DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	1	1104

(2) MAIN ST. - VANDENBERG BLVD. (WIDENING) (JACKSONVILLE) (F)

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

MAIN ST. - VANDENBERG BLVD. (WIDENING) (JACKSONVILLE) (F)

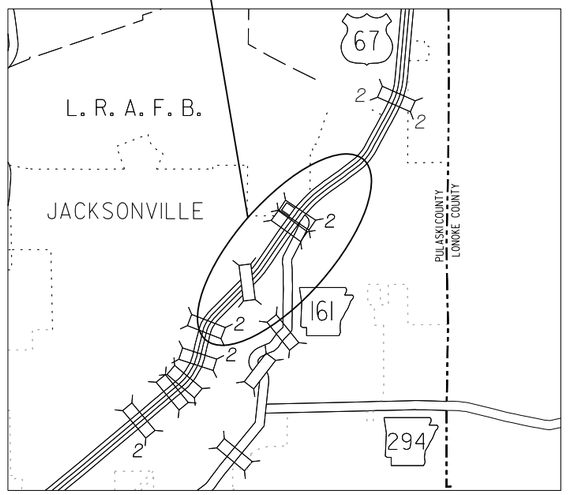
PULASKI COUNTY

ROUTE 67 SECTION 10

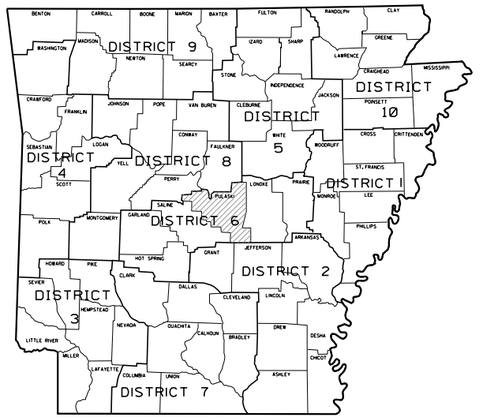
JOB CA0604

FED. AID PROJ. ACNHPP-9222(14)

PROJECT LOCATION

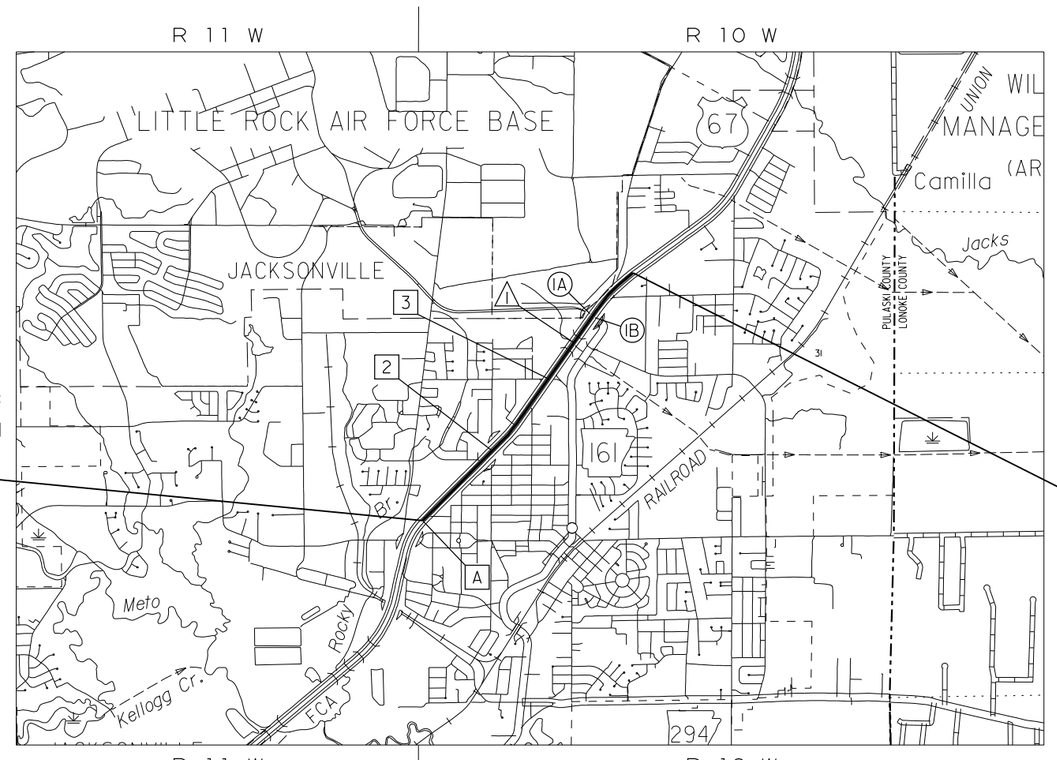


VICINITY MAP



ARKANSAS HIGHWAY DISTRICT 6

NOT TO SCALE



FOR BRIDGE DATA AND STRUCTURES OVER 20'-0" SPAN SEE SHEET NO. 2.

STA. 600+20.98
BEGIN JOB CA0604
L.M. 9.24

STA. 705+05.30
END JOB CA0604

EQUATIONS:

[A] STA. 600+00.00 BK. = STA. 600+20.98 AHD.

PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 34°52'11"	N 34°52'48"	N 34°53'28"
LONGITUDE	W 92°07'32"	W 92°06'48"	W 92°06'08"
STATION	600+20.98	652+63.14	705+05.30

DESIGN TRAFFIC DATA

DESIGN YEAR	2042
2022 ADT	74000
2042 ADT	88500
2042 DHV	9800
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	10%
DESIGN SPEED	65 MPH

GROSS LENGTH OF PROJECT	10484.32	FEET OR	1.986	MILES
NET " " ROADWAY	10229.56	" "	1.937	MILES
NET " " BRIDGES	254.76	" "	0.048	MILES
NET " " PROJECT	10484.32	" "	1.986	MILES

GARVER LLC CERTIFICATE OF AUTHORIZATION No. 766 ARKANSAS-ENGINEER

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

DIGITALLY SIGNED 8/24/2022

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				6	ARK.			
				JOB NO.		CA0604	2	1104

(2) BRIDGE DATA AND STRUCTURES OVER 20'-0" SPAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BRIDGE DATA

(1A) STA. 684+57.11 BRIDGE END
BRIDGE NO. A7546 OVER VANDENBERG BLVD.
210'-6" CONTINUOUS PLATE GIRDER UNIT (89' 11" - 120' 7")
56'-0" CLEAR ROADWAY WIDTH
212'-8" BRIDGE LENGTH
STA. 686+68.68 BRIDGE END

(1B) STA. 684+57.09 BRIDGE END
BRIDGE NO. B7546 OVER VANDENBERG BLVD.
208'-4" CONTINUOUS PLATE GIRDER UNIT (89'-0" - 119'-4")
56'-0" CLEAR ROADWAY WIDTH
210'-6" BRIDGE LENGTH
STA. 686+68.69 BRIDGE END

BRIDGE DATA (OVERPASSES)

[2] STA. 207+08.84 JAMES ST. BRIDGE END
BRIDGE NO. 07544
208'-0" CONTINUOUS PLATE GIRDER UNIT (108'-0" - 100'-0")
58'-0" CLEAR ROADWAY WIDTH
45°20'15" BRIDGE SKEW
211'-1" BRIDGE LENGTH
STA. 209+19.92 JAMES ST. BRIDGE END

[3] STA. 807+37.31 GREGORY ST. BRIDGE END
BRIDGE NO. 07545
287'-0" CONTINUOUS PLATE GIRDER UNIT (142'-0" - 145'-0")
26'-0" CLEAR ROADWAY WIDTH
31°43'28" BRIDGE SKEW
289'-6⅝" BRIDGE LENGTH
STA. 810+26.85 GREGORY ST. BRIDGE END

STRUCTURES OVER 20'-0" SPAN

⚠ STA. 675+75 IN PLACE
DBL. 10' X 4' X 240' R.C. BOX CULVERT
31°16'08" LT. FWD. SKEW
REMOVE
STA. 675+88 CONSTRUCT
QUAD. 10' X 6' X 323' R.C. BOX CULVERT
31°16'08" LT. FWD. SKEW
SEE SPECIAL DETAILS FOR CONNECTIONS
LT. & RT.
Q50 = 1364 CFS DA = 832 ACRES
SPAN = 43.17'

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9/14/2022				6	ARK.			
				JOB NO.		CA0604	3	1104
				(2)	INDEX OF SHEETS			

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5	STANDARD DRAWINGS		
6	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
7 - 44	TYPICAL SECTIONS OF IMPROVEMENT		
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116 - 212	TEMPORARY EROSION CONTROL DETAILS		
213 - 354	MAINTENANCE OF TRAFFIC DETAILS		
355 - 365	PERMANENT PAVEMENT MARKING DETAILS		
366 - 369	SIGN QUANTITIES		
370 - 399	SIGN PLACEMENT SHEETS		
400	ITS QUANTITIES SHEET		
401	ITS GENERAL NOTES		
402	ITS SYSTEM MAP		
403 - 412	ITS PLAN SHEETS		
413 - 421	ITS DETAIL SHEETS		
422	COMMUNICATION BLOCK DIAGRAMS		
423 - 450	QUANTITIES		
451	SCHEDULE OF BRIDGE QUANTITIES	07544, 07545, A&B7546	64604
452 - 456	SUMMARY OF QUANTITIES AND REVISIONS		
457 - 463	SURVEY CONTROL DETAILS		
464 - 607	PLAN AND PROFILE SHEETS		
608	CULVERT DIAGRAMS		
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610	TRAFFIC SIGNAL NOTES		
611 - 614	TRAFFIC SIGNAL STREET NAME SIGNS		
615	GROUNDING ARRAY DETAIL		
616	PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL		
617	SYSTEM MAP		
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623	TRAFFIC SIGNAL QUANTITIES - MARSHALL RD./JOHN HARDEN DR.		
624 - 627	SIGNALIZATION PLAN SHEETS		
628	TRAFFIC SIGNAL QUANTITIES - N. JAMES ST./T.P. WHITE DR.		
629 - 653	SIGNALIZATION PLAN SHEETS		
654	TRAFFIC SIGNAL QUANTITIES - N. JAMES ST./JOHN HARDEN DR.		
655 - 686	SIGNALIZATION PLAN SHEETS		
687	TRAFFIC SIGNAL QUANTITIES - GREGORY ST./N. 1ST. ST.		
688 - 691	SIGNALIZATION PLAN SHEETS		
692	TRAFFIC SIGNAL QUANTITIES - WALMART DR./JOHN HARDEN DR.		
693 - 706	SIGNALIZATION PLAN SHEETS		
707	TRAFFIC SIGNAL QUANTITIES - N.J.P. WRIGHT LOOP RD./N. 1ST ST.		
708 - 722	SIGNALIZATION PLAN SHEETS		
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724 - 753	SIGNALIZATION PLAN SHEETS		
754	TRAFFIC SIGNAL QUANTITIES - VANDENBERG BLVD./JOHN HARDEN DR.		
755 - 781	SIGNALIZATION PLAN SHEETS		
782	TRAFFIC SIGNAL QUANTITIES - T.P. WHITE DR./MADDEN RD.		
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795	TRAFFIC SIGNAL QUANTITIES - RAMP 4/N. 1ST ST.		
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828	DETAILS OF END BENTS (SHEET 4 OF 5)	07544	64612
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830	DETAILS OF INTERMEDIATE BENT (SHEET 1 OF 4)	07544	64614
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832	DETAILS OF INTERMEDIATE BENT (SHEET 3 OF 4)	07544	64616
833	DETAILS OF INTERMEDIATE BENT (SHEET 4 OF 4)	07544	64617
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835	DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT (SHEET 1 OF 10)	07544	64619
836	DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT (SHEET 2 OF 10)	07544	64620
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847	DETAILS OF TYPE SPECIAL 1 THRU 4 APPROACH SLABS (SHEET 3 OF 5)	07544	64631
848	DETAILS OF TYPE SPECIAL 1 THRU 4 APPROACH SLABS (SHEET 4 OF 5)	07544	64632
849	DETAILS OF TYPE SPECIAL 1 THRU 4 APPROACH SLABS (SHEET 5 OF 5)	07544	64633

STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 9/14/2022

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851	LAYOUT OF BRIDGE GREGORY ST. OVER HWY. 67 (SHEET 2 OF 2)	07545	64635
852	DETAILS OF END BENTS (SHEET 1 OF 4)	07545	64636
853	DETAILS OF END BENTS (SHEET 2 OF 4)	07545	64637
854	DETAILS OF END BENTS (SHEET 3 OF 4)	07545	64638
855	DETAILS OF END BENTS (SHEET 4 OF 4)	07545	64639
856	DETAILS OF INTERMEDIATE BENT (SHEET 1 OF 3)	07545	64640
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858	DETAILS OF INTERMEDIATE BENT (SHEET 3 OF 3)	07545	64642
859	DETAILS OF ELASTOMERIC BEARINGS	07545	64643
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861	DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT (SHEET 2 OF 7)	07545	64645
862	DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT (SHEET 3 OF 7)	07545	64646
863	DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT (SHEET 4 OF 7)	07545	64647
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866	DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT (SHEET 7 OF 7)	07545	64650
867	DETAILS OF TYPE SPECIAL 5 APPROACH SLAB	07545	64651
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873	DETAILS OF END BENTS (SHEET 1 OF 5)	A&B7546	64657
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875	DETAILS OF END BENTS (SHEET 3 OF 5)	A&B7546	64659
876	DETAILS OF END BENTS (SHEET 4 OF 5)	A&B7546	64660
877	DETAILS OF END BENTS (SHEET 5 OF 5)	A&B7546	64661
878	DETAILS OF INTERMEDIATE BENTS (SHEET 1 OF 3)	A&B7546	64662
879	DETAILS OF INTERMEDIATE BENTS (SHEET 2 OF 3)	A&B7546	64663
880	DETAILS OF INTERMEDIATE BENTS (SHEET 3 OF 3)	A&B7546	64664
881	DETAILS OF ELASTOMERIC BEARINGS	A&B7546	64665
882	DETAILS OF 210'-6" CONTINUOUS PLATE GIRDER UNIT BRIDGE A (SHEET 1 OF 3)	A7546	64666
883	DETAILS OF 210'-6" CONTINUOUS PLATE GIRDER UNIT BRIDGE A (SHEET 2 OF 3)	A7546	64667
884	DETAILS OF 210'-6" CONTINUOUS PLATE GIRDER UNIT BRIDGE A (SHEET 3 OF 3)	A7546	64668
885	DETAILS OF 208'-4" CONTINUOUS PLATE GIRDER UNIT BRIDGE B (SHEET 1 OF 3)	B7546	64669
886	DETAILS OF 208'-4" CONTINUOUS PLATE GIRDER UNIT BRIDGE B (SHEET 2 OF 3)	B7546	64670
887	DETAILS OF 208'-4" CONTINUOUS PLATE GIRDER UNIT BRIDGE B (SHEET 3 OF 3)	B7546	64671
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889	COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNIT BRIDGE A & B (SHEET 2 OF 4)	A&B7546	64673
890	COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNIT BRIDGE A & B (SHEET 3 OF 4)	A&B7546	64674
891	COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNIT BRIDGE A & B (SHEET 4 OF 4)	A&B7546	64675
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893	DETAILS OF TYPE SPECIAL 1 TRANSITIONAL APPROACH RAILING	A&B7546	64677
894	DETAILS OF PLANE MOULDINGS (SHEET 1 OF 2)	07545, A&B7546	64678
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911	DETAILS OF RETAINING WALL NOS. 1-8 (SHEET 16 OF 17)		64800
912	DETAILS OF RETAINING WALL NOS. 1-8 (SHEET 17 OF 17)		64801
913	DETAILS OF TEMPORARY RETAINING WALLS (SHEET 1 OF 3)		64801A
914	DETAILS OF TEMPORARY RETAINING WALLS (SHEET 2 OF 3)		64801B
915	DETAILS OF TEMPORARY RETAINING WALLS (SHEET 3 OF 3)		64801C

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				JOB NO.		CA0604	4	1104
				(2)	INDEX OF SHEETS			



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916	DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 1 OF 5)	OH-067-60-36, OH-067-60-38, OH-067-60-39, OH-067-60-40, OH-067-60-41, OH-067-60-42, OH-067-60-44	64801D
917	DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 2 OF 5)	OH-067-60-36, OH-067-60-38, OH-067-60-39, OH-067-60-40, OH-067-60-41, OH-067-60-42, OH-067-60-44	64801E
918	DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 3 OF 5)	OH-067-60-36, OH-067-60-38, OH-067-60-39, OH-067-60-40, OH-067-60-41, OH-067-60-42, OH-067-60-44	64801F
919	DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 4 OF 5)	OH-067-60-36, OH-067-60-38, OH-067-60-39, OH-067-60-40, OH-067-60-41, OH-067-60-42, OH-067-60-44	64801G
920	DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 5 OF 5)	OH-067-60-36, OH-067-60-38, OH-067-60-39, OH-067-60-40, OH-067-60-41, OH-067-60-42, OH-067-60-44	64801H
921	DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION (SHEET 1 OF 5)	OC-067-60-35, OC-067-60-37, OC-067-60-43	64852
922	DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION (SHEET 2 OF 5)	OC-067-60-35, OC-067-60-37, OC-067-60-43	64853
923	DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION (SHEET 3 OF 5)	OC-067-60-35, OC-067-60-37, OC-067-60-43	64854
924	DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION (SHEET 4 OF 5)	OC-067-60-35, OC-067-60-37, OC-067-60-43	64855
925	DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION (SHEET 5 OF 5)	OC-067-60-35, OC-067-60-37, OC-067-60-43	64856
926 - 1104	CROSS SECTIONS		

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

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				6	ARK.			
				JOB NO.		CA0604	5	1104
				(2)	STANDARD DRAWINGS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55002	STANDARD DETAILS FOR CONCRETE RIPRAP	02-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	03-24-16
55006	STANDARD GENERAL NOTES FOR STEEL BRIDGE STRUCTURES	09-02-15
55007	STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES	02-11-16
55008	STANDARD DETAILS FOR POURED SILICONE JOINTS	02-11-16
55010	STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE	05-11-21
55015	STANDARD DETAILS FOR TYPE H2 RAILING	06-25-20
55020	STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS	03-24-16
55040C2	STANDARD DETAILS FOR TYPE C2 APPROACH SLAB	02-27-14
55070	STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36	11-05-20

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CG-1	CURBING DETAILS	11-29-07
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	05-19-22
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9D	DETAILS OF DROP INLETS	08-22-02
FPC-9E	DETAILS OF DROP INLETS (TYPE C)	08-22-02
FPC-9M	DETAILS OF DROP INLET (TYPE MO)	08-22-02
FPC-9S	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	07-26-12
MB-1	MAILBOX DETAILS	11-18-04
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
SD-1	ANTENNA POLE	11-16-17
SD-3	SPAN WIRE ASSEMBLY STEEL POLE	11-16-17
SD-4	LOOP DETECTOR INSTALLATION	11-07-19
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	11-16-17
SD-7	SPAN WIRE ASSEMBLY WOOD POLE	11-16-17
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	11-16-17
SD-12	SERVICE POINT INSTALLATION WITH SUPPLEMENTAL GROUNDING ARRAY	11-07-19
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	11-07-19
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
SE-3	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)	11-07-19
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	07-25-19
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	05-19-22
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
SHS-5	DETAILS OF GUIDE SIGN PANELS	09-12-13
SHS-6	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	09-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	09-12-13
SHS-8	TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM	11-16-17
SI-1	DETAILS OF SPECIAL ITEMS	10-25-18
SI-2	REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)	05-14-20
SI-3	CONCRETE WALK (TYPE SPECIAL)	11-05-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	08-22-02
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05
WR-2	WHEELCHAIR RAMPS ALTERATIONS ONLY	10-09-03

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9/14/2022				6	ARK.			
9/20/2022				JOB NO.		CA0604	6	1104
				(2)	GOVERNING SPECS AND GENERAL NOTES			

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 CA0604
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
105-4_____	MAINTENANCE DURING CONSTRUCTION
107-2_____	RESTRAINING CONDITIONS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____	UNCLASSIFIED EXCAVATION
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
307-1_____	CEMENT
308-1_____	CEMENT
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
400-7_____	TRACKLESS TACK
404-3_____	DESIGN OF ASPHALT MIXTURES
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4_____	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
501-2_____	CEMENT
502-1_____	WELDED WIRE REINFORCEMENT
505-1_____	PORTLAND CEMENT CONCRETE DRIVEWAY
600-2_____	INCIDENTAL CONSTRUCTION
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTON ZONES (MASH)
605-1_____	CONCRETE DITCH PAVING
606-1_____	PIPE CULVERTS FOR SIDE DRAINS
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
632-1_____	CONCRETE ISLAND
633-1_____	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1_____	CURBING
700-2_____	TRAFFIC CONTROL FACILITIES
723-1_____	GENERAL REQUIREMENTS FOR SIGNS
730-1_____	BREAKAWAY SIGN SUPPORT
732-1_____	CRASH CUSHION
800-1_____	STRUCTURES
802-3_____	CONCRETE FOR STRUCTURES
802-4_____	CEMENT
804-2_____	REINFORCING STEEL FOR STRUCTURES
807-2_____	STEEL STRUCTURES
808-1_____	INSTALLATION OF ELASTOMERIC BEARINGS
808-2_____	ELASTOMERIC BEARINGS
JOB CA0604__	ACTUATED CONTROLLER
JOB CA0604__	AGGREGATE TESTING ON CONCRETE BARRIER WALLS
JOB CA0604__	AIRPORT CLEARANCE REQUIREMENTS
JOB CA0604__	ANTENNA SUPPORT
JOB CA0604__	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB CA0604__	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB CA0604__	BIDDING REQUIREMENTS AND CONDITIONS
JOB CA0604__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB CA0604__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB CA0604__	CABINET DRAWER ASSEMBLY
JOB CA0604__	CARGO PREFERENCE ACT REQUIREMENTS
JOB CA0604__	CEMENT STABILIZED CRUSHED STONE BASE COURSE
JOB CA0604__	CLOSED LOOP TRAFFIC SYSTEM
JOB CA0604__	COLD MILLING - COUNTY PROPERTY
JOB CA0604__	CONCRETE BARRIER WALL
JOB CA0604__	CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS
JOB CA0604__	CONCRETE WALKS (TYPE SPECIAL)
JOB CA0604__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB CA0604__	CONSTRUCTION PROJECT INFORMATION SIGN
JOB CA0604__	DELAY IN RIGHT OF WAY OCCUPANCY
JOB CA0604__	DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
JOB CA0604__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB CA0604__	EDGE CARD VIDEO PROCESSOR

GOVERNING SPECIFICATIONS

NUMBER	TITLE
JOB CA0604__	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB CA0604__	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB CA0604__	ELECTRONIC DOCUMENT MANAGEMENT – CONNECTING ARKANSAS PROGRAM
JOB CA0604__	EMBANKMENT CONSTRUCTION
JOB CA0604__	EMPLOYMENT REPORTING
JOB CA0604__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB CA0604__	EXTENSION FOR PIPE CULVERTS
JOB CA0604__	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB CA0604__	FLY ASH
JOB CA0604__	FOUNDATION IMPROVEMENT - AGGREGATE PIER
JOB CA0604__	FURNISH AND OPERATION OF MOBILE SPEED NOTIFICATION SYSTEM
JOB CA0604__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB CA0604__	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (G&W)
JOB CA0604__	INTELLIGENT TRANSPORTATION SYSTEM CABINET
JOB CA0604__	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB CA0604__	LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB CA0604__	LED TRAFFIC SIGNAL HEAD
JOB CA0604__	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB CA0604__	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB CA0604__	MAINTENANCE OF TRAFFIC
JOB CA0604__	MANDATORY ELECTRONIC CONTRACT
JOB CA0604__	NESTING SITES OF MIGRATORY BIRDS
JOB CA0604__	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT
JOB CA0604__	OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY
JOB CA0604__	PAN-TILT-ZOOM CAMERA SYSTEM
JOB CA0604__	PARTNERING REQUIREMENTS
JOB CA0604__	PCC PAVEMENT SURFACE SMOOTHNESS (IRI)
JOB CA0604__	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB CA0604__	PLANE MOULDINGS
JOB CA0604__	PLASTIC PIPE
JOB CA0604__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB CA0604__	PRICE ADJUSTMENT FOR FUEL
JOB CA0604__	PROHIBITION OF CERTAIN TELECOMMUNICATION AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB CA0604__	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB CA0604__	REACTIVE AGGREGATE TESTING
JOB CA0604__	RELOCATION OF TRAFFIC SIGNAL HEAD
JOB CA0604__	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB CA0604__	REMOVE AND REINSTALL THRIE BEAM TERMINAL
JOB CA0604__	REMOVING AND REINSTALLING SIGNS
JOB CA0604__	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB CA0604__	RETAINING WALLS
JOB CA0604__	RETROFLECTIVE BACKPLATES
JOB CA0604__	ROAD WEATHER INFORMATION SYTSTEM
JOB CA0604__	SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSAL (ACP)
JOB CA0604__	SEQUENCE OF CONSTRUCTION
JOB CA0604__	SERVICE POINT ASSEMBLY
JOB CA0604__	SHORING
JOB CA0604__	SHORING FOR CULVERTS
JOB CA0604__	SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB CA0604__	SOIL NAIL WALL
JOB CA0604__	SOIL STABILIZATION
JOB CA0604__	SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS
JOB CA0604__	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB CA0604__	SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB CA0604__	STEEL SIGN STRUCTURES
JOB CA0604__	STORM WATER POLLUTION PREVENTION PLAN
JOB CA0604__	STREET NAME SIGN (MAST ARM MOUNTED)
JOB CA0604__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB CA0604__	TEMPORARY RETAINING WALLS
JOB CA0604__	TILT TOWER
JOB CA0604__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB CA0604__	TRAFFIC CONTROL SUPERVISOR
JOB CA0604__	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)
JOB CA0604__	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB CA0604__	UTILITY ADJUSTMENTS
JOB CA0604__	VALUE ENGINEERING
JOB CA0604__	VIDEO DETECTOR (COLOR)
JOB CA0604__	VIDEO DETECTOR ROTATION
JOB CA0604__	WARM MIX ASPHALT
JOB CA0604__	WOVEN GEOTEXTILE FABRIC FOR SUBGRADE REINFORCEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 9/20/2022

GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
8. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
9. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
10. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

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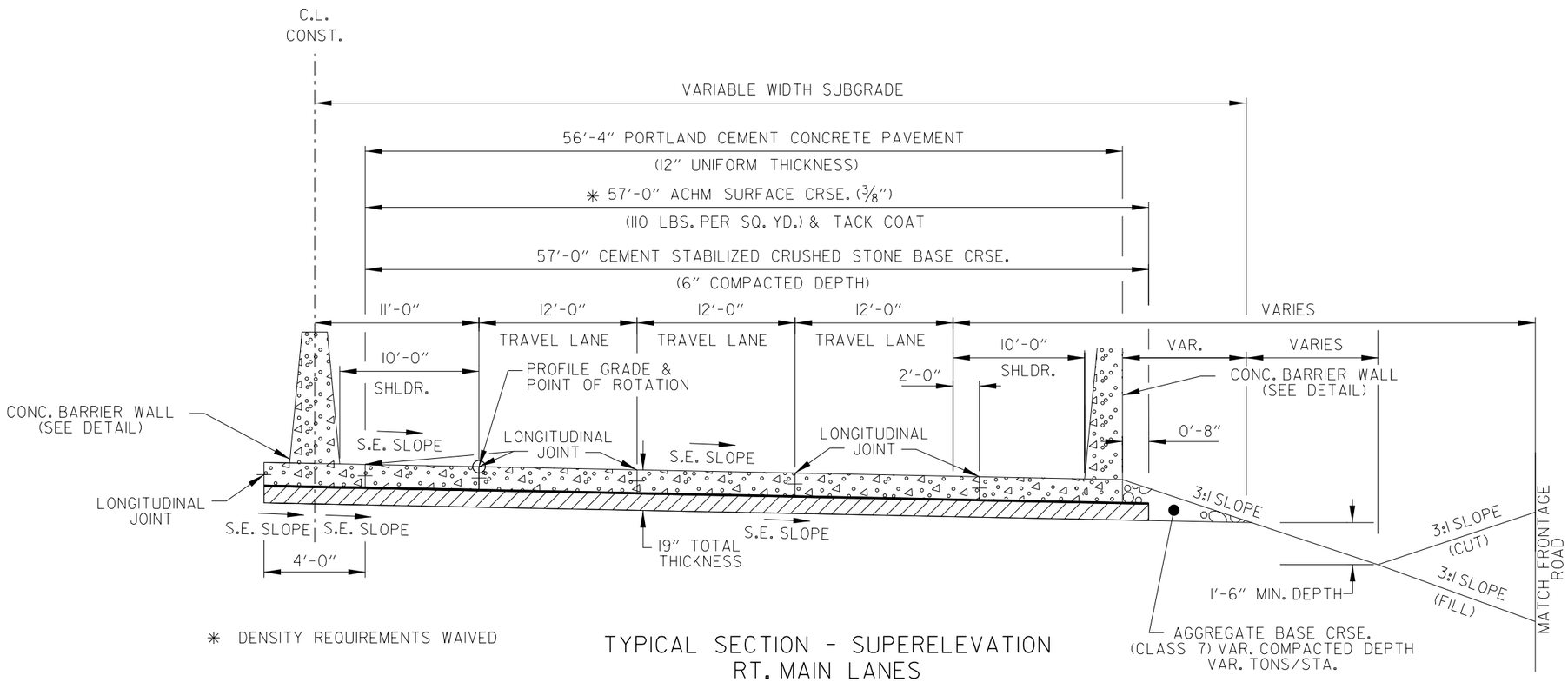
				JOB NO.		CA0604	7	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - SUPERELEVATION RT. MAIN LANES

(REVERSE FOR LT. MAIN LANES)

STA. 600+20.98 LT. TO STA. 601+56.51 LT.
STA. 631+29.76 LT. TO STA. 647+47.79 LT.
STA. 679+15.43 LT. TO STA. 705+05.30 LT.

STA. 600+20.98 RT. TO STA. 601+56.51 RT.
STA. 633+46.46 RT. TO STA. 647+47.79 RT.
STA. 680+79.60 RT. TO STA. 705+05.30 RT.

NOTES;

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

(2) REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

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				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

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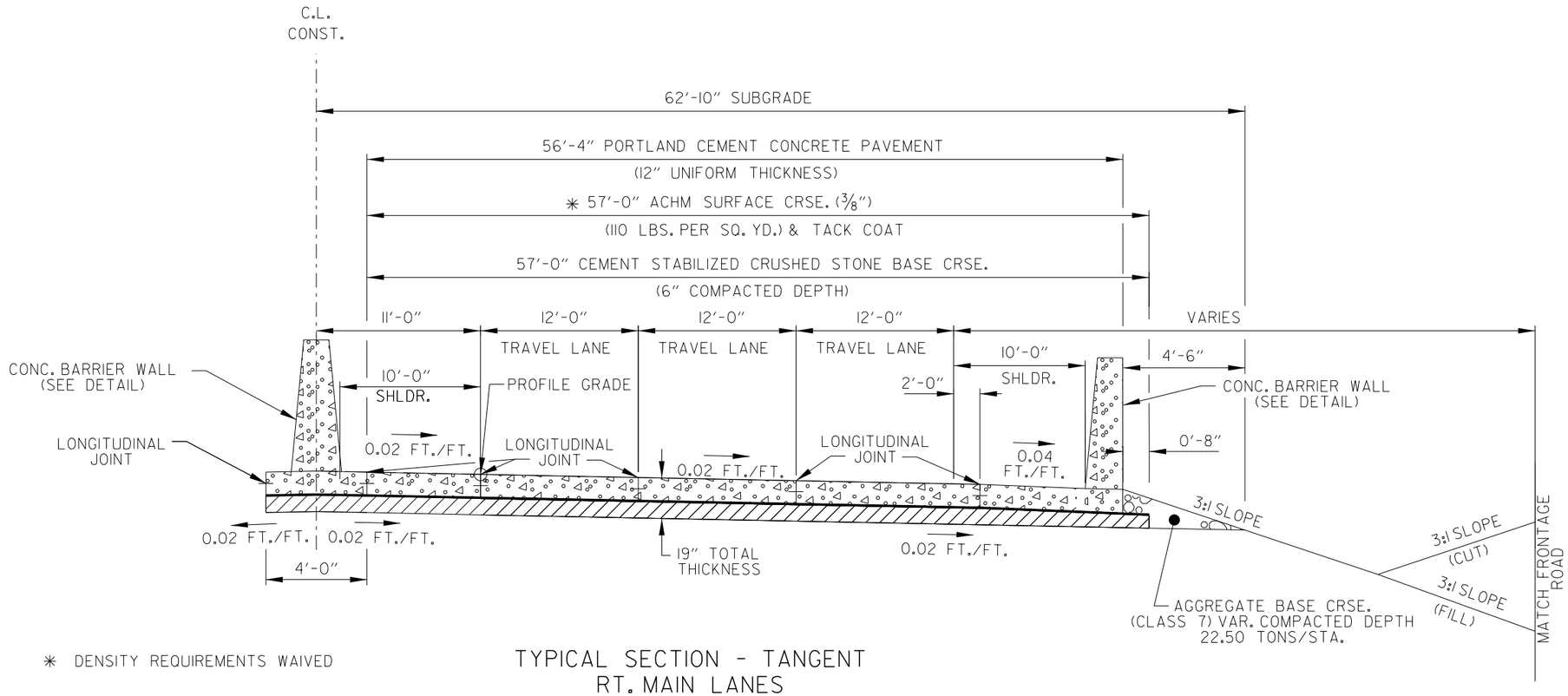

* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - TANGENT
RT. MAIN LANES
(REVERSE FOR LT. MAIN LANES)

STA. 619+44.40 LT. TO STA. 631+29.76 LT.
STA. 601+56.51 LT. TO STA. 605+17.18 LT.
STA. 647+47.79 LT. TO STA. 652+39.25 LT.
STA. 669+12.25 LT. TO STA. 679+15.43 LT.

STA. 601+56.51 RT. TO STA. 620+46.46 RT.
STA. 647+47.79 RT. TO STA. 670+24.60 RT.

NOTES:

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

(2) REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

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				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

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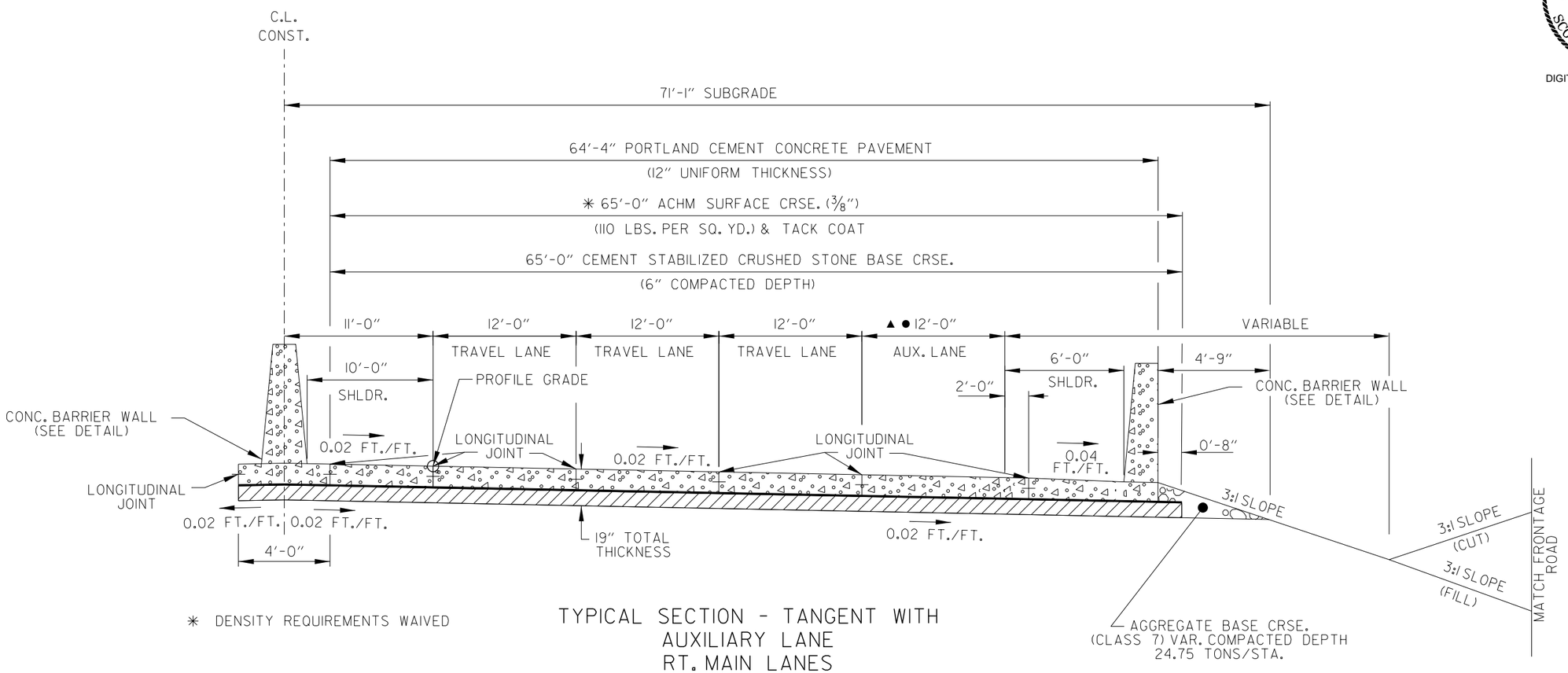

* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - TANGENT WITH AUXILIARY LANE RT. MAIN LANES

(REVERSE FOR LT. MAIN LANES)

STA. 605+17.18 LT. TO STA. 619+44.40 LT.
STA. 652+39.25 LT. TO STA. 669+12.25 LT.

STA. 620+46.46 RT. TO STA. 631+29.76 RT.
STA. 670+24.60 RT. TO STA. 679+15.43 RT.

▲ TRANSITION FROM 12' AT STA. 630+46.46 RT. TO 8.67' AT STA. 631+29.76 RT.

● TRANSITION FROM 12' AT STA. 677+79.60 RT. TO 5.59' AT STA. 679+15.43 RT.

NOTES:

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

(2) REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

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				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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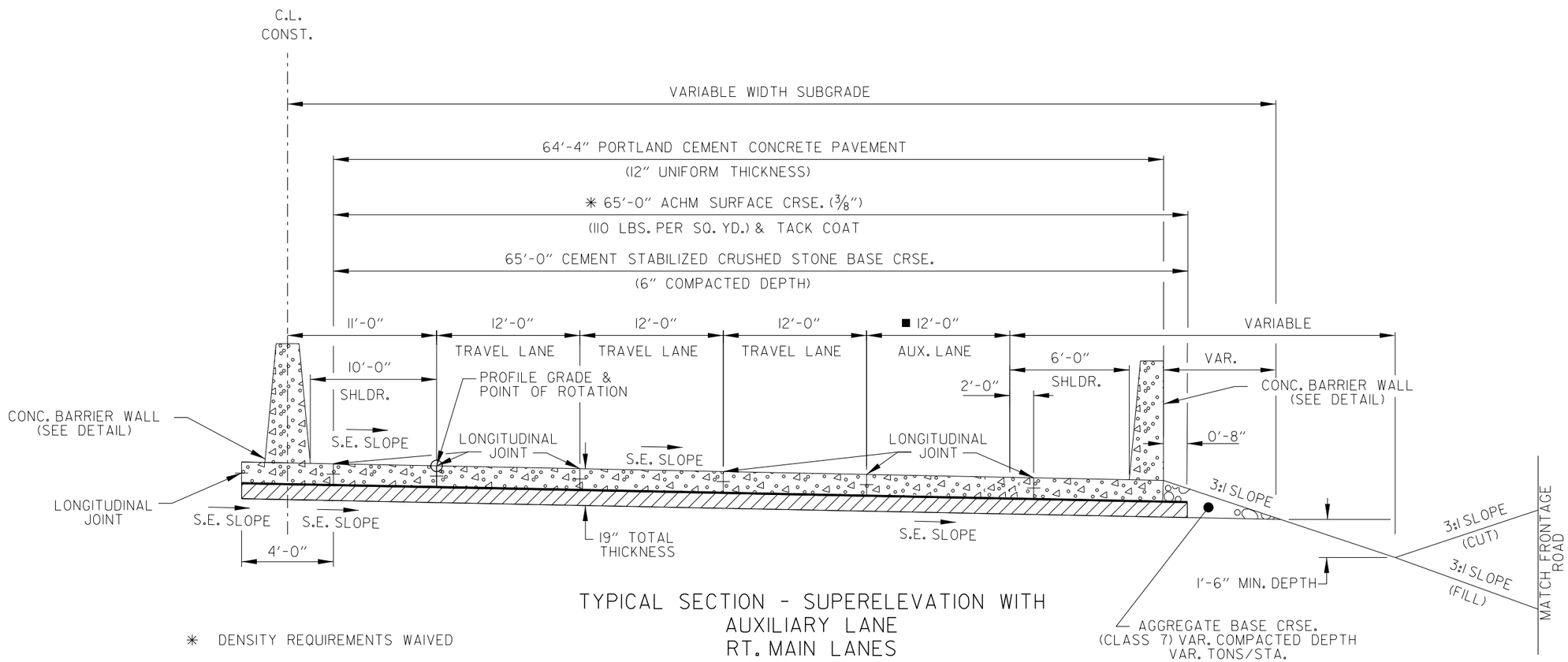

TYPICAL SECTION - SUPERELEVATION WITH AUXILIARY LANE RT. MAIN LANES

(REVERSE FOR LT. MAIN LANES)

STA. 631+29.76 RT. TO STA. 633+46.46 RT.
STA. 679+15.43 RT. TO STA. 680+79.60 RT.

* DENSITY REQUIREMENTS WAIVED

■ TRANSITION FROM 0' AT STA. 704+05.75 RT. TO 4.54' AT STA. 705+05.30 RT.

TRANSITION FROM 8.67' AT STA. 631+29.76 RT. TO 0' AT STA. 633+46.46 RT.

TRANSITION FROM 5.59' AT STA. 679+15.43 RT. TO 0' AT STA. 680+76.65 RT.

NOTES:

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

(2) REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

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REVISED DATE:

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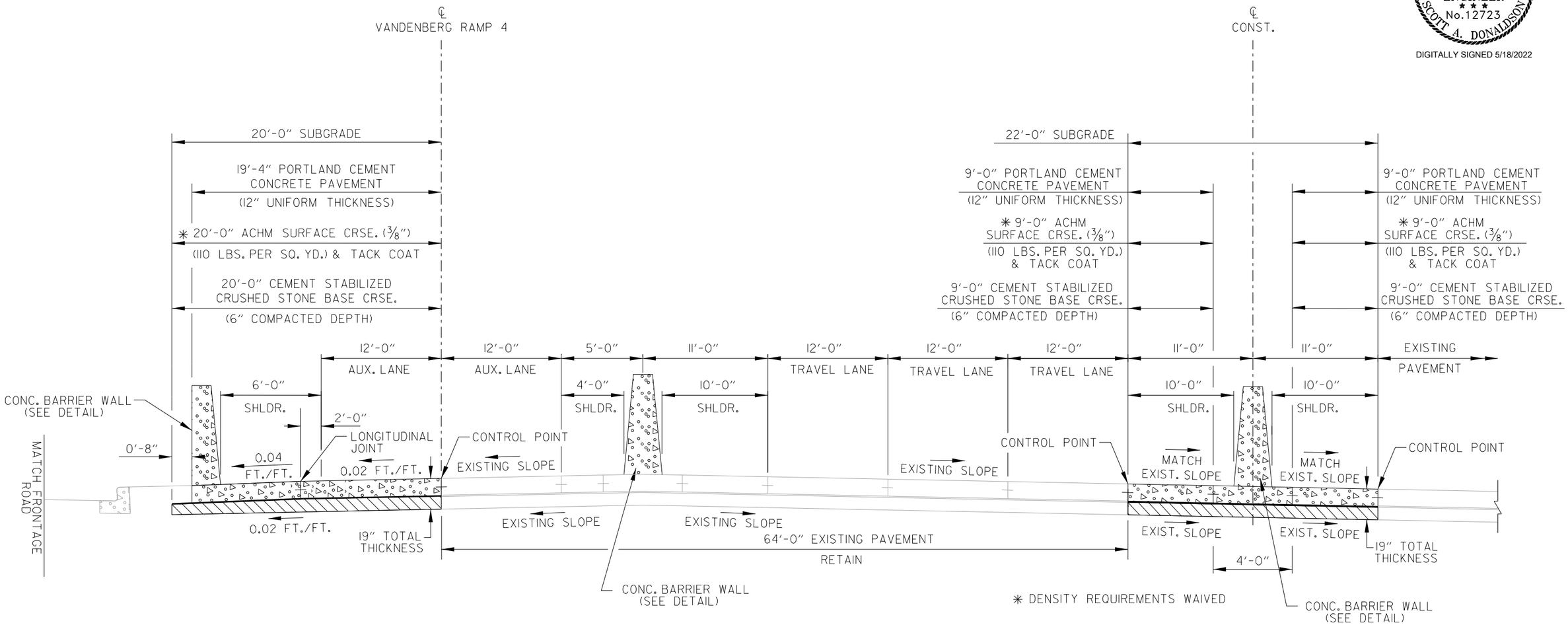
				6	ARK.			
				JOB NO.		CA0604	11	1104
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



TYPICAL SECTION - SUPERELEVATION WITH BARRIER WALL AND AUXILLARY LANE LT. MAIN LANES

STA. 705+05.30 LT. TO STA. 708+20.30 LT.

NOTES:

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(2) REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

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

TYPICAL SECTIONS OF IMPROVEMENT

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REVISED DATE:

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				JOB NO.		CA0604	12	1104
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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SCOTT A. DONALDSON

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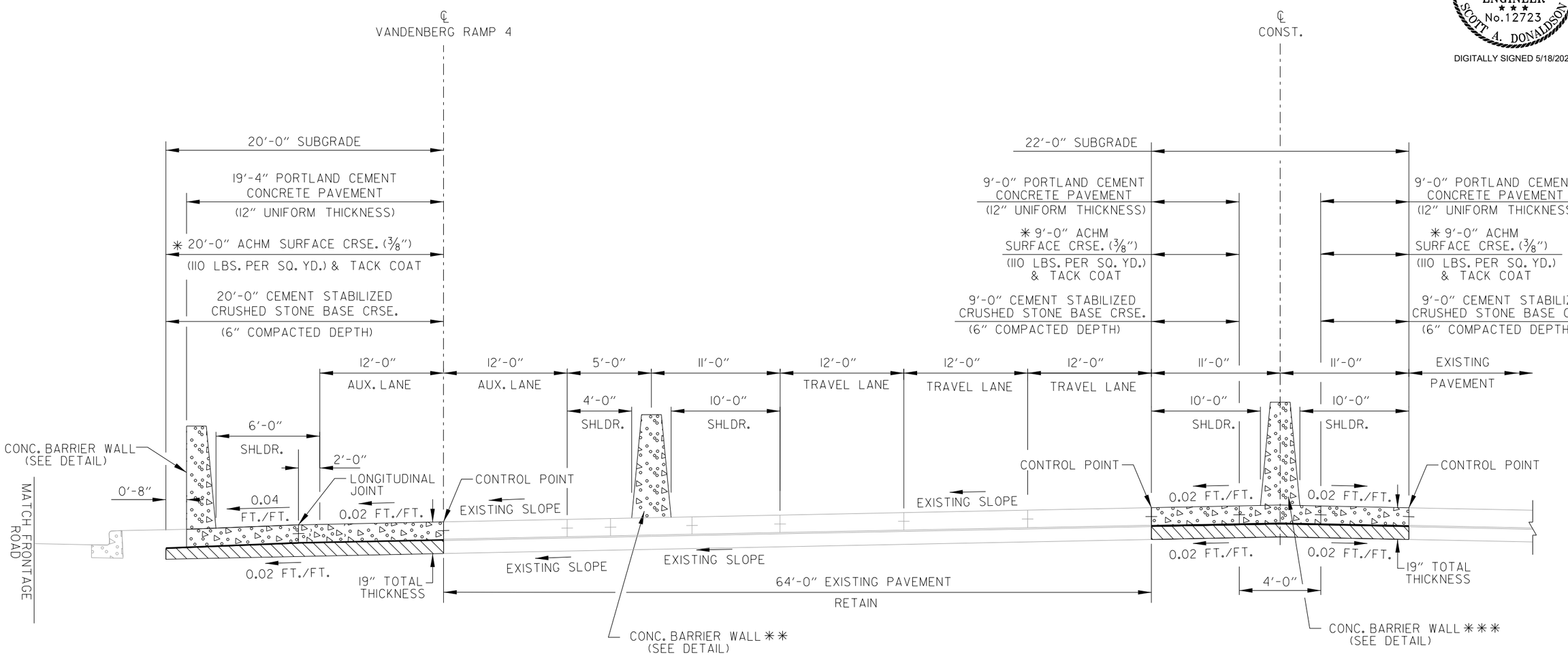

TYPICAL SECTION - TANGENT WITH BARRIER WALL AND AUXILLARY LANE LT. MAIN LANES

* DENSITY REQUIREMENTS WAIVED
** CONC. BARRIER WALL CONTINUES TO STA. 712+30
*** CONC. BARRIER WALL CONTINUES TO STA. 711+50

STA. 708+20.30 LT. TO STA. 709+00.00 LT.

NOTES:

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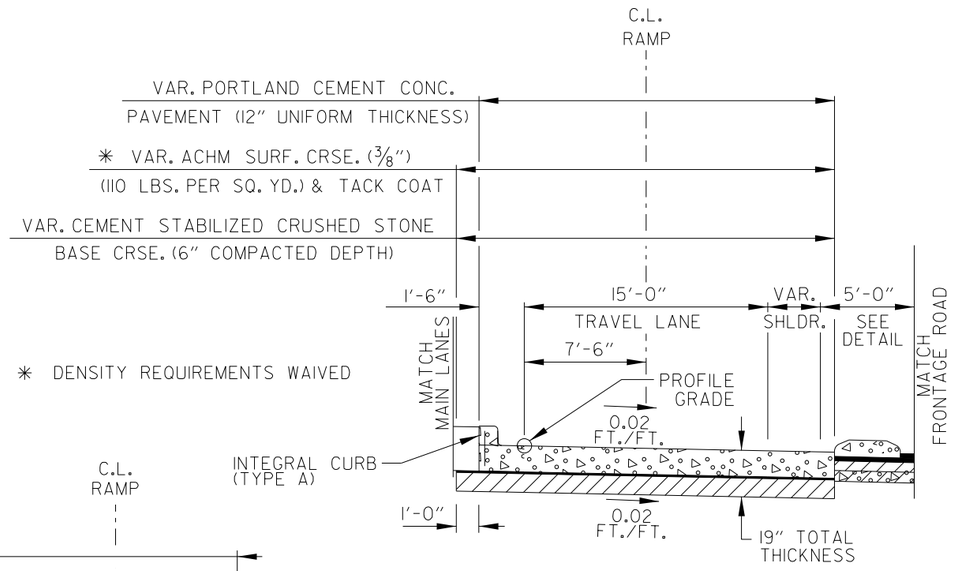
(2) TYPICAL SECTIONS OF IMPROVEMENT

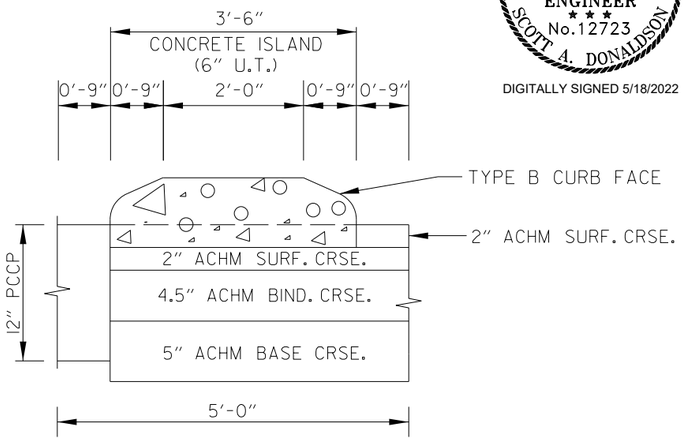


TYPICAL SECTION - TANGENT SLIP RAMP WITH CURB

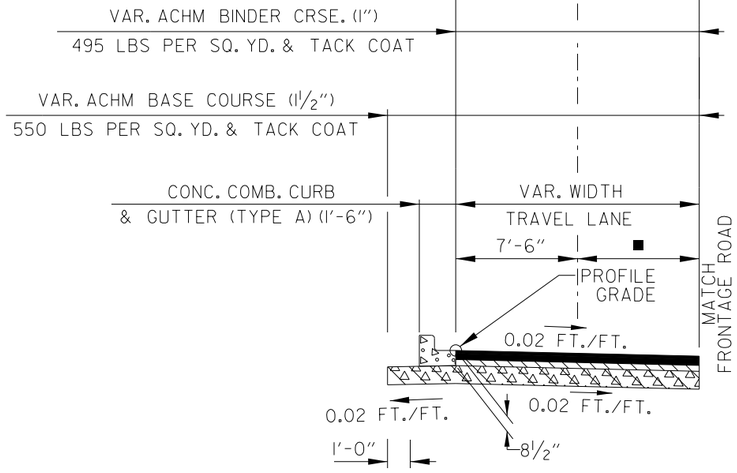
(SHOWN IN DIRECTION OF TRAFFIC)

N. JAMES ST. RAMP 1
STA. 14+25.99 TO STA. 16+67.08

GREGORY ST. RAMP 1
STA. 14+41.17 TO STA. 16+57.01



DETAIL



TYPICAL SECTION - TANGENT SLIP RAMP

(SHOWN IN DIRECTION OF TRAFFIC)

N. JAMES ST. RAMP 4
STA. 10+00.00 TO STA. 10+78.75

■ TRANSITION FROM 12.51' AT STA. 10+00.00 TO 14.31' AT STA. 10+78.72

NOTES:

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STATE OF ARKANSAS
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				JOB NO.		CA0604	14	1104
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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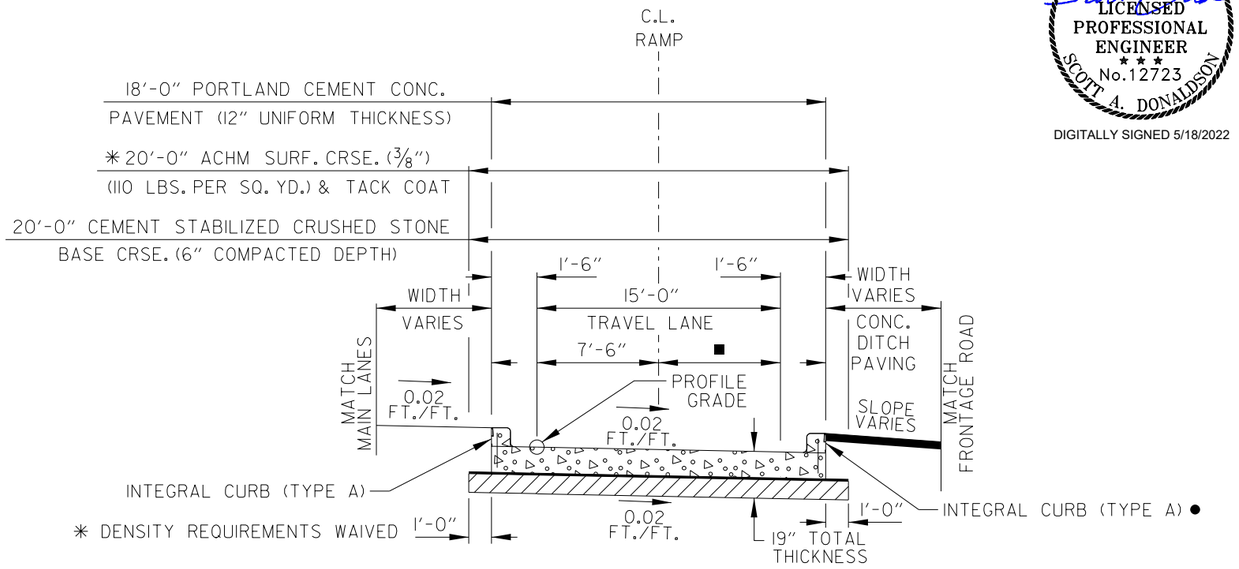
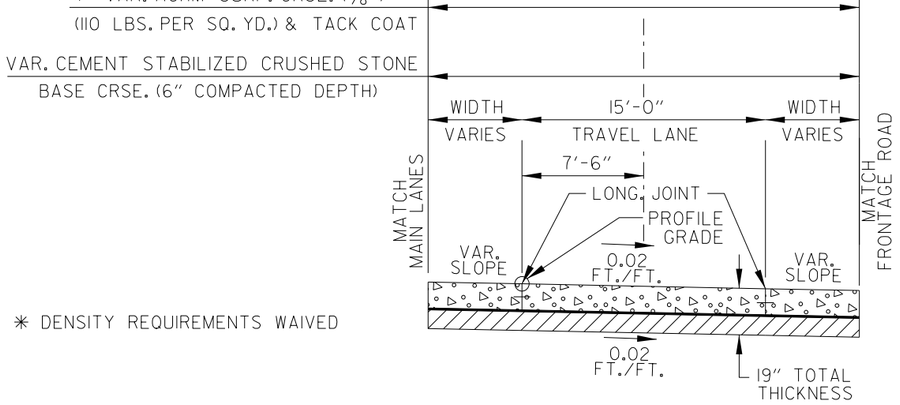


TYPICAL SECTION - TANGENT SLIP RAMP WITH CURB
(SHOWN IN DIRECTION OF TRAFFIC)

N. JAMES ST. RAMP 4
STA. 10+78.72 TO STA. 13+53.08

■ TRANSITION FROM 9.31' AT STA. 10+78.72 TO 7.5' AT STA. 11+50.02

● CURB ENDS AT STA. 12+75.03



TYPICAL SECTION - TANGENT SLIP RAMP
(SHOWN IN DIRECTION OF TRAFFIC)

N. JAMES ST. RAMP 2
STA. 12+54.07 TO STA. 13+47.48

N. JAMES ST. RAMP 3
STA. 11+80.57 TO STA. 13+33.90

GREGORY ST. RAMP 2
STA. 12+46.67 TO STA. 13+63.52

GREGORY ST. RAMP 3
STA. 11+61.34 TO STA. 12+92.23

NOTES:

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				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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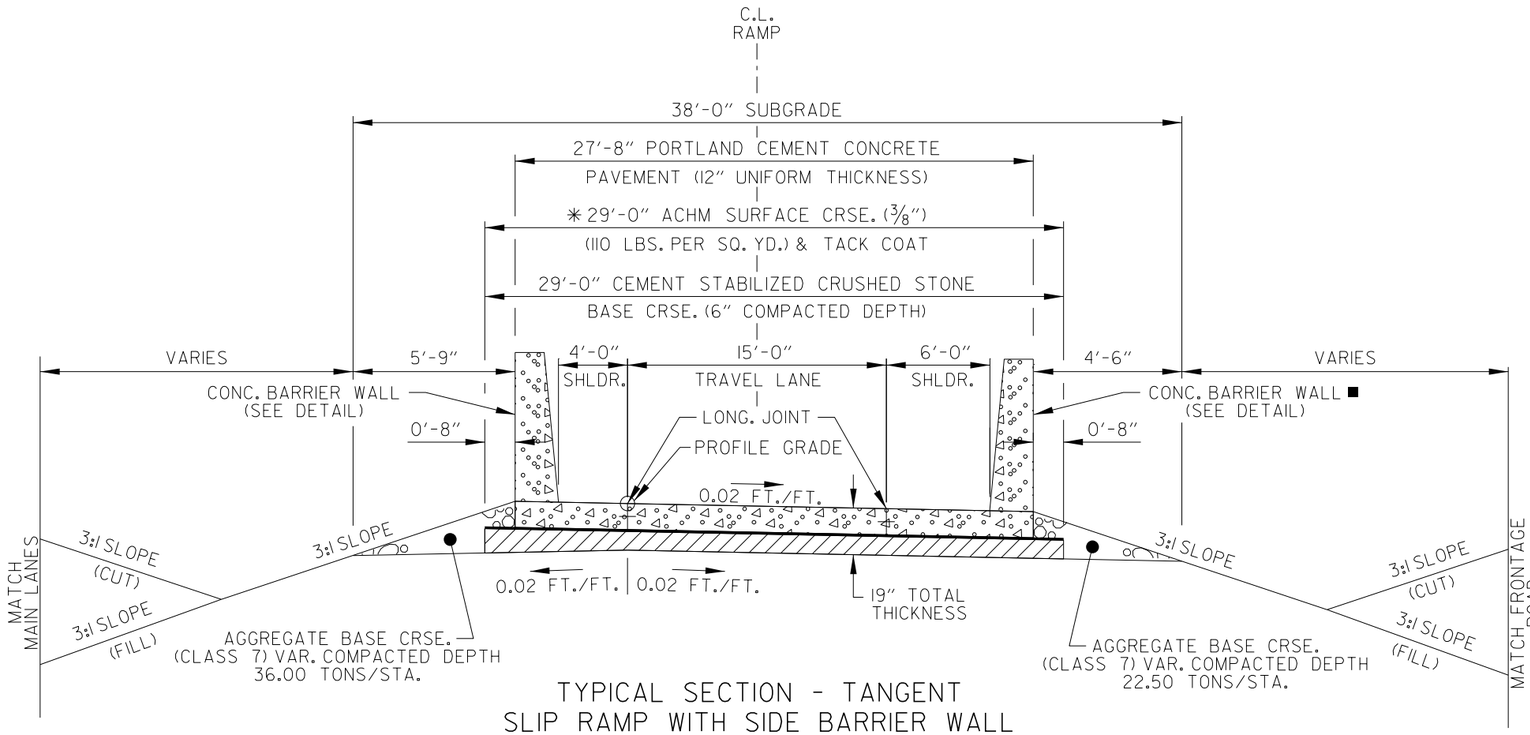

TYPICAL SECTION - TANGENT
SLIP RAMP WITH SIDE BARRIER WALL
(SHOWN IN DIRECTION OF TRAFFIC)

* DENSITY REQUIREMENTS WAIVED

GREGORY ST. RAMP 4
STA. 11+00.00 TO STA. 17+01.24

■ BARRIER WALL ENDS AT STA. 15+62.93

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				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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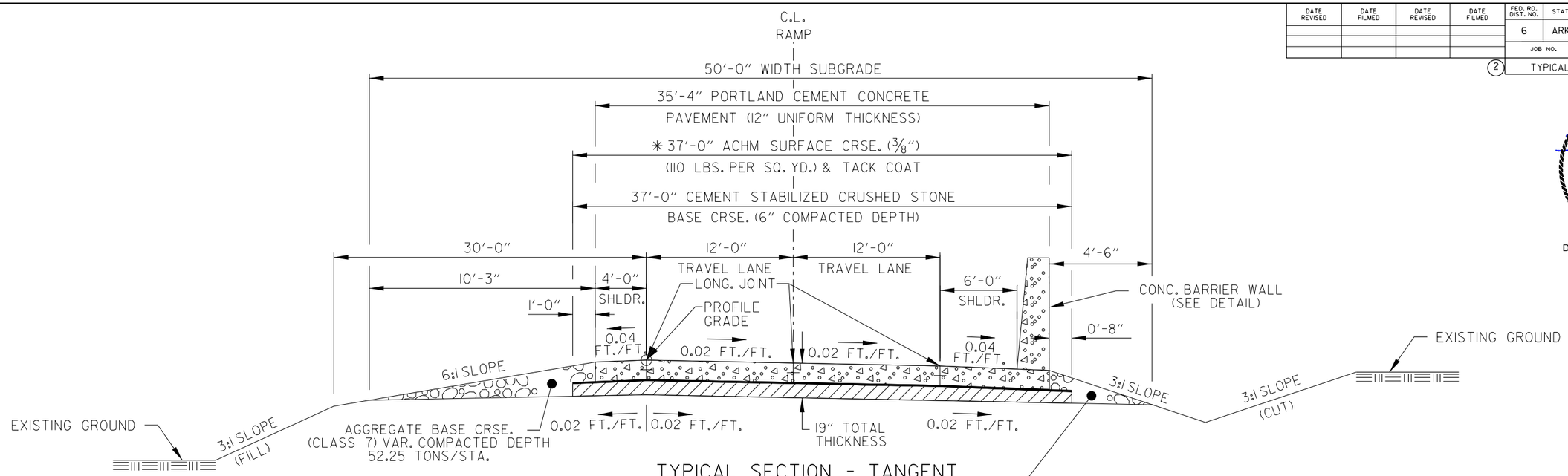

* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - TANGENT INTERCHANGE RAMP

(SHOWN IN DIRECTION OF TRAFFIC)
VANDENBERG BLVD. RAMP 4
STA. 703+49.95 TO STA. 705+04.45

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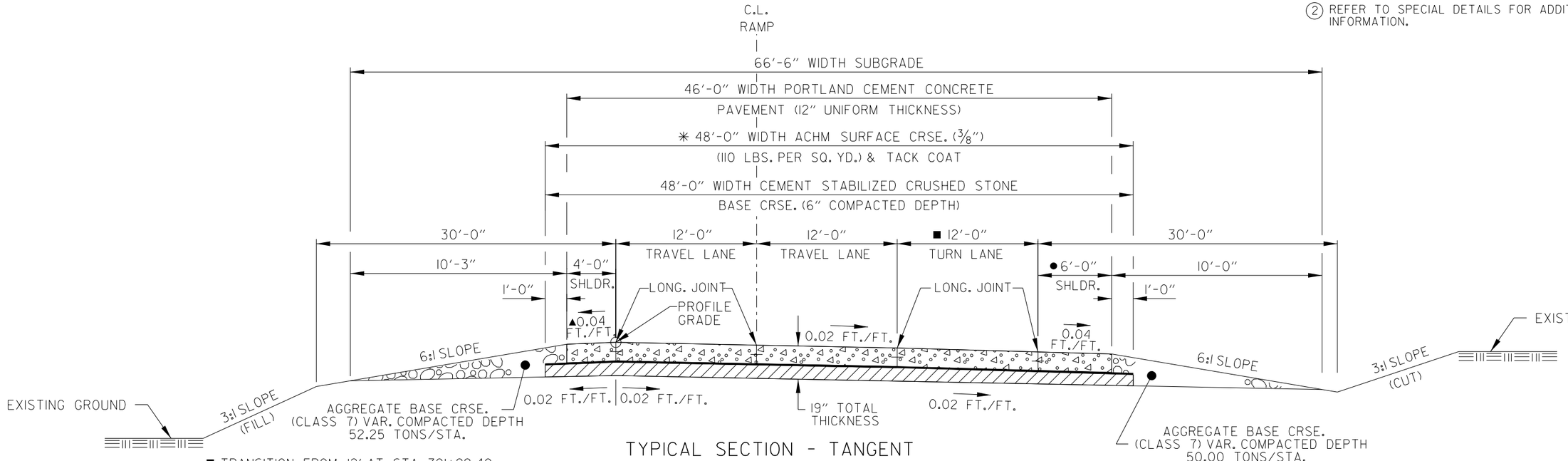

TYPICAL SECTION - TANGENT INTERCHANGE RAMP

(SHOWN IN DIRECTION OF TRAFFIC)
VANDENBERG BLVD. RAMP 4
STA. 700+40.49 TO STA. 703+49.95

* DENSITY REQUIREMENTS WAIVED

■ TRANSITION FROM 12' AT STA. 701+99.40 TO 0' AT STA. 703+49.95

● BEGIN CONCRETE BARRIER WALL (SIDE TYPE A) AT STA. 701+99.40

▲ TRANSITION FROM -0.04 FT./FT. AT STA. 701+00.00 TO 0.02 FT./FT. AT STA. 702+00.00.

TYPICAL SECTIONS OF IMPROVEMENT

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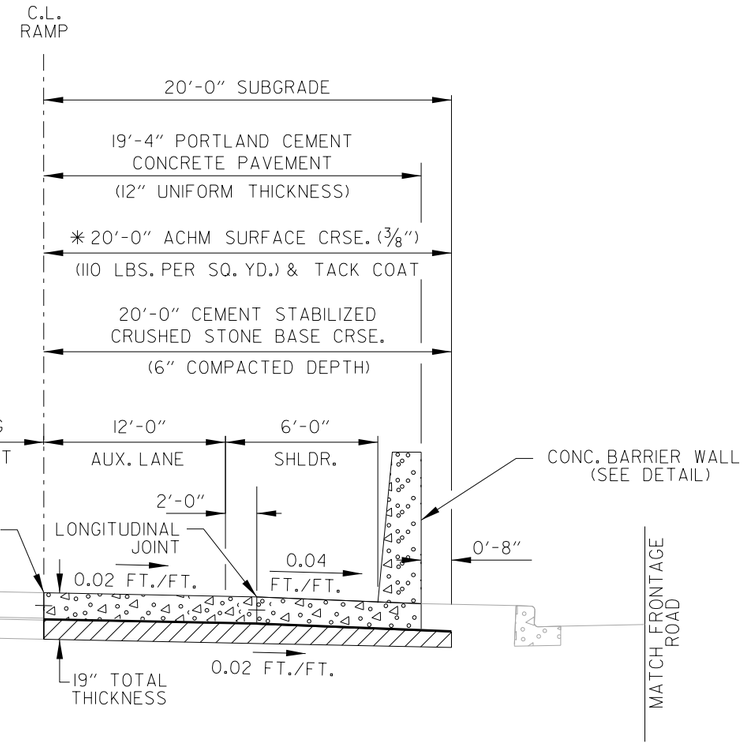
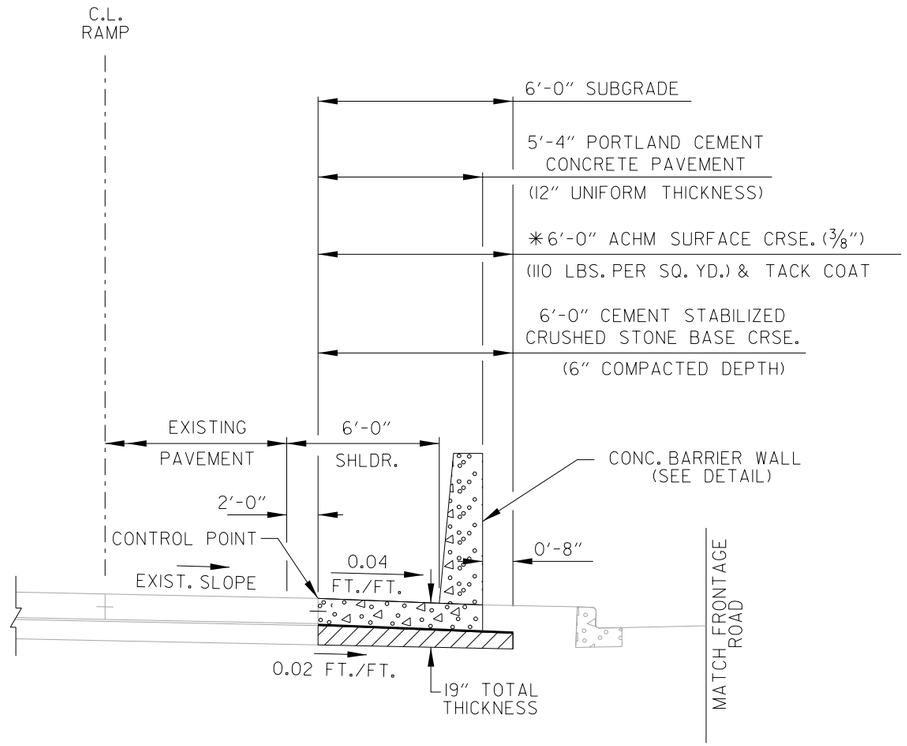


TYPICAL SECTION - TANGENT INTERCHANGE RAMP
(SHOWN IN DIRECTION OF TRAFFIC)

VANDENBERG RAMP 4
STA. 705+04.45 TO STA. 715+48.35

* DENSITY REQUIREMENTS WAIVED



TYPICAL SECTION - TANGENT INTERCHANGE RAMP
(SHOWN IN DIRECTION OF TRAFFIC)

VANDENBERG RAMP 4
STA. 715+48.35 TO STA. 716+98.82

* DENSITY REQUIREMENTS WAIVED

STATE OF ARKANSAS
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TYPICAL SECTIONS OF IMPROVEMENT

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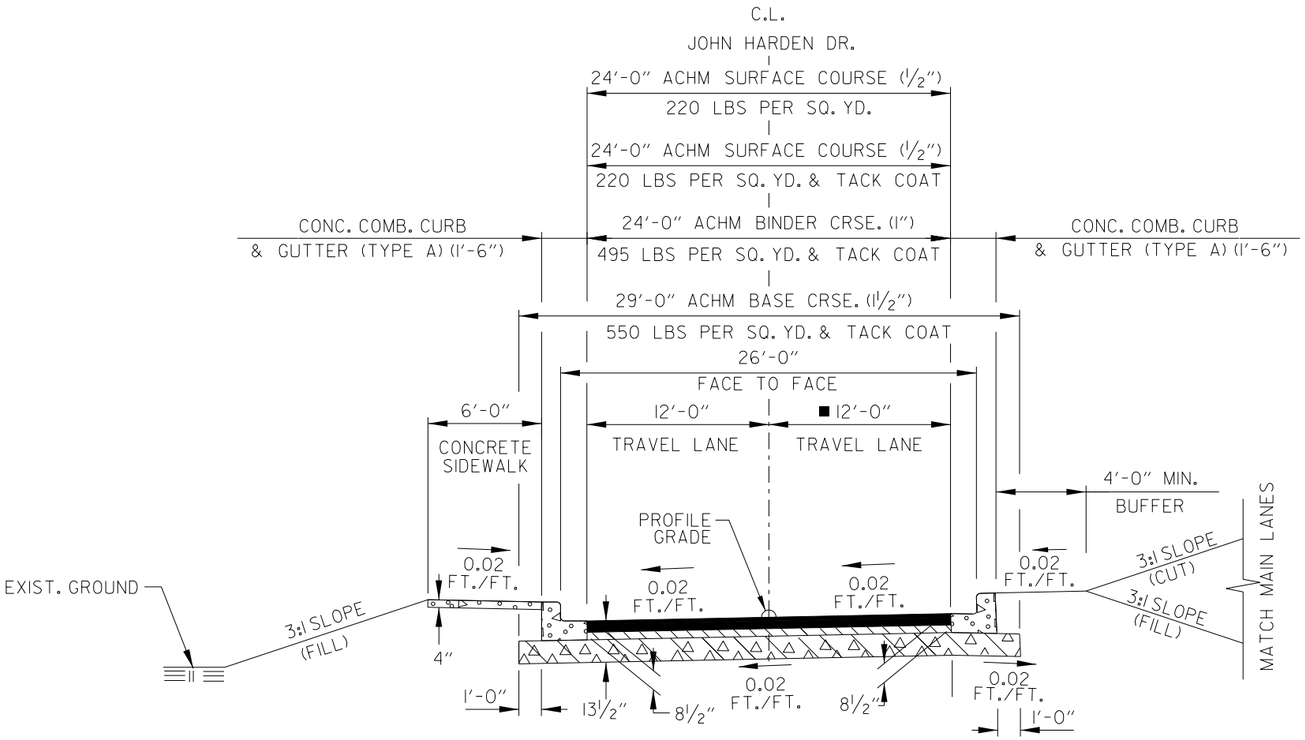
(2) TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION - TANGENT
JOHN HARDEN DR.

STA. 100+11.40 TO STA. 101+18.43
STA. 105+04.22 TO STA. 109+57.73
STA. 116+20.55 TO STA. 132+24.71
STA. 139+44.53 TO STA. 139+45.24
STA. 146+84.64 TO STA. 152+05.83
STA. 163+58.52 TO STA. 168+34.00
STA. 178+99.30 TO STA. 180+59.33

■ TRANSITION FROM 12' AT STA. 106+57.73 TO 20' AT STA. 109+57.73
TRANSITION FROM 0' AT STA. 116+20.55 TO 12' AT STA. 119+20.55
TRANSITION FROM 0' AT STA. 146+76.25 TO 23' AT STA. 152+05.83
TRANSITION FROM 0' AT STA. 163+58.52 TO 12' AT STA. 166+58.33

STATE OF ARKANSAS
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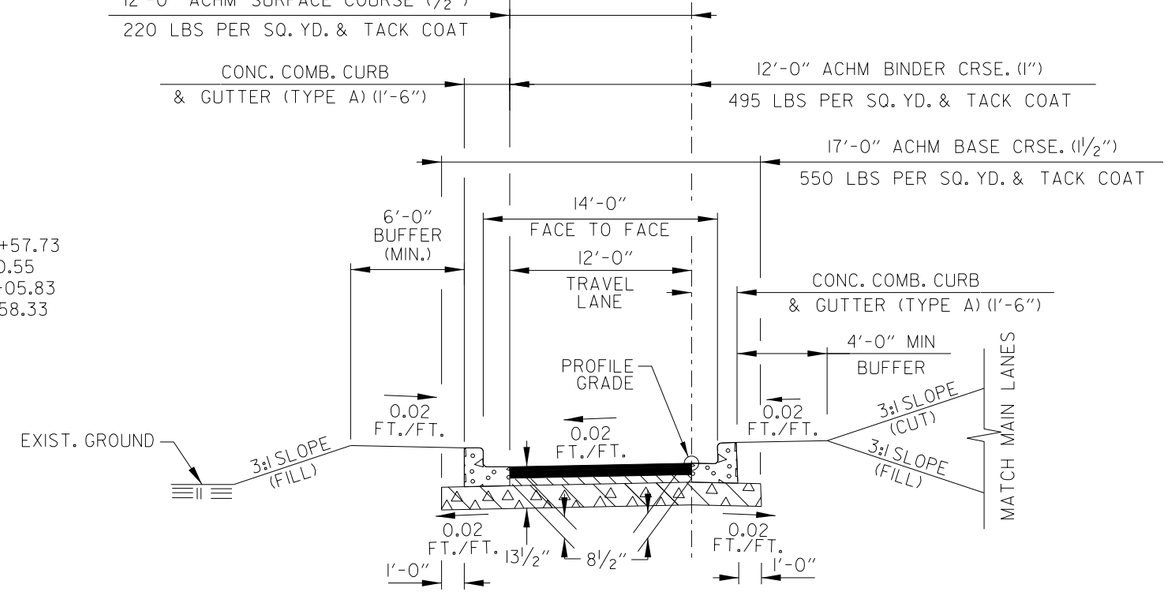
(4) REFER TO PLAN SHEETS FOR SIDEWALK LIMITS.



TYPICAL SECTION - TANGENT
JOHN HARDEN DR.

STA. 109+57.73 TO STA. 116+20.55
STA. 154+40.29 TO STA. 156+90.29
STA. 161+20.96 TO STA. 163+58.52

TYPICAL SECTIONS OF IMPROVEMENT

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				JOB NO.		CA0604	19	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
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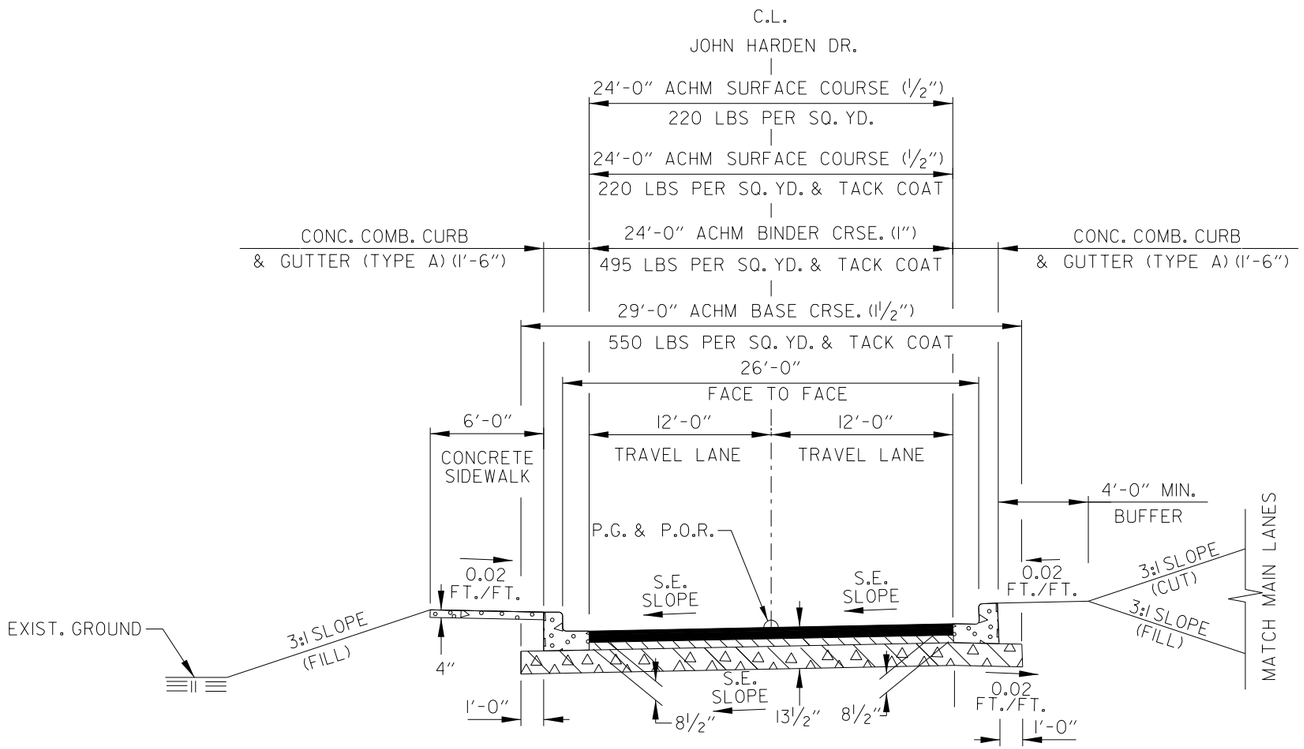
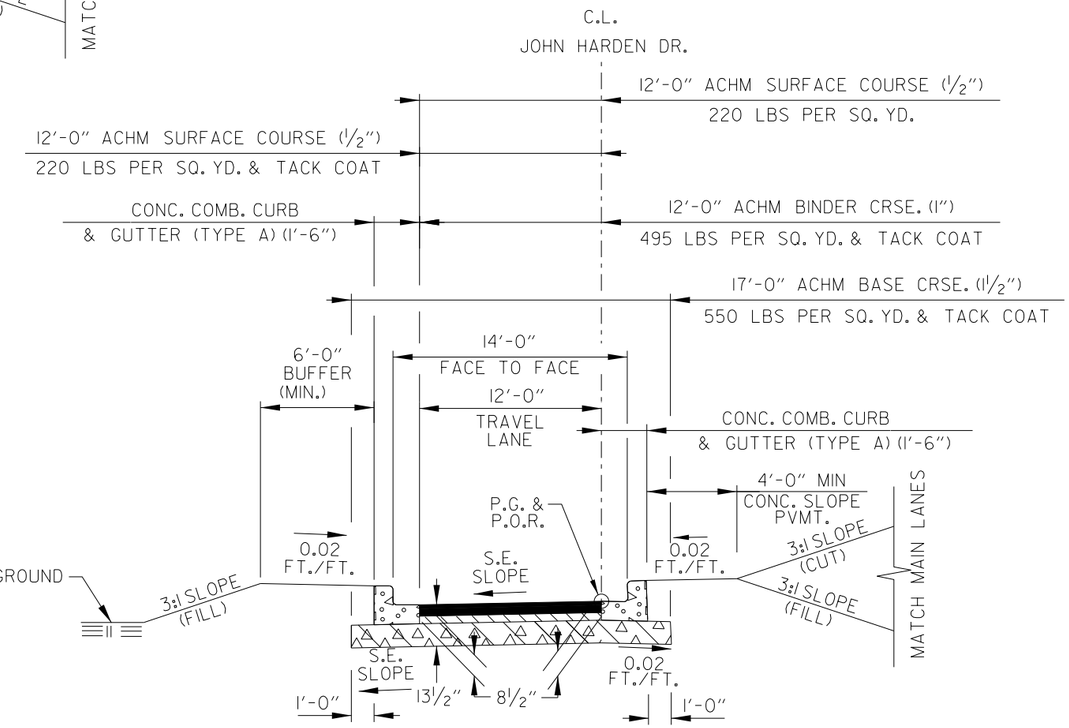
P.G. & P.O.R. = PROFILE GRADE & POINT OF ROTATION



TYPICAL SECTION - SUPERELEVATION
JOHN HARDEN DR.
STA. 101+18.43 TO STA. 105+04.22
STA. 132+24.71 TO STA. 139+44.53
STA. 144+18.21 TO STA. 146+84.64



TYPICAL SECTION - SUPERELEVATION
JOHN HARDEN DR.
STA. 156+90.29 TO STA. 161+20.96

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(2) TYPICAL SECTIONS OF IMPROVEMENT

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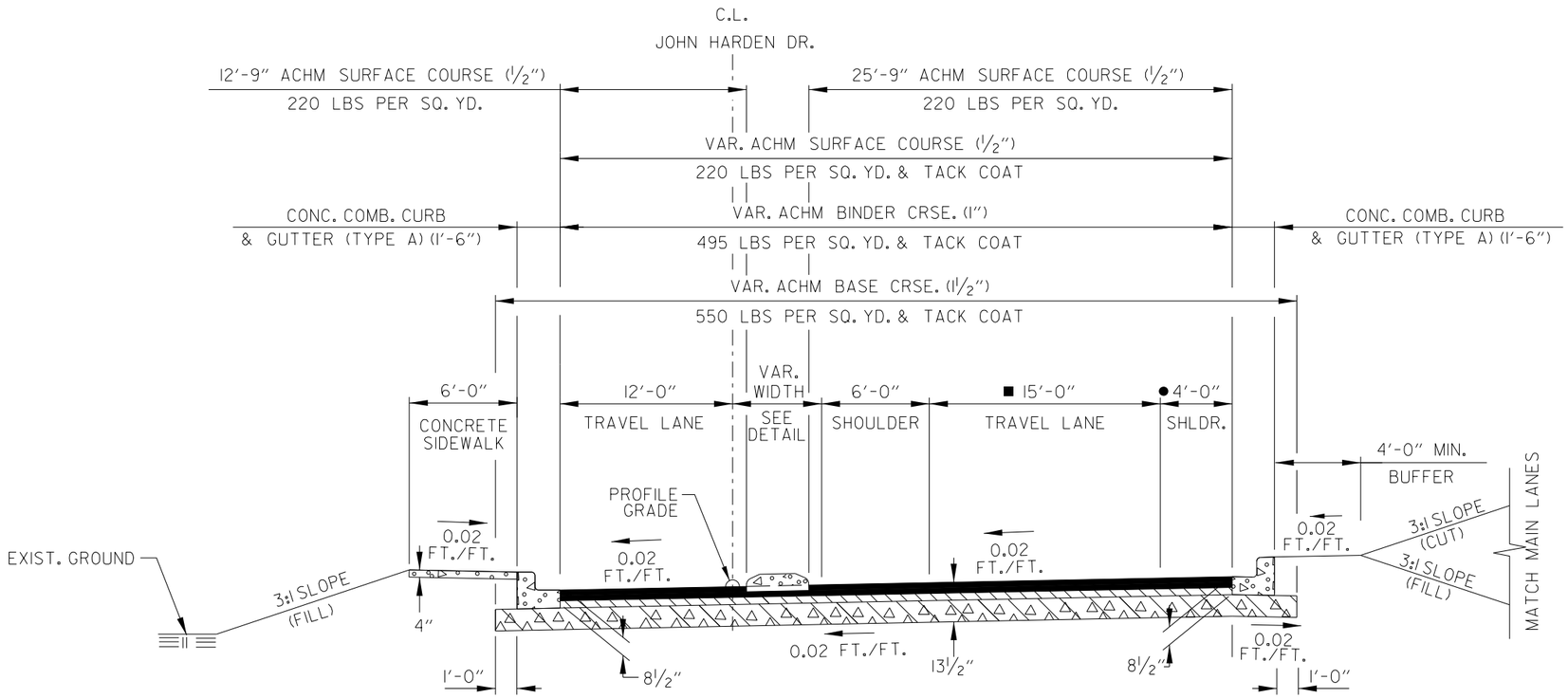
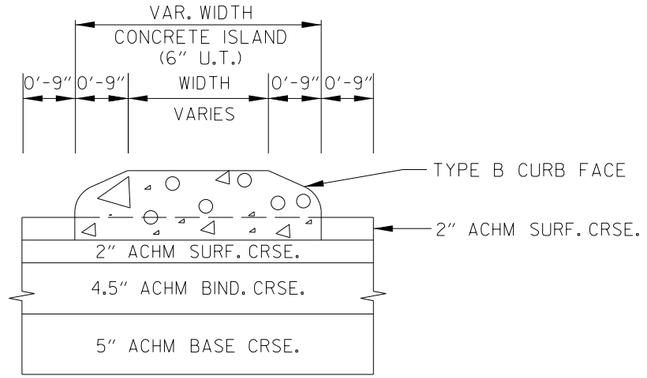


TYPICAL SECTION - TANGENT
JOHN HARDEN DR.
STA. 152+05.83 TO STA. 154+40.29



DETAIL

■ 12' FROM STA. 152+05.83 TO STA. 153+39.72
TRANSITION FROM 12' AT STA. 153+39.72 TO 15' AT STA. 154+40.29

● 0' FROM STA. 152+05.83 TO STA. 153+39.72
TRANSITION FROM 0' AT STATION 152+05.83 TO 4' AT STA. 153+39.72

NOTES;

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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.		CA0604	21	1104
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

NOTES:

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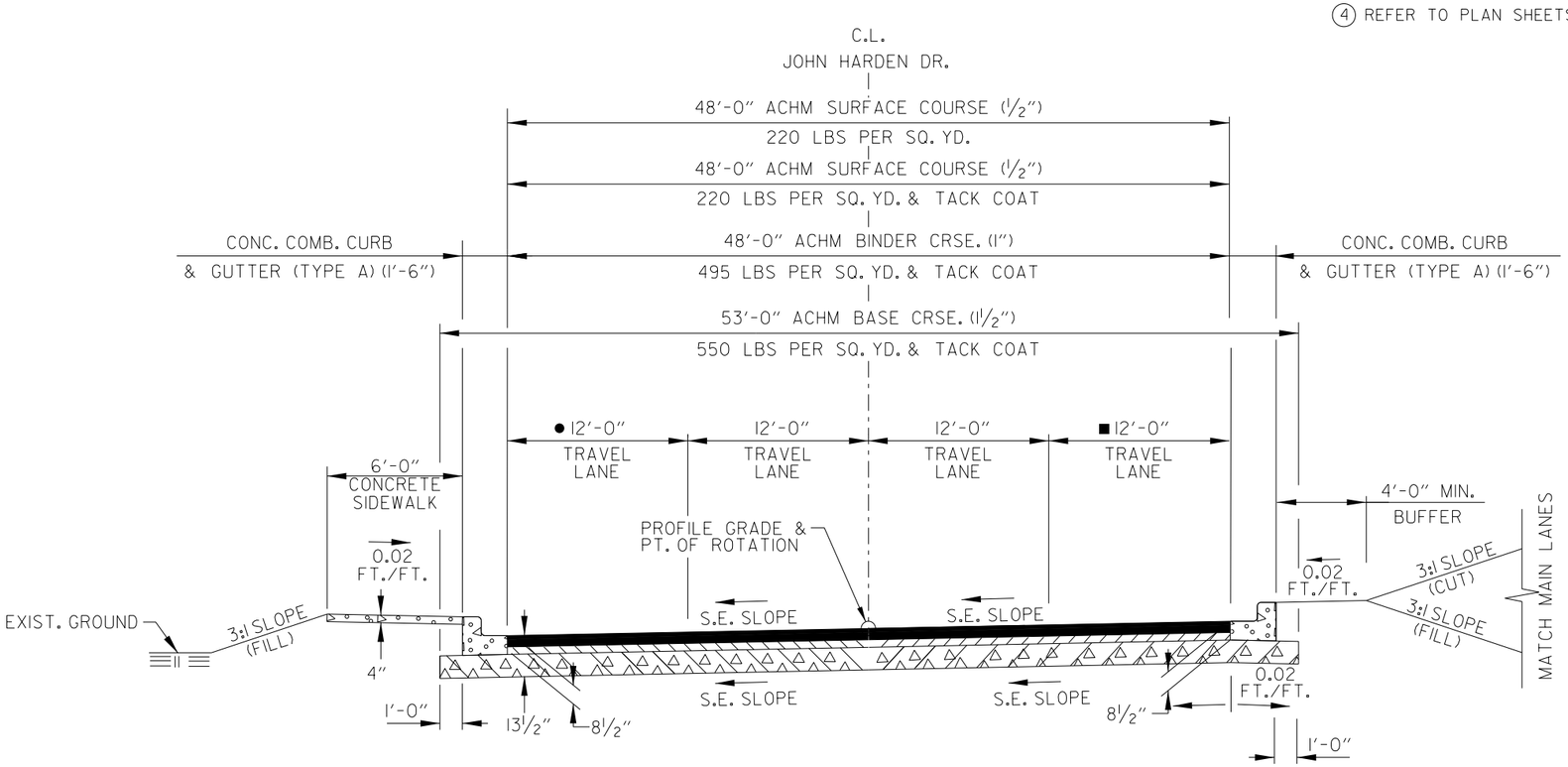
(4) REFER TO PLAN SHEETS FOR SIDEWALK LIMITS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



TYPICAL SECTION - SUPERELEVATION
JOHN HARDEN DR.

STA. 140+10.28 TO STA. 144+18.21
STA. 184+24.23 TO STA. 188+24.23

■ TRANSITION FROM 12' AT STA. 143+17.52 TO 0' AT STA. 144+18.21

TRANSITION FROM 0' AT STA. 184+84.50 TO 13.7' AT STA. 188+24.23

● TRANSITION FROM 12' AT STA. 142+47.09 TO 0' AT STA. 143+48.77

0' FROM STA. 143+48.77 TO STA. 144+18.21

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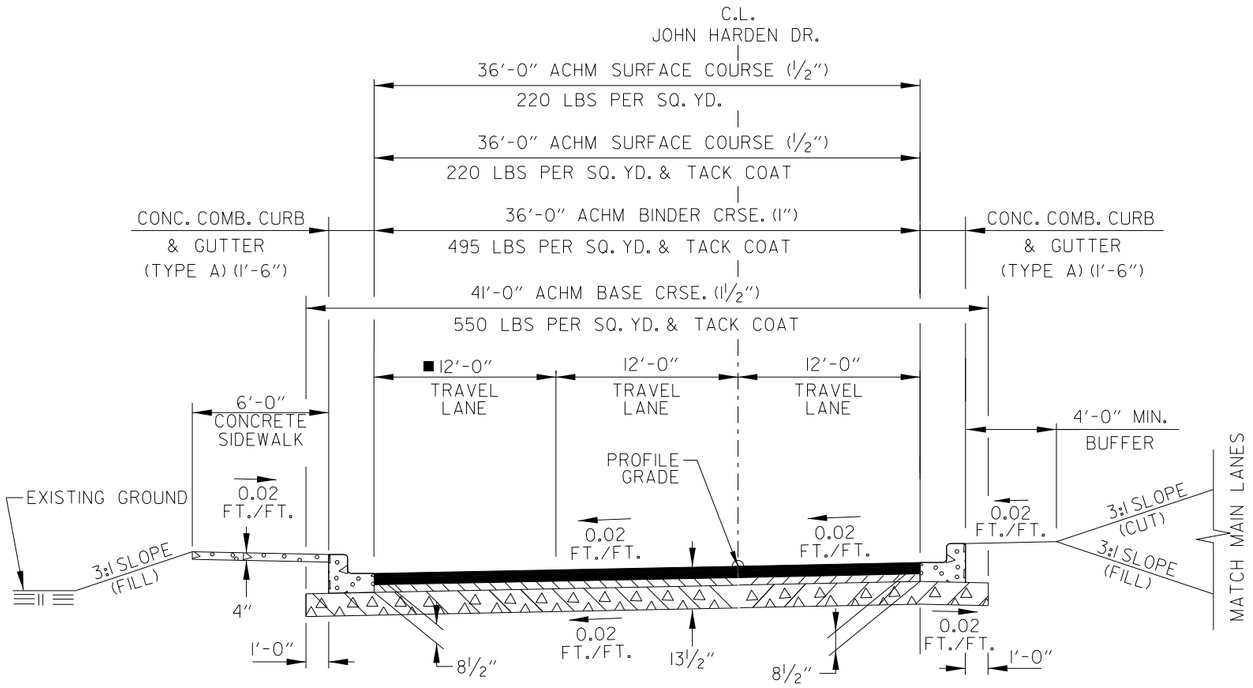
				6	ARK.			
				JOB NO.		CA0604	22	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION - TANGENT
JOHN HARDEN DR.

STA. 168+34.00 TO STA. 178+99.30
STA. 180+59.33 TO STA. 184+24.23

■ TRANSITION FROM 0' AT STA. 168+34.00 TO 12' AT STA. 171+53.99

TRANSITION FROM 12' AT STA. 177+99.30 TO 0' AT STA. 178+99.30

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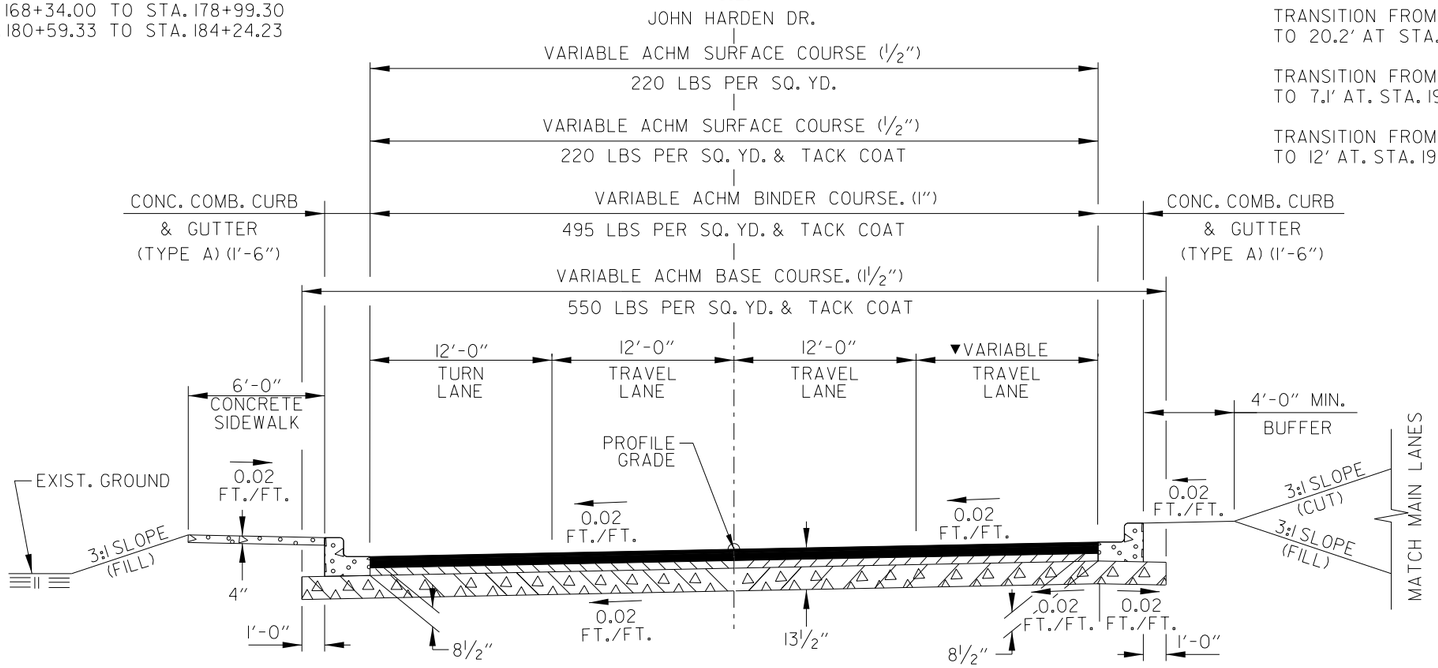

TYPICAL SECTION - TANGENT
JOHN HARDEN DR.

STA. 188+24.23 TO STA. 193+81.49

▼ TRANSITION FROM 13.7' AT STA. 188+24.23 TO 16.2' AT STA. 190+56.95

TRANSITION FROM 16.2' AT. STA. 190+56.95 TO 20.2' AT STA. 191+46.72

TRANSITION FROM 20.2' AT STA. 191+46.72 TO 7.1' AT. STA. 192+07.70

TRANSITION FROM 7.1' AT STA. 192+07.70 TO 12' AT. STA. 193+02.52

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				6	ARK.			
				JOB NO.		CA0604	23	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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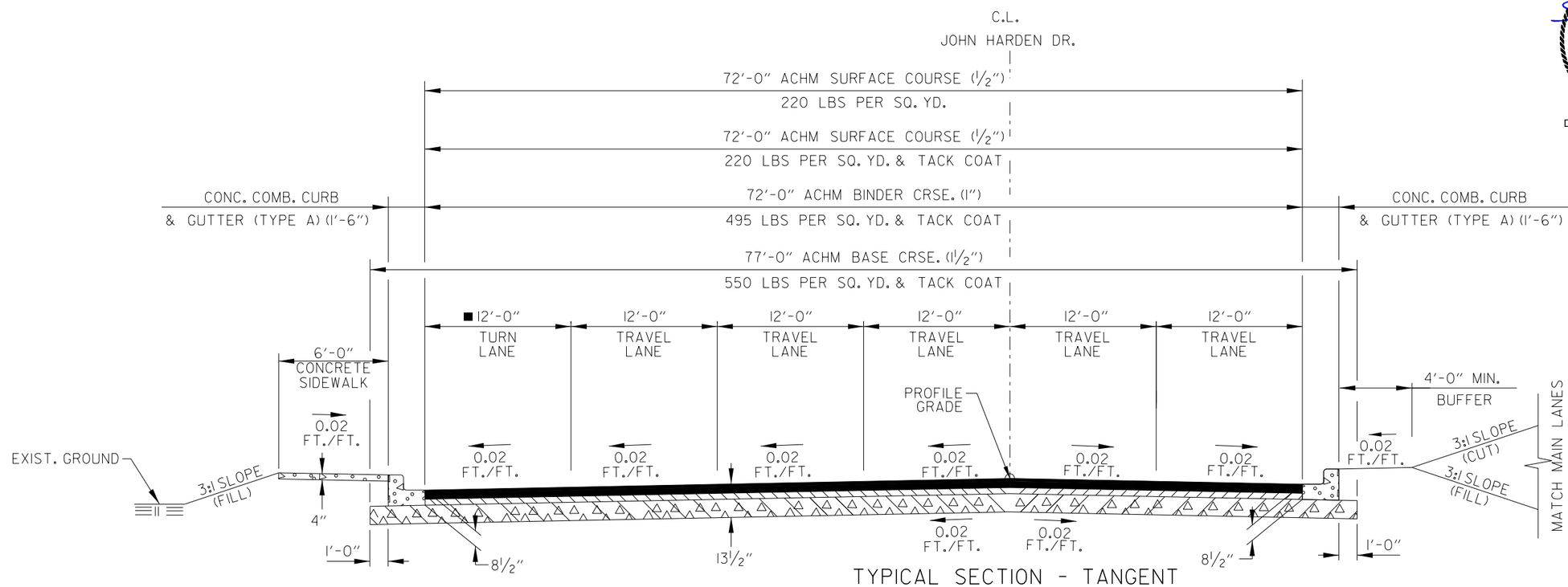

TYPICAL SECTION - TANGENT
JOHN HARDEN DR.

STA. 194+49.63 TO STA. 202+77.64

■ TRANSITION FROM 12' AT STA. 200+00.00 TO 0' AT STA. 202+00.00

0' FROM STA. 202+00.00 TO STA. 202+77.64

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(4) REFER TO PLAN SHEETS FOR SIDEWALK LIMITS.

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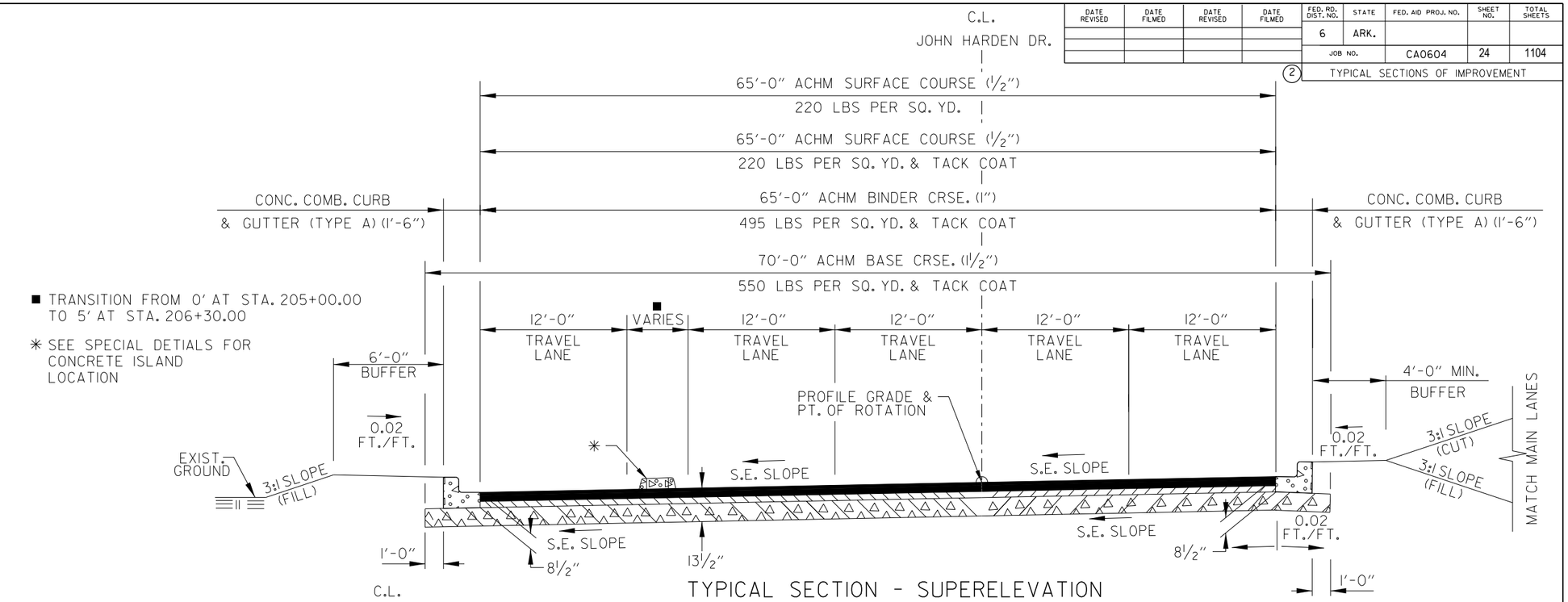
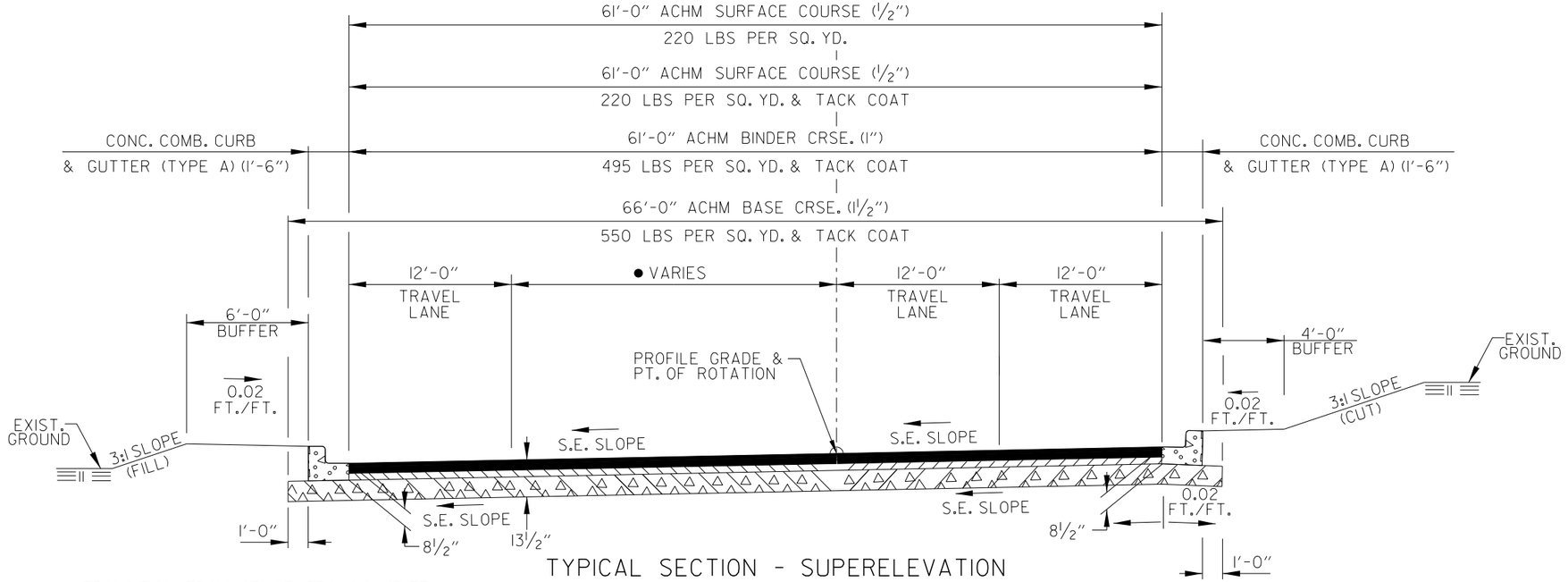
				JOB NO.		CA0604	24	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION - SUPERELEVATION JOHN HARDEN DR.

STA. 202+77.64 TO STA. 210+45.77



TYPICAL SECTION - SUPERELEVATION JOHN HARDEN DR. & N. IST. ST.

STA. 210+45.77 TO STA. 211+68.21

NOTE:
STA. 211+02.11 C.L. CONST. JOHN HARDEN DR. (BEGIN CONST. N. IST. ST.)

STATE OF ARKANSAS
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TYPICAL SECTIONS OF IMPROVEMENT

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				JOB NO.		CA0604	25	1104
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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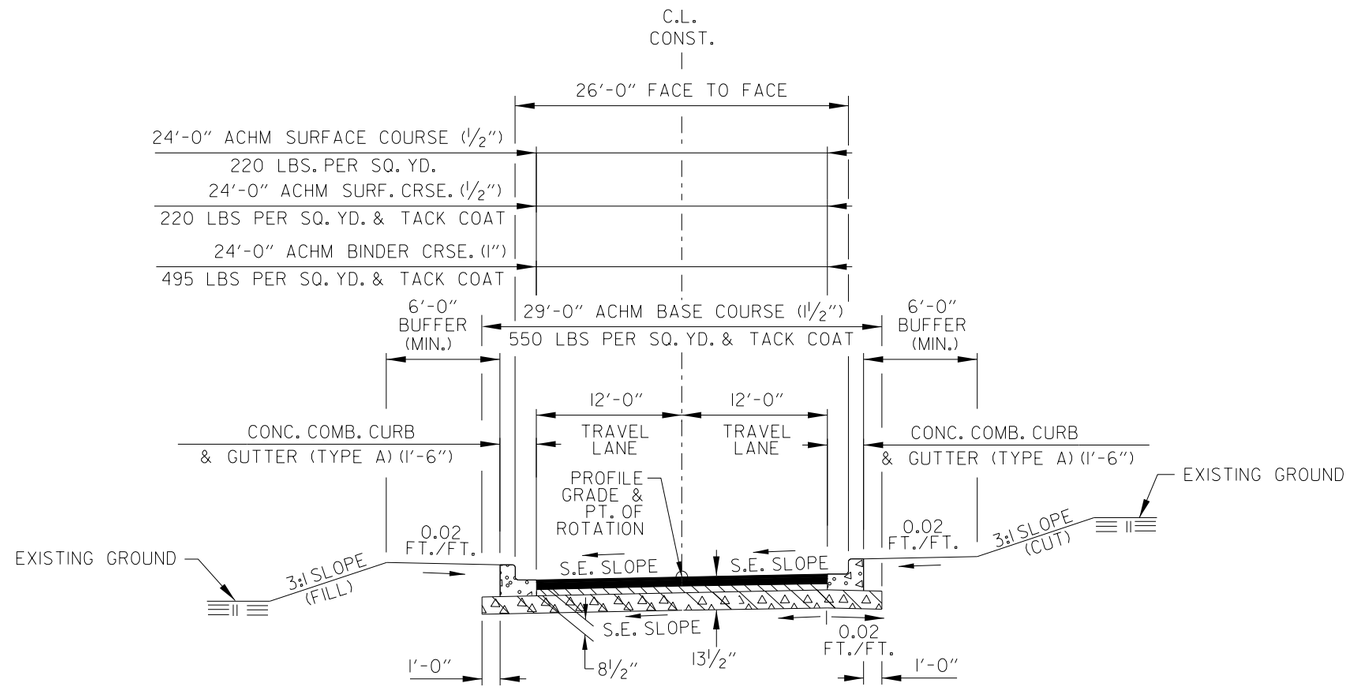

TYPICAL SECTION - SUPERELEVATION
JOHN HARDEN DR.

STA. 30+24.00 TO STA. 32+92.82

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				6	ARK.			
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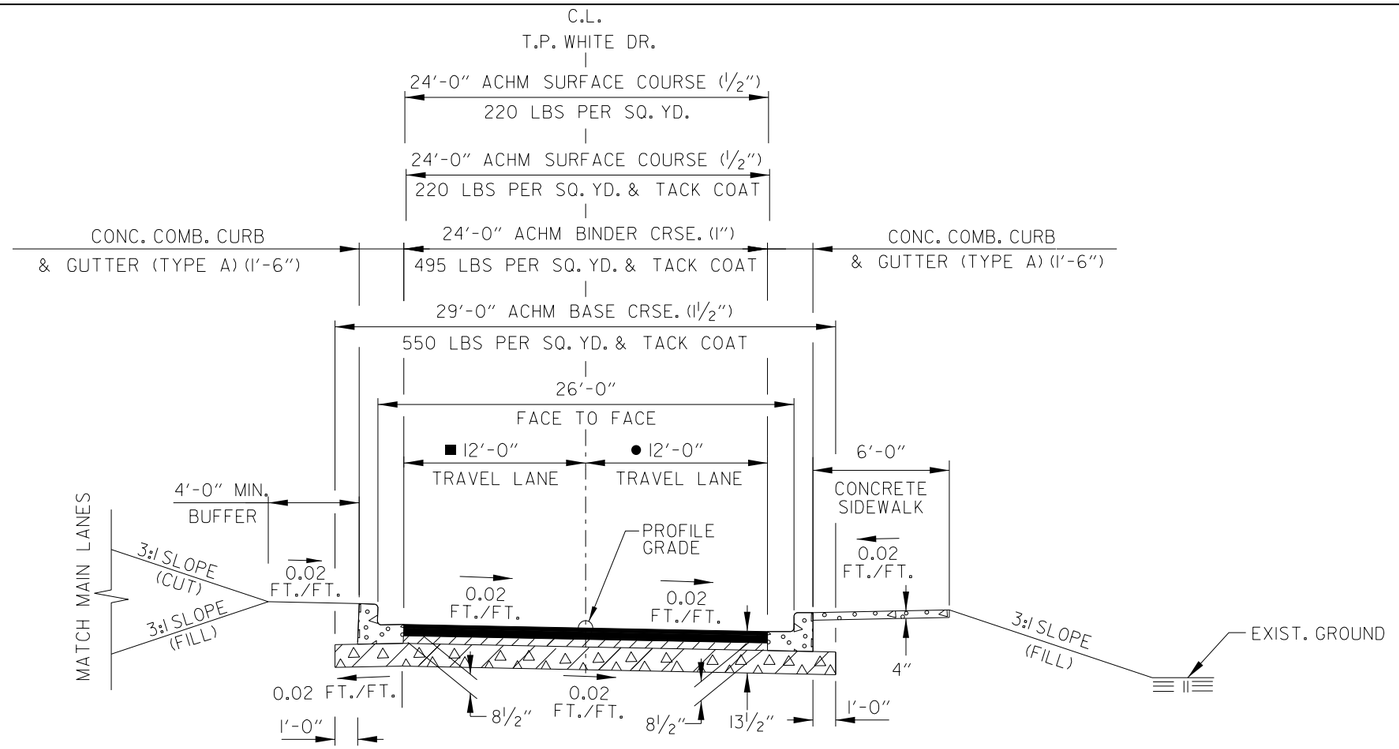
(2) TYPICAL SECTIONS OF IMPROVEMENT

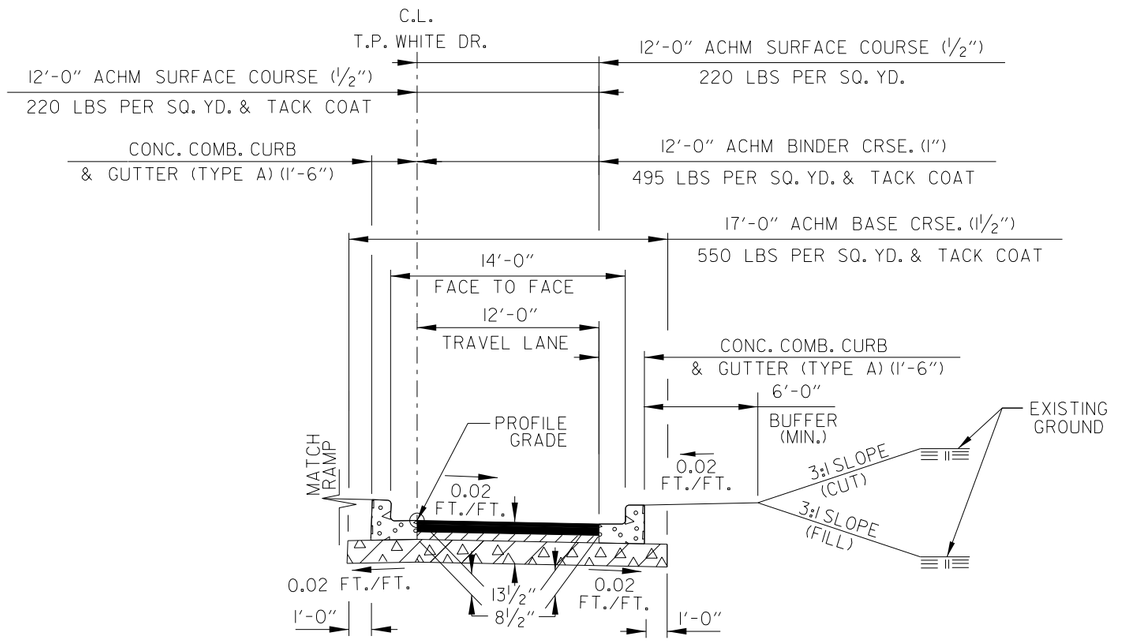


TYPICAL SECTION - TANGENT
T.P. WHITE DR.

STA. 105+36.19 TO STA. 118+10.37
STA. 120+00.62 TO STA. 133+75.11
STA. 142+88.45 TO STA. 156+83.53
STA. 162+99.72 TO STA. 184+34.73

■ TRANSITION FROM 12' AT STA. 115+79.80 TO 0' AT STA. 118+10.37
TRANSITION FROM 32' AT STA. 120+00.62 TO 12' AT STA. 124+00.62
TRANSITION FROM 12' AT STA. 153+63.53 TO 0' AT STA. 156+83.53
TRANSITION FROM 20' AT STA. 162+99.72 TO 12' AT STA. 166+99.72

● TRANSITION FROM 12' AT STA. 181+46.77 TO 24' AT STA. 182+46.77
TRANSITION FROM 12' AT STA. 153+63.53 TO 24' AT STA. 156+83.53
TRANSITION FROM 24' AT STA. 164+34.95 TO 12' AT STA. 165+85.00
24' FROM STA. 182+46.77 TO STA. 184+34.73



TYPICAL SECTION - TANGENT
T.P. WHITE DR.

STA. 118+10.37 TO STA. 120+00.62

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				6	ARK.			
				JOB NO.		CA0604	27	1104
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
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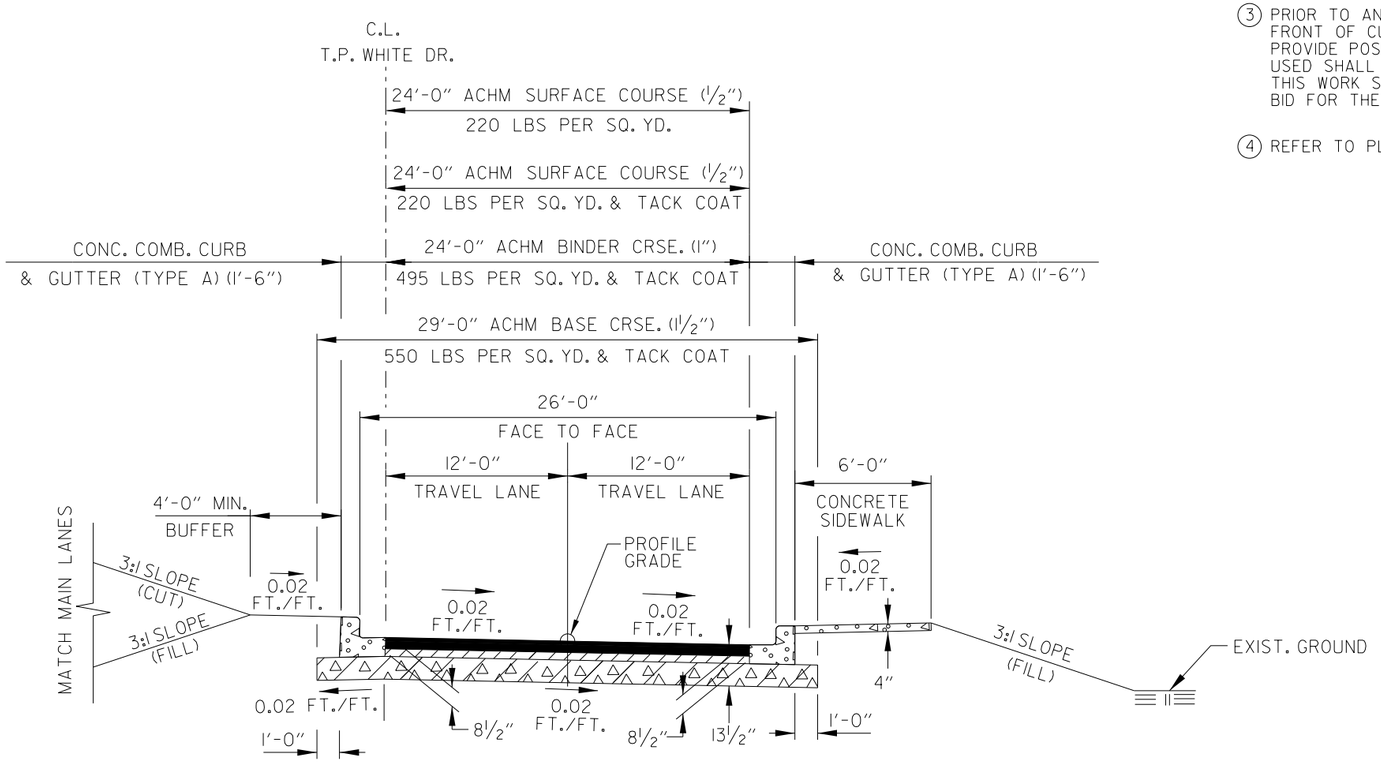

TYPICAL SECTION - TANGENT
T.P. WHITE DR.
STA. 156+83.53 TO STA. 162+99.72

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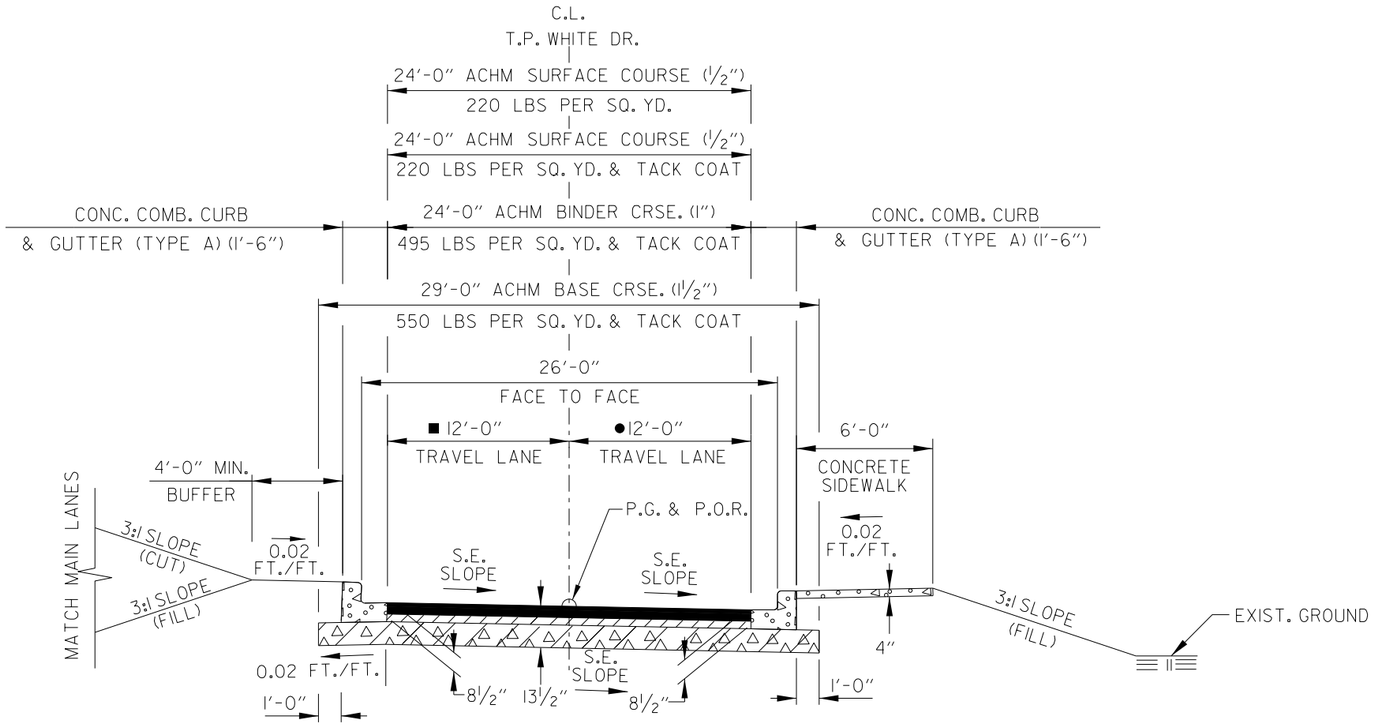
(2) TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION - SUPERELEVATION
T.P. WHITE DR.
STA. 133+75.11 TO STA. 136+91.61
STA. 137+56.28 TO STA. 142+88.45
STA. 184+34.73 TO STA. 189+48.80

■ TRANSITION FROM 12' AT STA. 133+79.24 TO 24' AT STA. 134+79.75
24' FROM STA. 134+79.75 TO STA. 136+91.61

● 24' FROM STA. 184+34.73 TO STA. 186+61.87
12' FROM STA. 186+61.87 TO STA. 189+48.80

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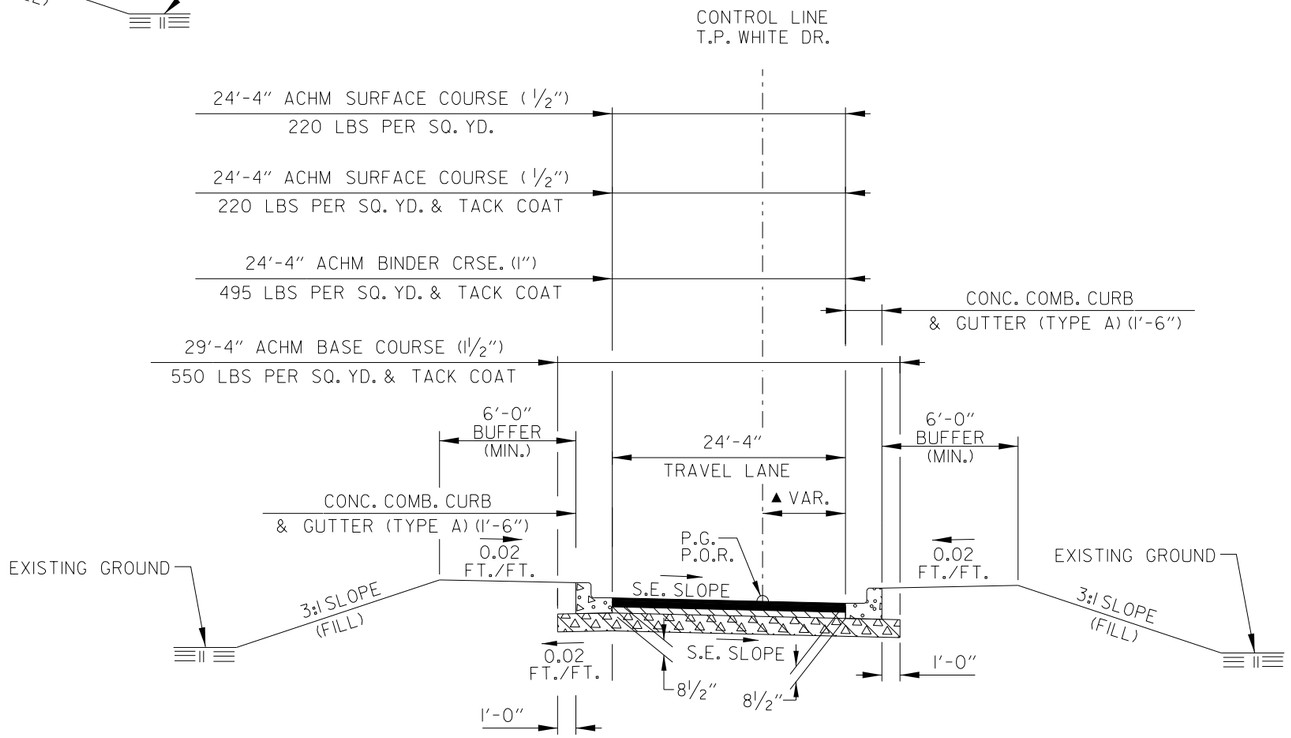
P.G. & P.O.R. = PROFILE GRADE & POINT OF ROTATION



TYPICAL SECTION - SUPERELEVATION
T.P. WHITE DR.
STA. 189+48.80 TO STA. 190+54.22

▲ TRANSITION FROM 12' AT STA. 189+48.80 TO 8'-10" AT STA. 190+54.22

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				JOB NO.		CA0604	29	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON

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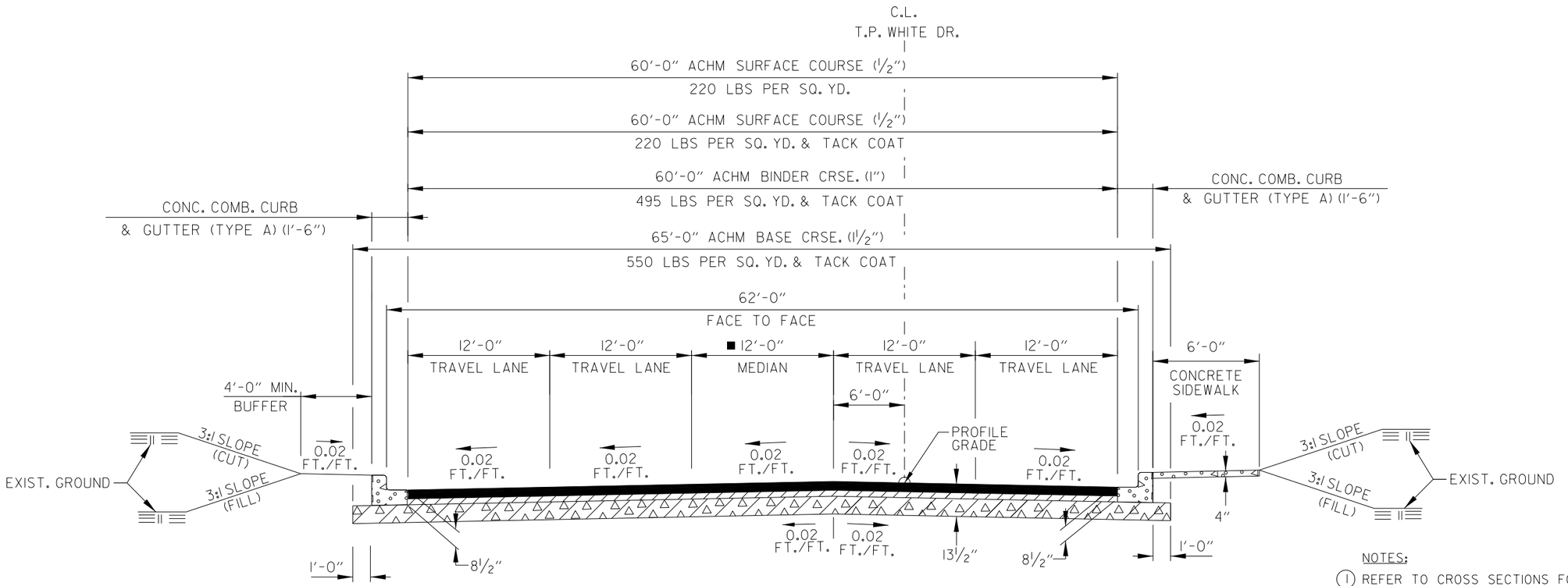

TYPICAL SECTION - TANGENT
T.P. WHITE DR.
STA. 199+99.52 TO STA. 203+76.21
STA. 209+75.02 TO STA. 218+00.00

N. IST ST.
STA. 197+12.20 TO STA. 199+99.52

■ TRANSITION FROM 12' AT STA. 212+30.44 TO 0' AT STA. 215+50.00

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				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

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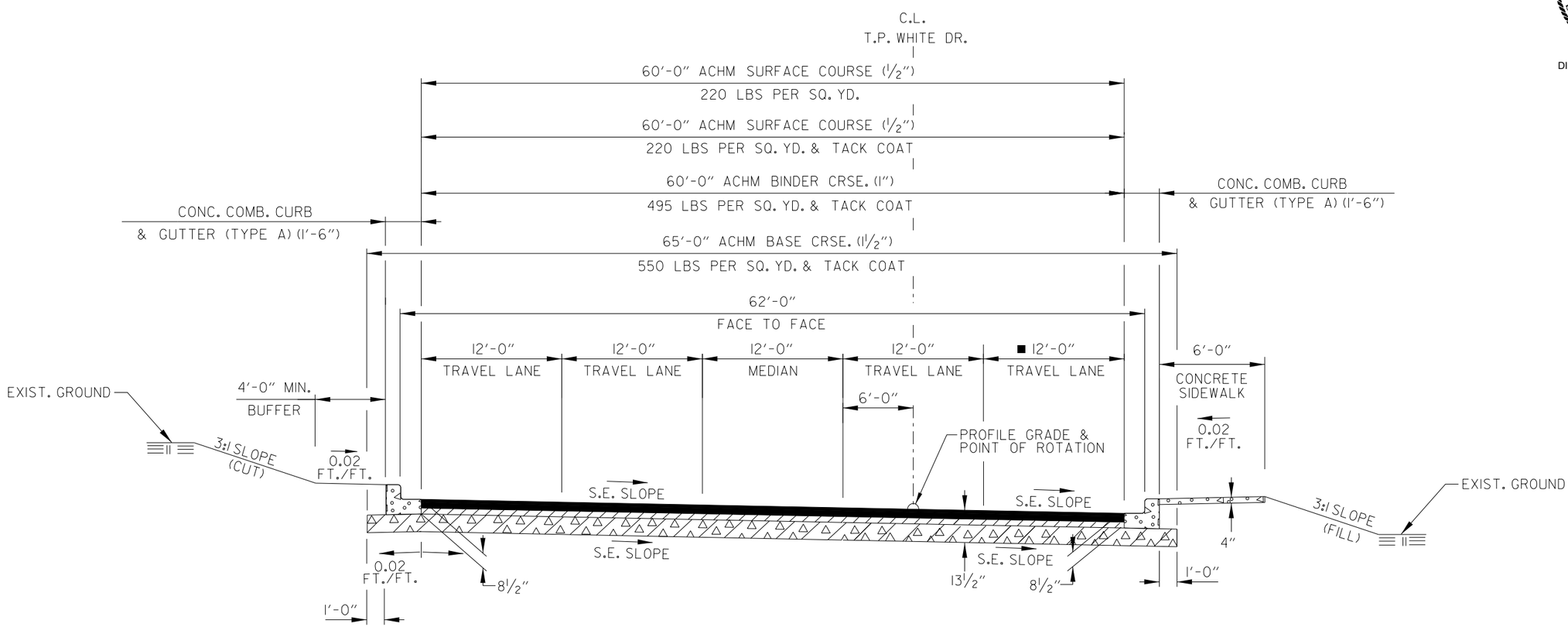

TYPICAL SECTION - SUPERELEVATION
T.P. WHITE DR.
STA. 203+76.21 TO STA. 209+75.02

■ TRANSITION FROM 12' AT STA. 206+34.71 TO 24' AT STA. 207+34.71
24' FROM STA. 207+34.71 TO STA. 209+75.02

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(2) TYPICAL SECTIONS OF IMPROVEMENT



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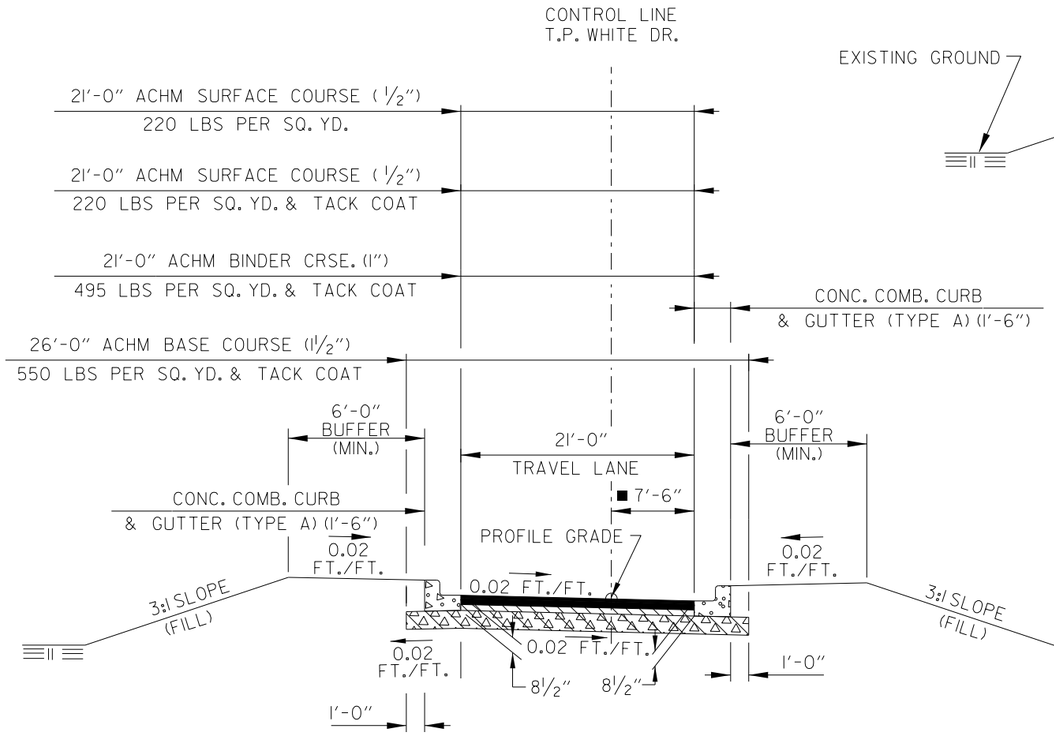

TYPICAL SECTION - TANGENT
T.P. WHITE DR.

STA. 190+54.22 TO STA. 190+98.80
TURNAROUND STA. 10+00.00 TO STA. 10+46.49

■ TRANSITION FROM 8'-10" AT STA. 190+54.22 TO 7'-6" AT STA. 190+98.80

TYPICAL SECTION - SUPERELEVATION
TURNAROUND

STA. 10+46+.49 TO STA. 17+26.49

NOTES:

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

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

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

P.G. & P.O.R. = PROFILE GRADE & POINT OF ROTATION

TYPICAL SECTIONS OF IMPROVEMENT

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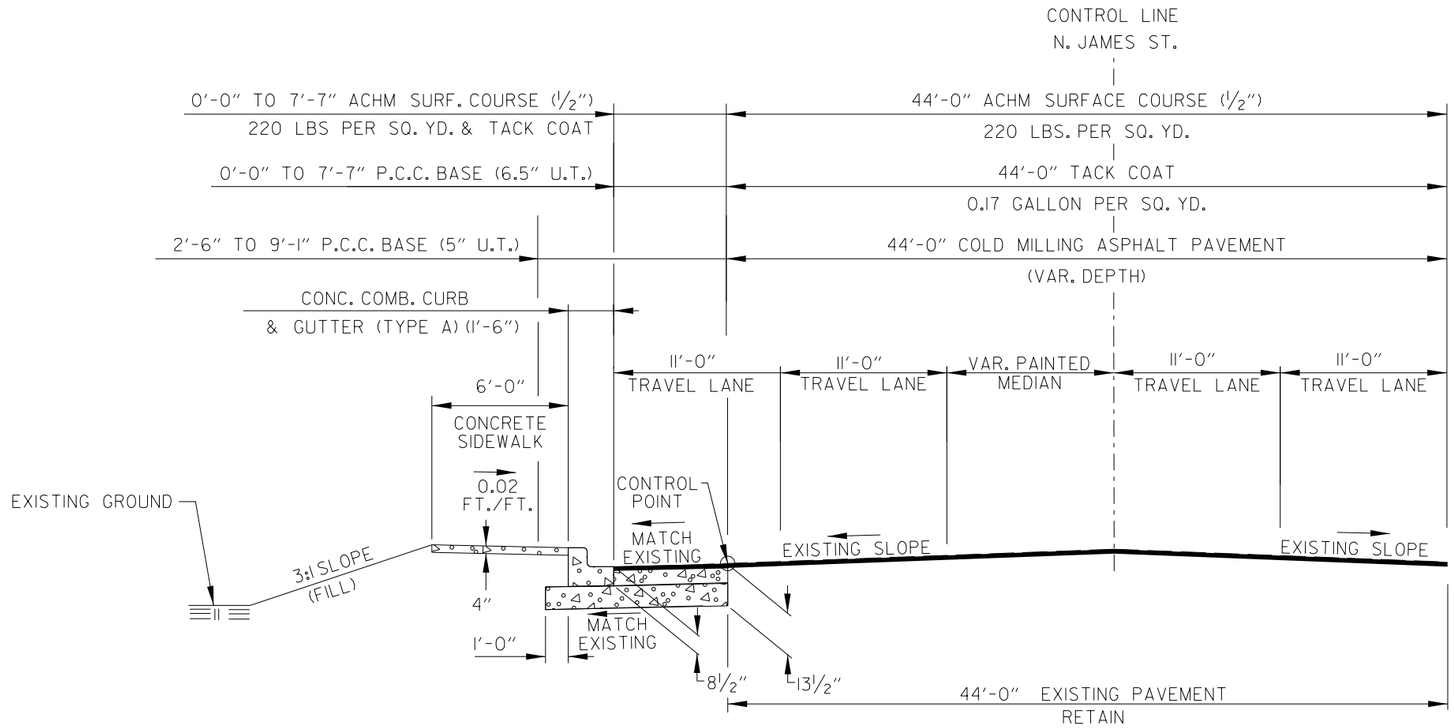
				6	ARK.			
				JOB NO.		CA0604	32	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



TYPICAL SECTION - NOTCH & WIDENING
N. JAMES ST.

STA. 201+50.00 TO STA. 203+94.89

NOTES:

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

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

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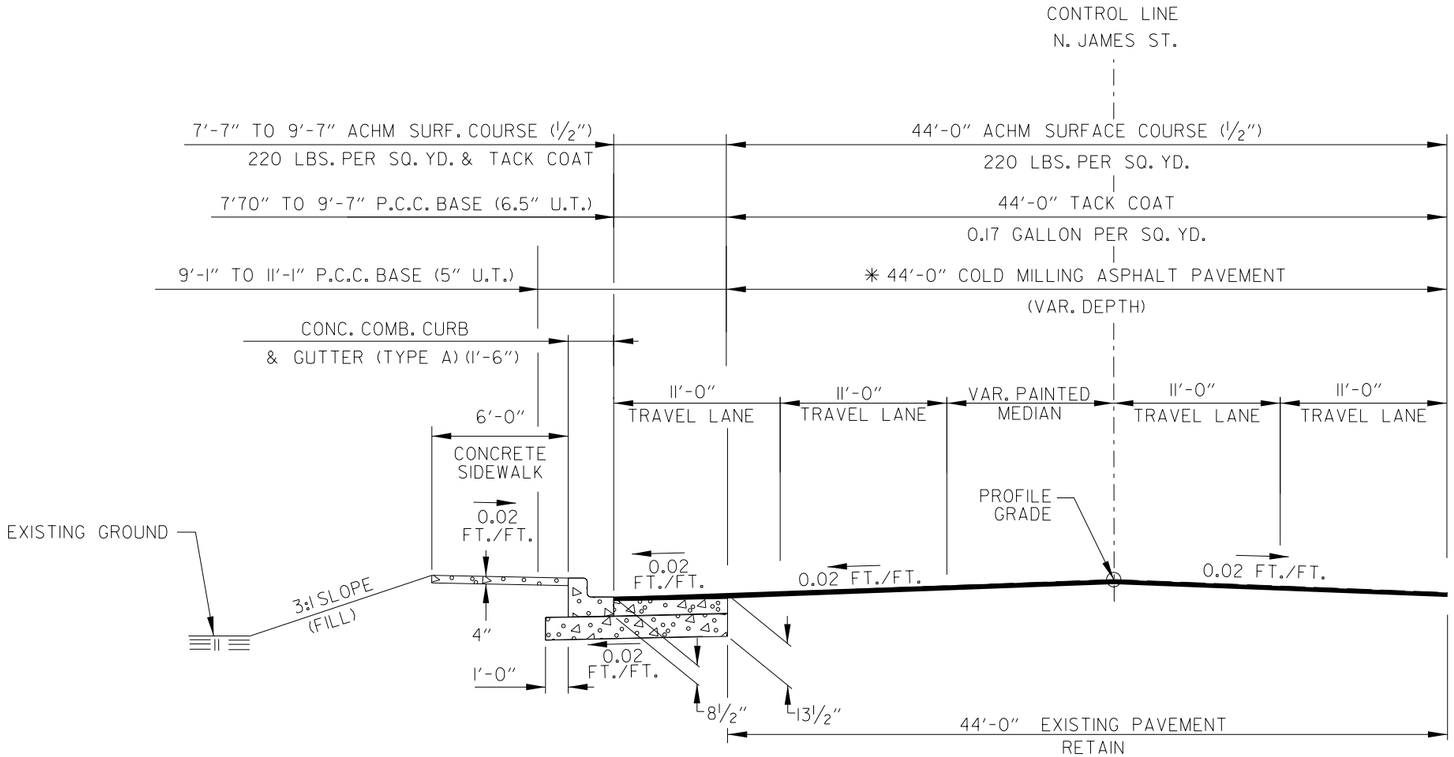
				6	ARK.			
				JOB NO.		CA0604	33	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



TYPICAL SECTION - NOTCH & WIDENING
JAMES ST.

STA. 203+94.89 TO STA. 205+27.34

* IF AND WHERE DIRECTED BY THE ENGINEER

NOTES:

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				JOB NO.		CA0604	34	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

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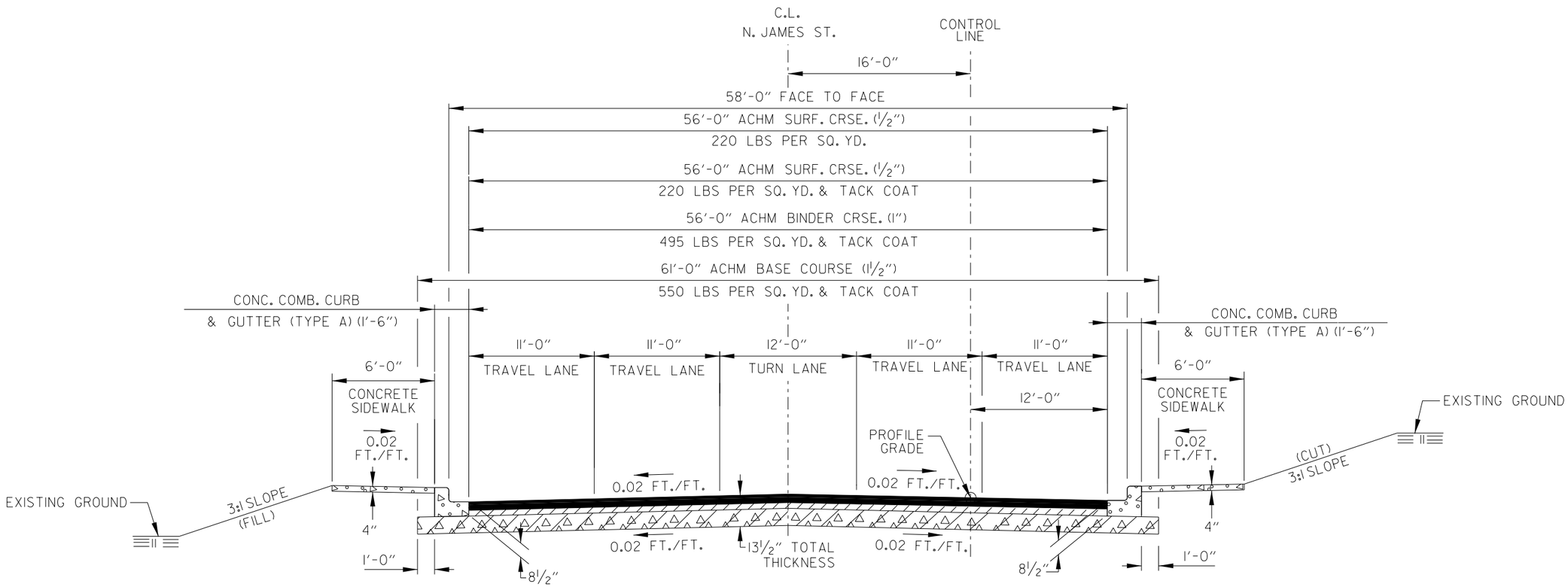

TYPICAL SECTION - TANGENT
JAMES ST.
STA. 205+27.34 TO STA. 213+65.12

NOTES;

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

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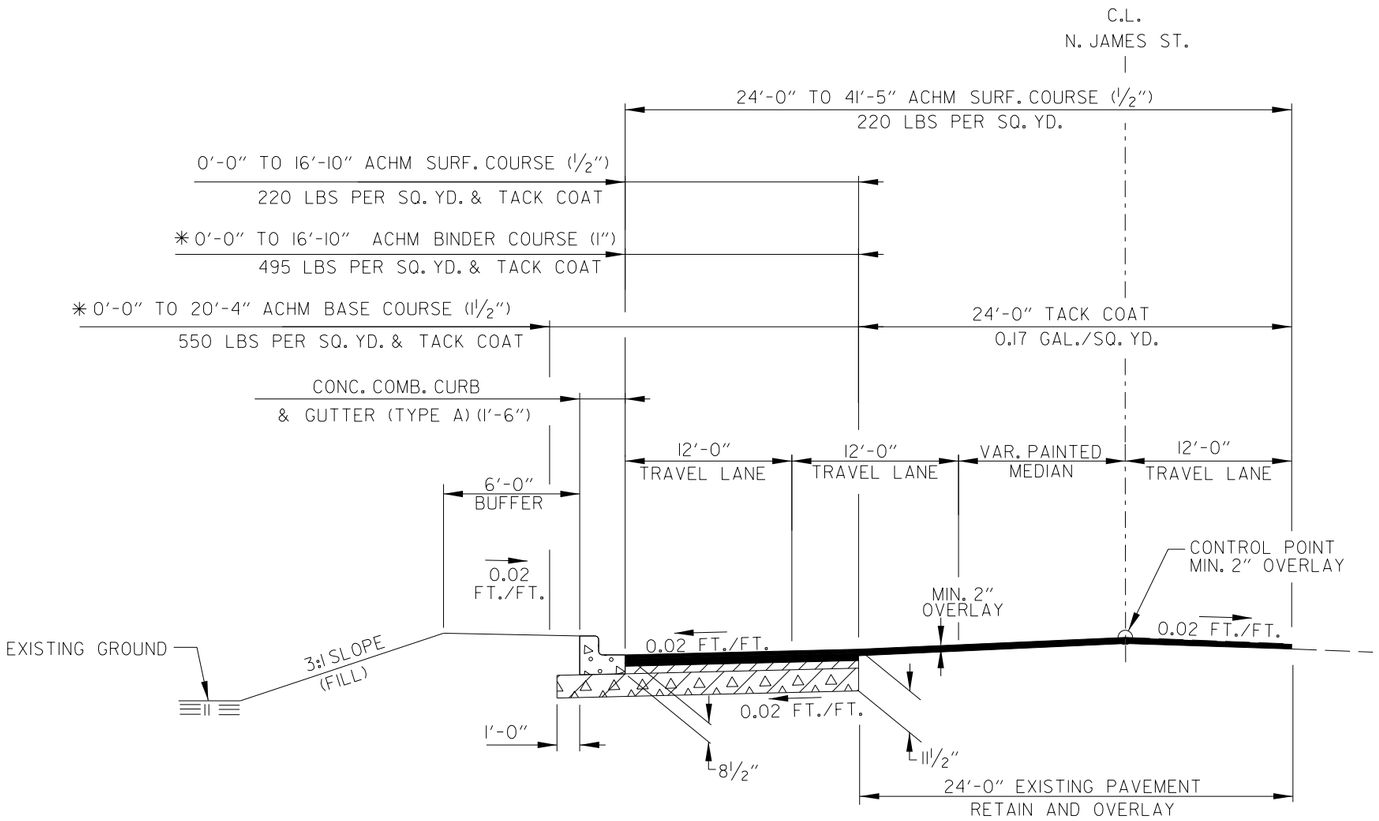
				JOB NO.		CA0604	35	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



TYPICAL SECTION - NOTCH & WIDENING
JAMES ST.

STA. 213+65.12 TO STA. 215+20.00

* IN EXISTING PAVEMENT TAPERS WHERE WIDENING IS LESS THAN 8'-0", USE P.C.C. BASE.

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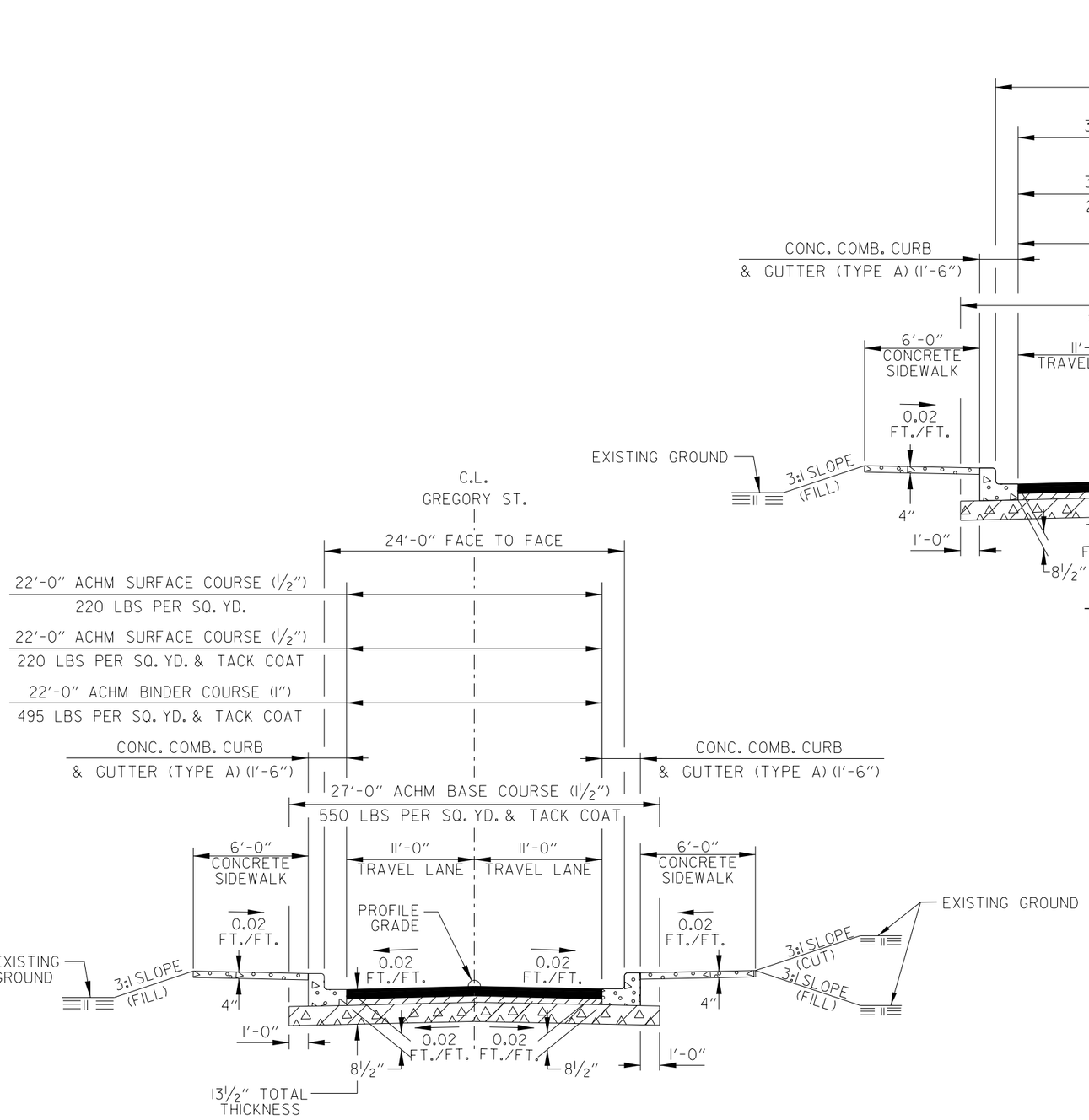
				JOB NO.		CA0604	36	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION - TANGENT
GREGORY ST.

STA. 800+07.25 TO STA. 801+13.11

TYPICAL SECTION - TANGENT
GREGORY ST.

STA. 801+13.11 TO STA. 805+50.84

■ TRANSITION FROM 0' AT STA. 801+13.11 TO 12' AT STA. 802+63.11
TRANSITION FROM 12' AT STA. 804+15.84 TO 0' AT STA. 805+50.84

NOTES:

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(4) REFER TO PLAN SHEETS FOR SIDEWALK LIMITS.

STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON
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				JOB NO.		CA0604	37	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

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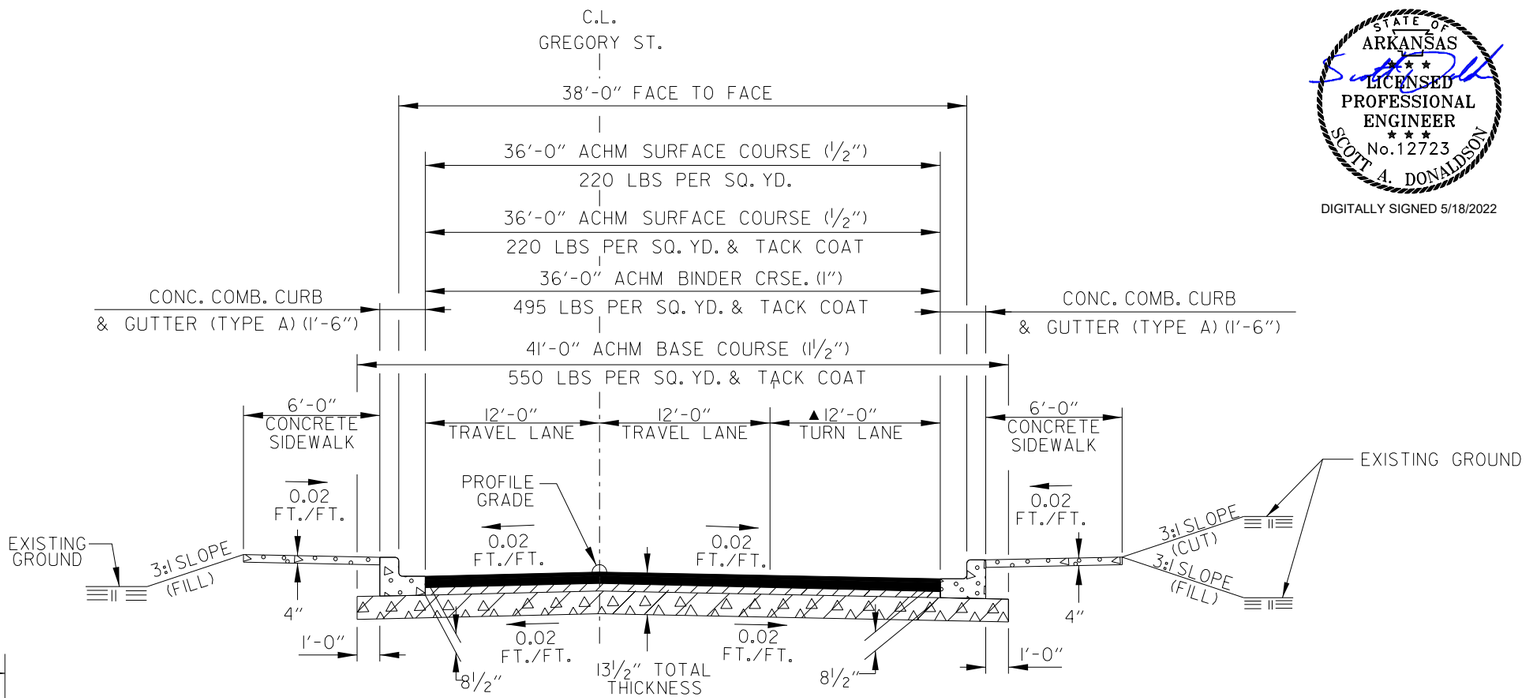
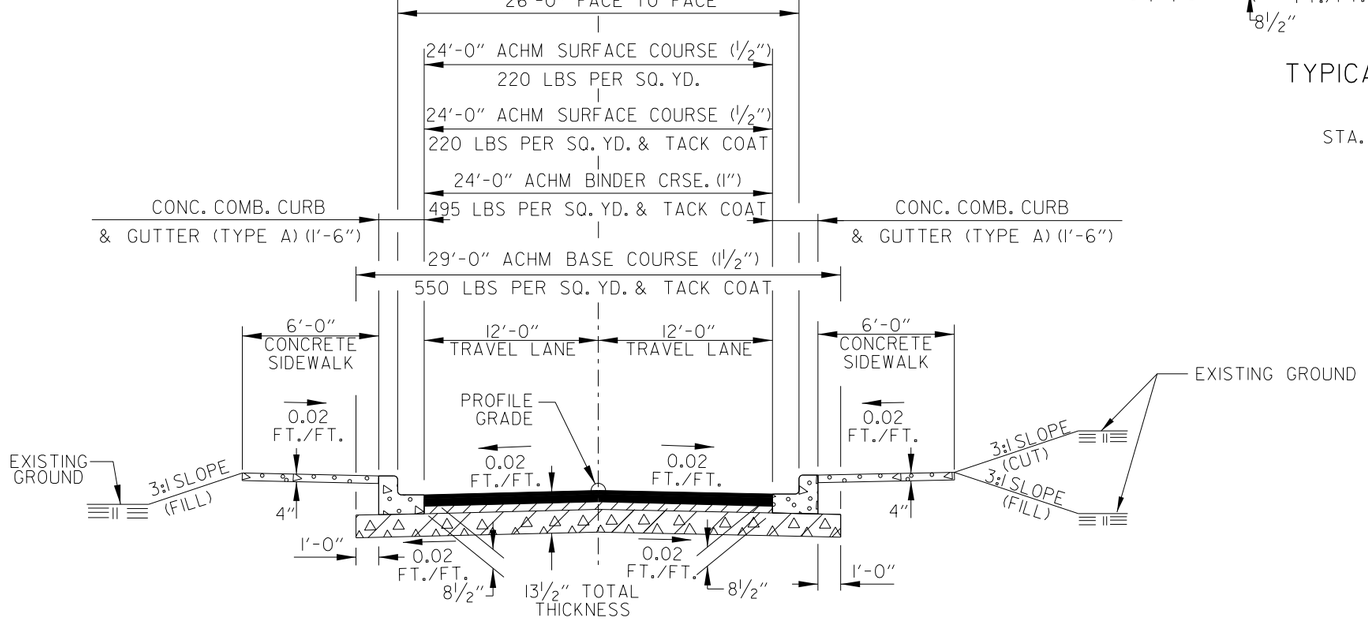


TYPICAL SECTION - TANGENT
GREGORY ST.
STA. 814+00.00 TO STA. 816+26.87



TYPICAL SECTION - TANGENT
GREGORY ST.
STA. 805+50.84 TO STA. 814+00.00

▲ TRANSTION FROM 0' AT STA. 814+00 TO 12' AT STA. 815+00.00

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TYPICAL SECTIONS OF IMPROVEMENT

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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
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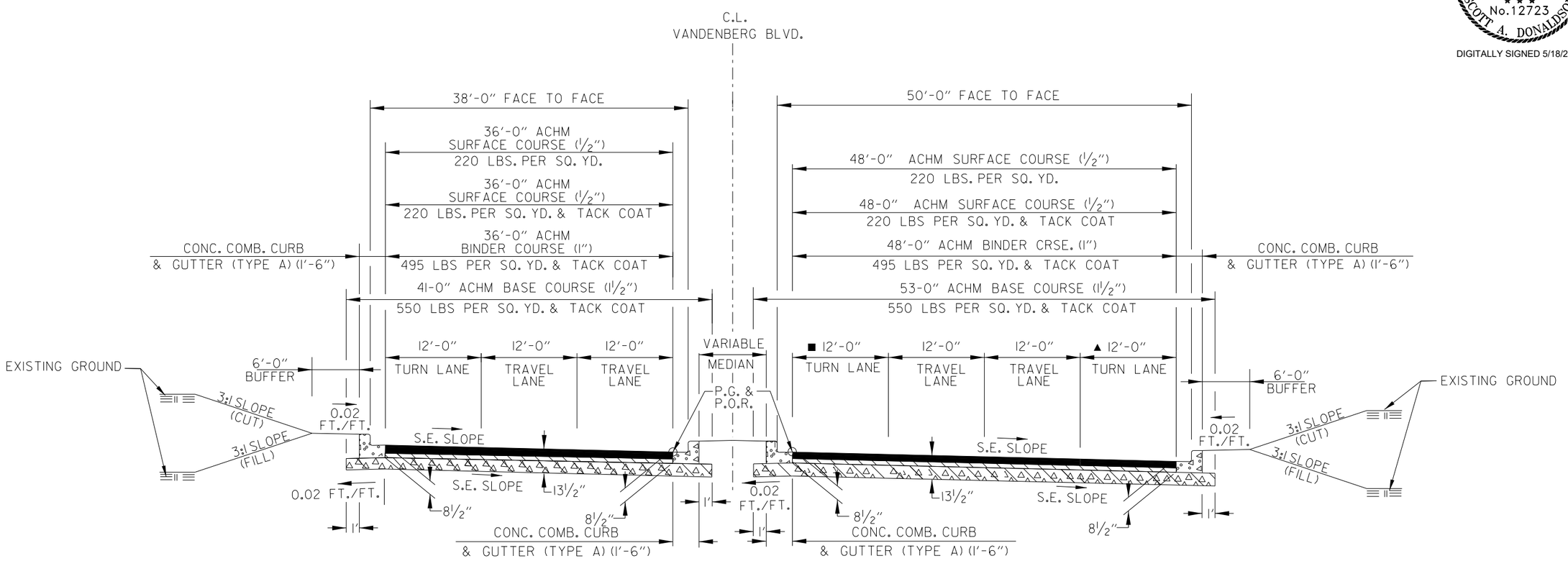

TYPICAL SECTION - SUPERELEVATION
VANDENBERG BLVD.
STA. 108+50.00 TO STA. 111+94.52

■ TRANSITION FROM 0' AT STA. 109+88.93 TO 12' AT STA. 110+89.36

▲ TRANSITION FROM 7.5' AT STA. 108+47.51 TO 12' AT STA. 109+86.73

NOTES:

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STATE OF ARKANSAS
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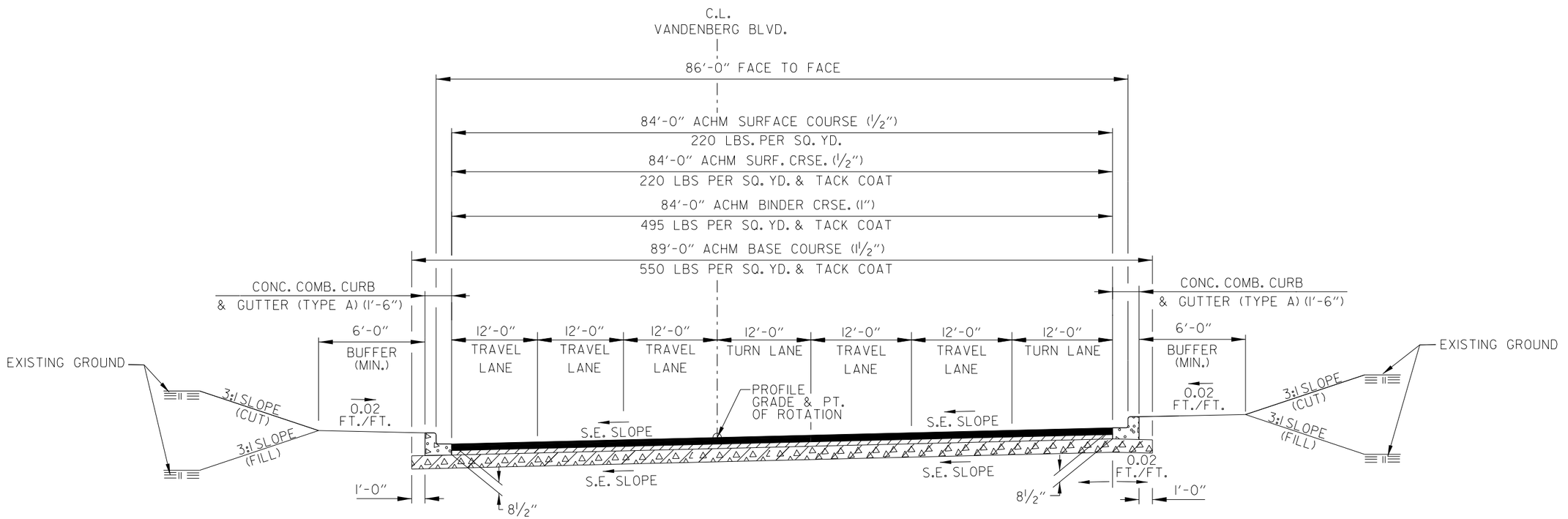

TYPICAL SECTION - SUPERELEVATION
VANDENBERG BLVD.
STA. 111+94.52 TO STA. 112+75.00

NOTES:

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STATE OF ARKANSAS
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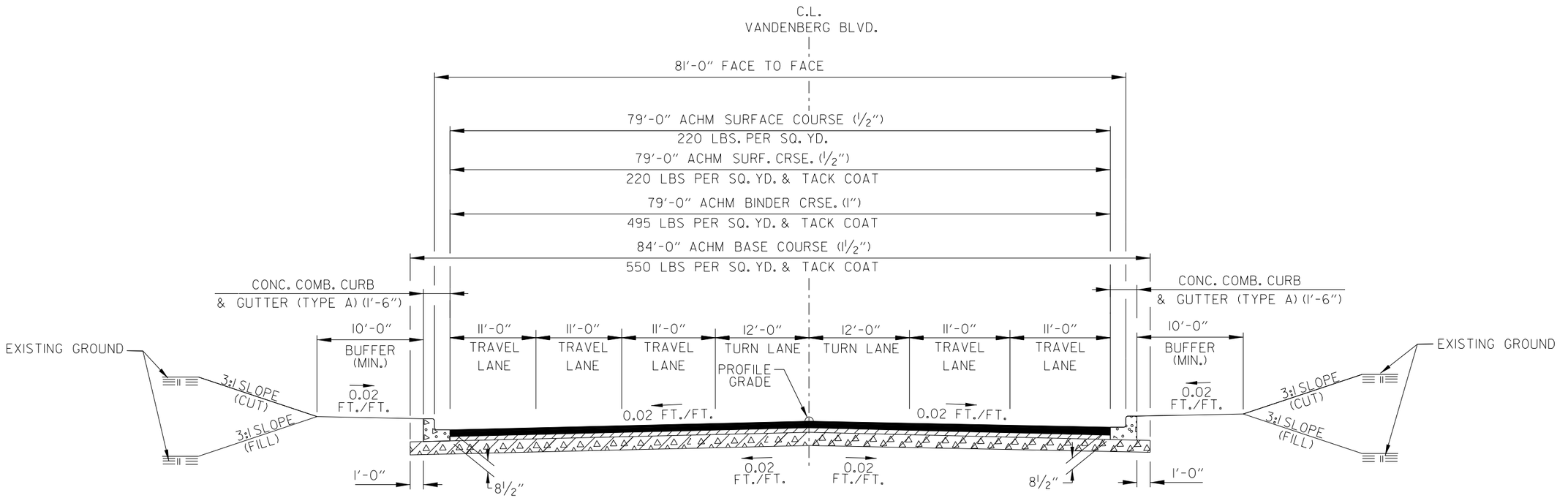

TYPICAL SECTION - TANGENT
VANDENBERG BLVD.
STA. 112+75.00 TO STA. 117+76.07

NOTES:

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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
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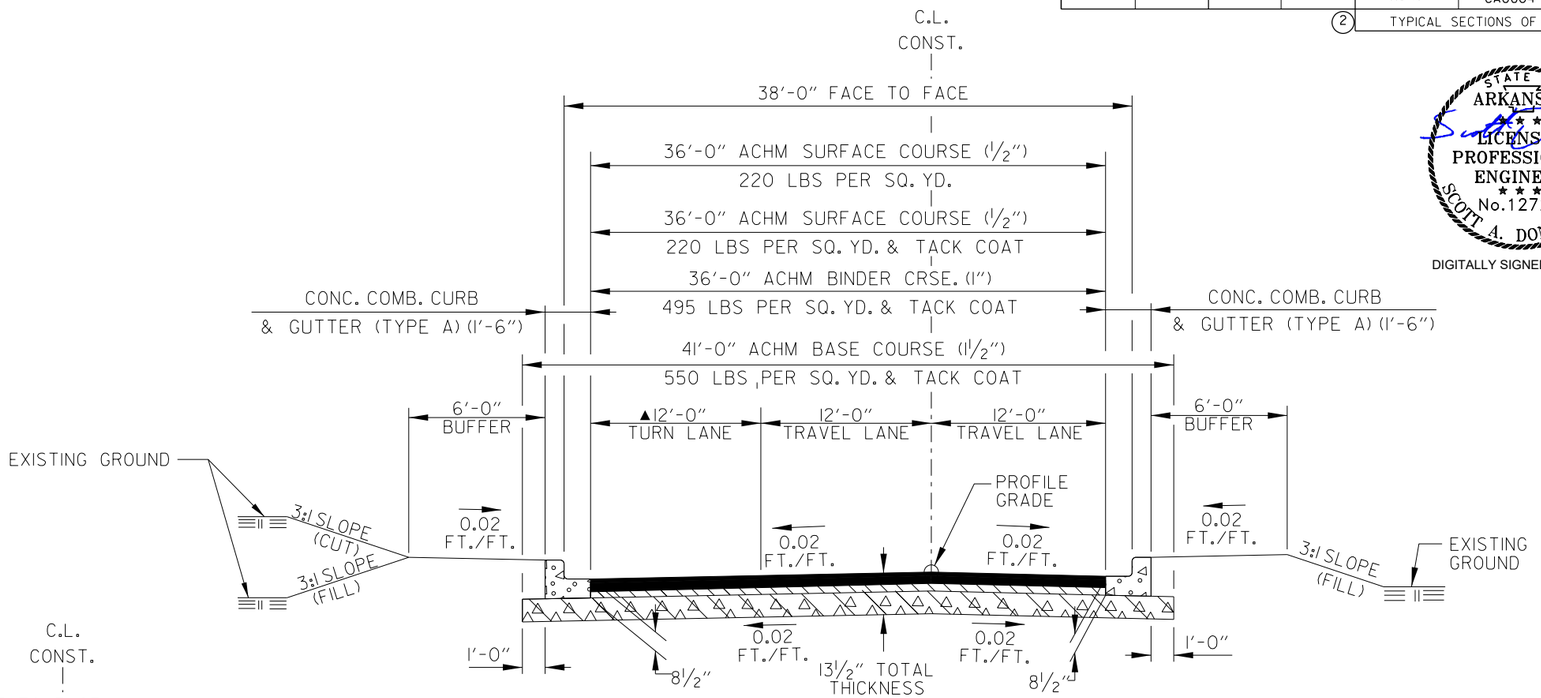
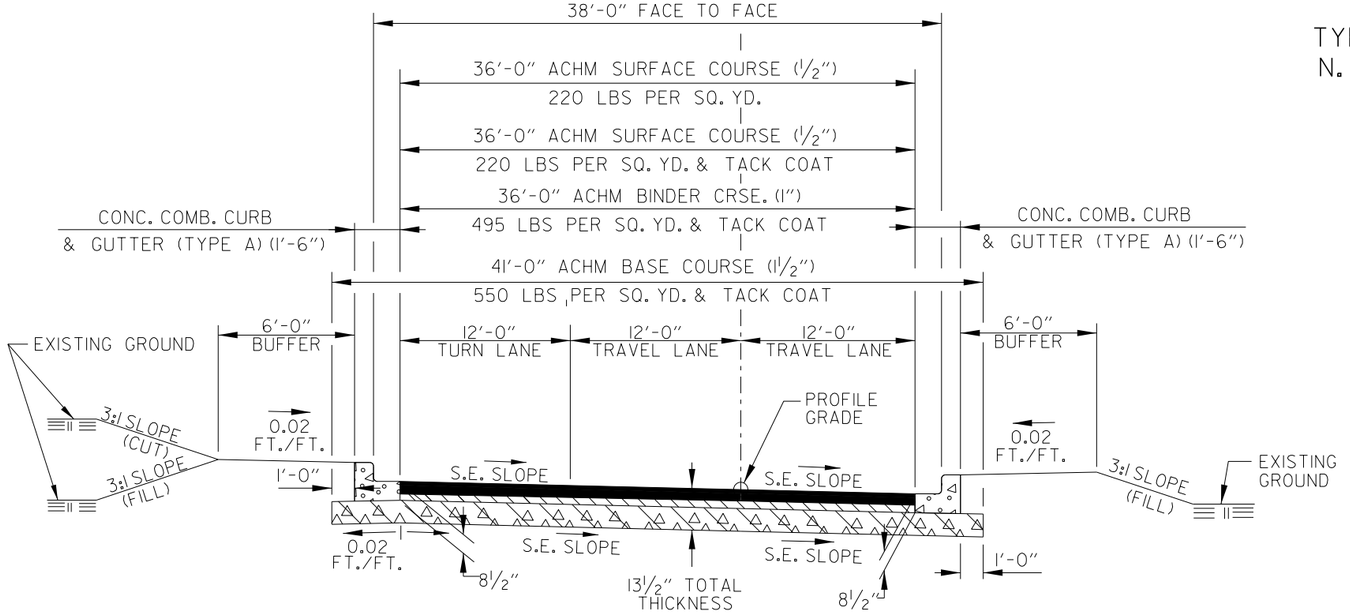


TYPICAL SECTION - TANGENT
N. BAILEY BLVD. CONNECTION

STA. 11+17.00 TO STA. 11+96.91

▲TRANSTION FROM 12' AT STA. 11+46.77 TO 0' AT STA. 11+96.91



TYPICAL SECTION - SUPERELEVATION
N. BAILEY BLVD. CONNECTION

STA. 10+17.00 TO STA. 11+17.00

NOTES:

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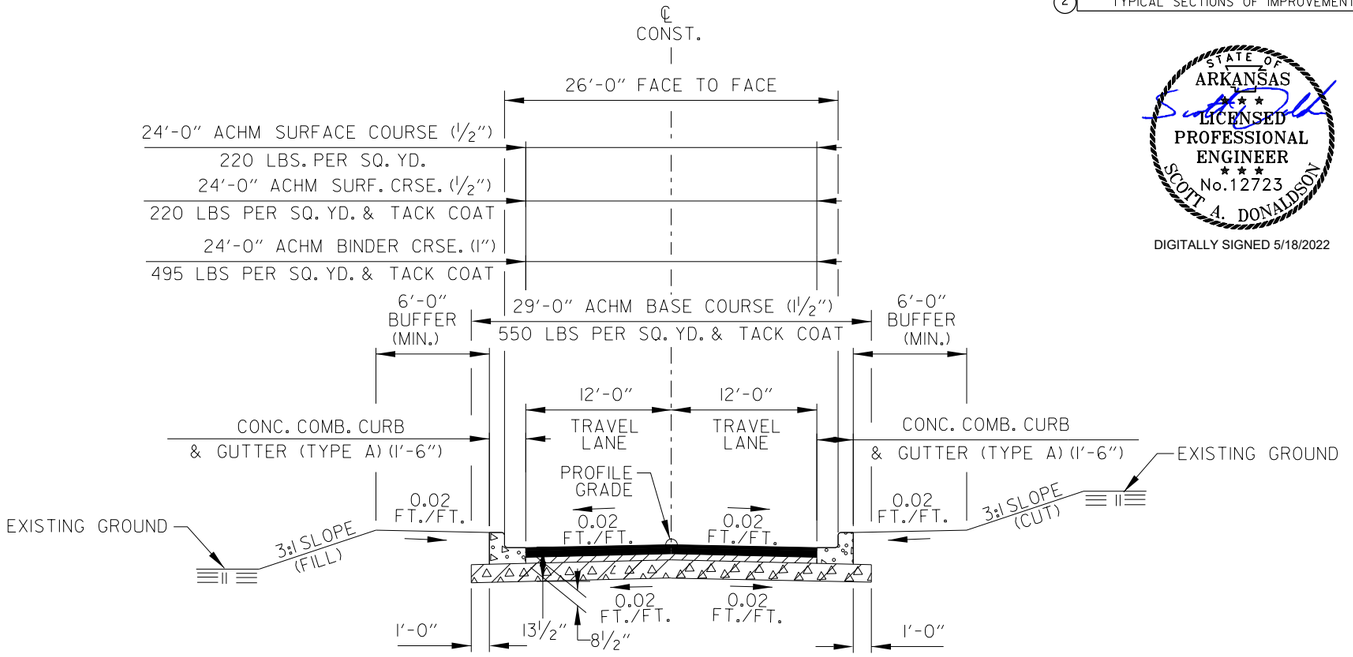


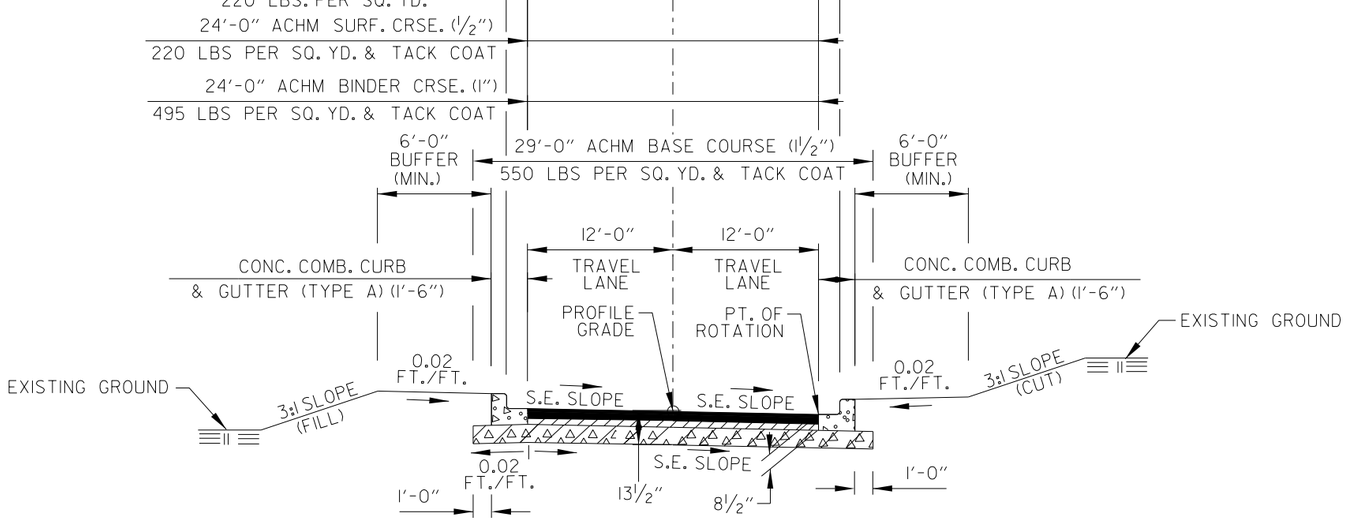
TYPICAL SECTION - TANGENT
N. BAILEY BLVD.
STA. 11+77.74 TO STA. 12+71.23

N. BAILEY BLVD. CONNECTION
STA. 11+96.91 TO STA. 12+37.54
STA. 19+84.28 TO STA. 24+06.32

JOHN HARDEN DR.
STA. 32+92.82 TO STA. 48+87.02

BRADEN ST.
STA. 10+16.98 TO STA. 11+01.61

HILL ST./N. JEFF DAVIS AVE.
STA. 10+25.00 TO STA. 11+00.00



TYPICAL SECTION - SUPERELEVATION
N. BAILEY BLVD. CONNECTION
STA. 12+37.54 TO STA. 19+84.28

N. BAILEY BLVD.
STA. 11+27.74 TO STA. 11+77.74
STA. 12+71.23 TO STA. 14+43.49

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

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

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	43	1104

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

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NOTES;

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

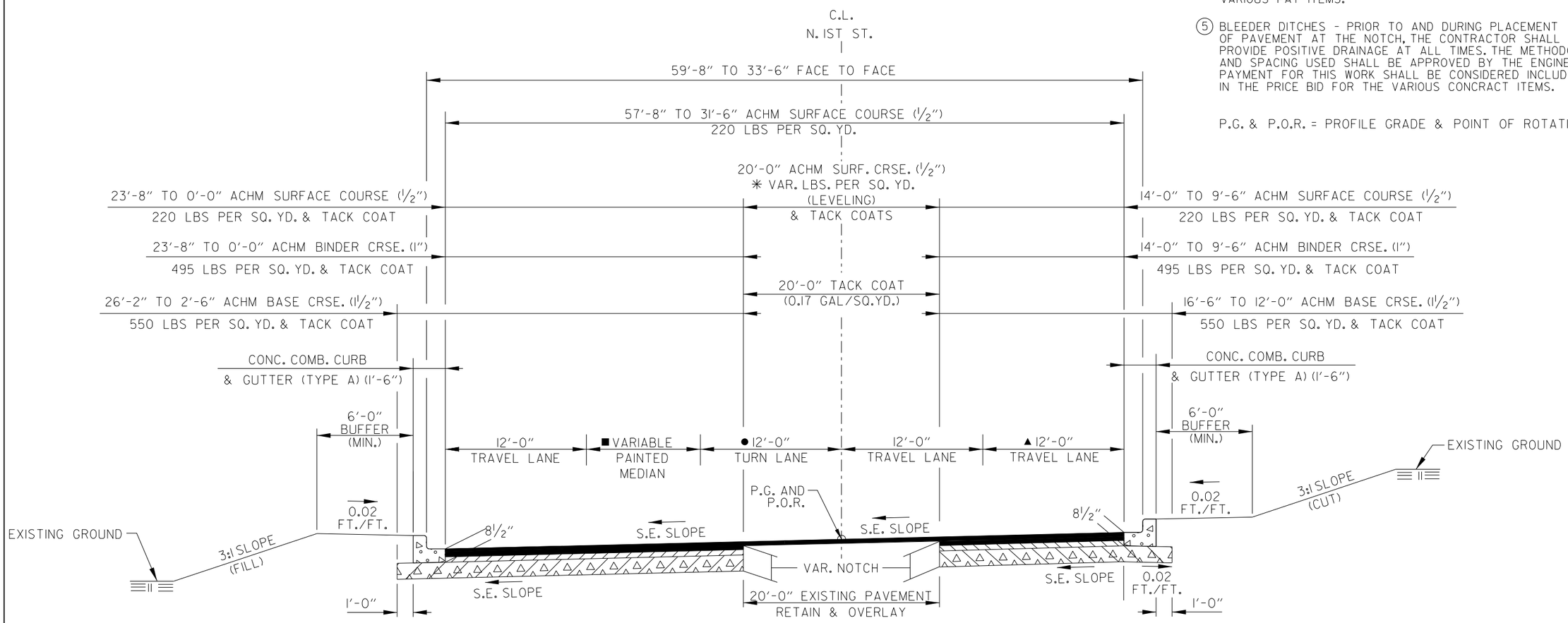
(2) THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

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

(4) ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED 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.

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

P.G. & P.O.R. = PROFILE GRADE & POINT OF ROTATION



* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

TYPICAL SECTION - TANGENT
N. IST ST.

STA. 211+68.21 TO STA. 219+54.66

■ TRANSITION FROM 9'-7 1/2" AT STA. 211+68.21 TO 0' AT STA. 213+74.43
● TRANSITION FROM 12' AT STA. 211+68.21 TO 0' AT STA. 216+94.83
▲ TRANSITION FROM 12' AT STA. 217+43.79 TO 7'-6" AT STA. 219+54.66

TYPICAL SECTIONS OF IMPROVEMENT

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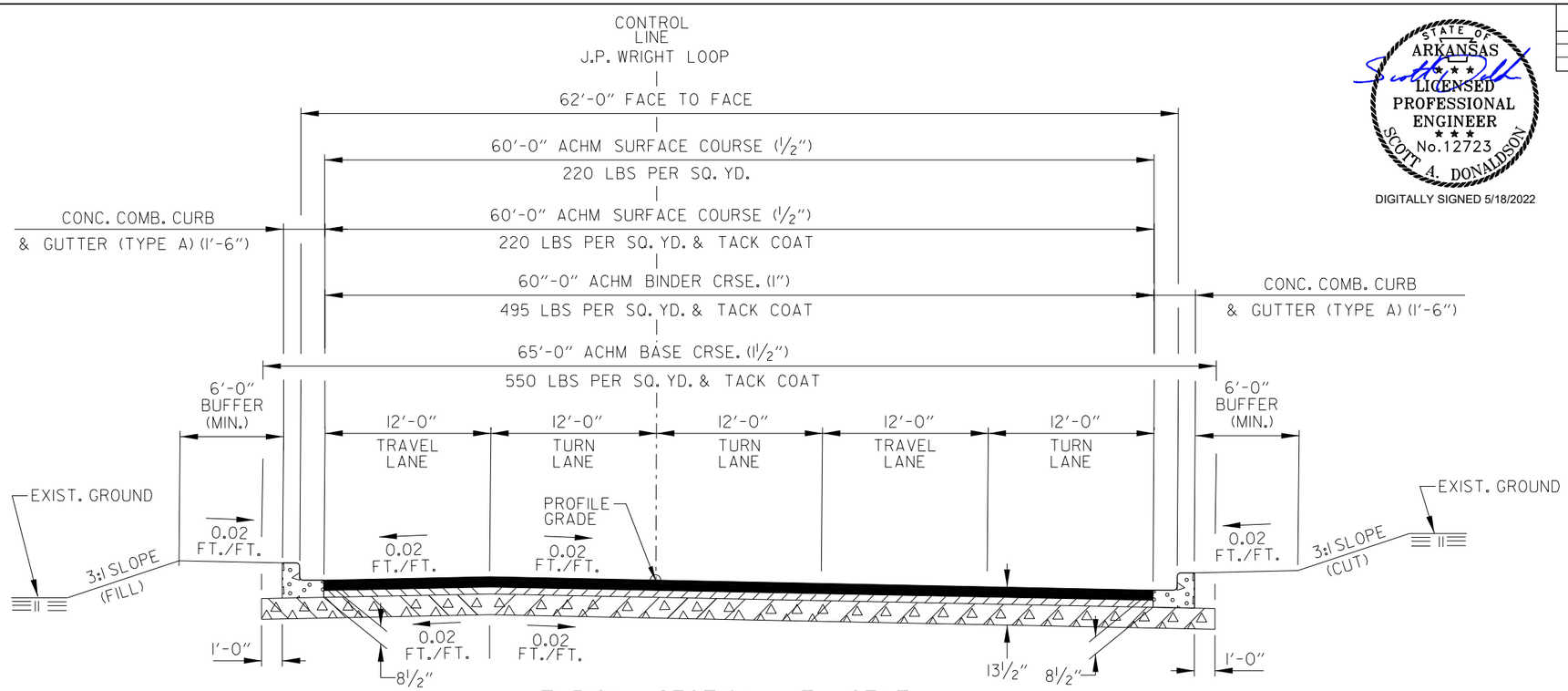
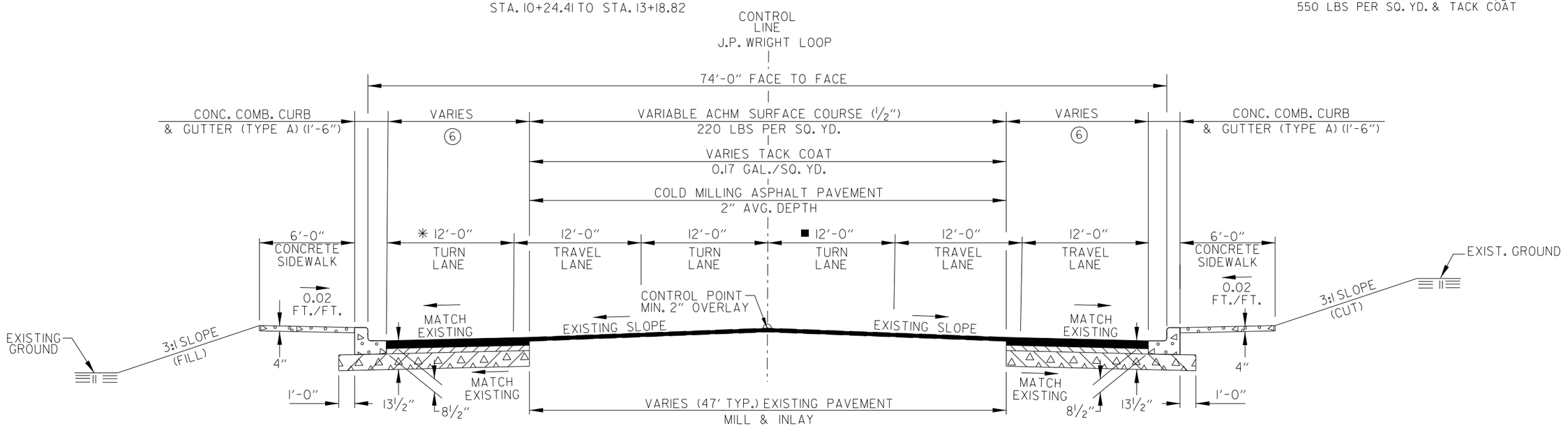


TYPICAL SECTION - TANGENT
J.P. WRIGHT LOOP

STA. 10+24.41 TO STA. 13+18.82



▲ TRANSITION FROM 12' AT STA. 15+30.00 TO 0' AT STA. 16+30.00

■ TRANSITION FROM 12' AT STA. 15+70.00 TO 0' AT STA. 18+89..10

TYPICAL SECTION - TANGENT
J.P. WRIGHT LOOP

STA. 13+73.34 LT. TO STA. 16+30.00 LT.
STA. 13+73.34 RT. TO STA. 18+89.10 RT.

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(2) TYPICAL SECTIONS OF IMPROVEMENT

NOTES:

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

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

(4) REFER TO PLAN SHEETS FOR SIDEWALK LIMITS.

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

(6) VARIABLE WIDTH PAVEMENT
VARIABLE ACHM SURFACE COURSE (1/2")
220 LBS PER SQ. YD.

VARIABLE ACHM SURFACE COURSE (1/2")
220 LBS PER SQ. YD. & TACK COAT

VARIABLE ACHM BINDER COURSE (1")
495 LBS PER SQ. YD. & TACK COAT

VARIABLE ACHM BASE COURSE (1 1/2")
550 LBS PER SQ. YD. & TACK COAT

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				(2)	SPECIAL DETAILS			

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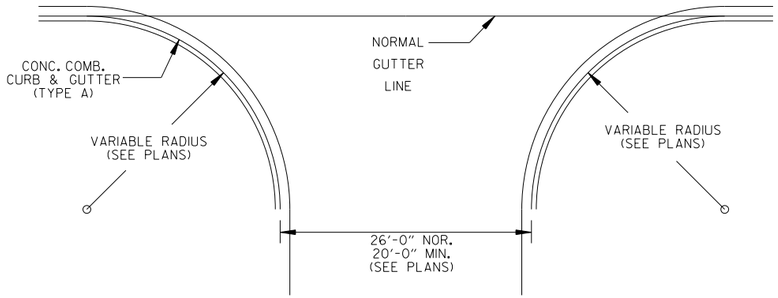
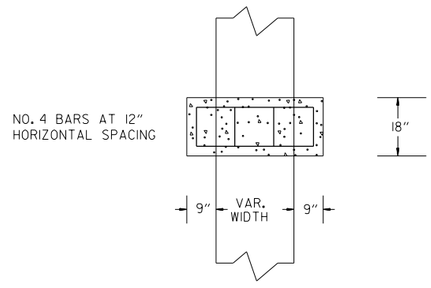
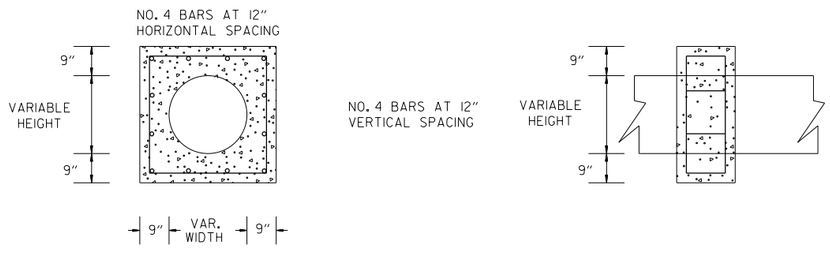


NOTE:
PAVEMENT STRUCTURE FOR STATE HIGHWAYS, CITY STREETS, & COUNTY ROADS TO BE SAME AS MAIN LANES.

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



TOP VIEW



FRONT VIEW SIDE VIEW

PIPE EXTENSION REINFORCED CONCRETE COLLAR DETAIL



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

CONSTRUCTION PROJECT INFORMATION SIGN

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STATE OF ARKANSAS
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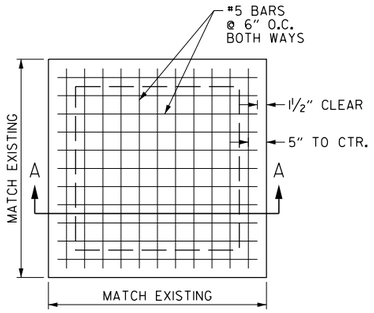
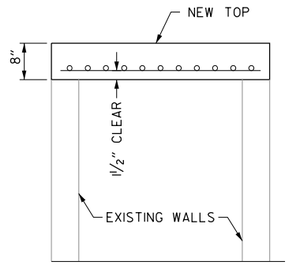


TOP VIEW

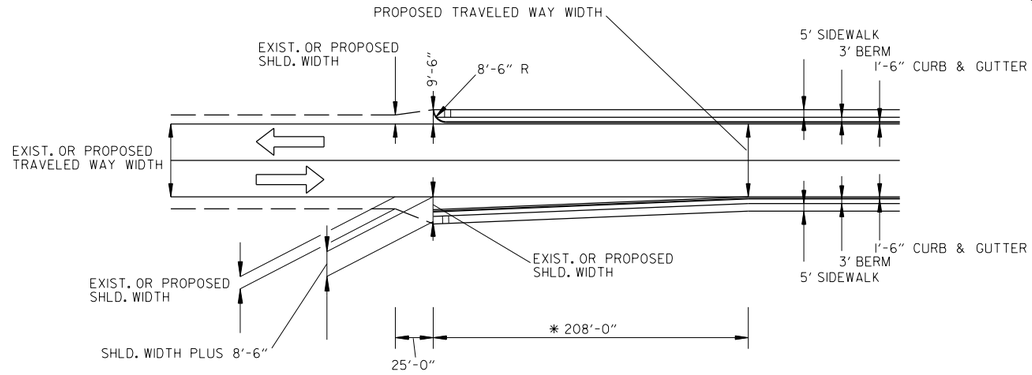


SECTION A-A

REMOVE EXISTING DROP INLET TOP. RETAIN EXISTING VERTICAL REINFORCEMENT

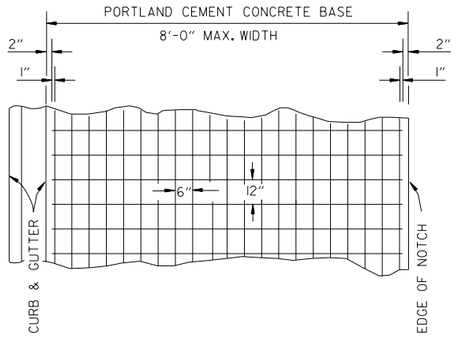
WHERE DROP INLET IS TO REMAIN UNDER PROPOSED WALL FOOTING, REMOVE TOP SECTION OF WALLS SO THE NEW TOP OF SLAB ELEVATION IS 2' BELOW THE BOTTOM OF WALL FOOTING WHERE POSSIBLE. BACKFILL WITH CLASS 7 BASE COURSE.

DETAILS OF MODIFIED DROP INLET



TRANSITION FROM OPEN SHOULDER TO CURB & GUTTER SECTION

* NOTE: 208' NORMAL. SEE PLANS FOR VARYING TRANSITION LENGTHS.

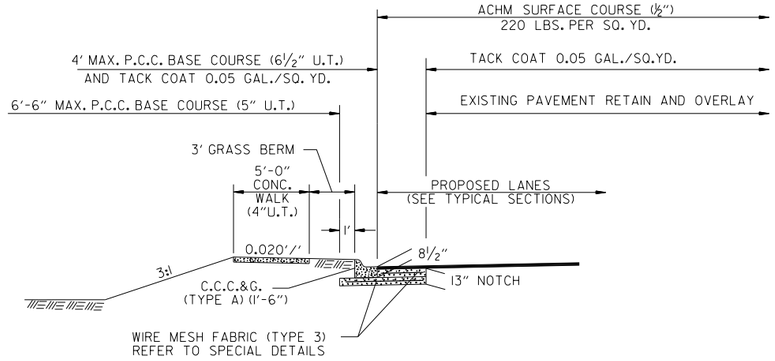


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (10" U.T.)

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



P.C.C. BASE WIDENING DETAIL

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

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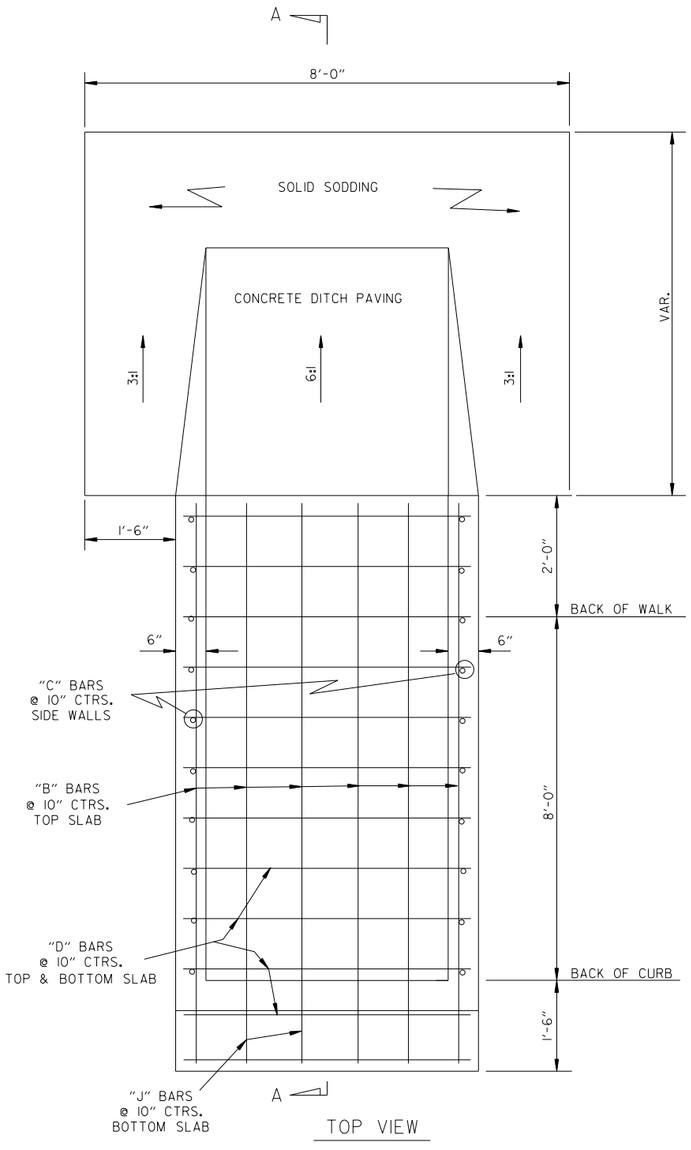
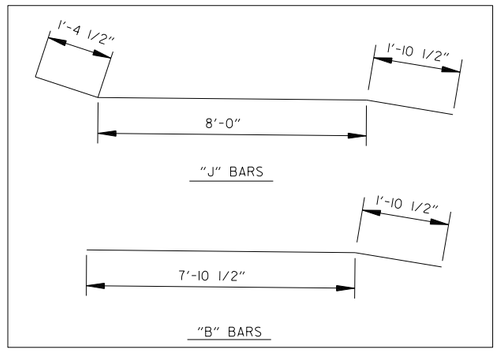
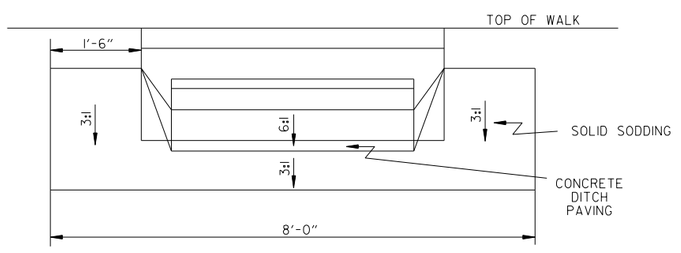


TOP VIEW

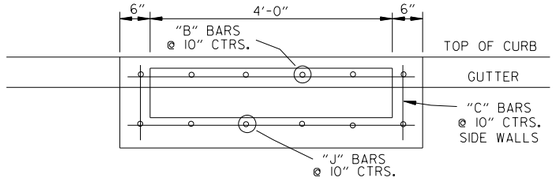


CLASS A CONC.	REINF. STEEL-RDWY. GRADE 60
CU. YDS.	POUND
2.53	207

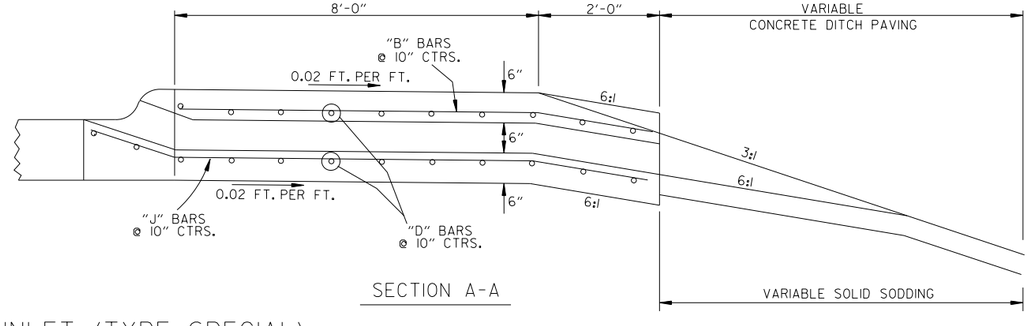
QUANTITIES FOR INFORMATION ONLY
DROP INLET (TYPE SPECIAL)



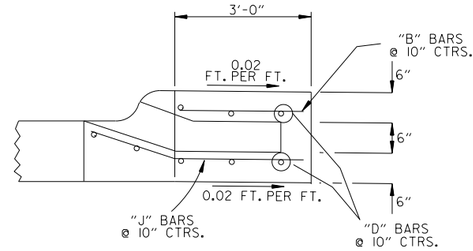
BACK VIEW



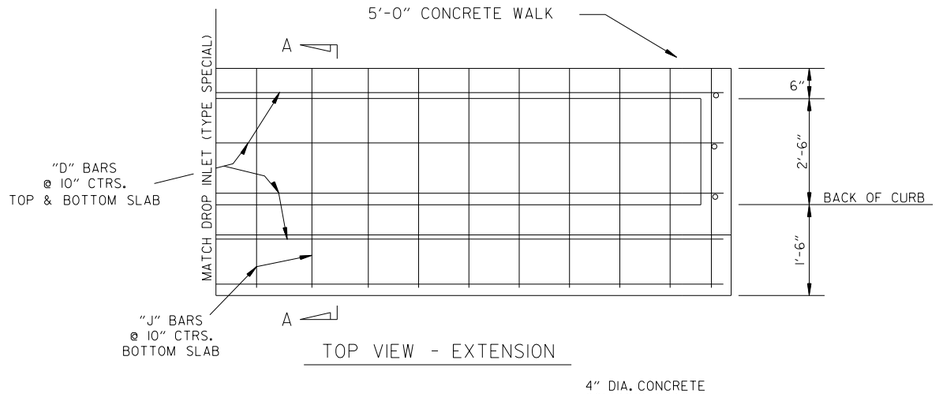
FRONT VIEW



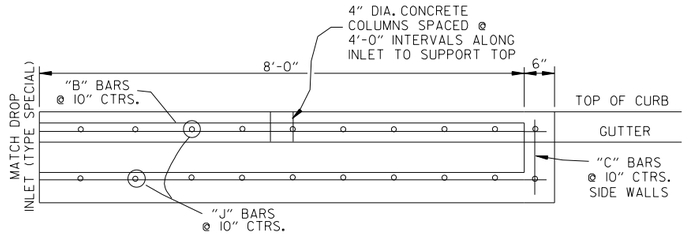
SECTION A-A



SECTION A-A - EXTENSION



TOP VIEW - EXTENSION



FRONT VIEW - EXTENSION

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GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
2. ALL REINF. BARS SHALL BE #4 AND HAVE 11/2" COVER.
3. DROP INLETS AND EXTENSIONS ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
4. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
5. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
6. CONCRETE DITCH PAVING & SOLID SODDING SHALL BE PAID FOR SEPARATELY.
7. CONSTRUCT EXTENSIONS UPSTREAM OF DROP INLET UNLESS OTHERWISE SPECIFIED.

DROP INLET (TYPE SPECIAL)

SPECIAL DETAILS

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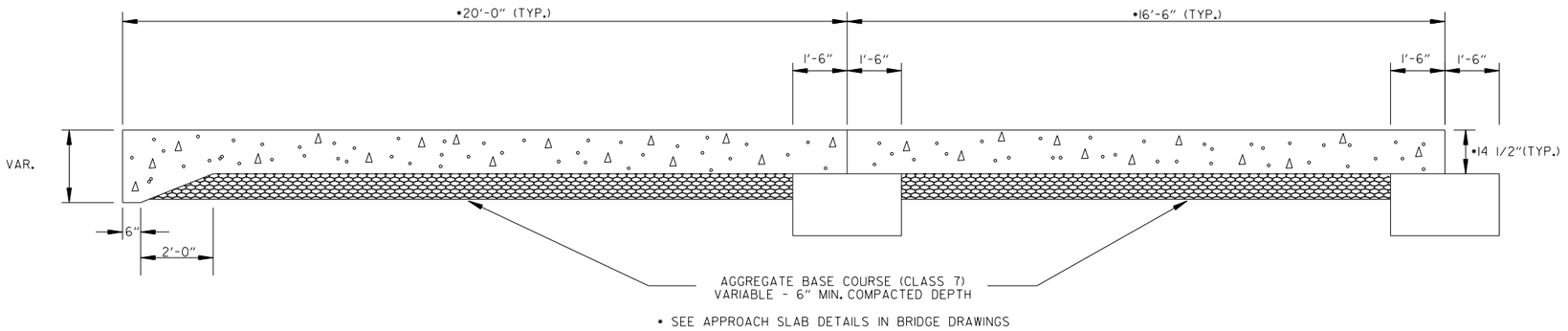
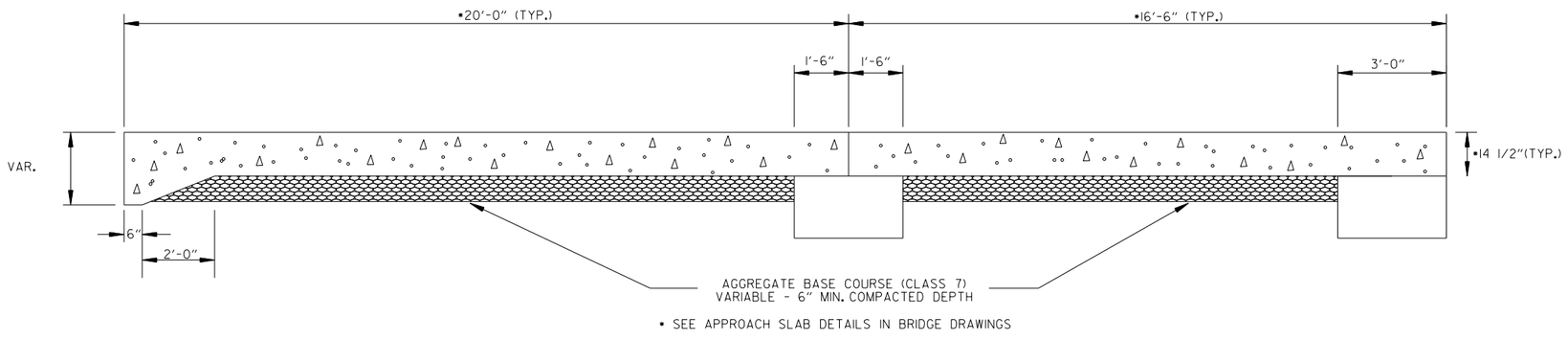


• SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

SECTION OF APPROACH SLAB (FOR CONCRETE PAVEMENT)



• SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

SECTION OF APPROACH SLAB (FOR ASPHALT PAVEMENT)

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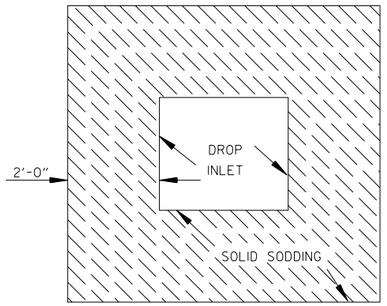
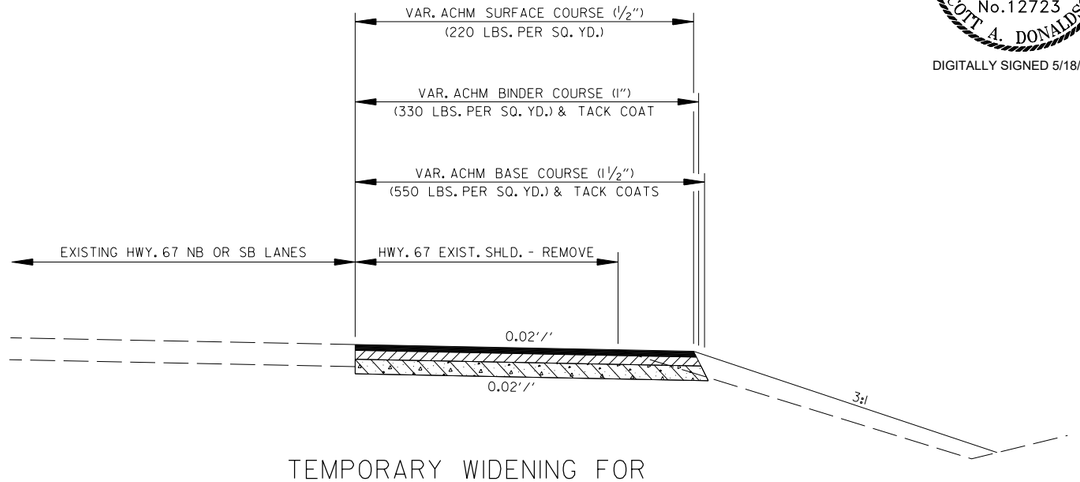
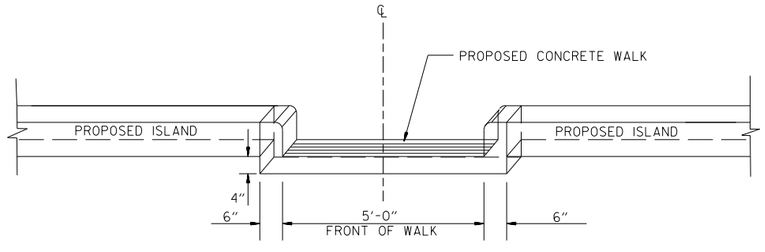


DETAIL FOR SOLID SODDING AROUND DROP INLETS



TEMPORARY WIDENING FOR MAINTENANCE OF TRAFFIC

SEE MAINTENANCE OF TRAFFIC DETAILS FOR LOCATIONS AND WIDTHS



FACE SHALL MEET REQUIREMENTS OF TYPE B CURB

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

CONCRETE WALK THROUGH ISLAND

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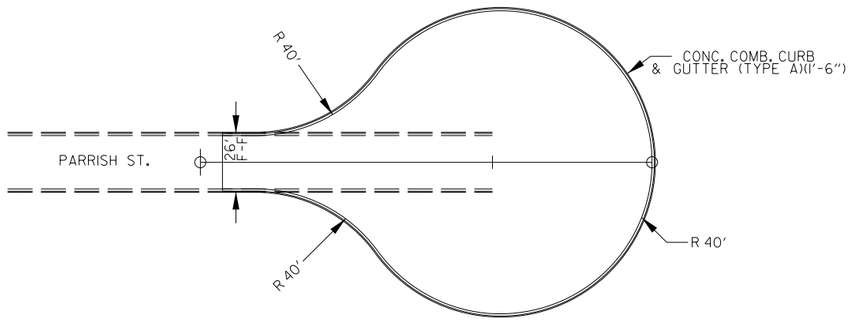
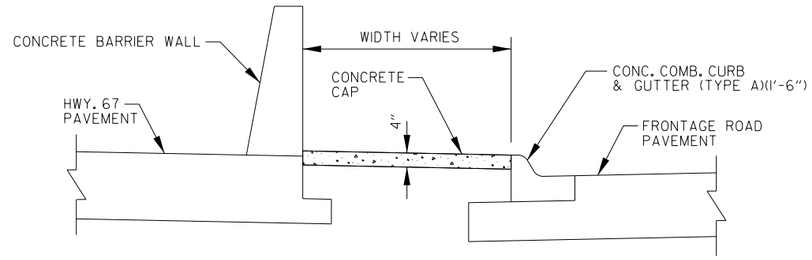
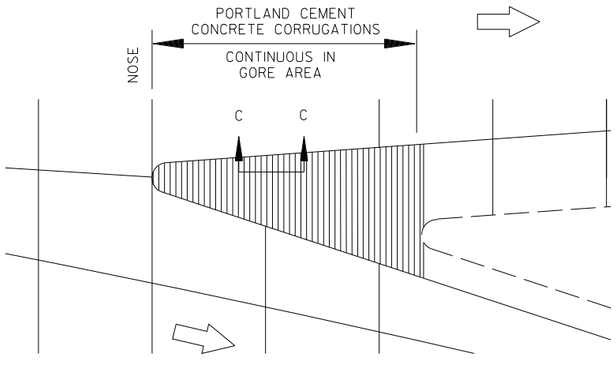


CUL-DE-SAC DETAIL
PARRISH ST.

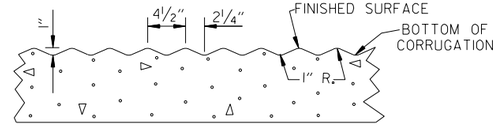


CONCRETE CAP DETAIL

GENERAL NOTES
1. CONCRETE CAP SHALL MEET THE REQUIREMENTS OF SECTION 605 OF THE STANDARD SPECIFICATIONS.
2. CONCRETE CAP SHALL BE PAID FOR AS CONCRETE DITCH PAVING (TYPE B).
3. CONCRETE CAP TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
4. TOE WALLS NOT REQUIRED AT LOCATIONS SHOWN IN DETAIL.



LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS



SECTION C-C
CORRUGATED CONCRETE SHOULDERS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
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WORKSPACE: AHTD
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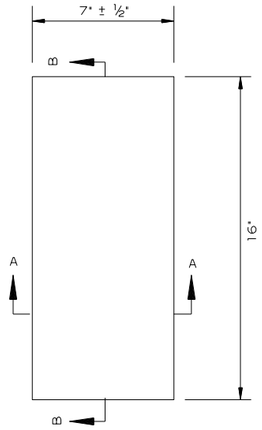
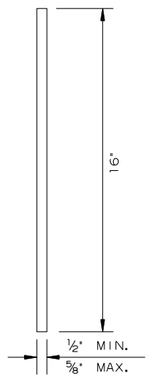
REVISED DATE:

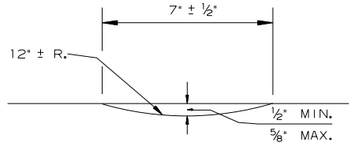
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	51	1104
				(2)	SPECIAL DETAILS			



PLAN

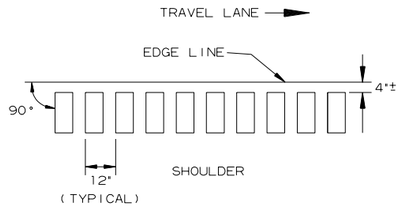


SECTION B-B

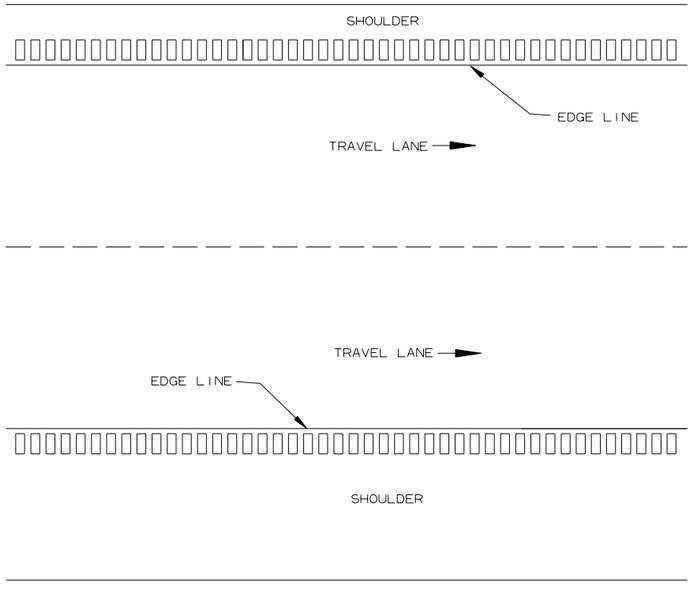


SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

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

STATE OF ARKANSAS
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REVISED DATE:

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.		CA0604	52	1104
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

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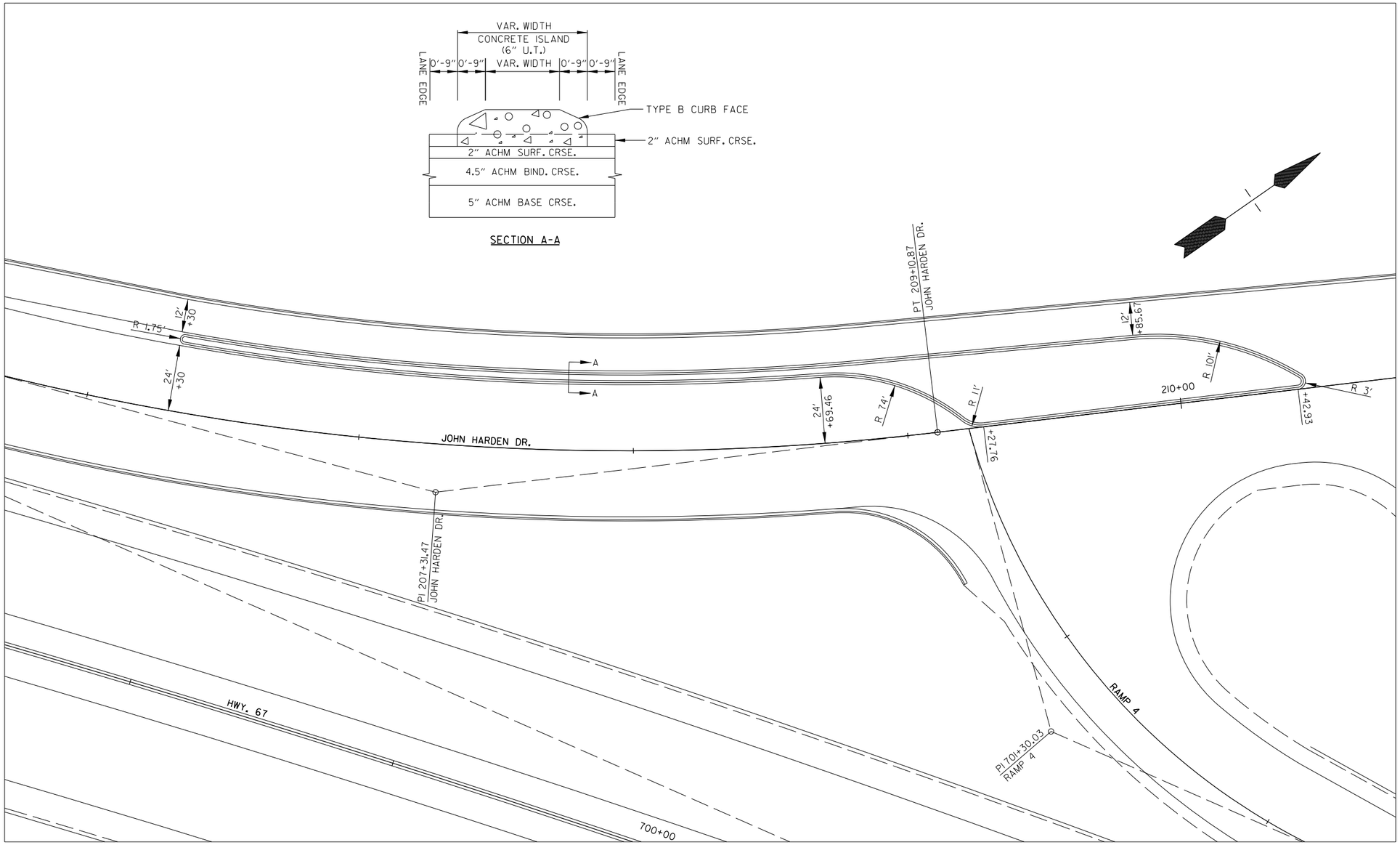

JOHN HARDEN DR. MEDIAN ISLAND DETAIL

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WORKSPACE: AHTD
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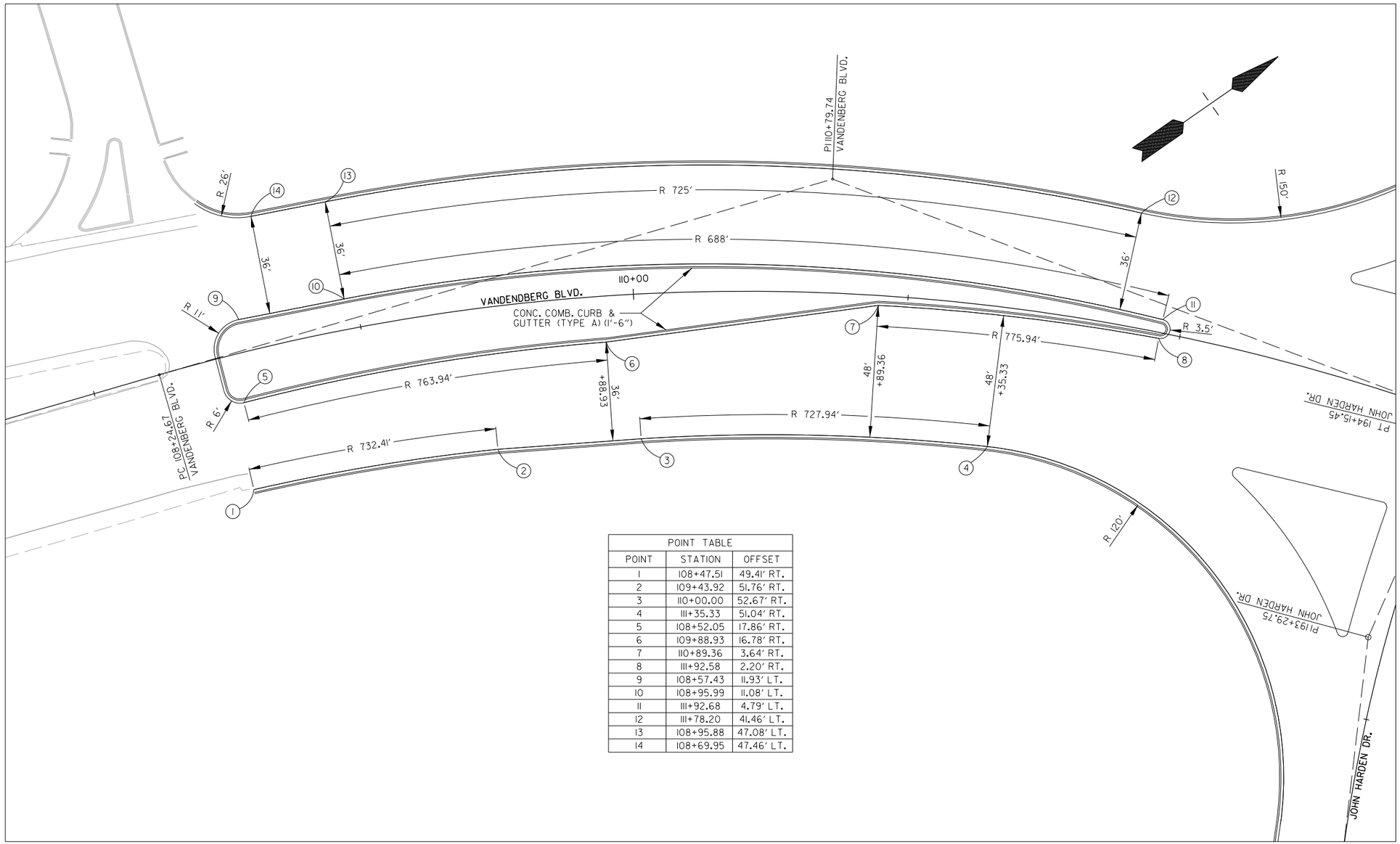
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	53	1104
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



POINT TABLE		
POINT	STATION	OFFSET
1	108+47.51	49.41' RT.
2	109+43.92	51.76' RT.
3	110+00.00	52.67' RT.
4	111+35.33	51.04' RT.
5	108+52.05	17.86' RT.
6	109+88.93	16.78' RT.
7	110+89.36	3.64' RT.
8	111+92.58	2.20' RT.
9	108+57.43	11.93' LT.
10	108+95.99	11.08' LT.
11	111+92.68	4.79' LT.
12	111+78.20	41.46' LT.
13	108+95.88	47.08' LT.
14	108+69.95	47.46' LT.

VANDENBERG BLVD. MEDIAN ISLAND DETAIL

SADonaldson 5/11/2022 8:30:36 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	54	1104

2 SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

GREGORY ST. STA. 811+96.28 95.74' LT. ELEV. = 276.50

GREGORY ST. STA. 812+04.56 94.33' LT. ELEV. = 276.00

GREGORY ST. STA. 814+30.00 66.94' LT. ELEV. = 275.40

GREGORY ST. STA. 814+60.00 68.29' LT. ELEV. = 275.25 (MATCH EXIST.)

SEE STORM PLAN AND PROFILE SHEETS FOR DRAINAGE INFORMATION

FILL EXIST. DITCH

EXIST. ROW

PROP. ROW

C.L. HWY. 67

C.L. T.P. WHITE DR.

C.L. GREGORY ST.

810+00

815+00

SPECIAL GRADING DETAIL
GREGORY ST. BASIN

SADonaldson 5/11/2022 8:30:38 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_SP25.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	55	1104
				(1)	SPECIAL DETAILS			

INLET WINGWALL TABLE

INLET WINGWALLS ARE CONSTRUCTED BY SPECIAL DETAIL. SEE SPECIAL DETAIL FOR INLET WINGWALL QUANTITIES

INLET SKEWED END SECTION

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	56	1104

(I) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

TABULAR DATA BY: SAD DATE: 5/6/2021
CHECKED BY: AEW DATE: 11/28/2021

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
17'-4"	5'-0"	0'-9"	0'-8"	27	3:1	18'-3 7/8"	1'-0"	5'-10"	1'-8"	0	0	2'-2"	2'-8 1/2"	2'-8 1/2"	1'-0 1/2"	1'-0 1/2"	12'-6"	12'-6"	14'-8"	12'-6"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
6.42	530

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	13	L	Min 2'-8"	-	-	-	L -	-	-	-	L -	4	18	4	Min	4	18	2	12'-2"	4	18	9	L Min 3'-3"	-	4	6	15'-6"	6	18	8	Min	-	-	-	Min -	4	2	12'-8"	4	2	13'-4"	6	12	5	L 3'-4"	272
					Max 7'-3"												6'-4"								Max 7'-3"								1'-8"														
				X	Min 0'-9"				X -				X -				Max								L Min 1'-4"								Max				Max								X 1'-8"	
					Max 1'-4"												10'-10"								Max 1'-4"								2'-2"														
				Y	Min 2'-0"				Y -				Y -												Y Min 2'-0"																						
					Max 6'-0"																				Max 6'-0"																						
WING B	4	12	13	L	Min 2'-8"	-	-	-	L -	-	-	-	L -	4	18	4	Min	4	18	2	12'-2"	4	18	9	L Min 3'-3"	-	4	6	12'-2"	6	18	8	Min	-	-	-	Min -	4	2	12'-8"	4	2	13'-4"	6	12	5	L 3'-4"	258
					Max 7'-3"												6'-4"								Max 7'-3"								1'-8"														
				X	Min 0'-9"				X -				X -				Max								L Min 1'-4"								Max				Max								X 1'-8"	
					Max 1'-4"												10'-10"								Max 1'-4"								2'-2"														
				Y	Min 2'-0"				Y -				Y -												Y Min 2'-0"																						
					Max 6'-0"																				Max 6'-0"																						

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

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

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

OUTLET SKEWED END SECTION

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	57	1104
				(2)		SPECIAL DETAILS		

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
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

TABULAR DATA BY: AEW DATE: 12/16/21
CHECKED BY: SAD DATE: 1/11/22

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 WINGWALL TABLE

INLET WINGWALLS ARE CONSTRUCTED BY SPECIAL DETAIL. SEE SPECIAL DETAIL FOR INLET WINGWALL QUANTITIES

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL								BOTTOM SLAB REINFORCING STEEL								SIDE WALL REINFORCING STEEL				INTERIOR WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				INTERIOR WALL DISTRIBUTION REINFORCING STEEL				CLASS "S" CONCRETE (Includes HDWL)	(1) REINFORCING STEEL (GR 60) (Includes HDWL)
													"a"					"c"			"d"					"f"			"f0"				"f1"				"g"				"e"				"d1"				"d2"					
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	CU YDS.	LBS.
31	3	10	10	6	15'-1"	13	3	13	7	8	43'-2"	8'-2"	5	8	Max 42'-10" / Min 3'-0"	37	5	7	Max 42'-10" / Min 3'-0"	42	4	4	Max 42'-10" / Min 3'-0"	73	4	5.5	Max 42'-10" / Min 3'-0"	53	6	8	46	7'-10"	4	12	98	7'-10"	4	8.5	127	Max 28'-0" / Min 1'-10"	4	8.5	127	Max 28'-0" / Min 1'-10"	4	12	6	LONG 27'-9" / SHORT 2'-1"	4	12	12	LONG 21'-6" / MID 14'-11" / SHORT 8'-5"	63.95	8993

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D
4	25'-11"	12	4	25'-11"	12	4	2'-0"	1'-0"	52

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

INLET SLOPE SECTION(S)

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

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

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

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

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4"				INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL			INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL			CLASS "S" CONCRETE	REINFORCING STEEL (GR 60)
											"a"		Bent "b"		"c"				"d"		Bent "b1"		"f"																															
D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.
A	10	10	6	13	13	7	8	43'-2"	8'-2"	292.8	4	42'-10"	6	44'-1"	5	42'-10"	16	219	4	42'-10"	5	43'-11"	4	42'-10"	10	351	6	8	878	7'-10"	4	12	1752	7'-10"	4	8.5	127	4	8.5	127	4	12	12	4	12	36	1220.43	151138

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
QUADRUPLE BARREL BOX CULVERT
STA. 675+88

SPECIAL DETAILS

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REVISED DATE: Ver. 1.17

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				6	ARK.			
				JOB NO.		CA0604	58	1104
				(2)		SPECIAL DETAILS		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

TABULAR DATA BY: AEW DATE: 12/16/21
CHECKED BY: SAD DATE: 1/11/22

OUTLET WINGWALL TABLE

OUTLET WINGWALLS ARE CONSTRUCTED BY SPECIAL DETAIL. SEE SPECIAL DETAIL FOR OUTLET WINGWALL QUANTITIES

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

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

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

OUTLET SKEWED END SECTION

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

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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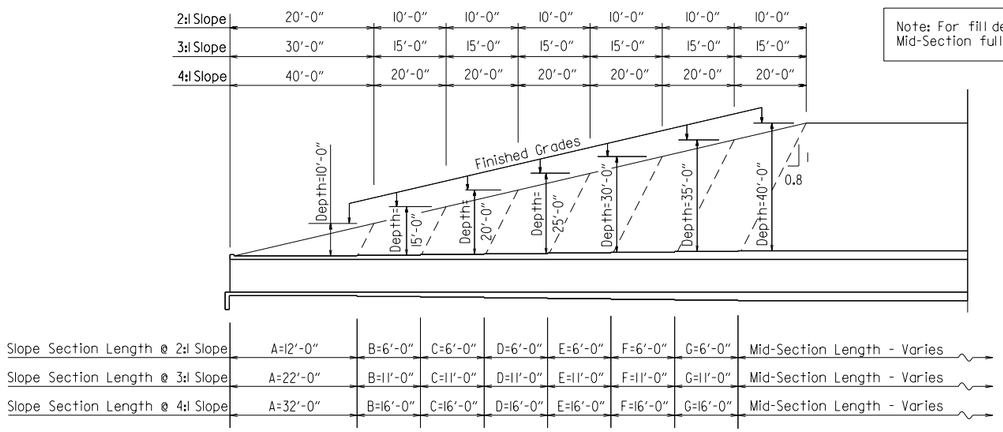
				JOB NO.		CA0604	59	1104

(1) SPECIAL DETAILS

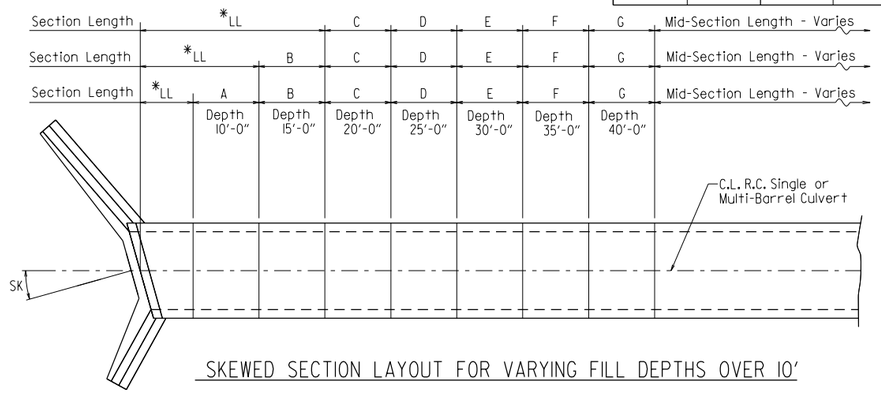


LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

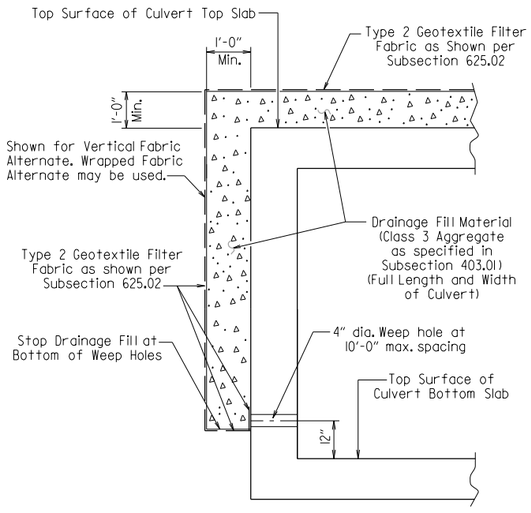
Lengths for Non-Skewed Boxes

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

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

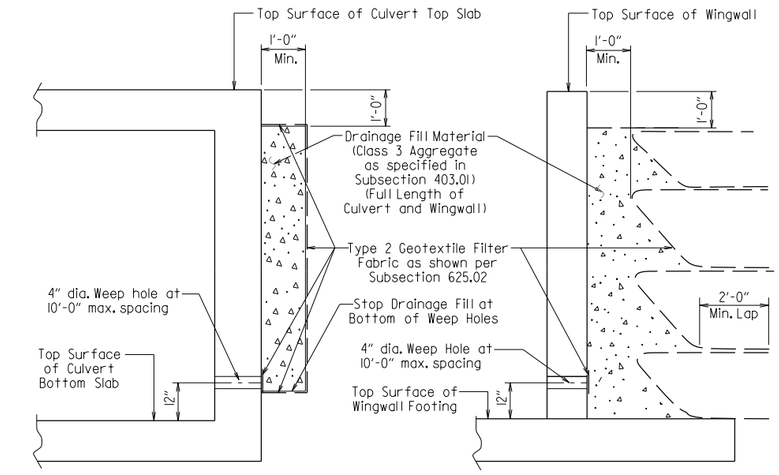


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

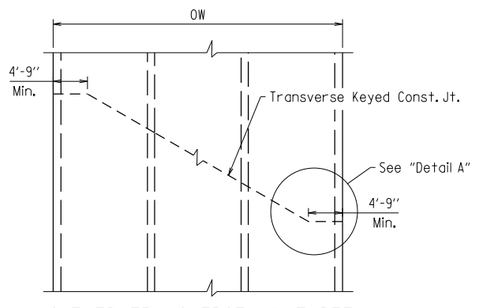


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

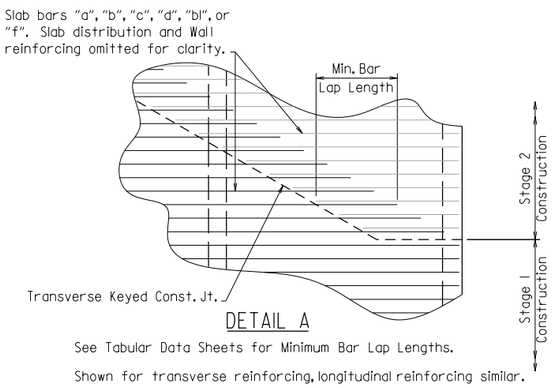
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL



SKEWED TRANSVERSE JOINT DETAIL

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



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

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

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

LIVE LOADING: HL-93

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

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

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

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

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

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

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

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

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

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

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

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SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

LRFD

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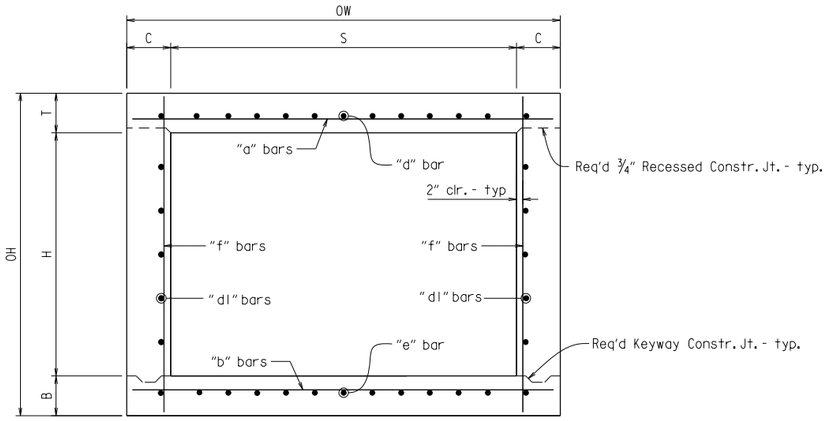
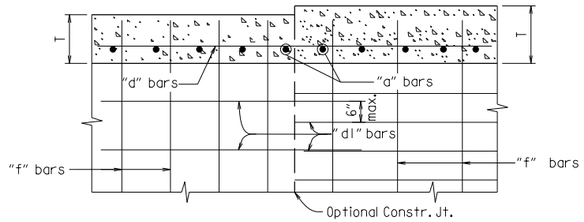
				JOB NO.		CA0604	60	1104

(1) SPECIAL DETAILS

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



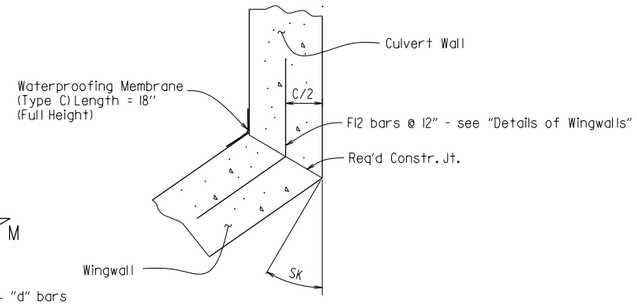
TYPICAL SECTION M-M



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

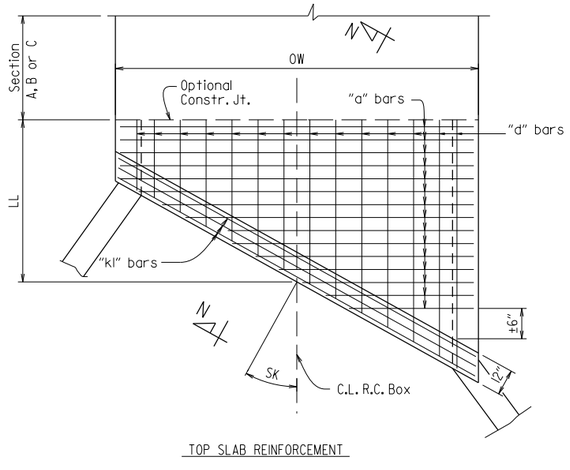
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

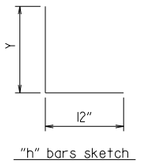


WINGWALL ATTACHMENT

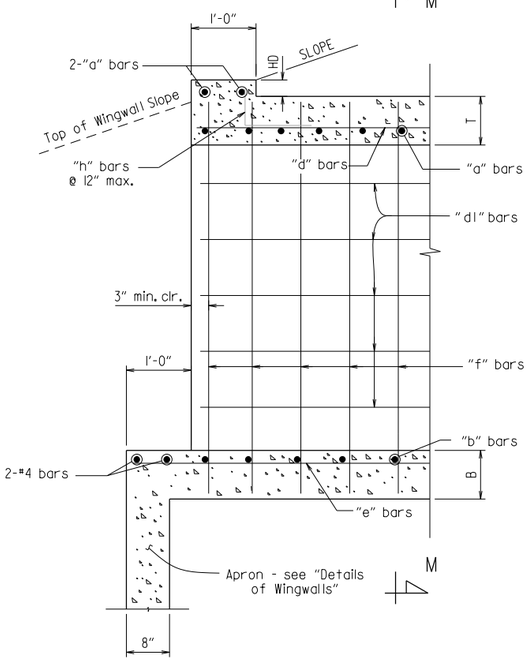
See "Details of Wingwalls" for additional information and wingwall details.



TOP SLAB REINFORCEMENT

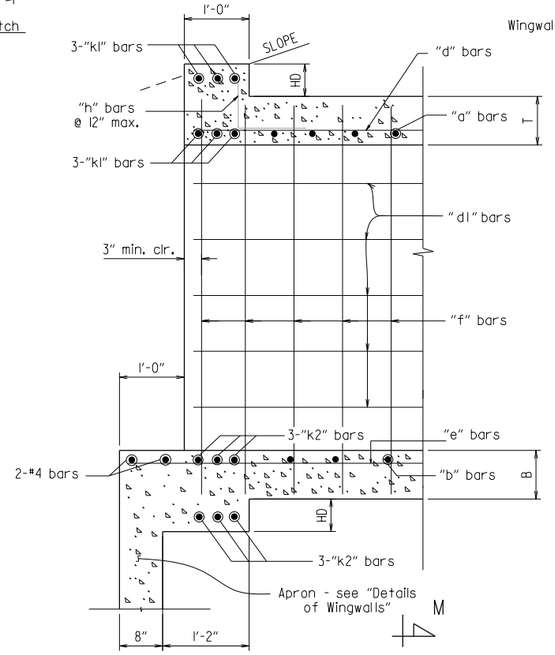


"h" bars sketch



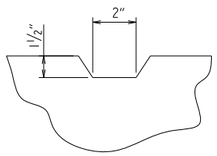
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



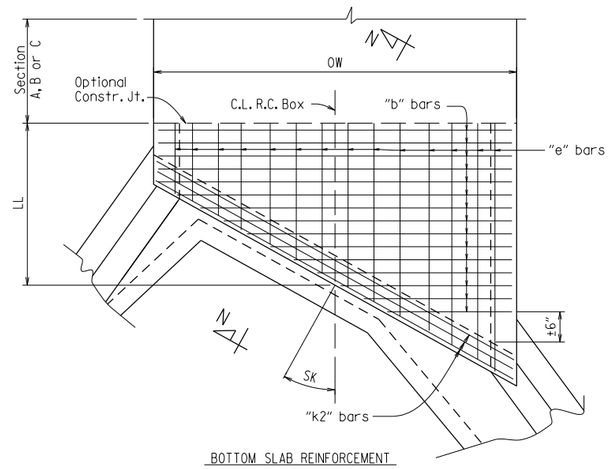
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

SHEET 2 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

SPECIAL DETAILS

STATE OF ARKANSAS
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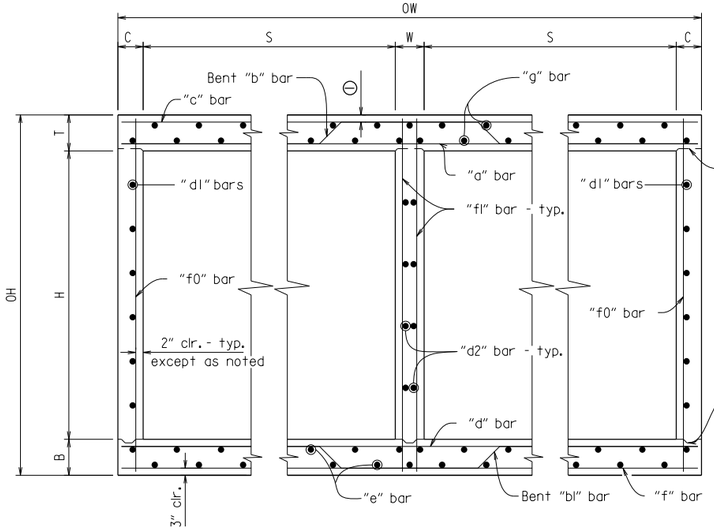
				JOB NO.		CA0604	61	1104

(1) SPECIAL DETAILS

(1) 2" clr. for fill depth (D) greater than 2 ft.
2½" clr. for fill depth (D) equal to or less than 2 ft.

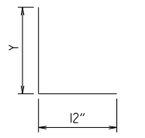
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



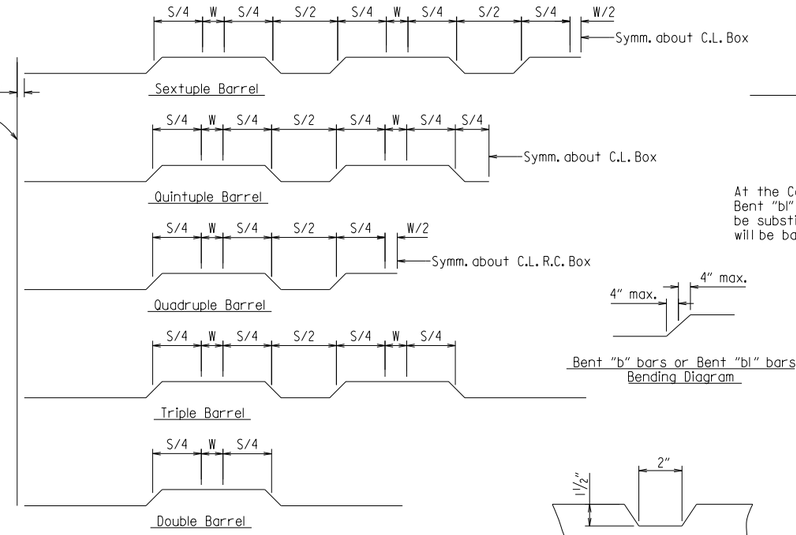
TYPICAL SECTION M-M

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

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



"h" bars sketch

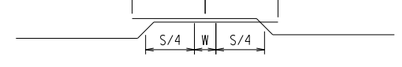


Bent "b" bars or Bent "bl" bars sketch

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

TYPICAL KEYWAY DETAIL

(All Construction Joints)



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

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

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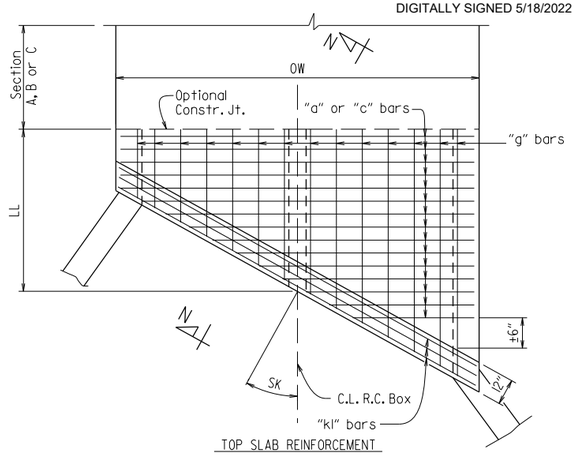
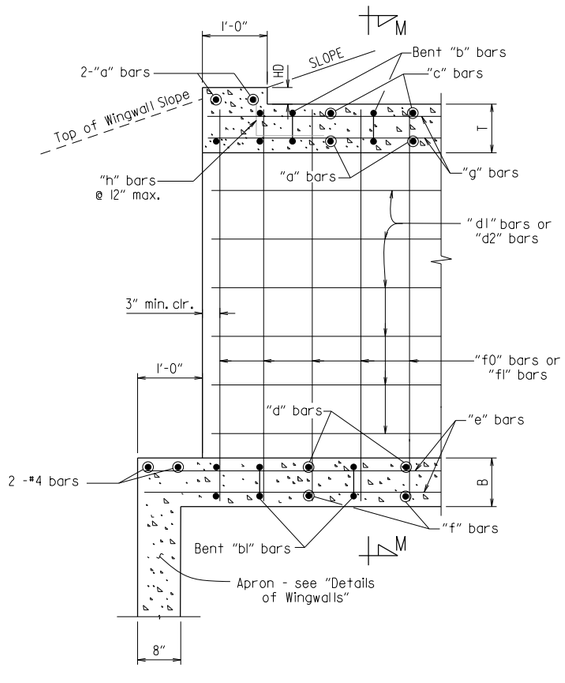
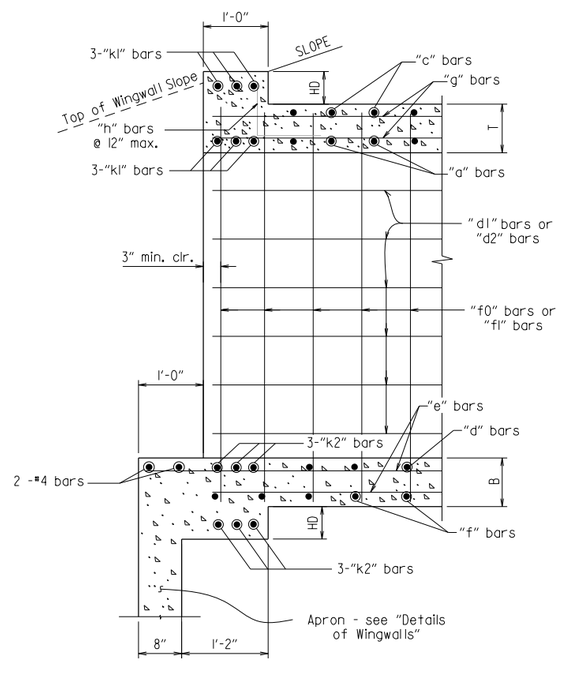


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



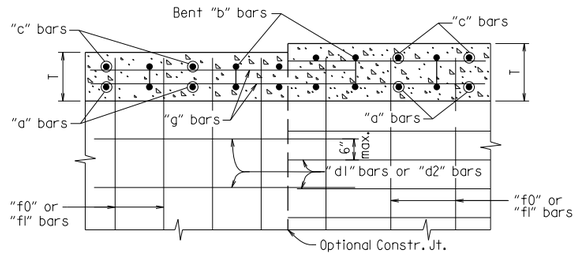
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

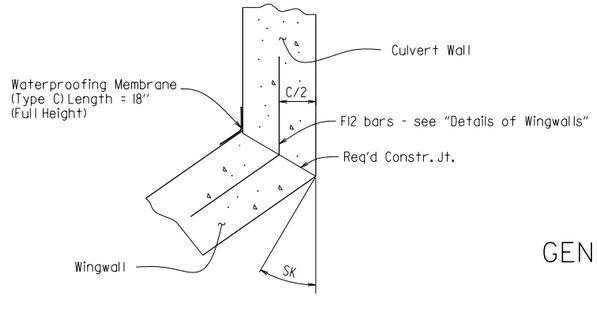
(Skewed Ends)



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

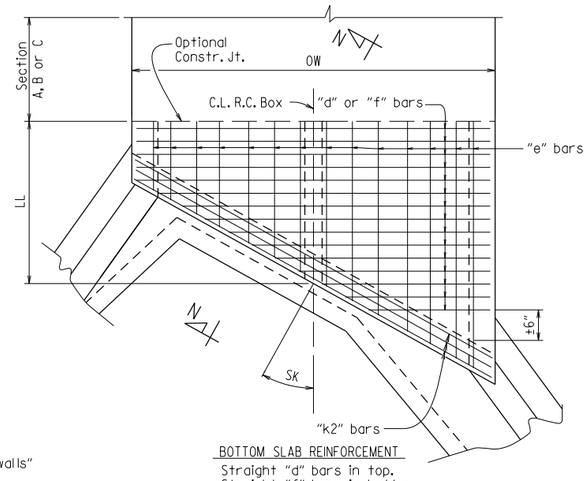
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

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



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

SKEWED END SECTION DETAILS

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

DETAILS OF MULTI-BARREL
R.C. BOX CULVERT

SPECIAL DETAILS

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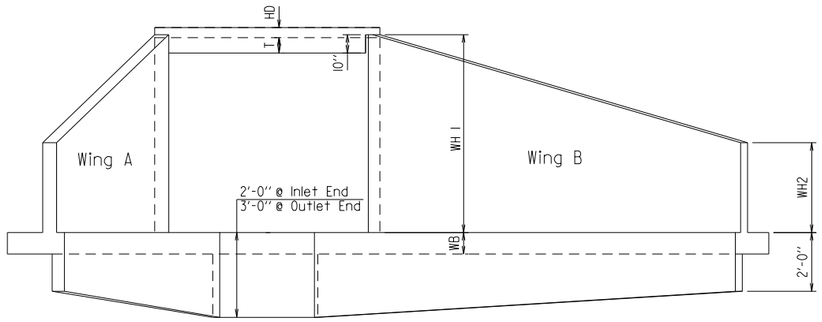
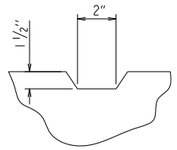
				JOB NO.		CA0604	62	1104

(1) SPECIAL DETAILS



END ELEVATION

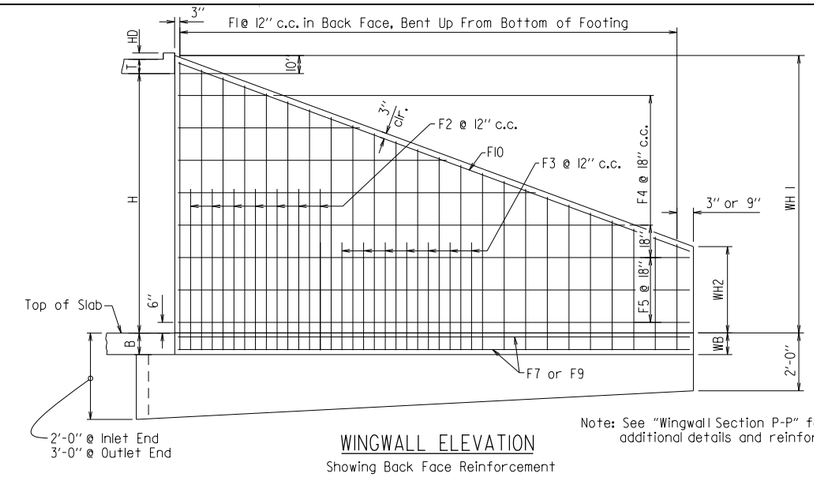
Flared Wingwalls Shown



TYPICAL KEYWAY DETAIL

All Construction Joints

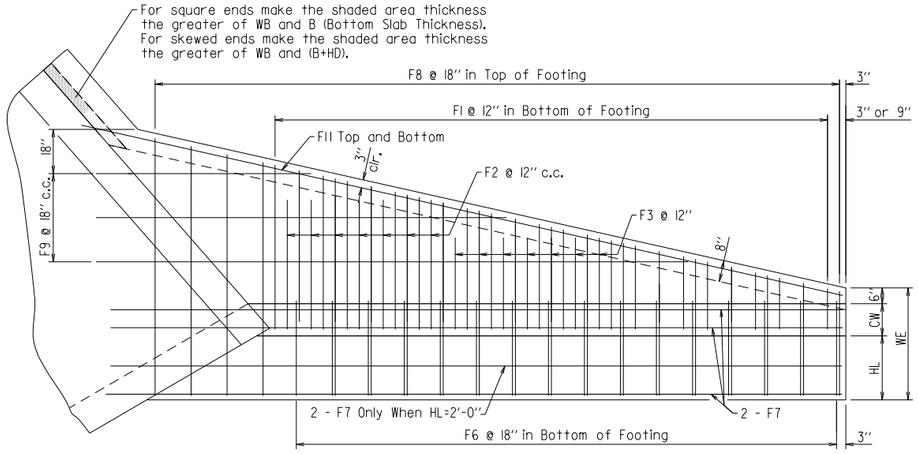
PART PLAN - FLARED WINGWALLS



WINGWALL ELEVATION

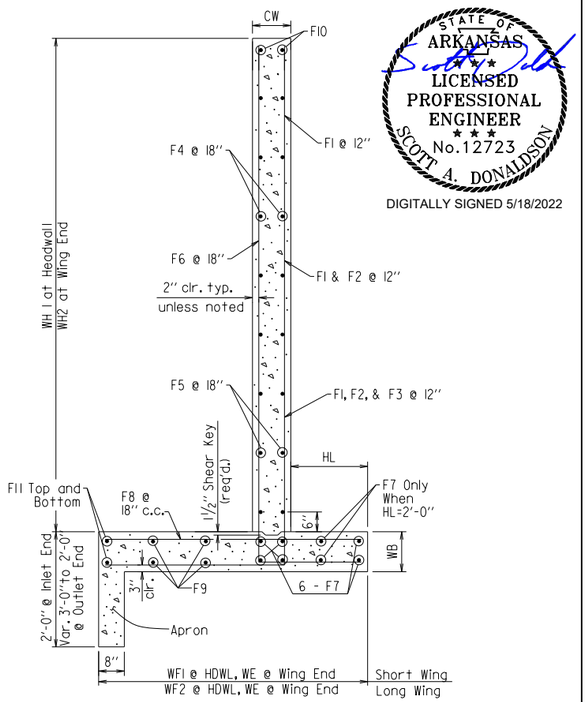
Showing Back Face Reinforcement

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

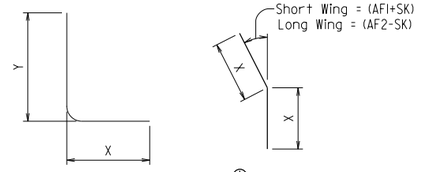


PLAN - FLARED WINGWALLS

Showing Footing Reinforcement



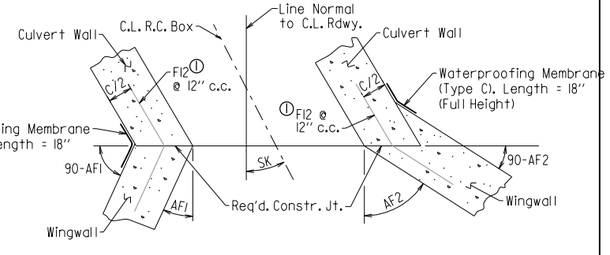
WINGWALL SECTION P-P



F1, F2, F3, & F6 BARS

(1) F12 BAR

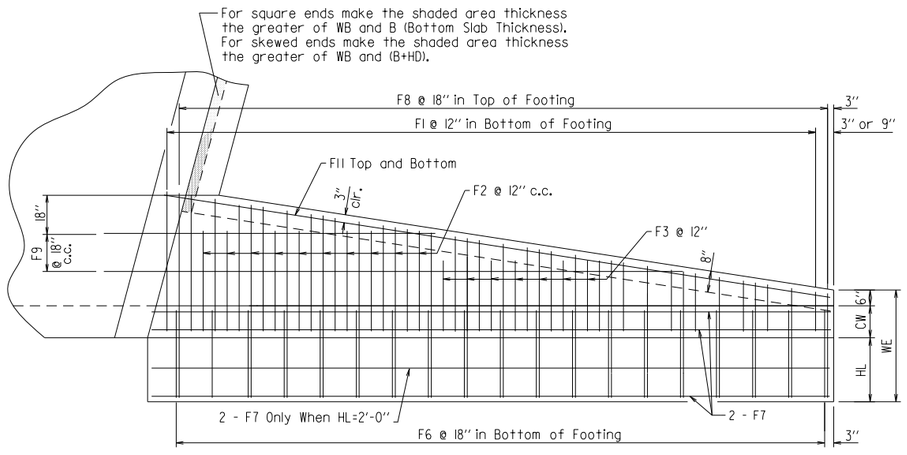
(1) F12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS

Flared Wingwalls Shown

PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement

SHEET 4 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF WINGWALLS

SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

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				6	ARK.			
				JOB NO.		CA0604	63	1104
				(2)	SPECIAL DETAILS			

* Contractor shall field verify all dimensions and elevations before beginning construction.

Note:
All Stations and offsets shown are referenced from CL Construction Hwy. 67.

(2) Longitudinal bars from sidewall of box and entire width of bottom slab of box shall extend a min. of 3'-0" into sidewalls and bottom slab of box culvert inlet.

(3) Place steel handrrail along top of walls and headwall of box culvert. See Std. Dwg. SI-1.

GENERAL NOTES

MATERIALS AND STRENGTHS:
Class S Concrete — F'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322 Type A, Gr. 60) — Fy = 60,000 psi

STATE OF ARKANSAS
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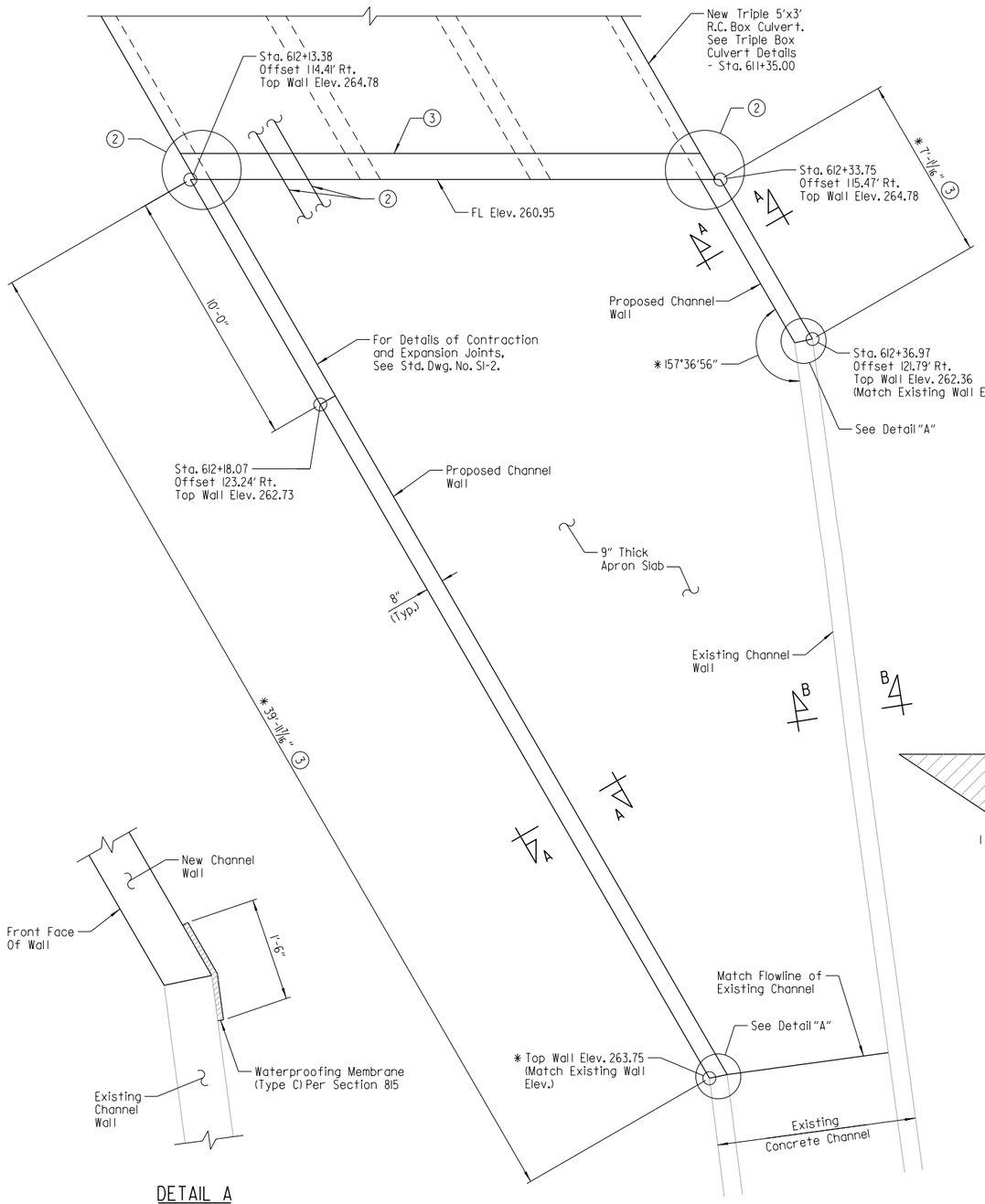
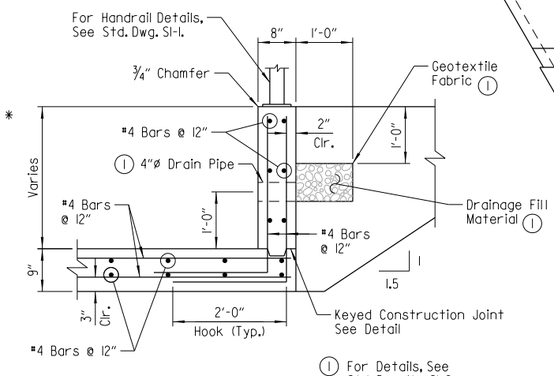


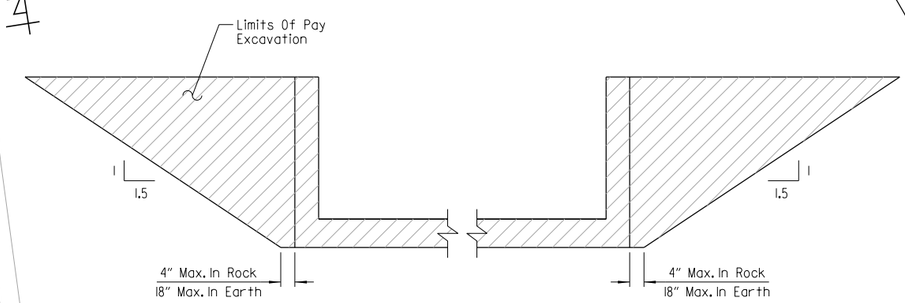
DETAIL A
Scale: 1" = 1'-0"

PLAN - BOX CULVERT INLET (SOUTH SIDE)
Scale: 3/8" = 1'-0"

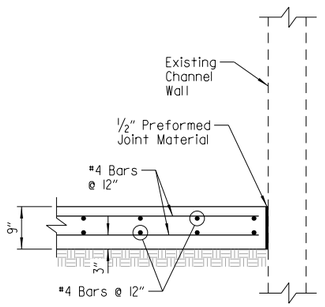


(1) For Details, See Std. Dwg. No. SI-2.

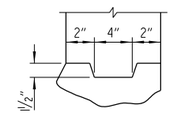
SECTION A-A
Scale: 3/4" = 1'-0"



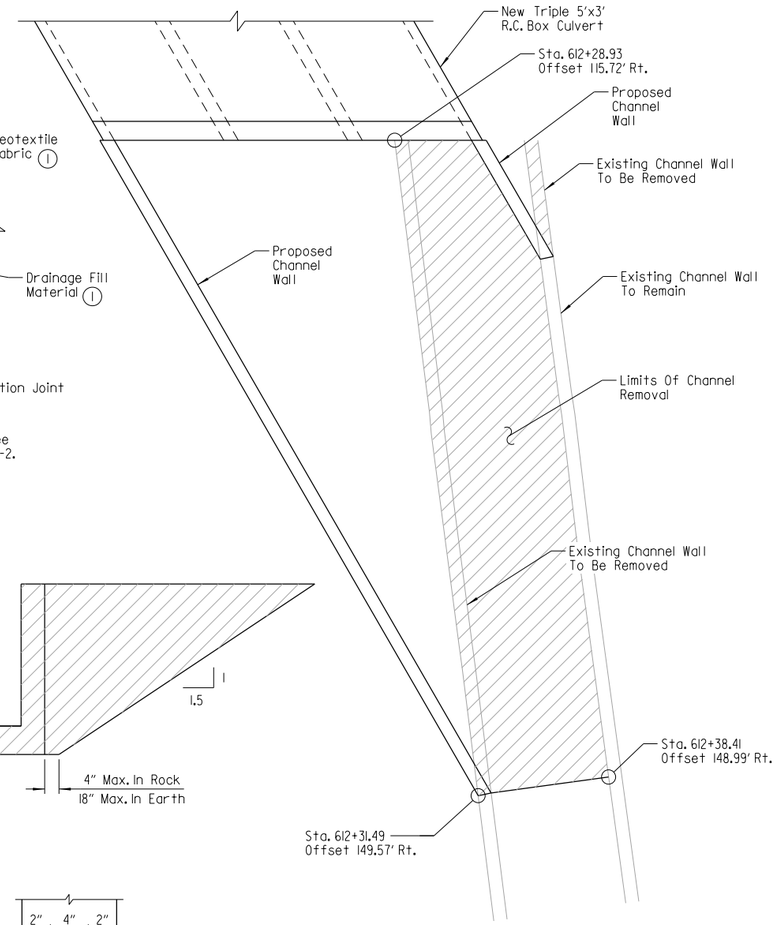
DETAILS OF EXCAVATION
Scale: 3/8" = 1'-0"



SECTION B-B
Scale: 3/4" = 1'-0"



KEYED CONSTRUCTION JOINT DETAIL
No Scale



PLAN - SHOWING LIMITS OF CHANNEL REMOVAL
Scale: 1/4" = 1'-0"

DETAILS OF INLET CONNECTION TO R.C. BOX CULVERT AT STA. 611+65

SPECIAL DETAILS

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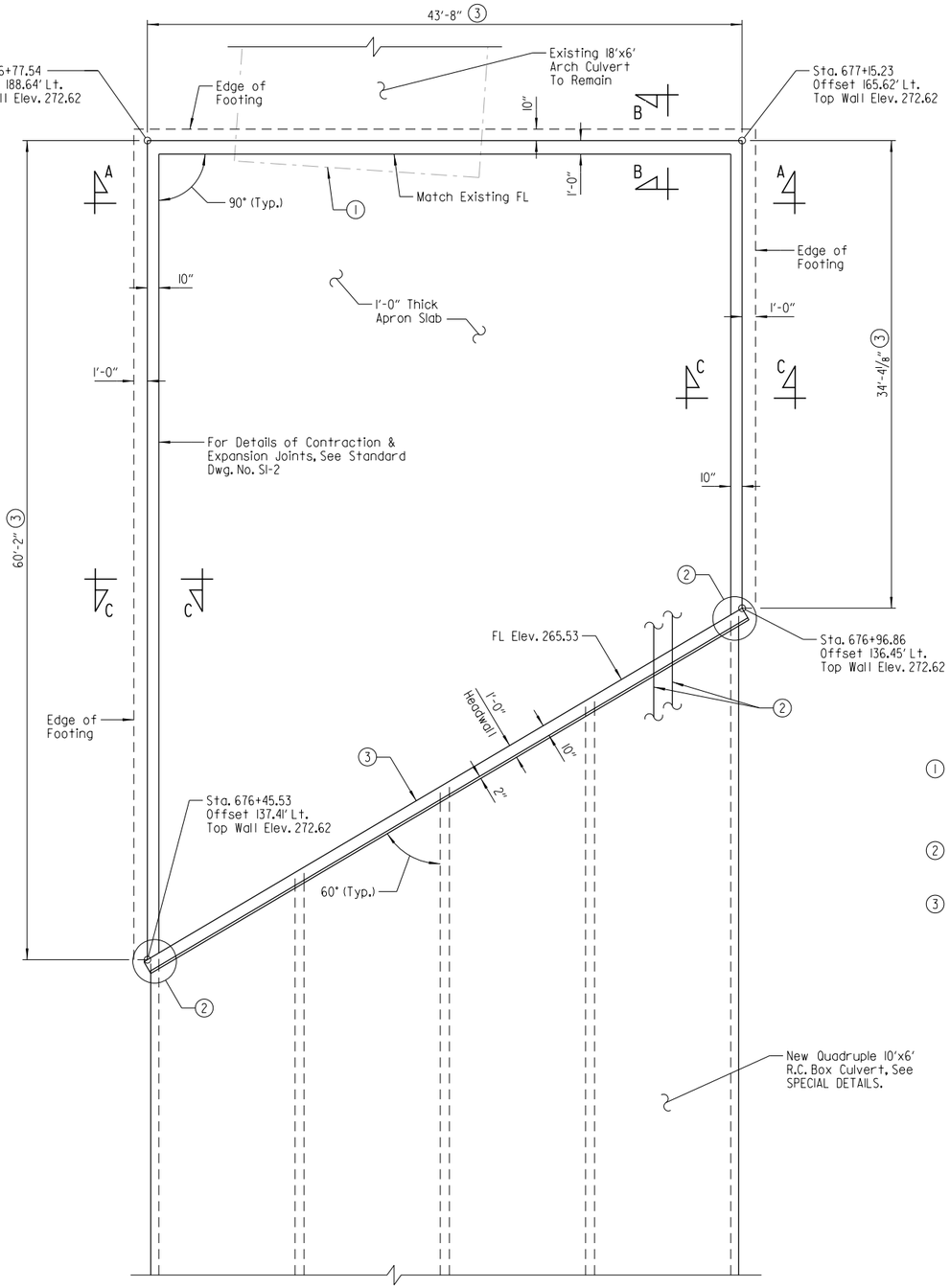


PLAN - BOX CULVERT INLET (NORTH SIDE)

Scale: 3/16" = 1'-0"

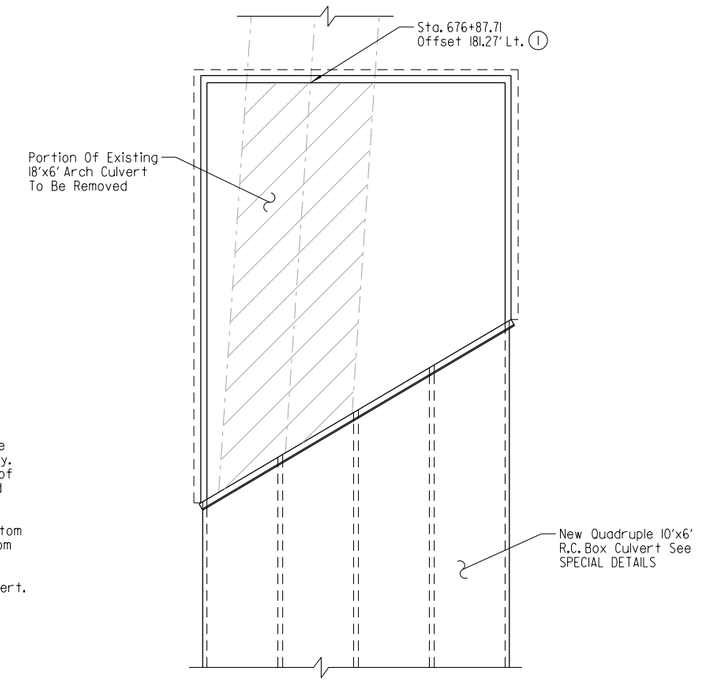
Note:
For Section A-A, B-B & C-C, see SPECIAL DETAILS.

Note:
All Stations and offsets shown are referenced from CL Construction Hwy. 67.

(1) Corrugated metal structure to be cut nearly flush with outside face of proposed headwall while maintaining corrugation stability. Cutting of existing structure shall commence within the flute of the first corrugation beyond the outside face of headwall and proceed circumferentially around perimeter.

(2) Longitudinal bars from sidewall of box and entire width of bottom slab of box shall extend a min. of 3'-0" into sidewalls and bottom slab of box culvert transition.

(3) Place steel handrail along top of walls and headwall of box culvert. See Std. Dwg. SI-1.



PLAN - SHOWING LIMITS OF ARCH CULVERT REMOVAL

Scale: 3/32" = 1'-0"

DETAILS FOR BOX CULVERT INLET AT STA. 675+88

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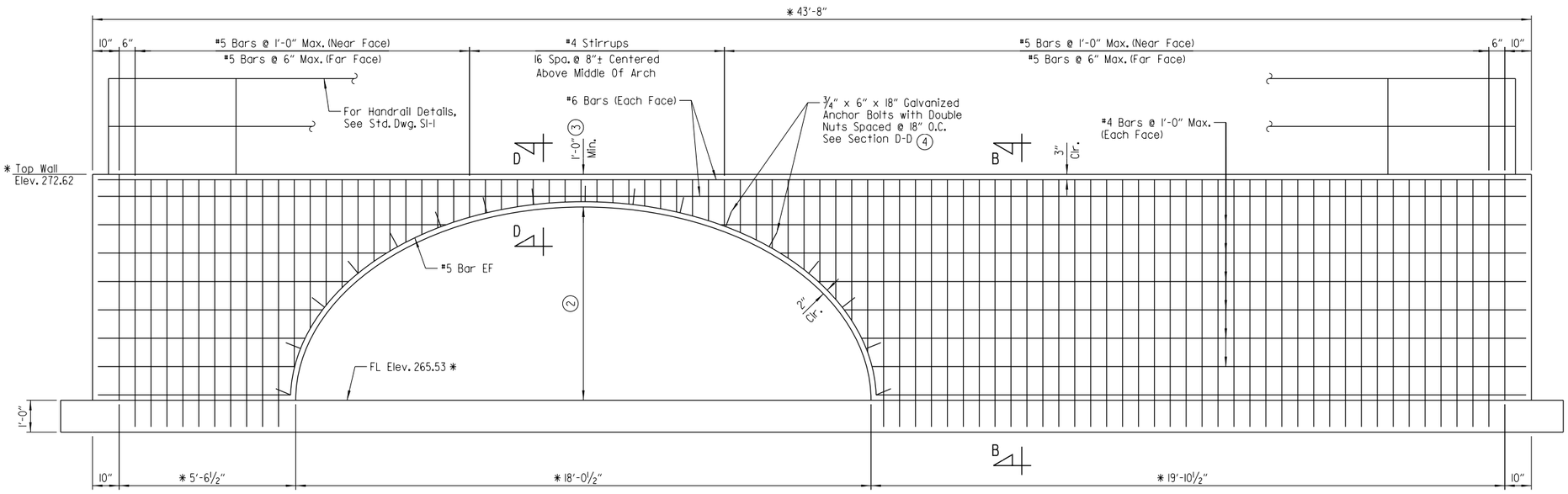
* Contractor shall field verify all dimensions before beginning construction.



VIEW A-A

Scale: 1/2" = 1'-0"

PLAN OF CORNER LAP SPLICE

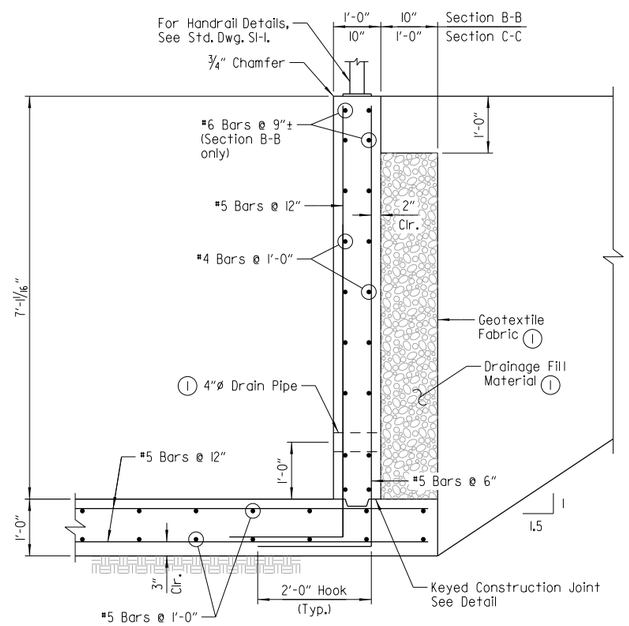
Scale: N.T.S.

SECTION D-D

Scale: 1" = 1'-0"

DETAILS OF EXCAVATION

Scale: 3/8" = 1'-0"



SECTION B-B & SECTION C-C

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

DETAILS FOR BOX CULVERT INLET AT STA. 675+88

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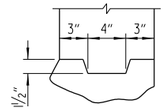


KEYED CONSTRUCTION JOINT DETAIL

Scale: N.T.S.

(1) For Details, see Std. Dwg. No. SI-2.

(2) Contractor shall brace existing culvert during headwall construction

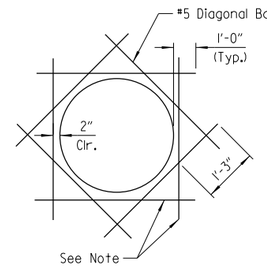
(3) Provide 1'-0" minimum headwall depth at crown of existing arch structure. Adjust top of headwall accordingly.

(4) Anchor bolts will not be paid for directly but will be considered subsidiary to items bid on.

GENERAL NOTES

MATERIALS AND STRENGTHS:

Class S Concrete	F'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322 Type A, Gr. 60)	Fy = 60,000 psi



DETAIL OF WALL OPENING

Reinforcing interrupted by opening shall be replaced by an equivalent amount of reinforcing placed on each side of opening.

If bars cannot be placed as shown due to conflict with slab or wall corner, bars shall be bent to anchor in the wall or slab.

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LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

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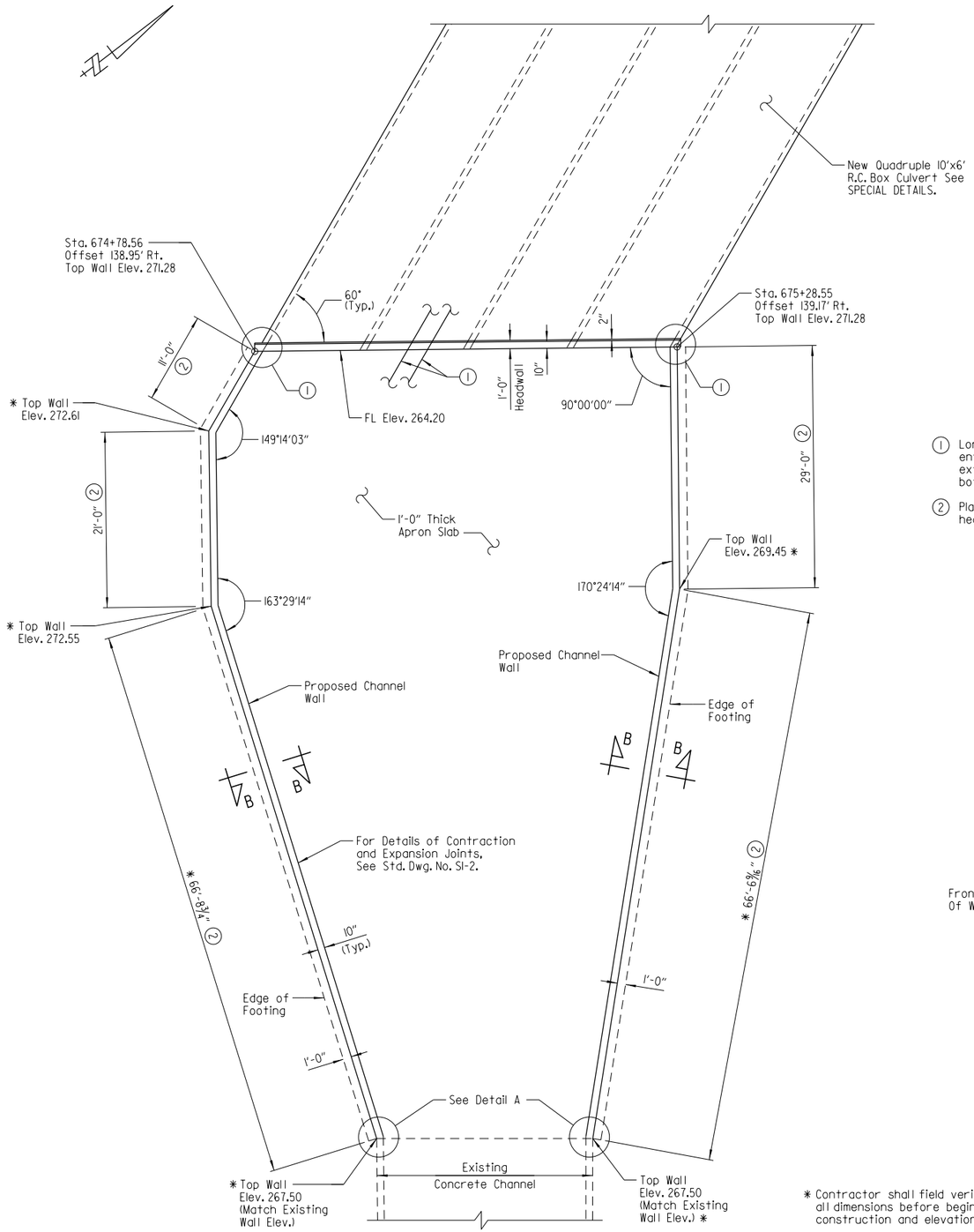


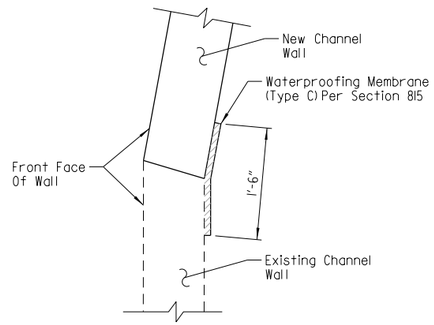
PLAN - BOX CULVERT OUTLET (SOUTH SIDE)
Scale: 1/8" = 1'-0"

Note:
For Section B-B, see SPECIAL DETAILS.

Note:
All Stations and offsets shown are referenced from CL Construction Hwy. 67.

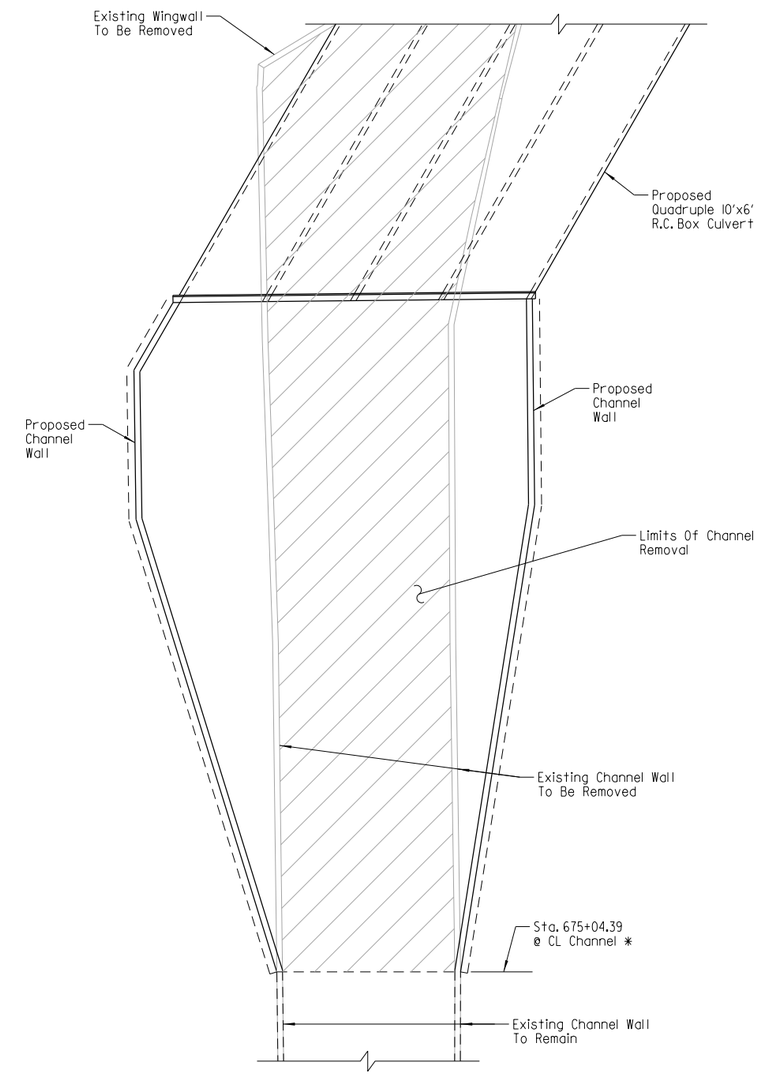
(1) Longitudinal bars from sidewall of box and entire width of bottom slab of box shall extend a min. of 3'-0" into sidewalls and bottom slab of box culvert transition.

(2) Place steel handrail along top of walls and headwall of box culvert. See Std. Dwg. SI-1.



DETAIL A
Scale: 1" = 1'-0"

* Contractor shall field verify all dimensions before beginning construction and elevations.



PLAN - SHOWING LIMITS OF CHANNEL REMOVAL
Scale: 1/8" = 1'-0"

DETAILS OF BOX CULVERT OUTLET AT STA. 675+88

SPECIAL DETAILS

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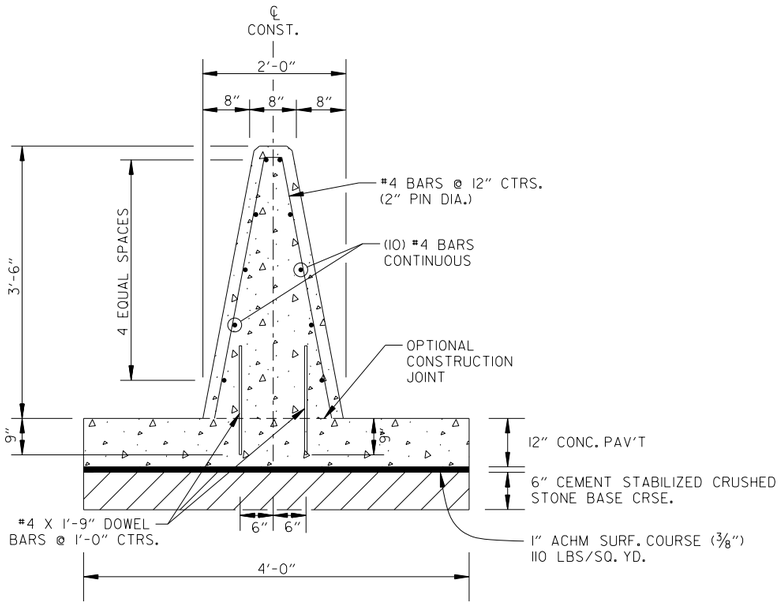
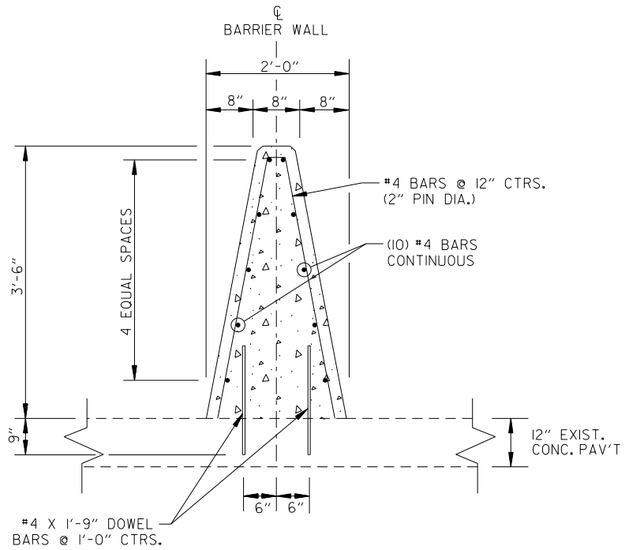
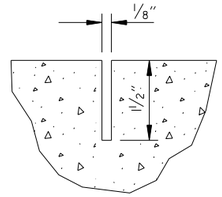


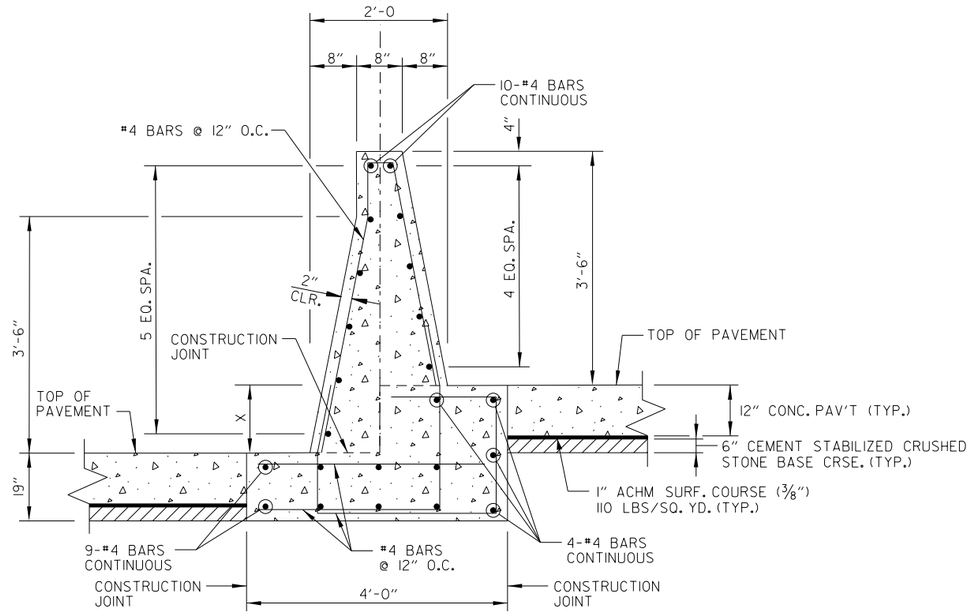
CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)



CONCRETE BARRIER WALL
(MEDIAN TYPE A-1; MASH TL-4)



CONTRACTION JOINT DETAIL



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

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
10. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

STATE OF ARKANSAS
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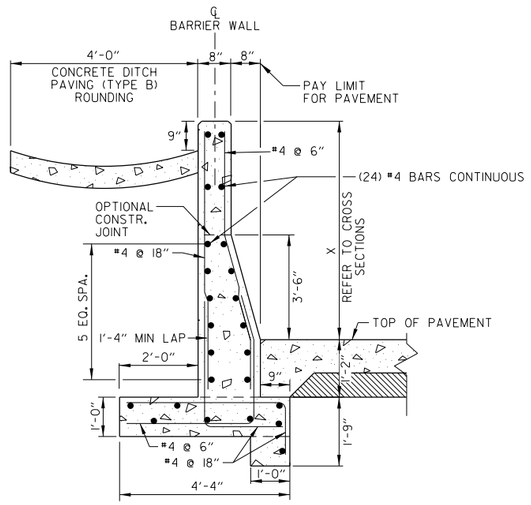
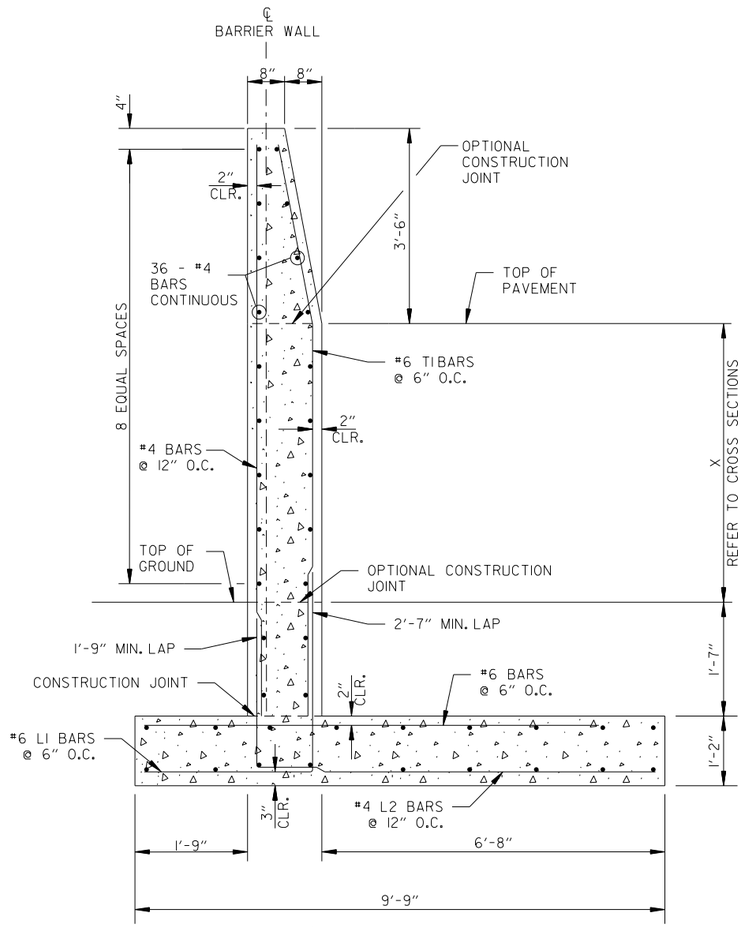
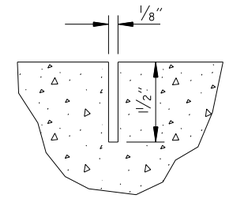


CONCRETE BARRIER WALL
(SIDE TYPE D; MASH TL-4)
X = 0'-0" TO 5'-0" MAX



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



CONTRACTION
JOINT DETAIL

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GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
10. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

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8/24/2022				6	ARK.			
				JOB NO.		CA0604	69	1104
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
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No.12723
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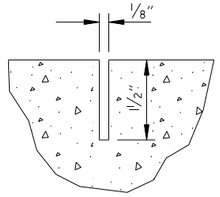

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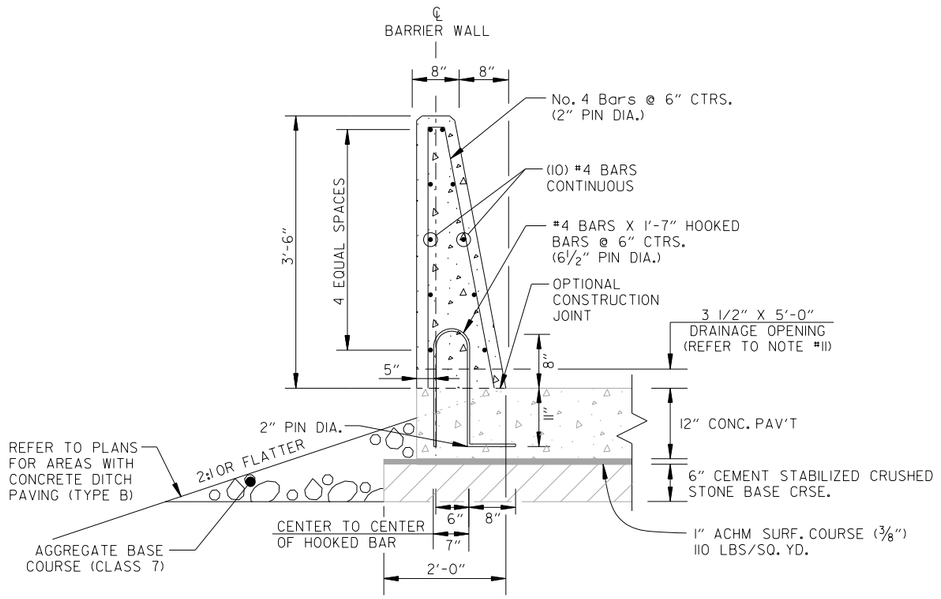
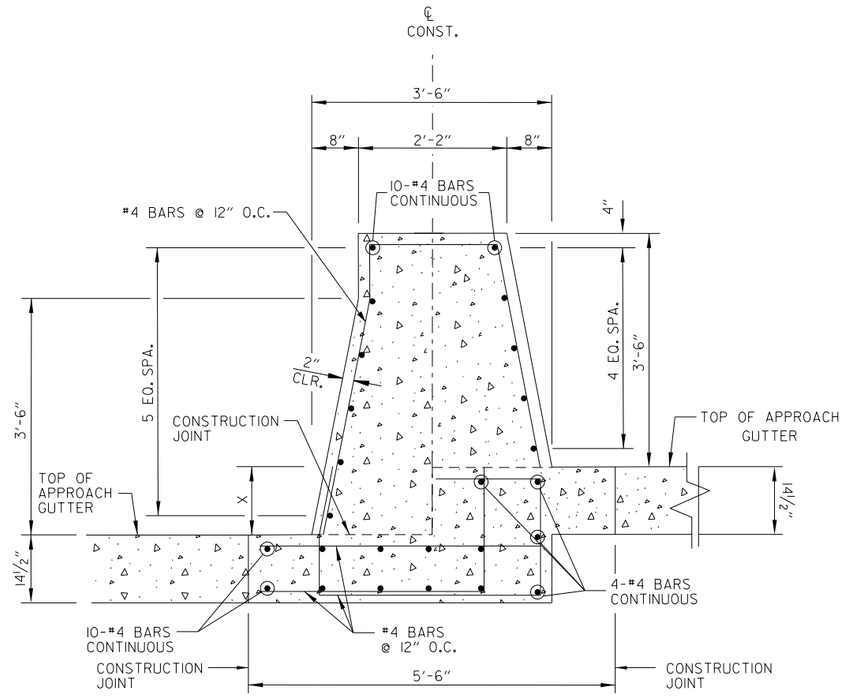
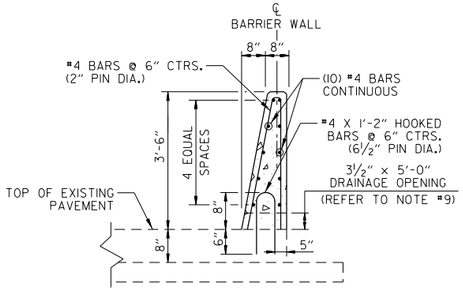


CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)



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



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

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
10. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.
11. DRAINAGE OPENINGS TO BE CONSTRUCTED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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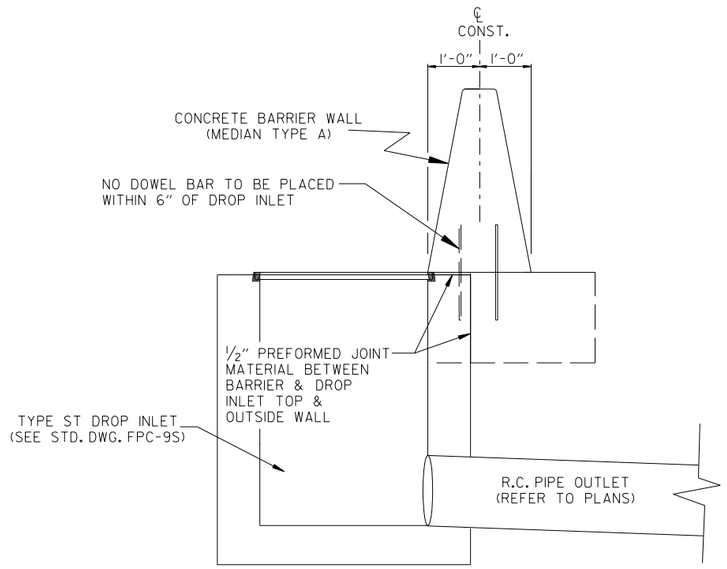
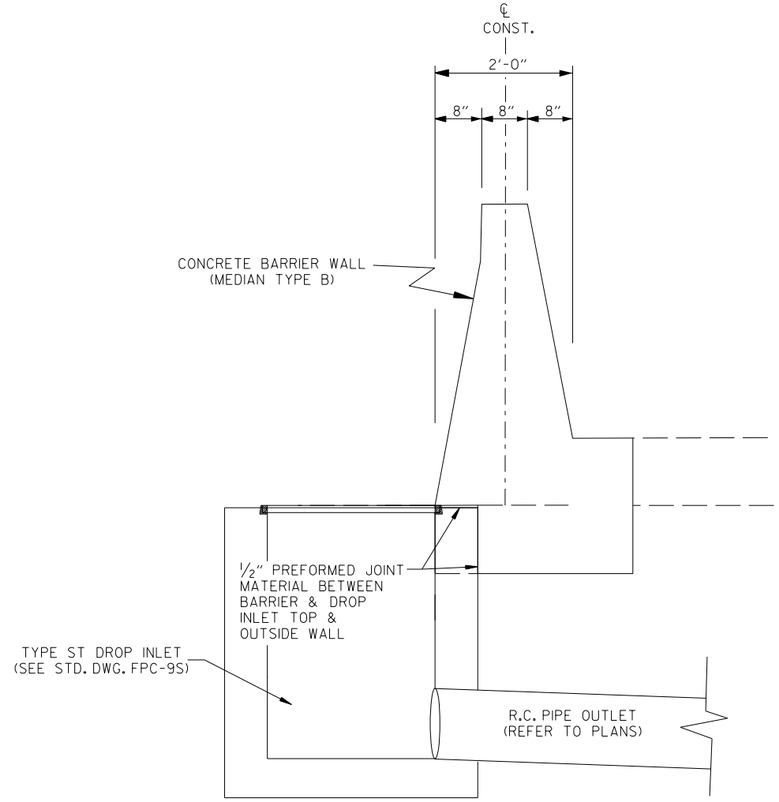


ADJACENT TO CONCRETE BARRIER WALL (MEDIAN TYPE A)
TRANSVERSE SECTION OF TYPE ST DROP INLET



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

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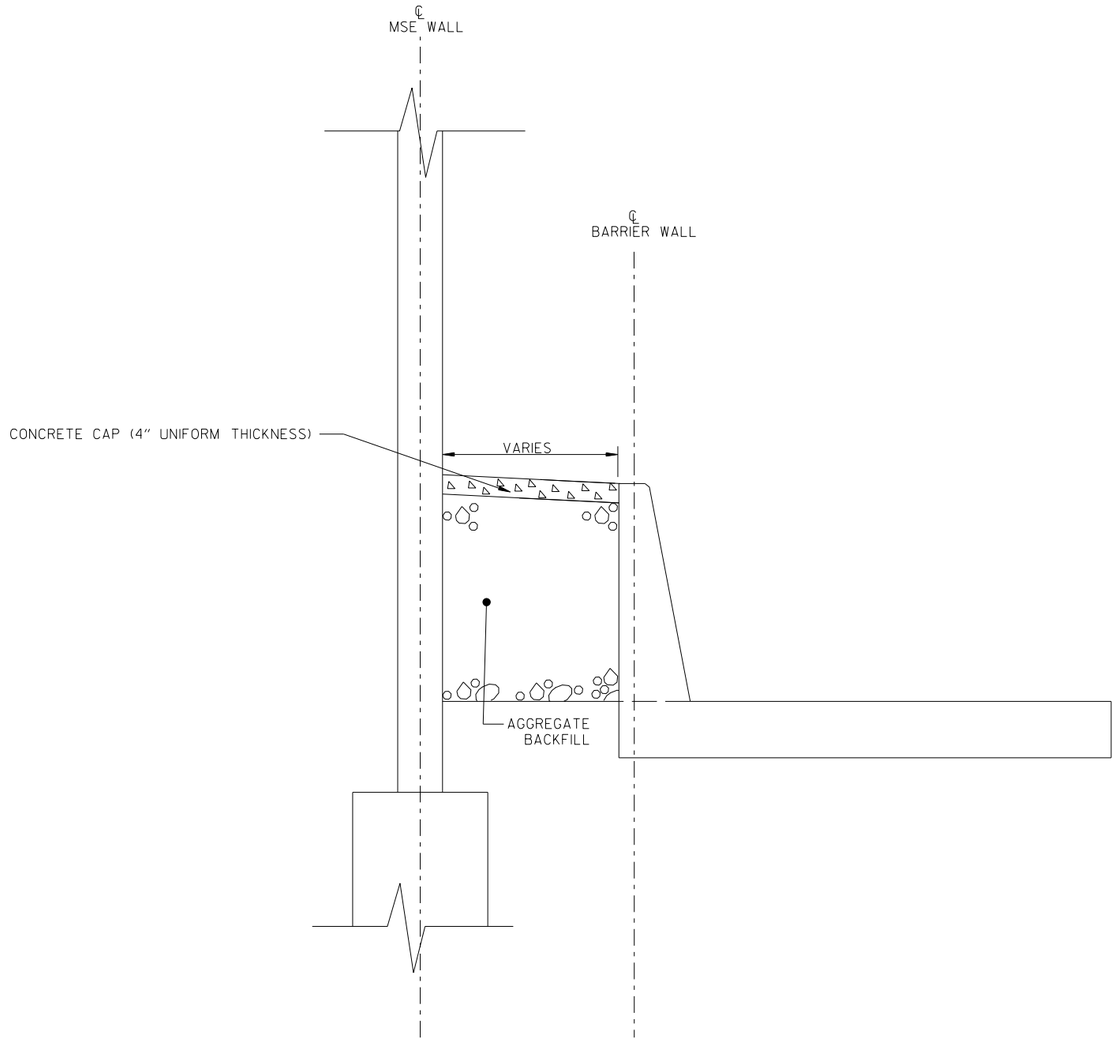

CONCRETE CAP FOR BARRIER WALLS

NOTES:

1. PAYMENT FOR AGGREGATE BACKFILL BETWEEN THE CONCRETE BARRIER WALL AND THE MSE WALL SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE APPLICABLE BARRIER WALL TYPE AND SHALL CONSIST OF AGGREGATE BASE COURSE (CLASS 4) OR EQUIVALENT. DENSITY REQUIREMENTS SHALL BE WAVED.

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

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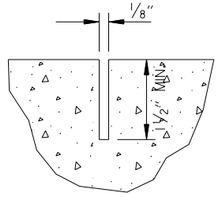

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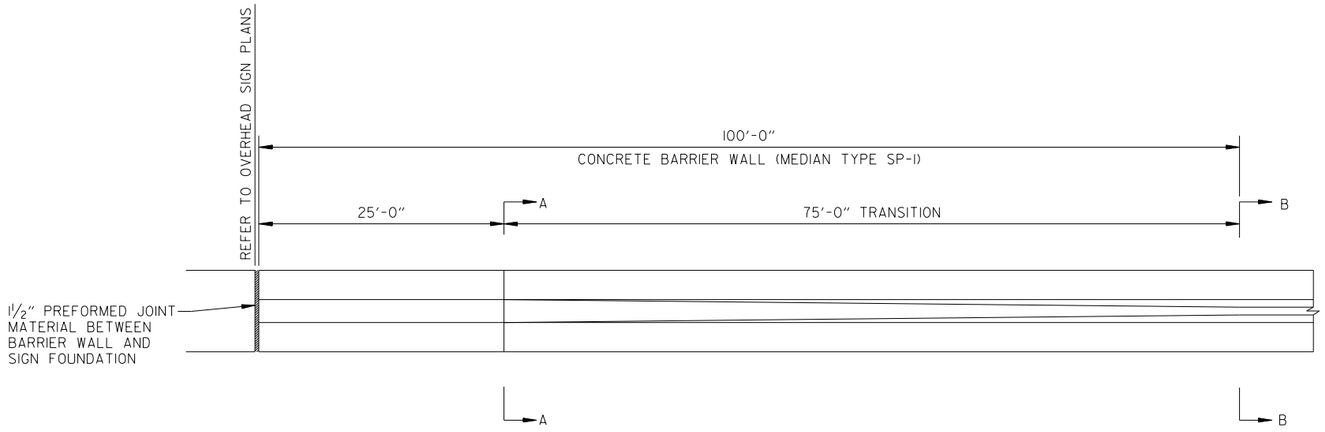
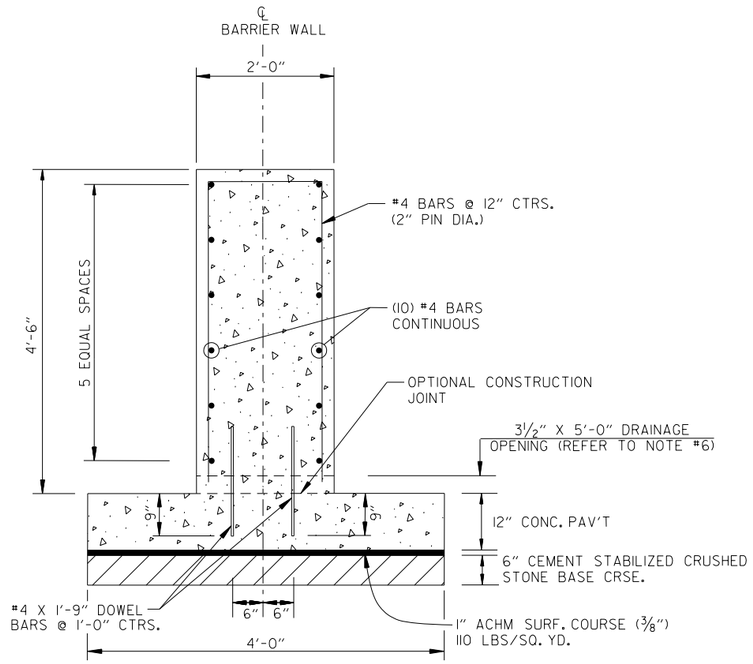
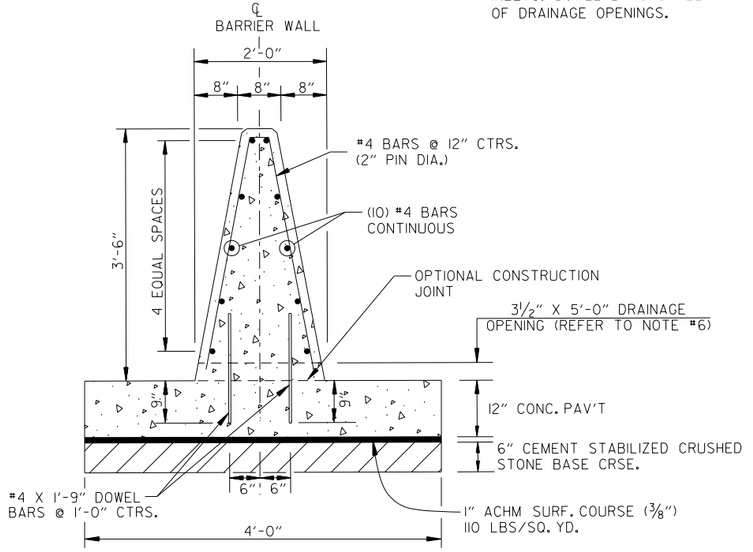


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION



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



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

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

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

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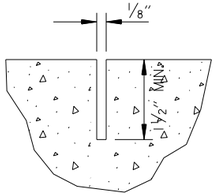

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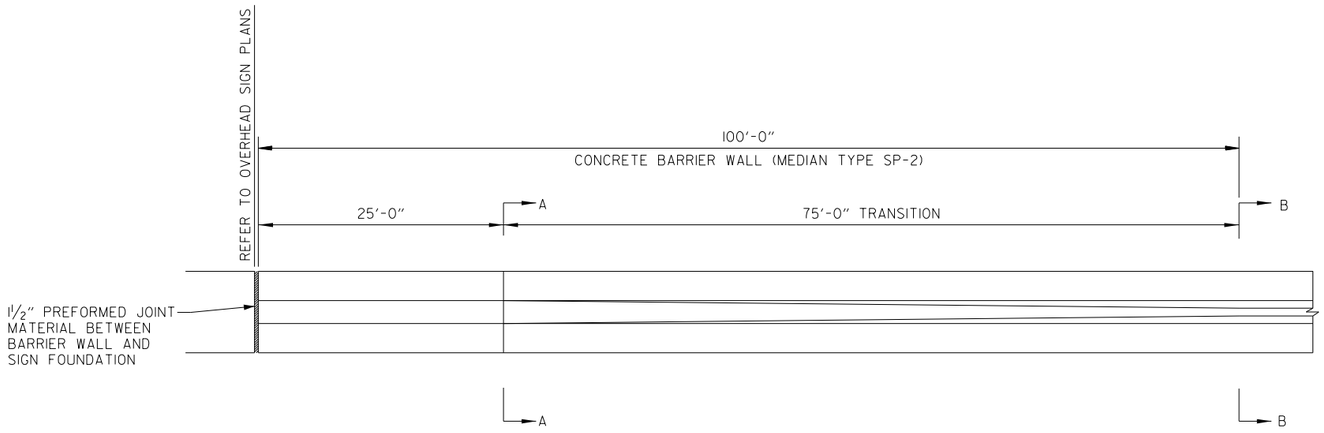
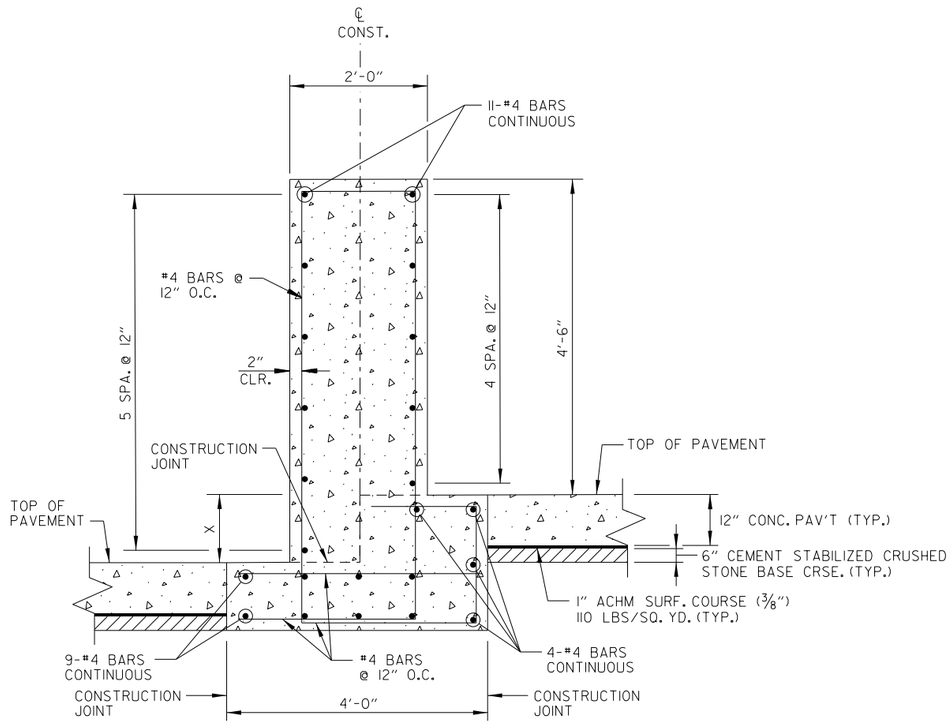
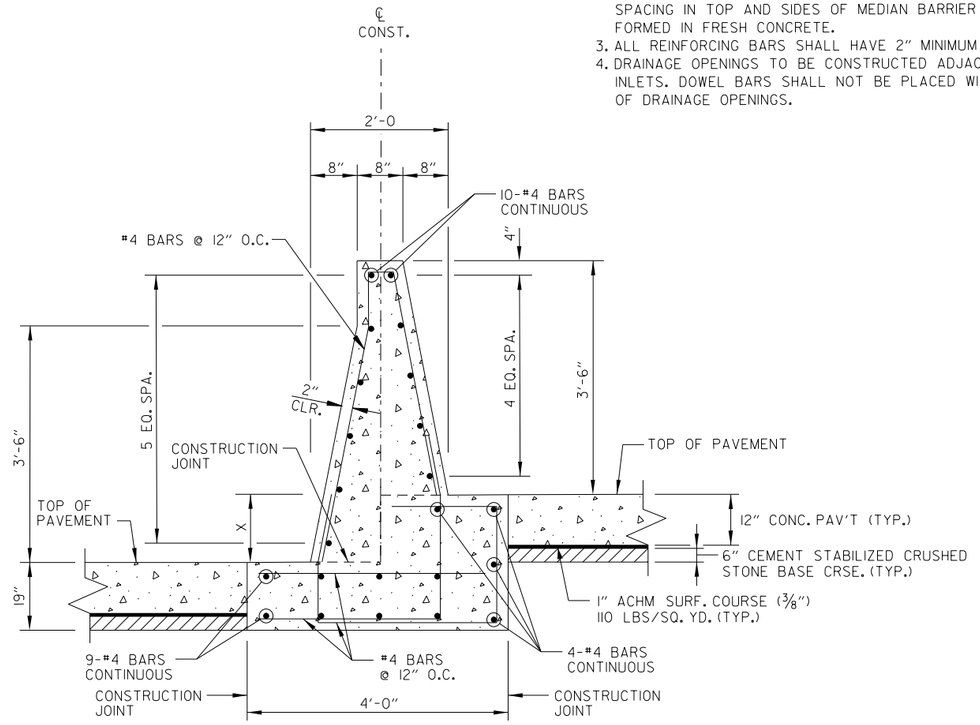


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-2; MASH TL-4)
X = 0'-0" TO 1'-0" MAX
(SECTION A-A)



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

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

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

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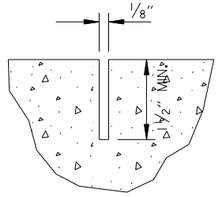

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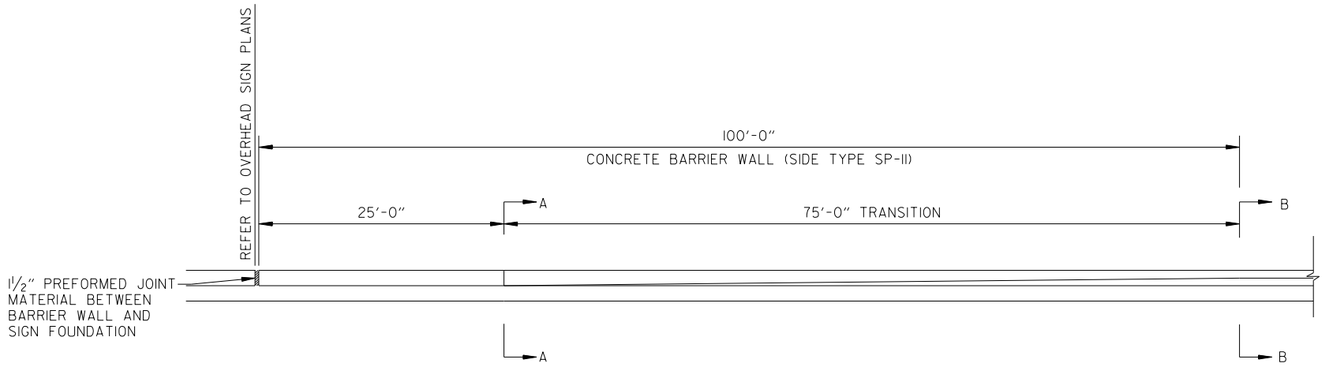
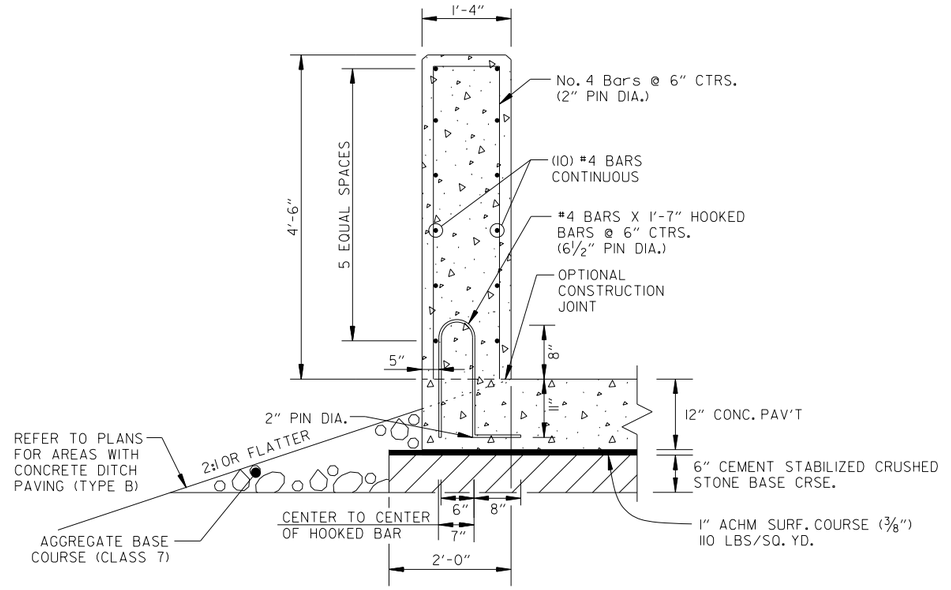
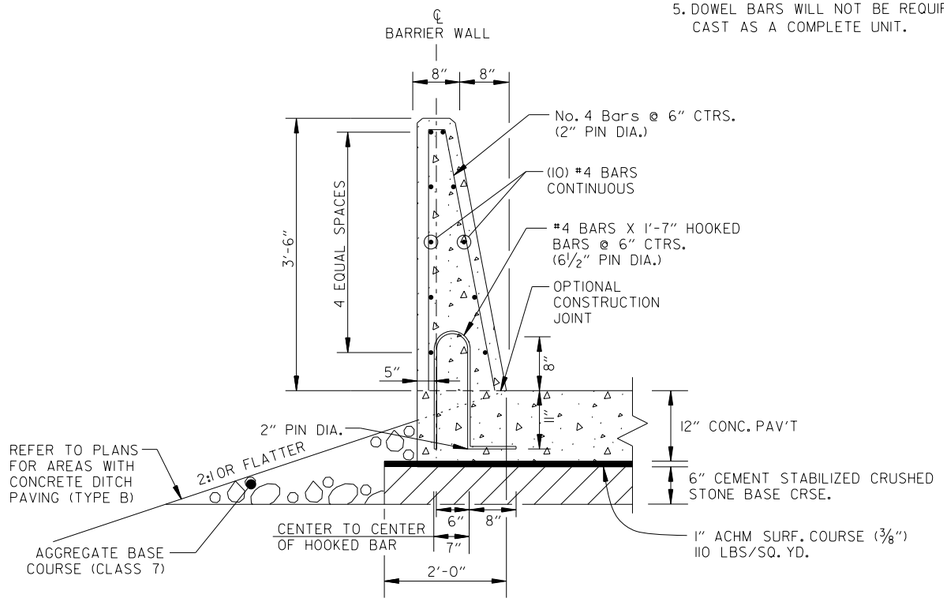


PLAN VIEW
CONCRETE BARRIER WALL (SIDE TYPE A) TRANSITION

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



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



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

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

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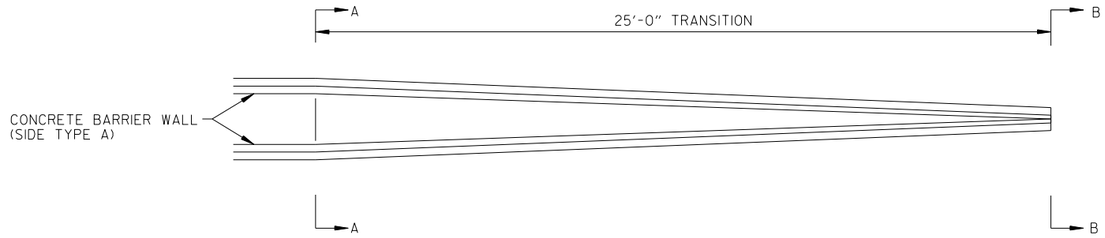
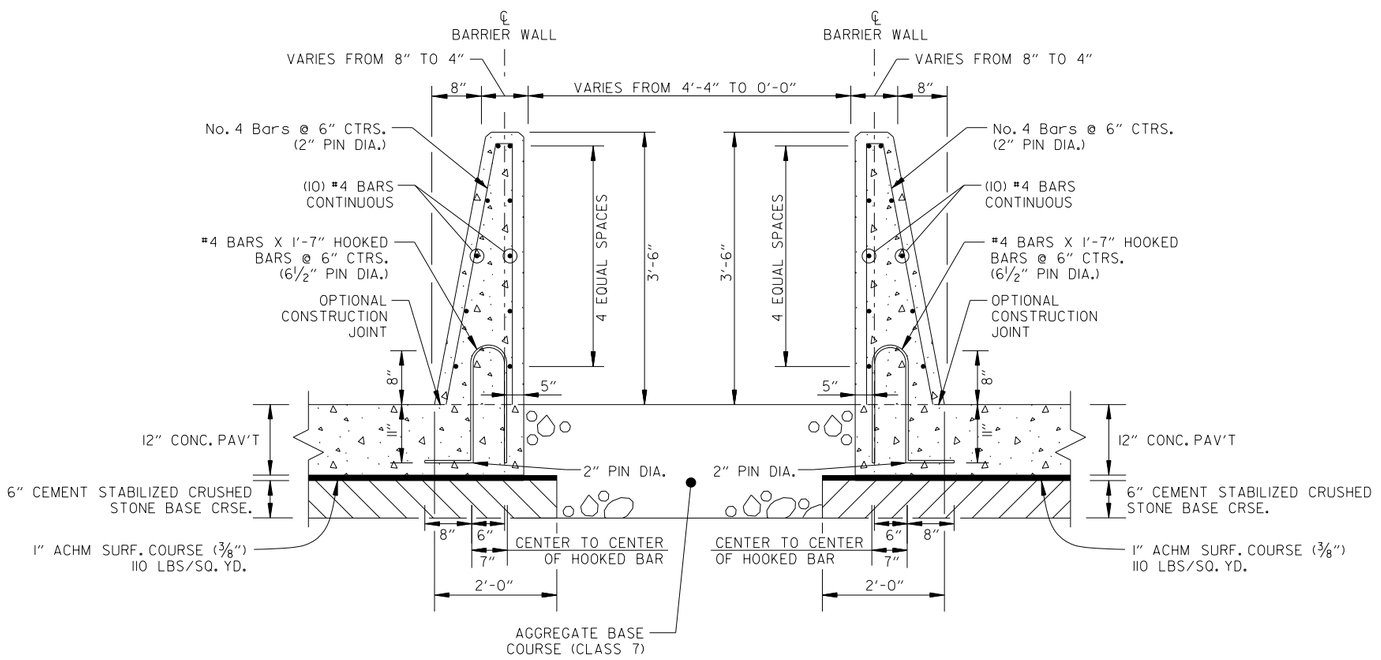
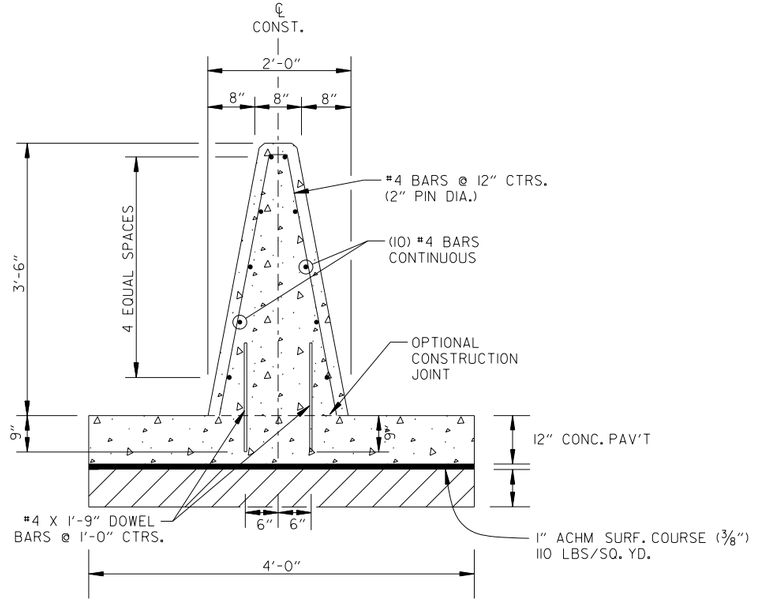


PLAN VIEW
CONCRETE BARRIER WALL TRANSITION FROM
(SIDE TYPE A) TO (MEDIAN TYPE A)



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



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

CONCRETE BARRIER WALL (SIDE TYPE A) TRANSITION
FOR CRASH CUSHION

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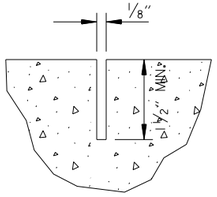

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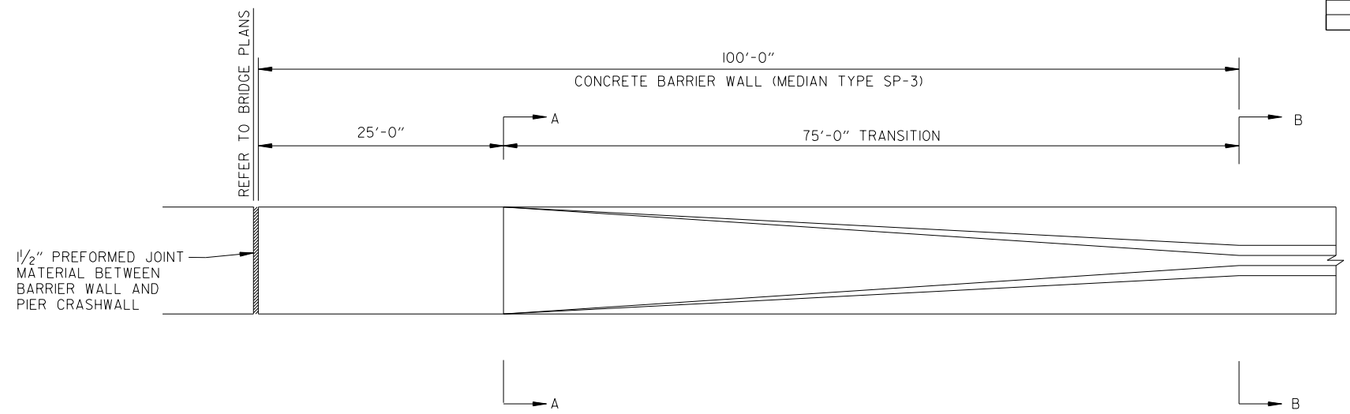

PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

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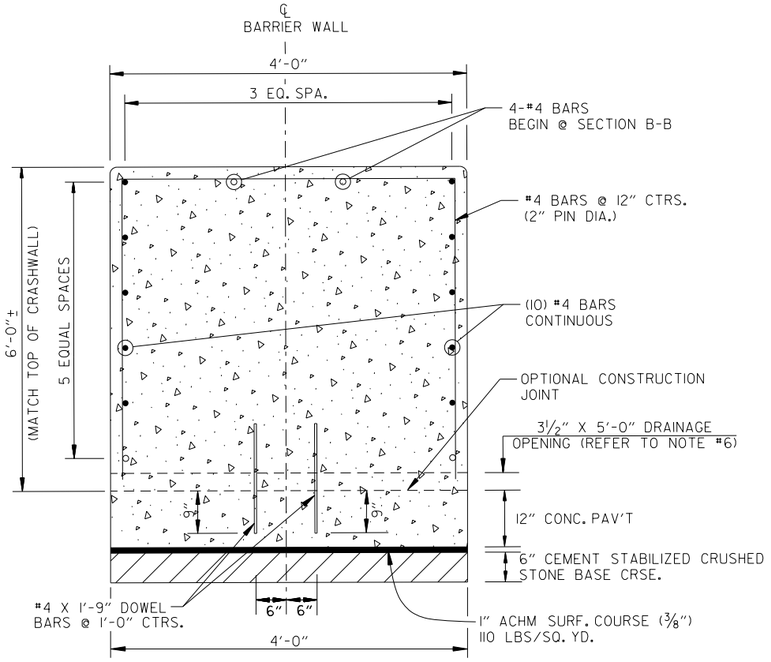
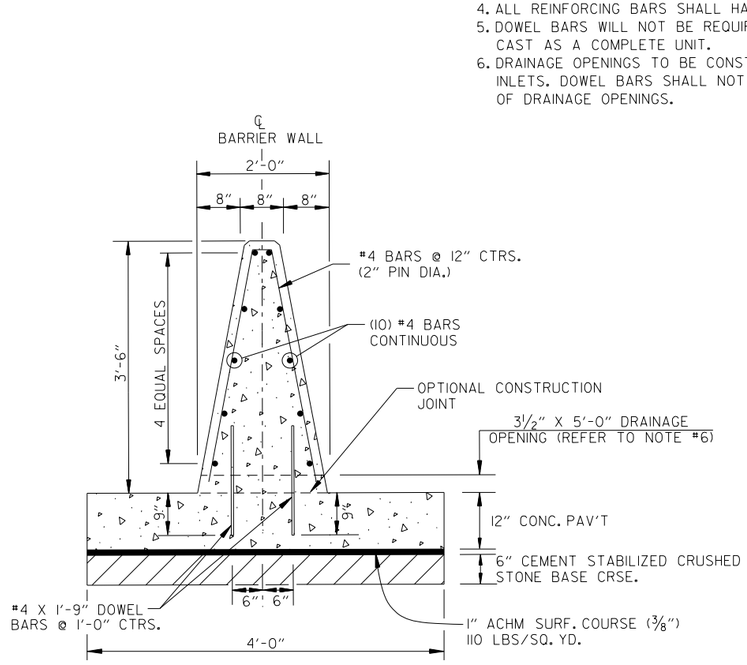
NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
4. ALL REINFORCING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



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-3; MASH TL-4)
(SECTION A-A)



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

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

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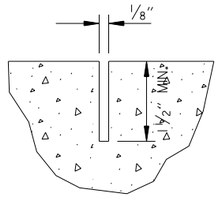
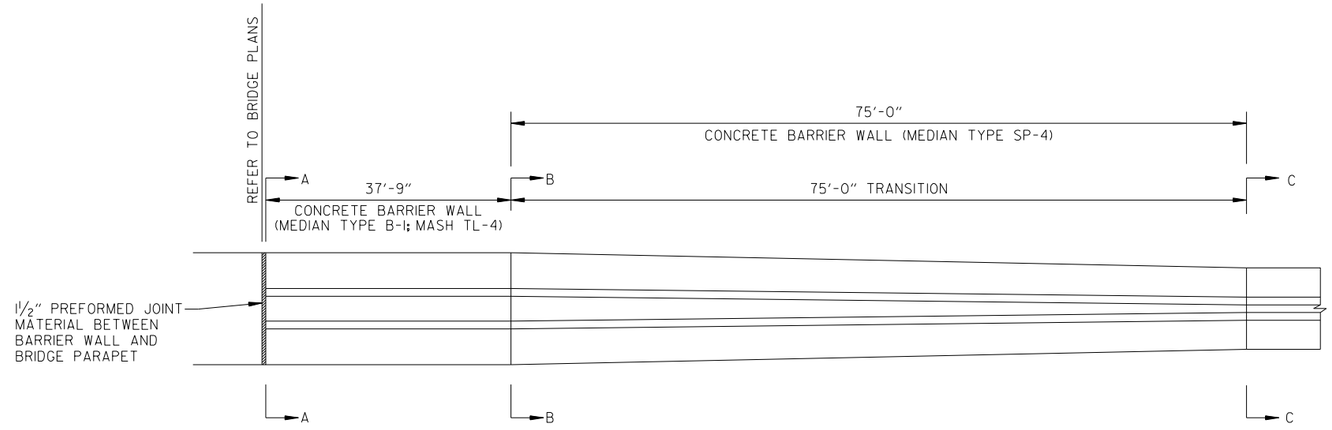


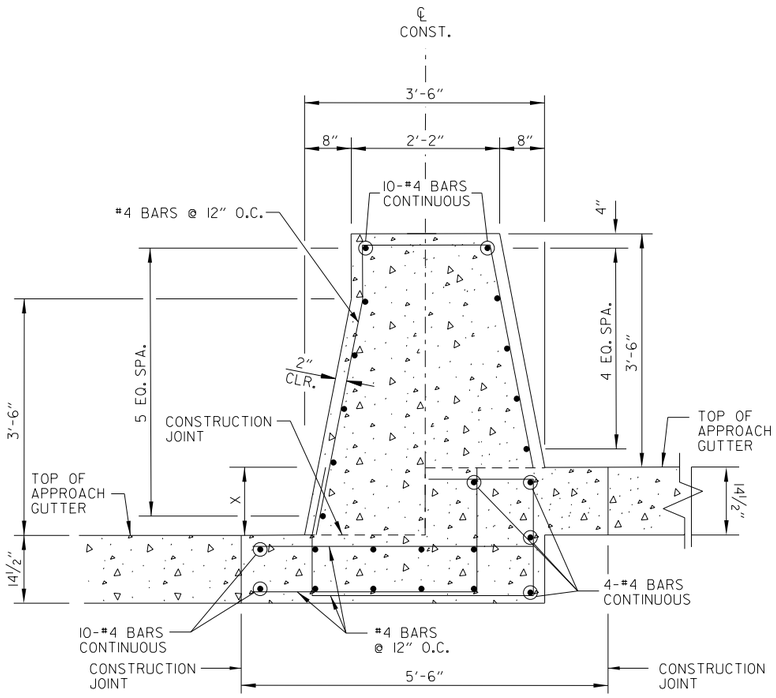
CONTRACTION
JOINT DETAIL



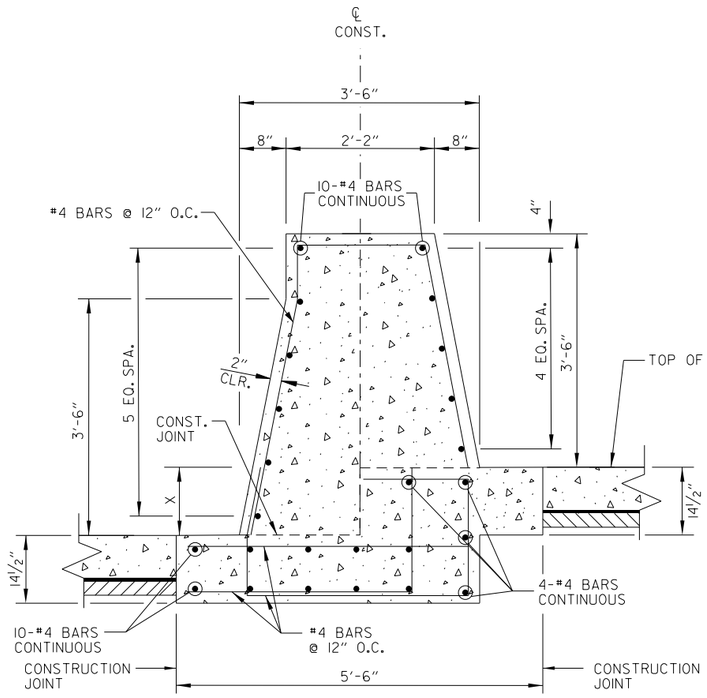
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

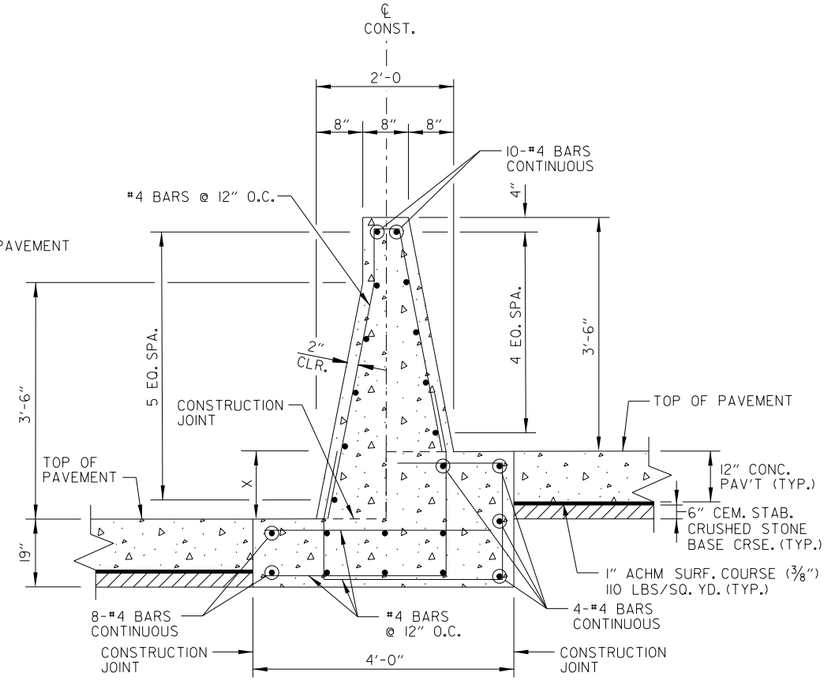
NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
4. ALL REINFORCING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



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



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



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

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

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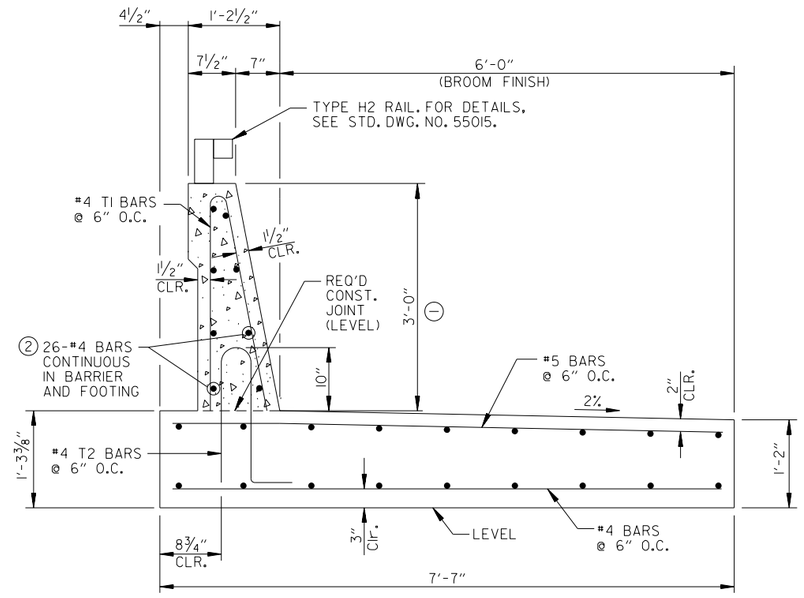
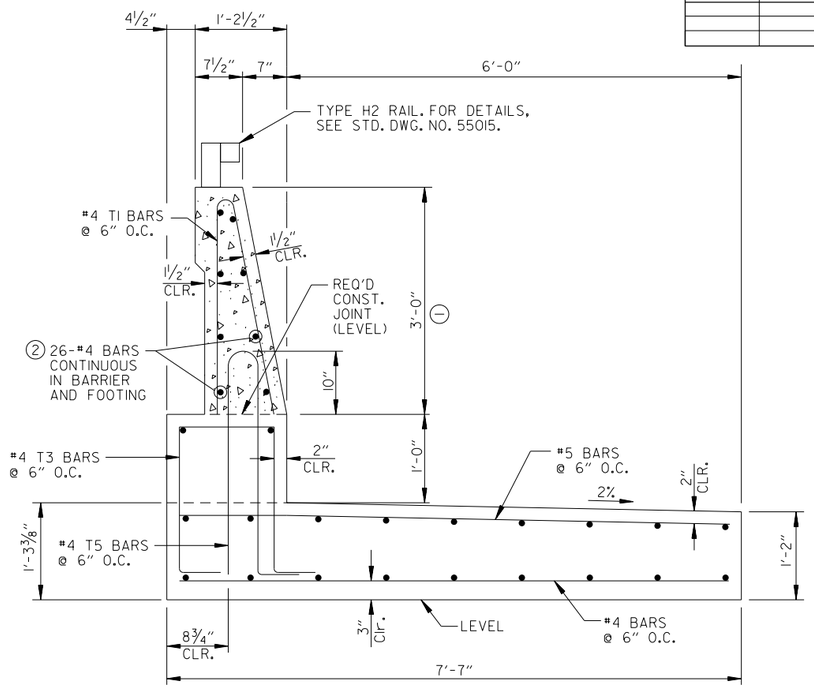


CONCRETE BARRIER WALL
(SIDE TYPE SP-I)



③ CONCRETE BARRIER WALL
(SIDE TYPE SP-IA)

① 3'-0" BARRIER IS SIMILAR TO BRIDGE TRAFFIC RAIL SSTR36. SEE STD. DWG. NO. 55070 FOR ADDITIONAL DETAILS.

② PROVIDE MINIMUM 1'-8" LAP SPLICE CONTINUOUS NO. 4 BARS.

③ SIDE TYPE SP-IA SHALL BE USED IN THE VICINITY OF WHEELCHAIR RAMPS.

NOTE:

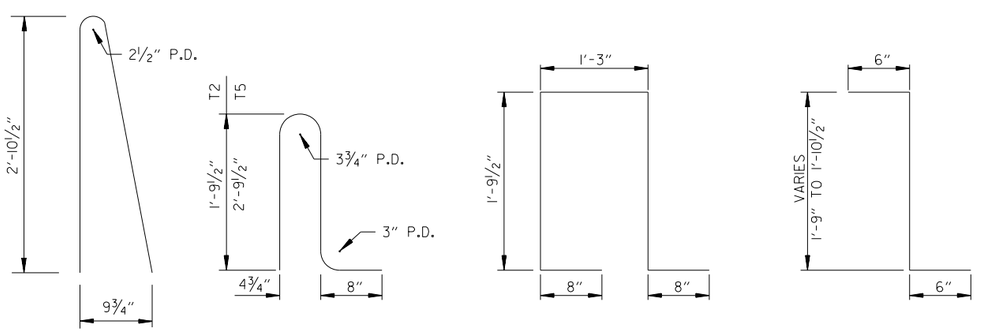
CONCRETE BARRIER WALL (SIDE TYPE SP-IA) SHALL BE PAID FOR AS CONCRETE BARRIER WALL (SIDE TYPE SP-I).

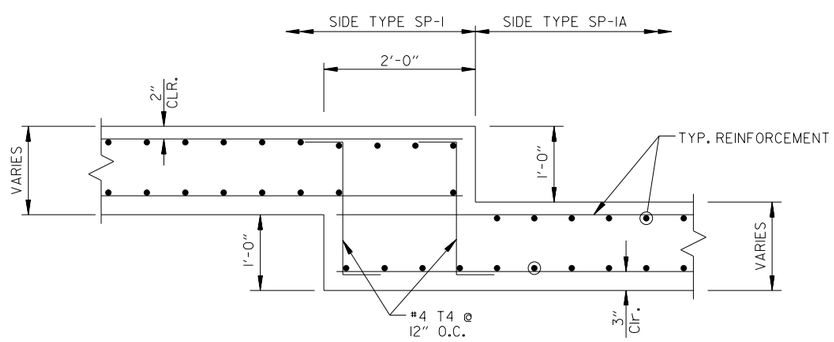
NOTE:

FOR JOINT LOCATIONS, SEE DETAILS OF CONTRACTION JOINTS AND DETAILS OF EXPANSION JOINTS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

BAR BENDING DIAGRAMS





FOOTING STEP DETAIL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 1" CHAMFER.
3. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
4. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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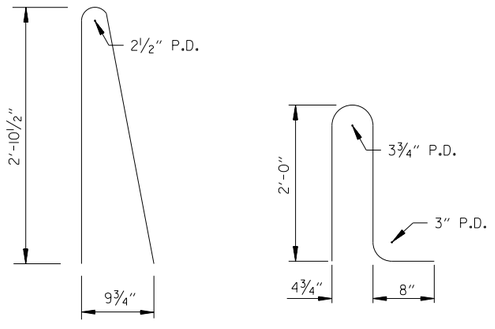
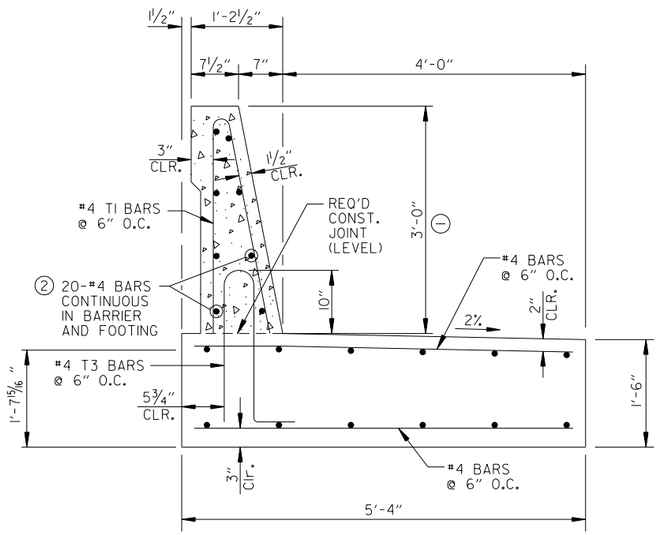
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BAR BENDING DIAGRAMS





CONCRETE BARRIER WALL
(SIDE TYPE SP-7)

(1) 3'-0" BARRIER IS SIMILAR TO BRIDGE TRAFFIC RAIL SSTR36. SEE STD. DWG. NO. 55070 FOR ADDITIONAL CATTAILS.

(2) PROVIDE MINIMUM 1'-8" LAP SPLICE CONTINUOUS NO. 4 BARS.

NOTE:

FOR JOINT LOCATIONS, SEE DETAILS OF CONTRACTION JOINTS AND DETAILS OF EXPANSION JOINTS.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 1" CHAMFER.
3. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
4. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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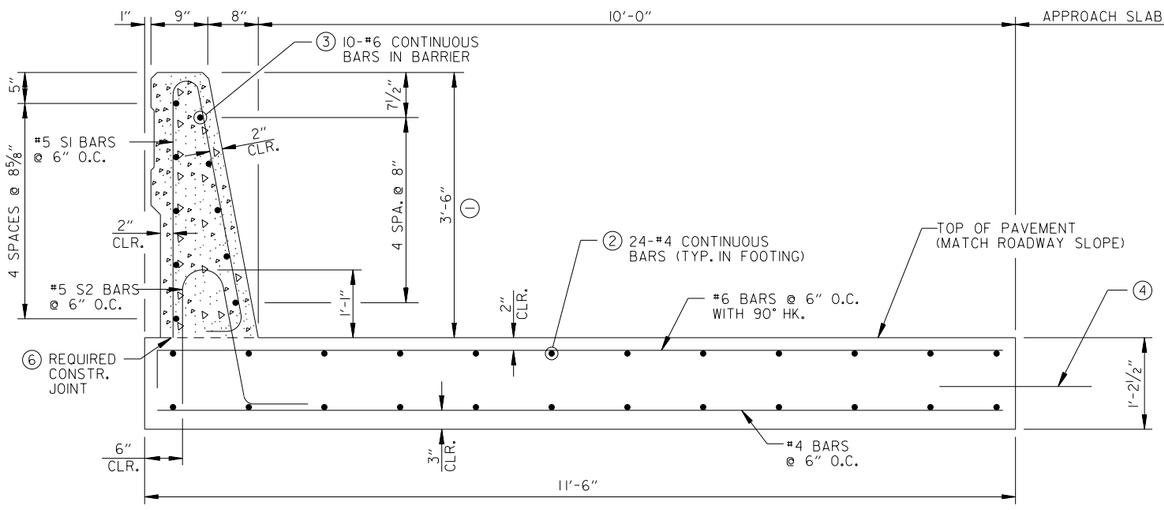
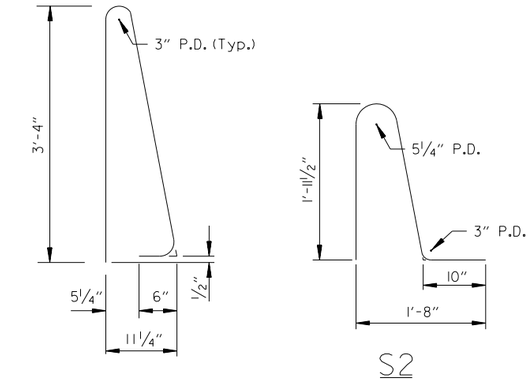
NOTE:

FOR JOINT LOCATIONS, SEE DETAILS OF CONTRACTION JOINTS AND DETAILS OF EXPANSION JOINTS.



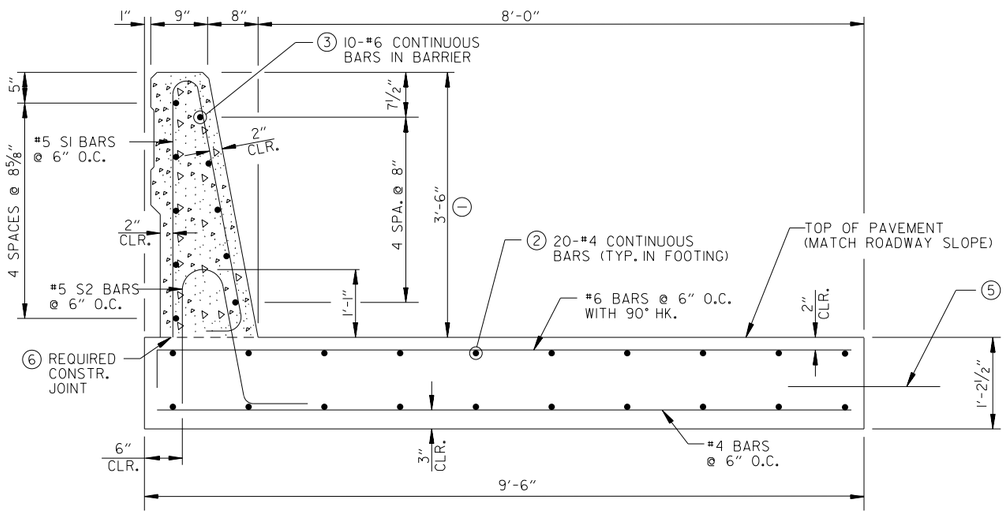
CONCRETE BARRIER WALL
(SIDE TYPE SP-3)

BAR BENDING DIAGRAMS



NOTE:

CONCRETE BARRIER WALL (SIDE TYPE SP-3A) SHALL BE PAID FOR AS CONCRETE BARREIR WALL (SIDE TYPE SP-3).



CONCRETE BARRIER WALL
(SIDE TYPE SP-3A)

(1) 3'-6" BARRIER WALL SHALL MATCH BRIDGE TRAFFIC RAIL ON BRIDGE NOS. A&B7546. SEE BRIDGE PLANS FOR "REVEAL DETAIL".

(2) PROVIDE MINIMUM 1'-8" LAP SPLICE FOR CONTINUOUS NO. 4 BARS.

(3) PROVIDE MINIMUM 2'-6" LAP SPLICE FOR CONTINUOUS NO. 6 BARS.

(4) DOWEL BARS MEETING REQUIREMENTS OF APPROACH SLAB.

(5) DOWEL BARS MEETING REQUIREMENTS OF ADJACENT CONCRETE PAVEMENT.

(6) LEVEL WHERE WATER FLOWS AWAY FROM BARRIER; MATCH RDWY. SLOPE WHERE WATER FLOWS TOWARD RAIL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
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GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 1" CHAMFER.
3. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
4. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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STATE OF ARKANSAS
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SCOTT A. DONALDSON

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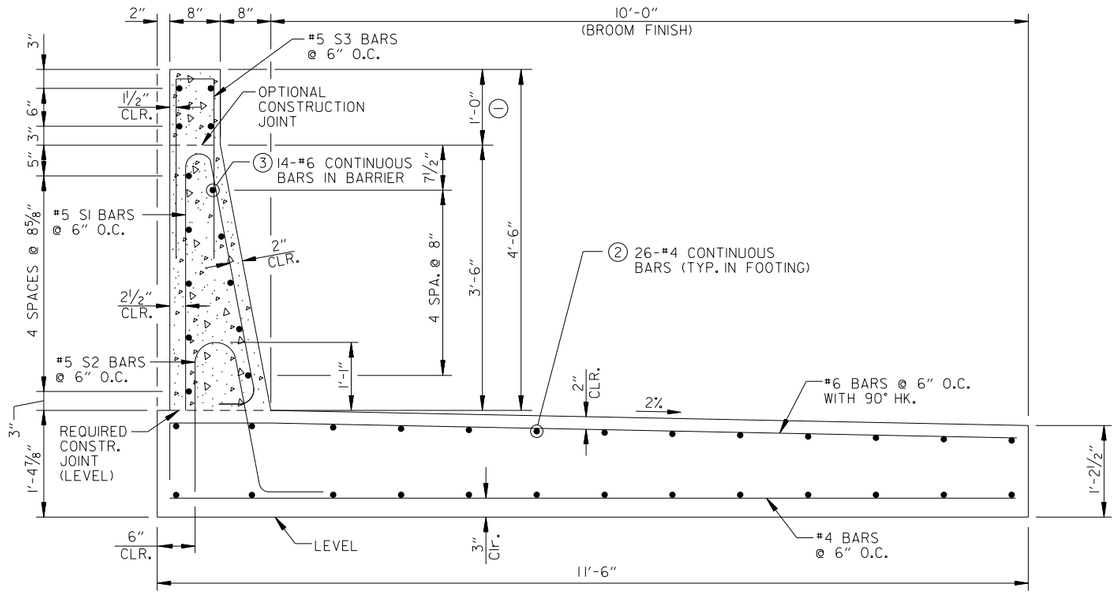
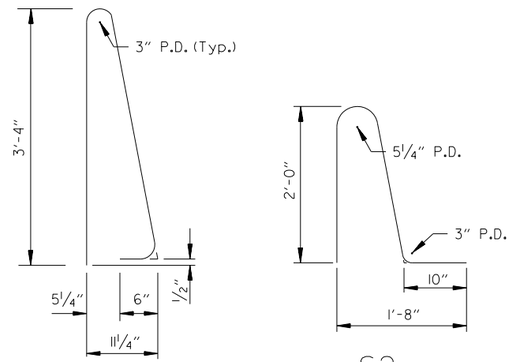


CONCRETE BARRIER WALL
(SIDE TYPE SP-4)

BAR BENDING DIAGRAMS



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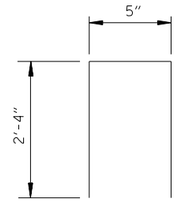
S2



S3

NOTE:

FOR JOINT LOCATIONS, SEE DETAILS OF CONTRACTION JOINTS AND DETAILS OF EXPANSION JOINTS.

(1) SEE BARRIER EXTENSION TRANSITION.

(2) PROVIDE MINIMUM 1'-8" LAP SPLICE FOR CONTINUOUS NO. 4 BARS.

(3) PROVIDE MINIMUM 2'-6" LAP SPLICE FOR CONTINUOUS NO. 6 BARS.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 1" CHAMFER.
3. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
4. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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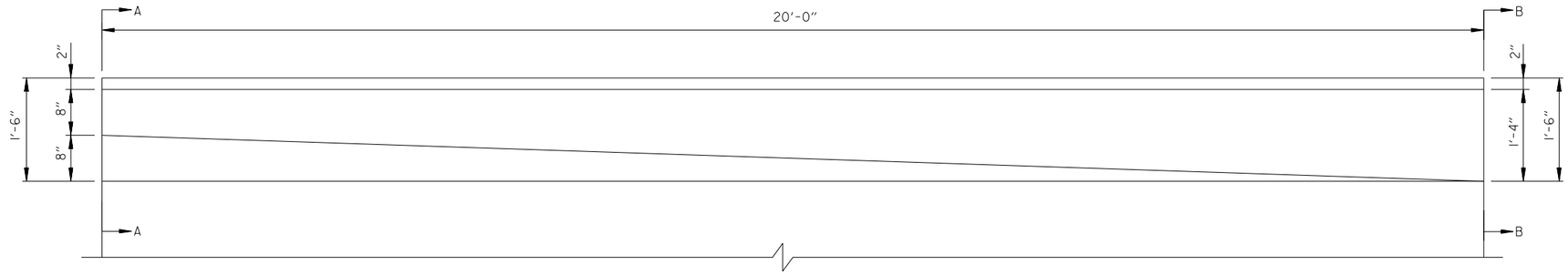
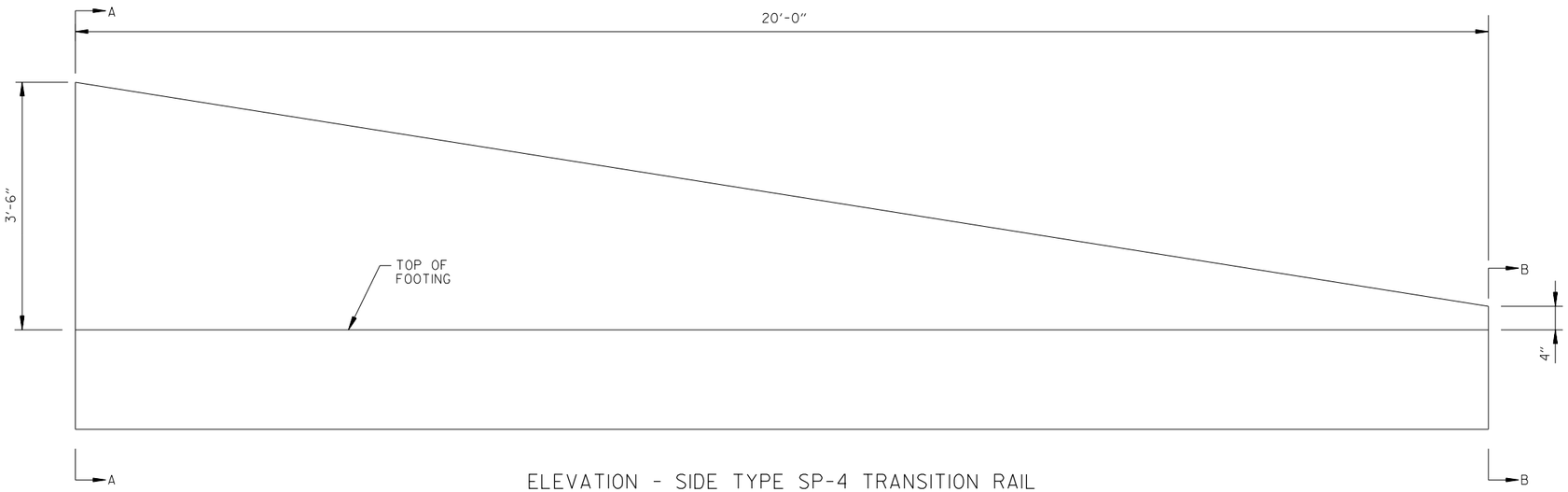
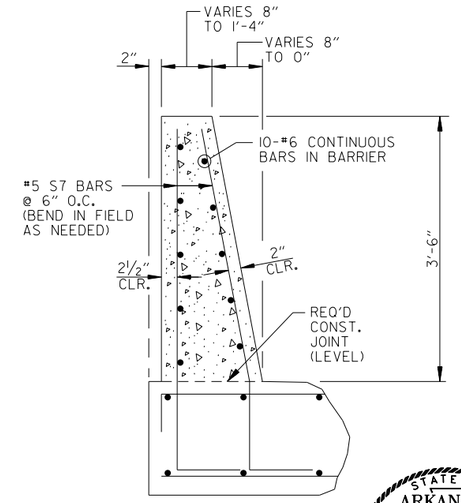


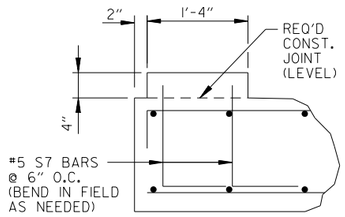
PLAN - SIDE TYPE SP-4 TRANSITION RAIL



ELEVATION - SIDE TYPE SP-4 TRANSITION RAIL



SECTION A-A

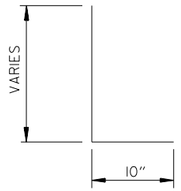


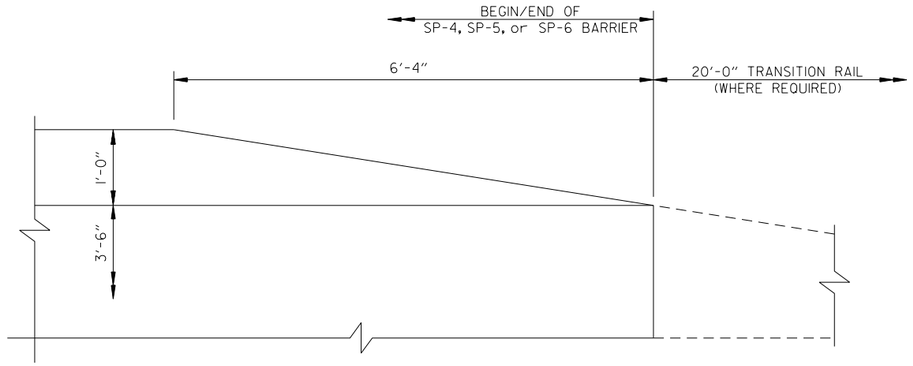
SECTION B-B

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BAR BENDING DIAGRAM





BARRIER EXTENSION TRANSITION

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 1" CHAMFER.
3. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
4. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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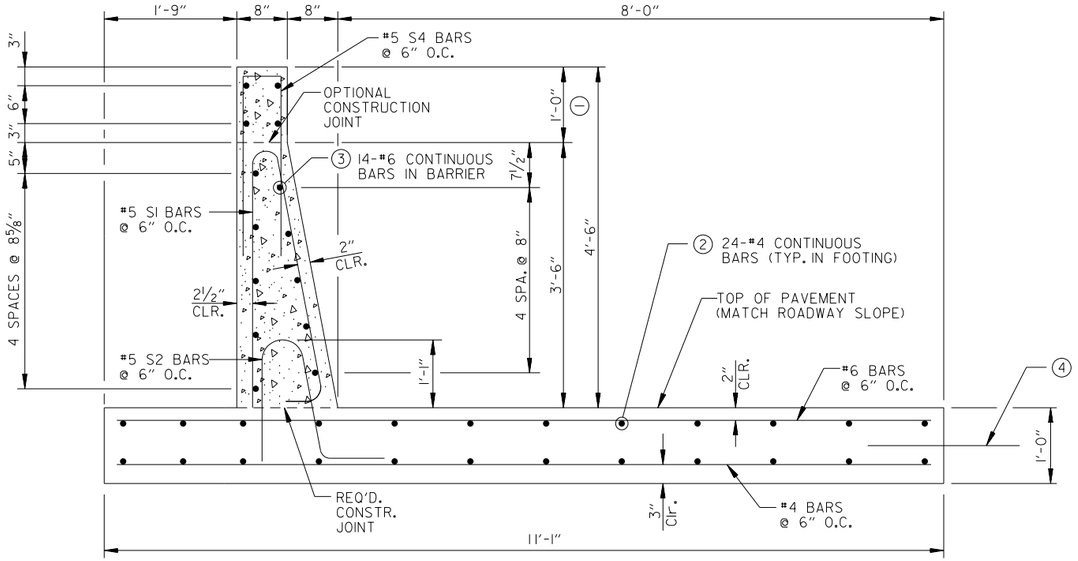
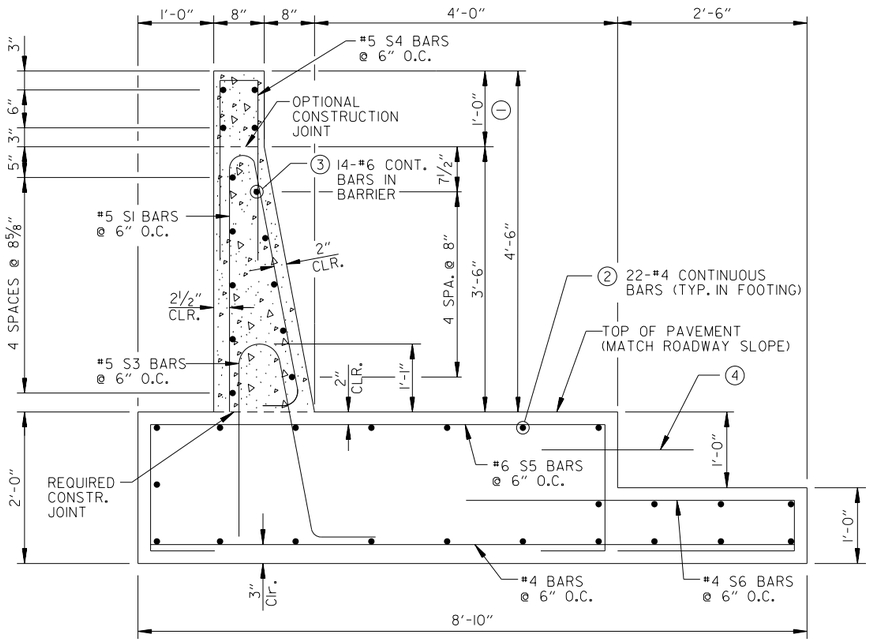
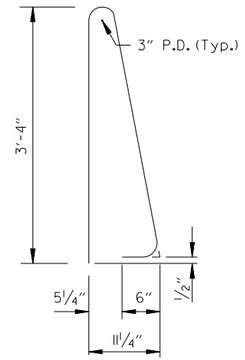


CONCRETE BARRIER WALL
(SIDE TYPE SP-5)



CONCRETE BARRIER WALL
(SIDE TYPE SP-6)

BAR BENDING DIAGRAMS



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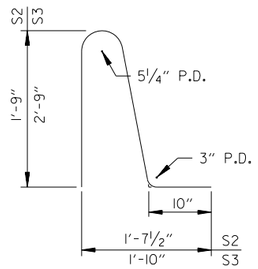

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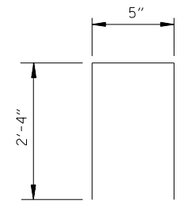

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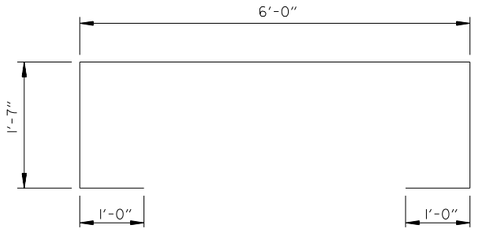

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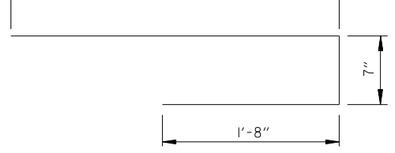

S6

NOTE:

FOR JOINT LOCATIONS, SEE DETAILS OF CONTRACTION JOINTS AND DETAILS OF EXPANSION JOINTS.

(1) SEE BARRIER EXTENSION TRANSITION.

(2) PROVIDE MINIMUM 1'-8" LAP SPLICE FOR CONTINUOUS NO. 4 BARS.

(3) PROVIDE MINIMUM 2'-6" LAP SPLICE FOR CONTINUOUS NO. 6 BARS.

(4) DOWEL BARS MEETING REQUIREMENTS OF ADJACENT CONCRETE PAVEMENT.

STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON
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GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 1" CHAMFER.
3. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
4. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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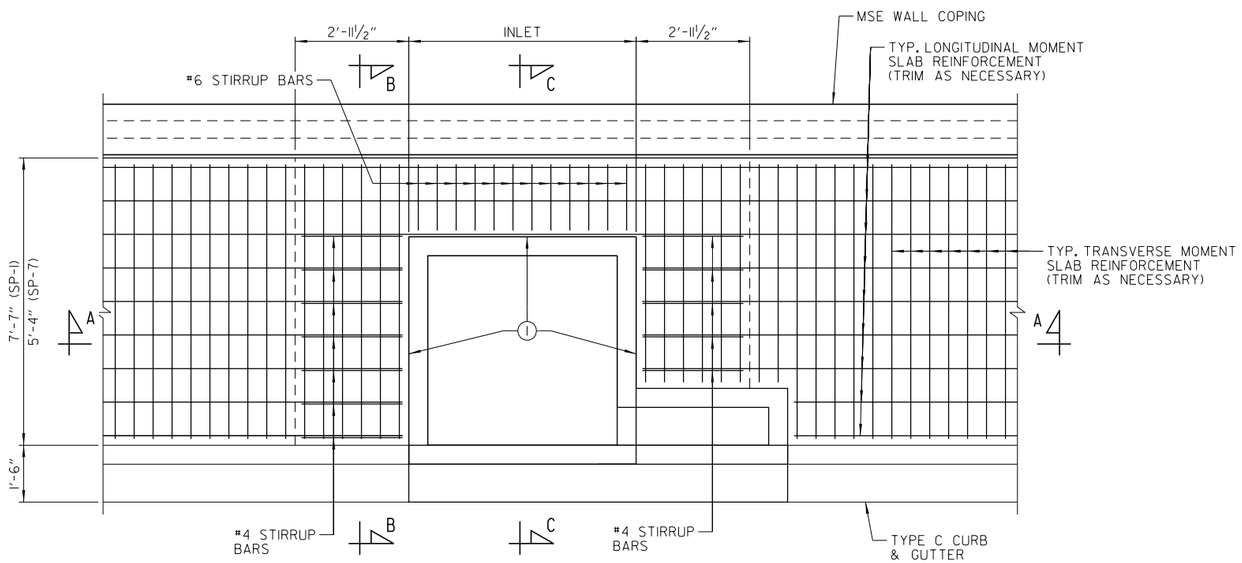
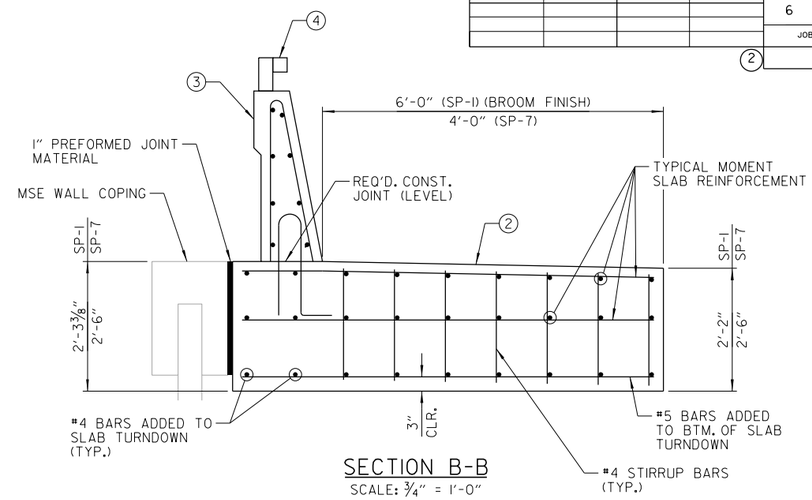


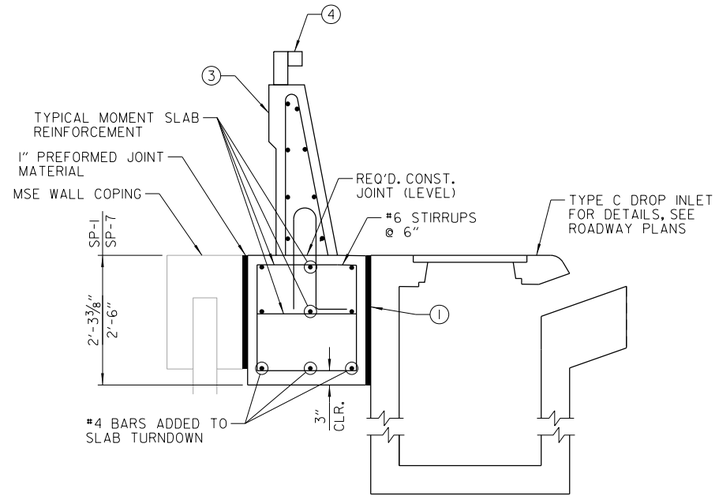
PLAN - MOMENT SLAB AT TYPE C DROP INLET

(SHOWN FOR SIDE TYPE SP-1 & SP-7)
SCALE: ½" = 1'-0"



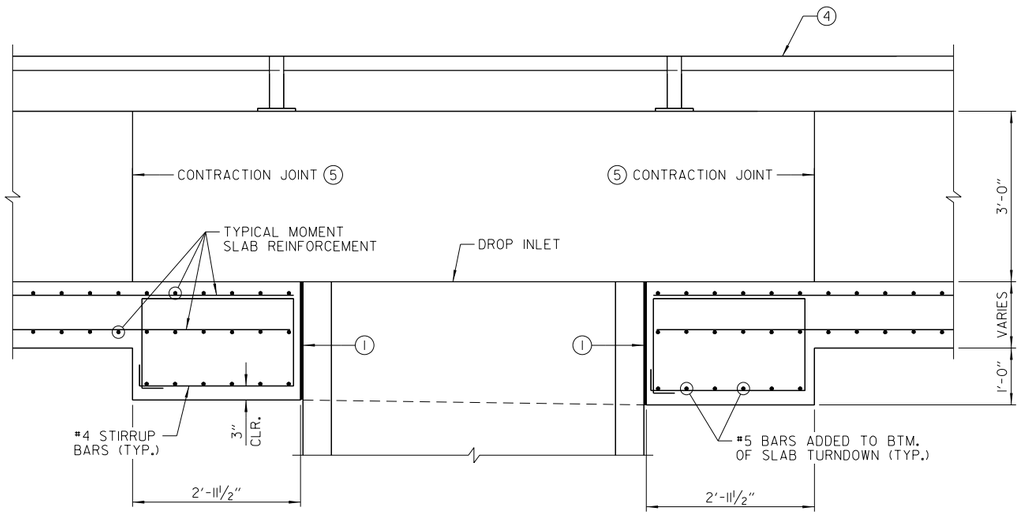
SECTION B-B

SCALE: ¾" = 1'-0"



SECTION C-C

SCALE: ¾" = 1'-0"



SECTION A-A

SCALE: ¾" = 1'-0"

(1) ½" PREFORMED JOINT MATERIAL

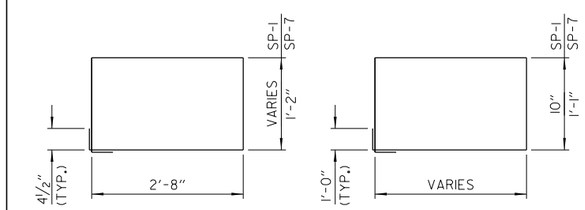
(2) 2% SLOPE (SP-1) LEVEL (SP-7)

(3) FOR DETAILS & REINFORCEMENT, SEE SP-1 AND SP-7 DETAILS.

(4) TYPE H2 RAIL AT TYPE SP-1 ONLY.

(5) SEE DETAILS OF CONTRACTION JOINTS.

BAR BENDING DETAILS



NOTE: DIMENSIONS OF BARS ARE OUT-TO-OUT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

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WORKSPACE: AHTD
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REVISED DATE:

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				JOB NO.		CA0604	85	1104
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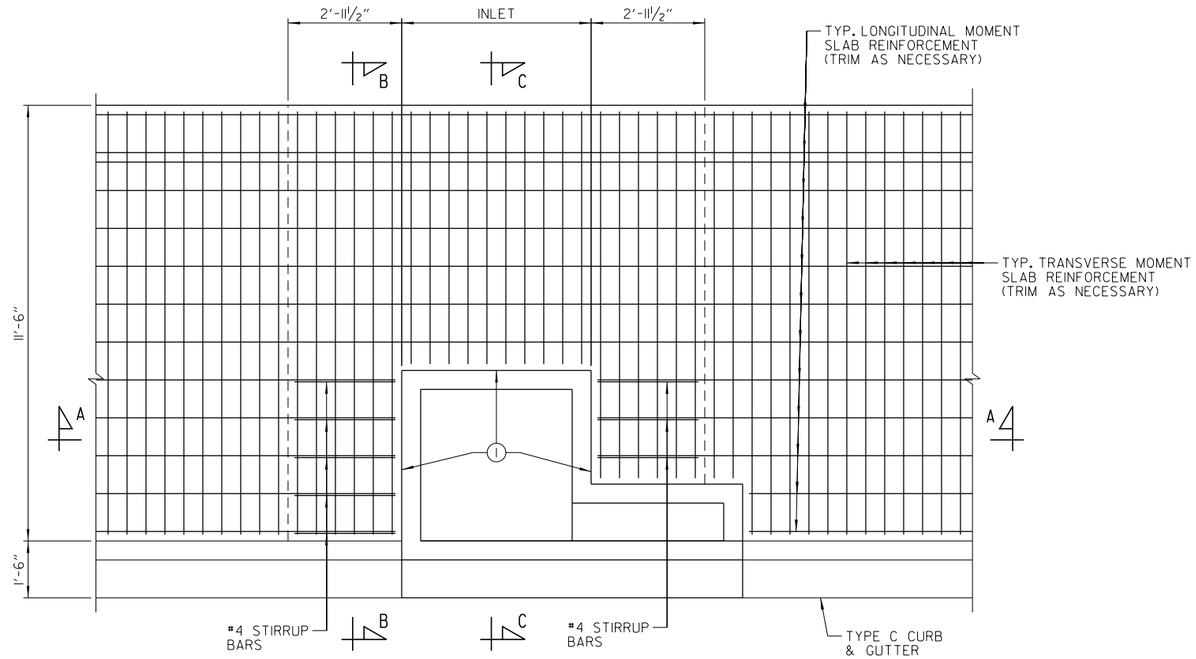
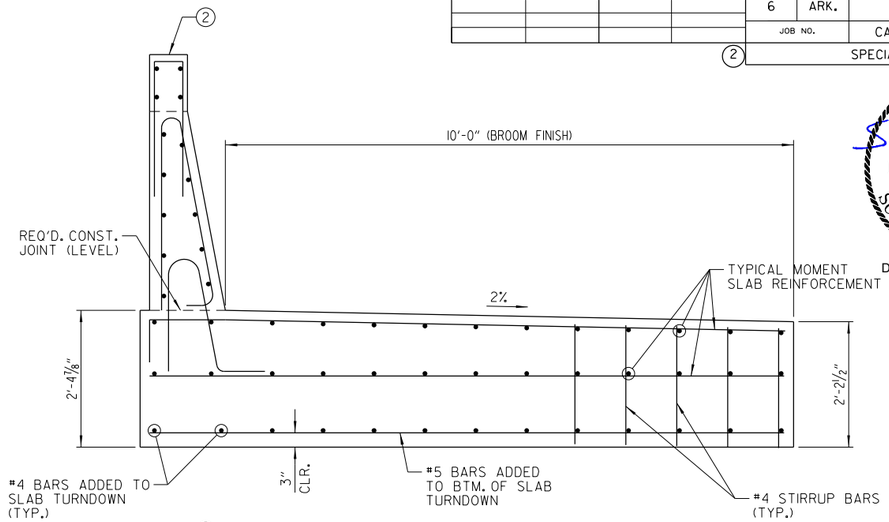


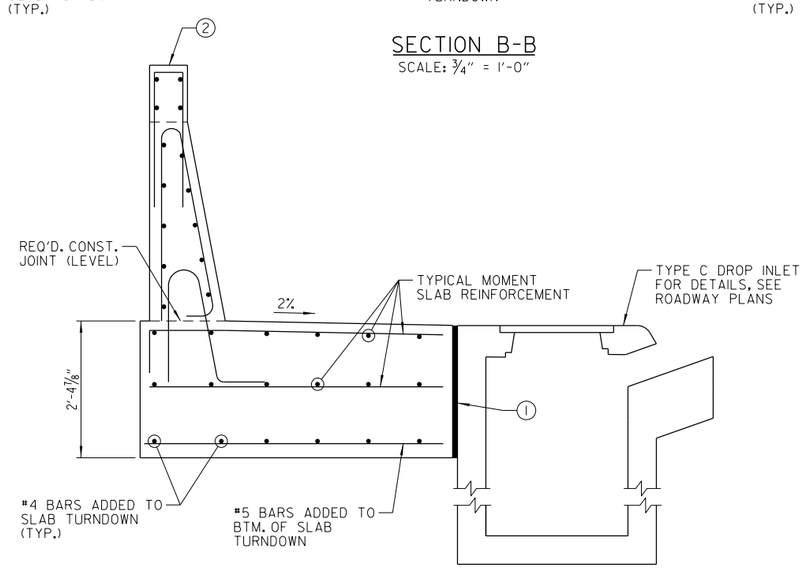
PLAN - MOMENT SLAB AT TYPE C DROP INLET

(SHOWN FOR SIDE TYPE SP-4)
SCALE: ½" = 1'-0"



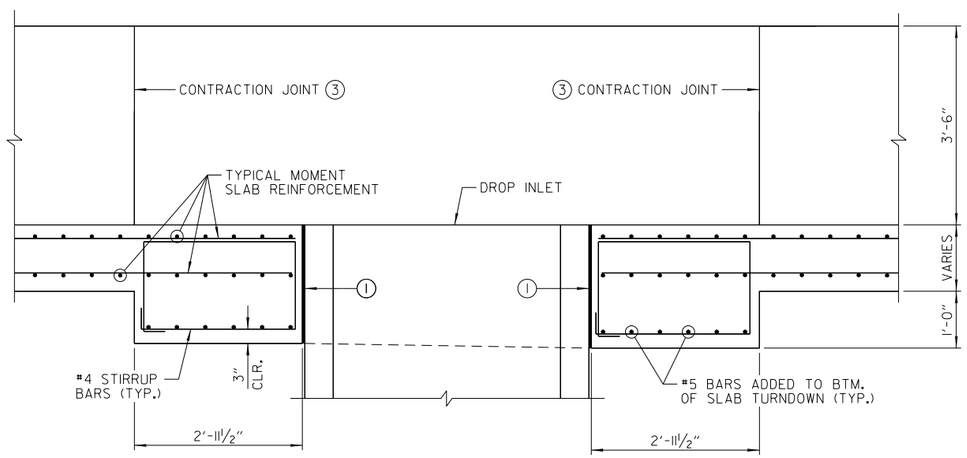
SECTION B-B

SCALE: ¾" = 1'-0"



SECTION C-C

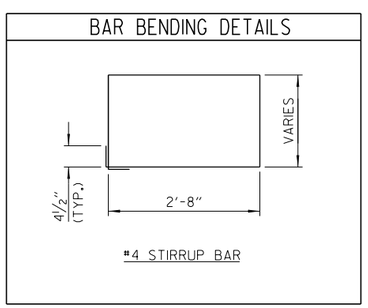
SCALE: ¾" = 1'-0"



SECTION A-A

SCALE: ¾" = 1'-0"

BAR BENDING DETAILS



NOTE: DIMENSIONS OF BARS ARE OUT-TO-OUT.

(1) ½" PREFORMED JOINT MATERIAL

(2) FOR DETAILS & REINFORCEMENT, SEE SP-4 DETAILS.

(3) SEE DETAILS OF CONTRACTION JOINTS.

STATE OF ARKANSAS ★★★ LICENSED PROFESSIONAL ENGINEER ★★★ No.12723 SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

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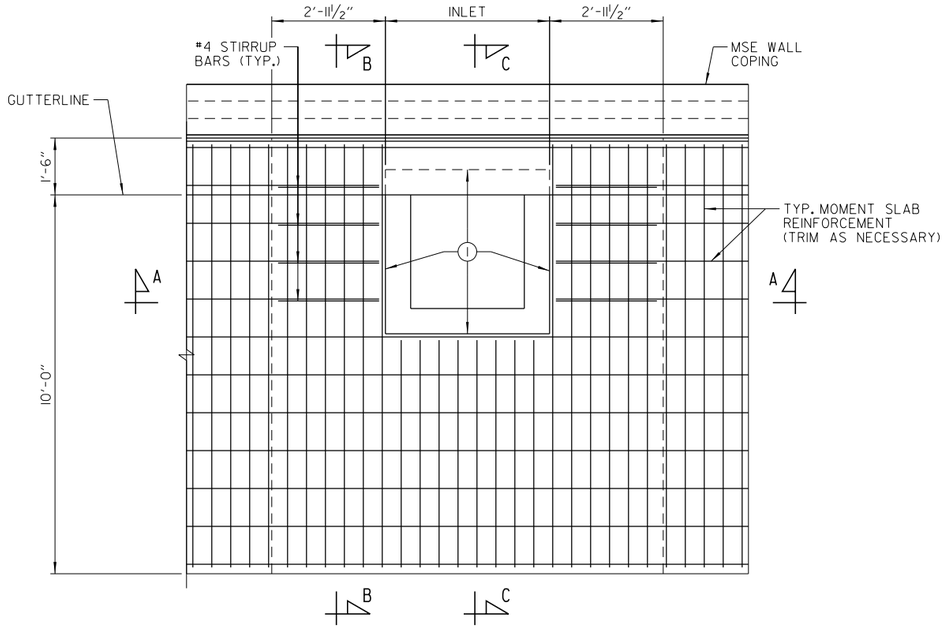
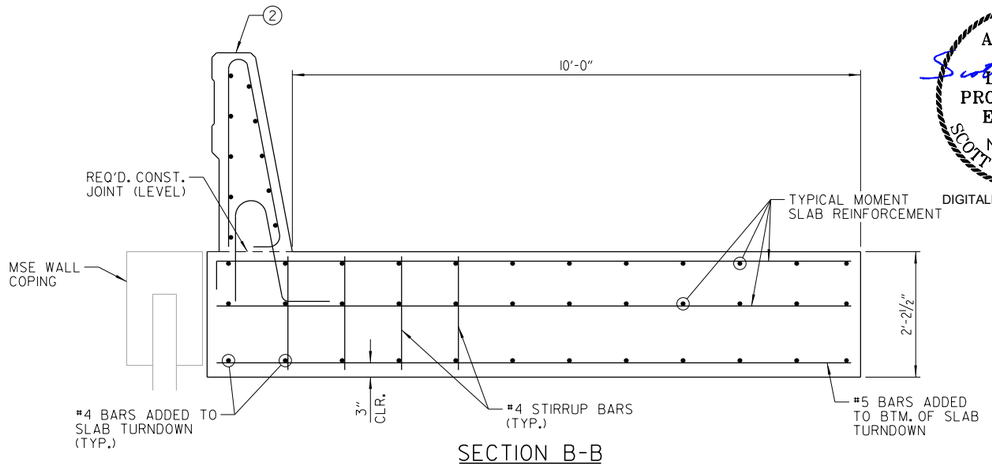


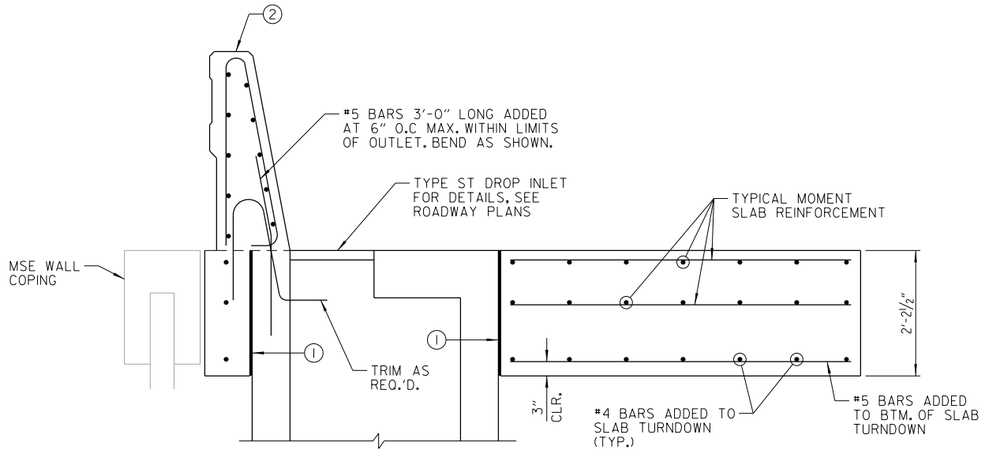
PLAN - MOMENT SLAB AT TYPE C DROP INLET

(SHOWN FOR SIDE TYPE SP-3)
SCALE: ½" = 1'-0"



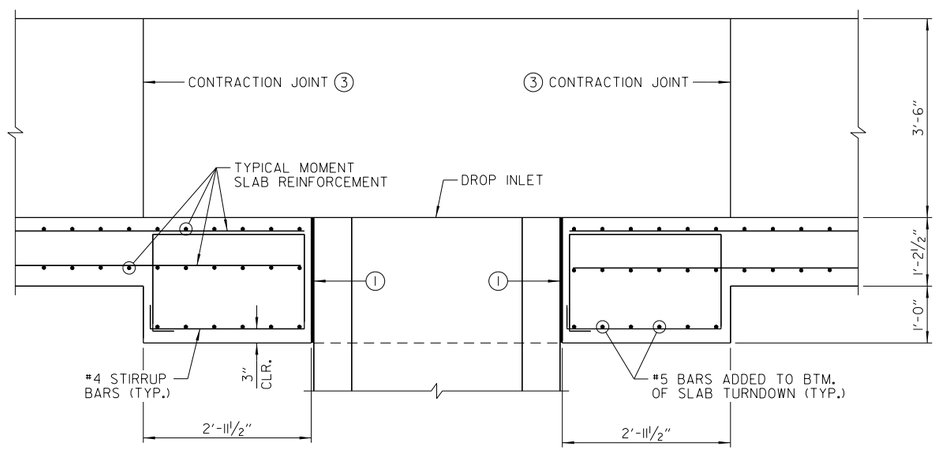
SECTION B-B

SCALE: ¾" = 1'-0"



SECTION C-C

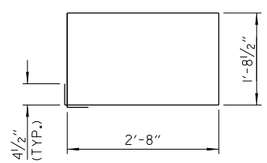
SCALE: ¾" = 1'-0"



SECTION A-A

SCALE: ¾" = 1'-0"

BAR BENDING DETAILS



#4 STIRRUP BAR

NOTE: DIMENSIONS OF BARS ARE OUT-TO-OUT.

(1) ½" PREFORMED JOINT MATERIAL

(2) FOR DETAILS & REINFORCEMENT, SEE SP-3 DETAILS.

(3) SEE DETAILS OF CONTRACTION JOINT.

STATE OF ARKANSAS
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REVISED DATE:

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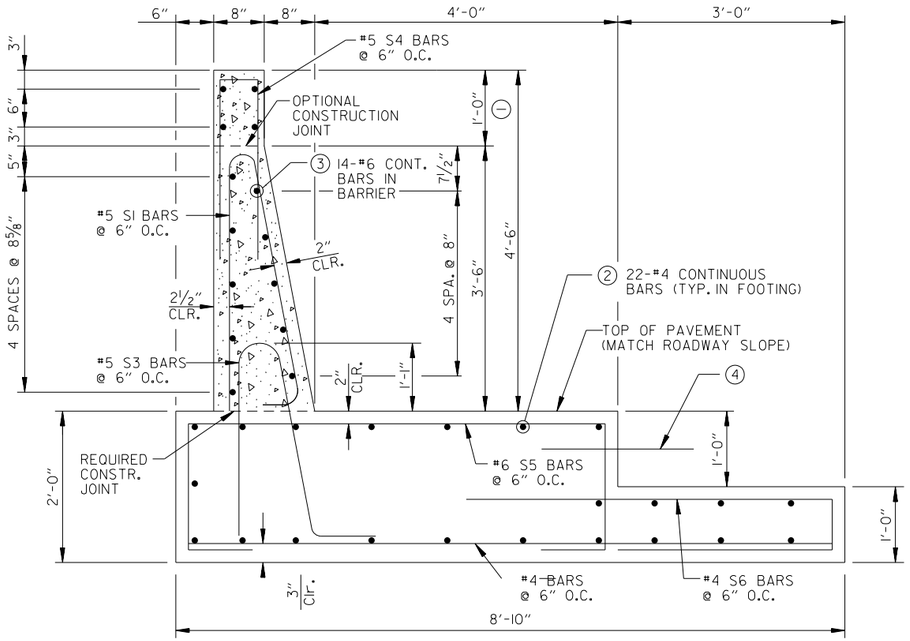

CONCRETE BARRIER WALL
(SIDE TYPE SP-9)

STATE OF ARKANSAS
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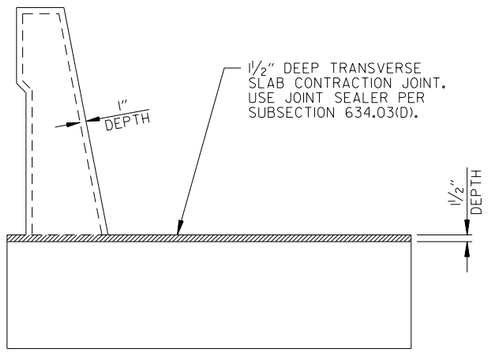
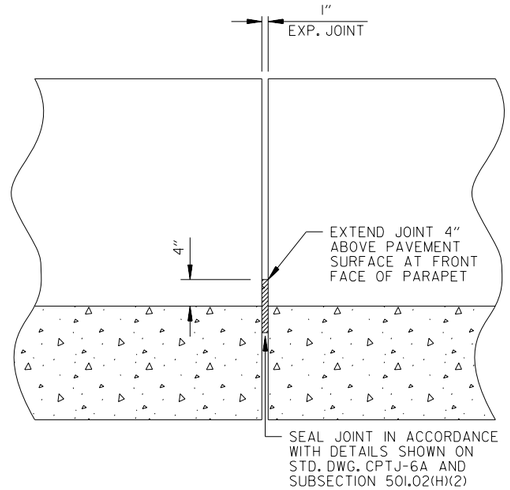


DETAILS OF CONTRACTION JOINTS
(SIDE TYPE SP-1 THRU SP-10)

CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15′-0″ MAX. SPACING AND SHALL COINCIDE WITH CONTRACTION JOINTS IN THE CURB AND GUTTER (WHERE APPROPRIATE).

CONTRACTION JOINTS MAY BE FORMED OR SAW CUT. IF JOINTS ARE SAW CUT, CARE SHALL BE TAKEN NOT TO DAMAGE REINFORCING STEEL.

1″ DEEP JOINTS IN PARAPET SECTION ARE NOT REQUIRED TO BE SEALED.



DETAILS OF EXPANSION JOINTS
(SIDE TYPE SP-1 THRU SP-10)

EXPANSION JOINTS SHALL BE CONSTRUCTED AT 150′-0″ MAXIMUM SPACING.

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				6	ARK.			
				JOB NO.		CA0604	88	1104
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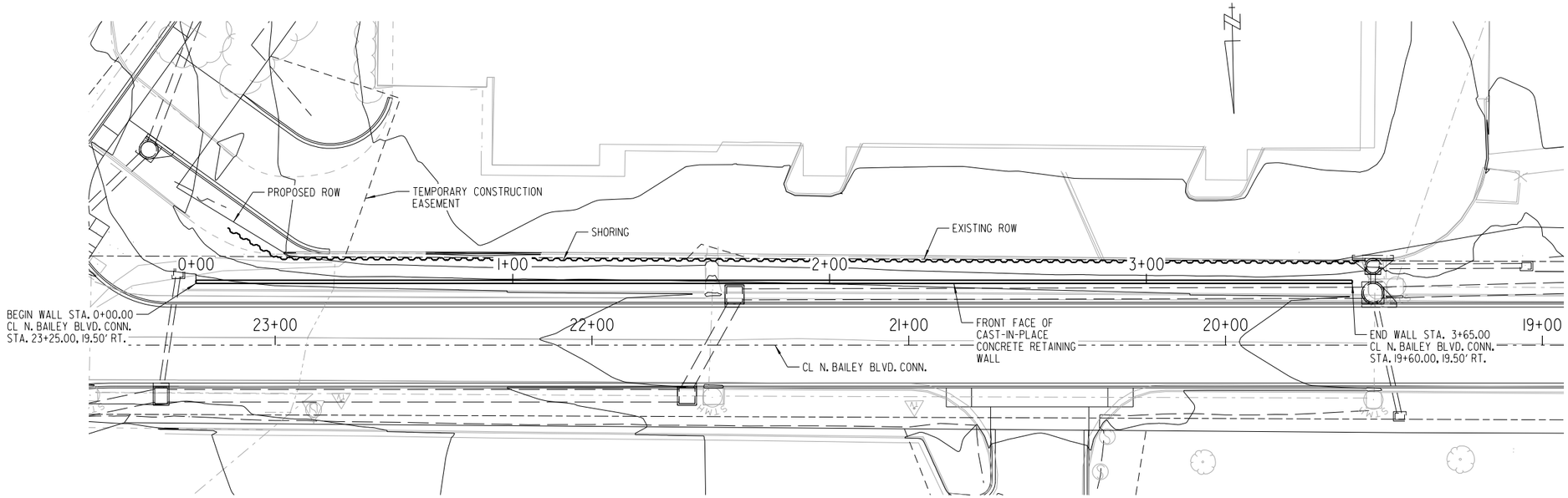
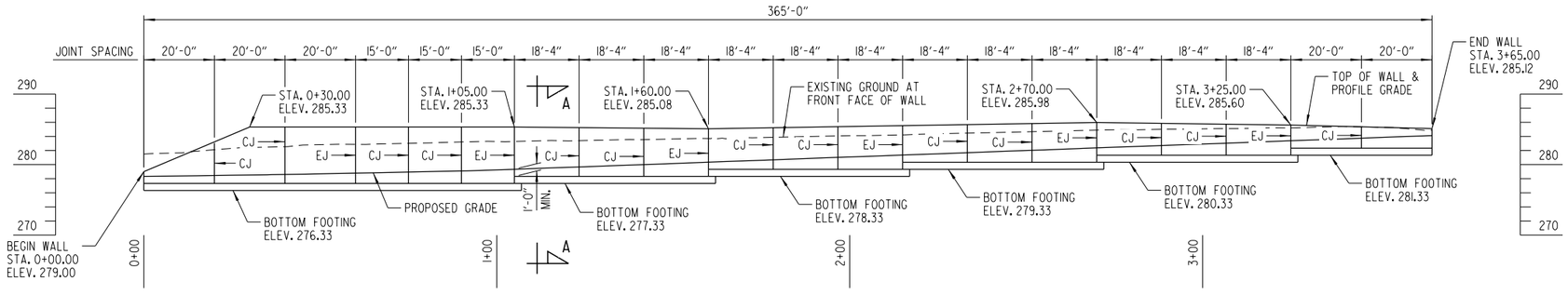


PLAN - CAST-IN-PLACE WALL

SCALE: 1" = 20'

NOTE:
SEE STD. DWG. SI-2 FOR DETAILS OF CIP RETAINING WALL.

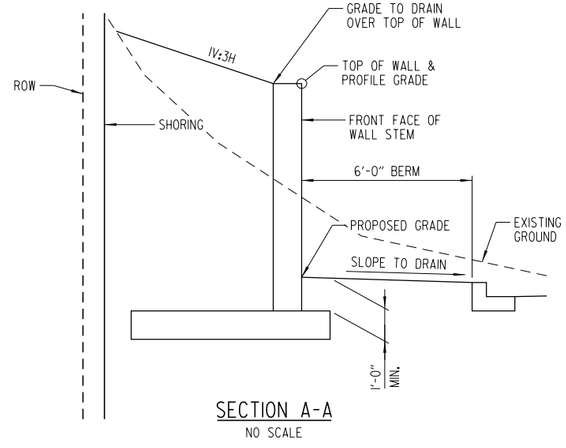


ELEVATION - CAST-IN-PLACE WALL

(LOOKING AT FRONT FACE OF WALL)
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 10'

LEGEND

CJ = CONTRACTION JOINT
EJ = EXPANSION JOINT



SECTION A-A

NO SCALE

APPROXIMATE CAST-IN-PLACE WALL QUANTITIES

CLASS S CONCRETE (Cu. Yards)	REINFORCING STEEL (Lbs.)
178.40	21,644

NOTES:
OFFSET DIMENSIONS FOR RETAINING WALL ARE MEASURED FROM CL N. BAILEY BLVD. CONN. TO PROFILE GRADE LINE AT TOP OF FRONT FACE OF THE WALL STEM.

WALL STATIONING, WALL ALIGNMENT, AND ELEVATIONS SHOWN ARE AT PROFILE GRADE LINE AT TOP OF FRONT FACE OF THE WALL STEM.

COST OF SHORING SHALL BE CONSIDERED SUBSIDIARY TO COST CAST-IN-PLACE WALL.

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REVISED DATE:

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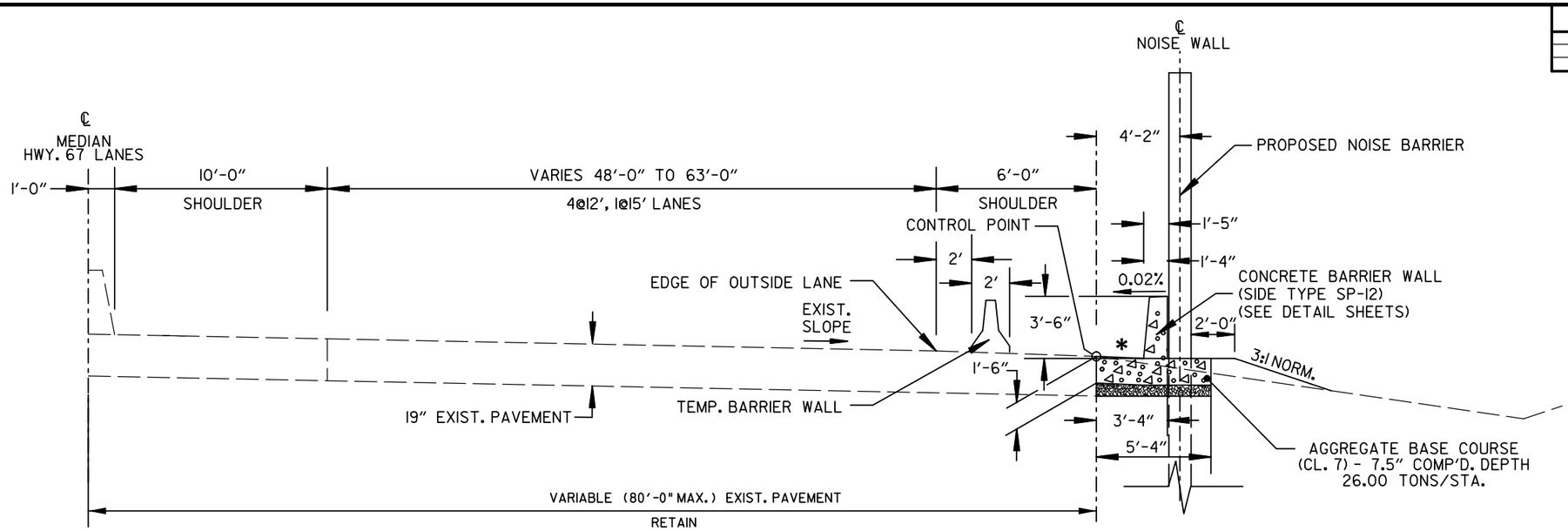
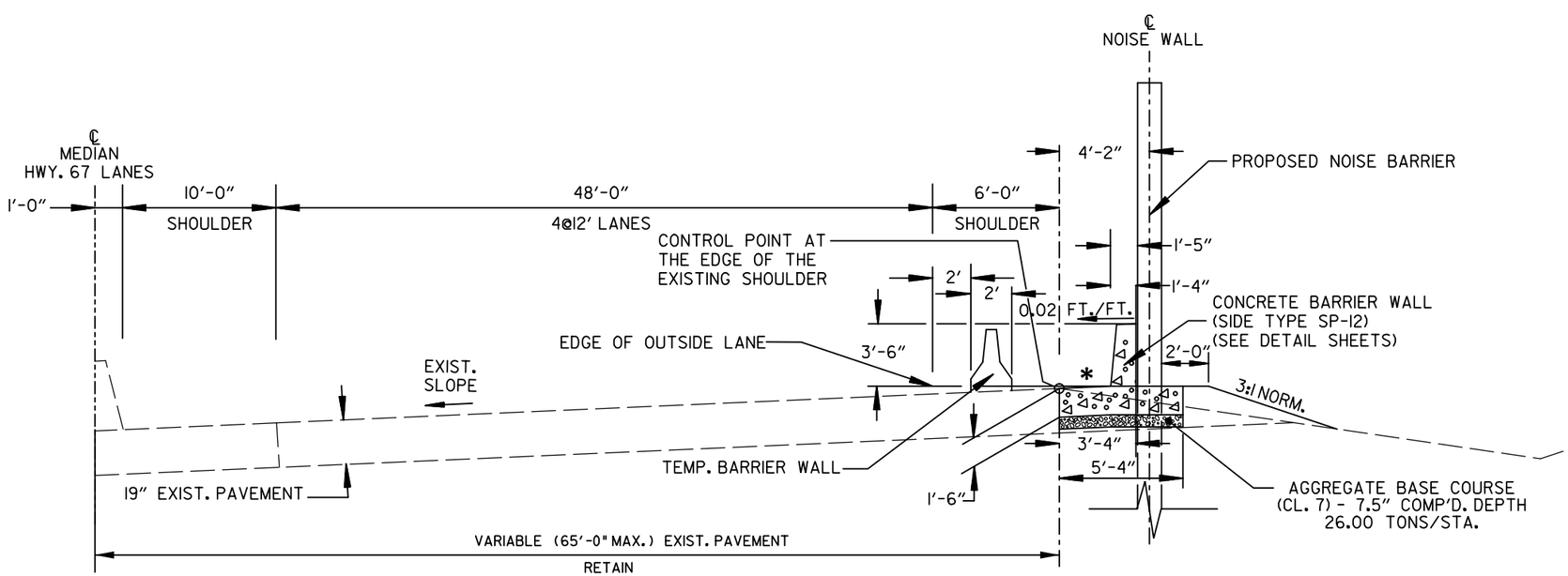
(2) SPECIAL DETAILS



NOISE BARRIER WALL ALONG NB HWY. 67
TYPICAL AT BARRIER POST
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 22+48.43 ℄ NOISE WALL #2 - STA. 23+58.03 ℄ NOISE WALL #2
STA. 23+58.03 ℄ NOISE WALL #2 - STA. 26+27.71 ℄ NOISE WALL #2



NOISE BARRIER WALL ALONG NB HWY. 67
TYPICAL AT BARRIER POST
(SUPERELEVATION)
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 10+05.00 ℄ NOISE WALL #1 - STA. 10+85.80 ℄ NOISE WALL #1
STA. 20+00.00 ℄ NOISE WALL #2 - STA. 22+48.43 ℄ NOISE WALL #2

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES, NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF 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.
3. PAVING EQUIPMENT SHALL NOT BE ALLOWED TO TRACK ON TOP OF EDGE DRAINS.
4. ANY EXISTING CONCRETE PAVEMENT TO BE REMOVED SHALL BE SEPARATED FROM THE REMAINING CONCRETE PAVEMENT BY SAWING ALONG A NEAT LINE.
5. ALL PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. DAMAGED PAVEMENT SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL FILL WITH EARTH AND/OR OTHER SUITABLE MATERIAL ALL HOLES AND TRENCHES WHERE EXISTING 4" PIPE UNDERDRAINS AND LATERALS ARE MODIFIED TO AVOID PROPOSED FOUNDATIONS. EARTH IN THE HOLES SHALL BE THOROUGHLY COMPACTED WITH A MECHANICAL TAMPER UNTIL IT IS AS FIRM AND UNYIELDING AS THE SURROUNDING MATERIAL.
7. THE ACTUAL LOCATION OF THE POSTS AND WALL MAY NEED TO BE OFFSET FROM THE CENTERLINE DEPENDING ON NOISE WALL DESIGN TO ENSURE 1" GAP BETWEEN BACK OF BARRIER WALL AND POST.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY
DIGITALLY SIGNED 05-04-2022

NOISE WALL
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.		CA0604	90	1104
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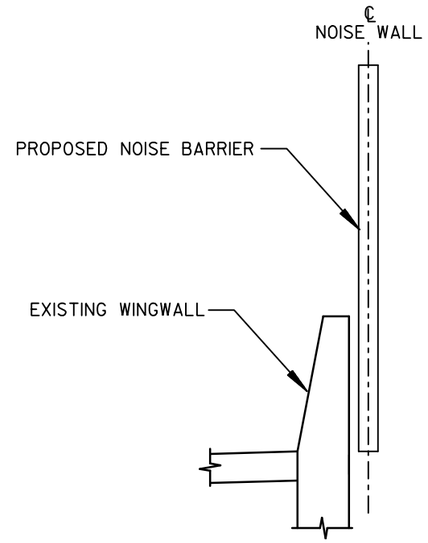
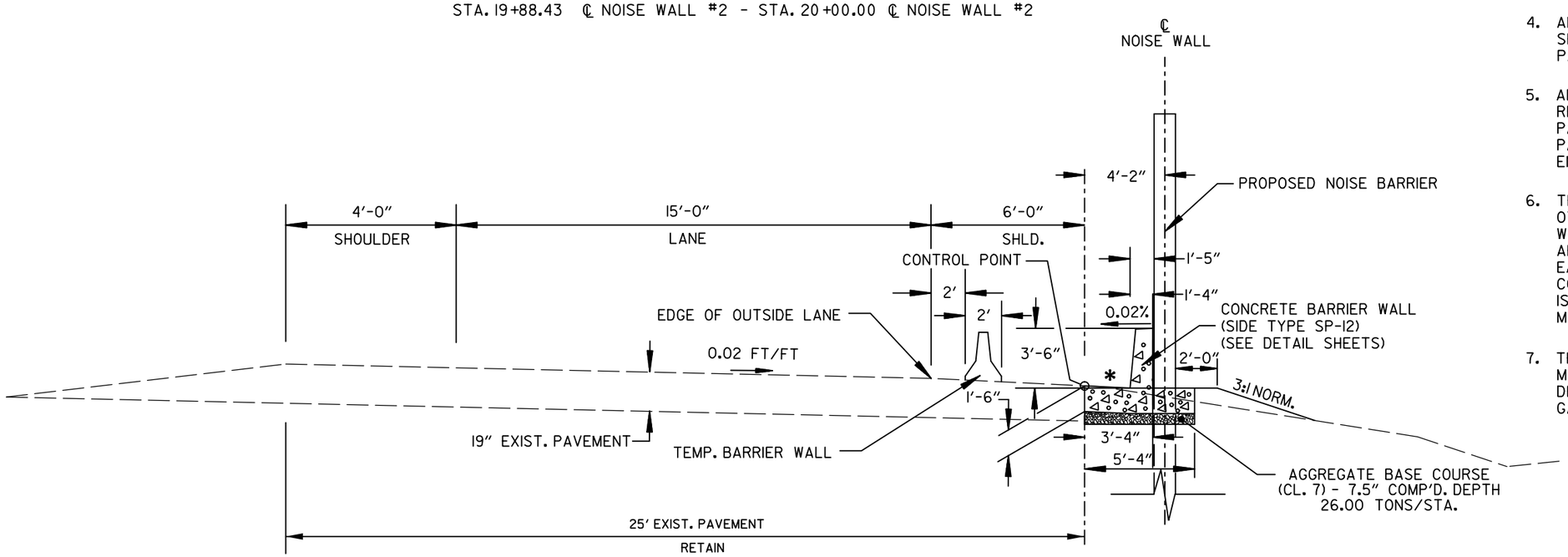


SECTION THRU NOISE WALL
AT EXISTING BRIDGE WING WALL
(SHOWN IN DIRECTION OF TRAFFIC)

STA. 10+85.80 ℄ NOISE WALL #1 - STA. 10+96.39 ℄ NOISE WALL #1
STA. 19+88.43 ℄ NOISE WALL #2 - STA. 20+00.00 ℄ NOISE WALL #2



NOISE BARRIER WALL ALONG NB EXIT RAMP
TYPICAL AT BARRIER POST
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 26+27.71 ℄ NOISE WALL #2 - STA. 29+20.00 ℄ NOISE WALL #2 (0.02 FT/FT)

* MATCH EXISTING SHOULDER SLOPE (SEE CROSS SECTIONS)

STATE OF ARKANSAS
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NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES, NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF 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.
3. PAVING EQUIPMENT SHALL NOT BE ALLOWED TO TRACK ON TOP OF EDGE DRAINS.
4. ANY EXISTING CONCRETE PAVEMENT TO BE REMOVED SHALL BE SEPARATED FROM THE REMAINING CONCRETE PAVEMENT BY SAWING ALONG A NEAT LINE.
5. ALL PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. DAMAGED PAVEMENT SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL FILL WITH EARTH AND/OR OTHER SUITABLE MATERIAL ALL HOLES AND TRENCHES WHERE EXISTING 4" PIPE UNDERDRAINS AND LATERALS ARE MODIFIED TO AVOID PROPOSED FOUNDATIONS. EARTH IN THE HOLES SHALL BE THOROUGHLY COMPACTED WITH A MECHANICAL TAMPER UNTIL IT IS AS FIRM AND UNYIELDING AS THE SURROUNDING MATERIAL.
7. THE ACTUAL LOCATION OF THE POSTS AND WALL MAY NEED TO BE OFFSET FROM THE CENTERLINE DEPENDING ON NOISE WALL DESIGN TO ENSURE 1" GAP BETWEEN BACK OF BARRIER WALL AND POST.

NOISE WALL
SPECIAL DETAILS

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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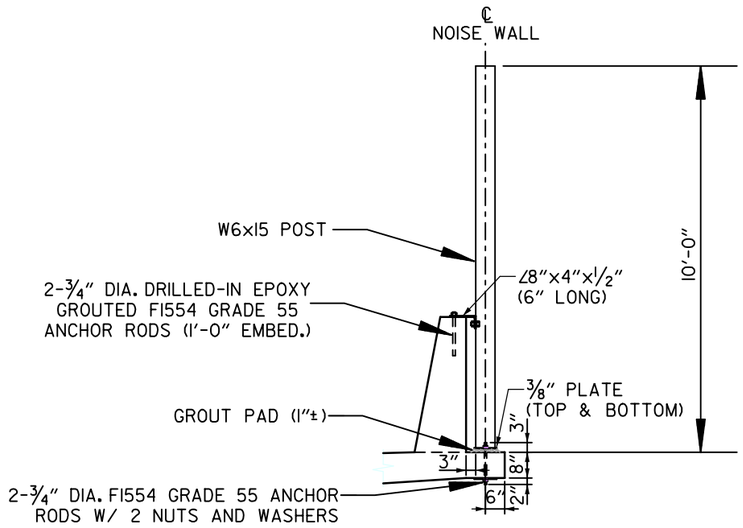
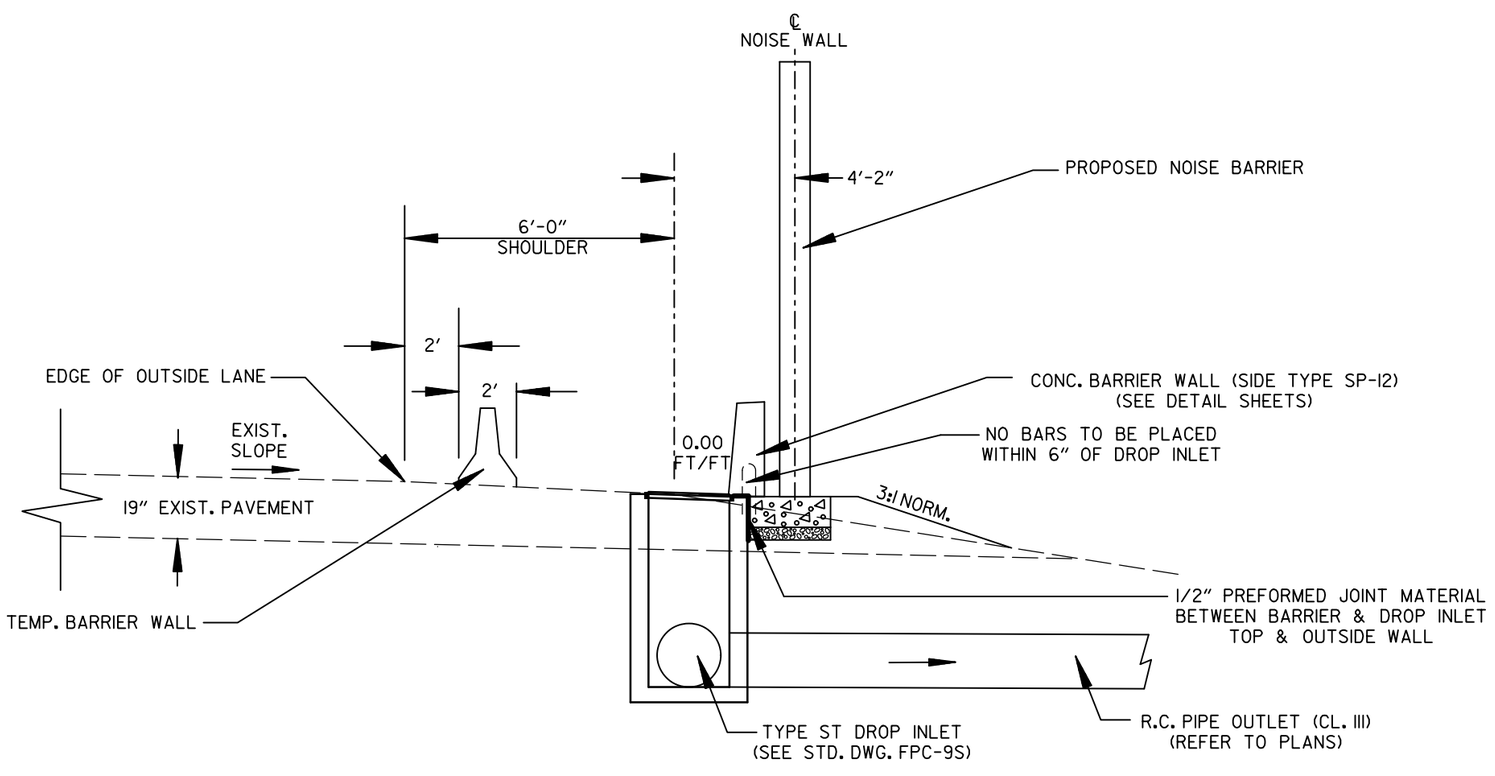
				JOB NO.		CA0604	91	1104

(2) SPECIAL DETAILS



This detail shows minimum requirements. Contractor may submit alternatives to the Engineer for approval.

SECTION THRU NOISE WALL
ON EXISTING BRIDGE
(SHOWN IN DIRECTION OF TRAFFIC)



DROP INLET DETAIL
AT BARRIER WALL PANEL
(SHOWN IN DIRECTION OF TRAFFIC)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

DIGITALLY SIGNED 05-04-2022

NOTES:

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

2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF 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.

3. PAVING EQUIPMENT SHALL NOT BE ALLOWED TO TRACK ON TOP OF EDGE DRAINS.

4. ANY EXISTING CONCRETE PAVEMENT TO BE REMOVED SHALL BE SEPARATED FROM THE REMAINING CONCRETE PAVEMENT BY SAWING ALONG A NEAT LINE.

5. ALL PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. DAMAGED PAVEMENT SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

6. THE CONTRACTOR SHALL FILL WITH EARTH AND/OR OTHER SUITABLE MATERIAL ALL HOLES AND TRENCHES WHERE EXISTING 4" PIPE UNDERDRAINS AND LATERALS ARE MODIFIED TO AVOID PROPOSED FOUNDATIONS. EARTH IN THE HOLES SHALL BE THOROUGHLY COMPACTED WITH A MECHANICAL TAMPER UNTIL IT IS AS FIRM AND UNYIELDING AS THE SURROUNDING MATERIAL.

7. PAYMENT FOR REMOVAL AND DISPOSAL OF EXISTING CONCRETE SHOULDER AT PROPOSED DROP INLET LOCATIONS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR ITEM 609-DROP INLETS (TYPE ST).

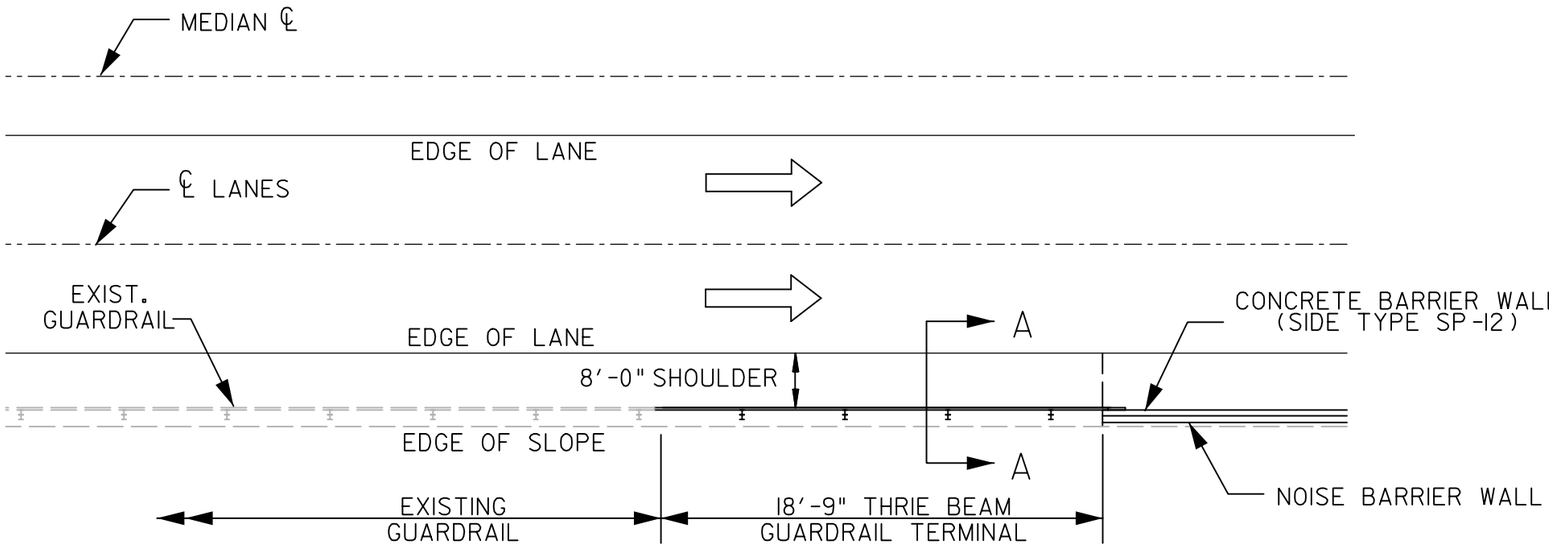
NOISE WALL
SPECIAL DETAILS

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.		CA0604	92	1104

(2) SPECIAL DETAILS

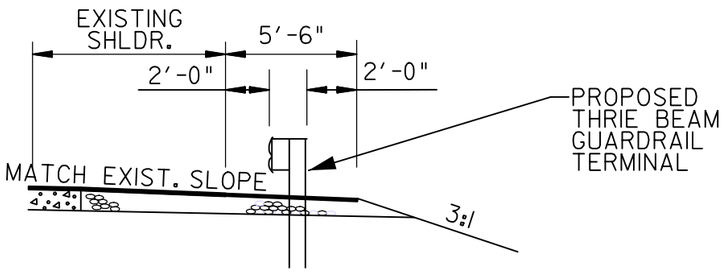
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

DIGITALLY SIGNED 05-04-2022

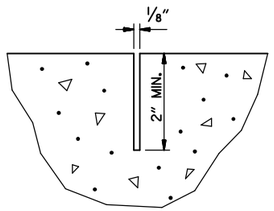


TYPICAL LAYOUT OF GUARDRAIL
AT END OF CONCRETE BARRIER WALL
(N.T.S.)

NOTE:
REFER TO STD. DWG. GR-8, GR-9, GR-9A, GR-10 AND GR-10A FOR ADDITIONAL INFORMATION



SECTION A-A

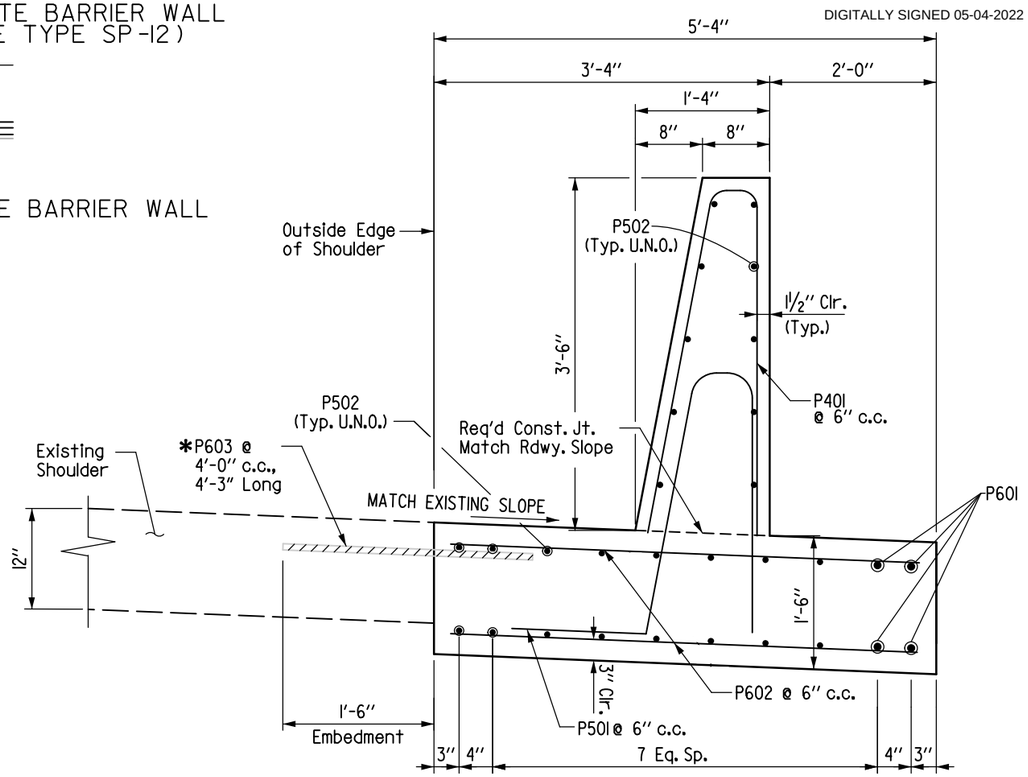


CONTRACTION JOINT DETAIL

BAR LIST - CONCRETE BARRIER WALL

MARK	P.D.	BENDING DIAGRAMS (Dimensions are out to out of bars)
P401	2"	6" p.d. 2'-5" 2'-6" 1'-4" P501 ; 4" p.d. 3'-3 1/2" 12 2 1/4 3'-4" 1'-0" P401
P501	3 3/4"	
P502	Str.	
P601	Str.	
P602	Str.	
P603	Str.	

NOTES FOR CONCRETE BARRIER WALL (SIDE TYPE SP-12):
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING ON TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATION.
4. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER, UNLESS NOTED OTHERWISE.
5. BARRIER TRANSITIONS WILL BE MEASURED AND PAID FOR AS "CONCRETE BARRIER WALL (SIDE TYPE SP-12)".
6. USE GRADE 60 (fy=60,000 psi) REINFORCING STEEL.
7. U.N.O. = UNLESS NOTED OTHERWISE
8. NOISE WALL PANELS, STEEL POSTS, CONNECTION ANGLES, ANCHOR BOLTS, AND FOUNDATIONS TO BE DESIGNED BY THE CONTRACTOR.
9. CONTRACTOR SHALL MODIFY THE BARRIER WALL SLAB AS REQUIRED BY DESIGN IF NOISE WALL WILL BE ATTACHED DIRECTLY TO THE BARRIER.
10. BARRIER WALL SLAB REINFORCEMENT SHALL BE POSITIONED TO AVOID ANY CONFLICTS WITH ANY DRILLED SHAFT FOUNDATIONS OR ANCHOR BOLTS. REINFORCEMENT SPACING DIFFERENT THAN SHOWN ON THE PLANS SHALL BE APPROVED BY THE ENGINEER.
11. 2'-1" MIN. LAP #5 BARS, 2'-6" MIN. LAP #6 BARS.
12. SEE SP JOB CA0604 "SOUND REFLECTIVE NOISE BARRIERS WITH LIGHTWEIGHT PANELS" FOR ADDITIONAL INFORMATION.



DETAIL OF
CONCRETE BARRIER WALL
(SIDE TYPE SP-12)
(N.T.S.)

*P603 bars shall be drilled and grouted a minimum of 1'-6" into existing concrete using a QPL approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will not be paid for directly, but will be considered subsidiary to the item "Concrete Barrier Wall (SIDE TYPE SP-12)".

NOISE WALL
SPECIAL DETAILS

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				6	ARK.			
				JOB NO.		CA0604	93	1104

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

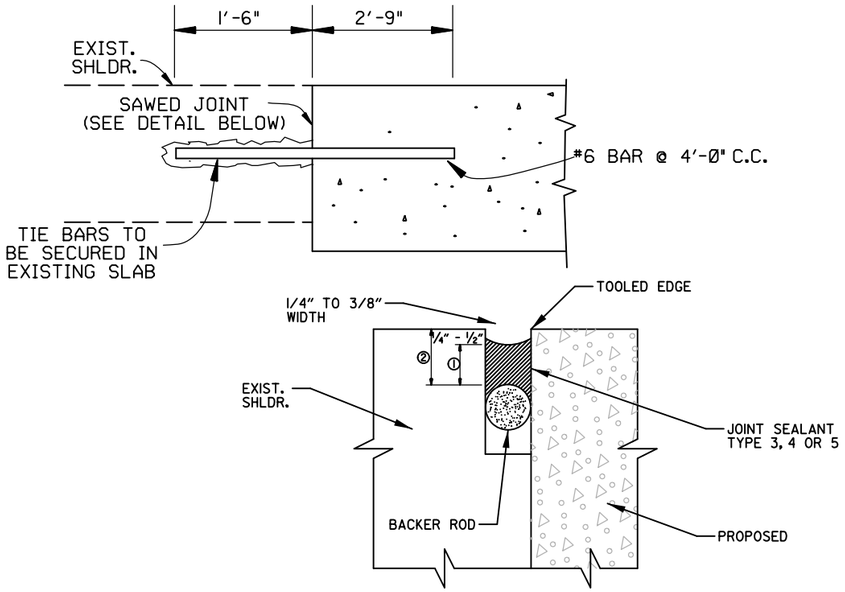
DIGITALLY SIGNED 05-04-2022

JOINT CONFIGURATION FOR TYPE 3 & 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
	INCHES		
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1

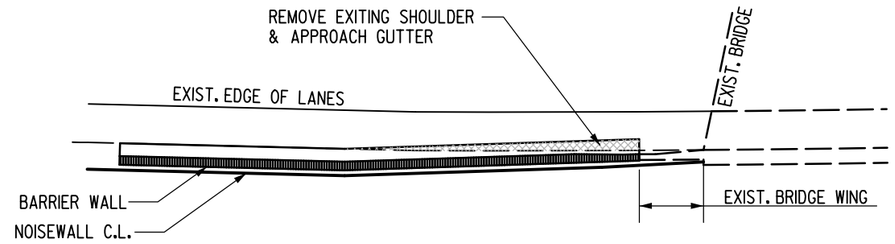


DETAIL OF SAWED LONGITUDINAL CONSTRUCTION JOINT

NOTES:

1. ALL TRANSVERSE JOINTS IN THE NEW CONCRETE BARRIER WALL (SIDE TYPE SP-12) SHALL BE CONTRACTION JOINTS AT 15'-0" CENTERS. THESE JOINTS SHALL COINCIDE WITH THE TRANSVERSE CONTRACTION JOINTS IN THE EXISTING CONCRETE SHOULDER.

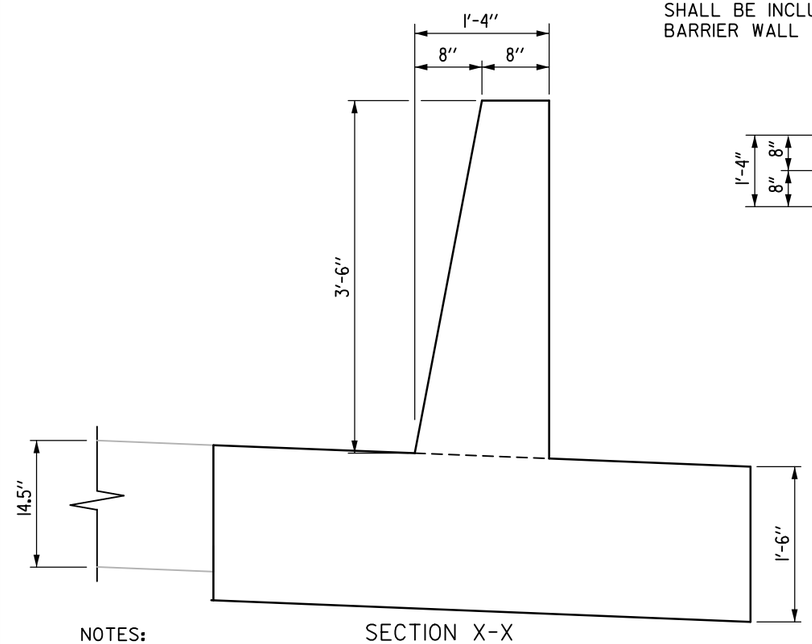
2. PAYMENT FOR SAWED LONGITUDINAL CONSTRUCTION JOINTS AND ALL OTHER JOINTS IN THE NEW CONCRETE BARRIER WALL (SIDE TYPE SP-12) SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "CONCRETE BARRIER WALL (SIDE TYPE SP-12)".



DETAIL OF APPROACH GUTTER & SHOULDER REMOVAL

NOTES:

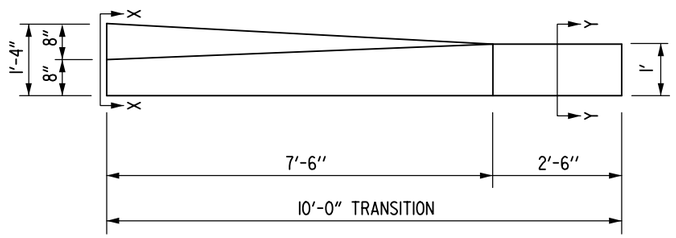
REMOVE HATCHED PORTION OF EXISTING APPROACH GUTTER AND SHOULDER. EXISTING REBAR TO BE CLEANED AND INCORPORATED INTO NEW WORK. IF TWO OR MORE ADJACENT BARS OR TWO BARS SEPARATED BY ONLY ONE BAR ARE BROKEN IN THE CONCRETE REMOVAL OR BAR STRAIGHTENING PROCESS, REPLACEMENT DOWEL BARS SHALL BE DRILLED AND GROUTED IN PLACE AS APPROVED BY THE ENGINEER. PAYMENT WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "CONCRETE BARRIER WALL (SIDE TYPE SP-12)".



SECTION X-X

NOTES:

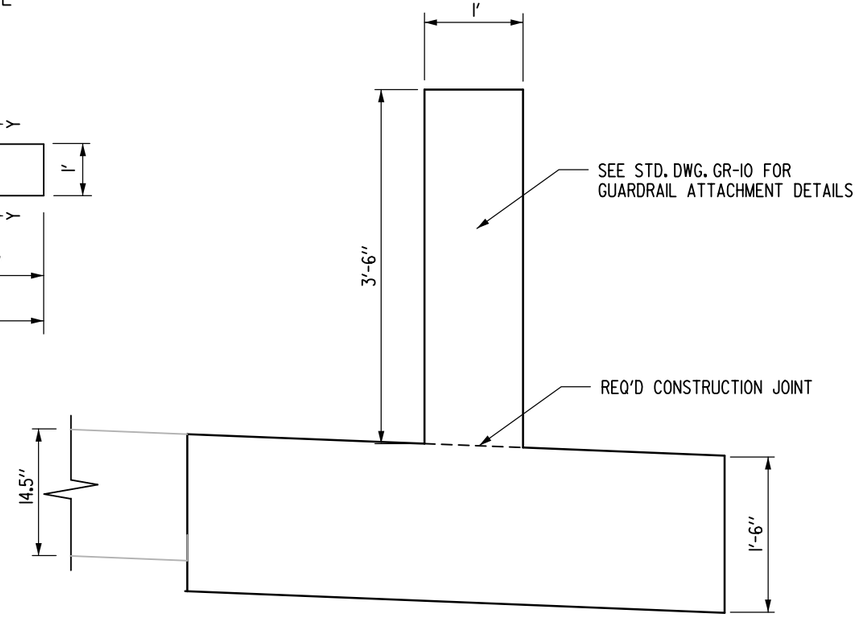
10'-0" TRANSITION SECTION WILL BE MEASURED AND PAID FOR AS CONCRETE BARRIER WALL (SIDE TYPE SP-12).



PLAN - 10'-0" TRANSITION

DETAIL OF BARRIER TRANSITION AT GUARDRAIL CONNECTIONS AND BRIDGE ENDS

(N.T.S.)



SECTION Y-Y

NOISE WALL 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.		CA0604	94	1104

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

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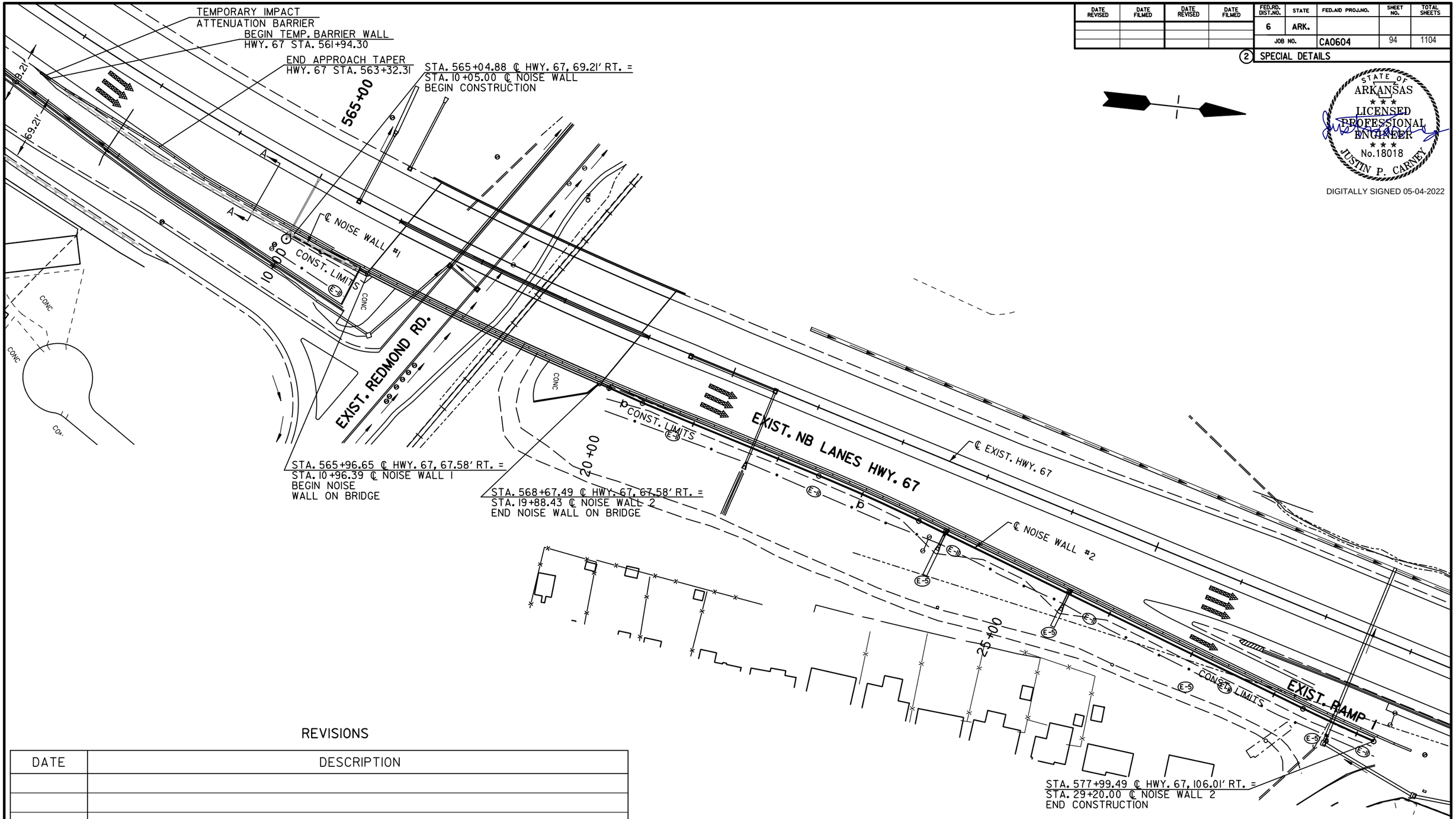


REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
• —— (E-11) —— •	SILT FENCE

NOISE WALL 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.		CA0604	95	1104

(2) SPECIAL DETAILS

TEMPORARY IMPACT ATTENUATION BARRIER
BEGIN TEMP. BARRIER WALL
HWY. 67 STA. 561+94.30

END APPROACH TAPER
HWY. 67 STA. 563+32.31

STA. 565+04.88 ℄ HWY. 67, 69.21' RT. =
STA. 10+05.00 ℄ NOISE WALL
BEGIN CONSTRUCTION

565+00

A

A

℄ NOISE WALL #1

10+00

CONC

EXIST. REDMOND RD.

570+00

CONC

EXIST. NB LANES HWY. 67

℄ EXIST. HWY. 67

575+00

20+00

STA. 565+96.65 ℄ HWY. 67, 67.58' RT. =
STA. 10+96.39 ℄ NOISE WALL 1
BEGIN NOISE
WALL ON BRIDGE

STA. 568+67.49 ℄ HWY. 67, 67.58' RT. =
STA. 19+88.43 ℄ NOISE WALL 2
END NOISE
WALL ON BRIDGE

℄ NOISE WALL #2

25+00

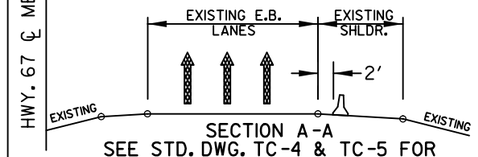
B

B

EXIST. RAMP 1

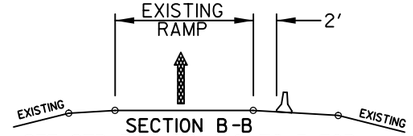
STA. 577+99.49 ℄ HWY. 67, 106.01' RT. =
STA. 29+20.00 ℄ NOISE WALL 2
END CONSTRUCTION

PRECAST CONCRETE BARRIER PLACEMENT DETAIL



SECTION A-A
SEE STD. DWG. TC-4 & TC-5 FOR ADDITIONAL DETAILS
(SHOWN IN DIRECTION OF TRAFFIC)

PRECAST CONCRETE BARRIER PLACEMENT DETAIL



SECTION B-B
SEE STD. DWG. TC-4 & TC-5 FOR ADDITIONAL DETAILS
(SHOWN IN DIRECTION OF TRAFFIC)

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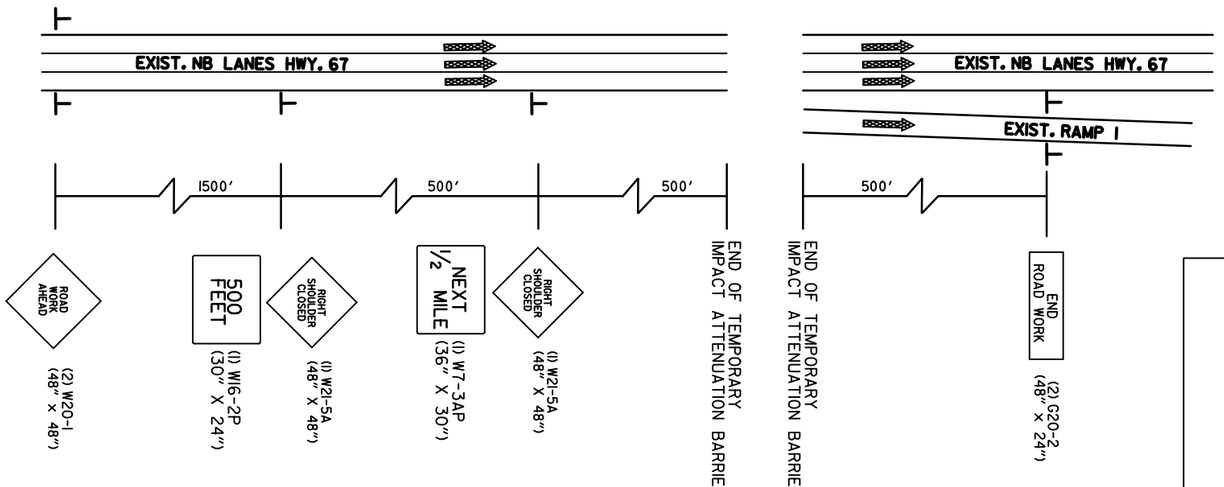
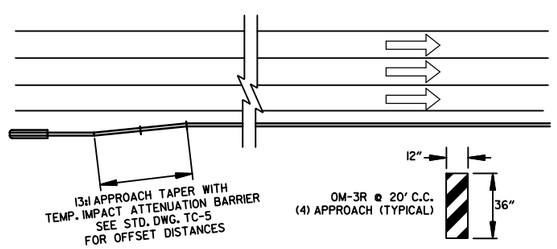


ADVANCE WARNING & LANE CLOSURE SIGN LAYOUT DETAIL

OM-3 PLACEMENT AND PRECAST CONCRETE BARRIER DETAIL



NOISE WALL SPECIAL DETAILS

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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		FURNISHING & INSTALLING PRECAST CONC. BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)
				NO.	SQ. FT.	LIN. FT.	EACH	
W20-1	ROAD WORK AHEAD	48"x48"	2	2	32.0			
G20-2	END ROAD WORK	48"x24"	2	2	16.0			
OM-3R	TYPE 3 OBJECT MARKERS	36'x12"	4	4	12.0			
W7-3AP	NEXT 1/2 MILE	36"x30"	1	1	7.5			
W16-2P	500 FEET	30"x24"	1	1	5.0			
W21-5A	RIGHT SHOULDER CLOSED	48"x48"	2	2	32.0			
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER					1660		
	TEMPORARY IMPACT ATTENUATION BARRIER						1	
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)							1
TOTALS:					**104.5**	**1660**	**1**	**1**

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

REMOVE AND REINSTALL ITEMS

STATION	STATION	LOCATION	DESCRIPTION	THRIE BEAM TERMINAL	SIGNS
				EACH	EACH
565+83.80		HWY. 67 RT.	THRIE BEAM TERMINAL AT BRIDGE END	1	
571+83.50		HWY. 67 RT.	SIGN		1
			TOTALS	**1**	**1**

REMOVAL AND DISPOSAL ITEMS

STATION	STATION	LOCATION	DESCRIPTION	GUARDRAIL	SIGNS
				LIN. FT.	EACH
565+21.30	565+83.80	HWY. 67 RT.	GUARDRAIL	62.5	
569+03.36		HWY. 67 RT.	SIGN		1
			TOTALS	**62.5**	**1**

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

EARTHWORK

STATION	STATION	LOCATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
10+05.00	10+96.39	NOISE WALL 1	28	1
19+88.43	29+20.00	NOISE WALL 2	261	125
* ENTIRE PROJECT - IF AND WHERE DIRECTED BY THE ENGINEER			25	25
TOTALS			**314**	**151**

EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.
*QUANTITY IS ESTIMATED (SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS)

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONCRETE DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FT.	SQ. YD.		M. GAL.
24+00.00		NOISE WALL 2	30	5	17	13	0.2
25+50.00		NOISE WALL 2	19	5	11	8	0.1
*ENTIRE PROJECT - IF AND WHERE DIRECTED BY THE ENGINEER					8	10	0.1
TOTALS					**35**	**32**	**0.4**

*QUANTITY ESTIMATED (SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS)
BASIS OF ESTIMATE : WATER = 12.6 GAL. PER SQ. YD. OF SOLID SODDING

STRUCTURES

STATION	LOCATION	DESCRIPTION	R.C. PIPE CULVERT (CLASS III)	FLARED END SECTION R.C. PIPE CULVERTS	DROP INLET TYPE "ST"	SOLID SODDING	WATER	STANDARD DRAWINGS
			24"	24"				
			LIN. FT.	EACH		S.Y.	M. GAL	
24+00.00	NOISE WALL 2	CONST. TYPE "ST" DROP INLET W/ R.C. PIPE OUTLET W/ F.E.S. ON RT.	16	1	1	12	0.2	FPC-9S, PCC-1, FES-1, FES-2
25+50.00	NOISE WALL 2	CONST. TYPE "ST" DROP INLET W/ R.C. PIPE OUTLET W/ F.E.S. ON RT.	16	1	1	12	0.2	FPC-9S, PCC-1, FES-1, FES-2
TOTALS			32	2	2	24	0.4	

FOR R.C. PIPE CULVERT INSTALLATIONS, USE TYPE 3 BEDDING, UNLESS OTHERWISE SPECIFIED.
BASIS OF ESTIMATE: WATER = 12.6 GAL. PER SQ. YD. SOLID SODDING

NOISE WALL
SPECIAL DETAILS

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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)	SILT FENCE (E-11)	DUMPED RIPRAP SLOPE DRAIN (E-12)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	LIN. FT.	CU.YD.	CU. YD.
ENTIRE	PROJECT	NOISE WALLS	0.21	0.42	0.21	21.4	0.21	0.21	0.21	4.3	40	1050		
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.													10	25
TOTALS:			**0.21**	**0.42**	**0.21**	**21.4**	**0.21**	**0.21**	**0.21**	**4.3**	**40**	**1050**	**10**	**25**

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
NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

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

CONCRETE BARRIER WALL (SIDE TYPE SP-12)

STATION	STATION	LOCATION	LIN. FT.
10+05.00	10+85.80	NOISE WALL 1	81
20+00.00	29+20.00	NOISE WALL 2	920
TOTALS			**1001**

AGGREGATE BASE COURSE

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)	
				TON / STATION	TON
			FEET		
10+05.00	10+98.64	NOISE WALL #1 - UNDER CONCRETE BARRIER WALL	93.64	26.00	24
19+85.65	29+20.00	NOISE WALL #2 - UNDER CONCRETE BARRIER WALL	934.35	26.00	243
TOTAL:					**267**

SOUND REFLECTING NOISE BARRIERS LIGHTWEIGHT PANEL

STATION	STATION	LOCATION	SQ. FT.
10+05.00	10+98.64	NOISE WALL 1	1027
		BRIDGE	2732
19+85.65	29+20.00	NOISE WALL 2	13295
TOTALS			**17054**

NOISE WALL
SPECIAL DETAILS

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SURVEY CONTROL COORDINATES

Project Name: s061276
Date: 10/8/2010
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
73	189137.8375	1270476.9500	246.48	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
74	189891.4473	1271365.2716	247.00	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
75	190611.4443	1272260.9673	247.44	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
76	191470.7366	1273001.8448	256.02	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
77	191920.1555	1273253.0048	273.71	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
78	192546.7820	1273483.3860	275.64	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
79	193699.0104	1273787.8190	256.90	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
80	194576.7618	1274100.5063	272.55	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
81	195577.2856	1275052.5096	266.81	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
82	196421.1141	1275952.6303	276.37	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
83	197070.7766	1276626.0481	285.80	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
100	181626.0186	1258929.4501	267.53	CTL	GPS 600039 AHTD CAP
101	180767.7635	1257920.0889	282.90	CTL	GPS 600039A AHTD CAP
102	181126.3543	1267262.2486	260.10	CTL	GPS 600045A REBAR WITH 2" ALUMINUM CAP
103	182976.8749	1266611.7308	265.34	CTL	GPS 600045 REBAR WITH 2" ALUMINUM CAP
104	200721.5078	1280117.2802	272.51	CTL	GPS 600026A REBAR WITH 2" ALUMINUM CAP
105	202101.8471	1280720.7353	297.16	CTL	GPS 600026 REBAR WITH 2" ALUMINUM CAP
130	192263.0843	1273229.7934	259.17	CTL	COTTON PICKER SPINDLE
131	192104.0915	1273470.7603	259.36	CTL	COTTON PICKER SPINDLE
132	194430.3421	1274271.7510	261.21	CTL	COTTON PICKER SPINDLE
133	194479.7230	1273803.3800	256.74	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
134	195174.6875	1274461.1089	271.30	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
135	197516.7201	1276769.0923	303.51	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
136	196946.1742	1276805.1280	306.65	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
137	201476.5054	1280464.5437	281.45	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
138	201847.6129	1280063.4550	279.80	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
139	201773.4267	1279978.2342	278.62	CTL	5/8" REBAR WITH 2" ALUMINUM CAP
971	192131.1255	1273343.8538	278.31	TBM	SQUARE CUT SOUTHWEST CORNER BRIDGE NORTHBOUND 67
972	194356.3177	1273988.0742	273.35	TBM	SQUARE CUT SOUTHWEST CORNER BRIDGE NORTHBOUND 67
973	195734.2223	1275205.3822	264.07	TBM	SQUARE CUT CENTER DROP INLET
974	196945.7896	1276804.5507	306.61	BM	AHTD DISK NORTHEAST CORNER CATCH BASIN
983	-99999.0000	-99999.0000	247.35	BM	AHTD DISC NORTHEAST CORNER BRIDGE, 440 NORTHBOUND ON RAMP 67
998	-99999.0000	-99999.0000	250.11	BM	NORTHEAST CORNER CONCRETE RAILROAD CROSSING
999	-99999.0000	-99999.0000	244.70	BM	NGS RV 159 RIVET IN HEADWALL

Note - Rebar and Cap - Standard -" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 1.000039357 HAS BEEN USED TO COMPUTE THE GROUND COORDINATES ABOVE.
THIS CAF IS BASED ON JOB R60081
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME r60081gi.ctl
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

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

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 600026 - 600026A,600039 - 600039A,600045 - 600045A
CONVERGENCE ANGLE: 0- 4- 39.4 RIGHT AT 34-51-25.0 LG:92-08-00.2
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

CONSTRUCTION C.L.

	HORIZONTAL ALIGNMENT		HWY. 67	
DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8007	440+40.80	184036.4801	1263798.9419
PC	8025	545+50.43	190527.0985	1272064.7810
PT	8027	569+25.02	192463.0343	1273373.0606
PC	8028	586+11.01	194081.7400	1273844.5889
PT	8030	598+20.53	195102.6220	1274466.7549
PI	8010	599+85.24	195216.0470	1274586.1911
PI	8011	611+85.24	196038.1456	1275460.3503
POE	8012	618+93.46	196524.0461	1275975.5906

	HORIZONTAL ALIGNMENT		NOISE WALL 1	
DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8120	10+00.00	192035.7889	1273295.5923
PI	8121	10+40.00	192072.5856	1273311.2768
PI	8122	10+80.00	192110.2264	1273324.8108
POE	8123	10+96.39	192125.7500	1273330.0627

	HORIZONTAL ALIGNMENT		NOISE WALL 2	
DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8130	19+88.43	192390.5046	1273421.9053
PI	8131	20+00.00	192401.4008	1273425.8103
PI	8132	20+40.00	192439.4255	1273438.2250
PC	8133	22+48.43	192639.5416	1273496.5187
PT	8135	23+68.22	192753.4094	1273533.6361
PC	8136	28+35.37	193192.7543	1273692.3990
PT	8138	29+20.53	193273.4583	1273719.5625

NOISE WALL
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.		CA0604	99	1104

(2) SPECIAL DETAILS

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
1	HWY. 67	557+77.50	191284.9256	1273029.8781	35°37'08" LT	1°30'00"	3819.72'	1227.07'	2374.59'	192.26'	545+50.43	569+25.02	420'	0.043

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BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES

MATCH LINE

EXIST. ROW & C/A

℄ CONST. HWY. 67

546+29.48 149.76 LT

549+50.00 143.41 LT

554+00.00 165.15 LT

556+50.00 179.09 LT

560+50.00 274.04 LT

567+83.66 625.58 LT

567+81.58 530.24 LT

566+00.00 520.00 LT

564+00.00 480.00 LT

8025 PC

PN: 75 CTL

PBM PN: 970

546+23.52 150.18 RT

SURVEY BASELINE

N 40°46'04" E 1134.58'

N 5°51'35" E

N 29°11'56" E 514.84'

PN: 76 CTL

N 16°14'27" E

PN: 77 CTL

N 19°46'35" E

N 23°05'10" E

N 3°52'20" W 343.71'

PN: 130 CTL

8120 POB

8121 PI

8122 POE

8123 BM

566+84.39 189.19 RT

PN: 971

N 18°41'29" E

NOISE WALL 1

565+70.00 265.00 RT

563+19.82 182.78 RT

565+32.93 228.26 RT

564+11.90 330.59 RT

563+87.02 376.66 RT

565+60.27 362.18 RT

565+55.44 412.18 RT

566+65.00 258.00 RT

566+56.00 301.00 RT

EXIST. ROW & C/A

EXIST. ROW & C/A

EXIST. ROW & C/A

REDMOND RD.

540+00 545+00 550+00 555+00 560+00 565+00 570+00 45+00

SCALE IN FEET
0 100 200 400

NOISE WALL 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.		CA0604	100	1104

(2) SPECIAL DETAILS

LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
HWY. 67	592+30.21	194676.2281	1274017.7631	30°14'17" RT	2°30'00"	2291.83'	619.20'	1209.52'	82.17'	586+11.01	598+20.53	420'	0.067
NOISE WALL 2	23+08.35	192697.0631	1273513.2747	3°37'38" RT	3°01'41"	1892.16'	59.91'	1119.78'	0.95'	22+48.43	23+68.22	NA	NA
NOISE WALL 2	28+77.96	193232.8063	1273706.8723	2°31'53" LT	2°58'21"	1927.53'	42.59'	85.16'	0.47'	28+35.37	29+20.53	NA	NA

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8059
569+01.14 690.00 LT
569+17.62 620.00 LT
569+58.44 580.00 LT
EXIST. ROW
570+60.00 155.00 LT
570+90.66 107.77 LT
568+20.28 165.00 LT
570+91.37 82.78 LT
EXIST. ROW & C/A
EXIST. ROW & C/A
575+75.00 96.44 LT
576+00.00 105.00 LT
577+00.00 99.97 LT
583+75.00 119.04 LT
EXIST. ROW & C/A
586+00.00 160.34 LT
588+15.15 265.00 LT
588+00.00 216.91 LT
EXIST. ROW & C/A
MAIN ST.
RAMP 4
PN: 133
591+10.00 210.00 LT
590+44.83 207.96 LT
590+29.84 202.73 LT
590+22.29 185.00 LT
593+05.35 320.90 LT
593+90.00 232.21 LT
593+30.00 235.00 LT
593+61.16 292.07 LT
EXIST. ROW & C/A
591+82.93 111.15 LT
PI (7)
N 1°08'31" E 780.87'
N 16°14'27" E
8028
N 71°54'48" E 312.57'
PN: 80
N 31°05'37" E 698.25'
594+68.83 415.61 LT
594+48.33 297.21 LT
PC 594+96.95 206.17 LT
595+94.35 111.35 LT
594+46.93 122.90 LT
EXIST. ROW
N 46°28'44" E
PT
BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES
PN: 79
8095
SURVEY BASELINE
1191.77'
℄ CONST. HWY. 67
N 16°14'27" E
N 14°48'00" E
8138
N 17°20'12" E
PN: 130
N 41°47'35" E 380.52'
8027
N 16°14'27" E
8135 NOISE WALL 2
N 19°52'05" E
8136
PC
PT
8133
PC
PT
8131
POB
PT
8132
PT
PN: 78
8123
POE
BM
PN: 971
N 19°42'59" E
N 18°04'53" E
EXIST. ROW & C/A
571+94.19 164.42 RT
570+99.14 192.11 RT
577+67.12 148.23 RT
578+90.00 144.76 RT
578+57.00 153.00 RT
578+30.00 165.00 RT
577+92.40 199.18 RT
577+21.13 445.63 RT
576+69.88 450.71 RT
EXIST. ROW
EXIST. ROW
583+50.53 131.75 RT
586+00.00 147.67 RT
586+46.93 150.25 RT
588+42.86 187.49 RT
589+90.73 204.79 RT
590+37.35 332.13 RT
591+97.00 203.18 RT
592+27.84 255.47 RT
594+47.01 130.14 RT
590+36.20 284.88 RT
593+33.09 294.50 RT
594+19.94 314.32 RT
596+33.25 425.75 RT
597+50.05 530.95 RT
EXIST. ROW
570+00
575+00
580+00
585+00
590+00
595+00
566+84.39 189.18 RT
565+70.00 265.00 RT
566+65.00 258.00 RT
565+83.58 367.77 RT
566+56.00 301.00 RT
565+73.83 416.60 RT
REDMOND RD
565+90.00 610.00 RT

SCALE IN FEET
0 50 100 200

NOISE WALL 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.		CA0604	101	1104

(2) SPECIAL DETAILS

1. CONTROL POINT STATIONS AND OFFSETS ARE MEASURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0604 "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
4. REFER TO TYPICAL SECTION SHEETS FOR ADDITIONAL INFORMATION.
5. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE REFLECTIVE PANELS.
6. CONTRACTION JOINT LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.
7. FABRICATOR SHALL DESIGN AND PROVIDE DOCUMENTATION TO ALLOW DIFFERENTIAL MOVEMENTS AT THE BRIDGE ENDS BETWEEN BRIDGE DECK AND ADJACENT PAVEMENT. DEVELOPING THE DESIGN AND PROVIDING THE DOCUMENTATION IS SUBSIDIARY TO SP JOB CA0604 "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
8. DO NOT PLACE NOISE WALL STEEL POST BETWEEN C.L. HWY. 67 STATIONS 565+84.01 TO 565+94.01 TO AVOID CONFLICT WITH EXISTING WINGWALL.
9. DO NOT PLACE NOISE WALL STEEL POST BETWEEN C.L. HWY. 67 STATIONS 568+71.54 TO 568+81.54 TO AVOID CONFLICT WITH EXISTING WINGWALL.

STA. 565+00 ℄ HWY. 67
EXISTING OVERHEAD SIGN STRUCTURE (OH-067-60)
RETAIN

STA. 569+03.36 ℄ HWY. 67
EXISTING GROUND MOUNTED SIGN (LGF-067)
REMOVE

STA. 571+83.50 ℄ HWY. 67
EXISTING SIGN (SS-067)
REMOVE & REINSTALL

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THE CENTERLINE STATIONING FOR NOISE WALLS 1 & 2 ARE INDEPENDENT OF THE MAINLINE (HWY. 67) STATIONING

CITY PARK

GOODSELL TRUCK ACCESSORIES

PAVED PARKING

PARKING

OVERHEAD ELECTRIC

EXIST. ROW & C/A

RAILROAD EXIST. ROW & C/A

REDMOND RD.

NOISE WALL 1

NOISE WALL 2

NOISE WALL 3

RAMP 1

RAMP 1

CONST. LIMITS

℄ EXIST. HWY. 67

N 16°14'27" E

N 23°05'10" E

N 19°46'35" E

N 18°41'29" E

N 19°42'59" E

N 18°04'53" E

N 19°52'05" E

N 17°20'12" E

P.I. 10+40.00

P.I. 10+80.00

P.I. 10+00.00

P.I. 10+96.39

P.I. 20+00.00

P.I. 20+40.00

P.I. 23+08.35

P.I. 28+35.37

P.T. 569+25.02

P.C. 22+48.43

P.T. 23+68.22

P.C. 28+77.96

24" RCP

36" RCP

10" S.S.

CONC.

WATER LINE

SANITARY SEWER

STORM SEWER

EXIST. ROW

NOISE BARRIER WALL WITH CONCRETE BARRIER WALL

565+00

570+00

575+00

20+00

25+00

STA. 577+99.49 ℄ HWY. 67, 106.01' RT. =
STA. 29+20.00 ℄ NOISE WALL 2
END CONSTRUCTION

STA. 565+96.65 ℄ HWY. 67, 67.58' RT. =
STA. 10+96.39 ℄ NOISE WALL 1
BEGIN NOISE
WALL ON BRIDGE

STA. 568+67.49 ℄ HWY. 67, 67.58' RT. =
STA. 19+88.43 ℄ NOISE WALL 2
END NOISE
WALL ON BRIDGE

STA. 565+04.88 ℄ HWY. 67, 69.21' RT. =
STA. 10+05.00 ℄ NOISE WALL
BEGIN CONSTRUCTION

NOTE: THE EXISTING GUARDRAIL SHALL BE REMOVED IN SUCH A MANNER THAT THE PROPOSED THRIE BEAM TERMINAL CAN BE ATTACHED TO THE PROPOSED CONCRETE BARRIER WALL (SIDE TYPE SP-12) AND THE REMAINING EXISTING GUARDRAIL.

℄ NOISE WALL 2
P.I. = 23+08.35
DELTA = 3°37'38" RT
DOC = 3°01'41"
T = 59.91'
L = 119.79'
E = 0.95'
P.C. = 22+48.43
P.T. = 23+68.22

℄ NOISE WALL 2
P.I. = 28+77.96
DELTA = 2°31'53" LT
DOC = 2°58'21"
T = 42.59'
L = 85.16'
E = 0.47'
P.C. = 28+35.37
P.T. = 29+20.53

STA. 24+00 CONSTRUCT
TYPE ST DROP INLET ALONG BARRIER WALL (3' X 3' X H=5'-0") WITH 24" X 16' R.C. PIPE OUTLET ON RT. (CLASS III)(TYPE 3 BEDDING) WITH FES.
CONCRETE DITCH PAVING (TYPE B, W=5'-0") WITH ENERGY DISSIPATORS = 17 SQ YD.

STA. 25+50 CONSTRUCT
TYPE ST DROP INLET ALONG BARRIER WALL (3' X 3' X H=5'-0") WITH 24" X 16' R.C. PIPE OUTLET ON RT. (CLASS III)(TYPE 3 BEDDING) WITH FES.
CONCRETE DITCH PAVING (TYPE B, W=5'-0") WITH ENERGY DISSIPATORS = 11 SQ YD.

NOISE WALL 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.		CA0604	102	1104

(2) SPECIAL DETAILS

ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	NOISE ABATEMENT PROFILE ELEVATION
C.L. HWY. 67	565+04.88	69.21 RT.	C.L. NOISE WALL 1	10+05.00	C.L.	291.90
C.L. HWY. 67	565+95.00	67.58 RT.	----------NOISE WALL ON BRIDGE----------			SEE NOISE WALL ON BRIDGE TYPICAL
C.L. HWY. 67	567+00.00	67.58 RT.	----------NOISE WALL ON BRIDGE----------			SEE NOISE WALL ON BRIDGE TYPICAL
C.L. HWY. 67	568+00.00	67.58 RT.	----------NOISE WALL ON BRIDGE----------			SEE NOISE WALL ON BRIDGE TYPICAL
C.L. HWY. 67	568+71.00	67.58 RT.	----------NOISE WALL ON BRIDGE----------			SEE NOISE WALL ON BRIDGE TYPICAL
C.L. HWY. 67	569+00.00	68.57 RT.	C.L. NOISE WALL 2	20+17.20	C.L.	294.70
C.L. HWY. 67	570+00.00	69.17 RT.	C.L. NOISE WALL 2	21+19.41	C.L.	292.60
C.L. HWY. 67	571+00.00	69.17 RT.	C.L. NOISE WALL 2	22+19.41	C.L.	290.60
C.L. HWY. 67	571+99.33	70.47 RT.	C.L. NOISE WALL 2	23+18.76	C.L.	288.15
C.L. HWY. 67	572+98.69	76.12 RT.	C.L. NOISE WALL 2	24+18.29	C.L.	285.70
C.L. HWY. 67	573+98.49	82.45 RT.	C.L. NOISE WALL 2	25+18.29	C.L.	282.00
C.L. HWY. 67	574+98.29	88.78 RT.	C.L. NOISE WALL 2	26+18.29	C.L.	278.40
C.L. HWY. 67	575+98.09	95.10 RT.	C.L. NOISE WALL 2	27+18.29	C.L.	275.70
C.L. HWY. 67	576+97.89	101.43 RT.	C.L. NOISE WALL 2	28+18.29	C.L.	273.10
C.L. HWY. 67	577+99.49	106.01 RT.	C.L. NOISE WALL 2	29+20.00	C.L.	271.00

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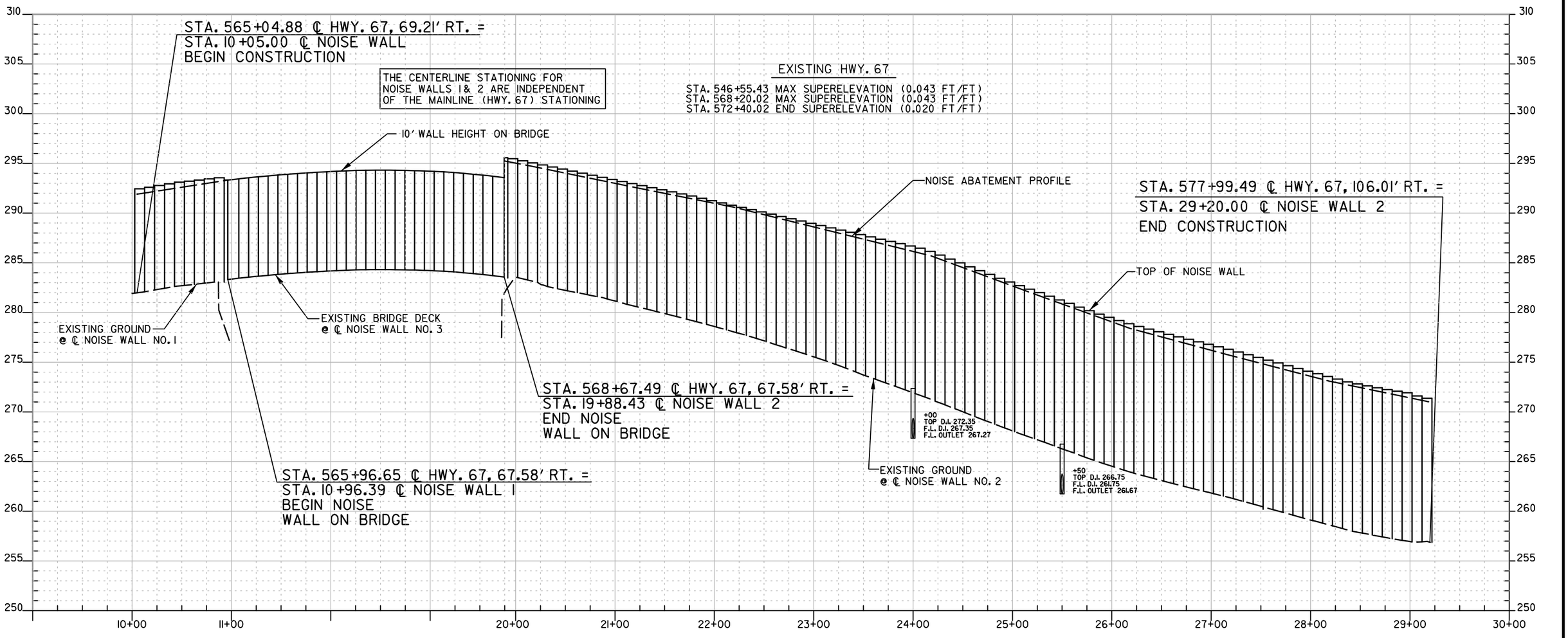
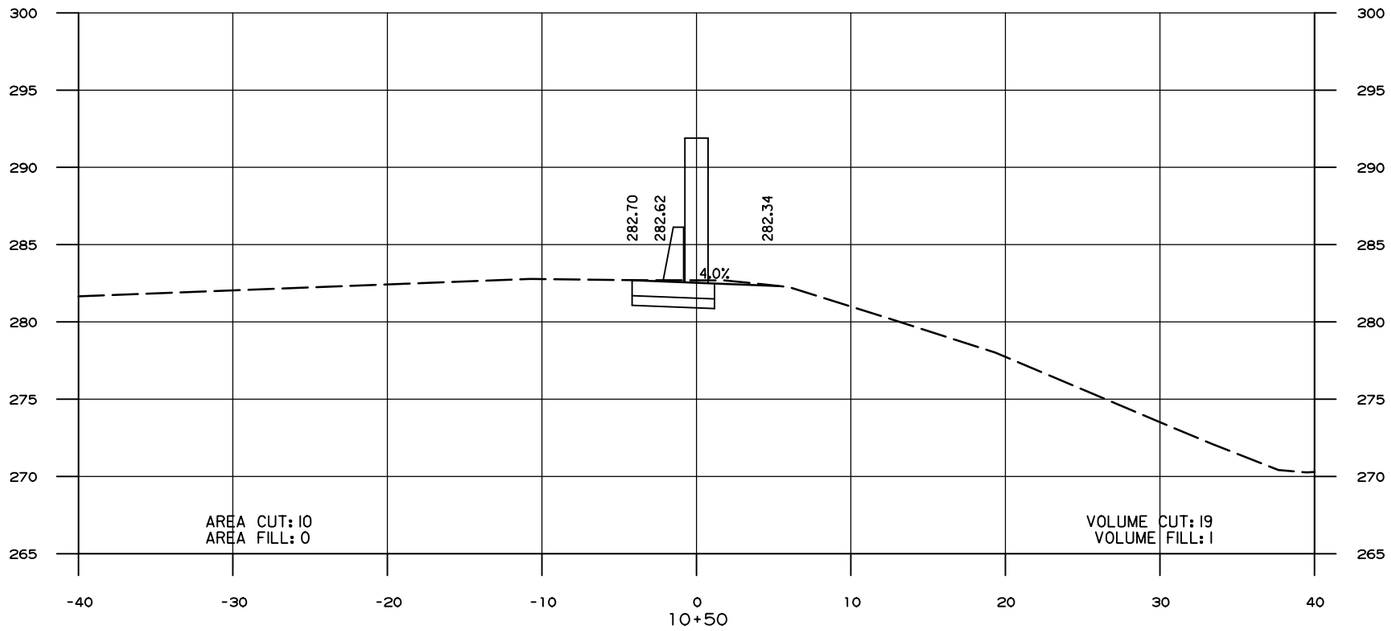


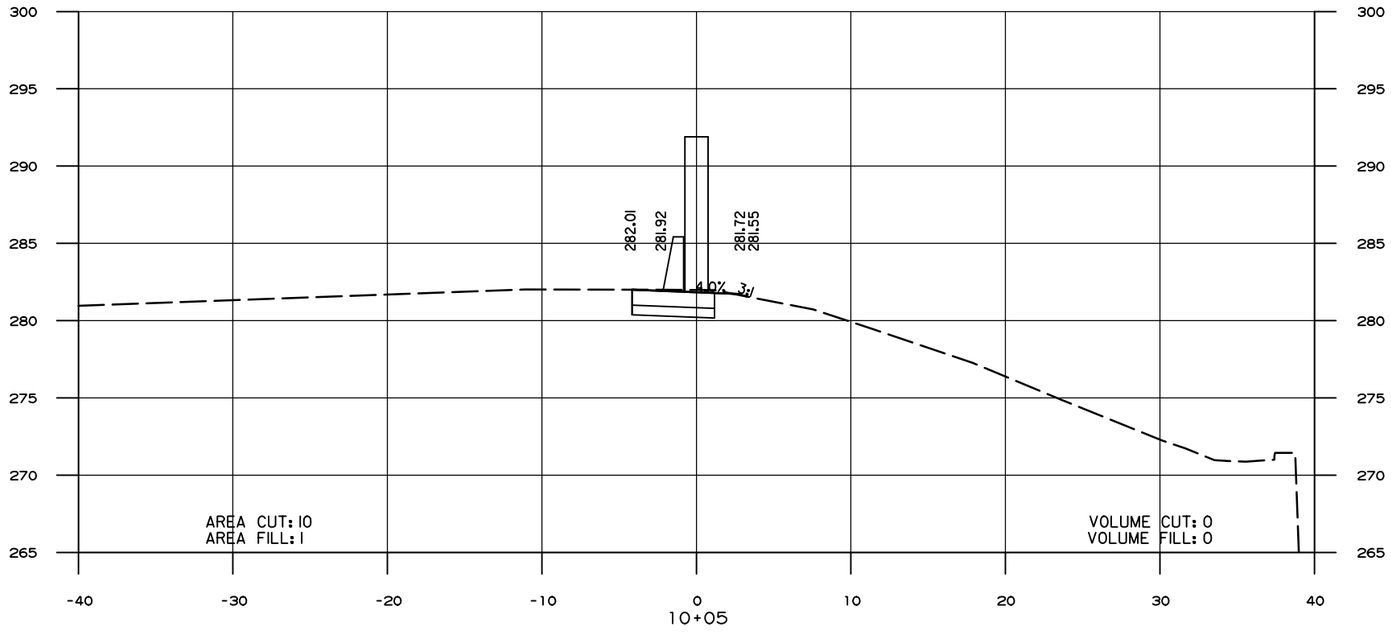
NOTE: NOISE WALL QUANTITY IS BASED ON AREA OF WALL REQUIRED TO ENCAPSULATE THE NOISE ABATEMENT PROFILE WITH 10′ NORMAL POST SPACING AND LEVEL TOP OF PANELS. ACTUAL WALL AREA WILL VARY BASED ON ACTUAL POST SPACING AND TOP OF WALL ELEVATIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR ADDITIONAL WALL AREA. SEE SP JOB CA0604 "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".

NOISE WALL
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.		CA0604	103	1104

(2) SPECIAL DETAILS





BEGIN CONSTRUCTION STA. 10+05

NOTE:
CONTRACTOR SHALL CONFIRM EXISTING SLOPES IN THE FIELD PRIOR TO CONSTRUCTING WIDENING FOR THE PROPOSED NOISE WALL.

STATE OF ARKANSAS
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NOISE WALL 1
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.		CA0604	104	1104

(2) SPECIAL DETAILS

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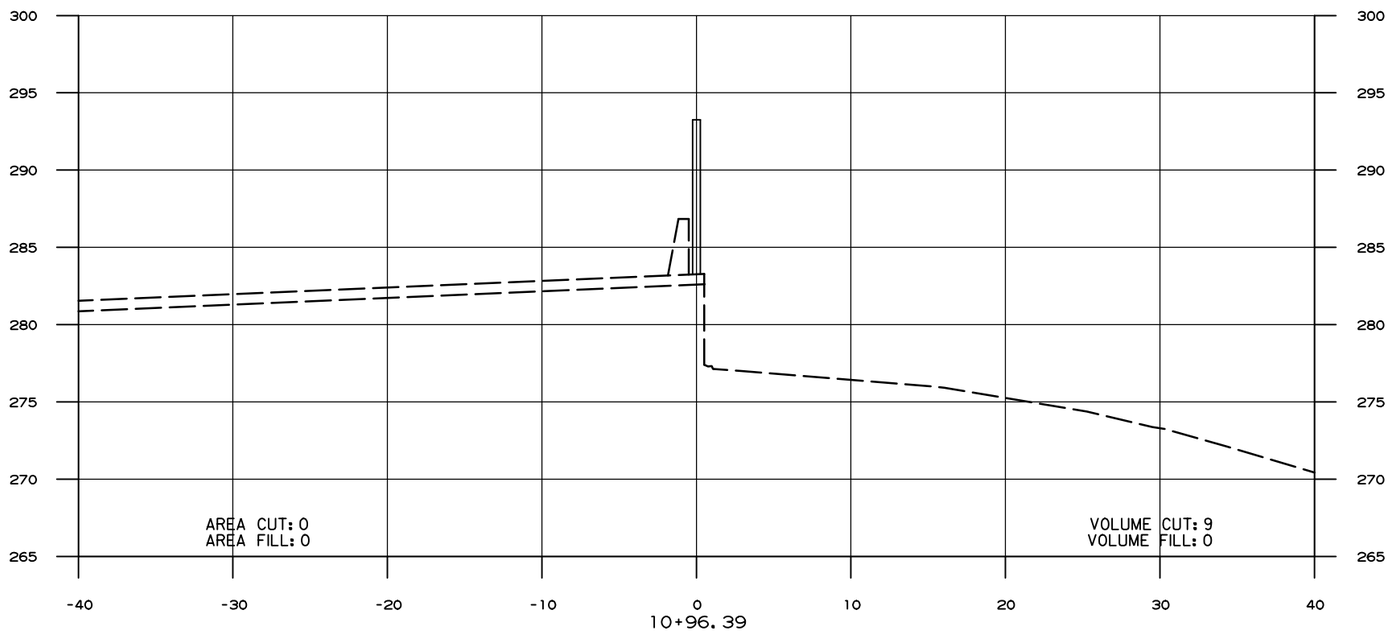
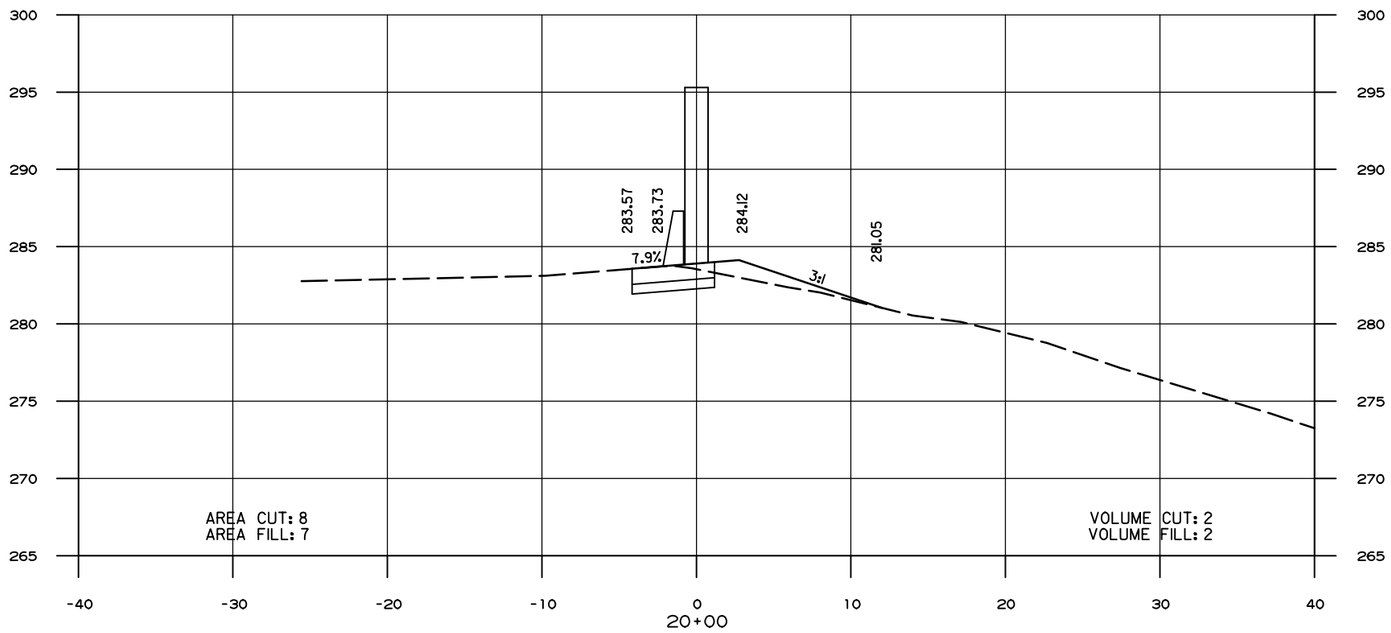


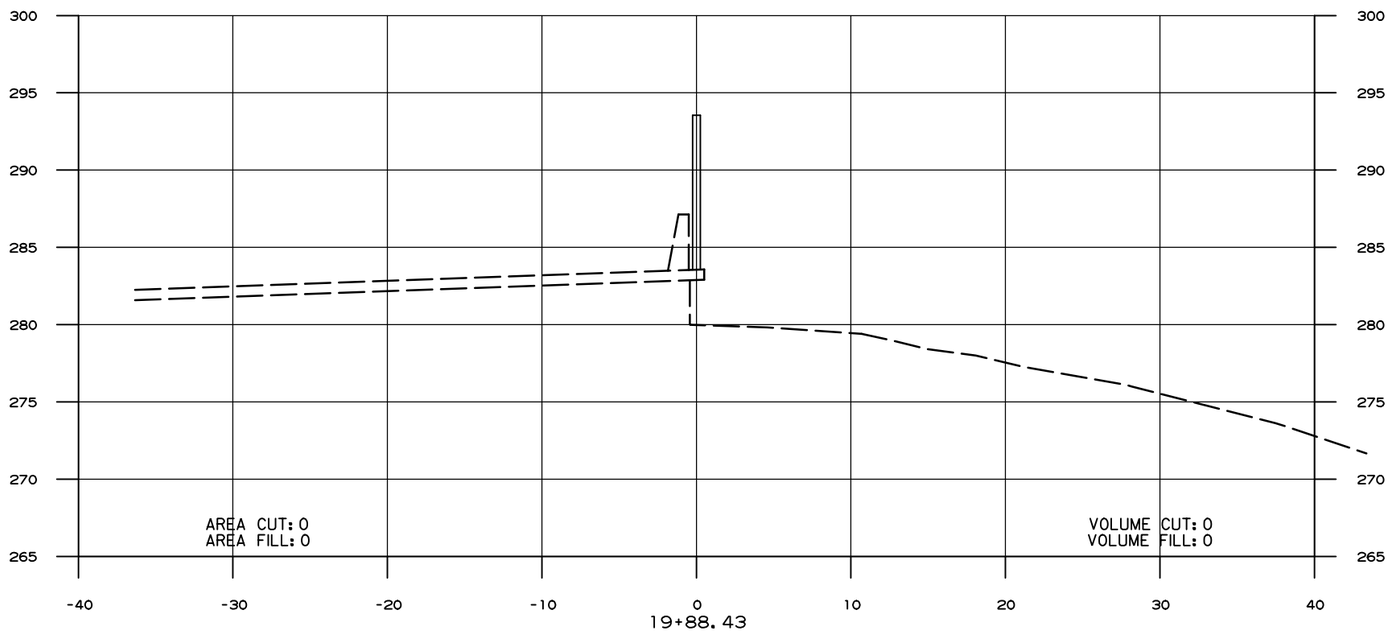
END CONSTRUCTION STA. 10+96.39

NOISE WALL 1
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.		CA0604	105	1104

(2) SPECIAL DETAILS





BEGIN CONSTRUCTION STA. 19+88.43

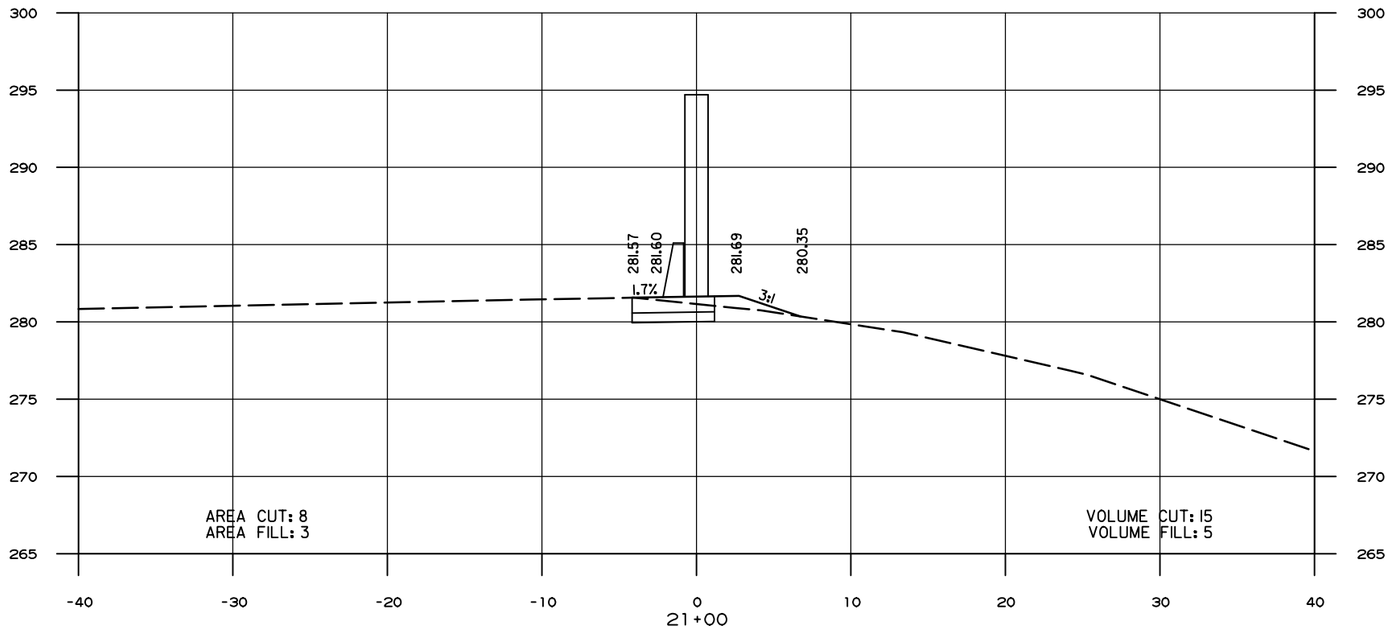
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

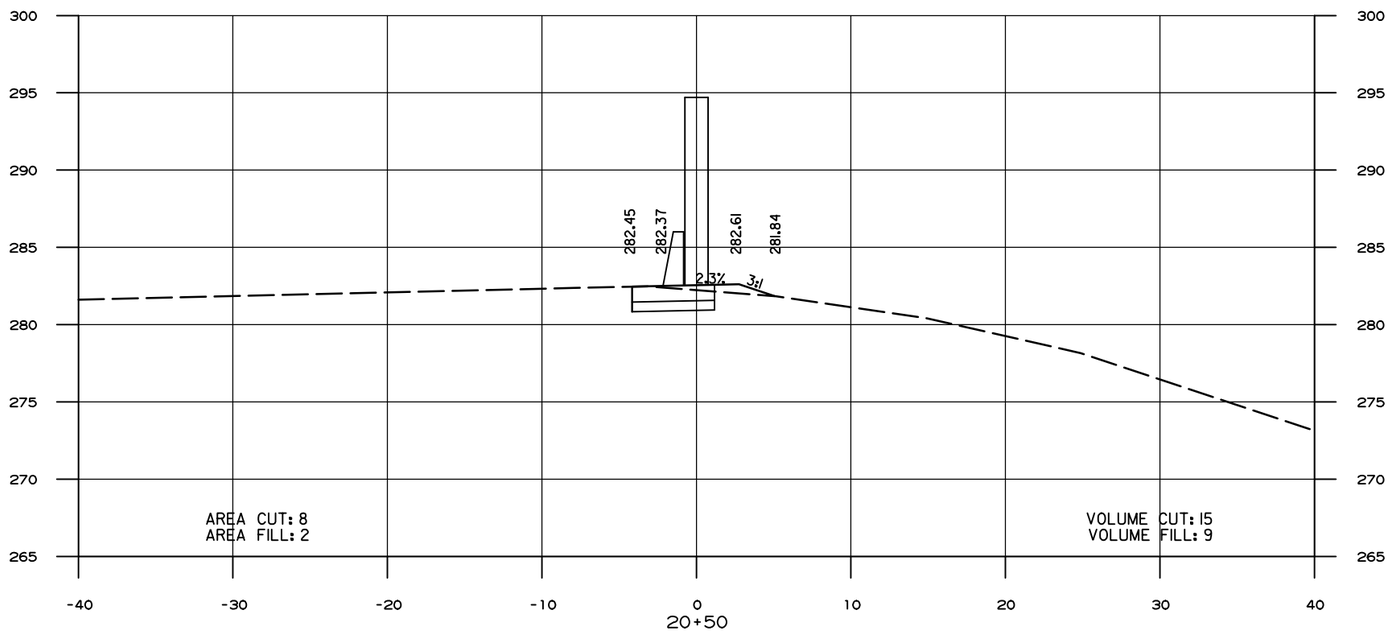
DIGITALLY SIGNED 05-04-2022

NOISE WALL 2
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.		CA0604	106	1104

(2) SPECIAL DETAILS





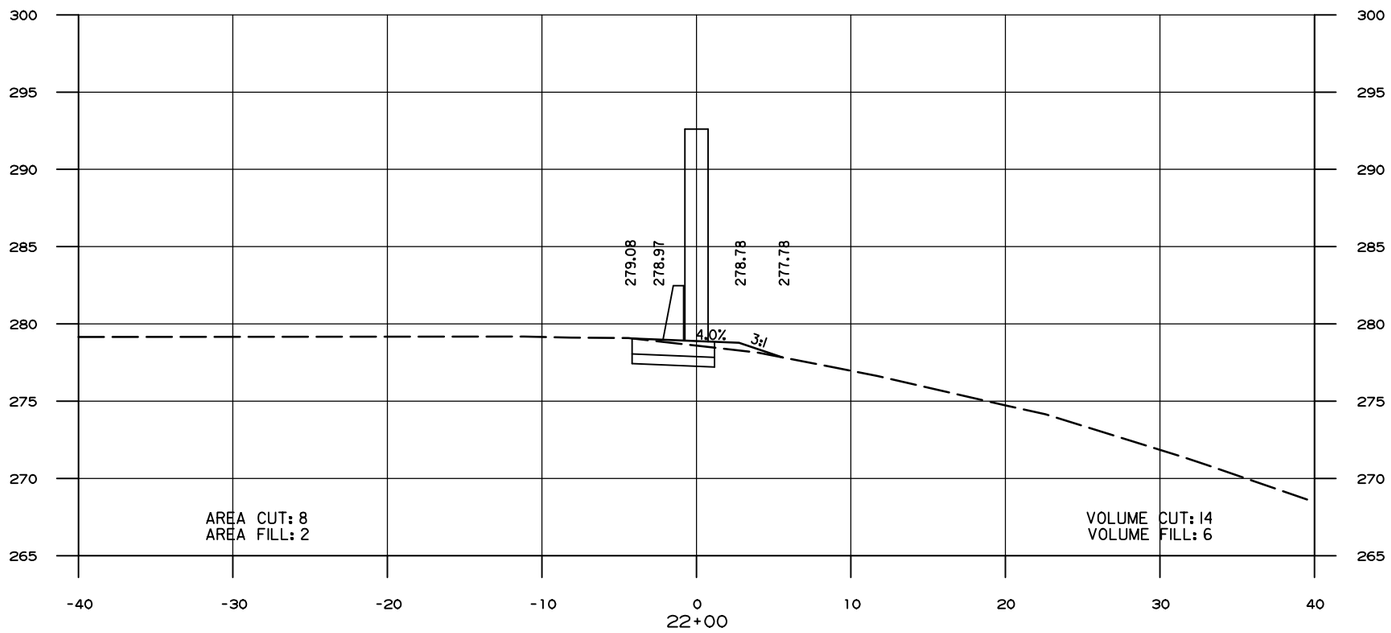
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

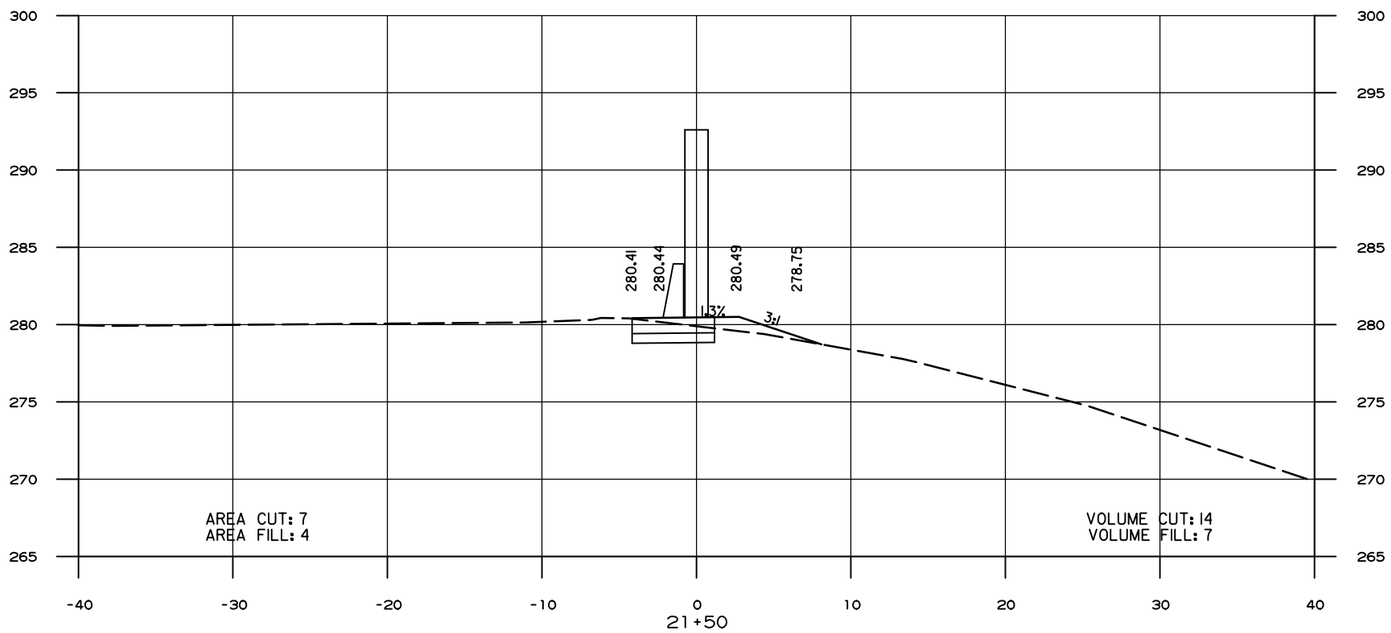
DIGITALLY SIGNED 05-04-2022

NOISE WALL 2
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.		CA0604	107	1104

(2) SPECIAL DETAILS





STATE OF ARKANSAS
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No.18018
JUSTIN P. CARNEY

DIGITALLY SIGNED 05-04-2022

NOISE WALL 2
SPECIAL DETAILS

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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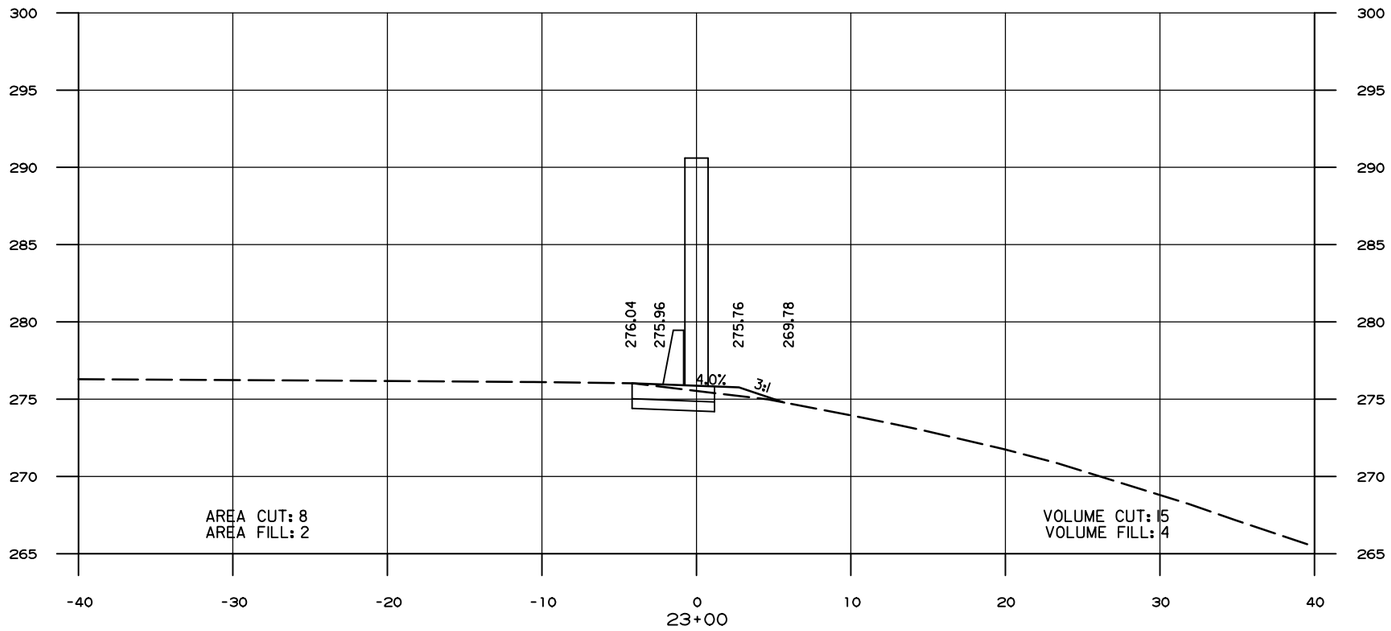
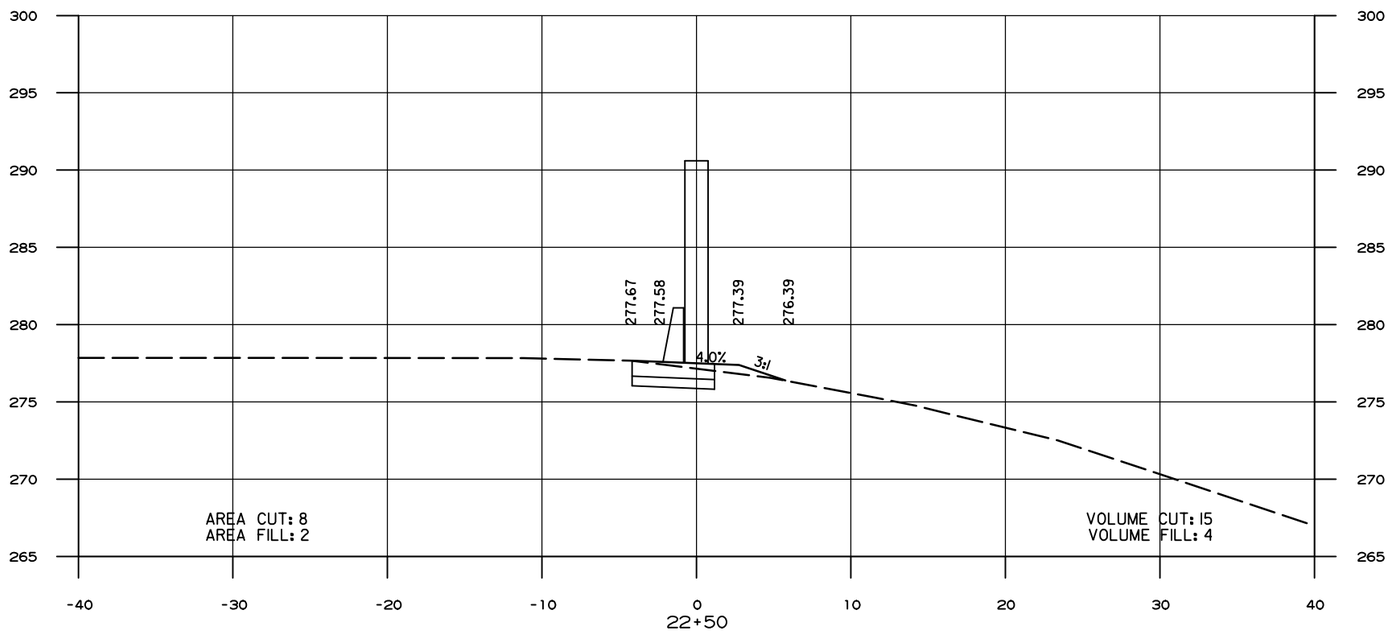
				JOB NO.		CA0604	108	1104

(2) SPECIAL DETAILS



DIGITALLY SIGNED 05-04-2022

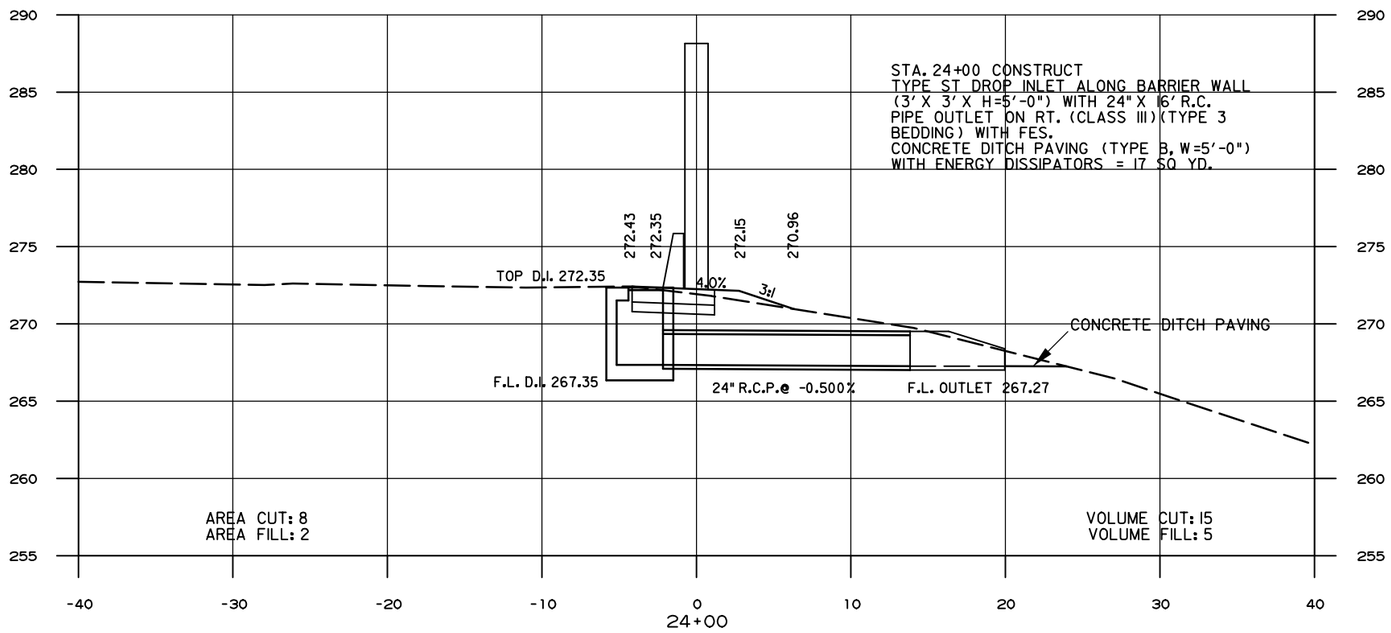


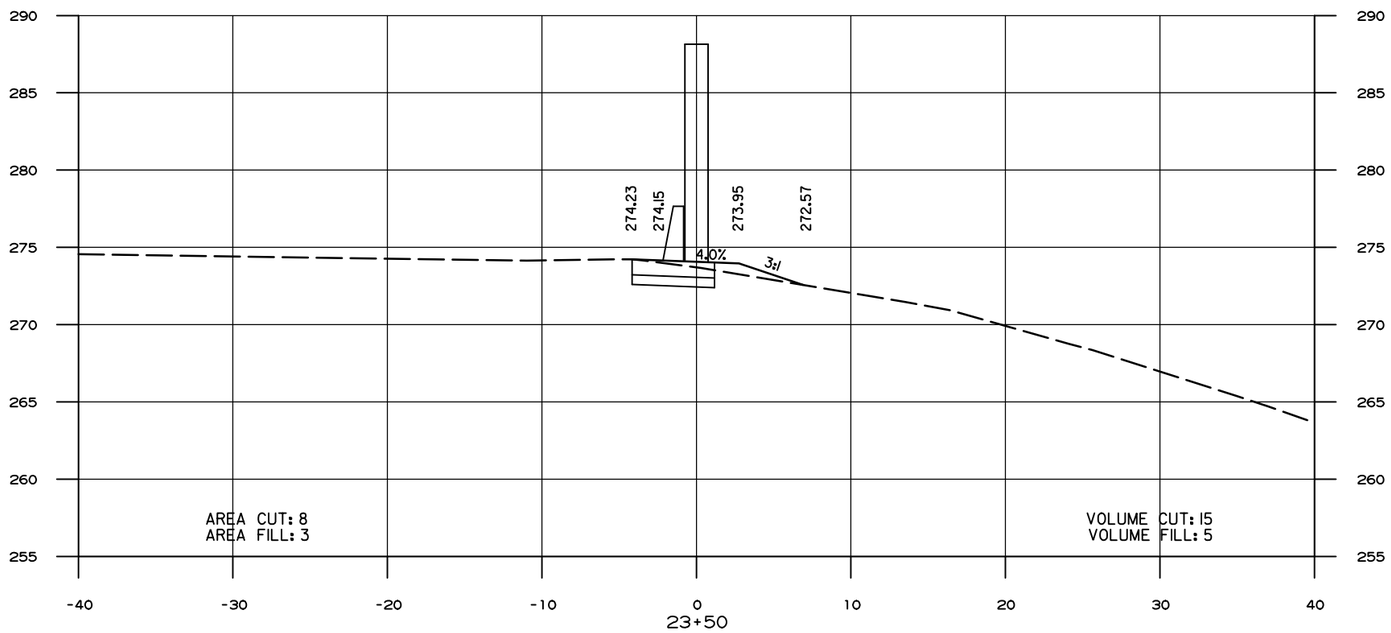


NOISE WALL 2
SPECIAL DETAILS

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.		CA0604	109	1104

(2) SPECIAL DETAILS





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

DIGITALLY SIGNED 05-04-2022

NOISE WALL 2
SPECIAL DETAILS

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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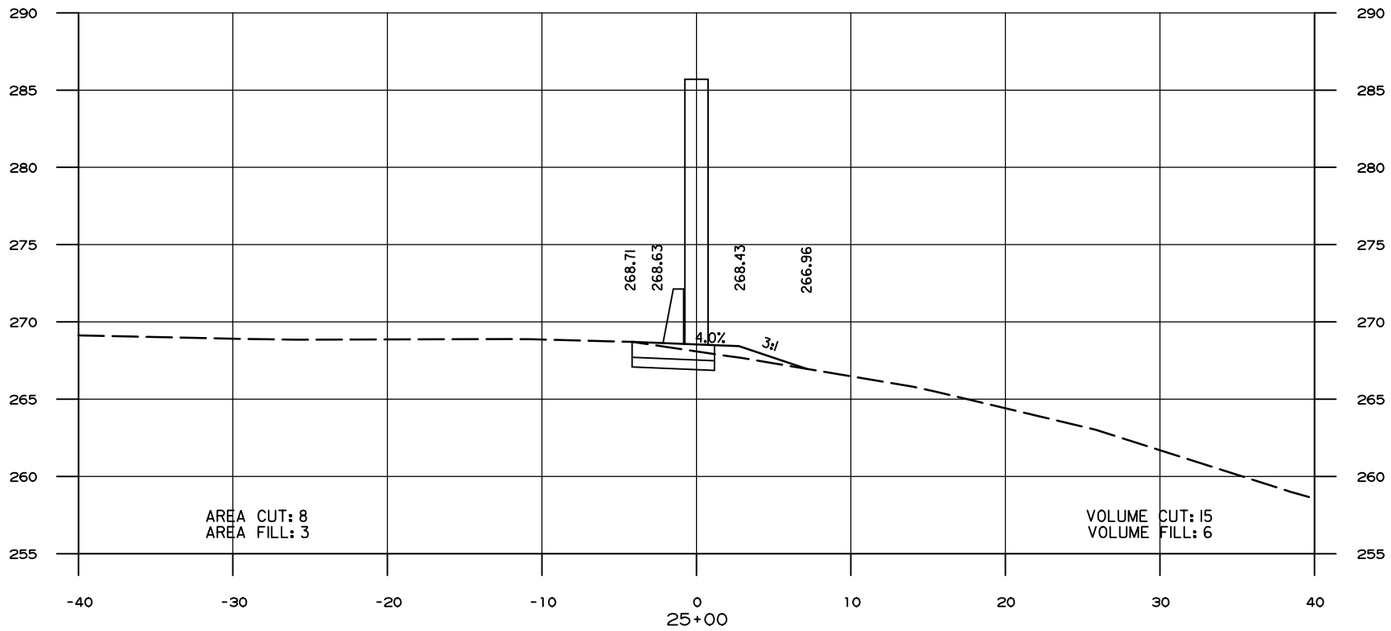
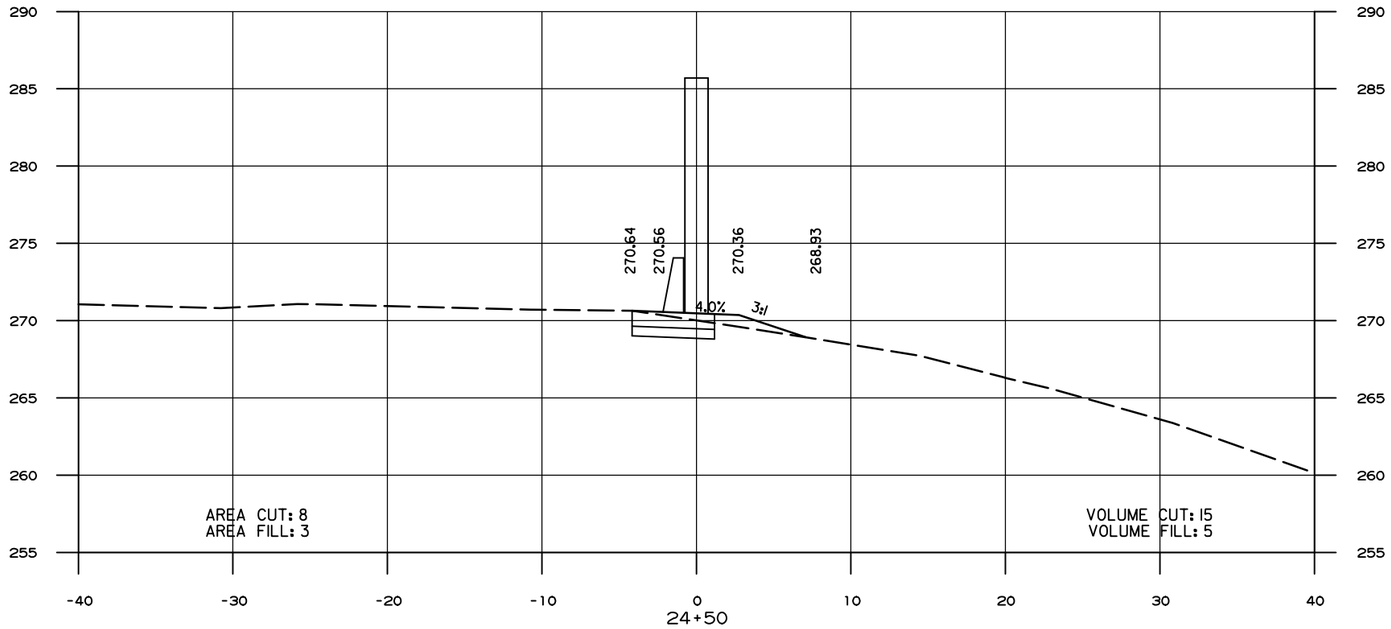
				JOB NO.		CA0604	110	1104

(2) SPECIAL DETAILS





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

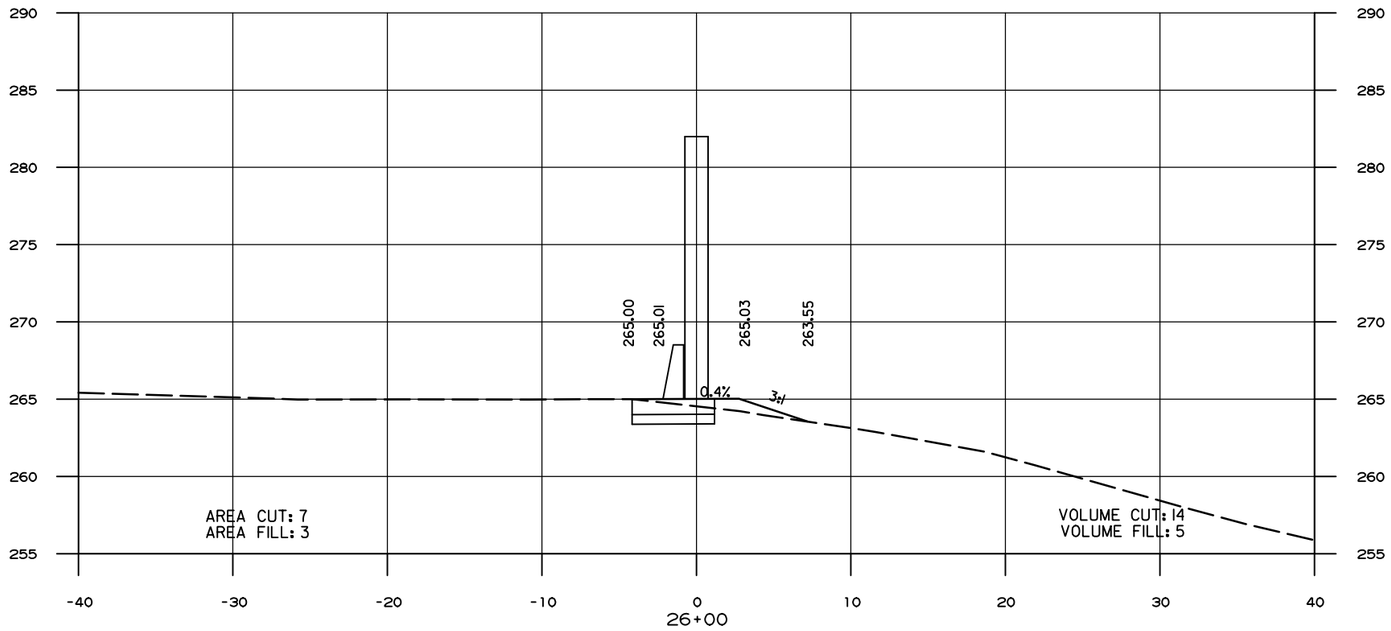
DIGITALLY SIGNED 05-04-2022

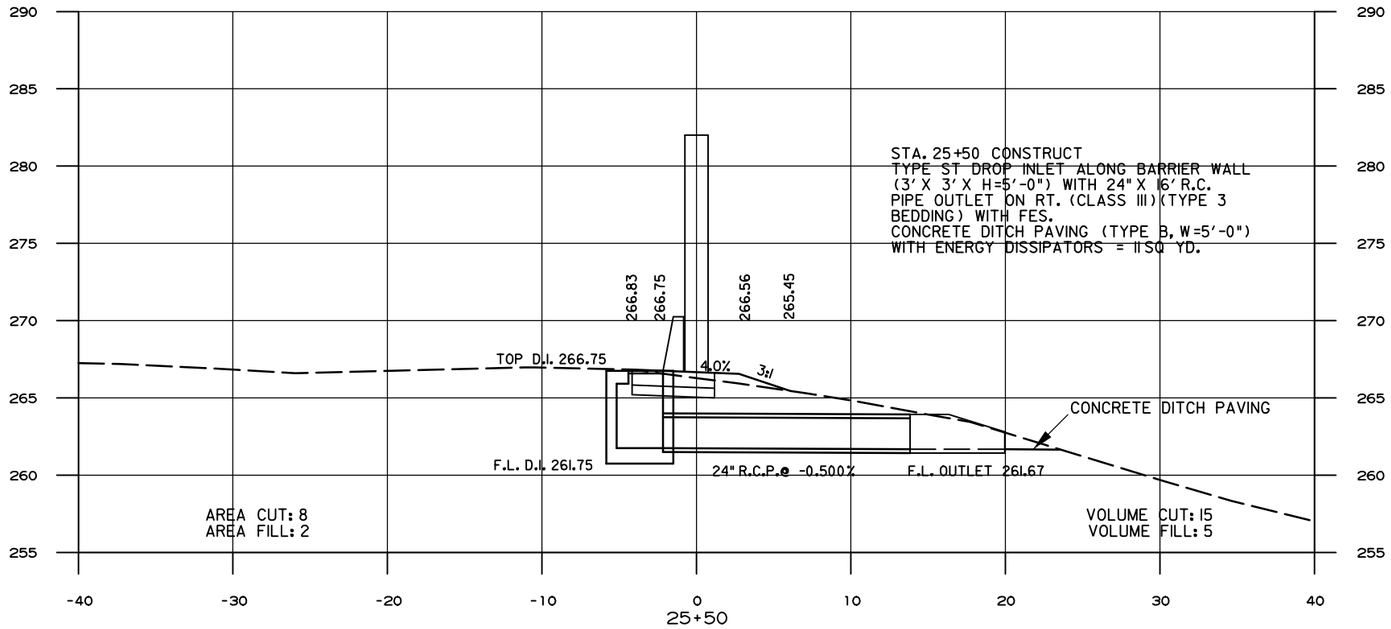
NOISE WALL 2
SPECIAL DETAILS

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.		CA0604	111	1104

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY
DIGITALLY SIGNED 05-04-2022

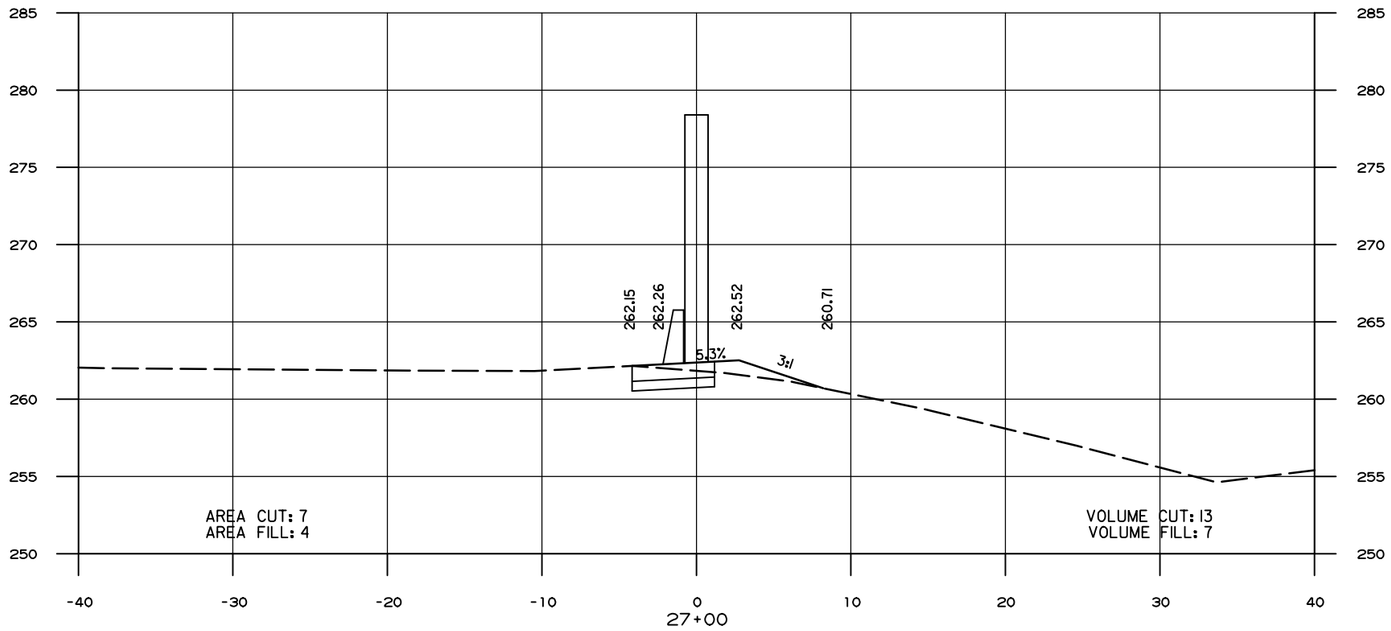


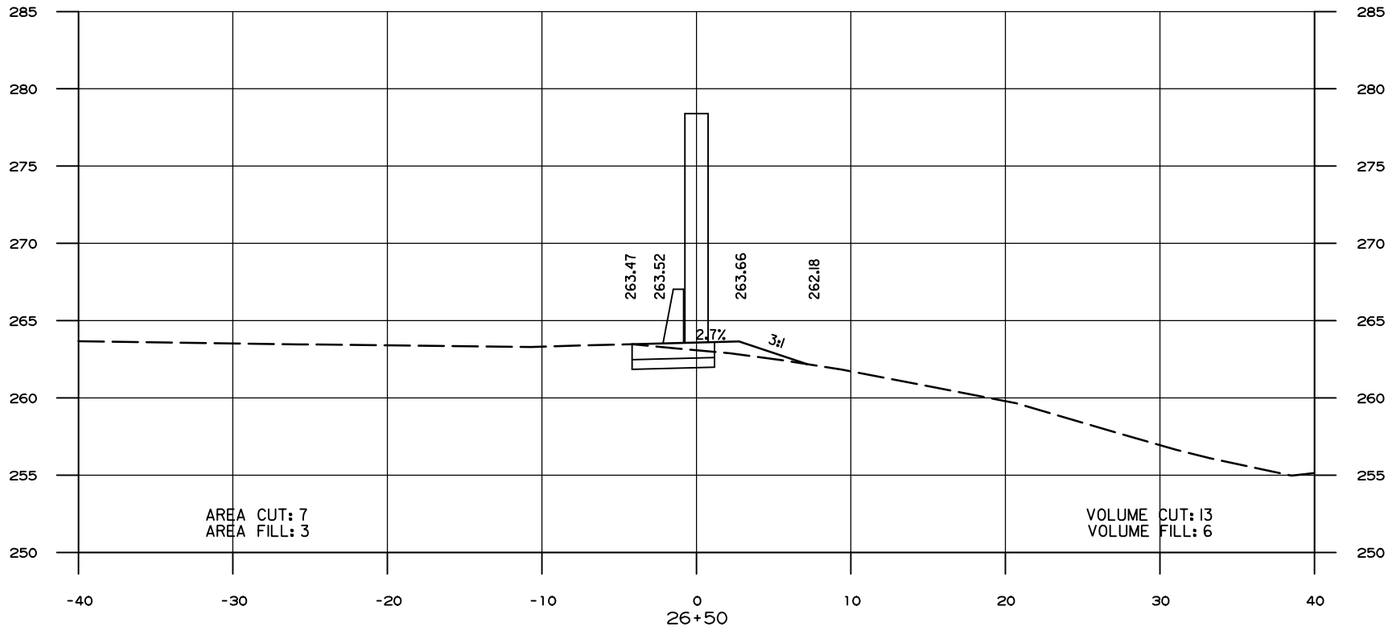


NOISE WALL 2
SPECIAL DETAILS

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.		CA0604	112	1104

(2) SPECIAL DETAILS





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

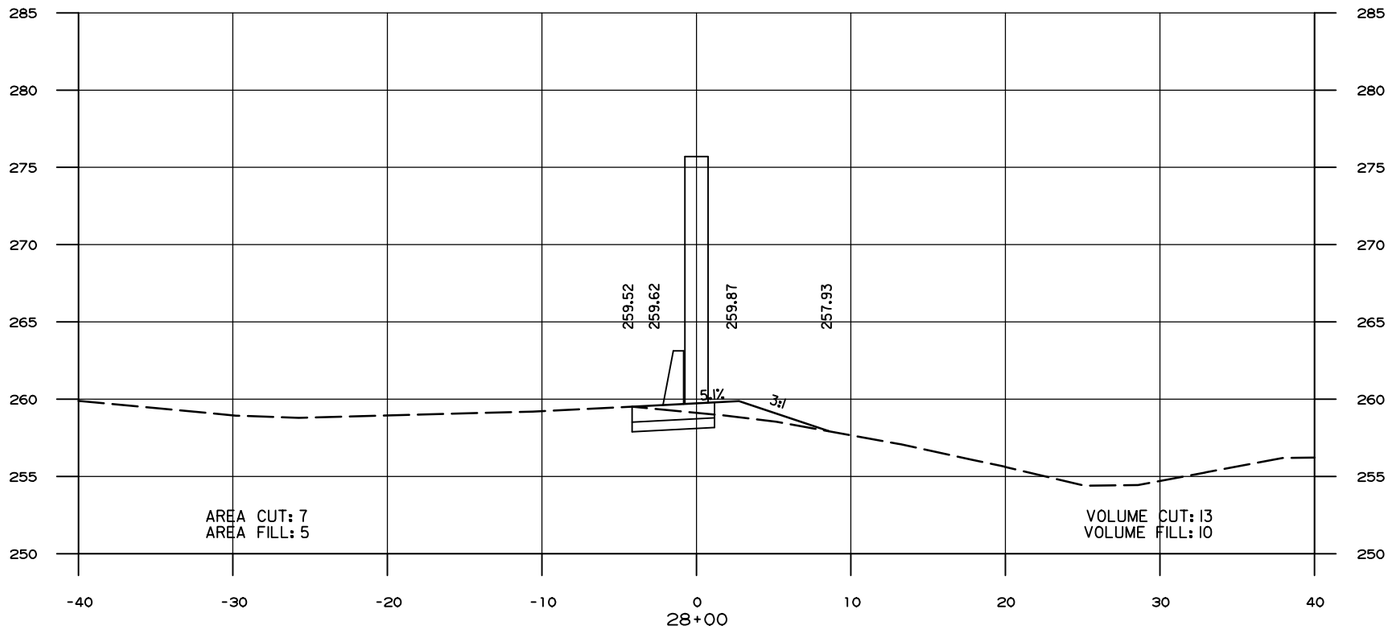
DIGITALLY SIGNED 05-04-2022

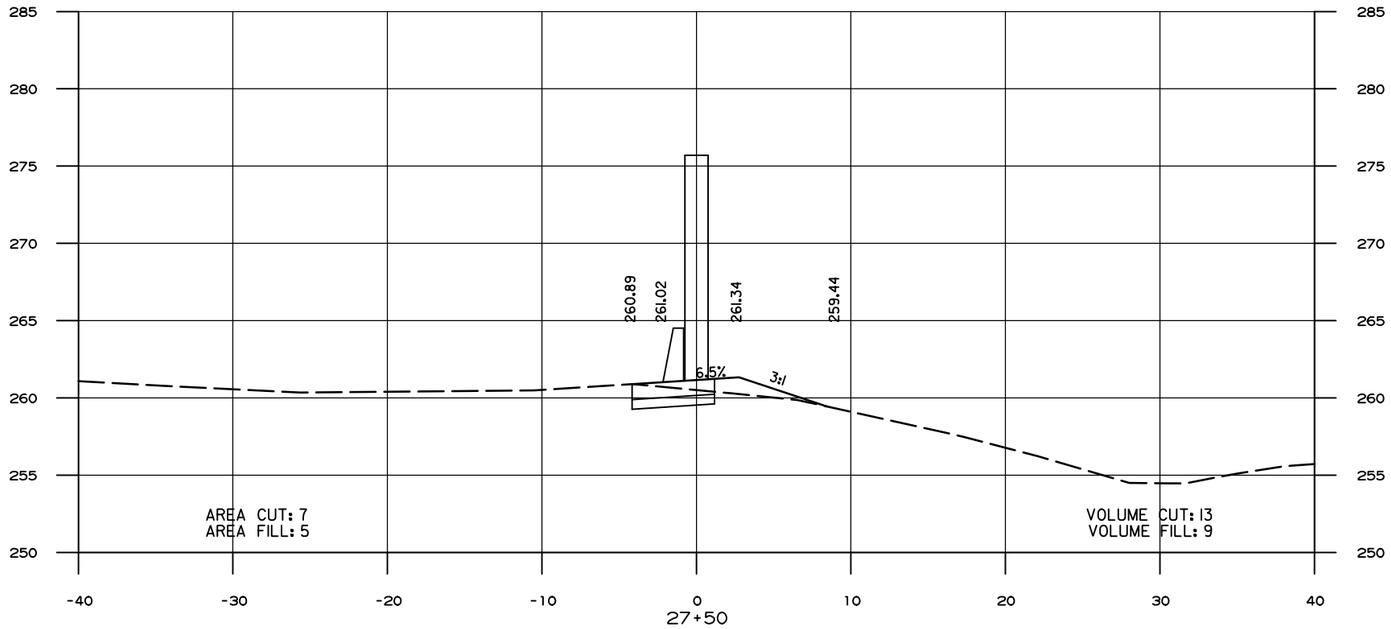
NOISE WALL 2
SPECIAL DETAILS

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.		CA0604	113	1104

(2) SPECIAL DETAILS





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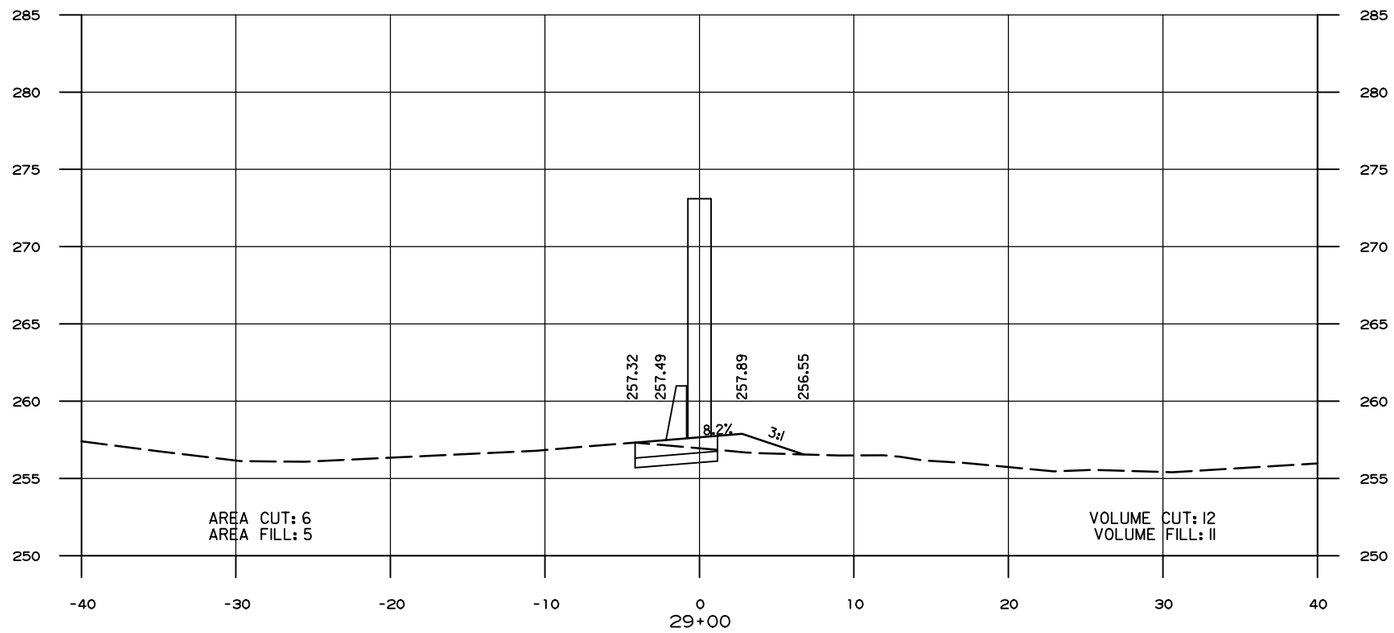
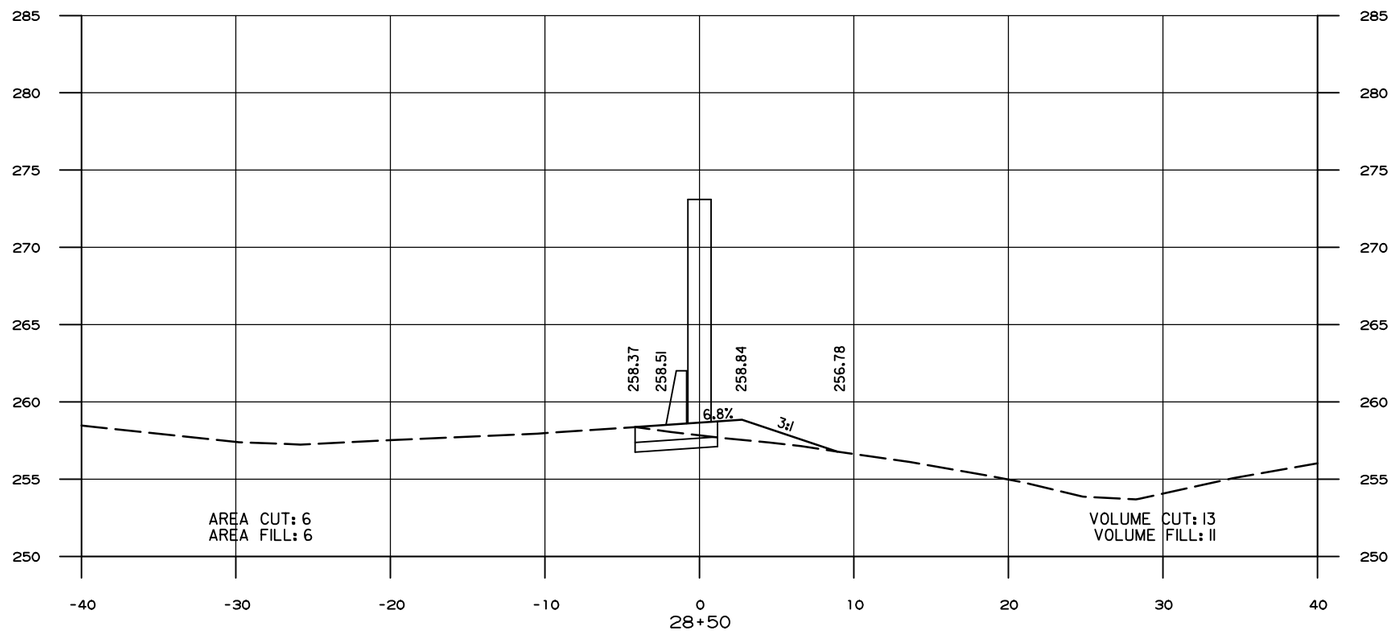
NOISE WALL 2
SPECIAL DETAILS

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.		CA0604	114	1104

(2) SPECIAL DETAILS





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

DIGITALLY SIGNED 05-04-2022

NOISE WALL 2
SPECIAL DETAILS

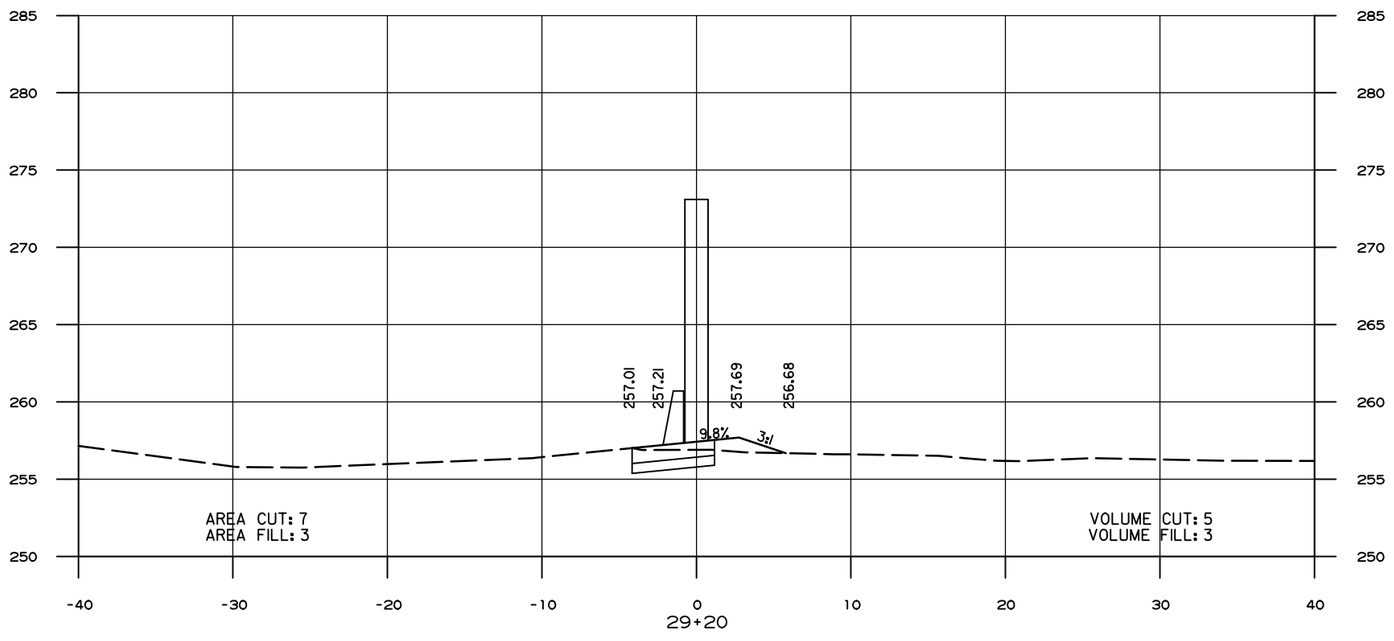
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	115	1104

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18018
JUSTIN P. CARNEY

DIGITALLY SIGNED 05-04-2022



NOISE WALL 2
SPECIAL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

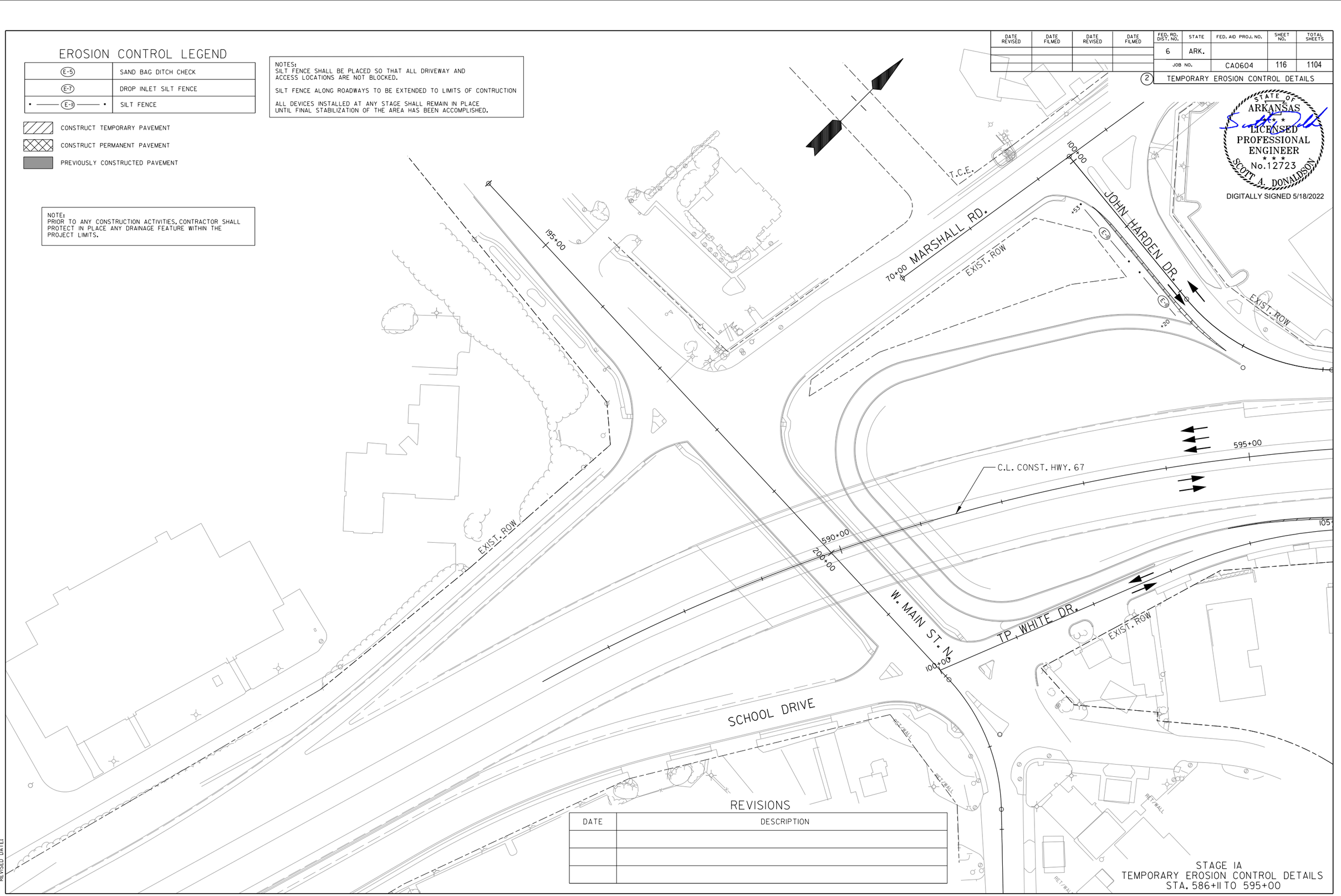
ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

NOTE:
PRIOR TO ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL PROTECT IN PLACE ANY DRAINAGE FEATURE WITHIN THE PROJECT LIMITS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	116	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	117	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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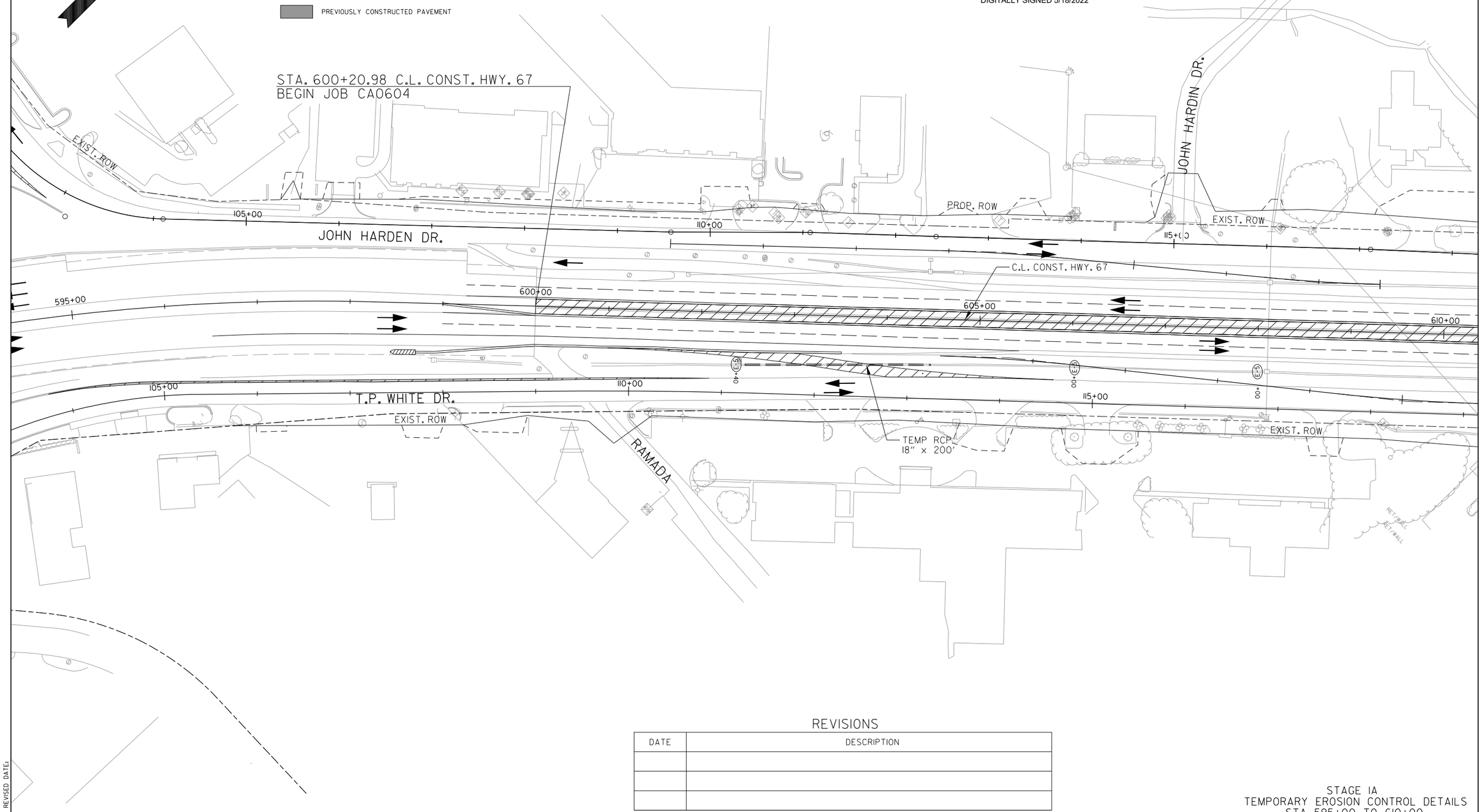
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	118	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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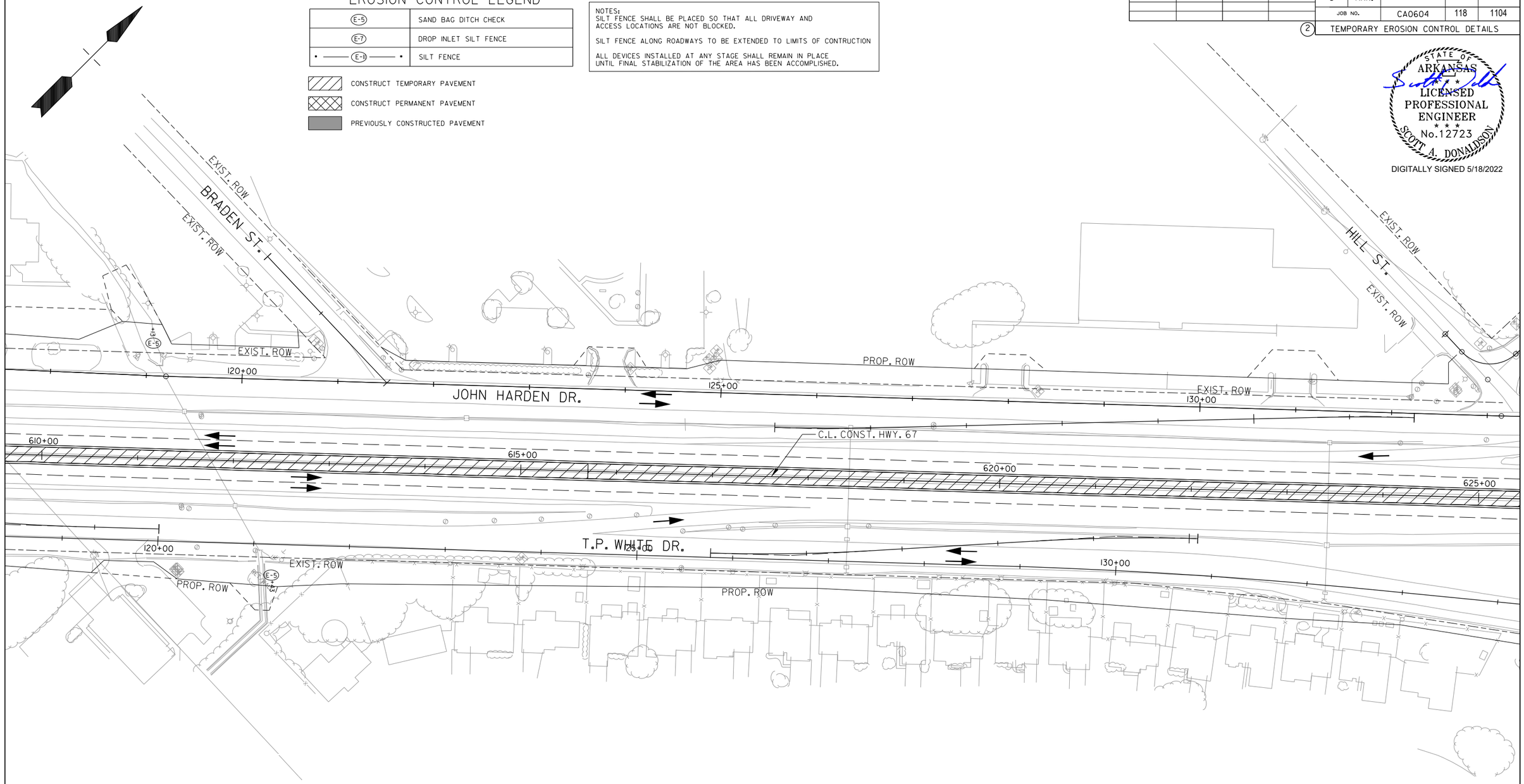
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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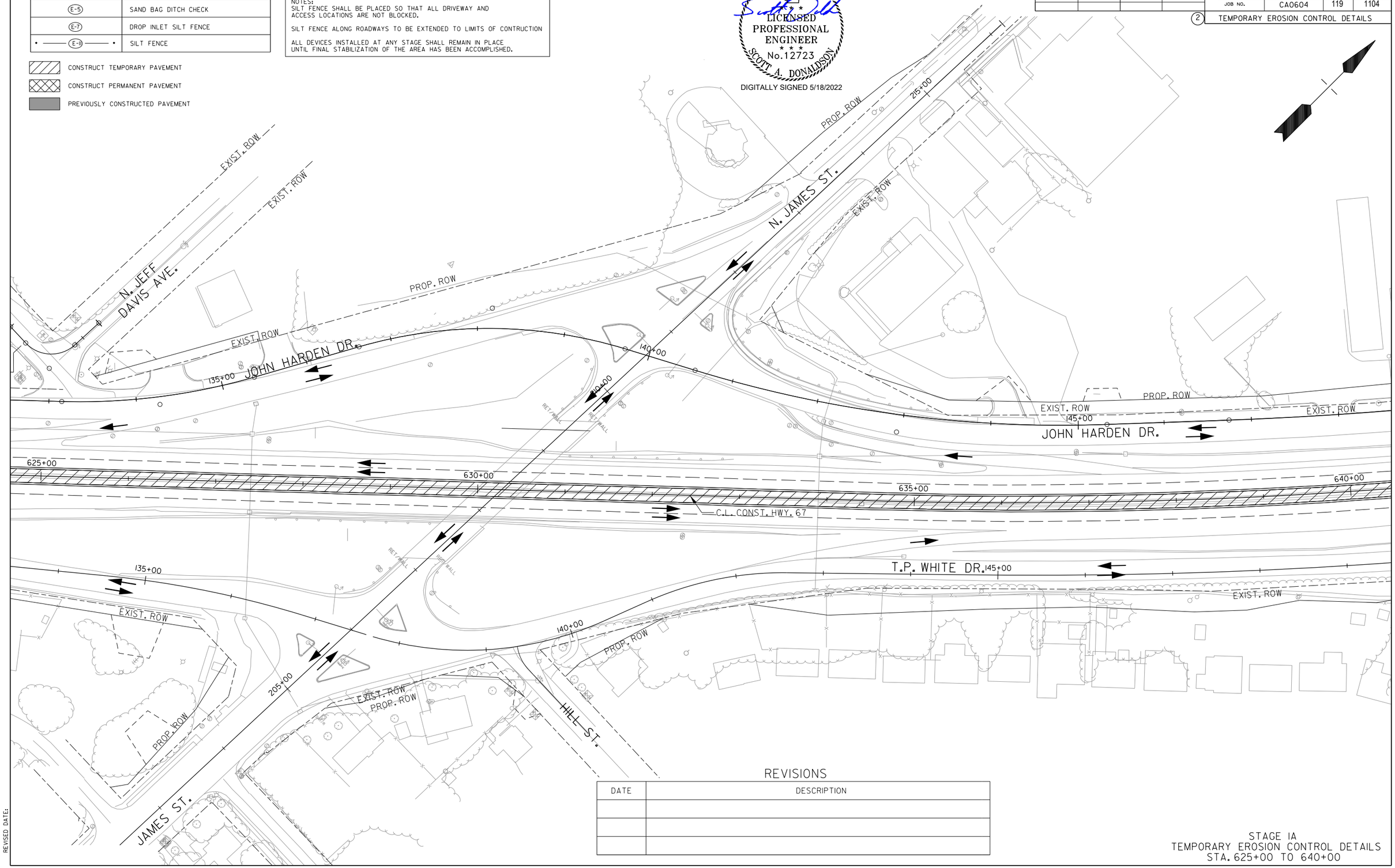
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	119	1104

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE	DESCRIPTION

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:32:13 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	120	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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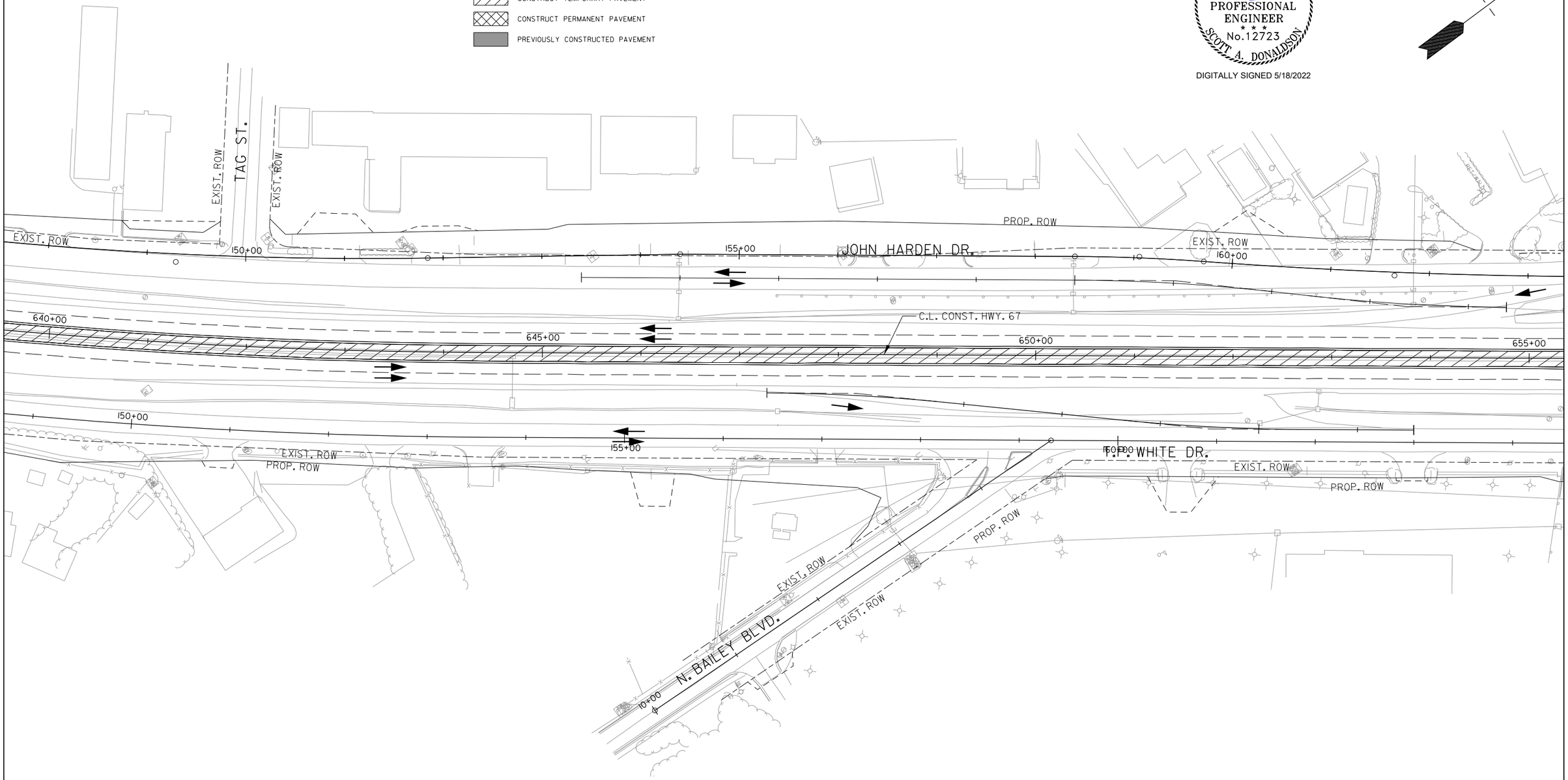
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

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REVISED DATE:

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+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.		CA0604	121	1104

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723

DIGITALLY SIGNED 5/18/2022

GREGORY ST.
EXIST. ROW
PROP. ROW
805+00
N. BAILEY BLVD.
201+00
JOHN HARDEN DR.
C.L. CONST. HWY. 67
655+00
660+00
665+00
670+00
165+00
170+00
175+00
T.P. WHITE DR.
815+00
MO

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:32:14 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

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REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	122	1104

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART

PROP. ROW

180+00

185+00

EXIST. ROW

190+00

JOHN HARDEN DR.

C.L. CONST. HWY. 67

670+00

675+00

680+00

685+00

T.P. WHITE DR.

315+00

N. IST ST.

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:32:14 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIA_plan07.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	123	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

EXIST. ROW
195+00
JOHN HARDEN DR.
200+00
PROP. ROW
EXIST. ROW
685+00
115+00
690+00
C.L. CONST. HWY. 67
205+00
695+00
700+00
VANDENBERG BLVD.
205+00
210+00
T.P. WHITE DR.
200+00
EXIST. ROW
PROP. ROW
LOWES ENTR.
PROP. ROW
EXIST. ROW
+35
(E-11)
+38
+63
EXIST. ROW
EXIST. ROW
MADDEN RD.
RETAINING WALL

REVISIONS

DATE	DESCRIPTION

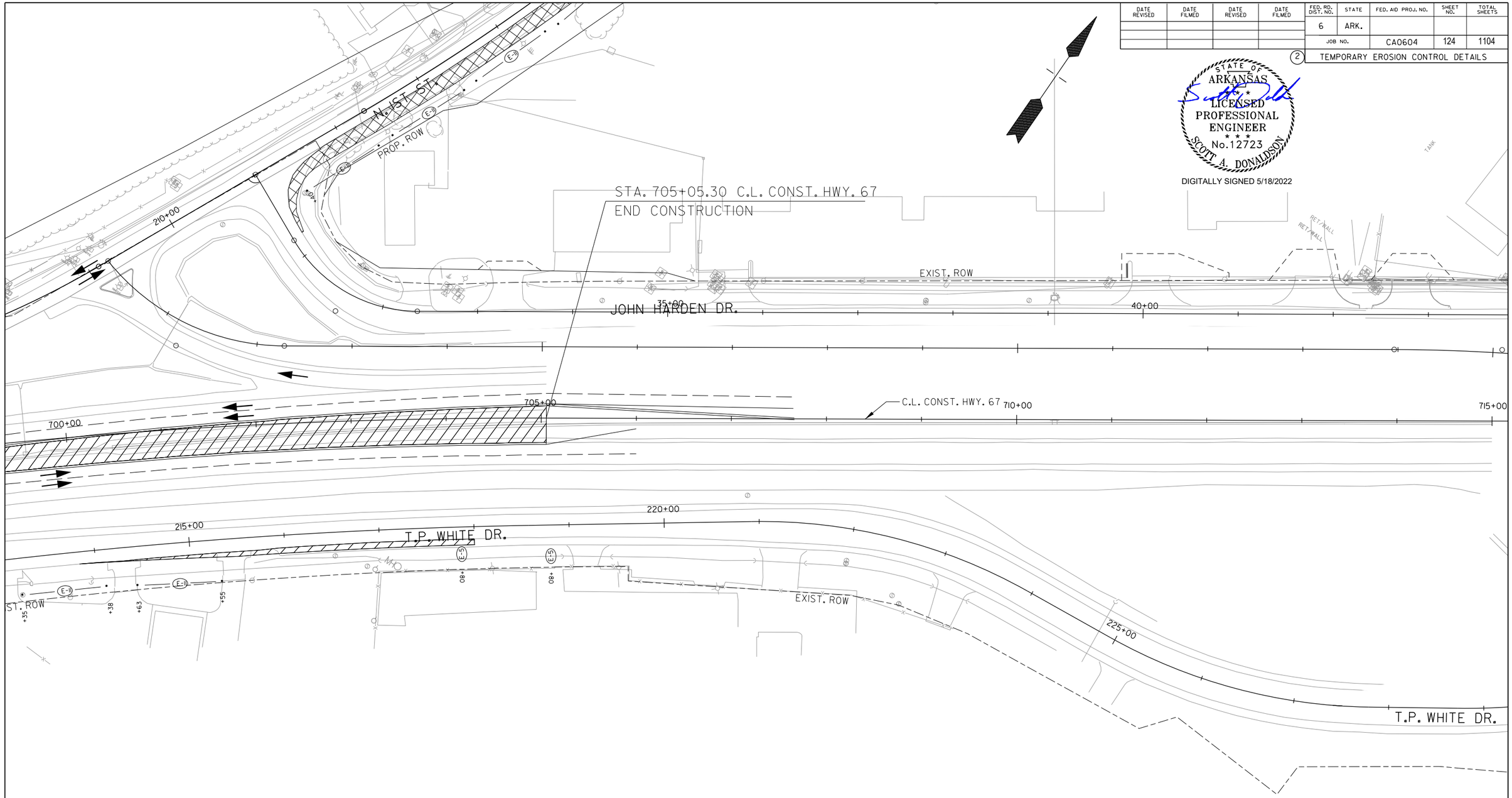
STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:32:15 PM
WORKSPACE: AHTD
L:\2021\21017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIA_plan08.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	124	1104
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• (E-11) •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

REVISIONS

DATE	DESCRIPTION

STAGE IA
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/11/2022 8:32:5 PM
WORKSPACE: AHTD
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604.SB.ECSIA_plan09.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	125	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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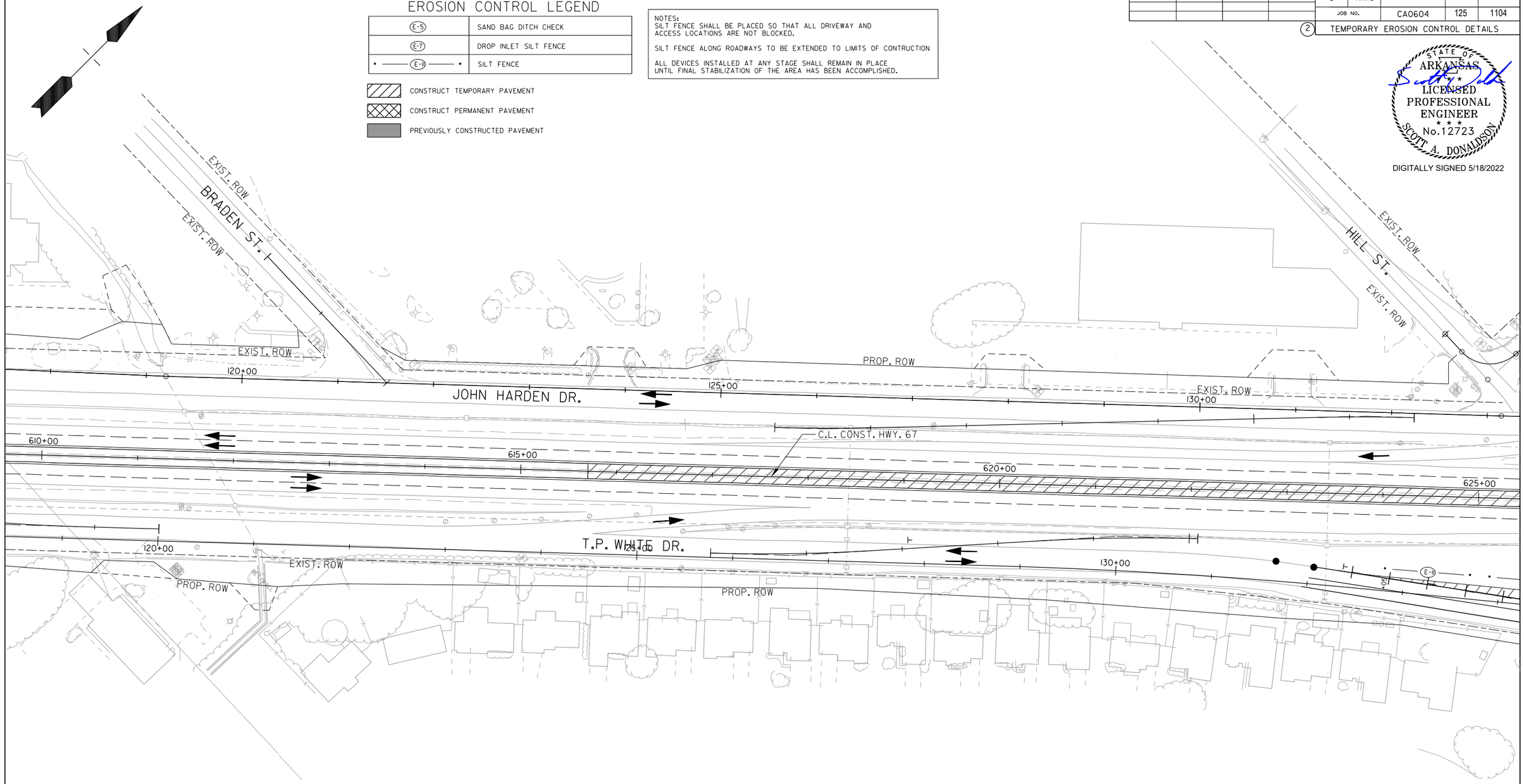
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	126	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

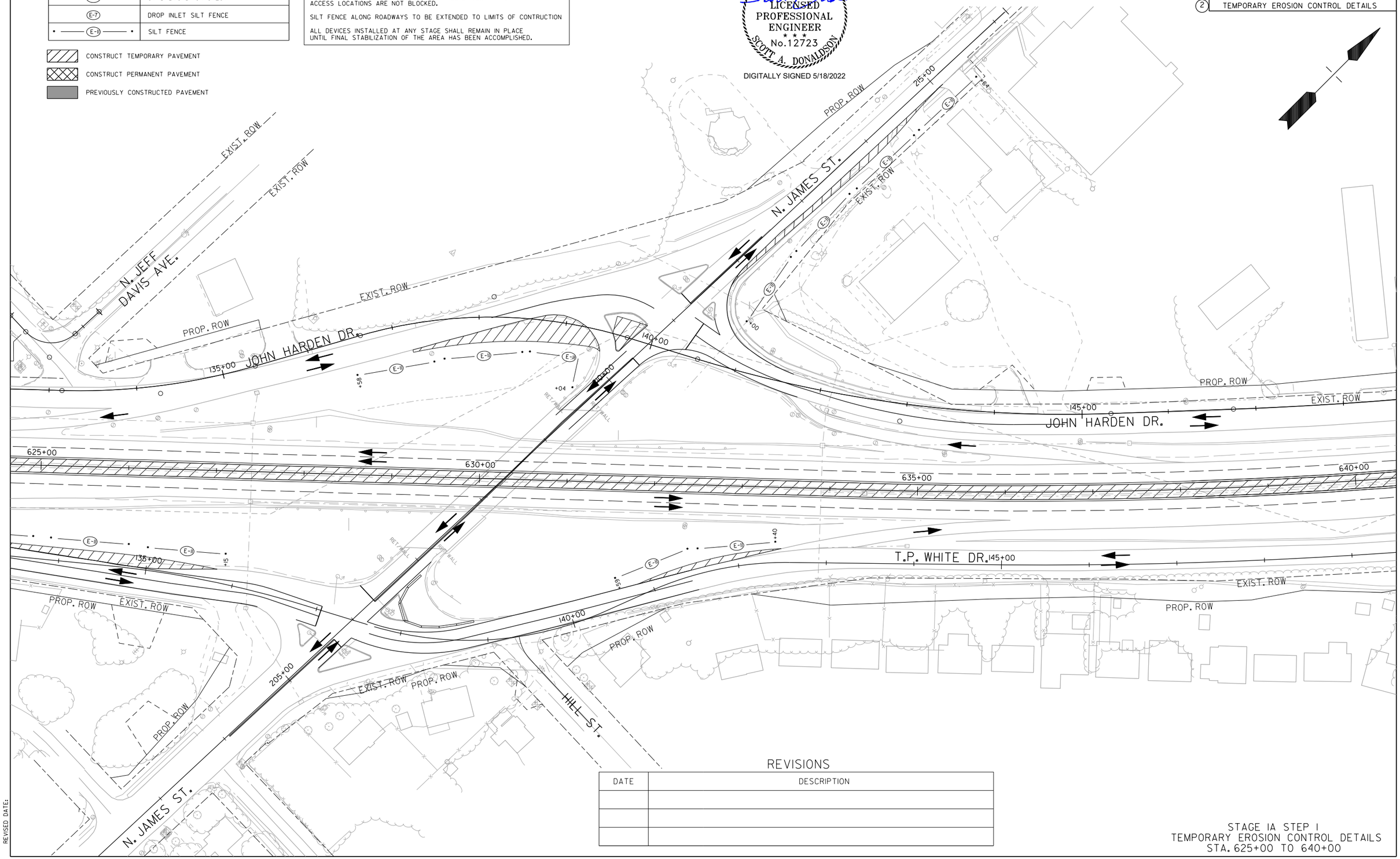
NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	127	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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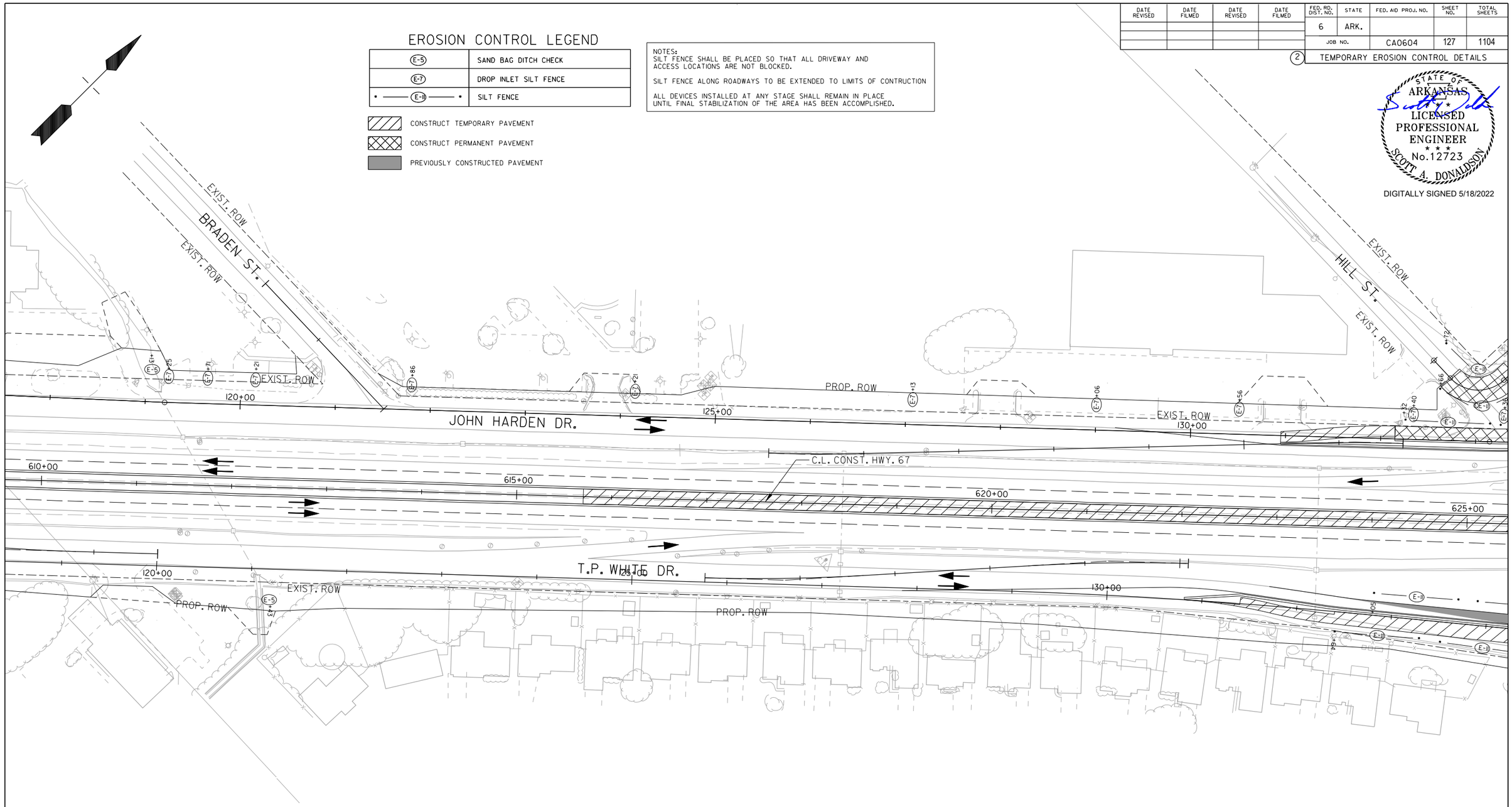
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723

DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	128	1104

2 TEMPORARY EROSION CONTROL DETAILS

N. JEFF DAVIS AVE.
EXIST. ROW
EXIST. ROW
PROP. ROW
JOHN HARDEN DR.
135+00
140+00
145+00
N. JAMES ST.
EXIST. ROW
PROP. ROW
PROP. ROW
JOHN HARDEN DR.
625+00
630+00
635+00
640+00
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
135+00
EXIST. ROW
PROP. ROW
140+00
EXIST. ROW
PROP. ROW
HILL ST.
N. JAMES ST.
RETAINING WALL
RETAINING WALL
SURFACE SHOT

REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	129	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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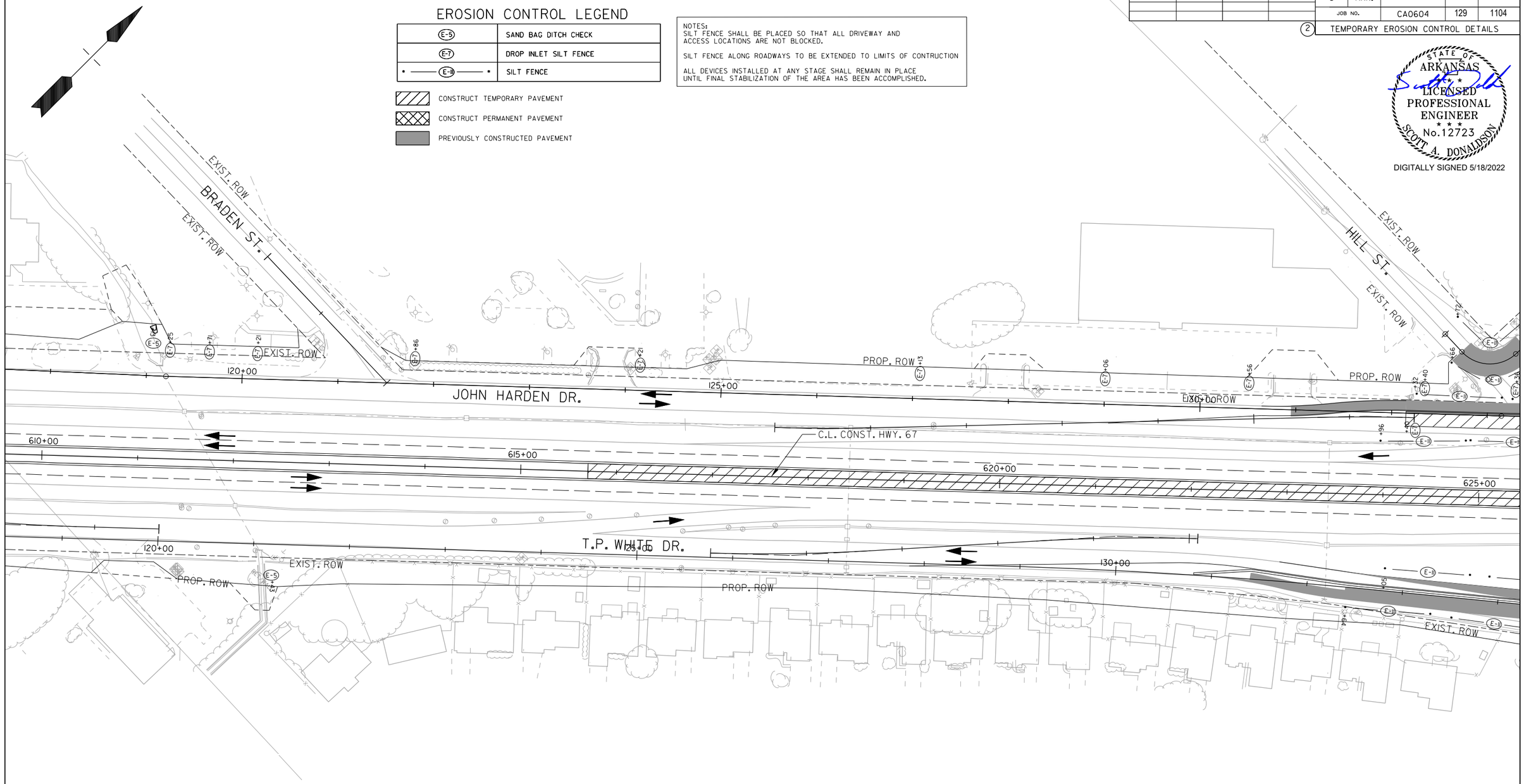
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 3
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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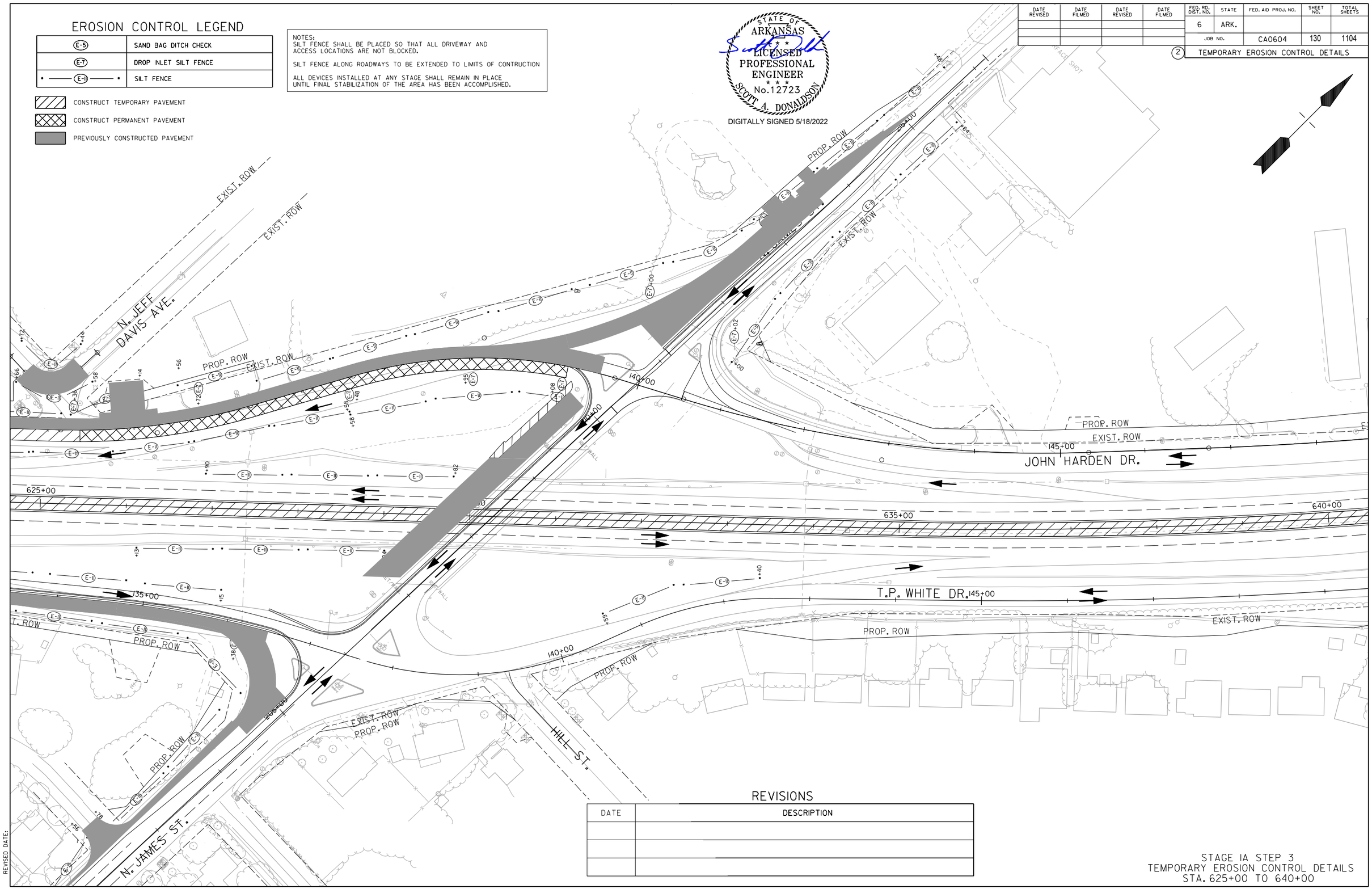
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	130	1104

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 3
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	131	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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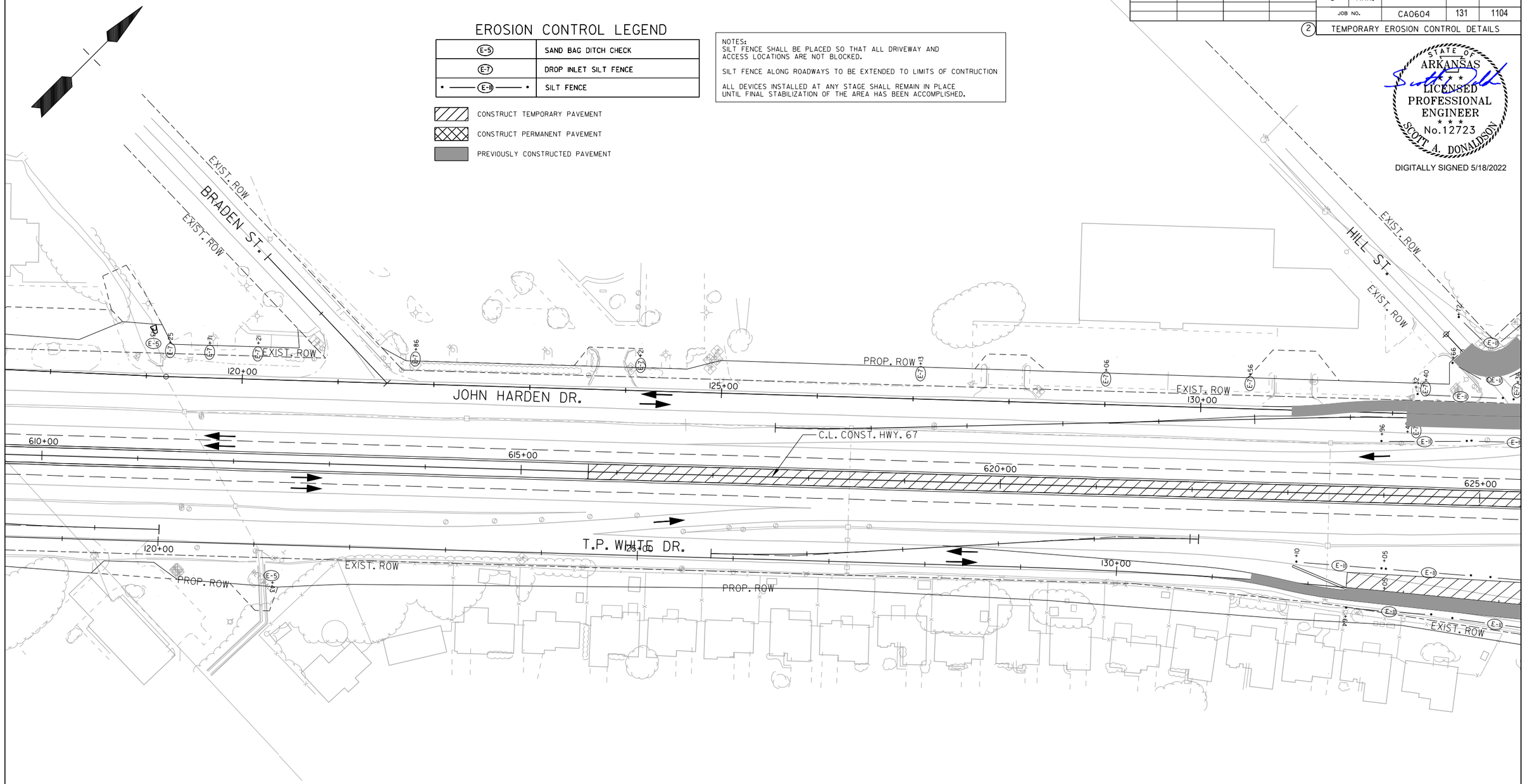
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 4
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

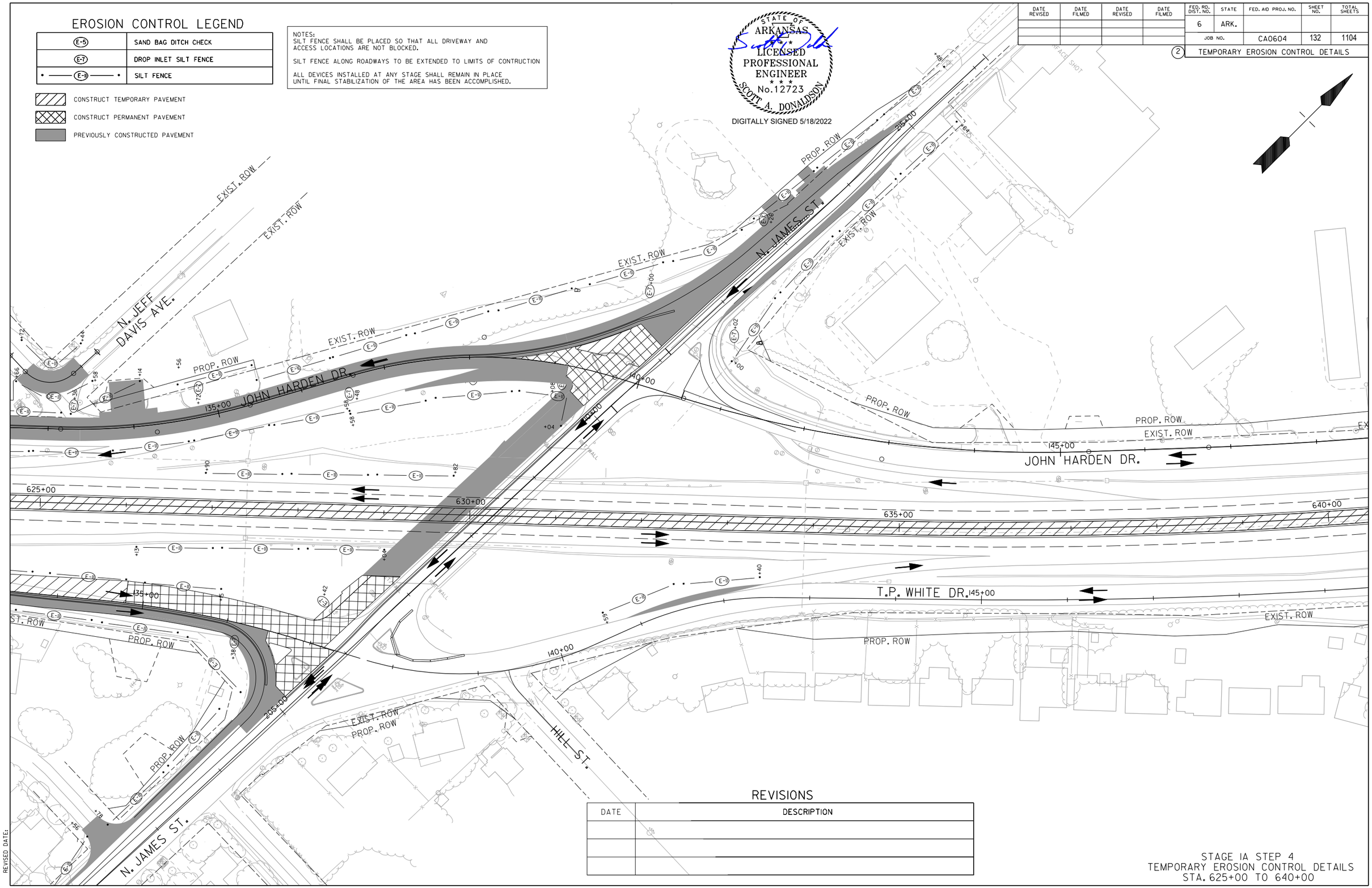
SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	132	1104

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 4
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	133	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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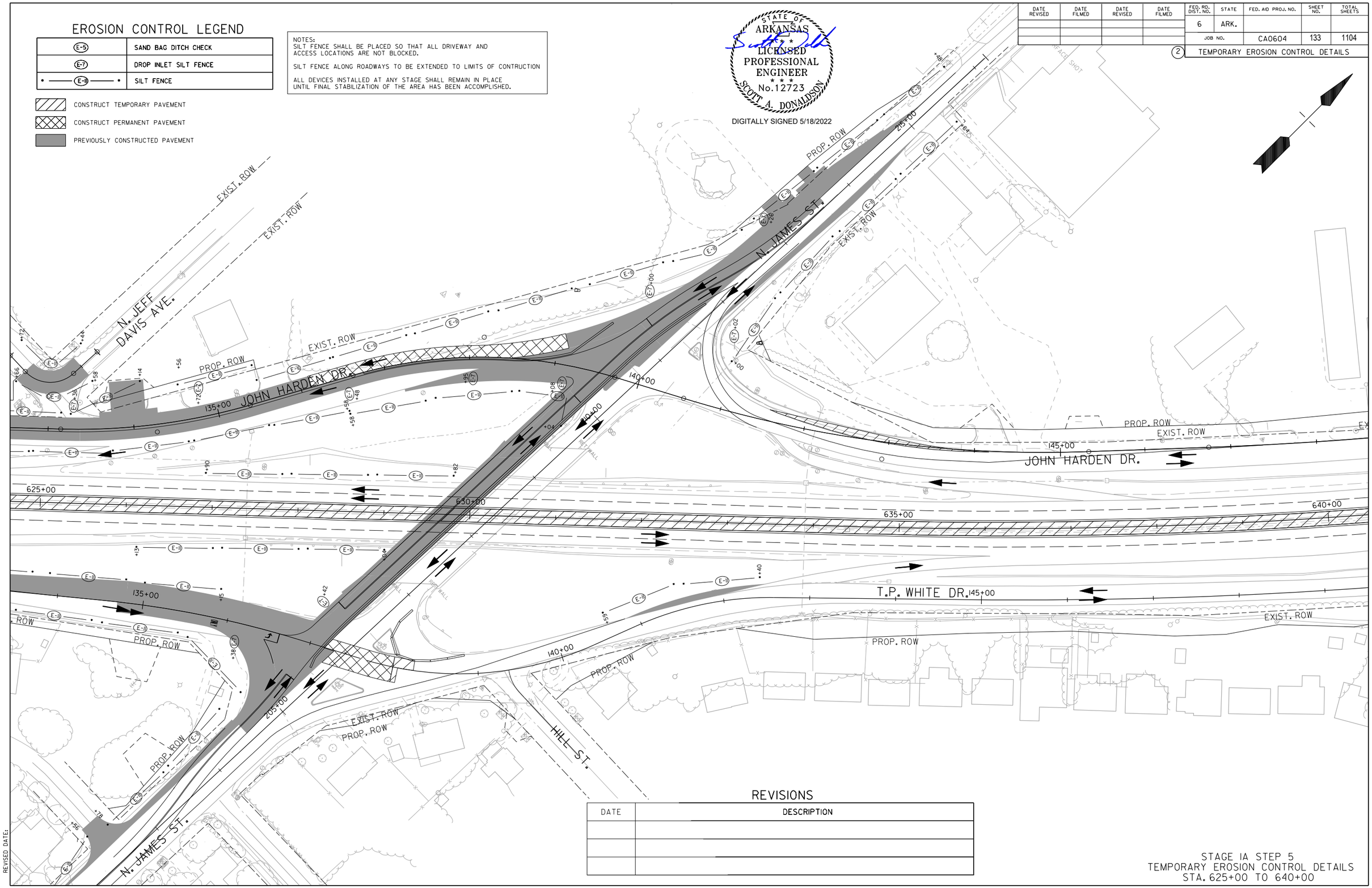
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 5
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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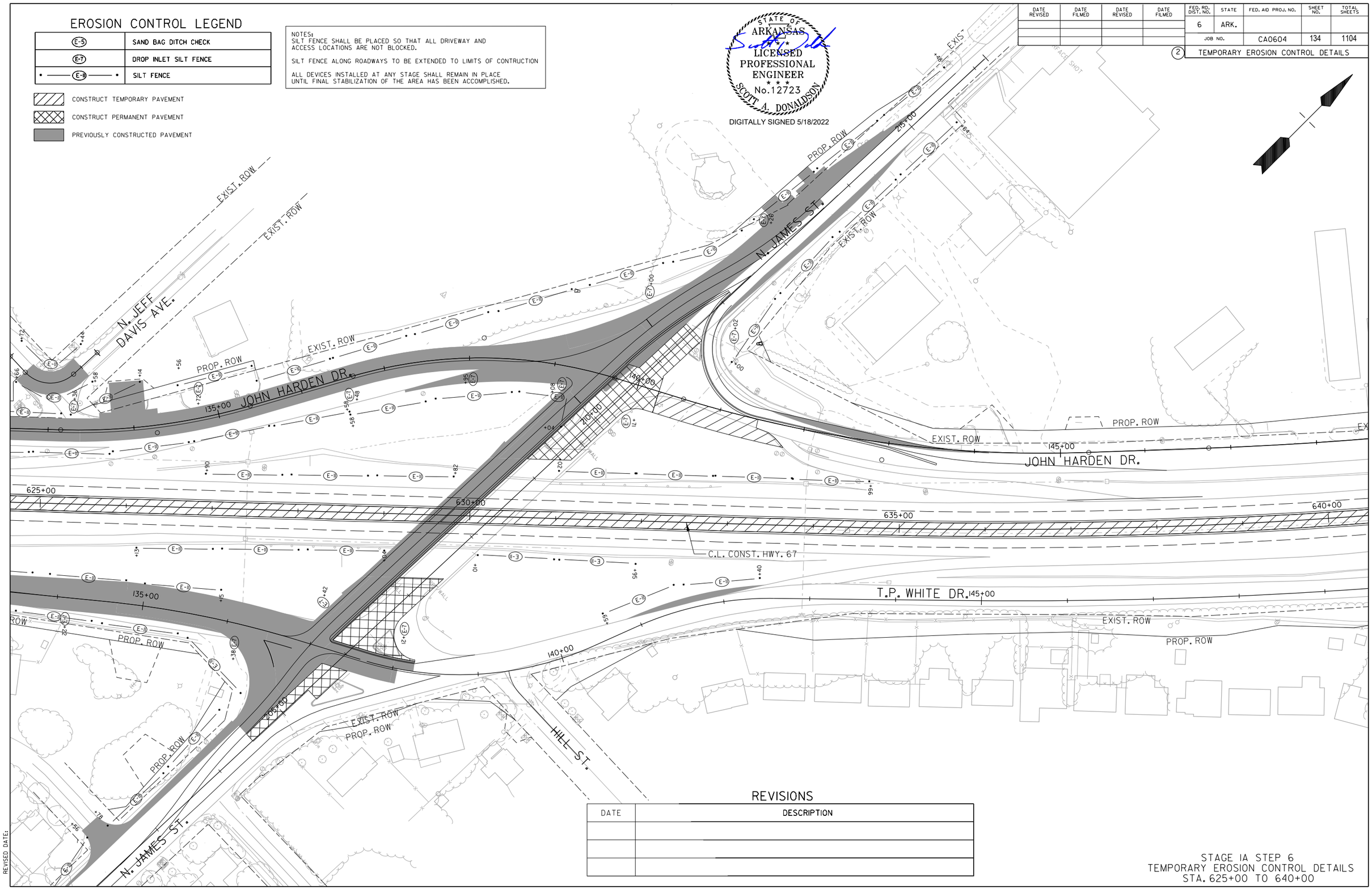
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	134	1104

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE	DESCRIPTION

STAGE IA STEP 6
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	135	1104

(2) TEMPORARY EROSION CONTROL DETAILS

N. JEFF DAVIS AVE.
EXIST. ROW
EXIST. ROW
PROP. ROW
JOHN HARDEN DR.
135+00
140+00
145+00
N. JAMES ST.
PROP. ROW
EXIST. ROW
PROP. ROW
PROP. ROW
PROP. ROW
EXIST. ROW
EXIST. ROW
HILL ST.
210+00
205+00
215+00
625+00
630+00
635+00
640+00
C.L. CONST. HWY. 67
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
PROP. ROW
EXIST. ROW
N. JAMES ST.
WALL
WALL
WALL

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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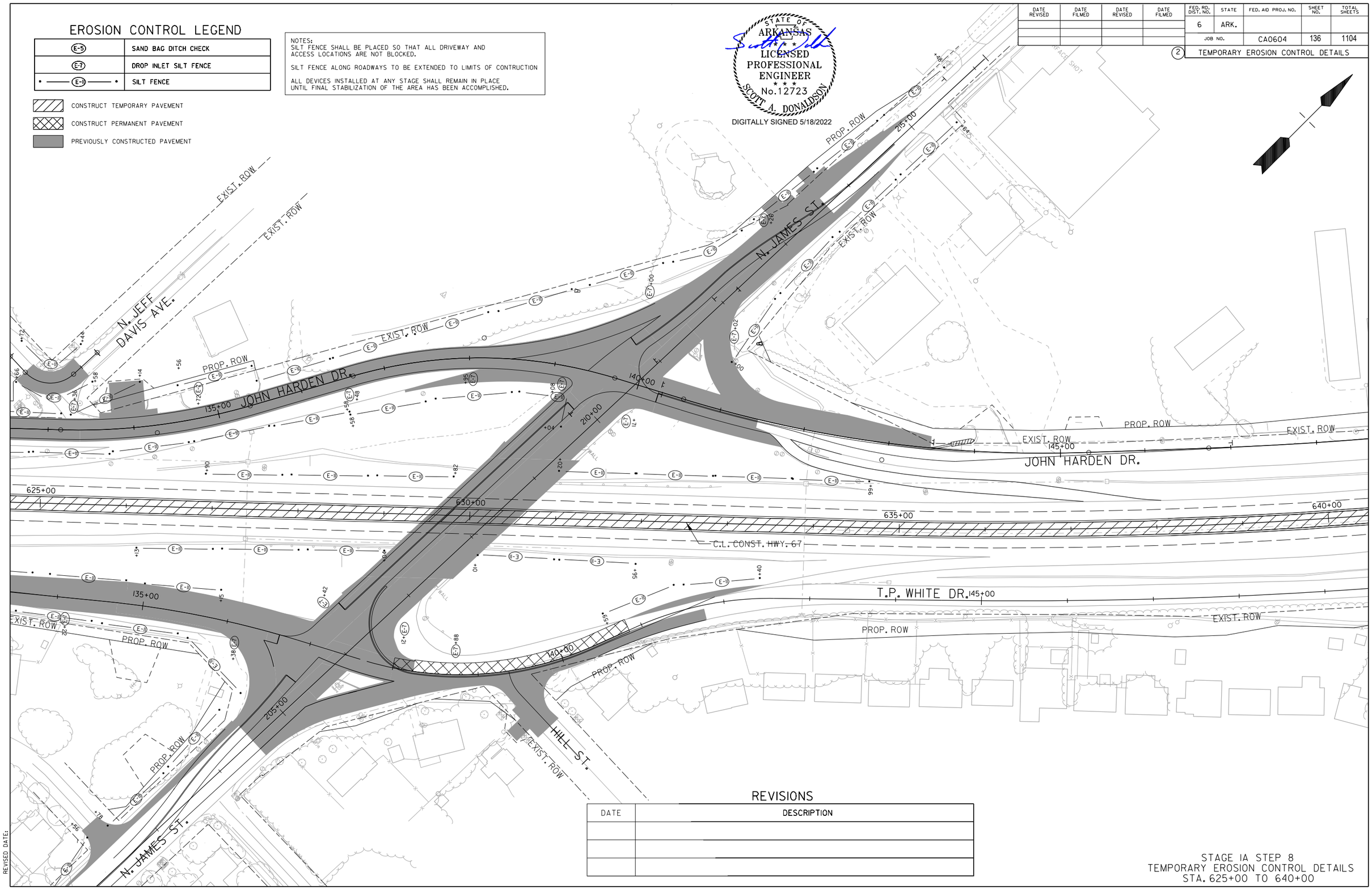
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	136	1104

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE	DESCRIPTION

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STAGE IA STEP 8
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+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.		CA0604	137	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

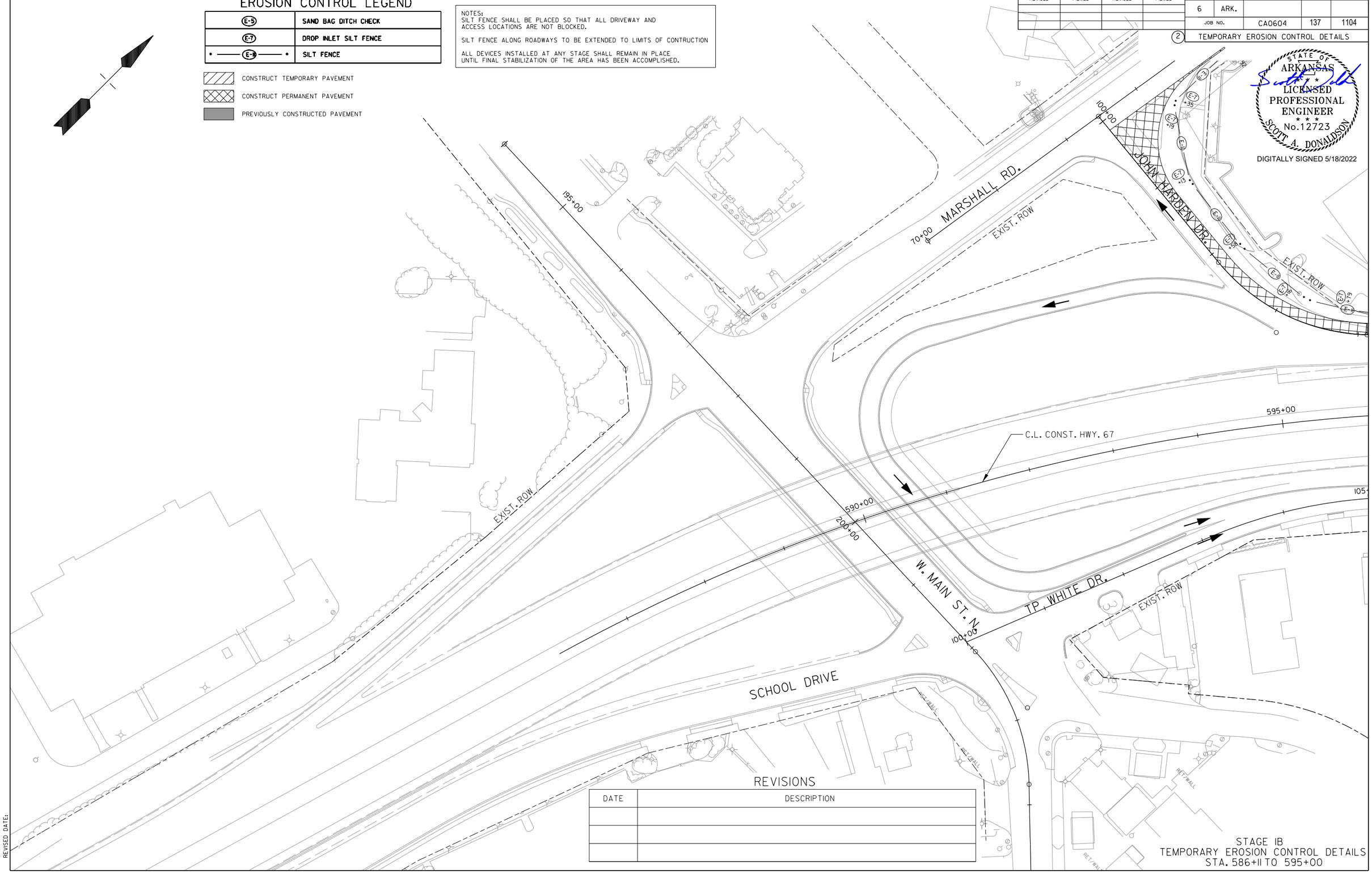
PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIB_plan01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	138	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604

EXIST. ROW

JOHN HARDEN DR.

PROP. ROW

JOHN HARDIN DR.

C.L. CONST. HWY. 67

T.P. WHITE DR.

RAMADA

TEMP. RCP
18" x 59'

RET. WALL

595+00 600+00 605+00 610+00
105+00 110+00 115+00

SADonaldson 5/11/2022 8:32:38 PM
WORKSPACE: AHTD
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REVISED DATE:

REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+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.		CA0604	139	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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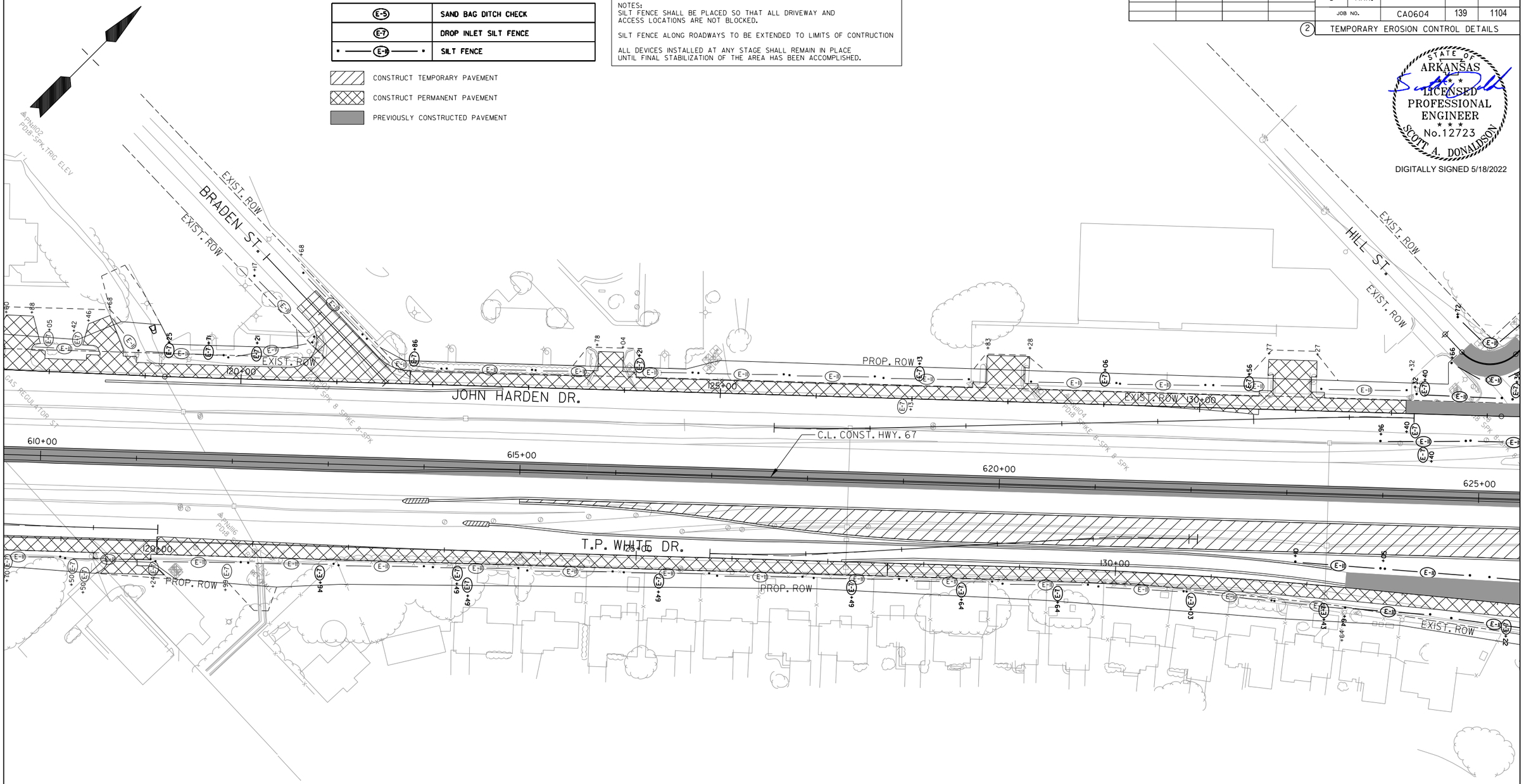
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

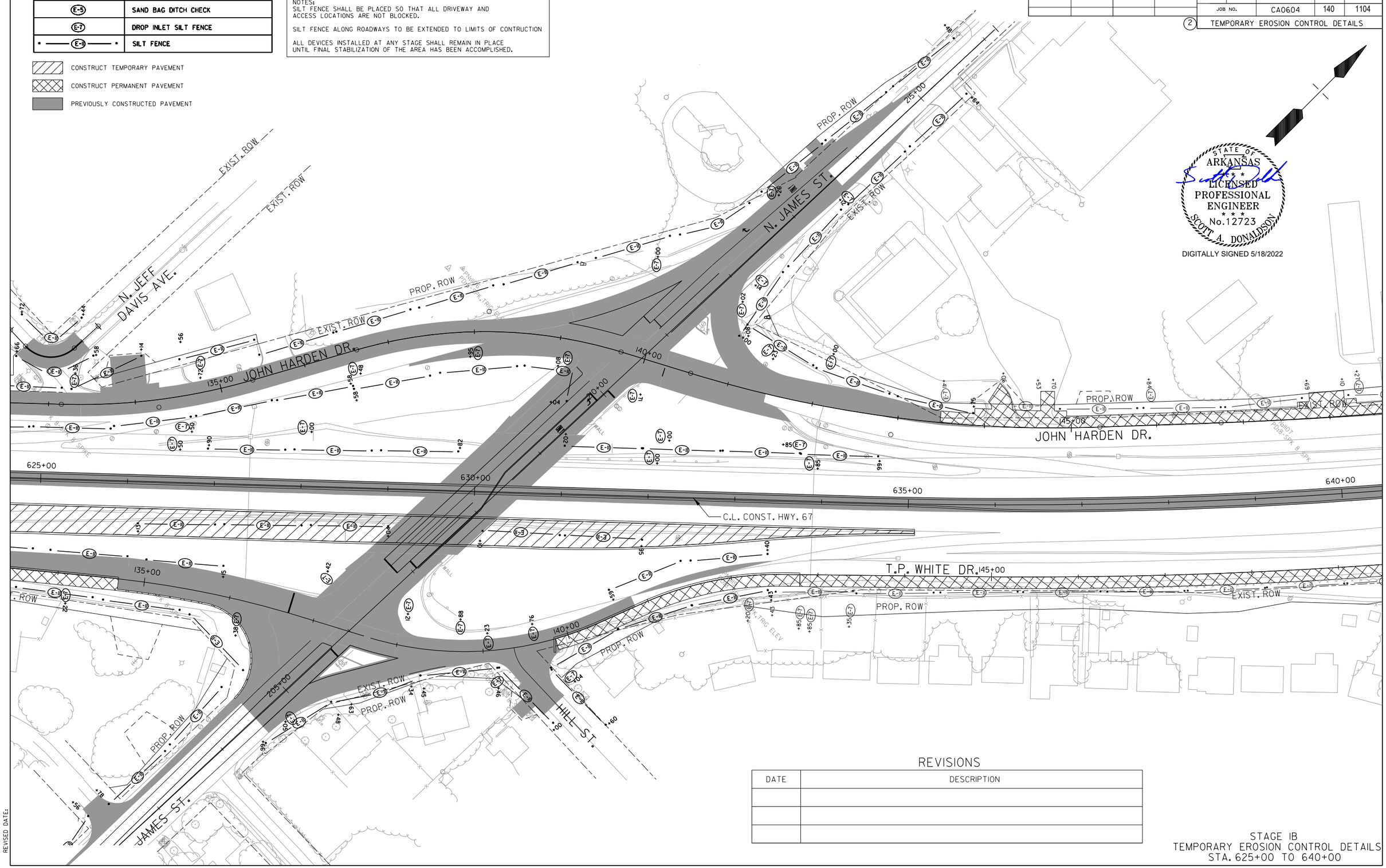
NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	140	1104

2 TEMPORARY EROSION CONTROL DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:32:41 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	141	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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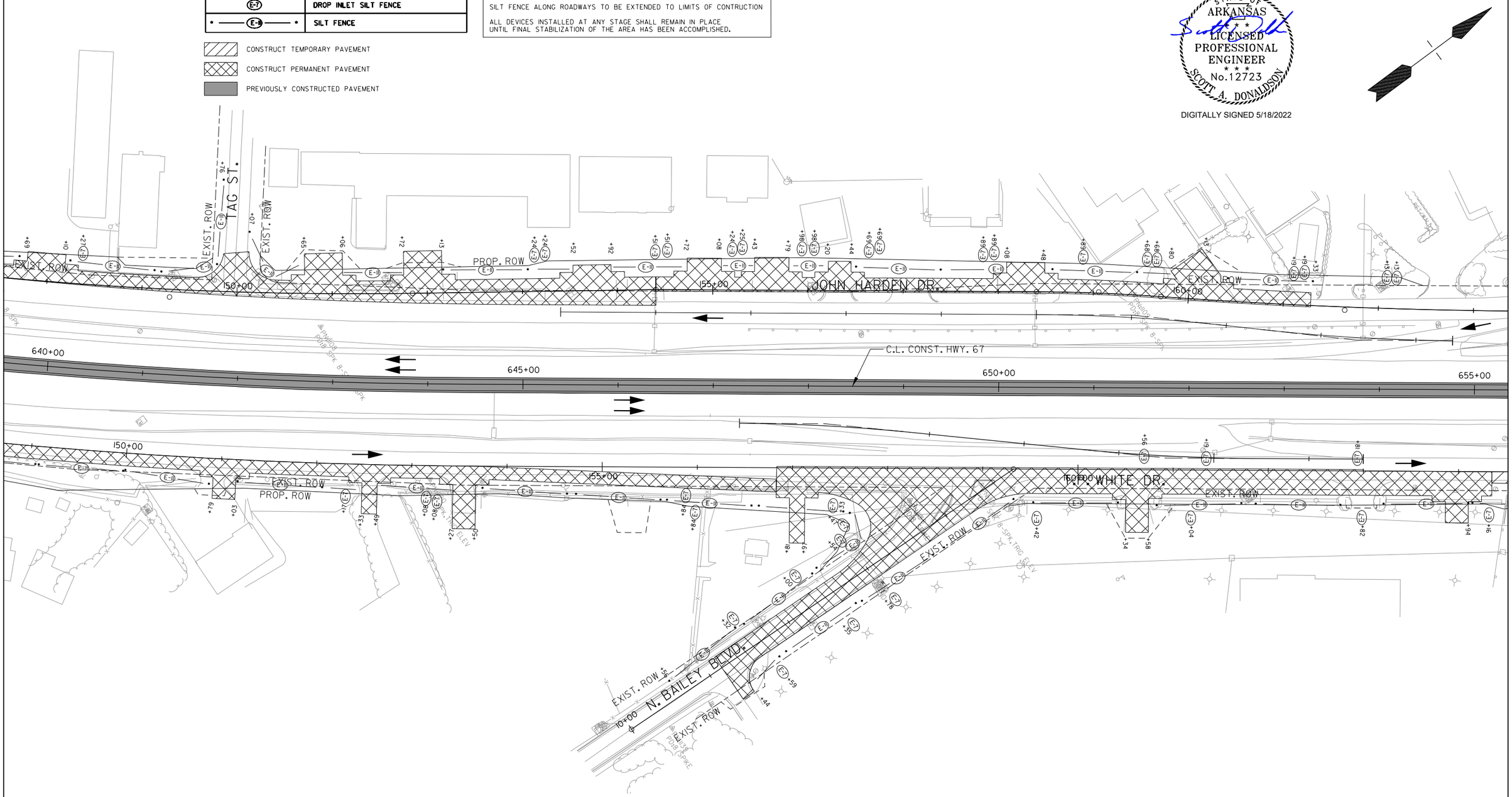
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:32:41 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	142	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

GREGORY ST.
EXIST. ROW
PROP. ROW
805+00
N. BAILEY BLVD.
JOHN HARDEN DR.
T.P. WHITE DR.
C.L. CONST. HWY. 67
655+00
660+00
665+00
670+00
165+00
170+00
175+00
180+00
185+00

REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/18/2022 8:32:42 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	143	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART
PROP. ROW
EXIST. ROW
JOHN HARDEN DR.
C.L. CONST. HWY. 67
T.P. WHITE DR.
N. IST ST.
PROP. ROW
EXIST. ROW

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:32:43 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	144	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

EXIST. ROW
PROP. ROW
JOHN HARDEN DR.
195+00
200+00
685+00
690+00
C.L. CONST. HWY. 67
695+00
700+00
205+00
210+00
VANDENBERG BL VD.
T.P. WHITE DR.
LOWES ENTR.
MADDEN RD.
RETAINING WALL

REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:32:44 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	145	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
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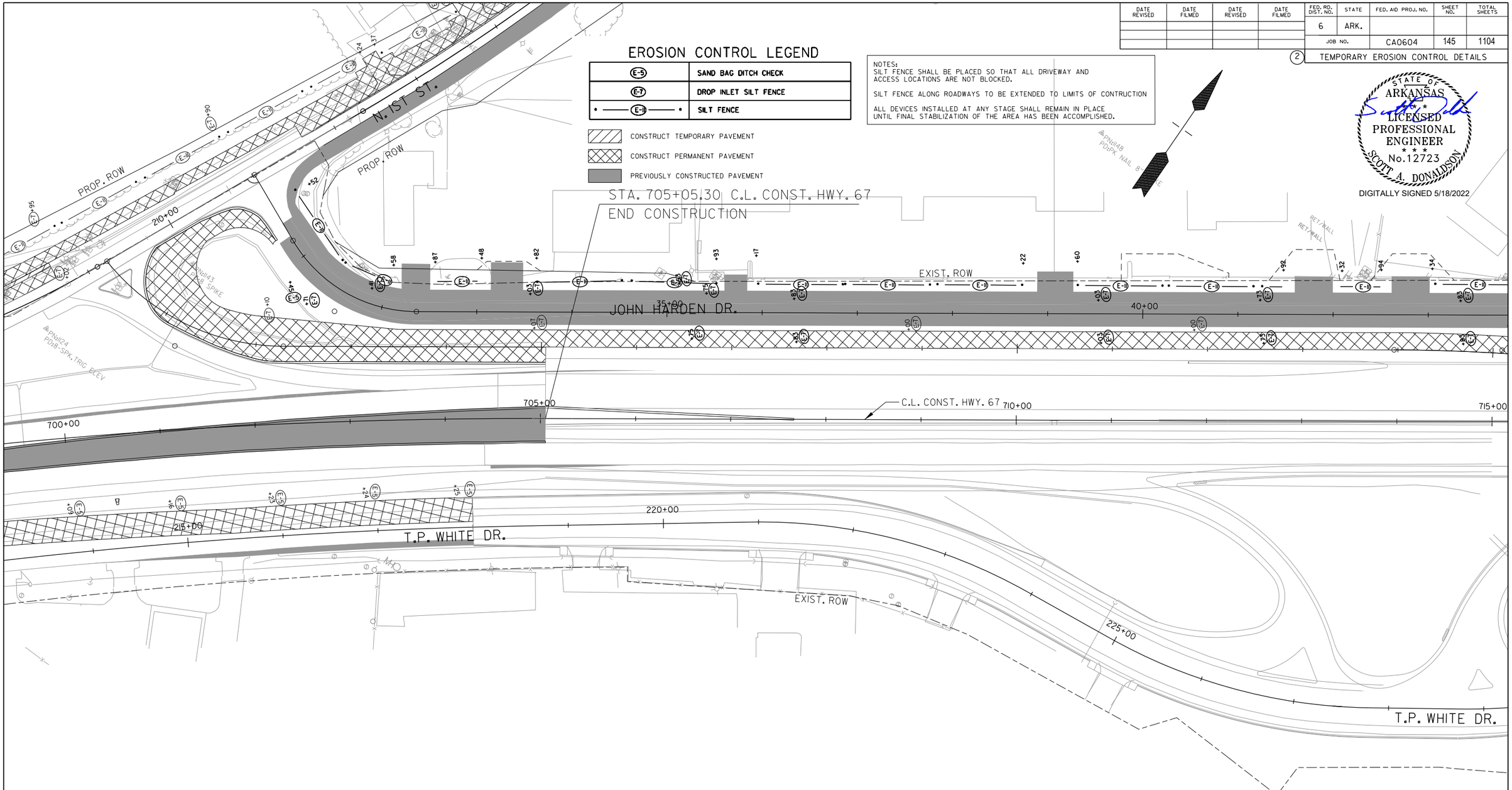
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	146	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
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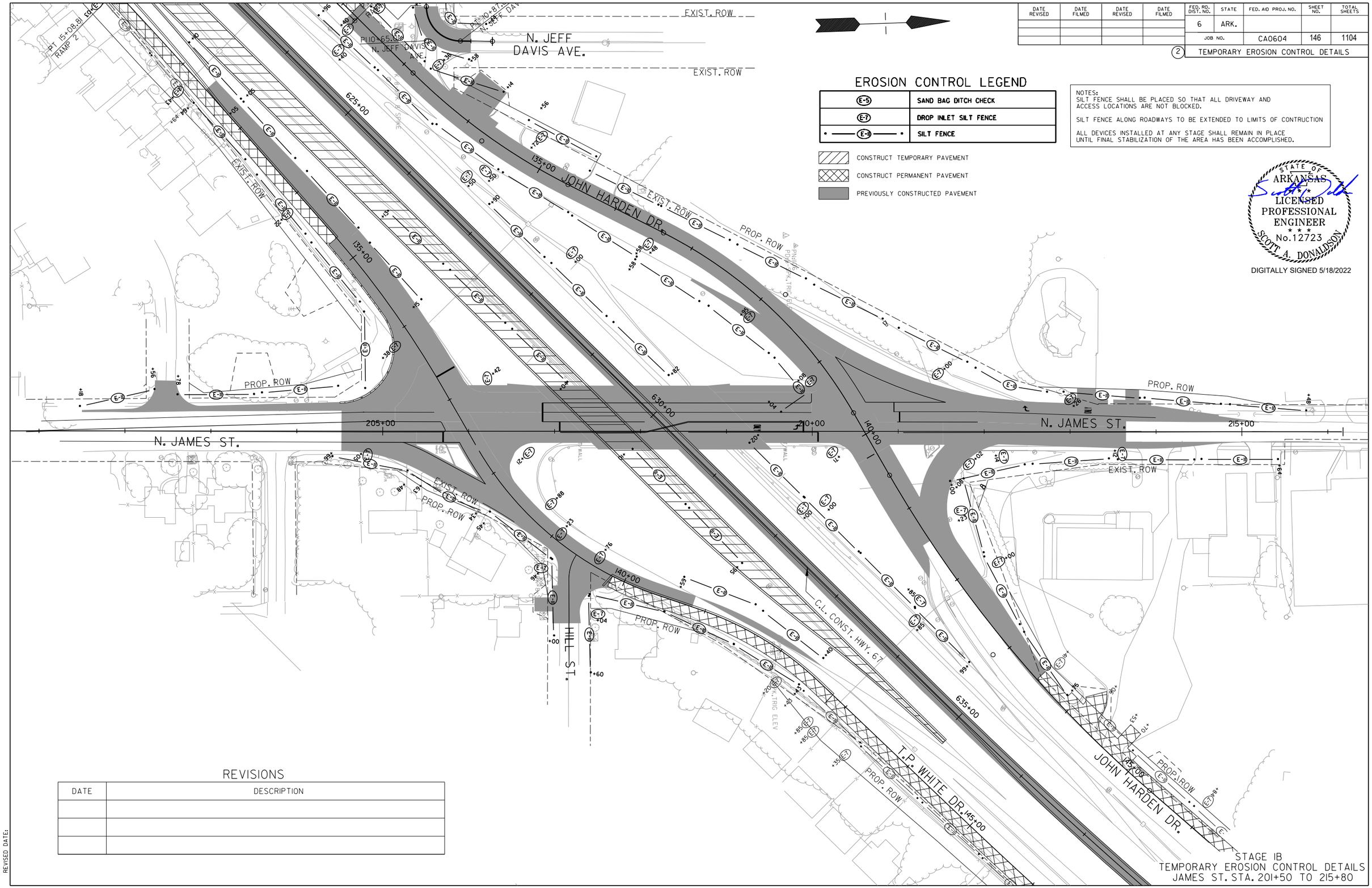

REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
JAMES ST. STA. 201+50 TO 215+80

SADonaldson 5/11/2022 8:32:46 PM
WORKSPACE: AHTD
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REVISED DATE:

REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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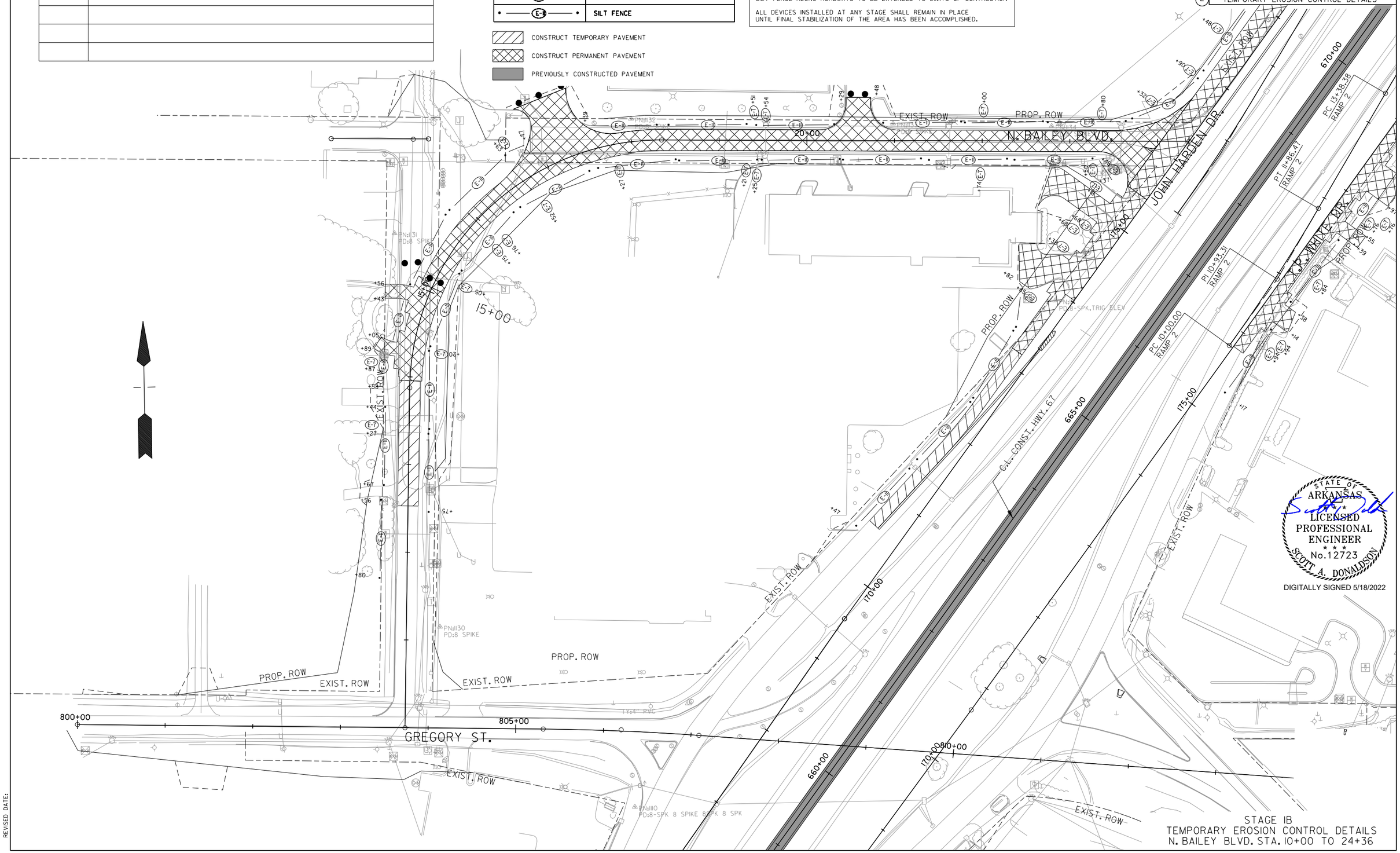
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	147	1104

2 TEMPORARY EROSION CONTROL DETAILS


EXIST. ROW
PROP. ROW
N. BAILEY BLVD.
20+00
15+00
JOHN HARDEN DR.
670+00
PC 13+38.38 RAMP 2
PT 11+86.41 RAMP 2
PC 10+00.00 RAMP 2
PI 10+93.31 RAMP 2
175+00
665+00
170+00
C.L. CONST. HWY. 67
PROP. ROW
EXIST. ROW
PN:1130 PD:8 SPIKE
PN:1131 PD:8 SPIK
PN:1129 PD:8-SPK,TRIC ELEV
PN:1110 PD:8-SPK 8 SPIKE 8 SPK 8 SPK
GREGORY ST.
800+00
805+00
810+00
660+00
170+00
EXIST. ROW
PROP. ROW
EXIST. ROW
EXIST. ROW
EXIST

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	148	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

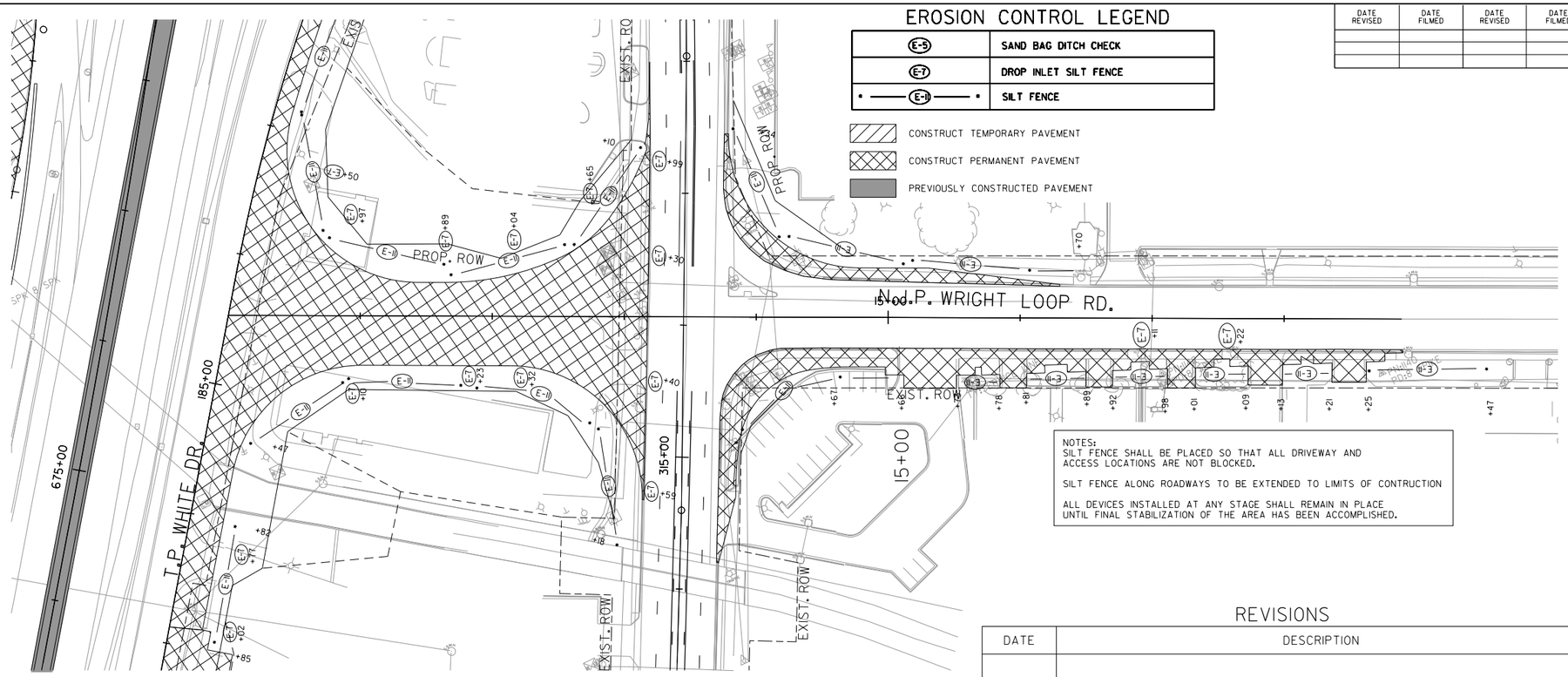
EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT



NOTES:
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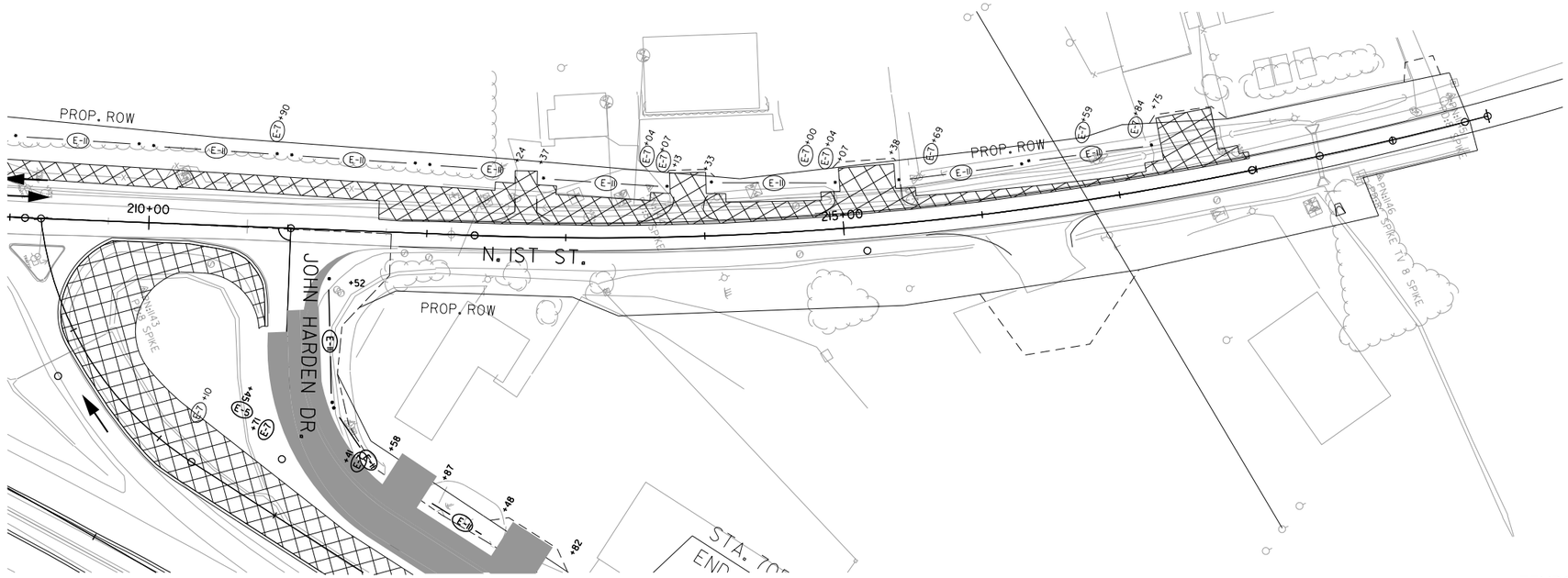
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

REVISIONS

DATE	DESCRIPTION



STAGE IB
TEMPORARY EROSION CONTROL DETAILS
Ist ST. CONNECTION & JOHN HARDEN DR.
STA. 715+00 TO 730+00

SADonaldson 5/11/2022 8:32:48 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	149	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-10	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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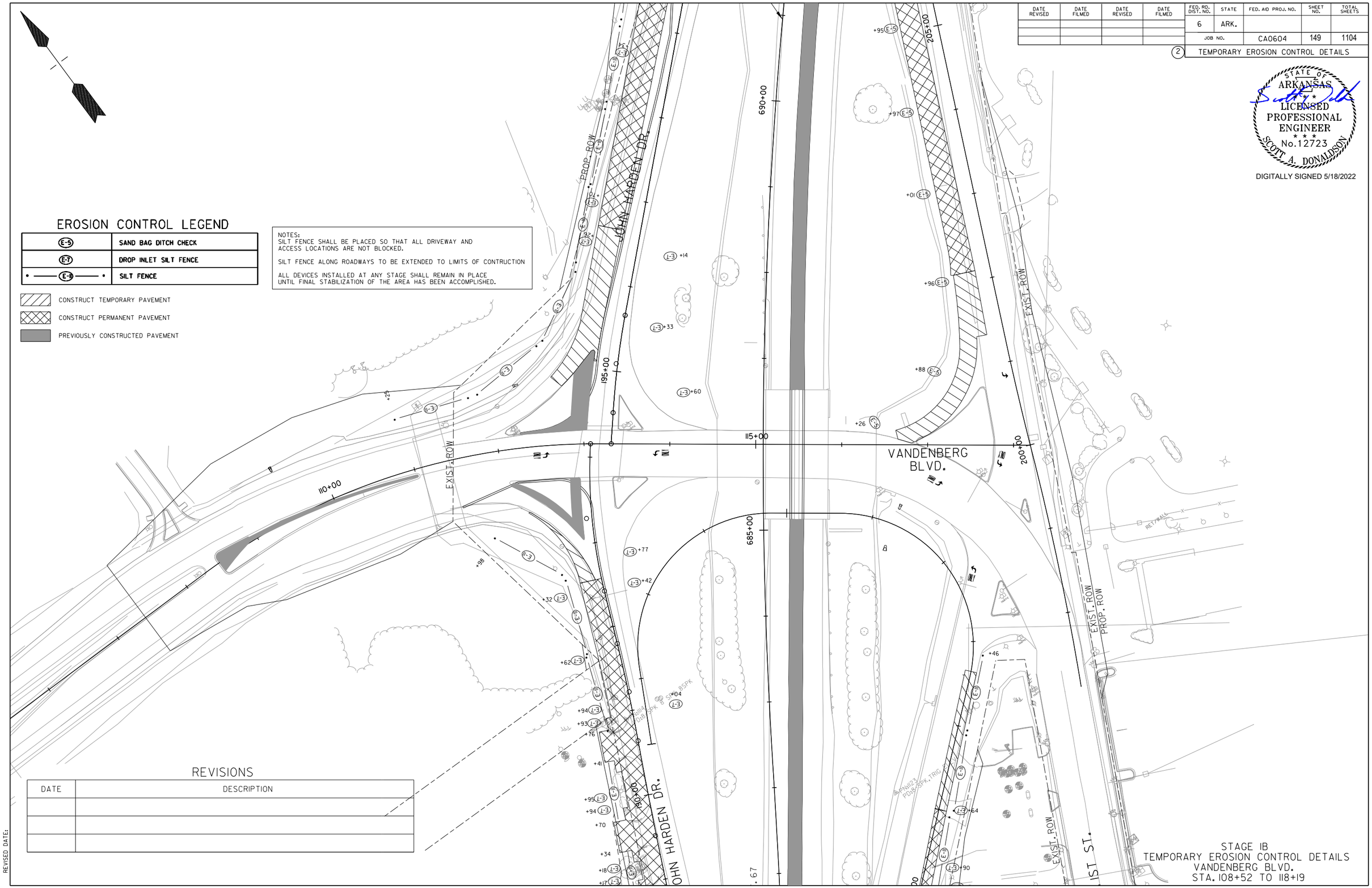

REVISIONS

DATE	DESCRIPTION

STAGE IB
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/11/2022 8:32:49 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	150	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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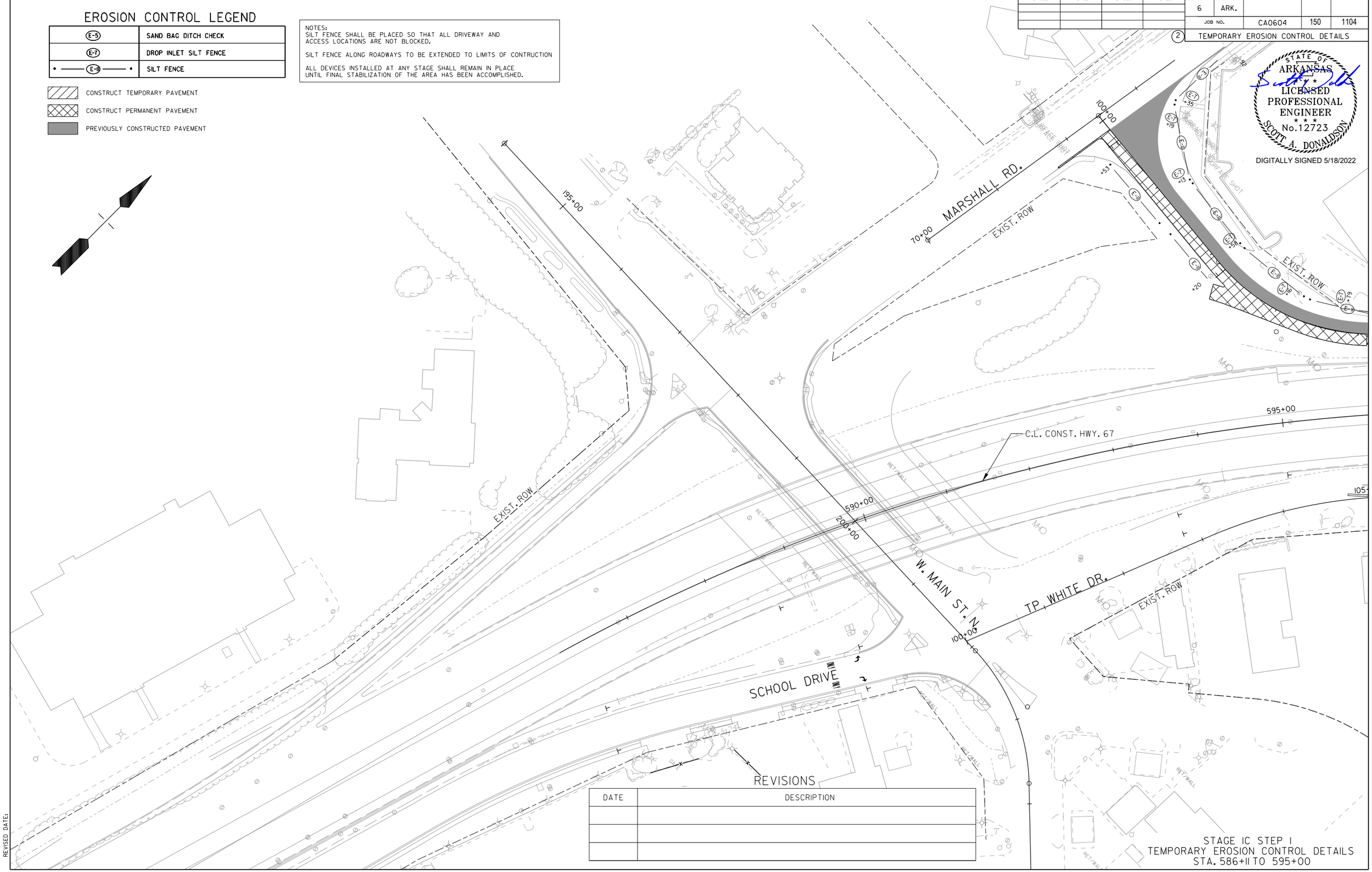
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

SADonaldson 5/11/2022 8:32:50 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan01Step 1.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	151	1104

2 TEMPORARY EROSION CONTROL DETAILS

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604

JOHN HARDEN DR.

EXIST. ROW

PR ROW

JOHN HARDIN DR.

RAMADA

C.L. CONST. HWY. 67

595+00 600+00 605+00 610+00

105+00 110+00 115+00

RETAINING WALL

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:32:51 PM
WORKSPACE: AHTD
L:\202\120T732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan02 Step 1.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	152	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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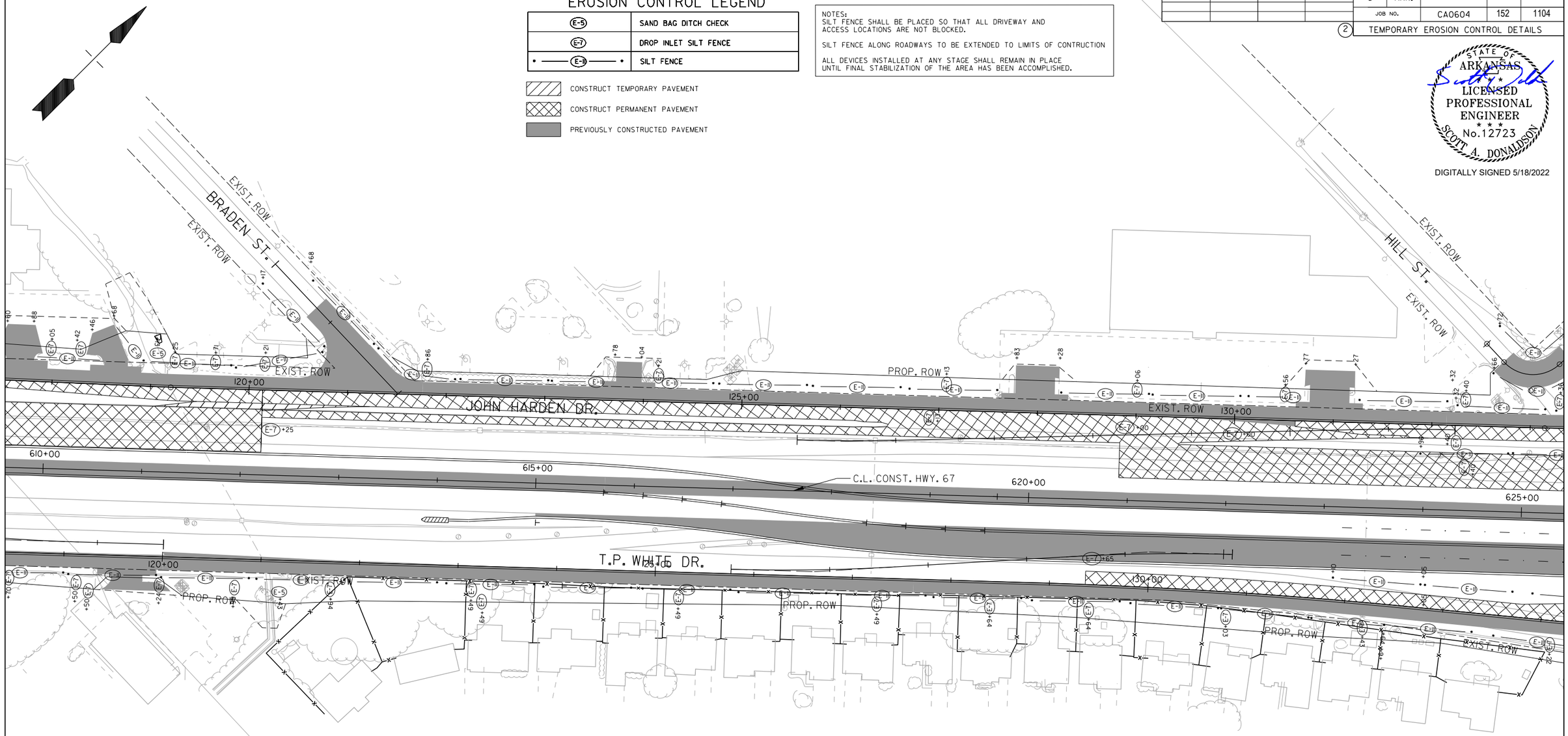
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:32:52 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan03 Step 1.dgn
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	153	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

N. JEFF DAVIS AVE.
JOHN HARDEN DR.
N. JAMES ST.
HILL ST.
T.P. WHITE DR.
C.L. CONST. HWY. 67
PROP. ROW
EXIST. ROW
135+00
140+00
145+00
205+00
215+00
625+00
630+00
635+00
640+00

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:32:53 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	154	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

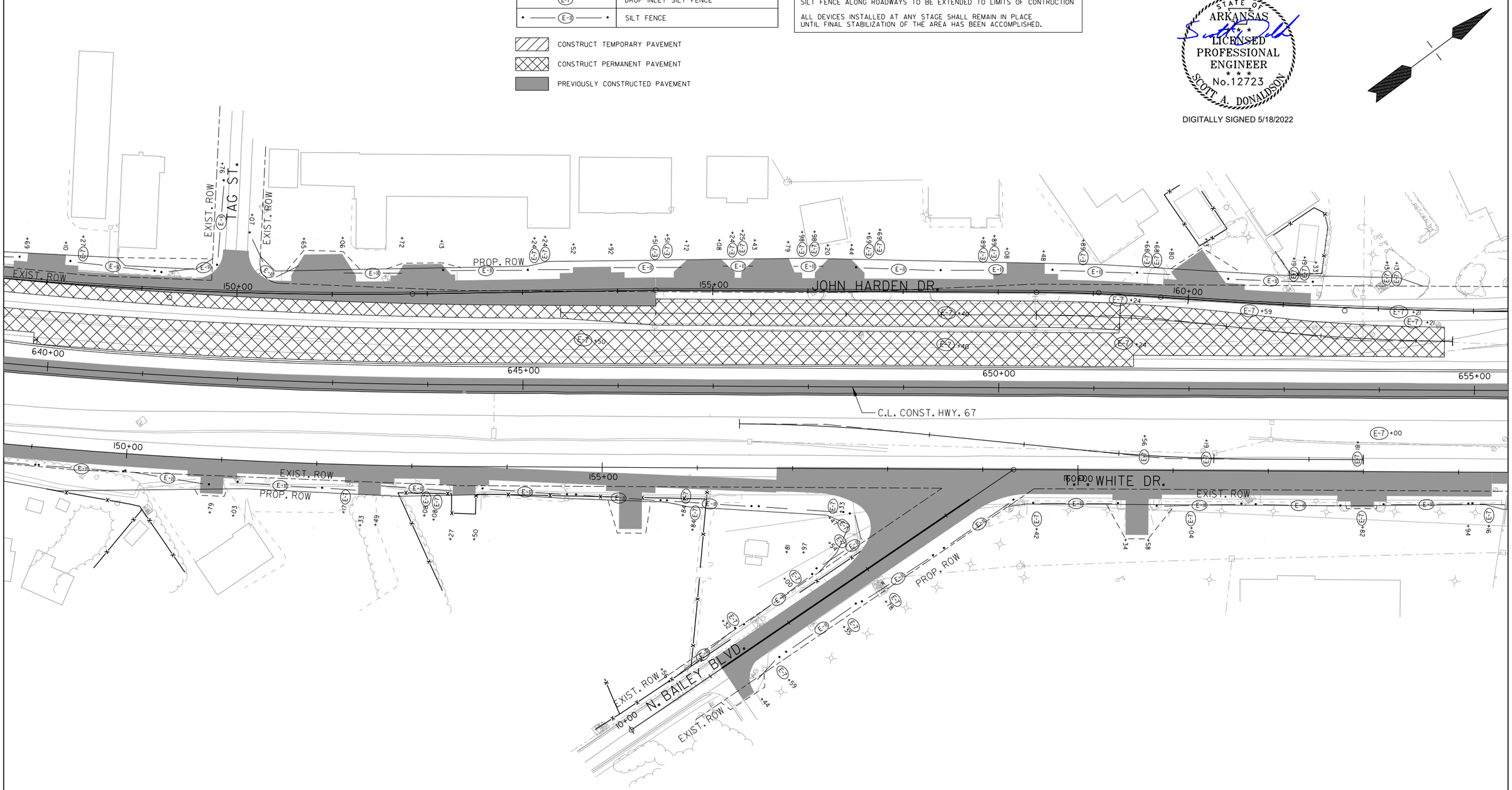
NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:32:56 PM
WORKSPACE: AHTD
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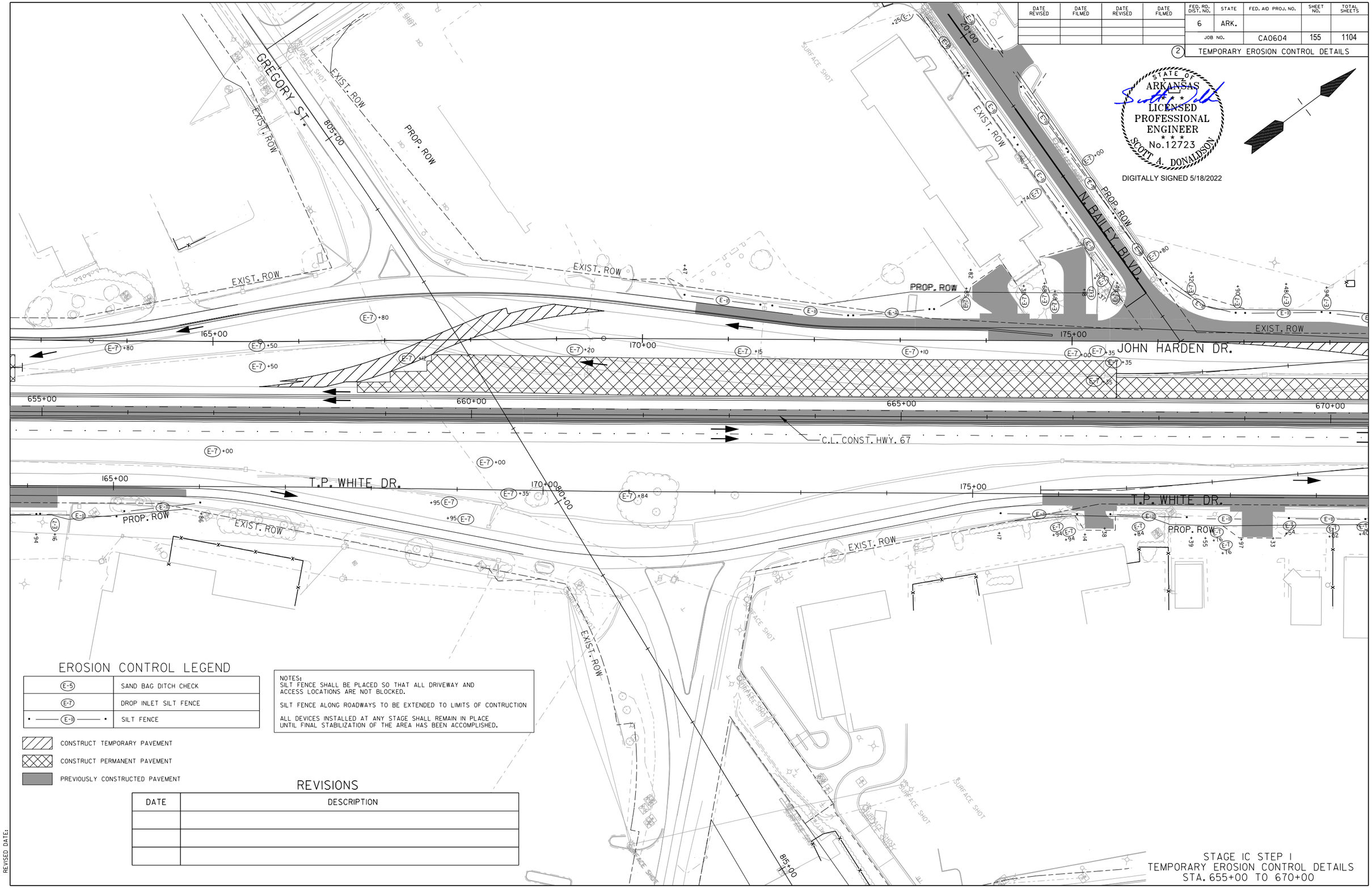
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	155	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:32:57 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	156	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART

PROP. ROW

EXIST. ROW

JOHN HARDEM DR.

C.L. CONST. HWY. 67

T.P. WHITE DR.

N. IST ST.

180+00 185+00 190+00 670+00 675+00 680+00 685+00 315+00

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:32:58 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	157	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

PROP. ROW
JOHN HARDEN DR.
195+00
200+00
205+00
210+00
685+00
690+00
695+00
700+00
C.L. CONST. HWY. 67
VANDENBERG BLVD.
EXIST. ROW
LOWES ENTR.
T.P. WHITE DR.
MADDEN RD.
16" RCP
RETAINING WALL
D.I.

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:32:59 PM
WORKSPACE: AHTD
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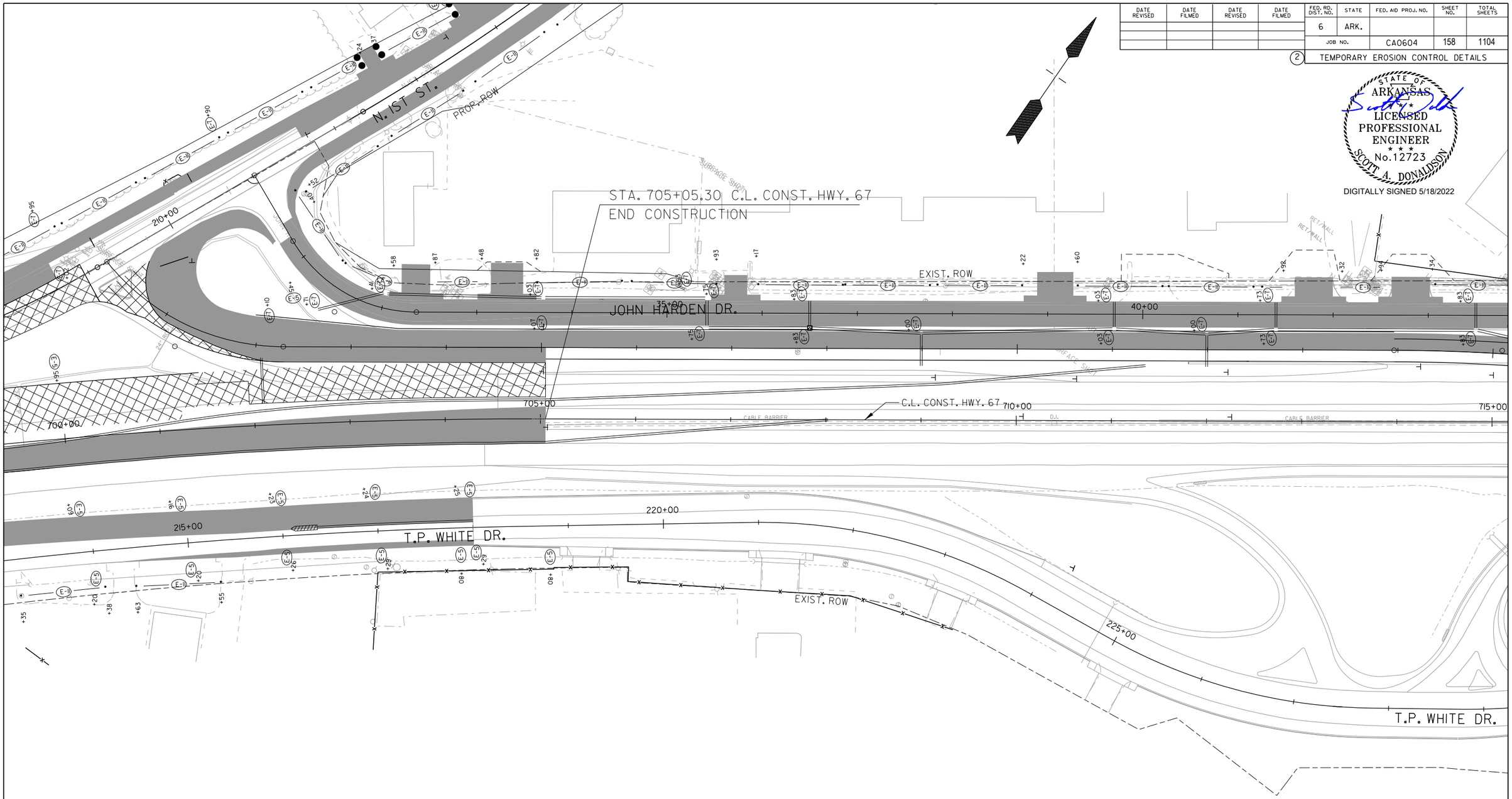
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	158	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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REVISIONS

DATE	DESCRIPTION

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/11/2022 8:33:00 PM
WORKSPACE: AHTD
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REVISED DATE:

REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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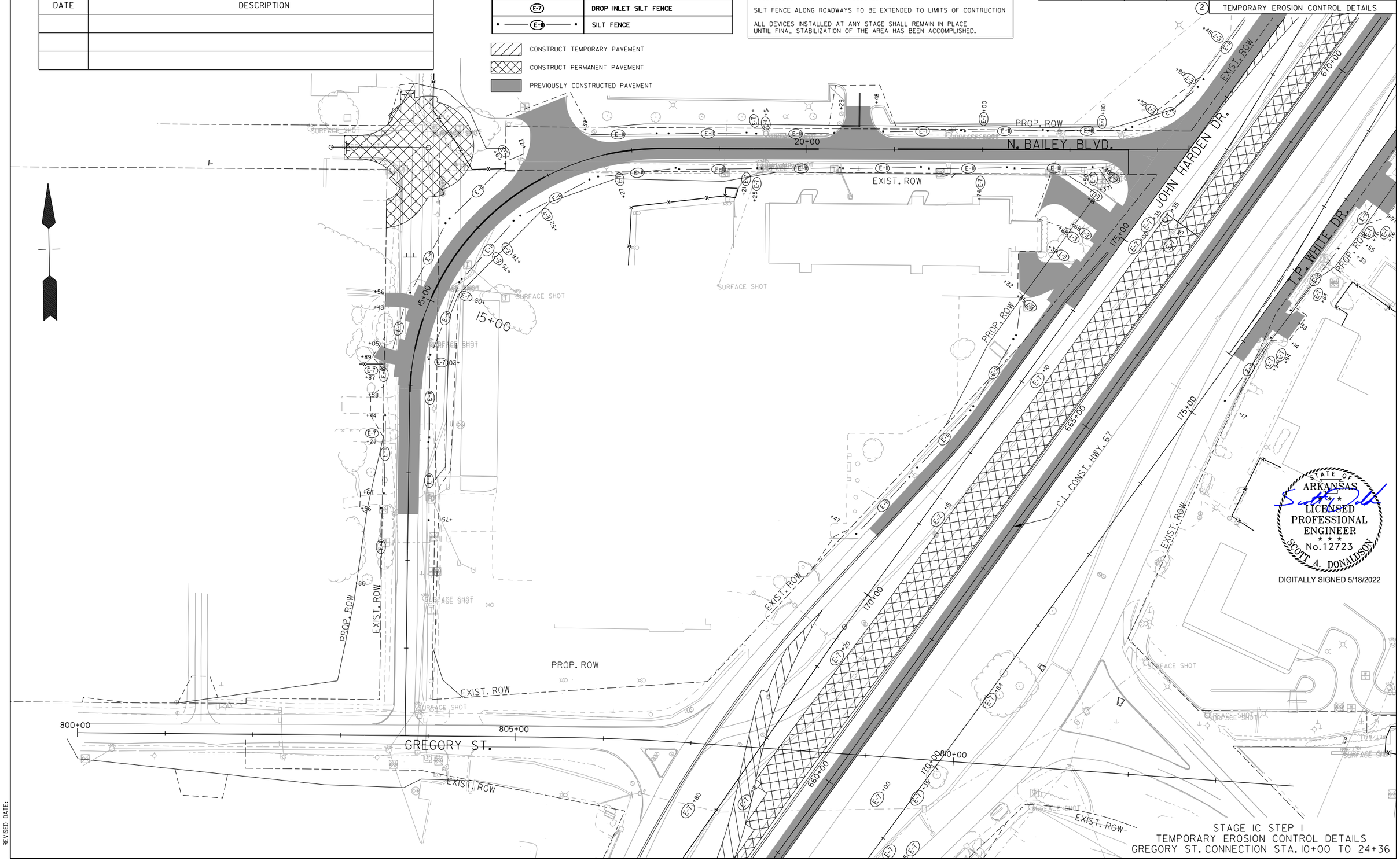
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	159	1104

2 TEMPORARY EROSION CONTROL DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
GREGORY ST. CONNECTION STA. 10+00 TO 24+36

SADonaldson 5/11/2022 8:33:00 PM
WORKSPACE: AHTD
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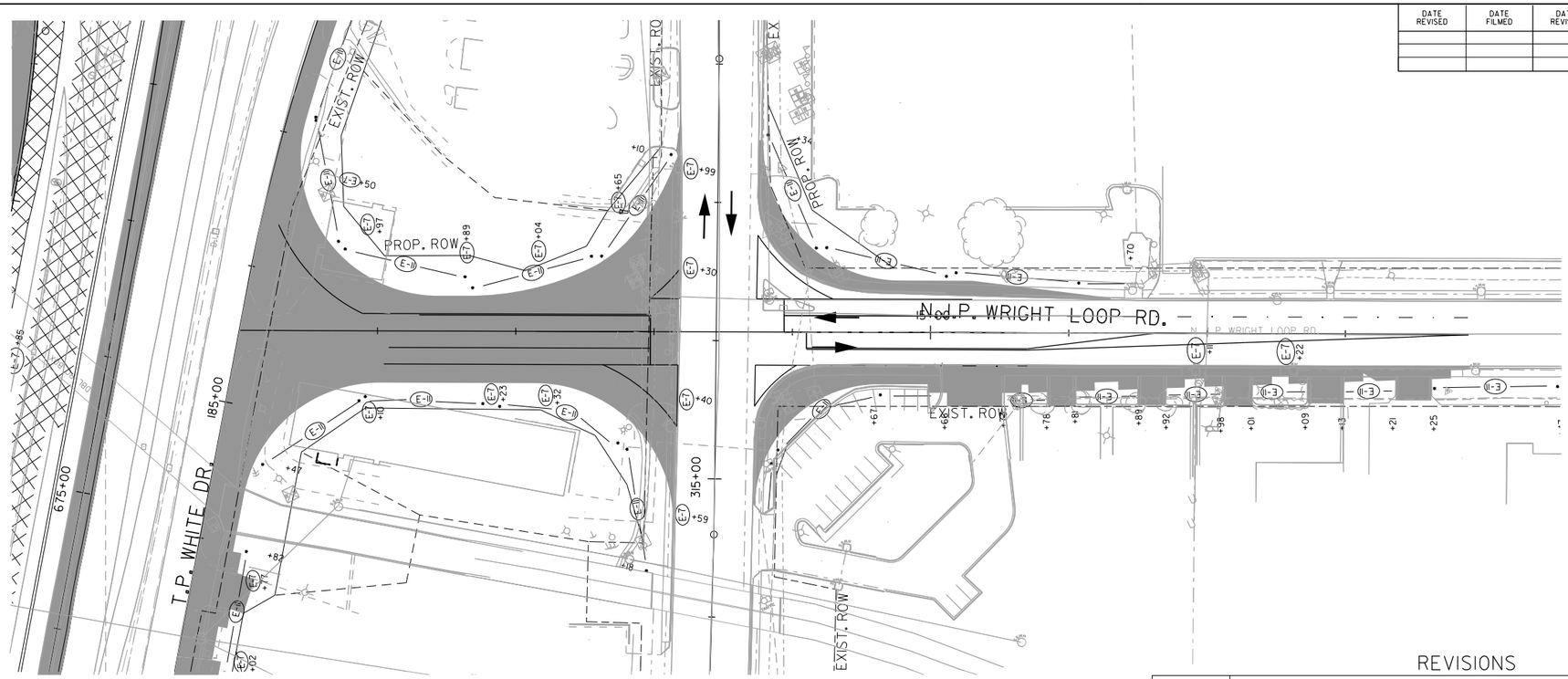
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	160	1104

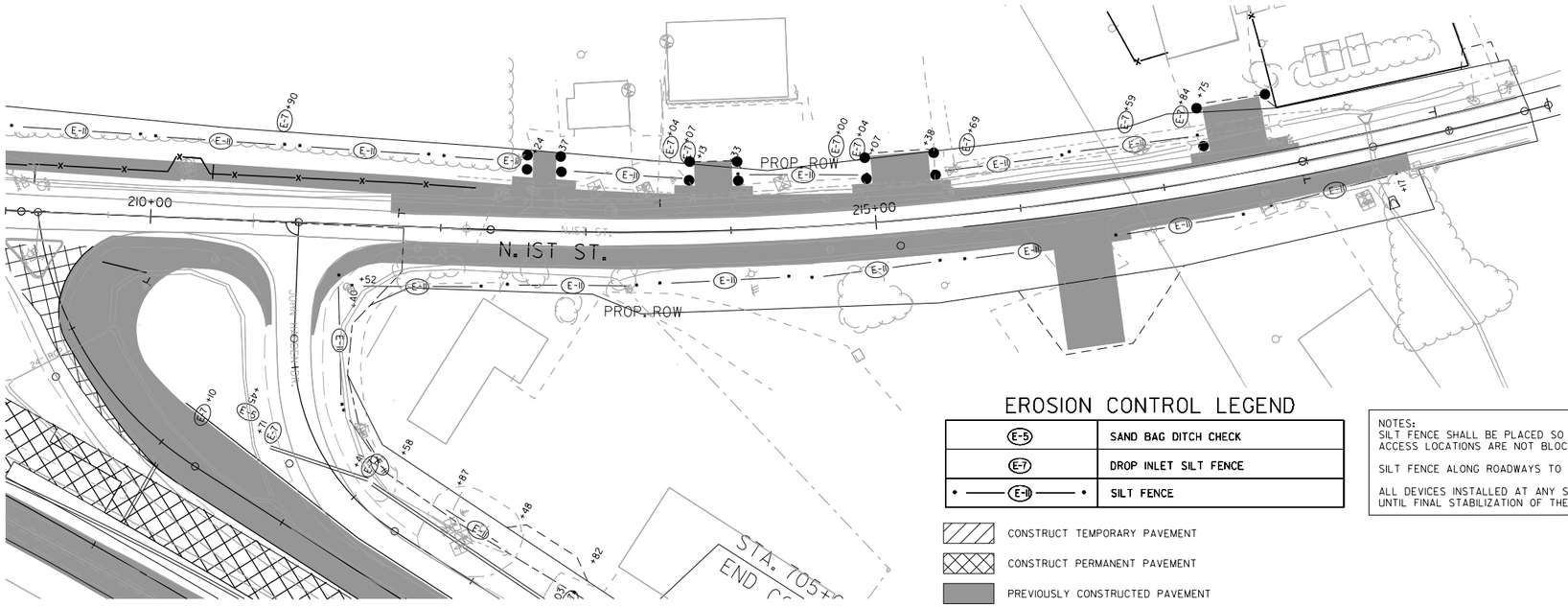
(2) TEMPORARY EROSION CONTROL DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

REVISIONS

DATE	DESCRIPTION



EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• (E-11) •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STAGE IC STEP I
TEMPORARY EROSION CONTROL DETAILS
Ist ST. CONNECTION & JOHN HARDEN DR.
STA. 715+00 TO 730+00

SADonaldson 5/11/2022 8:33:02 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	161	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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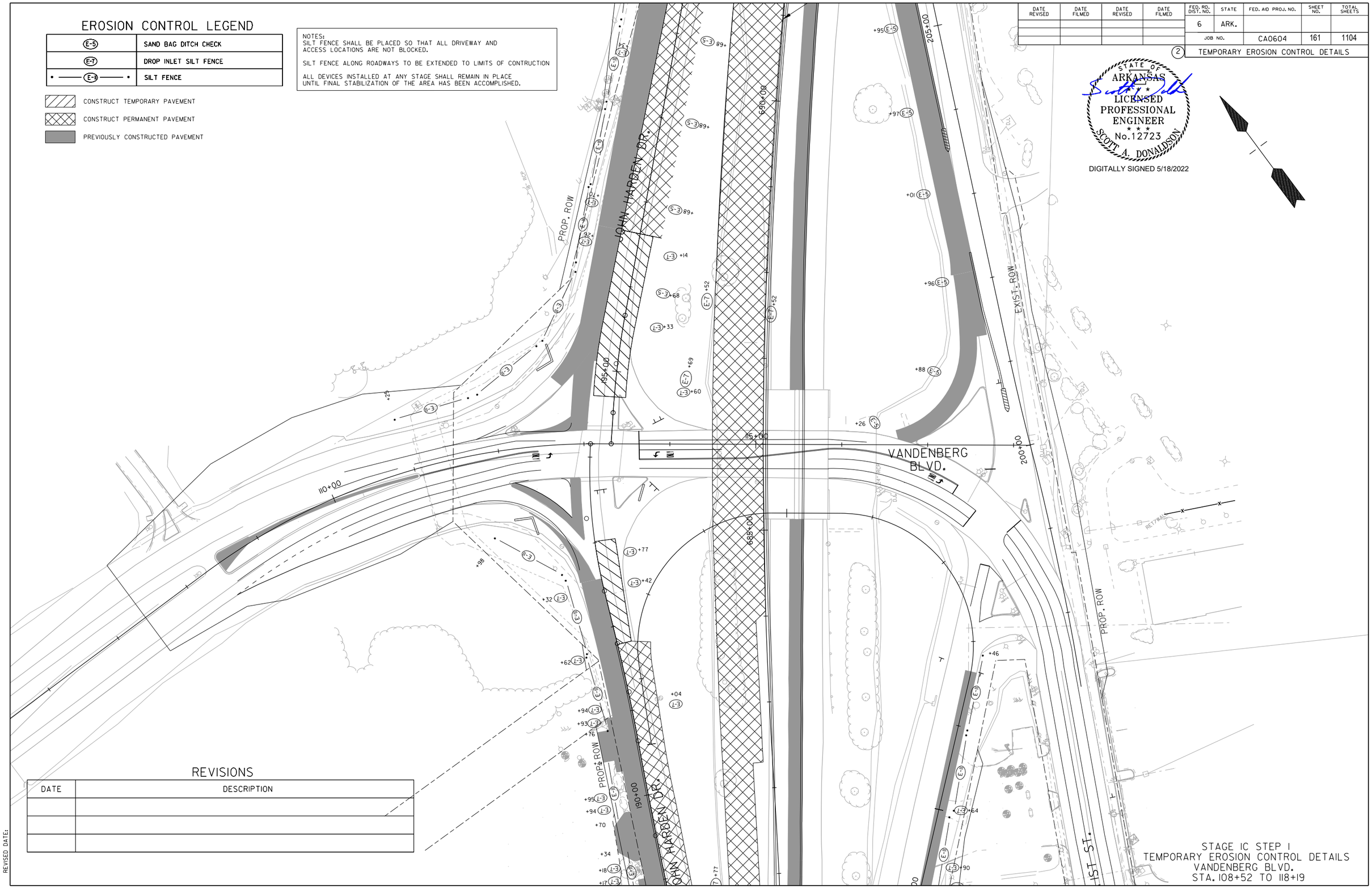
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 1
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/11/2022 8:33:03 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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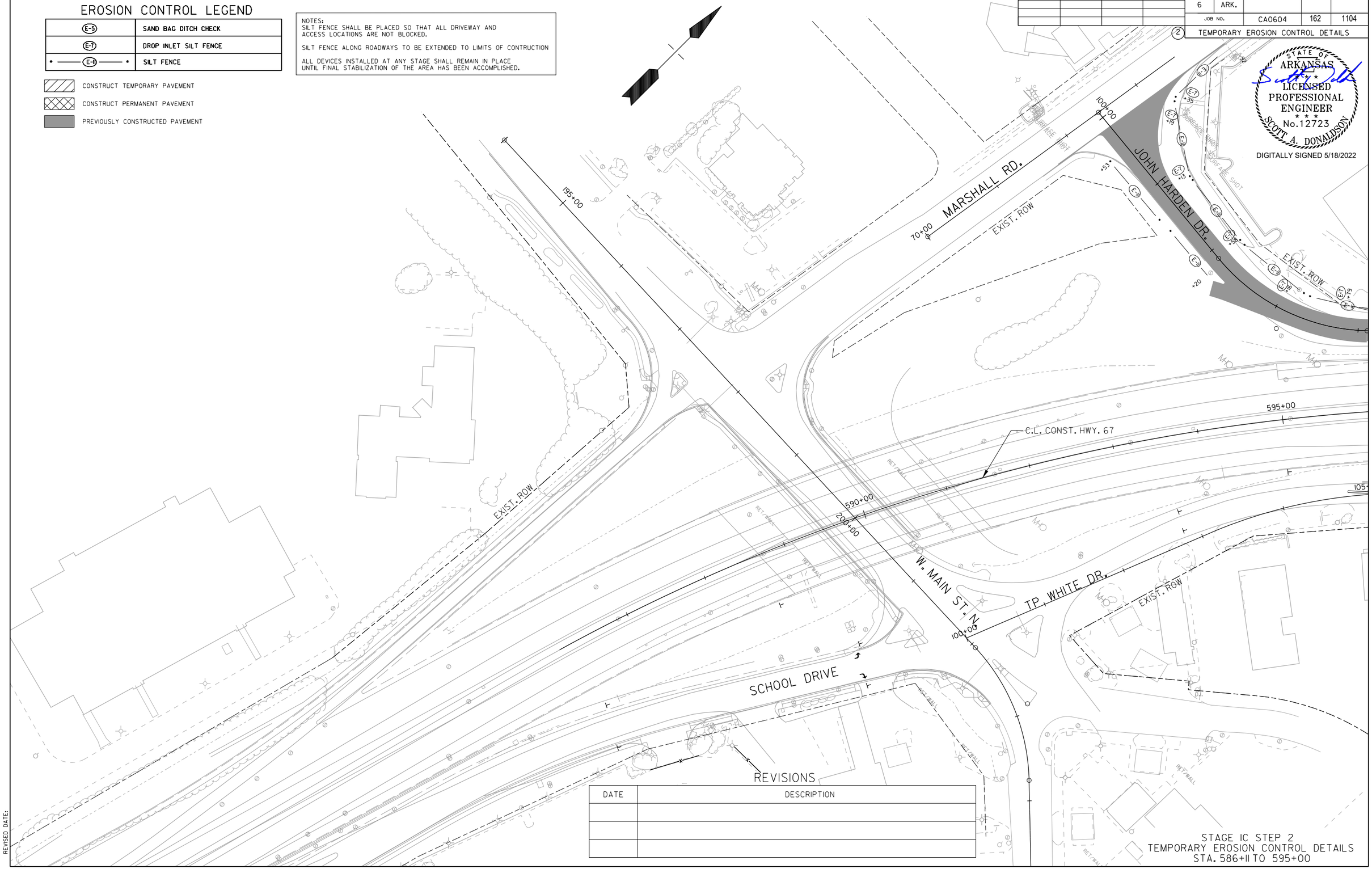
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	162	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

SADonaldson 5/11/2022 8:33:04 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan01Step 2.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	163	1104

(2) TEMPORARY EROSION CONTROL DETAILS

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604

JOHN HARDEN DR.

EXIST. ROW

PROP. ROW

JOHN HARDIN DR.

C.L. CONST. HWY. 67

T.P. WHITE DR.

RAMADA

RETAINING WALL

595+00 600+00 605+00 610+00

105+00 110+00 115+00

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:33:05 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan02 Step 2.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	164	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

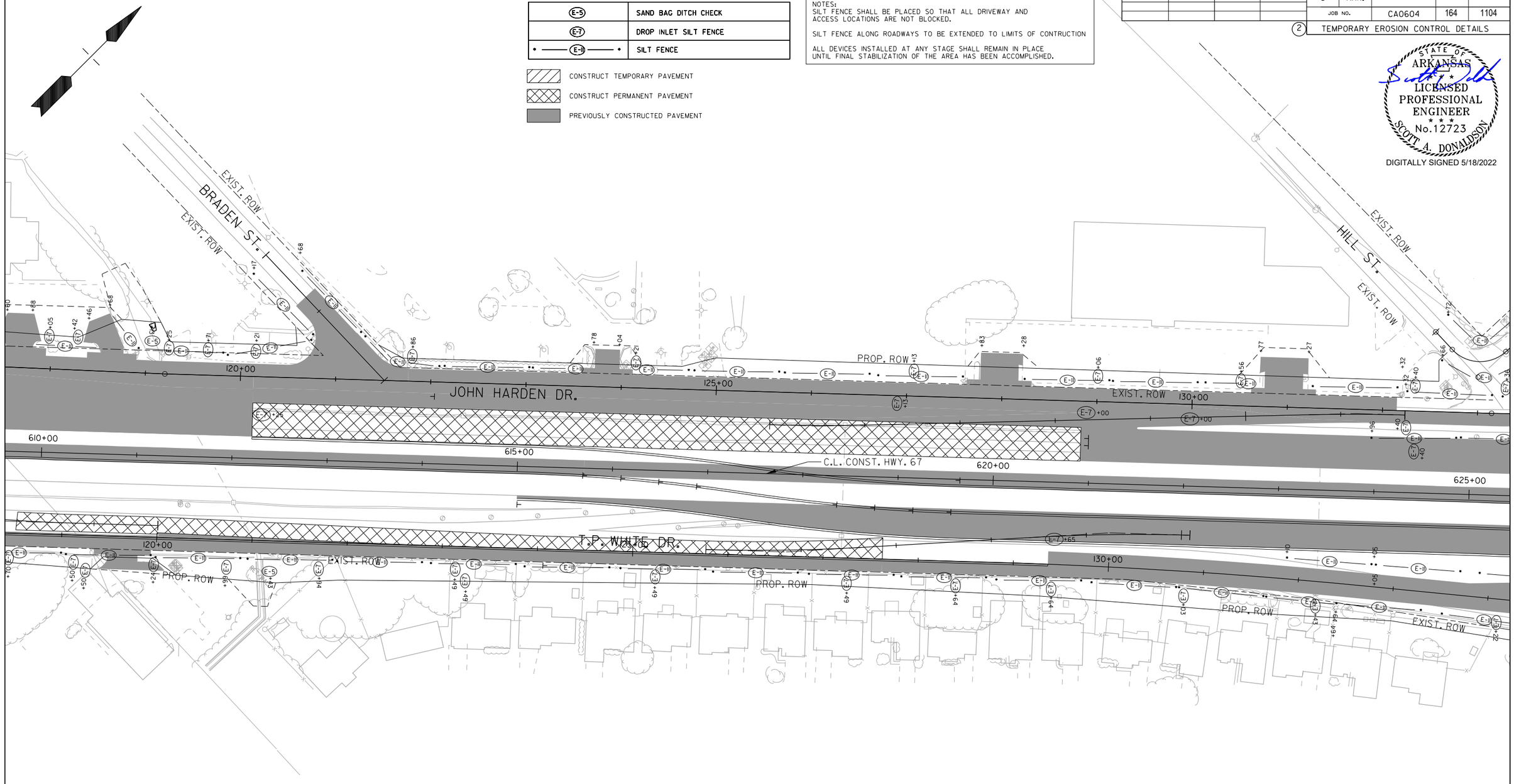
PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:33:06 PM
WORKSPACE: AHTD
L:\2012\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan03 Step 2.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	165	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

N. JEFF DAVIS AVE.

JOHN HARDEN DR.

N. JAMES ST.

HILL ST.

T.R. WHITE DR.

C.L. CONST. HWY. 67

PROP. ROW

EXIST. ROW

135+00 140+00 145+00 205+00 210+00 215+00

625+00 630+00 635+00 640+00

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:33:07 PM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan04 Step 2.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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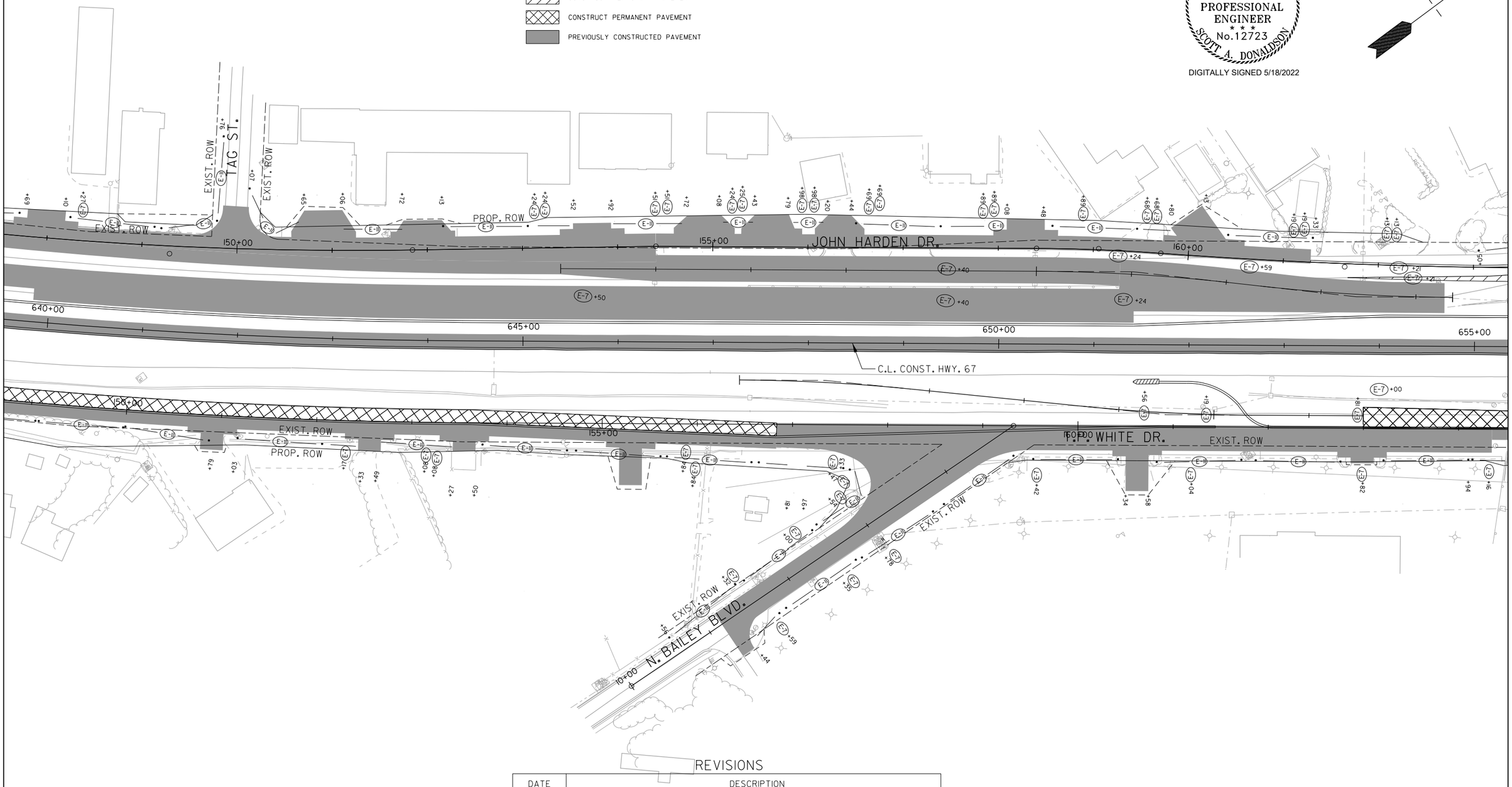
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	166	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:33:08 PM
WORKSPACE: AHTD
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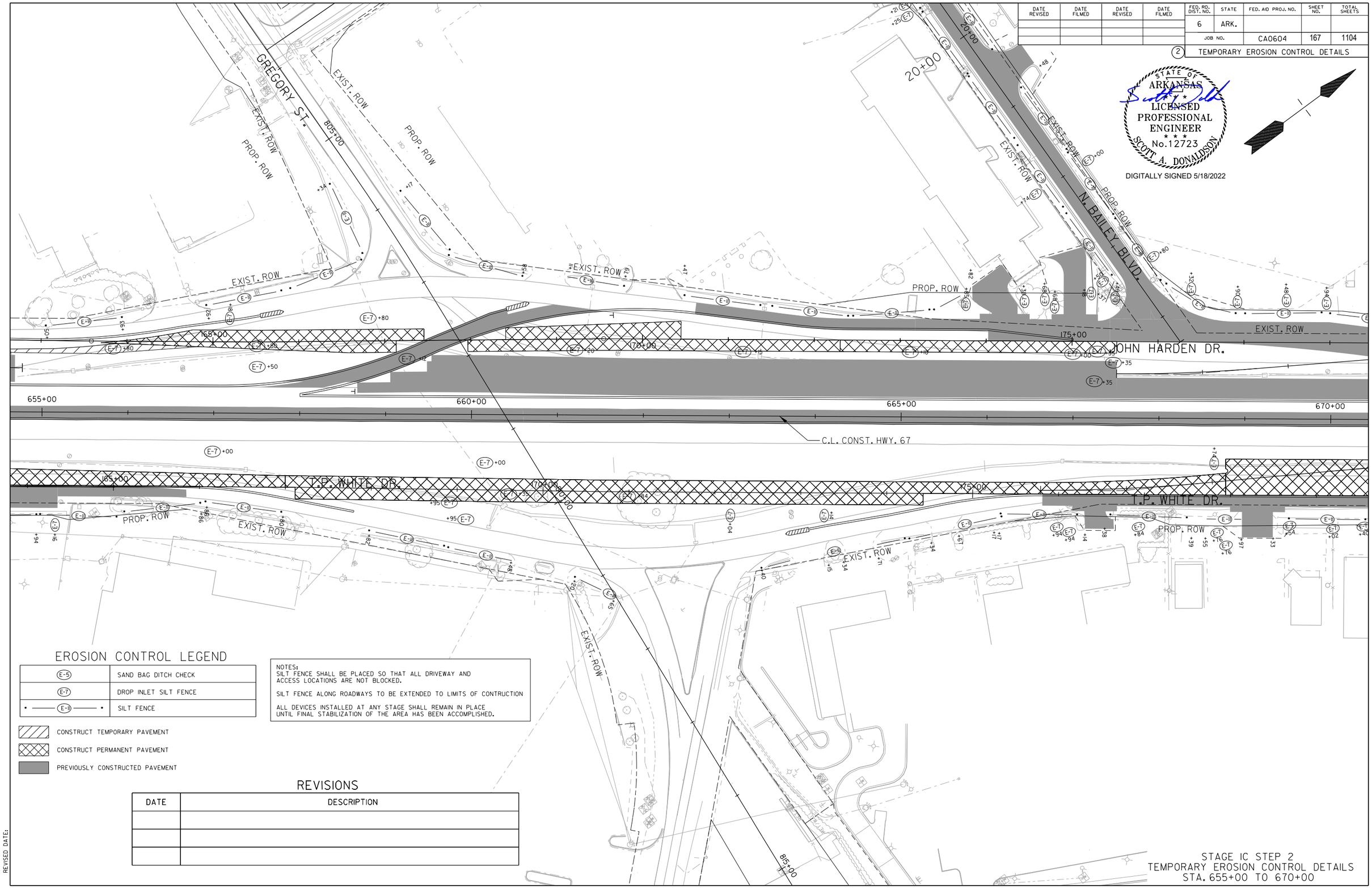
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	167	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

NOTES:
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CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:33:08 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIC_plan06 Step 2.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	168	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART
PROP. ROW
180+00
185+00
190+00
JOHN HARDEN DR.
EXIST. ROW
C.L. CONST. HWY. 67
670+00
675+00
680+00
685+00
T.P. WHITE DR.
N. IST ST.
315+00
PROP. ROW
EXIST. ROW
RETTWALL

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:33:09 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	169	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

JOHN HARDEN DR.
EXIST. ROW
195+00
200+00
205+00
685+00
690+00
695+00
700+00
C.L. CONST. HWY. 67
VANDENBERG BLVD.
LOWES ENTR.
T.P. WHITE DR.
MADDEN RD.
PROP. ROW
18" RCP
24" RCP

REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:33:10 PM
WORKSPACE: AHTD
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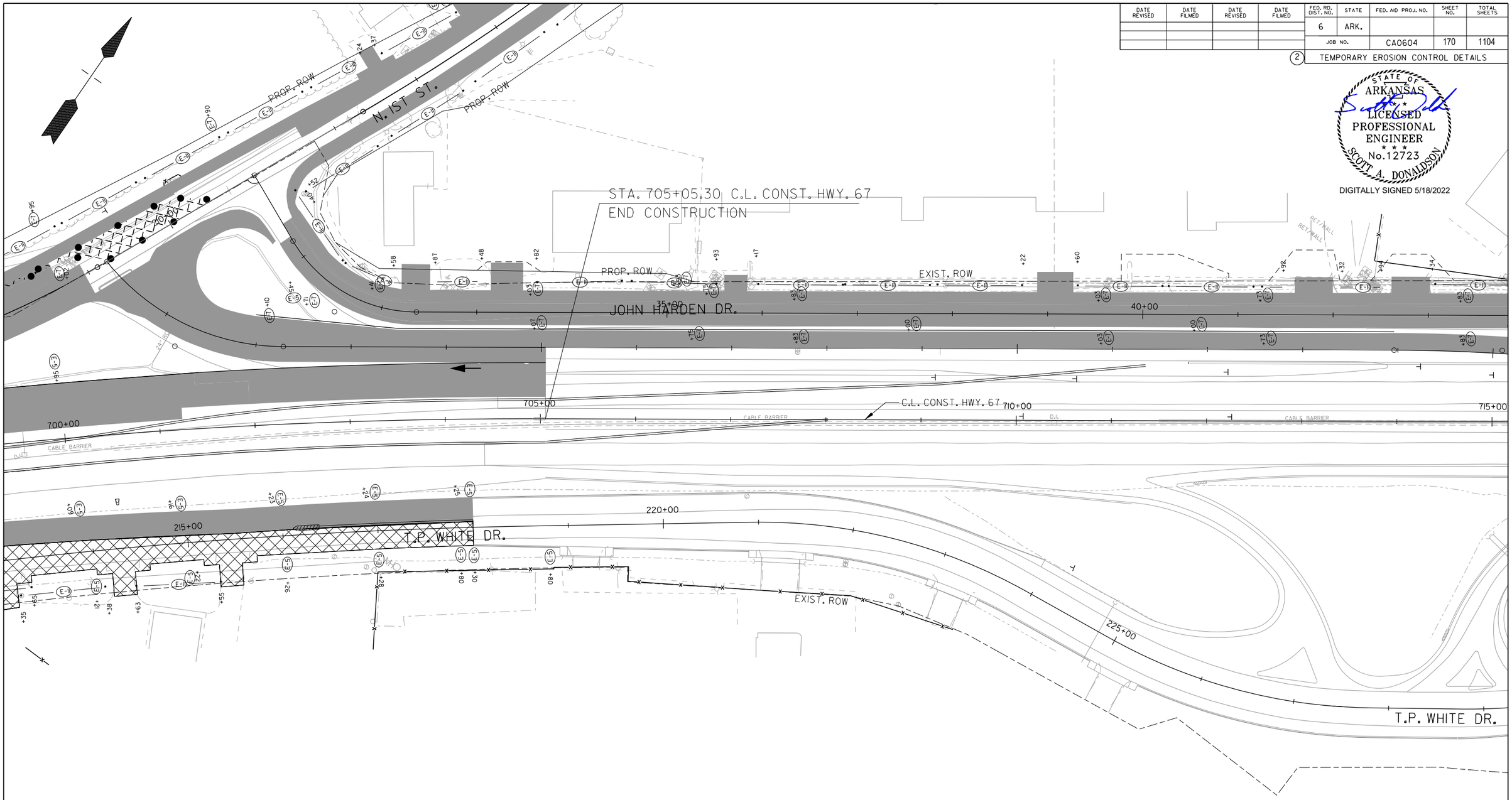
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	170	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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REVISIONS

DATE	DESCRIPTION

STAGE IC STEP 2
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/11/2022 8:33:11 PM
WORKSPACE: AHTD
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REVISED DATE:

REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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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.		CA0604	171	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EXIST. ROW
PROP. ROW
N. BAILEY, BLVD.
JOHN HARDEN DR.
T.P. WHITE DR.
C.L. CONST. HWY. 67
GREGORY ST.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
N. BAILEY BLVD. STA. 10+00 TO 24+36

SADonaldson 5/11/2022 8:33:12 PM
WORKSPACE: AHTD
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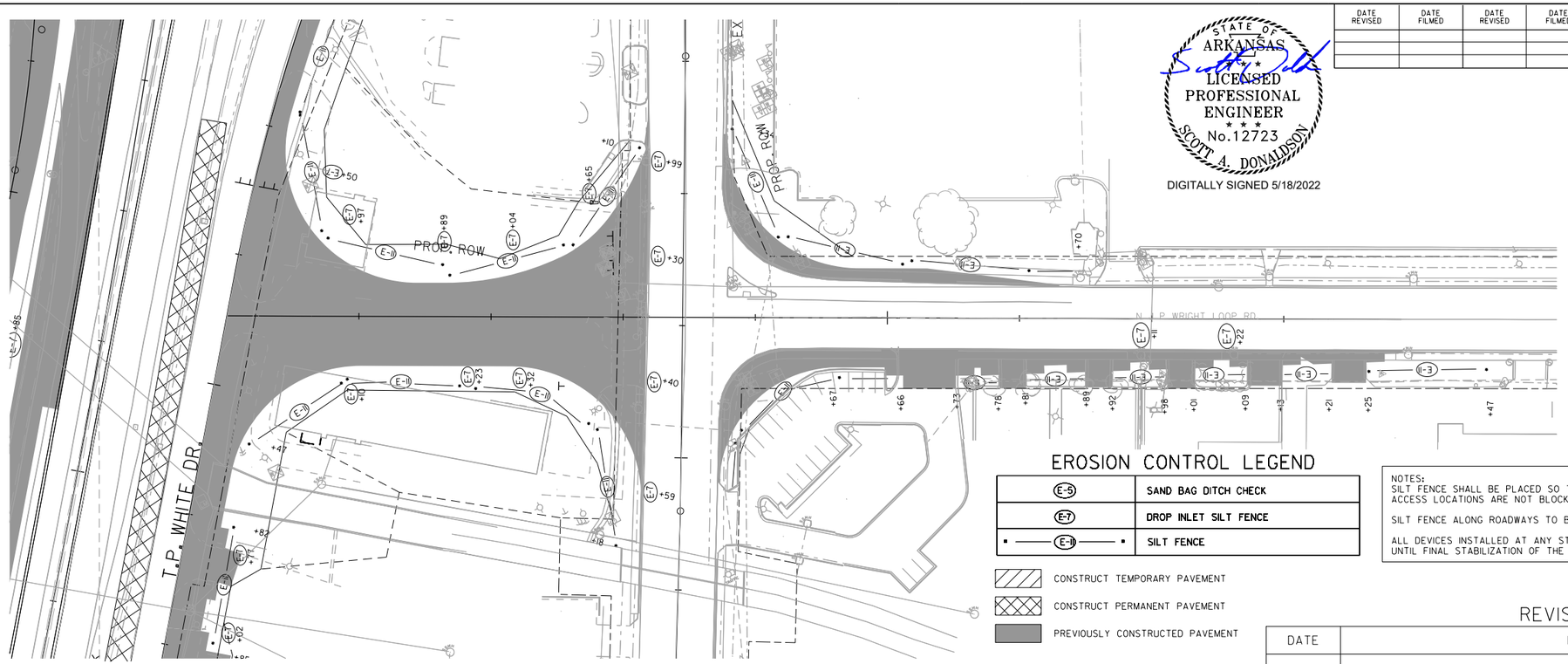
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	172	1104

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
(E-11)	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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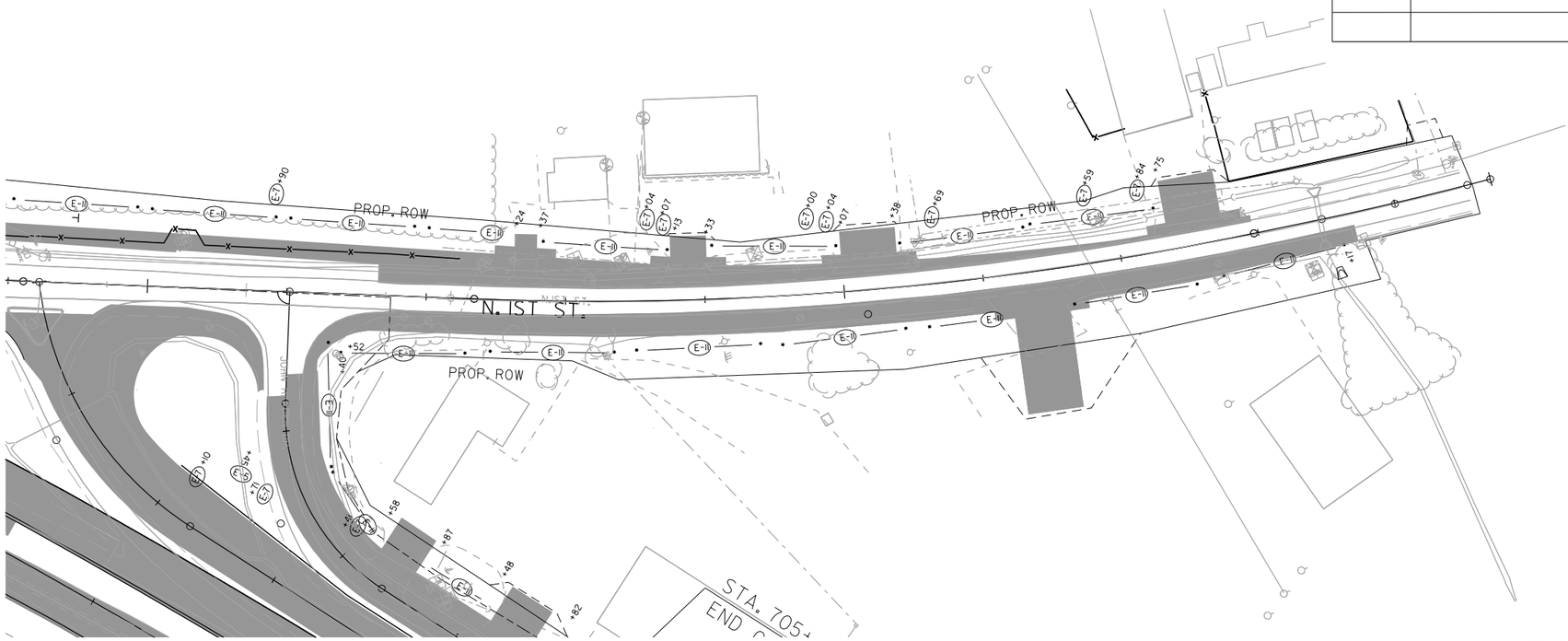
REVISIONS

DATE	DESCRIPTION



STAGE ID
TEMPORARY EROSION CONTROL DETAILS
1st ST. CONNECTION & JOHN HARDEN DR.
STA. 715+00 TO 730+00

SADonaldson 5/11/2022 8:33:14 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	173	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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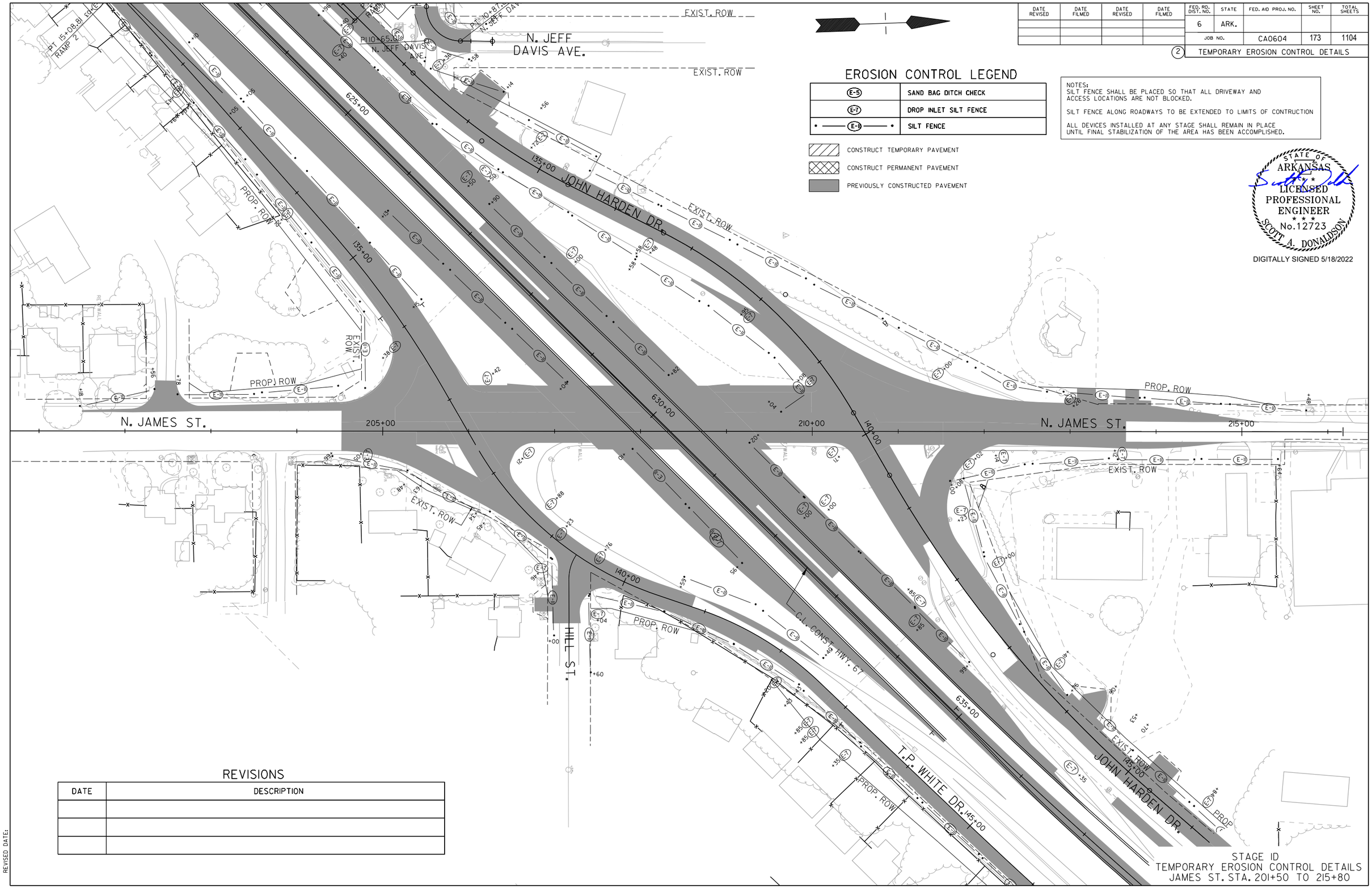
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
JAMES ST. STA. 201+50 TO 215+80

SADonaldson 5/11/2022 8:33:15 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSID_plan James St01.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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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.		CA0604	174	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

JOHN HARDEN DR.

VANDENBERG BLVD.

EXIST. ROW

PAVED SHOULDER

PROP. ROW

RETAINING WALL

REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/11/2022 8:33:16 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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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.		CA0604	175	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

MARSHALL RD.
EXIST. ROW
EXIST. ROW
EXIST. ROW
EXIST. ROW
C.L. CONST. HWY. 67
W. MAIN ST. N.
TP WHITE DR.
SCHOOL DRIVE
RET. WALL
M/O

REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

SADonaldson 5/11/2022 8:33:16 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723

DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	176	1104

(2) TEMPORARY EROSION CONTROL DETAILS

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604

JOHN HARDEN DR.

EXIST. ROW

PROP. ROW

JOHN HARDIN DR.

C.L. CONST. HWY. 67

T.P. WHITE DR.

RAMADA

RET. WALL

REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:33:17 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	177	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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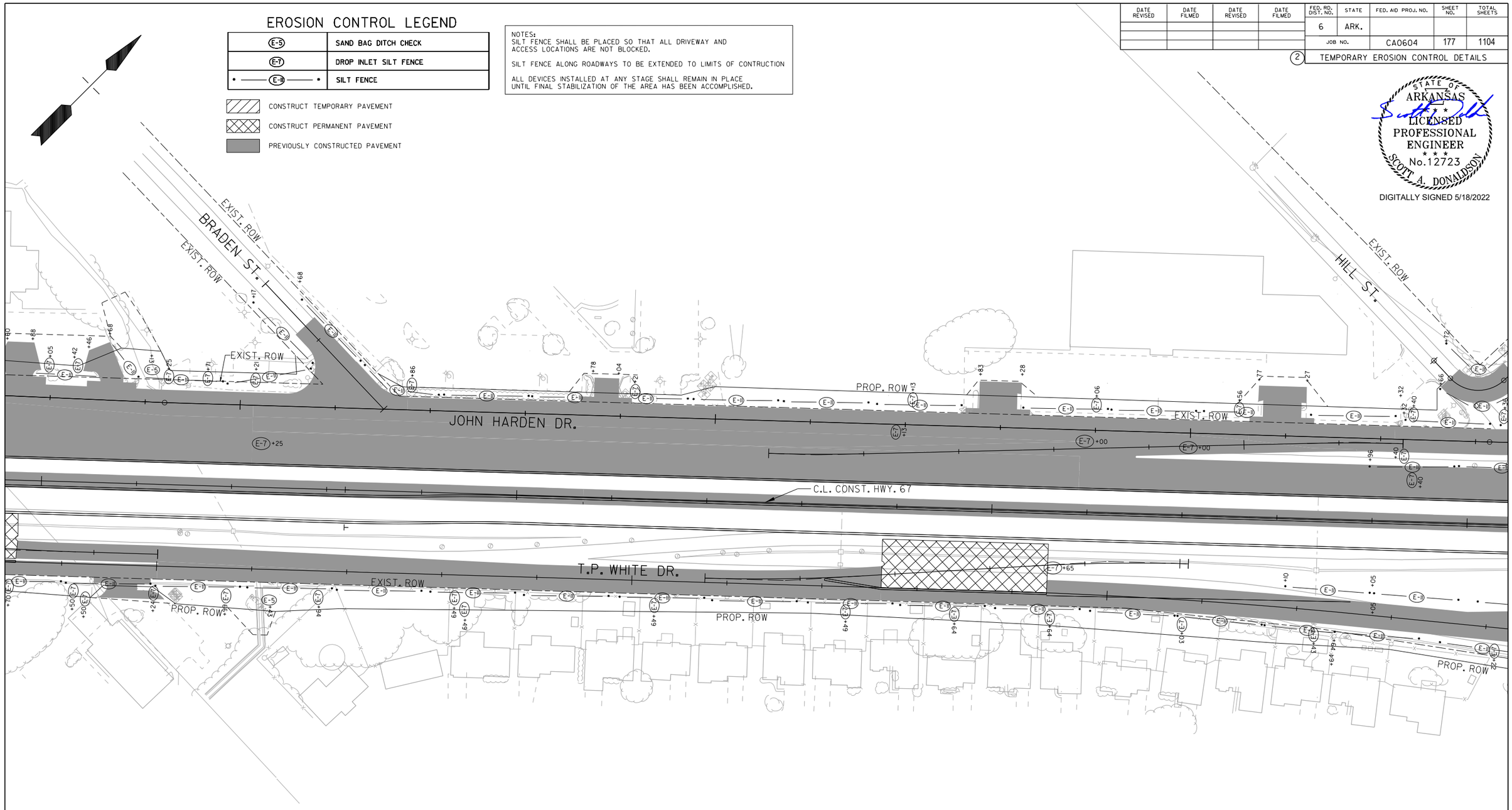
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:33:19 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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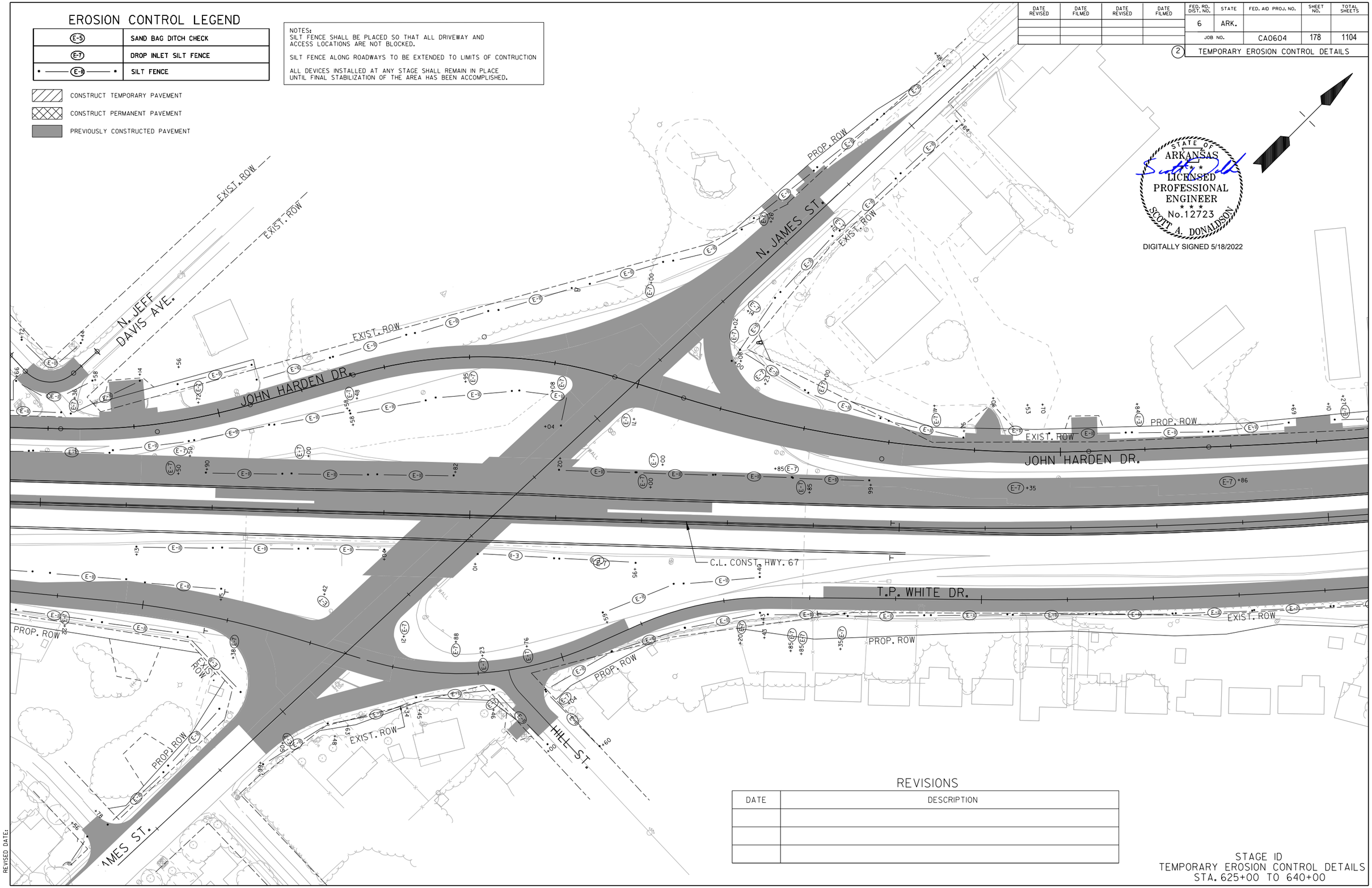
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	178	1104

2 TEMPORARY EROSION CONTROL DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:33:20 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSID_plan04.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	179	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

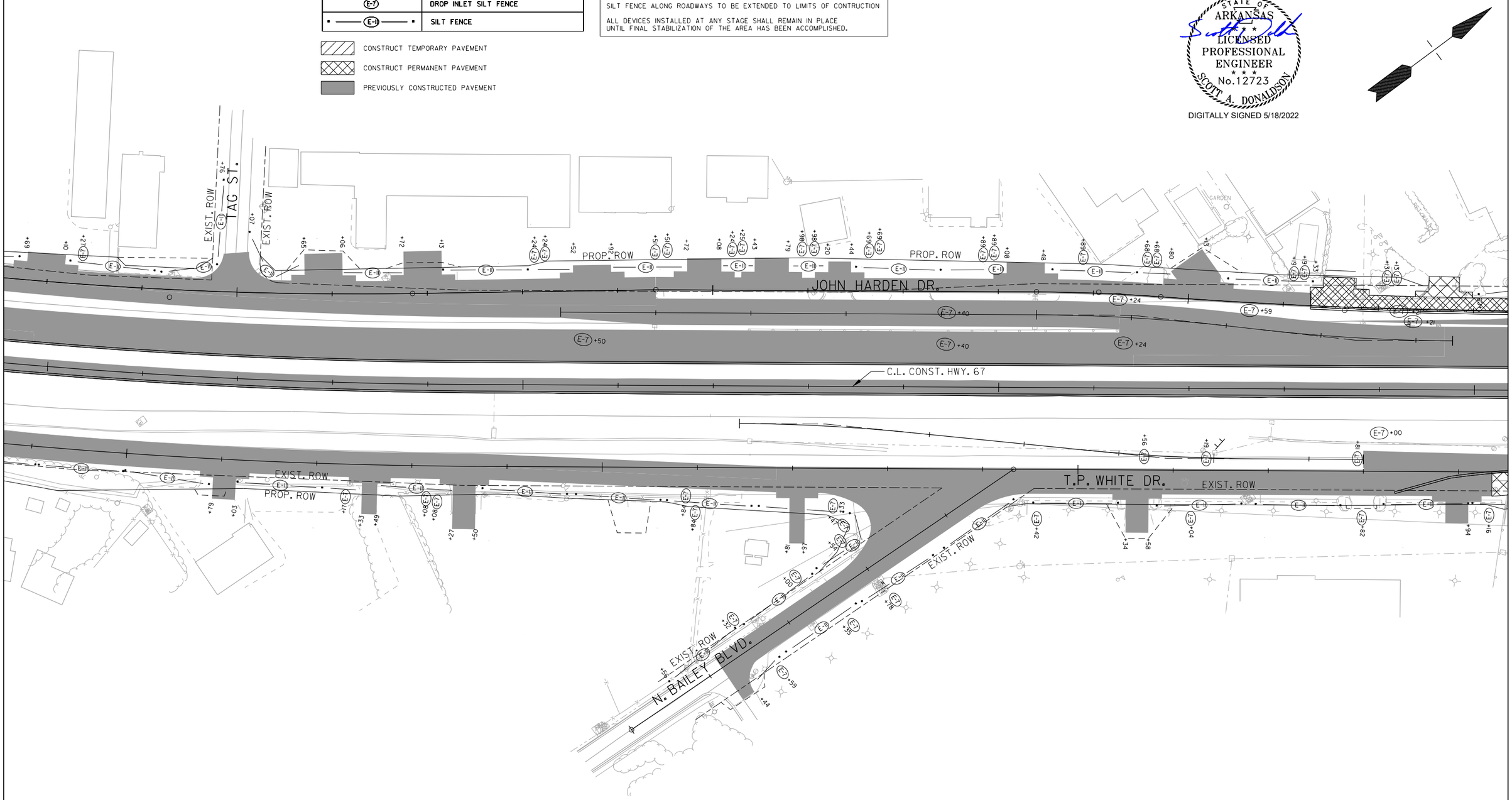
NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:33:21 PM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSID_plan05.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	180	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

GREGORY ST.
EXIST. ROW
PROP. ROW
N. BAILEY BLVD.
JOHN HARDEN DR.
C.L. CONST. HWY. 67
T.P. WHITE DR.

REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:33:22 PM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSID_plan06.dgn
REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	181	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART

PROP. ROW

EXIST. ROW

JOHN HARDEN DR.

C.L. CONST. HWY. 67

T.P. WHITE DR.

N. IST ST.

RETAINING WALL

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:33:23 PM
WORKSPACE: AHTD
L:\2021\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSID_plan07.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	182	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

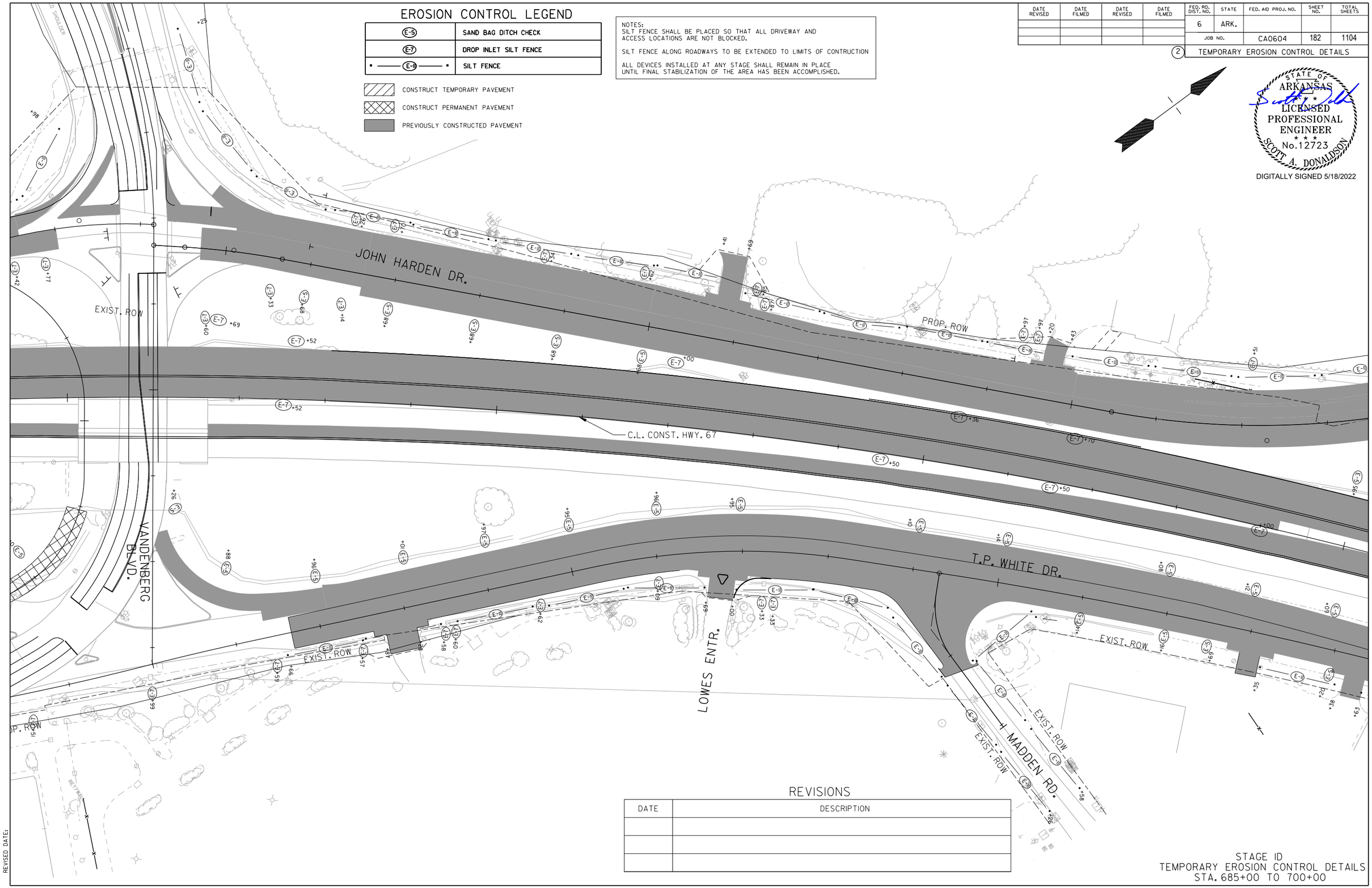
PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:33:24 PM
WORKSPACE: AHTD
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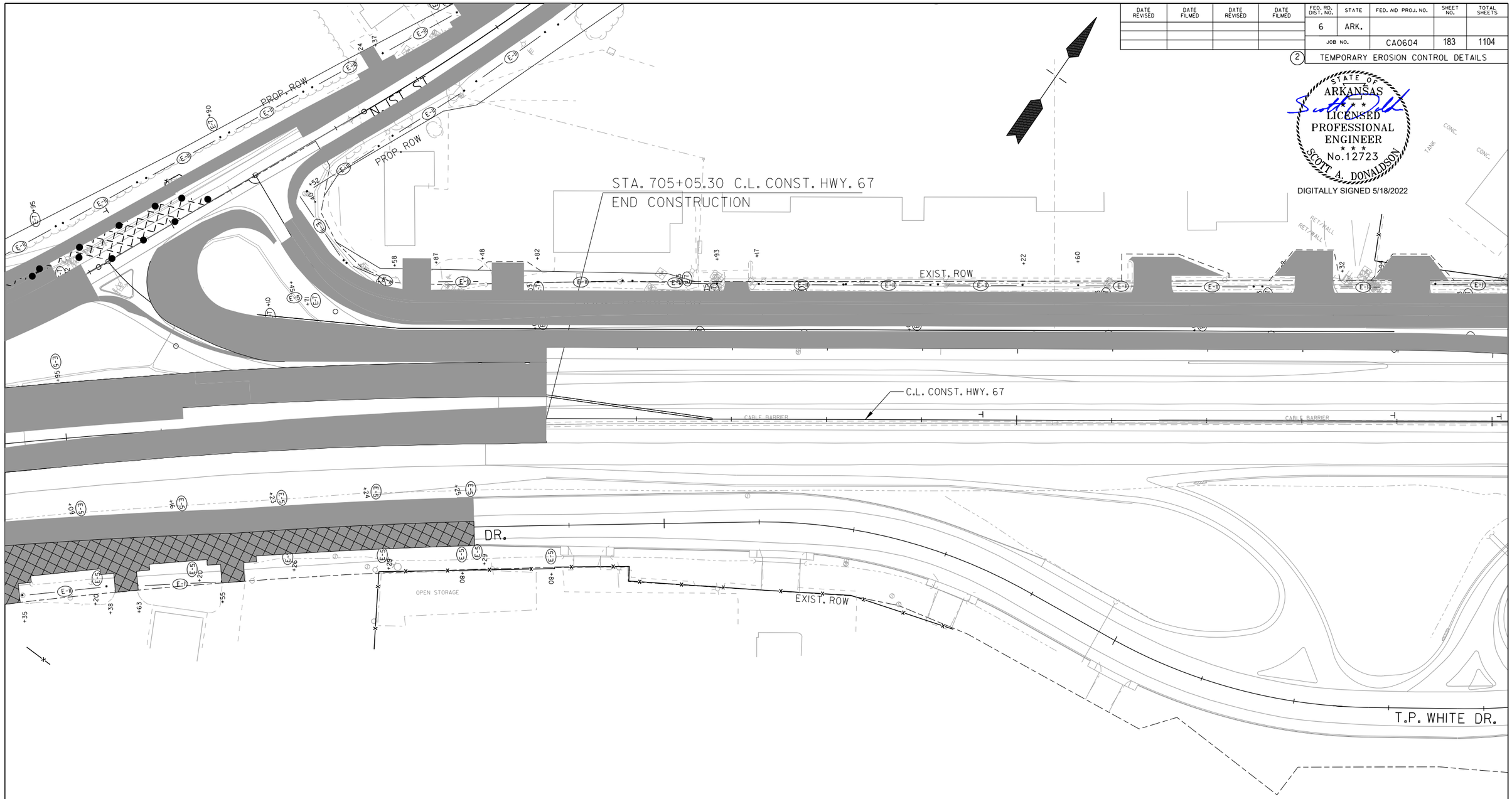
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	183	1104

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

REVISIONS

DATE	DESCRIPTION

STAGE ID
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/11/2022 8:33:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	184	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

195+00
70+00 MARSHALL RD.
EXIST. ROW
100+00
595+00
C.L. CONST. HWY. 67
590+00
200+00
EXIST. ROW
W. MAIN ST. N
100+00
TP WHITE DR.
EXIST. ROW
SCHOOL DRIVE
RET. WALL
MAIL BOX

REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

SADonaldson 5/11/2022 8:33:31PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	185	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604

JOHN HARDEN DR.

EXIST. ROW

JOHN HARDIN DR.

EXIST. ROW

595+00 600+00 605+00 610+00

105+00 110+00 115+00

C.L. CONST. HWY. 67

RAMADA

RET. WALL

RET. WALL

REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:33:32 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

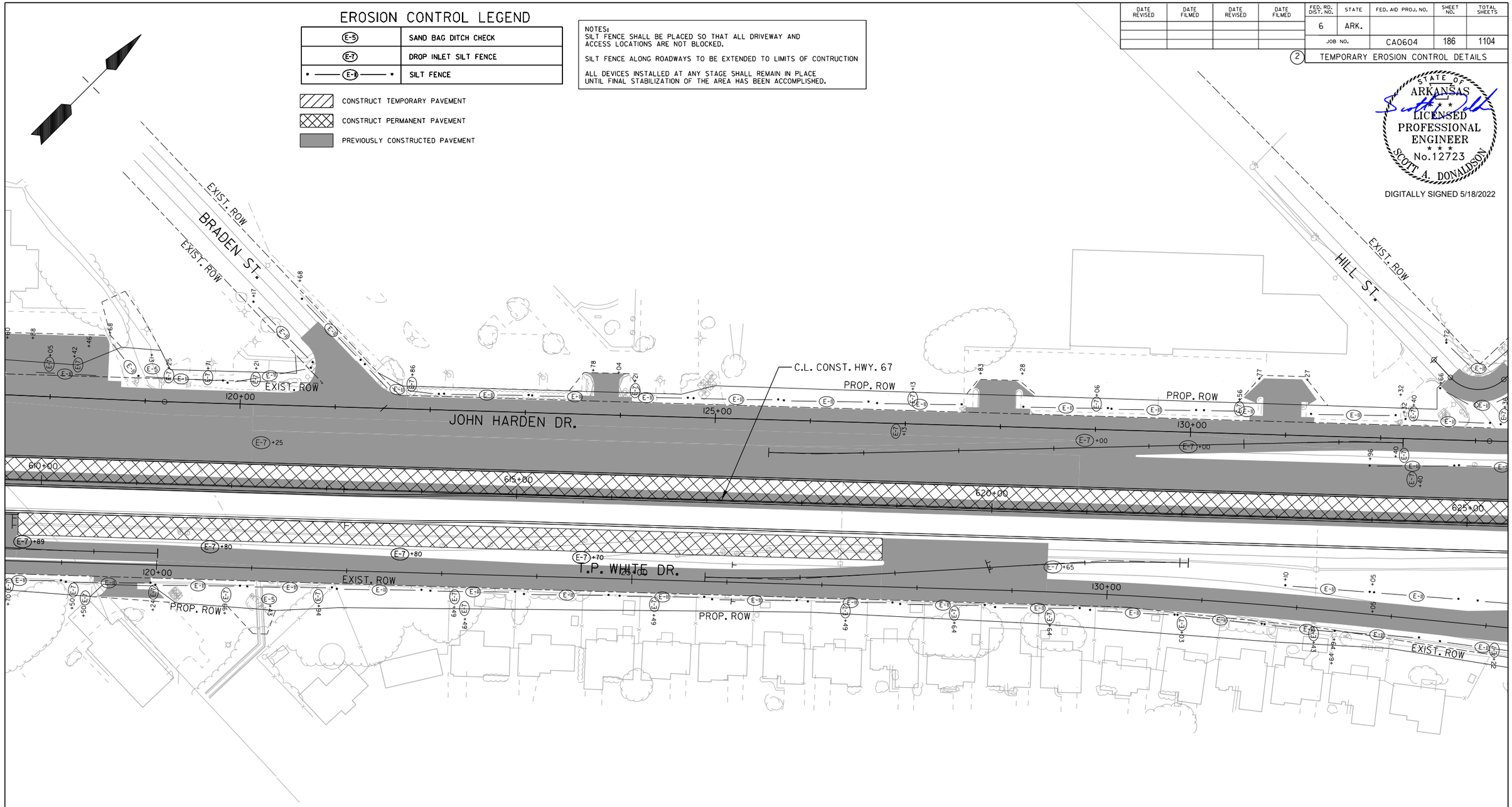
SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	186	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:33:34 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	187	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

N. JEFF DAVIS AVE.

EXIST. ROW

JOHN HARDEN DR.

N. JAMES ST.

PROP. ROW

C.L. CONST. HWY. 67

T.P. WHITE DR.

HILL ST.

135+00 140+00 145+00 205+00 210+00 215+00 625+00 630+00 635+00 640+00

REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	188	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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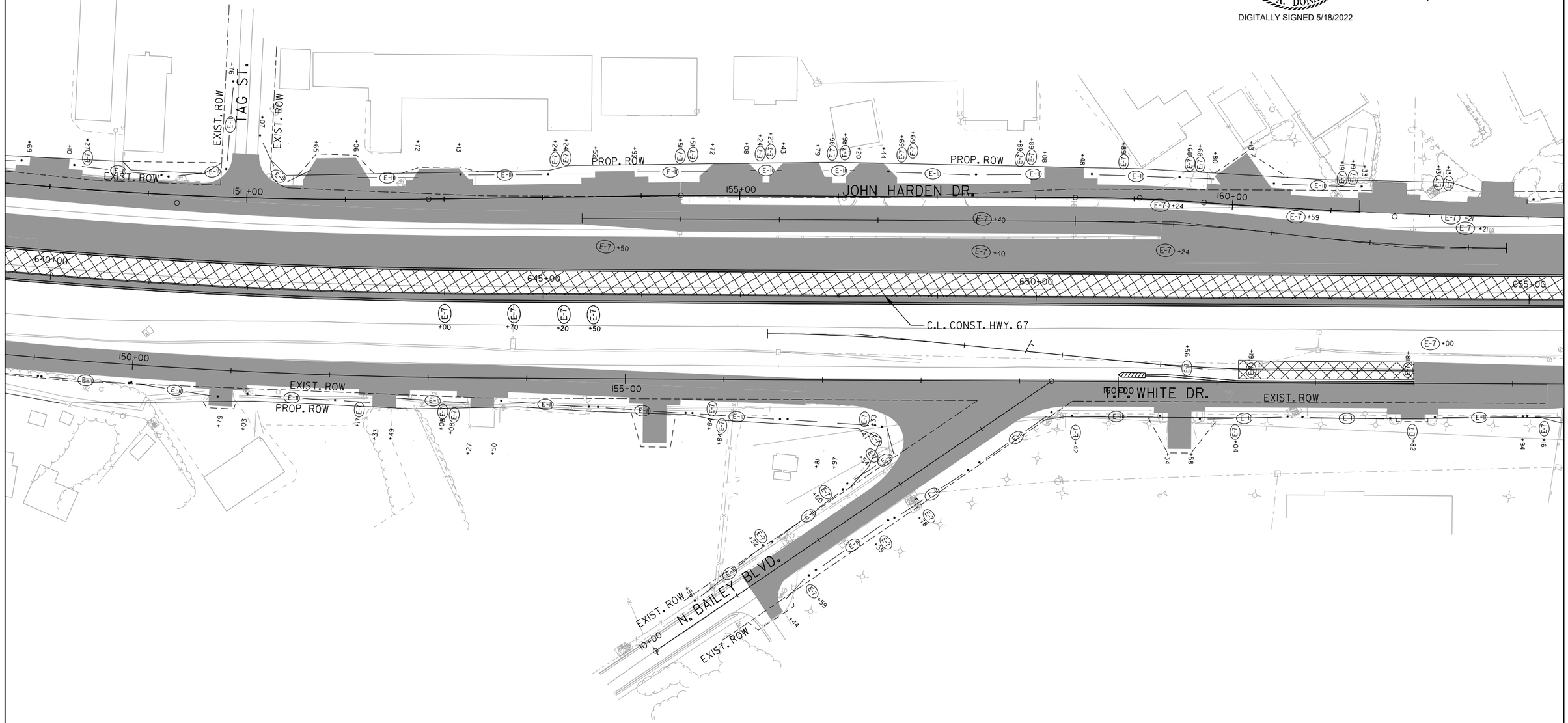
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+00

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WORKSPACE: AHTD
L:\2012\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSE_plan05.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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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.		CA0604	189	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

GREGORY ST.
EXIST. ROW
PROP. ROW
805+00
EXIST. ROW
PROP. ROW
EXIST. ROW
EXIST. ROW
PROP. ROW
N. BAILEY BLVD.
EXIST. ROW
JOHN HARDEN DR.
165+00
170+00
175+00
655+00
660+00
665+00
670+00
C.L. CONST. HWY. 67
T.P. WHITE DR.
165+00
170+00
175+00
T.P. WHITE DR.
EXIST. ROW
EXIST. ROW
EXIST. ROW
PROP. ROW
EXIST. ROW
805+00

REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:33:37 PM
WORKSPACE: AHTD
L:\2012\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIE_plan06.dgn
REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	190	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART

PROP. ROW

EXIST. ROW

JOHN HARDEN DR.

C.L. CONST. HWY. 67

180+00 185+00 190+00 670+00 675+00 680+00 685+00

T.P. WHITE DR.

PROP. ROW

EXIST. ROW

N. IST ST.

315+00

RETT. WALL

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:33:39 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	191	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

JOHN HARDEN DR.
195+00
200+00
205+00
EXIST. ROW
PROP. ROW
685+00
690+00
695+00
700+00
C.L. CONST. HWY. 67
VANDENBERG BLVD.
115+00
200+00
205+00
T.P. WHITE DR.
210+00
LOWES ENTR.
EXIST. ROW
MADDEN RD.
PROP. ROW
EXIST. ROW

REVISIONS

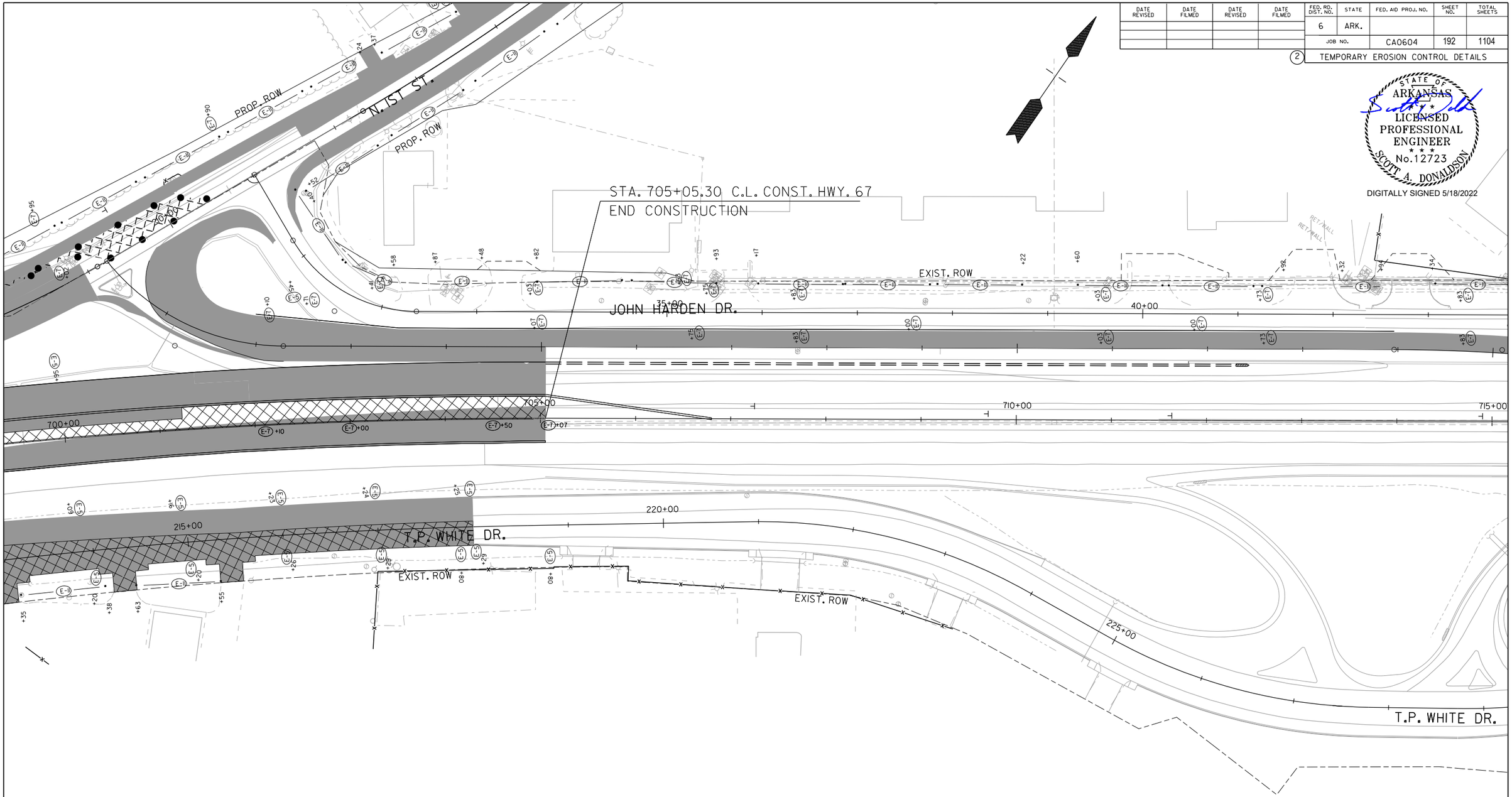
DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:33:40 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSE_plan08.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	192	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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REVISIONS

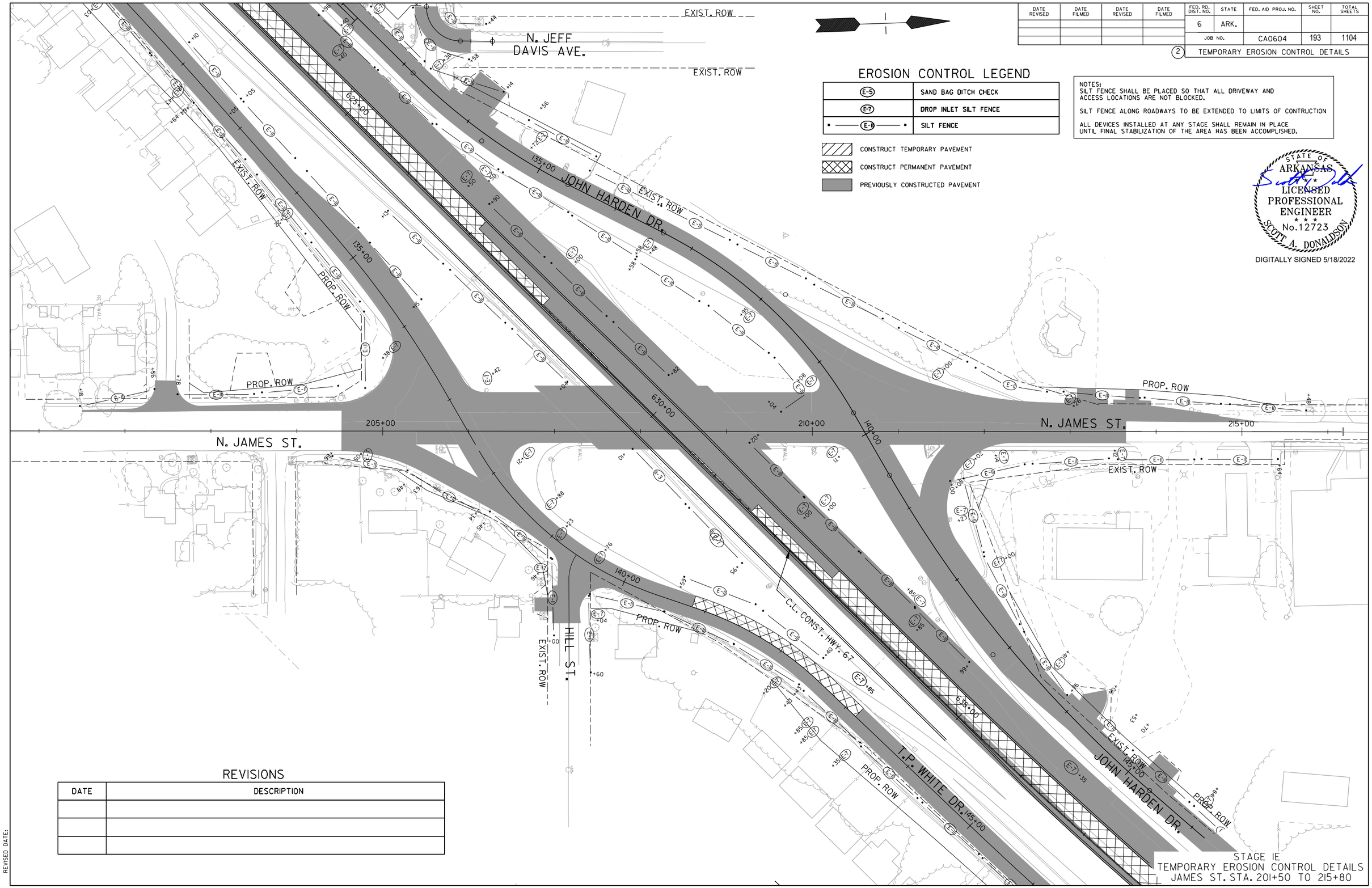
DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/11/2022 8:33:41 PM
WORKSPACE: AHTD
L:\2021\21017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIE_plan09.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	193	1104

(2) TEMPORARY EROSION CONTROL DETAILS



EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
JAMES ST. STA. 201+50 TO 215+80

SADonaldson 5/11/2022 8:33:42 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIE_plan James St01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	194	1104

2 TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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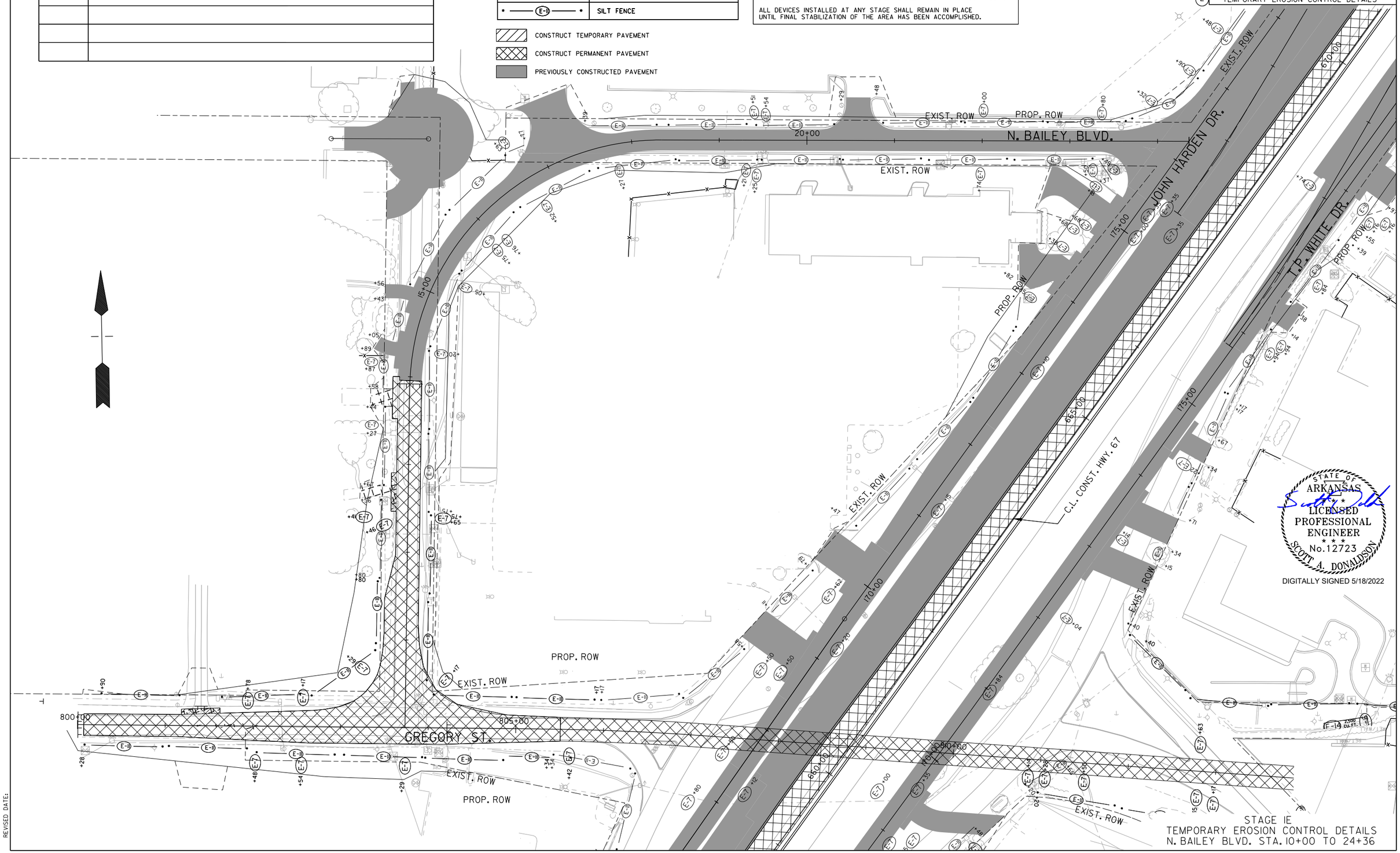


STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

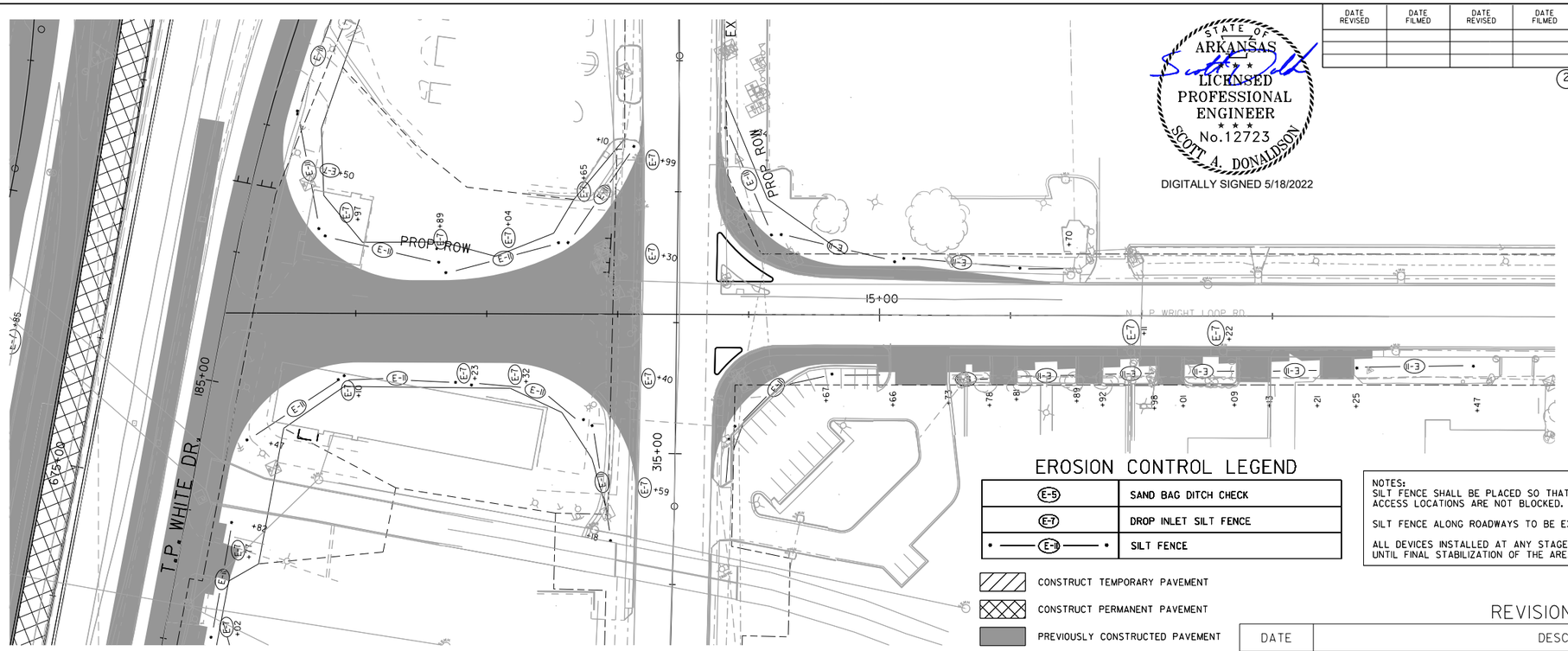
STAGE IE
TEMPORARY EROSION CONTROL DETAILS
N. BAILEY BLVD. STA. 10+00 TO 24+36

SADonaldson 5/11/2022 8:33:43 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_ECSIE_Connection.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	195	1104

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• (E-11) •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

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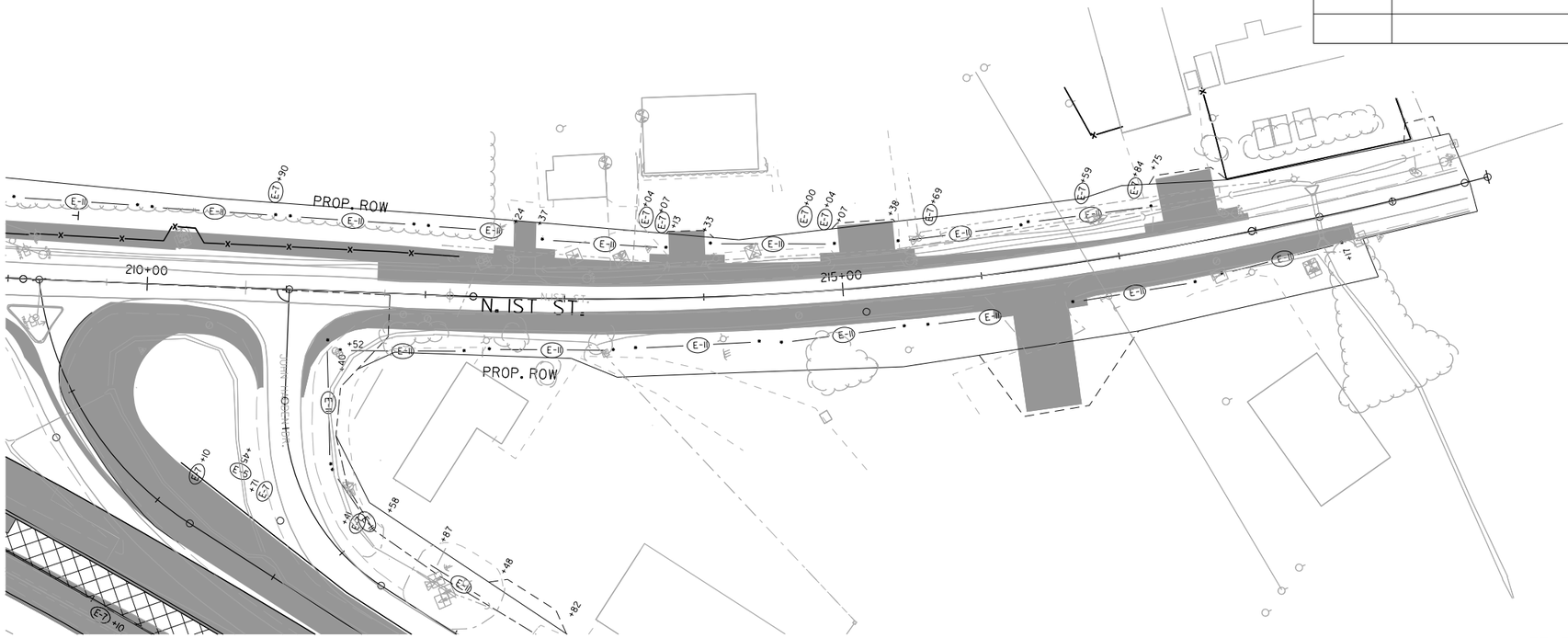
ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

REVISIONS

DATE	DESCRIPTION



STAGE IE
TEMPORARY EROSION CONTROL DETAILS
1st ST. CONNECTION & JOHN HARDEN DR.
STA. 715+00 TO 730+00

SADonaldson 5/11/2022 8:33:44 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	196	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

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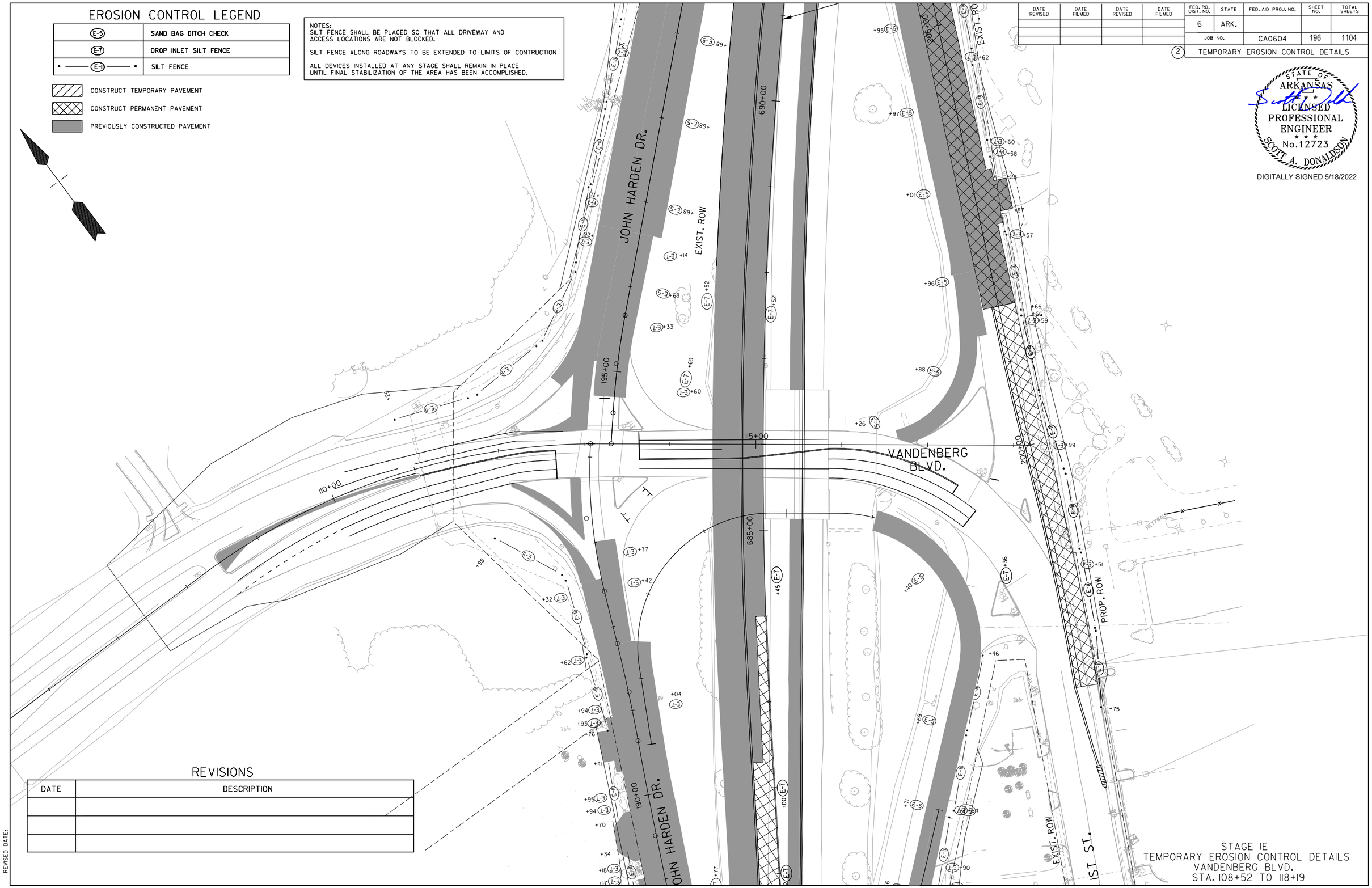

REVISIONS

DATE	DESCRIPTION

STAGE IE
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/11/2022 8:33:46 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	197	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

195+00
70+00 MARSHALL RD.
EXIST. ROW
100+00
JOHN HARDEN DR.
EXIST. ROW
595+00
C.L. CONST. HWY. 67
590+00
200+00
EXIST. ROW
W. MAIN ST. N
100+00
TP WHITE DR.
EXIST. ROW
SCHOOL DRIVE

REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 586+11 TO 595+00

SADonaldson 5/11/2022 8:33:47 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723

DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	198	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604

EXIST. ROW

JOHN HARDEN DR.

C.L. CONST. HWY. 67

PROP. ROW

JOHN HARDIN DR.

EXIST. ROW

RAMADA

RET. WALL

595+00 600+00 605+00 610+00

105+00 115+00

REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:33:48 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	199	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• E-11 •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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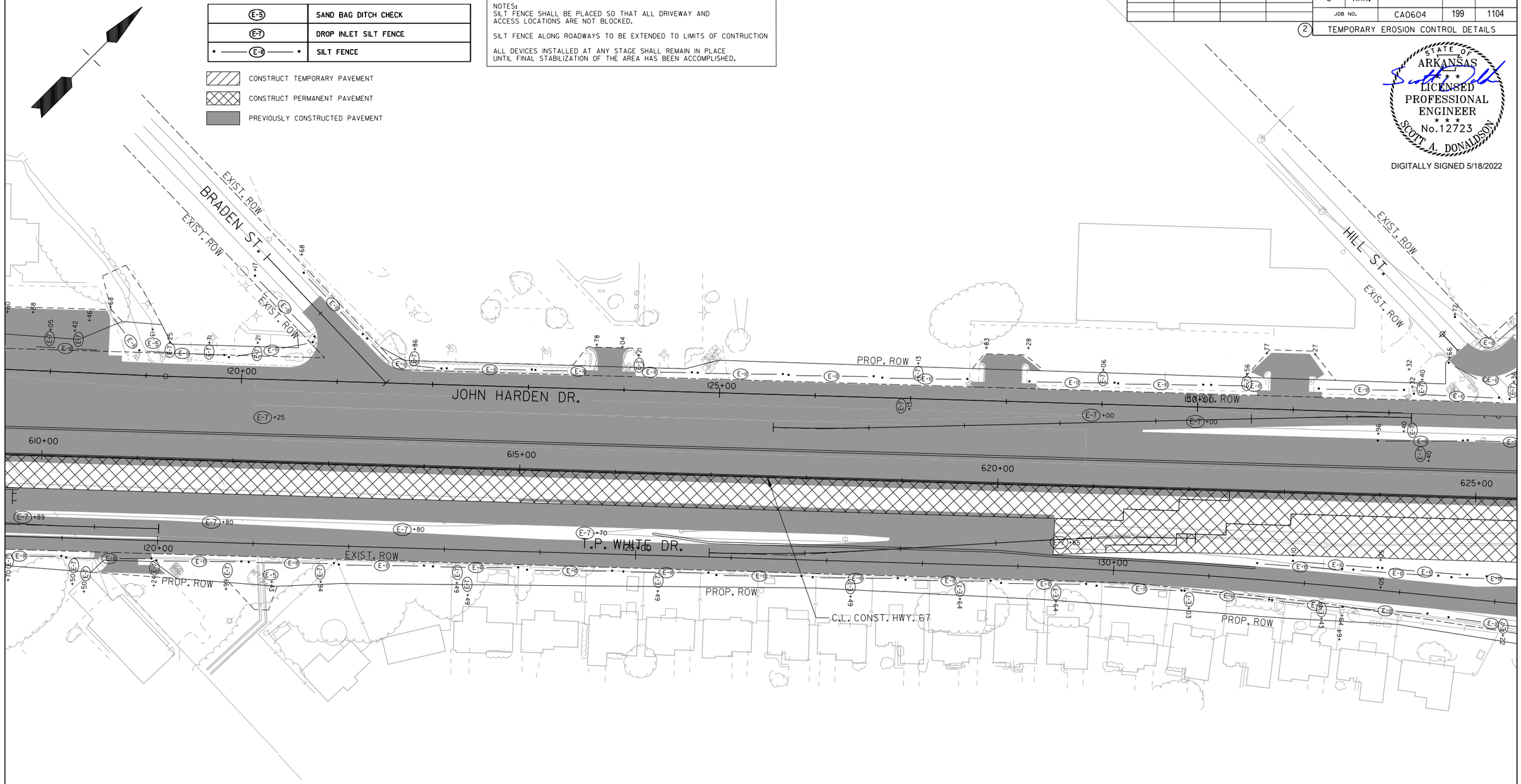
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:33:49 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	200	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

NOTES:
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CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

N. JEFF DAVIS AVE.
EXIST. ROW
JOHN HARDEN DR
N. JAMES ST.
PROP. ROW
C.L. CONST. HWY. 67
T.P. WHITE DR.
HILL ST.
JAMES ST.
WALL
625+00
630+00
635+00
640+00
135+00
140+00
145+00
205+00
210+00
215+00

REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:33:50 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	201	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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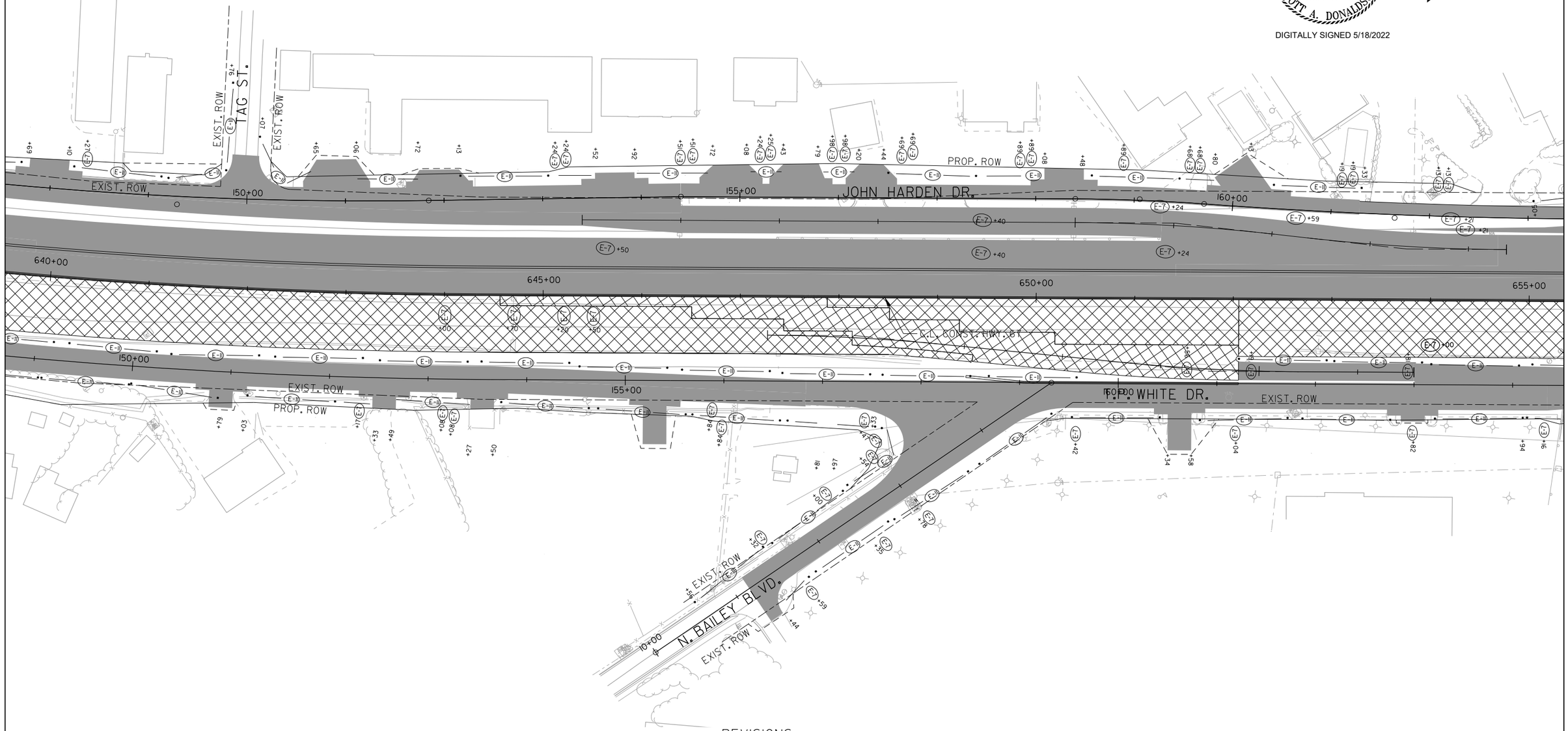
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:33:51 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	202	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

GREGORY ST.
EXIST. ROW
PROP. ROW
805+00
N. BAILEY BLVD.
EXIST. ROW
PROP. ROW
C.L. CONST. HWY. 67 PROP. ROW
JOHN HARDEN DR.
EXIST. ROW
655+00
660+00
665+00
670+00
165+00
170+00
175+00
T.P. WHITE DR.
PROP. ROW
EXIST. ROW
801+00
T.P. WHITE DR.
PROP. ROW
EXIST. ROW
815+00
STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 655+00 TO 670+00

REVISIONS

DATE	DESCRIPTION

SADonaldson 5/11/2022 8:33:53 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-7)	DROP INLET SILT FENCE
• —— (E-11) —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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REVISIONS

DATE	DESCRIPTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	203	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART
PROP. ROW
180+00
185+00
190+00
EXIST. ROW
C.L. CONST. HWY. 67
670+00
675+00
680+00
T.P. WHITE DR.
180+00
185+00
190+00
PROP. ROW
EXIST. ROW
N. IST ST.
PROP. ROW
315+00
EXIST. ROW
RETTWALL

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:33:54 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	204	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

JOHN HARDEN DR.
195+00
200+00
205+00
EXIST. ROW
PROP. ROW
C.L. CONST. HWY. 67
685+00
690+00
695+00
700+00
VANDENBERG BLVD.
200+00
205+00
T.P. WHITE DR.
210+00
EXIST. ROW
LOWES ENTR.
EXIST. ROW
PROP. ROW
EXIST. ROW
EXIST. ROW
H MADDEN RD.
RETWALL

REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/11/2022 8:33:55 PM
WORKSPACE: AHTD
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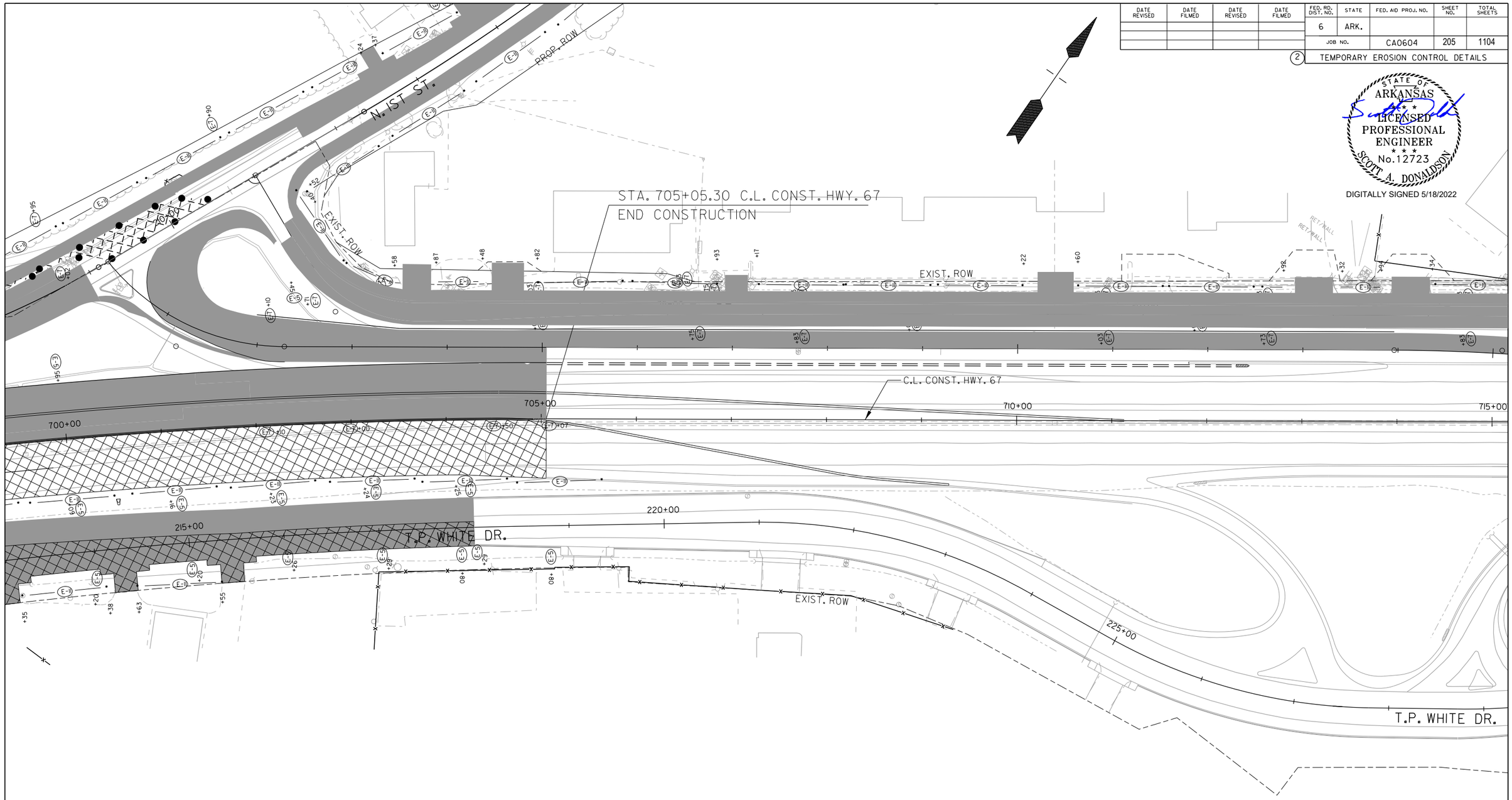
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	205	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• — E-11 — •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/11/2022 8:33:56 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	206	1104

(2) TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

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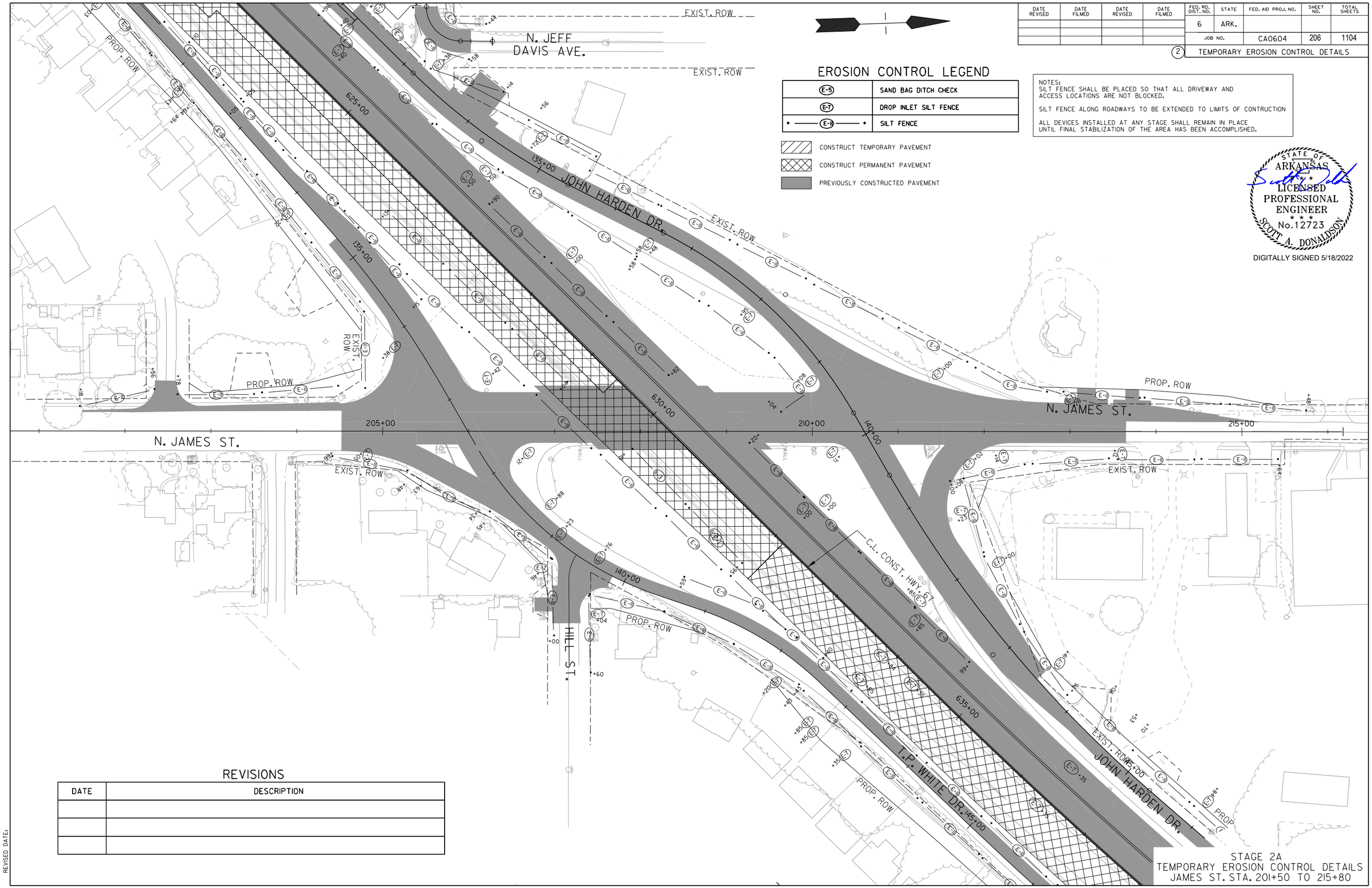
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
JAMES ST. STA. 201+50 TO 215+80

SADonaldson 5/11/2022 8:33:57 PM
WORKSPACE: AHTD
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REVISED DATE:

REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

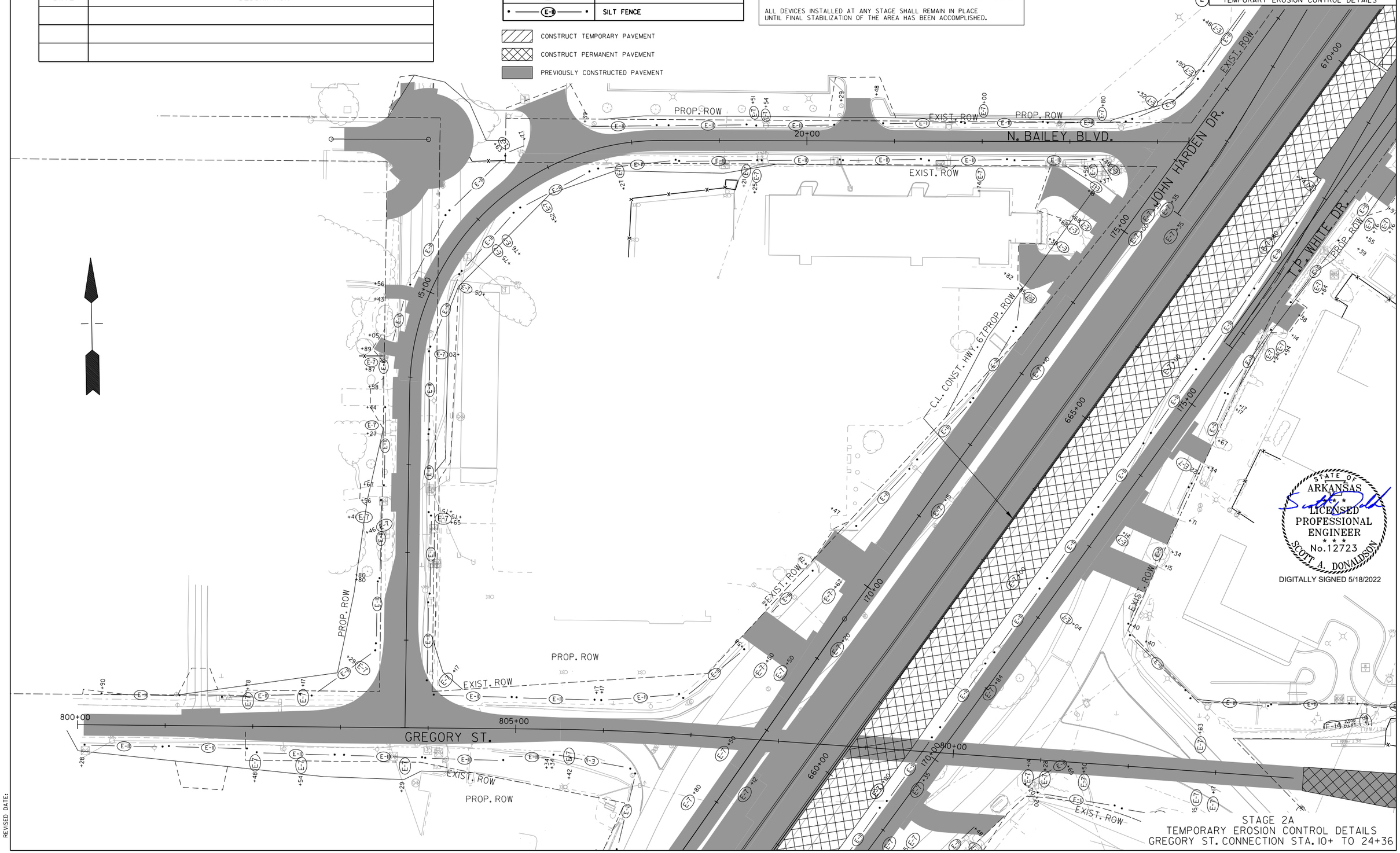
NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	207	1104

2 TEMPORARY EROSION CONTROL DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
GREGORY ST. CONNECTION STA. 10+ TO 24+36

SADonaldson 5/11/2022 8:33:58 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	208	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
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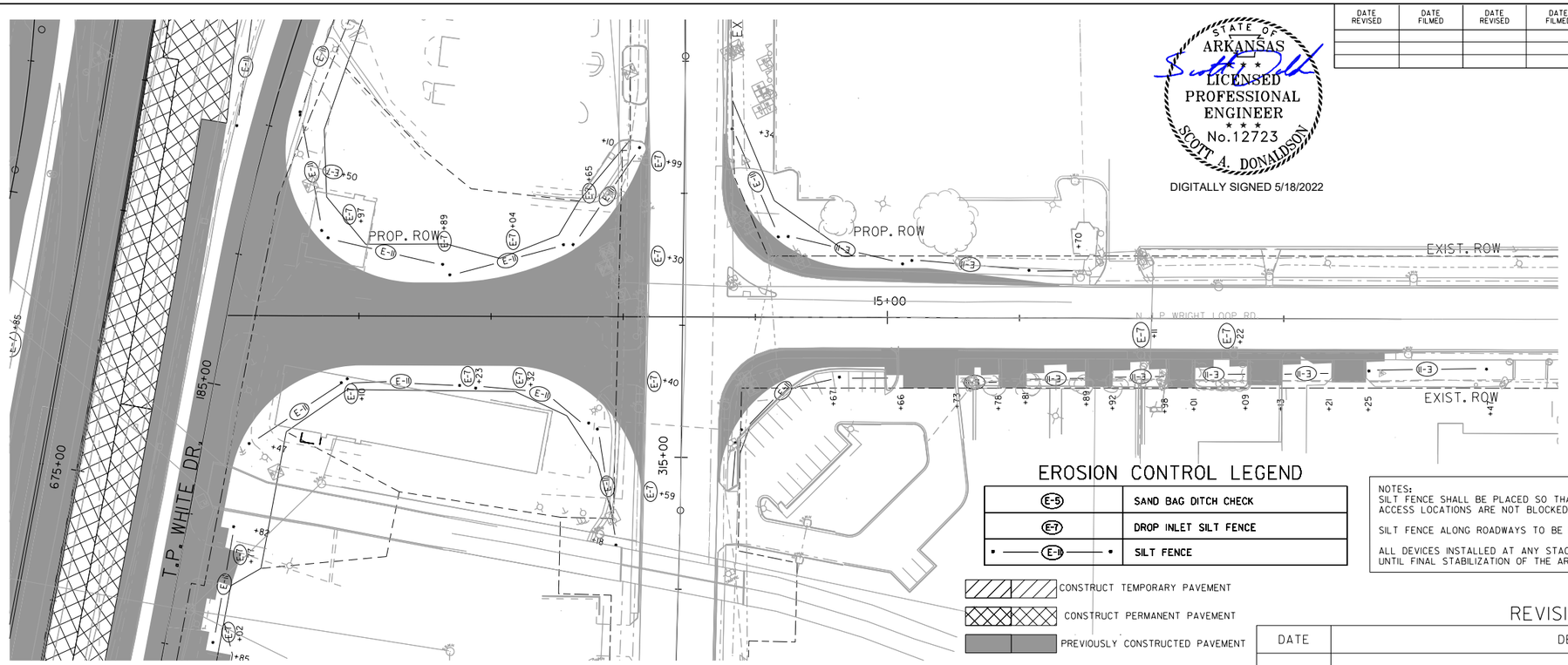

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT
CONSTRUCT PERMANENT PAVEMENT
PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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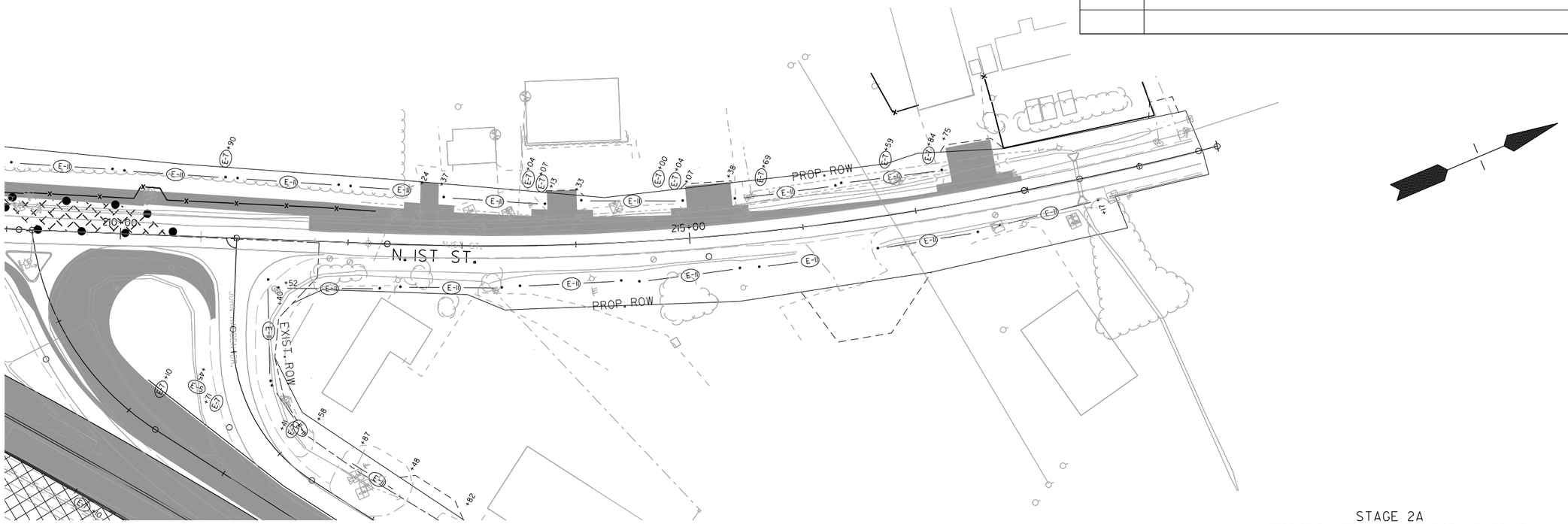
REVISIONS

DATE	DESCRIPTION



STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
Ist ST. CONNECTION & JOHN HARDEN DR.
STA. 715+00 TO 730+00

SADonaldson 5/11/2022 8:34:00 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
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SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	209	1104

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

JOHN HARDEN DR.
EXIST. ROW
690+00
195+00
115+00
VANDENBERG BLVD.
205+00
EXIST. ROW
110+00
685+00
EXIST. ROW
190+00
JOHN HARDEN DR.
PROP. ROW
EXIST. ROW
IST ST.

REVISIONS

DATE	DESCRIPTION

STAGE 2A
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/11/2022 8:34:03 PM
WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

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				6	ARK.			
				JOB NO.		CA0604	210	1104
				2	PLAN STA. 108+52 TO 118+19			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

C.L. CONST. T.P. WHITE DR.

C.L. CONST. VANDERBERG BLVD.

JOHN HARDEN DR.

VANDENBERG BLVD.

N. IST ST.

EXIST. ROW

PROP. ROW

690+00

195+00

115+00

110+00

685+00

200+00

18", 18", 24" RCP, 150.16

50 PERCENT REDUCTION

78" CMP, 8, CONC F.E.S., 84.00

PAVED SHOULDER

EXIST. TYRCP LN6 CN:0

REVISIONS

DATE	DESCRIPTION

STAGE 2B
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/11/2022 8:34:05 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	211	1104

2 TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

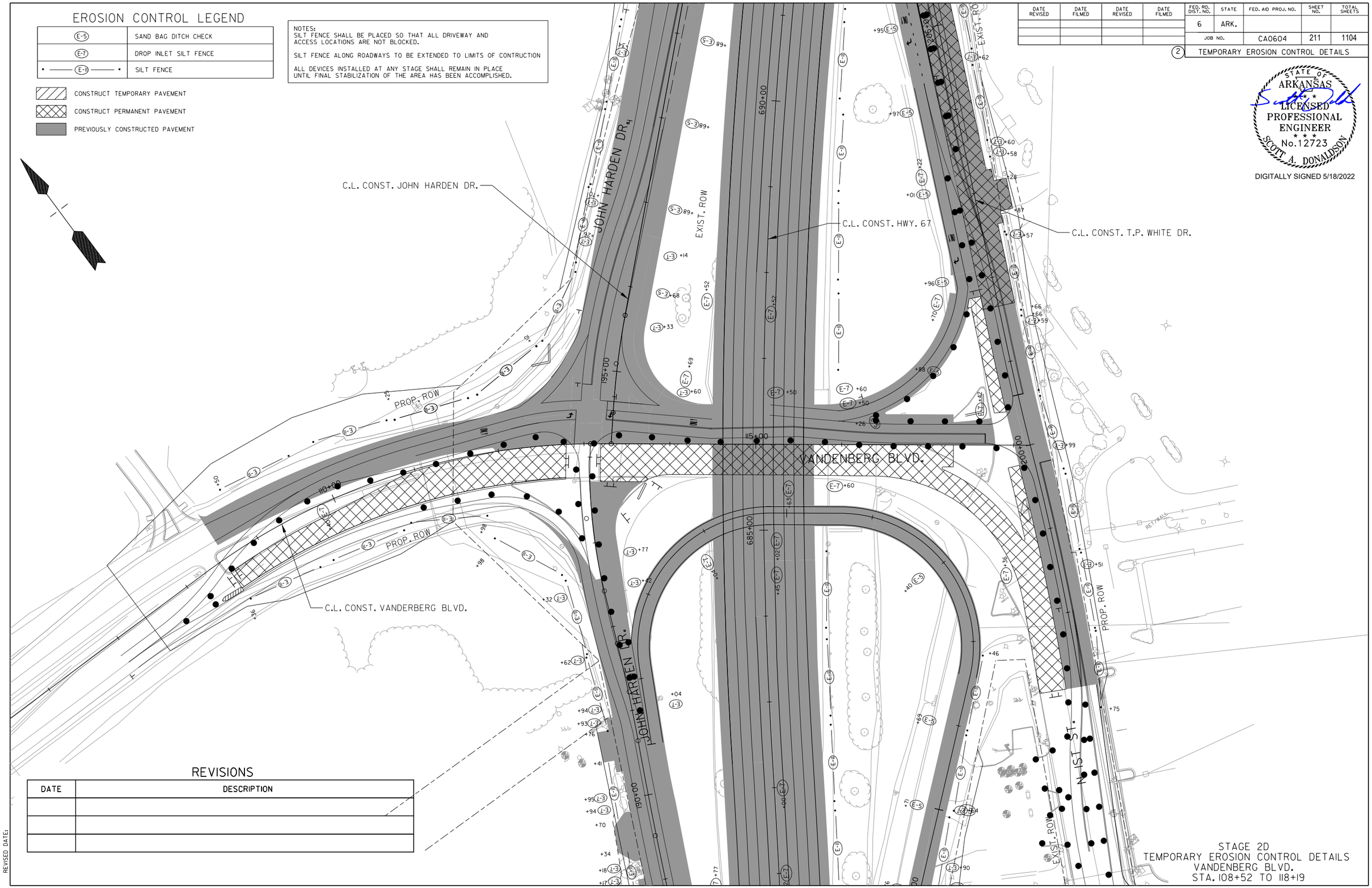
NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



REVISIONS

DATE	DESCRIPTION

STAGE 2D
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

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WORKSPACE: AHTD
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REVISED DATE:

EROSION CONTROL LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
• —— E-11 —— •	SILT FENCE

CONSTRUCT TEMPORARY PAVEMENT

CONSTRUCT PERMANENT PAVEMENT

PREVIOUSLY CONSTRUCTED PAVEMENT

NOTES:
SILT FENCE SHALL BE PLACED SO THAT ALL DRIVEWAY AND ACCESS LOCATIONS ARE NOT BLOCKED.

SILT FENCE ALONG ROADWAYS TO BE EXTENDED TO LIMITS OF CONTRUCTION

ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

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				6	ARK.			
				JOB NO.		CA0604	212	1104
				2	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

C.L. CONST. T.P. WHITE DR.

C.L. CONST. VANDERBERG BLVD.

JOHN HARDEN DR.

VANDENBERG BLVD.

N. IST ST.

PROP. ROW

EXIST. ROW

195+00 190+00 690+00 685+00 115+00 110+00 200+00

CURB

30"X3.00 .10 SPACING

24"X3.00 .10 SPACING

18"X3.00 .10 SPACING

15"X3.00 .10 SPACING

12"X3.00 .10 SPACING

8"X2.80 .10 SPACING

.10 THROAT .3

REVISIONS

DATE	DESCRIPTION

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WORKSPACE: AHTD
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REVISED DATE:

STAGE 2F
TEMPORARY EROSION CONTROL DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	213	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

MAINTENANCE OF TRAFFIC NARRATIVE

THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.

THE MOT SHEETS SHOW A GENERAL PLAN FOR CONSTRUCTION PHASING AND TRAFFIC MANAGEMENT.

CONTRACTOR TO REMOVE CONFLICTING MARKINGS AND SIGNING PRIOR TO ALTERING TRAFFIC PATTERNS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO DRIVEWAYS AND LOCAL STREETS AT ALL TIMES.

AS PAVEMENT IS OPENED TO TRAFFIC DURING THE VARIOUS STAGES OF THE MAINTENANCE OF TRAFFIC PLANS THE CONTRACTOR SHALL INSTALL PERMANENT SIGNING AND STRIPING AS DEEMED APPLICABLE BEFORE OPENING TO TRAFFIC.

CONTRACTOR TO RESTORE OVERNIGHT 3:1 SLOPE AT DROP OFFS MORE THAN 2".

CONTRACTOR TO PROVIDE ALL ADVANCE WARNING SIGNS. CONFLICTING SIGNS SHALL BE COVERED OR REMOVED.

CONTRACTOR TO INSTALL TEMPORARY CULVERTS AS NEEDED TO MAINTAIN DRAINAGE.

HANGING OF BEAMS AND PLACEMENT OF BRIDGE DECK FORMWORK ABOVE ACTIVE TRAFFIC LANES ARE PROHIBITED.

PAVEMENT MUST BE SAWCUT PRIOR TO ANY WIDENING OF EXISTING PAVEMENT.

LANE SHIFT ALIGNMENTS BASED ON 3 DEGREE CURVES UNLESS OTHERWISE NOTED ON THE PLANS.

SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.

REFER TO MAINTENANCE OF TRAFFIC DETAILS FOR ADDITIONAL INFORMATION.

PRE STAGE IA

TRAFFIC:
SHIFT TRAFFIC TO ONE LANE DURING OFF PEAK HOURS WITHIN DESIGNATED LIMITS.
HWY. 67 MAIN LANES OPERATE AS EXISTING WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. TO OPERATE AS ONE-WAY ROADWAYS.
CROSS STREETS OPERATE AS EXISTING.
CONSTRUCTION:
WHILE TRAFFIC IS REDUCED TO ONE LANE IN DESIGNATED AREAS, CONSTRUCT HWY. 67 EXTERIOR WIDENING.

STAGE IA

TRAFFIC:
SHIFT TRAFFIC ONTO TEMPORARY WIDENING DURING OFF PEAK HOURS WITHIN DESIGNATED LIMITS.
HWY. 67 MAIN LANES OPERATE AS EXISTING WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. TO OPERATE AS ONE-WAY ROADWAYS.
MAIN ST. TURNAROUND REVERSED TO SUPPORT ONE-WAY OPERATIONS.
CROSS STREETS OPERATE AS EXISTING.
CONSTRUCTION:
WHILE TRAFFIC IS SHIFTED ONTO TEMPORARY WIDENING, CONSTRUCT HWY. 67 INTERIOR WIDENING.
CONSTRUCT HWY. 67 INTERIOR WIDENING AND MINOR TEMPORARY WIDENING AT VARIOUS LOCATIONS.

STAGE IA - STEPS 1-8

TRAFFIC:
JOHN HARDEN DR. AND T.P. WHITE DR. TO OPERATE AS ONE-WAY ROADWAYS.
JAMES ST., T.P. WHITE DR. AND JOHN HARDEN DR. SHIFTED TO ACCOMMODATE CONSTRUCTION ACTIVITIES.
CONSTRUCTION:
CONSTRUCT T.P. WHITE DR. AND JOHN HARDEN DR. APPROACHES.
COMPLETE JAMES ST.
STAGE IA - STEPS 1-8 TO BE ONGOING DURING STAGE IA CONSTRUCTION.

STAGE IB

TRAFFIC:
HWY. 67 MAIN LANES OPERATE AS EXISTING WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. REDUCED TO ONE LANE AND OPERATE AS ONE-WAY ROADWAYS.
MAINTAIN ACCESS THROUGHOUT ALL TEE STREETS AND DRIVEWAYS CONSTRUCTION.
CONSTRUCTION:
CONSTRUCT EXTERIOR PORTIONS OF JOHN HARDEN DR. AND T.P. WHITE DR., DRIVEWAYS AND TEE STREETS AND N.J.P. LOOP RD.

STAGE IB - STEPS 1 AND 2

TRAFFIC:
N. BAILEY BLVD. REDUCED TO ONE-WAY OPERATIONS.
CONSTRUCTION:
CONSTRUCT N. BAILEY BLVD.
STAGE IB - STEPS 1 AND 2 TO BE ONGOING DURING STAGE IB CONSTRUCTION.

STAGE IC - STEP 1

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. SHIFTED TO ACCOMMODATE CONSTRCTION ACTIVITIES.
CONSTRUCTION:
CONSTRUCT EXTERIOR PORTIONS OF HWY. 67 SB MAINLANES, SB RAMPS, INTERIOR PORTIONS OF JOHN HARDEN DR. AND T.P. WHITE DR., TEMPORARY SB RAMPS AT GREGORY ST. AND PARRISH ST.

STATE OF ARKANSAS
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STAGE IC - STEP 2

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
T.P. WHITE DR. AND JOHN HARDEN DR. SHIFTED TO ACCOMMODATE CONSTRUCTION ACTIVITIES.
CONSTRUCTION:
CONSTRUCT EXTERIOR PORTIONS OF HWY. 67 SB MAINLANES, SB RAMPS, INTERIOR PORTIONS OF JOHN HARDEN DR. AND T.P. WHITE DR.

STAGE IC - STEP 3

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
T.P. WHITE DR. AND JOHN HARDEN DR. OPERATE AS ONE-WAY ROADWAYS AND SHIFTED TO ACCOMMODATE CONSTRUCTION ACTIVITIES.
CONSTRUCTION:
CONSTRUCT EXTERIOR PORTIONS OF HWY. 67 SB MAINLANES, SB RAMPS, INTERIOR PORTIONS OF AND T.P. WHITE DR.

STAGE ID

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. OPERATE AS ONE-WAY ROADWAYS WITH MINOR REDUCTIONS TO ONE LANE.
CONSTRUCTION:
CONSTRUCT PORTIONS OF HWY. 67 NB MAINLANES, NB RAMPS, AND T.P. WHITE DR.
COMPLETE JOHN HARDEN DR.

STAGE IE

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. OPERATE AS ONE-WAY ROADWAYS WITH MINOR REDUCTIONS TO ONE LANE.
CONSTRUCTION:
COMPLETE HWY. 67 SB MAINLANES, GREGORY ST., T.P. WHITE DR. AND CONSTRUCT PORTIONS OF HWY 67 NBML AND NB RAMPS.

STAGE 2A

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. OPERATE AS ONE-WAY ROADWAYS.
CONSTRUCTION:
CONSTRUCT AND UTILIZE TEMPORARY RAMPS IN VARIOUS LOCATIONS.
STAGE 2A TO BE ONGOING DURING STAGE IE CONSTRUCTION.

STAGE 2A STEP 1

TRAFFIC:
HWY. 67 MAIN LANES OPERATE WITH REDUCED SHOULDERS.
JOHN HARDEN DR. AND T.P. WHITE DR. OPERATE AS ONE-WAY ROADWAYS.
CONSTRUCTION:
CONSTRUCT PORTIONS OF HWY. 67 NB MAINLANES, NB RAMPS AND COMPLETE TURNAROUND.

STAGES 2B-2F

TRAFFIC:
VANDENBERG BLVD, N. IST ST. AND JOHN HARDEN DR. SHIFTED TO ACCOMMODATE CONSTRUCTION ACTIVITIES. TURNAROUND OPENED TO TRAFFIC.
CONSTRUCTION:
CONSTRUCT PORTIONS OF VANDENBERG BLVD, N. IST ST. AND JOHN HARDEN DR. APPROACHES.

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WORKSPACE: AHTD
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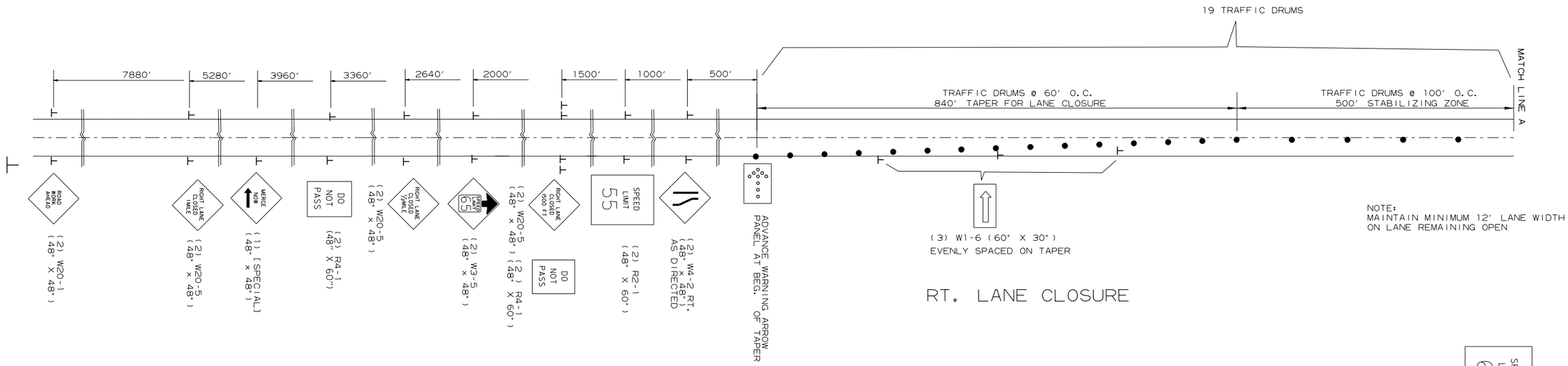
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	214	1104

(2) MAINTENANCE OF TRAFFIC DETAILS



RT. LANE CLOSURE

SPEED LIMIT 65

(2) R2-1 (48" X 60")

SPEED LIMIT 65

(2) R2-1 (48" X 60")

SPEED LIMIT 65

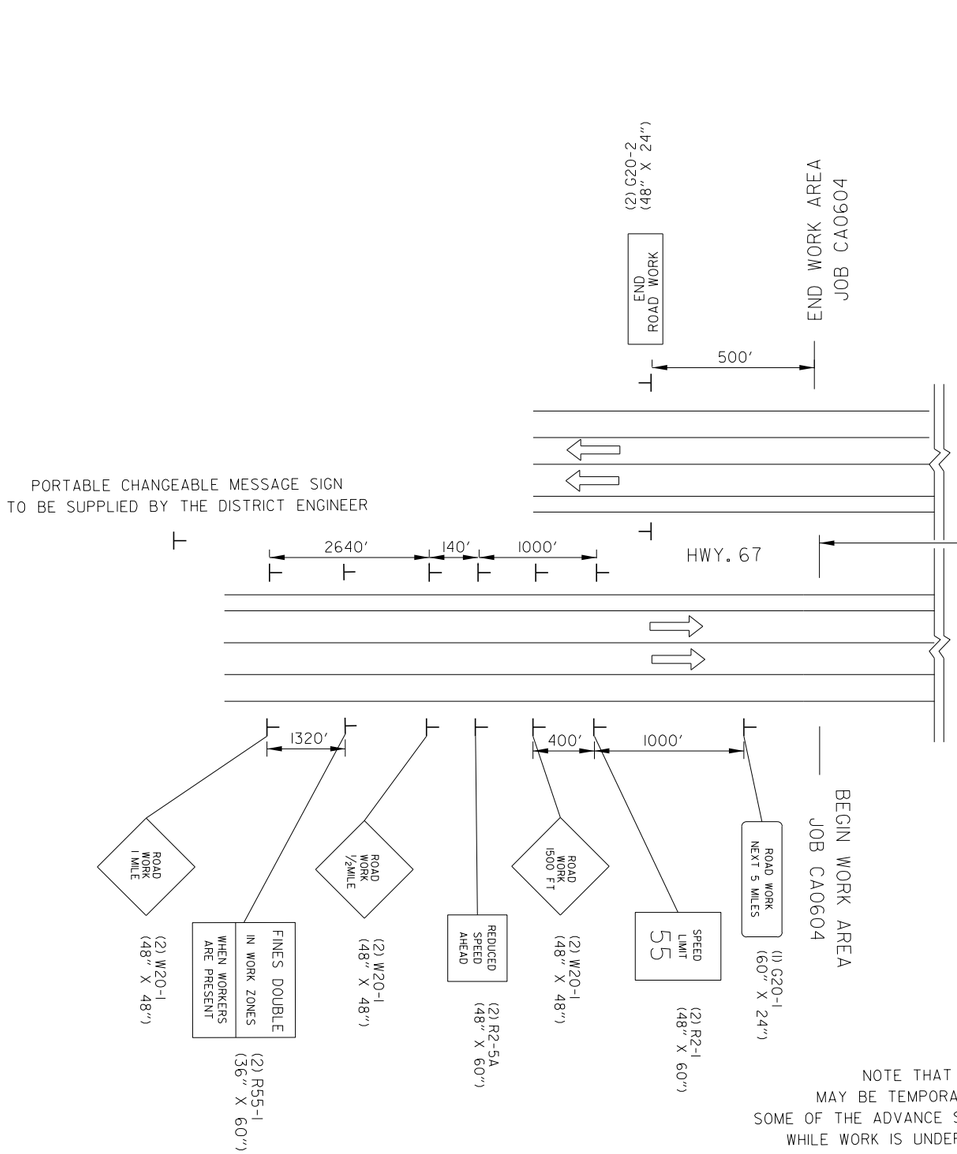
(2) R2-1 (48" X 60")

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	215	1104

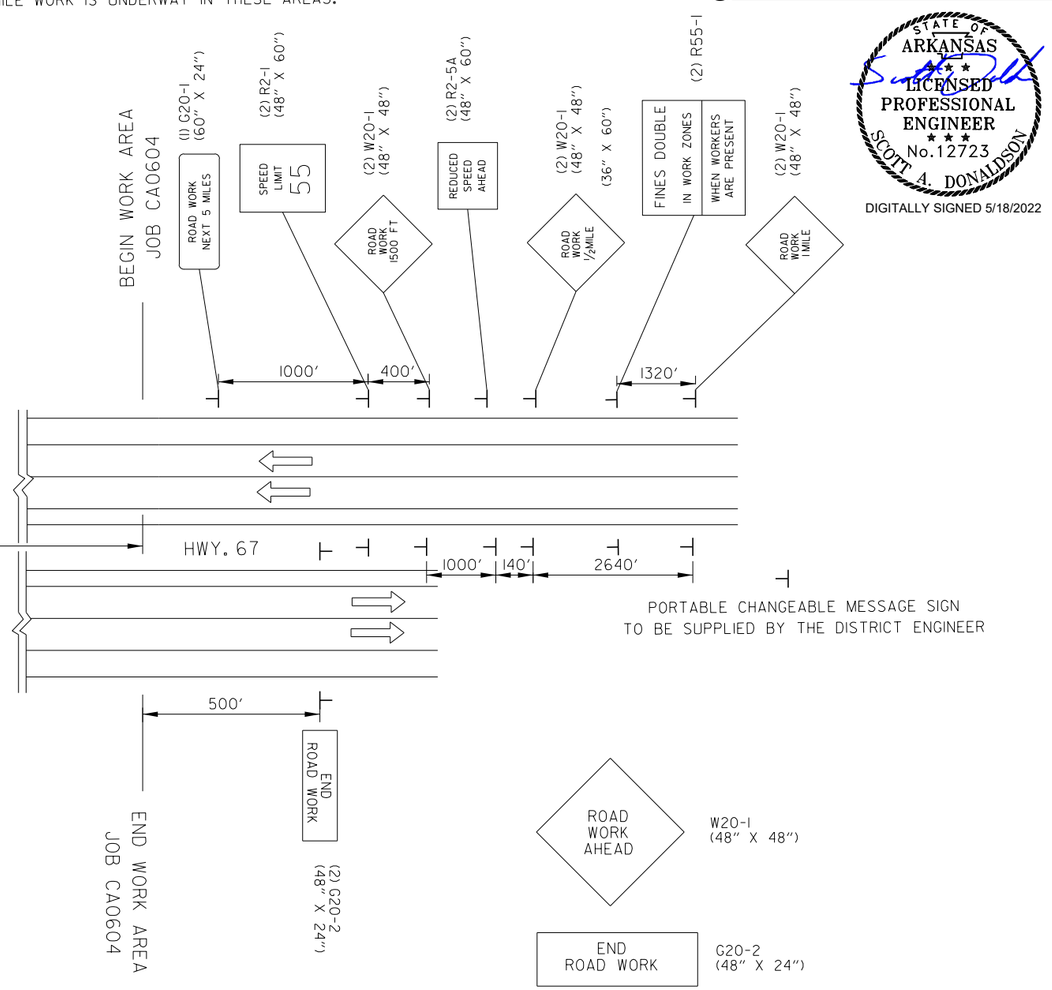
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

NOTE THAT THESE SIGNS
MAY BE TEMPORARILY REPLACED BY
SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES
WHILE WORK IS UNDERWAY IN THESE AREAS.



NOTE THAT THESE SIGNS
MAY BE TEMPORARILY REPLACED BY
SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES
WHILE WORK IS UNDERWAY IN THESE AREAS.



ADVANCE WARNING SIGNS (W20-1 & G20-2)
AT WORK ZONES ON SIDE STREETS - TO BE
PLACED APPROX. 500' FROM WORK ZONE

SCHOOL DR.	HILL ST.
MAIN ST.	TAG ST.
MARSHALL ST.	N. BAILEY BLVD.
JOHN HARDEN DR.	GREGORY ST.
T.P. WHITE DR.	N. IST ST.
RAMADA	PARRISH ST.
JOHN HARDEN DR. (SIDE STREET)	NORTHGATE DR.
BRADEN ST.	N.J.P. WRIGHT LOOP RD.
HILL ST./N. JEFF DAVIS AVE.	VANDENBERG BLVD.
JAMES ST.	MADDEN RD.
MARTIN ST.	N. IST ST./JOHN HARDEN DR.
N. HOSPITAL DR.	PINE MEADOWS

ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB

ALL STAGES

MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 5/11/2022 8:34:08 PM
WORKSPACE: AHTD
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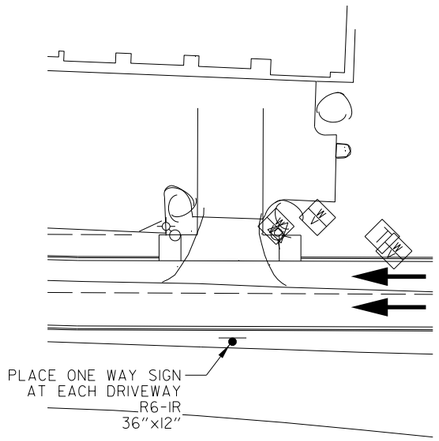
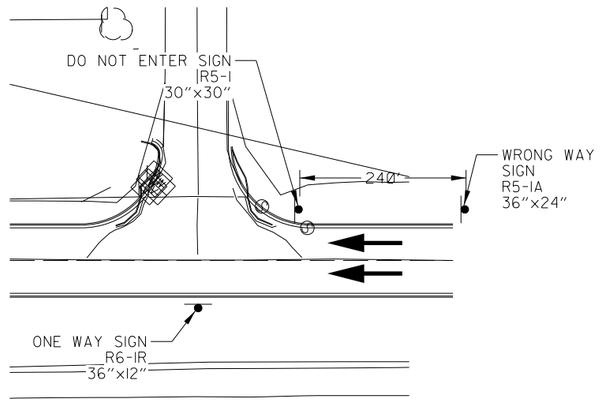
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	216	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

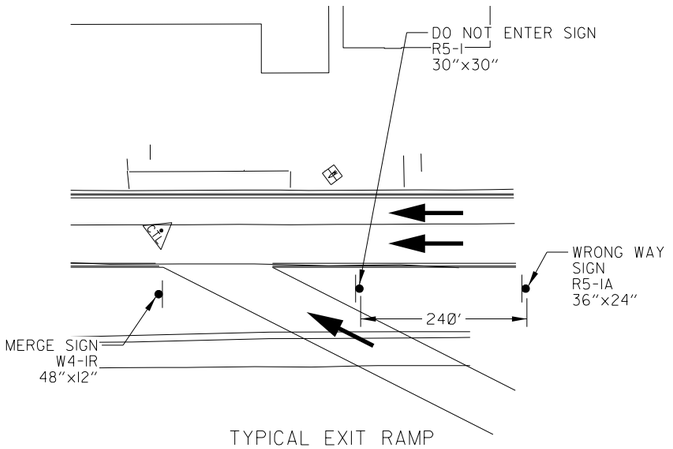
CROSS STREET AND DRIVEWAY DETAIL



TYPICAL DRIVEWAY



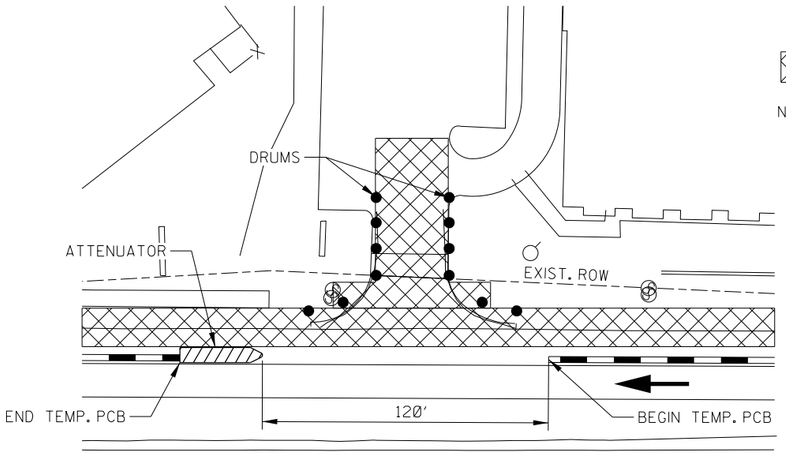
TYPICAL MINOR CROSS STREET



TYPICAL EXIT RAMP

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

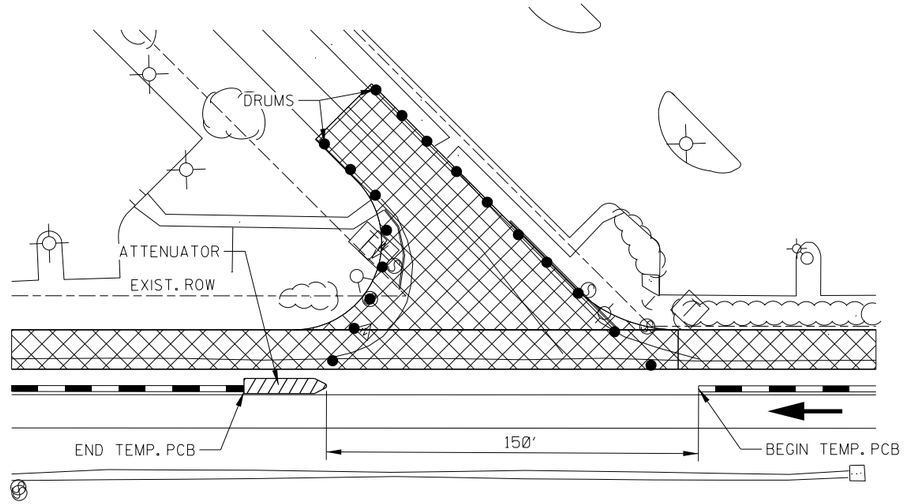
DIGITALLY SIGNED 5/18/2022



TYPICAL OPENING FOR DRIVEWAYS

LIMITS OF CONSTRUCTION

NOTE: PCB = PORTABLE CONCRETE BARRIER



TYPICAL OPENING FOR MINOR CROSS STREET

SADonaldson 5/11/2022 8:34:09 PM
WORKSPACE: AHTD
L:\2021\21017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	217	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

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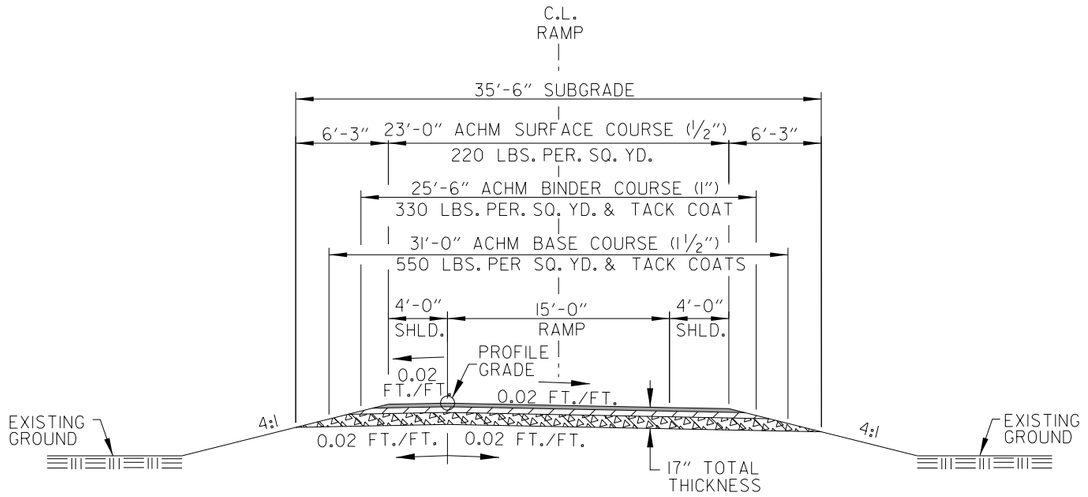
NOTES:

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



TYPICAL SECTION -
TEMP. INTERCHANGE RAMP
FOR MAINTENANCE OF TRAFFIC

SADonaldson 5/11/2022 8:34:09 PM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_06.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	218	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES

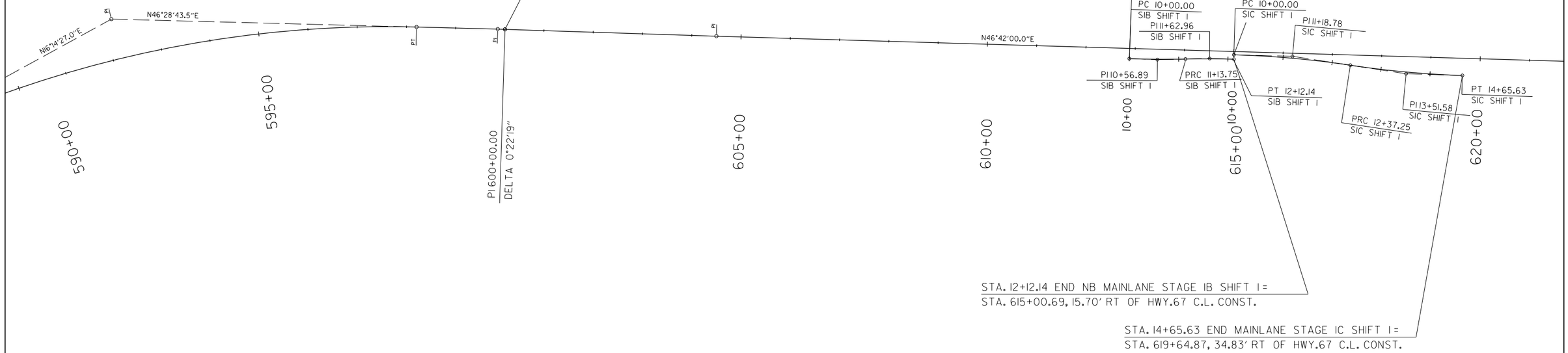
CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.
1	MAINLANE STAGE IB SHIFT 1	10+56.89	196127.6034	1275642.1729	3° 23′ 35″ LT	2° 58′ 58″	1,920.8600′	56.89′	113.75′	0.84′	10+00.00	11+13.75
2	MAINLANE STAGE IB SHIFT 1	11+62.96	196204.2599	1275715.5266	2° 57′ 06″ RT	3° 00′ 00″	1,909.8600′	49.21′	98.39′	0.63′	11+13.75	12+12.14
1	MAINLANE STAGE IC SHIFT 1	11+18.78	196326.0251	1275831.1720	7° 04′ 50″ RT	2° 59′ 04″	1,919.8600′	118.78′	237.25′	3.67′	10+00.00	12+37.25
2	MAINLANE STAGE IC SHIFT 1	13+51.58	196464.1786	1276018.9258	6° 51′ 05″ LT	3° 00′ 00″	1,909.8600′	114.33′	228.38′	3.42′	12+37.25	14+65.63

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STA 600+00.00
C.L. CONST. HWY. 67
BEGIN JOB CA0604

STA. 10+00.00 BEGIN MAINLANE STAGE IC SHIFT 1 =
STA. 615+00.38, 6.66′ RT OF HWY.67 C.L. CONST.

STA. 10+00.00 BEGIN NB MAINLANE STAGE IB SHIFT 1 =
STA. 612+88.63, 20.76′ RT OF HWY.67 C.L. CONST.



STA. 12+12.14 END NB MAINLANE STAGE IB SHIFT 1 =
STA. 615+00.69, 15.70′ RT OF HWY.67 C.L. CONST.

STA. 14+65.63 END MAINLANE STAGE IC SHIFT 1 =
STA. 619+64.87, 34.83′ RT OF HWY.67 C.L. CONST.

SCALE IN FEET
0 100 200 400
1"=200′

ALL STAGES - LANE SHIFTS
MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 5/11/2022 8:34:09 PM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_07.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	219	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

BASIS FOR BEARING:
GRID NORTH FROM AHTD
GPS, SEE NOTES

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.
1	MAINLANE STAGE IB SHIFT 2	10+34.32	197626.0895	1277224.3514	2° 03′ 94″ RT	3° 00′ 00″	1,909.8600′	34.32′	68.64′	0.31′	10+00.00	10+68.64
2	MAINLANE STAGE IB SHIFT 2	11+35.43	197693.1661	1277300.0147	4° 00′ 21″ LT	3° 00′ 00″	1,909.8600′	66.79′	133.53′	1.17′	10+68.64	12+02.17
1	MAINLANE STAGE IC SHIFT 2	11+15.56	197383.5749	1276.995.3182	6° 55′ 30″ LT	3° 00′ 00″	1,909.8600′	115.56′	230.83′	3.49′	10+00.00	12+30.83
2	MAINLANE STAGE IC SHIFT 2	13+31.91	197550.3129	1277133.6270	6° 03′ 32″ RT	3° 00′ 00″	1,909.8600′	101.08′	201.87′	2.67′	12+30.83	14+32.80

STATE OF
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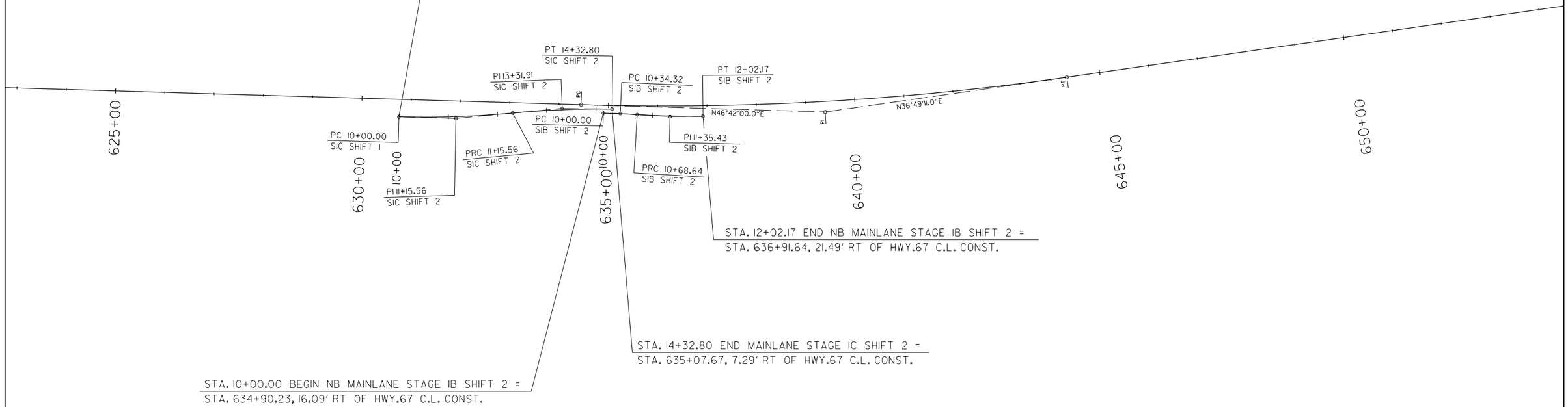
LICENSED
PROFESSIONAL
ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

STA. 10+00.00 BEGIN MAINLANE STAGE IC SHIFT 2 =
STA. 630+76.12, 35.34′ RT OF HWY.67 C.L. CONST.



STA. 12+02.17 END NB MAINLANE STAGE IB SHIFT 2 =
STA. 636+91.64, 21.49′ RT OF HWY.67 C.L. CONST.

STA. 14+32.80 END MAINLANE STAGE IC SHIFT 2 =
STA. 635+07.67, 7.29′ RT OF HWY.67 C.L. CONST.

STA. 10+00.00 BEGIN NB MAINLANE STAGE IB SHIFT 2 =
STA. 634+90.23, 16.09′ RT OF HWY.67 C.L. CONST.

SCALE IN FEET
0 100 200 400
1"=200′

ALL STAGES - LANE SHIFTS
MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 5/11/2022 8:34:09 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_08.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	220	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.
1	MAINLANE STAGE IC SHIFT 3	10+75.88	202673.2965	1281250.6323	4° 33′ 01″ LT	3° 00′ 00″	1,909.8593′	75.88′	151.68′	1.51′	10+00.00	11+51.68
2	MAINLANE STAGE IC SHIFT 3	13+02.98	202833.1110	1281412.0950	9° 04′ 56″ RT	3° 00′ 28″	1,905.0000′	151.30′	301.97′	6.00′	11+51.68	14+53.65
3	MAINLANE STAGE IC SHIFT 3	15+19.16	202959.3943	1281588.3300	1° 18′ 32″ RT	0° 59′ 56″	5,735.5800′	65.51′	131.01′	0.37′	14+53.65	15+84.66
4	MAINLANE STAGE IC SHIFT 3	16+75.48	203047.5263	1281717.4530	5° 24′ 51″ LT	2° 58′ 58″	1,920.8600′	90.82′	181.51′	2.15′	15+84.66	17+66.17
5	MAINLANE STAGE IC SHIFT 3	18+55.91	2031629363	1281856.3201	5° 24′ 52″ RT	3° 01′ 08″	1,897.8600′	89.74′	179.35′	2.12′	17+66.17	19+45.52

STATE OF ARKANSAS
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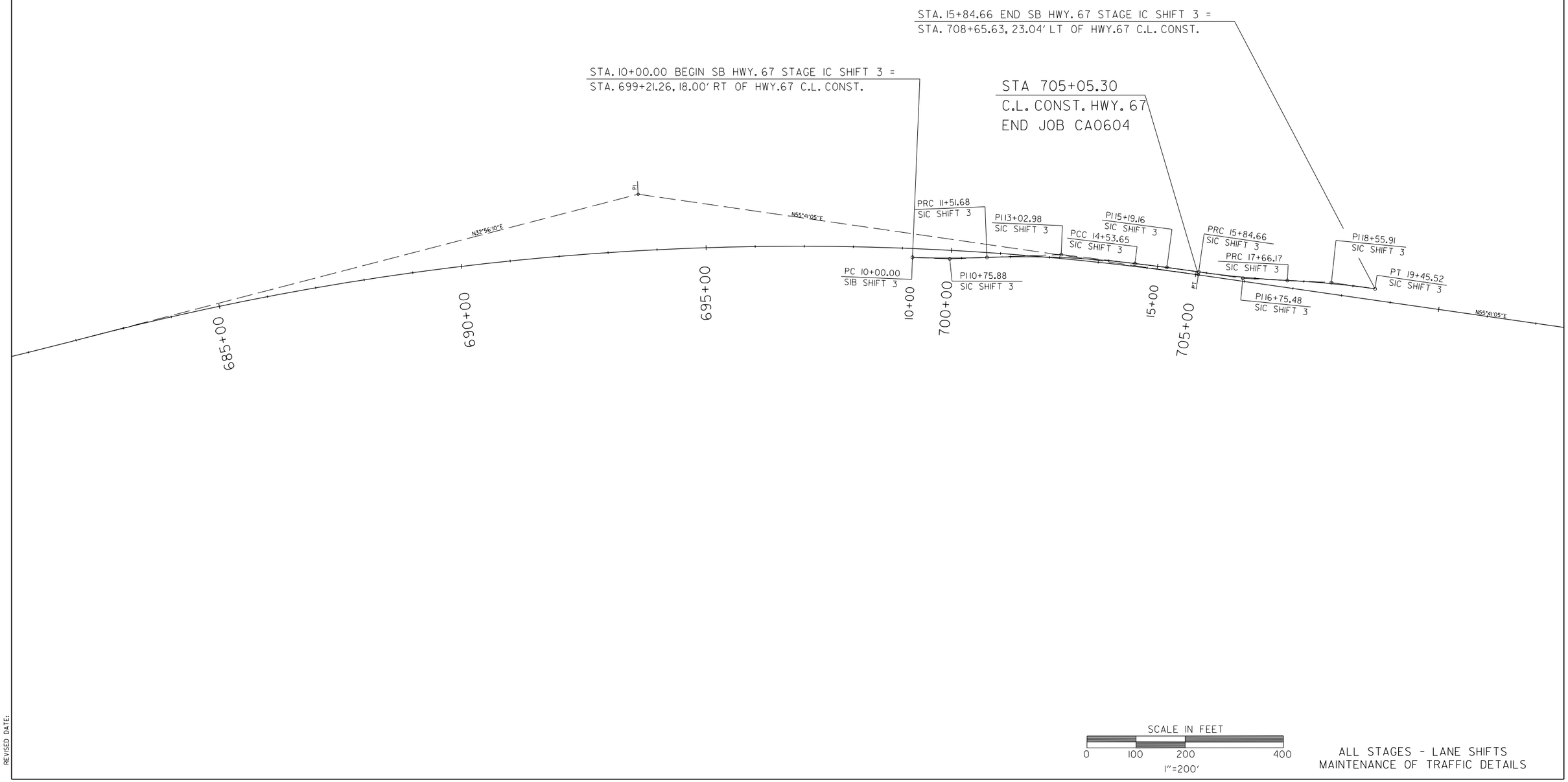
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES

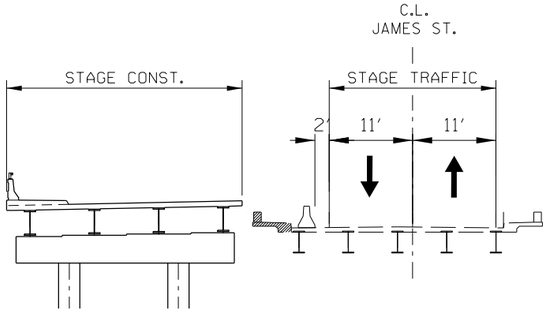


SCALE IN FEET
0 100 200 400
1"=200′

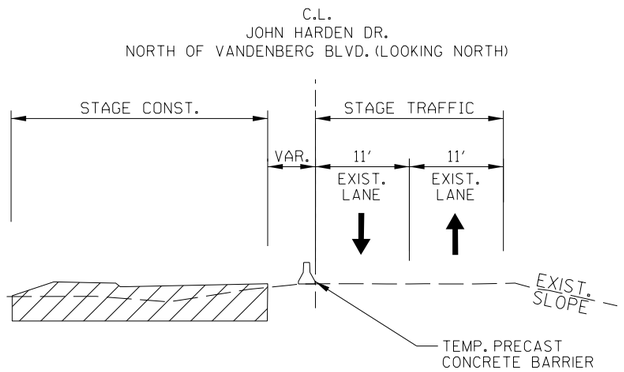
ALL STAGES - LANE SHIFTS
MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 5/11/2022 8:34:10 PM
WORKSPACE: AHTD
L:\2012\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_10.dgn
REVISED DATE:

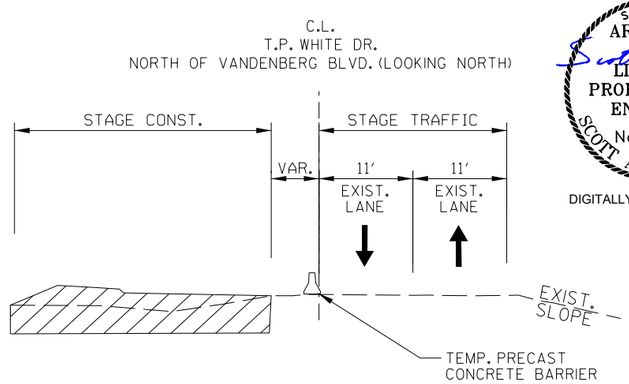
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	221	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			



JAMES ST. STAGE IB



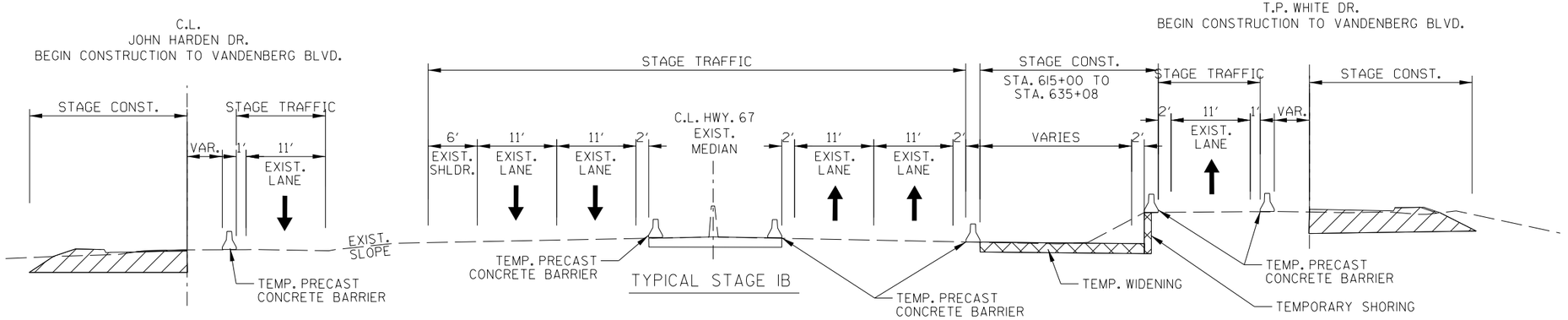
TYPICAL STAGE IB



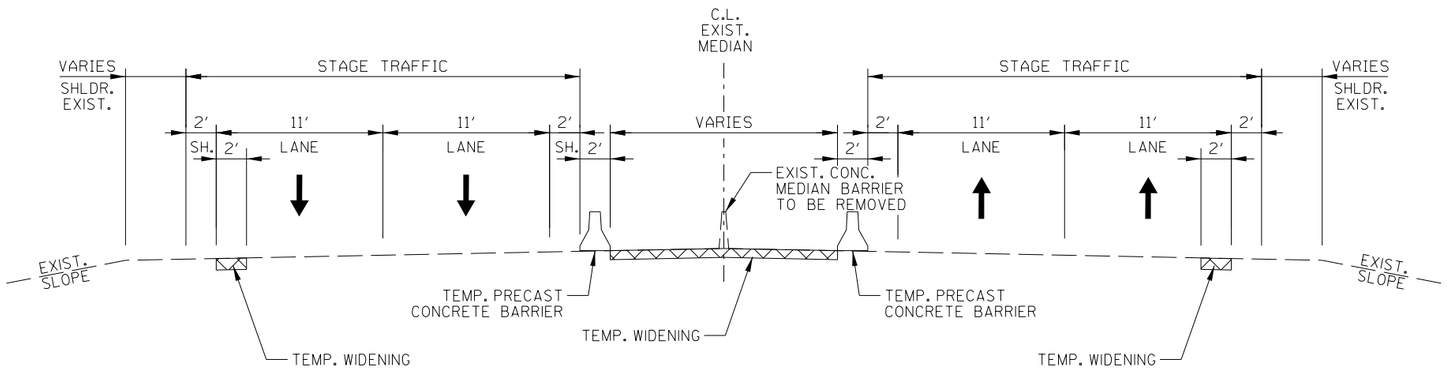
TYPICAL STAGE IB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 9/14/2022



TYPICAL STAGE IB



TYPICAL STAGE IA

NOTE:
SEE MAINTENANCE OF TRAFFIC DETAILS FOR ADDITIONAL INFORMATION

STAGE CONSTRUCTION

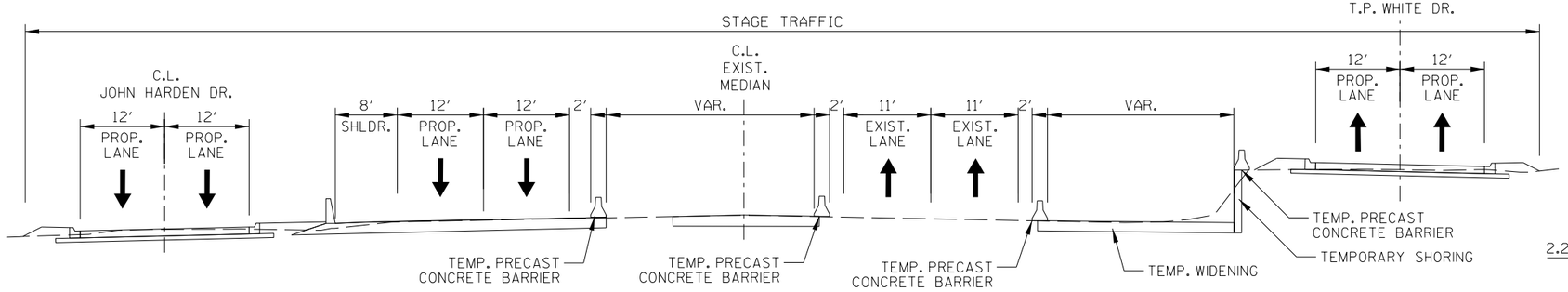
TEMP. WIDENING

NOTE:
SEE TYPICAL SECTION - TEMP. INTERCHANGE RAMP FOR TEMP. WIDENING

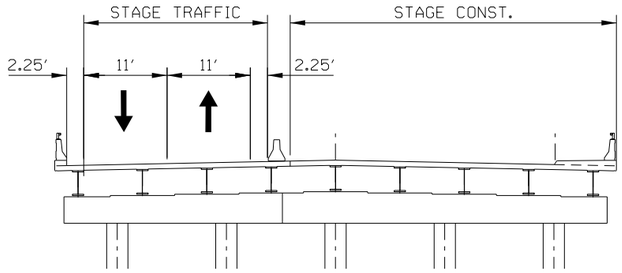
MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 9/14/2022 2:17:30 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_03.dgn
REVISED DATE:

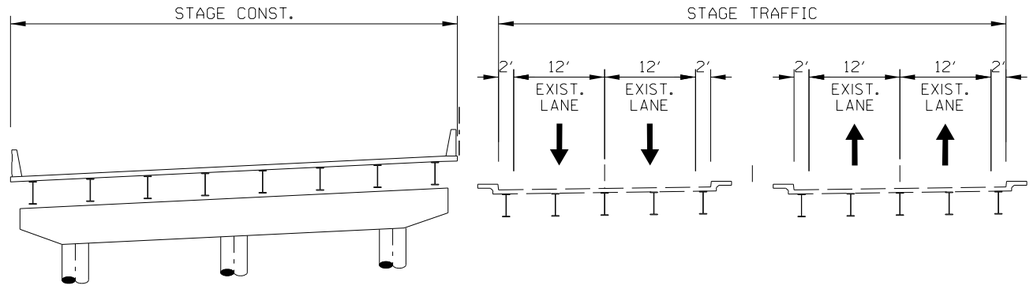
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	222	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			



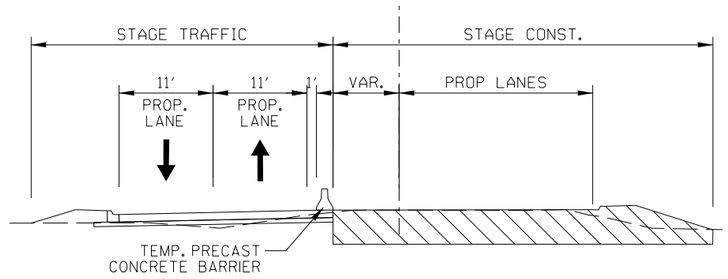
TYPICAL STAGE ID



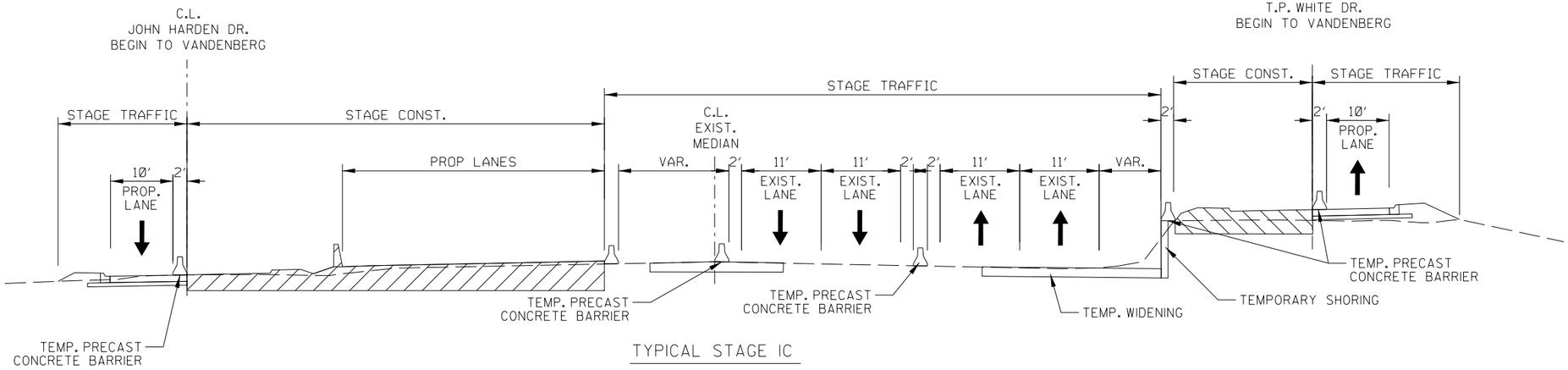
JAMES ST. STAGE ID



HWY. 67 BRIDGE STAGE IC



TYPICAL STAGE IC



TYPICAL STAGE IC

NOTE:
SEE MAINTENANCE OF TRAFFIC DETAILS FOR ADDITIONAL INFORMATION

STAGE CONSTRUCTION

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

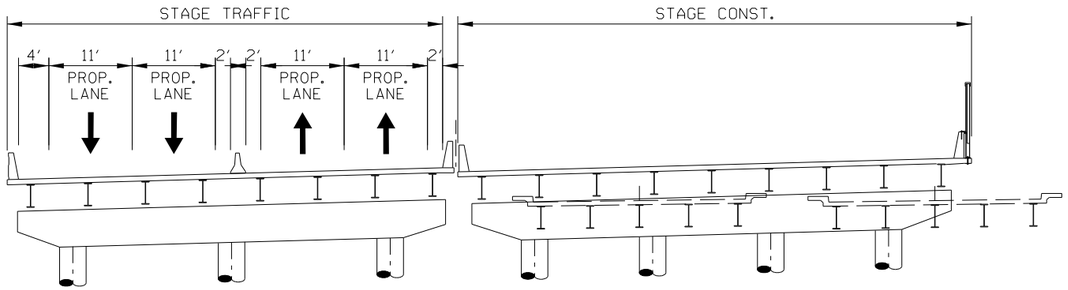
SADonaldson 5/11/2022 8:34:10 PM
WORKSPACE: AHTD
L:\202\202117\32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604.SB.MOT.Special-Details.04.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	223	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

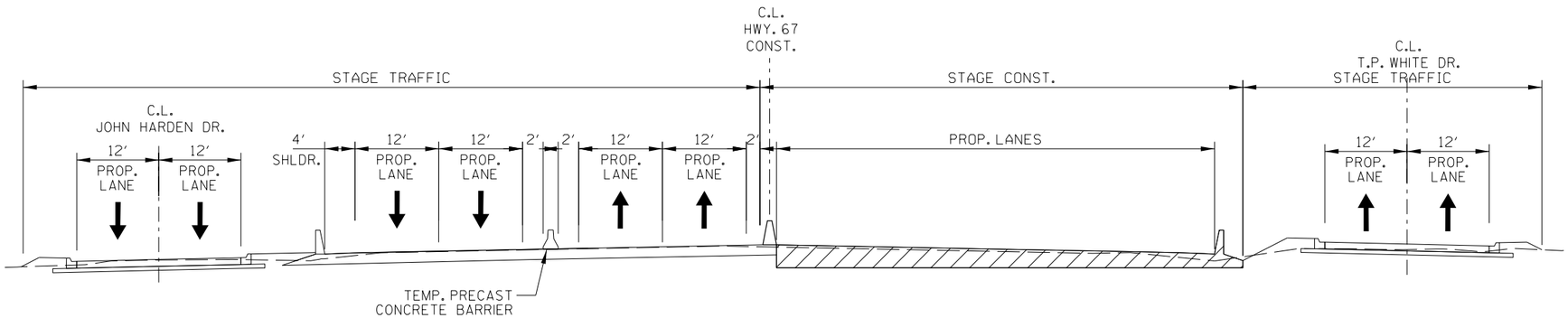
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

NOTE:
SEE MAINTENANCE OF TRAFFIC DETAILS FOR ADDITIONAL INFORMATION

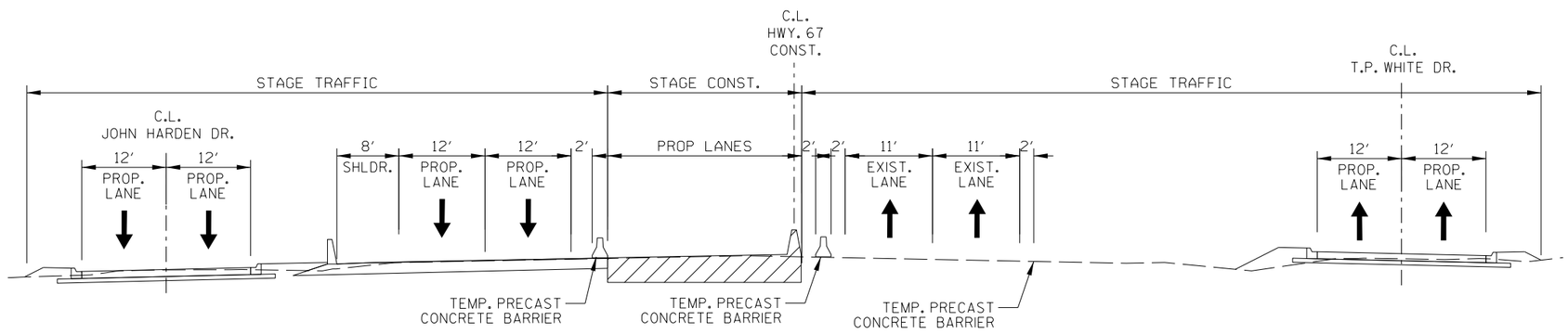
STAGE CONSTRUCTION



HWY. 67 BRIDGE STAGE 2A



TYPICAL STAGE 2A



TYPICAL STAGE IE

SADonaldson 5/11/2022 8:34:10 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOT_Special-Details_05.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	224	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

SCALE IN FEET
0 100 200 400
1"=200'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

HARVEY ST.
N. JEFF DAVIS DR.
N. JAMES ST.
GREGORY ST.
N. BAILEY BLVD.
BLACKWELL RD.
DOGWOOD DR.
JOHNSON ST.
TAG ST.
JOHN HARDEN DR.
HWY. 67
T.P. WHITE DR.

DETOUR M4-8 (24" X 12")
SOUTH M3-1 (24" X 12")
James St MI-4 (24" X 12")
67 MI-4 (24" X 24")
M6-3 (21" X 15")

DETOUR M4-8 (24" X 12")
SOUTH M3-1 (24" X 12")
James St MI-4 (24" X 12")
67 MI-4 (24" X 24")
M6-IL (21" X 15")

DETOUR M4-8 (24" X 12")
SOUTH M3-1 (24" X 12")
67 MI-4 (24" X 24")
M6-IR (21" X 15")

END DETOUR

ROAD CLOSED AT JAMES ST.	FEB XX-XX XPM-XAM
PHASE I	PHASE II STEP 1

FOLLOW DETOUR ROUTE
PHASE II STEP 2

DETOUR M4-8 (24" X 12")
SOUTH M3-1 (24" X 12")
James St MI-4 (24" X 12")
67 MI-4 (24" X 24")
M6-IR (21" X 15")

200'

ROAD CLOSED AHEAD
LOCAL TRAFFIC ONLY

JOHN HARDIN DR.
STAGE IA STEPS 4-6 DETOUR LAYOUT

SADonaldson 5/11/2022 8:34:11 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Detour-01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	225	1104

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

ROAD CLOSED AT JAMES ST.	FEB XX-XX XPM-XAM
PHASE I	PHASE II STEP I

FOLLOW DETOUR ROUTE
PHASE II STEP 2

N. JAMES ST.
JOHN HARDEN DR.
T.P. WHITE DR.
HWY. 67
N IST ST.
MAIN ST.
W MAIN ST.
S 2ND ST.
N 2ND ST.
SIGNALIZED INTERSECTION
3/4 MILE
0.5 MILES
0.3 MILES
0.85 MILES
A-A

DETOUR M4-8 (24" X 12")
NORTH M3-1 (24" X 12")
James St MI-4 (24" X 12")
67 MI-4 (24" X 24")
M6-IL (21" X 15")
M6-3 (21" X 15")
END DETOUR

SAD onaldson 5/11/2022 8:34:12 PM
WORKSPACE: AHTD
L:\202\20f732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Detour-02.dgn
REVISED DATE:

T.P. WHITE DR.
STAGE IA STEPS 4 & 5 DETOUR LAYOUT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	226	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

SCALE IN FEET
0 100 200 400
1"=200'

ROAD CLOSED AT BAILEY	FEB XX-XX XPM-XAM
PHASE I	PHASE II STEP I

FOLLOW DETOUR ROUTE
PHASE II STEP 2

200'

ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY

DETOUR M4-8 (24" X 12")
67 M1-4 (24" X 24")
M6-1R (21" X 15")

DETOUR M4-8 (24" X 12")
67 M1-4 (24" X 24")
M6-3 (21" X 15")

END DETOUR

HARVEY ST.
N. JEFF DAVIS DR.
BLACKWELL RD.
N. JAMES ST.
DOGWOOD DR.
GREGORY ST.
JOHNSON ST.
N. BAILEY BLVD.
TAG ST.
JOHN HARDEN DR.
HWY. 67
T.P. WHITE DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
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GREGORY ST.
STAGE IE DETOUR LAYOUT

SADonaldson 5/11/2022 8:34:13 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Detour-03.dgn
REVISED DATE:

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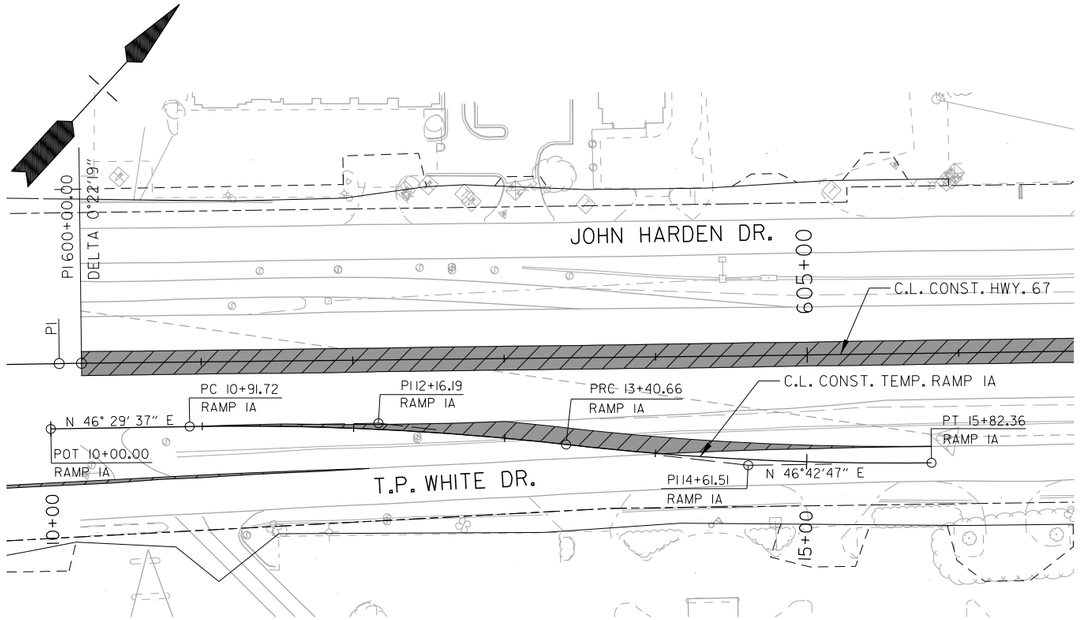
				6	ARK.			
				JOB NO.		CA0604	227	1104

2 MAINTENANCE OF TRAFFIC DETAILS



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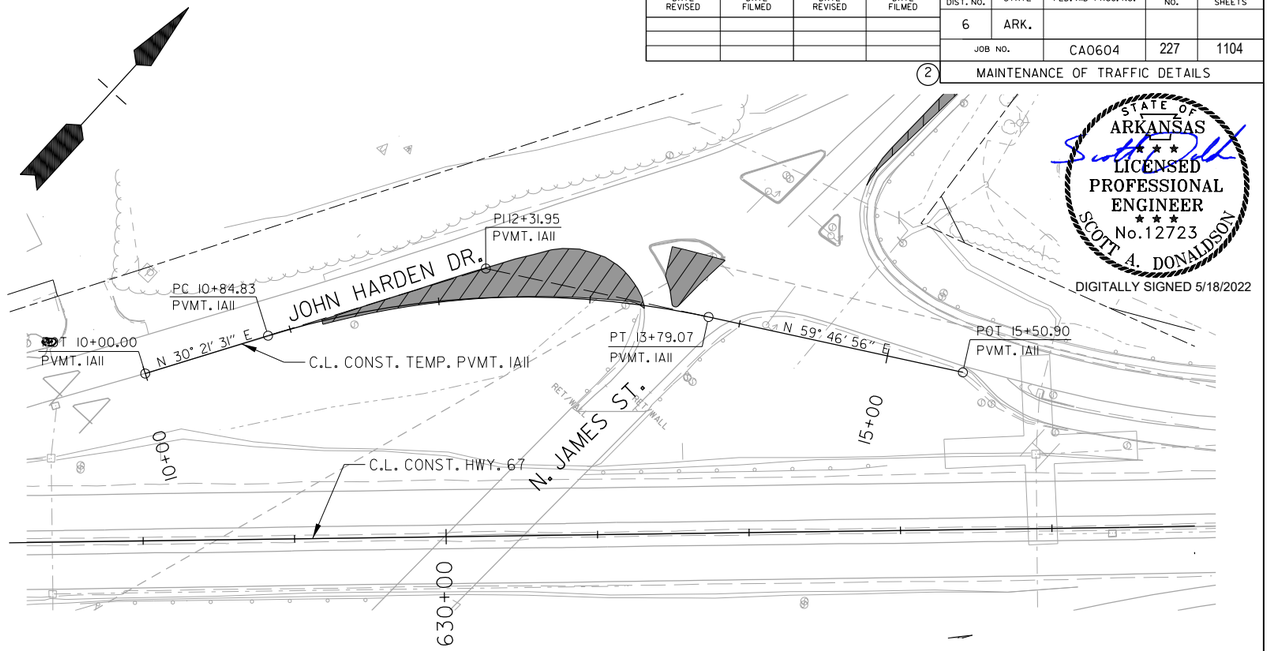
USED IN STAGE IB



STATE OF ARKANSAS
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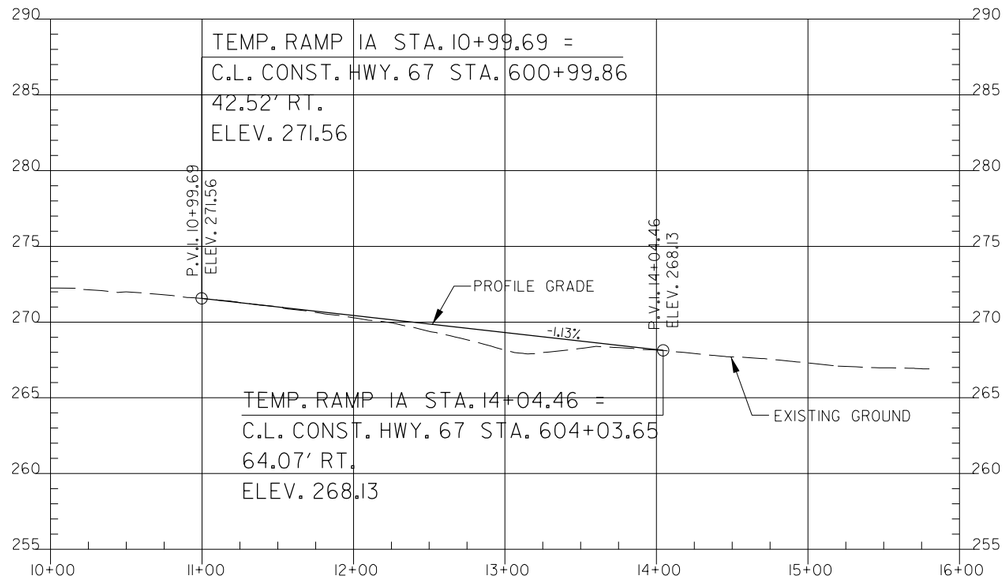
TEMP. PVMT. IAII
CONSTRUCTED IN STAGE IA STEP 1
USED IN STAGE IA STEP 2



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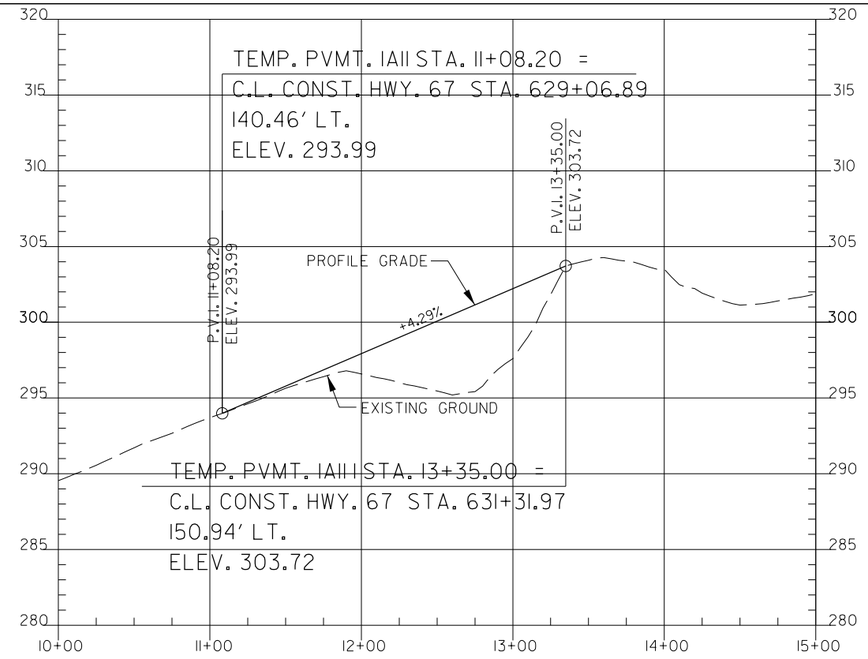

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CONSTRUCTED IN STAGE IA STEP 1
USED IN STAGE IA STEP 2

MAINTENANCE OF TRAFFIC DETAILS

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REVISED DATE:

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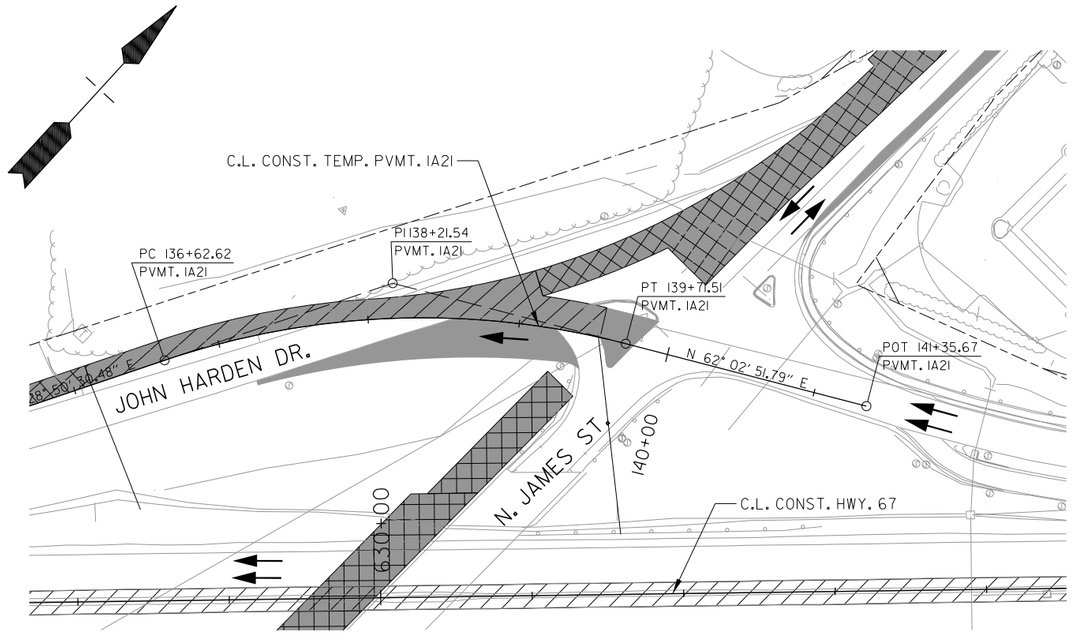

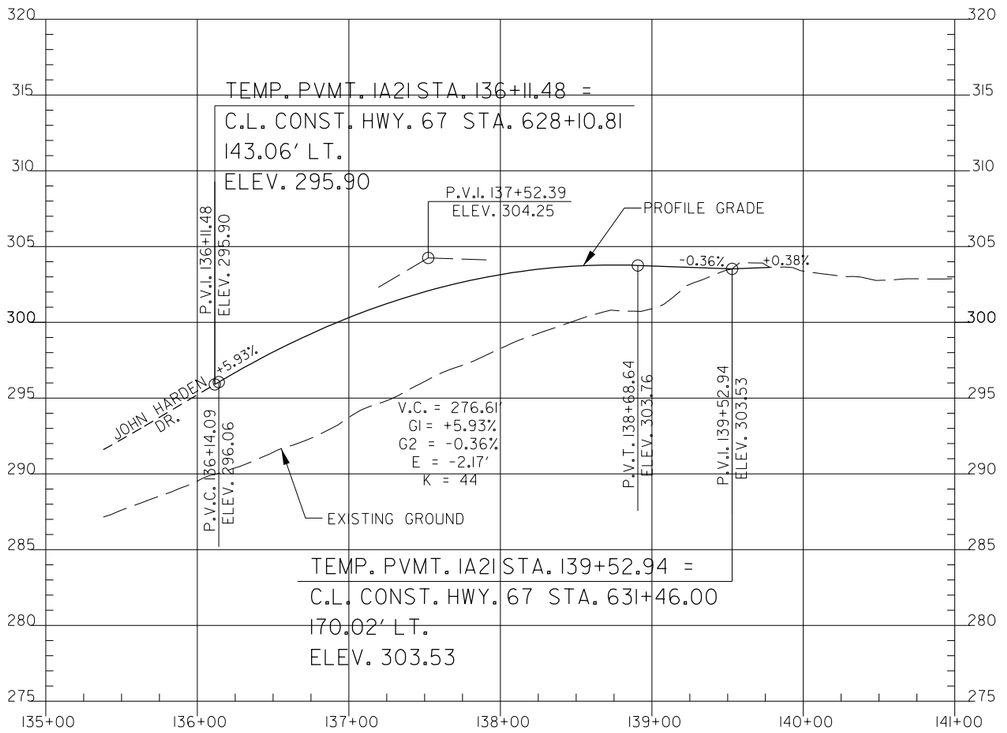

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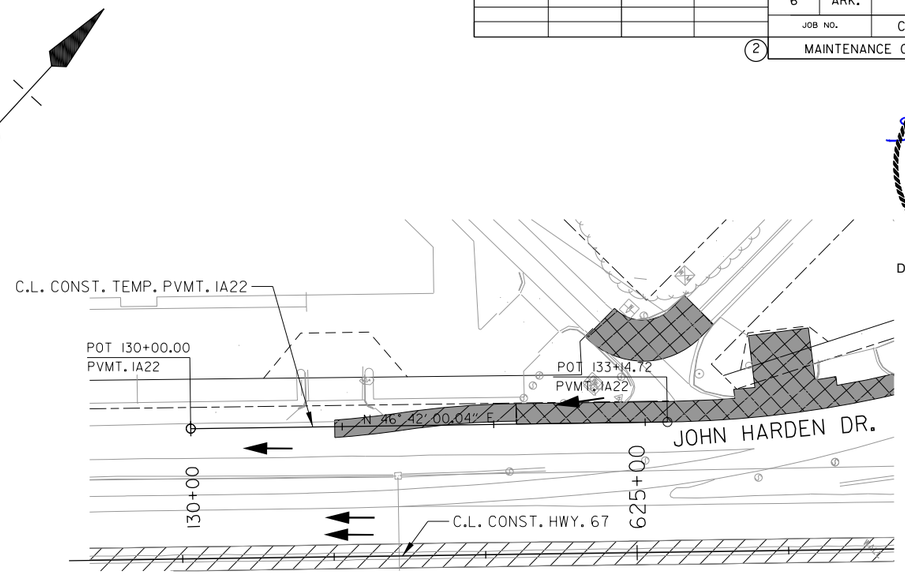

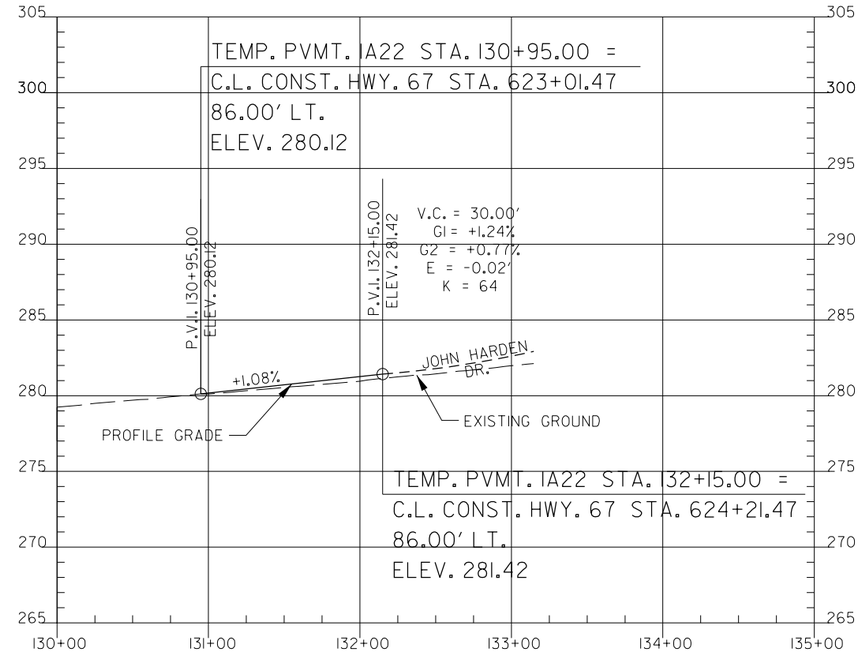

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USED IN STAGE IA STEP 3

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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No. 12723
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SADonaldson 5/11/2022 8:34:14 PM
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REVISED DATE:

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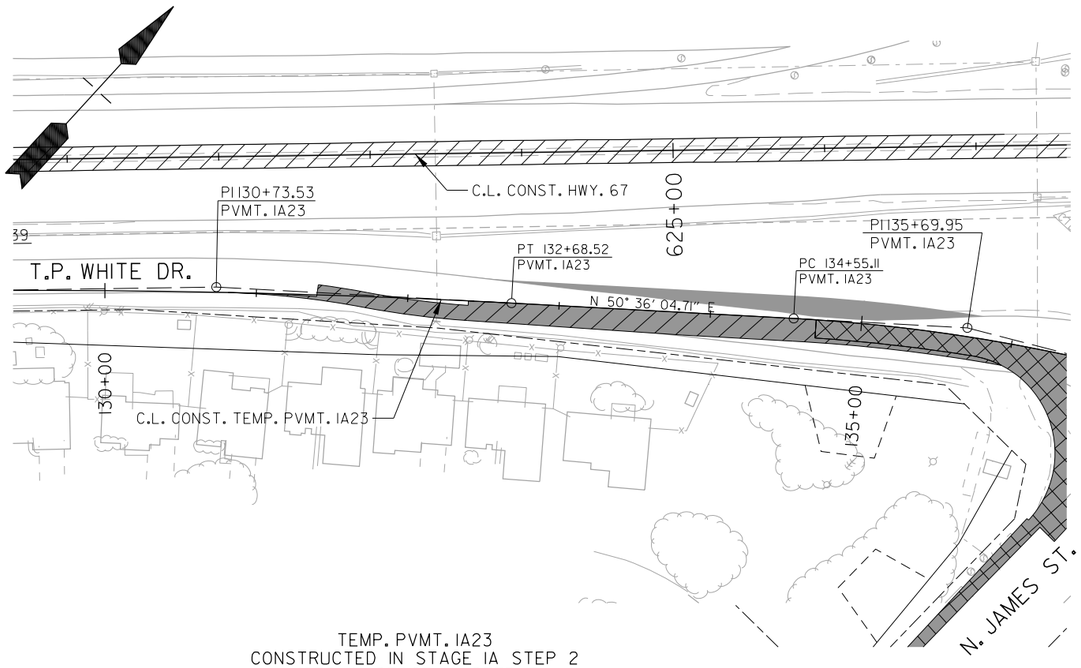

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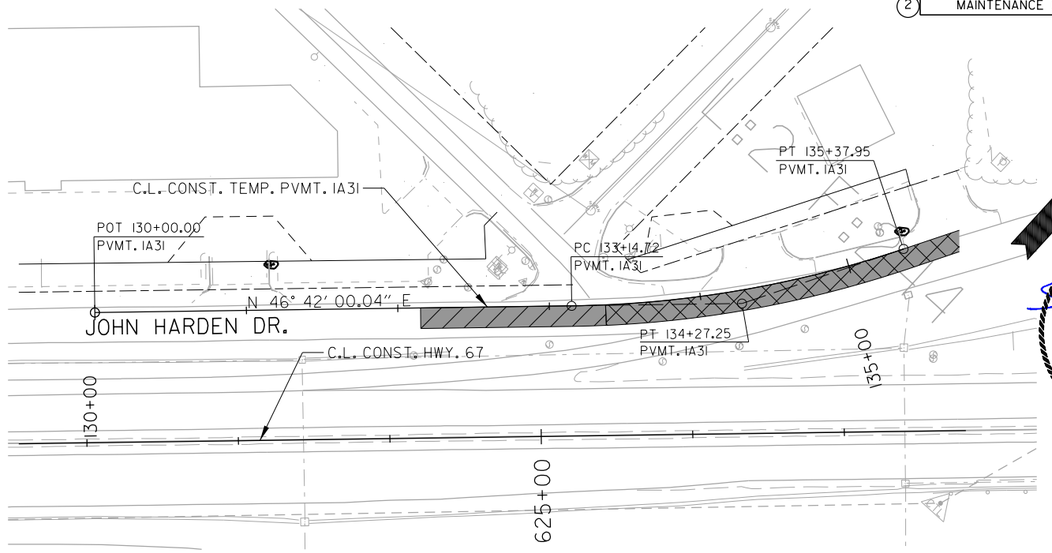

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TEMP. PVMT. IA3I
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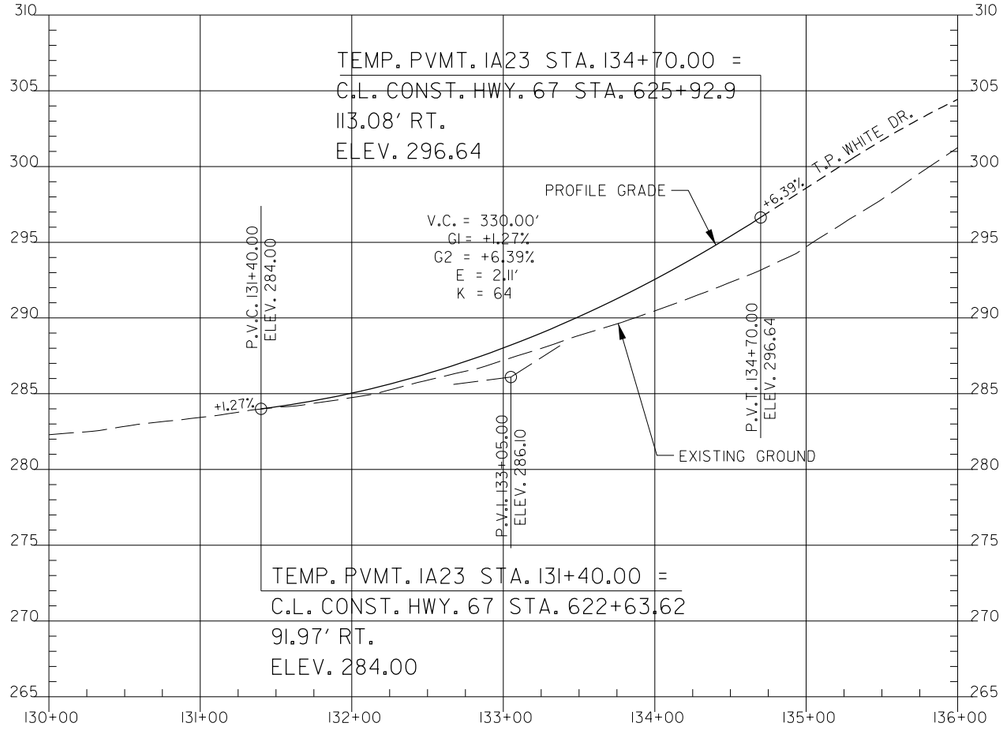

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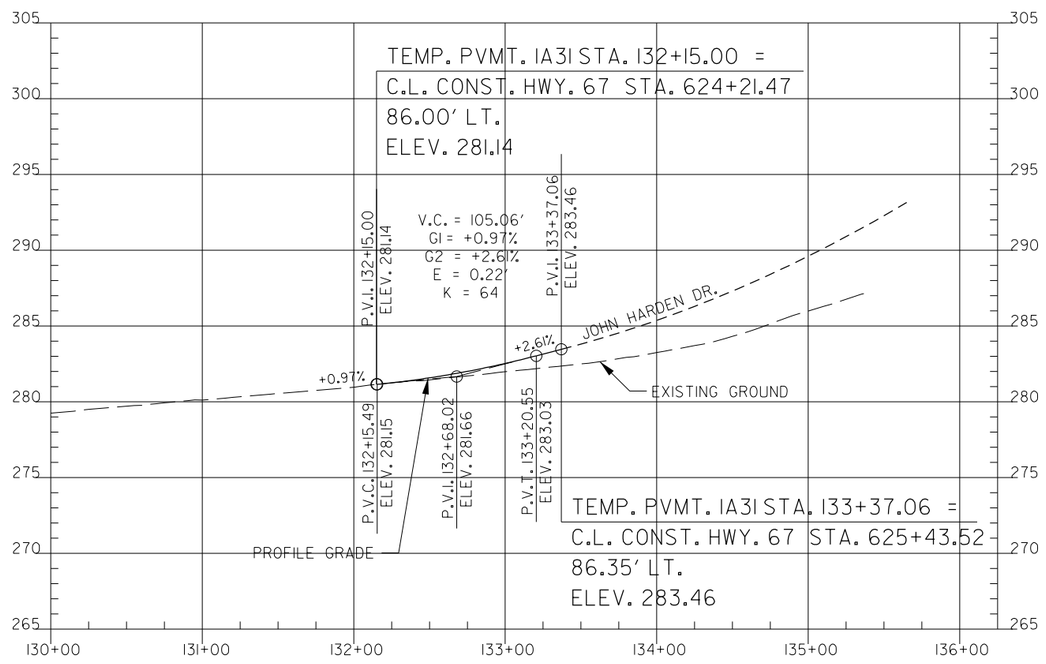

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USED IN STAGE IA STEP 4

MAINTENANCE OF TRAFFIC DETAILS

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REVISED DATE:

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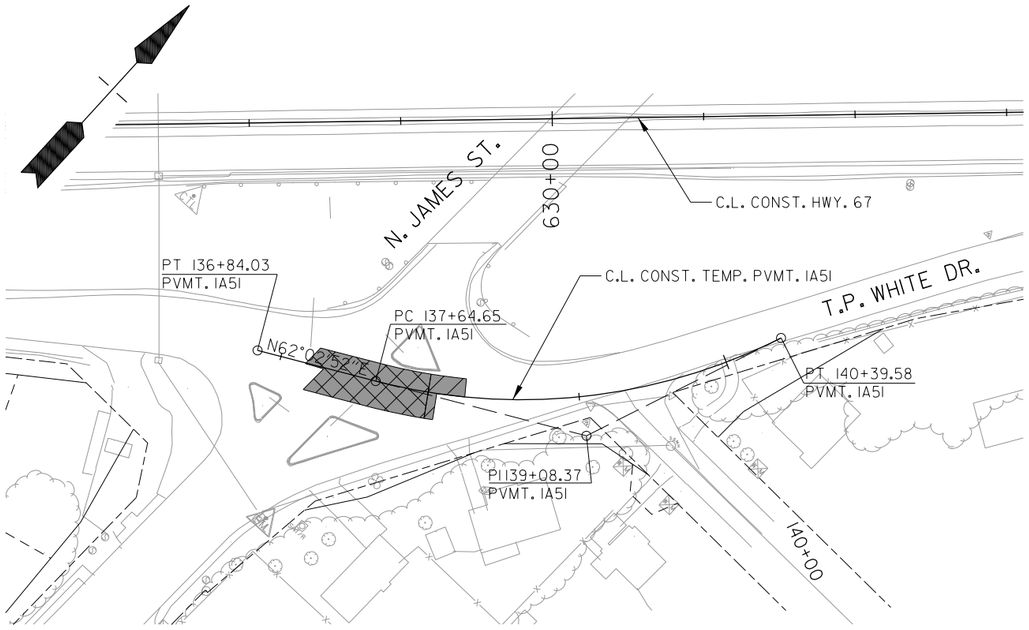
2 MAINTENANCE OF TRAFFIC DETAILS



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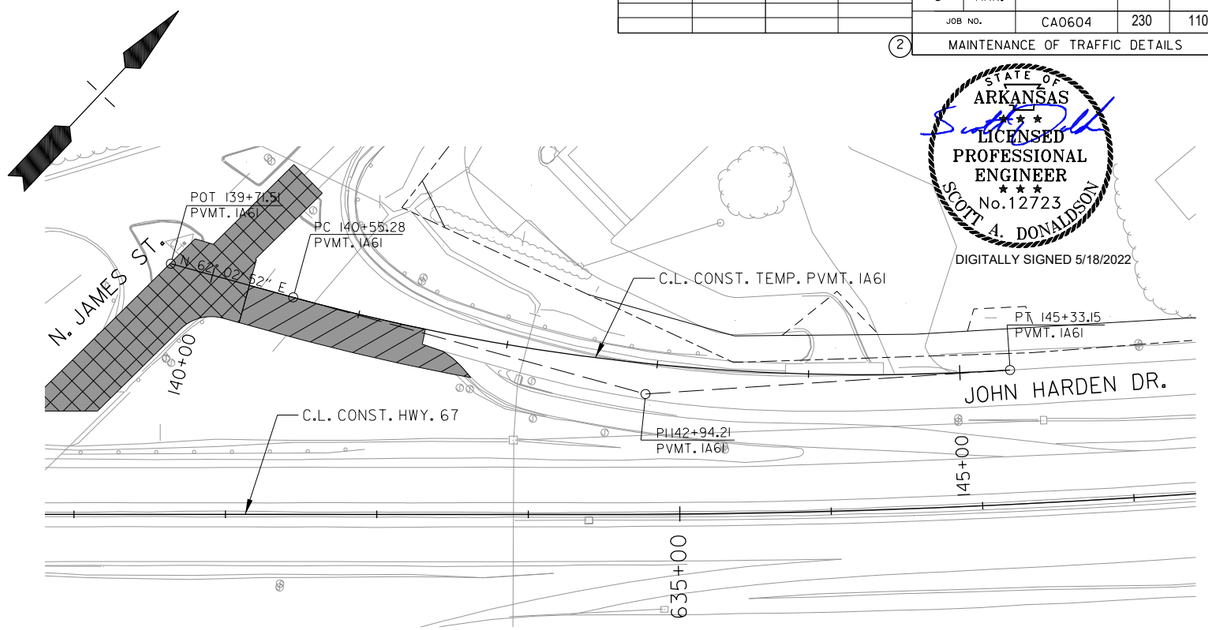

TEMP. PVMT. IA6I
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USED IN STAGE IA STEP 7

STATE OF ARKANSAS
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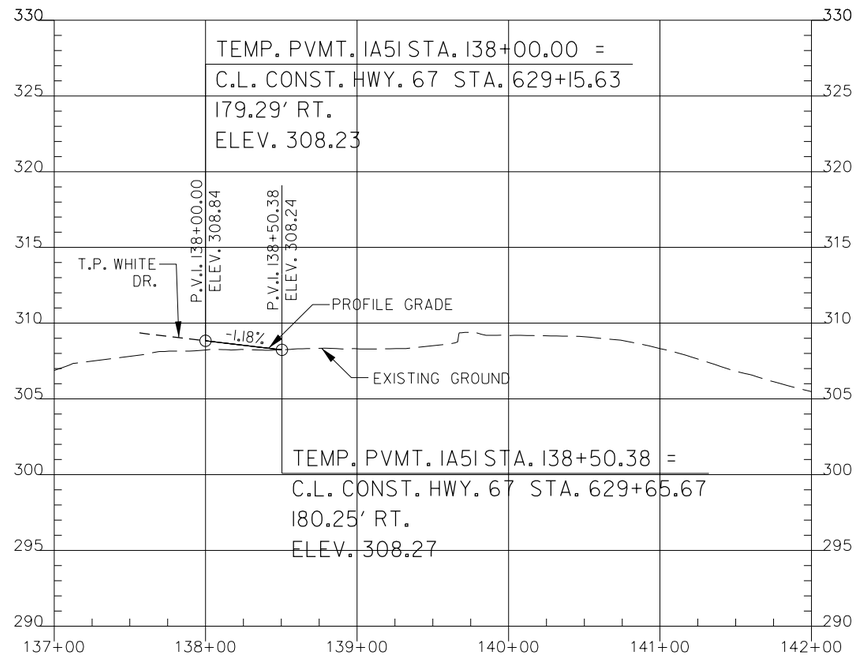

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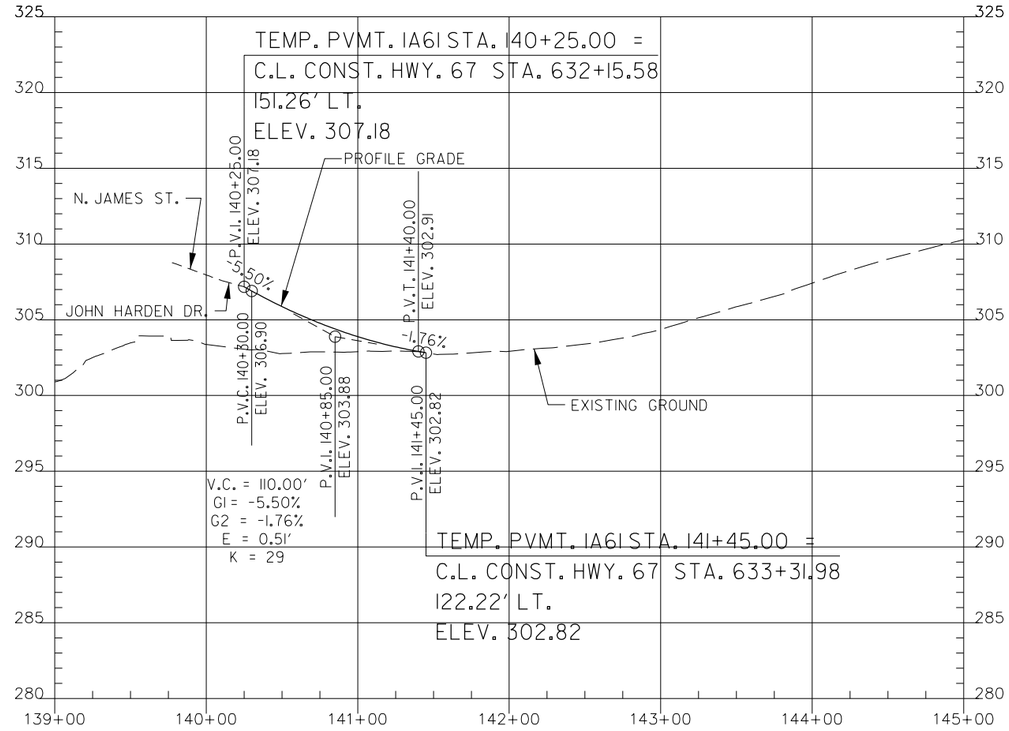
USED IN STAGE IA STEP 6



TEMP. PVMT. IA6I
CONSTRUCTED IN STAGE IA STEP 6
USED IN STAGE IA STEP 7

MAINTENANCE OF TRAFFIC DETAILS

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REVISED DATE:

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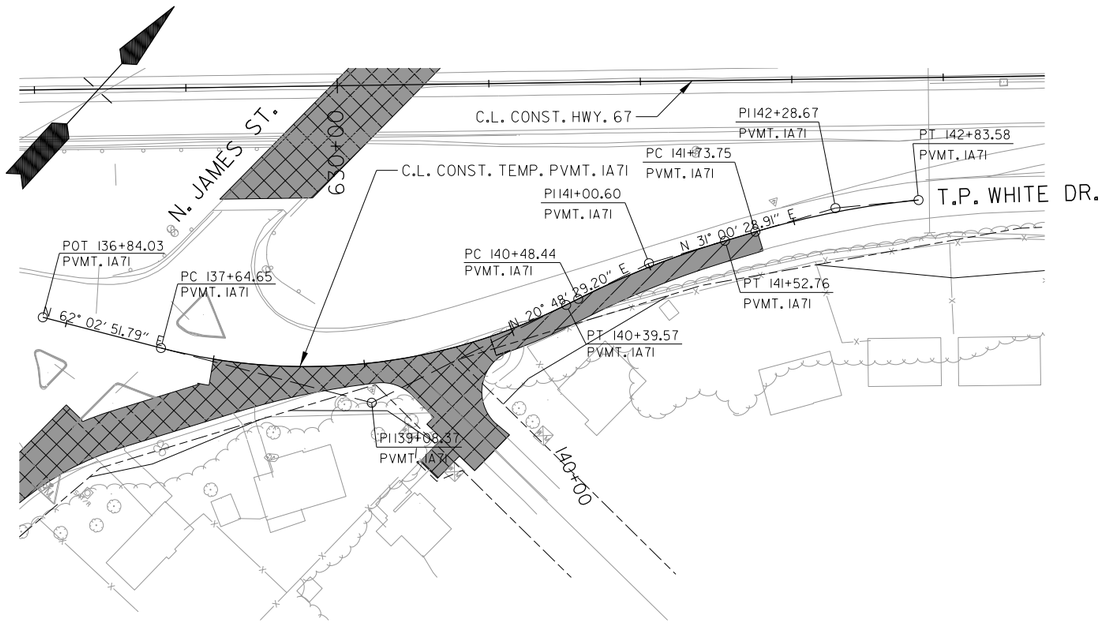
(2) MAINTENANCE OF TRAFFIC DETAILS



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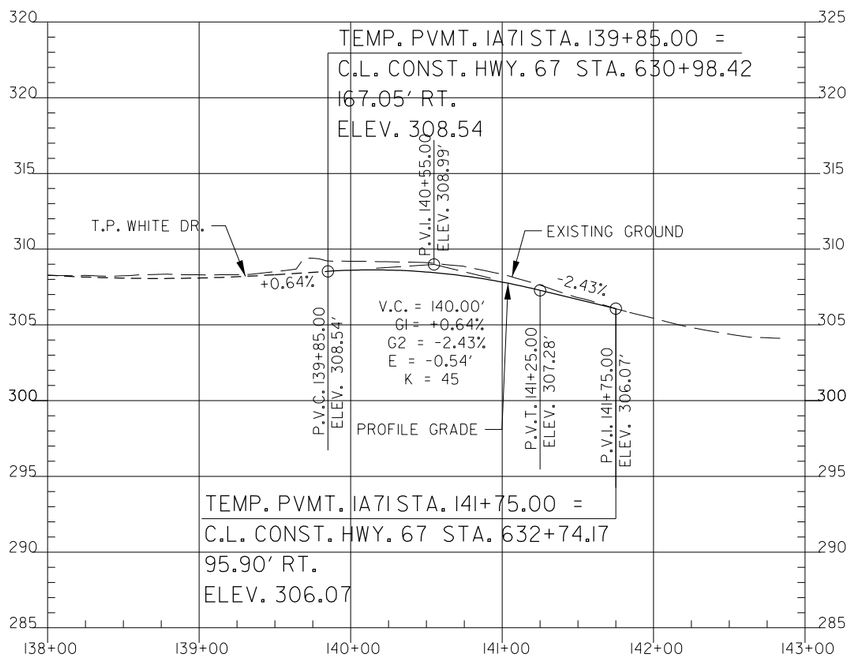

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CONSTRUCTED IN STAGE 1A STEP 7
USED IN STAGE 1A STEP 8

STATE OF ARKANSAS
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MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 5/11/2022 8:34:15 PM
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No.12723
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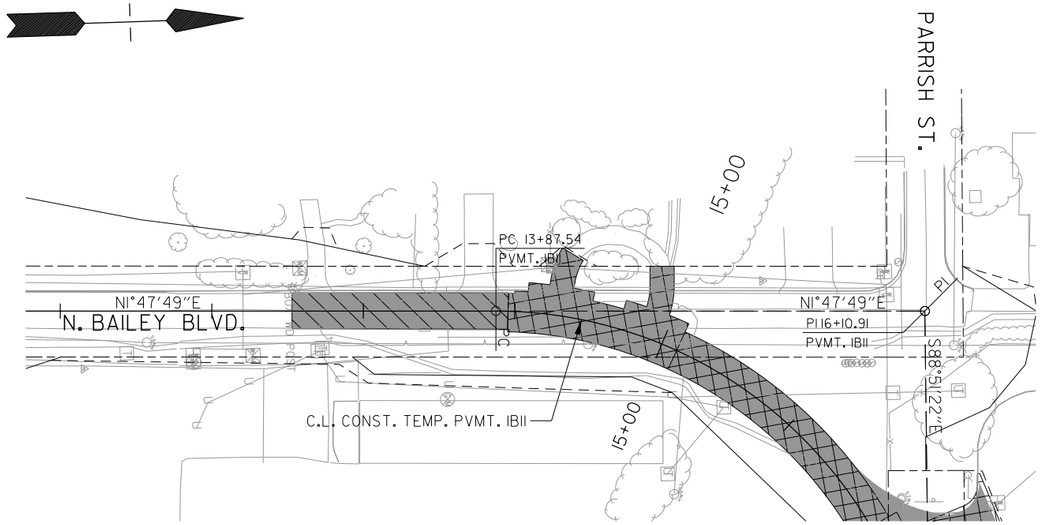

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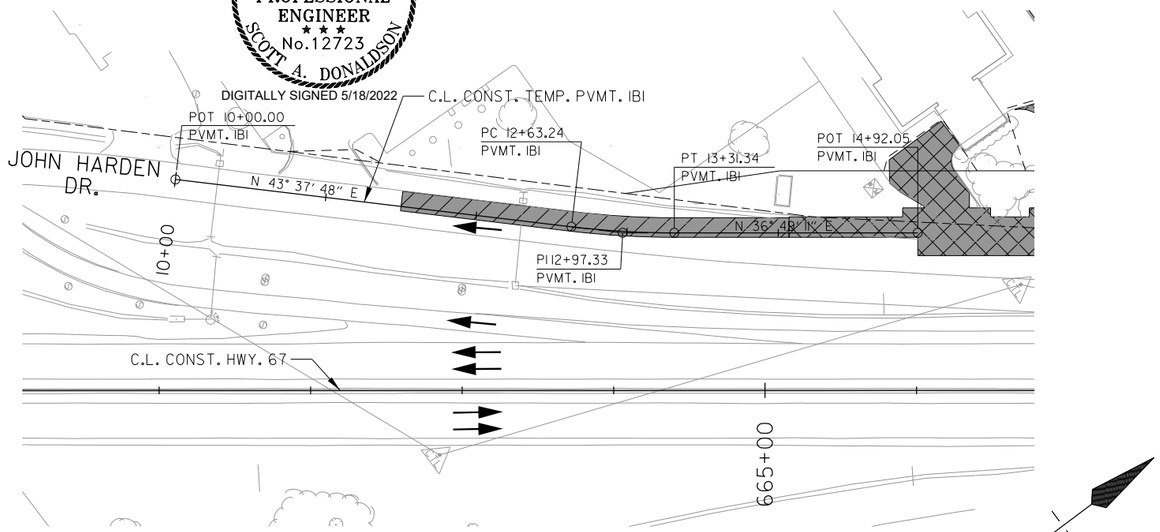

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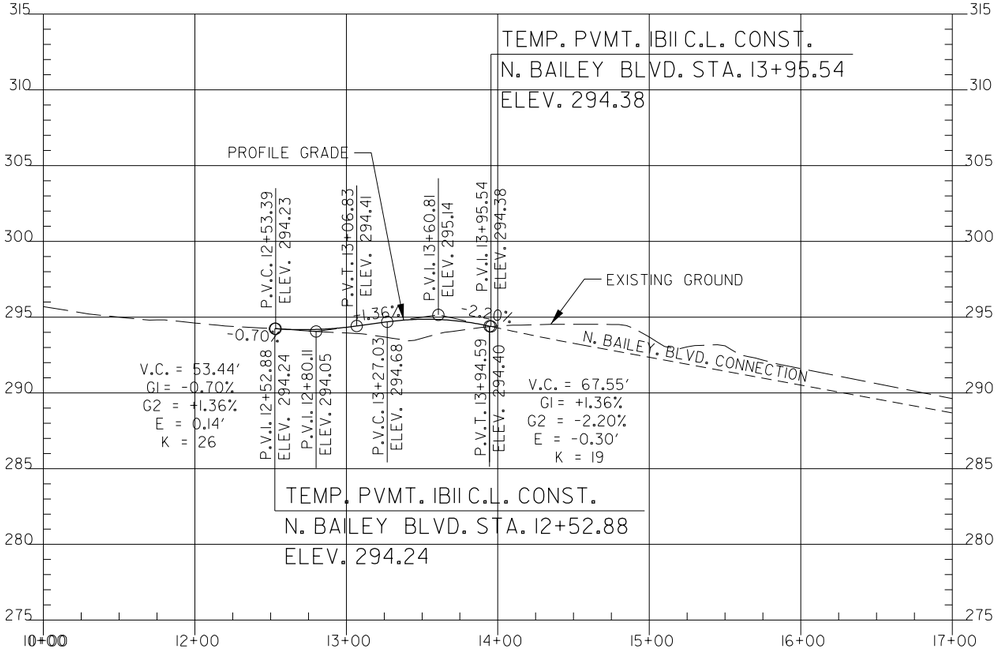
USED IN STAGE IC STEP 1



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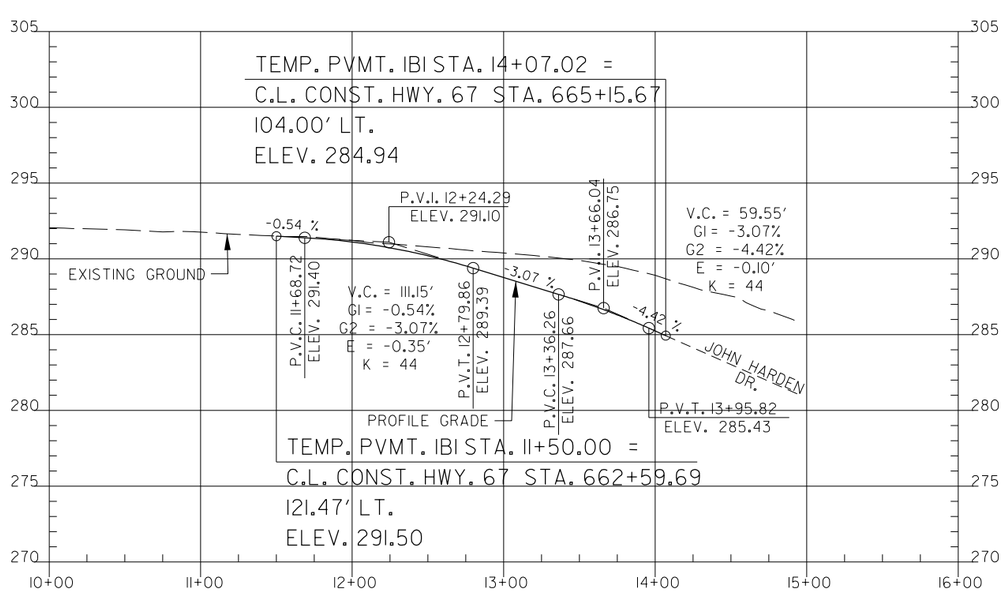

TEMP. PVMT. IBI
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MAINTENANCE OF TRAFFIC DETAILS

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				JOB NO.		CA0604	233	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
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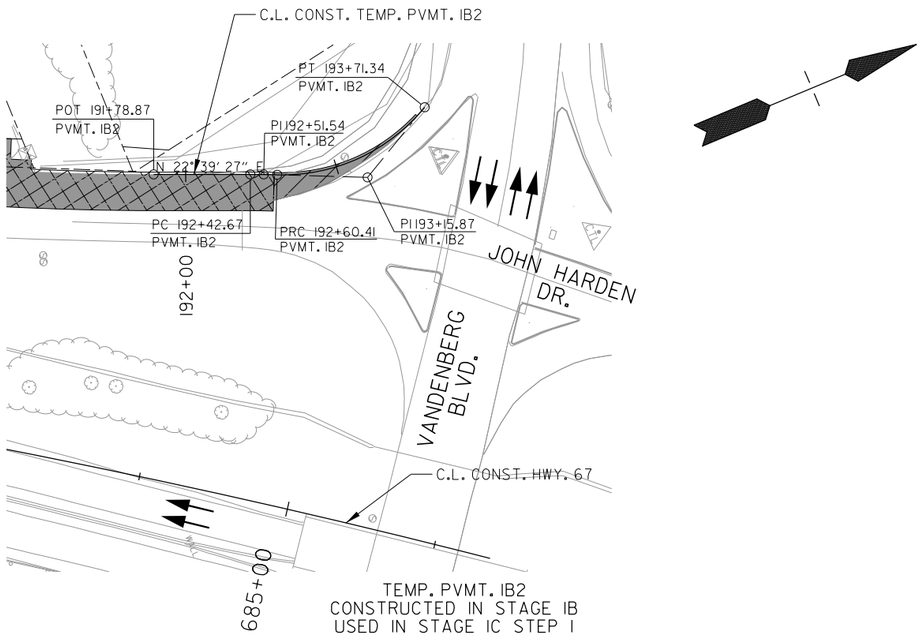
DIGITALLY SIGNED 5/18/2022



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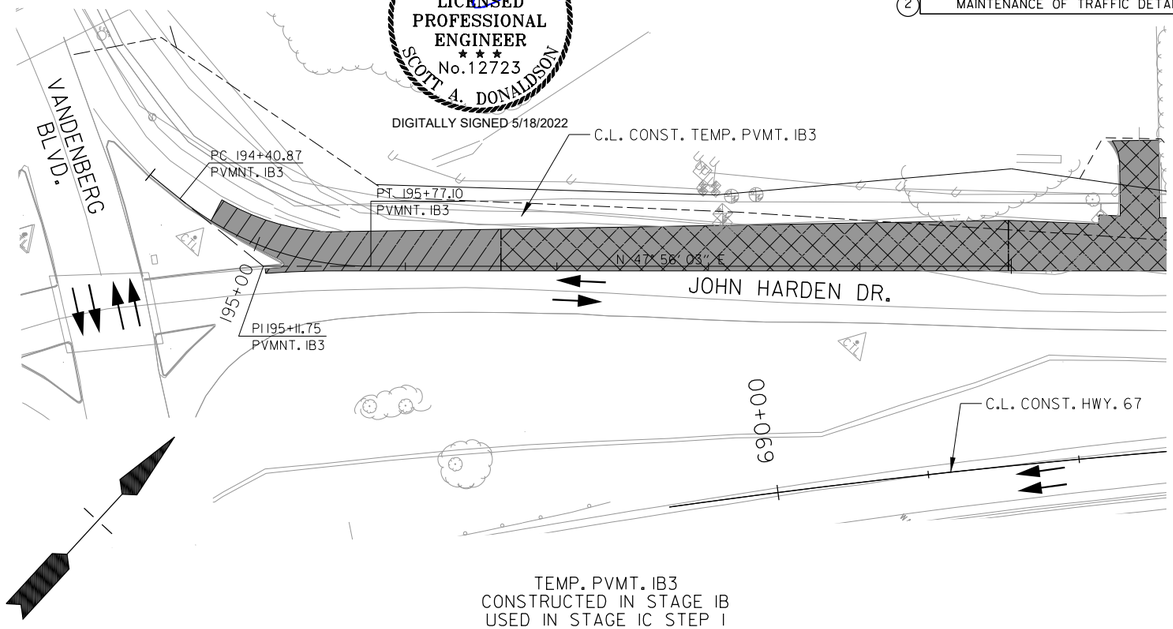

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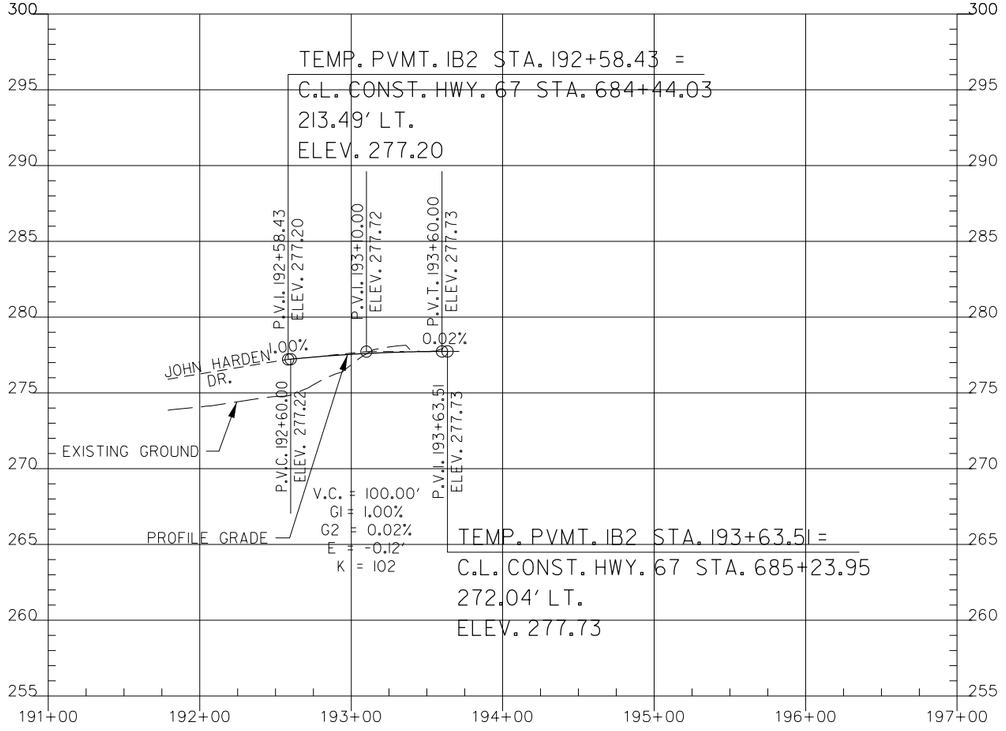

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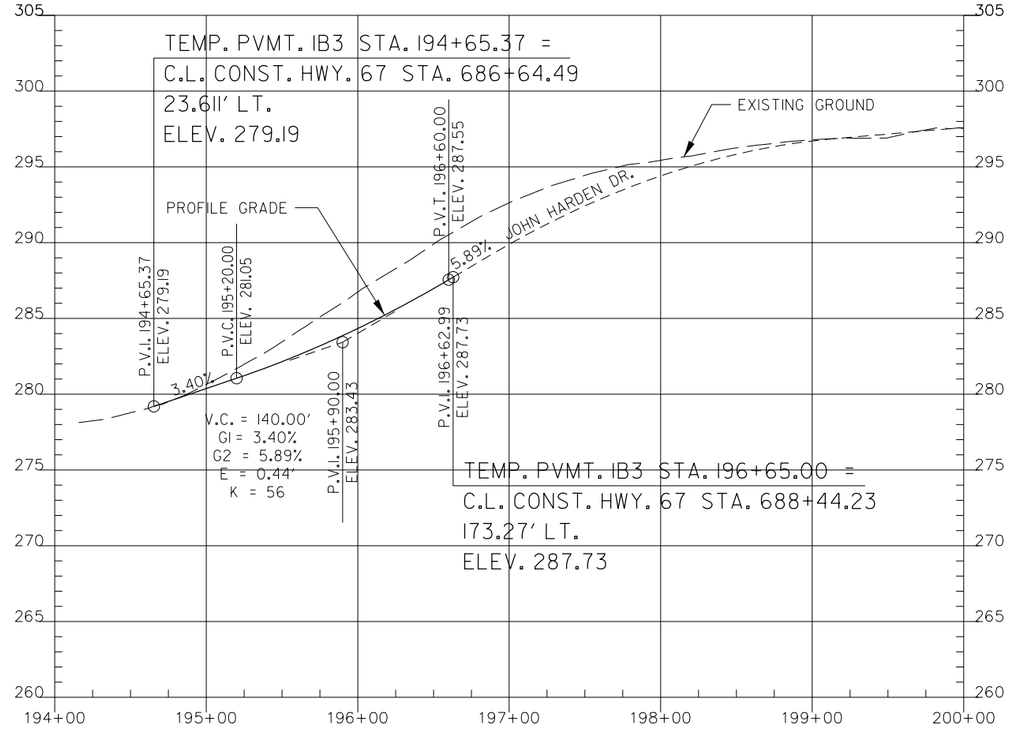

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MAINTENANCE OF TRAFFIC DETAILS

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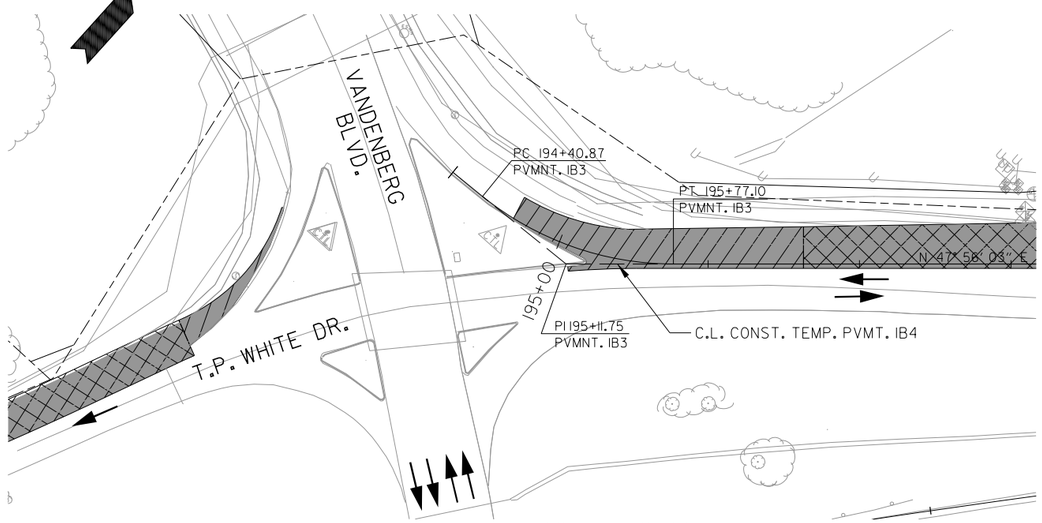
(2) MAINTENANCE OF TRAFFIC DETAILS



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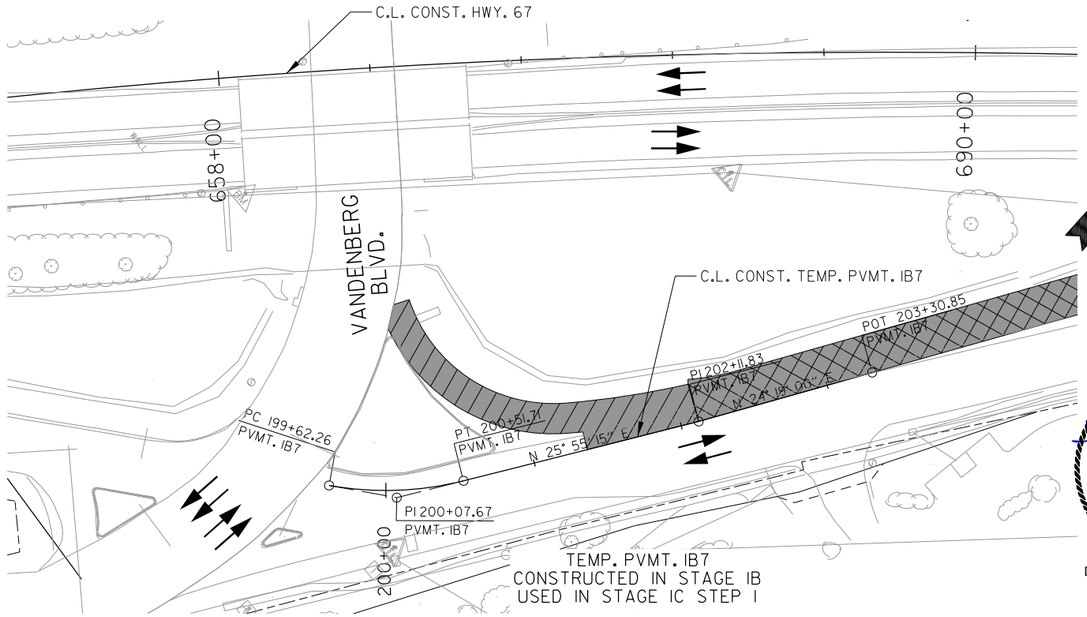

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STATE OF ARKANSAS
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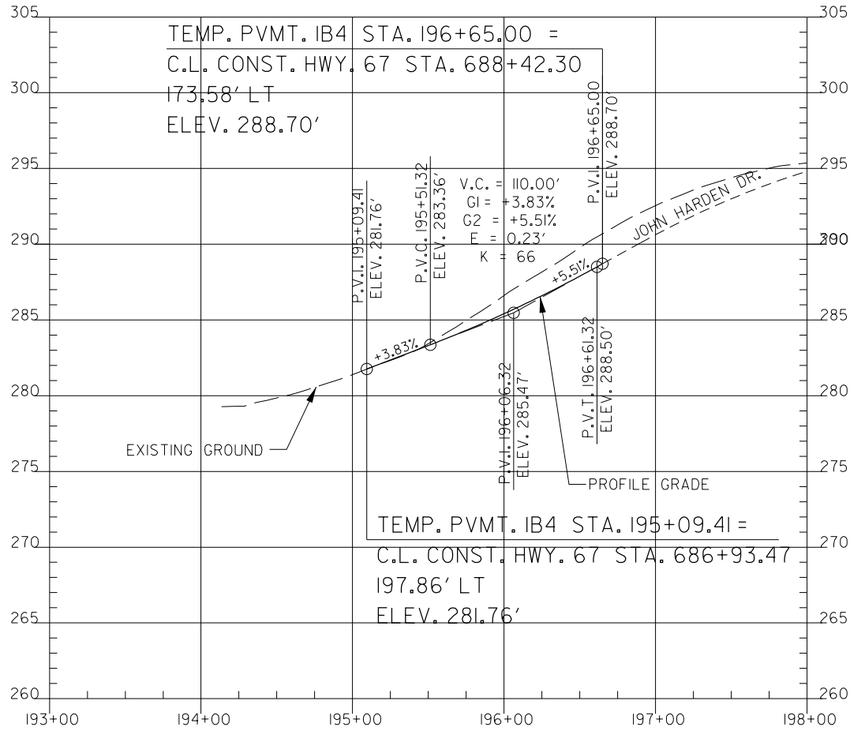

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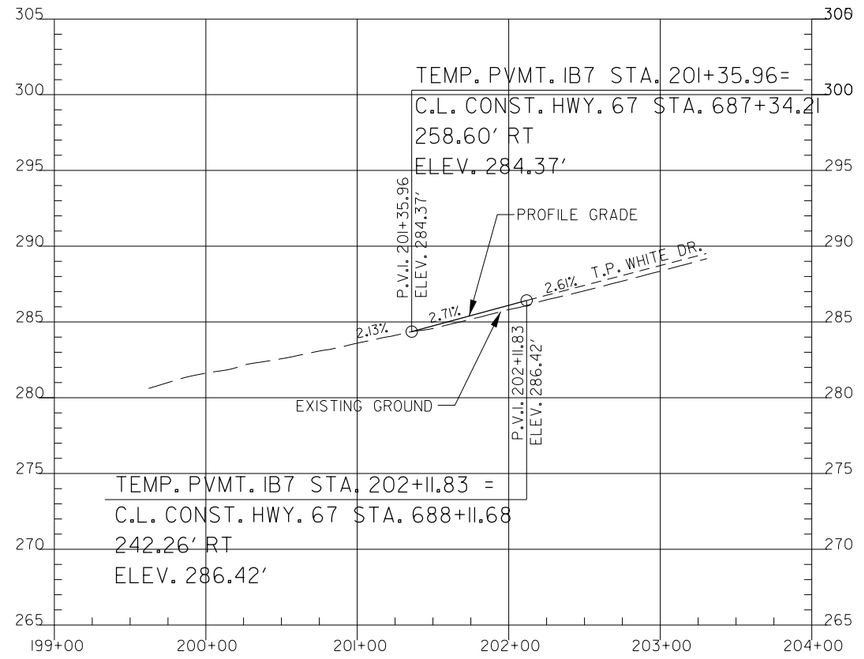

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MAINTENANCE OF TRAFFIC DETAILS

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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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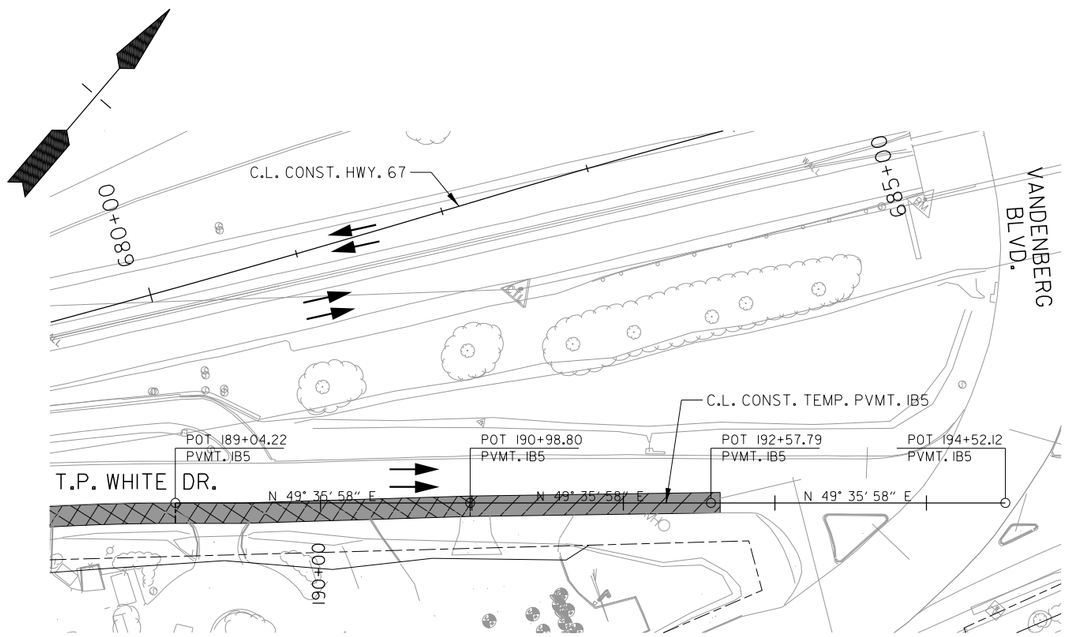
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



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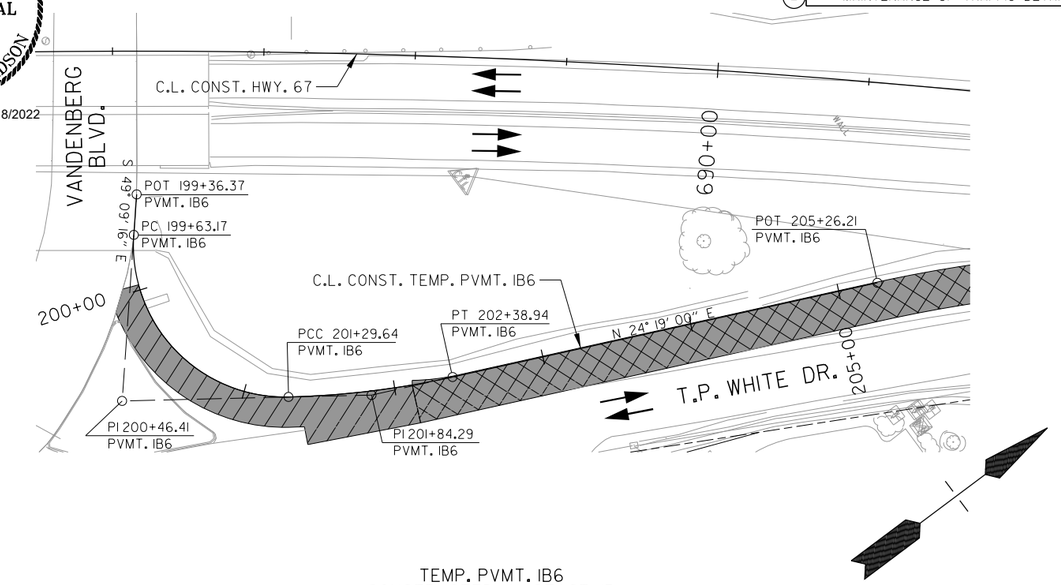
USED IN STAGE IC STEP I



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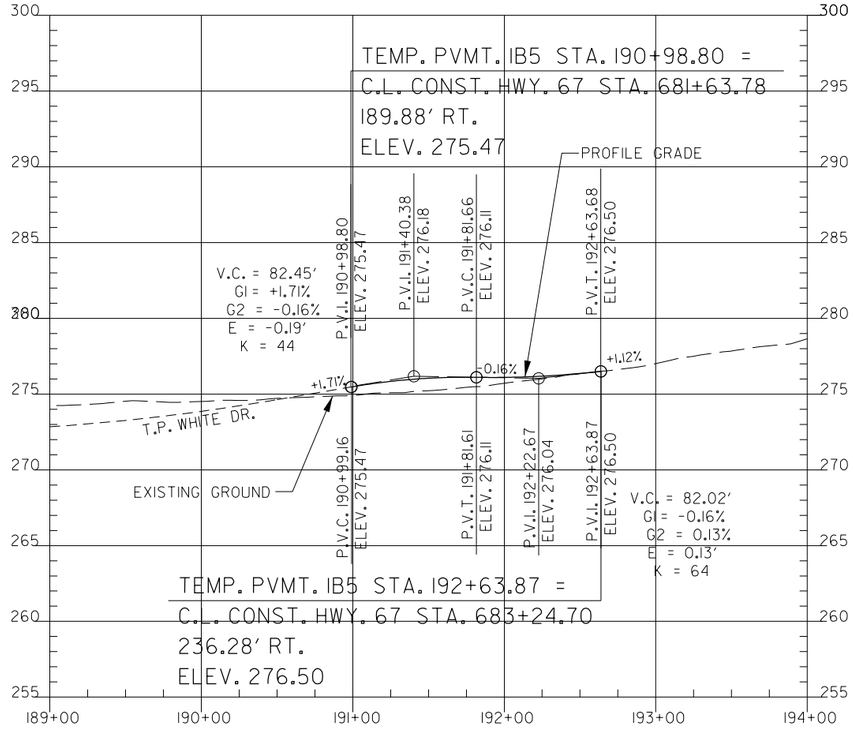

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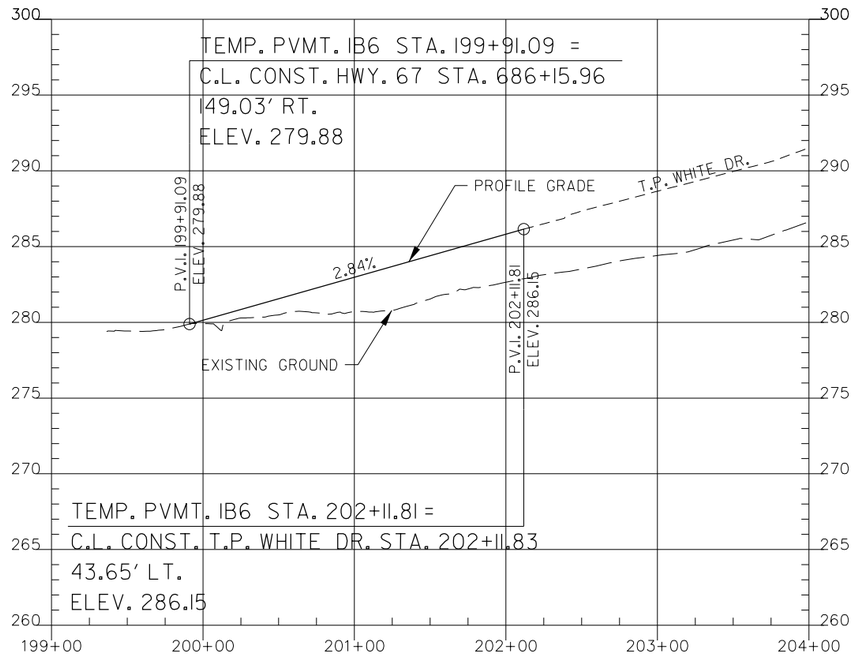

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USED IN STAGE IC STEP I

MAINTENANCE OF TRAFFIC DETAILS

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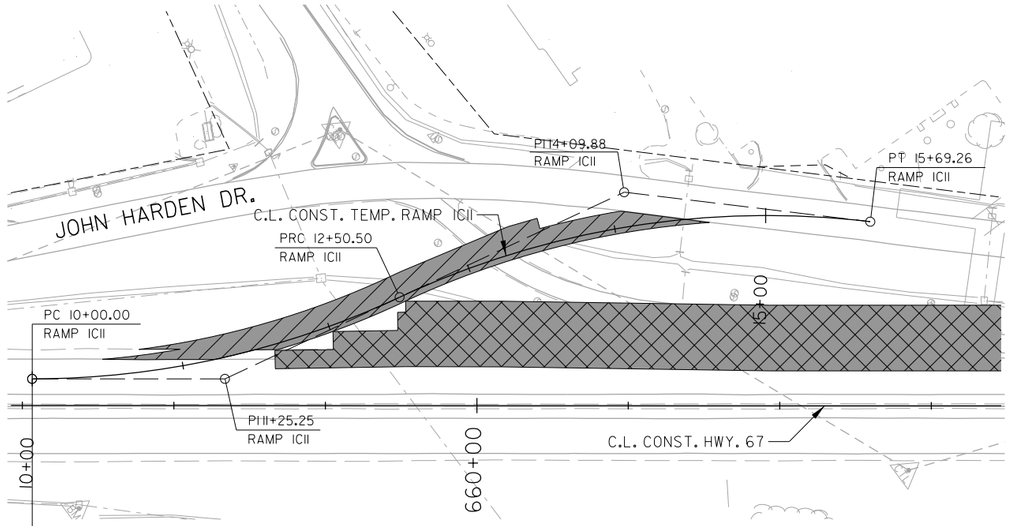
				6	ARK.			
				JOB NO.		CA0604	236	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



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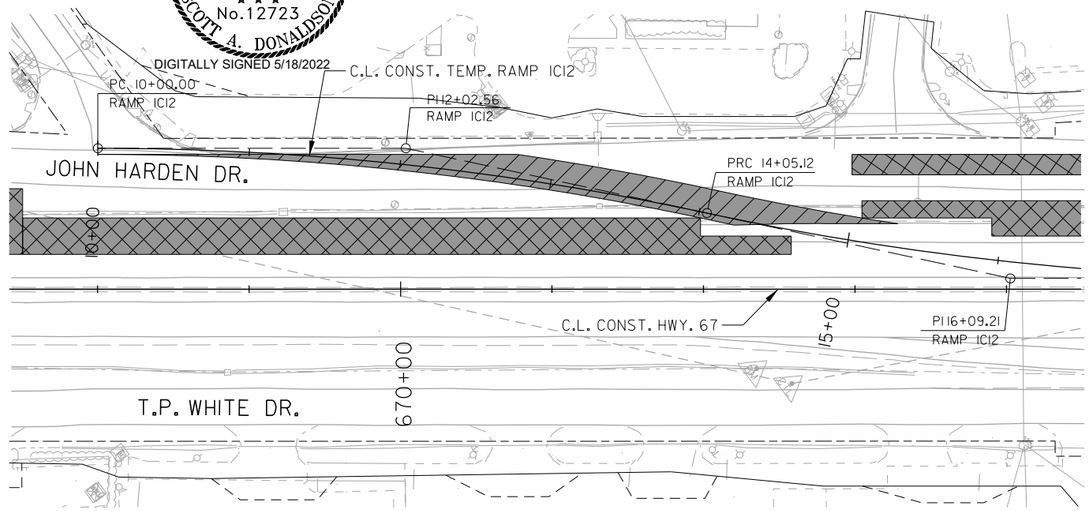
USED IN STAGE IC STEP 2



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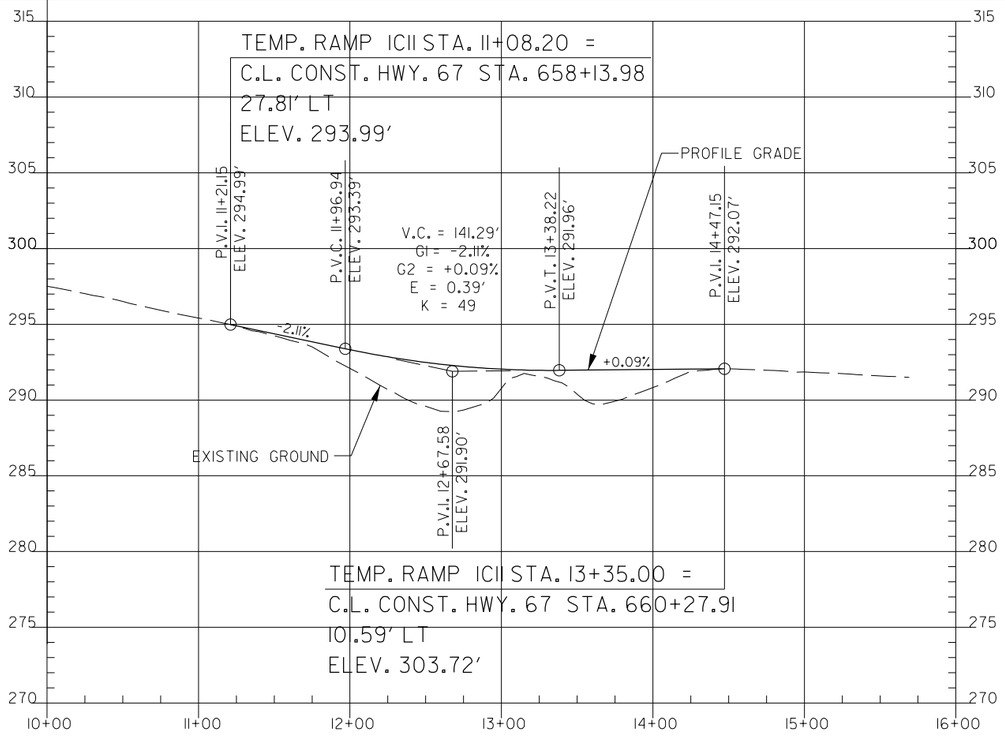

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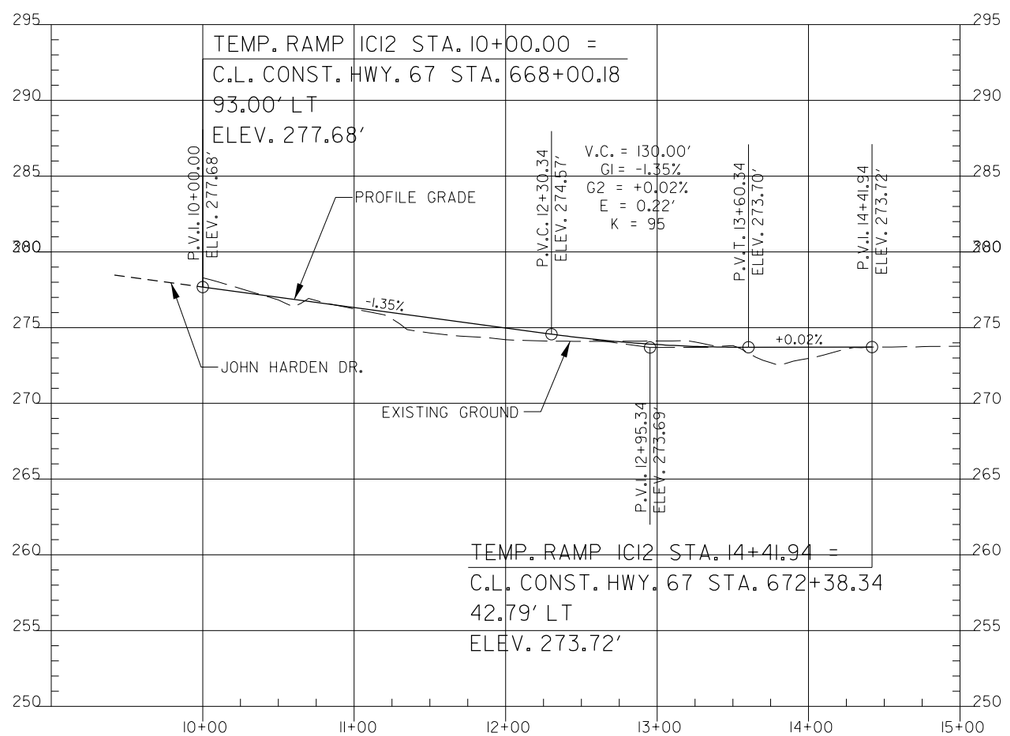
USED IN STAGE IC STEP 2



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CONSTRUCTED IN STAGE IC STEP 1
USED IN STAGE IC STEP 2

MAINTENANCE OF TRAFFIC DETAILS

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	237	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
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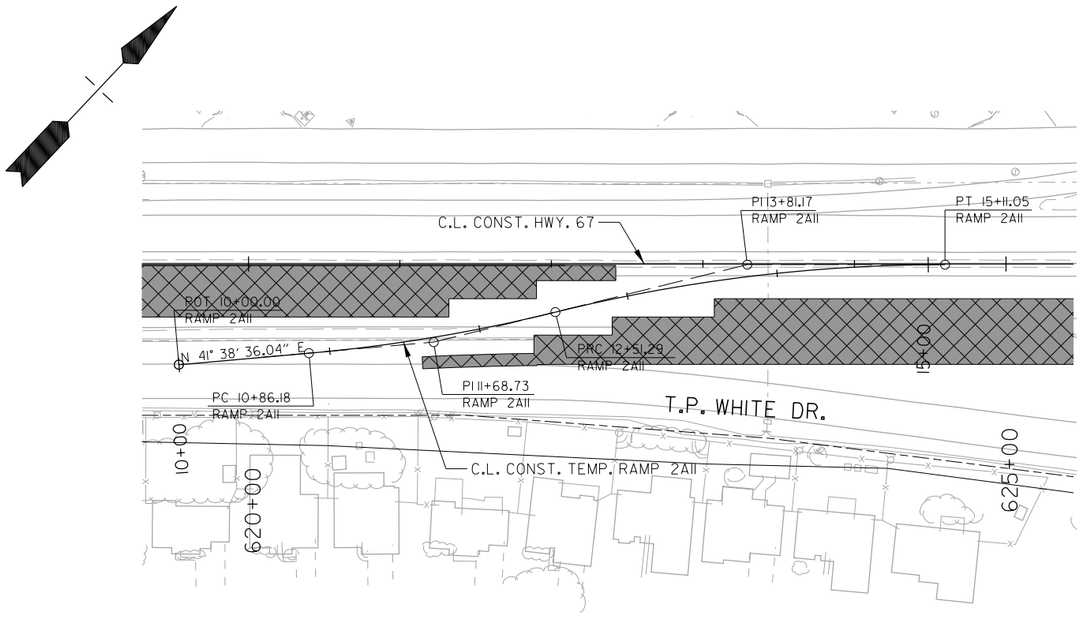

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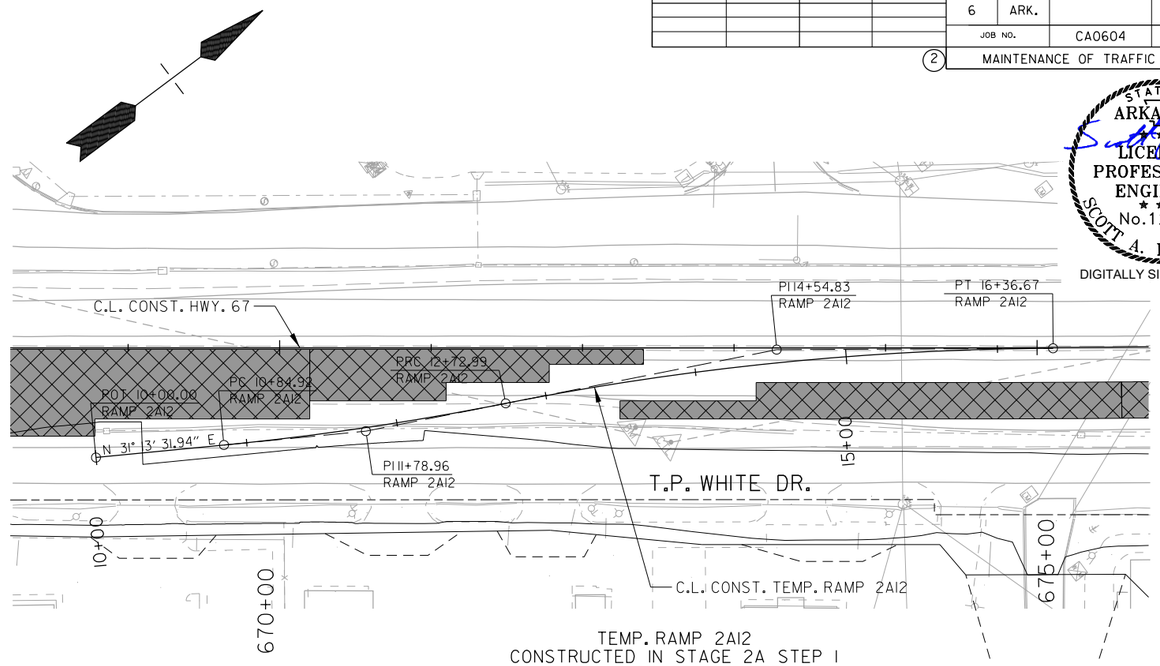
USED IN STAGE 2A STEP I



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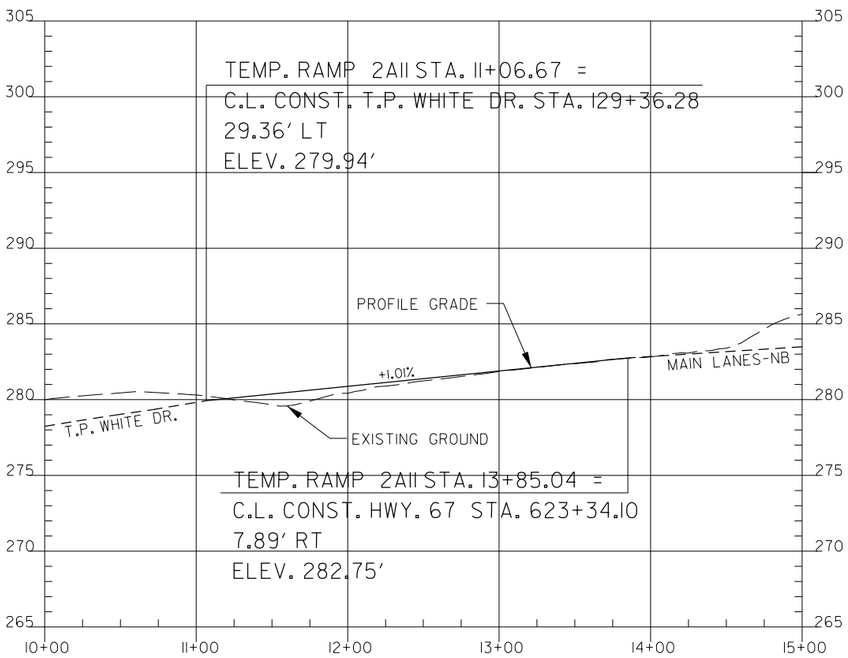
USED IN STAGE 2A STEP I



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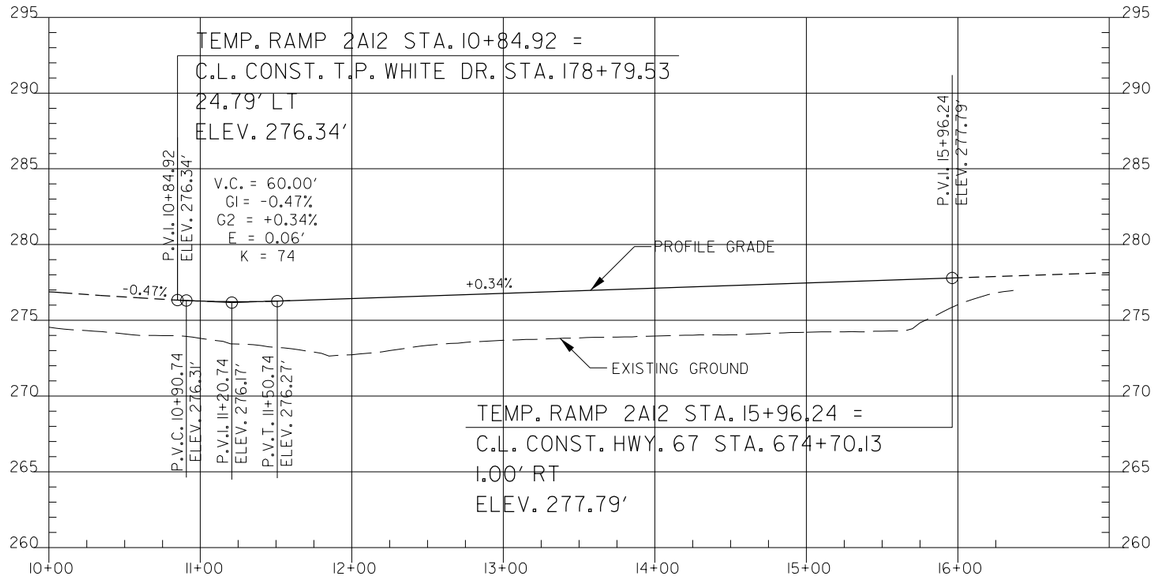
CONSTRUCTED IN STAGE 2A STEP I
USED IN STAGE 2A STEP I



TEMP. RAMP 2AI2
CONSTRUCTED IN STAGE 2A STEP I
USED IN STAGE 2A STEP I

MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		CA0604	238	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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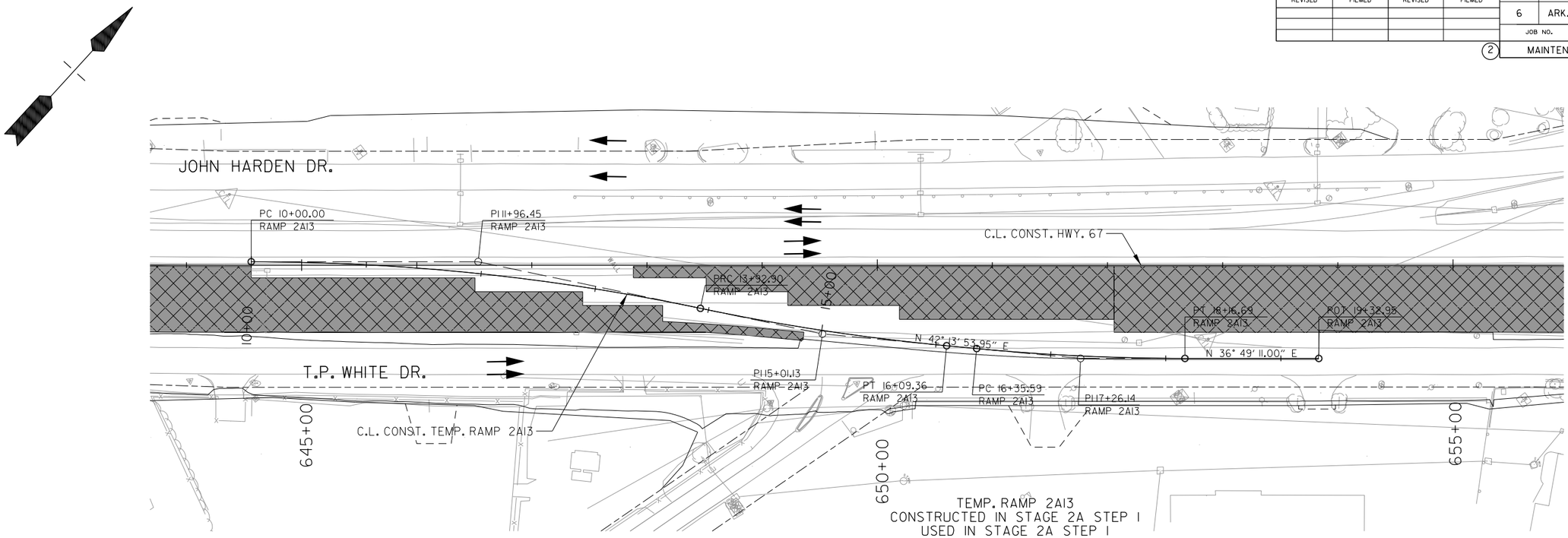

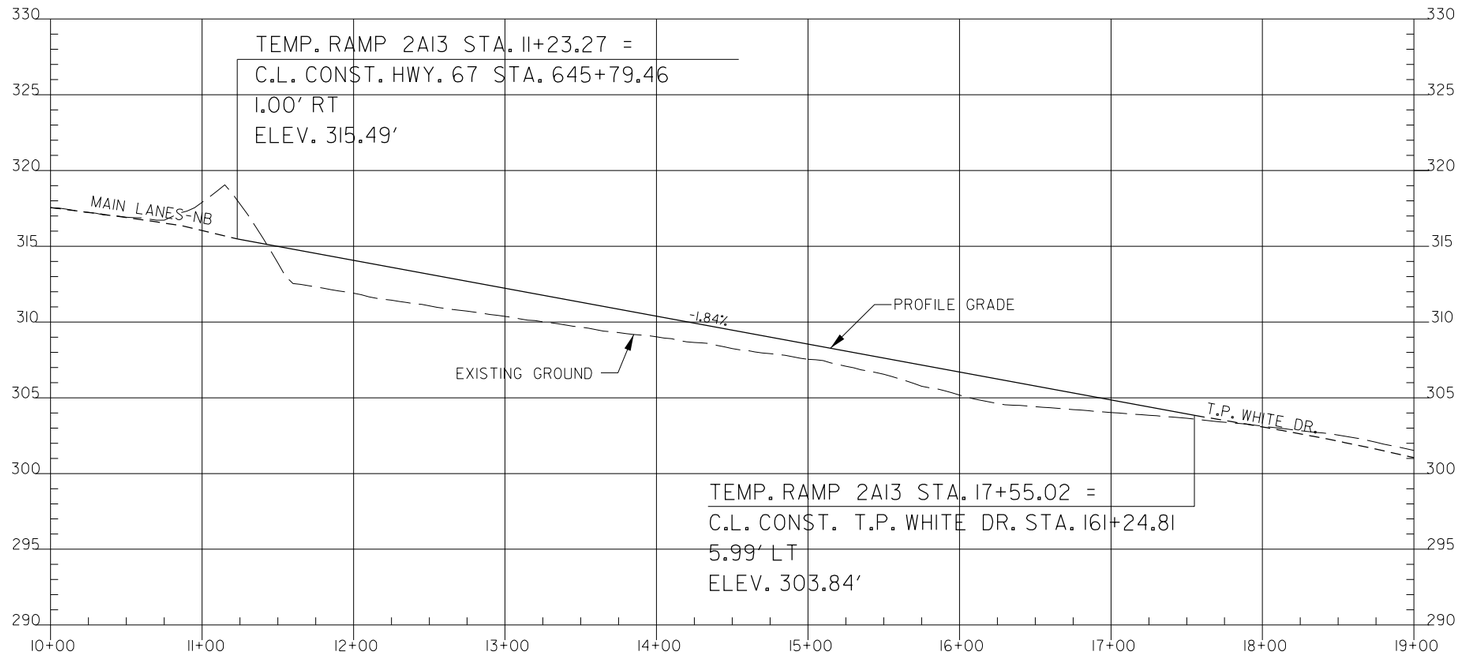

TEMP. RAMP 2A13
CONSTRUCTED IN STAGE 2A STEP 1
USED IN STAGE 2A STEP 1

MAINTENANCE OF TRAFFIC DETAILS

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	239	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. TRAFFIC SIGNAL AT THE INTERSECTION OF MAIN ST. AND T.P. WHITE DR. SHALL BE PLACED IN ONE-WAY OPERATION PHASING FOR T.P. WHITE DR. PRIOR TO TRAFFIC PATTERN SHIFT AS SHOWN.
2. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
3. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
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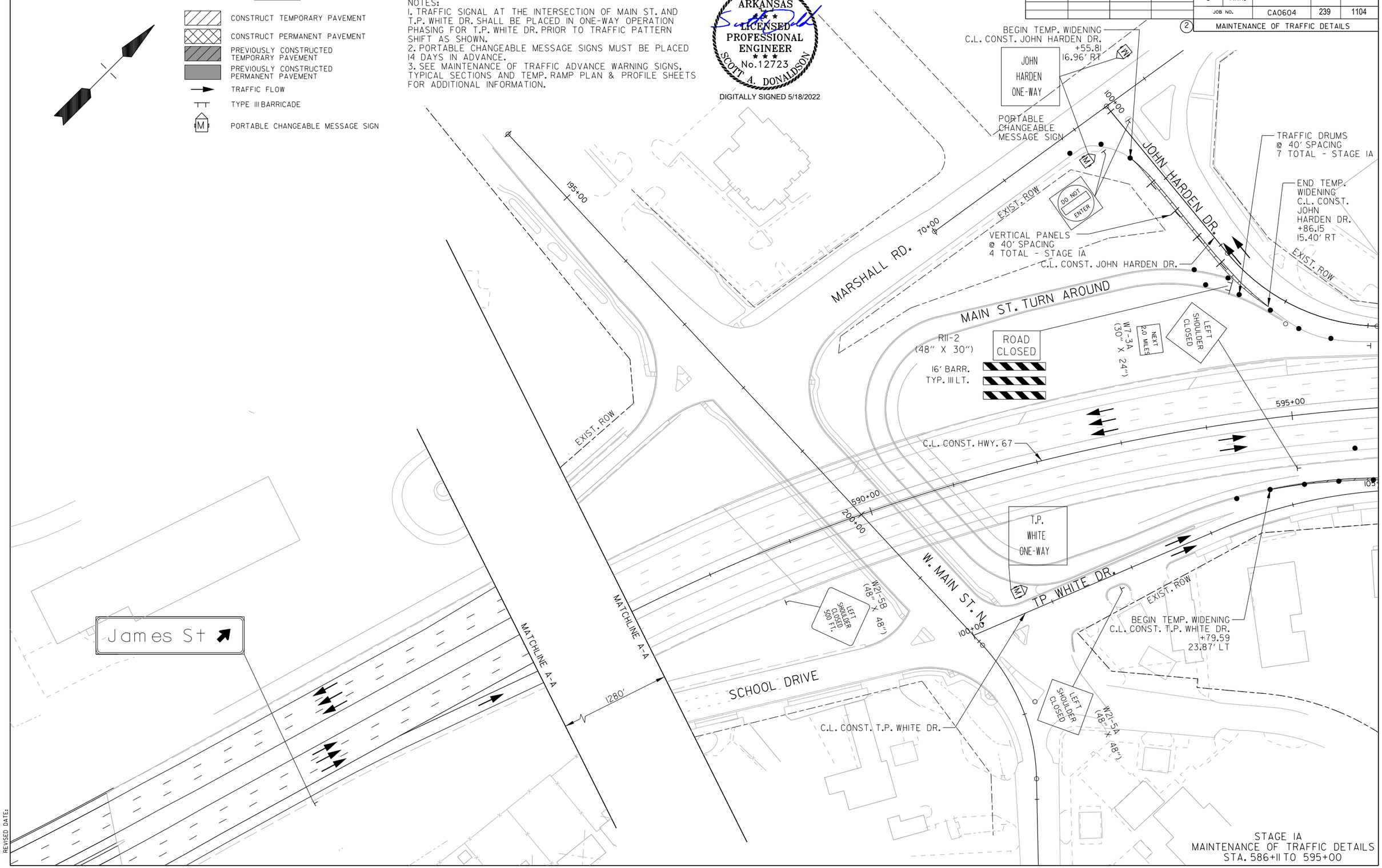

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	240	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

NOTE:
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3. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
4. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 LT. STA. 600+20.98 TO STA. 707+66.27 = 10741 LIN. FT.
C.L. CONST. HWY. 67 RT. STA. 598+99.59 TO STA. 705+05.35 = 10575 LIN. FT.
C.L. CONST. HWY. 67 OUTSIDE RT. STA. 598+71.84 TO STA. 603+51.90 = 459 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

LEFT SHOULDER CLOSED
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
W21-5A (48" X 48")
EXIST. ROW
T.C.E.
PROP. ROW
105+00
JOHN HARDEN DR.
BEGIN TEMP. WIDENING
C.L. CONST. HWY. 67
+00.00
7.66' LT
C.L. CONST. JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER STAGE IA
JOHN HARDIN DR.
110+00
115+00
595+00
600+00
605+00
610+00
C.L. CONST. HWY. 67
22' SHLDR.
2 @ 11' LANES
4' SHLDR.
T.P. WHITE DR.
C.L. CONST. T.P. WHITE DR.
TRAFFIC DRUMS
@ 40' SPACING
21 TOTAL - STAGE IA
TEMP. IMPACT ATTENUATION BARRIER
STAGE IA
RAMADA
TRAFFIC DRUMS
@ 40' SPACING
23 TOTAL - STAGE IA
TEMP RCP
18" x 200'
END TEMP. WIDENING
C.L. CONST. T.P. WHITE DR.
+86.44
14.11' LT
BEGIN TEMP. RAMP
C.L. CONST. T.P. WHITE DR.
+77.34
46.37' LT
END TEMP. RAMP
C.L. CONST. T.P. WHITE DR.
+57.41
24.40' LT
TRAFFIC DRUMS
@ 40' SPACING
5 TOTAL - STAGE IA
XX M.P.H.
W13-1 (24" X 24")
W1-4R (48" X 48")

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 599+50 TO STA. 707+85 = 10,835 LIN. FT.
SOLID WHITE STA. 599+50 TO STA. 603+24 = 374 LIN. FT.
SOLID WHITE STA. 604+60 TO STA. 623+72 = 1,912 LIN. FT.
SOLID YELLOW STA. 599+00 TO STA. 708+02 = 10,902 LIN. FT.
NB HWY. 67
SKIP WHITE STA. 599+00 TO STA. 705+98 = 10,698 LIN. FT.
SOLID WHITE STA. 599+00 TO STA. 617+46 = 1,846 LIN. FT.
SOLID YELLOW STA. 599+00 TO STA. 708+63 = 10,963 LIN. FT.

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	241	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
2. TRAFFIC SIGNAL AT THE INTERSECTION OF MAIN ST. AND T.P. WHITE DR. SHALL BE PLACED IN ONE-WAY OPERATION PHASING FOR T.P. WHITE DR. PRIOR TO TRAFFIC PATTERN SHIFT AS SHOWN.
3. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
4. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
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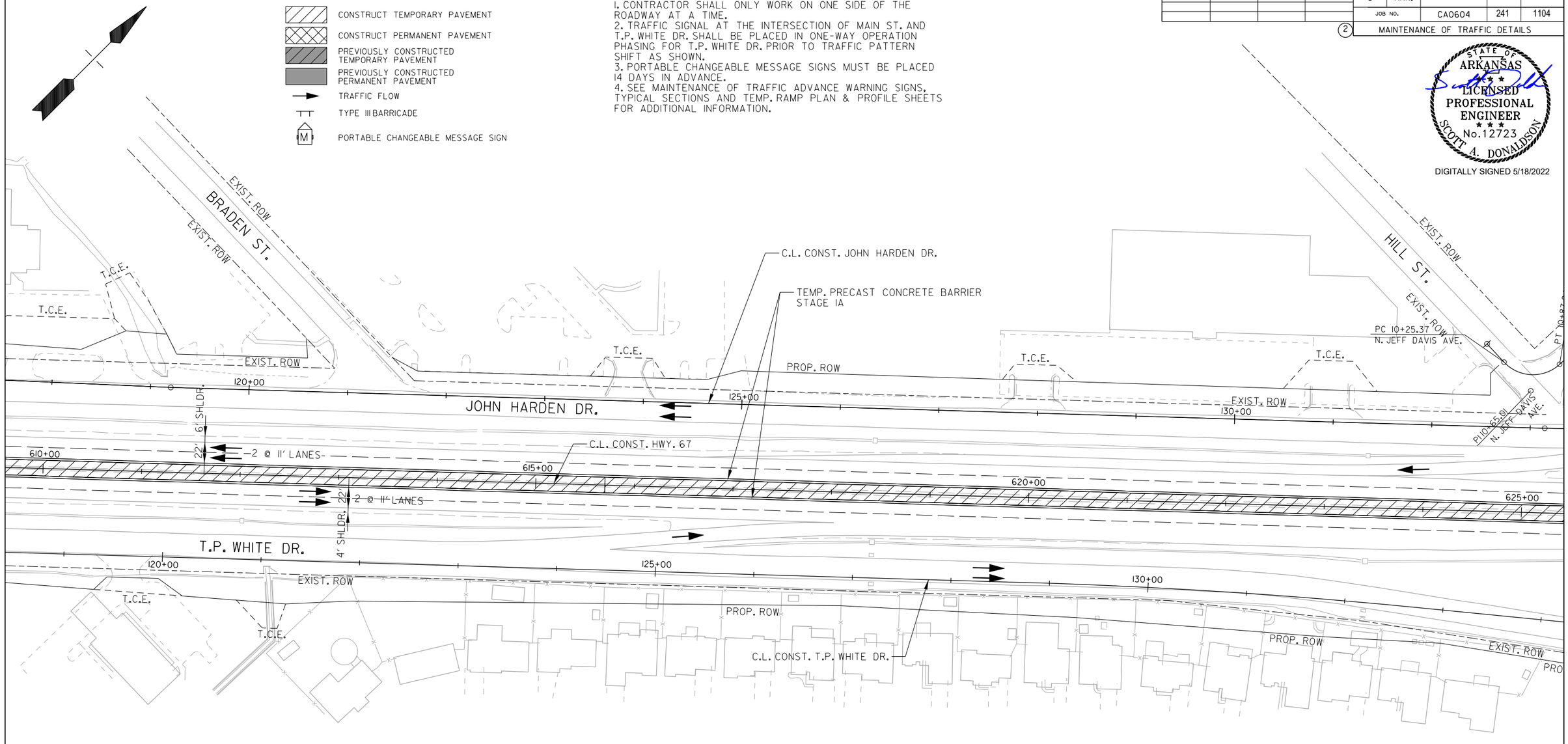

STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 620+15 TO STA. 623+84 = 369 LIN. FT.
SOLID WHITE STA. 623+84 TO STA. 636+96 = 1,312 LIN. FT.
NB HWY. 67
SKIP WHITE STA. 617+46 TO STA. 623+56 = 610 LIN. FT.
SOLID WHITE STA. 617+13 TO STA. 635+63 = 1,850 LIN. FT.

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:34:32 PM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	242	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

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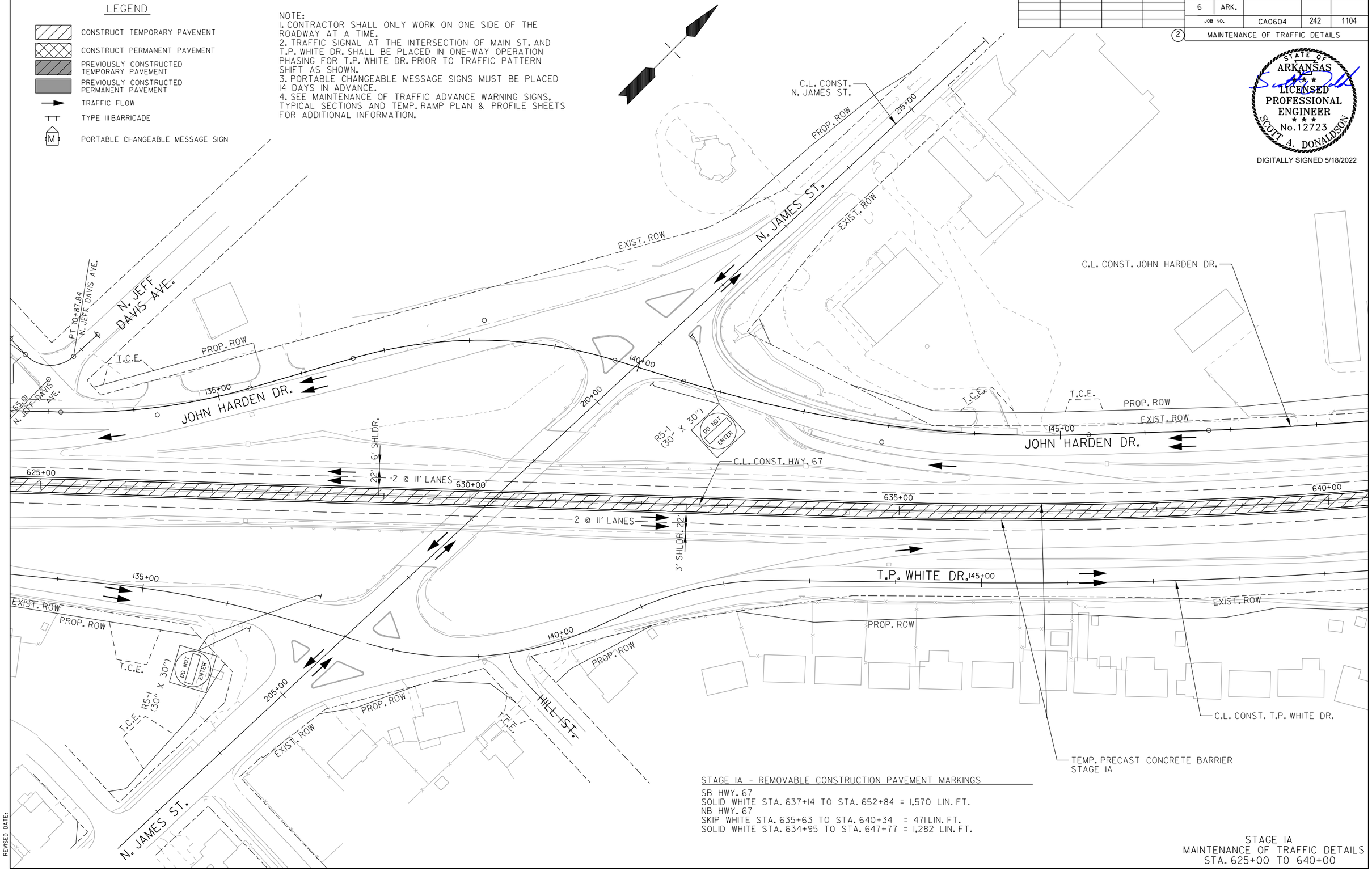

STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SOLID WHITE STA. 637+14 TO STA. 652+84 = 1,570 LIN. FT.
NB HWY. 67
SKIP WHITE STA. 635+63 TO STA. 640+34 = 471 LIN. FT.
SOLID WHITE STA. 634+95 TO STA. 647+77 = 1,282 LIN. FT.

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:34:32 PM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	243	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
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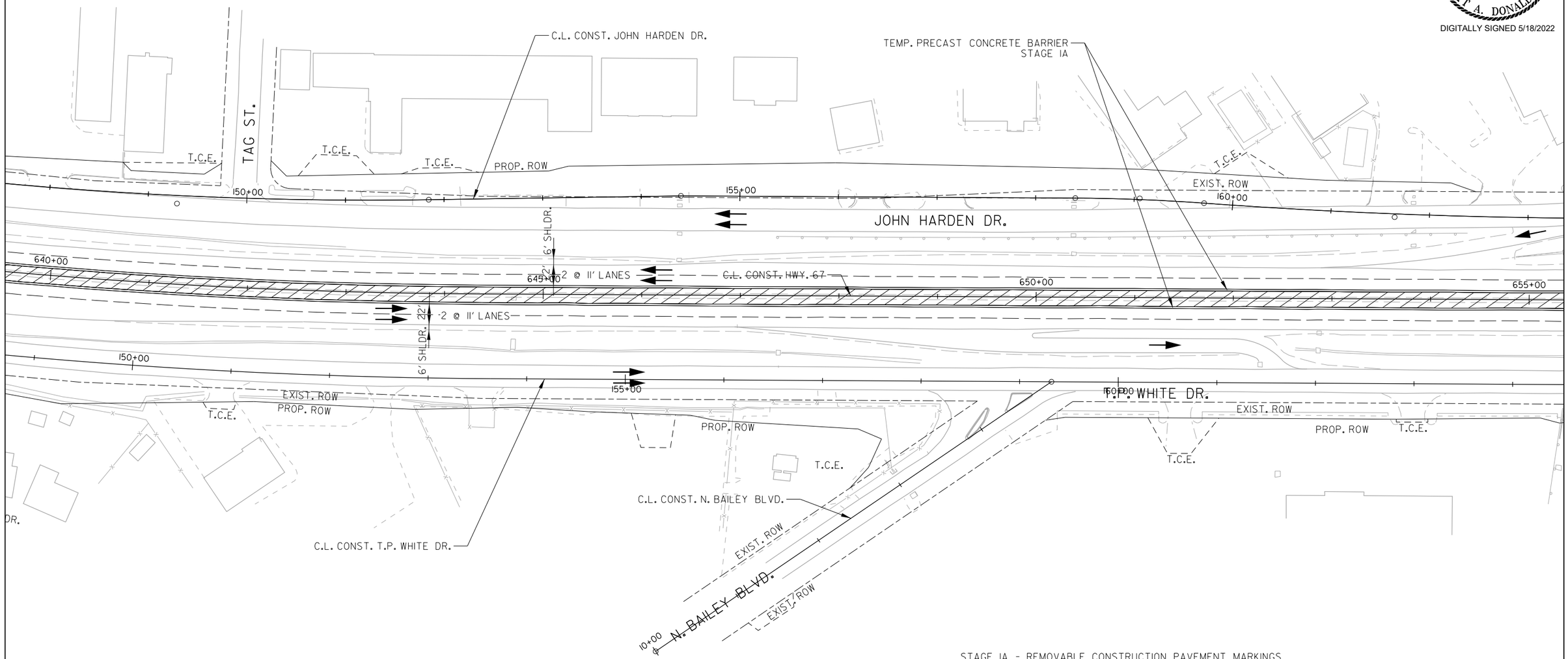

STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 649+08 TO STA. 653+23 = 415 LIN. FT.
SOLID WHITE STA. 653+23 TO STA. 663+66 = 1,043 LIN. FT.
NB HWY. 67
SKIP WHITE STA. 599+00 TO STA. 705+98 = 10,698 LIN. FT.
SOLID WHITE STA. 648+68 TO STA. 672+84 = 2,416 LIN. FT.
SOLID YELLOW STA. 599+00 TO STA. 708+63 = 10,963 LIN. FT.
NB RAMP
SOLID WHITE STA. 648+68 TO STA. 649+99 = 131 LIN. FT.

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:34:33 PM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	244	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
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GREGORY ST.
EXIST. ROW
805+00
C.L. CONST. GREGORY ST.
C.L. CONST. JOHN HARDEN DR.
R5-1 (30" X 30") DO NOT ENTER
BEGIN TEMP. WIDENING C.L. CONST. JOHN HARDEN DR. +80.33 29.04' LT
TRAFFIC DRUMS @ 40' SPACING 20 TOTAL - STAGE IA
T.C.E.
PROP. ROW
20+00
C.L. CONST. N. BAILEY BLVD.
N. BAILEY BLVD.
W21-5A (48" X 48") LEFT SHOULDER CLOSED
165+00
170+00
175+00
JOHN HARDEN DR.
END TEMP. WIDENING C.L. CONST. JOHN HARDEN DR. +83.21 23.34' RT
6' SHLDR.
22'
2 @ 11' LANES
655+00
660+00
665+00
670+00
C.L. CONST. HWY. 67
4' SHLDR.
T.P. WHITE DR.
80+00
815+00
TEMP. PRECAST CONCRETE BARRIER STAGE IA
C.L. CONST. T.P. WHITE DR.

STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SOLID WHITE STA. 664+23 TO STA. 677+20 = 1,297 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
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STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:34:33 PM
WORKSPACE: AHTD
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REVISED DATE:

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 671+82 TO STA. 676+74 = 492 LIN. FT.
SOLID WHITE STA. 676+74 TO STA. 703+16 = 2,642 LIN. FT.
NB HWY. 67
SOLID WHITE STA. 673+54+00 TO STA. 705+99 = 3,245 LIN. FT.

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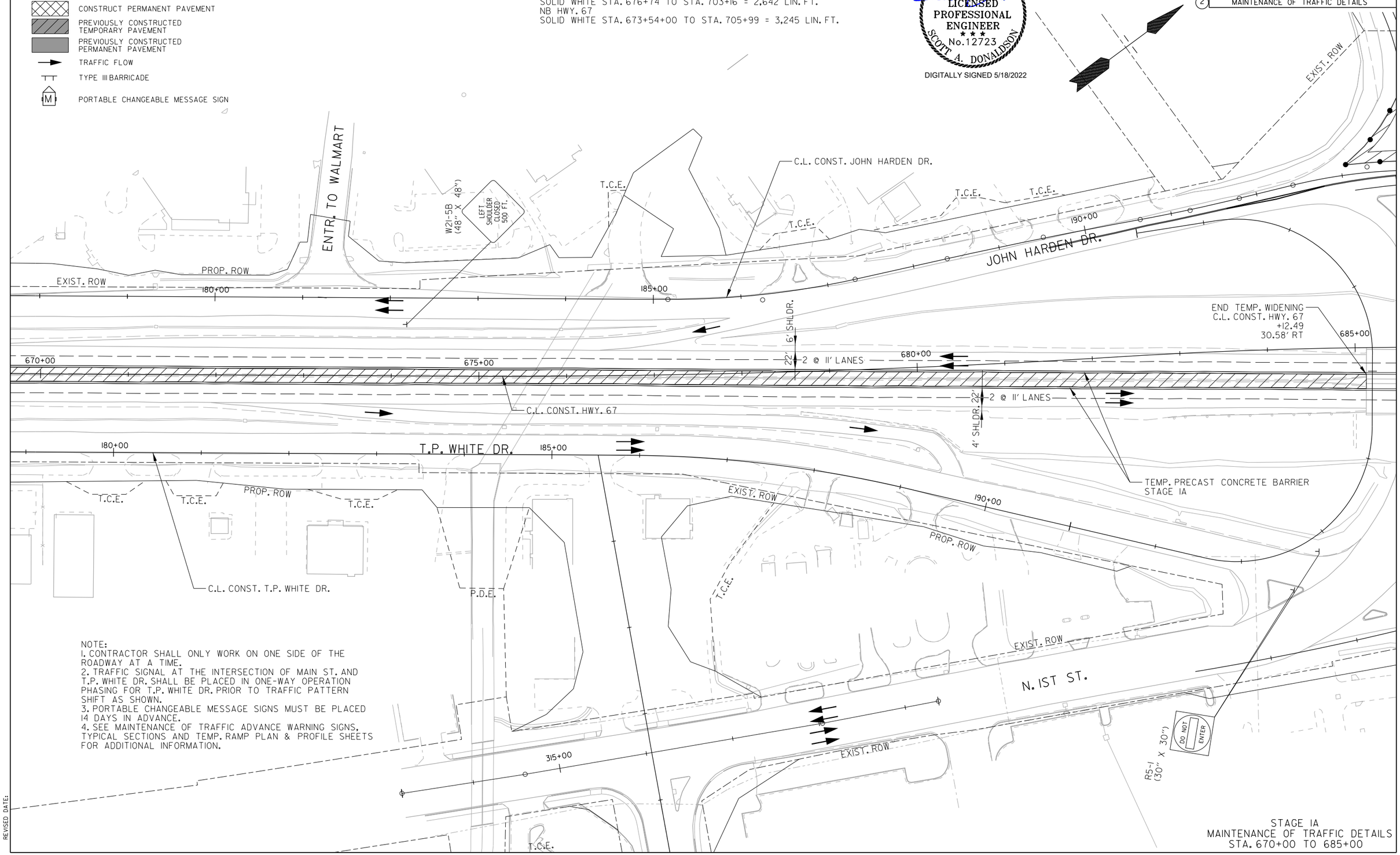
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	245	1104

(2) MAINTENANCE OF TRAFFIC DETAILS



NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
2. TRAFFIC SIGNAL AT THE INTERSECTION OF MAIN ST. AND T.P. WHITE DR. SHALL BE PLACED IN ONE-WAY OPERATION PHASING FOR T.P. WHITE DR. PRIOR TO TRAFFIC PATTERN SHIFT AS SHOWN.
3. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
4. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	246	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

NOTE:
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3. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
4. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

TRAFFIC DRUMS @ 40' SPACING 7 TOTAL - STAGE IA
TRAFFIC DRUMS @ 40' SPACING 10 TOTAL - STAGE IA
EXIST. ROW
EXIST. ROW
195+00
JOHN HARDEN DR.
C.L. CONST. JOHN HARDEN DR.
T.C.E.
BEGIN TEMP. WIDENING C.L. CONST. HWY. 67 +63.83 30.84' RT
200+00
PROP. ROW
T.C.E.
T.C.E.
RIGHT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
205+00
685+00
15+00
C.L. CONST. HWY. 67
690+00
6' SHLDR.
22'
-2 @ 11' LANES
695+00
5' SHLDR.
22'
-2 @ 11' LANES
700+00
VANDENBERG BLVD.
TEMP. PRECAST CONCRETE BARRIER STAGE IA
205+00
T.P. WHITE DR.
210+00
T.C.E.
200+00
EXIST. ROW
PROP. ROW
T.C.E.
PROP. ROW
LOWES ENTR.
RIGHT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
C.L. CONST. T.P. WHITE DR.
EXIST. ROW
MADDEN RD.
EXIST. ROW
RIGHT SHOULDER CLOSED
W21-5A (48" X 48")

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	247	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE:
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2. TRAFFIC SIGNAL AT THE INTERSECTION OF MAIN ST. AND T.P. WHITE DR. SHALL BE PLACED IN ONE-WAY OPERATION PHASING FOR T.P. WHITE DR. PRIOR TO TRAFFIC PATTERN SHIFT AS SHOWN.
3. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
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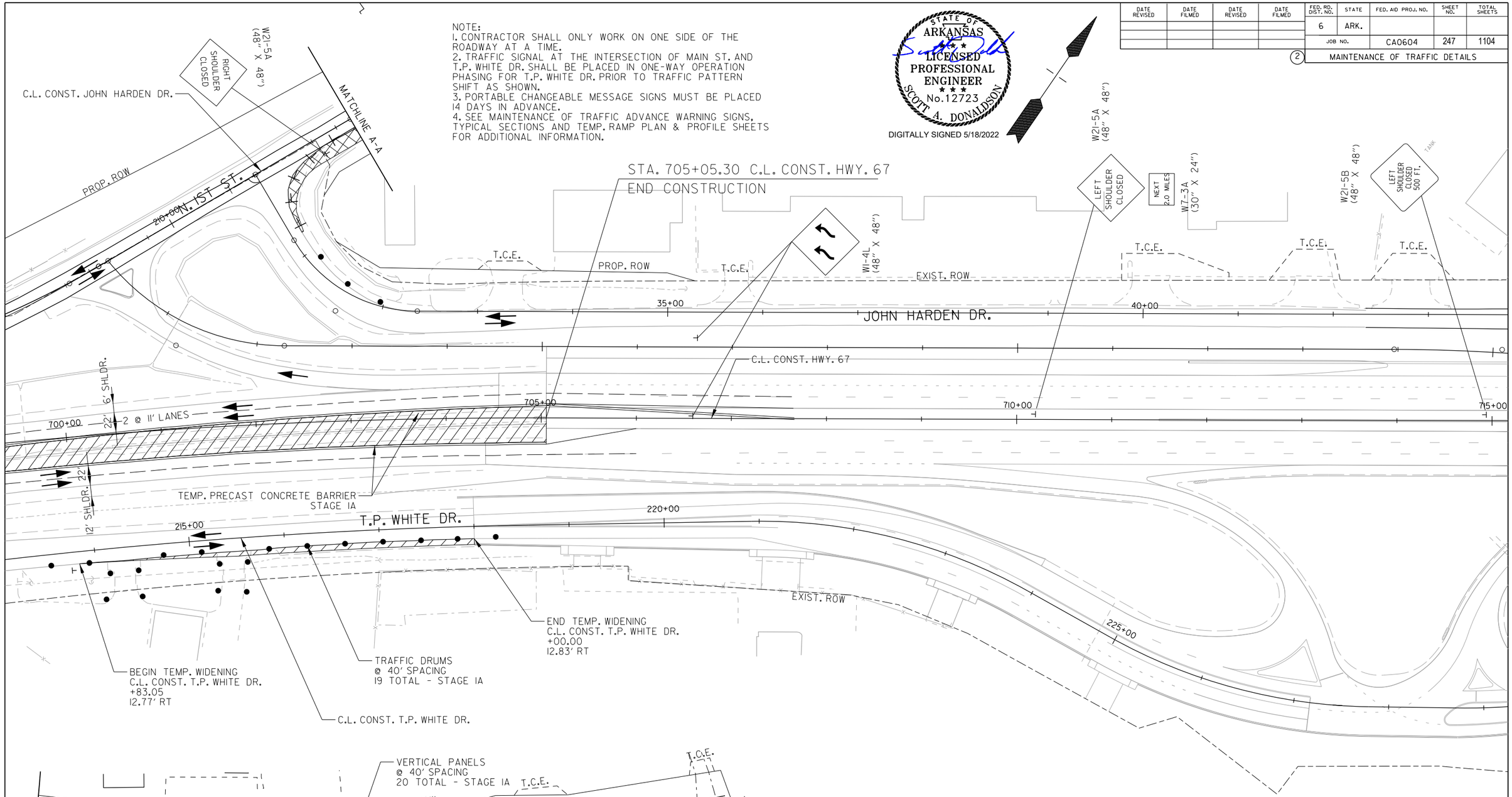
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



STAGE IA - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 703+16 TO STA. 707+66 = 450 LIN. FT.
SOLID WHITE STA. 702+13 TO STA. 706+20 = 407 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	248	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
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3. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE PLACED 14 DAYS IN ADVANCE.
4. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

BRADEN ST.
EXIST. ROW
EXIST. ROW
T.C.E.
T.C.E.
EXIST. ROW
120+00
6' SHLDR.
22'
2 @ 11' LANES
610+00
JOHN HARDEN DR.
C.L. CONST. JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER STAGE IA
T.C.E.
PROP. ROW
125+00
C.L. CONST. HWY. 67
615+00
22'
2 @ 11' LANES
4' SHLDR.
620+00
625+00
T.P. WHITE DR.
120+00
EXIST. ROW
T.C.E.
T.C.E.
PROP. ROW
125+00
PROP. ROW
C.L. CONST. T.P. WHITE DR.
130+00
HILL ST.
EXIST. ROW
PC 10+25.37
N. JEFF DAVIS AVE.
T.C.E.
T.C.E.
PROP. ROW
EXIST. ROW
PI 10+65.91
N. JEFF DAVIS AVE.
PROP. ROW
EXIST. ROW
LEFT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
TRAFFIC DRUMS @ 40' SPACING 2 TOTAL STAGE IA STEP 1
BEGIN TEMP. WIDENING C.L. CONST. T.P. WHITE DR. +30.82 16.57' LT
LEFT SHOULDER CLOSED
W21-5A (48" X 48")
VERTICAL PANELS @ 40' SPACING 9 TOTAL STAGE IA STEP 1

STAGE IA STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	249	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

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

ROAD CLOSED

ROAD CLOSED

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

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
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DIGITALLY SIGNED 5/18/2022

N. JEFF DAVIS AVE.
PT 10+87.84
N. JEFF DAVIS AVE.
65.91
N. JEFF DAVIS AVE.
I.C.E.
PROP. ROW
135+00
JOHN HARDEN DR.
BEGIN TEMP. WIDENING C.L. CONST. JOHN HARDEN DR. +18.99 29.51' RT
TRAFFIC DRUMS @ 40' SPACING 13 TOTAL - STAGE IA STEP 1
BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +54.16 0.43' LT
BEGIN TEMP. WIDENING C.L. CONST. N. JAMES ST. +75.17 16.09' RT
C.L. CONST. N. JAMES ST.
215+00
N. JAMES ST.
END TEMP. WIDENING C.L. CONST. N. JAMES ST. +08.44 12.03' RT
TRAFFIC DRUMS @ 40' SPACING 19 TOTAL - STAGE IA STEP 1
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +89.19 19.77' LT
C.L. CONST. JOHN HARDEN DR.
W21-5B (48" X 48")
LEFT SHOULDER CLOSED 500 FT.
140+00
210+00
END TEMP. WIDENING C.L. CONST. JOHN HARDEN DR. +44.78 23.55' RT
RETAINING WALL
LEFT SHOULDER CLOSED
W21-5A (48" X 48")
T.C.E.
T.C.E.
PROP. ROW
EXIST. ROW
145+00
JOHN HARDEN DR.
6' SHLDR.
22'
2 @ 11' LANES
C.L. CONST. HWY. 67
625+00
630+00
635+00
640+00
3' SHLDR.
22'
2 @ 11' LANES
TRAFFIC DRUMS @ 40' SPACING 1 TOTAL - STAGE IA STEP 1
LEFT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
RIGHT SHOULDER CLOSED 500 FT.
W21-5A (48" X 48")
LEFT SHOULDER CLOSED
W21-5B (48" X 48")
135+00
EXIST. ROW
T.C.E.
VERTICAL PANELS @ 40' SPACING 5 TOTAL - STAGE IA STEP 1
PROP. ROW
T.C.E.
205+00
EXIST. ROW
END TEMP. WIDENING C.L. CONST. T.P. WHITE DR. +79.45 13.00' LT
PROP. ROW
T.C.E.
T.P. WHITE DR.
145+00
PROP. ROW
TRAFFIC DRUMS @ 40' SPACING 7 TOTAL - STAGE IA STEP 1
BEGIN TEMP. WIDENING C.L. CONST. T.P. WHITE DR. +84.99 13.00' LT
END TEMP. WIDENING C.L. CONST. T.P. WHITE DR. +48.86 15.82' LT
C.L. CONST. T.P. WHITE DR.

STAGE IA STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	250	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
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STATE OF ARKANSAS
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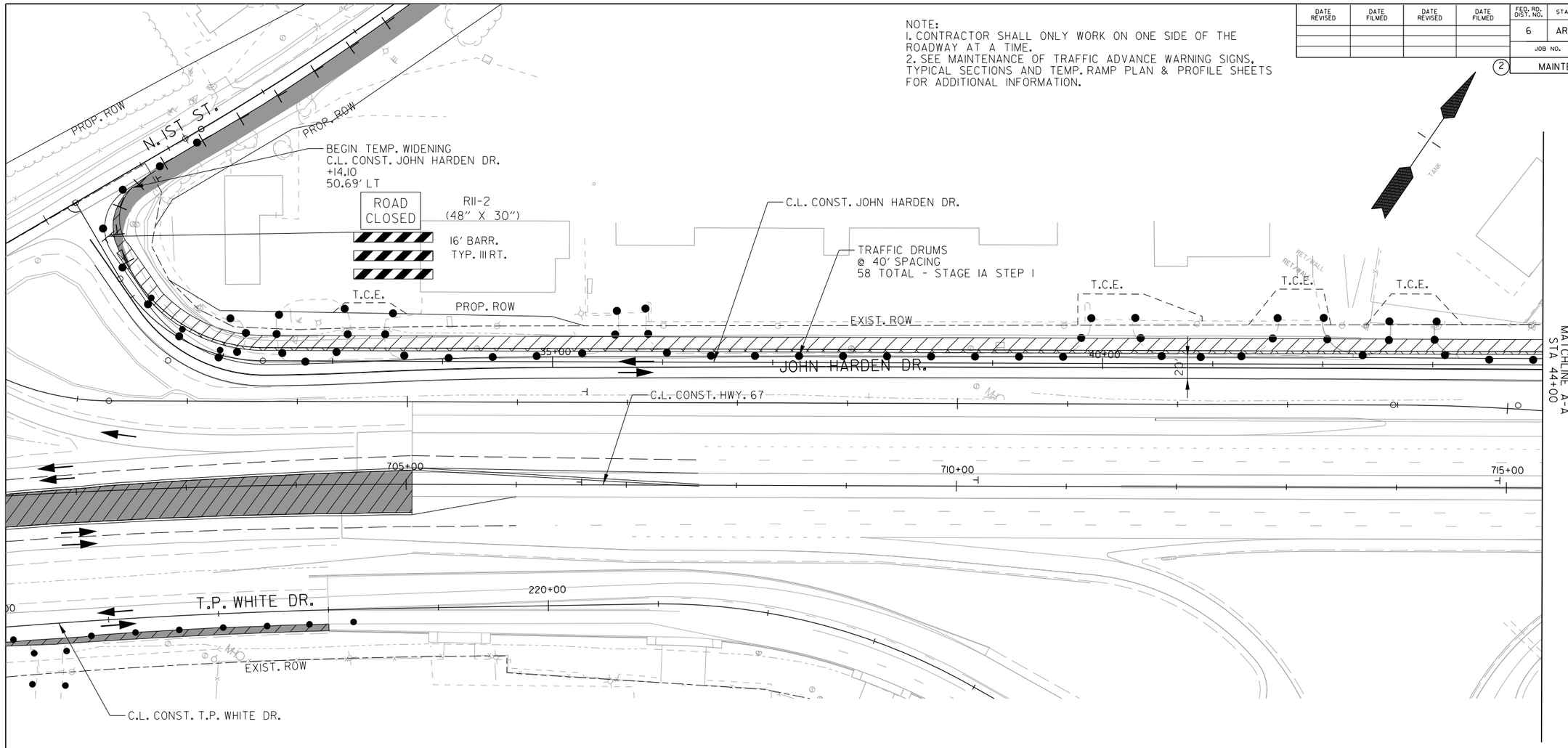

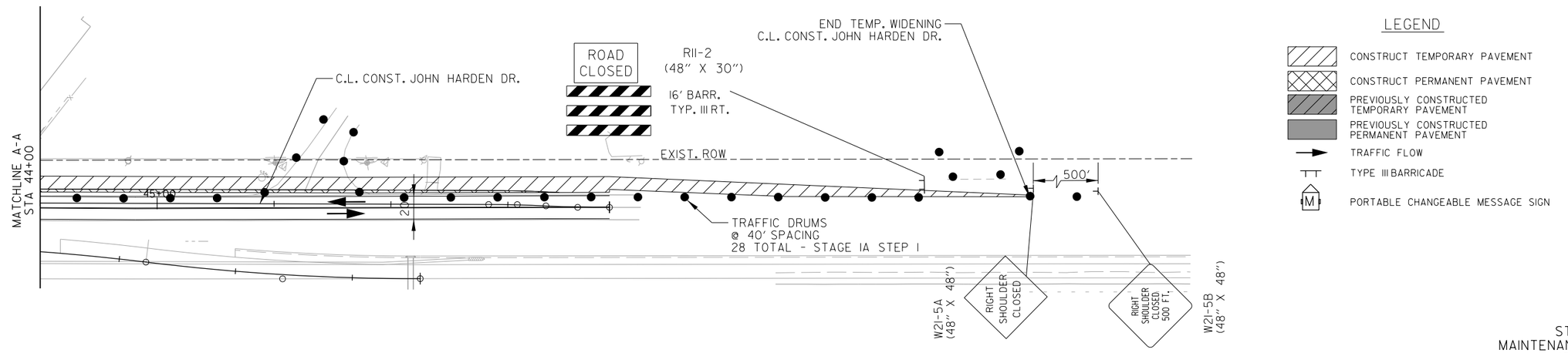

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP I
MAINTENANCE OF TRAFFIC DETAILS
JOHN HARDEN DR.

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	251	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 631+07 TO STA. 631+07 = 1,695 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 619+73 TO STA. 624+76 = 1,339 LIN. FT.
SOLID YELLOW STA. 622+94 TO STA. STA. 628+03 = 600 LIN. FT.

STAGE IA STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 130+64 TO STA. 142+08 = 1,309 LIN. FT.
C.L. CONST. T.P. WHITE DR. STA. 131+80 TO STA. 136+75 = 1,325 LIN. FT.

STAGE IA STEP 2 - FURNISHING AND INSTALLING PRECAST SHORING WALL

C.L. CONST. JOHN HARDEN DR. STA. 132+15 TO STA. 141+21 = 1,030 LIN. FT.

STATE OF ARKANSAS
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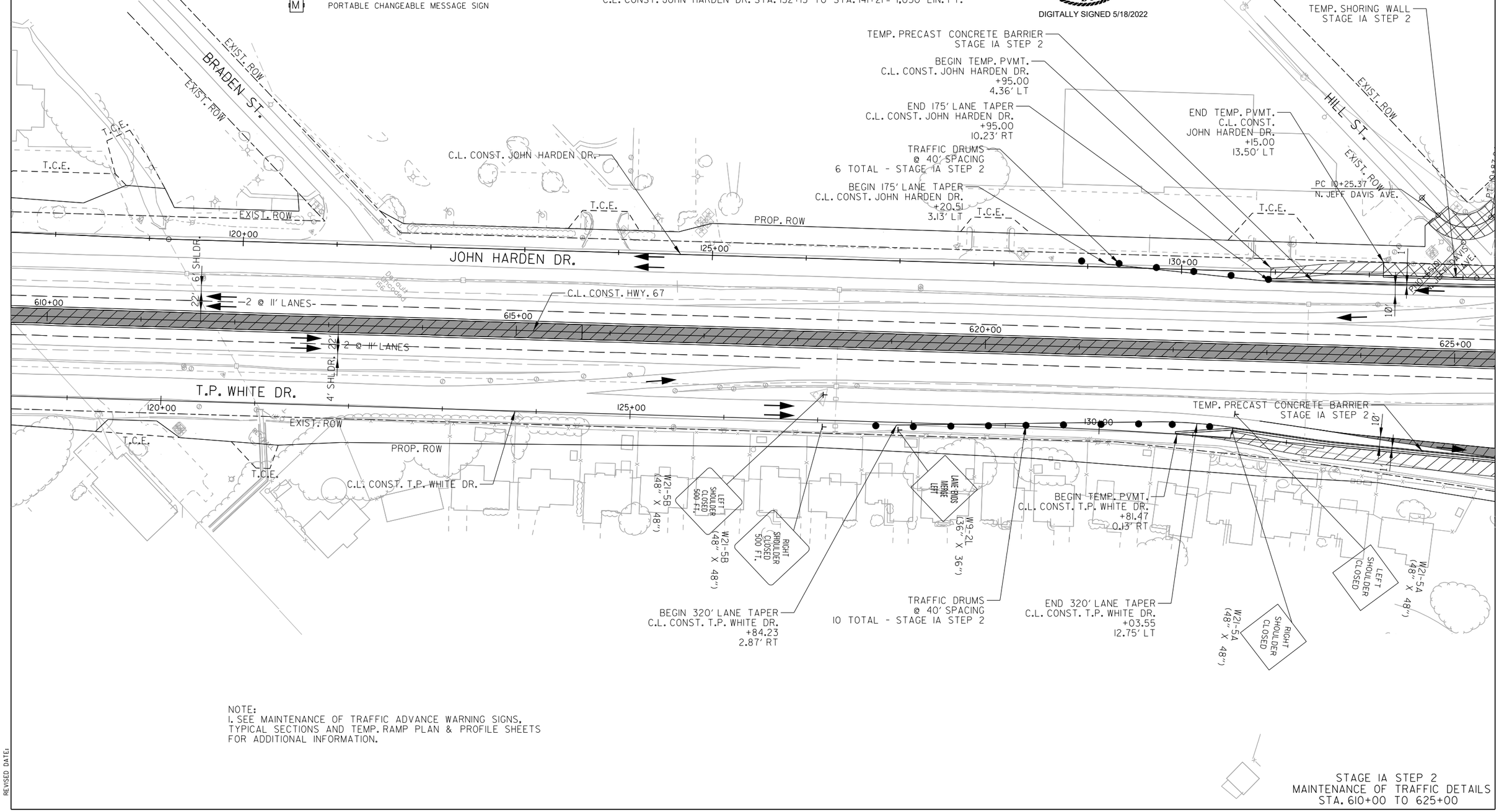

NOTE:
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STAGE IA STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	252	1104

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 135+94 TO STA. 141+20 = 517 LIN. FT.

STAGE IA STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 136+43 TO STA. 137+54 = 123 LIN. FT.
C.L. CONST. JOHN HARDEN DR. STA. 135+94 TO STA. 139+52 = 369 LIN. FT.

STAGE IA STEP 2 - FURNISHING AND INSTALLING SHORING WALL

C.L. CONST. T.P. WHITE DR. STA. 134+70 TO STA. 136+49 = 179 LIN. FT.

SEE N. JAMES ST. STAGE IA STEP 2 FOR ADDITIONAL INFORMATION

TEMP. PRECAST CONCRETE BARRIER - STAGE IA STEP 2

TEMP. SHORING WALL STAGE IA STEP 2

TRAFFIC DRUMS @ 40' SPACING 8 TOTAL - STAGE IA STEP 2

END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +54.16 20.20' LT

BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +11.48 13.50' LT

PT 10+87.84 N. JEFF DAVIS AVE.

N. JEFF DAVIS AVE.

N. JAMES ST.

PROP. ROW

EXIST. ROW

T.C.E.

135+00

140+00

145+00

RIGHT LANE MUST TURN RIGHT

R3-7R (30" X 30")

C.L. CONST. JOHN HARDEN DR.

JOHN HARDEN DR.

C.L. CONST. HWY. 67

625+00

630+00

635+00

640+00

22' 6' SHLDR.

2 @ 11' LANES

3' SHLDR. 22'

TEMP. PRECAST CONCRETE BARRIER STAGE IA STEP 2

TEMP. SHORING WALL STAGE IA STEP 2

1'

10'

T.P. WHITE DR.

C.L. CONST. T.P. WHITE DR.

END TEMP. PVMT. C.L. CONST. T.P. WHITE DR. +95.87 15.00' RT

SEE N. JAMES ST. STAGE IA STEP 2 FOR ADDITIONAL INFORMATION

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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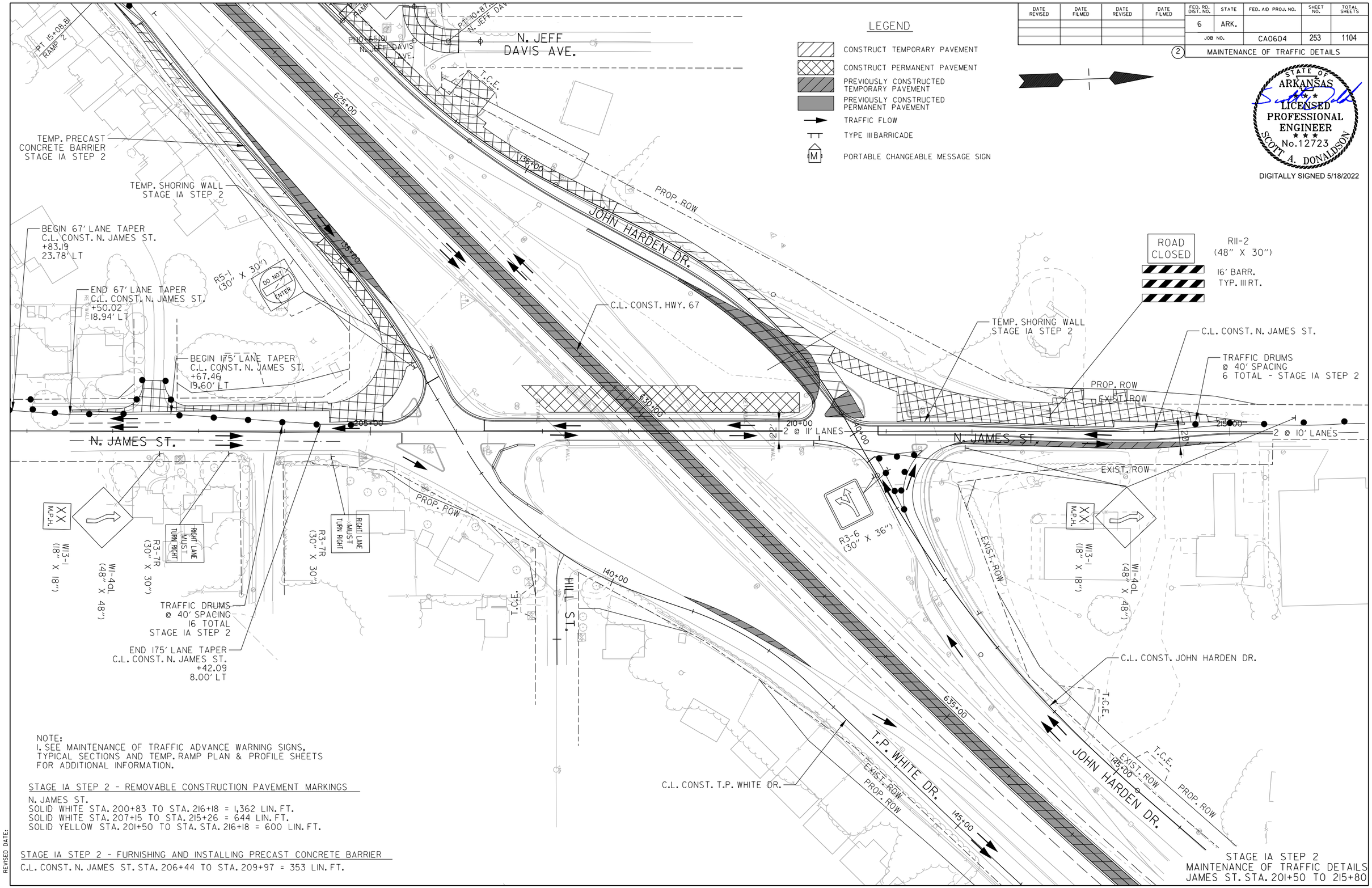
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	253	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



NOTE:
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STAGE IA STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. JAMES ST.
SOLID WHITE STA. 200+83 TO STA. 216+18 = 1,362 LIN. FT.
SOLID WHITE STA. 207+15 TO STA. 215+26 = 644 LIN. FT.
SOLID YELLOW STA. 201+50 TO STA. STA. 216+18 = 600 LIN. FT.

STAGE IA STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. JAMES ST. STA. 206+44 TO STA. 209+97 = 353 LIN. FT.

STAGE IA STEP 2
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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WORKSPACE: AHTD
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REVISED DATE:

NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
2. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

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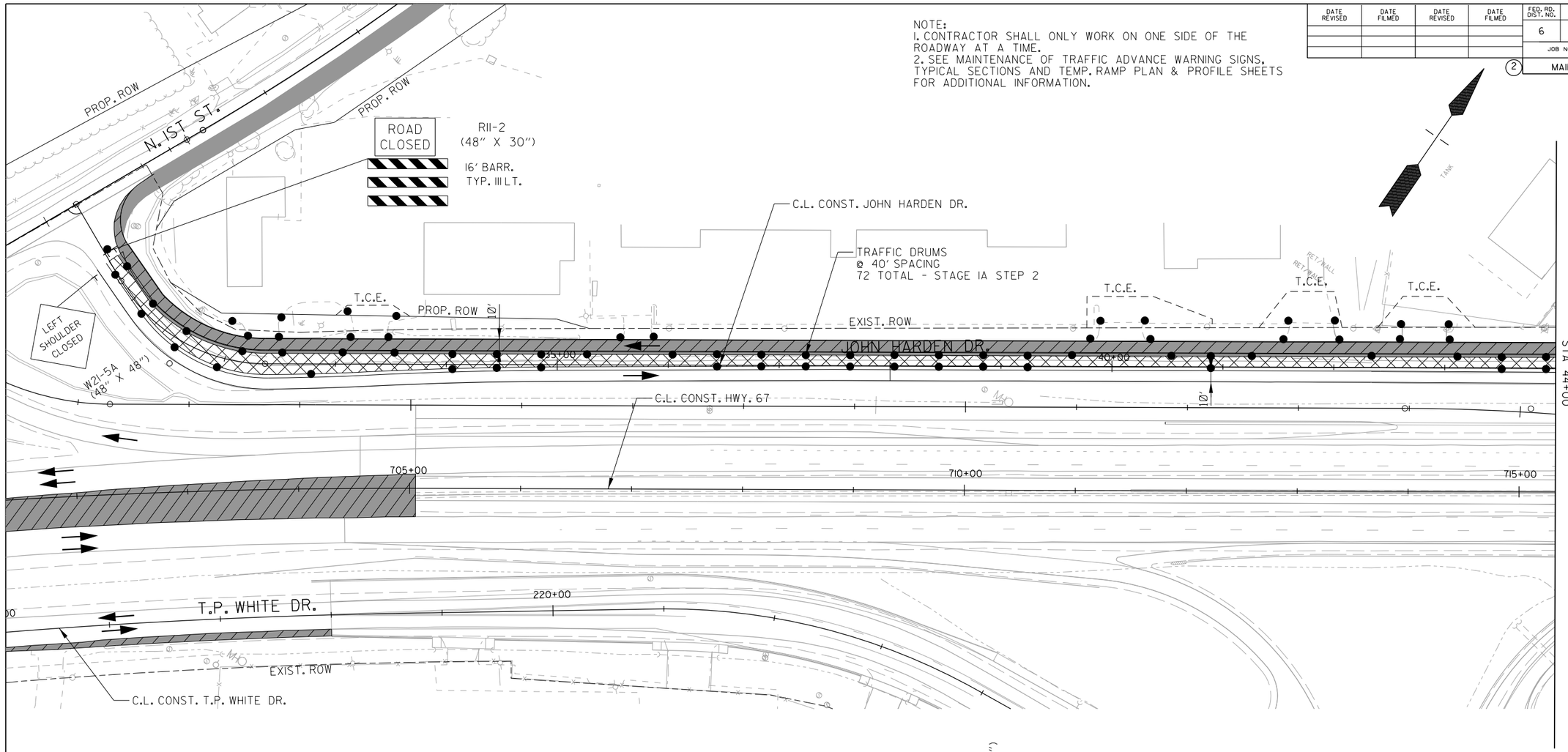
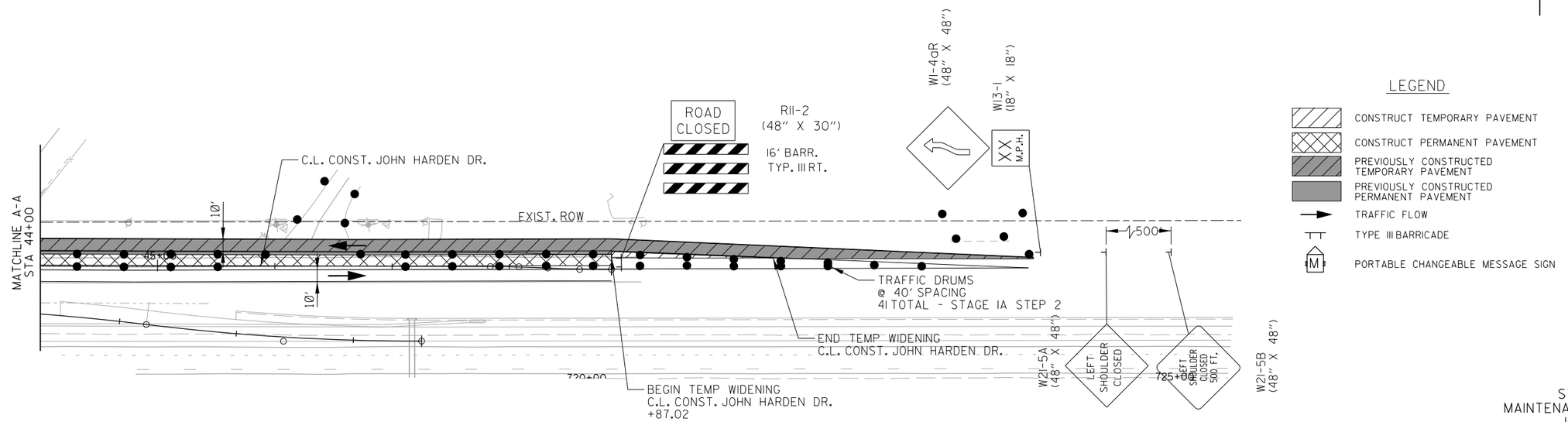
				6	ARK.			
				JOB NO.		CA0604	254	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 2
MAINTENANCE OF TRAFFIC DETAILS
JOHN HARDEN DR.

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WORKSPACE: AHTD
L:\202\20f732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_MOTSIA_plan John Harden Dr0Step 2.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	255	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

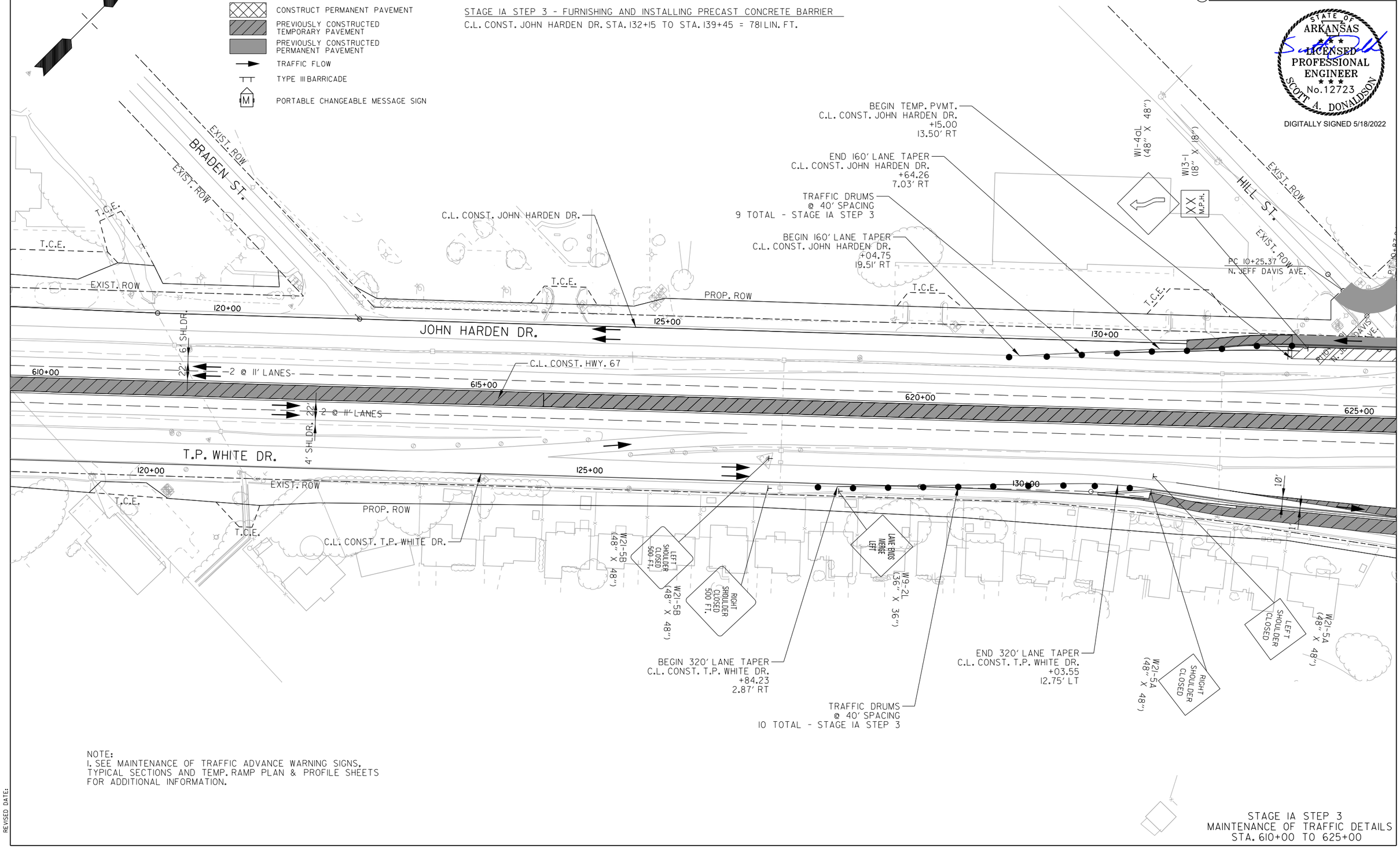
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 130+64 TO STA. 132+15 = 151 LIN. FT.
SOLID YELLOW STA. 129+05 TO STA. 139+46 = 1,095 LIN. FT.

STAGE IA STEP 3 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 132+15 TO STA. 139+45 = 781 LIN. FT.



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	256	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
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END TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+37.06
13.50' RT

PT 10+87.84
N. JEFF DAVIS AVE.
N. JAMES ST.
C.L. CONST. JOHN HARDEN DR.
RIGHT LANE MUST TURN RIGHT
R3-7R (30" X 30")
T.C.E.
PROP. ROW
EXIST. ROW
JOHN HARDEN DR.
C.L. CONST. HWY. 67
2 @ 11' LANES
6' SHLDR.
3' SHLDR.
T.P. WHITE DR.
C.L. CONST. T.P. WHITE DR.
PAINE DRIVE
135+00
140+00
145+00
625+00
630+00
635+00
640+00

STAGE IA STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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WORKSPACE: AHTD
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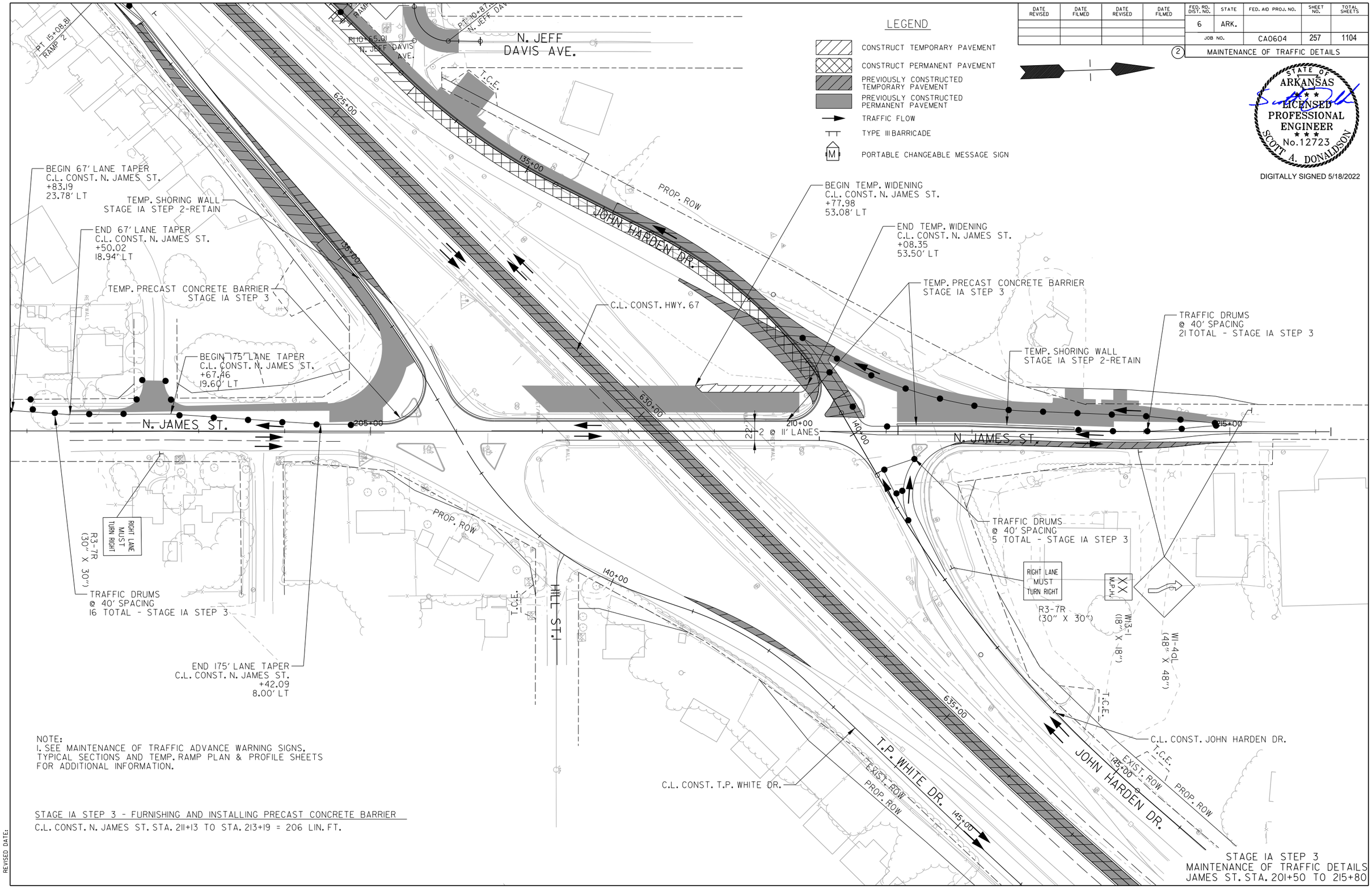
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	257	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 3 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. JAMES ST. STA. 211+13 TO STA. 213+19 = 206 LIN. FT.

STAGE IA STEP 3
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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WORKSPACE: AHTD
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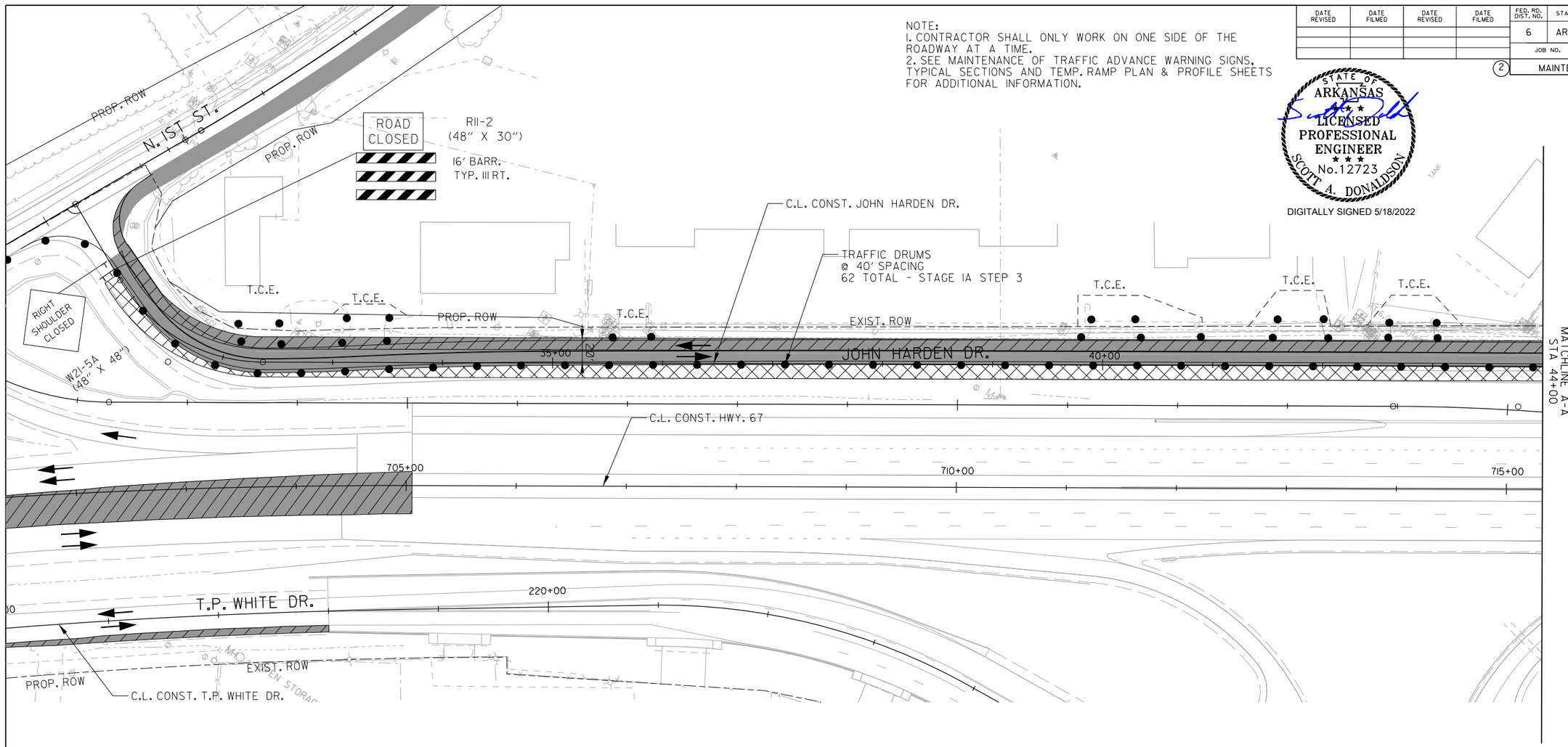
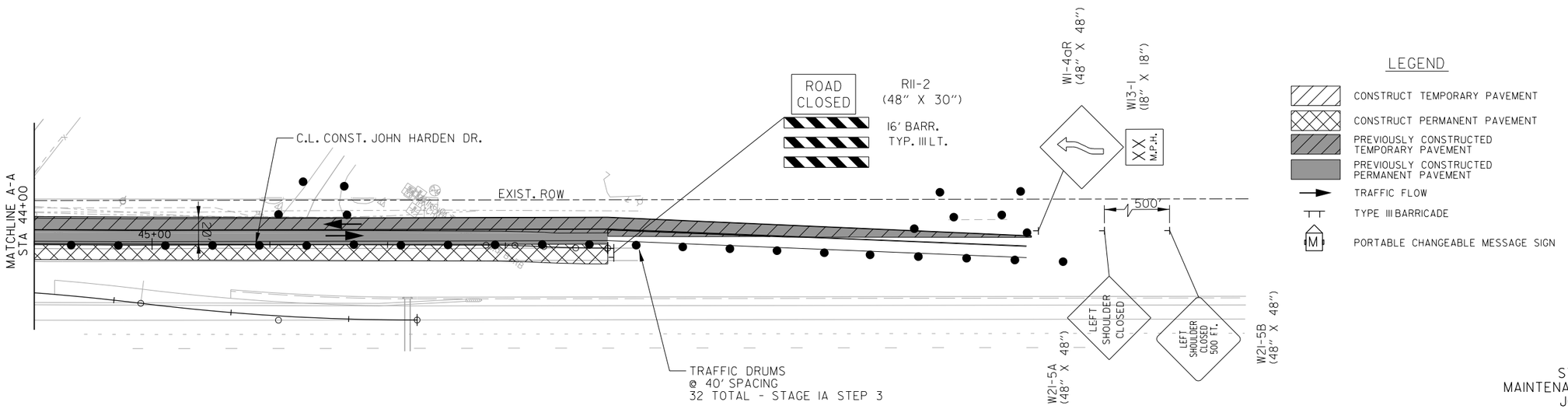
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	258	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
2. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 3
MAINTENANCE OF TRAFFIC DETAILS
JOHN HARDEN DR.

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	259	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 4 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

T.P. WHITE DR.
SOLID WHITE STA. 128+18 TO STA. 136+54 = 917 LIN. FT.
SOLID YELLOW STA. 130+81 TO STA. 136+44 = 628 LIN. FT.

STAGE IA STEP 4 - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 131+82 TO STA. 136+63 = 511 LIN. FT.

EXIST. ROW
BRADEN ST.
PI 11+81.25 BRADEN ST.
C.L. CONST. JOHN HARDEN DR.
T.C.E.
EXIST. ROW
PROP. ROW
120+00
JOHN HARDEN DR.
125+00
130+00
END 160' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+64.26
7.03' RT
TRAFFIC DRUMS
@ 40' SPACING
8 TOTAL - STAGE IA STEP 4
BEGIN 160' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+04.75
19.51' RT
W1-4aL (48" X 48")
W13-1 (18" X 18")
XX M.P.H.
HILL ST.
EXIST. ROW
PC 10+25.37 N. JEFF DAVIS AVE.
PT 10+87.63 N. JEFF DAVIS AVE.
610+00
615+00
620+00
625+00
22' SHLDR.
2 @ 11' LANES
4' SHLDR.
C.L. CONST. HWY. 67
Dequalt Farmington 156
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
C.L. CONST. T.P. WHITE DR.
CONCRETE
W21-5B (48" X 48")
LEFT SHOULDER CLOSED 500 FT.
LANE ENDS MERGE RIGHT
W9-2R (36" X 36")
RIGHT SHOULDER CLOSED 500 FT.
TRAFFIC DRUMS
@ 40' SPACING
12 TOTAL - STAGE IA STEP 4
END 320' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+29.78
7.70' LT
BEGIN TEMP. PVMT.
C.L. CONST. T.P. WHITE DR.
+39.89
15.95' LT
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
LEFT SHOULDER CLOSED
W21-5A (48" X 48")
101
110'

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 4
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+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.		CA0604	260	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 4 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

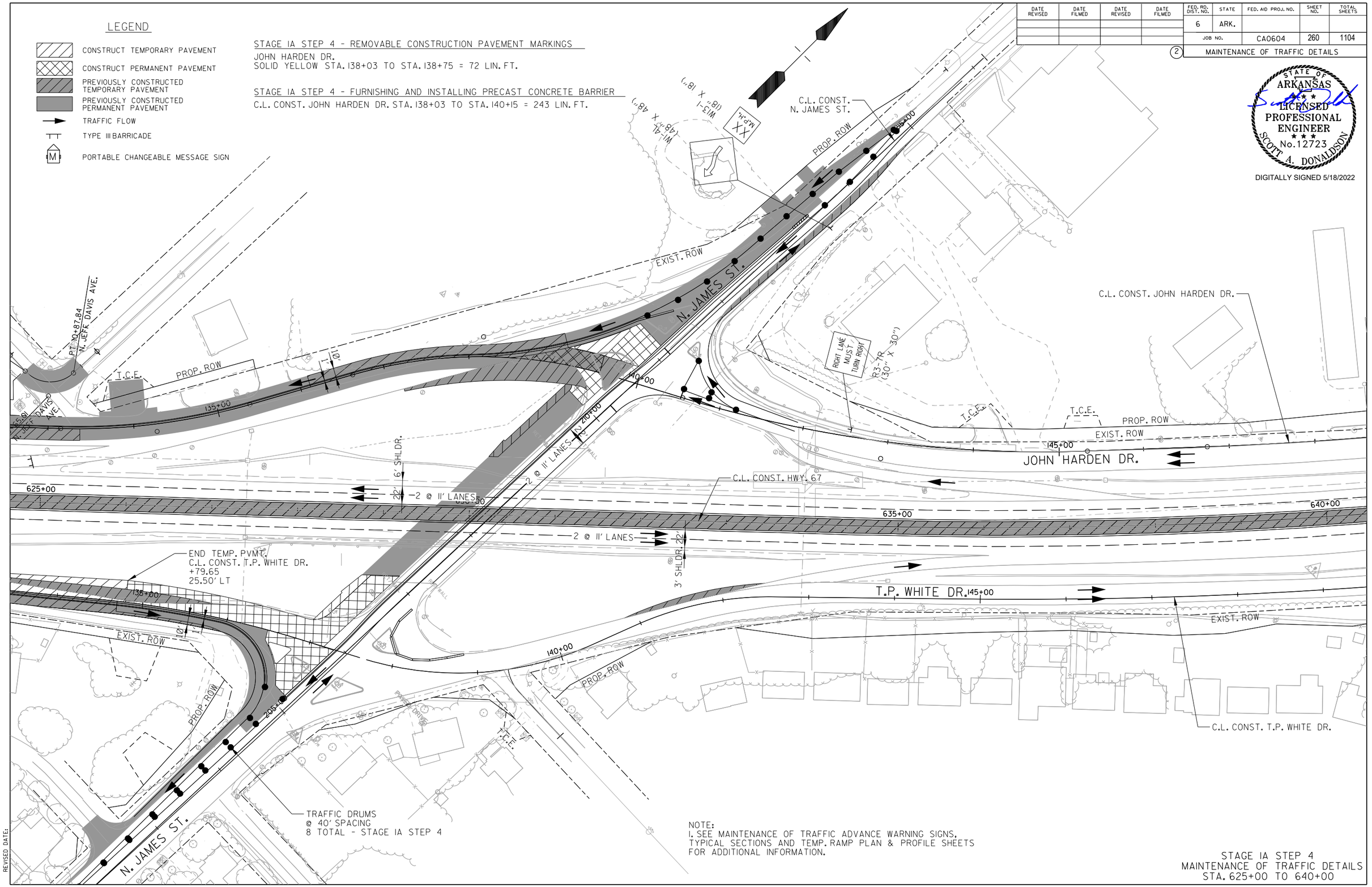
JOHN HARDEN DR.
SOLID YELLOW STA. 138+03 TO STA. 138+75 = 72 LIN. FT.

STAGE IA STEP 4 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 138+03 TO STA. 140+15 = 243 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723

DIGITALLY SIGNED 5/18/2022



NOTE:
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STAGE IA STEP 4
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	261	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

PT. 15+08.81 RAMP 2
PT. 10+87.
RT10+65.91 N. JEFF DAVIS AVE.
N. JEFF DAVIS AVE.
T.C.E.
PROP. ROW
625+00
135+00
JOHN HARDEN DR.
TEMP. SHORING WALL STAGE IA STEP 2-RETAIN
TEMP. PRECAST CONCRETE BARRIER STAGE IA STEP 4
C.L. CONST. HWY. 67
C.L. CONST. N. JAMES ST.
BEGIN TEMP. WIDENING C.L. CONST. N. JAMES ST. +37.94 77.67' LT
END TEMP. WIDENING C.L. CONST. N. JAMES ST. +99.13 49.86' LT
TEMP. PRECAST CONCRETE BARRIER STAGE IA STEP 4
TRAFFIC DRUMS @ 40' SPACING 15 TOTAL - STAGE IA STEP 4
N. JAMES ST.
205+00
630+00
210+00
22'
2 @ 11' LANES
140+00
215+00
N. JAMES ST.
TRAFFIC DRUMS @ 40' SPACING 19 TOTAL - STAGE IA STEP 4
BEGIN TEMP. WIDENING C.L. CONST. N. JAMES ST. +98.81 53.50' LT
END TEMP. WIDENING C.L. CONST. N. JAMES ST. +83.42 45.50' LT
PROP. ROW
TEMP. PRECAST CONCRETE BARRIER STAGE IA STEP 4
TRAFFIC DRUMS @ 40' SPACING 5 TOTAL - STAGE IA STEP 4
M.P.H.
XX
RIGHT LANE MUST TURN RIGHT
R3-7R (30" X 30")
W13-1 (18" X 18")
W1-4aL (48" X 48")
140+00
T.C.E.
HILL ST.
C.L. CONST. JOHN HARDEN DR.
635+00
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
145+00
C.L. CONST. T.P. WHITE DR.
T.C.E.
JOHN HARDEN DR.
EXIST. ROW
PROP. ROW

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 4 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. JAMES ST.
SOLID WHITE STA. 202+89 TO STA. 204+65 = 176 LIN. FT.
SOLID WHITE STA. 201+03 TO STA. 204+64 = 362 LIN. FT.
SOLID WHITE STA. 201+03 TO STA. 206+81 = 578 LIN. FT.
SOLID WHITE STA. 209+85 TO STA. 211+24 = 139 LIN. FT.
SOLID YELLOW STA. 201+03 TO STA. 206+81 = 578 LIN. FT.

STAGE IA STEP 4 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. JAMES ST. STA. 205+14 TO STA. 206+81 = 167 LIN. FT.
C.L. CONST. N. JAMES ST. STA. 209+85 TO STA. 211+13 = 128 LIN. FT.

STAGE IA STEP 4
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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WORKSPACE: AHTD
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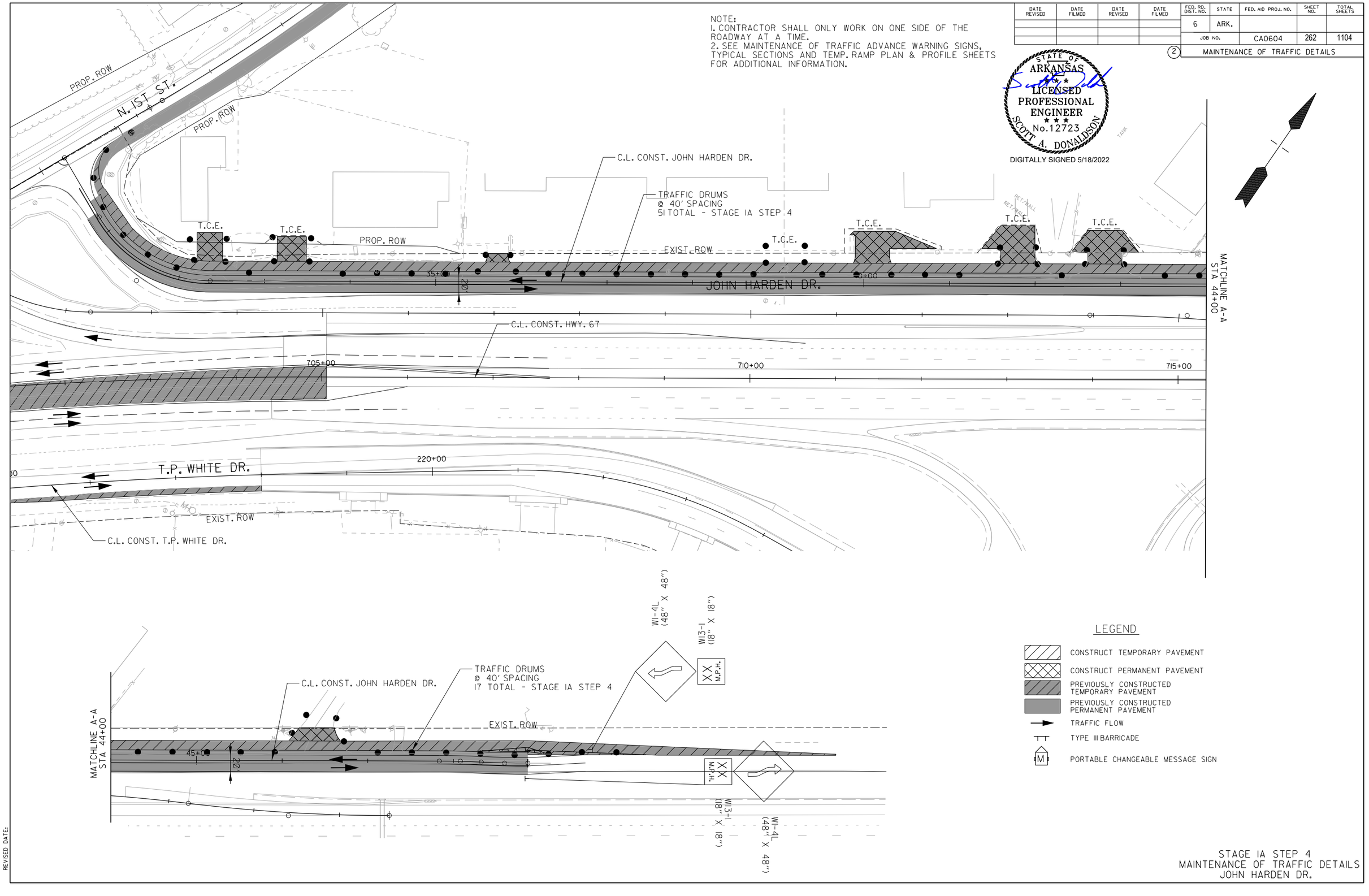
REVISED DATE:

NOTE:
1. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.
2. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	262	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 4
MAINTENANCE OF TRAFFIC DETAILS
JOHN HARDEN DR.

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	263	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 5 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 129+02 TO STA. 139+87 = 1,116 LIN. FT.
SOLID YELLOW STA. 130+62 TO STA. 132+15 = 154 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

BRADEN ST.
EXIST. ROW
T.C.E.
EXIST. ROW
T.C.E.
EXIST. ROW
120+00
JOHN HARDEN DR.
6' SHLDR.
22'
2 @ 11' LANES
4' SHLDR.
610+00
615+00
620+00
625+00
C.L. CONST. HWY. 67
T.P. WHITE DR.
120+00
EXIST. ROW
T.C.E.
T.C.E.
PROP. ROW
C.L. CONST. T.P. WHITE DR.
125+00
T.C.E.
PROP. ROW
C.L. CONST. JOHN HARDEN DR.
BEGIN 160' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+01.91
2.95' LT
END 160' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+61.46
9.06' RT
TRAFFIC DRUMS
@ 40' SPACING
15 TOTAL - STAGE IA STEP 5
125+00
130+00
T.C.E.
T.C.E.
HILL ST.
EXIST. ROW
EXIST. ROW
PC 10+25.37
N. JEFF DAVIS AVE.
W1-4dL (48" X 48")
XX M.P.H.
W13-1 (18" X 18")
W1-4dR (48" X 48")
W13-1 (18" X 18")
W1-6 (48" X 24")
R1-4 (60" X 30")
W21-5A (48" X 48")
W21-5B (48" X 48")
W21-5B (48" X 48")
W9-2R (36" X 36")
W21-5A (48" X 48")
LEFT SHOULDER CLOSED 500 FT.
RIGHT SHOULDER CLOSED 500 FT.
LANE ENDS MERGE RIGHT
ROAD CLOSED TO THRU TRAFFIC
RIGHT SHOULDER CLOSED
LEFT SHOULDER CLOSED
TRAFFIC DRUMS
@ 40' SPACING
14 TOTAL - STAGE IA STEP 5
BEGIN 320' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+85.80
19.78' LT
END 320' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+35.21
12.25' LT
PT 10+87.6
N. JEFF DAVIS AVE.
EXIST. 65.0' R/W
N. JEFF DAVIS AVE.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 5
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:34:49 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	264	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 5 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 140+80 TO STA. 147+38 = 765 LIN. FT.
SOLID YELLOW STA. 140+76 TO STA. 141+46 = 209 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 139+00 TO STA. 140+85 = 181 LIN. FT.

STAGE IA STEP 5 - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 136+75 TO STA. 139+54 = 304 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

N. JAMES ST.
C.L. CONST. N. JAMES ST.
PROP. ROW
45°00
EXIST. ROW
C.L. CONST. JOHN HARDEN DR.
END 320' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+37.78
W9-2L (36" X 36")
LANE ENDS MERGE LEFT
BEGIN TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+55.69
16.65' LT
END TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+18.30
3.09' LT
TRAFFIC DRUMS
@ 40' SPACING
19 TOTAL - STAGE IA STEP 5
BEGIN 320' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+18.28
9.07' RT
T.C.E.
PROP. ROW
EXIST. ROW
145+00
JOHN HARDEN DR.
TRAFFIC DRUMS
@ 40' SPACING
6 TOTAL - STAGE IA STEP 5
TRAFFIC DRUMS
@ 40' SPACING
11 TOTAL - STAGE IA STEP 5
PT. 10+87.84
N. JEFF DAVIS AVE.
T.C.E.
PROP. ROW
135+00
10'
165.91
N. JEFF DAVIS AVE.
140+00
210+00
6' SHLDR.
22'
2 @ 11' LANES
625+00
630+00
635+00
640+00
C.L. CONST. HWY. 67
2 @ 11' LANES
3' SHLDR.
22'
BEGIN TEMP. PVMT.
C.L. CONST. T.P. WHITE DR.
+00.00
END TEMP. PVMT.
C.L. CONST. T.P. WHITE DR.
+05.74
T.P. WHITE DR.
145+00
EXIST. ROW
135+00
14'
EXIST. ROW
TRAFFIC DRUMS
@ 40' SPACING
9 TOTAL - STAGE IA STEP 5
PROP. ROW
135+00
140+00
PROP. ROW
TRAFFIC DRUMS
@ 40' SPACING
15 TOTAL - STAGE IA STEP 5
PARKER DRIVE
T.C.E.
HILL ST.
C.L. CONST. T.P. WHITE DR.
N. JAMES ST.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 5
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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WORKSPACE: AHTD
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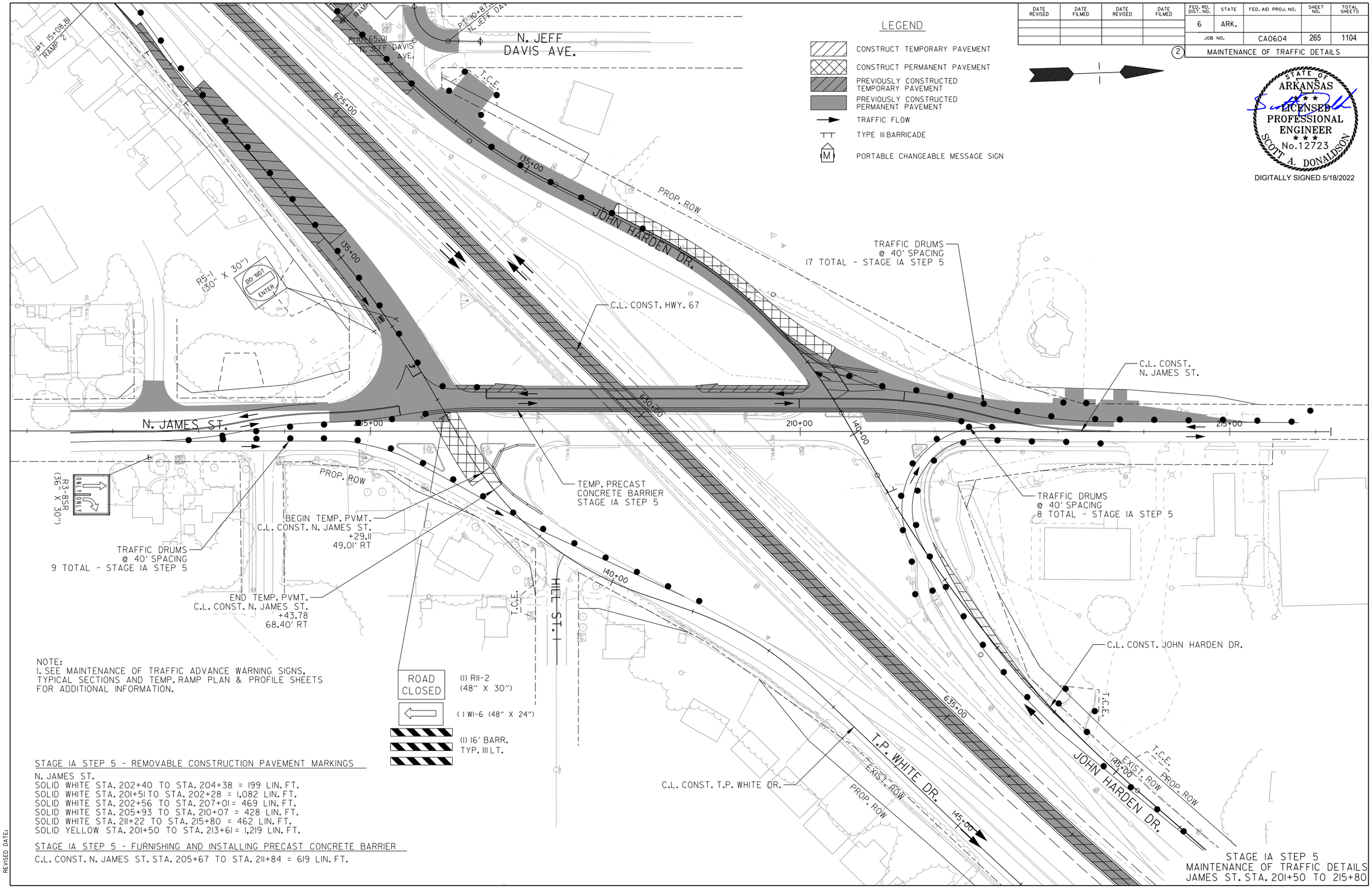
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	265	1104

(2) MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 5 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. JAMES ST.
SOLID WHITE STA. 202+40 TO STA. 204+38 = 199 LIN. FT.
SOLID WHITE STA. 201+51 TO STA. 202+28 = 1,082 LIN. FT.
SOLID WHITE STA. 202+56 TO STA. 207+01 = 469 LIN. FT.
SOLID WHITE STA. 205+93 TO STA. 210+07 = 428 LIN. FT.
SOLID WHITE STA. 211+22 TO STA. 215+80 = 462 LIN. FT.
SOLID YELLOW STA. 201+50 TO STA. 213+61 = 1,219 LIN. FT.

STAGE IA STEP 5 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. JAMES ST. STA. 205+67 TO STA. 211+84 = 619 LIN. FT.

STAGE IA STEP 5
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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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.		CA0604	266	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

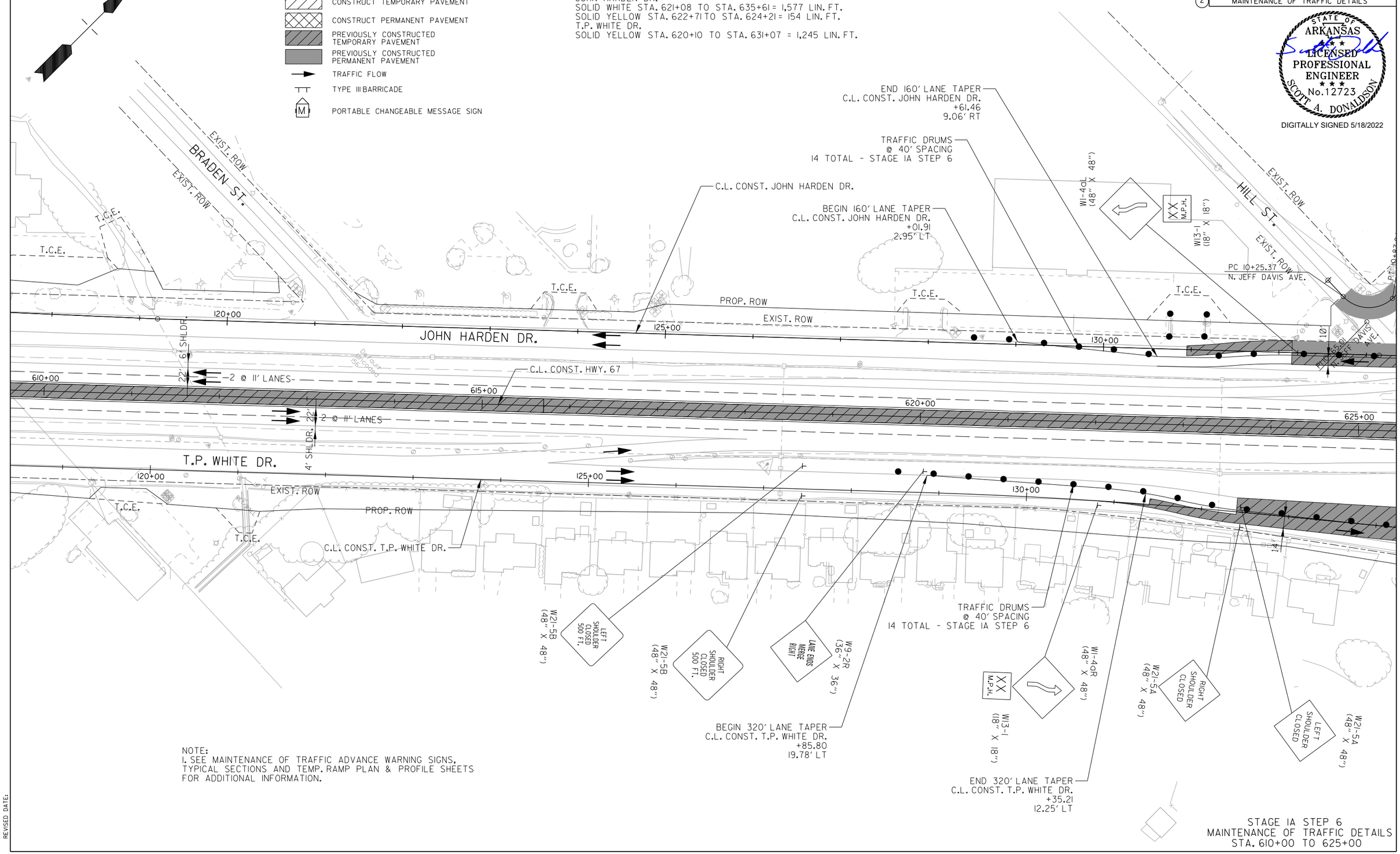
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- M PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 6 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 621+08 TO STA. 635+61 = 1,577 LIN. FT.
SOLID YELLOW STA. 622+71 TO STA. 624+21 = 154 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 620+10 TO STA. 631+07 = 1,245 LIN. FT.



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 6
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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				6	ARK.			
				JOB NO.		CA0604	267	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 6 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 140+58 TO STA. 146+25 = 696 LIN. FT.
SOLID YELLOW STA. 140+67 TO STA. 144+18 = 425 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 135+45 TO STA. 148+56 = 425 LIN. FT.

STAGE IA STEP 6 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. LT. STA. 140+69.65 TO STA. 143+58.21 = 404 LIN. FT.

STATE OF ARKANSAS
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SCOTT A. DONALDSON
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DIGITALLY SIGNED 5/18/2022

C.L. CONST. N. JAMES ST.
45°00
END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +80.37 25.50' RT
BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +25.29 25.50' RT
C.L. CONST. JOHN HARDEN DR.
END 320' LANE TAPER C.L. CONST. JOHN HARDEN DR. +24.54 24.13' RT
W9-2R (36" X 36")
BEGIN 320' LANE TAPER C.L. CONST. JOHN HARDEN DR. +11.24 1.69' LT
LANE ENDS MERGE RIGHT
TRAFFIC DRUMS @ 40' SPACING 9 TOTAL - STAGE IA STEP 6
T.C.E.
T.C.E.
T.C.E.
145+00
JOHN HARDEN DR.
N. JEFF DAVIS AVE.
PT. 10+87.84 N. JEFF DAVIS AVE.
T.C.E.
135+00
10'
140+00
6' SHLDR.
625+00
22'
2 @ 11' LANES
630+00
C.L. CONST. HWY. 67
635+00
640+00
2 @ 11' LANES
3' SHLDR.
TRAFFIC DRUMS @ 40' SPACING 9 TOTAL - STAGE IA STEP 6
135+00
T.P. WHITE DR. 145+00
EXIST. ROW
14'
140+00
45°00
PARKER DRIVE
T.C.E.
EXIST. ROW
TRAFFIC DRUMS @ 40' SPACING 8 TOTAL - STAGE IA STEP 6
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III LT.
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III RT.
C.L. CONST. T.P. WHITE DR.
N. JAMES ST.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 6
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	268	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

N. JEFF DAVIS AVE.

JOHN HARDEN DR.

EXIST. ROW

C.L. CONST. HWY. 67

N. JAMES ST.

2 @ 11' LANES

22'

TRAFFIC DRUMS
@ 40' SPACING
36 TOTAL - STAGE IA STEP 6

TEMP. PRECAST
CONCRETE BARRIER
STAGE IA STEP 6

PROP. ROW

TRAFFIC DRUMS
@ 40' SPACING
23 TOTAL - STAGE IA STEP 6

HILL ST.

T.C.E.

C.L. CONST. T.P. WHITE DR.

T.P. WHITE DR.

EXIST. ROW

PROP. ROW

TEMP. PRECAST CONCRETE BARRIER
STAGE IA STEP 6

C.L. CONST.
N. JAMES ST.

TRAFFIC DRUMS
@ 40' SPACING
17 TOTAL - STAGE IA STEP 6

C.L. CONST. JOHN HARDEN DR.

JOHN HARDEN DR.

EXIST. ROW

PROP. ROW

W1-4L (48" X 48")
W13-1 (18" X 18")
XX M.P.H.
R5-1 (30" X 30") DO NOT ENTER
R3-8SR (36" X 30") ONLY ONLY
W1-4R (48" X 48")
W13-1 (18" X 18")
XX M.P.H.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 6 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. JAMES ST.
SOLID WHITE STA. 201+51 TO STA. 205+55 = 407 LIN. FT.
SOLID WHITE STA. 205+93 TO STA. 210+07 = 425 LIN. FT.
SOLID WHITE STA. 206+02 TO STA. 214+45 = 645 LIN. FT.
SOLID WHITE STA. 211+22 TO STA. 215+80 = 462 LIN. FT.
SOLID YELLOW STA. 201+50 TO STA. STA. 213+61 = 1,217 LIN. FT.

STAGE IA STEP 6 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. JAMES ST. STA. 206+52 TO STA. 212+14 = 719 LIN. FT.

STAGE IA STEP 6
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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				6	ARK.			
				JOB NO.		CA0604	269	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 7 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 130+70 TO STA. 132+15 = 146 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 128+86 TO STA. 136+97 = 820 LIN. FT.

STATE OF ARKANSAS
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BRADEN ST.
EXIST. ROW
EXIST. ROW
T.C.E.
T.C.E.
T.C.E.
C.L. CONST. JOHN HARDEN DR.
JOHN HARDEN DR.
120+00
125+00
130+00
6' SHLDR.
22'
2 @ 11' LANES
Document Barcoded 156
C.L. CONST. HWY. 67
610+00
615+00
620+00
625+00
4' SHLDR.
T.P. WHITE DR.
120+00
125+00
130+00
EXIST. ROW
PROP. ROW
T.C.E.
T.C.E.
C.L. CONST. T.P. WHITE DR.
W1-4DL (48" X 48")
HILL ST.
EXIST. ROW
PC 10+25.37
N. JEFF DAVIS AVE.
T.C.E.
T.C.E.
PROPOSED N. JEFF DAVIS AVE.
W21-5B (48" X 48")
LEFT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
RIGHT SHOULDER CLOSED 500 FT.
LANE ENDS MERGE RIGHT
W9-2R (36" X 36")
TRAFFIC DRUMS @ 40' SPACING
14 TOTAL - STAGE IA STEP 7
XX M.P.H.
W13-1 (18" X 18")
W1-4aR (48" X 48")
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
LEFT SHOULDER CLOSED
W21-5A (48" X 48")
4'
BEGIN 320' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+85.80
19.78' LT
END 320' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+35.21
12.25' LT

NOTE:
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STAGE IA STEP 7
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+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.		CA0604	270	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 7 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 140+13 TO STA. 144+43 = 480 LIN. FT.
SOLID YELLOW STA. 139+37 TO STA. 147+62 = 838 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 137+25 TO STA. 144+06 = 687 LIN. FT.
SOLID YELLOW STA. 137+63 TO STA. 141+71 = 462 LIN. FT.

STAGE IA STEP 7 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. LT. STA. 140+14.02 TO STA. 143+49.96 = 384 LIN. FT.

STATE OF ARKANSAS
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SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

END 320' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+99.05
0.49' RT

BEGIN 320' LANE TAPER
C.L. CONST. JOHN HARDEN DR.
+78.73
13.33' RT

W9-2L
(36" X 36")

LANE ENDS MERGE LEFT

TRAFFIC DRUMS
@ 40' SPACING
5 TOTAL - STAGE IA STEP 7

TRAFFIC DRUMS
@ 40' SPACING
16 TOTAL - STAGE IA STEP 7

TRAFFIC DRUMS
@ 40' SPACING
9 TOTAL - STAGE IA STEP 7

TRAFFIC DRUMS
@ 40' SPACING
11 TOTAL - STAGE IA STEP 7

TRAFFIC DRUMS
@ 40' SPACING
26 TOTAL - STAGE IA STEP 7

END TEMP. PVMT.
C.L. CONST. T.P. WHITE DR.
+76.24

BEGIN TEMP. PVMT.
C.L. CONST. T.P. WHITE DR.
+85.01

NOTE:
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STAGE IA STEP 7
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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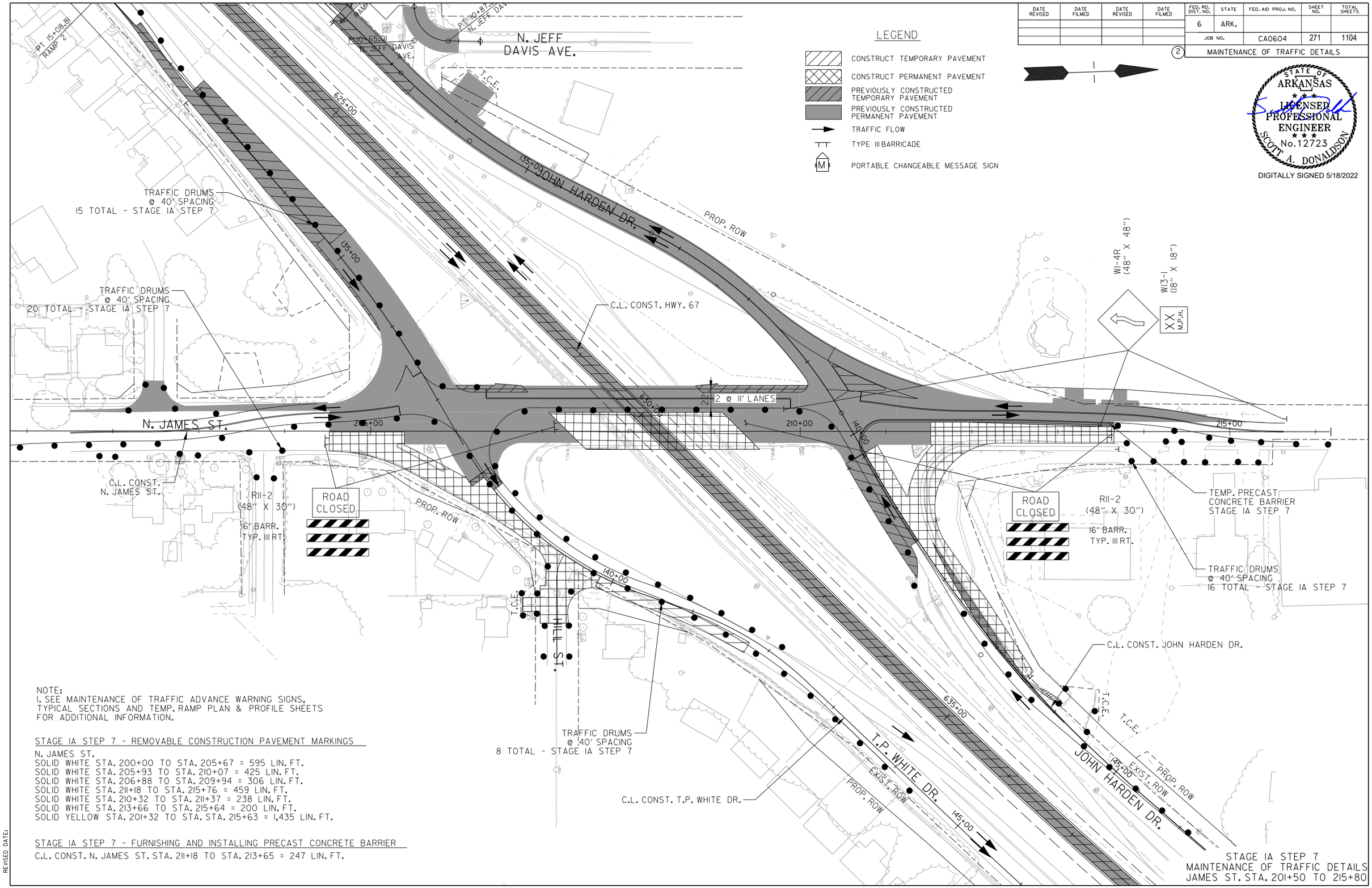
				6	ARK.			
				JOB NO.		CA0604	271	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 7 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. JAMES ST.
SOLID WHITE STA. 200+00 TO STA. 205+67 = 595 LIN. FT.
SOLID WHITE STA. 205+93 TO STA. 210+07 = 425 LIN. FT.
SOLID WHITE STA. 206+88 TO STA. 209+94 = 306 LIN. FT.
SOLID WHITE STA. 211+18 TO STA. 215+76 = 459 LIN. FT.
SOLID WHITE STA. 210+32 TO STA. 211+37 = 238 LIN. FT.
SOLID WHITE STA. 213+66 TO STA. 215+64 = 200 LIN. FT.
SOLID YELLOW STA. 201+32 TO STA. STA. 215+63 = 1,435 LIN. FT.

STAGE IA STEP 7 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. JAMES ST. STA. 211+18 TO STA. 213+65 = 247 LIN. FT.

STAGE IA STEP 7
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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				6	ARK.			
				JOB NO.		CA0604	272	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

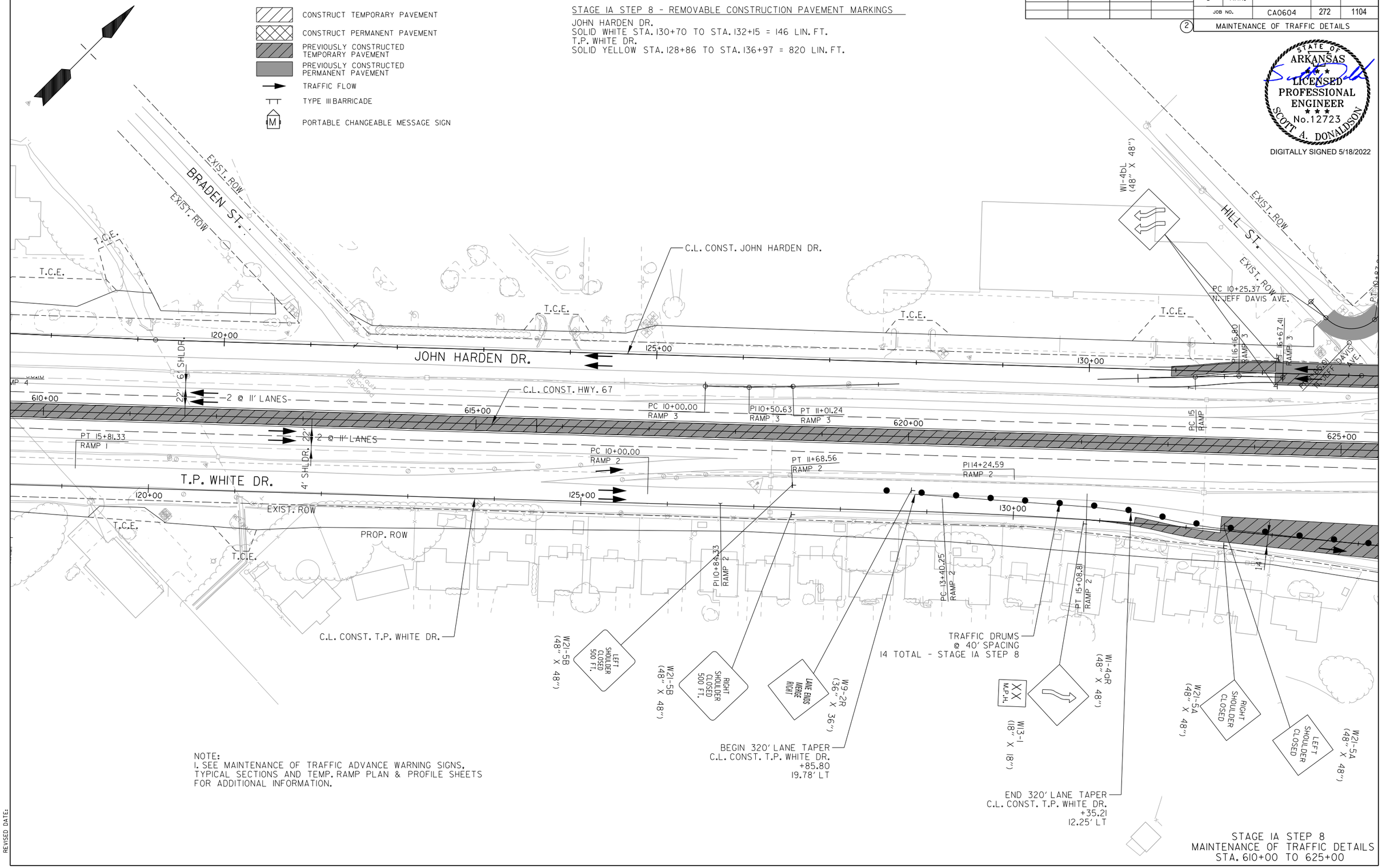
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 8 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 130+70 TO STA. 132+15 = 146 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 128+86 TO STA. 136+97 = 820 LIN. FT.



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 8
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+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.		CA0604	273	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

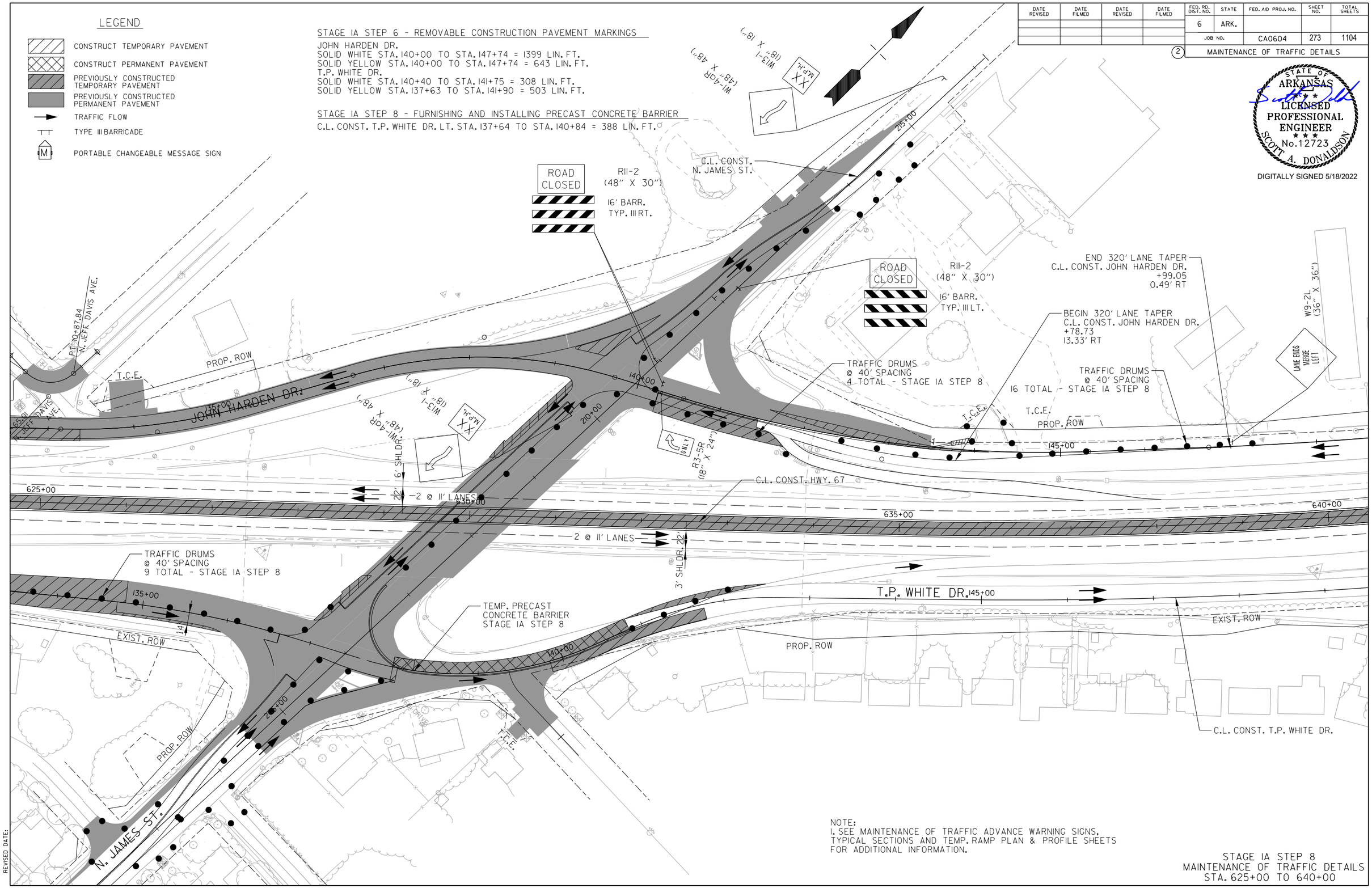
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IA STEP 6 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 140+00 TO STA. 147+74 = 1399 LIN. FT.
SOLID YELLOW STA. 140+00 TO STA. 147+74 = 643 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 140+40 TO STA. 141+75 = 308 LIN. FT.
SOLID YELLOW STA. 137+63 TO STA. 141+90 = 503 LIN. FT.

STAGE IA STEP 8 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. LT. STA. 137+64 TO STA. 140+84 = 388 LIN. FT.



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 8
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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WORKSPACE: AHTD
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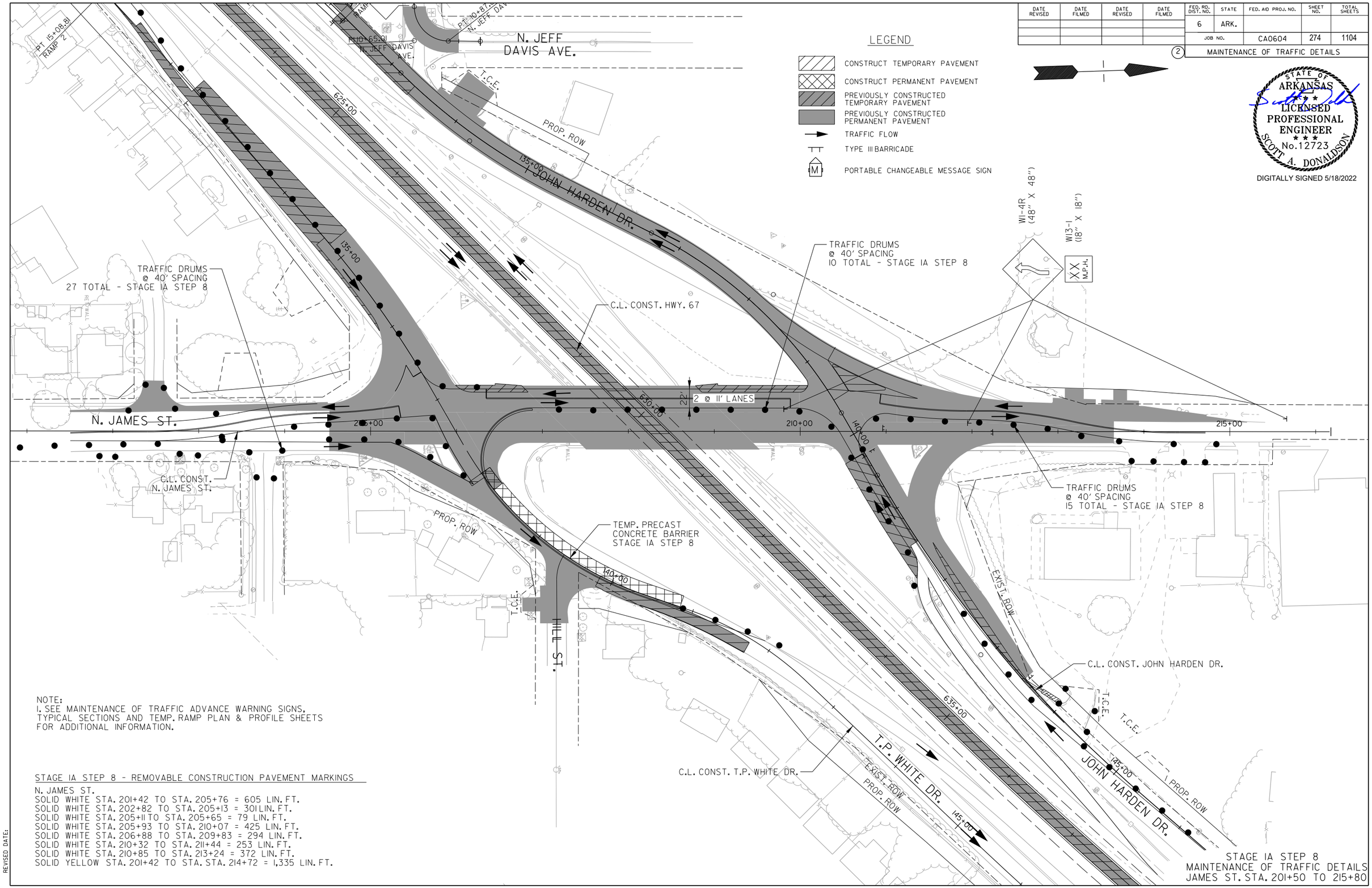
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	274	1104

(2) MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IA STEP 8 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. JAMES ST.
SOLID WHITE STA. 201+42 TO STA. 205+76 = 605 LIN. FT.
SOLID WHITE STA. 202+82 TO STA. 205+13 = 301 LIN. FT.
SOLID WHITE STA. 205+11 TO STA. 205+65 = 79 LIN. FT.
SOLID WHITE STA. 205+93 TO STA. 210+07 = 425 LIN. FT.
SOLID WHITE STA. 206+88 TO STA. 209+83 = 294 LIN. FT.
SOLID WHITE STA. 210+32 TO STA. 211+44 = 253 LIN. FT.
SOLID WHITE STA. 210+85 TO STA. 213+24 = 372 LIN. FT.
SOLID YELLOW STA. 201+42 TO STA. STA. 214+72 = 1,335 LIN. FT.

STAGE IA STEP 8
MAINTENANCE OF TRAFFIC DETAILS
JAMES ST. STA. 201+50 TO 215+80

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	275	1104

2 MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

NOTES:
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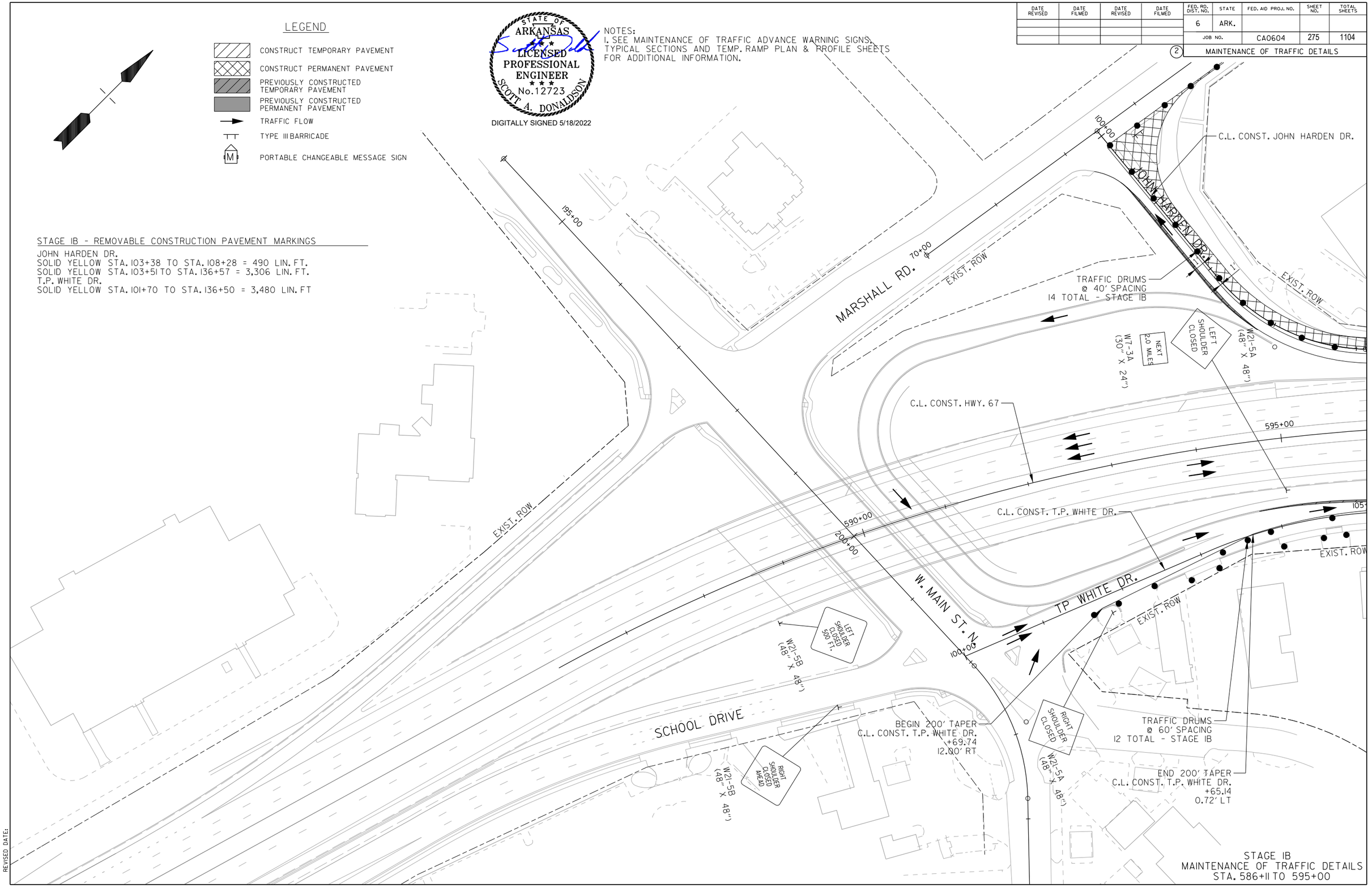
STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 103+38 TO STA. 108+28 = 490 LIN. FT.
SOLID YELLOW STA. 103+51 TO STA. 136+57 = 3,306 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 101+70 TO STA. 136+50 = 3,480 LIN. FT



STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	276	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
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STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. LT. STA. 107+66.83 TO STA. 109+55.42 = 189 LIN. FT.

STAGE IB - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 LT. STA. 600+20.98 TO STA. 707+66.27 = 10741 LIN. FT.
C.L. CONST. HWY. 67 RT. STA. 598+99.59 TO STA. 705+05.35 = 10575 LIN. FT.
C.L. CONST. HWY. 67 OUTSIDE RT. STA. 598+71.84 TO STA. 603+51.90 = 459 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
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ROAD CLOSED
RII-2 (48" X 30")
16' BARR. TYP. III RT.

W21-5A (48" X 48") RIGHT SHOULDER CLOSED

W13-1 (24" X 24") XX M.P.H.

W1-4R (48" X 48")

TEMP. PRECAST CONCRETE BARRIER STAGE IB - RETAIN

TEMP. PRECAST CONCRETE BARRIER STAGE IB - RELOCATE

C.L. CONST. JOHN HARDEN DR.

TRAFFIC DRUMS @ 40' SPACING 75 TOTAL - STAGE IB

JOHN HARDIN DR.

JOHN HARDEN DR.

T.P. WHITE DR.

C.L. CONST. HWY. 67

EXIST. ROW

PROP. ROW

T.C.E.

105+00

110+00

115+00

595+00

600+00

605+00

610+00

11'

VARIES

6' SHLDR.

2' SHLDR.

22'

2 @ 11' LANES

4' SHLDR.

TEMP. IMPACT ATTENUATION BARRIER STAGE IB

TEMP. IMPACT ATTENUATION BARRIER STAGE IB - RETAIN

RAMADA

W3-2A (48" X 48") YIELD AHEAD

R1-2 (36" X 36" X 36") YIELD

C.L. CONST. T.P. WHITE DR.

TRAFFIC DRUMS @ 40' SPACING 62 TOTAL - STAGE IB

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

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

James St

TEMP. PRECAST CONCRETE BARRIER STAGE IB

STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 599+50 TO STA. 707+46 = 10,796 LIN. FT.
SOLID YELLOW STA. 599+50 TO STA. 707+66 = 10,816 LIN. FT.
NB HWY. 67
SOLID WHITE STA. 600+92 TO STA. 605+43 = 451 LIN. FT.
SKIP WHITE STA. 599+00 TO STA. 705+05 = 10,605 LIN. FT.
SKIP WHITE STA. 600+00 TO STA. 600+92 = 92 LIN. FT.
SOLID YELLOW STA. 599+00 TO STA. 708+02 = 10,902 LIN. FT.
NB RAMP
SOLID WHITE STA. 599+79 TO STA. 605+81 = 602 LIN. FT.
SOLID WHITE STA. 601+60 TO STA. 604+05 = 406 LIN. FT.

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	277	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

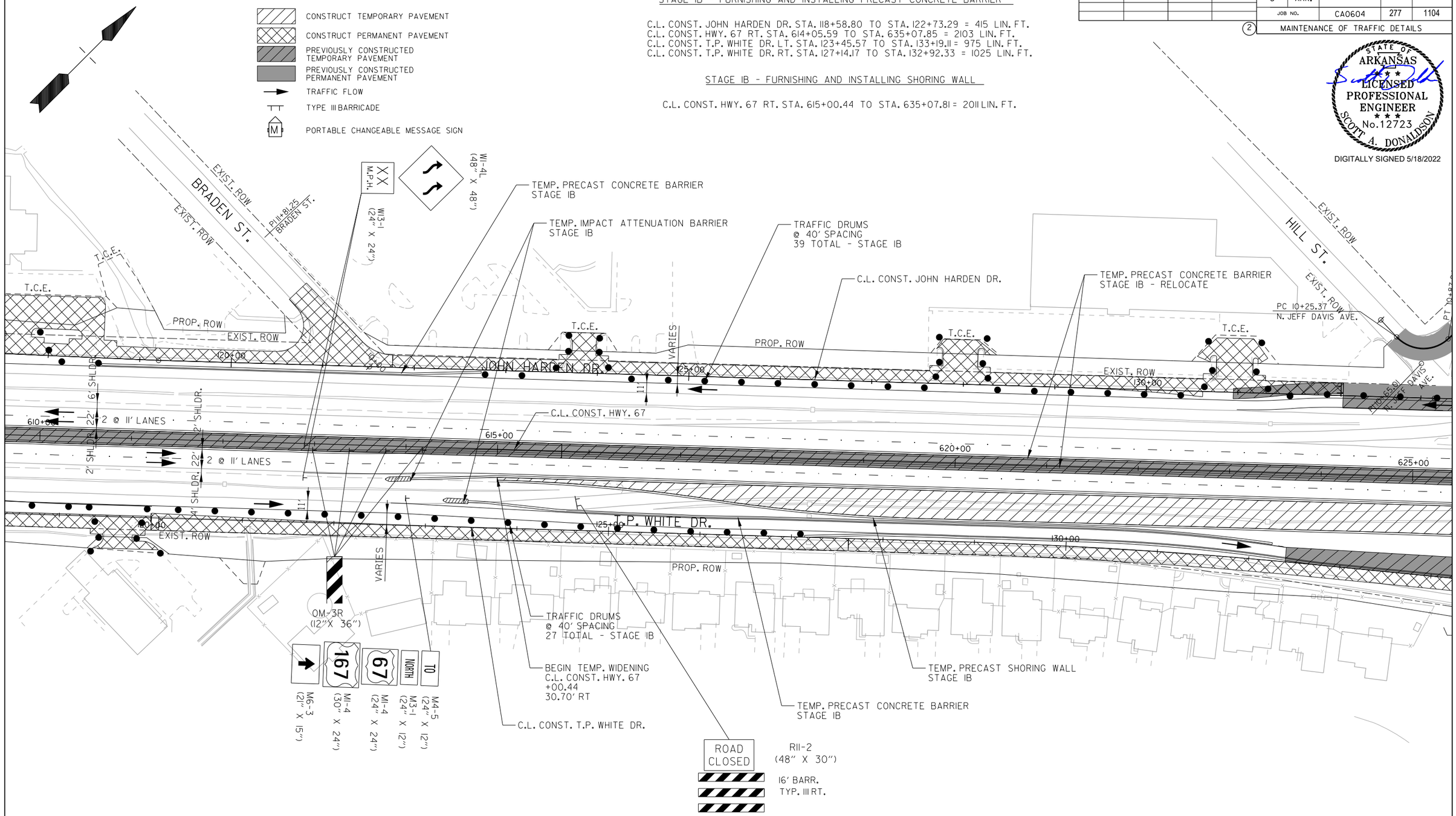
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 118+58.80 TO STA. 122+73.29 = 415 LIN. FT.
C.L. CONST. HWY. 67 RT. STA. 614+05.59 TO STA. 635+07.85 = 2103 LIN. FT.
C.L. CONST. T.P. WHITE DR. LT. STA. 123+45.57 TO STA. 133+19.11 = 975 LIN. FT.
C.L. CONST. T.P. WHITE DR. RT. STA. 127+14.17 TO STA. 132+92.33 = 1025 LIN. FT.

STAGE IB - FURNISHING AND INSTALLING SHORING WALL

C.L. CONST. HWY. 67 RT. STA. 615+00.44 TO STA. 635+07.81 = 2011 LIN. FT.



NOTE:
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STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB RAMP
SOLID WHITE STA. 623+06 TO STA. 625+31 = 225 LIN. FT.
NB HWY. 67
SOLID WHITE STA. 612+89 TO STA. 636+07 = 2,318 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 122+61 TO STA. 132+44 = 983 LIN. FT

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	278	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. RT. STA. 139+97.75 TO STA. 142+79.28 = 285 LIN. FT.

STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 140+00 TO STA. 141+15 = 115 LIN. FT.
SOLID WHITE STA. 140+57 TO STA. 166+84 = 2,627 LIN. FT.
SOLID WHITE STA. 140+57 TO STA. 141+36 = 79 LIN. FT.
SOLID YELLOW STA. 143+00 TO STA. 146+01 = 301 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 135+65 TO STA. 141+36 = 79 LIN. FT.
SOLID WHITE STA. 138+19 TO STA. 167+10 = 2,891 LIN. FT.
SOLID YELLOW STA. 140+40 TO STA. 142+50 = 210 LIN. FT

STATE OF ARKANSAS
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N. JEFF DAVIS AVE.
PT 10+87.84 N. JEFF DAVIS AVE.
W9-2L (48" X 48")
LANE ENDS MERGE LEFT
R3-6 (30" X 36")
EXIST. ROW
PROP. ROW
TRAFFIC DRUMS @ 40' SPACING 7 TOTAL - STAGE IB
T.C.E.
135+00
JOHN HARDEN DR.
140+00
145+00
N. JAMES ST.
215+00
C.L. CONST. N. JAMES ST.
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III RT.
TRAFFIC DRUMS @ 40' SPACING 12 TOTAL - STAGE IB
TRAFFIC DRUMS @ 40' SPACING 28 TOTAL - STAGE IB
C.L. CONST. JOHN HARDEN DR.
VARIES
11'
C.L. CONST. HWY. 67
625+00
630+00
635+00
640+00
21' SHLDR.
6' SHLDR.
22'
2 @ 11' LANES
TEMP. PRECAST CONCRETE BARRIER STAGE IB
TEMP. SHORING WALL STAGE IB
TEMP. PRECAST CONCRETE BARRIER STAGE IB - RELOCATE
TEMP. PRECAST CONCRETE BARRIER STAGE IB
R3-8 (36" X 30")
205+00
HILL ST.
TRAFFIC DRUMS @ 40' SPACING 10 TOTAL - STAGE IB
TRAFFIC DRUMS @ 40' SPACING 16 TOTAL - STAGE IB
W1-4R (48" X 48")
OM-3L (12" X 36")
END TEMP. WIDENING C.L. CONST. HWY. 67 +07.81 31.16' RT
T.P. WHITE DR.
C.L. CONST. T.P. WHITE DR.

NOTE:
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STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:35:00 PM
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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.		CA0604	279	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

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

C.L. CONST. JOHN HARDEN DR.

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

TEMP. PRECAST CONCRETE BARRIER STAGE IB - RELOCATE

TAG ST.

T.C.E.

PROP. ROW

155+00

JOHN HARDEN DR.

TRAFFIC DRUMS @ 40' SPACING 82 TOTAL - STAGE IB

160+00

EXIST. ROW

640+00

2' SHLDR.

22'

2 @ 11' LANES

645+00

C.L. CONST. HWY. 67

650+00

655+00

2' SHLDR.

4' SHLDR.

11'

VARIES

150+00

EXIST. ROW

T.P. WHITE DR.

TRAFFIC DRUMS @ 40' SPACING 56 TOTAL - STAGE IB

C.L. CONST. T.P. WHITE DR.

C.L. CONST. N. BAILEY BLVD.

10+00

N. BAILEY BLVD.

VERTICAL PANELS @ 40' SPACING 15 TOTAL - STAGE IB

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

NOTE:
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STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+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.		CA0604	280	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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GREGORY ST.
EXIST. ROW
EXIST. ROW
805+00
C.L. CONST. GREGORY ST.
PROP. ROW
C.L. CONST. JOHN HARDEN DR.
ROAD CLOSED
RII-2 (48" X 30")
16' BARR. TYP. III RT.
TRAFFIC DRUMS @ 40' SPACING 14 TOTAL - STAGE IB
BEGIN TEMP. WIDENING C.L. CONST. JOHN HARDEN DR. +60.99 29.48' LT
END TEMP. WIDENING C.L. CONST. JOHN HARDEN DR. +17.31 12.00' LT
TEMP. PRECAST CONCRETE BARRIER STAGE IB
C.L. CONST. N. BAILEY BLVD.
SEE STAGE IB STEP 1 & 2 SHEETS FOR ADDITIONAL INFORMATION
N. BAILEY BLVD.
TRAFFIC DRUMS @ 40' SPACING 17 TOTAL - STAGE IB
TRAFFIC DRUMS @ 40' SPACING 10 TOTAL - STAGE IB
EXIST. ROW
T.C.E.
PROP. ROW
T.C.E.
T.C.E.
T.C.E.
JOHN HARDEN DR.
165+00
170+00
175+00
10'
6' SHLDR.
22'
2' SHLDR.
2' SHLDR.
22'
4' SHLDR.
655+00
660+00
665+00
670+00
C.L. CONST. HWY. 67
2 @ 11' LANES
2 @ 11' LANES
TEMP. PRECAST CONCRETE BARRIER STAGE IB - RELOCATE
BEGIN TAPER C.L. CONST. T.P. WHITE DR. +84.80 0.55' LT
TRAFFIC DRUMS @ 40' SPACING 18 TOTAL - STAGE IB
END TAPER C.L. CONST. T.P. WHITE DR. +80.53 3.26' RT
TRAFFIC DRUMS @ 40' SPACING 33 TOTAL - STAGE IB
T.P. WHITE DR.
T.P. WHITE DR.
EXIST. ROW
EXIST. ROW
VARIES
PROP. ROW
T.C.E.
T.C.E.
C.L. CONST. T.P. WHITE DR.
165+00
170+00
175+00
180+00
815+00
10'
10'
11'
11'
11'
100' TAPER
PROP. ROW
EXIST. ROW
T.C.E.
VERTICAL PANELS @ 40' SPACING 4 TOTAL - STAGE IB
R3-7R (30" X 30") RIGHT LANE MUST TURN RIGHT
BEGIN TEMP. PAVEMENT C.L. CONST. T.P. WHITE DR. +35.00
END TAPER C.L. CONST. T.P. WHITE DR. +81.87 22.53' RT
END TEMP. PAVEMENT C.L. CONST. T.P. WHITE DR. +84.62 3.45' RT
R2-2 (36" X 36" X 36") YIELD
ROAD CLOSED
RII-2 (48" X 30")
16' BARR. TYP. III RT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
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STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 170+60.66 TO STA. 175+68.82 = 510 LIN. FT.

STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 167+38 TO STA. 193+34 = 2,596 LIN. FT.
SOLID YELLOW STA. 169+80 TO STA. 185+86 = 1,601 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 168+51 TO STA. 172+40 = 389 LIN. FT.
SOLID WHITE STA. 170+86 TO STA. 171+19 = 33 LIN. FT.
SOLID WHITE STA. 172+10 TO STA. 172+40= 30 LIN. FT.
SOLID WHITE STA. 172+18 TO STA. 190+99 = 1,881 LIN. FT.

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	281	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 176+85.18 TO STA. 193+50.94 = 1832 LIN. FT.

STATE OF ARKANSAS
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ENTR. TO WALMART
C.L. CONST. JOHN HARDEN DR.
PI 11+17.48 WALMART DR.
TRAFFIC DRUMS @ 40' SPACING 8 TOTAL - STAGE IB PROP. ROW
T.C.E.
11' VARIES
180+00
185+00
TRAFFIC DRUMS @ 40' SPACING 8 TOTAL - STAGE IB
TEMP. PRECAST CONCRETE BARRIER STAGE IB
END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +41.23
BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +57.80 25.50' LT
PROP. ROW
TRAFFIC DRUMS @ 40' SPACING 22 TOTAL - STAGE IB
0+00
JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER STAGE IB - RELOCATE
685+00
680+00
675+00
670+00
2' SHLDR.
22'
2 @ 11' LANES
4' SHLDR.
6' SHLDR.
C.L. CONST. HWY. 67
180+00
T.P. WHITE DR.
185+00
EXIST. ROW
PROP. ROW
T.C.E.
ROAD CLOSED
RII-2 (48" X 30")
16' BARR. TYP. III RT.
P.I.D.E.
C.L. CONST. T.P. WHITE DR.
VARIES
EXIST. ROW
PROP. ROW
ROAD CLOSED
RII-2 (48" X 30")
16' BARR. TYP. III RT.
BEGIN TEMP. PVMT. C.L. CONST. TURNAROUND. +00.00
END TEMP. PVMT. C.L. CONST. TURNAROUND. +64.82
R5-1 (30" X 30")
DO NOT ENTER
190+00
TRAFFIC DRUMS @ 40' SPACING 49 TOTAL - STAGE IB
SEE 1st ST. CONNECTION STAGE IB FOR ADDITIONAL INFORMATION
C.L. CONST. N.J.P. WRIGHT LOOP RD.
EXIST. ROW
N. 1ST ST.
315+00
EXIST. ROW
T.C.E.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	282	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

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

END TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+40.11
72.72' LT

BEGIN TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+77.47
62.11' LT

END TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+63.50
49.50' LT

TEMP. PRECAST CONCRETE BARRIER
STAGE IB

C.L. CONST. JOHN HARDEN DR.

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

TRAFFIC DRUMS
@ 40' SPACING
31 TOTAL - STAGE IB

BEGIN TEMP. PVMT.
C.L. CONST. JOHN HARDEN DR.
+30.27

TEMP. PRECAST CONCRETE BARRIER
STAGE IB - RELOCATE

C.L. CONST. HWY. 67

BEGIN TEMP. WIDENING
C.L. CONST. T.P. WHITE DR.
+34.51
135.94' LT

TRAFFIC DRUMS
@ 40' SPACING
37 TOTAL - STAGE IB

END TEMP. WIDENING
C.L. CONST. T.P. WHITE DR.
+11.83
18.00' LT

C.L. CONST. T.P. WHITE DR.

PC 100+24.22
MADDEN RD.

PI 100+65.97
MADDEN RD.

PT 101+03.32
MADDEN RD.

PROP. ROW
EXIST. ROW
VARIES
T.C.E.
2' SHLDR.
22' 2 @ 11' LANES
4' SHLDR.
6' SHLDR.
685+00
690+00
695+00
700+00
195+00
200+00
205+00
210+00
115+00
VANDENBERG BLVD.
JOHN HARDEN DR.
T.P. WHITE DR.
LOWES ENTR.
MADDEN RD.

STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 194+16 TO STA. 218+00 = 2,384 LIN. FT.
SOLID YELLOW STA. 194+32 TO STA. 218+00 = 2,368 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 199+65 TO STA. 201+07 = 142 LIN. FT.
SOLID WHITE STA. 200+38 TO STA. 201+07 = 69 LIN. FT.
SOLID WHITE STA. 200+92 TO STA. 219+46 = 1,854 LIN. FT.
SOLID YELLOW STA. 200+51 TO STA. 219+50 = 1,899 LIN. FT.

STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 194+20.59 TO STA. 194+59.34 = 589 LIN. FT.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	283	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

C.L. CONST. JOHN HARDEN DR.

SEE STAGE IB 1st ST. CONNECTION & JOHN HARDEN DR. SHEET FOR ADDITIONAL INFORMATION

STA. 705+05.30 C.L. CONST. HWY. 67
END CONSTRUCTION

TEMP. PRECAST CONCRETE BARRIER STAGE IB

TEMP. PRECAST CONCRETE BARRIER STAGE IB - RELOCATE

TRAFFIC DRUMS @ 60' SPACING 7 TOTAL - STAGE IB

PROP. ROW

N. 1ST ST.

210+00

T.C.E.

W1-4R (48" X 48")

W13-1 (24" X 24")

XX M.P.H.

LEFT SHOULDER CLOSED

W21-5A (48" X 48")

W21-5B (48" X 48")

LEFT SHOULDER CLOSED 500 FT.

EXIST. ROW

35+00

40+00

JOHN HARDEN DR.

6' SHLDR.

2' SHLDR.

2 @ 11' LANES

700+00

705+00

710+00

715+00

C.L. CONST. HWY. 67

500'

220+00

T.P. WHITE DR.

215+00

PROP. ROW

EXIST. ROW

225+00

W13-1 (18" X 18")

W1-4aR (48" X 48")

C.L. CONST. T.P. WHITE DR.

ROAD CLOSED

R11-2 (48" X 30")

16' BARR. TYP. III RT.

W1-4L (48" X 48")

W13-1 (18" X 18")

RIGHT SHOULDER CLOSED

W21-5A (48" X 48")

RIGHT SHOULDER CLOSED 500 FT.

W21-5B (48" X 48")

TRAFFIC DRUMS @ 40' SPACING 30 TOTAL - STAGE IB

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IB - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 RAMP STA. 705+05.30 TO STA. 702+26.67 = 631 LIN. FT.

STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
4" SOLID YELLOW STA. 210+31 TO STA. 218+00 = 769 LIN. FT.
T.P. WHITE DR.
4" SOLID WHITE STA. 213+68 TO STA. 219+06 = 538 LIN. FT.

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

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REVISED DATE:

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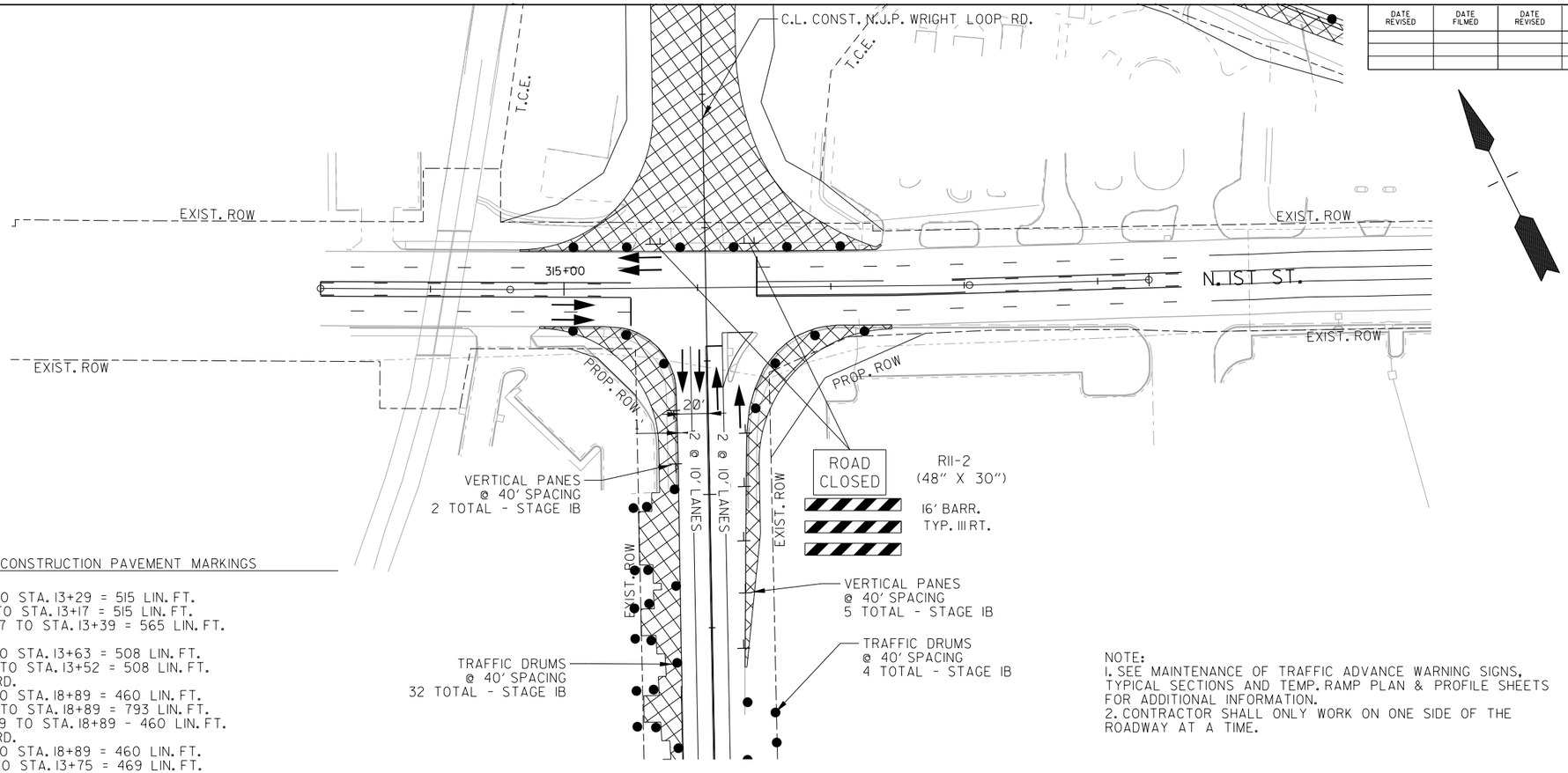
				6	ARK.			
				JOB NO.		CA0604	284	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



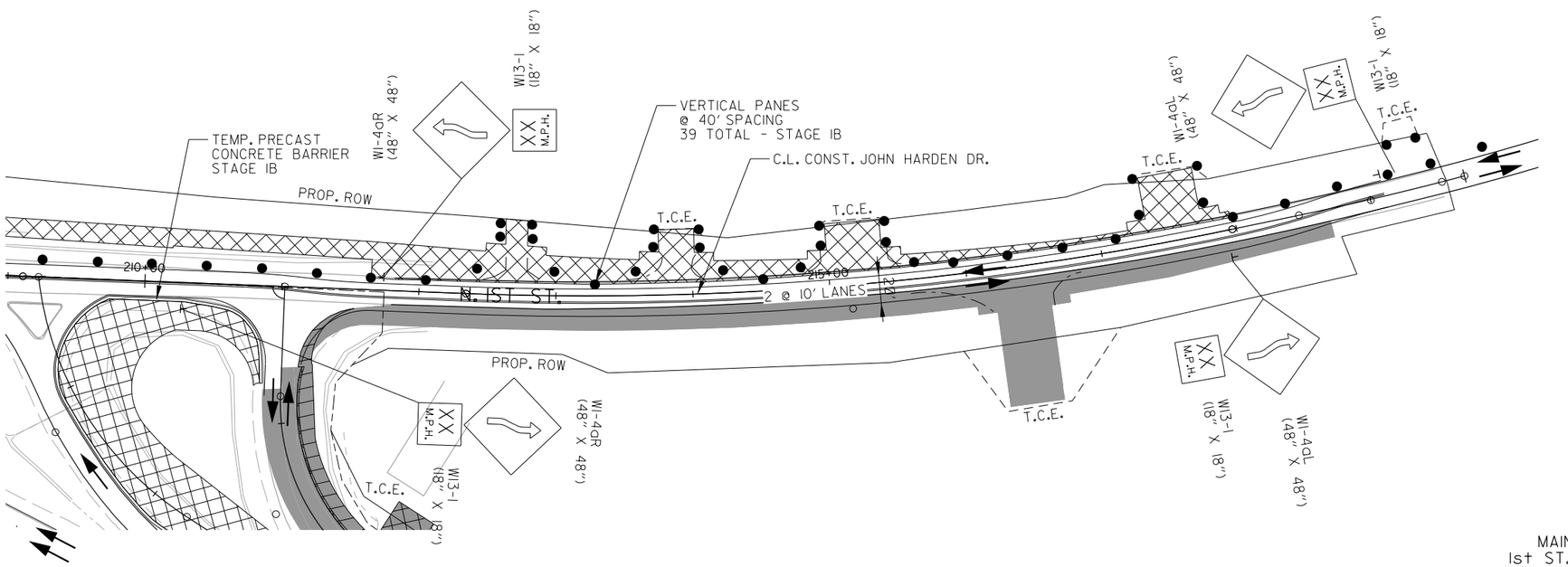
NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IB - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

EB N. IST ST.
SKIP WHITE STA. 13+26 TO STA. 13+29 = 515 LIN. FT.
SOLID WHITE STA. 13+15 TO STA. 13+17 = 515 LIN. FT.
SOLID YELLOW STA. 13+37 TO STA. 13+39 = 565 LIN. FT.
WB N. IST ST.
SKIP WHITE STA. 13+57 TO STA. 13+63 = 508 LIN. FT.
SOLID WHITE STA. 13+45 TO STA. 13+52 = 508 LIN. FT.
SB N.J.P. WRIGHT LOOP RD.
SKIP WHITE STA. 14+29 TO STA. 18+89 = 460 LIN. FT.
SOLID WHITE STA. 13+69 TO STA. 18+89 = 793 LIN. FT.
SOLID YELLOW STA. 14+29 TO STA. 18+89 - 460 LIN. FT.
NB N.J.P. WRIGHT LOOP RD.
SKIP WHITE STA. 14+29 TO STA. 18+89 = 460 LIN. FT.
SOLD WHITE STA. 17+10 TO STA. 13+75 = 469 LIN. FT.



STAGE IB
MAINTENANCE OF TRAFFIC DETAILS
1st ST. CONNECTION & JOHN HARDEN DR.
STA. 715+00 TO 730+00

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REVISED DATE:

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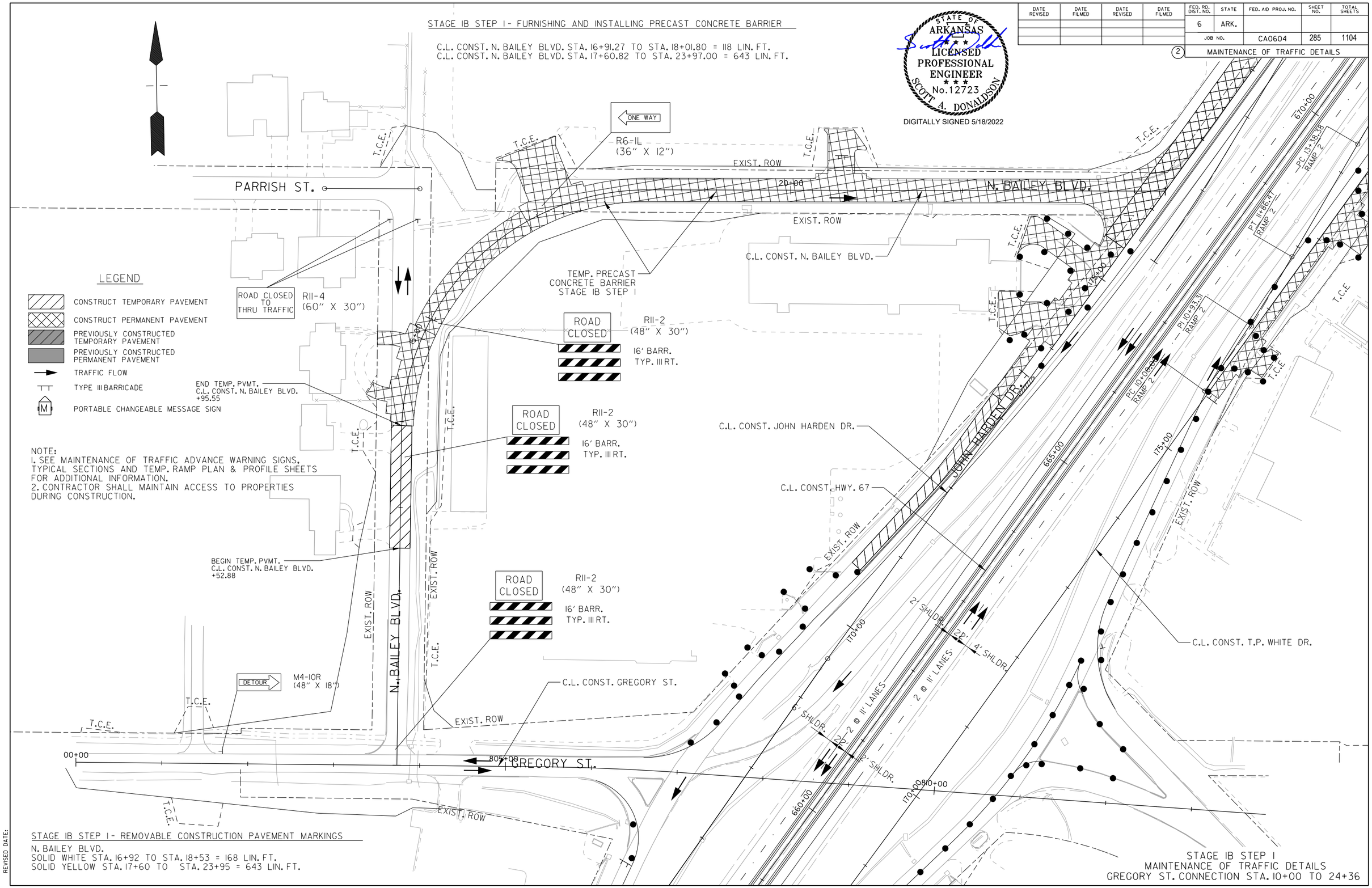
				6	ARK.			
				JOB NO.		CA0604	285	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IB STEP 1 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. BAILEY BLVD. STA. 16+91.27 TO STA. 18+01.80 = 118 LIN. FT.
C.L. CONST. N. BAILEY BLVD. STA. 17+60.82 TO STA. 23+97.00 = 643 LIN. FT.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES DURING CONSTRUCTION.

STAGE IB STEP 1 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. BAILEY BLVD.
SOLID WHITE STA. 16+92 TO STA. 18+53 = 168 LIN. FT.
SOLID YELLOW STA. 17+60 TO STA. 23+95 = 643 LIN. FT.

STAGE IB STEP 1
MAINTENANCE OF TRAFFIC DETAILS
GREGORY ST. CONNECTION STA. 10+00 TO 24+36

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				6	ARK.			
				JOB NO.		CA0604	286	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IB STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. N. BAILEY BLVD. STA. 16+93.53 TO STA. 178+47.05 = 68 LIN. FT.
C.L. CONST. N. BAILEY BLVD. STA. 18+34.28 TO STA. 24+03.62 = 583 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES DURING CONSTRUCTION.

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

ROAD CLOSED TO THRU TRAFFIC — RII-4 (60" X 30")

TEMP. PRECAST BARRIER STAGE IB STEP 2

TRAFFIC DRUMS @ 20' SPACING 3 TOTAL - STAGE IB STEP 2

ONE WAY — R6-1L (36" X 12")

PARRISH ST.

N. BAILEY BLVD.

GREGORY ST.

C.L. CONST. N. BAILEY BLVD.

C.L. CONST. GREGORY ST.

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

C.L. CONST. T.P. WHITE DR.

EXIST. ROW

T.C.E.

JOHN HARDEN DR.

2 @ 11' LANES

2' SHLDR.

2' SHLDR.

4' SHLDR.

6' SHLDR.

2' SHLDR.

PC 13+38.38 RAMP 2

PT 11+86.41 RAMP 2

PI 10+93.31 RAMP 2

PC 10+08.24 RAMP 2

STAGE IB STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N. BAILEY BLVD.
SOLID WHITE STA. 20+45 TO STA. 24+04 = 382 LIN. FT.

STAGE IB STEP 2
MAINTENANCE OF TRAFFIC DETAILS
GREGORY ST. CONNECTION STA. 10+00 TO 24+36

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				6	ARK.			
				JOB NO.		CA0604	287	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

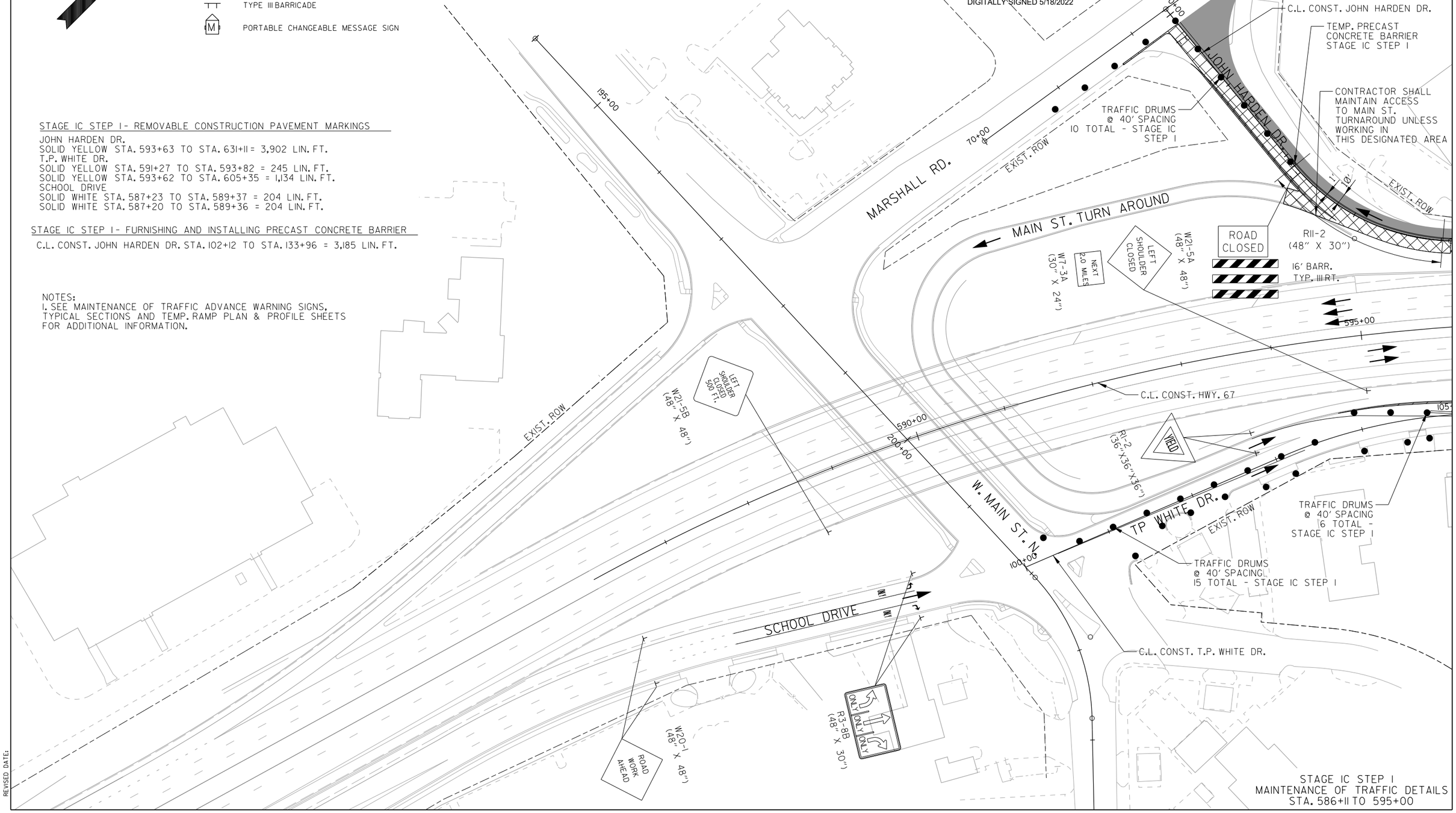
STAGE IC STEP I- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 593+63 TO STA. 631+11 = 3,902 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 591+27 TO STA. 593+82 = 245 LIN. FT.
SOLID YELLOW STA. 593+62 TO STA. 605+35 = 1,134 LIN. FT.
SCHOOL DRIVE
SOLID WHITE STA. 587+23 TO STA. 589+37 = 204 LIN. FT.
SOLID WHITE STA. 587+20 TO STA. 589+36 = 204 LIN. FT.

STAGE IC STEP I- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 102+12 TO STA. 133+96 = 3,185 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.



STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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				JOB NO.		CA0604	288	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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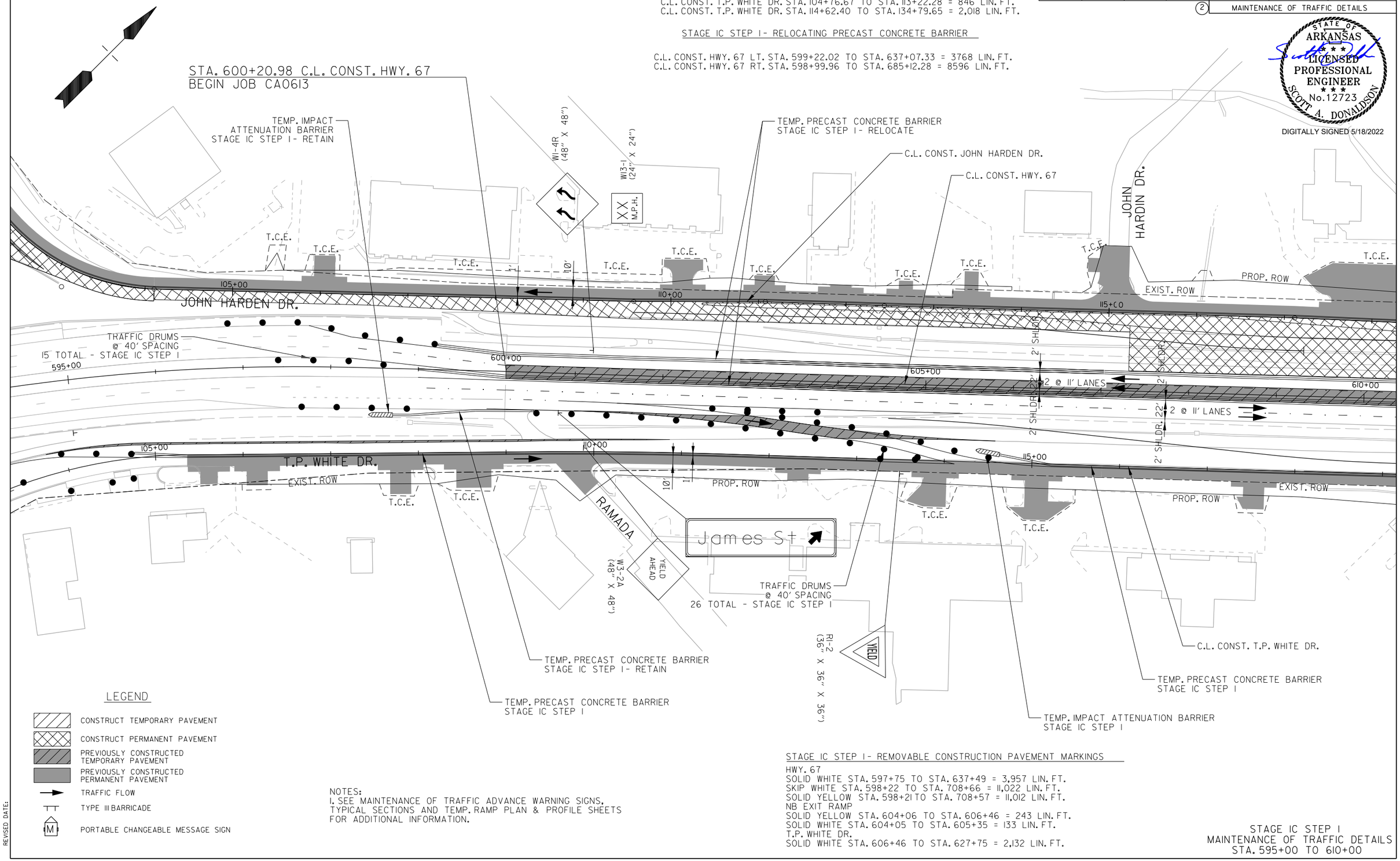
STAGE IC STEP 1- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 104+76.67 TO STA. 113+22.28 = 846 LIN. FT.
C.L. CONST. T.P. WHITE DR. STA. 114+62.40 TO STA. 134+79.65 = 2,018 LIN. FT.

STAGE IC STEP 1- RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 LT. STA. 599+22.02 TO STA. 637+07.33 = 3768 LIN. FT.
C.L. CONST. HWY. 67 RT. STA. 598+99.96 TO STA. 685+12.28 = 8596 LIN. FT.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 1- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

HWY. 67
SOLID WHITE STA. 597+75 TO STA. 637+49 = 3,957 LIN. FT.
SKIP WHITE STA. 598+22 TO STA. 708+66 = 11,022 LIN. FT.
SOLID YELLOW STA. 598+21 TO STA. 708+57 = 11,012 LIN. FT.
NB EXIT RAMP
SOLID YELLOW STA. 604+06 TO STA. 606+46 = 243 LIN. FT.
SOLID WHITE STA. 604+05 TO STA. 605+35 = 133 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 606+46 TO STA. 627+75 = 2,132 LIN. FT.

STAGE IC STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

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				6	ARK.			
				JOB NO.		CA0604	289	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

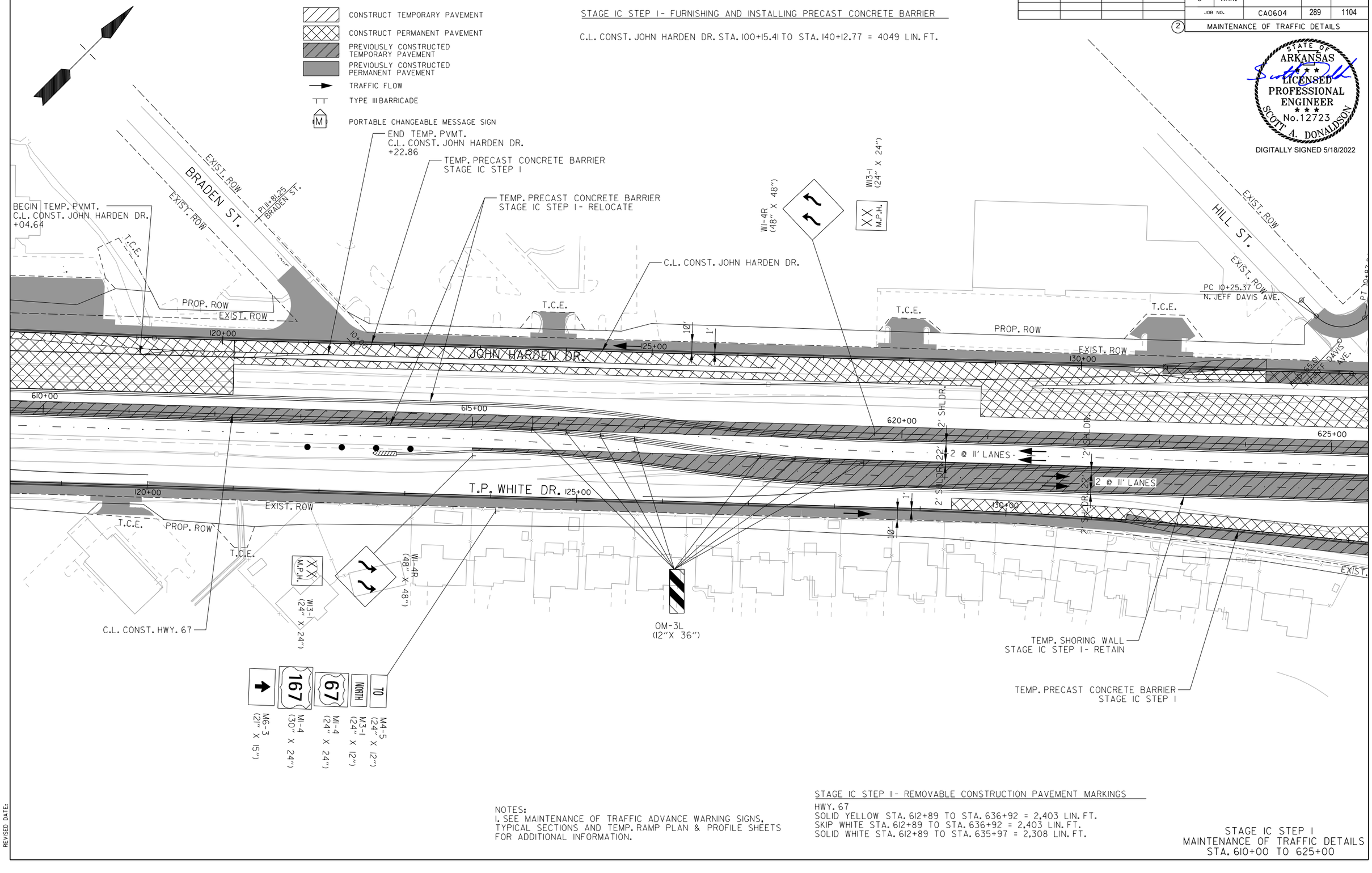
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP I- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 100+15.41 TO STA. 140+12.77 = 4049 LIN. FT.



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP I- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

HWY. 67
SOLID YELLOW STA. 612+89 TO STA. 636+92 = 2,403 LIN. FT.
SKIP WHITE STA. 612+89 TO STA. 636+92 = 2,403 LIN. FT.
SOLID WHITE STA. 612+89 TO STA. 635+97 = 2,308 LIN. FT.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	290	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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LEGEND

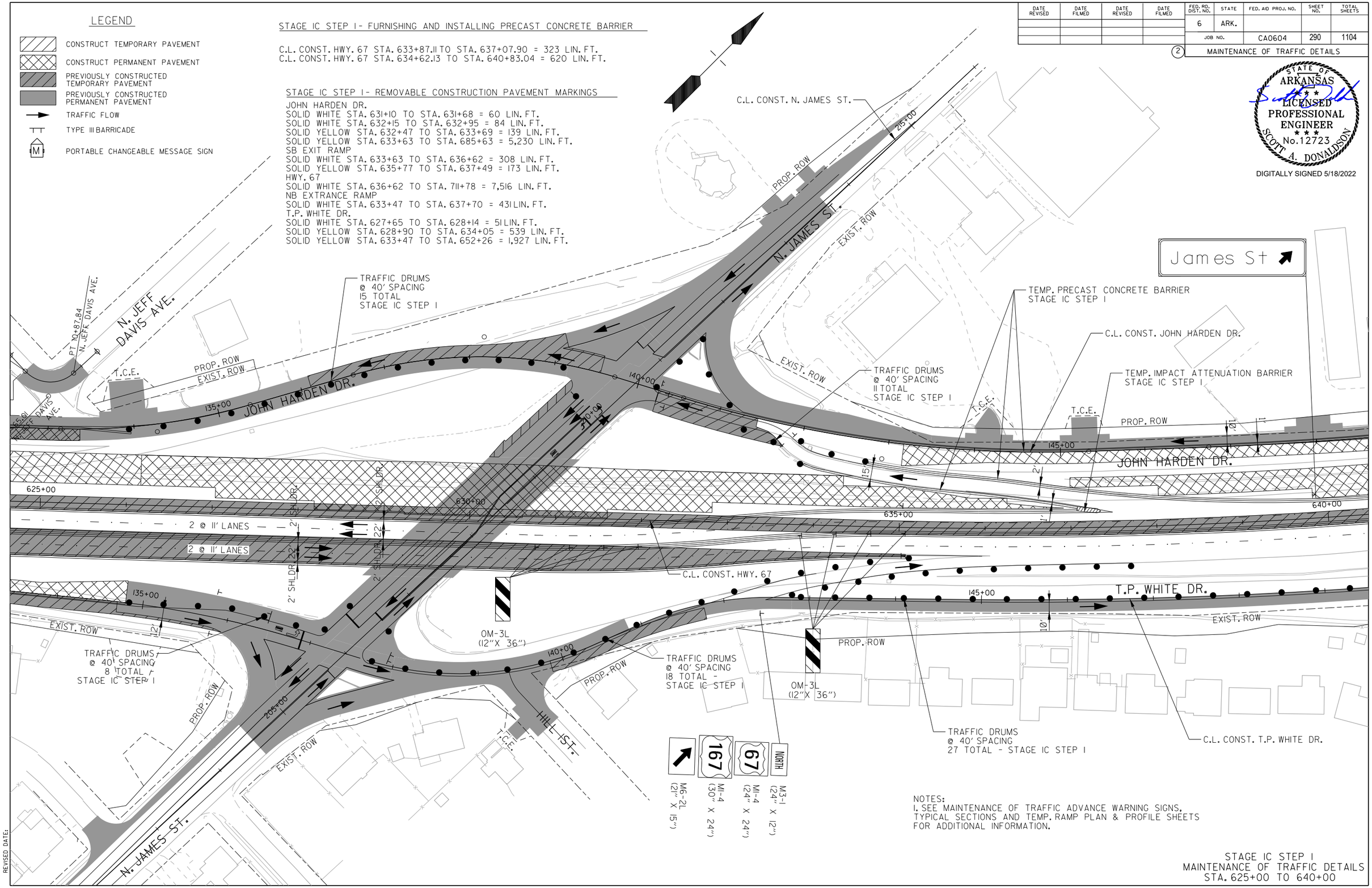
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP I- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 633+87.11 TO STA. 637+07.90 = 323 LIN. FT.
C.L. CONST. HWY. 67 STA. 634+62.13 TO STA. 640+83.04 = 620 LIN. FT.

STAGE IC STEP I- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 631+10 TO STA. 631+68 = 60 LIN. FT.
SOLID WHITE STA. 632+15 TO STA. 632+95 = 84 LIN. FT.
SOLID YELLOW STA. 632+47 TO STA. 633+69 = 139 LIN. FT.
SOLID YELLOW STA. 633+63 TO STA. 685+63 = 5,230 LIN. FT.
SB EXIT RAMP
SOLID WHITE STA. 633+63 TO STA. 636+62 = 308 LIN. FT.
SOLID YELLOW STA. 635+77 TO STA. 637+49 = 173 LIN. FT.
HWY. 67
SOLID WHITE STA. 636+62 TO STA. 711+78 = 7,516 LIN. FT.
NB EXTRANCE RAMP
SOLID WHITE STA. 633+47 TO STA. 637+70 = 431 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 627+65 TO STA. 628+14 = 51 LIN. FT.
SOLID YELLOW STA. 628+90 TO STA. 634+05 = 539 LIN. FT.
SOLID YELLOW STA. 633+47 TO STA. 652+26 = 1,927 LIN. FT.



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:35:09 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	291	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

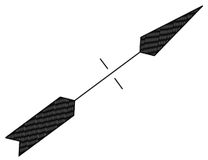
STAGE IC STEP I- RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 LT. STA. 640+83.04 TO STA. 708+75.68 = 6793 LIN. FT.

STAGE IC STEP I- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 653+28 TO STA. 657+27 = 402 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 650+05 TO STA. 660+61 = 1,063 LIN. FT.
SOLID YELLOW STA. 652+45 TO STA. 680+21 = 2,821 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	292	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP I- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 661+68 TO STA. 663+73 = 207 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 663+58 TO STA. 666+65 = 312 LIN. FT.

C.L. CONST. GREGORY ST.
EXIST. ROW
PROP. ROW
805+00
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP I- RELOCATE
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP I
END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +55.11
BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +54.21
T.C.E.
JOHN HARDEN DR.
C.L. CONST. JOHN HARDEN DR.
165+00
170+00
175+00
655+00
660+00
665+00
670+00
2 @ 11' LANES
12' SHLDR.
2' 4' SHLDR.
C.L. CONST. HWY. 67
C.L. CONST. T.P. WHITE DR.
T.P. WHITE DR.
80+00
865+00
TRAFFIC DRUMS @ 40' SPACING 8 TOTAL - STAGE IC STEP I
TRAFFIC DRUMS @ 40' SPACING 38 TOTAL - STAGE IC STEP I
C.L. CONST. N. BAILEY BLVD.
N. BAILEY BLVD.
BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +01.74
201+00

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP I- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 176+01.74 TO STA. 193+68.06 = 1860 LIN. FT.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	293	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP I - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SKIP WHITE STA. 673+39 TO STA. 680+19 = 678 LIN. FT.
T.P. WHITE DR.
SKIP WHITE STA. 680+21 TO STA. 683+21 = 310 LIN. FT.
SOLID WHITE STA. 673+77 TO STA. 677+14 = 340 LIN. FT.
SOLID YELLOW STA. 675+36 TO STA. 676+68 = 190 LIN. FT.
SOLID YELLOW STA. 676+62 TO STA. 677+14 = 90 LIN. FT.

STATE OF ARKANSAS
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TRAFFIC DRUMS @ 40' SPACING 6 TOTAL - STAGE IC STEP I

END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +01.44

BEGIN TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +78.65

PROP. ROW

TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP I

TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP I - RELOCATE

C.L. CONST. JOHN HARDEN DR.

ENTR. TO WALMART

PI 11+17.48 WALMART DR.

TRAFFIC DRUMS @ 40' SPACING 8 TOTAL STAGE IC STEP I

END TEMP. PVMT. C.L. CONST. JOHN HARDEN DR. +29.74

R3-7R (30" X 30")

RIGHT LANE MUST TURN RIGHT

T.C.E.

JOHN HARDEN DR.

10'

22'

2 @ 11' LANES

180+00

185+00

190+00

2' SHLDR.

670+00

675+00

680+00

685+00

2 @ 11' LANES

22' 4' SHLDR.

C.L. CONST. HWY. 67

T.P. WHITE DR

180+00

185+00

10'

T.C.E.

PROP. ROW

C.L. CONST. T.P. WHITE DR.

P.D.E.

TRAFFIC DRUMS @ 40' SPACING 9 TOTAL STAGE IC STEP I

EXIST. ROW

TRAFFIC DRUMS @ 40' SPACING 37 TOTAL STAGE IC STEP I

N. 1ST ST.

315+00

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	294	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

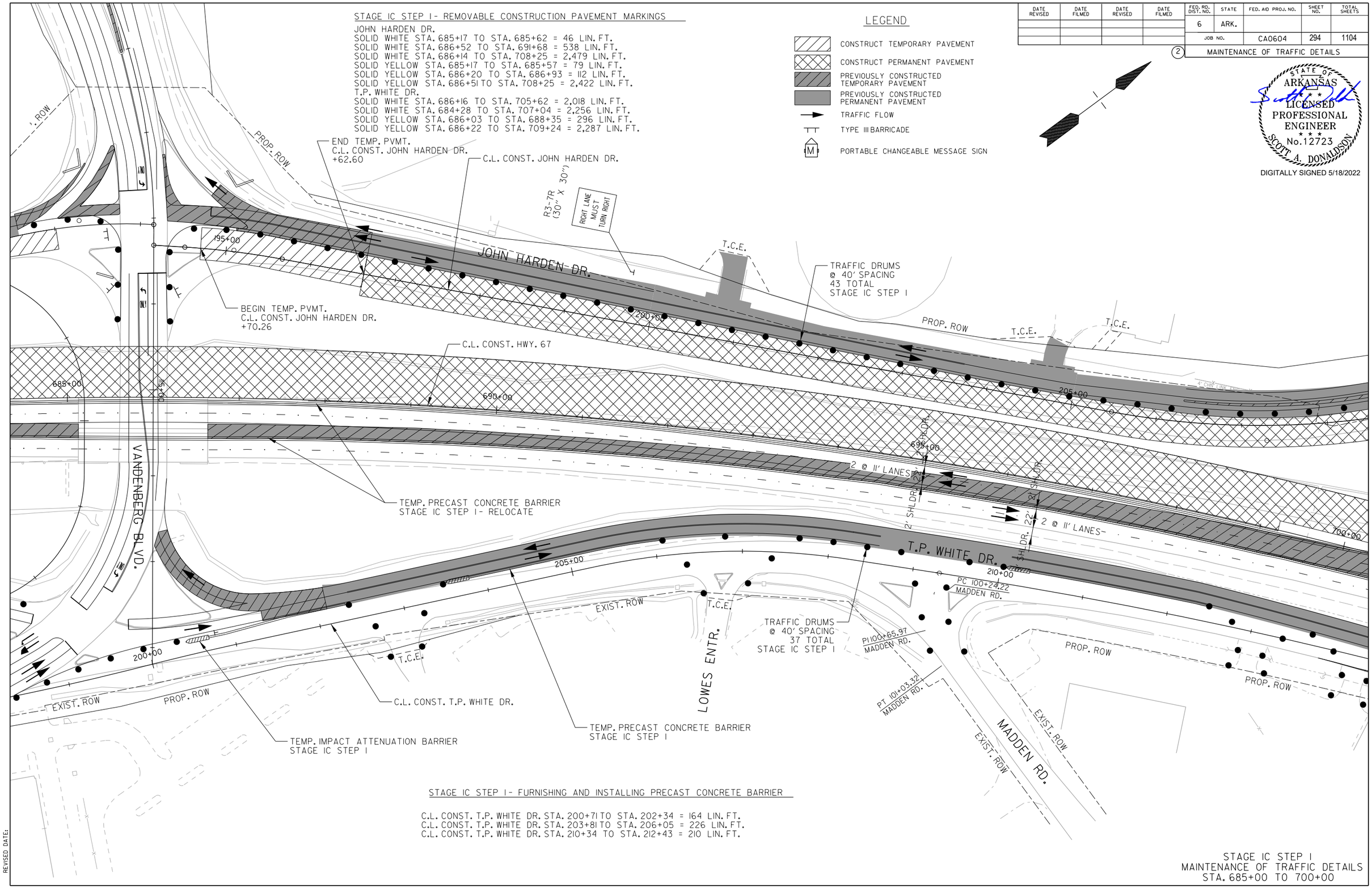
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP I - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 685+17 TO STA. 685+62 = 46 LIN. FT.
SOLID WHITE STA. 686+52 TO STA. 691+68 = 538 LIN. FT.
SOLID WHITE STA. 686+14 TO STA. 708+25 = 2,479 LIN. FT.
SOLID YELLOW STA. 685+17 TO STA. 685+57 = 79 LIN. FT.
SOLID YELLOW STA. 686+20 TO STA. 686+93 = 112 LIN. FT.
SOLID YELLOW STA. 686+51 TO STA. 708+25 = 2,422 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 686+16 TO STA. 705+62 = 2,018 LIN. FT.
SOLID WHITE STA. 684+28 TO STA. 707+04 = 2,256 LIN. FT.
SOLID YELLOW STA. 686+03 TO STA. 688+35 = 296 LIN. FT.
SOLID YELLOW STA. 686+22 TO STA. 709+24 = 2,287 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



STAGE IC STEP I - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 200+71 TO STA. 202+34 = 164 LIN. FT.
C.L. CONST. T.P. WHITE DR. STA. 203+81 TO STA. 206+05 = 226 LIN. FT.
C.L. CONST. T.P. WHITE DR. STA. 210+34 TO STA. 212+43 = 210 LIN. FT.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	295	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

SEE STAGE IC STEP I
1st ST. CONNECTION & JOHN HARDEN DR.
SHEET FOR ADDITIONAL INFORMATION

C.L. CONST. JOHN HARDEN DR.
PROP. ROW
N. 1ST ST.
210+00
ONLY
(R3-5 (30" X 36")
TRAFFIC DRUMS
@ 40' SPACING
21 TOTAL
STAGE IC STEP I
700+00
2 @ 11' LANES
2' SHLDR.
T.P. WHITE DR. 215+00
11' SHLDR. 22'
2 @ 11' LANES
20' SHLDR. 22'
PROP. ROW
TEMP. PRECAST
CONCRETE BARRIER
STAGE IC STEP I - RELOCATE
T.C.E.
T.C.E.
W1-2R (48" X 48")
STA. 705+05.30 C.L. CONST. HWY. 67
END CONSTRUCTION
C.L. CONST. HWY. 67
705+00
PROP. ROW
35+00
JOHN HARDEN DR.
W1-4L (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
T.C.E.
W21-5A (48" X 48")
LEFT SHOULDER CLOSED
NEXT 2.0 MILES
W7-3A (30" X 24")
EXIST. ROW
710+00
720' TAPER
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
NEXT 2.0 MILES
W7-3A (30" X 24")
Gregory St
Vandenberg Blvd
T.C.E.
RIGHT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
T.C.E.
T.C.E.
40+00
715+00
LEFT SHOULDER CLOSED 500 FT.
LANE ENDS MERGE LEFT
ROAD WORK AHEAD
W20-1 (48" X 48")
W21-5B (48" X 48")
W9-2L (48" X 48")
220+00
EXIST. ROW
225+00
PROP. ROW
C.L. CONST. T.P. WHITE DR.
TRAFFIC DRUMS
@ 40' SPACING
53 TOTAL - STAGE IC STEP I

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP I - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 701+18.48 TO STA. 707+79.45 = 752 LIN. FT.
C.L. CONST. T.P. WHITE DR. STA. 216+36 TO STA. 218+00 = 164 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP I - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 701+61 TO STA. 702+58 = 132 LIN. FT.
SOLID WHITE STA. 702+64 TO STA. 702+70 = 144 LIN. FT.
SOLID WHITE STA. 702+46 TO STA. 708+18 = 731 LIN. FT.
SB EXIT RAMP
SOLID WHITE STA. 701+61 TO STA. 725+00 = 2,447 LIN. FT.
SOLID YELLOW STA. 700+54 TO STA. 711+78 = 1,195 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 704+28 TO STA. 706+37 = 209 LIN. FT.

STAGE IC STEP I
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

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WORKSPACE: AHTD
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REVISED DATE:

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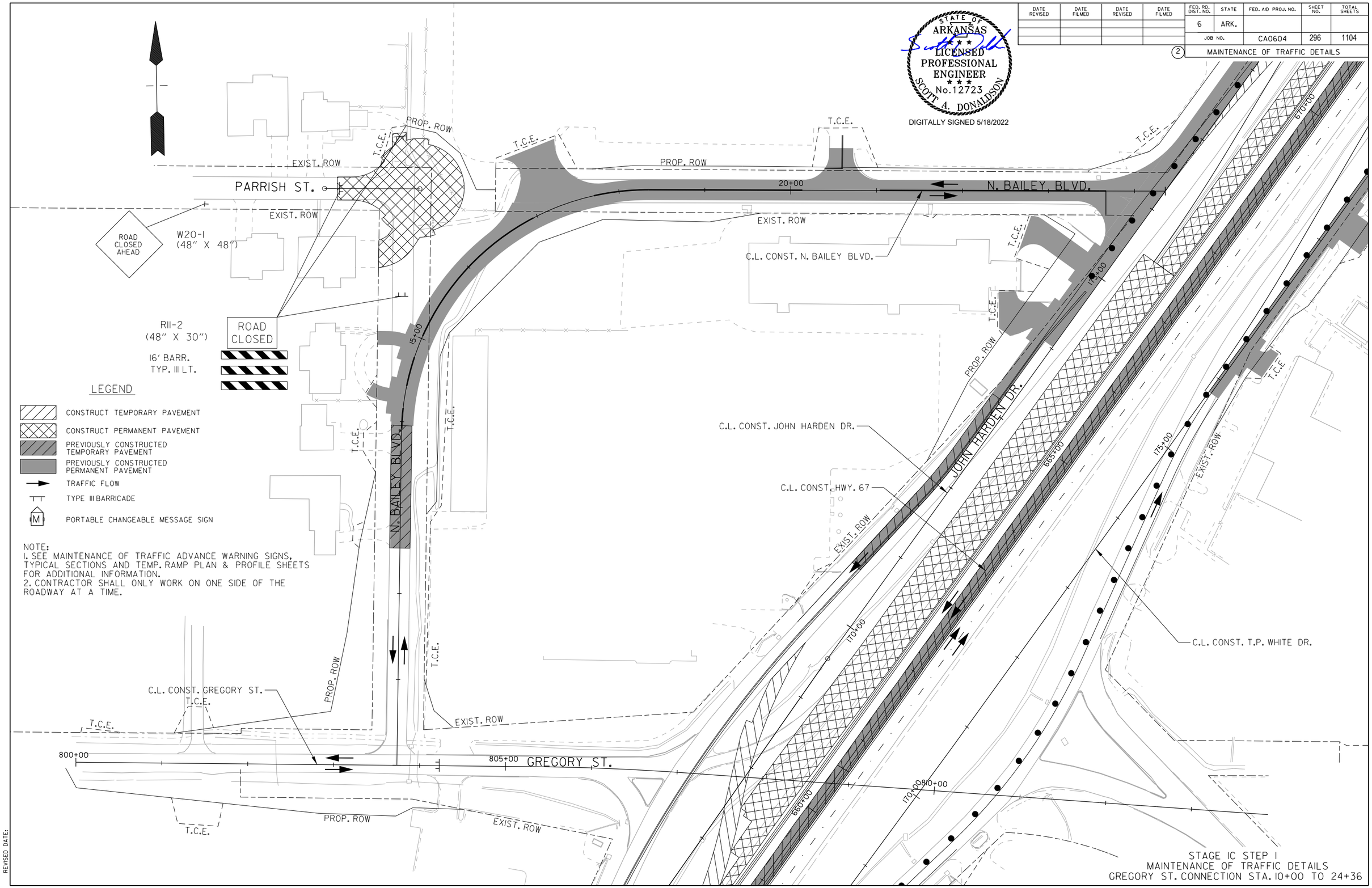
				6	ARK.			
				JOB NO.		CA0604	296	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.

STAGE IC STEP 1
MAINTENANCE OF TRAFFIC DETAILS
GREGORY ST. CONNECTION STA. 10+00 TO 24+36

SADonaldson 5/11/2022 8:35:15 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	297	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

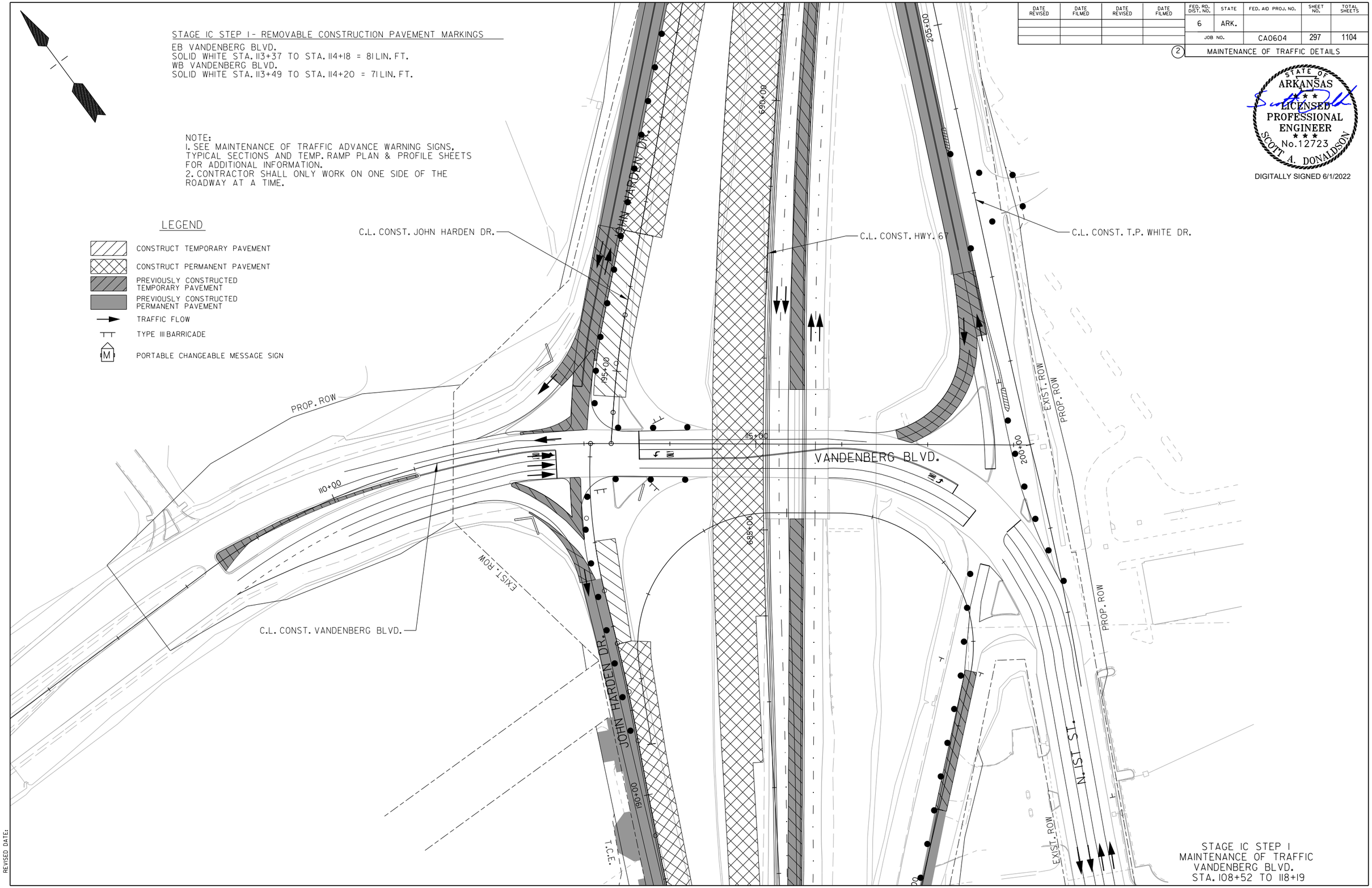
STAGE IC STEP 1- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

EB VANDENBERG BLVD.
SOLID WHITE STA. 113+37 TO STA. 114+18 = 81 LIN. FT.
WB VANDENBERG BLVD.
SOLID WHITE STA. 113+49 TO STA. 114+20 = 71 LIN. FT.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



STATE OF ARKANSAS
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SCOTT A. DONALDSON
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STAGE IC STEP 1
MAINTENANCE OF TRAFFIC
VANDENBERG BLVD.
STA. 108+52 TO 118+19

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WORKSPACE: AHTD
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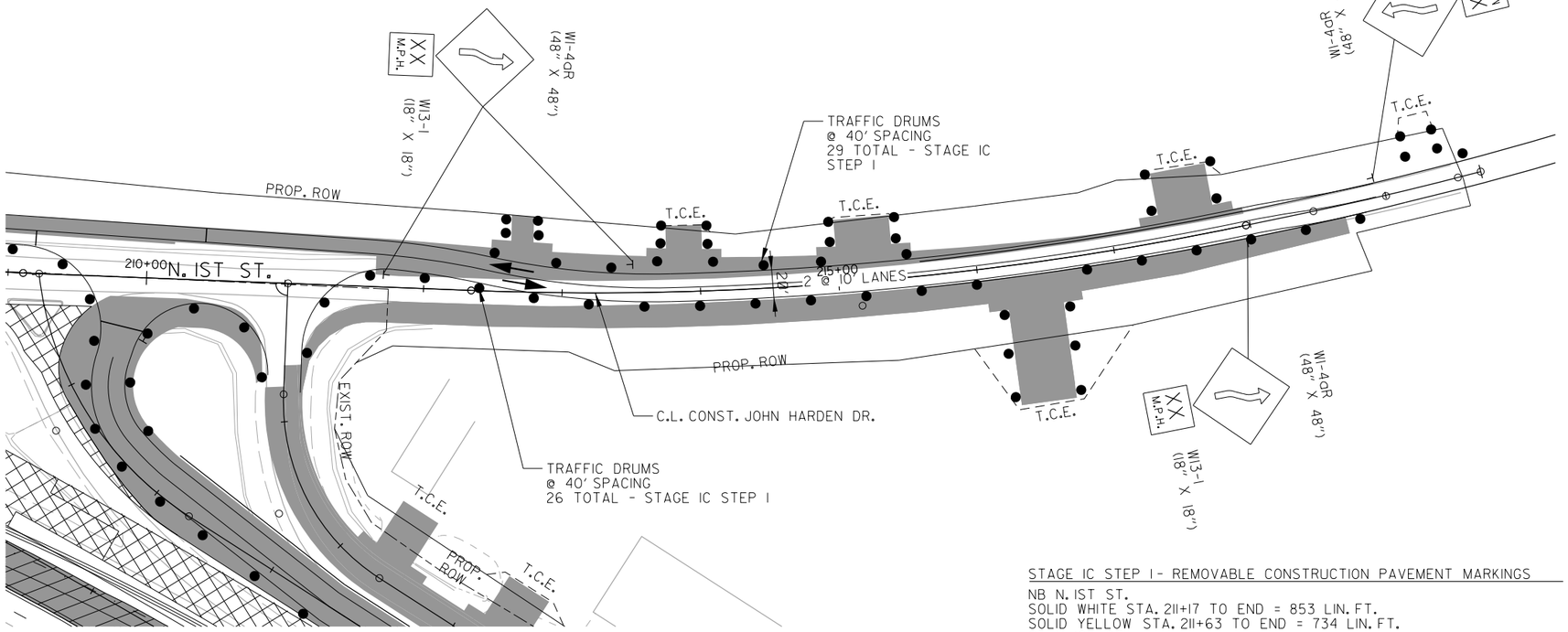
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	298	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 6/1/2022

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN



STAGE IC STEP 1 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

NB N. IST ST.
SOLID WHITE STA. 211+17 TO END = 853 LIN. FT.
SOLID YELLOW STA. 211+63 TO END = 734 LIN. FT.
SB N. IST ST.
SOLID WHITE STA. 211+63 TO END = 731 LIN. FT.

STAGE IC STEP 1
MAINTENANCE OF TRAFFIC
JOHN HARDEN DR.
STA. 210+00 TO END

SADonaldson 5/31/2022 7:50:43 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	299	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

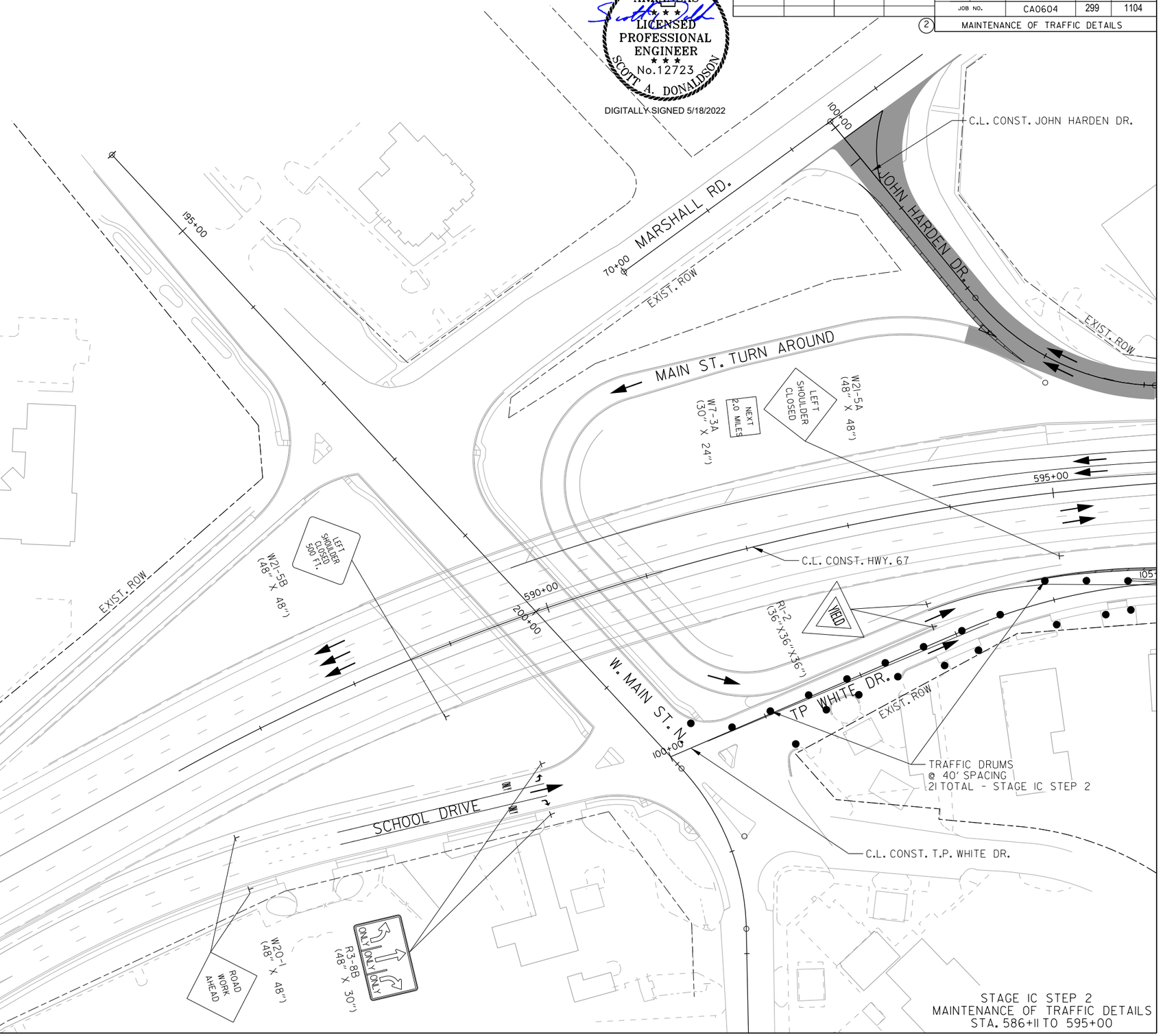
LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SOLID WHITE STA. 589+79 TO STA. 611+65 = 2,183 LIN. FT.
SOLID WHITE STA. 593+87 TO STA. 600+00 = 618 LIN. FT.
SOLID YELLOW STA. 593+91 TO STA. 600+00 = 612 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.



STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	300	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 603+54.19 TO STA. 608+25.76 = 472 LIN. FT.

STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 603+14 TO STA. 607+54 = 440 LIN. FT.
SOLID YELLOW STA. 607+54 TO STA. 612+20 = 470 LIN. FT.

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

C.L. CONST. HWY. 67
TEMP. IMPACT ATTENUATION BARRIER STAGE IC STEP 2 - RETAIN
W1-4R (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2 - RETAIN
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2
C.L. CONST. JOHN HARDEN DR.
TEMP. IMPACT ATTENUATION BARRIER STAGE IC STEP 2
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III RT.
TRAFFIC DRUMS @ 40' SPACING 10 TOTAL - STAGE IC STEP 2
JOHN HARDIN DR.
T.C.E.
EXIST. ROW
PROP. ROW
105+00
JOHN HARDEN DR.
110+00
115+00
595+00
600+00
605+00
610+00
2' SHLDR.
2 @ 11' LANES
265' TAPER
445' ACCEL. LANE
T.P. WHITE DR.
10'
RAMADA
James St
W4-1 (48" X 48")
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2 - RETAIN
TRAFFIC DRUMS @ 40' SPACING 26 TOTAL - STAGE IC STEP 2
YIELD
R1-2 (36" X 36" X 36")
C.L. CONST. T.P. WHITE DR.
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2 - RETAIN
TEMP. IMPACT ATTENUATION BARRIER STAGE IC STEP 2 - RETAIN

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR additional INFORMATION.

STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:35:18 PM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	301	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

EXIST. ROW
BRADEN ST.
EXIST. ROW
PI11+81.25 BRADEN ST.
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 5 TOTAL - STAGE IC STEP 2
EXIST. ROW
M3-1 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M6-2L (21" X 15")
SOUTH
67
167
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2 - RETAIN
C.L. CONST. JOHN HARDEN DR.
W1-4R (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III LT.
HILL ST.
EXIST. ROW
TRAFFIC DRUMS @ 40' SPACING 49 TOTAL - STAGE IC STEP 2
PC 10+25.37 N. JEFF DAVIS AVE.
PT 10+87.0
T.C.E.
T.C.E.
T.C.E.
PROP. ROW
EXIST. ROW
120+00
10+00
125+00
JOHN HARDEN DR.
130+00
PI10+65.01 N. JEFF DAVIS AVE.
610+00
615+00
620+00
625+00
14'
SHLDR. 2'
2 @ 11' LANES
SHLDR. 2'
SHLDR. 2'
2 @ 11' LANES
SHLDR. 2'
T.P. WHITE DR.
120+00
125+00
130+00
T.C.E.
T.C.E.
EXIST. ROW
PROP. ROW
PROP. ROW
W13-1 (24" X 24")
XX M.P.H.
W1-4R (48" X 48")
OM-3L (12"X 36")
TRAFFIC DRUMS @ 40' SPACING 6 TOTAL STAGE IC STEP 2
C.L. CONST. HWY. 67
TEMP. SHORING WALL STAGE IC STEP 2 - RETAIN
M6-3 (21" X 15")
167
M1-4 (30" X 24")
67
M1-4 (24" X 24")
NORTH
M3-1 (24" X 12")
TO
M4-5 (24" X 12")

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 619+11 TO STA. 621+14 = 204 LIN. FT.
SB EXIT RAMP
SOLID YELLOW STA. 622+11 TO STA. 635+98 = 1,389 LIN. FT.
SOLID WHITE STA. 623+84 TO STA. 640+83 = 1,700 LIN. FT.

STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	302	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

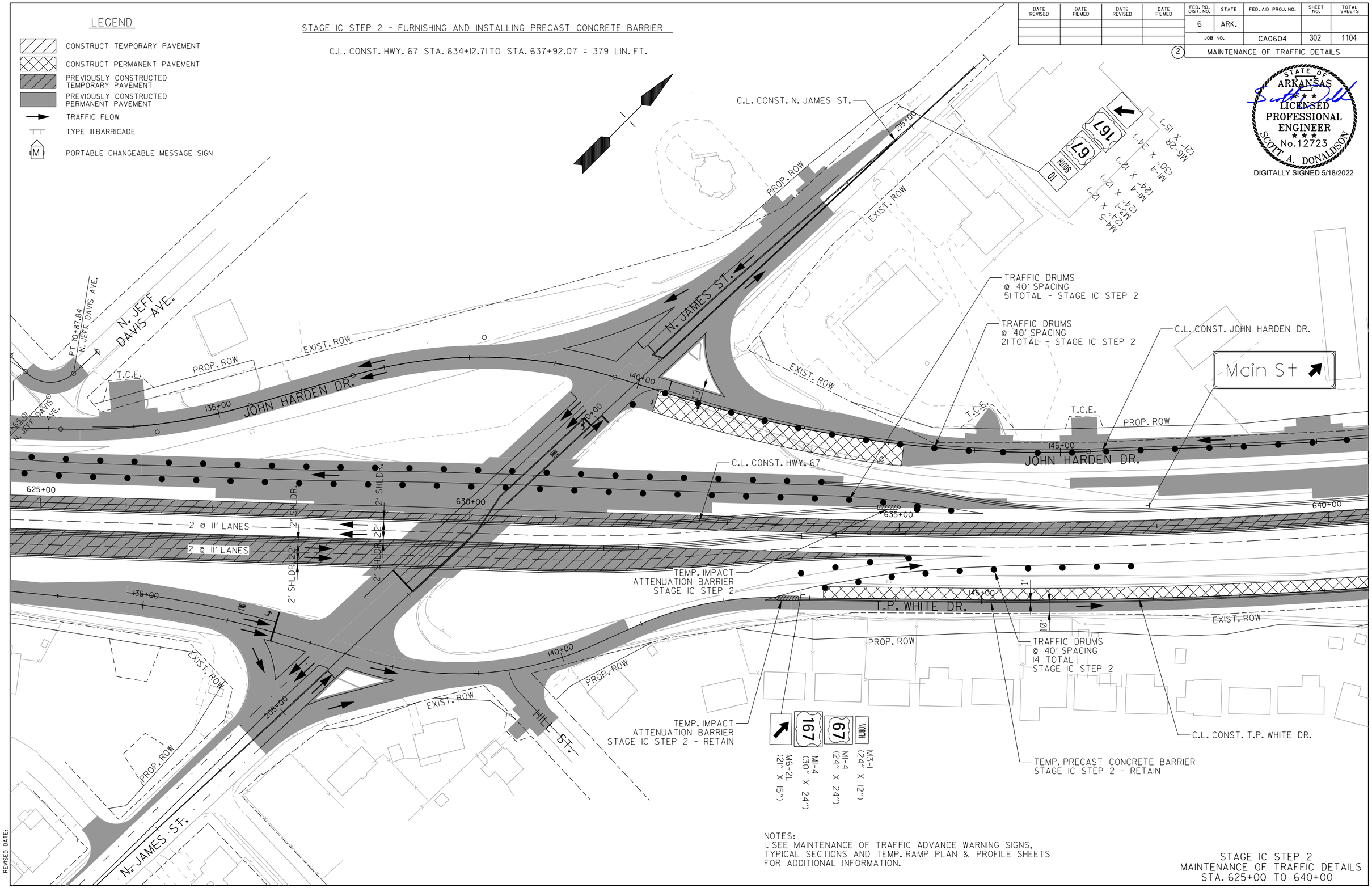
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 634+12.71 TO STA. 637+92.07 = 379 LIN. FT.



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	303	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

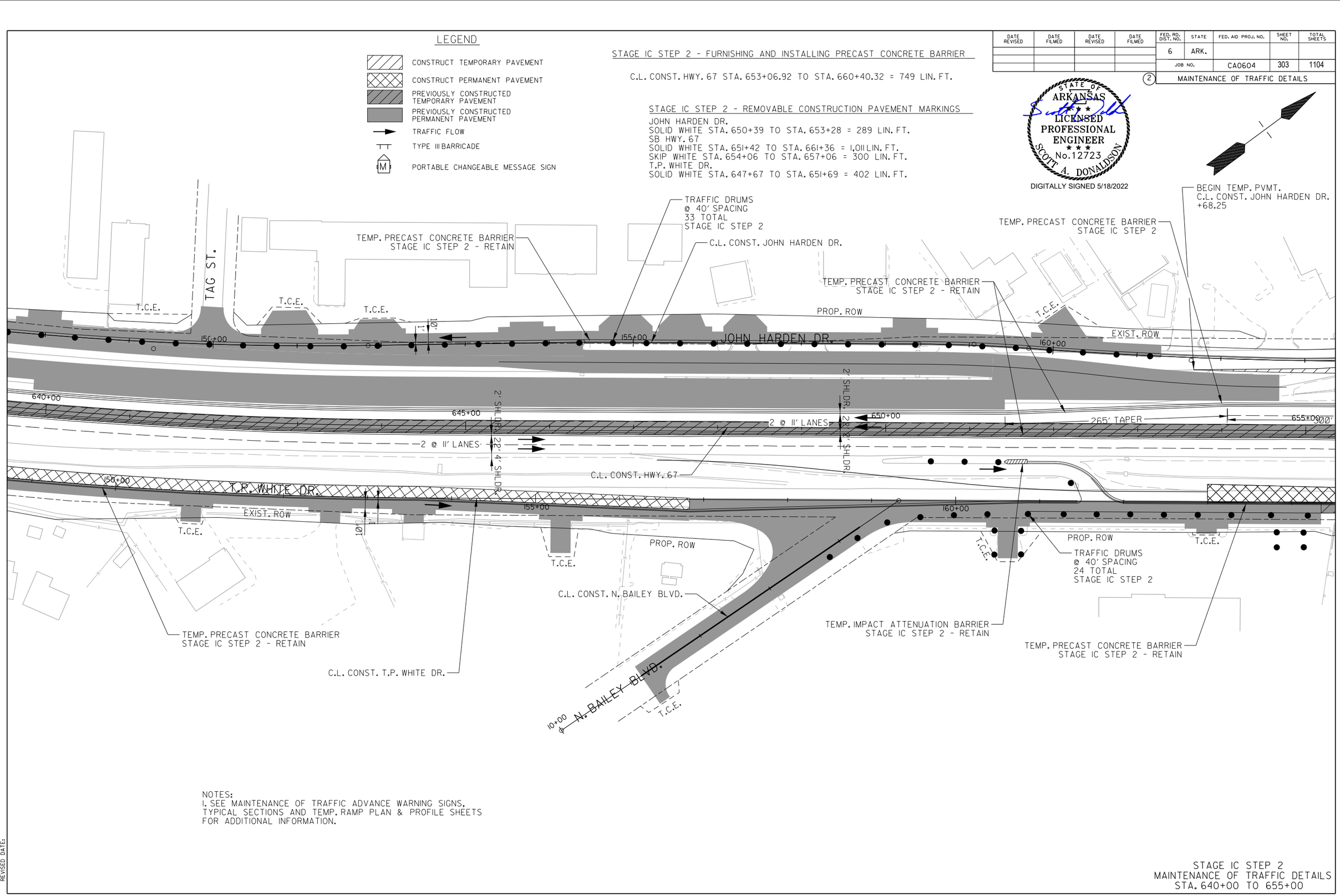
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 653+06.92 TO STA. 660+40.32 = 749 LIN. FT.

STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 650+39 TO STA. 653+28 = 289 LIN. FT.
SB HWY. 67
SOLID WHITE STA. 651+42 TO STA. 661+36 = 1,011 LIN. FT.
SKIP WHITE STA. 654+06 TO STA. 657+06 = 300 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 647+67 TO STA. 651+69 = 402 LIN. FT.



NOTES:
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STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	304	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
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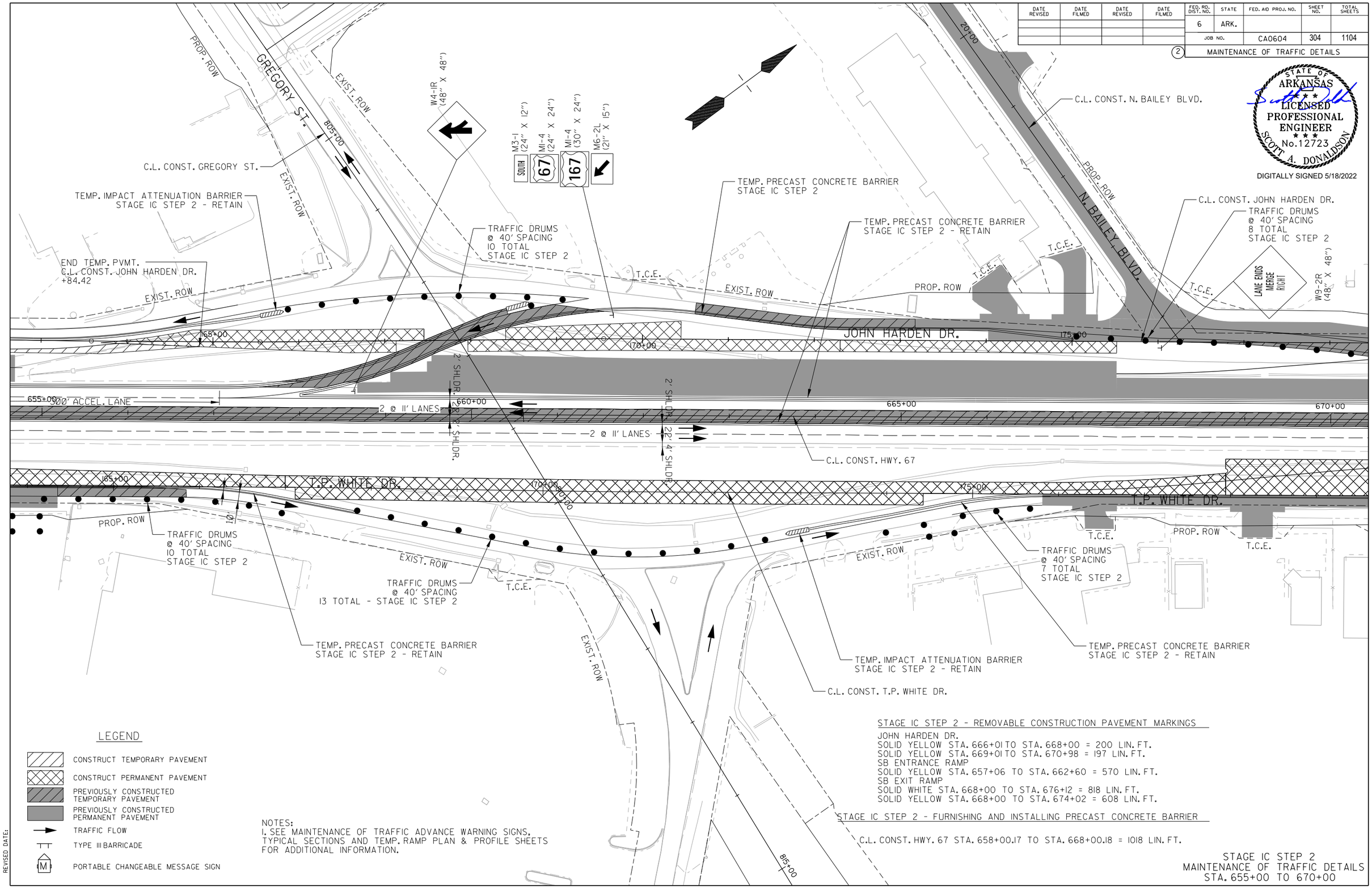

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 666+01 TO STA. 668+00 = 200 LIN. FT.
SOLID YELLOW STA. 669+01 TO STA. 670+98 = 197 LIN. FT.
SB ENTRANCE RAMP
SOLID YELLOW STA. 657+06 TO STA. 662+60 = 570 LIN. FT.
SB EXIT RAMP
SOLID WHITE STA. 668+00 TO STA. 676+12 = 818 LIN. FT.
SOLID YELLOW STA. 668+00 TO STA. 674+02 = 608 LIN. FT.

STAGE IC STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 658+00.17 TO STA. 668+00.18 = 1018 LIN. FT.

STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	305	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STAGE IC STEP 2 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 670+96.90 TO STA. 676+12.30 = 520 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

ROAD CLOSED

R11-2 (48" X 30")

16' BARR. TYP. III RT.

W1-4aR (48" X 48")

W13-1 (18" X 18")

XX M.P.H.

ENTR. TO WALMART

PI 11+17.48 WALMART DR.

TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2

C.L. CONST. JOHN HARDEN DR.

TRAFFIC DRUMS @ 40' SPACING 36 TOTAL - STAGE IC STEP 2

TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2 - RETAIN

T.C.E.

RIGHT LANE MUST TURN RIGHT

R3-7R (30" X 30")

JOHN HARDEN DR.

180+00 185+00 190+00

2 @ 11' LANES

22'

10'

2' SHLDR.

670+00 675+00 680+00 685+00

C.L. CONST. HWY. 67

T.P. WHITE DR.

180+00 185+00 190+00

22.4' SHLDR.

PROP. ROW

EXIST. ROW

TEMP. IMPACT ATTENUATION BARRIER STAGE IC STEP 2

C.L. CONST. T.P. WHITE DR.

TRAFFIC DRUMS @ 40' SPACING 10 TOTAL - STAGE IC STEP 2

TRAFFIC DRUMS @ 40' SPACING 9 TOTAL - STAGE IC STEP 2

P.I.D.E.

TRAFFIC DRUMS @ 40' SPACING 13 TOTAL - STAGE IC STEP 2

James St
Gregory St

N. IST ST.

315+00

NOTES:
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STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	306	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
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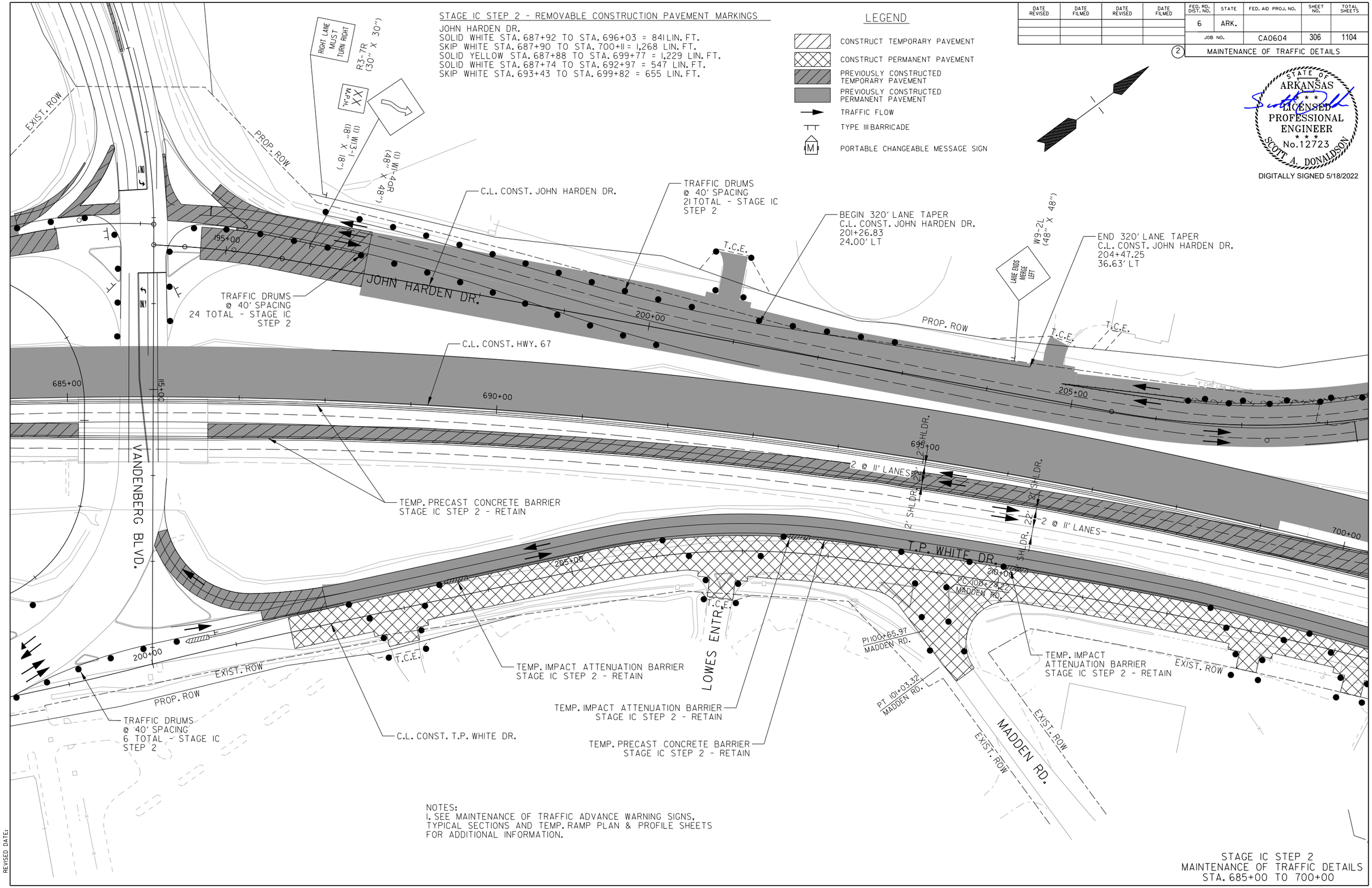
STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 687+92 TO STA. 696+03 = 841 LIN. FT.
SKIP WHITE STA. 687+90 TO STA. 700+11 = 1,268 LIN. FT.
SOLID YELLOW STA. 687+88 TO STA. 699+77 = 1,229 LIN. FT.
SOLID WHITE STA. 687+74 TO STA. 692+97 = 547 LIN. FT.
SKIP WHITE STA. 693+43 TO STA. 699+82 = 655 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	307	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STA. 705+05.30 C.L. CONST. HWY. 67
END CONSTRUCTION

C.L. CONST. JOHN HARDEN DR.
MATCHLINE A-A
PROP. ROW
N. IST ST.
W6-2AP (24" X 12")
W9-1R (36" X 36")
500 FT
RIGHT LANE ENDS
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 2 - RETAIN
C.L. CONST. HWY. 67
W1-4L (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
T.C.E.
PROP. ROW
EXIST. ROW
JOHN HARDEN DR.
35+00
40+00
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
NEXT 2.0 MILES
W7-3A (30" X 24")
RIGHT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
LANE ENDS MERGE LEFT
W9-2L (48" X 48")
Vandenberg Blvd
700+00
705+00
710+00
715+00
720' TAPER
2' SHLDR.
2 @ 11' LANES
20' SHLDR. 22'
11' SHLDR.
T.P. WHITE DR.
220+00
225+00
LEFT SHOULDER CLOSED
LEFT SHOULDER CLOSED 500 FT.
ROAD WORK AHEAD
W20-1 (48" X 48")
TRAFFIC DRUMS @ 40' SPACING 14 TOTAL - STAGE IC STEP 2
C.L. CONST. T.P. WHITE DR.
TEMP. IMPACT ATTENUATION BARRIER STAGE IC STEP 2 - RETAIN
TRAFFIC DRUMS @ 40' SPACING 38 TOTAL - STAGE IC STEP 2 RETAIN FROM STAGE IC STEP 1

C.L. CONST. JOHN HARDEN DR.
MATCHLINE A-A
215+00
N. IST ST.
R11-2 (48" X 30")

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB EXIT RAMP
SOLID YELLOW STA. 705+05 TO STA. 712+65 = 760 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 2
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	308	1104

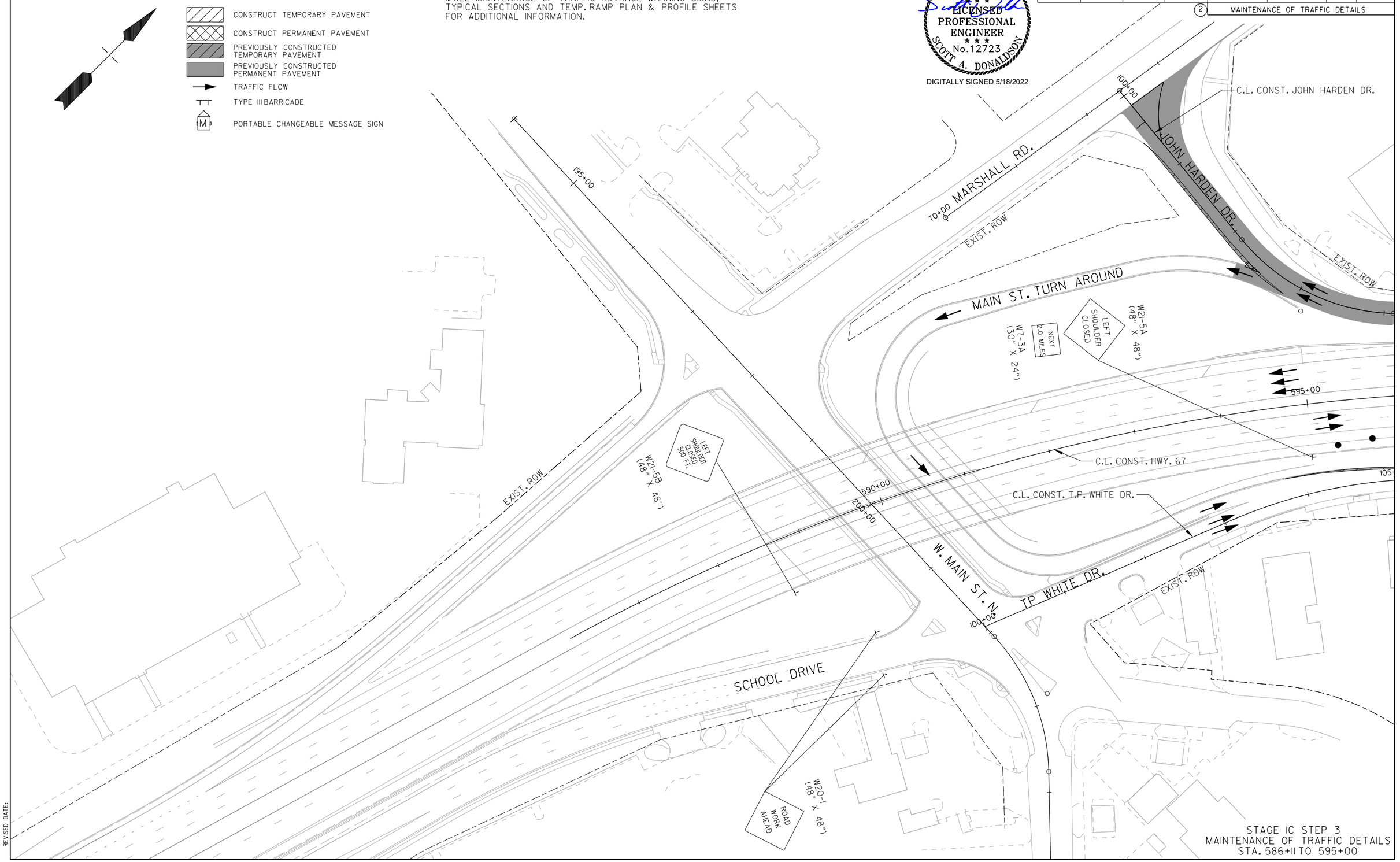
(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	309	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP 3 - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 112+27.39 TO STA. 129+36.26 = 1709 LIN. FT.

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB ENTRANCE RAMP
SOLID YELLOW STA. 598+79 TO STA. 610+14 = 1,115 LIN. FT.
SB HWY. 67
SOLID WHITE STA. 597+23 TO STA. 607+54 = 1,013 LIN. FT.
SKIP WHITE STA. 597+23 TO STA. 600+00 = 277 LIN. FT.
SOLID YELLOW STA. 597+24 TO STA. 600+00 = 277 LIN. FT.
NB HWY. 67
SOLID YELLOW STA. 596+50 TO STA. 605+43 = 870 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 599+79 TO STA. 602+81 = 280 LIN. FT.
SOLID YELLOW STA. 605+35 TO STA. 606+46 = 111 LIN. FT.

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

JOHN HARDEN DR.

T.P. WHITE DR.

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

JOHN HARDIN DR.

W1-4R (48" X 48")

W13-1 (24" X 24")

XX M.P.H.

TRAFFIC DRUMS @ 40' SPACING 50 TOTAL - STAGE IC STEP 3

TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 3 - RETAIN

PROP. ROW

EXIST. ROW

T.C.E.

105+00

110+00

115+00

595+00

600+00

605+00

610+00

2 SHLDR. 2' 2 @ 11' LANES

W9-2R (48" X 48")

LANE ENDS MERGE RIGHT

LEFT SHOULDER CLOSED

W21-5A (48" X 48")

500 FT

W16-2AP (24" X 12")

LEFT LANE ENDS

W9-1L (36" X 36")

RAMADA

TRAFFIC DRUMS @ 40' SPACING 35 TOTAL - STAGE IC STEP 3

TEMP. IMPACT ATTENUATION BARRIER STAGE IC STEP 3 - RELOCATE

C.L. CONST. T.P. WHITE DR.

TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 3 - RELOCATE

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:35:26 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	310	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

EXIST. ROW
BRADEN ST.
EXIST. ROW
PLI+81.25 BRADEN ST.
T.C.E.
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 9 TOTAL STAGE IC STEP 3
EXIST. ROW
120+00
10+00
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 3 - RETAIN
C.L. CONST. JOHN HARDEN DR.
T.C.E.
JOHN HARDEN DR.
125+00
W1-4R (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
T.C.E.
PROP. ROW
EXIST. ROW
HILL ST.
TRAFFIC DRUMS @ 40' SPACING 20 TOTAL STAGE IC STEP 3
PC 10+25.37 N. JEFF DAVIS AVE.
PROP. ROW
EXIST. ROW
130+00
PLD+65.01 N. JEFF DAVIS AVE.
PT 10+87.0
610+00
615+00
620+00
625+00
2' SHLDR.
22'
2 @ 11' LANES
2' SHLDR.
120+00
125+00
EXIST. ROW
T.P. WHITE DR.
130+00
T.C.E.
T.C.E.
PROP. ROW
C.L. CONST. HWY. 67
W13-1 (24" X 24")
XX M.P.H.
W1-4R (48" X 48")
OM-3L (12"X 36")
TEMP. SHORING WALL STAGE IC STEP 3 - RETAIN
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 3 - RELOCATE
TRAFFIC DRUMS @ 40' SPACING 6 TOTAL STAGE IC STEP 3

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB EXIT RAMP
SOLID WHITE STA. 624+26 TO STA. 637+82 = 1,356 LIN. FT.
SOLID YELLOW STA. 623+83 TO STA. 635+84 = 1,202 LIN. FT.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	311	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 631+66 TO STA. 638+66 = 710 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 634+15 TO STA. 635+79 = 166 LIN. FT.

STAGE IC STEP 3 - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 634+26.77 TO STA. 637+81.85 = 355 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
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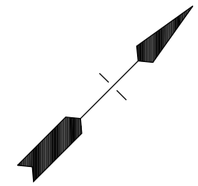

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:35:27 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	312	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

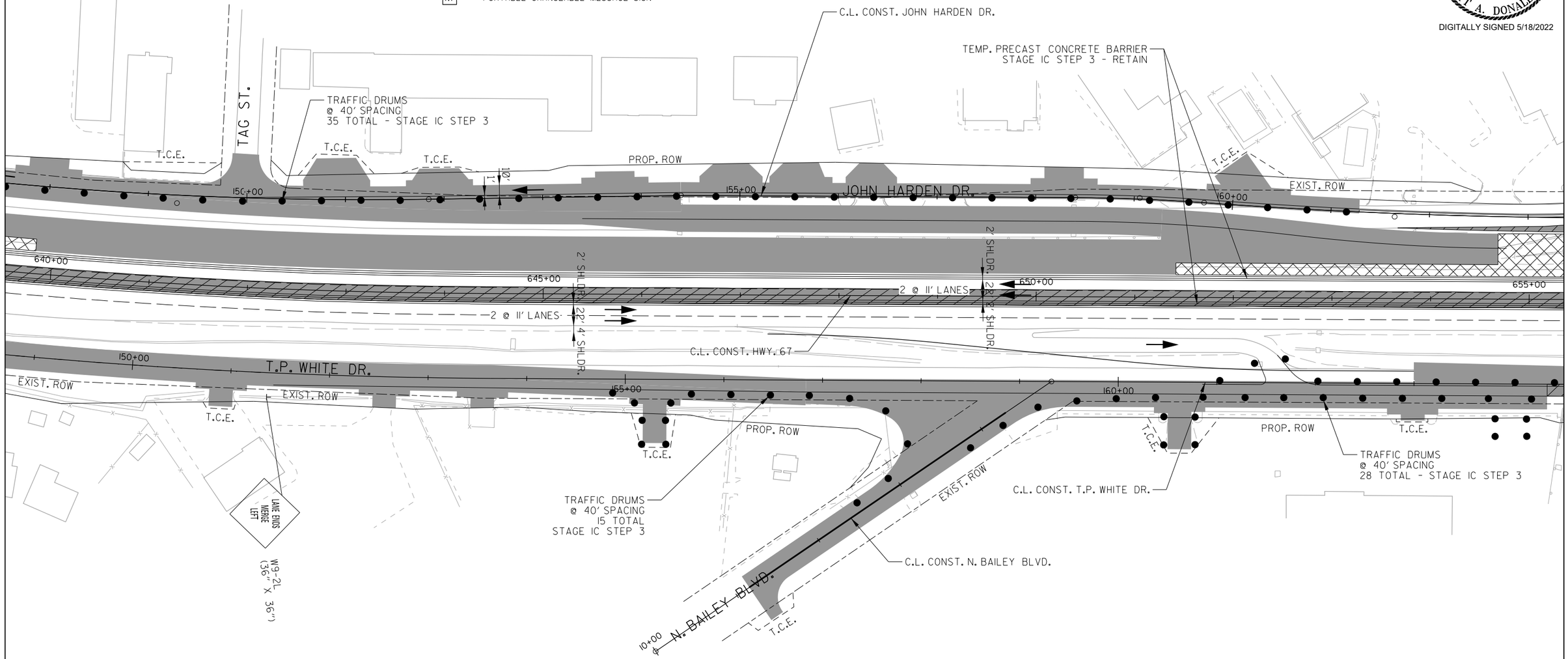
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SOLID WHITE STA. 651+42 TO STA. 657+06 = 564 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 642+30 TO STA. 651+69 = 942 LIN. FT.



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:35:28 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	313	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 661+68 TO STA. 663+73 = 207 LIN. FT.
SOLID YELLOW STA. 661+36 TO STA. 662+60 = 124 LIN. FT.
SOLID YELLOW STA. 666+01 TO STA. 670+97 = 497 LIN. FT.

STAGE IC STEP 3 - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. JOHN HARDEN DR. STA. 165+31.15 TO STA. 171+73.58 = 717 LIN. FT.

PROP. ROW
GREGORY ST.
805+00
EXIST. ROW
C.L. CONST. GREGORY ST.
EXIST. ROW
EXIST. ROW
T.C.E.
EXIST. ROW
C.L. CONST. JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER
STAGE IC STEP 3 - RELOCATE
TEMP. PRECAST CONCRETE BARRIER
STAGE IC STEP 3 - RETAIN
T.C.E.
T.C.E.
PROP. ROW
T.C.E.
PROP. ROW
N. BAILEY BLVD.
C.L. CONST. N. BAILEY BLVD.
JOHN HARDEN DR.
165+00
170+00
175+00
655+00
660+00
665+00
670+00
2' SHLDR.
2 @ 11' LANES
2' SHLDR.
2' SHLDR.
2 @ 11' LANES
2' SHLDR.
C.L. CONST. HWY. 67
T.P. WHITE DR.
165+00
170+00
175+00
T.P. WHITE DR.
PROP. ROW
10'
EXIST. ROW
T.C.E.
TRAFFIC DRUMS
@ 40' SPACING
40 TOTAL - STAGE IC STEP 3
EXIST. ROW
T.C.E.
PROP. ROW
T.C.E.
EXIST. ROW
TEMP. PRECAST CONCRETE BARRIER
STAGE IC STEP 3 - RETAIN
TEMP. IMPACT ATTENUATION BARRIER
STAGE IC STEP 3 - RETAIN
C.L. CONST. T.P. WHITE DR.
865+00

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR additional INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	314	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
SB HWY. 67
SOLID WHITE STA. 674+02 TO STA. 676+12 = 210 LIN. FT.

ENTR. TO WALMART
PI 11+17.48 WALMART DR.
C.L. CONST. JOHN HARDEN DR.
T.C.E.
PROP. ROW
RIGHT LANE MUST TURN RIGHT
R3-7R (30" X 30")
10'
180+00
22'
2 @ 11' LANES
185+00
TRAFFIC DRUMS @ 40' SPACING 34 TOTAL - STAGE IC STEP 3
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 3 - RETAIN
190+00
JOHN HARDEN DR.
EXIST. ROW
685+00
680+00
675+00
670+00
2' SHLDR.
22' 4' SHLDR.
C.L. CONST. HWY. 67
T.P. WHITE DR.
C.L. CONST. T.P. WHITE DR.
P.I.E.
TEMP. PRECAST CONCRETE BARRIER STAGE IC STEP 3 - RETAIN
TRAFFIC DRUMS @ 40' SPACING 13 TOTAL STAGE IC STEP 3
N. 1ST ST.
315+00

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:35:30 PM
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	315	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

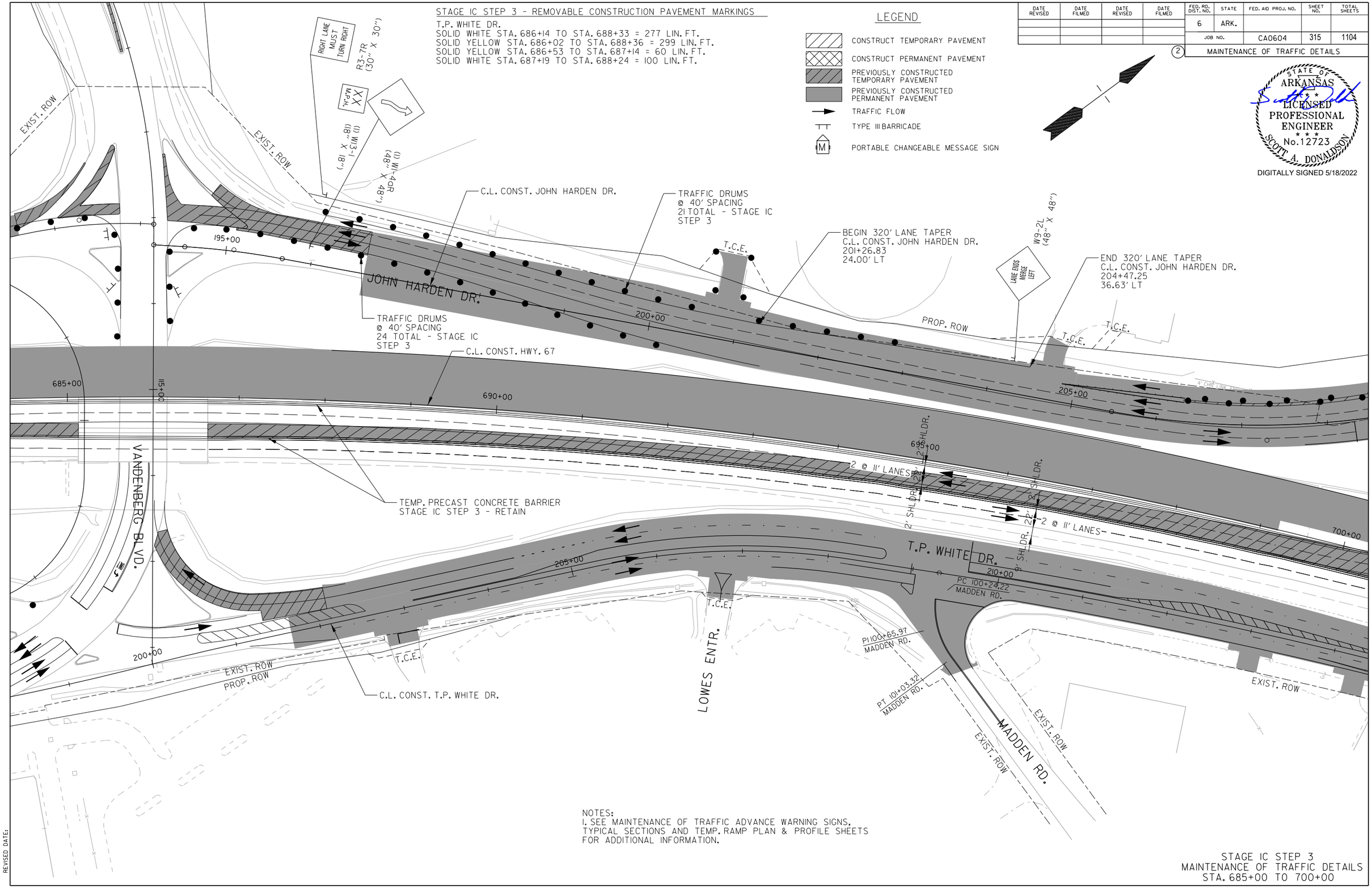
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STAGE IC STEP 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

T.P. WHITE DR.
SOLID WHITE STA. 686+14 TO STA. 688+33 = 277 LIN. FT.
SOLID YELLOW STA. 686+02 TO STA. 688+36 = 299 LIN. FT.
SOLID YELLOW STA. 686+53 TO STA. 687+14 = 60 LIN. FT.
SOLID WHITE STA. 687+19 TO STA. 688+24 = 100 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

SADonaldson 5/12/2022 3:06:24 PM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	316	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

C.L. CONST. JOHN HARDEN DR.
PROP. ROW
N. 1ST ST.
W16-2AP (24" X 12")
W9-1R (36" X 36")
RIGHT LANE ENDS
500 FT
210+00
PROP. ROW
TEMP. PRECAST CONCRETE BARRIER
STAGE IC STEP 3 - RETAIN
T.C.E.
T.C.E.
PROP. ROW
STA. 705+05.30 C.L. CONST. HWY. 67
END CONSTRUCTION
C.L. CONST. HWY. 67
W1-4L (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
EXIST. ROW
35+00
JOHN HARDEN DR.
40+00
W21-5A (48" X 48")
RIGHT SHOULDER CLOSED
NEXT 2.0 MILES
W7-3A (30" X 24")
RIGHT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")
T.C.E.
T.C.E.
T.C.E.
Vandenberg Blvd
LANE ENDS MERGE LEFT
W9-2L (48" X 48")
CONC.
CONC.
700+00
705+00
710+00
715+00
720' TAPER
2' SHLDR.
2 @ 11' LANES
20' SHLDR. 2'
2' SHLDR.
11' SHLDR. 22'
2 @ 11' LANES
T.P. WHITE DR.
215+00
220+00
225+00
EXIST. ROW
EXIST. ROW
C.L. CONST. T.P. WHITE DR.
W21-5A (48" X 48")
LEFT SHOULDER CLOSED
NEXT 2.0 MILES
W7-3A (30" X 24")
LEFT SHOULDER CLOSED 500 FT.
W21-5B (48" X 48")

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IC STEP 3
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/12/2022 3:05:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	317	1104

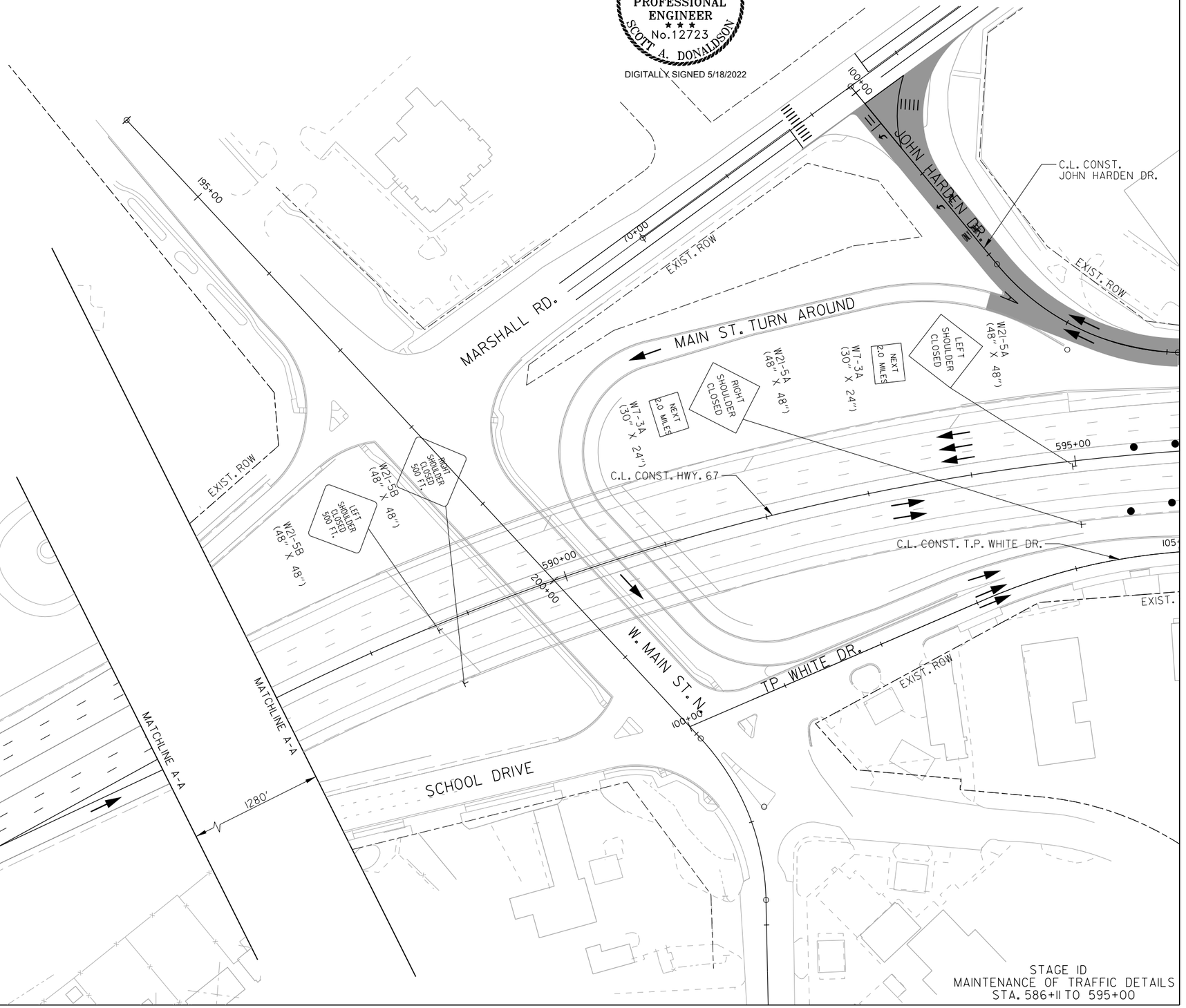
(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022



STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	318	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

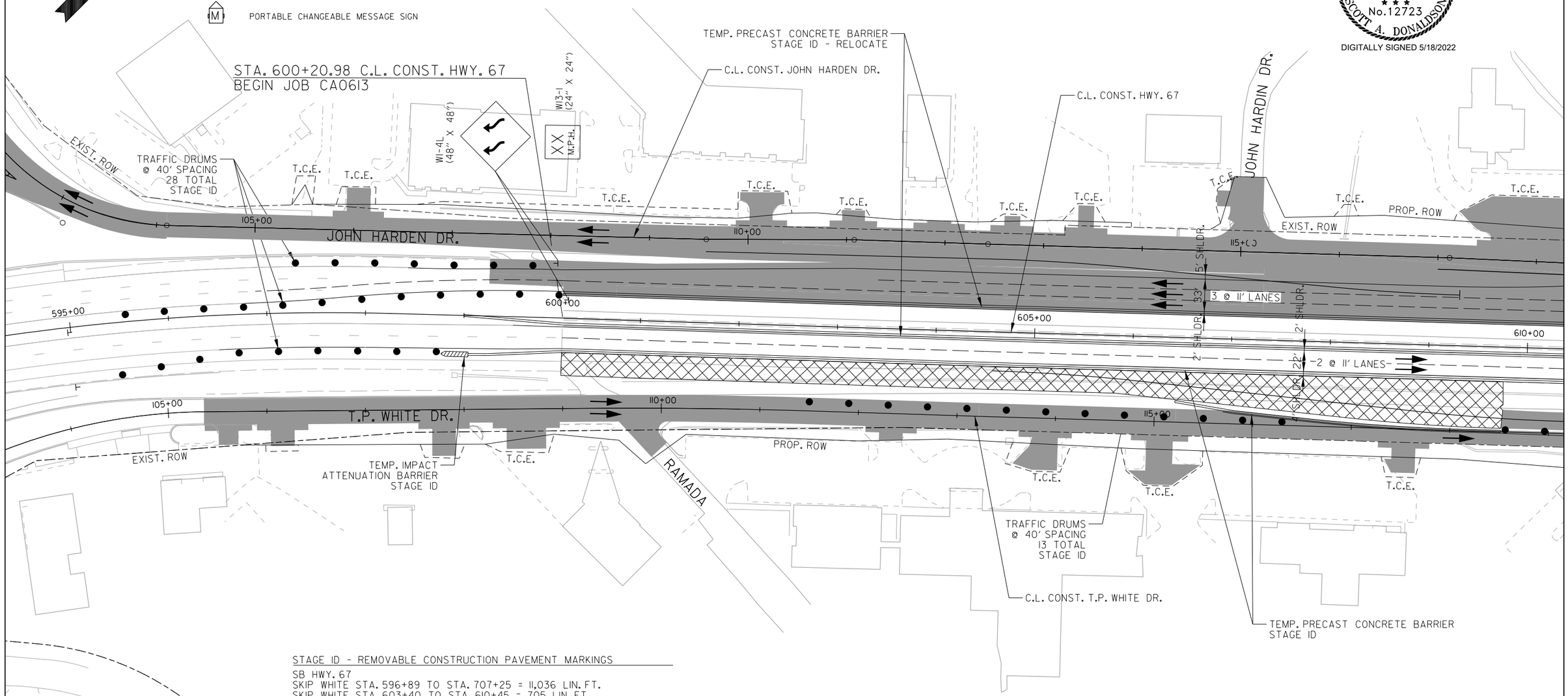
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE ID - RELOCATING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 LT. STA. 600+20.98 TO STA. 706+79.95 = 10667 LIN. FT.
C.L. CONST. HWY. 67 RT. STA. 598+99.96 TO STA. 705+05.34 = 10575 LIN. FT.

STAGE ID - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 599+04.95 TO STA. 635+07.83 = 3582 LIN. FT.



STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 596+89 TO STA. 707+25 = 11,036 LIN. FT.
SKIP WHITE STA. 603+40 TO STA. 610+45 = 705 LIN. FT.
SOLID WHITE STA. 598+42 TO STA. 610+96 = 1,254 LIN. FT.
SOLID YELLOW STA. 596+78 TO STA. 708+02 = 11,124 LIN. FT.
NB HWY. 67
SKIP WHITE STA. 600+00 TO STA. 706+04 = 10,604 LIN. FT.
SOLID WHITE STA. 596+50 TO STA. 617+46 = 1,846 LIN. FT.
SOLID YELLOW STA. 599+50 TO STA. 636+06 = 3,656 LIN. FT.
T.P. WHITE
SOLID YELLOW STA. 115+69 TO STA. 132+69 = 1,700 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL MAINTAIN ACCESS TO T.P. WHITE VIA TEMP. ACCESS RAMP UNLESS WORKING BETWEEN STA. 600+00 AND STA. 610+00. CONTRACTOR SHALL OPEN RAMP AS SHOWN IN STAGE IE AS SOON AS WORK IS COMPLETE. CONTRACTOR SHALL SIGN PREVIOUS EXIT FOR JAMES ST. EXIT WHILE WORK IS BEING COMPLETED.

NO
1. S
TY
FO

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:35:34 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	319	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

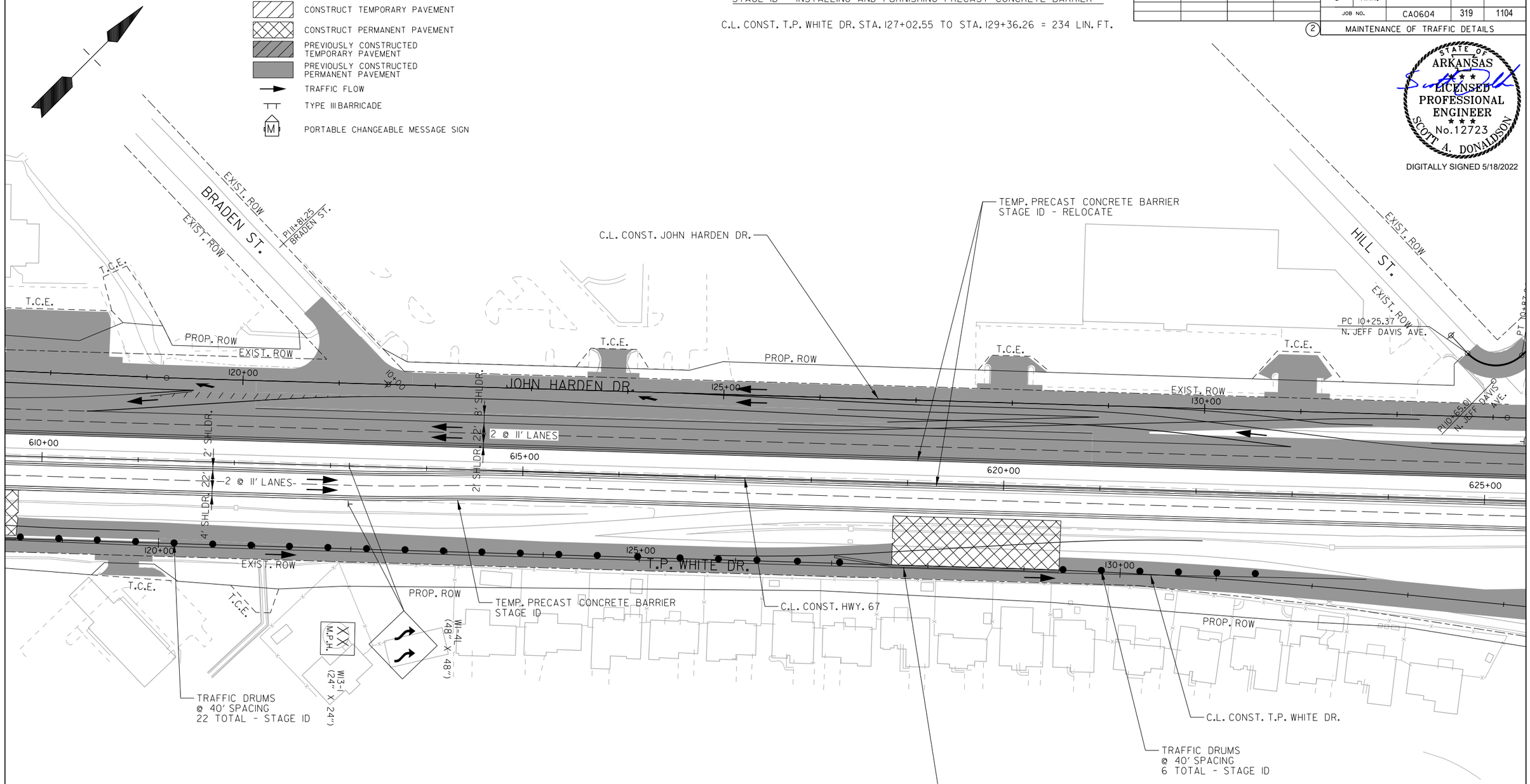
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE ID - INSTALLING AND FURNISHING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 127+02.55 TO STA. 129+36.26 = 234 LIN. FT.



STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SOLID WHITE STA. 610+45 TO STA. 622+97 = 1,252 LIN. FT.
SOLID WHITE STA. 623+64 TO STA. 652+01 = 2,837 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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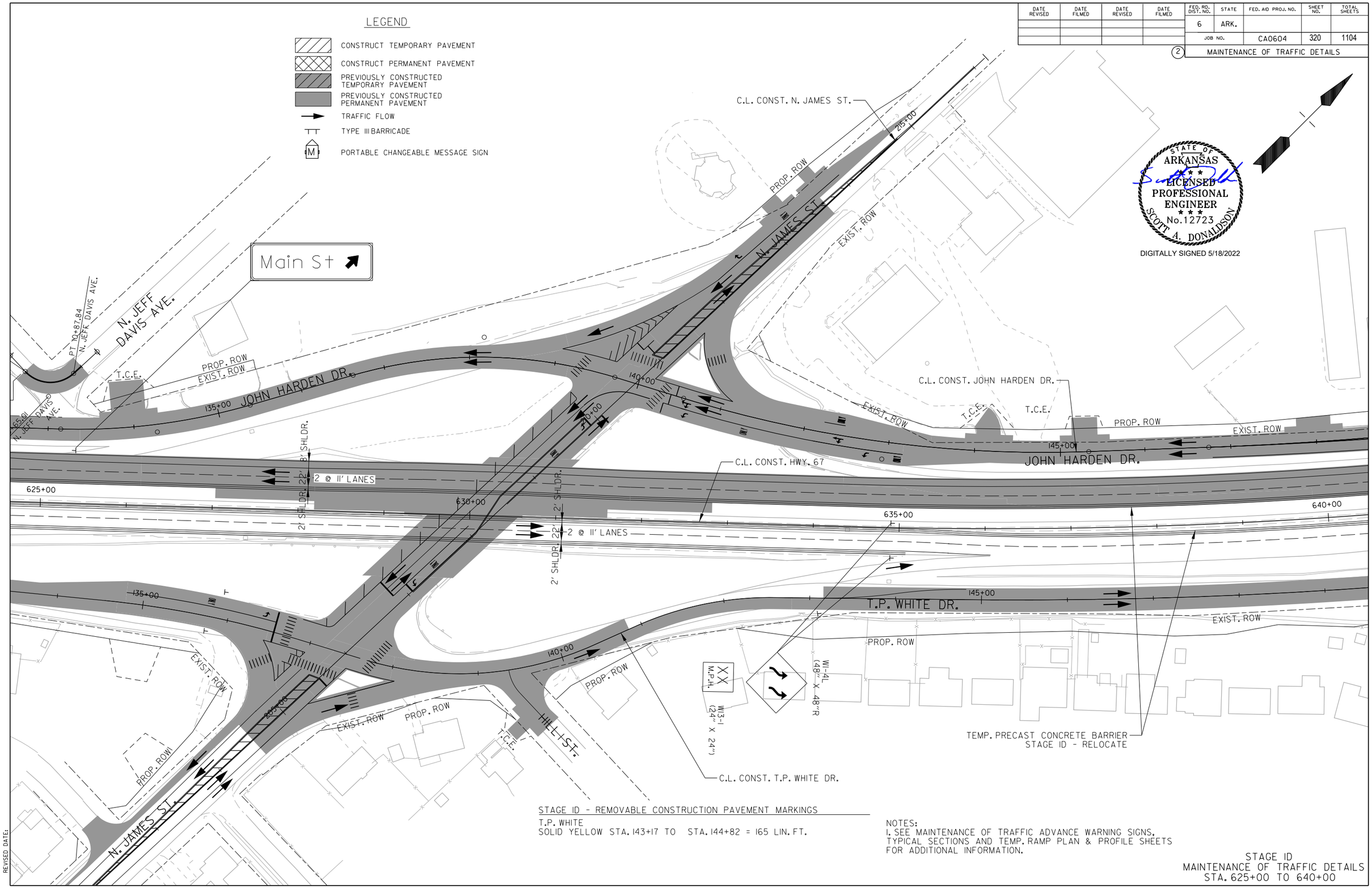
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	320	1104

(2) MAINTENANCE OF TRAFFIC DETAILS



STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

T.P. WHITE
SOLID YELLOW STA. 143+17 TO STA. 144+82 = 165 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:35:35 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	321	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE ID - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

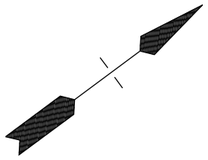
C.L. CONST. JOHN HARDEN DR. STA. 161+28.62 TO STA. 165+47.31 = 421 LIN. FT.

STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 159+18 TO STA. 175+60 = 1,642 LIN. FT.
SOLID YELLOW STA. 159+34 TO STA. 163+69 = 435 LIN. FT.
SB HWY. 67
SKIP WHITE STA. 653+33 TO STA. 668+91 = 1,558 LIN. FT.
SOLID WHITE STA. 652+66 TO STA. 669+25 = 1,659 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 160+88 TO STA. 175+81 = 1,493 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



James St

TEMP. PRECAST CONCRETE BARRIER STAGE ID - RELOCATE

C.L. CONST. JOHN HARDEN DR.

TEMP. PRECAST CONCRETE BARRIER STAGE ID

TAG ST.

T.C.E.

PROP. ROW

JOHN HARDEN DR.

150+00

155+00

160+00

640+00

645+00

650+00

655+00

8' SHLDR.

2 @ 11' LANES

2' SHLDR.

2' SHLDR.

2 @ 11' LANES

5' SHLDR.

C.L. CONST. HWY. 67

EXIST. ROW

C.L. CONST. N. BAILEY BLVD.

C.L. CONST. T.P. WHITE DR.

T.P. WHITE DR.

N. BAILEY BLVD.

10+00

ROAD CLOSED

R11-2 (48" X 30")

16' BARR. TYP. III RT.

TRAFFIC DRUMS @ 40' SPACING 18 TOTAL - STAGE ID

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:35:36 PM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	322	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

PROP. ROW
GREGORY ST.
EXIST. ROW
805+00
C.L. CONST. GREGORY ST.
EXIST. ROW
TEMP. PRECAST CONCRETE BARRIER STAGE ID
TRAFFIC DRUMS @ 40' SPACING 27 TOTAL - STAGE ID
C.L. CONST. JOHN HARDEN DR.
T.C.E.
EXIST. ROW
TEMP. PRECAST CONCRETE BARRIER STAGE ID
TRAFFIC DRUMS @ 40' SPACING 15 TOTAL - STAGE ID
T.C.E.
T.C.E.
PROP. ROW
EXIST. ROW
EXIST. ROW
N. BAILEY BLVD.
T.C.E.
C.L. CONST. N. BAILEY BLVD.
205+00
165+00
170+00
175+00
JOHN HARDEN DR.
8' SHLDR.
33'
3 @ 11' LANES
2' SHLDR.
22'
2 @ 11' LANES
5' SHLDR.
655+00
660+00
665+00
670+00
165+00
T.P. WHITE DR.
170+00
175+00
T.P. WHITE DR.
EXIST. ROW
EXIST. ROW
T.C.E.
PROP. ROW
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 30 TOTAL - STAGE ID
T.C.E.
TEMP. PRECAST CONCRETE BARRIER STAGE ID
TRAFFIC DRUMS @ 40' SPACING 11 TOTAL - STAGE ID
TEMP. PRECAST CONCRETE BARRIER STAGE ID
TEMP. PRECAST CONCRETE BARRIER STAGE ID - RELOCATE
C.L. CONST. HWY. 67
C.L. CONST. T.P. WHITE DR.
EXIST. ROW
815+00

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

STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 159+18 TO STA. 175+60 = 1,642 LIN. FT.
SOLID YELLOW STA. 159+34 TO STA. 163+69 = 435 LIN. FT.
SB HWY. 67
SKIP WHITE STA. 653+33 TO STA. 668+91 = 1,558 LIN. FT.
SOLID WHITE STA. 668+91 TO STA. 705+05 = 3,614 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 175+82 TO STA. 182+25 = 643 LIN. FT.

STAGE ID - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. T.P. WHITE DR. STA. 163+32.70 TO STA. 167+11.87 = 382 LIN. FT.
C.L. CONST. JOHN HARDEN DR. STA. 170+44.87 TO STA. 174+59.80 = 418 LIN. FT.
C.L. CONST. T.P. WHITE DR. STA. 173+82.78 TO STA. 175+81.13 = 199 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	323	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 185+17 TO STA. 193+75 = 858 LIN. FT.

STATE OF ARKANSAS
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SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART
PI 11+17.48 WALMART DR.
C.L. CONST. JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER STAGE ID - RELOCATE
TRAFFIC DRUMS @ 40' SPACING 16 TOTAL - STAGE ID
EXIST. ROW
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III RT.
R3-7R (30" X 30")
RIGHT LANE MUST TURN RIGHT
PROP. ROW
T.C.E.
JOHN HARDEN DR.
180+00
185+00
685+00
680+00
675+00
670+00
8' SHLDR.
22'
2 @ 11' LANES
2' SHLDR.
C.L. CONST. HWY. 67
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
T.C.E.
END 250' LANE TAPER C.L. CONST. T.P. WHITE DR. +25.00
BEGIN 250' LANE TAPER C.L. CONST. T.P. WHITE DR. +79.61 12.00' LT
TRAFFIC DRUMS @ 40' SPACING 22 TOTAL - STAGE ID
TRAFFIC DRUMS @ 40' SPACING 20 TOTAL - STAGE ID
P.D.E.
C.L. CONST. T.P. WHITE DR.
190+00
TURNAROUND
R11-2 (48" X 30")
ROAD CLOSED
ROAD CLOSED
R11-2 (48" X 30")
W1-6 (48" X 24")
W1-6 (48" X 24")
16' BARR. TYP. III LT.
16' BARR. TYP. III LT.
EXIST. ROW
N. 1ST ST.
EXIST. ROW
315+00
EXIST. ROW
Vandenberg Blvd

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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WORKSPACE: AHTD
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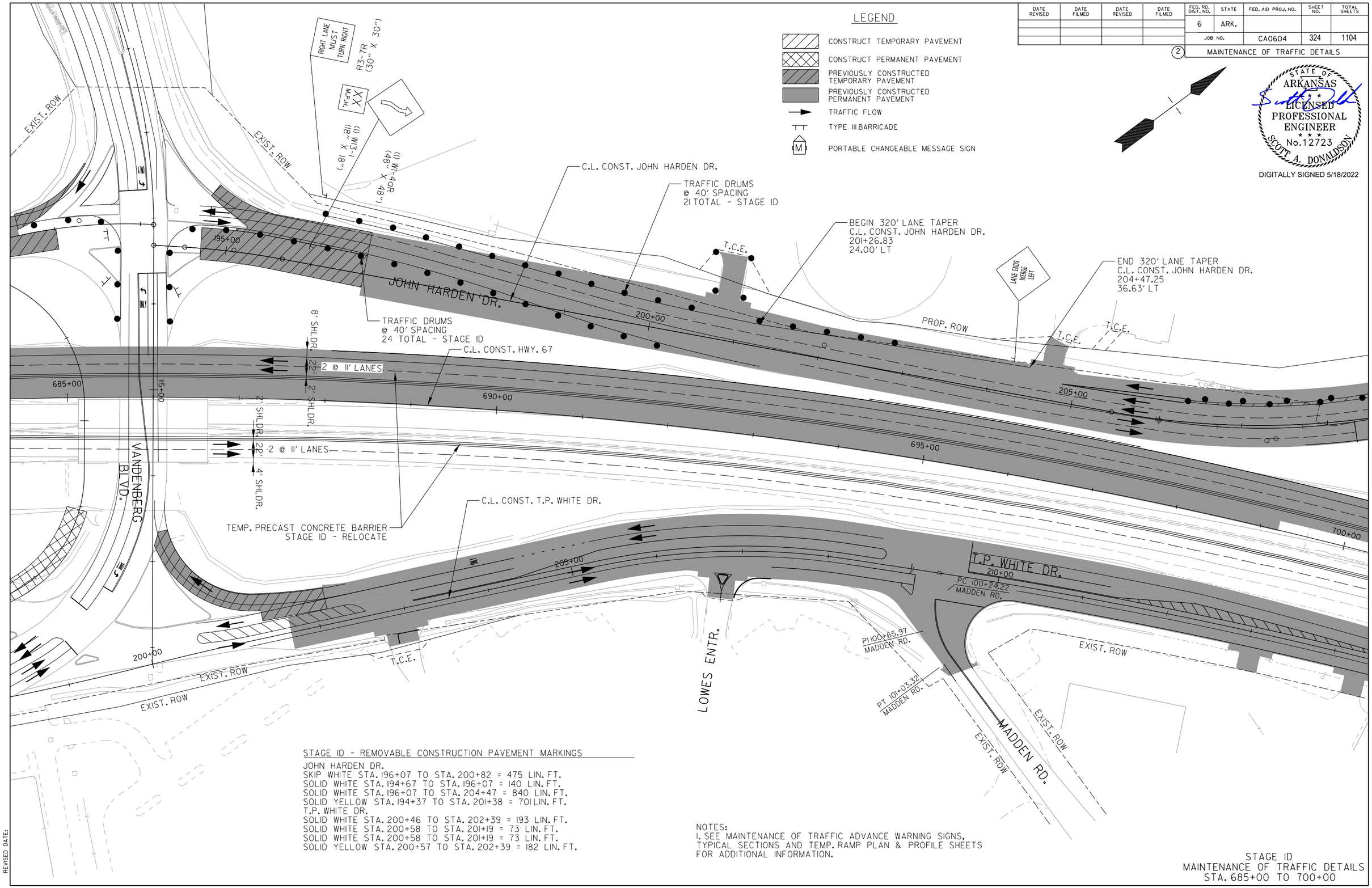
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	324	1104

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SKIP WHITE STA. 196+07 TO STA. 200+82 = 475 LIN. FT.
SOLID WHITE STA. 194+67 TO STA. 196+07 = 140 LIN. FT.
SOLID WHITE STA. 196+07 TO STA. 204+47 = 840 LIN. FT.
SOLID YELLOW STA. 194+37 TO STA. 201+38 = 701 LIN. FT.
T.P. WHITE DR.
SOLID WHITE STA. 200+46 TO STA. 202+39 = 193 LIN. FT.
SOLID WHITE STA. 200+58 TO STA. 201+19 = 73 LIN. FT.
SOLID WHITE STA. 200+58 TO STA. 201+19 = 73 LIN. FT.
SOLID YELLOW STA. 200+57 TO STA. 202+39 = 182 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	325	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

N. 1ST ST.
PROP. ROW
C.L. CONST. JOHN HARDEN DR.
W6-2AP (24" X 12")
W9-1R (36" X 36")
RIGHT LANE ENDS 500 FT
210+00
T.C.E.
PROP. ROW
C.L. CONST. HWY. 67
EXIST. ROW
W21-5A (48" X 48")
LEFT SHOULDER CLOSED
35+00
JOHN HARDEN DR.
40+00
8' SHLDR.
22'
2 @ 11' LANES
2' SHLDR.
700+00
705+00
710+00
715+00
2' SHLDR.
22'
2 @ 11' LANES
4' SHLDR.
215+00
T.P. WHITE DR.
220+00
EXIST. ROW
EXIST. ROW
225+00
W21-5B (48" X 48")
LEFT SHOULDER CLOSED 500 FT.
LANE ENDS MERGE RIGHT
W9-2R (48" X 48")
C.L. CONST. T.P. WHITE DR.
TEMP. PRECAST CONCRETE BARRIER
STAGE ID - RELOCATE

STAGE ID - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SKIP WHITE STA. 705+05 TO STA. 707+25 = 220 LIN. FT.
SOLID WHITE STA. 702+10 TO STA. 705+05 = 295 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE ID
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/12/2022 6:30:16 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	326	1104

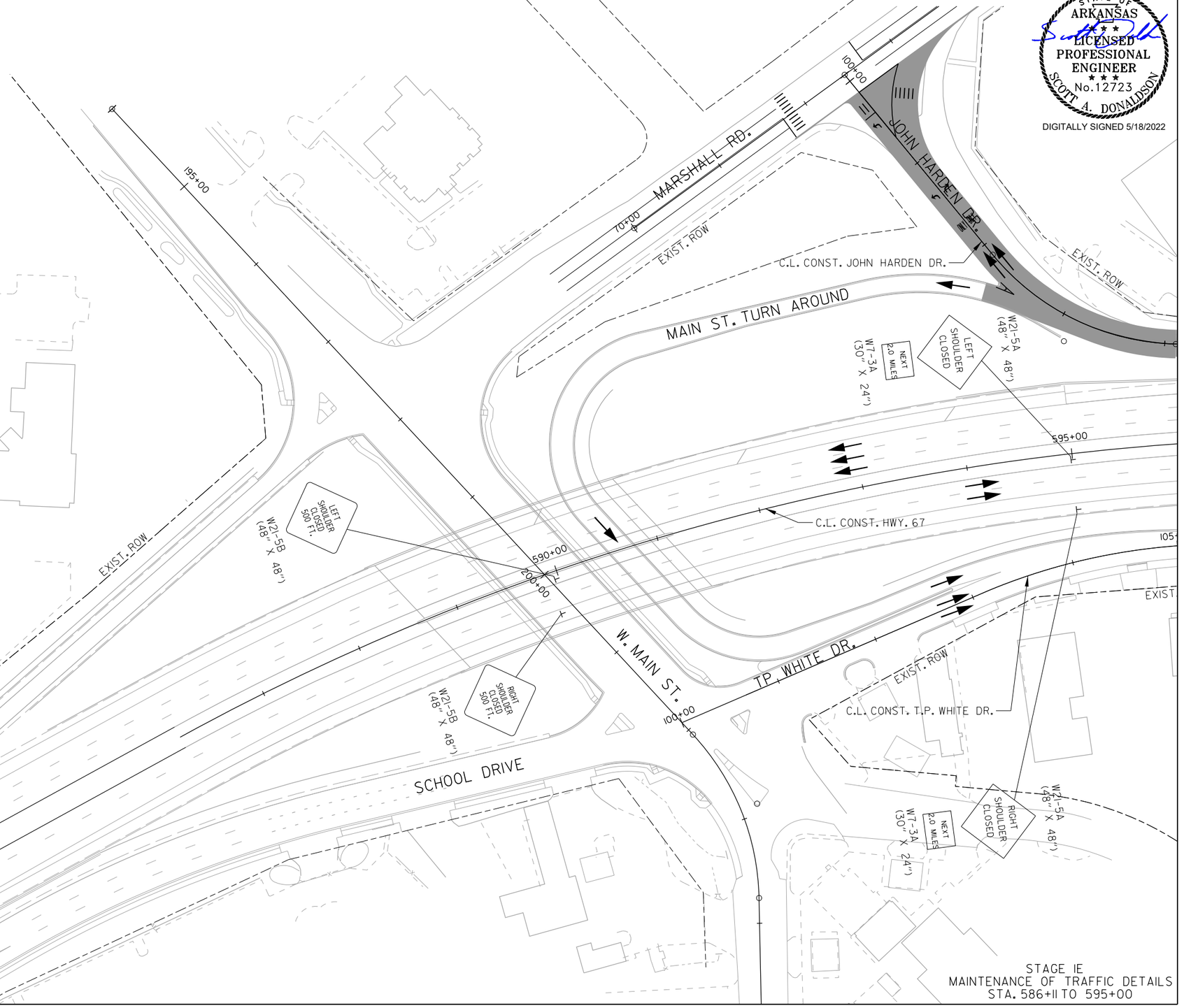
2 MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	327	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

W13-1 (24" X 24")
XX M.P.H.
W1-4R (48" X 48")
C.L. CONST. JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER STAGE IE - RETAIN
C.L. CONST. HWY. 67
JOHN HARDIN DR.
EXIST. ROW
TRAFFIC DRUMS @ 40' SPACING 35 TOTAL - STAGE IE
T.C.E.
PROP. ROW
105+00
110+00
115+00
JOHN HARDEN DR.
595+00
600+00
605+00
610+00
8' SHLDR.
33'
3 @ 11' LANES
2' SHLDR.
22'
2 @ 11' LANES
4' SHLDR.
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
RAMADA
W6-2AP (24" X 12")
500 FT
LEFT LANE ENDS
TRAFFIC DRUMS @ 40' SPACING 14 TOTAL STAGE IE
TRAFFIC DRUMS @ 40' SPACING 10 TOTAL - STAGE IE
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III RT.
W9-2R (48" X 48")
LANE ENDS MERGE RIGHT
C.L. CONST. T.P. WHITE DR.
STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

STAGE IE - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY. 67
SOLID WHITE STA. 599+25 TO STA. 600+00 = 76 LIN. FT.
SKIP WHITE STA. 598+00 TO STA. 599+12 = 112 LIN. FT.
SOLID YELLOW STA. 598+00 TO STA. 600+00 = 200 LIN. FT.
NB EXIT RAMP
SOLID YELLOW STA. 597+57 TO STA. 609+24 = 1,146 LIN. FT.
SOLID WHITE STA. 597+55 TO STA. 606+35 = 858 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON SIDE OF THE ROADWAY AT A TIME.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:35:41 PM
WORKSPACE: AHTD
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REVISED DATE:

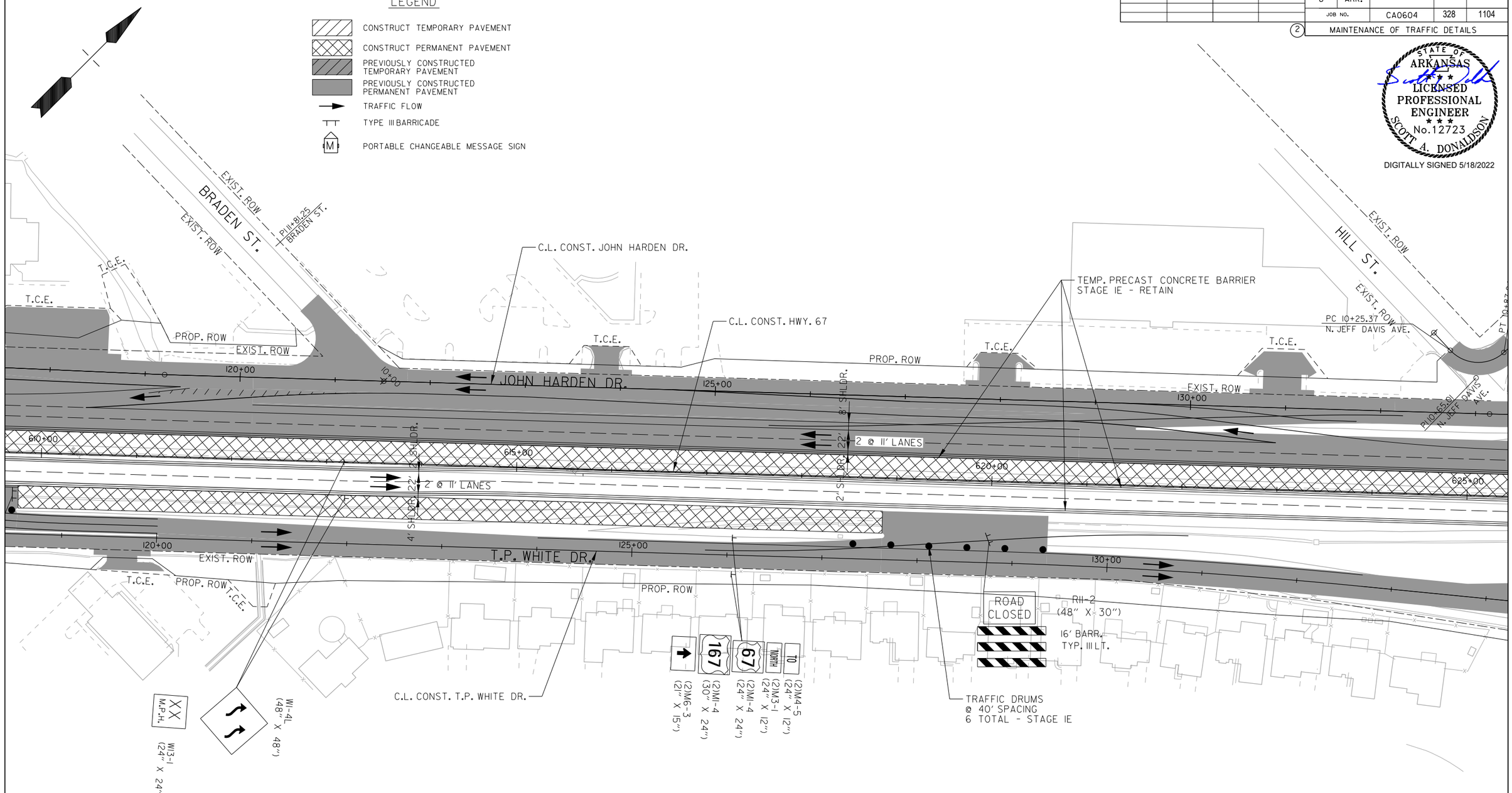
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	328	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



STAGE IE - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

T.P. WHITE DR.
SOLID YELLOW STA. 615+24 TO STA. 623+93 = 869 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON SIDE OF THE ROADWAY AT A TIME.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:35:42 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	329	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

N. JEFF DAVIS AVE.
PT 10+87.84 N. JEFF DAVIS AVE.
65.91 N. JEFF DAVIS AVE.
T.C.E.
PROP. ROW
EXIST. ROW
135+00
JOHN HARDEN DR.
140+00
C.L. CONST. N. JAMES ST.
215+00
N. JAMES ST.
TEMP. PRECAST CONCRETE BARRIER STAGE IE - RETAIN
C.L. CONST. JOHN HARDEN DR.
145+00
C.L. CONST. HWY. 67
625+00
630+00
635+00
640+00
8' SHLDR.
2 @ 11' LANES
21' SHLDR.
22'
4' SHLDR.
T.P. WHITE DR.
TRAFFIC DRUMS @ 40' SPACING 12 TOTAL - STAGE IE
C.L. CONST. T.P. WHITE DR.
HILL ST.
N. JAMES ST.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON SIDE OF THE ROADWAY AT A TIME.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:35:43 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	330	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

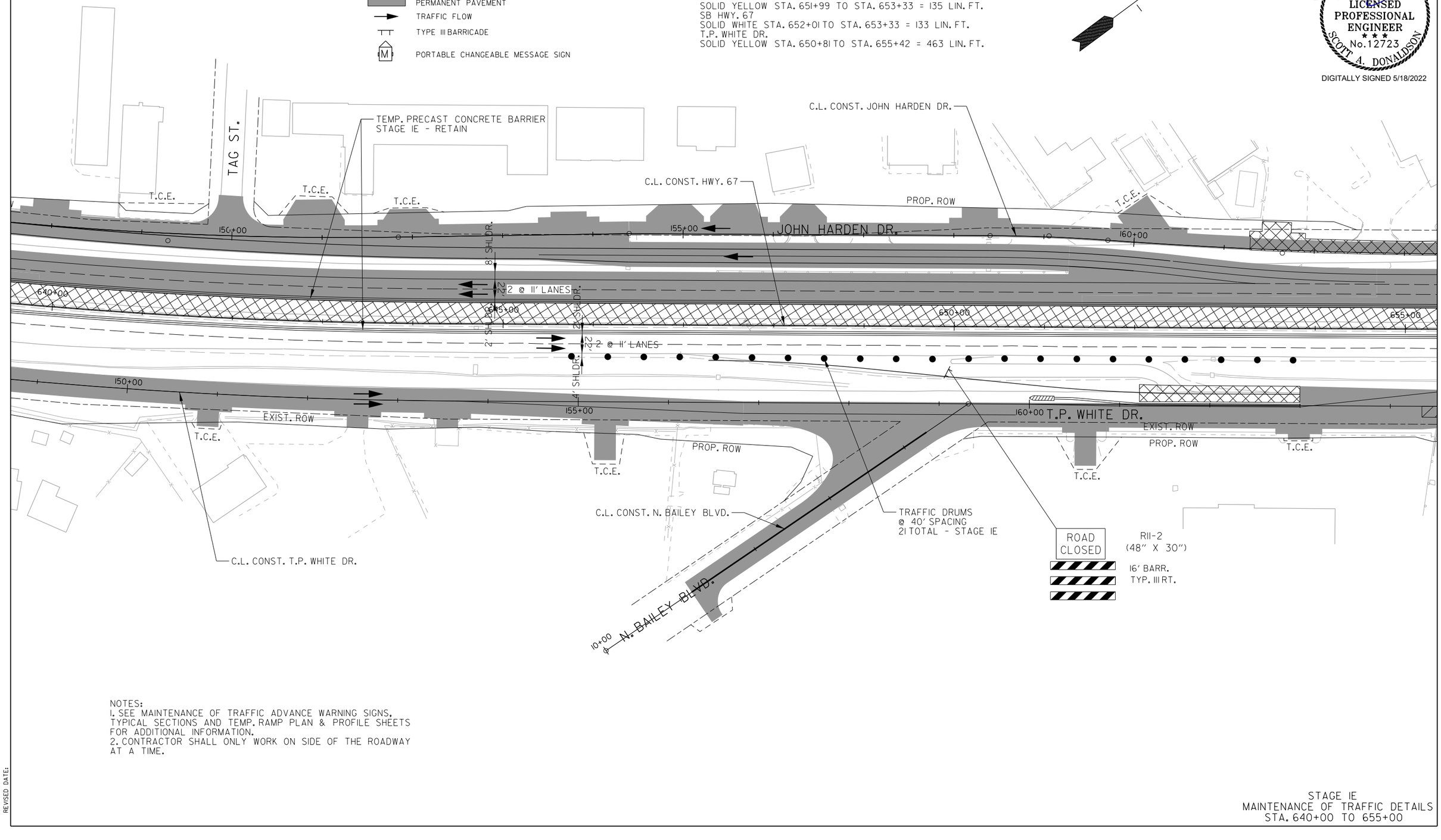
LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IE - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB EXIT RAMP
SOLID YELLOW STA. 651+99 TO STA. 653+33 = 135 LIN. FT.
SB HWY. 67
SOLID WHITE STA. 652+01 TO STA. 653+33 = 133 LIN. FT.
T.P. WHITE DR.
SOLID YELLOW STA. 650+81 TO STA. 655+42 = 463 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL ONLY WORK ON SIDE OF THE ROADWAY AT A TIME.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:35:43 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	331	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

PROP. ROW
GREGORY ST.
805+80
EXIST. ROW
C.L. CONST. GREGORY ST.
EXIST. ROW
EXIST. ROW
TEMP. PRECAST CONCRETE BARRIER STAGE IE - RETAIN
T.C.E.
EXIST. ROW
C.L. CONST. N. BAILEY BLVD.
201+00
EXIST. ROW
N. BAILEY BLVD.
C.L. CONST. JOHN HARDEN DR.
T.C.E.
T.C.E.
PROP. ROW
T.C.E.
EXIST. ROW
165+00
5' SHLDR.
170+00
JOHN HARDEN DR.
175+00
EXIST. ROW
33'
3 @ 11' LANES
655+00
660+00
2' SHLDR.
2' SHLDR.
C.L. CONST. HWY. 67
665+00
670+00
22'
2 @ 11' LANES
4' SHLDR.
165+00
T.P. WHITE DR.
170+00
805+00
175+00
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
EXIST. ROW
T.C.E.
T.C.E.
PROP. ROW
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 6 TOTAL - STAGE IE
EXIST. ROW
C.L. CONST. T.P. WHITE DR.
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III LT.
805+00

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:35:44 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	332	1104

2 MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE IE - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID YELLOW STA. 679+95 TO STA. 685+61 = 579 LIN. FT.
SOLID WHITE STA. 684+46 TO STA. 685+27 = 111 LIN. FT.
SKIP WHITE STA. 683+74 TO STA. 684+32 = 61 LIN. FT.
SKIP WHITE STA. 682+64 TO STA. 683+76 = 117 LIN. FT.
SOLID YELLOW STA. 683+89 TO STA. 684+93 = 114 LIN. FT.
SOLID WHITE STA. 683+76 TO STA. = 193 LIN. FT.
N. IST ST.
SOLID YELLOW STA. 681+96 TO STA. 684+76 = 281 LIN. FT.
SKIP WHITE STA. 684+00 TO STA. 684+82 = 87 LIN. FT.
SOLID WHITE STA. 684+47 TO STA. 684+88 = 46 LIN. FT.
SOLID YELLOW STA. 684+47 TO STA. 685+14 = 65 LIN. FT.
SOLID WHITE STA. 680+75 TO STA. 688+68 = 777 LIN. FT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
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No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

ENTR. TO WALMART
PI 111+17.48 WALMART DR.
C.L. CONST. HWY. 67
C.L. CONST. JOHN HARDEN DR.
TRAFFIC DRUMS @ 40' SPACING 16 TOTAL - STAGE IE
T.C.E.
EXIST. ROW
PROP. ROW
180+00
185+00
190+00
8' SHLDR.
2 @ 11' LANES
2' SHLDR.
JOHN HARDEN DR.
TEMP. PRECAST CONCRETE BARRIER STAGE IE - RETAIN
670+00
675+00
680+00
685+00
T.P. WHITE DR.
C.L. CONST. T.P. WHITE DR.
TURNAROUND
TRAFFIC DRUMS @ 40' SPACING 19 TOTAL - STAGE IE
P.I.D.E.
R11-2 (48" X 30")
W1-6 (48" X 24")
16' BARR. TYP. III LT.
ROAD CLOSED
N. IST ST.
315+00

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

SADonaldson 5/11/2022 8:35:45 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	333	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

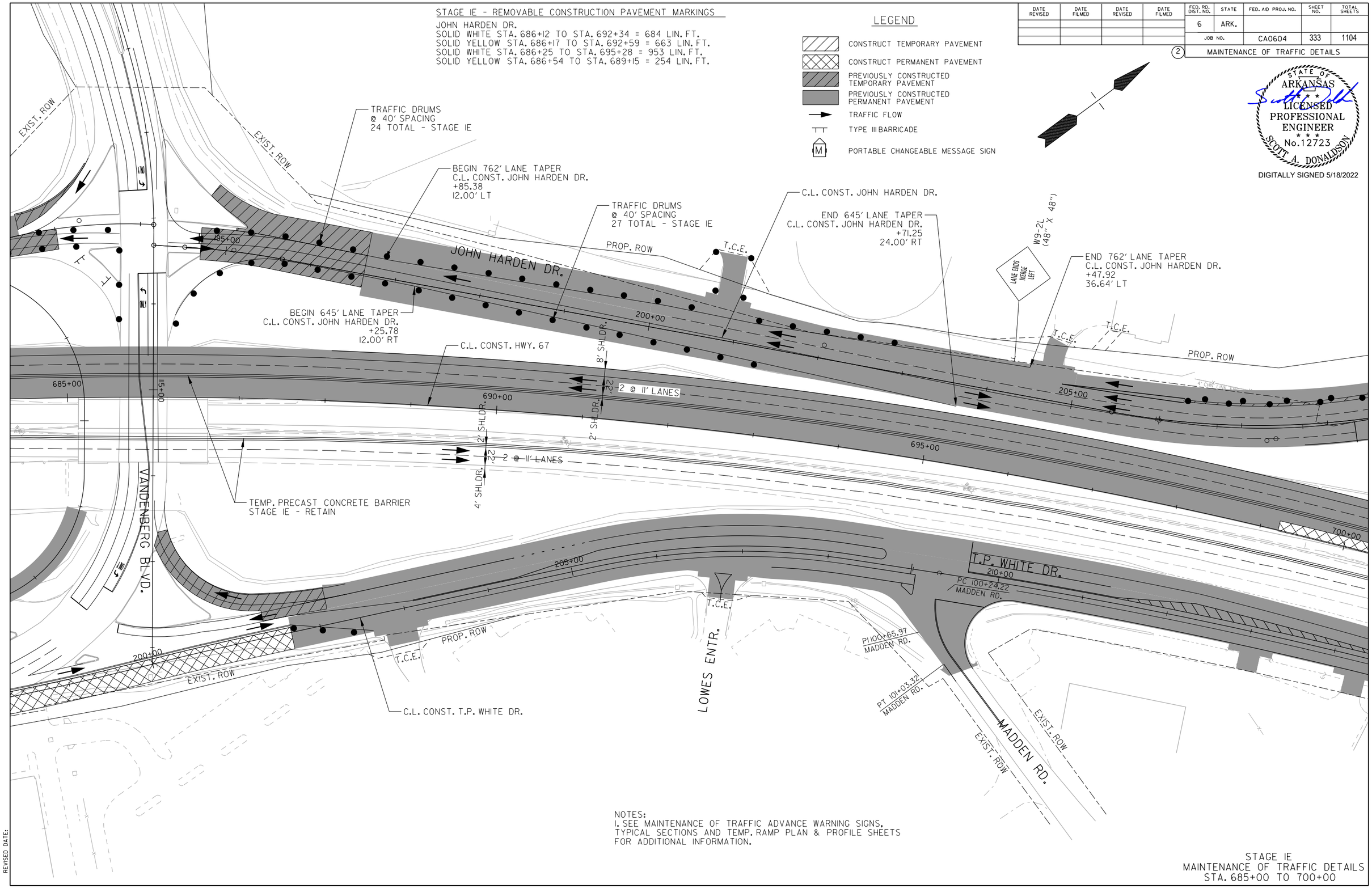
DIGITALLY SIGNED 5/18/2022

STAGE IE - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

JOHN HARDEN DR.
SOLID WHITE STA. 686+12 TO STA. 692+34 = 684 LIN. FT.
SOLID YELLOW STA. 686+17 TO STA. 692+59 = 663 LIN. FT.
SOLID WHITE STA. 686+25 TO STA. 695+28 = 953 LIN. FT.
SOLID YELLOW STA. 686+54 TO STA. 689+15 = 254 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	334	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
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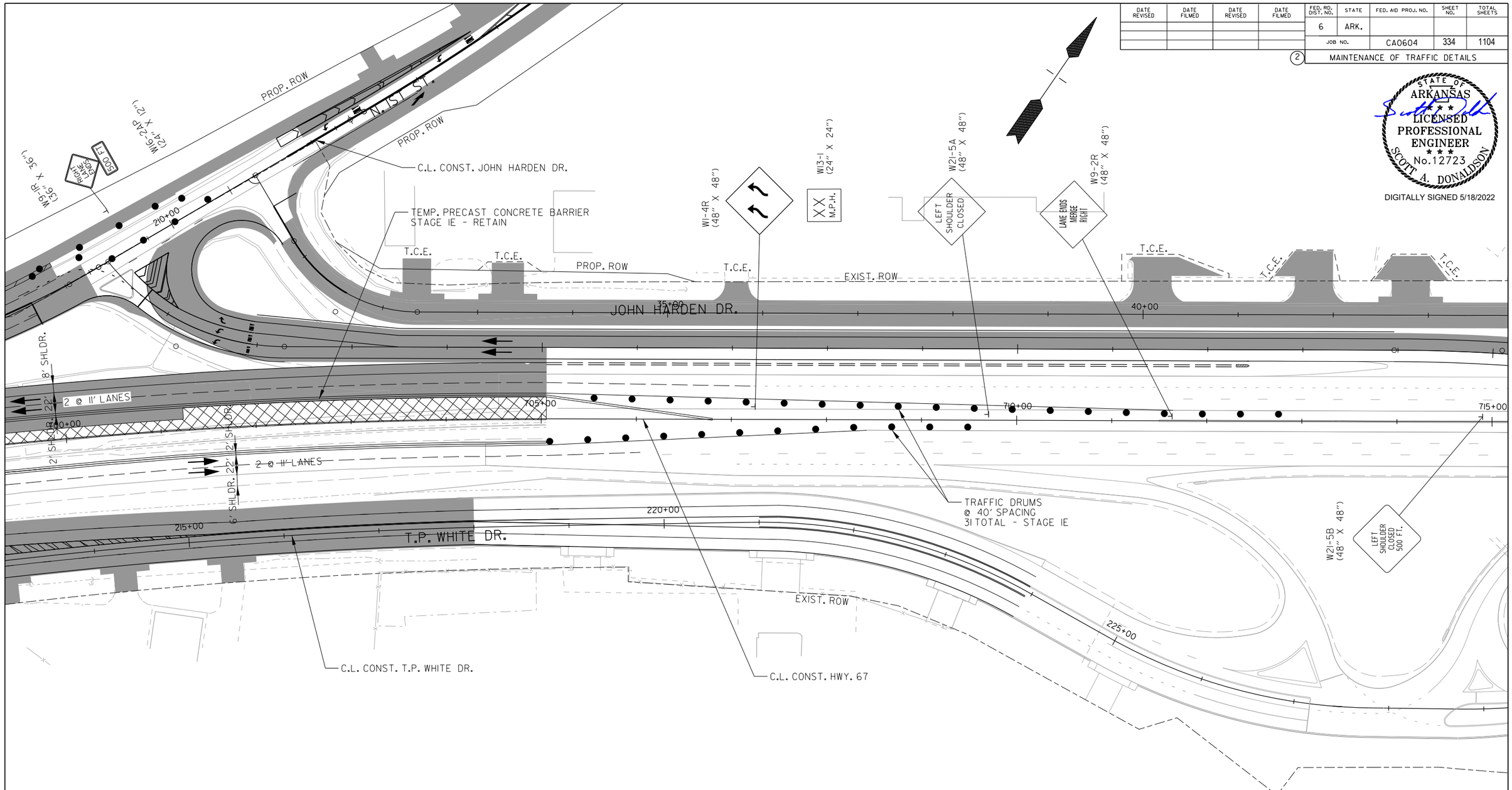

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

NOTE: CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF THE ROADWAY AT A TIME.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

SADonaldson 5/12/2022 3:15:46 PM
WORKSPACE: AHTD
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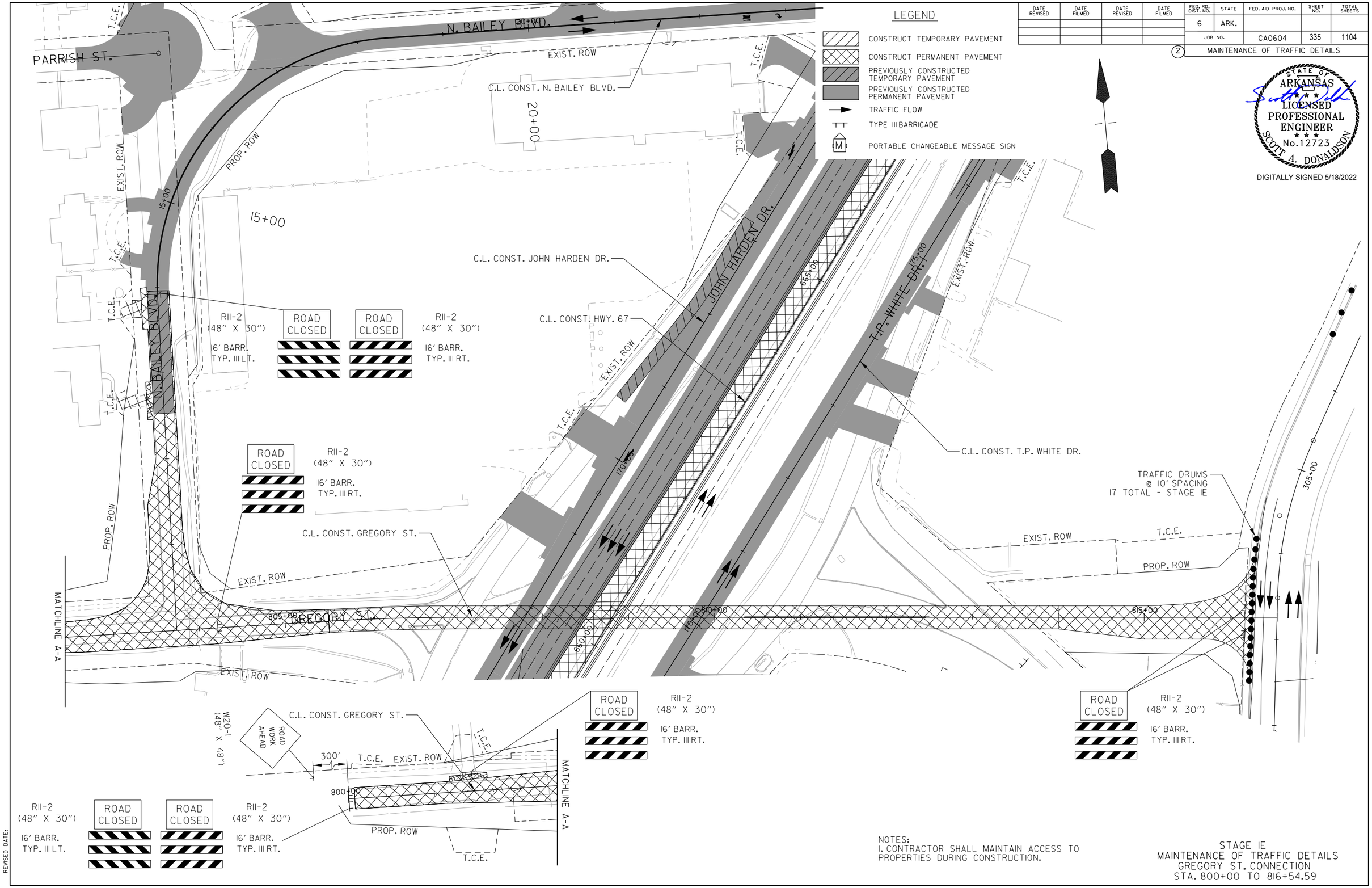
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	335	1104

(2) MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

NOTES:
1. CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES DURING CONSTRUCTION.

STAGE IE
MAINTENANCE OF TRAFFIC DETAILS
GREGORY ST. CONNECTION
STA. 800+00 TO 816+54.59

SADonaldson 5/11/2022 8:35:48 PM
WORKSPACE: AHTD
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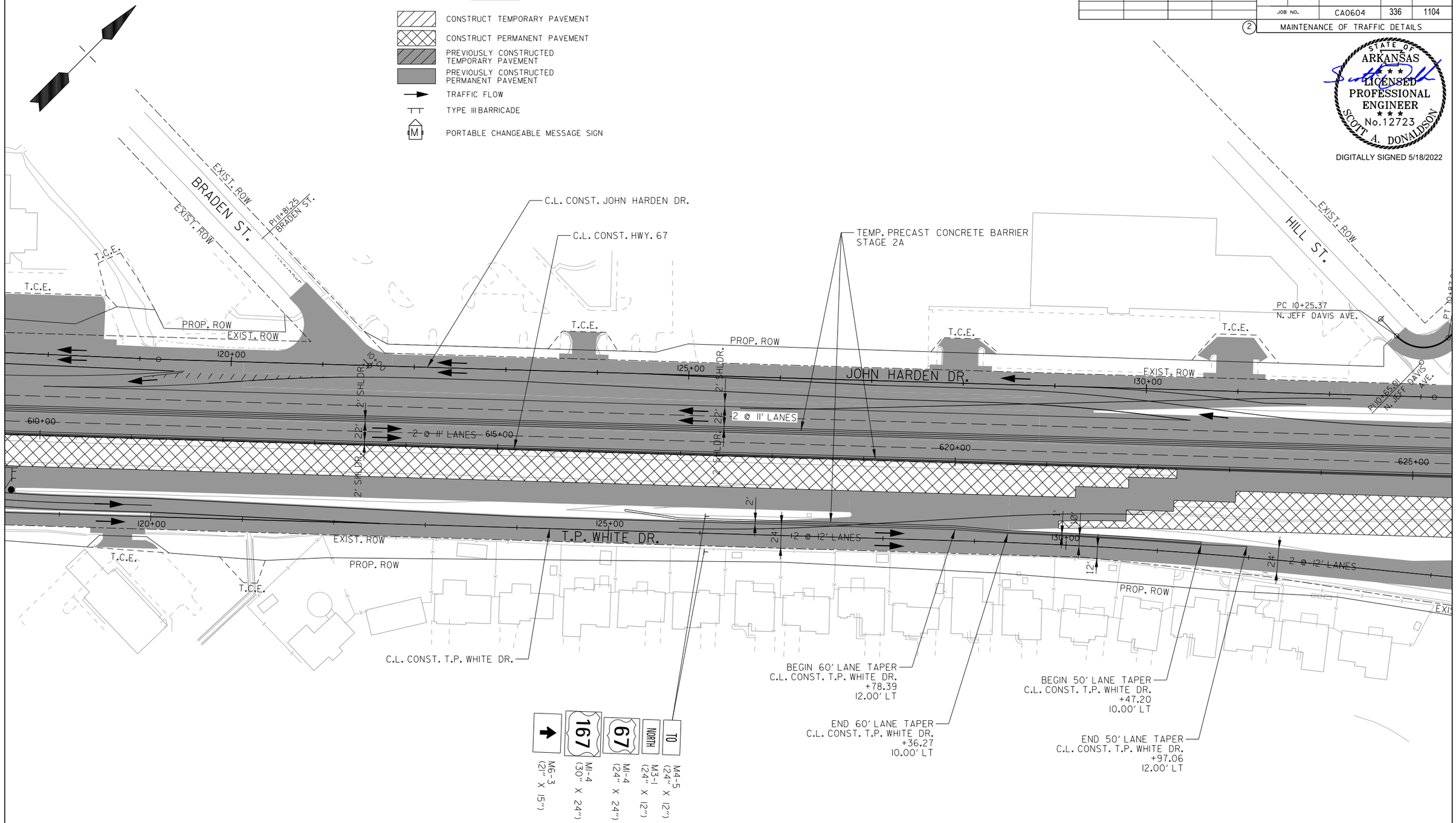
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	336	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN



NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:35:50 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	337	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

C.L. CONST. N. JAMES ST.
215+00
PROP. ROW
N. JAMES ST.
EXIST. ROW
N. JEFF DAVIS AVE.
PT 10+87.84 N. JEFF DAVIS AVE.
T.C.E.
PROP. ROW
EXIST. ROW
135+00
JOHN HARDEN DR.
140+00
145+00
C.L. CONST. JOHN HARDEN DR.
65.0' N. JEFF DAVIS AVE.
2' SHLDR.
22'
2 @ 11' LANES
2' SHLDR.
C.L. CONST. HWY. 67
625+00
630+00
635+00
640+00
T.P. WHITE DR.
C.L. CONST. T.P. WHITE DR.
TEMP. PRECAST CONCRETE BARRIER STAGE 2A
HILL ST.
N. JAMES ST.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:35:55 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	338	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

TEMP. PRECAST CONCRETE BARRIER STAGE 2A

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

BEGIN 400' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+99.73
0.69' LT

TAG ST.

T.C.E.

PROP. ROW

JOHN HARDEN DR.

150+00

155+00

160+00

2' SHLDR.

22'

2 @ 11' LANES

640+00

645+00

650+00

655+00

12'

10'

T.P. WHITE DR.

EXIST. ROW

24'

2 @ 12' LANES

C.L. CONST. N. BAILEY BLVD.

C.L. CONST. T.P. WHITE DR.

10+00

N. BAILEY BLVD.

PRECAST CONCRETE BARRIER STAGE 2A

TRAFFIC DRUMS @ 40' SPACING 4 TOTAL - STAGE 2A

END 50' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+05.11
2.00' RT

END 50' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+71.73

BEGIN 60' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+45.31

BEGIN 50' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+21.77
2.00' RT

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

SADonaldson 5/11/2022 8:35:56 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	339	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

PROP. ROW
GREGORY ST.
EXIST. ROW
805+00
C.L. CONST. GREGORY ST.
EXIST. ROW
165+00
2' SHLDR.
22'
2 @ 11' LANES
655+00
660+00
2' SHLDR.
T.C.E.
C.L. CONST. JOHN HARDEN DR.
C.L. CONST. HWY. 67
EXIST. ROW
170+00
2' SHLDR.
33'
3 @ 11' LANES
JOHN HARDEN DR.
665+00
PROP. ROW
T.C.E.
T.C.E.
175+00
N. BAILEY BLVD.
T.C.E.
201+00
C.L. CONST. N. BAILEY BLVD.
670+00
165+00
T.P. WHITE DR.
170+00
180+00
175+00
T.P. WHITE DR.
EXIST. ROW
T.C.E.
EXIST. ROW
T.C.E.
PROP. ROW
T.C.E.
815+00
END 400' LANE TAPER
C.L. CONST. T.P. WHITE DR.
+99.74
12.00' LT
TRAFFIC DRUMS
@ 40' SPACING
6 TOTAL - STAGE 2A
C.L. CONST. T.P. WHITE DR.
TEMP. PRECAST CONCRETE BARRIER
STAGE 2A
TRAFFIC DRUMS
@ 40' SPACING
6 TOTAL - STAGE 2A

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:35:57 PM
WORKSPACE: AHTD
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REVISED DATE:

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- (M) PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	340	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

ENTR. TO WALMART
C.L. CONST. JOHN HARDEN DR.
C.L. CONST. HWY. 67
Pl 11+17.48 WALMART DR.
PROP. ROW
180+00
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 15 TOTAL - STAGE 2A
JOHN HARDEN DR.
185+00
2' SHLDR.
32'
2 @ 11' LANES
675+00
680+00
685+00
670+00
EXIST. ROW
TRAFFIC DRUMS @ 40' SPACING 7 TOTAL - STAGE 2A
ROAD CLOSED
RII-2 (48" X 30")
16' BARR. TYP. III RT.
C.L. CONST. T.P. WHITE DR.
T.P. WHITE DR.
190+00
TURNAROUND
TRAFFIC DRUMS @ 40' SPACING 19 TOTAL - STAGE 2A
P.I.D.E.
WI-6 (48" X 24")
16' BARR. TYP. III LT.
N. IST ST.
315+00

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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WORKSPACE: AHTD
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REVISED DATE:

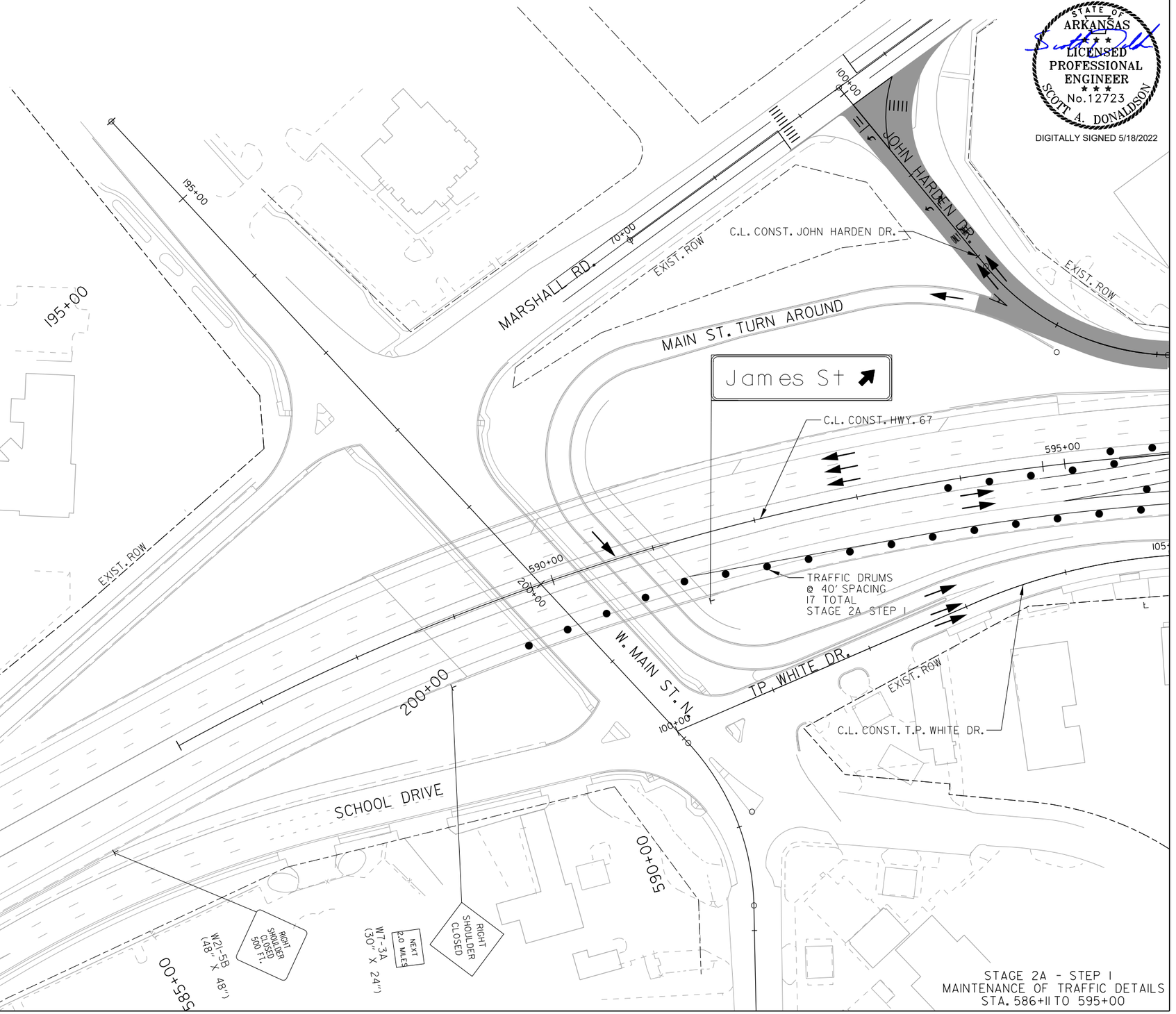
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	341	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



STAGE 2A - STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 586+11 TO 595+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	342	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

C.L. CONST. JOHN HARDEN DR.
C.L. CONST. HWY. 67
W1-4L (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
TRAFFIC DRUMS @ 40' SPACING 12 TOTAL STAGE 2A STEP 1
EXIST. ROW
T.C.E.
105+00
JOHN HARDEN DR.
110+00
595+00
600+00
605+00
610+00
2' SHLDR.
22'
2 @ 11' LANES
33'
3 @ 11' LANES
JOHN HARDIN DR.
115+00
PROP. ROW
T.P. WHITE DR.
RAMADA
TEMP. PRECAST CONCRETE BARRIER STAGE 2A STEP 1
TEMP. IMPACT ATTENUATION BARRIER STAGE 2A STEP 1
C.L. CONST. T.P. WHITE DR.
TRAFFIC DRUMS @ 40' SPACING 26 TOTAL STAGE 2A STEP 1
TRAFFIC DRUMS @ 40' SPACING 10 TOTAL STAGE 2A STEP 1
ROAD CLOSED
R11-2 (48" X 30")
16' BARR. TYP. III RT.

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A - STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:36:00 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	343	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 9/14/2022

LEGEND

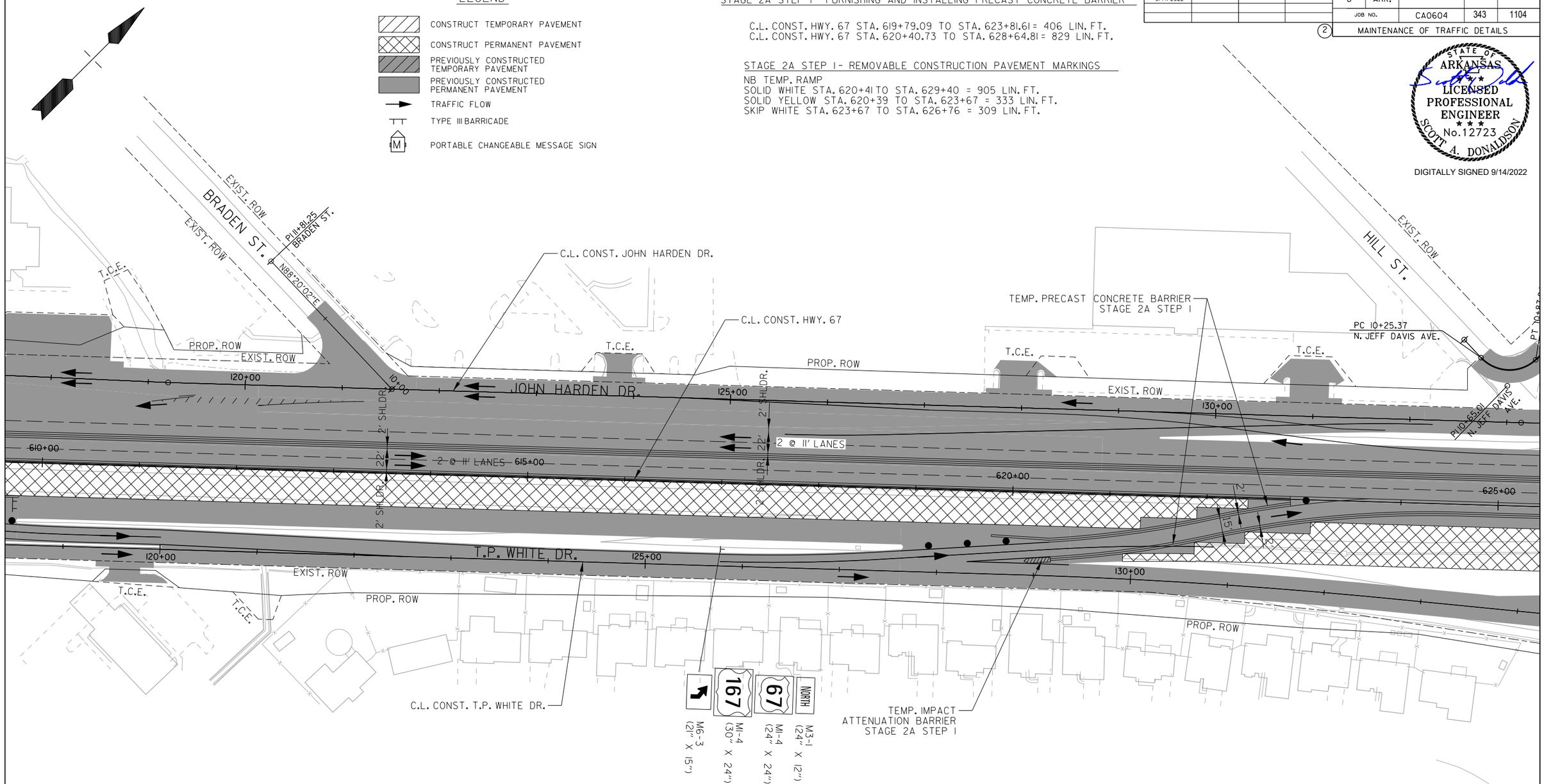
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE 2A STEP 1 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 619+79.09 TO STA. 623+81.61 = 406 LIN. FT.
C.L. CONST. HWY. 67 STA. 620+40.73 TO STA. 628+64.81 = 829 LIN. FT.

STAGE 2A STEP 1 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

NB TEMP. RAMP
SOLID WHITE STA. 620+41 TO STA. 629+40 = 905 LIN. FT.
SOLID YELLOW STA. 620+39 TO STA. 623+67 = 333 LIN. FT.
SKIP WHITE STA. 623+67 TO STA. 626+76 = 309 LIN. FT.



NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL CONSTRUCT TEMP. RAMP DURING OFF PEAK HOURS.
3. CONTRACTOR SHALL KEEP TEMP. RAMP OPERATIONAL AS LONG AS POSSIBLE WITHIN STAGE 2A.

STAGE 2A STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 610+00 TO 625+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	344	1104
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
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SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

N. JEFF DAVIS AVE.
PT 10+87.84 N. JEFF DAVIS AVE.
65' N. JEFF DAVIS AVE.
TEMP. PRECAST CONCRETE BARRIER STAGE 2A STEP 1
EXIST. ROW
PROP. ROW
JOHN HARDEN DR.
135+00
140+00
145+00
C.L. CONST. N. JAMES ST.
215+00
N. JAMES ST.
EXIST. ROW
C.L. CONST. JOHN HARDEN DR.
T.C.E.
T.C.E.
PROP. ROW
JOHN HARDEN DR.
2' SHLDR.
C.L. CONST. HWY. 67
2' SHLDR.
22'
2' SHLDR.
625+00
265' TAPER
630+00
550' ACCEL. LANE
2 @ 11' LANES
635+00
640+00
2' SHLDR.
22'
2' SHLDR.
135+00
145+00
T.P. WHITE DR.
EXIST. ROW
PROP. ROW
EXIST. ROW
T.C.E.
PROP. ROW
T.C.E.
140+00
PROP. ROW
HILL ST.
EXIST. ROW
C.L. CONST. T.P. WHITE DR.
N. JAMES ST.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL CONSTRUCT TEMP. RAMP DURING OFF PEAK HOURS.
3. CONTRACTOR SHALL KEEP TEMP. RAMP OPERATIONAL AS LONG AS POSSIBLE WITHIN STAGE 2A.

STAGE 2A STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:36:02 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	345	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

STAGE 2A STEP 1- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 644+56.28 TO STA. 653+83.48 = 633 LIN. FT.
C.L. CONST. HWY. 67 STA. 647+25.01 TO STA. 653+83.48 = 663 LIN. FT.

STAGE 2A STEP 1- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

NB TEMP. RAMP
SOLID WHITE STA. 644+56 TO STA. 650+60 = 609 LIN. FT.
SOLID YELLOW STA. 646+61 TO STA. 650+25 = 368 LIN. FT.

STATE OF ARKANSAS
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TEMP. IMPACT ATTENUATION BARRIER STAGE 2A STEP 1

TEMP. PRECAST CONCRETE BARRIER STAGE 2A STEP 1

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

TAG ST.

PROP. ROW

150+00

155+00

JOHN HARDEN DR.

160+00

2' SHLDR.

.22

2 @ 11' LANES

640+00

645+00

650+00

655+00

.23

EXIST. ROW

T.C.E.

C.L. CONST. T.P. WHITE DR.

T.P. WHITE DR.

C.L. CONST. N. BAILEY BLVD.

10+00 N. BAILEY BLVD.

Vandenberg Blvd

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL CONSTRUCT TEMP. RAMP DURING OFF PEAK HOURS.
3. CONTRACTOR SHALL KEEP TEMP. RAMP OPERATIONAL AS LONG AS POSSIBLE WITHIN STAGE 2A.

STAGE 2A STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 640+00 TO 655+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	346	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

GREGORY ST.
C.L. CONST. GREGORY ST.
C.L. CONST. N. BAILEY BLVD.
N. BAILEY BLVD.
C.L. CONST. JOHN HARDEN DR.
JOHN HARDEN DR.
C.L. CONST. HWY. 67
C.L. CONST. T.P. WHITE DR.
T.P. WHITE DR.
PROP. ROW
EXIST. ROW
T.C.E.
805+00
810+00
815+00
20+00
165+00
170+00
175+00
655+00
660+00
665+00
670+00
2' SHLDR.
22'
2 @ 11' LANES

TRAFFIC DRUMS @ 40' SPACING 6 TOTAL STAGE 2A STEP 1

TEMP. IMPACT ATTENUATION BARRIER STAGE 2A STEP 1

TEMP. PRECAST CONCRETE BARRIER STAGE 2A STEP 1

TO NORTH 67 167

M6-3 (21" X 15")
M1-4 (30" X 24")
M1-4 (24" X 24")
M3-1 (24" X 12")
M4-5 (24" X 12")

STAGE 2A STEP 1- FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. HWY. 67 STA. 667+04.31 TO STA. 673+40.72 = 641 LIN. FT.
C.L. CONST. HWY. 67 STA. 669+64.20 TO STA. 669+64.20 = 551 LIN. FT.

STAGE 2A STEP 1- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

NB TEMP. RAMP
SOLID WHITE STA. 669+64 TO STA. 681+89 = 1230 LIN. FT.
SOLID YELLOW STA. 669+63 TO STA. 623+67 = 436 LIN. FT.
SKIP WHITE STA. 673+94 TO STA. 679+22 = 468 LIN. FT.

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL CONSTRUCT TEMP. RAMP DURING OFF PEAK HOURS.
3. CONTRACTOR SHALL KEEP TEMP. RAMP OPERATIONAL AS LONG AS POSSIBLE WITHIN STAGE 2A.

STAGE 2A STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 655+00 TO 670+00

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WORKSPACE: AHTD
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REVISED DATE:

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL CONSTRUCT TEMP. RAMP DURING OFF PEAK HOURS.
3. CONTRACTOR SHALL KEEP TEMP. RAMP OPERATIONAL AS LONG AS POSSIBLE WITHIN STAGE 2A.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	347	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

ENTR. TO WALMART
PI 11+17.48 WALMART DR.
C.L. CONST. JOHN HARDEN DR.
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 17 TOTAL STAGE 2A STEP 1
C.L. CONST. HWY. 67
PROP. ROW
JOHN HARDEN DR.
180+00
185+00
190+00
2' SHLDR.
12' 2 @ 11' LANES
685+00
670+00
775' ACCEL. LANE
675+00
300' TAPER
680+00
T.P. WHITE DR.
TRAFFIC DRUMS @ 40' SPACING 19 TOTAL STAGE 2A STEP 1
TEMP. PRECAST CONCRETE BARRIER STAGE 2A STEP 1
P.D.E.
EXIST. ROW
TURNAROUND
C.L. CONST. T.P. WHITE DR.
Vandenberg Blvd
315+00
N. 1ST ST.

STAGE 2A STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 670+00 TO 685+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	348	1104

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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SCOTT A. DONALDSON
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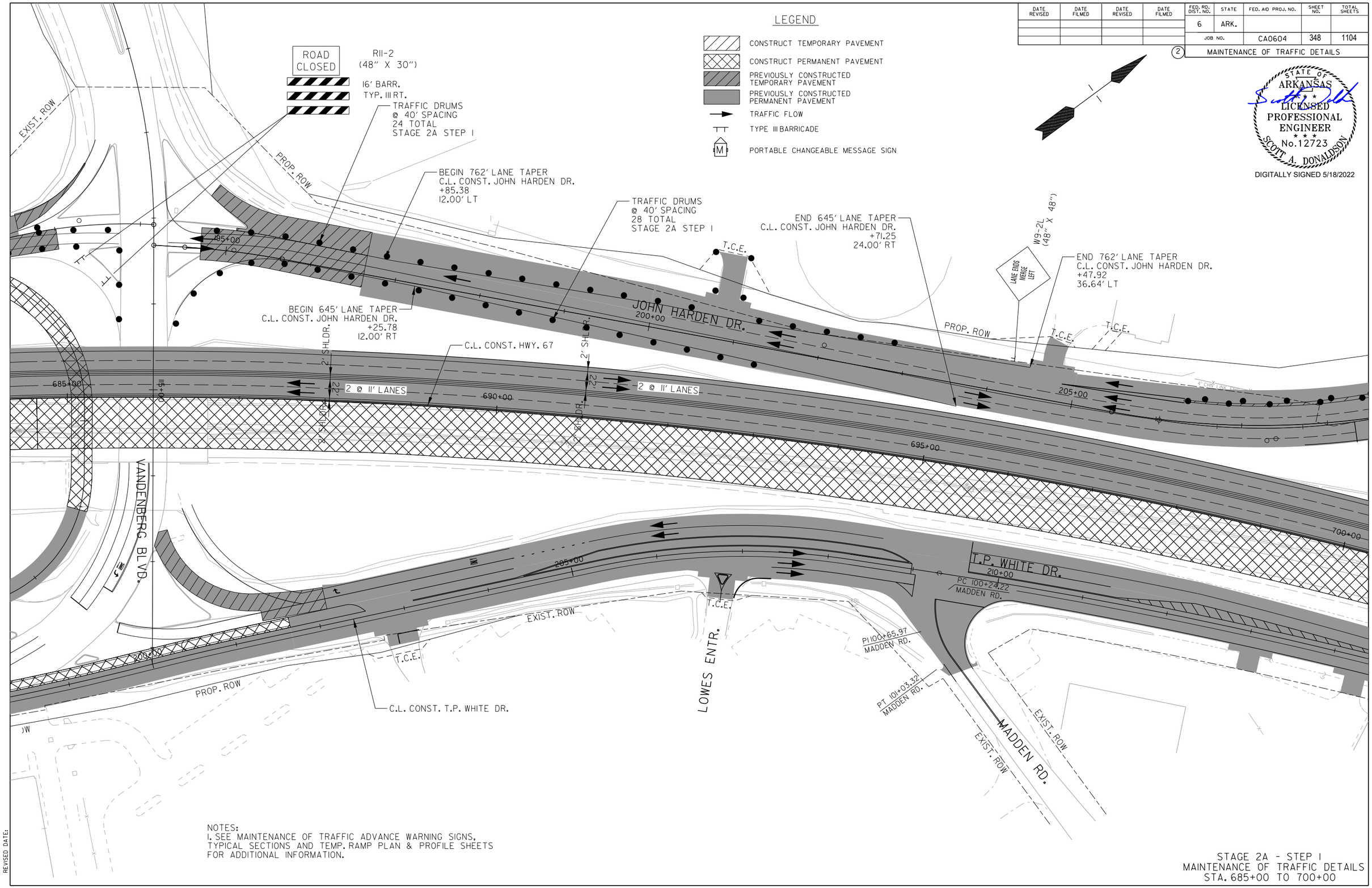

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A - STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 685+00 TO 700+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	349	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

C.L. CONST. JOHN HARDEN DR.
PROP. ROW
EXIST. ROW
210+00
T.C.E.
TRAFFIC DRUMS @ 40' SPACING 6 TOTAL STAGE 2A STEP 1
W1-4R (48" X 48")
W13-1 (24" X 24")
XX M.P.H.
W21-5A (48" X 48")
LEFT SHOULDER CLOSED
W21-5B (48" X 48")
LEFT SHOULDER CLOSED 500 FT.
35+00
40+00
JOHN HARDEN DR.
2' SHLDR.
22' 2 @ 11' LANES
700+00
705+00
710+00
715+00
C.L. CONST. HWY. 67
75'
TRAFFIC DRUMS @ 40' SPACING 38 TOTAL STAGE 2A STEP 1
TRAFFIC DRUMS @ 40' SPACING 36 TOTAL STAGE 2A STEP 1
LANE ENDS MERGE RIGHT
W9-2R (48" X 48")
215+00
220+00
225+00
T.P. WHITE DR.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

STAGE 2A - STEP 1
MAINTENANCE OF TRAFFIC DETAILS
STA. 700+00 TO 715+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	350	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

TRAFFIC DRUMS @ 20' SPACING 19 TOTAL - STAGE 2B

ROAD CLOSED — R11-2 (48" X 30") — 16' BARR. TYP. III RT.

C.L. CONST. JOHN HARDEN DR.

ROAD CLOSED — R11-2 (48" X 30") — 16' BARR. TYP. III LT.

END TEMP. PVMT. C.L. CONST. VANDENBERG BLVD. +90.41

BEGIN TEMP. PVMT. C.L. CONST. VANDENBERG BLVD. +34.64

TRAFFIC DRUMS @ 20' SPACING 3 TOTAL - STAGE 2B

R3-8L (36" X 30") ONE WAY

ROAD CLOSED — R11-2 (48" X 30") — 16' BARR. TYP. III LT.

C.L. CONST. VANDENBERG BLVD.

TRAFFIC DRUMS @ 40' SPACING 40 TOTAL - STAGE 2B

PROP. ROW

TEMP. PRECAST CONCRETE BARRIER STAGE 2B

BEGIN TEMP. PVMT. C.L. CONST. VANDENBERG BLVD. +83.51

END TEMP. PVMT. C.L. CONST. VANDENBERG BLVD. +21.04

ROAD CLOSED — R11-2 (48" X 30") — 16' BARR. TYP. III RT.

TRAFFIC DRUMS @ 20' SPACING 17 TOTAL - STAGE 2B

JOHN HARDEN DR.

690+00

W9-2L (48" X 48") LANE ENDS MERGE LEFT

205+00

END 320' LANE TAPER C.L. CONST. T.P. WHITE DR. +04.84 42.00' LT

TRAFFIC DRUMS @ 10' SPACING 20 TOTAL - STAGE 2B

C.L. CONST. T.P. WHITE DR.

T.C.E.

C.L. CONST. HWY. 67

END 160' LANE TAPER C.L. CONST. T.P. WHITE DR. +72.91 18.00' RT

ROAD CLOSED — R11-2 (48" X 30") — 16' BARR. TYP. III RT.

TRAFFIC DRUMS @ 40' SPACING 20 TOTAL - STAGE 2B

BEGIN 320' LANE TAPER C.L. CONST. T.P. WHITE DR. +85.89 29.71' LT

BEGIN 160' LANE TAPER C.L. CONST. T.P. WHITE DR. +14.95 6.37' LT

EXIST. ROW

200+00

TEMP. PRECAST CONCRETE BARRIER STAGE 2B

685+00

M.P.H. XX — W13-1 (18" X 18")

W1-4aL (48" X 48")

PROP. ROW

ROAD CLOSED — R11-2 (48" X 30") — 16' BARR. TYP. III RT.

W1-4aL (48" X 48")

W13-1 (18" X 18")

XX M.P.H.

N. 1ST ST.

EXIST. ROW

T.C.E.

STAGE 2B - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

C.L. CONST. VANDENBERG BLVD. STA. 108+56.10 TO STA. 112+83.48 = 430 LIN. FT.

STAGE 2B - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SOLID WHITE = 5,789 LIN. FT.
SOLID YELLOW = 5,259 LIN. FT.
SKIP WHITE = 1,984 LIN. FT.

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/6/2022 9:52:19 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	351	1104

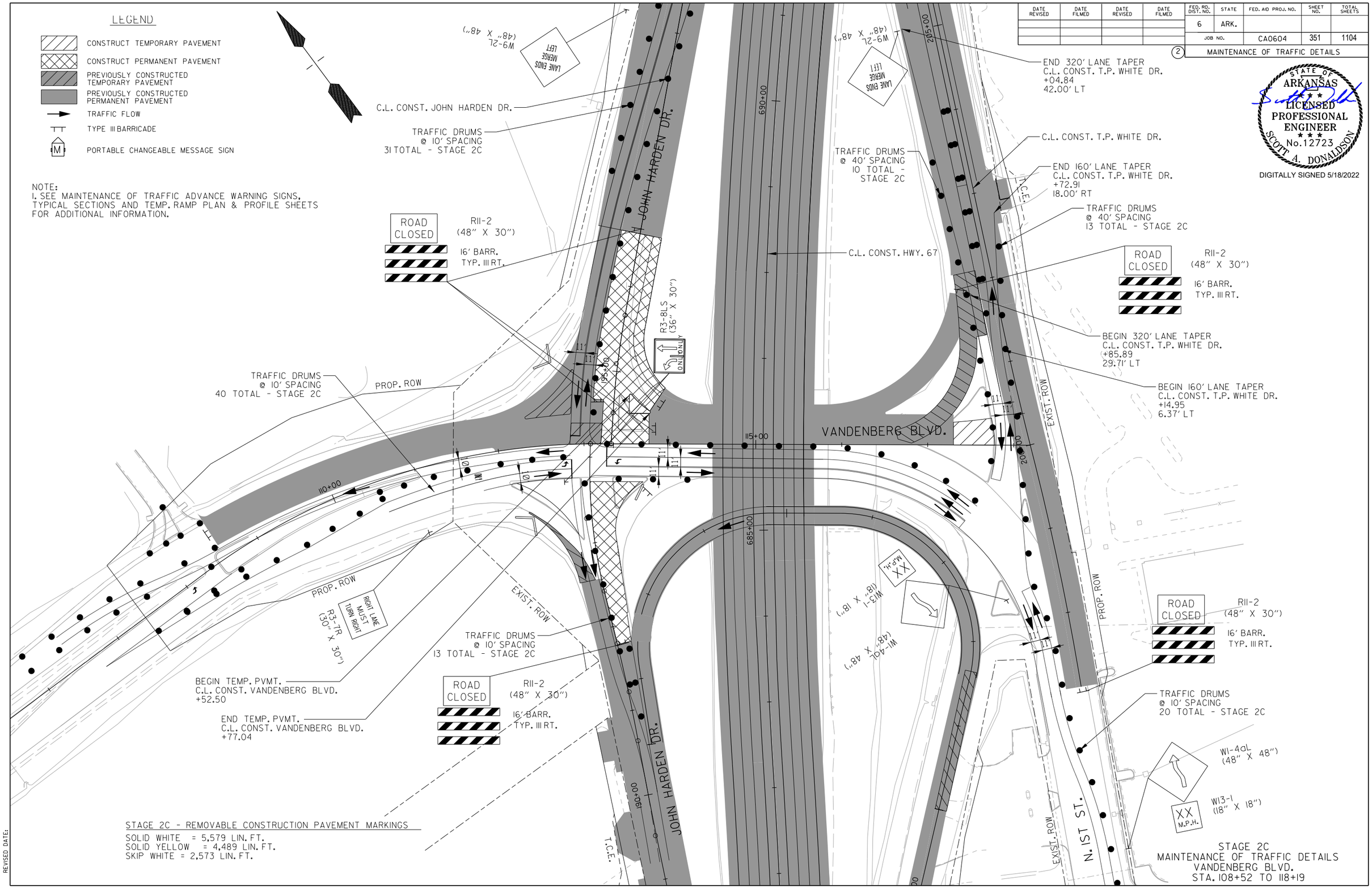
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.



STAGE 2C - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SOLID WHITE = 5,579 LIN. FT.
SOLID YELLOW = 4,489 LIN. FT.
SKIP WHITE = 2,573 LIN. FT.

STAGE 2C
MAINTENANCE OF TRAFFIC DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

SADonaldson 5/16/2022 9:58:13 AM
WORKSPACE: AHTD
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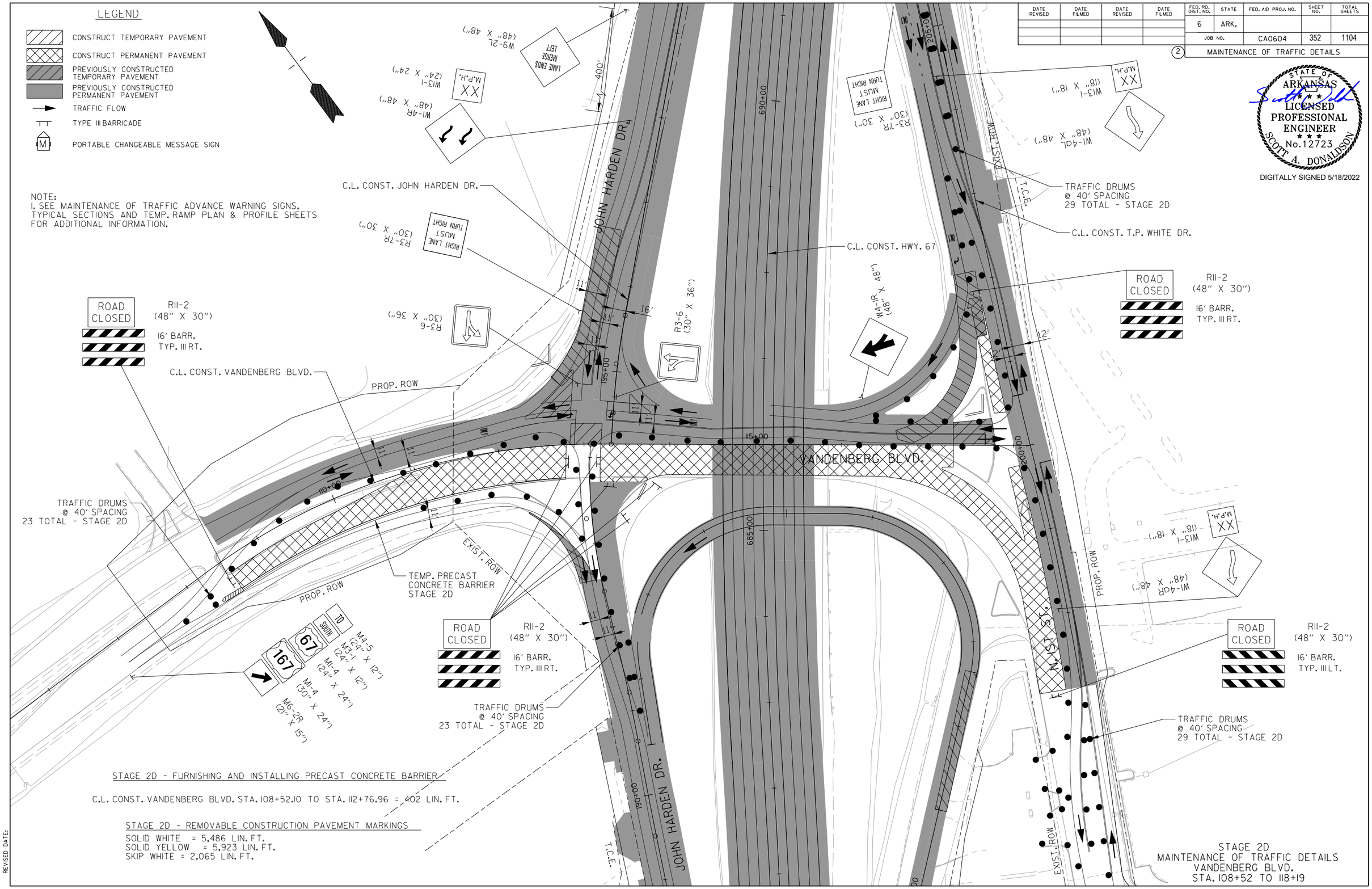
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	352	1104

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	353	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

Vandenberg Blvd

W9-2L (48" X 48")
LANE ENDS MERGE LEFT
400'

TRAFFIC DRUMS @ 40' SPACING 30 TOTAL - STAGE 2E

JOHN HARDEN DR.

690+00

R3-7R (30" X 30")
RIGHT LANE MUST TURN RIGHT

TRAFFIC DRUMS @ 10' SPACING 37 TOTAL - STAGE 2E

205+00

W13-1 (18" X 18")
M.P.H. XX
W1-4DL (48" X 48")

T.C.E.

C.L. CONST. T.P. WHITE DR.

C.L. CONST. HWY. 67

C.L. CONST. JOHN HARDEN DR.

R3-6 (30" X 36")

W4-1R (48" X 48")

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

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

12'
12'
EXIST. ROW

195+00

PROP. ROW

TEMP. PRECAST CONCRETE BARRIER STAGE 2E - RETAIN

11'
11'
11'
11'

115+00

VANDENBERG BLVD.

200+00

TRAFFIC DRUMS @ 40' SPACING 15 TOTAL - STAGE 2E

110+00

TRAFFIC DRUMS @ 40' SPACING 19 TOTAL - STAGE 2E

685+00

TRAFFIC DRUMS @ 40' SPACING 22 TOTAL - STAGE 2E

EXIST. ROW

PROP. ROW

W13-1 (24" X 24")
M.P.H. XX
W1-4R (48" X 48")

TRAFFIC DRUMS @ 40' SPACING 36 TOTAL - STAGE 2E

10
SOUTH
67
167
M4-5 (24" X 12")
M3-1 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M6-2R (12" X 15")

110+00

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

STAGE 2E - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SOLID WHITE = 4230 LIN. FT.
SOLID YELLOW = 5837 LIN. FT.
SKIP WHITE = 1867 LIN. FT.

190+00

JOHN HARDEN DR.

T.C.E.

EXIST. ROW

N. 1ST ST.

STAGE 2E
MAINTENANCE OF TRAFFIC DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

SADonaldson 5/6/2022 10:02:43 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	354	1104
				2	MAINTENANCE OF TRAFFIC DETAILS			

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT
- TRAFFIC FLOW
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:
1. SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.

Vandenberg Blvd

W9-2L (48" X 48")

LANE ENDS MERGE LEFT

400'

JOHN HARDEN DR.

690+00

TRAFFIC DRUMS @ 40' SPACING 30 TOTAL - STAGE 2F

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. HWY. 67

R3-7R (30" X 30")

RIGHT LANE MUST TURN RIGHT

205+00

M.P.H. XX

W13-1 (18" X 18")

W1-4DL (48" X 48")

T.C.E.

C.L. CONST. T.P. WHITE DR.

ROAD CLOSED

R11-2 (48" X 30")

16' BARR. TYP. III LT.

W4-1R (48" X 48")

195+00

PROP. ROW

TRAFFIC DRUMS @ 40' SPACING 53 TOTAL - STAGE 2F

EXIST. ROW

12'

TRAFFIC DRUMS @ 40' SPACING 46 TOTAL - STAGE 2F

110+00

VANDENBERG BLVD.

115+00

200+00

685+00

ROAD CLOSED

R11-2 (48" X 30")

16' BARR. TYP. III RT.

PROP. ROW

EXIST. ROW

JOHN HARDEN DR.

190+00

TRAFFIC DRUMS @ 40' SPACING 40 TOTAL - STAGE 2F

M.P.H. XX

W13-1 (24" X 24")

W1-4R (48" X 48")

T.C.E.

EXIST. ROW

N. 6T S.

STAGE 2F - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SOLID WHITE = 5145 LIN. FT.
SOLID YELLOW = 5248 LIN. FT.
SKIP WHITE = 2078 LIN. FT.

STAGE 2F
MAINTENANCE OF TRAFFIC DETAILS
VANDENBERG BLVD.
STA. 108+52 TO 118+19

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 6/1/2022

SADonaldson 5/31/2022 7:53:14 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	355	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

PERMANENT PAVEMENT MARKING QUANTITIES

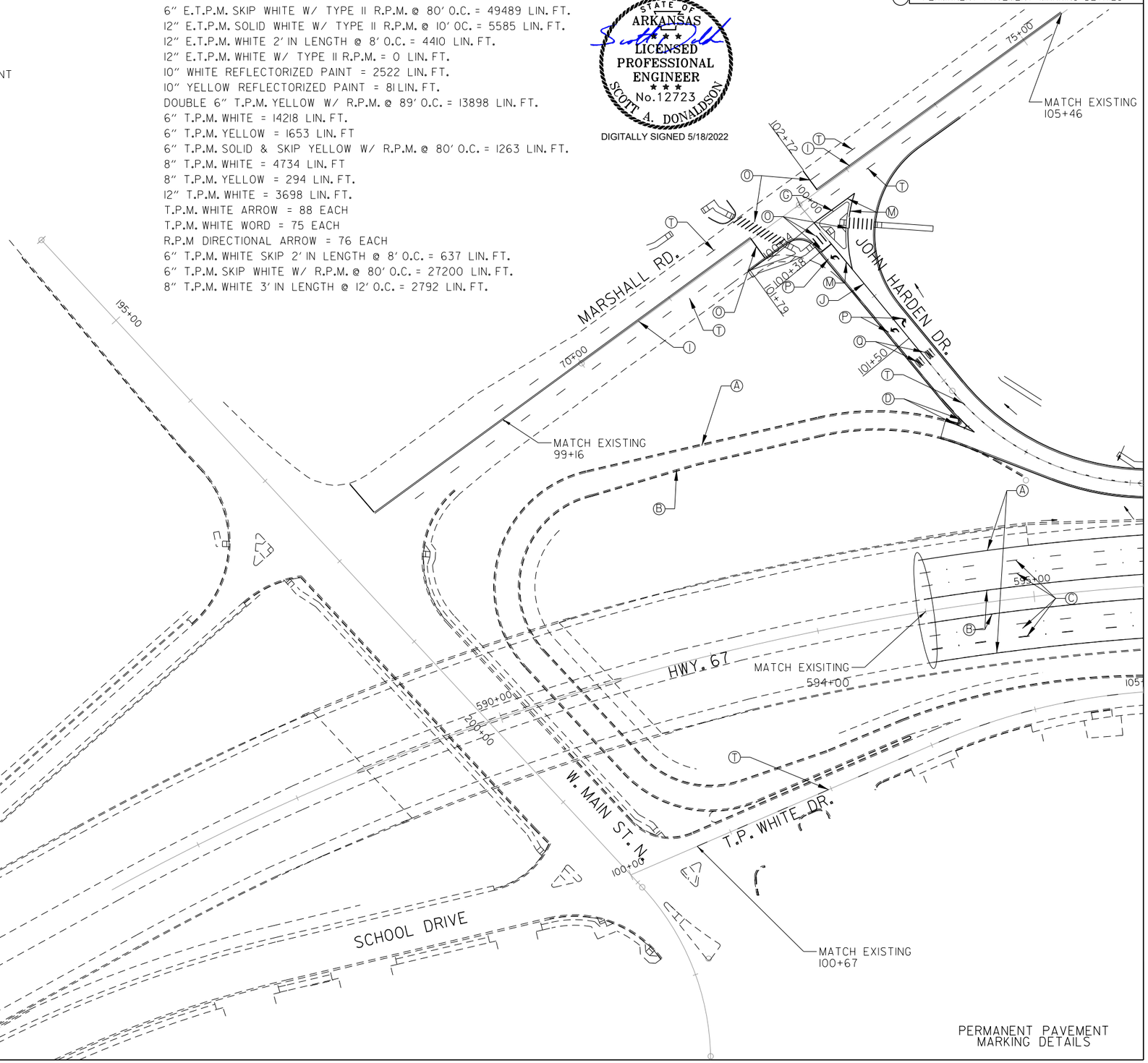
6" E.T.P.M. WHITE = 25739 LIN. FT.
6" E.T.P.M. YELLOW = 2551? LIN. FT.
6" E.T.P.M. SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C. = 49489 LIN. FT.
12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' OC. = 5585 LIN. FT.
12" E.T.P.M. WHITE 2' IN LENGTH @ 8' O.C. = 4410 LIN. FT.
12" E.T.P.M. WHITE W/ TYPE II R.P.M. = 0 LIN. FT.
10" WHITE REFLECTORIZED PAINT = 2522 LIN. FT.
10" YELLOW REFLECTORIZED PAINT = 81 LIN. FT.
DOUBLE 6" T.P.M. YELLOW W/ R.P.M. @ 89' O.C. = 13898 LIN. FT.
6" T.P.M. WHITE = 14218 LIN. FT.
6" T.P.M. YELLOW = 1653 LIN. FT
6" T.P.M. SOLID & SKIP YELLOW W/ R.P.M. @ 80' O.C. = 1263 LIN. FT.
8" T.P.M. WHITE = 4734 LIN. FT
8" T.P.M. YELLOW = 294 LIN. FT.
12" T.P.M. WHITE = 3698 LIN. FT.
T.P.M. WHITE ARROW = 88 EACH
T.P.M. WHITE WORD = 75 EACH
R.P.M DIRECTIONAL ARROW = 76 EACH
6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C. = 637 LIN. FT.
6" T.P.M. SKIP WHITE W/ R.P.M. @ 80' O.C. = 27200 LIN. FT.
8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C. = 2792 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

PAVEMENT MARKING LEGEND AND NOTES

(A) 6" E.T.P.M. WHITE *
(B) 6" E.T.P.M. YELLOW *
(C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C*
(D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C*
(E) 12" E.T.P.M. WHITE 2' IN LENGTH @ 8' O.C.*
(F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
(G) 10" WHITE REFLECTORIZED PAINT
(H) 10" YELLOW REFLECTORIZED PAINT
(I) DOUBLE 6" T.P.M. YELLOW* *
(J) 6" T.P.M. WHITE* *
(K) 6" T.P.M. YELLOW* *
(L) 6" T.P.M. SOLID & SKIP YELLOW* *
(M) 8" T.P.M. WHITE* *
(N) 8" T.P.M. YELLOW* *
(O) 12" T.P.M. WHITE* *
(P) T.P.M. WHITE ARROW * *
(Q) T.P.M. WHITE WORD * *
(R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) * * *
(S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.* *
(T) 6" T.P.M. SKIP WHITE* *
(U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.* *

* E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
* * T.P.M. = THERMOPLASTIC PAVEMENT MARKING
* * * R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC



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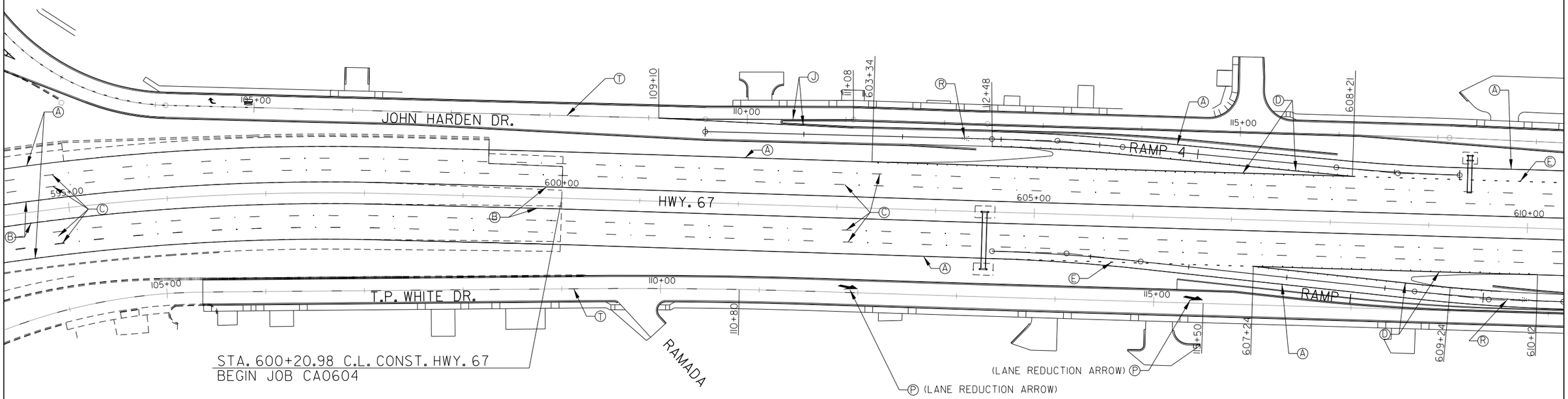
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	356	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.*
- (E) 12" E.T.P.M. WHITE 3' IN LENGTH @ 12' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW**
- (J) 6" T.P.M. WHITE**
- (K) 6" T.P.M. YELLOW**
- (L) 6" T.P.M. SOLID & SKIP YELLOW**
- (M) 8" T.P.M. WHITE**
- (N) 8" T.P.M. YELLOW**
- (O) 12" T.P.M. WHITE**
- (P) T.P.M. WHITE ARROW **
- (Q) T.P.M. WHITE WORD **
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) ***
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.**
- (T) 6" T.P.M. SKIP WHITE**
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.**

* E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
** T.P.M. = THERMOPLASTIC PAVEMENT MARKING
*** R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

PERMANENT PAVEMENT MARKING DETAILS

SADonaldson 5/13/2022 12:39:05 PM
WORKSPACE: AHTD
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REVISED DATE:

PAVEMENT MARKING LEGEND AND NOTES

Ⓐ 6" E.T.P.M. WHITE ✱
Ⓑ 6" E.T.P.M. YELLOW ✱
Ⓒ 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C✱
Ⓓ 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C✱
Ⓔ 12" E.T.P.M. WHITE 2' IN LENGTH @ 8' O.C.✱
Ⓕ 12" E.T.P.M. WHITE W/TYPE II R.P.M.✱
Ⓖ 10" WHITE REFLECTORIZED PAINT
Ⓗ 10" YELLOW REFLECTORIZED PAINT
Ⓘ DOUBLE 6" T.P.M. YELLOW✱✱
Ⓙ 6" T.P.M. WHITE✱✱
Ⓚ 6" T.P.M. YELLOW✱✱
Ⓛ 6" T.P.M. SOLID & SKIP YELLOW✱✱
Ⓜ 8" T.P.M. WHITE✱✱
Ⓝ 8" T.P.M. YELLOW✱✱
Ⓞ 12" T.P.M. WHITE✱✱
Ⓟ T.P.M. WHITE ARROW ✱✱
Ⓠ T.P.M. WHITE WORD ✱✱
Ⓡ R.P.M. DIRECTIONAL ARROW (SEE PM-2) ✱✱✱
Ⓢ 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.✱✱
Ⓣ 6" T.P.M. SKIP WHITE✱✱
Ⓤ 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.✱✱

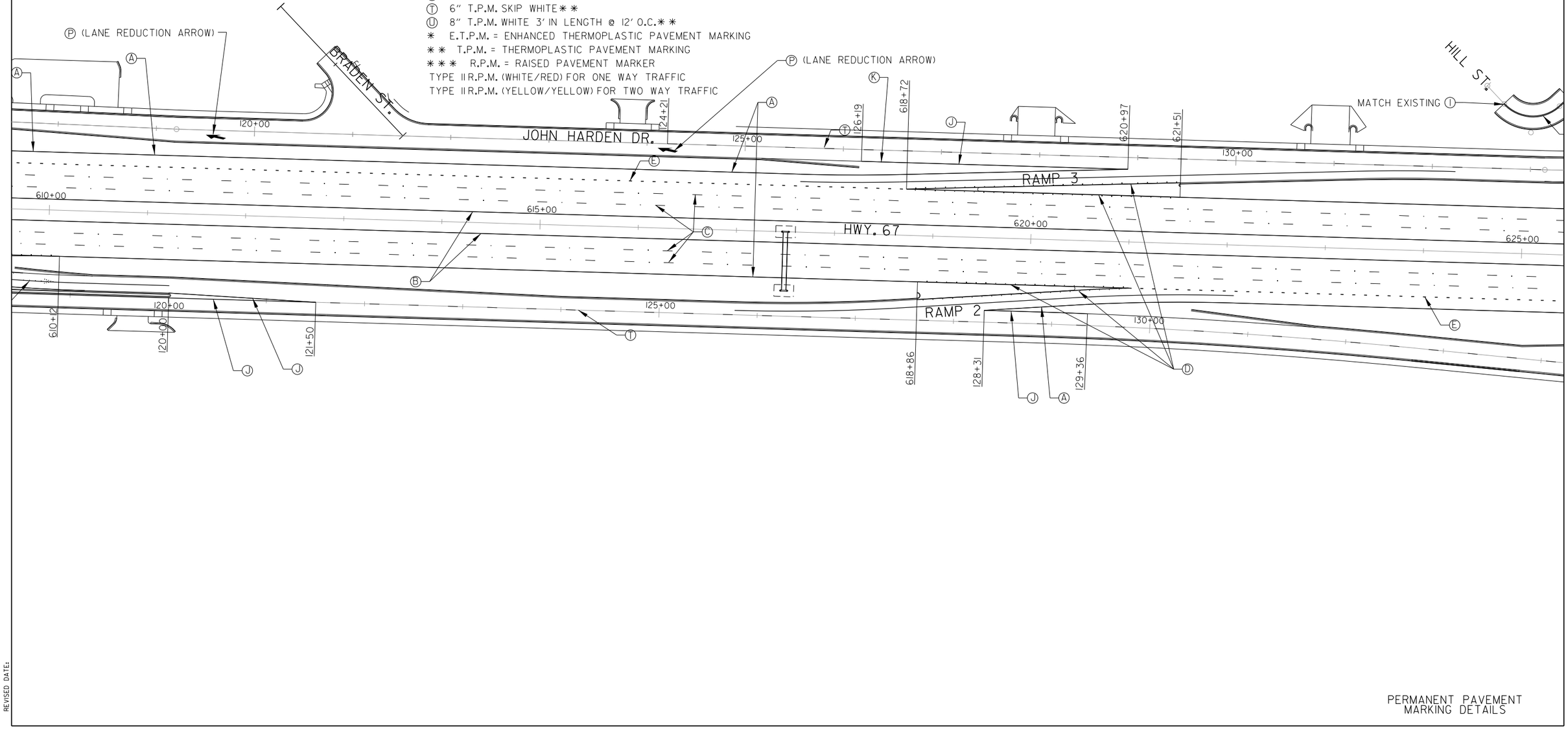
✱ E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
✱✱ T.P.M. = THERMOPLASTIC PAVEMENT MARKING
✱✱✱ R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	357	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



PERMANENT PAVEMENT MARKING DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

PAVEMENT MARKING LEGEND AND NOTES

Ⓐ 6" E.T.P.M. WHITE ∗
Ⓑ 6" E.T.P.M. YELLOW ∗
Ⓒ 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.∗
Ⓓ 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.∗
Ⓔ 12" E.T.P.M. WHITE 3' IN LENGTH @ 12' O.C.∗
Ⓕ 12" E.T.P.M. WHITE W/TYPE II R.P.M.∗
Ⓖ 10" WHITE REFLECTORIZED PAINT
Ⓗ 10" YELLOW REFLECTORIZED PAINT
Ⓘ DOUBLE 6" T.P.M. YELLOW∗∗
Ⓙ 6" T.P.M. WHITE∗∗
Ⓚ 6" T.P.M. YELLOW∗∗
Ⓛ 6" T.P.M. SOLID & SKIP YELLOW∗∗
Ⓜ 8" T.P.M. WHITE∗∗
Ⓝ 8" T.P.M. YELLOW∗∗
Ⓞ 12" T.P.M. WHITE∗∗
Ⓟ T.P.M. WHITE ARROW ∗∗
Ⓠ T.P.M. WHITE WORD ∗∗
Ⓡ R.P.M. DIRECTIONAL ARROW (SEE PM-2) ∗∗∗
Ⓢ 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.∗∗
Ⓣ 6" T.P.M. SKIP WHITE∗∗
Ⓤ 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.∗∗

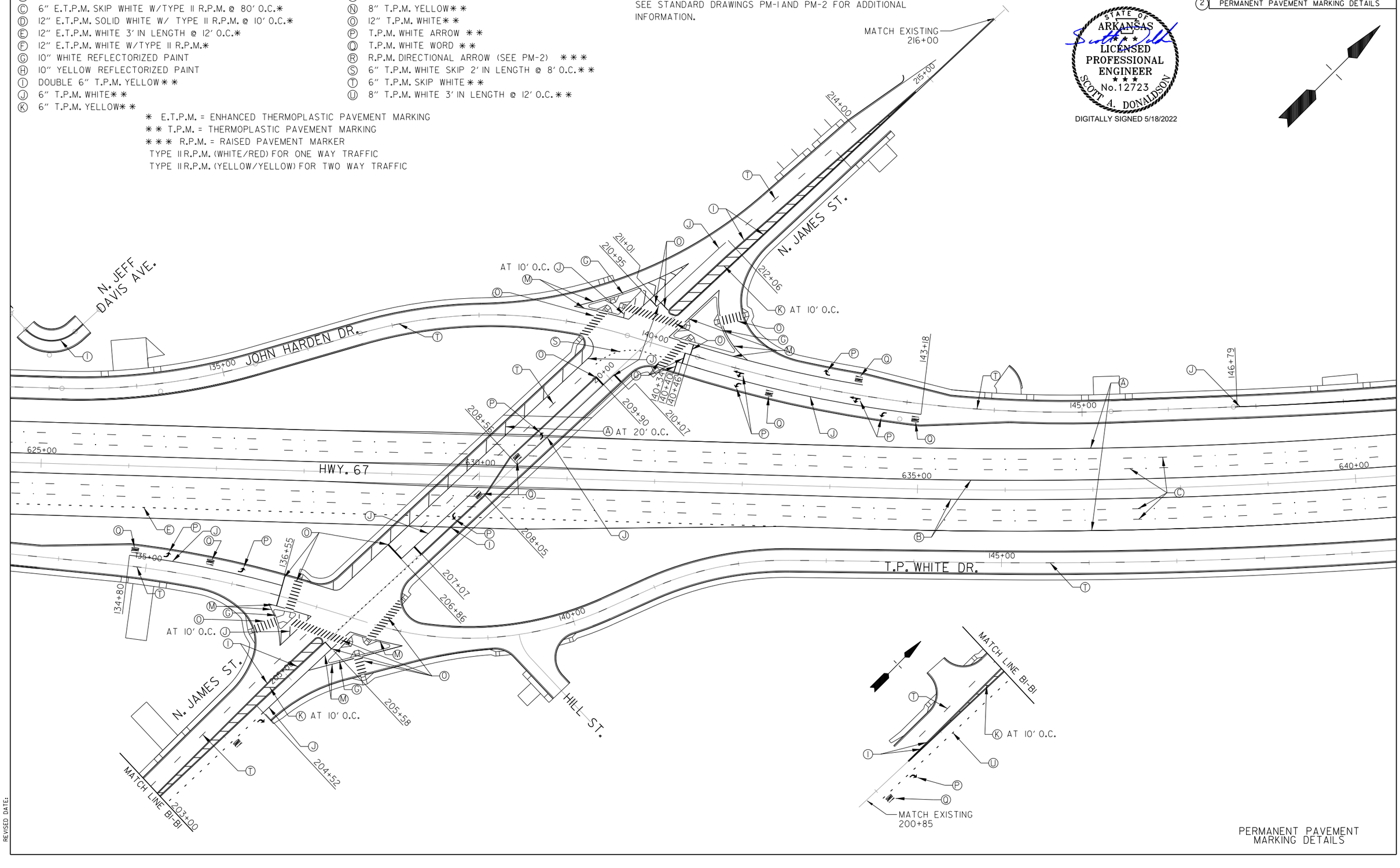
∗ E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
∗∗ T.P.M. = THERMOPLASTIC PAVEMENT MARKING
∗∗∗ R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	358	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



PERMANENT PAVEMENT MARKING DETAILS

SADonaldson 5/3/2022 12:39:16 PM
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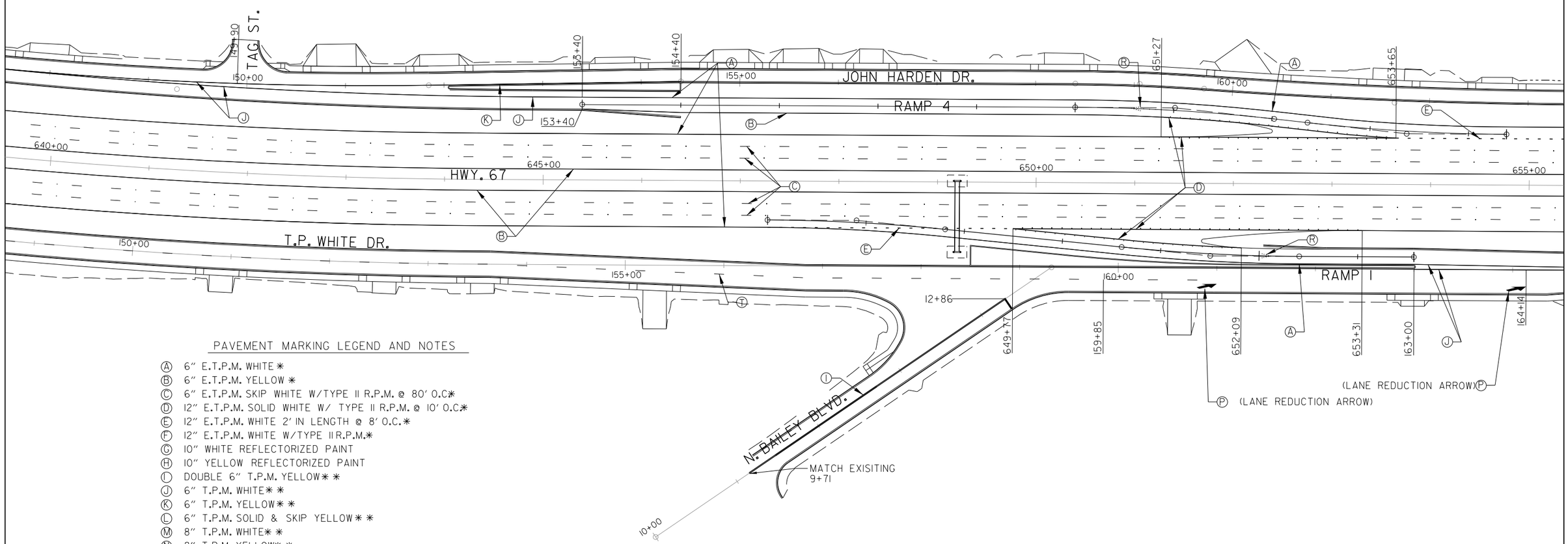
REVISED DATE:

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	359	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C*
- (E) 12" E.T.P.M. WHITE 2' IN LENGTH @ 8' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW* *
- (J) 6" T.P.M. WHITE* *
- (K) 6" T.P.M. YELLOW* *
- (L) 6" T.P.M. SOLID & SKIP YELLOW* *
- (M) 8" T.P.M. WHITE* *
- (N) 8" T.P.M. YELLOW* *
- (O) 12" T.P.M. WHITE* *
- (P) T.P.M. WHITE ARROW * *
- (Q) T.P.M. WHITE WORD * *
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) * * *
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.* *
- (T) 6" T.P.M. SKIP WHITE* *
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.* *

* E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
* * T.P.M. = THERMOPLASTIC PAVEMENT MARKING
* * * R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

PERMANENT PAVEMENT MARKING DETAILS

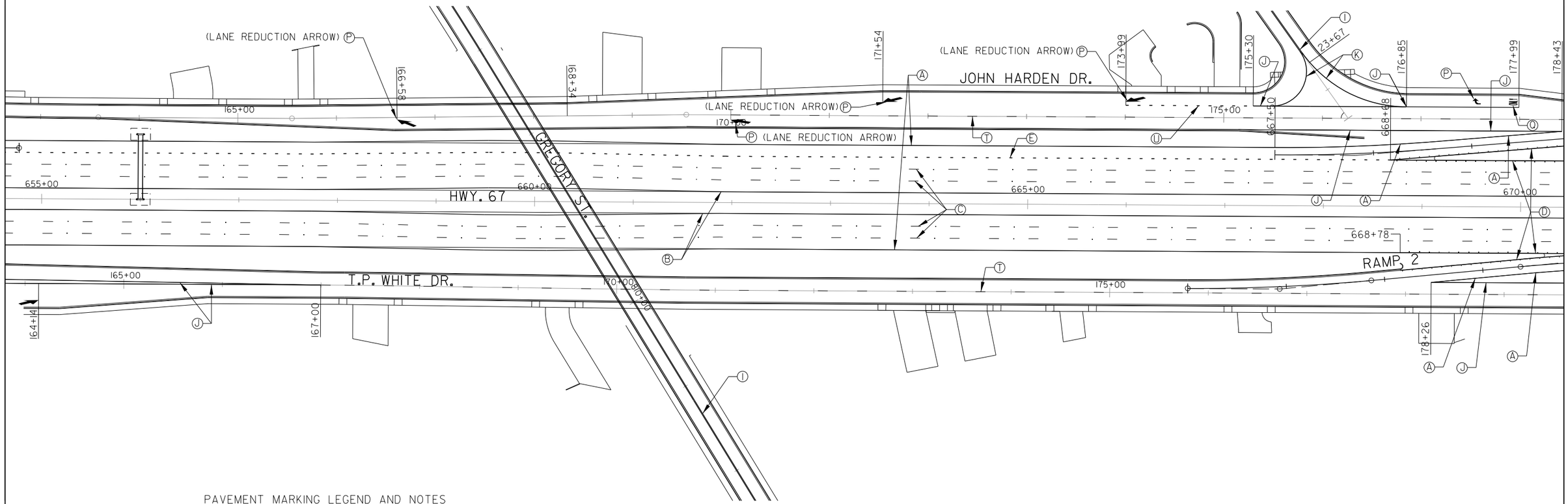
SADonaldson 5/13/2022 12:39:16 PM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_PM-05.dgn
REVISED DATE:

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	360	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.*
- (E) 12" E.T.P.M. WHITE 3' IN LENGTH @ 12' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW**
- (J) 6" T.P.M. WHITE**
- (K) 6" T.P.M. YELLOW**
- (L) 6" T.P.M. SOLID & SKIP YELLOW**
- (M) 8" T.P.M. WHITE**
- (N) 8" T.P.M. YELLOW**
- (O) 12" T.P.M. WHITE**
- (P) T.P.M. WHITE ARROW **
- (Q) T.P.M. WHITE WORD **
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) ***
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.**
- (T) 6" T.P.M. SKIP WHITE **
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.**

* E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
** T.P.M. = THERMOPLASTIC PAVEMENT MARKING
*** R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

PERMANENT PAVEMENT MARKING DETAILS

SADonaldson 5/13/2022 12:39:17 PM
WORKSPACE: AHTD
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REVISED DATE:

PAVEMENT MARKING LEGEND AND NOTES

Ⓐ 6" E.T.P.M. WHITE ✱
Ⓑ 6" E.T.P.M. YELLOW ✱
Ⓒ 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.✱
Ⓓ 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.✱
Ⓔ 12" E.T.P.M. WHITE 3' IN LENGTH @ 12' O.C.✱
Ⓕ 12" E.T.P.M. WHITE W/TYPE II R.P.M.✱
Ⓖ 10" WHITE REFLECTORIZED PAINT
Ⓗ 10" YELLOW REFLECTORIZED PAINT
Ⓘ DOUBLE 6" T.P.M. YELLOW✱✱
Ⓙ 6" T.P.M. WHITE✱✱
Ⓚ 6" T.P.M. YELLOW✱✱
Ⓛ 6" T.P.M. SOLID & SKIP YELLOW✱✱
Ⓜ 8" T.P.M. WHITE✱✱
Ⓝ 8" T.P.M. YELLOW✱✱
Ⓞ 12" T.P.M. WHITE✱✱
Ⓟ T.P.M. WHITE ARROW ✱✱
Ⓠ T.P.M. WHITE WORD ✱✱
Ⓡ R.P.M. DIRECTIONAL ARROW (SEE PM-2) ✱✱✱
Ⓢ 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.✱✱
Ⓣ 6" T.P.M. SKIP WHITE✱✱
Ⓤ 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.✱✱

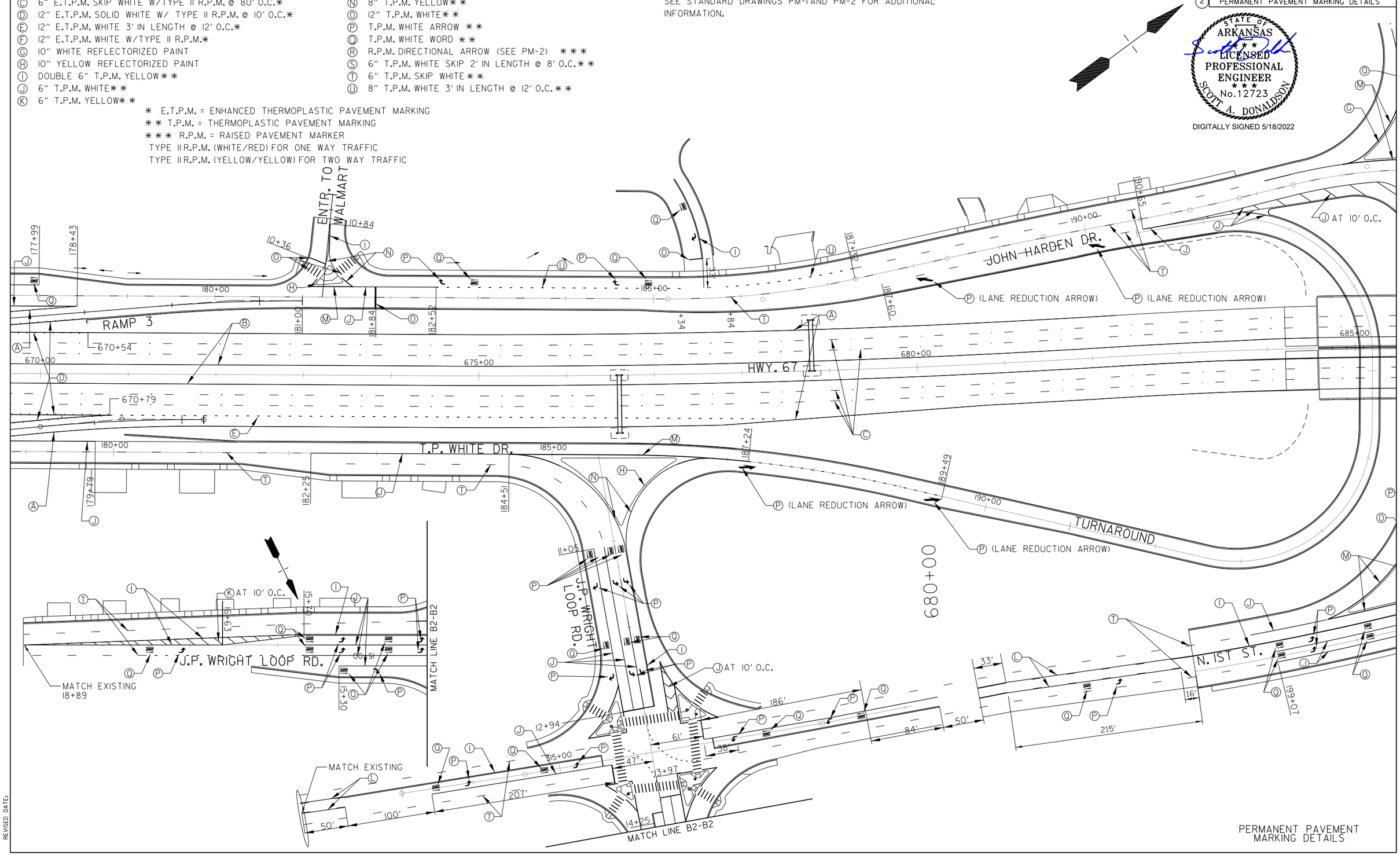
✱ E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
✱✱ T.P.M. = THERMOPLASTIC PAVEMENT MARKING
✱✱✱ R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	361	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



PERMANENT PAVEMENT MARKING DETAILS

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WORKSPACE: AHTD
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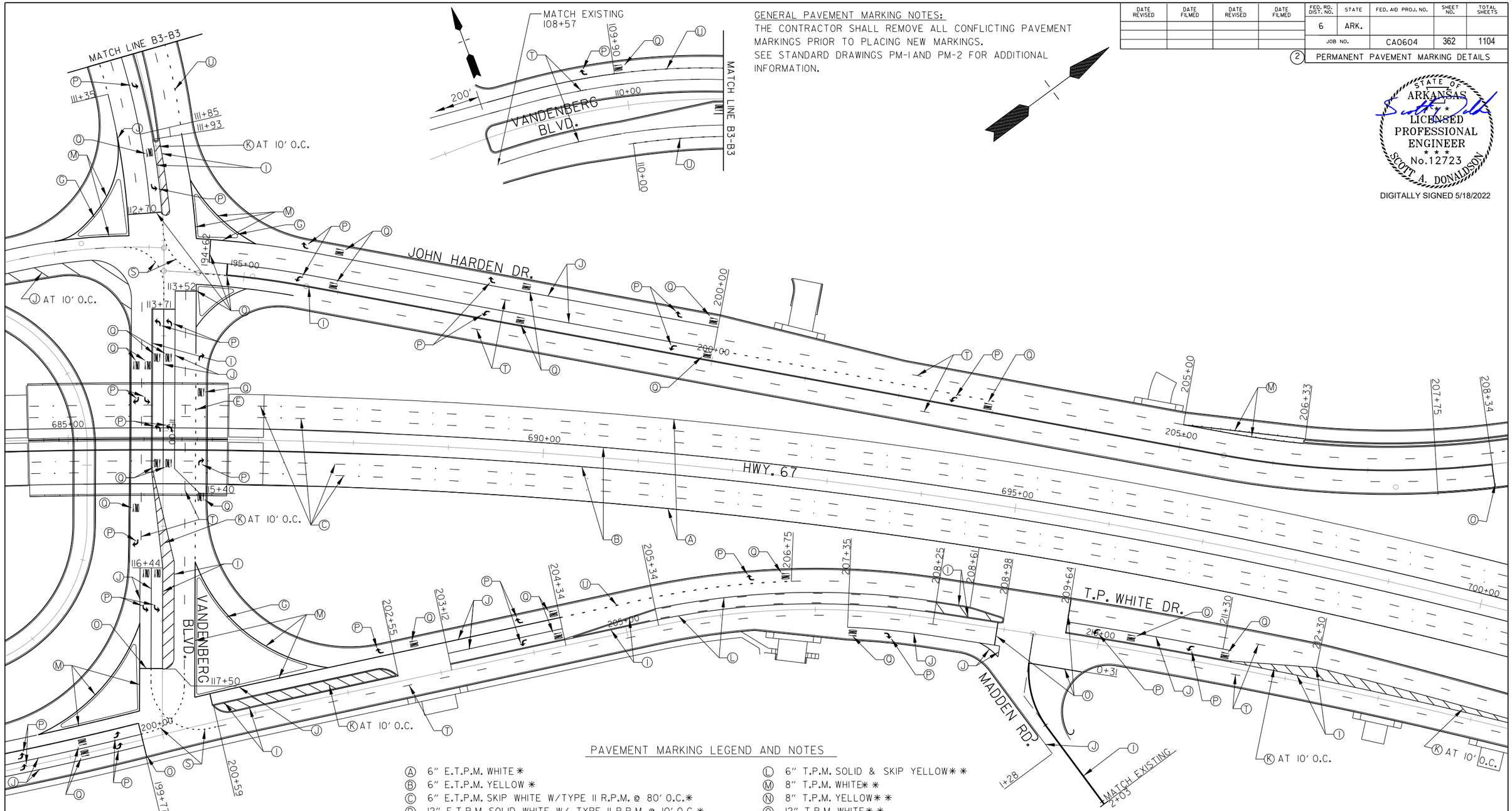
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	362	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022



PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.*
- (E) 12" E.T.P.M. WHITE 3' IN LENGTH @ 12' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW**
- (J) 6" T.P.M. WHITE**
- (K) 6" T.P.M. YELLOW**
- (L) 6" T.P.M. SOLID & SKIP YELLOW**
- (M) 8" T.P.M. WHITE**
- (N) 8" T.P.M. YELLOW**
- (O) 12" T.P.M. WHITE**
- (P) T.P.M. WHITE ARROW **
- (Q) T.P.M. WHITE WORD **
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) ***
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.**
- (T) 6" T.P.M. SKIP WHITE **
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.**

* E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
** T.P.M. = THERMOPLASTIC PAVEMENT MARKING
*** R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

PERMANENT PAVEMENT MARKING DETAILS

SADonaldson 5/13/2022 12:39:17 PM
WORKSPACE: AHTD
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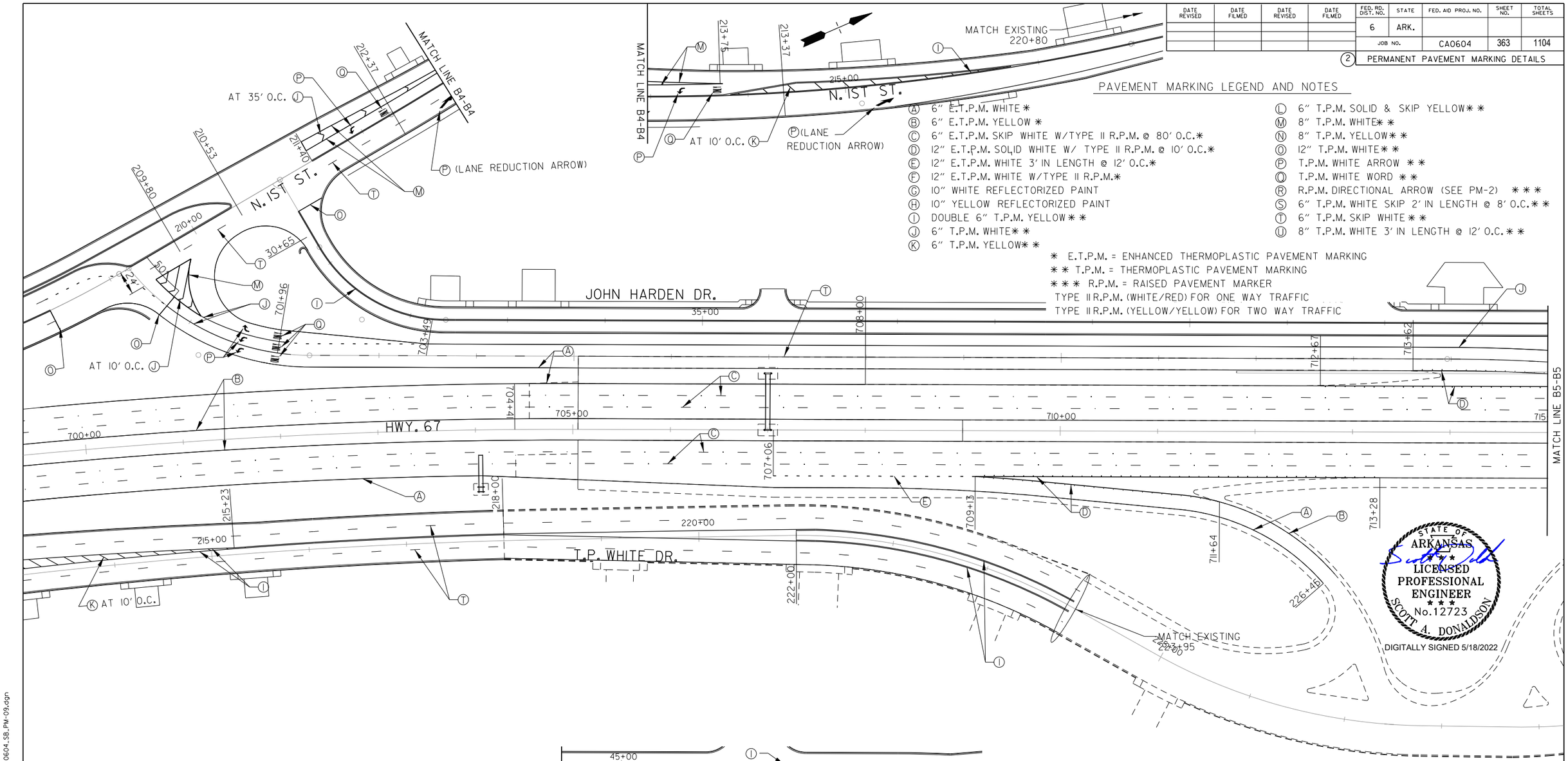
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	363	1104

(2) PERMANENT PAVEMENT MARKING DETAILS



PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.*
- (E) 12" E.T.P.M. WHITE 3' IN LENGTH @ 12' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW**
- (J) 6" T.P.M. WHITE**
- (K) 6" T.P.M. YELLOW**
- (L) 6" T.P.M. SOLID & SKIP YELLOW**
- (M) 8" T.P.M. WHITE**
- (N) 8" T.P.M. YELLOW**
- (O) 12" T.P.M. WHITE**
- (P) T.P.M. WHITE ARROW **
- (Q) T.P.M. WHITE WORD **
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) ***
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.**
- (T) 6" T.P.M. SKIP WHITE**
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.**

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** T.P.M. = THERMOPLASTIC PAVEMENT MARKING
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TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

PERMANENT PAVEMENT MARKING DETAILS

SADonaldson 5/13/2022 12:39:18 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	364	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C*
- (E) 12" E.T.P.M. WHITE 2' IN LENGTH @ 8' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW* *
- (J) 6" T.P.M. WHITE* *
- (K) 6" T.P.M. YELLOW* *
- (L) 6" T.P.M. SOLID & SKIP YELLOW* *
- (M) 8" T.P.M. WHITE* *
- (N) 8" T.P.M. YELLOW* *
- (O) 12" T.P.M. WHITE* *
- (P) T.P.M. WHITE ARROW * *
- (Q) T.P.M. WHITE WORD * *
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) * * *
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.* *
- (T) 6" T.P.M. SKIP WHITE* *
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.* *

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* * T.P.M. = THERMOPLASTIC PAVEMENT MARKING
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TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

N. BAILEY BLVD.
GREGORY ST.
HWY. 67
N. 1ST ST.
MATCHLINE A-A
MATCHLINE C-C
MATCH EXISTING 800+07
AT 10' O.C.

PERMANENT PAVEMENT MARKING DETAILS

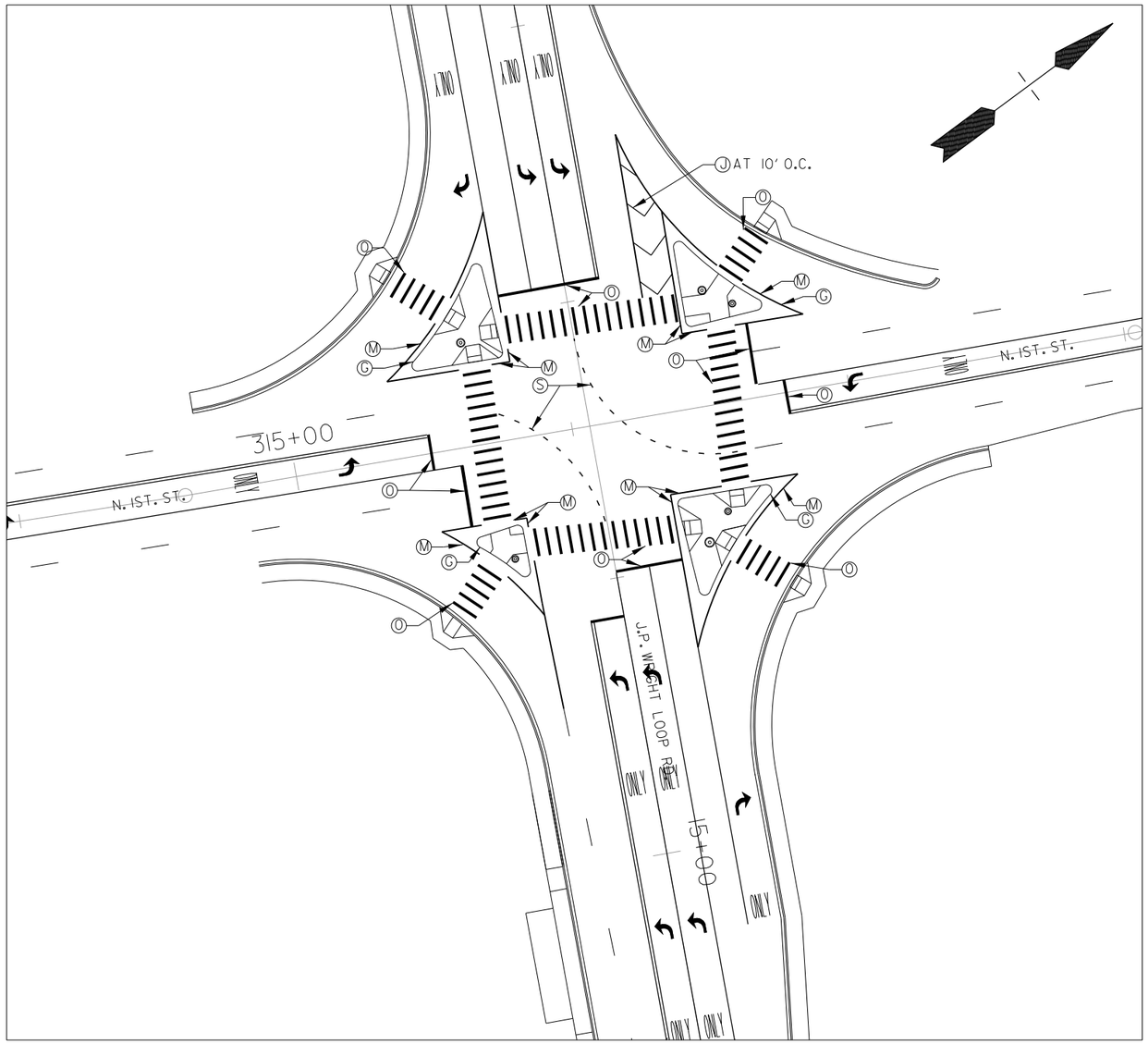
SADonaldson 5/13/2022 12:39:19 PM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_PM-10.dgn
REVISED DATE:

GENERAL PAVEMENT MARKING NOTES:
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	365	1104

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



FINAL STRIPING DETAIL
FOR CONCRETE ISLANDS
(N. IST. ST./J.P. WRIGHT LOOP RD.)

PAVEMENT MARKING LEGEND AND NOTES

- (A) 6" E.T.P.M. WHITE *
- (B) 6" E.T.P.M. YELLOW *
- (C) 6" E.T.P.M. SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.*
- (D) 12" E.T.P.M. SOLID WHITE W/ TYPE II R.P.M. @ 10' O.C.*
- (E) 12" E.T.P.M. WHITE 2' IN LENGTH @ 8' O.C.*
- (F) 12" E.T.P.M. WHITE W/TYPE II R.P.M.*
- (G) 10" WHITE REFLECTORIZED PAINT
- (H) 10" YELLOW REFLECTORIZED PAINT
- (I) DOUBLE 6" T.P.M. YELLOW* *
- (J) 6" T.P.M. WHITE* *
- (K) 6" T.P.M. YELLOW* *
- (L) 6" T.P.M. SOLID & SKIP YELLOW* *
- (M) 8" T.P.M. WHITE* *
- (N) 8" T.P.M. YELLOW* *
- (O) 12" T.P.M. WHITE* *
- (P) T.P.M. WHITE ARROW * *
- (Q) T.P.M. WHITE WORD * *
- (R) R.P.M. DIRECTIONAL ARROW (SEE PM-2) * * *
- (S) 6" T.P.M. WHITE SKIP 2' IN LENGTH @ 8' O.C.* *
- (T) 6" T.P.M. SKIP WHITE* *
- (U) 8" T.P.M. WHITE 3' IN LENGTH @ 12' O.C.* *

* E.T.P.M. = ENHANCED THERMOPLASTIC PAVEMENT MARKING
* * T.P.M. = THERMOPLASTIC PAVEMENT MARKING
* * * R.P.M. = RAISED PAVEMENT MARKER
TYPE II R.P.M. (WHITE/RED) FOR ONE WAY TRAFFIC
TYPE II R.P.M. (YELLOW/YELLOW) FOR TWO WAY TRAFFIC

SADonaldson 5/13/2022 12:39:19 PM
WORKSPACE: AHTD
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REVISED DATE:

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.		CA0604	366	1104
				(2)	SIGN QUANTITIES			

STANDARD SIGN QUANTITIES
SQUARE TUBE POSTS (BOX 1 of 4)

SIGN NO./LOCATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	SQUARE TUBE POST ASSEMBLIES						
		G-1	G-2	G2-1	G2-2	G2-3	G2-4	G2-10
		EACH	EACH	EACH	EACH	EACH	EACH	EACH
SS-MARSHALL-60-STA72+45SB	W1-7	1						
SS-HARDEN-60-STA100+35SB	R5-1, R6-1L, R6-1R					1		
SS-HARDEN-60-STA100+45SB	R5-1, R1-2					1		
SS-HARDEN-60-STA101+15SB	R5-1A (w/ MUSEUM)		1					
SS-HARDEN-60-STA101+15SB	R5-1A		1					
GM-HARDEN-60-STA102+00SB	D1-1						1	
SS-HARDEN-60-STA102+85SB	M4-5, M3-1, M1-4, M1-4, M6-2L	1						
SS-WHITE-60-STA103+00NB	R1-2			1				
SS-WHITE-60-STA103+20NB	R6-2R	1						
SS-HARDEN-60-STA103+30SB	W1-8R	1						
SS-HARDEN-60-STA104+10SB	W1-8R	1						
SS-WHITE-60-STA104+25NB	R6-2R	1						
SS-HARDEN-60-STA104+50SB	R3-7R	1						
SS-WHITE-60-STA104+95NB	R6-2R	1						
SS-WHITE-60-STA105+30NB	R2-1	1						
SS-HARDEN-60-STA105+50SB	W3-3			1				
SS-HARDEN-60-STA105+50SB	W3-3			1				
SS-WHITE-60-STA105+65NB	R6-2R	1						
SS-HARDEN-60-STA106+05SB	R6-2R	1						
SS-HARDEN-60-STA107+50SB	M3-1, M1-4, M1-4, M5-4	1						
SS-WHITE-60-STA108+65NB	R6-2R	1						
SS-WHITE-60-STA109+00NB	W4-2L			1				
SS-WHITE-60-STA110+05NB	R6-1R, R1-1, R3-2	1						
SS-HARDEN-60-STA110+15SB	R6-2R	1						
SS-HARDEN-60-STA110+75SB	R6-2R	1						
SS-HARDEN-60-STA111+95SB	R6-2R	1						
SS-WHITE-60-STA112+35NB	R6-2R	1						
SS-WHITE-60-STA113+95NB	R6-2R	1						
SS-HARDEN-60-STA112+70SB	R6-2R	1						
SS-HARDEN-60-STA113+45SB	R6-2R	1						
SS-HARDEN-60-STA114+80SB	R6-1R, R1-1, R3-2	1						
SS-WHITE-60-STA115+10NB	R6-2R	1						
SS-HARDEN-60-STA115+35SB	R5-2, R12-1	1						
SS-HARDEN-60-STA117+70SB	R6-2R	1						
SS-HARDEN-60-STA118+50SB	R6-2R	1						
SS-WHITE-60-STA119+65NB	R6-2R	1						
SS-HARDEN-60-STA120+65SB	R6-1R, R1-1, R3-2	1						
SS-WHITE-60-STA121+75NB	M3-1, M1-4, M1-4, M5-4	1						
SS-WHITE-60-STA123+50NB	R2-1	1						
SS-067-60-STA615+50SB	R2-1 (65 MPH)		1					
SS-067-60-STA615+50SB	R2-1 (65 MPH)		1					
SS-HARDEN-60-STA123+85SB	R6-2R	1						
SS-067-60-STA616+00NB	W4-1R			1				
SS-HARDEN-60-STA125+00SB	W4-2L			1				
SS-WHITE-60-STA125+75NB	M3-1, M1-4, M1-4, M6-2L	1						
SS-HARDEN-60-STA127+60SB	R6-2R	1						
SS-067-60-STA623+50SB	W4-1R			1				
SS-HARDEN-60-STA130+95SB	R6-2R	1						
SS-WHITE-60-STA132+30NB	W3-3			1				
SS-WHITE-60-STA132+30NB	W3-3			1				
SS-HARDEN-60-STA132+00SB	M3-3, M1-4 (24x24), M1-4 (30x24), M6-2L	1						
SS-067-60-STA625+00NB	W4-2R (48")			1				
SS-HILL-60-STA132+60SB	W1-8L, W1-8R	1						
SS-HILL-60-STA133+00SB	W1-8L, W1-8R	1						
SS-HILL-60-STA133+40SB	W1-8L, W1-8R	1						
SS-WHITE-60-STA134+00NB	M3-3, M1-4, M1-4, M6-1L M3-1, M1-4, M1-4, M6-3						1	
SS-HARDEN-60-STA133+90SB	R6-2R	1						
GM-WHITE-60-STA135+20NB	D1-1 (JAMES ST)		1					
SS-WHITE-60-STA135+25NB	R5-1A					1		
SS-WHITE-60-STA135+25NB	R5-1A					1		
SS-HARDEN-60-STA136+00SB	R2-1	1						
SS-WHITE-60-STA136+15NB	R1-2, R5-1					1		
SS-WHITE-60-STA136+65NB	R5-1A, R6-1L, R6-1R	1						
SS-HARDEN-60-STA137+00SB	W1-8L	1						
SS-HARDEN-60-STA137+50SB	W1-8L	1						
SUBTOTALS		43	5	10	0	5	2	0

STANDARD SIGN QUANTITIES
SQUARE TUBE POSTS (BOX 2 of 4)

SIGN NO./LOCATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	SQUARE TUBE POST ASSEMBLIES						
		G-1	G-2	G2-1	G2-2	G2-3	G2-4	G2-10
		EACH	EACH	EACH	EACH	EACH	EACH	EACH
SS-HARDEN-60-STA138+00SB	W1-8L	1						
SS-HARDEN-60-STA139+10SB	R1-2			1				
SS-JAMES-60-STA202+00WB	R3-7R	1						
SS-JAMES-60-STA204+55WB	M3-3, M1-4, M1-4, M6-3 M3-1, M1-4, M1-4, M6-2R, D1-2							1
SS-JAMES-60-STA206+75WB	W8-13 (36x36)			1				
SS-JAMES-60-STA206+75EB	M3-1, M1-4, M1-4, M6-1L, D1-1						1	
SS-JAMES-60-STA209+50WB	M3-3, M1-4, M1-4, M6-1L, D1-1						1	
SS-JAMES-60-STA209+80EB	W8-13 (36x36)			1				
SS-JAMES-60-STA211+85WB	R5-1, R1-2					1		
SS-JAMES-60-STA212+90EB	M3-3, M1-4, M1-4, M6-2R M3-1, M1-4, M1-4, M6-3, D1-2							1
SS-WHITE-60-STA138+05NB	R1-2					1		
SS-WHITE-60-STA139+75NB	R6-1R, R1-1, R3-2	1						
SS-WHITE-60-STA140+25SB	R5-1A, R6-1L, R6-1R	1						
SS-HARDEN-60-STA142+00SB	R5-1A	1						
SS-HARDEN-60-STA142+00SB	R5-1A	1						
GM-HARDEN-60-STA142+10SB	D1-1 (JAMES ST)		1					
SS-HARDEN-60-STA143+50SB	M3-3, M1-4, M1-4, M6-3 M3-1, M1-4, M1-4, M6-1L,						1	
SS-WHITE-60-STA144+05NB	R2-1	1						
SS-067-60-STA635+00NB	R2-1 (65 MPH)		1					
SS-067-60-STA635+00NB	R2-1 (65 MPH)		1					
SS-HARDEN-60-STA144+20SB	R6-2R	1						
SS-HARDEN-60-STA144+75SB	R6-2R	1						
SS-HARDEN-60-STA146+00SB	W3-3			1				
SS-HARDEN-60-STA146+00SB	W3-3			1				
SS-HARDEN-60-STA148+00SB	R6-2R	1						
SS-HARDEN-60-STA149+65SB	R6-1R, R1-1, R3-2	1						
SS-HARDEN-60-STA150+90SB	R6-2R	1						
SS-WHITE-60-STA150+95NB	R6-2R	1						
SS-HARDEN-60-STA151+95SB	R6-2R	1						
SS-WHITE-60-STA152+55NB	R6-2R	1						
SS-WHITE-60-STA153+60NB	R6-2R	1						
SS-HARDEN-60-STA153+75SB	R6-2R	1						
SS-HARDEN-60-STA154+85SB	R6-2R	1						
SS-HARDEN-60-STA155+65SB	R6-2R	1						
SS-HARDEN-60-STA156+30SB	R6-2R	1						
SS-WHITE-60-STA157+05NB	R6-2R	1						
SS-WHITE-60-STA156+50NB	W4-2R			1				
SS-HARDEN-60-STA158+30SB	R6-2R	1						
SS-BAILEY-60-STA14+40NB	R6-1R, R1-1, R3-2	1						
SS-HARDEN-60-STA160+20SB	R6-2R	1						
SS-WHITE-60-STA160+70NB	R6-2R	1						
SS-HARDEN-60-STA161+55SB	R6-2R	1						
SS-HARDEN-60-STA162+70SB	R6-2R	1						
SS-WHITE-60-STA162+95NB	R6-2R	1						
SS-HARDEN-60-STA164+50SB	R6-2R	1						
SS-HARDEN-60-STA165+70SB	R6-2R	1						
SS-WHITE-60-STA167+50NB	R6-2R	1						
SS-HARDEN-60-STA168+85SB	R6-2R	1						
SS-WHITE-60-STA169+00NB	R2-1	1						
SS-WHITE-60-STA169+30NB	R6-2R	1						
SS-GREG-60-STA805+00EB	W8-13 (36x36)			1				
SS-GREG-60-STA806+90EB	OM3-R	1						
SS-GREG-60-STA807+13WB	OM3-L	1						
SS-GREG-60-STA810+17EB	OM3-L	1						
SUBTOTALS		37	3	7	0	2	3	2

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

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WORKSPACE: Carver_2012
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	367	1104
				(2)	SIGN QUANTITIES			

STANDARD SIGN QUANTITIES
SQUARE TUBE POSTS (BOX 3 of 4)

SIGN NO./LOCATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	SQUARE TUBE POST ASSEMBLIES						
		G-1	G-2	G2-1	G2-2	G2-3	G2-4	G2-10
		EACH	EACH	EACH	EACH	EACH	EACH	EACH
SS-GREG-60-STA810+77WB	OM3-R	1						
SS-GREG-60-STA812+75WB	W8-13 (36x36)			1				
SS-HARDEN-60-STA170+15SB	R6-2R	1						
SS-WHITE-60-STA171+50NB	M3-1, M1-4, M1-4, M5-4	1						
SS-WHITE-60-STA172+95NB	R6-2R	1						
SS-HARDEN-60-STA173+00SB	W4-2L			1				
SS-WHITE-60-STA173+60NB	R6-2R	1						
SS-HARDEN-60-STA174+35SB	R6-2R	1						
SS-WHITE-60-STA174+60NB	R6-2R	1						
SS-067-60-STA666+00NB	W4-1 (48")			1				
SS-HARDEN-60-STA175+20SB	R6-2R	1						
SS-HARDEN-60-STA176+00SB	R6-2R	1						
SS-HARDEN-60-STA176+00SB	R5-1	1						
SS-WHITE-60-STA175+75NB	M3-1, M1-4, M1-4,M6-2L	1						
SS-WHITE-60-STA176+45NB	R6-2R	1						
SS-WHITE-60-STA177+80NB	R6-2R	1						
SS-WHITE-60-STA178+60NB	R6-2R	1						
GM-HARDEN-60-STA179+00SB	D1-1		1					
SS-WHITE-60-STA179+55NB	R3-7R	1						
SS-WHITE-60-STA180+00NB	R6-2R	1						
SS-HARDEN-60-STA180+00SB	M3-3, M1-4, M1-4, M6-2L						1	
SS-HARDEN-60-STA180+90SB	R6-2R	1						
SS-WHITE-60-STA181+00NB	R6-2R	1						
GM-WHITE-60-STA181+20NB	D1-3		1					
SS-WHITE-60-STA182+50NB	M4-5, M3-3, M1-4, M1-4, M6-3						1	
SS-067-60-STA673+50SB	W4-3R (48")			1				
SS-WHITE-60-STA182+80NB	R6-2R	1						
SS-WHITE-60-STA183+65NB	R6-2R	1						
SS-067-60-STA674+00NB	W4-2R (48")			1				
SS-HARDEN-60-STA184+00SB	R3-7R	1						
SS-HARDEN-60-STA185+00SB	M3-3, M1-4, M1-4, M5-4	1						
SS-HARDEN-60-STA185+35SB	R6-1R, R1-1, R3-2	1						
SS-HARDEN-60-STA186+75SB	R6-2R	1						
SS-067-60-STA678+75NB	W8-13 (48")			1				
SS-067-60-STA680+00NB	W8-13 (48")			1				
SS-HARDEN-60-STA188+50SB	R2-1	1						
SS-HARDEN-60-STA188+85SB	R6-2R	1						
SS-HARDEN-60-STA189+60SB	R6-2R	1						
SS-HARDEN-60-STA190+70SB	R6-2R	1						
SS-HARDEN-60-STA191+85SB	R6-6	1						
SS-HARDEN-60-STA192+15SB	R6-6	1						
SS-HARDEN-60-STA192+60SB	W4-3L (48")			1				
SS-FIRST-60-STA318+00SB	M4-5, M3-3, M1-4, M1-4, M6-2R	1						
SS-WHITE-60-STA196+00NB	R3-7L	1						
SS-WHITE-60-STA196+00SB	M3-3, M1-5	1						
SS-WHITE-60-STA198+25SB	W4-3R			1				
SS-WHITE-60-STA198+00NB	M4-5, M3-3, M1-4, M1-4, M6-1L M4-5, M3-1, M1-4, M1-4, M6-3, D1-1							1
SS-WHITE-60-STA199+10SB	R5-1	1						
GM-WRIGHT-60-STA11+80EB	D1-2		1					
SS-WRIGHT-60-STA12+75WB	R1-2, R5-1					1		
SS-WRIGHT-60-STA12+85EB	R1-2, R5-1					1		
SS-WRIGHT-60-STA14+00WB	R1-2, R5-1					1		
SS-WRIGHT-60-STA14+45EB	W4-3R					1		
SS-WRIGHT-60-STA17+50WB	R3-7L					1		
SS-VAN-60-STA107+00EB	R2-1	1						
SS-VAN-60-STA110+00EB	M3-1, M1-4, M1-4, M6-3 M3-3, M1-4, M1-4, M6-2R, D1-2							1
SS-VAN-60-STA110+00WB	R3-7R	1						
SS-VAN-60-STA111+90WB	R4-7	1						
SS-VAN-60-STA116+00WB	M3-3, M1-4, M1-4, M6-1R, D1-2						1	
SS-VAN-60-STA116+00EB	M3-1, M1-4, M1-4, M6-1L, D1-1						1	
SS-HARDEN-60-STA195+50NB	W4-3R			1				
SS-WHITE-60-STA202+50SB	M3-3, M1-4, M1-4, M6-2R, D1-2						1	
SS-WHITE-60-STA203+15NB	R1-1	1						
GM-HARDEN-60-STA199+00SB	D1-1		1					
SS-HARDEN-60-STA200+00NB	W11-8, W11-12P				1			
SS-067-60-STA692+00SB	W8-13 (48")			1				
SUBTOTALS		38	4	11	1	5	5	2

STANDARD SIGN QUANTITIES
SQUARE TUBE POSTS (BOX 4 of 4)

SIGN NO./LOCATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	SQUARE TUBE POST ASSEMBLIES						
		G-1	G-2	G2-1	G2-2	G2-3	G2-4	G2-10
		EACH	EACH	EACH	EACH	EACH	EACH	EACH
SS-067-60-STA692+00SB	W8-13 (48")			1				
SS-HARDEN-60-STA205+50SB	W4-3R			1				
SS-WHITE-60-STA206+60SB	R3-7R	1						
SS-WHITE-60-STA207+00NB	R1-1	1						
SS-HARDEN-60-STA208+00SB	W11-8, W11-12P				1			
SS-WHITE-60-STA208+85NB	R1-2, R5-1					1		
SS-WHITE-60-STA211+55NB	R2-1	1						
SS-FIRST-60-STA211+15SB	W1-7			1				
SS-FIRST-60-STA210+30SB	R4-7	1						
SS-FIRST-60-STA215+75SB	R2-1	1						
SS-FIRST-60-STA215+75NB	R2-1	1						
SS-FIRST-60-STA210+40NB	R5-1				1			
SS-FIRST-60-STA212+50NB	W4-2R (36x36)			1				
SS-HARDEN-60-STA30+65NB	R1-1	1						
SS-HARDEN-60-STA31+05SB	W1-8R	1						
SS-HARDEN-60-STA31+65SB	W1-8R	1						
SS-HARDEN-60-STA32+35SB	W1-8R	1						
SS-HARDEN-60-STA34+30NB	W3-1			1				
SS-HARDEN-60-STA38+75NB	R2-1 (35 MPH)	1						
SS-HARDEN-60-STA38+75SB	R2-1 (25 MPH)	1						
SS-RAMP4-60-STA700+95SB	R1-2					1		
SS-RAMP4-60-STA702+00NB	R5-1A	1						
SS-RAMP4-60-STA702+00NB	R5-1A	1						
SS-RAMP4-60-STA705+00SB	W3-2	1						
GM-RAMP4-60-STA702+00SB	D1-2		1					
SS-PARR-60-STA796+75EB	W14-1	1						
SS-BAILEY-60-STA10+40SB	R1-1	1						
SS-BAILEY-60-STA20+30EB	R1-1	1						
SS-BAILEY-60-STA15+10NB	W1-8R, W1-8L	1						
SS-BAILEY-60-STA15+60NB	W1-8R, W1-8L	1						
SS-BAILEY-60-STA16+10NB	W1-8R, W1-8L	1						
SS-BAILEY-60-STA16+60NB	W1-8R, W1-8L	1						
SS-GREG-60-STA803+60WB	W1-7			1				
SS-GREG-60-STA816+00EB	R1-1	1						
GM-FIRST-60-STA301+10NB	D1-1		1					
SS-FIRST-60-STA303+10NB	W1-7	1						
SS-FIRST-60-STA303+75SB	R1-2					1		
GM-FIRST-60-STA306+30SB	D1-1		1					
SUBTOTAL		24	3	6	2	3	0	0
TOTALS		142	15	34	3	15	10	4

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	368	1104
				(2)	SIGN QUANTITIES			

STANDARD ROADSIDE SIGNS
SHEET ALUMINUM 0.100" THICKNESS
(5 SQ.FT. OR LESS)

STANDARD ROADSIDE SIGN
SHEET ALUMINUM 0.100" THICKNESS (5 SF OR LESS)

SIGN NO.	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
M1-4	24" x 24"	4.00	26	104.00	WHITE/BLACK
M1-4	30" x 24"	5.00	26	130.00	WHITE/BLACK
M1-5	30" x 24"	5.00	1	5.00	WHITE/BLACK
M3-1	24" x 12"	2.00	11	22.00	BLACK/WHITE
M3-3	24" x 12"	2.00	15	30.00	BLACK/WHITE
M4-5	24" x 12"	2.00	5	10.00	BLACK/WHITE
M5-4	21" x 15"	3.00	4	12.00	WHITE/BLUE
M6-1L	21" x 15"	2.19	6	13.13	BLACK/WHITE
M6-2L	21" x 15"	2.19	9	19.69	BLACK/WHITE
M6-2R	21" x 15"	2.19	4	8.75	BLACK/WHITE
M6-3	21" x 15"	2.19	7	15.31	BLACK/WHITE
R4-7	18" x 24"	3.00	3	9.00	BLACK/WHITE
R5-2	24" x 24"	4.00	1	4.00	BLACK/WHITE
R12-1	24" x 30"	5.00	1	5.00	BLACK/WHITE
OM-3L	12" x 36"	3.00	2	6.00	BLACK/YELLOW
OM-3R	12" x 36"	3.00	2	6.00	BLACK/YELLOW
W1-8L	18" x 24"	3.00	10	30.00	BLACK/YELLOW
W1-8R	18" x 24"	3.00	12	36.00	BLACK/YELLOW
TOTAL 0.100" THICKNESS				**465.88**	

STANDARD ROADSIDE SIGNS
SHEET ALUMINUM 0.125" THICKNESS
(GREATER THAN 5 SQ.FT.)

STANDARD ROADSIDE SIGNS
SHEET ALUMINUM 0.125" THICKNESS (GREATER THAN 5 SF)

SIGN NO.	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
D1-1	84" x 18"	10.5	1	10.5	WHITE/GREEN
D1-1	66" x 18"	8.25	1	8.25	WHITE/GREEN
D1-1	54" x 18"	6.75	1	6.75	WHITE/GREEN
D1-1	48" x 18"	6	1	6.00	WHITE/GREEN
D1-1	72" x 18"	9	1	9.00	WHITE/GREEN
D1-1	78" x 18"	9.75	1	9.75	WHITE/GREEN
D1-2	60" x 30"	12.5	1	12.50	WHITE/GREEN
D1-2	66" x 30"	13.75	1	13.75	WHITE/GREEN
D1-2	84" x 30"	17.5	1	17.50	WHITE/GREEN
D1-3	84" x 42"	24.5	1	24.50	WHITE/GREEN
R1-1	36" x 36"	6.93	13	90.09	WHITE/RED
R1-2	48" x 48"	6.93	12	83.16	RED/WHITE
R2-1 (25 MPH)	24" x 30"	5	1	5.00	BLACK/WHITE
R2-1 (35 MPH)	24" x 30"	5	2	10.00	BLACK/WHITE
R2-1 (40 MPH)	24" x 30"	5	7	35.00	BLACK/WHITE
R2-1 (40 MPH)	30" x 36"	7.5	1	7.50	BLACK/WHITE
R2-1 (65 MPH)	48" x 60"	20	4	80.00	BLACK/WHITE
R3-2	24" x 24"	4	7	28.00	BLACK/WHITE
R3-7L	36" x 36"	9	2	18.00	BLACK/WHITE
R3-7R	36" x 36"	9	6	54.00	BLACK/WHITE
R5-1	36" x 36"	9	12	108.00	RED/WHITE
R5-1A	42" x 30"	8.75	8	70.00	WHITE/RED
R6-1L	54" x 18"	6.75	10	67.50	BLACK/BLACK
R6-1R	54" x 18"	6.75	3	20.25	BLACK/BLACK
R6-2R	18" x 24"	3	65	195.00	BLACK/WHITE
R6-6	30" x 36"	7.5	2	15.00	BLACK/WHITE
W1-7	48" x 24"	8	4	32.00	BLACK/YELLOW
W3-1	36" x 36"	9	1	9.00	BLACK/YELLOW
W3-3	36" x 36"	9	6	54.00	BLACK/YELLOW
W3-3	48" x 48"	16	1	16.00	BLACK/YELLOW
W4-1R	48" x 48"	16	3	48.00	BLACK/YELLOW
W4-2L	36" x 36"	9	3	27.00	BLACK/YELLOW
W4-2R	36" x 36"	9	2	18.00	BLACK/YELLOW
W4-2R	48" x 48"	16	2	32.00	BLACK/YELLOW
W4-3R	36" x 36"	9	5	45.00	BLACK/YELLOW
W4-3R	48" x 48"	16	1	16.00	BLACK/YELLOW
W8-13	48" x 48"	16	4	64.00	BLACK/YELLOW
W8-13	36" x 36"	9	4	36.00	BLACK/YELLOW
W11-8	36" x 36"	9	1	9.00	BLACK/YELLOW
W11-8	36" x 36"	9	1	9.00	BLACK/YELLOW
W11-12P	36" x 30"	7.5	2	15.00	BLACK/YELLOW
W13-2	48" x 60"	20	5	100.00	BLACK/YELLOW
W14-1	36" x 36"	9	1	9.00	BLACK/YELLOW
TOTAL 0.125" THICKNESS				**1,544.00**	

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 9/14/2022

SADonaldson 9/14/2022 1:34:25 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGN-14.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	369	1104

(2) SIGN QUANTITIES

STATE OF ARKANSAS ★★★ LICENSED PROFESSIONAL ENGINEER ★★★ No.8141 NICCI D. TINER

DIGITALLY SIGNED 9/14/2022

MAIN LANE SIGNING QUANTITIES ROADSIDE MOUNTED I-BEAM SIGN SUPPORTS

SIGN NO./LOCATION	STRUCTURE TYPE	SIGN				BREAKAWAY SIGN SUPPORT									
			GUIDE SIGN			STEEL SECT. A-572		Sign Post Length		STUB POST		FOOTINGS			SIGN POST AND STUB
	TYPE	STANDARD SIGN	LENGTH	HEIGHT				H-1	H-2	H-1	H-2	DIA.	DEPTH	EMBED.	
	G-2	SQ. FT.	FT.	FT.	SQ. FT.	BEAM	LBS	LIN FT		LIN FT		LIN FT			POUND
GM-67-60-STA604+75SB	1		6.50	5.00	32.50	W6	9	12.11	12.18	3.66	3.66	1.5	5	3.33	284.55
GM-67-60-STA609+25NB	1		9.00	5.00	45.00	W6	9	12.16	12.27	3.66	3.66	1.5	5	3.33	285.81
GM-67-60-STA652+00SB	1		9.00	5.00	45.00	W6	9	12.15	12.26	3.66	3.66	1.5	5	3.33	285.63
GM-67-60-STA652+10NB	1		9.00	5.00	45.00	W6	9	12.15	12.26	3.66	3.66	1.5	5	3.33	285.63
GM-67-60-STA683+50NB	1		10.50	7.00	73.50	W8	18	14.35	17	4.33	4.33	2	6	4.00	720.19
GM-67-60-STA711+85NB	1		6.50	5.00	32.50	W6	9	12.11	12.18	3.66	3.66	1.5	5	3.33	284.55
GM-67-60-STA713+00SB	1		6.50	5.00	32.50	W6	9	12.11	12.19	3.66	3.66	1.5	5	3.33	284.64
TOTALS:	**7**				**306**										**2431.00**

NOTE:
BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H-1, H-2, AND EACH STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

MAIN LANE SIGNING QUANTITIES OVERHEAD MOUNTED

SIGN NO./ LOCATION	STRUCTURE		SIGN				EXIT NUMBER PANEL			GUARDRAIL				
				GUIDE SIGN				TYPE						ACHM SURF. CR. 220
			STANDARD SIGN	LENGTH	HEIGHT			A	B	TYPE A	TERM. ANCHOR TYPE 1	GUARDRAIL TERM. TYPE 2	AGG. BASE CR (CL. 7)	LBS/SY PG
	OH	CL	SQ. FT.	LIN. FT.		SQ. FT.	LEGEND	SQ. FT.		LIN. FT.	EACH	EACH	TON	TON
EX-OH-067-60-29														
OH-067-60-STA565+00NB-A				12.5	6	75	10A		23.75					
OH-067-60-STA565+00NB-B				11	7	77	10A	17.50						
OC-067-60-35		1								SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OC-067-60-STA591+50NB				12.5	6	75	10A		23.75					
OH-067-60-36	1													
OH-067-60-STA604+50NB-A				21.5	8.5	182.75	10B		23.75					
OH-067-60-STA604+50NB-B			20	13	7	91	10A		23.75					
OC-067-60-38		1								SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OC-067-60-STA609+40SB				14.5	7	101.5	9	17.50						
OH-067-60-37	1									SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OC-067-60-STA617+50NB				14	10.5	147	10B		23.75					
OH-067-60-39	1													
OH-067-60-STA649+20NB-A				21	10	210	11	20.00						
OH-067-60-STA649+20NB-B			20	21.5	9	193.5	10B		23.75					
OH-067-60-40	1									SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OH-067-60-STA656+00SB-A				11	6	66	9	17.50						
OH-067-60-STA656+00SB-B			20	14.5	7	101.5	10A		23.75					
OH-067-60-41	1									SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OH-067-60-STA676+60NB				21	10	210	11	20.00						
OH-067-60-42	1													
OH-067-60-STA678+80SB-A				11	6	66	10A	17.50						
OH-067-60-STA678+80SB-B				12.5	6	75	9		23.75					
OC-067-60-43		1												
OC-067-60-STA704+05NB				21	11	231	11	20.00						
OH-067-60-44	1									SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OH-067-60-STA707+00SB				12.5	6	75	10A		23.75					
EX-OH-067-60-30	1													
OH-67-60-STA7'8+50SB				45	16	720	11	20.00						
TOTALS	**8**	**3**	**60**			**2697.25**		**150.00**	**213.75**					

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	ESTIMATED QUANTITY
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-36)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-38)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-39)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-40)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-41)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-42)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-44)	EACH	1
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-60-35)	EACH	1
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-60-37)	EACH	1
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-60-43)	EACH	1
SP,SS, & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	SQ. FT.	306
SP,SS, & 725	GUIDE SIGN - OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	SQ. FT.	2697
SP,SS, & 726	STANDARD SIGN	SQ. FT.	2070
SP,SS, & 727	EXIT NUMBER PANEL (TYPE A)	SQ. FT.	150
SP,SS, & 727	EXIT NUMBER PANEL (TYPE B)	SQ. FT.	214
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	EACH	142
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	EACH	15
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	EACH	34
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	EACH	3
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	EACH	15
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	EACH	10
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-10)	EACH	4
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	POUND	2431

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WORKSPACE: AHTD
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REVISED DATE:

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE EXISTING SIGN SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE OTHER ITEMS IN THE CONTRACT.

ALL EXISTING STREET SIGNS IMPACTED BY THE PROJECT WILL BE RELOCATED TO NEW SIMILAR ASSEMBLIES. THE EXISTING SIGN SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED. INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE OTHER ITEMS IN THE CONTRACT.

NAMING CONVENTION:
XX-NEAREST ROADWAY- STATION
ALL SIGNS FOLLOW ROUTE 67 AND WITHIN COUNTY= 60

THE E MODIFIED AND SERIES C 2000 FONTS SHALL FOLLOW THE FHWA SPACING GUIDELINES. (HTTP://MUTCD.FHWA.DOT.GOV)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	370	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

INSTALL
SS-HARDEN-60-STA100+45SB

INSTALL
SS-MARSHALL-60-STA72+45SB

INSTALL
SS-HARDEN-60-STA100+35SB

INSTALL
SS-HARDEN-60-STA101+15SB

INSTALL
GM-HARDEN-60-STA102+00SB

INSTALL
SS-HARDEN-60-STA105+50SB
SS-HARDEN-60-STA105+50SB

INSTALL
SS-HARDEN-60-STA104+50SB

INSTALL
SS-HARDEN-60-STA101+15SB

INSTALL
SS-HARDEN-60-STA102+85SB

INSTALL
SS-HARDEN-60-STA103+30SB
SS-HARDEN-60-STA104+10SB

INSTALL
SS-067-60
STA565+00NB-B

INSTALL
SS-067-60
STA565+00NB-A

EX-OH-067-60-29

EXISTING OH SIGN
STA. 565+00NB

INSTALL
SS-WHITE-60-STA103+20NB
SS-WHITE-60-STA104+25NB
SS-WHITE-60-STA104+95NB
SS-WHITE-60-STA105+65NB

INSTALL
SS-WHITE-60-STA105+30NB

INSTALL
SS-WHITE-60-STA103+00NB

INSTALL
OC-67-60-STA591+50NB

OC-067-60-35

MARSHALL RD.
JOHN HARDEN DR.
HWY. 67
W. MAIN ST. N.
TP WHITE DR.
SCHOOL DRIVE
MATCH LINE STA. 597+50
70'-00
100'-00
590+00
200'-00
100+00
595+00
105+00

SCALE IN FEET
0 50 100 200

SIGN PLACEMENT SHEET

RDCrews
5/11/2022 11:22:43 AM
WORKSPACE: Garver_2012
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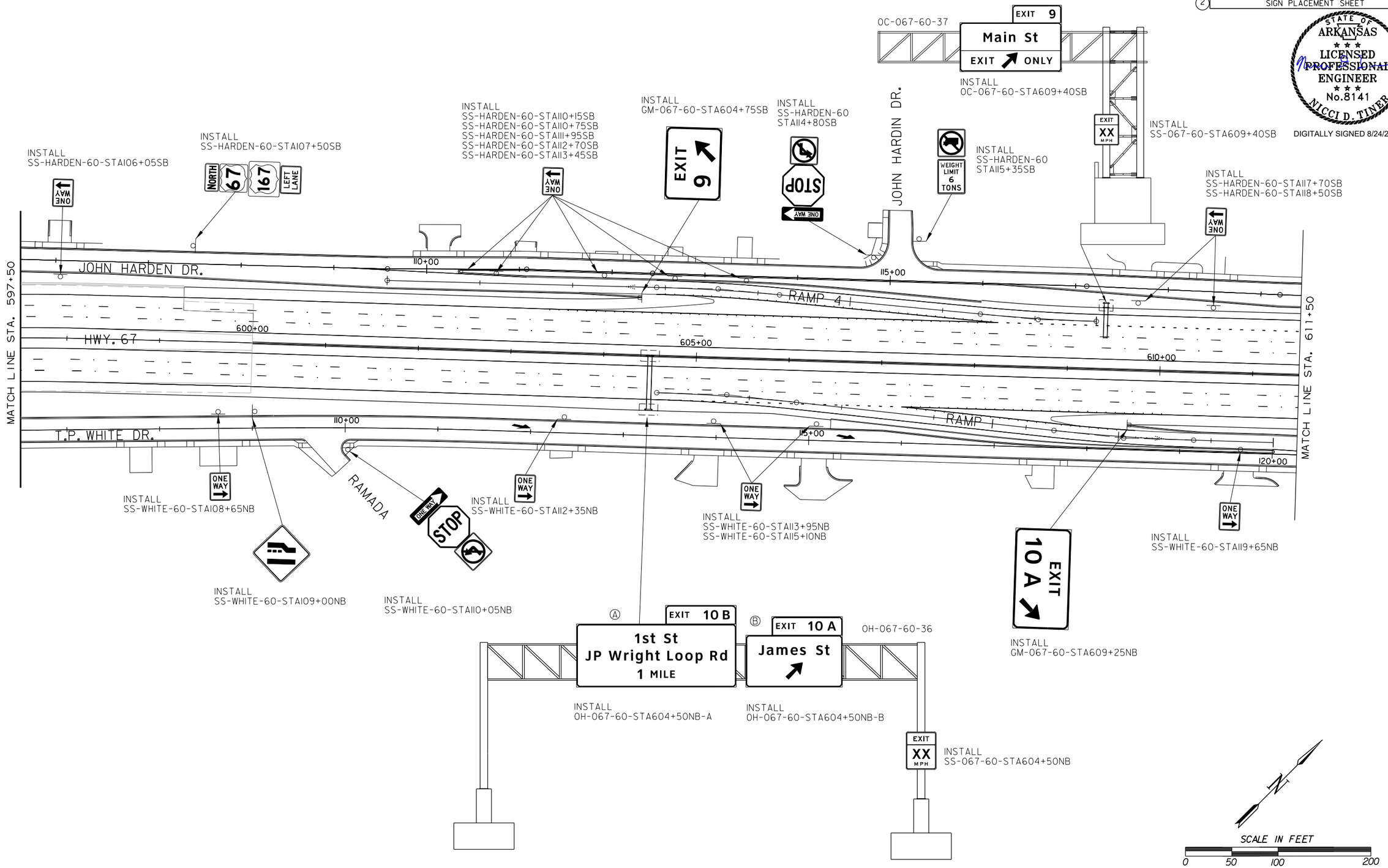
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	371	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022



SIGN PLACEMENT SHEET

SADonaldson 8/18/2022 10:07:35 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGN-02.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	372	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

INSTALL
SS-HARDEN-60-STAI20+65SB

INSTALL
SS-067-60-STA615+50SB
SS-067-60-STA615+50SB

INSTALL
SS-HARDEN-60
STAI23+85SB

INSTALL
SS-HARDEN-60
STAI25+00SB

INSTALL
SS-HARDEN-60-STAI27+60SB

INSTALL
SS-HARDEN-60-STAI32+00SB

INSTALL
SS-067-60
STA623+50SB

INSTALL
SS-HILL-60-STAI32+60SB
SS-HILL-60-STAI33+00SB
SS-HILL-60-STAI33+40SB

INSTALL
SS-HARDEN-60
STAI30+95SB

BRADEN ST.

HILL ST.

JOHN HARDEN DR.

RAMP 3

HWY. 67

T.P. WHITE DR.

RAMP 2

MATCH LINE STA. 611+50

MATCH LINE STA. 625+75

120+00

125+00

130+00

615+00

620+00

625+00

INSTALL
SS-WHITE-60-STAI21+75NB

INSTALL
SS-WHITE-60-STAI23+50NB

INSTALL
SS-067-60-STA616+00NB

INSTALL
SS-WHITE-60-STAI25+75NB

INSTALL
SS-WHITE-60-STAI32+30NB
SS-WHITE-60-STAI32+30NB

INSTALL
SS-WHITE-60-STAI34+00NB

INSTALL
SS-067-60-STA625+00NB

DYNAMIC
MESSAGE SIGN

INSTALL
DMS-1-NB
(SEE SHEET NO. 416
FOR DETAILS)

EXIT 10 B
1st St
JP Wright
Loop Rd
½ MILE

INSTALL
OH-067-60-STA617+50NB

OH-067-60-38

N

SCALE IN FEET
0 50 100 200

SIGN PLACEMENT SHEET

SADonaldson 8/18/2022 1:09:25 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	373	1104

SIGN PLACEMENT SHEET

SCALE IN FEET
0 50 100 200

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

MATCH LINE STA. 203+00

INSTALL
SS-JAMES-60-STA212+90EB

INSTALL
SS-JAMES-60-STA211+85WB

INSTALL
SS-JAMES-60-STA202+00WB

INSTALL
SS-HARDEN-60-STA143+50SB

INSTALL
SS-HARDEN-60-STA137+00SB
SS-HARDEN-60-STA137+50SB
SS-HARDEN-60-STA138+00SB

INSTALL
SS-HARDEN-60
STA139+10SB

INSTALL
SS-HARDEN-60-STA136+00SB

INSTALL
SS-HARDEN-60-STA133+90SB

INSTALL
SS-HARDEN-60-STA142+00SB
SS-HARDEN-60-STA142+00SB

INSTALL
GM-HARDEN-60
STA142+10SB

INSTALL
SS-HARDEN-60-STA144+20SB
SS-HARDEN-60-STA144+75SB

INSTALL
SS-HARDEN-60-STA146+00SB
SS-HARDEN-60-STA146+00SB

INSTALL
SS-HARDEN-60
STA148+00SB

N. JEFF DAVIS AVE.

JOHN HARDEN DR.

N. JAMES ST.

135+00 140+00 145+00

INSTALL
SS-JAMES-60-STA209+80EB

MATCH LINE STA. 625+75

630+00 635+00 640+00

HWY. 67

MATCH LINE STA. 640+50

INSTALL
SS-JAMES-60-STA206+75WB

T.P. WHITE DR.

INSTALL
SS-067-60-STA635+00NB
SS-067-60-STA635+00NB

INSTALL
SS-WHITE-60-STA144+05NB

INSTALL
SS-WHITE-60-STA135+25NB
SS-WHITE-60-STA135+25NB

INSTALL
GM-WHITE-60-STA135+20NB

INSTALL
SS-WHITE-60
STA138+05NB

HILL ST.

INSTALL
SS-WHITE-60-STA139+75NB

INSTALL
SS-JAMES-60-STA204+55WB

Ⓐ INSTALL
SS-JAMES-60-STA206+75EB

Ⓑ INSTALL
SS-JAMES-60-STA209+50WB

Ⓒ INSTALL
SS-WHITE-60-STA136+15NB

Ⓓ INSTALL
SS-WHITE-60-STA136+65SB
SS-HARDEN-60-STA140+25NB

SIGN PLACEMENT SHEET

RDCrews
5/11/2022 11:23:43 AM
WORKSPACE:Garver_2012
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	374	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

INSTALL
SS-HARDEN-60-STAI49+65SB

INSTALL
SS-HARDEN-60-STAI50+90SB
SS-HARDEN-60-STAI5I+95SB

INSTALL
SS-HARDEN-60-STAI53+75SB
SS-HARDEN-60-STAI54+85SB
SS-HARDEN-60-STAI55+65SB
SS-HARDEN-60-STAI56+30SB
SS-HARDEN-60-STAI58+30SB

INSTALL
GM-067-60-STA652+00SB

INSTALL
SS-HARDEN-60-STAI60+20SB
SS-HARDEN-60-STAI6I+55SB
SS-HARDEN-60-STAI62+70SB

TAG ST.

JOHN HARDEN DR.

RAMP 4

HWY. 67

RAMP 1

T.P. WHITE DR.

N. BAILEY BLVD.

MATCH LINE STA. 640+50

MATCH LINE STA. 655+00

150+00 155+00 160+00 645+00 650+00 655 150+00 155+00 160+00 10+00

INSTALL
SS-WHITE-60-STAI50+95NB
SS-WHITE-60-STAI52+55NB
SS-WHITE-60-STAI53+60NB

INSTALL
SS-WHITE-60-STAI56+50NB

INSTALL
SS-WHITE-60-STAI57+05NB

INSTALL
SS-BAILEY-60-STAI4+40NB

INSTALL
SS-WHITE-60
STAI60+70NB

INSTALL
SS-WHITE-60-STAI62+95NB

INSTALL
GM-067-60-STA652+I0NB

EXIT 11
161
Vandenberg Blvd
1 MILE

EXIT 10 B
1st St
JP Wright Loop Rd

0H-067-60-39

INSTALL Ⓐ
0H-067-60-STA649+20NB-A

INSTALL Ⓑ
0H-067-60-STA649+20NB-B

EXIT XX MPH

INSTALL
SS-067-60-STA649+20NB

SCALE IN FEET
0 50 100 200

SIGN PLACEMENT SHEET

SADonaldson 8/8/2022 11:7:06 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	375	1104
				(2)	SIGN PLACEMENT SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

MATCH LINE STA. 804+50
805+00
GREGORY ST.
N. BAILEY BLVD.
MATCH LINE STA. 19+00
JOHN HARDEN DR.
HWY. 67
T.P. WHITE DR.
RAMP 2
MATCH LINE STA. 655+00
MATCH LINE STA. 670+15
MATCH LINE STA. 814+00
165+00
170+00
175+00
660+00
665+00
670+00
70+00
80+00

INSTALL SS-GREG-60-STA805+00EB
BRIDGE ICES BEFORE ROAD
INSTALL SS-GREG-60-STA806+90EB
INSTALL SS-GREG-60-STA807+13WB
INSTALL SS-HARDEN-60-STA164+50SB
SS-HARDEN-60-STA165+70SB
INSTALL SS-HARDEN-60-STA168+85SB
SS-HARDEN-60-STA170+15SB
INSTALL SS-HARDEN-60-STA173+00SB
INSTALL SS-HARDEN-60 STA174+35SB STA175+20SB
INSTALL SS-HARDEN-60-STA176+00SB
INSTALL SS-HARDEN-60-STA176+00SB
ONE WAY
DO NOT ENTER

INSTALL SS-WHITE-60-STA167+50NB
SS-WHITE-60-STA169+30NB
SPEED LIMIT 40
INSTALL SS-WHITE-60-STA169+00NB
INSTALL SS-GREG-60-STA810+17EB
INSTALL SS-WHITE-60 STA171+50NB
LEFT LANE 167 67 NORTH
INSTALL SS-GREG-60-STS810+77WB
INSTALL SS-WHITE-60-STA172+95NB
SS-WHITE-60-STA173+60NB
SS-WHITE-60-STA174+60NB
INSTALL SS-WHITE-60-STA175+75NB
INSTALL SS-WHITE-60-STA176+45NB
SS-WHITE-60-STA177+80NB
SS-WHITE-60-STA178+60NB

OH-067-60-40 SB
EXIT 9 Main St 1/2 MILE
EXIT 10 A James St EXIT ONLY
INSTALL (A) OH-067-60-STA656+00SB-A
INSTALL (B) OH-067-60-STA656+00SB-B
EXIT XX MPH
INSTALL SS-067-60-STA656+00SB
BRIDGE ICES BEFORE ROAD
INSTALL SS-GREG-60-STA812+75WB
INSTALL SS-067-60-STA666+00SB

SCALE IN FEET
0 50 100 200

SIGN PLACEMENT SHEET

RDCrews
WORKSPACE:Garver_2012
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGN-06.dgn
5/11/2022 11:24:18 AM
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	376	1104

2 SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

EXIT 11 — 161 — Vandenberg Blvd — ½ MILE
OH-067-60-41
INSTALL OH-067-60-STA676+60NB

OH-067-60-42
EXIT 9 — Main St — 1¼ MILE
EXIT 10 A — James St — ½ MILE
INSTALL Ⓐ OH-067-60-STA678+80SB-B
INSTALL Ⓑ OH-067-60-STA678+80SB-A

INSTALL SS-HARDEN-60-STAI92+60SB
INSTALL SS-HARDEN-60-STAI91+85SB
SS-HARDEN-60-STAI92+15SB
BEGIN ONE WAY

INSTALL SS-HARDEN-60 STAI85+35SB
INSTALL SS-HARDEN-60-STAI85+00SB
SOUTH 67 167 LEFT LANE
STOP ONE WAY

INSTALL SS-HARDEN-60-STAI88+50SB
SPEED LIMIT 40

INSTALL SS-HARDEN-60 STAI79+00SB
To Gregory St

INSTALL SS-HARDEN-60 STAI80+00SB
SOUTH 67 167

INSTALL SS-HARDEN-60 STAI80+90SB
ONE WAY

INSTALL SS-067-60-STA673+50SB
ENTR. TO WALMART

INSTALL SS-HARDEN-60 STAI84+00SB
RIGHT LANE MUST TURN RIGHT

INSTALL SS-HARDEN-60-STAI86+75SB
ONE WAY

180+00 185+00 190+00

RAMP 3

JOHN HARDEN DR.

INSTALL SS-HARDEN-60-STAI88+85SB
SS-HARDEN-60-STAI89+60SB
SS-HARDEN-60-STAI90+70SB
ONE WAY

MATCH LINE STA. 670+15

675+00 680+00 685+00

HWY. 67

MATCH LINE STA. 685+50

INSTALL SS-067-60-STA678+75NB
SS-067-60-STA680+00NB
BRIDGE ICES BEFORE ROAD

INSTALL GM-067-60 STA683+50NB
Air Force Base EXIT 11

180+00 185+00 190+00

T.P. WHITE, DR.

INSTALL SS-WHITE-60 STAI80+00NB STAI81+00NB
ONE WAY

INSTALL GM-WHITE-60 STAI81+20NB
Air Force Base To Gregory St

INSTALL SS-WHITE-60-STAI82+80NB SS-WHITE-60-STAI83+65NB
ONE WAY

INSTALL SS-067-60 STA674+00NB

INSTALL SS-JWLOOP-60-STAI0+75WB

TURNAROUND

INSTALL SS-WHITE-60 STAI80+45NB
RIGHT LANE MUST TURN RIGHT

INSTALL SS-WHITE-60-STAI79+55NB

INSTALL SS-WHITE-60-STAI82+50NB
TO 167 67 SOUTH

INSTALL SS-JWLOOP-60-STAI2+75WB
DO NOT ENTER

INSTALL SS-WHITE-60-STAI96+00SB

INSTALL SS-WHITE-60-STAI98+25SB

INSTALL GM-JWLOOP-60-STAI1+80EB
Air Force Base To Gregory St

TO SOUTH 67 167 191

HUDIS 191

INSTALL SS-FIRST-60-STA318+00SB

INSTALL SS-JWLOOP-60-STAI2+85EB
DO NOT ENTER

315+00

N. IST ST.

MATCH LINE STA. 13+75
SEE SHEET 7A

LEFT LANE MUST TURN LEFT

INSTALL SS-WHITE-60-STAI96+00NB

Air Force Base
TO 167 67 SOUTH
TO 167 67 NORTH

INSTALL SS-WHITE-60-STAI98+00NB

DO NOT ENTER

INSTALL SS-WHITE-60 STAI99+10SB

N

SCALE IN FEET
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REVISED DATE:

SIGN PLACEMENT SHEET

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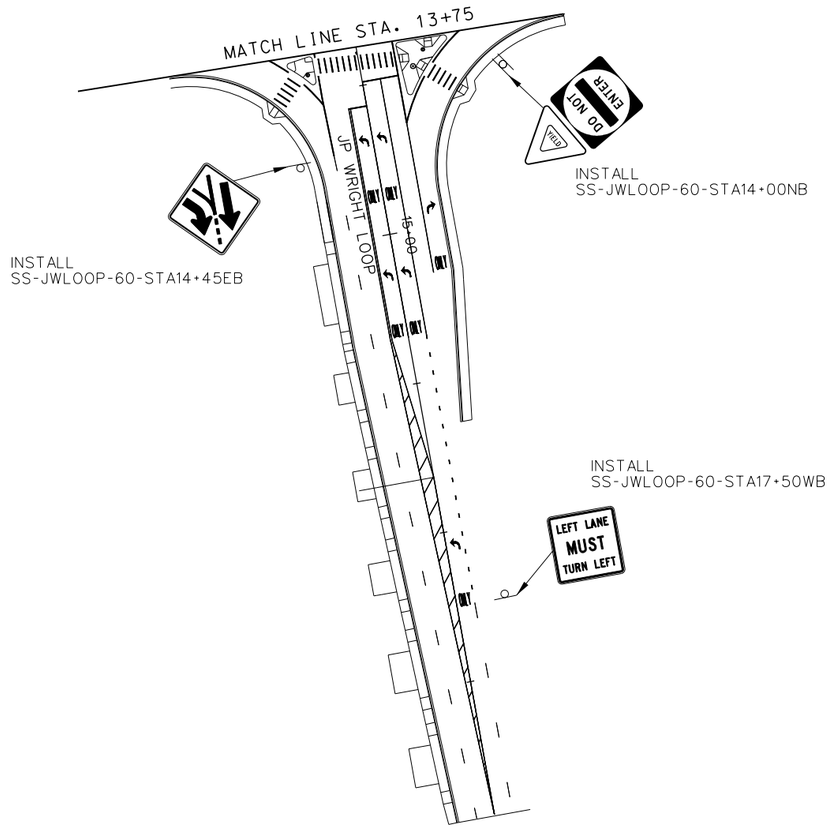
				6	ARK.			
				JOB NO.		CA0604	377	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



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SIGN PLACEMENT SHEET

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				(2)	SIGN PLACEMENT SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

MATCH LINE STA111+50

INSTALL SS-VAN-60-STA111+90WB

INSTALL SS-VAN-60-STA107+00EB

INSTALL GM-HARDEN-60-STA199+00SB

INSTALL SS-HARDEN-60 STA200+00NB

INSTALL SS-067-60-STA692+00SB
SS-067-60-STA692+00SB

INSTALL SS-VAN-60-STA110+00EB

INSTALL SS-VAN-60-STA110+00WB

INSTALL SS-HARDEN-60-STA195+50NB

INSTALL SS-HARDEN-60-STA208+00SB

INSTALL SS-HARDEN-60-STA205+50SB

JOHN HARDEN DR.

MATCH LINE STA. 685+50

VANDENBERG BLVD.

HWY. 67

T.P. WHITE DR.

LOWES ENTR.

MADDEN RD.

MATCH LINE STA. 701+00

195+00 200+00 205+00 210+00 215+00 690+00 695+00 700+00

INSTALL SS-VAN-60 STA116+00WB

INSTALL SS-WHITE-60 STA202+50SB

INSTALL SS-WHITE-60 STA206+60SB

INSTALL SS-WHITE-60-STA203+15NB

INSTALL SS-WHITE-60-STA207+00NB

INSTALL SS-WHITE-60-STA208+85NB

INSTALL SS-WHITE-60-STA211+55NB

INSTALL SS-VAN-60-STA116+00EB

SCALE IN FEET
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SIGN PLACEMENT SHEET

RDCrews
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				JOB NO.		CA0604	379	1104
				(2)	SIGN PLACEMENT SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

INSTALL
SS-FIRST-60-STA215+75SB

INSTALL
SS-FIRST-60-STA211+15SB

INSTALL
SS-FIRST-60
STA210+30SB

N. 1ST ST.

215+00

210+00

INSTALL
SS-FIRST-60-STA215+75NB

INSTALL
SS-HARDEN-60-STA30+65SB

INSTALL
SS-FIRST-60-STA212+50NB

INSTALL
SS-HARDEN-60-STA31+05SB
SS-HARDEN-60-STA31+65SB
SS-HARDEN-60-STA32+35SB

INSTALL
SS-RAMP4-60-STA705+00SB

INSTALL
SS-HARDEN-60-STA34+30SB

OH-067-60-44

EXIT 10 A
James St
1 MILE

INSTALL
OH-067-60-STA707+00SB

Ⓐ INSTALL
SS-FIRST-60-
STA210+40NB

Ⓑ INSTALL
SS-RAMP4-60-STA702+00NB
SS-RAMP4-60-STA702+00NB

Ⓒ INSTALL
SS-RAMP4-60-STA700+95SB

Ⓓ INSTALL
GM-RAMP4-60-STA702+00SB

INSTALL
SS-HARDEN-60-STA38+75SB
SS-HARDEN-60-STA38+75NB

INSTALL
GM-067-60-STA713+00SB

INSTALL
GM-067-60
STA711+85NB

MATCH LINE STA. 701+00

RAMP 4

JOHN HARDEN DR.

35+00

705+00

40+00

710+00

220+00

T.P. WHITE DR.

HWY. 67

715+00

MATCH LINE STA. 716+00

225+00

EXIT 11
TO 161
Vandenberg Blvd

INSTALL
OC-067-60-STA704+05NB

OC-067-60-43

EXIT XX MPH

INSTALL
SS-067-60
STA704+05NB

SCALE IN FEET
0 50 100 200

SIGN PLACEMENT SHEET

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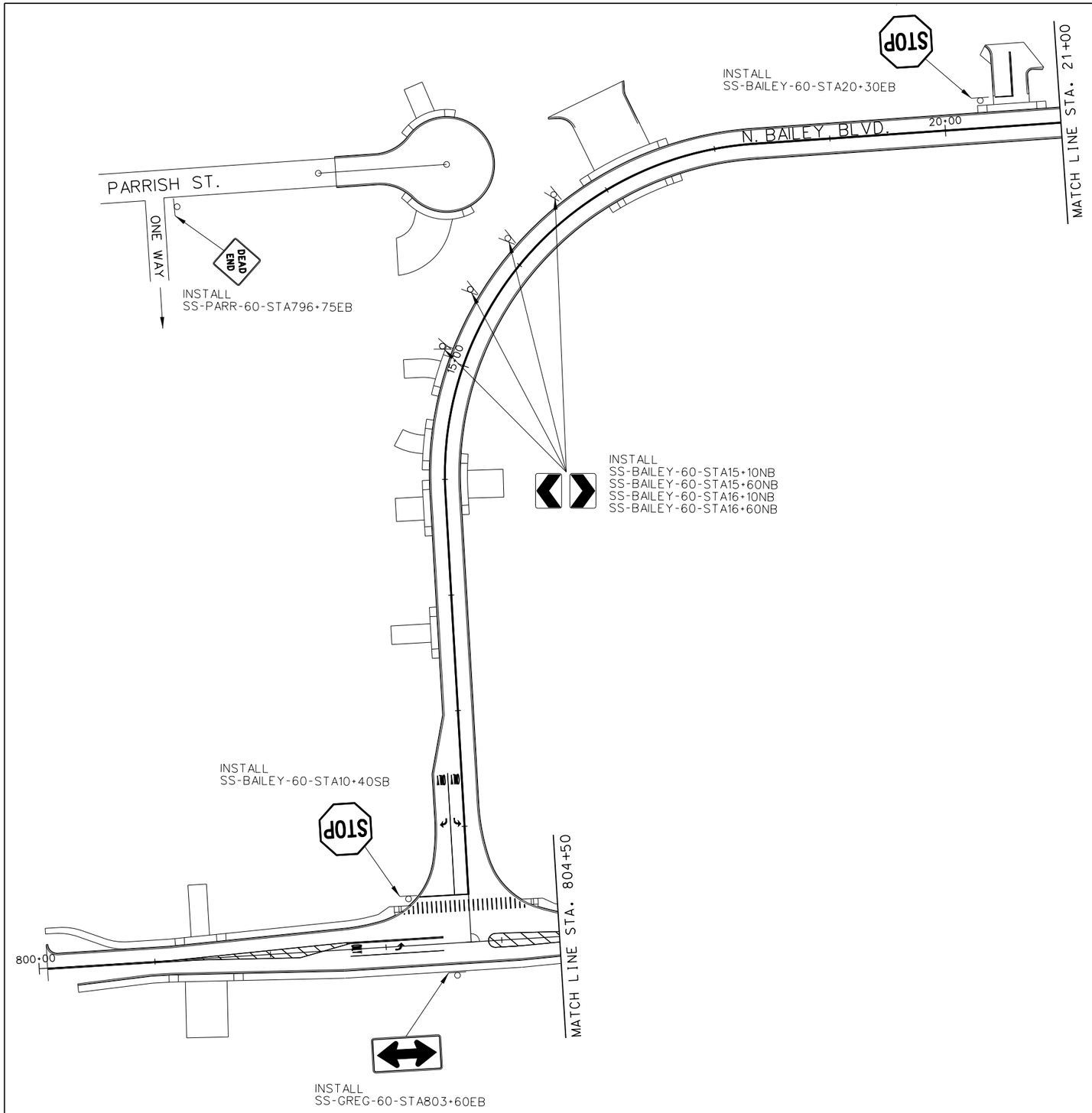
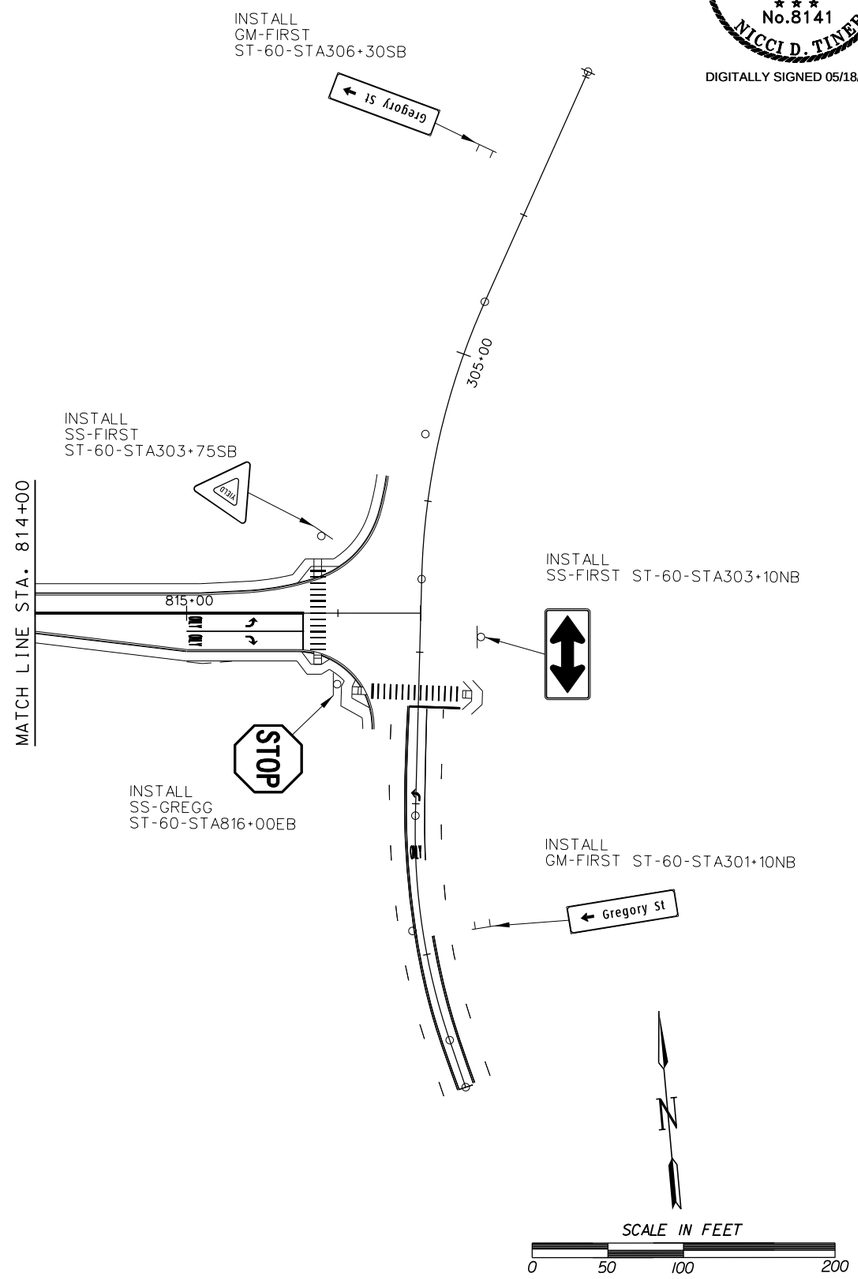
				(2)	SIGN PLACEMENT SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022





SIGN PLACEMENT SHEET

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8/24/2022				6	ARK.			
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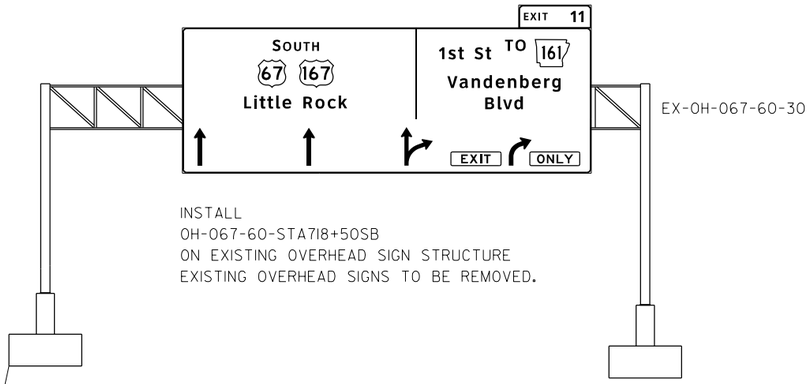
				(2)	SIGN PLACEMENT SHEET			

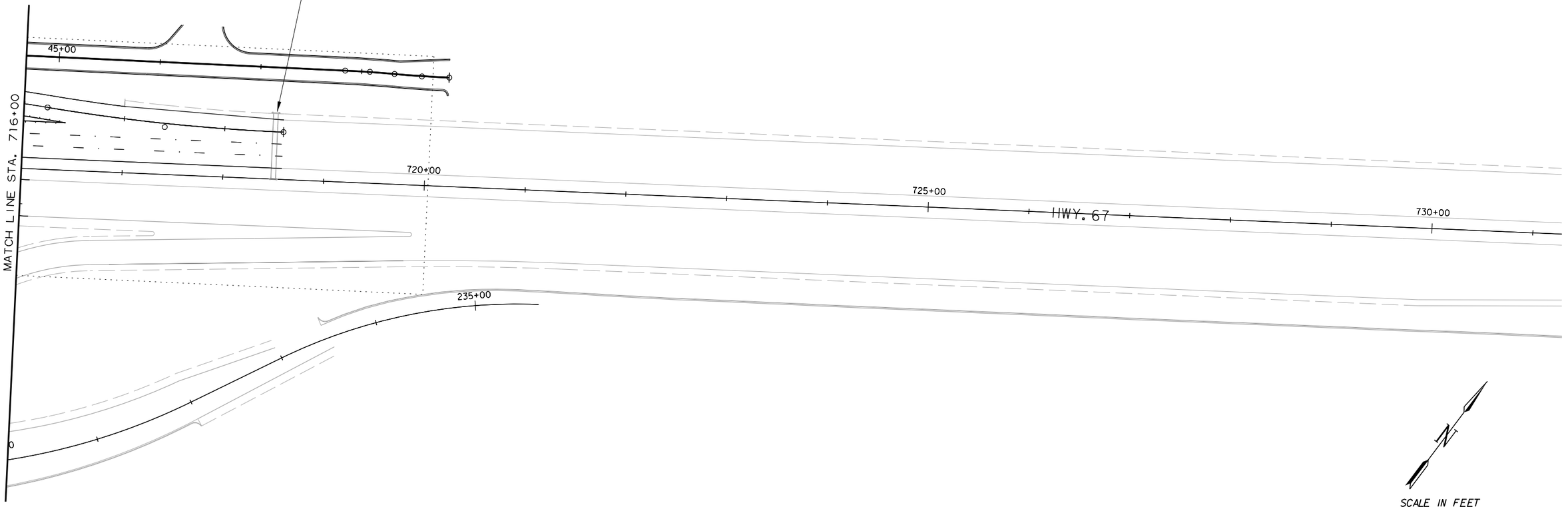
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022



EX-OH-067-60-30

INSTALL
OH-067-60-STA718+50SB
ON EXISTING OVERHEAD SIGN STRUCTURE
EXISTING OVERHEAD SIGNS TO BE REMOVED.



SCALE IN FEET
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SIGN PLACEMENT SHEET

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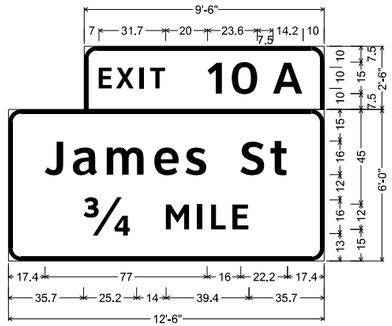
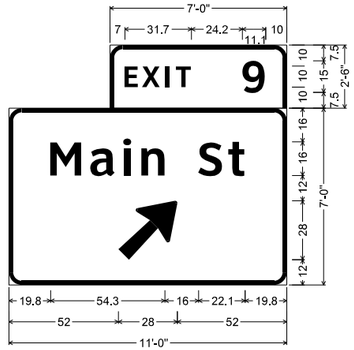


OH-067-60-STA565+00NB-A
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "10A", ClearviewHwy-5-W-R;
6.0" Radius, 2.0" Border, White on Green;
"James St", ClearviewHwy-5-W-R; "3/4", ClearviewHwy-5-W-R;
"MILE", ClearviewHwy-5-W-R;



OH-067-60-STA565+00NB-B
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"9", ClearviewHwy-5-W-R;

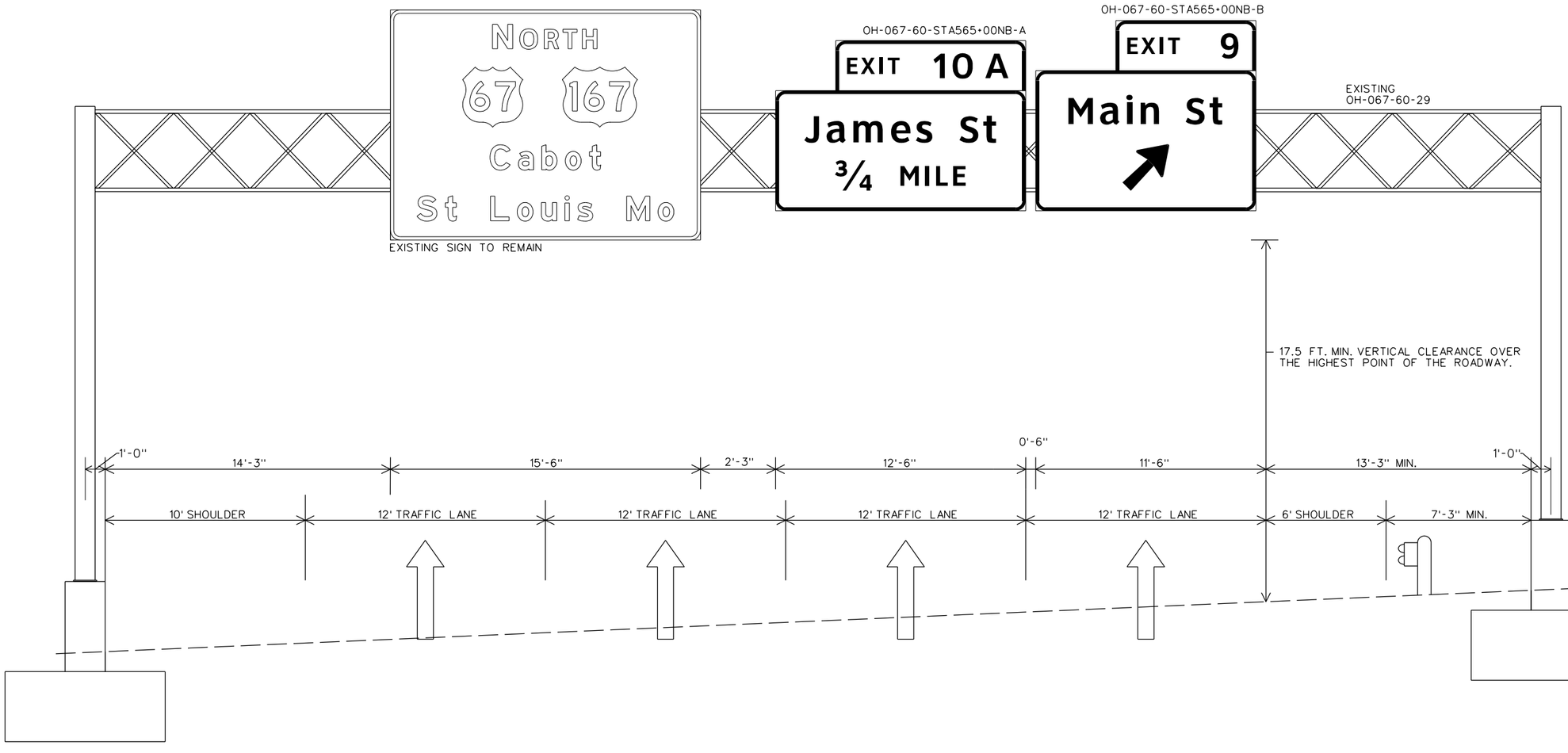
6.0" Radius, 2.0" Border, White on Green;
"Main St", ClearviewHwy-5-W-R;
Arrow Custom - 35.6" 45°;

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



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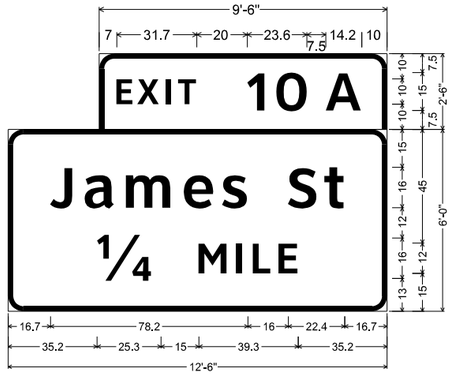
(2) SIGN PLACEMENT SHEET



OC-067-60-STA591+50NB
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"EXIT", ClearviewHwy-5-W-R specified length;
"10A", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"James St", ClearviewHwy-5-W-R specified length;
"1/4 ", ClearviewHwy-5-W-R; "MILE", ClearviewHwy-5-W-R;

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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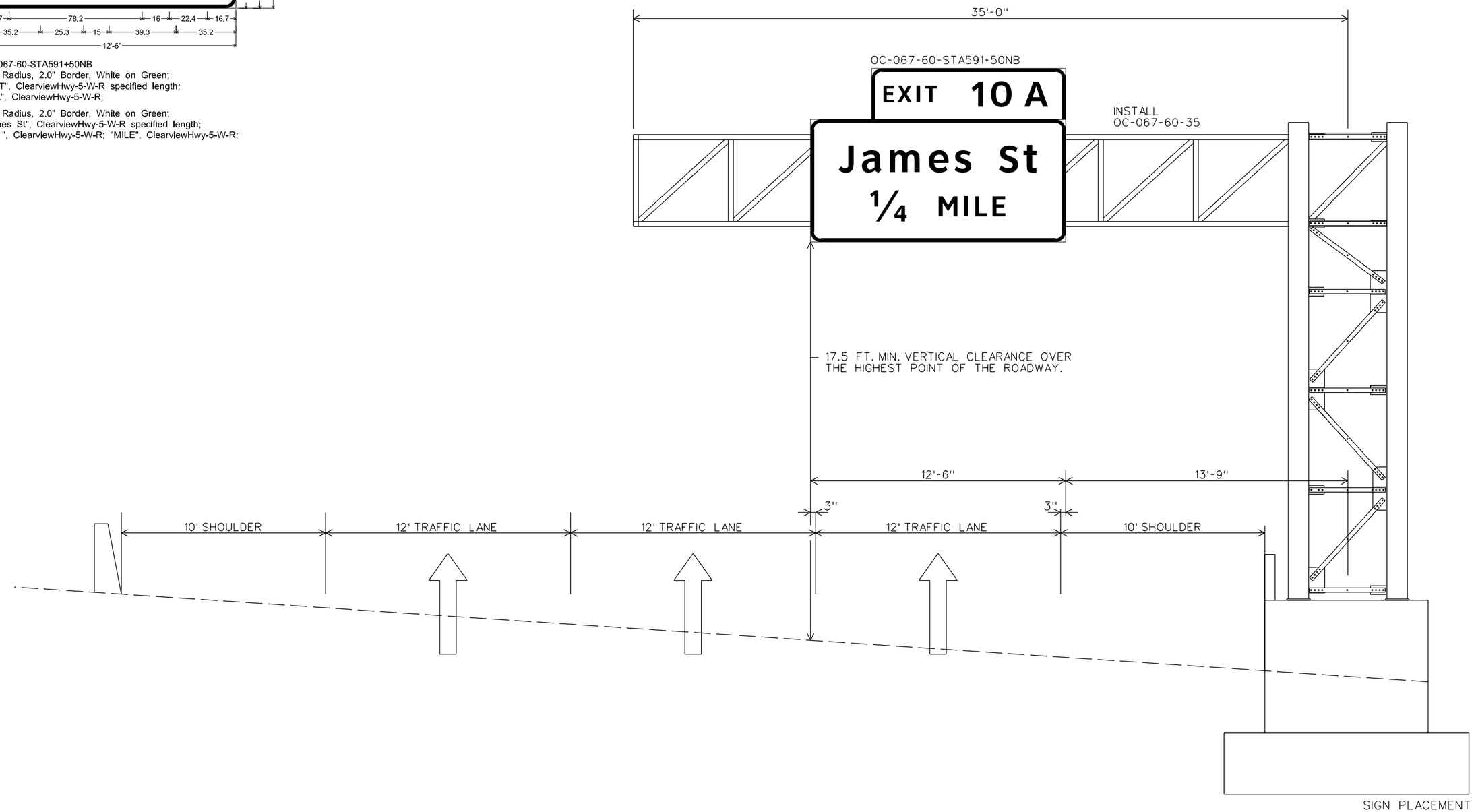

SIGN PLACEMENT SHEET

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REVISED DATE:

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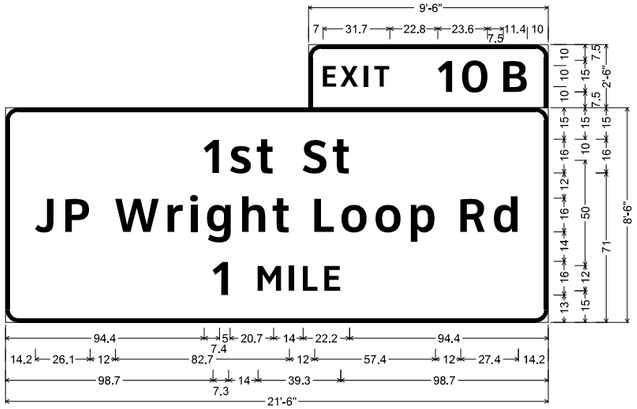
(2) SIGN PLACEMENT SHEET



OH-067-60-STA604+50NB-A
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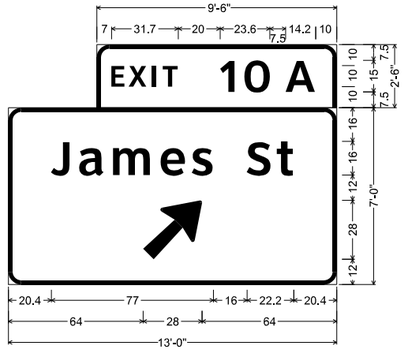
"B", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"1", ClearviewHwy-5-W-R; "st", ClearviewHwy-5-W-R; "St", ClearviewHwy-5-W-R;
"JP", ClearviewHwy-5-W-R; "Wright", ClearviewHwy-5-W-R; "Loop", ClearviewHwy-5-W-R;
"Rd", ClearviewHwy-5-W-R; "1", ClearviewHwy-5-W-R; "MILE", ClearviewHwy-5-W-R;



OH-067-60-STA604+50NB-B
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"10A", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"James", ClearviewHwy-5-W-R;
"St", ClearviewHwy-5-W-R; Arrow Custom - 35.6" 45°;

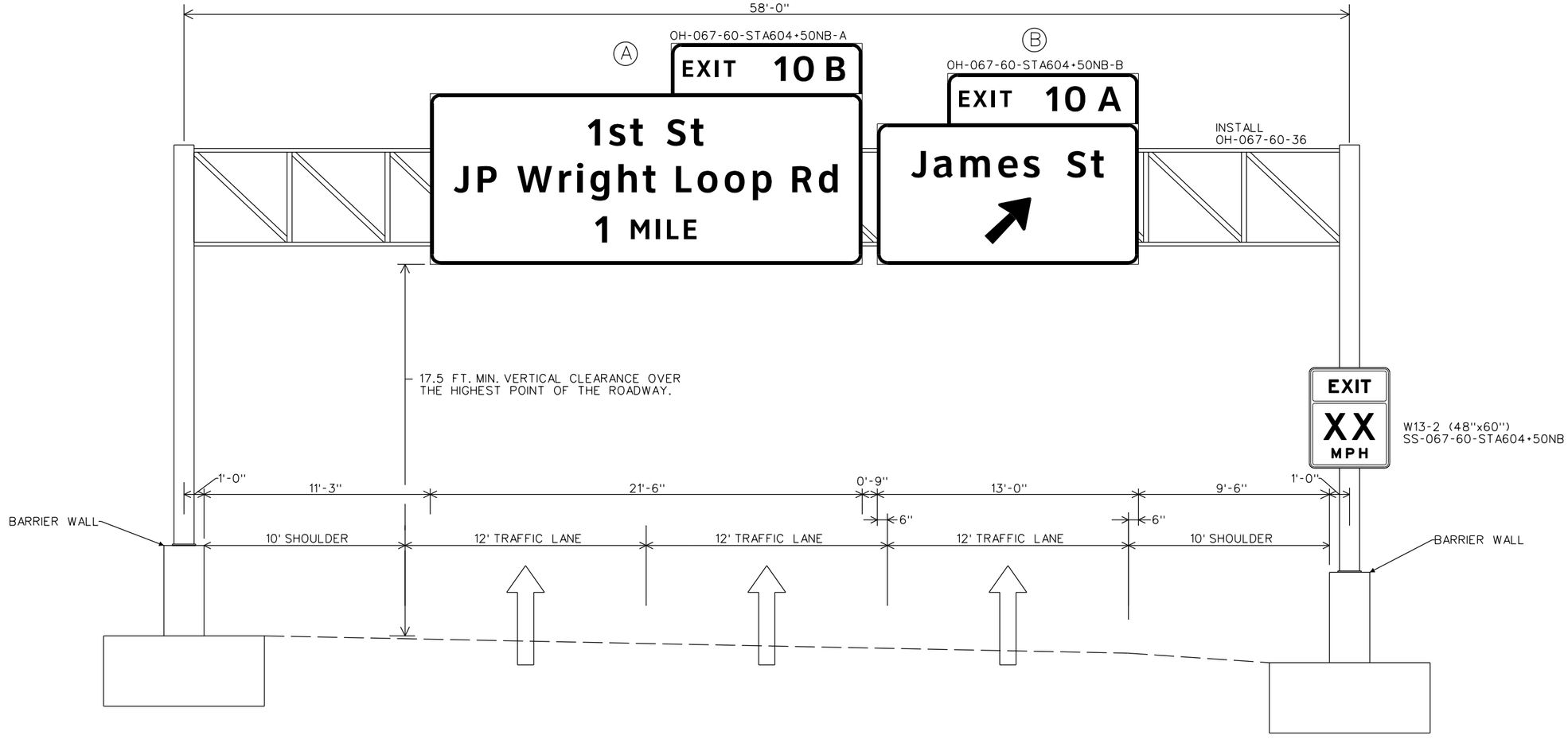
NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022



SIGN PLACEMENT SHEET

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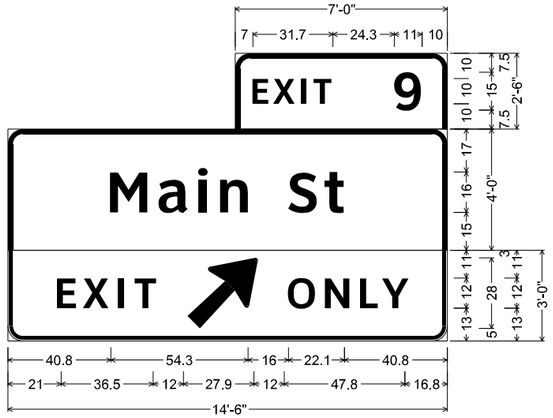

OC-067-60-STA609+40SB

6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"9", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"Main", ClearviewHwy-5-W-R; "St", ClearviewHwy-5-W-R;

E11-1d_174x36;
6.0" Radius, 1.5" Border, 0.5" Indent, Black on Yellow;
"EXIT", ClearviewHwy-5-W-R; Arrow Custom - 35.6" 45°;
"ONLY", ClearviewHwy-5-W-R;

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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NICCI D. TINER
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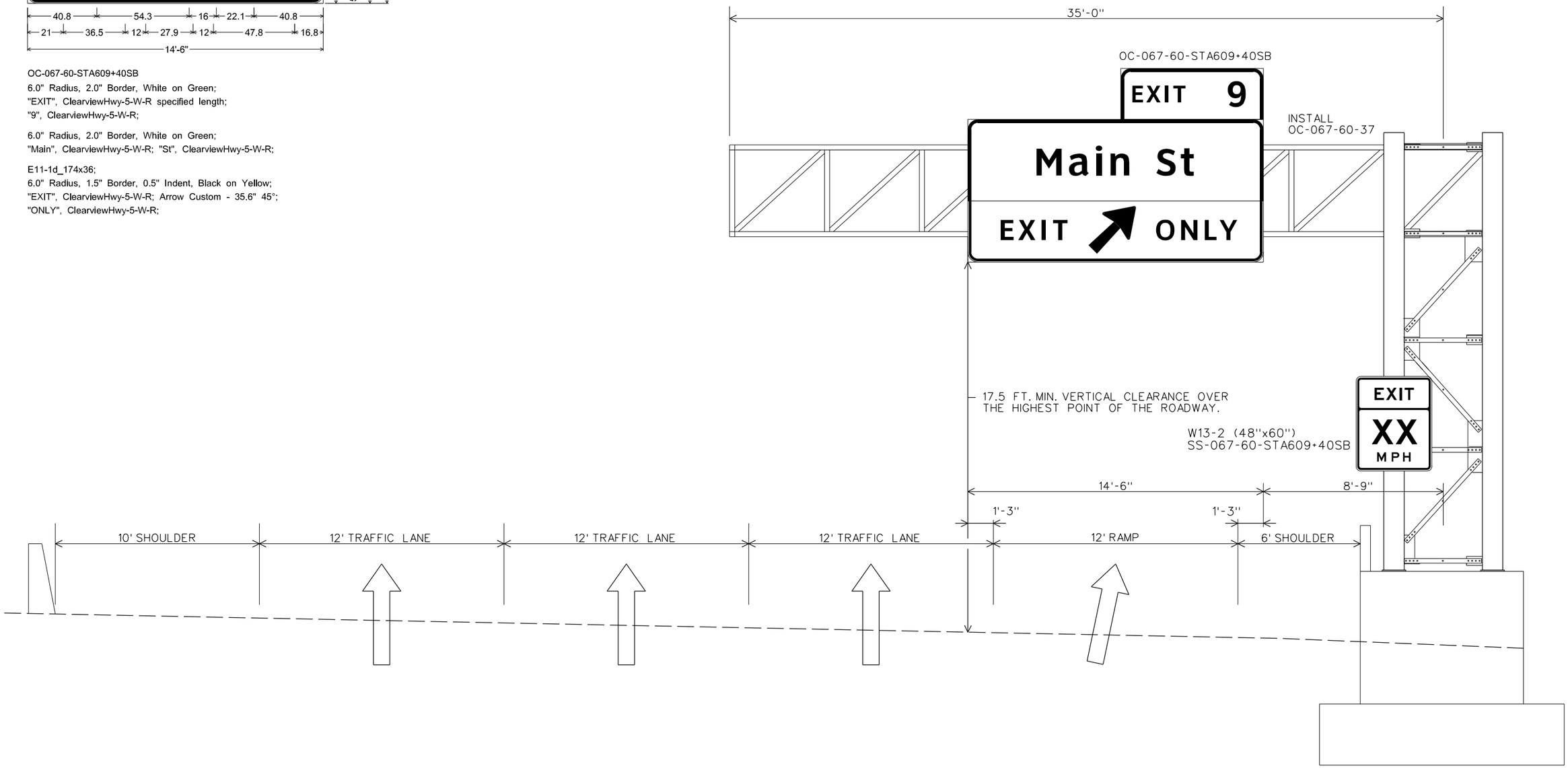

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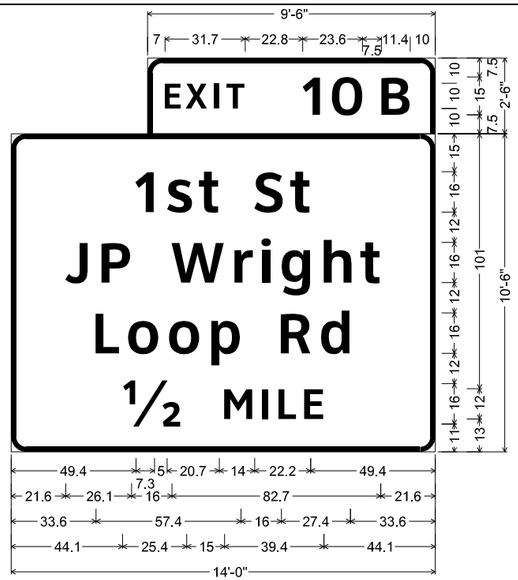
(2) SIGN PLACEMENT SHEET



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"10", ClearviewHwy-5-W-R; "B", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"1", ClearviewHwy-5-W-R; "st", ClearviewHwy-5-W-R;
"St", ClearviewHwy-5-W-R; "JP", ClearviewHwy-5-W-R;
"Wright", ClearviewHwy-5-W-R; "Loop", ClearviewHwy-5-W-R;
"Rd", ClearviewHwy-5-W-R; "½", ClearviewHwy-5-W-R;
"MILE", ClearviewHwy-5-W-R;

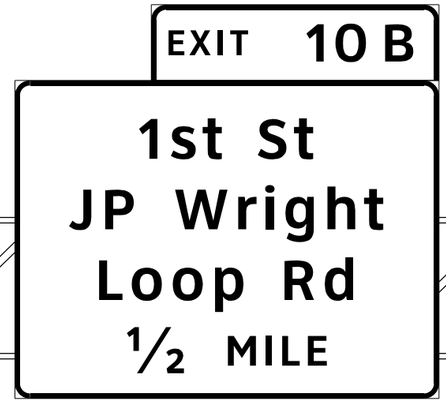
NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

OH-067-60-STA617+50NB



DMS-1-NB
(SEE SHEET NO. 416 FOR DETAILS)



INSTALL
OH-067-60-38

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REVISED DATE:

SIGN PLACEMENT SHEET

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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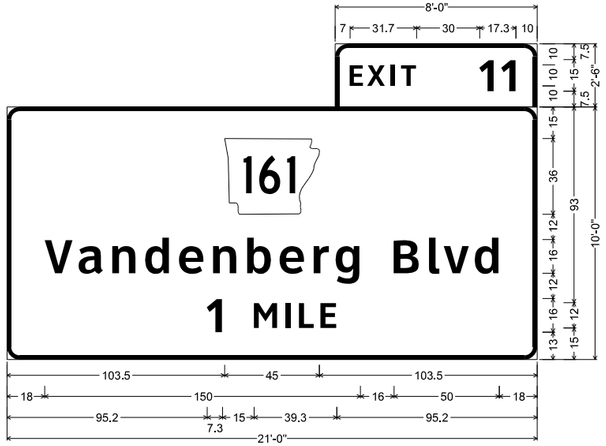
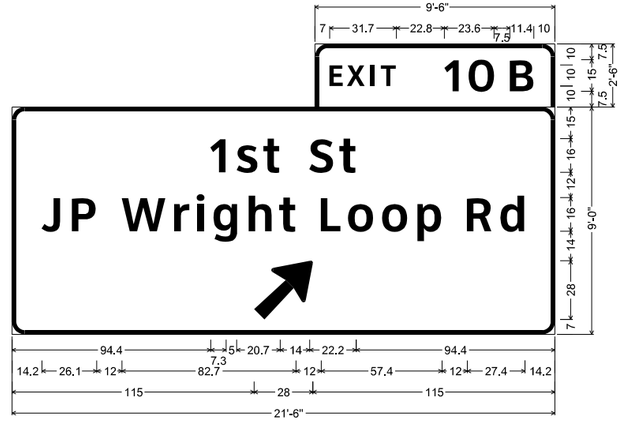
				JOB NO.		CA0604	387	1104

(2) SIGN PLACEMENT SHEET



OH-067-60-STA649+20NB-A
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "11", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"Vandenberg", "Blvd", ClearviewHwy-5-W-R;
"1", ClearviewHwy-5-W-R;
"MILE", ClearviewHwy-5-W-R;



OH-067-60-STA649+20NB-B
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "10", ClearviewHwy-5-W-R;
"B", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"1", ClearviewHwy-5-W-R; "st", ClearviewHwy-5-W-R; "St", ClearviewHwy-5-W-R;
"JP", "Wright", "Loop", "Rd", ClearviewHwy-5-W-R; Arrow Custom - 35.6° 45°;

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

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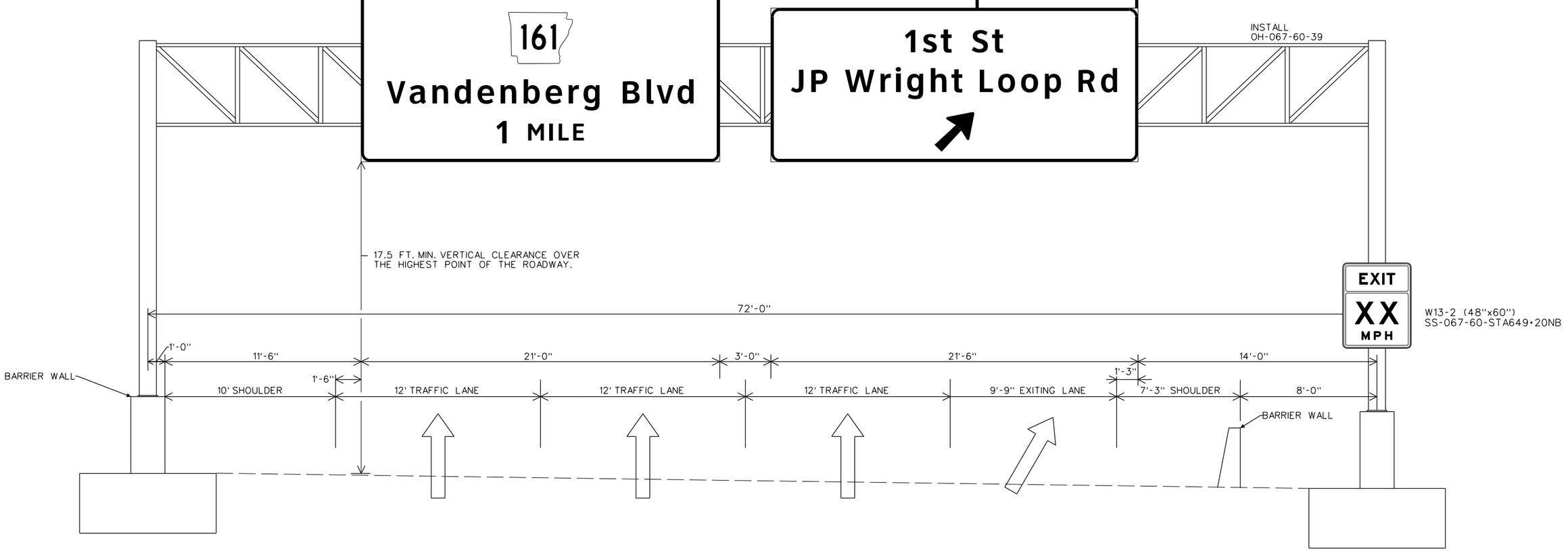
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022



SIGN PLACEMENT SHEET

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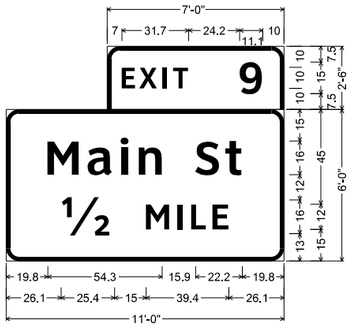
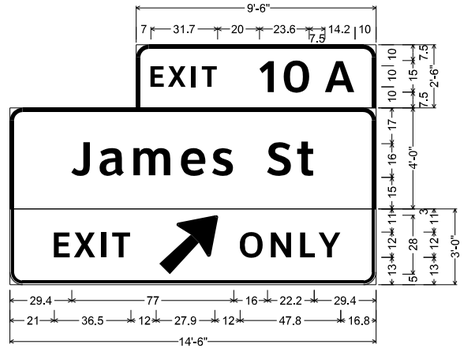
(2) SIGN PLACEMENT SHEET



OH-067-60-STA656+00SB-A
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"9", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"Main St", ClearviewHwy-5-W-R;
" 1/2 ", ClearviewHwy-5-W-R;
"MILE", ClearviewHwy-5-W-R;



OH-067-60-STA656+00SB-B
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "10A", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"James St", ClearviewHwy-5-W-R;

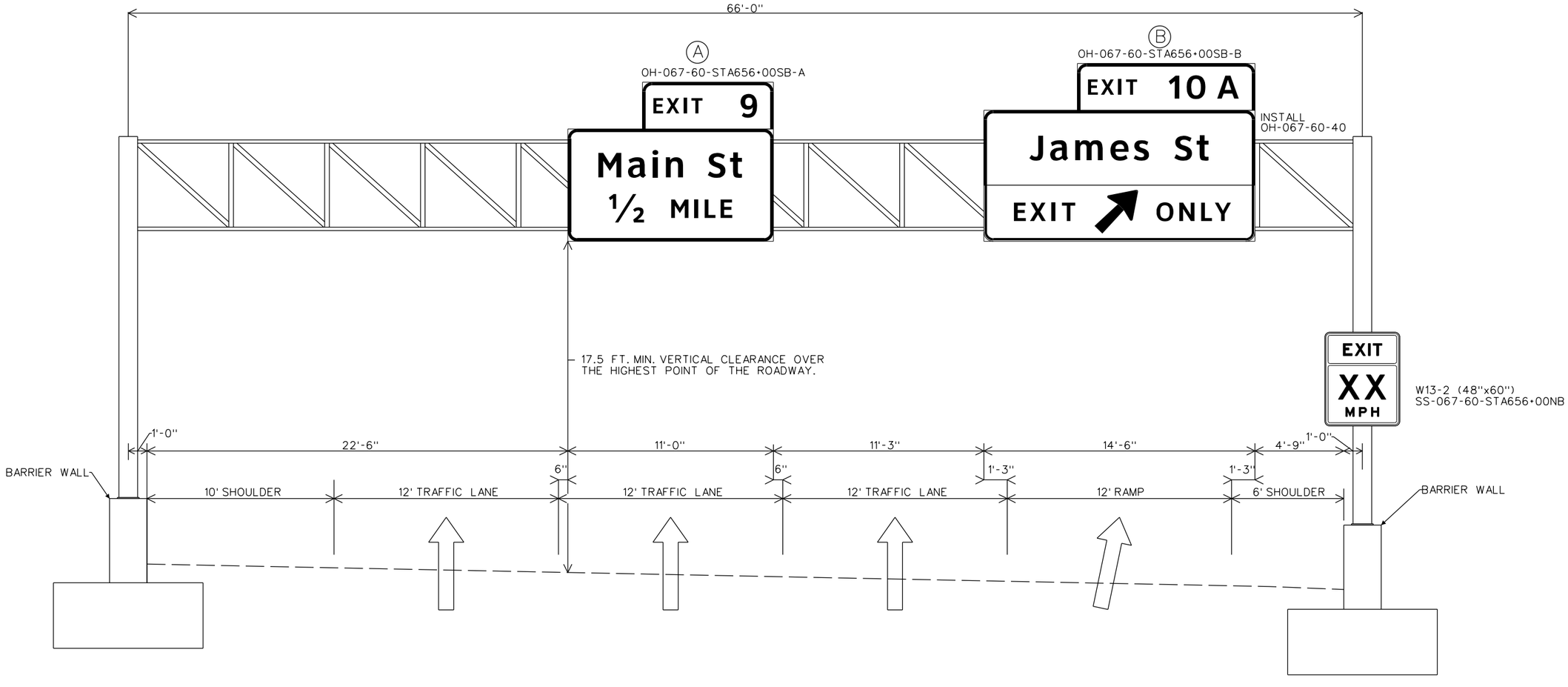
E11-1d_174x36;
6.0" Radius, 1.5" Border, 0.5" Indent, Black on Yellow;
"EXIT", ClearviewHwy-5-W-R;
Arrow Custom - 35.6" 45^; "ONLY", ClearviewHwy-5-W-R;

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



SIGN PLACEMENT SHEET

RDCrews
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REVISED DATE:

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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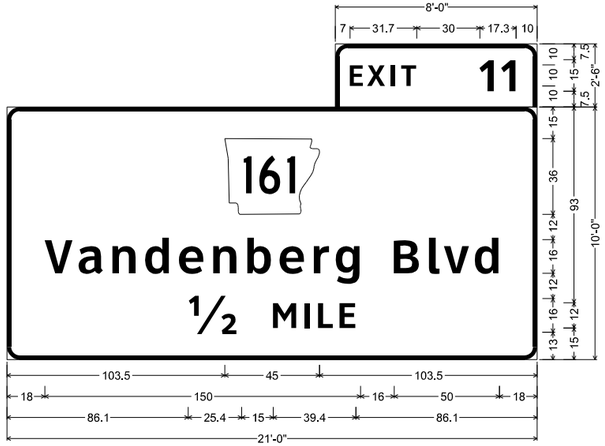

OH-067-60-STA676+60NB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "11", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"Vandenberg Blvd", ClearviewHwy-5-W-R;
" 1/2 ", ClearviewHwy-5-W-R; "MILE", ClearviewHwy-5-W-R;

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
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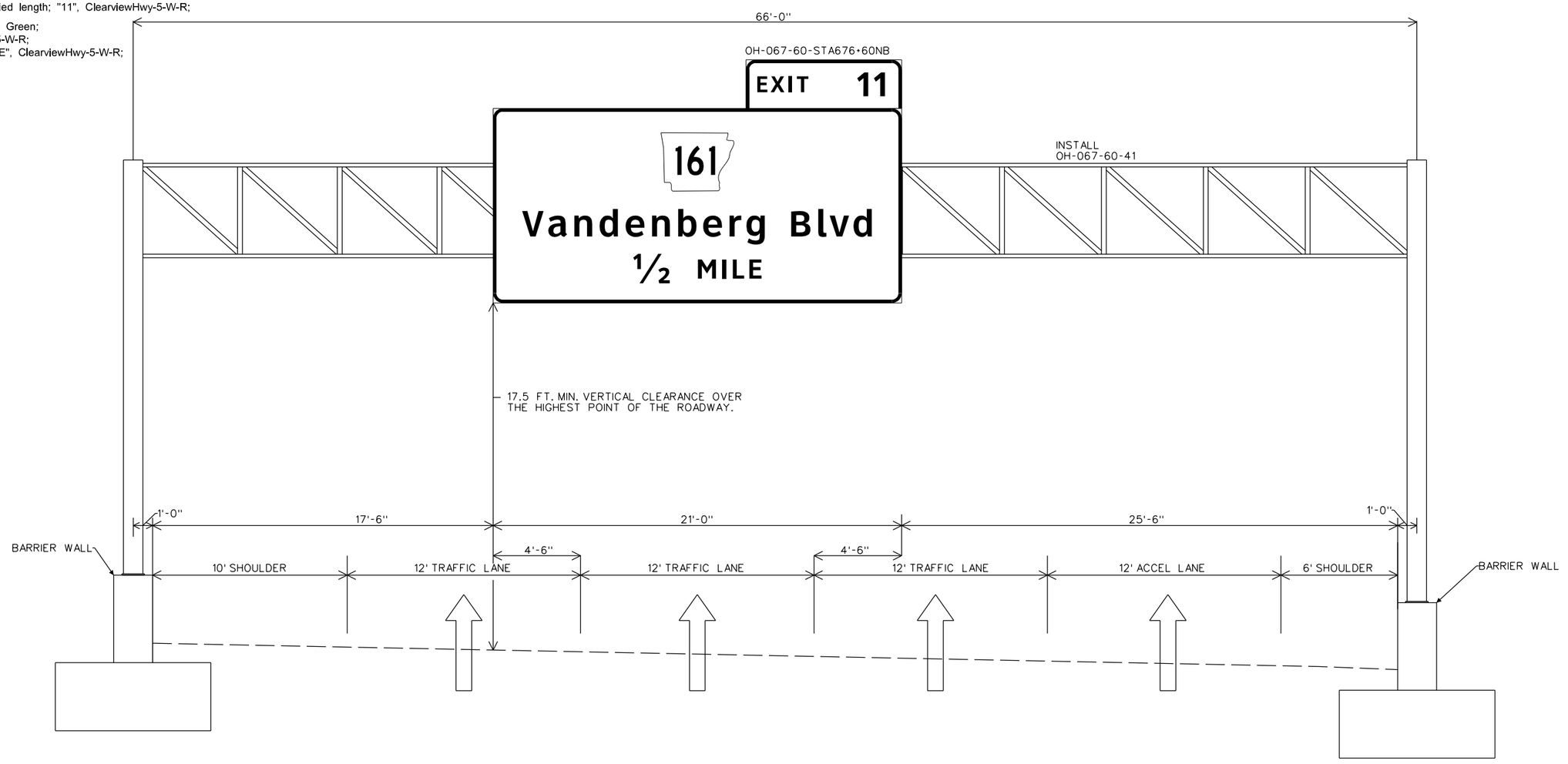

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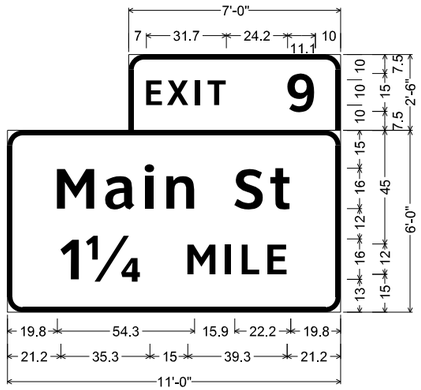
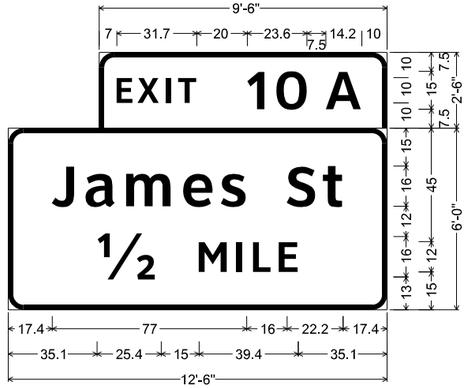


OH-067-60-STA678+80SB-A

6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"9", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"Main St", ClearviewHwy-5-W-R;
"1 1/4 ", ClearviewHwy-5-W-R;
"MILE", ClearviewHwy-5-W-R;



OH-067-60-STA678+80SB-B

6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"10A", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"James St", ClearviewHwy-5-W-R;
" 1/2 ", ClearviewHwy-5-W-R;
"MILE", ClearviewHwy-5-W-R;

NOTES:
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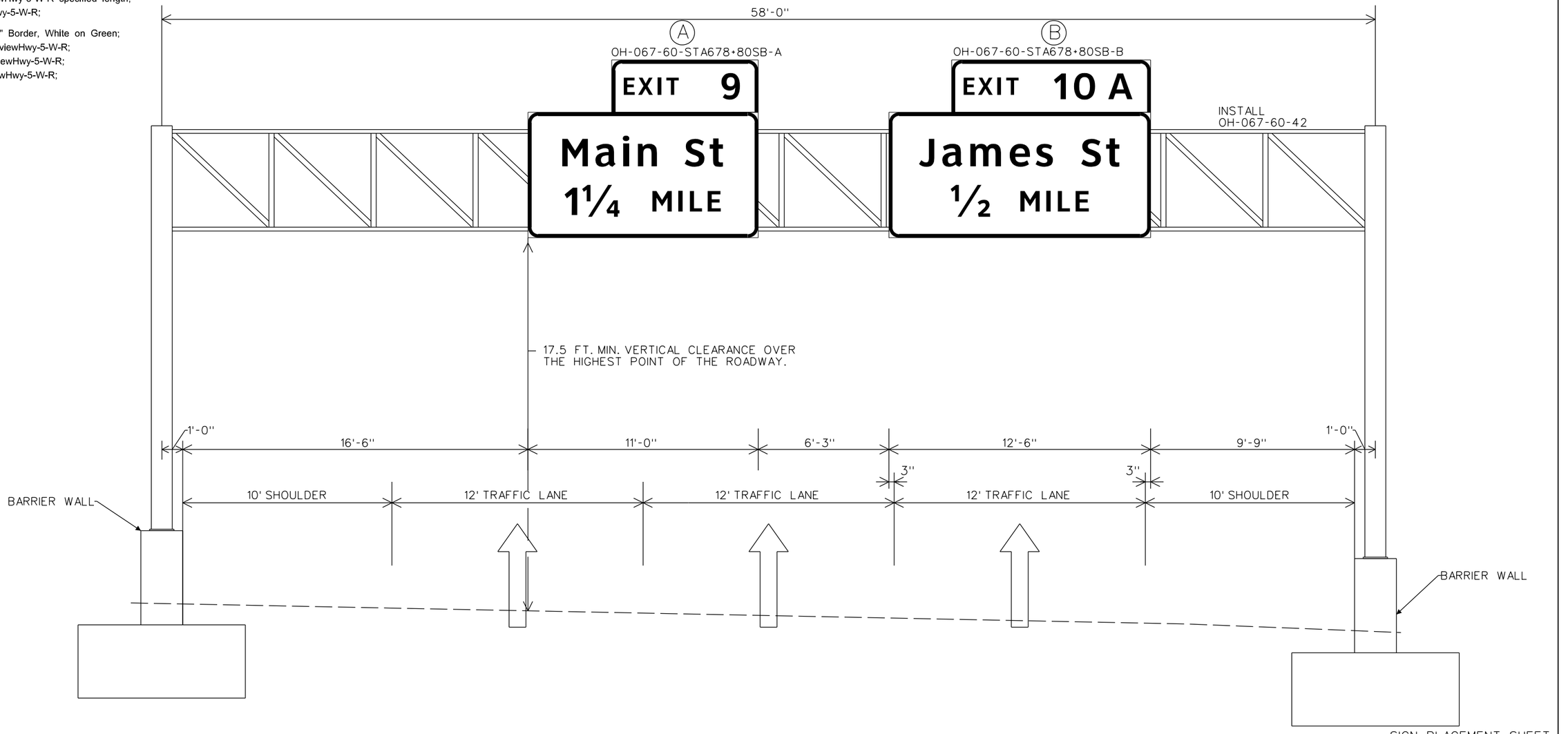
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



SIGN PLACEMENT SHEET

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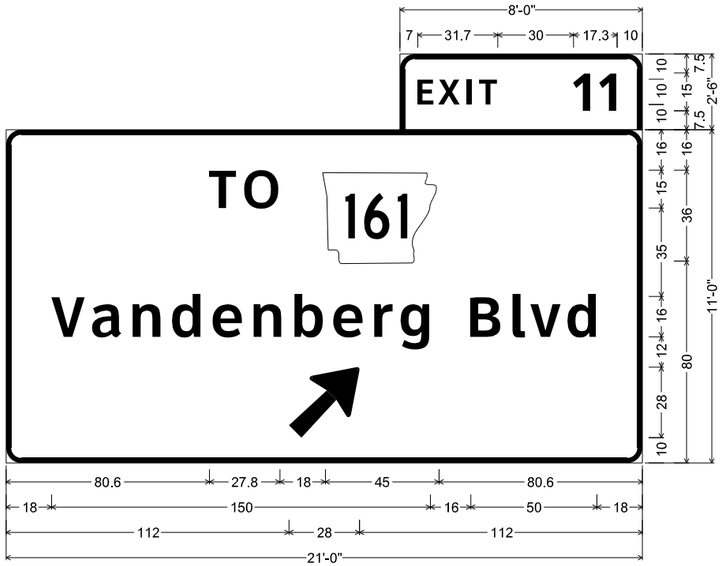
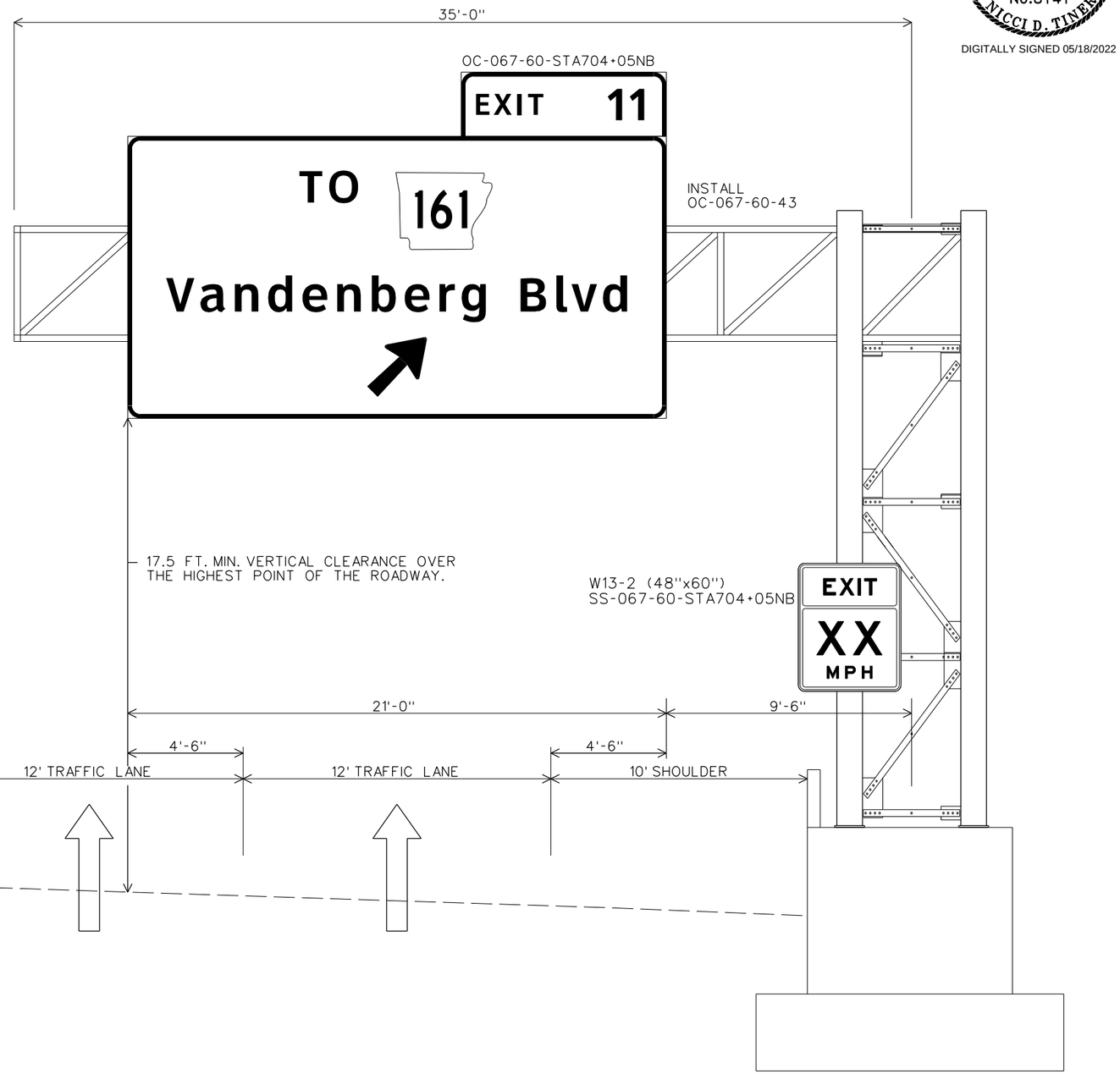
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



OC-067-60-STA704+05NB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "11", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"TO", ClearviewHwy-5-W-R;
"Vandenberg Blvd", ClearviewHwy-5-W-R;
Arrow Custom - 35.6" 45^;



NOTES:
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SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.

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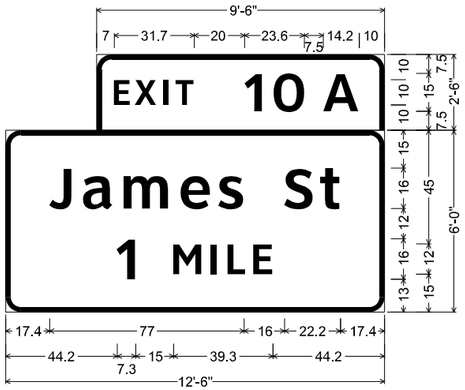

OH-067-60-STA707+00SB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length;
"10A", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"James", ClearviewHwy-5-W-R;
"St", ClearviewHwy-5-W-R;
"1", "MILE", ClearviewHwy-5-W-R;

NOTES:
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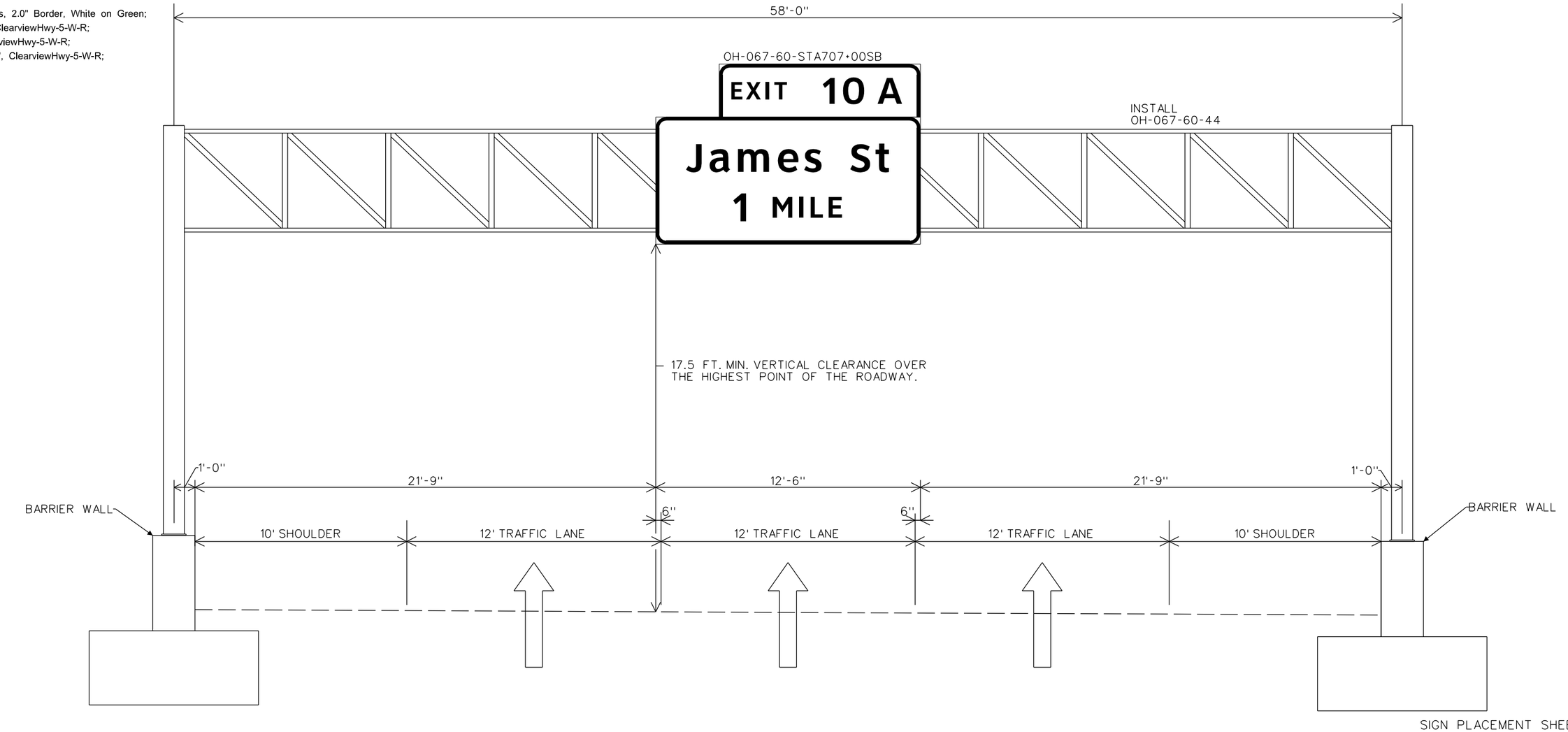
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



SIGN PLACEMENT SHEET

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REVISED DATE:

NOTES:
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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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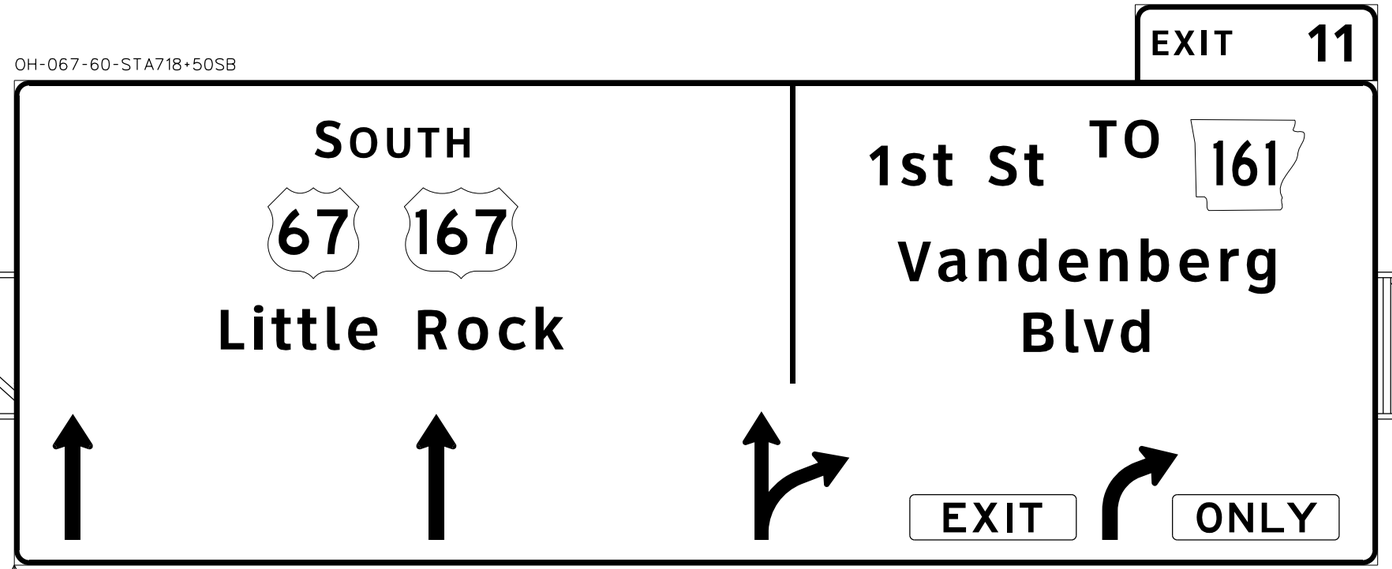
				JOB NO.		CA0604	393	1104
				(2)	SIGN PLACEMENT SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

66'-0"

OH-067-60-STA718+50SB

EXISTING
OH-067-60-30



NOTE:
SEE NEXT SHEET FOR SIGN DETAILS.

17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF THE ROADWAY.

1'-0" | 14'-0" | 45'-0" | 5'-0" | 1'-0"

BARRIER WALL

10' SHOULDER | 12' TRAFFIC LANE | 12' TRAFFIC LANE | 12' TRAFFIC LANE | 12' TRAFFIC LANE | 6' SHOULDER

BARRIER WALL

SIGN PLACEMENT SHEET

RDCrews
8/21/2022 10:22:13 PM
WORKSPACE:Garver_2012
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REVISED DATE:

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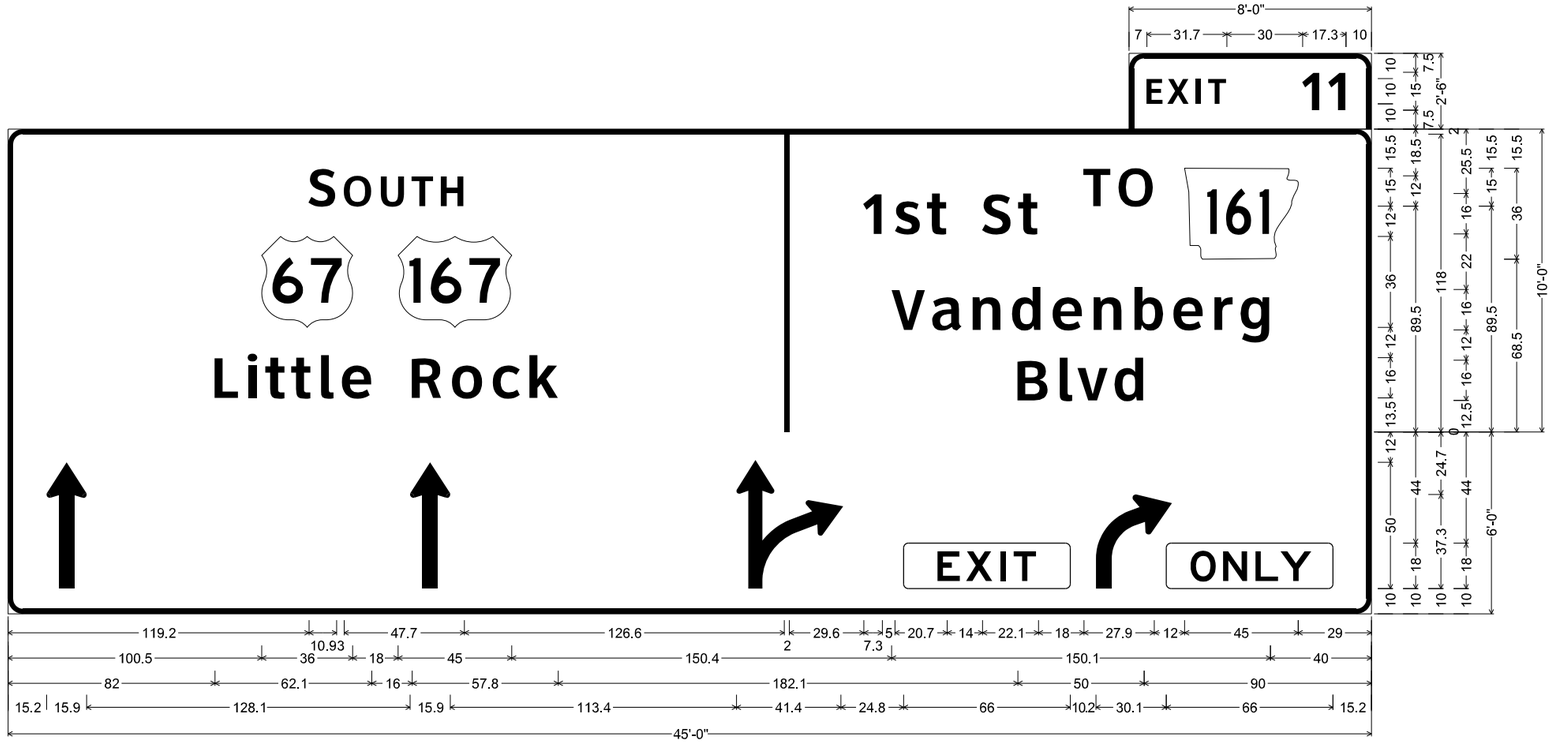
8/24/2022				6	ARK.			
				JOB NO.		CA0604	394	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022



OH-067-60-STA718+50SB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R specified length; "11", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
"S", ClearviewHwy-5-W-R; "OUTH", ClearviewHwy-5-W-R; "Little", ClearviewHwy-5-W-R; "Rock", ClearviewHwy-5-W-R; "1", ClearviewHwy-5-W-R; "st", ClearviewHwy-5-W-R; "St", ClearviewHwy-5-W-R;
"TO", ClearviewHwy-5-W-R; "Vandenberg", ClearviewHwy-5-W-R; "Blvd", ClearviewHwy-5-W-R;

6.0" Radius, 2.0" Border, White on Green;
Standard Arrow Custom 50.0" X 15.9" 90°; Standard Arrow Custom 50.0" X 15.9" 90°; through Turn arrow; turn arrow1;

RDCrews
WORKSPACE:Garver_2012
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REVISED DATE:
8/21/2022 10:22:13 PM

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				JOB NO.		CA0604	395	1104

(2) SIGN PLACEMENT SHEET

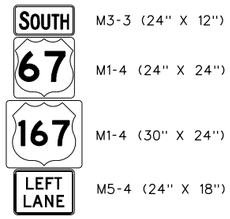
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022



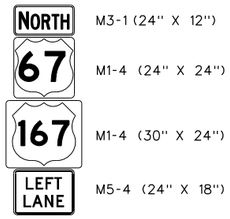
M4-5 (24" X 12")
M3-1 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M6-2L (21" X 15")

SS-HARDEN-60-STA102+85SB



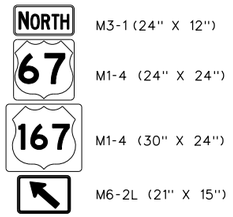
M3-3 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M5-4 (24" X 18")

SS-HARDEN-60-STA185+00SB



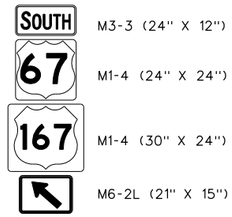
M3-1 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M5-4 (24" X 18")

SS-HARDEN-60-STA107+50SB
SS-WHITE-60-STA121+75NB
SS-WHITE-60-STA171+50NB



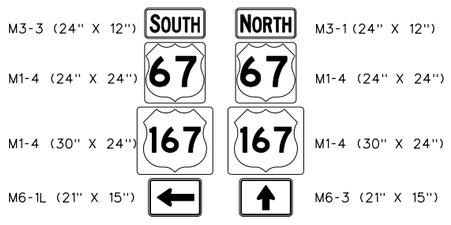
M3-1 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M6-2L (21" X 15")

SS-WHITE-60-STA125+75NB
SS-WHITE-60-STA175+75NB



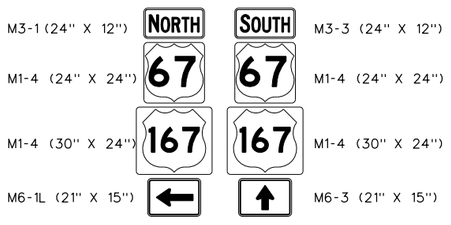
M3-3 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M6-2L (21" X 15")

SS-HARDEN-60-STA132+00SB
SS-HARDEN-60-STA180+00SB



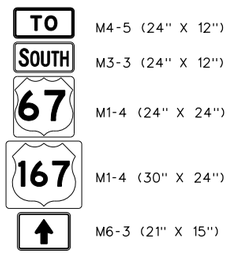
M3-3 (24" X 12") M3-1 (24" X 12")
M1-4 (24" X 24") M1-4 (24" X 24")
M1-4 (30" X 24") M1-4 (30" X 24")
M6-1L (21" X 15") M6-3 (21" X 15")

SS-WHITE-60-STA134+00NB



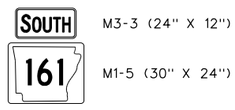
M3-1 (24" X 12") M3-3 (24" X 12")
M1-4 (24" X 24") M1-4 (24" X 24")
M1-4 (30" X 24") M1-4 (30" X 24")
M6-1L (21" X 15") M6-3 (21" X 15")

SS-HARDEN-60-STA143+50SB



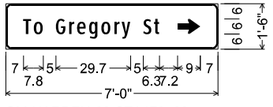
M4-5 (24" X 12")
M3-3 (24" X 12")
M1-4 (24" X 24")
M1-4 (30" X 24")
M6-3 (21" X 15")

SS-WHITE-60-STA182+50NB



M3-3 (24" X 12")
M1-5 (30" X 24")

SS-WHITE-60-STA196+00SB



GM-HARDEN-60-STA179+00;
2.3" Radius, 0.8" Border, White on Green;
"To", ClearviewHwy-2-W;
"Gregory", ClearviewHwy-2-W;
"St", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;

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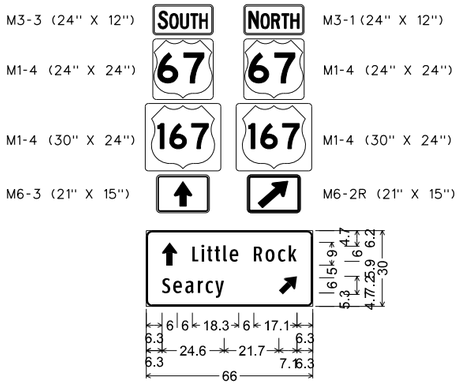
				6	ARK.			
				JOB NO.		CA0604	396	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

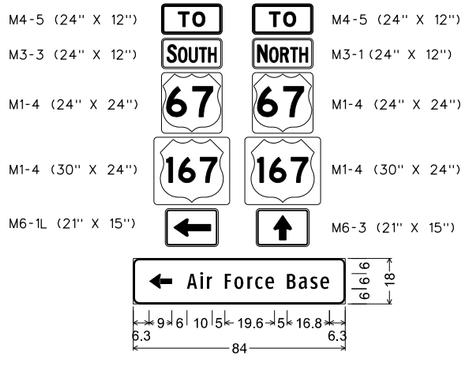


GM-JAMES-60-STA204+55;
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
"Little Rock", ClearviewHwy-2-W;
"Searcy", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 45°;

GM-VAN-60-STA115+50EB;
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Searcy", ClearviewHwy-2-W;

GM-JAMES-60-STA209+50WB;
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Little Rock", ClearviewHwy-2-W;

GM-JAMES-60-STA212+90EB;
GM-VAN-60-STA110+00EB;
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
"Searcy", ClearviewHwy-2-W;
"Little Rock", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 45°;



GM-WHITE-60-STA198+00NB;
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Air Force Base", ClearviewHwy-2-W;

GM-VAN-60-STA116+00WB;
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
"Air Force Base", ClearviewHwy-2-W;

2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Little Rock", ClearviewHwy-2-W;

GM-WHITE-60-STA202+50SB;
2.25" Radius, 0.75" Border, White on Green;
"Air Force Base", ClearviewHwy-2-W;
"Vandenberg Blvd", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;
Standard Arrow Custom 9.0" X 6.0" 0°;

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	397	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



R1-1 (36" X 36")
SS-BAILEY-60-STA10+40NB
SS-BAILEY-60-STA20+30EB
SS-WHITE-60-STA203+15NB
SS-WHITE-60-STA207+00NB
SS-HARDEN-60-STA30+65SB
SS-GREGG ST-60-STA816+00EB



R6-1R (36" X 12")
R1-1 (36" X 36")
R3-2 (24" X 24")
SS-HARDEN-60-STA114+80SB
SS-HARDEN-60-STA120+65SB
SS-HARDEN-60-STA149+65SB
SS-HARDEN-60-STA185+35SB
SS-WHITE-60-STA110+05NB
SS-WHITE-60-STA139+75NB
SS-BAILEY-60-STA14+40NB



R1-2 (48" X 48" X 48")
SS-WHITE-60-STA103+00NB
SS-HARDEN-60-STA139+10SB
SS-WHITE-60-STA138+05NB
SS-FIRST ST-60-STA303+75SB
SS-RAMP4-60-STA700+95SB

R5-1 (36" X 36")



R1-2 (48" X 48" X 48")
SS-HARDEN-60-STA100+45SB
SS-WHITE-60-STA136+15NB
SS-JAMES-60-STA211+85WB
SS-JWLOOP-60-STA12+75WB
SS-JWLOOP-60-STA12+85EB
SS-JWLOOP-60-STA14+00WB
SS-WHITE-60-STA208+85NB



R2-1 (24" X 30")
SS-HARDEN-60-STA38+75SB



R2-1 (24" X 30")
SS-VAN-60-STA107+00EB
SS-HARDEN-60-STA38+75NB



R6-2R (18" X 24")
SS-HARDEN-60-STA106+05SB
SS-HARDEN-60-STA110+15SB
SS-HARDEN-60-STA110+75SB
SS-HARDEN-60-STA111+95SB
SS-HARDEN-60-STA112+70SB
SS-HARDEN-60-STA113+45SB
SS-HARDEN-60-STA117+70SB
SS-HARDEN-60-STA118+50SB
SS-HARDEN-60-STA121+30SB
SS-HARDEN-60-STA123+85SB
SS-HARDEN-60-STA127+60SB
SS-HARDEN-60-STA130+95SB
SS-HARDEN-60-STA133+90SB
SS-HARDEN-60-STA144+20SB
SS-HARDEN-60-STA144+75SB
SS-HARDEN-60-STA148+00SB
SS-HARDEN-60-STA150+90SB
SS-HARDEN-60-STA151+95SB
SS-HARDEN-60-STA153+75SB
SS-HARDEN-60-STA154+85SB
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SS-HARDEN-60-STA162+70SB
SS-HARDEN-60-STA164+50SB
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SS-HARDEN-60-STA174+35SB
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SS-HARDEN-60-STA180+90SB
SS-HARDEN-60-STA186+75SB
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SS-WHITE-60-STA173+60NB
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SS-WHITE-60-STA176+45NB
SS-WHITE-60-STA177+80NB
SS-WHITE-60-STA178+60NB
SS-WHITE-60-STA180+00NB
SS-WHITE-60-STA181+00NB
SS-WHITE-60-STA182+80NB
SS-WHITE-60-STA183+65NB



R2-1 (24" X 30")
SS-FIRST-60-STA215+75SB
SS-FIRST-60-STA215+75NB



R2-1 (24" X 30")
SS-WHITE-60-STA105+30NB
SS-WHITE-60-STA123+75NB
SS-WHITE-60-STA144+05NB
SS-WHITE-60-STA169+00NB
SS-WHITE-60-STA211+55NB
SS-HARDEN-60-STA136+00SB
SS-HARDEN-60-STA188+50SB



R2-1 (48" X 60")
SS-067-60-STA615+50SB
SS-067-60-STA615+50SB
SS-067-60-STA635+00NB
SS-067-60-STA635+00NB



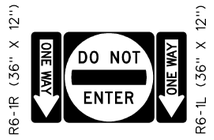
R3-7L (36" X 36")
SS-WHITE-60-STA196+00NB
SS-JWLOOP-60-STA17+50WB



R3-7R (36" X 36")
SS-VAN-60-STA110+00WB
SS-HARDEN-60-STA104+50SB
SS-JAMES-60-STA203+00WB
SS-HARDEN-60-STA184+00SB
SS-WHITE-60-STA179+55NB
SS-WHITE-60-STA206+60SB



R4-7 (24" X 30")
SS-VAN-60-STA111+90WB
SS-FIRST-60-STA210+30NB
SS-JWLOOP-60-STA10+75WB



R5-1 (36" X 36")
SS-HARDEN-60-STA100+35SB
SS-WHITE-60-STA136+65SB
SS-HARDEN-60-STA140+25NB



R5-1 (36" X 36")
SS-WHITE-60-STA199+10NB
SS-FIRST-60-STA210+40NB
SS-HARDEN-60-STA176+00SB



R5-1A (42" X 30")
SS-HARDEN-60-STA101+15SB
SS-WHITE-60-STA135+25NB
SS-WHITE-60-STA135+25NB
SS-HARDEN-60-STA142+00SB
SS-HARDEN-60-STA142+00SB
SS-RAMP4-60-STA702+00NB
SS-RAMP4-60-STA702+00NB

R5-1A (42" X 30")



SP SIGN (30" X 24")
SS-HARDEN-60-STA101+15SB



R5-2 (24" X 24")
R12-1 (24" X 30")
SS-HARDEN-60-STA115+35SB



R6-6 (30" X 36")
SS-HARDEN-60-STA191+85SB
SS-HARDEN-60-STA192+15SB

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				JOB NO.		CA0604	398	1104

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



W1-7 (48" X 24")
SS-MARSHALL-60-STA72+45SB
SS-FIRST-60-STA211+15SB
SS-FIRST ST-60-STA303+10NB
SS-GREG-60-STA803+60EB



W1-8L (24" X 30")
SS-HARDEN-60-STA137+00SB
SS-HARDEN-60-STA137+50SB
SS-HARDEN-60-STA138+00SB



W1-8R (24" X 30")
SS-HARDEN-60-STA103+30SB
SS-HARDEN-60-STA104+10SB
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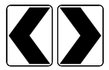
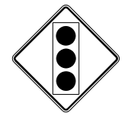


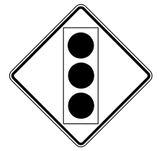
W1-8L (18" x 24")
W1-8R (18" x 24")
SS-HILL-60-STA132+60SB
SS-HILL-60-STA133+00SB
SS-HILL-60-STA133+40SB
SS-BAILEY-60-STA15+10NB
SS-BAILEY-60-STA15+60NB
SS-BAILEY-60-STA16+10NB
SS-BAILEY-60-STA16+60NB



W3-1 (36" X 36")
SS-HARDEN-60-STA34+30SB



W3-3 (36" X 36")
SS-HARDEN-60-STA105+50SB
SS-HARDEN-60-STA105+50SB
SS-WHITE-60-STA132+30NB
SS-WHITE-60-STA132+30NB
SS-HARDEN-60-STA146+00SB
SS-HARDEN-60-STA146+00SB



W3-3 (48" X 48")
SS-RAMP4-60-STA705+00SB



W4-1R (48" X 48")
SS-067-60-STA616+00NB
SS-067-60-STA623+50SB
SS-067-60-STA666+00SB



W4-2L (36" X 36")
SS-WHITE-60-STA109+00NB
SS-HARDEN-60-STA125+00SB
SS-HARDEN-60-STA173+00SB



W4-2R (36" X 36")
SS-FIRST-60-STA212+50NB
SS-WHITE-60-STA156+50NB



W4-2R (48" X 48")
SS-067-60-STA625+00NB
SS-067-60-STA674+00NB



W4-3R (36" X 36")
SS-HARDEN-60-STA192+60SB
SS-HARDEN-60-STA195+50NB
SS-HARDEN-60-STA205+50SB
SS-WHITE-60-STA198+25SB
SS-WRIGHT-60-STA14+45EB



W4-3R (48" X 48")
SS-067-60-STA673+50SB



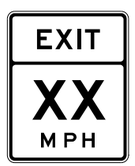
W8-13 (36" X 36")
SS-JAMES-60-STA206+75WB
SS-JAMES-60-STA209+80EB
SS-GREG-60-STA805+00EB
SS-GREG-60-STA812+75WB



W8-13 (48" X 48")
SS-067-60-STA680+00NB
SS-067-60-STA678+75NB
SS-067-60-STA692+00SB
SS-067-60-STA692+00SB



W11-8 (36" X 36")
W11-12P (36" X 30")
SS-HARDEN-60-STA200+00NB
SS-HARDEN-60-STA208+00SB



W13-2 (48" X 60")
SS-067-60-STA604+50NB
SS-067-60-STA609+40SB
SS-067-60-STA649+20NB
SS-067-60-STA656+00SB
SS-067-60-STA704+05NB



W14-1 (30" X 30")
SS-PARR-60-STA796+75EB



OM3-L (12" X 36")
SS-GREG-60-STA807+13WB
SS-GREG-60-STA810+17EB



OM3-R (12" X 36")
SS-GREG-60-STA806+90EB
SS-GREG-60-STA810+77WB

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				6	ARK.			
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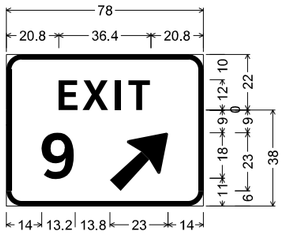
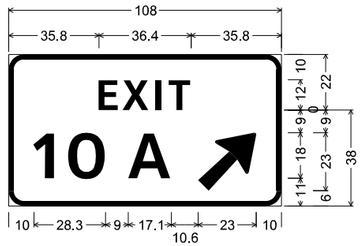
(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

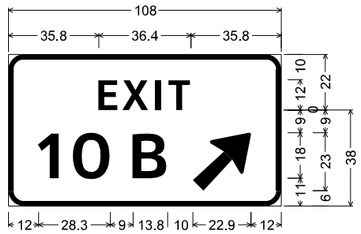
DIGITALLY SIGNED 05/18/2022



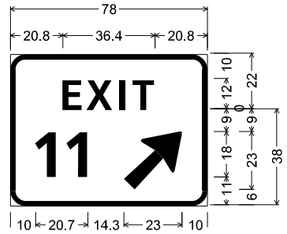
GM-067-60-STA604+75SB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R;
"9"ClearviewHwy-5-W-R;
Arrow Custom - 29.2" 45°;



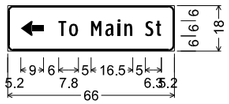
GM-067-60-STA609+25NB
GM-067-60-STA652+00SB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R;
"10 A", ClearviewHwy-5-W-R;
Arrow Custom - 29.3" 45°;



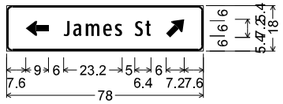
GM-067-60-STA652+10NB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R;
"10 B", ClearviewHwy-5-W-R;
Arrow Custom - 29.3" 45°;



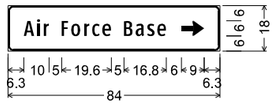
GM-067-60-STA711+85NB
6.0" Radius, 2.0" Border, White on Green;
"EXIT", ClearviewHwy-5-W-R;
"11"ClearviewHwy-5-W-R;
Arrow Custom - 29.3" 45°;



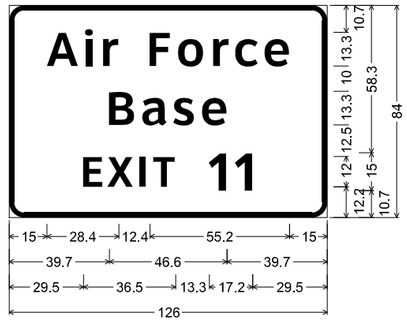
GM-HARDEN-60-STA101+15SB
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"To Main St", ClearviewHwy-2-W;



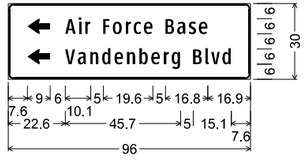
GM-WHITE-60-STA135+20NB
GM-HARDEN-60-STA142+10SB
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"James St", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 45°;



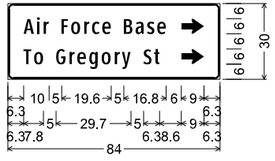
GM-HARDEN-60-STA198+50SB
2.25" Radius, 0.75" Border, White on Green;
"Air", ClearviewHwy-2-W;
"Force", ClearviewHwy-2-W;
"Base", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;



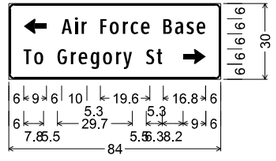
GM-067-60-STA683+50NB
6.0" Radius, 2.0" Border, White on Green;
"Air Force Base", ClearviewHwy-5-W-R;
"EXIT"ClearviewHwy-5-W-R
"11", ClearviewHwy-5-W-R;



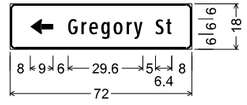
GM-RAMP4-60-STA209+30SB
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Air Force Base", ClearviewHwy-2-W;
"Vandenberg Blvd", ClearviewHwy-2-W;



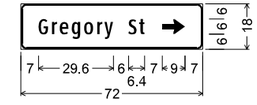
GM-WHITE-60-STA181+20NB
2.25" Radius, 0.75" Border, White on Green;
"Air Force Base", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;
"To Gregory St", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;



GM-JWLOOP-60-STA11+80EB
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Air Force Base", ClearviewHwy-2-W;
"To Gregory St", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;



GM-FIRST-60-STA301+10NB
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 180°;
"Gregory St", ClearviewHwy-2-W;



GM-FIRST-60-STA306+30SB
2.25" Radius, 0.75" Border, White on Green;
"Gregory St", ClearviewHwy-2-W;
Standard Arrow Custom 9.0" X 6.0" 0°;

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	400	1104
				(2)	ITS QUANTITIES SHEET			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 8/24/2022

ITEM NUMBER	ITEM	LOC. 1	LOC. 2	LOC. 3	LOC. 4	LOC. 5	LOC. 6	LOC. 7	LOC. 8	LOC. 9	TOTAL	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	2252	182	0	124	152	124	113	14	110	3071	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/2 A.W.G.)	2234	0	0	0	0	0	0	0	0	2234	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	0	0	0	124	152	0	0	0	0	276	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	0	162	0	0	0	124	113	0	110	509	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	0	30	30	176	30	30	30	0	0	326	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	10	10	0	20	20	20	105	0	10	195	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	43	15	0	0	0	0	0	10	0	68	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2213	140	0	94	120	94	0	0	78	2739	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	8	2	0	1	2	1	2	0	2	18	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	1	0	1	1	1	1	0	1	7	EACH
SP	GROUND MOUNTED ITS CABINET	1	1	0	0	0	0	0	0	0	2	EACH
SP	OVERHEAD DMS ASSEMBLY	0	0	0	1	0	0	0	0	0	1	EACH
SP	POLE MOUNTED ITS CABINET	0	0	0	1	1	1	1	1	1	6	EACH
SP	PTZ CAMERA SYSTEM	1	1	1	1	1	1	1	1	1	9	EACH
SP	ROAD WEATHER INFORMATION SYSTEM	1	0	0	0	0	0	0	0	0	1	EACH
SP	TILT TOWER (40') WITH CAMERA	0	0	0	0	0	0	0	1	1	2	EACH
SP	TILT TOWER (50') WITH CAMERA	1	0	0	0	0	0	0	0	0	1	EACH
SP	CELLULAR MODEM	1	1	1	1	1	1	1	1	1	9	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	1	1	1	1	1	1	1	1	9	EACH

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	401	1104
				(2)	ITS GENERAL NOTES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022

NOTES:
1. LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT AND ITS PROPER FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE UNIT PRICE BID FOR GALVANIZED STEEL CONDUIT.
2. COPPER GROUND ROD SHALL BE EXOTHERMICALLY WELDED, ALL GROUND BOXES ARE TO BE GROUNDED PER ARDOT STANDARD DRAWING SD-11, STEEL POLE WITH MAST ARM.
3. THE OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY WILL BE CONSIDERED INSTALLED UPON FINAL REVIEW OF THE FINAL INSTALLATION BY THE ENGINEER. AT THIS TIME A THIRTY DAY PERFORMANCE TEST WILL COMMENCE WHEREIN ANYTHING THAT FAILS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THIS REQUIREMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED SUSIDIARY TO CONTRACT UNIT PRICE BID FOR "OVERHEAD DMS ASSEMBLY". SEE"OVERHEAD DMS ASSEMBLY" SPECIAL PROVISION.
4. MINIMUM STRUCTURAL REQUIREMENTS:
   DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, SIXTH EDITION, (2013) WITH CURRENT INTERIM REVISIONS.
   BASIC WIND SPEED = 90 MPH.
5. FOR DYNAMIC MESSAGE SIGN CONNECTION TO STRUCTURE, SEE MANUFACTURER RECOMMENDATIOS. SEE SPECIAL PROVISION "OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY" FOR ADDITIONAL DETAILS. DYNAMIC MESSAGE SIGN ASSEMBLIES ARE TO BE CENTERED ON THE STRUCTURE (TEE MOUNT) OR PLACED AS SHOWN ON THE STRUCTURE (OVERHEAD TRUSS) UNLESS DIRECTED BY THE ENGINEER.
6. SEE BRIDGE PLANS FOR DETAILS ON OVERHEAD TEE MOUNT STRUCTURES AND OVERHEAD TRUSS STRUCTURE.
7. ITS CABINETS FOR DMS ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON THE PLAN SHEETS.
8. SECONDARY SERVICE SHALL BE REQUIRED AT ALL ITS CABINETS WHERE THE SERVICE POINT IS MORE THAN 10 FEET AWAY FROM ITS CABINET.
9. SECONDARY SERVICE BREAKER SHALL BE CONSIDERED SUBSIDIARY TO CONTRACT UNIT PRICE BID FOR PAY ITEM "SERVICE POINT ASSEMBLY 2 CIRCUITS".
10. TWO 1.5 IN CONDUITS FROM SERVICE CABINET TO DMS SHALL BE USED: ONE CONDUIT DEDICATED FOR POWER AND ONE CONDUIT DEDICATED FOR COMMUNICATION.
11. ALL DMS ARE TO BE DAKTRONICS VF-2420-96X304-20-RGB.
12. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ITS CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE ROADWAY AND POSITIONED TO ALLOW VISIBILITY OF THE ITS DEVICE WHILE OBSERVING THE OPENED CABINET.
13. ROAD WEATHER INFORMATION SYSTEM WILL BE A LUFFT NIRS31-UMB, NON INVASIVE SENSOR.
14. REMOVAL OF EXISTING ITS EQUIPMENT IS SUBSIDIARY TO THE ITS INSTALLATION AND NO SEPARATE PAYMENT WILL BE MADE. SEE ITS PLAN SHEETS FOR PROPOSED REMOVAL OF EXISTING EQUIPMENT TO BE DELIVERED TO ARDOT MAINTENANCE DIVISION. COORDINATE DELIVERY OF REMOVED ITS EQUIPMENT WITH MAINTENANCE DIVISION PERSONNEL A MINIMUM OF 48 HOURS BEFORE DELIVERY.
15. THE CONTRACTOR SHALL INSTALL THE PERMANENT ITS EQUIPMENT AT LOCATIONS 1-3 AND 7-9 PRIOR TO BEGINING OF CONSTRUCTION ON THE MAINLANES. THE CONTRACTOR SHALL COORDINATINE ALL ITS WORK WITH THE DEPARTMENT'S ITS MANAGEMENT SECTION-MAINTENANCE DIVISION AND THE RESIDENT ENGINEER OFFICE. LOCATIONS WHERE GUARDRAIL INSTALLTION IS REQUIRED, THE ITS EQUIPMENT SHALL BE INSTALLED AFTER THE REQUIRED GUARDRAIL IS IN PLACE.

VOLTAGE DROP CALCULATIONS

Panel ID	Location Description	# of Sets	Wire Size	One-Way Length (ft)	Line Current (Amps)	Voltage (Line-to-Line)	Phase	Power Factor (100% or 85%)	Wire Type	Conduit Type	Impedance (Ω/1000 ft)	Voltage Drop (Volts)	%VD
LOC-1	Service to RWIS-1/PTZ-1 Cabinet	1	1	2145	20	135	1	85%	Copper	PVC	0.16	13.728	10.17%
LOC-2	Service to PTZ-2 Cabinet	1	8	150	20	120	1	85%	Copper	PVC	0.69	4.14	3.45%
LOC-3	NA - Existing												
LOC-4	Service to DMS-1/PTZ-4 Cabinet	1	6	110	50	120	1	85%	Copper	PVC	0.44	4.84	4.03%
LOC-5	Service to PTZ-5 Cabinet	1	8	130	20	120	1	85%	Copper	PVC	0.69	3.588	2.99%
LOC-6	Service to PTZ-6 Cabinet	1	8	110	20	120	1	85%	Copper	PVC	0.69	3.036	2.53%
LOC-7	Service to PTZ-7 Cabinet	1	8	100	20	120	1	85%	Copper	PVC	0.69	2.76	2.30%
LOC-8	NA - Solar												
LOC-9	Service to PTZ-9 Cabinet	1	8	110	20	120	1	85%	Copper	PVC	0.69	3.036	2.53%

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NO.	ITS DESCRIPTION	LATITUDE	LONGITUDE	STATION	ELECTRICAL SERVICE	LOCATION DESCRIPTION
	ITS EQUIPMENT NO. & LOCATION				ITS EQUIPMENT SERVICE & DESCRIPTION	
1	RWIS-1-SB PTZ-1-SB	34.84214 N	92.15878 W		* UTILITY POWER	PROPOSED TILT TOWER (50') (RWIS/PTZ) (HWY 67 RAMP TO EB I-440)
2	PTZ-2-NB	34.846871 N	92.148707 W		* UTILITY POWER	EX. OH-067-60-22 (PTZ) (EX. JACKSONVILLE/ST LOUIS MO; EXIT 8 REDMOND ROAD 1 1/4 MILE; LANE ENDS)
3	PTZ-3-SB	34.855028 N	92.136883 W		* UTILITY POWER	EX. OH-067-60-26 (PTZ) (EX. DMS; EXIT 6 MEMPHIS/TEXARKANA)
4	DMS-1-NB PTZ-4-NB			STA. 617+50 NB	* UTILITY POWER	PROP. OH-067-60-38 (DMS/PTZ) (EXIT 10B GREGORY ST 1/2 MILE)
5	PTZ-5-SB			STA. 678+80 SB	* UTILITY POWER	PROP. OH-067-60-42 (PTZ) (EXIT 9 MAIN ST 1 1/4 MILE; EXIT 10A JAMES ST 1/2 MILE)
6	PTZ-6-SB			STA. 707+00 SB	* UTILITY POWER	PROP. OH-067-60-44 (EXIT 10A JAMES ST 1 MILE)
7	PTZ-7-SB	34.897465 N	92.091709 W		* UTILITY POWER	EX. OH-067-60-31 (PTZ) (EX. EXIT 11 VANDENBERG BLVD 1/2 MILE)
8	PTZ-8-NB	34.910528 N	92.083792 W		SOLAR POWER	PROPOSED TILT TOWER (40') (PTZ)
9	PTZ-9-SB	34.920572 N	92.081831 W		* UTILITY POWER	PROPOSED TILT TOWER (40') (PTZ)

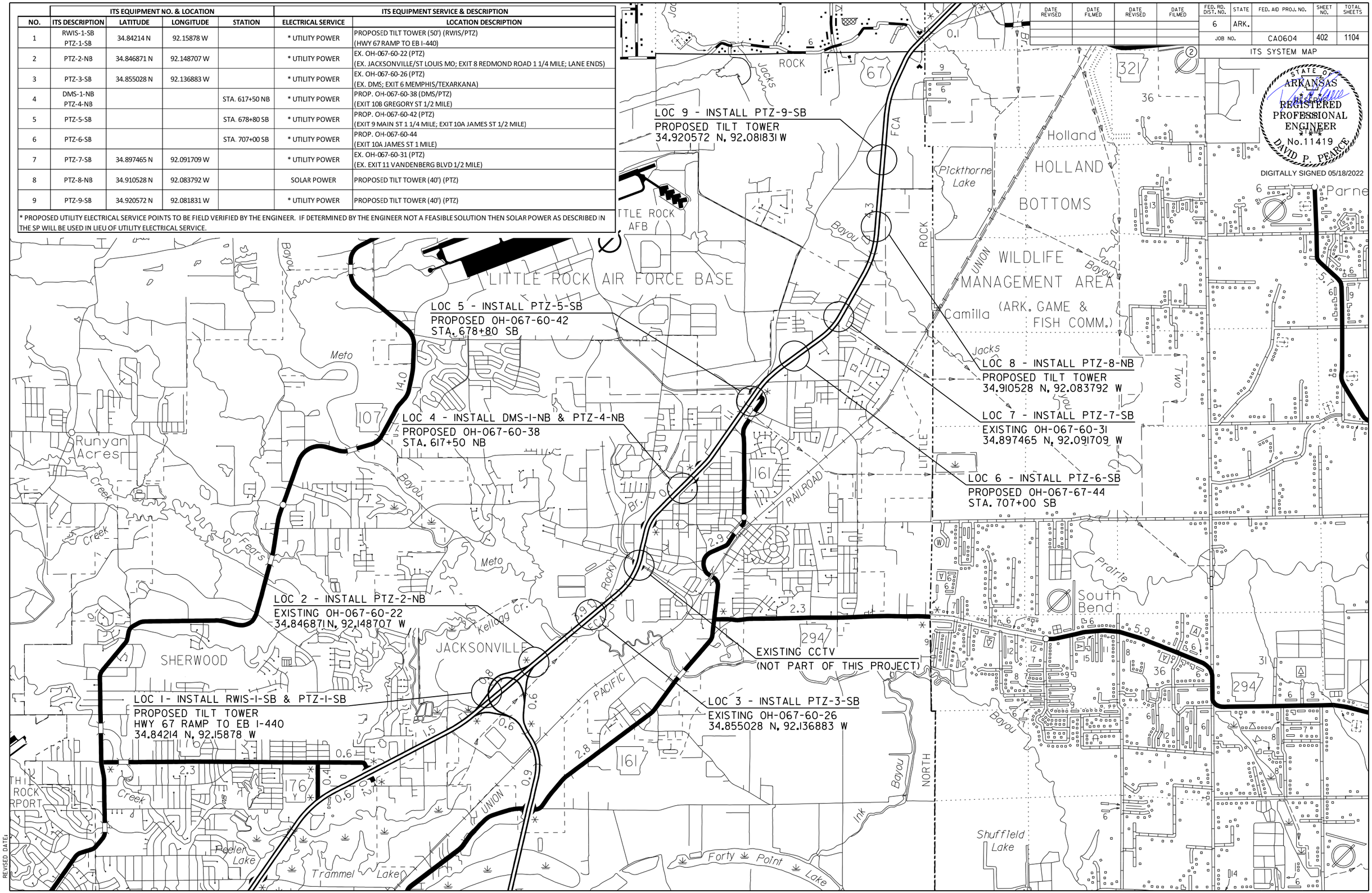
* PROPOSED UTILITY ELECTRICAL SERVICE POINTS TO BE FIELD VERIFIED BY THE ENGINEER. IF DETERMINED BY THE ENGINEER NOT A FEASIBLE SOLUTION THEN SOLAR POWER AS DESCRIBED IN THE SP WILL BE USED IN LIEU OF UTILITY ELECTRICAL SERVICE.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	402	1104

ITS SYSTEM MAP

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022



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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.		CA0604	403	1104

(2) ITS PLAN SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022



LOCATION 1
RWIS-1-SB & PTZ-1-SB

HRHobby
WORKSPACE: AHTD
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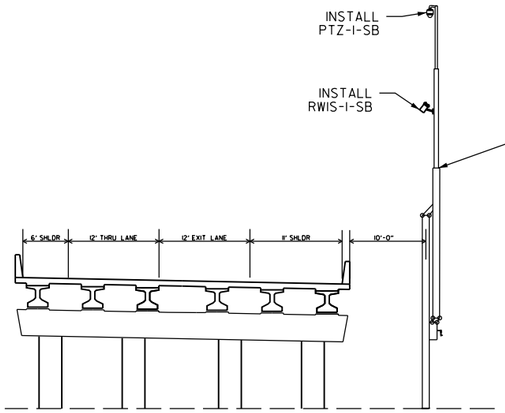
				6	ARK.			
				JOB NO.		CA0604	404	1104
				(2)	ITS PLAN SHEET			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STAMP
No.11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022



LOCATION 1
RWIS-1-SB & PTZ-1-SB

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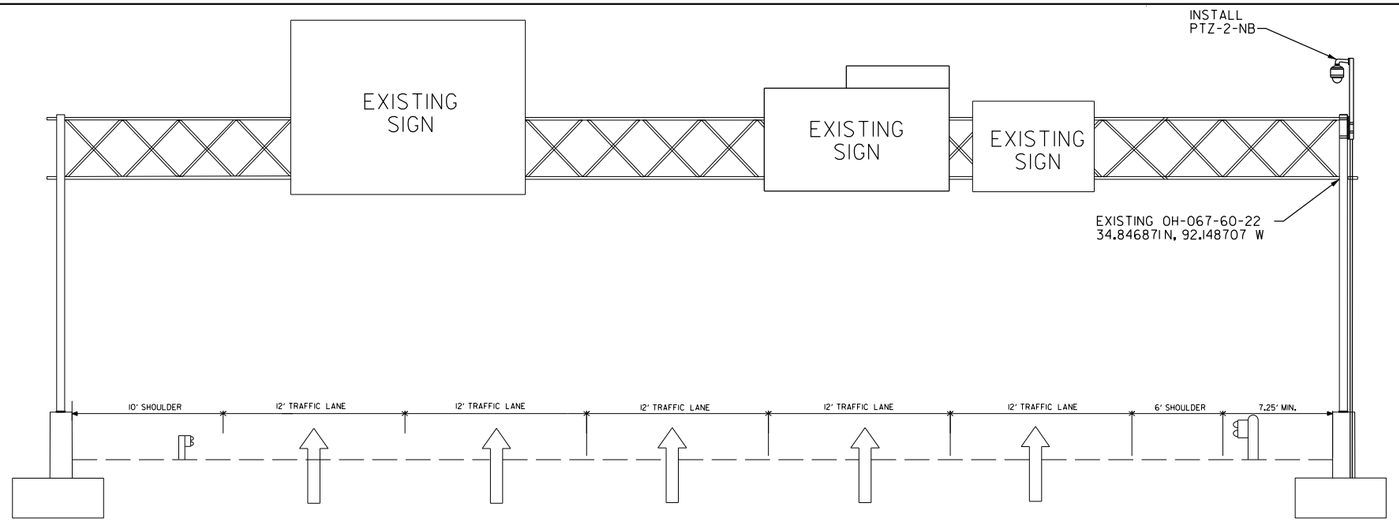
FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	405	1104

ITS PLAN SHEET

(2)



NOTE:
1. ALL ITS ITEMS REMOVED FROM THIS LOCATION TO BE RETURNED TO ARDOT MAINTENANCE DIVISION.
2. SERVICE POINT TO BE LOCATED A MINIMUM OF 30 FT FROM EDGE OF TRAVELED WAY.

STATE OF ARKANSAS
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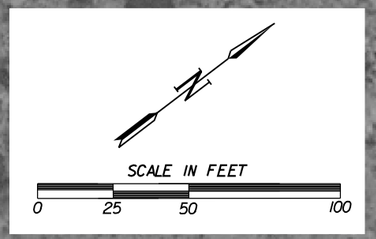
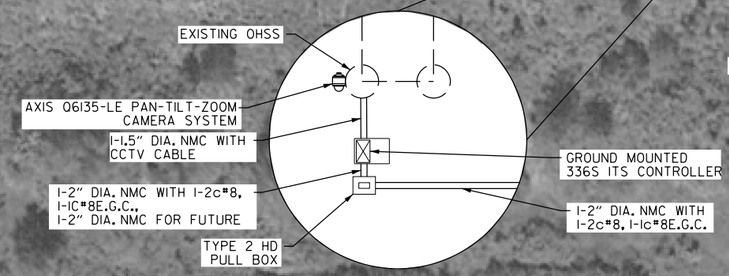
HWY. 67

ITS REMOVAL SUMMARY:
CCTV
CCTV ENCLOSURE
SOLAR PANEL
CABINET
BATTERY
CELLULAR MODEM
MOUNTING BRACKET





TYPE 2 HD PULL BOX
1-2" DIA. NMC WITH 1-2c#8, 1-1c#8E.G.C.
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR.
EXISTING OVERHEAD ELECTRIC
CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER TO PROVIDE 120/240V, 1PHASE SERVICE AT THIS LOCATION

LOCATION 2
PTZ-2-NB

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	406	1104

ITS PLAN SHEET

NOTE:
1. UTILIZE EXISTING ITS CABINET FOR PROPOSED CCTV.
2. ITS CABINET HAS EXISTING ELECTRICAL SERVICE.
3. INSTALL AXIS Q6135-LE PAN, TILT, ZOOM (PTZ) ON EXISTING OHSS.

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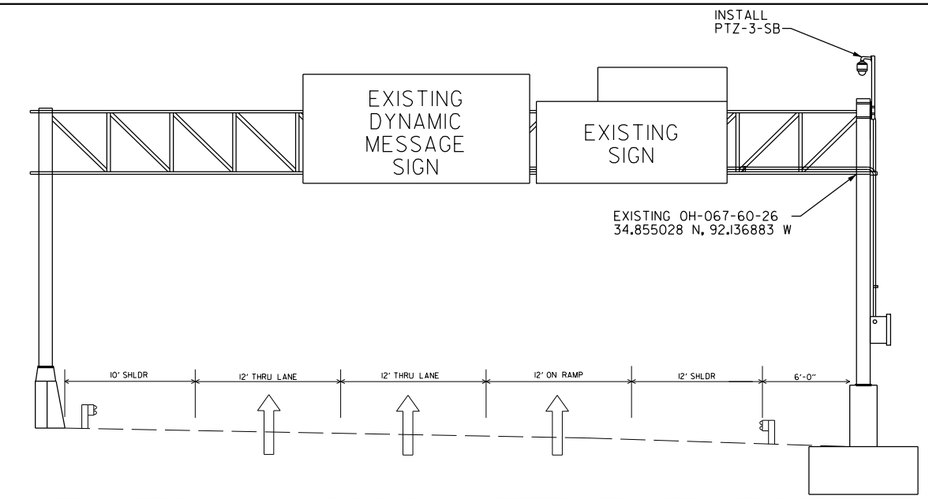
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022



LOCATION 3
PTZ-3-SB

HRHobby 5/11/2022 10:43:19 AM
WORKSPACE: AHTD
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REVISED DATE:

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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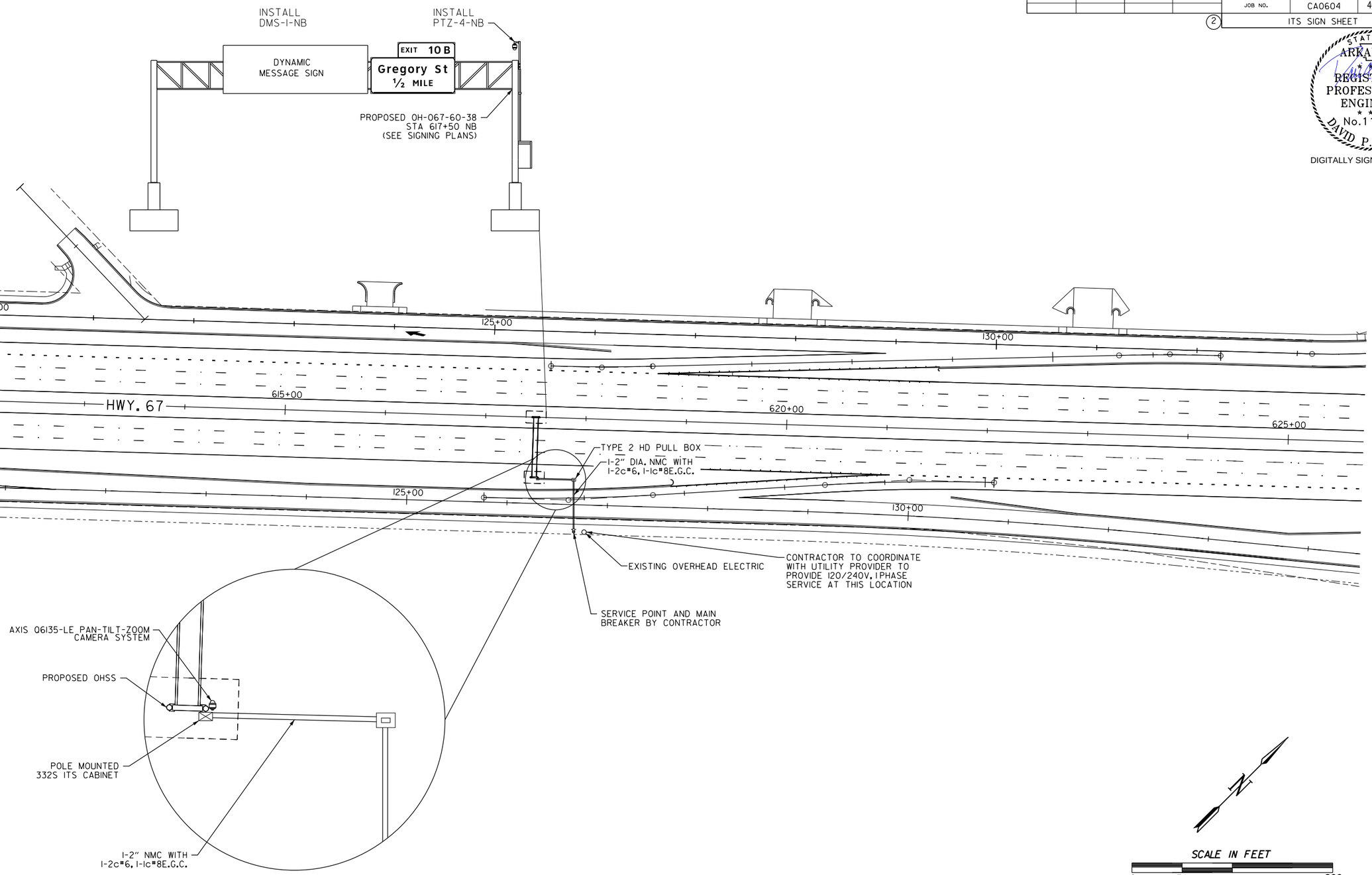
				JOB NO.		CA0604	407	1104
				(2)	ITS SIGN SHEET			



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022

LOCATION 4
DMS-1-NB & PTZ-4-NB

HRHobby 5/11/2022 10:43:44 AM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_ITS_L4P.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	408	1104
				(2)	ITS PLAN SHEET			

SCALE IN FEET
0 50 100 200

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR
CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER TO PROVIDE 120/240V, 1PHASE SERVICE AT THIS LOCATION
EXISTING OVERHEAD ELECTRIC
PROPOSED OHSS
POLE MOUNTED 336S ITS CABINET
1-2" NMC WITH 1-2c#8, 1-1c#8E.G.C.
1-2" NMC WITH 1-2c#8, 1-1c#8E.G.C.
TYPE 2 HD PULL BOX
AXIS Q6135-LE PAN-TILT-ZOOM CAMERA SYSTEM
1-2" DIA. NMC WITH 1-2c#8, 1-1c#8E.G.C.
TYPE 2 HD PULL BOX
1-2" NMC WITH 1-2c#8, 1-1c#8E.G.C.
INSTALL PTZ-5-SB
EXIT 9 Main St 1¼ MILE
EXIT 10 A James St ½ MILE
PROPOSED OH-067-60-42 SB STA. 678+80 (SEE SIGNING PLANS)
HWY. 67
180+00
185+00
190+00
675+00
680+00
685+00

STATE OF ARKANSAS
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No.11419
DAVID P. PEARCE
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LOCATION 5
PTZ-5-SB

HRHobby 5/11/2022 10:43:46 AM
WORKSPACE: AHTD
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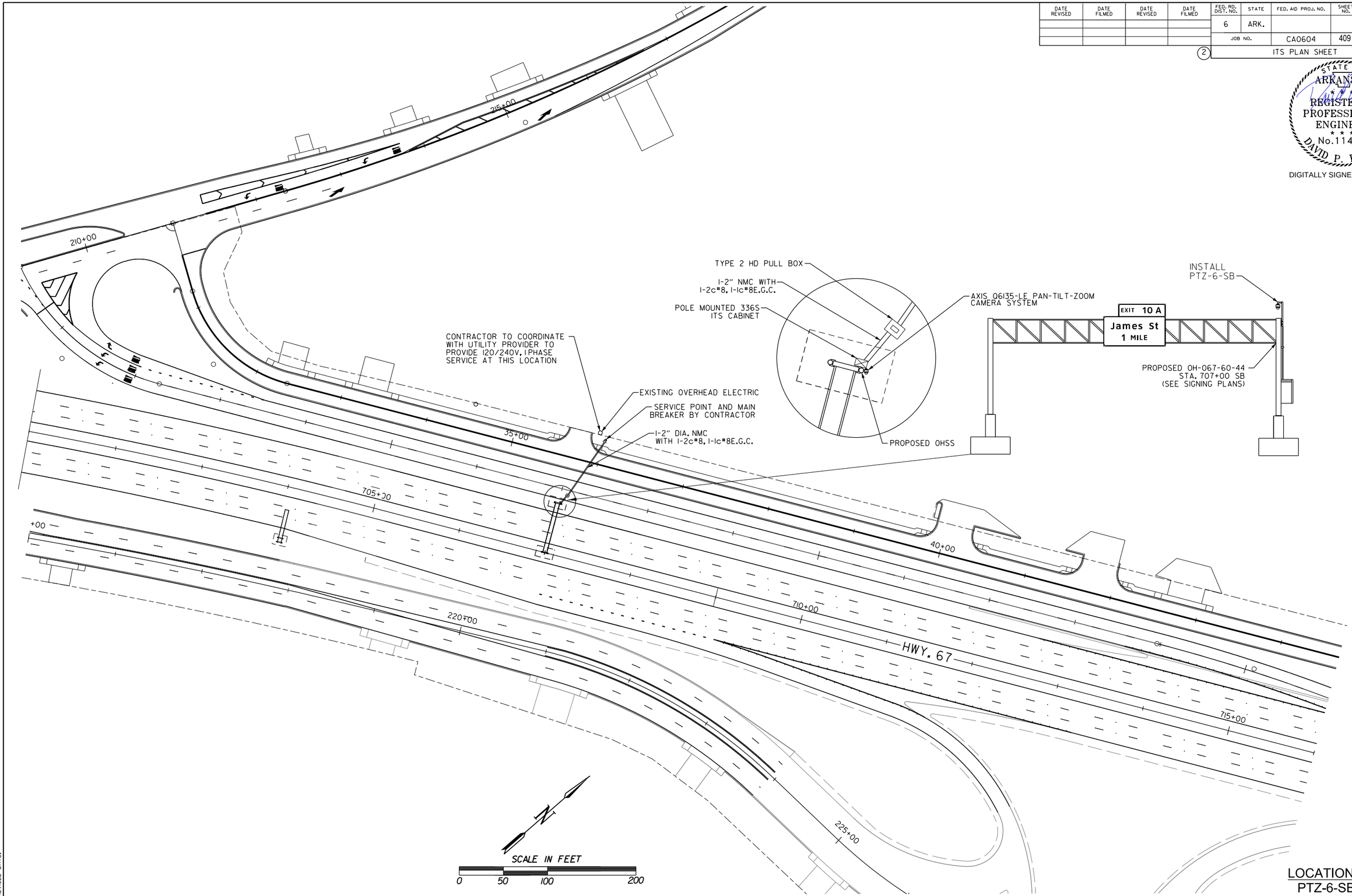
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	409	1104
				(2)	ITS PLAN SHEET			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022



LOCATION 6
PTZ-6-SB

HRHobby 5/11/2022 10:43:47 AM
WORKSPACE: AHTD
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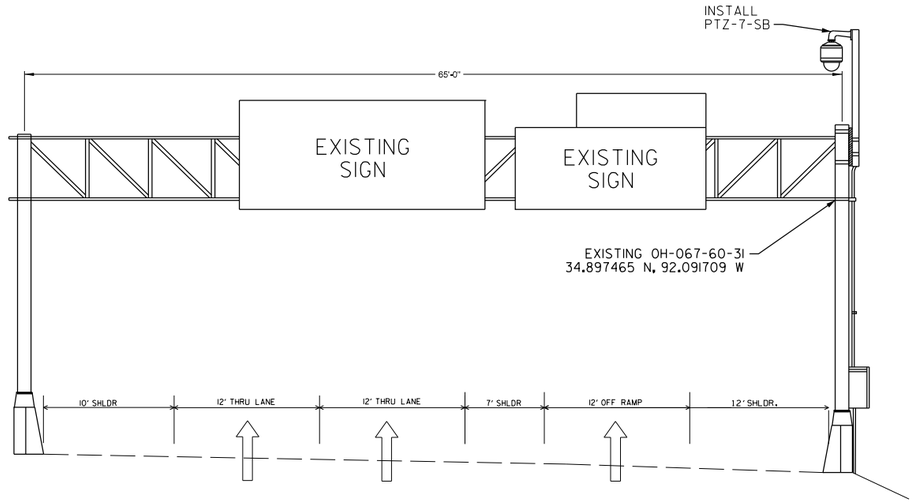
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	410	1104

(2) ITS PLAN SHEET



NOTE:
1. ALL ITS ITEMS REMOVED FROM THIS LOCATION TO BE RETURNED TO ARDOT MAINTENANCE DIVISION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
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CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER TO PROVIDE 120/240V, 1PHASE SERVICE AT THIS LOCATION

EXISTING OVERHEAD ELECTRIC

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR

TYPE 2 HD PULL BOX

TYPE 2 HD PULL BOX

1-2" NMC WITH 1-2c#8, 1-1c#8E.G.C.

1-2" NMC WITH 1-2c#8, 1-1c#8E.G.C.

POLE MOUNTED 336S ITS CABINET

REMOVE EXISTING ITS EQUIPMENT

AXIS Q6135-LE PAN-TILT-ZOOM CAMERA SYSTEM

EXISTING OHSS

HWY. 67

ITS REMOVAL SUMMARY:
CCTV
CCTV ENCLOSURE
SOLAR PANEL
CABINET
BATTERY
CELLULAR MODEM
MOUNTING BRACKET

SCALE IN FEET
0 25 50 100

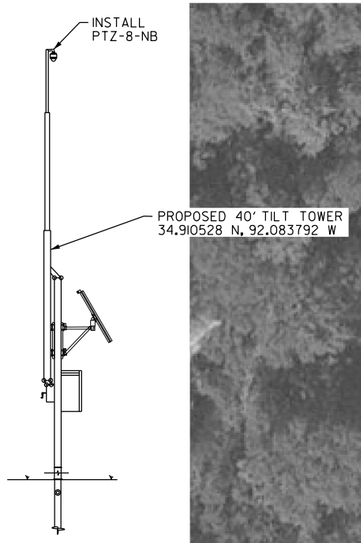
LOCATION 7
PTZ-7-SB

HRHobby
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_ITS_LTP.dgn
REVISED DATE: 5/11/2022 10:43:47 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	411	1104

(2) ITS PLAN SHEET



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022

HWY. 67

POLE MOUNTED SOLAR PANEL

AXIS Q6135-LE PAN-TILT-ZOOM CAMERA SYSTEM

PROPOSED 40' TILT TOWER

POLE MOUNTED 336S ITS CABINET

N

SCALE IN FEET

0 25 50 100

LOCATION 8
PTZ-8-NB

HRHobby 5/11/2022 10:44:20 AM
WORKSPACE: AHTD
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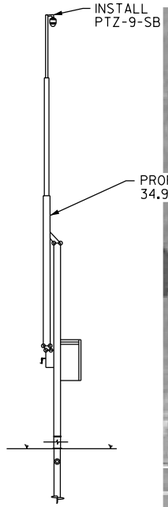
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	412	1104

(2) ITS PLAN SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022



LOCATION 9
PTZ-9-SB

HRHobby 5/11/2022 10:44:45 AM
WORKSPACE: AHTD
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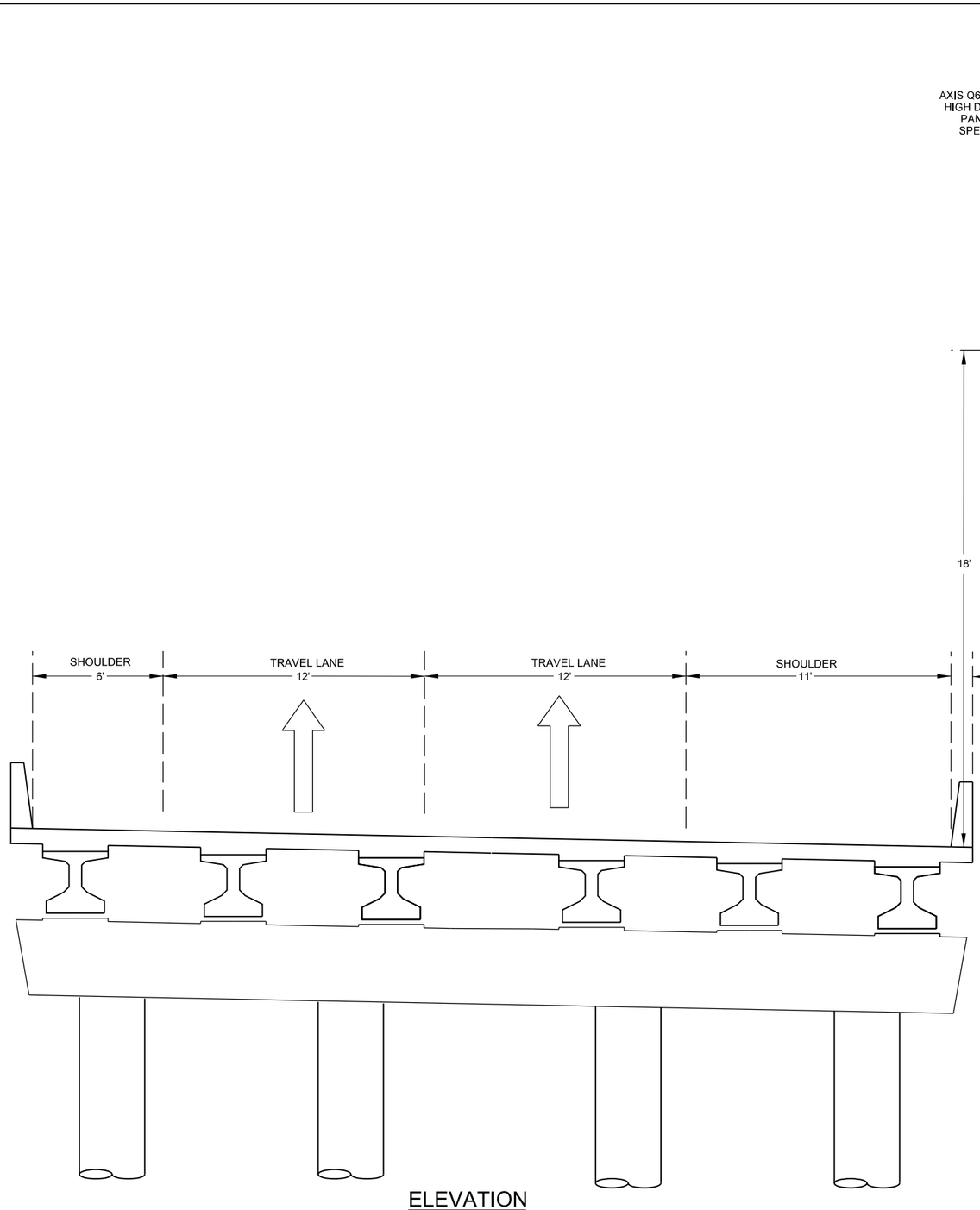
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	413	1104
				(2)	ITS DETAIL SHEET			

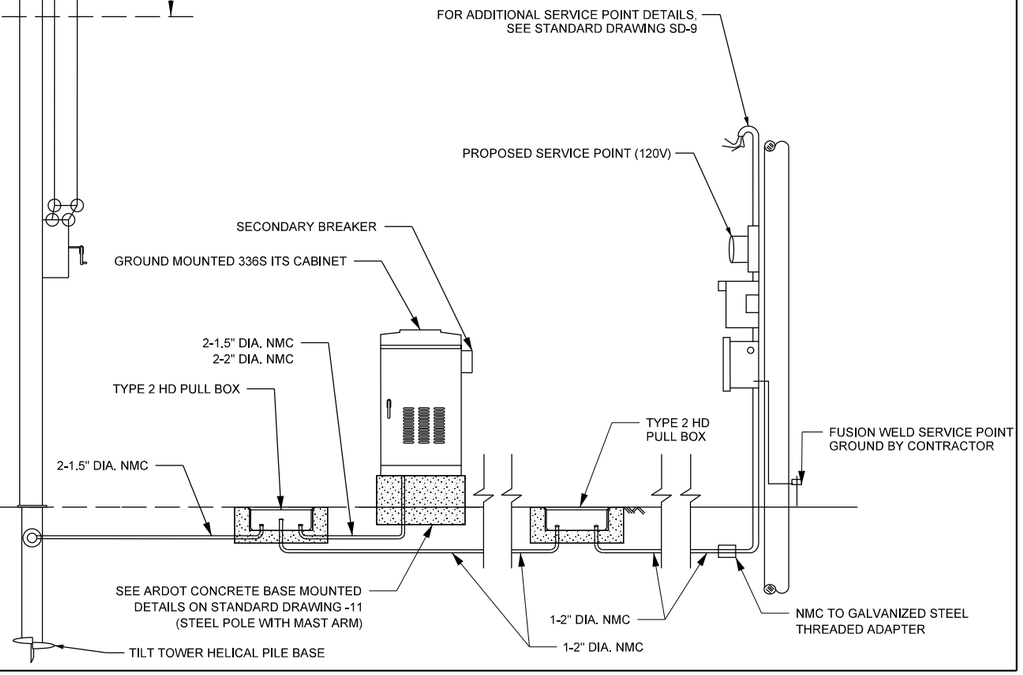


DIGITALLY SIGNED 05/18/2022

NOTES:
1. SOLID COPPER GROUND WIRE BETWEEN CABINET AND GROUND ROD. FUSION WELDED SOLID GROUND WIRE TO GROUND ROD.
2. SOLID COPPER WIRE FROM POWER CIRCUIT SHALL ALSO BE FUSION WELDED TO GROUND ROD.
3. LIQUID-TIGHT CONDUIT AND FITTINGS SUBSIDIARY TO GALVANIZED STEEL CONDUIT.



ELEVATION
LOCATION 1, RWIS-1-SB, PTZ-1-SB
34.84214 N, 92.15878 W



HRHobby 5/11/2022 10:45:11 AM
WORKSPACE: AHTD
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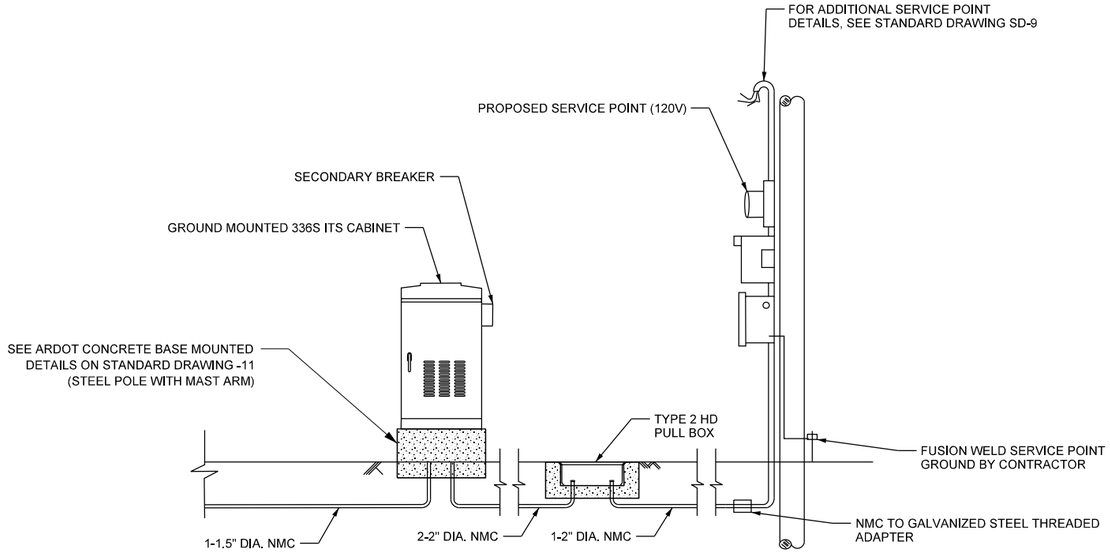
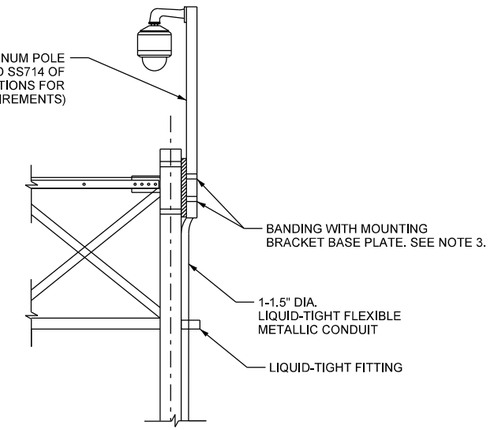
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	414	1104
				(2)	ITS DETAIL SHEET			



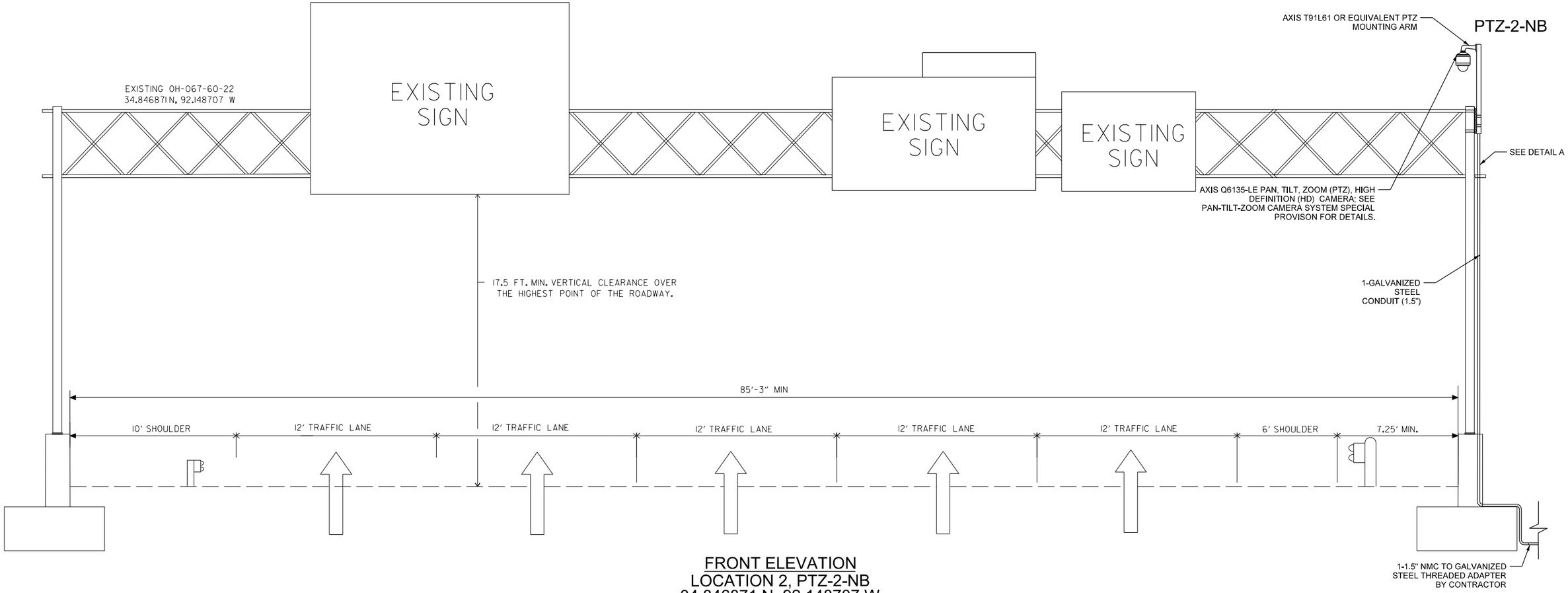
NOTES:

1. SOLID COPPER GROUND WIRE BETWEEN CABINET AND GROUND ROD. FUSION WELDED SOLID GROUND WIRE TO GROUND ROD.
2. SOLID COPPER WIRE FROM POWER CIRCUIT SHALL ALSO BE FUSION WELDED TO GROUND ROD.
3. CONTRACTOR/SUPPLIER TO SIZE STAINLESS STEEL BANDING TO FIT OSS SUPPORT POLE. CONTRACTOR TO SUPPLY ARDOT APPROVED BANDING WITH MOUNTING BRACKET ATTACHMENT TO SECURE CCTV POLE EXTENSION.
4. PVC-COATED GSC FITTING SHALL BE PLACED 20' APART MAXIMUM ON OVERHEAD SIGN STRUCTURE AS NEEDED.
5. LIQUID-TIGHT CONDUIT AND FITTINGS SUBSIDIARY TO GALVANIZED STEEL CONDUIT.



DETAIL A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE
DIGITALLY SIGNED 05/18/2022



FRONT ELEVATION
LOCATION 2, PTZ-2-NB
34.846871 N, 92.148707 W

HRHobby
WORKSPACE: AHTD
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REVISED DATE:
5/11/2022 10:45:12 AM

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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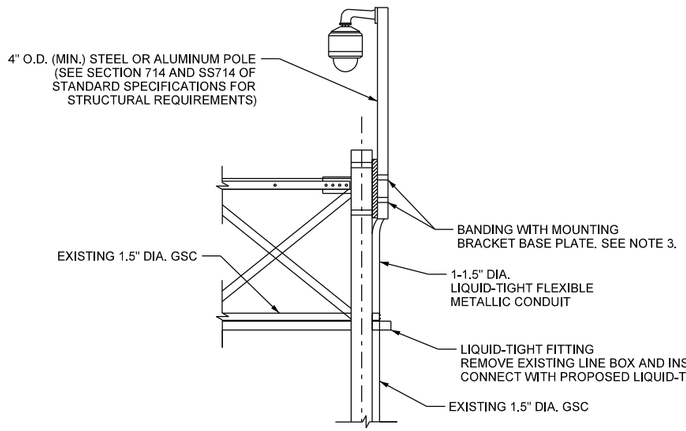
				JOB NO.		CA0604	415	1104
				(2)	ITS DETAIL SHEET			



DETAIL A

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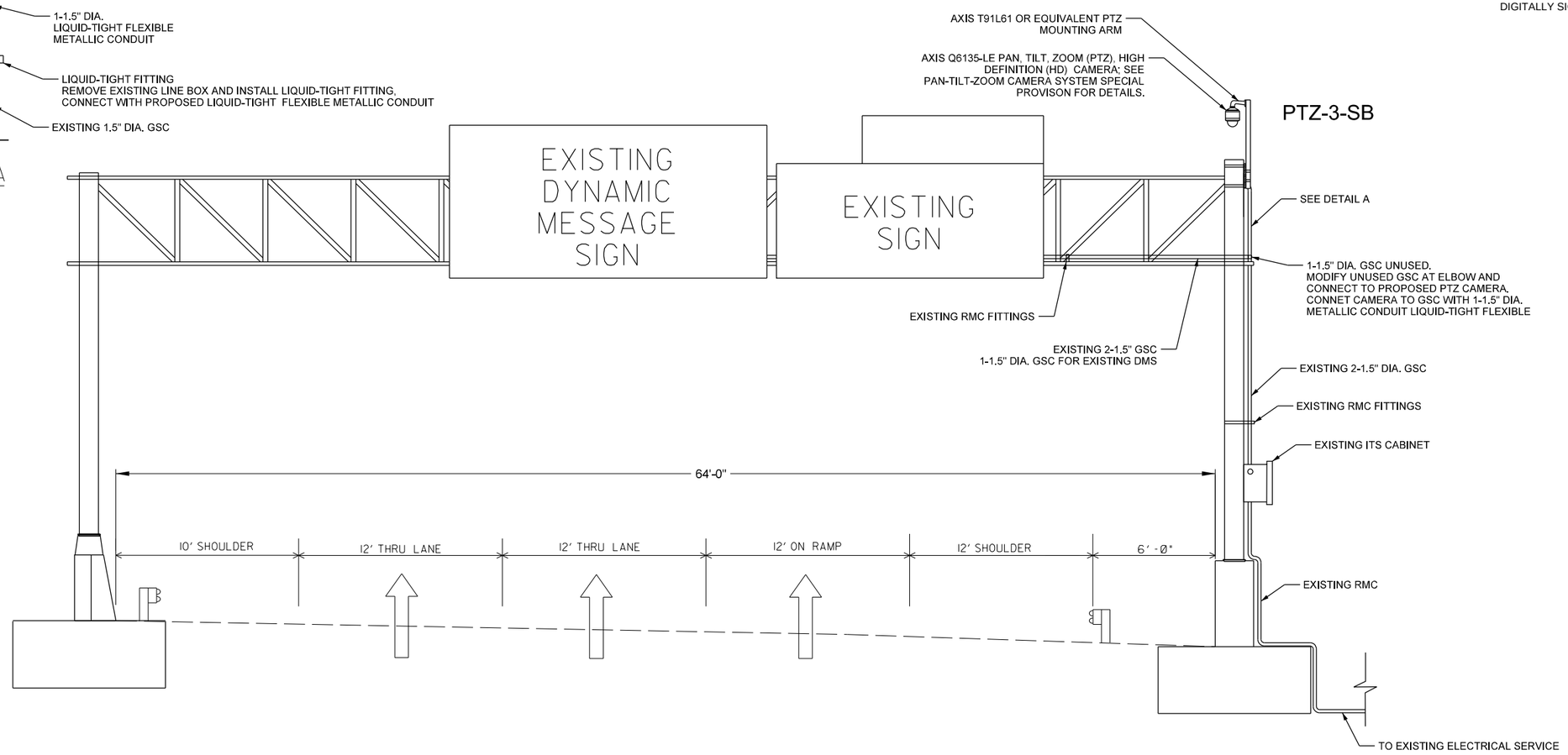
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022

PTZ-3-SB



FRONT ELEVATION
LOCATION 3, PTZ-3-SB
34.855028 N, 92.136883 W

HRHobby 5/11/2022 10:45:13 AM
WORKSPACE: AHTD
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REVISED DATE:

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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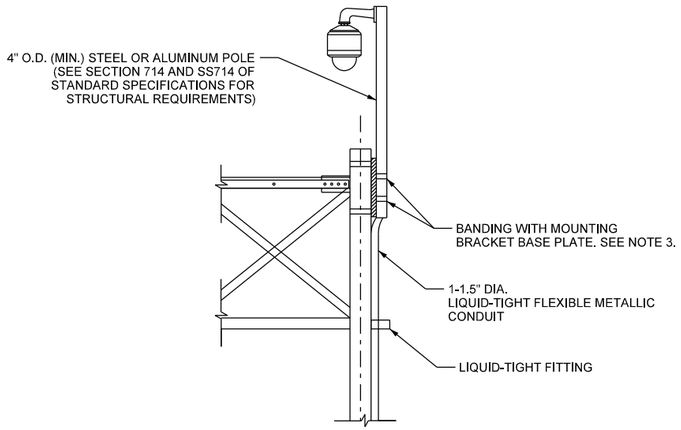

DETAIL A

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1. SOLID COPPER GROUND WIRE BETWEEN CABINET AND GROUND ROD. FUSION WELDED SOLID GROUND WIRE TO GROUND ROD.
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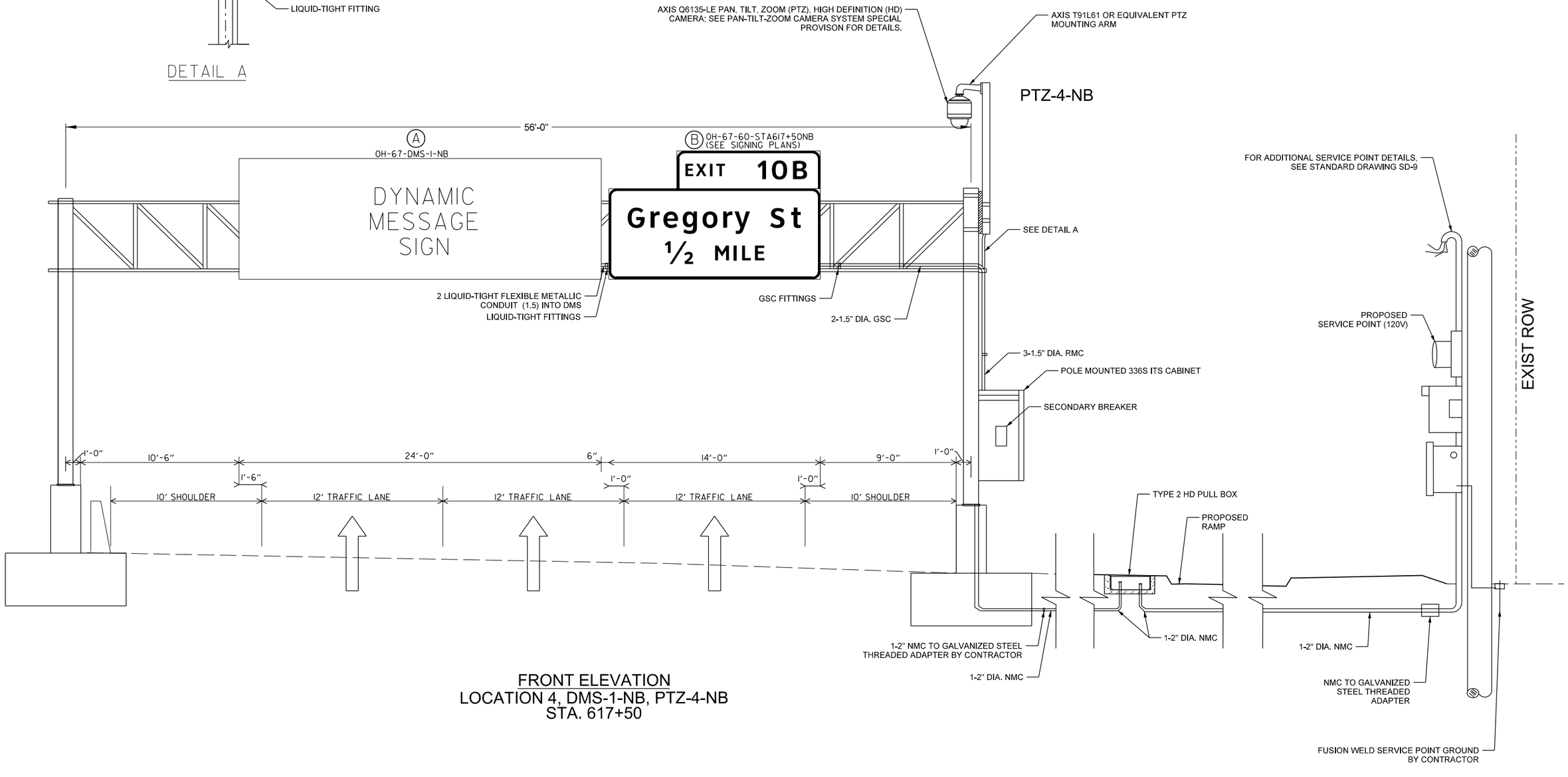
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.11419 DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022



FRONT ELEVATION
LOCATION 4, DMS-1-NB, PTZ-4-NB
STA. 617+50

HRHobby 5/11/2022 10:45:53 AM
WORKSPACE: AHTD
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REVISED DATE:

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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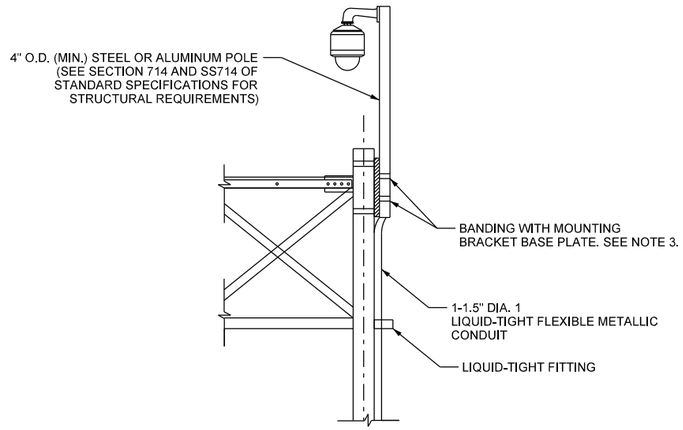
				JOB NO.		CA0604	417	1104
				2	ITS DETAIL SHEET			



DETAIL A

NOTES:

1. SOLID COPPER GROUND WIRE BETWEEN CABINET AND GROUND ROD. FUSION WELDED SOLID GROUND WIRE TO GROUND ROD.
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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DAVID P. PEARCE

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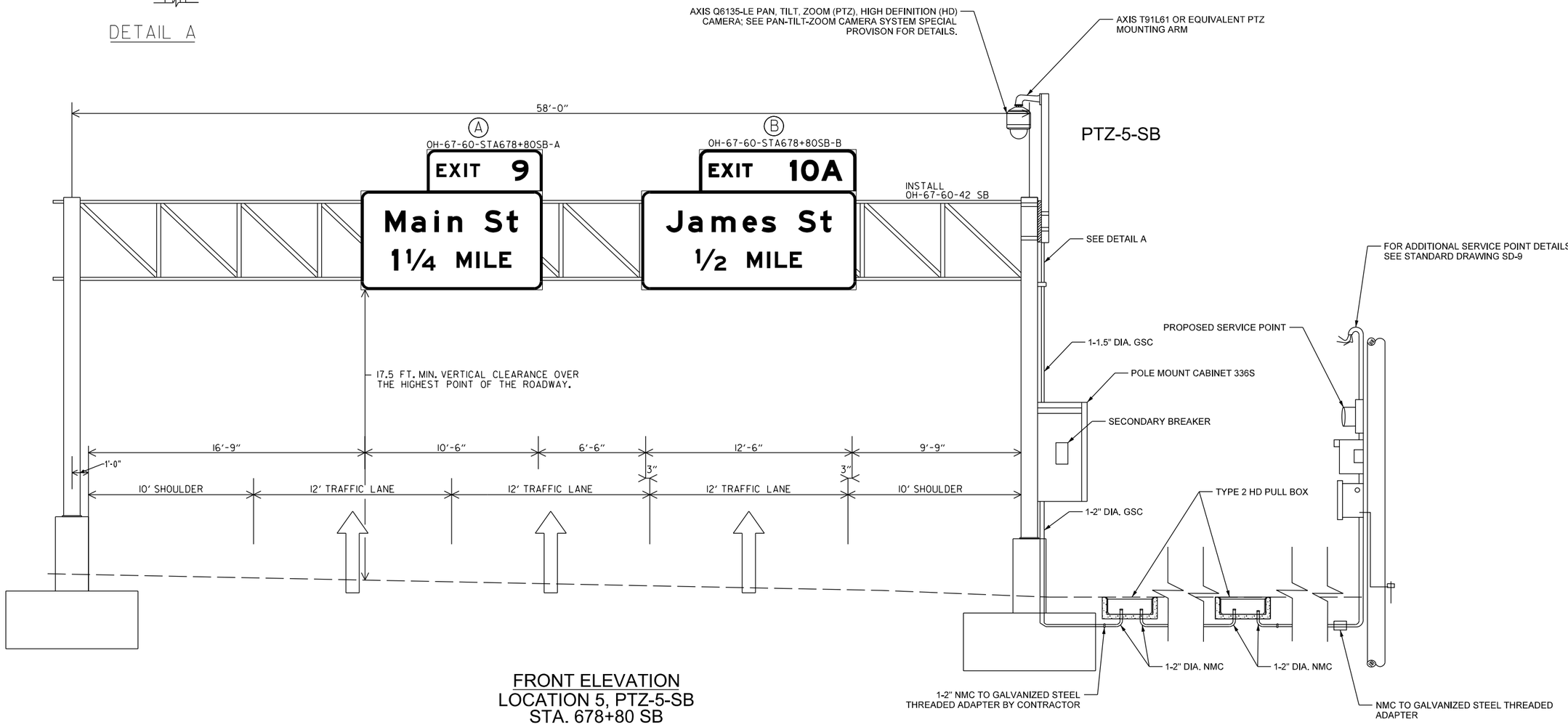

FRONT ELEVATION
LOCATION 5, PTZ-5-SB
STA. 678+80 SB

HRHobby
WORKSPACE: AHTD
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REVISED DATE:
5/11/2022 10:45:13 AM

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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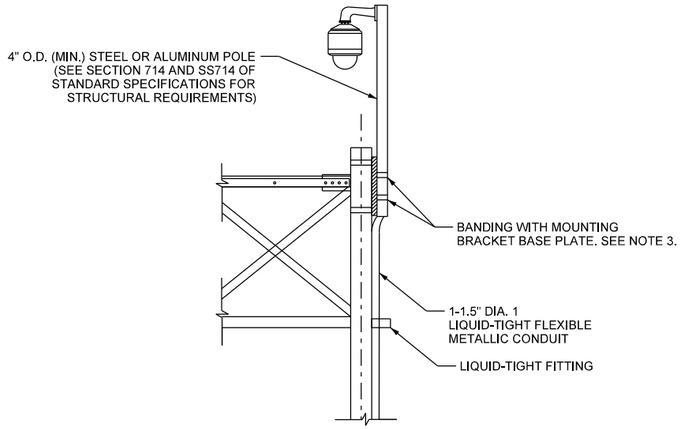
				JOB NO.		CA0604	418	1104
				(2)	ITS DETAIL SHEET			



DETAIL A

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STATE OF ARKANSAS
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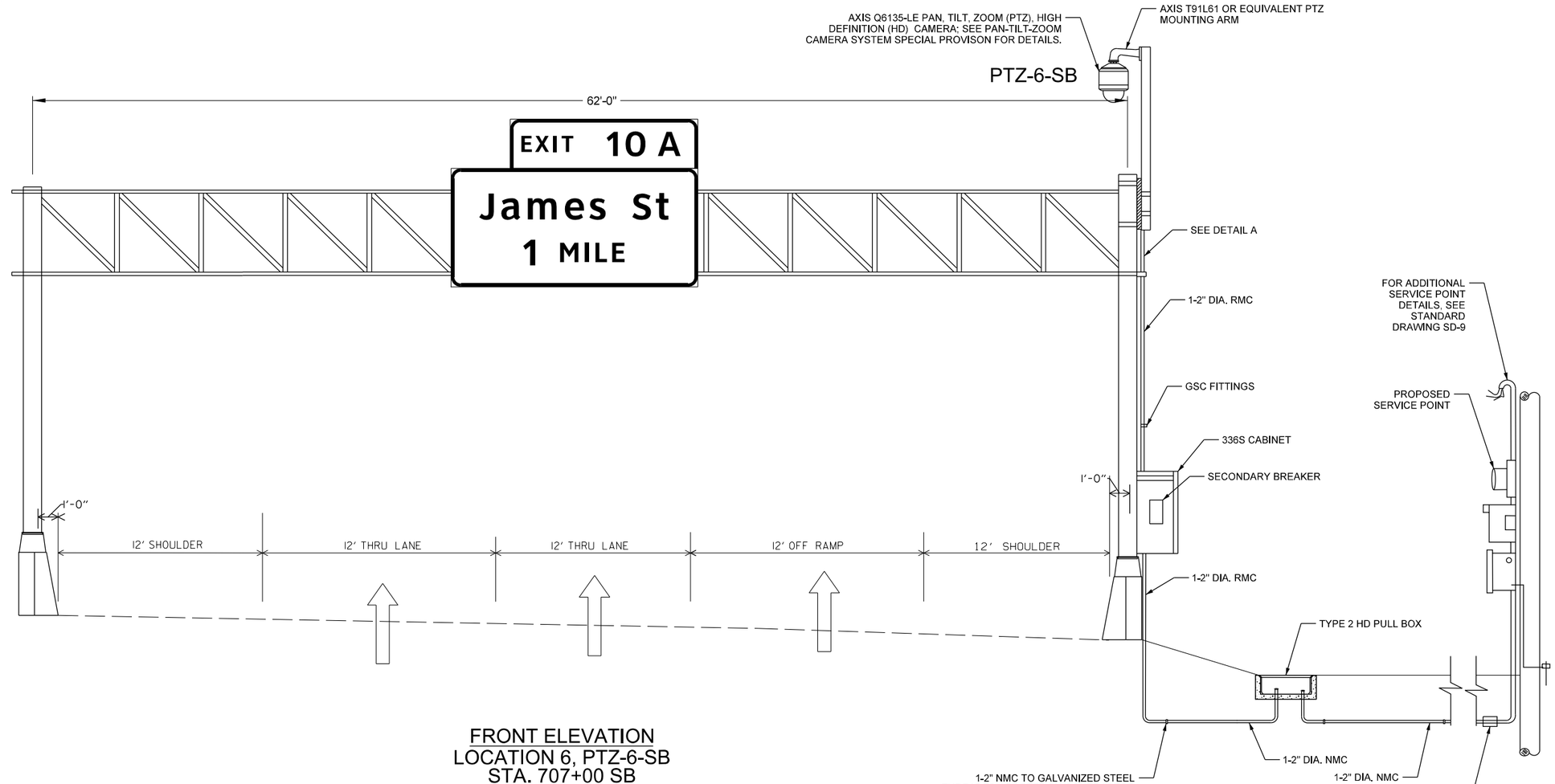

FRONT ELEVATION
LOCATION 6, PTZ-6-SB
STA. 707+00 SB

HRHobby 5/11/2022 10:45:14 AM
WORKSPACE: AHTD
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REVISED DATE:

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.		CA0604	419	1104
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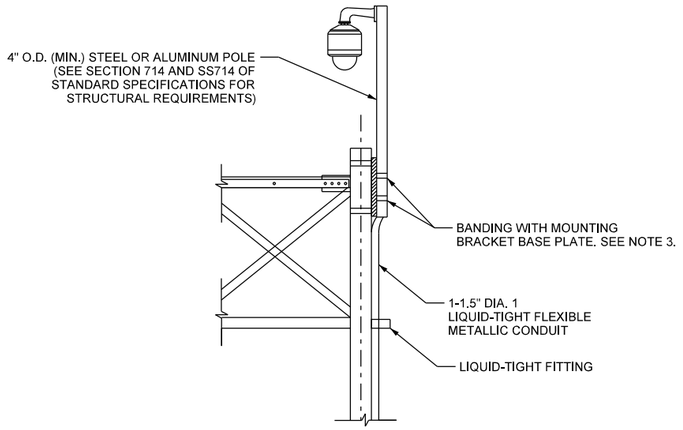

DETAIL A

NOTES:
1. SOLID COPPER GROUND WIRE BETWEEN CABINET AND GROUND ROD. FUSION WELDED SOLID GROUND WIRE TO GROUND ROD.
2. SOLID COPPER WIRE FROM POWER CIRCUIT SHALL ALSO BE FUSION WELDED TO GROUND ROD.
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STATE OF ARKANSAS
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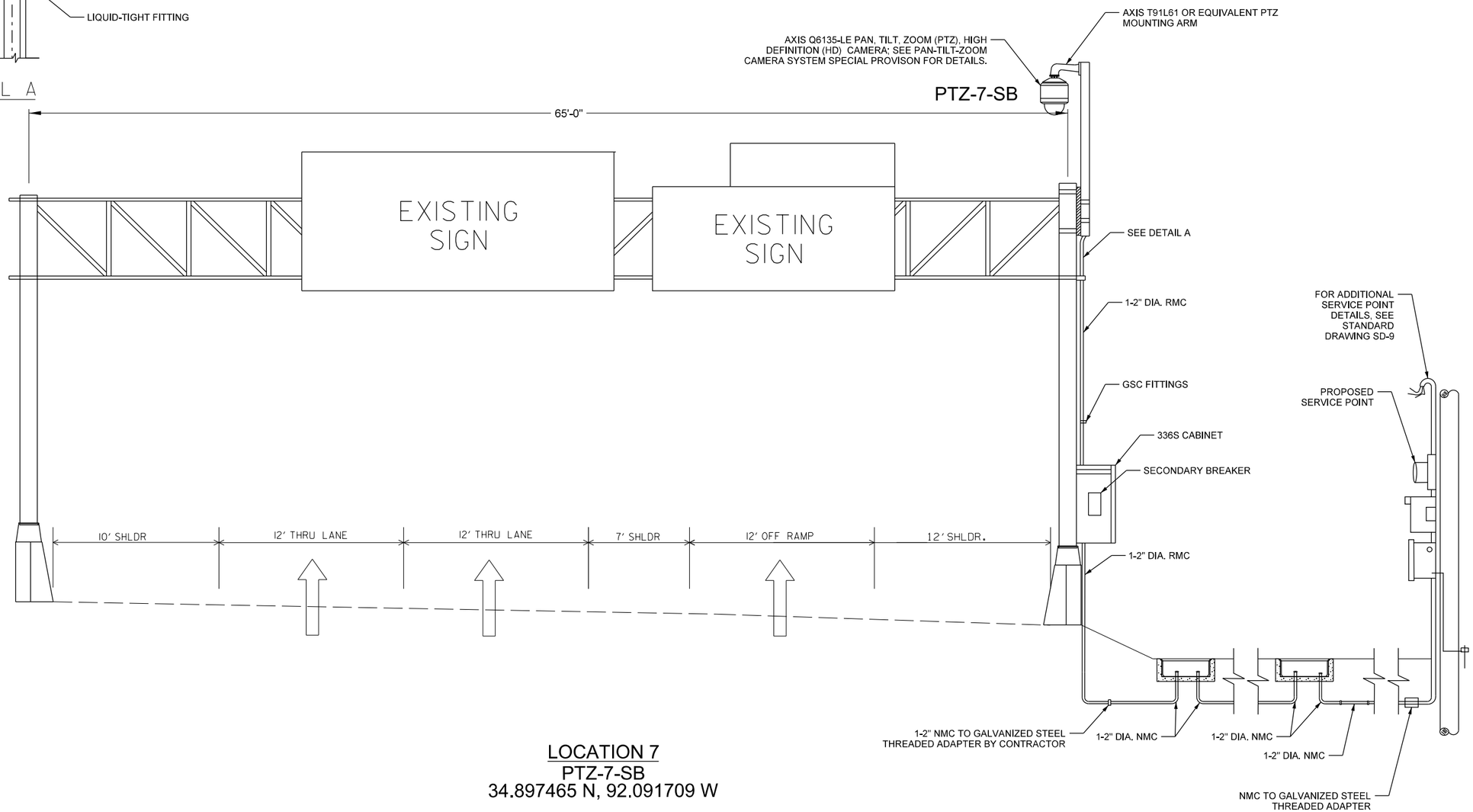

LOCATION 7
PTZ-7-SB
34.897465 N, 92.091709 W

HRHobby
WORKSPACE: AHTD
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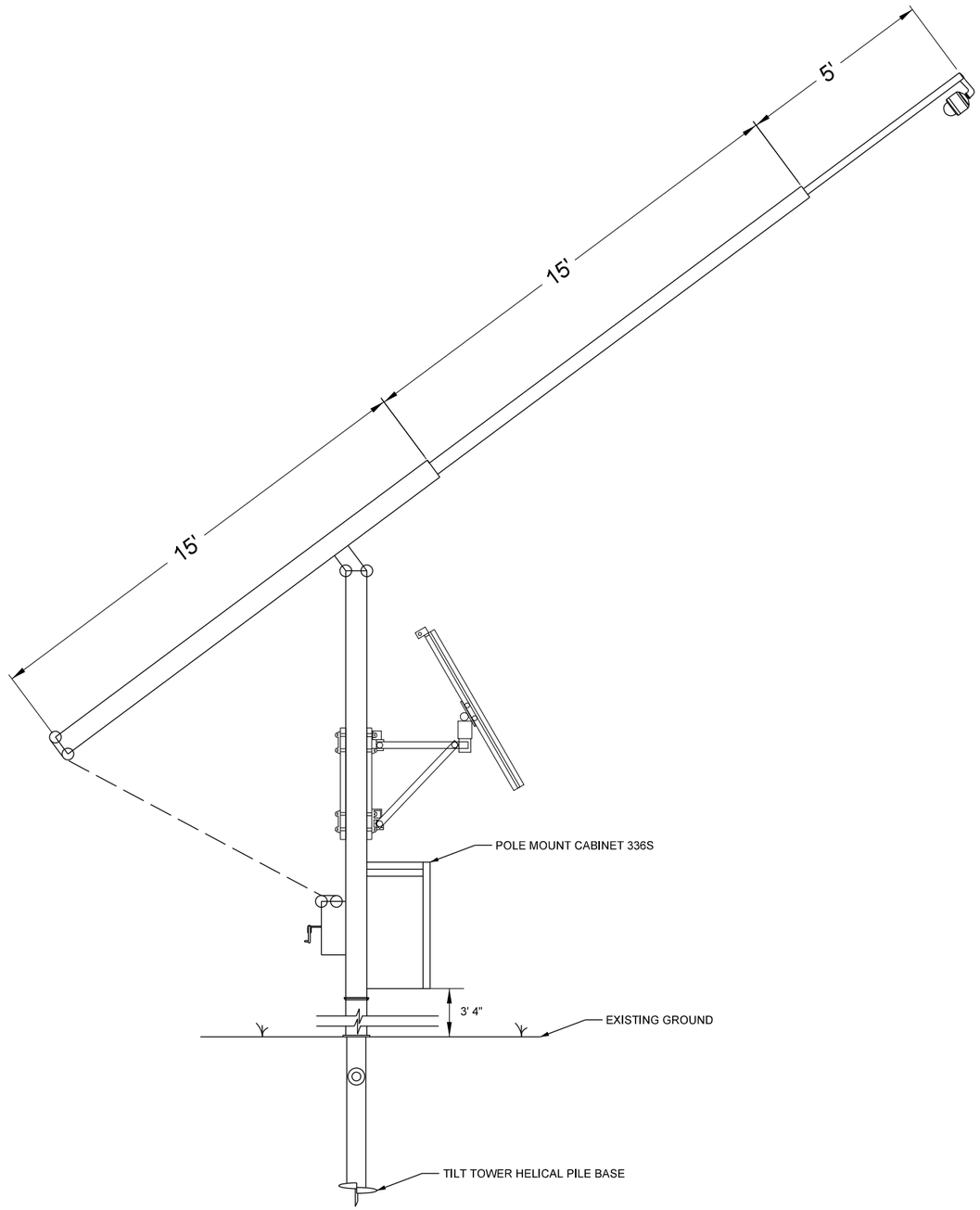
5/11/2022 10:45:44 AM
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	420	1104
				(2)	ITS DETAIL SHEET			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022

PTZ-8-NB



FRONT ELEVATION
LOCATION 8, PTZ-8-NB
34.910528 N, 92.083792 W

HRHobby
WORKSPACE: AHTD
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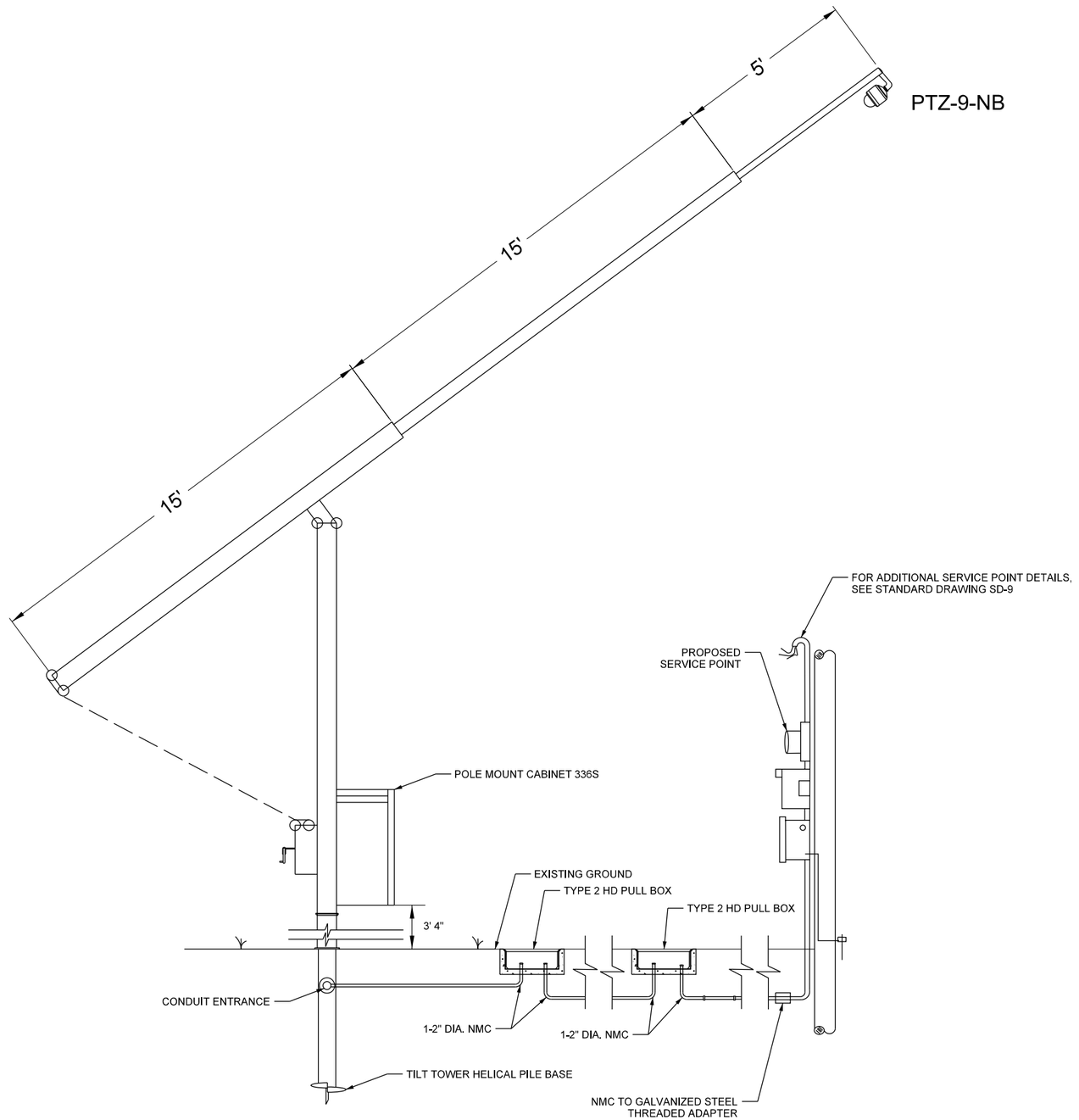
REVISED DATE: 5/11/2022 10:45:15 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	421	1104
				(2)	ITS DETAIL SHEET			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022

PTZ-9-NB



FRONT ELEVATION
LOCATION 9, PTZ-9-NB
34.920572 N, 92.081831 W

HRHobby 5/11/2022 10:45:5 AM
WORKSPACE: AHTD
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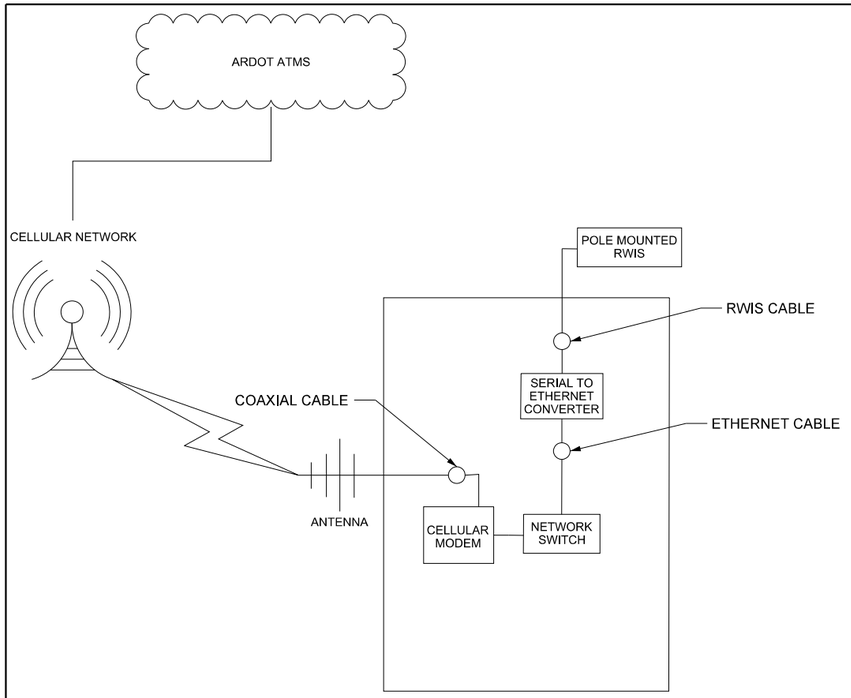
REVISED DATE:

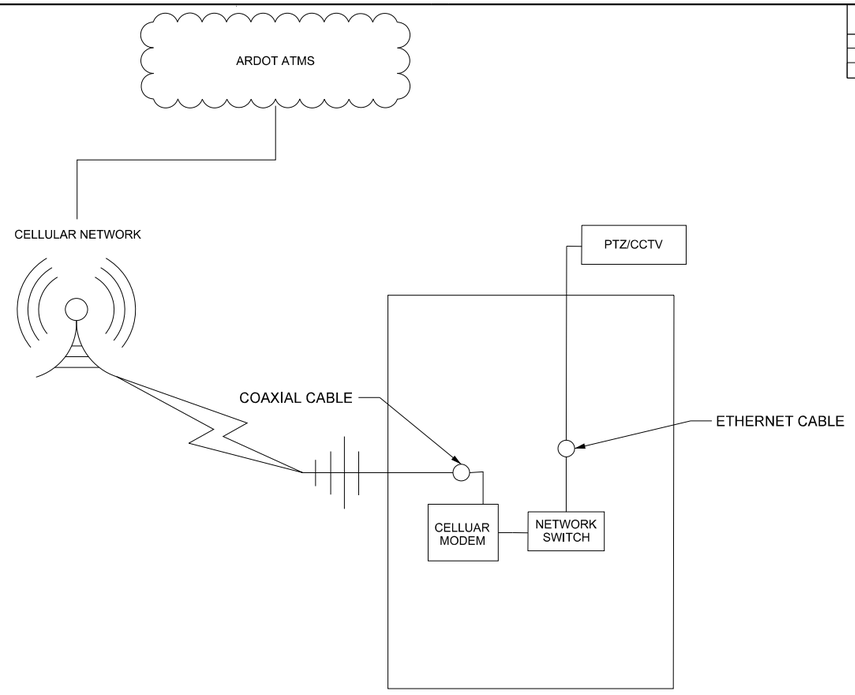
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	422	1104
				2	COMMUNICATION BLOCK DIAGRAM			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11419
DAVID P. PEARCE

DIGITALLY SIGNED 05/18/2022

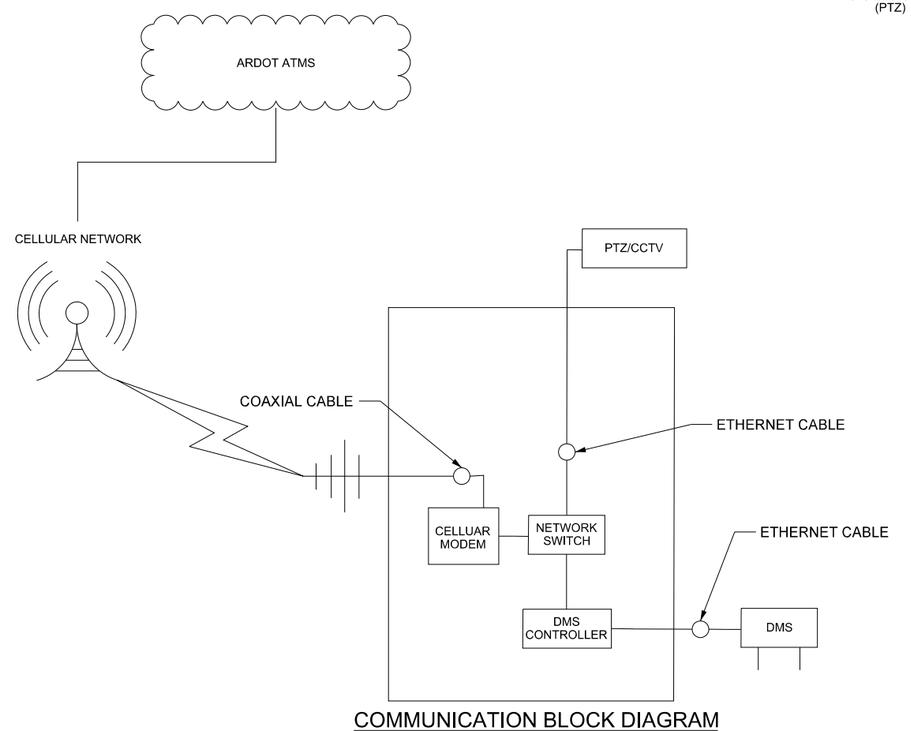


COMMUNICATION BLOCK DIAGRAM
ITS LOCATION 1:
(RWIS/PTZ)



COMMUNICATION BLOCK DIAGRAM
ITS LOCATIONS:
#2, 3, 5, 6, 7, 8, & 9
(PTZ)

NOTE:
1. ALL CELLULAR MODEMS ARE CONTRACTOR PROVIDED. ARDOT WILL PROVIDE WIRELESS CARDS FOR MODEMS.



COMMUNICATION BLOCK DIAGRAM
ITS LOCATIONS:
#4
(DMS/PTZ)

HRHobby 5/11/2022 10:45:16 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_ITS_Block Diagram.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	423	1104
				(2)	QUANTITIES			

ADVANCE WARNING SIGNS

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D	STAGE 1E	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 2D	STAGE 2E	STAGE 2F	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH												NO.	SQ. FT.
G20-1	ROAD WORK NEXT xx MILES	24"x60"	2	2	2	2	2	2	2	2	2	2	2	2	2	20.0
G20-2	END ROAD WORK	24"x48"	28	28	28	28	28	28	28	28	28	28	28	28	28	224.0
M1-4	U.S. ROUTE MARKER	24"x24"	16	2	10		6	4			2	2		16	16	64.0
M1-4	JAMES ST.	12"x24"	15											15	15	30.0
M3-1	DIRECTION	12"x24"	16	1	5		2	2			1	1		16	16	32.0
M4-5	TO	12"x24"		1	2		2	2			1	1		2	2	4.0
M4-8	DETOUR	12"x24"	16				2							16	16	32.0
M4-8A	END DETOUR	18"x24"	2				1							2	2	6.0
M4-10R	DETOUR RIGHT	18"x48"		1										1	1	3.0
M6-1	DIRECTION ARROW	12"x24"	12				1							12	12	24.0
M6-2L	DIRECTION ARROW	12"x24"			3									3	3	6.0
M6-2R	DIRECTION ARROW	12"x24"			1						1	1		1	1	2.0
M6-3	DIRECTION ARROW	12"x24"	4	1	2		3	2						4	4	8.0
OM-3L	OBJECT MARKER	12"x36"		4	16									16	16	48.0
OM-3R	OBJECT MARKER	12"x36"		4										4	4	12.0
R1-2	YIELD	36"x36"		2	3									3	3	27.0
R2-1	SPEED LIMIT (ADVISORY)	48"x60"	6	6	6	6	6	6	6	6	6	6	6	6	6	120.0
R2-5A	REDUCED SPEED AHEAD	48"x60"	6	6	6	6	6	6	6	6	6	6	6	6	6	120.0
R3-5	MANDATORY MOVEMENT	30"x36"			1									1	1	7.5
R3-5R	RIGHT TURN ONLY	18"x24"	1											1	1	3.0
R3-6	OPTIONAL MOVEMENT	30"x30"	2	2	4			4			2	1		4	4	25.0
R3-7R	RIGHT LANES MUST TURN RIGHT	30"x30"	3	1	2	2		4		1	2	1	1	4	4	25.0
R3-8	LANE USE	30"x36"		2										2	2	15.0
R3-8B	LANE USE	30"x48"			2									2	2	20.0
R3-8SL	LANE USE	30"x36"							1	1				1	1	7.5
R3-8SR	LANE USE	30"x36"	1											1	1	7.5
R4-1	DO NOT PASS	24"x30"	4	4	4	4	4	4	4	4	4	4	4	4	4	20.0
R5-1	DO NOT ENTER	30"x30"	10	2										10	10	62.5
R5-1A	WRONG WAY	24"x36"	4	4	4	4	4	4	4	4	4	4	4	4	4	24.0
R6-1L	ONE WAY LEFT	12"x36"		1										1	1	3.0
R6-1R	ONE WAY RIGHT	12"x36"	71	71	71	71	71	71	71	71	71	71	71	71	71	213.0
R11-2	ROAD CLOSED	30"x48"	4	24	4	6	13	3	7	6	8	7	2	24	24	240.0
R11-3A	ROAD CLOSED - LOCAL TRAFFIC	30"x60"	1				1							1	1	12.5
R11-4	ROAD CLOSED TO THRU TRAFFIC	30"x60"	1	4										4	4	50.0
R55-1	FINES DOUBLE	36"x60"	4	4	4	4	4	4	4	4	4	4	4	4	4	60.0
W1-2R	CURVE	48"x48"			2									2	2	32.0
W1-4L	LANE SHIFT	48"x48"	2		1	6	2	2						6	6	96.0
W1-4R	LANE SHIFT	48"x48"	2	6	3		3	2			1	1	1	6	6	96.0
W1-4AL	REVERSE CURVE LT.	48"x48"	4	2	1				2	2	1	1	1	4	4	64.0
W1-4AR	REVERSE CURVE RT.	48"x48"	3	2	4	1					1			4	4	64.0
W1-6	LARGE ARROW	24"x48"	5	3	3	5	5	5	3	3	3	3	3	5	5	40.0
W3-2A	YIELD AHEAD	48"x48"		1	1									1	1	16.0
W4-1	MERGING TRAFFIC	48"x48"		1	2						1	1	1	2	2	32.0
W4-1R	MERGE	12"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	16.0
W4-2	LANE ENDS (SYMBOL)	48"x48"	2	2	2	2	2	2	2	2	2	2	2	2	2	32.0
W7-3A	NEXT __ MI.	24"x30"	2	1	3	2	2	1						3	3	15.0
W9-1L	LEFT LANE ENDS	36"x36"			2		1							2	2	18.0
W9-1R	RIGHT LANE ENDS	36"x36"			2	1	1							2	2	18.0
W9-2L	LANE ENDS MERGE LEFT	36"x36"	1	1	3	1	1	1	1	2	1	1	1	3	3	27.0
W9-2R	LANE ENDS MERGE RIGHT	36"x36"	2		1	1	2	1						2	2	18.0
W13-1	SPEED LIMIT (ADVISORY)	24"x24"	6	9	8	7	5	4	2	2	3	2	2	9	9	36.0
W16-2AP	500 FT.	12"x24"			4	1	2							4	4	8.0
W20-1	ROAD CLOSED AHEAD	48"x48"	2	2	4	2	2	2	2	2	2	2	2	4	4	64.0
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0
W20-1	ROAD WORK 1/2 MI.	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0
W20-1	ROAD WORK 1 MI.	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0
W20-1	ROAD WORK AHEAD	48"x48"	24	24	27	24	25	24	24	24	24	24	24	27	27	432.0
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	2	2	32.0
W20-5	RIGHT LANE CLOSED 1/2 MI.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	2	2	32.0
W20-5	RIGHT LANE CLOSED 1 MI.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	2	2	32.0
W21-5A	SHOULDER CLOSED	48"x48"	9	7	5	3	3	1						9	9	144.0
W21-5B	SHOULDER CLOSED 500 FT.	48"x48"	5	4	3	3	3	1						5	5	80.0
W24-1A	DOUBLE REVERSE CURVE	48"x48"		2										2	2	32.0
W24-1R	DOUBLE REVERSE CURVE RT.	48"x48"			1									1	1	16.0
SPECIAL	MERGE NOW	48"x48"	1	1	1	1	1	1	1	1	1	1	1	1	1	16.0
SPECIAL	RUMBLE STRIPS AHEAD	48"x48"	2	2	2	2	2	2	2	2	2	2	2	2	2	32.0
SPECIAL	WORK WITH US	60"x120"	1	1	1	1	1	1	1	1	1	1	1	1	1	50.0
SPECIAL	CONSTRUCTION PROJECT INFORMATION	48"x96"	1	1	1	1	1	1	1	1	1	1	1	1	1	32.0
SPECIAL	GREGORY ST. - VANDENBERG BLVD.	60"x120"			1									1	1	50.0
SPECIAL	JAMES ST.	60"x18"	1	1	1	2		1						2	2	15.0
SPECIAL	JAMES ST. - GREGORY ST.	66"x30"			1									1	1	13.8
SPECIAL	MAIN ST.	60"x18"			1	1								1	1	7.5
SPECIAL	VANDENBERG BLVD.	66"x30"			1	1		2				1	1	2	2	27.5
TOTALS:																**3505.3**

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

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

NOTE:
SEE NOISE WALL SPECIAL DETAILS FOR ADDITIONAL QUANTITIES ON SHEETS 96-97.

SADonaldson 6/1/2022 11:05:57 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	424	1104
				(2)		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION/DESCRIPTION	AWIS MOBILIZATION	AWIS OPERATION	DEVICE RELOCATION	FURNISH AND INSTALL		
				CLOSED CIRCUIT TELEVISION SYSTEM	VARIABLE MESSAGE SIGN	VEHICLE DETECTION SYSTEM
	LUMP SUM	MONTH	EACH			
ENTIRE PROJECT	1.00	36	115	5	9	31
TOTALS:	**1.00**	**36**	**115**	**5**	**9**	**31**

NOTE: QUANTITIES ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.
REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.

ADVANCE WARNING DEVICES

DESCRIPTION	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D	STAGE 1E	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 2D	STAGE 2E	STAGE 2F	MAXIMUM NUMBER REQUIRED	VERTICAL PANELS	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTENUATION BARRIER (RELOCATION)	TEMP. IMPACT ATTEN.BARR. (REPAIR)	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	MOBILE SPEED NOTIFICATION SYSTEM
															RIGHT	LEFT								
	LIN. FT. - EACH												EACH				LIN. FT.			EACH		DAY	WEEK	EACH
VERTICAL PANELS	24	26										26	26											
TRAFFIC DRUMS	407	1099	785	527	479	491	367	375	352	407	417	1099		1099										
TYPE III BARRICADE-RT. (8')	2											2			16									
TYPE III BARRICADE-RT. (16')	4	24	4	6	9	3	7	6	8	7	2	24			384									
TYPE III BARRICADE-LT. (16')	1		3		4	1						4				64								
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	30355	9966	17555	5236		3723	430		402			67667					67667							
RELOCATING PRECAST CONCRETE BARRIER		21775	21938	21242								64955						64955						
TEMPORARY IMPACT ATTENUATION BARRIER	1	7	15	3	3	4			1	1		33							33					
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)			1									1								1				
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	1	7	16	3	3	4			1	1		34									34			
ADVANCE WARNING ARROW PANEL	1	1	1	1	1	1	1	1	1	1	1	1										1		
PORTABLE CHANGEABLE MESSAGE SIGN	6	1	1	1	2	1	1	1	1	1	1	6											6	
MOBILE SPEED NOTIFICATION SYSTEM																								2
*ENTIRE PROJECT TO BE USED IF AND WHERE													1000							19		1460	208	
DIRECTED BY THE ENGINEER																								
TOTALS:													**1026**	**1099**	**400**	**64**	**67667**	**64955**	**33**	**20**	**34**	**1461**	**214**	**2**

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

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS		REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			THERMOPLASTIC PAVEMENT MARKING								REFLECTORIZED PAINT PAVEMENT MARKING	
			WORDS	ARROWS			TYPE II		6"		12"	6"		8"		12"	WORDS	ARROWS	10"	
							(WHITE/RED)	(YEL/YEL)	WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE	YELLOW	WHITE			WHITE	YELLOW
	LIN. FT.		EACH		LIN. FT.		EACH		LIN. FT.								EACH			
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS						377192														
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)							1595													
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)								190												
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")									38111											
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")										25517										
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")											6688									
THERMOPLASTIC PAVEMENT MARKING WHITE (6")												21177								
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")													31028							
THERMOPLASTIC PAVEMENT MARKING WHITE (8")														5432						
THERMOPLASTIC PAVEMENT MARKING YELLOW (8")															294					
THERMOPLASTIC PAVEMENT MARKING WHITE (12")																3698				
THERMOPLASTIC PAVEMENT MARKING (WORDS)																	75			
THERMOPLASTIC PAVEMENT MARKING (ARROWS)																		94		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")																			2522	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")																				81
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED	57546	229822	10	10	229822		1000													
BY THE ENGINEER																				
TOTALS:	**57546**	**229822**	**10**	**10**	**229822**	**377192**	**2595**	**190**	**38111**	**25517**	**6688**	**21177**	**31028**	**5432**	**294**	**3698**	**75**	**94**	**2522**	**81**

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

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

SADonaldson 6/1/2022 10:34:02 AM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	425	1104
				(2)	QUANTITIES			

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
596+30	597+00	RT. OF C.L. CONST. HWY. 67	1	1
601+50	603+00	LT. & RT. OF C.L. CONST. HWY. 67	2	2
604+50	605+50	LT & RT. OF C.L. CONST. HWY. 67	1	1
605+50	609+50	RT. OF C.L. CONST. HWY. 67	4	4
609+50	610+50	LT. & RT. OF C.L. CONST. HWY. 67	1	1
610+50	611+50	LT. OF C.L. CONST. HWY. 67	1	1
612+00	616+50	LT. & RT. OF C.L. CONST. HWY. 67	5	5
619+00	625+50	RT. OF C.L. CONST. HWY. 67	7	7
627+50	635+00	LT. & RT. OF C.L. CONST. HWY. 67	8	8
635+00	638+50	RT. OF C.L. CONST. HWY. 67	4	4
638+50	639+50	LT & RT. OF C.L. CONST. HWY. 67	1	1
639+50	641+00	RT. OF C.L. CONST. HWY. 67	2	2
642+00	644+00	LT. OF C.L. CONST. HWY. 67	2	2
651+00	652+00	LT. & RT. OF C.L. CONST. HWY. 67	1	1
653+50	655+50	LT & RT. OF C.L. CONST. HWY. 67	2	2
655+50	658+00	RT. OF C.L. CONST. HWY. 67	3	3
660+00	663+50	RT. OF C.L. CONST. HWY. 67	4	4
664+50	665+50	LT. OF C.L. CONST. HWY. 67	1	1
666+50	667+00	LT. & RT. OF C.L. CONST. HWY. 67	1	1
667+00	668+50	RT. OF C.L. CONST. HWY. 67	2	2
676+50	678+50	LT. OF C.L. CONST. HWY. 67	2	2
678+50	679+00	LT. & RT. OF C.L. CONST. HWY. 67	1	1
679+00	681+00	RT. OF C.L. CONST. HWY. 67	2	2
681+00	685+00	LT. & RT. OF C.L. CONST. HWY. 67	4	4
685+00	686+00	RT. OF C.L. CONST. HWY. 67	1	1
687+00	688+50	LT. & RT. OF C.L. CONST. HWY. 67	2	2
689+50	690+50	RT. OF C.L. CONST. HWY. 67	1	1
692+00	692+50	LT. OF C.L. CONST. HWY. 67	1	1
207+00	211+50	LT. OF C.L. CONST. JOHN HARDEN DR. (N. 1ST ST.)	5	5
211+50	212+50	LT. & RT. OF C.L. CONST. N. 1ST ST.	1	1
212+50	213+00	RT. OF C.L. CONST. N. 1ST ST.	1	1
214+50	215+50	RT. OF C.L. CONST. N. 1ST ST.	1	1
212+75	214+35	RT. OF C.L. CONST. N. JAMES ST.	2	2
800+00	804+35	LT. & RT. OF C.L. CONST. GREGORY ST.	5	5
810+85	814+50	LT. & RT. OF C.L. CONST. GREGORY ST.	4	4
10+60	11+00	LT. OF CONST. N. BAILEY BLVD. CONNECTION	1	1
11+70	12+70	LT. OF CONST. N. BAILEY BLVD. CONNECTION	1	1
12+70	15+25	LT. & RT. OF CONST. N. BAILEY BLVD. CONNECTIION	3	3
16+10	17+60	LT. OF CONST. N. BAILEY BLVD. CONNECTION	2	2
14+00	14+35	RT. OF CONST. N.J.P. WRIGHT LOOP RD.	1	1
16+35	17+85	RT. OF CONST. N.J.P. WRIGHT LOOP RD.	2	2
TOTALS:			**96**	**96**

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
* ENTIRE PROJECT TO BE USED IF AND			1000	10
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			**1000**	**10**

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

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

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	LENGTH
			STA.
600+00	705+00	HWY. 67 LT.	105
600+00	705+00	HWY. 67 RT.	105
TOTAL:			**210**

EARTHWORK

LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
	CU. YD.		
HWY. 67	49114	72117	
JAMES RAMP 1	279	26	
JAMES RAMP 4	214	66	
GREGORY RAMP 4	5024		
VANDENBURG RAMP 4	112	2670	
T.P. WHITE DR.	12146	18378	
JOHN HARDEN DR.	18981	26811	
JAMES ST.	486	10906	
GREGORY ST.	2389	32762	
N. BAILEY	68	723	
N. BAILEY BLVD.	2937	2951	
J.P. WRIGHT LOOP RD.	691	148	
VANDENBURG BLVD.	4386	2014	
N. JEFF DAVIS/HILL	94	2	
PARRISH ST.	429	7	
TURNAROUND	7347	948	
REMOVAL OF ROADWAY OUTSIDE OF CONSTRUCTION LIMITS	2445		
TEMPORARY FOR MOT	30745	51330	
* UNDERCUT FOR UNSUITABLE EXISTING MATERIAL	17500	17500	
APPROACHES		5250	
* TEMPORARY APPROACHES		3000	
* ENTIRE PROJECT TO BE USED IF AND WHERE			8000
DIRECTED BY THE ENGINEER			
TOTALS:	**155387**	**247609**	**8000**

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

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)	FILTER SOCK (18") (E-13)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	STAGE 1A									175		1660	8549				386
ENTIRE	PROJECT	STAGE 1B									374		4960	18619				890
ENTIRE	PROJECT	STAGE 1C									308		1640	2927				183
ENTIRE	PROJECT	STAGE 1D									110		300					16
ENTIRE	PROJECT	STAGE 1E										3	960	2924				145
ENTIRE	PROJECT	STAGE 2A											320	6948				269
ENTIRE	PROJECT	STAGE 2B											160	416				21
ENTIRE	PROJECT	STAGE 2D											60	296				13
ENTIRE	PROJECT	STAGE 2F																
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			29.71	59.42	29.71	3030.4	29.71	29.71	29.71	606.1	1000	500			1000	100	100	100
TOTALS:			**29.71**	**59.42**	**29.71**	**3030.4**	**29.71**	**29.71**	**29.71**	**606.1**	**1968**	**503**	**10060**	**40679**	**1000**	**100**	**100**	**2023**

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.....20 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 ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

SADonaldson 5/11/2022 8:21:40 PM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	426	1104
				2		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

REMOVAL AND DISPOSAL OF ITEMS (CURB - BOX 1 OF 2)

STATION	STATION	LOCATION	CURB
			LIN. FT.
100+17	101+15	LT. OF JOHN HARDEN DR.	204
100+18	100+67	LT. OF JOHN HARDEN DR.	162
102+04	102+33	LT. OF JOHN HARDEN DR.	28
102+37	102+39	LT. OF JOHN HARDEN DR.	4
102+51	102+74	LT. OF JOHN HARDEN DR.	55
102+90	103+26	LT. OF JOHN HARDEN DR.	40
105+28	107+35	RT. OF JOHN HARDEN DR.	207
105+71	105+91	LT. OF JOHN HARDEN DR.	35
106+16	106+39	LT. OF JOHN HARDEN DR.	37
107+82	112+41	RT. OF JOHN HARDEN DR.	459
109+89	110+04	LT. OF JOHN HARDEN DR.	29
110+34	110+25	LT. OF JOHN HARDEN DR.	28
111+67	111+82	LT. OF JOHN HARDEN DR.	23
112+19	112+04	LT. OF JOHN HARDEN DR.	23
113+97	114+88	LT. OF JOHN HARDEN DR.	117
114+80	114+89	LT. OF JOHN HARDEN DR.	15
114+88	114+88	LT. OF JOHN HARDEN DR.	5
115+37	115+28	LT. OF JOHN HARDEN DR.	15
127+70	127+76	LT. OF JOHN HARDEN DR.	9
128+22	128+15	LT. OF JOHN HARDEN DR.	9
130+71	130+76	LT. OF JOHN HARDEN DR.	8
131+21	131+15	LT. OF JOHN HARDEN DR.	8
134+05	134+19	LT. OF JOHN HARDEN DR.	24
134+79	134+60	LT. OF JOHN HARDEN DR.	32
135+39	135+56	LT. OF JOHN HARDEN DR.	40
136+05	135+90	LT. OF JOHN HARDEN DR.	42
142+13	145+62	RT. OF JOHN HARDEN DR.	362
147+21	147+73	LT. OF JOHN HARDEN DR.	69
148+24	148+73	LT. OF JOHN HARDEN DR.	72
150+22	150+68	LT. OF JOHN HARDEN DR.	106
151+17	151+72	LT. OF JOHN HARDEN DR.	122
152+17	153+23	LT. OF JOHN HARDEN DR.	105
154+24	154+47	RT. & LT. OF JOHN HARDEN DR.	54
156+10	156+17	RT. OF JOHN HARDEN DR.	12
156+52	156+46	RT. OF JOHN HARDEN DR.	11
156+81	156+86	RT. OF JOHN HARDEN DR.	6
157+37	158+65	RT. OF JOHN HARDEN DR.	153
158+57	158+63	RT. OF JOHN HARDEN DR.	8
161+36	161+42	LT. OF JOHN HARDEN DR.	26
161+77	161+91	LT. OF JOHN HARDEN DR.	39
462+42	162+48	LT. OF JOHN HARDEN DR.	31
162+93	162+89	LT. OF JOHN HARDEN DR.	31
166+42	166+64	LT. OF JOHN HARDEN DR.	26
169+80	169+89	LT. OF JOHN HARDEN DR.	17
169+87	170+05	RT. OF JOHN HARDEN DR.	58
170+46	170+29	LT. OF JOHN HARDEN DR.	29
174+10	173+78	LT. OF JOHN HARDEN DR.	62
174+56	174+49	LT. OF JOHN HARDEN DR.	11
174+48	174+30	LT. OF JOHN HARDEN DR.	59
174+94	174+61	LT. OF JOHN HARDEN DR.	125
175+35	175+11	LT. OF JOHN HARDEN DR.	103
175+47	175+58	LT. OF JOHN HARDEN DR.	17
175+60	175+62	LT. OF JOHN HARDEN DR.	13
176+55	176+27	LT. OF JOHN HARDEN DR.	32
176+22	176+08	LT. OF JOHN HARDEN DR.	22
176+64	179+29	LT. OF JOHN HARDEN DR.	266
181+96	182+10	LT. OF JOHN HARDEN DR.	15
184+39	184+50	LT. OF JOHN HARDEN DR.	34
185+21	184+88	LT. OF JOHN HARDEN DR.	47
186+30	186+54	LT. OF JOHN HARDEN DR.	35
186+51	186+31	LT. OF JOHN HARDEN DR.	20
186+62	186+77	LT. OF JOHN HARDEN DR.	58
187+15	186+87	LT. OF JOHN HARDEN DR.	38
188+67	188+73	LT. OF JOHN HARDEN DR.	19
188+72	187+69	LT. OF JOHN HARDEN DR.	118
188+65	187+93	LT. OF JOHN HARDEN DR.	84
189+05	188+95	LT. OF JOHN HARDEN DR.	23
188+95	188+90	LT. OF JOHN HARDEN DR.	33
189+41	189+19	LT. OF JOHN HARDEN DR.	45
189+75	190+48	LT. OF JOHN HARDEN DR.	102
190+82	190+86	LT. OF JOHN HARDEN DR.	33
209+01	209+40	RT. OF JOHN HARDEN DR.	102
108+05	108+18	RT. OF T.P. WHITE DR.	24
108+65	109+48	RT. OF T.P. WHITE DR.	95
137+82	139+03	RT. OF T.P. WHITE DR.	137
159+38	160+46	RT. OF T.P. WHITE DR.	141
160+81	162+76	RT. OF T.P. WHITE DR.	233
162+79	162+86	RT. OF T.P. WHITE DR.	25
163+18	163+12	RT. OF T.P. WHITE DR.	23
163+23	164+45	RT. OF T.P. WHITE DR.	125
169+58	169+50	RT. OF T.P. WHITE DR.	44
169+95	170+14	RT. OF T.P. WHITE DR.	22
169+93	170+14	RT. OF T.P. WHITE DR.	30
174+44	174+52	RT. OF T.P. WHITE DR.	10
SUBTOTAL (CURB - BOX I OF 2):			**5420**

REMOVAL AND DISPOSAL OF ITEMS (CURB - BOX 2 OF 2)

STATION	STATION	LOCATION	CURB
			LIN. FT.
177+84	174+77	RT. OF T.P. WHITE DR.	13
178+55	178+65	RT. OF T.P. WHITE DR.	15
179+76	179+19	RT. OF T.P. WHITE DR.	68
180+15	180+75	RT. OF T.P. WHITE DR.	79
181+15	182+38	RT. OF T.P. WHITE DR.	145
182+77	183+16	RT. OF T.P. WHITE DR.	52
183+46	183+51	RT. OF T.P. WHITE DR.	37
183+87	183+76	RT. OF T.P. WHITE DR.	56
182+33	189+39	LT. OF T.P. WHITE DR.	715
182+61	189+39	LT. OF T.P. WHITE DR.	693
187+91	187+95	RT. OF T.P. WHITE DR.	41
188+28	188+20	RT. OF T.P. WHITE DR.	39
188+97	189+18	RT. OF T.P. WHITE DR.	43
189+52	190+52	RT. OF T.P. WHITE DR.	147
189+69	190+99	LT. OF T.P. WHITE DR.	130
10+00	13+09	LT. OF TURNAROUND	320
10+67	12+05	RT. OF TURNAROUND	168
197+12	197+86	LT. OF N. 1ST ST./T.P. WHITE DR	79
197+12	199+15	RT. & LT. OF N. 1ST ST./T.P. WHITE DR.	204
198+09	198+52	LT. OF N. 1ST ST./T.P. WHITE DR	118
199+14	199+40	LT. OF N. 1ST ST./T.P. WHITE DR	58
206+67	206+88	RT. OF T.P. WHITE DR.	38
206+71	206+80	RT. OF T.P. WHITE DR.	18
208+66	209+03	RT. OF T.P. WHITE DR.	102
209+45	209+67	RT. OF T.P. WHITE DR.	68
201+50	202+37	LT. OF JAMES ST.	111
202+59	205+24	LT. OF JAMES ST.	353
204+51	205+77	RT. OF JAMES ST.	133
205+31	205+74	RT. OF JAMES ST.	139
205+36	205+58	LT. OF JAMES ST.	70
206+29	206+57	RT. OF JAMES ST.	94
209+35	209+60	LT. OF JAMES ST.	25
209+61	209+78	RT. OF JAMES ST.	17
210+30	210+75	LT. OF JAMES ST.	140
211+26	211+71	LT. OF JAMES ST.	133
211+31	211+48	RT. OF JAMES ST.	53
99+97	100+39	LT. OF HILL ST.	41
100+02	100+36	RT. OF HILL ST.	53
13+84	14+17	LT. OF BAILEY BLVD.	75
14+32	14+62	LT. OF BAILEY BLVD.	52
803+36	803+59	LT. OF GREGORY ST.	29
804+08	807+18	LT. OF GREGORY ST.	320
804+09	804+21	RT. OF GREGORY ST.	46
804+49	806+46	RT. OF GREGORY ST.	221
806+49	806+84	RT. OF GREGORY ST.	107
810+76	811+35	RT. OF GREGORY ST.	71
811+20	812+69	LT. OF GREGORY ST.	405
811+64	811+82	RT. OF GREGORY ST.	19
812+27	812+58	RT. OF GREGORY ST.	32
302+48	304+15	LT. OF HWY. 161 (N. 1ST ST.)	171
304+55	304+68	LT. OF HWY. 161 (N. 1ST ST.)	14
304+78	304+69	LT. OF HWY. 161 (N. 1ST ST.)	50
305+14	305+61	LT. OF HWY. 161 (N. 1ST ST.)	65
305+25	307+23	LT. OF HWY. 161 (N. 1ST ST.)	199
10+35	12+57	LT. OF N. BAILEY BLVD. CONN.	222
12+80	13+62	LT. OF N. BAILEY BLVD. CONN.	82
13+91	14+24	LT. OF N. BAILEY BLVD. CONN.	34
14+37	14+82	LT. OF N. BAILEY BLVD. CONN.	50
14+93	15+47	LT. OF N. BAILEY BLVD. CONN.	71
17+02	16+89	LT. OF N. BAILEY BLVD. CONN.	40
17+58	17+48	LT. OF N. BAILEY BLVD. CONN.	59
10+15	10+80	RT. OF PARRISH RD. (CUL DE SAC)	98
10+15	10+80	LT. OF PARRISH RD. (CUL DE SAC)	74
10+09	10+93	LT. OF WALMART ENTR.	100
10+20	10+90	RT. OF WALMART ENTR.	92
316+22	316+46	RT. OF N. 1ST ST.	103
317+27	317+39	LT. OF N. 1ST ST.	23
112+10	112+94	RT. OF VANDENBERG BLVD.	260
112+11	113+03	LT. OF VANDENBERG BLVD.	328
113+34	113+74	RT. OF VANDENBERG BLVD.	127
113+40	113+67	LT. OF VANDENBERG BLVD.	114
114+02	117+38	RT. OF VANDENBERG BLVD.	360
114+42	116+74	LT. OF VANDENBERG BLVD.	236
116+79	117+55	LT. OF VANDENBERG BLVD.	154
115+87	117+77	LT. & RT. OF VANDENBERG BLVD.	307
39+66	39+77	LT. OF JOHN HARDEN DR.	84
40+52	40+90	LT. OF JOHN HARDEN DR.	106
41+36	41+35	LT. OF JOHN HARDEN DR.	66
42+28	42+00	LT. OF JOHN HARDEN DR.	45
42+41	42+61	LT. OF JOHN HARDEN DR.	38
43+22	43+01	LT. OF JOHN HARDEN DR.	39
SUBTOTAL (CURB - BOX 2 OF 2):			**9996**
SUBTOTAL (CURB - BOX 1 OF 2):			**5420**
TOTAL:			**15416**

REMOVAL AND DISPOSAL OF ITEMS (CURB & GUTTER - BOX 1 OF 2)

STATION	STATION	LOCATION	CURB AND GUTTER
			LIN. FT.
100+24	100+42	LT. OF JOHN HARDEN DR.	82
100+44	100+47	LT. OF JOHN HARDEN DR.	5
100+55	102+04	LT. OF JOHN HARDEN DR.	158
100+10	102+27	RT. OF JOHN HARDEN DR.	279
102+35	105+28	RT. OF JOHN HARDEN DR.	313
103+26	104+48	LT. OF JOHN HARDEN DR.	118
105+91	105+91	LT. OF JOHN HARDEN DR.	13
106+16	106+17	LT. OF JOHN HARDEN DR.	14
110+00	109+90	LT. OF JOHN HARDEN DR.	18
110+26	110+43	LT. OF JOHN HARDEN DR.	21
111+82	111+79	LT. OF JOHN HARDEN DR.	6
112+04	112+08	LT. OF JOHN HARDEN DR.	6
117+53	117+19	LT. OF JOHN HARDEN DR.	48
117+80	118+52	LT. OF JOHN HARDEN DR.	84
118+81	118+58	LT. OF JOHN HARDEN DR.	53
119+46	119+65	LT. OF JOHN HARDEN DR.	29
119+73	119+92	LT. OF JOHN HARDEN DR.	27
123+61	123+46	LT. OF JOHN HARDEN DR.	76
124+11	124+21	LT. OF JOHN HARDEN DR.	76
127+61	127+76	LT. OF JOHN HARDEN DR.	53
128+16	130+76	LT. OF JOHN HARDEN DR.	340
131+15	132+20	LT. OF JOHN HARDEN DR.	158
132+91	132+61	LT. OF JOHN HARDEN DR.	45
133+33	134+05	LT. OF JOHN HARDEN DR.	72
134+80	135+38	LT. OF JOHN HARDEN DR.	56
143+93	143+84	LT. OF JOHN HARDEN DR.	39
144+41	144+15	LT. OF JOHN HARDEN DR.	52
149+66	149+86	LT. OF JOHN HARDEN DR.	57
150+24	150+10	LT. OF JOHN HARDEN DR.	52
164+10	164+31	LT. OF JOHN HARDEN DR.	32
164+97	164+70	LT. OF JOHN HARDEN DR.	32
165+56	165+83	LT. OF JOHN HARDEN DR.	28
176+41	176+99	LT. OF JOHN HARDEN DR.	64
178+75	179+51	LT. OF JOHN HARDEN DR.	78
184+50	184+48	LT. OF JOHN HARDEN DR.	72
184+48	184+64	LT. OF JOHN HARDEN DR.	56
184+87	185+58	LT. OF JOHN HARDEN DR.	171
186+55	186+51	LT. OF JOHN HARDEN DR.	10
186+86	186+98	LT. OF JOHN HARDEN DR.	33
193+05	193+46	LT. OF JOHN HARDEN DR.	70
200+27	200+65	LT. OF JOHN HARDEN DR.	113
201+40	201+00	LT. OF JOHN HARDEN DR.	120
204+49	204+62	LT. OF JOHN HARDEN DR.	62
204+90	204+87	LT. OF JOHN HARDEN DR.	45
218+69	219+52	RT. OF N. 1ST ST./JOHN HARDEN DR.	84
105+36	105+51	RT. OF T.P. WHITE DR.	23
105+72	105+91	RT. OF T.P. WHITE DR.	28
110+02	110+09	RT. OF T.P. WHITE DR.	18
113+72	113+51	RT. OF T.P. WHITE DR.	30
114+06	114+16	RT. OF T.P. WHITE DR.	59
114+67	114+91	RT. OF T.P. WHITE DR.	61
115+21	115+50	RT. OF T.P. WHITE DR.	50
119+43	119+40	RT. OF T.P. WHITE DR.	32
119+81	120+13	RT. OF T.P. WHITE DR.	55
167+15	167+35	RT. OF T.P. WHITE DR.	31
167+90	167+67	RT. OF T.P. WHITE DR.	27
176+27	176+30	RT. OF T.P. WHITE DR.	30
176+57	176+64	RT. OF T.P. WHITE DR.	24
177+09	177+24	RT. OF T.P. WHITE DR.	21
197+12	197+19	RT. OF N. 1ST ST.	15
197+12	197+27	RT. OF N. 1ST ST.	25
197+36	197+46	RT. OF N. 1ST ST.	28
197+57	198+68	RT. OF N. 1ST ST.	139
199+15	200+04	LT. & RT. OF N. 1ST ST./T.P. WHITE DR.	90
200+11	202+76	RT. OF T.P. WHITE DR.	283
201+75	202+49	RT. OF T.P. WHITE DR.	87
203+07	206+56	RT. OF T.P. WHITE DR.	381
206+87	208+89	RT. OF T.P. WHITE DR.	224
209+99	215+89	RT. OF T.P. WHITE DR.	593
10+24	10+44	LT. OF JOHN HARDIN DR.	28
10+63	10+71	LT. OF JOHN HARDIN DR.	13
10+23	10+41	RT. OF JOHN HARDIN DR.	19
10+41	10+71	RT. OF JOHN HARDIN DR.	30
10+66	11+14	LT. OF BRADEN DR.	54
10+06	11+14	RT. OF BRADEN DR.	107
10+25	11+00	LT. OF N. JEFF DAVIS AVE./W. HILL ST.	55
10+39	10+74	LT. & RT. OF N. JEFF DAVIS AVE./W. HILL ST.	62
10+74	10+00	RT. OF N. JEFF DAVIS AVE./W. HILL ST.	43
213+65	213+84	RT. OF JAMES ST.	35
214+29	214+14	RT. OF JAMES ST.	31
805+97	804+53	LT. OF GREGORY ST.	150
804+48	804+47	LT. OF GREGORY ST.	23
813+88	813+93	RT. OF GREGORY ST.	44
17+02	19+43	LT. & RT. OF N. BAILEY BLVD.CONN.	289
SUBTOTAL (CURB & GUTTER - BOX 1 OF 2):			**6757**

REMOVAL AND DISPOSAL OF ITEMS (CURB & GUTTER - BOX 2 OF 2)

STATION	STATION	LOCATION	CURB AND GUTTER
			LIN. FT.
17+58	19+50	LT. OF N. BAILEY BLVD. CONN.	198
19+55	21+59	RT. OF N. BAILEY BLVD. CONN.	204
19+56	20+34	LT. OF N. BAILEY BLVD. CONN.	140
21+00	21+58	LT. OF N. BAILEY BLVD. CONN.	143
21+64	23+57	RT. OF N. BAILEY BLVD. CONN.	193
21+65	23+87	LT. OF N. BAILEY BLVD. CONN.	222
23+53	23+86	LT. OF N. BAILEY BLVD. CONN.	50
108+57	108+53	LT. OF VANDENBERG BLVD.	6
108+47	111+02	LT. & RT. OF VANDENBERG BLVD.	265
108+47	111+02	RT. OF VANDENBERG BLVD.	265
100+36	100+49	RT. OF HILL ST.	13
100+39	100+82	LT. OF HILL ST.	42
100+62	100+82	RT. OF HILL ST.	20
11+28	11+63	LT. OF BAILEY BLVD.	35
11+29	11+64	RT. OF BAILEY BLVD.	50
11+63	13+02	RT. OF BAILEY BLVD.	139
13+08	14+65	RT. OF BAILEY BLVD.	157
14+46	14+61	LT. OF BAILEY BLVD.	18
304+18	304+11	LT. OF HWY. 161 (N. 1ST ST.)	47
304+45	304+29	LT. OF HWY. 161 (N. 1ST ST.)	56
314+21	214+29	RT. OF N. 1ST ST.	8
314+35	314+34	RT. OF N. 1ST ST.	15
314+53	314+58	RT. OF N. 1ST ST.	54
314+67	315+33	LT. OF N. 1ST ST.	66
314+75	315+15	RT. OF N. 1ST ST.	44
314+81	315+29	RT. OF N. 1ST ST.	49
315+51	315+88	LT. OF N. 1ST ST.	36
315+88	316+17	LT. OF N. 1ST ST.	29
316+31	317+21	LT. OF N. 1ST ST.	90
317+28	317+45	RT. OF N. 1ST ST.	18
13+75	15+03	RT. OF N.J.P. WRIGHT LOOP RD.	179
13+78	16+30	LT. OF N.J.P. WRIGHT LOOP RD.	305
13+87	15+00	RT. OF N.J.P. WRIGHT LOOP RD.	145
15+03	15+54	RT. OF N.J.P. WRIGHT LOOP RD.	51
15+54	15+54	RT. OF N.J.P. WRIGHT LOOP RD.	22
15+54	16+81	RT. OF N.J.P. WRIGHT LOOP RD.	128
15+65	15+85	RT. OF N.J.P. WRIGHT LOOP RD.	42
16+05	16+50	RT. OF N.J.P. WRIGHT LOOP RD.	86
16+71	17+11	RT. OF N.J.P. WRIGHT LOOP RD.	81
16+94	17+54	RT. OF N.J.P. WRIGHT LOOP RD.	60
17+33	17+73	RT. OF N.J.P. WRIGHT LOOP RD.	78
17+65	18+85	RT. OF N.J.P. WRIGHT LOOP RD.	119
17+99	17+99	RT. OF N.J.P. WRIGHT LOOP RD.	22
18+37	18+37	RT. OF N.J.P. WRIGHT LOOP RD.	14
18+62	18+63	RT. OF N.J.P. WRIGHT LOOP RD.	14
35+31	35+60	LT. OF JOHN HARDEN DR.	52
35+85	39+66	LT. OF JOHN HARDEN DR.	401
40+52	41+36	LT. OF JOHN HARDEN DR.	83
SUBTOTAL (CURB & GUTTER - BOX 2 OF 2):			**4555**
SUBTOTAL (CURB & GUTTER - BOX 1 OF 2):			**6757**
TOTAL:			**11312**

SADonaldson 5/11/2022 8:21:47 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	427	1104
				(2)		QUANTITIES		

REMOVAL AND DISPOSAL OF ITEMS (CONCRETE PAVEMENT)

STATION	STATION	LOCATION	CONCRETE PAVEMENT
			SQ. YD.
105+33	133+70	JOHN HARDEN DR.	7113
133+70	139+77	JOHN HARDEN DR.	2604
140+10	185+86	JOHN HARDEN DR.	12585
185+86	193+76	JOHN HARDEN DR.	2828
194+31	210+32	JOHN HARDEN DR.	5096
599+20	604+90	LT. OF HWY. 67 (OFF RAMP)	815
615+67	625+81	LT. OF HWY. 67 (ON RAMP)	988
633+44	638+08	LT. OF HWY. 67 (OFF RAMP)	742
646+97	656+88	LT. OF HWY. 67 (ON RAMP)	1000
659+40	665+25	LT. OF HWY. 67 (OFF RAMP)	904
669+16	677+90	LT. OF HWY. 67 (ON RAMP)	1045
600+21	685+13	LT. OF HWY. 67 (LT. LANES)	22138
686+64	705+05	LT. OF HWY. 67 (LT. LANES)	4741
105+36	124+53	T.P. WHITE DR.	5100
124+53	137+19	T.P. WHITE DR.	3707
137+59	190+99	T.P. WHITE DR.	14778
10+00	13+26	TURNAROUND	1361
197+12	210+27	N. 1ST ST./T.P. WHITE DR	4629
599+56	600+83	RT. OF HWY. 67 (OFF RAMP)	130
615+76	626+41	RT. OF HWY. 67 (ON RAMP)	1256
632+87	642+60	RT. OF HWY. 67 (ON RAMP)	1011
647+13	652+75	RT. OF HWY. 67 (OFF RAMP)	918
671+93	680+50	RT. OF HWY. 67 (OFF RAMP)	1322
600+21	685+12	RT. OF HWY. 67 (RT. LANES)	22408
686+64	705+05	RT. OF HWY. 67 (RT. LANES)	5534
205+27	207+19	JAMES ST.	663
209+50	213+65	JAMES ST.	1298
804+09	806+93	GREGORY ST.	976
810+91	813+83	GREGORY ST.	1507
10+12	12+00	N. BAILEY BLVD. CONN.	299
23+75	24+33	N. BAILEY BLVD. CONN.	416
10+00	10+24	JOHN HARDEN DR. STA. 115+10	147
10+13	10+88	WALMART ENTR.	432
184+77	184+69	JOHN HARDEN DR. LT. ENTR.	240
100+00	100+37	HILL ST.	143
100+20	101+04	MADDEN RD.	627
TOTALS:			131501

REMOVAL AND DISPOSAL OF ITEMS (WALKS & CONCRETE ISLANDS)

STATION	STATION	LOCATION	WALKS	CONCRETE ISLANDS
			SQ. YD.	SQ. YD.
71+72	72+14	RT. OF MARSHALL RD.	29	
100+44	100+63	LT. OF JOHN HARDEN DR.	14	
103+85	105+57	LT. OF JOHN HARDEN DR.	98	
120+60	120+77	LT. OF JOHN HARDEN DR.	9	
10+88	10+88	RT. OF BRADEN DR.	3	
140+87	143+85	LT. OF JOHN HARDEN DR.	168	
175+54	175+59	LT. OF JOHN HARDEN DR.	3	
176+24	176+30	LT. OF JOHN HARDEN DR.	4	
180+97	181+05	LT. OF JOHN HARDEN DR.	6	
181+51	181+58	LT. OF JOHN HARDEN DR.	4	
184+25	184+51	LT. OF JOHN HARDEN DR.	17	
184+87	186+55	LT. OF JOHN HARDEN DR.	110	
186+86	187+69	LT. OF JOHN HARDEN DR.	55	
159+38	160+41	RT. OF T.P. WHITE DR.	38	
160+05	162+74	RT. OF T.P. WHITE DR.	64	
163+24	164+46	RT. OF T.P. WHITE DR.	38	
176+60	177+24	RT. OF T.P. WHITE DR.	28	
186+05	186+26	RT. OF T.P. WHITE DR.	10	
198+77	202+70	RT. OF N. 1ST ST./T.P. WHITE DR.	225	
203+12	205+79	RT. OF T.P. WHITE DR.	140	
206+38	206+53	RT. OF T.P. WHITE DR.	5	
206+92	207+04	RT. OF T.P. WHITE DR.	7	
201+50	202+27	LT. OF JAMES ST.	31	
202+69	203+88	LT. OF JAMES ST.	58	
204+51	205+28	RT. OF JAMES ST.	39	
207+02	207+32	RT. OF JAMES ST.	14	
209+63	210+52	RT. OF JAMES ST.	53	
211+50	213+79	RT. OF JAMES ST.	139	
214+19	214+29	RT. OF JAMES ST.	6	
302+48	306+30	LT. OF HWY. 161 (N. 1ST ST.)	278	
800+07	801+34	LT. OF GREGORY ST.	68	
801+48	803+60	LT. OF GREGORY ST.	117	
803+85	804+25	LT. OF GREGORY ST.	21	
811+90	812+02	LT. OF GREGORY ST.	87	
814+29	814+90	LT. OF GREGORY ST.	20	
815+02	815+11	RT. & LT. OF GREGORY ST.	60	
314+67	315+34	LT. OF N. 1ST. ST.	41	
315+48	315+53	LT. OF N. 1ST. ST.	3	
315+85	316+17	LT. OF N. 1ST. ST.	20	
316+31	317+21	LT. OF N. 1ST. ST.	56	
314+20	314+32	RT. OF N. 1ST ST.	8	
814+78	315+29	RT. OF N. 1ST ST.	33	
13+79	15+07	RT. OF N.J.P. WRIGHT LOOP RD.	96	
15+54	16+81	RT. OF N.J.P. WRIGHT LOOP RD.	84	
16+95	17+54	RT. OF N.J.P. WRIGHT LOOP RD.	39	
17+65	18+85	RT. OF N.J.P. WRIGHT LOOP RD.	79	
13+91	13+96	LT. OF N.J.P. WRIGHT LOOP RD.	2	
14+03	14+08	LT. OF N.J.P. WRIGHT LOOP RD.	2	
14+14	16+30	LT. OF N.J.P. WRIGHT LOOP RD.	143	
100+17	101+15	LT. OF JOHN HARDEN DR.		83
100+19	100+67	LT. OF JOHN HARDEN DR.		146
102+50	102+74	LT. OF JOHN HARDEN DR.		21
209+02	209+39	RT. OF JOHN HARDEN DR.		57
205+30	205+74	RT. OF JAMES ST.		97
205+36	205+59	LT. OF JAMES ST.		35
206+28	206+58	RT. OF JAMES ST.		61
210+29	210+75	LT. OF JAMES ST.		137
211+26	211+72	LT. OF JAMES ST.		97
211+30	211+48	RT. OF JAMES ST.		20
110+34	111+02	RT. OF VANDENBERG BLVD.		41
116+91	117+77	LT. & RT. OF VANDENBERG BLVD.		511
169+93	170+13	RT. OF T.P. WHITE DR.		23
186+01	189+39	LT. OF T.P. WHITE DR.		430
198+08	198+52	LT. OF N. 1ST ST./T.P. WHITE DR		92
199+12	199+40	LT. OF N. 1ST ST./T.P. WHITE DR		22
206+66	206+88	RT. OF T.P. WHITE DR.		23
13+79	14+16	LT. OF N.J.P. WRIGHT LOOP RD.		46
TOTALS:			2672	1942

REMOVAL AND DISPOSAL OF ITEMS (CONCRETE DRIVEWAYS)

STATION	STATION	LOCATION	CONCRETE DRIVEWAYS
			SQ. YD.
102+04	103+26	LT. OF JOHN HARDEN DR.	157
105+71	106+39	LT. OF JOHN HARDEN DR.	97
109+88	110+35	LT. OF JOHN HARDEN DR.	79
111+67	112+20	LT. OF JOHN HARDEN DR.	63
113+97	114+88	LT. OF JOHN HARDEN DR.	96
127+62	128+29	LT. OF JOHN HARDEN DR.	80
130+61	131+31	LT. OF JOHN HARDEN DR.	82
134+00	134+78	LT. OF JOHN HARDEN DR.	171
135+39	136+04	LT. OF JOHN HARDEN DR.	197
143+85	144+50	LT. OF JOHN HARDEN DR.	61
156+10	156+53	LT. OF JOHN HARDEN DR.	43
161+33	161+80	LT. OF JOHN HARDEN DR.	115
162+39	162+92	LT. OF JOHN HARDEN DR.	116
164+05	165+01	LT. OF JOHN HARDEN DR.	127
186+21	187+24	LT. OF JOHN HARDEN DR.	186
212+52	212+89	LT. OF N. 1ST ST./JOHN HARDEN DR.	44
105+42	105+79	RT. OF T.P. WHITE DR.	59
107+98	109+93	RT. OF T.P. WHITE DR.	418
111+91	112+61	RT. OF T.P. WHITE DR.	132
113+57	114+37	RT. OF T.P. WHITE DR.	147
119+32	119+90	RT. OF T.P. WHITE DR.	53
160+27	160+95	RT. OF T.P. WHITE DR.	71
162+66	163+34	RT. OF T.P. WHITE DR.	109
169+59	170+39	RT. OF T.P. WHITE DR.	74
172+73	173+34	RT. OF T.P. WHITE DR.	85
173+40	173+96	RT. OF T.P. WHITE DR.	83
174+32	174+89	RT. OF T.P. WHITE DR.	74
175+28	175+60	RT. OF T.P. WHITE DR.	10
176+14	176+69	RT. OF T.P. WHITE DR.	59
177+37	177+91	RT. OF T.P. WHITE DR.	73
177+99	178+63	RT. OF T.P. WHITE DR.	273
179+61	180+28	RT. OF T.P. WHITE DR.	332
180+64	181+26	RT. OF T.P. WHITE DR.	371
182+28	182+89	RT. OF T.P. WHITE DR.	203
183+37	183+97	RT. OF T.P. WHITE DR.	151
187+89	188+36	RT. OF T.P. WHITE DR.	123
189+00	189+64	RT. OF T.P. WHITE DR.	148
190+31	190+99	RT. OF T.P. WHITE DR.	187
10+00	10+70	TURNAROUND	187
202+66	203+34	RT. OF T.P. WHITE DR.	113
206+31	206+67	RT. OF T.P. WHITE DR.	23
206+88	207+21	RT. OF T.P. WHITE DR.	27
212+88	213+22	RT. OF T.P. WHITE DR.	99
214+12	214+48	RT. OF T.P. WHITE DR.	95
215+29	215+64	RT. OF T.P. WHITE DR.	90
10+44	10+64	LT. OF JOHN HARDIN DR.	26
100+49	100+62	RT. OF HILL ST.	29
804+12	804+59	RT. OF GREGORY ST.	108
12+56	12+81	LT. OF N. BAILEY BLVD. CONN.	61
12+76	12+97	RT. OF N. BAILEY BLVD. CONN.	8
13+62	13+92	LT. OF N. BAILEY BLVD. CONN.	72
14+24	14+37	LT. OF N. BAILEY BLVD. CONN.	38
14+82	14+93	LT. OF N. BAILEY BLVD. CONN.	26
10+79	10+94	LT. OF PARRISH RD. (CUL DE SAC)	64
10+81	10+82	RT. OF PARRISH RD. (CUL DE SAC)	67
17+02	17+57	LT. OF N. BAILEY BLVD. CONN.	248
304+78	305+15	HWY. 161 (N. 1ST. ST.)	313
314+29	214+81	RT. OF N. 1ST. ST.	75
35+31	36+11	LT. OF JOHN HARDEN DR.	156
39+66	40+50	LT. OF JOHN HARDEN DR.	209
41+36	42+27	LT. OF JOHN HARDEN DR.	221
42+40	43+24	LT. OF JOHN HARDEN DR.	172
TOTAL:			7476

REMOVAL AND DISPOSAL OF ITEMS (BUILDINGS, PLANTERS, FLAG POLES & LUMINAIRE POLES & FOUNDATION)

STATION	LOCATION	BUILDINGS	PLANTERS	FLAG POLE	LUMINAIRE POLE & FOUNDATION
		EACH	EACH	EACH	EACH
123+52	RT. OF T.P. WHITE DR.	1			
124+98	RT. OF T.P. WHITE DR.	1			
126+41	RT. OF T.P. WHITE DR.	1			
128+00	RT. OF T.P. WHITE DR.	1			
130+53	RT. OF T.P. WHITE DR.	1			
132+23	RT. OF T.P. WHITE DR.	1			
136+06	RT. OF T.P. WHITE DR.	1			
188+28	RT. OF T.P. WHITE DR.	1			
815+18	GREGORY ST.	1			
10+81	LT. OF N.J.P. WRIGHT LOOP RD.	1			
11+44	LT. OF N.J.P. WRIGHT LOOP RD.	1			
12+22	LT. OF N.J.P. WRIGHT LOOP RD.	1			
150+48	LT. OF JOHN HARDEN DR.		1		
151+42	LT. OF JOHN HARDEN DR.		1		
173+13	LT. OF JOHN HARDEN DR.		1		
46+01	LT. OF JOHN HARDEN DR.		1		
46+78	LT. OF JOHN HARDEN DR.		1		
109+16	LT. OF JOHN HARDEN DR.				1
109+93	LT. OF JOHN HARDEN DR.				1
184+56	LT. OF JOHN HARDEN DR.				1
185+46	LT. OF JOHN HARDEN DR.				1
185+47	LT. OF JOHN HARDEN DR.				1
188+22	LT. OF JOHN HARDEN DR.				1
190+10	LT. OF JOHN HARDEN DR.				1
200+54	LT. OF JOHN HARDEN DR.				1
201+06	LT. OF JOHN HARDEN DR.				1
205+68	LT. OF JOHN HARDEN DR.			1	
205+75	LT. OF JOHN HARDEN DR.			1	
205+87	LT. OF JOHN HARDEN DR.			1	
206+35	LT. OF JOHN HARDEN DR.			1	
804+13	RT. OF GREGORY ST.				1
805+58	RT. OF GREGORY ST.				1
21+67	LT. OF N. BAILEY BLVD. CONN.				1
23+24	LT. OF N. BAILEY BLVD. CONN.				1
10+59	LT. OF PARRISH RD. (CUL DE SAC)				1
305+37	LT. OF HWY. 161 (N. 1ST ST.)				1
TOTALS:		12	5	4	15

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	428	1104

(2) QUANTITIES

REMOVAL AND DISPOSAL OF ITEMS
(GUARDRAIL, RETAINING WALLS, DITCH PAVING & APPROACH SLAB & GUTTERS)

STATION	STATION	LOCATION	GUARDRAIL	RETAINING WALLS	DITCH PAVING	APPROACH SLAB & GUTTERS
			LIN. FT.	LIN. FT.	SQ. YD.	EACH
627+58	629+59	RT. OF M.L.	201			
628+50	629+13	RT. OF M.L.	76			
629+64	629+83	RT. OF M.L.	76			
630+86	631+29	LT. OF M.L.	75			
630+92	632+92	LT. OF M.L.	201			
631+37	631+94	LT. OF M.L.	76			
633+72	635+19	LT. OF M.L.	403			
647+37	654+37	LT. OF M.L.	700			
655+32	655+35	RT. OF M.L.	15			
682+82	684+84	RT. OF M.L.	199			
686+91	688+90	RT. & LT. OF M.L.	199			
16+87	16+95	LT. OF BAILEY BLVD.	19			
106+87	109+43	LT. OF JOHN HARDEN DR.		257		
148+73	149+52	LT. OF JOHN HARDEN DR.		96		
173+84	173+78	LT. OF JOHN HARDEN DR.		10		
121+05	121+08	RT. OF T.P. WHITE DR.		47		
121+12	121+16	RT. OF T.P. WHITE DR.		49		
164+52	165+49	RT. OF T.P. WHITE DR.		115		
184+07	184+09	RT. OF T.P. WHITE DR.		135		
184+42	184+35	RT. OF T.P. WHITE DR.		133		
188+40	188+56	RT. OF T.P. WHITE DR.		45		
813+53	814+69	LT. OF GREGORY ST.		188		
815+06	815+05	RT. OF GREGORY ST.		8		
815+07	815+06	RT. OF GREGORY ST.		8		
815+11	816+19	RT. & LT. OF GREGORY ST.		247		
815+97	816+13	RT. OF GREGORY ST.		16		
148+75		LT. OF JOHN HARDEN DR.			1	
182+01		LT. OF JOHN HARDEN DR.			1	
187+94		LT. OF JOHN HARDEN DR.			2	
188+40		LT. OF JOHN HARDEN DR.			2	
188+68		LT. OF JOHN HARDEN DR.			2	
189+00		LT. OF JOHN HARDEN DR.			4	
189+33		LT. OF JOHN HARDEN DR.			2	
200+44		LT. OF JOHN HARDEN DR.			2	
201+09		LT. OF JOHN HARDEN DR.			1	
169+48		RT. OF T.P. WHITE DR.			5	
183+84	184+09	RT. OF T.P. WHITE DR.			6	
184+61	187+25	LT. OF T.P. WHITE DR.			318	
187+76	189+60	LT. OF T.P. WHITE DR.			70	
189+08	189+18	RT. OF T.P. WHITE DR.			3	
200+08		RT. OF T.P. WHITE DR.			7	
213+16	213+32	RT. OF T.P. WHITE DR.			10	
805+97	806+35	RT. OF GREGORY ST.			9	
811+37	811+61	RT. OF GREGORY ST.			35	
19+53		RT. OF N BAILEY BLVD. CONN.			3	
21+62		RT. OF N BAILEY BLVD. CONN.			4	
314+57	315+48	LT. OF N. 1ST ST.			54	
114+71	115+16	RT. OF VANDENBERG BLVD			24	
115+85	116+24	RT. OF VANDENBERG BLVD			14	
116+76		LT. OF VANDENBERG BLVD.			9	
39+07		LT. OF JOHN HARDEN DR.			4	
685+12		C.L. HWY. 67 (RT. LANES)				1
686+64		C.L. HWY. 67 (RT. LANES)				1
385+13		C.L. HWY. 67 (LT. LANES)				1
686+64		C.L. HWY. 67 (LT. LANES)				1
207+19		C.L. JAMES ST.				1
209+50		C.L. JAMES ST.				1
TOTALS:			**2240**	**1354**	**592**	**6**

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

REMOVAL AND DISPOSAL OF ITEMS
(BARRIER WALL, TEMP. BARRIER WALL & IMPACT ATTENUATION BARRIER)

STATION	STATION	LOCATION	BARRIER WALL	PRECAST CONCRETE BARRIER WALL LEFT IN PLACE	IMPACT ATTENUATION BARRIER
			LIN. FT.	LIN. FT.	EACH
600+00	685+13	C.L. HWY. 67	8513		
686+64	744+50	C.L. HWY. 67	5786		
595+00	606+00	C.L. HWY. 67		1700	
599+10	601+50	HWY. 67 LT. LANES		480	
699+50	701+90	HWY. 67 LT. LANES		240	
699+50	711+50	C.L. HWY. 67		1200	
701+30	717+50	VANDENBERG RAMP 4 LT.		1620	
701+30	702+00	VANDENBERG RAMP 4 RT.		60	
703+50	705+10	HWY. 67 RT. LANES		160	
601+50		HWY. 67 LT. LANES			1
703+20		HWY. 67 LT. LANES			1
777+50		VANDENBERG RAMP 4 LT.			1
TOTALS:			**14299**	**5460**	**3**

REMOVAL AND DISPOSAL OF ITEMS
(SIGN FOUNDATIONS)

STATION	LOCATION	SIGN FOUNDATIONS
		EACH
112+20	LT. OF JOHN HARDEN DR.	1
114+36	LT. OF JOHN HARDEN DR.	1
114+91	LT. OF JOHN HARDEN DR.	1
117+43	LT. OF JOHN HARDEN DR.	1
120+29	LT. OF JOHN HARDEN DR.	1
129+65	LT. OF JOHN HARDEN DR.	1
130+74	LT. OF JOHN HARDEN DR.	1
133+78	LT. OF JOHN HARDEN DR.	1
135+53	LT. OF JOHN HARDEN DR.	1
147+44	LT. OF JOHN HARDEN DR.	1
148+64	LT. OF JOHN HARDEN DR.	1
149+70	LT. OF JOHN HARDEN DR.	1
150+47	LT. OF JOHN HARDEN DR.	1
152+32	LT. OF JOHN HARDEN DR.	1
154+10	LT. OF JOHN HARDEN DR.	1
155+42	LT. OF JOHN HARDEN DR.	1
157+99	LT. OF JOHN HARDEN DR.	1
159+73	LT. OF JOHN HARDEN DR.	1
159+87	LT. OF JOHN HARDEN DR.	1
161+35	LT. OF JOHN HARDEN DR.	1
161+79	LT. OF JOHN HARDEN DR.	1
174+04	LT. OF JOHN HARDEN DR.	1
174+81	LT. OF JOHN HARDEN DR.	1
175+31	LT. OF JOHN HARDEN DR.	1
185+03	LT. OF JOHN HARDEN DR.	1
186+94	LT. OF JOHN HARDEN DR.	1
188+66	LT. OF JOHN HARDEN DR.	1
205+76	LT. OF JOHN HARDEN DR.	1
116+44	RT. OF T.P. WHITE DR.	1
119+33	RT. OF T.P. WHITE DR.	1
160+45	RT. OF T.P. WHITE DR.	1
160+80	RT. OF T.P. WHITE DR.	1
161+92	RT. OF T.P. WHITE DR.	1
162+82	RT. OF T.P. WHITE DR.	1
163+18	RT. OF T.P. WHITE DR.	1
181+32	RT. OF T.P. WHITE DR.	1
182+99	RT. OF T.P. WHITE DR.	1
183+51	RT. OF T.P. WHITE DR.	1
183+83	RT. OF T.P. WHITE DR.	1
183+86	RT. OF T.P. WHITE DR.	1
185+86	RT. OF T.P. WHITE DR.	1
185+99	RT. OF T.P. WHITE DR.	1
186+78	RT. OF T.P. WHITE DR.	1
186+90	RT. OF T.P. WHITE DR.	1
187+93	RT. OF T.P. WHITE DR.	1
188+23	RT. OF T.P. WHITE DR.	1
189+16	RT. OF T.P. WHITE DR.	1
189+51	RT. OF T.P. WHITE DR.	1
189+93	RT. OF T.P. WHITE DR.	1
212+96	LT. OF JAMES ST.	1
304+13	LT. OF HWY. 161 (N. 1ST ST.)	1
815+08	RT. OF GREGORY ST.	1
11+03	LT. OF N.J.P. WRIGHT LOOP RD.	1
12+89	RT. OF N.J.P. WRIGHT LOOP RD.	1
14+06	RT. OF N.J.P. WRIGHT LOOP RD.	1
14+09	LT. OF N.J.P. WRIGHT LOOP RD.	1
15+73	RT. OF N.J.P. WRIGHT LOOP RD.	1
16+28	RT. OF N.J.P. WRIGHT LOOP RD.	1
315+22	LT. OF N. 1ST ST.	1
316+73	LT. OF N. 1ST ST.	1
32+62	LT. OF JOHN HARDEN DR.	1
34+07	LT. OF JOHN HARDEN DR.	1
TOTAL:		**62**

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE
			LIN. FT.
612+85	625+00	(LIN.) RT. OF M.L.	1230
613+12	624+22	(LAT.) RT. OF M.L.	295
625+00	625+27	(LIN.) RT. OF M.L.	36
631+23	637+37	(LIN.) RT. OF M.L.	649
633+14	637+00	(LAT.) RT. OF M.L.	113
639+02	639+12	(LAT.) LT. OF M.L.	16
640+09	640+19	(LIN.) RT. OF M.L.	10
643+70	644+26	(LIN.) RT. OF M.L.	62
644+51	649+03	(LIN.) RT. OF M.L.	624
646+93	646+94	(LAT.) RT. OF M.L.	9
679+08	679+20	(LIN.) RT. OF M.L.	17
679+90	700+00	(LIN.) LT. OF M.L.	224
814+90	816+18	(LIN.) LT. OF GREGORY ST.	212
816+14	816+16	(LAT.) RT. OF GREGORY ST.	77
14+19	14+20	(LAT.) LT. OF BAILEY BLVD.	6
16+53	16+64	(LAT.) LT. OF BAILEY BLVD.	145
10+57	10+72	(LIN.) RT. OF WRIGHT LOOP	29
208+71	211+02	(LIN.) LT. OF HARDEN DR.	242
211+02	212+23	(LIN.) LT. OF 1ST ST.	121
219+18	219+24	(LAT.) LT. OF 1ST ST.	17
TOTAL:			**4134**

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

SADonaldson 5/12/2022 10:00:23 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	429	1104
				(2)		QUANTITIES		

REMOVAL AND DISPOSAL OF DRAINAGE STRUCTURES (BOX 1 OF 4)

STATION	STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS	FLARED END SECTIONS	SAFETY END SECTIONS
			EACH	EACH	EACH	EACH	EACH	EACH
212+70		N. 1ST. ST. LT.	1					
213+89		N. 1ST. ST. LT.	1					
215+20		N. 1ST. ST. LT.	1					
217+56		N. 1ST. ST. LT.	1					
800+57		GREGORY ST. RT.	1					
801+24		GREGORY ST. LT.	1					
801+41		GREGORY ST. LT.	1					
119+64		T.P. WHITE DR. RT.	1					
120+90		T.P. WHITE DR. RT.	1					
152+56		T.P. WHITE DR. RT.	1					
153+55		T.P. WHITE DR. RT.	1					
157+05		T.P. WHITE DR. RT.	1					
174+61		T.P. WHITE DR. RT.	1					
176+42		T.P. WHITE DR. RT.	1					
178+32		T.P. WHITE DR. RT.	1					
179+95		T.P. WHITE DR. RT.	1					
180+95		T.P. WHITE DR. RT.	1					
182+81		T.P. WHITE DR. RT.	1					
183+67		T.P. WHITE DR. RT.	1					
185+55		T.P. WHITE DR. RT.	1					
187+59		T.P. WHITE DR. RT.	1					
188+08		T.P. WHITE DR. RT.	1					
189+33		T.P. WHITE DR. RT.	1					
190+95		T.P. WHITE DR. RT.	1					
170+11		JOHN HARDEN DR. LT.	1					
181+22		JOHN HARDEN DR. LT.	1					
188+18		JOHN HARDEN DR. LT.	1					
188+82		JOHN HARDEN DR. LT.	1					
189+56		JOHN HARDEN DR. LT.	1					
190+64		JOHN HARDEN DR. LT.	1					
200+85		JOHN HARDEN DR. LT.	1					
204+70		JOHN HARDEN DR. LT.	1					
213+04		T.P. WHITE DR. RT.	1					
214+30		T.P. WHITE DR. RT.	1					
32+36		JOHN HARDEN DR. LT.	1					
33+32		JOHN HARDEN DR. LT.	1					
303+79		HWY. 161 (N. 1ST. ST.) LT.	1					
100+54		JOHN HARDEN DR. LT.				1		
601+86		HWY. 67 LT.				1		
601+86	604+45	HWY. 67 LT.	1					
604+45		HWY. 67 LT.				1		
604+45	604+45	HWY. 67 LT.	1					
604+45		HWY. 67 LT.				1		
604+45	604+71	HWY. 67 LT.	1					
604+71		HWY. 67 LT.						1
608+11	608+11	HWY. 67 LT.	1					
608+11		HWY. 67 LT				1		
608+11	608+11	HWY. 67 LT. & RT.	1					
608+11		HWY. 67 RT.				1		
608+11	608+11	HWY. 67 RT.	1					
611+19	612+30	HWY. 67 LT. & RT.		1				
611+49		HWY. 67 LT.				1		
612+03		HWY. 67 RT.				1		
611+49	614+42	HWY. 67 LT.	1					
614+42		HWY. 67 LT.				1		
614+42	618+43	HWY. 67 LT.	1					
618+43		HWY. 67 LT.				1		
618+43	618+42	HWY. 67 LT. & RT.	1					
618+42		HWY. 67 RT.				1		
618+42	618+43	HWY. 67 RT.	1					
618+43		HWY. 67 RT.				1		
618+43	618+42	HWY. 67 LT.	1					
618+42		HWY. 67 LT.				1		
618+42	618+43	HWY. 67 LT.	1					
618+43	623+43	HWY. 67 LT.	1					
623+43		HWY. 67 RT.				1		
623+43	623+43	HWY. 67 RT.	1					
623+43		HWY. 67 RT.				1		
623+43	623+42	HWY. 67 RT.	1					
623+43	627+40	HWY. 67 LT.	1					
627+40		HWY. 67 LT.				1		
627+40	627+40	HWY. 67 LT. & RT.	1					
627+40		HWY. 67 RT.				1		
627+40	627+38	HWY. 67 RT.	1					
627+38		HWY. 67 RT. = T.P. WHITE STA. 136+21 RT.				1		
136+21	137+14	T.P. WHITE DR. RT.	1					
137+14		T.P. WHITE DR. RT.				1		
137+14	139+07	T.P. WHITE DR. RT.	1					
139+07		T.P. WHITE DR. RT.				1		
139+07	139+61	T.P. WHITE DR. RT.	1					
139+61		T.P. WHITE DR. RT.				1		
627+40	627+44	HWY. 67 LT.	1					
627+44		HWY. 67 LT.				1		
627+40	631+20	HWY. 67 RT.	1					
631+20		HWY. 67 RT.				1		
SUBTOTALS (BOX 1 OF 4):			**60**	**1**		**23**		**1**

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

REMOVAL AND DISPOSAL OF DRAINAGE STRUCTURES (BOX 2 OF 4)

STATION	STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS	FLARED END SECTIONS	SAFETY END SECTIONS
			EACH	EACH	EACH	EACH	EACH	EACH
139+51	140+94	JOHN HARDEN DR. LT.	1					
140+52	141+01	JOHN HARDEN DR. RT. & LT.	1					
633+91		HWY. 67 LT.				1		
633+91	633+91	HWY. 67 LT. & RT.	1					
633+91		HWY. 67 RT.			1			
633+91	633+88	HWY. 67 RT.	1					
633+88		HWY. 67 RT.			1			
633+88	633+90	HWY. 67 RT.	1					
633+91	633+93	HWY. 67 LT.	1					
633+93		HWY. 67 LT.				1		
633+93	634+05	HWY. 67 LT.	1					
633+91	637+42	HWY. 67 LT.	1					
637+42		HWY. 67 LT.				1		
633+88	634+89	HWY. 67 RT.	1					
634+89		HWY. 67 RT.				1		
633+91	634+42	HWY. 67 RT.	1					
634+42		HWY. 67 RT.				1		
634+42	640+56	HWY. 67 RT.	1					
641+42	644+70	HWY. 67 RT.	1					
644+70		HWY. 67 RT.				1		
644+70	644+70	HWY. 67 RT.	1					
644+70		HWY. 67 RT.						1
646+38		HWY. 67 LT.				1		
646+38	646+38	HWY. 67 LT.	1					
646+38		HWY. 67 LT.				1		
646+38	646+38	HWY. 67 LT.	1					
646+38		HWY. 67 LT.				1		
646+38	646+38	HWY. 67 LT.	1					
646+38	650+38	HWY. 67 LT.	1					
650+38		HWY. 67 LT.				1		
650+38	650+38	HWY. 67 LT.	1					
650+38		HWY. 67 LT				1		
650+38	650+38	HWY. 67 LT.	1					
650+38		HWY. 67 LT.				1		
650+38	650+38	HWY. 67 LT.	1					
650+38	653+82	HWY. 67 LT.	1					
653+82		HWY. 67 LT.				1		
653+82	653+82	HWY. 67 LT.	1					
653+82		HWY. 67 LT.				1		
653+82	653+82	HWY. 67 LT.	1					
653+82		HWY. 67 LT.				1		
653+82	653+83	HWY. 67 LT.	1					
653+82	655+36	HWY. 67 LT.	1					
655+36		HWY. 67 LT.				1		
655+36	658+97	HWY. 67 LT.	1					
658+97		HWY. 67 LT. = JOHN HARDEN DR. STA. 166+99 RT.				1		
166+99	166+66	JOHN HARDEN DR. RT. & LT.	1					
166+66		JOHN HARDEN DR. LT.				1		
166+66	166+59	JOHN HARDEN DR. LT.	1					
658+97	660+40	HWY. 67 LT. & RT.	1					
660+40		HWY. 67 RT. = T.P. WHITE DR. STA. 169+55 LT.				1		
157+63		T.P. WHITE DR. RT.				1		
157+63	157+71	T.P. WHITE DR. RT.	1					
13+02	13+05	N. BAILEY BLVD. LT. & RT.	1					
13+05		N. BAILEY BLVD. RT.				1		
647+39		HWY. 67 RT.				1		
647+39	652+28	HWY. 67 RT.	1					
652+28		HWY. 67 RT.				1		
652+28	652+86	HWY. 67 RT.	1					
652+86		HWY. 67 RT.				1		
652+86	652+87	HWY. 67 RT.	1					
652+87		HWY. 67 RT.				1		
652+86	657+37	HWY. 67 RT.	1					
657+37		HWY. 67 RT.				1		
657+37	660+40	HWY. 67 RT.	1					
169+55	169+38	T.P. WHITE DR. RT.	1					
169+38		T.P. WHITE DR. RT.				1		
169+55	171+53	T.P. WHITE DR. RT.	1					
171+53		T.P. WHITE DR. RT. = GREGORY ST. STA. 811+47 LT.				1		
171+53	171+78	T.P. WHITE DR.RT	1					
171+78		T.P. WHITE DR. RT.				1		
171+78	171+77	T.P. WHITE DR. RT.	1					
811+47	811+33	GREGORY ST. LT.	1					
811+47	812+11	GREGORY ST. LT.	1					
812+11		GREGORY ST. LT.				1		
812+11	812+85	GREGORY ST. LT.	1					
812+85		GREGORY ST. LT.				1		
812+85	812+98	GREGORY ST. LT.	1					
SUBTOTALS (BOX 2 OF 4):			**44**		**2**	**31**		**1**

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

SADonaldson 5/11/2022 8:22:08 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	430	1104
				(2)		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 8/24/2022

REMOVAL AND DISPOSAL OF DRAINAGE STRUCTURES (BOX 3 OF 4)

STATION	STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS	FLARED END SECTIONS	SAFETY END SECTIONS
			EACH	EACH	EACH	EACH	EACH	EACH
166+46		T.P. WHITE DR. RT.				1		
166+46	167+19	T.P. WHITE DR. RT.	1					
167+19		T.P. WHITE DR. RT.				1		
167+19	169+49	T.P. WHITE DR. RT.	1					
169+49		T.P. WHITE DR. RT.				1		
169+49	170+82	T.P. WHITE DR. RT.	1					
170+11		T.P. WHITE DR. RT.	1			1		
661+16		HWY. 67 LT.						1
661+16	661+34	HWY. 67 LT.	1					
661+34		HWY. 67 LT.			1			
661+34	661+38	HWY. 67 LT.	1					
169+36	169+42	JOHN HARDEN DR. LT.	1					
169+42		JOHN HARDEN DR. LT.				1		
169+42	169+43	JOHN HARDEN DR. LT.	1					
171+42	171+42	JOHN HARDEN DR. LT.	1					
171+42		JOHN HARDEN DR. LT.				1		
171+42	171+37	JOHN HARDEN DR. LT. & RT.	1					
171+37		JOHN HARDEN DR. RT. = HWY. 67 STA. 663+35 LT.				1		
663+35	667+35	HWY. 67 LT.	1					
667+35		HWY. 67 LT. = JOHN HARDEN DR. STA. 175+36				1		
175+36	175+40	JOHN HARDEN DR. RT. & LT.	1					
175+40		JOHN HARDEN DR. LT.				1		
175+40	174+50	JOHN HARDEN DR. LT.	1					
174+50		JOHN HARDEN DR. LT.				1		
174+50	173+73	JOHN HARDEN DR. LT.	1					
173+73		JOHN HARDEN DR. LT.				1		
667+35	669+23	HWY. 67 LT.	1					
669+23		HWY. 67 LT.				1		
669+23	671+31	HWY. 67 LT.	1					
671+31		HWY. 67 LT.				1		
671+31	671+30	HWY. 67 LT.	1					
671+30		HWY. 67 LT. = JOHN HARDEN STA. 179+32 LT.				1		
179+32	179+34	JOHN HARDEN DR. LT.	1					
179+34		JOHN HARDEN DR. LT.				1		
179+33	176+64	JOHN HARDEN DR. LT.	1					
176+64		JOHN HARDEN DR. LT.				1		
671+31	675+94	HWY. 67 LT.	1					
675+94		HWY. 67 LT.				1		
183+94	184+25	JOHN HARDIN DR. LT.	1					
184+25		JOHN HARDIN DR. LT.			1			
675+94	679+09	HWY. 67 LT.	1					
679+09		HWY. 67 LT.						1
184+46		JOHN HARDIN DR. LT.				1		
666+90		HWY. 67 RT.				1		
666+90	668+86	HWY. 67 RT.	1					
668+86		HWY. 67 RT.				1		
668+86	672+33	HWY. 67 RT.	1					
672+33		HWY. 67 RT.				1		
672+33	675+30	HWY. 67 RT.	1					
674+79	676+95	HWY. 67 LT. & RT.		1				
675+30		HWY. 67 RT.				1		
675+41		HWY. 67 RT.				1		
675+30	677+02	HWY. 67 RT.	1					
677+02		HWY. 67 RT.				1		
677+02	679+98	HWY. 67 RT.	1					
679+98		HWY. 67 RT.				1		
679+98	680+46	HWY. 67 RT.	1					
184+52		JOHN HARDIN DR. LT.			1			
184+52	185+94	JOHN HARDIN DR. LT.	1					
185+94		JOHN HARDIN DR. LT.				1		
185+94	187+48	JOHN HARDIN DR. LT.	1					
187+48	187+37	JOHN HARDIN DR. LT.	1					
685+46	686+29	HWY. 67 LT.	1					
685+40	686+28	HWY. 67 RT.	1					
685+41		HWY. 67 RT.				1		
694+36		HWY. 67 RT.				1		
694+36	694+37	HWY. 67 RT. & LT.	1					
699+56		HWY. 67 RT.				1		
699+56	699+58	HWY. 67 RT. & LT.	1					
803+61	803+88	GREGORY ST. RT.	1					
803+88		GREGORY ST. RT.				1		
803+88	804+51	GREGORY ST. RT.	1					
803+88	803+91	GREGORY ST. RT. & LT.	1					
803+91		GREGORY ST. LT.			1			
803+91	803+95	GREGORY ST. LT.	1					
803+91	803+40	GREGORY ST. LT.	1					
SUBTOTALS (BOX 3 OF 4):			**40**	**1**	**4**	**30**		**2**

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

REMOVAL AND DISPOSAL OF DRAINAGE STRUCTURES (BOX 4 OF 4)

STATION	STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS	FLARED END SECTIONS	SAFETY END SECTIONS
			EACH	EACH	EACH	EACH	EACH	EACH
16+81		N. BAILEY BLVD. CONN. LT.			1			
16+81	19+49	N. BAILEY BLVD. CONN. LT. & RT.	1					
19+49		N. BAILEY BLVD. CONN. RT.				1		
19+49	19+53	N. BAILEY BLVD. CONN. RT. & LT.	1					
19+53		N. BAILEY BLVD. CONN. LT.				1		
19+53	21+62	N. BAILEY BLVD. CONN. LT.	1					
21+62		N. BAILEY BLVD. CONN. LT.				1		
21+62	21+61	N. BAILEY BLVD. CONN. LT. & RT.	1					
21+61		N. BAILEY BLVD. CONN. RT.				1		
21+62	23+58	N. BAILEY BLVD. CONN. LT.	1					
23+58		N. BAILEY BLVD. CONN. LT. = JOHN HARDEN DR. STA. 175+94				1		
23+58	23+58	N. BAILEY BLVD. CONN LT. & RT.	1					
23+58		N. BAILEY BLVD. CONN. RT.				1		
175+94	176+64	JOHN HARDEN DR. LT.	1					
314+18	315+40	HWY. 161 (N. 1ST. ST.) RT.	1					
315+40		HWY. 161 (N. 1ST. ST.) RT.				1		
314+60	315+37	HWY. 161 (N. 1ST. ST.) LT.	1					
315+37		HWY. 161 (N. 1ST. ST.) LT.				1		
315+37	316+22	HWY. 161 (N. 1ST. ST.) LT.	1					
316+22		HWY. 161 (N. 1ST. ST.) LT.				1		
316+22	317+24	HWY. 161 (N. 1ST. ST.) LT.	1					
317+24		HWY. 161 (N. 1ST. ST.) LT.				1		
317+24	317+74	HWY. 161 (N. 1ST. ST.) LT.	1					
317+21		HWY. 161 (N. 1ST. ST.) RT.				1		
197+12	199+94	N. 1ST. ST. RT.	1					
199+94		N. 1ST. ST. RT. = T.P. WHITE DR. STA. 199+94 RT				1		
199+94	203+47	T.P. WHITE DR. RT.	1					
203+47		T.P. WHITE DR. RT.				1		
203+47	206+21	T.P. WHITE DR. RT.	1					
206+21		T.P. WHITE DR. RT.				1		
206+21	207+27	T.P. WHITE DR. RT.	1					
207+27		T.P. WHITE DR. RT.				1		
35+20		JOHN HARDEN DR. LT.					1	
39+07		JOHN HARDEN DR. LT.				1		
39+07	39+07	JOHN HARDEN DR. LT. & RT.	1					
39+07		JOHN HARDEN DR. RT.				1		
39+07	39+01	JOHN HARDEN DR. RT.	1					
39+01		JOHN HARDEN DR. RT.						1
701+11	701+14	VANDENBERG BLVD. RAMP 4 LT. & RT.	1					
110+39	111+45	VANDENBERG BLVD. LT.	1					
112+87		VANDENBERG BLVD. LT.					1	
SUBTOTALS (BOX 4 OF 4):			**20**		**1**	**17**	**2**	**1**
SUBTOTALS (BOX 1 OF 4):			**60**	**1**		**23**		**1**
SUBTOTALS (BOX 2 OF 4):			**44**		**2**	**31**		**1**
SUBTOTALS (BOX 3 OF 4):			**40**	**1**	**4**	**30**		**2**
TOTALS:			**164**	**2**	**7**	**101**	**2**	**5**

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

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	431	1104
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
217+56.00	219+54.66	JOHN HARDEN DR. (N. 1ST ST.)	13.00	286.95
201+50.00	204+51.85	JAMES ST.	44.25	1484.10
13+73.77	18+89.10	N.J.P. WRIGHT LOOP	45.50	2605.28
TOTAL:				**4376.33**

NOTE: AVERAGE MILLING DEPTH 1".

STOCKPILE LOCATION: 1400 MARSHALL RD., JACKSONVILLE, AR
GPS COORDINATES: 34°52'54.17" N 92°07'33.32" W

ACHM PATCHING OF EXISTING ROADWAY

	DESCRIPTION	TON
*	ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	250
	TOTAL:	**250**

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

FLOWABLE SELECT MATERIAL

STATION	LOCATION	CU. YD.
111+45	VANDENBERG BLVD. LT	7
112+87	VANDENBERG BLVD. LT	1
39+07	JOHN HARDEN DR. LT.	5
39+07	JOHN HARDEN DR. LT.	3
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER		100
TOTAL:		**116**

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	500	1000
DIRECTED BY THE ENGINEER		
TOTALS:	**500**	**1000**

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	1000
ENGINEER	
TOTAL:	**1000**

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

CRASH CUSHION

STATION	LOCATION	CRASH CUSHION
		EACH
604+39	L.M.L. - LT.	1
609+66	R.M.L. - RT.	1
618+23	L.M.L. - LT.	1
621+65	R.M.L. - RT.	1
651+27	L.M.L. - LT.	1
652+31	R.M.L. - RT.	1
668+41	L.M.L. - LT.	1
670+96	R.M.L. - RT.	1
712+31	L.M.L. - LT.	1
TOTAL:		**9**

PCCP PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	* REM. & DISP. CONC. PVMT. FOR PATCHING	* P.C.C.P. PATCHING (9" U.T.)
	SQ. YD.	SQ. YD.
ENTIRE PROJECT - TO BE USED IF AND WHERE	1000	1000
DIRECTED BY THE ENGINEER		
TOTALS:	**1000**	**1000**

NOTE: IN ACCORDANCE WITH SECTION 501.08 OF THE STANDARD SPECIFICATIONS, HIGH EARLY STRENGTH CONCRETE PAVEMENT SHALL BE USED FOR P.C.C.P. PATCHING (9" U.T.) TO REDUCE THE AMOUNT OF TIME NEEDED FOR LANE CLOSURES.

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

SHORING

LOCATION/DESCRIPTION	SHORING
	LUMP SUM
SITE NO. 3	1.00
SITE NO. 4	1.00
SITE NO. 5	1.00

REFER TO "SHORING" SPECIAL PROVISION.

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE SPECIAL 1)	APPROACH SLAB (TYPE SPECIAL 1)	APPROACH SLAB (TYPE SPECIAL 2)	APPROACH SLAB (TYPE SPECIAL 3)	APPROACH SLAB (TYPE SPECIAL 4)	APPROACH SLAB (TYPE SPECIAL 5)	APPROACH SLAB (TYPE C2)	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	POUND	TON
684+20.61	684+57.11	HWY. 67 - LT.	25.90						73.75	13348	51.10
684+20.59	684+57.09	HWY. 67 - RT.	25.90						73.75	13348	51.10
686+68.68	687+05.18	HWY. 67 - LT.	25.90						73.75	13348	51.10
686+68.69	687+05.19	HWY. 67 - RT.	25.90						73.75	13348	51.10
206+36.42	207+02.27	JAMES ST. - LT.		96.55						11878	92.19
206+80.77	207+38.19	JAMES ST. - RT.			83.20					10288	80.39
208+84.00	209+49.85	JAMES ST. - LT.				105.50				12927	92.19
209+13.35	209+86.27	JAMES ST. - RT.					114.27			14273	102.09
806+92.46	807+45.34	GREGORY ST.						71.34		10156	74.03
810+18.82	810+71.70	GREGORY ST.						71.34		10156	74.03
TOTALS:			**103.60**	**96.55**	**83.20**	**105.50**	**114.27**	**142.68**	**295.00**	**123070**	**719.32**

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	432	1104
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

RETAINING WALLS (CAST-IN-PLACE)

STATION	STATION	LOCATION	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY
			CU.YDS.	POUNDS	CU.YDS.
19+60	23+25	N. BAILEY BLVD. - RT.	178.40	21644	652
TOTALS:			**178.40**	**21644**	**652**

RETAINING WALLS

LOCATION	STONE BACKFILL	UNCLASSIFIED EXCAVATION	AGGREGATE BASE COURSE (CLASS 7)	CONCRETE DITCH PAVING (TYPE B)	SELECT GRANULAR BACKFILL	RETAINING WALL	SOIL NAIL WALL	AGGREGATE PIER	WOVEN GEOTEXTILE FABRIC
	TON	CU. YD.	TONS	SQ. YD.	CU. YD.	SQ. FT.	SQ. FT.	SQ. YD.	SQ. YD.
WALL NO. 1	1560	2262	412		6221	5913			
WALL NO. 2		8472		267	15499	10035			
WALL NO. 3		2545		119	9084	4209		505	
WALL NO. 4							7370		
WALL NO. 5		2700		53	14230	11422		1084	
WALL NO. 6		1095	376	59	11995	8099		897	1652
WALL NO. 7	116	4452	31		9280	5868		571	
WALL NO. 8	58	4893	28		10512	6479		613	
TOTALS:	**1734**	**26419**	**847**	**498**	**76821**	**52025**	**7370**	**3670**	**1652**

TEMPORARY RETAINING WALLS

LOCATION	SELECT GRANULAR BACKFILL	TEMPORARY RETAINING WALL	STONE BACKFILL	AGGREGATE BASE COURSE (CLASS 7)
	CU. YD.	SQ. FT.	TON	TON
WALL NO. 1	158	1810	59	16
WALL NO. 2	336	2677	54	14
WALL NO. 3	46	807	42	11
WALL NO. 4	85	1079	42	11
TOTALS:	**625**	**6373**	**197**	**52**

CONCRETE DITCH PAVING

	STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
				LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
*	118+43.00	121+92.00	T.P. WHITE DR. LT.	349.00	VAR.	257.19	2.22	0.03
*	127+02.00	127+65.00	T.P. WHITE DR. LT.	63.00	VAR.	52.32	2.22	0.03
*	130+41.00	131+34.00	T.P. WHITE DR. LT.	93.00	VAR.	53.34	2.22	0.03
	144+00.00	146+00.00	T.P. WHITE DR. RT.	200.00	6.00	133.33	88.89	1.12
*	161+47.00	164+91.00	T.P. WHITE DR. LT.	344.00	VAR.	254.28	2.22	0.03
*	177+44.00	177+97.00	T.P. WHITE DR. LT.	53.00	VAR.	43.81	2.22	0.03
*	180+12.00	181+40.00	T.P. WHITE DR. LT.	128.00	VAR.	73.20	2.22	0.03
*	110+35.00	114+92.00	JOHN HARDEN DR. RT.	457.00	VAR.	265.62	1.41	0.02
*	118+44.00	126+17.00	JOHN HARDEN DR. RT.	773.00	VAR.	514.79	2.22	0.03
*	129+43.00	131+23.00	JOHN HARDEN DR. RT.	180.00	VAR.	134.36	2.56	0.03
	160+50.00	161+20.00	JOHN HARDEN DR. LT.	70.00	5.00	38.89	31.11	0.39
	161+90.00	162+11.00	JOHN HARDEN DR. LT.	21.00	6.00	14.00	9.33	0.12
*	165+12.00	169+00.00	JOHN HARDEN DR. RT.	388.00	VAR.	294.22	4.04	0.05
*	175+15.00	176+43.00	JOHN HARDEN DR. RT.	128.00	VAR.	73.24	2.04	0.03
*	178+54.00	179+37.00	JOHN HARDEN DR. RT.	83.00	VAR.	60.74	2.26	0.03
*	31+85.00	44+16.00	JOHN HARDEN DR. RT.	1231.00	VAR.	596.37	4.44	0.06
	194+63.00	194+76.00	JOHN HARDEN DR. LT.	13.00	8.80	12.71	5.78	0.07
	194+76.00	198+00.00	JOHN HARDEN DR. LT.	356.00	6.00	237.33	158.22	1.99
	800+58.00	801+27.00	GREGORY ST. LT.	70.00	6.00	46.67	31.11	0.39
	801+54.00	803+15.00	GREGORY ST. LT.	170.00	6.00	113.33	75.56	0.95
	12+30.00	14+70.00	TURNAROUND RT.	271.00	6.00	180.67	120.44	1.52
	215+50.00	216+00.00	N. 1ST ST. LT.	50.00	6.00	33.33	22.22	0.28
TOTALS:						**3483.74**	**574.95**	**7.26**

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

* NOTE: TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
REFER TO CONCRETE CAP DETAIL IN SPECIAL DETAILS.

EROSION CONTROL MATTING

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
634+50.00	642+50.00	HWY. 67 LT	800.00	711.11
654+50.00	655+50.00	HWY. 67 LT	100.00	88.89
679+80.00	684+74.00	HWY. 67 RT.	494.00	439.11
106+00.00	108+08.00	T.P. WHITE DR. RT.	208.00	184.89
142+86.00	145+00.00	T.P. WHITE DR. RT.	214.00	190.22
165+00.00	177+00.00	T.P. WHITE DR. LT.	1200.00	1066.67
187+00.00	190+98.00	T.P. WHITE DR. RT.	398.00	353.78
154+10.00	154+52.00	JOHN HARDEN DR. LT.	42.00	37.33
156+70.00	157+60.00	JOHN HARDEN DR. LT.	90.00	80.00
158+65.00	159+68.00	JOHN HARDEN DR. LT.	103.00	91.56
162+14.00	162+35.00	JOHN HARDEN DR. LT.	21.00	18.67
191+15.00	193+08.00	JOHN HARDEN DR. LT.	193.00	171.56
800+24.00	801+18.00	GREGORY ST. RT.	94.00	83.56
801+64.00	803+62.00	GREGORY ST. RT.	198.00	176.00
806+30.00	806+90.00	GREGORY ST. RT.	60.00	53.33
10+70.00	12+40.00	N. BAILEY BLVD. CONN. LT.	170.00	151.11
13+08.00	13+77.00	N. BAILEY BLVD. CONN. RT.	69.00	61.33
14+14.00	15+00.00	N. BAILEY BLVD. CONN. RT.	86.00	76.44
15+50.00	16+00.00	N. BAILEY BLVD. CONN. RT.	50.00	44.44
18+00.00	19+05.00	N. BAILEY BLVD. CONN. RT.	105.00	93.33
* 108+65.00	111+92.00	VANDENBERG BLVD. LT.	327.00	436.00
10+00.00	10+63.00	TURNAROUND RT.	63.00	56.00
10+30.00	12+92.00	N.J.P. WRIGHT LOOP RD. RT.	313.00	278.22
198+00.00	200+00.00	JOHN HARDEN DR. LT.	200.00	177.78
201+19.00	204+38.00	JOHN HARDEN DR. LT.	319.00	283.56
205+00.00	211+02.00	JOHN HARDEN DR. LT.	602.00	535.11
211+02.00	212+42.00	N. 1ST ST. LT.	140.00	124.44
212+90.00	213+58.00	N. 1ST ST. LT.	68.00	60.44
214+15.00	214+82.00	N. 1ST ST. LT.	67.00	59.56
216+00.00	217+17.00	N. 1ST ST. LT.	117.00	104.00
217+76.00	219+24.00	N. 1ST ST. LT.	148.00	131.56
31+36.00	32+00.00	JOHN HARDEN DR. LT.	64.00	56.89
32+65.00	32+95.00	JOHN HARDEN DR. LT.	30.00	26.67
33+60.00	35+06.00	JOHN HARDEN DR. LT.	146.00	129.78
TOTAL:				**6633.34**

NOTE: AVERAGE WIDTH = 8'-0"
* 4' FLAT BOTTOM DITCH

TEMPORARY CULVERTS

LOCATION/DESCRIPTION	18"	24"	36"
	LIN. FT.		
* ENTIRE PROJECT	250	300	100
TOTALS:	**250**	**300**	**100**

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

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	433	1104
				(2)		QUANTITIES		

STRUCTURES (BOX 1 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	54"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	EXT. 4'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
			LIN. FT.																				EACH						EACH								SQ.YD.	M.GAL.	
A01	100+54	JOHN HARDEN DR. LT.																												1								FPC-9
A02	100+34	JOHN HARDEN DR. LT.	21																												1							FPC-9E, FPC-9M, PCC-1
A03	101+00	JOHN HARDEN DR. LT.	74																												1							FPC-9E, FPC-9M, PCC-1
A04	102+00	JOHN HARDEN DR. LT.	96																												1							FPC-9E, FPC-9M, PCC-1
A05	103+00	JOHN HARDEN DR. LT.	89																												1							FPC-9E, FPC-9M, PCC-1
A06	103+80	JOHN HARDEN DR. LT.	70																												1							FPC-9E, FPC-9M, PCC-1
A10	100+55	JOHN HARDEN DR. LT.																														1						FPC-9D, PCC-1
A02S	100+22	JOHN HARDEN DR. LT.	28																												1				2			FPC-9E, FPC-9M, PCC-1
A03S	101+03	JOHN HARDEN DR. LT.	8																											1								FPC-9, PCC-1
B01	105+50	JOHN HARDEN DR. LT.	13																				1								1					5	0.06	FES-1, FEC-2, FPC-9E, FPC-9M, PCC-1
B02	106+34	JOHN HARDEN DR. LT.	80																												1				1			FPC-9E, FPC-9M, PCC-1
C01	116+04	JOHN HARDEN DR. LT.					7																			1					1					23	0.29	FES-1, FEC-2, FPC-9E, FPC-9M, PCC-1
C02	608+10	HWY. 67 LT.													34																		1					FPC-9S, PCC-1
C03	608+10	HWY. 67 RT.													136																		1					FPC-9S, PCC-1
C04	116+86	T.P. WHITE DR. RT.													25														1									FPC-9E, PCC-1
C03S	609+10	HWY. 67 RT.	96																														1					FPC-9S, PCC-1
C10	114+64	JOHN HARDEN DR. LT.	135																												1							FPC-9E, FPC-9M, PCC-1
C11	114+00	JOHN HARDEN DR. LT.	60																												1							FPC-9E, FPC-9M, PCC-1
C12	113+13	JOHN HARDEN DR. LT.	83																												1				2			FPC-9E, FPC-9M, PCC-1
C13	112+40	JOHN HARDEN DR. LT.									69																				1							FPC-9E, FPC-9M, PCC-1
C14	111+40	JOHN HARDEN DR. LT.	96																												1				1			FPC-9E, FPC-9M, PCC-1
C15	109+80	JOHN HARDEN DR. LT.									156																				1				1			FPC-9E, FPC-9M, PCC-1
C20	607+00	HWY. 67 LT.		106																											1				1			FPC-9E, FPC-9M, PCC-1
C21	606+12	HWY. 67 LT.		84																											1				2			FPC-9E, FPC-9M, PCC-1
C22	605+50	HWY. 67 LT.		58																											1				1			FPC-9E, FPC-9M, PCC-1
C23	604+90	HWY. 67 LT.	56																												1				1			FPC-9E, FPC-9M, PCC-1
C24	604+39	HWY. 67 LT.	47																												1				1			FPC-9E, FPC-9M, PCC-1
C25	604+25	HWY. 67 LT.	27																														1					FPC-9S, PCC-1
C26	604+00	HWY. 67 LT.	22																														1					FPC-9S, PCC-1
C27	603+75	HWY. 67 LT.	22																														1					FPC-9S, PCC-1
C28	603+00	HWY. 67 LT.	72																														1					FPC-9S, PCC-1
C30	609+00	HWY. 67 LT.	86																														1					FPC-9S, PCC-1
C31	610+00	HWY. 67 LT.	97																														1					FPC-9S, PCC-1
C40	607+30	HWY. 67 RT.		76																													1					FPC-9S, PCC-1
C41	606+95	HWY. 67 RT.		32																													1					FPC-9S, PCC-1
C42	606+60	HWY. 67 RT.		32																													1					FPC-9S, PCC-1
C43	606+26	HWY. 67 RT.		32																													1					FPC-9S, PCC-1
C44	605+80	HWY. 67 RT.		42																													1					FPC-9S, PCC-1
C45	605+00	HWY. 67 RT.	77																														1					FPC-9S, PCC-1
C46	603+00	HWY. 67 RT.	197																														1					FPC-9S, PCC-1
C47	601+21	HWY. 67 RT.	176																													1						FPC-9D, PCC-1
C44S	605+80	HWY. 67 RT.	3																													1						FPC-9D, PCC-1
C50	116+12	T.P. WHITE DR. RT.			69																										1				1			FPC-9E, FPC-9M, PCC-1
C51	115+50	T.P. WHITE DR. RT.			57																										1				2			FPC-9E, FPC-9M, PCC-1
C52	114+74	T.P. WHITE DR. RT.											71																		1				1			FPC-9E, FPC-9M, PCC-1
C53	114+30	T.P. WHITE DR. RT.			39																										1				1			FPC-9E, FPC-9M, PCC-1
C54	113+20	T.P. WHITE DR. RT.										106																			1				1			FPC-9E, FPC-9M, PCC-1
C55	112+00	T.P. WHITE DR. RT.										116																			1							FPC-9E, FPC-9M, PCC-1
C56	110+80	T.P. WHITE DR. RT.		116																											1				1			FPC-9E, FPC-9M, PCC-1
C57	109+36	T.P. WHITE DR. RT.	140																												1							FPC-9E, FPC-9M, PCC-1
C58	108+08	T.P. WHITE DR. RT.	124																												1							FPC-9E, FPC-9M, PCC-1
C55S	112+00	T.P. WHITE DR. RT.	5																											1								FPC-9, PCC-1
C57S	109+36	T.P. WHITE DR. RT.	5																											1								FPC-9, PCC-1
C58S1	108+08	T.P. WHITE DR. RT.	7																											1								FPC-9, PCC-1
C58S2	107+60	T.P. WHITE DR. RT.	46																											1								FPC-9, PCC-1
C60	117+20	T.P. WHITE DR. RT.	30																												1							FPC-9E, FPC-9M, PCC-1
C61	118+46	T.P. WHITE DR. RT.	122																												1							FPC-9E, FPC-9M, PCC-1
C62	119+26	T.P. WHITE DR. RT.	76																												1							FPC-9E, FPC-9M, PCC-1
C63	120+10	T.P. WHITE DR. RT.	80																												1							FPC-9E, FPC-9M, PCC-1
C64	120+75	T.P. WHITE DR. RT.	61																												1							FPC-9E, FPC-9M, PCC-1
C62S	119+26	T.P. WHITE DR. RT.	7																													1						FPC-9D, PCC-1
SUBTOTALS (BOX 1 OF 7):			**2534**	**578**	**165**		**7**				**225**	**222**	**71**		**195**								**1**			**1**			**1**	**6**	**34**	**4**	**16**	**20**		**28**	**0.35**	

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	434	1104
				(2)		QUANTITIES		

STRUCTURES (BOX 2 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	54"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	EXT. 4'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
			LIN. FT.																				EACH						EACH									
																																				SQ.YD.	M.GAL.	
D01	117+98	JOHN HARDEN DR. LT.									91																		1									FPC-9E, FPC-9M, PCC-1
D02	116+90	JOHN HARDEN DR. LT.									104																		1									FPC-9E, FPC-9M, PCC-1
D10	119+20	JOHN HARDEN DR. LT.					32																						1				1					FPC-9E, FPC-9M, PCC-1
D11	120+15	JOHN HARDEN DR. LT.					89																						1				1					FPC-9E, FPC-9M, PCC-1
D12	120+80	JOHN HARDEN DR. LT.													160														1				1					FPC-9E, FPC-9M, PCC-1
D13	124+15	JOHN HARDEN DR. LT.													230														1				1					FPC-9E, FPC-9M, PCC-1
D14	127+07	JOHN HARDEN DR. LT.					287																						1				1					FPC-9E, FPC-9M, PCC-1
D15	129+00	JOHN HARDEN DR. LT.													188														1				1					FPC-9E, FPC-9M, PCC-1
D16	130+50	JOHN HARDEN DR. LT.					145																							1								FPC-9E, PCC-1
D17	132+34	JOHN HARDEN DR. LT.											178																1									FPC-9E, FPC-9M, PCC-1
D18	133+30	JOHN HARDEN DR. LT.			91																								1				1					FPC-9E, FPC-9M, PCC-1
D19	136+00	JOHN HARDEN DR. LT.											258																		1								FPC-9D, PCC-1
D20	136+45	JOHN HARDEN DR. RT.	61																										1				1					FPC-9E, FPC-9M, PCC-1
D21	138+00	JOHN HARDEN DR. RT.	147																										1				1					FPC-9E, FPC-9M, PCC-1
D22	139+19	JOHN HARDEN DR. RT.	111																										1				1					FPC-9E, FPC-9M, PCC-1
D23	139+90	JOHN HARDEN DR. RT.									64																		1				1					FPC-9E, FPC-9M, PCC-1
D30	612+25	HWY. 67 LT.	35																													1						FPC-9S, PCC-1
D31	613+50	HWY. 67 LT.	122																													1						FPC-9S, PCC-1
D32	615+50	HWY. 67 LT.	197																													1						FPC-9S, PCC-1
D40	622+56	HWY. 67 LT.												43																		1						FPC-9S, PCC-1
D41	624+50	HWY. 67 LT.				190																										1						FPC-9S, PCC-1
D42	626+50	HWY. 67 LT.				197																										1						FPC-9S, PCC-1
D43	628+00	HWY. 67 LT.				147																										1						FPC-9S, PCC-1
D44	630+00	HWY. 67 LT.			197																											1						FPC-9S, PCC-1
D45	632+00	HWY. 67 LT.			197																											1						FPC-9S, PCC-1
D46	633+85	HWY. 67 LT.		182																												1						FPC-9S, PCC-1
D47	636+35	HWY. 67 LT.	245																													1						FPC-9S, PCC-1
D48	638+85	HWY. 67 LT.	245																													1						FPC-9S, PCC-1
D43S	628+00	HWY. 67 LT.	14																												1							FPC-9D, PCC-1
D45S	632+08	HWY. 67 LT.	13																												1							FPC-9D, PCC-1
D50	622+00	HWY. 67 LT.	53																													1						FPC-9S, PCC-1
D51	621+75	HWY. 67 LT.	22																													1						FPC-9S, PCC-1
D52	621+55	HWY. 67 LT.	17																													1						FPC-9S, PCC-1
D60	142+30	JOHN HARDEN DR. LT.	83																										1				2					FPC-9E, FPC-9M, PCC-1
D61	143+54	JOHN HARDEN DR. LT.	119																										1				1					FPC-9E, FPC-9M, PCC-1
D62	145+95	JOHN HARDEN DR. LT.									233																		1				1					FPC-9E, FPC-9M, PCC-1
D63	148+35	JOHN HARDEN DR. LT.	235																										1				1					FPC-9E, FPC-9M, PCC-1
D64	150+45	JOHN HARDEN DR. LT.																205											1									FPC-9E, FPC-9M, PCC-1
D60S	141+28	JOHN HARDEN DR. LT.	96																										1				1					FPC-9E, FPC-9M, PCC-1
D70	633+85	HWY. 67 RT.		55																												1						FPC-9S, PCC-1
D71	142+86	T.P. WHITE DR. RT.	94																										1				2					FPC-9E, FPC-9M, PCC-1
D72	143+36	T.P. WHITE DR. RT.	46																										1				1					FPC-9E, FPC-9M, PCC-1
D73	146+00	T.P. WHITE DR. RT.	260																										1				1					FPC-9E, FPC-9M, PCC-1
D71S1	142+20	T.P. WHITE DR. RT.	60																										1									FPC-9E, FPC-9M, PCC-1
D71S2	142+86	T.P. WHITE DR. RT.	15																											1								FPC-9, PCC-1
D80	634+10	HWY. 67 RT.	22																													1						FPC-9S, PCC-1
D81	635+35	HWY. 67 RT.	122																													1						FPC-9S, PCC-1
D82	636+35	HWY. 67 RT.	97																													1						FPC-9S, PCC-1
D83	638+85	HWY. 67 RT.	247																													1						FPC-9S, PCC-1
D90	611+80	HWY. 67 RT.	3																													1						FPC-9S, PCC-1
D91	610+05	HWY. 67 RT.	172																													1						FPC-9S, PCC-1
D92	609+80	HWY. 67 RT.	22																													1						FPC-9S, PCC-1
D100	612+50	HWY. 67 RT.	46																													1						FPC-9S, PCC-1
D101	613+80	HWY. 67 RT.	127																													1						FPC-9S, PCC-1
D102	615+70	HWY. 67 RT.	187																													1						FPC-9S, PCC-1
D110	121+70	T.P. WHITE DR. RT.							65																				1				1					FPC-9E, FPC-9M, PCC-1
D111	123+25	T.P. WHITE DR. RT.			150																								1				1					FPC-9E, FPC-9M, PCC-1
D112	125+25	T.P. WHITE DR. RT.			195																								1				1					FPC-9E, FPC-9M, PCC-1
D113	127+25	T.P. WHITE DR. RT.			195																								1				1					FPC-9E, FPC-9M, PCC-1
D114	128+40	T.P. WHITE DR. RT.			110																								1				1					FPC-9E, FPC-9M, PCC-1
D115	129+40	T.P. WHITE DR. RT.			95																								1				1					FPC-9E, FPC-9M, PCC-1
D116	130+00	T.P. WHITE DR. RT.			55																								1				1					FPC-9E, FPC-9M, PCC-1
D117	130+80	T.P. WHITE DR. RT.			75																									1				1				FPC-9E, PCC-1
D118	132+20	T.P. WHITE DR. RT.	136																										1				1					FPC-9E, FPC-9M, PCC-1
D119	134+00	T.P. WHITE DR. RT.	176																										1				1					FPC-9E, FPC-9M, PCC-1
D120	135+20	T.P. WHITE DR. RT.	117																											1								FPC-9, PCC-1
DJB110	136+15	T.P. WHITE DR. RT.	90																																1			FPC-9S, PCC-1
D121	137+13	T.P. WHITE DR. RT.									118																		1				1					FPC-9E, FPC-9M, PCC-1
D122	137+95	T.P. WHITE DR. RT.	75																										1				1					FPC-9E, FPC-9M, PCC-1
D123	139+00	T.P. WHITE DR. RT.	97																										1				2					FPC-9E, FPC-9M, PCC-1
D124	139+26	T.P. WHITE DR. RT.									47																		1									FPC-9E, FPC-9M, PCC-1
D125	139+75	T.P. WHITE DR. RT.									57																		1									FPC-9E, FPC-9M, PCC-1
D111S	123+25	T.P. WHITE DR. RT.	9																												1							FPC-9D, PCC-1
D118S	132+20	T.P. WHITE DR. RT.	6																												1							FPC-9D, PCC-1
DJB110S	137+15	T.P. WHITE DR. RT.	121																										1				1					FPC-9E, FPC-9M, PCC-1
SUBTOTALS (BOX 2 OF 7):			**4162**	**237**	**1360**	**534**	**553**		**65**		**714**		**436**	**43**	**578**			**205**											**2**	**2**	**39**	**5**	**26**	**36**	**1**			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	435	1104
				(2)	QUANTITIES			



DIGITALLY SIGNED 6/1/2022

STRUCTURES (BOX 3 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	54"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	EXT. 4'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
			LIN. FT.																				EACH						EACH							SQ.YD.	M.GAL.	
D130	622+00	HWY. 67 RT.										38																				1					FPC-9S, PCC-1
D131	622+25	HWY. 67 RT.		22																												1					FPC-9S, PCC-1
D132	622+50	HWY. 67 RT.		22																												1					FPC-9S, PCC-1
D133	624+50	HWY. 67 RT.		197																												1					FPC-9S, PCC-1
D134	626+50	HWY. 67 RT.	197																													1					FPC-9S, PCC-1
D135	628+00	HWY. 67 RT.	147																													1					FPC-9S, PCC-1
D136	630+00	HWY. 67 RT.	197																													1					FPC-9S, PCC-1
D137	631+00	HWY. 67 RT.	97																													1					FPC-9S, PCC-1
D133S	624+50	HWY. 67 RT.	2																												1						FPC-9D, PCC-1
D137S	631+00	HWY. 67 RT.	11																												1						FPC-9D, PCC-1
E01	211+37	JAMES ST. LT		79																			1								1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
EJB01	211+75	JAMES ST. RT.		134																			1											1	8	0.10	FES-1, FES-2, FPC-9, PCC-1
E01S	212+90	JAMES ST. LT	151																												1		1				FPC-9E, FPC-9M, PCC-1
E10	212+20	JAMES ST. RT.	50																												1						FPC-9E, FPC-9M, PCC-1
E11	213+60	JAMES ST. RT.	136																												1		1				FPC-9E, FPC-9M, PCC-1
F01	13+05	BAILEY BLVD. RT.																											1				1				FPC-9E
F02	13+05	BAILEY BLVD. LT.		51																										1							FPC-9, PCC-1
F01S	13+05	BAILEY BLVD. RT.	4																											1							FPC-9, PCC-1
F10	12+10	BAILEY BLVD. RT.		91																												1		1			FPC-9E, FPC-9M, PCC-1
F11	11+63	BAILEY BLVD. RT.		43																												1		2			FPC-9E, FPC-9M, PCC-1
F12	11+63	BAILEY BLVD. LT.									27																					1		2			FPC-9E, FPC-9M, PCC-1
F13	11+40	BAILEY BLVD. LT.	19																													1		1			FPC-9E, FPC-9M, PCC-1
G01	171+64	T.P. WHITE DR. RT.						7																			1		1					1	29	0.37	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
GJB01	169+70	T.P. WHITE DR. RT.						188																										1	1			FPC-9, PCC-1
G02	169+10	T.P. WHITE DR. RT.			55																											1		1			FPC-9E, FPC-9M, PCC-1
G03	167+10	T.P. WHITE DR. RT.											195																			1		1			FPC-9E, FPC-9M, PCC-1
G04	165+40	T.P. WHITE DR. RT.		165																												1		1			FPC-9E, FPC-9M, PCC-1
G05	164+32	T.P. WHITE DR. RT.		104																												1		1			FPC-9E, FPC-9M, PCC-1
G06	162+70	T.P. WHITE DR. RT.		158																												1		1			FPC-9E, FPC-9M, PCC-1
G07	161+20	T.P. WHITE DR. RT.		146																												1		1			FPC-9E, FPC-9M, PCC-1
G08	159+58	T.P. WHITE DR. RT.		158																												1		1			FPC-9E, FPC-9M, PCC-1
G09	157+49	T.P. WHITE DR. RT.										205																				1		1			FPC-9E, FPC-9M, PCC-1
G10	156+00	T.P. WHITE DR. RT.		145																												1		1			FPC-9E, FPC-9M, PCC-1
G11	155+00	T.P. WHITE DR. RT.	98																				1									1					FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
G12	153+24	T.P. WHITE DR. RT.	172																													1		1			FPC-9E, FPC-9M, PCC-1
G13	153+24	T.P. WHITE DR. RT.	9																														1				FPC-9, PCC-1
G14	152+32	T.P. WHITE DR. RT.									90																						1				FPC-9, PCC-1
GJB01S	169+70	T.P. WHITE DR. RT.	3																														1				FPC-9, PCC-1
G02S	169+10	T.P. WHITE DR. RT.	5																														1				FPC-9, PCC-1
G03S	167+10	T.P. WHITE DR. RT.	7																														1				FPC-9, PCC-1
G10S	156+00	T.P. WHITE DR. RT.	7																														1				FPC-9, PCC-1
G20	660+18	HWY. 67 RT.												52																		1					FPC-9D, PCC-1
G21	660+13	HWY. 67 RT.				7																											1				FPC-9S, PCC-1
G22	658+96	HWY. 67 LT.												164																			1				FPC-9S, PCC-1
G23	166+60	JOHN HARDEN DR. LT.												49																		1		1			FPC-9E, FPC-9M, PCC-1
G24	165+20	JOHN HARDEN DR. LT.			135																											1		1			FPC-9E, FPC-9M, PCC-1
G25	163+96	JOHN HARDEN DR. LT.		119																												1		1			FPC-9E, FPC-9M, PCC-1
G26	162+14	JOHN HARDEN DR. LT.										177																				1		1			FPC-9E, FPC-9M, PCC-1
G27	161+20	JOHN HARDEN DR. LT.		89																												1		1			FPC-9E, FPC-9M, PCC-1
GJB20	159+68	JOHN HARDEN DR. LT.		148																															1			FPC-9, PCC-1
GJB21	158+76	JOHN HARDEN DR. LT.		90																															1			FPC-9, PCC-1
G28	157+60	JOHN HARDEN DR. LT.		113																												1						FPC-9E, FPC-9M, PCC-1
G29	157+21	JOHN HARDEN DR. LT.		34																												1						FPC-9E, FPC-9M, PCC-1
G30	156+70	JOHN HARDEN DR. LT.		47																												1						FPC-9E, FPC-9M, PCC-1
G31	155+99	JOHN HARDEN DR. LT.		66																												1						FPC-9E, FPC-9M, PCC-1
G32	155+26	JOHN HARDEN DR. LT.	69																													1						FPC-9E, FPC-9M, PCC-1
G33	154+52	JOHN HARDEN DR. LT.									70																					1		1				FPC-9E, FPC-9M, PCC-1
G34	153+26	JOHN HARDEN DR. LT.	122																													1		1				FPC-9E, FPC-9M, PCC-1
G26S	162+14	JOHN HARDEN DR. LT.	5																														1				FPC-9, PCC-1
G27S	161+20	JOHN HARDEN DR. LT.	4																														1				FPC-9, PCC-1
GB20S1	159+68	JOHN HARDEN DR. LT.	6																														1				FPC-9, PCC-1
GJB20S2	159+68	JOHN HARDEN DR. LT.									16																			1								FPC-9E, PCC-1
GJB21S	158+76	JOHN HARDEN DR. RT.									16																			1								FPC-9E, PCC-1
G28S	157+60	JOHN HARDEN DR. LT.	4																														1				FPC-9, PCC-1
G30S	156+70	JOHN HARDEN DR. LT.	4																														1				FPC-9, PCC-1
G31S	155+99	JOHN HARDEN DR. LT.	4																														1				FPC-9, PCC-1
G32S	155+26	JOHN HARDEN DR. LT.	5																														1				FPC-9, PCC-1
G33S	154+52	JOHN HARDEN DR. LT.	5																														1				FPC-9, PCC-1
G34S	153+26	JOHN HARDEN DR. LT.	5																														1				FPC-9, PCC-1
G40	166+60	JOHN HARDEN DR. LT.		68																												1					FPC-9D, PCC-1
G50	162+66	T.P. WHITE DR. LT.									26																			1				1				FPC-9E, PCC-1
G51	161+36	T.P. WHITE DR. LT.	126																											1								FPC-9E, PCC-1
G52	160+71	T.P. WHITE DR. LT.	61																											1				1				FPC-9E, PCC-1
G53	159+36	T.P. WHITE DR. LT.	131																													1		1				FPC-9E, FPC-9M, PCC-1
G54	158+16	T.P. WHITE DR. LT.	10																														1					FPC-9D, PCC-1
GJB50	158+16	T.P. WHITE DR. LT.	117																																1			FPC-9, PCC-1
G55	157+56	T.P. WHITE DR. LT.	58																															1				FPC-9S, PCC-1
SUBTOTALS (BOX 3 OF 7):			**2048**	**2289**	**190**	**7**		**195**			**245**	**420**	**195**	**265**									**1**	**2**			**1**		**7**	**17**	**32**	**5**	**11**	**31**	**5**	**45**	**0.57**	

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	436	1104
				(2)		QUANTITIES		

STRUCTURES (BOX 4 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18" LIN. FT.	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	54"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18" EACH	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	EXT. 4'	JUNCT. BOXES (TYPE E) EACH	SOLID SODDING SQ.YD.	WATER M.GAL.	STD. DWG. NOS.
G60	657+50	HWY. 67 RT.	258																													1					FPC-9S, PCC-1
G61	655+80	HWY. 67 RT.	167																													1					FPC-9S, PCC-1
G62	654+20	HWY. 67 RT.	157																													1					FPC-9S, PCC-1
G70	657+50	HWY. 67 LT.		141																												1					FPC-9S, PCC-1
G71	656+50	HWY. 67 LT.		97																												1					FPC-9S, PCC-1
G72	655+80	HWY. 67 LT.		67																												1					FPC-9S, PCC-1
G73	654+20	HWY. 67 LT.		157																												1					FPC-9S, PCC-1
G74	652+50	HWY. 67 LT.		168																												1					FPC-9S, PCC-1
G75	651+24	HWY. 67 LT.		123																												1					FPC-9S, PCC-1
G76	14+00	GREGORY ST. RAMP 4 LT.	182																													1					FPC-9S, PCC-1
G71S	656+50	HWY. 67 LT.	3																												1						FPC-9D, PCC-1
G80	651+24	HWY. 67 LT.	26																													1					FPC-9S, PCC-1
G81	651+00	HWY. 67 LT.	21																													1					FPC-9S, PCC-1
G82	650+75	HWY. 67 LT.	22																													1					FPC-9S, PCC-1
G83	649+40	HWY. 67 LT.	132																													1					FPC-9S, PCC-1
G84	647+50	HWY. 67 LT.	187																													1					FPC-9S, PCC-1
G85	645+50	HWY. 67 LT.	197																													1					FPC-9S, PCC-1
G86	645+50	HWY. 67 RT.	55																													1					FPC-9S, PCC-1
G87	645+25	HWY. 67 RT.	22																													1					FPC-9S, PCC-1
G88	645+00	HWY. 67 RT.	22																													1					FPC-9S, PCC-1
G89	644+70	HWY. 67 RT.	27																													1					FPC-9S, PCC-1
G90	644+00	HWY. 67 RT.	67																													1					FPC-9S, PCC-1
G85S	645+50	HWY. 67 LT.	3																										1									FPC-9, PCC-1
H01	811+51	GREGORY ST. RT															111					1								1				35	0.44	FES-1, FES-2, FPC-9D, PCC-1
H02	811+07	GREGORY ST. RT						38																							1						FPC-9D, PCC-1
HJB01	810+85	GREGORY ST. RT.			18																													1				FPC-9, PCC-1
H03	169+40	T.P. WHITE DR. RT.		12	96																										1						FPC-9D, PCC-1
H10	813+00	GREGORY ST. RT.		145																											1						FPC-9D, PCC-1
H11	813+86	GREGORY ST. RT.	83																												1						FPC-9D, PCC-1
I01	814+40	GREGORY ST. LT.	36																			1								1			1		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
I02	814+40	GREGORY ST. RT.	32																											1			1				FPC-9E, FPC-9M, PCC-1
I03	815+60	GREGORY ST. RT.	118																										1								FPC-9, PCC-1
I01S	815+60	GREGORY ST. LT.	116																											1			1				FPC-9E, FPC-9M, PCC-1
I10	812+80	GREGORY ST. LT.	156																											1			1				FPC-9E, FPC-9M, PCC-1
I11	812+80	GREGORY ST. RT.									27																			1			1				FPC-9E, FPC-9M, PCC-1
J01	184+00	T.P. WHITE DR. RT.														5														1							FPC-9E, FPC-9M, PCC-1
J02	183+18	T.P. WHITE DR. RT.														76														1							FPC-9E, FPC-9M, PCC-1
J03	182+44	T.P. WHITE DR. RT.														68														1							FPC-9E, FPC-9M, PCC-1
J04	181+50	T.P. WHITE DR. RT.														89														1							FPC-9E, FPC-9M, PCC-1
J05	180+36	T.P. WHITE DR. RT.														108														1			1				FPC-9E, FPC-9M, PCC-1
J06	179+56	T.P. WHITE DR. RT.														74														1			1				FPC-9E, FPC-9M, PCC-1
J07	179+18	T.P. WHITE DR. RT.														32														1			1				FPC-9E, FPC-9M, PCC-1
J08	178+70	T.P. WHITE DR. RT.														42														1			1				FPC-9E, FPC-9M, PCC-1
J09	177+92	T.P. WHITE DR. RT.														73													1				1				FPC-9E, FPC-9M, PCC-1
J10	177+00	T.P. WHITE DR. RT.														87														1			1				FPC-9E, FPC-9M, PCC-1
J11	175+45	T.P. WHITE DR. RT.														150													1				1				FPC-9E, FPC-9M, PCC-1
J12	174+30	T.P. WHITE DR. RT.						110																						1							FPC-9E, FPC-9M, PCC-1
J13	173+30	T.P. WHITE DR. RT.						94																						1							FPC-9E, FPC-9M, PCC-1
J14	172+55	T.P. WHITE DR. RT.														70													1				1				FPC-9E, FPC-9M, PCC-1
J15	172+55	T.P. WHITE DR. RT.						16																							1						FPC-9E, FPC-9M, PCC-1
J16	172+55	T.P. WHITE DR. RT.				10																									1						FPC-9E, FPC-9M, PCC-1
J17	172+55	T.P. WHITE DR. RT.		10																											1						FPC-9E, FPC-9M, PCC-1
J11S	175+45	T.P. WHITE DR. RT.	9																												1						FPC-9D, PCC-1
J20	177+92	T.P. WHITE DR. RT.	10																										1								FPC-9, PCC-1
J21	177+27	T.P. WHITE DR. RT.	62																										1								FPC-9, PCC-1
J30	668+70	HWY. 67 RT.										46																				1					FPC-9S, PCC-1
J31	668+30	HWY. 67 RT.		37																												1					FPC-9S, PCC-1
J32	667+80	HWY. 67 RT.		47																											1						FPC-9D, PCC-1
J33	667+00	HWY. 67 RT.	77																													1					FPC-9S, PCC-1
J34	665+00	HWY. 67 RT.	197																													1					FPC-9S, PCC-1
J35	663+00	HWY. 67 RT.	197																													1					FPC-9S, PCC-1
J40	185+09	T.P. WHITE DR. RT.					57																						1								FPC-9E, PCC-1
J41	186+70	T.P. WHITE DR. RT.													161															1						FPC-9E, FPC-9M, PCC-1
J42	188+01	T.P. WHITE DR. RT.	2												123							1								1			2		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
J43	188+96	T.P. WHITE DR. RT.		41			88														1									1			1		8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
J44	10+04	TURNAROUND											201																	1			1				FPC-9E, FPC-9M, PCC-1
J45	198+52	T.P. WHITE DR. LT.			273																									1			1				FPC-9E, FPC-9M, PCC-1
J46	198+52	T.P;. WHITE DR. RT.											70																1				1				FPC-9E, PCC-1
J47	200+03	T.P. WHITE DR. RT.											147																1				1				FPC-9E, PCC-1
J48	201+50	T.P. WHITE DR. RT.		142																												1		1				FPC-9E, FPC-9M, PCC-1
J49	202+46	T.P. WHITE DR. RT.		92																												1		1				FPC-9E, FPC-9M, PCC-1
J50	203+46	T.P. WHITE DR. RT.		96																												1		1				FPC-9E, PCC-1
J51	204+50	T.P. WHITE DR. RT.	100																													1		1				FPC-9E, FPC-9M, PCC-1
J52	206+15	T.P. WHITE DR. RT.	159																													1		1				FPC-9E, FPC-9M, PCC-1
J53	207+24	T.P. WHITE DR. RT.	102																													1		1				FPC-9E, FPC-9M, PCC-1
J54	208+30	T.P. WHITE DR. RT.	98																													1						FPC-9E, FPC-9M, PCC-1
J55	208+99	T.P. WHITE DR. RT.	65																													1		1				FPC-9E, FPC-9M, PCC-1
J49S	202+46	T.P. WHITE DR. RT.	4																										1								FPC-9, PCC-1
J50S	203+50	T.P. WHITE DR. RT.		8																									1								FPC-9, PCC-1
J52S	206+15	T.P. WHITE DR. RT.	8																										1								FPC-9, PCC-1
J53S	207+24	T.P. WHITE DR. RT.	7																										1								FPC-9, PCC-1
SUBTOTALS (BOX 4 OF 7):			**3186**	**1383**	**387**	**10**	**145**	**258**			**27**	**46**	**418**		**284**	**380**	**494**					**111**	**2**	**1**				**1**	**7**	**8**	**28**	**11**	**26**	**27**	**1**	**53**	**0.66**	

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

SADonaldson 5/3/2022 8:39:09 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	437	1104
				(2)	QUANTITIES			

STRUCTURES (BOX 5 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	54"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	EXT. 4'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
			LIN. FT.																				EACH						EACH							SQ.YD.	M.GAL.	
J60	10+90	N.J.P. WRIGHT LOOP RD. RT.		40																										1			1				FPC-9E, FPC-9M, PCC-1
J61	11+65	N.J.P. WRIGHT LOOP RD. RT.		71																										1			2				FPC-9E, FPC-9M, PCC-1
J62	11+65	N.J.P. WRIGHT LOOP RD. LT.									63																			1			2				FPC-9E, FPC-9M, PCC-1
J63	12+18	N.J.P. WRIGHT LOOP RD. LT.	49																											1			1				FPC-9E, FPC-9M, PCC-1
J61S	12+18	N.J.P. WRIGHT LOOP RD. RT.	49																											1			1				FPC-9E, FPC-9M, PCC-1
J62S1	10+80	N.J.P. WRIGHT LOOP RD. LT.	83																											1			1				FPC-9E, FPC-9M, PCC-1
J62S2	11+65	N.J.P. WRIGHT LOOP RD. LT.	8																										1								FPC-9, PCC-1
J70	200+50	T.P. WHITE DR. LT.									193																			1			1				FPC-9E, FPC-9M, PCC-1
J71	201+80	T.P. WHITE DR. LT.									130																			1			1				FPC-9E, FPC-9M, PCC-1
J72	203+30	T.P. WHITE DR. LT.	146																											1			1				FPC-9E, FPC-9M, PCC-1
J80	675+00	HWY. 67 RT.		19																												1					FPC-9S, PCC-1
J81	673+00	HWY. 67 RT.		197																												1					FPC-9S, PCC-1
J82	672+35	HWY. 67 RT.	62																													1					FPC-9S, PCC-1
J83	672+00	HWY. 67 RT.	32																													1					FPC-9S, PCC-1
J84	671+65	HWY. 67 RT.	32																													1					FPC-9S, PCC-1
J85	671+30	HWY. 67 RT.	32																													1					FPC-9S, PCC-1
J90	675+85	HWY. 67 RT.	9																													1					FPC-9S, PCC-1
J91	677+71	HWY. 67 RT.	184																													1					FPC-9S, PCC-1
J92	679+71	HWY. 67 RT.	198																													1					FPC-9S, PCC-1
J93	681+71	HWY. 67 RT.	198																													1					FPC-9S, PCC-1
J100	675+85	HWY. 67 LT.				7																										1					FPC-9S, PCC-1
J101	675+00	HWY. 67 LT.				82																										1					FPC-9S, PCC-1
J102	673+00	HWY. 67 LT.				197																										1					FPC-9S, PCC-1
J103	672+00	HWY. 67 LT.				97																										1					FPC-9S, PCC-1
J104	671+40	HWY. 67 LT.				57																										1					FPC-9S, PCC-1
J105	670+80	HWY. 67 LT.				57																										1					FPC-9S, PCC-1
J106	668+30	HWY. 67 LT.												247																		1					FPC-9S, PCC-1
J107	668+00	HWY. 67 LT.				27																										1					FPC-9S, PCC-1
J108	667+70	HWY. 67 LT.				27																										1					FPC-9S, PCC-1
J109	667+00	HWY. 67 LT.	67																													1					FPC-9S, PCC-1
J110	665+00	HWY. 67 LT.	197																													1					FPC-9S, PCC-1
J111	663+00	HWY. 67 LT.	197																													1					FPC-9S, PCC-1
J112	661+00	HWY. 67 LT.	197																													1					FPC-9S, PCC-1
J120	175+50	JOHN HARDEN DR. LT.											62																	1			1				FPC-9E, FPC-9M, PCC-1
J121	175+20	JOHN HARDEN DR. LT.			26																									1			1				FPC-9E, FPC-9M, PCC-1
J122	174+70	JOHN HARDEN DR. LT.											46																	1			1				FPC-9E, FPC-9M, PCC-1
J123	173+00	JOHN HARDEN DR. LT.		165																										1			1				FPC-9E, FPC-9M, PCC-1
J124	171+42	JOHN HARDEN DR. LT.		154																										1			1				FPC-9E, FPC-9M, PCC-1
J125	169+64	JOHN HARDEN DR. LT.										174																		1			1				FPC-9E, FPC-9M, PCC-1
J126	168+52	JOHN HARDEN DR. LT.									108																			1			1				FPC-9E, FPC-9M, PCC-1
J127	167+50	JOHN HARDEN DR. LT.	98																										1				1				FPC-9E, FPC-9M, PCC-1
JJB130	174+70	JOHN HARDEN DR. LT.	3																															1			FPC-9, PCC-1
J130	174+39	JOHN HARDEN DR. LT.	28																											1			1				FPC-9E, FPC-9M, PCC-1
J131	173+87	JOHN HARDEN DR. LT.									48																			1			1				FPC-9E, FPC-9M, PCC-1
J124S	171+42	JOHN HARDEN DR. LT.	8																												1					FPC-9D, PCC-1
J125S	169+43	JOHN HARDEN DR. LT.	48																																		FPC-9, PCC-1
J126S	168+52	JOHN HARDEN DR. LT.	7																																		FPC-9, PCC-1
J140	678+00	HWY. 67 LT.	151																													1					FPC-9S, PCC-1
J141	680+00	HWY. 67 LT.	196																													1					FPC-9S, PCC-1
J142	681+25	HWY. 67 LT.	132																													1					FPC-9S, PCC-1
J143	681+50	HWY. 67 LT.	22																													1					FPC-9S, PCC-1
J144	681+75	HWY. 67 LT.	22																													1					FPC-9S, PCC-1
J145	682+00	HWY. 67 LT.	22																													1					FPC-9S, PCC-1
J146	683+00	HWY. 67 LT.	97																													1					FPC-9S, PCC-1
J147	684+00	HWY. 67 LT.	97																													1					FPC-9S, PCC-1
J150	183+80	JOHN HARDEN DR. LT.		7							44														1					1			1			8	0.10	FES-1, FES-2, FPC-9E, PCC-1
J151	182+84	JOHN HARDEN DR. LT.						91																						1			1				FPC-9E, FPC-9M, PCC-1
J152	182+02	JOHN HARDEN DR. LT.						76																						1			1				FPC-9E, FPC-9M, PCC-1
J153	180+46	JOHN HARDEN DR. LT.														150														1			2				FPC-9E, FPC-9M, PCC-1
J154	179+70	JOHN HARDEN DR. LT.						70																						1							FPC-9E, FPC-9M, PCC-1
J155	179+32	JOHN HARDEN DR. LT.	3					32																						1			1				FPC-9E, FPC-9M, PCC-1
J156	179+08	JOHN HARDEN DR. LT.						18																						1			1				FPC-9E, FPC-9M, PCC-1
J157	178+58	JOHN HARDEN DR. LT.						44																						1							FPC-9E, FPC-9M, PCC-1
J158	177+96	JOHN HARDEN DR. LT.						57																						1			1				FPC-9E, FPC-9M, PCC-1
J159	177+50	JOHN HARDEN DR. LT.						40																						1			1				FPC-9E, FPC-9M, PCC-1
J160	176+96	JOHN HARDEN DR. LT.						48																						1			1				FPC-9E, FPC-9M, PCC-1
J161	176+34	JOHN HARDEN DR. LT.						57																						1			1				FPC-9E, FPC-9M, PCC-1
J162	23+36	N. BAILEY BLVD. LT.						67																						1							FPC-9E, PCC-1
J163	21+70	N. BAILEY BLVD. LT.						162																						1							FPC-9E, PCC-1
J164	21+55	N. BAILEY BLVD. RT.					31																							1							FPC-9E, PCC-1
J165	19+54	N. BAILEY BLVD. RT.					196																									1			1				FPC-9E, FPC-9M, PCC-1
J166	17+80	N. BAILEY BLVD. RT.					165																									1			1				FPC-9E, FPC-9M, PCC-1
J167	16+84	N. BAILEY BLVD. RT.				85																										1			1				FPC-9E, FPC-9M, PCC-1
J168	16+00	N. BAILEY BLVD. RT.				73																										1			1				FPC-9E, FPC-9M, PCC-1
J169	15+24	N. BAILEY BLVD. RT.				66																										1			1				FPC-9E, FPC-9M, PCC-1
J170	14+30	N. BAILEY BLVD. RT.				84																								1			1				FPC-9E, PCC-1
J171	12+40	N. BAILEY BLVD. RT.				183																								1			1				FPC-9E, PCC-1
J172	12+40	N. BAILEY BLVD. LT.				27																								1			1				FPC-9E, PCC-1
J173	10+55	N. BAILEY BLVD. LT.				180																								1			1				FPC-9E, PCC-1
J173S	10+42	N. BAILEY BLVD. RT.																71												1			1				FPC-9E, PCC-1
J174	803+63	GREGORY ST. RT.				71					16															1				1			1			17	0.21	FES-1, FES-2, FPC-9E, PCC-1
JJB173	10+44	N. BAILEY BLVD. LT.				12																										1					
SUBTOTALS (BOX 5 OF 7):			**2674**	**653**	**26**	**1332**	**392**	**762**			**60**	**542**	**174**	**108**	**247**		**150**		**71**						**1**	**1**				**11**	**3**	**34**	**1**	**32**	**43**	**1**	**25**	**0.32**	

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

QUANTITIES

SADonaldson 5/31/2022 8:19:16 PM
WORKSPACE: AHTD
L:\2022\220732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	438	1104
				(2)		QUANTITIES		

STRUCTURES (BOX 6 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	EXT. 4'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
			LIN. FT.																			EACH						EACH							SQ.YD.	M.GAL.	
J152S	182+02	JOHN HARDEN DR. LT.	4																									1								FPC-9, PCC-1
J153S	180+46	JOHN HARDEN DR. RT.									36																	1								FPC-9, PCC-1
J157S	178+58	JOHN HARDEN DR. LT.	4																									1								FPC-9, PCC-1
J162S	23+30	N. BAILEY BLVD. RT.									35																	1								FPC-9, PCC-1
J165S	19+45	N. BAILEY BLVD. LT.									36																	1								FPC-9, PCC-1
J168S	16+00	N. BAILEY BLVD. RT.	5																									1								FPC-9, PCC-1
J170S	14+30	N. BAILEY BLVD. RT.	10																											1						FPC-9S, PCC-1
J172S	12+40	N. BAILEY BLVD. LT.		15																								1								FPC-9, PCC-1
J180	19+54	N. BAILEY BLVD. RT.	3																										1			2				FPC-9E, FPC-9M, PCC-1
J181	19+05	N. BAILEY BLVD. RT.	45																									1								FPC-9, PCC-1
J190	16+81	N. BAILEY BLVD. LT.									42																			1						FPC-9S, PCC-1
J191	16+26	N. BAILEY BLVD. LT.	68																										1			2				FPC-9E, FPC-9M, PCC-1
J192	16+50	N. BAILEY BLVD. LT.	49																										1			2				FPC-9E, FPC-9M, PCC-1
J200	14+14	N. BAILEY BLVD. LT.									38																			1						FPC-9S, PCC-1
J201	13+44	N. BAILEY BLVD. LT.															68													1						FPC-9S, PCC-1
J210	802+62	GREGORY ST. LT.	63																										1			2				FPC-9E, FPC-9M, PCC-1
J211	802+00	GREGORY ST. LT.	58																										1			1				FPC-9E, FPC-9M, PCC-1
J220	802+62	GREGORY ST. RT.	37																										1			2				FPC-9E, FPC-9M, PCC-1
J221	802+00	GREGORY ST. RT.	58																										1			1				FPC-9E, FPC-9M, PCC-1
J230	805+60	GREGORY ST. RT.	192																										1			1				FPC-9E, FPC-9M, PCC-1
J231	805+60	GREGORY ST. LT.	27																								1					1				FPC-9E, PCC-1
J240	186+06	JOHN HARDEN DR. LT.			116																								1							FPC-9E, FPC-9M, PCC-1
J241	187+38	JOHN HARDEN DR. LT.	8		123																	1							1			1		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
J242	187+82	JOHN HARDEN DR. LT.			39																								1							FPC-9E, FPC-9M, PCC-1
J243	188+52	JOHN HARDEN DR. LT.			65																								1							FPC-9E, FPC-9M, PCC-1
J244	189+22	JOHN HARDEN DR. LT.											65																1			1				FPC-9E, FPC-9M, PCC-1
J245	189+98	JOHN HARDEN DR. LT.											71																1			2				FPC-9E, FPC-9M, PCC-1
J246	191+15	JOHN HARDEN DR. LT.		112																									1			1				FPC-9E, FPC-9M, PCC-1
J247	191+71	JOHN HARDEN DR. LT.		52																									1			1				FPC-9E, FPC-9M, PCC-1
JJB240	192+46	JOHN HARDEN DR. RT.		70																													1			FPC-9, PCC-1
JJB241	192+75	JOHN HARDEN DR. RT.		59																													1			FPC-9, PCC-1
J248	194+82	JOHN HARDEN DR. RT.											203																1			1				FPC-9E, FPC-9M, PCC-1
J249	195+57	JOHN HARDEN DR. RT.	78																										1			1				FPC-9E, FPC-9M, PCC-1
J250	196+41	JOHN HARDEN DR. RT.	80																										1			1				FPC-9E, FPC-9M, PCC-1
J251	198+50	JOHN HARDEN DR. RT.	205																										1			1				FPC-9E, FPC-9M, PCC-1
J252	200+40	JOHN HARDEN DR. RT.	186																										1			1				FPC-9E, FPC-9M, PCC-1
J240S	186+05	JOHN HARDEN DR. LT.		10																								1								FPC-9, PCC-1
J244S	189+22	JOHN HARDEN DR. LT.	8																									1								FPC-9, PCC-1
J245S1	189+98	JOHN HARDEN DR. LT.	5																									1								FPC-9, PCC-1
J245S2	189+98	JOHN HARDEN DR. RT.									62																			1						FPC-9D, PCC-1
J246S	191+15	JOHN HARDEN DR. LT.	9																											1						FPC-9D, PCC-1
JJB241S1	191+50	JOHN HARDEN DR. RT.	117																										1							FPC-9E, FPC-9M, PCC-1
JJB241S2	193+29	JOHN HARDEN DR. RT.	98																									1								FPC-9, PCC-1
JJB260	687+00	HWY. 67 LT.															61														1					FPC-9S, PCC-1
J260	687+00	HWY. 67 LT.	49																												1					FPC-9S, PCC-1
J261	687+00	HWY. 67 RT.	56																												1					FPC-9S, PCC-1
K01	314+60	N. 1ST ST. LT																											1			2				FPC-9E, FPC-9M, PCC-1
K02	316+90	N. 1ST ST. LT	10										227									1							1			1		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
KJB01	317+22	N. 1ST ST. LT		27																													1			FPC-9, PCC-1
KJB02	317+74	N. 1ST ST. LT															51																1			FPC-9, PCC-1
K10	317+21	N. 1ST ST. RT.															3												1			1				FPC-9E, FPC-9M, PCC-1
KJB20	315+17	N. 1ST ST. RT.	98																														1			FPC-9, PCC-1
K20	315+35	N. 1ST ST. RT.	19																										1			1				FPC-9E, FPC-9M, PCC-1
KJB21	14+19	N.J.B. WRIGHT LOOP RD. RT.	29																														1			FPC-9, PCC-1
K21	14+45	N.J.B. WRIGHT LOOP RD. RT.	23																										1			1				FPC-9E, FPC-9M, PCC-1
L01	16+92	N.J.B. WRIGHT LOOP RD. RT.																										1								FPC-9, PCC-1
L02	16+92	N.J.B. WRIGHT LOOP RD. RT.	5																										1			1				FPC-9E, FPC-9M, PCC-1
L10	16+45	N.J.B. WRIGHT LOOP RD. RT.	45																									1								FPC-9, PCC-1
L11	15+80	N.J.B. WRIGHT LOOP RD. RT.	63																									1								FPC-9, PCC-1
M01	18+20	N.J.B. WRIGHT LOOP RD. RT.															71												1			1				FPC-9E, FPC-9M, PCC-1
M02	17+56	N.J.B. WRIGHT LOOP RD. RT.															60												1			1				FPC-9E, FPC-9M, PCC-1
N01	218+46	N. 1ST ST. LT.														50			103								1		1					29	0.37	FES-1, FES-2, FPC-9E, PCC-1
N01S2	218+46	N. 1ST ST. LT.	12																											1						FPC-9D, PCC-1
N02	218+00	N. 1ST ST. LT.				40																							1							FPC-9E, FPC-9M, PCC-1
N03	217+15	N. 1ST ST. LT.												79															1							FPC-9E, FPC-9M, PCC-1
N03S	217+15	N. 1ST ST. LT.	15																											1						FPC-9D, PCC-1
N04	216+60	N. 1ST ST. LT.				49																							1							FPC-9E, FPC-9M, PCC-1
N05	216+10	N. 1ST ST. LT.				45																							1							FPC-9E, FPC-9M, PCC-1
N06	215+00	N. 1ST ST. LT.				45																							1							FPC-9E, FPC-9M, PCC-1
N07	214+82	N. 1ST ST. LT.												72															1							FPC-9E, FPC-9M, PCC-1
N07S	214+82	N. 1ST ST. LT.	6																											1						FPC-9D, PCC-1
N08	214+25	N. 1ST ST. LT.				51																							1							FPC-9E, FPC-9M, PCC-1
N09	213+57	N. 1ST ST. LT.																		62									1							FPC-9E, FPC-9M, PCC-1
N09S	213+57	N. 1ST ST. LT.	8																											1						FPC-9D, PCC-1
N10	213+00	N. 1ST ST. LT.			51																								1							FPC-9E, FPC-9M, PCC-1
N11	212+42	N. 1ST ST. LT.																	52										1			1				FPC-9E, FPC-9M, PCC-1
N11S	212+42	N. 1ST ST. LT.	10																											1						FPC-9D, PCC-1
N12	211+00	JOHN HARDEN DR. LT.		138																									1			1				FPC-9E, FPC-9M, PCC-1
N13	208+81	JOHN HARDEN DR. LT.		214																									1							FPC-9E, FPC-9M, PCC-1
N13S	208+81	JOHN HARDEN DR. LT.									15																1									FPC-9E, PCC-1
N14	207+08	JOHN HARDEN DR. LT.	161																										1			1				FPC-9E, FPC-9M, PCC-1
N15	204+37	JOHN HARDEN DR. LT.	259																										1			1				FPC-9E, FPC-9M, PCC-1
N15S	204+37	JOHN HARDEN DR. LT.	10																											1						FPC-9D, PCC-1
SUBTOTALS (BOX 6 OF 7):			**2295**	**697**	**394**	**230**					**264**		**566**	**151**		**50**	**314**		**155**	**62**		**2**				**1**		**3**	**15**	**44**	**12**	**3**	**38**	**6**	**39**	**0.49**	

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

SADonaldson 5/31/2022 8:19:24 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	439	1104
				(2)		QUANTITIES		

STRUCTURES (BOX 7 OF 7)

NUMBER	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	36"X23"	59"X36"	(CLASS IV) 18"	24"	30"	36"	42"	48"	54"	(CLASS V) 18"	24"	30"	36"	54"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	36"	42"	48"	54"	DROP INLETS TYPE C	E	MO	RM	ST	SPECIAL	EXT. 4'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
			LIN. FT.																				EACH															SQ.YD.	M.GAL.	
O01	700+00	HWY. 67 LT.									64												1									1						5	0.06	FES-1, FES-2, FPC-9S, PCC-1
O02	699+00	HWY. 67 LT.	97																													1							FPC-9S, PCC-1
O03	697+00	HWY. 67 LT.	197																													1							FPC-9S, PCC-1
O04	695+00	HWY. 67 LT.	197																													1							FPC-9S, PCC-1
O04S	203+40	JOHN HARDEN DR. RT.	61																											1				1				FPC-9E, FPC-9M, PCC-1
O05	693+00	HWY. 67 LT.	197																													1							FPC-9S, PCC-1
P03	216+50	T.P. WHITE DR. LT.		136																										1				1				FPC-9E, FPC-9M, PCC-1
P04	214+30	T.P. WHITE DR. LT.		225																				1						1				1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
P05	212+60	T.P. WHITE DR. LT.	167																											1				1				FPC-9E, FPC-9M, PCC-1
P06	211+00	T.P. WHITE DR. LT.	157																											1				1				FPC-9E, FPC-9M, PCC-1
Q08	216+50	T.P. WHITE DR. RT.		135																										1								FPC-9E, FPC-9M, PCC-1
Q09	214+90	T.P. WHITE DR. RT.		155																										1								FPC-9E, FPC-9M, PCC-1
Q09S	214+90	T.P. WHITE DR. RT.	7																										1								FPC-9, PCC-1
Q10	213+95	T.P. WHITE DR. RT.		91																										1				1				FPC-9E, FPC-9M, PCC-1
Q10S	213+95	T.P. WHITE DR. RT.	9																										1								FPC-9, PCC-1
Q11	213+40	T.P. WHITE DR. RT.		51																										1				1				FPC-9E, FPC-9M, PCC-1
Q12	212+70	T.P. WHITE DR. RT.	66																											1				1				FPC-9E, FPC-9M, PCC-1
Q12S	212+70	T.P. WHITE DR. RT.	7																										1								FPC-9, PCC-1
Q13	210+35	T.P. WHITE DR. RT.	230																											1				1				FPC-9E, FPC-9M, PCC-1
R01	48+50	JOHN HARDEN DR. RT.			20	13																			1					1							17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
R01S	720+00	HWY. 67 LT.		24																																			PCC-1
R02	46+00	JOHN HARDEN DR. RT.				245																								1								FPC-9E, FPC-9M, PCC-1
R03	45+80	JOHN HARDEN DR. LT.												33																1				1				FPC-9E, FPC-9M, PCC-1
R04	43+50	JOHN HARDEN DR. LT.			225																									1								FPC-9E, FPC-9M, PCC-1
R05	41+40	JOHN HARDEN DR. LT.											205																	1								FPC-9E, FPC-9M, PCC-1
R06	39+70	JOHN HARDEN DR. LT.											165																	1								FPC-9E, FPC-9M, PCC-1
R07	37+00	JOHN HARDEN DR. LT.			265																									1								FPC-9E, FPC-9M, PCC-1
R07S	37+00	JOHN HARDEN DR. RT.	27																										1								FPC-9E, PCC-1
R08	35+42	JOHN HARDEN DR. LT.											153																	1								FPC-9E, FPC-9M, PCC-1
R08S	35+42	JOHN HARDEN DR. RT.	27																										1								FPC-9E, PCC-1
R09	33+70	JOHN HARDEN DR. LT.			167																									1								FPC-9E, FPC-9M, PCC-1
R10	32+95	JOHN HARDEN DR. LT.											70																	1								FPC-9E, FPC-9M, PCC-1
R10S	32+95	JOHN HARDEN DR. LT.	15																										1								FPC-9, PCC-1
R11	32+00	JOHN HARDEN DR. LT.																	87											1				1				FPC-9E, FPC-9M, PCC-1
R11S	32+00	JOHN HARDEN DR. LT.	13																										1								FPC-9, PCC-1
R12	31+20	JOHN HARDEN DR. RT.		251																				1								1						FPC-9D, PCC-1
R20	43+50	JOHN HARDEN DR. RT.	27																											1								FPC-9E, FPC-9M, PCC-1
R21	714+80	HWY. 67 LT.	4																													1							FPC-9S, PCC-1
R22	713+50	HWY. 67 LT.	127																													1							FPC-9S, PCC-1
R30	41+40	JOHN HARDEN DR. RT.										27																	1										FPC-9E, PCC-1
R31	712+00	HWY. 67 LT.		69															11														1						FPC-9S, PCC-1
R32	39+70	JOHN HARDEN DR. RT.	94																										1										FPC-9E, PCC-1
R33	709+00	HWY. 67 LT.	199																11														1						FPC-9S, PCC-1
R34	709+00	HWY. 67 LT.																15																					PCC-1
R40	705+06	VANDENBERG RAMP 4 LT.										33																					1						FPC-9S, PCC-1
R41	705+07	HWY. 67 LT.										12																												PCC-1
R42	704+75	HWY. 67 LT.	29																													1							FPC-9S, PCC-1
R43	704+50	HWY. 67 LT.	22																													1							FPC-9S, PCC-1
R44	703+00	HWY. 67 LT.	147																													1							FPC-9S, PCC-1
R45	702+10	HWY. 67 LT.	87																													1							FPC-9S, PCC-1
SJB01	35+20	JOHN HARDEN DR. LT.	8																				1								1						5	0.06	FES-1, FES-2, FPC-9, PCC-1
T01	109+50	VANDENBERG BLVD. LT.																50					1							1					1		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
T02	110+50	VANDENBERG BLVD. LT.	97																											1					1				FPC-9E, FPC-9M, PCC-1
T10	109+00	VANDENBERG BLVD. RT.																															1						SPECIAL DETAIL
T20	110+50	VANDENBERG BLVD. RT.																															1						SPECIAL DETAIL
U01	194+91	JOHN HARDEN DR. LT.	41																				1								1				2		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
U02	195+65	JOHN HARDEN DR. LT.	78																											1								FPC-9E, FPC-9M, PCC-1
U03	196+41	JOHN HARDEN DR. LT.	72																											1				1				FPC-9E, FPC-9M, PCC-1
U04	196+88	JOHN HARDEN DR. LT.	43																											1				1				FPC-9E, FPC-9M, PCC-1
U05	198+60	JOHN HARDEN DR. LT.	168																											1				1				FPC-9E, FPC-9M, PCC-1
U06	199+90	JOHN HARDEN DR. LT.	126																											1				1				FPC-9E, FPC-9M, PCC-1
U07	201+18	JOHN HARDEN DR. LT.									124																			1				1				FPC-9E, FPC-9M, PCC-1
U07S	201+18	JOHN HARDEN DR. LT.	6																														1						FPC-9D, PCC-1
V01	13+75	TURNAROUND LT.		6							34												1	1						1				2		13	0.16	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
V02	14+40	TURNAROUND LT.		53																										1				1				FPC-9E, FPC-9M, PCC-1
V03	116+00	VANDENBERG BLVD. RT.																	53											1				2				FPC-9E, FPC-9M, PCC-1
V03S	115+30	VANDENBERG BLVD. RT.	65																											1								FPC-9E, FPC-9M, PCC-1
V04	115+70	VANDENBERG BLVD. LT.										88																		1								FPC-9E, FPC-9M, PCC-1
V05	116+49	VANDENBERG BLVD. LT.		76																										1				2				FPC-9E, FPC-9M, PCC-1
V06	116+54	VANDENBERG BLVD. LT.		25																														1					FPC-9D, PCC-1
W01	813+09	GREGORY ST. LT.														105											1						1				29	0.37	FES-1, FES-2, FPC-9D, PCC-1
WJB01	812+84	GREGORY ST. LT.	2													88											1								1		29	0.37	FES-1, FES-2, FPC-9, PCC-1
SUBTOTALS (BOX 7 OF 7):			**2916**	**1297**	**677**	**258**					**222**	**160**	**593**	**33**		**193**		**65**	**162**				**5**	**3**	**1**		**2**		**4**	**6**	**38**	**4**	**14**	**2**	**27**	**1**	**116**	**1.45**	
SUBTOTALS (BOX 1 OF 7):			**2534**	**578**	**165**		**7**				**225**	**222**	**71**		**195**								**1**			**1**			**1**	**6**	**34**	**4**	**16**		**20**		**28**	**0.35**	
SUBTOTALS (BOX 2 OF 7):			**4162**	**237**	**1360**	**534**	**553**		**65**		**714**		**436**	**43**	**578**			**205**											**2**	**2**	**39**	**5**	**26**		**36**	**1**			
SUBTOTALS (BOX 3 OF 7):			**2048**	**2289**	**190**	**7**		**195**			**245**	**420**	**195**	**265**									**1**	**2**			**1**		**7**	**17**	**32**	**5**	**11**		**31**	**5**	**45**	**0.57**	
SUBTOTALS (BOX 4 OF 7):			**3186**	**1383**	**387**	**10**	**145**	**258**			**27**	**46**	**418**		**284**	**380**	**494**					**111**	**2**	**1**				**1**	**7**	**8**	**28**	**11**	**26**		**27**	**1**	**53**	**0.66**	
SUBTOTALS (BOX 5 OF 7):			**2674**	**653**	**26**	**1332**	**392**	**762**		**60**	**542**	**174**	**108**	**247**		**150**		**71**						**1**	**1**			**11**	**3**	**34**	**1**	**32**		**43**	**1**	**25**	**0.32**	
SUBTOTALS (BOX 6 OF 7):			**2295**	**697**	**394**	**230**					**264**		**566**	**151**		**50**		**314**		**155**	**62**		**2**			**1**		**3**	**15**	**44**	**12**	**3**		**38**	**6**	**39**	**0.49**	
TOTALS:			**19815**	**7134**	**3199**	**2371**	**1097**	**1215**	**65**	**60**	**2239**	**1022**	**2387**	**739**	**1057**	**773**	**494**	**655**	**162**	**155**	**62**	**111**	**11**	**7**	**2**	**1**	**4**	**1**	**35**	**57**	**249**	**42**	**128**	**2**	**222**	**15**	**306**	**3.84**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

QUANTITIES

SADonaldson 5/31/2022 8:19:32 PM
WORKSPACE: AHTD
L:\2022\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

STRUCTURES - BOX CULVERTS

STATION	DESCRIPTION	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	
611+65	HWY. 67 CONST. TRP. 5'X3' R.C. BOX CULVERT	5	3	272	341.88	36765	166	35	0.44	SPECIAL DETAILS, RCB-1, RCB-2, RCB-3
SUBTOTALS:					**341.88**	**36765**	**166**	**35**	**0.44**	
STRUCTURES OVER 20' - 0" SPAN										
675+88	HWY. 67 CONST. QUAD. 10'X6' R.C. BOX CULVERT	10	6	323	1659.66	207853	896	104	1.31	SPECIAL DETAILS, RCB-1, RCB-2, RCB-3
SUBTOTALS:					**1659.66**	**207853**	**896**	**104**	**1.31**	
TOTALS:					**2001.54**	**244618**	**1062**	**139**	**1.75**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

CONCRETE WALKS (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
71+11	71+31	LT. OF C.L. CONST. MARSHALL RD.	20	11
71+77	71+90	LT. OF C.L. CONST. MARSHALL RD.	22	12
71+72	72+28	RT. OF C.L. CONST. MARSHALL RD.	56	31
72+96	73+32	RT. OF C.L. CONST. MARSHALL RD.	47	26
100+18	100+25	RT. OF C.L. CONST. JOHN HARDEN DR.	7	4
102+33	102+90	LT. OF C.L. CONST. JOHN HARDEN DR.	57	32
103+85	104+03	LT. OF C.L. CONST. JOHN HARDEN DR.	18	10
104+03	105+77	LT. OF C.L. CONST. JOHN HARDEN DR.	174	116
106+30	106+50	LT. OF C.L. CONST. JOHN HARDEN DR.	20	13
110+40	110+83	LT. OF C.L. CONST. JOHN HARDEN DR.	43	29
111+30	111+67	LT. OF C.L. CONST. JOHN HARDEN DR.	37	25
112+19	112+46	LT. OF C.L. CONST. JOHN HARDEN DR.	27	18
112+90	113+20	LT. OF C.L. CONST. JOHN HARDEN DR.	30	20
113+64	113+80	LT. OF C.L. CONST. JOHN HARDEN DR.	16	11
115+50	117+39	LT. OF C.L. CONST. JOHN HARDEN DR.	189	126
117+95	118+22	LT. OF C.L. CONST. JOHN HARDEN DR.	27	18
118+74	120+49	LT. OF C.L. CONST. JOHN HARDEN DR.	175	117
120+49	120+78	LT. OF C.L. CONST. JOHN HARDEN DR.	29	33
121+35	121+57	LT. OF C.L. CONST. JOHN HARDEN DR.	22	17
124+90	127+63	LT. OF C.L. CONST. JOHN HARDEN DR.	273	182
128+29	130+62	LT. OF C.L. CONST. JOHN HARDEN DR.	233	155
131+30	133+60	LT. OF C.L. CONST. JOHN HARDEN DR.	230	153
134+30	135+40	LT. OF C.L. CONST. JOHN HARDEN DR.	110	73
140+98	141+70	LT. OF C.L. CONST. JOHN HARDEN DR.	72	49
141+70	143+88	LT. OF C.L. CONST. JOHN HARDEN DR.	218	145
144+45	145+00	LT. OF C.L. CONST. JOHN HARDEN DR.	55	37
145+59	147+63	LT. OF C.L. CONST. JOHN HARDEN DR.	204	136
148+32	148+72	LT. OF C.L. CONST. JOHN HARDEN DR.	40	27
149+55	149+58	LT. OF C.L. CONST. JOHN HARDEN DR.	3	2
150+38	150+57	LT. OF C.L. CONST. JOHN HARDEN DR.	19	13
151+25	151+62	LT. OF C.L. CONST. JOHN HARDEN DR.	37	25
152+30	153+40	LT. OF C.L. CONST. JOHN HARDEN DR.	110	73
154+08	154+59	LT. OF C.L. CONST. JOHN HARDEN DR.	51	34
155+23	155+30	LT. OF C.L. CONST. JOHN HARDEN DR.	7	5
155+94	156+07	LT. OF C.L. CONST. JOHN HARDEN DR.	13	9
156+59	157+95	LT. OF C.L. CONST. JOHN HARDEN DR.	136	91
158+63	159+72	LT. OF C.L. CONST. JOHN HARDEN DR.	109	73
160+58	161+28	LT. OF C.L. CONST. JOHN HARDEN DR.	70	47
161+90	162+38	LT. OF C.L. CONST. JOHN HARDEN DR.	48	32
162+98	164+21	LT. OF C.L. CONST. JOHN HARDEN DR.	123	82
164+89	165+47	LT. OF C.L. CONST. JOHN HARDEN DR.	58	39
165+92	168+56	LT. OF C.L. CONST. JOHN HARDEN DR.	264	176
169+24	169+77	LT. OF C.L. CONST. JOHN HARDEN DR.	53	35
170+45	173+93	LT. OF C.L. CONST. JOHN HARDEN DR.	348	232
174+50	174+76	LT. OF C.L. CONST. JOHN HARDEN DR.	26	17
175+30	175+53	LT. OF C.L. CONST. JOHN HARDEN DR.	32	21
176+28	176+88	LT. OF C.L. CONST. JOHN HARDEN DR.	60	41
176+88	180+59	LT. OF C.L. CONST. JOHN HARDEN DR.	371	247
180+59	180+96	LT. OF C.L. CONST. JOHN HARDEN DR.	37	29
181+65	181+98	LT. OF C.L. CONST. JOHN HARDEN DR.	33	28
181+98	185+22	LT. OF C.L. CONST. JOHN HARDEN DR.	324	216
185+85	186+35	LT. OF C.L. CONST. JOHN HARDEN DR.	50	33
187+05	188+58	LT. OF C.L. CONST. JOHN HARDEN DR.	153	102
189+06	189+27	LT. OF C.L. CONST. JOHN HARDEN DR.	21	14
189+85	190+33	LT. OF C.L. CONST. JOHN HARDEN DR.	48	32
190+97	191+82	LT. OF C.L. CONST. JOHN HARDEN DR.	85	57
32+65	33+01	LT. OF C.L. CONST. JOHN HARDEN DR.	36	24
33+63	35+44	LT. OF C.L. CONST. JOHN HARDEN DR.	181	121
36+00	39+74	LT. OF C.L. CONST. JOHN HARDEN DR.	374	249
40+46	41+44	LT. OF C.L. CONST. JOHN HARDEN DR.	98	65
42+16	42+47	LT. OF C.L. CONST. JOHN HARDEN DR.	31	21
SUBTOTAL (BOX 1 OF 2):				**3911**

CONCRETE WALKS (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
106+42	107+54	RT. OF C.L. CONST. T.P. WHITE DR.	112	75
108+06	108+29	RT. OF C.L. CONST. T.P. WHITE DR.	23	15
108+97	109+50	RT. OF C.L. CONST. T.P. WHITE DR.	53	35
110+09	112+08	RT. OF C.L. CONST. T.P. WHITE DR.	199	133
112+60	113+63	RT. OF C.L. CONST. T.P. WHITE DR.	103	69
114+17	114+77	RT. OF C.L. CONST. T.P. WHITE DR.	60	40
115+35	117+28	RT. OF C.L. CONST. T.P. WHITE DR.	193	129
117+80	119+34	RT. OF C.L. CONST. T.P. WHITE DR.	154	103
119+94	134+74	RT. OF C.L. CONST. T.P. WHITE DR.	1480	987
135+26	136+31	RT. OF C.L. CONST. T.P. WHITE DR.	105	74
137+84	139+08	RT. OF C.L. CONST. T.P. WHITE DR.	124	94
139+93	150+65	RT. OF C.L. CONST. T.P. WHITE DR.	1072	715
151+17	152+30	RT. OF C.L. CONST. T.P. WHITE DR.	113	75
152+82	153+29	RT. OF C.L. CONST. T.P. WHITE DR.	47	31
153+81	155+04	RT. OF C.L. CONST. T.P. WHITE DR.	123	82
155+56	157+76	RT. OF C.L. CONST. T.P. WHITE DR.	220	155
163+25	164+51	RT. OF C.L. CONST. T.P. WHITE DR.	126	84
165+60	167+18	RT. OF C.L. CONST. T.P. WHITE DR.	158	105
167+83	169+14	RT. OF C.L. CONST. T.P. WHITE DR.	131	87
169+66	172+65	RT. OF C.L. CONST. T.P. WHITE DR.	299	199
173+90	174+35	RT. OF C.L. CONST. T.P. WHITE DR.	45	30
174+87	176+16	RT. OF C.L. CONST. T.P. WHITE DR.	129	86
176+68	178+00	RT. OF C.L. CONST. T.P. WHITE DR.	132	88
178+64	179+61	RT. OF C.L. CONST. T.P. WHITE DR.	97	65
180+29	180+61	RT. OF C.L. CONST. T.P. WHITE DR.	32	21
181+29	182+47	RT. OF C.L. CONST. T.P. WHITE DR.	118	79
183+15	183+39	RT. OF C.L. CONST. T.P. WHITE DR.	24	16
183+95	184+96	RT. OF C.L. CONST. T.P. WHITE DR.	101	73
201+50	202+09	LT. OF C.L. CONST. JAMES ST.	59	39
202+87	203+24	LT. OF C.L. CONST. JAMES ST.	37	25
203+76	204+42	LT. OF C.L. CONST. JAMES ST.	66	44
204+42	205+00	LT. OF C.L. CONST. JAMES ST.	58	46
205+92	206+19	LT. OF C.L. CONST. JAMES ST.	27	26
206+19	206+80	LT. OF C.L. CONST. JAMES ST.	61	41
208+83	210+03	LT. OF C.L. CONST. JAMES ST.	120	80
204+51	205+52	RT. OF C.L. CONST. JAMES ST.	101	68
206+60	207+46	RT. OF C.L. CONST. JAMES ST.	86	57
209+49	210+22	RT. OF C.L. CONST. JAMES ST.	73	49
210+22	210+44	RT. OF C.L. CONST. JAMES ST.	22	17
211+65	212+35	RT. OF C.L. CONST. JAMES ST.	70	51
212+35	213+71	RT. OF C.L. CONST. JAMES ST.	136	91
12+76	13+05	LT. OF C.L. CONST. N. BAILEY BLVD.	29	16
13+05	13+31	LT. OF C.L. CONST. N. BAILEY BLVD.	26	23
800+07	801+19	LT. OF C.L. CONST. GREGORY ST.	112	74
801+63	803+09	LT. OF C.L. CONST. GREGORY ST.	146	101
810+37	815+84	LT. OF C.L. CONST. GREGORY ST.	547	365
800+33	801+11	RT. OF C.L. CONST. GREGORY ST.	78	52
801+75	807+27	RT. OF C.L. CONST. GREGORY ST.	552	368
812+70	815+73	RT. OF C.L. CONST. GREGORY ST.	303	202
302+48	302+94	LT. OF C.L. CONST. HWY. 161 (N. 1ST ST.)	46	43
303+54	304+12	LT. OF C.L. CONST. HWY. 161 (N. 1ST ST.)	58	51
314+67	315+36	LT. OF C.L. CONST. N. 1ST ST.	69	50
316+84	317+38	LT. OF C.L. CONST. N. 1ST ST.	54	41
314+81	315+43	RT. OF C.L. CONST. N. 1ST ST.	62	44
316+75	317+45	RT. OF C.L. CONST. N. 1ST ST.	70	50
14+18	16+30	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP	212	142
10+38	11+02	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	64	45
11+02	12+14	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	112	75
12+14	12+73	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	59	41
14+11	14+63	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	52	35
14+63	14+98	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	35	23
15+66	15+71	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	5	3
16+19	16+36	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	17	11
16+84	16+98	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	14	9
17+47	17+59	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	12	8
18+13	18+23	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	10	7
18+76	18+90	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	14	9
SUBTOTAL (BOX 2 OF 2):				**6267**
SUBTOTAL (BOX 1 OF 2):				**3911**
TOTAL:				**10178**

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	440	1104
				(2)	QUANTITIES			

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 3	TYPE 4	TYPE 6
			SQ. YD.	
100+28	LT. OF C.L. CONST. JOHN HARDEN DR. (MARSHALL RD.)		7.7	
100+32	LT. OF C.L. CONST. JOHN HARDEN DR. (MARSHALL RD.)		7.6	
139+40	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)		8.4	
139+61	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)		8.3	
140+29	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)		8.4	
140+39	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)		8.5	
140+68	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)		7.3	
137+44	RT. OF C.L. CONST. T.P. WHITE DR. (JAMES ST.)		8.3	
137+61	RT. OF C.L. CONST. T.P. WHITE DR. (JAMES ST.)		7.3	
137+68	RT. OF C.L. CONST. T.P. WHITE DR. (JAMES ST.)		8.3	
12+97	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)		7.3	
13+05	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)		7.6	
13+15	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)		7.3	
13+77	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)		7.6	
13+87	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)		7.7	
13+96	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)		7.3	
71+37	LT. OF C.L. CONST. MARSHALL RD. (JOHN HARDEN DR.)	3.3		
71+71	LT. OF C.L. CONST. MARSHALL RD. (JOHN HARDEN DR.)	3.3		
71+91	LT. OF C.L. CONST. MARSHALL RD. (JOHN HARDEN DR.)	3.8		
72+15	RT. OF C.L. CONST. MARSHALL RD. (JOHN HARDEN DR.)	3.8		
100+29	RT. OF C.L. CONST. JOHN HARDEN DR. (MARSHALL RD.)	3.3		
100+50	LT. OF C.L. CONST. JOHN HARDEN DR. (MARSHALL RD.)	3.1		
10+86	RT. OF C.L. CONST. BRADEN ST. (JOHN HARDEN DR.)	3.0		
10+91	LT. OF C.L. CONST. BRADEN ST. (JOHN HARDEN DR.)	4.9		
139+21	RT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)	3.2		
140+17	RT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)	6.6		
140+93	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)	3.1		
23+61	RT. OF C.L. CONST. N. BAILEY BLVD. CONN. (JOHN HARDEN DR.)	3.8		
23+94	LT. OF C.L. CONST. N. BAILEY BLVD. CONN. (JOHN HARDEN DR.)	4.8		
10+35	LT. OF C.L. CONST. WALMART ENTR. (JOHN HARDEN DR.)	5.9		
10+48	RT. OF C.L. CONST. WALMART ENTR. (JOHN HARDEN DR.)	3.0		
185+35	LT. OF C.L. CONST. JOHN HARDEN DR. (ENTR. STA. 185+58)	4.2		
185+78	LT. OF C.L. CONST. JOHN HARDEN DR. (ENTR. STA. 185+58)	4.1		
205+07	LT. OF C.L. CONST. JAMES ST. (T.P. WHITE DR.)	3.2		
205+62	RT. OF C.L. CONST. JAMES ST. (T.P. WHITE DR.)	5.8		
205+86	LT. OF C.L. CONST. JAMES ST. (T.P. WHITE DR.)	3.1		
206+54	RT. OF C.L. CONST. JAMES ST. (T.P. WHITE DR.)	4.3		
206+58	RT. OF C.L. CONST. T.P. WHITE DR. (DRWY. STA. 206+72)	3.3		
206+89	RT. OF C.L. CONST. T.P. WHITE DR. (DRWY. STA. 206+72)	3.3		
803+18	LT. OF C.L. CONST. GREGORY ST. (N. BAILEY BLVD. CONN.)	4.9		
804+24	LT. OF C.L. CONST. GREGORY ST. (N. BAILEY BLVD. CONN.)	5.3		
815+87	RT. OF C.L. CONST. GREGORY ST. (HWY. 161 (N. 1ST ST.))	3.5		
815+87	LT. OF C.L. CONST. GREGORY ST. (HWY. 161 (N. 1ST ST.))	4.1		
302+73	RT. OF C.L. CONST. HWY. 161 (N. 1ST ST.) (GREGORY ST.)	3.3		
302+74	LT. OF C.L. CONST. HWY. 161 (N. 1ST ST.) (GREGORY ST.)	3.9		
12+80	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	3.1		
12+87	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	3.2		
14+06	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	3.1		
14+14	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	3.1		
114+82	LT. OF C.L. CONST. JOHN HARDEN DR.			15.2
TOTALS:		**127.7**	**124.9**	**15.2**

CONCRETE ISLAND

STATION	STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
				SQ.YD.
100+17	100+50	LT. OF C.L. CONST. JOHN HARDEN DR. (MARSHALL RD.)	C	52
139+22	139+71	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)	C	56
140+22	140+94	LT. OF C.L. CONST. JOHN HARDEN DR. (JAMES ST.)	C	190
175+87	176+16	LT. OF C.L. CONST. JOHN HARDEN DR. (N. BAILEY BLVD. CONN.)	C	25
181+16	181+45	LT. OF C.L. CONST. JOHN HARDEN DR. (WALMART ENTR.)	C	38
193+27	193+76	LT. OF C.L. CONST. JOHN HARDEN DR. (VANDENBERG BLVD.)	C	158
164+46	194+89	LT. OF C.L. CONST. JOHN HARDEN DR. (VANDENBERG BLVD.)	C	106
194+53	194+91	RT. OF C.L. CONST. JOHN HARDEN DR. (VANDENBERG BLVD.)	C	68
206+30	210+45	LT. OF C.L. CONST. JOHN HARDEN DR. (VANDENBERG BLVD. RAMP 4)	C	451
136+55	136+79	RT. OF C.L. CONST. T.P. WHITE DR. (JAMES ST.)	C	31
137+40	137+92	RT. OF C.L. CONST. T.P. WHITE DR. (JAMES ST.)	C	87
173+14	173+43	RT. OF C.L. CONST. T.P. WHITE DR.	C	6
185+11	186+42	RT. OF C.L. CONST. T.P. WHITE DR. (N.J.P. WRIGHT LOOP)	C	467
198+98	199+80	LT. OF C.L. CONST. N. 1ST ST. (VANDENBERG BLVD.)	C	273
200+45	201+63	LT. OF C.L. CONST. T.P. WHITE DR. (VANDENBERG BLVD.)	C	657
12+81	13+15	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	C	45
13+76	13+94	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	C	22
12+86	13+16	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	C	53
13+77	14+12	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP (N. 1ST ST.)	C	49
115+23	120+02	LT. OF C.L. CONST. T.P. WHITE DR. (JAMES ST. RAMP 1)	B	284
158+50	163+01	LT. OF C.L. CONST. T.P. WHITE DR. (GREGORY ST. RAMP 1)	B	376
152+04	154+40	RT. OF C.L. CONST. JOHN HARDEN DR. (GREGORY ST. RAMP 4)	B	169
TOTAL:				**3663**

QUANTITIES

SADonaldson 6/1/2022 11:39:36 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	441	1104

(2) QUANTITIES

BASE AND SURFACING - TEMPORARY PAVEMENT

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD.)			ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET			FEET			TON	FEET			TON	FEET			TON
STAGE 1A																				
100+55.81	102+86.15	JOHN HARDEN DR. RT.	230.34			10.60	271.39	13.57	6.71	171.68	550.00	47.21	3.90	99.71	330.00	16.45	2.62	67.01	220.00	7.37
169+80.33	176+83.21	JOHN HARDEN DR. RT.	702.88			12.21	953.29	47.66	7.48	584.52	550.00	160.74	4.72	368.77	330.00	50.85	3.47	270.74	220.00	29.78
103+79.59	110+86.44	T.P. WHITE DR. LT.	706.85			8.53	670.11	33.51	5.72	448.96	550.00	123.47	2.82	221.14	330.00	36.49	1.68	132.05	220.00	14.53
109+77.34	114+57.41	T.P. WHITE DR. LT.	480.07			16.65	888.01	44.40	9.89	527.40	550.00	145.03	6.76	360.61	330.00	59.50	5.26	280.81	220.00	30.89
213+83.05	218+00.00	T.P. WHITE DR. RT.	416.95			14.13	654.46	32.72	8.43	390.74	550.00	107.45	5.69	263.72	330.00	43.51	4.45	205.98	220.00	22.66
600+00.00	685+12.49	HWY. 67 LT. & RT.	8512.49			31.65	29931.02	1496.55	15.82	14965.51	550.00	4115.51	15.82	14965.51	330.00	2469.31	15.82	14965.51	220.00	1646.21
600+00.00	705+00.00	HWY. 67 - LT. OF LT. MAIN LANES	10500.00			4.00	4666.67	233.33	2.00	2333.33	550.00	641.67	2.00	2333.33	330.00	385.00	2.00	2333.33	220.00	256.67
600+00.00	705+00.00	HWY. 67 - RT. OF RT. MAIN LANES	10500.00			4.00	4666.67	233.33	2.00	2333.33	550.00	641.67	2.00	2333.33	330.00	385.00	2.00	2333.33	220.00	256.67
686+63.83	705+05.30	HWY. 67 RT.	1841.47			45.24	9257.00	462.85	22.62	4628.50	550.00	1272.84	22.62	4628.50	330.00	763.70	22.62	4628.50	220.00	509.14
108+47.50	111+02.32	VANDENBERG BLVD. LT. & RT.	254.82			16.79	475.29	23.76	9.76	276.21	550.00	75.96	7.03	199.09	330.00	32.85	5.79	163.83	220.00	18.02
112+09.51	112+98.31	VANDENBERG BLVD. RT.	88.80			39.99	394.61	19.73	21.74	214.45	550.00	58.97	18.26	180.15	330.00	29.72	16.54	163.20	220.00	17.95
112+27.65	113+13.01	VANDENBERG BLVD. LT.	85.36			55.90	530.20	26.51	29.65	281.25	550.00	77.34	26.25	248.95	330.00	41.08	24.61	233.46	220.00	25.68
STAGE 1A STEP 1																				
132+30.82	135+79.45	T.P. WHITE DR. LT.	348.63			18.75	726.14	36.31	10.76	416.63	550.00	114.57	7.99	309.51	330.00	51.07	6.73	260.84	220.00	28.69
140+84.99	142+48.86	T.P. WHITE DR. LT.	163.87			15.24	277.48	13.87	9.05	164.79	550.00	45.32	6.19	112.69	330.00	18.59	4.89	89.11	220.00	9.80
137+18.99	139+44.78	JOHN HARDEN DR. RT.	225.79			37.76	947.33	47.37	20.17	506.11	550.00	139.18	17.59	441.22	330.00	72.80	16.40	411.43	220.00	45.26
139+54.16	139+89.19	JOHN HARDEN DR. LT. & RT.	35.03			55.53	216.15	10.81	30.23	117.67	550.00	32.36	25.30	98.48	330.00	16.25	23.25	90.49	220.00	9.95
30+14.10	52+46.79	JOHN HARDEN DR. LT.	2232.69			26.11	6476.05	323.80	14.42	3576.66	550.00	983.58	11.69	2899.40	330.00	478.40	10.45	2592.44	220.00	285.17
211+75.17	215+08.44	JAMES ST. RT.	333.27			15.39	569.98	28.50	9.07	335.89	550.00	92.37	6.32	234.09	330.00	38.62	5.07	187.75	220.00	20.65
STAGE 1A STEP 2																				
130+81.47	135+95.87	T.P. WHITE DR. RT.	514.40			21.38	1221.83	61.09	11.49	656.91	550.00	180.65	9.88	564.92	330.00	93.21	9.15	523.15	220.00	57.55
130+95.00	132+15.00	JOHN HARDEN DR. LT.	120.00			28.35	378.00	18.90	15.55	207.40	550.00	57.03	12.80	170.60	330.00	28.15	11.54	153.88	220.00	16.93
136+11.48	139+54.16	JOHN HARDEN DR. LT.	342.68			38.61	1470.01	73.50	20.98	798.91	550.00	219.70	17.63	671.10	330.00	110.73	17.06	649.43	220.00	71.44
48+87.02	50+24.91	JOHN HARDEN DR. LT.	137.89			5.61	85.99	4.30	2.81	43.00	550.00	11.82	2.81	43.00	330.00	7.09	2.81	43.00	220.00	4.73
																			220.00	
STAGE 1A STEP 3																				
132+15.00	133+37.06	JOHN HARDEN DR. RT.	122.06			27.05	366.82	18.34	13.52	183.41	550.00	50.44	13.52	183.41	330.00	30.26	13.52	183.41	220.00	20.18
208+77.98	210+08.35	JAMES. ST. LT.	130.37			20.85	302.01	15.10	11.80	170.98	550.00	47.02	9.05	131.03	330.00	21.62	7.79	112.90	220.00	12.42
STAGE 1A STEP 4																				
132+39.89	134+79.65	T.P. WHITE DR. LT.	239.76			46.44	1237.19	61.86	24.60	655.36	550.00	180.22	21.84	581.83	330.00	96.00	20.59	548.42	220.00	60.33
205+98.81	206+83.42	JAMES. ST. LT.	84.61			19.43	182.70	9.14	10.97	103.15	550.00	28.37	8.46	79.55	330.00	13.13	7.32	68.85	220.00	7.57
210+37.94	210+99.13	JAMES ST. LT.	61.19			24.39	165.84	8.29	12.20	82.92	550.00	22.80	12.20	82.92	330.00	13.68	12.20	82.92	220.00	9.12
STAGE 1A STEP 5																				
138+00.00	138+05.74	T.P. WHITE DR. RT.	5.74			40.25	25.67	1.28	21.50	13.71	550.00	3.77	18.75	11.96	330.00	1.97	17.50	11.16	220.00	1.23
206+29.11	206+43.78	JAMES ST. RT.	14.67			47.55	77.51	3.88	25.97	42.33	550.00	11.64	21.58	35.18	330.00	5.81	19.58	31.92	220.00	3.51
141+55.69	144+18.30	JOHN HARDEN DR. LT.	262.61			15.05	439.00	21.95	8.88	259.13	550.00	71.26	6.16	179.88	330.00	29.68	4.93	143.80	220.00	15.82
STAGE 1A STEP 6																				
140+25.29	141+80.37	JOHN HARDEN DR. RT.	155.08			49.74	857.03	42.85	26.27	452.58	550.00	124.46	23.47	404.44	330.00	66.73	22.20	382.59	220.00	42.08
STAGE 1A STEP 7																				
139+85.01	141+76.24	T.P. WHITE DR. RT.	191.23			31.97	679.20	33.96	17.34	368.54	550.00	101.35	14.62	310.66	330.00	51.26	13.37	284.08	220.00	31.25
STAGE 1B																				
615+00.44	635+07.81	HWY. 67 RT.	2007.37			54.82	12226.68	611.33	28.79	6420.44	550.00	1765.62	26.03	5806.24	330.00	958.03	24.78	5527.06	220.00	607.98
164+35.00	165+84.62	T.P. WHITE DR. RT.	149.62			27.93	464.36	23.22	15.35	255.11	550.00	70.16	12.59	209.25	330.00	34.53	11.33	188.39	220.00	20.72
200+34.51	202+11.83	T.P. WHITE DR. LT.	177.32			64.42	1269.29	63.46	33.85	666.90	550.00	183.40	30.57	602.39	330.00	99.39	28.49	561.40	220.00	61.75
170+60.99	173+17.31	JOHN HARDEN DR. LT.	256.32			31.26	890.40	44.52	17.00	484.24	550.00	133.17	14.26	406.16	330.00	67.02	13.01	370.64	220.00	40.77
192+57.80	193+41.23	JOHN HARDEN DR. LT.	83.43			26.04	241.43	12.07	14.70	136.25	550.00	37.47	11.35	105.18	330.00	17.36	9.80	90.81	220.00	9.99
194+77.47	196+63.50	JOHN HARDEN DR. LT.	186.03			57.22	1182.64	59.13	29.99	619.84	550.00	170.46	27.23	562.80	330.00	92.86	25.97	536.74	220.00	59.04
206+30.27	208+67.35	JOHN HARDEN DR. LT.	237.08			6.16	162.33	8.12	3.08	81.17	550.00	22.32	3.08	81.17	330.00	13.39	3.08	81.17	220.00	8.93
10+00.00	11+64.82	TURNAROUND LT. & RT.	164.82			37.57	687.96	34.40	21.54	394.42	550.00	108.47	16.03	293.54	330.00	48.43	13.52	247.68	220.00	27.24
STAGE 1B STEP 1																				
12+52.88	13+95.55	N. BAILEY BLVD. LT. & RT.	142.67			58.34	924.87	46.24	31.92	505.97	550.00	139.14	26.43	418.90	330.00	69.12	23.92	379.15	220.00	41.71
STAGE 1C STEP 1																				
119+04.64	121+22.86	JOHN HARDEN DR. RT.	218.22			8.87	215.07	10.75	4.44	107.54	550.00	29.57	4.44	107.54	330.00	17.74	4.44	107.54	220.00	11.83
165+54.21	169+55.11	JOHN HARDEN DR. LT. & RT.	400.90			38.14	1699.01	84.95	21.23	945.84	550.00	260.11	16.91	753.17	330.00	124.27	14.94	665.52	220.00	73.21
176+01.74	181+29.74	JOHN HARDEN DR. RT.	528.00			28.66	1681.48	84.07	16.10	944.37	550.00	259.70	12.56	737.11	330.00	121.62	10.96	642.85	220.00	70.71
191+78.65	193+01.44	JOHN HARDEN DR. RT.	122.79			47.19	643.83	32.19	24.94	340.32	550.00	93.59	22.25	303.51	330.00	50.08	21.02	286.75	220.00	31.54
194+70.26	196+62.60	JOHN HARDEN DR. LT. & RT.	192.34			80.50	1720.33	86.02	41.61	889.22	550.00	244.54	38.89	831.11	330.00	137.13	37.65	804.66	220.00	88.51
STAGE 1C STEP 2																				
161+68.25	164+84.42	JOHN HARDEN DR. RT.	316.17			13.16	462.42	23.12	7.46	261.98	550.00	72.05	5.71	200.43	330.00	33.07	4.91	172.46	220.00	18.97
STAGE 2B																				
112+34.64	112+90.41	VANDENBERG BLVD. LT.	55.77			44.94	278.45	13.92	22.47	139.23	550.00	38.29	22.47	139.23	330.00	22.97	22.47	139.23	220.00	15.31
112+83.51	113+21.04	VANDENBERG BLVD. LT.	37.53			46.83	195.30	9.77	23.42	97.65	550.00	26.85	23.42	97.65	330.00	16.11	23.42	97.65	220.00	10.74
STAGE 2C																				
113+52.50	113+77.04	VANDENBERG BLVD. RT.	24.54			24.63	67.16	3.36	12.32	33.58	550.00	9.23	12.32	33.58	330.00	5.54	12.32	33.58	220.00	3.69
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER					5000.00															
TOTALS:					**5000.00**		**95073.68**	**4753.66**		**49636.03**		**13649.91**		**45437.63**		**7497.17**		**43562.59**		**4791.89**

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

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 9/14/2022

SADonaldson 9/14/2022 2:19:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	442	1104
				(2)		QUANTITIES		

DRIVEWAYS (BOX 1 OF 2)

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		CONCRETE COMBINATION CURB AND GUTTER TYPE A (1'-6")	CONCRETE CURB TYPE D	PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS		STANDARD DRAWINGS
												18"	28"X20"	
			FEET	STATION	STATION	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.		
106+04	LT.	JOHN HARDEN DR.	25	105+77	106+30	33		64.86	30.67	3.37	12.52			DR-1
110+13	LT.	JOHN HARDEN DR.	27	109+85	110+40	47		58.74	82.24	9.05	33.58			DR-1
111+07	LT.	JOHN HARDEN DR.	23	110+83	111+30			59.19						DR-1
111+93	LT.	JOHN HARDEN DR.	24	111+67	112+19			34.67	6.69	0.74	2.73			DR-1
112+68	LT.	JOHN HARDEN DR.	16	112+46	112+90			29.33	17.21	1.89	7.03			DR-1
113+42	LT.	JOHN HARDEN DR.	16	113+20	113+64			29.33	40.00	4.40	16.33			DR-1
117+67	LT.	JOHN HARDEN DR.	28	117+39	117+95	12		37.33	328.72	36.16	134.22			DR-1
118+48	LT.	JOHN HARDEN DR.	24	118+22	118+74	17		34.67	234.19	25.76	95.62			DR-1
123+85	LT.	JOHN HARDEN DR.	26	123+58	124+12	46		36.00	76.43	8.41	31.21			DR-1
127+96	LT.	JOHN HARDEN DR.	38	127+63	128+29	29		44.00	139.67	15.36	57.03			DR-1
130+96	LT.	JOHN HARDEN DR.	40	130+62	131+30	32		45.33	222.43	24.47	90.82			DR-1
133+95	LT.	JOHN HARDEN DR.	40	133+60	134+30			45.35	179.94	19.79	73.47			DR-1
144+16	LT.	JOHN HARDEN DR.	28	143+88	144+45	31		37.26	70.50	7.76	28.79			DR-1
145+29	LT.	JOHN HARDEN DR.	30	145+00	145+59			38.67	68.50	7.54	27.97			DR-1
147+98	LT.	JOHN HARDEN DR.	40	147+63	148+32			45.34	43.31	4.76	17.68			DR-1
150+91	LT.	JOHN HARDEN DR.	40	150+57	151+25			45.35	134.83	14.83	55.05			DR-1
151+96	LT.	JOHN HARDEN DR.	40	151+62	152+30			45.76	62.52	6.88	25.53			DR-1
153+74	LT.	JOHN HARDEN DR.	40	153+40	154+08			45.33	26.67	2.93	10.89			DR-1
154+91	LT.	JOHN HARDEN DR.	36	154+59	155+23			42.67	72.49	7.97	29.60			DR-1
155+62	LT.	JOHN HARDEN DR.	36	155+30	155+94			42.67	73.24	8.06	29.90			DR-1
156+33	LT.	JOHN HARDEN DR.	24	156+07	156+59			34.67	60.85	6.69	24.85			DR-1
158+29	LT.	JOHN HARDEN DR.	40	157+95	158+63			45.32	50.11	5.51	20.46			DR-1
160+15	LT.	JOHN HARDEN DR.	58	159+72	160+58			57.08	118.94	13.08	48.56			DR-1
161+58	LT.	JOHN HARDEN DR.	32	161+28	161+90		17	41.33	40.65	4.47	16.60			DR-1
162+69	LT.	JOHN HARDEN DR.	33	162+38	162+98			39.43	20.67	2.27	8.44			DR-1
164+55	LT.	JOHN HARDEN DR.	40	164+21	164+89			45.33	131.73	14.49	53.79			DR-1
165+69	LT.	JOHN HARDEN DR.	16	165+47	165+92		12	29.36	92.76	10.20	37.87			DR-1
168+90	LT.	JOHN HARDEN DR.	40	168+56	169+24			45.36	269.66	29.66	110.10			DR-1
170+11	LT.	JOHN HARDEN DR.	40	169+77	170+45			45.36	190.57	20.96	77.81			DR-1
174+21	LT.	JOHN HARDEN DR.	30	173+92	174+50	34		38.67	217.08	23.88	88.64			DR-1
175+03	LT.	JOHN HARDEN DR.	26	174+76	175+30	121		36.00	233.95	25.73	95.52			DR-1
185+57	LT.	JOHN HARDEN DR.	33	185+22	185+85	271		40.81	487.40	53.61	199.01			DR-1
186+70	LT.	JOHN HARDEN DR.	40	186+35	187+05	11	6	45.34	145.16	15.97	59.27			DR-1
188+82	LT.	JOHN HARDEN DR.	20	188+58	189+06	38		32.00	68.74	7.56	28.07			DR-1
189+56	LT.	JOHN HARDEN DR.	30	189+27	189+85			38.67	76.63	8.43	31.29			DR-1
190+64	LT.	JOHN HARDEN DR.	36	190+32	190+97			42.67	52.55	5.78	21.46			DR-1
200+85	LT.	JOHN HARDEN DR.	26	200+58	201+12	58		36.05	147.95	16.27	60.41			DR-1
204+70	LT.	JOHN HARDEN DR.	24	204+44	204+96			34.67	70.67	7.77	28.86			DR-1
212+70	LT.	JOHN HARDEN DR. (N. 1ST ST.)	16	212+48	212+93			29.40	32.84	3.61	13.41			DR-1
213+89	LT.	JOHN HARDEN DR. (N. 1ST ST.)	26	213+61	214+16			36.10	48.52	5.34	19.81			DR-1
215+20	LT.	JOHN HARDEN DR. (N. 1ST ST.)	40	214+85	215+54			45.44	88.81	9.77	36.26			DR-1
216+39	RT.	JOHN HARDEN DR. (N. 1ST ST.)	40	216+05	216+72			45.28			108.03			DR-1
217+56	LT.	JOHN HARDEN DR. (N. 1ST ST.)	40	217+21	217+90			45.40			47.54			DR-1
219+32	LT.	JOHN HARDEN DR. (N. 1ST ST.)	16	219+10	219+54			29.33			18.72			DR-1
105+61	RT.	T.P. WHITE DR.	20	105+37	105+85			63.63						DR-1
106+16	RT.	T.P. WHITE DR.	24	105+90	106+42			34.67	42.67	4.69	17.42			DR-1
107+80	RT.	T.P. WHITE DR.	24	107+54	108+06			34.67	73.09	8.04	29.84			DR-1
108+63	RT.	T.P. WHITE DR.	40	108+29	108+97			138.40						DR-1
112+34	RT.	T.P. WHITE DR.	24	112+08	112+60			55.13						DR-1
113+90	RT.	T.P. WHITE DR.	26	113+63	114+17	33		58.80	101.76	11.19	41.55			DR-1
115+06	RT.	T.P. WHITE DR.	30	114+77	115+35	87		38.67	188.99	20.79	77.17			DR-1
117+54	RT.	T.P. WHITE DR.	24	117+28	117+80			34.67	72.30	7.95	29.52			DR-1
119+64	RT.	T.P. WHITE DR.	32	119+34	119+94	43		40.00	78.07	8.59	31.88			DR-1
135+00	RT.	T.P. WHITE DR.	24	134+74	135+26			34.68	166.50	18.32	67.98			DR-1
150+91	RT.	T.P. WHITE DR.	24	150+65	151+17			34.67	45.10	4.96	18.41			DR-1
152+56	RT.	T.P. WHITE DR.	24	152+30	152+82			34.57	31.61	3.48	12.91			DR-1
153+55	RT.	T.P. WHITE DR.	24	153+29	153+81			34.73	27.78	3.06	11.34			DR-1
155+30	RT.	T.P. WHITE DR.	24	155+04	155+56			34.68	103.67	11.40	42.33			DR-1
160+62	RT.	T.P. WHITE DR.	24	160+36	160+88			34.64	97.21	10.69	39.69			DR-1
163+00	RT.	T.P. WHITE DR.	24	162+73	163+25			34.67	15.77	1.73	6.44			DR-1
167+51	RT.	T.P. WHITE DR.	36	167+18	167+83			42.66	151.99	16.72	62.06			DR-1
169+40	RT.	T.P. WHITE DR.	24	169+14	169+66		15	34.67	241.73	26.59	98.70			DR-1
172+97	RT.	T.P. WHITE DR.	33	172+65	173+28			41.66	217.23	23.90	88.70			DR-1
173+59	RT.	T.P. WHITE DR.	33	173+28	173+90			41.47	173.70	19.11	70.92			DR-1
174+61	RT.	T.P. WHITE DR.	23	174+35	174+87			34.11	74.09	8.15	30.25			DR-1
176+42	RT.	T.P. WHITE DR.	24	176+16	176+68			34.67	69.32	7.63	28.30			DR-1
178+32	RT.	T.P. WHITE DR.	36	178+00	178+64		11	114.47	50.20	5.52	20.50			DR-1
179+95	RT.	T.P. WHITE DR.	40	179+61	180+29			45.33	119.11	13.10	48.63			DR-1
180+95	RT.	T.P. WHITE DR.	40	180+61	181+29			45.33	119.11	13.10	48.63			DR-1
182+81	RT.	T.P. WHITE DR.	40	182+47	183+15			45.29	85.96	9.46	35.10			DR-1
183+67	RT.	T.P. WHITE DR.	27	183+39	183+95			69.91						DR-1
202+92	RT.	T.P. WHITE DR.	36	202+60	203+24			84.52	17.49	1.92	7.14			DR-1
206+72	RT.	T.P. WHITE DR.	30	206+47	207+07	12		38.67	75.00	8.25	30.62			DR-1
213+04	RT.	T.P. WHITE DR.	24	212+78	213+30			90.73						DR-1
214+30	RT.	T.P. WHITE DR.	24	214+04	214+56			88.09						DR-1
215+43	RT.	T.P. WHITE DR.	24	215+17	215+69			87.17						DR-1
SUBTOTALS (BOX 1 OF 2):						955	61	3500.95	6995.94	769.52	3030.78			

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

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

* FOR INFORMATION ONLY

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

INTEGRAL CURB

STATION	STATION	LOCATION	TYPE A
			LIN. FT.
14+25.99	16+67.08	N. JAMES ST. RAMP 1	241
14+41.17	16+57.01	GREGORY ST. RAMP 1	216
10+78.72	13+53.08	N. JAMES ST. RAMP 4	274
10+78.72	12+75.03	N. JAMES ST. RAMP 5	196
TOTAL:			927

CONCRETE CURB

STATION	STATION	LOCATION	TYPE D
			LIN. FT.
114+71	114+84	LT OF C.L. CONST. JOHN HARDEN DR.	30
117+81	118+36	LT OF C.L. CONST. JOHN HARDEN DR.	70
119+46	119+65	LT OF C.L. CONST. JOHN HARDEN DR.	19
119+73	119+92	LT OF C.L. CONST. JOHN HARDEN DR.	19
128+36	130+69	LT OF C.L. CONST. JOHN HARDEN DR.	233
131+22	132+21	LT OF C.L. CONST. JOHN HARDEN DR.	98
134+16	136+03	LT OF C.L. CONST. JOHN HARDEN DR.	191
147+13	147+78	LT OF C.L. CONST. JOHN HARDEN DR.	64
148+18	148+66	LT OF C.L. CONST. JOHN HARDEN DR.	48
148+72	149+73	LT OF C.L. CONST. JOHN HARDEN DR.	107
150+24	150+71	LT OF C.L. CONST. JOHN HARDEN DR.	31
151+11	151+76	LT OF C.L. CONST. JOHN HARDEN DR.	64
152+16	153+54	LT OF C.L. CONST. JOHN HARDEN DR.	138
153+94	154+73	LT OF C.L. CONST. JOHN HARDEN DR.	80
155+09	155+44	LT OF C.L. CONST. JOHN HARDEN DR.	35
155+80	156+21	LT OF C.L. CONST. JOHN HARDEN DR.	41
156+45	158+09	LT OF C.L. CONST. JOHN HARDEN DR.	164
158+49	159+51	LT OF C.L. CONST. JOHN HARDEN DR.	104
187+71	188+70	LT OF C.L. CONST. JOHN HARDEN DR.	100
189+21	189+41	LT OF C.L. CONST. JOHN HARDEN DR.	20
189+71	190+46	LT OF C.L. CONST. JOHN HARDEN DR.	76
190+82	190+87	LT OF C.L. CONST. JOHN HARDEN DR.	4
31+48	32+15	LT OF C.L. CONST. JOHN HARDEN DR.	50
33+49	33+81	LT OF C.L. CONST. JOHN HARDEN DR.	32
105+73	106+04	RT. OF C.L. CONST. T.P. WHITE DR.	31
106+28	107+68	RT. OF C.L. CONST. T.P. WHITE DR.	140
107+92	108+43	RT. OF C.L. CONST. T.P. WHITE DR.	51
108+83	109+57	RT. OF C.L. CONST. T.P. WHITE DR.	74
150+25	150+79	RT. OF C.L. CONST. T.P. WHITE DR.	54
151+03	151+07	RT. OF C.L. CONST. T.P. WHITE DR.	4
152+89	153+43	RT. OF C.L. CONST. T.P. WHITE DR.	54
153+67	155+18	RT. OF C.L. CONST. T.P. WHITE DR.	151
155+42	156+05	RT. OF C.L. CONST. T.P. WHITE DR.	64
159+38	160+50	RT. OF C.L. CONST. T.P. WHITE DR.	112
160+86	162+78	RT. OF C.L. CONST. T.P. WHITE DR.	193
163+23	164+48	RT. OF C.L. CONST. T.P. WHITE DR.	125
164+54	165+66	RT. OF C.L. CONST. T.P. WHITE DR.	113
177+06	177+24	RT. OF C.L. CONST. T.P. WHITE DR.	19
177+37	178+14	RT. OF C.L. CONST. T.P. WHITE DR.	77
178+50	179+75	RT. OF C.L. CONST. T.P. WHITE DR.	125
180+15	180+75	RT. OF C.L. CONST. T.P. WHITE DR.	61
181+15	182+61	RT. OF C.L. CONST. T.P. WHITE DR.	146
183+01	183+52	RT. OF C.L. CONST. T.P. WHITE DR.	51
187+95	188+20	RT. OF C.L. CONST. T.P. WHITE DR.	25
189+17	189+55	RT. OF C.L. CONST. T.P. WHITE DR.	38
190+52	190+99	RT. OF C.L. CONST. T.P. WHITE DR.	47
201+75	202+18	RT. OF C.L. CONST. T.P. WHITE DR.	73
10+00	10+60	RT. OF C.L. CONST. TURNAROUND	60
212+79	213+76	LT. OF C.L. CONST. N. 1ST ST.	95
214+02	214+99	LT. OF C.L. CONST. N. 1ST ST.	96
215+40	215+46	LT. OF C.L. CONST. N. 1ST ST.	5
211+64	212+41	RT. OF C.L. CONST. N. 1ST ST.	79
213+09	213+42	RT. OF C.L. CONST. N. 1ST ST.	35
216+58	218+12	RT. OF C.L. CONST. N. 1ST ST.	157
204+11	204+75	LT. OF C.L. CONST. JAMES ST.	86
212+87	213+08	LT. OF C.L. CONST. JAMES ST.	21
10+45	10+94	RT. OF C.L. CONST. N. BAILEY BLVD. CONNECTION	61
23+55	23+87	LT. OF C.L. CONST. N. BAILEY BLVD. CONNECTION	33
196+96	198+68	RT. OF C.L. CONST. HWY. 67	176
TOTAL:			4550

NOTE: TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
CURB TO BE CONSTRUCTED AT ROW LINE.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

SADonaldson 5/11/2022 8:23:37 PM
WORKSPACE: AHTD
L:\202\20T732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	443	1104
				(2)		QUANTITIES		

DRIVEWAYS (BOX 2 OF 2)

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		CONCRETE COMBINATION CURB AND GUTTER TYPE A (1'-6")	CONCRETE CURB TYPE D	PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS		STANDARD DRAWINGS
												18"	28"X20"	
			FEET	STATION	STATION	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.		
203+50	LT.	JAMES ST.	24	203+24	203+76			34.68	140.77	15.48	57.48			DR-1
213+19	LT.	JAMES ST.	22	212+94	213+44			33.35	28.24	3.11	11.53			DR-1
213+72	LT.	JAMES ST.	16	213+50	213+94			29.35	21.84	2.40	8.92			DR-1
214+00	RT.	JAMES ST.	27.5	213+71	214+27			37.00	57.32	6.31	23.40			DR-1
100+60	RT.	HILL ST.	16	100+38	100+82			65.97						DR-1
801+41	LT.	GREGORY ST.	16	801+19	801+63			29.36	79.05	8.70	32.28		26	DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
801+41	RT.	GREGORY ST.	36	801+11	801+75			42.67	193.97	21.34	79.20	46		DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
12+68	LT.	N. BAILEY BLVD. CONN.	16	12+46	12+90			29.33	60.60	6.67	24.74			DR-1
13+76	LT.	N. BAILEY BLVD. CONN.	20	13+52	14+00			32.00	53.29	5.86	21.76			DR-1
13+95	RT.	N. BAILEY BLVD. CONN.	24	13+69	14+23			34.92	82.35	9.06	33.62	34		DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
14+29	LT.	N. BAILEY BLVD. CONN.	16	14+08	14+49			29.07	40.06	4.41	16.36			DR-1
14+90	LT.	N. BAILEY BLVD. CONN.	16	14+69	15+11			29.08	53.02	5.83	21.65			DR-1
17+24	LT.	N. BAILEY BLVD. CONN.	53	16+85	17+63	65		399.47						DR-1
20+59	LT.	N. BAILEY BLVD. CONN.	31	20+29	20+88	78		39.33	185.66	20.42	75.81			DR-1
10+97	LT.	PARRISH RD. (CUL DE SAC)	17	10+78	11+20			83.34						DR-1
10+99	RT.	PARRISH RD. (CUL DE SAC)	33	10+74	11+29			222.10						DR-1
15+32	RT.	N.J.P. WRIGHT LOOP	40	14+98	15+66		12	45.33	43.54	4.79	17.78			DR-1
15+95	RT.	N.J.P. WRIGHT LOOP	20	15+71	16+19			32.01	23.32	2.57	9.52			DR-1
16+60	RT.	N.J.P. WRIGHT LOOP	20	16+36	16+84		2	32.01	26.64	2.93	10.88			DR-1
17+23	RT.	N.J.P. WRIGHT LOOP	21	16+98	17+47			32.68	34.92	3.84	14.26			DR-1
17+86	RT.	N.J.P. WRIGHT LOOP	26	17+59	18+13		1	36.01	43.32	4.77	17.69			DR-1
18+50	RT.	N.J.P. WRIGHT LOOP	26	18+22	18+76		6	36.01	43.32	4.77	17.69			DR-1
32+36	LT.	JOHN HARDEN DR.	30	32+04	32+65			37.68	122.54	13.48	50.03			DR-1
33+32	LT.	JOHN HARDEN DR.	34	33+01	33+63			41.32	122.70	13.50	50.10			DR-1
35+72	LT.	JOHN HARDEN DR.	24				64		74.80	8.23	30.54			
40+08	LT.	JOHN HARDEN DR.	40				159		303.55	33.39	123.94			
41+80	LT.	JOHN HARDEN DR.	40				102		297.48	32.72	121.46			
42+81	LT.	JOHN HARDEN DR.	40	42+47	43+15			121.69	167.89	18.47	68.55			DR-1
10+54	LT.	JOHN HARDIN DR. APPROACH	16	10+30	10+76			57.49						DR-1
* ENTIRE PROJECT TEMPORARY DRIVES											2000.00			
SUBTOTALS (BOX 2 OF 2):						**143**	**346**	**1643.25**	**2300.19**	**253.05**	**2939.19**	**80**	**26**	
SUBTOTALS (BOX 1 OF 2):						**955**	**61**	**3500.95**	**6995.94**	**769.52**	**3030.78**			
TOTALS:						**1098**	**407**	**5144.20**	**9296.13**	**1022.57**	**5969.97**	**80**	**26**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

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

'* FOR INFORMATION ONLY

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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.

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
611+68	HWY. 67 NE HEADWALL	1
675+88	HWY. 67 SW HEADWALL	1
206+73	JAMES ST. SE PARAPET WALL	1
810+14	GREGORY ST. SE PARAPET WALL	1
TOTAL:		**4**

NOTE: SHOWN FOR INFORMATION ONLY. BENCH MARKS SHALL BE FURNISHED AND PLACED BY STATE FORCES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

CONCRETE COMBINATION CURB AND GUTTER (BOX 2 OF 2)

STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
10+00	17+26	RT. OF C.L. CONST. TURNAROUND	726
10+00	17+86	LT. OF C.L. CONST. TURNAROUND	786
197+12	200+00	RT. OF C.L. CONST. N. 1ST ST.	288
197+12	198+26	LT. OF C.L. CONST. N. 1ST ST.	114
200+00	208+57	RT. OF C.L. CONST. T.P. WHITE DR.	857
210+23	218+00	RT. OF C.L. CONST. T.P. WHITE DR.	777
202+43	217+83	LT. OF C.L. CONST. T.P. WHITE DR.	1540
204+51	205+46	RT. OF C.L. CONST. JAMES ST.	95
206+76	207+38	RT. OF C.L. CONST. JAMES ST.	62
209+49	210+48	RT. OF C.L. CONST. JAMES ST.	99
211+83	214+27	RT. OF C.L. CONST. JAMES ST.	244
201+50	202+06	LT. OF C.L. CONST. JAMES ST.	56
202+90	204+86	LT. OF C.L. CONST. JAMES ST.	196
206+19	206+80	LT. OF C.L. CONST. JAMES ST.	61
208+91	210+07	LT. OF C.L. CONST. JAMES ST.	116
210+99	214+80	LT. OF C.L. CONST. JAMES ST.	381
800+32	807+30	RT. OF C.L. CONST. GREGORY ST.	698
810+19	816+23	RT. OF C.L. CONST. GREGORY ST.	604
800+08	802+97	LT. OF C.L. CONST. GREGORY ST.	289
804+33	807+47	LT. OF C.L. CONST. GREGORY ST.	314
810+35	816+32	LT. OF C.L. CONST. GREGORY ST.	597
108+48	112+91	RT. OF RT. LANES VANDENBERG BLVD.	443
108+47	111+95	LT. OF RT. LANES VANDENBERG BLVD.	348
108+47	111+95	RT. OF LT. LANES VANDENBERG BLVD.	348
108+53	113+01	LT. OF LT. LANES VANDENBERG BLVD.	448
113+37	118+12	RT. OF C.L. CONST. VANDENBERG BLVD.	475
113+70	117+23	LT. OF C.L. CONST. VANDENBERG BLVD.	353
10+27	23+59	RT. OF C.L. CONST. N. BAILEY BLVD. CONNECTION	1332
10+22	23+89	LT. OF C.L. CONST. N. BAILEY BLVD. CONNECTION	1367
11+29	14+59	RT. OF C.L. CONST. N. BAILEY BLVD.	330
11+28	13+29	LT. OF C.L. CONST. N. BAILEY BLVD.	201
10+03	13+14	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	311
13+73	18+89	RT. OF C.L. CONST. N.J.P. WRIGHT LOOP	516
10+48	13+15	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP	267
13+78	16+30	LT. OF C.L. CONST. N.J.P. WRIGHT LOOP	252
10+07	11+14	RT. OF C.L. CONST. BRADEN ST.	107
10+81	11+14	LT. OF C.L. CONST. BRADEN ST.	33
10+25	11+00	RT. OF C.L. CONST. N. JEFF DAVIS AVE.	75
10+25	11+00	LT. OF C.L. CONST. N. JEFF DAVIS AVE.	75
10+32	10+90	RT. OF C.L. CONST. WALMART ENTR.	58
10+07	10+90	LT. OF C.L. CONST. WALMART ENTR.	83
700+29	700+66	RT. OF C.L. CONST. VANDENBERG BLVD. RAMP 4	37
100+07	100+82	RT. OF C.L. CONST. HILL ST.	75
100+43	100+82	LT. OF C.L. CONST. HILL ST.	39
100+28	101+07	RT. OF C.L. CONST MADDEN RD.	79
100+20	101+24	LT. OF C.L. CONST. MADDEN RD.	104
10+15	11+11	PARRISH RD. (CUL DE SAC) (MEA. ALONG F.C.)	338
		RT. OF ENTR. AT JOHN HARDEN DR. STA. 115+10	80
		LT. OF ENTR. AT JOHN HARDEN DR. STA. 115+10	80
		RT. OF ENTR. AT JOHN HARDEN DR. STA. 149+98	48
		LT. OF ENTR. AT JOHN HARDEN DR. STA. 149+98	48
		RT. OF ENTR. AT JAMES ST. STA. 202+50	47
		LT. OF ENTR. AT JAMES ST. STA. 202+50	49
		RT. OF ENTR. AT JOHN HARDEN DR. STA. 46+42	41
		LT. OF ENTR. AT JOHN HARDEN DR. STA. 46+40	44
		RT. OF MAIN ST. TURNAROUND	108
		LT. OF MAIN ST. TURNAROUND	17
		RT OF ENTR. AT T.P. WHITE DR. STA. 109+80	4
		LT. OF ENTR. AT T.P. WHITE DR. STA. 109+80	33
SUBTOTAL (BOX 2 OF 2):			**17593**
SUBTOTAL (BOX 1 OF 2):			**39698**
TOTAL:			**57291**

CONCRETE COMBINATION CURB AND GUTTER (BOX 1 OF 2)

STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
100+24	114+67	LT. OF C.L. CONST. JOHN HARDEN DR.	1443
115+53	120+49	LT. OF C.L. CONST. JOHN HARDEN DR.	496
121+57	139+57	LT. OF C.L. CONST. JOHN HARDEN DR.	1800
140+84	149+55	LT. OF C.L. CONST. JOHN HARDEN DR.	871
150+41	175+30	LT. OF C.L. CONST. JOHN HARDEN DR.	2489
176+15	180+59	LT. OF C.L. CONST. JOHN HARDEN DR.	444
181+98	192+58	LT. OF C.L. CONST. JOHN HARDEN DR.	1060
195+60	219+54	LT. OF C.L. CONST. JOHN HARDEN DR. (N. 1ST ST.)	2394
100+10	102+36	LT. OF C.L. CONST. JOHN HARDEN DR.	226
103+31	110+36	RT. OF C.L. CONST. JOHN HARDEN DR.	705
110+36	126+17	RT. OF C.L. CONST. JOHN HARDEN DR.	1581
129+43	139+16	RT. OF C.L. CONST. JOHN HARDEN DR.	973
140+14	153+40	RT. OF C.L. CONST. JOHN HARDEN DR.	1326
154+40	176+43	RT. OF C.L. CONST. JOHN HARDEN DR.	2203
178+53	191+47	RT. OF C.L. CONST. JOHN HARDEN DR.	1294
192+12	193+03	RT. OF C.L. CONST. JOHN HARDEN DR.	91
195+55	208+71	RT. OF C.L. CONST. JOHN HARDEN DR.	1316
211+64	218+69	RT. OF C.L. CONST. JOHN HARDEN DR. (N. 1ST ST.)	705
30+76	48+86	RT. OF C.L. CONST. JOHN HARDEN DR.	1810
30+25	35+40	LT. OF C.L. CONST. JOHN HARDEN DR.	515
36+04	39+70	LT. OF C.L. CONST. JOHN HARDEN DR.	366
40+50	41+40	LT. OF C.L. CONST. JOHN HARDEN DR.	90
42+20	45+87	LT. OF C.L. CONST. JOHN HARDEN DR.	367
46+89	48+87	LT. OF C.L. CONST JOHN HARDEN DR.	198
105+36	109+54	RT. OF C.L. CONST. T.P. WHITE DR.	418
110+06	136+45	RT. OF C.L. CONST. T.P. WHITE DR.	2639
137+56	139+06	RT. OF C.L. CONST. T.P. WHITE DR.	150
139+95	157+68	RT. OF C.L. CONST. T.P. WHITE DR.	1773
159+20	184+37	RT. OF C.L. CONST. T.P. WHITE DR.	2517
187+12	190+99	RT. OF C.L. CONST. T.P. WHITE DR.	387
105+36	115+23	LT. OF C.L. CONST. T.P. WHITE DR.	987
120+01	127+62	LT. OF C.L. CONST. T.P. WHITE DR.	761
130+41	137+13	LT. OF C.L. CONST. T.P. WHITE DR.	672
137+98	158+50	LT. OF C.L. CONST. T.P. WHITE DR.	2052
163+00	177+94	LT. OF C.L. CONST. T.P. WHITE DR.	1494
180+12	190+97	LT. OF C.L. CONST. T.P. WHITE DR.	1085
SUBTOTAL (BOX 1 OF 2):			**39698**

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
	EACH	
JOHN HARDEN DR. STA. 131+17 LT.	1	1
JOHN HARDEN DR. STA. 135+40 LT.	1	1
JOHN HARDEN DR. STA. 190+80 LT.	1	1
JOHN HARDEN DR. STA. 204+79 RT.	1	1
JOHN HARDEN DR. STA. 212+62 LT. (N. 1ST ST.)	1	1
JOHN HARDEN DR. STA. 217+78 LT. (N. 1ST. ST.)	1	1
JOHN HARDEN DR. STA. 219+20 LT. (N. 1ST ST.)	1	1
T.P. WHITE DR. STA. 151+18 RT.	1	1
T.P. WHITE DR. STA. 153+76 RT.	1	1
T.P. WHITE DR. STA. 156+35 RT.	1	1
T.P. WHITE DR. STA. 176+13 RT.	1	1
GREGORY ST. STA. 804+21 RT.	1	1
N. BAILEY BLVD. CONN. STA. 12+53 LT.	1	1
N. BAILEY BLVD. CONN. STA. 13+90 LT.	1	1
N. BAILEY BLVD. CONN. STA. 14+60 LT.	1	1
JOHN HARDEN DR. STA. 43+04 LT.	1	1
ENTIRE PROJECT	10	10
TOTALS:	**26**	**26**

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE		
				AVG. WID.	5" U.T.	6.5" U.T.
			FEET	FEET	SQ. YD.	SQ. YD.
215+20.00	219+54.66	JOHN HADEN DR. (N. 1ST. ST.)	434.66	VAR.	428.46	273.47
201+50.00	204+51.85	JAMES ST.	301.85	VAR.	174.45	113.82
214+73.00	215+20.00	JAMES ST.	47.00	VAR.	33.24	26.35
15+45.00	18+89.10	N.J.P. WRIGHT LOOP	344.10	VAR.	209.01	131.17
TOTALS:					**845.16**	**544.81**

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REVISED DATE:



DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	444	1104
				(2)	QUANTITIES			

CONCRETE BARRIER WALL (BOX 1 OF 2)

STATION	STATION	LOCATION	MEDIAN TYPE A	MEDIAN TYPE A-1	MEDIAN TYPE B	MEDIAN TYPE B-1	MEDIAN TYPE SP-1	MEDIAN TYPE SP-2	MEDIAN TYPE SP-3	MEDIAN TYPE SP-4	SIDE TYPE A	SIDE TYPE A-1	SIDE TYPE D	SIDE TYPE E	SIDE TYPE SP-1	SIDE TYPE SP-3	SIDE TYPE SP-4	SIDE TYPE SP-5	SIDE TYPE SP-6	SIDE TYPE SP-7	SIDE TYPE SP-9	SIDE TYPE SP-11	TYPE H2 RAILING	TRANSITIONAL APPROACH RAILING
			LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH
600+20.98	601+56.51	HWY. 67 C.L.			135.53																			
601+56.51	603+40.10	HWY. 67 C.L.	183.59																					
603+40.08	604+40.08	HWY. 67 C.L.					100.00																	
604+60.08	605+60.08	HWY. 67 C.L.					100.00																	
605+60.08	616+40.16	HWY. 67 C.L.	1080.08																					
616+40.16	617+40.16	HWY. 67 C.L.					100.00																	
617+60.16	618+60.16	HWY. 67 C.L.					100.00																	
618+60.16	628+53.56	HWY. 67 C.L.	993.40																					
628+53.56	629+53.56	HWY. 67 C.L.							100.00															
630+55.56	631+55.56	HWY. 67 C.L.							100.00															
631+55.56	647+47.79	HWY. 67 C.L.			1592.23																			
647+47.79	648+10.01	HWY. 67 C.L.	62.22																					
648+10.01	649+10.01	HWY. 67 C.L.					100.00																	
649+30.01	650+30.01	HWY. 67 C.L.					100.00																	
650+30.01	654+90.00	HWY. 67 C.L.	459.99																					
654+90.00	655+90.00	HWY. 67 C.L.					100.00																	
656+10.00	657+10.00	HWY. 67 C.L.					100.00																	
657+10.00	659+15.07	HWY. 67 C.L.	205.07																					
659+15.07	660+15.07	HWY. 67 C.L.							100.00															
660+62.07	661+62.07	HWY. 67 C.L.							100.00															
661+62.07	675+50.00	HWY. 67 C.L.	1387.93																					
675+50.00	676+50.00	HWY. 67 C.L.					100.00																	
676+70.00	677+70.00	HWY. 67 C.L.					100.00																	
677+70.00	678+70.00	HWY. 67 C.L.					100.00																	
678+90.00	679+36.41	HWY. 67 C.L.					46.41																	
679+36.41	679+90.00	HWY. 67 C.L.						53.59																
679+90.00	683+07.77	HWY. 67 C.L.			317.77																			
683+07.77	683+82.77	HWY. 67 C.L.								75.00														
683+82.77	684+20.52	HWY. 67 C.L.				37.75																		
687+05.26	687+43.01	HWY. 67 C.L.				37.75																		
687+43.01	688+18.01	HWY. 67 C.L.								75.00														
688+18.01	705+90.00	HWY. 67 C.L.			1771.99																			
705+90.00	706+90.00	HWY. 67 C.L.						100.00																
707+10.00	708+10.00	HWY. 67 C.L.						100.00																
708+10.00	708+20.30	HWY. 67 C.L.			10.30																			
708+20.30	711+50.00	HWY. 67 C.L.	329.70																					
599+25.00	604+39.17	HWY. 67 LT.									514.17													
608+05.63	608+32.50	HWY. 67 LT.									26.87													
608+32.50	609+32.50	HWY. 67 LT.																				100.00		
609+47.50	610+47.50	HWY. 67 LT.																				100.00		
610+47.50	618+23.12	HWY. 67 LT.									775.62													
621+50.59	624+50.00	HWY. 67 LT.									299.41													
624+50.00	626+50.00	HWY. 67 LT.											200.00											
626+50.00	629+19.56	HWY. 67 LT.									269.56													
629+19.56	631+97.83	HWY. 67 LT.																278.27						
631+97.83	641+50.00	HWY. 67 LT.									952.17													
641+50.00	648+50.00	HWY. 67 LT.											700.00											
648+50.00	651+26.66	HWY. 67 LT.									276.66													
652+39.25	654+95.81	HWY. 67 LT.																			256.56			
654+95.81	655+90.00	HWY. 67 LT.																				94.19		
656+10.00	657+10.00	HWY. 67 LT.																				100.00		
657+10.00	663+50.00	HWY. 67 LT.									640.00													
663+50.00	664+50.00	HWY. 67 LT.											100.00											
664+50.00	668+41.15	HWY. 67 LT.									391.15													
670+53.83	677+70.00	HWY. 67 LT.									716.17													
677+70.00	678+70.00	HWY. 67 LT.																				100.00		
678+90.00	679+90.00	HWY. 67 LT.																				100.00		
679+90.00	683+68.52	HWY. 67 LT.									378.52													
683+68.52	684+57.11	HWY. 67 LT.														88.59								
686+68.68	687+58.67	HWY. 67 LT.														89.99								
687+58.67	692+50.00	HWY. 67 LT.									491.33													
692+50.00	697+50.00	HWY. 67 LT.												500.00										
697+50.00	705+05.30	HWY. 67 LT.									755.30													
705+05.30	705+90.00	HWY. 67 LT.		84.70																				
705+90.00	706+90.00	HWY. 67 LT.					100.00																	
707+10.00	708+10.00	HWY. 67 LT.					100.00																	
708+10.00	712+30.00	HWY. 67 LT.		420.00																				
SUBTOTALS (BOX 1 OF 2):			**4701.98**	**504.70**	**3827.82**	**75.50**	**1346.41**	**253.59**	**400.00**	**150.00**	**6486.93**		**1000.00**	**500.00**		**178.58**		**278.27**			**256.56**	**594.19**		

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REVISED DATE:



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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.		CA0604	445	1104
				(2)	QUANTITIES			

CONCRETE BARRIER WALL (BOX 2 OF 2)

STATION	STATION	LOCATION	MEDIAN TYPE A	MEDIAN TYPE A-1	MEDIAN TYPE B	MEDIAN TYPE B-1	MEDIAN TYPE SP-1	MEDIAN TYPE SP-2	MEDIAN TYPE SP-3	MEDIAN TYPE SP-4	SIDE TYPE A	SIDE TYPE A-1	SIDE TYPE D	SIDE TYPE E	SIDE TYPE SP-1	SIDE TYPE SP-3	SIDE TYPE SP-4	SIDE TYPE SP-5	SIDE TYPE SP-6	SIDE TYPE SP-7	SIDE TYPE SP-9	SIDE TYPE SP-11	TYPE H2 RAILING	TRANSITIONAL APPROACH RAILING
			LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH
596+50.00	598+00.00	HWY. 67 RT.										150.00												
598+00.00	600+00.00	HWY. 67 RT.									200.00													
600+20.98	603+40.00	HWY. 67 RT.									319.02													
603+40.00	604+40.00	HWY. 67 RT.																			100.00			
604+60.00	605+60.00	HWY. 67 RT.																			100.00			
605+60.00	606+47.00	HWY. 67 RT.									87.00													
609+66.40	616+40.08	HWY. 67 RT.									673.68													
616+40.08	617+40.08	HWY. 67 RT.																			100.00			
617+60.08	618+60.08	HWY. 67 RT.																			100.00			
618+60.08	618+85.98	HWY. 67 RT.									25.90													
621+65.48	624+52.67	HWY. 67 RT.									287.19													
624+52.67	630+59.97	HWY. 67 RT.																	607.30					
630+59.97	632+50.00	HWY. 67 RT.									190.03													
632+50.00	634+00.00	HWY. 67 RT.											150.00											
634+00.00	649+33.59	HWY. 67 RT.									1533.59													
652+30.70	656+50.00	HWY. 67 RT.									419.30													
656+50.00	665+00.00	HWY. 67 RT.												850.00										
665+00.00	668+78.00	HWY. 67 RT.									378.00													
670+95.70	674+50.00	HWY. 67 RT.									354.30													
674+50.00	677+50.00	HWY. 67 RT.												300.00										
677+50.00	683+94.96	HWY. 67 RT.									644.96													
683+94.96	684+57.08	HWY. 67 RT.														62.12								
686+68.69	687+49.58	HWY. 67 RT.														80.89								
687+49.58	702+97.41	HWY. 67 RT.									1547.83													
702+97.41	703+97.41	HWY. 67 RT.																			100.00			
704+12.57	705+05.30	HWY. 67 RT.																			92.73			
11+00.00	17+01.24	GREGORY ST. RAMP 4 - LT.									601.24													
11+00.00	15+62.93	GREGORY ST. RAMP 4 - RT.									462.93													
702+00.00	703+20.00	VANDENBERG RAMP 4 - LT.									120.00													
703+20.00	708+50.00	VANDENBERG RAMP 4 - LT.												530.00										
708+50.00	716+98.20	VANDENBERG RAMP 4 - LT.									848.20													
* 135+40.00	139+45.33	JOHN HARDEN DR. - LT.													425.00							425.00		2
166+66.94	168+30.00	JOHN HARDEN DR. - LT.															163.06							
154+40.29	162+97.41	JOHN HARDEN DR. - RT.																		857.12				
162+97.41	164+51.51	JOHN HARDEN DR. - RT.												154.10										
165+00.00	174+00.00	JOHN HARDEN DR. - RT.																		900.00				
169+73.59	171+44.58	T.P. WHITE DR. - RT.															170.99							
804+07.38	807+48.77	GREGORY ST. - LT.													346.46									
10+45.19	13+07.77	N. BAILEY BLVD. - RT.													262.12									
810+15.39	812+69.99	GREGORY ST. - RT.													254.60									
SUBTOTALS (BOX 2 OF 2):											**8693.17**	**150.00**	**150.00**	**1834.10**	**1288.18**	**143.01**	**334.05**		**607.30**	**1757.12**		**592.73**	**425.00**	**2**
SUBTOTALS (BOX 1 OF 2):			**4701.98**	**504.70**	**3827.82**	**75.50**	**1346.41**	**253.59**	**400.00**	**150.00**	**6486.93**		**1000.00**	**500.00**		**178.58**		**278.27**			**256.56**	**594.19**		
TOTALS:			**4701.98**	**504.70**	**3827.82**	**75.50**	**1346.41**	**253.59**	**400.00**	**150.00**	**15180.10**	**150.00**	**1150.00**	**2334.10**	**1288.18**	**321.59**	**334.05**	**278.27**	**607.30**	**1757.12**	**256.56**	**1186.92**	**425.00**	**2**

* LENGTH MEASURED ALONG ALIGNMENT OF RETAINING WALL NO. 1.

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	446	1104
				(2)		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BASE AND SURFACING - HWY. 67 & RAMPS (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMPACTED DEPTH)				TACK COAT				ACHM SURFACE COURSE (3/8")				PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.)		AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	TON / STATION	TON
			FEET	FEET	SQ. YD.	TON	TON	FEET				FEET			TON	FEET			
HWY. 67 - RIGHT LANES																			
598+00.00	600+00.00		200.00	57.00	1266.67	26.60	416.73	57.00	1266.67	0.05	63.33	57.00	1266.67	110.00	69.67	56.33	1251.76		
600+20.98	601+56.51		135.53	57.00	858.36	18.03	282.40	57.00	858.36	0.05	42.92	57.00	858.36	110.00	47.21	56.33	848.27	22.50	30.49
601+56.51	605+83.83		427.32	57.00	2706.36	56.83	890.39	57.00	2706.36	0.05	135.32	57.00	2706.36	110.00	148.85	56.33	2674.55	22.50	96.15
605+83.83	606+46.81		62.98	59.50	416.37	8.74	136.99	59.50	416.37	0.05	20.82	59.50	416.37	110.00	22.90	58.83	411.68	22.50	14.17
606+46.81	608+84.00		237.19	68.82	1813.71	38.09	596.71	68.82	1813.71	0.05	90.69	68.82	1813.71	110.00	99.75	68.82	1813.71	22.50	53.37
608+84.00	609+66.40		82.40	58.53	535.87	11.25	176.30	58.53	535.87	0.05	26.79	58.53	535.87	110.00	29.47	58.53	535.87	22.50	18.54
609+66.40	610+13.01		46.61	57.40	297.27	6.24	97.80	57.40	297.27	0.05	14.86	57.40	297.27	110.00	16.35	56.73	293.80	22.50	10.49
610+13.01	618+85.98		872.97	57.00	5528.81	116.11	1818.98	57.00	5528.81	0.05	276.44	57.00	5528.81	110.00	304.08	56.33	5463.82	22.50	196.42
618+85.98	620+46.46		160.48	55.93	997.29	20.94	328.11	55.93	997.29	0.05	49.86	55.93	997.29	110.00	54.85	55.93	997.29	22.50	36.11
620+46.46	621+65.37		118.91	73.25	967.80	20.32	318.41	73.25	967.80	0.05	48.39	73.25	967.80	110.00	53.23	73.25	967.80	24.75	29.43
621+65.37	622+08.23		42.86	65.25	310.74	6.53	102.23	65.25	310.74	0.05	15.54	65.25	310.74	110.00	17.09	64.58	307.54	24.75	10.61
622+08.23	630+46.53		838.30	65.00	6054.39	127.14	1991.89	65.00	6054.39	0.05	302.72	65.00	6054.39	110.00	332.99	64.33	5991.98	24.75	207.48
630+46.53	631+29.76		83.23	63.29	585.29	12.29	192.56	63.29	585.29	0.05	29.26	63.29	585.29	110.00	32.19	62.62	579.10	24.75	20.60
631+29.76	632+41.16		111.40	57.29	709.12	14.89	233.30	57.29	709.12	0.05	35.46	57.29	709.12	110.00	39.00	56.62	700.83	22.50	25.07
632+41.16	647+47.79		1506.63	57.00	9541.99	200.38	3139.31	57.00	9541.99	0.05	477.10	57.00	9541.99	110.00	524.81	56.33	9429.83	22.50	338.99
647+47.79	648+50.87		103.08	57.00	652.84	13.71	214.78	57.00	652.84	0.05	32.64	57.00	652.84	110.00	35.91	56.33	645.17	22.50	23.19
648+50.87	649+33.46		82.59	60.50	555.19	11.66	182.66	60.50	555.19	0.05	27.76	60.50	555.19	110.00	30.54	59.83	549.04	22.50	18.58
649+33.46	651+68.07		234.61	70.59	1840.12	38.64	605.40	70.59	1840.12	0.05	92.01	70.59	1840.12	110.00	101.21	70.59	1840.12	22.50	52.79
651+68.07	652+30.80		62.73	60.84	424.05	8.91	139.51	60.84	424.05	0.05	21.20	60.84	424.05	110.00	23.32	60.84	424.05	22.50	14.11
652+30.80	653+30.99		100.19	58.84	655.02	13.76	215.50	58.84	655.02	0.05	32.75	58.84	655.02	110.00	36.03	58.17	647.56	22.50	22.54
653+30.99	668+78.00		1547.01	57.00	9797.73	205.75	3223.45	57.00	9797.73	0.05	489.89	57.00	9797.73	110.00	538.88	56.33	9682.56	22.50	348.08
668+78.00	670+24.60		146.60	55.94	911.20	19.14	299.78	55.94	911.20	0.05	45.56	55.94	911.20	110.00	50.12	55.94	911.20	22.50	32.99
670+24.60	670+97.76		73.16	75.00	609.67	12.80	200.58	75.00	609.67	0.05	30.48	75.00	609.67	110.00	33.53	75.00	609.67	24.75	18.11
670+97.76	671+86.37		88.61	66.09	650.69	13.66	214.08	66.09	650.69	0.05	32.53	66.09	650.69	110.00	35.79	65.42	644.10	24.75	21.93
671+86.37	677+77.83		591.46	65.00	4271.66	89.70	1405.38	65.00	4271.66	0.05	213.58	65.00	4271.66	110.00	234.94	64.33	4227.62	24.75	146.39
677+77.83	679+15.43		137.60	61.76	944.24	19.83	310.65	61.76	944.24	0.05	47.21	61.76	944.24	110.00	51.93	61.09	934.00	24.75	34.06
679+15.43	679+53.44		38.01	57.76	243.94	5.12	80.26	57.76	243.94	0.05	12.20	57.76	243.94	110.00	13.42	57.09	241.11	22.50	8.55
679+53.44	684+20.28		466.84	57.00	2956.65	62.09	972.74	57.00	2956.65	0.05	147.83	57.00	2956.65	110.00	162.62	56.33	2921.90	22.50	105.04
687+05.50	704+14.65		1709.15	57.00	10824.62	227.32	3561.30	57.00	10824.62	0.05	541.23	57.00	10824.62	110.00	595.35	56.33	10697.38	22.50	384.56
704+14.65	705+05.30		90.65	59.05	594.76	12.49	195.68	59.05	594.76	0.05	29.74	59.05	594.76	110.00	32.71	58.38	588.02	22.50	20.40
705+05.30	708+20.30		315.00	9.00	315.00	6.62	103.64	9.00	315.00	0.05	15.75	9.00	315.00	110.00	17.33	9.00	315.00		
708+20.30	709+00.00		79.70	9.00	79.70	1.67	26.22	9.00	79.70	0.05	3.99	9.00	79.70	110.00	4.38	9.00	79.70		
HWY. 67 - LEFT LANES																			
601+56.51	603+34.02		177.51	57.00	1124.23	23.61	369.87	57.00	1124.23	0.05	56.21	57.00	1124.23	110.00	61.83	56.33	1111.02	22.50	39.94
603+34.02	604+39.17		105.15	59.02	689.55	14.48	226.86	59.02	689.55	0.05	34.48	59.02	689.55	110.00	37.93	58.35	681.72	22.50	23.66
604+39.17	605+17.18		78.01	62.38	540.70	11.35	177.89	62.38	540.70	0.05	27.04	62.38	540.70	110.00	29.74	62.38	540.70	22.50	17.55
605+17.18	608+05.63		288.45	75.38	2415.93	50.73	794.84	75.38	2415.93	0.05	120.80	75.38	2415.93	110.00	132.88	74.71	2394.46	24.75	71.39
608+05.63	609+29.83		124.20	67.04	925.15	19.43	304.37	67.04	925.15	0.05	46.26	67.04	925.15	110.00	50.88	66.37	915.91	24.75	30.74
609+29.83	617+63.59		833.76	65.00	6021.60	126.45	1981.11	65.00	6021.60	0.05	301.08	65.00	6021.60	110.00	331.19	64.33	5959.53	24.75	206.36
617+63.59	618+23.12		59.53	65.47	433.05	9.09	142.47	65.47	433.05	0.05	21.65	65.47	433.05	110.00	23.82	64.80	428.62	24.75	14.73
618+23.12	619+44.40		121.28	72.00	970.24	20.38	319.21	72.00	970.24	0.05	48.51	72.00	970.24	110.00	53.36	72.00	970.24	24.75	30.02
619+44.40	621+50.59		206.19	54.37	1245.62	26.16	409.81	54.37	1245.62	0.05	62.28	54.37	1245.62	110.00	68.51	54.37	1245.62	22.50	46.39
621+50.59	631+29.76		979.17	57.00	6201.41	130.23	2040.26	57.00	6201.41	0.05	310.07	57.00	6201.41	110.00	341.08	56.33	6128.52	22.50	220.31
631+29.76	647+47.79		1618.03	57.00	10247.52	215.20	3371.43	57.00	10247.52	0.05	512.38	57.00	10247.52	110.00	563.61	56.33	10127.07	22.50	364.06
647+47.79	651+01.66		353.87	57.00	2241.18	47.06	737.35	57.00	2241.18	0.05	112.06	57.00	2241.18	110.00	123.26	56.33	2214.83	22.50	79.62
651+01.66	651+64.27		62.61	57.00	396.53	8.33	130.46	57.00	396.53	0.05	19.83	57.00	396.53	110.00	21.81	57.00	396.53	22.50	14.09
651+64.27	652+39.25		74.98	57.93	482.62	10.14	158.78	57.93	482.62	0.05	24.13	57.93	482.62	110.00	26.54	57.93	482.62	22.50	16.87
652+39.25	653+15.98		76.73	75.50	643.68	13.52	211.77	75.50	643.68	0.05	32.18	75.50	643.68	110.00	35.40	74.83	637.97	24.75	18.99
653+15.98	654+68.23		152.25	68.21	1153.89	24.23	379.63	68.21	1153.89	0.05	57.69	68.21	1153.89	110.00	63.46	67.54	1142.55	24.75	37.68
654+68.23	667+50.48		1282.25	65.00	9260.69	194.47	3046.77	65.00	9260.69	0.05	463.03	65.00	9260.69	110.00	509.34	64.33	9165.24	24.75	317.36
667+50.48	668+41.15		90.67	66.09	665.82	13.98	219.05	66.09	665.82	0.05	33.29	66.09	665.82	110.00	36.62	65.42	659.07	24.75	22.44
668+41.15	669+12.25		71.10	75.00	592.50	12.44	194.93	75.00	592.50	0.05	29.63	75.00	592.50	110.00	32.59	75.00	592.50	24.75	17.60
669+12.25	670+53.83		141.58	54.92	863.95	18.14	284.24	54.92	863.95	0.05	43.20	54.92	863.95	110.00	47.52	54.92	863.95	22.50	31.86
670+53.83	679+15.43		861.60	57.00	5456.80	114.59	1795.29	57.00	5456.80	0.05	272.84	57.00	5456.80	110.00	300.12	56.33	5392.66	22.50	193.86
679+15.43	684+20.68		505.25	57.00	3199.92	67.20	1052.77	57.00	3199.92	0.05	160.00	57.00	3199.92	110.00	176.00	56.33	3162.30	22.50	113.68
687+05.11	705+05.30		1800.19	57.00	11401.20	239.43	3750.99	57.00	11401.20	0.05	570.06	57.00	11401.20	110.00	627.07	56.33	11267.19	22.50	405.04
705+05.30	708+20.30		315.00	9.00	315.00	6.62	103.64	9.00	315.00	0.05	15.75	9.00	315.00	110.00	17.33	9.00	315.00		
708+20.30	709+00.00		79.70	9.00	79.70	1.67	26.22	9.00	79.70	0.05	3.99	9.00	79.70	110.00	4.38	9.00	79.70		
SUBTOTALS (BOX 1 OF 2):					**136485.60**	**2866.18**	**44903.73**		**136485.60**		**6824.29**		**136485.60**		**7506.72**		**135101.57**		**4673.48**

BASIS OF ESTIMATE:

ACHM SURFACE COURSE (3/8") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER = 5.1%

MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

CEMENT STABILIZED CRUSHED STONE BASE COURSE - AGGREGATE = 94%, CEMENT = 6%

TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

SADonaldson 5/11/2022 8:24:12 PM
WORKSPACE: AHTD
L:\202\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	447	1104
				(2)		QUANTITIES		

BASE AND SURFACING - HWY. 67 & RAMPS (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMPACTED DEPTH)				TACK COAT				ACHM SURFACE COURSE (3/8")				PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.)		AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	TON / STATION	TON
			FEET	FEET	SQ. YD.	TON	TON	FEET				FEET			TON	FEET			
RAMPS																			
14+25.99	14+65.84	N. JAMES ST. - RAMP 1	39.85	20.87	92.41	1.94	30.40	20.87	92.41	0.05	4.62	20.87	92.41	110.00	5.08	20.87	92.41		
14+65.84	15+08.71	N. JAMES ST. - RAMP 1	42.87	17.84	84.98	1.78	27.96	17.84	84.98	0.05	4.25	17.84	84.98	110.00	4.67	17.84	84.98		
15+08.71	15+89.01	N. JAMES ST. - RAMP 1	80.30	20.93	186.74	3.92	61.44	20.93	186.74	0.05	9.34	20.93	186.74	110.00	10.27	19.93	177.82		
15+89.01	16+67.08	N. JAMES ST. - RAMP 1	78.07	18.25	158.31	3.32	52.08	18.25	158.31	0.05	7.92	18.25	158.31	110.00	8.71	17.25	149.63		
12+54.07	13+47.48	N. JAMES ST. - RAMP 2	93.41	19.22	199.48	4.19	65.63	19.22	199.48	0.05	9.97	19.22	199.48	110.00	10.97	19.22	199.48		
11+80.57	13+33.90	N. JAMES ST. - RAMP 3	153.33	19.07	324.89	6.82	106.89	19.07	324.89	0.05	16.24	19.07	324.89	110.00	17.87	19.07	324.89		
10+78.75	11+50.04	N. JAMES ST. - RAMP 4	71.29	22.91	181.47	3.81	59.70	22.91	181.47	0.05	9.07	22.91	181.47	110.00	9.98	18.91	149.79		
11+50.04	12+07.02	N. JAMES ST. - RAMP 4	56.98	22.00	139.28	2.92	45.82	22.00	139.28	0.05	6.96	22.00	139.28	110.00	7.66	18.00	113.96		
12+07.02	12+75.01	N. JAMES ST. - RAMP 4	67.99	23.25	175.64	3.69	57.79	23.25	175.64	0.05	8.78	23.25	175.64	110.00	9.66	19.25	145.42		
12+75.01	13+12.94	N. JAMES ST. - RAMP 4	37.93	18.57	78.26	1.64	25.75	18.57	78.26	0.05	3.91	18.57	78.26	110.00	4.30	16.57	69.83		
13+12.94	13+53.08	N. JAMES ST. - RAMP 4	40.14	20.72	92.41	1.94	30.40	20.72	92.41	0.05	4.62	20.72	92.41	110.00	5.08	18.72	83.49		
14+41.17	14+81.80	GREGORY ST. - RAMP 1	40.63	18.89	85.28	1.79	28.06	18.89	85.28	0.05	4.26	18.89	85.28	110.00	4.69	18.89	85.28		
14+81.80	15+04.12	GREGORY ST. - RAMP 1	22.32	16.38	40.62	0.85	13.36	16.38	40.62	0.05	2.03	16.38	40.62	110.00	2.23	16.38	40.62		
15+04.12	15+68.33	GREGORY ST. - RAMP 1	64.21	19.50	139.12	2.92	45.77	19.50	139.12	0.05	6.96	19.50	139.12	110.00	7.65	18.50	131.99		
15+68.33	16+57.01	GREGORY ST. - RAMP 1	88.68	18.25	179.82	3.78	59.16	18.25	179.82	0.05	8.99	18.25	179.82	110.00	9.89	17.25	165.97		
12+46.67	13+63.52	GREGORY ST. - RAMP 2	116.85	20.63	267.85	5.62	88.12	20.63	267.85	0.05	13.39	20.63	267.85	110.00	14.73	20.63	267.85		
11+61.34	12+92.23	GREGORY ST. - RAMP 3	130.89	20.63	300.03	6.30	98.71	20.63	300.03	0.05	15.00	20.63	300.03	110.00	16.50	20.63	300.03		
11+00.00	15+62.93	GREGORY ST. - RAMP 4	462.93	29.00	1491.66	31.32	490.76	29.00	1491.66	0.05	74.58	29.00	1491.66	110.00	82.04	27.66	1422.74	58.50	270.81
15+62.93	16+25.95	GREGORY ST. - RAMP 4	63.02	27.00	189.06	3.97	62.20	27.00	189.06	0.05	9.45	27.00	189.06	110.00	10.40	26.33	184.37	58.50	36.87
16+25.95	16+60.35	GREGORY ST. - RAMP 4	34.40	23.00	87.91	1.85	28.92	23.00	87.91	0.05	4.40	23.00	87.91	110.00	4.84	22.33	85.35	58.50	20.12
16+60.35	17+01.24	GREGORY ST. - RAMP 4	40.89	24.70	112.22	2.36	36.92	24.70	112.22	0.05	5.61	24.70	112.22	110.00	6.17	24.03	109.18	58.50	23.92
700+40.49	701+58.54	VANDENBERG BLVD. - RAMP 4	118.05	VAR.	950.95	19.97	312.86	VAR.	950.95	0.05	47.55	VAR.	950.95	110.00	52.30	VAR.	886.88	102.25	120.71
701+58.54	701+99.40	VANDENBERG BLVD. - RAMP 4	40.86	50.00	227.00	4.77	74.68	50.00	227.00	0.05	11.35	50.00	227.00	110.00	12.49	46.00	208.84	102.25	41.78
701+99.40	703+49.95	VANDENBERG BLVD. - RAMP 4	150.55	44.00	736.02	15.46	242.15	44.00	736.02	0.05	36.80	44.00	736.02	110.00	40.48	41.33	691.36	102.25	153.94
703+49.95	705+04.45	VANDENBERG BLVD. - RAMP 4	154.50	38.00	652.33	13.70	214.62	38.00	652.33	0.05	32.62	38.00	652.33	110.00	35.88	35.33	606.50	74.75	115.49
705+04.45	715+48.83	VANDENBERG BLVD. - RAMP 4	1044.38	20.00	2320.84	48.74	763.56	20.00	2320.84	0.05	116.04	20.00	2320.84	110.00	127.65	19.33	2243.10		
715+48.83	716+98.82	VANDENBERG BLVD. - RAMP 4	149.99	8.00	133.32	2.80	43.86	8.00	133.32	0.05	6.67	8.00	133.32	110.00	7.33	7.33	122.16		
SUBTOTALS (BOX 2 OF 2):					**9627.90**	**202.17**	**3167.57**		**9627.90**		**481.38**		**9627.90**		**529.52**		**9147.92**		**783.64**
SUBTOTALS (BOX 1 OF 2):					**136485.60**	**2866.18**	**44903.73**		**136485.60**		**6824.29**		**136485.60**		**7506.72**		**135101.57**		**4673.48**
TOTALS:					**146113.50**	**3068.35**	**48071.30**		**146113.50**		**7305.67**		**146113.50**		**8036.24**		**144249.49**		**5457.12**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER = 5.1%
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE - AGGREGATE = 94%, CEMENT = 6%
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

CONCRETE WALKS (TYPE SPECIAL)

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS (TYPE SPECIAL)	HAND RAILING
			LIN. FT.	SQ.YD.	LIN. FT.
106+50	109+93	LT. OF C.L. CONST. JOHN HARDEN DR.	343	229	343
113+80	114+88	LT. OF C.L. CONST. JOHN HARDEN DR.	113	75	113
121+57	123+58	LT. OF C.L. CONST. JOHN HARDEN DR.	202	135	202
124+04	124+90	LT. OF C.L. CONST. JOHN HARDEN DR.	86	57	86
148+72	149+55	LT. OF C.L. CONST. JOHN HARDEN DR.	83	55	83
211+64	213+50	N. 1ST ST.	186	124	186
11+54	14+57	RT. OF C.L. CONST. N. BAILEY BLVD.	304	203	304
159+22	160+36	RT. OF C.L. CONST. T.P. WHITE DR.	115	77	115
160+88	162+80	RT. OF C.L. CONST. T.P. WHITE DR.	192	128	192
164+51	165+60	RT. OF C.L. CONST. T.P. WHITE DR.	109	73	109
675+88		R.C. BOX CULVERT INLET			188
675+88		R.C. BOX CULVERT OUTLET			245
TOTALS:				**1156**	**2166**

RUMBLE STRIPS IN CONCRETE SHOULDERS

L.M.	L.M.	LOCATION	* RUMBLE STRIPS IN CONCRETE SHOULDERS
			LIN.FT.
9.24	15.30	HWY. 67 LT. & RT. LANES	127987
TOTAL:			**127987**

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

SADonaldson 5/11/2022 8:24:18 PM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:



DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	448	1104
				(2)	QUANTITIES			

BASE AND SURFACING (BOX 1 OF 3)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				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	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	TOTAL PG 70-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
100+12.76	101+32.18	JOHN HARDEN DR.	119.42			VAR.	1826.06	0.05	91.30	VAR.	687.44	550.00	189.05	VAR.	603.13	495.00	149.27	VAR.	603.13	220.00	66.34	VAR.	535.49	220.00	58.90	125.24
101+32.18	104+90.47	JOHN HARDEN DR.	358.29			VAR.	3065.37	0.05	153.27	29.00	1154.49	550.00	317.48	24.00	955.44	495.00	236.47	24.00	955.44	220.00	105.10	24.00	955.44	220.00	105.10	210.20
104+90.47	106+57.73	JOHN HARDEN DR.	167.26			VAR.	1431.01	0.05	71.55	29.00	538.95	550.00	148.21	24.00	446.03	495.00	110.39	24.00	446.03	220.00	49.06	24.00	446.03	220.00	49.06	98.12
106+57.73	109+57.73	JOHN HARDEN DR.	300.00			VAR.	2966.66	0.05	148.33	33.00	1100.00	550.00	302.50	28.00	933.33	495.00	231.00	28.00	933.33	220.00	102.67	28.00	933.33	220.00	102.67	205.34
109+57.73	116+20.55	JOHN HARDEN DR.	662.82			VAR.	3019.51	0.05	150.98	17.00	1251.99	550.00	344.30	12.00	883.76	495.00	218.73	12.00	883.76	220.00	97.21	12.00	883.76	220.00	97.21	194.42
116+20.55	119+20.55	JOHN HARDEN DR.	300.00			VAR.	1966.67	0.05	98.33	23.00	766.67	550.00	210.83	18.00	600.00	495.00	148.50	18.00	600.00	220.00	66.00	18.00	600.00	220.00	66.00	132.00
119+20.55	128+90.26	JOHN HARDEN DR.	969.71			VAR.	8296.40	0.05	414.82	29.00	3124.62	550.00	859.27	24.00	2585.89	495.00	640.01	24.00	2585.89	220.00	284.45	24.00	2585.89	220.00	284.45	568.90
128+90.26	132+23.79	JOHN HARDEN DR.	333.53			VAR.	3687.37	0.05	184.37	36.50	1352.65	550.00	371.98	31.50	1167.36	495.00	288.92	31.50	1167.36	220.00	128.41	31.50	1167.36	220.00	128.41	256.82
132+23.79	138+03.39	JOHN HARDEN DR.	579.60			VAR.	4958.80	0.05	247.94	29.00	1867.60	550.00	513.59	24.00	1545.60	495.00	382.54	24.00	1545.60	220.00	170.02	24.00	1545.60	220.00	170.02	340.04
138+03.39	139+44.90	JOHN HARDEN DR.	141.51			VAR.	2826.25	0.05	141.31	VAR.	1057.69	550.00	290.86	VAR.	924.38	495.00	228.78	VAR.	924.38	220.00	101.68	VAR.	844.18	220.00	92.86	194.54
140+10.28	144+18.21	JOHN HARDEN DR.	407.93			VAR.	7244.79	0.05	362.24	VAR.	2645.87	550.00	727.61	VAR.	2406.59	495.00	595.63	VAR.	2406.59	220.00	264.72	VAR.	2192.33	220.00	241.16	505.88
144+18.21	145+33.15	JOHN HARDEN DR.	114.94			VAR.	983.38	0.05	49.17	29.00	370.36	550.00	101.85	24.00	306.51	495.00	75.86	24.00	306.51	220.00	33.72	24.00	306.51	220.00	33.72	67.44
145+34.64	146+83.15	JOHN HARDEN DR.	148.51			VAR.	1270.59	0.05	63.53	29.00	478.53	550.00	131.60	24.00	396.03	495.00	98.02	24.00	396.03	220.00	43.56	24.00	396.03	220.00	43.56	87.12
146+83.15	149+90.28	JOHN HARDEN DR.	307.13			VAR.	2832.41	0.05	141.62	31.00	1057.89	550.00	290.92	26.00	887.26	495.00	219.60	26.00	887.26	220.00	97.60	26.00	887.26	220.00	97.60	195.20
149+90.28	157+90.62	JOHN HARDEN DR.	800.34			VAR.	3645.99	0.05	182.30	17.00	1511.75	550.00	415.73	12.00	1067.12	495.00	264.11	12.00	1067.12	220.00	117.38	12.00	1067.12	220.00	117.38	234.76
157+90.62	159+70.96	JOHN HARDEN DR.	180.34			VAR.	821.54	0.05	41.08	17.00	340.64	550.00	93.68	12.00	240.45	495.00	59.51	12.00	240.45	220.00	26.45	12.00	240.45	220.00	26.45	52.90
159+70.96	163+58.52	JOHN HARDEN DR.	387.56			VAR.	1765.56	0.05	88.28	17.00	732.06	550.00	201.32	12.00	516.75	495.00	127.90	12.00	516.75	220.00	56.84	12.00	516.75	220.00	56.84	113.68
163+58.52	166+58.33	JOHN HARDEN DR.	299.81			VAR.	1965.42	0.05	98.27	23.00	766.18	550.00	210.70	18.00	599.62	495.00	148.41	18.00	599.62	220.00	65.96	18.00	599.62	220.00	65.96	131.92
166+58.33	168+34.00	JOHN HARDEN DR.	175.67			VAR.	1502.95	0.05	75.15	29.00	566.05	550.00	155.66	24.00	468.45	495.00	115.94	24.00	468.45	220.00	51.53	24.00	468.45	220.00	51.53	103.06
168+34.00	171+53.99	JOHN HARDEN DR.	319.99			VAR.	3377.67	0.05	168.88	35.00	1244.41	550.00	342.21	30.00	1066.63	495.00	263.99	30.00	1066.63	220.00	117.33	30.00	1066.63	220.00	117.33	234.66
171+53.99	175+14.98	JOHN HARDEN DR.	360.99			VAR.	4532.43	0.05	226.62	41.00	1644.51	550.00	452.24	36.00	1443.96	495.00	357.38	36.00	1443.96	220.00	158.84	36.00	1443.96	220.00	158.84	317.68
175+14.98	177+99.30	JOHN HARDEN DR.	284.32			VAR.	3390.73	0.05	169.54	36.00	1137.28	550.00	312.75	36.00	1137.28	495.00	281.48	36.00	1137.28	220.00	125.10	VAR.	1116.17	220.00	122.78	247.88
177+99.30	178+99.30	JOHN HARDEN DR.	100.00			VAR.	1274.25	0.05	63.71	VAR.	451.55	550.00	124.18	VAR.	411.35	495.00	101.81	VAR.	411.35	220.00	45.25	VAR.	411.35	220.00	45.25	90.50
178+99.30	180+59.33	JOHN HARDEN DR.	160.03			VAR.	1635.86	0.05	81.79	34.00	604.56	550.00	166.25	29.00	515.65	495.00	127.62	29.00	515.65	220.00	56.72	29.00	515.65	220.00	56.72	113.44
180+59.33	181+98.14	JOHN HARDEN DR.	138.81			VAR.	1426.66	0.05	71.33	32.50	501.26	550.00	137.85	30.00	462.70	495.00	114.52	30.00	462.70	220.00	50.90	30.00	462.70	220.00	50.90	101.80
181+98.14	184+84.50	JOHN HARDEN DR.	286.36			VAR.	3595.41	0.05	179.77	41.00	1304.53	550.00	358.75	36.00	1145.44	495.00	283.50	36.00	1145.44	220.00	126.00	36.00	1145.44	220.00	126.00	252.00
184+84.50	193+79.00	JOHN HARDEN DR.	894.50			VAR.	16372.66	0.05	818.63	VAR.	5831.76	550.00	1603.73	VAR.	5331.11	495.00	1319.45	VAR.	5331.11	220.00	586.42	VAR.	5209.79	220.00	573.08	1159.50
194+49.63	195+66.16	JOHN HARDEN DR.	116.53			VAR.	3853.36	0.05	192.67	VAR.	1374.76	550.00	378.06	VAR.	1291.09	495.00	319.54	VAR.	1291.09	220.00	142.02	VAR.	1187.51	220.00	130.63	272.65
195+66.16	200+00.00	JOHN HARDEN DR.	433.84			VAR.	10653.18	0.05	532.66	77.00	3711.74	550.00	1020.73	72.00	3470.72	495.00	859.00	72.00	3470.72	220.00	381.78	72.00	3470.72	220.00	381.78	763.56
200+00.00	202+00.00	JOHN HARDEN DR.	200.00			VAR.	4511.12	0.05	225.56	71.00	1577.78	550.00	433.89	66.00	1466.67	495.00	363.00	66.00	1466.67	220.00	161.33	66.00	1466.67	220.00	161.33	322.66
202+00.00	202+77.64	JOHN HARDEN DR.	77.64			VAR.	1595.93	0.05	79.80	65.00	560.73	550.00	154.20	60.00	517.60	495.00	128.11	60.00	517.60	220.00	56.94	60.00	517.60	220.00	56.94	113.88
202+77.64	205+00.00	JOHN HARDEN DR.	222.36			VAR.	4570.73	0.05	228.54	65.00	1605.93	550.00	441.63	60.00	1482.40	495.00	366.89	60.00	1482.40	220.00	163.06	60.00	1482.40	220.00	163.06	326.12
205+00.00	206+30.00	JOHN HARDEN DR.	130.00			VAR.	2780.56	0.05	139.03	67.50	975.00	550.00	268.13	62.50	902.78	495.00	223.44	62.50	902.78	220.00	99.31	62.50	902.78	220.00	99.31	198.62
206+30.00	208+71.29	JOHN HARDEN DR.	241.29			VAR.	5227.95	0.05	261.40	70.00	1876.70	550.00	516.09	65.00	1742.65	495.00	431.31	65.00	1742.65	220.00	191.69	60.00	1608.60	220.00	176.95	368.64
208+71.29	210+45.77	JOHN HARDEN DR.	174.48			VAR.	3325.97	0.05	166.30	65.50	1269.83	550.00	349.20	63.00	1221.36	495.00	302.29	63.00	1221.36	220.00	134.35	VAR.	834.78	220.00	91.83	226.18
210+45.77	211+68.21	JOHN HARDEN DR.	122.44			VAR.	2462.40	0.05	123.12	62.00	843.48	550.00	231.96	59.50	809.46	495.00	200.34	59.50	809.46	220.00	89.04	59.50	809.46	220.00	89.04	178.08
30+24.00	30+80.17	JOHN HARDEN DR.	56.17	VAR.	75.83	VAR.	950.34	0.05	47.52	VAR.	316.26	550.00	86.97	VAR.	287.50	495.00	71.16	VAR.	286.34	220.00	31.50	VAR.	346.58	220.00	38.12	69.62
30+80.17	32+92.82	JOHN HARDEN DR.	212.65			VAR.	1819.35	0.05	90.97	29.00	685.21	550.00	188.43	24.00	567.07	495.00	140.35	24.00	567.07	220.00	62.38	24.00	567.07	220.00	62.38	124.76
32+92.82	48+87.02	JOHN HARDEN DR.	1594.20			VAR.	13639.27	0.05	681.96	29.00	5136.87	550.00	1412.64	24.00	4251.20	495.00	1052.17	24.00	4251.20	220.00	467.63	24.00	4251.20	220.00	467.63	935.26
211+68.21	219+54.66	JOHN HARDEN DR. (N. 1ST ST.)	786.45			VAR.	7176.93	0.05	358.85	VAR.	1894.82	550.00	521.08	VAR.	1612.35	495.00	399.06	VAR.	1612.35	220.00	177.36	VAR.	3669.76	220.00	403.67	581.03
201+50.00	204+51.05	JAMES ST.	301.05			VAR.	1722.68	0.05	86.13													51.50	1722.68	220.00	189.49	189.49
204+51.05	205+98.94	JAMES ST.	147.89			VAR.	2662.02	0.05	133.10	54.00	887.34	550.00	244.02	54.00	887.34	495.00	219.62	54.00	887.34	220.00	97.61	54.00	887.34	220.00	97.61	195.22
205+98.94	207+25.03	JAMES ST.	126.09			VAR.	2353.68	0.05	117.68	56.00	784.56	550.00	215.75	56.00	784.56	495.00	194.18	56.00	784.56	220.00	86.30	56.00	784.56	220.00	86.30	172.60
209+36.11	209+98.97	JAMES ST.	62.86			VAR.	1208.31	0.05	60.42	61.00	426.05	550.00	117.16	56.00	391.13	495.00	96.80	56.00	391.13	220.00	43.02	56.00	391.13	220.00	43.02	86.04
209+98.97	212+69.16	JAMES ST.	270.19			VAR.	4525.68	0.05	226.28	50.25	1508.56	550.00	414.85	50.25	1508.56	495.00	373.37	50.25	1508.56	220.00	165.94	50.25	1508.56	220.00	165.94	331.88
212+69.16	213+65.12	JAMES ST.	95.96			VAR.	1428.75	0.05	71.44	48.00	511.79	550.00	140.74	43.00	458.48	495.00	113.47	43.00	458.48	220.00	50.43	43.00	458.48	220.00	50.43	100.86
213+65.12	215+20.00	JAMES ST.	154.88			VAR.	891.72	0.05	44.59	VAR.	166.08	550.00	45.67	VAR.	140.08	495.00	34.67	VAR.	140.08	220.00	15.41	VAR.	585.56	220.00	64.41	79.82
10+17.00	11+17.00	N. BAILEY BLVD.	100.00			VAR.	2253.91	0.05	112.70	VAR.	810.05	550.00	222.76	VAR.	721.93	495.00	178.68	VAR.	721.93	220.00	79.41	VAR.	721.93	220.00	79.41	158.82
11+17.00	11+46.77	N. BAILEY BLVD.	29.77			VAR.	373.78	0.05	18.69	41.00	135.62	550.00	37.30	36.00	119.08	495.00	29.47	36.00	119.08	220.00	13.10	36.00	119.08	220.00	13.10	26.20
11+46.77	11+96.91	N. BAILEY BLVD.	50.14			VAR.	529.25	0.05	26.46	35.00	194.99	550.00	53.62	30.00	167.13	495.00	41.36	30.00	167.13	220.00	18.38	30.00	167.13	220.00	18.38	36.76
11+96.91	12+37.54	N. BAILEY BLVD.	40.63			VAR.	347.62	0.05	17.38	29.00	130.92	550.00	36.00	24.00	108.35	495.00	26.82	24.00	108.35	220.00	11.92	24.00	108.35	220.00	11.92	23.84
12+37.54	19+84.28	N. BAILEY BLVD.	746.74			VAR.	6388.78	0.05	319.44	29.00	2406.16	550.00	661.69	24.00	1991.31	495.00	492.85	24.00	1991.31	220.00	219.04	24.00	1991.31	220.00	219.04	438.08
19+84.28	23+33.39	N. BAILEY BLVD.	349.11			VAR.	2986.83	0.05	149.34	29.00	1124.91	550.00	309.35	24.00	930.96	495.00	230.41	24.00	930.96	220.00	102.41	24.00	930.96	220.00	102.41	204.82
23+33.39	24+06.32	N. BAILEY BLVD.	72.93			VAR.	1152.04	0.05	57.60	VAR.	423.34	550.00	116.42	VAR.	366.44	495.00	90.69	VAR.	366.44	220.00	40.31	VAR.	362.26	220.00	39.85	284.96
SUBTOTALS (BOX 1 OF 3):					**75.83**		**183074.54**		**9153.74**		**65430.77**		**17993.44**		**57246.02**		**14168.39**		**57244.86**		**6296.93**		**60397.75**		**6643.76**	**13145.49**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

SADonaldson 5/11/2022 8:24:24 PM
WORKSPACE: AHTD
L:\2021\20\1732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:



DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	449	1104
				(2)	QUANTITIES			

BASE AND SURFACING (BOX 2 OF 3)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				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	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	TOTAL PG 70-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
105+36.19	115+79.80	T.P. WHITE DR.	1043.61			VAR.	8928.66	0.05	446.43	29.00	3362.74	550.00	924.75	24.00	2782.96	495.00	688.78	24.00	2782.96	220.00	306.13	24.00	2782.96	220.00	306.13	612.26
115+79.80	116+52.32	T.P. WHITE DR.	72.52			VAR.	547.92	0.05	27.40	26.00	209.50	550.00	57.61	21.00	169.21	495.00	41.88	21.00	169.21	220.00	18.61	21.00	169.21	220.00	18.61	37.22
116+52.32	118+10.37	T.P. WHITE DR.	158.05			VAR.	878.06	0.05	43.90	20.00	351.22	550.00	96.59	15.00	263.42	495.00	65.20	15.00	263.42	220.00	28.98	15.00	263.42	220.00	28.98	57.96
118+10.37	120+02.37	T.P. WHITE DR.	192.00			VAR.	874.67	0.05	43.73	17.00	362.67	550.00	99.73	12.00	256.00	495.00	63.36	12.00	256.00	220.00	28.16	12.00	256.00	220.00	28.16	56.32
120+02.37	124+00.62	T.P. WHITE DR.	398.25			VAR.	3938.25	0.05	196.91	33.00	1460.25	550.00	401.57	28.00	1239.00	495.00	306.65	28.00	1239.00	220.00	136.29	28.00	1239.00	220.00	136.29	272.58
124+00.62	125+76.82	T.P. WHITE DR.	176.20			VAR.	1507.50	0.05	75.38	29.00	567.76	550.00	156.13	24.00	469.87	495.00	116.29	24.00	469.87	220.00	51.69	24.00	469.87	220.00	51.69	103.38
125+76.82	127+62.30	T.P. WHITE DR.	185.48			VAR.	1865.10	0.05	93.26	33.50	690.40	550.00	189.86	28.50	587.35	495.00	145.37	28.50	587.35	220.00	64.61	28.50	587.35	220.00	64.61	129.22
127+62.30	128+31.00	T.P. WHITE DR.	68.70			VAR.	843.48	0.05	42.17	38.50	293.88	550.00	80.82	36.00	274.80	495.00	68.01	36.00	274.80	220.00	30.23	36.00	274.80	220.00	30.23	60.46
128+31.00	131+68.39	T.P. WHITE DR.	337.39			VAR.	2792.85	0.05	139.64	26.50	993.43	550.00	273.19	24.00	899.71	495.00	222.68	24.00	899.71	220.00	98.97	24.00	899.71	220.00	98.97	197.94
131+68.39	133+75.11	T.P. WHITE DR.	206.72			VAR.	1768.60	0.05	88.43	29.00	666.10	550.00	183.18	24.00	551.25	495.00	136.43	24.00	551.25	220.00	60.64	24.00	551.25	220.00	60.64	121.28
133+75.11	134+79.75	T.P. WHITE DR.	104.64			VAR.	1104.53	0.05	55.23	35.00	406.93	550.00	111.91	30.00	348.80	495.00	86.33	30.00	348.80	220.00	38.37	30.00	348.80	220.00	38.37	76.74
134+79.75	135+63.31	T.P. WHITE DR.	83.56			VAR.	1049.14	0.05	52.46	41.00	380.66	550.00	104.68	36.00	334.24	495.00	82.72	36.00	334.24	220.00	36.77	36.00	334.24	220.00	36.77	73.54
135+63.31	136+91.62	T.P. WHITE DR.	128.31			VAR.	2773.23	0.05	138.66	VAR.	993.55	550.00	273.23	VAR.	905.63	495.00	224.14	VAR.	905.63	220.00	99.62	VAR.	874.05	220.00	96.15	195.77
137+56.28	139+05.52	T.P. WHITE DR.	149.24			VAR.	2859.47	0.05	142.97	VAR.	1057.33	550.00	290.77	VAR.	942.39	495.00	233.24	VAR.	942.39	220.00	103.66	VAR.	859.75	220.00	94.57	198.23
139+05.52	142+88.45	T.P. WHITE DR.	382.93			VAR.	3276.19	0.05	163.81	29.00	1233.89	550.00	339.32	24.00	1021.15	495.00	252.73	24.00	1021.15	220.00	112.33	24.00	1021.15	220.00	112.33	224.66
142+88.45	153+63.53	T.P. WHITE DR.	1075.08			VAR.	9197.91	0.05	459.90	29.00	3464.15	550.00	952.64	24.00	2866.88	495.00	709.55	24.00	2866.88	220.00	315.36	24.00	2866.88	220.00	315.36	630.72
153+63.53	157+21.48	T.P. WHITE DR.	357.95			VAR.	3062.45	0.05	153.12	29.00	1153.39	550.00	317.18	24.00	954.53	495.00	236.25	24.00	954.53	220.00	105.00	24.00	954.53	220.00	105.00	210.00
157+21.48	159+49.74	T.P. WHITE DR.	228.26			VAR.	1889.48	0.05	94.47	26.50	672.10	550.00	184.83	24.00	608.69	495.00	150.65	24.00	608.69	220.00	66.96	24.00	608.69	220.00	66.96	133.92
159+49.74	163+01.47	T.P. WHITE DR.	351.73			VAR.	3009.25	0.05	150.46	29.00	1133.35	550.00	311.67	24.00	937.95	495.00	232.14	24.00	937.95	220.00	103.17	24.00	937.95	220.00	103.17	206.34
163+01.47	164+34.95	T.P. WHITE DR.	133.48			VAR.	1965.12	0.05	98.26	47.50	704.48	550.00	193.73	42.50	630.32	495.00	156.00	42.50	630.32	220.00	69.34	42.50	630.32	220.00	69.34	138.68
164+34.95	165+85.00	T.P. WHITE DR.	150.05			VAR.	1758.92	0.05	87.95	38.50	641.88	550.00	176.52	33.50	558.52	495.00	138.23	33.50	558.52	220.00	61.44	33.50	558.52	220.00	61.44	122.88
165+85.00	166+99.72	T.P. WHITE DR.	114.72			VAR.	1019.74	0.05	50.99	30.00	382.40	550.00	105.16	25.00	318.67	495.00	78.87	25.00	318.67	220.00	35.05	25.00	318.67	220.00	35.05	70.10
166+99.72	175+79.09	T.P. WHITE DR.	879.37			VAR.	7523.51	0.05	376.18	29.00	2833.53	550.00	779.22	24.00	2344.99	495.00	580.39	24.00	2344.99	220.00	257.95	24.00	2344.99	220.00	257.95	515.90
175+79.09	178+25.91	T.P. WHITE DR.	246.82			VAR.	2728.73	0.05	136.44	36.50	1000.99	550.00	275.27	31.50	863.87	495.00	213.81	31.50	863.87	220.00	95.03	31.50	863.87	220.00	95.03	190.06
178+25.91	181+46.77	T.P. WHITE DR.	320.86			VAR.	2656.01	0.05	132.80	26.50	944.75	550.00	259.81	24.00	855.63	495.00	211.77	24.00	855.63	220.00	94.12	24.00	855.63	220.00	94.12	188.24
181+46.77	182+46.77	T.P. WHITE DR.	100.00			VAR.	1055.55	0.05	52.78	35.00	388.89	550.00	106.94	30.00	333.33	495.00	82.50	30.00	333.33	220.00	36.67	30.00	333.33	220.00	36.67	73.34
182+46.77	184+36.61	T.P. WHITE DR.	189.84			VAR.	2383.55	0.05	119.18	41.00	864.83	550.00	237.83	36.00	759.36	495.00	187.94	36.00	759.36	220.00	83.53	36.00	759.36	220.00	83.53	167.06
184+36.61	185+56.05	T.P. WHITE DR.	119.44			VAR.	1422.41	0.05	71.12	41.00	544.12	550.00	149.63	36.00	477.76	495.00	118.25	36.00	477.76	220.00	52.55	VAR.	400.53	220.00	44.06	96.61
185+56.05	187+12.05	T.P. WHITE DR.	156.00			VAR.	1210.94	0.05	60.55	26.50	459.33	550.00	126.32	24.00	416.00	495.00	102.96	24.00	416.00	220.00	45.76	VAR.	335.61	220.00	36.92	82.68
187+12.05	189+48.40	T.P. WHITE DR.	236.35			VAR.	2022.11	0.05	101.11	29.00	761.57	550.00	209.43	24.00	630.27	495.00	155.99	24.00	630.27	220.00	69.33	24.00	630.27	220.00	69.33	138.66
189+48.40	190+54.22	T.P. WHITE DR.	105.82			VAR.	870.08	0.05	43.50	28.00	329.22	550.00	90.54	23.00	270.43	495.00	66.93	23.00	270.43	220.00	29.75	23.00	270.43	220.00	29.75	59.50
190+54.22	190+98.80	T.P. WHITE DR.	44.58			VAR.	344.26	0.05	17.21	26.50	131.26	550.00	36.10	21.50	106.50	495.00	26.36	21.50	106.50	220.00	11.72	21.50	106.50	220.00	11.72	23.44
199+99.52	201+14.98	T.P. WHITE DR.	115.46			VAR.	2300.10	0.05	115.01	63.50	814.63	550.00	224.02	61.00	782.56	495.00	193.68	61.00	782.56	220.00	86.08	VAR.	702.91	220.00	77.32	163.40
201+14.98	202+43.04	T.P. WHITE DR.	128.06			VAR.	2549.57	0.05	127.48	62.50	889.31	550.00	244.56	60.00	853.73	495.00	211.30	60.00	853.73	220.00	93.91	VAR.	806.53	220.00	88.72	182.63
202+43.04	204+20.32	T.P. WHITE DR.	177.28			VAR.	3644.10	0.05	182.21	65.00	1280.36	550.00	352.10	60.00	1181.87	495.00	292.51	60.00	1181.87	220.00	130.01	60.00	1181.87	220.00	130.01	260.02
204+20.32	206+34.71	T.P. WHITE DR.	214.39			VAR.	4406.91	0.05	220.35	65.00	1548.37	550.00	425.80	60.00	1429.27	495.00	353.74	60.00	1429.27	220.00	157.22	60.00	1429.27	220.00	157.22	314.44
206+34.71	207+34.71	T.P. WHITE DR.	100.00			VAR.	2255.55	0.05	112.78	71.00	788.89	550.00	216.94	66.00	733.33	495.00	181.50	66.00	733.33	220.00	80.67	66.00	733.33	220.00	80.67	161.34
207+34.71	209+30.92	T.P. WHITE DR.	196.21			VAR.	4818.05	0.05	240.90	77.00	1678.69	550.00	461.64	72.00	1569.68	495.00	388.50	72.00	1569.68	220.00	172.66	72.00	1569.68	220.00	172.66	345.32
209+30.92	212+30.44	T.P. WHITE DR.	299.52			VAR.	6156.80	0.05	307.84	65.00	2163.20	550.00	594.88	60.00	1996.80	495.00	494.21	60.00	1996.80	220.00	219.65	60.00	1996.80	220.00	219.65	439.30
212+30.44	215+50.45	T.P. WHITE DR.	320.01			VAR.	5937.96	0.05	296.90	59.00	2097.84	550.00	576.91	54.00	1920.06	495.00	475.21	54.00	1920.06	220.00	211.21	54.00	1920.06	220.00	211.21	422.42
215+50.45	218+00.00	T.P. WHITE DR.	249.55			VAR.	4131.43	0.05	206.57	53.00	1469.57	550.00	404.13	48.00	1330.93	495.00	329.41	48.00	1330.93	220.00	146.40	48.00	1330.93	220.00	146.40	292.80
800+07.25	801+13.11	GREGORY ST.	105.86			VAR.	905.68	0.05	45.28	29.00	341.10	550.00	93.80	24.00	282.29	495.00	69.87	24.00	282.29	220.00	31.05	24.00	282.29	220.00	31.05	62.10
801+13.11	802+63.11	GREGORY ST.	150.00			VAR.	1483.34	0.05	74.17	33.00	550.00	550.00	151.25	28.00	466.67	495.00	115.50	28.00	466.67	220.00	51.33	28.00	466.67	220.00	51.33	102.66
802+63.11	804+15.84	GREGORY ST.	152.73			VAR.	1747.92	0.05	87.40	36.00	610.92	550.00	168.00	33.50	568.50	495.00	140.70	33.50	568.50	220.00	62.54	33.50	568.50	220.00	62.54	125.08
804+15.84	805+50.84	GREGORY ST.	135.00			VAR.	1327.50	0.05	66.38	31.50	472.50	550.00	129.94	28.50	427.50	495.00	105.81	28.50	427.50	220.00	47.03	28.50	427.50	220.00	47.03	94.06
805+50.84	807+37.30	GREGORY ST.	186.46			VAR.	1595.28	0.05	79.76	29.00	600.82	550.00	165.23	24.00	497.23	495.00	123.06	24.00	497.23	220.00	54.70	24.00	497.23	220.00	54.70	109.40
810+26.86	814+00.00	GREGORY ST.	373.14			VAR.	3192.42	0.05	159.62	29.00	1202.34	550.00	330.64	24.00	995.04	495.00	246.27	24.00	995.04	220.00	109.45	24.00	995.04	220.00	109.45	218.90
814+00.00	815+00.00	GREGORY ST.	100.00			VAR.	1055.55	0.05	52.78	35.00	388.89	550.00	106.94	30.00	333.33	495.00	82.50	30.00	333.33	220.00	36.67	30.00	333.33	220.00	36.67	73.34
815+00.00	816+26.87	GREGORY ST.	126.87			VAR.	2215.36	0.05	110.77	VAR.	798.82	550.00	219.68	VAR.	708.27	495.00	175.30	VAR.	708.27	220.00	77.91	VAR.	708.27	220.00	77.91	155.82
108+50.00	111+94.90	VANDENBERG BLVD. - LEFT LANES	344.90			VAR.	4330.41	0.05	216.52	41.00	1571.21	550.00	432.08	36.00	1379.60	495.00	341.45	36.00	1379.60	220.00	151.76	36.00	1379.60	220.00	151.76	303.52
108+50.00	109+88.93	VANDENBERG BLVD. - RIGHT LANES	138.93			VAR.	1651.73	0.05	82.59	39.00	602.03	550.00	165.56	34.00	524.85	495.00	129.90	34.00	524.85	220.00	57.73	34.00	524.85	220.00	57.73	115.46
109+88.93	110+89.36	VANDENBERG BLVD. - RIGHT LANES	100.43			VAR.	1461.81	0.05	73.09	47.00	524.47	550.00	144.23	42.00	468.67	495.00	116.00	42.00	468.67	220.00	51.55	42.00	468.67	220.00	51.55	103.10
110+89.36	111+94.90	VANDENBERG BLVD. - RIGHT LANES	105.54			VAR.	1747.27	0.05	87.36	53.00	621.51	550.00	170.92	48.00	562.88	495.00	139.31	48.00	562.88	220.00	61.92	48.00	562.88	220.00	61.92	123.84
111+94.90	112+75.00	VANDENBERG BLVD.	80.10			VAR.	2433.71	0.05	121.69	93.00	827.70	550.00	227.62	93.00	827.70	495.00	204.86	93.00	827.70	220.00	91.05	VAR.	778.31	220.00	85.61	176.66
112+75.00	114+22.22	VANDENBERG BLVD.	147.22			VAR.	3809.47	0.05	190.47	79.00	1292.26	550.00	355.37	79.00	1292.26	495.00	319.83	79.00	1292.26	220.00	142.15	VAR.	1224.95	220.00	134.74	276.89
114+22.22	115+76.69	VANDENBERG BLVD.	154.47			VAR.	4153.52	0.05	207.68	84.00	1441.72	550.00	396.47	79.00	1355.90	495.00	335.59	79.00	1355.90	220.00	149.15	79.00	1355.90	220.00	149.15	298.30
115+76.69	117+74.31	VANDENBERG BLVD.	197.62			VAR.	8704.47	0.05	435.22	VAR.	3236.84	550.00	890.13	VAR.	3078.01	495.00	761.81	VAR.	3078.01	220.00	338.58	VAR.	2389.62	220.00	262.86	601.44
SUBTOTALS (BOX 2 OF 3):							**157143.58**		**7857.22**		**57254.54**		**15745.00**		**50546.41**		**12510.22**		**50546.41**		**5560.17**		**49342.63**		**5427.76**	**10987.93**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

SADonaldson 5/11/2022 8:24:32 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_Quantities.dgn
REVISED DATE:



DIGITALLY SIGNED 5/18/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	450	1104
				(2)	QUANTITIES			

BASE AND SURFACING (BOX 3 OF 3)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				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	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	TOTAL PG 70-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
11+27.74	11+53.67	N. BAILEY BLVD.	25.93			VAR.	273.70	0.05	13.69	VAR.	103.56	550.00	28.48	VAR.	85.07	495.00	21.05	VAR.	85.07	220.00	9.36	VAR.	85.07	220.00	9.36	18.72
11+53.67	12+71.23	N. BAILEY BLVD.	117.56			VAR.	1005.78	0.05	50.29	29.00	378.80	550.00	104.17	24.00	313.49	495.00	77.59	24.00	313.49	220.00	34.48	24.00	313.49	220.00	34.48	438.08
12+71.23	14+43.49	N. BAILEY BLVD.	172.26			VAR.	2710.19	0.05	135.51	VAR.	969.87	550.00	266.71	VAR.	870.16	495.00	215.36	VAR.	870.16	220.00	95.72	VAR.	870.16	220.00	95.72	191.44
197+12.20	199+99.52	N. 1ST ST.	287.32			VAR.	6263.63	0.05	313.18	70.00	2234.71	550.00	614.55	65.00	2075.09	495.00	513.58	65.00	2075.09	220.00	228.26	VAR.	1953.83	220.00	214.92	443.18
314+21.09	314+71.09	N. 1ST ST.	50.00			VAR.	112.49	0.05	5.62	8.25	45.83	550.00	12.60	6.00	33.33	495.00	8.25	6.00	33.33	220.00	3.67	6.00	33.33	220.00	3.67	438.08
314+71.09	314+85.48	N. 1ST ST.	14.39			VAR.	61.16	0.05	3.06	14.25	22.78	550.00	6.26	12.00	19.19	495.00	4.75	12.00	19.19	220.00	2.11	12.00	19.19	220.00	219.04	438.08
10+16.98	11+13.68	BRADEN ST	96.70			VAR.	1212.07	0.05	60.60	VAR.	442.11	550.00	121.58	VAR.	384.98	495.00	95.28	VAR.	384.98	220.00	42.35	VAR.	384.98	220.00	42.35	84.70
10+25.00	11+00.00	HILL ST./N. JEFF DAVIS AVE.	75.00			VAR.	641.67	0.05	32.08	29.00	241.67	550.00	66.46	24.00	200.00	495.00	49.50	24.00	200.00	220.00	22.00	24.00	200.00	220.00	22.00	44.00
10+00.00	17+24.68	TURNAROUND	724.68			VAR.	5475.36	0.05	273.77	26.00	2093.52	550.00	575.72	21.00	1690.92	495.00	418.50	21.00	1690.92	220.00	186.00	21.00	1690.92	220.00	186.00	372.00
10+24.41	11+43.51	N.J.P. WRIGHT LOOP	119.10			VAR.	4019.46	0.05	200.97	VAR.	1510.30	550.00	415.33	VAR.	1409.16	495.00	348.77	VAR.	1409.16	220.00	155.01	VAR	1100.00	220.00	121.00	276.01
11+43.51	11+66.08	N.J.P. WRIGHT LOOP	22.57			VAR.	463.95	0.05	23.20	65.00	163.01	550.00	44.83	60.00	150.47	495.00	37.24	60.00	150.47	220.00	16.55	60.00	150.47	220.00	16.55	33.10
11+66.08	13+18.82	N.J.P. WRIGHT LOOP	152.74			VAR.	5098.14	0.05	254.91	VAR.	1814.88	550.00	499.09	VAR.	1701.58	495.00	421.14	VAR.	1701.58	220.00	187.17	VAR	1581.68	220.00	173.98	361.15
13+73.34	14+78.11	N.J.P. WRIGHT LOOP	104.77			VAR.	2387.28	0.05	119.36	VAR.	617.18	550.00	169.72	VAR.	532.03	495.00	131.68	VAR.	532.03	220.00	58.52	VAR	1238.07	220.00	136.19	194.71
14+78.11	15+30.45	N.J.P. WRIGHT LOOP	52.34			VAR.	697.52	0.05	34.88	VAR.	153.94	550.00	42.33	VAR.	124.86	495.00	30.90	VAR.	124.86	220.00	13.73	72.00	418.72	220.00	46.06	59.79
15+30.45	16+30.00	N.J.P. WRIGHT LOOP	99.55			VAR.	1042.78	0.05	52.14	VAR.	177.74	550.00	48.88	VAR.	146.07	495.00	36.15	VAR.	146.07	220.00	16.07	65.00	718.97	220.00	79.09	95.16
16+30.00	18+89.10	N.J.P. WRIGHT LOOP	259.10			VAR.	1677.76	0.05	83.89	VAR.	85.11	550.00	23.41	VAR.	66.84	495.00	16.54	VAR.	66.84	220.00	7.35	53.00	1525.81	220.00	167.84	175.19
115+10.00		JOHN HARDEN DR. (JOHN HARDIN DR.)	64.00			VAR.	687.47	0.05	34.37	VAR.	258.59	550.00	71.11	VAR.	214.44	495.00	53.07	VAR.	214.44	220.00	23.59	VAR.	214.44	220.00	23.59	47.18
149+98.00		JOHN HARDEN DR. (TAG ST.)	32.00			VAR.	422.60	0.05	21.13	VAR.	158.64	550.00	43.63	VAR.	131.98	495.00	32.67	VAR.	131.98	220.00	14.52	VAR.	131.98	220.00	14.52	29.04
10+15.00	10+90.00	WALMART ENTR.	75.00			VAR.	1340.99	0.05	67.05	VAR.	496.43	550.00	136.52	VAR.	441.51	495.00	109.27	VAR.	441.51	220.00	48.57	VAR	403.05	220.00	44.34	92.91
109+80.00		T.P. WHITE DR. (RAMADA)	42.00			VAR.	430.85	0.05	21.54	VAR.	149.13	550.00	41.01	VAR.	140.86	495.00	34.86	VAR.	140.86	220.00	15.49	VAR	140.86	220.00	15.49	30.98
202+47.00		JAMES ST. (N. HOSPITAL DR.)	34.00			VAR.	417.99	0.05	20.90	VAR.	157.03	550.00	43.18	VAR.	130.48	495.00	32.29	VAR.	130.48	220.00	14.35	VAR.	130.48	220.00	14.35	28.70
100+12.12	100+81.54	HILL ST.	69.42			VAR.	815.73	0.05	40.79	VAR.	301.73	550.00	82.98	VAR.	257.00	495.00	63.61	VAR.	257.00	220.00	28.27	VAR	257.00	220.00	28.27	56.54
100+18.00	101+28.20	MADDEN RD.	110.20			VAR.	1997.94	0.05	99.90	VAR.	714.74	550.00	196.55	VAR.	641.60	495.00	158.80	VAR.	641.60	220.00	70.58	VAR	641.60	220.00	70.58	141.16
10+14.92	11+51.02	PARRISH RD. (CUL DE SAC)	136.10			VAR.	2267.95	0.05	113.40	VAR.	818.63	550.00	225.12	VAR.	724.66	495.00	179.35	VAR.	724.66	220.00	79.71	VAR	724.66	220.00	79.71	159.42
		JOHN HARDEN DR. STA. 46+40	26.00			VAR.	510.20	0.05	25.51	VAR.	185.62	550.00	51.05	VAR.	162.29	495.00	40.17	VAR.	162.29	220.00	17.85	VAR.	162.29	220.00	17.85	35.70
		MAIN ST. TURNAROUND	49.00			VAR.	280.21	0.05	14.01	VAR.	97.79	550.00	26.89	VAR.	91.21	495.00	22.57	VAR.	91.33	220.00	10.05	VAR.	91.21	220.00	10.03	20.08
ADDITIONAL FOR LEVELING																										
211+68.21	219+54.66	JOHN HARDEN DR. (N. 1ST ST.)	786.45			VAR.	1783.94	0.17	303.27									VAR.	1783.94	VAR.	311.05					311.05
201+50.00	204+51.85	JAMES ST.	301.85			VAR.	135.78	0.17	23.08									VAR.	135.78	VAR.	18.23					18.23
213+65.12	215+20.00	JAMES ST.	154.88			24.50	421.62	0.17	71.68									24.50	421.62	VAR.	47.61					47.61
13+73.34	18+89.10	N.J.P. WRIGHT LOOP	515.76			VAR.	281.56	0.17	47.87									VAR.	281.56	VAR.	16.63					16.63
SUBTOTALS (BOX 3 OF 3):							**44937.77**		**2561.65**		**14393.34**		**3958.16**		**12739.27**		**3152.94**		**15362.29**		**1794.85**		**15182.26**		**1886.98**	**4698.62**
SUBTOTALS (BOX 1 OF 3):					**75.83**		**183074.54**		**9153.74**		**65430.77**		**17993.44**		**57246.02**		**14168.39**		**57244.86**		**6296.93**		**60397.75**		**6643.76**	**13145.49**
SUBTOTALS (BOX 2 OF 3):							**157143.58**		**7857.22**		**57254.54**		**15745.00**		**50546.41**		**12510.22**		**50546.41**		**5560.17**		**49342.63**		**5427.76**	**10987.93**
TOTALS:					**75.83**		**385155.89**		**19572.61**		**137078.65**		**37696.60**		**120531.70**		**29831.55**		**123153.56**		**13651.95**		**124922.64**		**13958.50**	**28832.04**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

SADonaldson 5/11/2022 8:24:40 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
9/14/2022			

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	451	1104
(1) SEE TABLE		BRIDGE QUANTITIES		64604

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. CA0604

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE / ITEM / UNIT	205 REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. _) LUMP SUM	801 UNCLASSIFIED EXCAVATION FOR STRUCTURES -BRIDGE CU. YD.	SP, SS & 802 CLASS S CONCRETE - BRIDGE CU. YD.	SP, SS & 802 CLASS S(AE) CONCRETE - BRIDGE CU. YD.	SP & 803 CLASS 2 PROTECTIVE SURFACE TREATMENT SQ. YD.	SS & 804 REINFORCING STEEL-BRIDGE (GRADE 60) LB.	SS & 804 EPOXY COATED REINFORCING STEEL (GRADE 60) LB.	SS & 805 STEEL PILING (HP14X73) (1) ⚠ LIN. FT.	SS & 805 STEEL PILING (HP14X89) (1) ⚠ LIN. FT.	SS & 806 METAL BRIDGE RAILING (TYPE H2) LIN. FT.	SS & 806 TRANSITIONAL APPROACH RAILING EACH	SP, SS & 807 STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50) LB.	SS & 807 PAINTING STRUCTURAL STEEL TON	SS & 808 ELASTOMERIC BEARINGS CU. IN.	SS & 809 SILICONE JOINT SEALANT LIN. FT.	812 BRIDGE NAME PLATE (TYPE D) EACH	SS & 816 CONCRETE RIPRAP CU. YD.	SP JOB CA0604 SHORING LUMP SUM	SP JOB CA0604 PLANE MOULDINGS EACH
07544	JAMES ST. OVER HWY. 67	BENT NO. 1			101.52		9.2	13,314	1,224	928			2	1,936	1.0	6,502.5	105			6		
		BENT NO. 2		349	512.18			82,254		~~1,960~~ 0	1,960					5,265.0						
		BENT NO. 3			102.20		9.2	13,302	1,216	1,032			2	1,936	1.0	6,502.5	105			6		
		208'-0" CONTINUOUS PLATE GIRDER UNIT				502.20	1,826.4		119,510			404		466,388	233.2			1				
		SITE NO. 2 (EXISTING BRIDGE NO. 03079)	1																		1	
		TOTALS FOR BRIDGE NO. 07544		349	715.90	502.20	1,844.8	108,870	121,950	~~3,920~~ 1,960	1,960	404	4	470,260	(4) 235.2	18,270.0	210	1	12			
07545	GREGORY ST. OVER HWY. 67	BENT NO. 1			47.89		5.1	6,507	551	655		(2) 601	1	1,811	0.9	4,785.0	49			4		
		BENT NO. 2		279	243.63			42,372		~~1,260~~ 0	1,260					5,655.0						2
		BENT NO. 3			48.48		5.1	6,531	551	554		(3) 254	1	1,811	0.9	4,785.0	49			4		
		287'-0" CONTINUOUS PLATE GIRDER UNIT				466.30	1,484.3		106,338			568		482,288	241.2			1				
		TOTALS FOR BRIDGE NO. 07545		279	340.00	466.30	1,494.5	55,410	107,440	~~2,469~~ 1,209	1,260	1,423	2	485,910	(4) 243.0	15,225.0	98	1	8			2
A7546	HWY. 67 OVER VANDENBERG BLVD.	BENT NO. 1			43.65		6.2	6,031	454	624				1,075	0.5	4,284.0	59			90		
		BENT NO. 2		401	245.66			44,908		~~598~~ 0	598					3,045.0				81		2
		BENT NO. 3			44.19		6.2	6,031	454	546				1,075	0.5	4,284.0	59			47		
		210'-6" CONTINUOUS PLATE GIRDER UNIT				382.40	1,510.0		122,462					442,660	222.0			1				
		TOTALS FOR BRIDGE NO. A7546		401	333.50	382.40	1,522.4	56,970	123,370	~~1,768~~ 1,170	598			444,810	(4) 223.0	11,613.0	118	1	(5) 218			2
B7546	HWY. 67 OVER VANDENBERG BLVD.	BENT NO. 1			43.97		6.2	6,031	456	650				1,073	0.5	4,284.0	59			8		
		BENT NO. 2		426	244.56			44,448		~~702~~ 0	702					3,045.0						2
		BENT NO. 3			44.07		6.2	6,031	456	676				1,073	0.5	4,284.0	59			8		(7) 3
		208'-4" CONTINUOUS PLATE GIRDER UNIT				378.50	1,494.9		121,318					439,024	219.6			1				
		SITE NO. 1A (EXISTING BRIDGE NO. 03080)	1																		1	
		SITE NO. 1B (EXISTING BRIDGE NO. A3080)	1																			
		TOTALS FOR BRIDGE NO. B7546		426	332.60	378.50	1,507.3	56,510	122,230	~~2,028~~ 1,326	702			441,170	(4) 220.6	11,613.0	118	1	(6) 16			5
		TOTALS FOR JOB NO. CA0604		1,455	1,722.00	1,729.40	6,369.0	277,760	474,990	~~10,185~~ 5,665	4,520	1,827	6	1,842,150	921.8	56,721.0	544	4	254			9

BRIDGE NUMBERS

07544
07545
A7546
B7546

(1) All Steel piling shall be Grade 50 and are required to have OPL-approved driving points which will not be paid for directly but will be considered subsidiary to the items "STEEL PILING (HP14x73)" and "STEEL PILING (HP14x89)". All piles shall conform to Std. Dwg. No. 55020.

(2) Quantitiy shown is for Metal Bridge Railing to be installed on the barrier along Retaining Wall No. 5. See Dwg. Nos. 64793 and 64794.

(3) Quantity shown is for Metal Bridge Railing to be installed on the barrier along Retaining Wall No. 6. See Dwg. No. 64795.

(4) Bridge Nos. 07544, 07545, and A&B7546: The color of paint shall be Dark Gray and shall match Fed. Std. 595B, Color Chip No. 26122.

(5) Quantity shown is for Concrete Riprap placed along sides of MSE wall and beneath bridge.

(6) Quantitiy shown consists of Concrete Riprap placed between End Bent cap and MSE wall coping.

(7) Quantity shown consists of the three Airplane Mouldings to be attached to Retaining Wall No. 8.

⚠ Revised Pile Quantities
Made By: WMM Date: 8/17/22
Ck'd By: CSW Date: 8/17/22

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8658
WILLIAM M. McENTIRE

DIGITALLY SIGNED 9/14/2022
BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY
ROUTE 67 SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2021 FILENAME: BCA0604_01.dgn
CHECKED BY: WMM DATE: NOV. 2021 SCALE: No Scale
DESIGNED BY: RAK DATE: OCT. 2021
BRIDGE NO. SEE TABLE DRAWING NO. 64604

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	452	1104
				(2)	SUMMARY OF QUANTITIES			

SUMMARY OF QUANTITIES (BOX 1 OF 5)

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	96	STATION
201	GRUBBING	96	STATION
202	REMOVAL AND DISPOSAL OF CURB	15416	LIN. FT.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	11312	LIN. FT.
202	REMOVAL AND DISPOSAL OF FENCE	4134	LIN. FT.
202	REMOVAL AND DISPOSAL OF RETAINING WALLS	1354	LIN. FT.
202	REMOVAL AND DISPOSAL OF BARRIER WALL	14299	LIN. FT.
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	131501	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	1942	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS	6	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	7476	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS	2672	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS	62	EACH
202	REMOVAL AND DISPOSAL OF JUNCTION BOXES	7	EACH
202	REMOVAL AND DISPOSAL OF DROP INLETS	101	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	164	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS	2	EACH
202	REMOVAL AND DISPOSAL OF FLARED END SECTIONS	2	EACH
202	REMOVAL AND DISPOSAL OF SAFETY END SECTIONS	5	EACH
202	REMOVAL AND DISPOSAL OF PRECAST CONCRETE BARRIER WALL LEFT IN PLACE	5460	LIN. FT.
202	REMOVAL AND DISPOSAL OF DITCH PAVING	592	SQ. YD.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	2303	LIN. FT.
202	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	3	EACH
202	REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION	15	EACH
202	REMOVAL AND DISPOSAL OF BUILDINGS	12	EACH
202	REMOVAL AND DISPOSAL OF PLANTERS	5	EACH
202	REMOVAL AND DISPOSAL OF FLAG POLE	4	EACH
SS & 206	FLOWABLE SELECT MATERIAL	116	CU. YD.
SP & 207	STONE BACKFILL	1931	TON
SP, SS, & 210	UNCLASSIFIED EXCAVATION	182120	CU. YD.
SP	SELECT GRANULAR BACKFILL	77446	CU. YD.
SP & 210	COMPACTED EMBANKMENT	247760	CU. YD.
SP & 210	SOIL STABILIZATION	8000	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	210	STATION
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	18388	TON
SP, SS, & 308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	48071	TON
SS & 308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	3068	TON
SS & 308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	146114	SQ. YD.
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	845	SQ. YD.
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (6 1/2" UNIFORM THICKNESS)	545	SQ. YD.
SS & 401	TACK COAT	32632	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	49087	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")	2259	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	35761	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	1568	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")	7626	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	32880	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8")	410	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	297	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	1470	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	4376	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	500	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	250	TON
SP, SS, & 501	PORTLAND CEMENT CONCRETE PAVEMENT (12" UNIFORM THICKNESS)	144249	SQ. YD.
SP, SS, & 504	APPROACH SLABS	837.20	CU. YD.
SP, SS, & 504	APPROACH GUTTERS	103.60	CU. YD.
SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	5144.20	SQ. YD.
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	1000	SQ. YD.
SP, SS, & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (9" UNIFORM THICKNESS)	1000	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
602	FURNISHING FIELD LABORATORY	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SP & 603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	250	LIN. FT.
603	24" TEMPORARY CULVERT	300	LIN. FT.
603	36" TEMPORARY CULVERT	100	LIN. FT.
SS & 604	SIGNS	3610	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	5	EACH
SS & 604	BARRICADES	464	LIN. FT.
SS & 604	TRAFFIC DRUMS	1099	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	69327	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM	2	EACH
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	64955	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	229822	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS (WORDS)	10	EACH
604	CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	10	EACH
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	377192	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	229822	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	57546	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	1461	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	214	WEEK
SS & 604	VERTICAL PANELS	1026	EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 9/14/2022

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	453	1104
				(2)	SUMMARY OF QUANTITIES			

SUMMARY OF QUANTITIES (BOX 2 OF 5)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	AWIS MOBILIZATION	1.00	LUMP SUM
SP	AWIS OPERATION	36	MONTH
SP	DEVICE RELOCATION	115	EACH
SP	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	5	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	9	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	31	EACH
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)	4017	SQ. YD.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	19815	LIN. FT.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	2239	LIN. FT.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	655	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	7166	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	1022	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	162	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	3199	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	2387	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	155	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	2371	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	739	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	62	LIN. FT.
SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1097	LIN. FT.
SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	1057	LIN. FT.
SS & 606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1215	LIN. FT.
SS & 606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	773	LIN. FT.
SS & 606	54" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	494	LIN. FT.
SS & 606	54" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	111	LIN. FT.
SS & 606	36" X 23" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	65	LIN. FT.
SS & 606	59" X 36" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	60	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN	80	LIN. FT.
SS & 606	28" X 20" SIDE DRAIN	26	LIN. FT.
SS & 606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	11	EACH
SS & 606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	9	EACH
SS & 606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2	EACH
SS & 606	42" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	1	EACH
SS & 606	48" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4	EACH
SS & 606	54" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	1	EACH
SS & 606	SELECTED PIPE BEDDING	1000	CU. YD.
SS & 609	DROP INLETS (TYPE C)	35	EACH
SS & 609	DROP INLETS (TYPE E)	57	EACH
SS & 609	DROP INLETS (TYPE MO)	249	EACH
SS & 609	DROP INLETS (TYPE RM)	42	EACH
SS & 609	DROP INLETS (TYPE ST)	130	EACH
SS & 609	DROP INLETS (TYPE SPECIAL)	2	EACH
SS & 609	JUNCTION BOXES (TYPE E)	15	EACH
SS & 609	DROP INLET EXTENSIONS (4')	222	EACH
SS & 611	4" PIPE UNDERDRAINS	1000	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	10	EACH
620	LIME	60	TON
620	SEEDING	29.92	ACRE
SS & 620	MULCH COVER	59.84	ACRE
620	WATER	3675.9	M. GAL.
621	TEMPORARY SEEDING	29.92	ACRE
621	SILT FENCE	41729	LIN. FT.
621	SAND BAG DITCH CHECKS	2008	BAG
621	DROP INLET SILT FENCE	10060	LIN. FT.
621	SEDIMENT BASIN	100	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	100	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	2048	CU. YD.
621	ROCK DITCH CHECKS	503	CU. YD.
SS & 621	FILTER SOCK (18")	1000	LIN. FT.
623	SECOND SEEDING APPLICATION	29.92	ACRE
SP	WOVEN GEOTEXTILE FABRIC	1652	SQ. YD.
624	SOLID SODDING	1076	SQ. YD.
626	EROSION CONTROL MATTING (CLASS 3)	6633	SQ. YD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 8/24/2022

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/14/2022				6	ARK.			
				JOB NO.		CA0604	454	1104
				(2)	SUMMARY OF QUANTITIES			

SUMMARY OF QUANTITIES (BOX 3 OF 5)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS	17054	SQ. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE A; MASH TL-4)	4702	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE A-1; MASH TL-4)	505	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE B; MASH TL-4)	3828	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE B-1; MASH TL-4)	76	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-1; MASH TL-4)	1346	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-2; MASH TL-4)	254	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-3; MASH TL-4)	400	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-4; MASH TL-4)	150	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)	15180	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE A-1; MASH TL-4)	150	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE D; MASH TL-4)	1150	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE E; MASH TL-4)	2334	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-1)	1288	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-3)	322	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-4)	334	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-5)	278	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-6)	607	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-7)	1757	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-9)	257	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-11)	1187	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-12)	1001	LIN. FT.
SP, SS, & 632	CONCRETE ISLAND	3663	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	10178	SQ. YD.
SP, SS, & 633	CONCRETE WALKS (TYPE SPECIAL)	1156	SQ. YD.
SS & 633	HAND RAILING	2166	LIN. FT.
SS & 634	INTEGRAL CURB (TYPE A)	927	LIN. FT.
SS & 634	CONCRETE CURB (TYPE D)	4957	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	58389	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
637	MAILBOXES	26	EACH
637	MAILBOX SUPPORTS (SINGLE)	26	EACH
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)	128	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 4)	125	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 6)	15	SQ. YD.
642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS	127987	LIN. FT.
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	12	EACH
SP	ON-STREET MASTER CONTROLLER	1	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	10	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	9	EACH
SP	GROUND MOUNTED ITS CABINET	2	EACH
SP	POLE MOUNTED ITS CABINET	6	EACH
SP	CELLULAR MODEM	10	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 35' HT.)	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	5	EACH
SP	LOCAL RADIO WITH ANTENNA	11	EACH
SP	MASTER RADIO WITH ANTENNA	1	EACH
SP	EMERGENCY BACKUP LOCAL RADIO UNIT	1	EACH
704	FEEDER WIRE	75	LIN. FT.
SP	PTZ CAMERA SYSTEM	9	EACH
SP	ANTENNA CABLE (TYPE 6)	882	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	124	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	13	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	106	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	30	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	11515	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	9686	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	3436	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	7767	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	1520	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/2 A.W.G.)	2234	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	750	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	509	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	4872	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	326	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	564	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	363	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	68	LIN. FT.
710	NON-METALLIC CONDUIT (2")	3410	LIN. FT.
710	NON-METALLIC CONDUIT (3")	3633	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	31	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	15	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	44	EACH

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9/14/2022				6	ARK.			
				JOB NO.		CA0604	455	1104
				(2)	SUMMARY OF QUANTITIES			

SUMMARY OF QUANTITIES (BOX 4 OF 5)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 713	SPAN WIRE ASSEMBLY	8	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (22')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (58')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26'-38')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46'-38')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-54')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38'-56')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48'-60')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	27	EACH
SP	TILT TOWER (40')	2	EACH
SP	TILT TOWER (50')	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	18	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	20	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	24	EACH
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	2522	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	81	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	21177	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")	5432	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3698	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	31028	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (8")	294	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	75	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	94	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	38111	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	6688	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	25517	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2785	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-60-35)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-60-37)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-60-43)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-36)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-38)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-39)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-40)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-41)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-42)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-44)	1	EACH
SP	REMOVING AND REINSTALLING SIGNS	1	EACH
SP, SS, & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	306	SQ. FT.
SP, SS, & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	2697	SQ. FT.
SP, SS, & 726	STANDARD SIGN	2070	SQ. FT.
SP	18" STREET NAME SIGN	28	EACH
SP, SS, & 727	EXIT NUMBER PANEL (TYPE A)	150	SQ. FT.
SP, SS, & 727	EXIT NUMBER PANEL (TYPE B)	214	SQ. FT.
SP	BARRIER WALL DELINEATOR	3532	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	2431	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	142	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	34	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	3	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	10	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-10)	4	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	34	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	35	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	20	EACH
SS & 732	CRASH CUSHION	9	EACH
733	VIDEO DETECTOR RELOCATION	10	EACH
SP	VIDEO DETECTOR ROTATION	56	EACH
SP & 733	VIDEO DETECTOR (CLR)	78	EACH
733	VIDEO CABLE	16642	LIN. FT.
733	VIDEO MONITOR (CLR)	12	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	35	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	10	EACH
SP & 733	VEHICLE DETECTOR RACK (12 CHANNEL)	2	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	818	CU. YD.
SP	AGGREGATE PIER	3670	SQ. YD.
SS & 802	CLASS S CONCRETE-ROADWAY	520.28	CU. YD.
SP	RETAINING WALL	52025	SQ. FT.
SP	TEMPORARY RETAINING WALL	6373	SQ. FT.
SP	SOIL NAIL WALL	7370	SQ. FT.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	181479	POUND

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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
9/14/2022				6	ARK.			
9/20/2022				JOB NO.		CA0604	456	1104
				(2)	SUMMARY OF QUANTITIES			

SUMMARY OF QUANTITIES (BOX 5 OF 5)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 806	METAL BRIDGE RAILING (TYPE H2)	425	LIN. FT.
SS & 806	TRANSITIONAL APPROACH RAILING	2	EACH
SS & 816	DUMPED RIPRAP	10	CU. YD.
SP	SHORING (SITE NO. 3)	1.00	LUMP SUM
SP	SHORING (SITE NO. 4)	1.00	LUMP SUM
SP	SHORING (SITE NO. 5)	1.00	LUMP SUM
SP	OVERHEAD DMS ASSEMBLY	1	EACH
SP	REMOVE AND REINSTALL THRIE BEAM TERMINAL	1	EACH
SP	ROAD WEATHER INFORMATION SYSTEM	1	EACH
	STRUCTURES OVER 20' SPAN		
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1A)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1B)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 2)	1.00	LUMP SUM
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	1455	CU. YD.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	896	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	1659.66	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-BRIDGE	1722.00	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE	1729.40	CU. YD.
SP & 803	CLASS 2 PROTECTIVE SURFACE TREATMENT	6369.0	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	207853	POUND
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	277760	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	474990	POUND
SS & 805	STEEL PILING (HP 14X73)	5665	LIN. FT.
SS & 805	STEEL PILING (HP 14X89)	4520	LIN. FT.
SS & 806	METAL BRIDGE RAILING (TYPE H2)	1827	LIN. FT.
SS & 806	TRANSITIONAL APPROACH RAILING	6	EACH
SP, SS, & 807	STRUCTURAL STEEL 'N PLATE GIRDER SPANS (A709, GR. 50)	1842150	POUND
SS & 807	PAINTING STRUCTURAL STEEL	921.8	TON
SS & 808	ELASTOMERIC BEARINGS	56721.0	CU. IN.
SS & 809	SILICONE JOINT SEALANT	544	LIN. FT.
812	BRIDGE NAME PLATE (TYPE D)	4	EACH
SS & 816	CONCRETE RIPRAP	254	CU. YD.
SP	SHORING (SITE NO. 1A)	1.00	LUMP SUM
SP	SHORING (SITE NO. 2)	1.00	LUMP SUM
SP	PLANE MOULDINGS	9	EACH

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REVISIONS

DATE	REVISION	SHEET NUMBER
8/24/2022	UPDATED FAP NUMBER ON TITLE SHEET. UPDATED TO "SYSTEM MAP" IN THE INDEX. ADDED THE "AGGREGATE TESTING ON CONCRETE BARRIER WALLS", "PRICE ADJUSTMENT FOR FUEL" AND "DELAY IN RIGHT OF WAY OCCUPANCY" SPECIAL PROVISIONS. REVISIONS WERE MADE TO THE "SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSAL (ACP)", "SHORING" AND "STORMWATER POLLUTION PREVENTION PLAN" SPECIAL PROVISIONS. UPDATED SPECIAL DETAILS FOR SIDE TYPE A BARRIER WALL. UPDATED SIGNING PLANS AND QUANTITIES. UPDATED ITEM NUMBERS ON ITS QUANTITY SHEET. ADDED AN ADDITIONAL REMOVAL AND DISPOSAL OF BOX CULVERT QUANTITY. UPDATED ITEM NUMBERS ON SCHEDULE OF BRIDGE QUANTITIES SHEET. CORRECTED QUANTITY IN SUMMARY OF QUANTITIES FOR ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/2 A.W.G.). CORRECTED STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-37) TO STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-38) IN THE SUMMARY OF QUANTITIES. CORRECTED SOME SIGNING AND SIGN SUPPORT QUANTITIES IN THE SUMMARY OF QUANTITIES. UPDATED ITEM NUMBERS ON SUMMARY OF QUANTITIES DUE TO THE ADDITION OF THE SPECIAL PROVISIONS. UPDATED STEEL PILING QUANTITIES. RELOCATED A DRIVEWAY ON JOHN HARDEN DRIVE FROM STA. 127+96 TO STA. 128+37. UPDATED SOME PROPOSED ROW LABELS AND TCE CALLOUTS ON THE PLAN SHEETS. UPDATED ITEM NUMBER ON SOME TRAFFIC SIGNAL QUANTITY BOXES. UPDATED SOME SHEET REFERENCE NOTES ON TRAFFIC SIGNAL SHEETS. UPDATED SPAN LENGTH ON STRUCTURE NO. OH-067-60-39.	1, 3, 6, 69, 367-369, 371-372, 374, 376, 381, 384, 386-387, 393-394, 395, 400, 430, 451, 452-456, 465, 467, 469, 471, 477, 479, 512, 515, 609, 623, 626, 628-629, 631, 638, 642, 646, 652, 654-655, 685, 687, 690, 692, 698, 705, 707-708, 710, 714, 721, 723, 726, 744, 752, 754-755,757, 780. 782, 785, 793, 795, 798, 800, 804, 808, 810, 813, 819 & 916.
9/14/2022	UPDATED SHEET TITLE ON INDEX FOR SHEETS 853-855. UPDATED TITLE OF THE "DELAY IN RIGHT OF WAY OCCUPANCY" SPECIAL PROVISION. REVISIONS WERE MADE TO THE "SERVICE POINT ASSEMBLY" AND "SHORING" SPECIAL PROVISIONS. ADDED THE "CEMENT STABILIZED CRUSHED STONE BASE COURSE" SPECIAL PROVISION. UPDATED STAGE 1A TYPICAL SECTION ON SHEET 221. UPDATED PROPOSED PAVEMENT HATCHING ON SHEET 343. ADD ADDITIONAL PAVING QUANTITIES FOR STAGE 1A. CORRECTED SOME SIGNING AND SIGN SUPPORT QUANTITIES. CORRECTED STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-37) TO STEEL OVERHEAD SIGN STRUCTURE (OH-067-60-38) IN THE SUMMARY OF QUANTITIES.	3, 6, 221, 343, 368, 369, 441, 451-452 , 454-456
9/20/2022	REMOVED THE "CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE" SPECIAL PROVISION. ADDED THE "FLY ASH" SPECIAL PROVISION.	6, 456

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				6	ARK.			
				JOB NO.		CA0604	457	1104

2 SURVEY CONTROL DETAILS

SURVEY CONTROL COORDINATES

Project Name: s061334
Date: 12/7/2012
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, 600026 - 600026A, 600039 - 600039A, AND 600045 - 600045A PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
77	191929.7275	1273318.9502	273.710	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 77
78	192556.3555	1273549.3331	275.640	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 78
79	193708.5921	1273853.7669	256.900	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 79
80	194586.3742	1274166.4519	272.550	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 80
81	195586.8960	1275118.4690	266.814	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 81
82	196430.7697	1276018.5884	276.374	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 82
83	197080.3289	1276691.8950	285.804	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 83
84	197930.9547	1277573.3492	315.118	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 84
85	198964.6209	1278376.4734	302.749	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 85
86	199776.1082	1278957.0238	285.389	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 86
87	200543.4159	1279556.0184	273.623	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 87
88	201343.0121	1280123.1366	287.360	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 88
89	201815.3411	1280484.0561	299.151	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 89
90	202422.2248	1281093.0689	298.143	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 90
91	203233.4871	1282143.8162	284.893	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 91
93	186461.0961	1266305.8421	250.576	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 93
94	185939.5524	1265341.5418	255.705	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 94
95	185849.3563	1264929.6846	265.432	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 95
96	183702.4750	1266223.1470	261.236	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 96
97	183255.7303	1266638.0623	263.681	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 97
98	184899.6042	1266719.6173	258.474	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 98
99	184955.7439	1266822.1596	258.895	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 99
100	181635.4708	1258995.0262	267.533	GPS	AHTD GPS MON. 600039
101	180777.1739	1257985.5734	282.900	GPS	AHTD GPS MON. 600039A
102	181135.7834	1267328.2191	260.099	GPS	AHTD GPS MON. 600045A
103	182986.3999	1266677.6678	265.342	GPS	AHTD GPS MON. 600045
104	200731.1033	1280183.1443	272.514	GPS	AHTD GPS MON. 600026A
105	202111.4858	1280786.5750	297.162	GPS	AHTD GPS MON. 600026
106	202244.0308	1280894.2338	299.940	GPS	AHTD GPS •600069
107	211834.9996	1287625.6936	261.480	GPS	AHTD GPS •600070A
108	213198.2556	1287777.9360	295.799	GPS	AHTD GPS •600070
109	222976.3786	1291848.5965	302.680	GPS	AHTD GPS •430001A
110	223916.7988	1293240.6094	297.287	GPS	AHTD GPS •430001
111	229897.5879	1298110.3399	271.495	GPS	AHTD GPS •430014
112	231758.1622	1299694.0216	278.375	GPS	AHTD GPS •430014A
115	241881.7614	1311789.6137	249.200	GPS	AHTD GPS •430016A
116	243751.5287	1314139.8001	265.123	GPS	AHTD GPS •430016
130	192272.6799	1273295.7329	259.167	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 130
131	192113.6518	1273536.7089	259.356	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 131
132	194439.9744	1274337.7061	261.208	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 132
133	194489.3410	1273869.2761	256.741	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 133
134	195184.3078	1274527.0565	271.301	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 134
135	197526.3876	1276834.9938	303.508	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 135
136	196955.8013	1276871.0103	306.648	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 136
137	201486.1309	1280530.3947	281.448	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 137
138	201857.2226	1280129.3116	279.805	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 138
139	201783.0316	1280044.0836	278.623	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 139
150	192650.6236	1272664.0092	249.468	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 150
151	191768.0660	1274136.7138	248.633	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 151
152	193119.2864	1273607.0808	258.346	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 152
153	194417.7243	1273723.0728	258.866	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 153
154	194151.5383	1274777.1214	277.310	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 154
155	194642.0909	1274792.0299	283.435	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 155
156	196197.6162	1275599.7683	265.629	CTL	•" Rebar with 2" Aluminum Cap stamped PN: 156
157	198458.7740	1276907.7240	289.477	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 157
158	196218.5519	1276787.5471	288.202	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 158
159	198359.2653	1277766.3104	322.669	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 159
160	199092.1918	1278306.5320	311.613	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 160
161	199676.7058	1277578.0678	323.885	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 161
162	199610.2167	1278552.1356	294.510	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 162
163	199589.2671	1279149.6726	286.181	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 163
164	199228.1480	1279475.4868	299.347	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 164
165	200150.5480	1279096.8445	283.059	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 165
166	201051.5039	1279804.2907	274.144	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 166
167	201946.5923	1278155.0093	286.110	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 167
168	202001.3780	1279454.3690	276.255	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 168
169	201137.6723	1280386.3802	274.613	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 169
170	202098.7925	1280500.1432	296.190	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 170
171	202606.2075	1281030.2976	296.804	CTL	5/8" Rebar with 2" Aluminum Cap stamped PN: 171
960	183006.2682	1262145.7263	256.673	BM	SQUARE CUT CENTER DROP INLET
961	184275.0933	1264257.6461	247.409	BM	SQUARE CUT CENTER SOUTH HEADWALL
962	184887.1571	1264933.9837	245.200	BM	SQUARE CUT NORTHEAST CORNER DROP INLET
963	185562.7146	1265794.6166	245.054	BM	SQUARE CUT NORTHEAST CORNER DROP INLET
964	-99999.0000	-99999.0000	244.861	BM	SQUARE CUT NORTHEAST CORNER DROP INLET
965	186798.2343	1267368.4066	245.183	BM	SQUARE CUT NORTHEAST CORNER DROP INLET - 18
966	187411.8191	1268154.9366	244.916	BM	SQUARE CUT CENTER WEST EDGE DROP INLET
967	188334.8249	1269349.1187	249.161	BM	SQUARE CUT NORTHWEST CORNER BRIDGE NORTH N.E.COR
968	189515.0418	1270832.4056	245.083	BM	SQUARE CUT CENTER DROP INLET
969	190168.7101	1271664.2041	245.335	BM	SQUARE CUT CENTER DROP INLET
970	190833.9876	1272480.7615	244.894	BM	SQUARE CUT CENTER DROP INLET
971	192140.6442	1273409.7773	278.308	BM	SQUARE CUT SW CRNR BR, NORTH BOUND 167
972	194365.8504	1274053.9855	273.352	BM	SQUARE CUT S.W. CORN BR, N. BOUND 167
973	195743.7699	1275271.2899	264.070	BM	SQUARE CUT CENTER DROP INLET
974	196955.4453	1276870.4383	306.614	BM	AHTD DISK NE CRNR CATCH BASIN AHTD DISC
975	198320.2707	1277871.7850	313.187	BM	SQUARE CUT CENTER DROP INLET
976	199322.4734	1278649.1618	289.619	BM	SQUARE CUT S.EDGE CATCH BASIN
977	200530.5957	1279534.1761	270.751	BM	SQUARE CUT CENTER DROP INLET
978	201561.5668	1280288.4907	296.906	BM	SQUARE CUT SW CRNR BR, NORTH BOUND 167
979	203230.1480	1282132.3051	285.088	BM	SQUARE CUT E. EDGE CENT. OF HM
980	182994.8550	1266676.2268	270.012	BM	AHTD DISC N.W. CORN, W. BOUND 440 BRIDGE
981	185817.1449	1264911.6104	269.202	BM	AHTD DISC N.E. CORN BR., 440 S.
982	184964.2620	1266720.4994	261.456	BM	AHTD DISC S.W. CORN AHTD DISC S.
983	-99999.0000	-99999.0000	247.353	BM	AHTD DISC N.E. CORNER BRIDGE
998	-99999.0000	-99999.0000	250.113	BM	NE CRNR CONC RR CROSSING N.E.CR
999	-99999.0000	-99999.0000	244.700	BM	RV 159 RIVET IN HEADWALL

•Note - Rebar and Cap - Standard -•" Rebar with 2" Aluminum Cap stamped
•(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.99998730 HAS BEEN USED TO COMPUTE THE ABOVE LISTED GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GROUND COORDINATES ARE PROJECTED FROM AR. STATE PLANE GRID COORDINATES BY SCALING ALL X,Y
COORDINATE VALUES WITH THE INVERSE (1/X) OF THE COMBINED AJUSTMENT FACTOR (CAF) ABOUT X=0, Y=0.

GRID COORDINATES ARE STORED UNDER FILE NAME. s061334gi.ctl
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 ELEVATIONS FOR POINTS 77-99, AND 130-171, 100-112, 115, AND 116 AND 960-999 WERE ESTABLISHED BY 3-WIRE LEVEL TECHNIQUES
FROM NGS BENCHMARKS.

POSITIONAL ACCURACY:

HORIZONTAL-GPS(POINTS 100-116): 1.0 CM 10 PPM, PRIMARY CONTROL(POINTS 77-99, 130-171): 2.0 CM 20 PPM

VERTICAL-POSITIONAL ACCURACY IS THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS:
CONVERGENCE ANGLE: 00 04 39 RIGHT AT PN: 75 FROM JOB: R60081
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

LT: 34-51-25.1 LG: 092-08-22.6

GRID NORTHING: 190618.9462 GRID EASTING: 1272311.0397

GROUND NORTHING: 190611.4443 GROUND EASTING: 1272260.9673

SADonaldson 5/11/2022 8:18:50 PM
WORKSPACE: AHTD
L:\2012\2012017\32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_SDI-1.dgn
REVISED DATE:

HWY. 67

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8005	585+00.00	193984.4955	1273879.4575
PC	8006	586+11.01	194091.0753	1273910.5042
PI		592+30.21	194685.5634	1274083.6783
PT	8008	598+20.53	195111.9574	1274532.6701
PI	8009	599+85.24	195225.3824	1274652.1063
PI	8010	BK 600+00.00	195235.4946	1274662.8589
PI	8010	AHD 600+20.98	195235.4946	1274662.8589
PI	8011	604+50.00	195528.8568	1274975.9034
PC	8012	634+44.76	197582.7196	1277155.4106
PI		639+40.00	197922.3659	1277515.8346
PT	8014	644+32.79	198318.8200	1277812.6331
PC	8015	674+53.71	200737.1404	1279623.0665
PI		678+42.22	201048.1531	1279855.9007
PRC	8017	682+30.43	201374.2215	1280067.1354
PI		693+83.05	202341.5868	1280693.8171
PT	8019	705+05.30	202991.3690	1281645.8195
PI	8020	716+08.78	203613.4475	1282557.2331
PC	8021	734+80.49	204675.4195	1284098.5027
PI		742+97.34	205138.8862	1284771.1450
PT	8023	750+89.95	205836.9255	1285195.3973

JOHN HARDEN DR.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8249	99+92.18	194976.8925	1273911.8143
PC	8041	102+12.18	194955.5985	1274130.7783
PI		103+17.86	194945.3690	1274235.9675
PT	8043	104+10.47	195018.1465	1274312.6021
PI	8044	109+57.73	195395.0045	1274709.4326
PI	8045	111+07.77	195500.7947	1274815.8326
PI	8046	112+43.62	195593.7060	1274914.9478
PI	8047	117+11.95	195914.8927	1275255.7829
PI	8048	119+20.55	196055.7542	1275409.6360
PC	8049	133+14.72	197011.9002	1276424.2739
PI		134+27.24	197089.0728	1276506.1675
PT	8051	135+37.94	197187.6408	1276560.4493
PC	8052	136+62.62	197296.8529	1276620.5930
PI		138+21.54	197436.0581	1276697.2540
PT	8054	139+71.51	197510.5488	1276837.6326
PC	8055	140+55.28	197549.8148	1276911.6297
PI		142+96.46	197662.8622	1277124.6687
PT	8057	BK 145+33.15	197839.4383	1277288.9435
PT	8057	AHD 145+34.64	197839.4383	1277288.9435
PC	8058	146+74.37	197941.7419	1277384.1201
PI		149+29.76	198128.7283	1277558.0798
PT	8060	151+84.46	198336.3201	1277706.8463
PI	8061	154+40.29	198544.2617	1277855.8635
PC	8062	158+40.29	198864.4687	1278095.5809
PI		159+05.65	198916.7924	1278134.7521
PRC	8063	159+70.96	198966.3518	1278177.3668
PI		161+64.81	199113.3386	1278303.7565
PT	8065	163+58.52	199268.5238	1278419.9331
PI	8066	165+54.92	199425.7513	1278537.6388
PI	8067	169+54.87	199749.4771	1278772.4954
PC	8040	185+16.61	200999.6915	1279708.4466
PI		186+24.68	201086.2061	1279773.2142
PT	8069	187+31.84	201185.0070	1279817.0092
PC	8070	188+39.47	201283.4063	1279860.6261
PI		189+51.79	201386.0894	1279906.1419
PRC	8072	190+64.08	201486.9097	1279955.6471
PI		191+21.97	201538.8664	1279981.1590
PT	8074	191+79.81	201592.2727	1280003.4777
PC	8075	192+42.78	201650.3683	1280027.7561
PI		193+29.75	201730.6132	1280061.2907
PT	8077	194+15.45	201797.6312	1280116.7200
POE	8078	194+15.51	201797.6781	1280116.7588
POB	8133	194+15.57	201783.3677	1280136.0553
PC	8134	194+51.85	201811.1245	1280159.4116
PI		195+09.07	201854.9107	1280196.2555
PT	8136	195+66.16	201893.9833	1280238.0647
PC	8137	205+47.64	202564.1271	1280955.1455
PI		207+31.47	202689.6504	1281089.4604
PT	8139	209+10.87	202856.0690	1281167.5721
PC	8140	212+34.38	203148.9255	1281305.0297
PI		215+17.03	203404.7928	1281425.1259
PT	8142	217+96.84	203682.1722	1281479.4569
PC	8079	218+46.58	203730.9845	1281489.0179
PI		219+00.16	203783.5603	1281499.3161
PT	8253	219+53.71	203836.5600	1281507.1463
POE	8080	219+70.68	203853.3446	1281509.6260
POB	8408	30+00.00	203029.1927	1281248.8309
PC	8409	30+80.17	202995.1278	1281321.4070
PI		31+66.28	202958.5418	1281399.3543
PT	8411	32+36.65	203007.0839	1281470.4738
PC	8412	47+83.59	203879.1681	1282748.1733
PI		48+08.13	203892.9981	1282768.4358
PRC	8414	48+32.65	203905.9483	1282789.2716
PI		48+59.84	203920.3	1282812.3624
PT	8416	48+87.02	203935.7307	1282834.7466

T.P. WHITE DR.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8250	100+00.85	194435.7005	1274235.7248
PC	8251	103+08.09	194721.2127	1274349.2172
PI		104+23.67	194828.6189	1274391.9117
PT	8082	105+36.19	194911.0738	1274472.9062
PC	8083	109+20.60	195185.3063	1274742.2817
PI		110+38.73	195269.5831	1274825.0659
PT	8085	111+56.83	195350.3761	1274911.2535
PI	8086	113+26.18	195466.1909	1275034.8016
PC	8087	128+78.39	196530.7258	1276164.4591
PI		130+73.53	196664.5566	1276306.4769
PT	8089	132+68.52	196788.4146	1276457.2712
PC	8090	134+55.11	196906.8450	1276601.4574
PI		135+69.95	196979.7391	1276690.2042
PT	8092	136+84.03	197033.5714	1276791.6519
PC	8093	137+64.65	197071.3583	1276862.8617
PI		139+08.37	197138.7268	1276989.8184
PT	8095	140+39.58	197273.0763	1277040.8747
PC	8096	140+92.64	197322.6806	1277059.7257
PI		141+76.77	197401.3213	1277089.6113
PT	8098	142+58.25	197460.1301	1277149.7697
PC	8099	144+80.50	197615.4872	1277308.6924
PI		149+22.89	197924.7354	1277625.0380
PT	8101	153+63.53	198278.8797	1277890.1619
PI	8102	167+24.02	199367.9864	1278705.5027
PI	8103	170+69.95	199643.1035	1278915.2118
PC	8104	185+84.73	200855.7235	1279823.0187
PI		187+45.14	200984.1382	1279919.1541
PT	8106	189+04.22	201088.1061	1280041.3138
POE	8107	190+98.80	201214.2168	1280189.4909
POB	8108	196+12.20	201411.6788	1280362.0486
PC	8109	197+12.20	201230.6634	1280407.6747
PI		198+52.17	201355.2178	1280471.5390
PRC	8111	199+91.97	201484.8700	1280524.2908
PI		200+53.48	201541.8473	1280547.4732
PT	8113	201+14.98	201597.9031	1280572.8030
PC	8114	205+26.21	201972.6551	1280742.1413
PI		206+77.30	202110.3376	1280804.3555
PT	8116	208+25.02	202216.7357	1280911.6238
PC	8117	209+30.92	202291.3139	1280986.8119
PI		213+95.27	202618.3163	1281316.4886
PT	8119	218+57.59	202887.9635	1281694.5200
PC	8120	220+91.97	203024.0676	1281885.3309
PI		222+47.01	203114.1015	1282011.5538
PT	8122	223+94.80	203128.1984	1282165.9547
PC	8123	224+94.52	203137.2646	1282265.2551
PI		226+39.76	203150.4707	1282409.9002
PT	8125	227+79.02	203230.9897	1282530.7857
PC	8126	228+72.90	203283.0331	1282608.9198
PI		230+39.32	203375.2900	1282747.4277
PT	8128	231+98.45	203523.5277	1282823.0672
PC	8129	232+99.05	203613.1348	1282868.7900
PI		234+33.67	203733.0449	1282929.9752
PT	8131	235+62.77	203809.5193	1283040.7621

JAMES ST. RAMP 1

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8148	10+00.00	195505.8959	1275009.1333
PI		10+75.56	195557.7159	1275064.1234
PT	8150	11+51.04	195605.0297	1275123.0356
PC	8151	14+30.29	195779.8902	1275340.7610
PI		15+05.85	195827.2040	1275399.6732
PT	8153	15+81.33	195879.0241	1275454.6633
POE	8154	16+67.08	195937.8311	1275517.0678

JAMES ST. RAMP 2

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8155	10+00.00	196327.1790	1275941.8989
PI		10+84.33	196385.0158	1276003.2739
PT	8157	11+68.56	196448.0372	1276059.3121
PC	8158	13+40.25	196576.3469	1276173.4045
PI		14+24.59	196639.3683	1276229.4428
PT	8160	15+08.81	196697.2051	1276290.8178

JAMES ST. RAMP 3

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8161	10+00.00	196467.2227	1275896.5807
PI		10+50.63	196501.9479	1275933.4302
PT	8163	11+01.24	196538.5768	1275968.3880
PC	8164	15+66.17	196874.9100	1276289.3766
PI		16+16.80	196911.5389	1276324.3345
PT	8166	16+67.41	196946.2641	1276361.1840

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

JAMES ST. RAMP 4

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8260	10+00.00	195385.9405	1274718.0404
PC	8261	12+90.69	195586.1160	1274928.8246
PI		13+57.04	195631.8059	1274976.9359
PT	8263	14+23.34	195674.0468	1275028.1021
PC	8264	16+40.89	195812.5541	1275195.8747
PI		17+03.55	195852.4445	1275244.1937
PT	8266	17+66.16	195895.4162	1275289.7942

JAMES ST.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8184	200+00.00	196462.3843	1276821.9358
POE	8185	216+17.77	198079.1269	1276879.4518

HILL ST.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8000	100+00.00	197182.3039	1276991.4149
PI		100+15.56	197173.0810	1277003.9420
PT	8002	100+30.16	197172.5929	1277019.4904
POE	8003	101+30.16	197169.4522	1277119.4411

MARSHALL RD.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8182	70+00.00	194734.1161	1273873.6364
POE	8183	77+05.72	195431.2646	1273983.2669

N. BAILEY BLVD.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8168	10+00.00	198248.7756	1278212.0580
POE	8209	14+85.77	198734.1785	1278231.0135

N. BAILEY BLVD. CONNECTION

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8419	10+00.00	199634.0407	1278269.0874
PC	8420	13+87.54	200021.3891	1278281.2387
PI		16+70.77	200304.4840	1278290.1195
PT	8422	18+34.28	200298.8294	1278573.2972
POE	8423	24+35.87	200286.8191	1279174.7671

N. JEFF DAVIS AVE.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8186	10+00.00	197031.0026	1276322.3664
PC	8187	10+25.37	197030.1156	1276347.7219
PI		10+65.01	197028.7298	1276387.3373
PT	8189	10+87.84	197068.3310	1276389.0816
POE	8190	11+25.07	197105.5208	1276390.7197

MADDEN RD.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8117	100+00.00	202291.3139	1280986.8119
PC	8210	100+24.22	202274.1208	1281003.8656
PI		100+65.97	202244.4761	1281033.2698
PT	8212	101+03.32	202244.5431	1281075.0239
POE	8213	102+03.32	202244.7033	1281175.0238

TEXAS TURNAROUND

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8107	10+00.00	201214.2168	1280189.4909
PC	8169	11+58.99	201317.2652	1280310.5703
PI		13+53.32	201443.2130	1280458.5559
PT	8171	14+37.10	201559.3449	1280302.7484
PC	8172	15+18.10	201607.7541	1280237.8004
PI		16+99.95	201716.4308	1280091.9950
PT	8174	17+86.12	201555.1699	1280007.9430
POE	8175	18+77.25	201474.3614	1279965.8241

GREGORY ST.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8143	800+00.00	199644.0833	1277895.5895
PC	8144	805+31.32	199629.8023	1278426.7202
PI		806+20.23	199627.4127	1278515.5928
PT	8146	807+09.08	199619.5169	1278604.1462
POE	8147	816+54.59	199535.5447	1279545.9200

GREGORY ST. RAMP 1

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8220	10+00.00	198531.3130	1278021.0549
PI		10+90.27	198603.5732	1278075.1512
PT	8222	11+80.40	198670.4092	1278135.8217
PC	8223	13+60.36	198803.6573	1278256.7779
PI		14+50.62	198870.4933	1278317.4484
PT	8225	15+40.76	198942.7535	1278371.5447
POE	8226	16+57.01	199035.8181	1278441.2159

GREGORY ST. RAMP 2

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8227	10+00.00	200053.3860	1279216.7414
PI		10+93.31	200128.0834	1279272.6623
PT	8229	11+86.47	200207.8764	1279321.0353
PC	8230	13+38.38	200337.7741	1279399.7833
PI		14+31.69	200417.5670	1279448.1562
PT	8232	15+24.85	200492.2645	1279504.0772

GREGORY ST. RAMP 3

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8233	10+00.00	200205.0487	1279160.3926
PI		10+82.00	200270.6919	1279209.5352
PT	8235	11+63.90	200340.3057	1279252.8705
PC	8236	13+84.91	200527.9300	1279369.6688
PI		14+66.91	200597.5438	1279413.0042
PT	8245	15+48.81	200663.1870	1279462.1468

GREGORY ST. RAMP 4

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8237	10+00.00	198449.8230	1277815.1439
PC	8238	15+00.00	198850.0855	1278114.7935
PI		16+01.25	198931.1418	1278175.4748
PT	8240	17+02.32	199005.3275	1278244.3865
PC	8241	17+36.25	199030.1879	1278267.4796
PI		18+37.50	199104.3736	1278336.3913
PT	8243	19+38.57	199185.4298	1278397.0726

HWY. 161 AT GREGORY ST.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8191	300+08.58	199221.2193	1279547.7355
PC	8192	300+41.41	199253.1075	1279539.9323
PI		301+17.54	199327.0600	1279521.8358
PT	8194	301+92.08	199402.6915	1279530.5727
PC	8195	303+48.29	199557.8742	1279548.4995
PI		304+44.03	19952.9846	1279559.4867
PT	8197	305+37.27	199736.5060	1279606.2938
POE	8198	307+03.76	199881.7475	1279687.6902

HWY. 161 AT J.P. WRIGHT LOOP

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8199	313+17.60	200420.5834	1279981.1623
PI	8200	314+59.77	200546.4891	1280047.1953
PI	8201	318+03.89	200853.7595	1280202.1274
POE	8202	319+38.46	200975.0727	1280260.3679

J.P. WRIGHT LOOP

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8203	10+00.00	200830.0822	1279803.8228
POE	8204	18+89.10	200436.4984	1280601.0629

VANDENBERG BLVD.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8205	100+00.00	201940.2256	1278840.0912
PC	8206	108+24.67	201943.5168	1279664.7528
PI		110+79.74	201944.5347	1279919.8266
PT	8208	113+17.04	201792.0980	1280124.3424
POE	8004	118+19.42	201491.8660	1280527.1468

VANDENBERG BLVD. RAMP 4

DESCRIPTION	POINT	STATION	NORTHING	EASTING
PC	8400	700+16.00	202866.4748	1281172.4562
PI		701+30.03	202866.4748	1281172.4562
PT	8402	702+28.77	202897.8983	1281375.8359
PC	8403	713+96.05	203555.9509	1282339.9554
PI		715+09.62	203619.9763	1282433.7597
PRC	8405	716+22.93	203672.4335	1282534.4908
PI		717+40.72	203793.6778	1282735.9696
PT	8407	718+58.22	203793.6778	1282735.9696

BRADEN ST.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8214	10+00.00	196213.8864	1275577.4418
POE	8215	11+81.25	196219.1560	1275396.2655

WALMART

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8216	10+00.00	200684.0574	1279472.1526
POE	8217	11+17.48	200763.2191	1279385.3447

TAG. ST.

DESCRIPTION	POINT	STATION	NORTHING	EASTING
POB	8450	10+00.00	198186.0643	1277593.7289
POE	8451	11+05.59	198253.8368	1277512.7644

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	458	1104

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

SADonaldson 5/11/2022 8:18:50 PM
WORKSPACE: AHTD
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REVISED DATE:

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
1	HWY. 67	592+30.21	194685.5634	1274083.6783	30° 14′ 17″ RT	2° 30′ 00″	2,291.83′	619.20′	1,209.52′	82.17′	586+11.01	598+20.53	420′	0.067
2	T.P. WHITE DR.	104+23.67	194828.6189	1274391.9117	22° 48′ 36″ RT	10° 00′ 00″	572.96′	115.58′	228.10′	11.54′	103+08.09	105+36.19	125′	0.040
3	T.P. WHITE DR.	110+38.73	195269.5831	1274825.0659	2° 21′ 44″ RT	1° 00′ 00″	5,729.58′	118.13′	236.24′	1.22′	109+20.60	111+56.83	N/A	N/A
4	T.P. WHITE DR.	130+73.53	196664.5566	1276306.4769	3° 54′ 05″ RT	1° 00′ 00″	5,729.58′	195.14′	390.13′	3.32′	128+78.39	132+68.52	N/A	N/A
5	JOHN HARDEN DR.	103+17.86	194945.3690	1274235.9675	49° 04′ 33″ LT	24° 44′ 59″	231.50′	105.69	198.29′	22.98′	102+12.18	104+10.47	125′	0.040
6	JAMES ST. RAMP 1	10+75.56	195557.7159	1275064.1234	4° 31′ 52″ RT	3° 00′ 00″	1,909.86′	75.56′	151.04′	1.49′	10+00.00	11+51.04	N/A	N/A
7	JAMES ST. RAMP 1	15+05.85	195827.2040	1275399.6732	4° 31′ 52″ LT	3° 00′ 00″	1,909.86′	75.56′	151.04′	1.49′	14+30.29	15+81.33	N/A	N/A
8	JAMES ST. RAMP 2	10+84.33	196385.0158	1276003.2739	5° 03′ 24″ LT	3° 00′ 00″	1,909.86′	84.33′	168.56′	1.86′	10+00.00	11+68.56	N/A	N/A
9	JAMES ST. RAMP 2	14+24.59	196639.3683	1276229.4428	5° 03′ 24″ RT	3° 00′ 00″	1,909.86′	84.33′	168.56′	1.86′	13+40.25	15+08.81	N/A	N/A
10	JAMES ST. RAMP 3	10+50.63	196501.9479	1275933.4302	3° 02′ 14″ LT	3° 00′ 00″	1,909.86′	50.63′	101.24′	0.67′	10+00.00	11+01.24	N/A	N/A
11	JAMES ST. RAMP 4	13+57.04	195631.8059	1274976.9359	3° 58′ 46″ RT	3° 00′ 00″	1,909.86′	66.35′	132.65′	1.15′	12+90.69	14+23.34	N/A	N/A
12	JAMES ST. RAMP 4	17+03.55	195852.4445	1275244.1937	3° 45′ 29″ LT	3° 00′ 00″	1,909.86′	62.66′	125.27′	1.03′	16+40.89	17+66.16	N/A	N/A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	459	1104
				(2)	SURVEY CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES

MARSHALL RD.

STA. 72+45.76 C.L. CONST. MARSHALL RD. =
STA. 99+92.18 C.L. CONST. JOHN HARDEN DR.
◁ 86°37′03″

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613

JOHN HARDEN DR.

JAMES ST. RAMP 4

C.L. CONST. HWY. 67

STA. 10+00.00 C.L. BRADEN ST.=
STA. 121+50.44 C.L. JOHN HARDEN DR.
◁ 44°57′58″

BRADEN ST.

JAMES ST. RAMP 3

T.P. WHITE DR.

JAMES ST. RAMP 1

JAMES ST. RAMP 2

SURVEY BASELINE

SCALE IN FEET
0 100 200 400
1"=200′

SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
13	HWY. 67	639+40.00	197922.3659	1277515.8346	9° 52′ 49″ LT	1° 00′ 00″	5,729.58′	495.24′	988.03′	21.36′	634+44.76	644+32.79	420′	0.033
14	N. JEFF DAVIS AVE.	10+65.01	197028.7298	1276387.3373	89° 28′ 54″ LT	143° 14′ 22″	40.00′	39.64′	62.47′	16.31′	10+25.37	10+87.84	N/A	N/A
15	HILL ST.	100+15.56	197173.0810	1277003.9420	34° 33′ 50″ LT	114° 35′ 30″	50.00′	15.56′	30.16′	2.36′	100+00.00	100+30.16	N/A	N/A
17	T.P. WHITE DR.	135+69.95	196979.7391	1276690.2042	11° 26′ 47″ RT	5° 00′ 00″	1,145.91′	114.85′	228.93′	5.74′	134+55.11	136+84.03	108′	0.032
18	T.P. WHITE DR.	139+08.37	197138.7268	1276989.8184	41° 14′ 23″ LT	15° 00′ 00″	381.97′	143.72′	274.93′	26.14′	137+64.65	140+39.58	125′	0.040
19	T.P. WHITE DR.	141+76.77	197401.3213	1277089.6113	24° 50′ 31″ RT	15° 00′ 00″	381.97′	84.13′	165.61′	9.15′	140+92.64	142+58.25	125′	0.040
20	T.P. WHITE DR.	149+22.89	197924.7354	1277625.0380	8° 49′ 49″ LT	1° 00′ 00″	5,729.58′	442.39′	883.03′	17.05′	144+80.50	153+63.53	N/A	N/A
21	JOHN HARDEN DR.	134+27.24	197089.0728	1276506.1675	17° 51′ 30″ LT	8° 00′ 00″	716.20′	112.53′	223.23′	8.79′	133+14.72	135+37.94	120′	0.038
22	JOHN HARDEN DR.	138+21.54	197436.0581	1276697.2540	33° 12′ 21″ RT	10° 45′ 00″	532.98′	158.92′	308.89′	23.19′	136+62.62	139+71.51	125′	0.040
23	JOHN HARDEN DR.	142+96.46	197662.8622	1277124.6687	19° 06′ 53″ LT	4° 00′ 00″	1,432.40′	241.17′	477.87′	20.16′	140+55.28	145+33.15	113′	0.030
24	JOHN HARDEN DR.	149+29.76	198128.7283	1277558.0798	7° 18′ 24″ LT	1° 25′ 57″	4,000.00′	255.39′	510.09′	8.14′	146+74.37	151+84.46	N/A	N/A
25	JOHN HARDEN DR.	159+05.65	198916.7924	1278134.7521	3° 52′ 18″ RT	2° 57′ 46″	1,933.86′	65.36′	130.67′	1.10′	158+40.28	159+70.96	95′	0.026
27	JAMES ST. RAMP 3	16+16.80	196911.5389	1276324.3344	3° 02′ 14″ RT	3° 00′ 00″	1,909.86′	50.63′	101.24′	0.67′	15+66.17	16+67.41	N/A	N/A
28	GREGORY ST. RAMP 1	10+90.27	198603.5732	1278075.1512	5° 24′ 43″ RT	3° 00′ 00″	1,909.86′	90.27′	180.40′	2.13′	10+00.00	11+80.40	N/A	N/A
29	GREGORY ST. RAMP 1	14+50.62	198870.4933	1278317.4484	5° 24′ 43″ LT	3° 00′ 00″	1,909.86′	90.27′	180.40′	2.13′	13+60.36	15+40.76	N/A	N/A
30	GREGORY ST. RAMP 4	16+01.25	198931.1418	1278175.4748	6° 04′ 10″ RT	3° 00′ 00″	1,909.86′	101.25′	202.32′	2.68′	15+00.00	17+02.32	N/A	N/A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	460	1104
				(2)	SURVEY CONTROL DETAILS			

BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723

DIGITALLY SIGNED 5/18/2022

800+00

JAMES ST. RAMP 3

N. JEFF DAVIS AVE.

STA. 139+96.43 C.L. JOHN HARDEN DR.=
STA. 210+60.51 C.L. N. JAMES ST.
◁ 60°00′37″

STA. 630+27.32 C.L. CONST. HWY. 67=
STA. 208+34.57 C.L. CONST. N. JAMES ST.
◁ 44°39′45″

215+00

GREGORY ST. RAMP 4

JOHN HARDEN DR.

TAG ST.

SURVEY BASELINE

N. JAMES ST.

HILL ST.

C.L. CONST. HWY. 67

T.P. WHITE DR.

N. BAILEY BLVD.

STA. 100+00.00 C.L. HILL ST.=
STA. 139+35.89 C.L. T.P. WHITE ST.
◁ 90°00′00″

STA. 137+42.42 C.L. T.P. WHITE DR.=
STA. 205+98.94 C.L. N. JAMES ST.
◁ 60°00′37″

STA. 159+32.28 C.L. T.P. WHITE DR.=
STA. 14+85.77 C.L. N. BAILEY BLVD.
◁ 34°35′00″

625+00 630+00 635+00 640+00 645+00 650+00 200+00 205+00 210+00

SCALE IN FEET
0 100 200 400
1"=200′

SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_SCI-3.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	461	1104

(2) SURVEY CONTROL DETAILS

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
32	HWY. 67	678+42.22	201048.1531	1279855.9007	3° 53' 01" LT	0° 30' 00"	11,459.16'	388.51'	776.72'	6.58'	674+53.71	682+30.43	N/A	N/A
34	T.P. WHITE DR.	187+45.14	200984.1382	1279919.1541	12° 46' 47" RT	4° 00' 00"	1,432.39'	160.41'	319.49'	8.95'	185+84.73	189+04.22	102'	0.030
36	JOHN HARDEN DR.	161+64.81	199113.3386	1278303.7564	3° 52' 18" LT	0° 59' 56"	5,735.58'	193.85'	387.56'	3.28'	159+70.96	163+58.52	N/A	N/A
37	JOHN HARDEN DR.	186+24.68	201086.2061	1279773.2142	12° 54' 49" LT	6° 00' 00"	954.93'	108.07'	215.23'	6.10'	185+16.61	187+31.84	200'	0.036
40	GREGORY ST. RAMP 2	10+93.31	200128.0834	1279272.6623	5° 35' 39" LT	3° 00' 00"	1,909.86'	93.31'	186.47'	2.28'	10+00.00	11+86.47	N/A	N/A
41	GREGORY ST. RAMP 2	14+31.69	200417.5670	1279448.1562	5° 35' 39" RT	3° 00' 00"	1,909.86'	93.31'	186.47'	2.28'	13+38.38	15+24.85	N/A	N/A
42	GREGORY ST. RAMP 3	10+82.00	200270.6919	1279209.5352	4° 55' 01" LT	3° 00' 00"	1,909.86'	82.00'	163.90'	1.76'	10+00.00	11+63.90	N/A	N/A
43	GREGORY ST. RAMP 3	14+66.91	200597.5438	1279413.0042	4° 55' 01" RT	3° 00' 00"	1,909.86'	82.00'	163.90'	1.76'	13+84.91	15+48.81	N/A	N/A
44	GREGORY ST. RAMP 4	18+37.50	199104.3736	1278336.3913	6° 04' 10" LT	3° 00' 00"	1,909.86'	101.25'	202.32'	2.68'	17+36.25	19+38.57	N/A	N/A
47	GREGORY ST.	806+20.23	199627.4127	1278515.5928	3° 33' 18" RT	2° 00' 00"	2,864.79'	88.90'	177.75'	1.38'	805+31.32	807+09.08	N/A	N/A
48	N. BAILEY BLVD. CONN.	16+70.77	200304.4840	1278290.1195	89° 20' 50" RT	20° 00' 00"	286.48'	283.23'	446.74'	116.38'	13+87.54	18+34.28	125'	0.040
75	HWY. 161	301+17.54	199327.0600	1279521.8358	20° 20' 24" RT	13° 30' 00"	424.41'	76.13'	150.67'	6.77'	300+41.41	301+92.08	N/A	N/A
76	HWY. 161	304+44.03	199652.9846	1279559.4867	22° 40' 39" RT	12° 00' 00"	477.46'	95.74'	188.98'	9.50'	303+48.29	305+37.27	N/A	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES 1

POB 800+00.00

S88°27'35"E

GREGORY ST.

800+00

N1°47'49"E

PC 13+87.54 (8420)

15+00

PI 16+70.77 (48)

N. BAILEY BLVD. CONNECTION

PT 18+34.28 (8422)

S88°51'22"E

STA. 10+00.00 C.L. N. BAILEY BLVD. CONN. =
STA. 803+73.63 C.L. GREGORY ST.
◁ 89°44'36"

STA. 167+86.65 C.L. JOHN HARDEN DR.=
STA. 807+78.92 C.L. GREGORY ST.
◁ 59°08'06"

STA. 660+38.57 C.L. CONST. HWY. 67=
STA. 808+80.58 C.L. CONST. GREGORY ST.
◁ 58°16'32"

SURVEY BASELINE

20+00

805+00

PC 805+31.32 (47) 8144

PI 806+20.23

PT 807+09.08

N 15°13'17" E 669.07' PN:167

N 67°43'12" E 331.56'

GREGORY ST. RAMP 4

PRC 159+70.96

PC 17+36.25

PI 161+64.81

PT 163+58.52

PI 165+54.92

PI 169+54.87

JOHN HARDEN DR. N36°49'11"E

PC 10+00.00 (8234)

STA. 176+26.11 C.L. JOHN HARDEN DR.=
STA. 24+35.87 C.L. N. BAILEY BLVD. CONNECTION
◁ 54°19'27"

POE 11+17.48 (8217)

N47°38'16"W

WALMART DR.

GREGORY ST. RAMP 3

POB 10+00.00 (8216)

PT 11+63.90

PC 13+84.91

PT 15+48.81

PC 185+16.61

PI 186+24.68

PT 187+31.84

PRC 189+51.79

PRC 190+64.08

PRC 682+30.43

PC 674+53.71

PI 678+42.22

N22°40'49"E

POE 18+77.25

N26°09'08"E

N23°54'22"E

PC 188+39.47

N 20°28'35" E 399.69' PN:165

N 49°26'59" E 604.31'

N 26°02'31" E 565.50' PN:166

N 47°33'52" E 432.02' PN:88

TEXAS TURNAROUND

N42°53'21"E

N40°41'29"E

N36°49'11"E

N35°57'37"E

N31°54'10"E

N31°13'32"E

N32°56'10"E

PT 17+02.32

PI 18+37.50

PT 19+38.57

PI 14+50.62

PT 15+40.76

POE 16+57.01

PN:85

PN:86

PN:87

PI 167+24.02

PI 170+69.95

N37°19'00"E

STA. 170+09.52 C.L. T.P. WHITE DR.=
STA. 809+84.60 C.L. GREGORY ST.
◁ 57°46'43"

810+00

GREGORY ST. RAMP 1

655+00

660+00

665+00

670+00

675+00

680+00

GREGORY ST.

S84°54'17"E

C.L. CONST. HWY. 67

PC 10+00.00 PI 10+93.31

GREGORY ST. RAMP 2

PT 11+86.47

PC 13+38.38

PI 14+31.69

PT 15+24.85

T.P. WHITE DR.

10+00

STA. 185+52.70 C.L. T.P. WHITE DR.=
STA. 10+00.00 C.L. N.J.P. WRIGHT LOOP RD.
◁ 79°27'18"

STA. 190+98.80 C.L. T.P. WHITE DR.=
STA. 10+00.00 C.L. TEXAS TURNAROUND

PC 185+84.73

PI 187+45.14

PT 189+04.22

POB 196+12.20

PI 318+03.89

POE 319+38.46

N27°40'31"E

N26°45'29"E

POB 313+17.60

PI 314+59.77

315+00

S63°43'31"E

15+00

HWY. 161

T.P. WHITE DR.

J.P. WRIGHT LOOP RD.

STA. 316+06.33 C.L. N. IST ST.=
STA. 13+45.00 C.L. J.P. WRIGHT LOOP RD.
◁ 90°29'00"

815+00

STA. 816+54.59 C.L. GREGORY ST.=
STA. 303+25.81 C.L. N. IST ST.
◁ 91°29'40"

N6°35'9

PC 303+48.29

PT 305+37.27

N29°16'02"E

POE 307+03.76

305+00

HWY. 161

N13°45'0

PC 300+08.58

PT 301+41.41

PI 301+92.08

PT 301+17.54

300+09

POE 18+89.10

SCALE IN FEET
0 100 200 400
1"=200'

SURVEY CONTROL DETAILS

SADonaldson 5/11/2022 8:8:5 PM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_SCI-4.dgn
REVISED DATE:

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
49	HWY. 67	693+83.05	202341.5868	1280693.8171	22° 44′ 55″ RT	1° 00′ 00″	5,729.58′	1,152.62′	2,274.87′	114.79′	682+30.43	705+05.30	420′	0.033
50	T.P. WHITE DR.	198+52.17	201355.2178	1280471.5390	5° 00′ 22″ LT	1° 47′ 22″	3,202.00′	139.97′	279.77′	3.06′	197+12.20	199+91.97	N/A	N/A
51	T.P. WHITE DR.	200+53.48	201541.8473	1280547.4732	2° 10′ 36″ RT	1° 46′ 10″	3,238.00′	61.51′	123.01′	0.58′	199+91.97	201+14.98	N/A	N/A
52	T.P. WHITE DR.	206+77.30	202110.3376	1280804.3555	20° 55′ 00″ RT	7° 00′ 00″	818.51′	151.09′	298.81′	13.83′	205+26.21	208+25.02	125′	0.040
53	T.P. WHITE DR.	213+95.27	202618.3163	1281316.4886	9° 16′ 00″ RT	1° 00′ 00″	5,729.58′	464.35′	926.67′	18.79′	209+30.92	218+57.59	N/A	N/A
54	T.P. WHITE DR.	222+47.01	203114.1015	1282011.5538	30° 17′ 00″ RT	10° 00′ 00″	572.96′	155.04′	302.83′	20.61′	220+91.97	223+94.80	96′	0.017
56	JOHN HARDEN DR.	189+51.79	201386.0894	1279906.1419	2° 14′ 46″ RT	1° 00′ 00″	5,729.58′	112.32′	224.61′	1.10′	188+39.47	190+64.08	N/A	N/A
57	JOHN HARDEN DR.	191+21.97	201538.8664	1279981.1590	3° 28′ 19″ LT	3° 00′ 00″	1909.86′	57.88′	115.73′	0.88′	190+64.08	191+79.81	95′	0.026
58	JOHN HARDEN DR.	193+29.75	201730.6132	1280061.2907	16° 54′ 48″ RT	9° 47′ 41″	584.96′	86.97′	172.68′	6.43′	192+42.78	194+15.45	125′	0.040
59	JOHN HARDEN DR.	195+09.07	201854.9107	1280196.2555	6° 51′ 32″ RT	6° 00′ 00″	954.93′	57.22′	114.31′	1.71′	194+51.85	195+66.16	N/A	N/A
60	JOHN HARDEN DR.	207+31.47	202689.6504	1281089.4604	21° 47′ 38″ LT	6° 00′ 00″	954.93′	183.84′	363.23′	17.53′	205+47.64	209+10.87	360′	0.036
61	JOHN HARDEN DR. (N. IST ST.)	215+17.03	203404.7928	1281425.1259	14° 03′ 41″ LT	2° 30′ 00″	2291.83′	282.65′	562.46′	17.36′	212+34.38	217+96.84	360′	0.024
62	JOHN HARDEN DR.	31+66.28	202958.5418	1281399.3543	59° 27′ 33″ LT	37° 59′ 59″	150.78′	86.11′	156.47′	22.85′	30+80.17	32+36.65	N/A	N/A
63	VANDENBERG BLVD.	110+79.74	201944.5347	1279919.8266	36° 55′ 40″ RT	7° 30′ 00″	763.94′	255.08′	492.37′	41.46′	108+24.67	113+17.04	100′	0.020
64	TEXAS TURNAROUND	13+53.32	201443.2130	1280458.5559	102° 54′ 01″ LT	37° 00′ 03″	154.85′	194.33′	278.10′	93.63′	11+58.99	14+37.10	150′	0.040
65	TEXAS TURNAROUND	16+99.95	201716.4308	1280091.9950	99° 10′ 11″ LT	37° 00′ 03″	154.85′	181.85′	268.02′	84.00′	15+18.10	17+86.12	150′	0.040
66	VANDENBERG BLVD. RAMP 4	701+30.03	202833.6131	1281281.6510	51° 03′ 51″ LT	24° 00′ 01″	238.73′	114.03′	212.77′	25.84′	700+16.00	702+28.77	125′	0.040
67	MADDEN RD.	100+65.97	202244.4761	1281033.2698	45° 19′ 31″ LT	57° 17′ 45″	100.00′	41.75′	79.11′	8.37′	100+24.22	101+03.32	N/A	N/A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	462	1104

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

POB 100+00.00 8205

105+00

PC 108+24.67 8206

N89°46′17″E

PI 110+79.74

(63) S53°18′03″E

110+00

N39°35′37″E

N22°40′49″E

N26°09′08″E

N32°56′10″E

PI 193+29.75

PT 194+15.45 8078

(58) 8077

PT 191+79.81 8075

(57) 8074

POE 191+71.25 8173

POB 189+68.24 8172

PC 192+42.78

S27°31′46″W 8133

PC 194+51.85

(59) PT 195+66.16 8136

N40°04′45″E

PI 195+09.07

STA. 194+15.51 C.L. JOHN HARDEN DR.=
STA. 113+07.62 C.L. VANDENBERG BLVD.
◁ 86°23′58″

STA. 194+15.57 C.L. JOHN HARDEN DR.=
STA. 113+31.65 C.L. VANDENBERG BLVD.
◁ 86°37′12″

STA. 211+02.11 C.L. JOHN HARDEN DR. (BEGIN N. IST ST.) =
STA. 30+00.00 C.L. JOHN HARDEN DR.
◁ 90°00′00″

STA. 209+22.36 C.L. JOHN HARDEN DR. =
STA. 700+16.00 C.L. VANDENBERG BLVD. RAMP 4
◁ 81°36′18″

BASIS FOR BEARINGS: GRID NORTH FROM AHTD GPS. SEE NOTES

PT 217+96.84 8142

N. IST ST.

(61) N11°04′57″E

PI 215+17.03

PC 212+34.38 8140

N25°08′38″E

PT 209+10.87 8139

PC 700+16.00 8408

S64°51′22″E

PC 30+80.17 8409

(62) PT 32+36.65 8411

VANDENBERG BLVD. RAMP 4

JOHN HARDEN DR.

STA. 705+05.30 C.L.

END JOB CA0604

(60) PI 207+31.47

PI 693+83.05

JOHN HARDEN DR.

PC 205+47.64 8137

(66) S73°15′04″E

PI 701+30.03

N55°41′05″E

PI 31+66.28

PT 702+28.77

PT 705+05.30 8019

(49) N32°56′10″E

PI 206+77.30

PC 209+30.92 8117

SURVEY BASELINE

PI 213+95.27 N54°30′00″E

PT 218+57.59 8119

N 52°19′44″ E 1327.48′

N54°30′00″E

PI 222+47.01

PC 220+91.97 8120

(54)

(53)

(67) N89°54′29″E

PT 101+03.32 8202

POE 102+03.32 8203

MADDEN RD.

STA. 209+30.92 C.L. T.P. WHITE DR.=
STA. 100+00.00 C.L. MADDEN RD.
◁ 90°00′00″

T.P. WHITE DR.

PN:90

(52) PT 208+25.02 8116

PC 205+26.21 8114

PI 100+65.97 8204

N45°24′00″E

N 45°06′01″ E 859.77′

PN:89

C.L. CONST. HWY. 67

VANDENBERG BLVD.

N24°19′00″E

(51) 8004

PI 200+53.48

PI 199+91.97

PRC 199+91.97

PC 198+52.17

PI 198+52.17

N27°08′46″E

PC 196+22.20

POB 196+22.20 8108

TEXAS TURNAROUND

N22°08′24″E

STA. 199+99.52 C.L. T.P. WHITE DR.=
STA. 118+19.42 C.L. VANDENBERG BLVD.
◁ 75°34′28″

STA. 115+08.55 C.L. CONST. VANDENBERG BLVD.=
STA. 685+99.94 C.L. CONST. HWY. 67
◁ 89°55′55″

STA. 190+98.80 C.L. T.P. WHITE DR.=
STA. 10+00.00 C.L. TEXAS TURNAROUND

PI 16+99.95

PC 15+18.10

115+00

N53°18′03″W

PI 13+55.32

PC 11+58.99

PT 14+37.10

N 37°23′04″ E 594.44′

PT

N 47°33′52″ E 432.02′

N32°56′10″E

PN:166

PN:88

(64)

(65)

(56) PI 189+51.79

PC 188+39.47 8070

PI 187+31.84 8069

PI 186+24.68

(37) 8040

N23°54′22″E

(32) PI 678+42.22

(34) PI 187+45.14

PT 189+04.22 8106

8104 8107 8169

690+00

685+00

695+00

700+00

705+00

315+00

15+00

N25°38′42″E

POE 319+38.46 8202

PI 318+03.89 8201

N26°45′29″E

S63°43′31″E

SCALE IN FEET
0 100 200 400
1″=200′

SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	463	1104
				(2)	SURVEY CONTROL DETAILS			

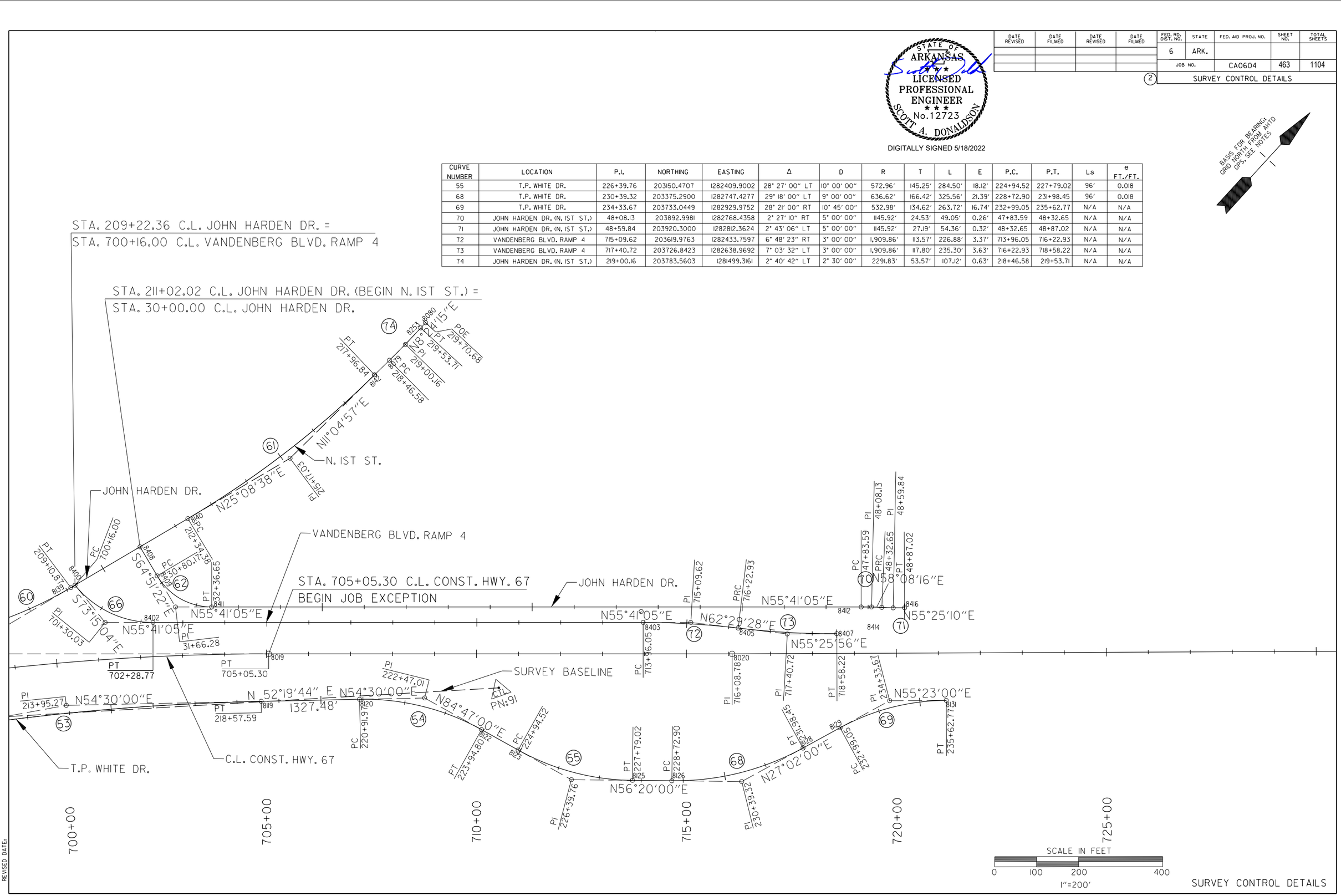
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
55	T.P. WHITE DR.	226+39.76	203150.4707	1282409.9002	28° 27′ 00″ LT	10° 00′ 00″	572.96′	145.25′	284.50′	18.12′	224+94.52	227+79.02	96′	0.018
68	T.P. WHITE DR.	230+39.32	203375.2900	1282747.4277	29° 18′ 00″ LT	9° 00′ 00″	636.62′	166.42′	325.56′	21.39′	228+72.90	231+98.45	96′	0.018
69	T.P. WHITE DR.	234+33.67	203733.0449	1282929.9752	28° 21′ 00″ RT	10° 45′ 00″	532.98′	134.62′	263.72′	16.74′	232+99.05	235+62.77	N/A	N/A
70	JOHN HARDEN DR. (N. IST ST.)	48+08.13	203892.9981	1282768.4358	2° 27′ 10″ RT	5° 00′ 00″	1145.92′	24.53′	49.05′	0.26′	47+83.59	48+32.65	N/A	N/A
71	JOHN HARDEN DR. (N. IST ST.)	48+59.84	203920.3000	1282812.3624	2° 43′ 06″ LT	5° 00′ 00″	1145.92′	27.19′	54.36′	0.32′	48+32.65	48+87.02	N/A	N/A
72	VANDENBERG BLVD. RAMP 4	715+09.62	203619.9763	1282433.7597	6° 48′ 23″ RT	3° 00′ 00″	1,909.86′	113.57′	226.88′	3.37′	713+96.05	716+22.93	N/A	N/A
73	VANDENBERG BLVD. RAMP 4	717+40.72	203726.8423	1282638.9692	7° 03′ 32″ LT	3° 00′ 00″	1,909.86′	117.80′	235.30′	3.63′	716+22.93	718+58.22	N/A	N/A
74	JOHN HARDEN DR. (N. IST ST.)	219+00.16	203783.5603	1281499.3161	2° 40′ 42″ LT	2° 30′ 00″	2291.83′	53.57′	107.12′	0.63′	218+46.58	219+53.71	N/A	N/A

BASIS FOR BEARING: GRID NORTH FROM AHTD GPS, SEE NOTES

STA. 209+22.36 C.L. JOHN HARDEN DR. =
STA. 700+16.00 C.L. VANDENBERG BLVD. RAMP 4

STA. 211+02.02 C.L. JOHN HARDEN DR. (BEGIN N. IST ST.) =
STA. 30+00.00 C.L. JOHN HARDEN DR.



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WORKSPACE: AHTD
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REVISED DATE:

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.		CA0604	464	1104

(2) PLAN STA. 586+11 TO 595+00

REMOVAL OF EXISTING PAVEMENT

C.L. CONST. HWY. 67
P.I. = 592+30.21
Δ= 30°14'17" RT.
D = 2°30'00"
T = 619.20'
L = 1209.52'
P.C. = 586+11.01
P.T. = 598+20.53
e = 0.067 FT./FT.
Ls = 420'

STA. 71+33 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 3 SQ. YDS.

STA. 71+74 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 3 SQ. YDS.

STA. 71+89 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

STA. 72+17 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

STA. 72+31 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

STA. 72+55 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 72+69 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 72+94 C.L. CONST. MARSHALL RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

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

STA. 99+92.18 C.L. CONST. JOHN HARDEN DR.=
STA. 72+45.76 C.L. CONST. MARSHALL RD.
◁ 86°37'03"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No.12723
DIGITALLY SIGNED 5/18/2022

PLAN MAIN LANES
STA. 586+11 TO 595+00

SADonaldson 5/11/2022 8:18:59 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/22				6	ARK.			
				JOB NO.		CA0604	465	1104

(2) PLAN STA. 595+00 TO 610+00

C.L. CONST. HWY. 67
P.I. = 592+30.21
Δ= 30°14'17" RT.
D = 2°30'00"
T = 619.20'
L = 1209.52'
P.C. = 586+11.01
P.T. = 598+20.53
e = 0.067 FT./FT.
Ls = 420'

C.L. CONST. HWY. 67
P.I. = 599+85.24
Δ = 0°16'45" RT.

C.L. CONST. HWY. 67
P.I. = 604+50.00
Δ= 0°09'32" LT.

C.L. CONST. HWY. 67
P.I. = 600+00.00 BK. (600+20.98 AHD.)
Δ= 0°06'04" RT.

STA. 106+04 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 8 CU. YDS.

STA. 110+13 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 30 CU. YDS.

STA. 111+07 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 8 CU. YDS.

STA. 111+93 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 13 CU. YDS.

STA. 112+68 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 17 CU. YDS.

STA. 113+42 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 6 CU. YDS.

STA. 115+10 C.L. CONST. JOHN HARDIN DR. CONSTRUCT JOHN HARDIN DR. APPROACH ON LT. = 37 CU. YDS.

STA. 10+54 C.L. CONST. JOHN HARDIN DR. CONSTRUCT APPROACH ON LT. = 7 CU. YDS.

STA. 117+67 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 174 CU. YDS.

FLOOD PLAIN LIMITS

PC 102+12.18 JOHN HARDEN DR.

JOHN HARDEN DR.

EXIST. R/W

PT 104+10.47 JOHN HARDEN DR.

PI 109+57.73 JOHN HARDEN DR. Δ = 01°18'51"

PI 111+07.77 JOHN HARDEN DR. Δ = 01°41'09"

PI 604+50.00 Δ = 0°09'02"

PI 112+43.62 JOHN HARDEN DR. Δ = 0°09'32"

JOHN HARDIN DR.

PI 117+11.95 JOHN HARDEN DR. Δ = 0°49'27"

NEW CHINA

SHOPPING CENTER

CICI'S PIZZA

VERIZON

DIALYSIS

JACK PHYSICAL THERAPY

VET CLINIC

PAVED PARKING

GRASS LOT

CONC. CURB

105+00

110+00

115+00

JOHN HARDEN DR.

N46°28'43"E

N45°09'53"E

N46°51'02"E

N46°42'00"E

N47°31'27"E

PROP. R/W

PROP. C/A

EXIST. C/A

BEGIN PROP. C/A

END PROP. C/A

PC 12+90.69

PI 13+57.04

PT 14+23.34

PC 16+40.89

PI 17+03.55

PT 17+66.16

RAMP 4

CRASH CUSHION

PI 103+17.86 JOHN HARDEN DR.

595+00

N46°28'44"E

HWY. 67

600+00

605+00

610+00

BEGIN BARRIER WALL +50.00

PI 104+23.67 T.P. WHITE DR.

PT 598+20.53

PC 10+00.00

PI 10+75.56

PT 11+51.04

N46°42'00"E

N51°13'52"E

RAMP 1

CRASH CUSHION

BEGIN EXIST. C/A

END EXIST. C/A

T.P. WHITE DR.

N44°29'17"E 105+00

N21°40'41"E

EXIST. R/W

PROP. ROW

CONST. LIMITS

RAMADA

ASPHALT PARKING

CONC. PARKING

BEGIN TAPER +79.80

PROP. R/W

PC 14+30.29

PI 15+05.85

END TAPER +10.37

REMAX

AMERICA'S BEST VALUE INN

WHOLESALE TIRE

OFFICE

MEXICO CHIQUITO

PAVED PARKING

PARKING

PI 105+36.19 T.P. WHITE DR.

PC 103+90.06 T.P. WHITE DR.

PI 599+85.24 Δ = 0°16'45"

PI 600+00.00 Δ = 0°06'04"

EONBK 600+00.00

EONAHD 600+20.98

PC 109+20.60 T.P. WHITE DR.

PI 110+38.73 T.P. WHITE DR.

PT 111+56.83 T.P. WHITE DR.

PI 113+26.18 T.P. WHITE DR. Δ = 179°50'58"

STA. 105+36.19 C.L. CONST. T.P. WHITE DR.
BEGIN CONSTRUCTION

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0604
L.M. 9.24

STA. 105+61 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 7 CU. YDS.

STA. 106+16 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 15 CU. YDS.

STA. 107+80 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 11 CU. YDS.

STA. 108+63 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 10 CU. YDS.

STA. 109+80 C.L. CONST. T.P. WHITE DR. CONSTRUCT RAMADA APPROACH ON RT. = 32 CU. YDS.

STA. 112+34 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 5 CU. YDS.

STA. 113+90 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 73 CU. YDS.

STA. 115+06 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 191 CU. YDS.

STA. 117+54 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 47 CU. YDS.

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
RAMP STATIONING NOT SHOWN FOR CLARITY.

REMOVAL OF EXISTING PAVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 8/24/2022

PLAN MAIN LANES
STA. 595+00 TO 610+00

SADonaldson 8/18/2022 2:20:32 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	466	1104

(2) PROFILE STA. 595+00 TO 610+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STA. 597+15.53 BK MAX SUPERELEVATION (0.067 FT/FT)
STA. 601+56.51 AHD END SUPERELEVATION (0.020 FT/FT)

STA. 600+20.98 C.L. CONST. HWY. 67
BEGIN JOB CA0613
ELEV. 273.78'

P.V.I. 597+50.00
ELEV. 277.90

EXIST. HWY. 67 PROFILE GRADE
-0.10%

P.V.C. 596+00.00
ELEV. 278.05

V.C. = 300.00'
G1 = -0.10%
G2 = -1.65%
E = -0.58'
K = 194
(65 MPH)

P.V.T. 599+00.00
ELEV. 275.43

EONBK 600+00.00 =
EONAHD 600+20.98

-1.65%

PROFILE GRADE

P.V.C. A 603+00.00
ELEV. 269.17

V.C. = 400.00'
G1 = -1.65%
G2 = 0.36%
E = 1.00'
K = 199
(65 MPH)

P.V.I. A 605+00.00
ELEV. 265.87

P.V.T. A 607+00.00
ELEV. 266.59

EXISTING GROUND
@ C.L. CONST.

0.36%

P.G. ELEV. 267.67

42" R.C. PIPE
CULVERT

325 320 315 310 305 300 295 290 285 280 275 270 265 260 255 250

595+00 596+00 597+00 598+00 599+00 600+21 601+00 602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00 610+00

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL
CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 595+00 TO 610+00

SADonaldson 5/11/2022 8:19:00 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	467	1104
				(2)	PLAN STA. 610+00 TO 625+00			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 8/24/2022

STA. 118+48 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 136 CU. YDS.

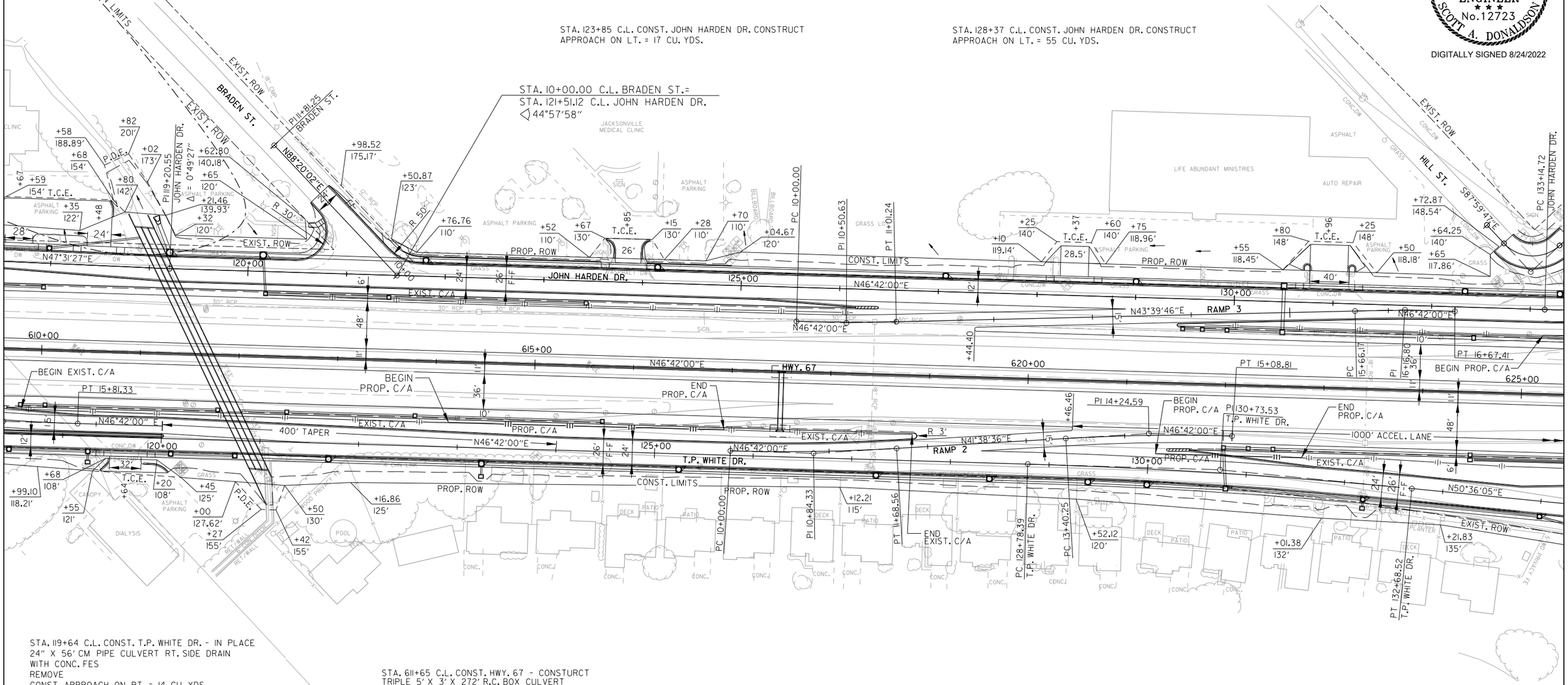
STA. 121+51 C.L. CONST. JOHN HARDEN DR. CONSTRUCT BRADEN ST. APPROACH ON LT. = 96 CU. YDS.

STA. 123+85 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 17 CU. YDS.

STA. 128+37 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 55 CU. YDS.

STA. 130+96 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 64 CU. YDS.

STA. 10+00.00 C.L. BRADEN ST.=
STA. 121+51.12 C.L. JOHN HARDEN DR.
◁ 44°57'58"



STA. 119+64 C.L. CONST. T.P. WHITE DR. - IN PLACE
24" X 56' CM PIPE CULVERT RT. SIDE DRAIN
WITH CONC. FES
REMOVE
CONST. APPROACH ON RT. = 14 CU. YDS.

STA. 120+90 C.L. CONST. T.P. WHITE DR. - IN PLACE
10" X 11' PVC PIPE CULVERT RT. SIDE DRAIN
REMOVE

STA. 611+65 C.L. CONST. HWY. 67 - CONSTURCT
TRIPLE 5' X 3' X 272' R.C. BOX CULVERT
27° RT. FWD. SKEW
W/ 3:1 WINGS LT.
SEE SPECIAL DETAILS FOR INLET CONNECTION
Q50 = 289 CFS DA = 102 ACRES

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
612+85	625+00	(LIN.) RT. OF M.L.	1230 LIN. FT.
613+12	624+22	(LAT.) RT. OF M.L.	295 LIN. FT.

REMOVAL OF EXISTING PAVEMENT

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PLAN MAIN LANES
STA. 610+00 TO 625+00

SADonaldson 8/18/2022 2:23:03 PM
WORKSPACE: AHTD
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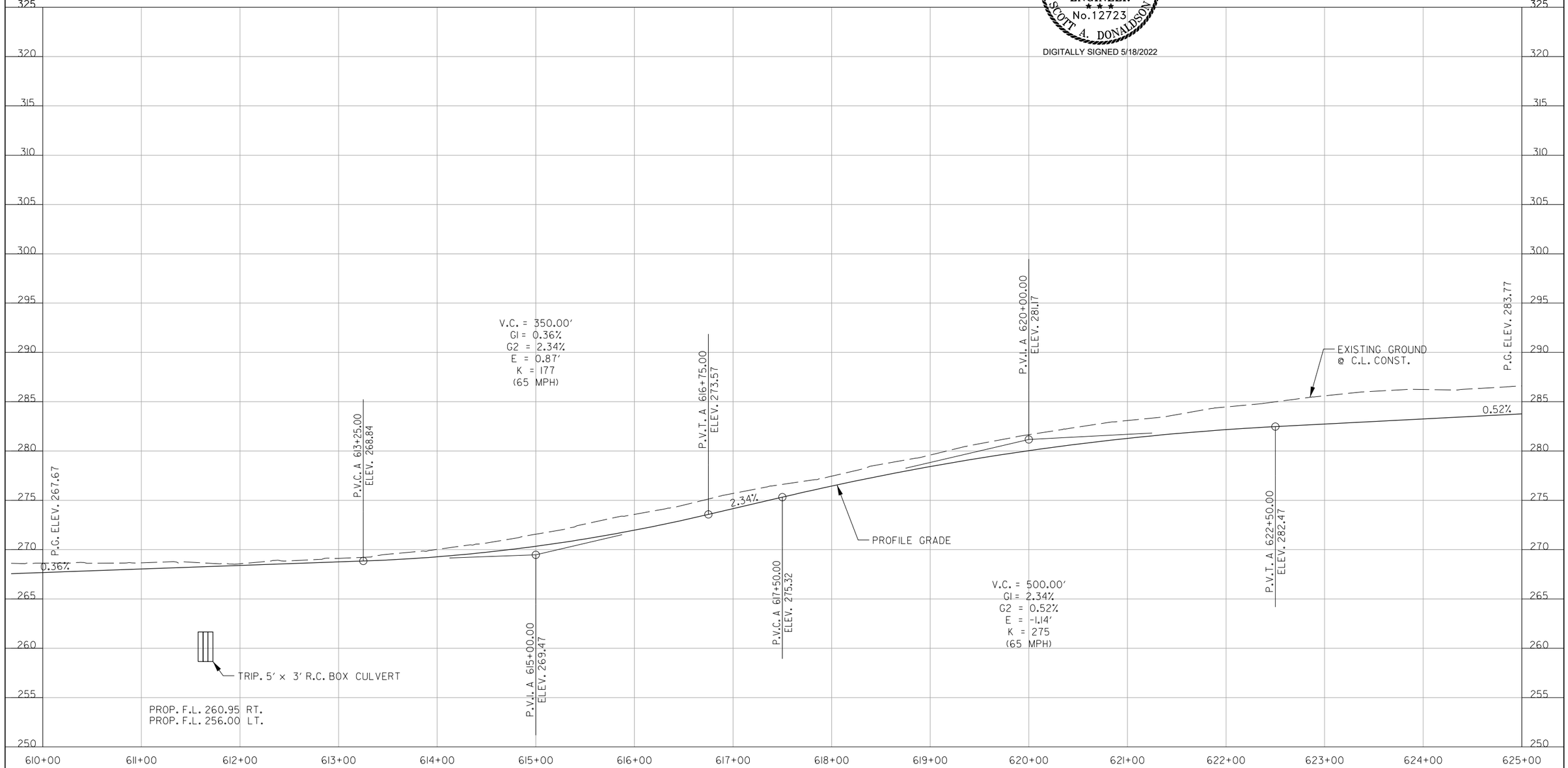
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	468	1104
				(2)	PROFILE STA. 610+00 TO 625+00			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 610+00 TO 625+00

SADonaldson 5/11/2022 8:19:02 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	469	1104

(2) PLAN STA. 625+00 TO 640+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
DIGITALLY SIGNED 8/24/2022

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
625+00	625+27	(LIN.) RT. OF M.L.	36 LIN. FT.
631+23	637+37	(LIN.) RT. OF M.L.	649 LIN. FT.
633+14	637+00	(LAT.) RT. OF M.L.	113 LIN. FT.
639+02	639+12	(LAT.) LT. OF M.L.	16 LIN. FT.

C.L. CONST. HWY. 67
P.I. = 639+40.00
Δ= 9°52'49" LT.
D = 1°00'00"
T = 495.24'
L = 988.03'
P.C. = 634+44.76
P.T. = 644+32.79
e = 0.033 FT./FT.
Ls = 420'

STA. 133+95 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 48 CU. YDS.

STA. 139+96.43 C.L. CONST. JOHN HARDEN DR.= STA. 210+60.51 C.L. CONST. N. JAMES ST. ◁ 60°00'37"

STA. 10+25 TO STA. 11+00 C.L. CONST. HILL ST./N. JEFF DAVIS AVE. CONSTRUCT APPROACH = 112 CU. YDS.

STA. 630+27.32 C.L. CONST. HWY. 67= STA. 208+34.57 C.L. CONST. N. JAMES ST. ◁ 44°39'45"

STA. 147+98 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 17 CU. YDS.

STA. 144+16 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 55 CU. YDS.

STA. 145+29 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 47 CU. YDS.

STA. 139+36 C.L. CONST. T.P. WHITE DR. CONSTRUCT HILL ST. APPROACH ON RT. = 119 CU. YDS.

STA. 100+60 C.L. CONST. HILL ST. CONSTRUCT APPROACH ON RT. = 29 CU. YDS.

REMOVAL & DISPOSAL - GUARDRAIL

STA.	STA.	SIDE	UNIT
627+58	629+59	RT. OF M.L.	201 LIN. FT.
628+50	629+13	RT. OF M.L.	76 LIN. FT.
629+64	629+83	RT. OF M.L.	76 LIN. FT.
630+86	631+29	LT. OF M.L.	75 LIN. FT.
630+92	632+92	LT. OF M.L.	201 LIN. FT.
631+37	631+94	LT. OF M.L.	76 LIN. FT.
633+72	635+19	LT. OF M.L.	403 LIN. FT.

STA. 135+00 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 155 CU. YDS.

STA. 137+42.42 C.L. CONST. T.P. WHITE DR.= STA. 205+98.94 C.L. CONST. N. JAMES ST. ◁ 60°00'37"

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PLAN MAIN LANES
STA. 625+00 TO 640+00

SADonaldson 8/18/2022 2:25:00 PM
WORKSPACE: AHTD
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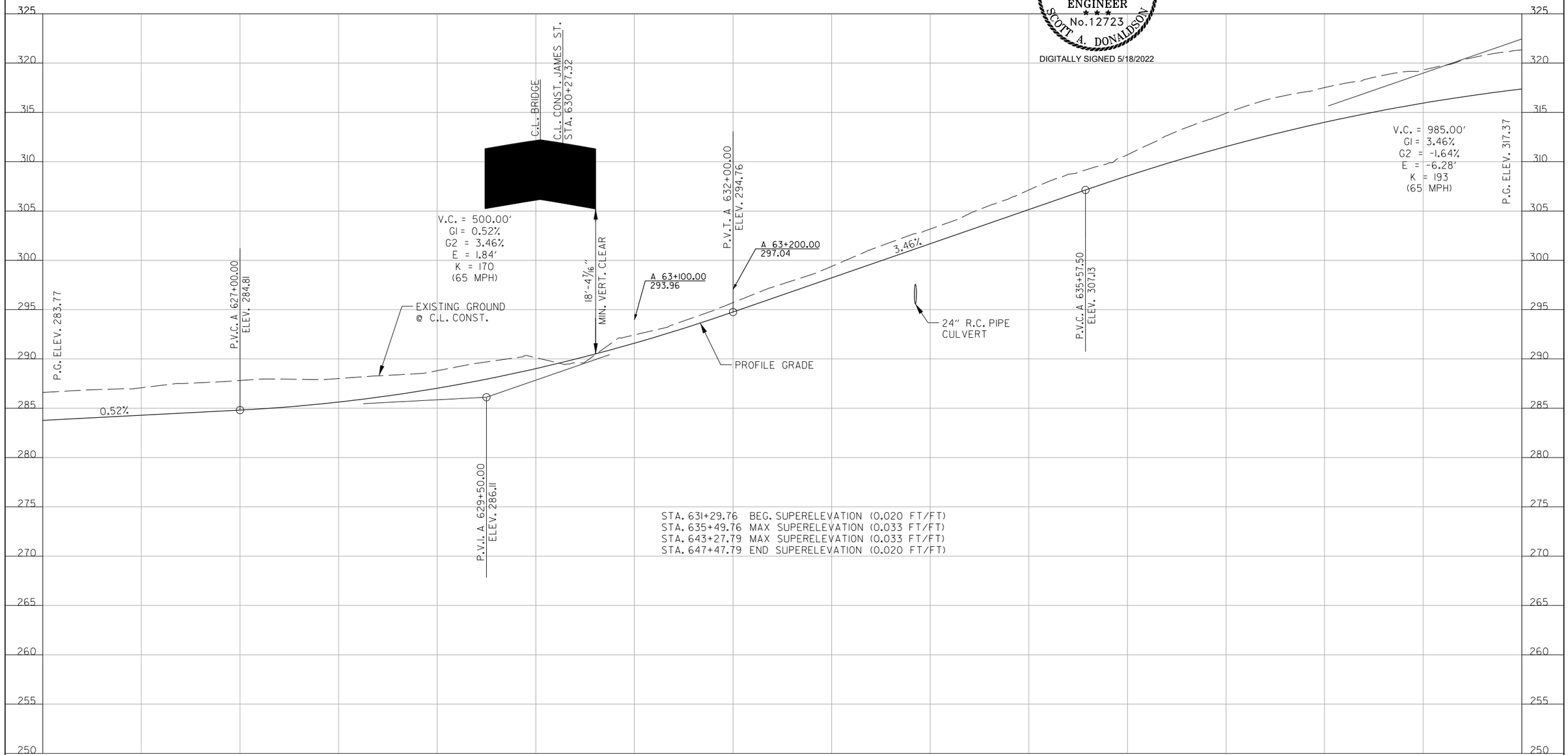
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	470	1104

(2) PROFILE STA. 625+00 TO 640+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 625+00 TO 640+00

SADonaldson 5/11/2022 8:19:04 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	471	1104
				(2)	PLAN STA. 640+00 TO 655+00			

C.L. CONST. HWY. 67
P.I. = 639+40.00
Δ= 9°52'49" LT.
D = 1°00'00"
T = 495.24'
L = 988.03'
P.C. = 634+44.76
P.T. = 644+32.79
e = 0.033 FT./FT.
Ls = 420'

STA. 149+98 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TAG ST. APPROACH ON LT. = 65 CU. YDS.

STA. 150+91 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 19 CU. YDS.

STA. 151+96 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 16 CU. YDS.

STA. 153+74 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 12 CU. YDS.

STA. 154+91 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 37 CU. YDS.

STA. 155+62 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 36 CU. YDS.

STA. 156+33 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 27 CU. YDS.

STA. 158+29 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 17 CU. YDS.

STA. 160+15 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 46 CU. YDS.

STA. 161+58 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 26 CU. YDS.

STA. 162+69 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 9 CU. YDS.

STATE OF ARKANSAS
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STA. 150+91 C.L. CONST. T.P. WHITE DR. CONSTRUCT APPROACH ON RT. = 6 CU. YDS.

STA. 11+14.87 C.L. CONST. N. BAILEY BLVD.
BEGIN CONSTRUCTION

STA. 152+56 C.L. CONST. T.P. WHITE DR.
IN PLACE 12" X 31' RC PIPE CULVERT
RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 15 CU. YDS.

STA. 153+55 C.L. CONST. T.P. WHITE DR.
IN PLACE 16" X 35' RC PIPE CULVERT
RT. SIDE DRAIN WITH FES LT. & RT.
REMOVE
CONSTRUCT APPROACH ON RT. = 11 CU. YDS.

STA. 155+30 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 47 CU. YDS.

STA. 157+05 C.L. CONST. T.P. WHITE DR.
IN PLACE 24" X 120' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 159+32 C.L. CONST. T.P. WHITE DR. CONSTRUCT N. BAILEY BLVD. APPROACH ON RT. = 727 CU. YDS.

TAPER CONCRETE WALK (TYPE SPECIAL) OUT 6" TO NOT CONFLICT WITH PROPOSED DROP INLET. ADJUST FOOTING AS NEEDED TO NOT CONFLICT WITH DROP INLET.

STA. 159+32.28 C.L. CONST. T.P. WHITE DR.
STA. 14+85.77 C.L. CONST. N. BAILEY BLVD.
△ 34°35'00"

STA. 160+62 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 30 CU. YDS.

STA. 163+00 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 12 CU. YDS.

REMOVAL & DISPOSAL - GUARDRAIL

STA.	STA.	SIDE	UNIT
647+37	654+37	LT. OF M.L.	700 LIN. FT.

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
640+09	640+19	(LIN.) RT. OF M.L.	10 LIN. FT.
643+70	644+26	(LIN.) RT. OF M.L.	62 LIN. FT.
644+51	649+03	(LIN.) RT. OF M.L.	624 LIN. FT.
646+93	646+94	(LAT.) RT. OF M.L.	9 LIN. FT.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PLAN MAIN LANES
STA. 640+00 TO 655+00

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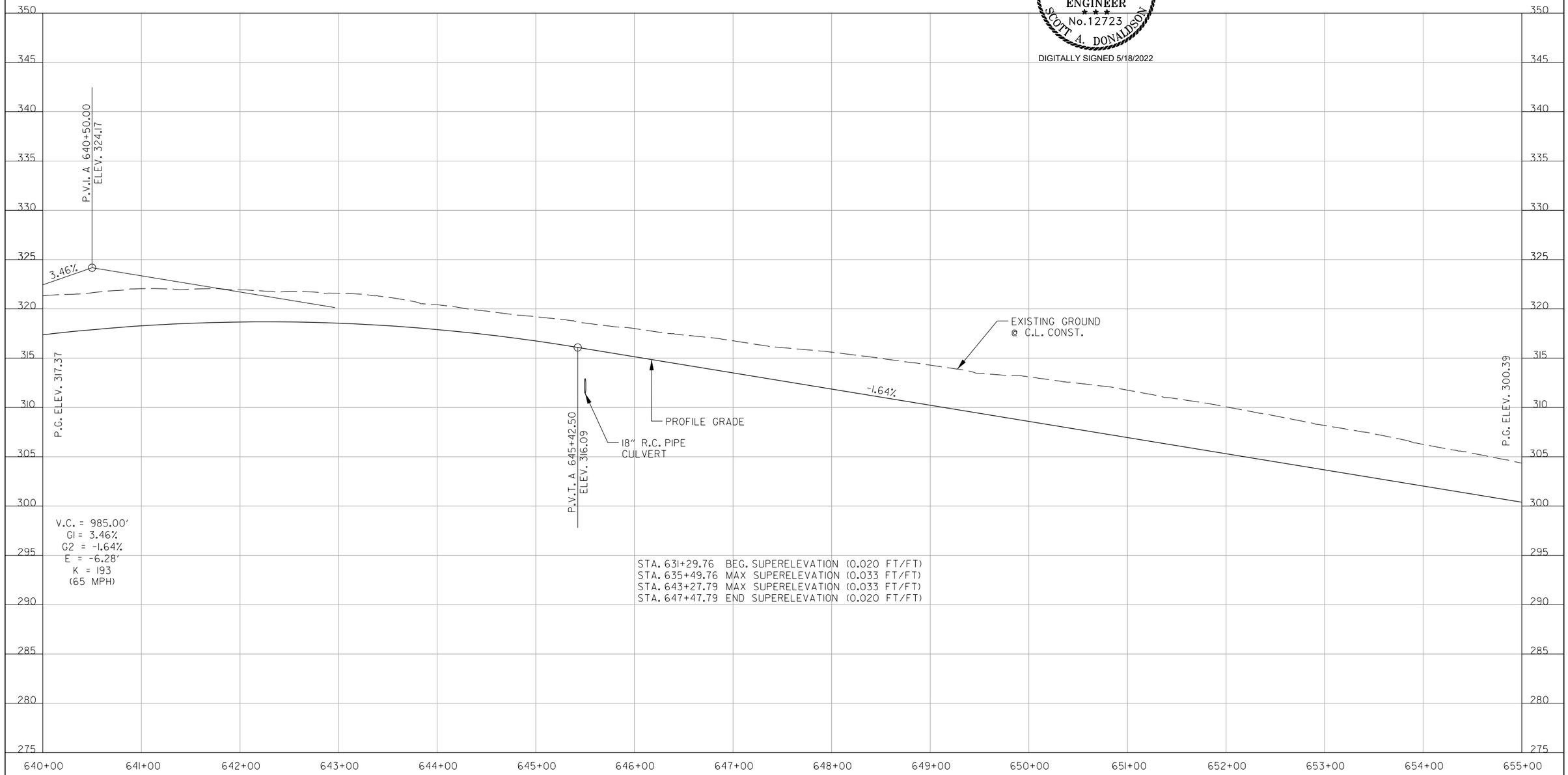
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	472	1104
				(2)	PROFILE STA. 640+00 TO 655+00			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



PROFILE MAIN LANES
STA. 640+00 TO 655+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	473	1104

(2) PLAN STA. 655+00 TO 670+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
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STA. 803+73.63 C.L. CONST. GREGORY ST. =
STA. 10+00.00 C.L. CONST. N. BAILEY BLVD.
◁ 89°44′36″

STA. 175+55 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 5 SQ. YDS.

STA. 176+23 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 6 SQ. YDS.

STA. 174+21 C.L. CONST. JOHN HARDEN DR.
CONSTRUCT APPROACH ON LT. = 396 CU. YDS.
*ADD CROWN TO DRIVEWAY SO THAT RUNOFF WILL BE DIRECTED TO THE CURB INLETS.

STA. 168+90 C.L. CONST. JOHN HARDEN DR.
CONSTRUCT APPROACH ON LT. = 124 CU. YDS.

STA. 170+11 C.L. CONST. JOHN HARDEN DR.
IN PLACE 16″ X 65′ CM PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 126 CU. YDS.

STA. 175+03 C.L. CONST. JOHN HARDEN DR.
CONSTRUCT APPROACH ON LT. = 406 CU. YDS.
**SLOPE DRIVEWAY SO THAT RUNOFF WILL BE DIRECTED TO THE CURB INLET.

STA. 164+55 C.L. CONST. JOHN HARDEN DR.
CONSTRUCT APPROACH ON LT. = 37 CU. YDS.

STA. 165+69 C.L. CONST. JOHN HARDEN DR.
CONSTRUCT APPROACH ON LT. = 50 CU. YDS.

STA. 176+26.11 C.L. CONST. JOHN HARDEN DR. =
STA. 24+35.87 C.L. CONST. N. BAILEY BLVD.
◁ 54°19′27″

STA. 808+80.58 C.L. CONST. GREGORY ST.=
STA. 660+38.57 C.L. CONST. HWY. 67
◁ 58°16′32″

STA. 167+51 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 20 CU. YDS.

STA. 169+40 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 75 CU. YDS.

STA. 172+97 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 100 CU. YDS.

STA. 173+59 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 77 CU. YDS.

STA. 178+32 C.L. CONST. T.P. WHITE DR.
IN PLACE 18″ X 41′ CM PIPE CULVERT
RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 63 CY. YDS.

STA. 174+61 C.L. CONST. T.P. WHITE DR.
IN PLACE 18″ X 40′ RC PIPE CULVERT
RT. SIDE DRAIN WITH FES
REMOVE
CONSTRUCT APPROACH ON RT. = 23 CU. YDS.

STA. 176+42 C.L. CONST. T.P. WHITE DR.
IN PLACE 18″ X 40′ RC PIPE CULVERT
RT. SIDE DRAIN WITH FES
REMOVE
CONSTRUCT APPROACH ON RT. = 13 CU. YDS.

REMOVAL OF EXISTING PAVEMENT

REMOVAL & DISPOSAL - GUARDRAIL

STA.	STA.	SIDE	UNIT
655+32	655+35	RT. OF M.L.	15 LIN. FT.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND VERTICAL CONTROL DATA.
RAMP STATIONING NOT SHOWN FOR CLARITY.

PLAN MAIN LANES
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:39:07 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	474	1104
				(2)	PROFILE STA. 655+00 TO 670+00			

STATE OF ARKANSAS
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SCOTT A. DONALDSON
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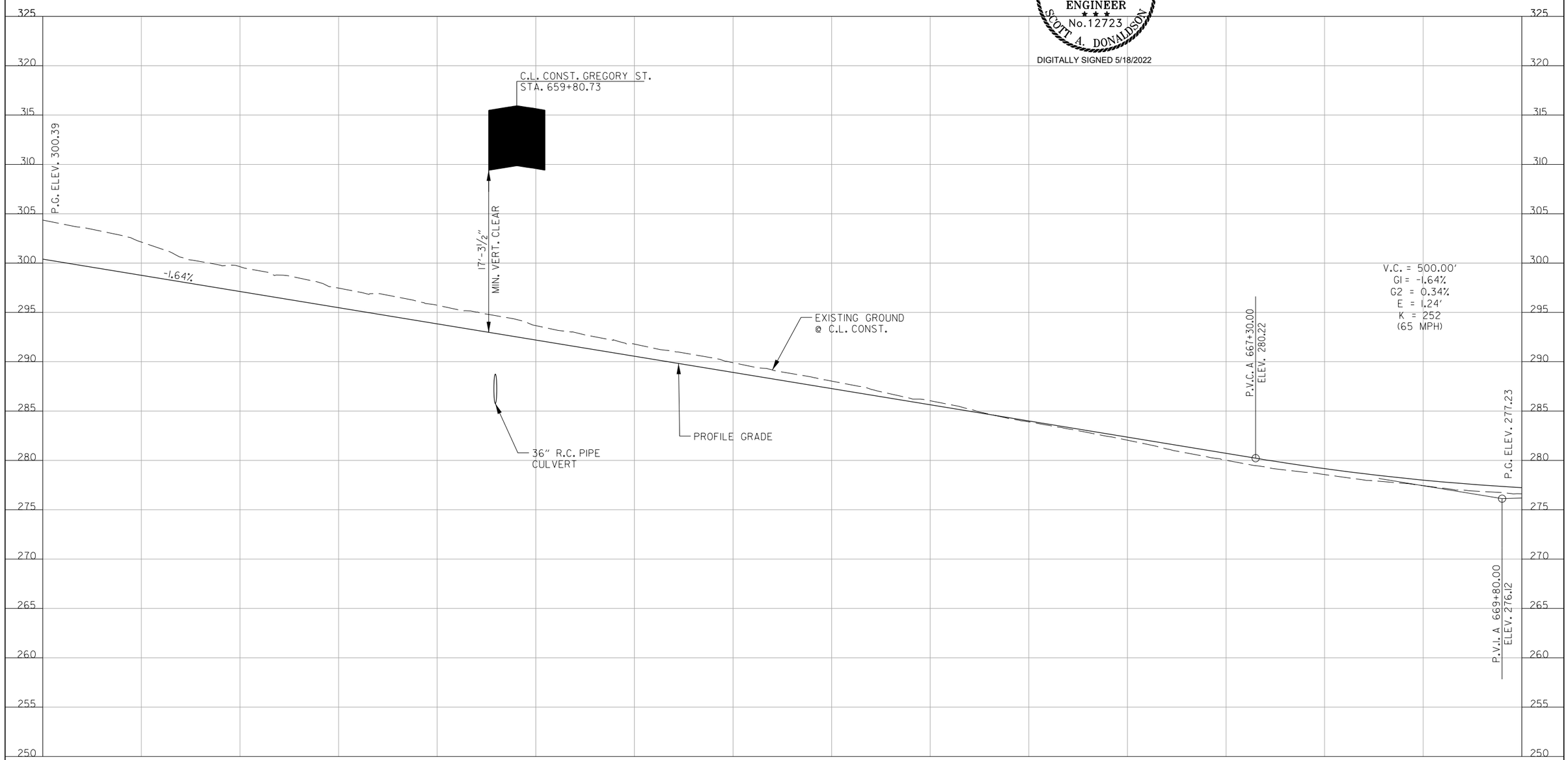

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 655+00 TO 670+00

SADonaldson 5/11/2022 8:19:07 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	475	1104

(2) PLAN STA. 670+00 TO 685+00

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
679+08	679+20	(LIN.) RT. OF M.L.	17 LIN. FT.

REMOVAL & DISPOSAL - GUARDRAIL

STA.	STA.	SIDE	UNIT
682+82	684+84	RT. OF M.L.	199 LIN. FT.

STA. 180+99 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 4 SQ. YDS.

STA. 181+62 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 4 SQ. YDS.

STA. 181+22 C.L. CONST. JOHN HARDEN DR.
IN PLACE 36" X 84' CM PIPE CULVERT
LT. SIDE DRAIN W/FES
REMOVE
CONSTRUCT APPROACH ON LT. = 128 CU. YDS.

STA. 185+57 C.L. CONST. JOHN HARDEN DR.
CONSTRUCT APPROACH ON LT. = 206 CU. YDS.

STA. 185+32 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 5 SQ. YDS.

STA. 185+81 C.L. CONST. JOHN HARDEN DR. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 5 SQ. YDS.

STA. 186+70 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 44 CU. YDS.,.

STA. 188+82 C.L. CONST. JOHN HARDEN DR. - IN PLACE 24" X 30' CM PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 29 CU. YDS.

C.L. CONST. HWY. 67
P.I. = 678+42.22
Δ = 3°53'01" LT.
D = 0°30'00"
T = 388.51'
L = 776.72'
P.C. = 674+53.71
P.T. = 682+30.43
e = N/A
Ls = N/A

STA. 189+56 C.L. CONST. JOHN HARDEN DR. - IN PLACE 24" X 46' RC PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 14 CU. YDS.

STA. 190+64 C.L. CONST. JOHN HARDEN DR. - IN PLACE 24" X 46' RC PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 14 CU. YDS.

STATE OF ARKANSAS
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STA. 10+00.00 C.L. CONST. WALMART DR.=
STA. 181+22.33 C.L. CONST. JOHN HARDEN DR.
◁ 84°27'27"

STA. 188+18 C.L. CONST. JOHN HARDEN DR.
IN PLACE 24" X 30' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 179+95 C.L. CONST. T.P. WHITE DR.
IN PLACE 18" X 51' CM PIPE CULVERT
RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 56 CU. YDS.

STA. 180+95 C.L. CONST. T.P. WHITE DR.
IN PLACE 18" X 51' CM PIPE CULVERT
RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 47 CU. YDS.

STA. 675+75 IN PLACE
DBL. 10' X 4' X 240' R.C. BOX CULVERT
31°16'08" LT. FWD. SKEW
REMOVE
STA. 675+88 CONSTRUCT
QUAD. 10' X 6' X 323' R.C. BOX CULVERT
31°16'08" LT. FWD. SKEW
SEE SPECIAL DETAILS FOR CONNECTIONS
LT. & RT.
Q50 = 1364 CFS DA = 832 ACRES
SPAN = 43.17'

STA. 182+81 C.L. CONST. T.P. WHITE DR.
IN PLACE 18" X 45' CM PIPE CULVERT
RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 36 CU. YDS.

STA. 183+67 C.L. CONST. T.P. WHITE DR.
IN PLACE 24" X 40' CM PIPE CULVERT
RT. SIDE DRAIN WITH FES
REMOVE
CONSTRUCT APPROACH ON RT. = 5 CU. YDS.

STA. 185+52.70 C.L. CONST. T.P. WHITE DR.=
STA. 10+00.00 C.L. CONST. J.P. WRIGHT LOOP RD.
◁ 79°27'18"

STA. 190+57.29, 14.66' RT.
C.L. CONST. JOHN HARDEN DR. =
STA. 18+77.25
C.L. CONST. TURNAROUND

STA. 190+98.80
END T.P. WHITE DR. =
STA. 10+00.00
BEGIN TURNAROUND

STA. 197+12.20 C.L. CONST. N. IST ST.
BEGIN CONSTRUCTION

STA. 188+08 C.L. CONST. T.P. WHITE DR.
IN PLACE 14" X 40' CM PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 189+33 C.L. CONST. T.P. WHITE DR.
IN PLACE 24" X 38' RC PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 190+95 C.L. CONST. T.P. WHITE DR.
IN PLACE 16" X 133' RC PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 185+55 C.L. CONST. T.P. WHITE DR.
IN PLACE 14" X 36' RC PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 187+59 C.L. CONST. T.P. WHITE DR.
IN PLACE 14" X 36' RC PIPE CULVERT
RT. SIDE DRAIN
REMOVE

REMOVAL OF EXISTING PAVEMENT

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PLAN MAIN LANES
STA. 670+00 TO 685+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	476	1104

(2) PROFILE STA. 670+00 TO 685+00

STATE OF ARKANSAS
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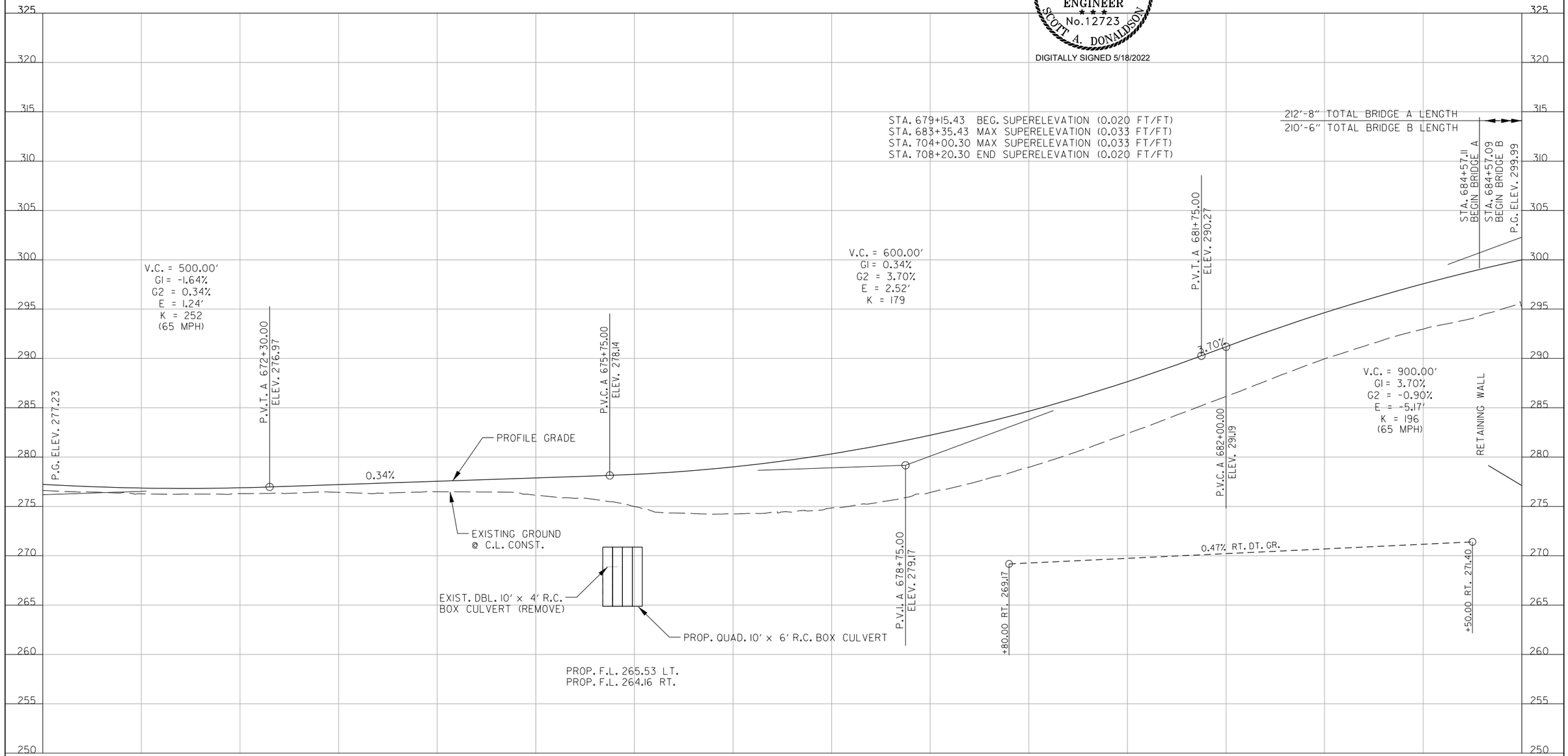

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 670+00 TO 685+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	477	1104
				(2)	PLAN STA. 685+00 TO 700+00			

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
679+90	700+00	(LIN.) LT. OF M.L.	224 LIN. FT.

REMOVAL & DISPOSAL - GUARDRAIL

STA.	STA.	SIDE	UNIT
686+91	688+90	RT. & LT. OF M.L.	199 LIN. FT.

STA. 685+12.68 - STA. 686+63.71 IN PLACE
152'-2⅝" X 28'-0" BRIDGE LT. OF C.L.
CONSISTING OF A CONCRETE DECK ON STEEL ROLLED BEAMS SUPPORTED BY REINFORCED CONCRETE COLUMNS AND SPREAD FOOTINGS.
REMOVE AS EXISTING BRIDGE
STRUCTURE = 1.00 LUMP SUM.

STA. 685+12.68 - STA. 686+63.71 IN PLACE
152'-2⅝" X 28'-0" BRIDGE RT. OF C.L.
CONSISTING OF A CONCRETE DECK ON STEEL ROLLED BEAMS SUPPORTED BY REINFORCED CONCRETE COLUMNS AND SPREAD FOOTINGS.
REMOVE AS EXISTING BRIDGE
STRUCTURE = 1.00 LUMP SUM.

C.L. CONST. HWY. 67
P.I. = 693+83.05
Δ= 22°44'55" RT.
D = 1°00'00"
T = 1152.62'
L = 2274.87'
P.C. = 682+30.43
P.T. = 705+05.30
e = 0.033 FT./FT.
Ls = 420'

REMOVAL OF EXISTING PAVEMENT

STA. 113+07.62 C.L. CONST. VANDENBERG BLVD.=
STA. 194+15.51 C.L. CONST. JOHN HARDEN DR.
◁ 86°23'58"

STA. 113+31.65 C.L. CONST. VANDENBERG BLVD.=
STA. 194+15.57 C.L. CONST. JOHN HARDEN DR.
◁ 86°37'12"

STA. 200+85 C.L. CONST. JOHN HARDEN DR. - IN PLACE
15" X 64' R.C. PIPE CULVERT LT. SIDE DRAIN
WITH F.E.S.
REMOVE
CONSTRUCT APPROACH ON LT. = 134 CU. YDS.

STA. 204+70 C.L. CONST. JOHN HARDEN DR. - IN PLACE
18" X 43' R.C. PIPE CULVERT - LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 48 CU. YDS.

STA. 115+08.55 C.L. CONST. VANDENBERG BLVD.=
STA. 685+99.94 C.L. CONST. HWY. 67
◁ 89°55'55"

STA. 118+19.42 C.L. CONST. VANDENBERG BLVD.=
STA. 199+99.52 C.L. CONST. T.P. WHITE DR.
◁ 75°34'28"

STA. 100+00.00 C.L. CONST. MADDEN RD.=
STA. 209+30.92 C.L. CONST. T.P. WHITE DR./ N. IST ST.
◁ 90°00'00"

STA. 202+92 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 11 CU. YDS.

STA. 684+57.10 - STA. 686+68.68 CONSTRUCT
212'-8" X 56'-0" BRIDGE.
210'-6" CONTINUOUS COMP. PLATE GIRDER UNIT
(89'-11" - 120'-7")

STA. 684+57.09 - STA. 686+68.69
210'-6" X 56'-0" BRIDGE.
208'-4" CONTINUOUS COMP. PLATE GIRDER UNIT
(89'-0" - 119'-4")

STA. 206+72 C.L. CONST. T.P. WHITE DR.
CONSTRUCT APPROACH ON RT. = 19 CU. YDS.

STA. 209+40 C.L. CONST. T.P. WHITE DR. CONSTRUCT MADDEN RD. APPROACH ON RT. = 256 CU. YDS.

STA. 213+04 C.L. CONST. T.P. WHITE DR. - IN PLACE
24" X 50' C.M. PIPE CULVERT - RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 8 CU. YDS.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 8/24/2022

PLAN MAIN LANES
STA. 685+00 TO 700+00

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	478	1104

(2) PROFILE STA. 685+00 TO 700+00

STATE OF ARKANSAS
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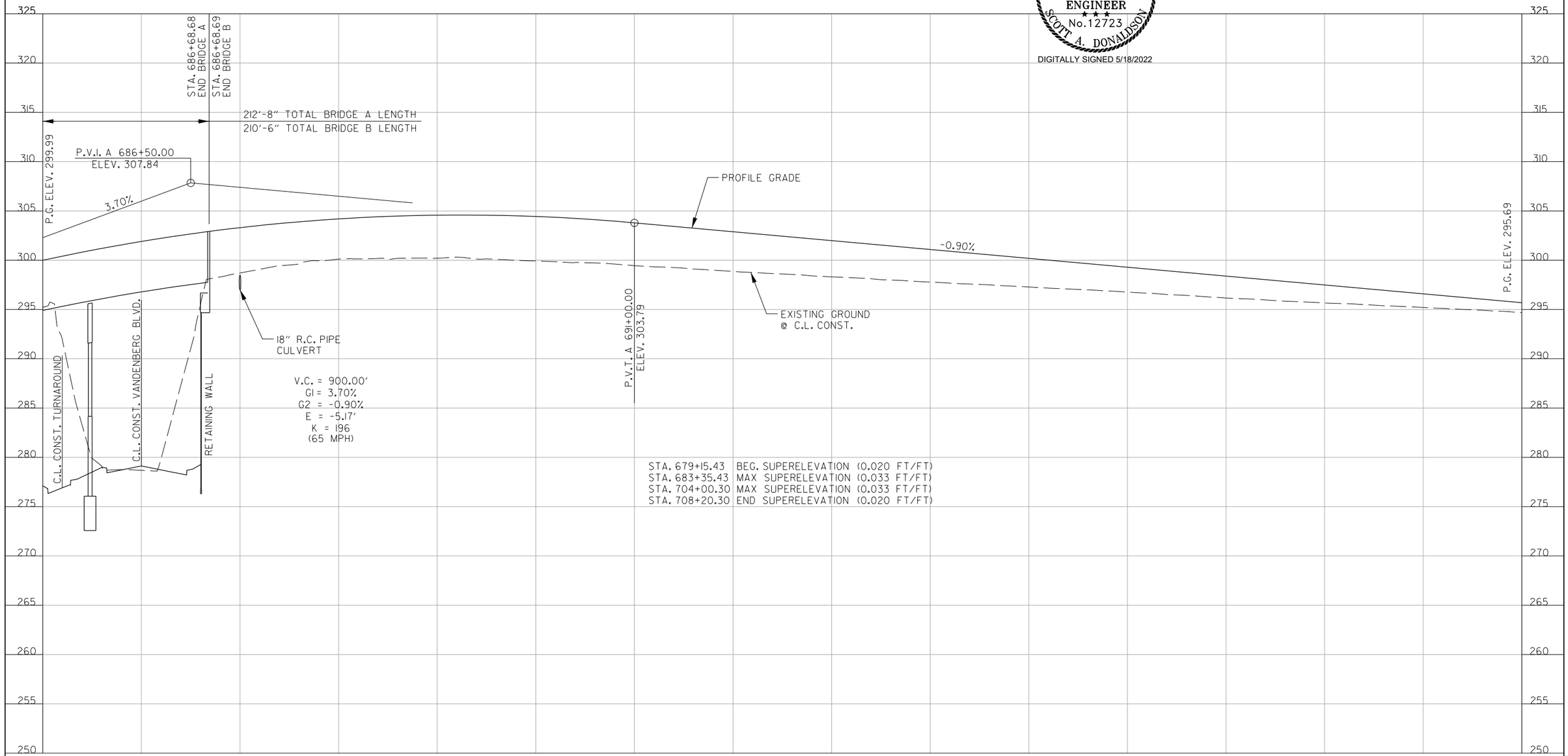

STA. 679+15.43	BEG. SUPERELEVATION (0.020 FT/FT)
STA. 683+35.43	MAX SUPERELEVATION (0.033 FT/FT)
STA. 704+00.30	MAX SUPERELEVATION (0.033 FT/FT)
STA. 708+20.30	END SUPERELEVATION (0.020 FT/FT)

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 685+00 TO 700+00

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WORKSPACE: AHTD
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8/24/2022				6	ARK.			
				JOB NO.		CA0604	479	1104
				(2)	PLAN STA. 700+00 TO 715+00			

STATE OF ARKANSAS
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STA. 700+16.00 C.L. CONST. VANDENBERG RAMP 4 =
STA. 209+22.36 CONST. JOHN HARDEN DR.
◁ 81°36'18"

STA. 211+02.11 C.L. CONST. JOHN HARDEN DR.
(BEGIN CONST. N. 1ST ST.) =
STA. 30+00.00 C.L. CONST. JOHN HARDEN DR.
◁ 90°00'00"

JOHN HARDEN DR. STATIONS
(1) POB 30+00.00
(2) PC 30+80.17
(3) PI 31+66.28
(4) PT 32+36.65

STA. 32+36 C.L. CONST. JOHN HARDEN DR. - IN PLACE
14" x 34' C.M PIPE CULVERT - LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 40 CU. YDS.

STA. 33+32 C.L. CONST. JOHN HARDEN DR. - IN PLACE
18" X 41' R.C. PIPE CULVERT - LT. SIDE DRAIN.
REMOVE
CONSTRUCT APPROACH ON LT. = 28 CU. YDS.

STA. 35+72 C.L. CONST. JOHN HARDEN DR. CONSTRUCT
APPROACH ON LT. = 6 CU. YDS.

STA. 40+08 C.L. CONST. JOHN HARDEN DR. CONSTRUCT
APPROACH ON LT. = 47 CU. YDS.

STA. 41+80 C.L. CONST. JOHN HARDEN DR. CONSTRUCT
APPROACH ON LT. = 38 CU. YDS.

STA. 42+81 C.L. CONST. JOHN HARDEN DR. CONSTRUCT
APPROACH ON LT. = 50 CU. YDS.

STA. 214+30 C.L. CONST. T.P. WHITE DR. - IN PLACE
24" X 301' C.M. PIPE CULVERT - RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 7 CU. YDS.

STA. 215+43 C.L. CONST. T.P. WHITE DR. CONSTRUCT
APPROACH ON RT. = 7 CU. YDS.

C.L. CONST. HWY. 67
P.I. = 693+83.05
Δ = 22°44'55" RT.
D = 1°00'00"
T = 1152.62'
L = 2274.87'
P.C. = 682+30.43
P.T. = 705+05.30
e = 0.033 FT./FT.
Ls = 420'

STA. 705+05.30 C.L. CONST. HWY. 67
END JOB CA0604

STA. 218+00.00 C.L. CONST. T.P. WHITE DR.
END CONSTRUCTION T.P. WHITE DR.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL
CONTROL AND BENCHMARK INFORMATION

PLAN MAIN LANES
STA. 700+00 TO 715+00

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				6	ARK.			
				JOB NO.		CA0604	480	1104

(2) PROFILE STA. 700+00 TO 715+00

STATE OF ARKANSAS
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No. 12723
SCOTT A. DONALDSON
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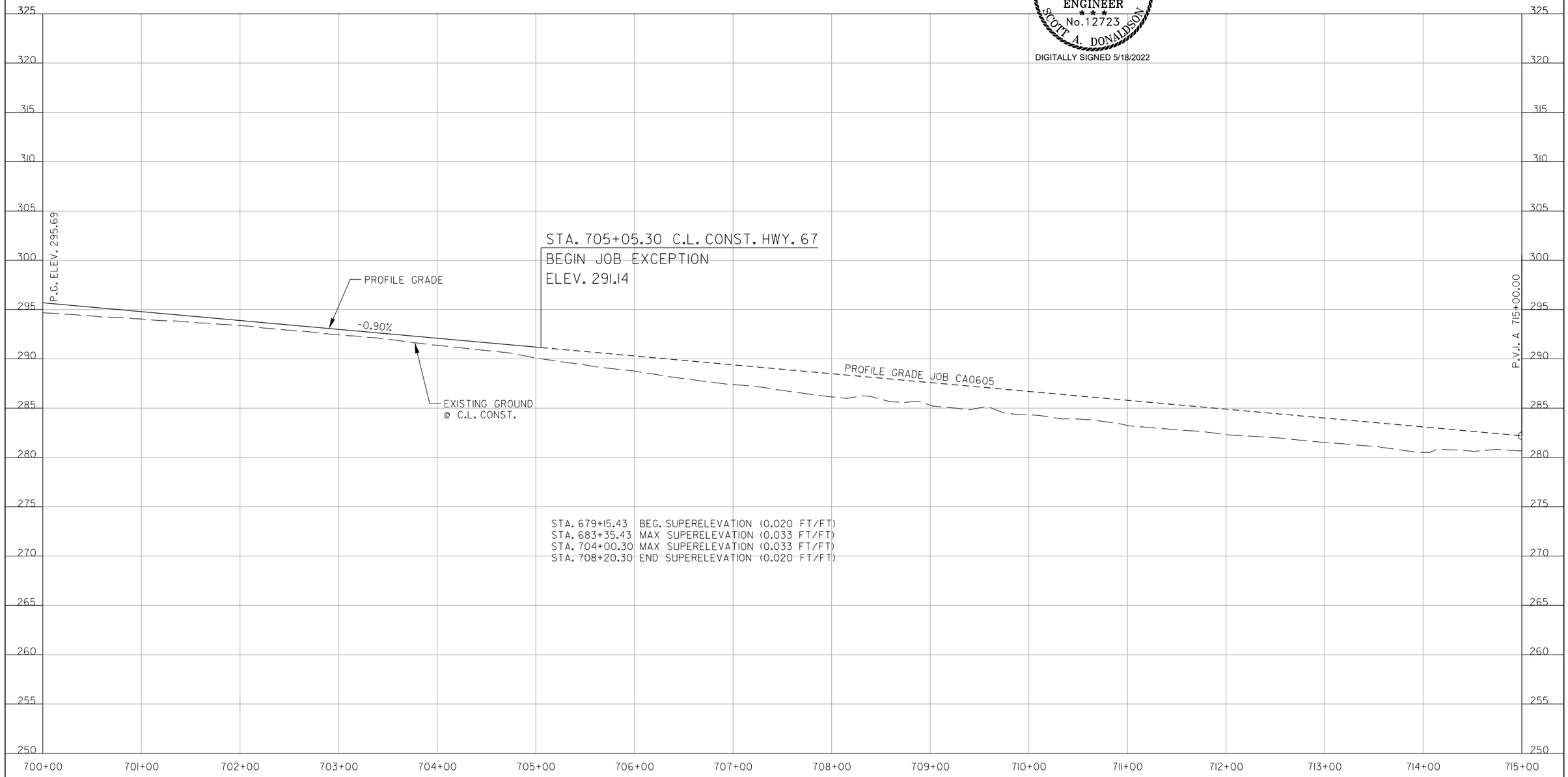

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE MAIN LANES
STA. 700+00 TO 715+00

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				6	ARK.			
				JOB NO.		CA0604	481	1104

(2) PLAN STA. 715+00 TO 730+00

STA. 46+42 C.L. CONST. JOHN HARDEN DR. CONSTRUCT APPROACH ON LT. = 69 CU. YDS.

STA. 48+87.02 C.L. CONST. JOHN HARDEN DR.
END CONSTRUCTION

PINE MEADOWS

+06.11
148.37

PI 715+09.62
RAMP 4

EXIST. ROW

38'

45+00

N55°41'05"E
+42

PC 47+83.59
JOHN HARDEN DR.

PI 48+08.13
JOHN HARDEN DR.

50'

MOBILE HOME PARK

GATE

O/H CANOPY

SIGN

WALL

EVANS DR.

EXIST. ROW

JOHN HARDEN DR.

PI 716+08.78
◁ 179°44'51"

N62°29'28"E

PRC 716+22.93
RAMP 4

N55°25'56"E

PI 717+40.72
RAMP 4

PT 718+58.22
RAMP 4

PRC 48+32.65
JOHN HARDEN DR.

PI 48+59.84
JOHN HARDEN DR.

PT 48+87.02
JOHN HARDEN DR.

715+00

720+00

725+00

730+00

HWY. 67

N55°41'05"E

PI 234+33.67
T.P. WHITE DR.

235+00 N55°23'00"E

T.P. WHITE DR.

CORRUGATED PIPE

ASPHALT

SOD

GRADED SHOULDER

EXIST. ROW

PT 235+62.77
T.P. WHITE DR.

PI 231+98.45
T.P. WHITE DR.

N27°02'00"E

PC 229+99.05
T.P. WHITE DR.

230+00

N56°20'00"E

EXIST. ROW

LINK FENCE

PI 230+39.32
T.P. WHITE DR.

1'-6" OF 18" RCP AT HEADWALL

POOL

DECK

POND

GATE

STATE OF ARKANSAS
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PLAN MAIN LANES
STA. 715+00 TO 730+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	482	1104

(2) PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND) STA. 98+00 TO 113+00

STATE OF ARKANSAS
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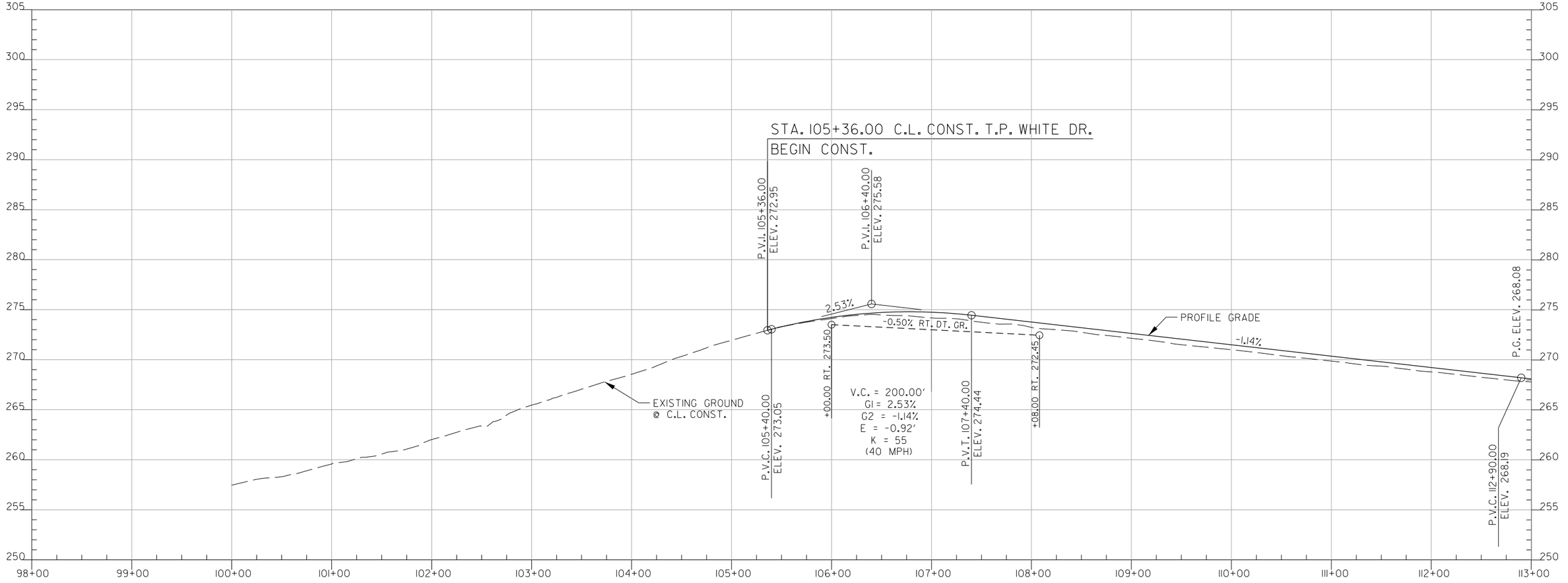

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 98+00 TO 113+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	483	1104

(2) PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND) STA. 113+00 TO 128+00

STATE OF ARKANSAS
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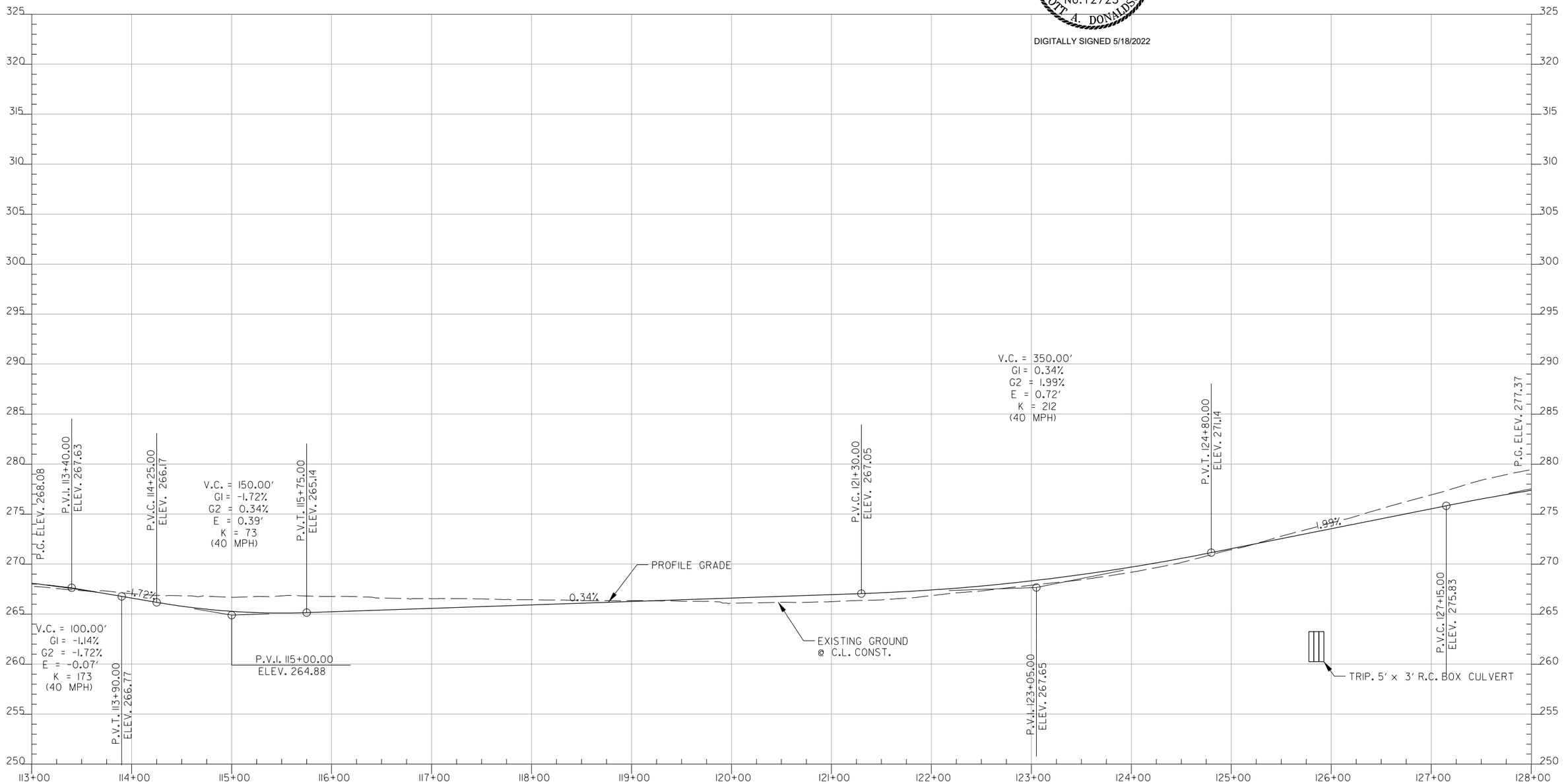

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 113+00 TO 128+00

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				6	ARK.			
				JOB NO.		CA0604	484	1104

(2) PROFILE T.P. WHITE DR. (TO TEXAS TURNAROUND) STA. 128+00 TO 143+00

STATE OF ARKANSAS
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No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

STA. 133+75.11 BEG. SUPERELEVATION (0.020 FT/FT)
STA. 134+82.11 MAX SUPERELEVATION (0.032 FT/FT)
STA. 135+84.61 MAX SUPERELEVATION (0.032 FT/FT)
STA. 136+91.61 END SUPERELEVATION (0.024 FT/FT) MATCH N. JAMES ST. GRADE

GRADES CONTROLLED BY JAMES ST.

P.C. ELEV. 277.37
P.V.I. 128+40.00 ELEV. 278.32
V.C. = 250.00′ GI = 1.99% G2 = 0.96% E = -0.32′ K = 242 (40 MPH)
0.96%
P.V.T. 129+65.00 ELEV. 279.52
P.V.C. 130+45.00 ELEV. 280.29
P.V.I. 132+45.00 ELEV. 282.21
V.C. = 400.00′ GI = 0.96% G2 = 6.41% E = 2.73′ K = 73 (40 MPH)
P.V.T. 134+45.00 ELEV. 295.04
P.V.I. 135+90.00 ELEV. 304.34
P.V.C. 135+30.00 ELEV. 300.49
V.C. = 120.00′ GI = 6.41% G2 = 3.59% E = -0.42′ K = 54 (40 MPH)
P.V.T. 136+50.00 ELEV. 306.85
P.V.I. 136+91.61 ELEV. 308.59
P.V.I. 137+56.28 ELEV. 309.36
P.V.C. 138+00.00 ELEV. 308.80
V.C. = 150.00′ GI = -1.29% G2 = 0.64% E = 0.36′ K = 78 (40 MPH)
P.V.I. 138+75.00 ELEV. 307.83
P.V.T. 139+50.00 ELEV. 308.31
P.V.C. 139+85.00 ELEV. 308.54
P.V.I. 140+60.00 ELEV. 309.02
V.C. = 150.00′ GI = 0.64% G2 = -1.83% E = -0.46′ K = 61 (40 MPH)
P.V.T. 141+35.00 ELEV. 307.65
P.V.C. 141+65.00 ELEV. 307.10
±85.93 RT. 301.93
0.50% RT. DT. GR.
P.G. ELEV. 306.00

PROFILE GRADE
EXISTING GROUND @ C.L. CONST.

STA. 137+56.28 BEG. SUPERELEVATION (0.0155 FT/FT) MATCH N. JAMES ST. GRADE
STA. 138+96.28 MAX SUPERELEVATION (0.040 FT/FT)
STA. 139+66.11 MAX SUPERELEVATION (0.040 FT/FT)
STA. 140+66.11 END SUPERELEVATION (0.000 FT/FT)

STA. 140+66.11 BEG. SUPERELEVATION (0.000 FT/FT)
STA. 141+75.45 MAX SUPERELEVATION (0.038 FT/FT)
STA. 141+75.45 MAX SUPERELEVATION (0.038 FT/FT)
STA. 142+88.45 END SUPERELEVATION (0.020 FT/FT)

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

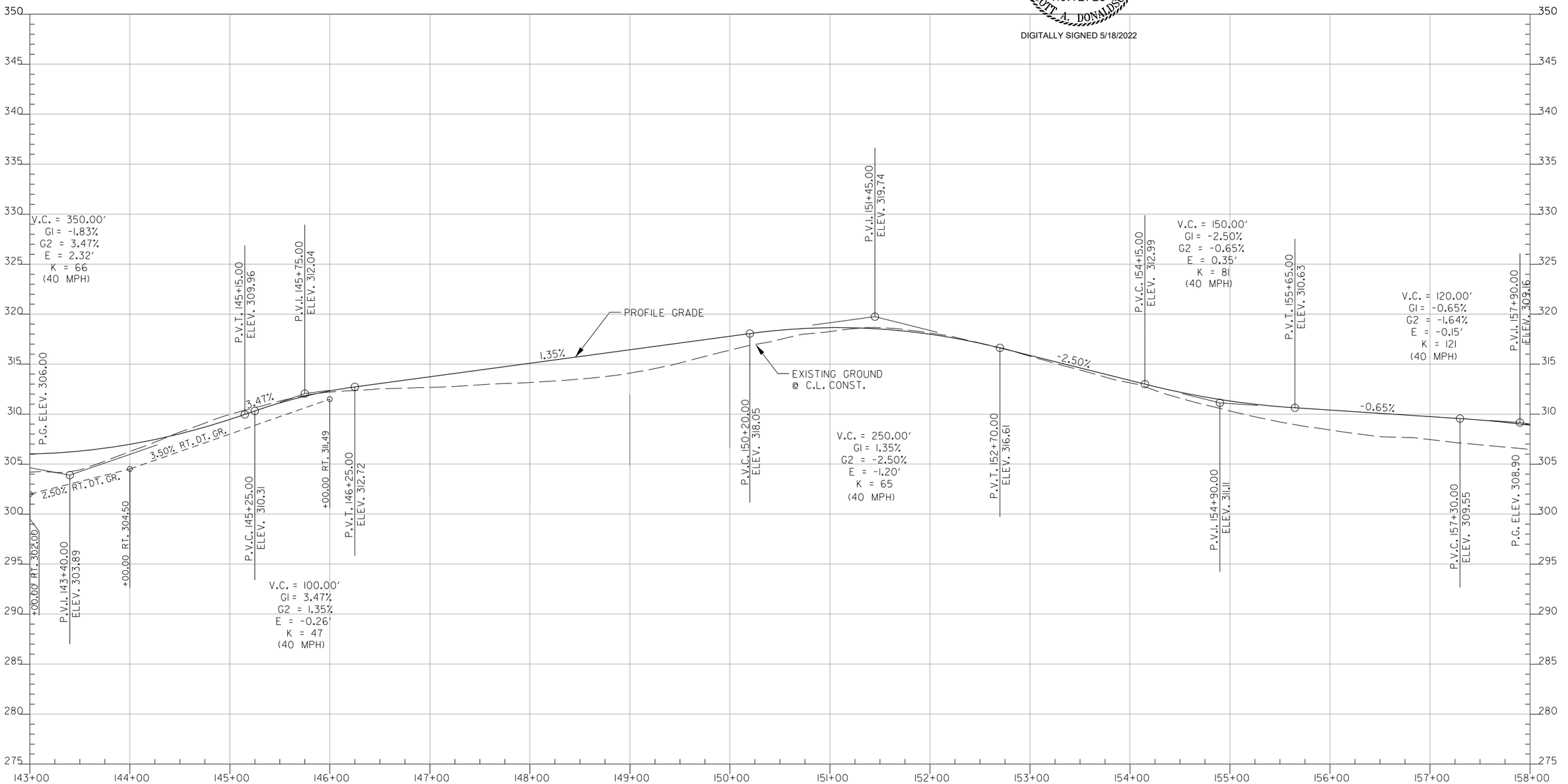
PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 128+00 TO 143+00

SADonaldson 5/11/2022 8:19:26 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB.pro T.P. White Dr 03.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	485	1104

(2) PROFILE T.P. WHITE DR. (TO TEXAS TURNAROUND) STA. 143+00 TO 158+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 143+00 TO 158+00

SADonaldson 5/11/2022 8:19:29 PM
WORKSPACE: AHTD
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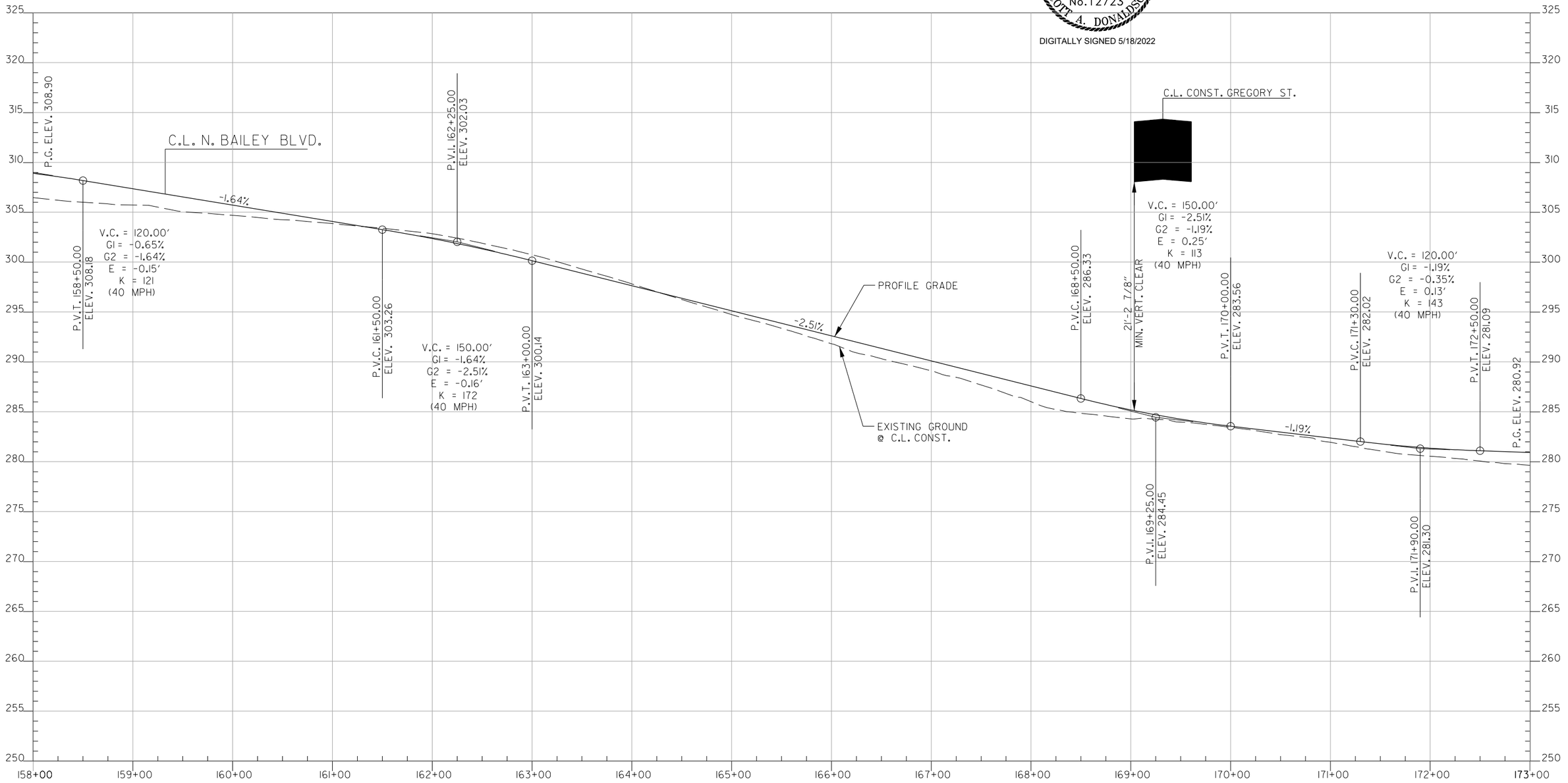
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	486	1104

(2) PROFILE T.P. WHITE DR. (TO TEXAS TURNAROUND) STA. 158+00 TO 173+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 158+00 TO 173+00

SADonaldson 5/11/2022 8:19:29 PM
WORKSPACE: AHTD
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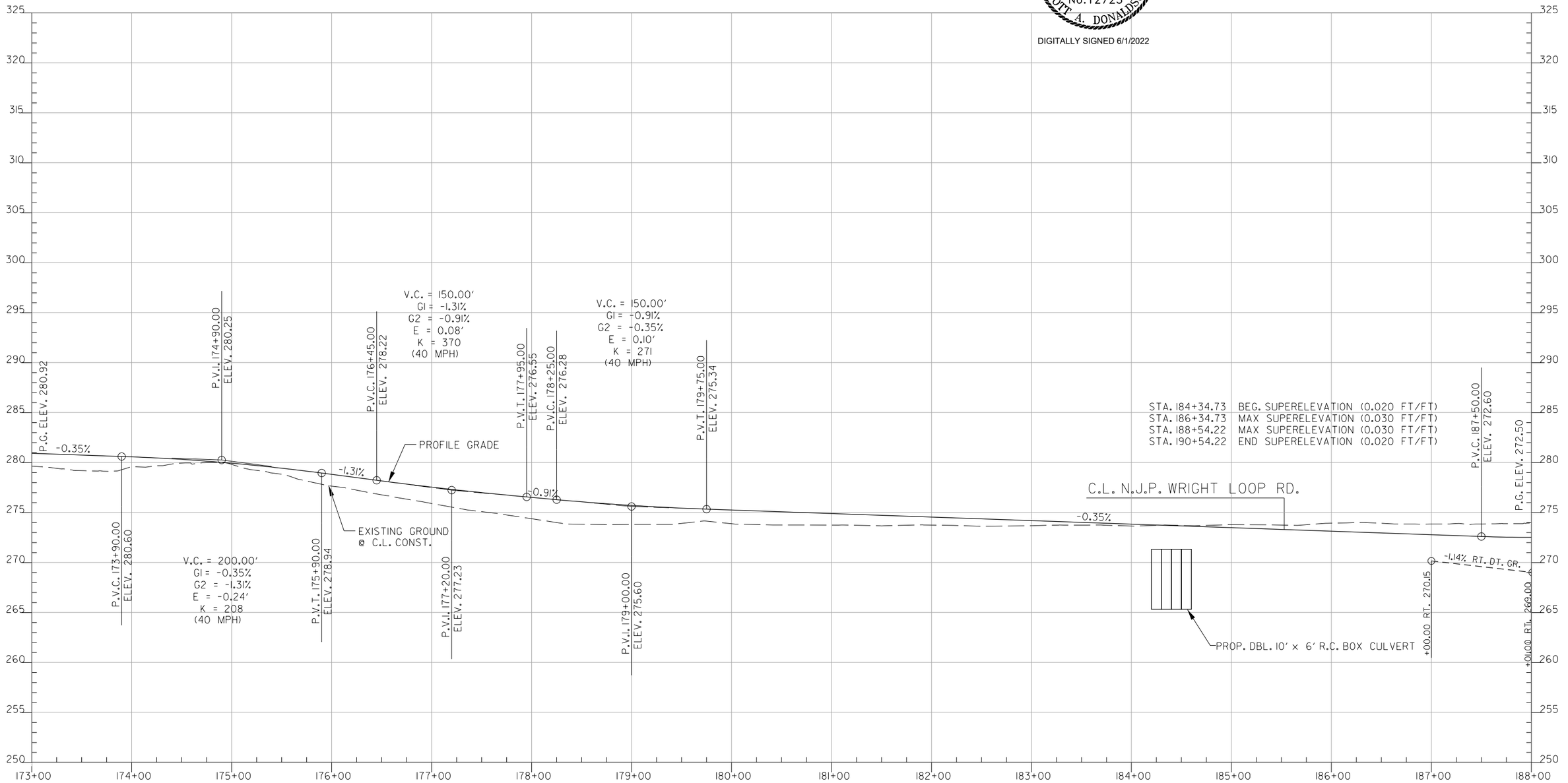
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	487	1104

(2) PROFILE T.P. WHITE DR. (TO TEXAS TURNAROUND) STA. 173+00 TO 188+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 173+00 TO 188+00

SADonaldson 6/1/2022 9:28:57 AM
WORKSPACE: AHTD
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REVISED DATE:

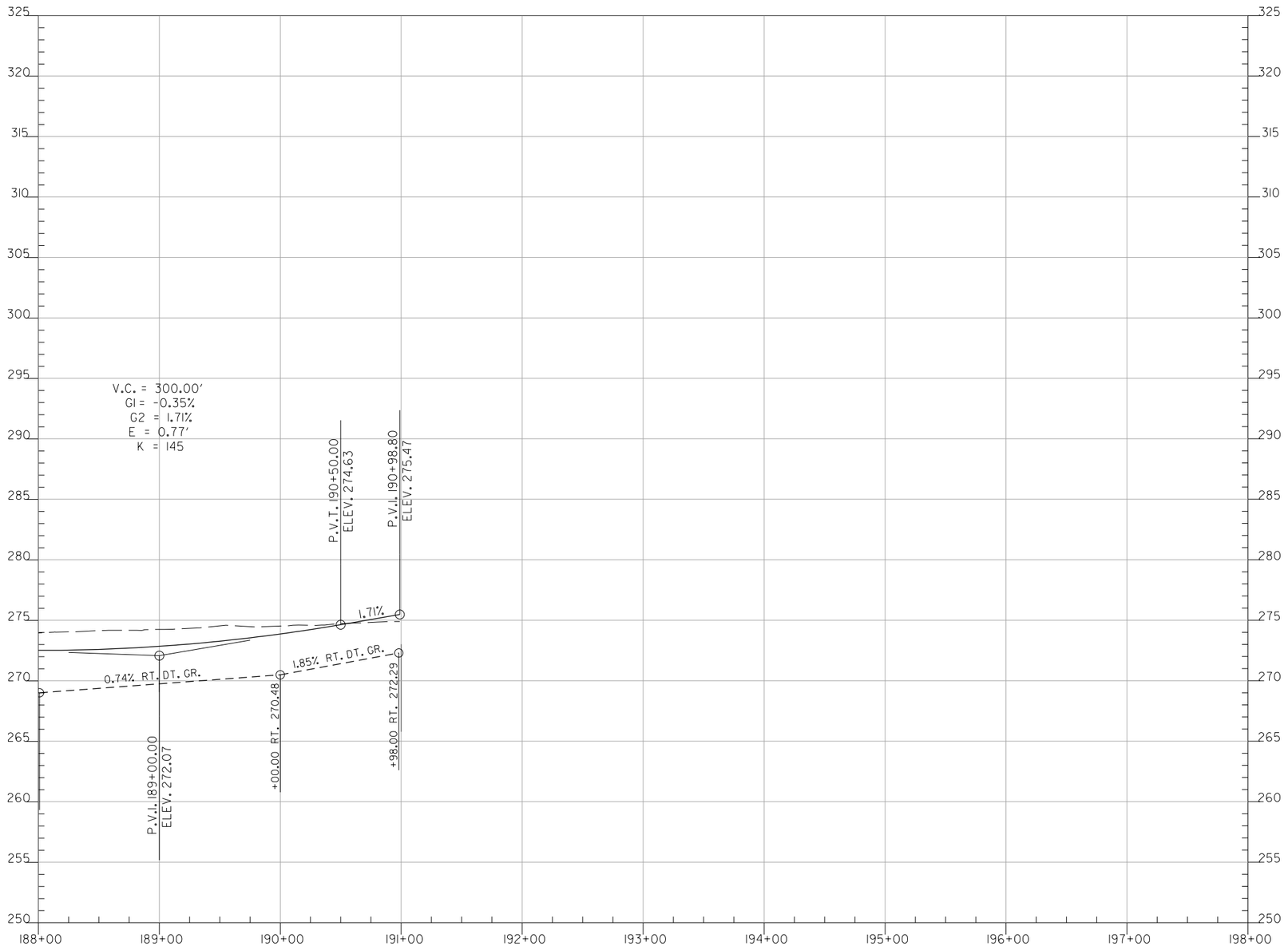
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	488	1104

(2) PROFILE T.P. WHITE DR. (TO TEXAS TURNAROUND) STA. 188+00 TO 198+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(TO TEXAS TURNAROUND)
STA. 188+00 TO 198+00

SADonaldson 6/1/2022 9:15:28 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	489	1104

(2) PROFILE T.P. WHITE DR. (N OF VANDENBERG) STA. 196+00 TO 211+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

STA. 197+12.20 C.L. CONST. T.P. WHITE DR./ N. IST ST.
BEGIN CONST.

P.V.I. 197+12.20
ELEV. 276.35

C.L. VANDENBERG BLVD.

P.V.C. 198+95.00
ELEV. 279.43

V.C. = 200.00'
G1 = 1.69%
G2 = 2.61%
E = 0.23'
K = 217
(40 MPH)

P.V.T. 200+95.00
ELEV. 283.73

P.V.I. 199+95.00
ELEV. 281.12

1.69%

2.61%

PROFILE GRADE

EXISTING GROUND
@ C.L. CONST.

P.V.C. 207+55.00
ELEV. 300.96

P.V.I. 208+80.00
ELEV. 304.22

V.C. = 250.00'
G1 = 2.61%
G2 = -2.15%
E = -1.49'
K = 53
(40 MPH)

P.V.T. 210+05.00
ELEV. 301.54

-2.15%

P.G. ELEV. 299.98

STA. 203+76.21 BEG. SUPERELEVATION (0.020 FT/FT)
STA. 205+76.21 MAX SUPERELEVATION (0.038 FT/FT)
STA. 207+75.02 MAX SUPERELEVATION (0.038 FT/FT)
STA. 209+75.02 END SUPERELEVATION (0.020 FT/FT)

320 315 310 305 300 295 290 285 280 275 270 265 260 255 250

196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(N. OF VANDENBERG)
STA. 196+00 TO 211+00

SADonaldson 6/1/2022 9:17:52 AM
WORKSPACE: AHTD
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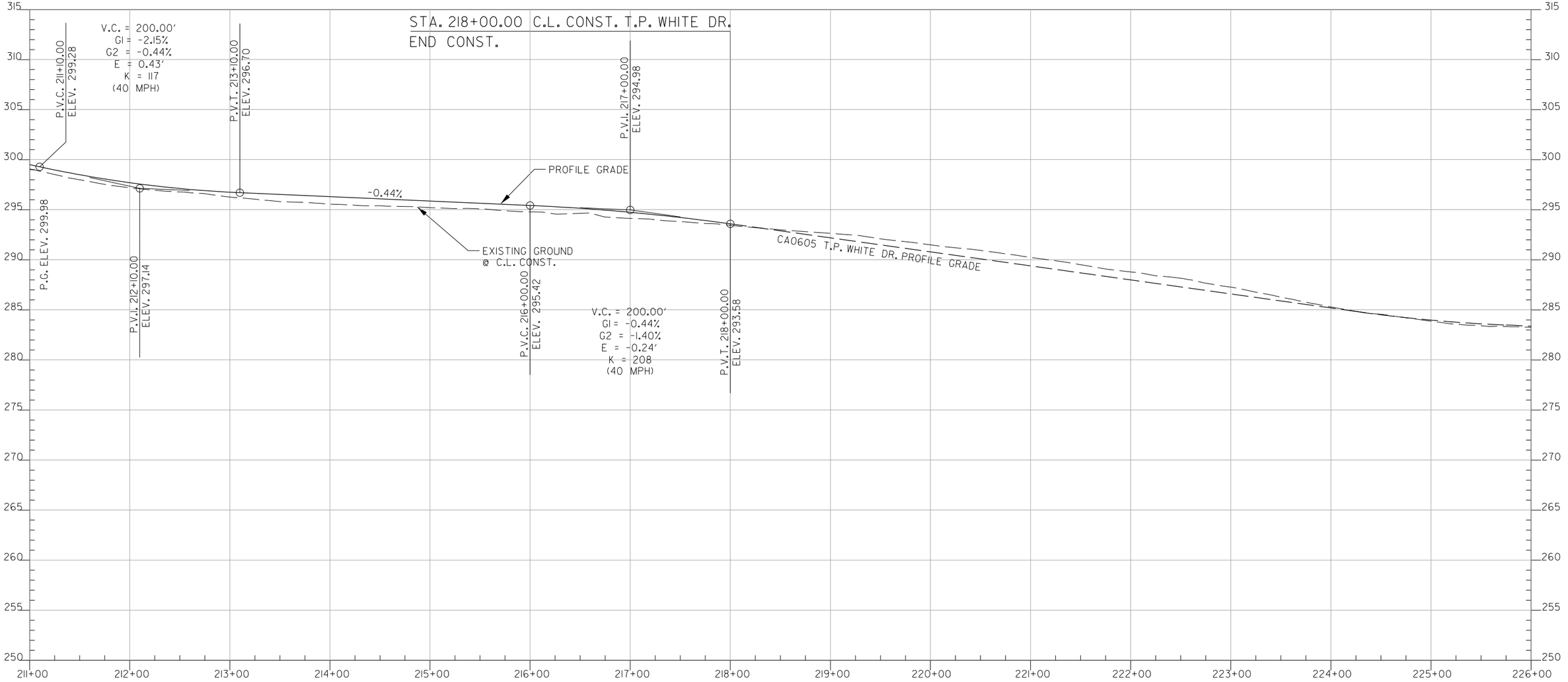
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	490	1104

(2) PROFILE T.P. WHITE DR. (N OF VANDENBERG) STA. 211+00 TO 226+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE T.P. WHITE DR.
(N. OF VANDENBERG)
STA. 211+00 TO 226+00

SADonaldson 6/1/2022 9:20:50 AM
WORKSPACE: AHTD
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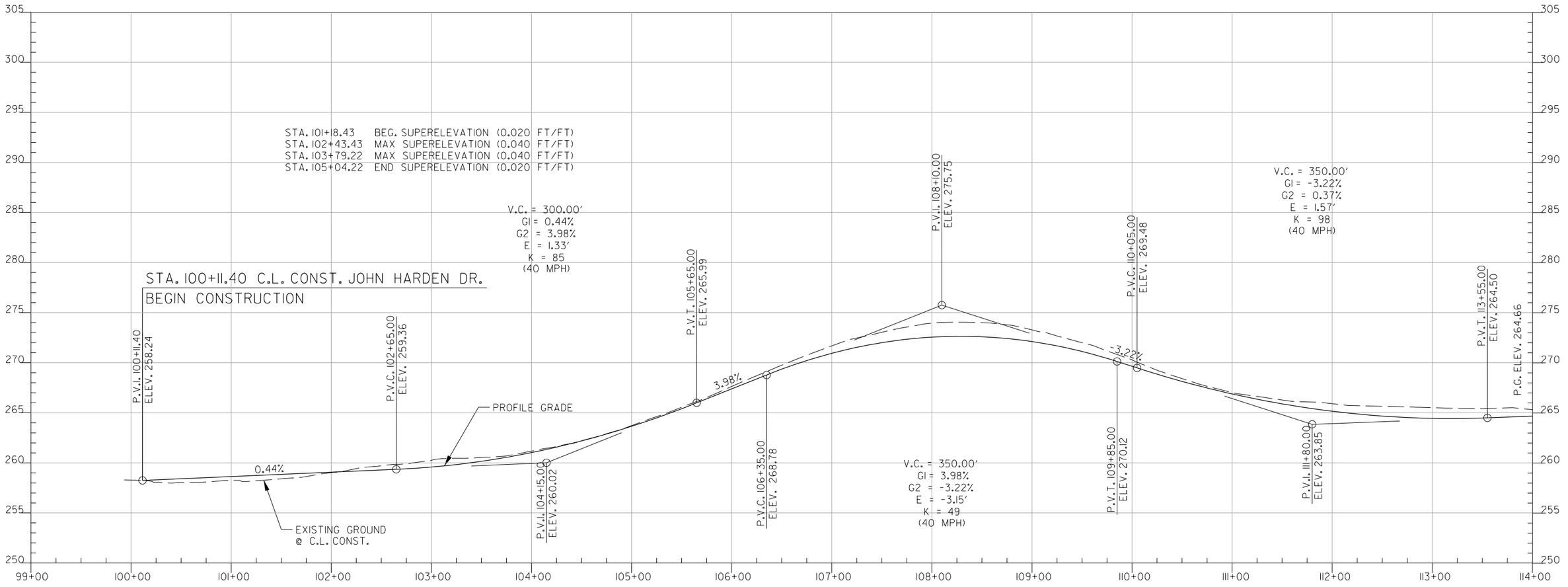
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	491	1104

(2) PROFILE JOHN HARDEN DR.
STA. 99+00 TO 114+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

SADonaldson 6/1/2022 9:25:48 AM
WORKSPACE: AHTD
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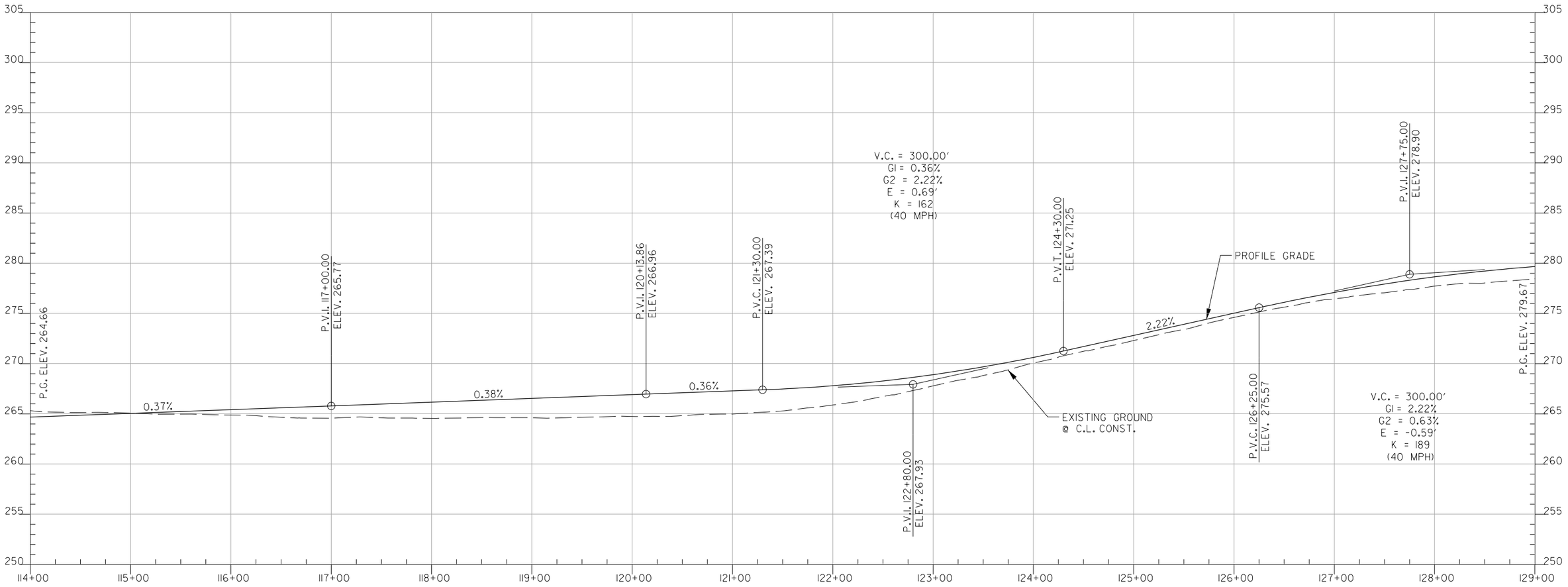
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	492	1104

(2) PROFILE JOHN HARDEN DR.
STA. 114+00 TO 129+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE JOHN HARDEN DR.
STA. 114+00 TO 129+00

SADonaldson 6/1/2022 9:25:48 AM
WORKSPACE: AHTD
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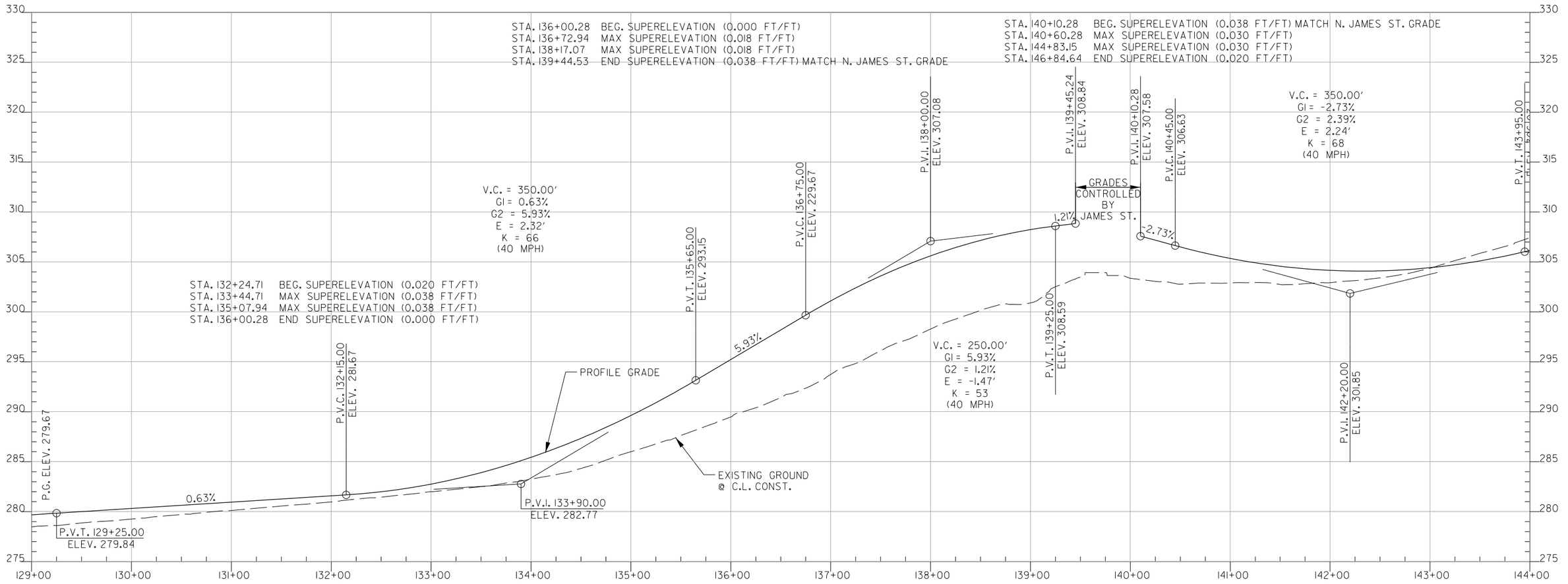
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	493	1104

(2) PROFILE JOHN HARDEN DR.
STA. 129+00 TO 144+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE JOHN HARDEN DR.
STA. 129+00 TO 144+00

SADonaldson 6/1/2022 9:25:49 AM
WORKSPACE: AHTD
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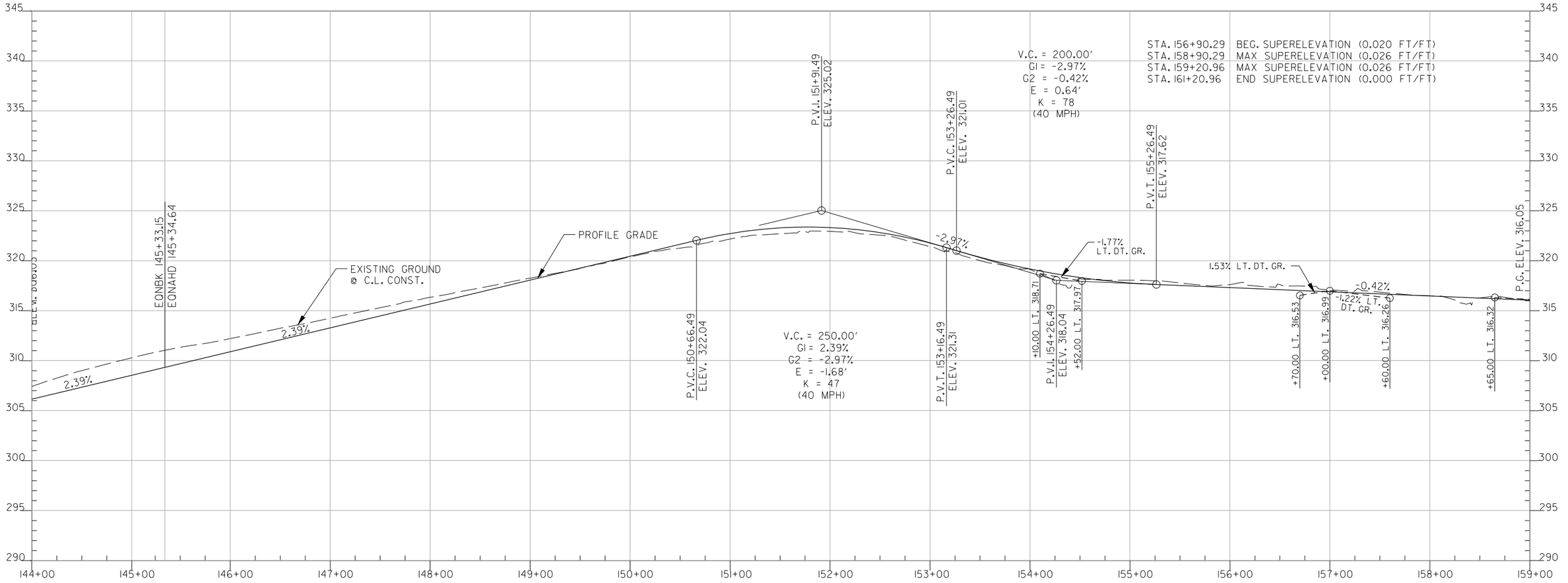
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	494	1104
				(2)	PROFILE JOHN HARDEN DR. STA. 144+00 TO 159+00			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE JOHN HARDEN DR.
STA. 144+00 TO 159+00

SADonaldson 6/1/2022 9:25:49 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	495	1104

(2) PROFILE JOHN HARDEN DR.
STA. 159+00 TO 174+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 6/1/2022

-0.55% LT. DT. GR.
P.I. ELEV. 316.05
P.I. 160+56.49 ELEV. 315.40
P.V.C. 159+56.49 ELEV. 315.82
+68.00 LT. 315.75
+50.00 LT. 314.74
-4.00% LT. DT. GR.
+20.00 LT. 311.94
P.V.T. 161+56.49 ELEV. 310.92
+90.00 LT. 309.30
-8.54% LT. DT. GR.
+14.00 LT. 307.25
0.48% LT. DT. GR.
+35.00 LT. 307.35
-4.47%
V.C. = 200.00'
G1 = -0.42%
G2 = -4.47%
E = -1.01'
K = 49
(40 MPH)
P.V.C. 163+66.49 ELEV. 301.53
V.C. = 400.00'
G1 = -4.47%
G2 = -0.40%
E = 2.04'
K = 98
(40 MPH)
C.L. CONST. GREGORY ST.
17'-3½" MIN. VERT. CLEAR
P.V.T. 167+66.49 ELEV. 291.77
PROFILE GRADE
EXISTING GROUND @ C.L. CONST.
P.V.I. 165+66.49 ELEV. 292.58
-0.40%
P.V.C. 171+11.49 ELEV. 290.38
P.V.I. 172+11.49 ELEV. 289.98
V.C. = 200.00'
G1 = -0.40%
G2 = -4.42%
E = -1.00'
K = 50
(40 MPH)
P.V.C. 173+41.49 ELEV. 284.23
-4.42%
P.V.T. 173+11.49 ELEV. 285.56
P.G. ELEV. 281.57'

320 315 310 305 300 295 290 285 280 275 270 265 260 255 250

159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE JOHN HARDEN DR.
STA. 159+00 TO 174+00

SADonaldson 6/1/2022 9:25:49 AM
WORKSPACE: AHTD
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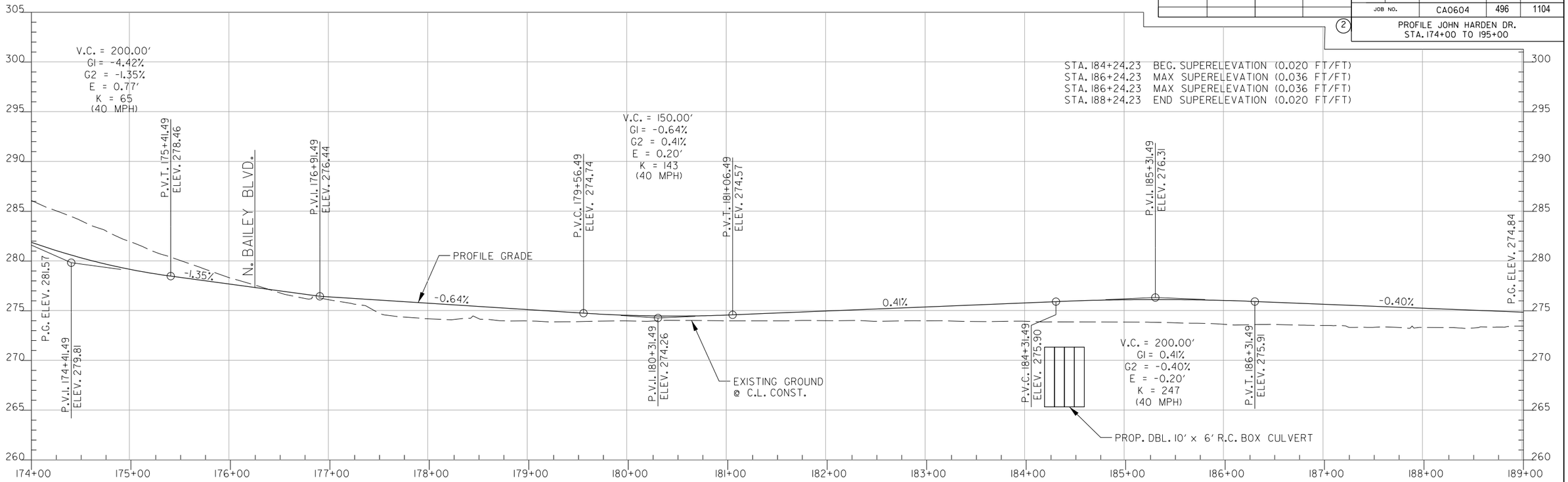
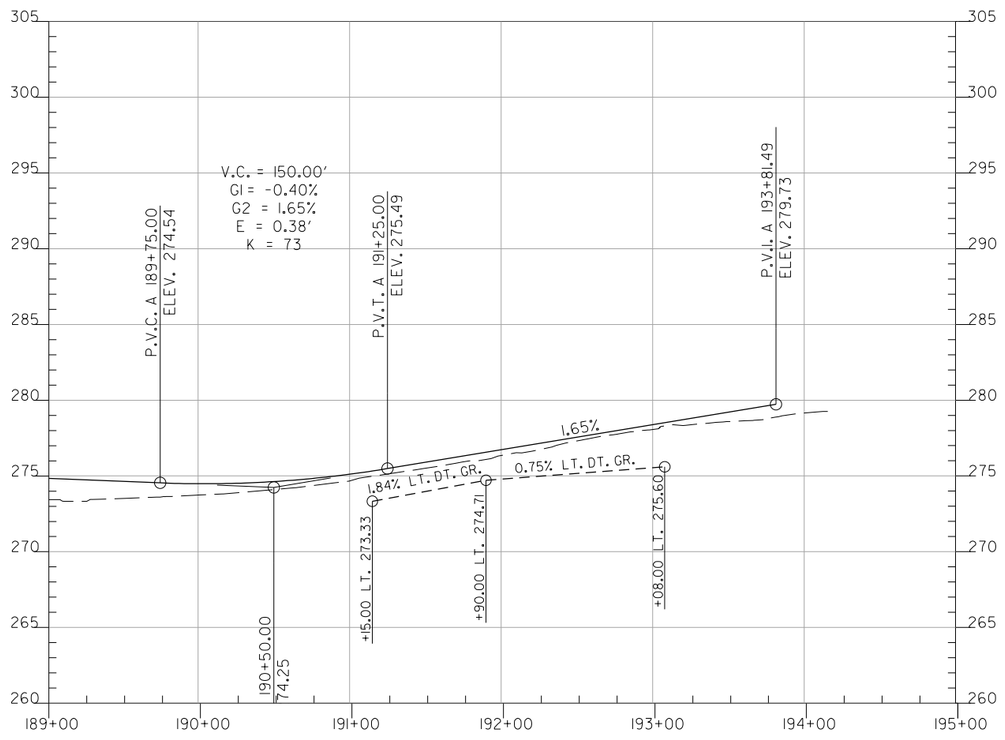
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	496	1104

(2) PROFILE JOHN HARDEN DR.
STA. 174+00 TO 195+00



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

PROFILE JOHN HARDEN DR.
STA. 174+00 TO 195+00

SADonaldson 6/1/2022 9:25:49 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	497	1104
				(2)	INTERCHANGE LAYOUT JAMES ST.			

SCALE IN FEET
0 100 200 400
1"=200'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STA. 139+96.43 C.L. CONST. JOHN HARDEN DR.=
STA. 210+60.51 C.L. CONST. N. JAMES ST.
◁ 60°00'37"

STA. 215+20.00 C.L. CONST.
END WIDENING

C.L. CONST. N. JAMES ST.

STA. 213+65.12 C.L. CONST.
BEGIN WIDENING
END CONST.

STA. 630+27.32 C.L. CONST. HWY. 67=
STA. 208+34.57 C.L. CONST. N. JAMES ST.
◁ 44°39'45"

C.L. CONST. RAMP 3

C.L. CONST. JOHN HARDEN DR.

C.L. CONST. RAMP 4

C.L. CONST. RAMP 2

STA. 204+51.85 C.L. CONST. N. JAMES ST.
END WIDENING
BEGIN CONST.

C.L. CONST. HWY. 67

C.L. CONST. T.P. WHITE DR.

STA. 100+00.00 C.L. HILL ST.=
STA. 139+35.89 C.L. T.P. WHITE ST.
◁ 90°00'00"

STA. 137+42.42 C.L. CONST. T.P. WHITE DR.=
STA. 205+98.94 C.L. CONST. N. JAMES ST.
◁ 60°00'37"

STA. 202+00.00 C.L. CONST. N. JAMES ST.
BEGIN WIDENING

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
10	HWY. 67	639+40.00	197922.3659	1277515.8346	9° 52' 49" LT	1° 00' 00"	5,729.5800'	495.24'	988.03'	21.36'	634+44.76	644+32.79	420'	0.033
11	T.P. WHITE DR.	130+73.53	196664.5566	1276306.4769	3° 54' 05" RT	1° 00' 00"	5,729.5800'	195.14'	390.13'	3.32'	128+78.39	132+68.52	N/A	N/A
12	T.P. WHITE DR.	135+69.95	196979.7391	1276690.2042	11° 26' 47" RT	5° 00' 00"	1,145.9100'	114.84'	228.92'	5.74'	134+55.11	136+84.03	108'	0.032
13	T.P. WHITE DR.	139+08.37	197138.7268	1276989.8184	41° 14' 23" LT	15° 00' 00"	381.9700'	143.72'	274.93'	26.14'	137+64.65	140+39.58	125'	0.040
14	T.P. WHITE DR.	141+76.77	197401.3213	1277089.6113	24° 50' 31" RT	15° 00' 00"	381.9700'	84.13'	165.61'	9.15'	140+92.64	142+58.25	125'	0.040
15	T.P. WHITE DR.	149+22.89	197924.7354	1277625.0380	8° 49' 49" LT	1° 00' 00"	5,729.5800'	442.39'	883.03'	17.05'	144+80.50	153+63.53	N/A	N/A
16	JOHN HARDEN DR.	134+27.24	197089.0728	1276506.1675	17° 51' 30" LT	8° 00' 00"	716.1975'	112.53'	223.23'	8.79'	133+14.71	135+37.94	120'	0.038
17	JOHN HARDEN DR.	138+21.54	197436.0581	1276697.2540	33° 12' 21" RT	10° 45' 00"	532.9800'	158.92'	308.89'	23.19'	136+62.62	139+71.51	125'	0.040
18	JOHN HARDEN DR.	142+96.46	197662.8622	1277124.6687	19° 06' 53" LT	4° 00' 00"	1,432.4000'	241.18'	477.87'	20.16'	140+55.28	145+33.15	113'	0.030
19	JOHN HARDEN DR.	149+29.76	198128.7283	1277558.0798	7° 18' 24" LT	1° 25' 57"	4,000.0000'	255.39'	510.09'	8.14'	146+74.37	151+84.46	N/A	N/A
20	N. JEFF DAVIS AVE.	10+65.01	197028.7298	1276387.3373	89° 28' 54" LT	143° 14' 22"	40.0000'	39.64'	62.47'	16.31'	10+25.37	10+87.84	N/A	N/A
21	HILL ST.	100+15.56	197173.0810	1277003.9420	34° 33' 50" LT	114° 35' 30"	50.0000'	15.56'	30.16'	2.36'	100+00.00	100+30.16	N/A	N/A
22	JAMES ST. RAMP 2	10+84.33	196385.0158	1276003.2739	5° 03' 24" LT	3° 00' 00"	1,909.8600'	84.33'	168.56'	1.86'	10+00.00	11+68.56	N/A	N/A
23	JAMES ST. RAMP 2	14+24.58	196639.3683	1276229.4428	5° 03' 24" RT	3° 00' 00"	1,909.8600'	84.33'	168.56'	1.86'	13+40.25	15+08.81	N/A	N/A
24	JAMES ST. RAMP 3	10+50.63	196501.9479	1275933.4302	3° 02' 14" LT	3° 00' 00"	1,909.8600'	50.63'	101.24'	0.67'	10+00.00	11+01.24	N/A	N/A
25	JAMES ST. RAMP 3	16+16.80	196911.5389	1276324.3345	3° 02' 14" RT	3° 00' 00"	1,909.8600'	50.63'	101.24'	0.67'	15+66.17	16+67.41	N/A	N/A
26	GREGORY ST. RAMP 1	10+90.27	198603.5732	1278075.1512	5° 24' 43" RT	3° 00' 00"	1,909.8600'	90.27'	180.40'	2.13'	10+00.00	11+80.40	N/A	N/A

INTERCHANGE LAYOUT
JAMES ST.

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	498	1104
				(2)	PLAN N. JAMES ST. STA. 201+50 TO 215+80			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723

DIGITALLY SIGNED 5/18/2022

STA. 210+07 C.L. CONST. JAMES ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 4 SQ. YDS.

STA. 210+46 C.L. CONST. JAMES ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 5 SQ. YDS.

STA. 210+52 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 8 SQ. YDS.

STA. 210+67 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 8 SQ. YDS.

STA. 210+99 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 211+04 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 211+34 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 7 SQ. YDS.

STA. 211+63 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 202+50 C.L. CONST. JAMES ST. CONSTRUCT APPROACH ON LT. = 48 CU. YDS.

STA. 203+50 C.L. CONST. JAMES ST. CONSTRUCT APPROACH ON LT. = 61CU. YDS.

STA. 630+27.32 C.L. CONST. HWY 67=
STA. 208+34.57 C.L. CONST. N. JAMES ST.
◁ 44°39'45"

STA. 213+19 C.L. CONST. JAMES ST. CONSTRUCT APPROACH ON LT. = 7 CU. YDS.

STA. 213+72 C.L. CONST. JAMES ST. CONSTRUCT APPROACH ON LT. = 23 CU. YDS.

STA. 214+00 C.L. CONST. JAMES ST. CONSTRUCT APPROACH ON RT. = 22 CU. YDS.

STA. 201+50.00 C.L. CONST.
BEGIN WIDENING

STA. 213+65.12 C.L. CONST.
END RECONST.
BEGIN WIDENING

STA. 203+94.89 C.L. CONST. N. JAMES ST.
END WIDENING
BEGIN RECONST.

STA. 137+42.42 C.L. CONST. T.P. WHITE DR.=
STA. 205+98.94 C.L. CONST. N. JAMES ST.
◁ 60°00'37"

STA. 215+20.00 C.L. CONST
END WIDENING

STA. 139+96.43 C.L. CONST. JOHN HARDEN DR.=
STA. 210+60.51 C.L. CONST. N. JAMES ST.
◁ 60°00'37"

STA. 207+08.84 - STA. 209+19.92 CONSTRUCT
211'-1" X 58'-0" BRIDGE.
208'-0" CONTINUOUS COMP. PLATE GIRDER UNIT
(108'-0" - 100'-0")

STA. 207+18.79 - STA. 209+49.83 IN PLACE
233'-1" X 36'-0" BRIDGE CONSISTING OF A
CONCRETE DECK ON COMP. BEAM SPANS
SUPPORTED BY REINFORCED CONCRETE COLUMNS
AND SPREAD FOOTINGS.
REMOVE AS EXISTING BRIDGE
STRUCTURE = 1.00 LUMP SUM.

STA. 205+03 C.L. CONST. JAMES ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 4 SQ. YDS.

STA. 205+60 C.L. CONST. JAMES ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

STA. 205+76 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 7 SQ. YDS.

STA. 205+78 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 205+88 C.L. CONST. JAMES ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

STA. 205+93 C.L. CONST. JAMES ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 206+59 C.L. CONST. JAMES ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 5 SQ. YDS.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PLAN N. JAMES ST.
STA. 201+50 TO 215+80

SADonaldson 5/11/2022 8:19:34 PM
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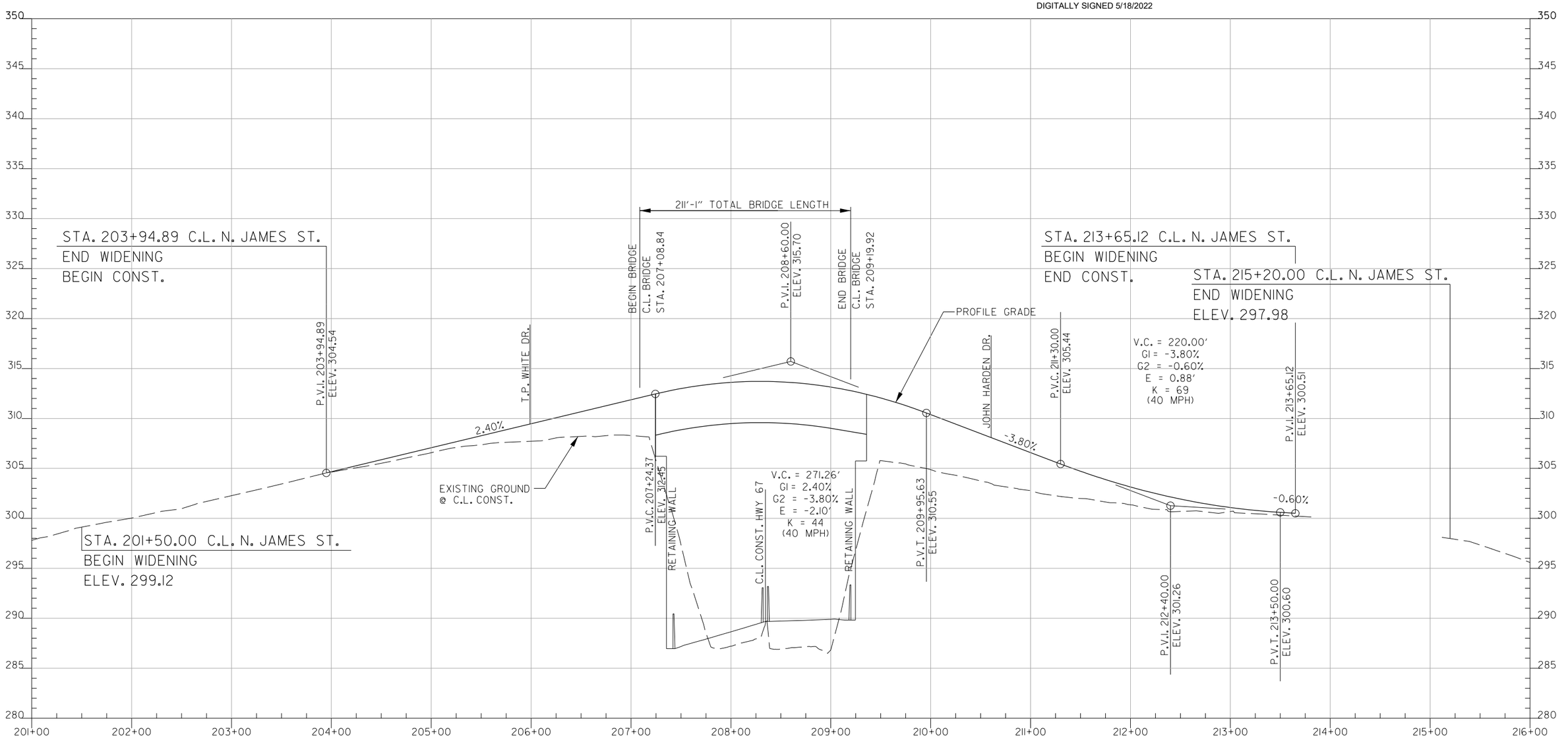
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	499	1104

(2) PROFILE N. JAMES ST. STA. 200+00 TO 215+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE N. JAMES ST.
STA. 200+00 TO 215+00

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REVISED DATE:

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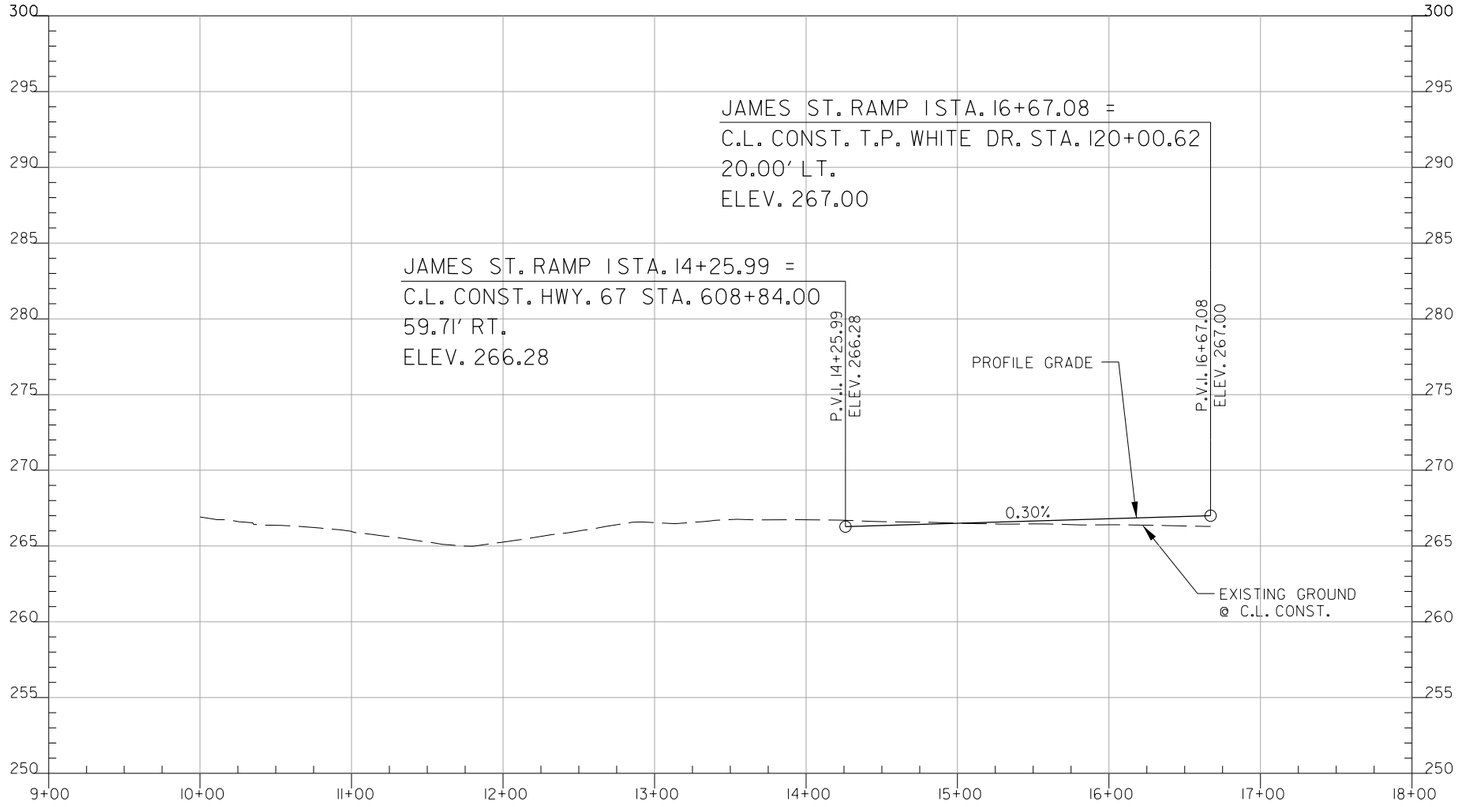
				6	ARK.			
				JOB NO.		CA0604	500	1104

(2) PROFILE JAMES ST. RAMP I
STA. 9+00 TO 18+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



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REVISED DATE:

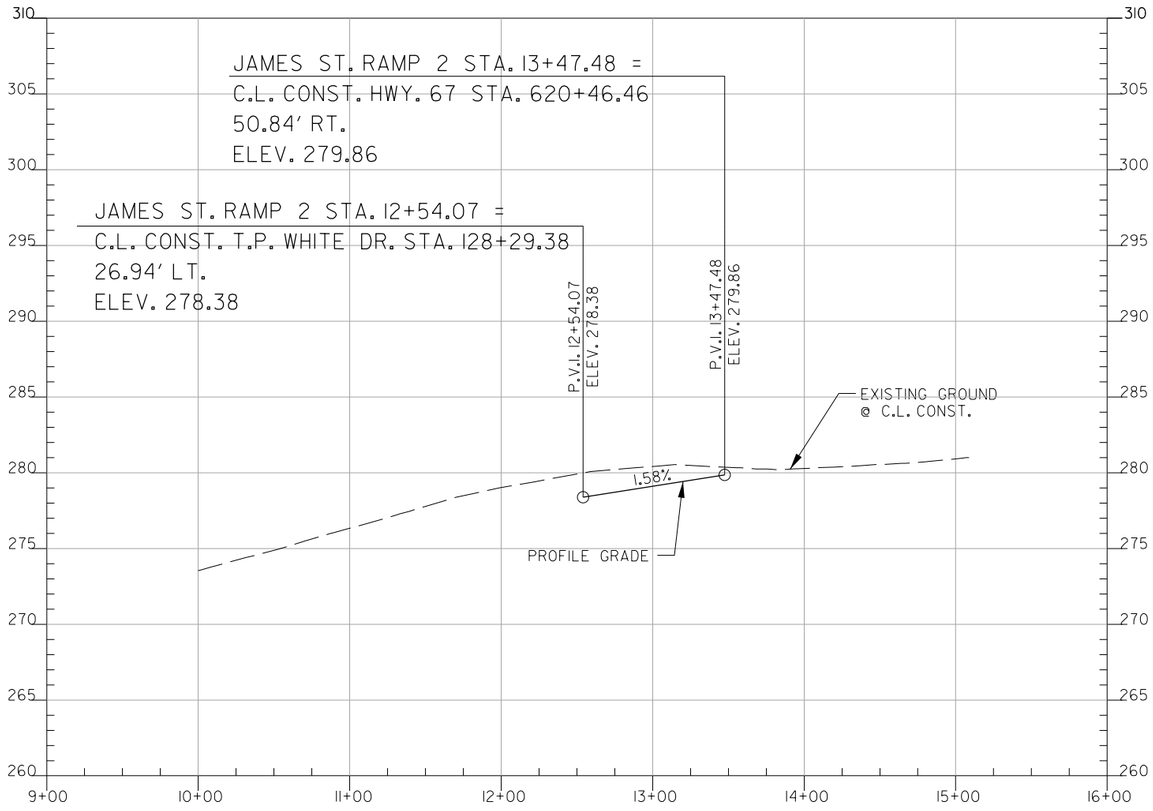
PROFILE JAMES ST. RAMP I
STA. 9+00 TO 18+00

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.		CA0604	501	1104

(2) PROFILE JAMES ST. RAMP 2
STA. 9+00 TO 16+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



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REVISED DATE:

PROFILE JAMES ST. RAMP 2
STA. 9+00 TO 16+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.		CA0604	502	1104

(2) PROFILE JAMES ST. RAMP 3
STA. 9+00 TO 17+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

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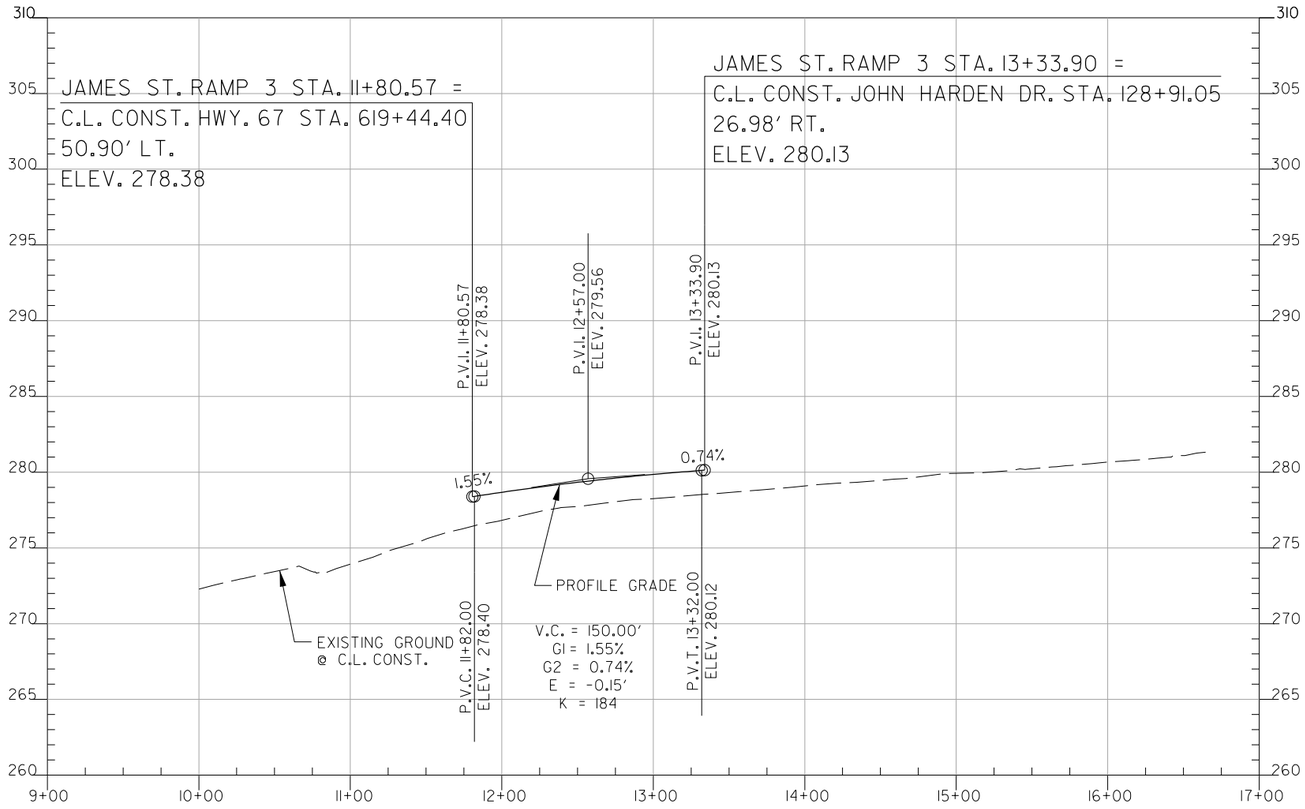

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REVISED DATE:

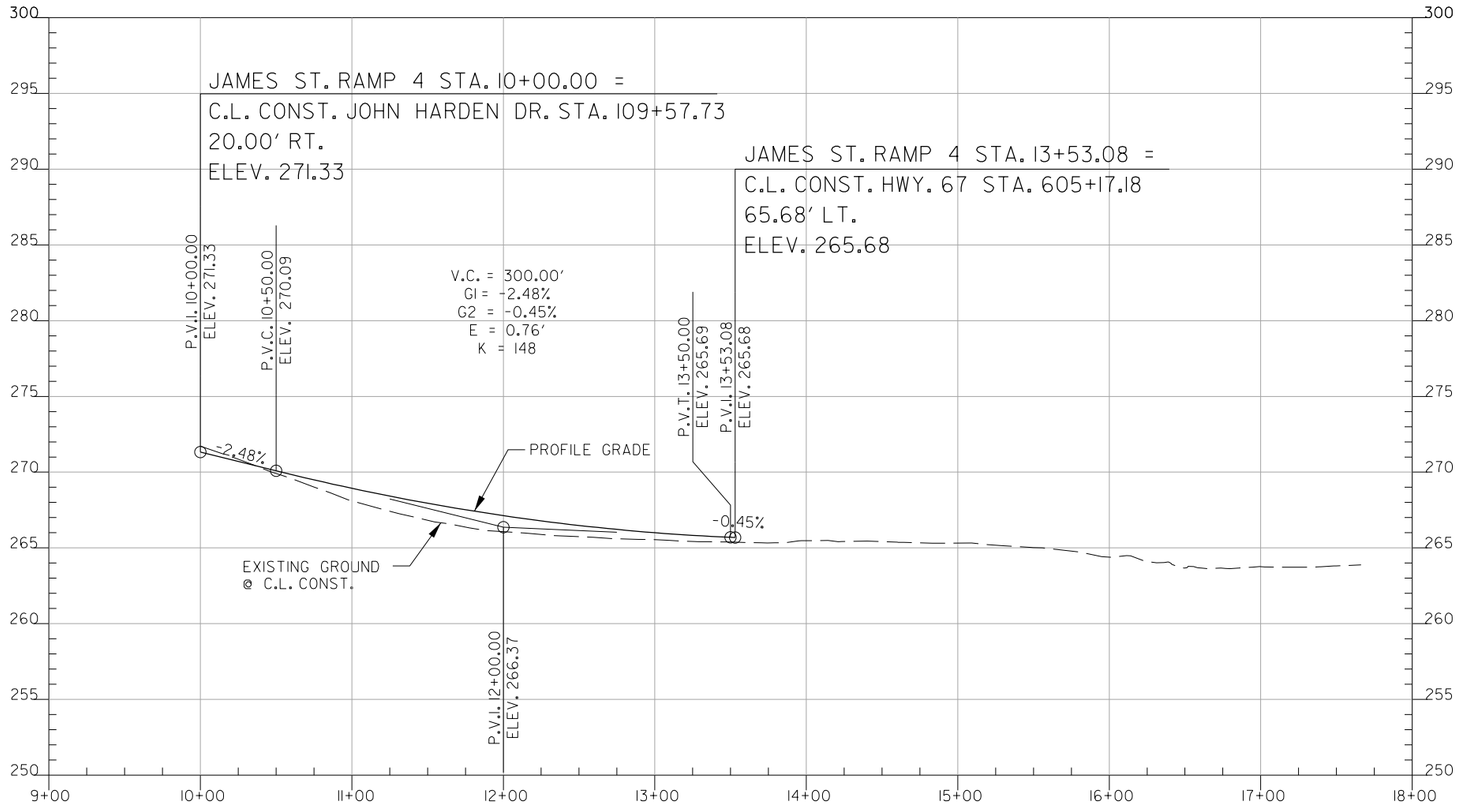
PROFILE JAMES ST. RAMP 3
STA. 9+00 TO 17+00

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.		CA0604	503	1104

(2) PROFILE JAMES ST. RAMP 4
STA. 9+00 TO 18+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



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REVISED DATE:

PROFILE JAMES ST. RAMP 4
STA. 9+00 TO 18+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.		CA0604	504	1104

PLAN GREGORY STA. 800+07 TO 816+55

STA. 800+07.25 C.L. CONST GREGORY ST.
BEGIN CONST.

STA. 803+14 C.L. CONST. GREGORY ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 7 SQ. YDS.

STA. 804+31 C.L. CONST. GREGORY ST. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 7 SQ. YDS.

STA. 801+41 C.L. CONST. GREGORY ST.
IN PLACE 16" x 36' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
28" x 20" x 26' ARCH PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 44 CU. YDS.

STA. 801+24 C.L. CONST. GREGORY ST.
IN PLACE 12" x 9' P.V.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 803+73.63 C.L. CONST. GREGORY ST. =
STA. 10+00.00 C.L. CONST. N. BAILEY BLVD. CONNECTION
◁ 89°44'36"

STA. 800+57 C.L. CONST. GREGORY ST.
IN PLACE 12" x 20' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 801+41 C.L. CONST. GREGORY ST.
INSTALL 18" x 46' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 126 CU. YDS.

REMOVAL OF EXISTING PAVEMENT

GREGORY ST.
P.I. = 806+20.23
Δ= 3°33'18" RT.
D = 2°00'00"
T = 88.90'
L = 177.75'
P.C. = 805+31.33
P.T. = 807+09.08
e = N/A
Ls = N/A

STA. 807+37.30 - STA. 810+26.86 CONSTRUCT 289'-6⅝" X 26'-0" BRIDGE. 287'-0" CONTINUOUS COMP. PLATE GIRDER UNIT (142'-0" - 145'-0")

STA. 808+80.58 C.L. CONST. GREGORY ST.=
STA. 660+38.57 C.L. CONST. HWY. 67
◁ 58°16'32"

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
814+90	816+18	(LIN.) LT. OF GREGORY ST.	212 LIN. FT.
816+14	816+16	(LAT.) RT. OF GREGORY ST.	77 LIN. FT.

STA. 815+87 C.L. CONST. GREGORY ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 816+13 C.L. CONST. GREGORY ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 9 SQ. YDS.

STA. 815+87 C.L. CONST. GREGORY ST. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 9 SQ. YDS.

① STA. 816+26.87 C.L. CONST. END CONST. GREGORY ST.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

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				6	ARK.			
				JOB NO.		CA0604	505	1104

(2) PROFILE GREGORY ST.
STA. 800+07.25 TO 812+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
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STA. 800+07.25 C.L. CONST. GREGORY ST.
BEGIN CONST.

289'-6⅝" TOTAL BRIDGE LENGTH

BEGIN BRIDGE
C.L. BRIDGE
STA. 807+37.31

END BRIDGE
C.L. BRIDGE
STA. 810+26.85

P.V.I. 800+07.25
ELEV. 308.18

P.V.C. 800+25.00
ELEV. 307.55

V.C. = 450.00'
G1 = -3.56%
G2 = 3.35%
E = 3.89'
K = 65
(40 MPH)

P.V.I. 808+50.00
ELEV. 319.66

V.C. = 400.00'
G1 = 3.35%
G2 = -5.55%
E = -4.45'
K = 45
(40 MPH)

P.V.T. 804+75.00
ELEV. 307.09

P.V.C. 806+50.00
ELEV. 312.95

P.V.T. 810+50.00
ELEV. 308.56

-3.56%

3.35%

-5.55%

PROFILE GRADE

-4.51% LT. DT. GR.

-4.95% RT. DT. GR.

-3.56% LT. DT. GR.

-2.91% RT. DT. GR.

-1.40% RT. DT. GR.

-2.43% RT. DT. GR.

EXISTING GROUND @ C.L. CONST.

RETAINING WALL

C.L. CONST. JOHN HARDEN DR.

17'-3½" MIN. VERT. CLEAR

C.L. CONST. HWY. 67

16'-8 9/16" MIN. VERT. CLEAR

21'-6 13/16" MIN. VERT. CLEAR

C.L. CONST. T.P. WHITE DR.

RETAINING WALL

+24.00
304.89' RT.

+50.11
304.75' LT.

+85.07
301.87' RT.

+00.00
302.50' LT.

+50.00
297.07' RT.

P.V.I. 802+50.00
ELEV. 299.54

+00.00
295.37' LT.

+62.00
295.50' RT.

+30.00
293.40' RT.

+90.00
291.92' RT.

350 345 340 335 330 325 320 315 310 305 300 295 290 285 280 275 270

798+00 799+00 800+00 801+00 802+00 803+00 804+00 805+00 806+00 807+00 808+00 809+00 810+00 811+00 812+00

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE GREGORY ST.
STA. 800+07.25 TO 812+00

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				6	ARK.			
				JOB NO.		CA0604	506	1104

(2) PROFILE GREGORY ST.
STA. 812+00 TO 816+26.87

STATE OF ARKANSAS
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No. 12723
SCOTT A. DONALDSON

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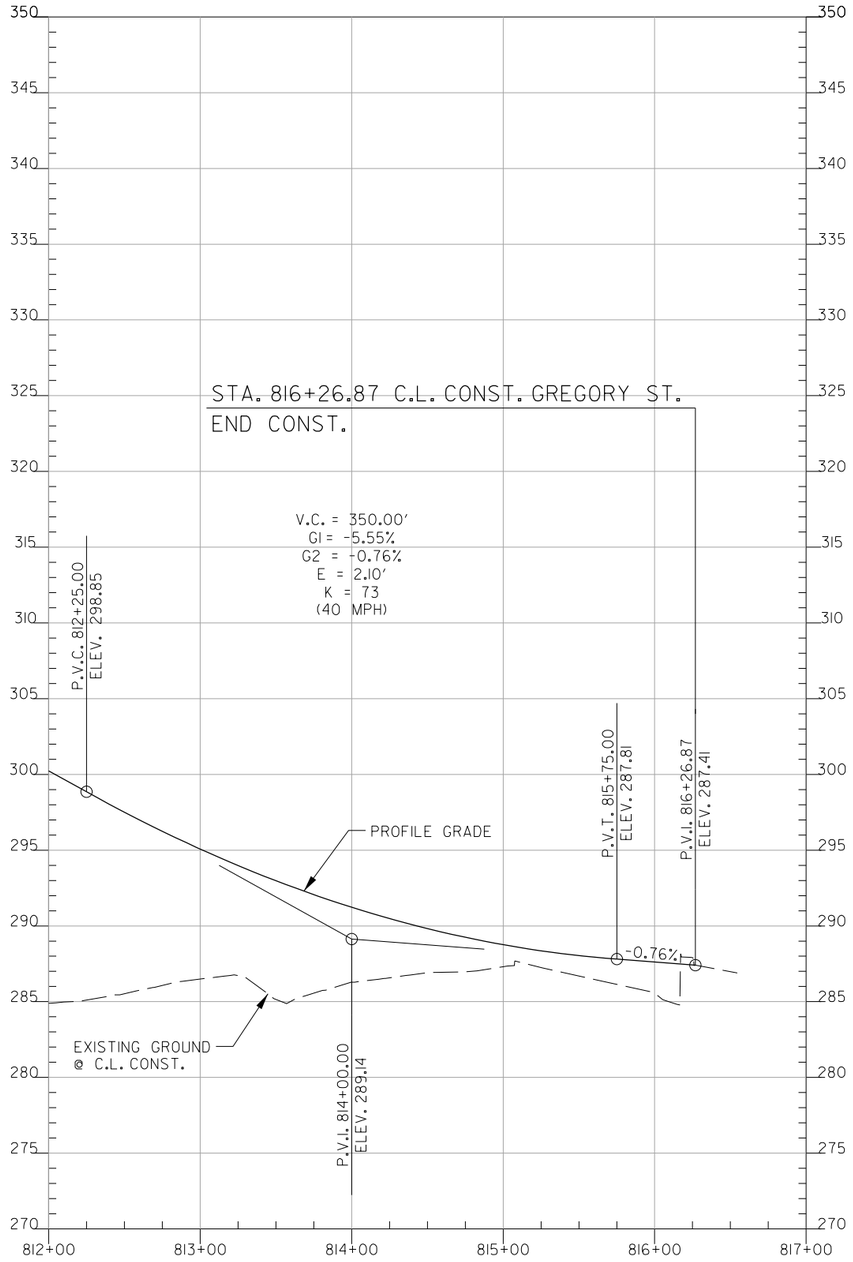

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

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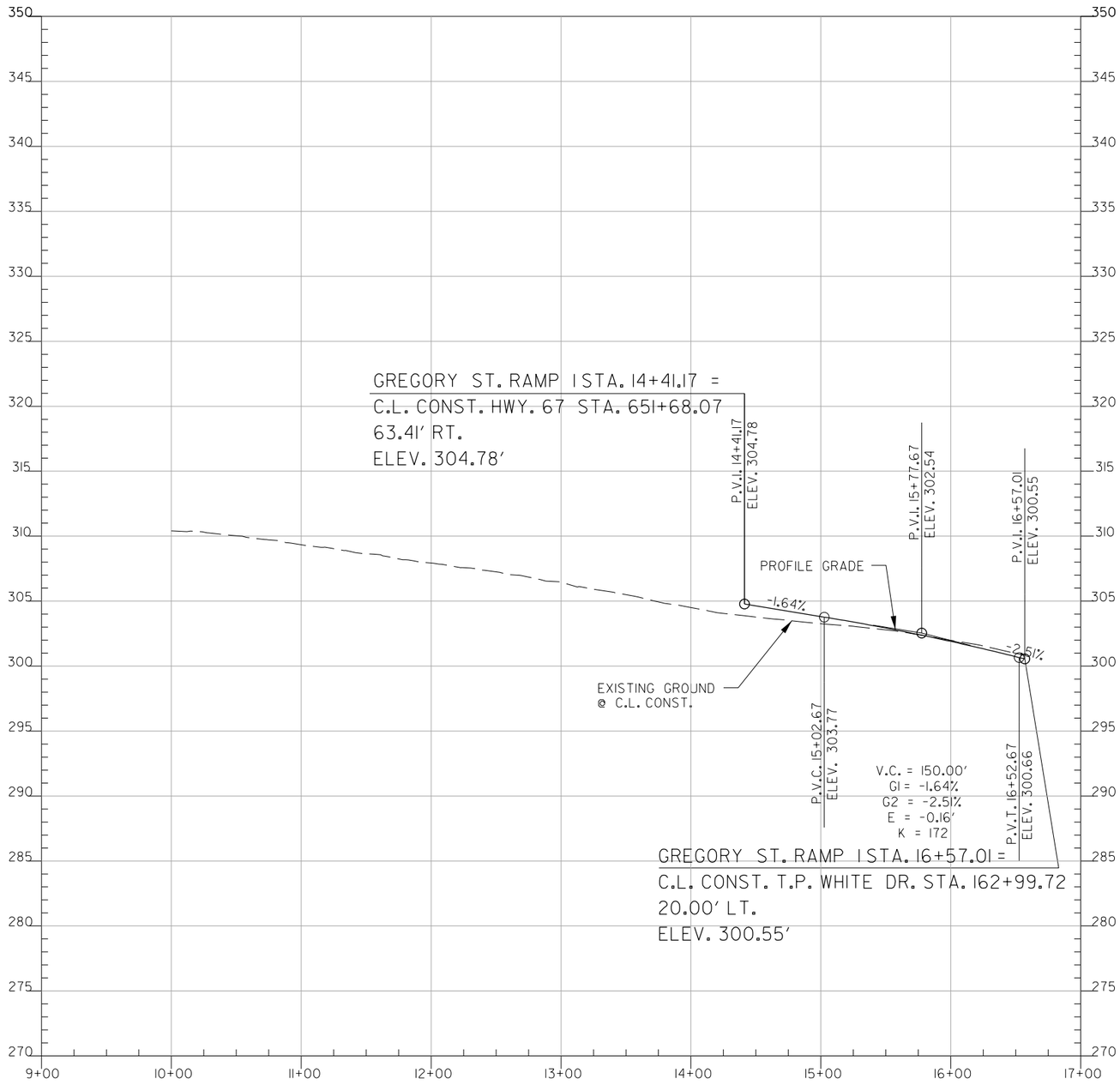
				6	ARK.			
				JOB NO.		CA0604	507	1104

(2) PROFILE GREGORY ST. RAMP I
STA. 9+00 TO 17+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



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REVISED DATE:

PROFILE GREGORY ST. RAMP I
STA. 9+00 TO 17+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.		CA0604	508	1104

(2) PROFILE GREGORY ST. RAMP 2
STA. 9+00 TO 16+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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SCOTT A. DONALDSON

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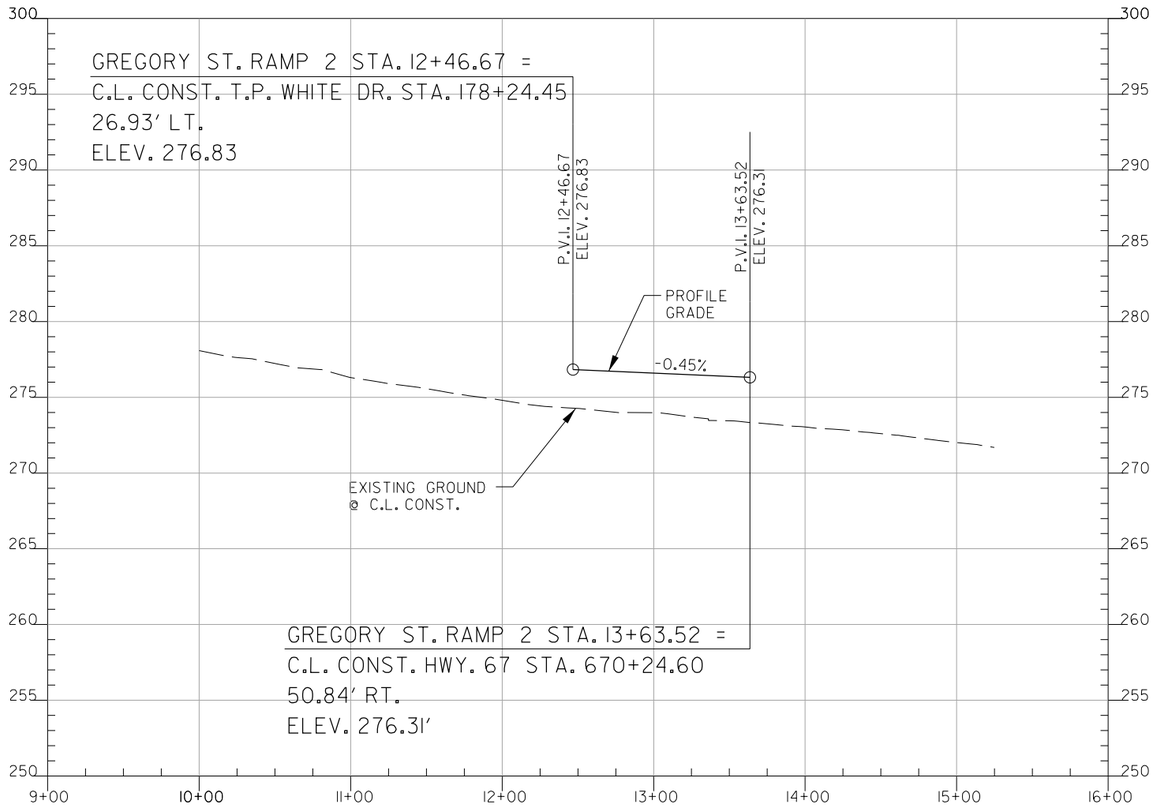

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REVISED DATE:

PROFILE GREGORY ST. RAMP 2
STA. 9+00 TO 16+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.		CA0604	509	1104

(2) PROFILE GREGORY ST. RAMP 3
STA. 9+00 TO 16+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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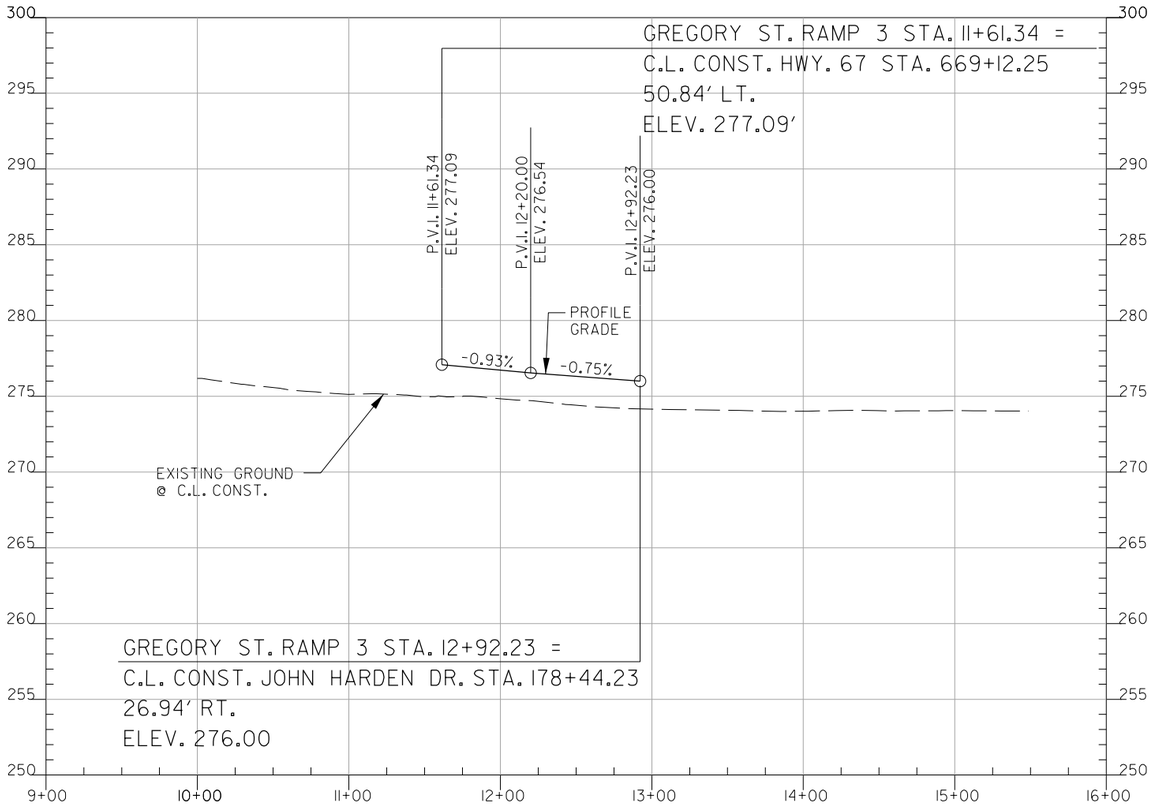

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REVISED DATE:

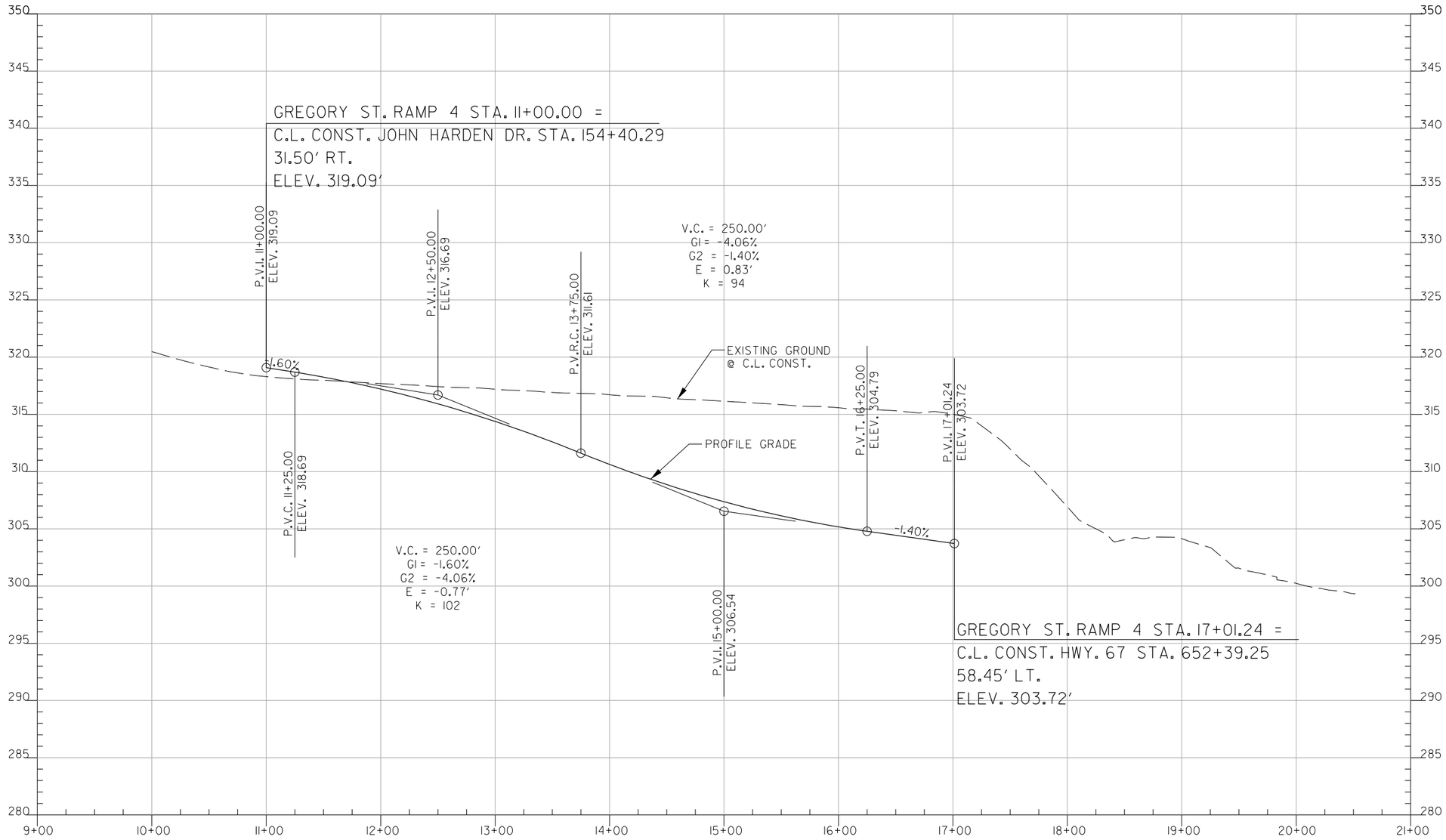
PROFILE GREGORY ST. RAMP 3
STA. 9+00 TO 16+00

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.		CA0604	510	1104

(2) PROFILE GREGORY ST. RAMP 4
STA. 9+00 TO 21+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022

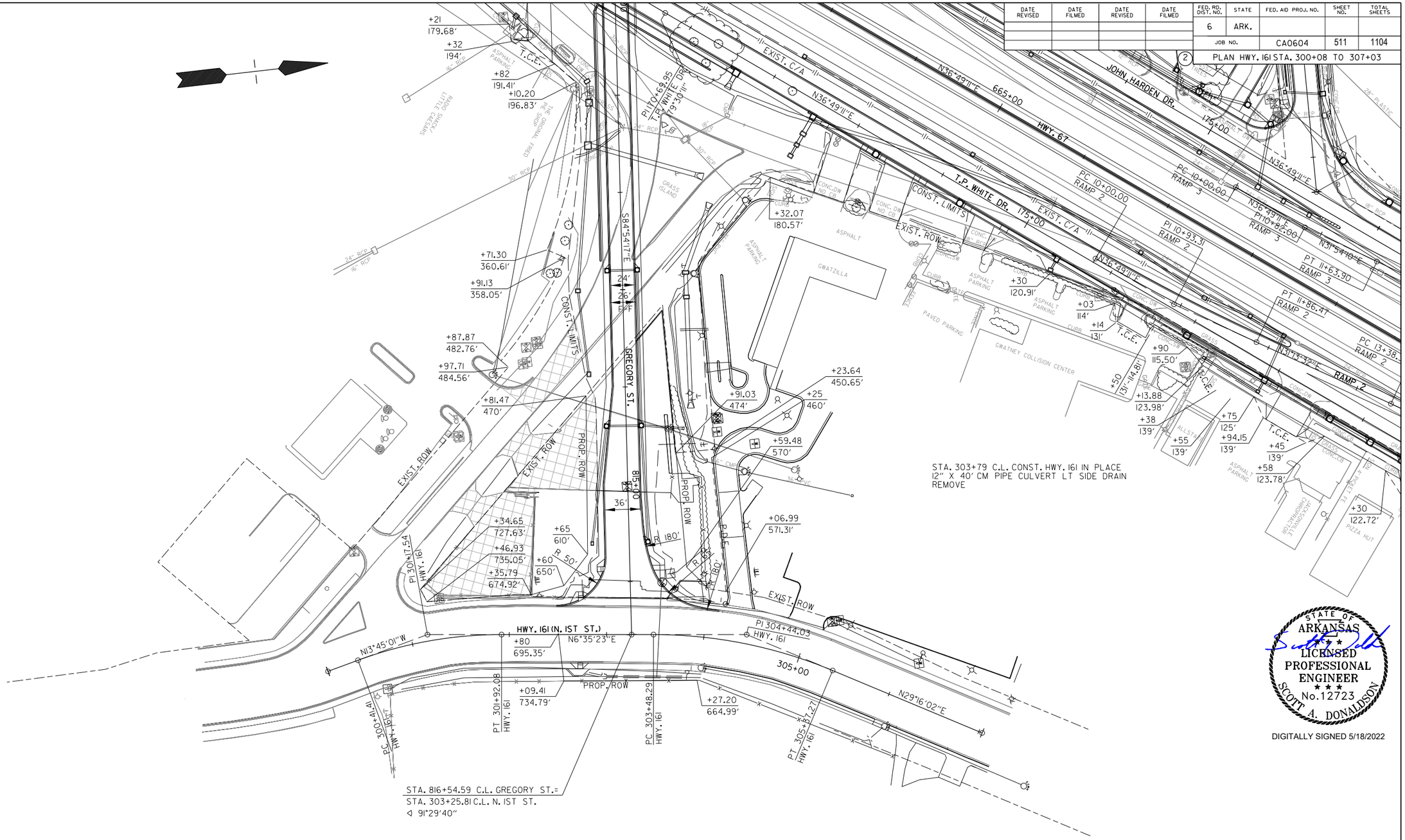


PROFILE GREGORY ST. RAMP 4
STA. 9+00 TO 21+00

SADonaldson 6/1/2022 9:36:45 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB.pro Gregory St. Ramp 04.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	511	1104

2 PLAN HWY. 161 STA. 300+08 TO 307+03



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022

PLAN HWY. 161
STA. 300+08 TO 307+03

SADonaldson 5/11/2022 8:19:40 PM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_plan Gregory161.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	512	1104

(2) PLAN N. BAILEY BLVD. CONNECTION STA. 10+00 TO 24+36

N. BAILEY BLVD. CONN.
P.I. = 16+70.77
Δ= 89°20'50" RT.
D = 20°00'00"
T = 283.23'
L = 446.74'
P.C. = 13+87.54
P.T. = 18+34.28
e = 0.038 FT./FT.
Ls = 105'

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

STA. 17+24 C.L. CONST. N. BAILEY BLVD. CONNECTION
CONSTRUCT APPROACH ON RT. = 147 CU. YDS.

STA. 20+59 C.L. CONST. N. BAILEY BLVD. CONNECTION
CONSTRUCT APPROACH ON RT. = 153 CU. YDS.

STA. 24+35.87
C.L. CONST. N. BAILEY BLVD. CONNECTION =
STA. 176+26.11
C.L. CONST. JOHN HARDEN DR.
◁ 54°19'27"

STA. 10+97 C.L. CONST. PARRISH ST.
CONSTRUCT APPROACH ON LT. = 21 CU. YDS.

STA. 10+99 C.L. CONST. PARRISH ST.
CONSTRUCT APPROACH ON RT. = 98 CU. YDS.

STA. 14+90 C.L. CONST. N. BAILEY BLVD. CONNECTION
CONSTRUCT APPROACH ON RT. = 60 CU. YDS.

STA. 14+29 C.L. CONST. N. BAILEY BLVD. CONNECTION
CONSTRUCT APPROACH ON RT. = 33 CU. YDS.

STA. 13+76 C.L. CONST. N. BAILEY BLVD. CONNECTION
CONSTRUCT APPROACH ON RT. = 12 CY. YDS.

STA. 12+68 C.L. CONST. N. BAILEY BLVD. CONNECTION
CONSTRUCT APPROACH ON RT. = 45 CU. YDS.

NOTE:
CONSTRUCTION ACTIVITIES WITHIN THE SCHOOL AREA WILL NOT BE ALLOWED DURING THE HOURS OF 7:00 AM TO 8:00 AM AND 2:15 PM TO 3:30 PM TO PROTECT INGRESS AND EGRESS FOR THE SCHOOL PICK-UP AND DROP-OFF TIMES. THE UNAMED STREET TO THE WEST OF N. BAILEY BLVD. CONN. SHALL REMAIN OPEN AND FUNCTIONAL DURING THESE TIMES. SEE "SEQUENCE OF CONSTRUCTION" SPECIAL PROVISION FOR MORE DETAILS.

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
14+19	14+20	(LAT.) LT. OF BAILEY BLVD.	6 LIN. FT.
16+53	16+64	(LAT.) LT. OF BAILEY BLVD.	145 LIN. FT.

REMOVAL & DISPOSAL - GUARDRAIL

STA.	STA.	SIDE	UNIT
16+87	16+95	LT. OF BAILEY BLVD.	19 LIN. FT.

STA. 13+95 C.L. CONST. N. BAILEY BLVD. CONNECTION
INSTALL 18" X 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 27 CY. YDS.

STA. 803+73.63 C.L. CONST. GREGORY ST. =
STA. 10+00.00 C.L. CONST. N. BAILEY BLVD. CONNECTION
◁ 89°44'36"

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PLAN N. BAILEY BLVD. CONNECTION STA. 10+00 TO 24+36

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	513	1104

(2) PROFILE N. BAILEY BLVD. CONNECTION

STATE OF ARKANSAS
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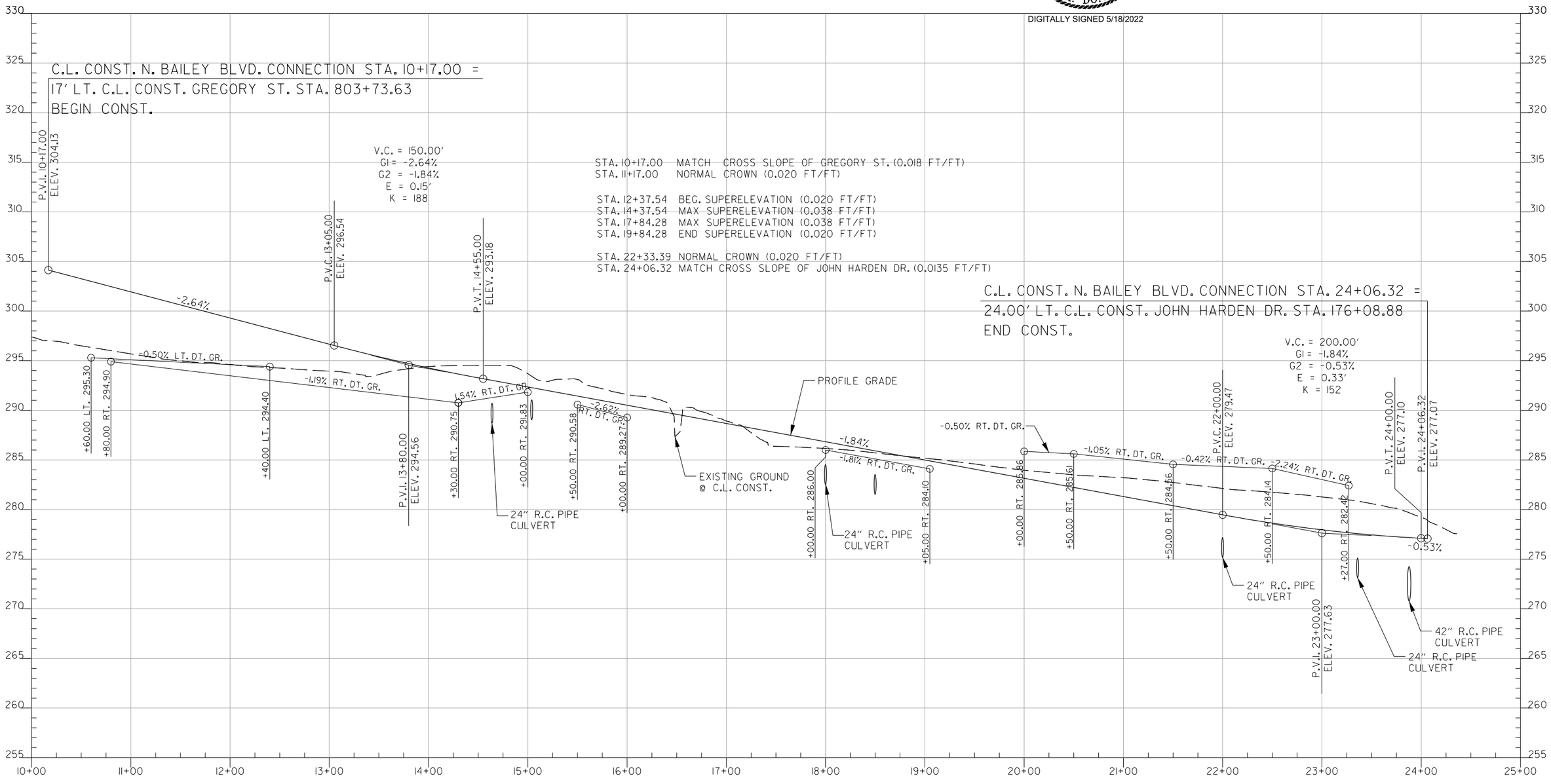
C.L. CONST. N. BAILEY BLVD. CONNECTION STA. 10+17.00 =
17' LT. C.L. CONST. GREGORY ST. STA. 803+73.63
BEGIN CONST.

STA. 10+17.00 MATCH CROSS SLOPE OF GREGORY ST. (0.018 FT/FT)
STA. 11+17.00 NORMAL CROWN (0.020 FT/FT)

STA. 12+37.54 BEG. SUPERELEVATION (0.020 FT/FT)
STA. 14+37.54 MAX SUPERELEVATION (0.038 FT/FT)
STA. 17+84.28 MAX SUPERELEVATION (0.038 FT/FT)
STA. 19+84.28 END SUPERELEVATION (0.020 FT/FT)

STA. 22+33.39 NORMAL CROWN (0.020 FT/FT)
STA. 24+06.32 MATCH CROSS SLOPE OF JOHN HARDEN DR. (0.0135 FT/FT)

C.L. CONST. N. BAILEY BLVD. CONNECTION STA. 24+06.32 =
24.00' LT. C.L. CONST. JOHN HARDEN DR. STA. 176+08.88
END CONST.



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE N. BAILEY BLVD. CONNECTION
STA. 10+70.00 TO 24+05.40

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	514	1104

(2) INTERCHANGE LAYOUT VANDENBERG BLVD.

SCALE IN FEET
0 100 200 400
1"=200'

STA. 211+02.11 C.L. N. IST ST. =
STA. 211+02.11 C.L. JOHN HARDEN DR.. =
STA. 30+00.00 C.L. JOHN HARDEN DR.
◁ 90°00'00"

STA. 209+22.36 C.L. JOHN HARDEN DR. =
STA. 700+16.00 C.L. VANDENBERG BLVD. RAMP 4
◁ 81°36'18"

STA. 194+15.51 C.L. JOHN HARDEN DR.=
STA. 113+07.62 C.L. VANDENBERG BLVD.
◁ 86°23'58"

STA. 194+15.57 C.L. JOHN HARDEN DR.=
STA. 113+31.65 C.L. VANDENBERG BLVD.
◁ 86°37'12"

STA. 190+98.80 END
C.L. CONST. T.P. WHITE DR.
STA. 10+00.00 BEGIN
C.L. CONST. TEXAS TURNAROUND

STA. 115+08.55 C.L. CONST. VANDENBERG BLVD.=
STA. 685+99.94 C.L. CONST. HWY. 67
◁ 89°55'55"

STA. 118+19.42 C.L. CONST. VANDENBERG BLVD.=
STA. 199+99.52 C.L. CONST. T.P. WHITE DR.
◁ 75°34'28"

STA. 185+52.70 C.L. CONST. T.P. WHITE DR.=
STA. 10+00.00 C.L. CONST. N.J.P. WRIGHT LOOP RD.
◁ 79°27'18"

STA. 15+27.07 C.L. CONST. TEXAS TURNAROUND=
STA. 685+19.68 C.L. CONST. HWY. 67
◁ 87°33'05"

CURVE NUMBER	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e FT./FT.
42	HWY. 67	678+42.22	201048.1531	1279855.9007	3° 53' 01" LT	0° 30' 00"	11,459.1600'	388.51'	776.72'	6.58'	674+53.71	682+30.43	N/A	N/A
43	HWY. 67	693+83.05	202341.5868	1280693.8171	22° 44' 55" RT	1° 00' 00"	5,729.5800'	1,152.62'	2,274.87'	114.79'	682+30.43	705+05.30	420'	0.033
44	T.P. WHITE DR.	187+45.14	200984.1382	1279919.1541	12° 46' 47" RT	4° 00' 00"	1,432.3950'	160.41'	319.49'	8.95'	185+84.73	189+04.22	102'	0.030
45	T.P. WHITE DR.	198+52.17	201355.2178	1280471.5390	5° 00' 22" LT	1° 47' 22"	3,202.0000'	139.97'	279.77'	3.06'	197+12.20	199+91.97	N/A	N/A
46	T.P. WHITE DR.	200+53.48	201541.8473	1280547.4732	2° 10' 36" RT	1° 46' 10"	3,238.0007'	61.51'	123.01'	0.58'	199+91.97	201+14.98	N/A	N/A
47	T.P. WHITE DR.	206+77.30	202110.3376	1280804.3555	20° 55' 00" RT	7° 00' 00"	818.5100'	151.09'	298.81'	13.83'	205+26.21	208+25.02	125'	0.040
48	T.P. WHITE DR.	213+95.27	202618.3163	1281316.4886	9° 16' 00" RT	1° 00' 00"	5,729.5800'	464.35'	926.67'	18.79'	209+30.92	218+57.59	N/A	N/A
49	JOHN HARDEN DR.	186+24.68	201086.2061	1279773.2142	12° 54' 49" LT	6° 00' 00"	954.9323'	108.07'	215.23'	6.10'	185+16.61	187+31.84	113'	0.035
50	JOHN HARDEN DR.	189+51.79	201386.0894	1279906.1419	2° 14' 46" RT	1° 00' 00"	5,729.5800'	112.32'	224.61'	1.10'	188+39.47	190+64.08	N/A	N/A
51	JOHN HARDEN DR.	191+21.97	201538.8664	1279981.1590	3° 28' 19" LT	3° 00' 00"	1909.8600'	57.89'	115.73'	0.88'	190+64.08	191+79.81	95'	0.026
52	JOHN HARDEN DR.	193+29.75	201730.6132	1280061.2907	16° 54' 48" RT	9° 47' 41"	584.9600'	86.97'	172.67'	6.43'	192+42.78	194+15.45	125'	0.040
53	JOHN HARDEN DR.	195+09.07	201854.9107	1280196.2555	6° 51' 32" RT	6° 00' 00"	954.9300'	57.22'	114.31'	1.71'	194+51.85	195+66.16	N/A	N/A
54	JOHN HARDEN DR.	207+31.47	202689.6504	1281089.4604	21° 47' 38" LT	6° 00' 00"	954.9300'	183.83'	363.23'	17.53'	205+47.64	209+10.87	360'	0.034
55	JOHN HARDEN DR.	215+17.03	203404.7928	1281425.1259	14° 03' 41" LT	2° 30' 00"	2291.8300'	282.65'	562.46'	17.36'	212+34.38	217+96.84	360'	0.024
56	JOHN HARDEN DR.	31+66.28	202958.5418	1281399.3543	59° 27' 33" LT	37° 59' 59"	150.7800'	86.11'	156.48'	22.85'	30+80.17	32+36.65	N/A	N/A
57	TEXAS TURNAROUND	13+53.32	201443.2130	1280458.5559	102° 54' 01" LT	37° 00' 03"	154.8500'	194.33'	278.11'	93.63'	11+58.99	14+37.10	150'	0.040
58	TEXAS TURNAROUND	16+99.95	201716.4308	1280091.9950	99° 10' 11" LT	37° 00' 03"	154.8500'	181.85'	268.02'	84.00'	15+18.10	17+86.12	150'	0.040
59	VANDENBERG BLVD. RAMP 4	701+30.03	202833.6131	1281281.6510	51° 03' 51" LT	24° 00' 01"	238.7300'	114.03'	212.77'	25.84'	700+16.00	702+28.77	125'	0.040
60	VANDENBERG BLVD.	110+79.74	201944.5347	1279919.8266	36° 55' 40" RT	7° 30' 00"	763.9400'	255.07'	492.37'	41.46'	108+24.67	113+17.04	100'	0.020
61	MADDEN RD.	100+65.97	202244.4761	1281033.2698	45° 19' 31" LT	57° 17' 45"	100.0000'	41.75'	79.10'	8.37'	100+24.22	101+03.32	N/A	N/A

CONTROL LINE
N.J.P. WRIGHT LOOP RD.

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INTERCHANGE LAYOUT
VANDENBERG BLVD.

SADonaldson 5/11/2022 8:19:42 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	515	1104

(2) PLAN VANDENBERG BLVD. STA. 108+52 TO 118+19

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

(1) STA. 113+07.62 C.L. CONST. VANDENBERG BLVD.= STA. 194+15.51 C.L. CONST. JOHN HARDEN DR. ◁ 86°23'58"

(2) STA. 113+31.65 C.L. CONST. VANDENBERG BLVD.= STA. 194+15.57 C.L. CONST. JOHN HARDEN DR. ◁ 86°37'12"

(3) STA. 115+08.55 C.L. CONST. VANDENBERG BLVD.= STA. 685+99.94 C.L. CONST. HWY. 67 ◁ 89°55'35

STA. 108+50.00 C.L. CONST. VANDENBERG BLVD. BEGIN CONST.

STA. 118+19.42 C.L. CONST. VANDENBERG BLVD.= STA. 199+99.52 C.L. CONST. T.P. WHITE DR. ◁ 75°34'28"

VANDENBERG BLVD.
P.I. = 110+79.74
Δ= 36°55'40" RT.
D = 7°30'00"
T = 255.07'
L = 492.37'
P.C. = 108+24.67
P.T. = 113+17.04
e = 0.020 FT./FT.
Ls = 100'

SEE SPECIAL DETAILS FOR MORE INFORMATION ON DIMENSIONS AND LAYOUT OF MEDIAN ISLAND

STATE OF ARKANSAS
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WORKSPACE: AHTD
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REVISED DATE:

PLAN VANDENBERG BLVD.
STA. 108+52 TO 118+19

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	516	1104

(2) PROFILE VANDENBERG BLVD.
STA. 104+00 TO 119+00

STATE OF ARKANSAS
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STA. 108+50.00 BEG. SUPERELEVATION (0.020 FT/FT)
STA. 109+50.00 MAX. SUPERELEVATION (0.020 FT/FT)
STA. 111+75.00 MAX. SUPERELEVATION (0.020 FT/FT)
STA. 112+75.00 END SUPERELEVATION (0.020 FT/FT)

C.L. CONST. HWY. 67

STA. 108+50.00 C.L. CONST. VANDENBERG BLVD.
BEGIN CONST.

100' TRANSITION MATCH EXIST.

P.V.I. 108+50.00 ELEV. 278.19

P.V.C. 109+94.02 ELEV. 278.73

V.C. = 120.00'
G1 = 0.38%
G2 = 1.13%
E = 0.11'
K = 159
(40 MPH)

P.V.T. 111+14.02 ELEV. 279.64

P.V.I. 112+50.00 ELEV. 281.18

JOHN HARDEN DR.

P.V.C. 113+45.00 ELEV. 279.94

V.C. = 80.00'
G1 = -1.30%
G2 = -0.24%
E = 0.11'
K = 75
(40 MPH)

P.V.T. 114+25.00 ELEV. 279.33

17'-7 5/16" MIN. VERT. CLEAR

P.V.C. 115+85.00 ELEV. 278.95

V.C. = 150.00'
G1 = -0.24%
G2 = 2.00%
E = 0.42'
K = 67
(40 MPH)

P.V.T. 117+35.00 ELEV. 280.27

P.V.I. 117+76.07 ELEV. 281.09

PROFILE GRADE

EXISTING GROUND @ C.L. CONST.

0.38%

1.13%

-1.30%

-0.24%

2.00%

0.52% LT. DT. GR.

EXISTING GROUND @ C.L. CONST.

+80.00 LT. 275.00

P.V.I. 110+54.02 ELEV. 278.96

P.V.C. 111+75.00 ELEV. 280.33

+50.00 LT. 276.94

V.C. = 150.00'
G1 = 1.13%
G2 = -1.30%
E = -0.46'
K = 62
(40 MPH)

P.V.T. 113+25.00 ELEV. 280.20

P.V.I. 113+85.00 ELEV. 279.42

P.V.I. 116+60.00 ELEV. 278.77

C.L. CONST. VANDENBERG BLVD. STA. 117+76.07 =
C.L. CONST. T.P. WHITE. DR. STA. 200+10.19, 42.00' LT.
END CONST.

320 315 310 305 300 295 290 285 280 275 270 265 260 255 250

104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

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WORKSPACE: AHTD
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REVISED DATE:

PROFILE VANDENBERG BLVD.
STA. 104+00 TO 119+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.		CA0604	517	1104
				(2)	PROFILE TURNAROUND STA. 9+00 TO 19+00			

STATE OF ARKANSAS
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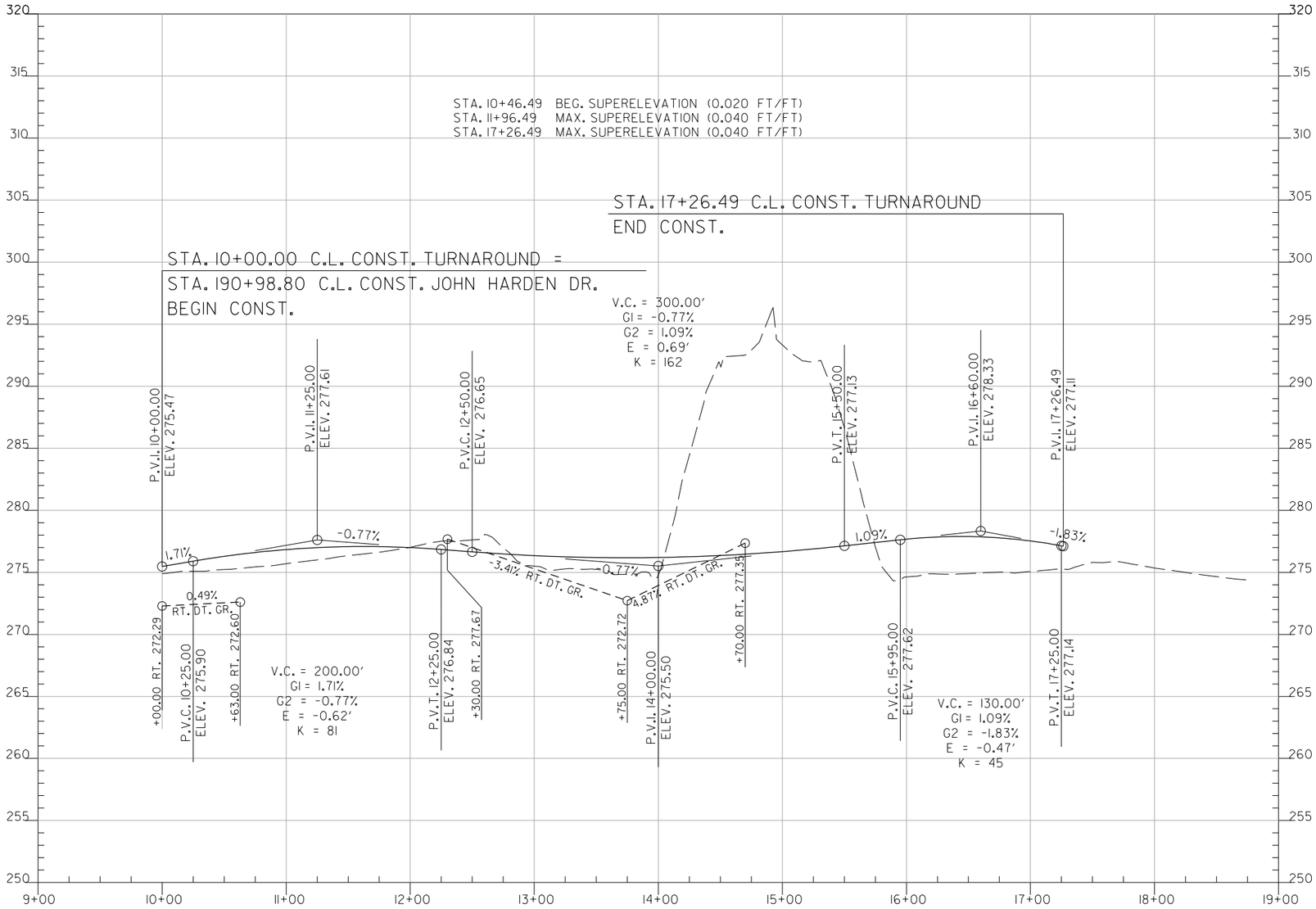


SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

SADonaldson 6/1/2022 9:46:50 AM
WORKSPACE: AHTD
L:\2012\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB.pro Texas Turnaround.dgn
REVISED DATE:

PROFILE TURNAROUND
STA. 9+00 TO 19+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.		CA0604	518	1104

(2) PLAN J. P. WRIGHT LOOP RD.

(1) STA. 10+00.00 C.L. CONST. J.P. WRIGHT LOOP RD.= STA. 185+52.70 C.L. CONST. T.P. WHITE DR. ∢ 79°27'18"

(2) STA. 316+06.33 C.L. N. IST ST.= STA. 13+45.00 C.L. J.P. WRIGHT LOOP RD. ∢ 90°29'00"

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
10+57	10+72	(LIN.) RT. OF J.P. WRIGHT LOOP	29 LIN. FT.

STA. 18+89.10 C.L. CONST. J.P. WRIGHT LOOP RD. END CONSTRUCTION

STA. 12+78 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 4 SQ. YDS.

STA. 12+85 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 4 SQ. YDS.

STA. 12+98 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 7 SQ. YDS.

STA. 13+05 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 13+13 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 7 SQ. YDS.

STA. 13+79 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 8 SQ. YDS.

STA. 13+87 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 8 SQ. YDS.

STA. 13+95 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 7 SQ. YDS.

STA. 14+06 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON RT. = 8 SQ. YDS.

STA. 14+14 C.L. CONST. J.P. WRIGHT LOOP RD. CONSTRUCT TYPE 4 WHEELCHAIR RAMP ON LT. = 8 SQ. YDS.

STA. 15+32 C.L. CONST. J.P. WRIGHT LOOP DR. CONSTRUCT APPROACH ON RT. = 21 CU. YDS.

STA. 15+95 C.L. CONST. J.P. WRIGHT LOOP DR. CONSTRUCT APPROACH ON RT. = 13 CU. YDS.

STA. 16+60 C.L. CONST. J.P. WRIGHT LOOP DR. CONSTRUCT APPROACH ON RT. = 15 CU. YDS.

STA. 17+23 C.L. CONST. J.P. WRIGHT LOOP DR. CONSTRUCT APPROACH ON RT. = 16 CU. YDS.

STA. 17+86 C.L. CONST. J.P. WRIGHT LOOP DR. CONSTRUCT APPROACH ON RT. = 18 CU. YDS.

STA. 18+50 C.L. CONST. J.P. WRIGHT LOOP DR. CONSTRUCT APPROACH ON RT. = 16 CU. YDS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

REMOVAL OF EXISTING PAVEMENT

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PLAN J. P. WRIGHT LOOP RD.

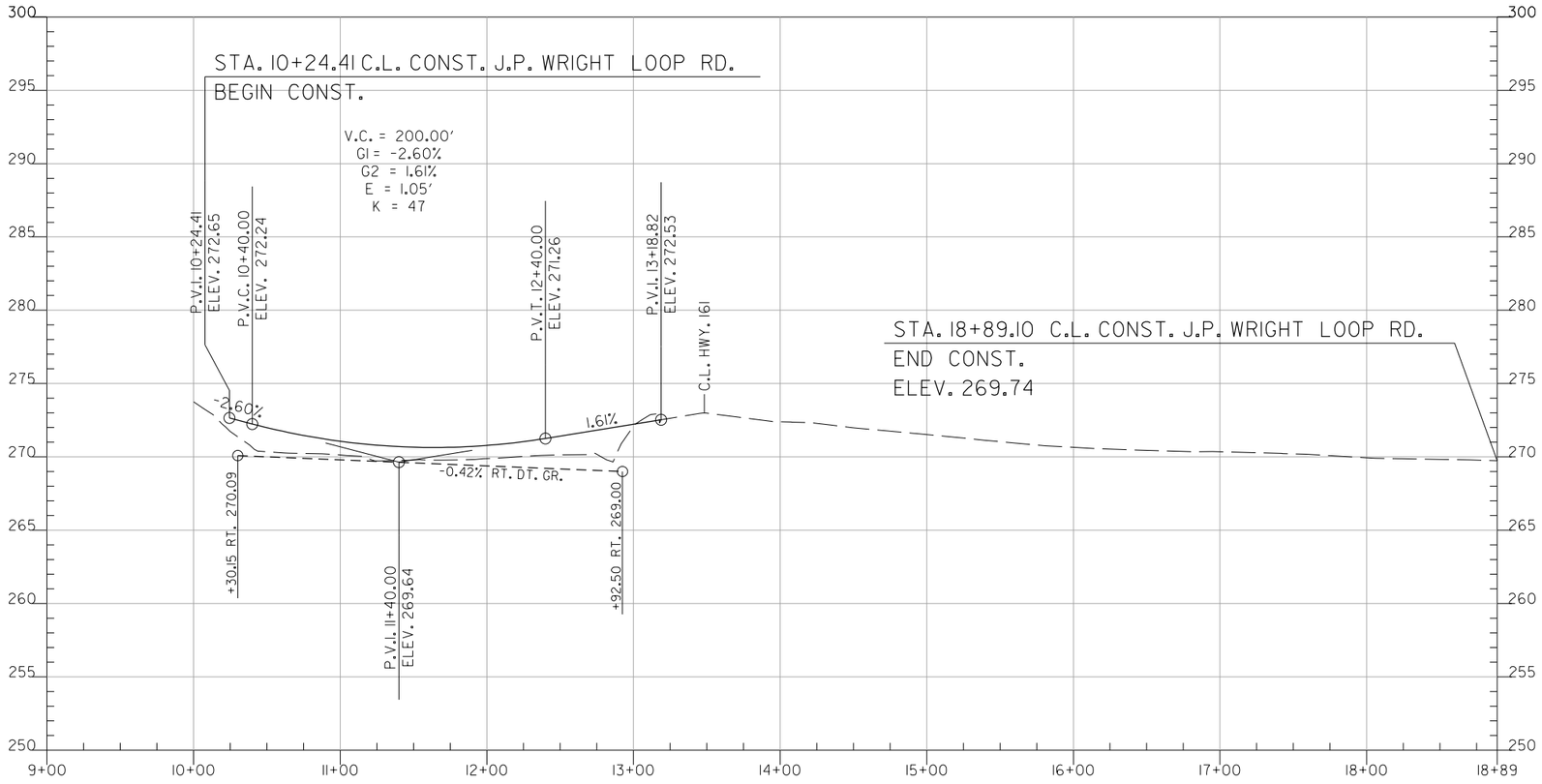
SADonaldson 5/11/2022 8:19:45 PM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB.plan NJP Wright Loop Rd.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	519	1104

(2) PROFILE J.P. WRIGHT LOOP RD.
STA. 9+00 TO 14+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

SADonaldson 5/11/2022 8:19:46 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB.pro 1st St. Connection.dgn
REVISED DATE:

PROFILE J.P. WRIGHT LOOP RD.
STA. 9+00 TO 14+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.		CA0604	520	1104
				(2)	PLAN N. Ist ST. & JOHN HARDEN DR.			

JOHN HARDEN DR.
P.I. = 207+31.47
Δ= 21°47'38" LT.
D = 6°00'00"
T = 183.83'
L = 363.23'
P.C. = 205+47.64
P.T. = 209+10.87
e = 0.034 FT./FT.
Ls = 360'

STA. 212+70 C.L. CONST. N. IST ST. - IN PLACE
18" x 24' C.M. PIPE CULVERT - LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 9 CU. YDS.

STA. 213+89 C.L. CONST. N. IST ST. - IN PLACE
15" x 29' R.C. PIPE CULVERT - LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 7 CU. YDS.

N. IST. ST.
P.I. = 215+17.03
Δ= 14°03'41" LT.
D = 2°30'00"
T = 282.65'
L = 562.46'
P.C. = 212+34.38
P.T. = 217+96.84
e = 0.024 FT./FT.
Ls = 360'

STA. 215+20 C.L. CONST. N. IST ST. - IN PLACE
15" x 53' R.C. PIPE CULVERT - LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 12 CU. YDS.

N. IST ST.
P.I. = 219+00.16
Δ= 2°40'42" LT.
D = 2°30'00"
T = 53.58'
L = 107.13'
P.C. = 218+46.58
P.T. = 219+53.71
e = N/A
Ls = N/A

STA. 219+32 C.L. CONST. N. IST ST. CONSTRUCT
APPROACH ON LT. = 9 CU. YDS.

STA. 217+56 C.L. CONST. N. IST ST. - IN PLACE
36" x 62' R.C. PIPE CULVERT - LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 39 CU. YDS.

STATE OF ARKANSAS
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STA. 209+22.36 C.L. CONST. JOHN HARDEN. DR.=
STA. 700+16.00 C.L. CONST. VANDENBERG BLVD. RAMP 4
◁ 81°36'18"

STA. 211+02.11 C.L. CONST. JOHN HARDEN DR (BEGIN CONST. N. IST ST.) =
STA. 30+00.00 C.L. CONST. JOHN HARDEN DR.
◁ 90°00'00"

STA. 211+68.21 C.L. CONST. N. IST ST.
END FULL DEPTH CONSTRUCTION
BEGIN WIDENING

SEE SPECIAL DETAILS FOR CONCRETE ISLAND LAYOUT

STA. 219+54.66 C.L. CONST. N. IST ST.
END CONST.

JOHN HARDEN DR. STATIONS
1. POB 30+00.00
2. PC 30+80.17
3. PI 31+66.28
4. PT 32+36.65

JOHN HARDEN DR.
P.I. = 31+66.28
Δ= 59°27'33" LT.
D = 37°59'59"
T = 86.11'
L = 156.47'
P.C. = 30+80.17
P.T. = 32+36.65
e = 0.040 FT./FT.
Ls = 90'

STA. 216+39 C.L. CONST. N. IST ST. CONSTRUCT
APPROACH ON RT. = 297 CU. YDS.

REMOVAL & DISPOSAL - FENCE

STA.	STA.	SIDE	UNIT
208+71	211+02	(LIN.) LT. OF HARDEN DR.	242 LIN. FT.
211+02	212+23	(LIN.) LT. OF Ist ST.	121 LIN. FT.
219+18	219+24	(LAT.) LT. OF Ist ST.	17 LIN. FT.

PLAN N. Ist ST. & JOHN HARDEN DR.

SADonaldson 5/11/2022 8:19:47 PM
WORKSPACE: AHTD
L:\2012\2011732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_plan Ist St Connection.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	521	1104

(2) PROFILE JOHN HARDEN DR. & N. IST ST.
STA. 194+00 TO 222+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022

STA. 202+77.64 BEG. SUPERELEVATION (0.020 FT/FT)
STA. 206+37.64 MAX SUPERELEVATION (0.036 FT/FT)
STA. 208+20.87 MAX SUPERELEVATION (0.036 FT/FT)
STA. 209+68.46 MAX SUPERELEVATION (0.020 FT/FT)
STA. 215+15.61 MAX SUPERELEVATION (0.020 FT/FT)
STA. 218+21.71 END SUPERELEVAION (0.020 FT/FT)

V.C. = 220.00'
GI = 2.60%
G2 = 5.92%
E = 0.91'
K = 66
(40 MPH)

PROFILE GRADE

EXISTING GROUND @ C.L. CONST.

P.V.I. 194+49.63
ELEV. 279.41

P.V.C. 194+55.00
ELEV. 279.55

+00.00 LT. 277.38

P.V.I. 195+65.00
ELEV. 282.41

P.V.T. 196+75.00
ELEV. 288.92

P.V.C. 196+85.00
ELEV. 289.52

+00.00 LT. 289.50

P.V.I. 198+00.00
ELEV. 296.32

+00.00 LT. 294.00

V.C. = 230.00'
GI = 5.92%
G2 = 0.83%
E = -1.46'
K = 45
(40 MPH)

+00.00 LT. 296.00

P.V.T. 199+15.00
ELEV. 297.28

+00.00 LT. 296.50

+18.66 LT. 297.50

P.V.C. 201+25.00
ELEV. 299.02

V.C. = 200.00'
GI = 0.83%
G2 = -0.73%
E = -0.39'
K = 128
(40 MPH)

P.V.I. 202+25.00
ELEV. 299.85

+40.00 LT. 298.40

P.V.T. 203+25.00
ELEV. 299.12

+37.68 LT. 295.84

+00.00 LT. 295.58

P.G. ELEV. 297.11

2.60%
6.06% LT. DT. GR.
5.92%
4.50% LT. DT. GR.
2.00% LT. DT. GR.
0.50% LT. DT. GR.
0.83%
0.74% LT. DT. GR.
-1.30% LT. DT. GR.

STA. 211+68.21 C.L. CONST. N. IST ST.
END FULL DEPTH CONSTRUCTION
BEGIN WIDENING

STA. 219+54.66 C.L. CONST. N. IST ST.
END CONSTRUCTION

C.L. VANDENBERG BLVD.
RAMP 4

P.G. ELEV. 297.11

PROFILE GRADE

-0.73%
-0.95% LT. DT. GR.
-0.42% LT. DT. GR.
-0.80% LT. DT. GR.
-5.00% LT. DT. GR.
-0.55% LT. DT. GR.
-0.60% LT. DT. GR.
4.00% LT. DT. GR.
-0.51% LT. DT. GR.
-0.13%

+00.00 LT. 292.73

+00.00 LT. 291.89

P.V.C. 211+00.00
ELEV. 293.46

P.V.I. 212+50.00
ELEV. 292.37

V.C. = 300.00'
GI = -0.73%
G2 = -0.13%
E = 0.23'
K = 499
(40 MPH)

P.V.T. 214+00.00
ELEV. 292.18

P.V.I. 219+54.66
ELEV. 291.46

+42.30 LT. 289.96

+90.00 LT. 291.00
+00.00 LT. 290.50

+57.82 LT. 290.18

+15.00 LT. 291.00

+81.81 LT. 290.60

+50.00 LT. 290.00

+00.00 LT. 288.00

+16.81 LT. 287.41

EXISTING GROUND @ C.L. CONST.

STA. 211+02.11
C.L. CONST. JOHN HARDEN DR.
(BEGIN CONST. N. IST ST.)
= STA. 30+00.00
C.L. CONST. JOHN HARDEN DR.

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

PROFILE JOHN HARDEN DR. & N. IST ST.
STA. 194+00 TO 220+00

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REVISED DATE:

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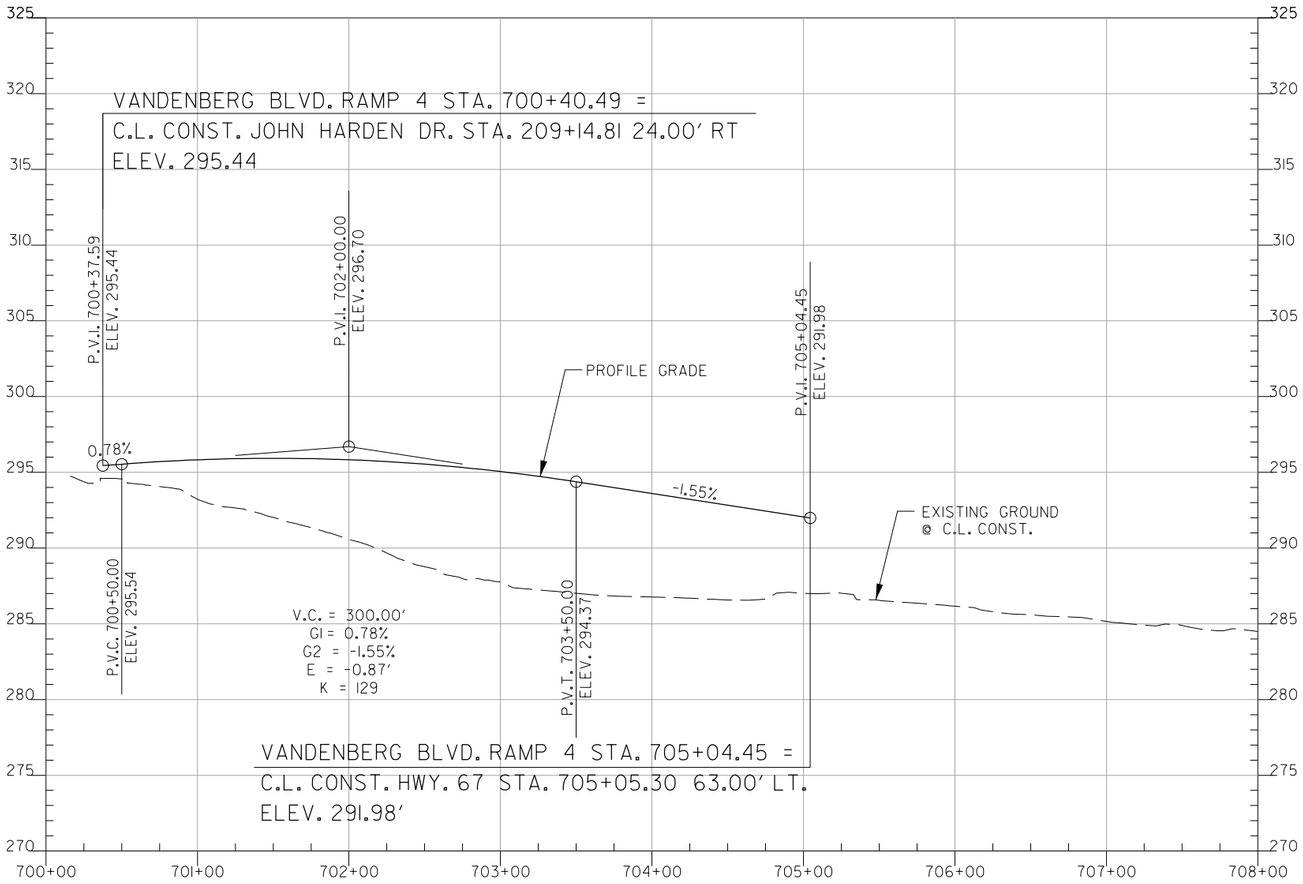
				6	ARK.			
				JOB NO.		CA0604	522	1104

(2) PROFILE VANDENBERG BLVD. RAMP 4
STA. 700+00 TO 708+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

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REVISED DATE:

PROFILE VANDENBERG BLVD. RAMP 4
STA. 700+00 TO 708+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.		CA0604	523	1104

(2) PROFILE N. BAILEY BLVD.
STA. 9+00 TO 14+00

STA. 11+27.74 BEG. SUPERELEVATION (MATCH EXIST.)
STA. 11+77.74 END SUPERELEVATION

STA. 12+71.23 BEG. SUPERELEVATION
STA. 13+32.49 MAX SUPERELEVATION (0.038 FT/FT)

STATE OF ARKANSAS
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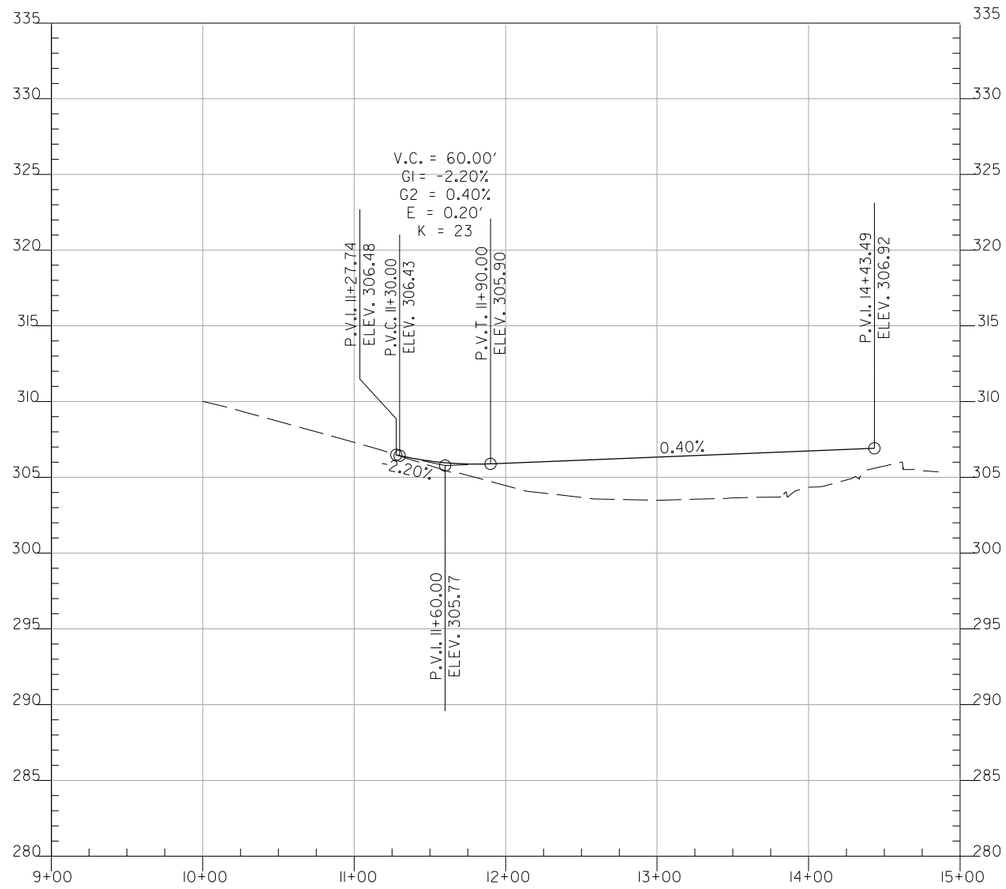
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



SEE SURVEY CONTROL DETAILS FOR HORIZONTAL CONTROL AND BENCHMARK INFORMATION

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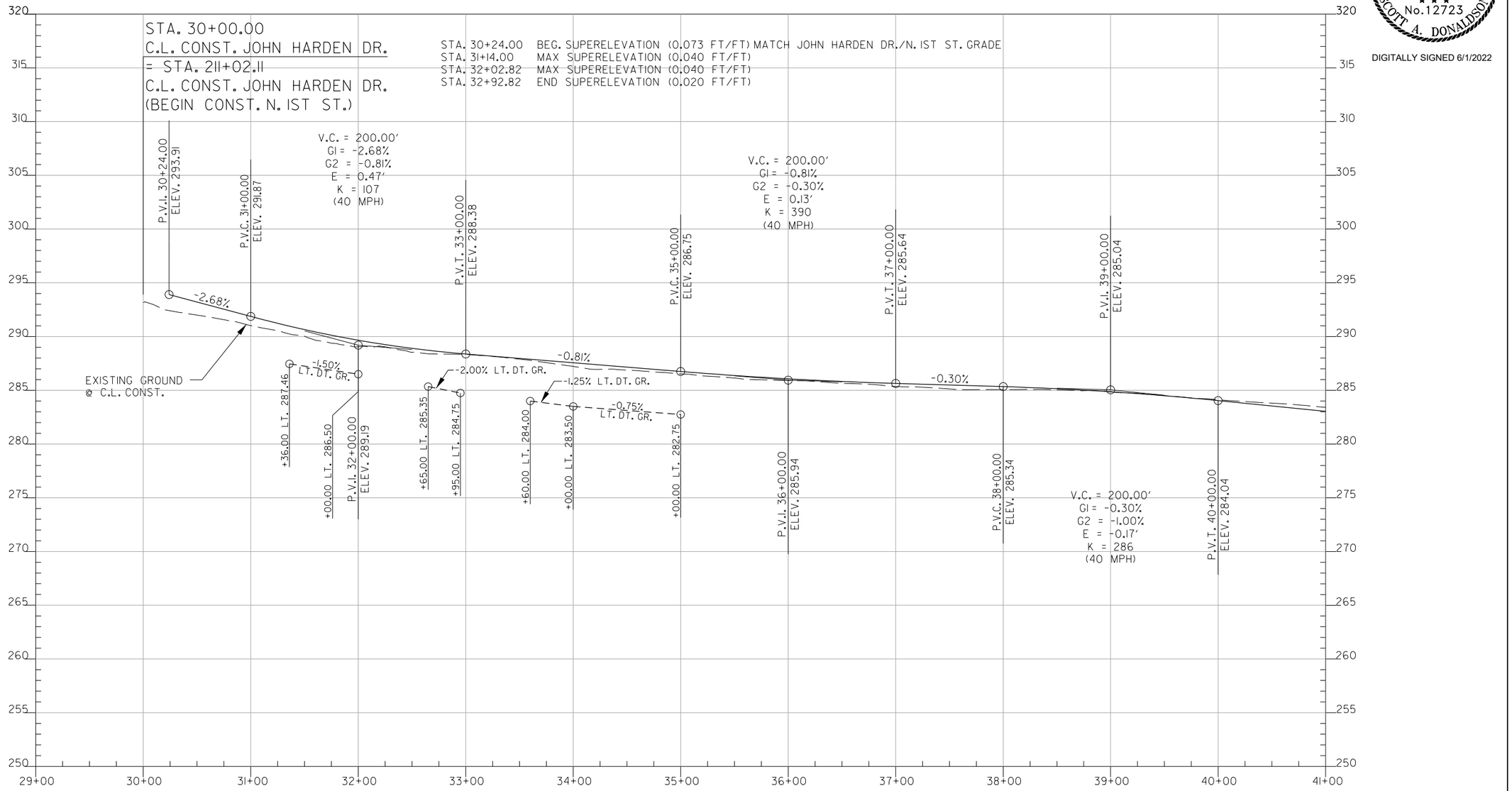
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	524	1104

(2) PROFILE JOHN HARDEN DR.
STA. 29+00 TO 41+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



PROFILE JOHN HARDEN DR.
STA. 29+00 TO 41+00

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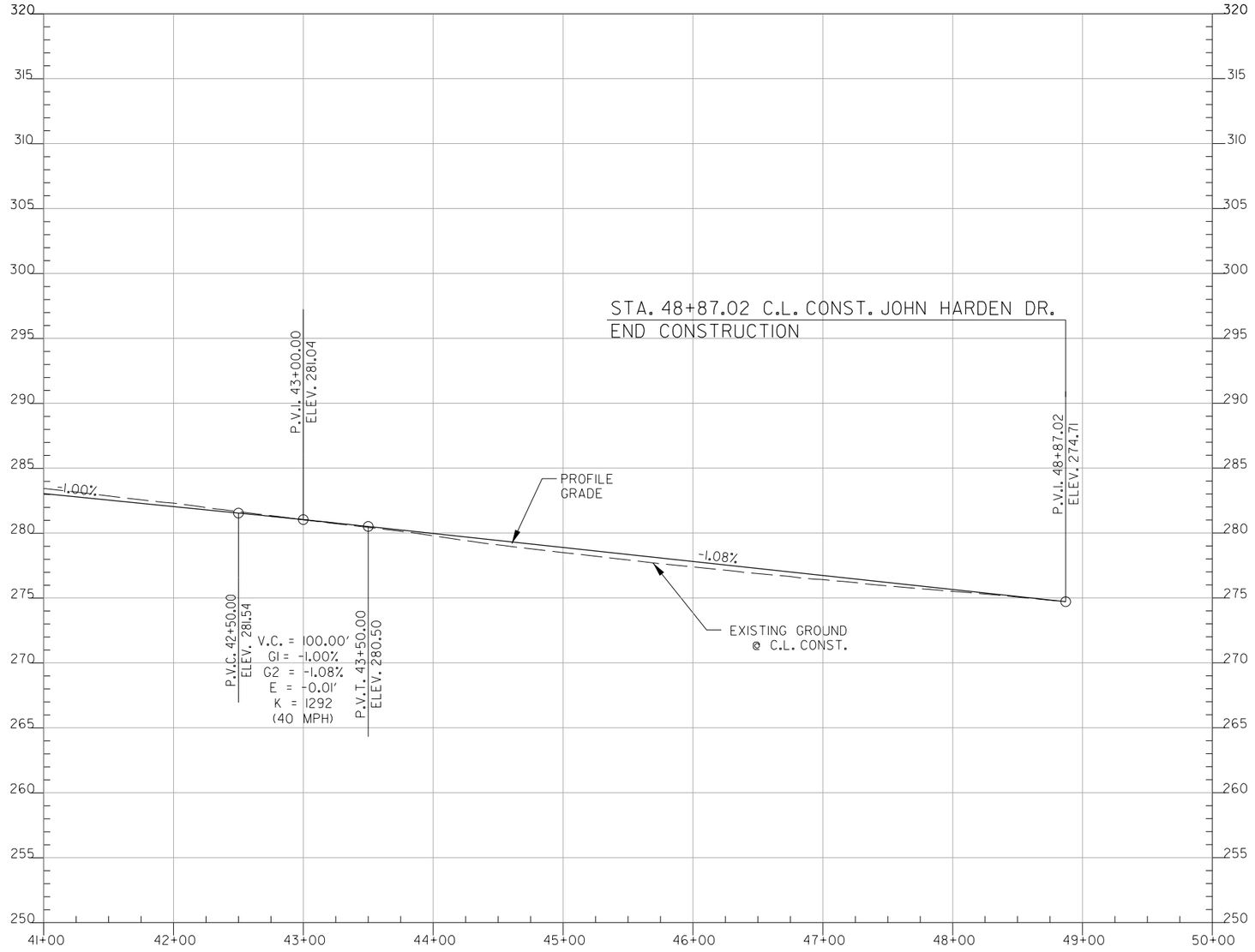
				6	ARK.			
				JOB NO.		CA0604	525	1104

(2) PROFILE JOHN HARDEN DR.
STA. 41+00 TO 50+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 6/1/2022



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REVISED DATE:

PROFILE JOHN HARDEN DR.
STA. 41+00 TO 50+00

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL
CONTROL AND BENCHMARK INFORMATION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	526	1104
				(2)	PROFILE SIDE STREETS			

STATE OF ARKANSAS
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SCOTT A. DONALDSON

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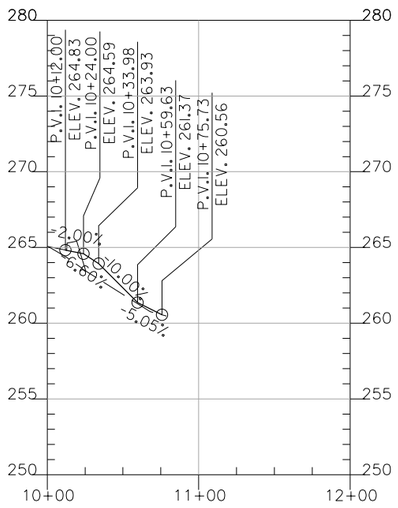
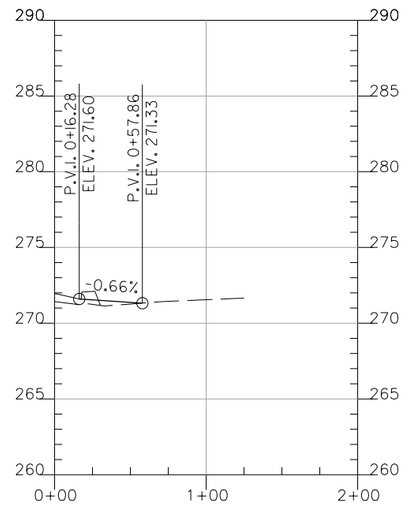
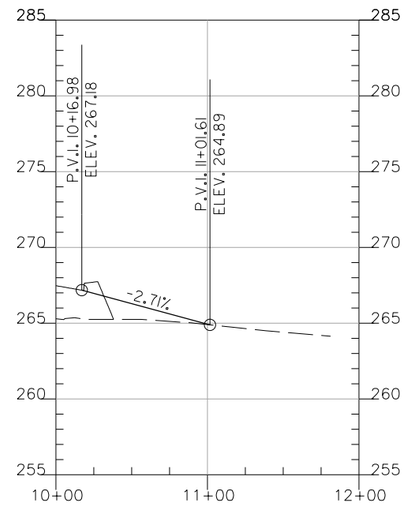


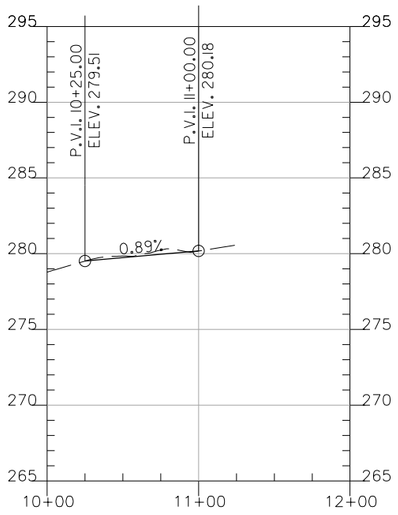
JOHN HARDIN DR.



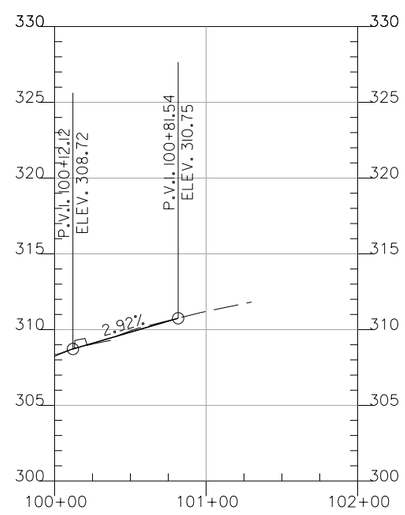
RAMADA



BRADEN ST.



HILL ST./N. JEFF DAVIS AVE.



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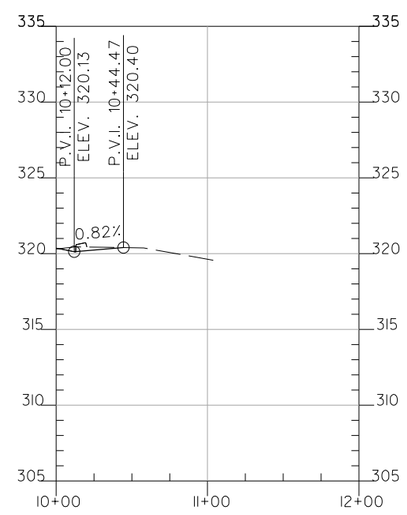

TAG ST.

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REVISED DATE:

SEE SURVEY CONTROL DETAILS FOR HORIZONTAL
CONTROL AND BENCHMARK INFORMATION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	527	1104
				(2)	PROFILE SIDE STREETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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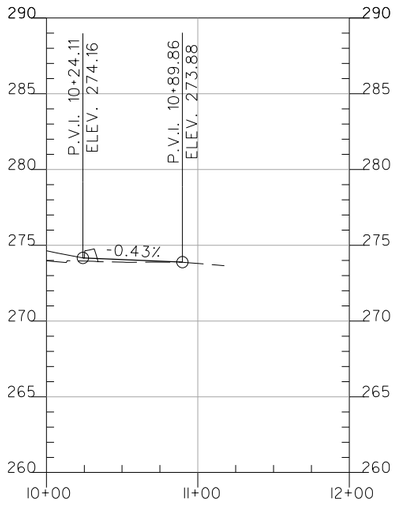
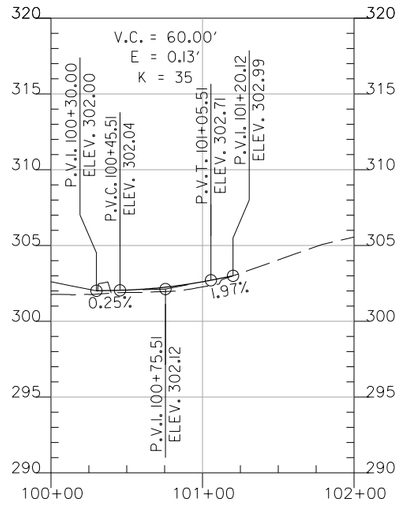
SCOTT A. DONALDSON

DIGITALLY SIGNED 5/18/2022



WALMART DR.



MADDEN RD.

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	528	1104
				(2)	DRIVEWAY PROFILES			

STATE OF ARKANSAS
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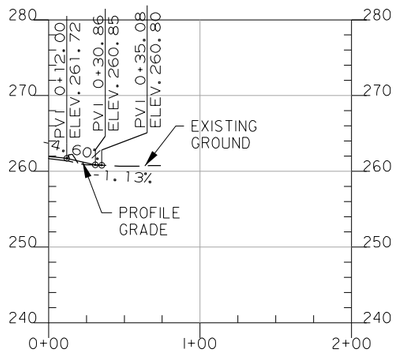
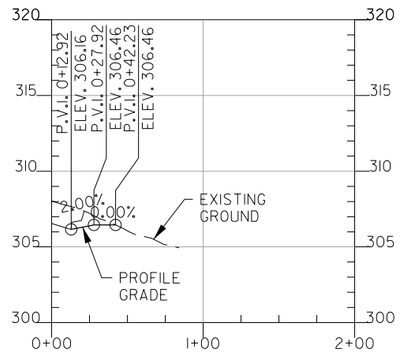
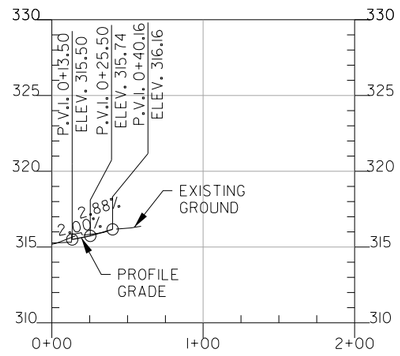


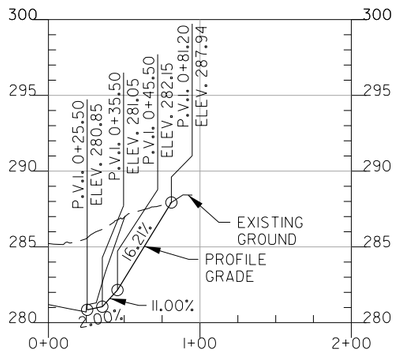
JOHN HARDIN DR.
STA. 10+54



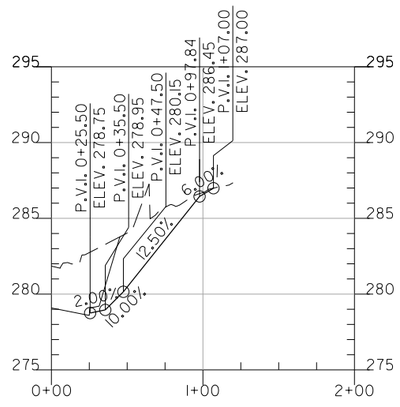
JOHN HARDEN DR.
STA. 144+16



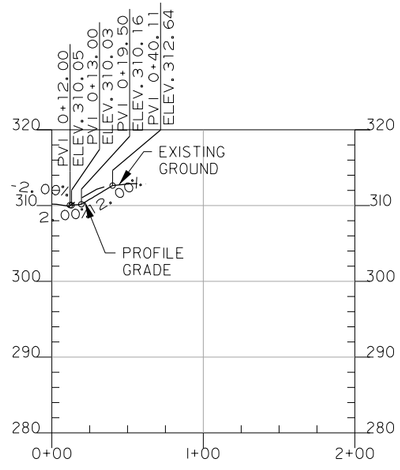
JOHN HARDEN DR.
STA. 160+15



JOHN HARDEN DR.
STA. 174+21



JOHN HARDEN DR.
STA. 175+03



HILL ST.
STA. 100+60

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WORKSPACE: AHTD
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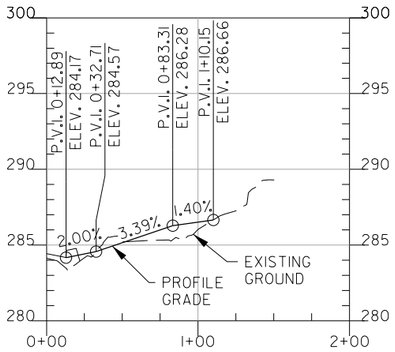
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	529	1104

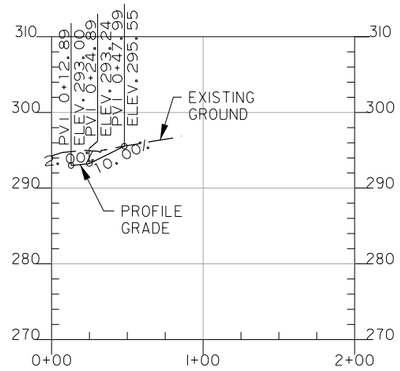
(2) DRIVEWAY PROFILES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

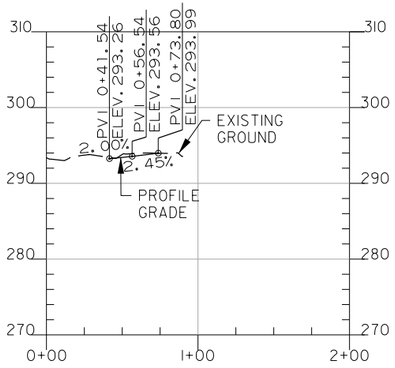
DIGITALLY SIGNED 5/18/2022



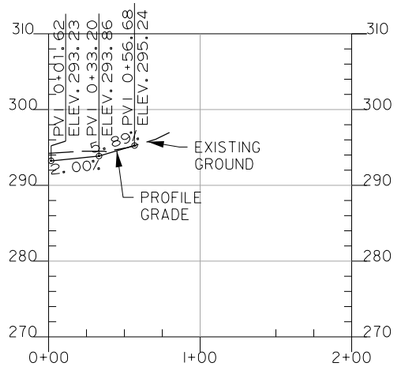
T.P. WHITE DR.
STA. 169+40



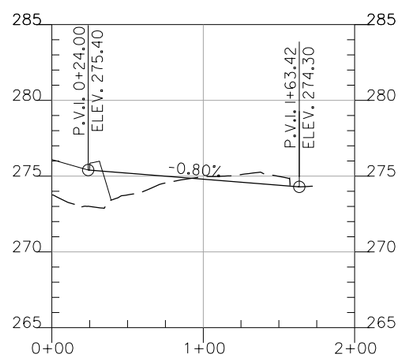
N. BAILEY BLVD. CONN.
STA. 14+90



PARRISH RD. (CUL DE SAC)
STA. 10+97



PARRISH RD. (CUL DE SAC)
STA. 10+99



JOHN HARDEN DR.
STA. 185+57

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	530	1104

2 STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

(A01) JOHN HARDEN DR. STA. 100+54 - IN PLACE
DROP INLET ON LT.
REMOVE
CONSTRUCT DROP INLET ON LT. H = 3'-0"
ON EX. 18" R.C. PIPE CULVERT
TYPE E DROP INLET = 3'x5'

(A02) JOHN HARDEN DR. STA. 100+34 CONSTRUCT
DROP INLET ON LT. H=3'-5"
WITH 18"x21' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 100+54 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(A02S) JOHN HARDEN DR. STA. 100+22 CONSTRUCT
DROP INLET ON LT. H=3'-9"
WITH DBL. 4' EXTENSIONS AND 18"x28'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 100+34 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(A03) JOHN HARDEN DR. STA. 101+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x74' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 100+34 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

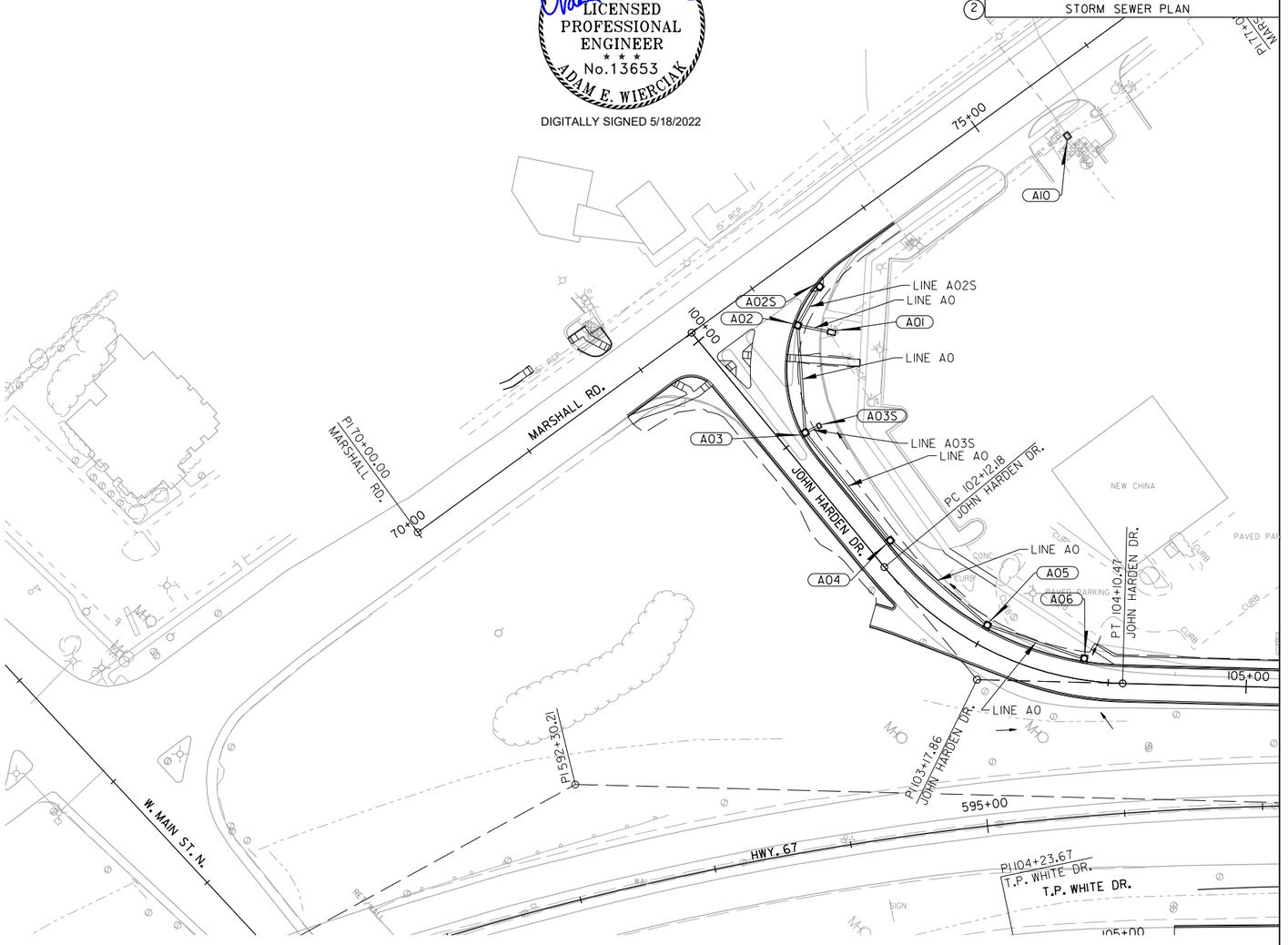
(A03S) JOHN HARDEN DR. STA. 101+03 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 101+00 LT.
TYPE E DROP INLET = 3'x2'

(A04) JOHN HARDEN DR. STA. 102+00 CONSTRUCT
DROP INLET ON LT. H=4'-3"
WITH 18"x96' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 101+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(A05) JOHN HARDEN DR. STA. 103+00 CONSTRUCT
DROP INLET ON LT. H=4'-3"
WITH 18"x89' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 102+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

(A06) JOHN HARDEN DR. STA. 103+80 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x70' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 103+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

(A10) JOHN HARDEN DR. STA. 100+55 CONSTRUCT
DROP INLET ON LT. H = 5'-2"
ON EX. 18" R.C. PIPE CULVERT
TYPE RM DROP INLET = 3'x4'



STORM SEWER PLAN
JOHN HARDEN DR.

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WORKSPACE: $$WORKSPACE$$
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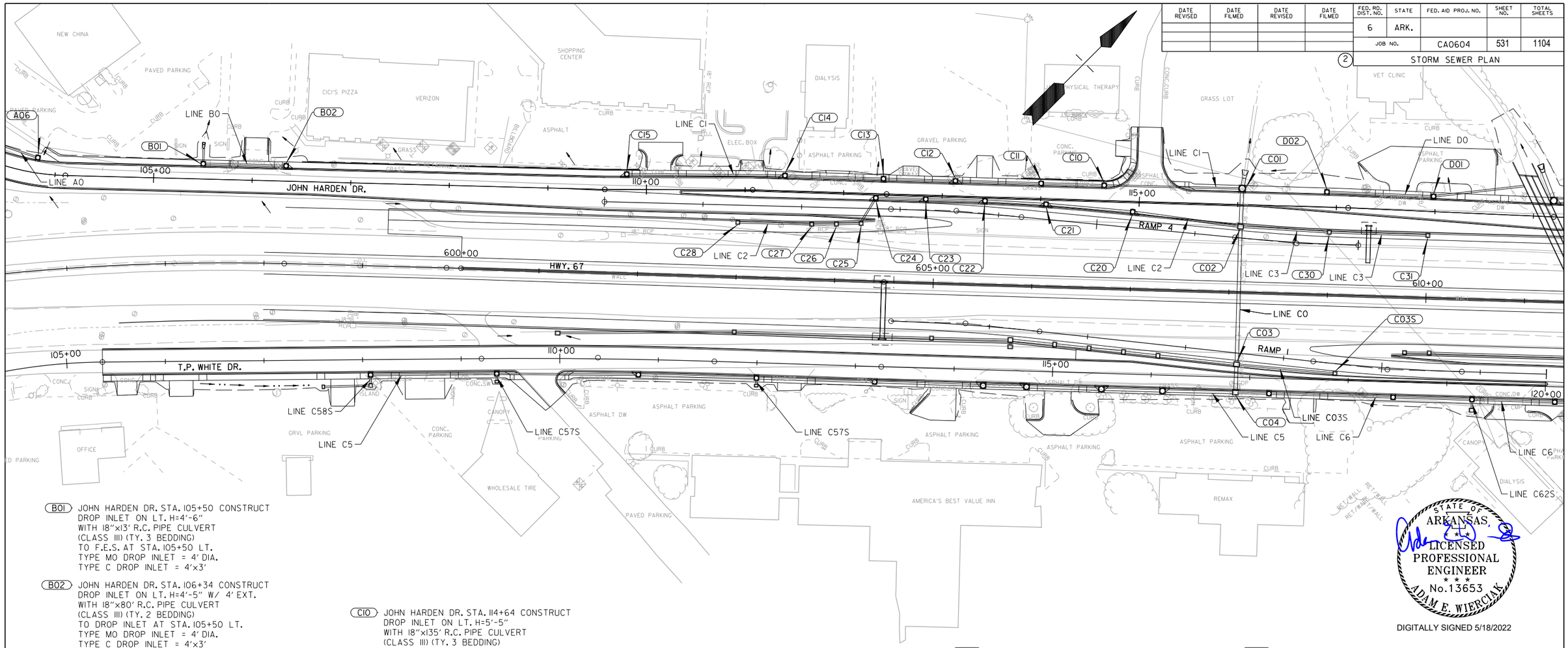
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	531	1104

(2) STORM SEWER PLAN



(B01) JOHN HARDEN DR. STA. 105+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x13' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 105+50 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(B02) JOHN HARDEN DR. STA. 106+34 CONSTRUCT
DROP INLET ON LT. H=4'-5" W/ 4' EXT.
WITH 18"x80' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 105+50 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C01) JOHN HARDEN DR. STA. 116+04 CONSTRUCT
DROP INLET ON LT. H=7'-1"
WITH 42"x7' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 116+06 LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x3'

(C02) HWY. 67 STA. 608+10 CONSTRUCT
DROP INLET ON LT. H=7'-1"
WITH 42"x34' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 116+04 LT.
TYPE ST DROP INLET = 5'x4'

(C03) HWY. 67 STA. 608+10 CONSTRUCT
DROP INLET ON RT. H=6'-5"
WITH 42"x136' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 608+10 LT.
TYPE ST DROP INLET = 5'x4'

(C03S) HWY. 67 STA. 609+10 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x96' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 608+10 RT.
TYPE ST DROP INLET = 3'x3'

(C04) T.P. WHITE DR. STA. 116+86 CONSTRUCT
DROP INLET ON RT. H=6'-4"
WITH 42"x25' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT I-67 STA. 608+10 RT.
TYPE C DROP INLET = 5'x4'

(C10) JOHN HARDEN DR. STA. 114+64 CONSTRUCT
DROP INLET ON LT. H=5'-5"
WITH 18"x135' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 116+04 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C11) JOHN HARDEN DR. STA. 114+00 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 18"x60' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 114+64 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C12) JOHN HARDEN DR. STA. 113+13 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH DBL. 4' EXTENSIONS AND 18"x83'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 114+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C13) JOHN HARDEN DR. STA. 112+40 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x69' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 113+13 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C14) JOHN HARDEN DR. STA. 111+40 CONSTRUCT
DROP INLET ON LT. H=4'-6" W/ 4' EXT.
WITH 18"x96' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 112+40 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C15) JOHN HARDEN DR. STA. 109+80 CONSTRUCT
DROP INLET ON LT. H=3'-9" W/ 4' EXT.
WITH 18"x156' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 111+30 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C20) HWY. 67 STA. 607+00 CONSTRUCT
DROP INLET ON LT. H=6'-0" W/ 4' EXT.
AND OPENING IN BACK
WITH 24"x106' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 608+10 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C21) HWY. 67 STA. 606+12 CONSTRUCT
DROP INLET ON LT. H=5'-5"
WITH DBL. 4' EXTENSIONS AND 24"x84'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 607+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C22) HWY. 67 STA. 605+50 CONSTRUCT
DROP INLET ON LT. H=5'-3" W/ 4' EXT.
WITH 24"x58' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 606+12 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C23) HWY. 67 STA. 604+90 CONSTRUCT
DROP INLET ON LT. H=4'-9" W/ 4' EXT.
WITH 18"x56' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 605+50 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C24) HWY. 67 STA. 604+39 CONSTRUCT
DROP INLET ON LT. H=4'-11" W/ 4' EXT.
WITH 18"x47' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 604+90 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(C25) HWY. 67 STA. 604+25 CONSTRUCT
DROP INLET ON LT. H=4'-9"
WITH 18"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 604+39 LT.
TYPE ST DROP INLET = 3'x3'

(C26) HWY. 67 STA. 604+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 604+25 LT.
TYPE ST DROP INLET = 3'x3'

(C27) HWY. 67 STA. 603+75 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 604+00 LT.
TYPE ST DROP INLET = 3'x3'

(C28) HWY. 67 STA. 603+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x72' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 603+75 LT.
TYPE ST DROP INLET = 3'x3'

(C30) HWY. 67 STA. 609+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x86' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 608+10 LT.
TYPE ST DROP INLET = 3'x3'

(C31) HWY. 67 STA. 610+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 609+00 LT.
TYPE ST DROP INLET = 3'x3'

(D01) JOHN HARDEN DR. STA. 117+98 CONSTRUCT
DROP INLET ON LT. H=5'-6"
WITH 18"x91' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 118+90 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(D02) JOHN HARDEN DR. STA. 116+90 CONSTRUCT
DROP INLET ON LT. H=3'-9"
WITH 18"x104' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 117+98 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

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

DIGITALLY SIGNED 5/18/2022

STORM SEWER PLAN
HWY. 67

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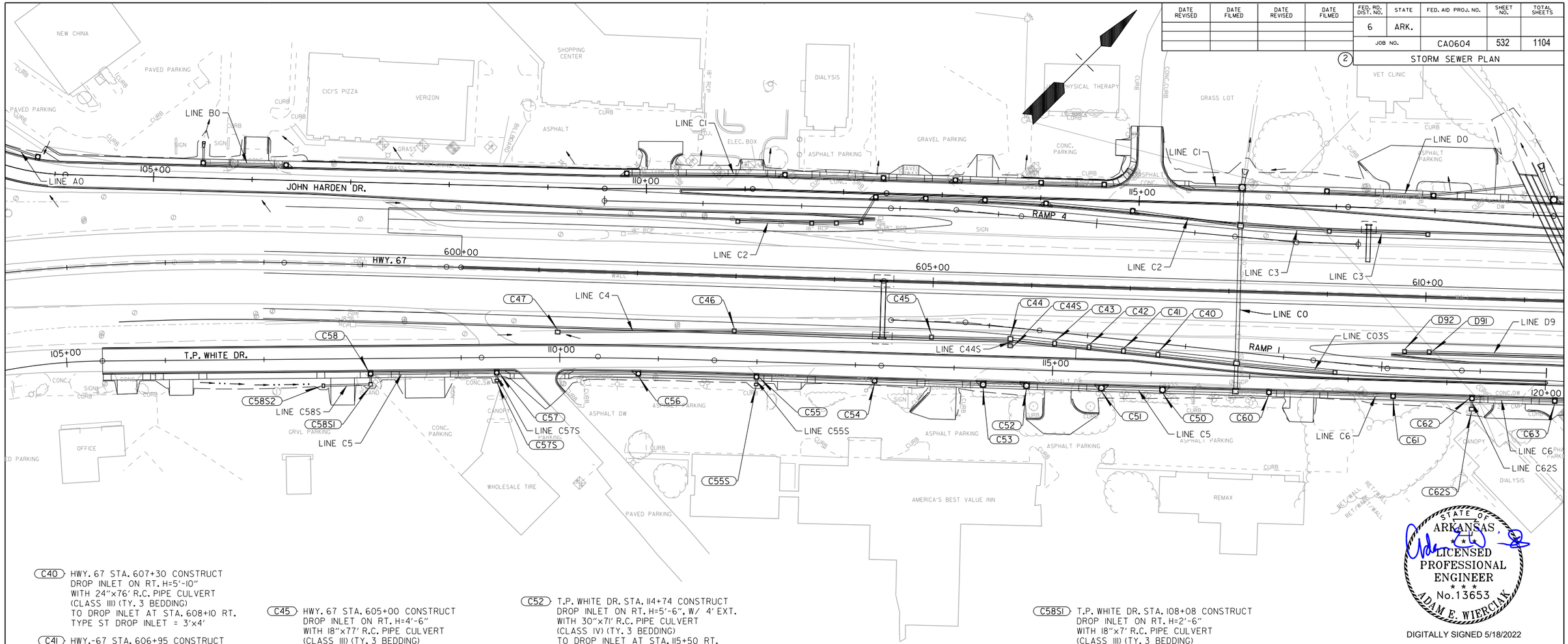
				6	ARK.			
				JOB NO.		CA0604	532	1104

(2) STORM SEWER PLAN



C40 HWY. 67 STA. 607+30 CONSTRUCT
DROP INLET ON RT. H=5'-10"
WITH 24"x76' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 608+10 RT.
TYPE ST DROP INLET = 3'x4'

C41 HWY.-67 STA. 606+95 CONSTRUCT
DROP INLET ON RT. H=5'-7"
WITH 24"x32' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 607+30 RT.
TYPE ST DROP INLET = 3'x4'

C42 HWY. 67 STA. 606+60 CONSTRUCT
DROP INLET ON RT. H=5'-4"
WITH 24"x32' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 606+95 RT.
TYPE ST DROP INLET = 3'x4'

C43 HWY. 67 STA. 606+26 CONSTRUCT
DROP INLET ON RT. H=5'-2"
WITH 24"x32' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 606+60 RT.
TYPE ST DROP INLET = 3'x4'

C44 HWY. 67 STA. 605+80 CONSTRUCT
DROP INLET ON RT. H=5'-1"
WITH 24"x42' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 606+26 RT.
TYPE ST DROP INLET = 4'x4'

C44S HWY. 67 STA. 605+80 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x3' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 605+80 RT.
TYPE RM DROP INLET = 4'x3'

C45 HWY. 67 STA. 605+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x77' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 605+80 RT.
TYPE ST DROP INLET = 3'x3'

C46 HWY. 67 STA. 603+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 605+00 RT.
TYPE ST DROP INLET = 3'x3'

C47 HWY. 67 STA. 601+21 CONSTRUCT
DROP INLET ON RT. H=4'-0"
WITH 18"x176' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 603+00 RT.
TYPE RM DROP INLET = 4'x3'

C50 T.P. WHITE DR. STA. 116+12 CONSTRUCT
DROP INLET ON RT. H=5'-9", W/ 4' EXT.
WITH 30"x69' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 116+86 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

C51 T.P. WHITE DR. STA. 115+50 CONSTRUCT
DROP INLET ON RT. H=5'-4"
WITH DBL. 4' EXTENSIONS AND 30"x57'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 116+12 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

C52 T.P. WHITE DR. STA. 114+74 CONSTRUCT
DROP INLET ON RT. H=5'-6", W/ 4' EXT.
WITH 30"x71' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 115+50 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

C53 T.P. WHITE DR. STA. 114+30 CONSTRUCT
DROP INLET ON RT. H=5'-7", W/ 4' EXT.
WITH 30"x39' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 114+74 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

C54 T.P. WHITE DR. STA. 113+20 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x106' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 114+30 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C55 T.P. WHITE DR. STA. 112+00 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x116' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 113+20 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C55S T.P. WHITE DR. STA. 112+00 CONSTRUCT
DROP INLET ON RT. H=3'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 112+00 RT.
TYPE E DROP INLET = 3'x2'

C56 T.P. WHITE DR. STA. 110+80 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x116' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 112+00 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C57 T.P. WHITE DR. STA. 109+36 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x140' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 110+80 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C57S T.P. WHITE DR. STA. 109+36 CONSTRUCT
DROP INLET ON RT. H=3'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 109+36 RT.
TYPE E DROP INLET = 3'x2'

C58 T.P. WHITE DR. STA. 108+08 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x124' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 109+36 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C58S1 T.P. WHITE DR. STA. 108+08 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x7' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 108+08 RT.
TYPE E DROP INLET = 3'x3'

C58S2 T.P. WHITE DR. STA. 107+60 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x46' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 108+08 RT.
TYPE E DROP INLET = 2'x3'

C60 T.P. WHITE DR. STA. 117+20 CONSTRUCT
DROP INLET ON RT. H=4'-7"
WITH 18"x30' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 116+86 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C61 T.P. WHITE DR. STA. 118+46 CONSTRUCT
DROP INLET ON RT. H=4'-8"
WITH 18"x122' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 117+20 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C62 T.P. WHITE DR. STA. 119+26 CONSTRUCT
DROP INLET ON RT. H=4'-7"
WITH 18"x76' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 118+46 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

C62S T.P. WHITE DR. STA. 119+26 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x7' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 119+26 RT.
TYPE RM DROP INLET = 3'x4'

C63 T.P. WHITE DR. STA. 120+10 CONSTRUCT
DROP INLET ON RT. H=4'-7"
WITH 18"x80' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 119+26 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D91 HWY. 67 STA. 610+05 CONSTRUCT
DROP INLET ON RT. H=4'-9"
WITH 18"x172' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 611+80 RT.
TYPE ST DROP INLET = 3'x3'

D92 HWY. 67 STA. 609+80 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 610+05 RT.
TYPE ST DROP INLET = 3'x3'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

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$$FILE$$
REVISED DATE: $$DATE$$ $$TIME$$

STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	533	1104

2 STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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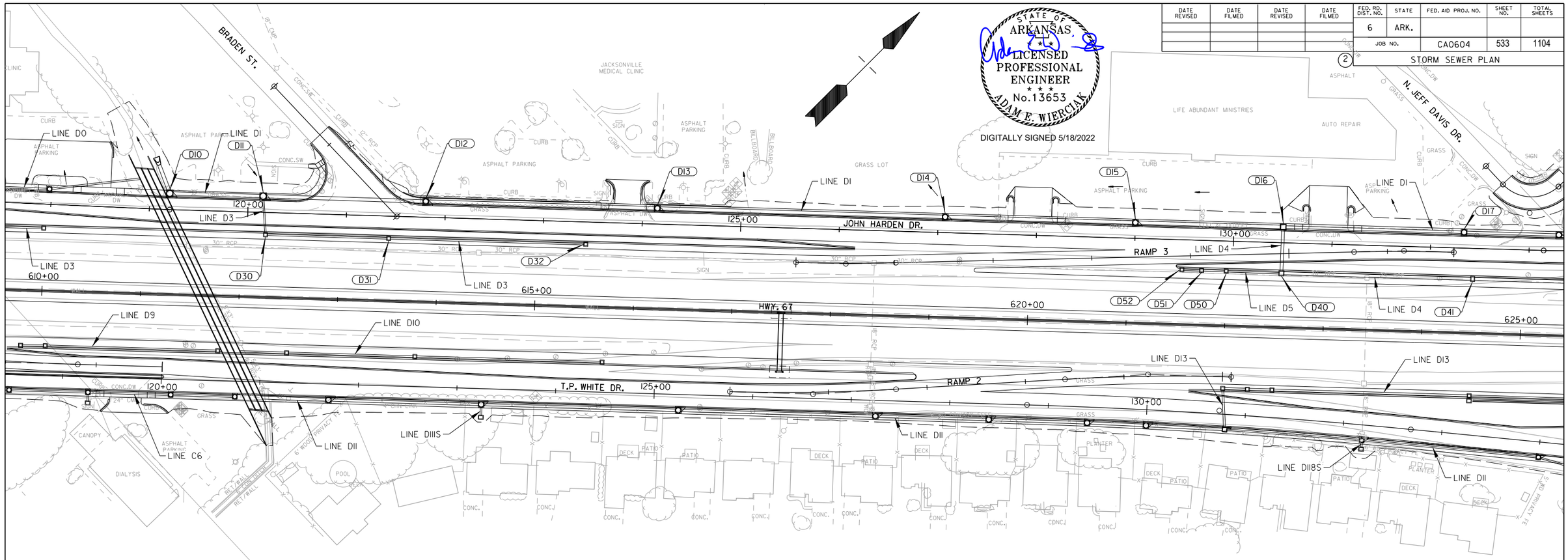

D10 JOHN HARDEN DR. STA. 119+20 CONSTRUCT
DROP INLET ON LT. H=10'-4" W/ 4' EXT.
WITH 42"x32' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 119+02 LT.
TYPE MO DROP INLET = 6' DIA.

D11 JOHN HARDEN DR. STA. 120+15 CONSTRUCT
DROP INLET ON LT. H=6'-10" W/ 4' EXT.
WITH 42"x89' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 119+20 LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x5'

D12 JOHN HARDEN DR. STA. 120+80 CONSTRUCT
DROP INLET ON LT. H=6'-7" W/ 4' EXT.
WITH 42"x160' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 120+15 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

D13 JOHN HARDEN DR. STA. 124+15 CONSTRUCT
DROP INLET ON LT. H=6'-7" W/ 4' EXT.
WITH 42"x230' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 120+80 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

D14 JOHN HARDEN DR. STA. 127+07 CONSTRUCT
DROP INLET ON LT. H=6'-7" W/ 4' EXT.
WITH 42"x287' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 124+15 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

D15 JOHN HARDEN DR. STA. 129+00 CONSTRUCT
DROP INLET ON LT. H=7'-6" W/ 4' EXT.
WITH 42"x188' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 127+07 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

D16 JOHN HARDEN DR. STA. 130+50 CONSTRUCT
DROP INLET ON LT. H=7'-3"
WITH 42"x145' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 129+00 LT.
TYPE C DROP INLET = 5'x5"

D17 JOHN HARDEN DR. STA. 132+34 CONSTRUCT
DROP INLET ON LT. H=5'-7"
WITH 30"x178' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 130+50 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D30 HWY. 67 STA. 612+25 CONSTRUCT
DROP INLET ON LT. H=4'-7"
WITH 18"x35' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 120+15 LT.
TYPE ST DROP INLET = 3'x3'

D31 HWY. 67 STA. 613+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x122' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 612+25 LT.
TYPE ST DROP INLET = 3'x3'

D32 HWY. 67 STA. 615+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 613+50 LT.
TYPE ST DROP INLET = 3'x3'

D40 HWY. 67 STA. 622+56 CONSTRUCT
DROP INLET ON LT. H=7'-2"
WITH 36"x43' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 130+50 LT.
TYPE ST DROP INLET = 4'x4'

D41 HWY. 67 STA. 624+50 CONSTRUCT
DROP INLET ON LT. H=7'-6"
WITH 36"x190' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 622+56 LT.
TYPE ST DROP INLET = 3'x4'

D50 HWY. 67 STA. 622+00 CONSTRUCT
DROP INLET ON LT. H=5'-2"
WITH 18"x53' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 622+56 LT.
TYPE ST DROP INLET = 3'x3'

D51 HWY. 67 STA. 621+75 CONSTRUCT
DROP INLET ON LT. H=4'-10"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 622+00 LT.
TYPE ST DROP INLET = 3'x3'

D52 HWY. 67 STA. 621+55 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x17' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 621+75 LT.
TYPE ST DROP INLET = 3'x3'

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STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	534	1104

(2) STORM SEWER PLAN

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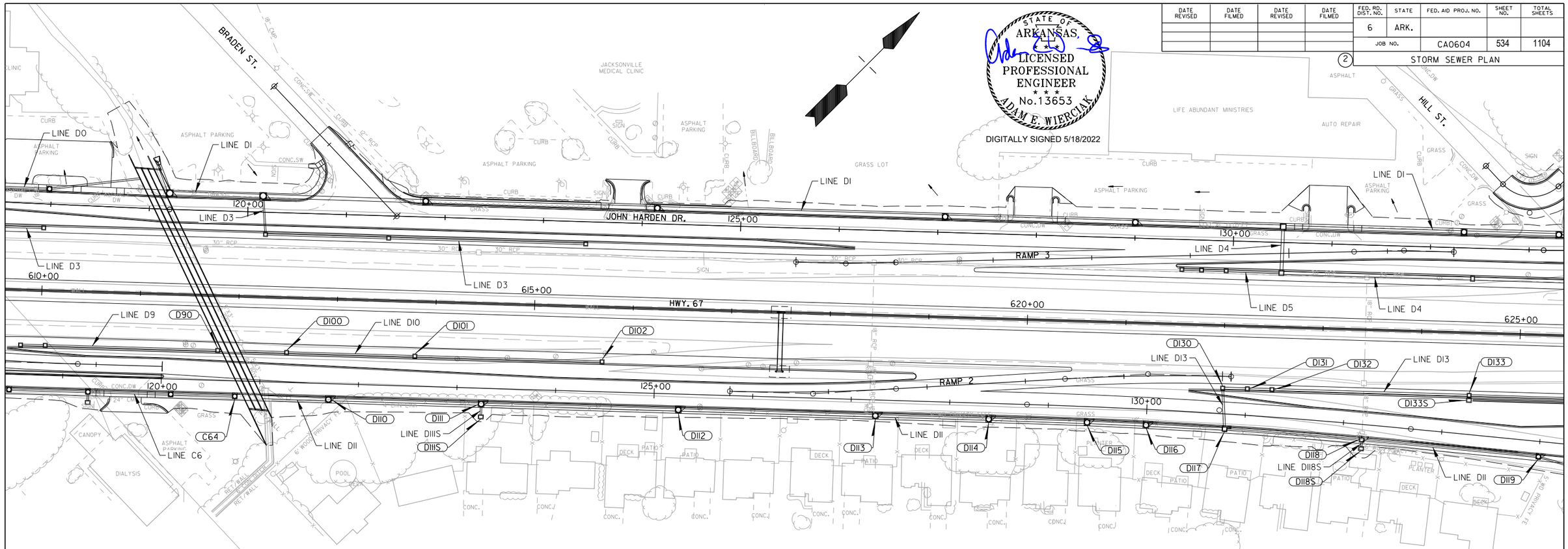

D111 T.P. WHITE DR. STA. 123+25 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x150' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 121+70 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D111S T.P. WHITE DR. STA. 123+25 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x9' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 123+25 RT.
TYPE RM DROP INLET = 3'x4'

D112 T.P. WHITE DR. STA. 125+25 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x195' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 123+25 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D113 T.P. WHITE DR. STA. 127+25 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x195' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 125+25 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D114 T.P. WHITE DR. STA. 128+40 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x110' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 127+25 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D115 T.P. WHITE DR. STA. 129+40 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x95' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 128+40 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

C64 T.P. WHITE DR. STA. 120+75 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x61' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 120+10 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D90 HWY. 67 STA. 611+80 CONSTRUCT
DROP INLET ON RT. H=6'-9"
WITH 18"x3' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 611+84 RT.
TYPE ST DROP INLET = 3'x3'

D100 HWY. 67 STA. 612+50 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 18"x46' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 612+02 RT.
TYPE ST DROP INLET = 3'x3'

D101 HWY. 67 STA. 613+80 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x127' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 612+50 RT.
TYPE ST DROP INLET = 3'x3'

D102 HWY. 67 STA. 615+70 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x187' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 613+80 RT.
TYPE ST DROP INLET = 3'x3'

D110 T.P. WHITE DR. STA. 121+70 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 36"x23"x65' R.C. ARCH PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 121+02 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D116 T.P. WHITE DR. STA. 130+00 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x55' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 129+40 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

D117 T.P. WHITE DR. STA. 130+80 CONSTRUCT
DROP INLET ON RT. H=5'-7" W/ 4' EXT.
WITH 30"x75' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 130+00 RT.
TYPE C DROP INLET = 4'x4'

D118 T.P. WHITE DR. STA. 132+20 CONSTRUCT
DROP INLET ON RT. H=4'-6" W/ 4' EXT.
WITH 18"x136' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 130+80 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D118S T.P. WHITE DR. STA. 132+20 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x6' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 132+20 RT.
TYPE RM DROP INLET = 3'x4'

D119 T.P. WHITE DR. STA. 134+00 CONSTRUCT
DROP INLET ON RT. H=5'-0" W/ 4' EXT.
WITH 18"x176' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 132+20 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D130 HWY. 67 STA. 622+00 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x38' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT T.P. WHITE DR. STA. 130+80 RT.
TYPE ST DROP INLET = 3'x3'

D131 HWY. 67 STA. 622+25 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 622+00 RT.
TYPE ST DROP INLET = 3'x3'

D132 HWY. 67 STA. 622+50 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 622+25 RT.
TYPE ST DROP INLET = 3'x3'

D133 HWY. 67 STA. 624+50 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 622+50 RT.
TYPE ST DROP INLET = 3'x3'

D133S HWY. 67 STA. 624+50 CONSTRUCT
DROP INLET ON RT. H=5'-11"
WITH 18"x2' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 624+50 RT.
TYPE RM DROP INLET = 3'x4'

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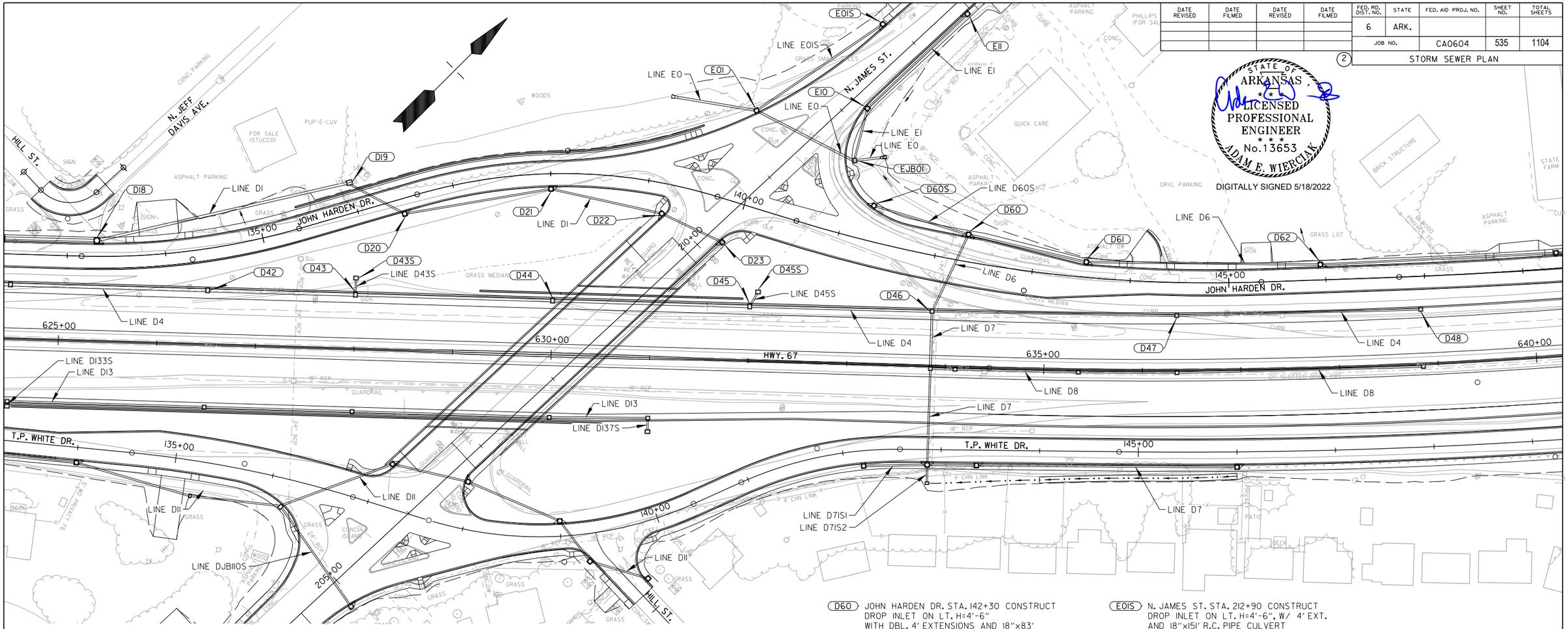
STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	535	1104

(2) STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



D18 JOHN HARDEN DR. STA. 133+30 CONSTRUCT
DROP INLET ON LT. H=6'-0", W/ 4' EXT.
WITH 30"x91' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 132+34 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

D19 JOHN HARDEN DR. STA. 136+00 CONSTRUCT
DROP INLET ON LT. H=5'-7"
WITH 30"x258' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 133+30 LT.
TYPE RM DROP INLET = 5'x4'

D20 JOHN HARDEN DR. STA. 136+45 CONSTRUCT
DROP INLET ON RT. H=11'-0", W/ 4' EXT.
WITH 18"x61' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 136+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D21 JOHN HARDEN DR. STA. 138+00 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x147' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 136+45 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D22 JOHN HARDEN DR. STA. 139+19 CONSTRUCT
DROP INLET ON RT. H=8'-3", W/ 4' EXT.
WITH 18"xIII' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 138+00 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D23 JOHN HARDEN DR. STA. 139+90 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x64' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 139+19 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D42 HWY. 67 STA. 626+50 CONSTRUCT
DROP INLET ON LT. H=7'-10"
WITH 36"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 624+50 LT.
TYPE ST DROP INLET = 3'x4'

D43 HWY. 67 STA. 628+00 CONSTRUCT
DROP INLET ON LT. H=8'-5"
WITH 36"x147' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 626+50 LT.
TYPE ST DROP INLET = 3'x4'

D43S HWY. 67 STA. 628+00 CONSTRUCT
DROP INLET ON LT. H=3'-0"
WITH 18"x14' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 628+00 LT.
TYPE RM DROP INLET = 4'x3'

D44 HWY. 67 STA. 630+00 CONSTRUCT
DROP INLET ON LT. H=5'-7"
WITH 30"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 628+00 LT.
TYPE ST DROP INLET = 3'x4'

D45 HWY. 67 STA. 632+00 CONSTRUCT
DROP INLET ON LT. H=5'-11"
WITH 30"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 630+00 LT.
TYPE ST DROP INLET = 3'x4'

D45S HWY. 67 STA. 632+08 CONSTRUCT
DROP INLET ON LT. H=3'-0"
WITH 18"x13' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 632+00 LT.
TYPE RM DROP INLET = 4'x3'

D46 HWY. 67 STA. 633+85 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 24"x182' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 632+00 LT.
TYPE ST DROP INLET = 3'x3'

D47 HWY. 67 STA. 636+35 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x245' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 633+85 LT.
TYPE ST DROP INLET = 3'x3'

D48 HWY. 67 STA. 638+85 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x245' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 636+35 LT.
TYPE ST DROP INLET = 3'x3'

D60 JOHN HARDEN DR. STA. 142+30 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH DBL. 4' EXTENSIONS AND 18"x83'
R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT HWY. 67 STA. 633+85 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D60S JOHN HARDEN DR. STA. 141+28 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x96' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 142+30 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D6I JOHN HARDEN DR. STA. 143+54 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
AND 18"xII9' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 142+30 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D62 JOHN HARDEN DR. STA. 145+95 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
AND 18"x233' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 143+54 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

EOI N. JAMES ST. STA. 2II+37 CONSTRUCT
DROP INLET ON LT. H=14'-0"
AND 24"x79' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO OUTLET AT STA. 2I0+87 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

EOIS N. JAMES ST. STA. 212+90 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
AND 18"x151' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 2II+37 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

EIO N. JAMES ST. STA. 212+20 CONSTRUCT
DROP INLET ON RT. H=7'-1"
AND 18"x50' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 2II+75 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

EII N. JAMES ST. STA. 213+60 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
AND 18"x136' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 212+20 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

EJBOI N. JAMES ST. STA. 2II+75 CONSTRUCT
JUNCTION BOX ON RT. H=7'-1"
AND 24"x25' R.C. PIPE CULVERT
FROM F.E.S. AT STA. 2II+96 RT.
AND 24"xI09' R.C. PIPE CULVERT
TO DROP INLET AT STA. 2II+37 LT.
(CLASS III) (TY. 3 BEDDING)
TYPE E JUNCTION BOX = 4'x3'

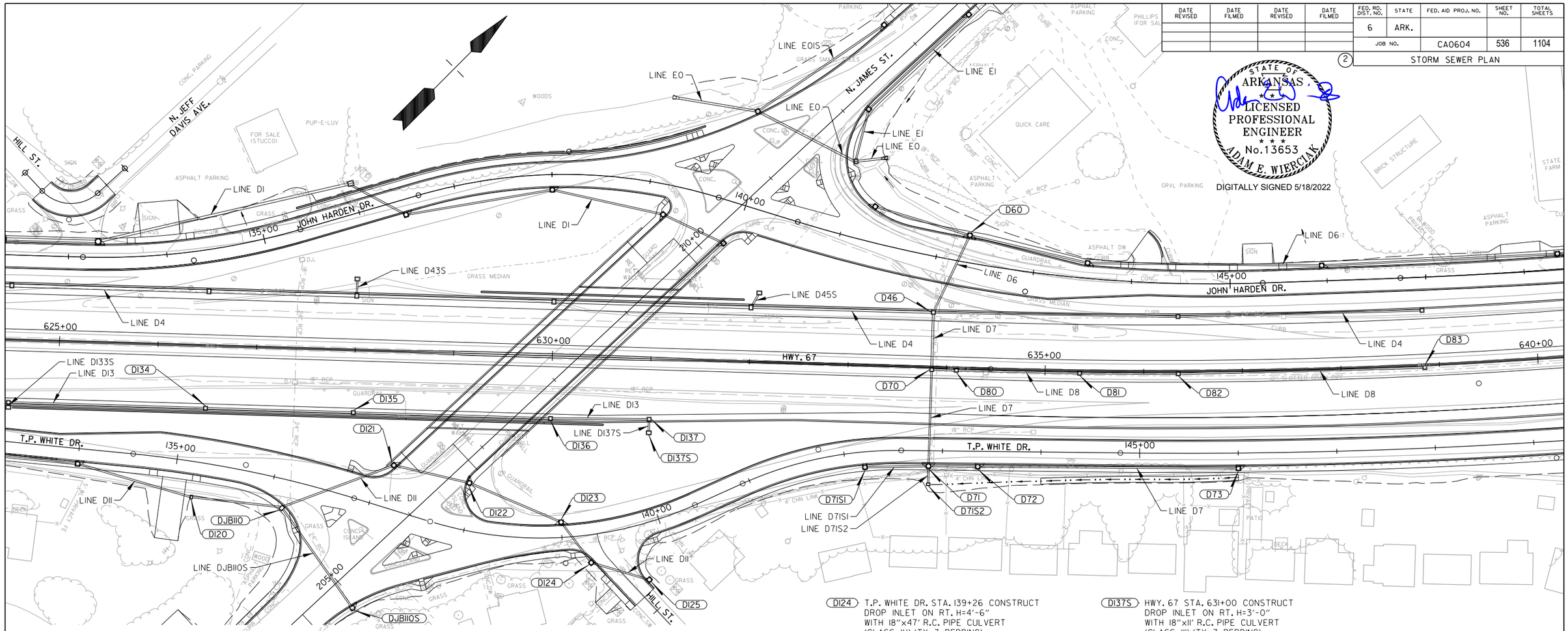
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	536	1104

(2) STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



D70 HWY. 67 STA. 633+85 CONSTRUCT
DROP INLET ON RT. H=5'-6"
WITH 24"x55' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 633+85 LT.
TYPE ST DROP INLET = 3'x3'

D7I T.P. WHITE DR. STA. 142+86 CONSTRUCT
DROP INLET ON RT. H=7'-8"
WITH DBL. 4' EXTENSIONS AND 18"x94'
R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT HWY. 67 STA. 633+85 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D7ISI T.P. WHITE DR. STA. 142+20 CONSTRUCT
DROP INLET ON RT. H=4'-5"
WITH 18"x60' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 142+86 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D7IS2 T.P. WHITE DR. STA. 142+86 CONSTRUCT
DROP INLET ON RT. H=3'-0"
WITH 18"xI5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 142+86 RT.
TYPE E DROP INLET = 3'x2'

D72 T.P. WHITE DR. STA. 143+36 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x46' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 142+86 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D73 T.P. WHITE DR. STA. 146+00 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x260' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 142+36 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D80 HWY. 67 STA. 634+10 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 633+85 RT.
TYPE ST DROP INLET = 3'x3'

D8I HWY. 67 STA. 635+35 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"xI22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 634+10 RT.
TYPE ST DROP INLET = 3'x3'

D82 HWY. 67 STA. 636+35 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 635+35 RT.
TYPE ST DROP INLET = 3'x3'

D83 HWY. 67 STA. 638+85 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x247' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 636+35 RT.
TYPE ST DROP INLET = 3'x3'

DI20 T.P. WHITE DR. STA. 135+20 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"xII7' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 134+00 RT.
TYPE E DROP INLET = 2'x3'

DI2I T.P. WHITE DR. STA. 137+13 CONSTRUCT
DROP INLET ON LT. H=8'-0", W/ 4' EXT.
WITH 18"xII8' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 136+15 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

DI22 T.P. WHITE DR. STA. 137+95 CONSTRUCT
DROP INLET ON LT. H=8'-3", W/ 4' EXT.
WITH 18"x75' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 137+13 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

DI23 T.P. WHITE DR. STA. 139+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH DBL. 4' EXTENSIONS AND 18"x97'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 137+95 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

DI24 T.P. WHITE DR. STA. 139+26 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x47' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 139+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

DI25 T.P. WHITE DR. STA. 139+75 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x57' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 139+26 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

DI34 HWY. 67 STA. 626+50 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"xI97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 624+50 RT.
TYPE ST DROP INLET = 3'x3'

DI35 HWY. 67 STA. 628+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"xI47' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 626+50 RT.
TYPE ST DROP INLET = 3'x3'

DI36 HWY. 67 STA. 630+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"xI97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 628+00 RT.
TYPE ST DROP INLET = 3'x3'

DI37 HWY. 67 STA. 63I+00 CONSTRUCT
DROP INLET ON RT. H=6'-2"
WITH 18"x97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 630+00 RT.
TYPE ST DROP INLET = 3'x3'

DI37S HWY. 67 STA. 63I+00 CONSTRUCT
DROP INLET ON RT. H=3'-0"
WITH 18"xII' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 63I+00 RT.
TYPE RM DROP INLET = 4'x3'

DJBIIO T.P. WHITE DR. STA. I36+I5 CONSTRUCT
JUNCTION BOX ON RT. H=4'-6"
WITH 18"x90' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. I35+20 RT.
TYPE E JUNCTION BOX = 3'x4'

DJBIIOS T.P. WHITE DR. STA. I37+I5 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"xI2I' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. I36+I5 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

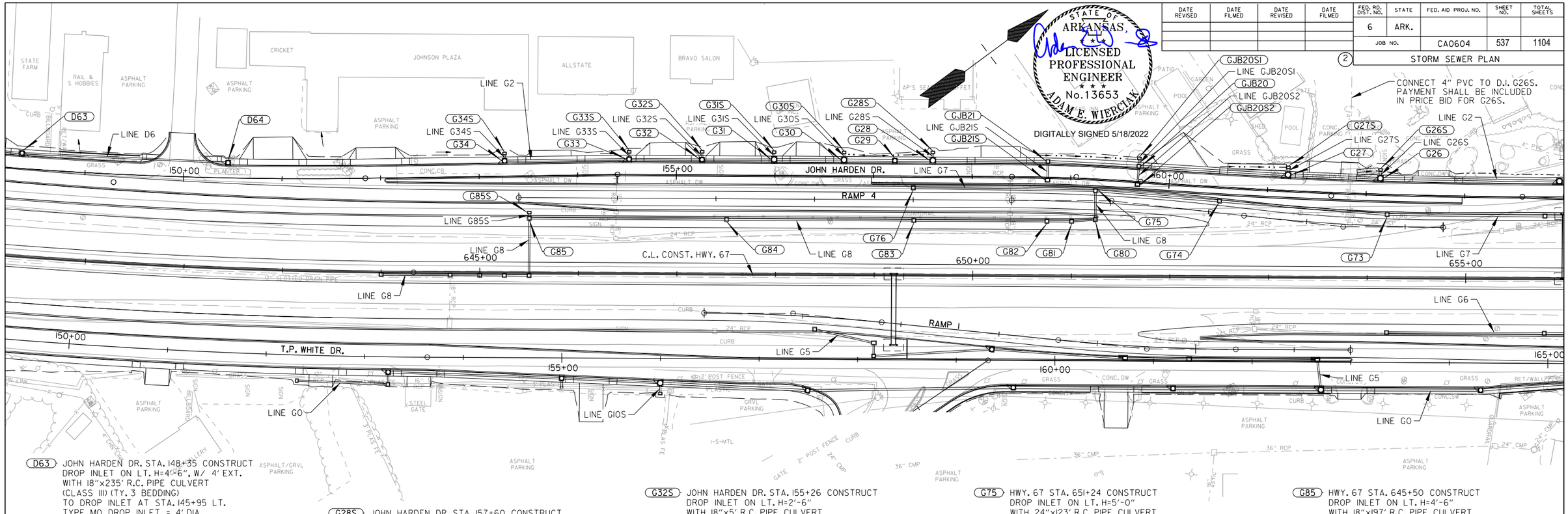
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	537	1104

2 STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



D63 JOHN HARDEN DR. STA. 148+35 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x235' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 145+95 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

D64 JOHN HARDEN DR. STA. 150+45 CONSTRUCT
DROP INLET ON LT. H=4'-5"
WITH 18"x205' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 148+35 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G26 JOHN HARDEN DR. STA. 162+14 CONSTRUCT
DROP INLET ON LT. H=5'-0", W/ 4' EXT.
WITH 24"x177' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 163+96 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X5'

G26S JOHN HARDEN DR. STA. 162+14 CONSTRUCT
DROP INLET ON LT. H=2'-4"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 162+14 LT.
TYPE E DROP INLET = 2'x3'

G27 JOHN HARDEN DR. STA. 161+20 CONSTRUCT
DROP INLET ON LT. H=5'-0", W/ 4' EXT.
WITH 24"x89' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 162+14 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x3'

G27S JOHN HARDEN DR. STA. 161+20 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x4' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 161+20 LT.
TYPE E DROP INLET = 2'x3'

G28 JOHN HARDEN DR. STA. 157+60 CONSTRUCT
DROP INLET ON LT. H=5'-6"
WITH 24"xII3' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 158+76 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X3'

G28S JOHN HARDEN DR. STA. 157+60 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x4' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 156+70 LT.
TYPE E DROP INLET = 2'x3'

G29 JOHN HARDEN DR. STA. 157+21 CONSTRUCT
DROP INLET ON LT. H=5'-4"
WITH 24"x34' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 157+60 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G30 JOHN HARDEN DR. STA. 156+70 CONSTRUCT
DROP INLET ON LT. H=5'-2"
WITH 24"x47' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 157+21 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X3'

G30S JOHN HARDEN DR. STA. 156+70 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x4' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 156+70 LT.
TYPE E DROP INLET = 2'x3'

G31 JOHN HARDEN DR. STA. 155+99 CONSTRUCT
DROP INLET ON LT. H=5'-1"
WITH 24"x66' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 156+70 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x3'

G31S JOHN HARDEN DR. STA. 155+99 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x4' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 155+99 LT.
TYPE E DROP INLET = 2'x3'

G32 JOHN HARDEN DR. STA. 155+26 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x69' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 155+99 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G32S JOHN HARDEN DR. STA. 155+26 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 155+26 LT.
TYPE E DROP INLET = 2'x3'

G33 JOHN HARDEN DR. STA. 154+52 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x70' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 155+26 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G33S JOHN HARDEN DR. STA. 154+52 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 154+52 LT.
TYPE E DROP INLET = 2'x3'

G34 JOHN HARDEN DR. STA. 153+26 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"xI22' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 154+52 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G34S JOHN HARDEN DR. STA. 153+26 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 153+26 LT.
TYPE E DROP INLET = 2'x3'

G73 HWY. 67 STA. 654+20 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 24"x157' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 655+80 LT.
TYPE ST DROP INLET = 3'x3'

G74 HWY. 67 STA. 652+50 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 24"x168' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 654+20 LT.
TYPE ST DROP INLET = 3'x3'

G75 HWY. 67 STA. 651+24 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 24"xI23' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 652+50 LT.
TYPE ST DROP INLET = 3'x3'

G76 GREGORY ST. RAMP 4 STA. 14+00 CONSTRUCT
DROP INLET ON LT. H=6'-7"
WITH 18"xI82' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT HWY. 67 STA. 651+24 LT.
TYPE ST DROP INLET = 3'x3'

G80 HWY. 67 STA. 651+24 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x26' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 651+24 LT.
TYPE ST DROP INLET = 3'x3'

G8I HWY. 67 STA. 651+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x2I' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 651+24 LT.
TYPE ST DROP INLET = 3'x3'

G82 HWY. 67 STA. 650+75 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 651+00 LT.
TYPE ST DROP INLET = 3'x3'

G83 HWY. 67 STA. 649+40 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"xI32' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 650+75 LT.
TYPE ST DROP INLET = 3'x3'

G84 HWY. 67 STA. 647+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"xI87' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 649+40 LT.
TYPE ST DROP INLET = 3'x3'

G85 HWY. 67 STA. 645+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"xI97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 647+50 LT.
TYPE ST DROP INLET = 3'x3'

G85S HWY. 67 STA. 645+50 CONSTRUCT
DROP INLET ON LT. H=6'-8"
WITH 18"x3' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 645+50 LT.
TYPE E DROP INLET = 3'x2'

GJB20 JOHN HARDEN DR. STA. 159+68 CONSTRUCT
JUNCTION BOX ON LT. H=4'-6"
WITH 24"xI48' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 161+20 LT.
TYPE E JUNCTION BOX = 3'x3'

GJB20S1 JOHN HARDEN DR. STA. 159+68 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x6' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 159+68 LT.
TYPE E DROP INLET = 2'x3'

GJB20S2 JOHN HARDEN DR. STA. 159+68 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"xI6' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 159+68 LT.
TYPE C DROP INLET = 4'x3"

GJB2I JOHN HARDEN DR. STA. 158+76 CONSTRUCT
JUNCTION BOX ON LT. H=4'-6"
WITH 24"x90' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 159+68 LT.
TYPE E JUNCTION BOX = 3'x3'

GJB2IS JOHN HARDEN DR. STA. 158+76 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"xI6' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 158+76 LT.
TYPE C DROP INLET = 4'x3"

CONNECT 4" PVC TO D.I. G26S.
PAYMENT SHALL BE INCLUDED
IN PRICE BID FOR G26S.

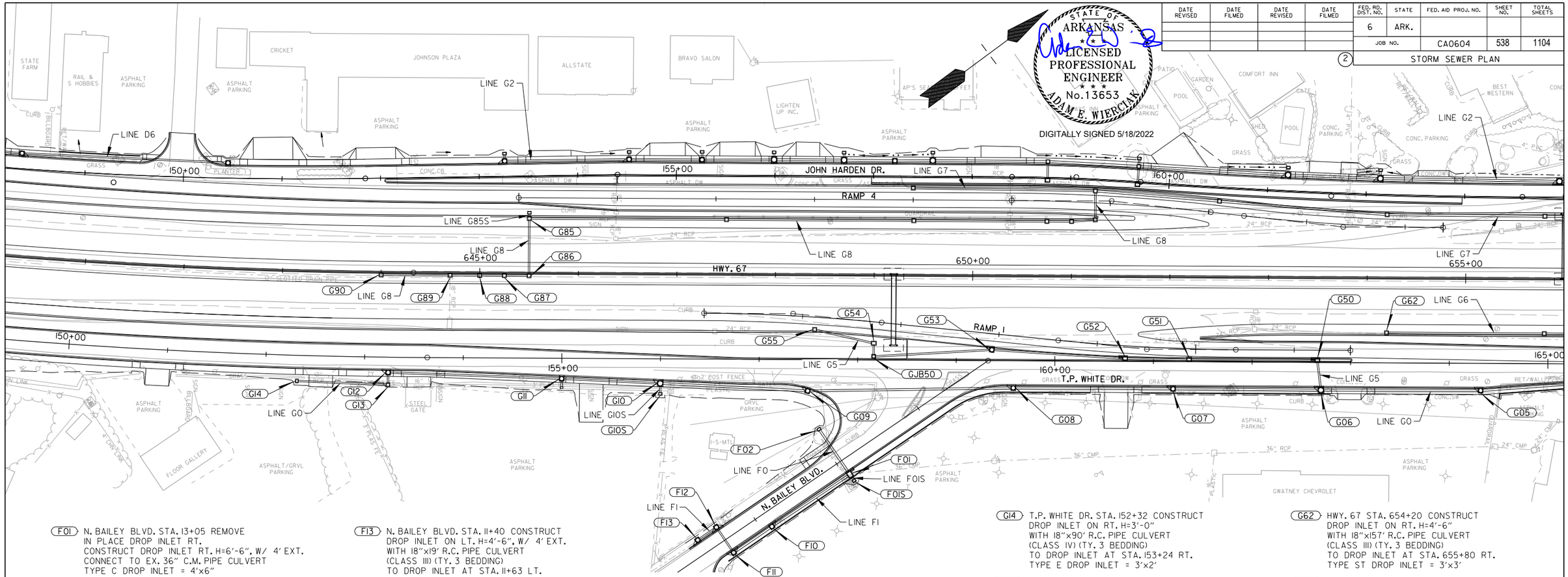
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	538	1104

2 STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



F01 N. BAILEY BLVD. STA. 13+05 REMOVE
IN PLACE DROP INLET RT.
CONSTRUCT DROP INLET RT. H=6'-6", W/ 4' EXT.
CONNECT TO EX. 36" C.M. PIPE CULVERT
TYPE C DROP INLET = 4'x6"

FOIS N. BAILEY BLVD. STA. 13+05 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x4' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 13+05 RT.
TYPE E DROP INLET = 3'x2'

F02 N. BAILEY BLVD. STA. 13+05 CONSTRUCT
DROP INLET ON LT. H=3'-0"
WITH 24"x51' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 13+05 RT.
TYPE E DROP INLET = 3'x2'

F10 N. BAILEY BLVD. STA. 12+10 CONSTRUCT
DROP INLET ON RT. H=5'-4", W/ 4' EXT.
WITH 24"x91' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 13+05 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

F11 N. BAILEY BLVD. STA. 11+63 CONSTRUCT
DROP INLET ON RT. H=5'-1"
WITH DBL. 4' EXTENSIONS AND 24"x43'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 12+10 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

F12 N. BAILEY BLVD. STA. 11+63 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH DBL. 4' EXTENSIONS AND 18"x27'
R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+63 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

F13 N. BAILEY BLVD. STA. 11+40 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x19' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+63 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G05 T.P. WHITE DR. STA. 164+32 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x104' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 165+40 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G06 T.P. WHITE DR. STA. 162+70 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x158' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 164+32 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x3'

G07 T.P. WHITE DR. STA. 161+20 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x146' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 162+70 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G08 T.P. WHITE DR. STA. 159+58 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x158' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 161+20 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G09 T.P. WHITE DR. STA. 157+49 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x205' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 159+58 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

G10 T.P. WHITE DR. STA. 156+00 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 24"x145' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 157+49 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x3'

GIOS T.P. WHITE DR. STA. 156+00 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x7' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 156+00 RT.
TYPE E DROP INLET = 3'x2'

G11 T.P. WHITE DR. STA. 155+00 CONSTRUCT
DROP INLET ON RT. H=3'-10"
WITH 18"x2' R.C. PIPE CULVERT FROM
F.E.S. AT 155+00 RT. AND
18"x96' R.C. PIPE CULVERT
TO DROP INLET AT STA. 156+00 RT.
(CLASS III) (TY. 3 BEDDING)
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G12 T.P. WHITE DR. STA. 153+24 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
WITH 18"x172' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 155+00 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

GI3 T.P. WHITE DR. STA. 153+24 CONSTRUCT
DROP INLET ON RT. H=2'-9"
WITH 18"x9' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 153+24 RT.
TYPE E DROP INLET = 3'x3'

GI4 T.P. WHITE DR. STA. 152+32 CONSTRUCT
DROP INLET ON RT. H=3'-0"
WITH 18"x90' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 153+24 RT.
TYPE E DROP INLET = 3'x2'

G50 T.P. WHITE DR. STA. 162+66 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x26' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 162+70 RT.
TYPE C DROP INLET = 4'x3"

G51 T.P. WHITE DR. STA. 161+36 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x126' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 162+66 LT.
TYPE C DROP INLET = 4'x3"

G52 T.P. WHITE DR. STA. 160+71 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x61' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 161+36 LT.
TYPE C DROP INLET = 4'x3"

G53 T.P. WHITE DR. STA. 159+36 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x131' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 160+71 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

G54 T.P. WHITE DR. STA. 158+16 CONSTRUCT
DROP INLET ON LT. H=3'-1"
WITH 18"x10' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 158+16 LT.
TYPE RM DROP INLET = 4'x3'

G55 T.P. WHITE DR. STA. 157+56 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x58' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 158+16 LT.
TYPE ST DROP INLET = 3'x3'

G62 HWY. 67 STA. 654+20 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x157' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 655+80 RT.
TYPE ST DROP INLET = 3'x3'

G86 HWY. 67 STA. 645+50 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x55' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 645+50 LT.
TYPE ST DROP INLET = 3'x3'

G87 HWY. 67 STA. 645+25 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 645+50 RT.
TYPE ST DROP INLET = 3'x3'

G88 HWY. 67 STA. 645+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 645+25 RT.
TYPE ST DROP INLET = 3'x3'

G89 HWY. 67 STA. 644+70 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 645+00 RT.
TYPE ST DROP INLET = 3'x3'

G90 HWY. 67 STA. 644+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x67' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 644+70 RT.
TYPE ST DROP INLET = 3'x3'

GJB50 T.P. WHITE DR. STA. 158+16 CONSTRUCT
DROP INLET ON LT. H=5'-9"
WITH 18"x117' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 159+36 LT.
TYPE E JUNCTION BOX = 3'x3'

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STORM SEWER PLAN
HWY. 67

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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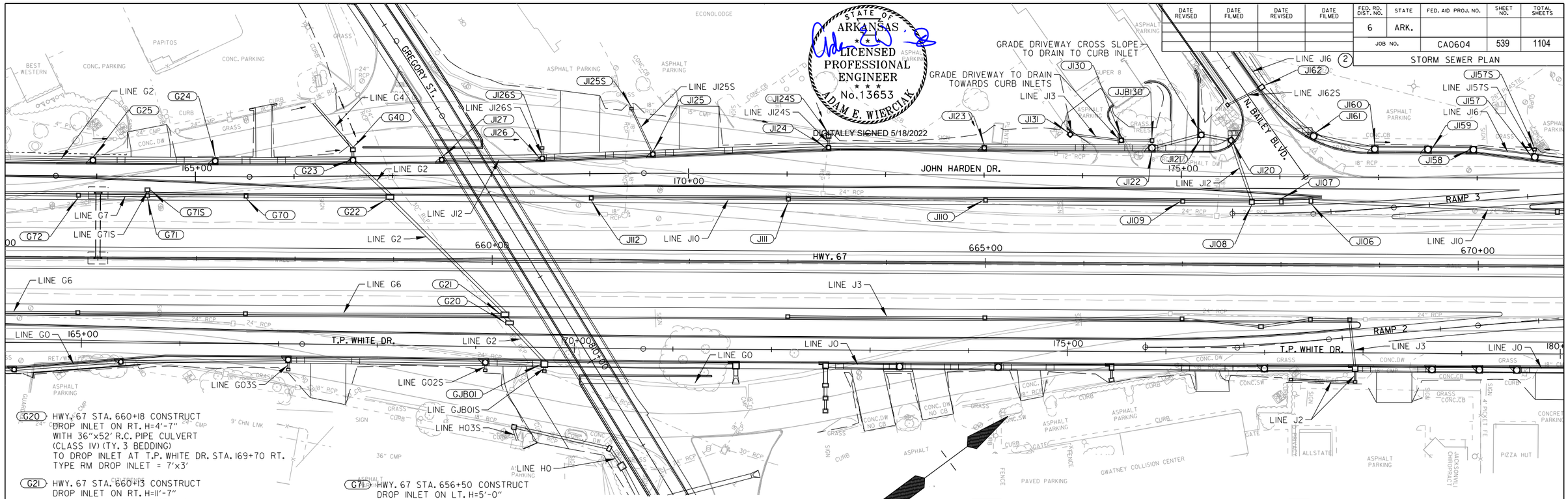
				JOB NO.		CA0604	539	1104

STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



G20 HWY. 67 STA. 660+18 CONSTRUCT
DROP INLET ON RT. H=4′-7″
WITH 36″x52′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT T.P. WHITE DR. STA. 169+70 RT.
TYPE RM DROP INLET = 7′x3′

G21 HWY. 67 STA. 660+13 CONSTRUCT
DROP INLET ON RT. H=11′-7″
WITH 36″x7′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 660+18 RT.
TYPE ST DROP INLET = 7′x4′

G22 HWY. 67 STA. 658+96 CONSTRUCT
DROP INLET ON LT. H=6′-2″
WITH 36″x164′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 660+13 RT.
TYPE ST DROP INLET = 7′x4′

G23 JOHN HARDEN DR. STA. 166+60 CONSTRUCT
DROP INLET ON LT. H=6′-1″, W/ 4′ EXT.
WITH 36″x49′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT HWY. 67 STA. 658+96 LT.
TYPE MO DROP INLET = 5′ DIA.
TYPE C DROP INLET = 5′x3′

G24 JOHN HARDEN DR. STA. 165+20 CONSTRUCT
DROP INLET ON LT. H=5′-7″, W/ 4′ EXT.
WITH 30″x135′ R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 166+60 LT.
TYPE MO DROP INLET = 5′ DIA.
TYPE C DROP INLET = 5′x3′

G25 JOHN HARDEN DR. STA. 163+96 CONSTRUCT
DROP INLET ON LT. H=5′-7″, W/ 4′ EXT.
WITH 24″x119′ R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 165+20 LT.
TYPE MO DROP INLET = 5′ DIA.
TYPE C DROP INLET = 5′x3′

G40 JOHN HARDEN DR. STA. 166+60 CONSTRUCT
DROP INLET ON LT. H=3′-2″
WITH 24″x61′ R.C. PIPE CULVERT
FROM EX. DROP INLET AT STA. 166+20 LT.
AND WITH 24″x7′ R.C. PIPE CULVERT
TO DROP INLET AT STA. 166+60 LT.
(CLASS III) (TY. 3 BEDDING)
TYPE RM DROP INLET = 3′x4′

G70 HWY. 67 STA. 657+50 CONSTRUCT
DROP INLET ON LT. H=5′-0″
WITH 24″x141′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 658+96 LT.
TYPE ST DROP INLET = 3′x3′

G71 HWY. 67 STA. 656+50 CONSTRUCT
DROP INLET ON LT. H=5′-0″
WITH 24″x97′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 657+50 LT.
TYPE ST DROP INLET = 3′x3′

G71S HWY. 67 STA. 656+50 CONSTRUCT
DROP INLET ON LT. H=3′-1″
WITH 18″x3′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 656+50 LT.
TYPE RM DROP INLET = 3′x4′

G72 HWY. 67 STA. 655+80 CONSTRUCT
DROP INLET ON LT. H=5′-0″
WITH 24″x67′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 656+50 LT.
TYPE ST DROP INLET = 3′x3′

JI06 HWY. 67 STA. 668+30 CONSTRUCT
DROP INLET ON LT. H=6′-3″
WITH 36″x247′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 670+80 LT.
TYPE ST DROP INLET = 3′x4′

JI07 HWY. 67 STA. 668+00 CONSTRUCT
DROP INLET ON LT. H=6′-6″
WITH 36″x27′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 668+30 LT.
TYPE ST DROP INLET = 3′x4′

JI08 HWY. 67 STA. 667+70 CONSTRUCT
DROP INLET ON LT. H=6′-9″
WITH 36″x27′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 668+00 LT.
TYPE ST DROP INLET = 4′x4′

JI09 HWY. 67 STA. 667+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x67′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 667+70 LT.
TYPE ST DROP INLET = 3′x3′

JI10 HWY. 67 STA. 665+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x197′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 667+00 LT.
TYPE ST DROP INLET = 3′x3′

JI11 HWY. 67 STA. 663+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x197′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 665+00 LT.
TYPE ST DROP INLET = 3′x3′

JI12 HWY. 67 STA. 661+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x197′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 663+00 LT.
TYPE ST DROP INLET = 3′x3′

JI20 JOHN HARDEN DR. STA. 175+50 CONSTRUCT
DROP INLET ON LT. H=5′-10″, W/ 4′ EXT.
WITH 30″x62′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT HWY. 67 STA. 667+70 LT.
TYPE MO DROP INLET = 5′ DIA.
TYPE C DROP INLET = 5′X3′

JI21 JOHN HARDEN DR. STA. 175+20 CONSTRUCT
DROP INLET ON LT. H=6′-11″, W/ 4′ EXT.
WITH 30″x26′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 175+50 LT.
TYPE MO DROP INLET = 5′ DIA.
TYPE C DROP INLET = 5′x3′

JI22 JOHN HARDEN DR. STA. 174+70 CONSTRUCT
DROP INLET ON LT. H=5′-7″, W/ 4′ EXT.
WITH 30″x46′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 175+20 LT.
TYPE MO DROP INLET = 6′ DIA.
TYPE C DROP INLET = 6′x4′

JI23 JOHN HARDEN DR. STA. 173+00 CONSTRUCT
DROP INLET ON LT. H=5′-0″, W/ 4′ EXT.
WITH 24″x165′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 174+70 LT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x4′

JI24 JOHN HARDEN DR. STA. 171+42 CONSTRUCT
DROP INLET ON LT. H=5′-0″, W/ 4′ EXT.
WITH 24″x154′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 173+00 LT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x3′

JI24S JOHN HARDEN DR. STA. 171+42 CONSTRUCT
DROP INLET ON LT. H=2′-6″
WITH 18″x8′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 171+42 LT.
TYPE RM DROP INLET = 3′x4′

JI25 JOHN HARDEN DR. STA. 169+64 CONSTRUCT
DROP INLET ON LT. H=5′-0″, W/ 4′ EXT.
WITH 24″x174′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 171+42 LT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x3′

JI25S JOHN HARDEN DR. STA. 169+43 CONSTRUCT
DROP INLET ON LT. H=2′-6″
WITH 18″x48′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 169+64 LT.
TYPE E DROP INLET = 2′x3′

JI26 JOHN HARDEN DR. STA. 168+52 CONSTRUCT
DROP INLET ON LT. H=4′-6″, W/ 4′ EXT.
WITH 18″x108′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 169+64 LT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x3′

JI26S JOHN HARDEN DR. STA. 168+52 CONSTRUCT
DROP INLET ON LT. H=2′-6″
WITH 18″x7′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 168+52 LT.
TYPE E DROP INLET = 2′x3′

JI27 JOHN HARDEN DR. STA. 167+50 CONSTRUCT
DROP INLET ON LT. H=4′-6″, W/ 4′ EXT.
WITH 18″x98′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 168+52 LT.
TYPE C DROP INLET = 4′x3′

JI30 JOHN HARDEN DR. STA. 174+39 CONSTRUCT
DROP INLET ON LT. H=4′-6″, W/ 4′ EXT.
WITH 18″x28′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 174+70 LT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x3′

JI31 JOHN HARDEN DR. STA. 173+87 CONSTRUCT
DROP INLET ON LT. H=6′-6″, W/ 4′ EXT.
WITH 18″x48′ R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 174+39 LT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x4′

JI58 JOHN HARDEN DR. STA. 177+96 CONSTRUCT
DROP INLET ON LT. H=7′-2″, W/ 4′ EXT.
WITH 48″x57′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 178+58 LT.
TYPE MO DROP INLET = 6′ DIA.
TYPE C DROP INLET = 6′x5′

JI59 JOHN HARDEN DR. STA. 177+50 CONSTRUCT
DROP INLET ON LT. H=7′-2″, W/ 4′ EXT.
WITH 48″x40′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 177+96 LT.
TYPE MO DROP INLET = 6′ DIA.
TYPE C DROP INLET = 6′x5′

JI60 JOHN HARDEN DR. STA. 176+96 CONSTRUCT
DROP INLET ON LT. H=7′-2″, W/ 4′ EXT.
WITH 48″x48′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 177+50 LT.
TYPE MO DROP INLET = 6′ DIA.
TYPE C DROP INLET = 6′x6′

JI61 JOHN HARDEN DR. STA. 176+34 CONSTRUCT
DROP INLET ON LT. H=7′-4″, W/ 4′ EXT.
WITH 48″x57′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 176+96 LT.
TYPE MO DROP INLET = 6′ DIA.
TYPE C DROP INLET = 6′x6′

JJBI30 JOHN HARDEN DR. STA. 174+70 CONSTRUCT
JUNCTION BOX ON LT. H=6′-2″
WITH 18″x3′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 174+70 LT.
TYPE E JUNCTION BOX = 3′x3′

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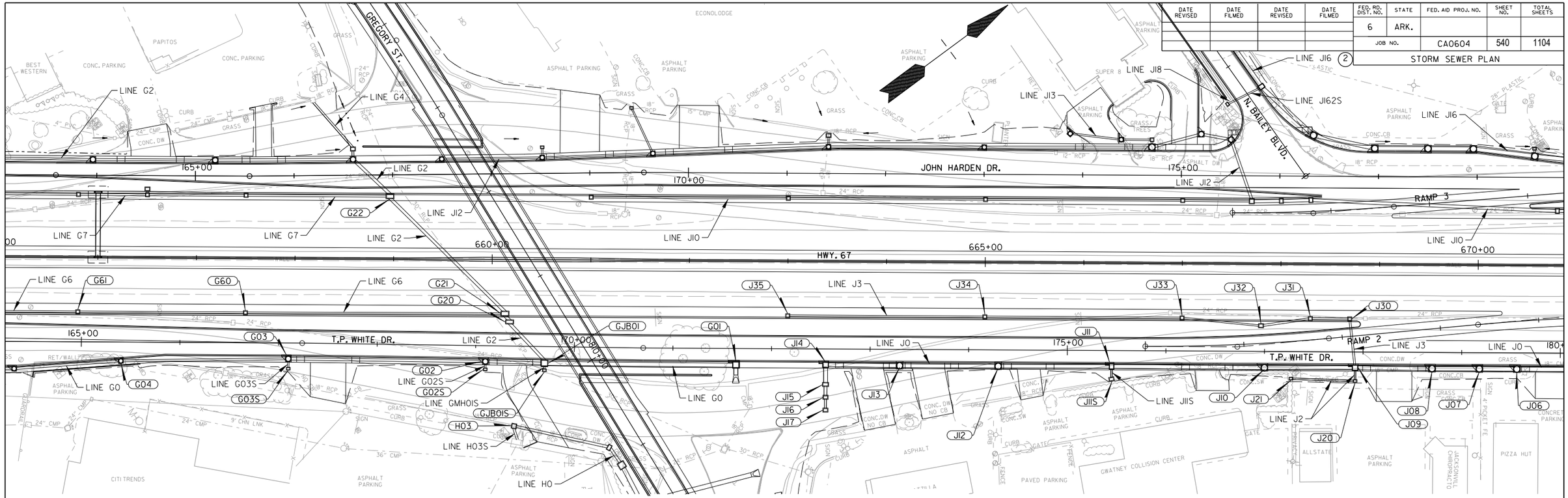
STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	540	1104

STORM SEWER PLAN



(G01) T.P. WHITE DR. STA. 171+64 CONSTRUCT DROP INLET ON RT. H=5'-4", W/ 4' EXT. WITH 48"x7' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO F.E.S. AT STA. 171+64 RT. TYPE C DROP INLET = 6'x6'

(G02) T.P. WHITE DR. STA. 169+10 CONSTRUCT DROP INLET ON RT. H=5'-7", W/ 4' EXT. WITH 30"x55' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 169+70 RT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

(G02S) T.P. WHITE DR. STA. 169+10 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x5' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 169+10 RT. TYPE E DROP INLET = 2'x3'

(G03) T.P. WHITE DR. STA. 167+10 CONSTRUCT DROP INLET ON RT. H=5'-7", W/ 4' EXT. WITH 30"x195' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 169+10 RT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

(G03S) T.P. WHITE DR. STA. 167+10 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x7' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 167+10 RT. TYPE E DROP INLET = 3'x2'

(G04) T.P. WHITE DR. STA. 165+40 CONSTRUCT DROP INLET ON RT. H=5'-0", W/ 4' EXT. WITH 24"x165' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 167+10 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

(G60) HWY. 67 STA. 657+50 CONSTRUCT DROP INLET ON RT. H=4'-6" WITH 18"x258' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 660+13 RT. TYPE ST DROP INLET = 3'x3'

(G61) HWY. 67 STA. 655+80 CONSTRUCT DROP INLET ON RT. H=4'-6" WITH 18"x167' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 657+50 RT. TYPE ST DROP INLET = 3'x3'

(GJB01) T.P. WHITE DR. STA. 169+70 CONSTRUCT JUNCTION BOX ON RT. H=5'-7", W/ 4' EXT. WITH 48"x188' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 171+64 RT. TYPE E JUNCTION BOX = 6'x6'

(GJB01S) T.P. WHITE DR. STA. 169+70 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x3' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 169+70 RT. TYPE E DROP INLET = 2'x3'

(J06) T.P. WHITE DR. STA. 179+56 CONSTRUCT DROP INLET ON RT. H=8'-9", W/ 4' EXT. WITH 54"x74' R.C. PIPE CULVERT (CLASS IV) (TY. 2 BEDDING) TO DROP INLET AT STA. 180+36 RT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 5'x6'

(J07) T.P. WHITE DR. STA. 179+18 CONSTRUCT DROP INLET ON RT. H=8'-8", W/ 4' EXT. WITH 54"x32' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 179+56 RT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 5'x6'

(J08) T.P. WHITE DR. STA. 178+70 CONSTRUCT DROP INLET ON RT. H=8'-8", W/ 4' EXT. WITH 54"x42' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 179+18 RT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 5'x6'

(J09) T.P. WHITE DR. STA. 177+92 CONSTRUCT DROP INLET ON RT. H=8'-4", W/ 4' EXT. WITH 48"x73' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 178+70 RT. TYPE C DROP INLET = 5'x5'

(J10) T.P. WHITE DR. STA. 177+00 CONSTRUCT DROP INLET ON RT. H=8'-8", W/ 4' EXT. WITH 48"x87' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 177+92 RT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 4'x5'

(J11) T.P. WHITE DR. STA. 175+45 CONSTRUCT DROP INLET ON RT. H=9'-6", W/ 4' EXT. WITH 48"x150' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 177+00 RT. TYPE C DROP INLET = 4'x5'

(J11S) T.P. WHITE DR. STA. 175+45 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x9' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 175+45 RT. TYPE RM DROP INLET = 3'x4'

(J12) T.P. WHITE DR. STA. 174+30 CONSTRUCT DROP INLET ON RT. H=9'-9" WITH 48"x110' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 175+45 RT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 4'x5'

(J13) T.P. WHITE DR. STA. 173+30 CONSTRUCT DROP INLET ON RT. H=9'-5" WITH 48"x94' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 174+30 RT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 4'x5'

(J14) T.P. WHITE DR. STA. 172+55 CONSTRUCT DROP INLET ON RT. H=9'-3", W/ 4' EXT. WITH 48"x70' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 173+30 RT. TYPE C DROP INLET = 5'x5'

(J15) T.P. WHITE DR. STA. 172+55 CONSTRUCT DROP INLET 36' RT. H=5'-3" WITH 48"x16' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 172+55 RT. TYPE RM DROP INLET = 3'x5'

(J16) T.P. WHITE DR. STA. 172+55 CONSTRUCT DROP INLET 49' RT. H=4'-0" WITH 36"x10' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 172+55, 36' RT. TYPE RM DROP INLET = 3'x4'

(J17) T.P. WHITE DR. STA. 172+55 CONSTRUCT DROP INLET 62' RT. H=2'-9" WITH 24"x10' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 172+55, 49' RT. TYPE RM DROP INLET = 3'x4'

(J20) T.P. WHITE DR. STA. 177+92 CONSTRUCT DROP INLET ON RT. H=2'-7" WITH 18"x10' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 177+92 RT. TYPE E DROP INLET = 2'x3'

(J21) T.P. WHITE DR. STA. 177+27 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x62' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 177+92 RT. TYPE E DROP INLET = 2'x3'

(J30) HWY. 67 STA. 668+70 CONSTRUCT DROP INLET ON RT. H=5'-0" WITH 24"x46' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT T.P. WHITE DR. STA. 177+92 RT. TYPE ST DROP INLET = 3'x3'

(J31) HWY. 67 STA. 668+30 CONSTRUCT DROP INLET ON RT. H=5'-0" WITH 24"x37' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 668+70 RT. TYPE ST DROP INLET = 3'x3'

(J32) HWY. 67 STA. 667+80 CONSTRUCT DROP INLET ON RT. H=3'-6" WITH 24"x47' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 668+30 RT. TYPE RM DROP INLET = 4'x3'

(J33) HWY. 67 STA. 667+00 CONSTRUCT DROP INLET ON RT. H=4'-6" WITH 18"x77' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 667+80 RT. TYPE ST DROP INLET = 3'x3'

(J34) HWY. 67 STA. 665+00 CONSTRUCT DROP INLET ON RT. H=4'-6" WITH 18"x197' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 667+00 RT. TYPE ST DROP INLET = 3'x3'

(J35) HWY. 67 STA. 663+00 CONSTRUCT DROP INLET ON RT. H=4'-6" WITH 18"x197' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 665+00 RT. TYPE ST DROP INLET = 3'x3'

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

DIGITALLY SIGNED 5/18/2022

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STORM SEWER PLAN
HWY. 67

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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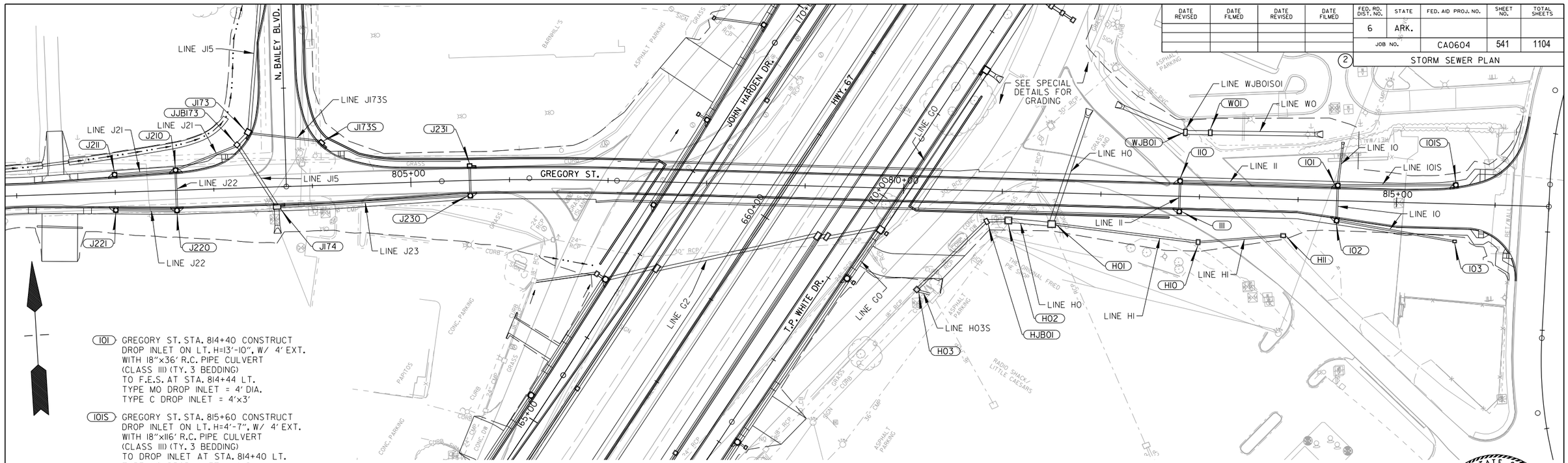
				JOB NO.		CA0604	541	1104

2 STORM SEWER PLAN



IOI GREGORY ST. STA. 814+40 CONSTRUCT
DROP INLET ON LT. H=13'-10", W/ 4' EXT.
WITH 18"x36' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 814+44 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

IOIS GREGORY ST. STA. 815+60 CONSTRUCT
DROP INLET ON LT. H=4'-7", W/ 4' EXT.
WITH 18"x116' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 814+40 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

IO2 GREGORY ST. STA. 814+40 CONSTRUCT
DROP INLET ON RT. H=5'-9", W/ 4' EXT.
WITH 18"x32' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 814+40 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

IO3 GREGORY ST. STA. 815+60 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"xII8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 814+40 RT.
TYPE E DROP INLET = 2'x3'

IIO GREGORY ST. STA. 812+80 CONSTRUCT
DROP INLET ON LT. H=4'-8", W/ 4' EXT.
WITH 18"x156' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 814+40 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

III GREGORY ST. STA. 812+80 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x27' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 812+80 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

HOI GREGORY ST. STA. 811+51 CONSTRUCT
DROP INLET ON RT. H=9'-2"
WITH 54"xIII' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO F.E.S. AT STA. 811+83 LT.
TYPE RM DROP INLET = 7'x6'

HO2 GREGORY ST. STA. 811+07 CONSTRUCT
DROP INLET ON RT. H=9'-0"
WITH 48"x38' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 811+51 RT.
TYPE RM DROP INLET = 6'x6'

HO3 T.P. WHITE DR. STA. 169+40 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"xI2' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM EX. JUNCTION BOX AT STA. 169+44 RT.
WITH 30"x96' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT GREGORY ST. STA. 810+85 LT.
TYPE RM DROP INLET = 4'x4'

HIO GREGORY ST. STA. 813+00 CONSTRUCT
DROP INLET ON RT. H=5'-9"
WITH 24"xI45' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 811+51 RT.
TYPE RM DROP INLET = 3'x4'

HII GREGORY ST. STA. 813+86 CONSTRUCT
DROP INLET ON RT. H=4'-8"
WITH 18"x83' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 813+00 RT.
TYPE RM DROP INLET = 4'x3'

HJBOI GREGORY ST. STA. 810+85 CONSTRUCT
JUNCTION BOX ON RT. H=6'-4"
WITH 30"xI8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 811+07 RT.
TYPE E JUNCTION BOX = 3'x5'

JI73 N. BAILEY BLVD. STA. 10+55 CONSTRUCT
DROP INLET ON LT. H=9'-0", W/ 4' EXT.
WITH 36"xI80' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 12+40 LT.
TYPE C DROP INLET = 5'x5'

JJBI73 N. BAILEY BLVD. STA. 10+44 CONSTRUCT
JUNCTION BOX ON LT. H=8'-8"
WITH 36"xI2' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 10+55 LT.
TYPE ST JUNCTION BOX = 5'x5"

JI73S N. BAILEY BLVD. STA. 10+42 CONSTRUCT
DROP INLET ON RT. H=3'-5", W/ 4' EXT.
WITH 18"x71' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 10+55 LT.
TYPE C DROP INLET = 5'x3'

JI74 GREGORY ST. STA. 803+63 CONSTRUCT
DROP INLET ON RT. H=9'-2", W/ 4' EXT.
WITH 59"x36"xI6' R.C. ARCH PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM F.E.S. AT STA. 803+67 RT.
WITH 36"xI7I' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT N. BAILEY BLVD. STA. 10+44 LT.
TYPE C DROP INLET = 7'x4'

J210 GREGORY ST. STA. 802+62 CONSTRUCT
DROP INLET ON LT. H=4'-9"
WITH DBL. 4' EXTENSIONS AND 18"x63'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT N. BAILEY BLVD. STA. 10+44 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

J211 GREGORY ST. STA. 802+00 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x58' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 802+62 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J220 GREGORY ST. STA. 802+62 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH DBL. 4' EXTENSIONS AND 18"x37'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 802+62 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J221 GREGORY ST. STA. 802+00 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x58' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 802+62 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J230 GREGORY ST. STA. 805+60 CONSTRUCT
DROP INLET ON RT. H=4'-7", W/ 4' EXT.
WITH 18"xI92' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 803+75 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J231 GREGORY ST. STA. 805+60 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 805+60 RT.
TYPE C DROP INLET = 4'x3'

WOI GREGORY ST. STA. 813+09 CONSTRUCT
DROP INLET 65' LT. H=5'-0"
WITH 48"xI05' R.C. PIPE CULVERT
TO F.E.S. STA. 814+17, 67' LT.
(CLASS IV) (TY. 3 BEDDING)
TYPE RM DROP INLET = 3'x6'

WJBOI GREGORY ST. STA. 812+84 CONSTRUCT
JUNCTION BOX 65' LT. H=6'-3"
WITH 18"x2' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM EXISTING D.I. STA. 812+85, 73' LT.
AND 48"x66' R.C. PIPE CULVERT
FROM F.E.S. STA. 812+19, 89' LT. AND
AND 48"x22' R.C. PIPE CULVERT
TO DROP INLET AT STA. 813+09
(CLASS IV) (TY. 3 BEDDING)
TYPE E JUNCTION BOX = 3'x6'

STATE OF ARKANSAS
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No. 13653
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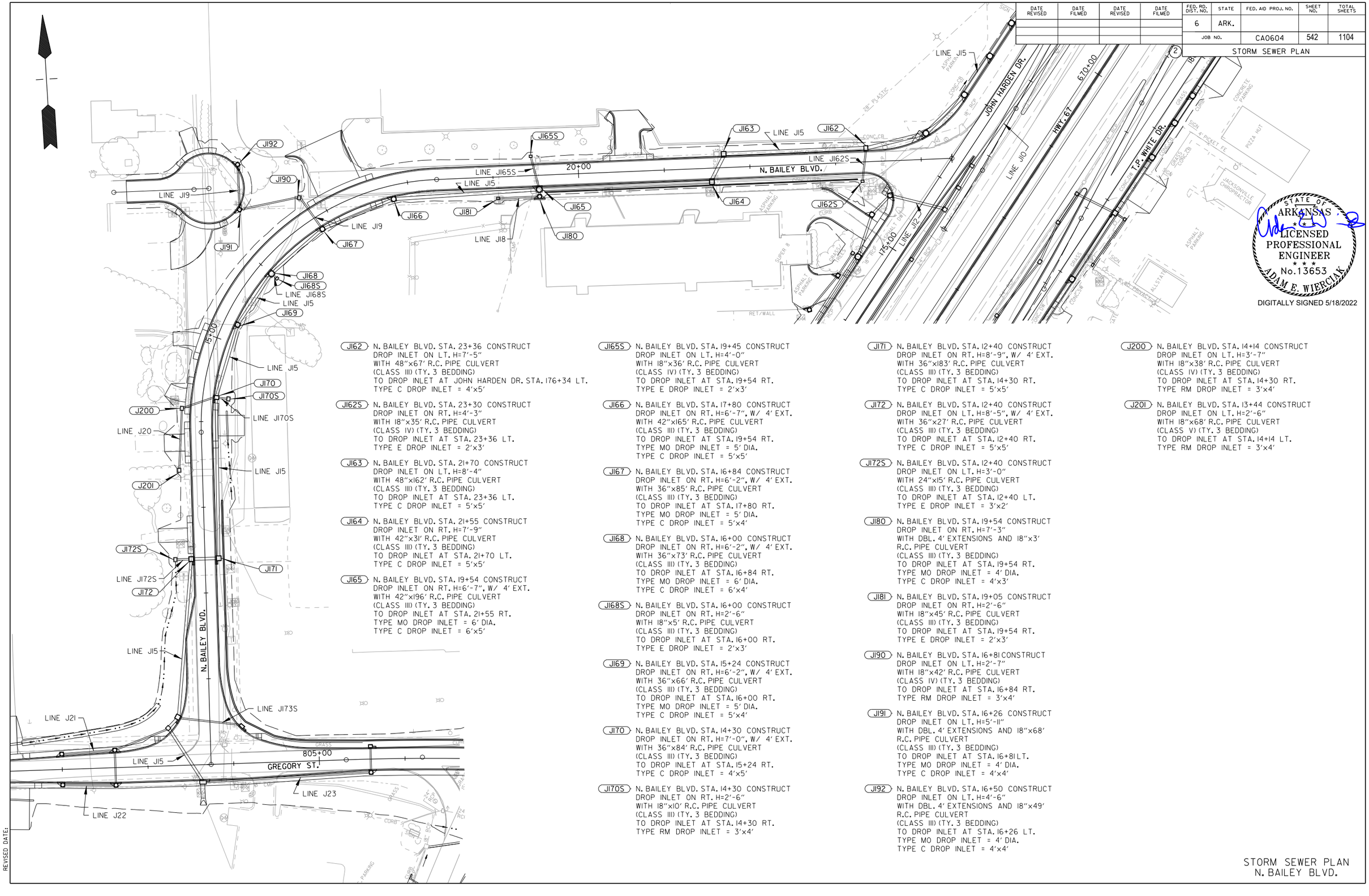
STORM SEWER PLAN
GREGORY ST.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	542	1104

STORM SEWER PLAN



STATE OF ARKANSAS
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JI62 N. BAILEY BLVD. STA. 23+36 CONSTRUCT
DROP INLET ON LT. H=7'-5"
WITH 48"x67' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 176+34 LT.
TYPE C DROP INLET = 4'x5'

JI62S N. BAILEY BLVD. STA. 23+30 CONSTRUCT
DROP INLET ON RT. H=4'-3"
WITH 18"x35' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 23+36 LT.
TYPE E DROP INLET = 2'x3'

JI63 N. BAILEY BLVD. STA. 21+70 CONSTRUCT
DROP INLET ON LT. H=8'-4"
WITH 48"x162' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 23+36 LT.
TYPE C DROP INLET = 5'x5'

JI64 N. BAILEY BLVD. STA. 21+55 CONSTRUCT
DROP INLET ON RT. H=7'-9"
WITH 42"x31' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 21+70 LT.
TYPE C DROP INLET = 5'x5'

JI65 N. BAILEY BLVD. STA. 19+54 CONSTRUCT
DROP INLET ON RT. H=6'-7", W/ 4' EXT.
WITH 42"x196' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 21+55 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x5'

JI65S N. BAILEY BLVD. STA. 19+45 CONSTRUCT
DROP INLET ON LT. H=4'-0"
WITH 18"x36' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 19+54 RT.
TYPE E DROP INLET = 2'x3'

JI66 N. BAILEY BLVD. STA. 17+80 CONSTRUCT
DROP INLET ON RT. H=6'-7", W/ 4' EXT.
WITH 42"x165' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 19+54 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

JI67 N. BAILEY BLVD. STA. 16+84 CONSTRUCT
DROP INLET ON RT. H=6'-2", W/ 4' EXT.
WITH 36"x85' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 17+80 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

JI68 N. BAILEY BLVD. STA. 16+00 CONSTRUCT
DROP INLET ON RT. H=6'-2", W/ 4' EXT.
WITH 36"x73' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+84 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x4'

JI68S N. BAILEY BLVD. STA. 16+00 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+00 RT.
TYPE E DROP INLET = 2'x3'

JI69 N. BAILEY BLVD. STA. 15+24 CONSTRUCT
DROP INLET ON RT. H=6'-2", W/ 4' EXT.
WITH 36"x66' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+00 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

JI70 N. BAILEY BLVD. STA. 14+30 CONSTRUCT
DROP INLET ON RT. H=7'-0", W/ 4' EXT.
WITH 36"x84' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 15+24 RT.
TYPE C DROP INLET = 4'x5'

JI70S N. BAILEY BLVD. STA. 14+30 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x10' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 14+30 RT.
TYPE RM DROP INLET = 3'x4'

JI71 N. BAILEY BLVD. STA. 12+40 CONSTRUCT
DROP INLET ON RT. H=8'-9", W/ 4' EXT.
WITH 36"x183' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 14+30 RT.
TYPE C DROP INLET = 5'x5'

JI72 N. BAILEY BLVD. STA. 12+40 CONSTRUCT
DROP INLET ON LT. H=8'-5", W/ 4' EXT.
WITH 36"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 12+40 RT.
TYPE C DROP INLET = 5'x5'

JI72S N. BAILEY BLVD. STA. 12+40 CONSTRUCT
DROP INLET ON LT. H=3'-0"
WITH 24"x15' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 12+40 LT.
TYPE E DROP INLET = 3'x2'

JI80 N. BAILEY BLVD. STA. 19+54 CONSTRUCT
DROP INLET ON RT. H=7'-3"
WITH DBL. 4' EXTENSIONS AND 18"x3'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 19+54 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

JI81 N. BAILEY BLVD. STA. 19+05 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x45' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 19+54 RT.
TYPE E DROP INLET = 2'x3'

JI90 N. BAILEY BLVD. STA. 16+81 CONSTRUCT
DROP INLET ON LT. H=2'-7"
WITH 18"x42' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+84 RT.
TYPE RM DROP INLET = 3'x4'

JI91 N. BAILEY BLVD. STA. 16+26 CONSTRUCT
DROP INLET ON LT. H=5'-11"
WITH DBL. 4' EXTENSIONS AND 18"x68'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+81 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

JI92 N. BAILEY BLVD. STA. 16+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH DBL. 4' EXTENSIONS AND 18"x49'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+26 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

J200 N. BAILEY BLVD. STA. 14+14 CONSTRUCT
DROP INLET ON LT. H=3'-7"
WITH 18"x38' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 14+30 RT.
TYPE RM DROP INLET = 3'x4'

J201 N. BAILEY BLVD. STA. 13+44 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x68' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 14+14 LT.
TYPE RM DROP INLET = 3'x4'

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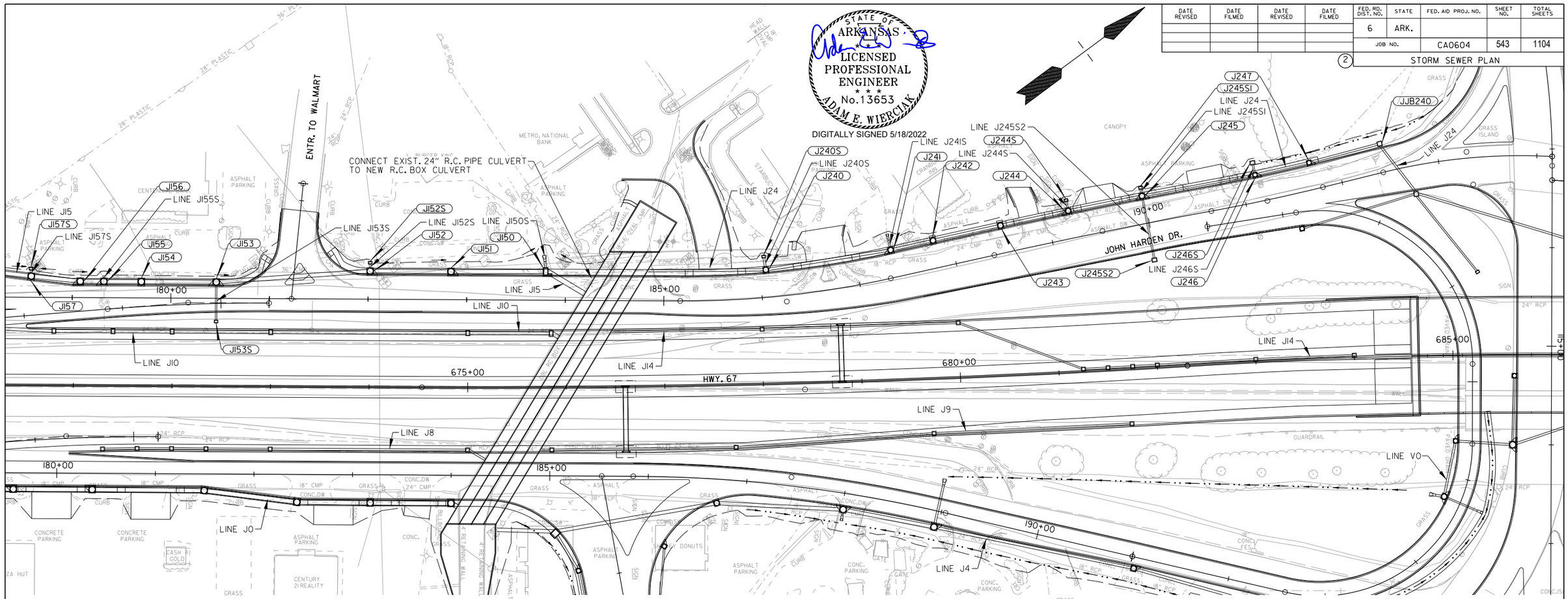
STORM SEWER PLAN
N. BAILEY BLVD.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	543	1104

(2) STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



JI50 JOHN HARDEN DR. STA. 183+80 CONSTRUCT DROP INLET ON LT. H=9'-9", W/ 4' EXT. WITH 24"x7' R.C. PIPE CULVERT FROM F.E.S. AT STA. 183+79 LT. AND 59"x36"x44' R.C. ARCH PIPE CULVERT TO BOX CULVERT AT STA. 184+20 LT. (CLASS III) (TY. 3 BEDDING) TYPE C DROP INLET = 4'x7"

JI51 JOHN HARDEN DR. STA. 182+84 CONSTRUCT DROP INLET ON LT. H=8'-8", W/ 4' EXT. WITH 48"x91' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 183+80 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x6'

JI52 JOHN HARDEN DR. STA. 182+02 CONSTRUCT DROP INLET ON LT. H=8'-1", W/ 4' EXT. WITH 48"x76' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 182+84 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x5'

JI52S JOHN HARDEN DR. STA. 182+02 CONSTRUCT DROP INLET ON LT. H=2'-6" WITH 18"x4' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 182+02 LT. TYPE E DROP INLET = 2'x3'

JI53 JOHN HARDEN DR. STA. 180+46 CONSTRUCT DROP INLET ON LT. H=7'-3" WITH DBL. 4' EXTENSIONS AND BACK OPENING AND 48"x150' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 182+02 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x5'

JI53S JOHN HARDEN DR. STA. 180+46 CONSTRUCT DROP INLET ON RT. H=3'-0" WITH 18"x36' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 180+46 LT. TYPE E DROP INLET = 2'x3'

JI54 JOHN HARDEN DR. STA. 179+70 CONSTRUCT DROP INLET ON LT. H=7'-2" WITH 48"x70' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 180+46 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x5'

JI55 JOHN HARDEN DR. STA. 179+32 CONSTRUCT DROP INLET ON LT. H=7'-3", W/ 4' EXT. WITH 18"x3' R.C. PIPE CULVERT FROM EXIST. DROP INLET AT STA. 179+32 LT. AND 48"x32' R.C. PIPE CULVERT TO DROP INLET AT STA. 179+70 LT. (CLASS III) (TY. 3 BEDDING) TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x5'

JI56 JOHN HARDEN DR. STA. 179+08 CONSTRUCT DROP INLET ON LT. H=7'-3", W/ 4' EXT. WITH 48"x18' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 179+32 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x5'

JI57 JOHN HARDEN DR. STA. 178+58 CONSTRUCT DROP INLET ON LT. H=7'-3" WITH 48"x44' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 179+08 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x5'

JI57S JOHN HARDEN DR. STA. 178+58 CONSTRUCT DROP INLET ON LT. H=2'-6" WITH 18"x4' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 178+58 LT. TYPE E DROP INLET = 2'x3'

J240 JOHN HARDEN DR. STA. 186+06 CONSTRUCT DROP INLET ON LT. H=9'-0" WITH 30"x116' R.C. PIPE CULVERT (CLASS III) (TY. 2 BEDDING) TO BOX CULVERT AT STA. 184+85 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

J240S JOHN HARDEN DR. STA. 186+05 CONSTRUCT DROP INLET ON LT. H=2'-6" WITH 24"x10' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 186+06 LT. TYPE E DROP INLET = 2'x3'

J24I JOHN HARDEN DR. STA. 187+38 CONSTRUCT DROP INLET ON LT. H=8'-0", W/ 4' EXT. WITH 18"x8' R.C. PIPE CULVERT FROM F.E.S. AT STA. 187+38 LT. AND 30"x123' R.C. PIPE CULVERT TO DROP INLET AT STA. 186+06 LT. (CLASS III) (TY. 2 BEDDING) TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

J242 JOHN HARDEN DR. STA. 187+82 CONSTRUCT DROP INLET ON LT. H=7'-7" WITH BACK OPENING AND 30"x39' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 187+38 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

J243 JOHN HARDEN DR. STA. 188+52 CONSTRUCT DROP INLET ON LT. H=7'-0" WITH BACK OPENING AND 30"x65' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 187+82 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

J244 JOHN HARDEN DR. STA. 189+22 CONSTRUCT DROP INLET ON LT. H=6'-4", W/ 4' EXT. WITH 30"x65' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 188+52 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

J244S JOHN HARDEN DR. STA. 189+22 CONSTRUCT DROP INLET ON LT. H=2'-6" WITH 18"x8' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 189+22 LT. TYPE E DROP INLET = 2'x3'

J245 JOHN HARDEN DR. STA. 189+98 CONSTRUCT DROP INLET ON LT. H=5'-7" WITH DBL. 4' EXTENSIONS AND 30"x71' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 189+22 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

J245SI JOHN HARDEN DR. STA. 189+98 CONSTRUCT DROP INLET ON LT. H=2'-6" WITH 18"x5' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 189+98 LT. TYPE E DROP INLET = 2'x3'

J245S2 JOHN HARDEN DR. STA. 189+98 CONSTRUCT DROP INLET ON LT. H=3'-9" WITH 18"x62' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 189+98 LT. TYPE RM DROP INLET = 3'x4'

J246 JOHN HARDEN DR. STA. 191+15 CONSTRUCT DROP INLET ON LT. H=5'-3", W/ 4' EXT. WITH 24"x112' R.C. PIPE CULVERT (CLASS III) (TY. 2 BEDDING) TO DROP INLET AT STA. 189+98 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J246S JOHN HARDEN DR. STA. 191+15 CONSTRUCT DROP INLET ON LT. H=2'-6" WITH 18"x9' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 191+15 LT. TYPE RM DROP INLET = 3'x4'

J247 JOHN HARDEN DR. STA. 191+72 CONSTRUCT DROP INLET ON LT. H=5'-9", W/ 4' EXT. WITH 24"x52' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 191+15 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

JJB240 JOHN HARDEN DR. STA. 192+46 CONSTRUCT JUNCTION BOX ON LT. H=6'-7", WITH 24"x70' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 191+72 LT. TYPE E JUNCTION BOX = 4'x4'

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STORM SEWER PLAN
JOHN HARDEN DR.

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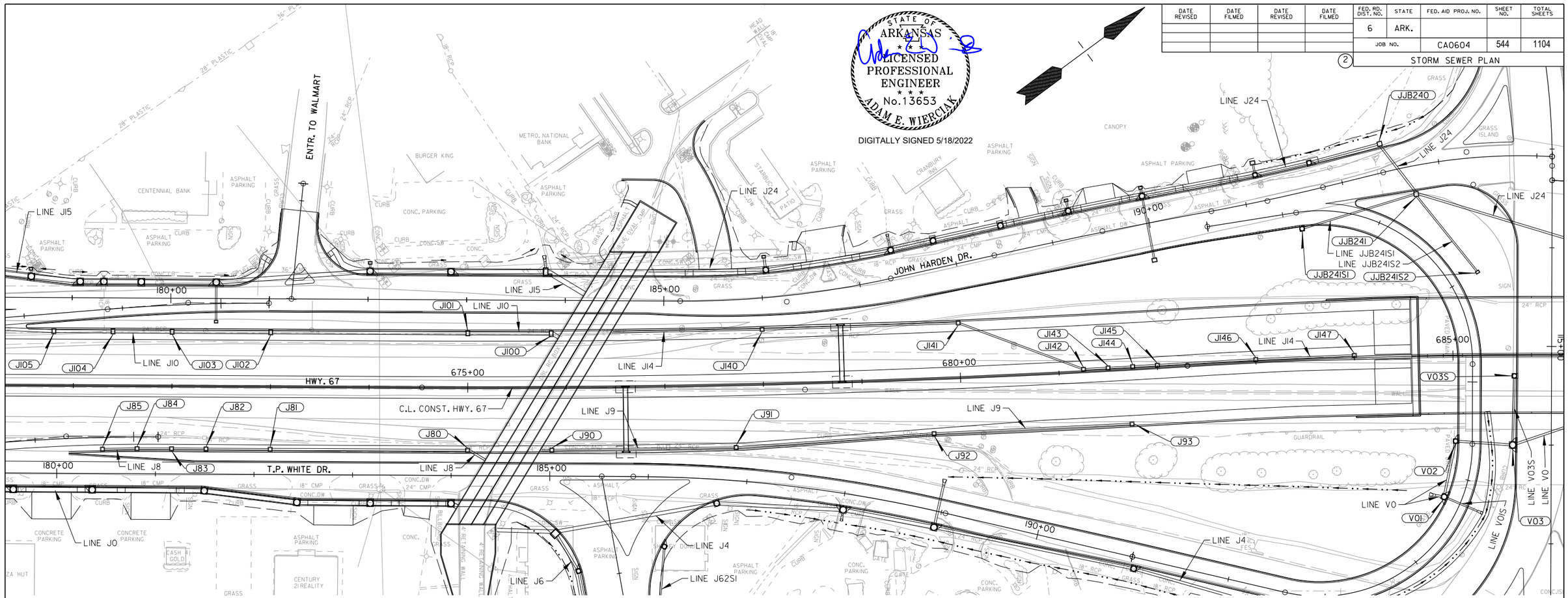
				JOB NO.		CA0604	544	1104

2 STORM SEWER PLAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



J80 HWY. 67 STA. 675+00 CONSTRUCT
DROP INLET ON RT. H=10′-9″
WITH 24″x19′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO EXIST. BOX CULVERT AT STA. 675+18 RT.
TYPE ST DROP INLET = 3′x3′

J81 HWY. 67 STA. 673+00 CONSTRUCT
DROP INLET ON RT. H=6′-3″
WITH 24″x197′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 675+00 RT.
TYPE ST DROP INLET = 3′x3′

J82 HWY. 67 STA. 672+35 CONSTRUCT
DROP INLET ON RT. H=5′-3″
WITH 18″x62′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 673+00 RT.
TYPE ST DROP INLET = 3′x3′

J83 HWY. 67 STA. 672+00 CONSTRUCT
DROP INLET ON RT. H=5′-0″
WITH 18″x32′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 672+35 RT.
TYPE ST DROP INLET = 3′x3′

J84 HWY. 67 STA. 671+65 CONSTRUCT
DROP INLET ON RT. H=4′-9″
WITH 18″x32′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 672+00 RT.
TYPE ST DROP INLET = 3′x3′

J85 HWY. 67 STA. 671+30 CONSTRUCT
DROP INLET ON RT. H=4′-6″
WITH 18″x32′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 671+65 RT.
TYPE ST DROP INLET = 3′x3′

J90 HWY. 67 STA. 675+85 CONSTRUCT
DROP INLET ON RT. H=10′-6″
WITH 18″x9′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 675+75 RT.
TYPE ST DROP INLET = 3′x3′

J91 HWY. 67 STA. 677+71 CONSTRUCT
DROP INLET ON RT. H=4′-6″
WITH 18″xl84′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 675+85 RT.
TYPE ST DROP INLET = 3′x3′

J92 HWY. 67 STA. 679+71 CONSTRUCT
DROP INLET ON RT. H=4′-6″
WITH 18″xl98′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 677+71 RT.
TYPE ST DROP INLET = 3′x3′

J93 HWY. 67 STA. 681+71 CONSTRUCT
DROP INLET ON RT. H=4′-6″
WITH 18″xl98′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 679+71 RT.
TYPE ST DROP INLET = 3′x3′

JI00 HWY. 67 STA. 675+85 CONSTRUCT
DROP INLET ON LT. H=11′-0″
WITH 36″x7′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 675+93 LT.
TYPE ST DROP INLET = 3′x6′

JI01 HWY. 67 STA. 675+00 CONSTRUCT
DROP INLET ON LT. H=8′-8″
WITH 36″x82′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 675+85 LT.
TYPE ST DROP INLET = 3′x4′

JI02 HWY. 67 STA. 673+00 CONSTRUCT
DROP INLET ON LT. H=7′-4″
WITH 36″xl97′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 675+00 LT.
TYPE ST DROP INLET = 3′x4′

JI03 HWY. 67 STA. 672+00 CONSTRUCT
DROP INLET ON LT. H=6′-7″
WITH 36″x97′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 673+00 LT.
TYPE ST DROP INLET = 3′x4′

JI04 HWY. 67 STA. 671+40 CONSTRUCT
DROP INLET ON LT. H=6′-3″
WITH 36″x57′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 672+00 LT.
TYPE ST DROP INLET = 3′x4′

JI05 HWY. 67 STA. 670+80 CONSTRUCT
DROP INLET ON LT. H=6′-1″
WITH 36″x57′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 671+40 LT.
TYPE ST DROP INLET = 3′x4′

JI40 HWY. 67 STA. 678+00 CONSTRUCT
DROP INLET ON LT. H=7′-4″
WITH 18″xl51′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO EXIST. BOX CULVERT AT STA. 676+47 LT.
TYPE ST DROP INLET = 3′x3′

JI41 HWY. 67 STA. 680+00 CONSTRUCT
DROP INLET ON LT. H=6′-2″
WITH 18″xl96′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 678+00 LT.
TYPE ST DROP INLET = 3′x3′

JI42 HWY. 67 STA. 681+25 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″xl32′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 680+00 LT.
TYPE ST DROP INLET = 3′x3′

JI43 HWY. 67 STA. 681+50 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x22′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 681+25 LT.
TYPE ST DROP INLET = 3′x3′

JI44 HWY. 67 STA. 681+75 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x22′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 681+50 LT.
TYPE ST DROP INLET = 3′x3′

JI45 HWY. 67 STA. 682+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x22′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 681+75 LT.
TYPE ST DROP INLET = 3′x3′

JI46 HWY. 67 STA. 683+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x97′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 682+00 LT.
TYPE ST DROP INLET = 3′x3′

JI47 HWY. 67 STA. 684+00 CONSTRUCT
DROP INLET ON LT. H=4′-6″
WITH 18″x97′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 683+00 LT.
TYPE ST DROP INLET = 3′x3′

JJB24I JOHN HARDEN DR. STA. 192+72 CONSTRUCT
JUNCTION BOX ON RT. H=7′-11″
WITH 24″x59′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 192+46 LT.
TYPE E JUNCTION BOX = 4′x4′

JJB24ISI JOHN HARDEN DR. STA. 191+50 CONSTRUCT
DROP INLET ON RT. H=4′-6″
WITH 18″xll7′ R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO JUNCTION BOX AT STA. 192+72 RT.
TYPE MO DROP INLET = 4′ DIA.
TYPE C DROP INLET = 4′x3′

JJB24IS2 JOHN HARDEN DR. STA. 193+29 CONSTRUCT
DROP INLET ON RT. H=2′-6″
WITH 18″x98′ R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 192+72 RT.
TYPE E DROP INLET = 2′x3′

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STORM SEWER PLAN
HWY. 67

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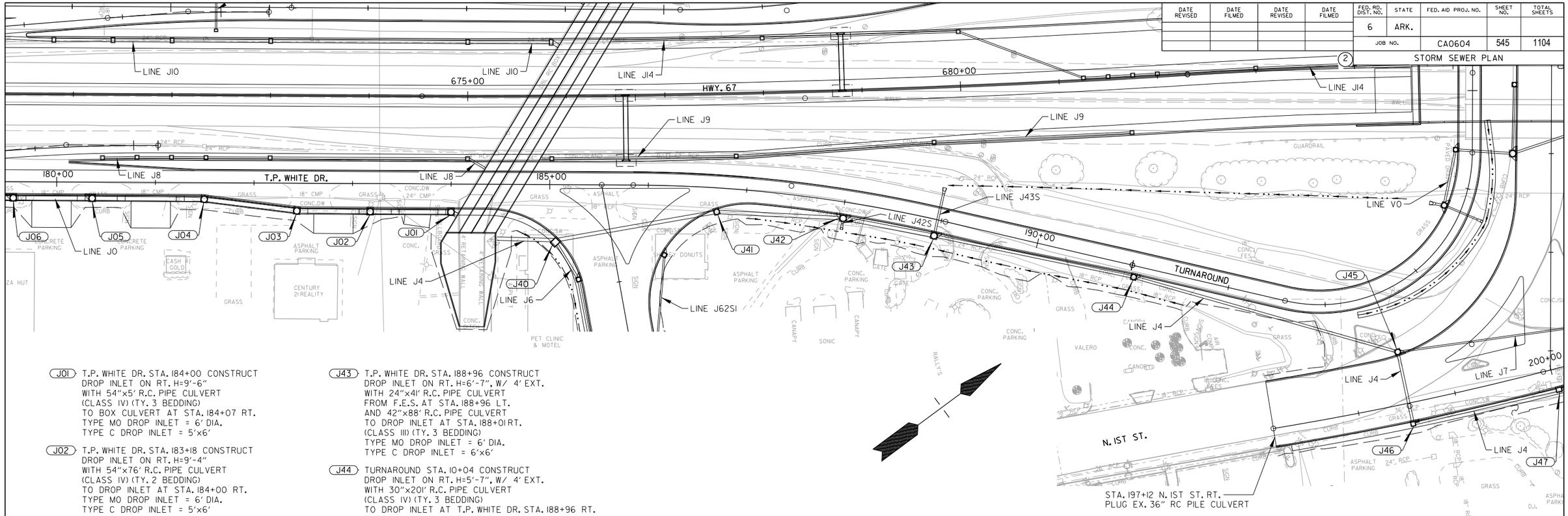
(2) STORM SEWER PLAN



J01 T.P. WHITE DR. STA. 184+00 CONSTRUCT
DROP INLET ON RT. H=9'-6"
WITH 54"x5' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO BOX CULVERT AT STA. 184+07 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5'x6'

J02 T.P. WHITE DR. STA. 183+18 CONSTRUCT
DROP INLET ON RT. H=9'-4"
WITH 54"x76' R.C. PIPE CULVERT
(CLASS IV) (TY. 2 BEDDING)
TO DROP INLET AT STA. 184+00 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5'x6'

J03 T.P. WHITE DR. STA. 182+44 CONSTRUCT
DROP INLET ON RT. H=9'-2"
WITH 54"x68' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 183+18 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5'x6'

J04 T.P. WHITE DR. STA. 181+50 CONSTRUCT
DROP INLET ON RT. H=9'-2"
WITH 54"x89' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 182+44 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5'x6'

J05 T.P. WHITE DR. STA. 180+36 CONSTRUCT
DROP INLET ON RT. H=8'-11", W/ 4' EXT.
WITH 54"x108' R.C. PIPE CULVERT
(CLASS IV) (TY. 2 BEDDING)
TO DROP INLET AT STA. 181+50 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5'x6'

J40 T.P. WHITE DR. STA. 185+09 CONSTRUCT
DROP INLET ON RT. H=8'-6"
WITH 42"x57' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO OUTLET AT STA. 184+47 RT.
TYPE C DROP INLET = 6'x7'

J41 T.P. WHITE DR. STA. 186+70 CONSTRUCT
DROP INLET ON RT. H=6'-4"
WITH 42"x161' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 185+09 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

J42 T.P. WHITE DR. STA. 188+01 CONSTRUCT
DROP INLET ON RT. H=6'-9"
WITH DBL. 4' EXTENSIONS AND 42"x123'
R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 186+70 RT.
AND 18"x2' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM F.E.S. AT STA. 188+01 RT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x5'

J43 T.P. WHITE DR. STA. 188+96 CONSTRUCT
DROP INLET ON RT. H=6'-7", W/ 4' EXT.
WITH 24"x41' R.C. PIPE CULVERT
FROM F.E.S. AT STA. 188+96 LT.
AND 42"x88' R.C. PIPE CULVERT
TO DROP INLET AT STA. 188+01 RT.
(CLASS III) (TY. 3 BEDDING)
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x6'

J44 TURNAROUND STA. 10+04 CONSTRUCT
DROP INLET ON RT. H=5'-7", W/ 4' EXT.
WITH 30"x201' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT T.P. WHITE DR. STA. 188+96 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

J45 T.P. WHITE DR. STA. 198+52 CONSTRUCT
DROP INLET ON LT. H=6'-3", W/ 4' EXT.
WITH 30"x273' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT TURNAROUND STA. 10+04 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

J46 T.P. WHITE DR. STA. 198+52 CONSTRUCT
DROP INLET ON RT. H=5'-7", W/ 4' EXT.
WITH 30"x70' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 198+52 LT.
TYPE C DROP INLET = 4'x4'

STATE OF ARKANSAS
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STORM SEWER PLAN
T.P. WHITE DR.

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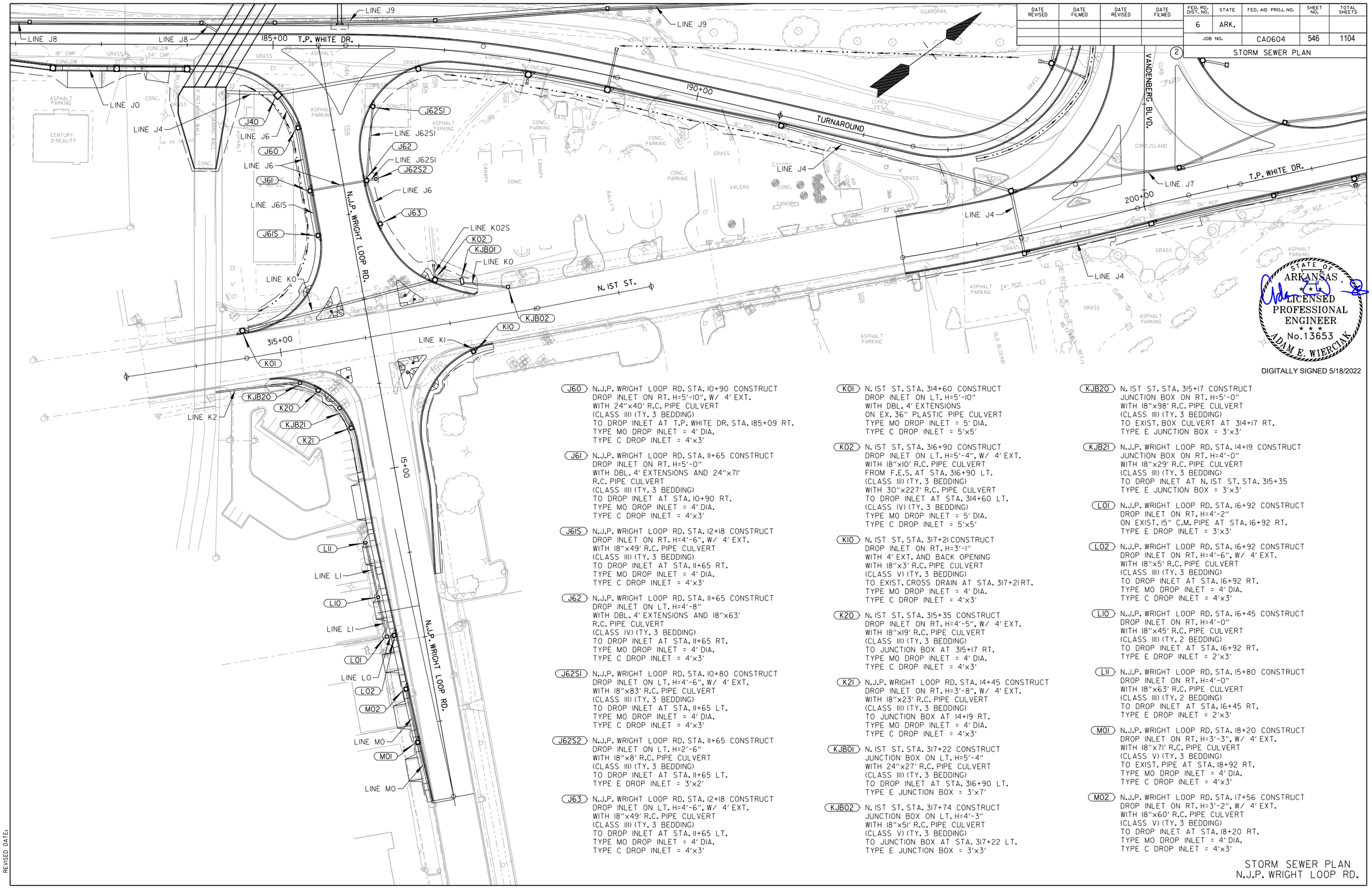
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	546	1104

2 STORM SEWER PLAN



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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J60 N.J.P. WRIGHT LOOP RD. STA. 10+90 CONSTRUCT
DROP INLET ON RT. H=5'-10", W/ 4' EXT.
WITH 24"x40' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT T.P. WHITE DR. STA. 185+09 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J61 N.J.P. WRIGHT LOOP RD. STA. 11+65 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH DBL. 4' EXTENSIONS AND 24"x71'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 10+90 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J61S N.J.P. WRIGHT LOOP RD. STA. 12+18 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x49' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+65 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J62 N.J.P. WRIGHT LOOP RD. STA. 11+65 CONSTRUCT
DROP INLET ON LT. H=4'-8"
WITH DBL. 4' EXTENSIONS AND 18"x63'
R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+65 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J62S1 N.J.P. WRIGHT LOOP RD. STA. 10+80 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x83' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+65 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J62S2 N.J.P. WRIGHT LOOP RD. STA. 11+65 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+65 LT.
TYPE E DROP INLET = 3'x2'

J63 N.J.P. WRIGHT LOOP RD. STA. 12+18 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x49' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 11+65 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

K01 N. IST ST. STA. 314+60 CONSTRUCT
DROP INLET ON LT. H=5'-10"
WITH DBL. 4' EXTENSIONS
ON EX. 36" PLASTIC PIPE CULVERT
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

K02 N. IST ST. STA. 316+90 CONSTRUCT
DROP INLET ON LT. H=5'-4", W/ 4' EXT.
WITH 18"x10' R.C. PIPE CULVERT
FROM F.E.S. AT STA. 316+90 LT.
(CLASS III) (TY. 3 BEDDING)
WITH 30"x227' R.C. PIPE CULVERT
TO DROP INLET AT STA. 314+60 LT.
(CLASS IV) (TY. 3 BEDDING)
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

K10 N. IST ST. STA. 317+21 CONSTRUCT
DROP INLET ON RT. H=3'-1"
WITH 4' EXT. AND BACK OPENING
WITH 18"x3' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO EXIST. CROSS DRAIN AT STA. 317+21 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

K20 N. IST ST. STA. 315+35 CONSTRUCT
DROP INLET ON RT. H=4'-5", W/ 4' EXT.
WITH 18"x19' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT 315+17 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

K21 N.J.P. WRIGHT LOOP RD. STA. 14+45 CONSTRUCT
DROP INLET ON RT. H=3'-8", W/ 4' EXT.
WITH 18"x23' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO JUNCTION BOX AT 14+19 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

KJB01 N. IST ST. STA. 317+22 CONSTRUCT
JUNCTION BOX ON LT. H=5'-4"
WITH 24"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 316+90 LT.
TYPE E JUNCTION BOX = 3'x7'

KJB02 N. IST ST. STA. 317+74 CONSTRUCT
JUNCTION BOX ON LT. H=4'-3"
WITH 18"x51' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO JUNCTION BOX AT STA. 317+22 LT.
TYPE E JUNCTION BOX = 3'x3'

KJB20 N. IST ST. STA. 315+17 CONSTRUCT
JUNCTION BOX ON RT. H=5'-0"
WITH 18"x98' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO EXIST. BOX CULVERT AT 314+17 RT.
TYPE E JUNCTION BOX = 3'x3'

KJB21 N.J.P. WRIGHT LOOP RD. STA. 14+19 CONSTRUCT
JUNCTION BOX ON RT. H=4'-0"
WITH 18"x29' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT N. IST ST. STA. 315+35
TYPE E JUNCTION BOX = 3'x3'

L01 N.J.P. WRIGHT LOOP RD. STA. 16+92 CONSTRUCT
DROP INLET ON RT. H=4'-2"
ON EXIST. 15" C.M. PIPE AT STA. 16+92 RT.
TYPE E DROP INLET = 3'x3'

L02 N.J.P. WRIGHT LOOP RD. STA. 16+92 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 16+92 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

L10 N.J.P. WRIGHT LOOP RD. STA. 16+45 CONSTRUCT
DROP INLET ON RT. H=4'-0"
WITH 18"x45' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 16+92 RT.
TYPE E DROP INLET = 2'x3'

L11 N.J.P. WRIGHT LOOP RD. STA. 15+80 CONSTRUCT
DROP INLET ON RT. H=4'-0"
WITH 18"x63' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 16+45 RT.
TYPE E DROP INLET = 2'x3'

M01 N.J.P. WRIGHT LOOP RD. STA. 18+20 CONSTRUCT
DROP INLET ON RT. H=3'-3", W/ 4' EXT.
WITH 18"x71' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO EXIST. PIPE AT STA. 18+92 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

M02 N.J.P. WRIGHT LOOP RD. STA. 17+56 CONSTRUCT
DROP INLET ON RT. H=3'-2", W/ 4' EXT.
WITH 18"x60' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 18+20 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

STORM SEWER PLAN
N.J.P. WRIGHT LOOP RD.

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	547	1104

2 STORM SEWER PLAN

J248 JOHN HARDEN DR. STA. 194+82 CONSTRUCT
DROP INLET ON RT. H=5'-0", W/ 4' EXT.
AND OPENING IN BACK
WITH 24"x203' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 192+72 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

J249 JOHN HARDEN DR. STA. 195+57 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x78' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 194+82 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

J250 JOHN HARDEN DR. STA. 196+41 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x80' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 195+57 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J251 JOHN HARDEN DR. STA. 198+50 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x205' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 196+41 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J252 JOHN HARDEN DR. STA. 200+40 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x186' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 198+50 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

J260 HWY. 67 STA. 687+00 CONSTRUCT
DROP INLET ON LT. H=6'-1"
WITH 18"x49' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 687+00 LT.
TYPE ST DROP INLET = 3'x3'

J261 HWY. 67 STA. 687+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x56' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 687+00 LT.
TYPE ST DROP INLET = 3'x3'

JJB260 HWY. 67 STA. 687+00 CONSTRUCT
JUNCTION BOX ON LT. H=30'-0"
WITH 18"x61' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT
JOHN HARDEN DR. STA. 194+82 RT.
TYPE ST JUNCTION BOX = 4'x3'

NI4 JOHN HARDEN DR. STA. 207+08 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x161' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 208+81 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

NI5 JOHN HARDEN DR. STA. 204+37 CONSTRUCT
DROP INLET ON LT. H=4'-11", W/ 4' EXT.
WITH 18"x259' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 207+08 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

NI5S JOHN HARDEN DR. STA. 204+37 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x10' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 204+37 LT.
TYPE RM DROP INLET = 4'x3'

001 HWY. 67 STA. 700+00 CONSTRUCT
DROP INLET ON LT. H=4'-3"
WITH 18"x64' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO F.E.S STA. 700+00 LT.
TYPE ST DROP INLET = 3'x3'

002 HWY. 67 STA. 699+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 700+00 LT.
TYPE ST DROP INLET = 3'x3'

003 HWY. 67 STA. 697+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 699+00 LT.
TYPE ST DROP INLET = 3'x3'

004 HWY. 67 STA. 695+00 CONSTRUCT
DROP INLET ON LT. H=5'-6"
WITH 18"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 697+00 LT.
TYPE ST DROP INLET = 3'x3'

004S JOHN HARDEN DR. STA. 203+40 CONSTRUCT
DROP INLET ON RT. H=4'-6", W/ 4' EXT.
WITH 18"x61' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT HWY. 67 STA. 695+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

005 HWY. 67 STA. 693+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x197' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 695+00 LT.
TYPE ST DROP INLET = 3'x3'

T01 VANDENBERG BLVD. STA. 109+50 CONSTRUCT
DROP INLET ON LT. H=3'-6", W/ 4' EXT.
WITH 18"x50' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO F.E.S. AT STA. 109+50 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

T02 VANDENBERG BLVD. STA. 110+50 CONSTRUCT
DROP INLET ON LT. H=3'-7", W/ 4' EXT.
WITH 18"x97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 109+50 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

T10 VANDENBERG BLVD. STA. 109+00 CONSTRUCT
TYPE SPECIAL INLET ON RT.

T20 VANDENBERG BLVD. STA. 110+50 CONSTRUCT
TYPE SPECIAL INLET ON RT.

U01 JOHN HARDEN DR. STA. 194+91 CONSTRUCT
DROP INLET ON LT. H=3'-1"
WITH DBL. 4' EXTENSIONS AND 18"x41'
R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 194+75 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

U02 JOHN HARDEN DR. STA. 195+65 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x78' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 194+91 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

U03 JOHN HARDEN DR. STA. 196+41 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x72' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 195+65 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

U04 JOHN HARDEN DR. STA. 196+88 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x43' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 196+41 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

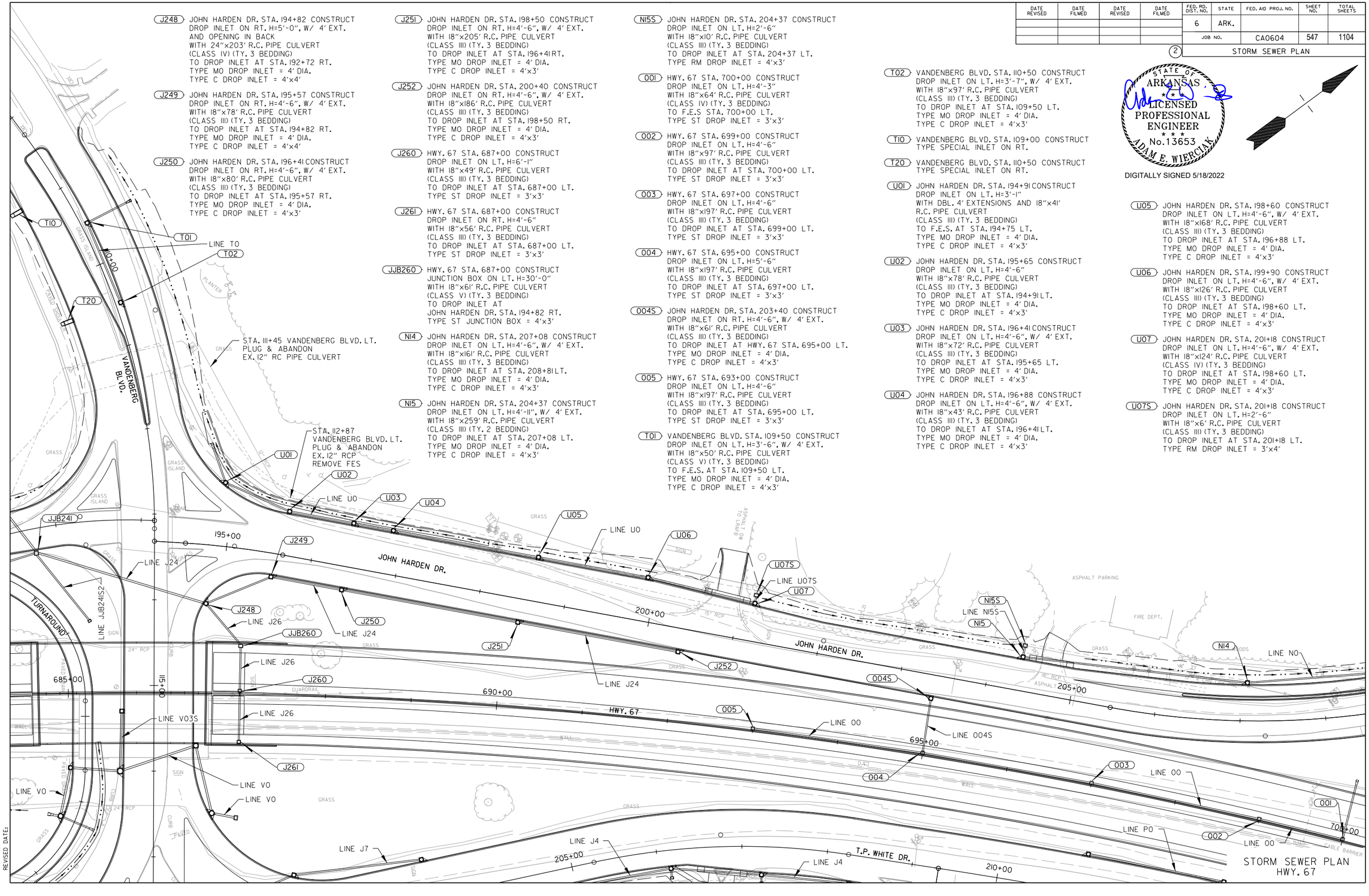
U05 JOHN HARDEN DR. STA. 198+60 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x168' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 196+88 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

U06 JOHN HARDEN DR. STA. 199+90 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x126' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 198+60 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

U07 JOHN HARDEN DR. STA. 201+18 CONSTRUCT
DROP INLET ON LT. H=4'-6", W/ 4' EXT.
WITH 18"x124' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 198+60 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

U07S JOHN HARDEN DR. STA. 201+18 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x6' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 201+18 LT.
TYPE RM DROP INLET = 3'x4'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022



STORM SEWER PLAN
HWY. 67

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
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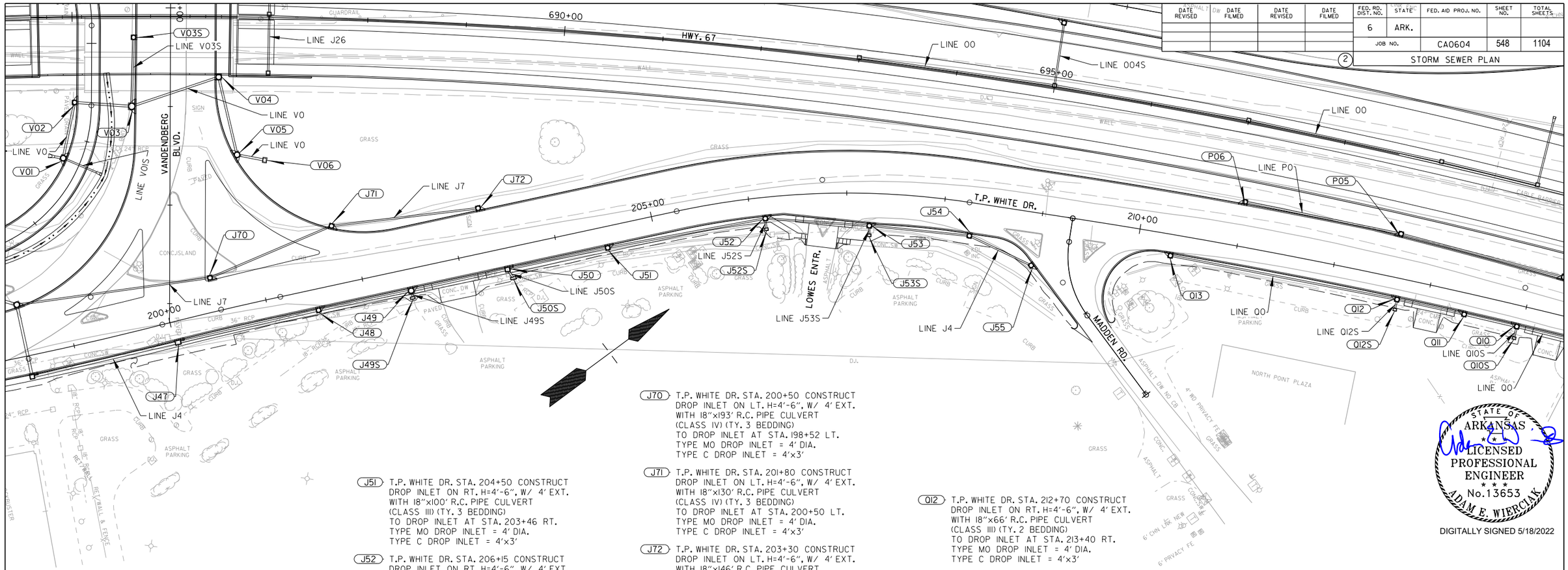
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	548	1104

2 STORM SEWER PLAN



J70 T.P. WHITE DR. STA. 200+50 CONSTRUCT DROP INLET ON LT. H=4'-6", W/ 4' EXT. WITH 18"x193' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 198+52 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J71 T.P. WHITE DR. STA. 201+80 CONSTRUCT DROP INLET ON LT. H=4'-6", W/ 4' EXT. WITH 18"x130' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 200+50 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J72 T.P. WHITE DR. STA. 203+30 CONSTRUCT DROP INLET ON LT. H=4'-6", W/ 4' EXT. WITH 18"x146' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 201+80 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

P05 T.P. WHITE DR. STA. 212+60 CONSTRUCT DROP INLET ON LT. H=4'-6", W/ 4' EXT. WITH 18"x167' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 214+30 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

P06 T.P. WHITE DR. STA. 211+00 CONSTRUCT DROP INLET ON LT. H=4'-6", W/ 4' EXT. WITH 18"x157' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 212+60 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

Q10 T.P. WHITE DR. STA. 213+95 CONSTRUCT DROP INLET ON RT. H=5'-0", W/ 4' EXT. WITH 24"x91' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 214+90 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

Q10S T.P. WHITE DR. STA. 213+95 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x9' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 213+95 RT. TYPE E DROP INLET = 2'x3'

Q11 T.P. WHITE DR. STA. 213+40 CONSTRUCT DROP INLET ON RT. H=5'-0", W/ 4' EXT. WITH 24"x51' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 213+95 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

Q12 T.P. WHITE DR. STA. 212+70 CONSTRUCT DROP INLET ON RT. H=4'-6", W/ 4' EXT. WITH 18"x66' R.C. PIPE CULVERT (CLASS III) (TY. 2 BEDDING) TO DROP INLET AT STA. 213+40 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

Q12S T.P. WHITE DR. STA. 212+70 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x7' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 212+70 RT. TYPE E DROP INLET = 3'x2'

Q13 T.P. WHITE DR. STA. 210+35 CONSTRUCT DROP INLET ON RT. H=4'-6", W/ 4' EXT. WITH 18"x230' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 212+70 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

V01 TURNAROUND STA. 13+75 CONSTRUCT DROP INLET ON LT. H=4'-7" WITH DBL. 4' EXTENSIONS AND 18"x34' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) FROM F.E.S. AT STA. 13+75 RT. WITH 24"x6' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO F.E.S AT STA. 13+73 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x3'

V02 TURNAROUND STA. 14+40 CONSTRUCT DROP INLET ON LT. H=4'-6", W/ 4' EXT. WITH 24"x53' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 13+75 LT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x4'

V03 VANDENBERG BLVD. STA. 116+00 CONSTRUCT DROP INLET ON RT. H=5'-7" WITH DBL. 4' EXTENSIONS AND 24"x53' R.C. PIPE CULVERT (CLASS V) (TY. 3 BEDDING) TO DROP INLET AT TURNAROUND STA. 14+40 LT. TYPE MO DROP INLET = 6' DIA. TYPE C DROP INLET = 6'x3'

V03S VANDENBERG BLVD. STA. 115+30 CONSTRUCT DROP INLET ON RT. H=4'-6" WITH 18"x65' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 116+00 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

V04 VANDENBERG BLVD. STA. 115+70 CONSTRUCT DROP INLET ON LT. H=5'-1" WITH 24"x88' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 116+00 RT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

V05 VANDENBERG BLVD. STA. 116+49 CONSTRUCT DROP INLET ON LT. H=4'-6" WITH DBL. 4' EXTENSIONS AND 24"x76' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 115+70 LT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x4'

V06 VANDENBERG BLVD. STA. 116+54 CONSTRUCT DROP INLET ON LT. H=5'-0" WITH 24"x25' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 116+49 LT. TYPE RM DROP INLET = 3'x4'

J47 T.P. WHITE DR. STA. 200+03 CONSTRUCT DROP INLET ON RT. H=5'-7", W/ 4' EXT. ON EX. PIPE CULVERT WITH 30"x147' R.C. PIPE CULVERT (CLASS IV) (TY. 3 BEDDING) TO DROP INLET AT STA. 198+52 RT. TYPE C DROP INLET = 5'x4'

J48 T.P. WHITE DR. STA. 201+50 CONSTRUCT DROP INLET ON RT. H=5'-0", W/ 4' EXT. WITH 24"x142' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 200+03 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J49 T.P. WHITE DR. STA. 202+46 CONSTRUCT DROP INLET ON RT. H=5'-0", W/ 4' EXT. WITH 24"x92' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 201+50 RT. TYPE MO DROP INLET = 5' DIA. TYPE C DROP INLET = 5'x3'

J49S T.P. WHITE DR. STA. 202+46 CONSTRUCT DROP INLET ON RT. H=2'-6" ON EX. 18" R.C. PIPE CULVERT WITH 18"x4' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 202+46 RT. TYPE E DROP INLET = 2'x4'

J50 T.P. WHITE DR. STA. 203+46 CONSTRUCT DROP INLET ON RT. H=6'-0", W/ 4' EXT. WITH 24"x96' R.C. PIPE CULVERT (CLASS III) (TY. 2 BEDDING) TO DROP INLET AT STA. 202+46 RT. TYPE C DROP INLET = 4'x4"

J50S T.P. WHITE DR. STA. 203+50 CONSTRUCT DROP INLET ON RT. H=4'-7" WITH 24"x8' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 203+46 RT. TYPE E DROP INLET = 2'x5'

J51 T.P. WHITE DR. STA. 204+50 CONSTRUCT DROP INLET ON RT. H=4'-6", W/ 4' EXT. WITH 18"x100' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 203+46 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J52 T.P. WHITE DR. STA. 206+15 CONSTRUCT DROP INLET ON RT. H=4'-6", W/ 4' EXT. WITH 18"x159' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 204+50 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J52S T.P. WHITE DR. STA. 206+15 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x8' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 206+15 RT. TYPE E DROP INLET = 2'x3'

J53 T.P. WHITE DR. STA. 207+24 CONSTRUCT DROP INLET ON RT. H=4'-6", W/ 4' EXT. WITH 18"x102' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 206+15 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J53S T.P. WHITE DR. STA. 207+24 CONSTRUCT DROP INLET ON RT. H=2'-6" WITH 18"x7' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 207+24 RT. TYPE E DROP INLET = 2'x3'

J54 T.P. WHITE DR. STA. 208+30 CONSTRUCT DROP INLET ON RT. H=4'-7" WITH 18"x98' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 207+24 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

J55 T.P. WHITE DR. STA. 208+99 CONSTRUCT DROP INLET ON RT. H=4'-6", W/ 4' EXT. WITH 18"x65' R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING) TO DROP INLET AT STA. 208+30 RT. TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET = 4'x3'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

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$$FILE$$
REVISED DATE:

STORM SEWER PLAN
HWY. 67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	549	1104

(2) STORM SEWER PLAN

(N01) N. IST ST. STA. 218+46 CONSTRUCT
DROP INLET ON LT. H=7'-11"
WITH 30"x103' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
FROM EX. DROP INLET AT STA. 219+54 LT.
WITH 48"x50' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO F.E.S. AT STA. 218+52 RT.
TYPE C DROP INLET = 6'x5'

(N01S2) N. IST ST. STA. 218+46 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x12' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 218+46 LT.
TYPE RM DROP INLET = 3'x4'

(N02) N. IST ST. STA. 218+00 CONSTRUCT
DROP INLET ON LT. H=7'-10"
WITH 36"x40' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 218+46 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

(N03) N. IST ST. STA. 217+15 CONSTRUCT
DROP INLET ON LT. H=7'-7"
WITH 36"x79' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 218+00 LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x5'

(N03S) N. IST ST. STA. 217+15 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x15' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 217+15 LT.
TYPE RM DROP INLET = 3'x4'

(N04) N. IST ST. STA. 216+60 CONSTRUCT
DROP INLET ON LT. H=7'-4"
WITH 36"x49' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 217+15 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

(N05) N. IST ST. STA. 216+10 CONSTRUCT
DROP INLET ON LT. H=7'-2"
WITH 36"x45' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 216+60 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

(N06) N. IST ST. STA. 215+00 CONSTRUCT
DROP INLET ON LT. H=7'-0"
WITH 36"x45' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 216+10 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

(N07) N. IST ST. STA. 214+82 CONSTRUCT
DROP INLET ON LT. H=6'-8"
WITH 36"x72' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 215+60 LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x4'

(N07S) N. IST ST. STA. 214+82 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x6' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 215+60 LT.
TYPE RM DROP INLET = 3'x4'

(N08) N. IST ST. STA. 214+25 CONSTRUCT
DROP INLET ON LT. H=6'-6"
WITH 36"x51' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 214+82 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

(N09) N. IST ST. STA. 213+57 CONSTRUCT
DROP INLET ON LT. H=6'-3"
WITH 36"x62' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 214+25 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

(N09S) N. IST ST. STA. 213+57 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 213+57 LT.
TYPE RM DROP INLET = 3'x4'

(N10) N. IST ST. STA. 213+00 CONSTRUCT
DROP INLET ON LT. H=5'-8"
WITH 30"x51' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 213+57 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

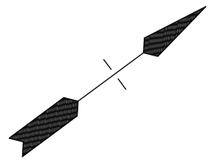
(N11) N. IST ST. STA. 212+42 CONSTRUCT
DROP INLET ON LT. H=5'-7", W/ 4' EXT.
WITH 30"x52' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 213+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

(N11S) N. IST ST. STA. 212+42 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x10' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 212+42 LT.
TYPE RM DROP INLET = 3'x4'

(N12) JOHN HARDEN DR. STA. 211+00 CONSTRUCT
DROP INLET ON LT. H=5'-0", W/ 4' EXT.
WITH 24"x138' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 212+42 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(N13) JOHN HARDEN DR. STA. 208+81 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 24"x214' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 211+00 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

(N13S) JOHN HARDEN DR. STA. 208+81 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x15' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 208+81 LT.
TYPE C DROP INLET = 4'x3'



STATE OF ARKANSAS
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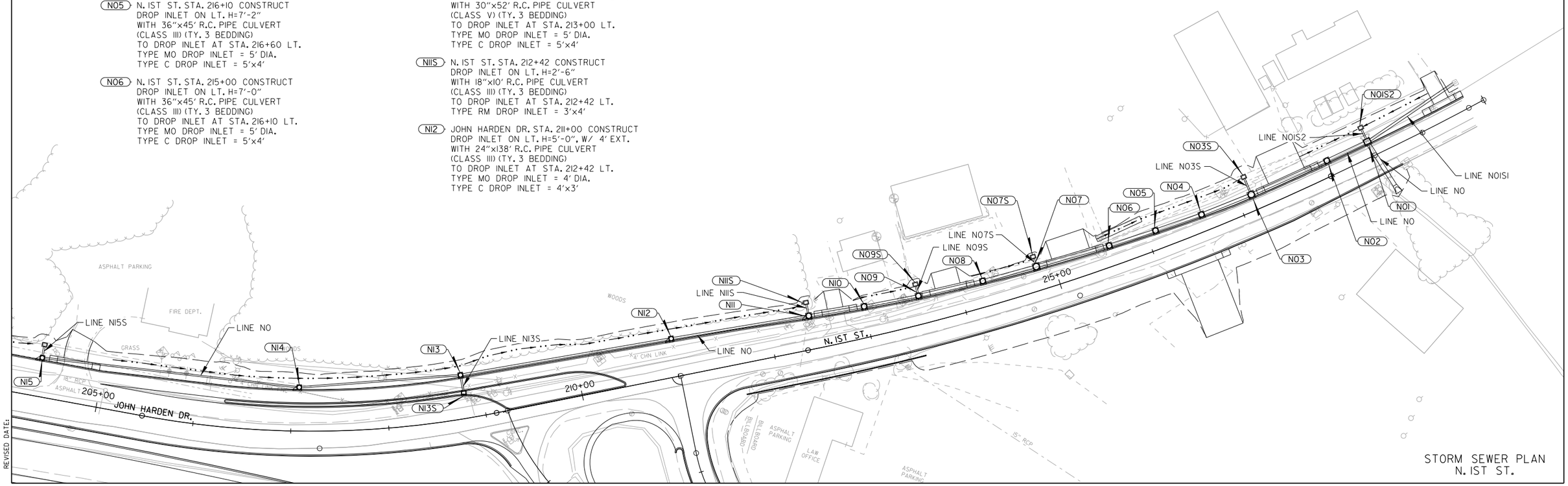

STORM SEWER PLAN
N. IST ST.

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				JOB NO.		CA0604	550	1104

(2) STORM SEWER PLAN

STATE OF ARKANSAS
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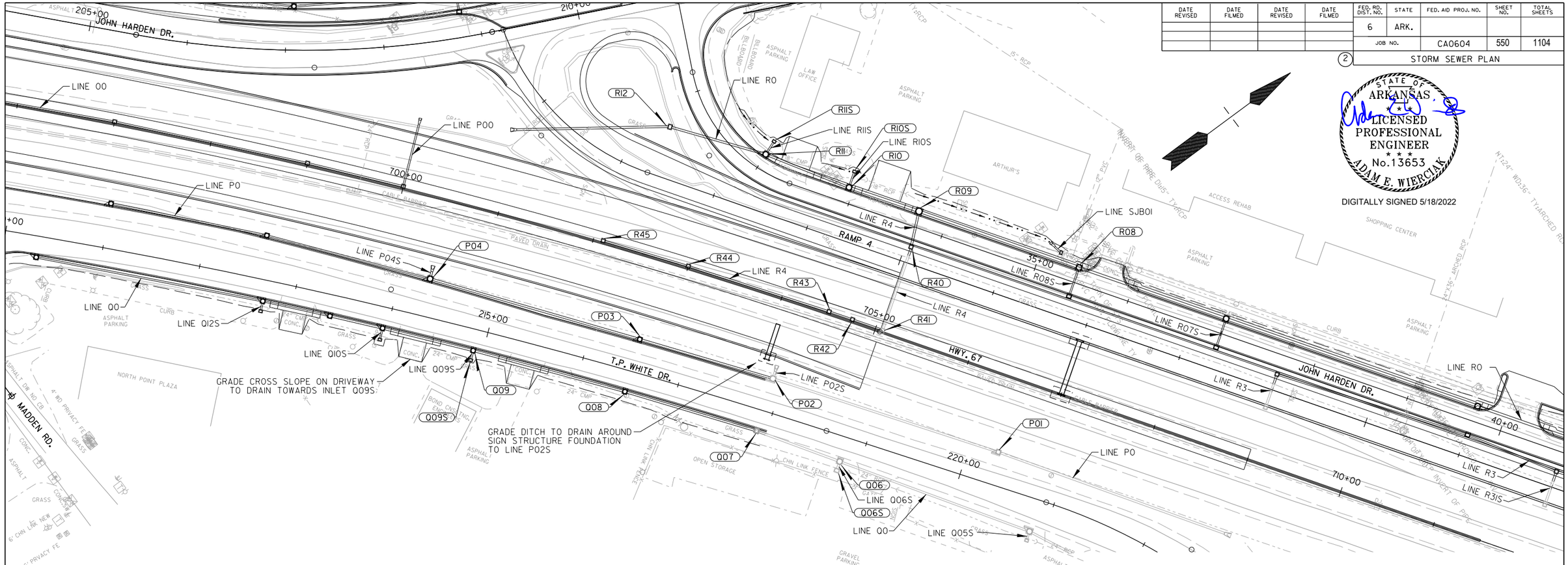

P01 T.P. WHITE DR. STA. 220+30 IN PLACE
DROP INLET ON LT. H=5'-0"
WITH 4' EXTENSION AND 24"x242'
R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT HWY. 67 STA. 709+00 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

P02 T.P. WHITE DR. STA. 217+90 IN PLACE
DROP INLET ON LT. H=5'-5", W/ 4' EXT.
WITH 24"x9' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM F.E.S. AT STA. 217+90 LT.
WITH 24"x236' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 220+30 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x3'

P03 T.P. WHITE DR. STA. 216+50 CONSTRUCT
DROP INLET ON LT. H=5'-4", W/ 4' EXT.
WITH 24"x136' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 217+90 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

P04 T.P. WHITE DR. STA. 214+30 CONSTRUCT
DROP INLET ON LT. H=5'-1", W/ 4' EXT.
WITH 24"x8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM F.E.S. AT STA. 214+30 LT.
WITH 24"x217' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 216+50 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x3'

Q06 T.P. WHITE DR. STA. 218+80 IN PLACE
DROP INLET ON RT. H=5'-0"
WITH 24"x200' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 220+85 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

Q06S T.P. WHITE DR. STA. 218+80 IN PLACE
DROP INLET ON RT. H=3'-0"
WITH 24"x6' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 218+80 RT.
TYPE RM DROP INLET = 4'x3'

Q07 T.P. WHITE DR. STA. 217+90 IN PLACE
DROP INLET ON RT. H=5'-0"
WITH 24"x85' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 218+80 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x4'

Q08 T.P. WHITE DR. STA. 216+50 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x135' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 217+90 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

Q09 T.P. WHITE DR. STA. 214+90 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x155' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 216+50 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

Q09S T.P. WHITE DR. STA. 214+90 CONSTRUCT
DROP INLET ON RT. H=2'-6"
WITH 18"x7' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 214+90 RT.
TYPE E DROP INLET = 2'x3'

R09 JOHN HARDEN DR. STA. 33+70 CONSTRUCT
DROP INLET ON LT. H=7'-2"
WITH 30"x167' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 35+42 LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x4'

R10 JOHN HARDEN DR. STA. 32+95 CONSTRUCT
DROP INLET ON LT. H=7'-7"
WITH 30"x70' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 33+70 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

R10S JOHN HARDEN DR. STA. 32+95 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x15' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 32+95 LT.
TYPE E DROP INLET = 2'x3'

R11 JOHN HARDEN DR. STA. 32+00 CONSTRUCT
DROP INLET ON LT. H=6'-8", W/ 4' EXT.
WITH 24"x87' R.C. PIPE CULVERT
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 32+95 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

R11S JOHN HARDEN DR. STA. 32+00 CONSTRUCT
DROP INLET ON LT. H=2'-6"
WITH 18"x13' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 32+00 LT.
TYPE E DROP INLET = 2'x3'

R12 JOHN HARDEN DR. STA. 31+20 CONSTRUCT
DROP INLET ON RT. H=4'-3"
WITH 24"x154' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
FROM F.E.S. AT VANDENBERG RAMP 4 STA. 701+02 RT.
WITH 24"x97' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 32+00 LT.
TYPE RM DROP INLET = 3'x4'

R40 VANDENBERG RAMP 4 STA. 705+06 CONSTRUCT
DROP INLET ON LT. H=7'-9"
WITH 24"x33' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 33+70 LT.
TYPE ST DROP INLET = 3'x3'

R41 HWY. 67 STA. 705+07 IN PLACE
TYPE ST DROP INLET ON LT.
WITH 24"x78' R.C. PIPE CULVERT
RETAIN AND EXTEND R.C. PIPE 8' LT.
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT VANDENBERG RAMP 4 STA. 705+06 LT.

R42 HWY. 67 STA. 704+75 CONSTRUCT
DROP INLET ON LT. H=4'-3"
WITH 18"x29' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 705+07 LT.
TYPE ST DROP INLET = 3'x3'

R43 HWY. 67 STA. 704+50 CONSTRUCT
DROP INLET ON LT. H=4'-3"
WITH 18"x22' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 704+75 LT.
TYPE ST DROP INLET = 3'x3'

R44 HWY. 67 STA. 703+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x147' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 704+50 LT.
TYPE ST DROP INLET = 3'x3'

R45 HWY. 67 STA. 702+10 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x87' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 703+00 LT.
TYPE ST DROP INLET = 3'x3'

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STORM SEWER PLAN
HWY. 67

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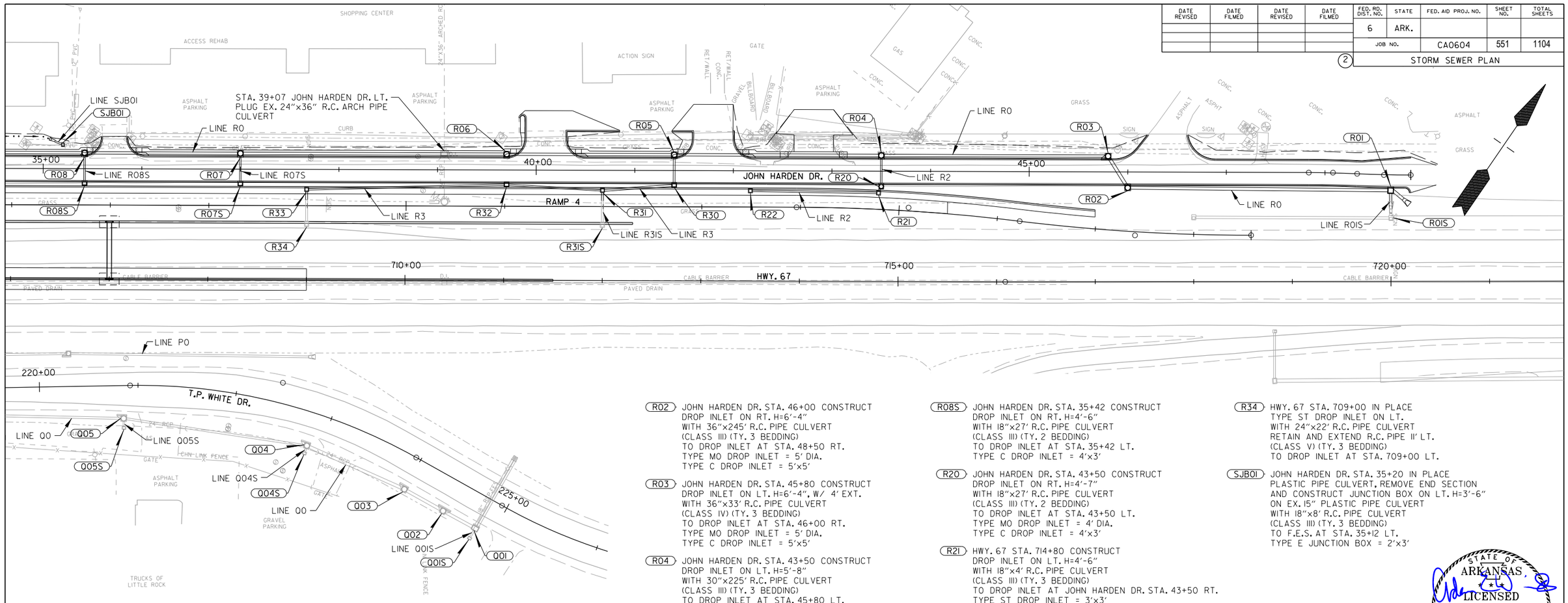
				6	ARK.			
				JOB NO.		CA0604	551	1104

(2) STORM SEWER PLAN



Q01 T.P. WHITE DR. STA. 224+82 IN PLACE
DROP INLET ON RT. H=3'-11"
CONSTRUCT ON EX. DBL. 24"
R.C. PIPE CULVERT
TYPE C DROP INLET = 6'x4'

Q01S T.P. WHITE DR. STA. 224+82 IN PLACE
DROP INLET ON RT. H=2'-6"
WITH 18"x8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 224+82 RT.
TYPE E DROP INLET = 3'x2'

Q02 T.P. WHITE DR. STA. 224+45 IN PLACE
DROP INLET ON RT. H=3'-7"
WITH DBL. 4' EXTENSIONS AND 36"x23"x32'
R.C. ARCH PIPE CULVERT (CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 224+82 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X5'

Q03 T.P. WHITE DR. STA. 224+00 IN PLACE
DROP INLET ON RT H=4'-0"
WITH 4' EXTENSION AND 36"x23"x40'
R.C. ARCH PIPE CULVERT (CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 224+45 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X5'

Q04 T.P. WHITE DR. STA. 222+85 IN PLACE
DROP INLET ON RT. H=5'-0"
WITH 4' EXTENSION AND 36"x23"x103'
R.C. ARCH PIPE CULVERT (CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 224+00 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X5'

Q04S T.P. WHITE DR. STA. 222+85 IN PLACE
DROP INLET ON RT. H=2'-6"
WITH 18"x5' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 222+85 RT.
TYPE E DROP INLET = 3'x2'

Q05 T.P. WHITE DR. STA. 220+85 IN PLACE
DROP INLET ON RT. H=5'-0"
WITH 4' EXTENSION AND 24"x183'
R.C. PIPE CULVERT (CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 222+85 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'X5'

Q05S T.P. WHITE DR. STA. 220+85 IN PLACE
DROP INLET ON RT. H=2'-6"
WITH 18"x6' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 220+85 RT.
TYPE E DROP INLET = 3'x2'

R01 JOHN HARDEN DR. STA. 48+67 CONSTRUCT
DROP INLET ON RT. H=5'-4"
WITH 36"x13' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 48+82 RT.
TYPE C DROP INLET = 5'x5'

R01S HWY. 67 STA. 720+00 IN PLACE
TYPE ST DROP INLET ON LT.
WITH 30"x10' R.C. PIPE CULVERT
TO F.E.S. ON LT.
REMOVE F.E.S. AND 4' OF PIPE
EXTEND R.C. PIPE 20' LT.
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 48+67 RT.

R02 JOHN HARDEN DR. STA. 46+00 CONSTRUCT
DROP INLET ON RT. H=6'-4"
WITH 36"x245' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 48+50 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

R03 JOHN HARDEN DR. STA. 45+80 CONSTRUCT
DROP INLET ON LT. H=6'-4", W/ 4' EXT.
WITH 36"x33' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 46+00 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x5'

R04 JOHN HARDEN DR. STA. 43+50 CONSTRUCT
DROP INLET ON LT. H=5'-8"
WITH 30"x225' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 45+80 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

R05 JOHN HARDEN DR. STA. 41+40 CONSTRUCT
DROP INLET ON LT. H=5'-7"
WITH 30"x205' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 43+50 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

R06 JOHN HARDEN DR. STA. 39+70 CONSTRUCT
DROP INLET ON LT. H=5'-8"
WITH 30"x165' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 41+40 LT.
TYPE C DROP INLET = 5'x4'

R07 JOHN HARDEN DR. STA. 37+00 CONSTRUCT
DROP INLET ON LT. H=6'-1"
WITH 30"x265' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 39+70 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

R07S JOHN HARDEN DR. STA. 37+00 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 37+00 LT.
TYPE C DROP INLET = 4'x3"

R08 JOHN HARDEN DR. STA. 35+42 CONSTRUCT
DROP INLET ON LT. H=6'-4"
WITH 30"x153' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 37+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'

R08S JOHN HARDEN DR. STA. 35+42 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 35+42 LT.
TYPE C DROP INLET = 4'x3'

R20 JOHN HARDEN DR. STA. 43+50 CONSTRUCT
DROP INLET ON RT. H=4'-7"
WITH 18"x27' R.C. PIPE CULVERT
(CLASS III) (TY. 2 BEDDING)
TO DROP INLET AT STA. 43+50 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'

R21 HWY. 67 STA. 714+80 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x4' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 43+50 RT.
TYPE ST DROP INLET = 3'x3'

R22 HWY. 67 STA. 713+50 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x127' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT STA. 714+80 LT.
TYPE ST DROP INLET = 3'x3'

R30 JOHN HARDEN DR. STA. 41+40 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH 24"x27' R.C. PIPE CULVERT
(CLASS IV) (TY. 3 BEDDING)
TO DROP INLET AT STA. 41+40 LT.
TYPE C DROP INLET = 4'x3'

R31 HWY. 67 STA. 712+00 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 24"x69' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 41+40 RT.
TYPE ST DROP INLET = 3'x3'

R31S HWY. 67 STA. 712+00 IN PLACE
TYPE ST DROP INLET ON LT.
WITH 24"x22' R.C. PIPE CULVERT
RETAIN AND EXTEND R.C. PIPE 11' LT.
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 712+00 LT.

R32 JOHN HARDEN DR. STA. 39+70 CONSTRUCT
DROP INLET ON RT. H=4'-6"
WITH 18"x94' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT HWY. 67 STA. 712+00 LT.
TYPE C DROP INLET = 4'x3'

R33 HWY. 67 STA. 709+00 CONSTRUCT
DROP INLET ON LT. H=4'-6"
WITH 18"x199' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO DROP INLET AT JOHN HARDEN DR. STA. 39+70 RT.
TYPE ST DROP INLET = 3'x3'

R34 HWY. 67 STA. 709+00 IN PLACE
TYPE ST DROP INLET ON LT.
WITH 24"x22' R.C. PIPE CULVERT
RETAIN AND EXTEND R.C. PIPE 11' LT.
(CLASS V) (TY. 3 BEDDING)
TO DROP INLET AT STA. 709+00 LT.

SJB0I JOHN HARDEN DR. STA. 35+20 IN PLACE
PLASTIC PIPE CULVERT, REMOVE END SECTION
AND CONSTRUCT JUNCTION BOX ON LT. H=3'-6"
ON EX. 15" PLASTIC PIPE CULVERT
WITH 18"x8' R.C. PIPE CULVERT
(CLASS III) (TY. 3 BEDDING)
TO F.E.S. AT STA. 35+12 LT.
TYPE E JUNCTION BOX = 2'x3'

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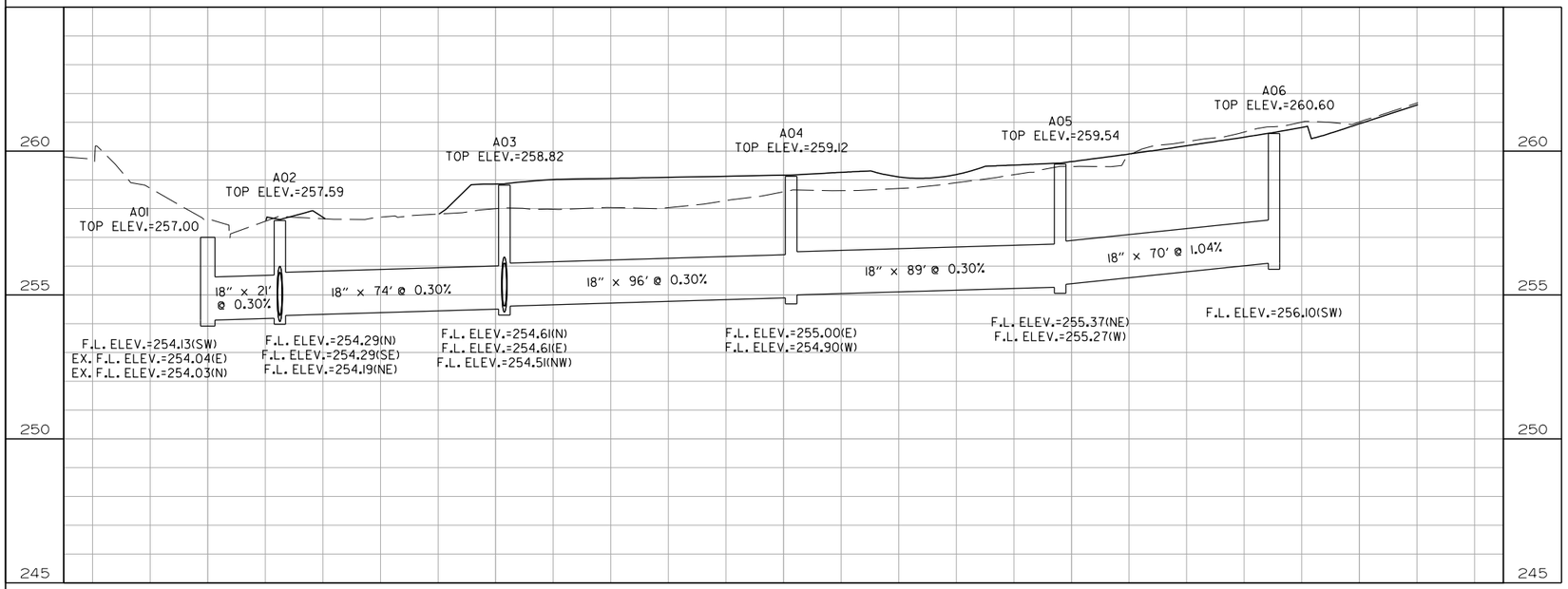
STORM SEWER PLAN
HWY. 67

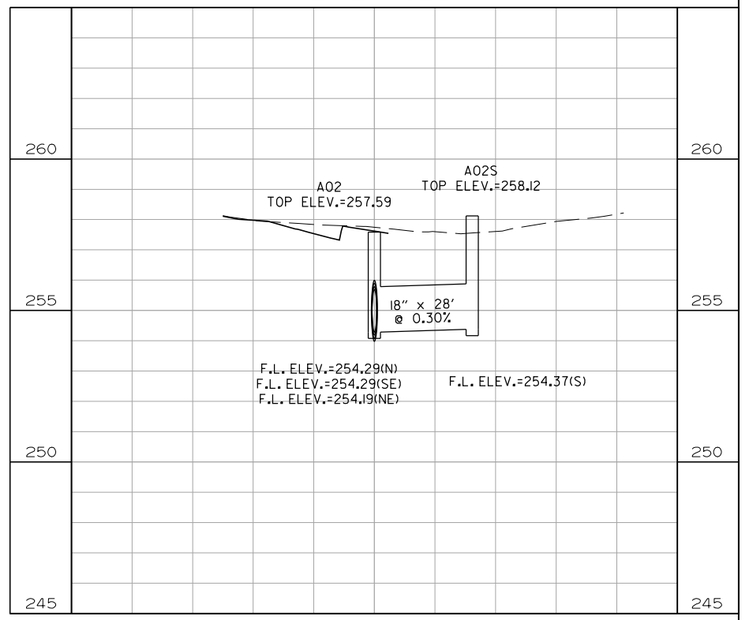
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	552	1104
				(2)	STORM SEWER PROFILE - LINE A & B			

LINE A0



LINE A02S



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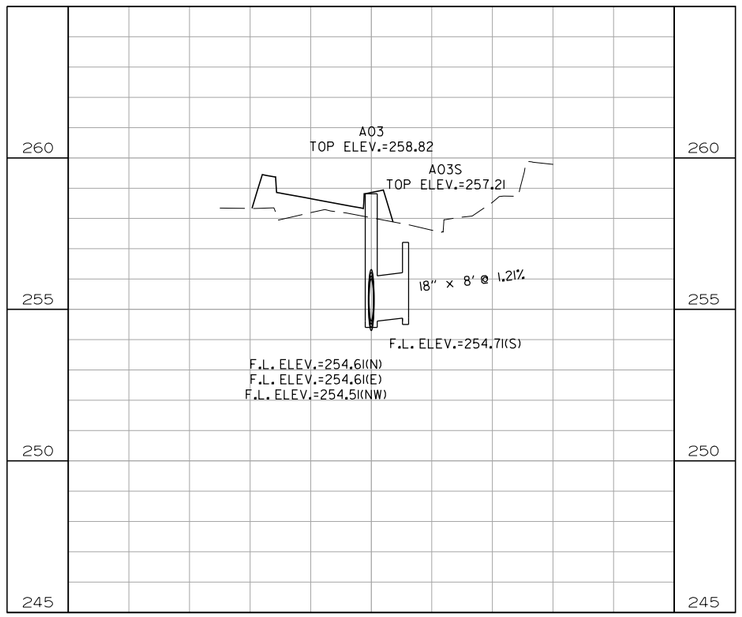
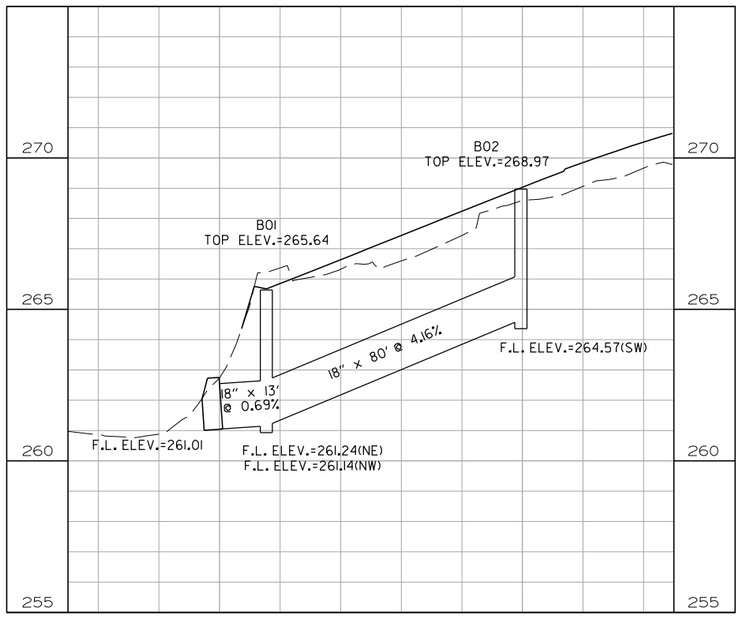


LINE B0



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STORM SEWER PROFILE
LINE A & B

$$USER$$ $$DATE$$ $$TIME$$
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$$FILE$$
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				6	ARK.			
				JOB NO.		CA0604	553	1104
				(2)	STORM SEWER PROFILE - LINE C			

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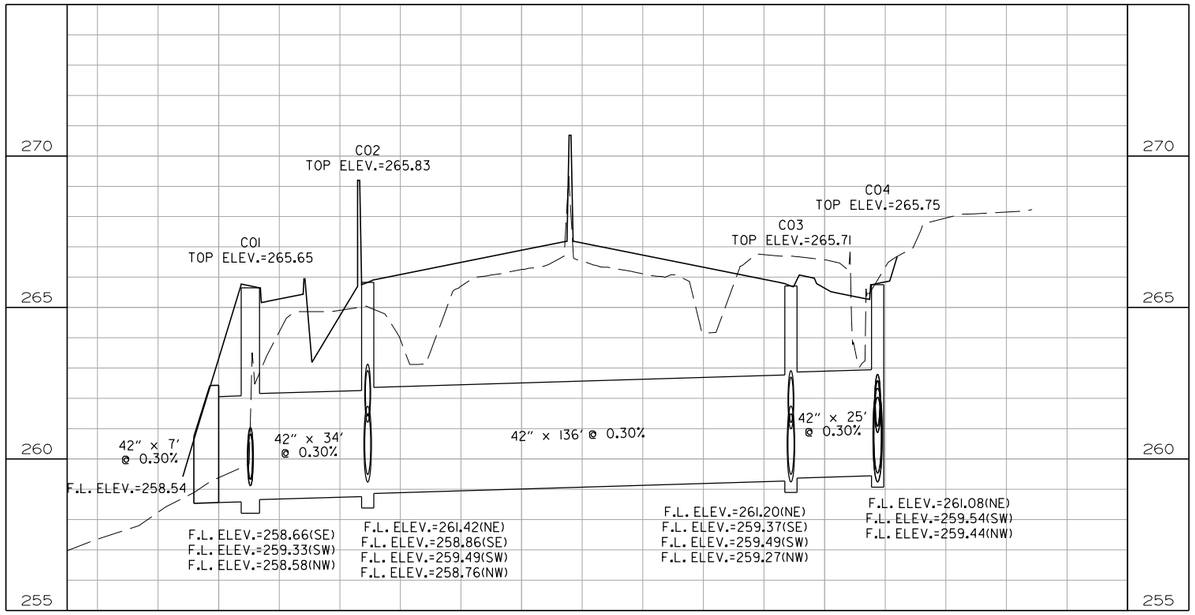
LINE CO



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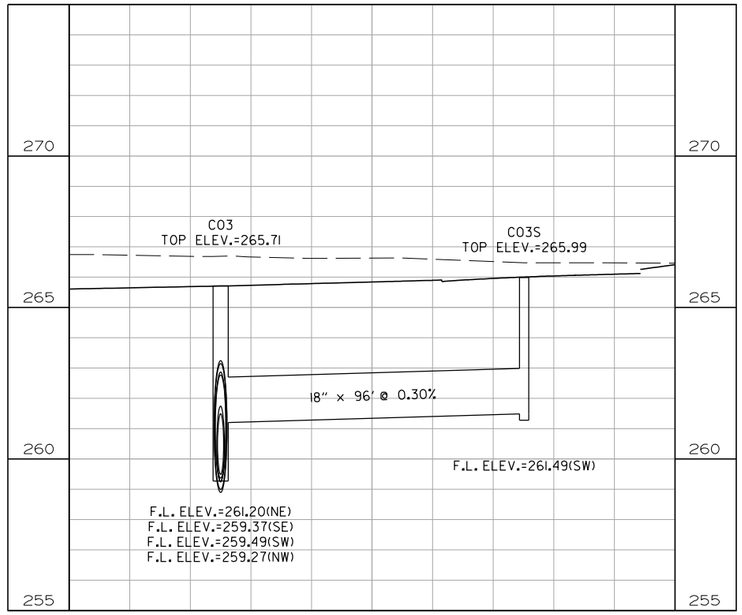
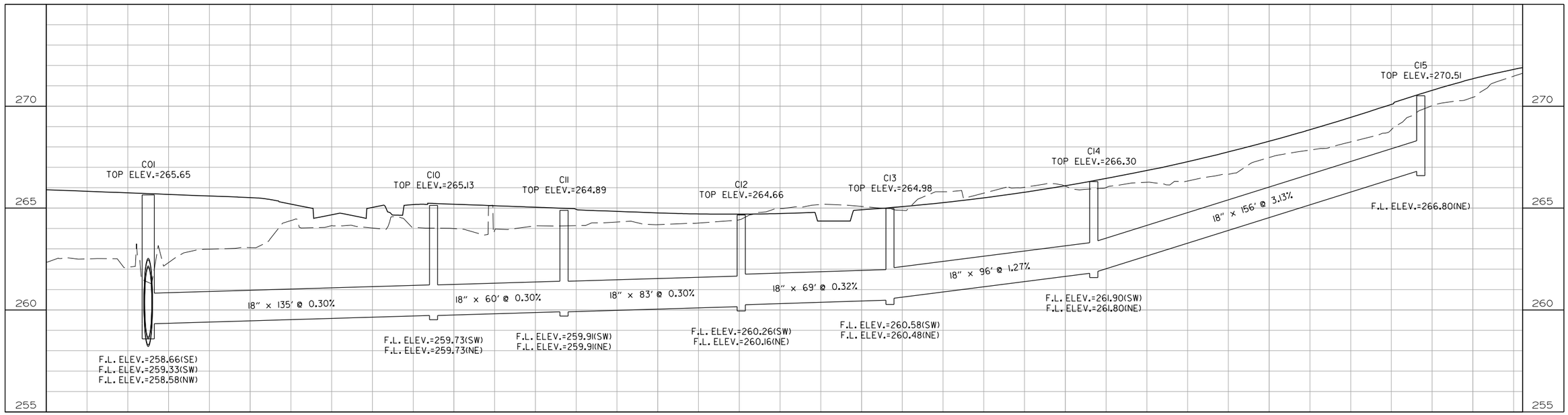


LINE CI



STORM SEWER PROFILE
LINE C

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	554	1104
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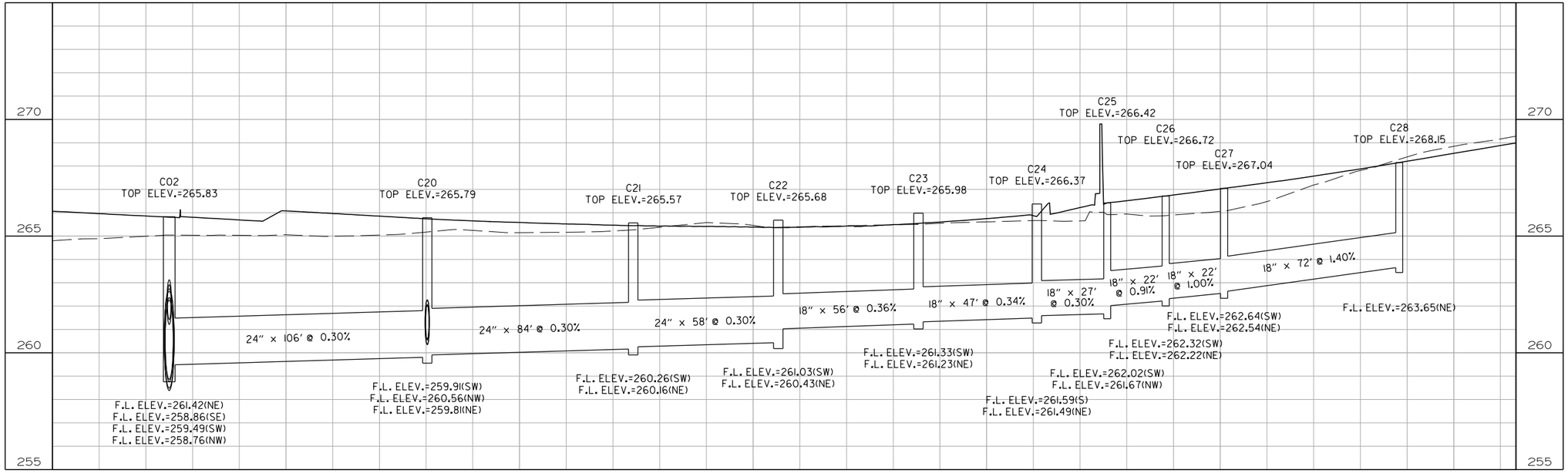
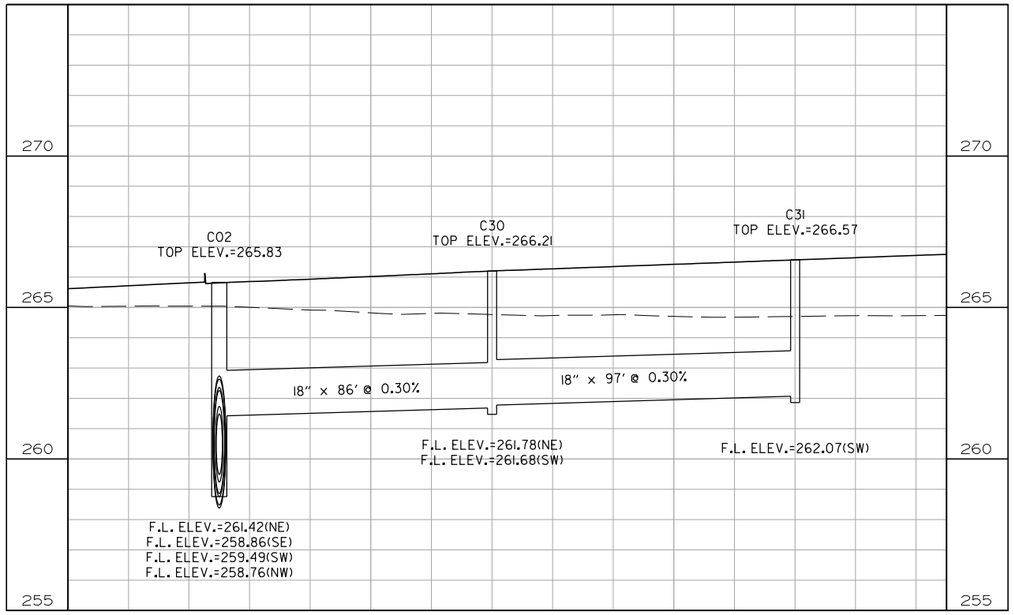
LINE C2



LINE C3



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STORM SEWER PROFILE
LINE C

$$USER$$ $$DATE$$ $$TIME$$
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$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	555	1104
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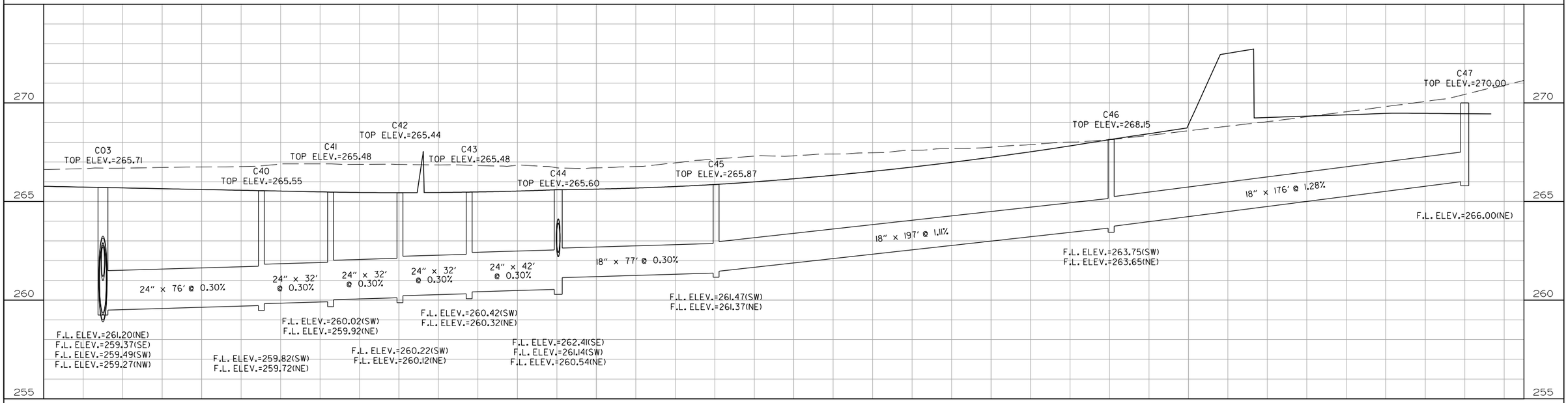
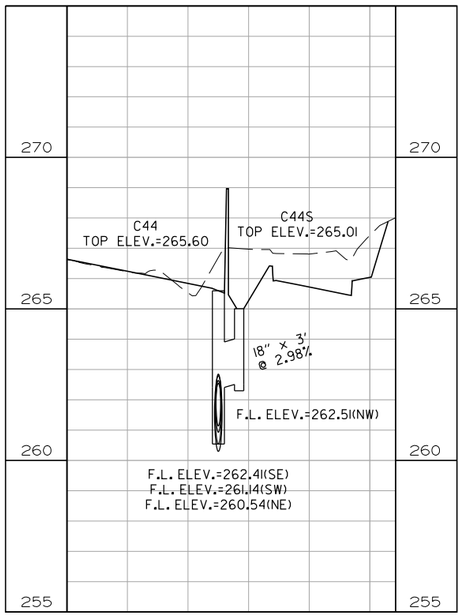
LINE C4



LINE C44S



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STORM SEWER PROFILE
LINE C

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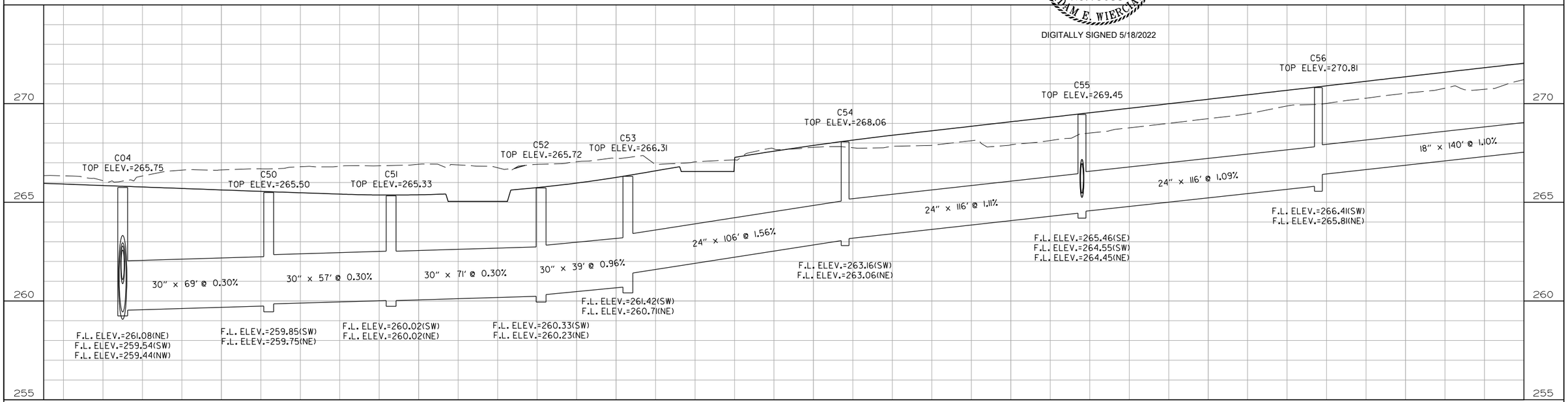
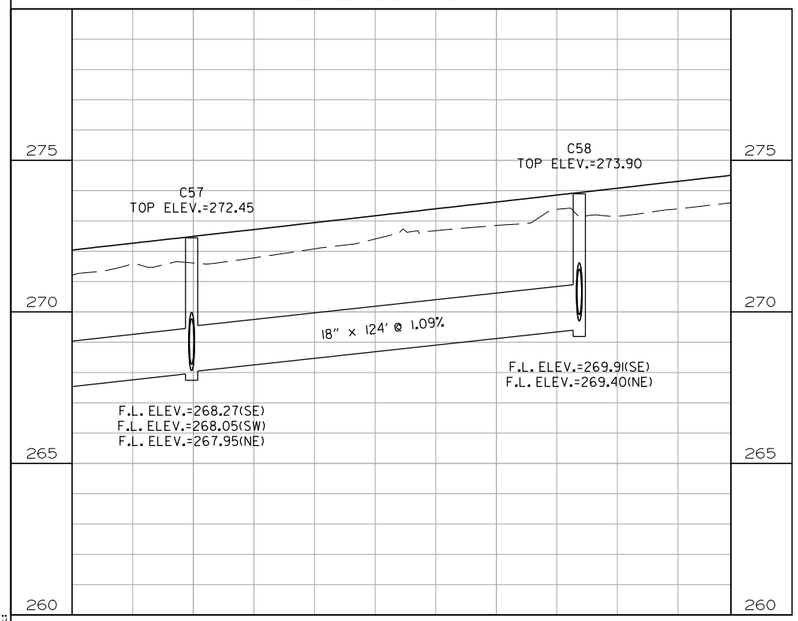
LINE C5



LINE C5 (CON'T)



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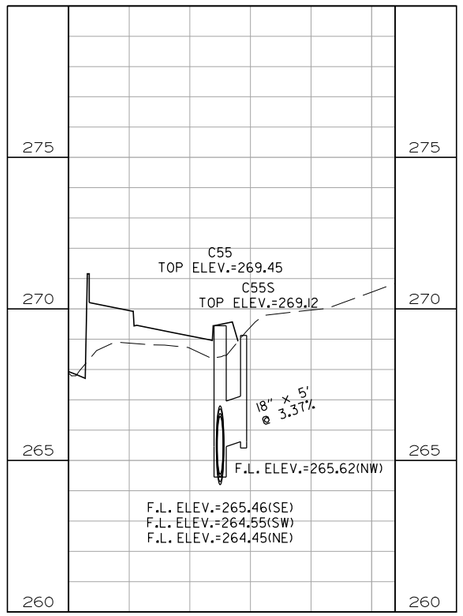
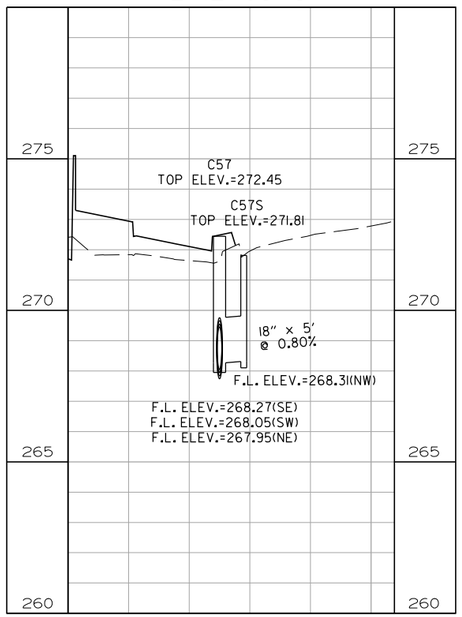
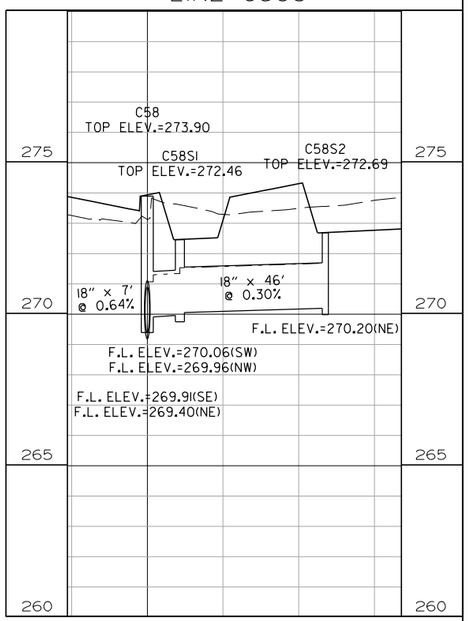


LINE C57S



LINE C58S



STORM SEWER PROFILE
LINE C

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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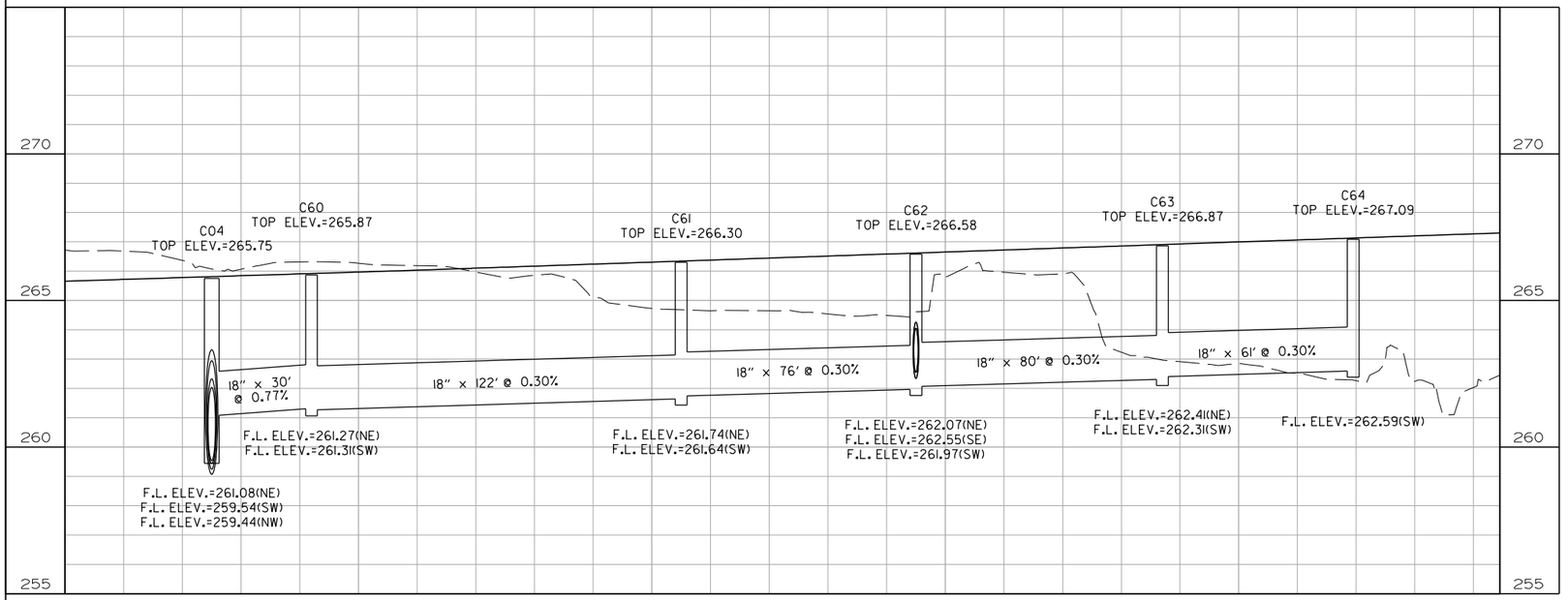
LINE C6



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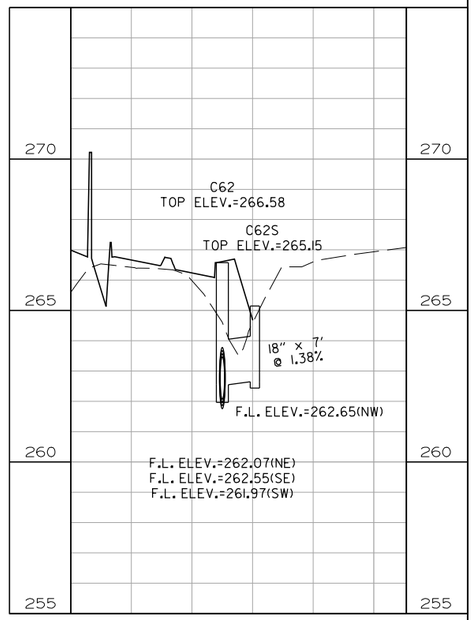

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WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE C

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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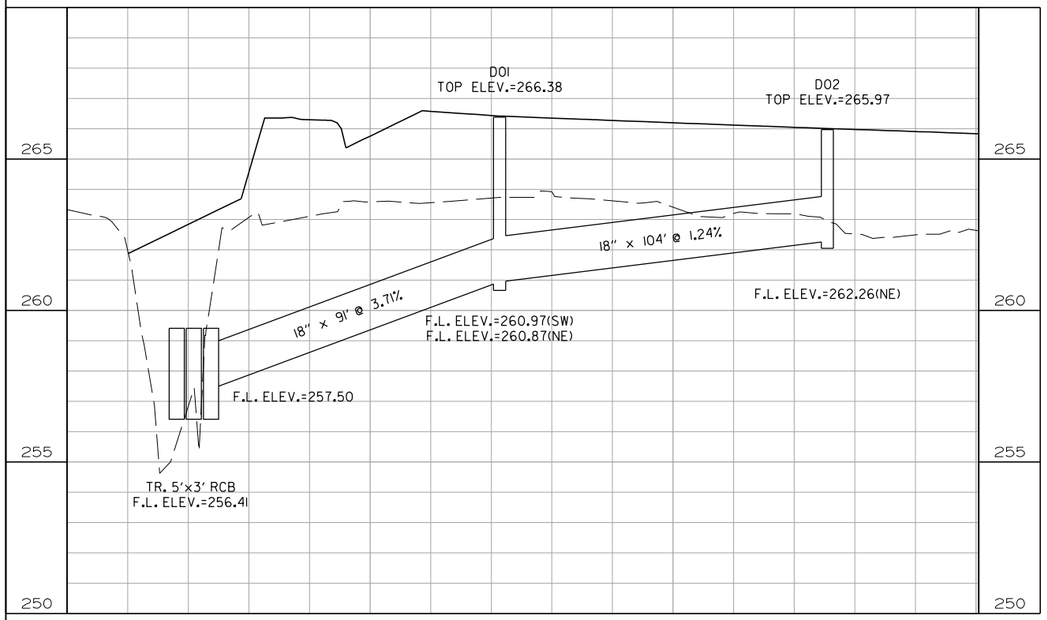
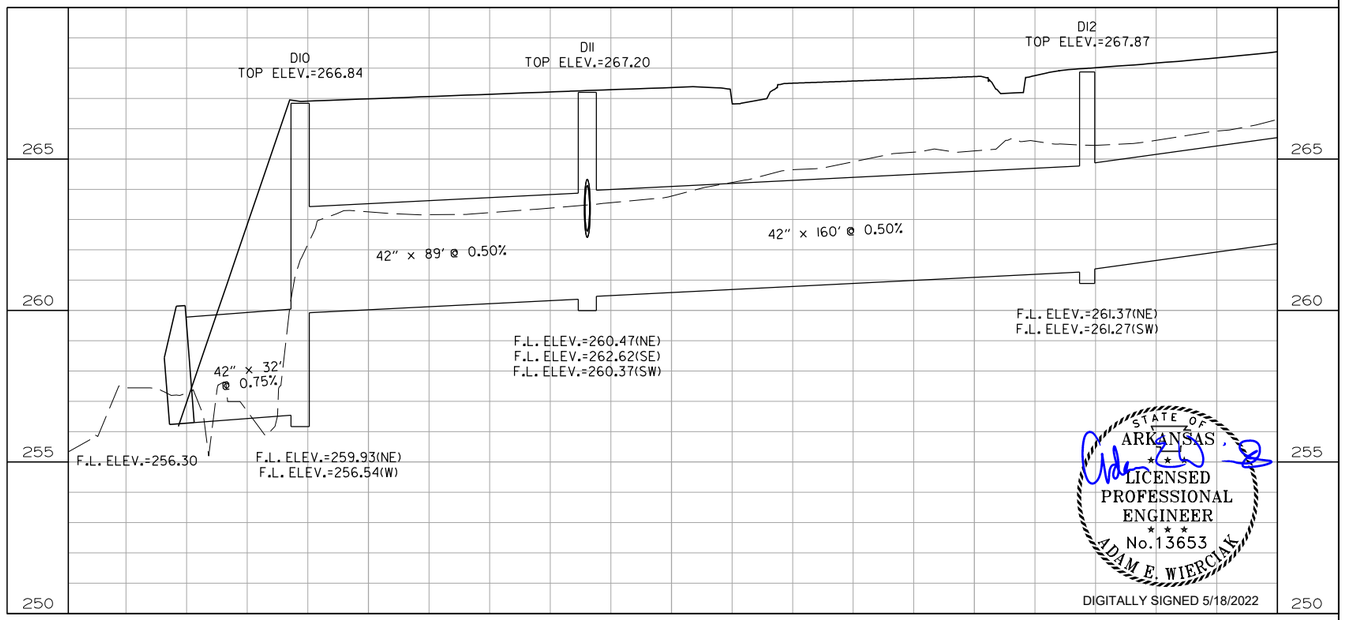
				JOB NO.		CA0604	558	1104
				(2)	STORM SEWER PROFILE - LINE D			

LINE DO



LINE DI



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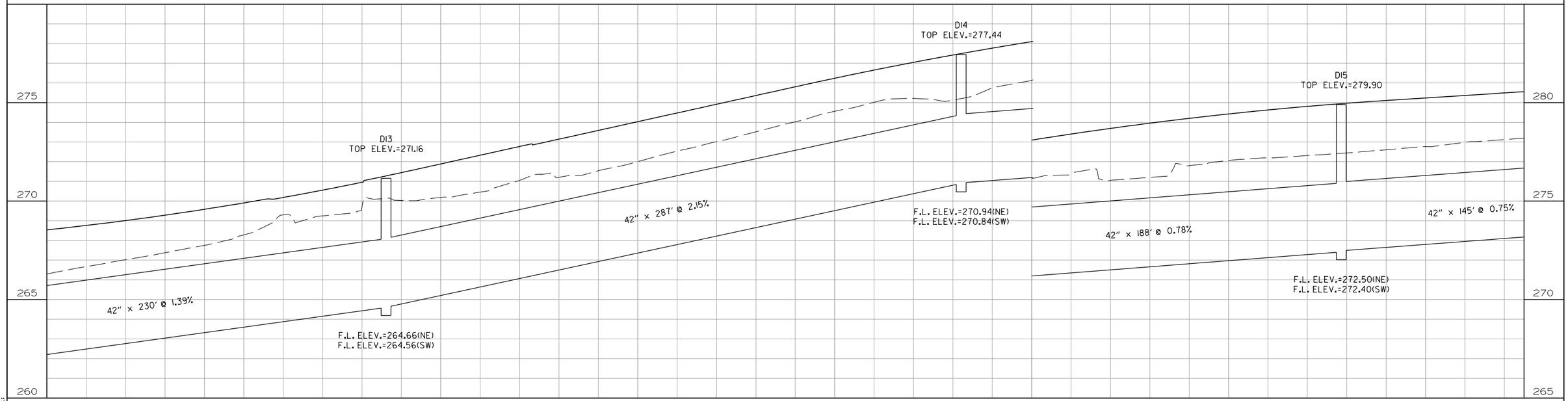
LINE DI(CONT'D)



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WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE D

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	559	1104
				(2)	STORM SEWER PROFILE - LINE D			

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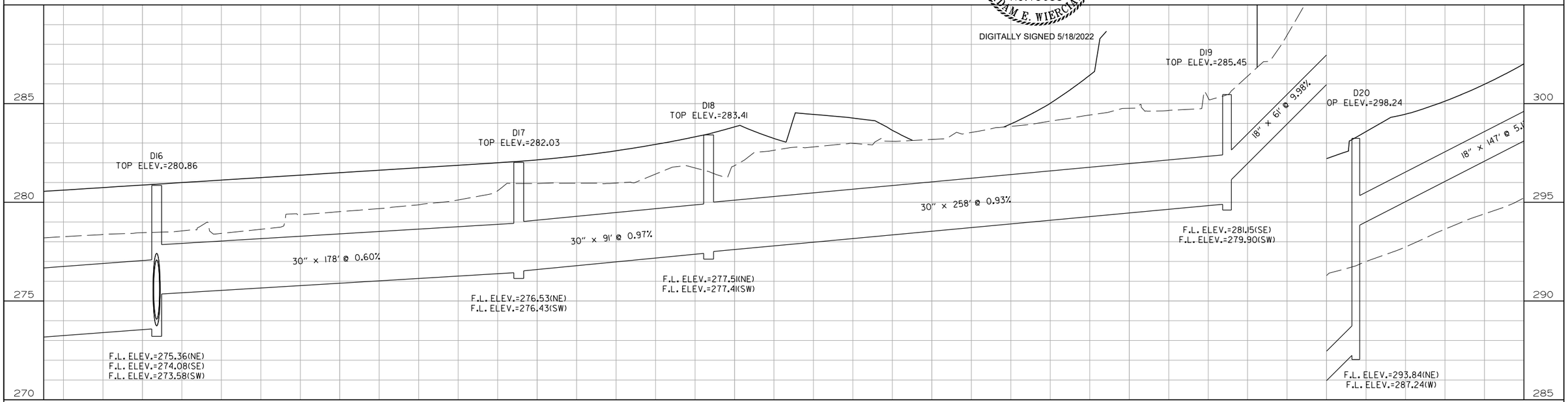
LINE DI (CONT'D)



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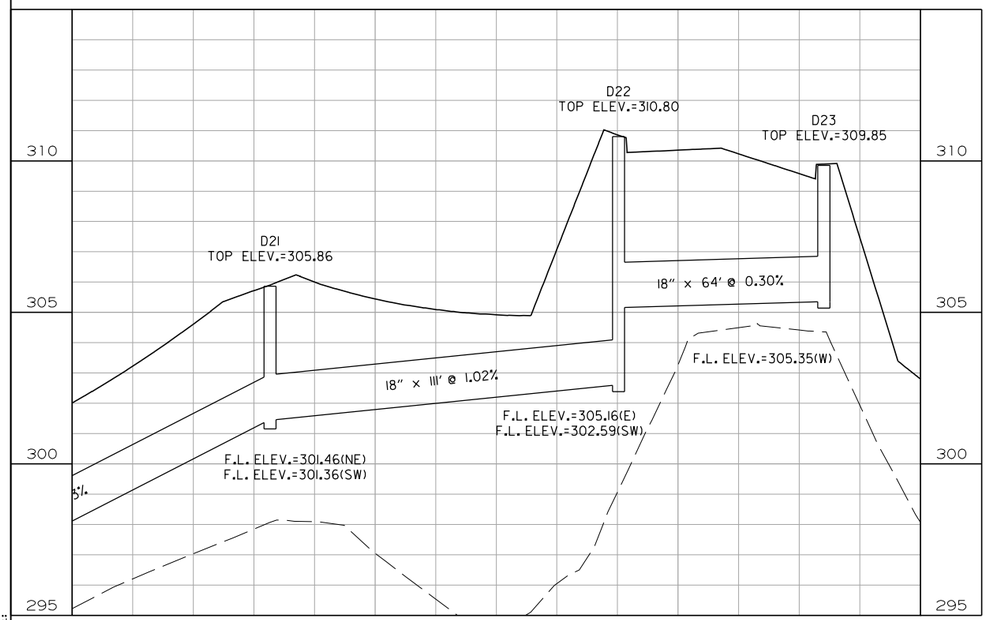
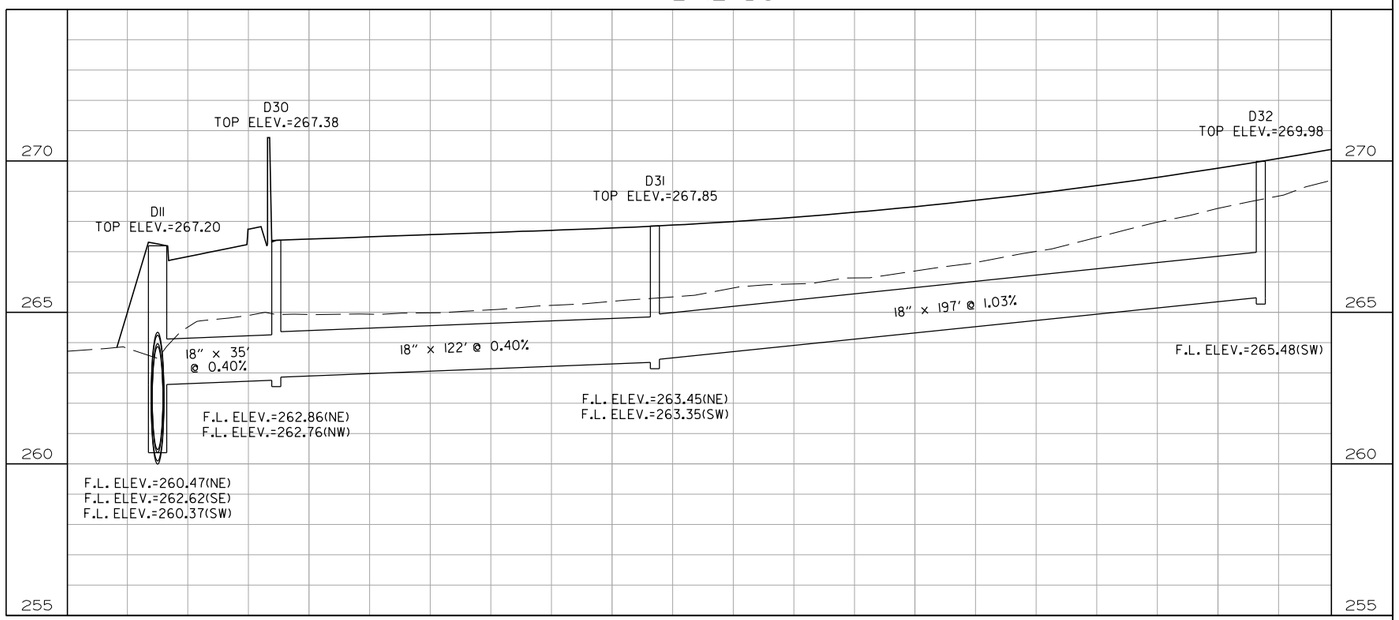


LINE D3



STORM SEWER PROFILE
LINE D

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	560	1104
				(2)	STORM SEWER PROFILE - LINE D			

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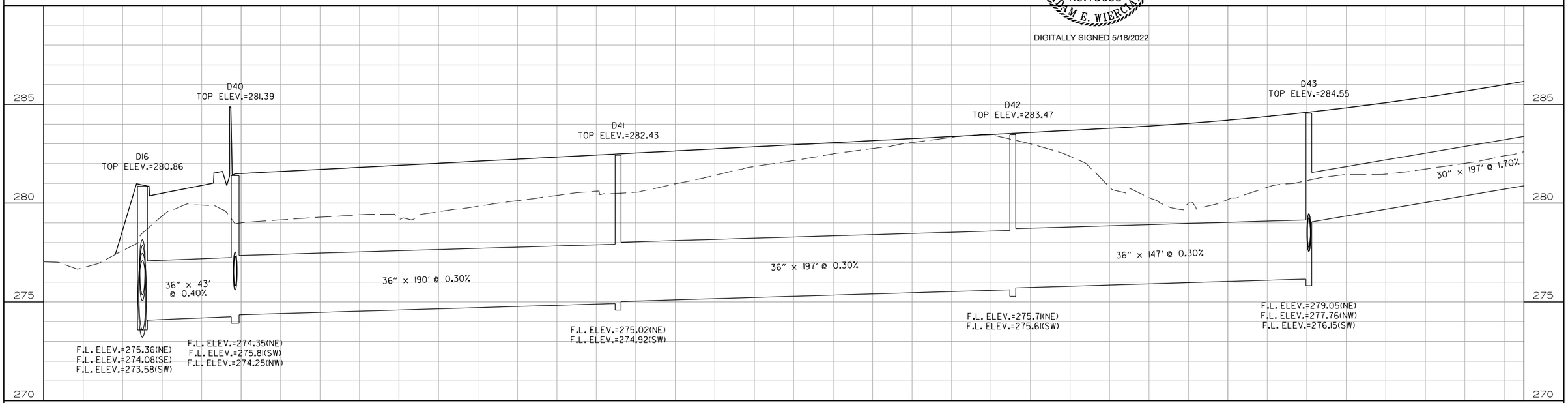
LINE D4



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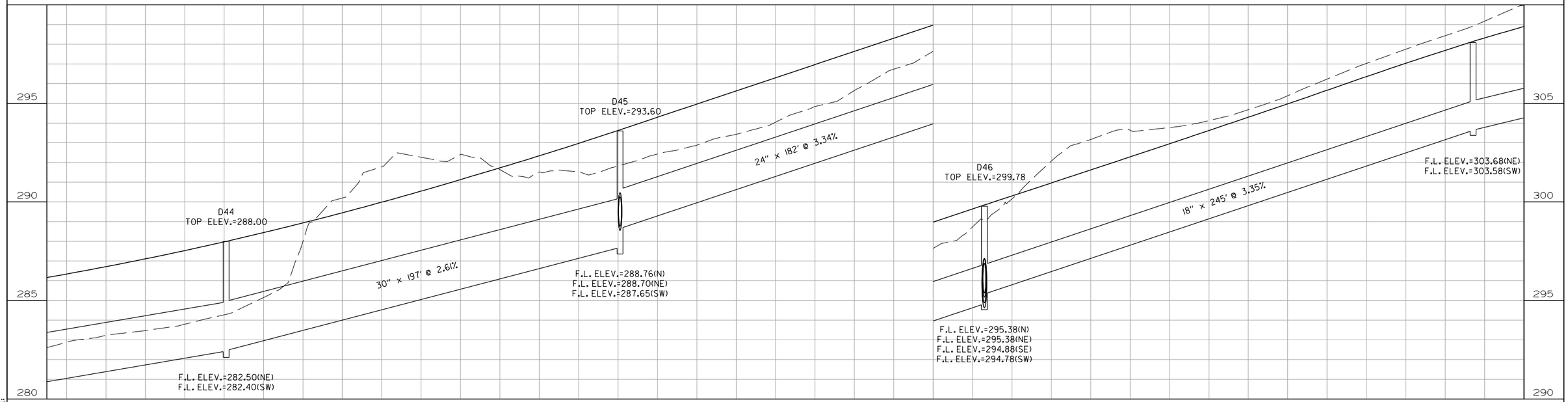

STORM SEWER PROFILE
LINE D

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	561	1104
				(2)	STORM SEWER PROFILE - LINE D			

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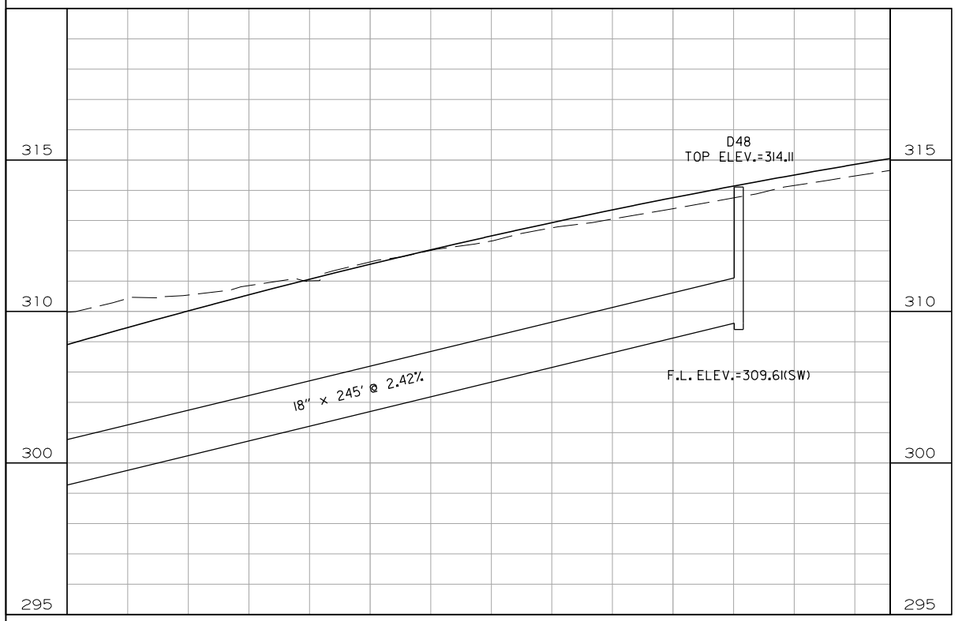
LINE D4 (CONT'D)



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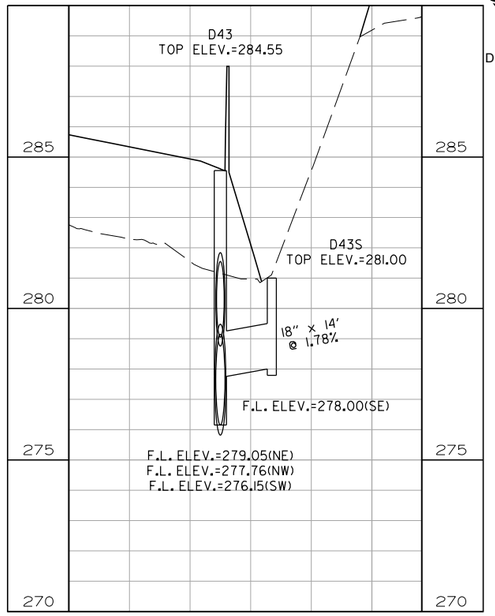

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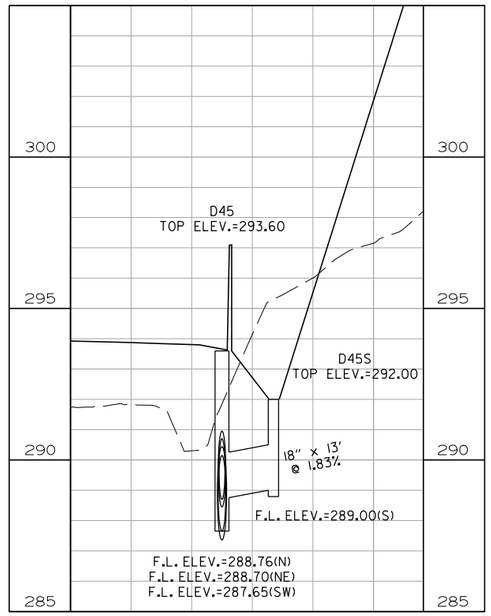

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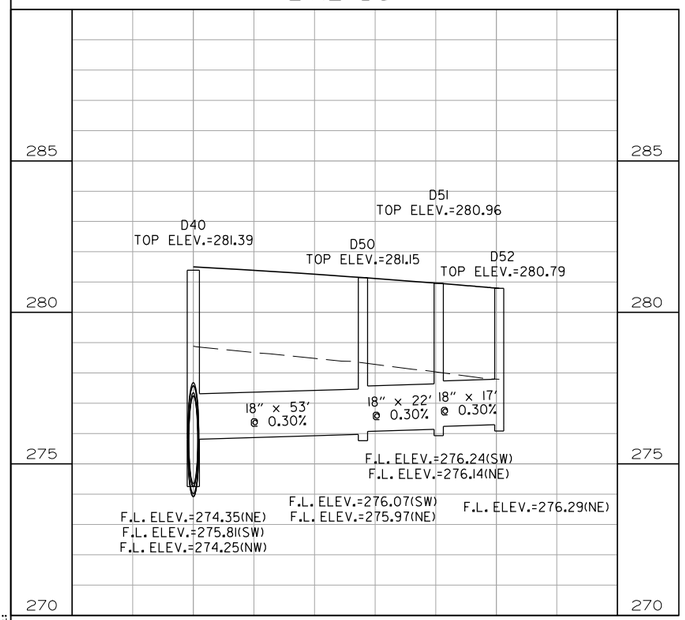
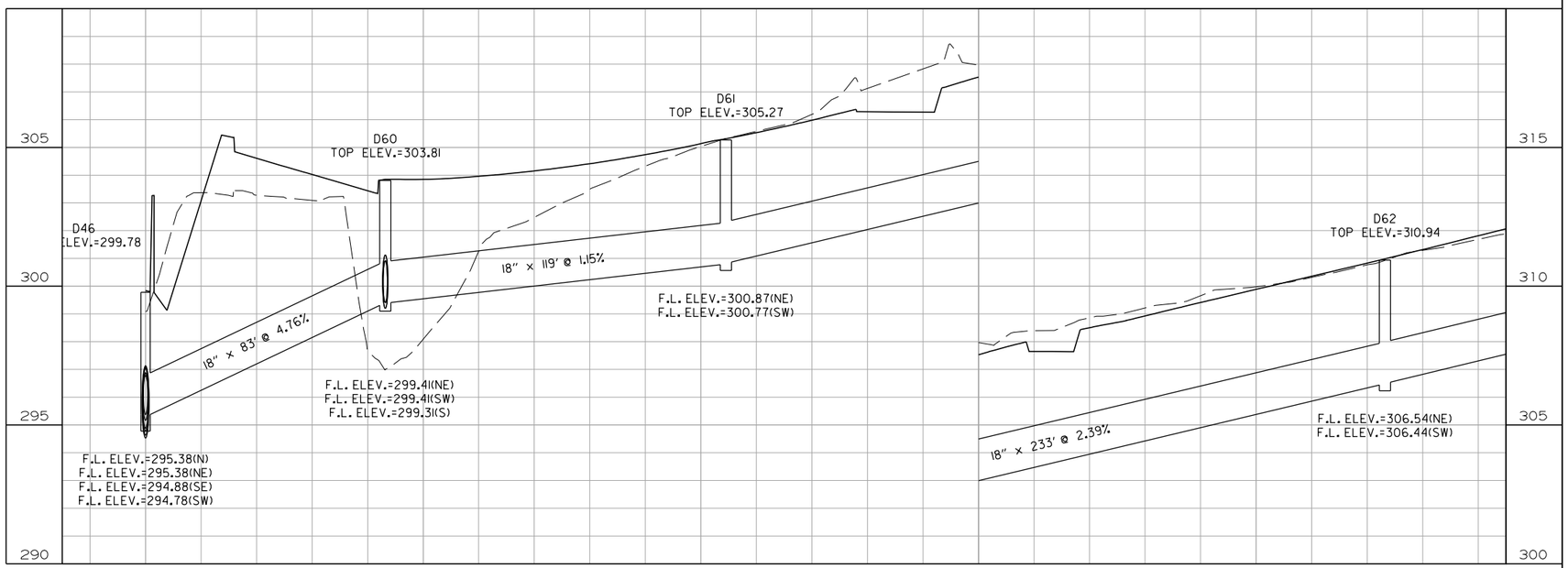


LINE D6



STORM SEWER PROFILE
LINE D

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	562	1104
				(2)	STORM SEWER PROFILE - LINE D			

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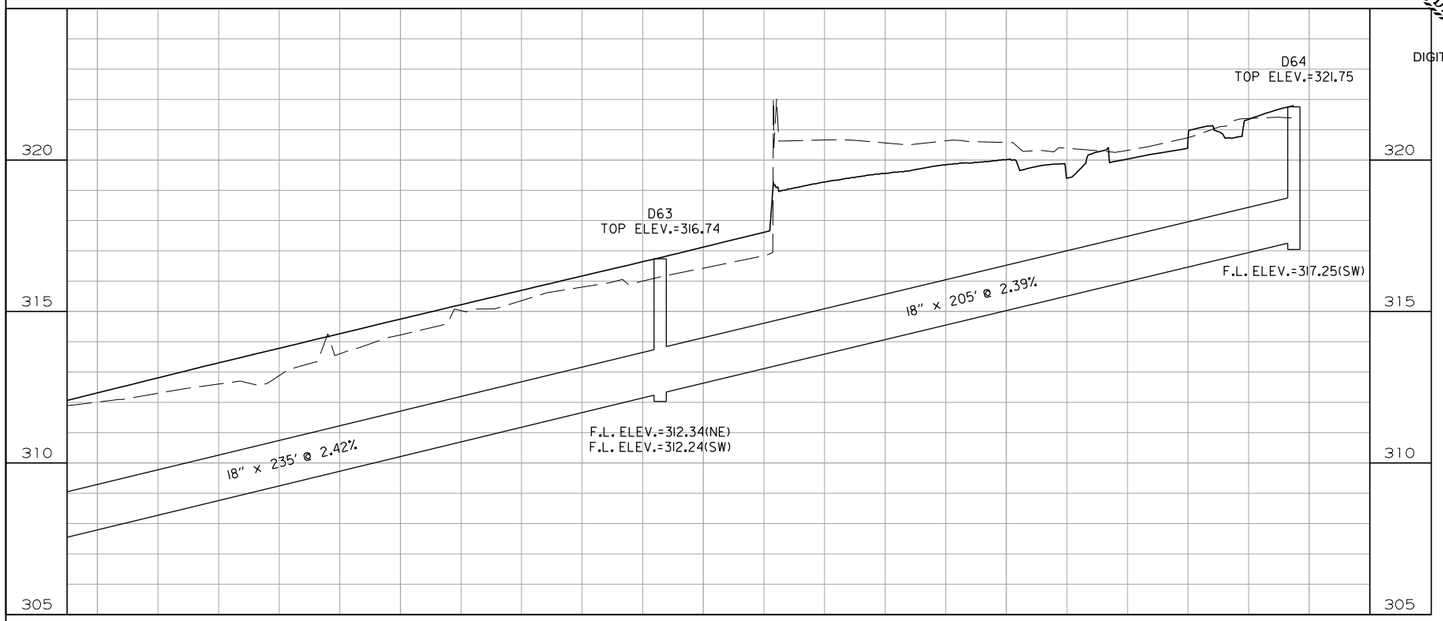
LINE D6 (CONT'D)



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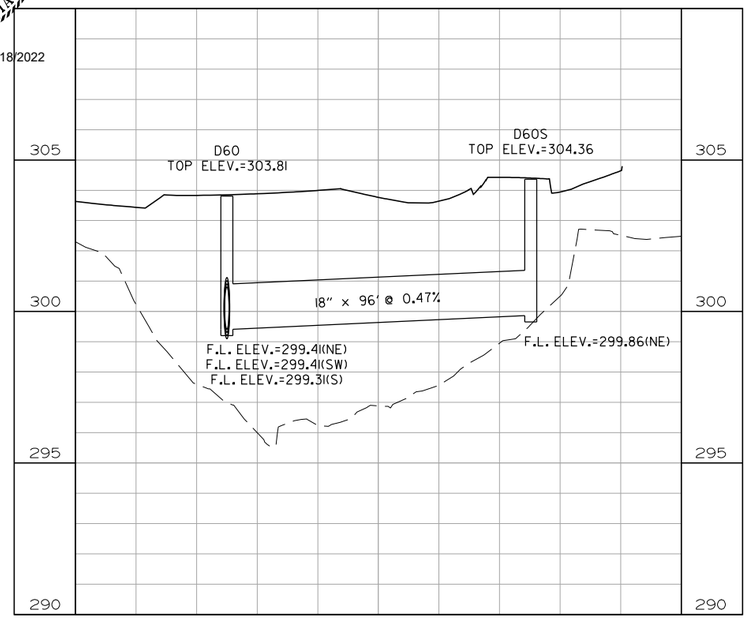

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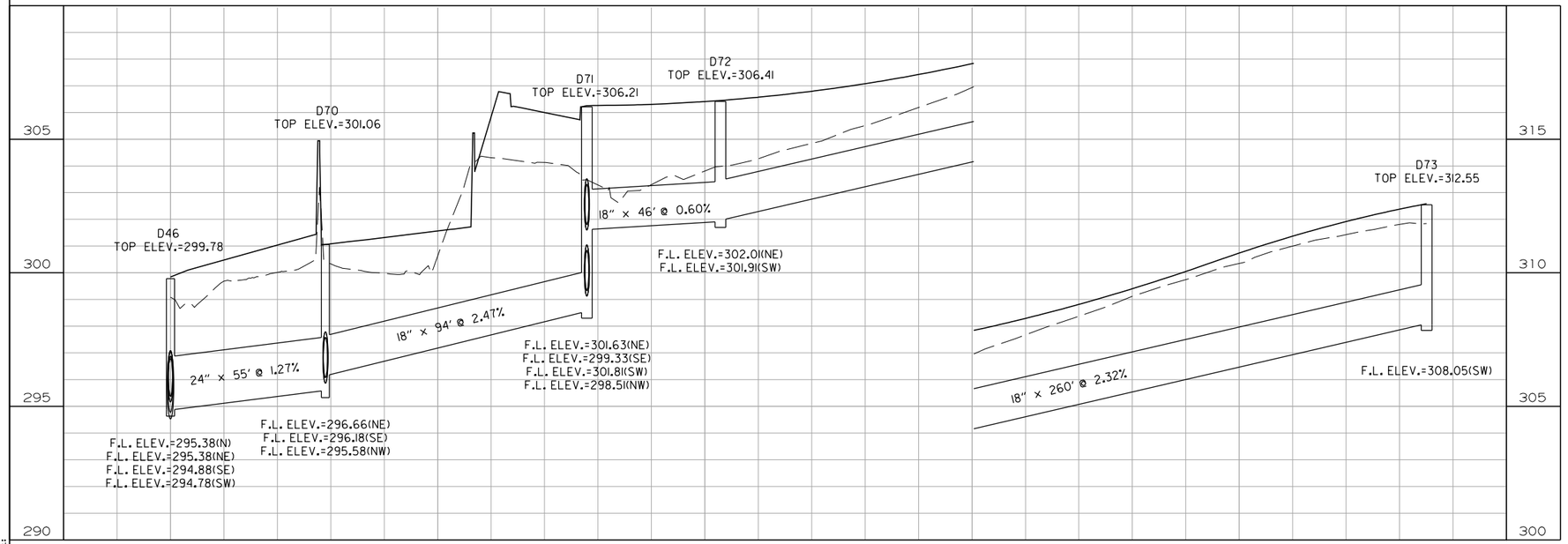

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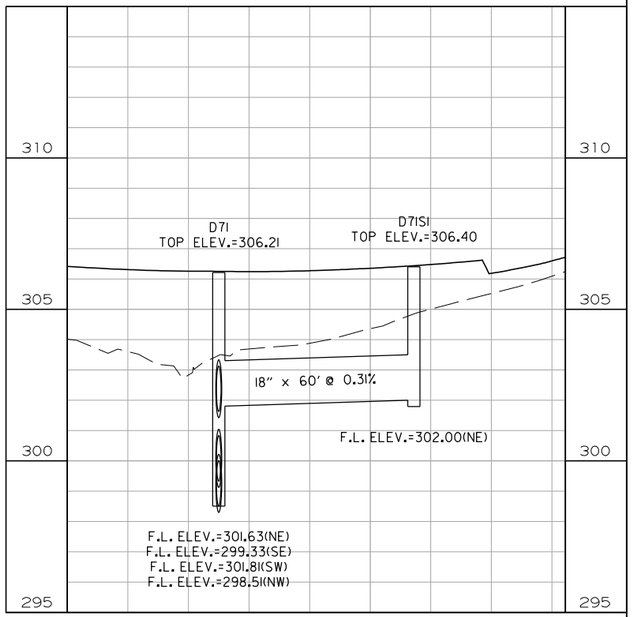

STORM SEWER PROFILE
LINE D

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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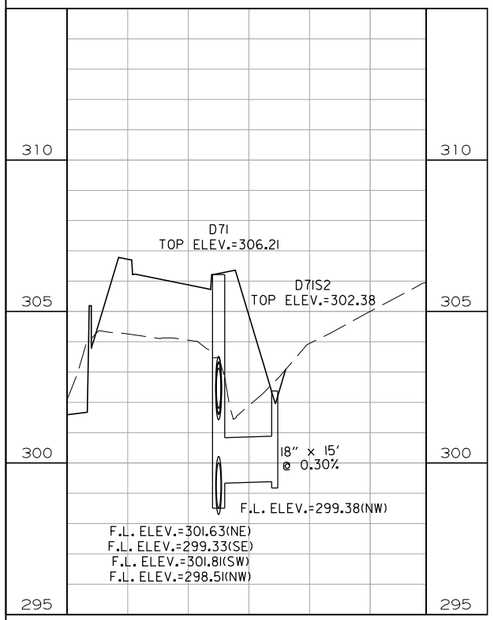

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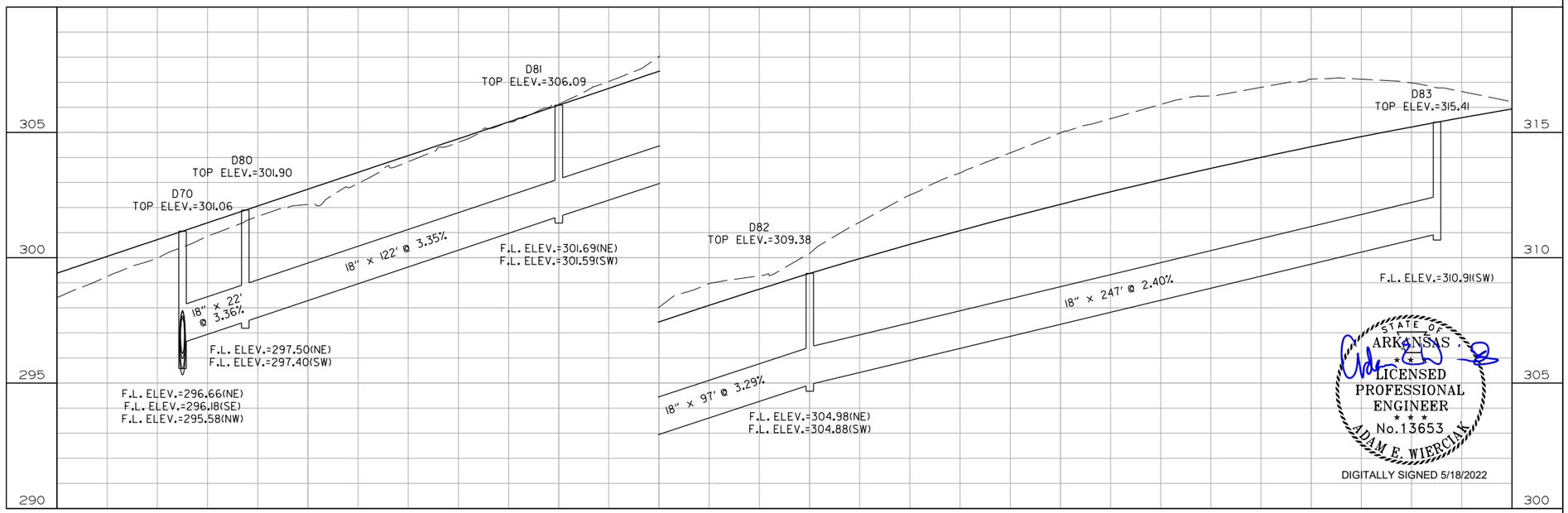

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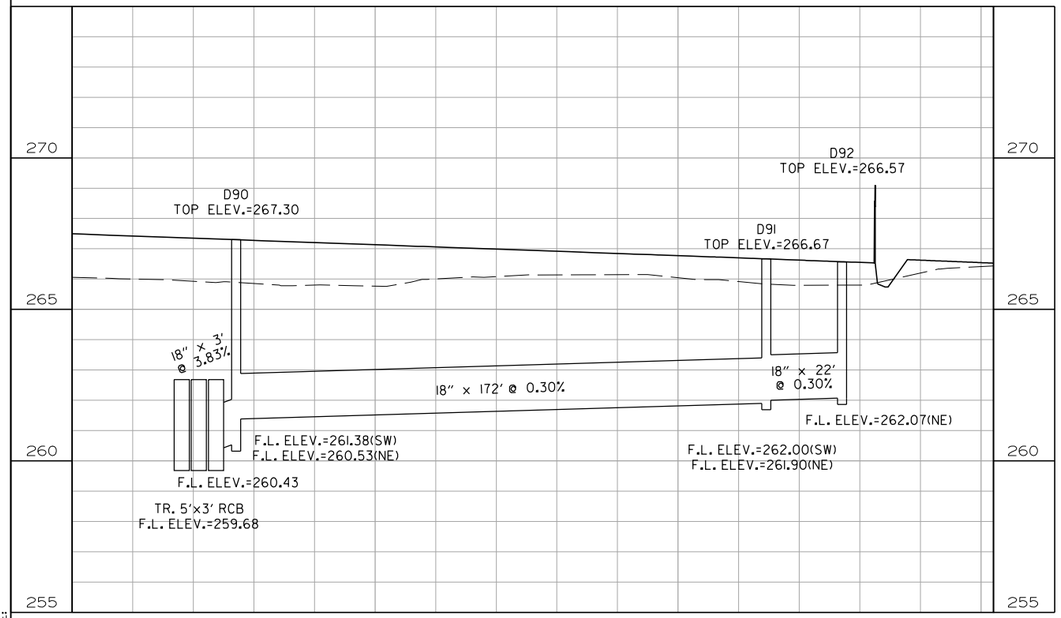
LINE D9



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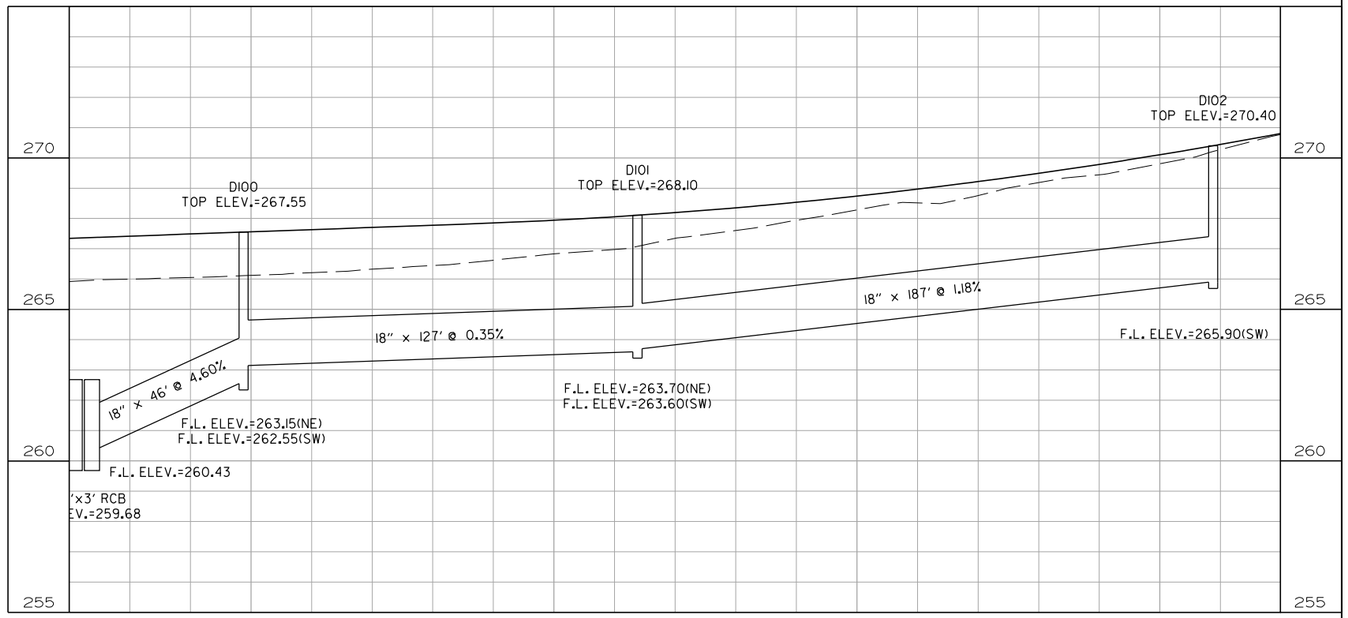

STORM SEWER PROFILE
LINE D

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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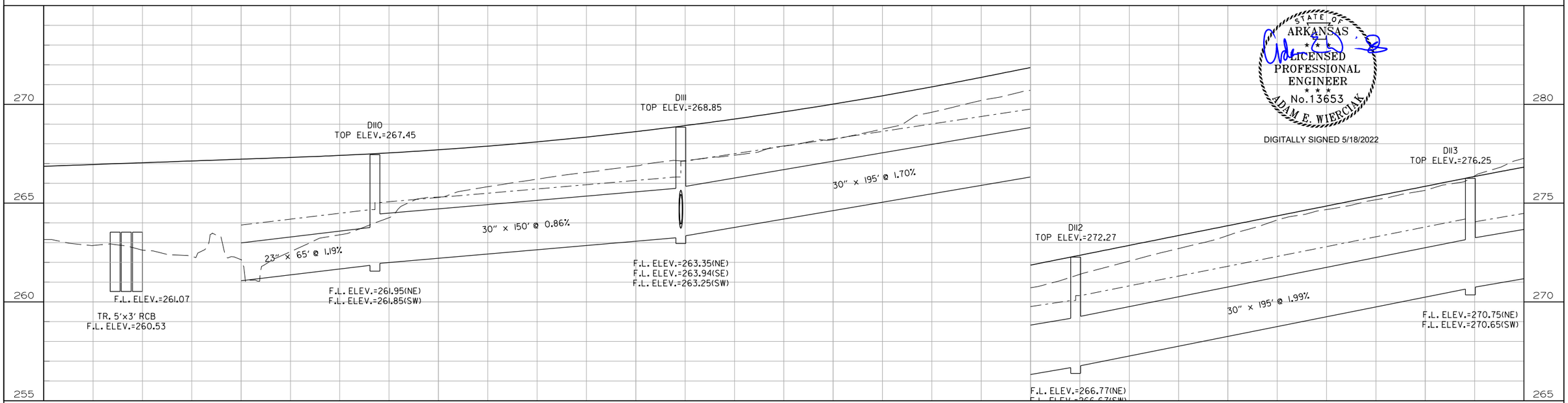
				(2)	STORM SEWER PROFILE - LINE D			

LINE DII



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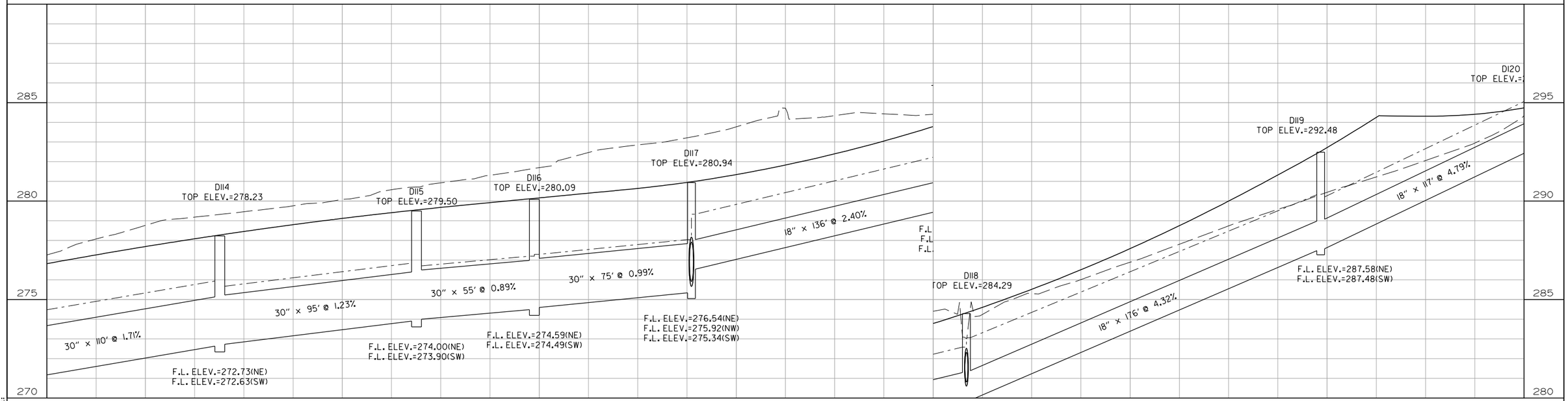
LINE DII (CONT'D)



STORM SEWER PROFILE
LINE D

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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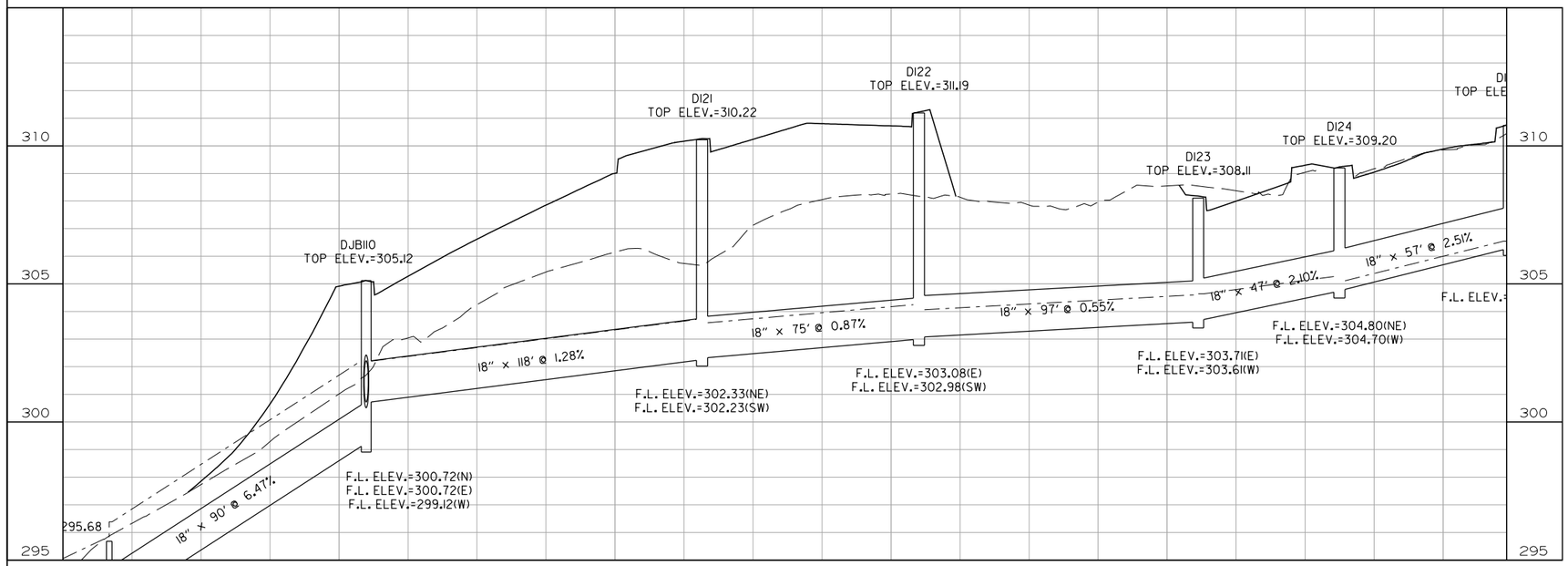
				JOB NO.		CA0604	565	1104
				(2)	STORM SEWER PROFILE - LINE D			

LINE DII (CONT'D)



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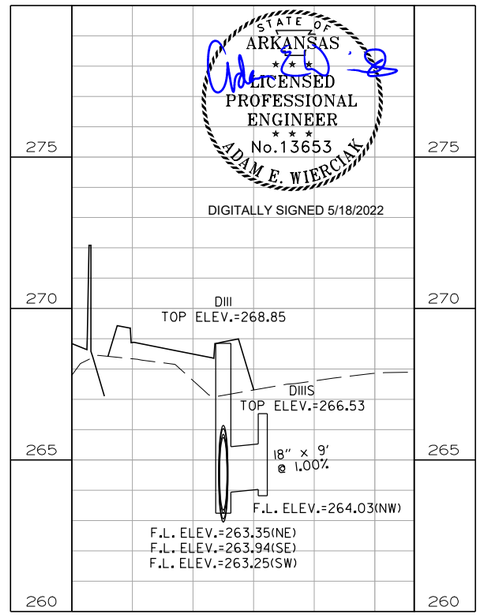

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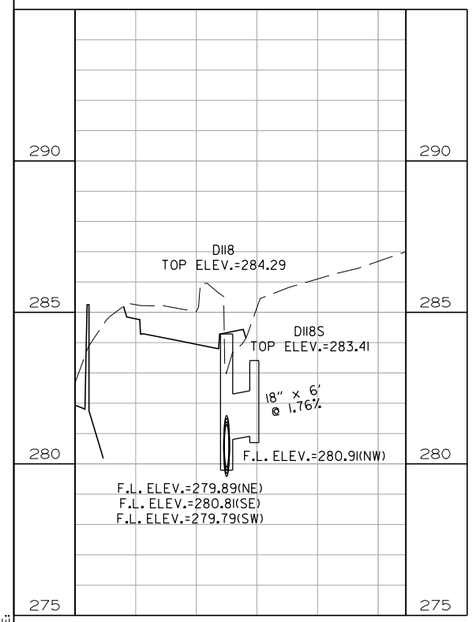

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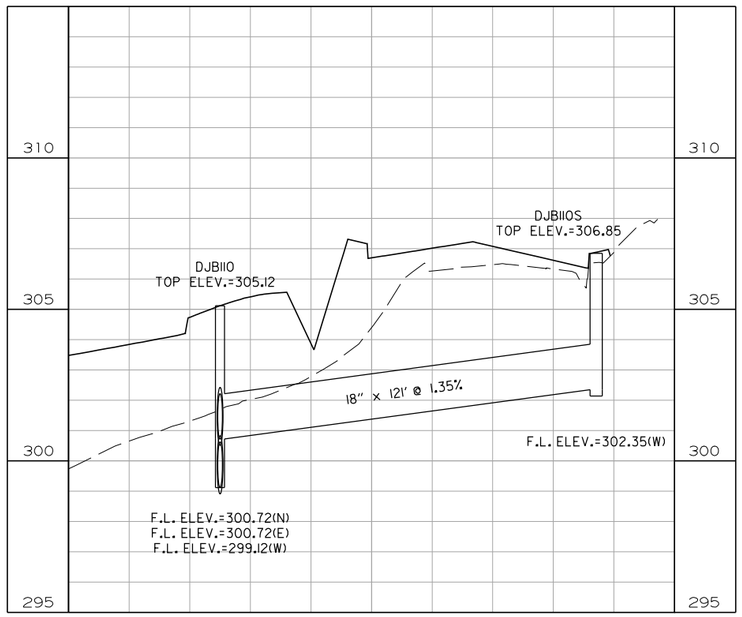

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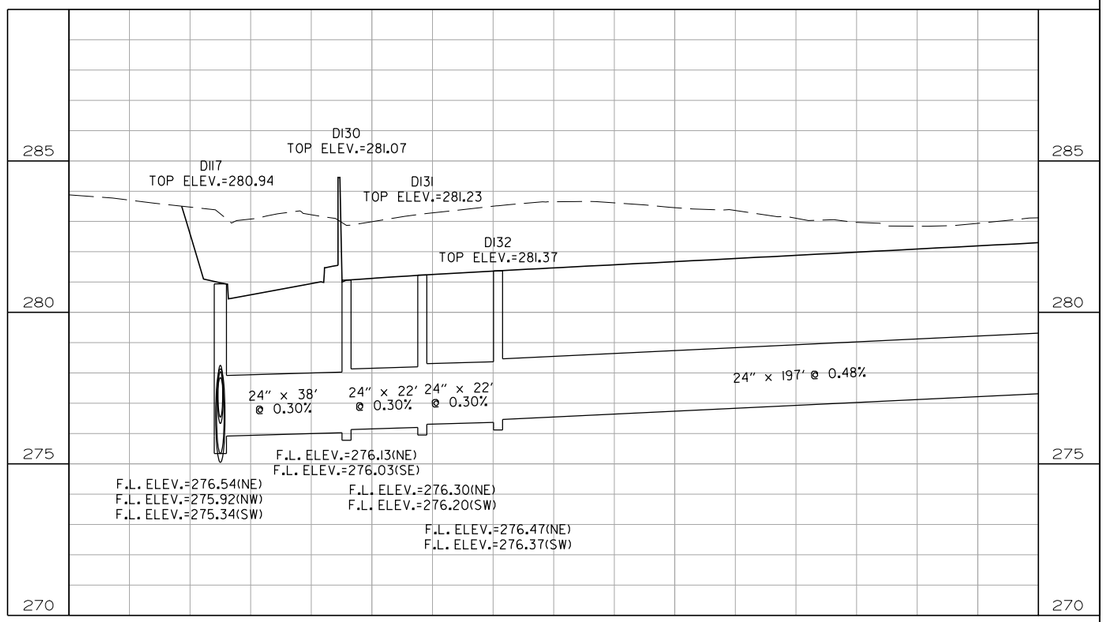

STORM SEWER PROFILE
LINE D

$$USER$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:
$$DATE$$ $$TIME$$

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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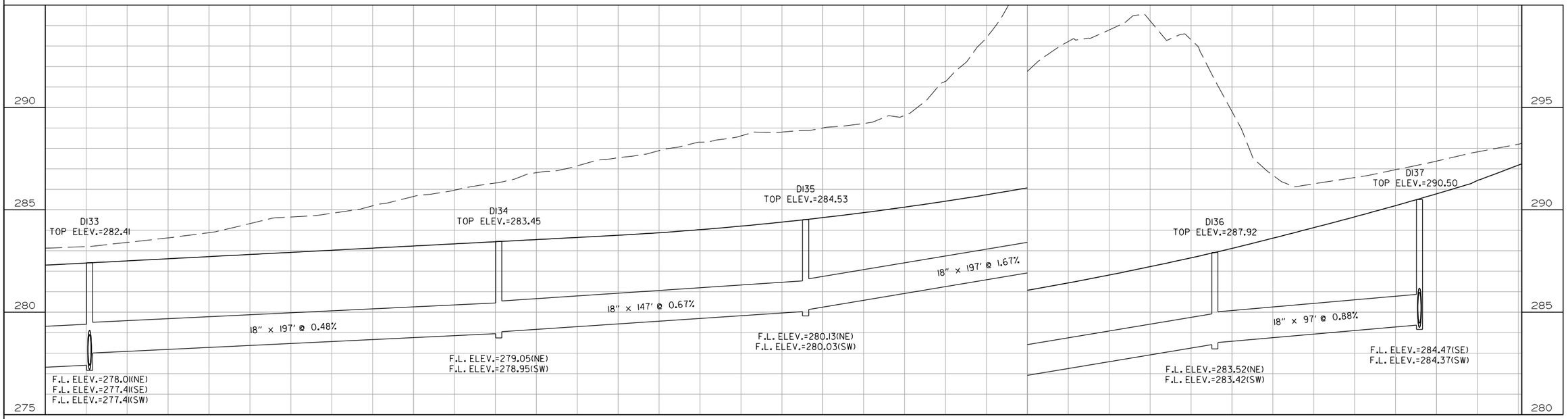
				JOB NO.		CA0604	566	1104
				(2)	STORM SEWER PROFILE - LINE D			

LINE DI3 (CONT'D)



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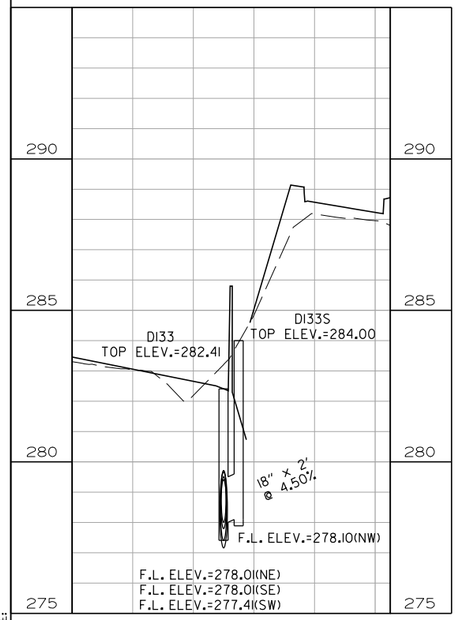

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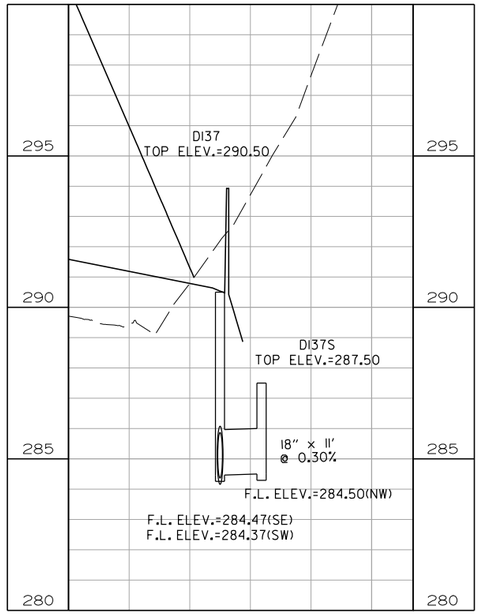

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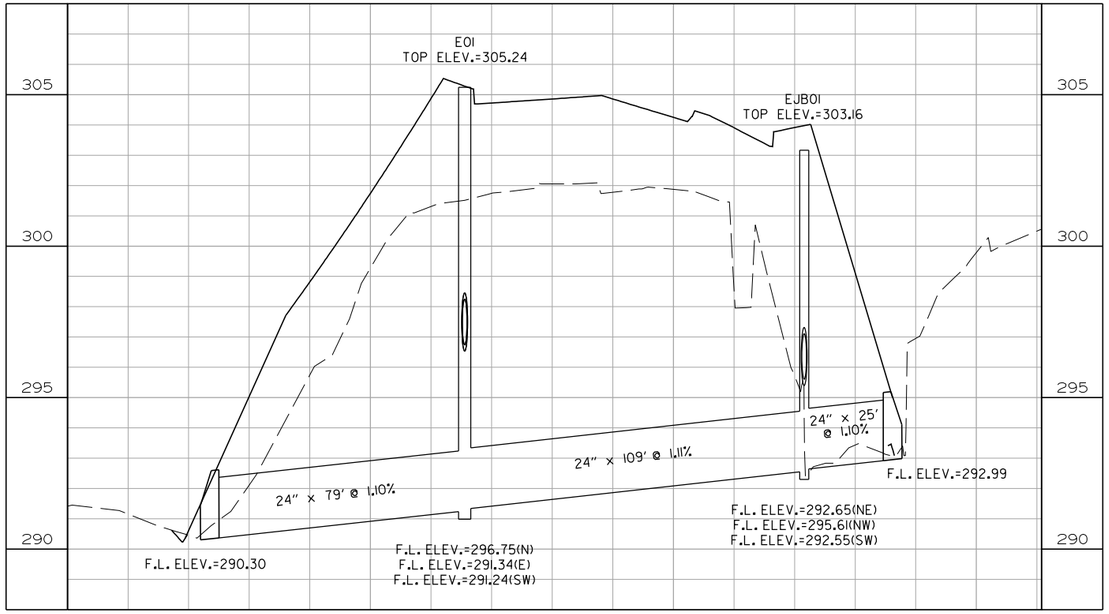
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE D

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	567	1104

(2) STORM SEWER PROFILE - LINE E

LINE EO



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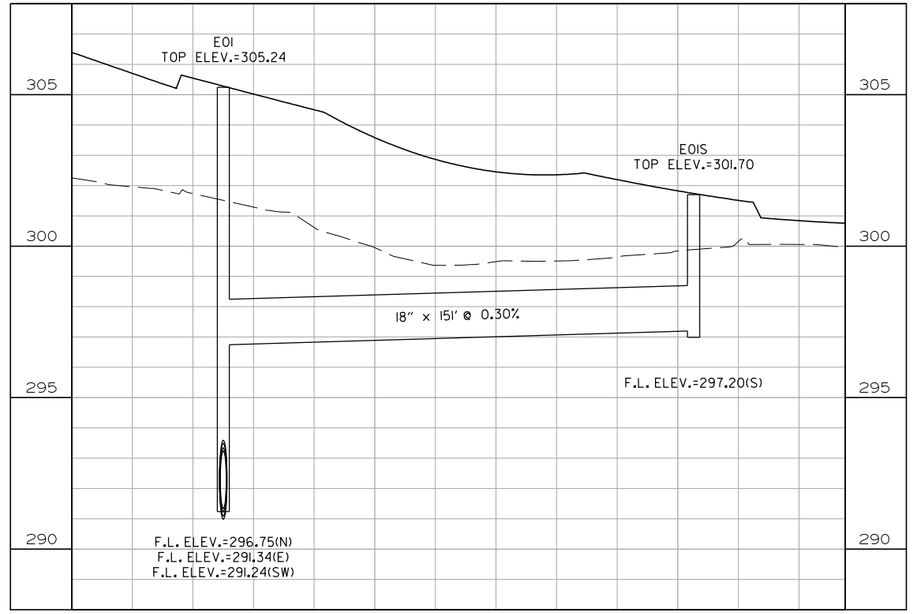

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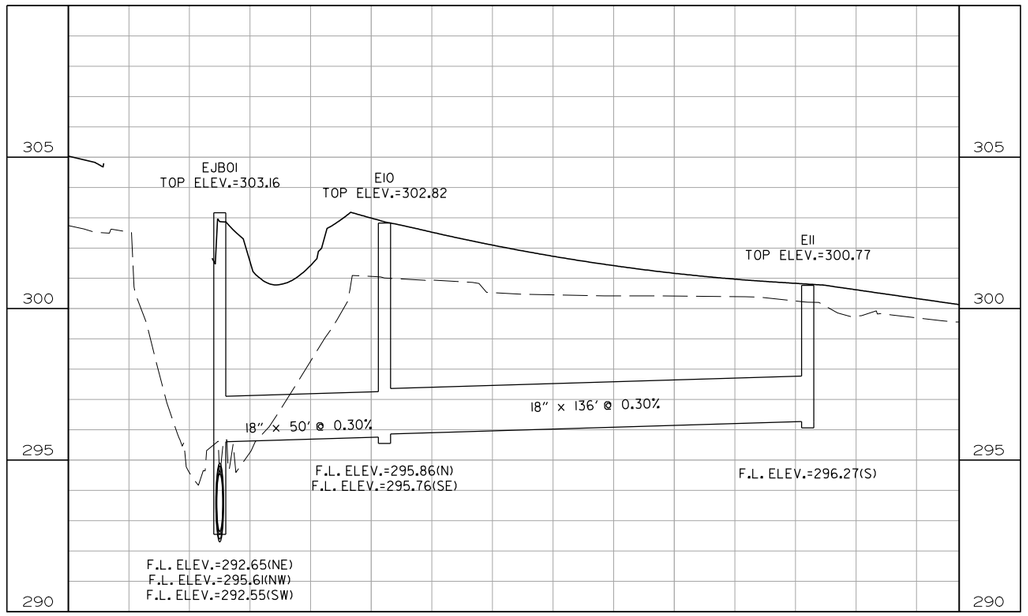

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STORM SEWER PROFILE
LINE E

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	568	1104
				(2)	STORM SEWER PROFILE - LINE F			

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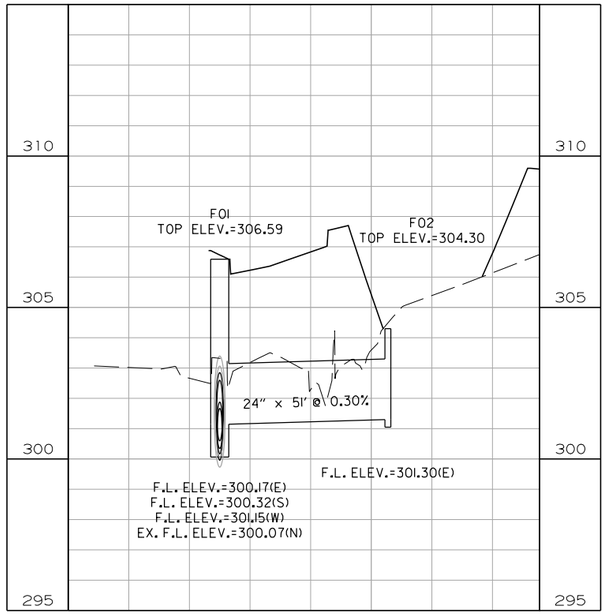
LINE FO



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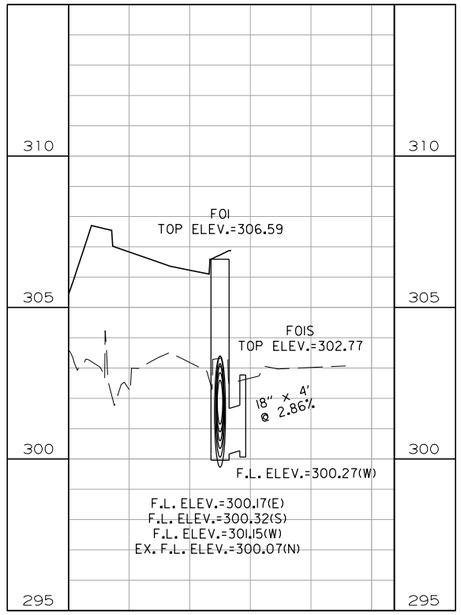
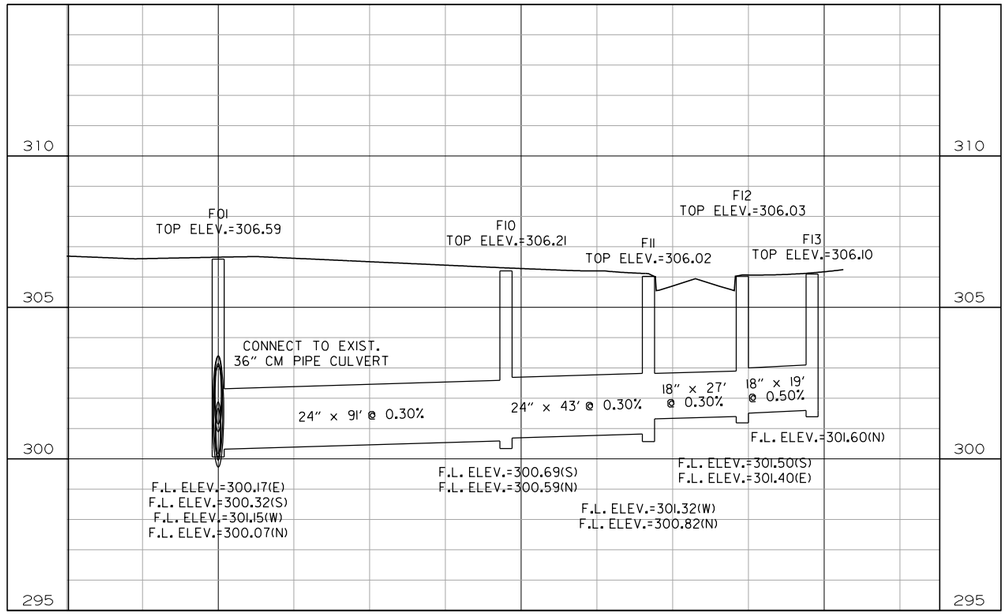


LINE FI



$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE F

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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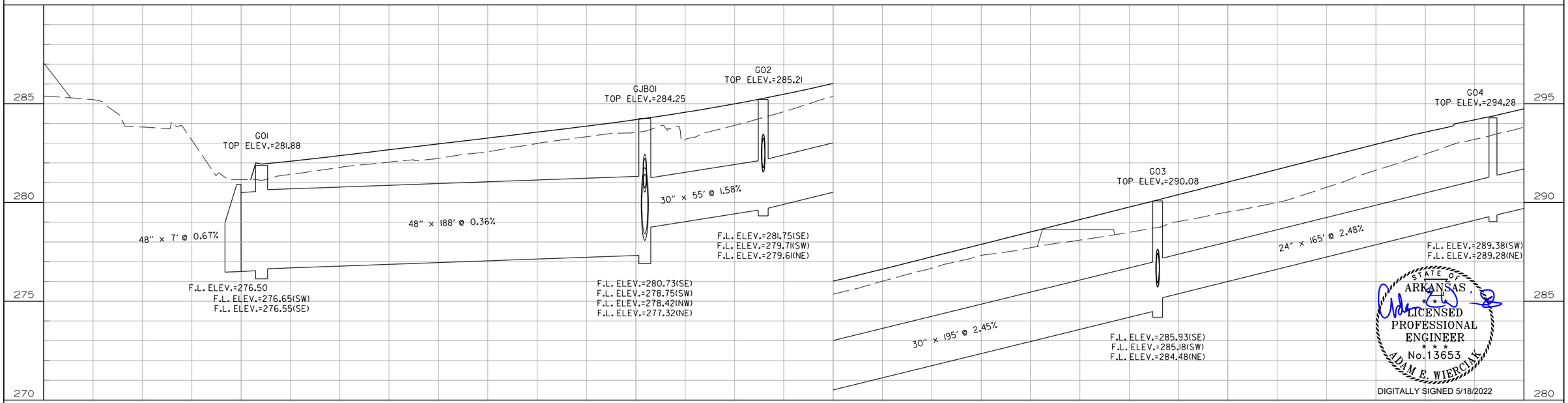
				(2)	STORM SEWER PROFILE - LINE G			

LINE GO



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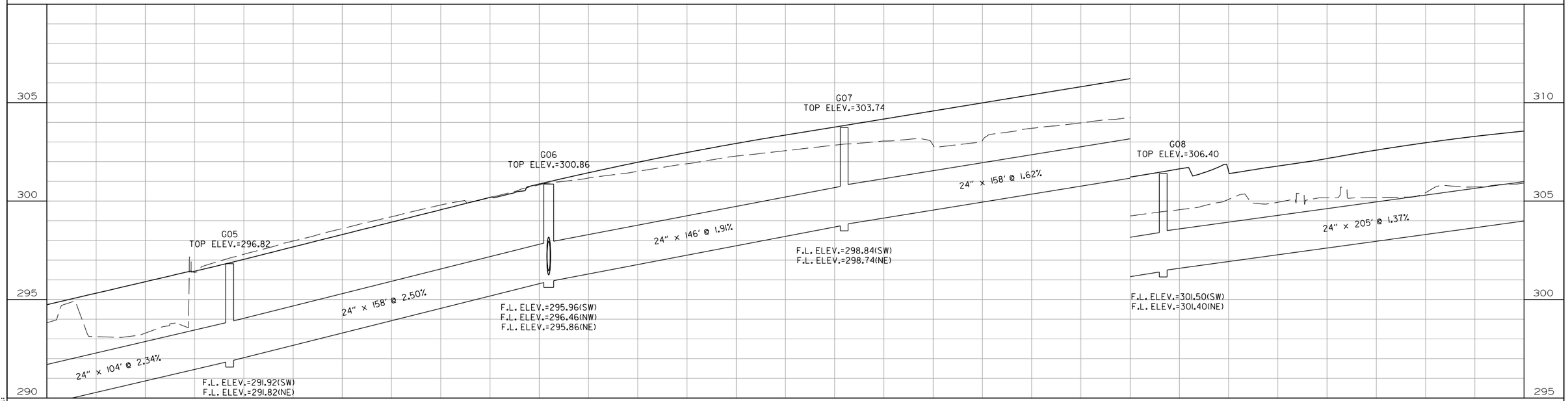
LINE GO (CONT'D)



STORM SEWER PROFILE
LINE G

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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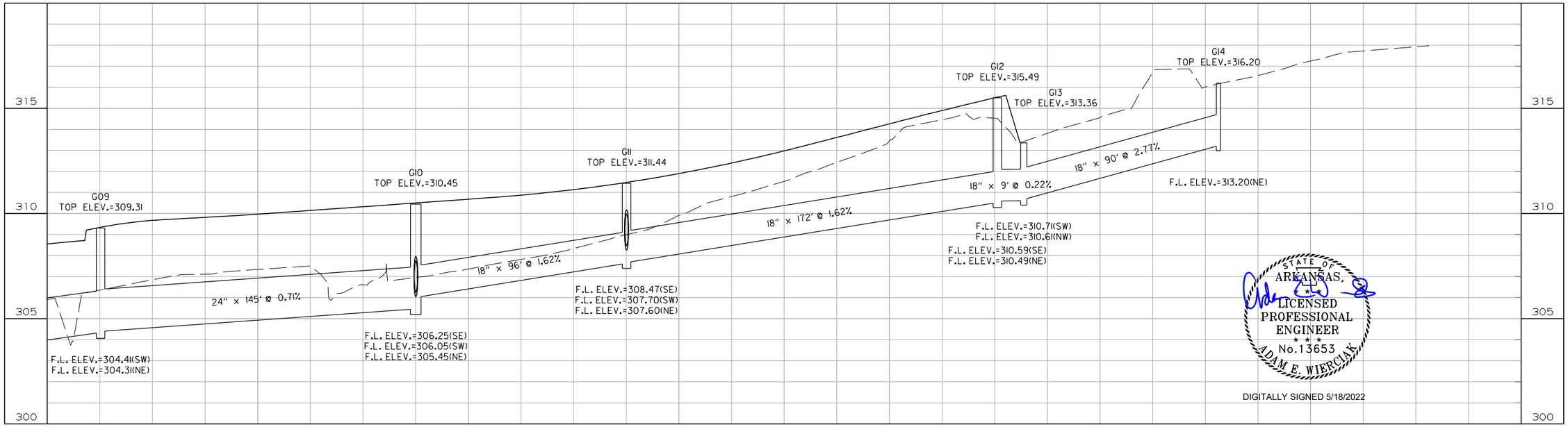

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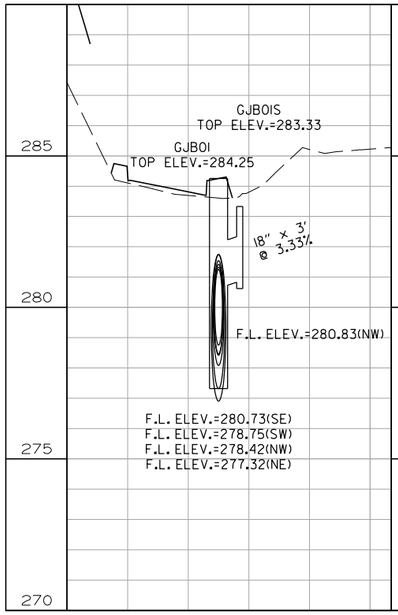
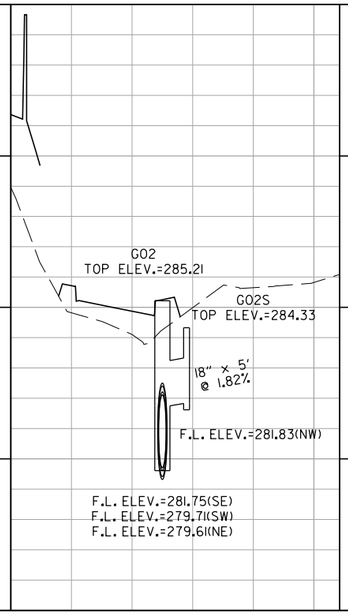
LINE GJBOIS



LINE GO2S



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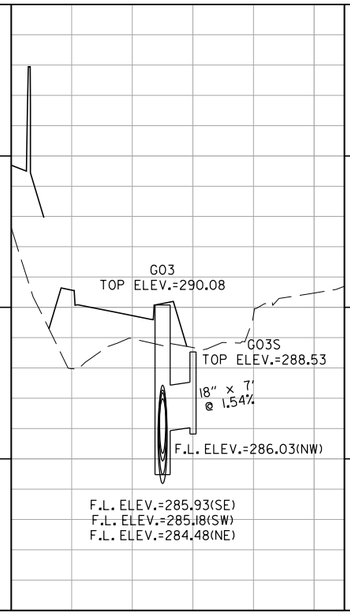

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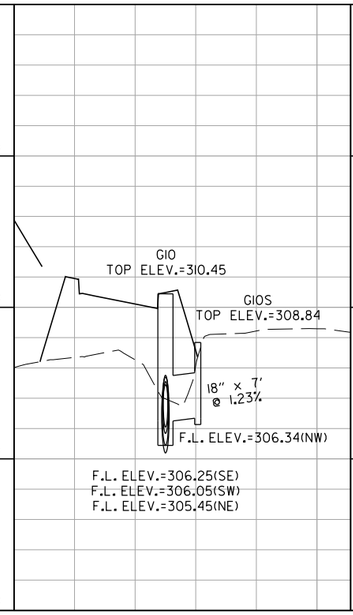

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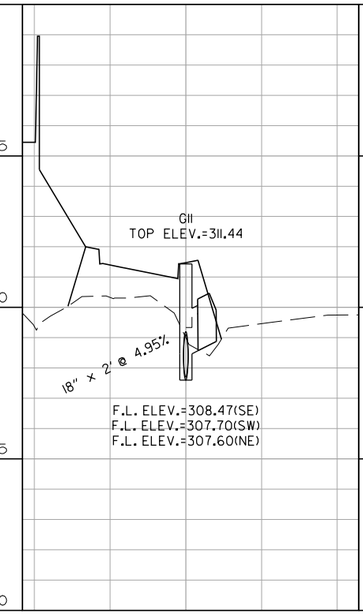

STORM SEWER PROFILE
LINE G

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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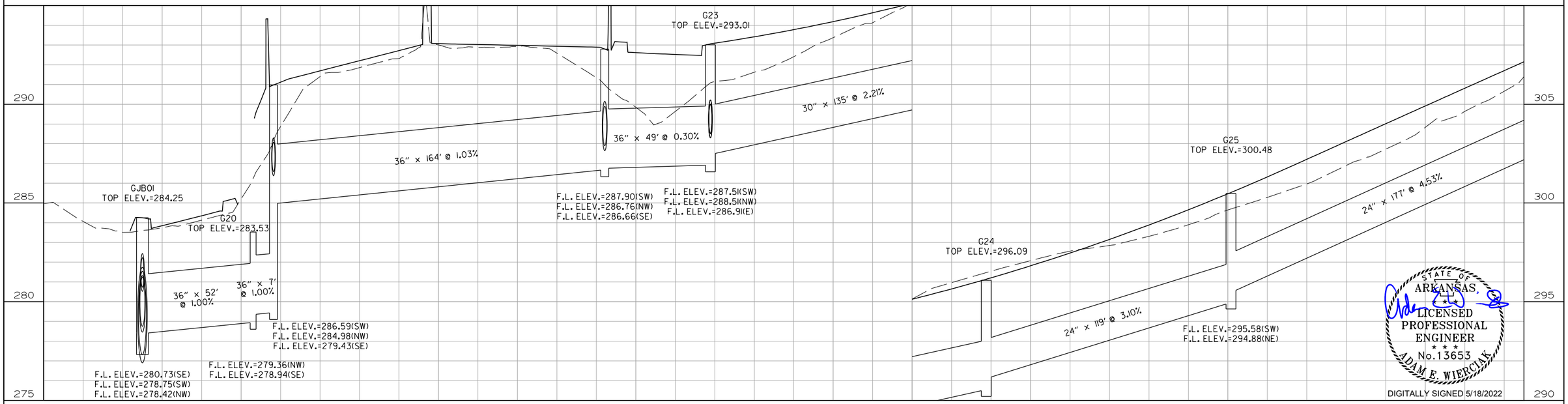
				(2)	STORM SEWER PROFILE - LINE G			

LINE G2



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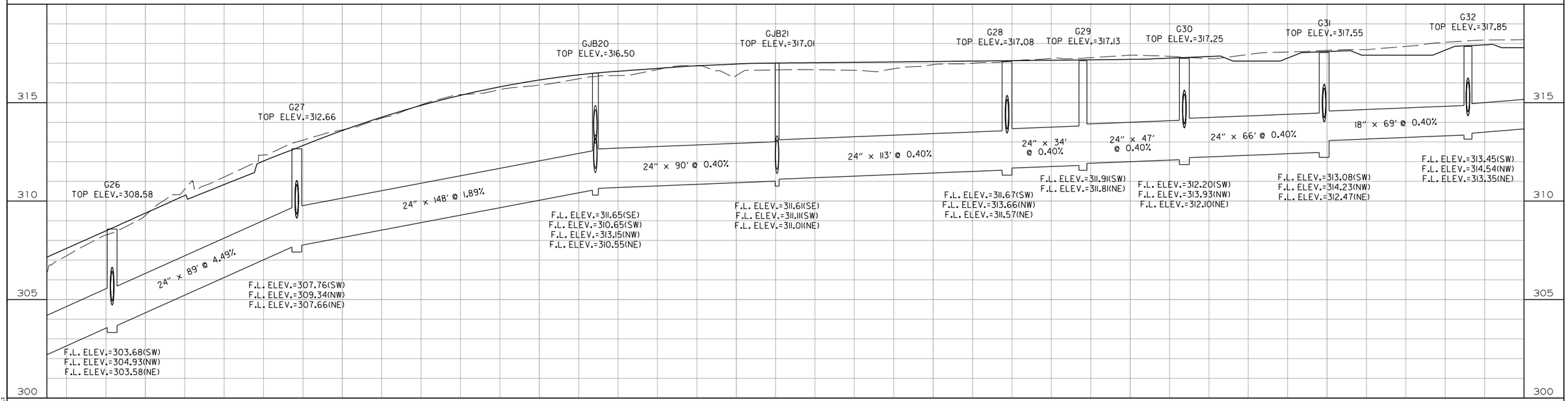
LINE G2 (CONT'D)



STORM SEWER PROFILE
LINE G

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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)	STORM SEWER PROFILE - LINE G			

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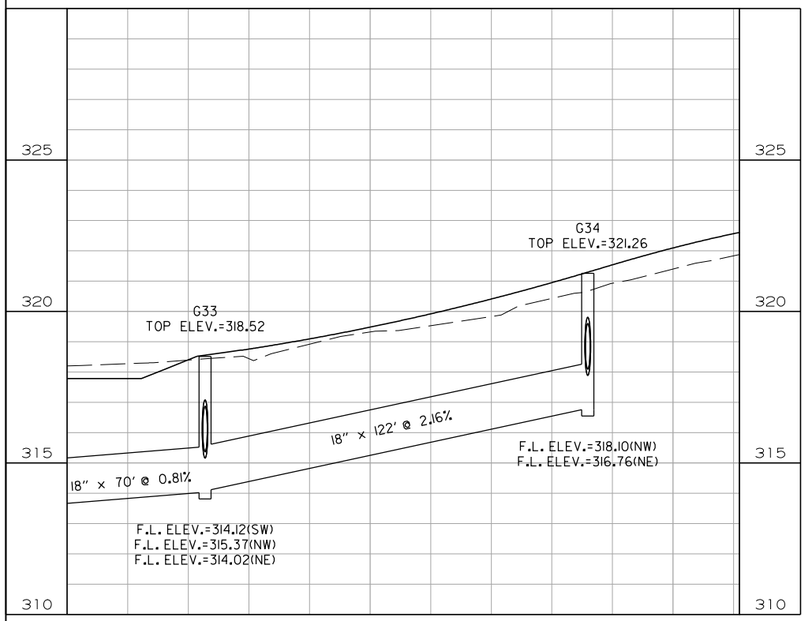
LINE G2 (CONT'D)



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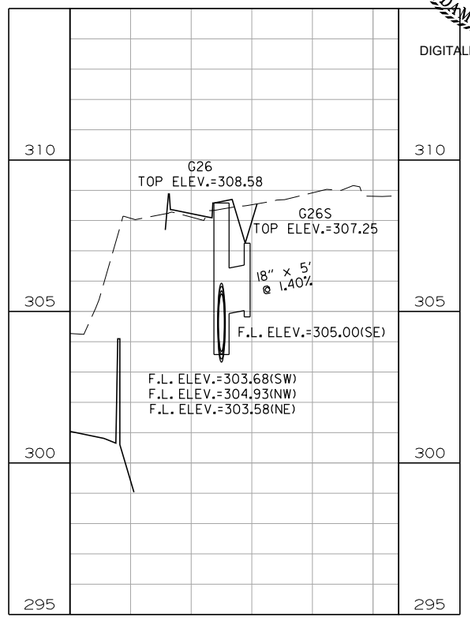
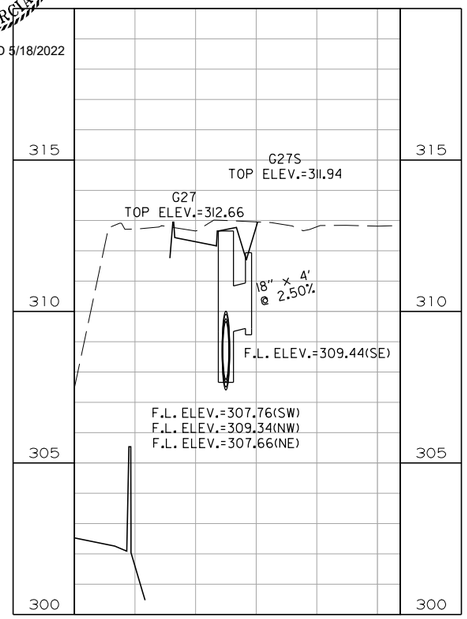


LINE G27S



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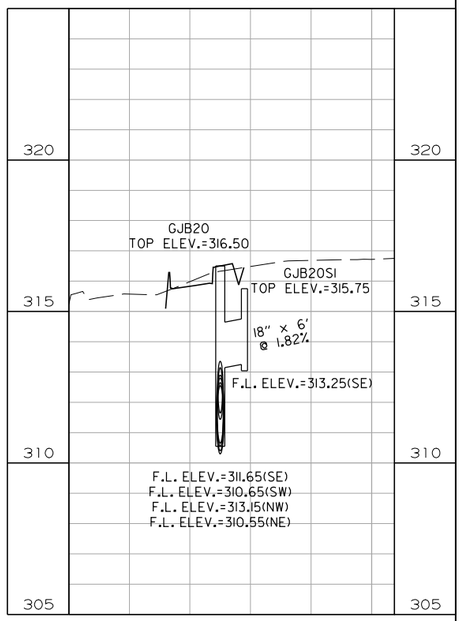

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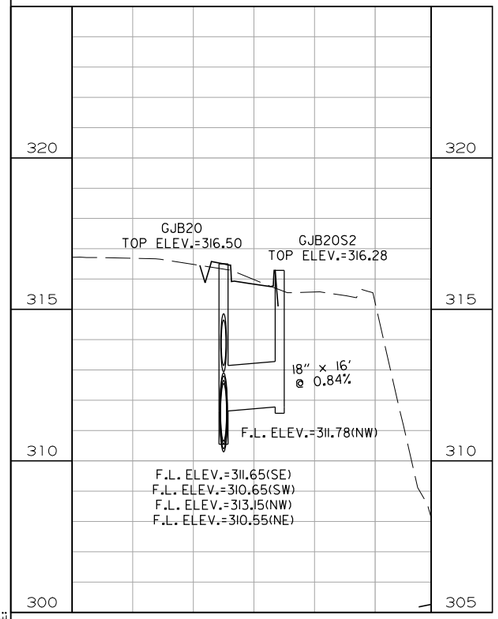

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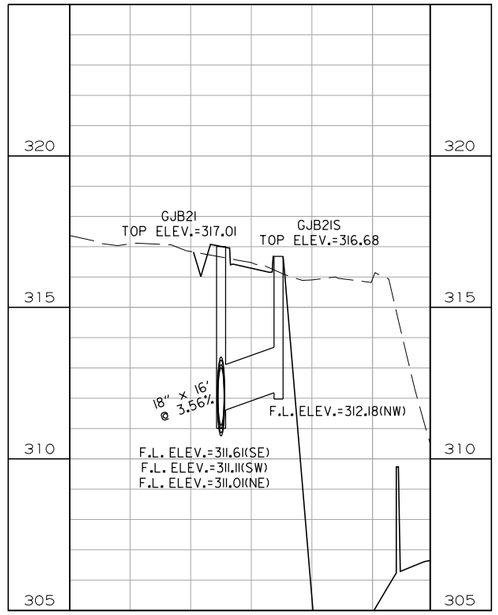
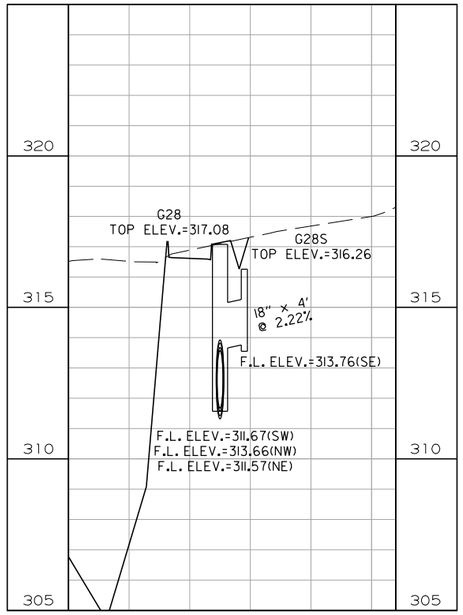


LINE G28S



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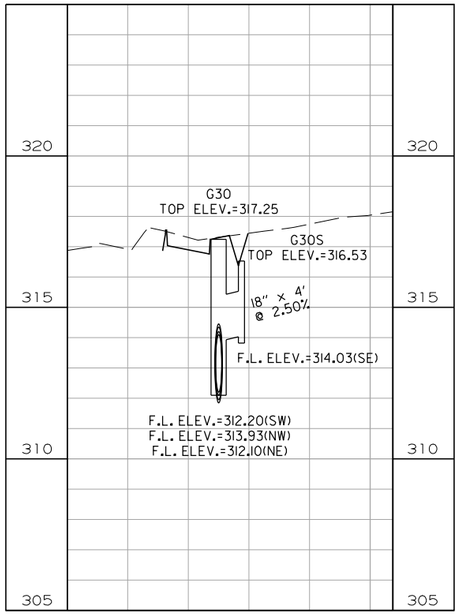

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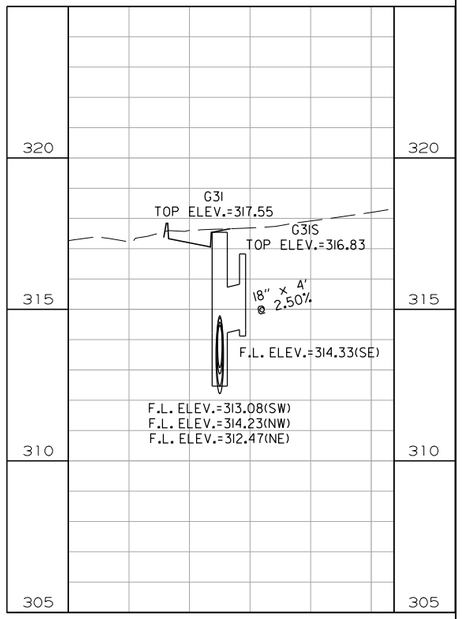

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE G

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	573	1104
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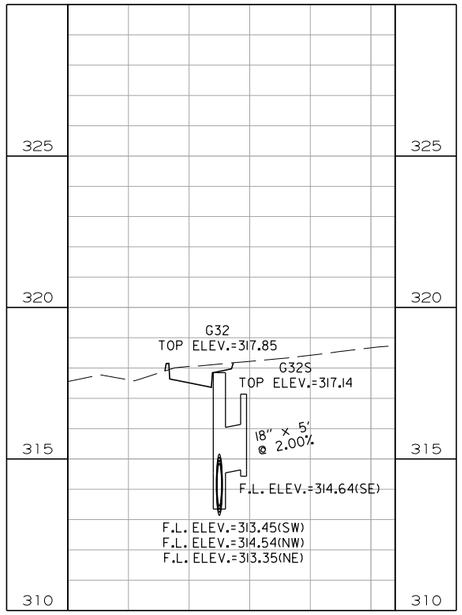
LINE G32S



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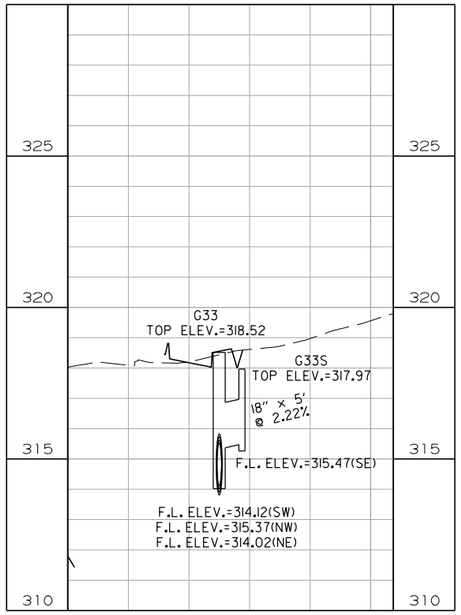
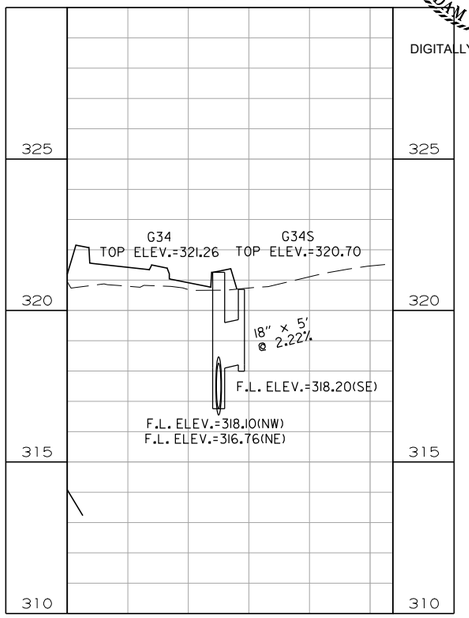


LINE G34S



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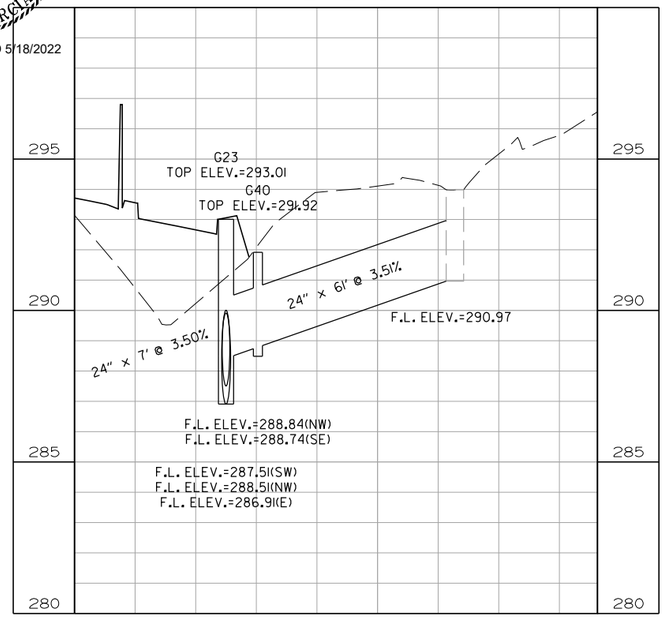
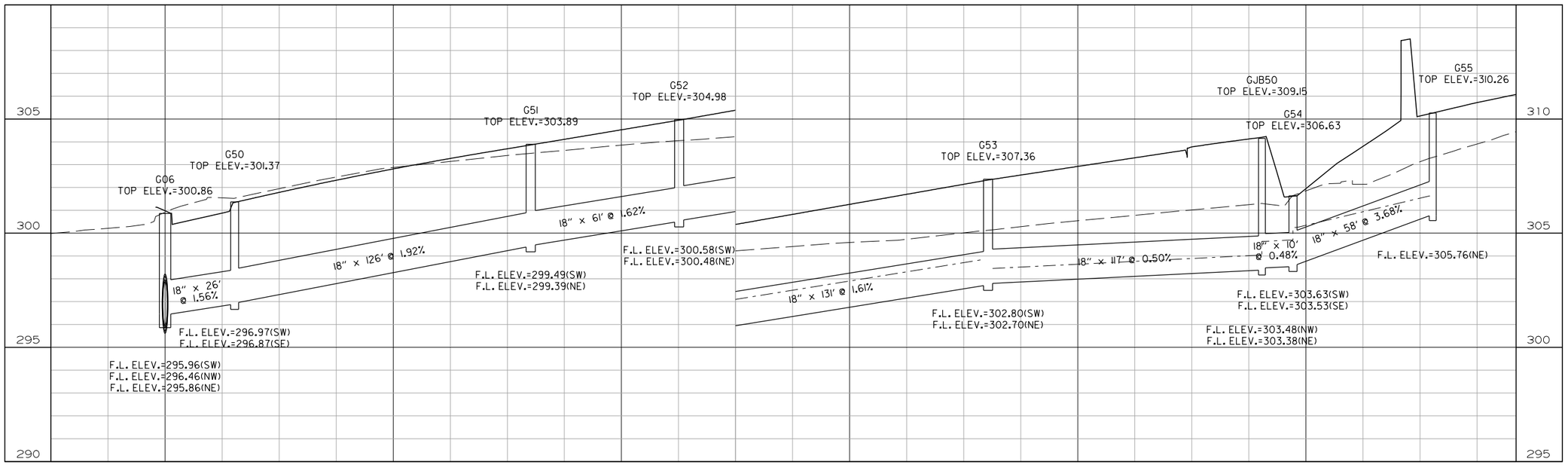


LINE G5

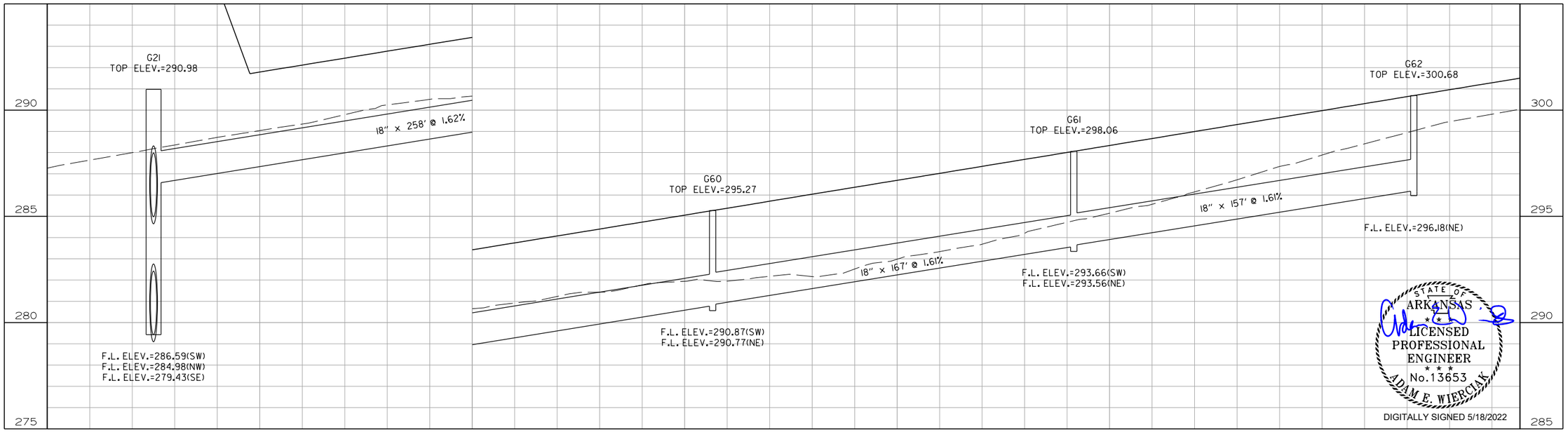


STORM SEWER PROFILE
LINE G

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	574	1104
				(2)	STORM SEWER PROFILE - LINE G			

LINE G6



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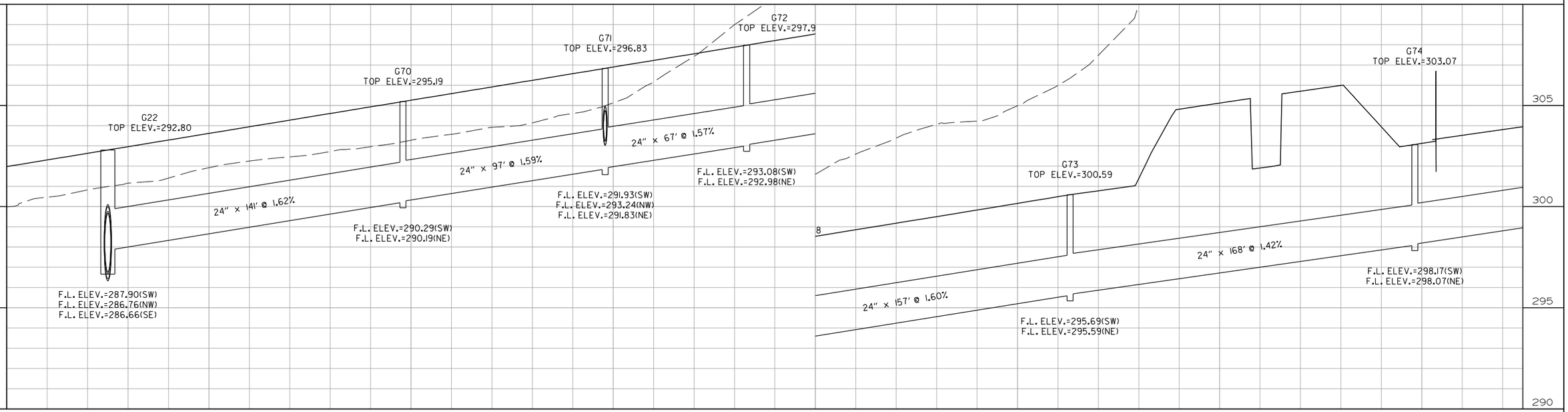
LINE G7



STORM SEWER PROFILE
LINE G

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	575	1104
				(2)	STORM SEWER PROFILE - LINE G			

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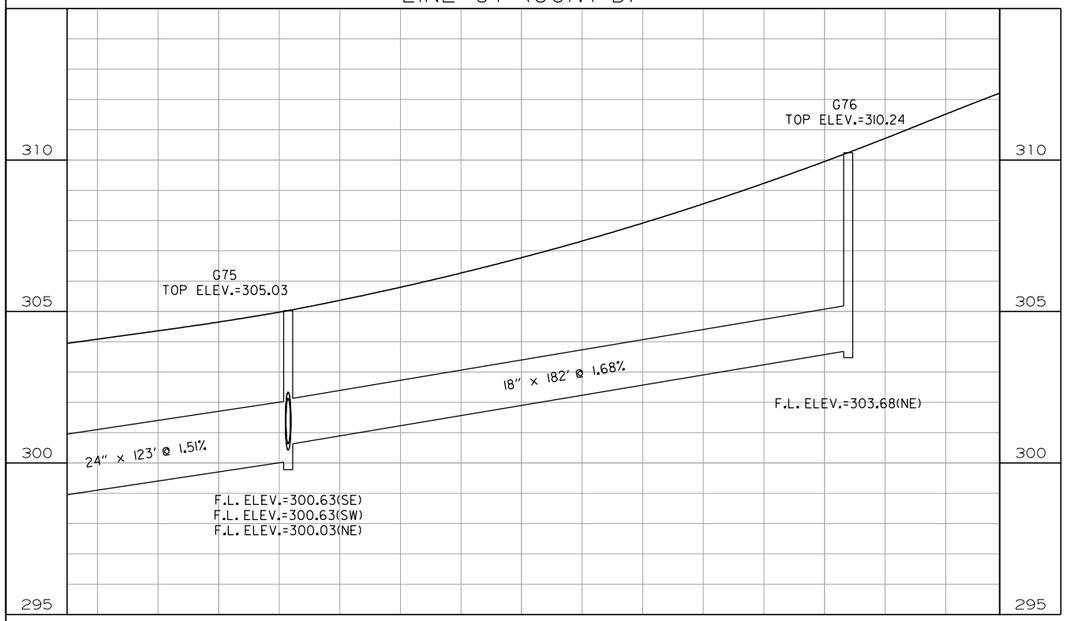
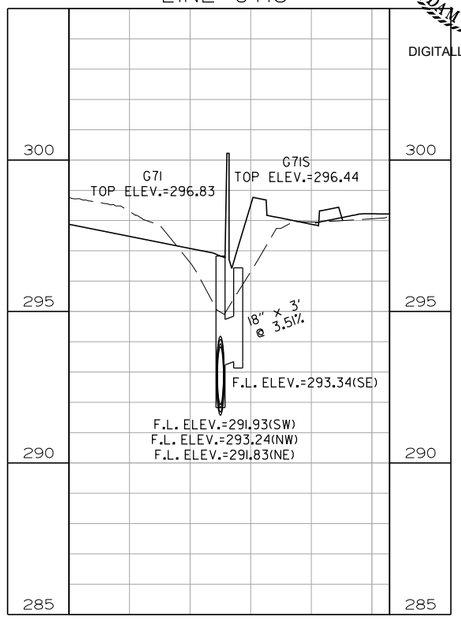
LINE G7 (CONT'D)



LINE G7IS



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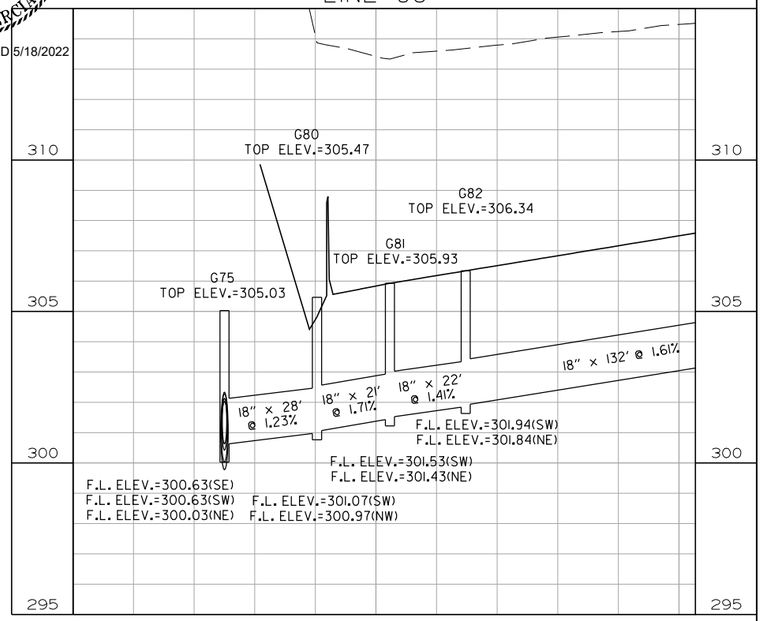
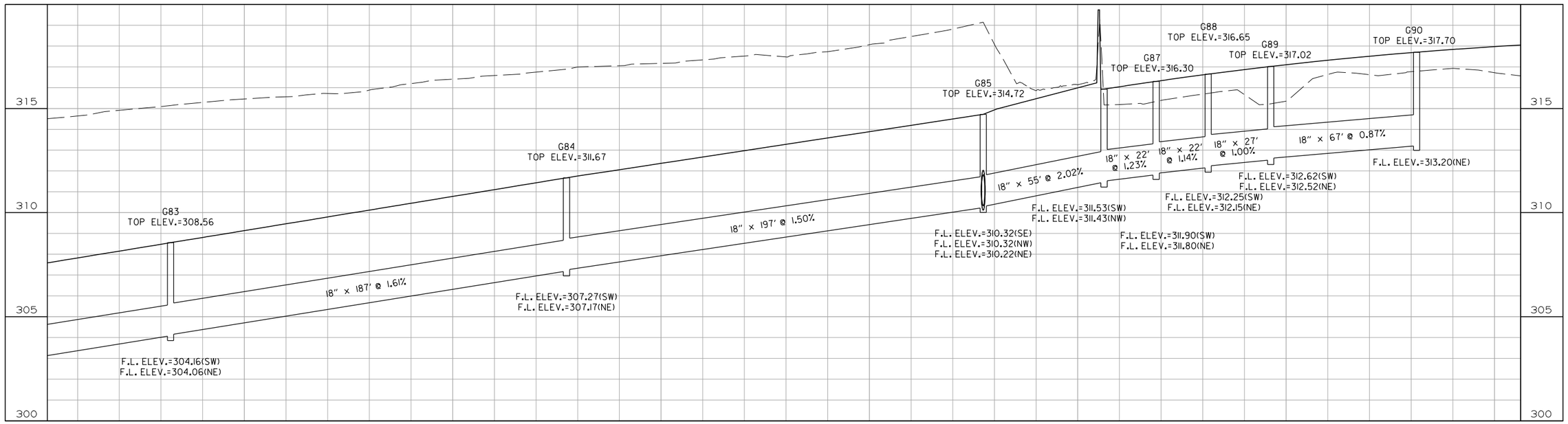


LINE G8 (CONT'D)



STORM SEWER PROFILE
LINE G

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	576	1104
				(2)	STORM SEWER PROFILE - LINE G, H & I			

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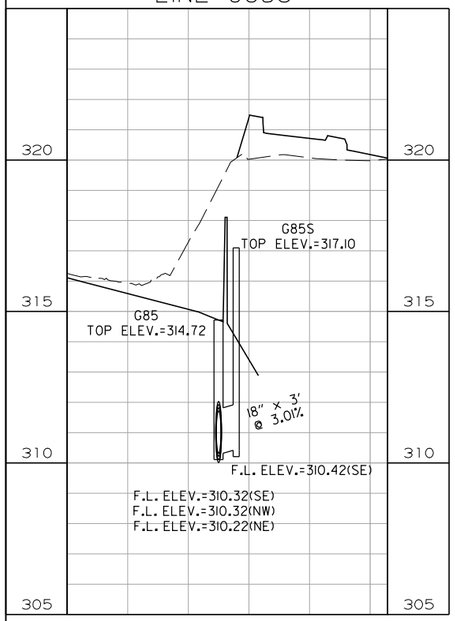
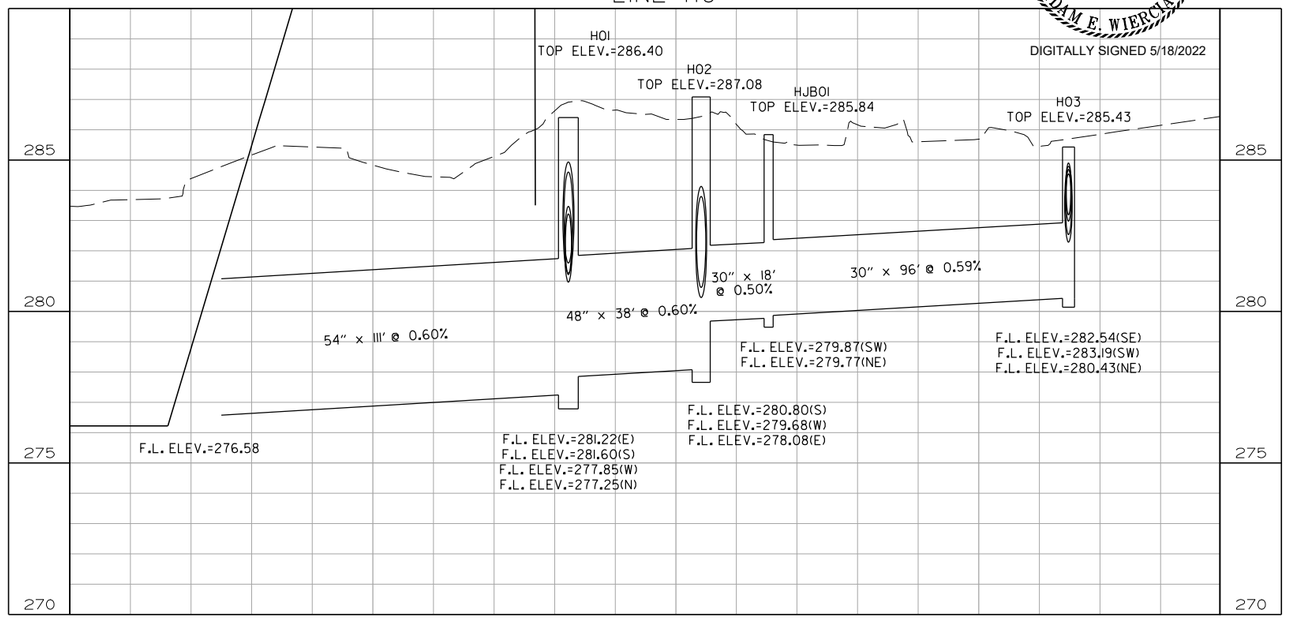
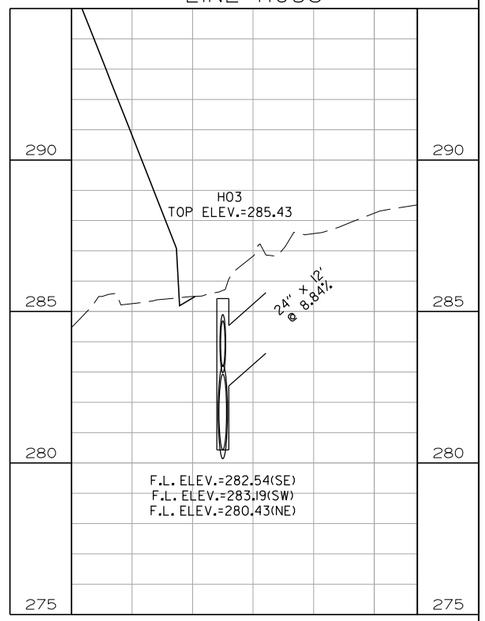
LINE G85S



LINE HO



LINE H03S



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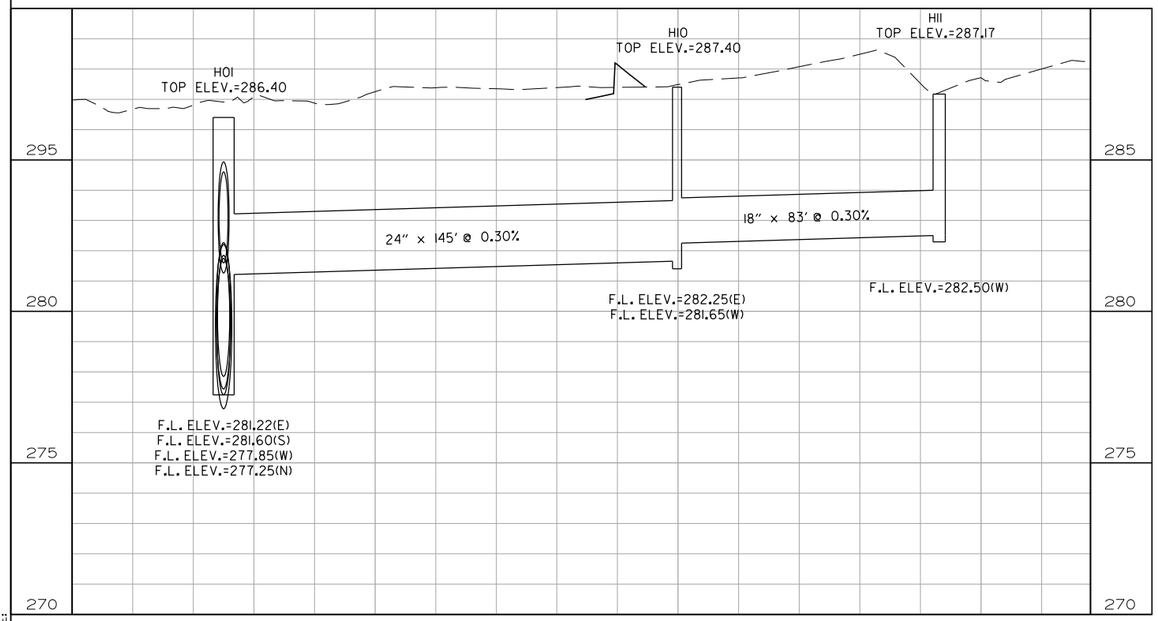
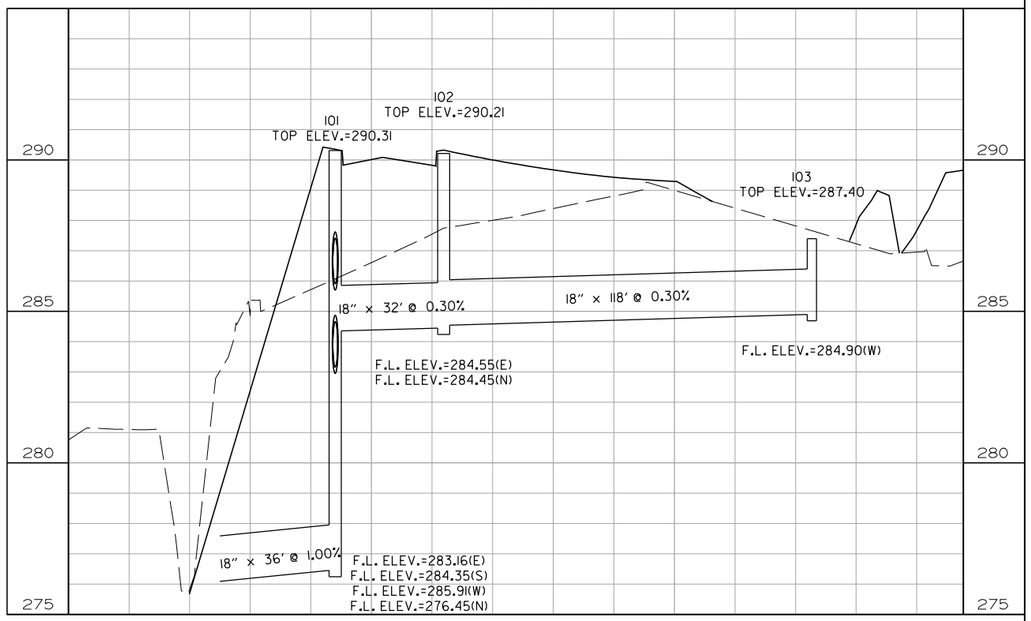


LINE IO



STORM SEWER PROFILE
LINE G, H & I

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	577	1104
				(2)	STORM SEWER PROFILE - LINE I & J			

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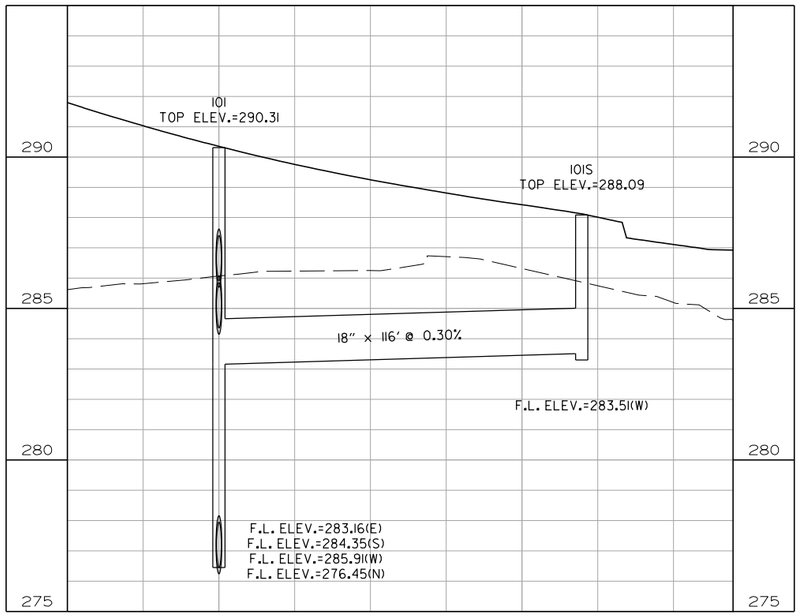
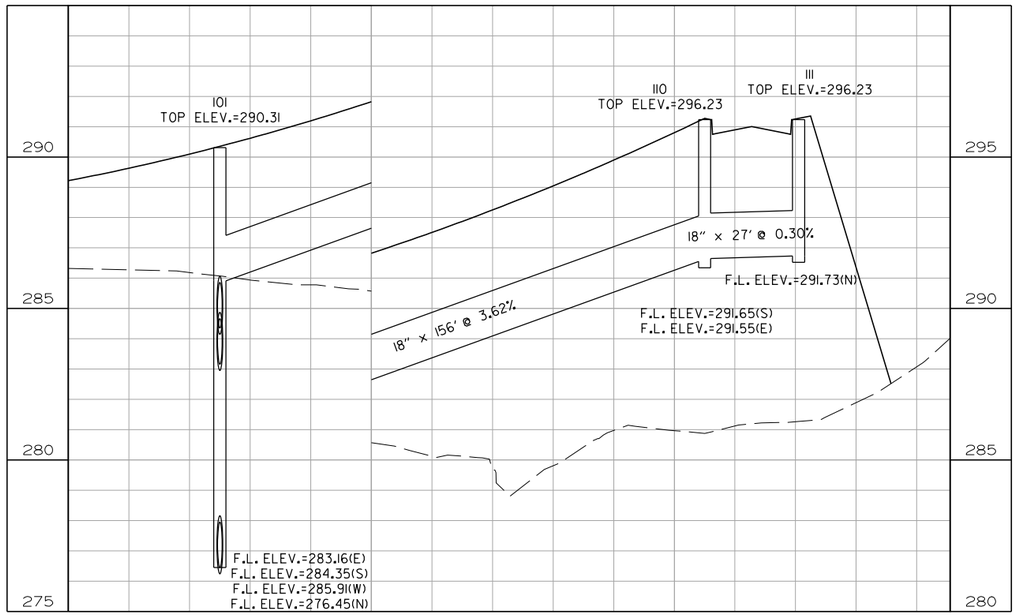
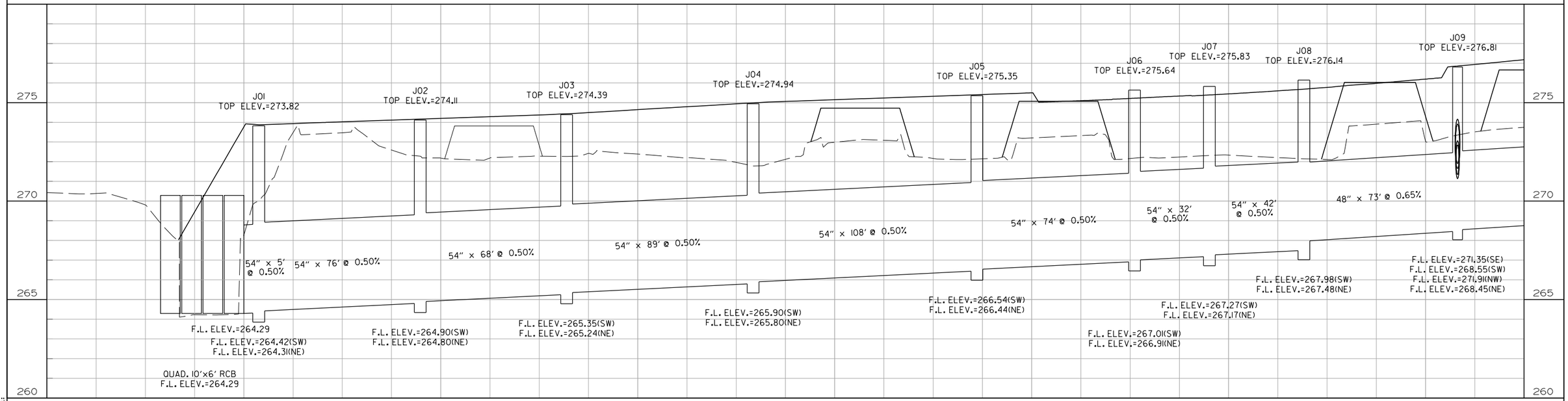
LINE 101S



LINE 11



LINE J0



STORM SEWER PROFILE
LINE I & J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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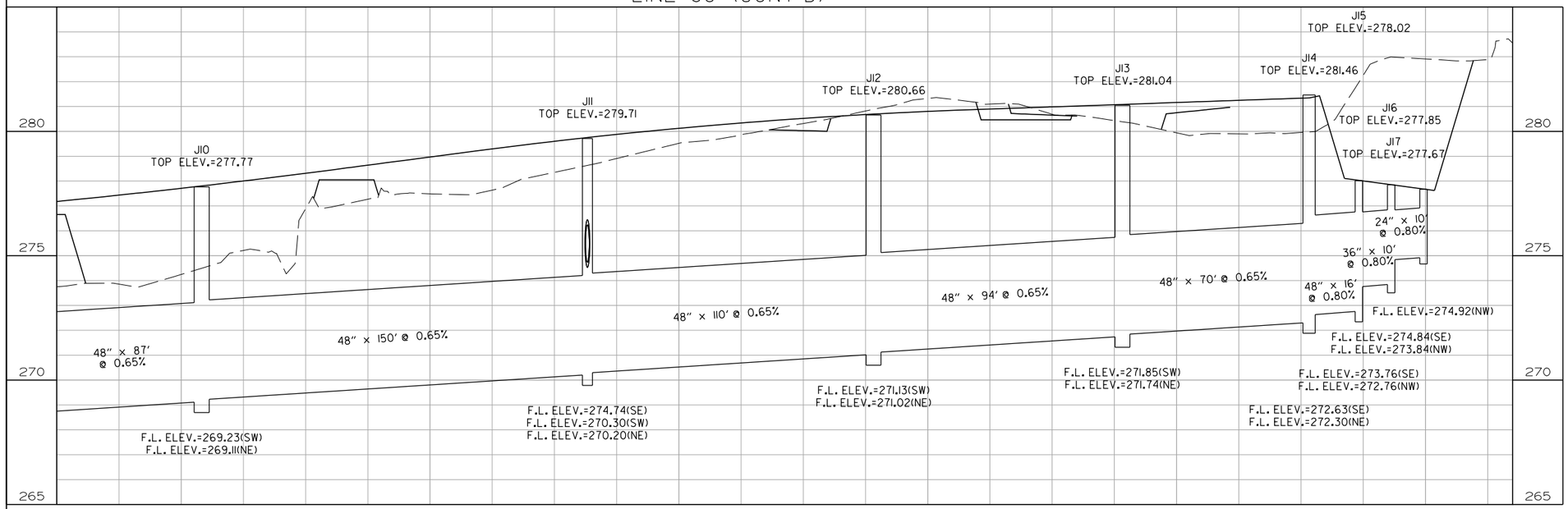
LINE JO (CONT'D)



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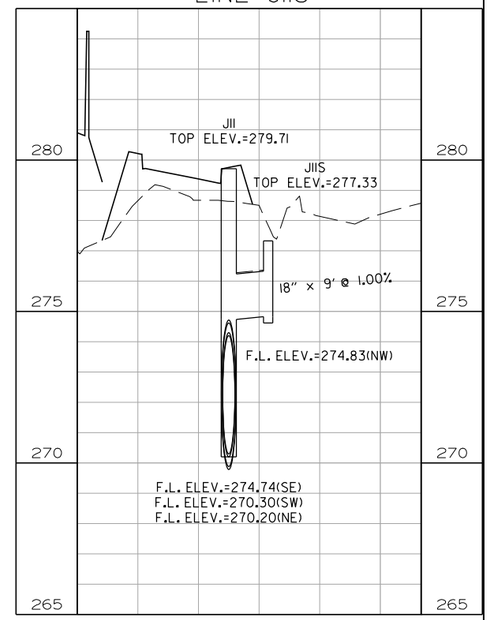
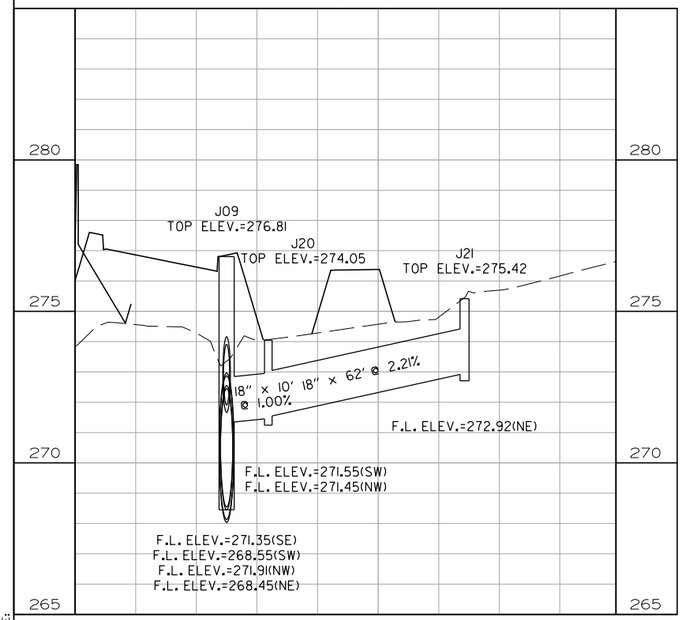


LINE J2



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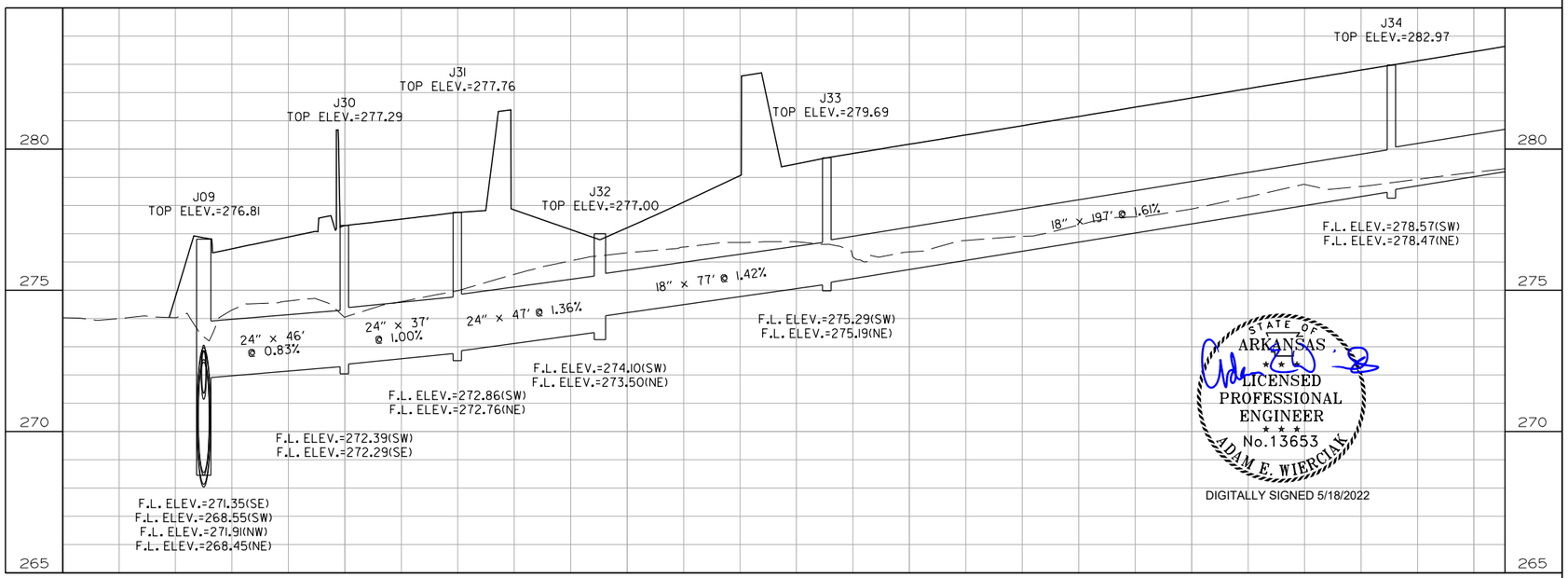

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STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	579	1104
				(2)	STORM SEWER PROFILE - LINE J			

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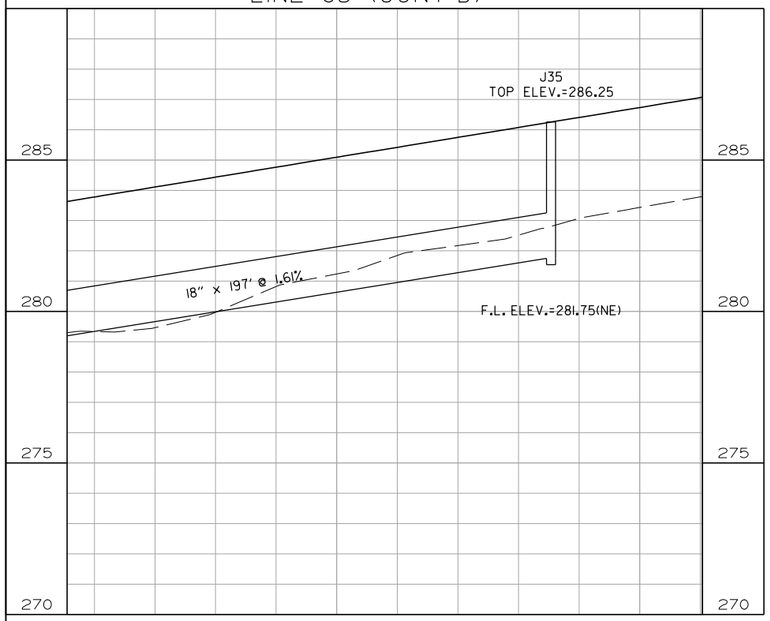
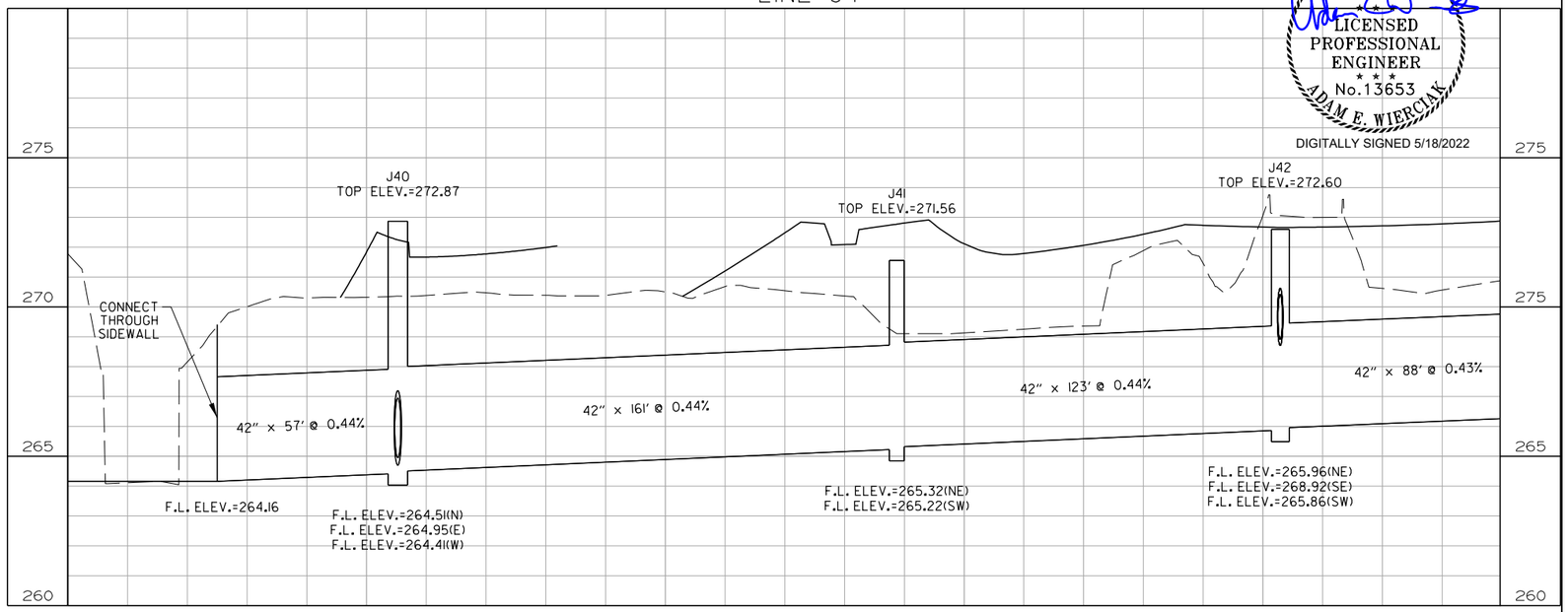
LINE J3 (CONT'D)



LINE J4



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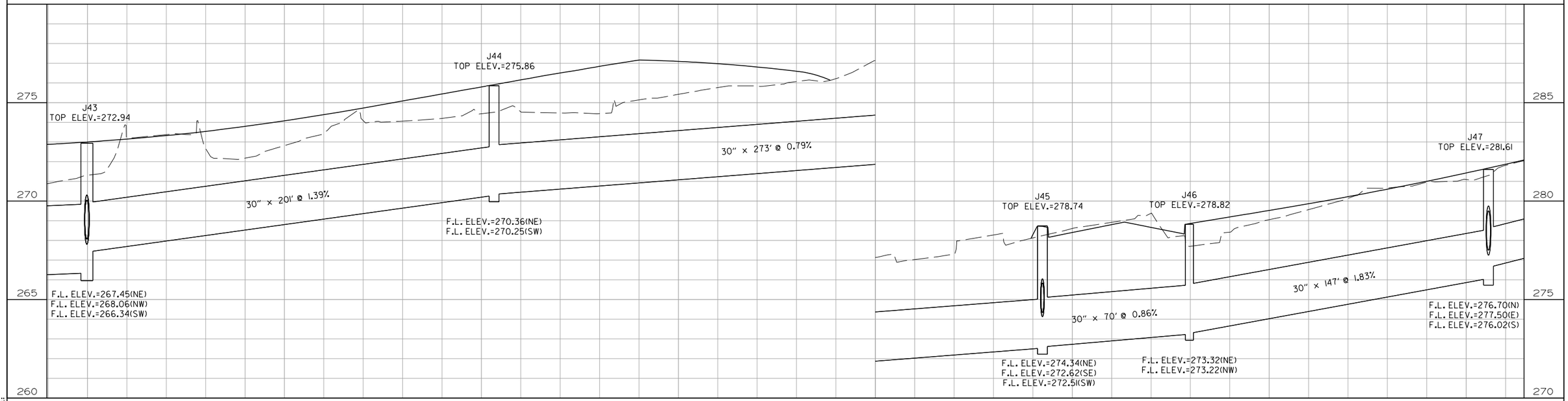

STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	580	1104

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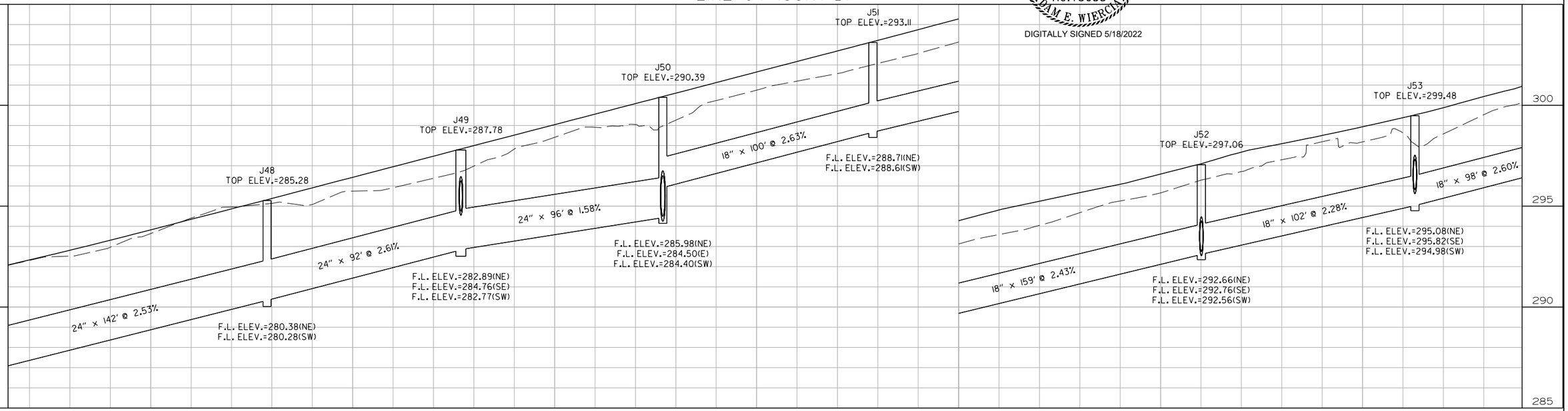
LINE J4 (CONT'D)



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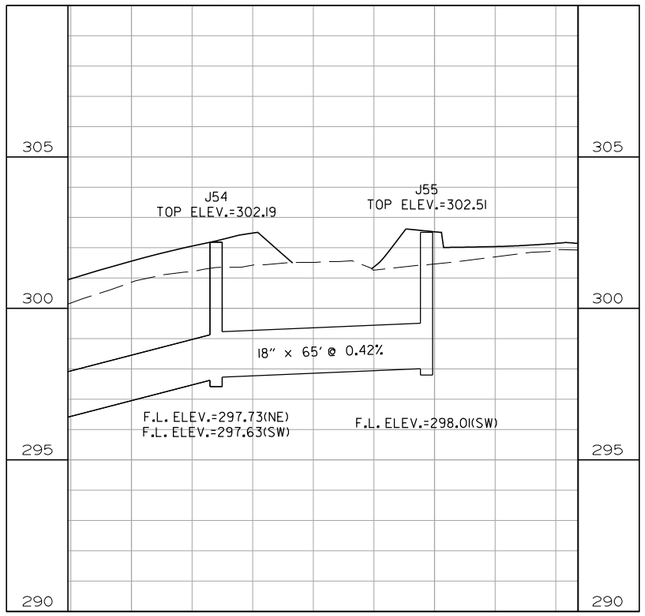
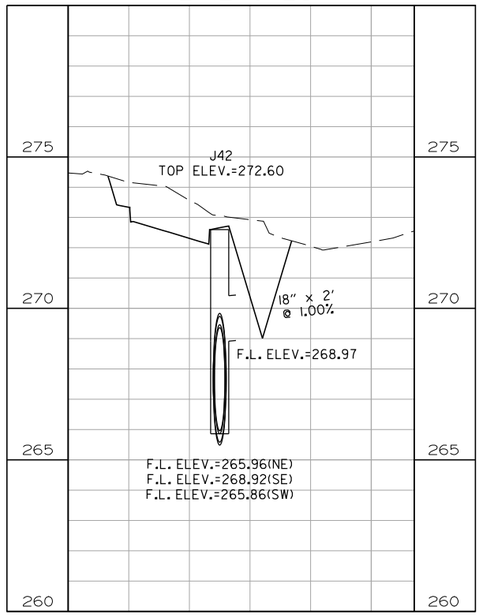
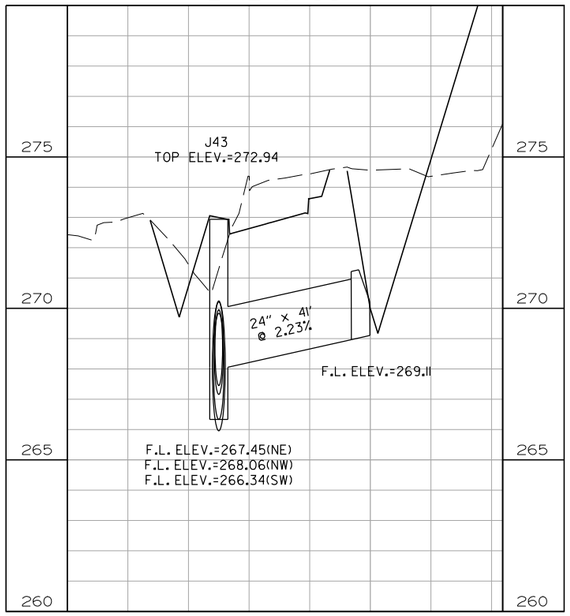


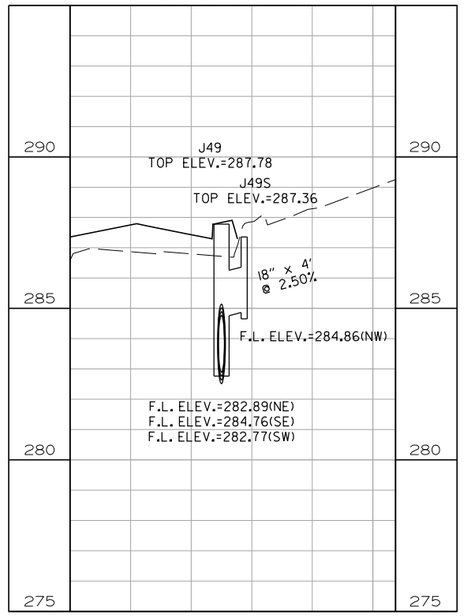
LINE J42S



LINE J43S



LINE J49S



STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	581	1104
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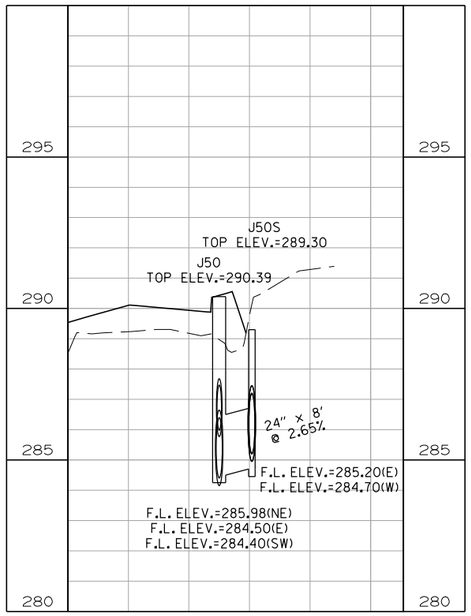
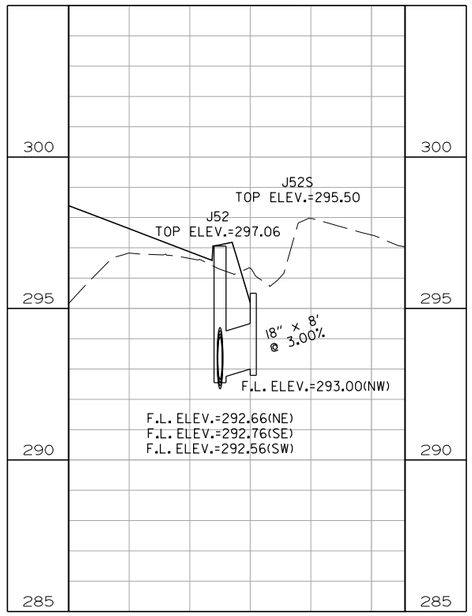
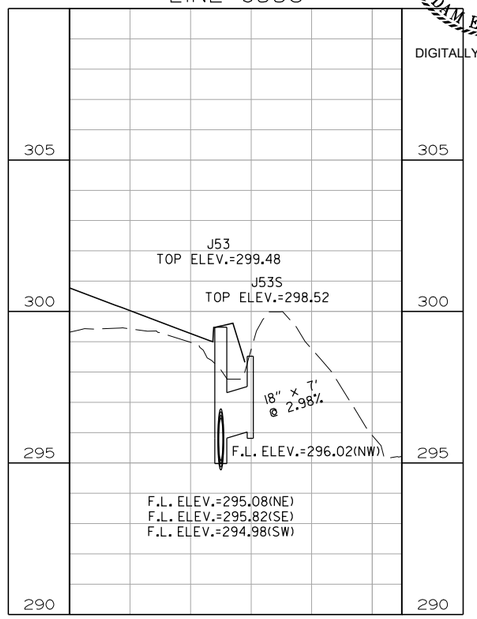
LINE J50S



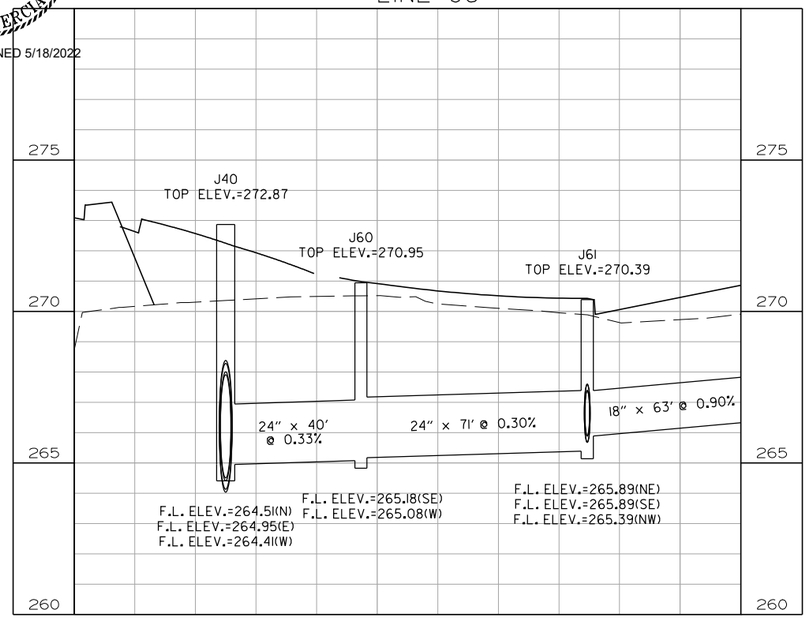
LINE J52S



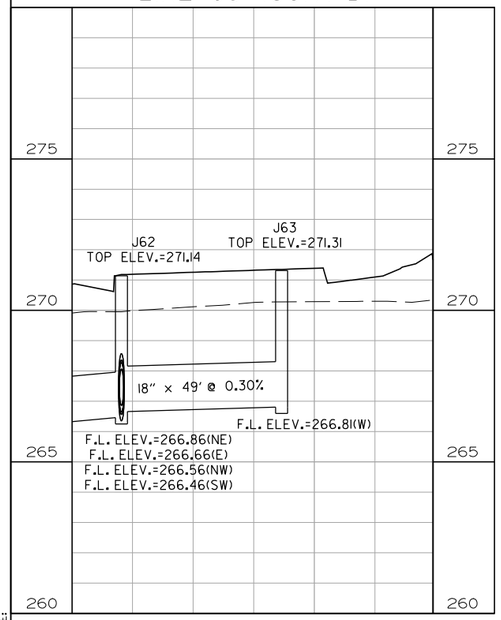
LINE J53S



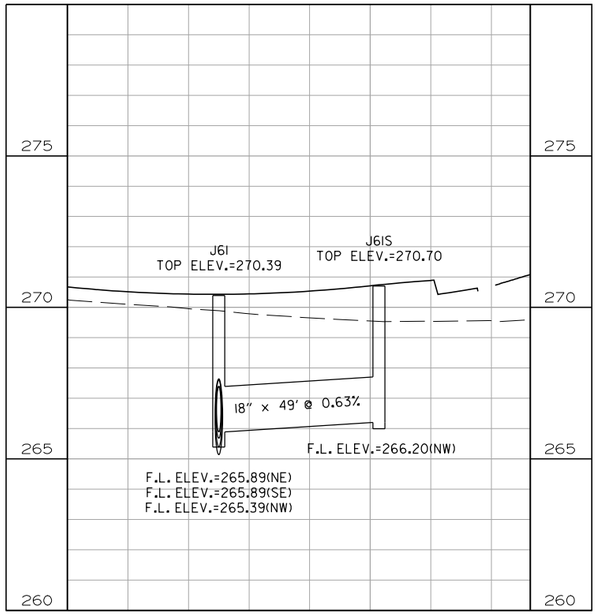
LINE J6



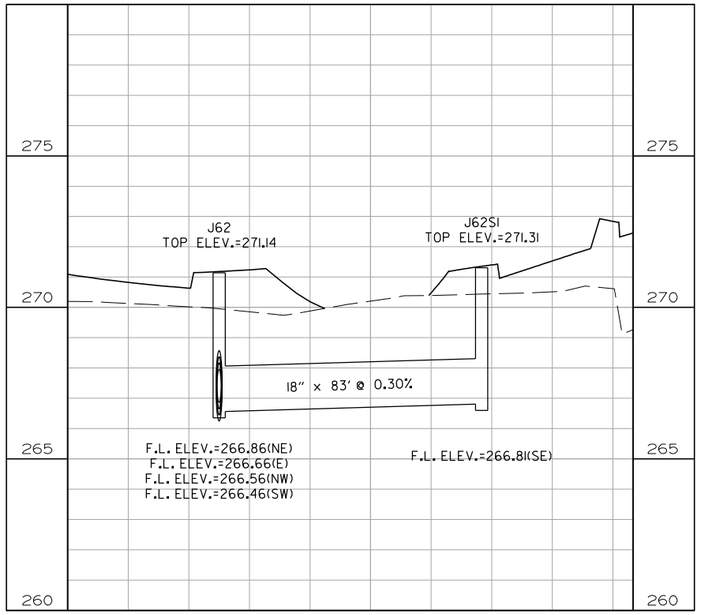
LINE J6 (CONT'D)



LINE J61S



LINE J62S1



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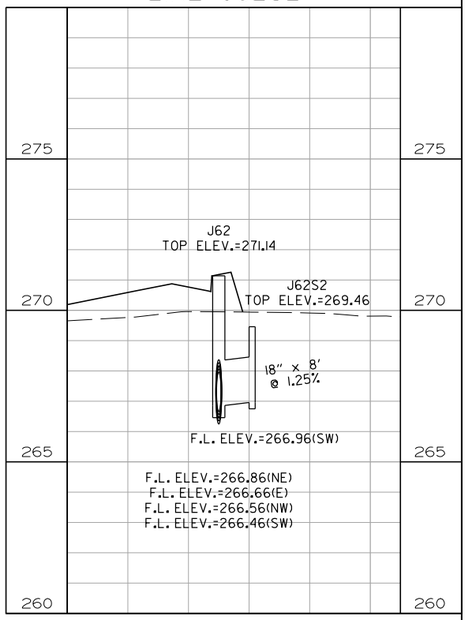

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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LINE J

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.		CA0604	582	1104
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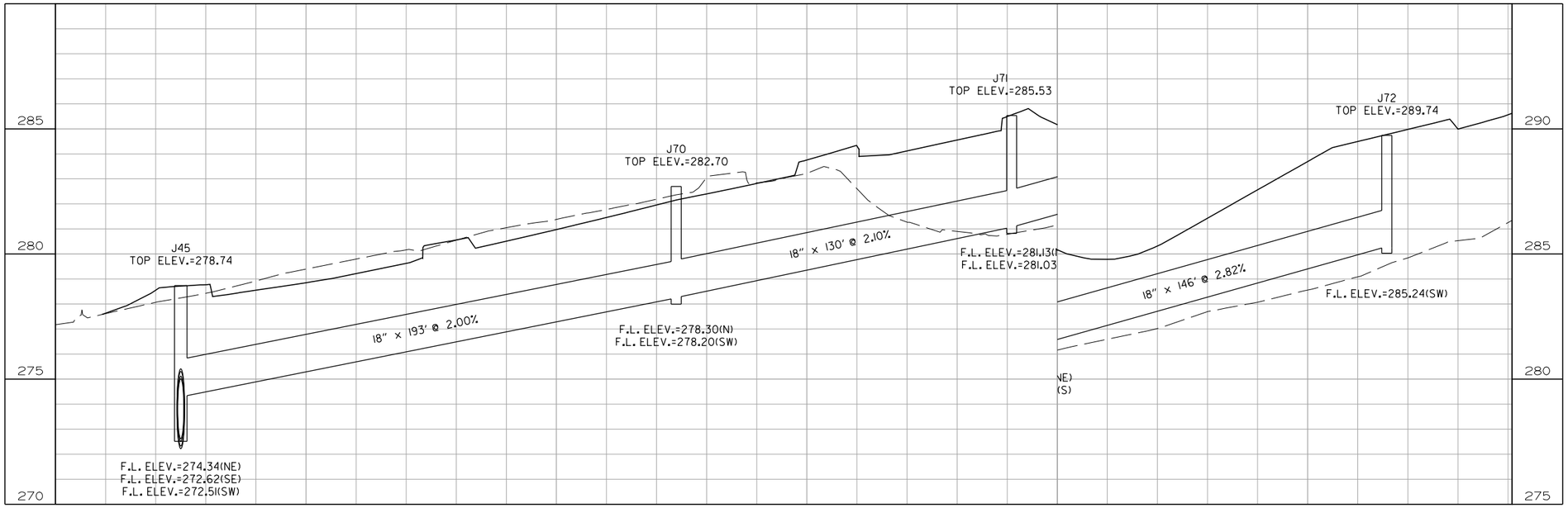
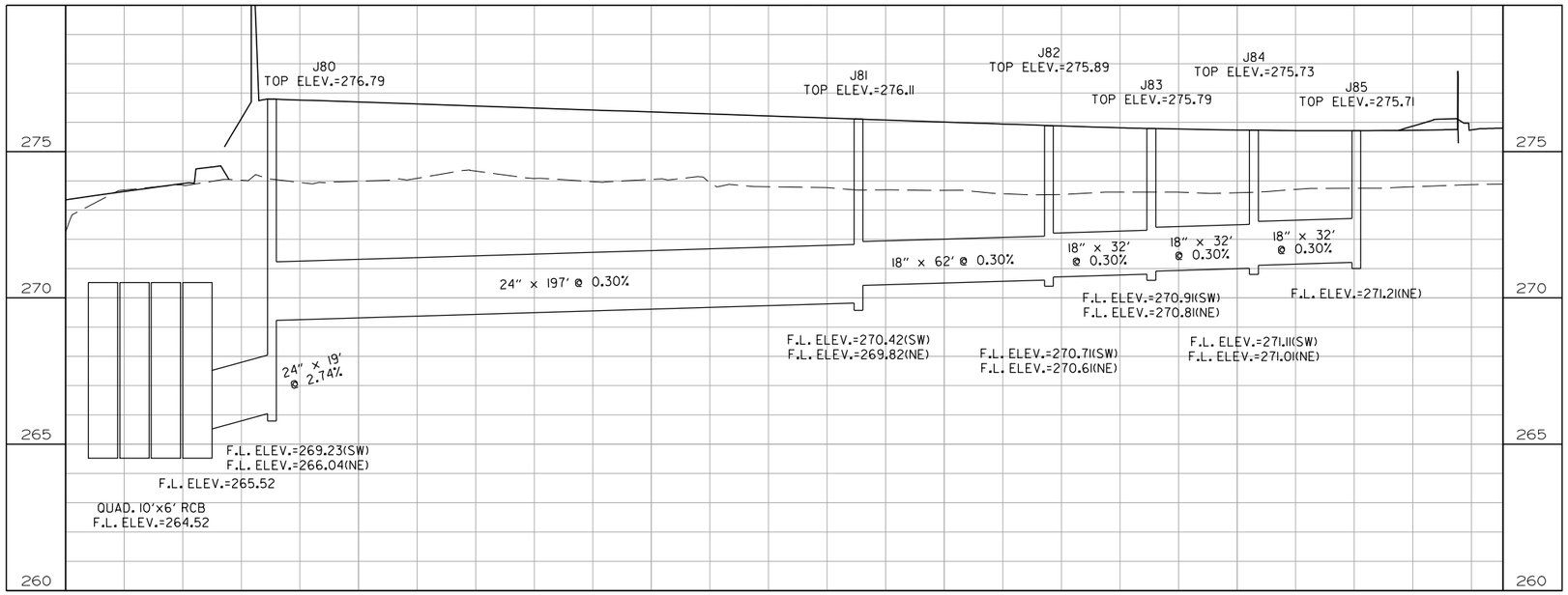
LINE J7



LINE J8

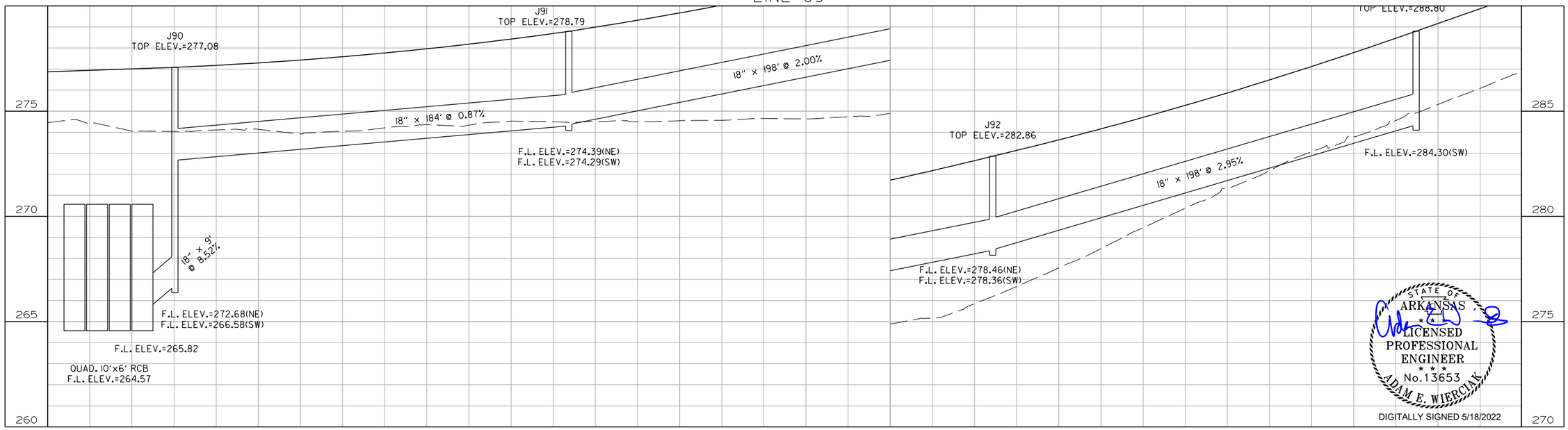


STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	583	1104
				(2)	STORM SEWER PROFILE - LINE J			

LINE J9



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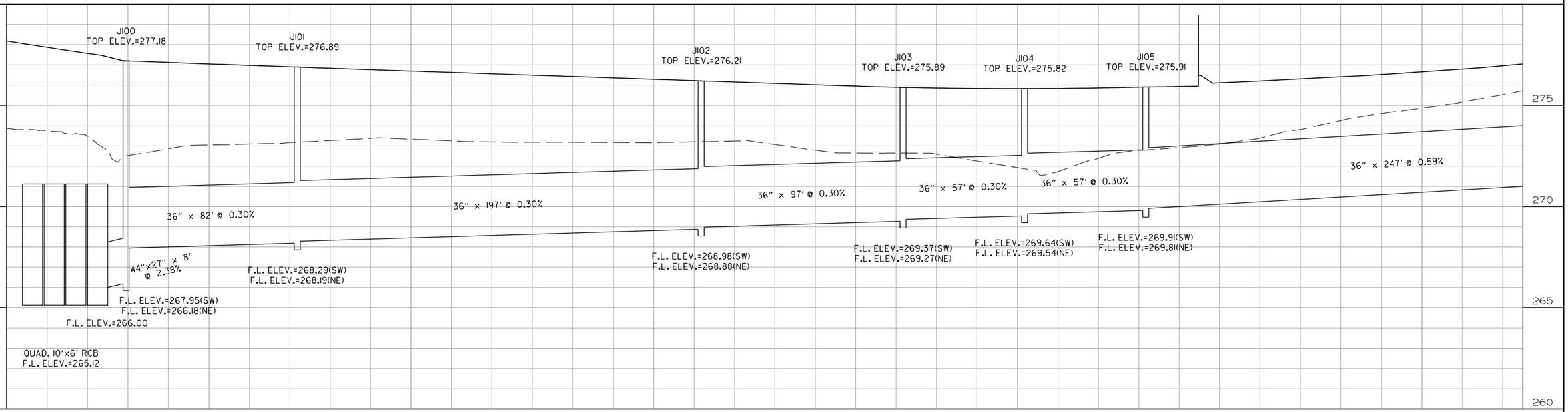
LINE JIO



STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	584	1104
				(2)	STORM SEWER PROFILE - LINE J			

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LICENSED PROFESSIONAL ENGINEER
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ADAM E. WIERCIAK
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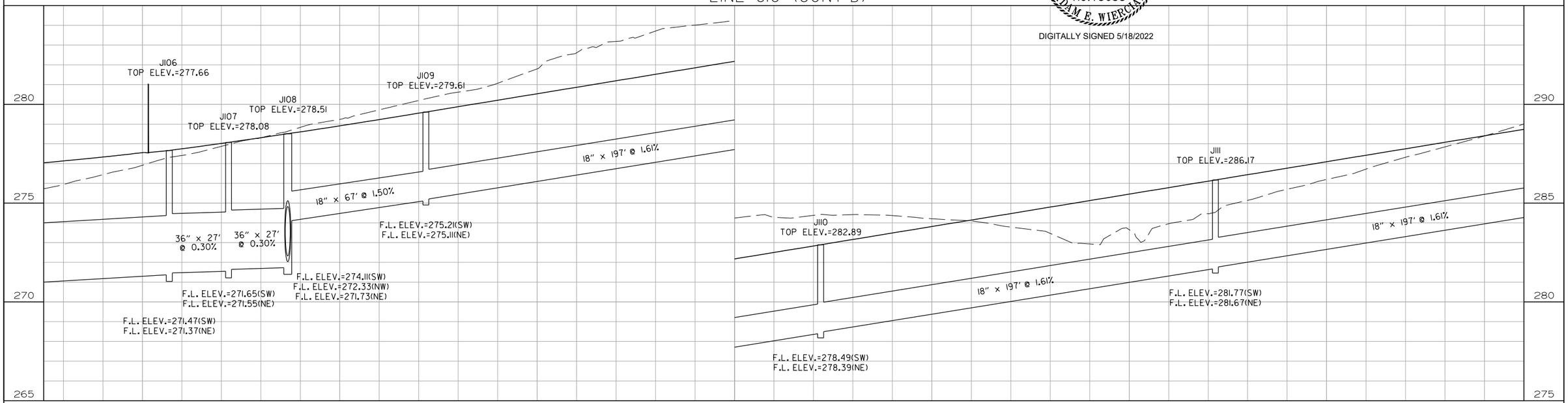
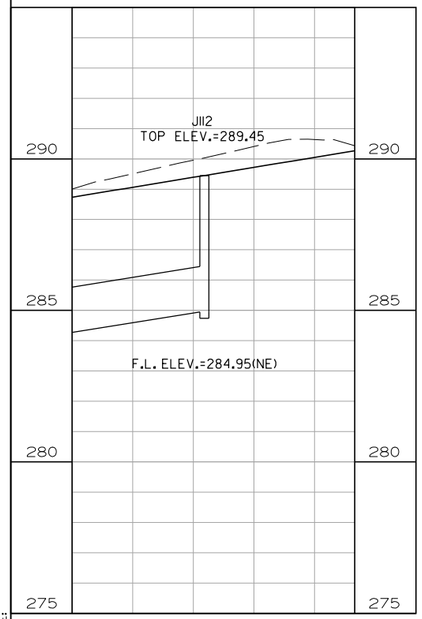
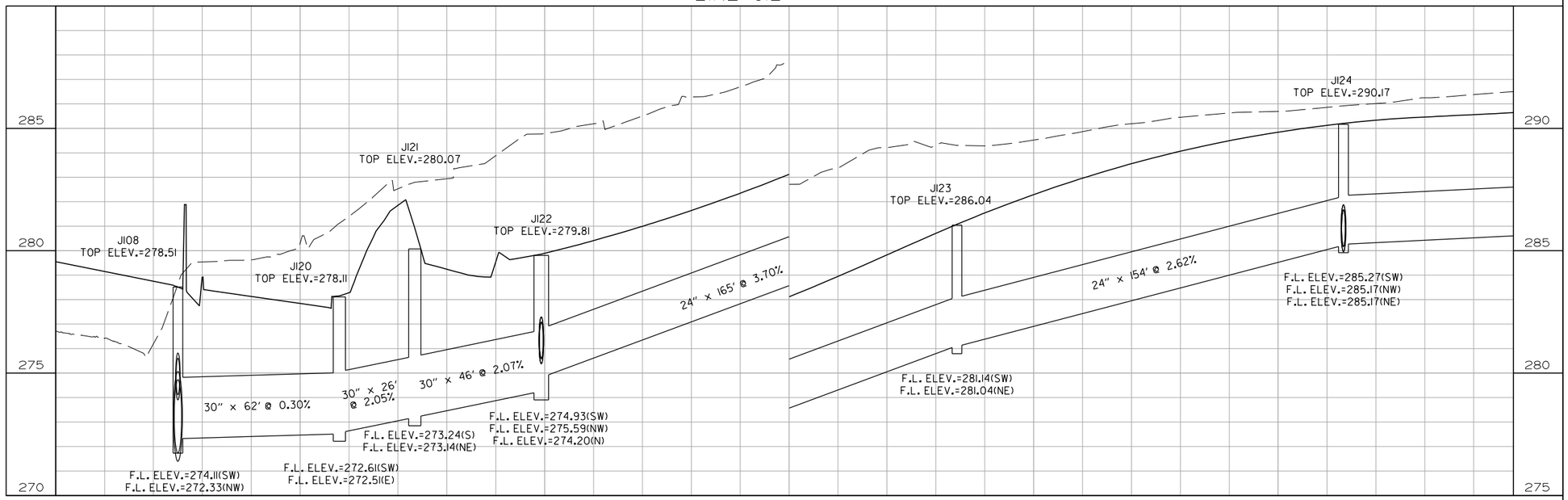
LINE JIO (CONT'D)



LINE JIO (CONT'D)



LINE JI2



STORM SEWER PROFILE
LINE J

$$USER$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE: $$DATE$$ $$TIME$$

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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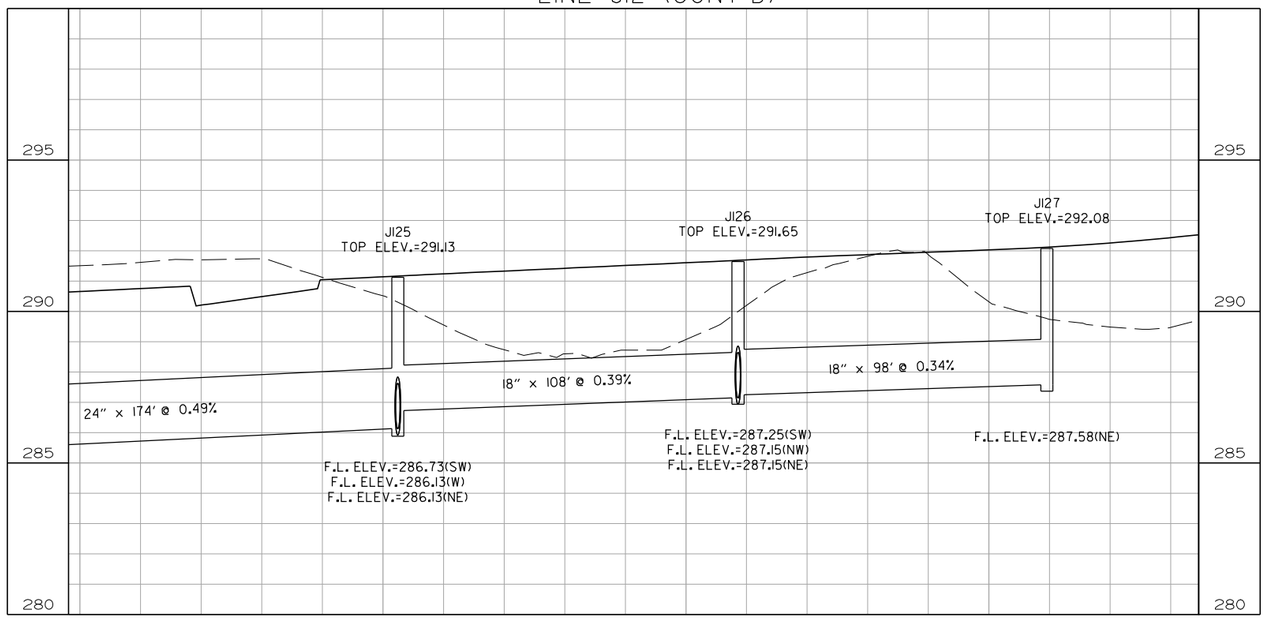
				JOB NO.		CA0604	585	1104
				(2)	STORM SEWER PROFILE - LINE J			

LINE JI2 (CONT'D)



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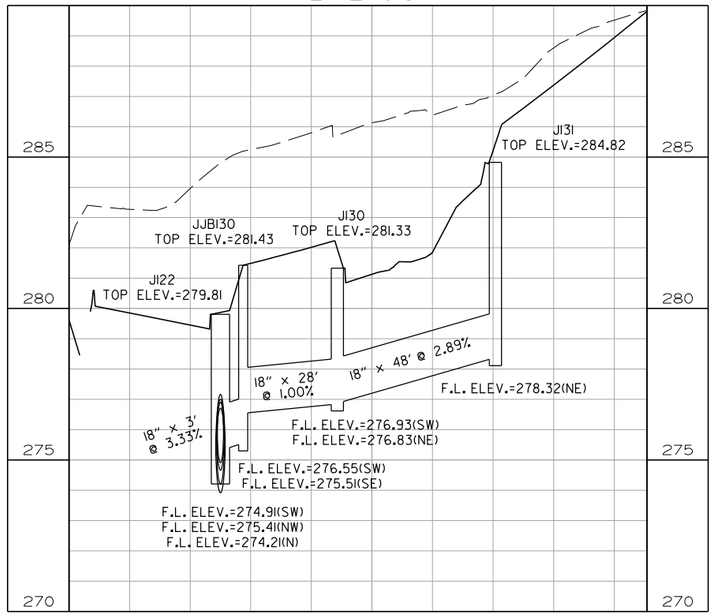
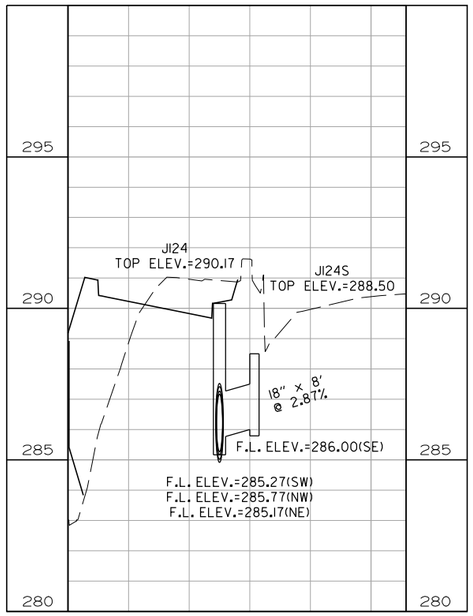
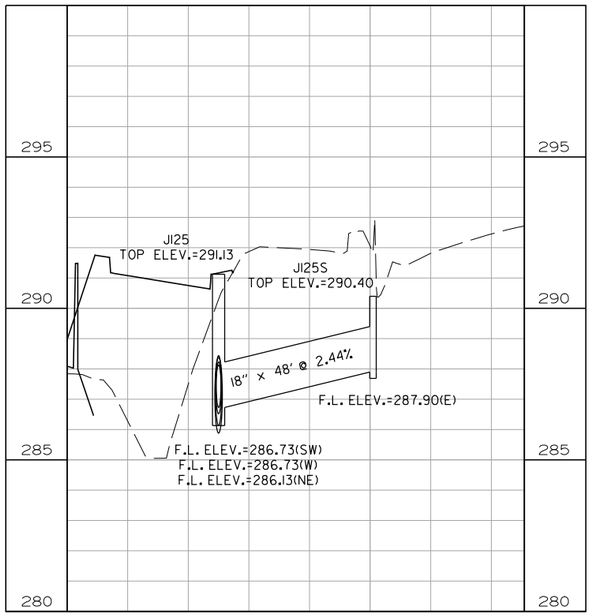


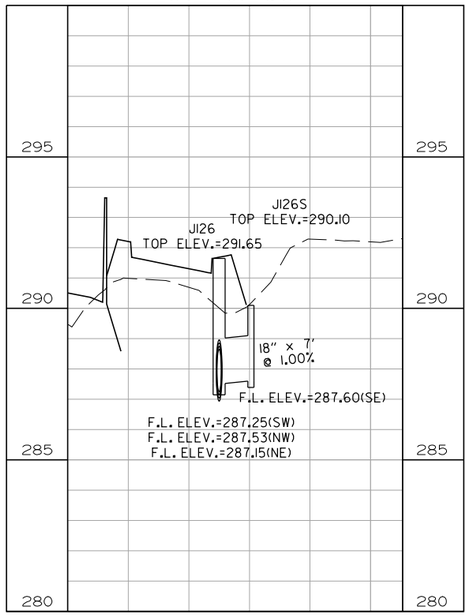
LINE JI24S



LINE JI25S



LINE JI26S



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STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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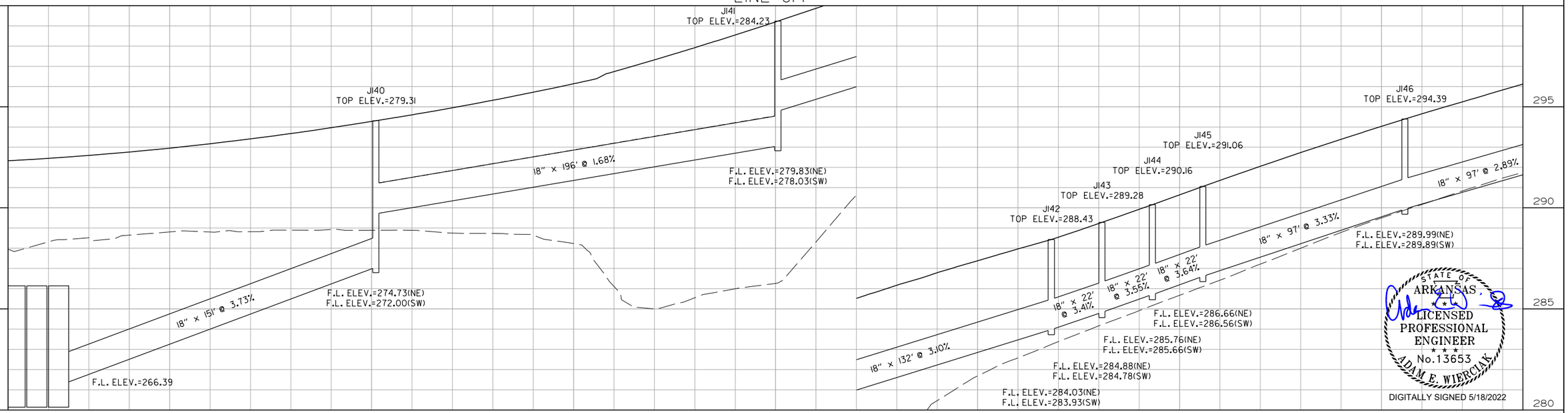
				JOB NO.		CA0604	586	1104
				(2)	STORM SEWER PROFILE - LINE J			

LINE JI4



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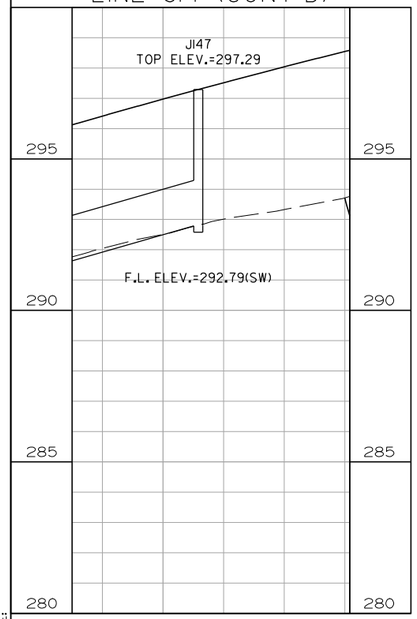
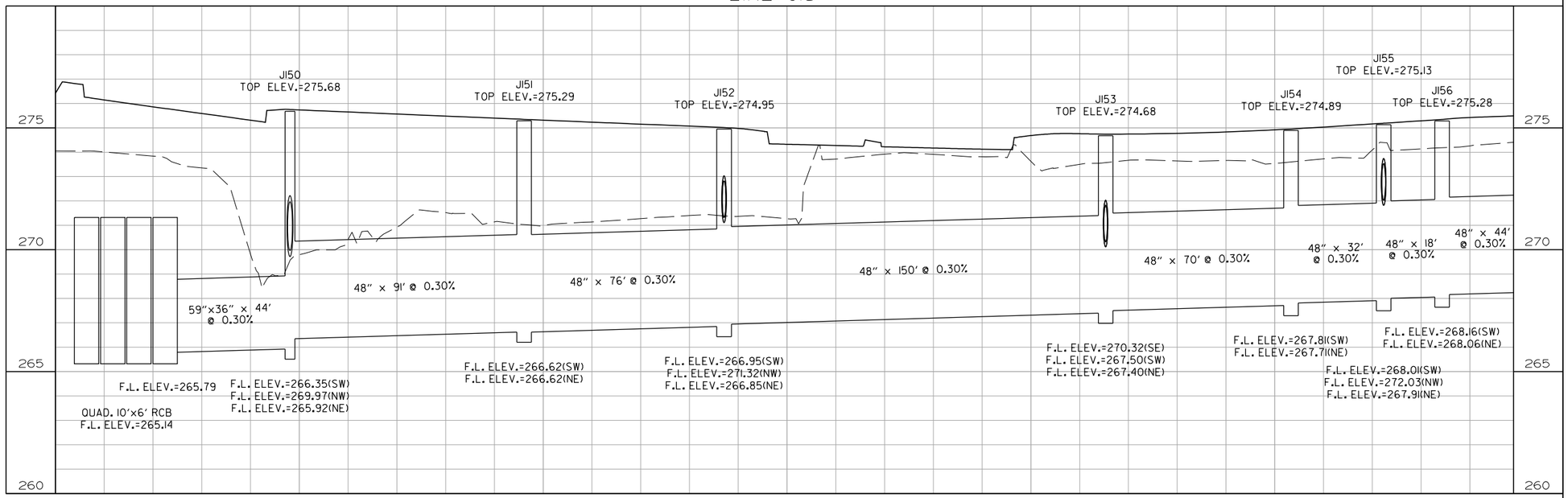
LINE JI4 (CONT'D)



LINE JI5



STORM SEWER PROFILE
LINE J

$$USER$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE: $$DATE$$ $$TIME$$

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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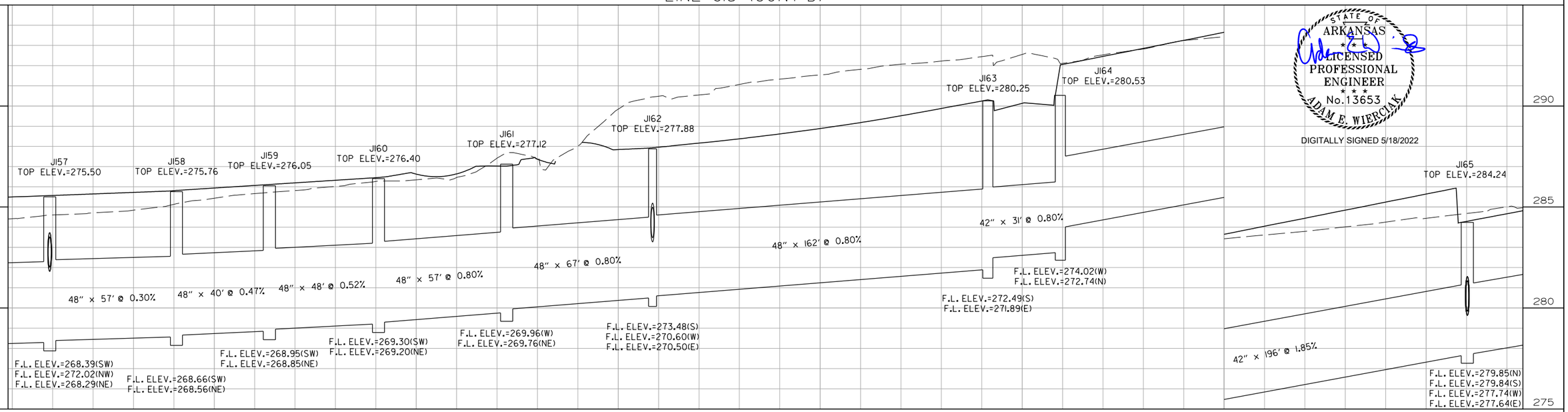
				JOB NO.		CA0604	587	1104
				(2)	STORM SEWER PROFILE - LINE J			

LINE JI5 (CONT'D)



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ADAM E. WIERCIAK

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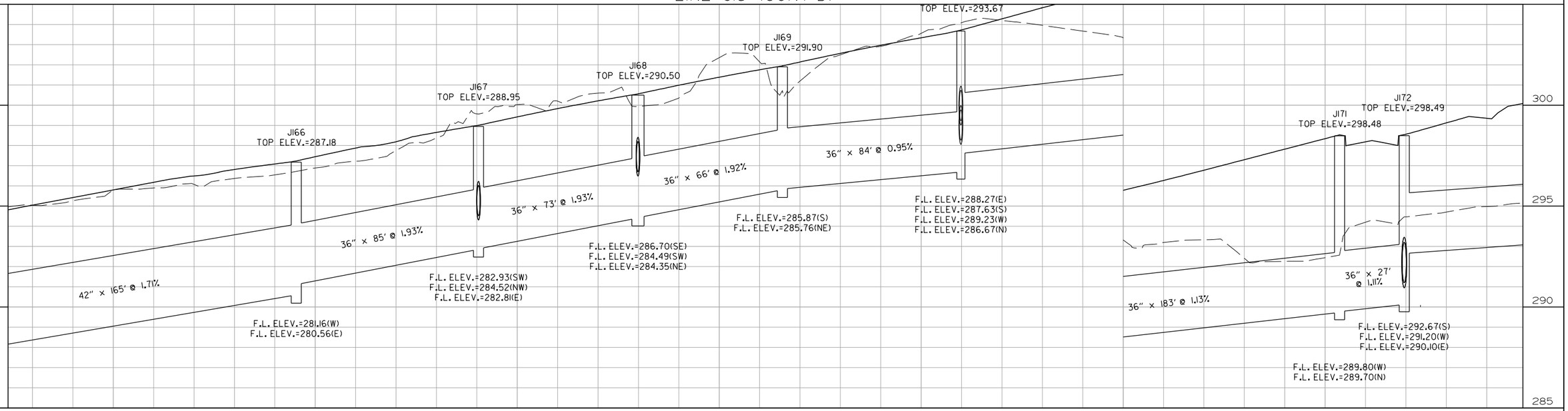
LINE JI5 (CONT'D)



STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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)	STORM SEWER PROFILE - LINE J			

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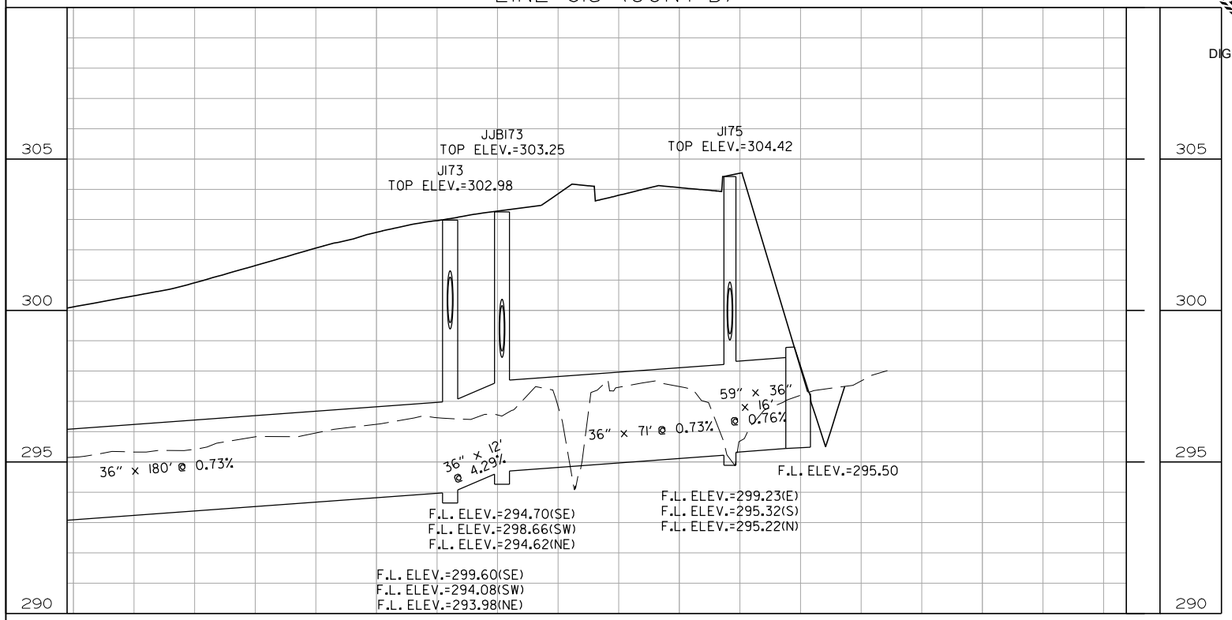
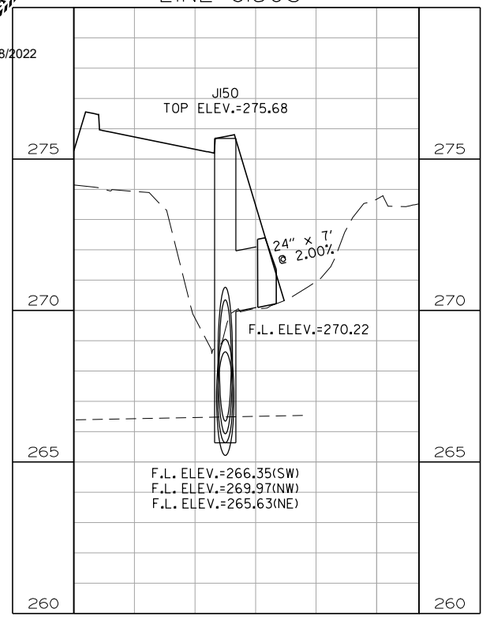
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

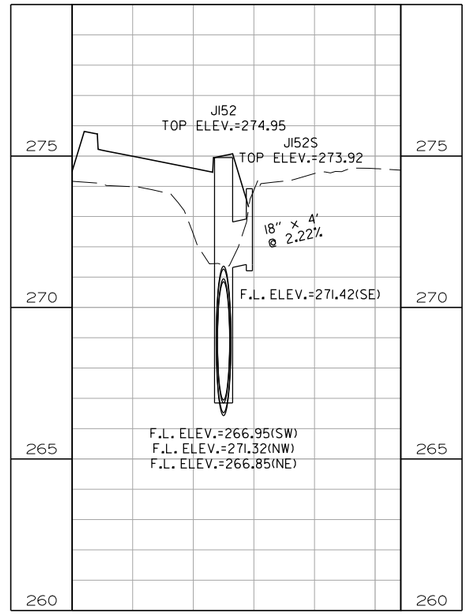
LINE JI5 (CONT'D)



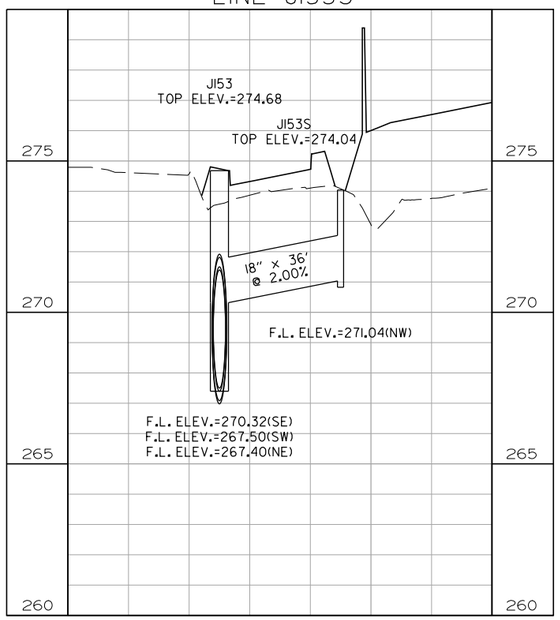
LINE JI50S



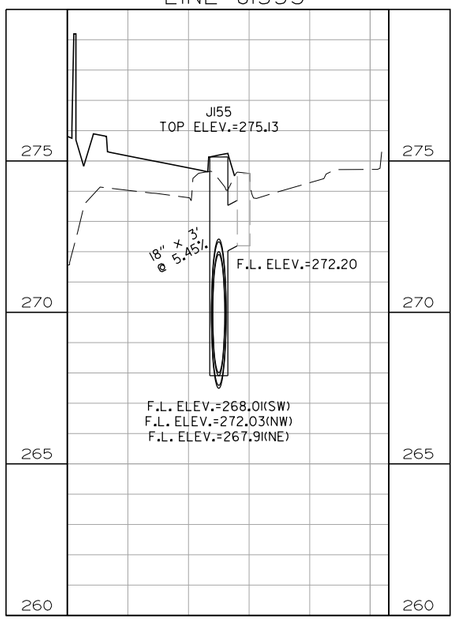
LINE JI52S



LINE JI53S



LINE JI55S



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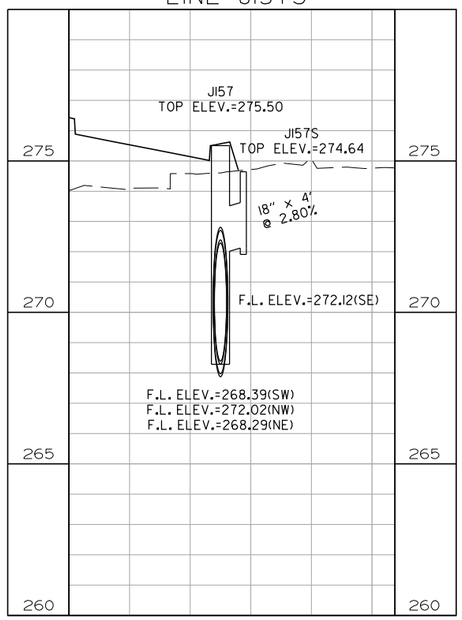
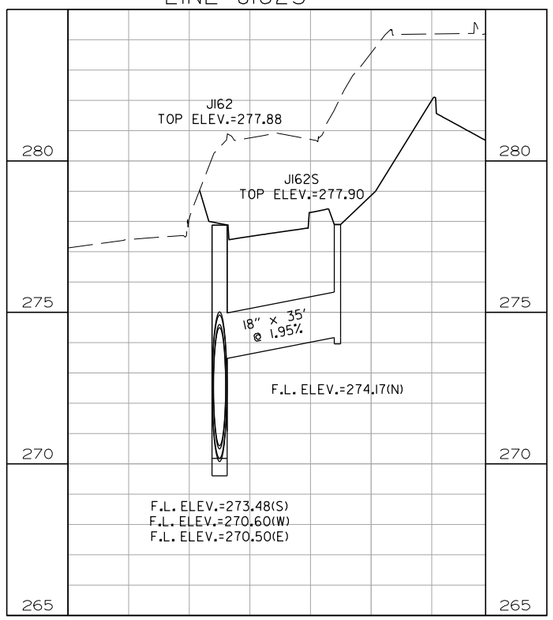


LINE JI62S



$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE J

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	589	1104
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ADAM E. WIERCIAK
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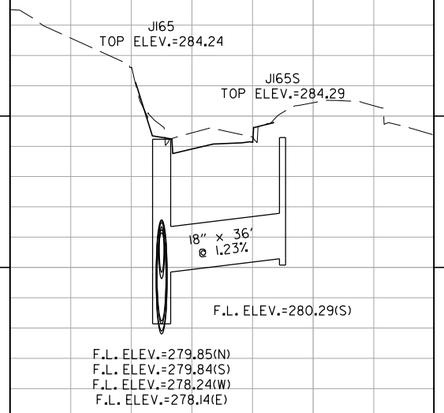
LINE JI65S



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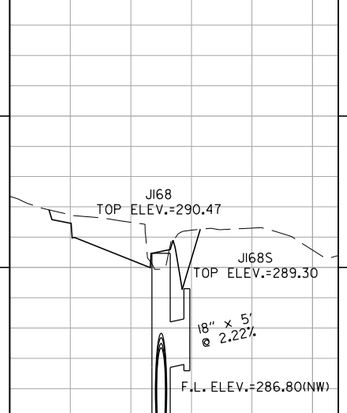

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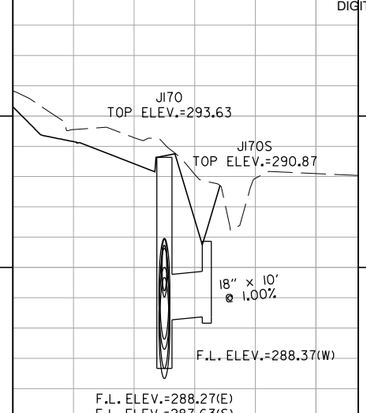
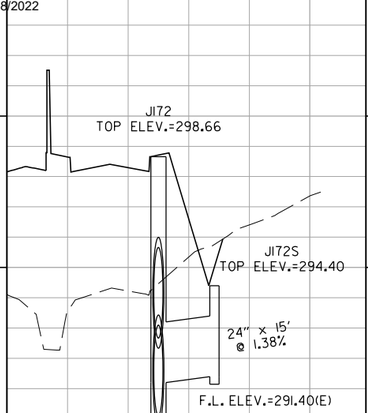
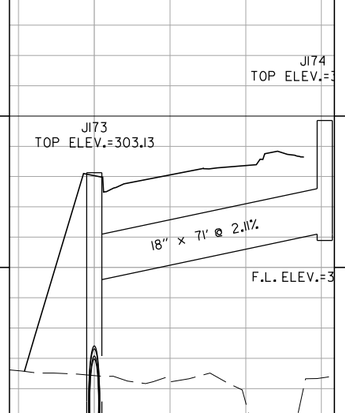


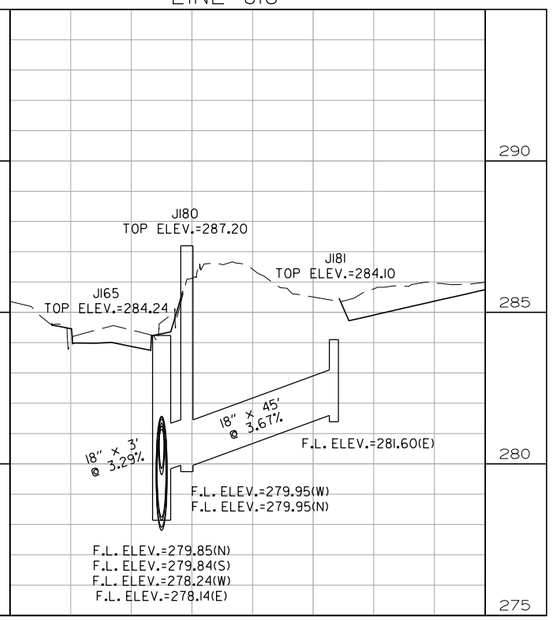
LINE JI72S



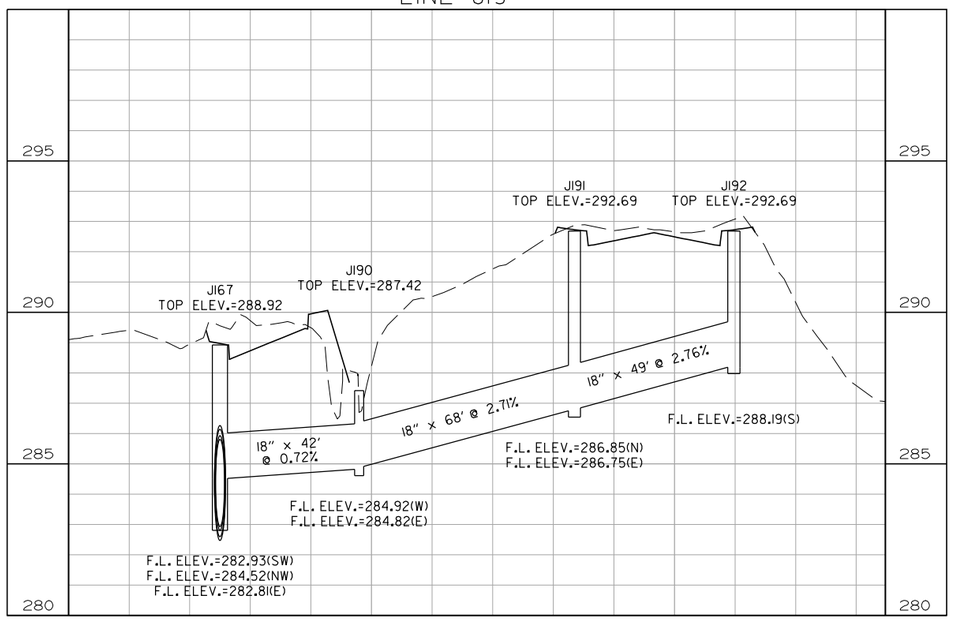
LINE JI74S



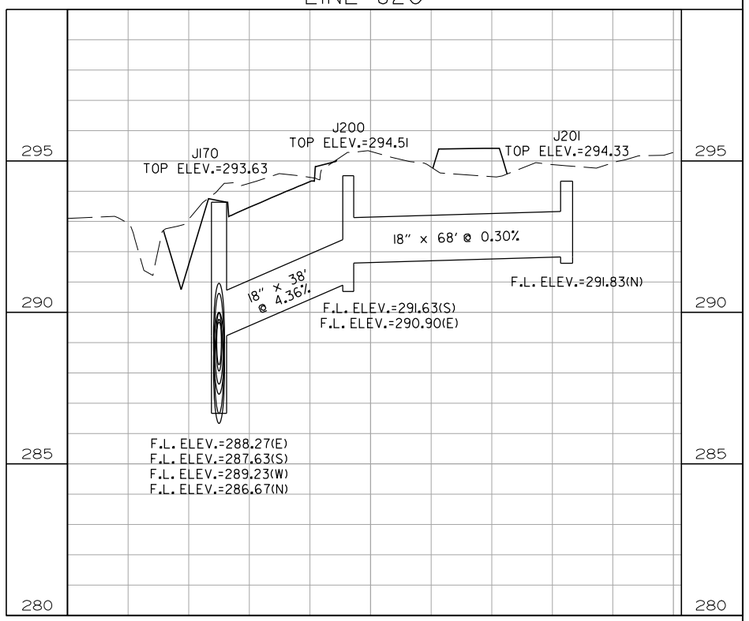
LINE JI8



LINE JI9



LINE J20



STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	590	1104
				(2)	STORM SEWER PROFILE - LINE J			

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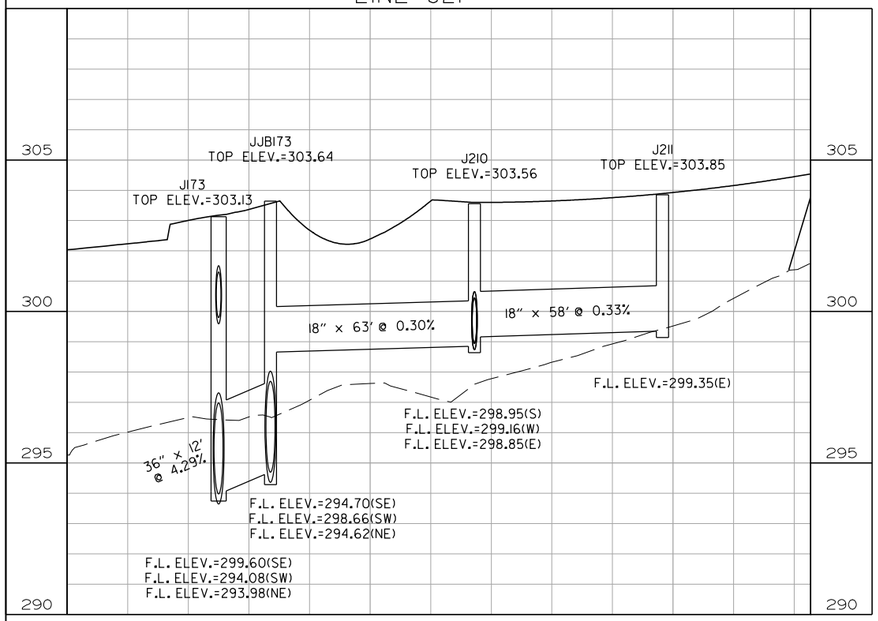
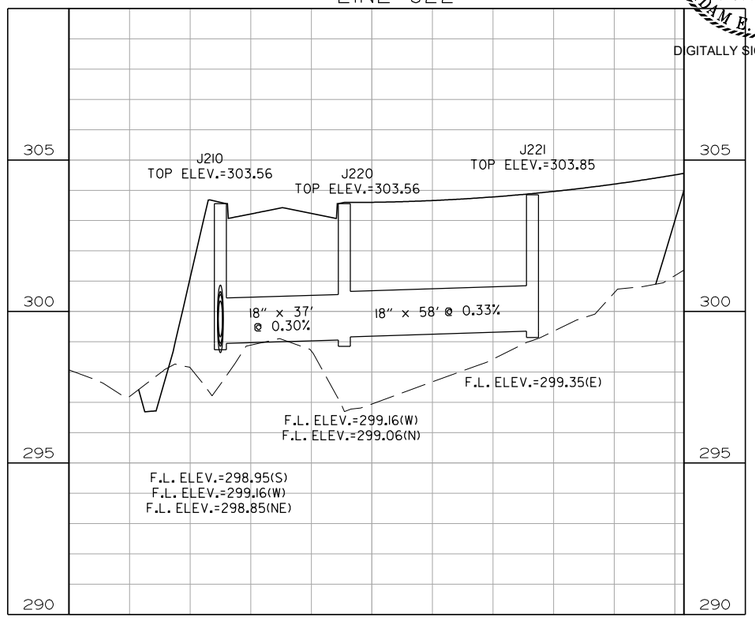
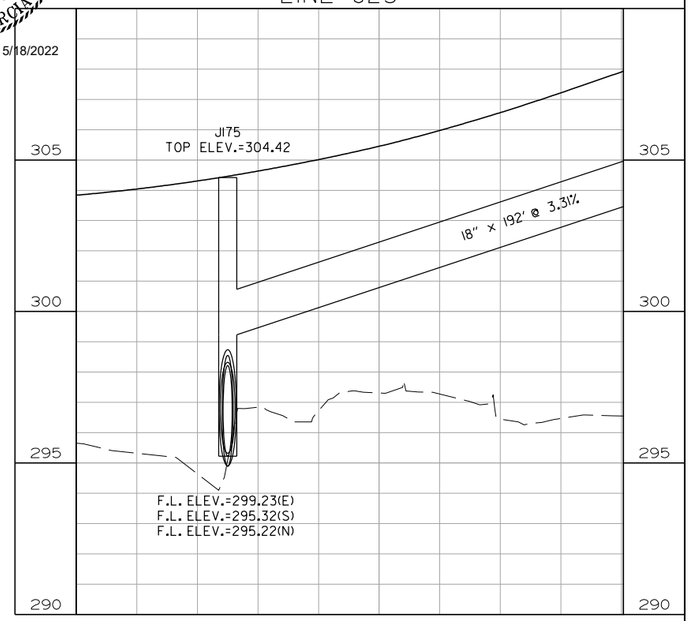
LINE J21



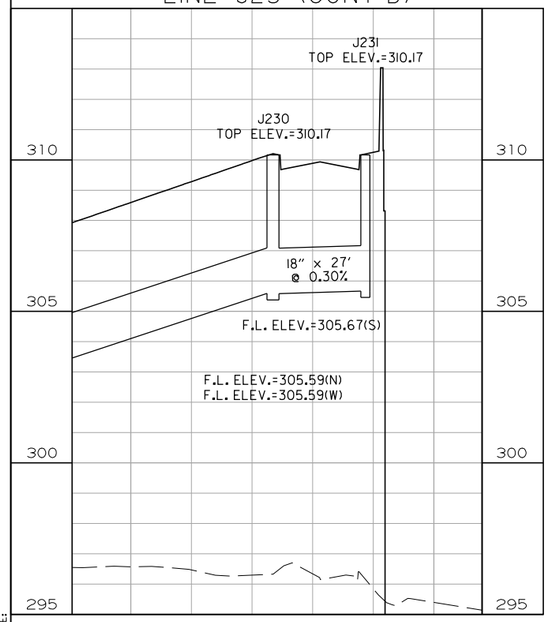
LINE J22



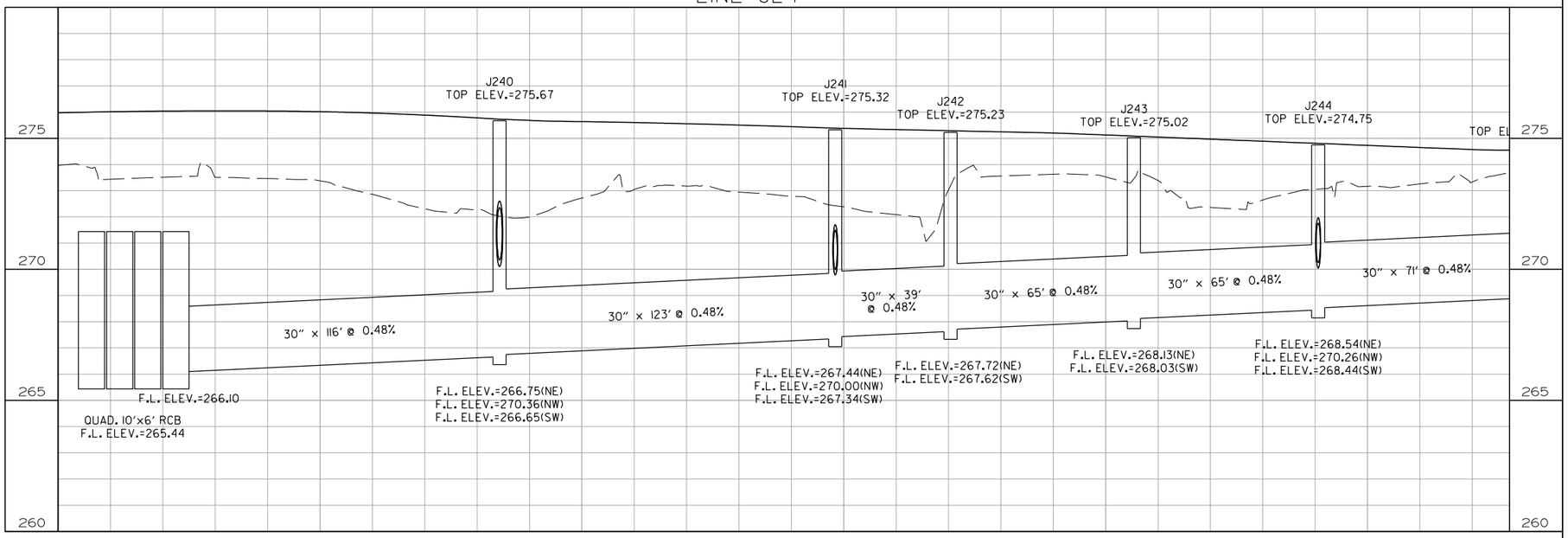
LINE J23



LINE J23 (CONT'D)



LINE J24



STORM SEWER PROFILE
LINE J

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	591	1104
				(2)	STORM SEWER PROFILE - LINE J			

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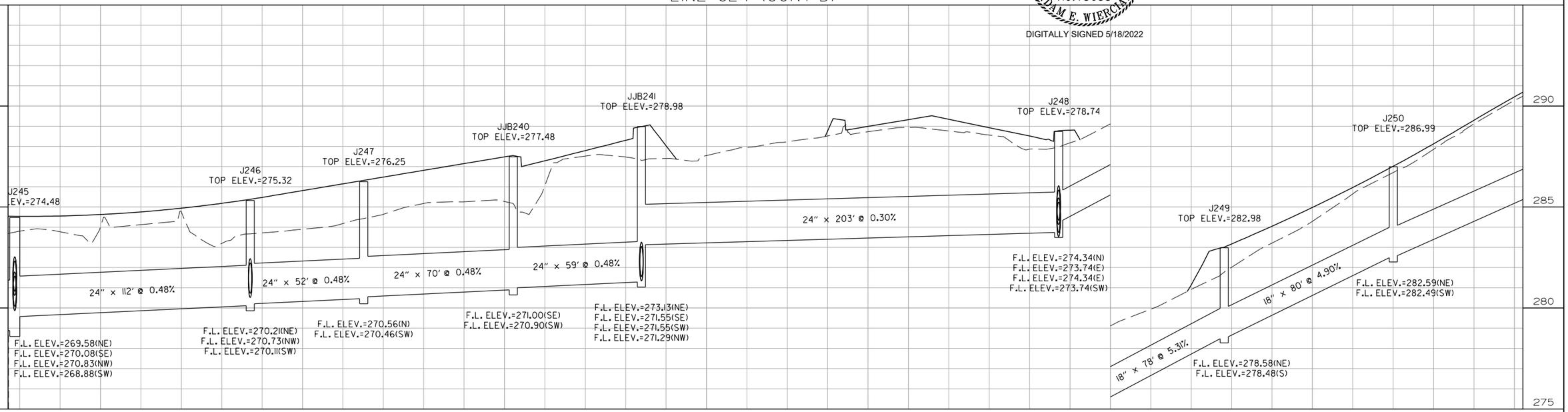
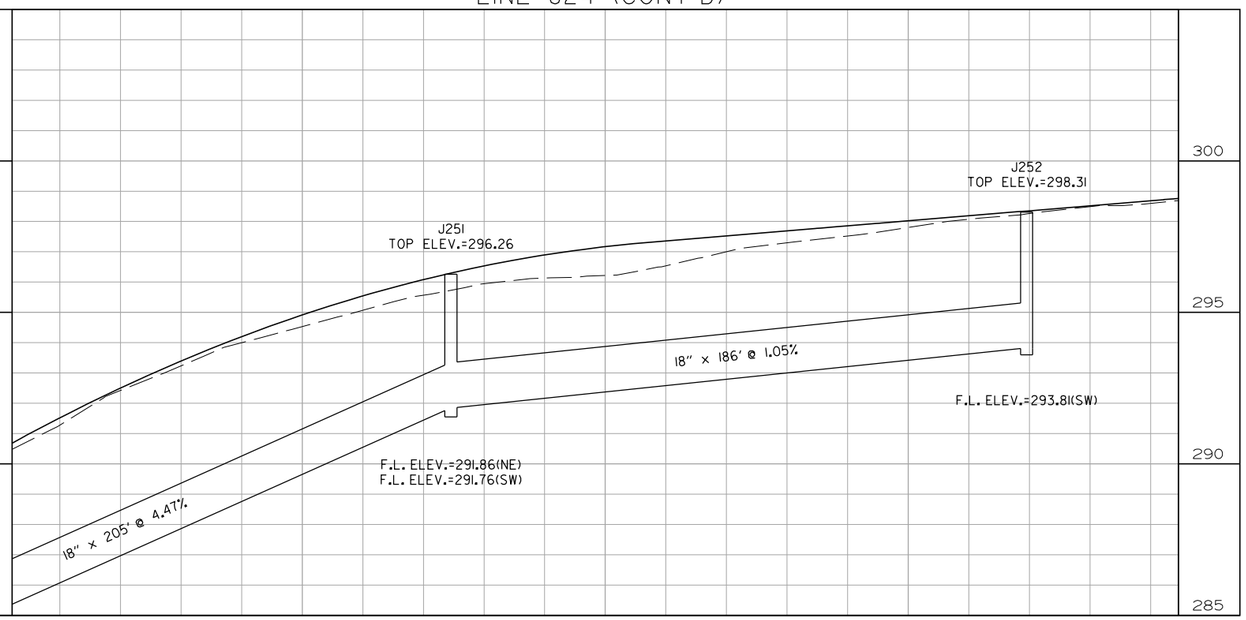
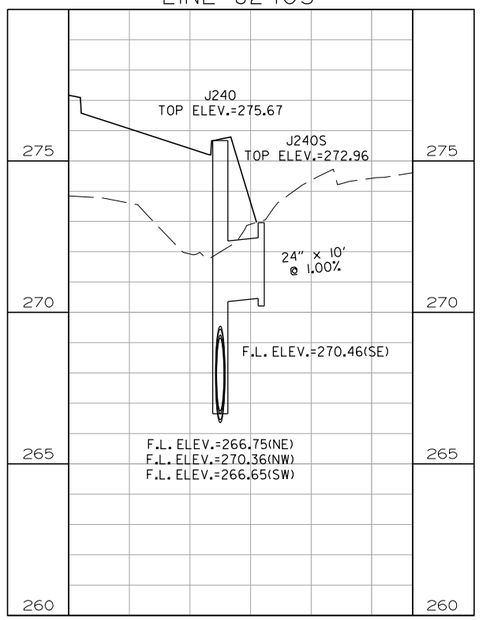
LINE J24 (CONT'D)



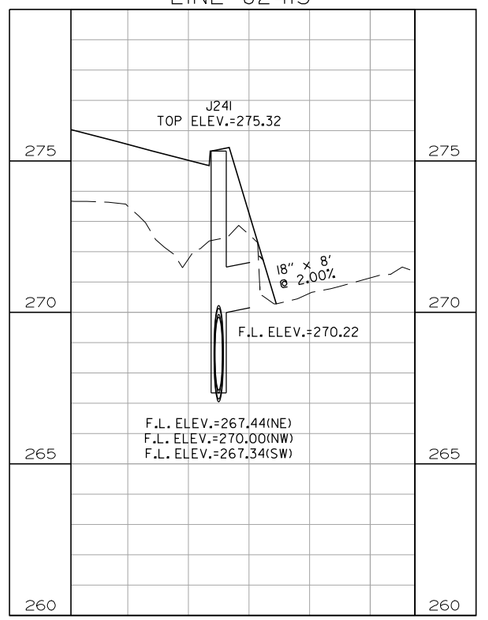
LINE J24 (CONT'D)



LINE J240S



LINE J241S



$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE J

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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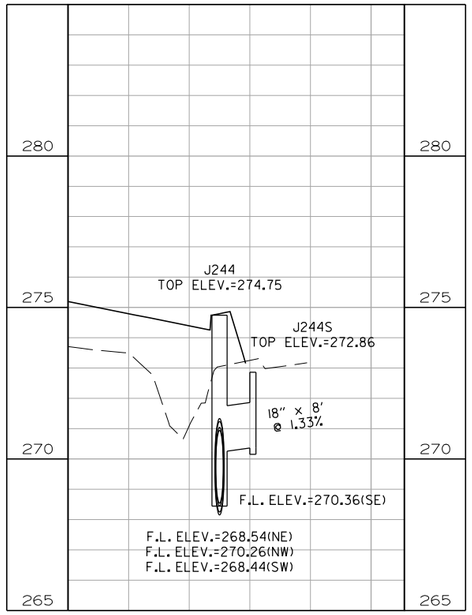
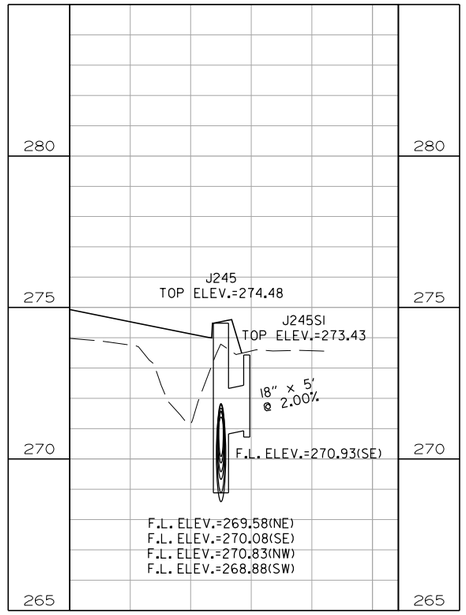
				JOB NO.		CA0604	592	1104
				(2)	STORM SEWER PROFILE - LINE J			

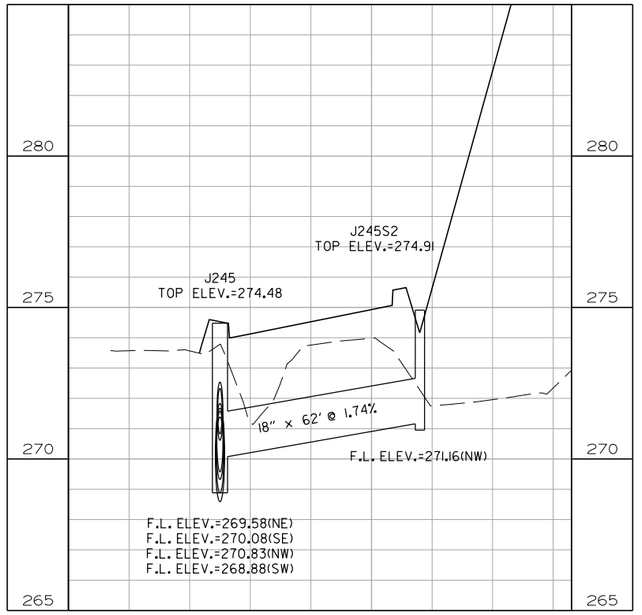
LINE J244S



LINE J245SI



LINE J245S2



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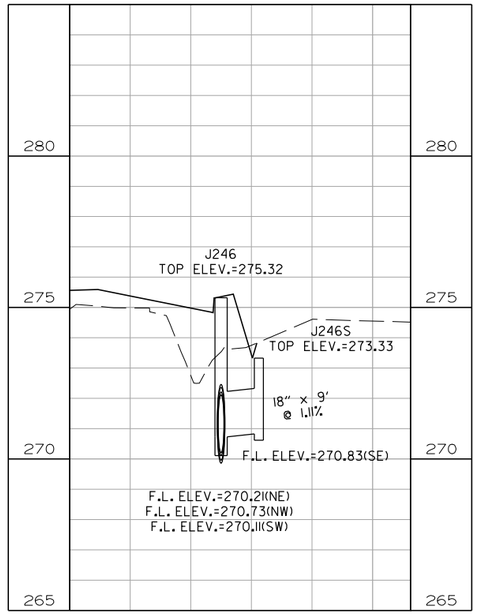

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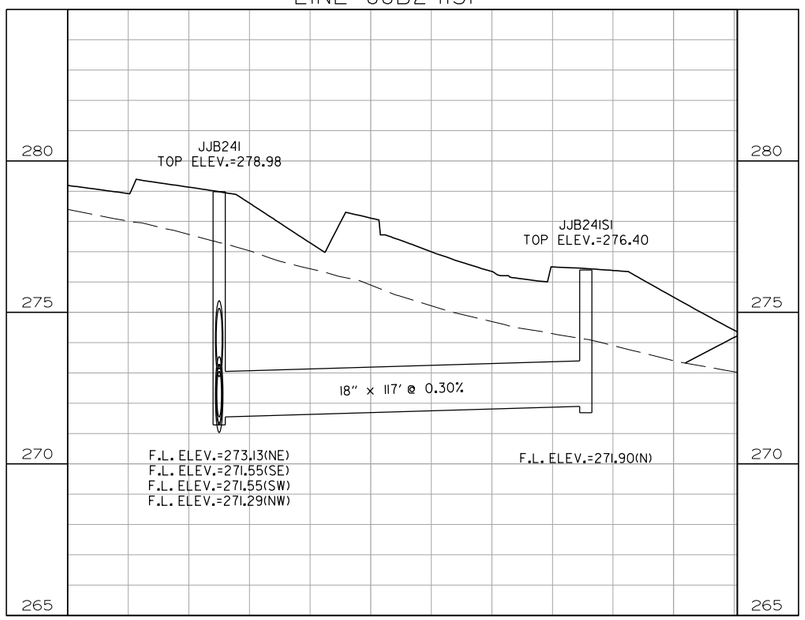

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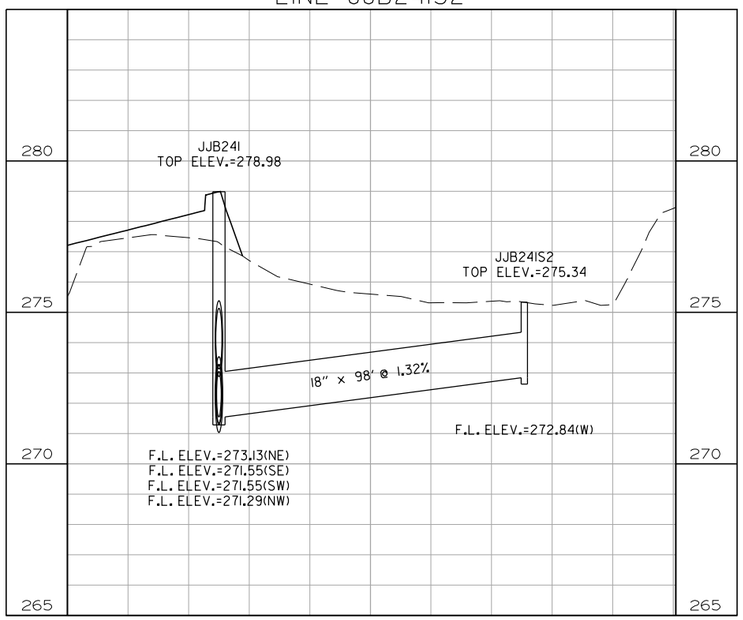

STATE OF ARKANSAS
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ADAM E. WIERCIAK

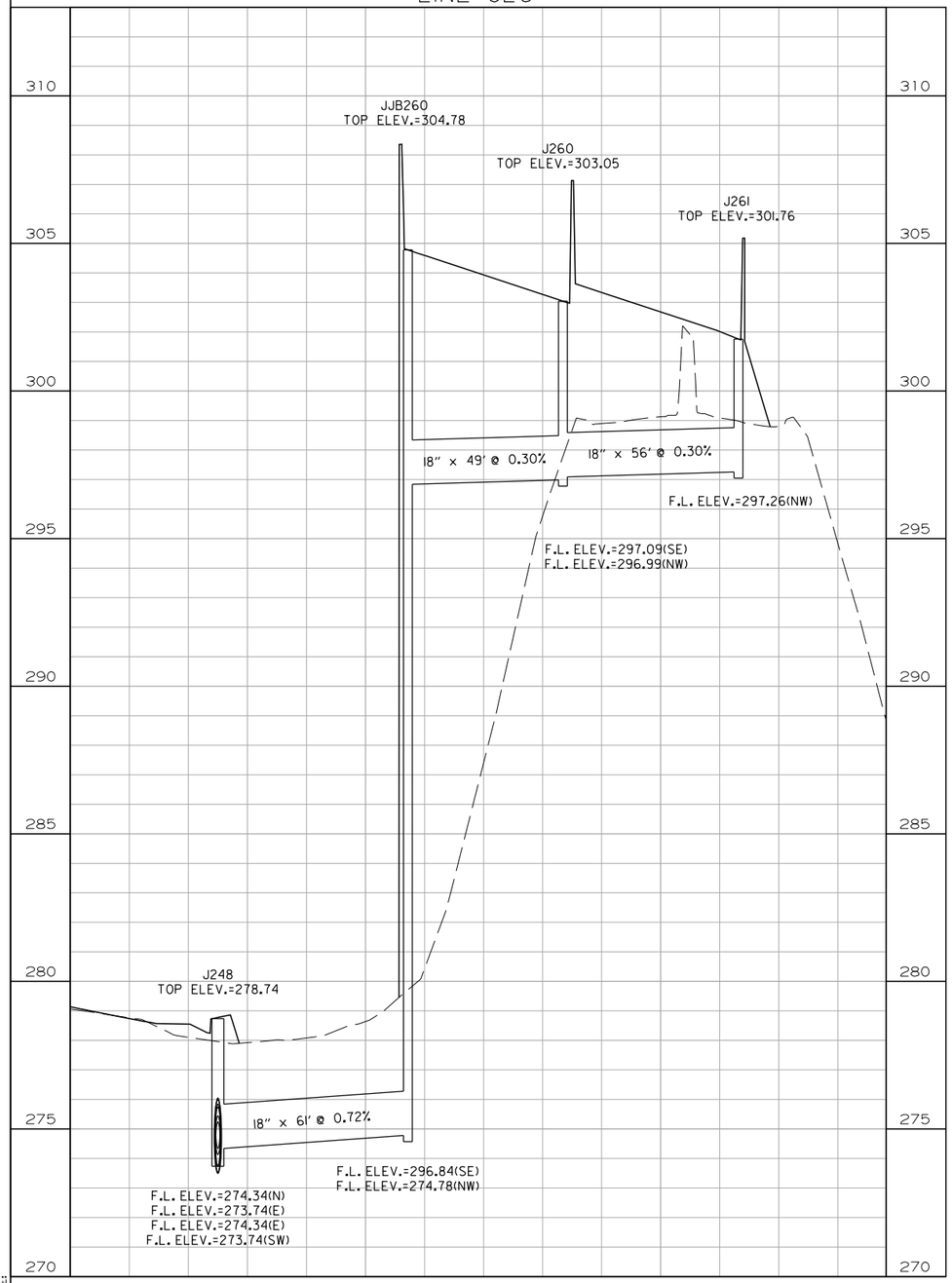
DIGITALLY SIGNED 5/18/2022

STORM SEWER PROFILE
LINE J

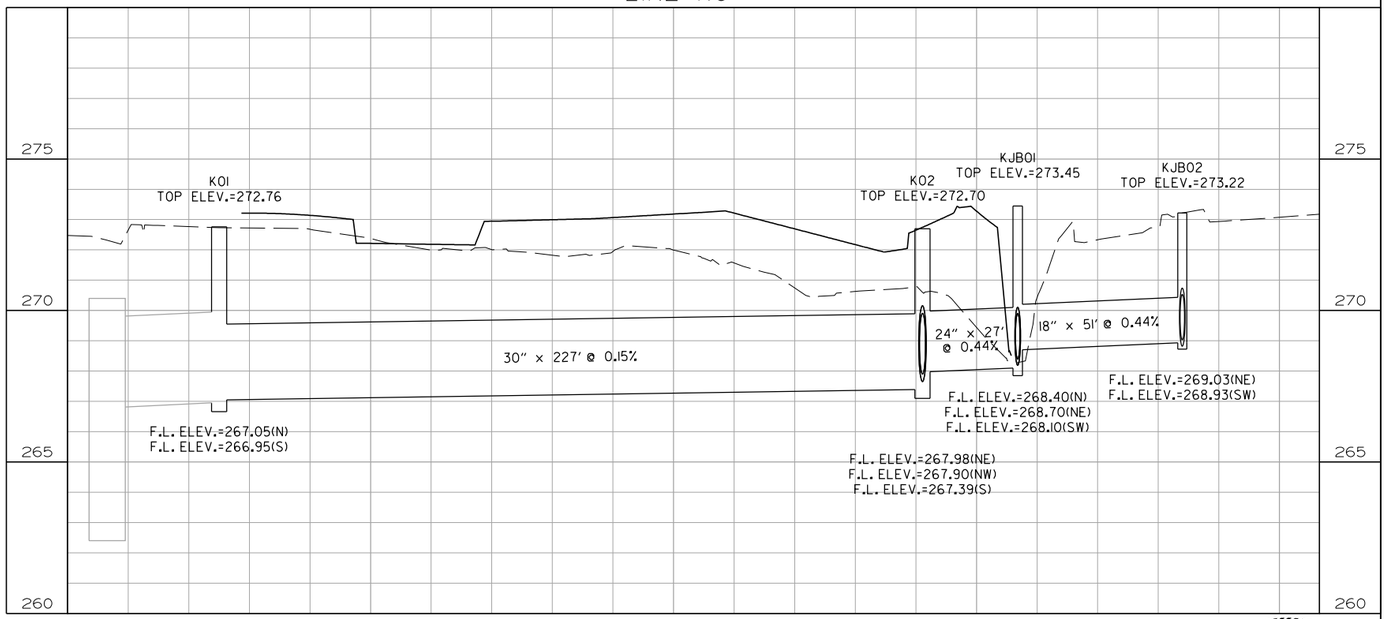
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	593	1104
				(2)	STORM SEWER PROFILE - LINE J & K			

LINE J26



LINE K0



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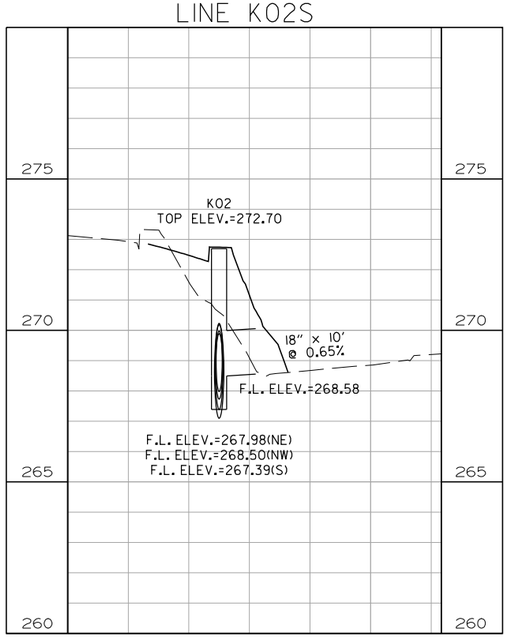
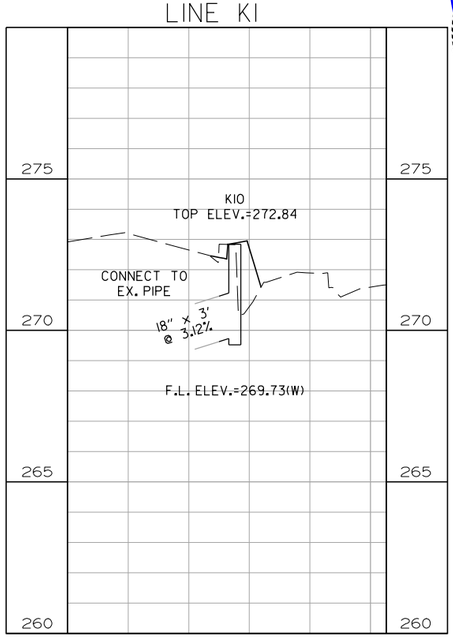


LINE K1



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STORM SEWER PROFILE
LINE J & K

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	594	1104

(2) STORM SEWER PROFILE - LINE K, L, M & N

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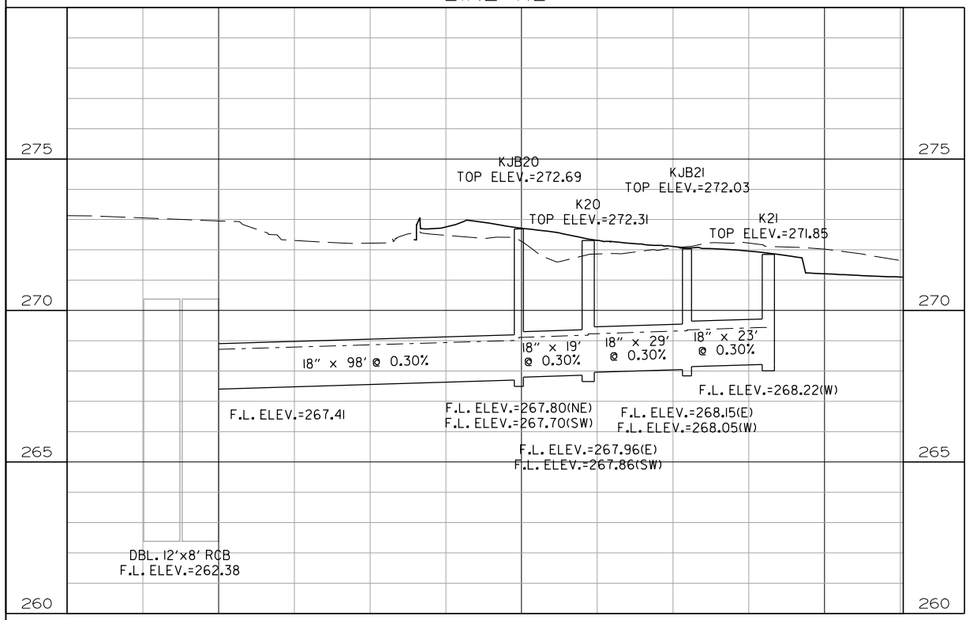
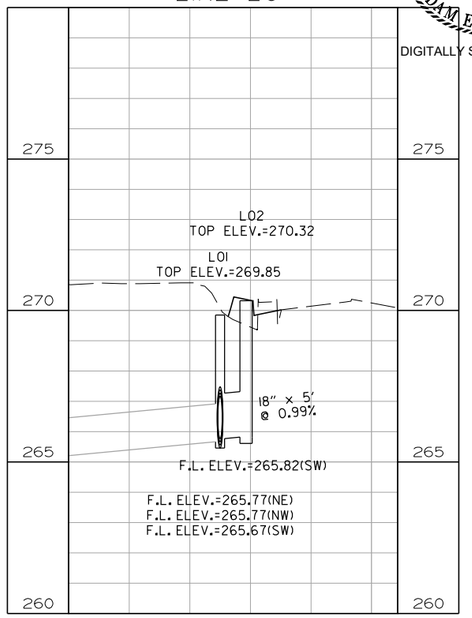
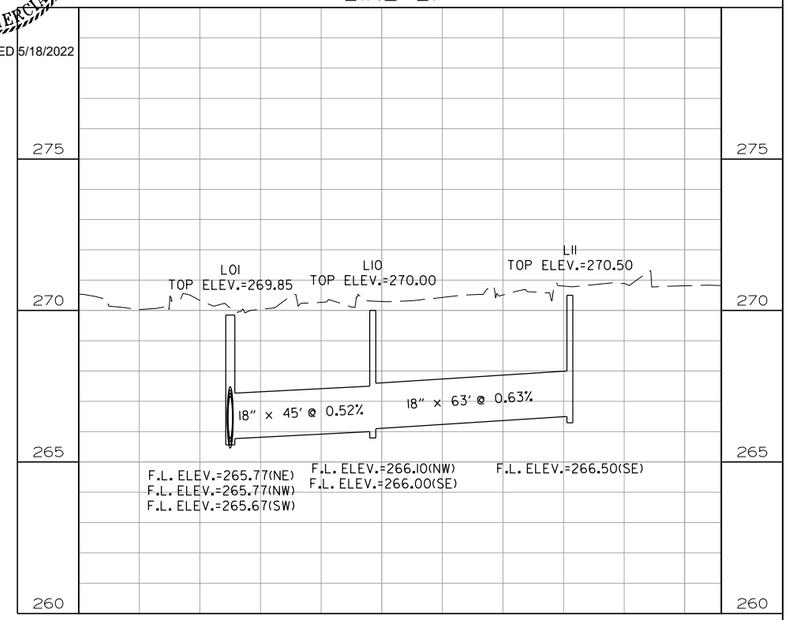
LINE K2



LINE LO



LINE LI



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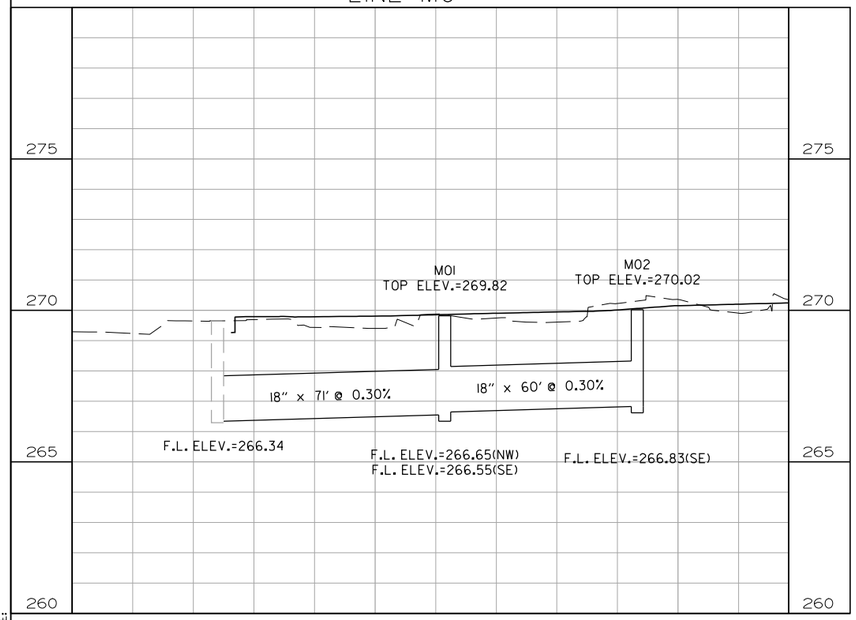

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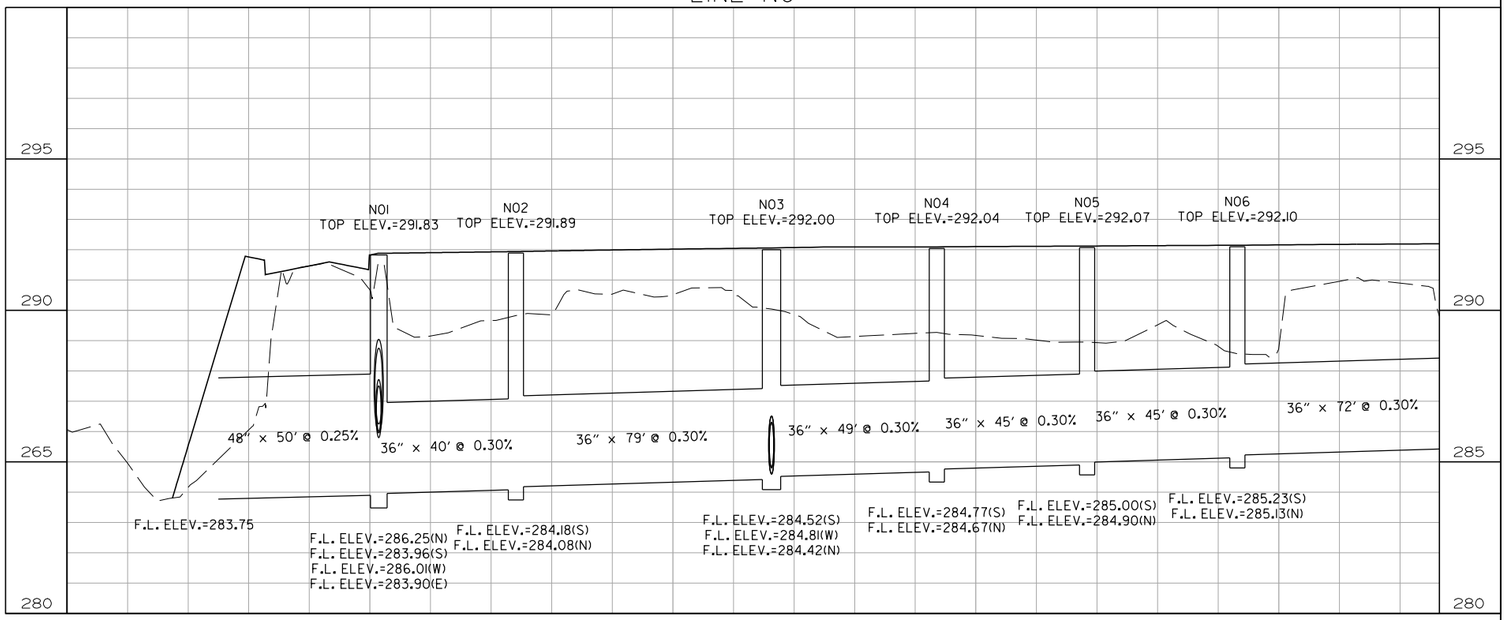

STORM SEWER PROFILE
LINE K, L, M & N

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	595	1104

(2) STORM SEWER PROFILE - LINE N

STATE OF ARKANSAS
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ADAM E. WIERCIAK
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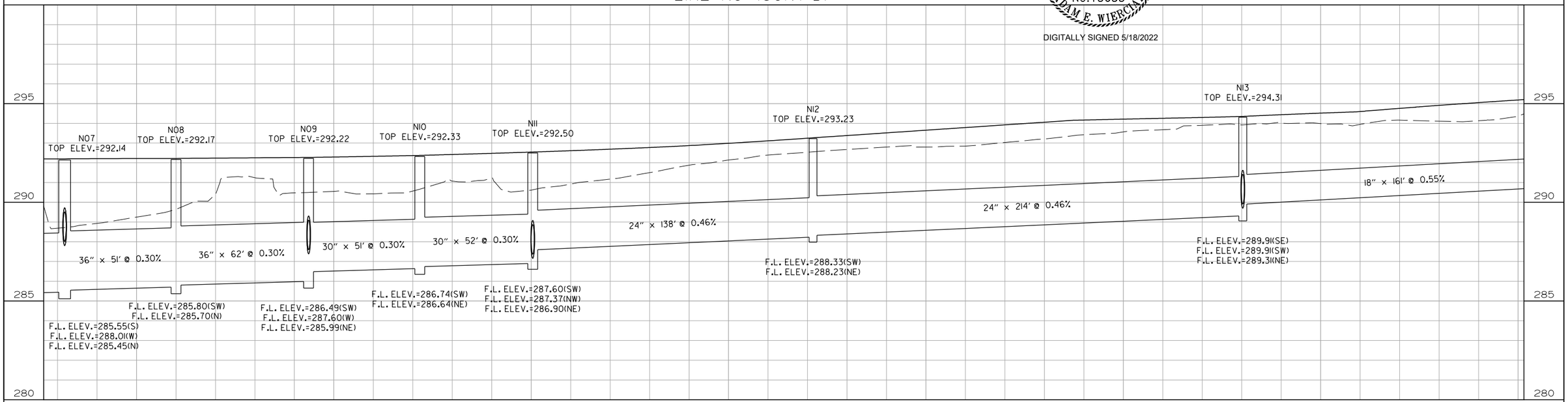
LINE NO (CONT'D)



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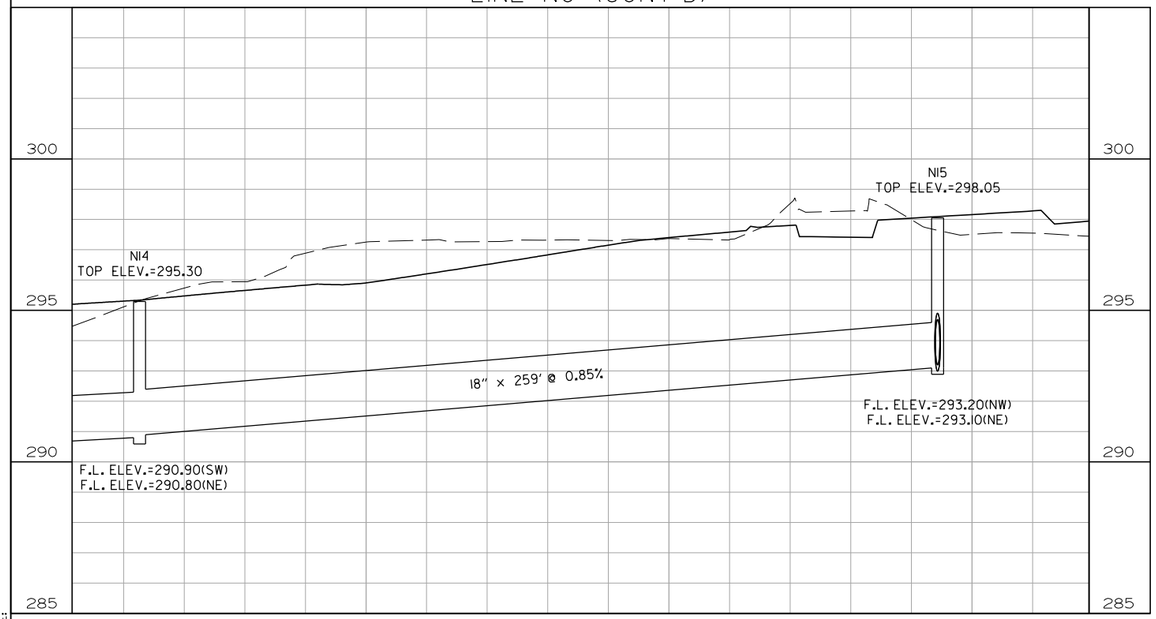

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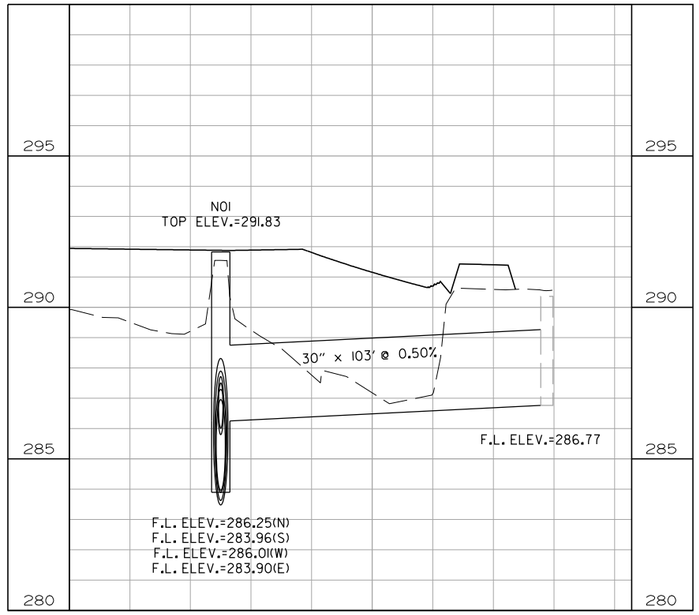

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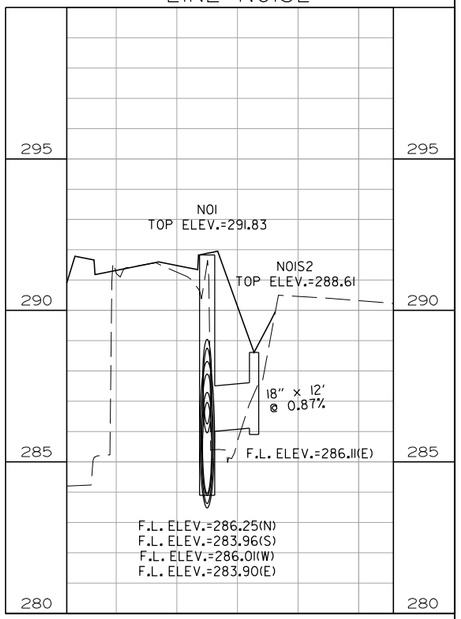
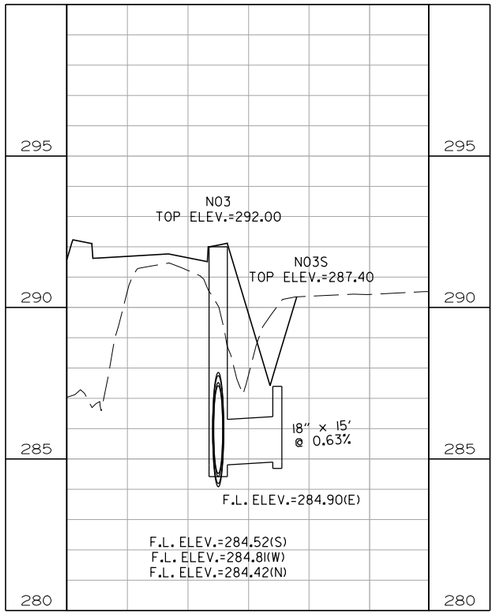


$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE N

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	596	1104
				(2)	STORM SEWER PROFILE - LINE N			

LINE N03S



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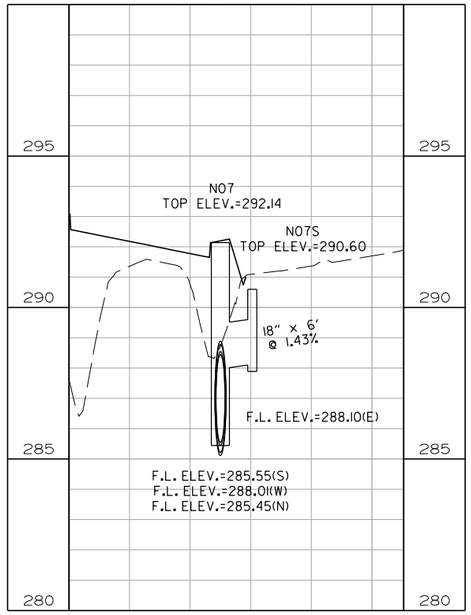

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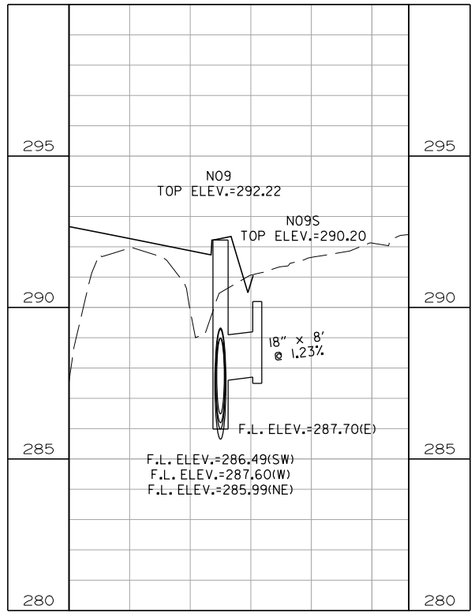

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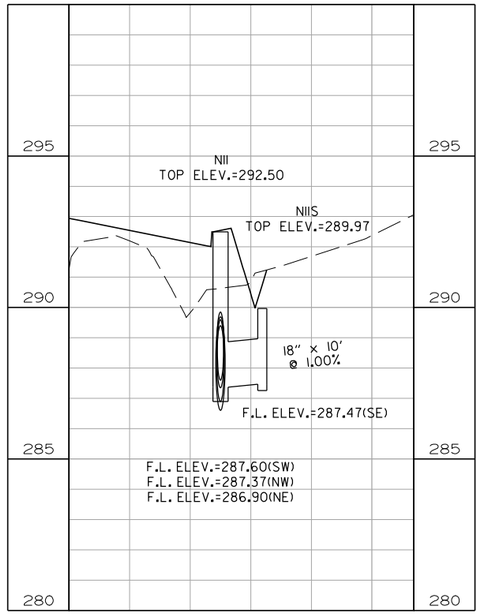

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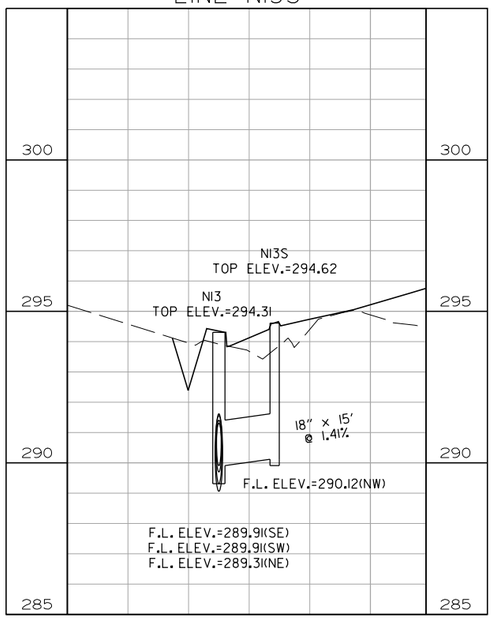

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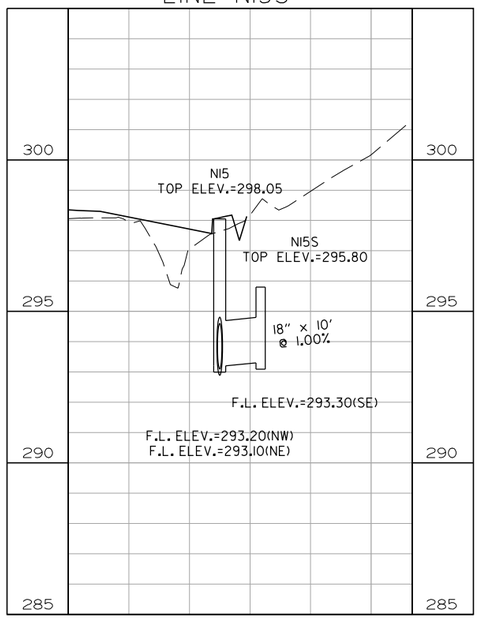

STATE OF ARKANSAS
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$$FILE$$
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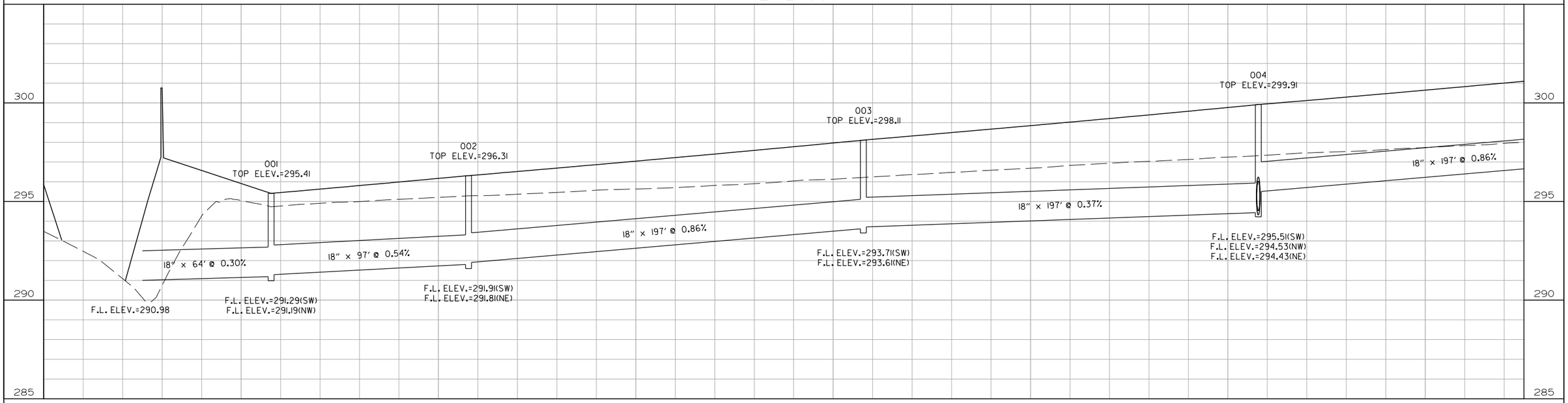
STORM SEWER PROFILE
LINE N

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	597	1104

(2) STORM SEWER PROFILE - LINE O

LINE 00



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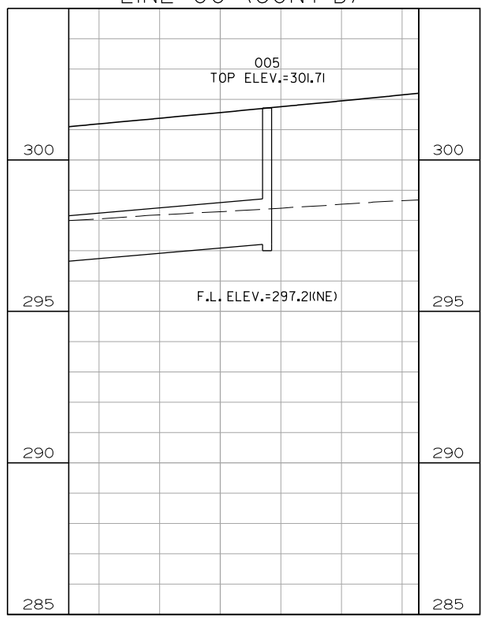

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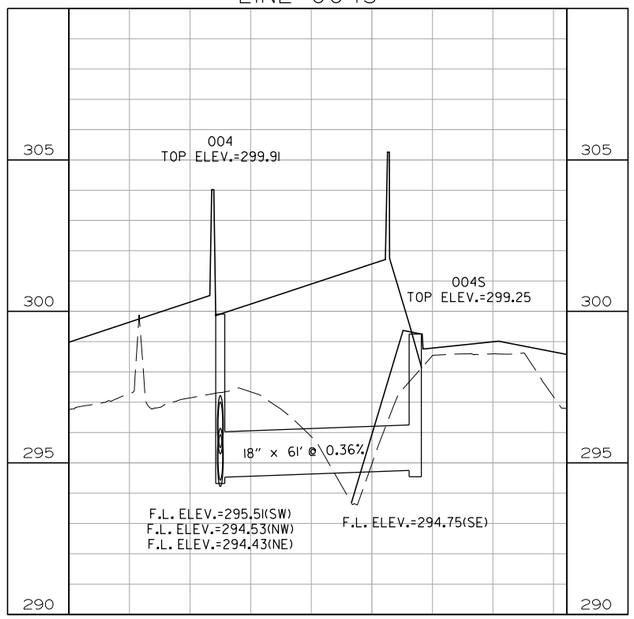

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STORM SEWER PROFILE
LINE O

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$$FILE$$
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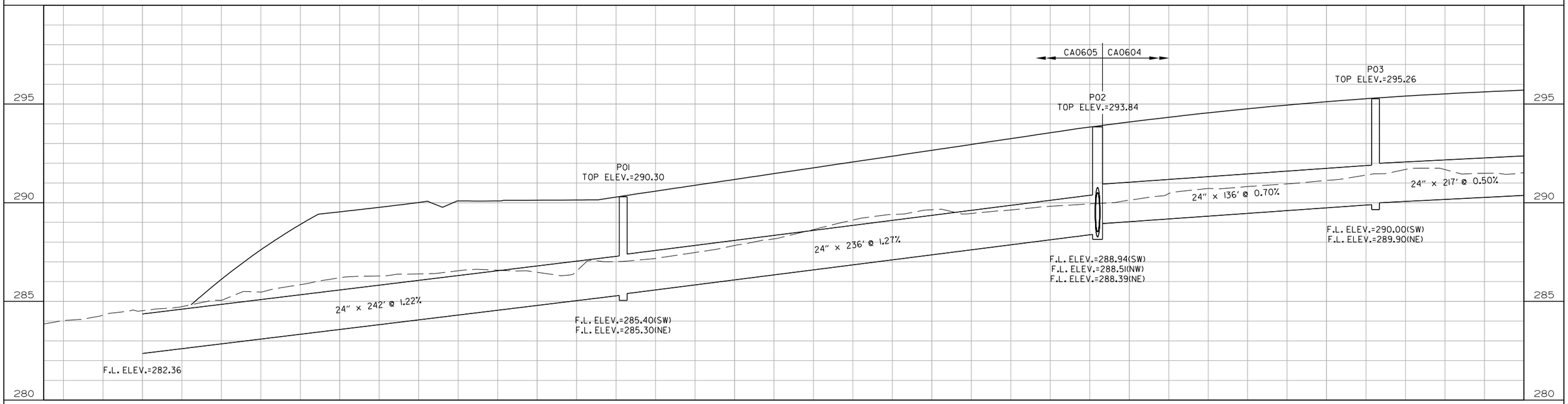
				6	ARK.			
				JOB NO.		CA0604	598	1104
				(2)	STORM SEWER PROFILE - LINE P			

LINE PO



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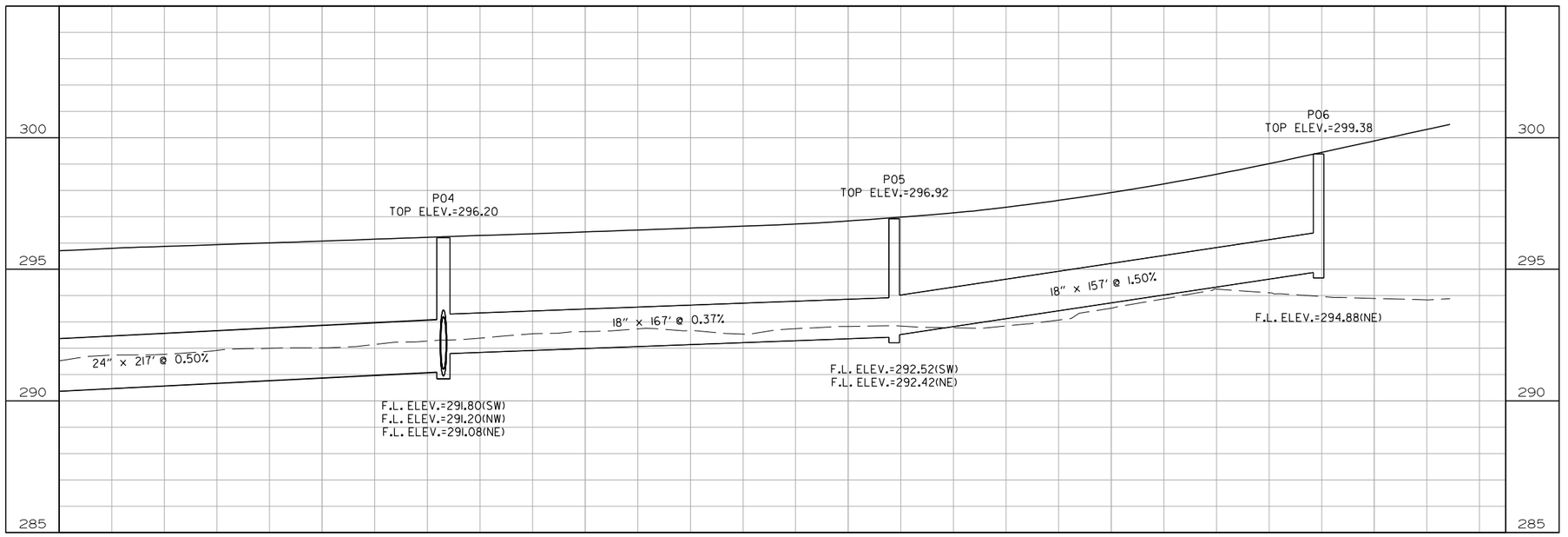

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STORM SEWER PROFILE
LINE P

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	599	1104
				(2)	STORM SEWER PROFILE - LINE P			

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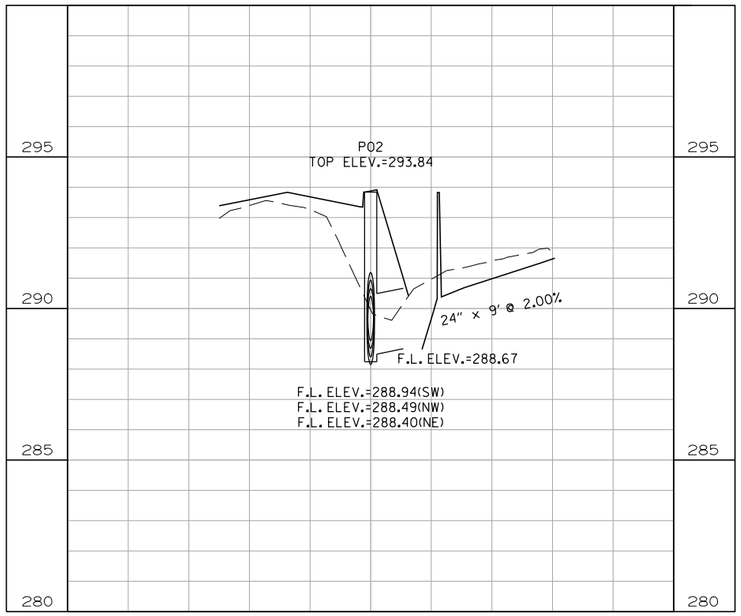
LINE P02S



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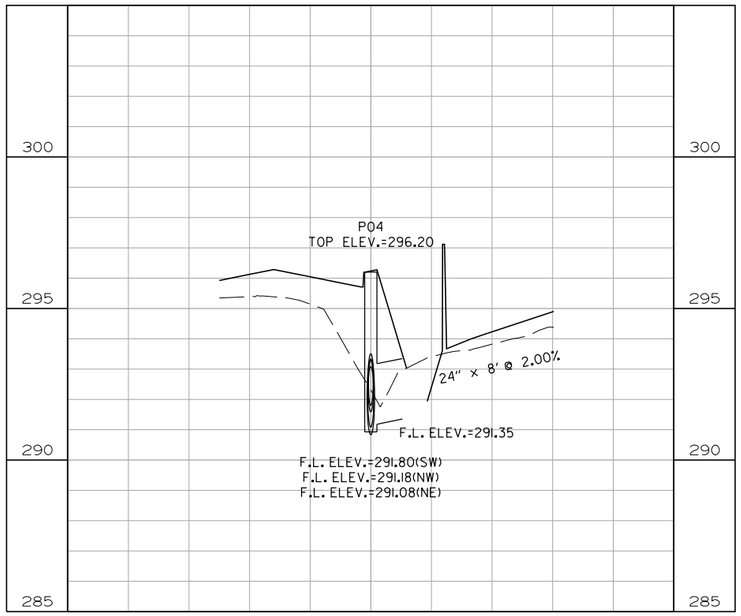

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

STORM SEWER PROFILE
LINE P

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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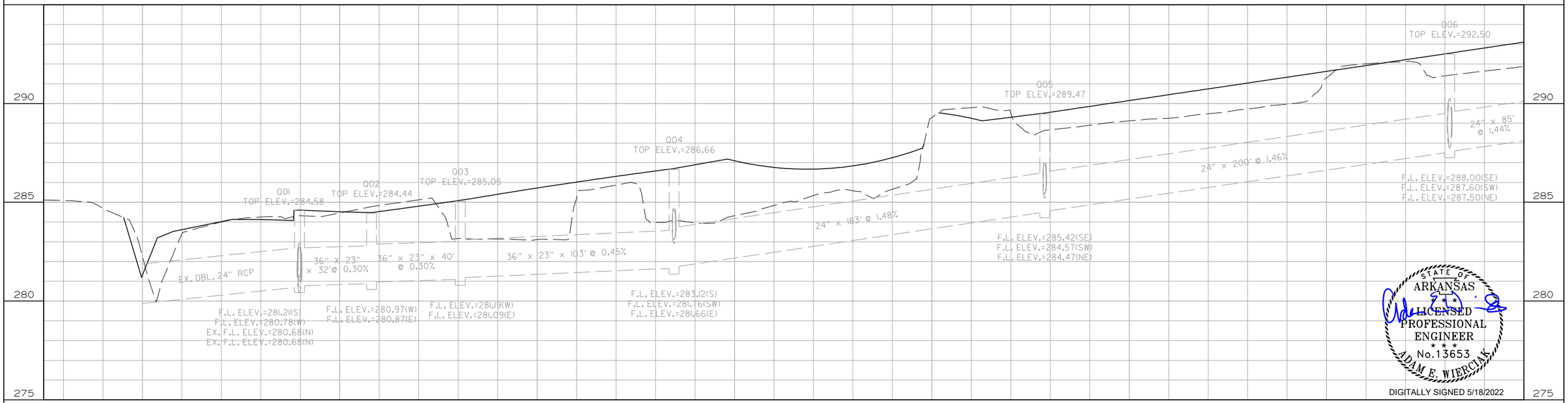
				JOB NO.		CA0604	600	1104
				(2)	STORM SEWER PROFILE - LINE Q			

LINE QO



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ADAM E. WIERCIAK
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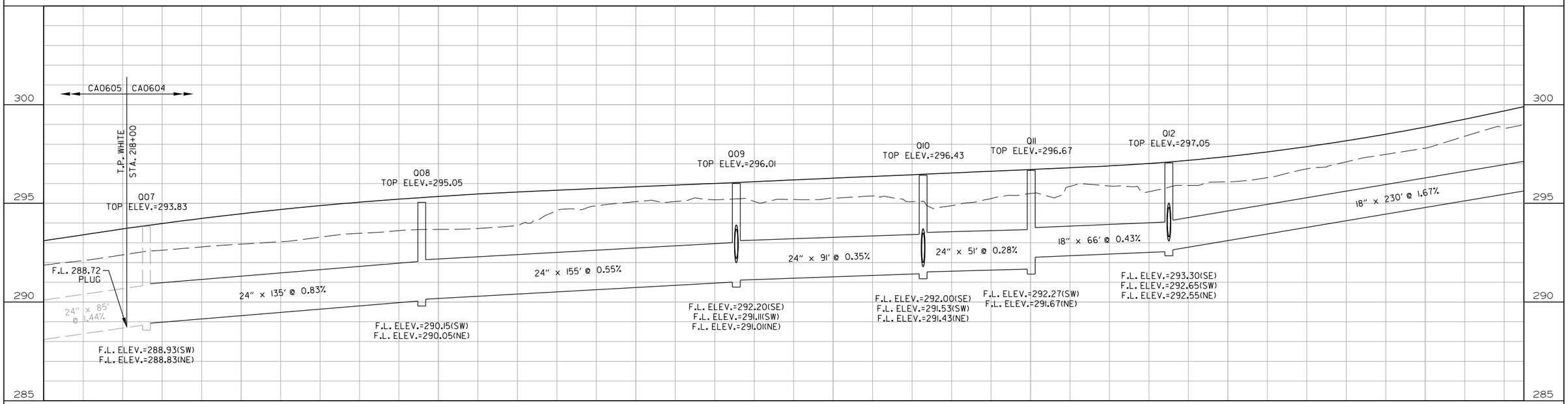
LINE QO (CONT'D)



STORM SEWER PROFILE
LINE Q

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	601	1104
				(2)	STORM SEWER PROFILE - LINE Q			

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LICENSED PROFESSIONAL ENGINEER
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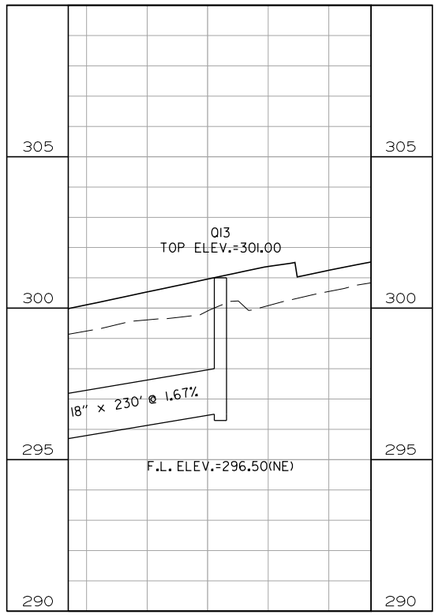
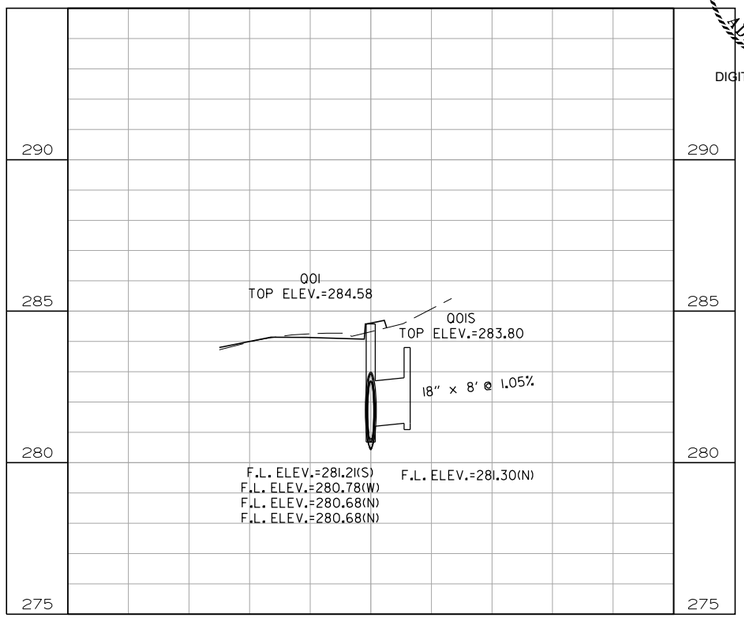
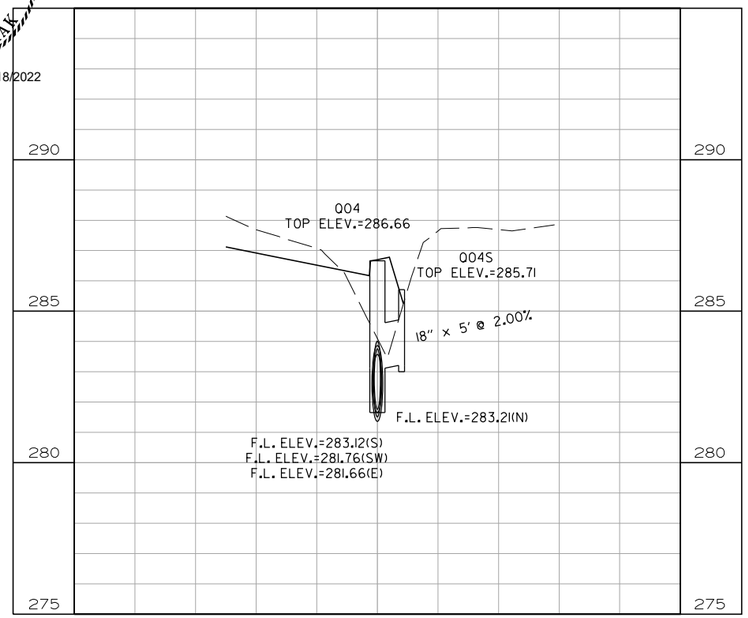
LINE Q0 (CONT'D)



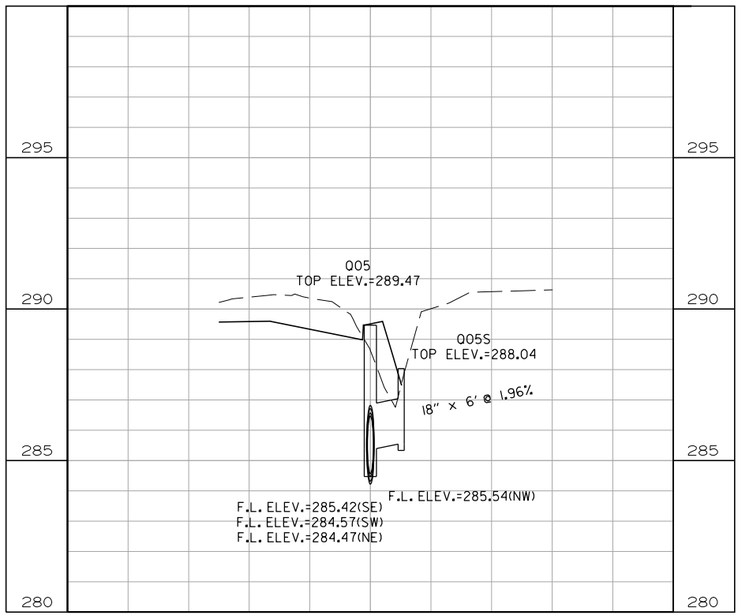
LINE Q0IS



LINE Q04S



LINE Q05S



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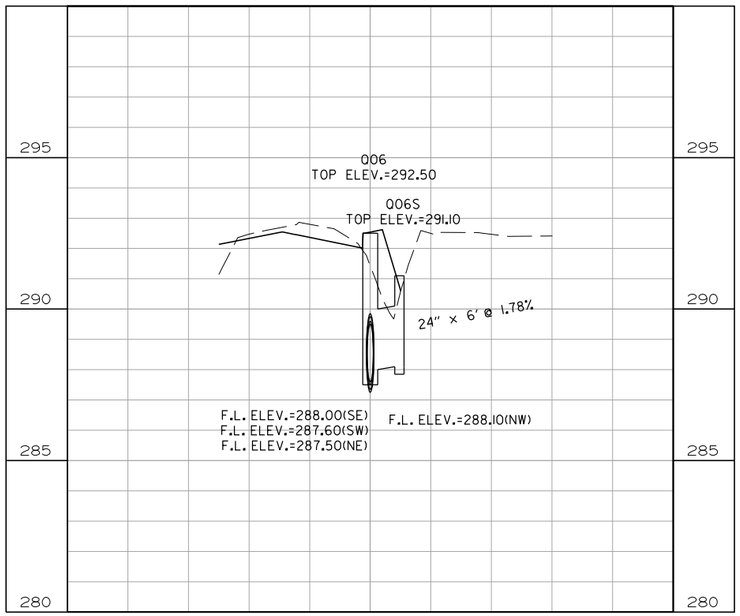

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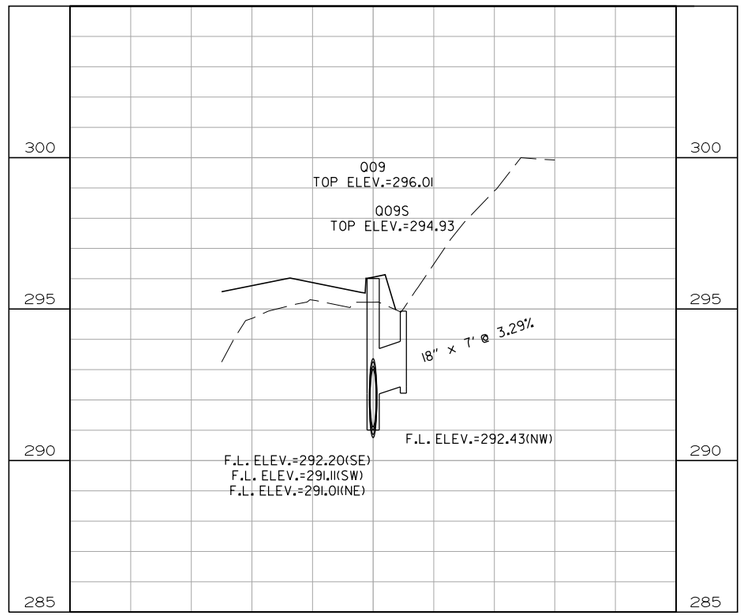

STORM SEWER PROFILE
LINE Q

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	602	1104
				(2)	STORM SEWER PROFILE - LINE Q			

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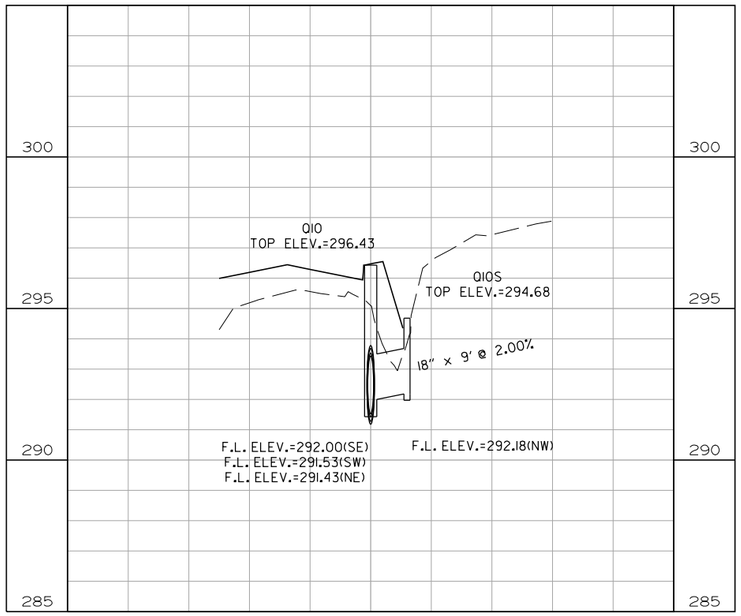
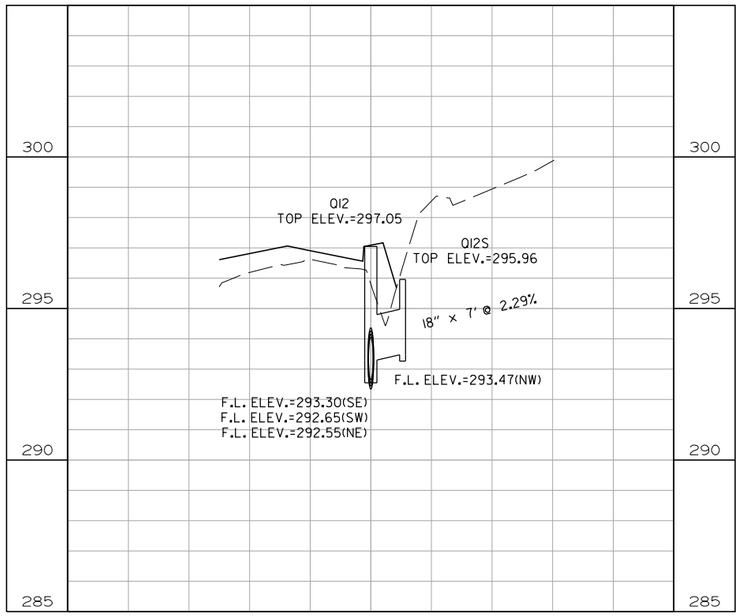
LINE QIOS



LINE QI2S



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STORM SEWER PROFILE
LINE Q

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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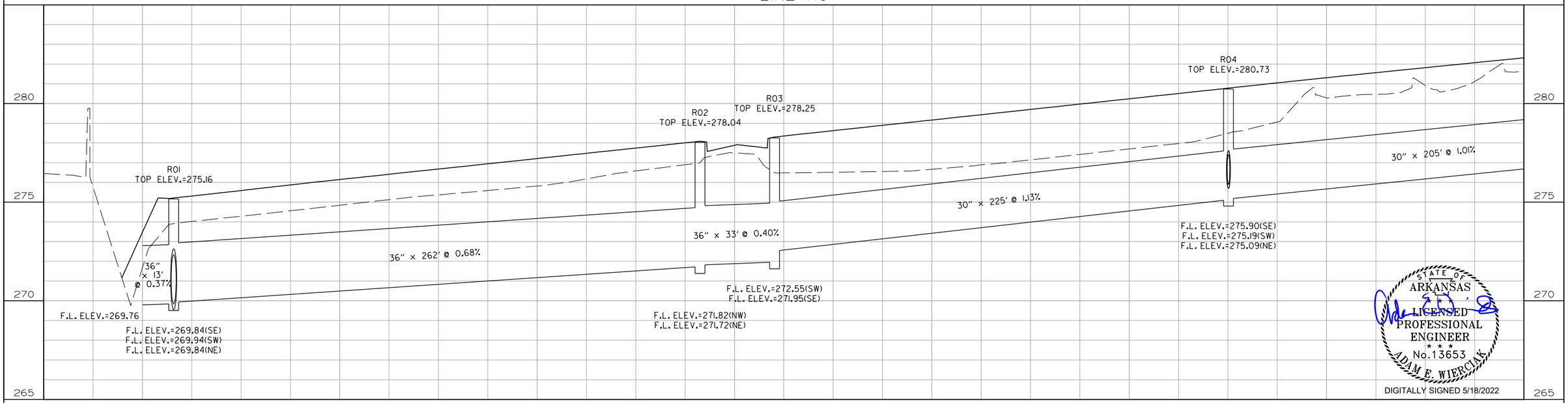
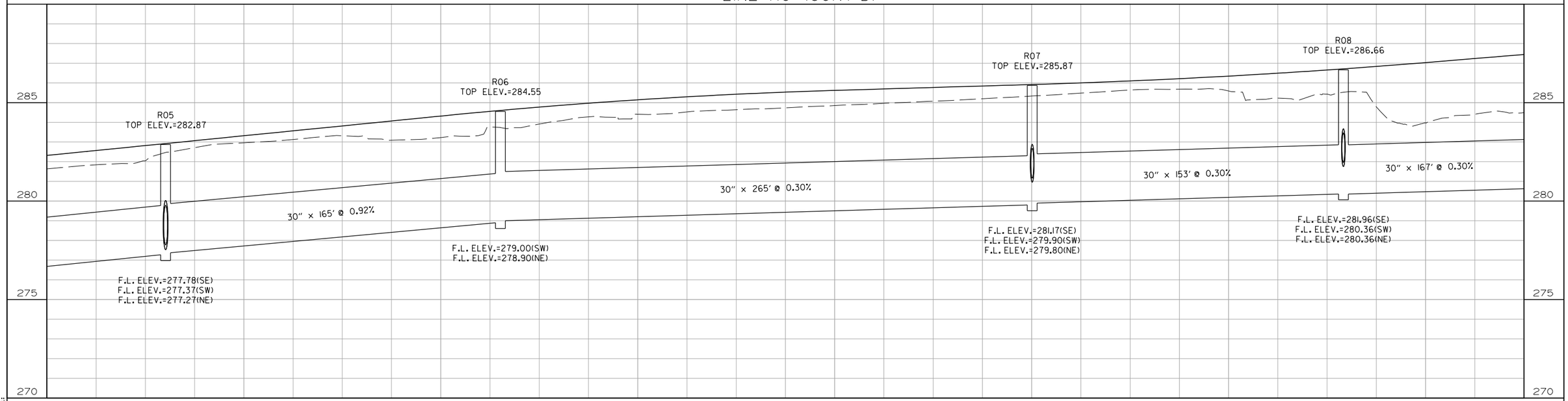
				(2)	STORM SEWER PROFILE - LINE R			

LINE RO



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

LINE RO (CONT'D)



STORM SEWER PROFILE
LINE R

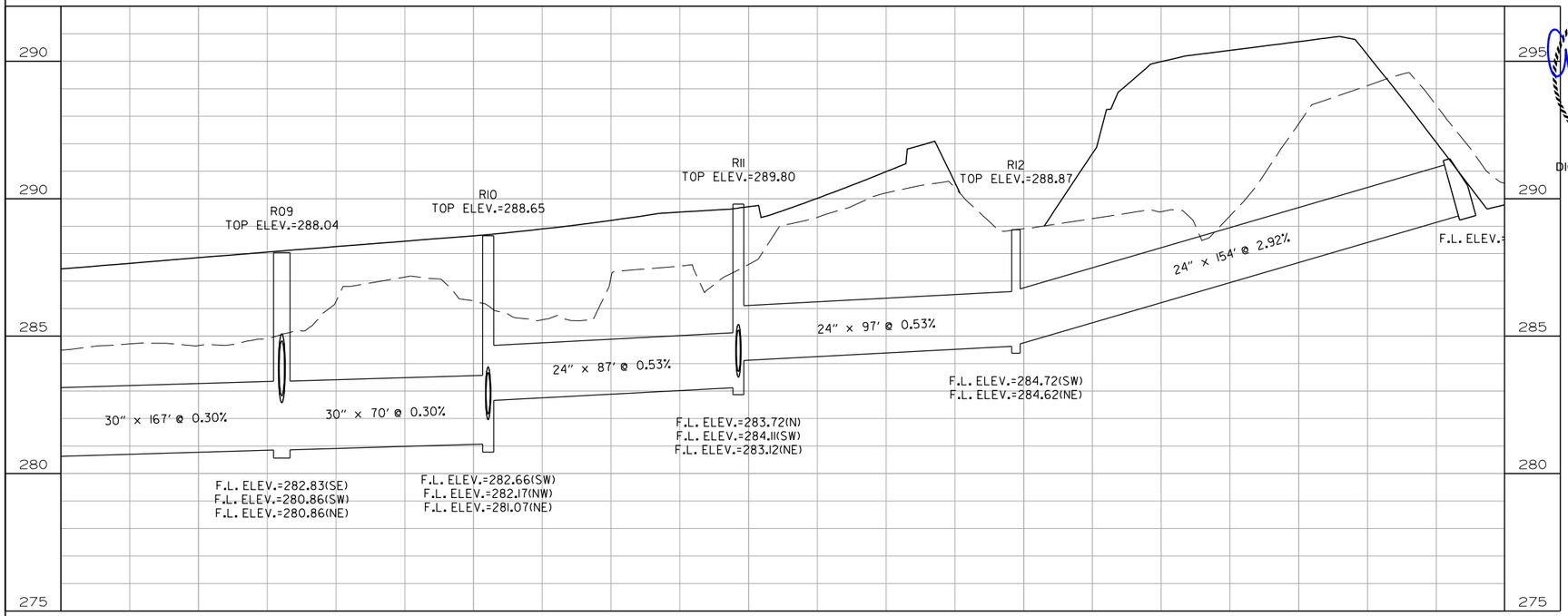
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	604	1104

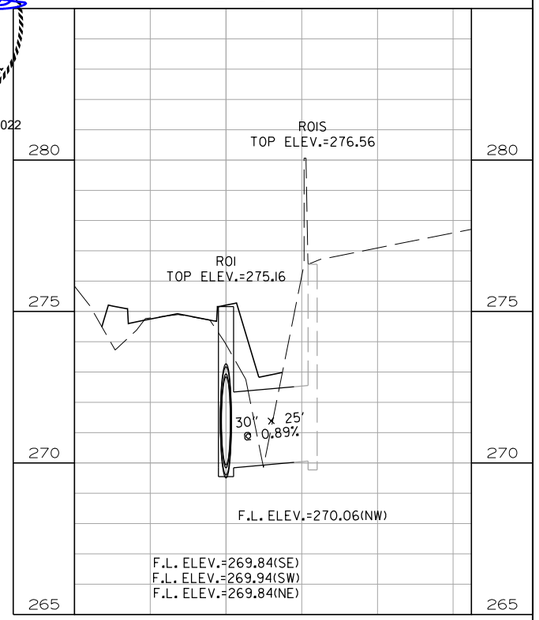
(2) STORM SEWER PROFILE - LINE R

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

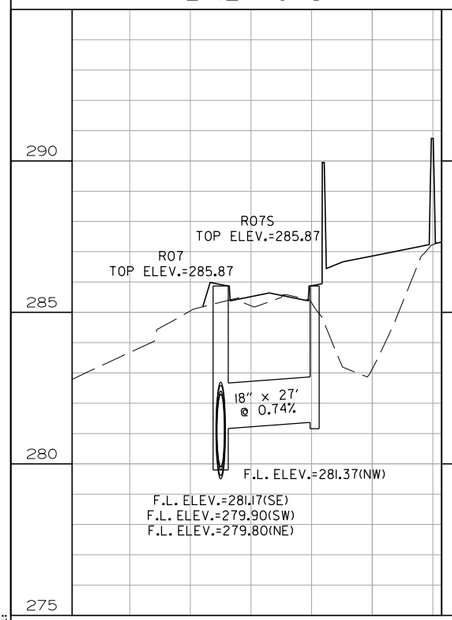
LINE RO (CONT'D)



LINE ROIS



LINE RO7S



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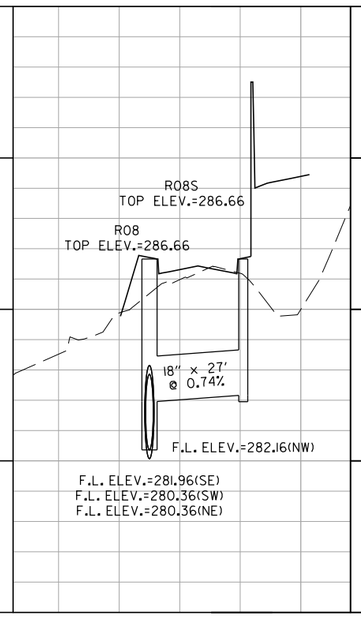
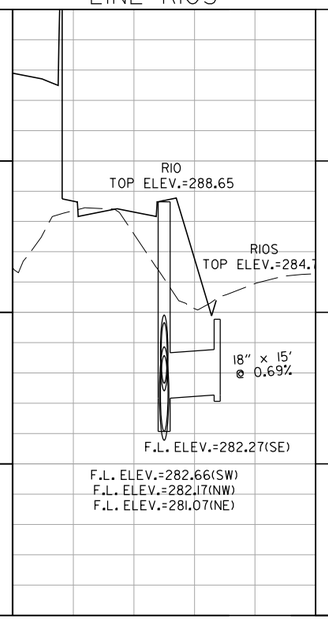


LINE RIOS



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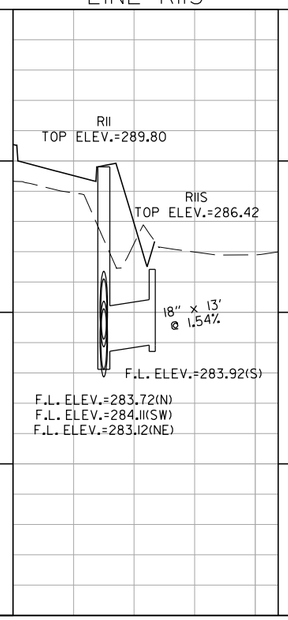
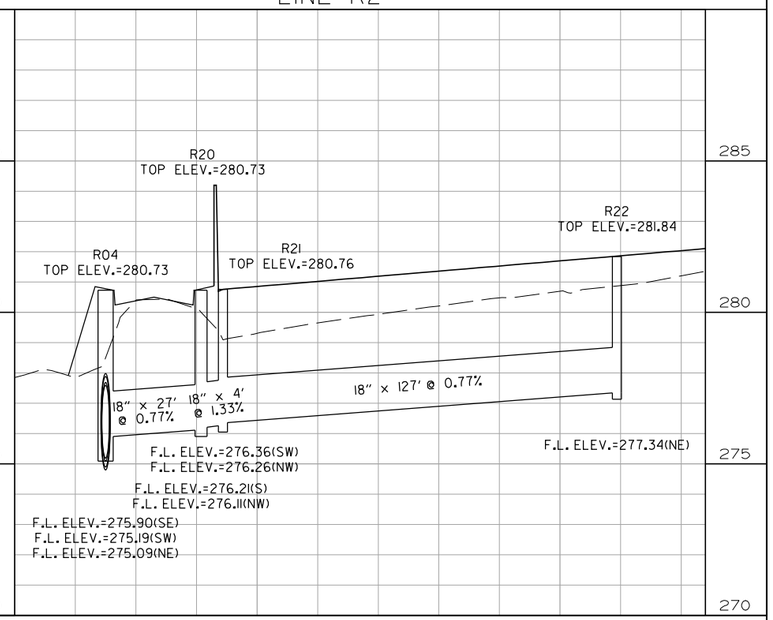


LINE R2

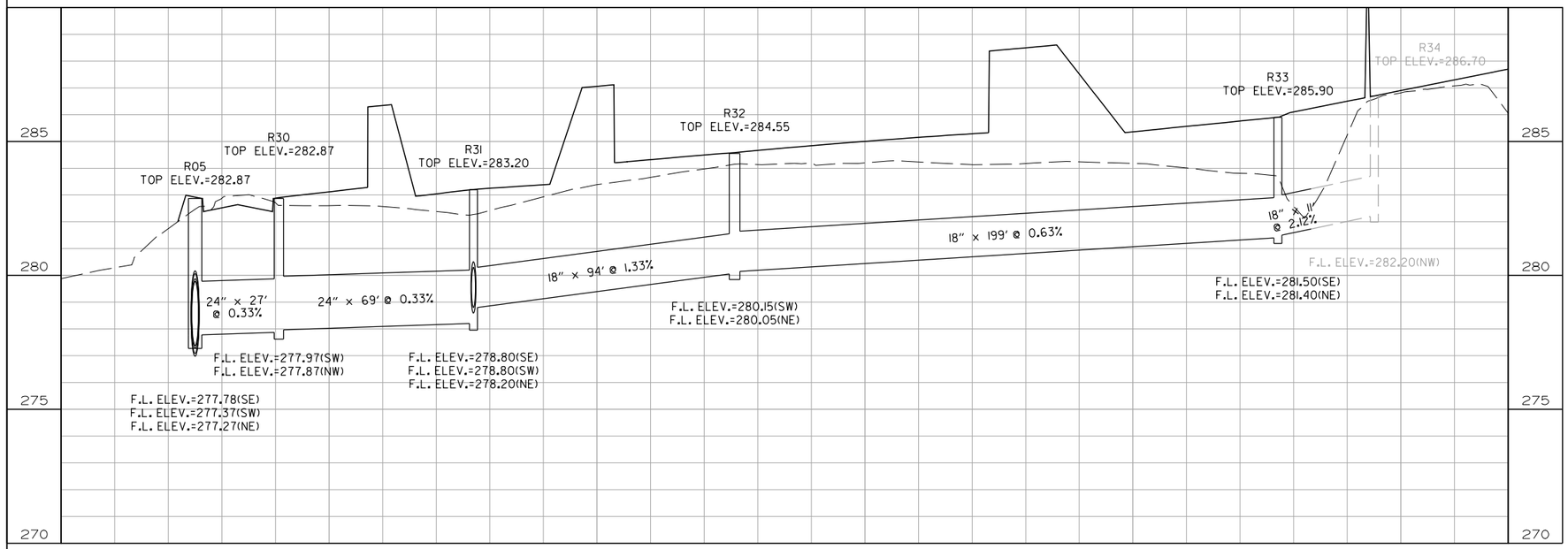


STORM SEWER PROFILE
LINE R

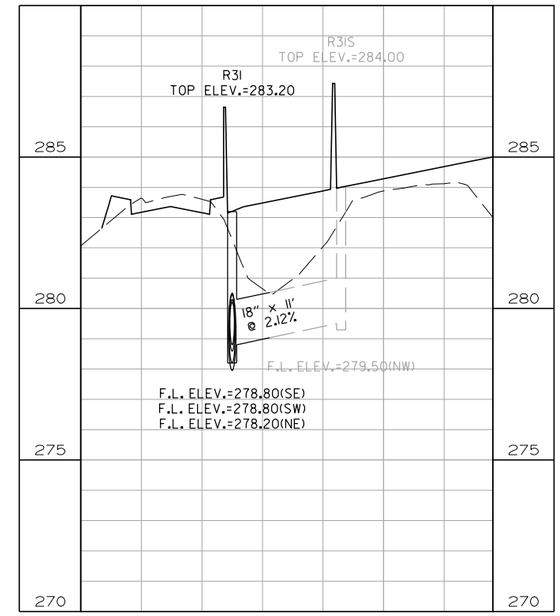
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	605	1104
				(2)	STORM SEWER PROFILE - LINE R & S			

LINE R3



LINE R3IS



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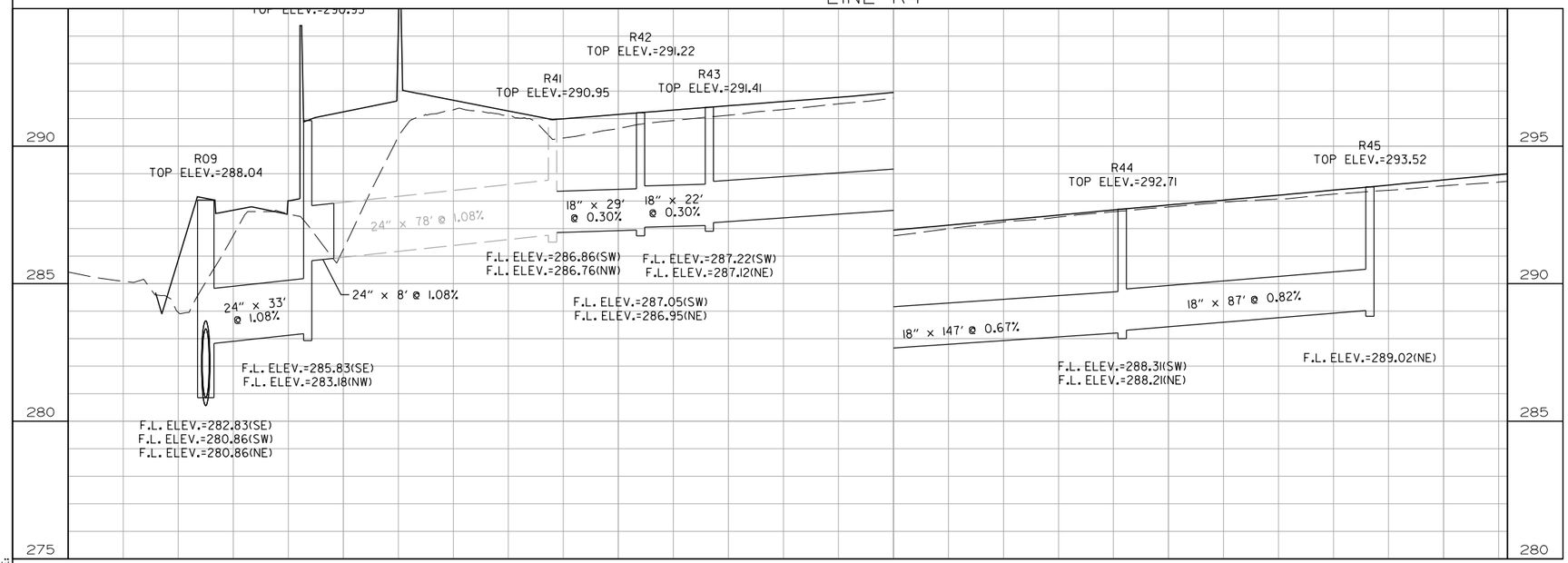
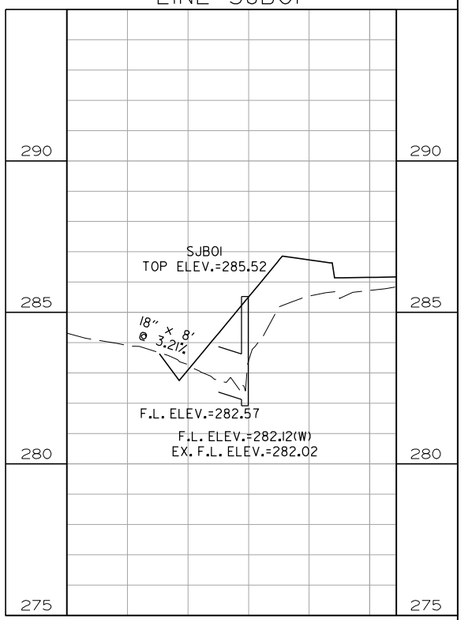


LINE SJB01



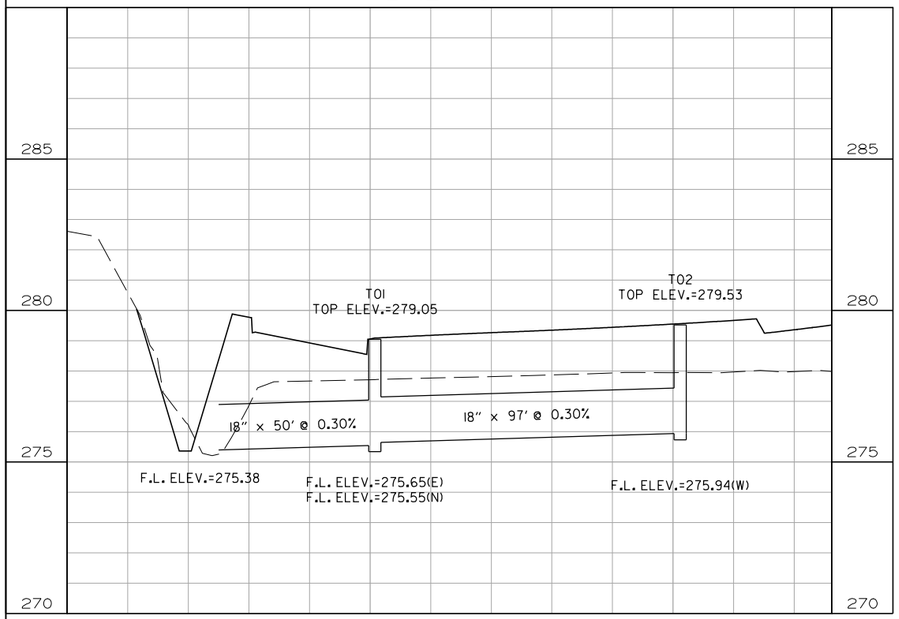
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

$$USER$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE: $$DATE$$ $$TIME$$

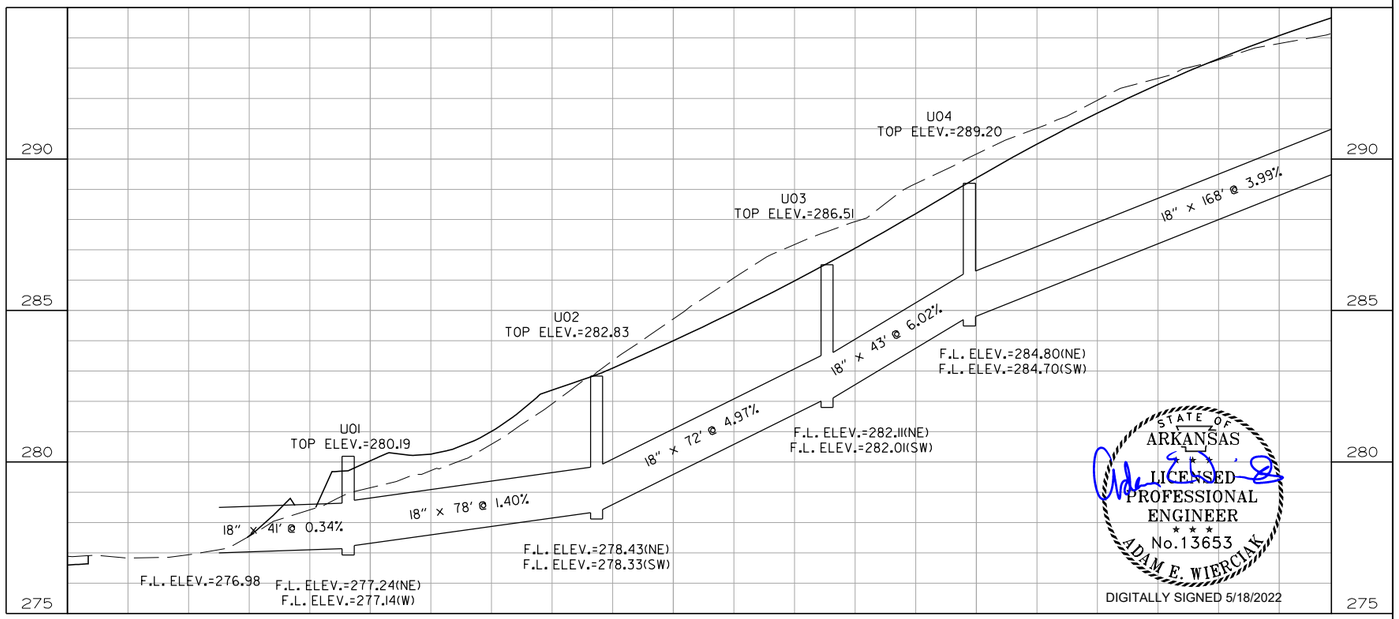
STORM SEWER PROFILE
LINE R & S

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	606	1104
				(2)	STORM SEWER PROFILE - LINE T & U			

LINE T0

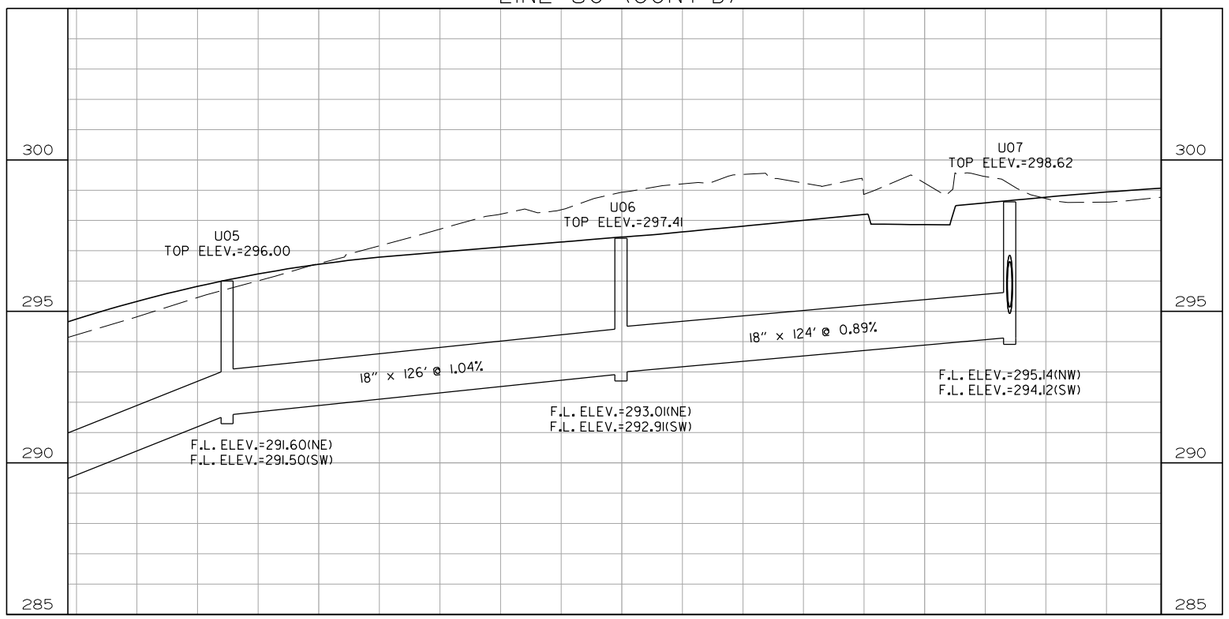


LINE U0

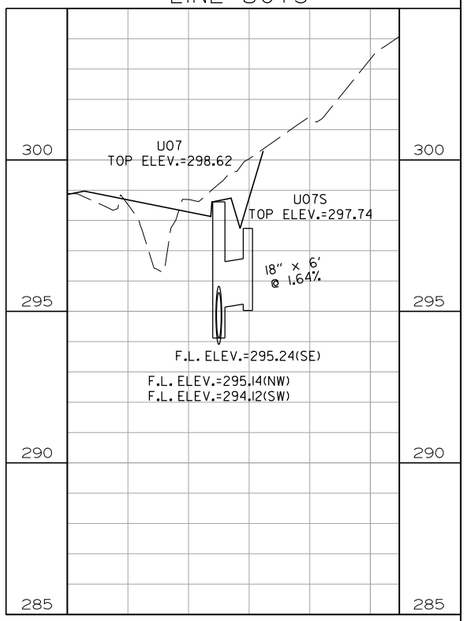


STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

LINE U0 (CONT'D)



LINE U07S

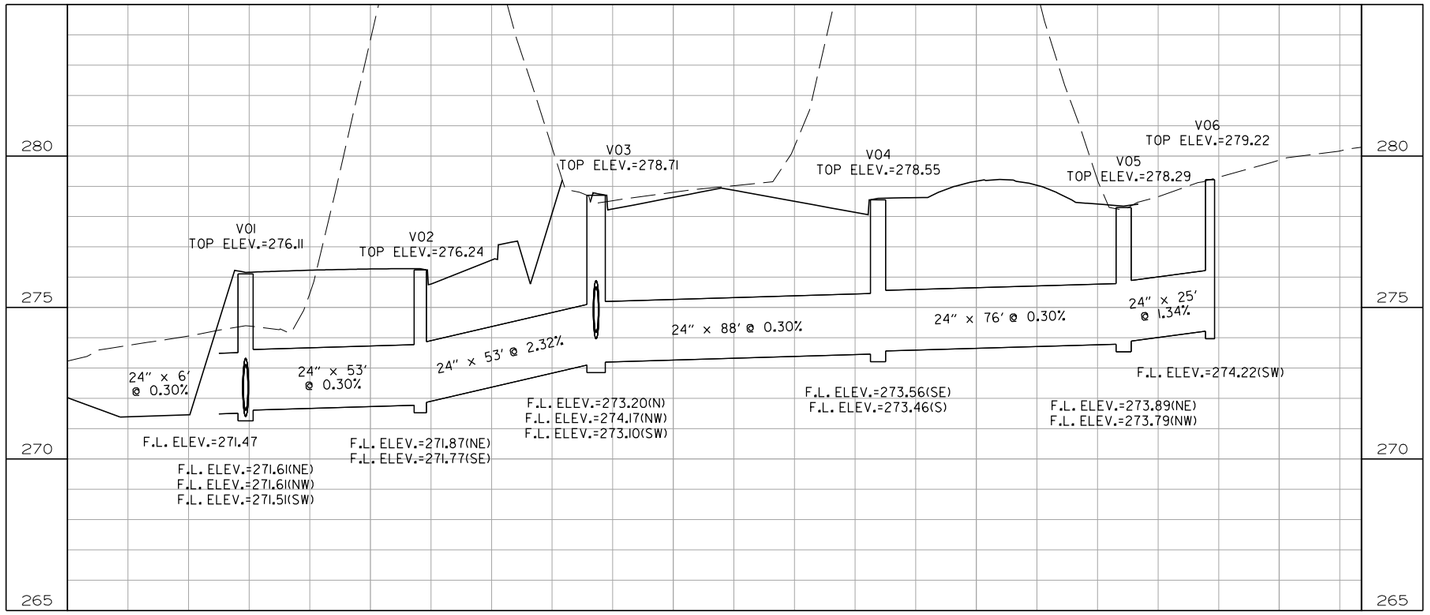


STORM SEWER PROFILE
LINE T & U

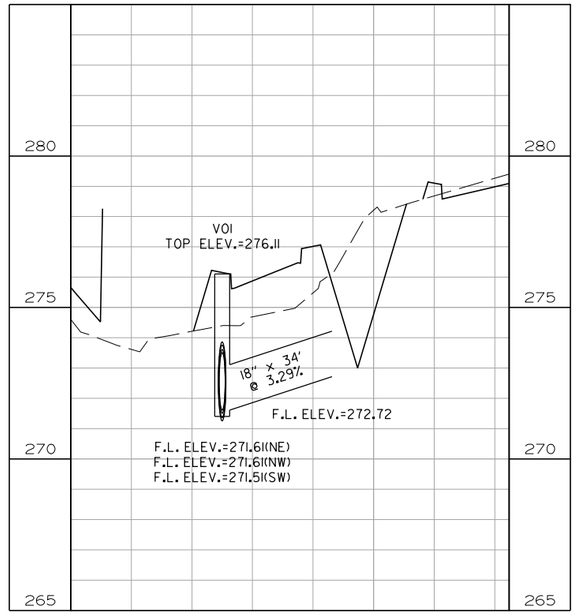
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	607	1104
				(2)	STORM SEWER PROFILE - LINE V			

LINE V0



LINE V0IS



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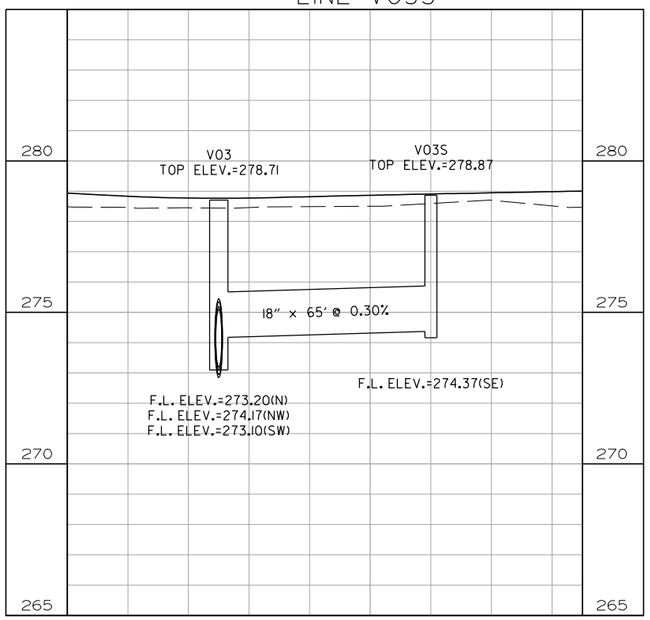
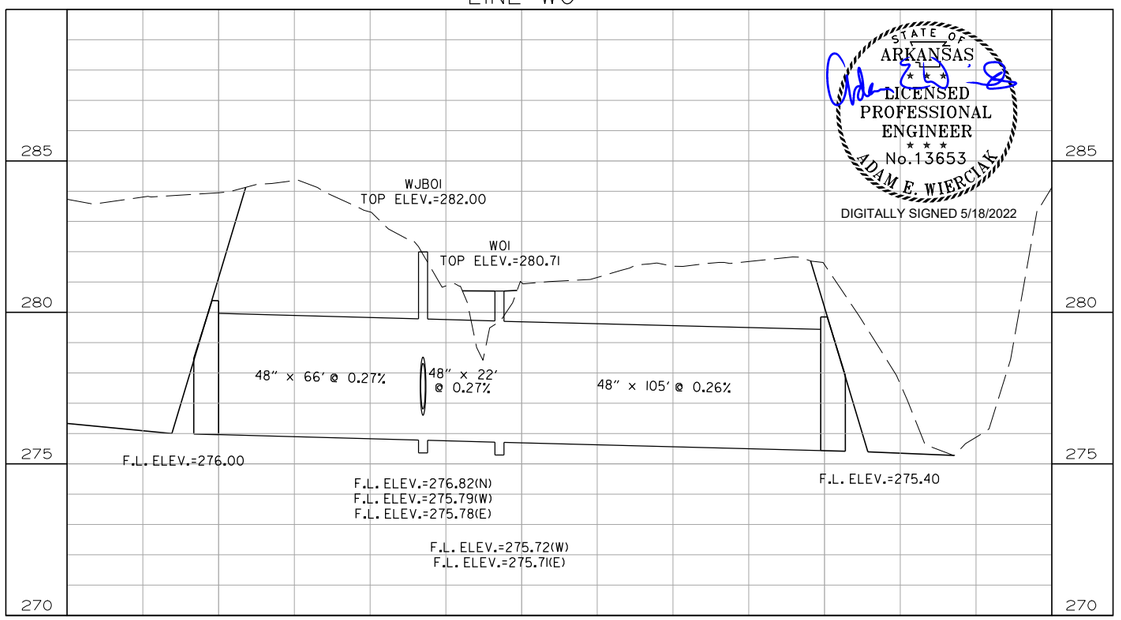
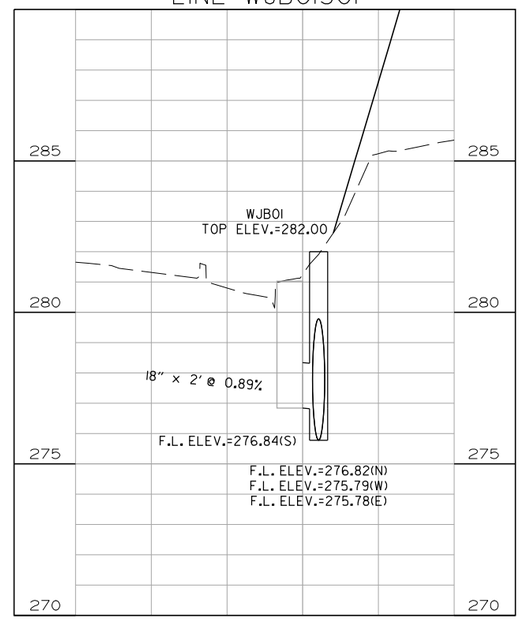


LINE W0



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 5/18/2022

LINE WJB0IS0I

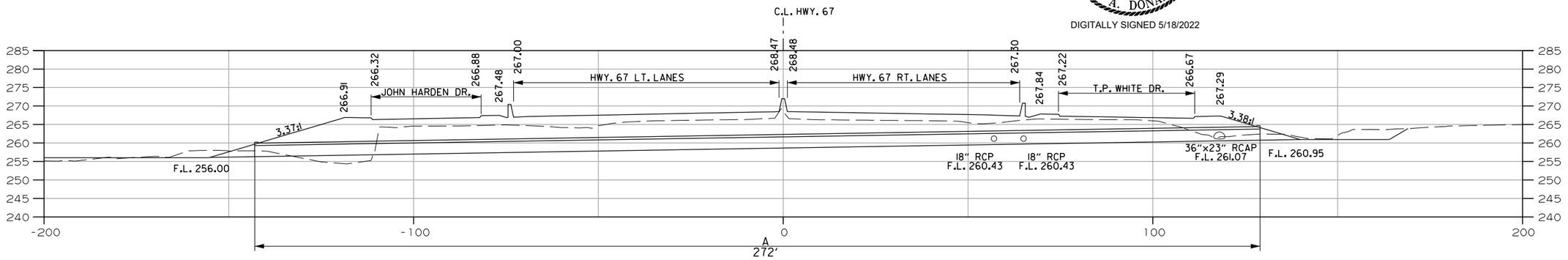


STORM SEWER PROFILE
LINE V & W

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

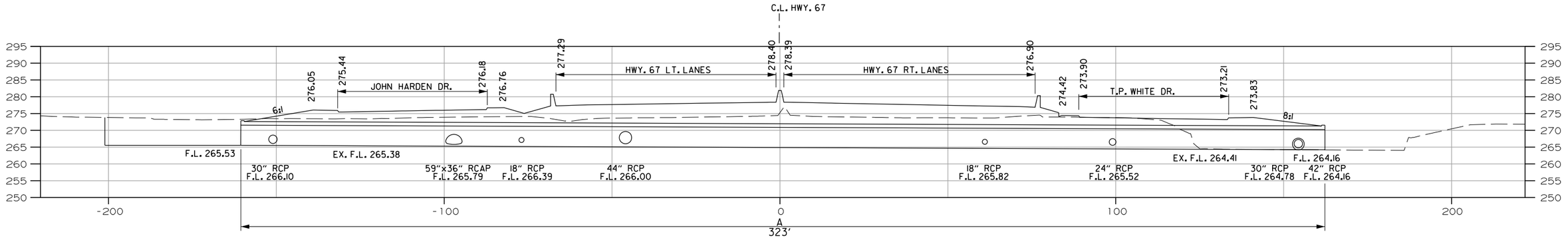
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	608	1104
				(2)	CULVERT DIAGRAMS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 5/18/2022



HWY. 67 STA. 611+65 - CULVERT DIAGRAM

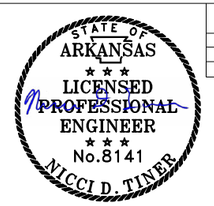
STA. 611+65 - CONSTURCT
TRIPLE 5' X 3' X 272' R.C. BOX CULVERT
27° RT. FWD. SKEW
WITH 3:1 WINGS LT.
SEE SPECIAL DETAILS FOR INLET CONNECTION
Q50 = 289 CFS DA = 102 ACRES



HWY. 67 STA. 675+88 - CULVERT DIAGRAM

STA. 675+75 IN PLACE
DBL. 10' X 4' X 240' R.C. BOX CULVERT
31°16'08" LT. FWD. SKEW
REMOVE
STA. 675+88 CONSTRUCT
QUAD. 10' X 6' X 323' R.C. BOX CULVERT
31°16'08" LT. FWD. SKEW
SEE SPECIAL DETAILS FOR CONNECTIONS
LT. & RT.
Q50 = 1364 CFS DA = 832 ACRES
SPAN = 43.17'

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:



DIGITALLY SIGNED 8/24/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	609	1104

(2) SUMMARY OF TRAFFIC SIGNAL QUANTITIES

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	MAIN AND SCHOOL / T.P. WHITE	MARSHALL AND JOHN HARDEN	JAMES AND T.P. WHITE	JAMES AND JOHN HARDEN	GREGORY AND 1ST	WALMART AND JOHN HARDEN	J.P. WRIGHT LOOP AND 1ST	VANDENBERG AND 1ST/ T.P. WHITE	VANDENBERG AND JOHN HARDEN	T.P. WHITE AND MADDEN	RAMP 4 AND 1ST	JOHN HARDEN AND FIRE STANDION #11	QUANTITY	UNIT
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)												1	**1**	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)		1	1	2	1	1	1	2	1	1	1		**12**	EACH
SP	ON-STREET MASTER CONTROLLER										1			**1**	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1		4	1		1			1	1	1		**10**	EACH
SP	CELLULAR MODEM										1			**1**	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 35' HT.)											1		**1**	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)		1		1				1	1	1			**5**	EACH
SP	LOCAL RADIO WITH ANTENNA		1	1	2	1	1	1	2	1		1		**11**	EACH
SP	MASTER RADIO WITH ANTENNA										1			**1**	EACH
SP	EMERGENCY BACKUP LOCAL RADIO UNIT										1			**1**	EACH
704	FEEDER WIRE												75	**75**	LIN. FT.
SP	ANTENNA CABLE (TYPE 6)		87	74	153	71	73	67	120	85	82	70		**882**	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)		6	13	12	7	4	18	18	18	10	11	7	**124**	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)			1	3			3	3	2		1		**13**	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD			16	26		4		12	32	6	2	8	**106**	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED		4	6	6	4	2	8						**30**	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)		805	2279	1828	1009	426	2789	349	568	288	721	453	**11515**	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)			1039	1098			1720	1879	2375	311	1264		**9686**	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)		199	284	429	413	106	547	255	575	378	133	117	**3436**	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)		376	647	603	518	306	651	424	452	367	186	166	**4696**	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)		120	165	215	110	55	220	175	185	165	110		**1520**	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)		38	37	74	36	37	36	73	37	35	35	36	**474**	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES		319	448	819	376	161	773	430	760	543	243		**4872**	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")		20	20	95	20	20	20	85	20	20	20	29	**369**	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")			45	90			48	90	45		45		**363**	LIN. FT.
710	NON-METALLIC CONDUIT (2")		56	53	75	57	56	49	84	53	48	65	75	**671**	LIN. FT.
710	NON-METALLIC CONDUIT (3")		227	508	446	427	188	565	240	466	252	212	102	**3633**	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)		4	4	5	4	2	7	1	2		2		**31**	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)		1	1	2	1	1	2	2	1	1	1	2	**15**	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)		1	4	2	2	3	2	2	3	3	2	2	**26**	EACH
SS & 713	SPAN WIRE ASSEMBLY			1	1			1	2	1	1	1		**8**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')						1							**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (22')										1			**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')			1					1					**2**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')		1											**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')				1	1						1		**3**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')					1								**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')							1			1			**2**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')					1				1		1		**3**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')								1	1				**2**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')			1						1				**2**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')			1										**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')							1						**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (58')										1			**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')												1	**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26'-38')						1							**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46'-38')				1									**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-54')												1	**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38'-56')		1											**1**	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48'-60')							1						**1**	EACH
SP	LED LUMINAIRE ASSEMBLY		2	3	4	2	2	4	2	3	3	2		**27**	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION		2	4	4	3	1	4						**18**	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)		1	1	2	1	1	1	2	1	1	1	1	**13**	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04		0.16	0.08		0.06	0.08	0.20	0.12	0.08	0.12	0.06	**1.00**	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')			4	4			4	4	4		4		**24**	EACH
SP	18" STREET NAME SIGN		3	3	3	3	2	4	3	3	3	1		**28**	EACH
733	VIDEO DETECTOR RELOCATION						4				6	1		**11**	EACH
SP	VIDEO DETECTOR ROTATION			5	13				12	23	1	2		**56**	EACH
SP & 733	VIDEO DETECTOR (CLR)		4	9	9	5	2	13	11	14	5	6		**78**	EACH
733	VIDEO CABLE		844	1801	1802	970	317	3028	1753	3674	1031	1422		**16642**	LIN. FT.
733	VIDEO MONITOR (CLR)		1	1	2	1	1	1	2	1	1	1		**12**	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)		2	3	6	3	2	4	7	3	3	2		**35**	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)			1	2	1	1	1	2	1	1			**10**	EACH
SP & 733	VEHICLE DETECTOR RACK (12 CHANNEL)		1									1		**2**	EACH

SADonaldson 8/18/2022 2:50:12 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_QTY_SUM.dgn
REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_SUM.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD.(WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	610	1104

(2) TRAFFIC SIGNAL NOTES

TRAFFIC SIGNAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

31. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11"X17") AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ArDOT.

32. NEW TRAFFIC SIGNALS SHALL BE OPERATIONAL PRIOR TO REMOVAL OF EXISTING SIGNALS.

33. TRAFFIC SIGNAL EQUIPMENT REMOVED FROM THE INTERSECTIONS SHALL BECOME THE PROPERTY OF THE CITY OF JACKSONVILLE. (SEE SPECIAL PROVISION)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DATE: 3/10/2022 FILE NAME: CA0604_SIGNAL_GN.dgn

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CITY:	JACKSONVILLE		
COUNTY:	PULASKI		
DISTRICT:	06	SCALE: N/A	DRAWN BY: HRH

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	611	1104

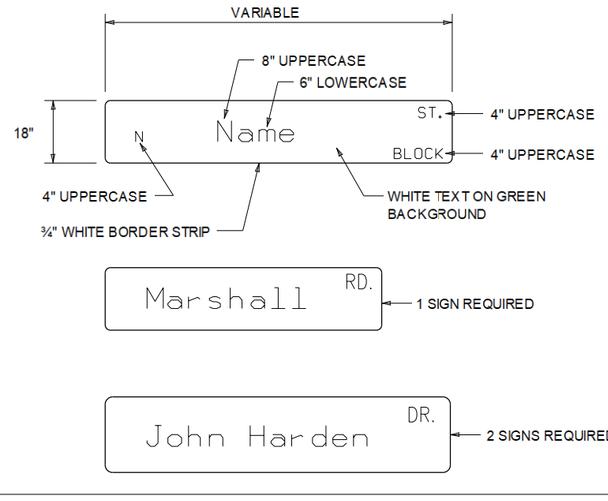
(2) TRAFFIC SIGNAL STREET NAME SIGNS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

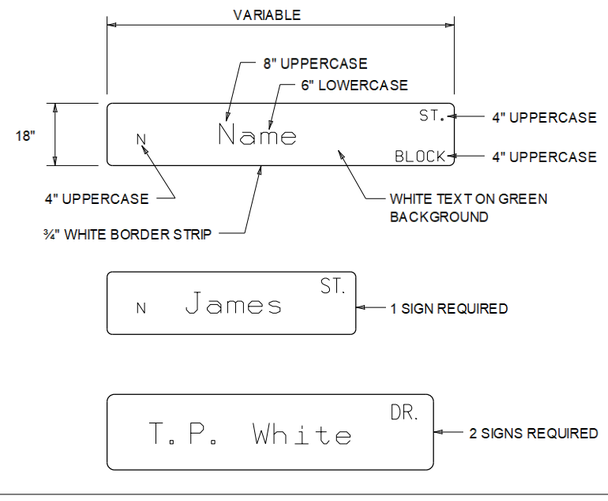
DIGITALLY SIGNED 05/18/2022

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

MARSHALL RD. AND JOHN HARDEN DR. INTERSECTION



N. JAMES ST. AND T.P. WHITE DR. INTERSECTION



NOTES:

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

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DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_SNS_A-C.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD. (WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: ARM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	612	1104

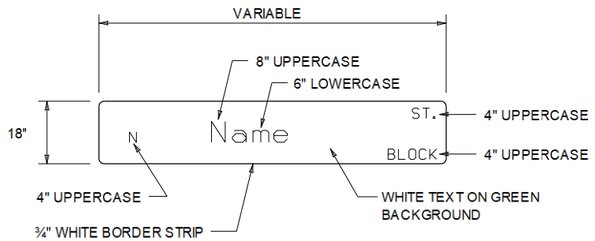
(2) TRAFFIC SIGNAL STREET NAME SIGNS

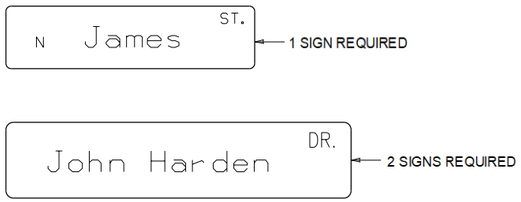
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

N. JAMES ST. AND JOHN HARDEN DR. INTERSECTION





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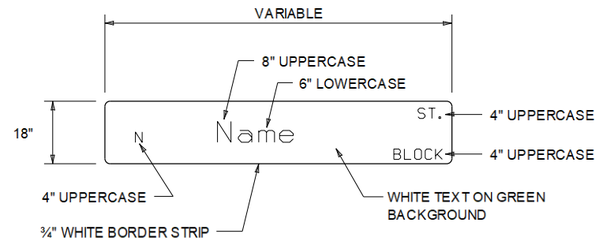
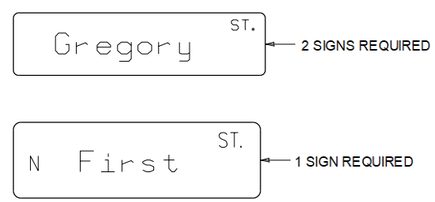
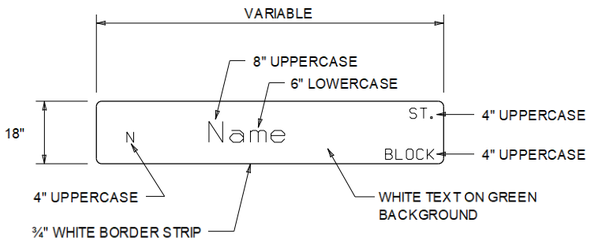




WALMART DR. AND JOHN HARDEN DR. INTERSECTION





NOTES:

1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.
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4. THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_SNS_D-F.dgn

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CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: ARM

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REVISED DATE:

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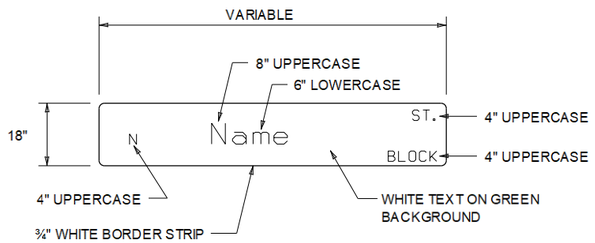
				6	ARK.			
				JOB NO.		CA0604	613	1104

(2) TRAFFIC SIGNAL STREET NAME SIGNS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

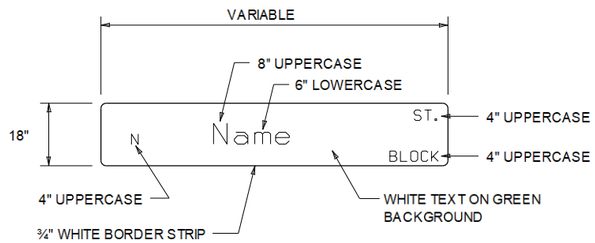
N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. INTERSECTION



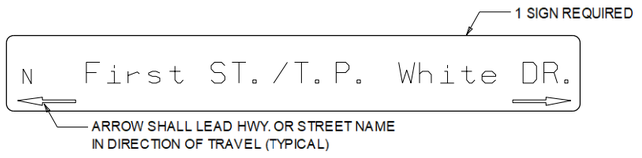




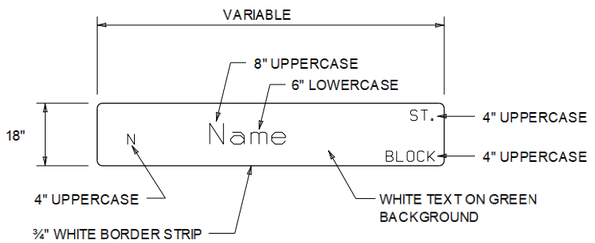
VANDENBERG BLVD. AND N. 1ST ST. AT T.P. WHITE DR. INTERSECTION

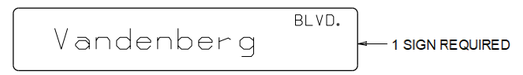






VANDENBERG BLVD. AND JOHN HARDEN DR. INTERSECTION







NOTES:

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2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL BE ALSO ALODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY/ COUNTY.
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4. THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_SNS_G-1.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD. (WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: ARM

HRHobby 5/12/2022 8:34:57 AM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	614	1104

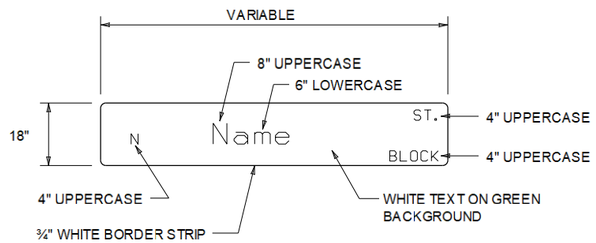
(2) TRAFFIC SIGNAL STREET NAME SIGNS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

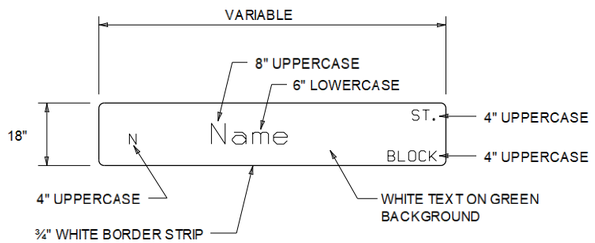
T.P. WHITE DR. AND MADDEN RD. INTERSECTION







RAMP 4 AND N. 1ST ST. INTERSECTION





NOTES:

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DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_SNS_J-L.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD. (WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: ARM

HRHobby 5/12/2022 8:35:00 AM
WORKSPACE: AHTD
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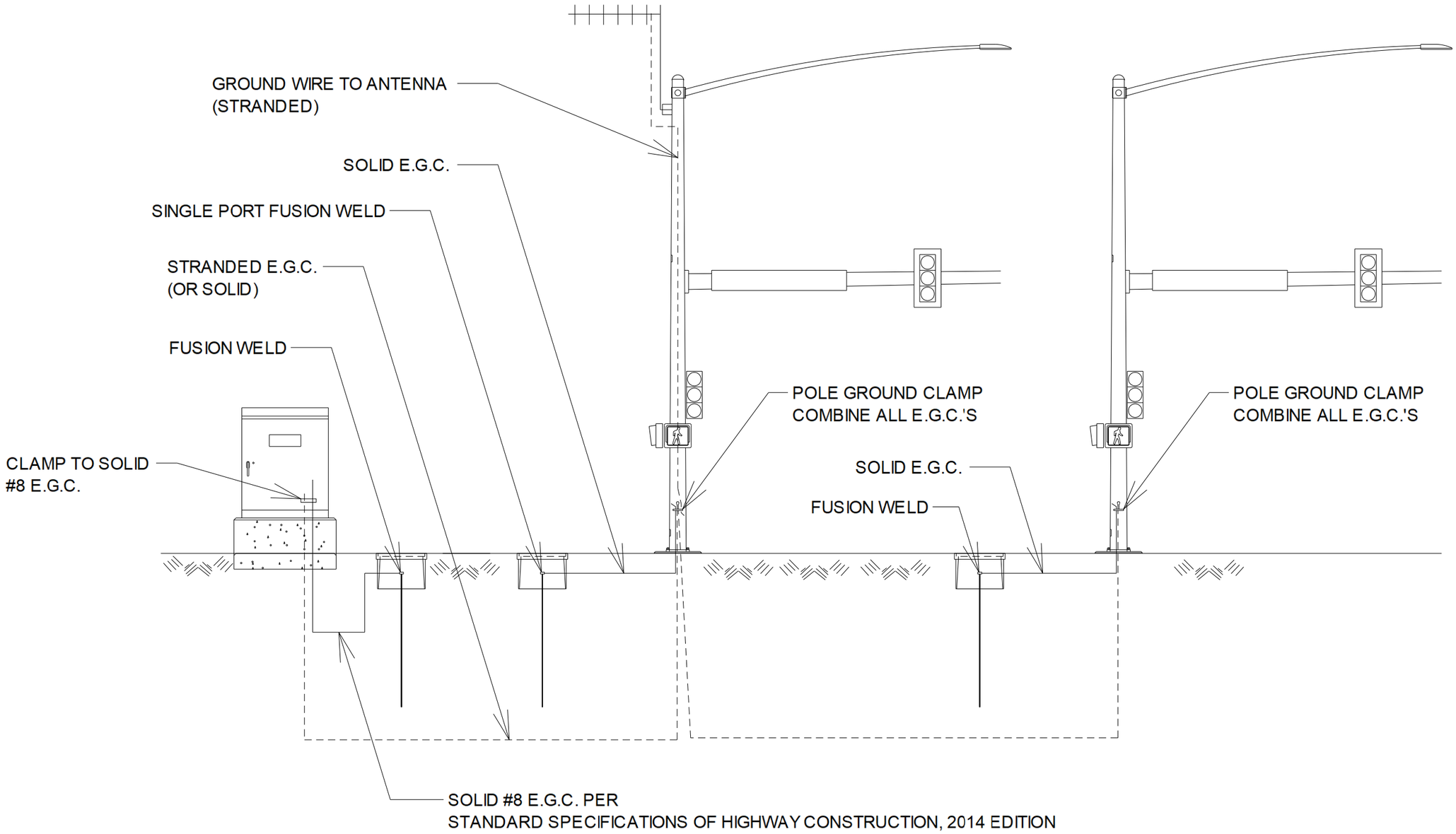
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	615	1104

(2) GROUNDING ARRAY DETAIL

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



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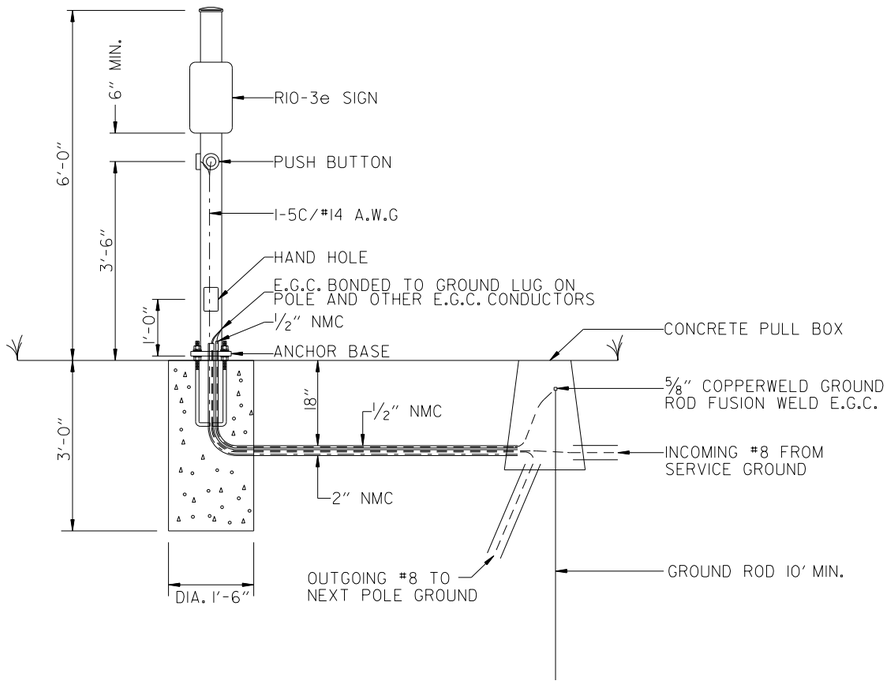
REVISED DATE:

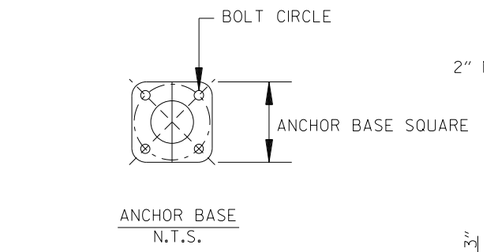
DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_GRD_Detail.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD. (WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

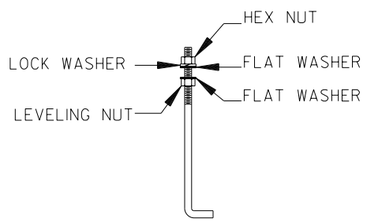
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	616	1104

(2) PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL

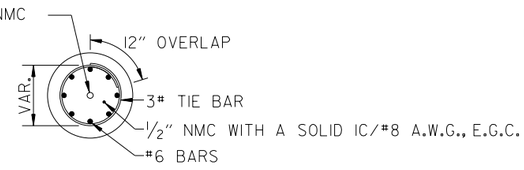


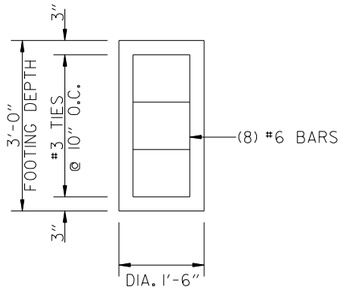


ANCHOR BASE
N.T.S.



ANCHOR BOLT
N.T.S.





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
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PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL

NOTES:

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

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

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

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

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

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

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

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

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

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

DATE: 3/9/2022 FILE NAME: CA0604_SB_SIGNAL_PED DETAIL.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD. (WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_SIGNAL_PED DETAIL.dgn
5/2/2022 8:35:08 AM
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	617	1104

2 SYSTEM MAP

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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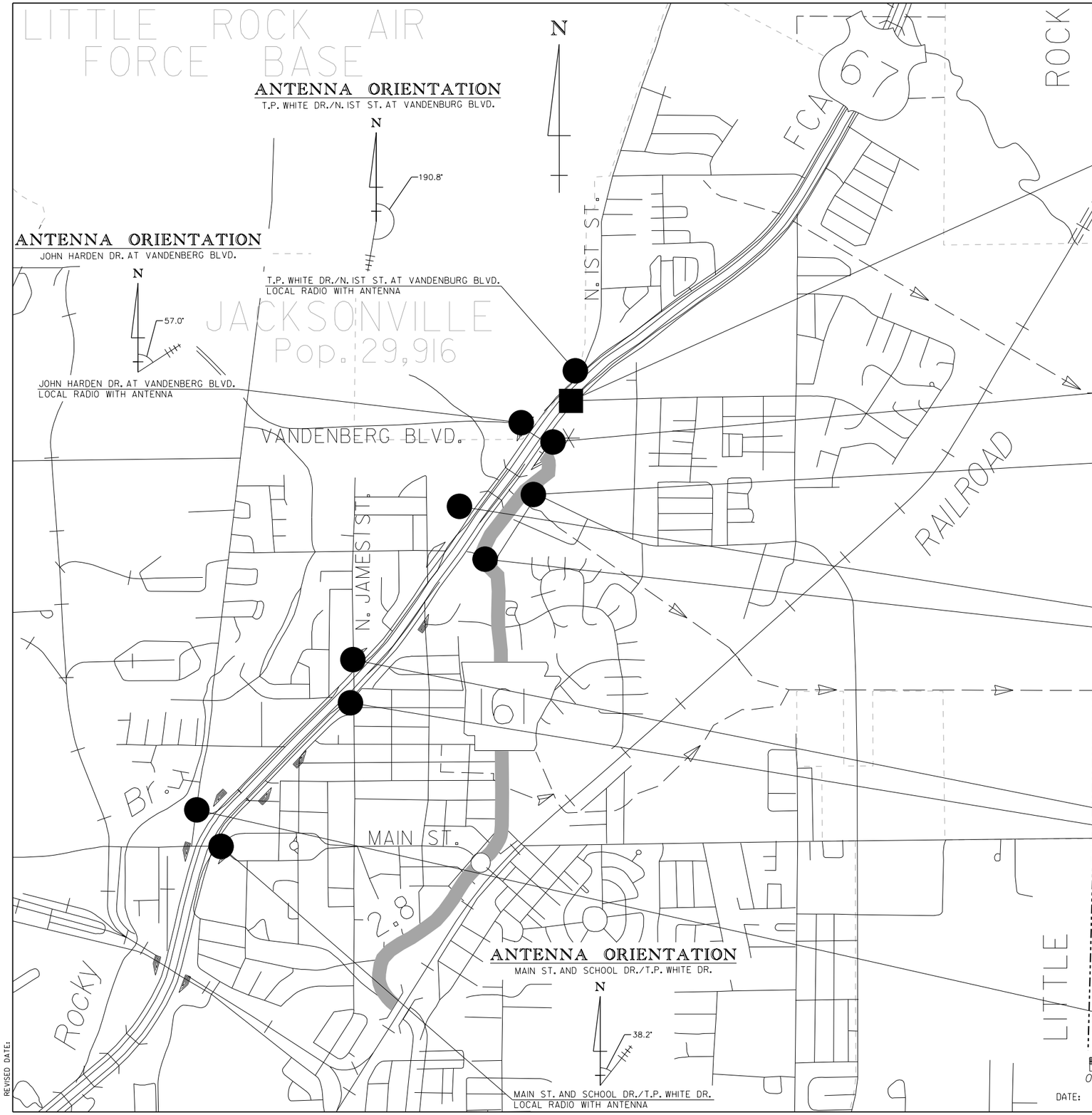
DIGITALLY SIGNED 05/18/2022

NOTE:
1. ALL ANTENNA ORIENTATIONS SHALL BE VERIFIED BY THE CITY OF JACKSONVILLE.



DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_SYS_MAP.dgn

LOCATION: MAIN ST. - VANDENBERG BLVD. (WIDENING)
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: AS SHOWN DRAWN BY: AV

HRHobby 5/12/2022 8:35:12 AM
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				6	ARK.			
				JOB NO.		CA0604	618	1104

(2) TRAFFIC SIGNAL QUANTITIES - MAIN ST./SCHOOL DR./T.P. WHITE DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

HRHobby 5/12/2022 8:35:12 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_QTY_A.dgn
REVISED DATE:

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_QTY_A.dgn

LOCATION: MAIN ST. AT SCHOOL DR./T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	619	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
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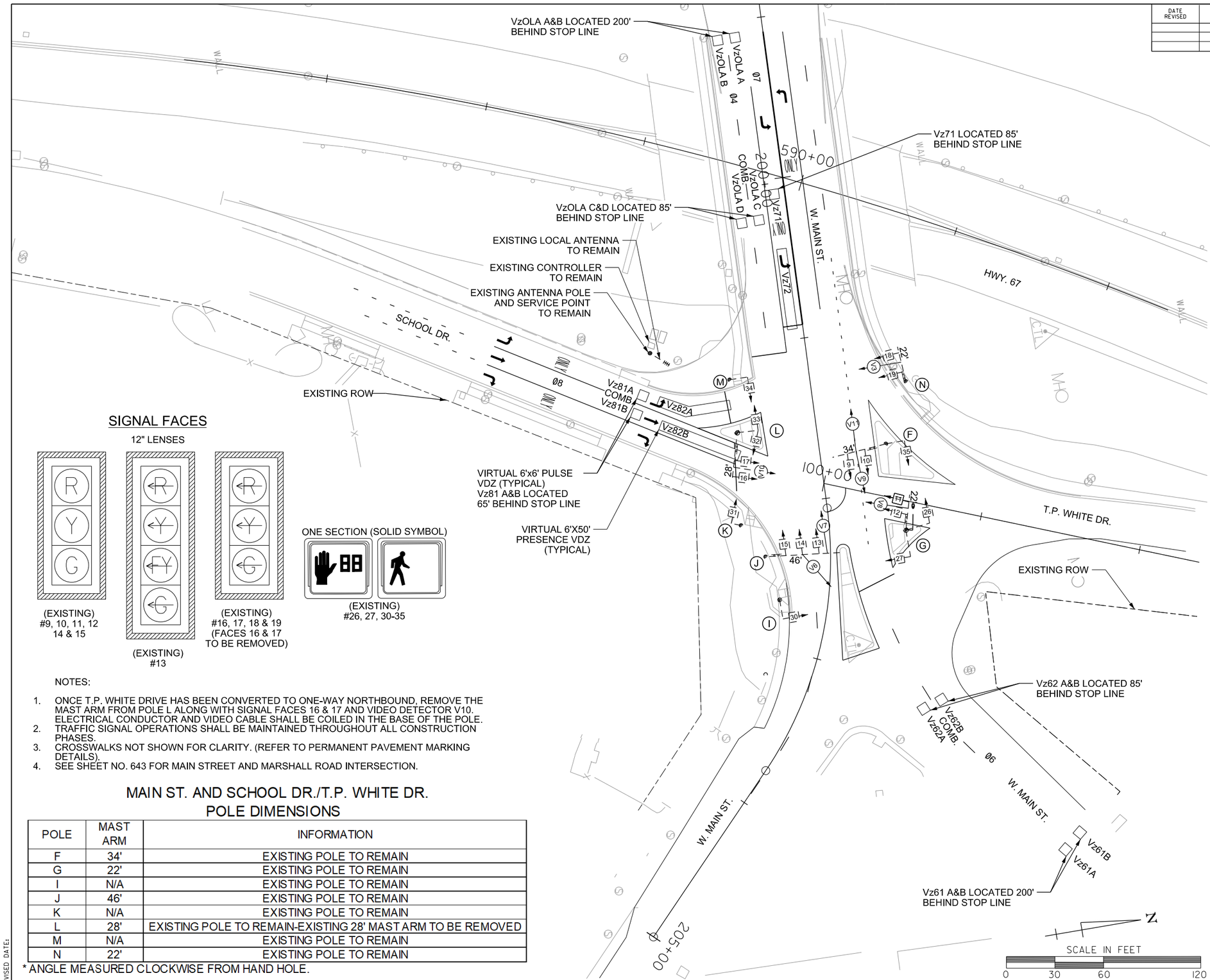
DIGITALLY SIGNED 05/18/2022



SIGNAL FACES

12" LENSES

(EXISTING) #9, 10, 11, 12 14 & 15

(EXISTING) #13

(EXISTING) #16, 17, 18 & 19 (FACES 16 & 17 TO BE REMOVED)

ONE SECTION (SOLID SYMBOL)

(EXISTING) #26, 27, 30-35

NOTES:

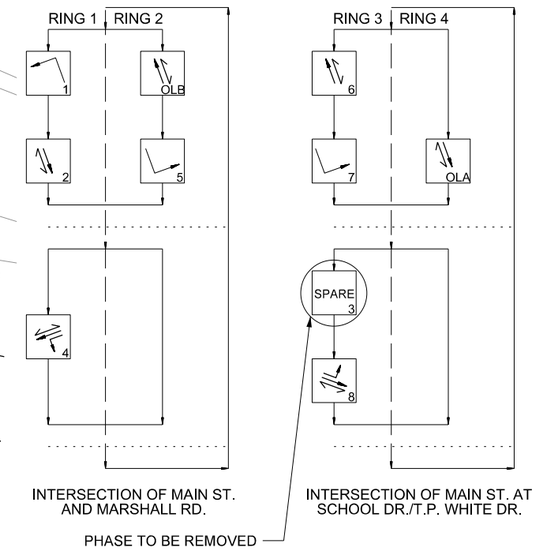
1. ONCE T.P. WHITE DRIVE HAS BEEN CONVERTED TO ONE-WAY NORTHBOUND, REMOVE THE MAST ARM FROM POLE L ALONG WITH SIGNAL FACES 16 & 17 AND VIDEO DETECTOR V10. ELECTRICAL CONDUCTOR AND VIDEO CABLE SHALL BE COILED IN THE BASE OF THE POLE.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
3. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
4. SEE SHEET NO. 643 FOR MAIN STREET AND MARSHALL ROAD INTERSECTION.

MAIN ST. AND SCHOOL DR./T.P. WHITE DR. POLE DIMENSIONS

POLE	MAST ARM	INFORMATION
F	34'	EXISTING POLE TO REMAIN
G	22'	EXISTING POLE TO REMAIN
I	N/A	EXISTING POLE TO REMAIN
J	46'	EXISTING POLE TO REMAIN
K	N/A	EXISTING POLE TO REMAIN
L	28'	EXISTING POLE TO REMAIN-EXISTING 28' MAST ARM TO BE REMOVED
M	N/A	EXISTING POLE TO REMAIN
N	22'	EXISTING POLE TO REMAIN

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

PHASING DIAGRAM



DETECTOR SPACING CHART

SCHOOL DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD LOOP	LAG LOOP
35 MPH	65'	N/A
MAIN STREET VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD LOOP	LAG LOOP
35 MPH	200'	85'

FINAL

LOCATION: MAIN ST. AT SCHOOL DR./T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:35:14 AM
WORKSPACE: AHTD
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REVISED DATE:

MAIN ST. AND SCHOOL DR./T.P. WHITE DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
F	EXISTING TO REMAIN		
G	EXISTING TO REMAIN		
I	EXISTING TO REMAIN		
J	EXISTING TO REMAIN		
K	EXISTING TO REMAIN		
L	EXISTING TO REMAIN		
M	EXISTING TO REMAIN		
N	EXISTING TO REMAIN		

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	620	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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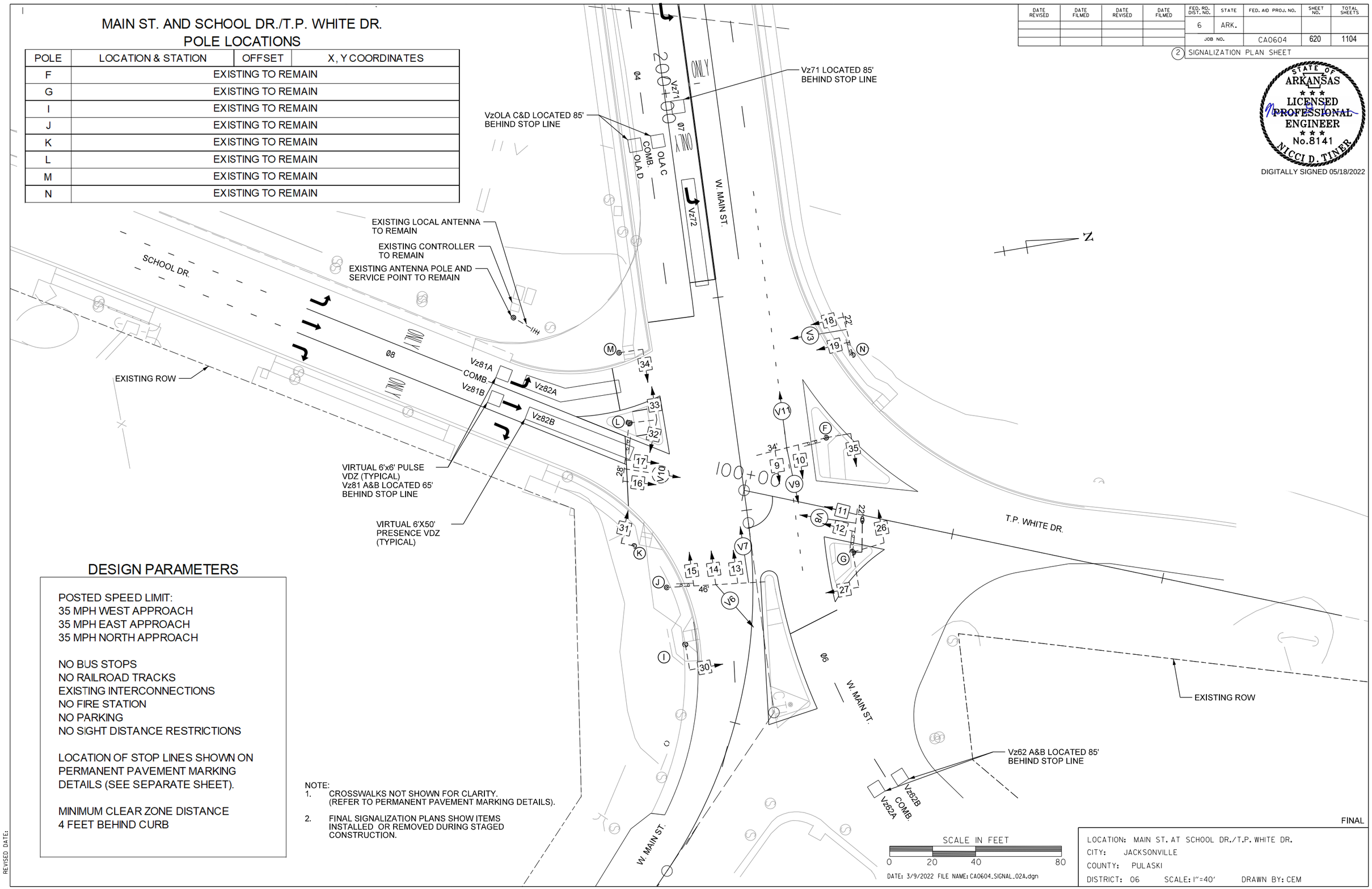

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH WEST APPROACH
35 MPH EAST APPROACH
35 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED OR REMOVED DURING STAGED CONSTRUCTION.

FINAL

LOCATION: MAIN ST. AT SCHOOL DR./T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02A.dgn

HRHobby 5/12/2022 8:35:15 AM
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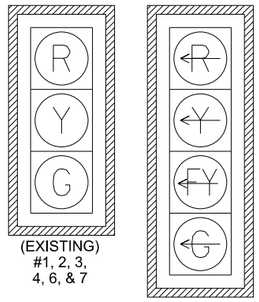
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	621	1104

(2) SIGNALIZATION PLAN SHEET

SIGNAL FACES

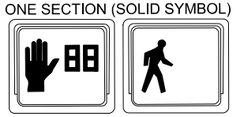
12" LENSES



(EXISTING)
#1, 2, 3,
4, 6, & 7

(EXISTING)
#5 & 8

ONE SECTION (SOLID SYMBOL)



(EXISTING)
#20-25

MAIN ST. AND SCHOOL DR./T.P. WHITE DR.
POLE DIMENSIONS

POLE	MAST ARM	INFORMATION
A	N/A	EXISTING POLE TO REMAIN
B	46'	EXISTING POLE TO REMAIN
C	N/A	EXISTING POLE TO REMAIN
D	42'	EXISTING POLE TO REMAIN
E	N/A	EXISTING POLE TO REMAIN

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

NOTES:

1. INTERSECTION SHOWN FOR INFORMATION ONLY.

PHASING DIAGRAM

INTERSECTION OF MAIN ST. AND MARSHALL RD.

INTERSECTION OF MAIN ST. AT SCHOOL DR./T.P. WHITE DR.

PHASE TO BE REMOVED

STATE OF ARKANSAS
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NICCI D. TINER

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FINAL

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_05A.dgn

LOCATION: MAIN ST. AT MARSHALL RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:35:17 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	622	1104

(2) SIGNALIZATION PLAN SHEET

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0604											
MAIN ST./MARSHALL RD. AND SCHOOL DR./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL			COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz11	WB LT. TURN FAR (1)	COMB.			1	D1	1	1		CAMERA V1	23"
Vz12	WB LT. TURN (1)	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A&B	EB ADVANCE (1)	LOCAL			5	V2	2			CAMERA V2	23"
Vz22 A&B	EB NEAR (1)	COMB.			6	D2	2	2		CAMERA V5	23"
Vz41	SB LT. TURN FAR (1)	COMB.			9	D4	4	4		CAMERA V4	23"
Vz42	SB LT. NEAR (1)	LOCAL			10	P7	4			CAMERA V4	23"
Vz43	SB NEAR (1)	LOCAL			11	V4				CAMERA V4	
Vz51	EB LT. TURN (1)	LOCAL			7	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE (2)	LOCAL			13	V6	6			CAMERA V6	37"
Vz62 A&B	WB NEAR (2)	COMB.			14	D6	6	6		CAMERA V9	23"
Vz71	EB LT. TURN FAR (2)	COMB.			19	D7	7	7		CAMERA V7	23"
Vz72	EB LT. TURN (2)	LOCAL			20	V7	7			CAMERA V7	23"
Vz81 A&B	NB ADVANCE (2)	COMB.			21	D8	8	8		CAMERA V3	23"
Vz82 A&B	NB NEAR (2)	LOCAL			22	V8	8			CAMERA V8	23"
VzOLA A,B,C,D	EB ADVANCE & NEAR (2)	COMB.			12	P5	OLA			CAMERA V12	
VzOLB A,B,C,D	WB ADVANCE & NEAR (2)	COMB.			3	D5	OLB	5		CAMERA V11	
PB1	MARSHALL RD N. LEG	PED.				P1	1				
PB2	RAMP 4 S. LEG	PED.				P2	2				
PB3	MAIN ST W. LEG	PED.				P3	3				
PB4	SCHOOL DR S. LEG	PED.				P4	4				
PB6	T.P. WHITE DR N. LEG	PED.				P6	6				
PB8	MAIN ST E. LEG	PED.				P8	8				
					SPARE:						

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

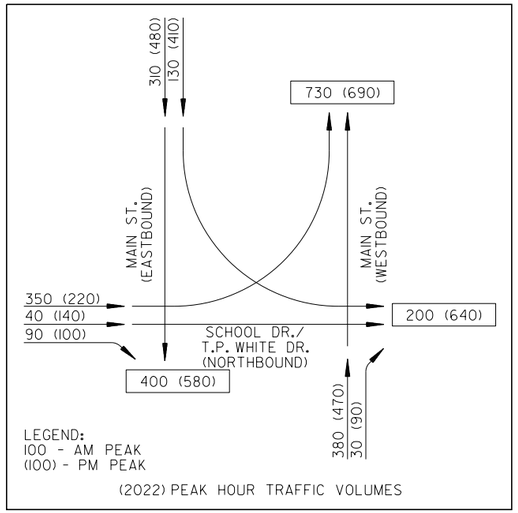
(1) = MAIN ST./MARSHALL ST.
(2) = MAIN ST./SCHOOL DR./T.P. WHITE DR.

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

NOTE:

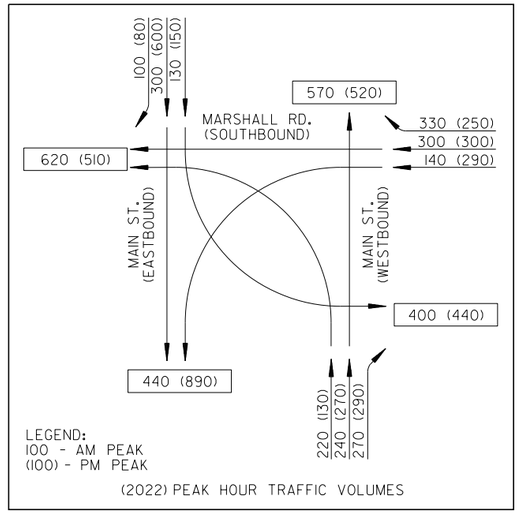
DETECTOR CHART, INTERVAL CHART, AND PHASING DIAGRAM INCLUDE INFORMATION FOR THE INTERSECTION OF MAIN STREET AND MARSHALL ROAD WHICH IS NOT BEING MODIFIED.

TRAFFIC FLOW DIAGRAM



(2022) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC FLOW DIAGRAM



(2022) PEAK HOUR TRAFFIC VOLUMES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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NICCI D. TINER
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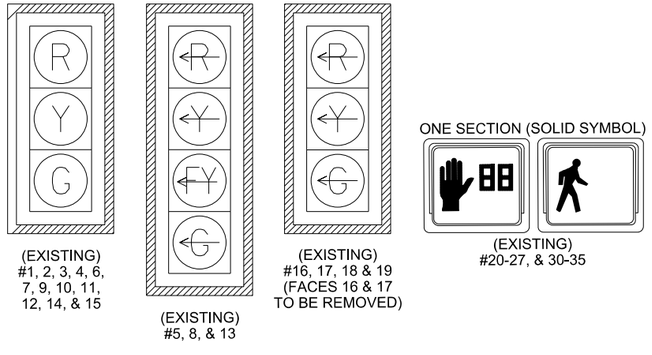
SIGNAL FACES

12" LENSES



(EXISTING) #1, 2, 3, 4, 6, 7, 9, 10, 11, 12, 14, & 15

(EXISTING) #5, 8, & 13

(EXISTING) #16, 17, 18 & 19 (FACES 16 & 17 TO BE REMOVED)

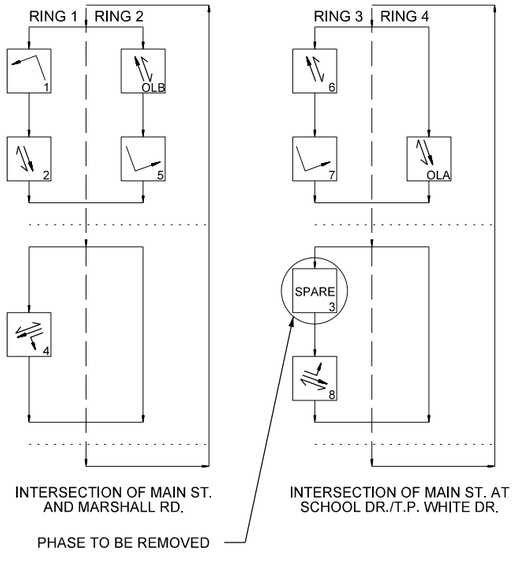
ONE SECTION (SOLID SYMBOL)

(EXISTING) #20-27, & 30-35

NOTES:

1. REMOVE EXISTING SIGNAL HEADS 16 AND 17, AND VIDEO DETECTOR V10.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

PHASING DIAGRAM



INTERVAL CHART

SIGNAL FACES	MAIN ST. AND MARSHALL RD. 1+5	CLR.	1+OLB	CLR.	2+5	CLR.	2+OLB	CLR.	4	CLR.	FLASH SEQUENCE
1	R	R	R	R	G	**	G	**	R	R	R
2	R	R	R	R	G	**	G	**	R	R	R
3	R	R	R	R	R	R	R	R	G	Y	R
4	R	R	R	R	R	R	R	R	G	Y	R
5	~~G~~	***	~~G~~	***	~~R~~	~~R~~	~~FY~~	***	~~R~~	~~R~~	~~R~~
6	R	R	G	**	R	R	G	**	R	R	R
7	R	R	G	**	R	R	G	**	R	R	R
8	~~G~~	***	~~R~~	~~R~~	~~G~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~
20 & 21	W	FDW	DW	DW	W	FDW	W	FDW	DW	DW	BLK
22 & 23	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	BLK
24 & 25	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	BLK

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

INTERVAL CHART

SIGNAL FACES	MAIN ST. AND SCHOOL DR./T.P. WHITE DR. 6+OLA	CLR.	7+OLA	CLR.	8	CLR.	FLASH SEQUENCE
9	G	Y	R	R	R	R	R
10	G	Y	R	R	R	R	R
11	R	R	R	R	G	Y	R
12	R	R	R	R	G	Y	R
13	~~FY~~	***	~~G~~	***	~~R~~	~~R~~	~~R~~
14	G	**	G	**	R	R	R
15	G	**	G	**	R	R	R
18	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~
19	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~
26 & 35	W	FDW	DW	DW	DW	DW	BLK
27 & 30	DW	DW	DW	DW	W	FDW	BLK
31, 32, 33, & 34	W	FDW	W	FDW	DW	DW	BLK

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

FINAL

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04A.dgn

LOCATION: MAIN ST. AT SCHOOL DR./T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/12/2022 8:35:19 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	623	1104

(2) TRAFFIC SIGNAL QUANTITIES - MARSHALL RD./JOHN HARDEN DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	87	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	805	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	199	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	376	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	120	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	38	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	319	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	56	LIN. FT.
710	NON-METALLIC CONDUIT (3")	227	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38'-56')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	4	EACH
733	VIDEO CABLE	844	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	2	EACH
SP & 733	VEHICLE DETECTOR RACK (12 CHANNEL)	1	EACH

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WORKSPACE: AHTD
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REVISED DATE:

DATE: 5/12/2022 FILE NAME: CA0604_SIGNAL_QTY_B.dgn

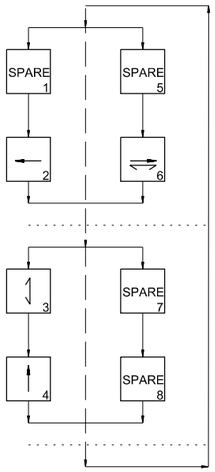
LOCATION: MARSHALL RD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	624	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PHASING DIAGRAM

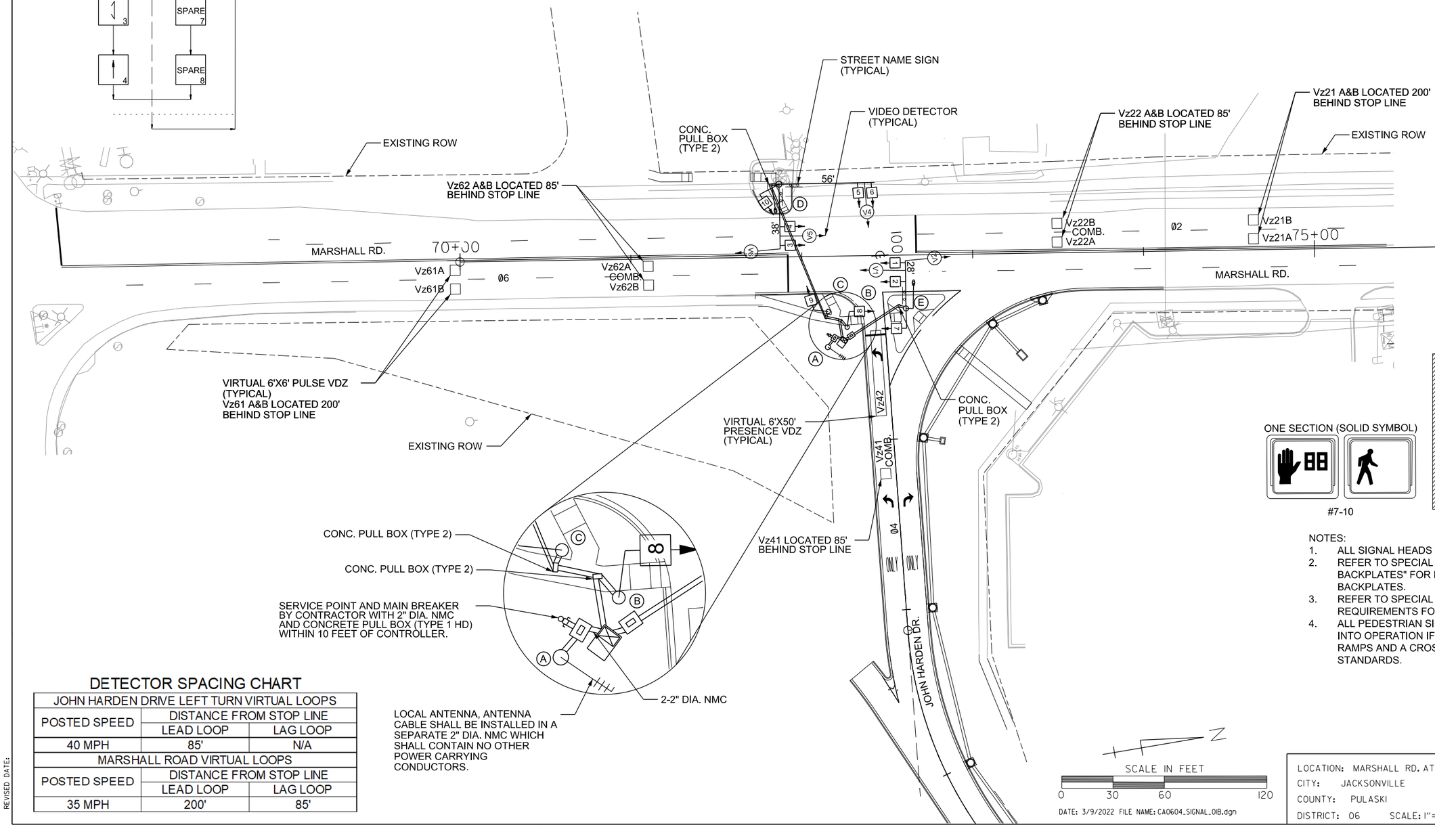


MARSHALL RD. AND JOHN HARDEN DR. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	50'	N/A	N/A
B	N/A	N/A	10'	N/A	N/A
C	N/A	N/A	10'	N/A	N/A
D	38'/56'	180°/90°	35'	25'	180°
E	28'	180°	35'	15'	180°

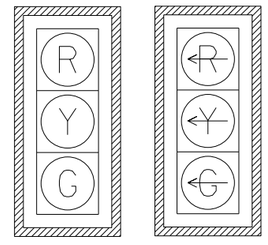
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

NOTE:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).



SIGNAL FACES

12" LENSES



#1, 2, 3 & 4 #5 & 6

ONE SECTION (SOLID SYMBOL)

#7-10

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

DETECTOR SPACING CHART

JOHN HARDEN DRIVE LEFT TURN VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD LOOP	LAG LOOP
40 MPH	85'	N/A
MARSHALL ROAD VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD LOOP	LAG LOOP
35 MPH	200'	85'

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01B.dgn

FINAL

LOCATION: MARSHALL RD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:35:26 AM
WORKSPACE: AHTD
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REVISED DATE:

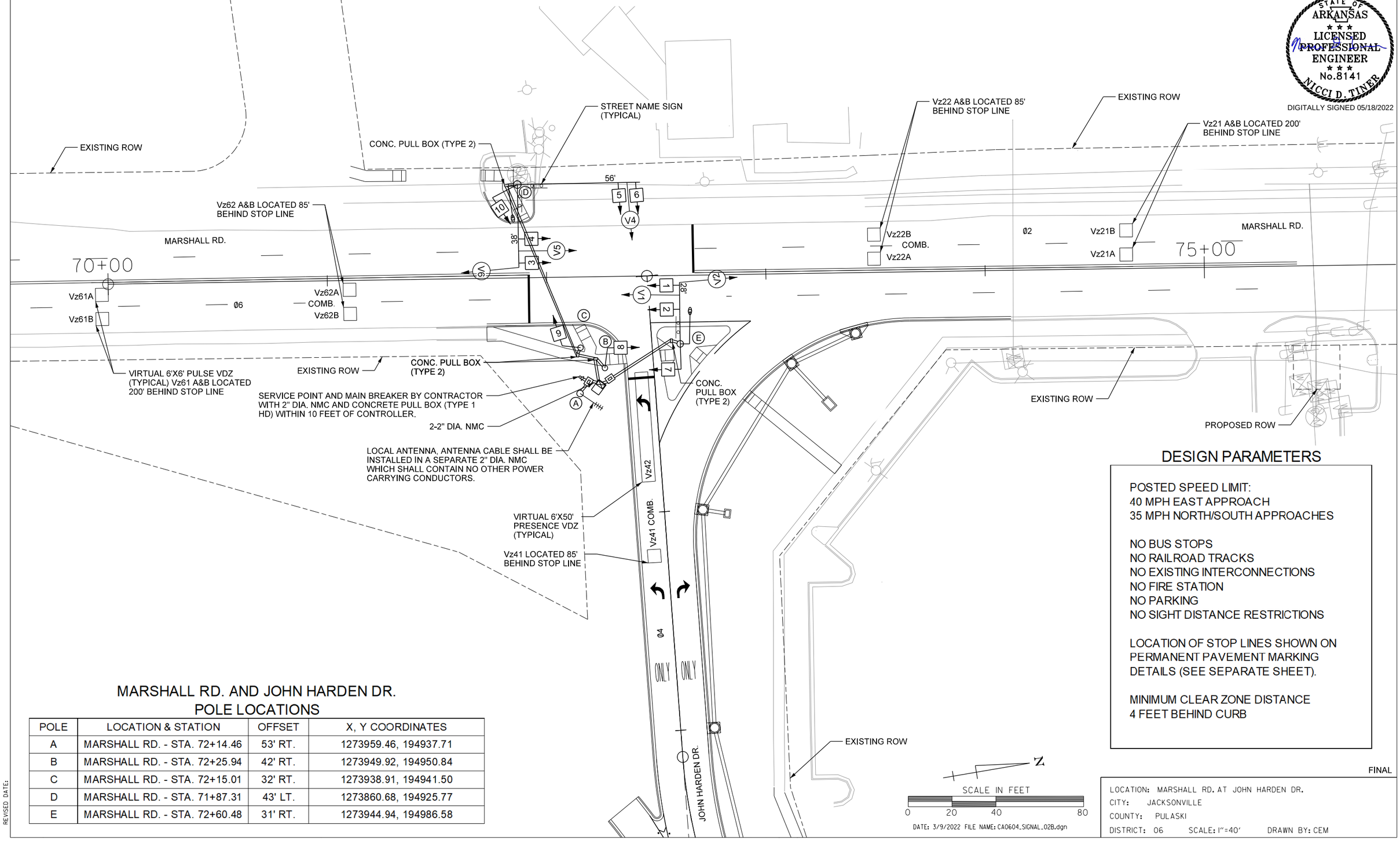
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	625	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

NOTE:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST APPROACH
35 MPH NORTH/SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

MARSHALL RD. AND JOHN HARDEN DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	MARSHALL RD. - STA. 72+14.46	53' RT.	1273959.46, 194937.71
B	MARSHALL RD. - STA. 72+25.94	42' RT.	1273949.92, 194950.84
C	MARSHALL RD. - STA. 72+15.01	32' RT.	1273938.91, 194941.50
D	MARSHALL RD. - STA. 71+87.31	43' LT.	1273860.68, 194925.77
E	MARSHALL RD. - STA. 72+60.48	31' RT.	1273944.94, 194986.58

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02B.dgn

FINAL

LOCATION: MARSHALL RD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

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WORKSPACE: AHTD
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REVISED DATE:

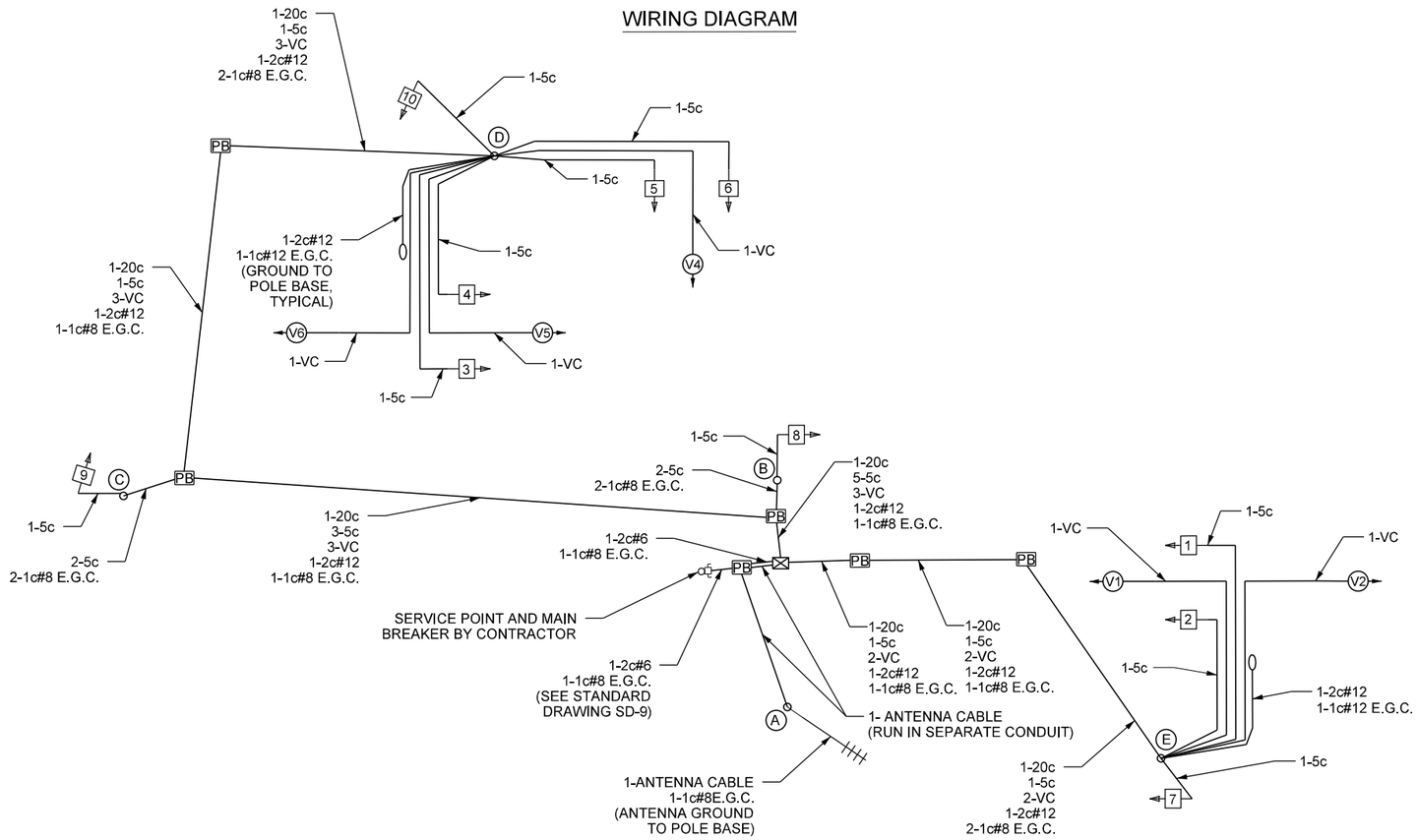
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	626	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

LOCATION: MARSHALL RD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03B.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	627	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

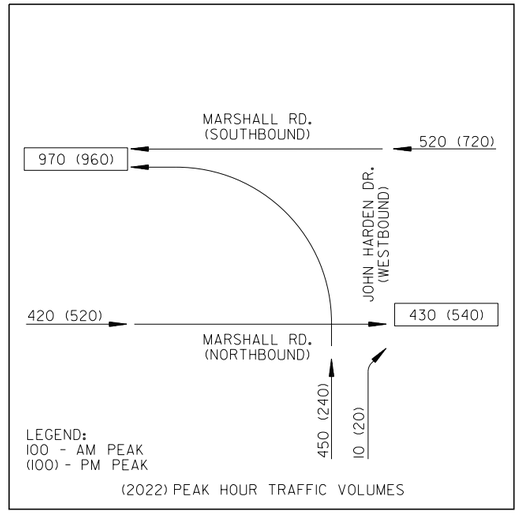
DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0604											
MARSHALL RD. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	SB ADVANCE	LOCAL			1	V2	2			CAMERA V2	74"
Vz22 A&B	SB NEAR	COMB.			2	V10	2	2		CAMERA V5	37"
Vz41	WB LT TURN FAR	COMB.			5	V12	4	4		CAMERA V4	37"
Vz42	WB LT TURN	LOCAL			6	V4	4			CAMERA V4	37"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
PB3	MARSHALL RD. S. LEG	PED.				P3	3				
PB6	JOHN HARDEN DR. E. LEG	PED.				P6	6				
					SPARE: 7-16						

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

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

TRAFFIC FLOW DIAGRAM



INTERVAL CHART

SIGNAL FACES	MARSHALL RD. AND JOHN HARDEN DR.							FLASH SEQUENCE
	2+6	CLR.	3	CLR.	4	CLR.		
1&2	G	Y	R	R	R	R		R
3&4	G	Y	R	R	R	R		R
5&6	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←G~~	~~←Y~~		~~←R~~
7 & 8	W	FDW	W	FDW	DW	DW		BLK
9 & 10	DW	DW	W	FDW	DW	DW		BLK

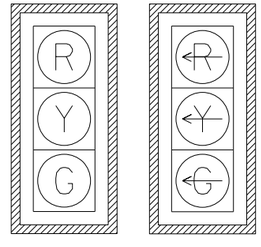
SIGNAL FACES

12" LENSES

ONE SECTION (SOLID SYMBOL)



#7-10

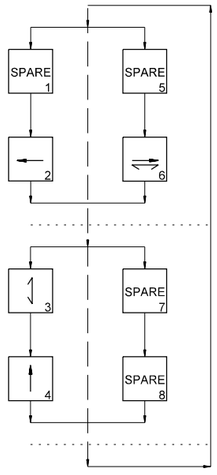


#1, 2, 3 & 4

#5 & 6

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

PHASING DIAGRAM



FINAL

LOCATION: MARSHALL RD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04B.dgn

HRHobby 5/12/2022 8:35:30 AM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	628	1104

(2) TRAFFIC SIGNAL QUANTITIES - N. JAMES ST./T.P. WHITE DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	74	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	7	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2279	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	80	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	284	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	647	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	165	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	37	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	448	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	53	LIN. FT.
710	NON-METALLIC CONDUIT (3")	492	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	3	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	1013	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1A STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	959	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	45	LIN. FT.
710	NON-METALLIC CONDUIT (3")	16	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	3	EACH
733	VIDEO CABLE	788	LIN. FT.

STAGE 1A STEPS 2 & 3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	4	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 1A STEP 5 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH
SP & 733	VIDEO DETECTOR (CLR)	1	EACH

STAGE 1A STEP 6 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

STAGE 1B STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

STAGE 1C STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	3	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1C STEP 1B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	3	EACH

RELOCATE SIGNAL HEADS 1, 2, AND 3 TO THEIR FINAL PLACE. INSTALL POLES D AND E. INSTALL PEDESTRIAN SIGNAL HEADS 9, 10, 11, 12, 13, AND 14.

SADonaldson 8/8/2022 2:59:3 PM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_QTY_C.dgn
REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_C.dgn

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	629	1104
				2	SIGNALIZATION PLAN SHEET			

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

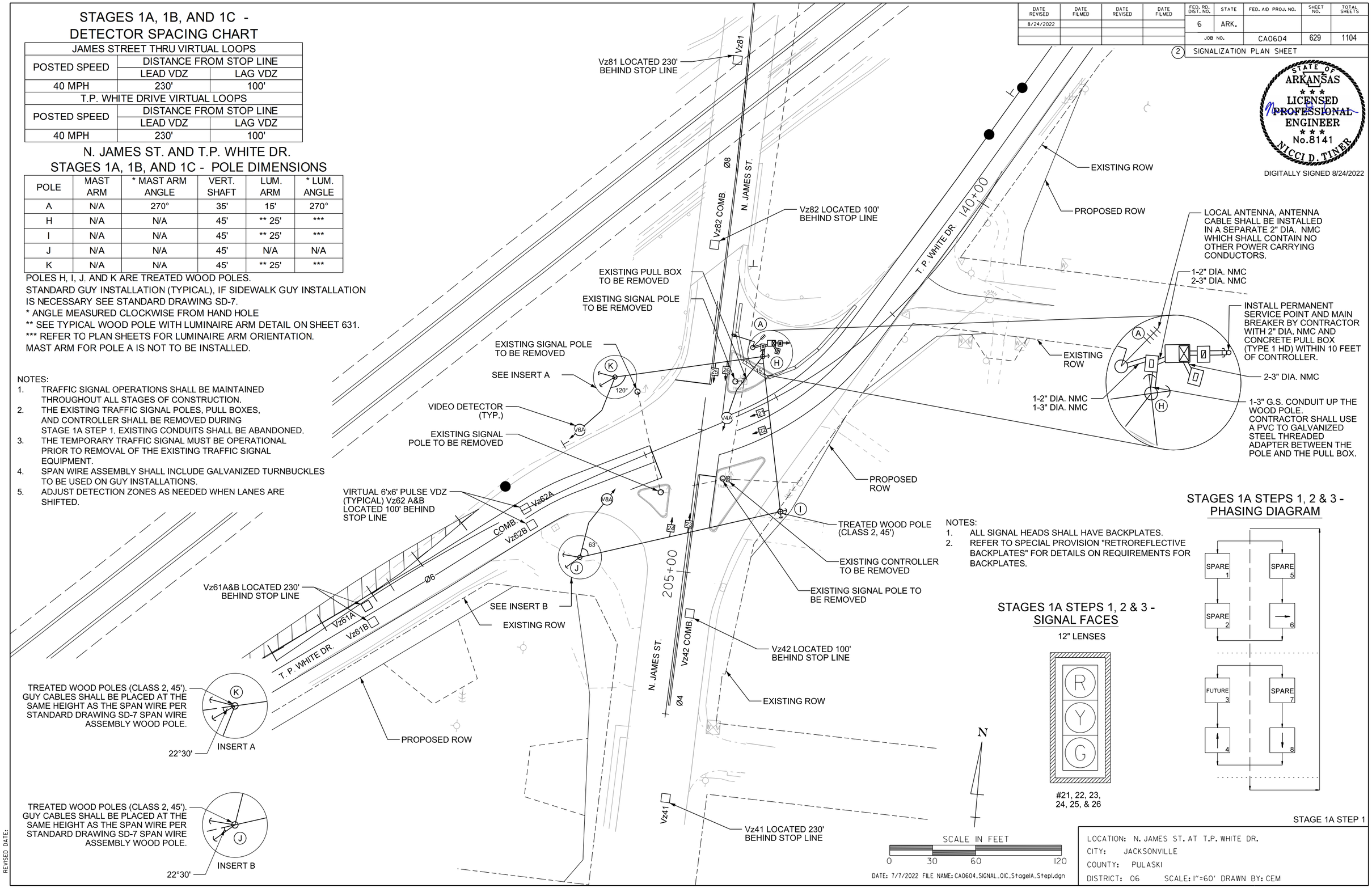
JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

N. JAMES ST. AND T.P. WHITE DR. STAGES 1A, 1B, AND 1C - POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	270°	35'	15'	270°
H	N/A	N/A	45'	** 25'	***
I	N/A	N/A	45'	** 25'	***
J	N/A	N/A	45'	N/A	N/A
K	N/A	N/A	45'	** 25'	***

POLES H, I, J. AND K ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE
** SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 631.
*** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.
MAST ARM FOR POLE A IS NOT TO BE INSTALLED.

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED DURING STAGE 1A STEP 1. EXISTING CONDUITS SHALL BE ABANDONED.
3. THE TEMPORARY TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
4. SPAN WIRE ASSEMBLY SHALL INCLUDE GALVANIZED TURNBUCKLES TO BE USED ON GUY INSTALLATIONS.
5. ADJUST DETECTION ZONES AS NEEDED WHEN LANES ARE SHIFTED.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

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

STAGES 1A STEPS 1, 2 & 3 - PHASING DIAGRAM

STAGES 1A STEPS 1, 2 & 3 - SIGNAL FACES

12" LENSES

#21, 22, 23, 24, 25, & 26

STAGE 1A STEP 1

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_OIC_StageIA_Step1.dgn

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WORKSPACE: AHTD
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REVISED DATE:

N. JAMES ST. AND T.P. WHITE DR.
STAGES 1A, 1B, AND 1C - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	T.P. WHITE- STA. 138+02.05	38' LT.	1276873.76, 197122.47
H	T.P. WHITE- STA. 137+99.22	30' LT.	1276876.02, 197114.37
I	T.P. WHITE- STA. 137+70.52	73' RT.	1276903.29, 197010.09
J	T.P. WHITE- STA. 136+27.88	47' RT.	1276766.75, 196965.66
K	T.P. WHITE- STA. 137+01.56	58' LT.	1276779.82, 197093.26

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

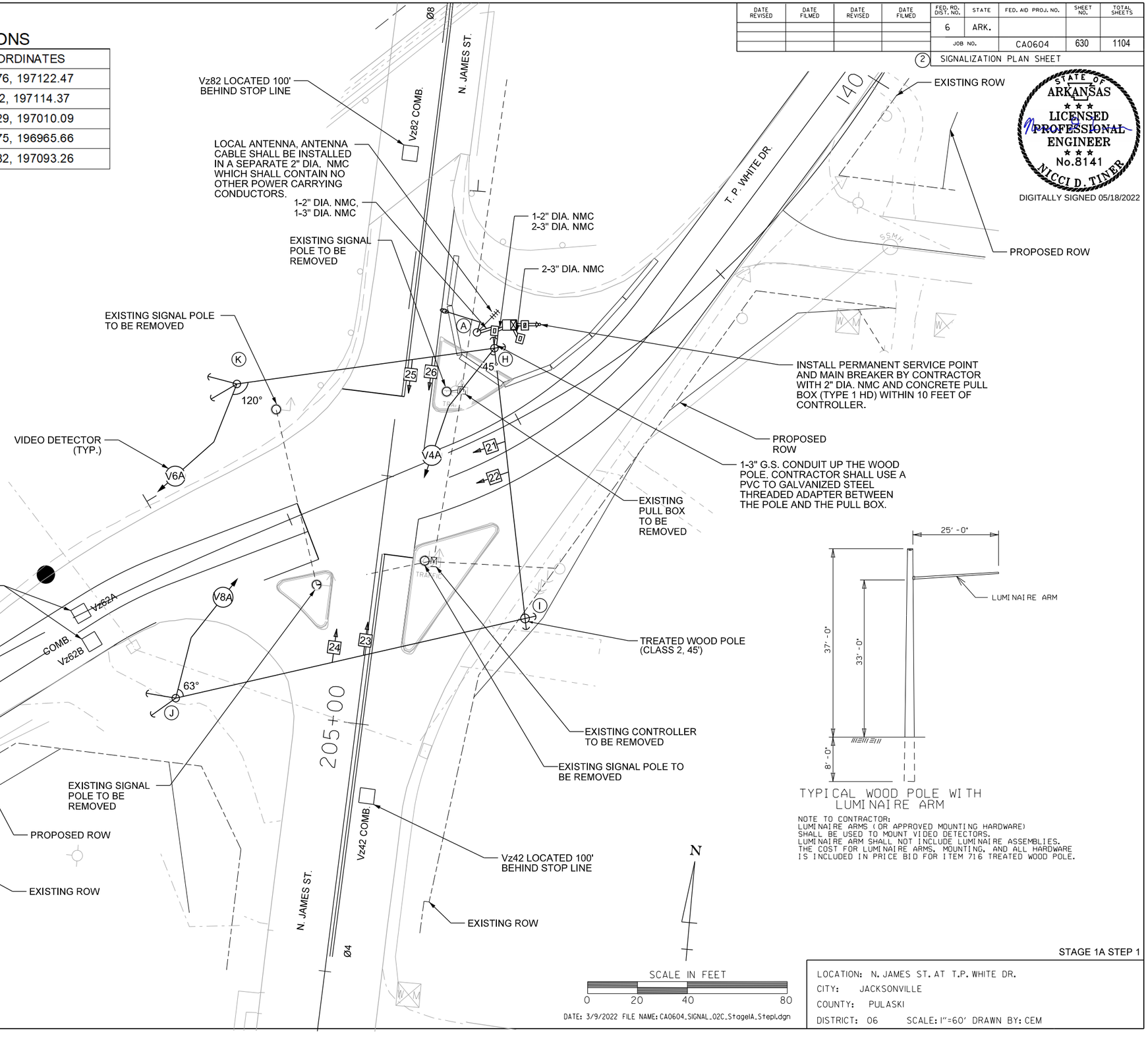
NO BUS STOPS
NO RAILROAD TRACKS
EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	630	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

STAGE 1A STEP 1

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/2/2022 8:35:45 AM
WORKSPACE: AHTD
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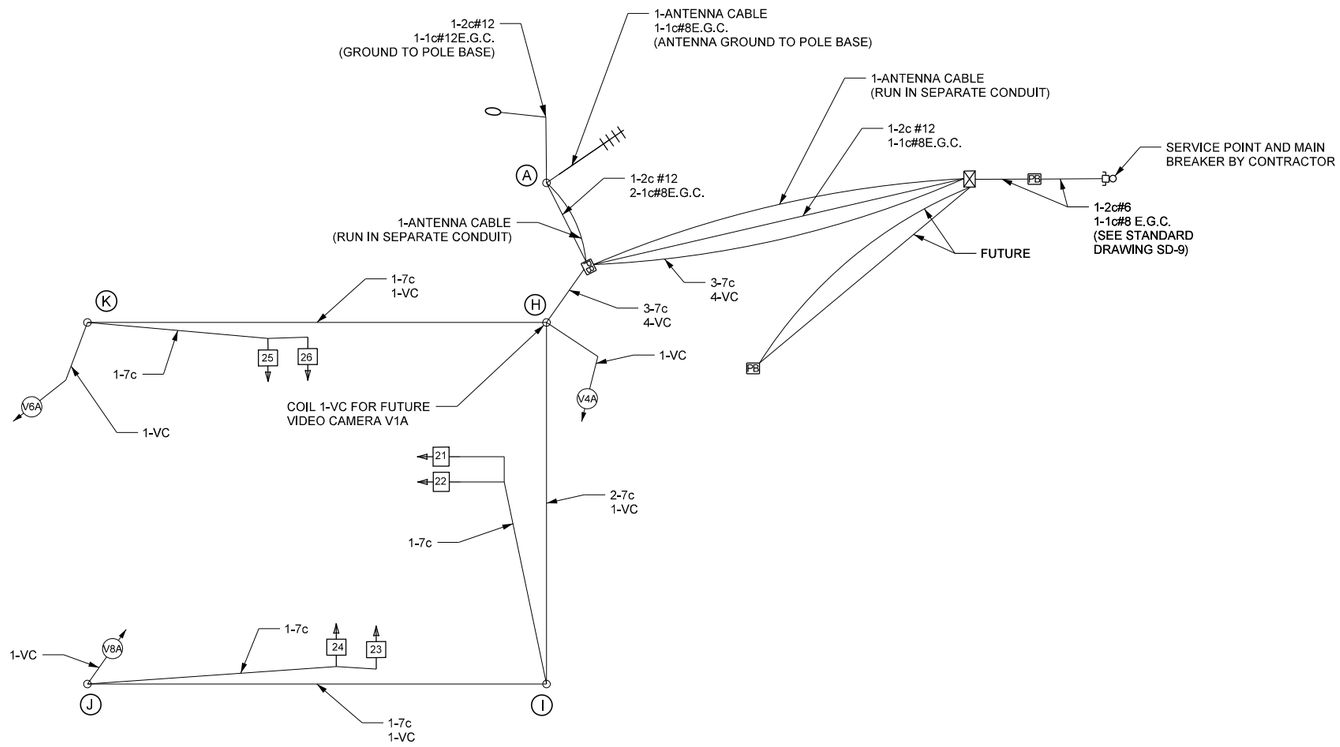
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	631	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1A STEPS 1, 2, & 3 - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGE 1A STEPS 1, 2, & 3

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03C_StageIA_StepI.dgn

SADonaldson 8/8/2022 3:05:07 PM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_03C_StageIA_StepI.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	632	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEP 1 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz61 A&B	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6A	23"
Vz62 A&B	EB NEAR	COMB.			4	V14	6	6		CAMERA V6A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 5, 6, 7, 8, 9, 10, 15, & 16						

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

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

STAGE 1A STEPS 1, 2, & 3 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND T.P. WHITE DR.				FLASH SEQUENCE
	6	CLR.	4+8	CLR.	
21 & 22	G	Y	R	R	R
23 & 24	R	R	G	Y	R
25 & 26	R	R	G	Y	R

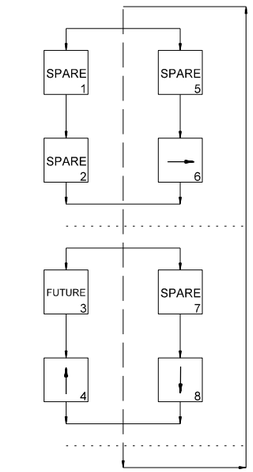
STAGE 1A STEPS 2 & 3 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz61	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6A	23"
Vz62	EB NEAR	COMB.			4	V14	6	6		CAMERA V6A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 5, 6, 7, 8, 9, 10, 15, & 16						

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

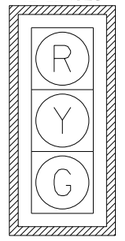
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGE 1A STEPS 1, 2 & 3 - PHASING DIAGRAM



STAGE 1A STEPS 1, 2 & 3 - SIGNAL FACES

12" LENSES



#21, 22, 23,
24, 25, & 26

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

STAGE 1A STEPS 1, 2 & 3

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04C_StageIA_Step1.dgn

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/2/2022 8:35:47 AM
WORKSPACE: AHTD
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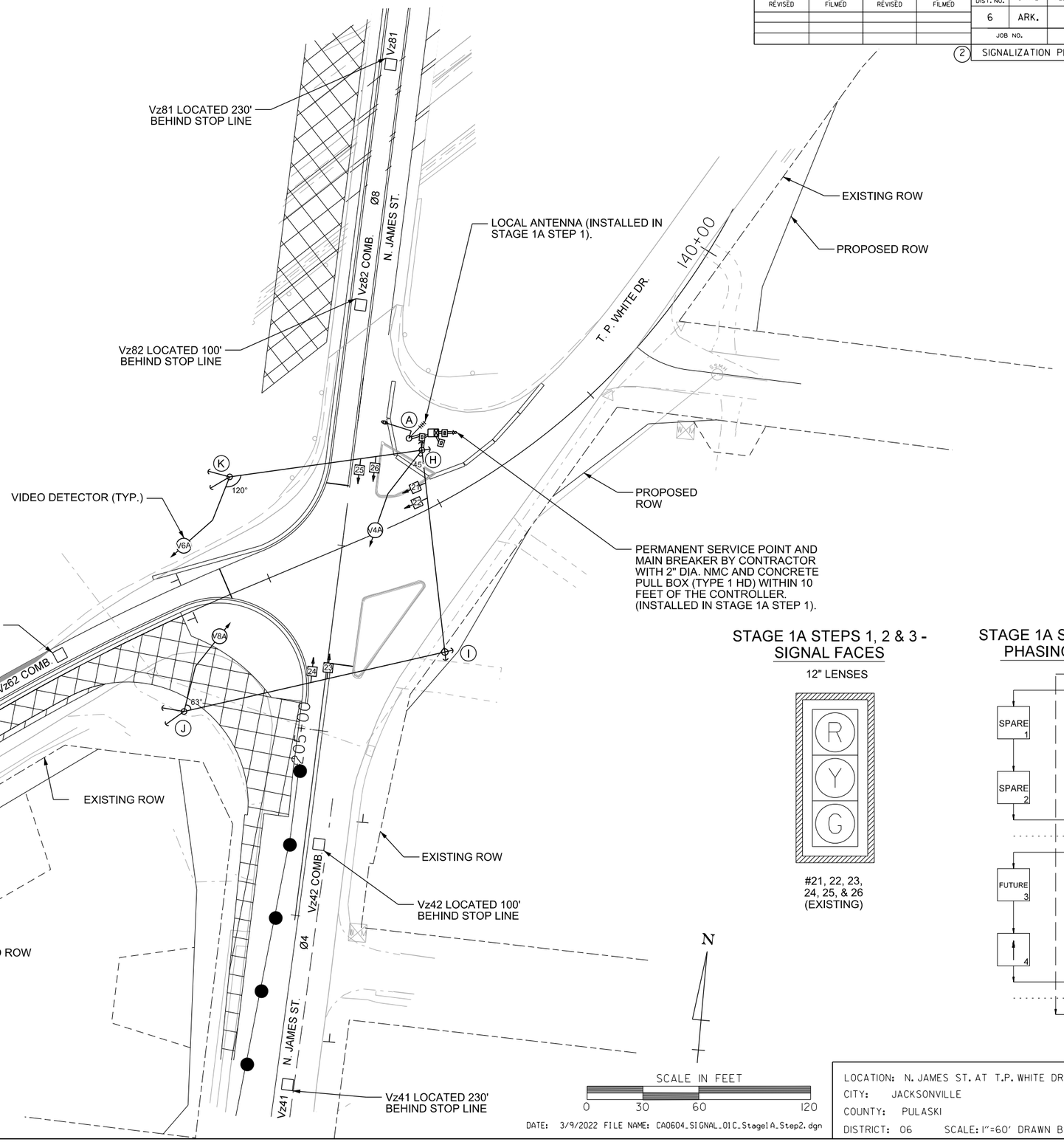
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	633	1104
				2	SIGNALIZATION PLAN SHEET			

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 2 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 2 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21, 22, 23, AND 24 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS V6A AND V8A TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 1A STEP 1 FOR STAGE 1A STEPS 2 & 3 WIRING.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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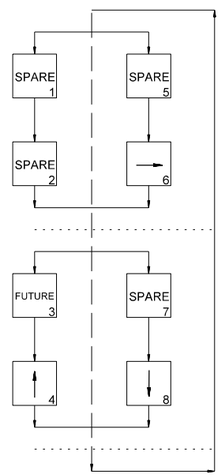
STAGE 1A STEPS 1, 2 & 3 - SIGNAL FACES

12" LENSES

#21, 22, 23, 24, 25, & 26 (EXISTING)

STAGE 1A STEPS 1, 2 & 3 - PHASING DIAGRAM



STAGE 1A STEPS 2 & 3

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01C_StageIA_Step2.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

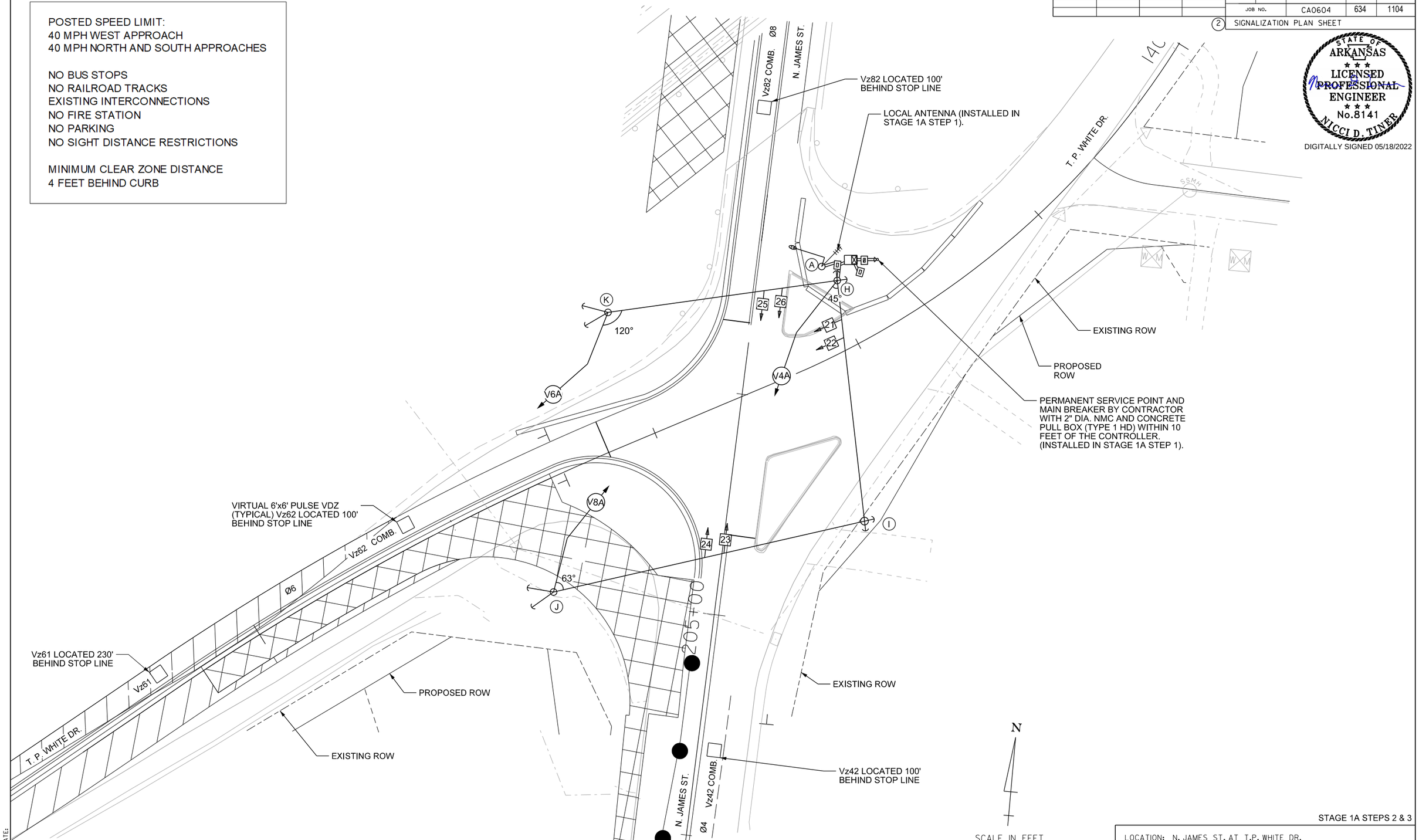
NO BUS STOPS
NO RAILROAD TRACKS
EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	634	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1A STEPS 2 & 3

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02C_StageIA_Step2.dgn

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:35:51 AM
WORKSPACE: AHTD
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REVISED DATE:

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

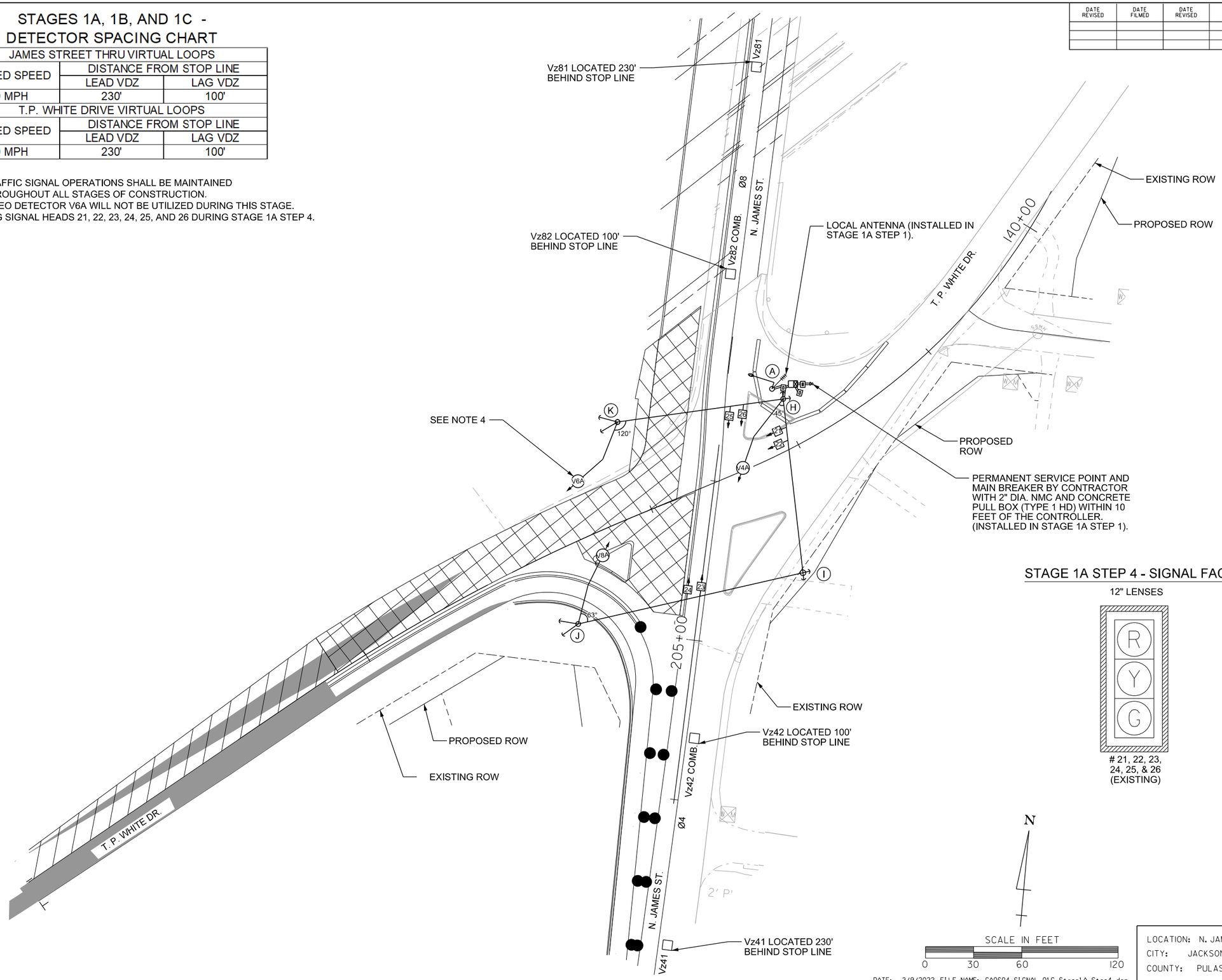
JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. VIDEO DETECTOR V6A WILL NOT BE UTILIZED DURING THIS STAGE.
3. BAG SIGNAL HEADS 21, 22, 23, 24, 25, AND 26 DURING STAGE 1A STEP 4.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	635	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

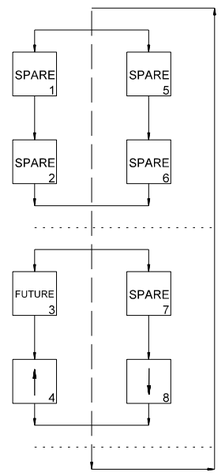


STAGE 1A STEP 4 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25, & 26 (EXISTING)

STAGE 1A STEP 4 - PHASING DIAGRAM



N

SCALE IN FEET
0 30 60 120

STAGE 1A STEP 4

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01C_StageIA_Step4.dgn

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5/12/2022 8:35:53 AM
WORKSPACE: AHTD
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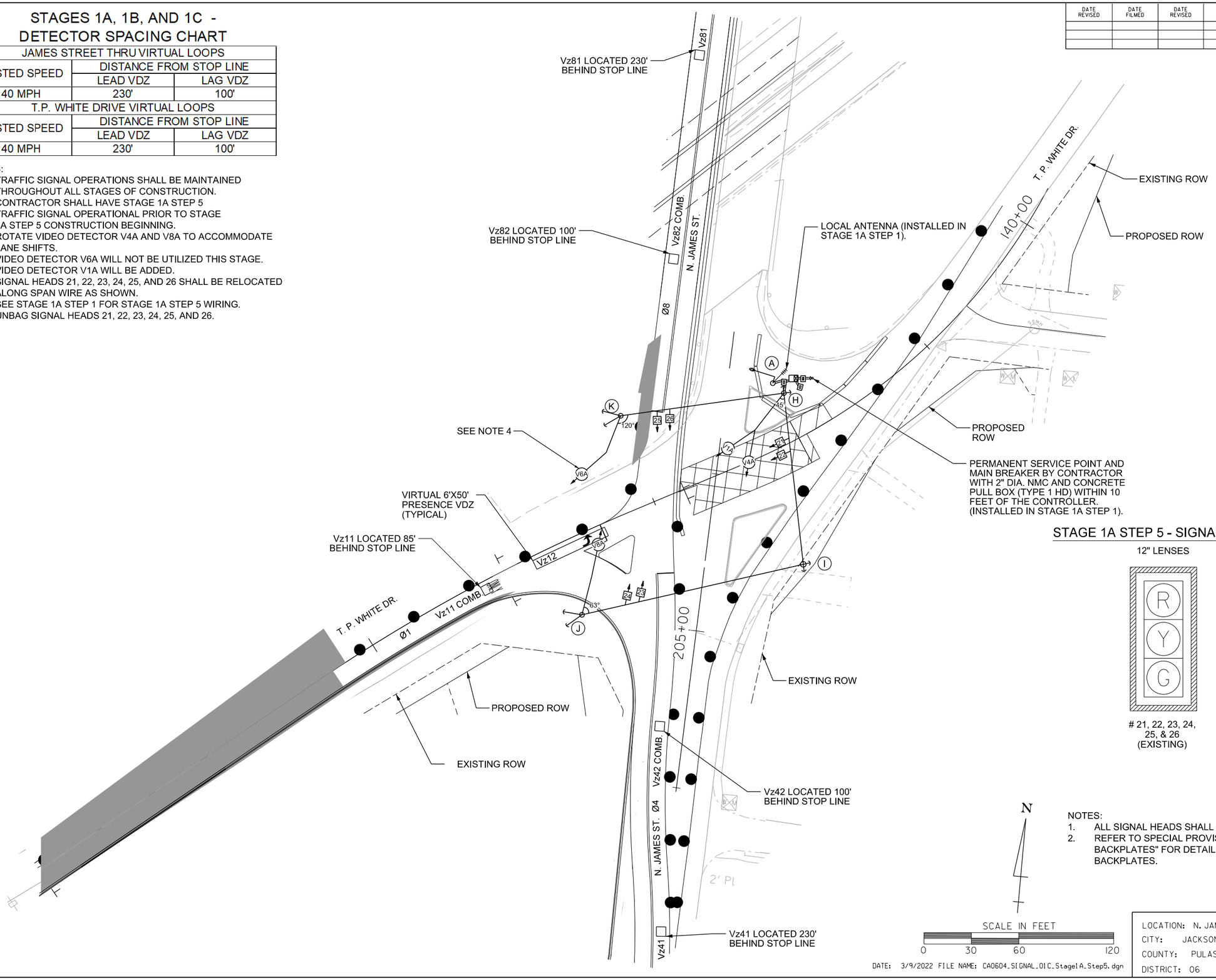
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	636	1104
				(2)	SIGNALIZATION PLAN SHEET			

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 5 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 5 CONSTRUCTION BEGINNING.
3. ROTATE VIDEO DETECTOR V4A AND V8A TO ACCOMMODATE LANE SHIFTS.
4. VIDEO DETECTOR V6A WILL NOT BE UTILIZED THIS STAGE. VIDEO DETECTOR V1A WILL BE ADDED.
5. SIGNAL HEADS 21, 22, 23, 24, 25, AND 26 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
6. SEE STAGE 1A STEP 1 FOR STAGE 1A STEP 5 WIRING.
7. UNBAG SIGNAL HEADS 21, 22, 23, 24, 25, AND 26.

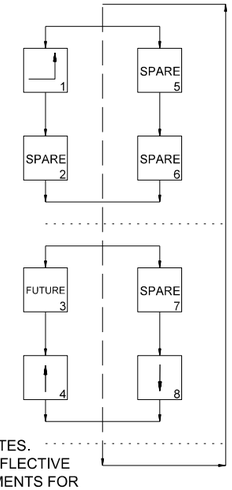


STAGE 1A STEP 5 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25, & 26 (EXISTING)

STAGE 1A STEP 5 - PHASING DIAGRAM



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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OIC_StageIA_Step5.dgn

STAGE 1A STEP 5

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

HRHobby 5/12/2022 8:35:53 AM
WORKSPACE: AHTD
L:\2022\20f732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_OIC_StageIA_Step5.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

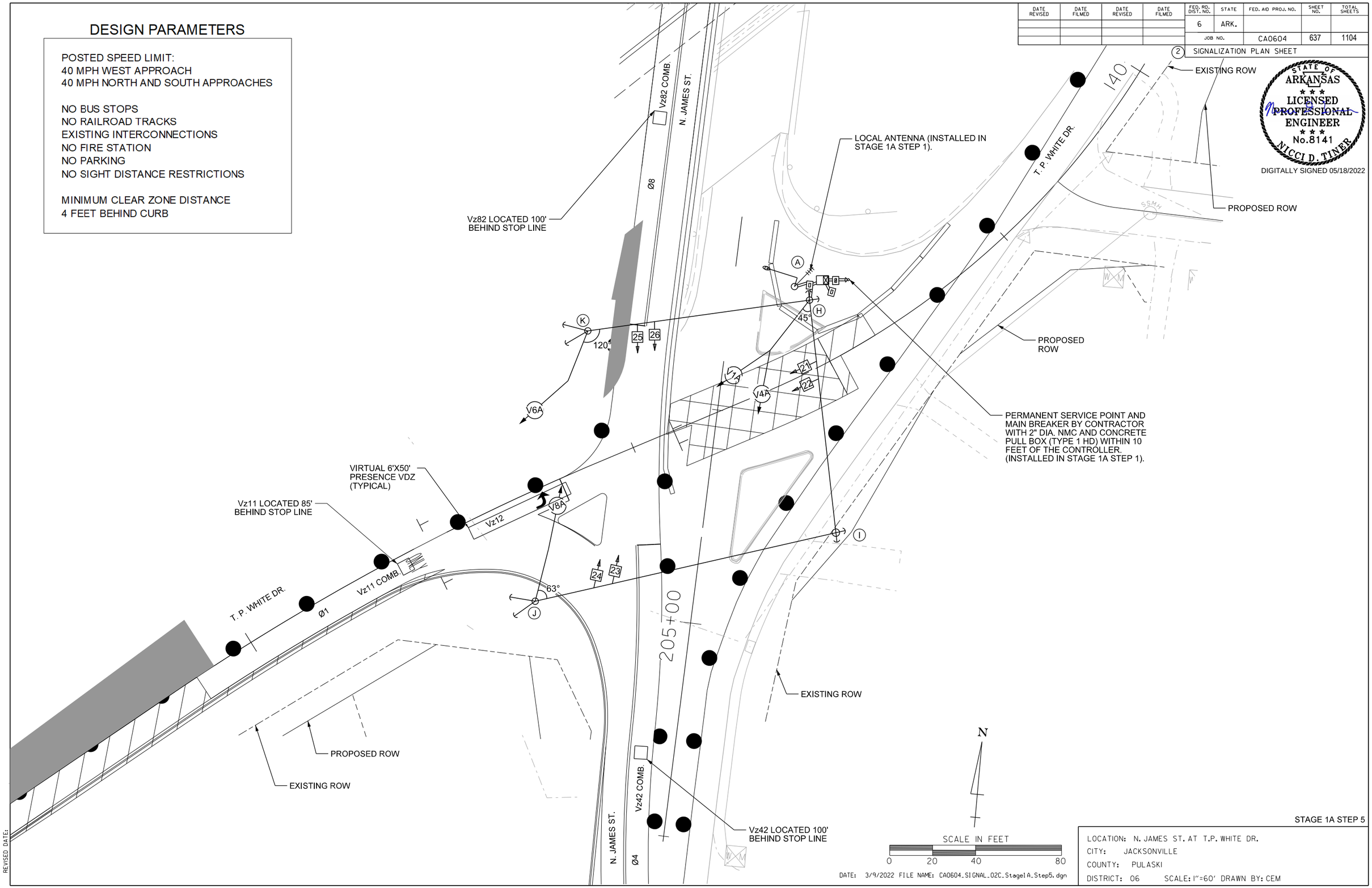
NO BUS STOPS
NO RAILROAD TRACKS
EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	637	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1A STEP 5

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02C_StageIA_Step5.dgn

HRHobby
5/12/2022 8:35:54 AM
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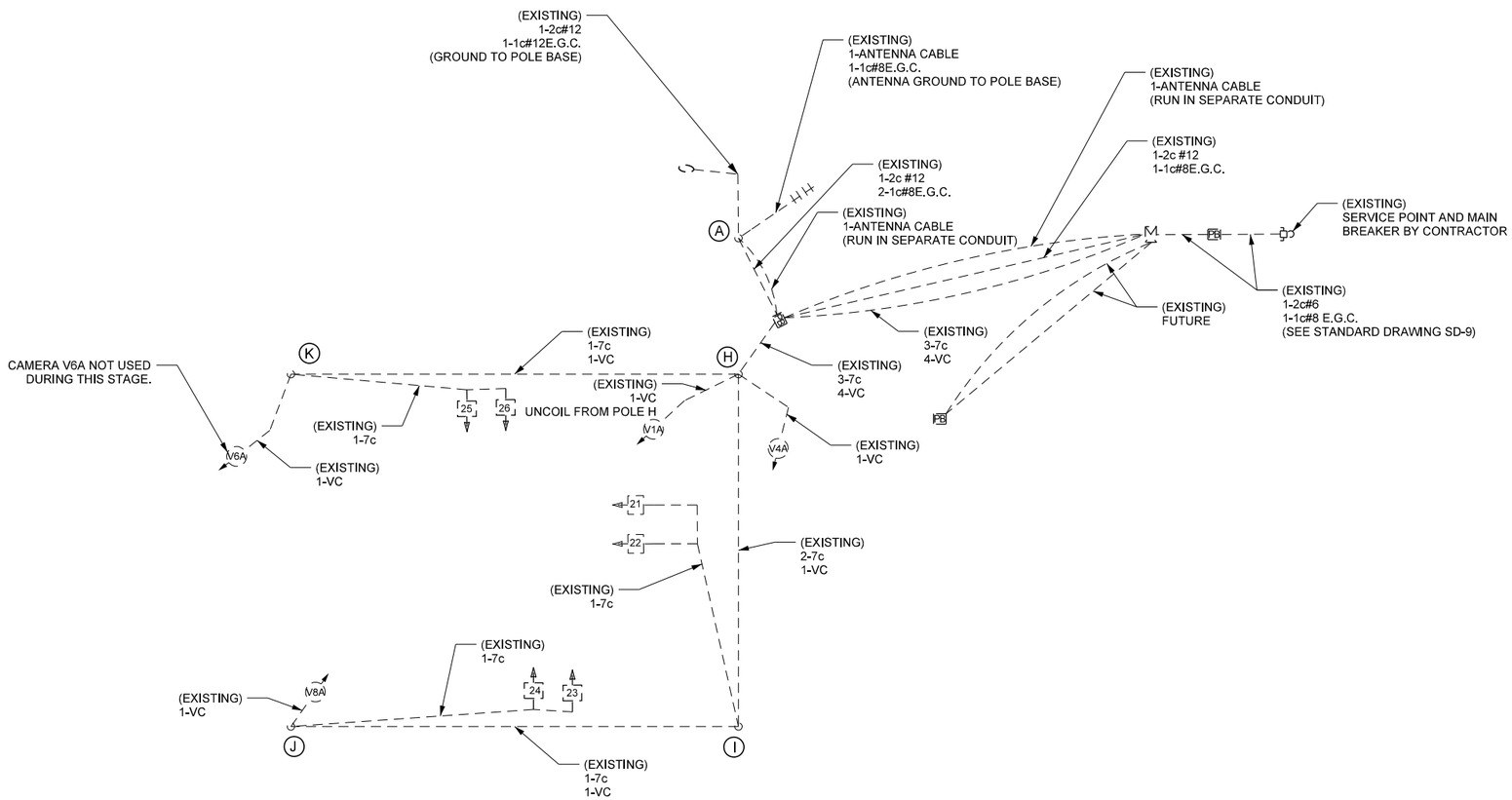
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	638	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1A STEP 5 - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

STAGE 1A STEP 5

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03C_StageIA_Step5.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	639	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEP 5 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	EB ADVANCE	COMB.			1	V9	1	1		CAMERA V1A	23"
Vz12	EB NEAR	LOCAL			2	V1	1			CAMERA V1A	23"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 3, 4, 5, 6, 7, 8, 9, 10, 15 & 16						

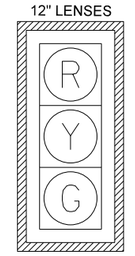
CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

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

STAGE 1A STEP 5 - INTERVAL CHART

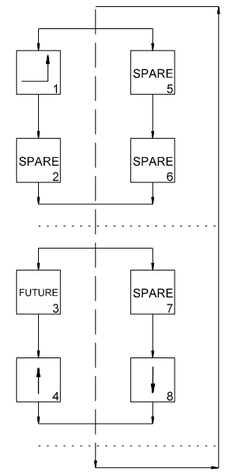
SIGNAL FACES	N. JAMES ST. AND T.P. WHITE DR.					FLASH SEQUENCE
	1	CLR.	4+8	CLR.		
21 & 22	G	Y	R	R		R
23 & 24	R	R	G	Y		R
25 & 26	R	R	G	Y		R

STAGE 1A STEP 5 - SIGNAL FACES



21, 22, 23, 24, 25, & 26 (EXISTING)

STAGE 1A STEP 5 - PHASING DIAGRAM



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

STAGE 1A STEP 5

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04C_StageIA_Step5.dgn

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REVISED DATE:

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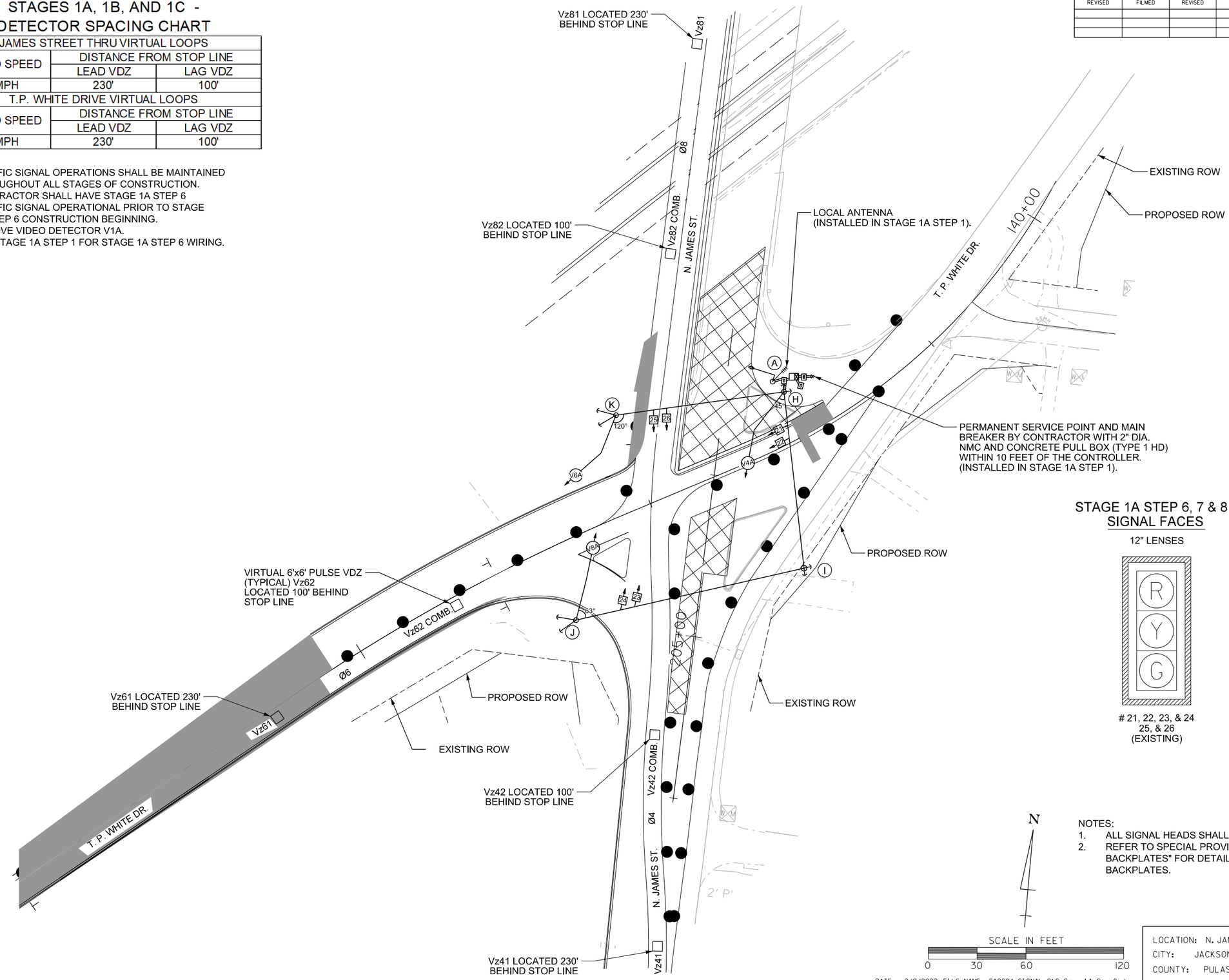
				6	ARK.			
				JOB NO.		CA0604	640	1104
				(2)	SIGNALIZATION PLAN SHEET			

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 6 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 6 CONSTRUCTION BEGINNING.
3. REMOVE VIDEO DETECTOR V1A.
4. SEE STAGE 1A STEP 1 FOR STAGE 1A STEP 6 WIRING.



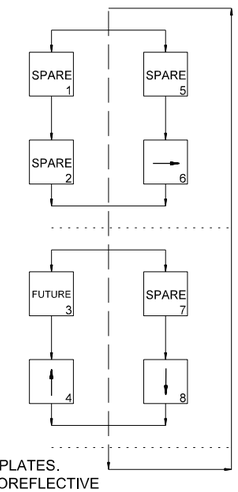
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEP 6, 7 & 8 - SIGNAL FACES

12" LENSES

21, 22, 23, & 24
25, & 26
(EXISTING)

STAGE 1A STEP 6, 7 & 8 - PHASING DIAGRAM



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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01C_Stage1A_Step6.dgn

STAGE 1A STEP 6, 7, & 8

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:35:59 AM
WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

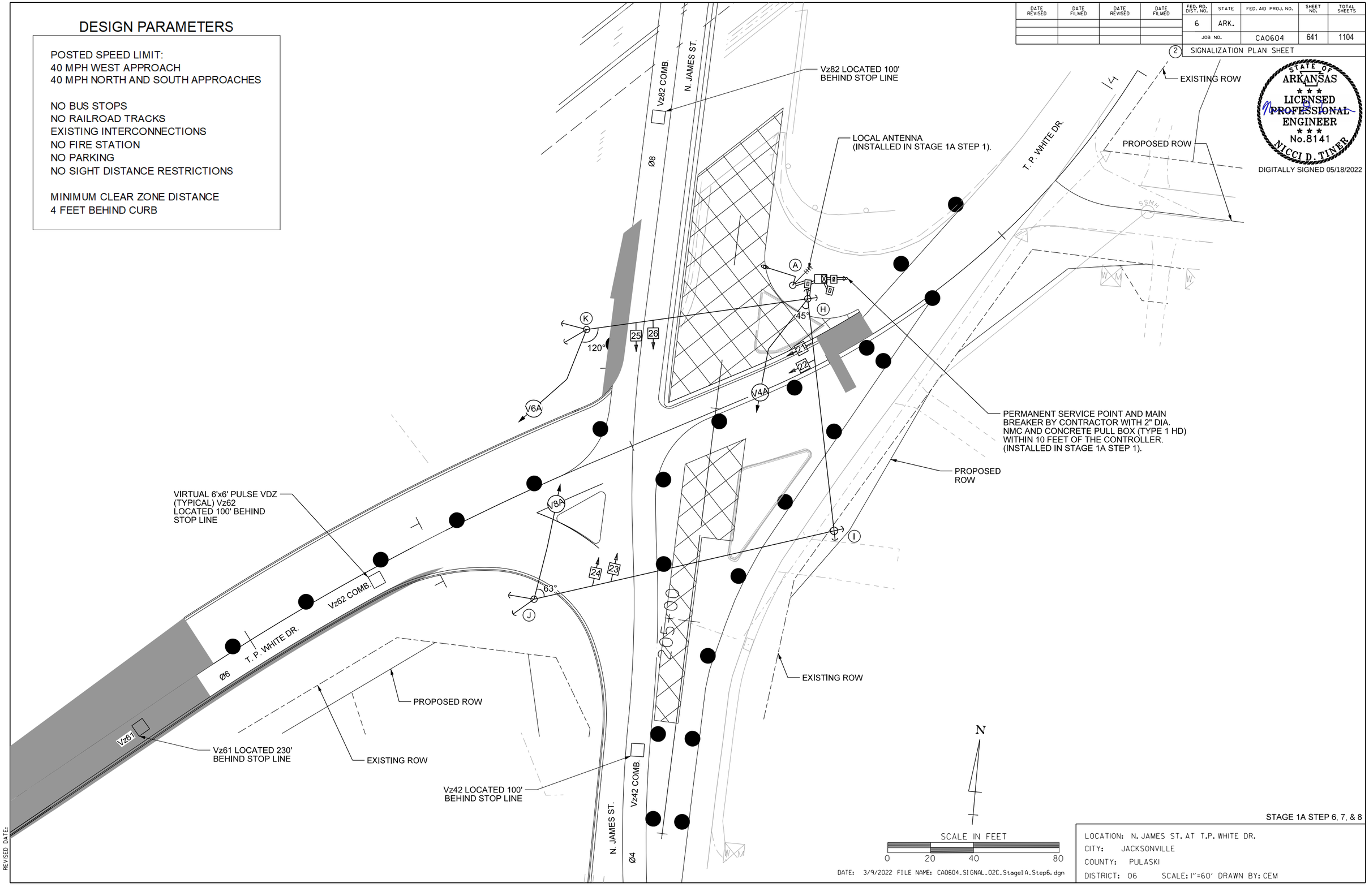
NO BUS STOPS
NO RAILROAD TRACKS
EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	641	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1A STEP 6, 7, & 8

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02C_StageIA_Step6.dgn

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REVISED DATE:

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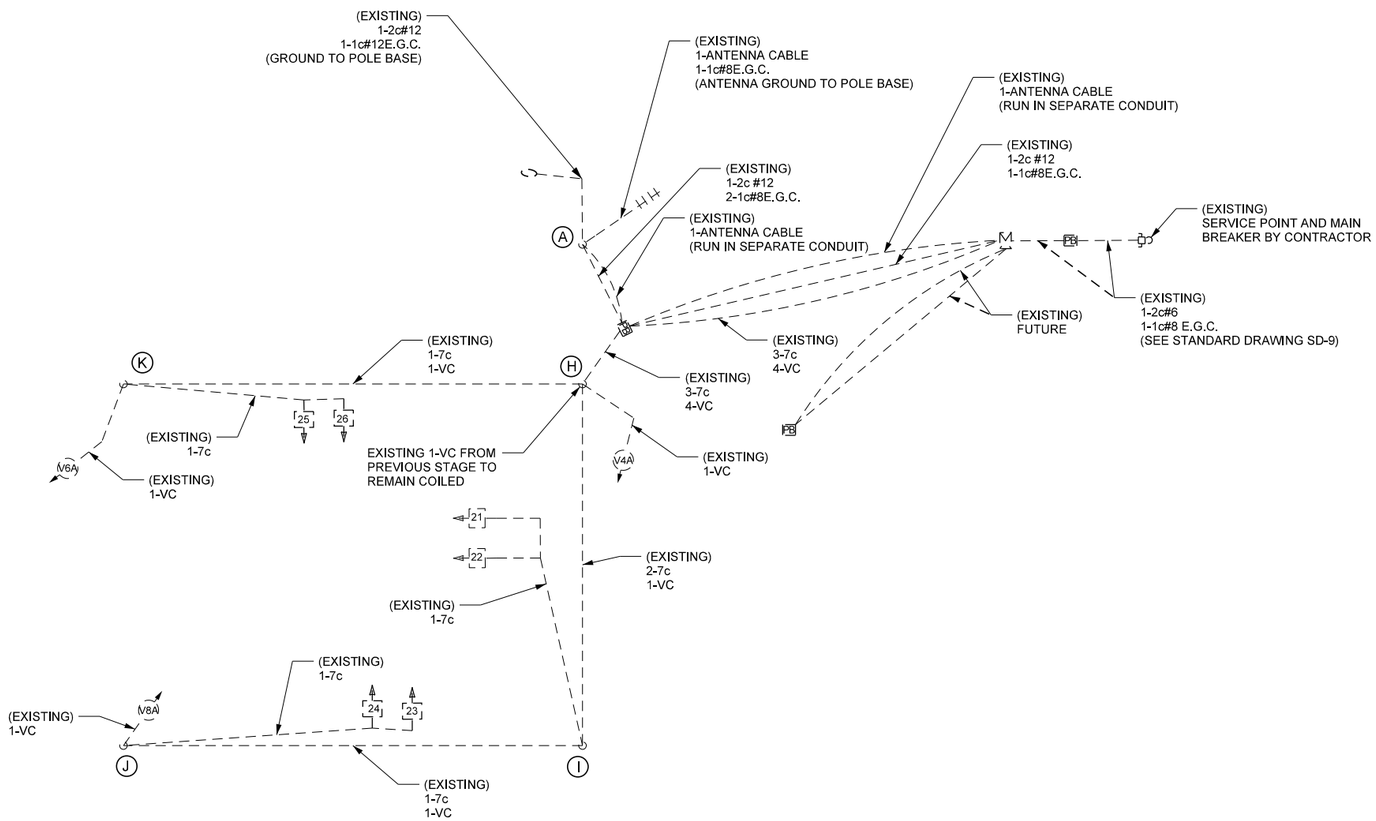
8/24/2022				6	ARK.			
				JOB NO.		CA0604	642	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1A STEP 6, 7, & 8 - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

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REVISED DATE:

STAGE 1A STEP 6, 7, & 8

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03C_StageIA_Step6.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	643	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 6, 7, & 8 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz41	NB ADVANCE	LOCAL			9	V4	4			CAMERA V7	23"
Vz42	NB NEAR	COMB.			10	V12	4	4		CAMERA V7	23"
Vz61	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62	EB NEAR	COMB.			4	V14	6	6		CAMERA V6	23"
Vz81	SB ADVANCE	LOCAL			7	V8	8			CAMERA V8	23"
Vz82	SB NEAR	COMB.			8	V16	8	8		CAMERA V8	23"
					SPARE: 1, 2, 5, 6, 11, 12, 13, 14, 15, & 16						

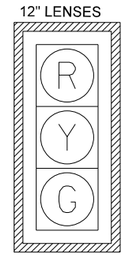
CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

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

STAGE 1A STEPS 6, 7, & 8 - INTERVAL CHART

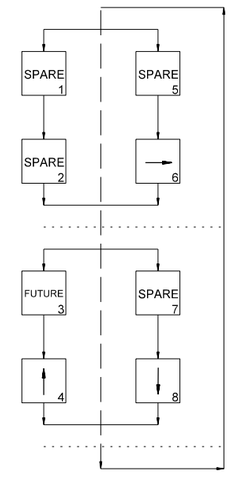
SIGNAL FACES	N. JAMES ST. AND T.P. WHITE DR.					FLASH SEQUENCE
	6	CLR.	4+8	CLR.		
21 & 22	G	Y	R	R		R
23 & 24	R	R	G	Y		R
25 & 26	R	R	G	Y		R

STAGE 1A STEP 6, 7 & 8 - SIGNAL FACES



21, 22, 23, 24, 25, & 26 (EXISTING)

STAGE 1A STEP 6, 7 & 8 - PHASING DIAGRAM



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

STAGE 1A STEP 6, 7 & 8

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04C_StageIA_Step6.dgn

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				6	ARK.			
				JOB NO.		CA0604	644	1104
				(2)	SIGNALIZATION PLAN SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

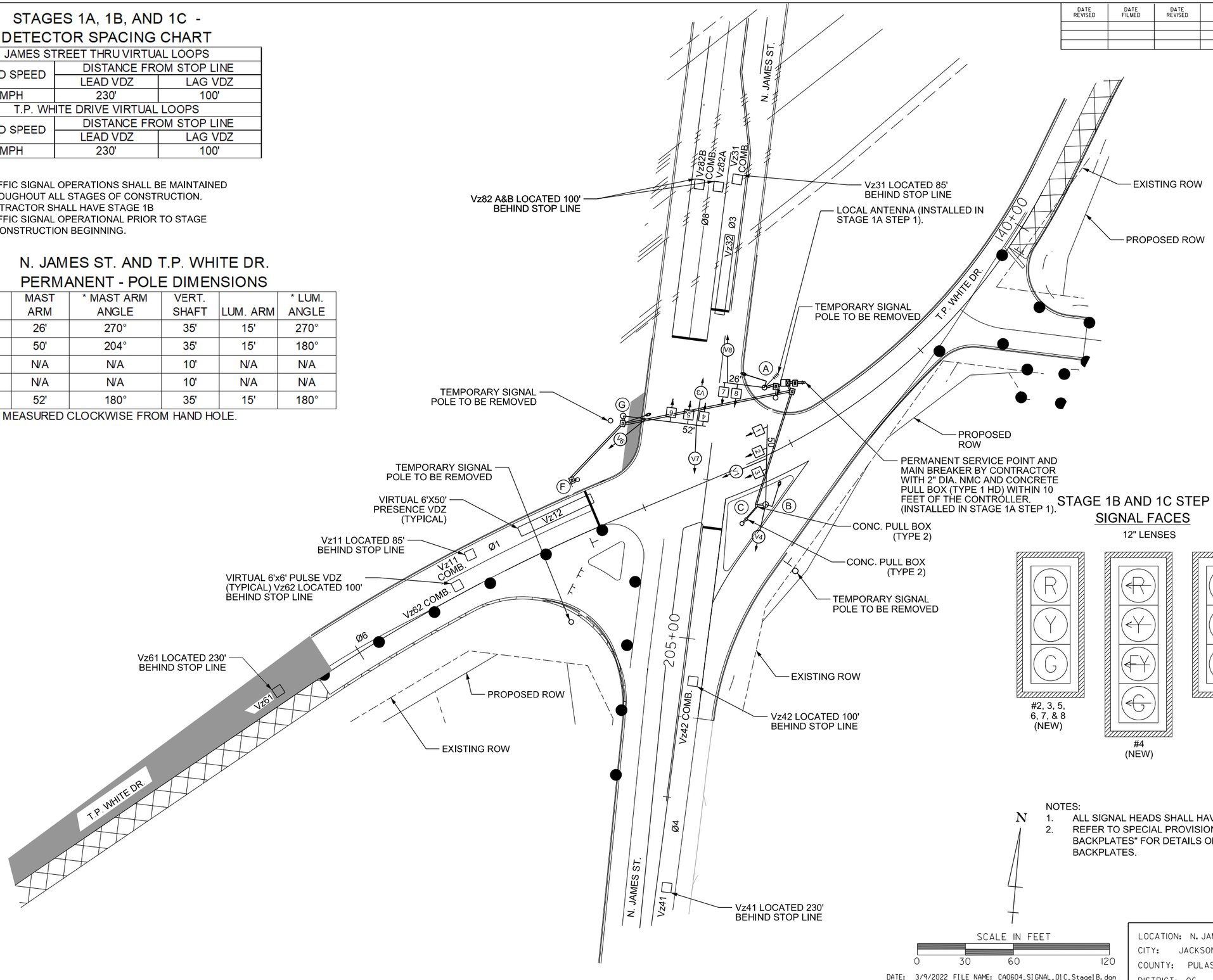
JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1B TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1B CONSTRUCTION BEGINNING.

N. JAMES ST. AND T.P. WHITE DR. PERMANENT - POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	26'	270°	35'	15'	270°
B	50'	204°	35'	15'	180°
C	N/A	N/A	10'	N/A	N/A
F	N/A	N/A	10'	N/A	N/A
G	52'	180°	35'	15'	180°

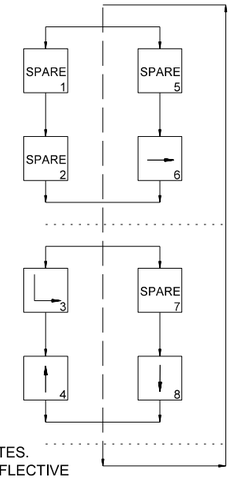
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.



STAGE 1B AND 1C STEP 1 - SIGNAL FACES

12" LENSES

STAGE 1B AND 1C STEP 1 - PHASING DIAGRAM



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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01C_StageIB.dgn

STAGE 1B

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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REVISED DATE: 5/12/2022 8:36:04 AM

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N. JAMES ST. AND T.P. WHITE DR.
PERMANENT - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	T.P. WHITE- STA. 138+02.05	38' LT.	1276873.76, 197122.47
B	T.P. WHITE- STA. 137+70.31	28' RT.	1276881.16, 197049.82
C	T.P. WHITE- STA. 137+52.41	33' RT.	1276867.46, 197036.57
F	T.P. WHITE- STA. 136+68.71	32' LT.	1276762.63, 197054.65
G	T.P. WHITE- STA. 137+09.99	58' LT.	1276787.46, 197096.86

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	645	1104
				2	SIGNALIZATION PLAN SHEET			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

Vz82 A&B LOCATED 100' BEHIND STOP LINE
Vz82B COMB.
Vz82A
N. JAMES ST.
Ø3
Ø8
Vz32
LOCAL ANTENNA (INSTALLED IN STAGE 1A STEP 1).
TEMPORARY SIGNAL POLE TO BE REMOVED
T.P. WHITE DR.
EXISTING ROW
PROPOSED ROW
V8
A
26'
TEMPORARY SIGNAL POLE TO BE REMOVED
G
V3
7
8
9
5
4
52'
V6
V7
1
2
3
50'
V1
PROPOSED ROW
PERMANENT SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF THE CONTROLLER. (INSTALLED IN STAGE 1A STEP 1).
TEMPORARY SIGNAL POLE TO BE REMOVED
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz12
Vz11 LOCATED 85' BEHIND STOP LINE
Vz11 COMB.
VIRTUAL 6'x6' PULSE VDZ (TYPICAL) Vz62 LOCATED 100' BEHIND STOP LINE
Ø1
Vz62 COMB.
V4
CONC. PULL BOX (TYPE 2)
CONC. PULL BOX (TYPE 2)
TEMPORARY SIGNAL POLE TO BE REMOVED
Vz61 LOCATED 230' BEHIND STOP LINE
Ø6
Vz61
T.P. WHITE DR.
PROPOSED ROW
EXISTING ROW
205+00
Vz42 COMB.
Vz42 LOCATED 100' BEHIND STOP LINE
EXISTING ROW
Ø4
N. JAMES ST.

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02C_StageIB.dgn

STAGE 1B

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:06 AM
WORKSPACE: AHTD
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REVISED DATE:

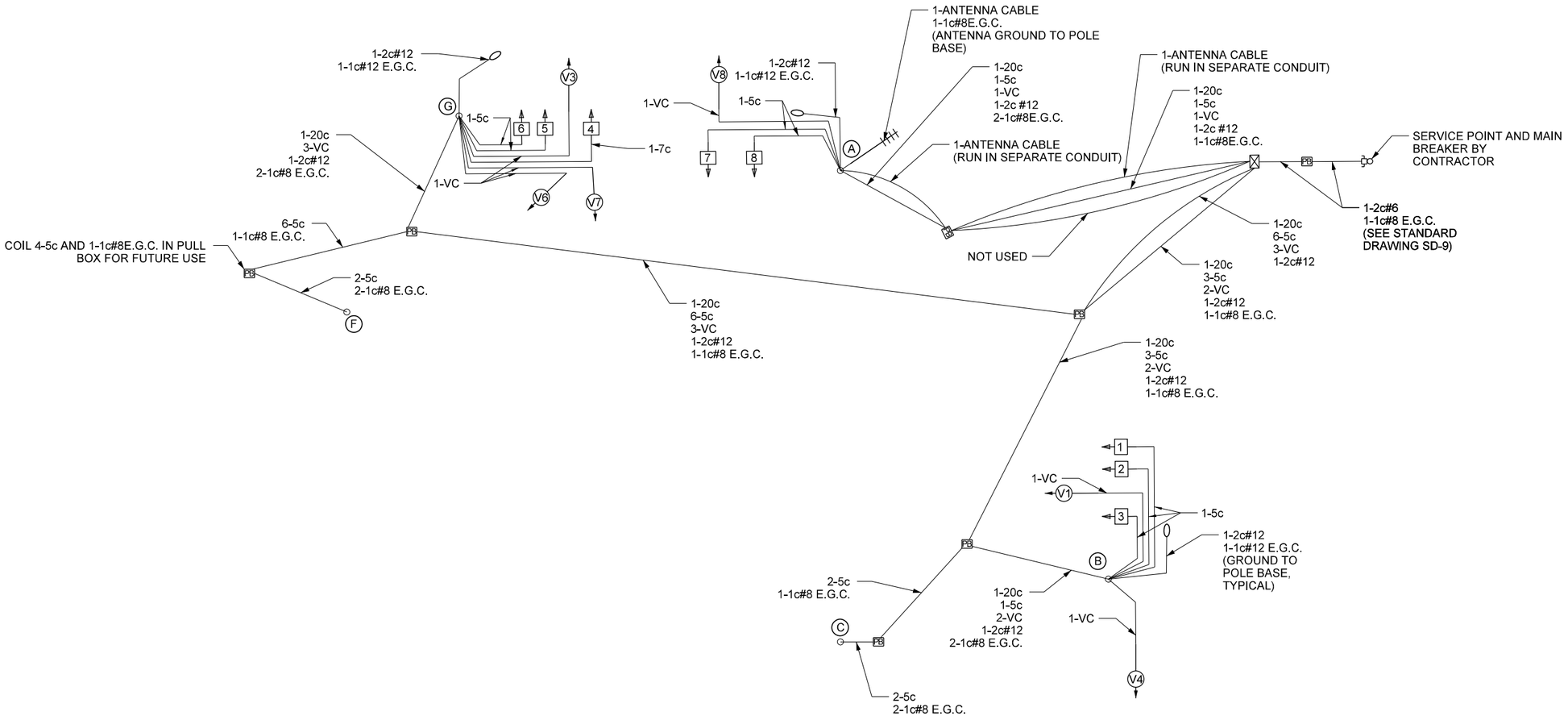
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	646	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGE 1B & 1C - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

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REVISED DATE:

STAGES 1B & 1C STEP 1

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03C_StageIB.dgn

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	647	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS ★★★ LICENSED PROFESSIONAL ENGINEER ★★★ No.8141 NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

STAGES 1B & 1C STEP 1 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	EB LT. TURN FAR	COMB.			1	V9	6	1		CAMERA V1	37"
Vz12	EB LT. TURN	LOCAL			2	V1	6			CAMERA V1	37"
Vz31	SB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3	37"
Vz32	SB LT. TURN	LOCAL			10	V3	3			CAMERA V3	37"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4	74"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V7	37"
Vz61	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62	EB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz81 A&B	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8	74"
Vz82 A&B	SB NEAR	COMB.			12	V16	8	8		CAMERA V3	37"
					SPARE: 5, 6, 7, 8, 15 & 16						

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

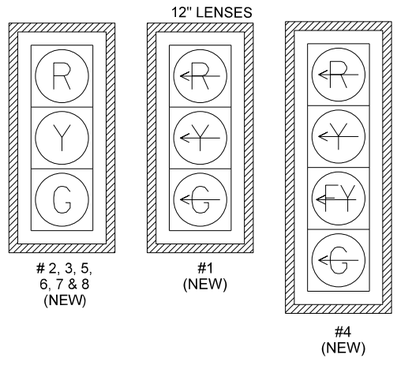
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 1B & 1C STEP 1 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND T.P. WHITE DR.							FLASH SEQUENCE
	6	CLR.	3+8	CLR.	4+8	CLR.		
1	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
2 & 3	G	Y	R	R	R	R		R
4	~~R~~	~~R~~	~~G~~	*	~~FY~~	***		~~R~~
5 & 6	R	R	G	**	G	**		R
7 & 8	R	R	R	R	G	Y		R

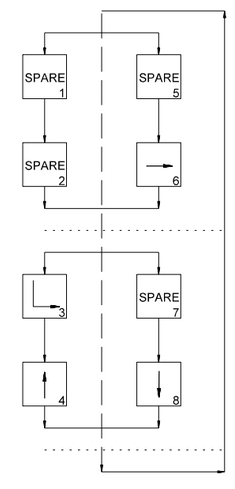
* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW BALL DEPENDING ON NEXT PHASE.

STAGE 1B AND 1C STEP 1 - SIGNAL FACES



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

STAGE 1B AND 1C STEP 1 - PHASING DIAGRAM



STAGE 1B & 1C STEP 1

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04C_StageIB.dgn

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WORKSPACE: AHTD
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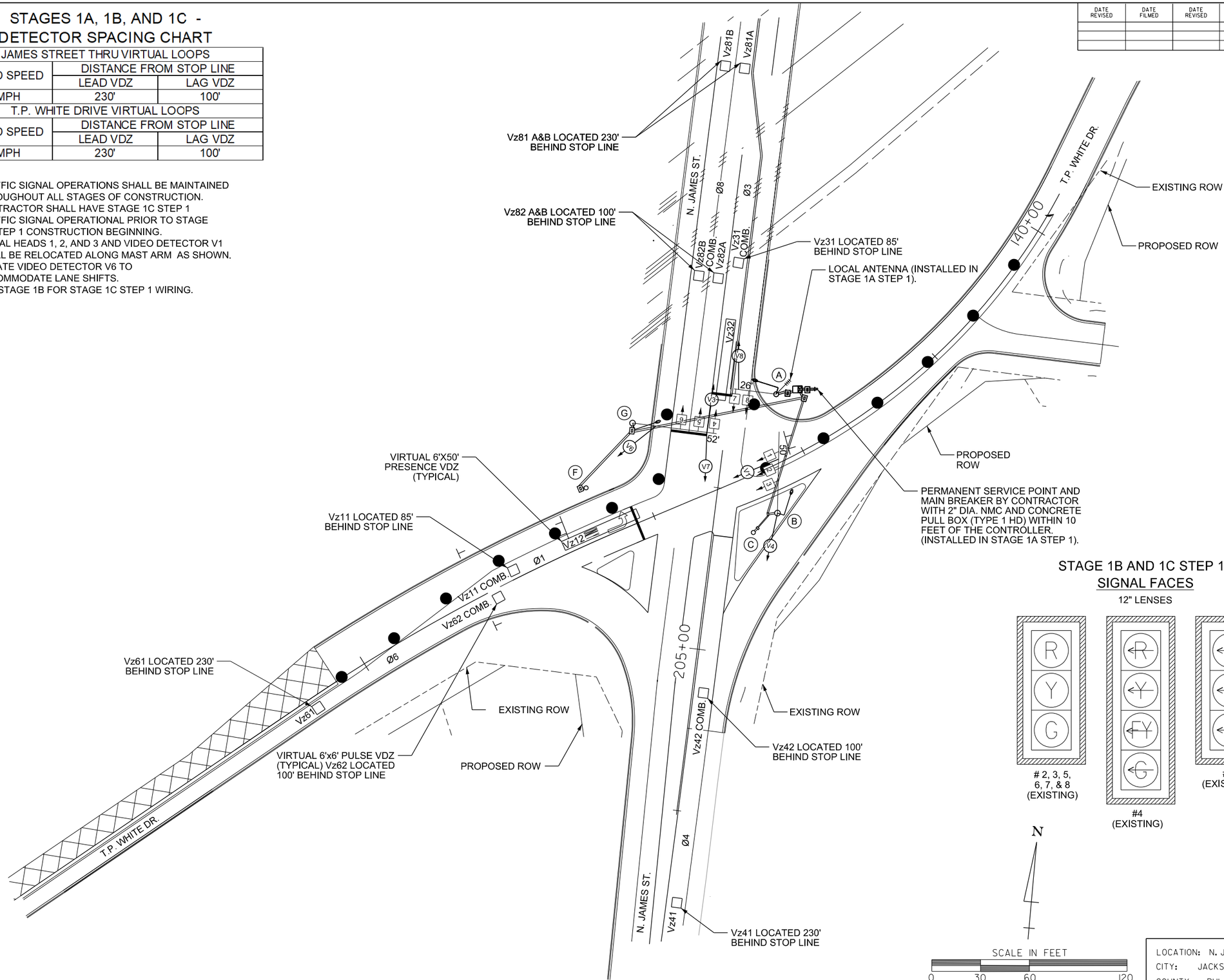
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	648	1104
				(2)	SIGNALIZATION PLAN SHEET			

STAGES 1A, 1B, AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 1 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 1, 2, AND 3 AND VIDEO DETECTOR V1 SHALL BE RELOCATED ALONG MAST ARM AS SHOWN.
4. ROTATE VIDEO DETECTOR V6 TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 1C STEP 1 WIRING.

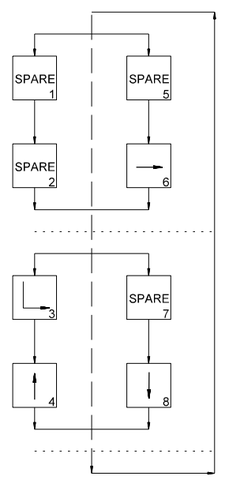


STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B AND 1C STEP 1 - SIGNAL FACES

12" LENSES

STAGE 1B AND 1C STEP 1 - PHASING DIAGRAM



STAGE 1C STEP 1

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01C_Stage1C_Step1.dgn

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:17 AM
WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

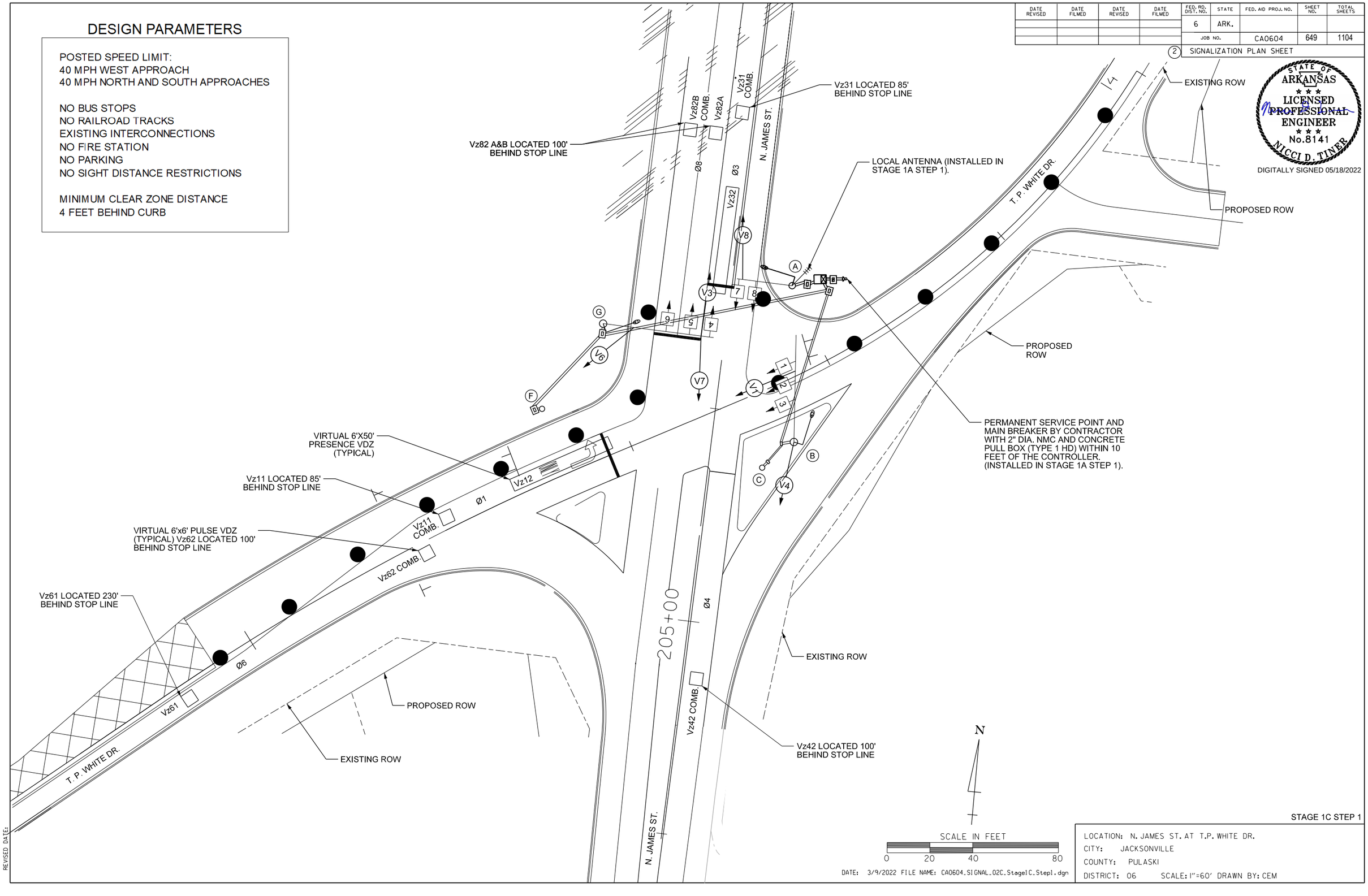
NO BUS STOPS
NO RAILROAD TRACKS
EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	649	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02C_StageIC_Step1.dgn

STAGE 1C STEP 1

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
5/12/2022 8:36:18 AM
WORKSPACE: AHTD
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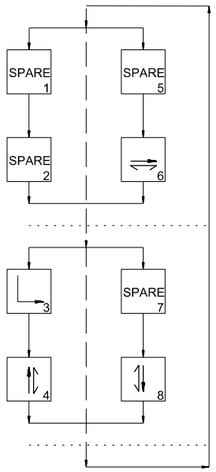
REVISED DATE:

PHASING DIAGRAM



N. JAMES ST. AND T.P. WHITE DR.
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	26'	270°	35'	15'	270°
B	50'	204°	35'	15'	180°
C	N/A	N/A	10'	N/A	N/A
D	N/A	N/A	6'	N/A	N/A
E	N/A	N/A	10'	N/A	N/A
F	N/A	N/A	10'	N/A	N/A
G	52'	180°	35'	15'	180°

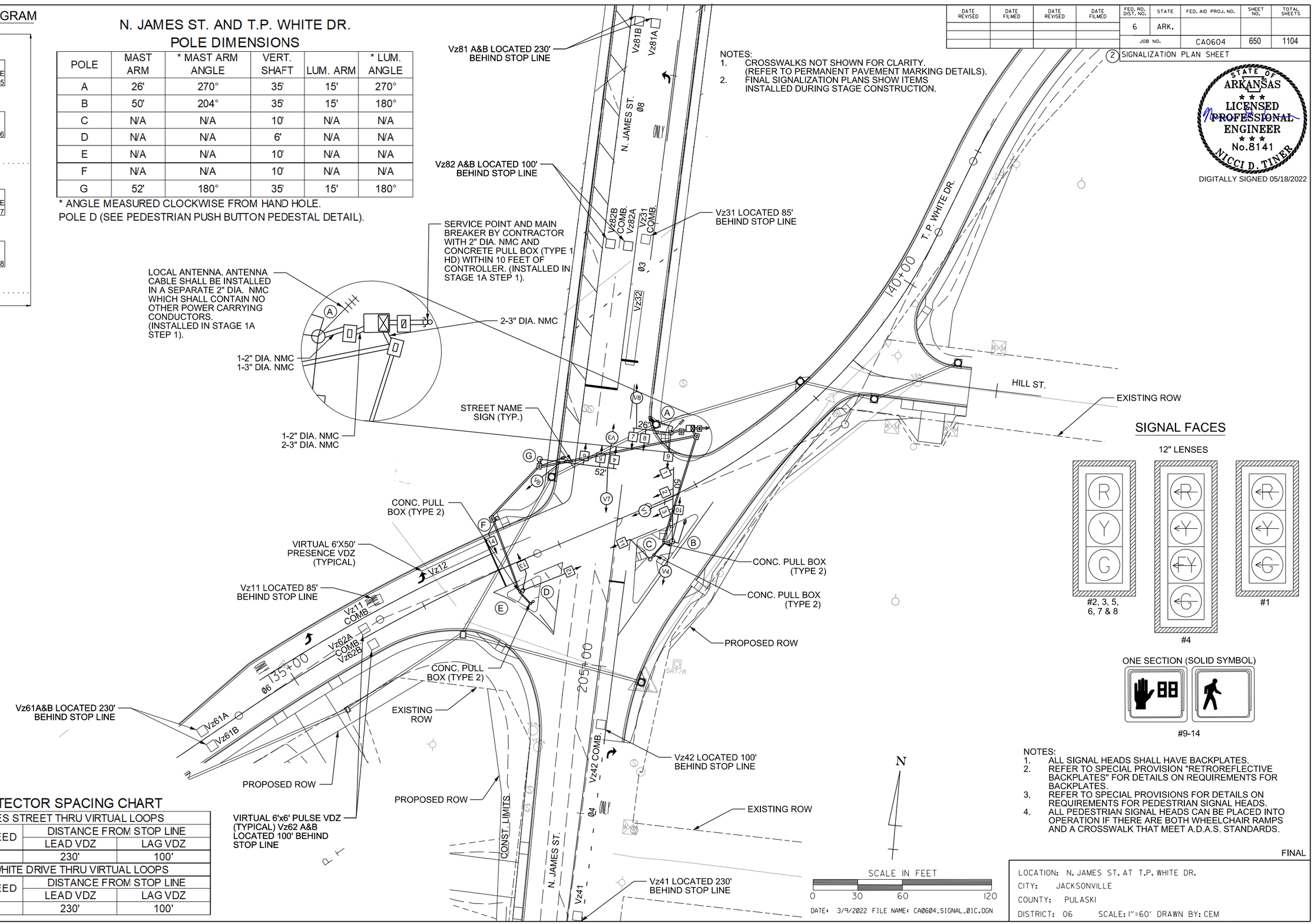
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.
POLE D (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	650	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE CONSTRUCTION.



SIGNAL FACES

12" LENSES

ONE SECTION (SOLID SYMBOL)

#9-14

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

DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
T.P. WHITE DRIVE THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01C.DGN

FINAL

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:19 AM
WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE CONSTRUCTION

N. JAMES ST. AND T.P. WHITE DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	T.P. WHITE- STA. 138+02.05	38' LT.	1276873.76, 197122.47
B	T.P. WHITE- STA. 137+70.31	28' RT.	1276881.16, 197049.82
C	T.P. WHITE- STA. 137+52.41	33' RT.	1276867.46, 197036.57
D	T.P. WHITE- STA. 136+68.46	29' RT.	1276791.70, 197001.09
E	T.P. WHITE- STA. 136+65.03	19' RT.	1276784.09, 197007.95
F	T.P. WHITE- STA. 136+68.71	32' LT.	1276762.63, 197054.65
G	T.P. WHITE- STA. 137+09.99	58' LT.	1276787.46, 197096.86

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	651	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

Vz82 A&B LOCATED 100' BEHIND STOP LINE
Vz31 LOCATED 85' BEHIND STOP LINE
1-2" DIA. NMC, 1-3" DIA. NMC
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS. (INSTALLED IN STAGE 1A STEP 1).
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF CONTROLLER. (INSTALLED IN STAGE 1A STEP 1).
2-3" DIA. NMC
1-2" DIA. NMC, 2-3" DIA. NMC
STREET NAME SIGN (TYP.)
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz11 LOCATED 85' BEHIND STOP LINE
VIRTUAL 6'x6' PULSE VDZ (TYPICAL)Vz62 A&B LOCATED 100' BEHIND STOP LINE
Vz61 A&B LOCATED 230' BEHIND STOP LINE
CONC. PULL BOX (TYPE 2)
CONC. PULL BOX (TYPE 2)
CONC. PULL BOX (TYPE 2)
CONC. PULL BOX (TYPE 2)
PROPOSED ROW
EXISTING ROW
EXISTING ROW
Vz42 LOCATED 100' BEHIND STOP LINE
N. JAMES ST.
T.P. WHITE DR.
HILL ST.
630+00
135+00
140+00
205+00
SAT/R

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02C.dgn

FINAL

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
5/12/2022 8:36:21 AM
WORKSPACE: AHTD
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REVISED DATE:

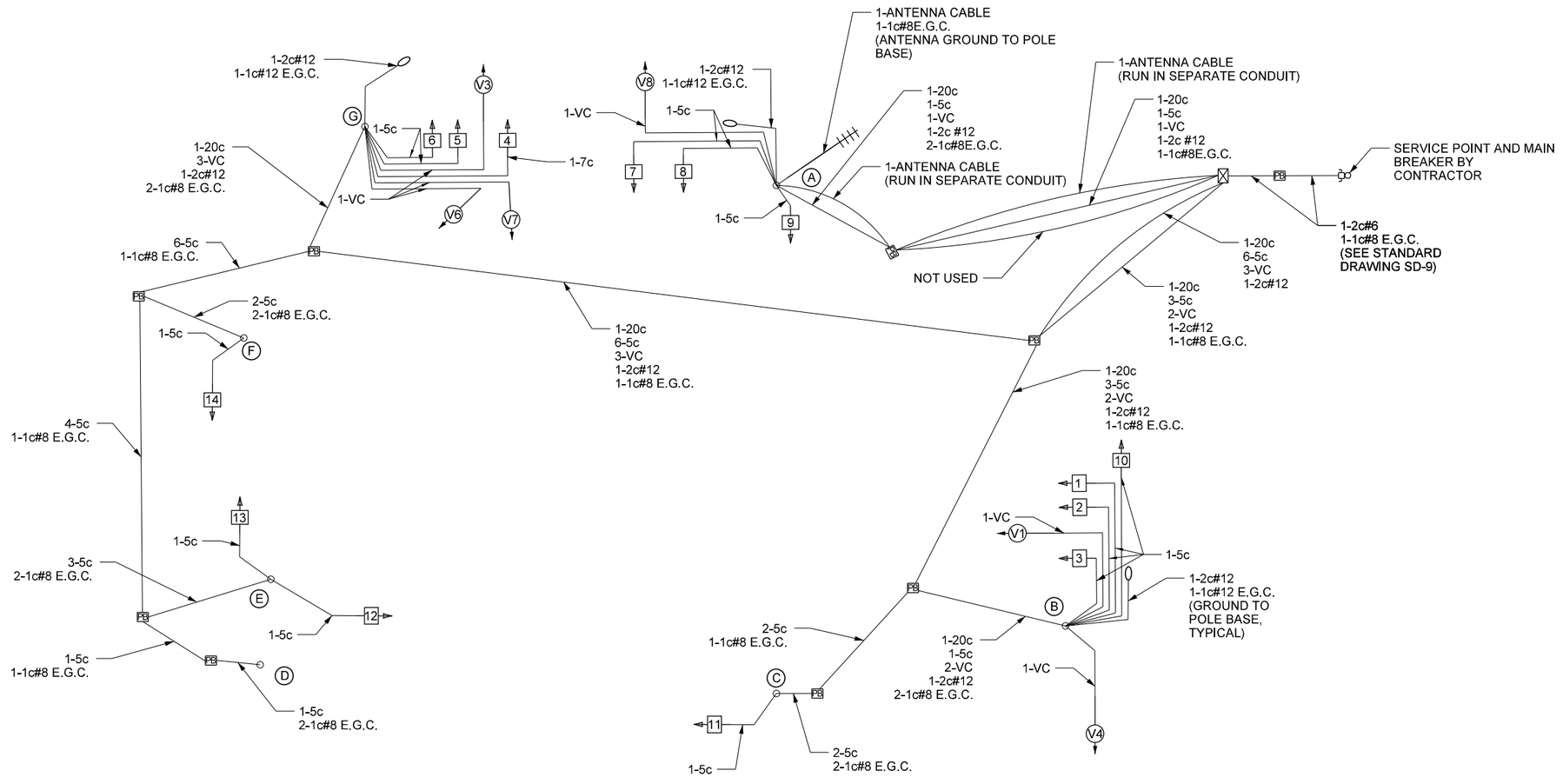
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	652	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03C.dgn

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	653	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST AND T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	EB LT. TURN FAR	COMB.			1	V9	6	1		CAMERA V1	37"
Vz12	EB LT. TURN	LOCAL			2	V1	6			CAMERA V1	37"
Vz31	SB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3	37"
Vz32	SB LT. TURN	LOCAL			10	V3	3			CAMERA V3	37"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4	74"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V7	37"
Vz61 A&B	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	EB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz81 A&B	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8	74"
Vz82 A&B	SB NEAR	COMB.			12	V16	8	8		CAMERA V3	37"
PB4 A&B	N. JAMES ST. N.LEG	PED.				P4	4				
PB6 A&B	T.P. DR. E. LEG	PED.				P6	6				
PB8 A&B	N. JAMES ST. S.LEG	PED.				P8	8				
					SPARE: 5, 6, 7, 8, 15 & 16						

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

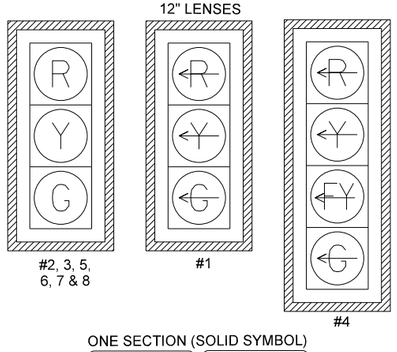
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

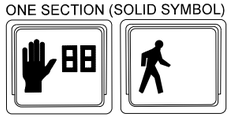
INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND T.P. WHITE DR.						FLASH SEQUENCE
	6	CLR.	3+8	CLR.	4+8	CLR.	
1	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	G	Y	R	R	R	R	R
4	~~R~~	~~R~~	~~G~~	*	~~FY~~	***	~~R~~
5 & 6	R	R	G	**	G	**	R
7 & 8	R	R	R	R	G	Y	R
9 &10	DW	DW	DW	DW	W	FDW	BLK
11 & 12	W	FDW	DW	DW	DW	DW	BLK
13 &14	DW	DW	W	FDW	W	FDW	BLK

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW BALL DEPENDING ON NEXT PHASE.

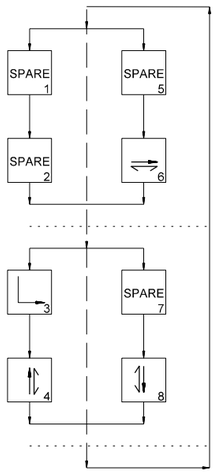
SIGNAL FACES



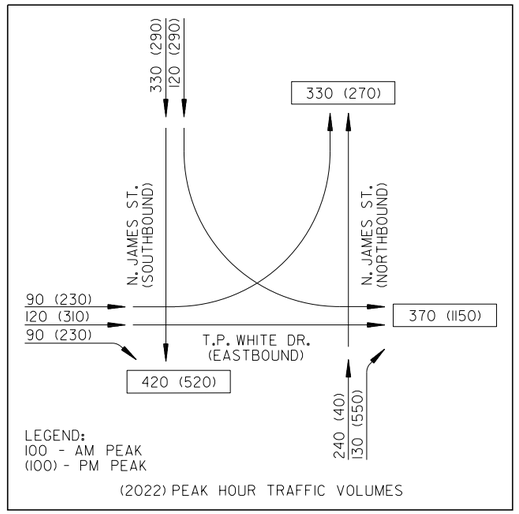


NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
4. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION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

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



FINAL

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04C.dgn

LOCATION: N. JAMES ST. AT T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/2/2022 8:36:23 AM
WORKSPACE: AHTD
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REVISED DATE:



DIGITALLY SIGNED 8/24/2022

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	654	1104

(2) TRAFFIC SIGNAL QUANTITIES - N. JAMES ST./JOHN HARDEN DR.

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE. 50' HT.)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	84	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1828	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	106	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	429	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	566	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	215	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	37	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	819	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	52	LIN. FT.
710	NON-METALLIC CONDUIT (3")	446	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	5	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46'-38')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	6	EACH
733	VIDEO CABLE	1216	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1A STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	69	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	992	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	37	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	37	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	75	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	90	LIN. FT.
710	NON-METALLIC CONDUIT (2")	23	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	3	EACH
733	VIDEO CABLE	586	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

STAGE 1A STEP 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	VIDEO DETECTOR ROTATION	3	EACH

STAGE 1A STEP 3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1A STEP 4 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1A STEPS 5 & 6 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	4	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 1A STEPS 7 & 8 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 1B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	4	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 1C STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1C STEP 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1C STEP 3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

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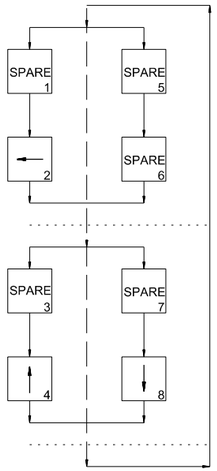
REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_D.dgn

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

STAGE 1A STEPS 1, 2 & 3
PHASING DIAGRAM



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8/24/2022				6	ARK.			
				JOB NO.		CA0604	655	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" G.S. WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF THE CONTROLLER.

POLE MOUNTED CONTROLLER, 1-2" G.S. CONDUIT INTO THE CONTROLLER AND 2-3" AND 1-2" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOD POLE.

VIDEO DETECTOR (TYPICAL)

STANDARD GUY INSTALLATION (TYP.)

PROPOSED ROW

EXISTING ROW

EXISTING SIGNAL POLE TO BE REMOVED

Vz81

Vz81 LOCATED 230' BEHIND STOP LINE

Vz82 COMB.

N. JAMES ST.

Ø8

EXISTING ROW

VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 100' BEHIND STOP LINE

EXISTING SIGNAL POLE TO BE REMOVED

PROPOSED ROW

EXISTING ROW

Vz21 A&B LOCATED 230' BEHIND STOP LINE

PROPOSED ROW

145+00

SEE INSERT A

Vz22 A&B LOCATED 100' BEHIND STOP LINE

Vz22B

COMB.

Vz22A

Ø2

Vz21B

Vz21A

JOHN HARDEN DR.

140+00

210+00

JOHN HARDEN DR.

EXISTING SIGNAL POLE TO BE REMOVED

SEE INSERT B

TREATED WOOD POLE (CLASS 2, 45')

EXISTING SIGNAL POLE TO BE REMOVED

Vz42 COMB.

N. JAMES ST.

Ø4

Vz42 LOCATED 100' BEHIND STOP LINE

Vz41

Vz41 LOCATED 230' BEHIND STOP LINE

TREATED WOOD POLES (CLASS 2, 45'). GUY CABLES SHALL BE PLACED AT THE SAME HEIGHT AS THE SPAN WIRE PER STANDARD DRAWING SD-7 SPAN WIRE ASSEMBLY WOOD POLE.

22°30'

INSERT A

TREATED WOOD POLES (CLASS 2, 45'). GUY CABLES SHALL BE PLACED AT THE SAME HEIGHT AS THE SPAN WIRE PER STANDARD DRAWING SD-7 SPAN WIRE ASSEMBLY WOOD POLE.

22°30'

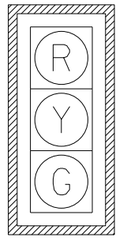
INSERT B

STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

STAGE 1A STEPS 1, 2 & 3 SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25 & 26

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

N. JAMES ST. AND JOHN HARDEN DR. STAGES 1A, 1B, AND 1C - POLE DIMENSIONS

POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	* LUM. ARM	** LUM. ANGLE
H	N/A	N/A	45'	25'	N/A
I	N/A	N/A	45'	25'	N/A
J	N/A	N/A	45'	N/A	N/A
K	N/A	N/A	45'	25'	N/A

ALL POLES ARE TREATED WOOD POLES.

STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 656.

** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED DURING STAGE 1A STEP 1. EXISTING CONDUITS SHALL BE ABANDONED.
3. THE TEMPORARY TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
4. SPAN WIRE ASSEMBLY SHALL INCLUDE GALVANIZED TURNBUCKLES TO BE USED ON GUY INSTALLATIONS.
5. ADJUST DETECTION ZONES AS NEEDED WHEN LANES ARE SHIFTED.

STAGE 1A STEP 1

N

SCALE IN FEET
0 30 60 120

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1A_STEP1.DGN

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	656	1104

(2) SIGNALIZATION PLAN SHEET

EXISTING SIGNAL POLE TO BE REMOVED

LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" G.S. WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF THE CONTROLLER.

POLE MOUNTED CONTROLLER, 1-2" G.S. CONDUIT INTO THE CONTROLLER AND 2-3" AND 1-2" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOD POLE.

VIDEO DETECTOR (TYPICAL)

EXISTING ROW

JOHN HARDEN DR.

STANDARD GUY INSTALLATION (TYP.)

N. JAMES ST.

Vz82 COMB.

VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 100' BEHIND STOP LINE

EXISTING SIGNAL POLE TO BE REMOVED

PROPOSED ROW

EXISTING ROW

PROPOSED ROW

Vz22 A&B LOCATED 100' BEHIND STOP LINE

Vz22B

Vz22A

COMB.

Ø2

Vz21B

Vz21A

JOHN HARDEN DR.

Vz21 A&B LOCATED 230' BEHIND STOP LINE

EXISTING SIGNAL POLE TO BE REMOVED

TREATED WOOD POLE (CLASS 2, 45')

EXISTING SIGNAL POLE TO BE REMOVED

Vz42 LOCATED 100' BEHIND STOP LINE

Vz42 COMB.

N. JAMES ST.

Ø4

Vz41

Vz41 LOCATED 230' BEHIND STOP LINE

140+00

210+00

48°

61°

46°

V2A

V4A

V8A

H

I

J

K

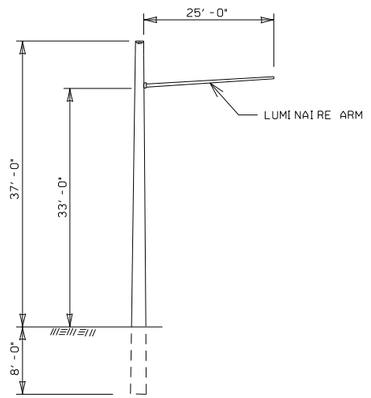
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

N. JAMES ST. AND JOHN HARDEN DR.
STAGES 1A, 1B, AND 1C - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
H	JOHN HARDEN DR. - STA.139+40.82	93' LT.	1276761.80, 197576.38
I	JOHN HARDEN DR. - STA. 141+11.59	63' LT.	1276929.08, 197631.72
J	JOHN HARDEN DR. - STA. 140+20.43	44' RT.	1276901.57, 197494.42
K	JOHN HARDEN DR. - STA. 138+87.24	32' RT.	1276786.86, 197438.49

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1A_STEP1.DGN

STAGE 1A STEP 1

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:37 AM
WORKSPACE: AHTD
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(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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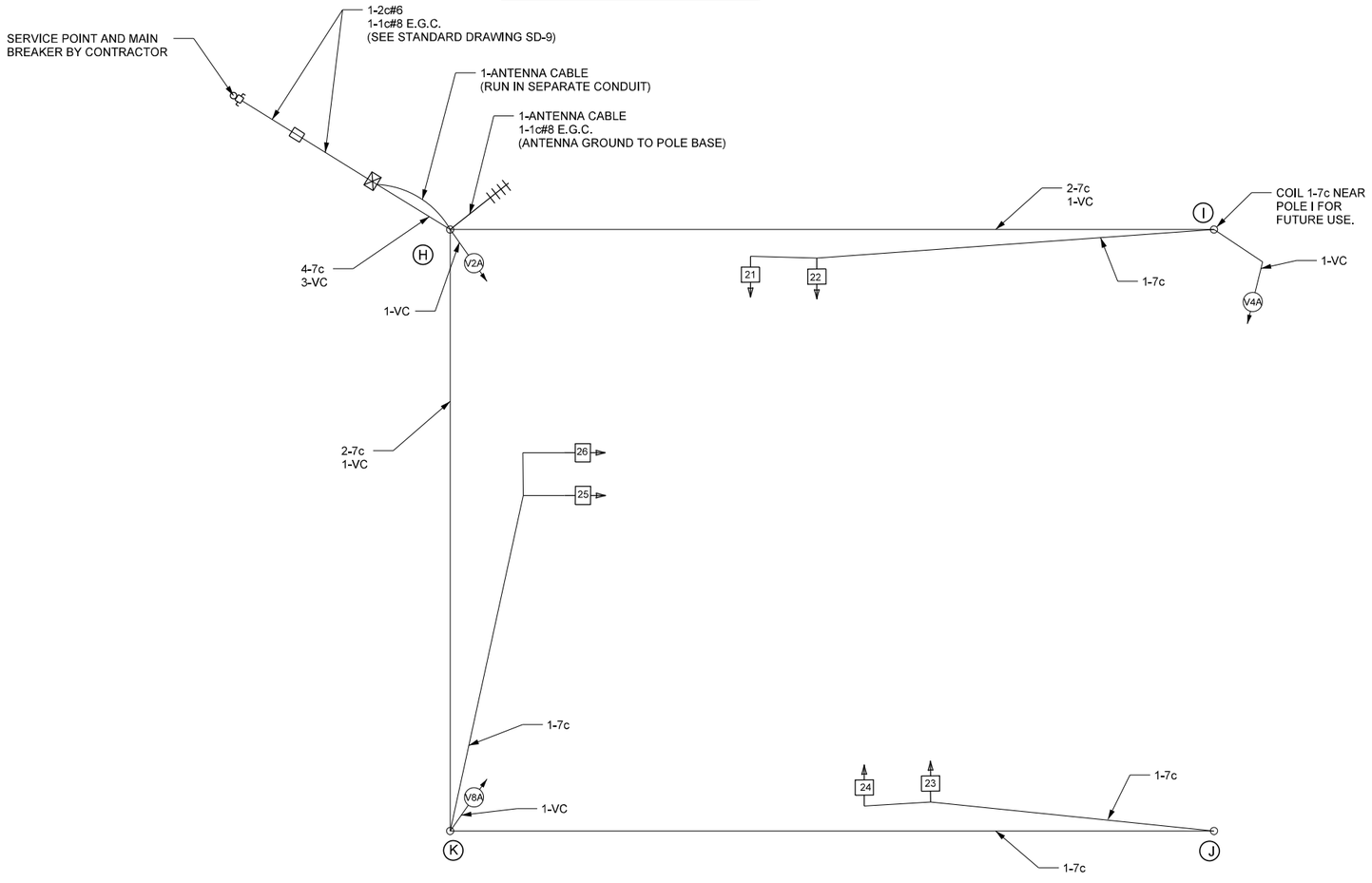
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 1, 2, 3 & 4



NOTES TO CONTRACTOR:

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

STAGE 1A STEPS 1, 2, 3 & 4

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_03D_StageIA_Step1.dgn

HRHobby 5/12/2022 8:36:38 AM
WORKSPACE: AHTD
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REVISED DATE:

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(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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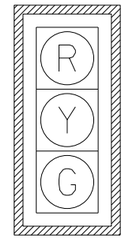
DETECTOR SYSTEM DESCRIPTION: JOB CA0613										
N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			
							LOCAL		MASTER SYSTEM	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22 A&B	WB NEAR	COMB.			6	V10	2	2		CAMERA V2A	23"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10, 15, & 16						

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

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

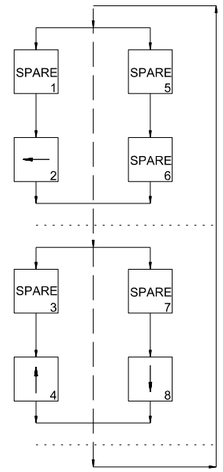
STAGE 1A STEPS 1, 2 & 3 SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25 & 26

STAGE 1A STEPS 1, 2 & 3 PHASING DIAGRAM



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

STAGE 1A STEPS 2 & 3 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR.				FLASH SEQUENCE
	2	CLR.	4+8	CLR.	
21 & 22	R	R	G	Y	R
23 & 24	R	R	G	Y	R
25 & 26	G	Y	R	R	R

STAGE 1A STEP 1

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D_Stage1A_Step1.dgn

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/12/2022 8:36:39 AM
WORKSPACE: AHTD
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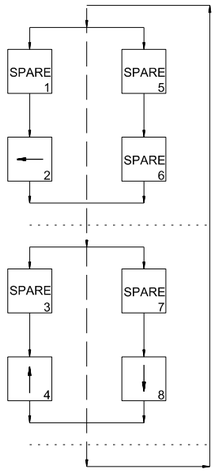
REVISED DATE:

STAGE 1A STEPS 1, 2 & 3 - PHASING DIAGRAM



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				JOB NO.		CA0604	659	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 1, 2, & 3 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25 & 26 (EXISTING)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 2 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 2 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21, 22, 23, 24, 25, AND 26 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS V2A, V4A AND V8A TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 1A STEP 1 FOR STAGE 1A STEPS 1, 2, 3, AND 4 WIRING.

STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1A_STEP2.DGN

STAGE 1A STEP 2

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/2/2022 8:36:41 AM
WORKSPACE: AHTD
L:\2021\21732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01D_StageIA_Step2.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	660	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 100' BEHIND STOP LINE

EXISTING ROW

PROPOSED ROW

EXISTING ROW

PROPOSED ROW

N. JAMES ST.

Vz82 COMB.

Ø8

H

48°

V2A

46°

I

V4A

V8A

26

25

K

61°

J

24

23

Vz22 COMB.

Ø2

Vz21

JOHN HARDEN DR.

Vz22 LOCATED 100' BEHIND STOP LINE

Vz21 LOCATED 230' BEHIND STOP LINE

JOHN HARDEN DR.

Vz42 COMB.

Vz42 LOCATED 100' BEHIND STOP LINE

N. JAMES ST.

Ø4

Vz41

Vz41 LOCATED 230' BEHIND STOP LINE

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1A_STEP2.DGN

STAGE 1A STEP 2

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:42 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02D_StageIA_Step2.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	661	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1A STEPS 2 & 3 - DETECTOR CHART

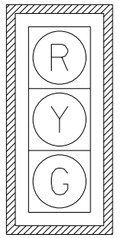
DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	WB NEAR	COMB.			6	V10	2	2		CAMERA V2A	23"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10, 15, & 16						

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

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

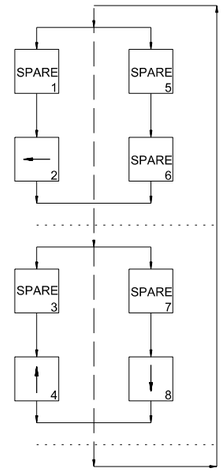
STAGE 1A STEPS 2 & 3 - SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25 & 26 (EXISTING)

STAGE 1A STEPS 2 & 3 - PHASING DIAGRAM



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 2 & 3 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR.				FLASH SEQUENCE
	2	CLR.	4+8	CLR.	
21 & 22	R	R	G	Y	R
23 & 24	R	R	G	Y	R
25 & 26	G	Y	R	R	R

STAGE 1A STEPS 2 & 3

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D_Stage1A_Step2.dgn

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WORKSPACE: AHTD
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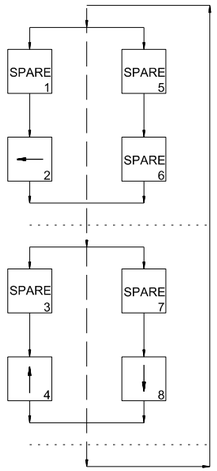
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	662	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 1, 2 & 3 - PHASING DIAGRAM



STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

STAGE 1A STEPS 1, 2 & 3 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25 & 26 (EXISTING)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 3 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 3 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 25 AND 26 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTOR V2A TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 1A STEP 1 FOR STAGE 1A STEPS 1, 2, AND 3 WIRING.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1A_STEP3.DGN

STAGE 1A STEP 3

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:46 AM
WORKSPACE: AHTD
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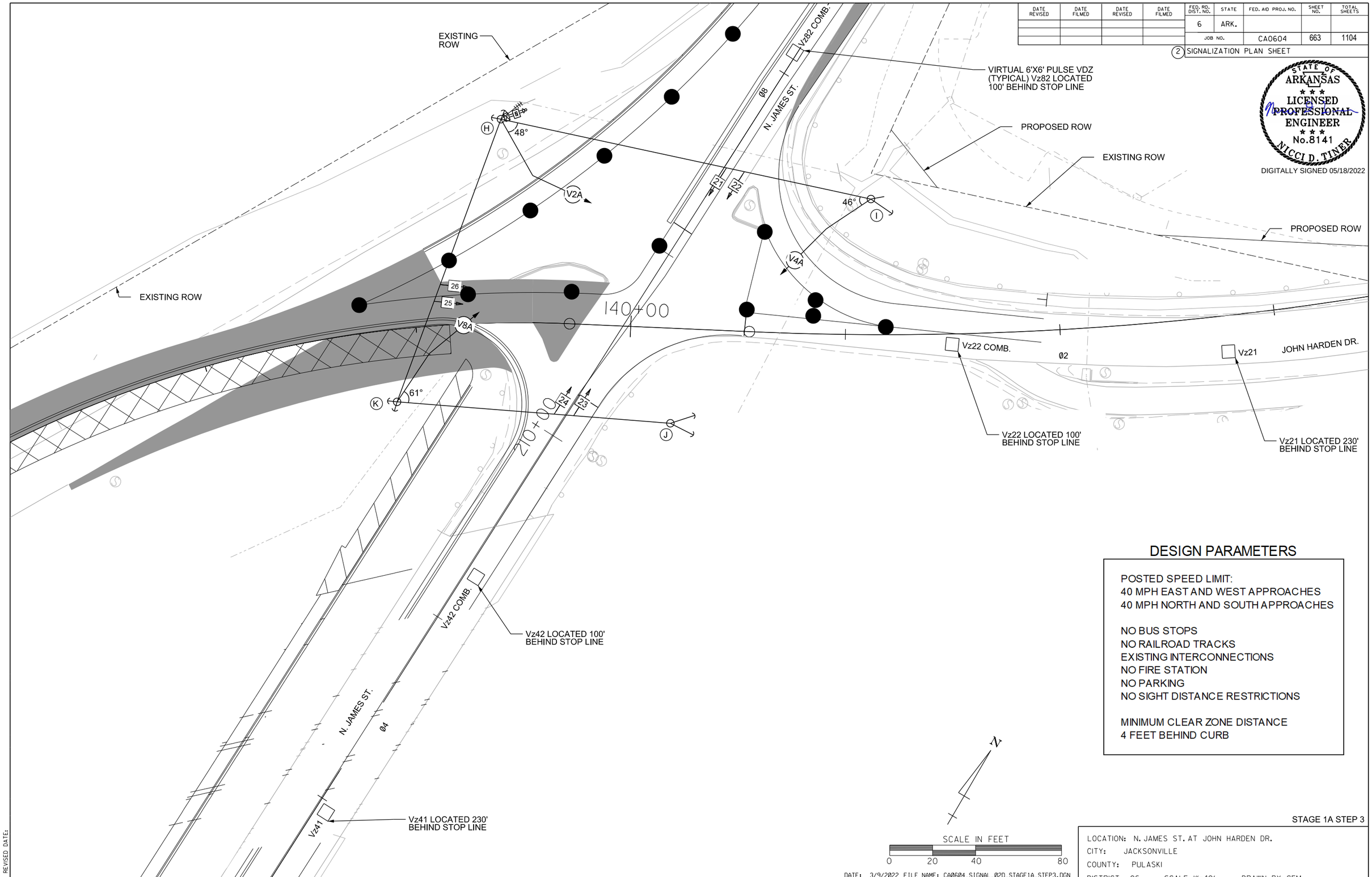
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	663	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1A STEP 3

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1A_STEP3.DGN

HRHobby 5/12/2022 8:36:50 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	664	1104

2 SIGNALIZATION PLAN SHEET

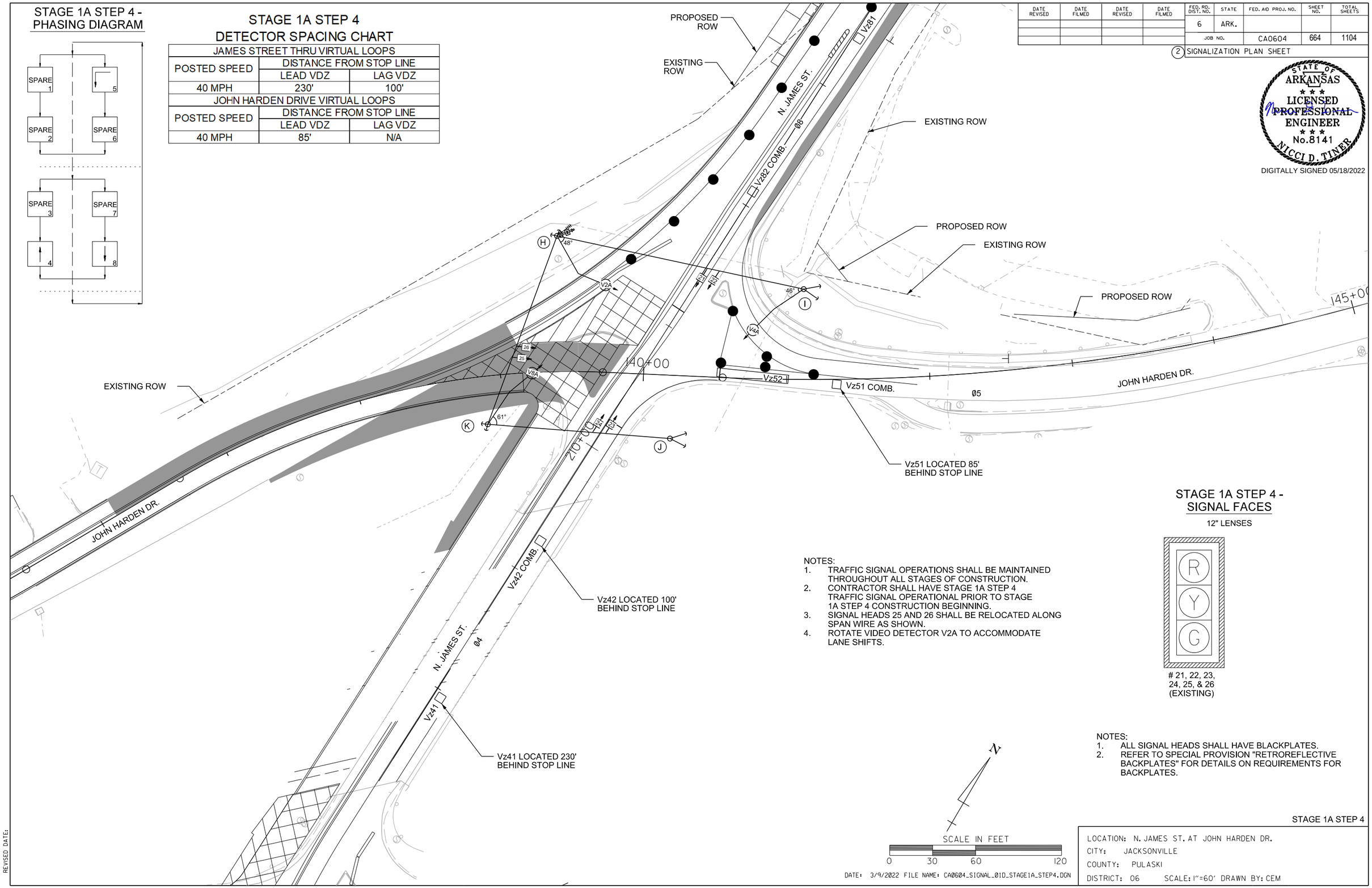
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

STAGE 1A STEP 4 - PHASING DIAGRAM

STAGE 1A STEP 4 DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	85'	N/A



STAGE 1A STEP 4 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25, & 26 (EXISTING)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 4 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 4 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 25 AND 26 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTOR V2A TO ACCOMMODATE LANE SHIFTS.

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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1A_STEP4.DGN

STAGE 1A STEP 4

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:51 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	665	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

EXISTING ROW
PROPOSED ROW
EXISTING ROW
PROPOSED ROW
EXISTING ROW
JOHN HARDEN DR.
JOHN HARDEN DR.
N. JAMES ST.
N. JAMES ST.
Vz82 COMB.
Vz52
Vz51 COMB.
Vz42 COMB.
Vz41
Vz51 LOCATED 85' BEHIND STOP LINE
Vz42 LOCATED 100' BEHIND STOP LINE
Vz41 LOCATED 230' BEHIND STOP LINE
V2A
V4A
V8A
H
I
J
K
48°
46°
61°
26
25
24
23
21
22
140+00
210+00
Ø5
Ø4

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N

SCALE IN FEET
0 20 40 80

STAGE 1A STEP 4

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1A_STEP4.DGN

HRHobby 5/12/2022 8:36:52 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	666	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEP 4 - DETECTOR CHART

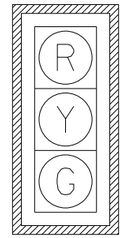
DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz51	WB LT. TURN FAR	COMB.			7	V13	5	5		CAMERA V2A	23"
Vz52	WB LT. TURN	LOCAL			8	V5	5			CAMERA V2A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 5, 6, 9, 10, 15, & 16						

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

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

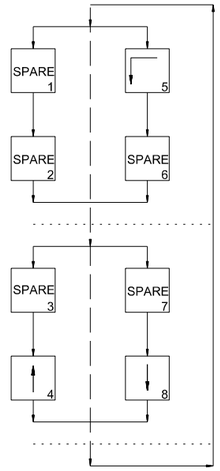
STAGE 1A STEP 4 - SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25, & 26 (EXISTING)

STAGE 1A STEP 4 - PHASING DIAGRAM



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

STAGE 1A STEP 4 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR.				FLASH SEQUENCE
	4+8	CLR.	5	CLR.	
21 & 22	G	Y	R	R	R
23 & 24	G	Y	R	R	R
25 & 26	R	R	G	Y	R

STAGE 1A STEP 4

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D_Stage1A_Step4.dgn

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/12/2022 8:36:52 AM
WORKSPACE: AHTD
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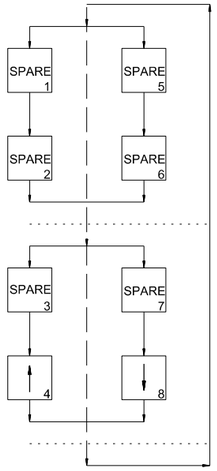
REVISED DATE:

STAGE 1A STEPS 5 & 6 - PHASING DIAGRAM



STAGE 1A STEPS 5 & 6 DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	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.		CA0604	667	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 5 & 6 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25 & 26 (EXISTING)

NOTES:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 5 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 5 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 25 & 26 SHALL BE BAGGED DURING THIS STAGE.
4. ROTATE VIDEO DETECTOR V4A AND V8A TO ACCOMMODATE LANE SHIFTS.
5. SIGNAL HEADS 21, 22, 23 AND 24 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1A_STEP5.DGN

STAGE 1A STEPS 5 & 6

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:36:55 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	668	1104

2 SIGNALIZATION PLAN SHEET

EXISTING ROW

VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 100' BEHIND STOP LINE

Vz82 COMB.

N. JAMES ST.

Ø8

EXISTING ROW

PROPOSED ROW

EXISTING ROW

PROPOSED ROW

H

48°

V2A

27

23

46°

I

V4A

EXISTING ROW

26

25

V8A

140+00

JOHN HARDEN DR.

61°

24

23

K

J

210+00

JOHN HARDEN DR.

Vz42 COMB.

Ø4

Vz42 LOCATED 100' BEHIND STOP LINE

Vz41 LOCATED 230' BEHIND STOP LINE

Vz41

N. JAMES ST.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1A_STEPS5.DGN

STAGE 1A STEPS 5 & 6

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
5/12/2022 8:36:56 AM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	669	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 5 & 6 - DETECTOR CHART

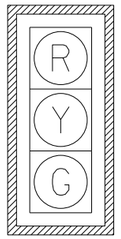
DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, & 16						

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

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

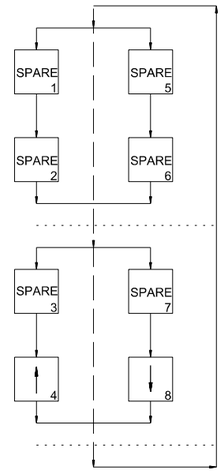
STAGE 1A STEPS 5 & 6 - SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25 & 26 (EXISTING)

STAGE 1A STEPS 5 & 6 - PHASING DIAGRAM



STAGE 1A STEPS 5 & 6 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR.		FLASH SEQUENCE
	4+8	CLR.	
21 & 22	G	Y	R
23 & 24	G	Y	R

STAGE 1A STEPS 5 & 6

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D_StageIA_Step5.dgn

HRHobby 5/12/2022 8:36:57 AM
WORKSPACE: AHTD
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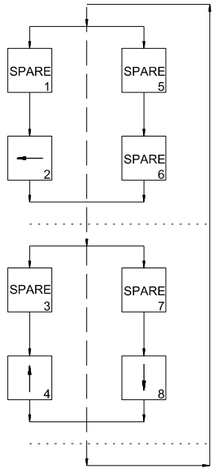
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	670	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1A STEPS 7 & 8 - PHASING DIAGRAM



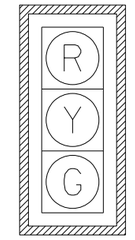
STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

PROPOSED ROW
Vz81 LOCATED 230' BEHIND STOP LINE
EXISTING ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 100' BEHIND STOP LINE
Vz81
N. JAMES ST.
08
Vz82 COMB.
EXISTING ROW
PROPOSED ROW
EXISTING ROW
PROPOSED ROW
145+00
140+00
210+00
EXISTING ROW
JOHN HARDEN DR.
Vz22 COMB. 02
Vz21
Vz22 LOCATED 100' BEHIND STOP LINE
Vz21 LOCATED 230' BEHIND STOP LINE
Vz42 LOCATED 100' BEHIND STOP LINE
Vz41 LOCATED 230' BEHIND STOP LINE
Vz42 COMB.
04
Vz41
N. JAMES ST.

STAGE 1A STEPS 7 & 8 - SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25 & 26 (EXISTING)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1A STEP 7 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1A STEP 7 CONSTRUCTION BEGINNING.
3. ROTATE VIDEO DETECTOR V4A AND V8A TO ACCOMMODATE LANE SHIFTS.
4. SIGNAL HEADS 21, 22, 23, 24, 25, AND 26 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.

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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1A_STEP7.DGN

STAGE 1A STEPS 7 & 8

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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REVISED DATE: 5/12/2022 8:37:00 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	671	1104
				(2) SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
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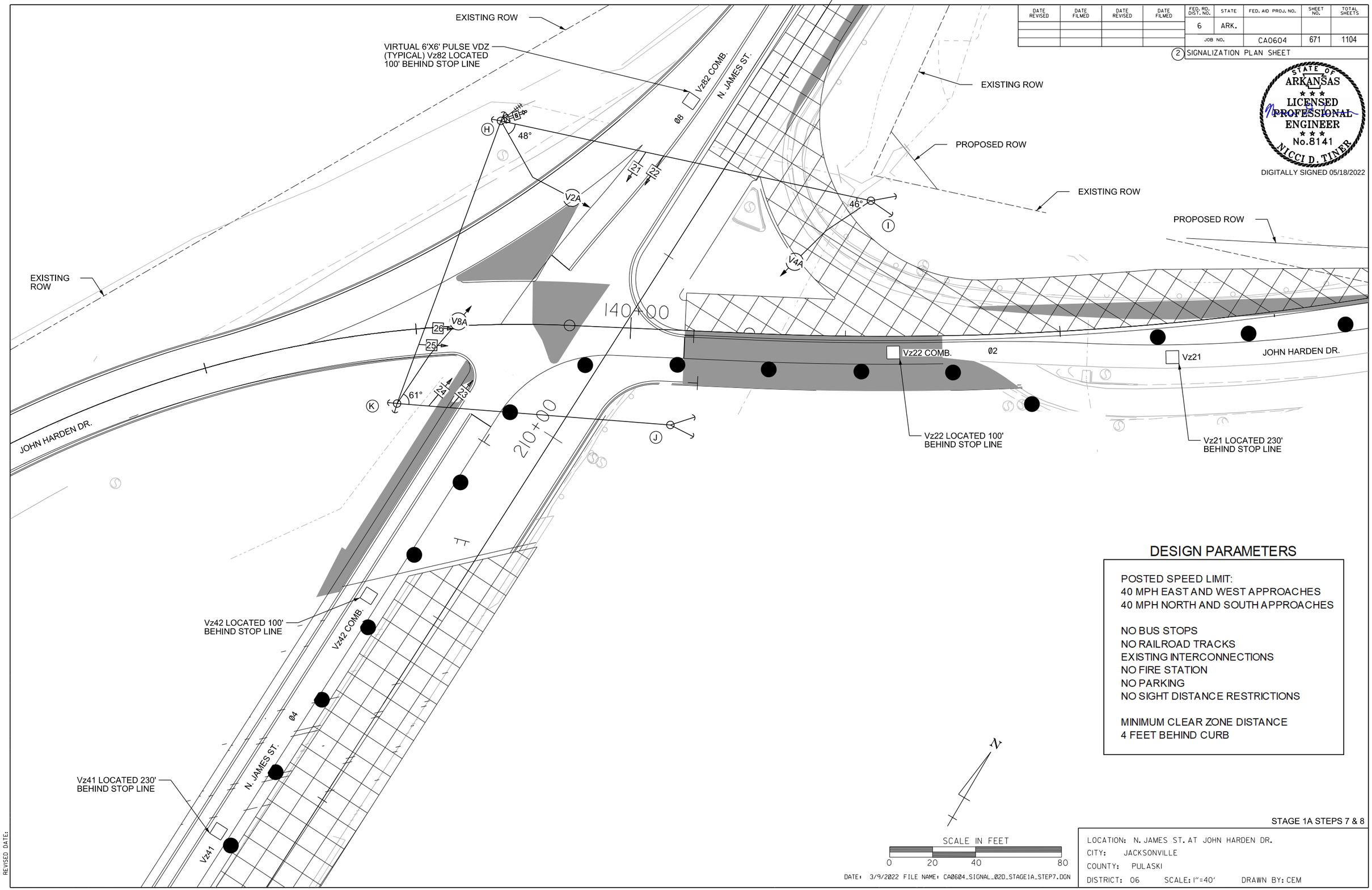

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N

SCALE IN FEET
0 20 40 80

STAGE 1A STEPS 7 & 8

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1A_STEP7.DGN

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:01 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	672	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

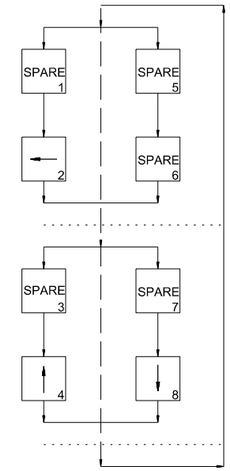
STAGE 1A STEPS 7 & 8 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	WB NEAR	COMB.			6	V10	2	2		CAMERA V2A	23"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz81	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10, 15, & 16						

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

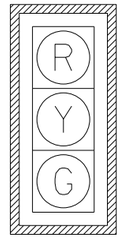
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGE 1A STEPS 7 & 8 - PHASING DIAGRAM



STAGE 1A STEPS 7 & 8 - SIGNAL FACES

12" LENSES



21, 22, 23, 24, 25 & 26 (EXISTING)

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

STAGE 1A STEPS 7 & 8 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR.				FLASH SEQUENCE
	2	CLR.	4+8	CLR.	
21 & 22	R	R	G	Y	R
23 & 24	R	R	G	Y	R
25 & 26	G	Y	R	R	R

HRHobby 5/12/2022 8:37:02 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D_StageIA_Step7.dgn

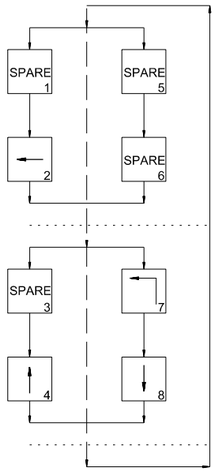
STAGE 1A STEPS 7 & 8

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	673	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1B, STAGE 1C STEPS 1 & 2 - PHASING DIAGRAM



STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B, STAGE 1C STEPS 1 & 2 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25 & 26 (EXISTING)

#31 (NEW)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1B TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1B CONSTRUCTION BEGINNING.
3. ROTATE VIDEO DETECTOR V4A AND V8A TO ACCOMMODATE LANE SHIFTS.
4. SIGNAL HEADS 21, 22, 23 AND 24 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN AND SIGNAL HEAD 31 SHALL BE ADDED.

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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1B.DGN

STAGE 1B

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:06 AM
WORKSPACE: AHTD
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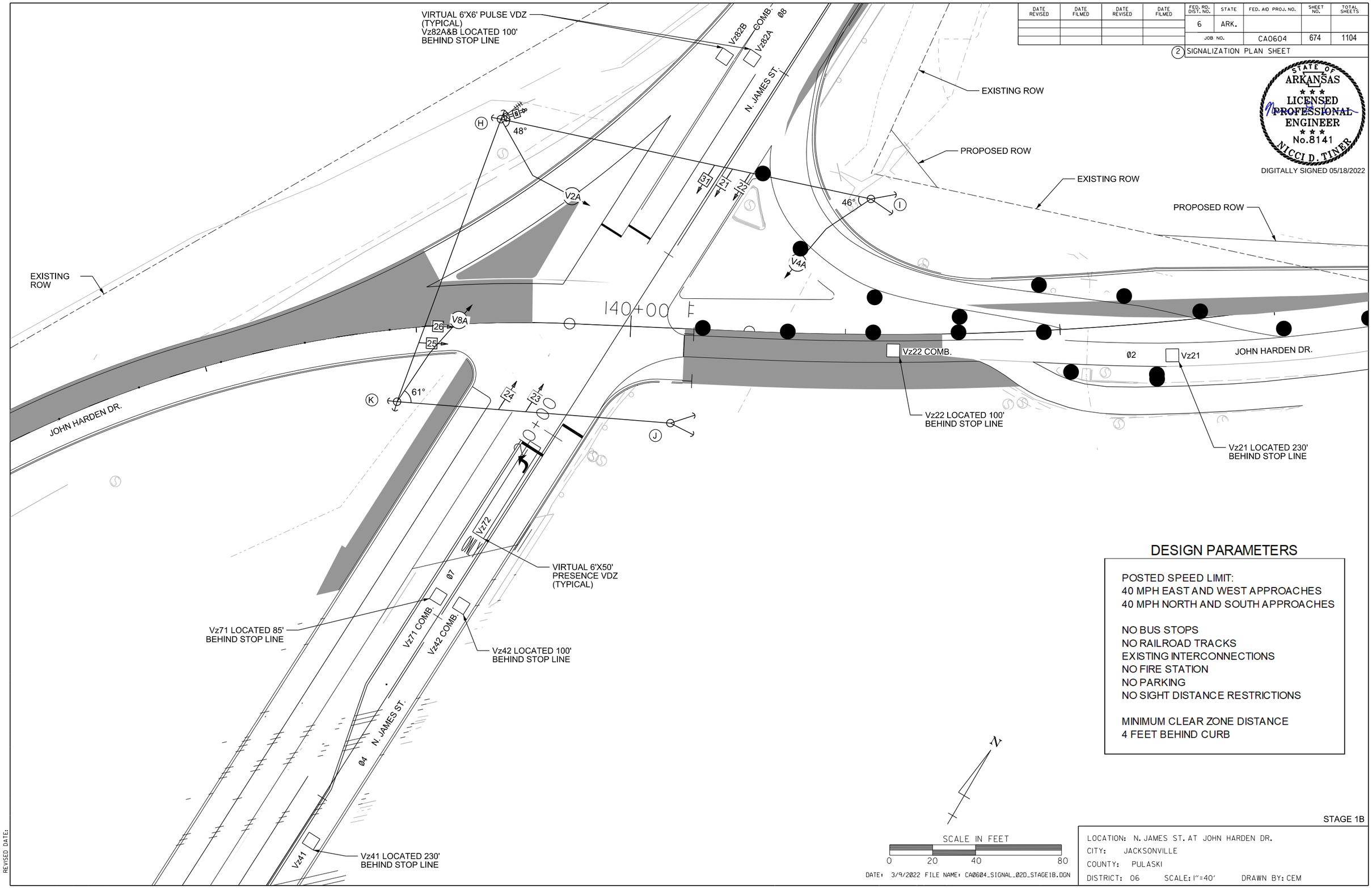
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	674	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1B.DGN

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:08 AM
WORKSPACE: AHTD
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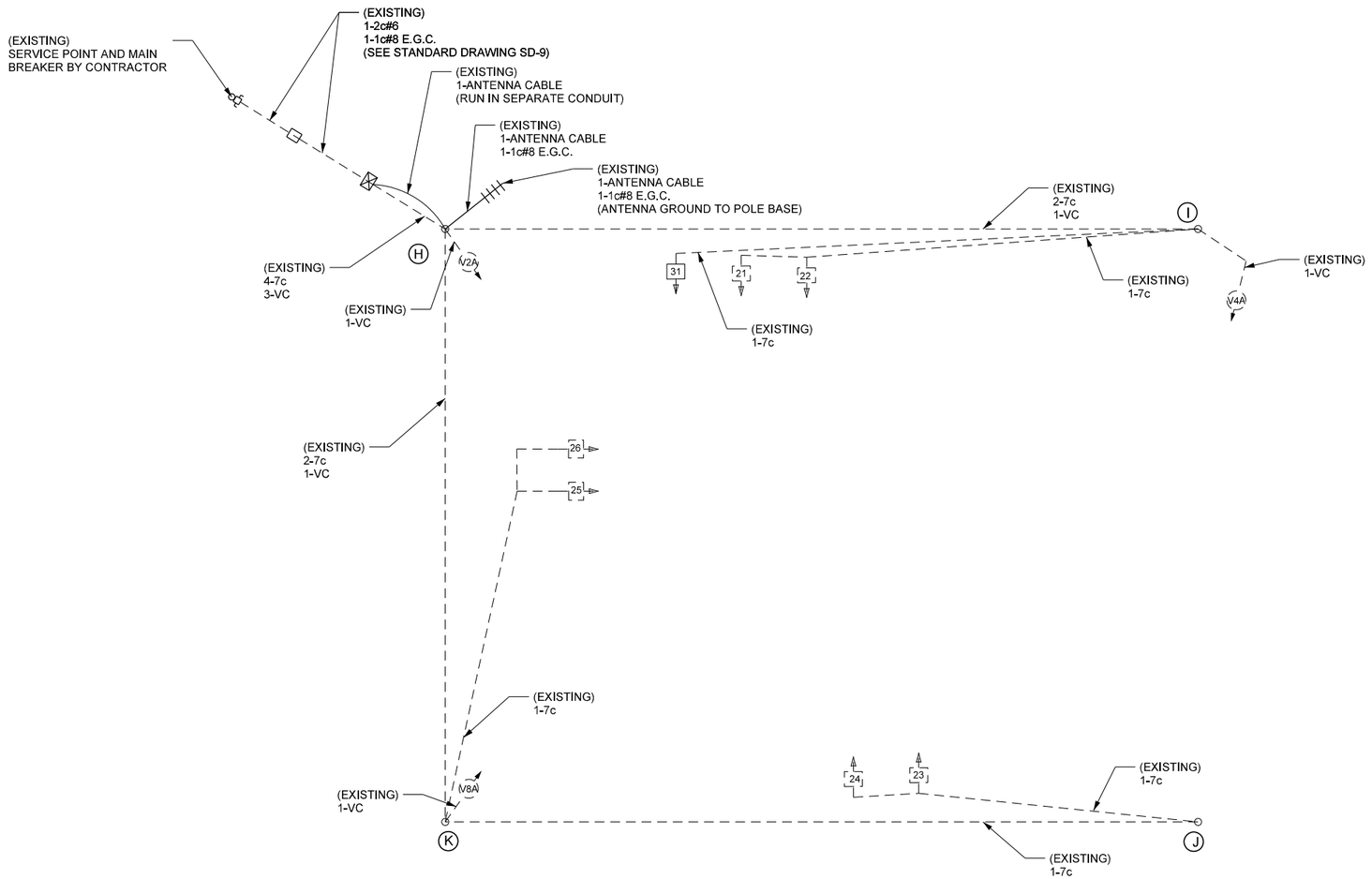
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	675	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B, STAGE 1C STEPS 1 & 2 - WIRING DIAGRAM



NOTES TO CONTRACTOR:

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

STAGE 1B

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_03D_StageIB.dgn

HRHobby
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_03D_StageIB.dgn
5/12/2022 8:37:09 AM
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	676	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B, STAGE 1C STEPS 1 & 2 - DETECTOR CHART

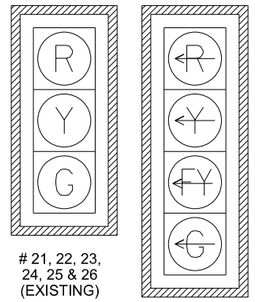
DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL			COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz21	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	WB NEAR	COMB.			6	V10	2	2		CAMERA V2A	23"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz71	NB LT TURN FAR	COMB.			15	V15	7	7		CAMERA V4A	23"
Vz72	NB LT TURN	LOCAL			16	V7	7			CAMERA V4A	23"
Vz81 A&B	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82 A&B	SB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 7, 8, 9, & 10						

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

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

STAGE 1B, STAGE 1C STEPS 1 & 2 - SIGNAL FACES

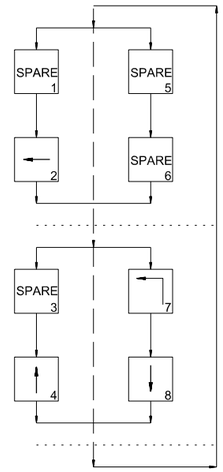
12" LENSES



21, 22, 23, 24, 25 & 26 (EXISTING)

#31 (NEW)

STAGE 1B, STAGE 1C STEPS 1 & 2 - PHASING DIAGRAM



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

STAGE 1B, STAGE 1C STEPS 1 & 2 - INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR. 2	CLR.	4+7	CLR.	4+8	CLR.		FLASH SEQUENCE
21 & 22	R	R	G	**	G	**		R
23 & 24	R	R	R	R	G	Y		R
25 & 26	G	Y	R	R	R	R		R
31	~~R~~	~~R~~	~~G~~	~~Y~~	~~FY~~	~~Y~~		~~R~~

**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D_StageIB.dgn

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/12/2022 8:37:10 AM
WORKSPACE: AHTD
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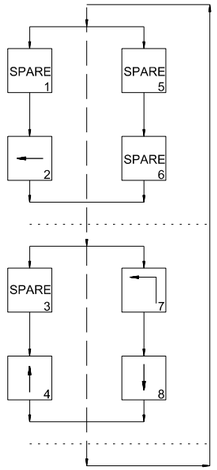
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	677	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B, STAGE 1C STEP 1 & 2 - PHASING DIAGRAM



STAGE 1A, 1B, AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

STAGE 1B, STAGE 1C STEP 1 & 2 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25 & 26 (EXISTING)

#30 (EXISTING)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 1 CONSTRUCTION BEGINNING.
3. SEE STAGE 1B FOR STAGE 1C STEP 1 WIRING.
4. ROTATE VIDEO DETECTOR V2A TO ACCOMMODATE LANE SHIFTS.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1C_STEP1.DGN

STAGE 1C STEP 1

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

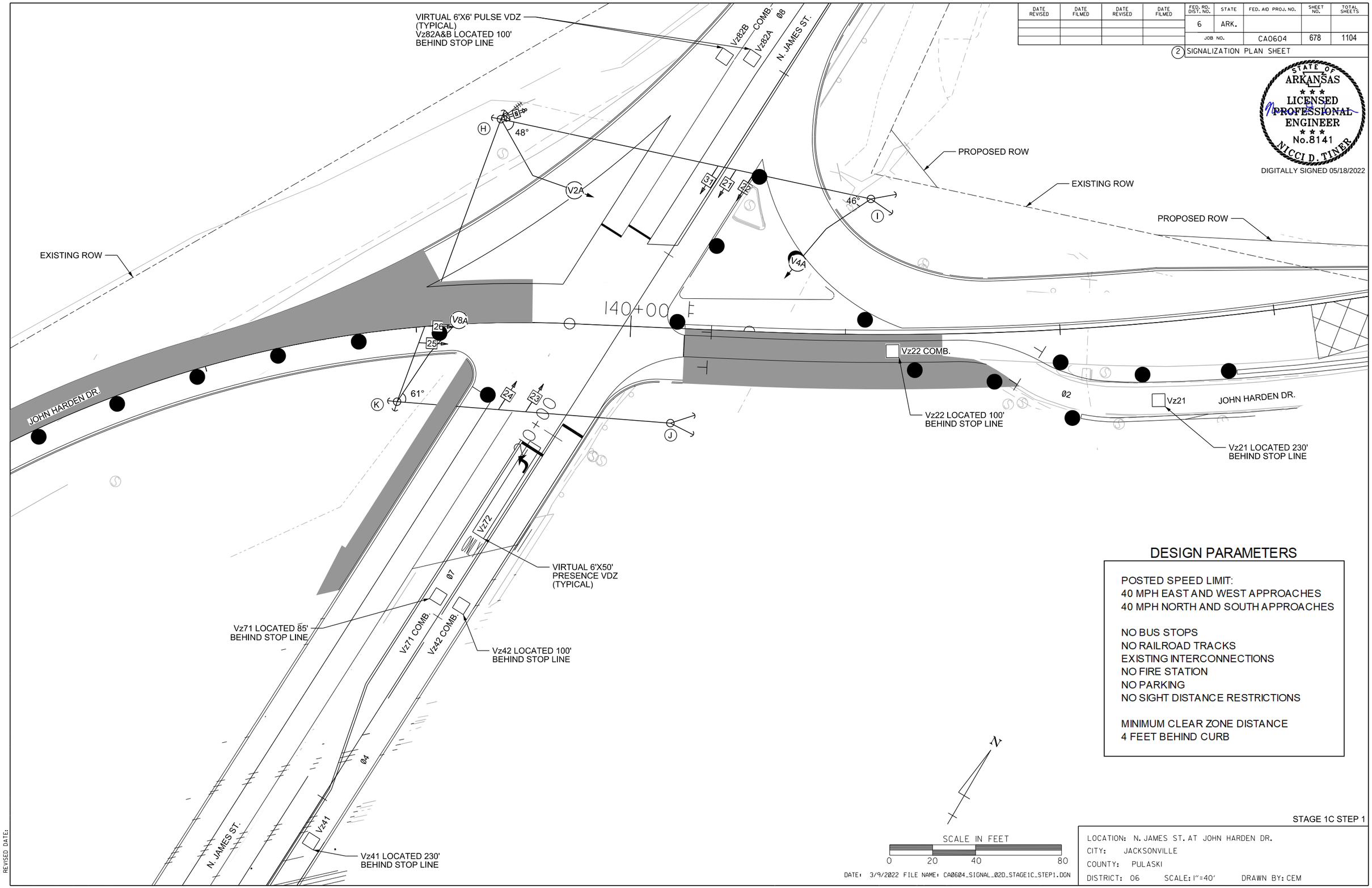
HRHobby 5/12/2022 8:37:14 AM
WORKSPACE: AHTD
L:\2022\220732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01D_StageIC_Step1.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	678	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1C STEP 1

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1C_STEP1.DGN

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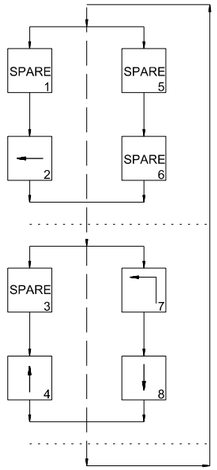
				6	ARK.			
				JOB NO.		CA0604	679	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1B, STAGE 1C STEPS 1 & 2 - PHASING DIAGRAM



STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B, STAGE 1C STEPS 1 & 2 - SIGNAL FACES

12" LENSES

21, 22, 23, 24, 25 & 26 (EXISTING)

#31 (EXISTING)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 2 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 2 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 25 AND 26 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTOR V2A TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 1C STEP 2 WIRING.

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1C_STEP2.DGN

STAGE 1C STEP 2

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/2/2022 8:37:19 AM
WORKSPACE: AHTD
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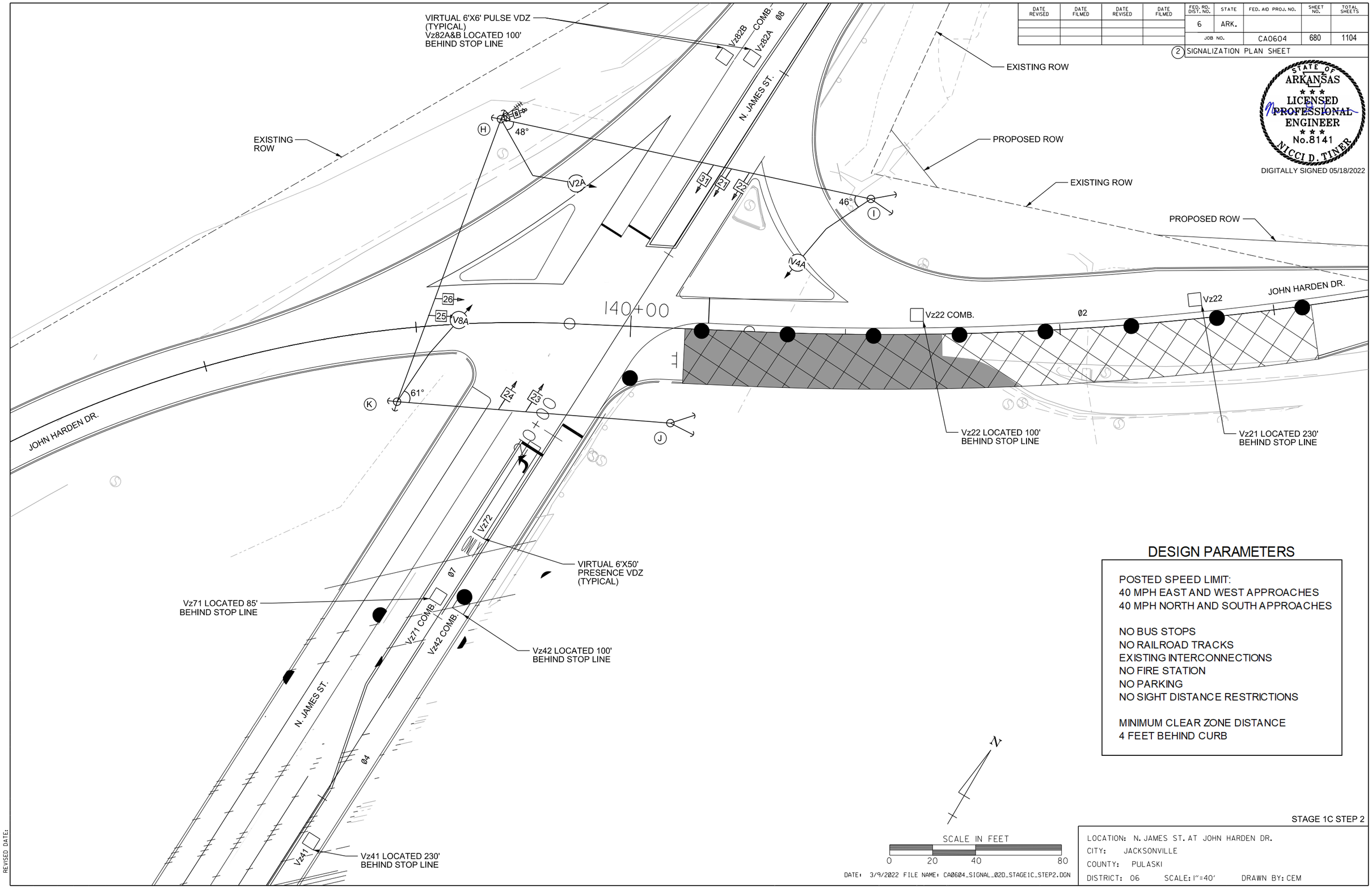
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	680	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1C STEP 2

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1C_STEP2.DGN

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WORKSPACE: AHTD
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REVISED DATE:

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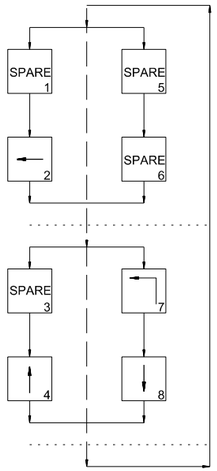
				6	ARK.			
				JOB NO.		CA0604	681	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1C STEP 3 - PHASING DIAGRAM



STAGE 1A STEPS 1-3, 7, & 8, AND STAGES 1B AND 1C - DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN DRIVE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE FINAL TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 3 CONSTRUCTION BEGINNING.
3. SEE FINAL FOR STAGE 1C STEP 3 WIRING AND CHARTS.

ONE SECTION (SOLID SYMBOL)

#9-14

STAGE 1C STEP 3 - SIGNAL FACES

12" LENSES

#2, 3, 4, 5 & 8 | #6 | #1 | #7

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

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01D_STAGE1C_STEP3.DGN

STAGE 1C STEP 3

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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REVISED DATE:
5/12/2022 8:37:24 AM

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				6	ARK.			
				JOB NO.		CA0604	682	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

TEMPORARY SIGNAL POLE TO BE REMOVED
TEMPORARY CONTROLLER TO BE REMOVED
TEMPORARY PULLBOX TO BE REMOVED
TEMPORARY SERVICE POINT TO BE REMOVED
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS.
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF CONTROLLER.
1-2" DIA. NMC, 2-3" DIA. NMC
EXISTING ROW
1-2" DIA. NMC
2-3" DIA. NMC
CONC. PULL BOX (TYPE 2)
STREET NAME SIGN (TYPICAL)
JOHN HARDEN DR.
TEMPORARY SIGNAL POLE TO BE REMOVED
CONC. PULL BOX (TYPE 2)
VIDEO DETECTOR (TYPICAL)
N. JAMES ST.
Vz82B
COMB.
Vz82A
Ø8
EXISTING ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 A&B LOCATED 100' BEHIND STOP LINE
PROPOSED ROW
TEMPORARY SIGNAL POLE TO BE REMOVED
EXISTING ROW
Vz21 A&B LOCATED 230' BEHIND STOP LINE
PROPOSED ROW
Vz22 A&B LOCATED 100' BEHIND STOP LINE
CONC. PULL BOX (TYPE 2)
CONC. PULL BOX (TYPE 2)
140+00
Vz22B
COMB.
Ø2
Vz21B
Vz21A
Vz22A
JOHN HARDEN DR.
Vz52
Vz51 COMB.
Vz51 LOCATED 85' BEHIND STOP LINE
TEMPORARY SIGNAL POLE TO BE REMOVED
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz72
Ø7
Vz71 COMB.
Vz42 COMB.
Vz71 LOCATED 85' BEHIND STOP LINE
Vz42 LOCATED 100' BEHIND STOP LINE
Ø4
N. JAMES ST.
Vz41
Vz41 LOCATED 230' BEHIND STOP LINE

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D_STAGE1C_STEP3.DGN

STAGE 1C STEP 3

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:25 AM
WORKSPACE: AHTD
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REVISED DATE:

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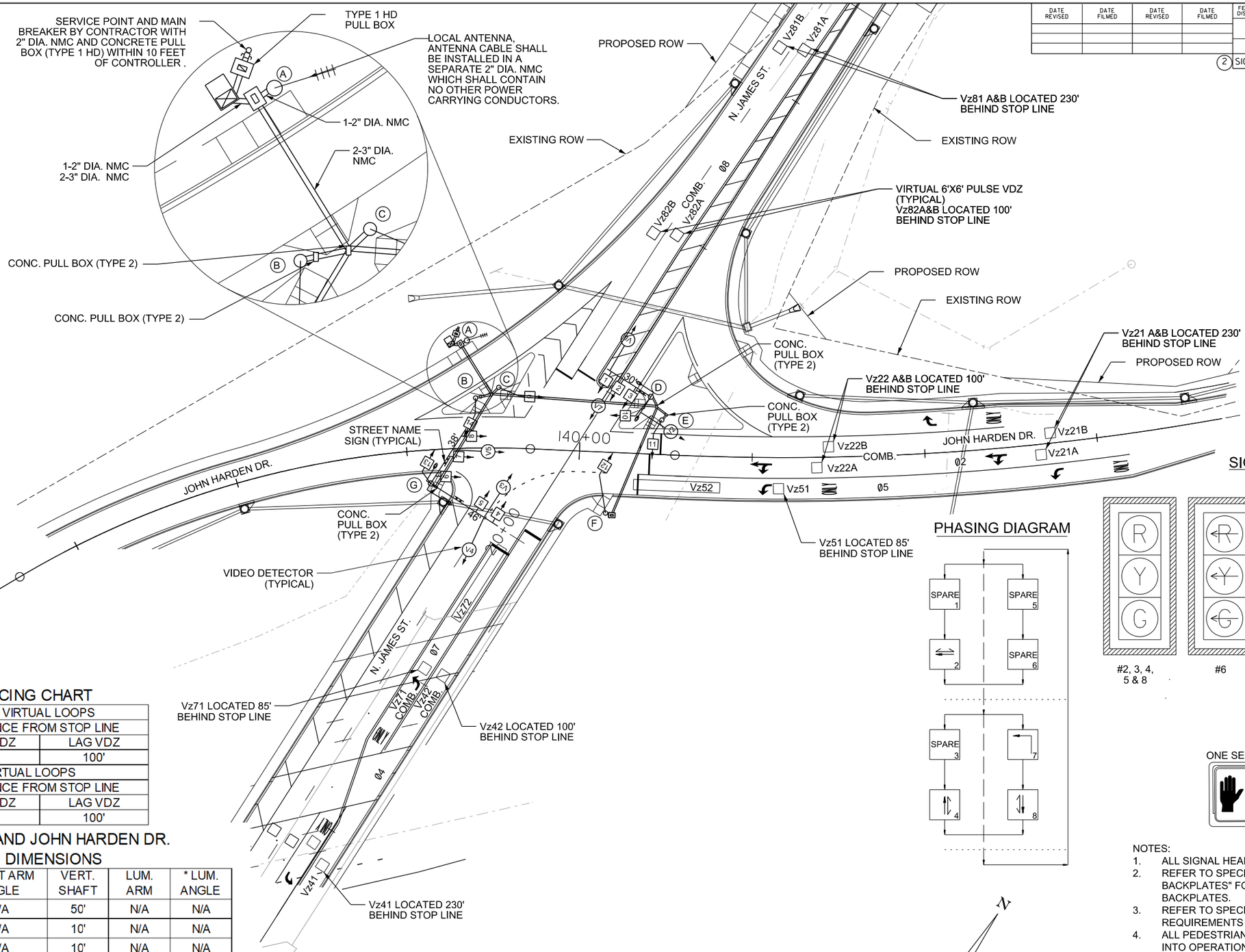
				6	ARK.			
				JOB NO.		CA0604	683	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DETECTOR SPACING CHART

JAMES STREET THRU VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
JOHN HARDEN VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'

N. JAMES ST. AND JOHN HARDEN DR. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	50'	N/A	N/A
B	N/A	N/A	10'	N/A	N/A
C	N/A	N/A	10'	N/A	N/A
D	30'	270°	35'	20'/10'	180°/270°
E	N/A	N/A	10'	N/A	N/A
F	N/A	N/A	10'	N/A	N/A
G	46'/38'	270°/180°	35'	10'/15'	180°/270°

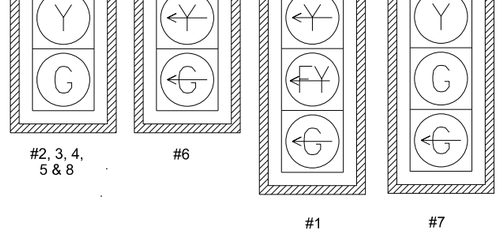
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

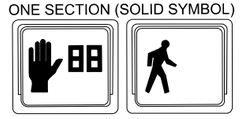
PHASING DIAGRAM

SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)



#9-14

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

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OID.dgn

FINAL

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:26 AM
WORKSPACE: AHTD
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REVISED DATE:

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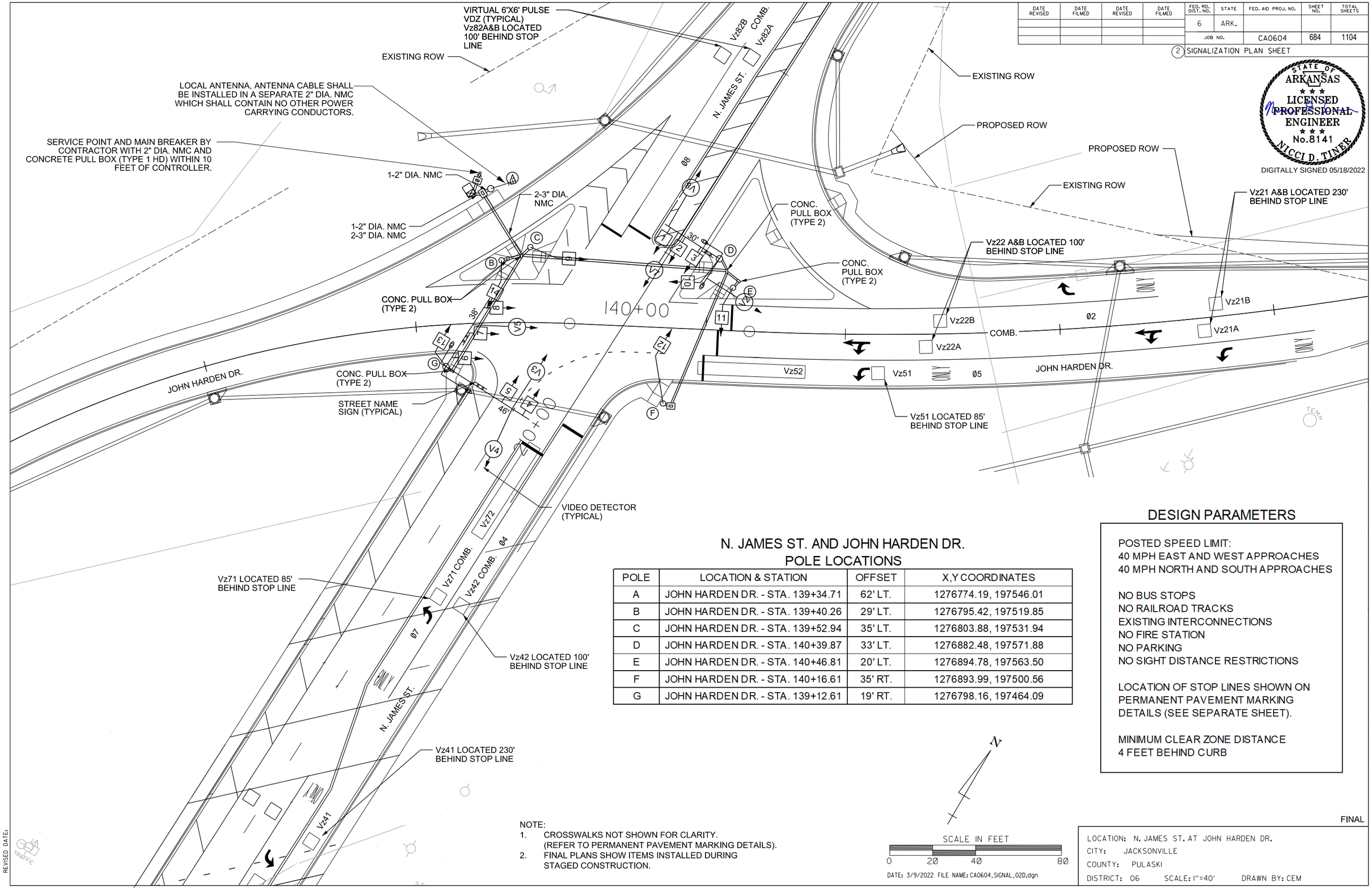
				6	ARK.			
				JOB NO.		CA0604	684	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



N. JAMES ST. AND JOHN HARDEN DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	JOHN HARDEN DR. - STA. 139+34.71	62' LT.	1276774.19, 197546.01
B	JOHN HARDEN DR. - STA. 139+40.26	29' LT.	1276795.42, 197519.85
C	JOHN HARDEN DR. - STA. 139+52.94	35' LT.	1276803.88, 197531.94
D	JOHN HARDEN DR. - STA. 140+39.87	33' LT.	1276882.48, 197571.88
E	JOHN HARDEN DR. - STA. 140+46.81	20' LT.	1276894.78, 197563.50
F	JOHN HARDEN DR. - STA. 140+16.61	35' RT.	1276893.99, 197500.56
G	JOHN HARDEN DR. - STA. 139+12.61	19' RT.	1276798.16, 197464.09

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02D.dgn

FINAL

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:28 AM
WORKSPACE: AHTD
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REVISED DATE:

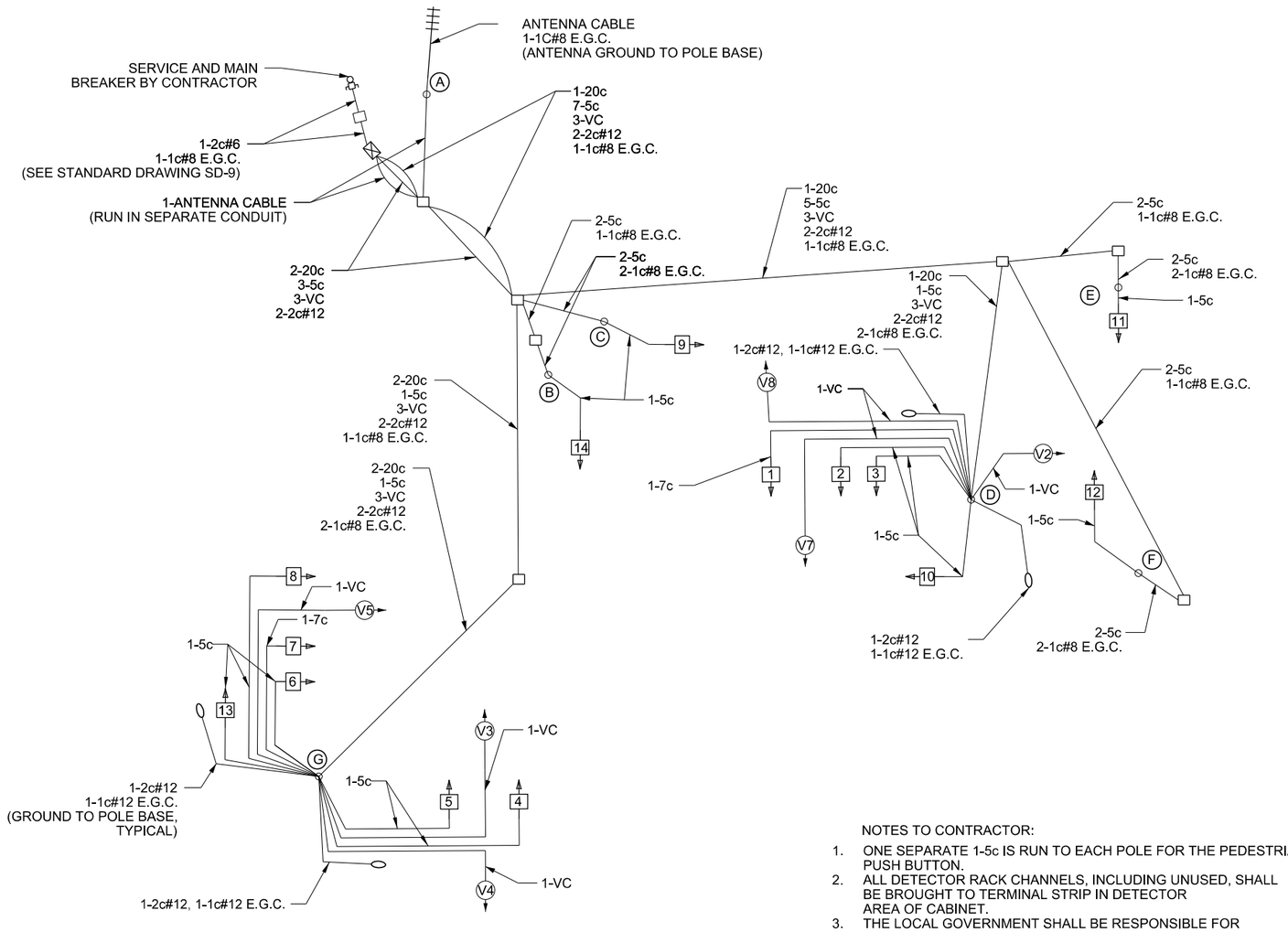
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	685	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03D.dgn

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

SADonaldson 8/18/2022 3:25:35 PM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	686	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DETECTOR CHART

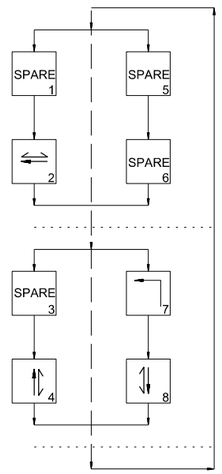
DETECTOR SYSTEM DESCRIPTION: JOB CA0613

N. JAMES ST. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21 A&B	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22 A&B	WB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz41	NB ADVANCE	LOCAL			13	V4	4			CAMERA V4	74"
Vz42	NB NEAR	COMB.			14	V12	4	4		CAMERA V7	37"
Vz51	WB LT. TURN FAR	COMB.			7	V13	5	2		CAMERA V5	37"
Vz52	WB LT. TURN	LOCAL			8	V5	5			CAMERA V5	37"
Vz71	NB LT TURN FAR	COMB.			15	V15	7	7		CAMERA V7	37"
Vz72	NB LT TURN	LOCAL			16	V7	7			CAMERA V7	37"
Vz81 A&B	SB ADVANCE	LOCAL			11	V8	8			CAMERA V8	74"
Vz82 A&B	SB NEAR	COMB.			12	V16	8	8		CAMERA V3	37"
PB2 A&B	JAMES ST. N. LEG	PED.				P2	2				
PB4 A&B	JOHN HARDEN DR. E. LEG	PED.				P4	4				
PB8 A&B	JOHN HARDEN DR. W. LEG	PED.				P8	8				
					SPARE: 1, 2, 3, 4, 9 & 10						

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

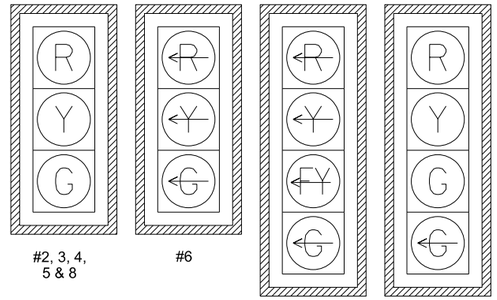
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

PHASING DIAGRAM



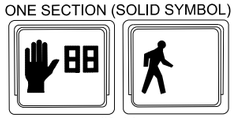
SIGNAL FACES

12" LENSES



#2, 3, 4, 5 & 8 | #6 | #1 | #7

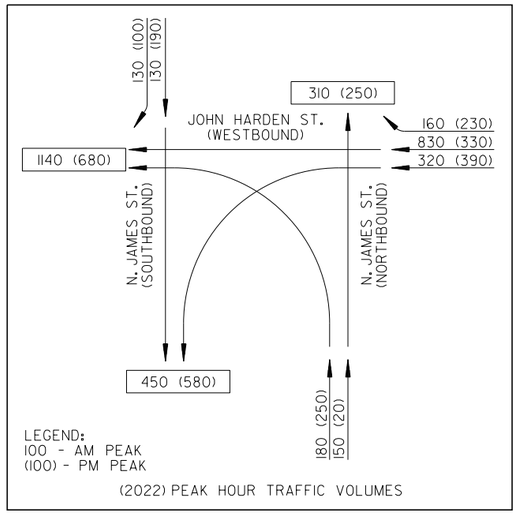
ONE SECTION (SOLID SYMBOL)



#9-14

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

TRAFFIC FLOW DIAGRAM



(2022) PEAK HOUR TRAFFIC VOLUMES

INTERVAL CHART

SIGNAL FACES	N. JAMES ST. AND JOHN HARDEN DR. 2	CLR.	4+7	CLR.	4+8	CLR.	FLASH SEQUENCE
1	~~R~~	~~R~~	~~G~~	~~Y~~	~~FY~~	~~Y~~	~~R~~
2 & 3	R	R	G	**	G	**	R
4 & 5	R	R	R	R	G	Y	R
6	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
7	G / ~~G~~	Y	R	R	R	R	R
8	G	Y	R	R	R	R	R
9 & 10	W	FDW	DW	DW	DW	DW	BLK
11 & 12	DW	DW	W	FDW	W	FDW	BLK
13 & 14	DW	DW	DW	DW	W	FDW	BLK

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

FINAL

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04D.dgn

LOCATION: N. JAMES ST. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/12/2022 8:37:30 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	687	1104

(2) TRAFFIC SIGNAL QUANTITIES - GREGORY ST./N. IST ST.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	71	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	7	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1009	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	413	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	518	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	110	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	36	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	376	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	57	LIN. FT.
710	NON-METALLIC CONDUIT (3")	427	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	970	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_E.dgn

LOCATION: GREGORY ST. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

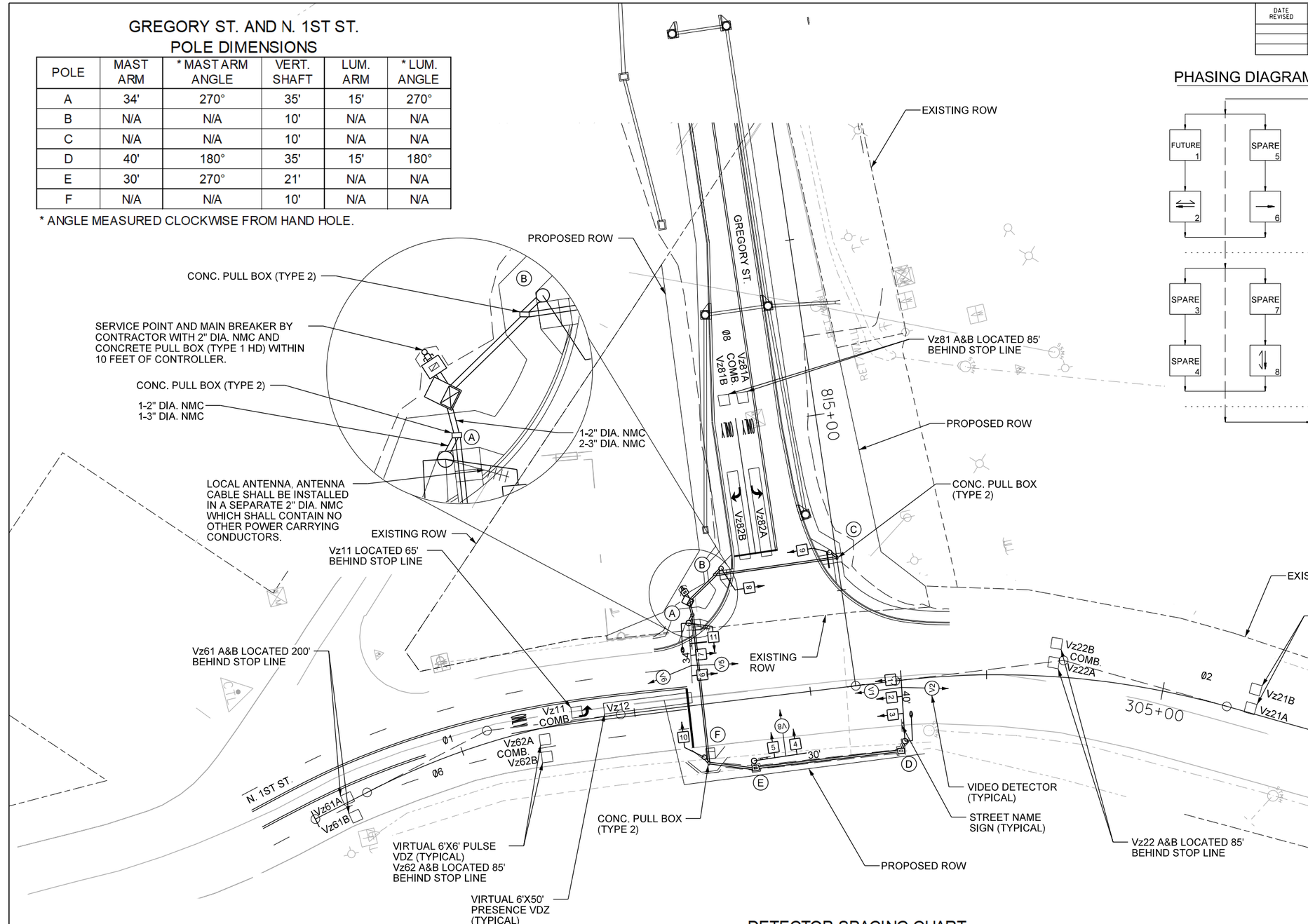
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	688	1104

(2) SIGNALIZATION PLAN SHEET

GREGORY ST. AND N. 1ST ST.
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	34'	270°	35'	15'	270°
B	N/A	N/A	10'	N/A	N/A
C	N/A	N/A	10'	N/A	N/A
D	40'	180°	35'	15'	180°
E	30'	270°	21'	N/A	N/A
F	N/A	N/A	10'	N/A	N/A

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

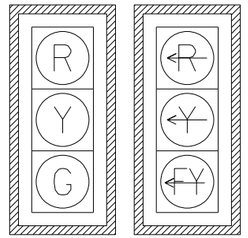


PHASING DIAGRAM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

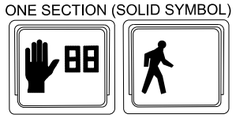
SIGNAL FACES

12" LENSES



2, 3, 4, 5, 6 & 7 #1

ONE SECTION (SOLID SYMBOL)



#8-11

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
4. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A.D.A.S. STANDARDS.
5. SIGNAL SHALL BE OPERATIONAL PRIOR TO OPENING OF GREGORY STREET.
6. EXISTING FIBER OPTIC IN THIS AREA. DIG WITH CAUTION.

DETECTOR SPACING CHART

N. 1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
GREGORY ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	85'	N/A

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OIE.dgn

FINAL

LOCATION: GREGORY ST. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:37 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	689	1104

(2) SIGNALIZATION PLAN SHEET

GREGORY ST. AND N. 1ST ST.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	N. 1ST ST. - STA. 302+36.45	47' LT.	1279489.44, 199452.12
B	N. 1ST ST. - STA. 302+58.35	75' LT.	1279463.71, 199477.12
C	N. 1ST ST. - STA. 303+20.29	76' LT.	1279469.22, 199538.85
D	N. 1ST ST. - STA. 303+48.29	34' RT.	1279582.85, 199555.22
E	N. 1ST ST. - STA. 302+63.70	35' RT.	1279573.70, 199469.81
F	N. 1ST ST. - STA. 302+36.05	30' RT.	1279565.13, 199442.97

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH WEST APPROACH
35 MPH NORTH & SOUTH APPROACHES

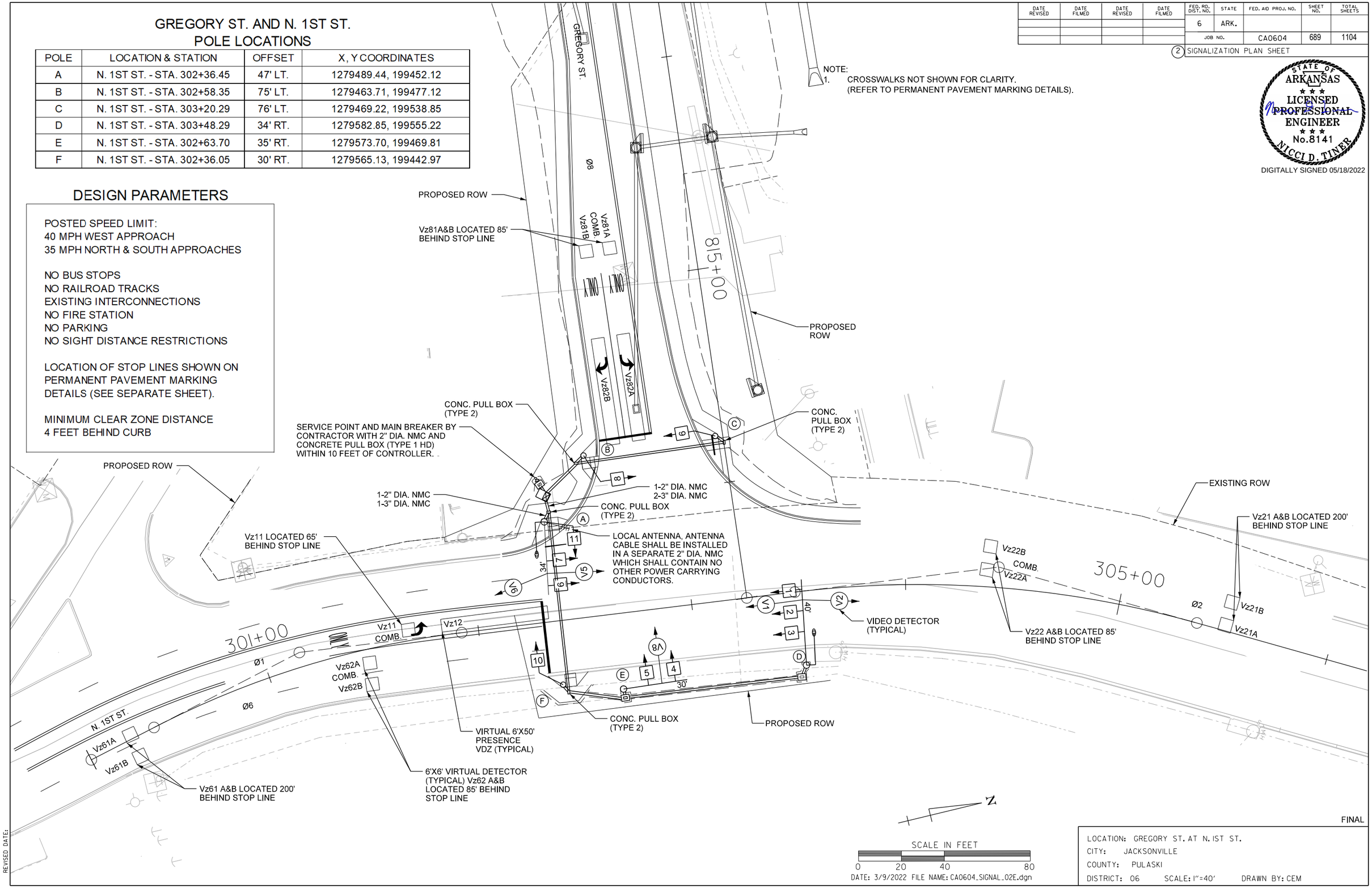
NO BUS STOPS
NO RAILROAD TRACKS
EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



N

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DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02E.dgn

FINAL

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CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

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REVISED DATE:

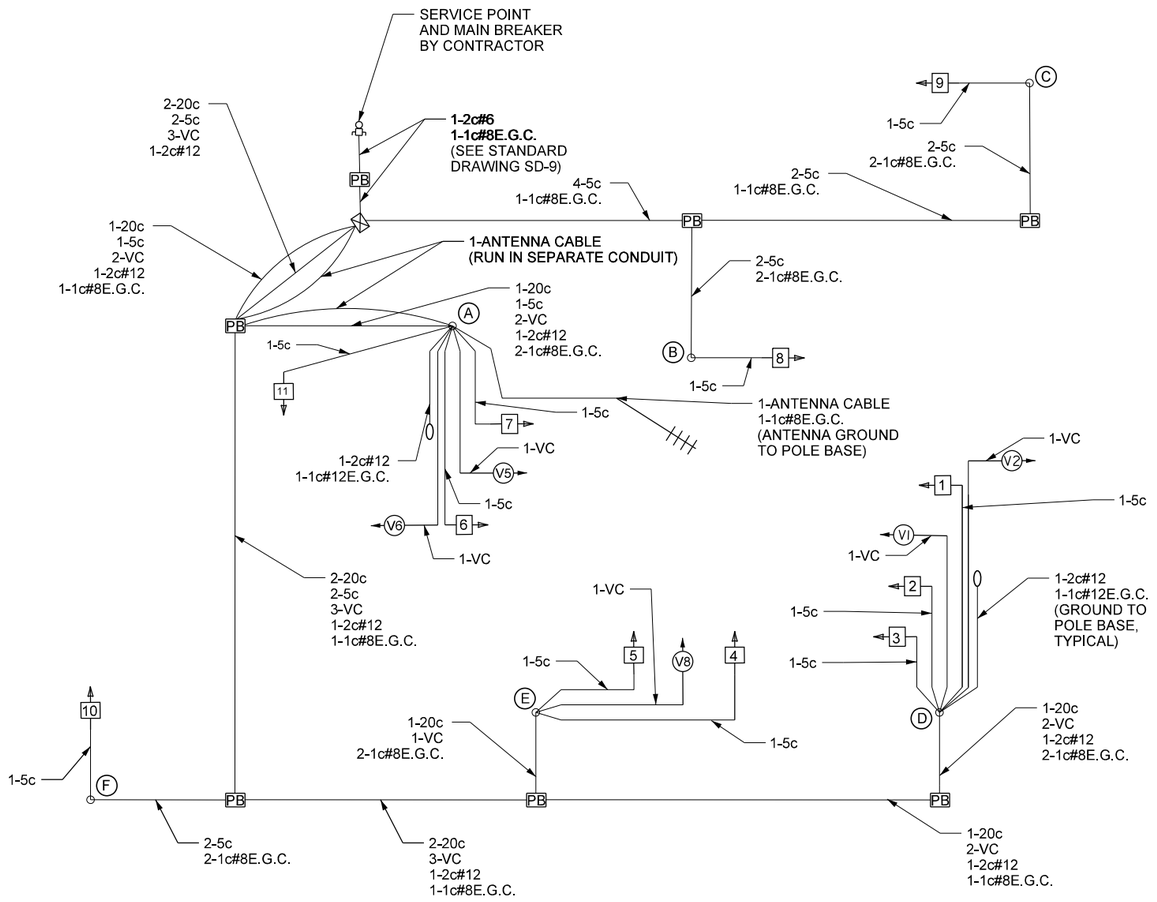
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	690	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

LOCATION: GREGORY ST. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03E.dgn

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	691	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
GREGORY ST. AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	NB LT. TURN FAR	COMB.			1	V9	6	1		CAMERA V1	37"
Vz12	NB LT. TURN	LOCAL			2	V1	6			CAMERA V1	37"
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz81 A&B	EB ADVANCE	COMB.			9	V16	8	8		CAMERA V8	74"
Vz82 A&B	EB NEAR	LOCAL			10	V8	8			CAMERA V8	74"
PB2	GREGORY ST. W. LEG	PED.				P2	2				
PB8	N. 1ST ST. S. LEG	PED.				P8	8				
					SPARE: 7, 8, 11-16						

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

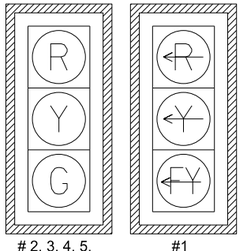
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

INTERVAL CHART

SIGNAL FACES	GREGORY ST. AND N. 1ST ST.					FLASH SEQUENCE
	2+6	CLR.	8	CLR.		
1	~~FY~~	~~Y~~	~~R~~	~~R~~		~~R~~
2&3	G	Y	R	R		R
4&5	R	R	G	Y		R
6&7	G	Y	R	R		R
8&9	W	FDW	DW	DW		BLK
10&11	DW	DW	W	FDW		BLK

SIGNAL FACES

12" LENSES



2, 3, 4, 5, 6 & 7 #1

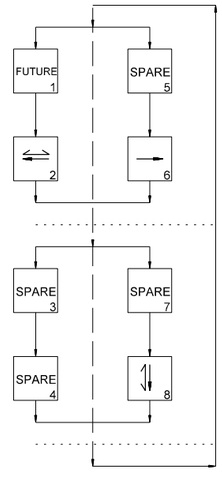
ONE SECTION (SOLID SYMBOL)



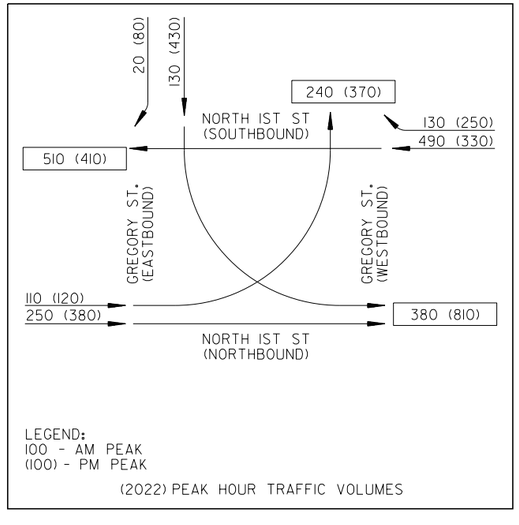
#8-11

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
4. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A.D.A.S. STANDARDS.
5. SIGNAL SHALL BE OPERATIONAL PRIOR TO OPENING OF GREGORY STREET.

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



LEGEND:
100 - AM PEAK
(100) - PM PEAK

(2022) PEAK HOUR TRAFFIC VOLUMES

FINAL

LOCATION: GREGORY ST. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04E.dgn

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	692	1104

(2) TRAFFIC SIGNAL QUANTITIES - WALMART DR./JOHN HARDEN DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	73	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	426	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	106	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	306	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	55	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	37	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	161	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	56	LIN. FT.
710	NON-METALLIC CONDUIT (3")	188	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26'-38')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	2	EACH
733	VIDEO DETECTOR RELOCATION	2	EACH
SP & 733	VIDEO DETECTOR (CLR)	2	EACH
733	VIDEO CABLE	317	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	2	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1C STEPS 1, 2, & 3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.06	LUMP SUM

STAGES 1D, 1E, 2A, & 2A STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
733	VIDEO DETECTOR RELOCATION	1	EACH

STAGE 2A STEP 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
733	VIDEO DETECTOR RELOCATION	1	EACH

RELOCATE VIDEO DETECTOR V2 AND SIGNAL HEADS 1 AND 2 TO THEIR FINAL PLACE. INSTALL POLE B. INSTALL PEDESTRIAN SIGNAL HEADS 5 AND 6.

SADonaldson 8/18/2022 4:49:0 PM
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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_F.dgn

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

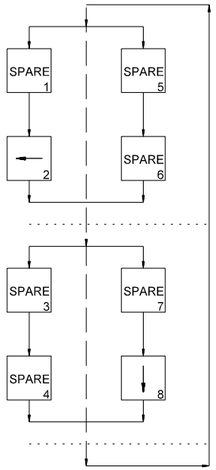
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	693	1104

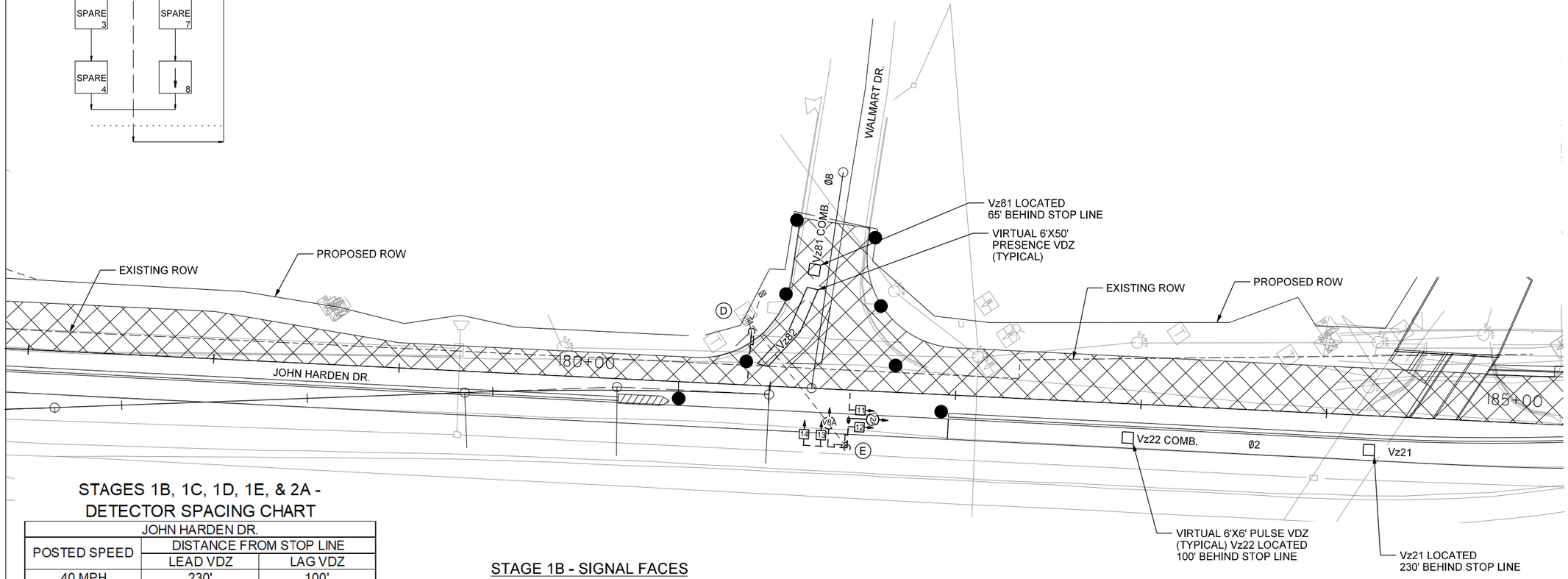
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

STAGES 1B, 1C, 1D, 1E, & 2A - PHASING DIAGRAM





STAGES 1B, 1C, 1D, 1E, & 2A - DETECTOR SPACING CHART

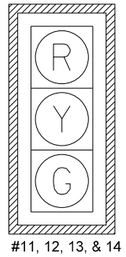
JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
WALMART DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	65'	N/A

WALMART DR. AND JOHN HARDEN DR. STAGES 1B - POLE DIMENSIONS

POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	LUM. ANGLE
D	EXISTING POLE TO REMAIN				
E	EXISTING POLE TO REMAIN				

STAGE 1B - SIGNAL FACES

12" LENSES



#11, 12, 13, & 14

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

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES AND CONTROLLER SHALL BE MAINTAINED DURING STAGE 1B.
3. THE NEW TRAFFIC SIGNAL HEADS MUST BE OPERATIONAL PRIOR TO REMOVAL OF EXISTING TRAFFIC SIGNAL HEADS.
4. MAINTAIN EXISTING WIRING.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01F_StageIB.dgn

STAGE 1B

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:48 AM
WORKSPACE: AHTD
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REVISED DATE:

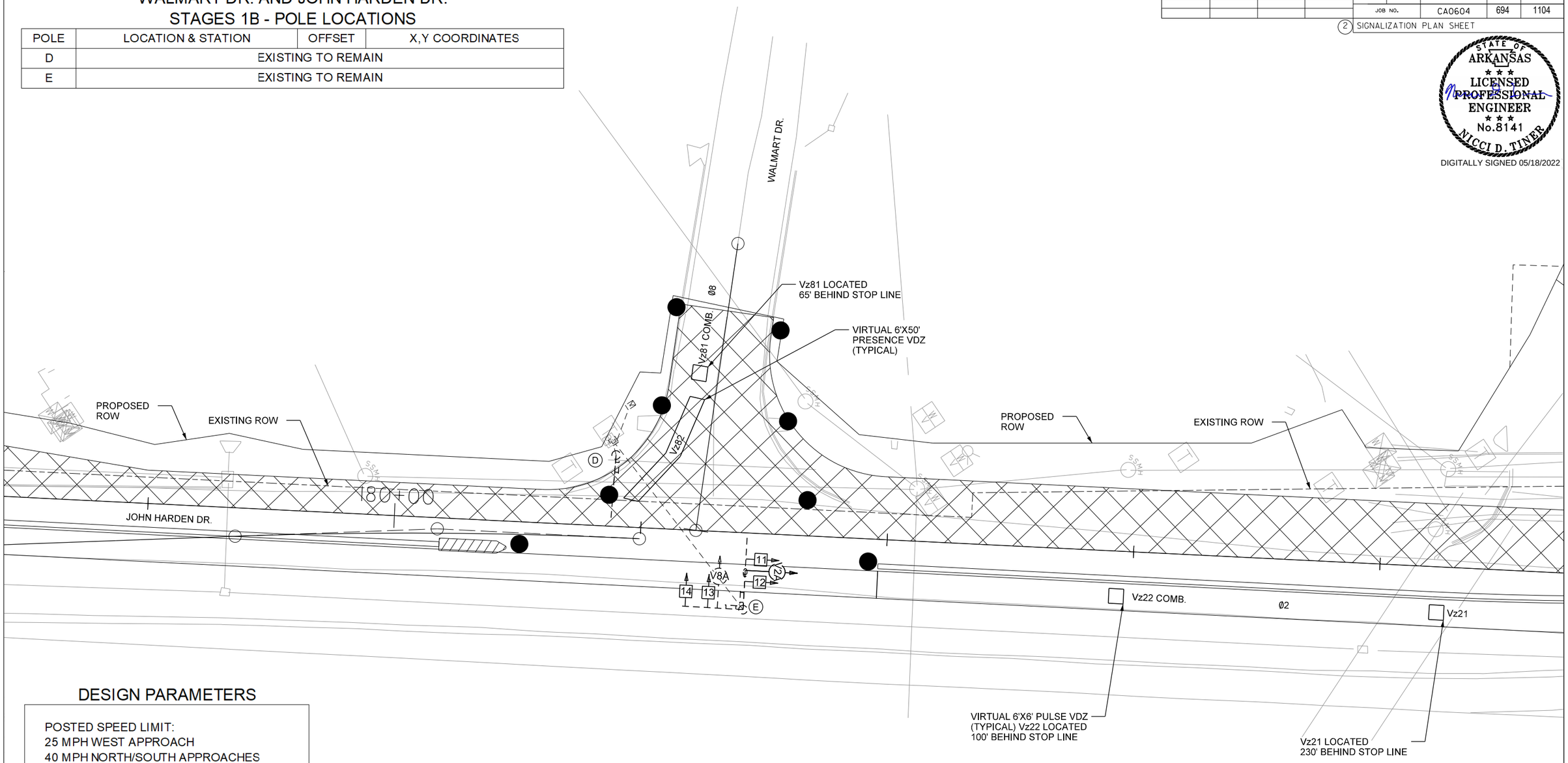
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	694	1104

(2) SIGNALIZATION PLAN SHEET

WALMART DR. AND JOHN HARDEN DR.
STAGES 1B - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
D	EXISTING TO REMAIN		
E	EXISTING TO REMAIN		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
25 MPH WEST APPROACH
40 MPH NORTH/SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02F_STAGE1B.DGN

STAGE 1B

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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REVISED DATE: 5/12/2022 8:37:49 AM

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				6	ARK.			
				JOB NO.		CA0604	695	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
WALMART DR. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V2A	23"
Vz81	EB ADVANCE	COMB.			11	V16	8	8		CAMERA V8A	23"
Vz82	EB NEAR	LOCAL			12	V8	8			CAMERA V8A	23"
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 15, & 16						

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

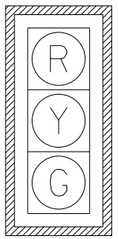
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGE 1B - INTERVAL CHART

SIGNAL FACES	WALMART DR. AND JOHN HARDEN DR.					FLASH SEQUENCE
	2	CLR.	8	CLR.		
11 & 12	G	Y	R	R		R
13 & 14	R	R	G	Y		R

STAGE 1B - SIGNAL FACES

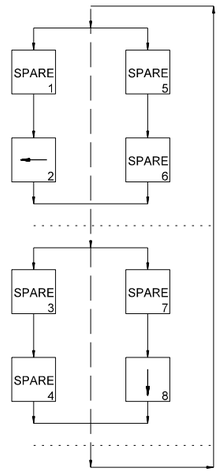
12" LENSES



#11, 12, 13, & 14

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

STAGES 1B, 1C, 1D, 1E, & 2A - PHASING DIAGRAM



STAGE 1B

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04F_STAGE1B.DGN

HRHobby 5/12/2022 8:37:51 AM
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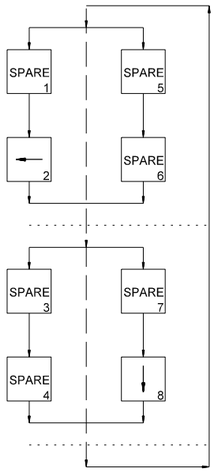
REVISED DATE:

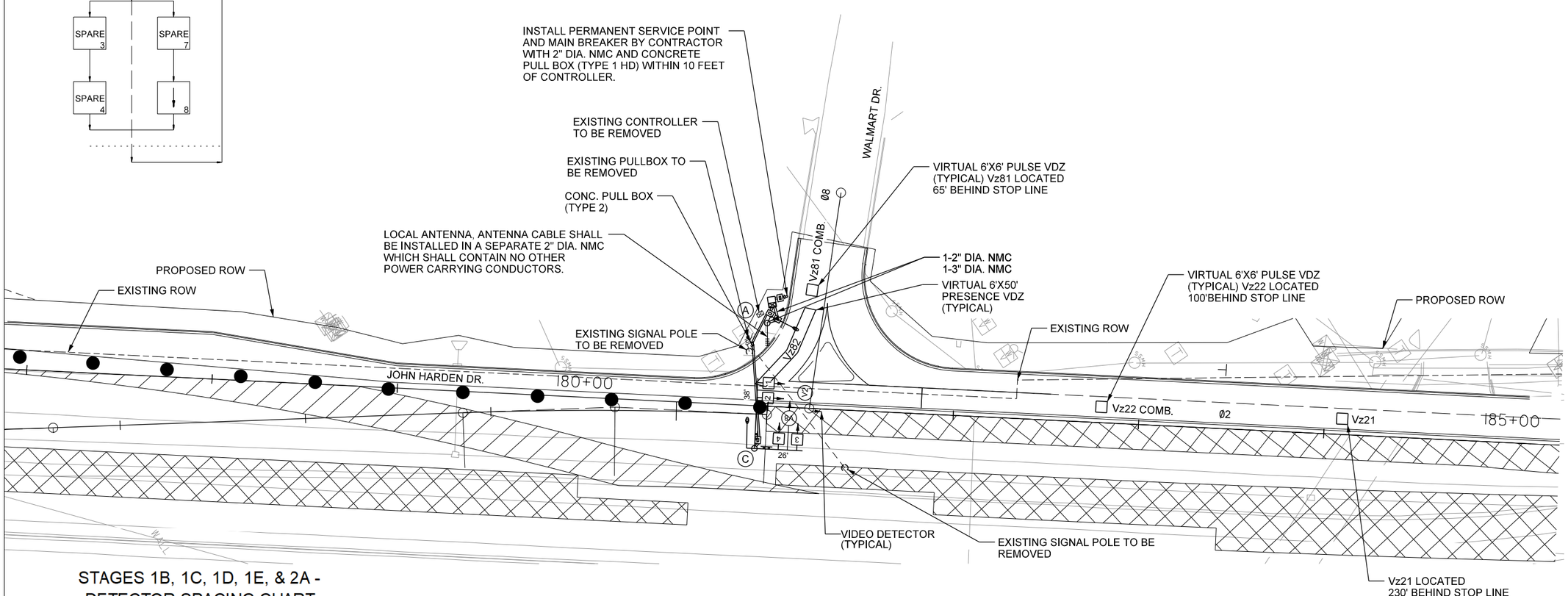
STAGES 1B, 1C, 1D, 1E, & 2A - PHASING DIAGRAM



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	696	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGES 1B, 1C, 1D, 1E, & 2A - DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
WALMART DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	65'	N/A

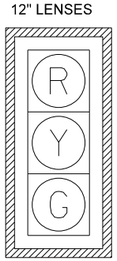
WALMART DR. AND JOHN HARDEN DR. PERMANENT - POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	35'	15'	180°
C	26'/38'	270°/180°	35'	15'	180°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

STAGES 1C, 1D, 1E, & 2A- SIGNAL FACES

12" LENSES



#1, 2, 3, & 4 (NEW)

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES AND CONTROLLER SHALL BE REMOVED DURING STAGE 1C STEP 1 EXISTING CONDUITS SHALL BE ABANDONED.
3. THE NEW TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT.
4. CONTRACTOR SHALL HAVE STAGE 1C STEP 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 1 CONSTRUCTION BEGINNING.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01F_STAGE1C_STEP1.DGN

STAGE 1C STEPS 1, 2, & 3

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:53 AM
WORKSPACE: AHTD
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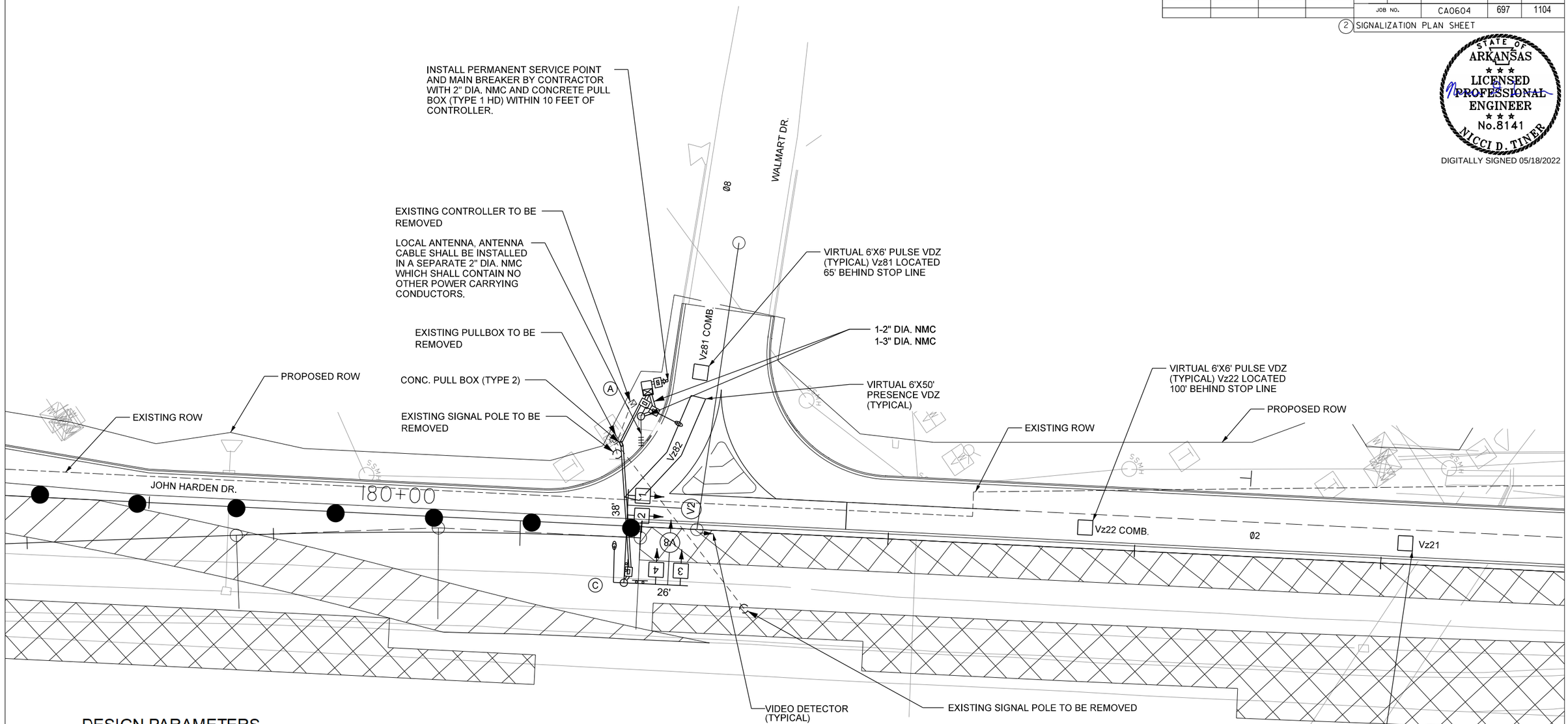
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	697	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
25 MPH WEST APPROACH
40 MPH NORTH/SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

WALMART DR. AND JOHN HARDEN DR.
PERMANENT - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	JOHN HARDEN DR. - STA. 180+97.42	45' LT.	1279421.41, 200690.94
C	JOHN HARDEN DR. - STA. 180+93.84	23' RT.	1279473.51, 200647.45

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02F_STAGE1C_STEP1.DGN

STAGE 1C STEPS 1, 2, & 3

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:37:57 AM
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REVISED DATE:

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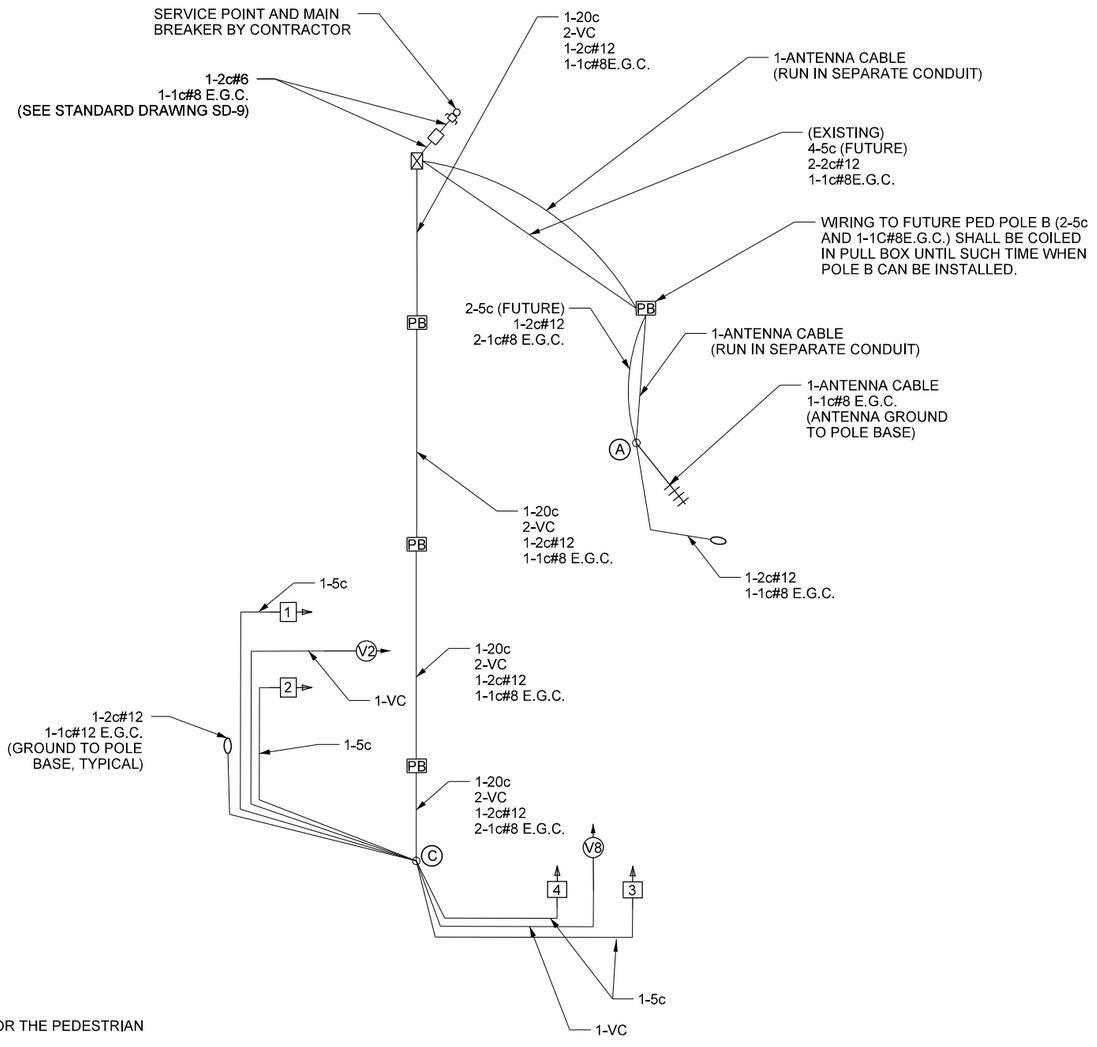
8/24/2022				6	ARK.			
				JOB NO.		CA0604	698	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGES 1C, 1D, 1E, & 2A - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGES 1C, 1D, 1E, & 2A

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_0 F_STAGE1C_STEP1.DGN

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	699	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1C STEPS 1, 2, & 3 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
WALMART DR. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V2	37"
Vz81	EB ADVANCE	COMB.			11	V16	8	8		CAMERA V8	37"
Vz82	EB NEAR	LOCAL			12	V8	8			CAMERA V8	37"
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10						

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

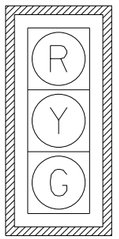
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 1C, 1D, 1E, & 2A - INTERVAL CHART

SIGNAL FACES	WALMART DR. AND JOHN HARDEN DR.					FLASH SEQUENCE
	2	CLR.	8	CLR.		
1 & 2	G	Y	R	R		R
3 & 4	R	R	G	Y		R

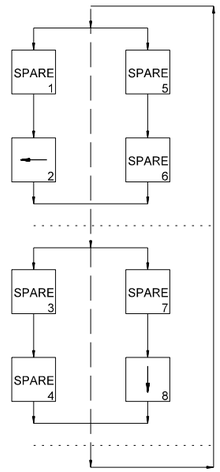
STAGES 1C, 1D, 1E, & 2A - SIGNAL FACES

12" LENSES



#1, 2, 3, & 4
(NEW)

STAGES 1B, 1C, 1D, 1E, & 2A PHASING DIAGRAM



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

HRHobby 5/12/2022 8:37:59 AM
WORKSPACE: AHTD
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REVISED DATE:

STAGES 1C STEPS 1, 2, & 3

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04F_STAGE1C_STEP1.DGN

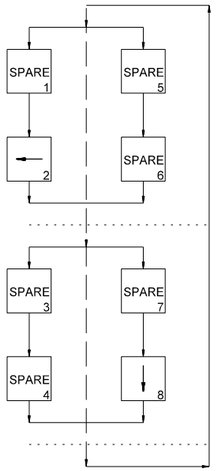
LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	700	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1B, 1C, 1D, 1E, & 2A - PHASING DIAGRAM

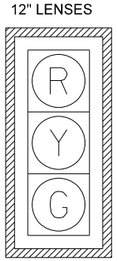


STAGES 1B, 1C, 1D, 1E, & 2A - DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
WALMART DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	65'	N/A

STAGES 1C, 1D, 1E, & 2A - SIGNAL FACES

12" LENSES



#1, 2, 3, & 4 EXISTING

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1D TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1D CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 1 AND 2 AND VIDEO DETECTOR V2 SHALL BE RELOCATED ALONG MAST ARM AS SHOWN.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01F_STAGE1D.DGN

STAGES 1D, 1E, 2A, & 2A STEP 1

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:38:02 AM
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	701	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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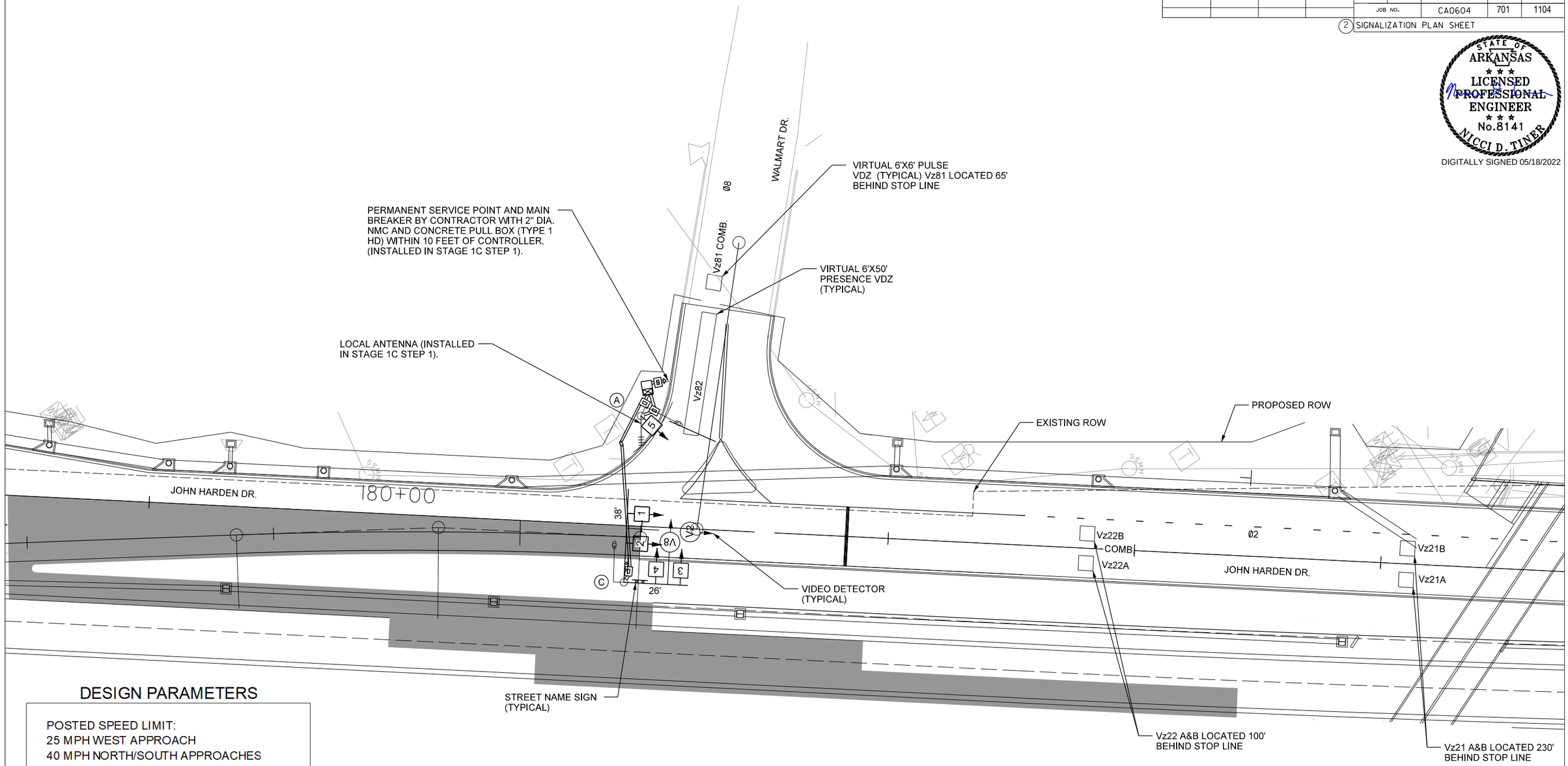
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
25 MPH WEST APPROACH
40 MPH NORTH/SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02F_STAGE1D.DGN

STAGE 1D, 1E, 2A, & 2A STEP 1

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/2/2022 8:38:03 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	702	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1D, 1E, 2A, & 2A STEP 1 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
WALMART DR. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V2	37"
Vz81	EB ADVANCE	COMB.			11	V16	8	8		CAMERA V8	37"
Vz82	EB NEAR	LOCAL			12	V8	8			CAMERA V8	37"
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10						

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

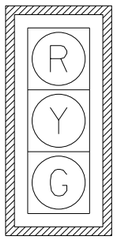
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 1C, 1D, 1E, & 2A - INTERVAL CHART

SIGNAL FACES	WALMART DR. AND JOHN HARDEN DR.					FLASH SEQUENCE
	2	CLR.	8	CLR.		
1 & 2	G	Y	R	R		R
3 & 4	R	R	G	Y		R

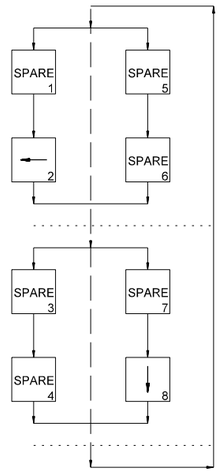
STAGES 1C, 1D, 1E, & 2A - SIGNAL FACES

12" LENSES



#1, 2, 3, & 4
(EXISTING)

STAGES 1B, 1C, 1D, 1E, & 2A PHASING DIAGRAM



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

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REVISED DATE:

STAGES 1D, 1E, 2A, & 2A STEP 1

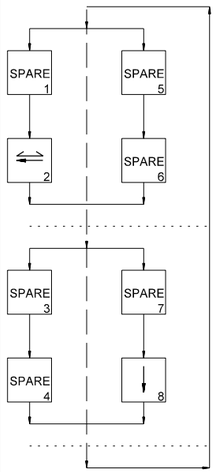
DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04F_STAGE1D.DGN

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	703	1104

(2) SIGNALIZATION PLAN SHEET

PHASING DIAGRAM

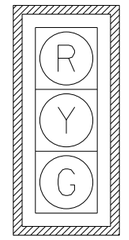


NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

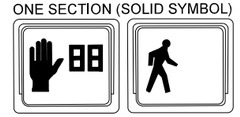
SIGNAL FACES

12" LENSES



#1, 2, 3 & 4

ONE SECTION (SOLID SYMBOL)



#5 & 6

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

DETECTOR SPACING CHART

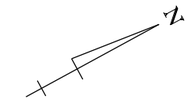
JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
WALMART DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	65'	N/A

WALMART DR. AND JOHN HARDEN DR. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	35'	15'	180°
B	N/A	N/A	10'	N/A	N/A
** C	26'/38'	270°/180°	35'	15'	180°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

** EXCESS MAST ARM LENGTH DUE TO STAGE CONSTRUCTION NEEDS.



SCALE IN FEET
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DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01F.DGN

FINAL

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:38:07 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	704	1104

(2) SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

POSTED SPEED LIMIT:
25 MPH WEST APPROACH
40 MPH NORTH/SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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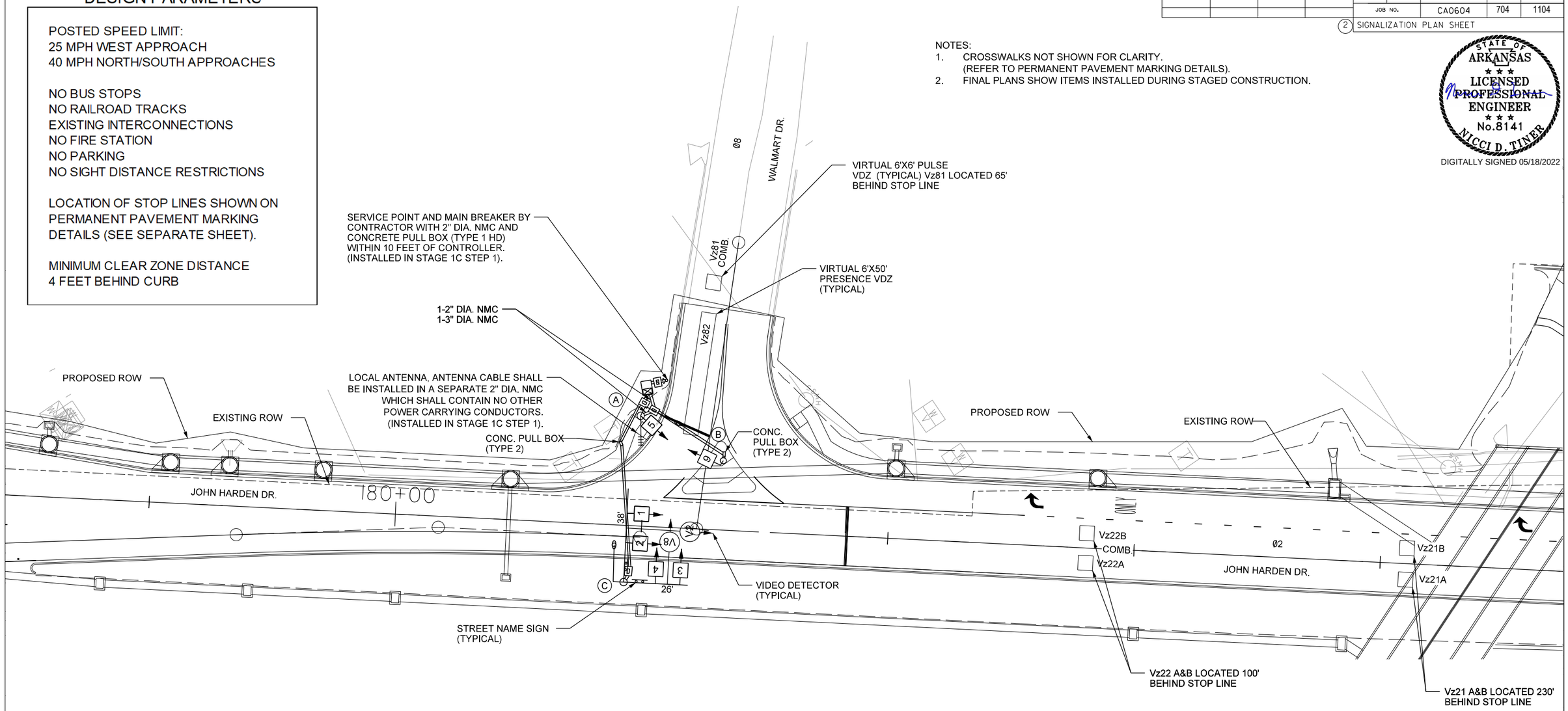
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



WALMART DR. AND JOHN HARDEN DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	JOHN HARDEN DR. - STA. 180+97.42	45' LT.	1279421.41, 200690.94
B	JOHN HARDEN DR. - STA. 181+31.81	28' LT.	1279455.29, 200708.52
C	JOHN HARDEN DR. - STA. 180+93.84	23' RT.	1279473.51, 200647.45

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02F.DGN

FINAL

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

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REVISED DATE:

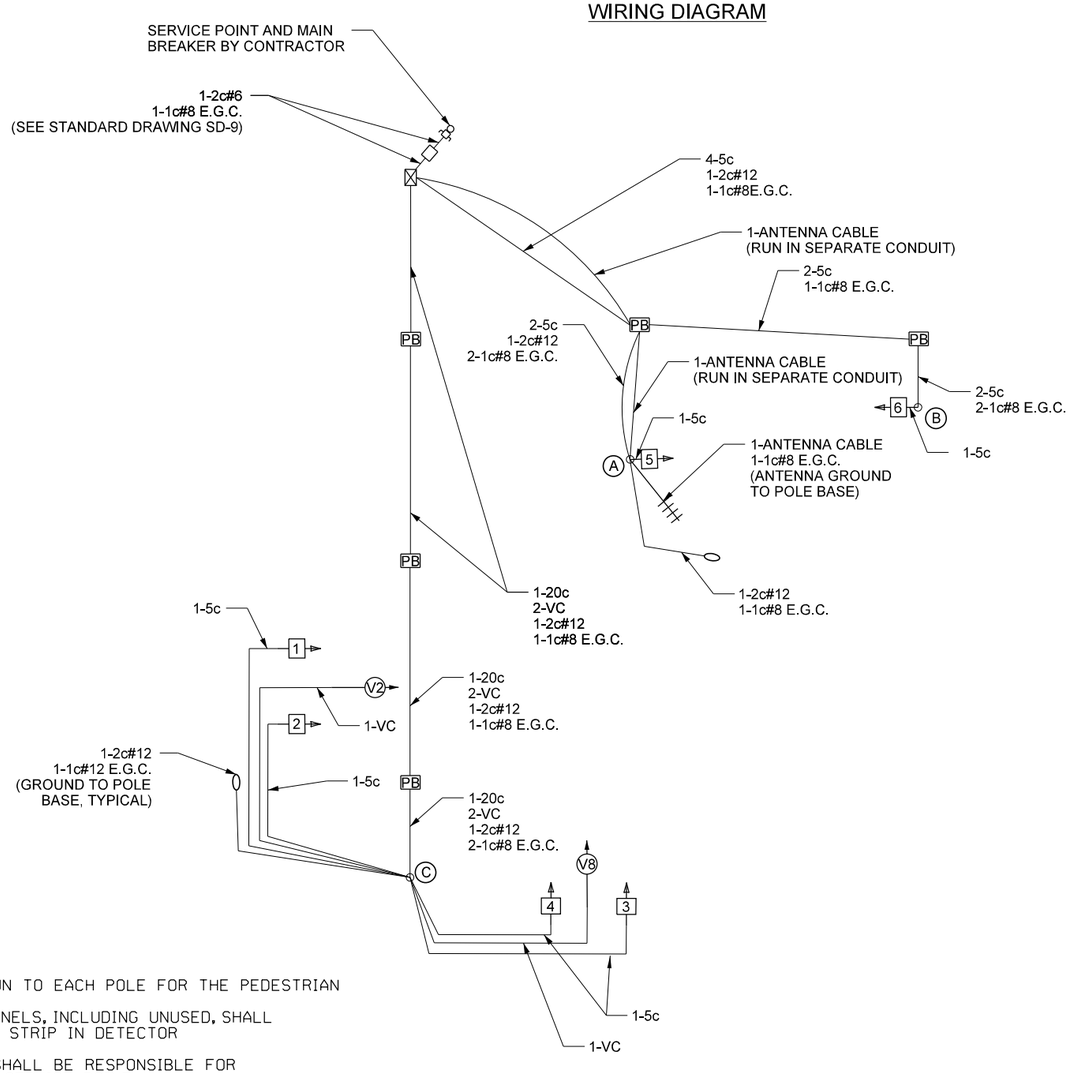
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	705	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_Ø F.DGN

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	706	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
WALMART DR. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V2	74"
Vz81	EB ADVANCE	COMB.			11	V16	8	8		CAMERA V8	37"
Vz82	EB NEAR	LOCAL			12	V8	8			CAMERA V8	37"
PB2	WALMART DR. N. LEG	PED.				P2	2				
					SPARE: 1, 2, 3, 4, 7, 8, 9, 10						

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

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

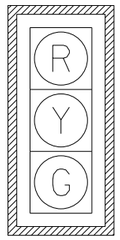
INTERVAL CHART

SIGNAL FACES	WALMART DR. AND JOHN HARDEN DR.					FLASH SEQUENCE
	2	CLR.	8	CLR.		
1 & 2	G	Y	R	R		R
3 & 4	R	R	G	Y		R
5 & 6	W	FDW	DW	DW		BLK

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

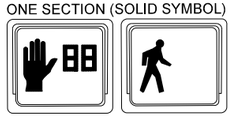
SIGNAL FACES

12" LENSES



#1, 2, 3 & 4

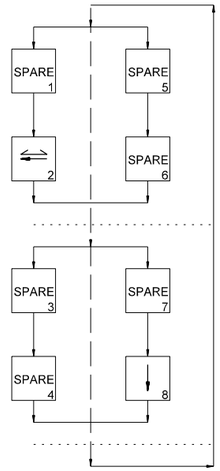
ONE SECTION (SOLID SYMBOL)



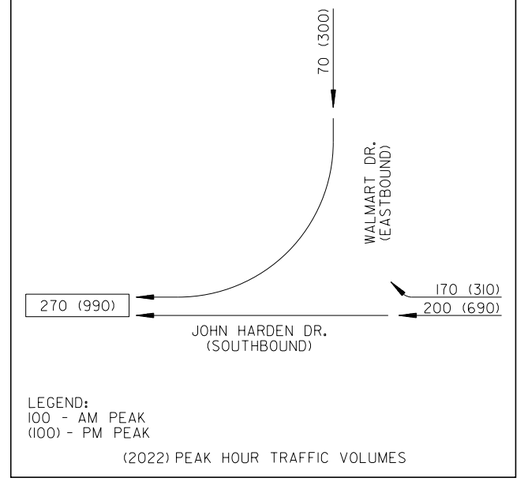
#5 & 6

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

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



FINAL

LOCATION: WALMART DR. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04F.DGN

HRHobby 5/2/2022 8:38:11 AM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	707	1104

(2) TRAFFIC SIGNAL QUANTITIES - N. J.P. WRIGHT LOOP RD./N. IST ST.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	67	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	12	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2789	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	143	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	547	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	651	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	220	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	36	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	773	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	49	LIN. FT.
710	NON-METALLIC CONDUIT (3")	543	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	7	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48'-60')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	8	EACH
733	VIDEO CABLE	1662	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1577	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	48	LIN. FT.
710	NON-METALLIC CONDUIT (3")	22	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	1366	LIN. FT.

STAGE 1C STEPS 1, 2, & 3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

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WORKSPACE: AHTD
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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_G.dgn

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	708	1104

(2) SIGNALIZATION PLAN SHEET

N. J.P. WRIGHT LOOP RD. AND N. 1ST ST.
STAGE 1B - POLE DIMENSIONS

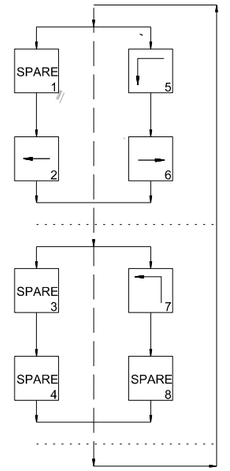
POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	*LUM. ARM	** LUM. ANGLE
A	N/A	N/A	35'	N/A	N/A
I	N/A	N/A	45'	N/A	N/A
J	N/A	N/A	45'	25'	AS SHOWN
K	N/A	N/A	45'	25'	AS SHOWN
L	N/A	N/A	45'	25'	AS SHOWN

POLES I, J, K, & L ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 709.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

STAGE 1B - DETECTOR SPACING CHART

1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
J.P. WRIGHT LOOP		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	65'	N/A

STAGE 1B - PHASING DIAGRAM



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 8/24/2022

STAGE 1B - SIGNAL FACES

12" LENSES

21, 22, 24, 25, 26 & 27

23

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED DURING STAGE 1B. EXISTING CONDUITS SHALL BE ABANDONED.
3. THE TEMPORARY TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
4. SPAN WIRE ASSEMBLY SHALL INCLUDE GALVANIZED TURNBUCKLES TO BE USED ON GUY INSTALLATIONS.
5. ADJUST DETECTION ZONES AS NEEDED WHEN LANES ARE SHIFTED.

STAGE 1B

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_01G_Stage1B.dgn

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WORKSPACE: AHTD
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REVISED DATE:

J.P. WRIGHT LOOP RD. AND N. 1ST ST.
STAGE 1B - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	N. 1ST ST. - STA. 316+81.55	83' RT.	1280220.15, 200704.93
I	N. 1ST ST. - STA. 316+67.56	73' RT.	1280206.08, 200699.08
J	N. 1ST ST. - STA. 315+50.66	70' RT.	1280150.84, 200596.02
K	N. 1ST ST. - STA. 315+46.57	75' LT.	1280019.07, 200657.88
L	N. 1ST ST. - STA. 316+73.92	67' LT.	1280083.92, 200767.81

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	709	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING CONTROLLER TO BE REMOVED
EXISTING SIGNAL POLE TO BE REMOVED
TREATED WOOD POLE (CLASS 2, 45') (TYP.)
EXISTING ROW
EXISTING PULL BOX TO BE REMOVED
STANDARD GUY INSTALLATION (TYP.)
VIDEO DETECTOR (TYPICAL)
EXISTING PULL BOX TO BE REMOVED
Vz22 A&B LOCATED 85' BEHIND STOP LINE
EXISTING ROW
Vz21 A&B LOCATED 200' BEHIND STOP LINE
N. 1ST ST.
315+00
Vz22B
COMB.
Vz22A
Vz21B
Vz21A
Vz52
Vz51 COMB.
Vz51 LOCATED 65' BEHIND STOP LINE
N. 1ST ST.
Vz61A
Vz61B
Vz62A
COMB.
Vz62B
EXISTING PULL BOX TO BE REMOVED
EXISTING SIGNAL POLE TO BE REMOVED
EXISTING PULL BOX TO BE REMOVED
EXISTING ROW
3-3" DIA. NMC
INSTALL PERMANENT SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF THE CONTROLLER.
1-2" DIA. NMC
CONC. PULL BOX (TYPE 1 HD)
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS
1-3" G.S. CONDUIT UP THE WOOD POLE. CONTRACTOR SHALL USE A PVC TO GALVANIZED STEEL THREADED ADAPTER BETWEEN THE POLE AND THE PULL BOX.
PROPOSED ROW
Vz71 LOCATED 65' BEHIND STOP LINE
Vz61 A&B LOCATED 200' BEHIND STOP LINE
EXISTING ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz62 A&B LOCATED 85' BEHIND STOP LINE
EXISTING PULL BOX TO BE REMOVED
EXISTING PULL BOX TO BE REMOVED
PROPOSED ROW
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz72
Vz71 COMB.
N. J.P. WRIGHT LOOP RD.
315+00

25'-0"
LUMINAIRE ARM
37'-0"
33'-0"
8'-0"
TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS.
LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES.
THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST APPROACH
35 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

SCALE IN FEET
0 20 40 80

STAGE 1B

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM
DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02G_Stage1B.dgn

HRHobby 5/12/2022 8:38:35 AM
WORKSPACE: AHTD
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REVISED DATE:

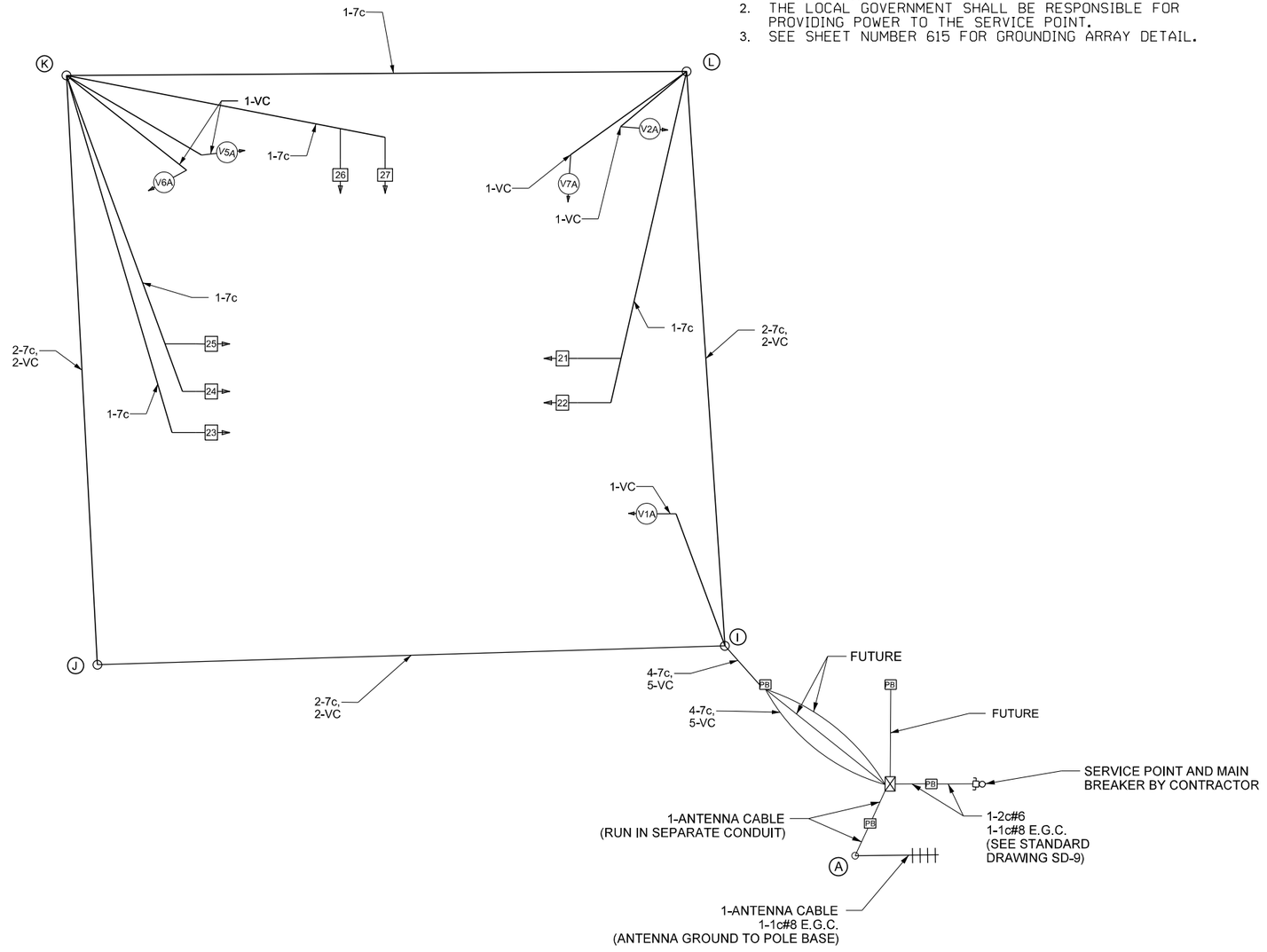
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	710	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGE 1B
WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGE 1B

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03G_Stage1B.dgn

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

SADonaldson 8/18/2022 5:29:42 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	711	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V5A	23"
Vz51	SB LT. TURN FAR	COMB.			7	V13	5	5		CAMERA V5A	23"
Vz52	SB LT. TURN	LOCAL			8	V5	5			CAMERA V5A	23"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6A	23"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1A	23"
Vz71	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7A	23"
Vz72	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7A	23"
					SPARE: 1, 2, 9, 10, 11, 12, 13, & 14						

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

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

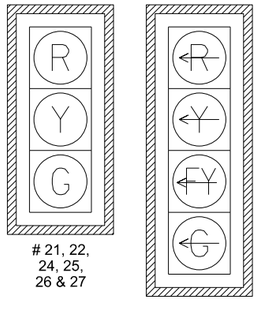
STAGE 1B - INTERVAL CHART

SIGNAL FACES	N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. 2+5	CLR.	2+6	CLR.	7	CLR.		FLASH SEQUENCE
21 & 22	R	R	G	Y	R	R		R
23	~~G~~	*	~~FY~~	***	~~R~~	~~R~~		~~R~~
24 & 25	G	**	G	**	R	R		R
26 & 27	R	R	R	R	G	Y		R

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

STAGE 1B - SIGNAL FACES

12" LENSES

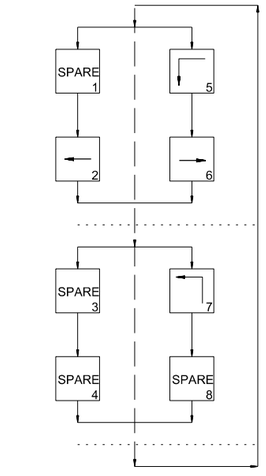


21, 22, 24, 25, 26 & 27

23

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

STAGE 1B - PHASING DIAGRAM



STAGE 1B

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04G_Stage1B.dgn

HRHobby 5/12/2022 8:38:38 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	712	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

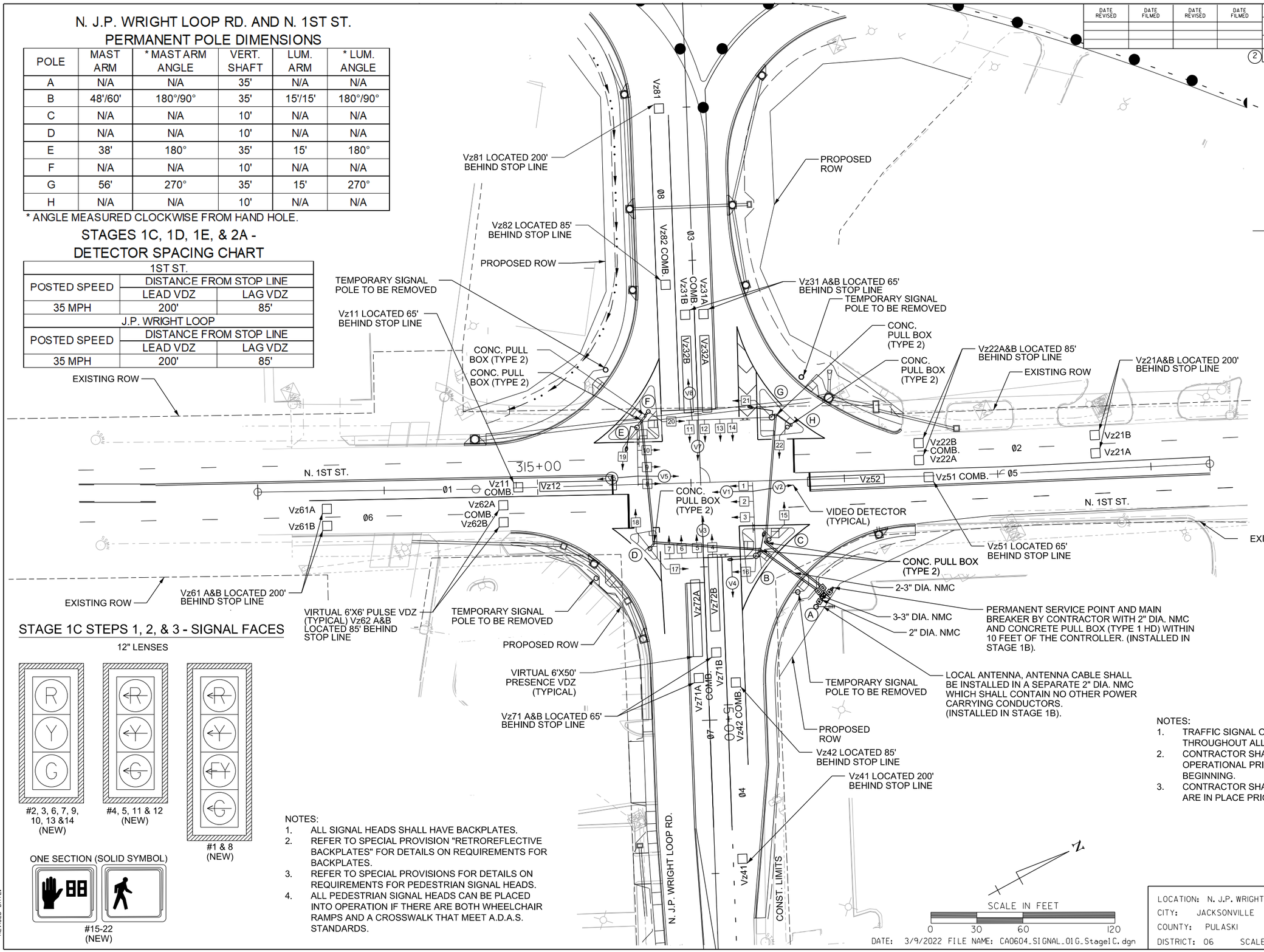
N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. PERMANENT POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	35'	N/A	N/A
B	48'/60'	180°/90°	35'	15'/15'	180°/90°
C	N/A	N/A	10'	N/A	N/A
D	N/A	N/A	10'	N/A	N/A
E	38'	180°	35'	15'	180°
F	N/A	N/A	10'	N/A	N/A
G	56'	270°	35'	15'	270°
H	N/A	N/A	10'	N/A	N/A

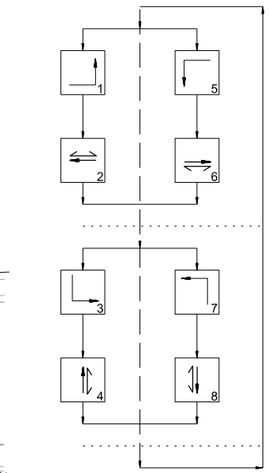
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

STAGES 1C, 1D, 1E, & 2A - DETECTOR SPACING CHART

1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
J.P. WRIGHT LOOP		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'



STAGE 1C STEPS 1, 2, & 3 - PHASING DIAGRAM



STAGE 1C STEPS 1, 2, & 3 - SIGNAL FACES

12" LENSES

#2, 3, 6, 7, 9, 10, 13 &14 (NEW)

#4, 5, 11 & 12 (NEW)

#1 & 8 (NEW)

ONE SECTION (SOLID SYMBOL)

#15-22 (NEW)

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

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C CONSTRUCTION BEGINNING.
3. CONTRACTOR SHALL ENSURE THAT CONCRETE ISLANDS ARE IN PLACE PRIOR TO STAGE 1C.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OIG_StageIC.dgn

STAGE 1C STEPS 1, 2, & 3

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: I"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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5/12/2022 8:38:41 AM
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	713	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

Vz82 LOCATED 85' BEHIND STOP LINE
PROPOSED ROW
Vz82 COMB.
ONLY
Vz31B
COMB
Vz31A
Vz31 A&B LOCATED 80' BEHIND STOP LINE
CONC. PULL BOX (TYPE 2)
Vz11 LOCATED 65' BEHIND STOP LINE
TEMPORARY SIGNAL POLE TO BE REMOVED
CONC. PULL BOX (TYPE 2)
EXISTING ROW
Vz32B
Vz32A
Vz22A&B LOCATED 85' BEHIND STOP LINE
EXISTING ROW
Vz21A&B LOCATED 200' BEHIND STOP LINE
Vz22B
COMB.
Vz22A
Vz21B
Vz21A
315+00
N. 1ST ST.
Vz11 COMB.
Vz12
Vz52
Vz51 COMB.
Vz61A
Vz61B
Vz62A
COMB.
Vz62B
STREET NAME SIGN (TYPICAL)
CONC. PULL BOX (TYPE 2)
N. 1ST ST.
EXISTING ROW
VIDEO DETECTOR (TYPICAL)
Vz51 LOCATED 65' BEHIND STOP LINE
CONC. PULL BOX (TYPE 2)
Vz61 A&B LOCATED 200' BEHIND STOP LINE
EXISTING ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz62 A&B LOCATED 85' BEHIND STOP LINE
TEMPORARY SIGNAL POLE TO BE REMOVED
PROPOSED ROW
2-3" DIA. NMC
PERMANENT SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF THE CONTROLLER. (INSTALLED IN STAGE 1B).
3-3" DIA. MC
2" DIA. NMC
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS. (INSTALLED IN STAGE 1B).
TEMPORARY SIGNAL POLE TO BE REMOVED
PROPOSED ROW
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz72B
Vz72A
Vz71 A&B LOCATED 65' BEHIND STOP LINE
Vz71A
COMB.
Vz71B
Vz42 COMB.
Vz42 LOCATED 85' BEHIND STOP LINE
N. J.P. WRIGHT LOOP RD.
ONLY

J.P. WRIGHT LOOP RD. AND N. 1ST ST.
PERMANENT POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	N. 1ST ST. - STA. 316+79.12	83' RT.	1280220.15, 200704.93
B	N. 1ST ST. - STA. 316+40.97	49' RT.	1280172.29, 200686.35
C	N. 1ST ST. - STA. 316+49.82	38' RT.	1280166.96, 200698.94
D	N. 1ST ST. - STA. 315+72.06	42' RT.	1280135.44, 200627.75
E	N. 1ST ST. - STA. 315+65.92	37' LT.	1280061.84, 200657.98
F	N. 1ST ST. - STA. 315+73.60	47' LT.	1280056.21, 200669.42
G	N. 1ST ST. - STA. 316+53.95	41' LT.	1280097.80, 200738.44
H	N. 1ST ST. - STA. 316+63.84	35' LT.	1280108.26, 200744.24

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
35 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02G_Stage1C.dgn

STAGE 1C STEPS 1, 2, & 3

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
5/12/2022 8:38:43 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	714	1104

(2) SIGNALIZATION PLAN SHEET

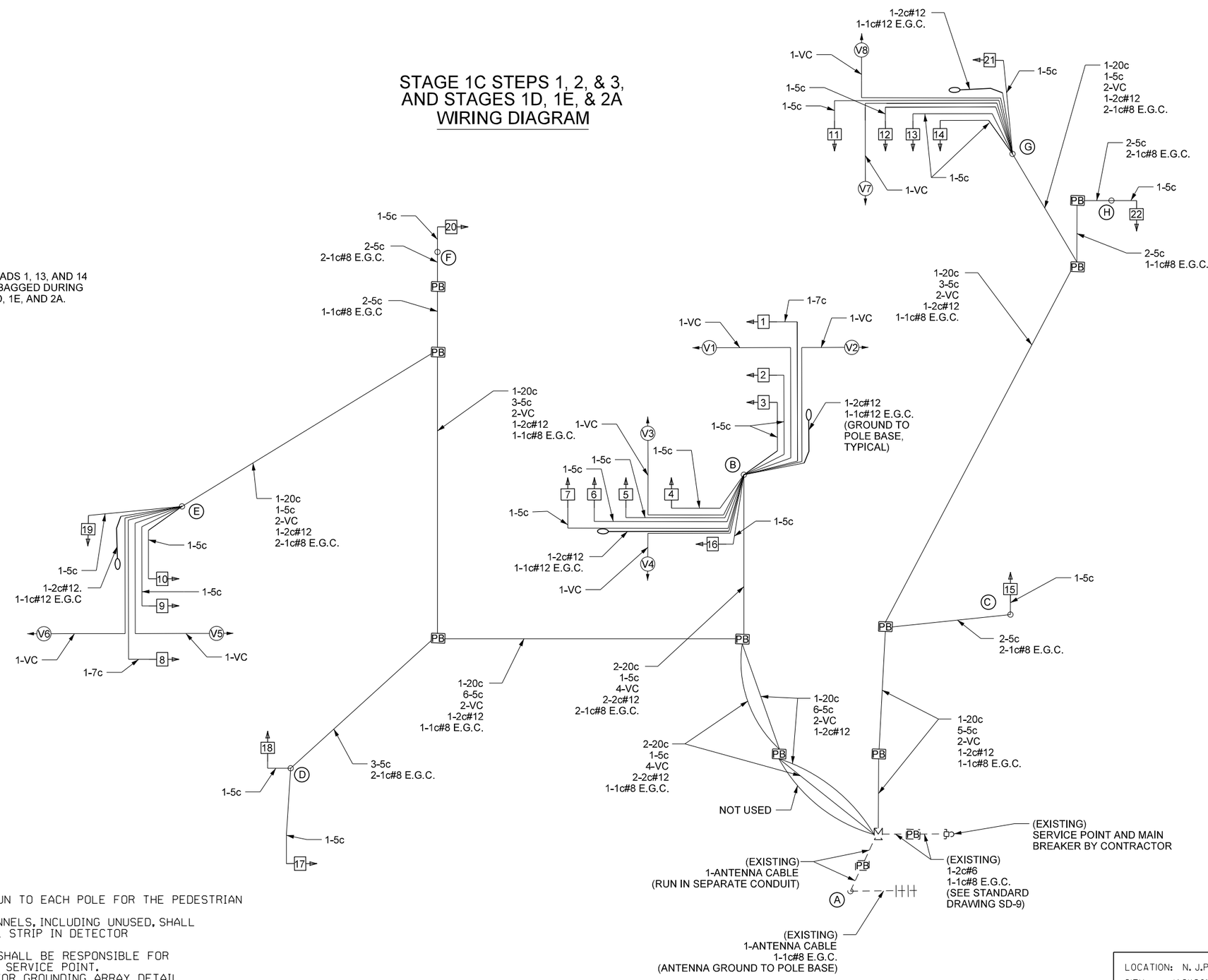
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGE 1C STEPS 1, 2, & 3, AND STAGES 1D, 1E, & 2A WIRING DIAGRAM

NOTES:

1. SIGNAL HEADS 1, 13, AND 14 SHALL BE BAGGED DURING STAGES 1D, 1E, AND 2A.



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGES 1C, 1D, 1E, & 2A

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03G_StageIC.dgn

SADonaldson 8/8/2022 5:33:29 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	715	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1C STEPS 1, 2, & 3 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613

N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	NB LT. TURN FAR	COMB.			1	V9	1	1		CAMERA V1A	23"
Vz12	NB LT. TURN	LOCAL			2	V1	1			CAMERA V1A	23"
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V3A	23"
Vz31 A&B	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32 A&B	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41	WB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	WB NEAR	COMB.			14	V12	4	4		CAMERA V4A	23"
Vz51	SB LT. TURN FAR	COMB.			7	V13	5	5		CAMERA V5A	23"
Vz52	SB LT. TURN	LOCAL			8	V5	5			CAMERA V5A	23"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6A	23"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1A	23"
Vz71 A&B	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7A	23"
Vz72 A&B	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7A	23"
Vz81	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	EB NEAR	COMB.			12	V16	8	8		CAMERA V8A	23"
					SPARE: NONE						

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

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

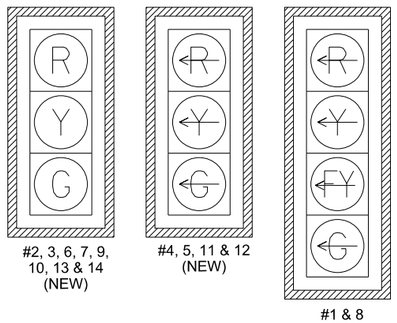
STAGE 1C STEPS 1, 2, & 3 - INTERVAL CHART

SIGNAL FACES	N. J.P. WRIGHT LOOP AND N. 1ST ST. 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	FLASH SEQUENCE
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R	R
4 & 5	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
6 & 7	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
8	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
9 & 10	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
11 & 12	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~
13 & 14	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R
15 & 22	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	BLK
16 & 17	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
18 & 19	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW	BLK
20 & 21	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

STAGE 1C STEPS 1, 2, & 3 - SIGNAL FACES

12" LENSES

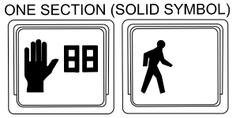


#2, 3, 6, 7, 9, 10, 13 & 14 (NEW)

#4, 5, 11 & 12 (NEW)

#1 & 8 (NEW)

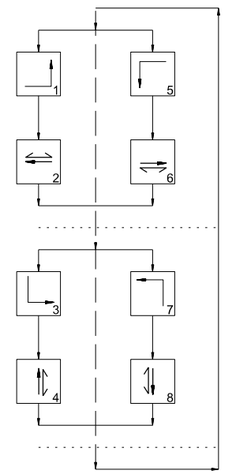
ONE SECTION (SOLID SYMBOL)



#15-22 (NEW)

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

STAGE 1C STEPS 1, 2, & 3 - PHASING DIAGRAM



STAGE 1C STEPS 1, 2, & 3

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04G_StageIC.dgn

HRHobby 5/2/2022 8:38:46 AM
WORKSPACE: AHTD
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REVISED DATE:

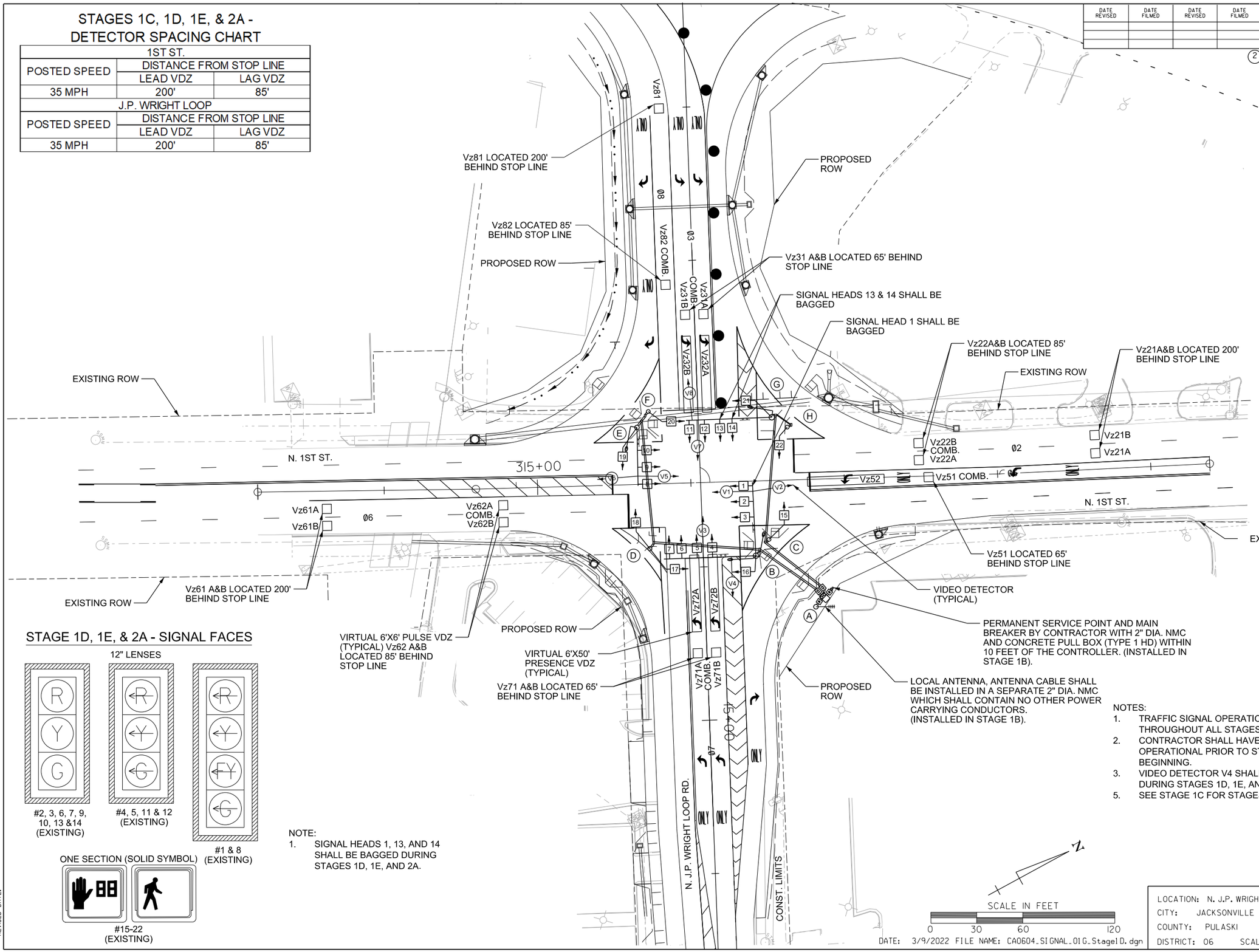
STAGES 1C, 1D, 1E, & 2A - DETECTOR SPACING CHART

1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
J.P. WRIGHT LOOP		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

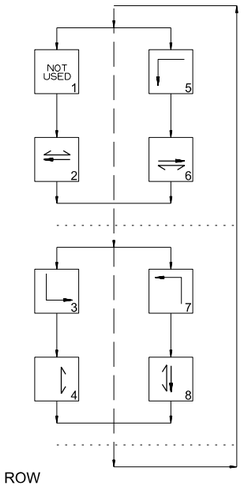
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	716	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1D, 1E, & 2A - PHASING DIAGRAM



STAGE 1D, 1E, & 2A - SIGNAL FACES

12" LENSES

#2, 3, 6, 7, 9, 10, 13 &14 (EXISTING)

#4, 5, 11 & 12 (EXISTING)

#1 & 8 (EXISTING)

ONE SECTION (SOLID SYMBOL)

#15-22 (EXISTING)

NOTE:
1. SIGNAL HEADS 1, 13, AND 14 SHALL BE BAGGED DURING STAGES 1D, 1E, AND 2A.

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1D TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1D CONSTRUCTION BEGINNING.
3. VIDEO DETECTOR V4 SHALL NOT BE UTILIZED DURING STAGES 1D, 1E, AND 2A.
5. SEE STAGE 1C FOR STAGES 1D, 1E, AND 2A WIRING.

SCALE IN FEET
0 30 60 120

STAGES 1D, 1E, & 2A

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM
DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01G_StageID.dgn

HRHobby 5/12/2022 8:38:50 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	717	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
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PROPOSED ROW
Vz82 LOCATED 85' BEHIND STOP LINE
PROPOSED ROW
Vz82 COMB.
Vz31 A&B LOCATED 80' BEHIND STOP LINE
SIGNAL HEADS 13 & 14 SHALL BE BAGGED
SIGNAL HEAD 1 SHALL BE BAGGED
Vz22A&B LOCATED 85' BEHIND STOP LINE
Vz21A&B LOCATED 200' BEHIND STOP LINE
EXISTING ROW
EXISTING ROW
315+00
N. 1ST ST.
Vz22B
COMB.
Vz22A
Vz21B
Vz21A
Vz52
Vz51 COMB.
N. 1ST ST.
Vz61A
Vz61B
Vz62A
COMB.
Vz62B
Vz51 LOCATED 65' BEHIND STOP LINE
EXISTING ROW
Vz61 A&B LOCATED 200' BEHIND STOP LINE
EXISTING ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz62 A&B LOCATED 85' BEHIND STOP LINE
PROPOSED ROW
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz71 A&B LOCATED 65' BEHIND STOP LINE
N. J.P. WRIGHT LOOP RD.
Vz71A
COMB.
Vz71B
Vz72A
Vz72B
VIDEO DETECTOR (TYPICAL)
PERMANENT SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF THE CONTROLLER. (INSTALLED IN STAGE 1B).
PROPOSED ROW
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS. (INSTALLED IN STAGE 1B).

NOTES:
1. SIGNAL HEADS 1, 13, & 14 SHALL BE BAGGED.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
35 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02G_StageID.dgn

STAGES 1D, 1E, & 2A

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/2/2022 8:38:51 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	718	1104

(2) SIGNALIZATION PLAN SHEET

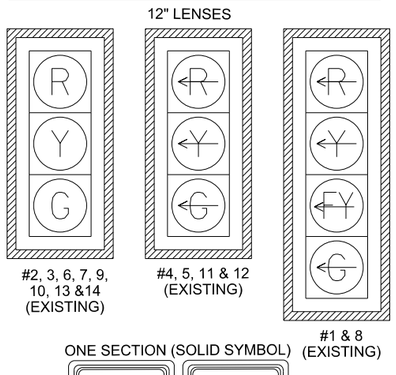
STAGES 1D, 1E, & 2A - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL			COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz31 A&B	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3	37"
Vz32 A&B	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3	37"
Vz51	SB LT. TURN FAR	COMB.			7	V13	5	5		CAMERA V5	37"
Vz52	SB LT. TURN	LOCAL			8	V5	5			CAMERA V5	37"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz71 A&B	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7	37"
Vz72 A&B	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7	37"
Vz81	EB ADVANCE	LOCAL			11	V16	8			CAMERA V8	74"
Vz82	EB NEAR	COMB.			12	V8	8	8		CAMERA V3	37"
PB2 A&B	J.P. WRIGHT LP W. LEG	PED.				P2	2				
PB4 A&B	1ST ST N.LEG	PED.				P4	4				
PB6 A&B	J.P. WRIGHT LP E. LEG	PED.				P6	6				
PB8 A&B	1ST ST S.LEG	PED.				P8	8				
					SPARE: 1, 2, 13, & 14						

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

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

STAGE 1D, 1E, & 2A - SIGNAL FACES



NOTES:
1. SIGNAL HEADS 1, 13, AND 14 SHALL BE BAGGED DURING STAGES 1D, 1E, AND 2A.

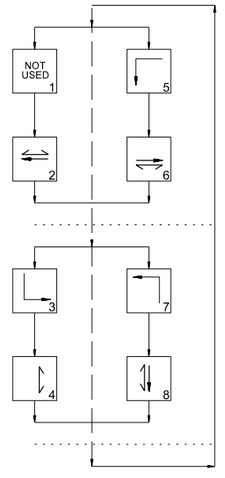
STAGES 1D, 1E, & 2A - INTERVAL CHART

SIGNAL FACES	N. J.P. WRIGHT LOOP AND N. 1ST ST.											FLASH SEQUENCE
	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.		
2 & 3	R	R	G	Y	R	R	R	R	R	R		R
4 & 5	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~R~~	~~R~~		~~R~~
6 & 7	R	R	R	R	R	R	G	Y	R	R		R
8	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
9 & 10	G	**	G	**	R	R	R	R	R	R		R
11 & 12	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~
15 & 22	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW		BLK
16 & 17	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW		BLK
18 & 19	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW		BLK
20 & 21	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW		BLK

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1D,1E, & 2A - PHASING DIAGRAM



STAGE 1D, 1E, & 2A

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: AS

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04G_Stage1D.dgn

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5/12/2022 8:38:52 AM
WORKSPACE: AHTD
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REVISED DATE:

N. J.P. WRIGHT LOOP RD. AND N. 1ST ST.
PERMANENT POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	35'	N/A	N/A
B	48'/60'	180°/90°	35'	15'/15'	180°/90°
C	N/A	N/A	10'	N/A	N/A
D	N/A	N/A	10'	N/A	N/A
E	38'	180°	35'	15'	180°
F	N/A	N/A	10'	N/A	N/A
G	56'	270°	35'	15'	270°
H	N/A	N/A	10'	N/A	N/A

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

DETECTOR SPACING CHART

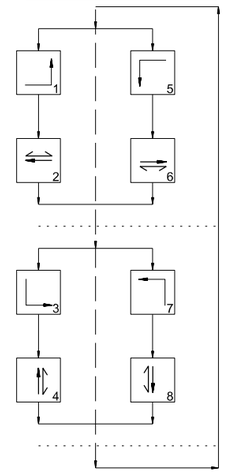
1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
J.P. WRIGHT LOOP		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	719	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PHASING DIAGRAM



NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE CONSTRUCTION.

SIGNAL FACES

12" LENSES

ONE SECTION (SOLID SYMBOL)

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

FINAL

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM
DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01G.dgn

HRHobby
WORKSPACE: AHTD
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5/12/2022 8:38:56 AM
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
35 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	720	1104

(2) SIGNALIZATION PLAN SHEET

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE CONSTRUCTION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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NICCI D. TINER
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N.J.P. WRIGHT LOOP RD.
PROPOSED ROW
Vz81 LOCATED 85' BEHIND STOP LINE
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
CONC. PULL BOX (TYPE 2)
Vz31 A&B LOCATED 65' BEHIND STOP LINE
EXISTING ROW
Vz11 LOCATED 65' BEHIND STOP LINE
Vz22 A&B 85' BEHIND STOP LINE
Vz21 A&B LOCATED 200' BEHIND STOP LINE
315+00
N. 1ST ST.
VIDEO DETECTOR (TYPICAL)
STREET NAME SIGN (TYPICAL)
Vz51 LOCATED 65' BEHIND STOP LINE
Vz61 A&B LOCATED 100' BEHIND STOP LINE
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz62 A&B LOCATED 85' BEHIND STOP LINE
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITHIN 10 FEET OF CONTROLLER WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD)
2-3" DIA. NMC
3-3" DIA. NMC
2" DIA. NMC
CONC. PULL BOX (TYPE 1 HD)
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS
Vz42 LOCATED 85' BEHIND STOP LINE
Vz71 A&B LOCATED 65' BEHIND STOP LINE
00+51

J.P. WRIGHT LOOP RD. AND N. 1ST ST. POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	N. 1ST ST. - STA. 316+79.12	83' RT.	1280220.15, 200704.93
B	N. 1ST ST. - STA. 316+40.97	49' RT.	1280172.29, 200686.35
C	N. 1ST ST. - STA. 316+49.82	38' RT.	1280166.96, 200698.94
D	N. 1ST ST. - STA. 315+72.06	42' RT.	1280135.44, 200627.75
E	N. 1ST ST. - STA. 315+65.92	37' LT.	1280061.84, 200657.98
F	N. 1ST ST. - STA. 315+73.60	47' LT.	1280056.21, 200669.42
G	N. 1ST ST. - STA. 316+53.95	41' LT.	1280097.80, 200738.44
H	N. 1ST ST. - STA. 316+63.84	35' LT.	1280108.26, 200744.24

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02G.dgn

FINAL

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:38:58 AM
WORKSPACE: AHTD
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REVISED DATE:

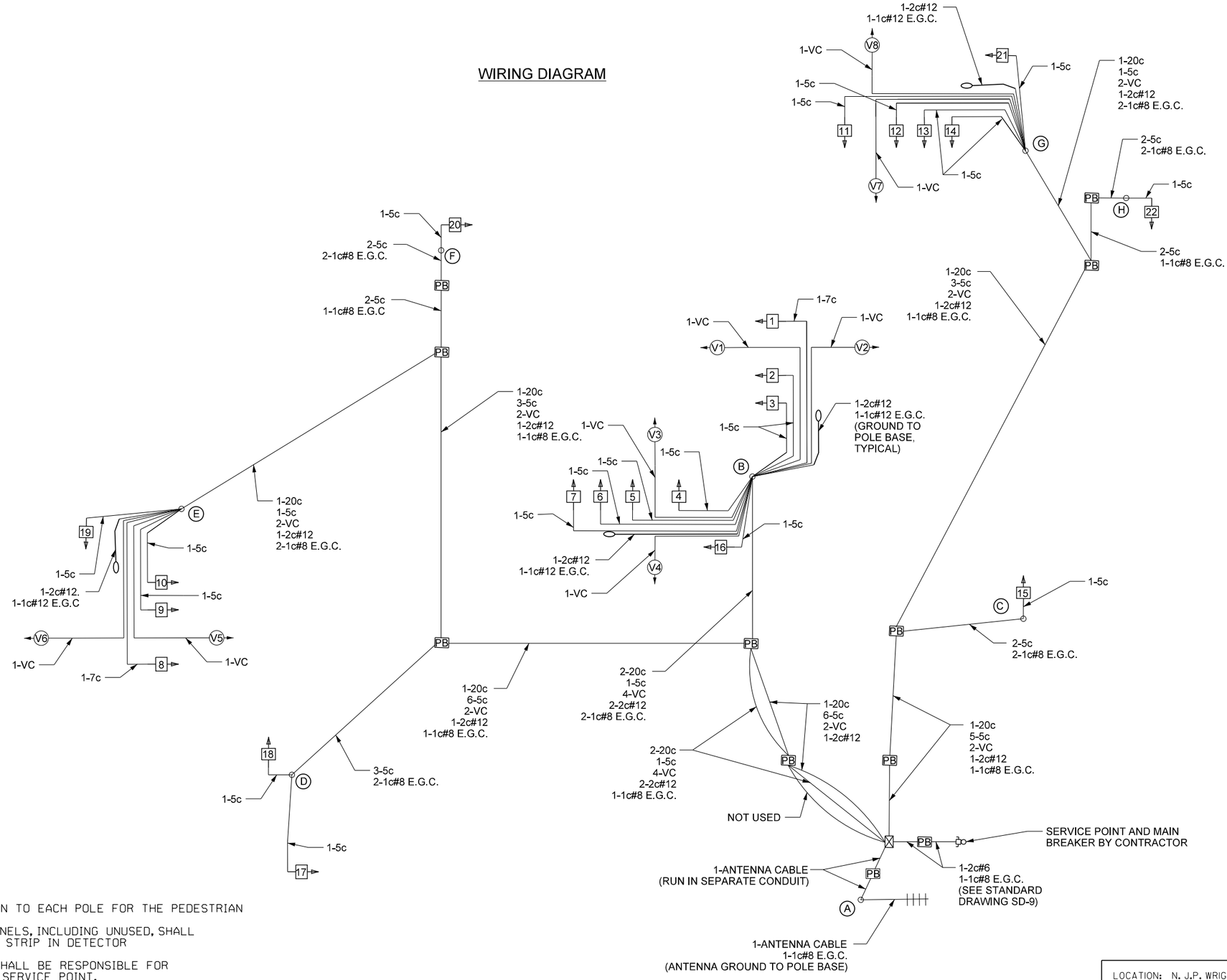
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	721	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03G.dgn

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	722	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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NICCI D. TINER
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DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
N. J.P. WRIGHT LOOP RD. AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	NB LT. TURN FAR	COMB.			1	V9	1	1		CAMERA V1	37"
Vz12	NB LT. TURN	LOCAL			2	V1	1			CAMERA V1	37"
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz31 A&B	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3	37"
Vz32 A&B	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3	37"
Vz41	WB ADVANCE	LOCAL			13	V12	4			CAMERA V4	74"
Vz42	WB NEAR	COMB.			14	V4	4	4		CAMERA V7	37"
Vz51	SB LT. TURN FAR	COMB.			7	V13	5	5		CAMERA V5	37"
Vz52	SB LT. TURN	LOCAL			8	V5	5			CAMERA V5	37"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz71 A&B	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7	37"
Vz72 A&B	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7	37"
Vz81	EB ADVANCE	LOCAL			11	V16	8			CAMERA V8	74"
Vz82	EB NEAR	COMB.			12	V8	8	8		CAMERA V3	37"
PB2 A&B	J.P. WRIGHT LP W. LEG	PED.				P2	2				
PB4 A&B	1ST ST N.LEG	PED.				P4	4				
PB6 A&B	J.P. WRIGHT LP E. LEG	PED.				P6	6				
PB8 A&B	1ST ST S.LEG	PED.				P8	8				
					SPARE: NONE						

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

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

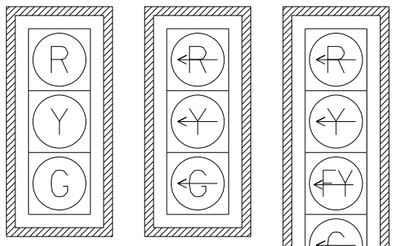
INTERVAL CHART

SIGNAL FACES	N. J.P. WRIGHT LOOP AND N. 1ST ST. 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	FLASH SEQUENCE
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R	R
4 & 5	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
6 & 7	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
8	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
9 & 10	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
11 & 12	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~
13 & 14	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R
15 & 22	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	BLK
16 & 17	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
18 & 19	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW	BLK
20 & 21	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

SIGNAL FACES

12" LENSES

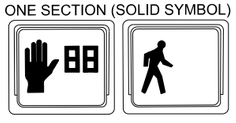


#2, 3, 6, 7, 9, 10, 13 & 14

#4, 5, 11 & 12

#1 & 8

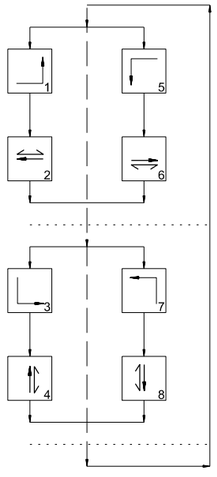
ONE SECTION (SOLID SYMBOL)



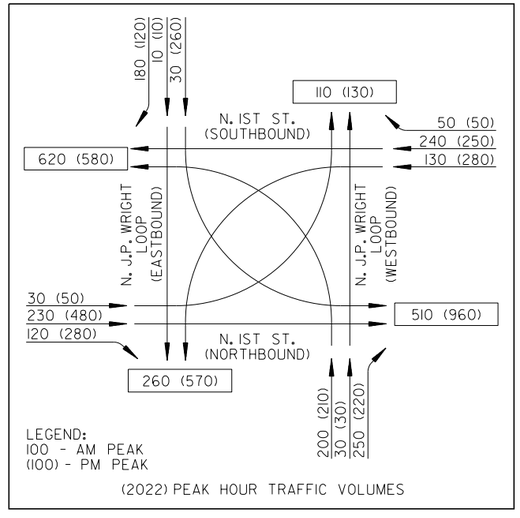
#15-22

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

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



FINAL

LOCATION: N. J.P. WRIGHT LOOP RD. AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

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HRHobby 5/12/2022 8:39:01 AM
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8/24/2022				6	ARK.			
				JOB NO.		CA0604	723	1104

(2) TRAFFIC SIGNAL QUANTITIES - VANDENBERG BLVD./N. IST ST./T.P. WHITE DR.

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	70	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	349	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	51	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	255	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	342	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	175	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	36	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	430	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	52	LIN. FT.
710	NON-METALLIC CONDUIT (3")	240	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	673	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1C STEPS 1 & 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	50	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1828	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	82	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	37	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	65	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	90	LIN. FT.
710	NON-METALLIC CONDUIT (2")	32	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	6	EACH
733	VIDEO CABLE	1080	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

STAGE 1C STEP 3 & 1D TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1E TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 2B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
SP	VIDEO DETECTOR ROTATION	5	EACH

STAGE 2C TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 2D TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

STAGE 2E TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 2F TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 2F STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

STATE OF ARKANSAS
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No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

SAdonaldson 8/8/2022 5:42:09 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_ .dgn

LOCATION: VANDENBERG BLVD. AT N. IST ST. AT T.P. WHITE
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

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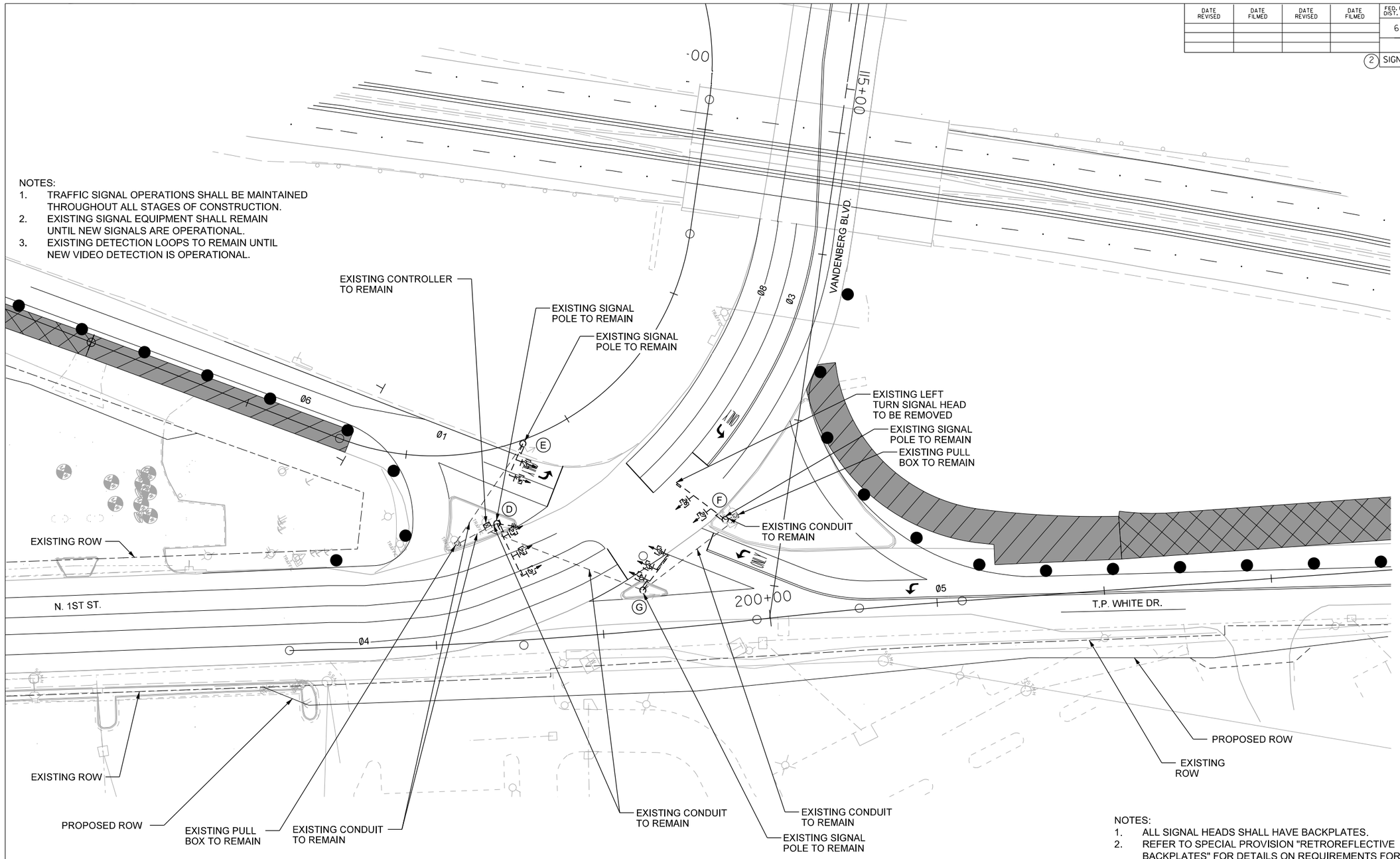
				6	ARK.			
				JOB NO.		CA0604	724	1104

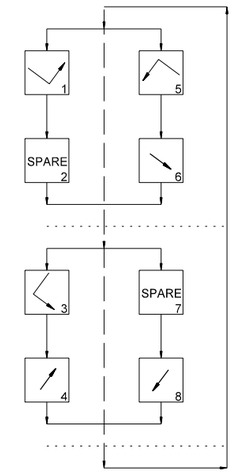
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. EXISTING SIGNAL EQUIPMENT SHALL REMAIN UNTIL NEW SIGNALS ARE OPERATIONAL.
3. EXISTING DETECTION LOOPS TO REMAIN UNTIL NEW VIDEO DETECTION IS OPERATIONAL.

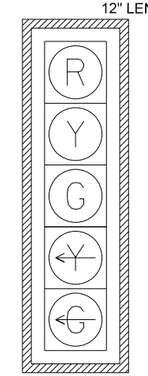


STAGE 1B - PHASING DIAGRAM

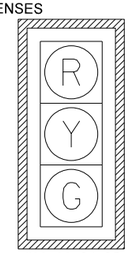


STAGE 1B - SIGNAL FACES

12" LENSES



#21 & 28 (EXISTING)



#22, 23, 24, 25, 26, 27, 29, & 30 (EXISTING)

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

VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. STAGE 1B - POLE DIMENSIONS

POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	LUM. ANGLE
D	EXISTING POLE TO REMAIN				
E	EXISTING POLE TO REMAIN				
F	EXISTING POLE TO REMAIN				
G	EXISTING POLE TO REMAIN				

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H.StageIB.dgn

STAGE 1B

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

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(2) SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DIGITALLY SIGNED 05/18/2022

NOTES:
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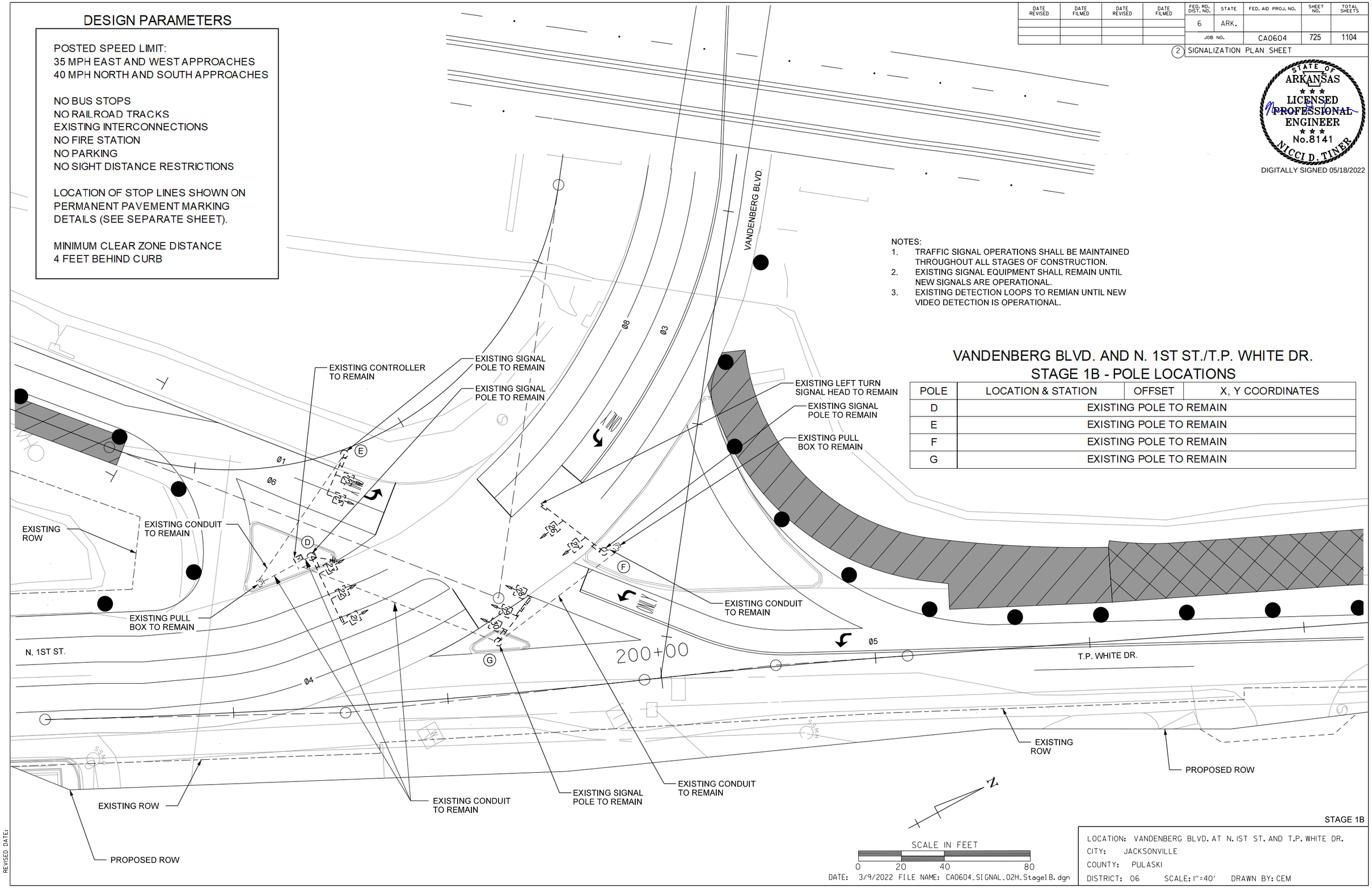
3. EXISTING DETECTION LOOPS TO REMIAN UNTIL NEW VIDEO DETECTION IS OPERATIONAL.



VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR.
STAGE 1B - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
D	EXISTING POLE TO REMAIN		
E	EXISTING POLE TO REMAIN		
F	EXISTING POLE TO REMAIN		
G	EXISTING POLE TO REMAIN		

STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_StageIB.dgn

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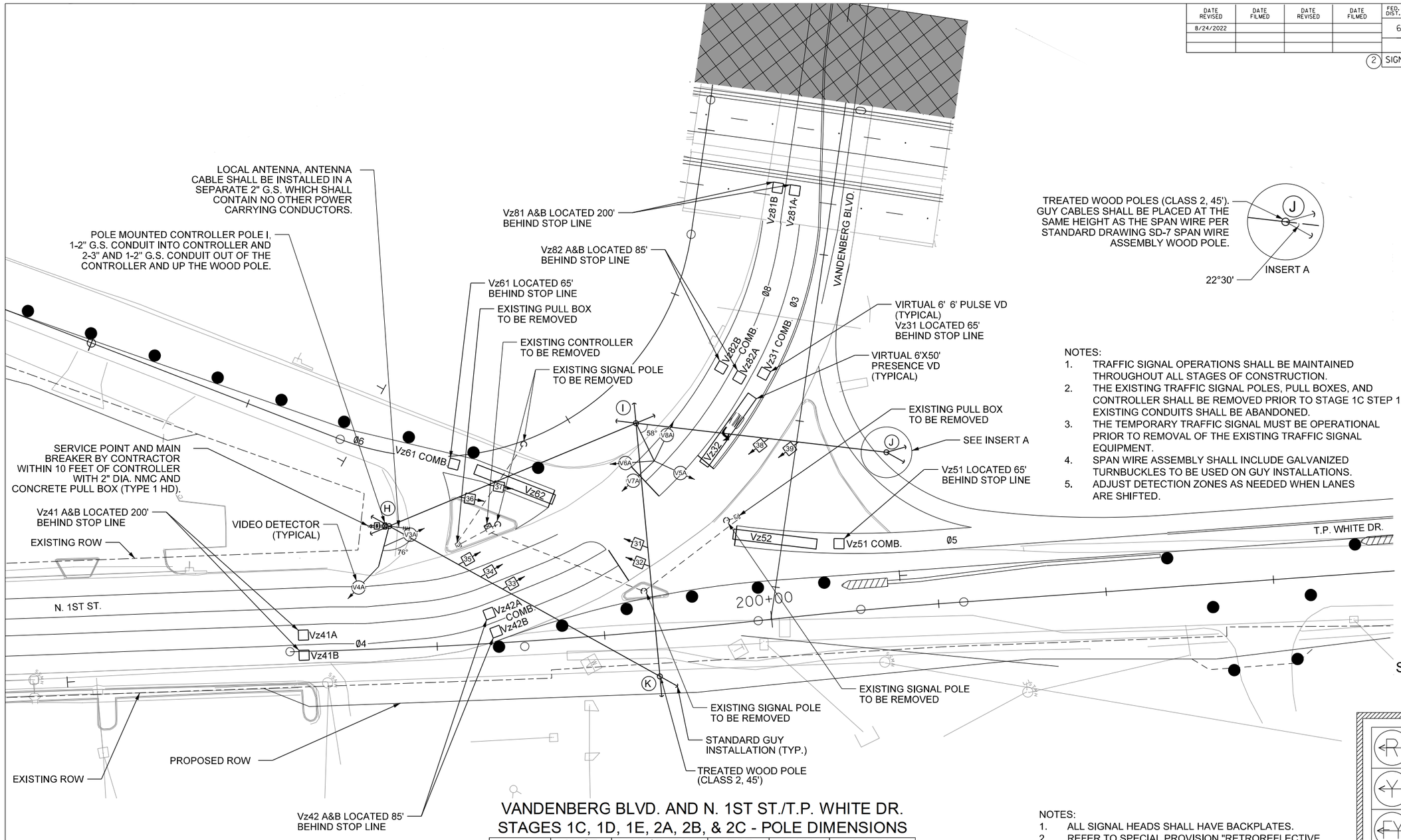
NICCI D. TINER

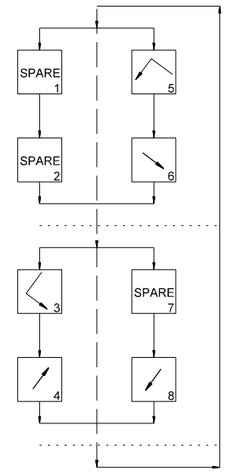
DIGITALLY SIGNED 8/24/2022



TREATED WOOD POLES (CLASS 2, 45'). GUY CABLES SHALL BE PLACED AT THE SAME HEIGHT AS THE SPAN WIRE PER STANDARD DRAWING SD-7 SPAN WIRE ASSEMBLY WOOD POLE.

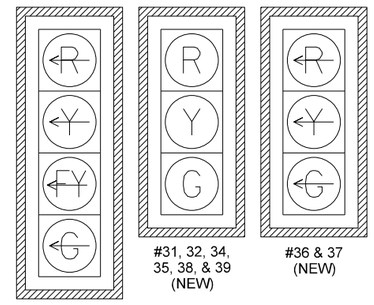
NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED PRIOR TO STAGE 1C STEP 1. EXISTING CONDUITS SHALL BE ABANDONED.
3. THE TEMPORARY TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
4. SPAN WIRE ASSEMBLY SHALL INCLUDE GALVANIZED TURNBUCKLES TO BE USED ON GUY INSTALLATIONS.
5. ADJUST DETECTION ZONES AS NEEDED WHEN LANES ARE SHIFTED.

STAGE 1C STEP 1 & 2 - PHASING DIAGRAM



STAGE 1C STEP 1 & 2 - SIGNAL FACES

12" LENSES



#33 (NEW)

#31, 32, 34, 35, 38, & 39 (NEW)

#36 & 37 (NEW)

STAGES 1C-2F - DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. STAGES 1C, 1D, 1E, 2A, 2B, & 2C - POLE DIMENSIONS

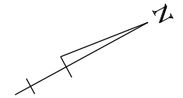
POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	* LUM. ARM	** LUM. ANGLE
H	N/A	N/A	45'	25'	AS SHOWN
I	N/A	N/A	45'	25'	AS SHOWN
J	N/A	N/A	45'	N/A	N/A
K	N/A	N/A	45'	N/A	N/A

ALL POLES ARE TREAT WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARE DETAIL ON SHEET 727.

** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

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



DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_01 _Stage1C_Step1.dgn

STAGE 1C STEP 1 & 2

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

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WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

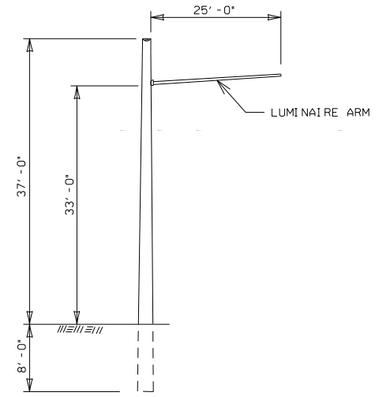
LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	727	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. STAGES 1C, 1D, 1E, 2A, 2B, & 2C - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
H	T.P. WHITE - STA. 197+74.42	73' LT.	1280370.03, 201318.29
I	T.P. WHITE - STA. 199+30.05	124' LT.	1280386.11, 201476.84
J	T.P. WHITE - STA. 200+76.54	92' LT.	1280472.46, 201599.85
K	T.P. WHITE - STA. 199+30+58	27' RT.	1280525.58, 201417.51

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_Stage1C_Stepl.dgn

STAGE 1C STEP 1 & 2

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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REVISED DATE: 5/2/2022 8:39:24 AM

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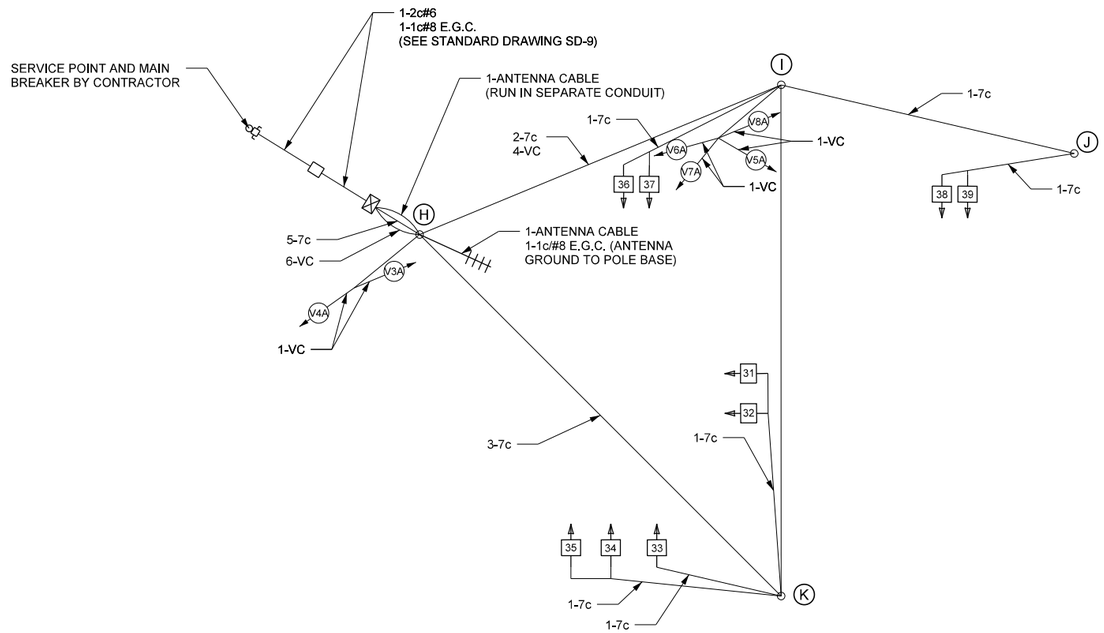
				6	ARK.			
				JOB NO.		CA0604	728	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1C STEPS 1 & 2 - WIRING DIAGRAM



NOTES TO CONTRACTOR:

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

STAGE 1C STEP 1 & 2

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_03H_StageIC_Step1.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	729	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1C STEPS 1 & 2 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA06013											
VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz31	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41 A&B	WB ADVANCE	LOCAL			13	V12	4			CAMERA V4A	23"
Vz42 A&B	WB NEAR	COMB.			14	V4	4	4		CAMERA V7A	23"
Vz51	SB ADVANCE	COMB.			7	V13	5	5		CAMERA V5A	23"
Vz52	SB NEAR	LOCAL			8	V5	5			CAMERA V5A	23"
Vz61	NB ADVANCE	COMB.			3	V6	6	6		CAMERA V6A	23"
Vz62	NB NEAR	LOCAL			4	V14	6			CAMERA V6A	23"
Vz81 A&B	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82 A&B	EB NEAR	COMB.			12	V16	8	8		CAMERA V3A	23"
					SPARE: 1, 2, 5, 6, 15, & 16						

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

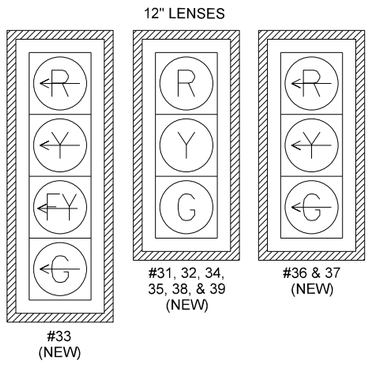
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 1C STEP 1 & 2 - INTERVAL CHART

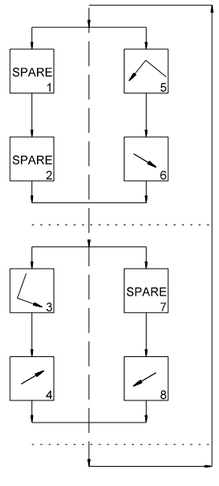
SIGNAL FACES	VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. 5	CLR	6	CLR.	3+8	CLR.	4+8	CLR	FLASH SEQUENCE
31 & 32	R	R	G	Y	R	R	R	R	R
33	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~FY~~	***	~~R~~
34 & 35	R	R	R	R	G	**	G	**	R
36 & 37	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
38 & 39	R	R	R	R	R	R	G	Y	R

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW BALL DEPENDING ON NEXT PHASE

STAGES 1C STEP 1 & 2 - SIGNAL FACES



STAGES 1C STEP 1 & 2 - PHASING DIAGRAM



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

HRHobby 5/12/2022 8:39:26 AM
WORKSPACE: AHTD
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REVISED DATE:

STAGES 1C STEP 1 & 2

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04H_STAGE1C_STEP1.DGN

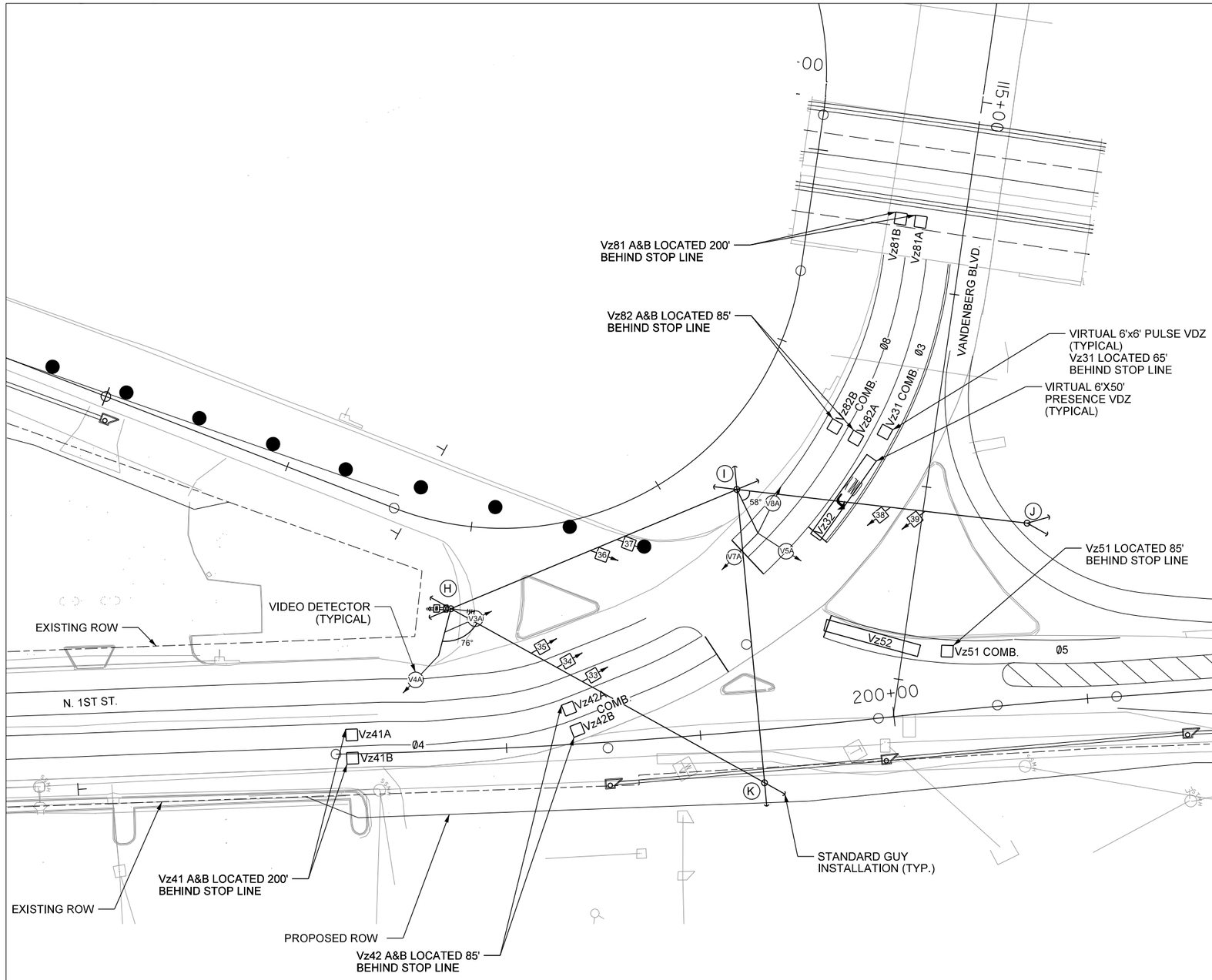
LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	730	1104

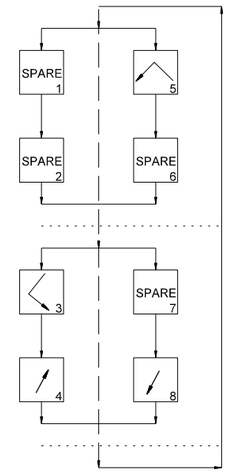
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

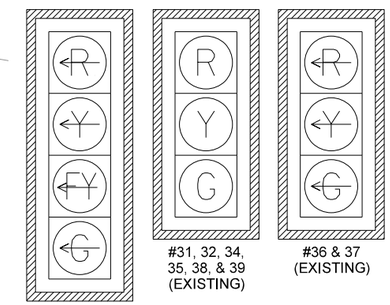


STAGE 1C STEP 3, 1D, 1E, & 2A STEP 1 - PHASING DIAGRAM



STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - SIGNAL FACES

12" LENSES



NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 3 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 3 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 37 & 37 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTOR V5A TO ACCOMODATE LANE SHIFTS.
5. SIGNAL HEADS 31 & 32 SHALL BE REMOVED. VIDEO DETECTOR V6A SHALL BE REMOVED.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OIH_Stage1C_Step3.dgn

STAGES 1C STEP 3 & 1D

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

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WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

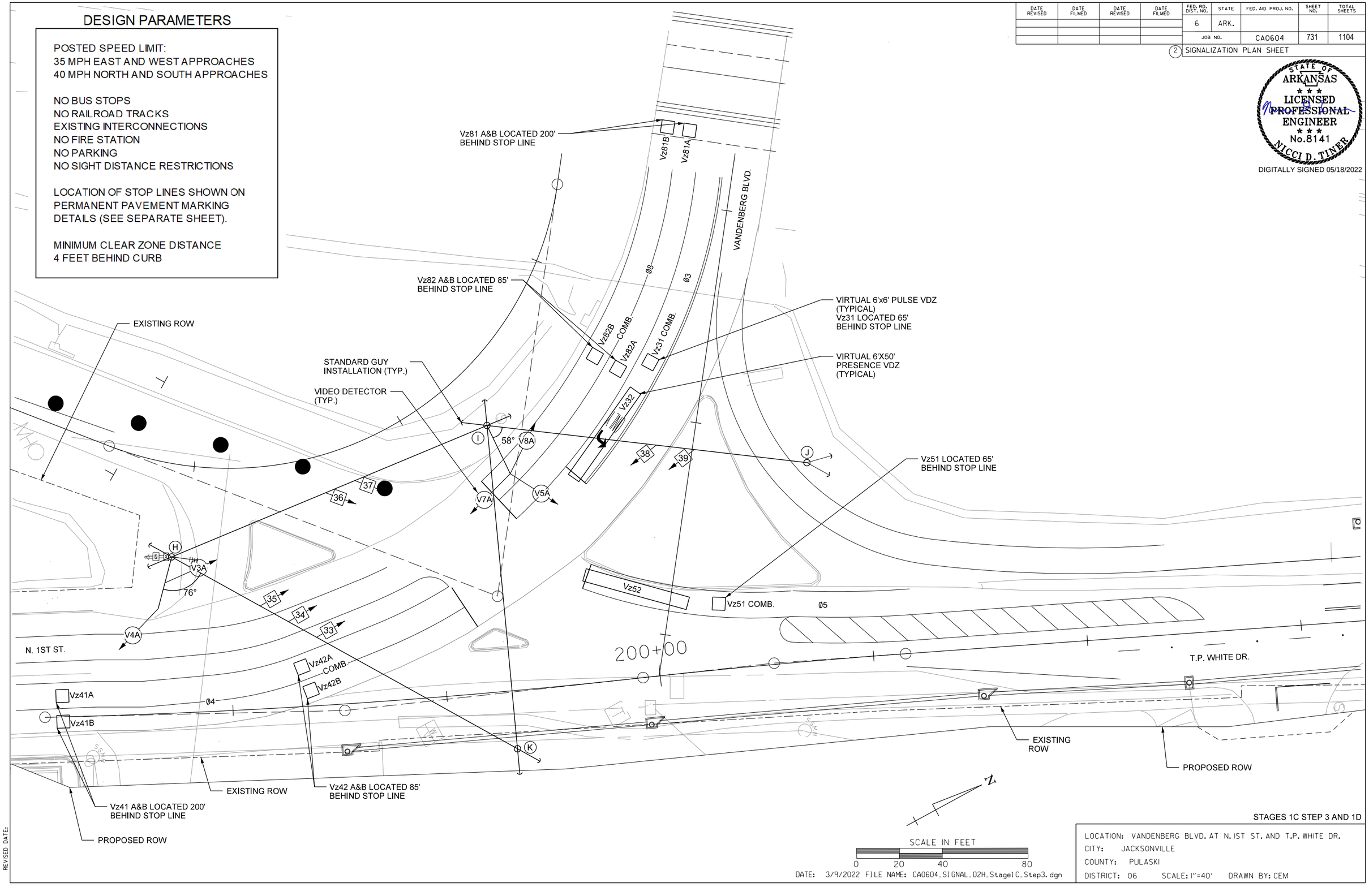
LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	731	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



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SCALE IN FEET
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DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_StageIC_Step3.dgn

STAGES 1C STEP 3 AND 1D

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:31 AM
WORKSPACE: AHTD
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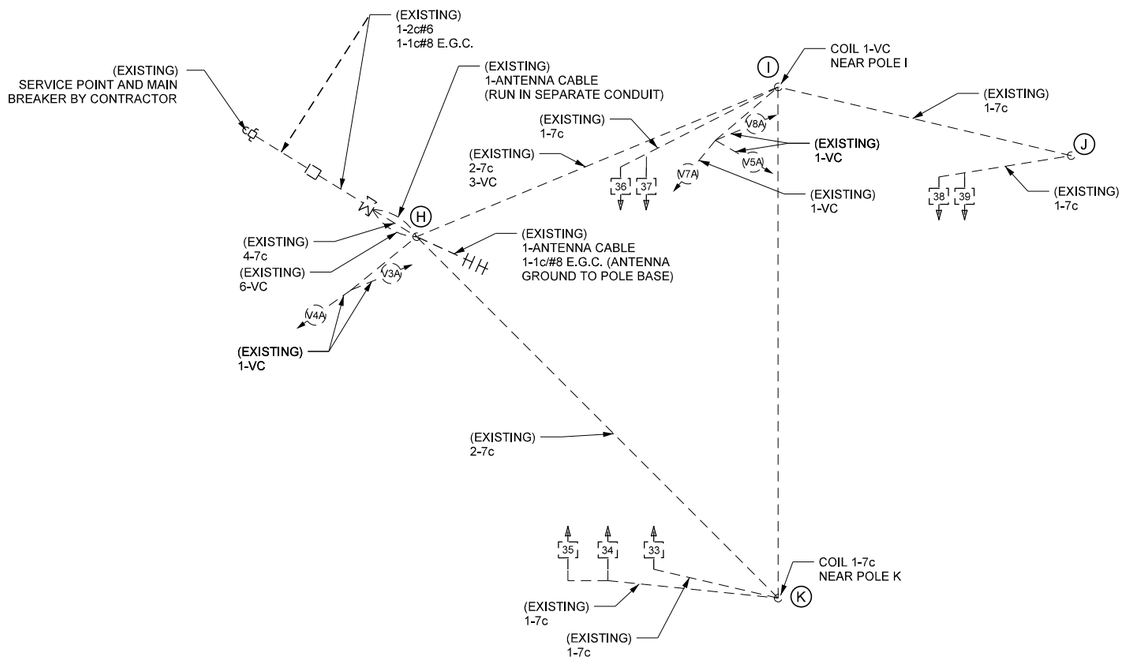
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	732	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1C STEP 3, 1D, 1E, & 2A - WIRING DIAGRAM



STAGES 1C STEP 3, 1D, 1E, & 2A

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_03H_StageIC_Step3.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	733	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1C STEP 3 & 1D - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA06013											
VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz31	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41 A&B	WB ADVANCE	LOCAL			13	V12	4			CAMERA V4A	23"
Vz42 A&B	WB NEAR	COMB.			14	V4	4	4		CAMERA V7A	23"
Vz51	SB ADVANCE	COMB.			7	V13	5	5		CAMERA V5A	23"
Vz52	SB NEAR	LOCAL			8	V5	5			CAMERA V5A	23"
Vz81 A&B	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82 A&B	EB NEAR	COMB.			12	V16	8	8		CAMERA V3A	23"
					SPARE: 1, 2, 3, 4, 5, 6, 15, & 16						

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

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

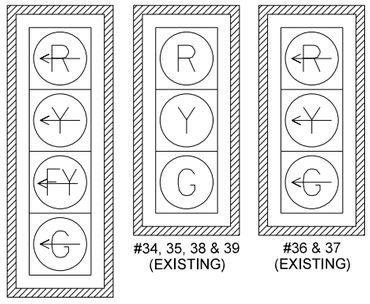
STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. 5	CLR	3+8	CLR	4+8	CLR.	FLASH SEQUENCE
33	~~R~~	~~R~~	~~G~~	~~Y~~	~~FY~~	~~Y~~	~~R~~
34 & 35	R	R	G	**	G	**	R
36 & 37	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
38 & 39	R	R	R	R	G	Y	R

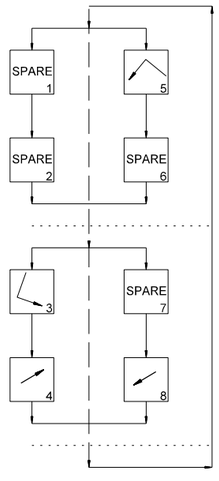
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - SIGNAL FACES

12" LENSES



STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - PHASING DIAGRAM



STAGES 1C STEP 3 & 1D

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04H_STAGE1C_STEP3.DGN

HRHobby
WORKSPACE: AHTD
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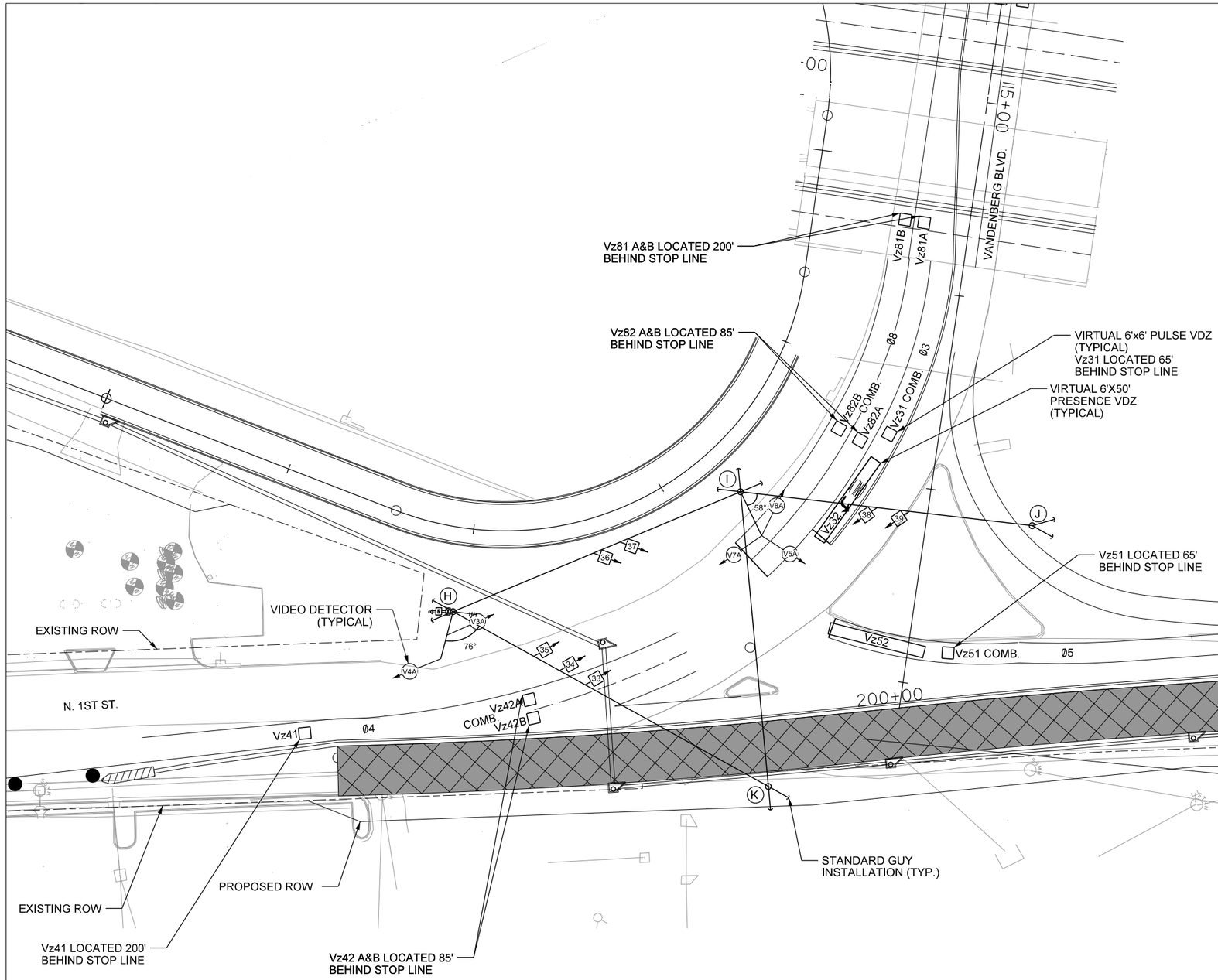
REVISED DATE: 5/2/2022 8:39:32 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	734	1104

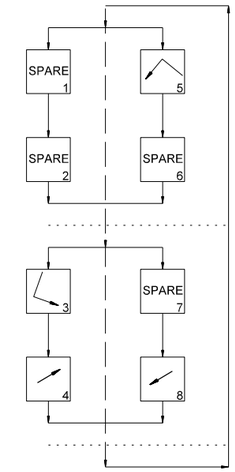
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

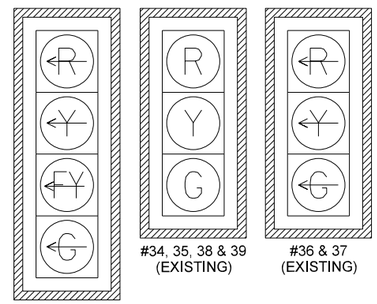


STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - PHASING DIAGRAM



STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - SIGNAL FACES

12" LENSES



STAGES 1C - 2F DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1E TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1E CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 38 & 39 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS V4A AND V7A TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 1C STEP 3 FOR STAGE 1E WIRING.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H_StageIE.dgn

STAGE 1E

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:35 AM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01H_StageIE.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	735	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

Vz81 A&B LOCATED 200' BEHIND STOP LINE
Vz81B
Vz81A
VANDENBERG BLVD.
Vz82 A&B LOCATED 85' BEHIND STOP LINE
STANDARD GUY INSTALLATION (TYP.)
VIDEO DETECTOR (TYP.)
Vz82B
COMB.
Vz82A
Vz31 COMB.
Ø8
Ø3
VIRTUAL 6'x6' PULSE VDZ (TYPICAL) Vz31 LOCATED 65' BEHIND STOP LINE
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz32
58°
V8A
V7A
V5A
37
36
38
39
Vz51 LOCATED 65' BEHIND STOP LINE
EXISTING ROW
V3A
76°
V4A
35
34
33
Vz52
Vz51 COMB.
Ø5
N. 1ST ST.
Vz42A COMB. Vz42B
Ø4
200+00
T.P. WHITE DR.
EXISTING ROW
PROPOSED ROW
EXISTING ROW
Vz42 A&B LOCATED 85' BEHIND STOP LINE
PROPOSED ROW

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_StageIE.dgn

STAGE 1E

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:36 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	736	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1E - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA06013											
VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz31	SB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32	SB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41	WB ADVANCE	LOCAL			13	V12	4			CAMERA V4A	23"
Vz42 A&B	WB NEAR	COMB.			14	V4	4	4		CAMERA V7A	23"
Vz51	SB ADVANCE	COMB.			7	V13	5	5		CAMERA V5A	23"
Vz52	SB NEAR	LOCAL			8	V5	5			CAMERA V5A	23"
Vz81 A&B	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82 A&B	EB NEAR	COMB.			12	V16	8	8		CAMERA V3A	23"
					SPARE: 1, 2, 3, 4, 5, 6, 15, & 16						

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

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

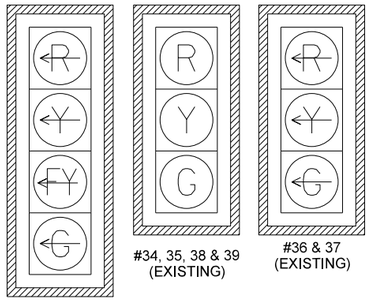
STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. 5	CLR	3+8	CLR	4+8	CLR.	FLASH SEQUENCE
33	~~R~~	~~R~~	~~G~~	~~Y~~	~~FY~~	~~Y~~	~~R~~
34 & 35	R	R	G	**	G	**	R
36 & 37	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
38 & 39	R	R	R	R	G	Y	R

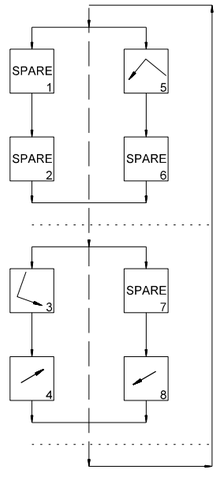
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - SIGNAL FACES

12" LENSES



STAGES 1C STEP 3, 1D, 1E, & 2A STEP 1 - PHASING DIAGRAM



STAGE 1E

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04H_STAGE1E.DGN

HRHobby 5/2/2022 8:39:38 AM
WORKSPACE: AHTD
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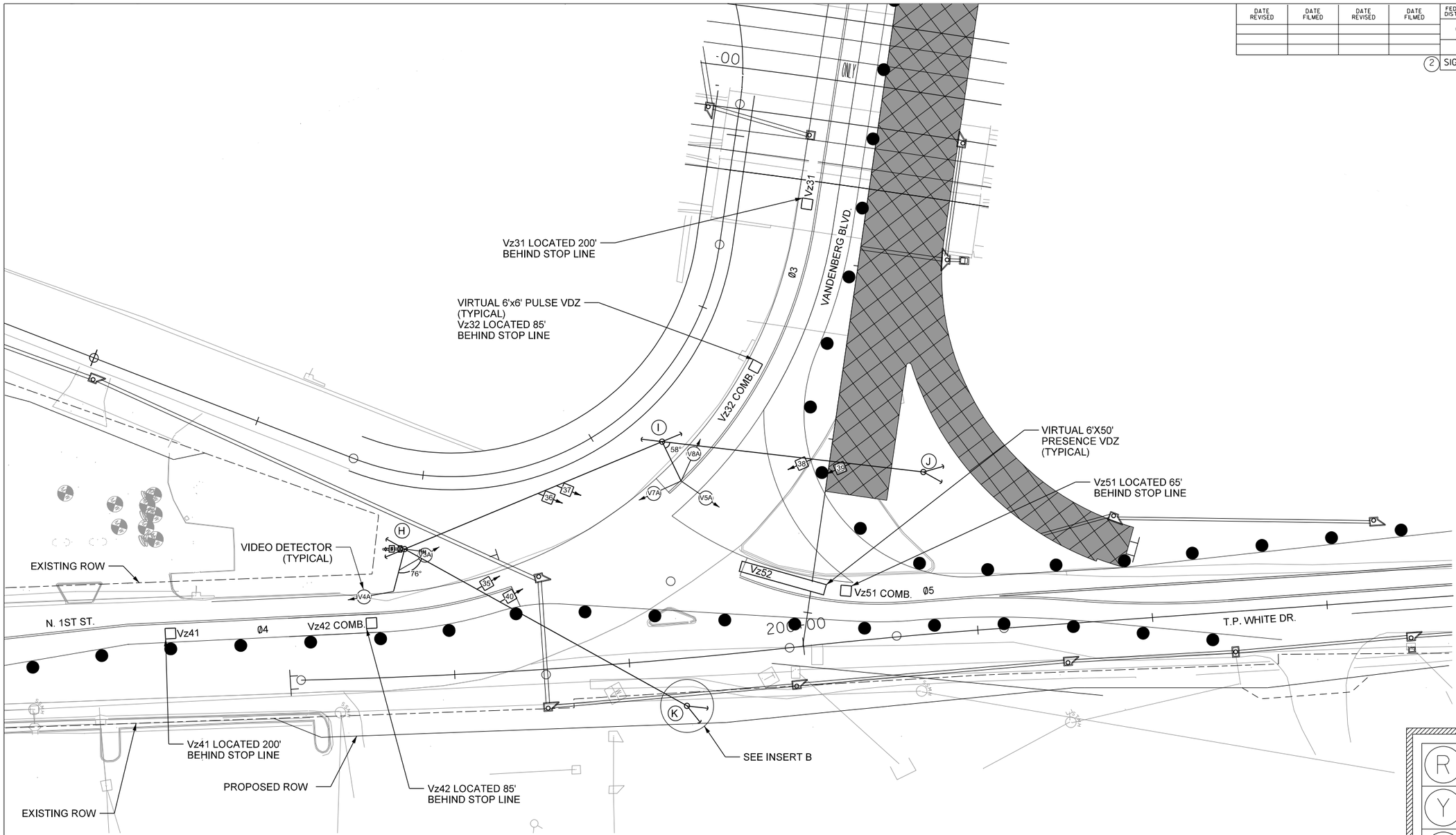
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	737	1104

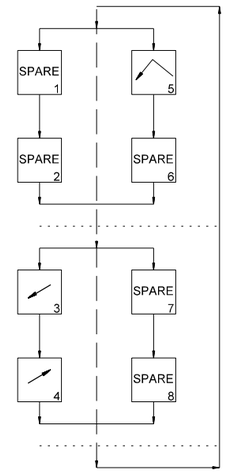
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

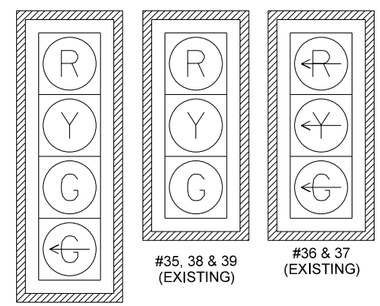


STAGE 2B & 2C - PHASING DIAGRAM



STAGE 2B & 2C - SIGNAL FACES

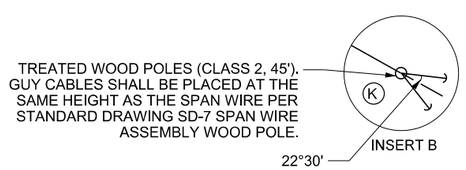
12" LENSES

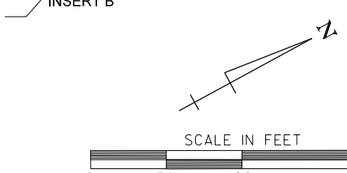


STAGES 1C - 2F DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 2B TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2B CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 38 & 39 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN. SIGNAL HEADS 33 & 34 SHALL BE REMOVED. SIGNAL HEAD 40 SHALL BE ADDED.
4. ROTATE VIDEO DETECTOR V3A, V4A, V5A, V7A, & V8A TO ACCOMMODATE LANE SHIFTS.





DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H_Stage2B.dgn

STAGE 2B

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:41 AM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_OIH_Stage2B.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	738	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

Vz31 LOCATED 200' BEHIND STOP LINE
Vz31
VANDENBERG BLVD.
Vz32 LOCATED 85' BEHIND STOP LINE
Vz32 COMB.
STANDARD GUY INSTALLATION (TYP.)
VIDEO DETECTOR (TYP.)
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
VIRTUAL 6'x6' PULSE VDZ (TYPICAL) Vz51 LOCATED 65' BEHIND STOP LINE
I
58°
V8A
V7A
V5A
36
37
38
39
J
H
V3A
76°
EXISTING ROW
V4A
35
40
N. 1ST ST.
Vz42 COMB
Ø4
Vz52
Vz21 COMB.
Ø5
T.P. WHITE DR.
K
EXISTING ROW
PROPOSED ROW
EXISTING ROW
Vz42 LOCATED 85' BEHIND STOP LINE
PROPOSED ROW

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_Stage2B.dgn

STAGE 2B

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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REVISED DATE:
5/12/2022 8:39:42 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	739	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 2B & 2C - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA06013											
VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz31	SB ADVANCE	LOCAL			9	V3	3			CAMERA V8A	23"
Vz32	SB NEAR	COMB.			10	V11	3	3		CAMERA V3A	23"
Vz41	WB ADVANCE	LOCAL			13	V12	4			CAMERA V4A	23"
Vz42	WB NEAR	COMB.			14	V4	4	4		CAMERA V7A	23"
Vz51	SB ADVANCE	COMB.			7	V13	5	5		CAMERA V5A	23"
Vz52	SB NEAR	LOCAL			8	V5	5			CAMERA V5A	23"
					SPARE: 1, 2, 3, 4, 5, 6, 11, 12, 15, & 16						

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

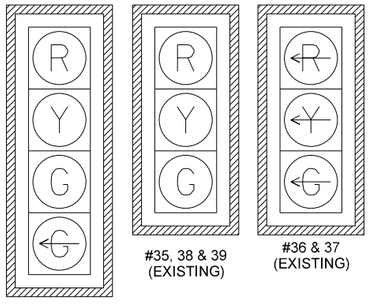
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 2B & 2C - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. 5	CLR	3	CLR	4	CLR		FLASH SEQUENCE
35	R	R	G	Y	R	R		R
36 & 37	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
38 & 39	R	R	R	R	G	Y		R
40	R	R	G ~~G~~	Y	R	R		R

STAGES 2B & 2C - SIGNAL FACES

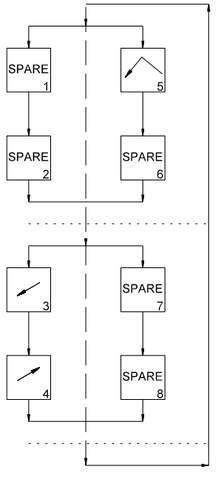
12" LENSES



#40 (NEW)
#35, 38 & 39 (EXISTING)
#36 & 37 (EXISTING)

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

STAGE 2B & 2C - PHASING DIAGRAM



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WORKSPACE: AHTD
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REVISED DATE:

STAGES 2B & 2C

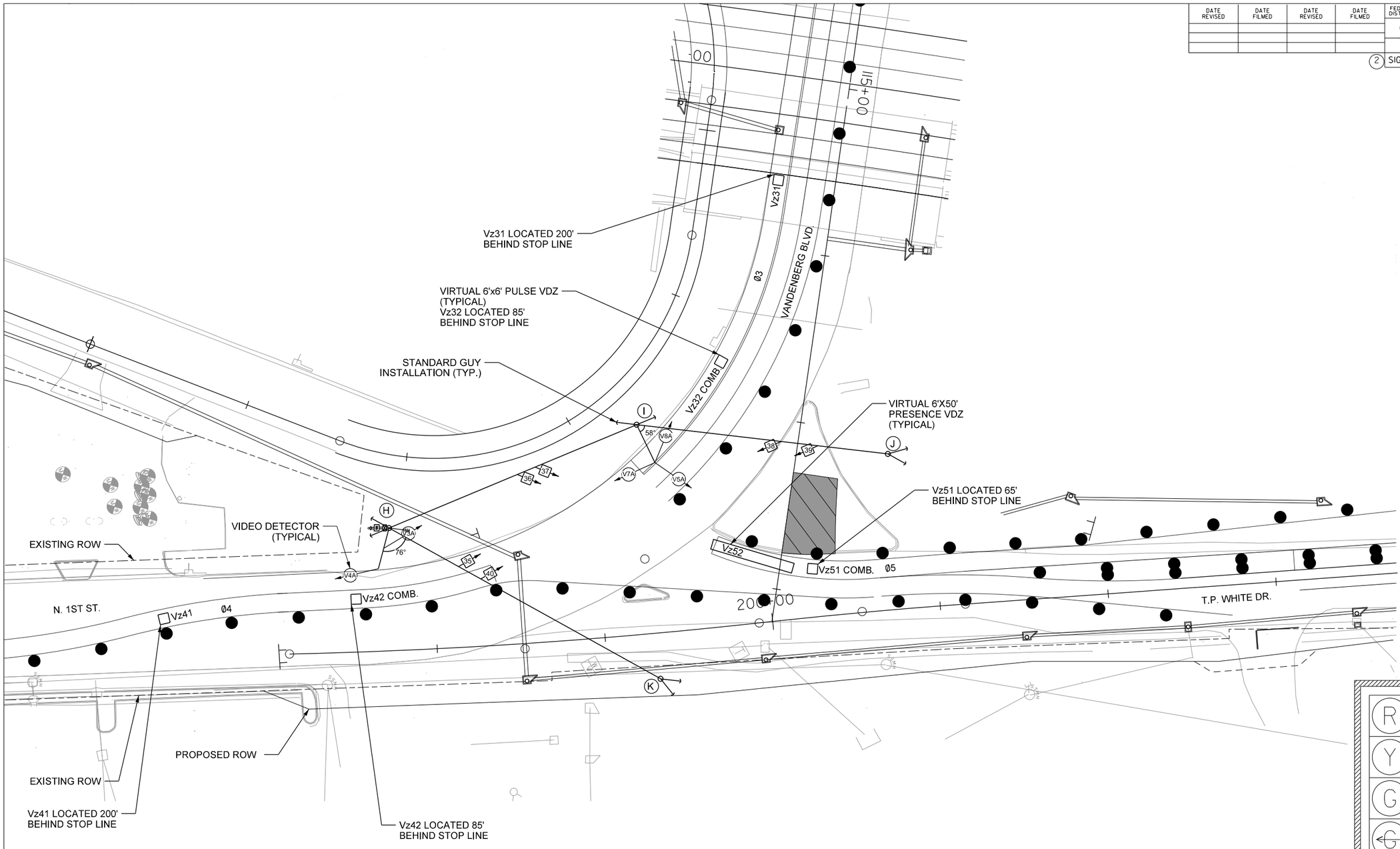
LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04H_STAGE2B.DGN

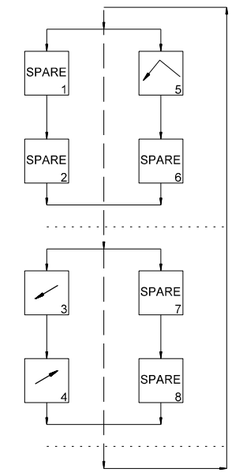
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	740	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

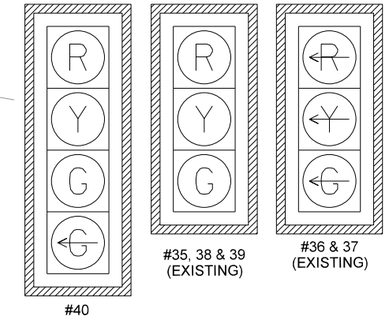


STAGE 2B & 2C - PHASING DIAGRAM



STAGES 2B & 2C - SIGNAL FACES

12" LENSES



STAGES 1C - 2F DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 2C TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2C CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 38 & 39 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS V4A & V7A TO ACCOMMODATE LANE SHIFTS.
5. SEE STAGE 2B FOR STAGE 2C WIRING.

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H_Stage2C.dgn

STAGE 2C

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:48 AM
WORKSPACE: AHTD
L:\2022\220732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01H_Stage2C.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

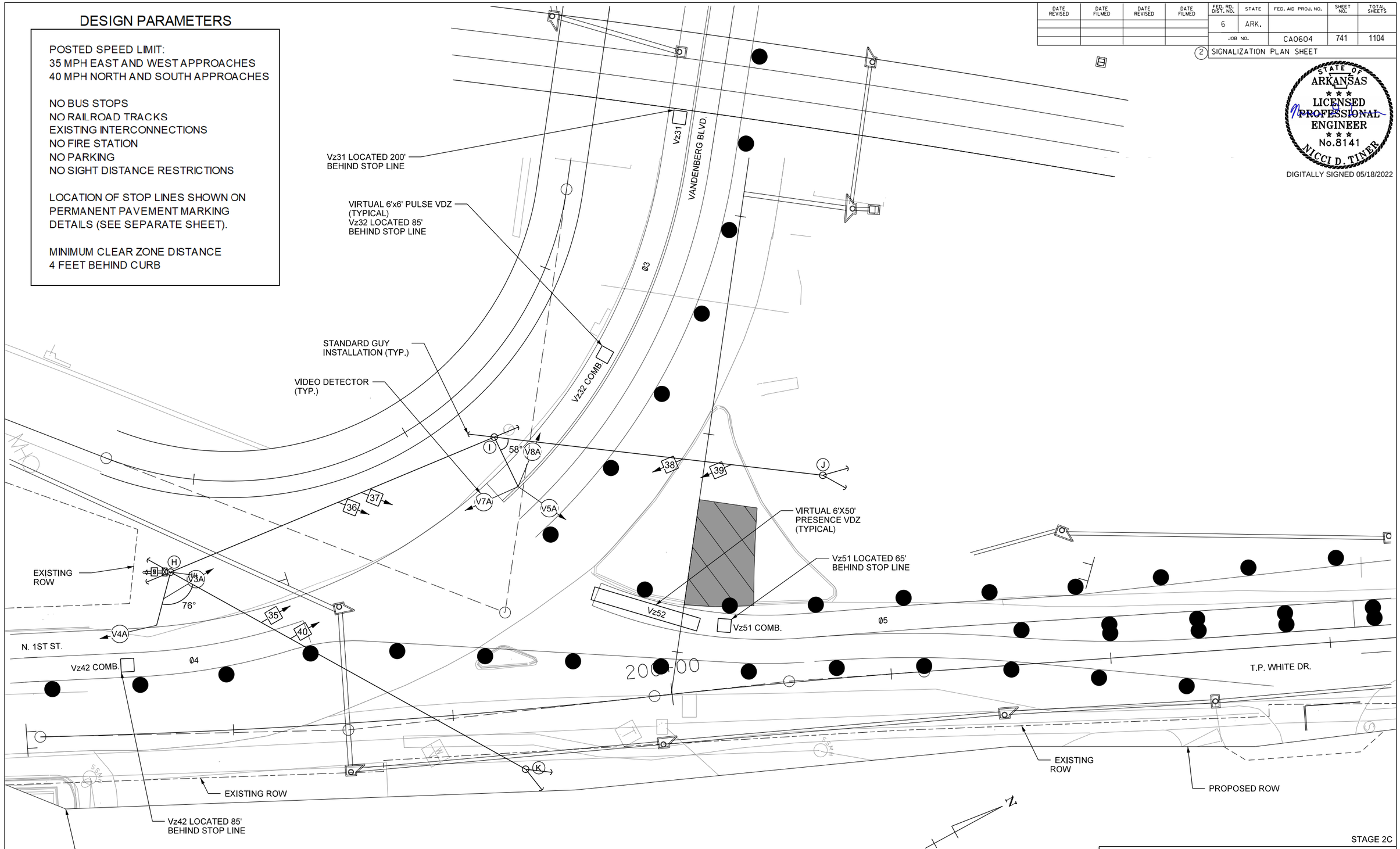
LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	741	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 2C

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_Stage2C.dgn

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:49 AM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02H_Stage2C.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	742	1104

(2) SIGNALIZATION PLAN SHEET

VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR.
PERMANENT - POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	26'	225°	35'	15'	90°
** B	44'	180°	35'	25'	90°
C	44'	180°	35'	15'	180°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

** EXCESS MAST ARM LENGTH DUE TO STAGE CONSTRUCTION NEEDS.

STATE OF ARKANSAS
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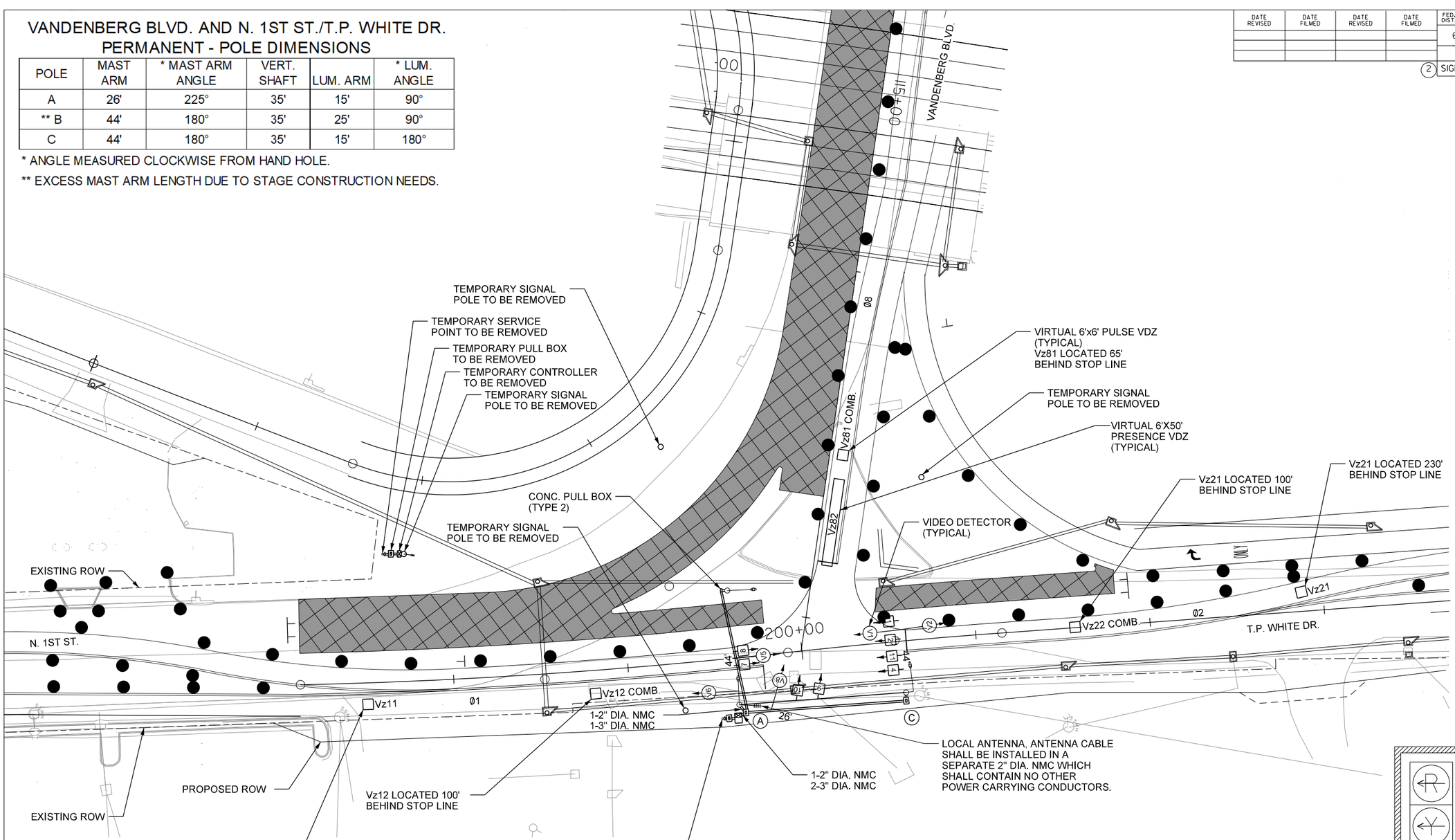
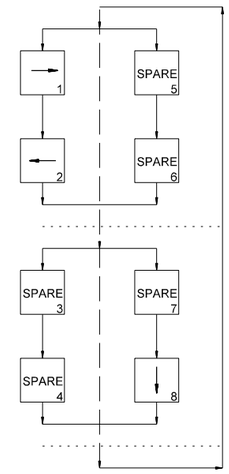
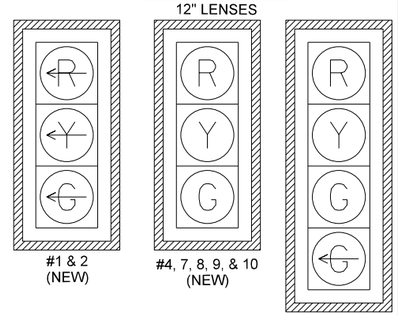


STAGE 2D, 2E, & 2F - PHASING DIAGRAM



STAGE 2D, 2E, & 2F - SIGNAL FACES

12" LENSES



STAGES 1C - 2F
DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 2D TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2D CONSTRUCTION BEGINNING.
3. SPAN WIRE BETWEEN POLES A AND C SHALL BE WITH TETHER (SEE STANDARD DRAWING SD-3)
4. SIGNAL HEADS 9 AND 10 SHALL BE ATTACHED TO THE SPAN WIRE AS SHOWN.

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. SIGNAL HEADS 1 & 2 SHALL REMAIN BAGGED UNTIL STAGED CONSTRUCTION IS COMPLETED.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H_Stage2D.dgn

STAGE 2D

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:51 AM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01H_Stage2D.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	743	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR.
PERMANENT - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	T.P. WHITE - STA. 199+61.34	27' RT.	1280537.35, 201446.20
B	T.P. WHITE - STA. 199+60.95	39' LT.	1280476.59, 201471.20
C	T.P. WHITE - STA. 200+57.29	30' RT.	1280576.61, 201533.46

TEMPORARY SIGNAL POLE TO BE REMOVED
TEMPORARY SERVICE POINT TO BE REMOVED
TEMPORARY PULL BOX TO BE REMOVED
TEMPORARY CONTROLLER TO BE REMOVED
TEMPORARY SIGNAL POLE TO BE REMOVED
TEMPORARY SIGNAL POLE TO BE REMOVED
CONC. PULL BOX (TYPE 2)
EXISTING ROW
VANDENBERG BLVD.
Vz81 COMB.
Vz82
Ø8
VIRTUAL 6'x6' PULSE VDZ (TYPICAL) Vz81 LOCATED 65' BEHIND STOP LINE
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
TEMPORARY SIGNAL POLE TO BE REMOVED
Vz21 LOCATED 230' BEHIND STOP LINE
Vz21 LOCATED 100' BEHIND STOP LINE
Vz21
Vz22 COMB.
Ø2
T.P. WHITE DR.
200+00
N. 1ST ST.
Vz11
Ø1
Vz12 COMB.
1-2" DIA. NMC
1-3" DIA. NMC
EXISTING ROW
Vz11 LOCATED 230' BEHIND STOP LINE
Vz12 LOCATED 100' BEHIND STOP LINE
PROPOSED ROW
INSTALL PERMANENT SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF CONTROLLER.
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS.
1-2" DIA. NMC
2-3" DIA. NMC
STREET NAME SIGN (TYPICAL)
VIDEO DETECTOR (TYP.)
EXISTING ROW
PROPOSED ROW
44'
26'

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_Stage2D.dgn

STAGE 2D

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
L:\2022\220732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02H_Stage2D.dgn
REVISED DATE: 5/12/2022 8:39:53 AM

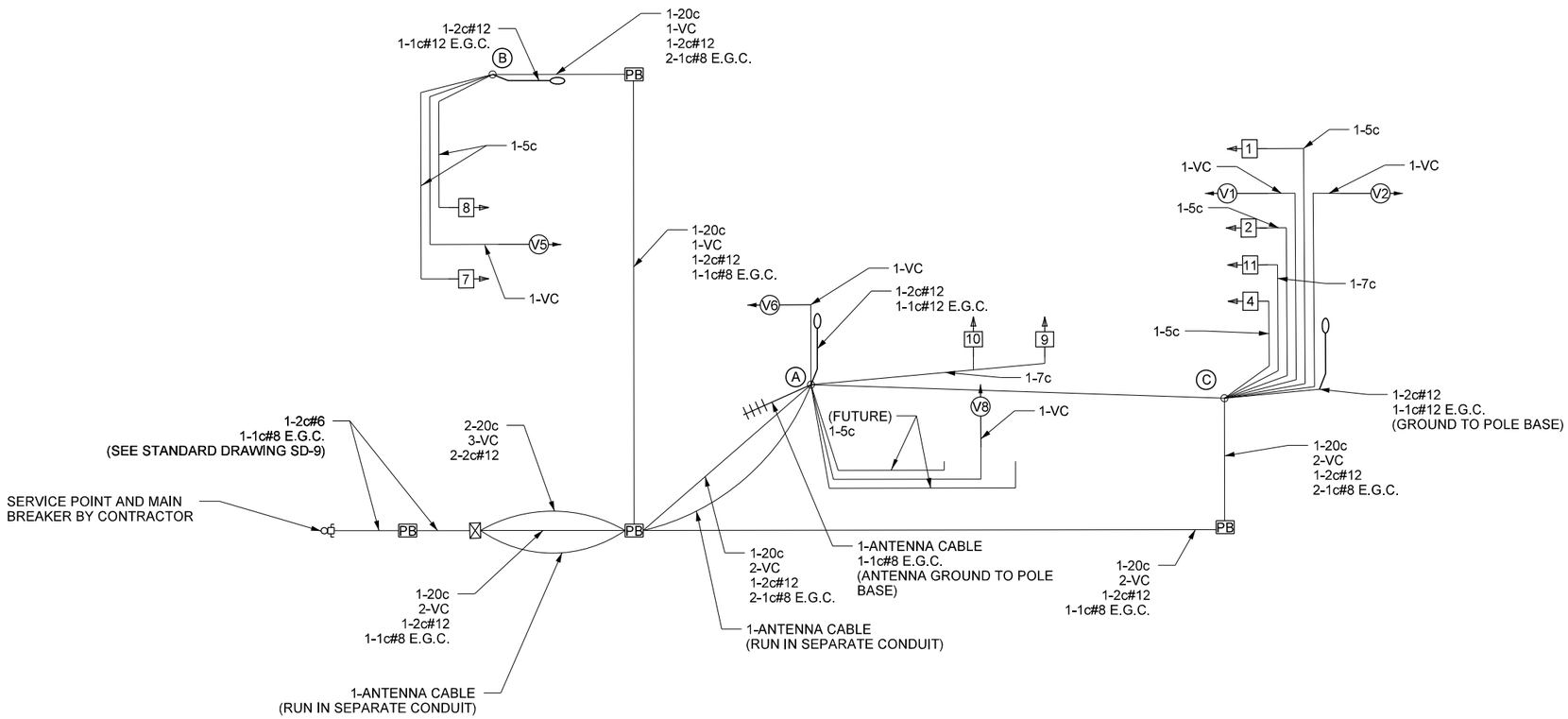
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	744	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGES 2D, 2E, & 2F - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGES 2D, 2E, & 2F

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03 _Stage2D.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	745	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 2D, 2E, & 2F - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	NB ADVANCE	LOCAL			1	V1	1			CAMERA V6	23"
Vz12	NB NEAR	COMB.			2	V9	1	1		CAMERA V1	37"
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz81	EB FAR	COMB.			11	V16	8	8		CAMERA V8	37"
Vz82	EB TURN	LOCAL			12	V8	8			CAMERA V8	37"
					SPARE: 1, 2, 7, 8, 9, 10, 13, 14, 15, & 16						

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

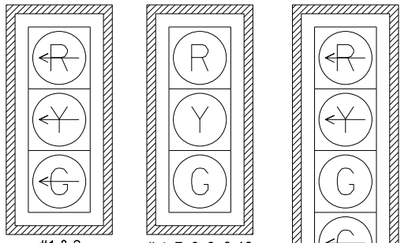
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 2D, 2E, & 2F - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR						FLASH SEQUENCE
	1	CLR	2	CLR	8	CLR	
4	G	Y	R	R	R	R	R
7 & 8	R	R	G	Y	R	R	R
9 & 10	R	R	R	R	G	Y	R
11	G/~~G~~	Y	R	R	R	R	R

STAGE 2D - SIGNAL FACES

12" LENSES



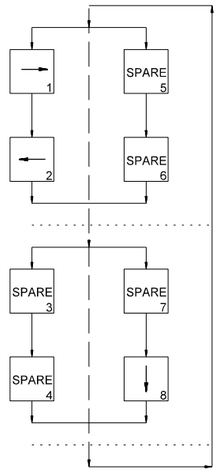
#1 & 2 (NEW)

4, 7, 8, 9, & 10 (NEW)

#11 (NEW)

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. SIGNAL HEADS 1 & 2 SHALL REMAIN BAGGED UNTIL STAGED CONSTRUCTION IS COMPLETED.

STAGES 2D, 2E, & 2F - PHASING DIAGRAM



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WORKSPACE: AHTD
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REVISED DATE:

STAGES 2D, 2E, & 2F

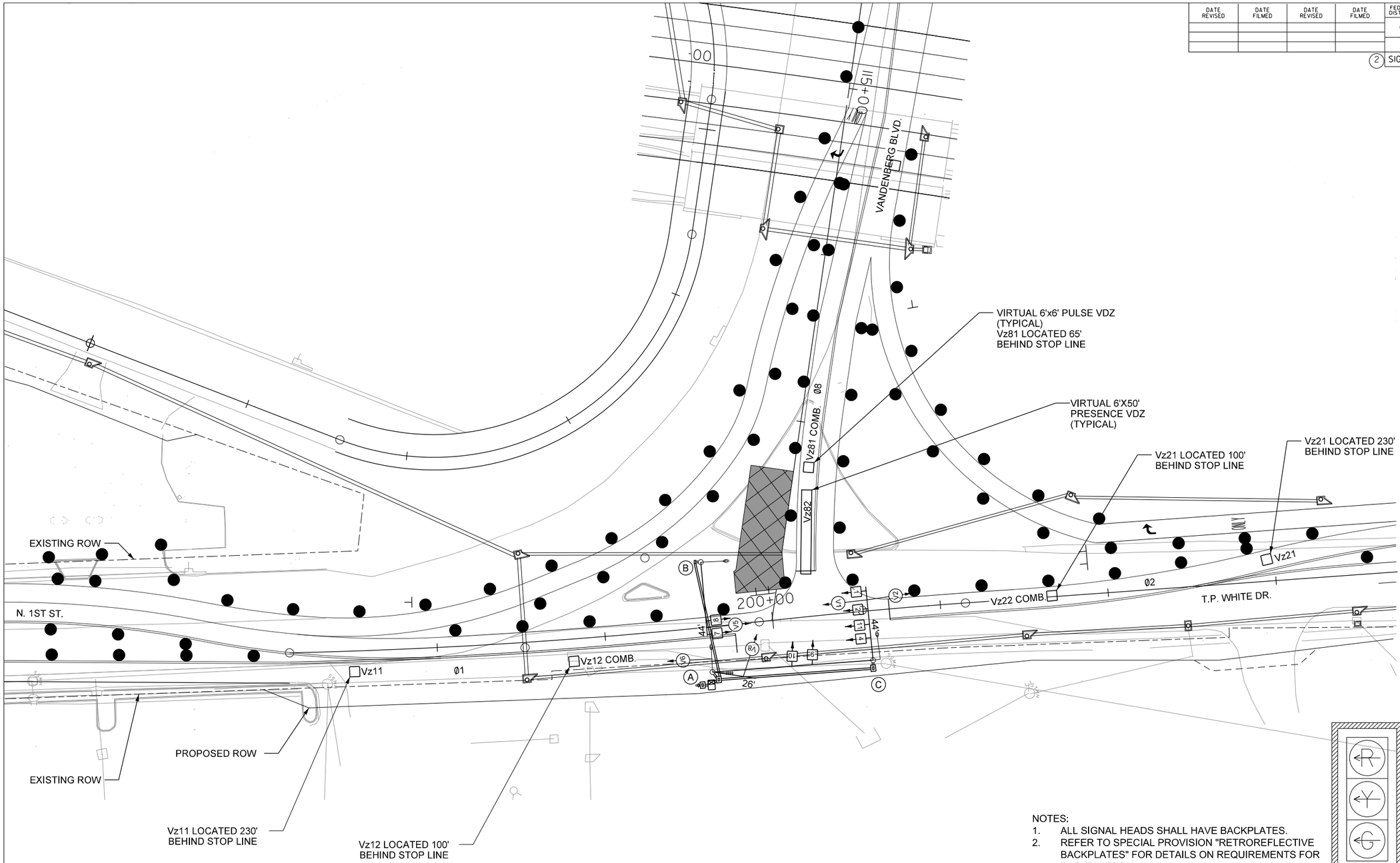
LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04H_STAGE2D.DGN

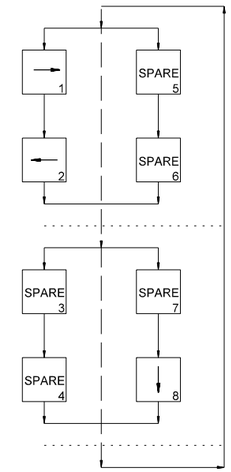
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	746	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

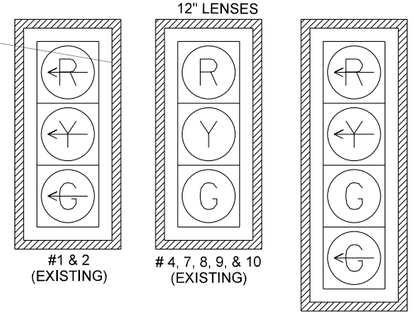


STAGES 2D, 2E, & 2F - PHASING DIAGRAM



STAGE 2D - SIGNAL FACES

12" LENSES



#1 & 2 (EXISTING)

#4, 7, 8, 9, & 10 (EXISTING)

#11 (EXISTING)

STAGE 2E

STAGES 1C - 2F DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 2E TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2E CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 9 & 10 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO V8 TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 2D FOR STAGE 2E WIRING.

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. SIGNAL HEADS 1 & 2 SHALL REMAIN BAGGED UNTIL STAGED CONSTRUCTION IS COMPLETED.

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H_Stage2E.dgn

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:58 AM
WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

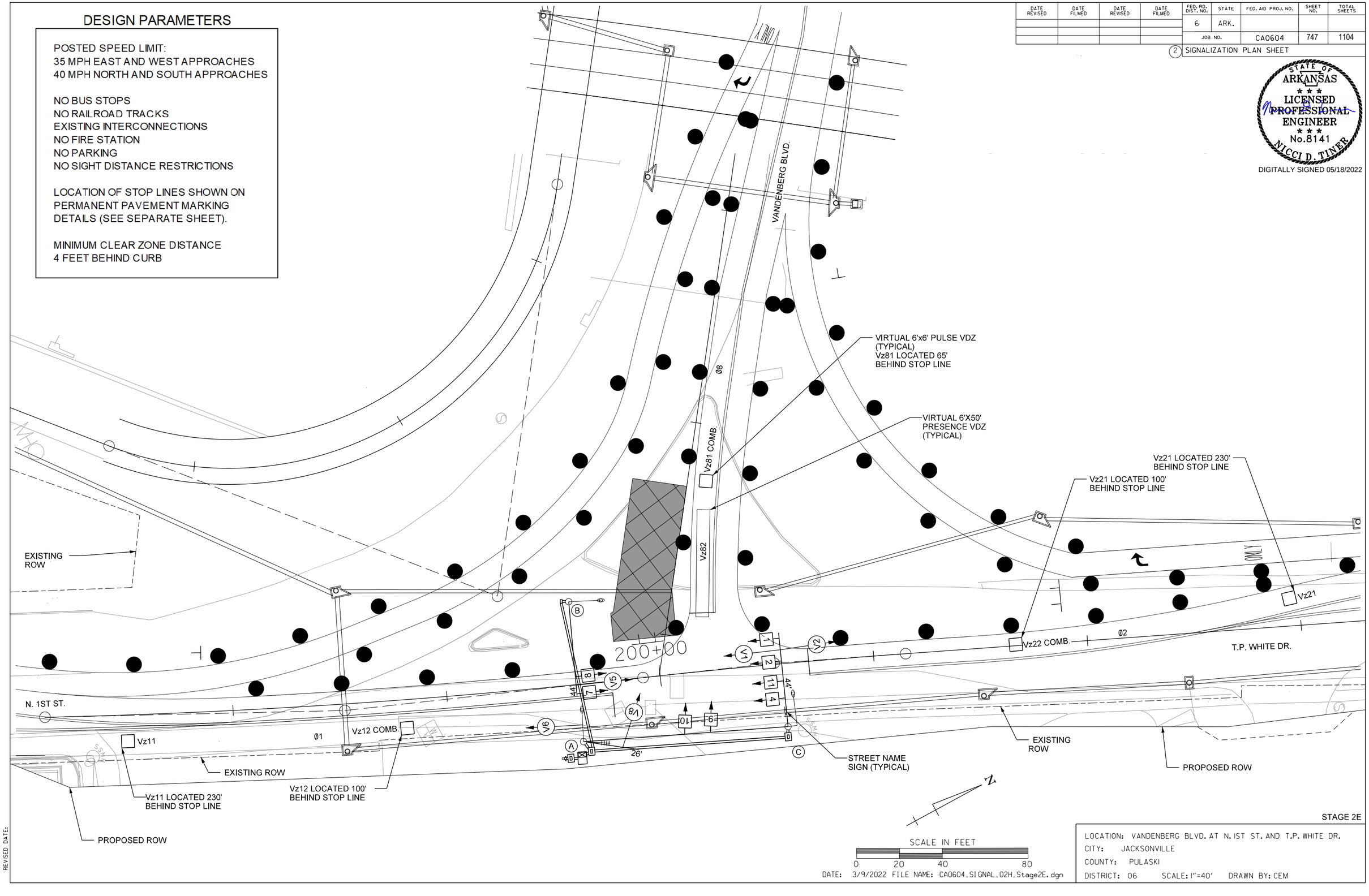
LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	747	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 2E

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_Stage2E.dgn

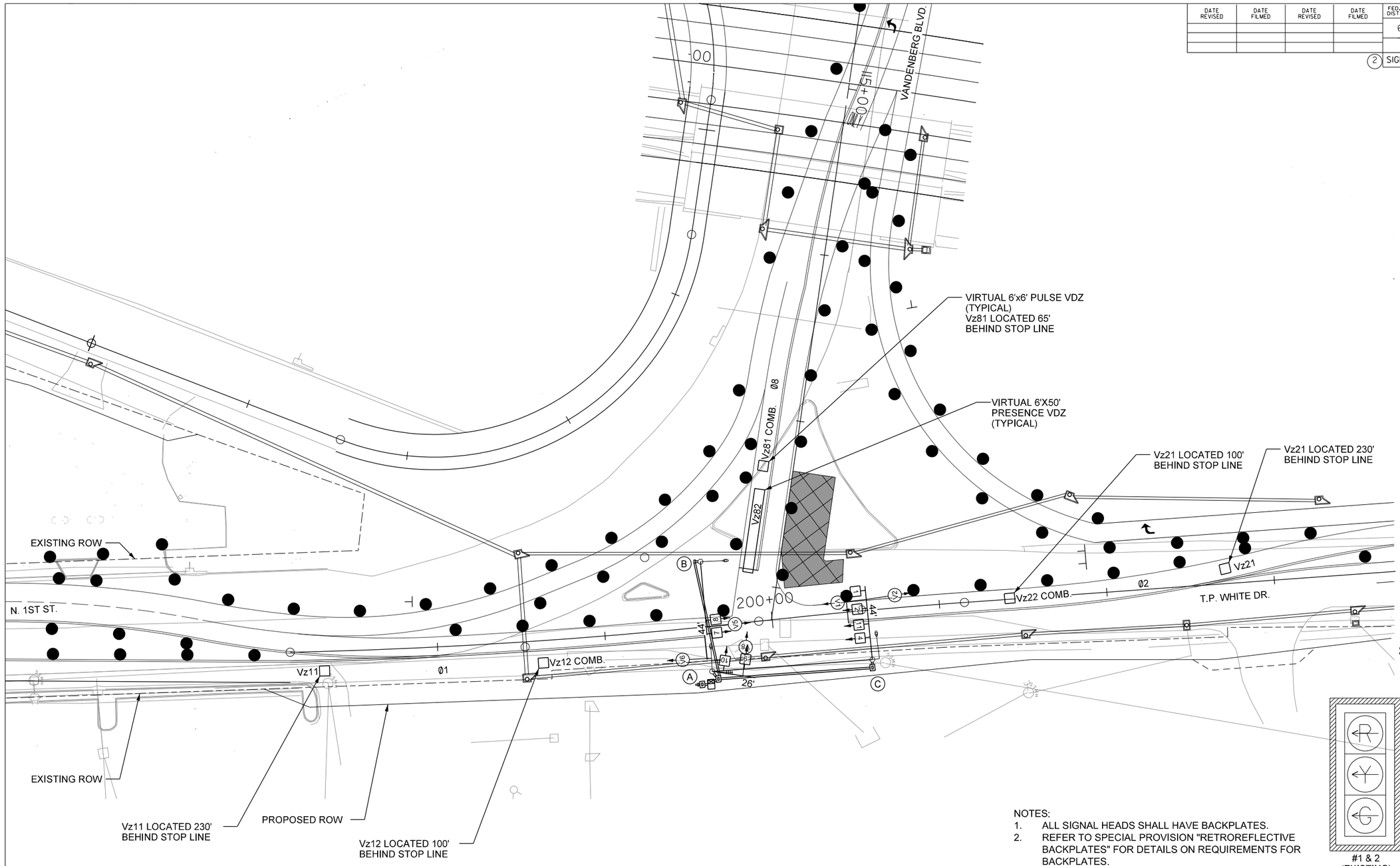
LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:39:59 AM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02H_Stage2E.dgn
REVISED DATE:

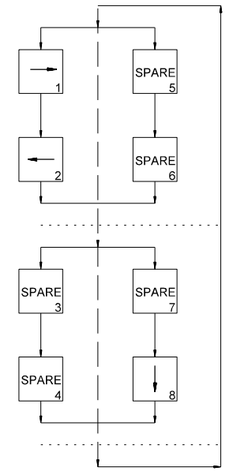
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	748	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

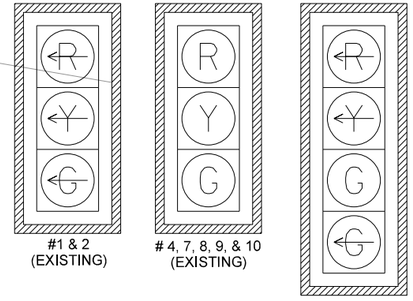


STAGES 2D, 2E, & 2F - PHASING DIAGRAM



STAGE 2D, 2E, & 2F - SIGNAL FACES

12" LENSES



#1 & 2 (EXISTING)

4, 7, 8, 9, & 10 (EXISTING)

#11 (EXISTING)

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. SIGNAL HEADS 1 & 2 SHALL REMAIN BAGGED UNTIL STAGED CONSTRUCTION IS COMPLETED.

STAGES 1C - 2F DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 2F TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2F CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 9 & 10 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO V8 TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 2D FOR STAGE 2F WIRING.

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H_Stage2F.dgn

STAGE 2F

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:00 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01H_Stage2F.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	749	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

VANDENBERG BLVD.

VIRTUAL 6'x6' PULSE VDZ (TYPICAL) Vz81 LOCATED 65' BEHIND STOP LINE

VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)

Vz21 LOCATED 100' BEHIND STOP LINE

Vz21 LOCATED 230' BEHIND STOP LINE

Vz81 COMB.

Vz82

Vz21

Vz22 COMB.

Ø1

Ø2

Ø8

200+00

T.P. WHITE DR.

N. 1ST ST.

Vz11

Vz12 COMB.

EXISTING ROW

Vz11 LOCATED 230' BEHIND STOP LINE

Vz12 LOCATED 100' BEHIND STOP LINE

PROPOSED ROW

STREET NAME SIGN (TYPICAL)

26'

44'

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H_Stage2F.dgn

STAGE 2F

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:01 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02H_Stage2F.dgn
REVISED DATE:

VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR.
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	26'	225°	35'	15'	90°
** B	44'	180°	35'	25'	90°
C	44'	180°	35'	15'	180°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

** EXCESS MAST ARM LENGTH DUE TO STAGE CONSTRUCTION NEEDS.

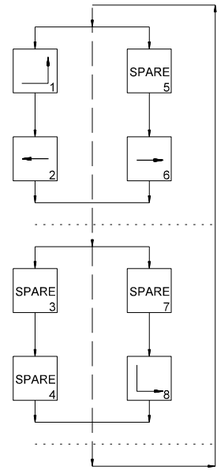
NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL PLANS TO SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	750	1104

(2) SIGNALIZATION PLAN SHEET

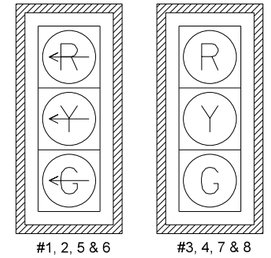
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



#1, 2, 5 & 6 #3, 4, 7 & 8

STAGES 1C - 2F
DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD./1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

FINAL

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01H.dgn

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
L:\202\20f732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01H.dgn
REVISED DATE: 5/12/2022 8:40:03 AM

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH WEST APPROACHES
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

VANDENBURG BLVD. AND N. 1ST ST./T.P. WHITE DR.
POLE LOCATIONS

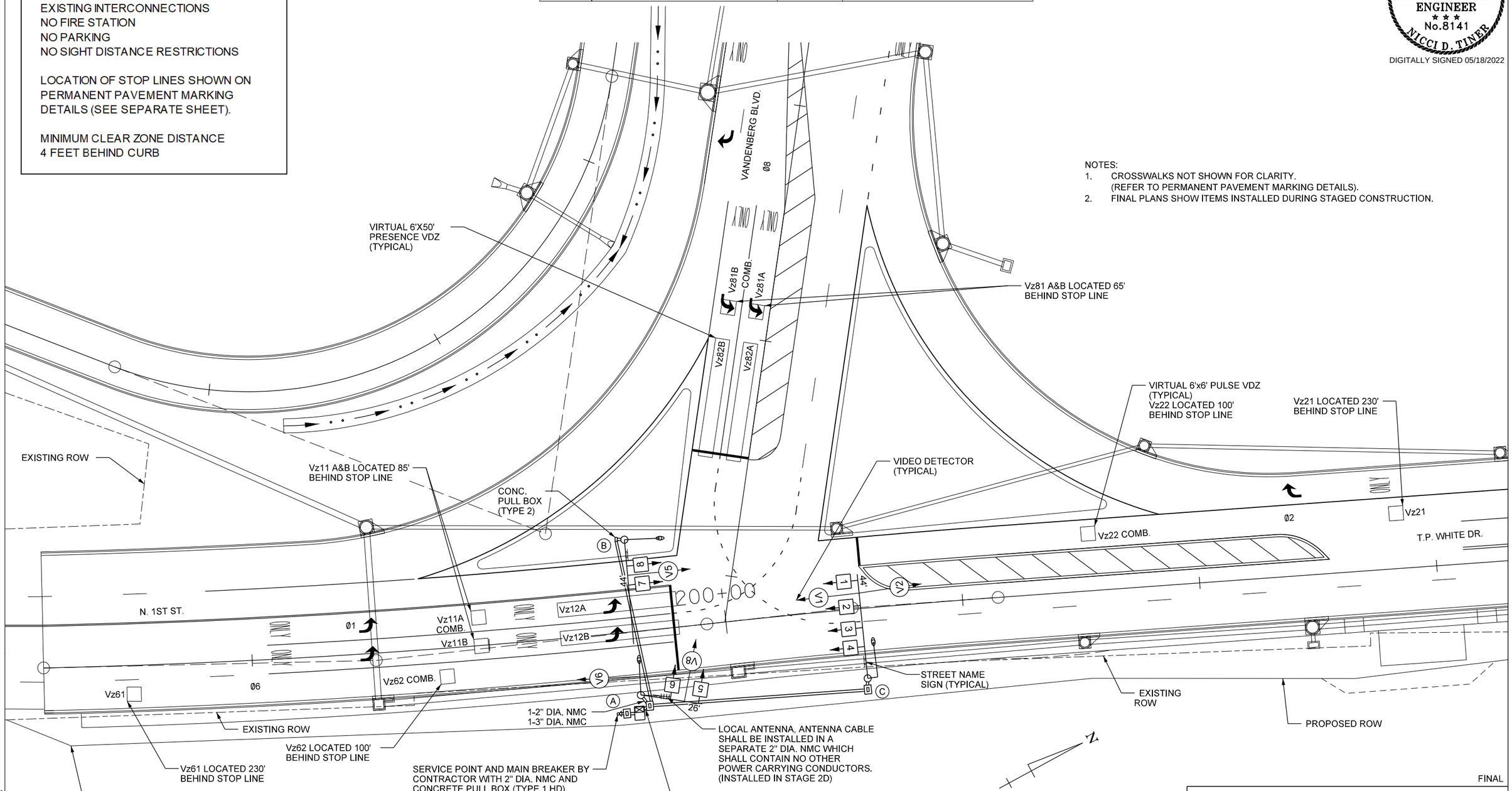
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	T.P. WHITE - STA. 199+61.34	27' RT.	1280537.35, 201446.20
B	T.P. WHITE - STA. 199+60.95	39' LT.	1280476.59, 201471.20
C	T.P. WHITE - STA. 200+57.29	30' RT.	1280576.61, 201533.46

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	751	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

NOTES:
1. CROSSWALKS NOT SHOWN FOR CLARITY. (REFER TO PERMANENT PAVEMENT MARKING DETAILS).
2. FINAL PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.



SCALE IN FEET
0 20 40 80

FINAL

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM
DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02H.dgn

HRHobby 5/12/2022 8:40:04 AM
WORKSPACE: AHTD
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REVISED DATE:

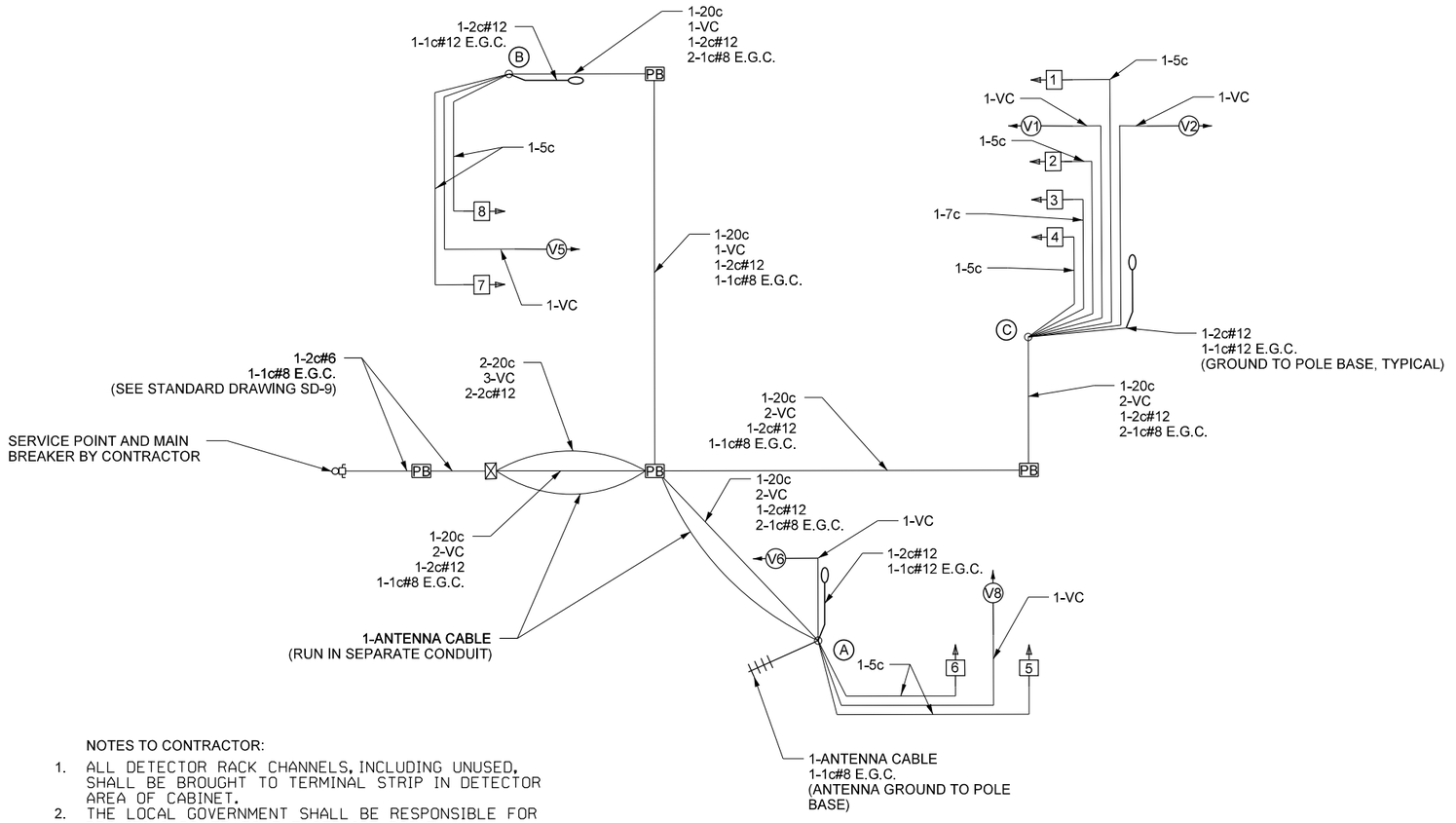
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	752	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03 .dgn

LOCATION: VANDENBERG BLVD. AT N. IST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	753	1104

(2) SIGNALIZATION PLAN SHEET

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11 A&B	NB LT. TURN FAR	COMB.			1	V9	1	1		CAMERA V1	37"
Vz12 A&B	NB LT. TURN	LOCAL			2	V1	1			CAMERA V1	37"
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz61	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz81 A&B	EB LT. TURN FAR	COMB.			11	V16	8	8		CAMERA V8	37"
Vz82 A&B	EB LT. TURN	LOCAL			12	V8	8			CAMERA V8	37"
					SPARE: 7, 8, 9, 10, 13, 14, 15, & 16						

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

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

INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND N. 1ST ST./T.P. WHITE DR. 1+6	CLR.	2+6	CLR.	8	CLR.		FLASH SEQUENCE
1&2	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
3&4	G	**	G	**	R	R		R
5&6	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~		~~R~~
7&8	R	R	G	Y	R	R		R

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

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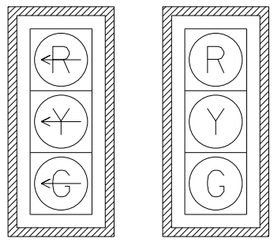
SIGNAL FACES

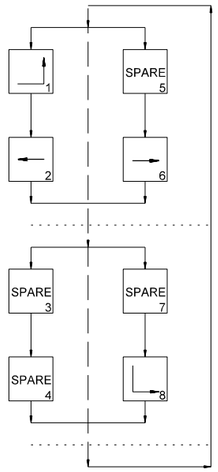
12" LENSES



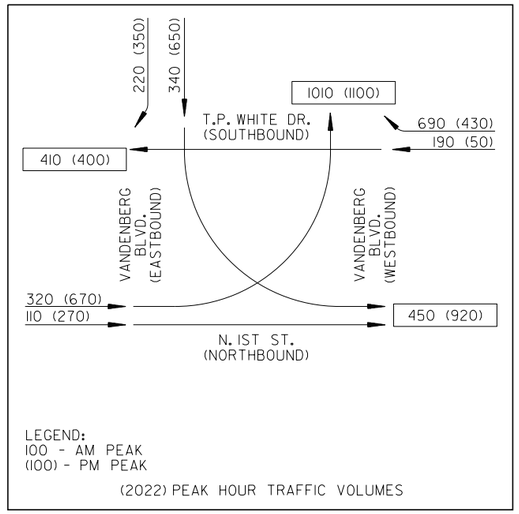
#1,2,5 & 6 #3,4,7 & 8

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



LEGEND:
100 - AM PEAK
(100) - PM PEAK

(2022) PEAK HOUR TRAFFIC VOLUMES

FINAL

LOCATION: VANDENBERG BLVD. AT N. 1ST ST. AND T.P. WHITE DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04H.DGN

HRHobby 5/12/2022 8:40:06 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	754	1104

(2) TRAFFIC SIGNAL QUANTITIES - VANDENBERG BLVD./JOHN HARDEN DR.

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	85	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	10	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	568	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	575	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	452	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	185	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	37	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	760	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	53	LIN. FT.
710	NON-METALLIC CONDUIT (3")	401	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	6	EACH
733	VIDEO CABLE	1454	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1A TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	2375	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	45	LIN. FT.
710	NON-METALLIC CONDUIT (3")	65	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	8	EACH
733	VIDEO CABLE	2220	LIN. FT.

STAGE 1B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
SP	VIDEO DETECTOR ROTATION	3	EACH

STAGE 1C STEPS 1-3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGES 1E & 2A STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 2B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 2C TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	VIDEO DETECTOR ROTATION	4	EACH

STAGE 2D TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	VIDEO DETECTOR ROTATION	6	EACH

STAGE 2E TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	8	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 2F TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
SP	VIDEO DETECTOR ROTATION	2	EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

SADonaldson 8/8/2022 5:52:31PM
WORKSPACE: AHTD
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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_1.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	755	1104

(2) SIGNALIZATION PLAN SHEET

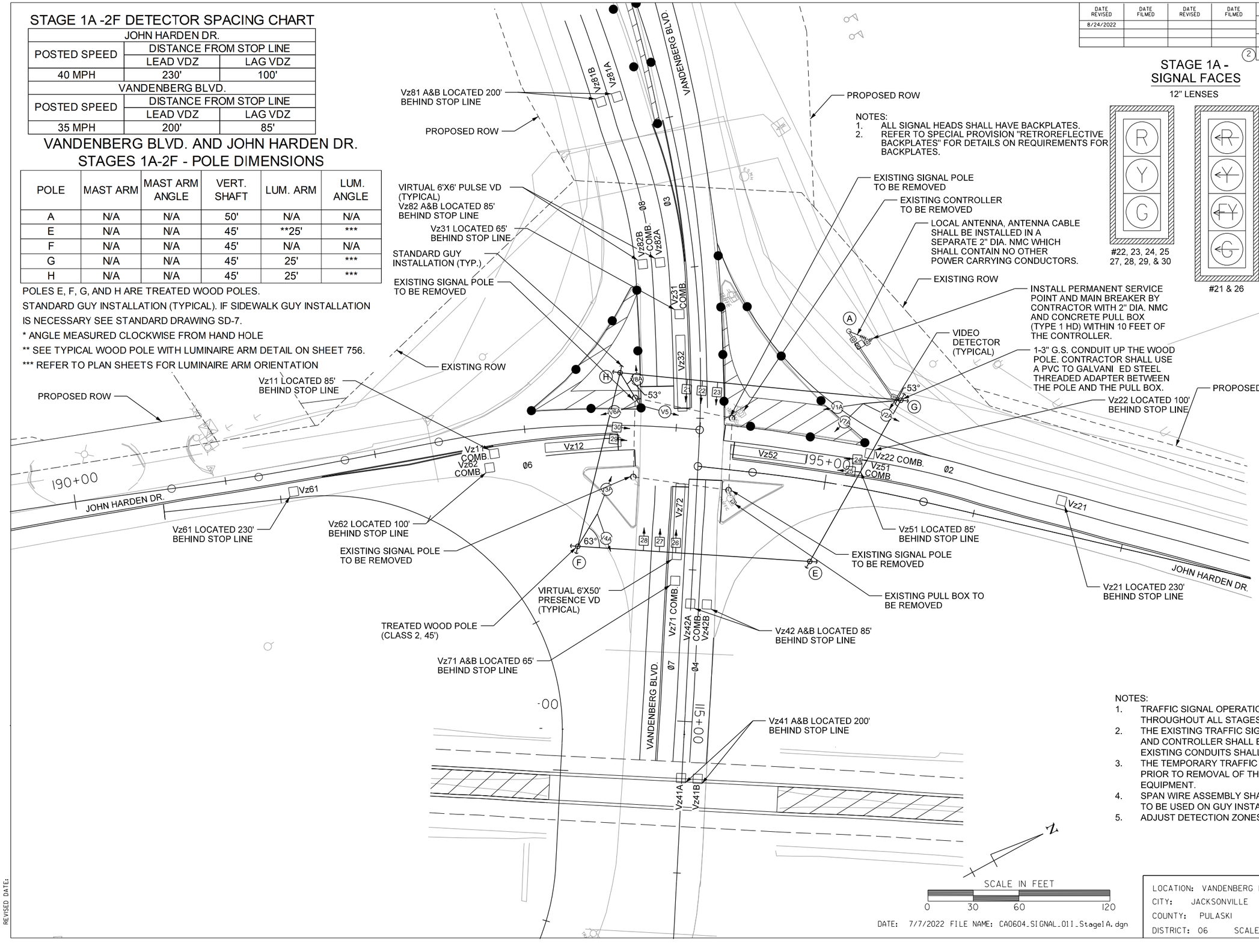
STAGE 1A -2F DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

VANDENBERG BLVD. AND JOHN HARDEN DR. STAGES 1A-2F - POLE DIMENSIONS

POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	LUM. ANGLE
A	N/A	N/A	50'	N/A	N/A
E	N/A	N/A	45'	**25'	***
F	N/A	N/A	45'	N/A	N/A
G	N/A	N/A	45'	25'	***
H	N/A	N/A	45'	25'	***

POLES E, F, G, AND H ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL). IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE
** SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 756.
*** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION



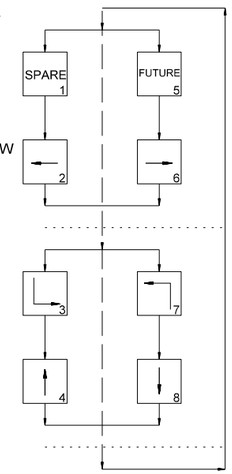
STAGE 1A - SIGNAL FACES

12" LENSES

#22, 23, 24, 25 27, 28, 29, & 30

#21 & 26

STAGE 1A - PHASING DIAGRAM



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NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED DURING STAGE 1A, EXISTING CONDUITS SHALL BE ABANDONED.
3. THE TEMPORARY TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
4. SPAN WIRE ASSEMBLY SHALL INCLUDE GALVANIZED TURNBUCKLES TO BE USED ON GUY INSTALLATIONS.
5. ADJUST DETECTION ZONES AS NEEDED WHEN LANES ARE SHIFTED.

SCALE IN FEET
0 30 60 120

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_011_Stage1A.dgn

STAGE 1A

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

SADonaldson 8/18/2022 5:55:34 PM
WORKSPACE: AHTD
L:\2022\20177J2 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_011_Stage1A.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	756	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

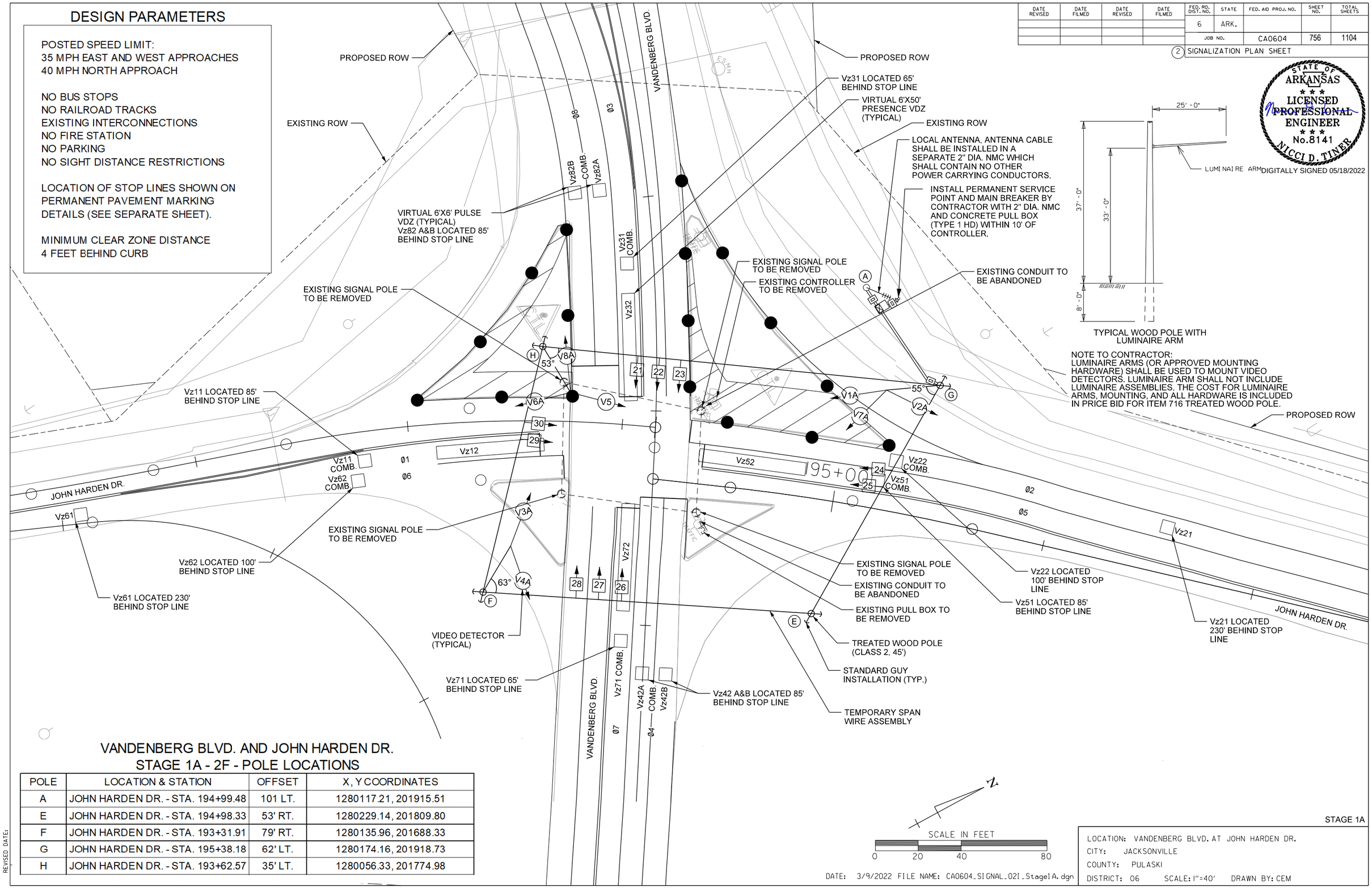
DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

VANDENBERG BLVD. AND JOHN HARDEN DR.
STAGE 1A - 2F - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	JOHN HARDEN DR. - STA. 194+99.48	101 LT.	1280117.21, 201915.51
E	JOHN HARDEN DR. - STA. 194+98.33	53' RT.	1280229.14, 201809.80
F	JOHN HARDEN DR. - STA. 193+31.91	79' RT.	1280135.96, 201688.33
G	JOHN HARDEN DR. - STA. 195+38.18	62' LT.	1280174.16, 201918.73
H	JOHN HARDEN DR. - STA. 193+62.57	35' LT.	1280056.33, 201774.98

SCALE IN FEET
0 20 40 80

STAGE 1A

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_021_Stage1A.dgn

HRHobby 5/12/2022 8:40:23 AM
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REVISED DATE:

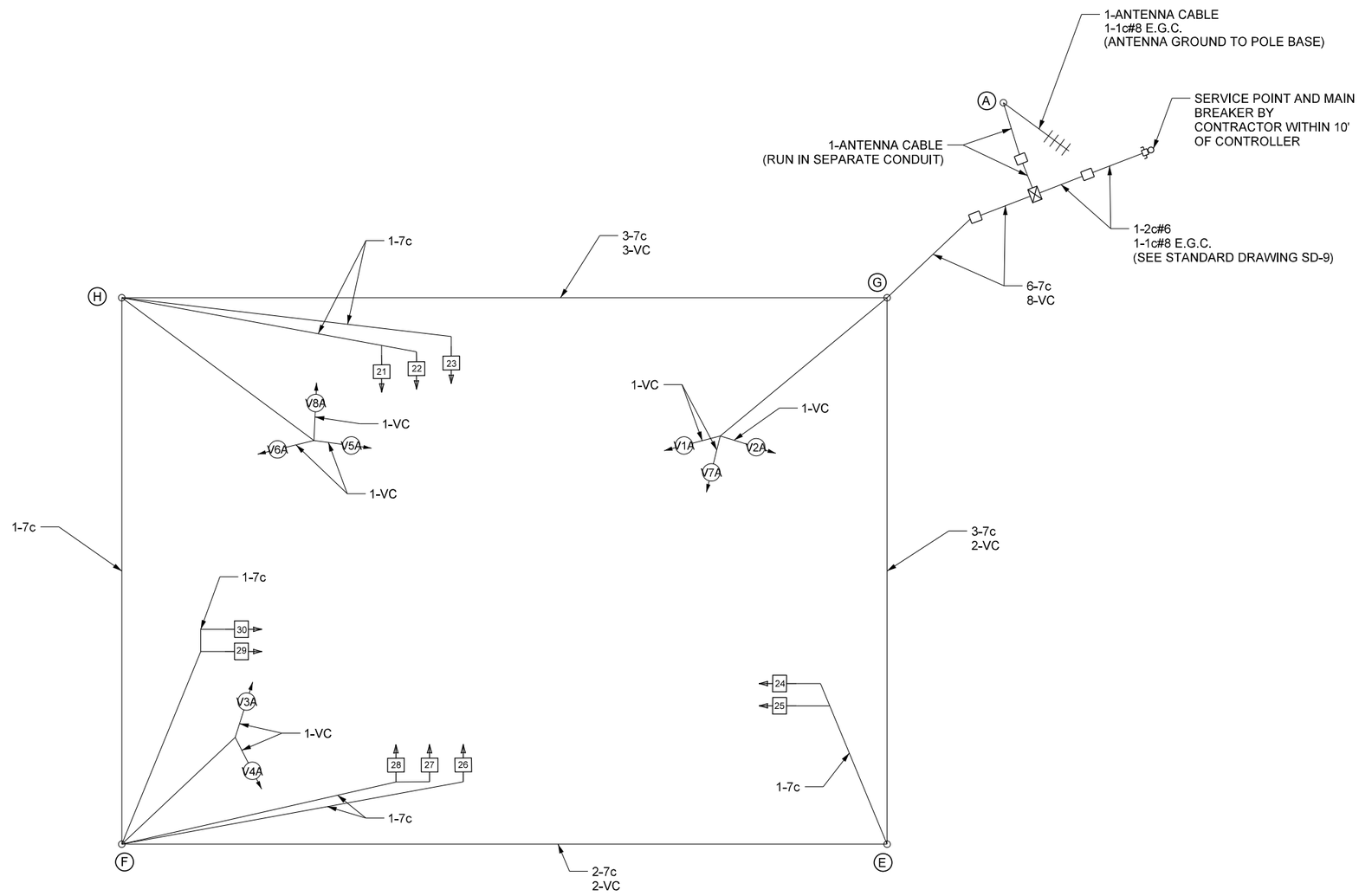
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	757	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGE 1A - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR
2. AREA OF CABINET.
   THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGE 1A

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_031_Stage1A.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	758	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 1A - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613

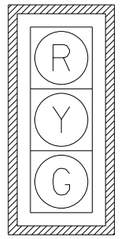
VANDENBERG BLVD. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	NB LT. TURN FAR	COMB.			1	V9	6	1		CAMERA V1A	23"
Vz12	NB LT. TURN	LOCAL			2	V1	6			CAMERA V1A	23"
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V5A	23"
Vz31	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41 A&B	WB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42 A&B	WB NEAR	COMB.			14	V12	4	4		CAMERA V7A	23"
Vz51	SB LT. TURN FAR	COMB.			7	V13	2	5		CAMERA V5A	23"
Vz52	SB LT. TURN	LOCAL			8	V5	2			CAMERA V5A	23"
Vz61	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6A	23"
Vz62	NB NEAR	COMB.			4	V14	6	6		CAMERA V1A	23"
Vz71	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7A	23"
Vz72	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7A	23"
Vz81 A&B	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82 A&B	EB NEAR	COMB.			12	V16	8	8		CAMERA V3A	23"
					SPARE: NONE						

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

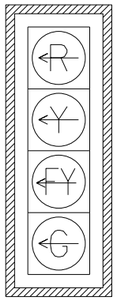
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGE 1A - SIGNAL FACES

12" LENSES

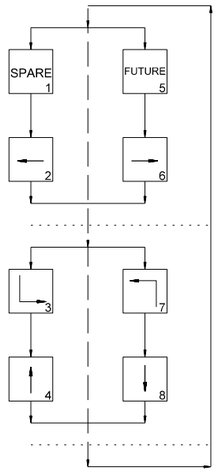


#22, 23, 24, 25
27, 28, 29, & 30



#21 & 26

STAGE 1A - PHASING DIAGRAM



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

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

STAGE 1A - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND JOHN HARDEN DR. 2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.		FLASH SEQUENCE
21	~~R~~	~~R~~	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***		~~R~~
22 & 23	R	R	R	R	R	R	G	**	G	**		R
24 & 25	G	Y	R	R	R	R	R	R	R	R		R
26	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***		~~R~~
27 & 28	R	R	R	R	G	**	R	R	G	**		R
29 & 30	G	Y	R	R	R	R	R	R	R	R		R

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

STAGE 1A

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_041_StageIA.dgn

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REVISED DATE:

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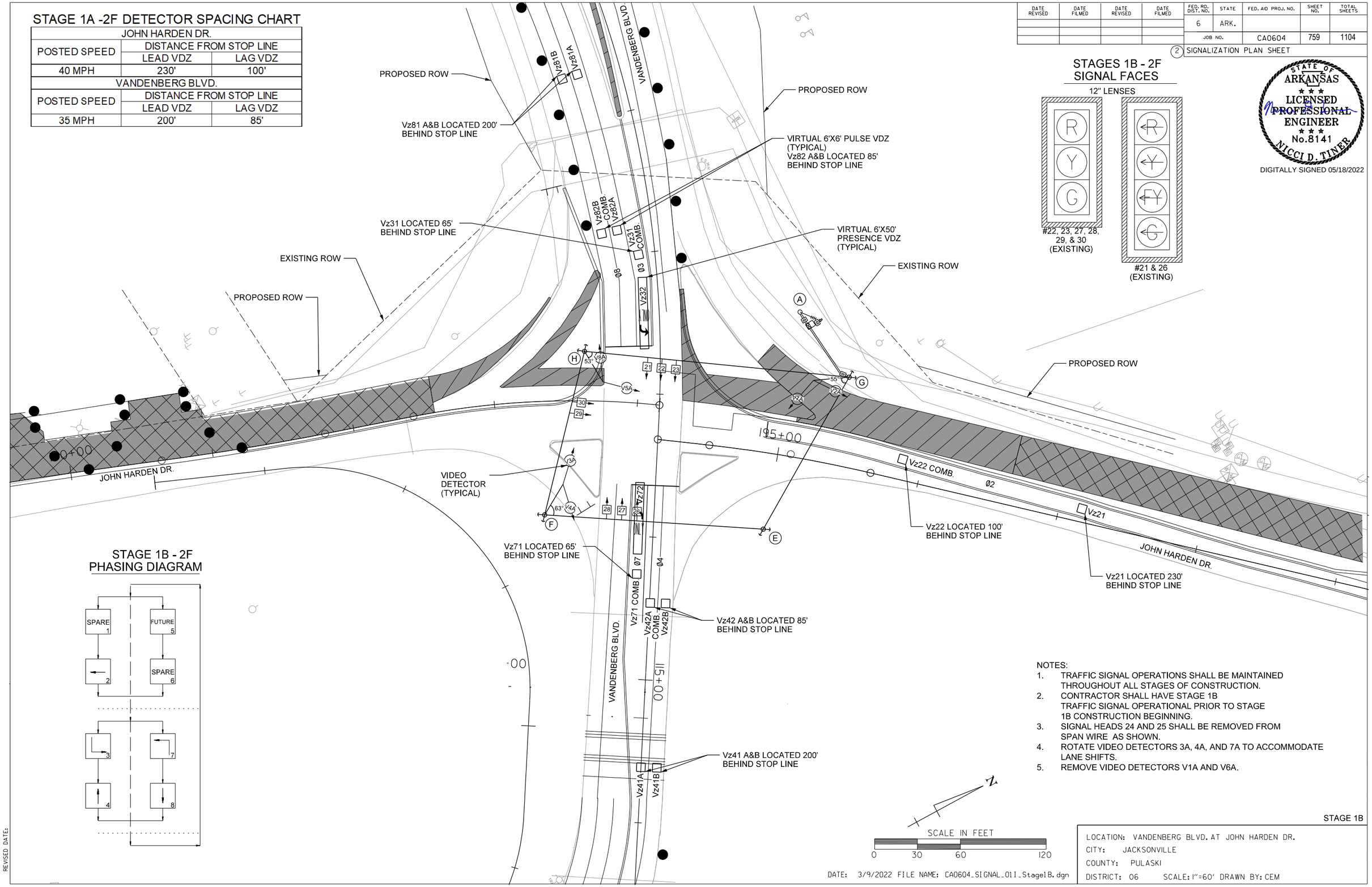
				6	ARK.			
				JOB NO.		CA0604	759	1104

2 SIGNALIZATION PLAN SHEET

STAGE 1A -2F DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'



STAGES 1B - 2F SIGNAL FACES

12" LENSES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

STAGE 1B - 2F PHASING DIAGRAM

NOTES:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1B TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1B CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 24 AND 25 SHALL BE REMOVED FROM SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 3A, 4A, AND 7A TO ACCOMMODATE LANE SHIFTS.
5. REMOVE VIDEO DETECTORS V1A AND V6A.

N

SCALE IN FEET

0 30 60 120

STAGE 1B

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_011_Stage1B.dgn

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WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	760	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING ROW
VANDENBERG BLVD.
Ø8
Ø3
Vz82B COMB.
Vz82A
Vz31 COMB.
Vz32
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 A&B LOCATED 85' BEHIND STOP LINE
Vz31 LOCATED 65' BEHIND STOP LINE
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
EXISTING ROW
PROPOSED ROW
A
V8A
H
53°
21
22
23
V5A
55°
G
V7A
V2A
30
29
195+00
Ø2
Vz22 COMB.
Vz22 LOCATED 100' BEHIND STOP LINE
JOHN HARDEN DR.
Vz21
Vz21 LOCATED 230' BEHIND STOP LINE
JOHN HARDEN DR.
VIDEO DETECTOR (TYPICAL)
V3A
63°
V4A
F
28
27
26
E
Vz72
Ø7
Ø4
Vz71 A&B LOCATED 65' BEHIND STOP LINE
Vz71 COMB.
VANDENBERG BLVD.
Vz42A COMB.
Vz42B
Vz42 A&B LOCATED 85' BEHIND STOP LINE

N

SCALE IN FEET
0 20 40 80

STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_021_StageIB.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

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WORKSPACE: AHTD
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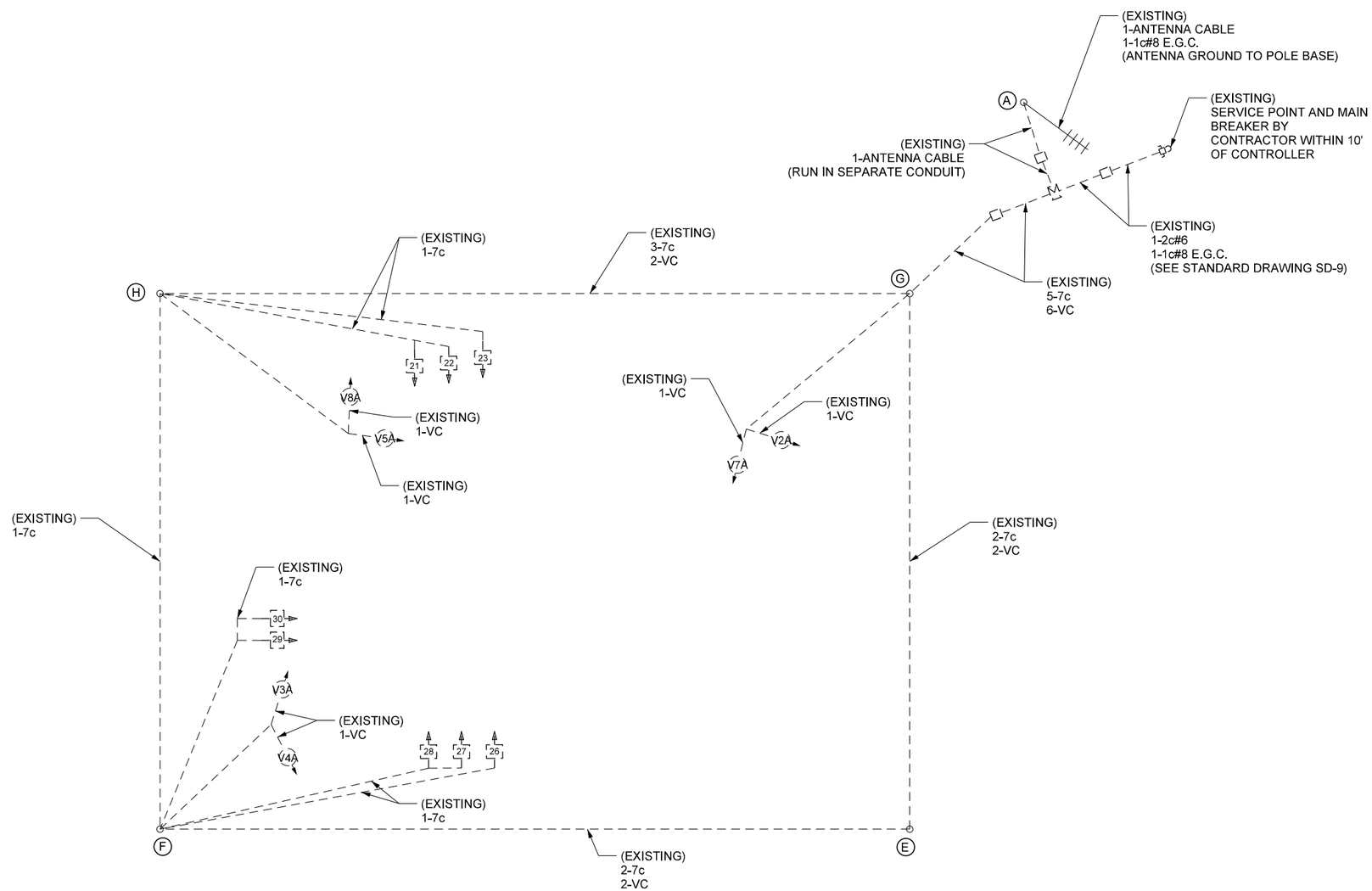
				6	ARK.			
				JOB NO.		CA0604	761	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B-2F - WIRING DIAGRAM



STAGE 1B-2F

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_031_StageIB.dgn

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	762	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B-2A - DETECTOR CHART

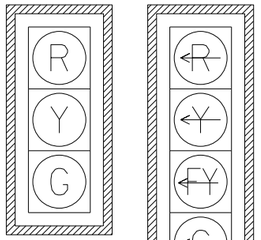
DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
VANDENBERG BLVD. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V5A	23"
Vz31	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41 A&B	WB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42 A&B	WB NEAR	COMB.			14	V12	4	4		CAMERA V7A	23"
Vz71	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7A	23"
Vz72	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7A	23"
Vz81 A&B	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82 A&B	EB NEAR	COMB.			12	V16	8	8		CAMERA V3A	23"
					SPARE: 1, 2, 3, 4, 7, & 8						

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

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

STAGE 1B - 2F SIGNAL FACES

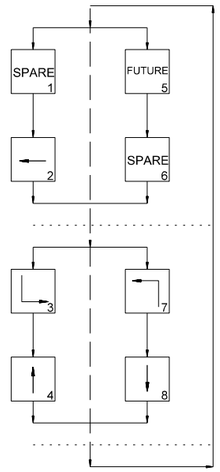
12" LENSES



#22, 23, 27, 28, 29, & 30 (EXISTING)

#21 & 26 (EXISTING)

STAGE 1B - 2F PHASING DIAGRAM



STAGE 1B-2F - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND JOHN HARDEN DR. 2	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.		FLASH SEQUENCE
21	~~<R~~	~~<R~~	~~<G~~	*	~~<FY~~	***	~~<G~~	*	~~<FY~~	***		~~<R~~
22 & 23	R	R	R	R	R	R	G	**	G	**		R
26	~~<R~~	~~<R~~	~~<G~~	*	~~<G~~	*	FY	***	~~<FY~~	***		~~<R~~
27 & 28	R	R	R	R	G	**	R	R	G	**		R
29 & 30	G	Y	R	R	R	R	R	R	R	R		R

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

STAGES 1B-2A

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_041_StageIB.dgn

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	763	1104

2 SIGNALIZATION PLAN SHEET

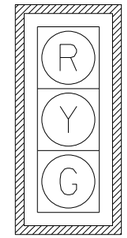
STAGE 1A -2F DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

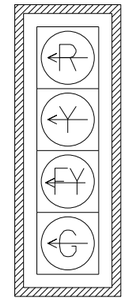
NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 1 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 29 & 30 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 2A AND 5A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 1C STEP 1 2A AND 5A WIRING.

STAGES 1B - 2F SIGNAL FACES

12" LENSES



#22, 23, 27, 28, 29, & 30 (EXISTING)



#21 & 26 (EXISTING)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1B-2F - PHASING DIAGRAM

SCALE IN FEET
0 30 60 120

STAGE 1C STEPS 1-3 AND STAGE 1D

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_011_Stage1C_Step1.dgn

HRHobby
5/12/2022 8:40:35 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_011_Stage1C_Step1.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	764	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING ROW
VANDENBERG BLVD.
Vz82B COMB
Vz82A
Ø8
Ø3
VIRTUAL 6'X6' PULSE VDZ (TYPICAL)
Vz82 A&B LOCATED 85' BEHIND STOP LINE
Vz31 COMB.
Vz31 LOCATED 65' BEHIND STOP LINE
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz32
Vz22 LOCATED 100' BEHIND STOP LINE
Vz21 LOCATED 230' BEHIND STOP LINE
JOHN HARDEN DR.
195+00
Ø2
Vz22 COMB.
Vz21
V8A
V5A
V2A
V7A
V3A
V4A
53°
55°
63°
21
22
23
30
29
28
27
26
Vz72
VIDEO DETECTOR (TYPICAL)
Ø7
Ø4
Vz71 COMB.
Vz71 A&B LOCATED 65' BEHIND STOP LINE
Vz42A COMB.
Vz42B
Vz42 A&B LOCATED 85' BEHIND STOP LINE

N

SCALE IN FEET
0 20 40 80

STAGE 1C STEPS 1-3 AND STAGE 1D

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02I_StageIC_Step1.dgn

HRHobby 5/12/2022 8:40:36 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	765	1104

(2) SIGNALIZATION PLAN SHEET

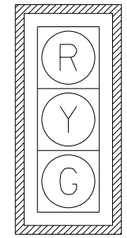
STAGE 1A -2F DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

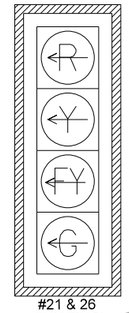
NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 1E TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1E CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 29 & 30 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 2A AND 5A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 1E WIRING.

STAGES 1B & 2F - SIGNAL FACES

12" LENSES



#22, 23, 27, 28, 29, & 30 (EXISTING)

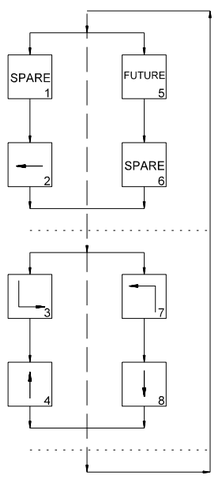


#21 & 26 (EXISTING)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
Vz81 A&B LOCATED 200' BEHIND STOP LINE
Vz81B
Vz81A
VANDENBERG BLVD.
PROPOSED ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL)
Vz82 A&B LOCATED 85' BEHIND STOP LINE
Vz82B COMB.
Vz82A
Ø8
Vz31 COMB.
Vz32
Vz31 LOCATED 65' BEHIND STOP LINE
EXISTING ROW
EXISTING ROW
Vz22 LOCATED 100' BEHIND STOP LINE
PROPOSED ROW
Vz21 LOCATED 230' BEHIND STOP LINE
PROPOSED ROW
190+00
JOHN HARDEN DR.
195+00
Vz22 COMB.
Ø2
Vz21
JOHN HARDEN DR.
VIDEO DETECTOR (TYPICAL)
Vz72
Vz71 A&B LOCATED 65' BEHIND STOP LINE
Vz71 COMB.
Vz42A
Vz42B COMB.
Vz42 A&B LOCATED 85' BEHIND STOP LINE
Ø7
Ø4
VANDENBERG BLVD.
00+SII
Vz41A
Vz41B
Vz41 A&B LOCATED 200' BEHIND STOP LINE

STAGES 1B-2F PHASING DIAGRAM



SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01I_StageIE.dgn

STAGES 1E & 2A STEP 1

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:37 AM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01I_StageIE.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	766	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

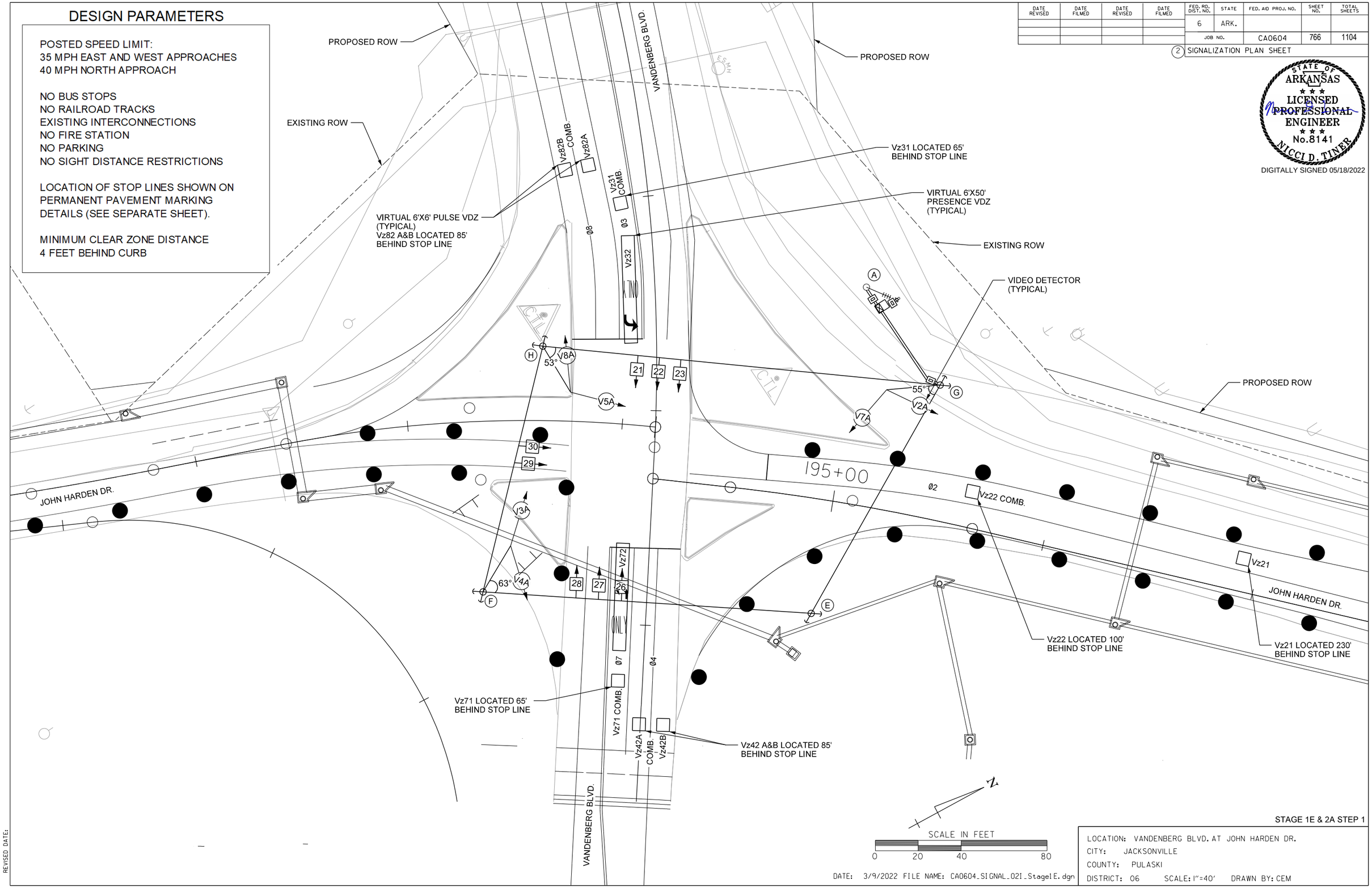
DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



STAGE 1E & 2A STEP 1

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02I_StageIE.dgn

HRHobby 5/12/2022 8:40:38 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02I_StageIE.dgn
REVISED DATE:

STAGE 1A -2F DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

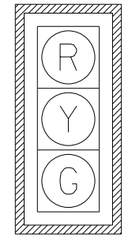
NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 2B TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2B CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21 - 23 AND 26-28 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 2A AND 4A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 2B WIRING.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	767	1104

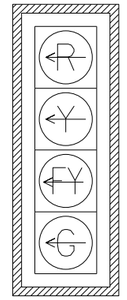
(2) SIGNALIZATION PLAN SHEET

STAGE 1B - 2F SIGNAL FACES

12" LENSES



#22, 23, 27, 28, 29, & 30 (EXISTING)



#21 & 26 (EXISTING)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B - 2F PHASING DIAGRAM

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01I_Stage2B.dgn

STAGE 2B

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_01I_Stage2B.dgn
REVISED DATE: 5/12/2022 8:40:39 AM

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	768	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING ROW
VANDENBERG BLVD.
ONLY
Ø8
Ø3
VIRTUAL 6'X6' PULSE VDZ (TYPICAL)
Vz82 LOCATED 85' BEHIND STOP LINE
Vz31 LOCATED 65' BEHIND STOP LINE
Vz82 COMB.
Vz31 COMB.
Vz32
VIDEO DETECTOR (TYPICAL)
53°
55°
63°
H
A
G
F
E
V8A
V5
V7A
V2A
V3A
V4A
21
22
23
30
29
28
27
26
195+00
Vz22 COMB.
Ø2
Vz21
JOHN HARDEN DR.
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
Vz72
Ø7
Ø4
Vz71 COMB.
Vz42 COMB.
Vz71 LOCATED 65' BEHIND STOP LINE
Vz42 LOCATED 85' BEHIND STOP LINE
Vz22 LOCATED 100' BEHIND STOP LINE
Vz21 LOCATED 230' BEHIND STOP LINE

N

SCALE IN FEET
0 20 40 80

STAGE 2B

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_021_Stage2B.dgn

HRHobby 5/2/2022 8:40:40 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	769	1104

(2) SIGNALIZATION PLAN SHEET

STAGE 2B-2F - DETECTOR CHART

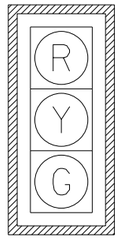
DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
VANDENBERG BLVD. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2A	23"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V5A	23"
Vz31	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3A	23"
Vz32	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3A	23"
Vz41	WB ADVANCE	LOCAL			13	V4	4			CAMERA V4A	23"
Vz42	WB NEAR	COMB.			14	V12	4	4		CAMERA V7A	23"
Vz71	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7A	23"
Vz72	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7A	23"
Vz81	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8A	23"
Vz82	EB NEAR	COMB.			12	V16	8	8		CAMERA V3A	23"
					SPARE: 1, 2, 3, 4, 7, & 8						

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

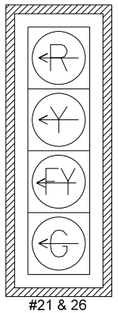
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 1B - 2F SIGNAL FACES

12" LENSES

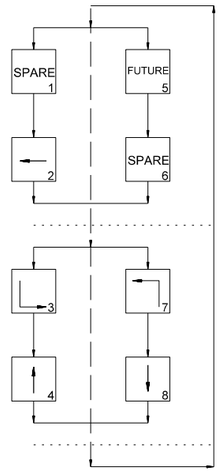


#22, 23, 27, 28, 29, & 30 (EXISTING)



#21 & 26 (EXISTING)

STAGES 1B - 2F PHASING DIAGRAM



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1B-2F - INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND JOHN HARDEN DR. 2	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.		FLASH SEQUENCE
21	~~<R~~	~~<R~~	~~<G~~	*	~~<FY~~	***	~~<G~~	*	~~<FY~~	***		~~<R~~
22 & 23	R	R	R	R	R	R	G	**	G	**		R
26	~~<R~~	~~<R~~	~~<G~~	*	~~<G~~	*	FY	***	~~<FY~~	***		~~<R~~
27 & 28	R	R	R	R	G	**	R	R	G	**		R
29 & 30	G	Y	R	R	R	R	R	R	R	R		R

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
*** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

STAGES 2B - 2F

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_041_Stage2B.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

HRHobby 5/12/2022 8:40:42 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_041_Stage2B.dgn
REVISED DATE:

STAGE 1A -2F DETECTOR SPACING CHART

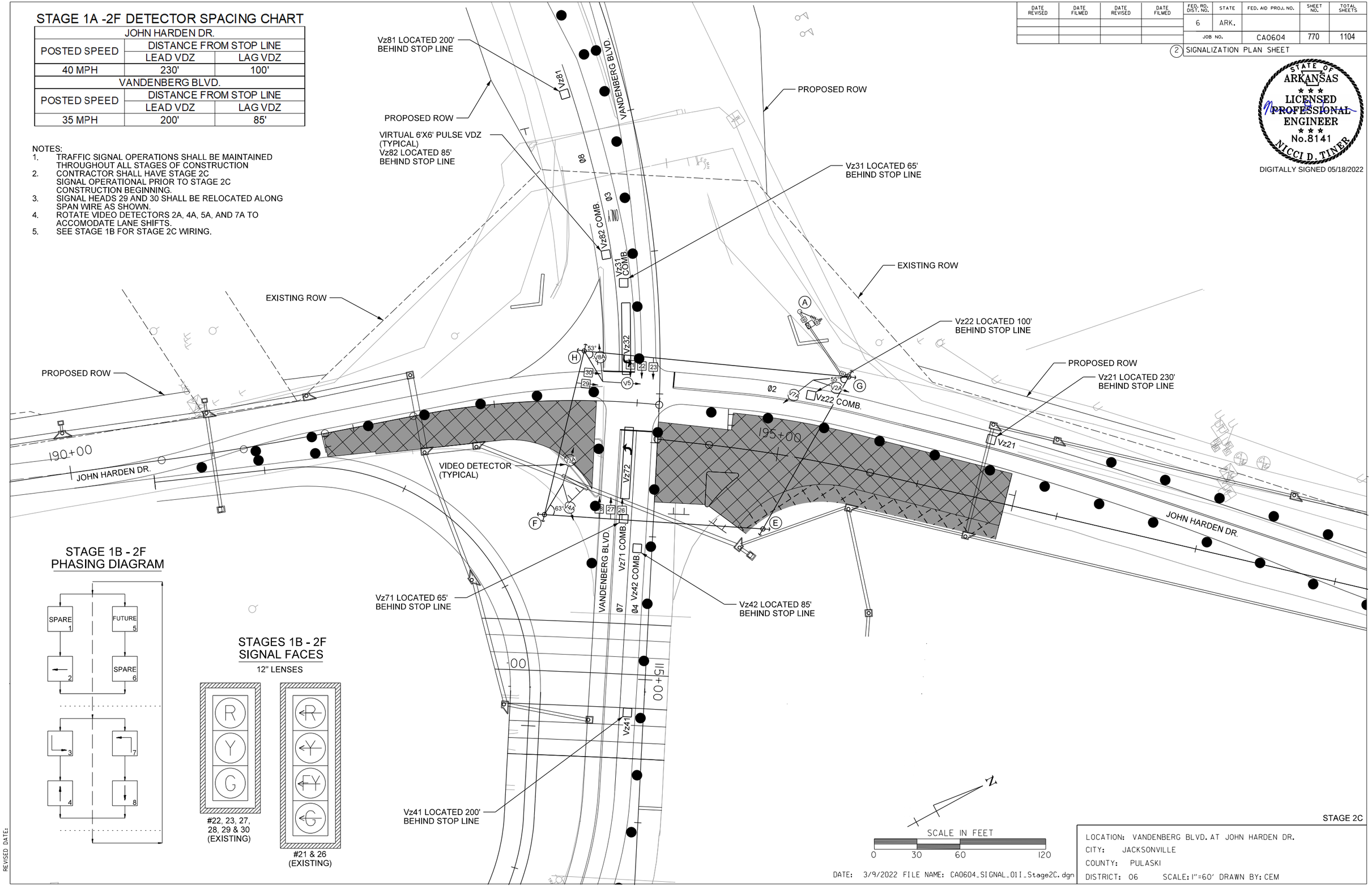
JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 2C SIGNAL OPERATIONAL PRIOR TO STAGE 2C CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 29 AND 30 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 2A, 4A, 5A, AND 7A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 2C WIRING.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	770	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1B - 2F PHASING DIAGRAM

STAGES 1B - 2F SIGNAL FACES

12" LENSES

#22, 23, 27, 28, 29 & 30 (EXISTING)

#21 & 26 (EXISTING)

STAGE 2C

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01I_Stage2C.dgn

HRHobby 5/12/2022 8:40:45 AM
WORKSPACE: AHTD
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REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	771	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING ROW
VANDENBERG BLVD.
Ø8
ONLY
Ø3
Vz82 COMB.
Vz31 COMB
VIRTUAL 6'X6' PULSE VDZ (TYPICAL)
Vz82 LOCATED 85' BEHIND STOP LINE
Vz31 LOCATED 65'
BEHIND STOP LINE
EXISTING ROW
Vz32
VIDEO DETECTOR
(TYPICAL)
PROPOSED ROW
53°
V8A
H
21
22
23
30
29
V5
A
55°
V2A
G
V7A
Vz22 COMB.
Ø2
JOHN HARDEN DR.
195+00
Vz21
JOHN HARDEN DR.
V3A
Vz72
63°
V4A
28
27
26
F
E
Vz71
COMB.
Vz42
COMB.
Vz71 LOCATED 65'
BEHIND STOP LINE
VANDENBERG BLVD.
Ø7
Ø4
VIRTUAL 6'X50'
PRESENCE VDZ
(TYPICAL)
Vz42 LOCATED 85'
BEHIND STOP LINE
Vz22 LOCATED 100'
BEHIND STOP LINE
Vz21 LOCATED 230'
BEHIND STOP LINE

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02I_Stage2C.dgn

STAGE 2C

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:45 AM
WORKSPACE: AHTD
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02I_Stage2C.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	772	1104

2 SIGNALIZATION PLAN SHEET

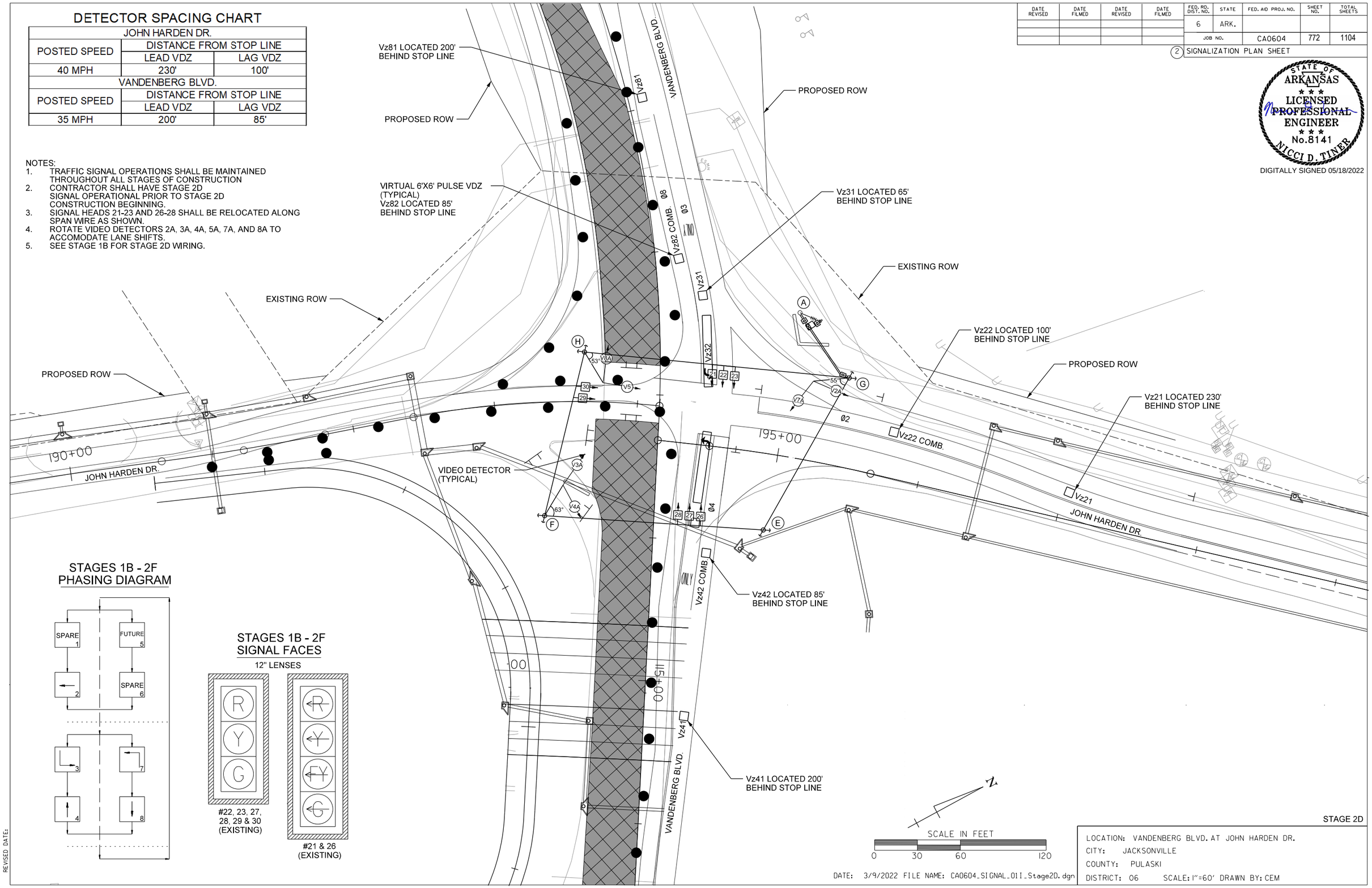
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 2D SIGNAL OPERATIONAL PRIOR TO STAGE 2D CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21-23 AND 26-28 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 2A, 3A, 4A, 5A, 7A, AND 8A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 2D WIRING.



STAGES 1B - 2F PHASING DIAGRAM

STAGES 1B - 2F SIGNAL FACES

12" LENSES

#22, 23, 27, 28, 29 & 30 (EXISTING)

#21 & 26 (EXISTING)

STAGE 2D

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_011_Stage2D.dgn

HRHobby 5/12/2022 8:40:47 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_011_Stage2D.dgn
REVISED DATE:

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	773	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 85' BEHIND STOP LINE
Vz31 LOCATED 65' BEHIND STOP LINE
EXISTING ROW
VIDEO DETECTOR (TYPICAL)
PROPOSED ROW
JOHN HARDEN DR.
Vz82 COMB.
Vz31 COMB.
VANDENBERG BLVD.
ONLY
Vz32
Ø8
Ø3
Ø2
Ø4
195+00
Vz22 COMB.
Vz72
Vz71 COMB
Vz42 COMB
Vz22 LOCATED 100' BEHIND STOP LINE
Vz21
Vz21 LOCATED 230' BEHIND STOP LINE
Vz71 LOCATED 65' BEHIND STOP LINE
Vz42 LOCATED 85' BEHIND STOP LINE
53°
55°
63°
V8A
V5
V7A
V2A
V3A
V4A
A
E
F
G
H
21
22
23
26
27
28
29
30

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_021_Stage2D.dgn

STAGE 2D

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/2/2022 8:40:48 AM
WORKSPACE: AHTD
L:\2012\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_021_Stage2D.dgn
REVISED DATE:

DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 2E SIGNAL OPERATIONAL PRIOR TO STAGE 2E CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21-23 AND 26-30 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 3A, AND 5A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 2E WIRING.

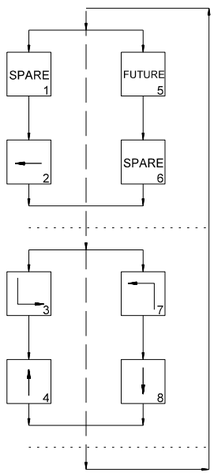
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	774	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

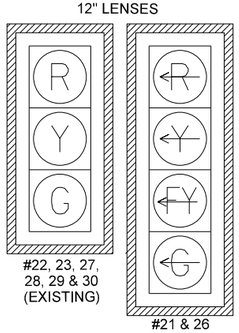
Vz81 LOCATED 200' BEHIND STOP LINE
PROPOSED ROW
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 LOCATED 85' BEHIND STOP LINE
Vz31 LOCATED 65' BEHIND STOP LINE
EXISTING ROW
Vz22 LOCATED 100' BEHIND STOP LINE
Vz21 LOCATED 230' BEHIND STOP LINE
Vz71 LOCATED 65' BEHIND STOP LINE
Vz42 LOCATED 85' BEHIND STOP LINE
Vz41 LOCATED 200' BEHIND STOP LINE
VIDEO DETECTOR (TYPICAL)
VANDENBERG BLVD.
JOHN HARDEN DR.
190+00
195+00
115+00
Ø2
Ø3
Ø4
Ø8

STAGES 1B - 2F PHASING DIAGRAM



STAGES 1B - 2F SIGNAL FACES

12" LENSES



#22, 23, 27, 28, 29 & 30 (EXISTING)

#21 & 26 (EXISTING)

STAGE 2E

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_011_Stage2E.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:49 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	775	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

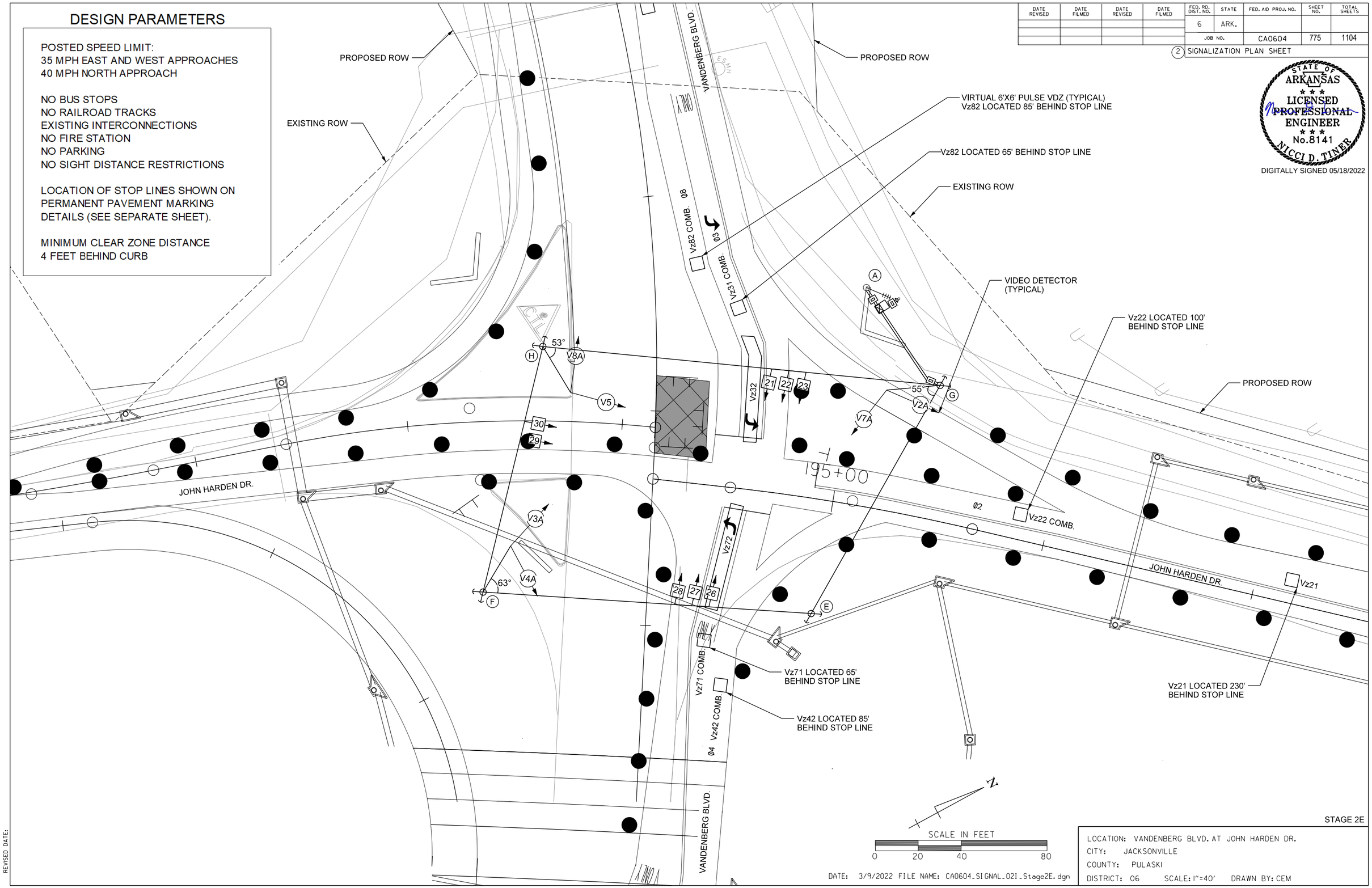
DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



STAGE 2E

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02I_Stage2E.dgn

HRHobby 5/12/2022 8:40:50 AM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02I_Stage2E.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	776	1104

2 SIGNALIZATION PLAN SHEET

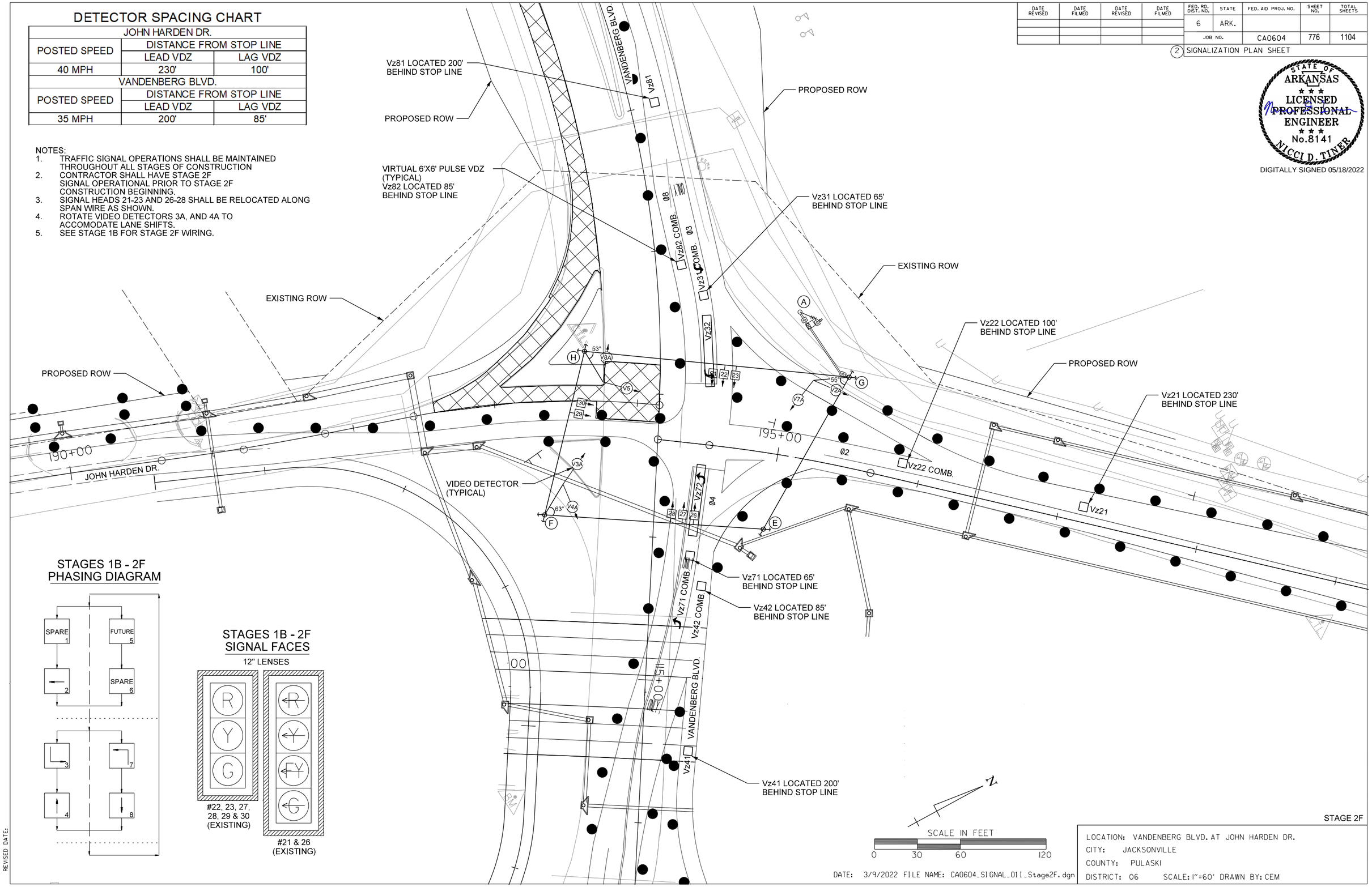
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION
2. CONTRACTOR SHALL HAVE STAGE 2F SIGNAL OPERATIONAL PRIOR TO STAGE 2F CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21-23 AND 26-28 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. ROTATE VIDEO DETECTORS 3A, AND 4A TO ACCOMODATE LANE SHIFTS.
5. SEE STAGE 1B FOR STAGE 2F WIRING.



STAGES 1B - 2F PHASING DIAGRAM

STAGES 1B - 2F SIGNAL FACES

12" LENSES

#22, 23, 27, 28, 29 & 30 (EXISTING)

#21 & 26 (EXISTING)

STAGE 2F

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01I_Stage2F.dgn

HRHobby 5/12/2022 8:40:54 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	777	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

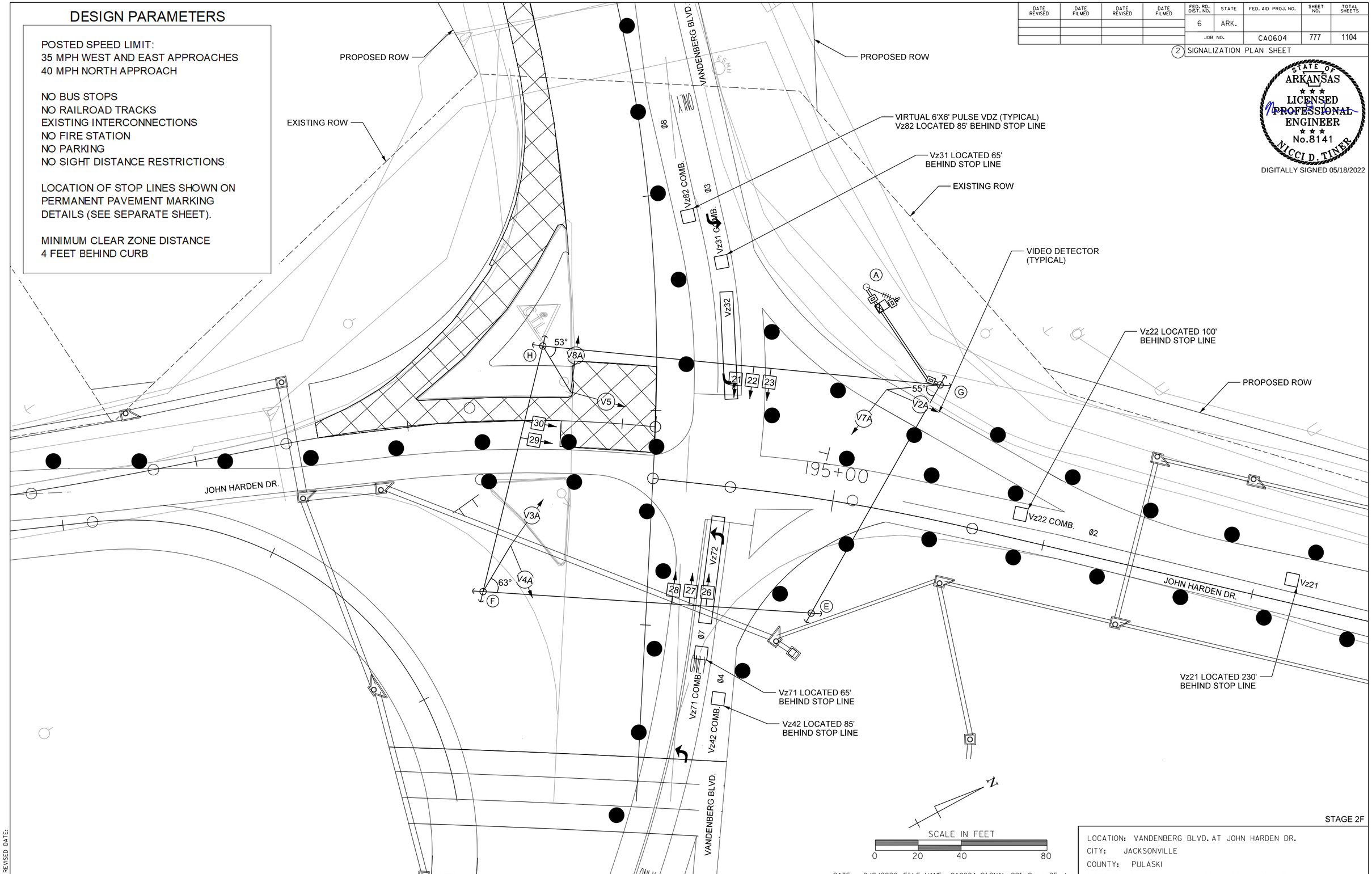
DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH WEST AND EAST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



STAGE 2F

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02I_Stage2F.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:55 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02I_Stage2F.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	778	1104

(2) SIGNALIZATION PLAN SHEET

DETECTOR SPACING CHART

JOHN HARDEN DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
VANDENBERG BLVD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

VANDENBERG BLVD. AND JOHN HARDEN DR. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	50'	N/A	N/A
B	50'	180°	35'	25'	90°
C	44'	270°	35'	25'	270°
D	40'	180°	35'	15'	90°

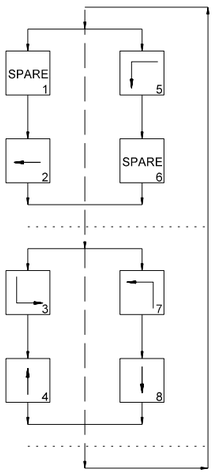
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
VANDENBERG BLVD.
Vz81B
Vz81A
Vz81 A&B LOCATED 200' BEHIND STOP LINE
PROPOSED ROW
Vz31 LOCATED 65' BEHIND STOP LINE
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
CONC. PULL BOX (TYPE 2)
VIRTUAL 6'X6' PULSE VDZ (TYPICAL)
Vz82 A&B LOCATED 85' BEHIND STOP LINE
Vz82B COMB. Vz82A
Vz31 COMB
Ø6
Ø3
Vz32
VIDEO DETECTOR (TYPICAL)
EXISTING ROW
CONC. PULL BOX (TYPE 2)
STREET NAME SIGN (TYPICAL)
PROPOSED ROW
50'
40'
44'
190+00
JOHN HARDEN DR.
195+00
Vz52
Vz22B COMB. Vz22A
Vz51 COMB
Ø2
Ø5
Vz21B
Vz21A
JOHN HARDEN DR.
Vz51 LOCATED 85' BEHIND STOP LINE
Vz72A
Vz72B
Vz42 A&B LOCATED 85' BEHIND STOP LINE
Vz71 A&B LOCATED 65' BEHIND STOP LINE
Vz71A COMB Vz71B
Vz42A COMB Vz42B
ONLY
Ø7
Ø4
VANDENBERG BLVD.
Vz41A
Vz41B
ONLY
Vz41 A&B LOCATED 200' BEHIND STOP LINE

LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS. (INSTALLED IN STAGE 1A).
1-2" DIA. NMC
1-2" DIA. NMC
2-3" DIA. NMC
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF CONTROLLER. (INSTALLED IN STAGE 1A).
2-3" DIA. NMC
EXISTING ROW
Vz22 A&B LOCATED 100' BEHIND STOP LINE
PROPOSED ROW
Vz21 A&B LOCATED 230' BEHIND STOP LINE

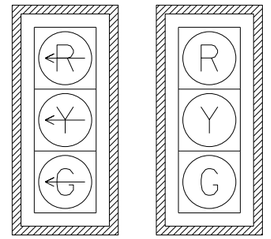
PHASING DIAGRAM



NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

SIGNAL FACES

12" LENSES



#1, 2, 5 & 8 — #3, 4, 6, 7, 9, & 10

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_011.dgn

FINAL

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
L:\2021\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_011.dgn
REVISED DATE: 5/12/2022 8:40:57 AM

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
40 MPH NORTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	779	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

PROPOSED ROW
EXISTING ROW
VANDENBERG BLVD.
Ø8
Ø3
Ø2
Ø5
Ø7
Ø4
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)
VIRTUAL 6'X6' PULSE VDZ (TYPICAL) Vz82 A&B LOCATED 85' BEHIND STOP LINE
VZ31 LOCATED 65' BEHIND STOP LINE
Vz82B COMB.
Vz82A
Vz31 COMB.
Vz32
1-2" DIA. NMC
LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS. (INSTALLED IN STAGE 1A).
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF CONTROLLER. (INSTALLED IN STAGE 1A).
CONC. PULL BOX (TYPE 2)
1-2" DIA. NMC
2-3" DIA. NMC
VZ22 A&B LOCATED 100' BEHIND STOP LINE
CONC. PULL BOX (TYPE 2)
STREET NAME SIGN (TYPICAL)
50'
40'
44'
JOHN HARDEN DR.
195+00
Vz52
VIDEO DETECTOR (TYPICAL)
Vz22B COMB.
Vz22A
Vz51 COMB.
Vz21B
Vz21A
VZ51 LOCATED 85' BEHIND STOP LINE
VZ21 A&B LOCATED 230' BEHIND STOP LINE
Vz72A
Vz72B
Vz71A COMB.
Vz71B
Vz71 A&B LOCATED 65' BEHIND STOP LINE
Vz42A COMB.
Vz42B
VZ42 A&B LOCATED 85' BEHIND STOP LINE
ONLY

VANDENBERG BLVD. AND JOHN HARDEN DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	JOHN HARDEN DR. - STA. 194+99.54	101' LT.	1280117.21, 201915.51
B	JOHN HARDEN DR. - STA. 194+53.62	59' LT.	1280115.35, 201850.66
C	JOHN HARDEN DR. - STA. 193+64.78	59' RT.	1280144.73, 201716.78
D	JOHN HARDEN DR. - STA. 193+67.47	22' LT.	1280070.03, 201771.76

N

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_021.dgn

NOTES:
1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

FINAL

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:40:58 AM
WORKSPACE: AHTD
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REVISED DATE:

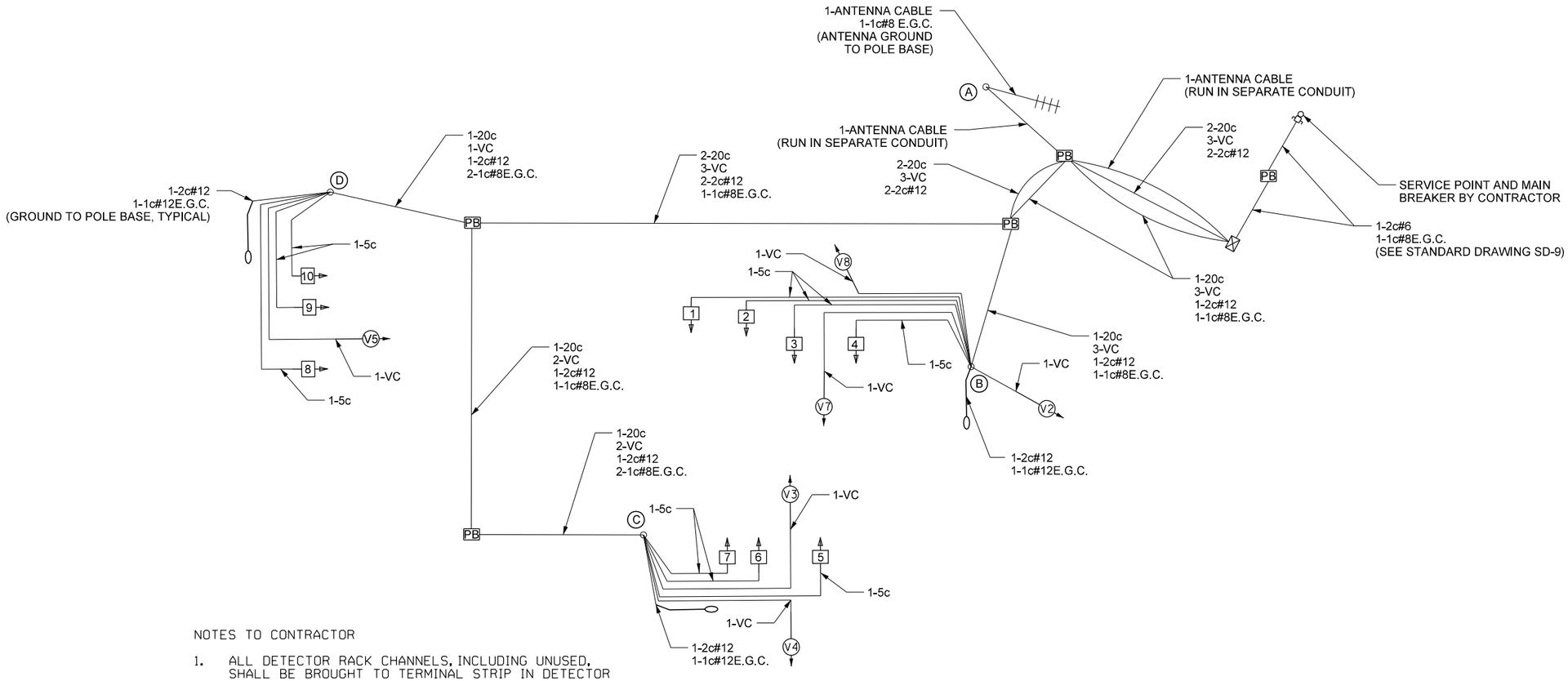
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	780	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03I.dgn

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

SADonaldson 8/18/2022 6:00:38 PM
WORKSPACE: AHTD
L:\2012\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_03I.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	781	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
VANDENBERG BLVD. AND JOHN HARDEN DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz31	EB LT. TURN FAR	COMB.			9	V11	3	3		CAMERA V3	37"
Vz32	EB LT. TURN	LOCAL			10	V3	3			CAMERA V3	37"
Vz41 A&B	WB ADVANCE	LOCAL			13	V4	4			CAMERA V4	74"
Vz42 A&B	WB NEAR	COMB.			14	V12	4	4		CAMERA V7	37"
Vz51	SB LT. TURN FAR	COMB.			7	V13	5	5		CAMERA V5	37"
Vz52	SB LT. TURN	LOCAL			8	V5	5			CAMERA V5	37"
Vz71 A&B	WB LT. TURN FAR	COMB.			15	V15	7	7		CAMERA V7	37"
Vz72 A&B	WB LT. TURN	LOCAL			16	V7	7			CAMERA V7	37"
Vz81 A&B	EB ADVANCE	LOCAL			11	V8	8			CAMERA V8	74"
Vz82 A&B	EB NEAR	COMB.			12	V16	8	8		CAMERA V3	37"
					SPARE: 1, 2, 3, & 4						

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

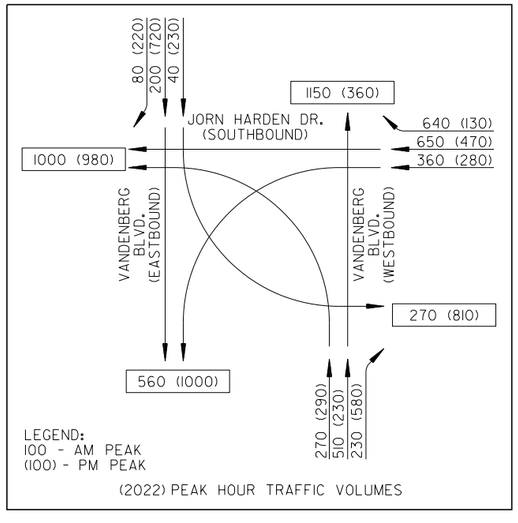
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

INTERVAL CHART

SIGNAL FACES	VANDENBERG BLVD. AND JOHN HARDEN DR. 2+5	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	FLASH SEQUENCE
1 & 2	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~
3 & 4	R	R	R	R	R	R	G	**	G	**	R
5	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
6 & 7	R	R	R	R	G	**	R	R	G	**	R
8	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
9 &10	G	Y	R	R	R	R	R	R	R	R	R

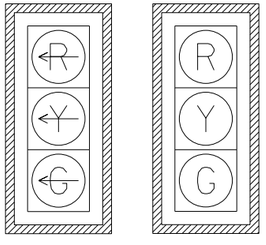
* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

TRAFFIC FLOW DIAGRAM



SIGNAL FACES

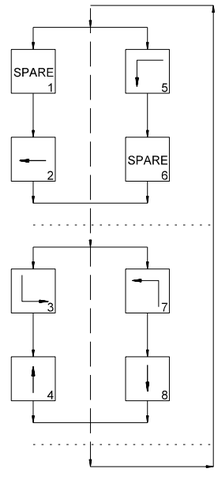
12" LENSES



#1, 2, 5 & 8 — #3, 4, 6, 7, 9 & 10

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

PHASING DIAGRAM



FINAL

LOCATION: VANDENBERG BLVD. AT JOHN HARDEN DR.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_041.dgn

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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	782	1104

(2) TRAFFIC SIGNAL QUANTITIES - T.P. WHITE DR./MADDEN RD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	ON-STREET MASTER CONTROLLER	1	EACH
SP	CELLULAR MODEM	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	1	EACH
SP	MASTER RADIO WITH ANTENNA	1	EACH
SP	EMERGENCY BACKUP LOCAL RADIO UNIT	1	EACH
SP	ANTENNA CABLE (TYPE 6)	82	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	288	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	70	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	378	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	367	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	165	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	35	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	543	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	48	LIN. FT.
710	NON-METALLIC CONDUIT (3")	252	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (22')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (58')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	1031	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	2	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	241	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

STAGES 1C STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	4	EACH
733	VIDEO DETECTOR RELOCATION	3	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 1C STEP 3 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
733	VIDEO DETECTOR RELOCATION	3	EACH

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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_.dgn

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

T.P. WHITE DR. AND MADDEN RD.
PERMANENT POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	38'	180°	35'	15'	180°
B	N/A	N/A	50'	N/A	N/A
C	58'	180°	35'	15'	180°
D	22'	270°	35'	15'	180°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

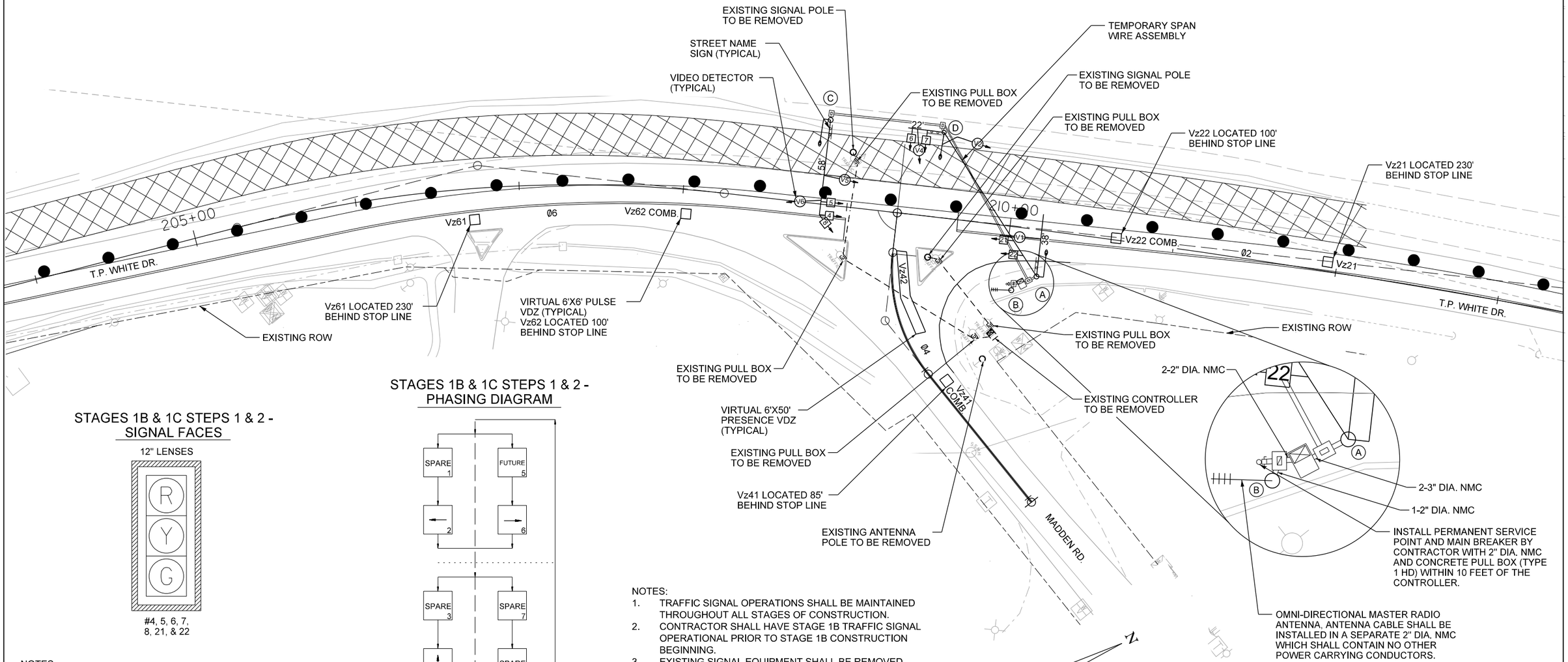
STAGES 1B & 1C STEPS 1 & 2 -
DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
MADDEN RD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	783	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGES 1B & 1C STEPS 1 & 2 -
SIGNAL FACES

12" LENSES

#4, 5, 6, 7,
8, 21, & 22

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

STAGES 1B & 1C STEPS 1 & 2 -
PHASING DIAGRAM

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1B TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1B CONSTRUCTION BEGINNING.
3. EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED AFTER NEW SIGNALS ARE OPERATIONAL.
4. EXISTING CONDUIT TO BE ABANDONED.
5. SPAN WIRE BETWEEN POLES A AND D SHALL BE WITH TETHER (SEE STANDARD DRAWING SD-3).
6. SIGNAL HEADS 21 AND 22 SHALL BE ATTACHED TO THE SPAN WIRE AS SHOWN.

STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01J_Stage1B.dgn

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: TCC

HRHobby
WORKSPACE: AHTD
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				6	ARK.			
				JOB NO.		CA0604	784	1104

(2) SIGNALIZATION PLAN SHEET

T.P. WHITE DR. AND MADDEN RD.
PERMANENT POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	T.P. WHITE DR. - STA. 210+19.83	28' RT.	1281070.01, 202333.06
B	T.P. WHITE DR. - STA. 210+05.55	39' RT.	1281066.90, 202315.82
C	T.P. WHITE DR. - STA. 208+84.28	52' LT.	1280917.43, 202295.03
D	T.P. WHITE DR. - STA. 209+53.55	52' LT.	1280966.60, 202344.11

STATE OF ARKANSAS
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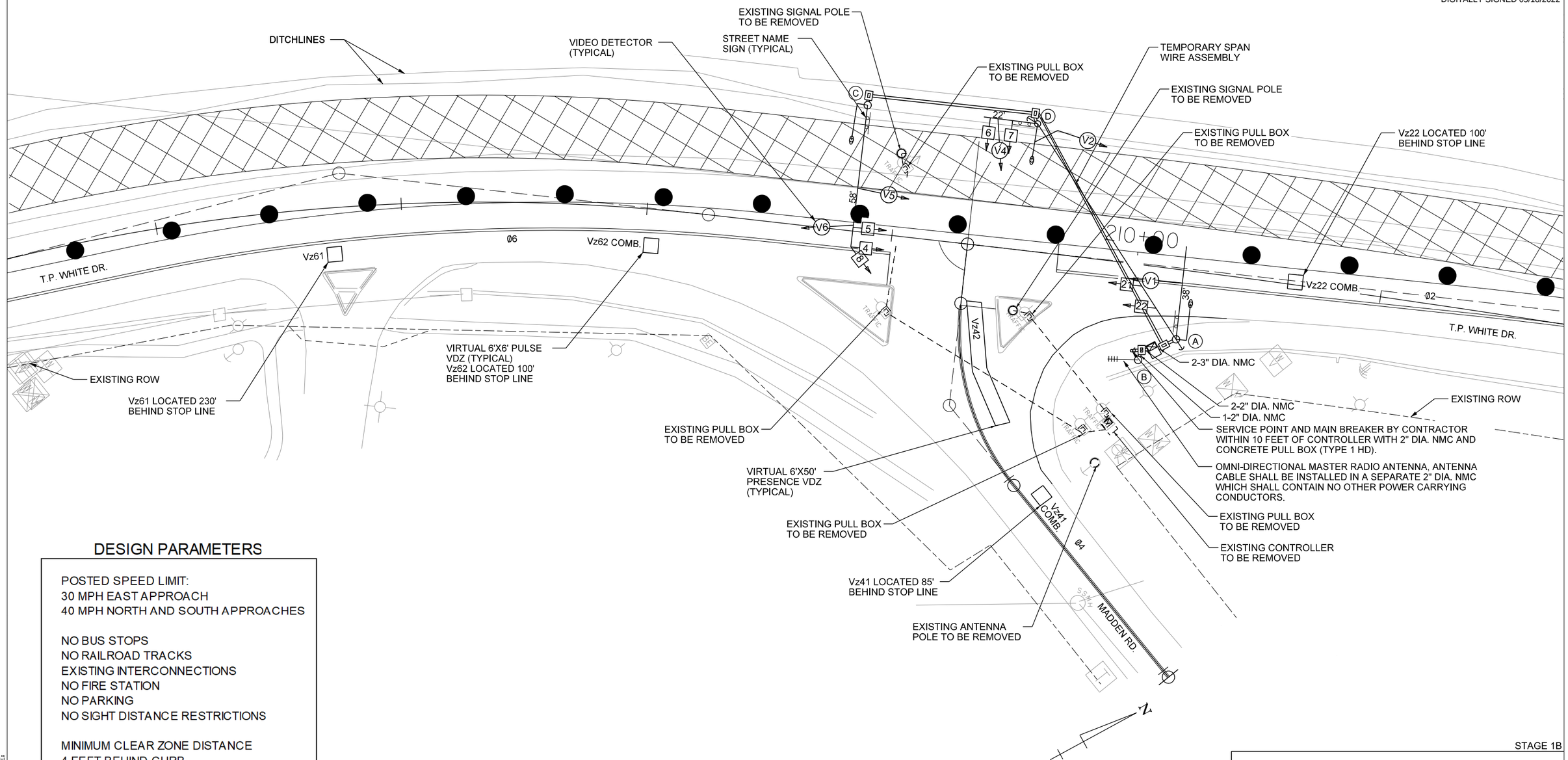

DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1B

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: TCC

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02J_StageIB.dgn

HRHobby
WORKSPACE: AHTD
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REVISED DATE: 5/2/2022 8:41:10 AM

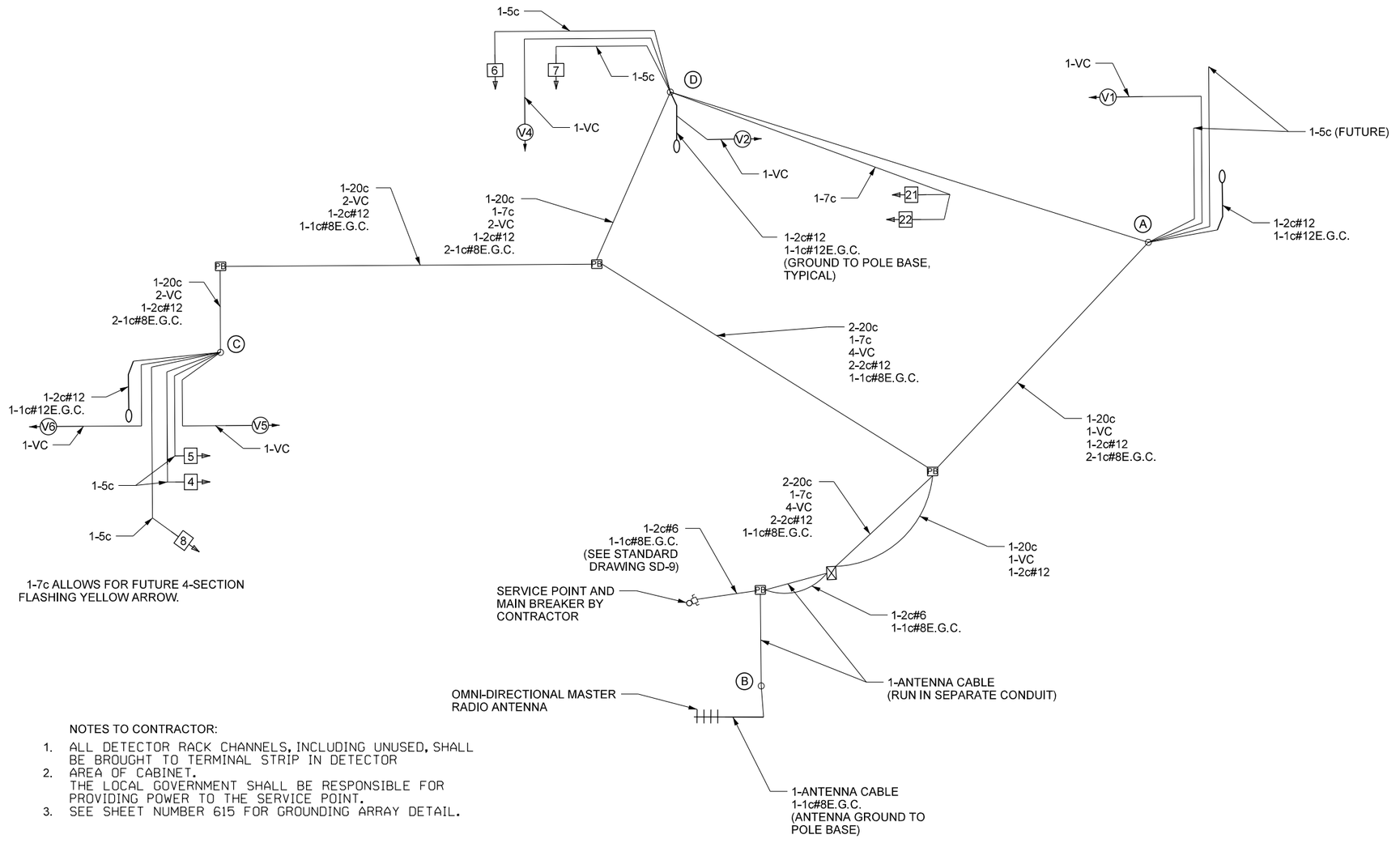
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	785	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGE 1B, 1C STEP 1, & 1C STEP 2 - WIRING DIAGRAM



1-7c ALLOWS FOR FUTURE 4-SECTION FLASHING YELLOW ARROW.

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

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REVISED DATE:

STAGE 1B, 1C STEP 1, & 1C STEP 2

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03 _StageIB.dgn

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: TCC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	786	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1B & 1C STEPS 1 & 2 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
T.P. WHITE DR. AND MADDEN RD. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz41	WB LT. TURN FAR	COMB.			13	V12	4	4		CAMERA V4	37"
Vz42	WB LT. TURN FAR	LOCAL			14	V4	4			CAMERA V4	37"
Vz61	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
					SPARE: 1, 2, 9, 10, 11, 12, 15, & 16						

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

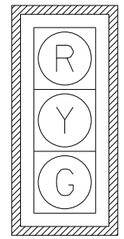
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGES 1B & 1C STEPS 1 & 2 - INTERVAL CHART

SIGNAL FACES	T.P. WHITE DR. AND MADDEN RD. 2+6	CLR.	4	CLR.	FLASH SEQUENCE
4 & 5	G	Y	R	R	R
6, 7, & 8	R	R	G	Y	R
21 & 22	G	Y	R	R	R

STAGES 1B & 1C STEPS 1 & 2 - SIGNAL FACES

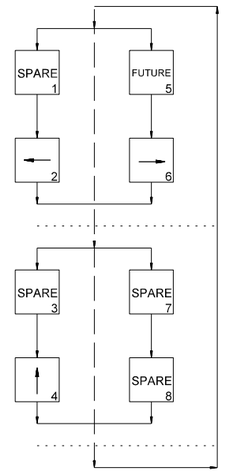
12" LENSES



#4, 5, 6, 7,
8, 21, & 22

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

STAGES 1B & 1C STEPS 1 & 2 - PHASING DIAGRAM



STAGES 1B & 1C STEPS 1 & 2

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: TCC

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04J_StageIB.dgn

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REVISED DATE:

STAGES 1B & 1C STEPS 1 & 2 - DETECTOR SPACING CHART

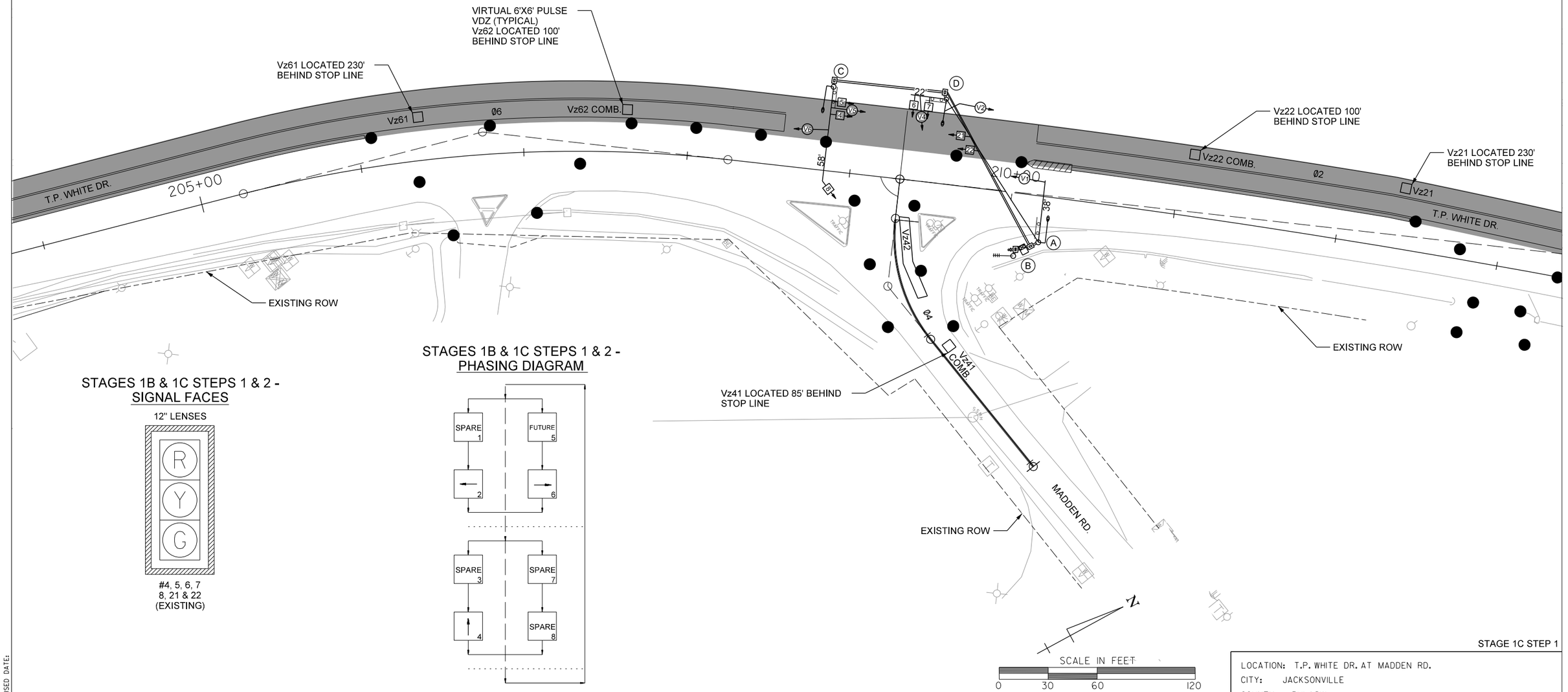
T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
MADDEN RD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 1 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21 AND 22 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
4. SIGNAL HEADS 4 AND 5 SHALL BE RELOCATED ALONG MAST ARM AS SHOWN.
5. ROTATE VIDEO DETECTOR V2 TO ACCOMMODATE LANE SHIFTS.
6. SEE STAGE 1B FOR STAGE 1C STEP 1 WIRING.
7. RELOCATE VIDEO DETECTORS V1, V5, AND V6 AS SHOWN.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	787	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGES 1B & 1C STEPS 1 & 2 - SIGNAL FACES

12" LENSES

R
Y
G

#4, 5, 6, 7
8, 21 & 22
(EXISTING)

STAGES 1B & 1C STEPS 1 & 2 - PHASING DIAGRAM

STAGE 1C STEP 1

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: TCC

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01J_Stage1C_Step1.dgn

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REVISED DATE:

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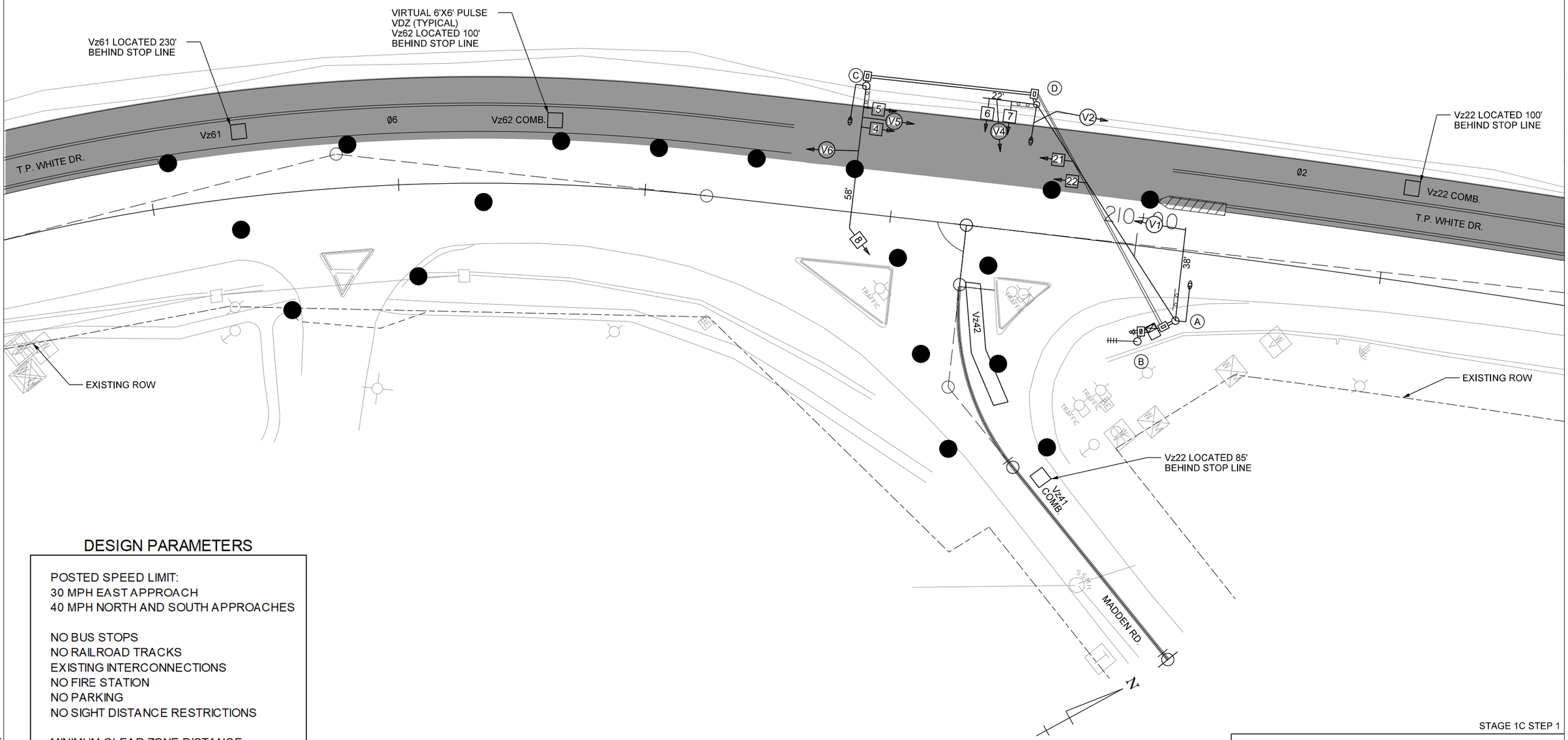
				6	ARK.			
				JOB NO.		CA0604	788	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1C STEP 1

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02J_StageIC_Step1.dgn

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: TCC

HRHobby
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REVISED DATE:

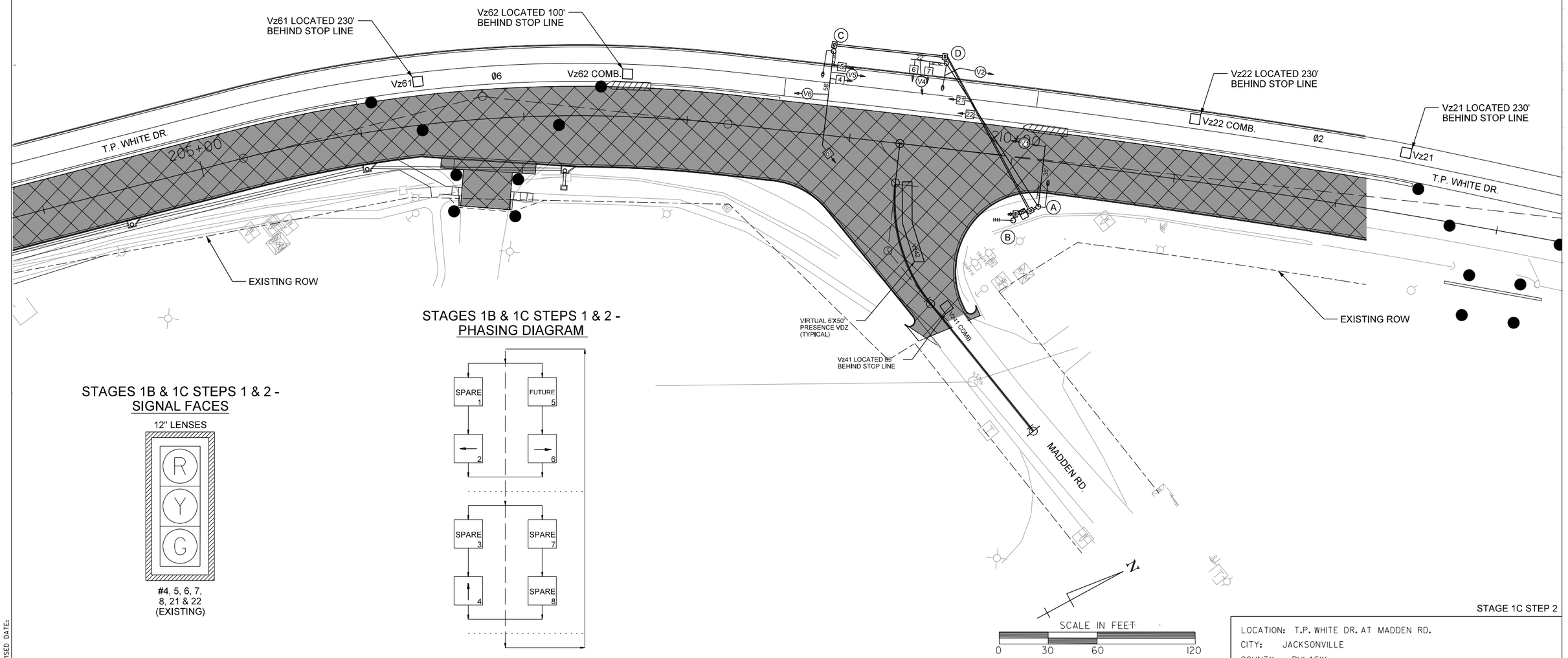
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	789	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGES 1B & 1C STEPS 1 & 2 - DETECTOR SPACING CHART

T.P. WHITE DR.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
MADDEN RD.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A



STAGES 1B & 1C STEPS 1 & 2 - SIGNAL FACES

12" LENSES

#4, 5, 6, 7, 8, 21 & 22 (EXISTING)

STAGES 1B & 1C STEPS 1 & 2 - PHASING DIAGRAM

STAGE 1C STEP 2

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: TCC

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01J_Stage1C_Step2.dgn

HRHobby 5/2/2022 8:41:17 AM
WORKSPACE: AHTD
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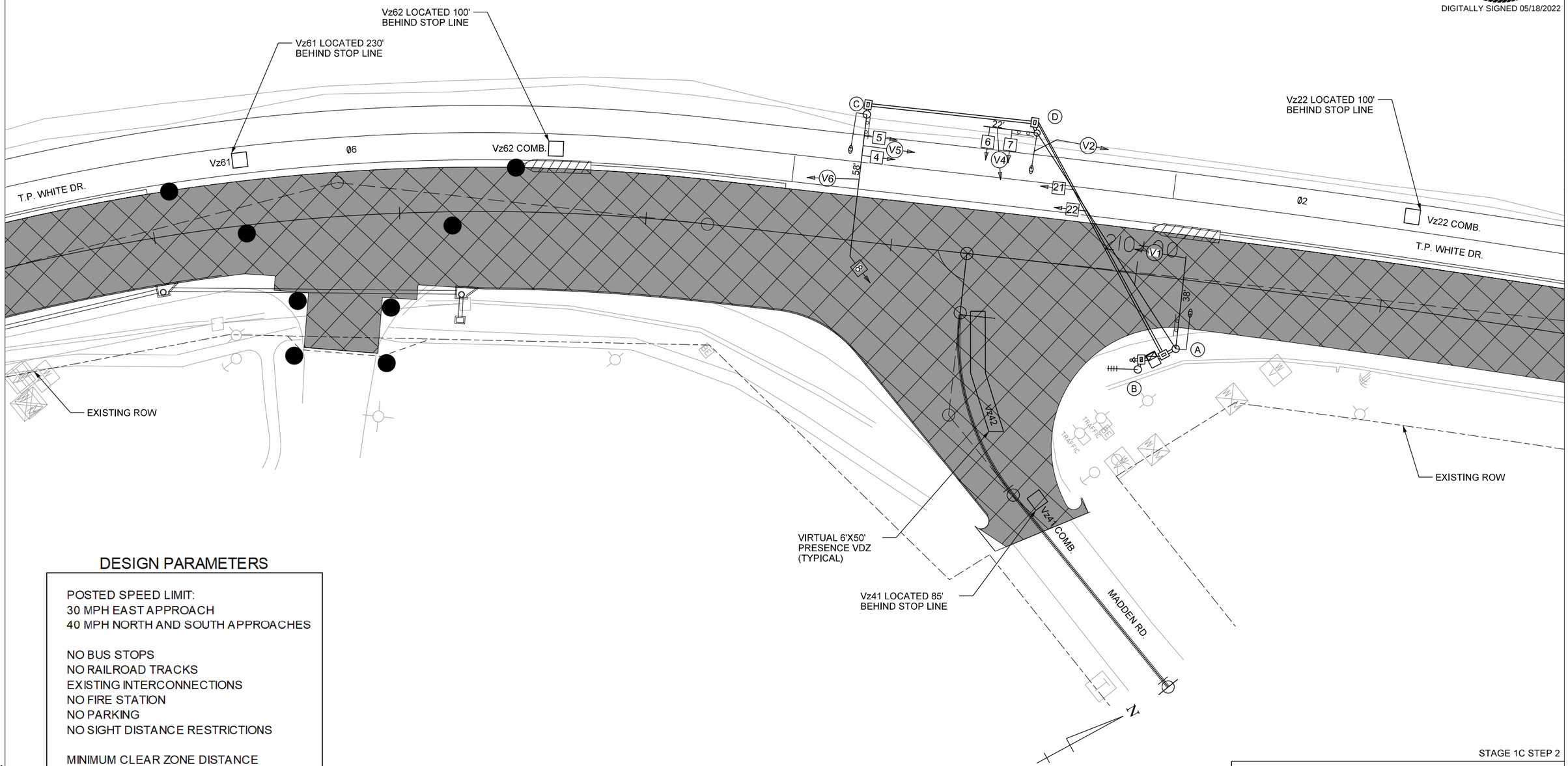
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	790	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STAGE 1C STEP 2

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: TCC

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02J_Stage1C_Step2.dgn

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WORKSPACE: AHTD
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REVISED DATE:

T.P. WHITE DR. AND MADDEN RD.
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	38'	180°	35'	15'	180°
B	N/A	N/A	50'	N/A	N/A
C	** 58'	180°	35'	15'	180°
D	22'	270°	35'	15'	180°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

** EXCESS MAST ARM LENGTH DUE TO STAGE CONSTRUCTION NEEDS.

DETECTOR SPACING CHART

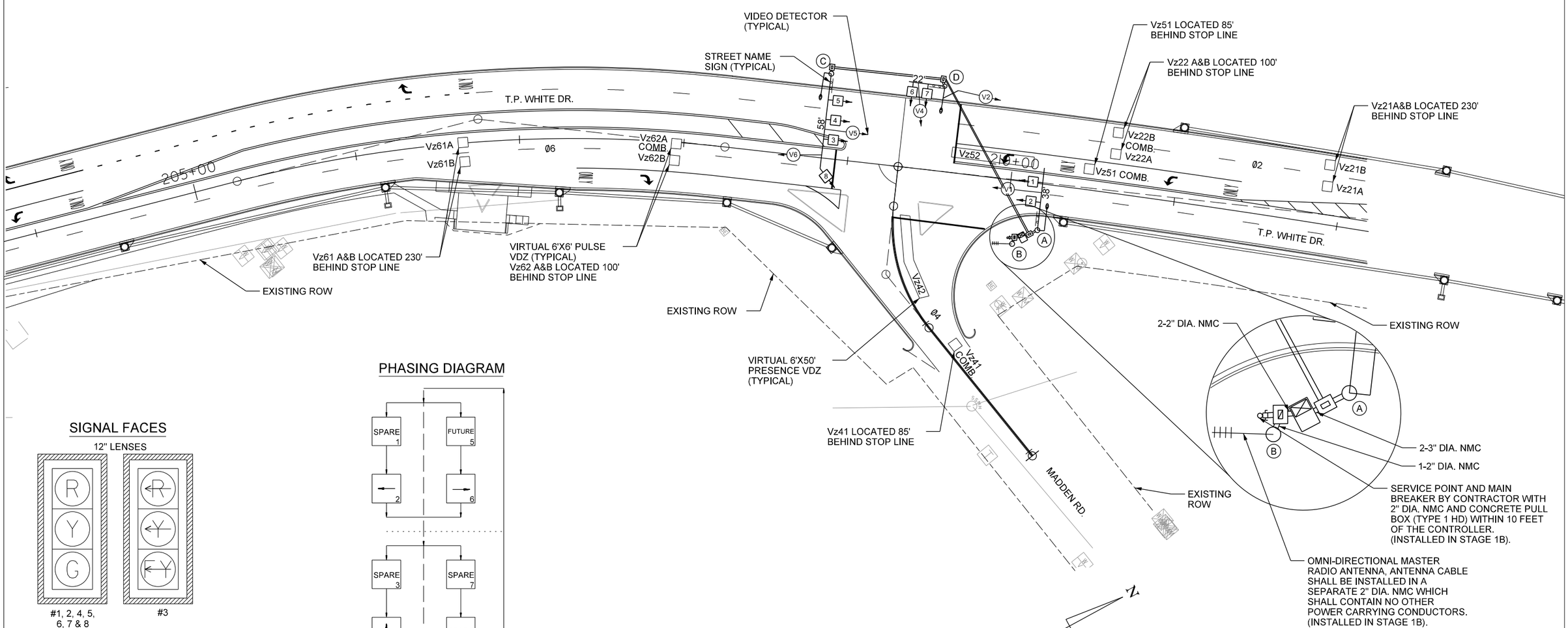
T.P. WHITE DR		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
MADDEN RD		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

NOTE:
1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.
2. FINAL SIGNALIZATION PLANS SHALL BE OPERATIONAL PRIOR TO STAGE 1C STEP 3.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	791	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



SIGNAL FACES

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

PHASING DIAGRAM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01J.dgn

FINAL

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:41:20 AM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	792	1104

(2) SIGNALIZATION PLAN SHEET

T.P. WHITE DR. AND MADDEN RD.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	T.P. WHITE DR. - STA. 210+19.83	28' RT.	1281070.01, 202333.06
B	T.P. WHITE DR. - STA. 210+05.55	39' RT.	1281066.90, 202315.82
C	T.P. WHITE DR. - STA. 208+84.28	52' LT.	1280917.43, 202295.03
D	T.P. WHITE DR. - STA. 209+53.55	52' LT.	1280966.60, 202344.11

STATE OF ARKANSAS
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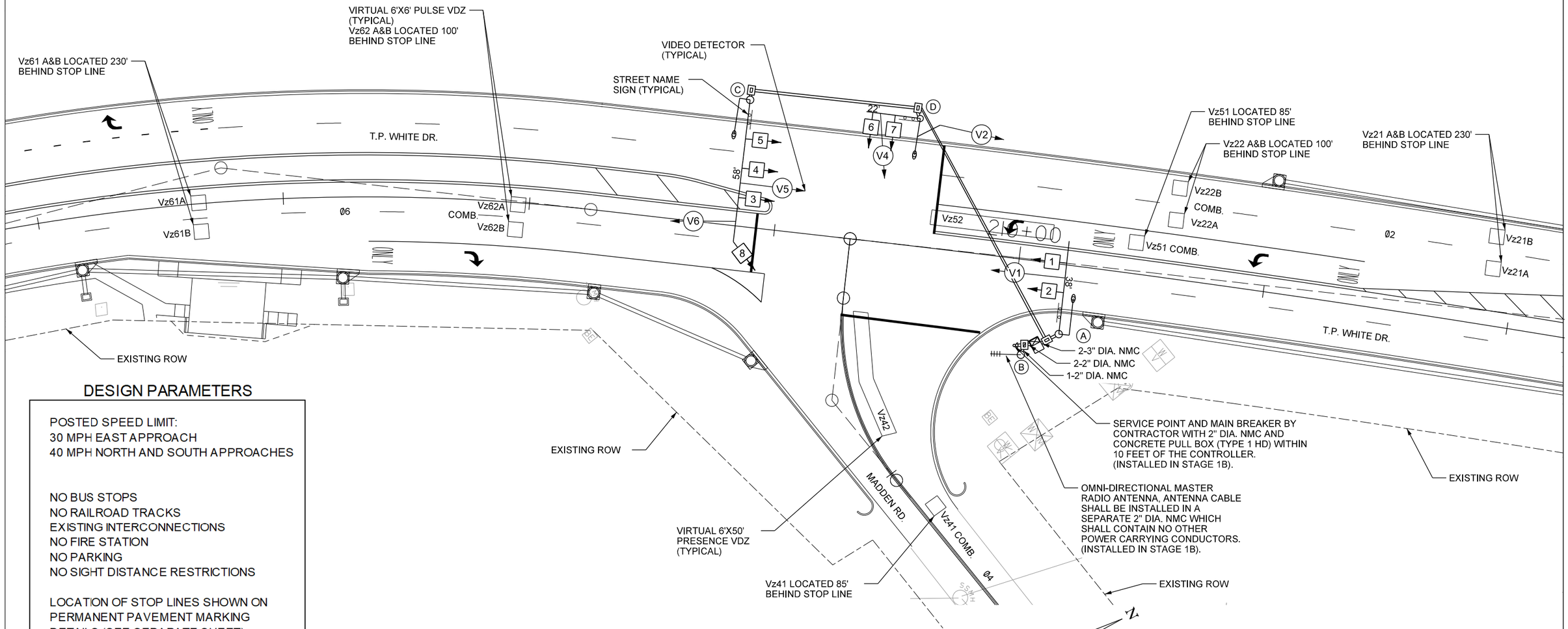

DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTES:
1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.
2. FINAL SIGNALIZATION PLANS SHALL BE OPERATIONAL PRIOR TO STAGE 1C STEP 3.

FINAL

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02J.dgn

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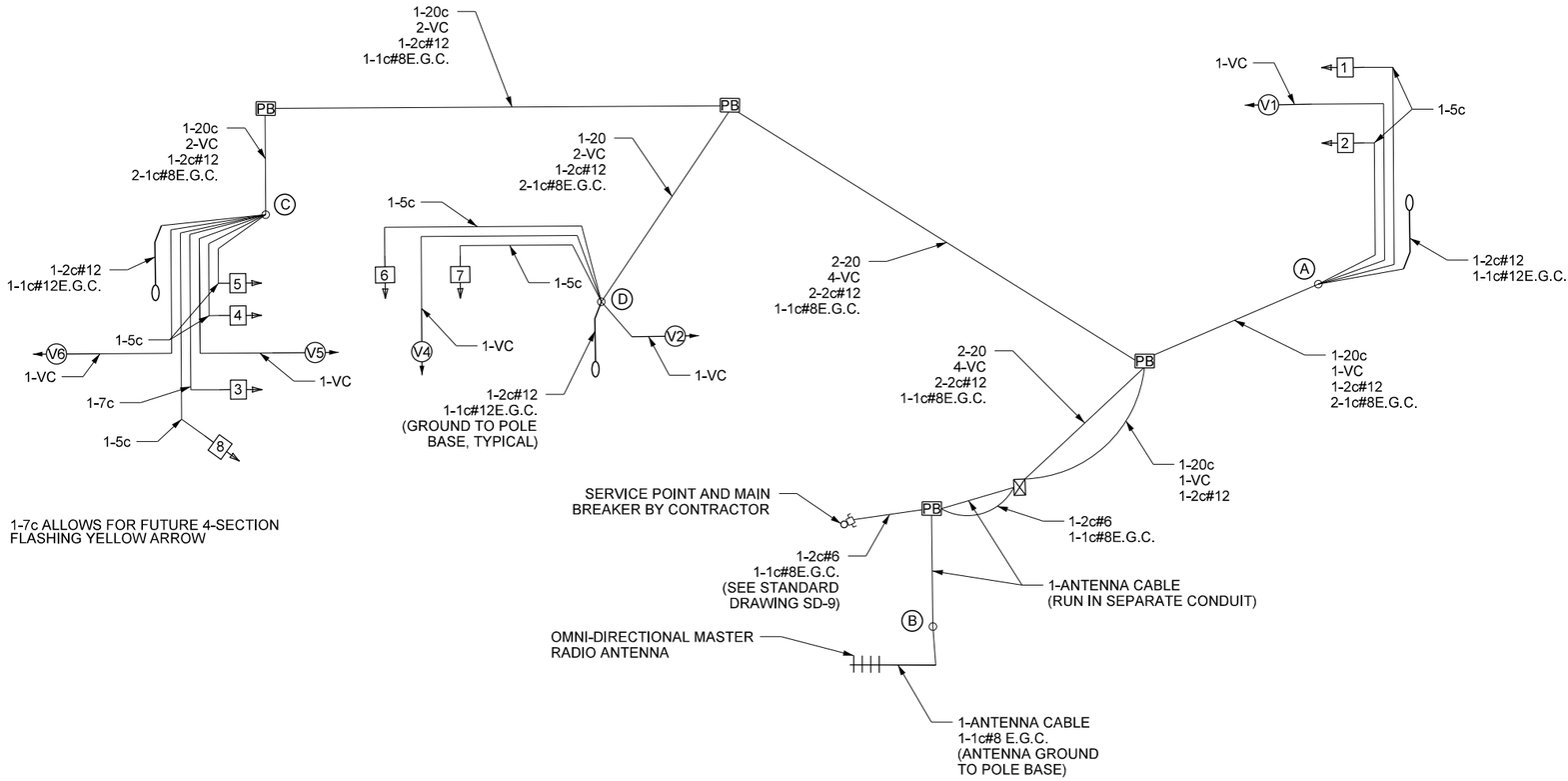
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	793	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



1-7c ALLOWS FOR FUTURE 4-SECTION FLASHING YELLOW ARROW

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03 .dgn

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

SADonaldson 8/8/2022 6:09:09 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	794	1104

(2) SIGNALIZATION PLAN SHEET

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
T.P. WHITE DR. AND MADDEN RD. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	SB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22 A&B	SB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz41	WB LT. TURN FAR	COMB.			13	V12	4	4		CAMERA V4	37"
Vz42	WB LT. TURN FAR	LOCAL			14	V4	4			CAMERA V4	37"
Vz51	SB LT. TURN FAR	COMB.			7	V13	2	5		CAMERA V5	37"
Vz52	SB LT. TURN	LOCAL			8	V5	2			CAMERA V5	37"
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
					SPARE: 1, 2, 9, 10, 11, 12, 15, & 16						

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

NOTE:
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

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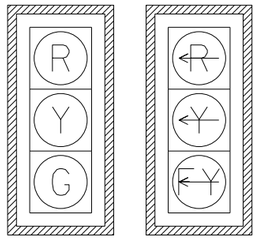
INTERVAL CHART

	T.P. WHITE DR. AND MADDEN RD.					FLASH
SIGNAL FACES	2~~+6~~	CLR.	4	CLR.		SEQUENCE
1 & 2	G	Y	R	R		R
3	~~<FY~~	~~<Y~~	~~<R~~	~~<R~~		~~<R~~
4 & 5	G	Y	R	R		R
6 & 7 & 8	R	R	G	Y		R

SIGNAL FACES

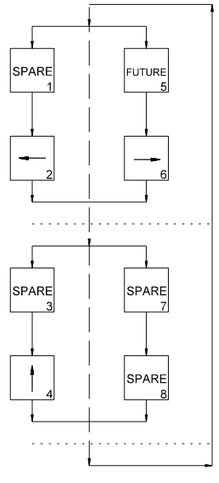
12" LENSES



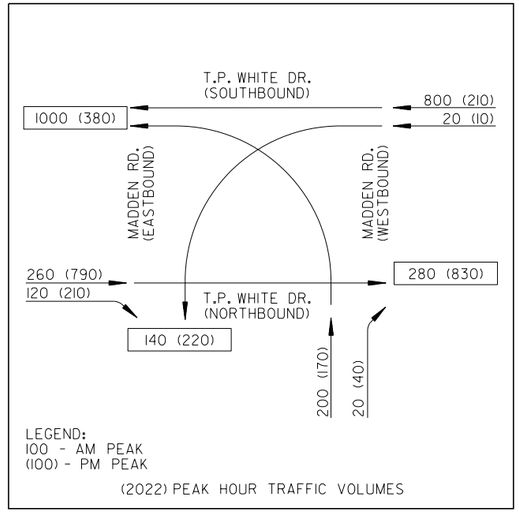
#1, 2, 4, 5, 6, 7 & 8 — #3

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

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



FINAL

LOCATION: T.P. WHITE DR. AT MADDEN RD.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04J.DGN

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REVISED DATE:

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8/24/2022				6	ARK.			
				JOB NO.		CA0604	795	1104

(2) TRAFFIC SIGNAL QUANTITIES - RAMP 4/N. IST ST.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	ANTENNA SUPPORT (SHOE BASE. 35' HT.)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	70	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	243	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	133	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	186	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	110	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	35	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	243	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	65	LIN. FT.
710	NON-METALLIC CONDUIT (3")	104	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	1	EACH
SP & 733	VIDEO DETECTOR (CLR)	3	EACH
733	VIDEO CABLE	377	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	2	EACH
SP & 733	VEHICLE DETECTOR RACK (12 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1C STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	5	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	478	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1264	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	45	LIN. FT.
710	NON-METALLIC CONDUIT (3")	108	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	3	EACH
733	VIDEO CABLE	1045	LIN. FT.

STAGES 1C STEP 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	2	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM
733	VIDEO DETECTOR RELOCATION	1	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 1C STEP 2A TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.04	LUMP SUM

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WORKSPACE: AHTD
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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_ .dgn

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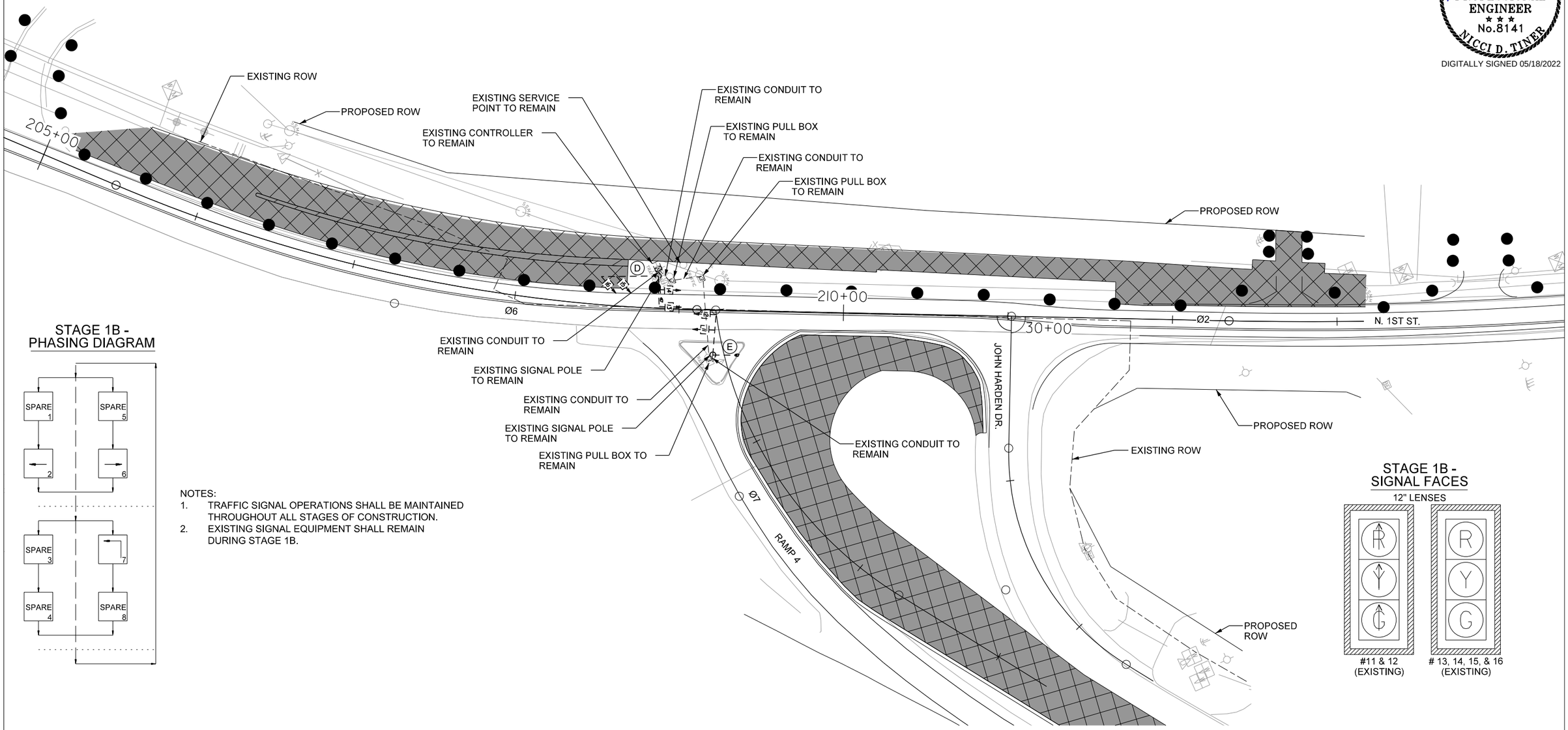
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	796	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1B - PHASING DIAGRAM

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. EXISTING SIGNAL EQUIPMENT SHALL REMAIN DURING STAGE 1B.

STAGE 1B - SIGNAL FACES

12" LENSES

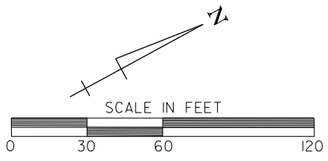
#11 & 12 (EXISTING)

13, 14, 15, & 16 (EXISTING)

RAMP 4 AND N. 1ST ST.
STAGE 1B - POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
D	EXISTING POLE TO REMAIN				
E	EXISTING POLE TO REMAIN				

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.



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STAGE 1B

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
5/12/2022 8:41:35 AM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	797	1104
				(2) SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
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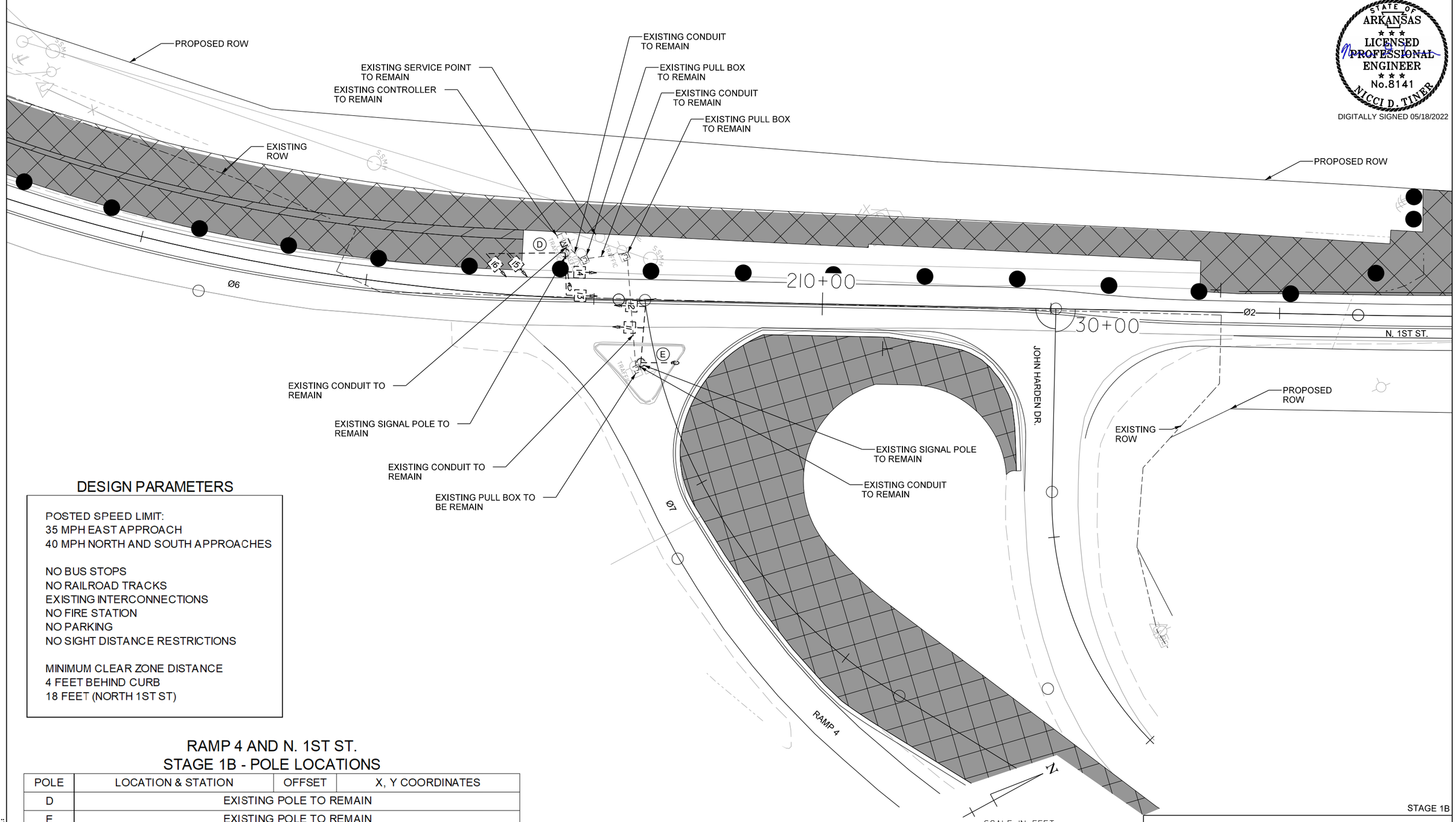

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
18 FEET (NORTH 1ST ST)

RAMP 4 AND N. 1ST ST.
STAGE 1B - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
D	EXISTING POLE TO REMAIN		
E	EXISTING POLE TO REMAIN		

STAGE 1B

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02K_STAGE1B.DGN

HRHobby 5/12/2022 8:41:37 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	798	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

TREATED WOOD POLES (CLASS 2, 45'). GUY CABLES SHALL BE PLACED AT THE SAME HEIGHT AS THE SPAN WIRE PER STANDARD DRAWING SD-7 SPAN WIRE ASSEMBLY WOOD POLE.

22°30'

INSERT A

TREATED WOOD POLES (CLASS 2, 45'). GUY CABLES SHALL BE PLACED AT THE SAME HEIGHT AS THE SPAN WIRE PER STANDARD DRAWING SD-7 SPAN WIRE ASSEMBLY WOOD POLE.

22°30'

INSERT B

LOCAL ANTENNA, ANTENNA CABLE SHALL BE INSTALLED IN A SEPARATE 2" DIA. NMC WHICH SHALL CONTAIN NO OTHER POWER CARRYING CONDUCTORS.

INSTALL PERMANENT SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1 HD) WITHIN 10 FEET OF CONTROLLER.

1-2" DIA. NMC

1-2" DIA. NMC
2-3" DIA. NMC

EXISTING ROW

PROPOSED ROW

TREATED (WOOD POLE CLASS 2, 45') (TYP.)

EXISTING PULL BOX TO BE REMOVED

EXISTING PULL BOX TO BE REMOVED

EXISTING CONTROLLER TO BE REMOVED

1-3" G.S. CONDUIT UP THE WOOD POLE. CONTRACTOR SHALL USE A PVC TO GALVANI ED STEEL THREADED ADAPTER BETWEEN THE POLE AND THE PULL BOX.

VIDEO DETECTOR - (TYP.)

Vz22 LOCATED 100' BEHIND STOP LINE

PROPOSED ROW

Vz21 LOCATED 230' BEHIND STOP LINE

205+00

210+00

30+00

Vz61

Ø6

Vz62 COMB.

Vz22 COMB.

Ø2

Vz21

N. 1ST ST.

Vz61 LOCATED 230' BEHIND STOP LINE

VIRTUAL 6'X6' PULSE VD (TYPICAL) Vz62 LOCATED 100' BEHIND STOP LINE

EXISTING SIGNAL POLE TO BE REMOVED

SEE INSERT A

EXISTING SIGNAL POLE TO BE REMOVED

EXISTING PULL BOX TO BE REMOVED

VIRTUAL 6'X50' PRESENCE VD (TYP.)

Vz71A&B LOCATED 65' BEHIND STOP LINE

Vz72A

Vz72B

Vz71A

Vz71B

COMB.

Ø7

RAMP 4

JOHN HARDEN DR.

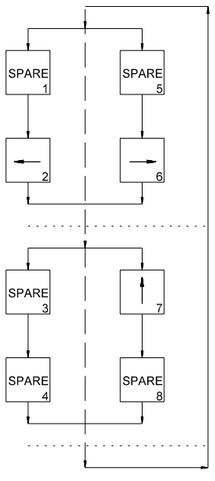
SEE INSERT B

PROPOSED ROW

EXISTING ROW

PROPOSED ROW

STAGE 1C STEP 1 PHASING DIAGRAM



NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 1 CONSTRUCTION BEGINNING.
3. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED. EXISTING CONDUITS SHALL BE ABANDONED.
4. THE TEMPORARY TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO THE REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
5. ADJUST DETECTION ZONES AS NEEDED WHEN LANDES ARE SHIFTED.

RAMP 4 AND N. 1ST ST. STAGE 1C STEPS 1 & 2 - POLE DIMENSIONS

POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	* LUM. ARM	** LUM. ANGLE
A	N/A	N/A	35'	N/A	N/A
F	N/A	N/A	45'	25'	AS SHOWN
G	N/A	N/A	45'	N/A	N/A
H	N/A	N/A	45'	25'	AS SHOWN
I	N/A	N/A	45'	N/A	N/A

POLES F, G, H, & I ARE TREATED WOOD POLES.

STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

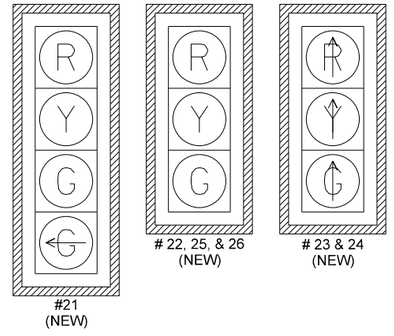
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 799.

** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

STAGE 1C STEPS 1 & 2 - DETECTOR SPACING CHART

N. 1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
RAMP 4		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	65'	N/A

STAGE 1C STEP 1 SIGNAL FACES



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

SCALE IN FEET
0 30 60 120

STAGE 1C STEP 1

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: I"=60' DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_01 _STAGE1C_STEP1.DGN

SADonaldson 8/18/2022 6:13:20 PM
WORKSPACE: AHTD
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REVISED DATE:

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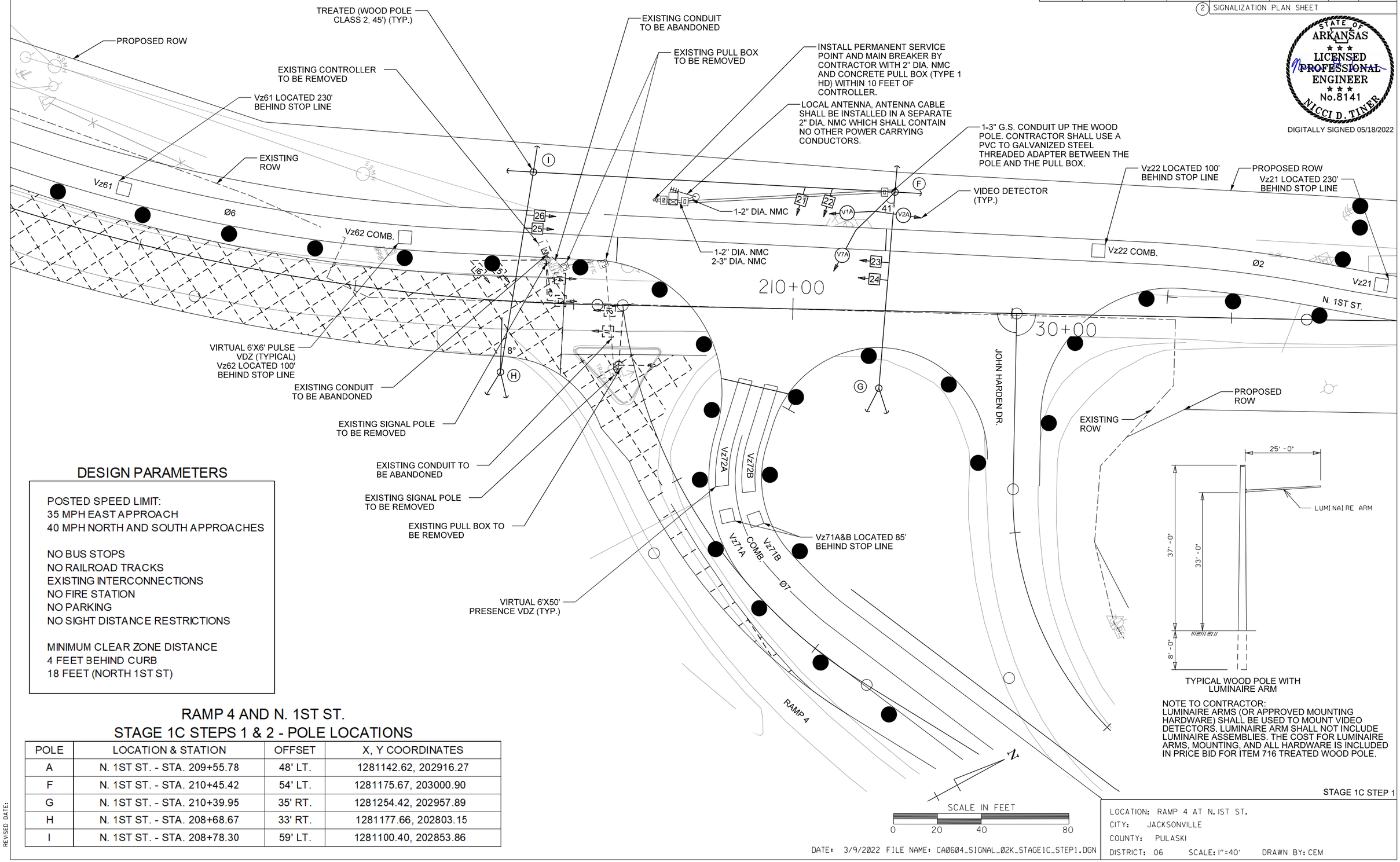
				6	ARK.			
				JOB NO.		CA0604	799	1104
				(2) SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022



DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
18 FEET (NORTH 1ST ST)

RAMP 4 AND N. 1ST ST.
STAGE 1C STEPS 1 & 2 - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	N. 1ST ST. - STA. 209+55.78	48' LT.	1281142.62, 202916.27
F	N. 1ST ST. - STA. 210+45.42	54' LT.	1281175.67, 203000.90
G	N. 1ST ST. - STA. 210+39.95	35' RT.	1281254.42, 202957.89
H	N. 1ST ST. - STA. 208+68.67	33' RT.	1281177.66, 202803.15
I	N. 1ST ST. - STA. 208+78.30	59' LT.	1281100.40, 202853.86

TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

STAGE 1C STEP 1

LOCATION: RAMP 4 AT N.1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02K_STAGE1C_STEP1.DGN

HRHobby
WORKSPACE: AHTD
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REVISED DATE: 5/2/2022 8:41:42 AM

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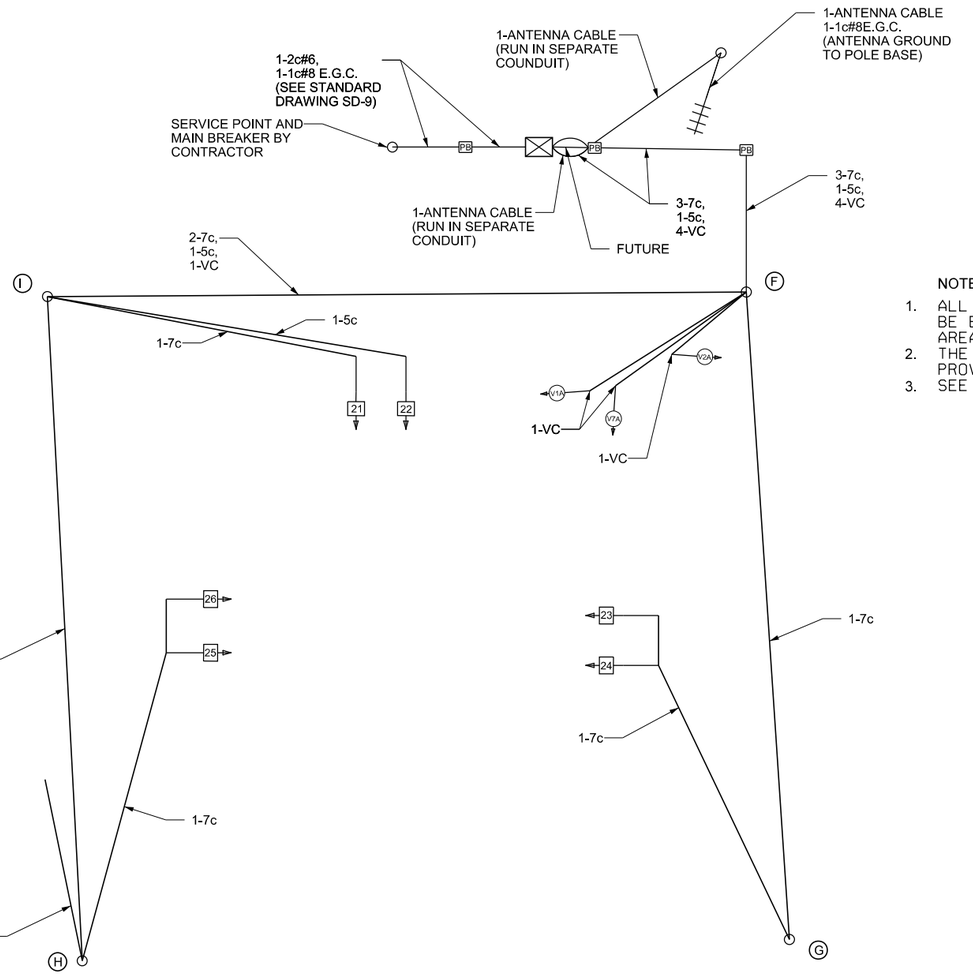
8/24/2022				6	ARK.			
				JOB NO.		CA0604	800	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGES 1C STEP 1 & 2 AND STAGES 1D, 1E, AND 2A STEP 1 WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

SADonaldson 8/8/2022 6:20:29 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_0 _STAGE1C_STEP1.DGN

STAGES 1C STEP 1 & 2 AND STAGES 1D, 1E, AND 2A STEP 1

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	801	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1C STEP 1 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
RAMP 4 AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21	SB ADVANCE	LOCAL			1	V2	2			CAMERA V2A	23"
Vz22	SB NEAR	COMB.			2	V10	2	2		CAMERA V2A	23"
Vz61	NB ADVANCE	LOCAL			3	V6	6			CAMERA V1A	23"
Vz62	NB NEAR	COMB.			4	V14	6	6		CAMERA V1A	23"
Vz71 A&B	WB LT. TURN FAR	COMB.			5	V15	7	7		CAMERA V7A	23"
Vz72 A&B	WB LT. TURN	LOCAL			6	V7	7			CAMERA V7A	23"
					SPARE: 7, 8, 9, 10, 11, & 12						

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

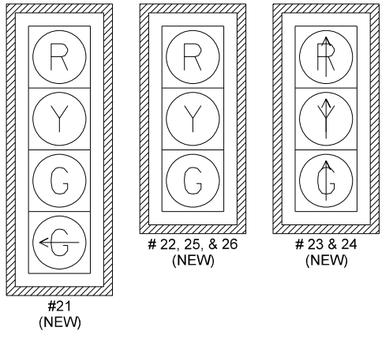
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGE 1C STEP 1 - INTERVAL CHART

SIGNAL FACES	RAMP 4 AND N. 1ST ST. 2+6	CLR.	7	CLR.	FLASH SEQUENCE
21	R	R	G/~~G~~	Y	R
22	R	R	G	Y	R
23 & 24	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
25 & 26	G	Y	R	R	R

STAGE 1C STEP 1 SIGNAL FACES

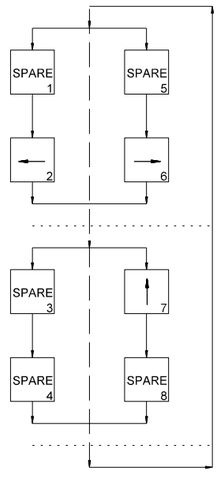
12" LENSES



#21 (NEW)
22, 25, & 26 (NEW)
23 & 24 (NEW)

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

STAGE 1C STEP 1 PHASING DIAGRAM



STAGE 1C STEP 1

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04K_STAGE1C_STEP1.DGN

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REVISED DATE:

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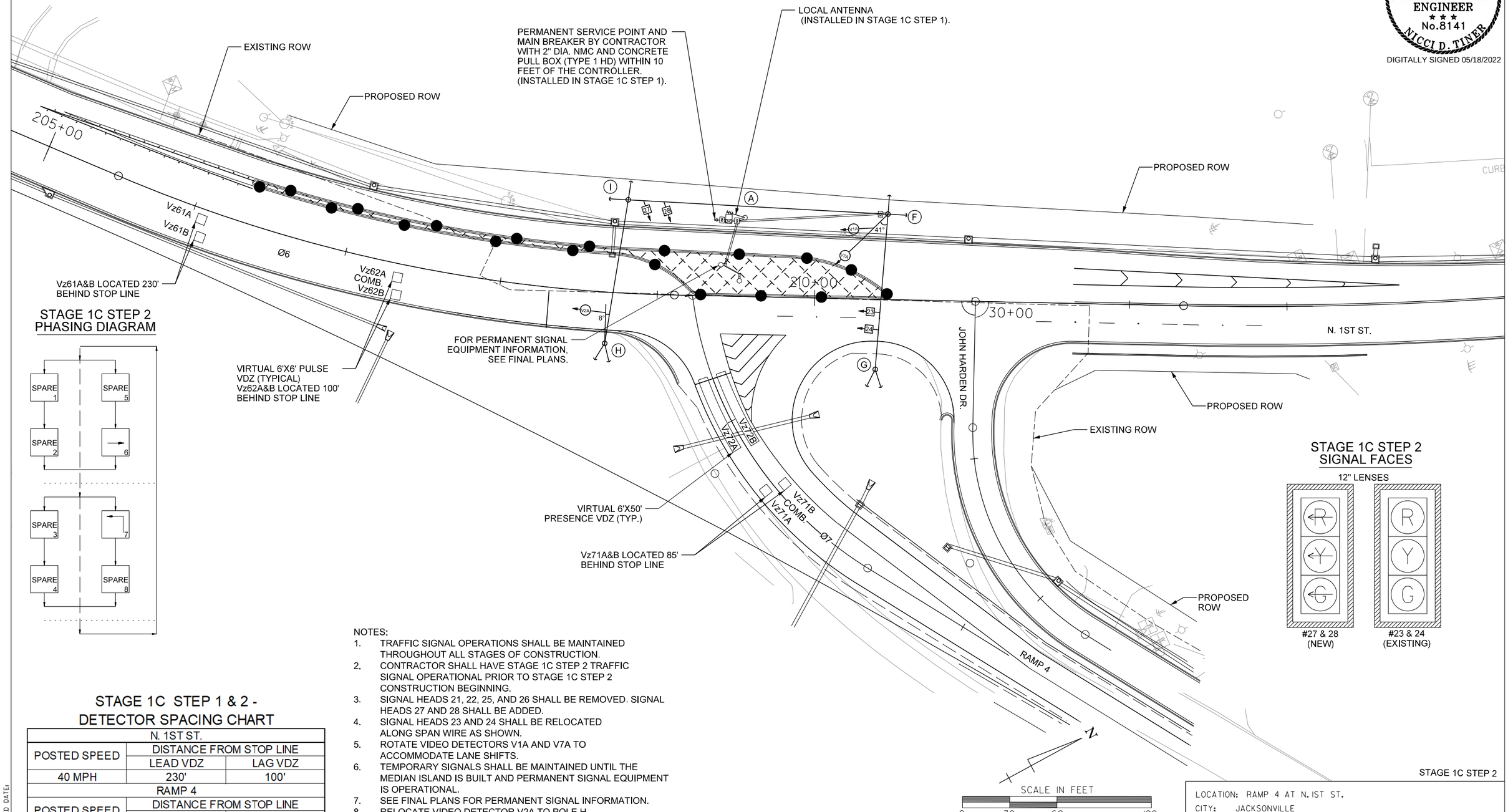
				6	ARK.			
				JOB NO.		CA0604	802	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



STAGE 1C STEP 2 PHASING DIAGRAM

STAGE 1C STEP 2 SIGNAL FACES

STAGE 1C STEP 1 & 2 - DETECTOR SPACING CHART

N. 1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
RAMP 4		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	85'	N/A

NOTES:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. CONTRACTOR SHALL HAVE STAGE 1C STEP 2 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1C STEP 2 CONSTRUCTION BEGINNING.
3. SIGNAL HEADS 21, 22, 25, AND 26 SHALL BE REMOVED. SIGNAL HEADS 27 AND 28 SHALL BE ADDED.
4. SIGNAL HEADS 23 AND 24 SHALL BE RELOCATED ALONG SPAN WIRE AS SHOWN.
5. ROTATE VIDEO DETECTORS V1A AND V7A TO ACCOMMODATE LANE SHIFTS.
6. TEMPORARY SIGNALS SHALL BE MAINTAINED UNTIL THE MEDIAN ISLAND IS BUILT AND PERMANENT SIGNAL EQUIPMENT IS OPERATIONAL.
7. SEE FINAL PLANS FOR PERMANENT SIGNAL INFORMATION.
8. RELOCATE VIDEO DETECTOR V2A TO POLE H.

STAGE 1C STEP 2

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01K_STAGE1C_STEP2.DGN

LOCATION: RAMP 4 AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

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				6	ARK.			
				JOB NO.		CA0604	803	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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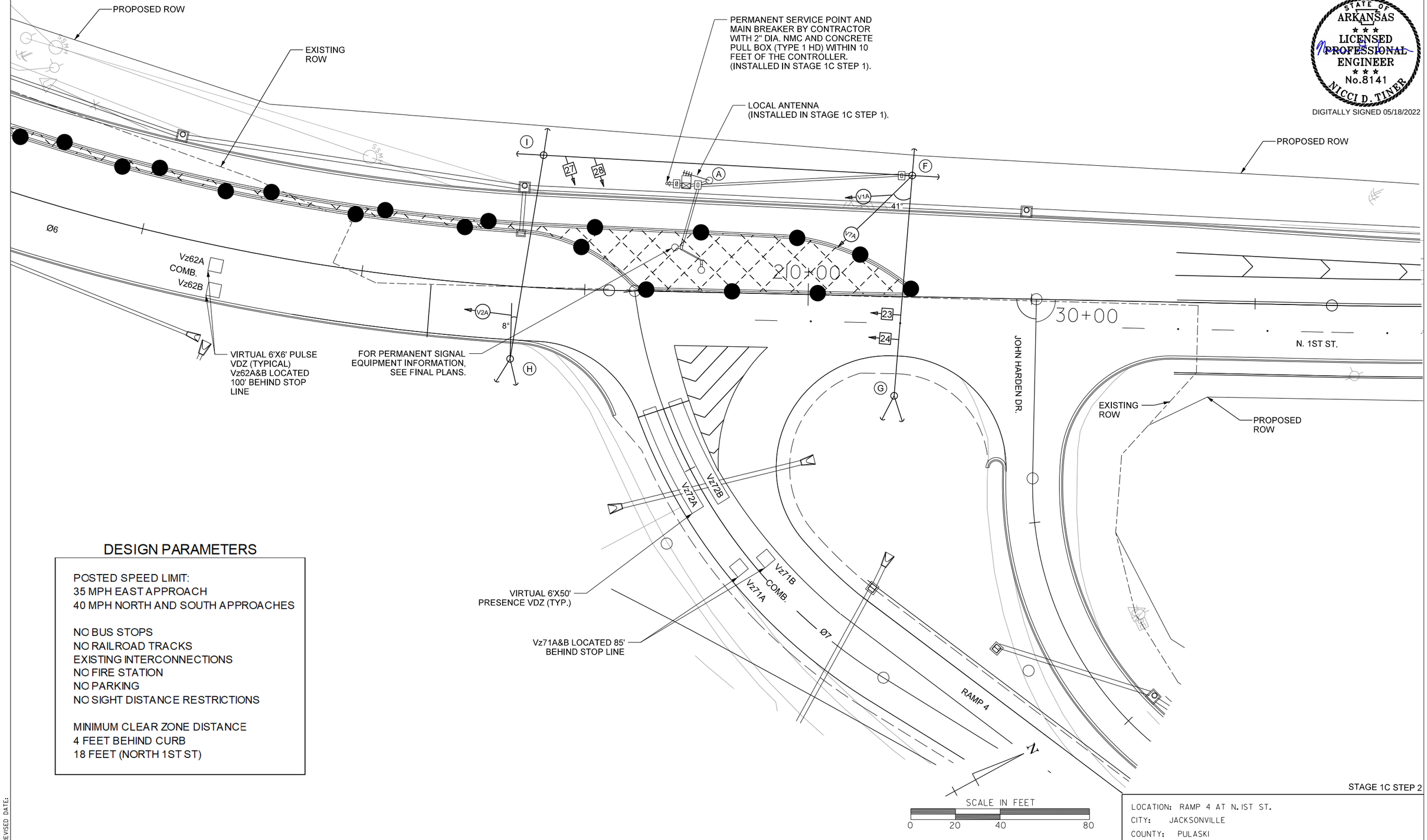

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
18 FEET (NORTH 1ST ST)

STAGE 1C STEP 2

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02K_STAGE1C_STEP2.DGN

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: I"=40' DRAWN BY: CEM

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REVISED DATE:

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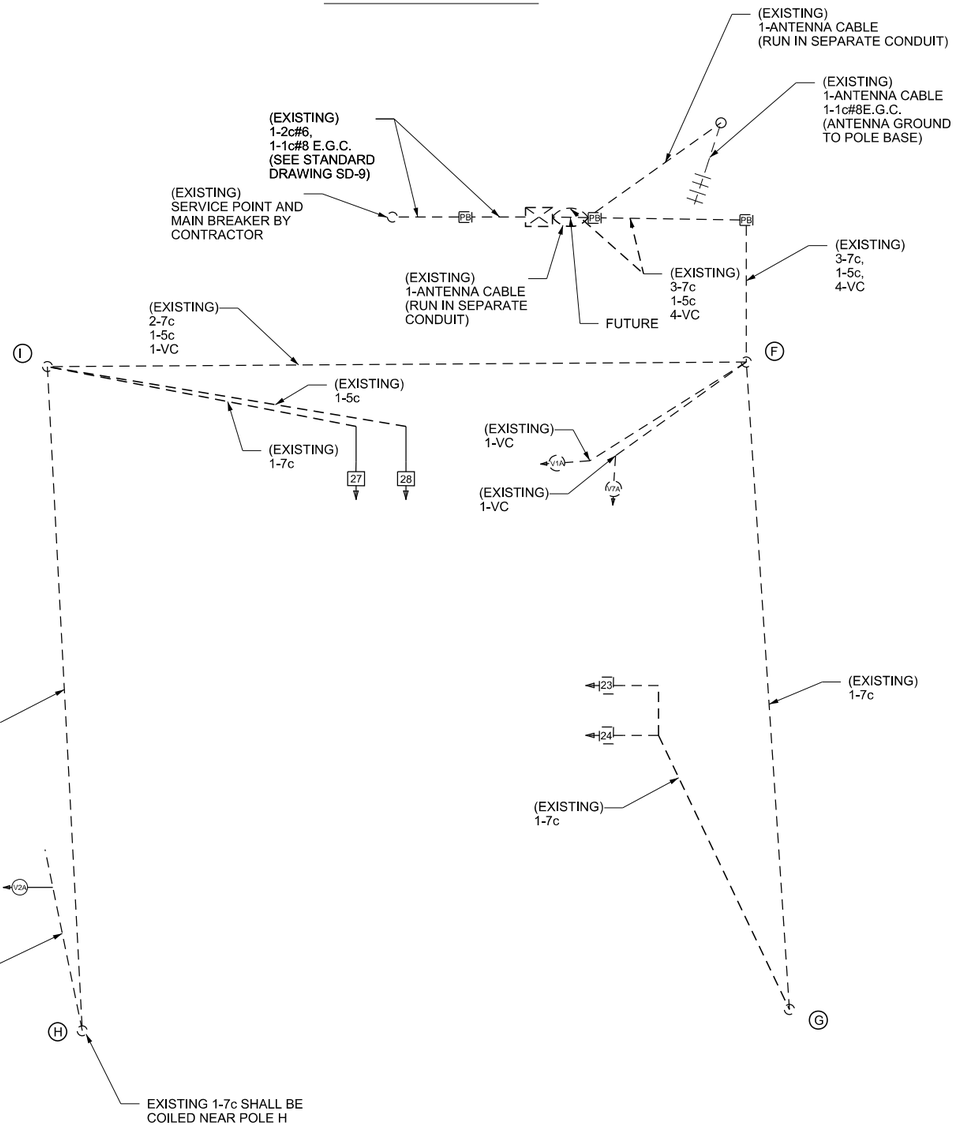
8/24/2022				6	ARK.			
				JOB NO.		CA0604	804	1104

2 SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGES 1C STEP 2 WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGE 1C STEP 2

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_Ø _STAGE1C_STEP2.DGN

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	805	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022

STAGE 1C STEP 2 - DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
RAMP 4 AND N. 1ST ST. DETECTOR ASSIGNMENTS			HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
						LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V2A	23"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1A	23"
Vz71 A&B	WB LT. TURN FAR	COMB.			5	V15	7	7		CAMERA V7A	23"
Vz72 A&B	WB LT. TURN	LOCAL			6	V7	7			CAMERA V7A	23"
					SPARE: 1, 2, & 7 - 12						

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

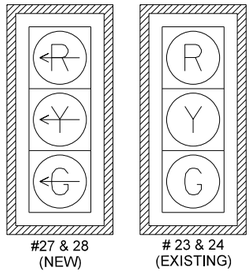
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

STAGE 1C STEP 2 - INTERVAL CHART

SIGNAL FACES	RAMP 4 AND N. 1ST ST. 2+6	CLR.	7	CLR.		FLASH SEQUENCE
23 & 24	G	Y	R	R		R
27 & 28	~~R~~	~~R~~	~~G~~	~~Y~~		~~R~~

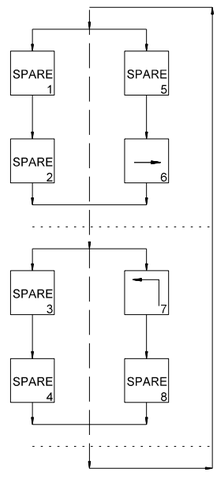
STAGE 1C STEP 2 SIGNAL FACES

12" LENSES



#27 & 28 (NEW) # 23 & 24 (EXISTING)

STAGE 1C STEP 2 PHASING DIAGRAM



STAGE 1C STEP 2

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04K_STAGE1C_STEP2.DGN

HRHobby 5/12/2022 8:4:50 AM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	806	1104

2 SIGNALIZATION PLAN SHEET

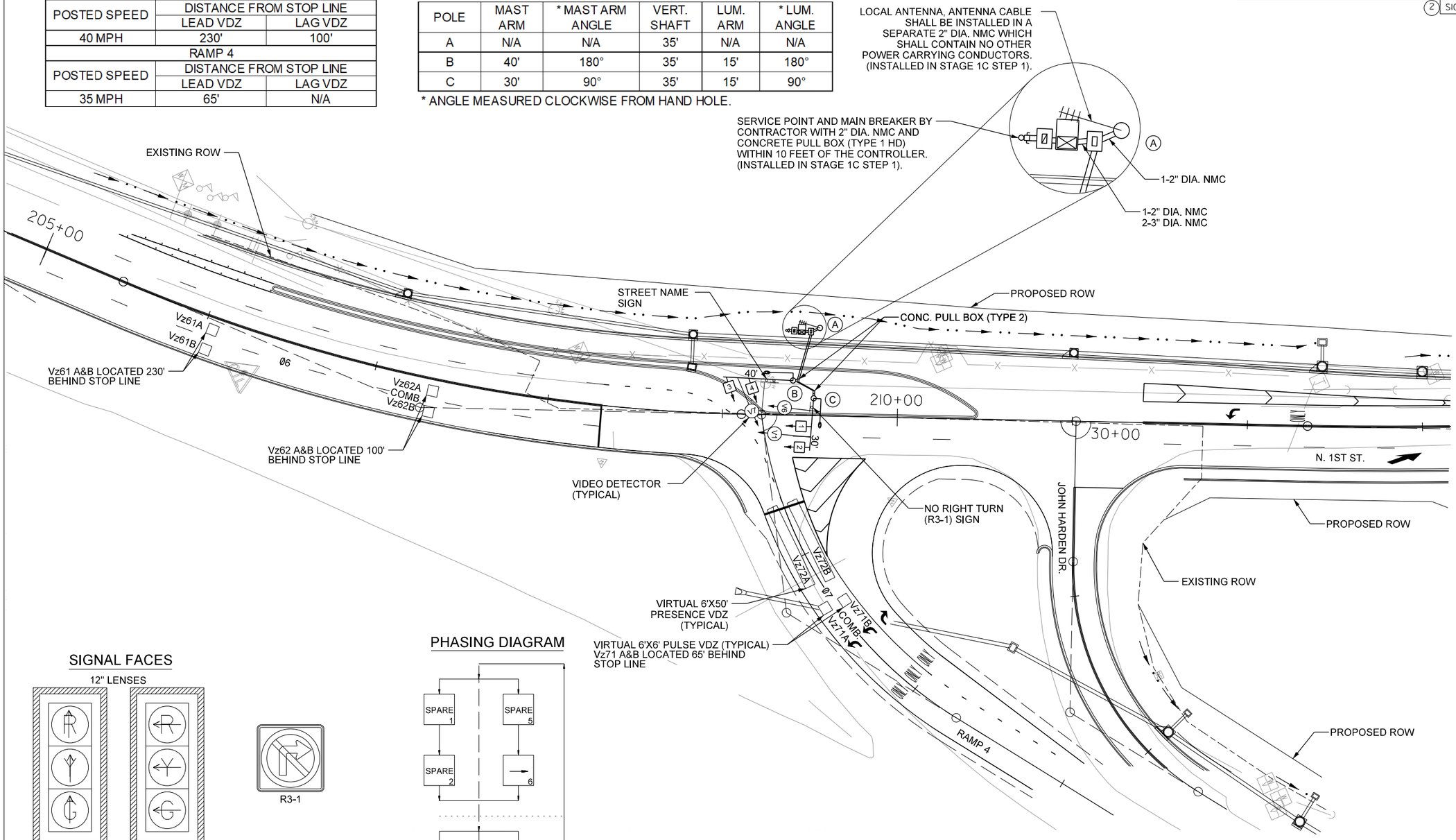
DETECTOR SPACING CHART

N. 1ST ST.		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
RAMP 4		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	65'	N/A

RAMP 4 AND N. 1ST ST. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	35'	N/A	N/A
B	40'	180°	35'	15'	180°
C	30'	90°	35'	15'	90°

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.



SIGNAL FACES

12" LENSES

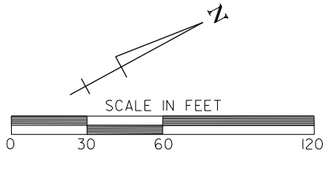
#1 & 2 #3 & 4

R3-1

PHASING DIAGRAM

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01K.DGN

FINAL

LOCATION: RAMP 4 AT N.1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby
WORKSPACE: AHTD
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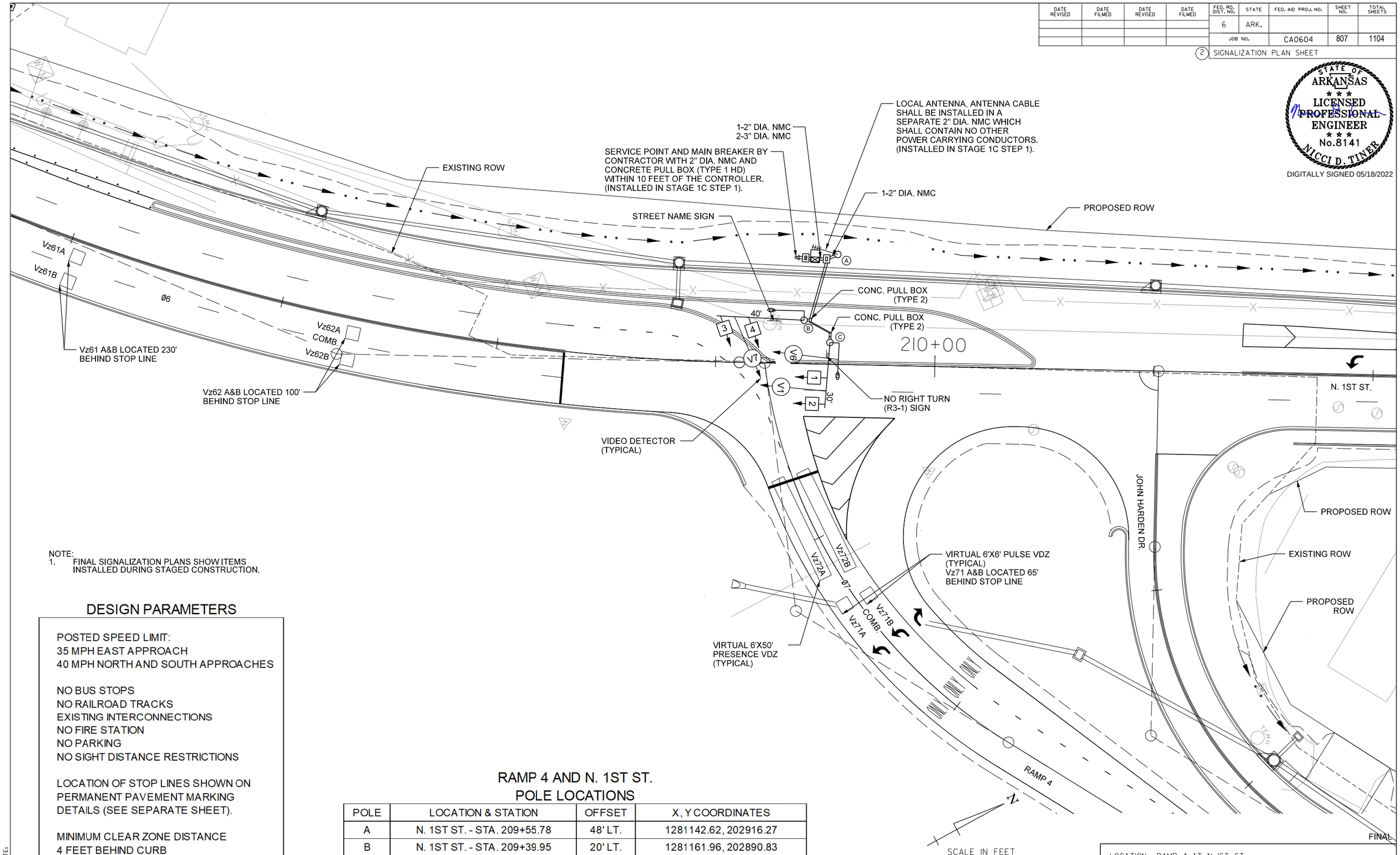
REVISED DATE: 5/2/2022 8:41:53 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	807	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



NOTE:
1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST APPROACH
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
18 FEET (NORTH 1ST ST)

RAMP 4 AND N. 1ST ST. POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	N. 1ST ST. - STA. 209+55.78	48' LT.	1281142.62, 202916.27
B	N. 1ST ST. - STA. 209+39.95	20' LT.	1281161.96, 202890.83
C	N. 1ST ST. - STA. 209+51.95	10' LT.	1281176.06, 202897.47

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02K.DGN

LOCATION: RAMP 4 AT N. 1ST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:41:54 AM
WORKSPACE: AHTD
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REVISED DATE:

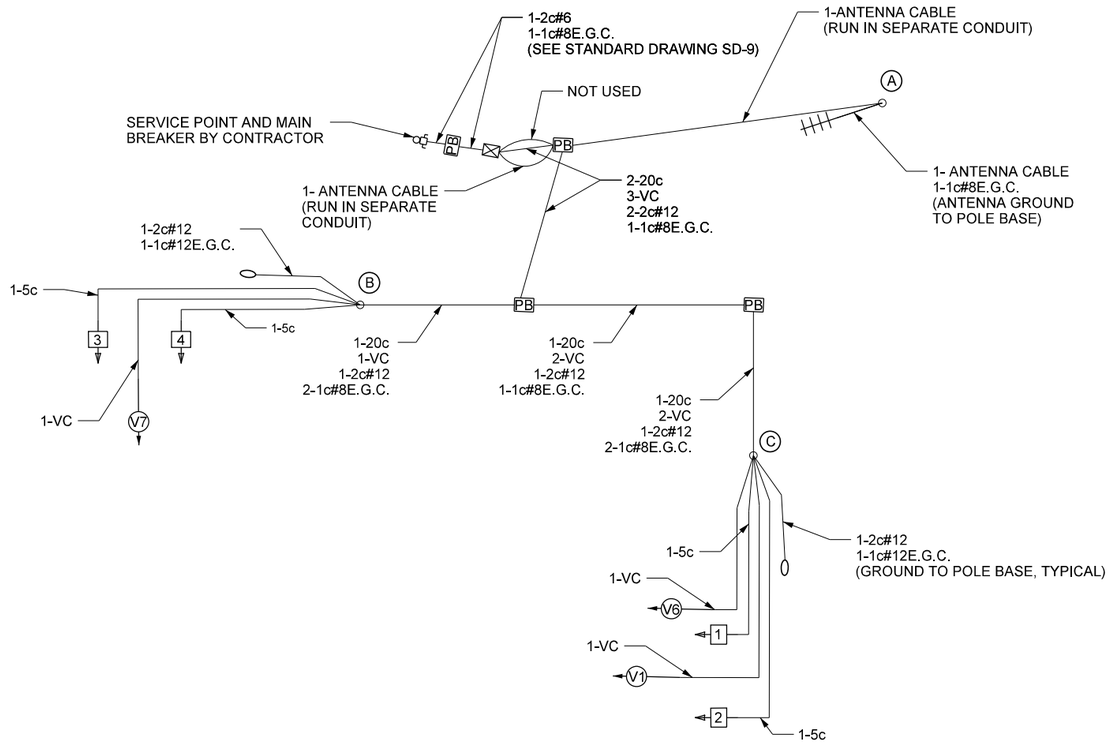
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	808	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_0 .DGN

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				6	ARK.			
				JOB NO.		CA0604	809	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB CA0613											
RAMP 4 AND N. 1ST ST. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TPYE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz61 A&B	NB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62 A&B	NB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz71 A&B	WB LT. TURN FAR	COMB.			5	V15	7	7		CAMERA V7	37"
Vz72 A&B	WB LT. TURN	LOCAL			6	V7	7			CAMERA V7	37"
					SPARE: 1, 2, & 7 - 12						

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

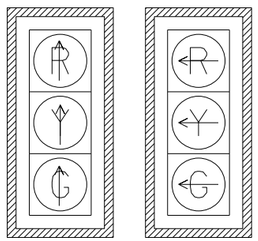
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

INTERVAL CHART

SIGNAL FACES	RAMP 4 AND N. 1ST ST. 6	CLR.	7	CLR.		FLASH SEQUENCE
1 & 2	G	Y	R	R		R
3 & 4	R	~~R~~	~~G~~	~~Y~~		~~R~~

SIGNAL FACES

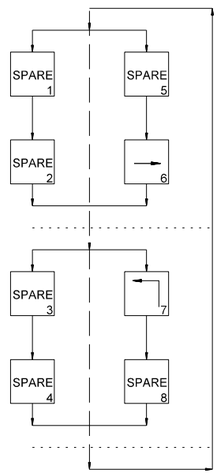
12" LENSES



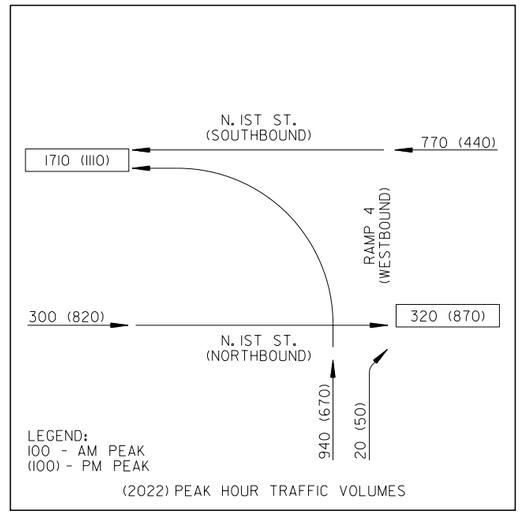
#1 & 2 #3 & 4

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

PHASING DIAGRAM



TRAFFIC FLOW DIAGRAM



FINAL

LOCATION: RAMP 4 AT N. IST ST.
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04K.DGN

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REVISED DATE:

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8/24/2022				6	ARK.			
				JOB NO.		CA0604	810	1104

(2) TRAFFIC SIGNAL QUANTITIES - JOHN HARDEN DR./FIRE STATION II

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
704	FEEDER WIRE	75	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	7	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	453	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	117	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	166	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	36	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	29	LIN. FT.
710	NON-METALLIC CONDUIT (2")	75	LIN. FT.
710	NON-METALLIC CONDUIT (3")	102	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-54')	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH

PERMANENT TRAFFIC SIGNAL:
INSTALLLATION OF SOME PERMANENT TRAFFIC SIGNAL ITEMS WILL BE INSTALLED DURING DIFFERENT STAGES OF CONSTRUCTION. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS)

STAGE 1B TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.06	LUMP SUM

STAGES 1C STEP 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	4	EACH

STAGE 1C STEP 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	4	EACH

RELOCATE SIGNAL HEADS 4, 5, 6 AND 7 TO THEIR FINAL PLACE. INSTALL POLE SIGNAL HEAD 3.

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REVISED DATE:

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_QTY_L.dgn

LOCATION: JOHN HARDEN DR. AT FIRE STATION II
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

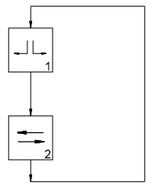
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	811	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

STAGES 1B & 1C STEP 1 - PHASING DIAGRAM



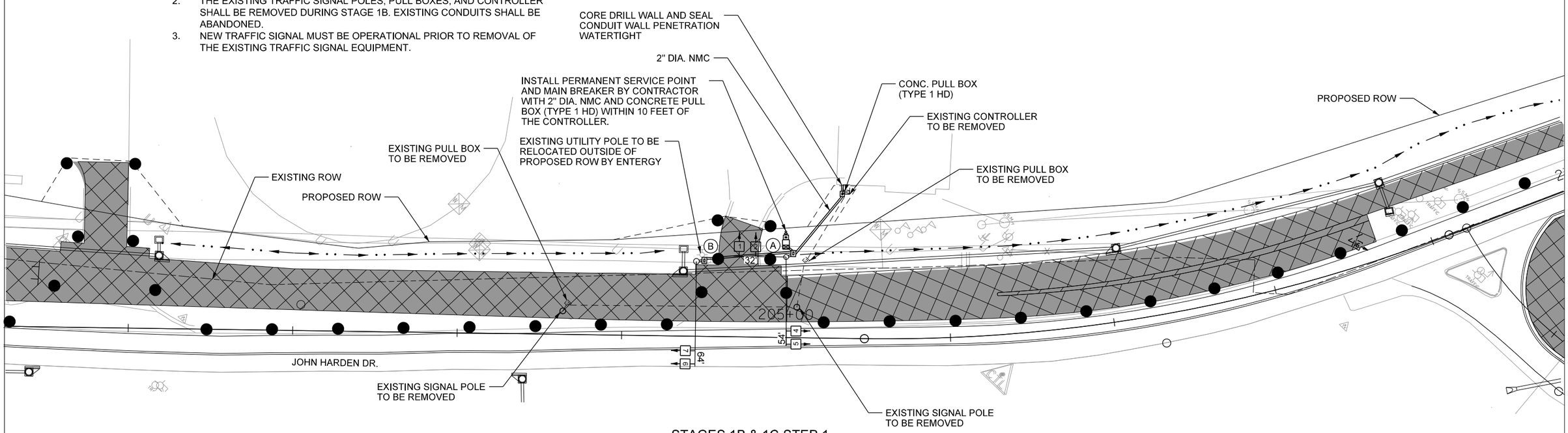
PHASE 1 ACTUATED BY FIRE STATION.

JOHN HARDEN DR. AND FIRE STATION #11
STAGES 1B & 1C STEP 1 - POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A**	32'/54'	270°/180°	21'	N/A	N/A
B	64'	180°	21'	N/A	N/A

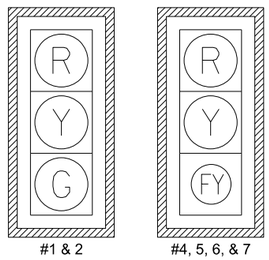
* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.
** ADDITIONAL MAST ARM LENGTH NEEDED FOR STAGED CONSTRUCTION

NOTE:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL STAGES OF CONSTRUCTION.
2. THE EXISTING TRAFFIC SIGNAL POLES, PULL BOXES, AND CONTROLLER SHALL BE REMOVED DURING STAGE 1B. EXISTING CONDUITS SHALL BE ABANDONED.
3. NEW TRAFFIC SIGNAL MUST BE OPERATIONAL PRIOR TO REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.



STAGES 1B & 1C STEP 1 - SIGNAL FACES

12" LENSES

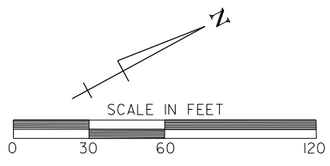


#1 & 2 #4, 5, 6, & 7

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. THE FLASHING YELLOW BALL FOR SIGNAL HEADS 4 THROUGH 7 SHALL BE 8 INCH LENSES.

EMERGENCY SIGNAL

(2) R10-13
(42" X 30")



STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OIL_Stage1B.dgn

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:42:12 AM
WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	812	1104

2 SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

JOHN HARDEN DR. AND FIRE STATION #11
STAGES 1B & 1C STEP 1 - POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	JOHN HARDEN DR. - STA. 204+99.32	49' LT.	1280886.37, 202566.95
B	JOHN HARDEN DR. - STA. 204+44.83	45' LT.	1280848.92, 202527.22

STATE OF ARKANSAS
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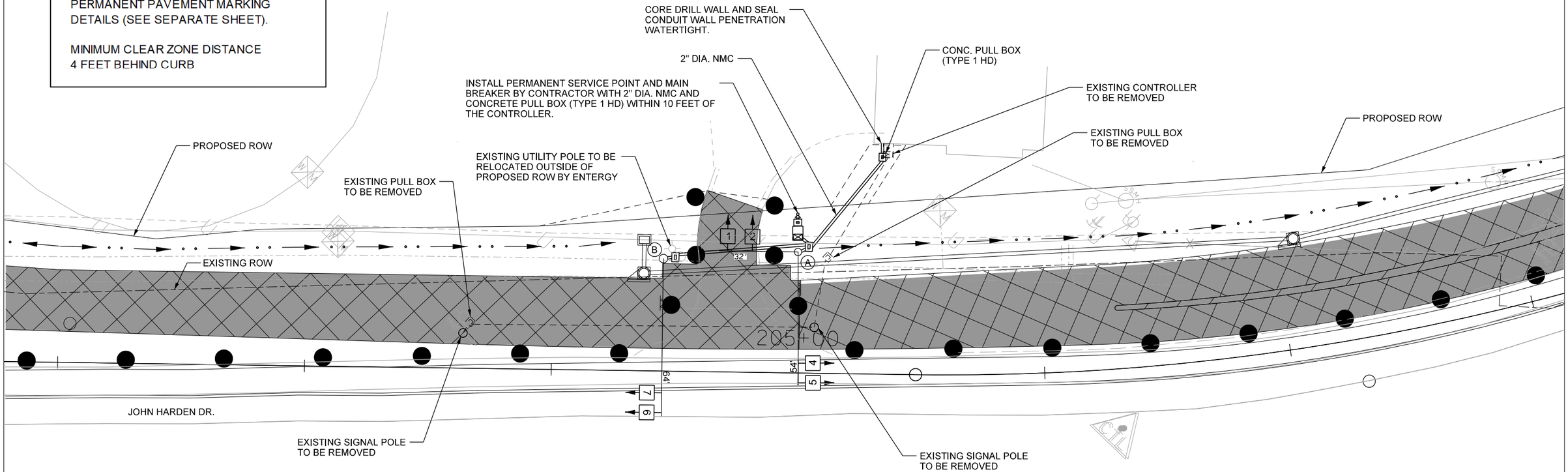

SCALE IN FEET
0 20 40 80

STAGE 1B

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02L_Stage1B.dgn

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:42:13 AM
WORKSPACE: AHTD
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REVISED DATE:

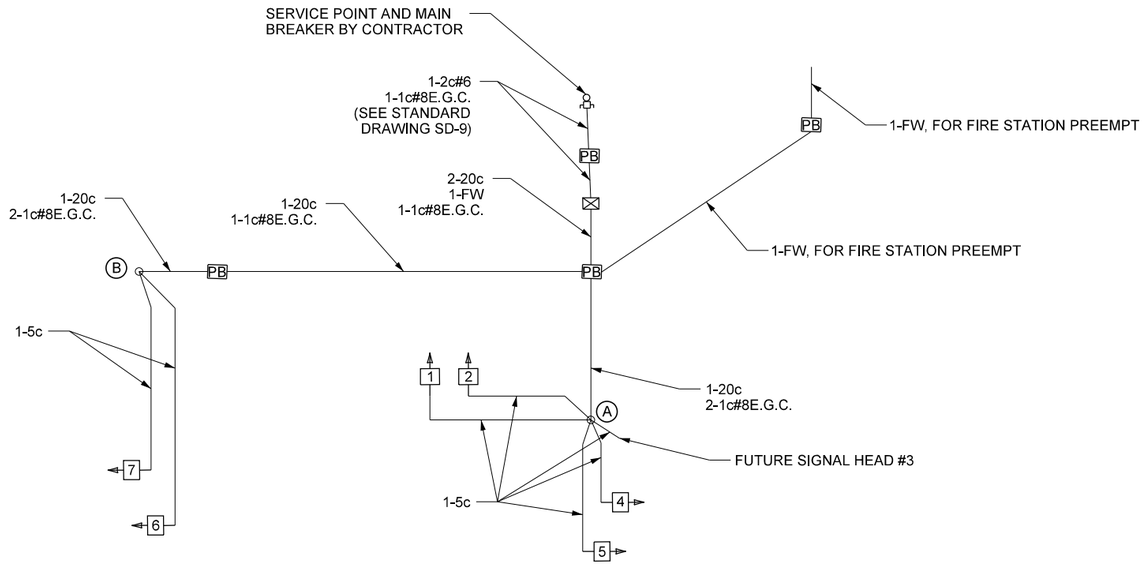
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	813	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

STAGES 1B & 1C STEP 1 - WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

STAGES 1B & 1C STEP 1

LOCATION: JOHN HARDEN DR. AT FIRE STATION II
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03L_Stage1B.dgn

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				6	ARK.			
				JOB NO.		CA0604	814	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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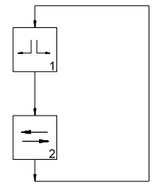
DIGITALLY SIGNED 05/18/2022

STAGES 1B & 1C STEP 1 - PHASING DIAGRAM



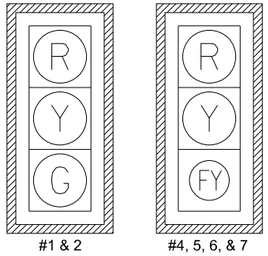
PHASE 1 ACTUATED BY FIRE STATION.

STAGES 1B & 1C STEP 1- INTERVAL CHART

SIGNAL FACES	JOHN HARDEN DR. AND FIRE STATION #11 1	CLR.	2	CLR.		FLASH SEQUENCE
1 & 2	G	Y	R	R		R
4 & 5	R	R	FY	Y		Y
6 & 7	R	R	FY	Y		Y

STAGES 1B & 1C STEP 1 - SIGNAL FACES

12" LENSES



#1 & 2 #4, 5, 6, & 7

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. THE FLASHING YELLOW BALL FOR SIGNAL HEADS 4 THROUGH 7 SHALL BE 8 INCH LENSES.

STAGES 1B & 1C STEP 1

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04L_Stage1B.dgn

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				6	ARK.			
				JOB NO.		CA0604	815	1104

(2) SIGNALIZATION PLAN SHEET

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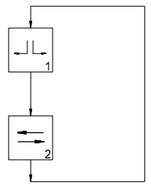
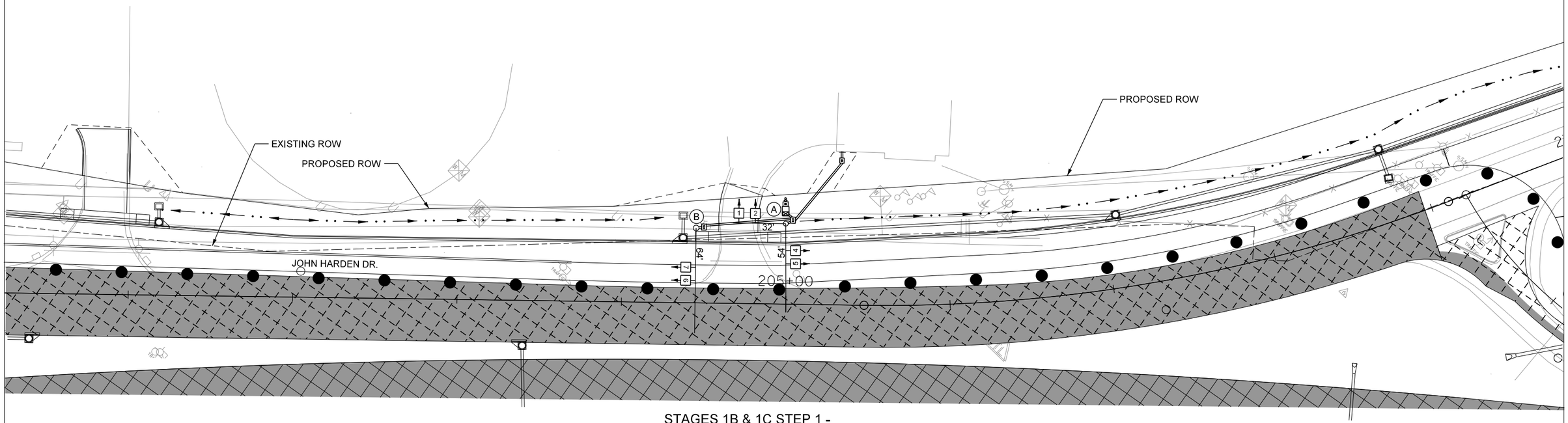
STAGES 1B & 1C STEP 1 - PHASING DIAGRAM

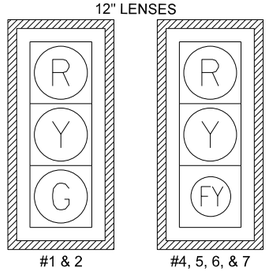


PHASE 1 ACTUATED BY FIRE STATION.



STAGES 1B & 1C STEP 1 - SIGNAL FACES

12" LENSES



#1 & 2 #4, 5, 6, & 7

NOTES:
1. SIGNAL HEADS 4, 5, 6, & 7 SHALL BE RELOCATED ALONG MAST ARMS AS SHOWN.

EMERGENCY SIGNAL

(2) R10-13
(42" X 30")

N

SCALE IN FEET
0 30 60 120

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_OIL_Stage1C_Step1.dgn

STAGE 1C STEP 1

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/12/2022 8:42:17 AM
WORKSPACE: AHTD
L:\2022\20T732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_OIL_Stage1C_Step1.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	816	1104

(2) SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

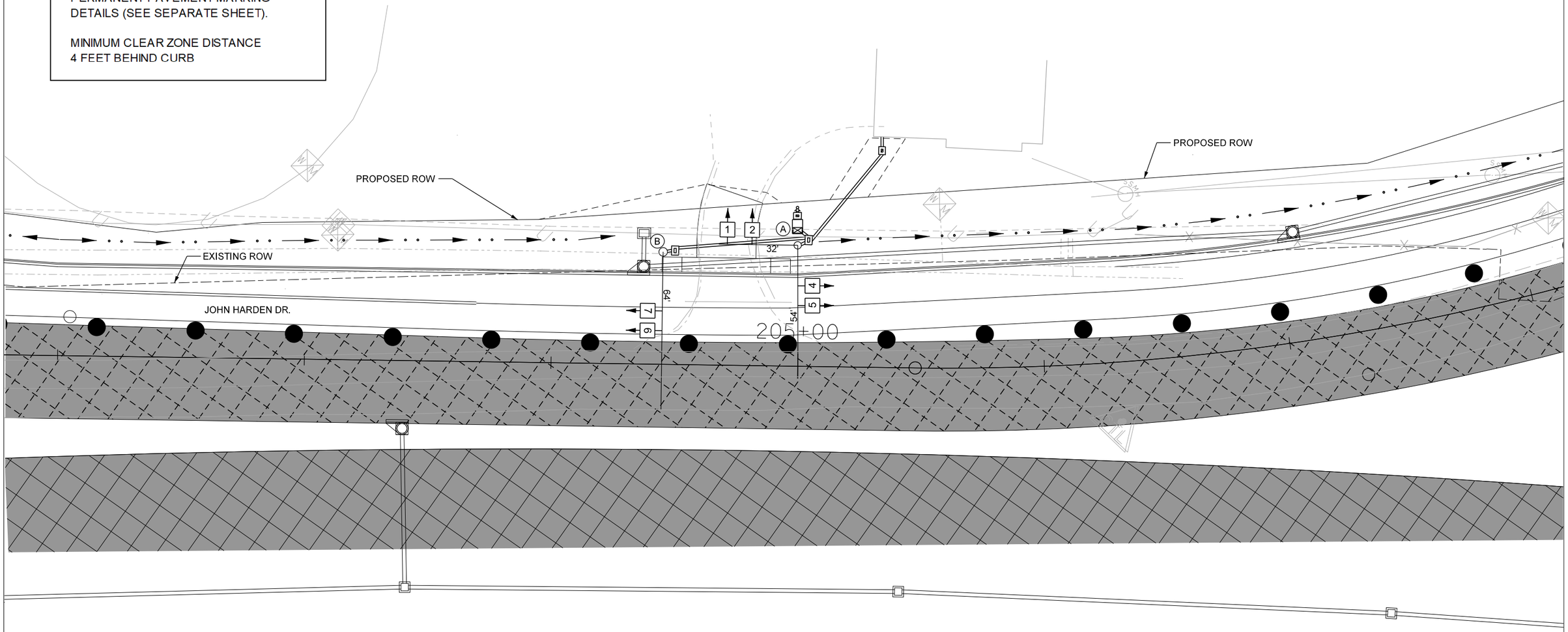
POSTED SPEED LIMIT:
40 MPH NORTH AND SOUTH APPROACHES

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02L_Stage1C_Step1.dgn

STAGE 1C STEP 1

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:42:17 AM
WORKSPACE: AHTD
L:\2012\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02L_Stage1C_Step1.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	817	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

JOHN HARDEN DR. AND FIRE STATION #11

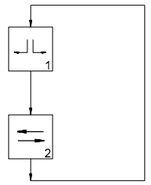
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A**	32'/54'	270°/180°	21'	N/A	N/A
B	64'	180°	21'	N/A	N/A

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

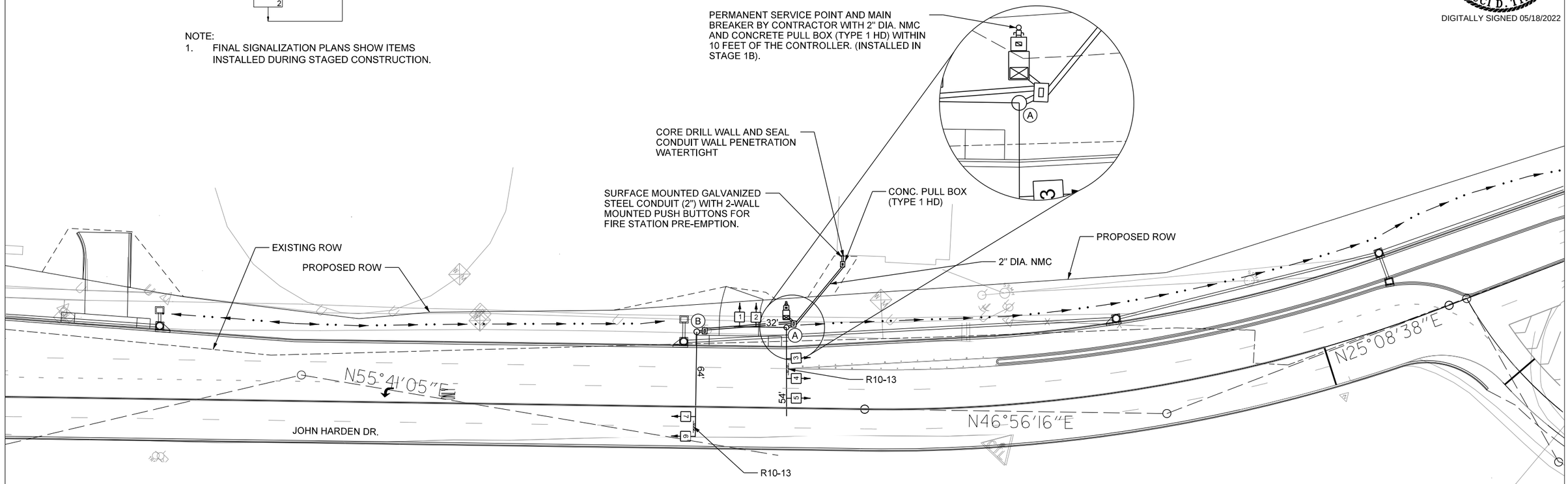
** ADDITIONAL MAST ARM LENGTH NEEDED FOR STAGED CONSTRUCTION

PHASING DIAGRAM



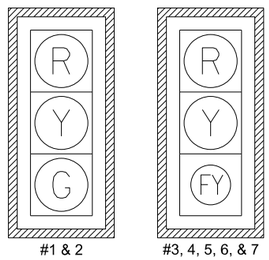
PHASE 1 ACTUATED BY FIRE STATION.

NOTE:
1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.



SIGNAL FACES

12" LENSES

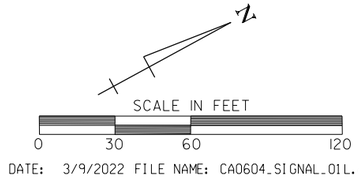


#1 & 2 #3, 4, 5, 6, & 7

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. THE FLASHING YELLOW BALL FOR SIGNAL HEADS 3 THROUGH 7 SHALL BE 8 INCH LENSES.

EMERGENCY SIGNAL

(2) R10-13
(42" X 30")



DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_01L.dgn

FINAL

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=60' DRAWN BY: CEM

HRHobby 5/2/2022 8:42:19 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	818	1104

(2) SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH NORTH AND SOUTH APPROACHES

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

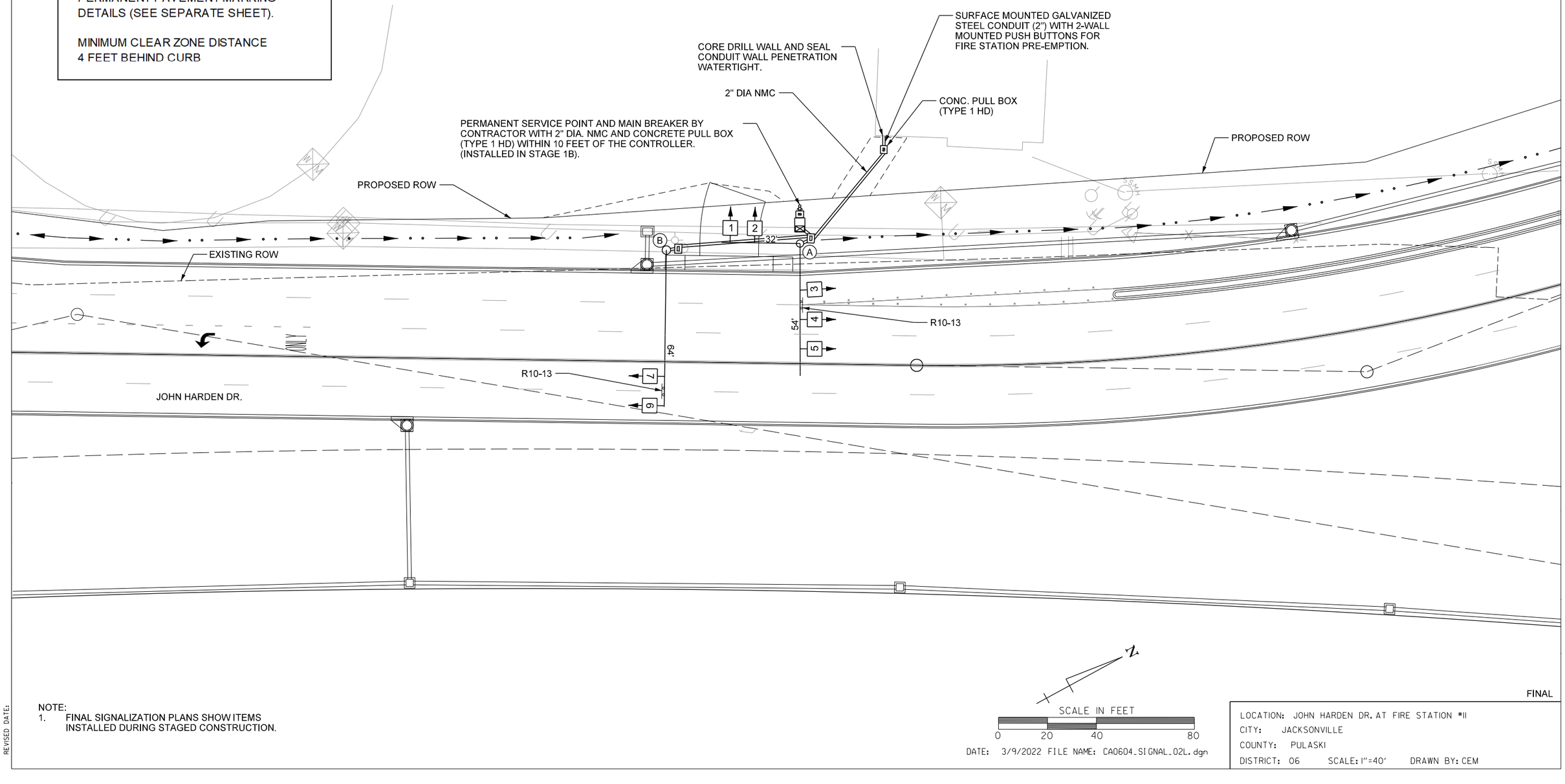
LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

JOHN HARDEN DR. AND FIRE STATION #11
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	JOHN HARDEN DR. - STA. 204+99.32	49' LT.	1280886.37, 202566.95
B	JOHN HARDEN DR. - STA. 204+44.83	45' LT.	1280848.92, 202527.22

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 05/18/2022



NOTE:
1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGED CONSTRUCTION.

SCALE IN FEET
0 20 40 80

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_02L.dgn

FINAL

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: 1"=40' DRAWN BY: CEM

HRHobby 5/12/2022 8:42:20 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_02L.dgn
REVISED DATE:

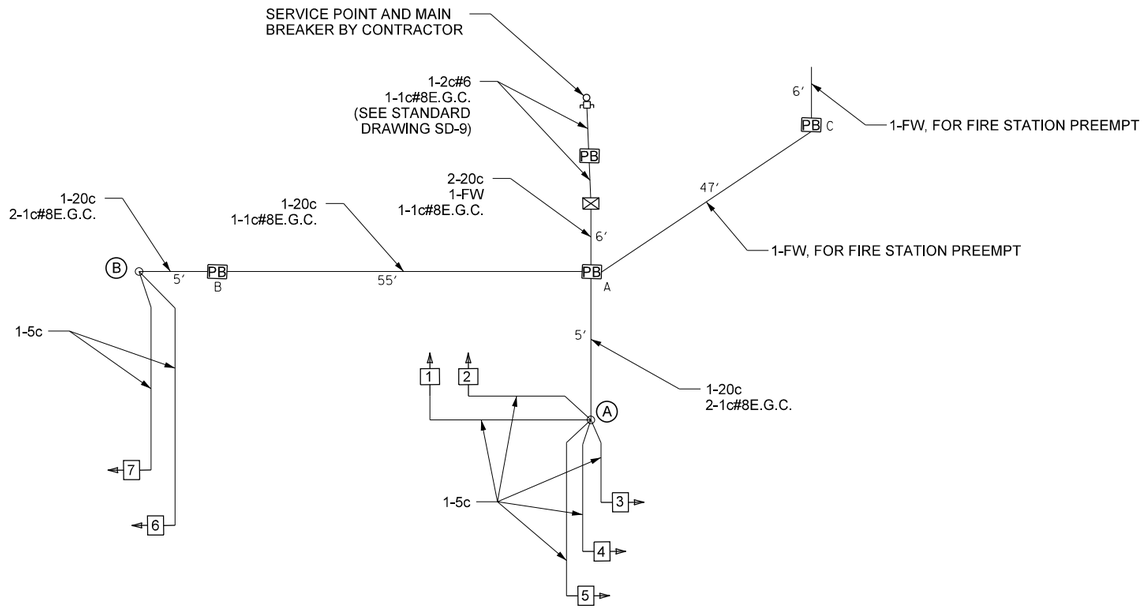
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8/24/2022				6	ARK.			
				JOB NO.		CA0604	819	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 8/24/2022

WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. SEE SHEET NUMBER 615 FOR GROUNDING ARRAY DETAIL.

FINAL

DATE: 7/7/2022 FILE NAME: CA0604_SIGNAL_03L.dgn

LOCATION: JOHN HARDEN DR. AT FIRE STATION II
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

SADonaldson 8/8/2022 6:30:21 PM
WORKSPACE: AHTD
L:\2022\220732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SIGNAL_03L.dgn
REVISED DATE:

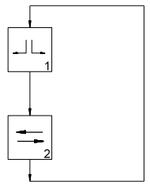
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	820	1104

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 05/18/2022

PHASING DIAGRAM



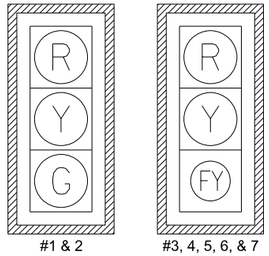
PHASE 1 ACTUATED
BY FIRE STATION.

INTERVAL CHART

SIGNAL FACES	JOHN HARDEN DR. AND FIRE STATION #11					FLASH SEQUENCE
	1	CLR.	2	CLR.		
1 & 2	G	Y	R	R		R
3, 4, & 5	R	R	FY	Y		Y
6 & 7	R	R	FY	Y		Y

SIGNAL FACES

12" LENSES



#1 & 2 #3, 4, 5, 6, & 7

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. THE FLASHING YELLOW BALL FOR SIGNAL HEADS 3 THROUGH 7 SHALL BE 8 INCH LENSES.

FINAL

LOCATION: JOHN HARDEN DR. AT FIRE STATION #11
CITY: JACKSONVILLE
COUNTY: PULASKI
DISTRICT: 06 SCALE: N/A DRAWN BY: CEM

DATE: 3/9/2022 FILE NAME: CA0604_SIGNAL_04L.dgn

HRHobby 5/12/2022 8:42:21 AM
WORKSPACE: AHTD
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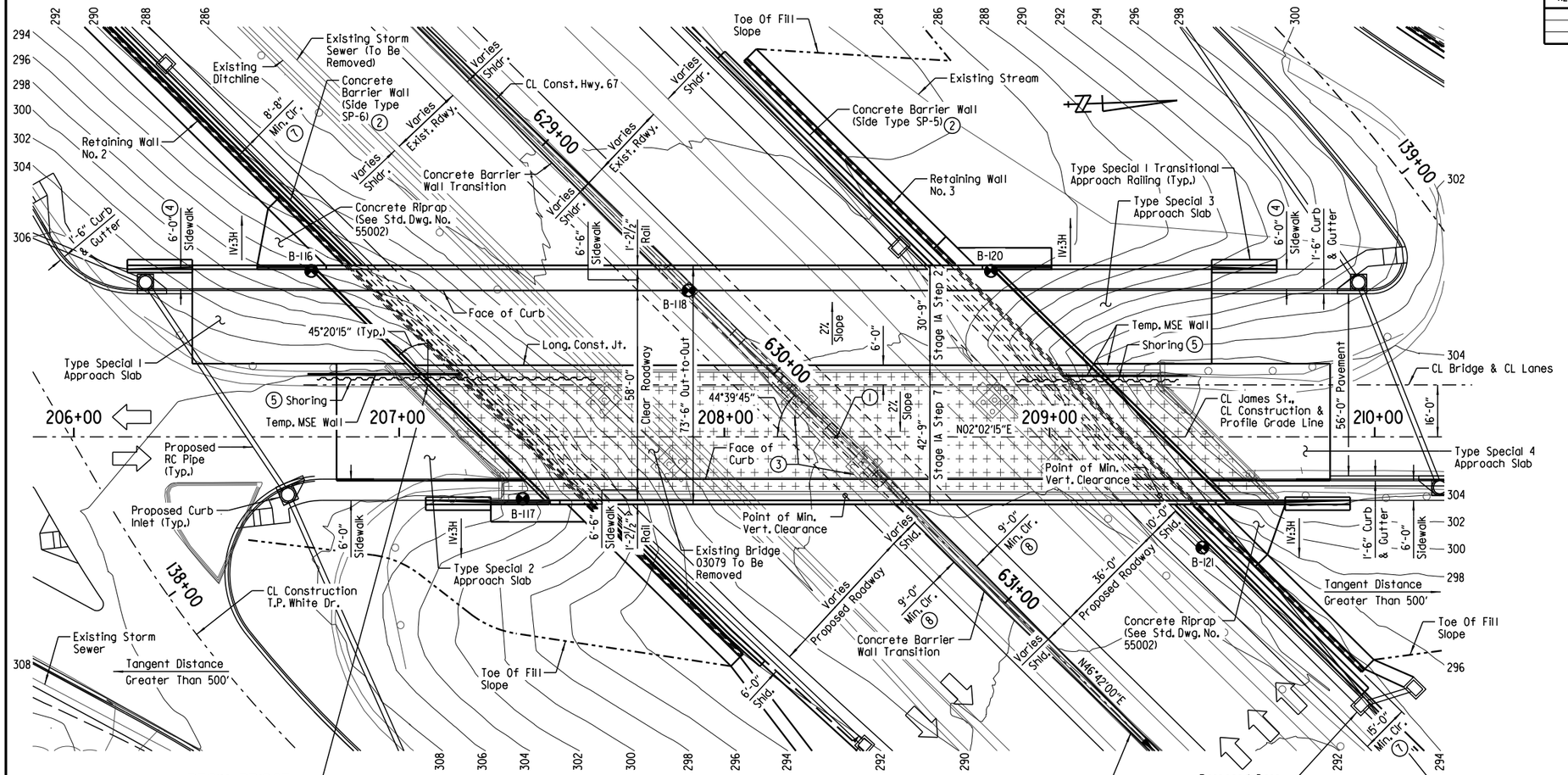
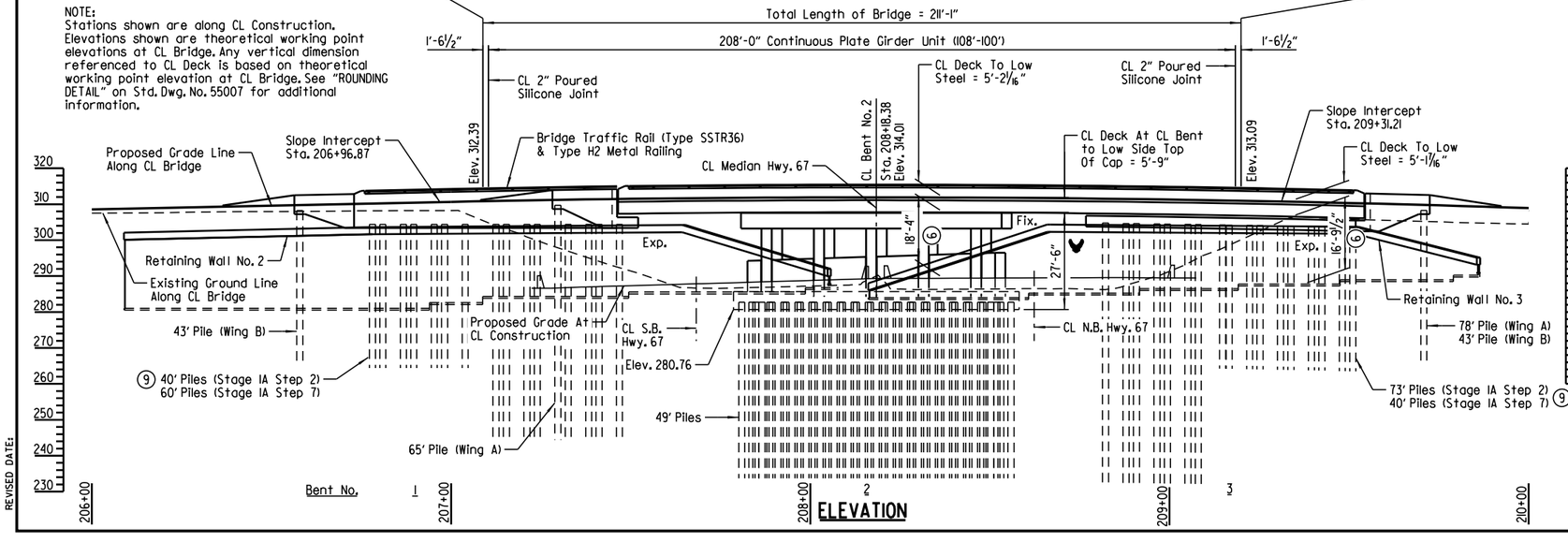
REVISED DATE:

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.		CA0604	821	1104
				(1) 07544		LAYOUT		64605



PLAN

NOTE:
Stations shown are along CL Construction. Elevations shown are theoretical working point elevations at CL Bridge. Any vertical dimension referenced to CL Deck is based on theoretical working point elevation at CL Bridge. See "ROUNDING DETAIL" on Std. Dwg. No. 55007 for additional information.



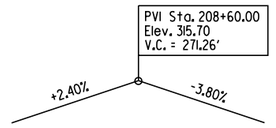
ELEVATION

NOTE:
Use Type 1 and Type 2 Special Approach Slabs at Begin Bridge. Use Type 3 and Type 4 Special Approach Slabs at End Bridge. See Dwg. Nos. 64629-64633.

NOTE:
For "GENERAL NOTES", "ELEVATION OF SOIL BORINGS" and "BORING LEGEND", see Dwg. No. 64606.

NOTE:
The proposed bridge is positioned to minimize interference with the existing substructure. The Contractor shall verify the location of the existing substructure before constructing the new substructure. Any adjustments necessary to fit the proposed bridge shall be submitted to the Engineer for approval.

NOTE:
For details of Retaining Wall Nos. 2 and 3, see Dwg. Nos. 64785, 64789-64791.



VERTICAL CURVE DATA

James St.
(Profile Grade Along CL Construction)

(1) Sta. 208+34.57 C.L. Construction
Sta. 630+27.32 C.L. Hwy. 67

(2) See Roadway Plans for Type Special Barrier Wall Details.

(3) Existing footing to be removed. Existing piles below proposed footings shall be removed to 1'-0" below bottom of proposed footing.

(4) Left sidewalk to be constructed in Stage IB.

(5) Shoring and temporary MSE walls will be required to remove existing bridge and construct embankment and new bridge. Location of shoring and temporary MSE walls to be determined by the Contractor. Payment for and details and design of shoring and temporary MSE walls will be in accordance with SP "SHORING" and SP "TEMPORARY RETAINING WALLS".

(6) Minimum Vertical Clearance

(7) Measured to face of retaining wall coping

(8) Measured to face of crashwall

(9) Lengths of piles shown are estimated average lengths for each stage of construction (for estimating quantities only). Actual lengths of piles within each stage will vary due to the variability in the top of claystone or limestone elevation.

FOR R/W DATA, SEE ROADWAY PLANS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE
JAMES ST. OVER HWY. 67
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY

ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604xl_LI.DGN
CHECKED BY: WMM DATE: APR. 2021 SCALE: 1" = 20'-0"
DESIGNED BY: JES DATE: SEP. 2017
BRIDGE NO. 07544 DRAWING NO. 64605

abhall 5/6/2022 9:00:02 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-JAMES-SIOI-LI.dgn
REVISED DATE:

BORING LEGEND

A - Loose, red, clayey, sand.
B - Loose to medium dense, red, silty sand.
C - Loose to medium dense, brown & gray, clayey sand.
D - Claystone: Dark gray-black, gray-lt. brown, brown-orange stain, sli. to mod. weathered w/ seam sev. weathered, low hardness.
E - Loose, brown, clayey sand.
F - Loose, red & gray, clayey sand.
G - Medium dense to dense, brown & gray, silty sand.
H - Medium dense, black, brown & gray, clayey sand.
I - Dense, black, clayey sand.
J - Claystone: Dark gray-black, gray-lt. brown, sli. to mod. weathered, low hardness.
K - Limestone: Light gray, dk. gray, mod. weathered to sev. weathered, v. thin to thin bedded, mod. hard w/ soft seams.
L - Loose to medium dense, tan, clayey sand.
M - Stiff to very hard, tan & gray, sandy, fat clay.
N - Claystone: Dark gray-black-drk.brown, scat. lt. gray, mod. weathered w/ sev. weathered seam, low hardness.
O - Limestone: Light gray, gray-tan, dk. gray, mod. to sev. weathred, v. thin to thin bedded, mod. hard w/ soft seams.
P - Claystone: Dark gray-black, lt. gray, trcs. tan, mod. to completely weathered, v. soft to mod. hard.
Q - Shale: Black-dk. gray trcs. lt. gray, sev. grading to sli. weathered, v. thin bedded, soft grading to mod. hard.
R - Loose to medium dense, tan & gray silty sand.
S - Stiff to very stiff, gray, sandy, elastic silt.
T - Very stiff, black & gray, sandy, elastic silt.
U - Hard, gray, sandy, elastic silt.
V - Limestone: Light gray, dk. gray, mod. to sev. weathered, v. thin to thin bedded, mod. hard w/ soft seams.
W - Claystone: Dark gray-black, tan-brown, mod-weathered, low hardness.
X - Shale: Dark gray-black, mod. grading to sli. weathered, mod. hard.
Y - Medium dense, red & gray, clayey sand.
Z - Medium dense, tan, silty sand.

BORING LEGEND (CONT.)

AA - Loose, tan & gray, clayey sand.
AB - Medium dense, tan & gray, silty sand.
AC - Medium dense, gray & tan, clayey sand.
AD - Claystone: Dark gray-black, brown-orange-red, lt. gray, mod. grading to sli. weathered w/ sev. weathered seams, low hardness.

DETAIL DRAWINGS:	DRAWING NO(S).
Stage Construction	64607 To 64608
End Bents	64609 To 64613
Intermediate Bent	64614 To 64617
208'-0" Cont. Plate Girder Unit	64619 To 64628
Elastomeric Bearings	64618
Type Special I Transitional Approach Railing	64677
Type Special I Thru 4 Approach Slabs	64629 To 64633
General Notes For Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Poured Silicone Joints	55008
Type H2 Railing	55015
Steel H-Piling	55020

GENERAL NOTES

BENCH MARK: Vertical Control Data are shown on the Survey Control Data Sheets.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted in the plans, Section and Subsection numbers refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012, 6th Edition) with 2013 interim specifications.

LIVE LOADING: HL-93

SEISMIC ZONE: 2 S_{DI} = 0.24g Site Class = D

SEISMIC OPERATIONAL CLASSIFICATION: Other

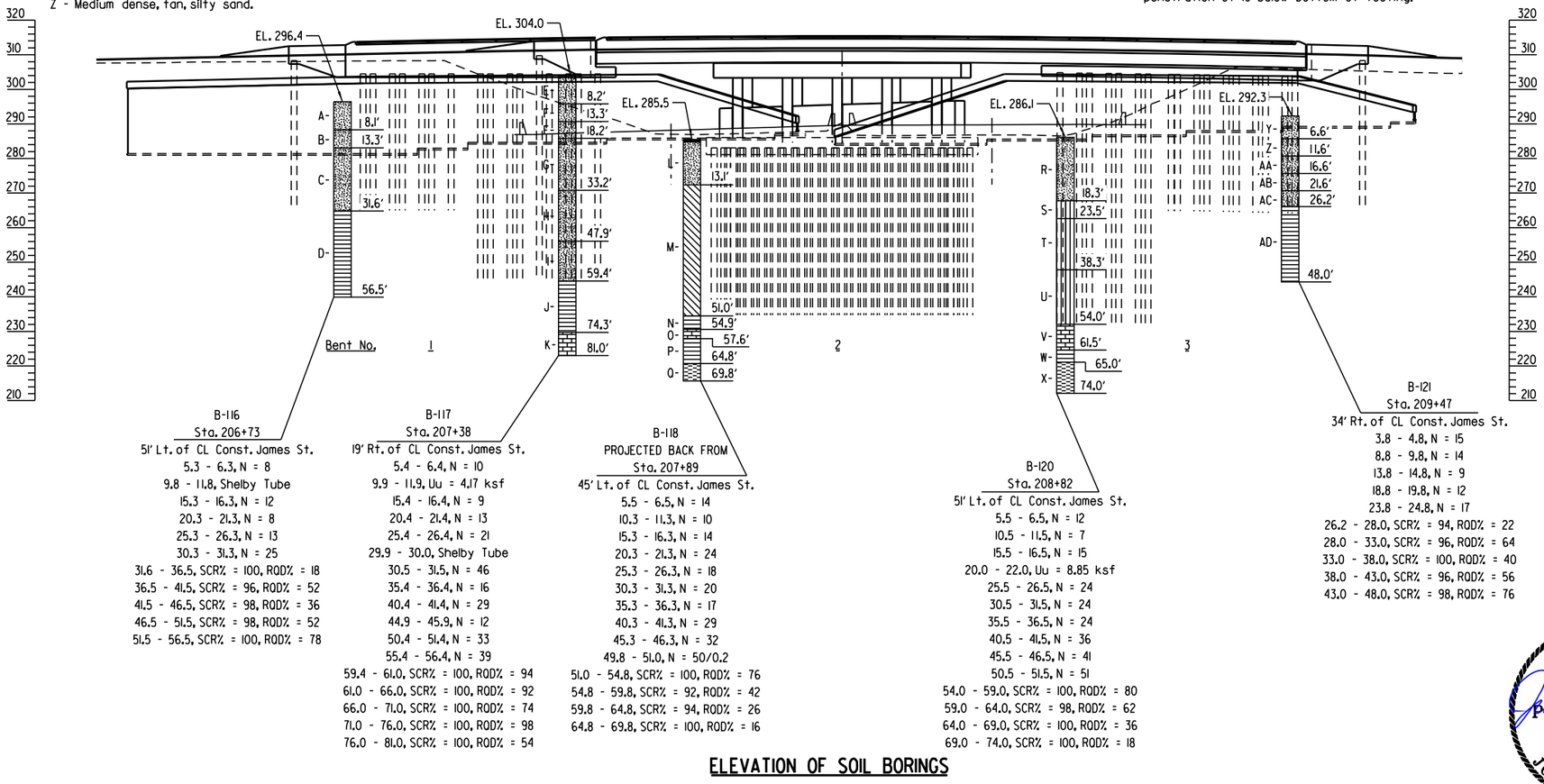
MATERIALS AND STRENGTHS:

Class S(AE) Concrete (Superstructure)	f'c = 4,000 psi
Class S Concrete (Substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M 31 or M 322 Type A)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50)	Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring Logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING: Piling at end bents shall be HP14x73 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a Minimum Safe Bearing Capacity of 133 tons per pile. Piling at Bent No. 2 shall be HP14x89 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a Minimum Safe Bearing Capacity of 163 tons per pile. All piling shall be driven into the material designated as claystone or limestone on the boring legend. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. On all piles, the Contractor shall use approved steel H-Pile driving points.

Drive all piles in Bent Nos. 1 and 3 to a minimum penetration of 10' below bottom of leveling pad. Drive all piles in Bent No. 2 to a minimum penetration of 10' below bottom of footing.



B-116
Sta. 206+73
51' Lt. of CL Const. James St.
5.3 - 6.3, N = 8
9.8 - 11.8, Shelby Tube
15.3 - 16.3, N = 12
20.3 - 21.3, N = 8
25.3 - 26.3, N = 13
30.3 - 31.3, N = 25
31.6 - 36.5, SCR% = 100, RQD% = 18
36.5 - 41.5, SCR% = 96, RQD% = 52
41.5 - 46.5, SCR% = 98, RQD% = 36
46.5 - 51.5, SCR% = 98, RQD% = 52
51.5 - 56.5, SCR% = 100, RQD% = 78

B-117
Sta. 207+38
19' Rt. of CL Const. James St.
5.4 - 6.4, N = 10
9.9 - 11.9, Uu = 4.17 ksf
15.4 - 16.4, N = 9
20.4 - 21.4, N = 13
25.4 - 26.4, N = 21
29.9 - 30.0, Shelby Tube
30.5 - 31.5, N = 46
35.4 - 36.4, N = 16
40.4 - 41.4, N = 29
44.9 - 45.9, N = 12
50.4 - 51.4, N = 33
55.4 - 56.4, N = 39
59.4 - 61.0, SCR% = 100, RQD% = 94
61.0 - 66.0, SCR% = 100, RQD% = 92
66.0 - 71.0, SCR% = 100, RQD% = 74
71.0 - 76.0, SCR% = 100, RQD% = 98
76.0 - 81.0, SCR% = 100, RQD% = 54

B-118
PROJECTED BACK FROM
Sta. 207+89
45' Lt. of CL Const. James St.
5.5 - 6.5, N = 14
10.3 - 11.3, N = 10
15.3 - 16.3, N = 14
20.3 - 21.3, N = 24
25.3 - 26.3, N = 18
30.3 - 31.3, N = 20
35.3 - 36.3, N = 17
40.3 - 41.3, N = 29
45.3 - 46.3, N = 32
49.8 - 51.0, N = 50/0.2
51.0 - 54.8, SCR% = 100, RQD% = 76
54.8 - 59.8, SCR% = 92, RQD% = 42
59.8 - 64.8, SCR% = 94, RQD% = 26
64.8 - 69.8, SCR% = 100, RQD% = 16

B-120
Sta. 208+82
51' Lt. of CL Const. James St.
5.5 - 6.5, N = 12
10.5 - 11.5, N = 7
15.5 - 16.5, N = 15
20.0 - 22.0, Uu = 8.85 ksf
25.5 - 26.5, N = 24
30.5 - 31.5, N = 24
35.5 - 36.5, N = 24
40.5 - 41.5, N = 36
45.5 - 46.5, N = 41
50.5 - 51.5, N = 51
54.0 - 59.0, SCR% = 100, RQD% = 80
59.0 - 64.0, SCR% = 98, RQD% = 62
64.0 - 69.0, SCR% = 100, RQD% = 36
69.0 - 74.0, SCR% = 100, RQD% = 18

B-121
Sta. 209+47
34' Rt. of CL Const. James St.
3.8 - 4.8, N = 15
8.8 - 9.8, N = 14
13.8 - 14.8, N = 9
18.8 - 19.8, N = 12
23.8 - 24.8, N = 17
26.2 - 28.0, SCR% = 94, RQD% = 22
28.0 - 33.0, SCR% = 96, RQD% = 64
33.0 - 38.0, SCR% = 100, RQD% = 40
38.0 - 43.0, SCR% = 96, RQD% = 56
43.0 - 48.0, SCR% = 98, RQD% = 76

ELEVATION OF SOIL BORINGS

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.		CA0604	822	1104
				07544		LAYOUT		64606

GENERAL NOTES (CONTINUED)

PILE CASINGS: Pile casings are required for all piling at Bent Nos. 1 & 3. Casings shall be installed prior to or during embankment construction and shall extend from bottom of leveling pad to bottom of cap. Pile casing material shall have sufficient strength to retain its original form free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 24". Piles shall be driven through the open casings after embankment to the bottom of cap is in place. After driving is completed, the pile casing shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and fill will not be paid for directly, but shall be considered subsidiary to the item "STEEL PILING (HP14x73)".

PILE FOOTING: The top of footing at Bent No. 2 shall be set a minimum of 2'-0" below finished ground or at the elevation shown on the Plans, whichever is lower. Foundation for footing shall be prepared in accordance with Section 801.04. Foundation piles shall not be driven until after the excavation to bottom of footing is complete. Excavations shall be backfilled and compacted to the level of the finished ground in accordance with Subsection 801.08.

BRIDGE DECK: The concrete bridge deck, except sidewalks, shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks shall be given a Class 6 Broomed Finish.

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface, sidewalk surface (including curbing), and to the roadway face and top of the concrete bridge rails in accordance with Section 803.

PAINTING: All Grade 50 structural steel, except galvanized members, some surfaces in contact with concrete, and as otherwise noted, shall be painted as specified in Subsection 807.75. The color of paint shall be DARK GRAY and shall match Federal Std. 595B, Color Chip No. 26122.

POWDER COATING: All metal bridge railing shall receive a powder coating finish. The color of paint shall be DARK GRAY equal to or close to Federal Std. 595B, Color Chip No. 26122 and as approved by the Engineer. See Std. Dwg. No. 55015 for additional information.

EXISTING BRIDGE: Existing Bridge No. 03079 is 37.0' wide (28.0' clear roadway) and 233.08' long and consists of steel I-beams spans (4 spans total) supported by reinforced concrete columns and footings with concrete foundation piles. The existing bridge is located on the proposed alignment. Plans of the existing structure, if available, may be obtained upon request to the Construction Contract Development Section of the Program Management Division.

REMOVAL AND SALVAGE: After Stage IA, Step 2 construction is complete and open to traffic, the existing bridge (No. 03079) shall be removed in accordance with Section 205. All material from existing bridges shall become the property of the Contractor.

SHORING: Shoring and temporary MSE walls will be required to remove existing bridge and construct embankment and new bridge. Location of shoring and temporary MSE walls to be determined by the Contractor. Payment for and details and design of shoring and temporary MSE walls will be in accordance with SP "SHORING" and SP "TEMPORARY RETAINING WALLS".

MAINTENANCE OF TRAFFIC: See Roadway Plans.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

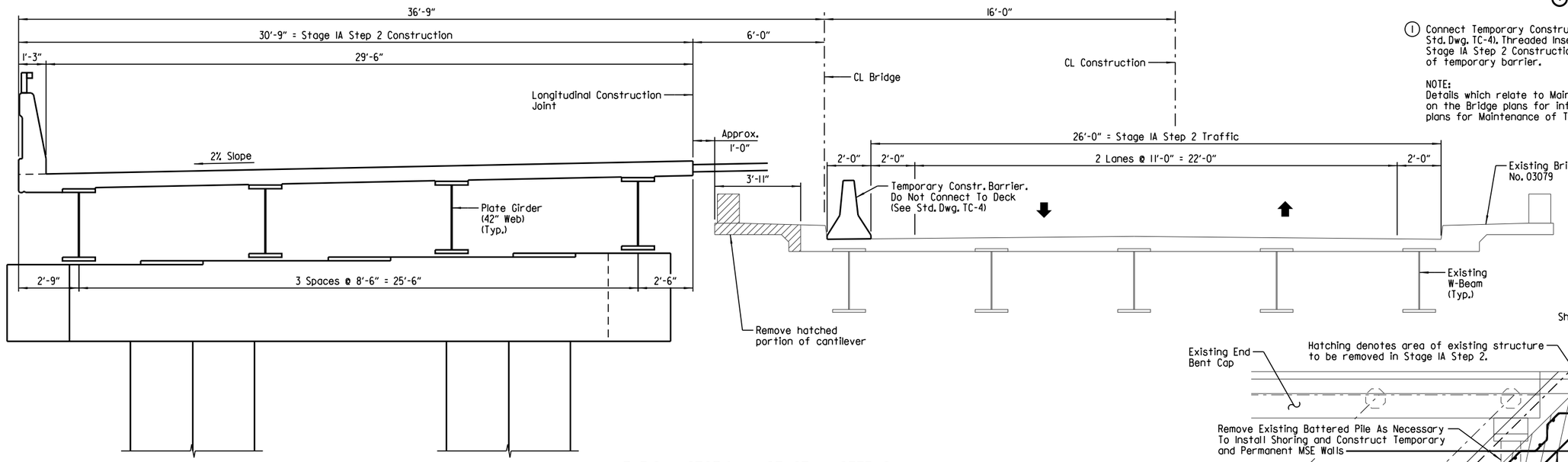
SHEET 2 OF 2
LAYOUT OF BRIDGE
JAMES ST. OVER HWY. 67
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY
ROUTE 67 SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2017 FILENAME: BCA0604x1_L2.DGN
CHECKED BY: WMM DATE: APR. 2021 SCALE: No Scale
DESIGNED BY: JES DATE: NOV. 2017
BRIDGE NO. 07544 DRAWING NO. 64606

abhall 5/6/2022 9:00:03 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S102-BO.dgn
REVISED DATE:

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.		CA0604	823	1104
① 07544		STAGE CONSTRUCTION		64607

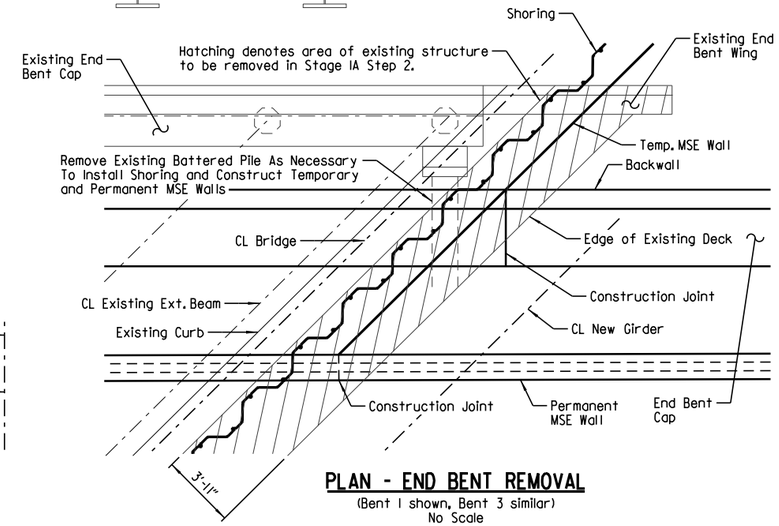


TYPICAL SECTION - STAGE IA STEP 2

(Looking Ahead)
No Scale

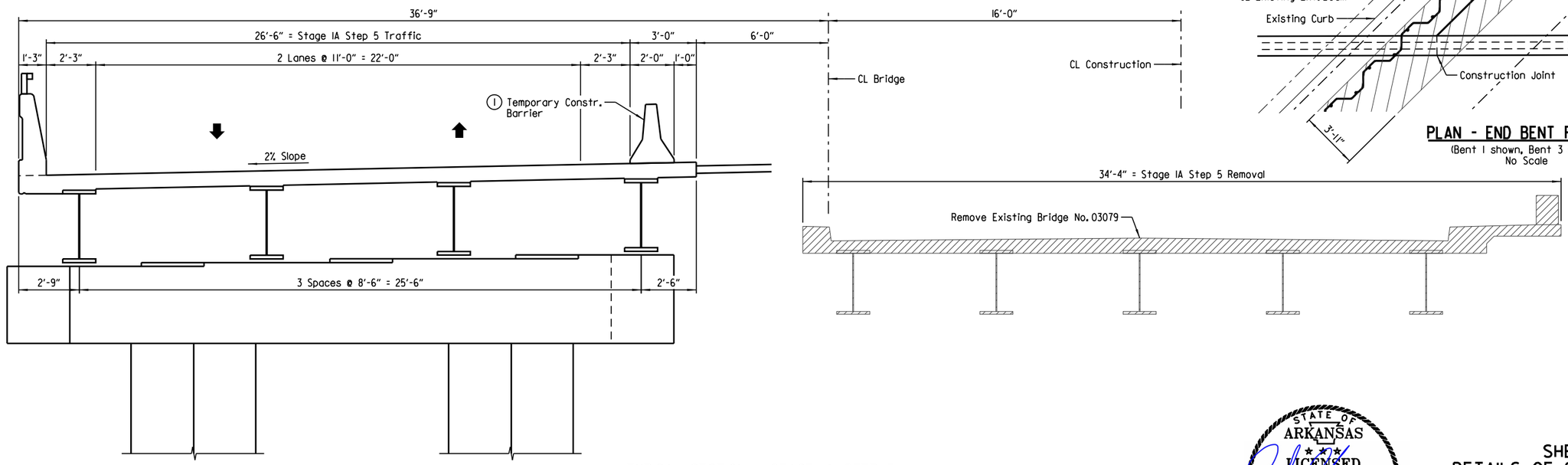
① Connect Temporary Construction Barrier to new deck (See Std. Dwg. TC-4). Threaded Inserts shall be cast-in-place in Stage IA Step 2 Construction to accommodate connection of temporary barrier.

NOTE:
Details which relate to Maintenance of Traffic are shown on the Bridge plans for information only. See Roadway plans for Maintenance of Traffic.



PLAN - END BENT REMOVAL

(Bent 1 shown, Bent 3 similar)
No Scale



TYPICAL SECTION - STAGE IA STEP 5

(Looking Ahead)
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 2
DETAILS OF STAGE CONSTRUCTION

ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

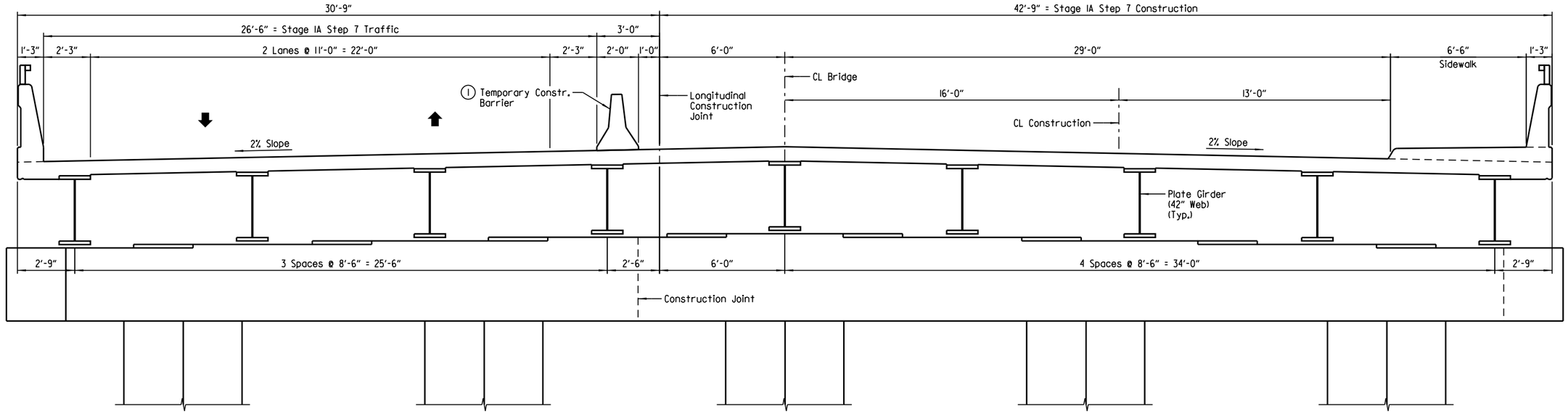
DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604x1_SCI.DGN
CHECKED BY: ABH DATE: JULY 2021 SCALE: As Shown
DESIGNED BY: JES DATE: SEP. 2017

BRIDGE NO. 07544 DRAWING NO. 64607

abhall 5/6/2022 9:00:03 AM
WORKSPACE: ARDOT Bridge
L:\202\202\1732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S103-SC.dgn
REVISED DATE:

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.		CA0604	824	1104
① 07544	STAGE CONSTRUCTION			64608



TYPICAL SECTION - STAGE IA STEP 7

(Looking Ahead)
No Scale

TYPICAL SECTION - STAGE IB

(Looking Ahead)
No Scale

① Connect Temporary Construction Barrier to new deck (See Std. Dwg. TC-4). Threaded inserts shall be cast-in-place in Stage IA Step 2 Construction to accommodate connection of temporary barrier.

NOTE:
Details which relate to Maintenance of Traffic are shown on the Bridge plans for information only. See Roadway plans for Maintenance of Traffic.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 2
DETAILS OF STAGE CONSTRUCTION

ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604xl_SC2.DGN
CHECKED BY: ABH DATE: JULY 2021 SCALE: As Shown
DESIGNED BY: JES DATE: SEP. 2017

BRIDGE NO. 07544 DRAWING NO. 64608

abhall 5/6/2022 9:00:04 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-SI04-SC.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

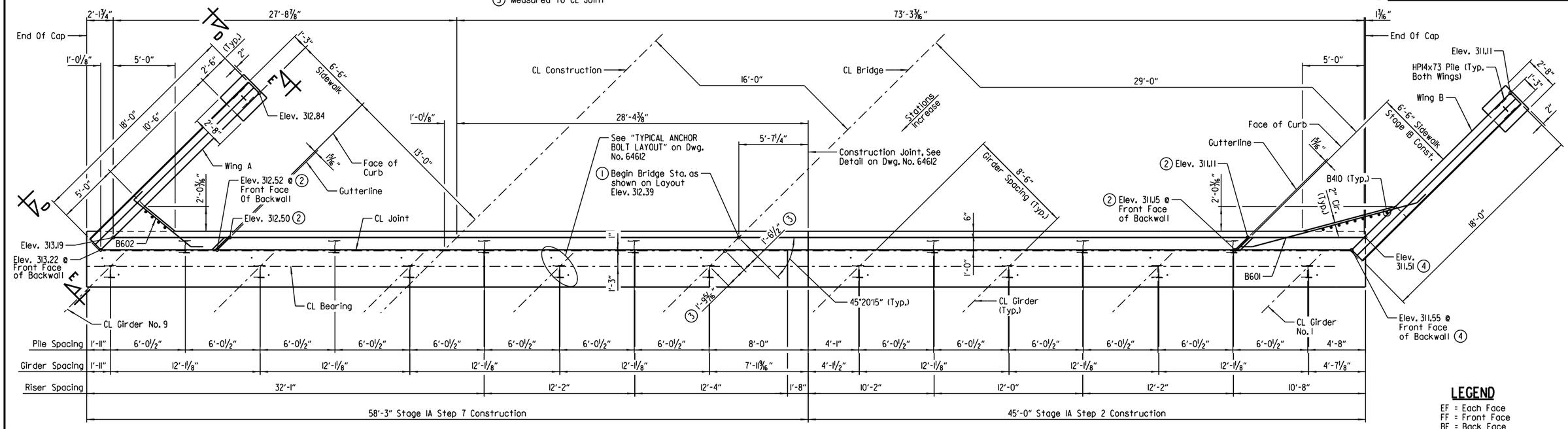
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	825	1104
(1) 07544		END BENT DETAILS		64609

(1) Elevation and dimension shown to Working Point, see "ROUNDING DETAIL" on Std. Dwg. No. 55007

(2) At Gutterline

(3) Measured To CL Joint

NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, sidewalk, and to the roadway face and top of the wing rails.



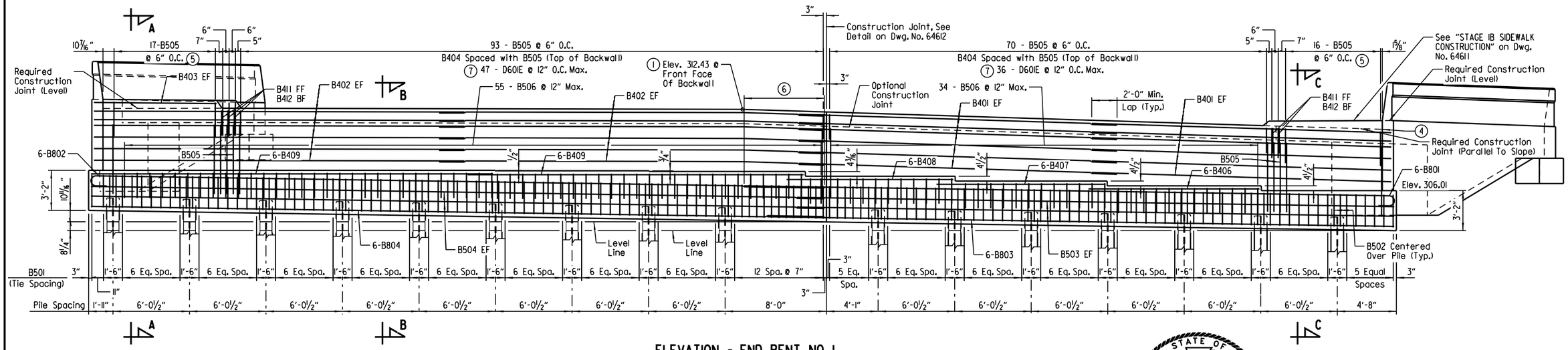
LEGEND

EF = Each Face
FF = Front Face
BF = Back Face

(4) Stage IA, Step 2 Construction
Elev. 310.82, Back Face
Elev. 310.85, Front Face

PLAN - END BENT NO. 1

Scale: ¼" = 1'-0"



ELEVATION - END BENT NO. 1

(Looking Back)
Scale: ¼" = 1'-0"

NOTE:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION B-B" & "SECTION C-C", See Dwg. No. 64611.

For "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64613.

(5) B405 Spaced With B505 (In Sidewalk)

(6) 6'-4" Min. Lap - B801 & B802
2'-2" Min. Lap - B503 & B504
4'-6" Min. Lap - B803 & B804

(7) Horizontal leg of D601E shall be placed parallel to CL Bridge

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
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DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2017 FILENAME: BCA0604x1_B1.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: NOV. 2017

BRIDGE NO. 07544 DRAWING NO. 64609

abhall 5/6/2022 9:00:04 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S201-AB.dgn
REVISED DATE:

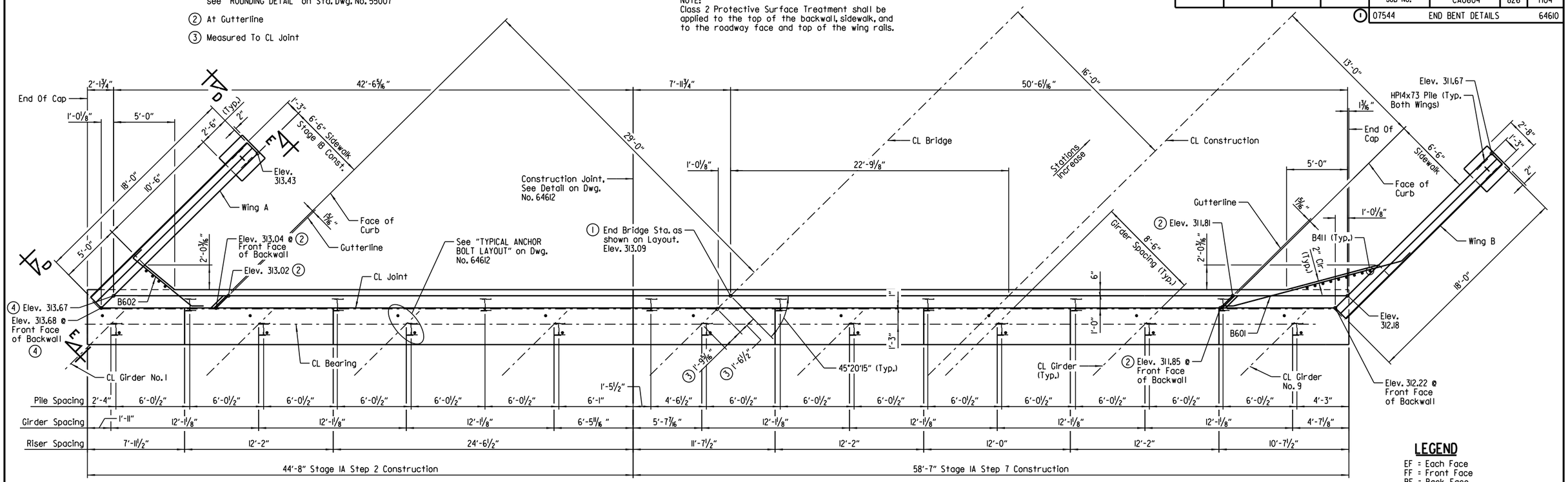
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	826	1104
				(1) 07544		END BENT DETAILS		64610

(1) Elevation and dimension shown to Working Point, see "ROUNDING DETAIL" on Std. Dwg. No. 55007

(2) At Gutterline

(3) Measured To CL Joint

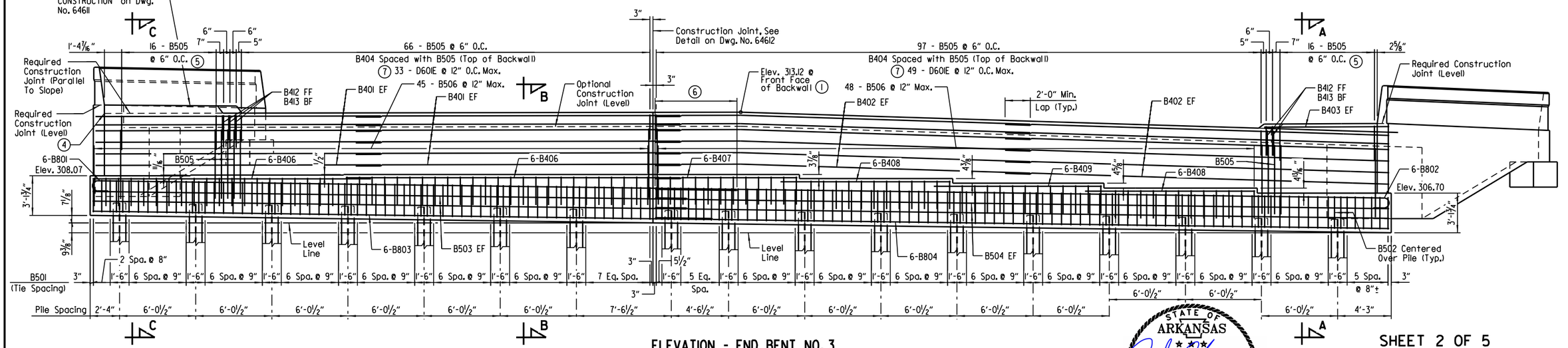
NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, sidewalk, and to the roadway face and top of the wing rails.



PLAN - END BENT NO. 3

Scale: ¼" = 1'-0"

(4) Stage IA, Step 2 Construction
Elev. 312.97, Back Face
Elev. 312.99, Front Face



ELEVATION - END BENT NO. 3

(Looking Forward)
Scale: ¼" = 1'-0"

NOTE:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION B-B" & "SECTION C-C", See Dwg. No. 64611.

For "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64613.

(5) B405 Spaced With B505 (In Sidewalk)

(6) 6'-4" Min. Lap - B801 & B802
2'-2" Min. Lap - B503 & B504
4'-6" Min. Lap - B803 & B804

(7) Horizontal leg of D60IE shall be placed parallel to CL Bridge

STATE OF ARKANSAS
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SHEET 2 OF 5
DETAILS OF END BENTS

ROUTE SEC.

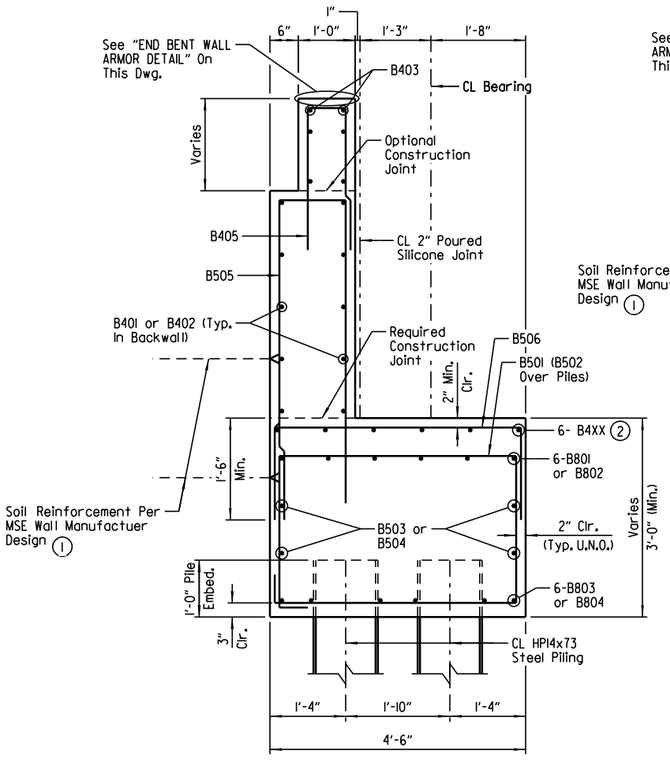
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2017 FILENAME: BCA0604x1_B2.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: NOV. 2017

BRIDGE NO. 07544 DRAWING NO. 64610

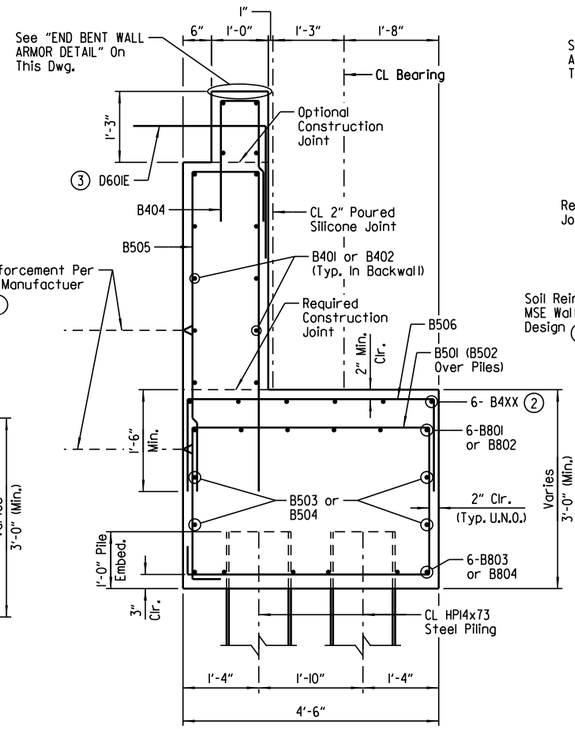
abhall 5/6/2022 9:00:04 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S202-AB.dgn
REVISED DATE:

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.		CA0604	827	1104
				(1) 07544		END BENT DETAILS		64611



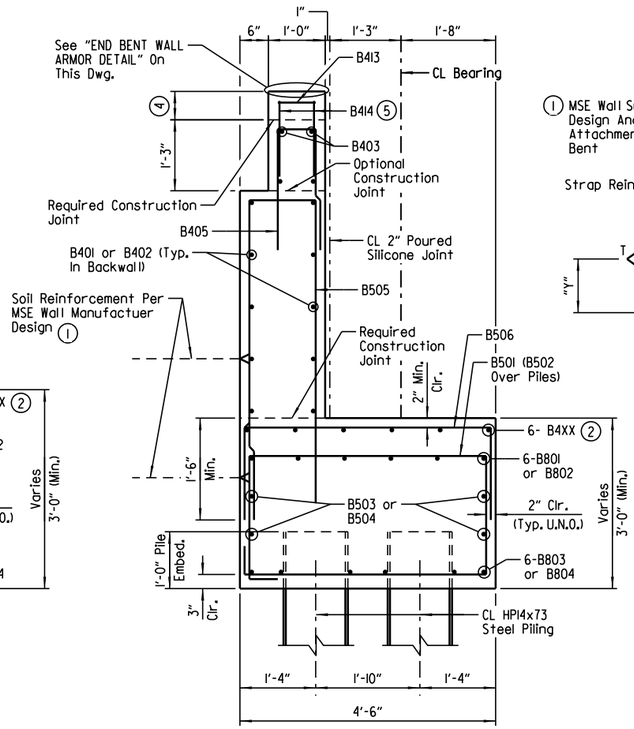
SECTION A-A

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



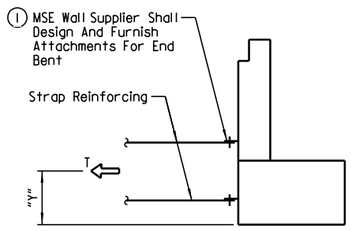
SECTION B-B

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



SECTION C-C

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



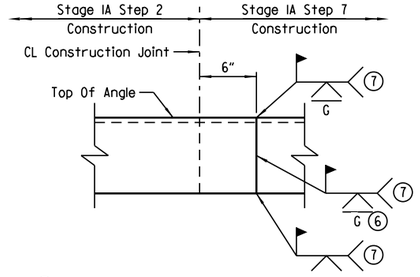
END BENT STRAP DETAIL

No Scale

T = Resultant Force required to be resisted by strap reinforcing.

Y = Centroid of strap reinforcing.

LIMIT STATE	T	Y
	Kips/Ft	Ft
Service	2.0	3.61
Strength	3.1	3.87
Extreme	5.6	3.14



(6) Grind Flush 5" From Top Of Deck

(7) Weld after Stage IA Step 2 Pour & Prior to Stage IA Step 7 Pour

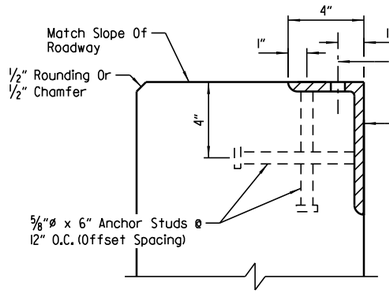
(1) Soil reinforcement shall be attached at the back of End Bents. Type, size and spacing of soil reinforcement shall be designed by the Contractor. The design details and computations shall accompany the wall design submittal for review by the Engineer. Cost shall be subidiary to item "RETAINING WALL". See SP "RETAINING WALLS" and Drawing Nos. 64798 to 64801 for additional information.

(2) See Elevation for correct bar mark.

(3) Horizontal leg of D601E shall be placed parallel to CL Bridge.

NOTES:
No portion of the backwall shall be poured before girders are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note on Std. Dwg. No. 55008.

No heavy construction equipment shall be allowed within 10' of the backwall until the deck concrete placement for the adjacent span has been completed.



END BENT WALL ARMOR DETAIL

No Scale

NOTES:
Transverse spacing between vertical anchor studs and vent holes shall be 6".

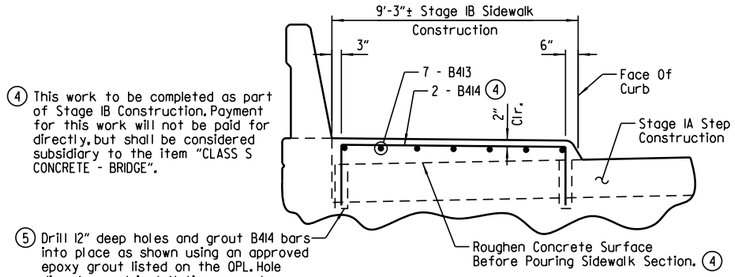
Concrete shall be hand packed under joint armor.

Special care shall be taken to properly and thoroughly consolidate the concrete in the vicinity of the expansion joint device in the backwall, see Section 802.09(a)(3).

The profile of the end bent wall armor shall be established based on the vertical curve in conjunction with the skew angle as shown on the layout.

(4) This work to be completed as part of Stage IB Construction. Payment for this work will not be paid for directly, but shall be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

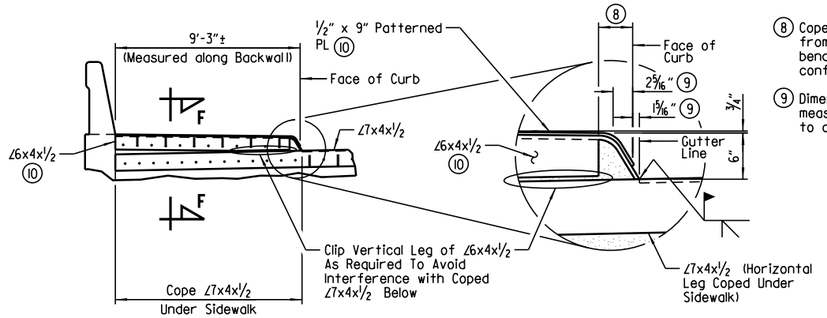
(5) Drill 12" deep holes and grout B414 bars into place as shown using an approved epoxy grout listed on the QPL. Hole diameter and installation procedure shall be as recommended by the grout manufacturer.



STAGE IB SIDEWALK CONSTRUCTION

(Shown For End Bent No. 3, End Bent No.1 Similar)

No Scale



SIDEWALK AND CURB DETAIL - WEST SIDE

No Scale

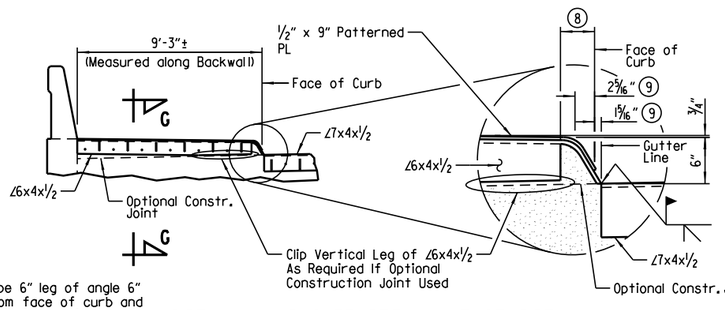
LEGEND

U.N.O. = Unless Noted Otherwise

BACKWALL ARMOR JOINT DETAIL

(Shown For End Bent No. 3, End Bent No.1 Similar)

Scale: 1 1/2" = 1'-0"



(8) Cope 6" leg of angle 6" from face of curb and bend 4" leg of angle to conform to curb.

(9) Dimensions shown measured perpendicular to curb.

SIDEWALK AND CURB DETAIL - EAST SIDE

No Scale

(10) To Be Installed in Stage IB Construction

NOTE:
See "SECTION F-F" and "SECTION G-G" on Dwg. No. 64627 for additional details.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022

BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

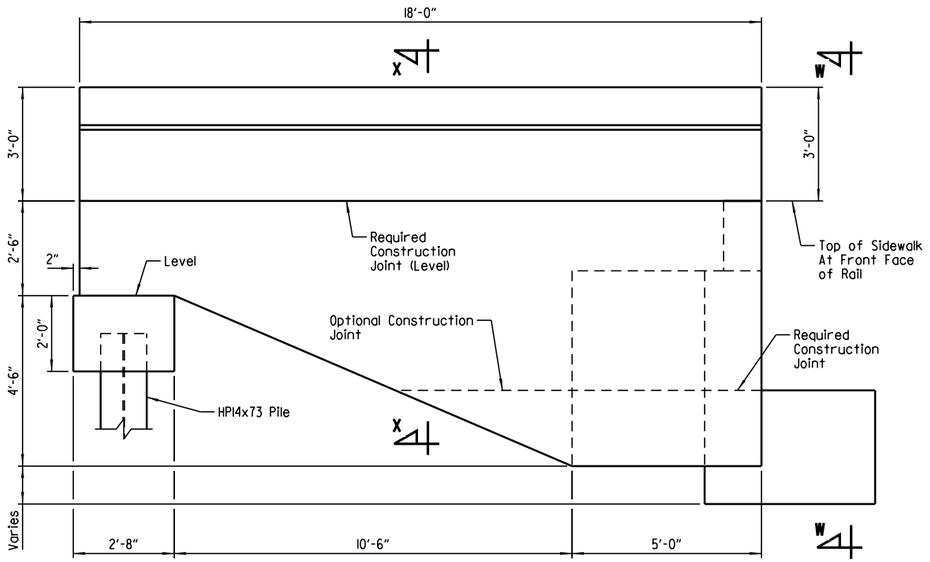
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: FEB. 2018 FILENAME: BCA0604x1_B3.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: FEB. 2018

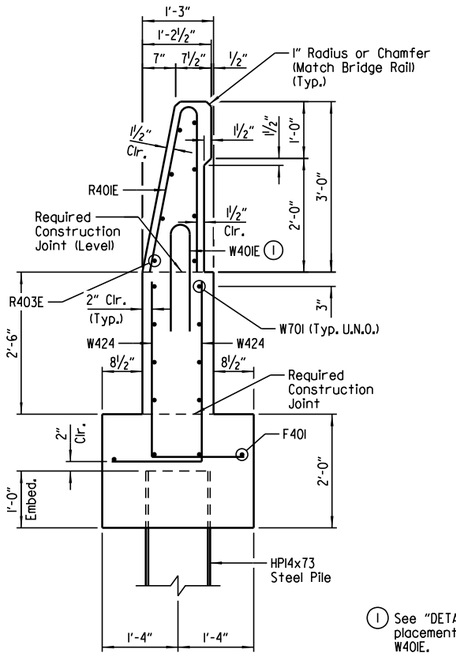
BRIDGE NO. 07544 DRAWING NO. 64611

abhall 5/6/2022 9:00:05 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-JAMES-S203-SX.dgn
REVISED DATE:

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.		CA0604	828	1104
				(1) 07544		END BENT DETAILS		64612

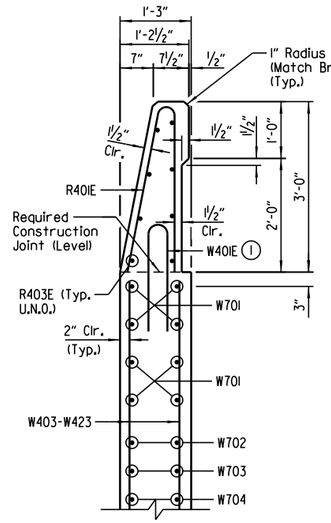


VIEW D-D
Scale: 1/2" = 1'-0"

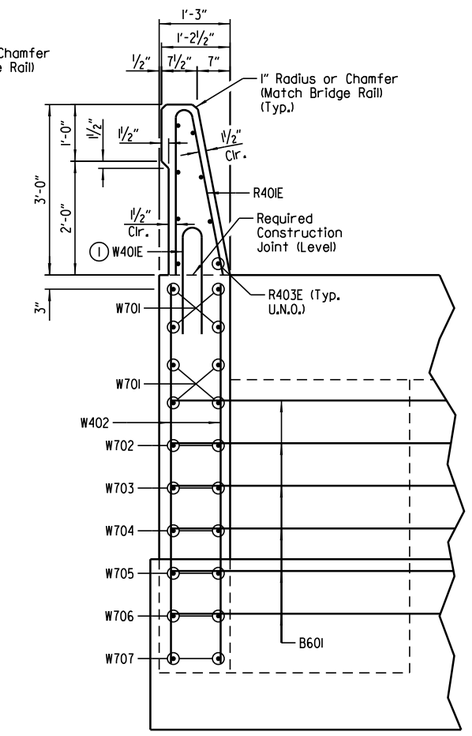


SECTION Y-Y
Scale: 3/4" = 1'-0"

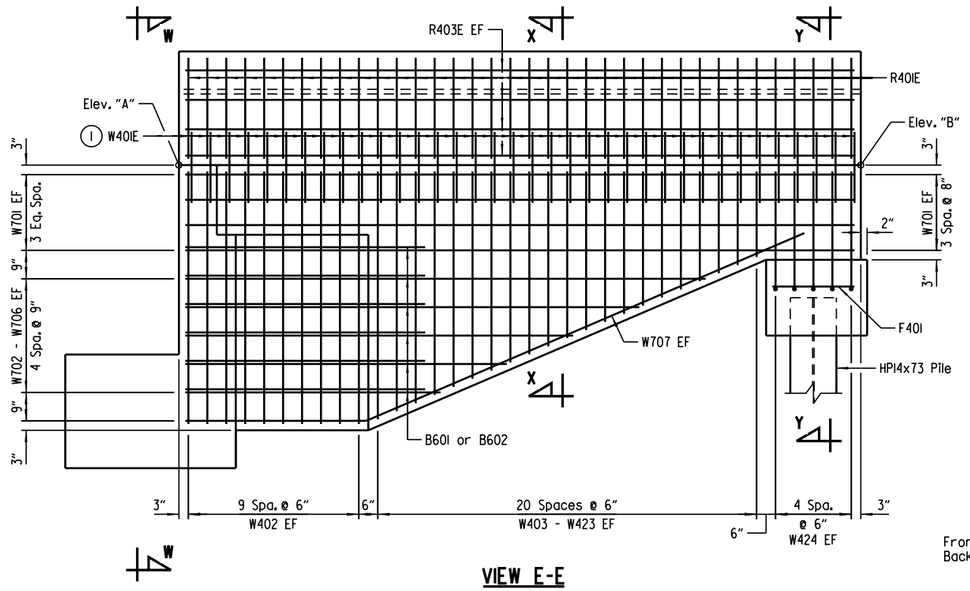
(1) See "DETAIL A" for placement of bars W401E.



SECTION X-X
Scale: 3/4" = 1'-0"



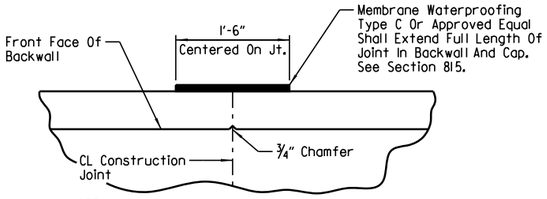
VIEW W-W
Scale: 3/4" = 1'-0"



VIEW E-E
Scale: 1/2" = 1'-0"

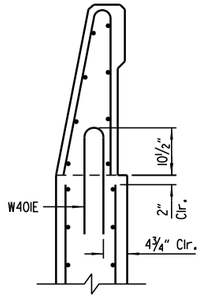
LEGEND
U.N.O. = Unless Noted Otherwise
EF = Each Face

TABLE OF VARIABLES			
LOCATION		ELEV. "A"	ELEV. "B"
BENT NO. 1	Wing A	313.22	312.84
	Wing B	311.55	311.11
BENT NO. 3	Wing A	313.68	313.43
	Wing B	312.22	311.67

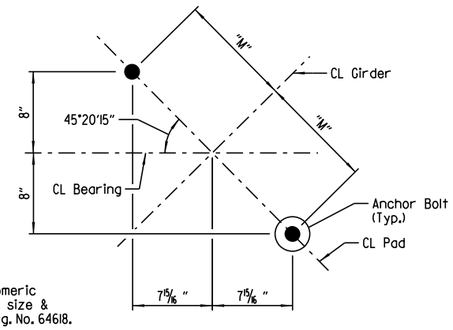


NOTE:
Payment for work and membrane to be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

CONSTRUCTION JOINT DETAIL
No Scale



DETAIL A
Scale: 3/4" = 1'-0"



NOTE:
For details of elastomeric bearings, anchor bolt size & dimension "M", see Dwg. No. 64618.

TYPICAL ANCHOR BOLT LAYOUT
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2017 FILENAME: BCA0604x1_B4.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: NOV. 2017
BRIDGE NO. 07544 DRAWING NO. 64612

abhall 5/6/2022 9:00:05 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S204-WD.dgn
REVISED DATE:

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.		CA0604	829	1104
				(1) 07544		END BENT DETAILS		64613

BAR LIST - END BENT NOS. 1 & 3

COMMON BARS

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B401	24	24'-7"			Str.
B402	24	30'-2"			Str.
B403	2	9'-11"			Str.
B404	163	6'-6"	8"	3'-0"	2"
B410	13	5'-1"			Str.
B411	5	3'-0"			Str.
B412	5	3'-9"			Str.
B413	7	8"			2"
B414	2	11'-0"	8'-6"	1'-4"	2"
B601	6	15'-9"			4½"
B602	6	8'-0"			4½"
R401E	72	5'-11"			2½"
R403E	16	17'-8"			Str.
W401E	72	3'-11"			3¾"
W402	40	6'-11"			Str.
W403 To W423	4 Ea.	6'-9" To 2'-3"			Str.
W424	20	4'-8"			3"
W701	16	17'-8"			Str.
W702 To W706	4 Ea.	13'-9" To 6'-9"			Str.
W707	4	17'-5"			5¼"

NOTE:
Number of common bars shown are for one end bent only.

BAR LIST - END BENT NOS. 1 & 3

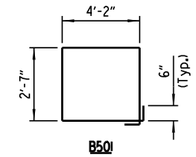
END BENT NO. 1

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B405	33	8'-0"	8"	3'-9"	2"
B406	6	13'-4"			Str.
B407	6	13'-2"			Str.
B408	6	13'-0"			Str.
B409	12	29'-2"			Str.
B501	125	14'-0"			2½"
B502	32	9'-1½"	4'-2"	2'-7"	2½"
B503	4	47'-2"			Str.
B504	4	57'-11"			Str.
B505	201	11'-5½"	1'-2"	5'-3"	2½"
B506	89	7'-11½"	4'-2"	2'-0"	2½"
B801	6	52'-1"	51'-2"		6"
B802	6	58'-10"	57'-11"		6"
B803	6	49'-6"			Str.
B804	6	57'-11"			Str.
D601E	83	4'-6"			4½"

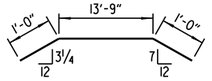
END BENT NO. 3

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B405	32	8'-0"	8"	3'-9"	2"
B406	12	24'-4"			Str.
B407	6	11'-3"			Str.
B408	12	13'-4"			Str.
B409	6	13'-3"			Str.
B501	121	14'-0"			2½"
B502	34	9'-1½"	4'-2"	2'-7"	2½"
B503	4	46'-10"			Str.
B504	4	58'-3"			Str.
B505	200	11'-5½"	1'-2"	5'-3"	2½"
B506	93	7'-11½"	4'-2"	2'-0"	2½"
B801	6	51'-11"	51'-0"		6"
B802	6	59'-2"	58'-3"		6"
B803	6	49'-2"			Str.
B804	6	58'-3"			Str.
D601E	82	4'-6"			4½"

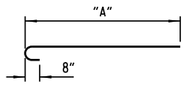
BAR BENDING DIAGRAMS



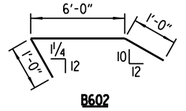
B501



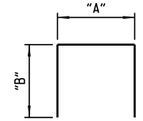
B601



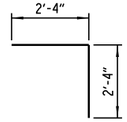
B801 & B802



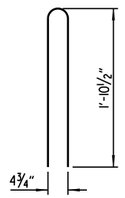
B602



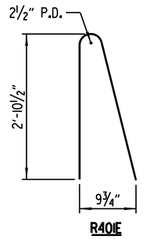
B404, B405, B414, B502, B505 & B506



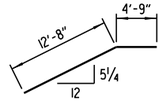
D601E



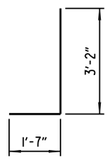
W401E



R401E



W707



W424

NOTES:
Dimensions of bars are out-to-out.

Bar designations ending in "E" indicate epoxy coated bars.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

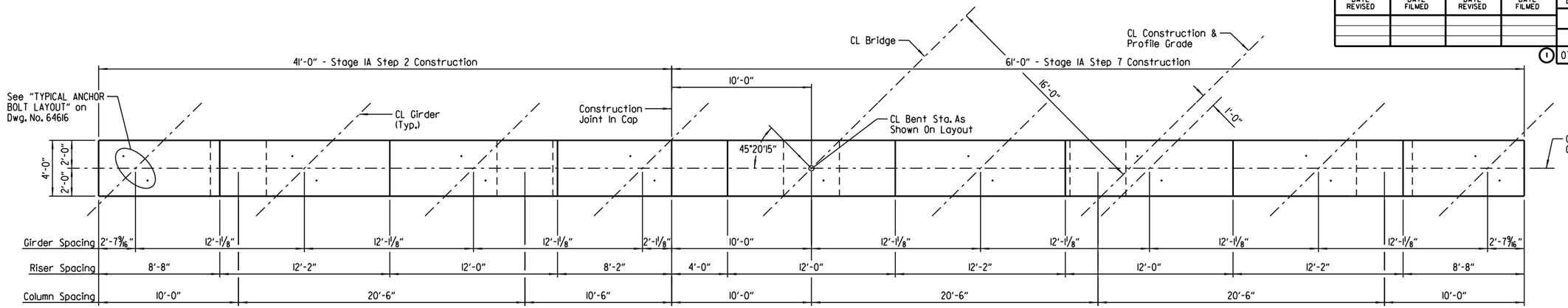
SHEET 5 OF 5
DETAILS OF END BENTS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: FEB. 2018 FILENAME: BCA0604x1_B5.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: FEB. 2018
BRIDGE NO. 07544 DRAWING NO. 64613

abhall 5/6/2022 9:00:06 AM
WORKSPACE: ARDOT Bridge
L:\2021\2011732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S205-SD.dgn
REVISED DATE:

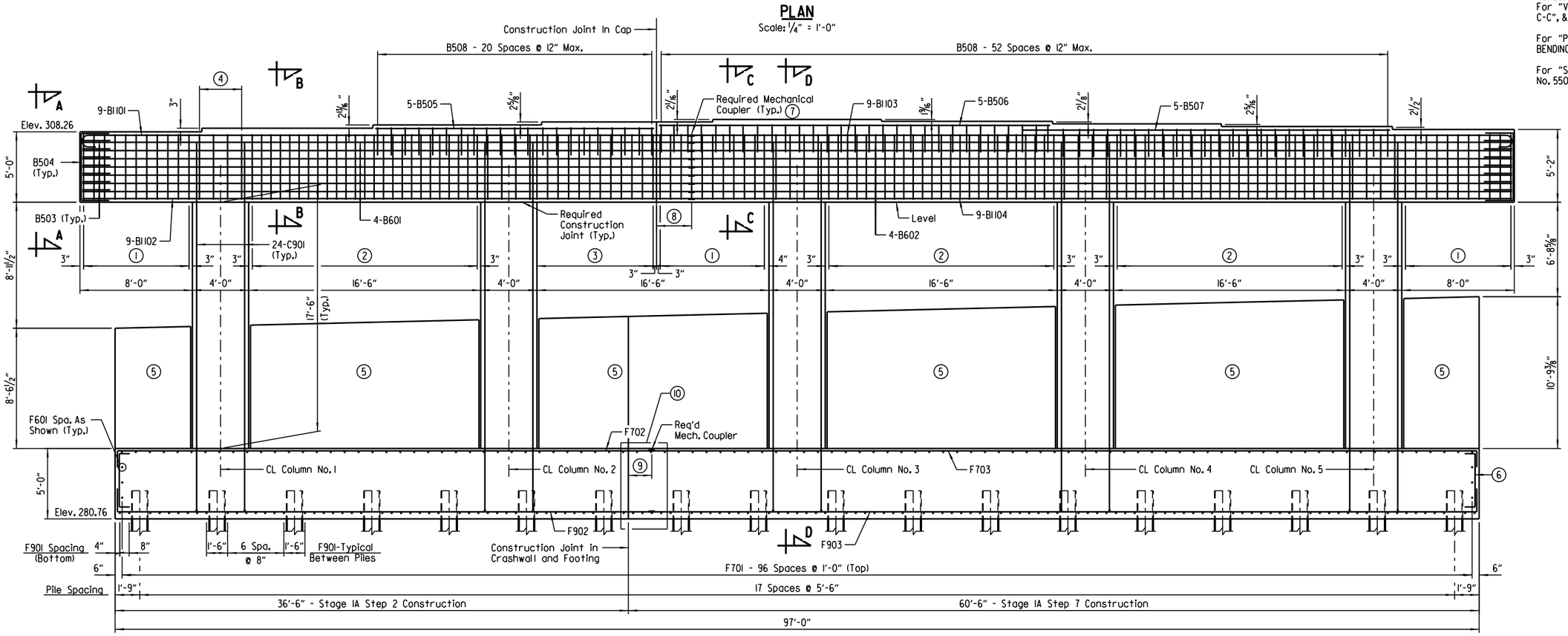
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	830	1104
(I) 07544		INT. BENT DETAILS		64614



PLAN

Scale: 1/4" = 1'-0"



ELEVATION - BENT NO. 2

(Looking Forward)
Scale: 1/4" = 1'-0"

NOTES:
For "VIEW A-A", "SECTION B-B", "SECTION C-C", & "SECTION D-D", see Dwg. No. 64616.

For "PLAN - FOOTING", "BAR LIST" & "BAR BENDING DIAGRAMS", see Dwg. No. 64617.

For "SUBSTRUCTURE NOTES", see Std. Dwg. No. 55006.

(1) Double B501; 10 Spaces @ 9"
(2) Double B501; 24 Spaces @ 8"
(3) Double B501; 11 Spaces @ 9"
(4) B502 - 3 Spaces @ 12" (Typ. Over Columns)
(5) Crashwall Bars Omitted For Clarity, See Dwg. No. 64615
(6) Place F603 as shown in "PLAN-FOOTING on Dwg. No. 64615.

(7) The mechanical couplers shall be an approved type in accordance with the ARDOT Qualified Products List (QPL) and shall maintain clearances shown.

The cost of mechanical couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL - BRIDGE (GRADE 60)". Mechanical couplers shall develop at least 125% of the specified yield strength of the reinforcing steel.

(8) Extend Bars 2'-6" from Construction Joint in Cap.

(9) Extend Bars 1'-8" from Construction Joint in Footing.

(10) See Optional Splice Detail On Dwg. No. 64617

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 4
DETAILS OF INTERMEDIATE BENT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

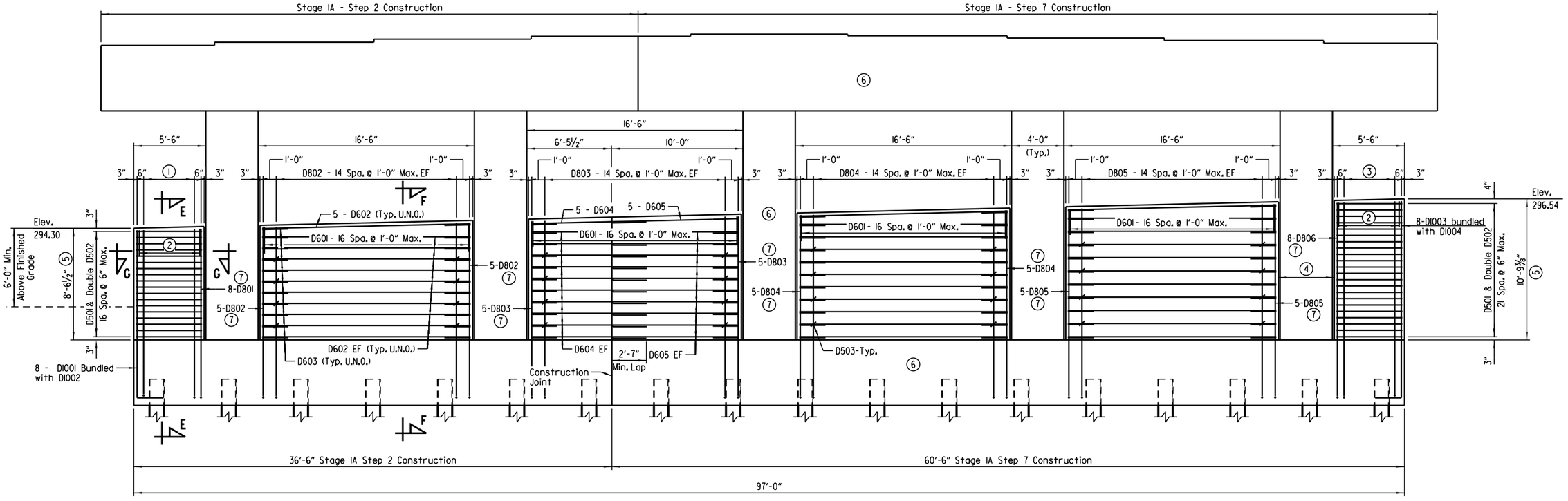
DRAWN BY: CWT DATE: JAN. 2019 FILENAME: BCA0604X1_B6.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: DRG DATE: JAN. 2019

BRIDGE NO. 07544 DRAWING NO. 64614

abhall 5/6/2022 9:00:06 AM
WORKSPACE: ARDOT Bridge
L:\202\20171732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S206-BE.dgn
REVISED DATE:

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.		CA0604	831	1104
07544		INT. BENT DETAILS		64615



ELEVATION - BENT NO. 2 CRASHWALL

(Looking Forward)
Scale: ¼" = 1'-0"

NOTES:
For "SECTION E-E", "SECTION F-F", & "SECTION G-G" See Dwg. No. 64616.

For "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64616.

For "SUBSTRUCTURE NOTES", see Std. Dwg. No. 55006.

(1) D801; 8 Spaces @ 6" Max. EF

(2) D606; 5 Spaces @ 12" Max.

(3) D806; 8 Spaces @ 6" Max. EF

(4) ½" Polystyrene Foam Board between crashwall and columns.

(5) Slope top of crashwall as shown

(6) Bars in Cap, Column, and Footing omitted for clarity. See Dwg. No. 64614.

(7) Mechanical couplers may be substituted to facilitate column construction. See "OPTIONAL MECHANICAL COUPLER DETAIL" on Dwg. No. 64617 for requirements.

LEGEND

EF = Each Face

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 4
DETAILS OF INTERMEDIATE BENT
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2019 FILENAME: BCA0604X1_B7.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: DRG DATE: JAN. 2019
BRIDGE NO. 07544 DRAWING NO. 64615

abhall 5/6/2022 9:00:07 AM
WORKSPACE: ARDOT Bridge
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S207-BD.dgn
REVISED DATE:

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.		CA0604	832	1104
				(1) 07544		INT. BENT DETAILS		64616

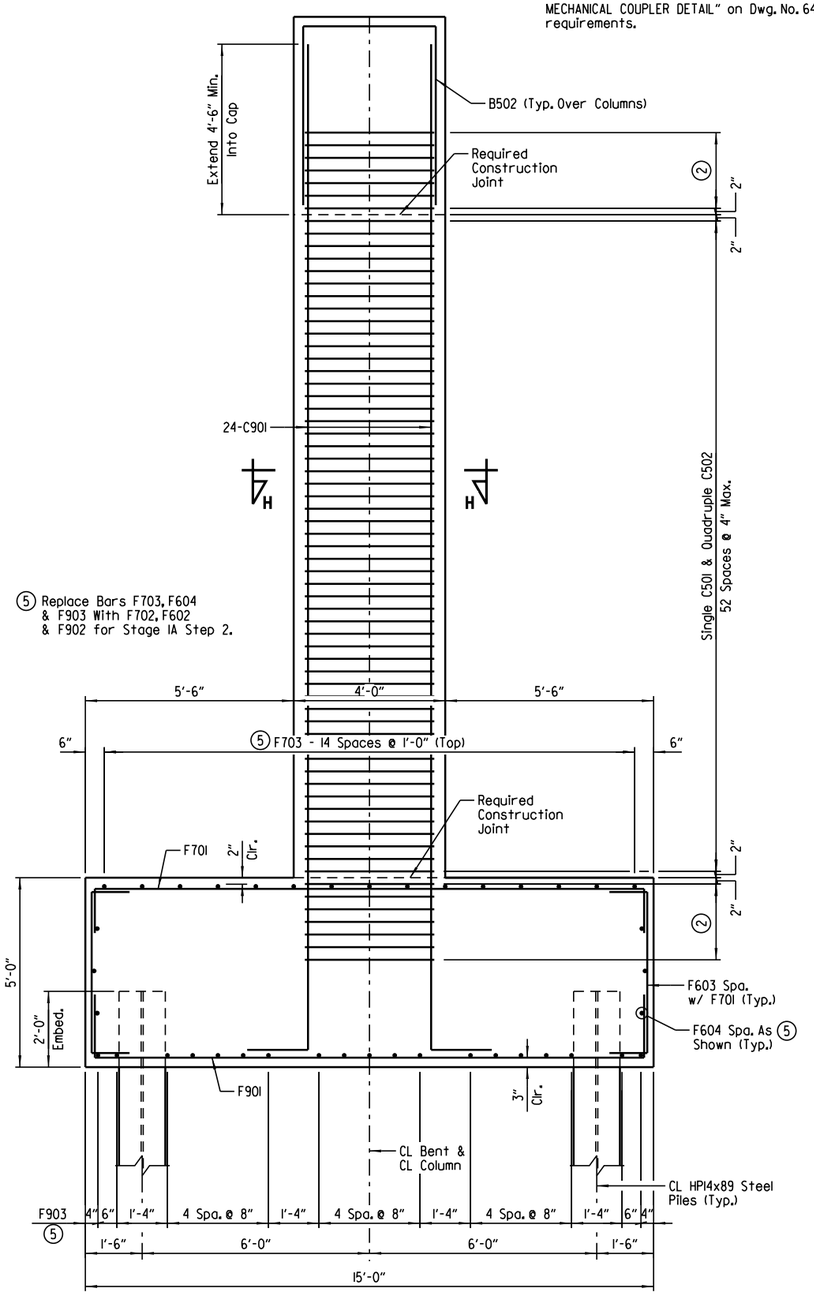
(1) See "ELEVATION - BENT NO. 2 CRASHWALL" on Dwg. No. 64615 for correct bar marks.

(2) Single C501 & Quadruple C502 6 Spaces @ 4"

(3) See "SECTION G-G" for bar designations.

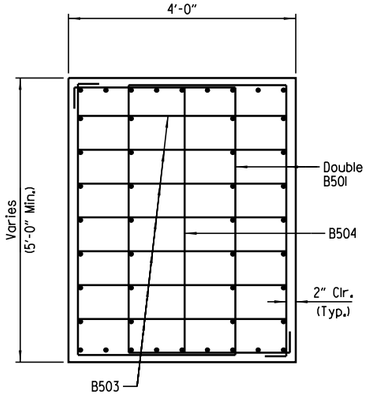
(4) Mechanical couplers may be substituted to facilitate column construction. See "OPTIONAL MECHANICAL COUPLER DETAIL" on Dwg. No. 64617 for requirements.

(5) Replace Bars F703, F604 & F903 With F702, F602 & F902 for Stage IA Step 2.



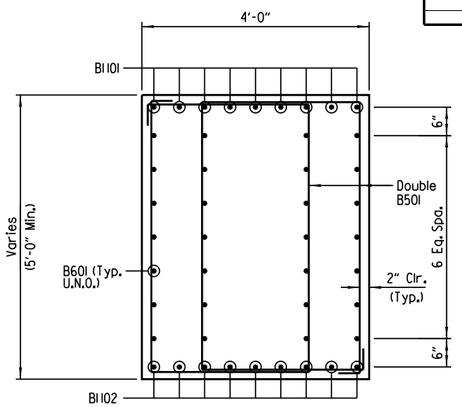
SECTION D-D (STAGE IA STEP 7 SHOWN)

Scale: 1/2" = 1'-0"



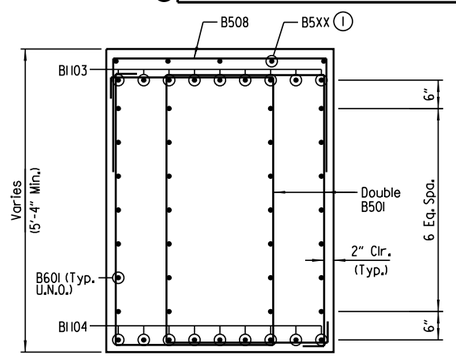
VIEW A-A

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



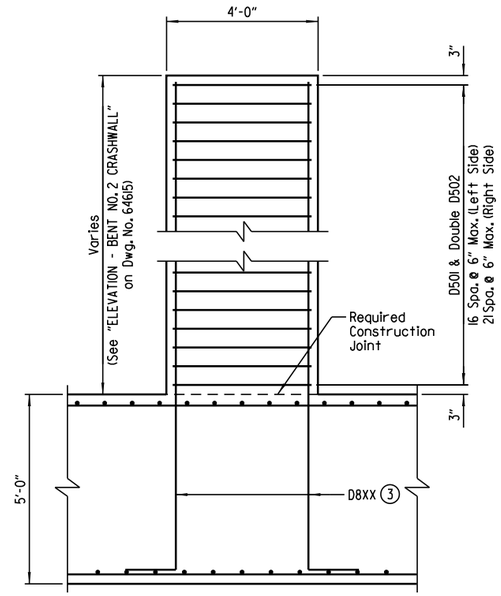
SECTION B-B

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



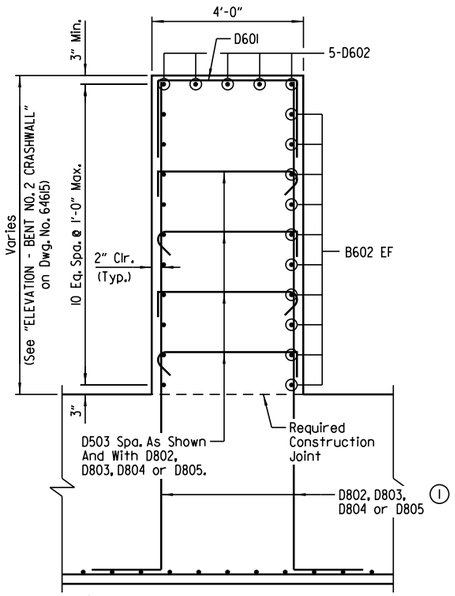
SECTION C-C

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



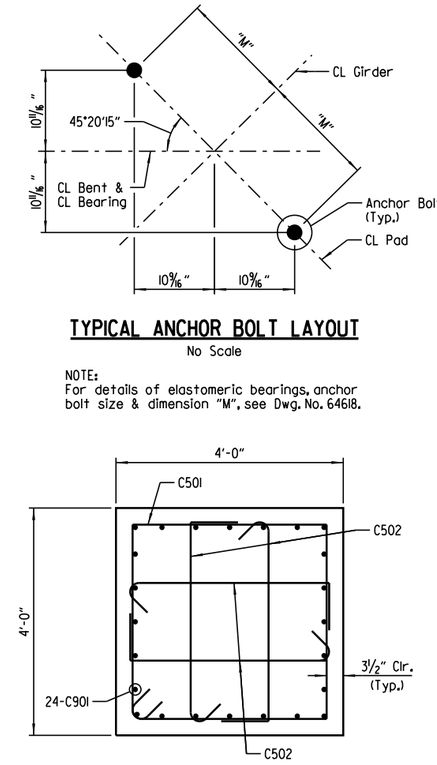
SECTION E-E

Scale: 1/2" = 1'-0"



SECTION F-F

Scale: 1/2" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

No Scale

NOTE:
For details of elastomeric bearings, anchor bolt size & dimension "M", see Dwg. No. 64618.

SECTION G-G

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

SECTION H-H

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

LEGEND

EF = Each Face
U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 4
DETAILS OF INTERMEDIATE BENT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: JAN. 2019 FILENAME: BCA0604X1_B8.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: DRG DATE: JAN. 2019
BRIDGE NO. 07544 DRAWING NO. 64616

abhall 5/6/2022 9:00:07 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S208-SD.dgn
REVISED DATE:

BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B501	240	15'-6"	2'-10"	4'-8"	2½"
B502	20	12'-9½"	3'-8"	4'-8"	2½"
B503	14	7'-4"	3'-6½"	2'-0"	2½"
B504	2	8'-4"	4'-6½"	2'-0"	2½"
B505	5	19'-10"			Str.
B506	5	27'-10"			Str.
B507	5	26'-1½"			Str.
B508	74	8'-5½"	3'-8"	2'-6"	2½"
(1) B601	28	43'-4"			Str.
(1) B602	28	58'-4"			Str.
(1) B1101	9	44'-10"	43'-4"		11¼"
(1) B1102	9	43'-4"			Str.
(1) B1103	9	59'-10"	58'-4"		11¼"
(1) B1104	9	58'-4"			Str.
C501	335	14'-4"			3¾"
C502	1340	4'-4"	6"	3'-5"	2½"

BAR LIST

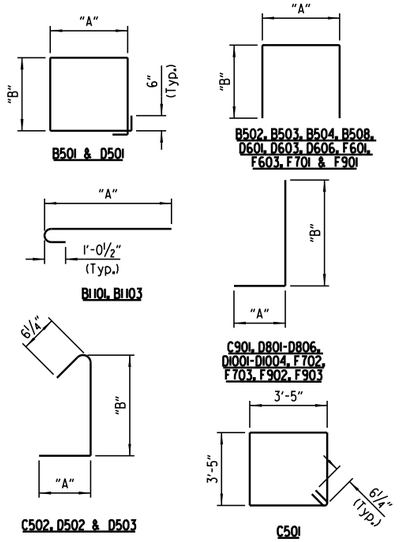
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
C901	120	28'-0"	1'-8"	26'-7"	9"
D501	39	17'-11"	3'-8"	5'-0½"	2½"
D502	78	6'-0"	6"	5'-0½"	2½"
D503	240	4'-7"	6"	3'-8"	2½"
D601	68	7'-4"	3'-8"	2'-0"	4½"
D602	75	15'-11"			Str.
D603	88	7'-2"	3'-6"	2'-0"	4½"
D604	25	9'-0"			Str.
D605	25	9'-6"			Str.
D606	12	7'-3"	3'-6½"	2'-0"	4½"
D801	26	13'-11½"	1'-4"	12'-10"	6"
D802	40	14'-2"	1'-4"	13'-0½"	6"
D803	40	14'-7½"	1'-4"	13'-6"	6"
D804	40	15'-1"	1'-4"	13'-11½"	6"
D805	40	15'-7"	1'-4"	14'-5½"	6"
D806	26	16'-0½"	1'-4"	14'-11"	6"

BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
D1001	8	14'-2"	1'-10"	12'-8"	10"
D1002	8	14'-0"	1'-10"	12'-6"	10"
D1003	8	16'-5"	1'-10"	14'-11"	10"
D1004	8	16'-3"	1'-10"	14'-9"	10"
F601	6	19'-4"	14'-6"	2'-7"	4½"
(1) F602	6	38'-0"			Str.
F603	218	6'-2"	4'-6"	1'-0"	4½"
(1) F604	6	58'-8"			Str.
F701	97	16'-7½"	14'-8"	1'-2"	5¼"
(1) F702	15	39'-0"	1'-2"	38'-0"	5¼"
(1) F703	15	59'-8"	1'-2"	58'-8"	5¼"
F901	123	17'-5½"	14'-8"	1'-8"	9"
(1) F902	19	39'-4"	1'-7¼"	38'-0"	9"
(1) F903	19	60'-0"	1'-7¼"	58'-8"	9"

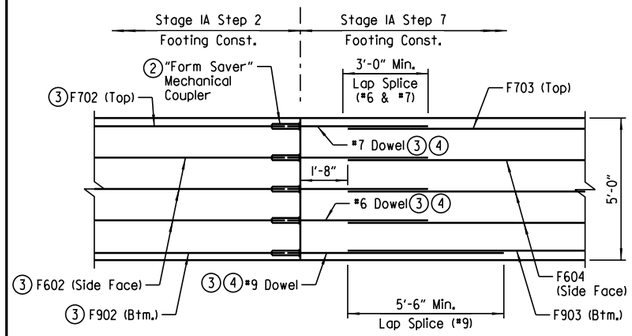
(1) Length shown shall be adjusted as required to accommodate mechanical couplers.

BAR BENDING DIAGRAM



NOTE:
Dimensions of bars are out-to-out.

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.		CA0604	833	1104
				(1) 07544		INT. BENT DETAILS		64617



OPTIONAL SPLICE DETAIL

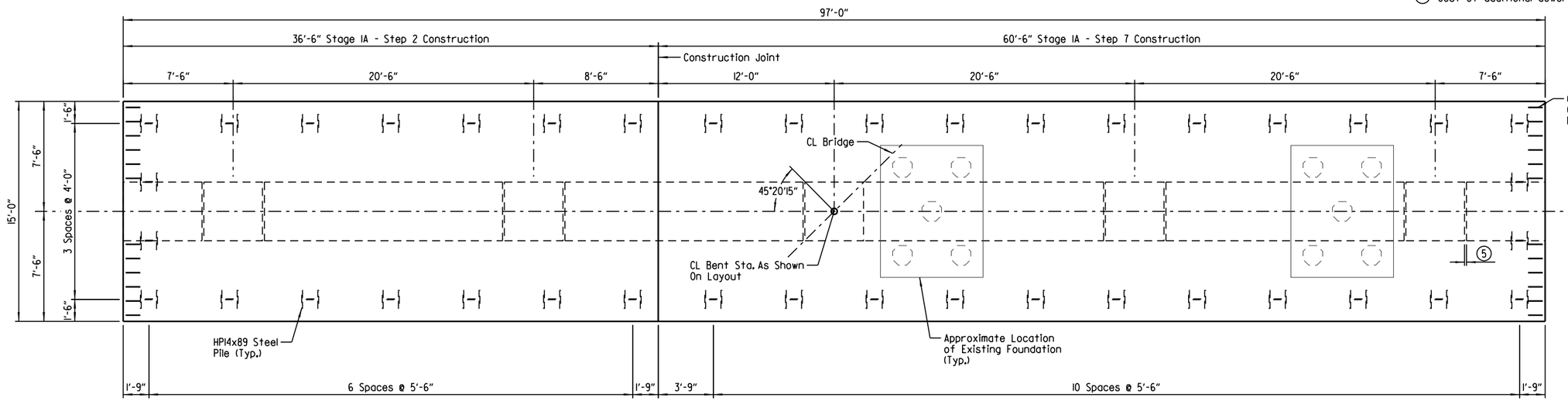
Scale: ⅜" = 1'-0"

Note:
In the event that the footing reinforcing steel projections from the Step 2 footing construction would conflict with Contractor shoring, the "OPTIONAL SPLICE DETAIL" shown may be used.

(2) The Contractor shall submit mechanical coupler for approval. The cost of mechanical couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL - BRIDGE (GRADE 60)". Mechanical couplers shall develop at least 125% of the specified yield strength of the reinforcing steel.

(3) Ends of bars shall be threaded to accommodate connection with Mechanical coupler.

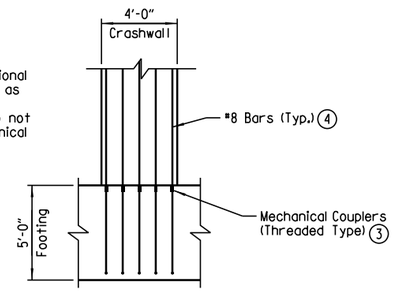
(4) Cost of additional dowel bars shall not be measured separately.



PLAN - FOOTING

Scale: ¼" = 1'-0"

Note:
Mechanical couplers are optional for D8XX bars near columns as shown on Dwg. No. 64614. Bar designations and bar list do not account for the use mechanical couplers.



OPTIONAL MECHANICAL COUPLER DETAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 4
DETAILS OF INTERMEDIATE BENT

ROUTE SEC.

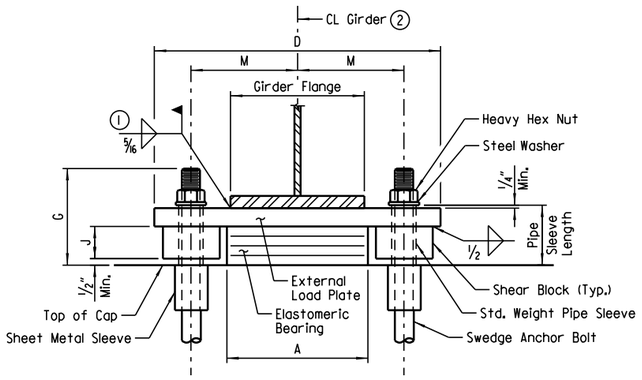
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: JAN. 2019 FILENAME: BCA0604XI_B9.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: DRG DATE: JAN. 2019

BRIDGE NO. 07544 DRAWING NO. 64617

abhall 5/6/2022 9:00:07 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017I32 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S209-BL.dgn
REVISED DATE:

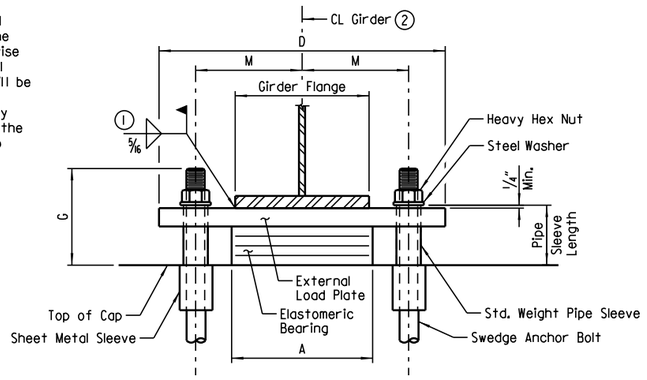
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	834	1104
				① 07544		ELASTOMERIC BEARINGS		64618



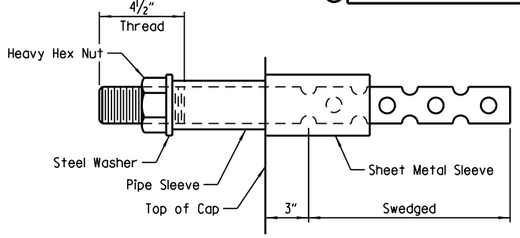
FRONT VIEW - AT BENT NO. 2

① Care shall be taken to ensure that the external load plate is in full and complete contact with the girder flange before welding begins. Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when: 1) the approximate average air temperature during the 24 hour period immediately preceding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.

② Centerline elastomeric pad shall be aligned with centerline girder.



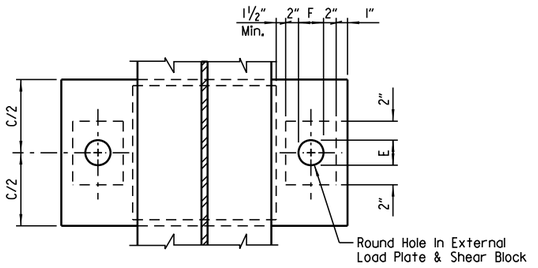
FRONT VIEW - AT BENT NOS. 1 & 3



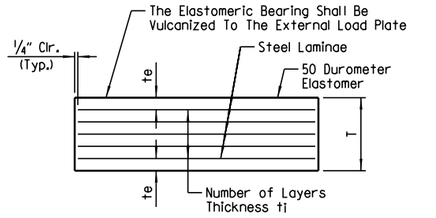
ANCHOR BOLT DETAIL

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If anchor bolts are to be cast in place, the galvanized sheet metal sleeves will not be required.

If anchor bolts are to be drilled and grouted in place, the galvanized sheet metal sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of structural steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the concrete. Bolts placed in drilled holes shall be accurately set and fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized sheet metal sleeves shall meet the requirements of ASTM 653, CS Type B or approved equivalent, be of minimum 16 gage thickness, and be galvanized according to ASTM B695, Class 50. Sheet metal sleeves will not be paid for directly but will be considered subsidiary to the item "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

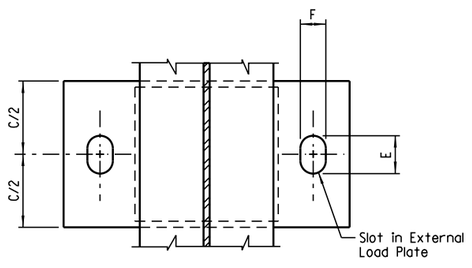


PLAN VIEW - AT BENT NO. 2

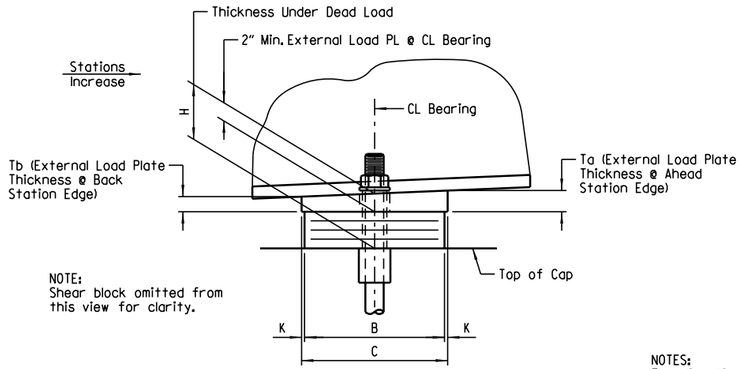


t_e = Thickness Of Elastomer Cover On Top And Bottom Of Pad
t_i = Thickness Of Elastomer Between Steel Laminae
N = Number Of Elastomer Layers Of Thickness t_i

ELASTOMERIC BEARING



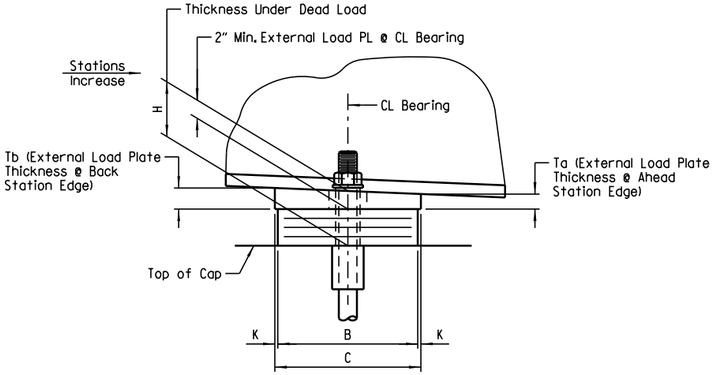
PLAN VIEW - AT BENT NOS. 1 & 3



NOTE:
Shear block omitted from this view for clarity.

SIDE VIEW - AT BENT NO. 2

NOTES:
The direction of the bevel of the external load plate may not be accurately depicted with respect to Ta and Tb values shown in "TABLE OF FABRICATOR VARIABLES".



SIDE VIEW - AT BENT NOS. 1 & 3

GENERAL NOTES

Elastomeric bearings shall conform to Section 808 and shall be paid for at the unit price bid for "ELASTOMERIC BEARINGS."

External load plates and shear blocks shall conform to ASTM A709, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M232, Class C or ASTM B695, Class 50.

External load plates and shear blocks shall be completely fabricated (including bevel, bolt holes and all shop welding) and shall be cleaned before vulcanizing to the elastomeric bearing. The surfaces in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808.03. Other surfaces shall be blast cleaned in accordance with Subsection 807.84(b) for painted steel.

Anchor bolts, washers and nuts shall conform to Subsection 807.07. The anchor bolt grade of steel shall be as specified in the "TABLE OF FABRICATOR VARIABLES". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe sleeves, anchor bolts, washers and nuts shall be paid for at the unit price bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)". External load plates and shear blocks will not be measured or paid for separately but will be included in the unit price bid for "ELASTOMERIC BEARINGS".

Bearings shall be seated in accordance with Subsection 808.08. This work and materials are considered subsidiary to the item "ELASTOMERIC BEARINGS" and will not be paid for directly.

Prior to erection of the girders, the Contractor shall verify the orientation of the bearings with respect to Ta and Tb.

TABLE OF FABRICATOR VARIABLES

Bridge No.	Location		Bearing Type	No. Of Bearings Each Bent	*Maximum Design Load (Kips)	Elastomeric Pad							External Load Plate								Anchor Bolt				
	Bent No.	Girder No.				G	H	A	B	N	t_i	t_e	No. & Thickness Of Steel Laminae	T	C	D	E	F	J	K	M	T_a	T_b	Anchor Bolt (Dia. x L)	Anchor Bolt Grade	Pipe Sleeve Size (Dia. x L)	Sheet Metal Sleeve Size (Dia. x L)	Steel Washer Size (O.D.)
07544	1	1-7	Exp.	7	137	9 11/16"	6 7/16"	17"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	29"	5"	3 1/8"	-	1/2"	11 1/4"	2.13	1.87	2 1/4" x 38"	55	2 1/2" x 6 7/16"	4" x 18"	4"
	1	8 & 9	Exp.	2	137	9 5/16"	6 7/16"	17"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	29"	5"	3 1/8"	-	1/2"	11 1/4"	2.36	2.14	2 1/4" x 38"	55	2 1/2" x 6 11/16"	4" x 18"	4"
	2	All	Fixed	9	366	7 7/8"	4 3/8"	20"	12"	3	1/2"	1/4"	4 @ 12 Ga.	2 7/16"	13"	39 1/4"	3 1/8"	3 1/8"	1 7/8"	1/2"	15 1/16"	③	③	2 1/4" x 36"	55	2 1/2" x 4 5/8"	4" x 18"	4"
	3	1-3, 5-9	Exp.	8	133	9 11/16"	6 3/16"	17"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	29"	4 3/4"	3 1/8"	-	1/2"	11 1/4"	③	③	2 1/4" x 38"	55	2 1/2" x 6 7/16"	4" x 18"	4"
	3	4	Exp.	1	133	9 15/16"	6 7/16"	17"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	29"	4 3/4"	3 1/8"	-	1/2"	11 1/4"	2.15	2.35	2 1/4" x 38"	55	2 1/2" x 6 11/16"	4" x 18"	4"

* Maximum Design Load = LRFD Service I Limit State

③ TABLE OF VARIABLES - BENT 2

GIRDER NOS.	Ta	Tb
1-3	2.06	1.94
4-6	2.02	1.98
7-9	1.98	2.02

③ TABLE OF VARIABLES - BENT 3

GIRDER NOS.	Ta	Tb
1-3	1.92	2.08
5-9	1.87	2.13

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

DETAILS OF ELASTOMERIC BEARINGS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x1_EI.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: No Scale
DESIGNED BY: JES DATE: OCT. 2017

BRIDGE NO. 07544 DRAWING NO. 64618

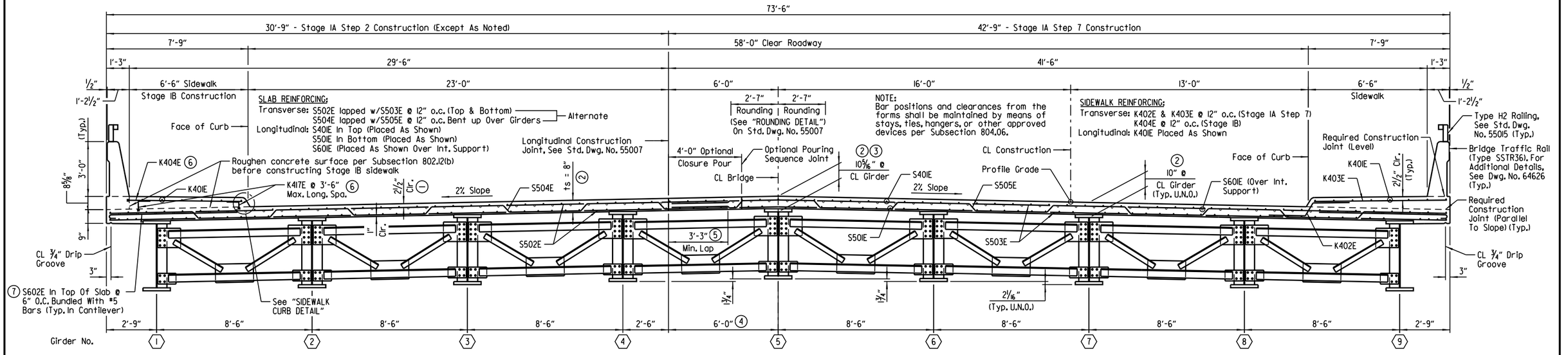
abhall 5/6/2022 9:00:08 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S401-BG.dgn
REVISED DATE:

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.		CA0604	835	1104
				(1) 07544		PL GIRDER UNIT		64619

NOTE:
At Contractor's Option, in lieu of providing Bars S504E or S505E, one No. 5 bar, top and bottom, may be substituted for each bar. Payment for reinforcing will be based on the weight of bars S504E and S505E. Bars in top and bottom shall be Epoxy Coated.

NOTE:
Class 2 Protective Surface Treatment shall be applied to the Roadway Surface, Sidewalk, and the inside face and top of Bridge Traffic Rail.

NOTE:
The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of "CLASS S(AE) CONCRETE".



(1) TOLERANCE:
Minus = ¼"
Plus = Amount of slab thickening used to meet slab thickness tolerance - See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(2) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(3) Measured to Working Point, see "ROUNDING DETAIL" on Std. Dwg. No. 55007.

(4) In this bay, connection plate widths and crossframe member lengths shall be fabricated, as necessary, to facilitate installation of crossframes between adjacent girders with significant differential deflections. Hole diameters of 1 1/16" shall be provided for these connections with a washer supplied under both the nut and head of bolt.

Before the Stage IA Step 7 deck pour, loosely install as many bolts as possible on both ends of the crossframe in this bay to the satisfaction of the Engineer. An external means of supporting the Stage IA Step 2 overhang shall be provided and shall remain in place until after completion of the Stage IA Step 7 deck pour. See "DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT" detail. Install remaining bolts and fully tighten all bolts as soon as practical after completion of the Stage IA Step 7 deck pour.

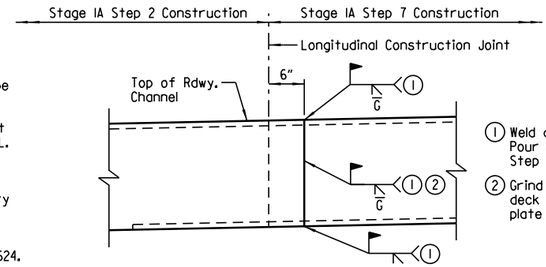
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"

(5) Stage IA Step 7 transverse reinforcing steel shall not be tied to Stage IA Step 2 transverse reinforcing steel.

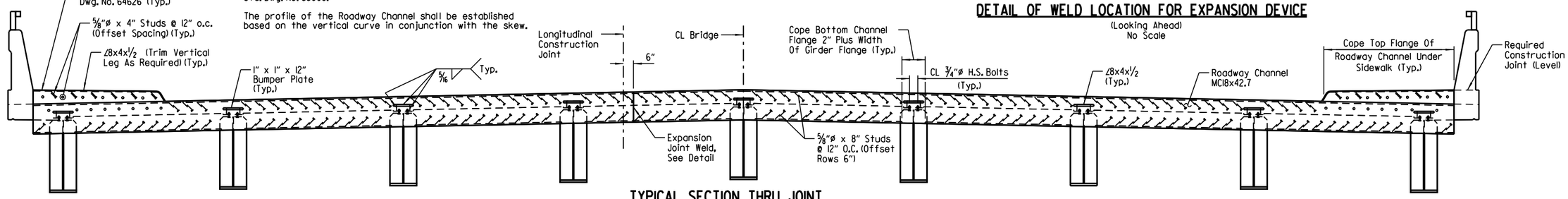
(6) Grout K404E & K417E bars into 4" deep drilled holes. Grout used shall be an approved epoxy grout listed on the QPL. Hole diameter and installation procedure shall be as recommended by the grout manufacturer. Dowels shall be located to avoid damaging deck reinforcing. Payment for grouting and placement shall be considered subsidiary to "EPOXY COATED REINFORCING STEEL (GRADE 60)".

(7) S602E hook shall be placed at a 25° angle to satisfy the specified minimum clearance. See "VIEW A-A" on Dwg. No. 64624.



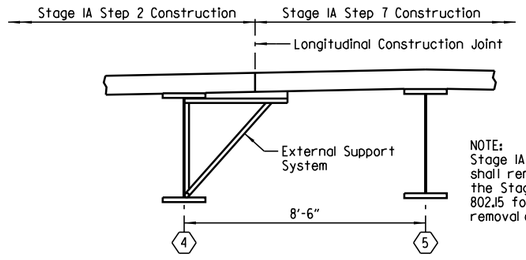
DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

(Looking Ahead)
No Scale



TYPICAL SECTION THRU JOINT

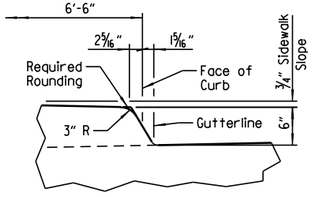
(Looking Ahead)
No Scale



NOTE:
Stage IA Step 2 external supports in this bay shall remain in place until after completion of the Stage IA Step 7 deck pour. See Subsection 802.15 for additional information regarding the removal of the support system.

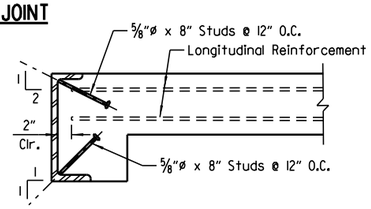
DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale



SIDEWALK CURB DETAIL

No Scale



DETAIL OF ANCHORS & PLACEMENT OF LONGITUDINAL REINFORCEMENT

No Scale

NOTE:
As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced @ 8" O.C. may be used. Use weight of ⅝"ø stud as basis of measurement of Structural Steel in anchors.

EXPANSION DEVICE:
Rdwy. Channel MC18x42.7
Conn. Angles ∠8x4x½
Detail Device 1/8" High And Provide ¼" Shims Using 2 - 1/16" And 1 - 1/8" Plates

LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

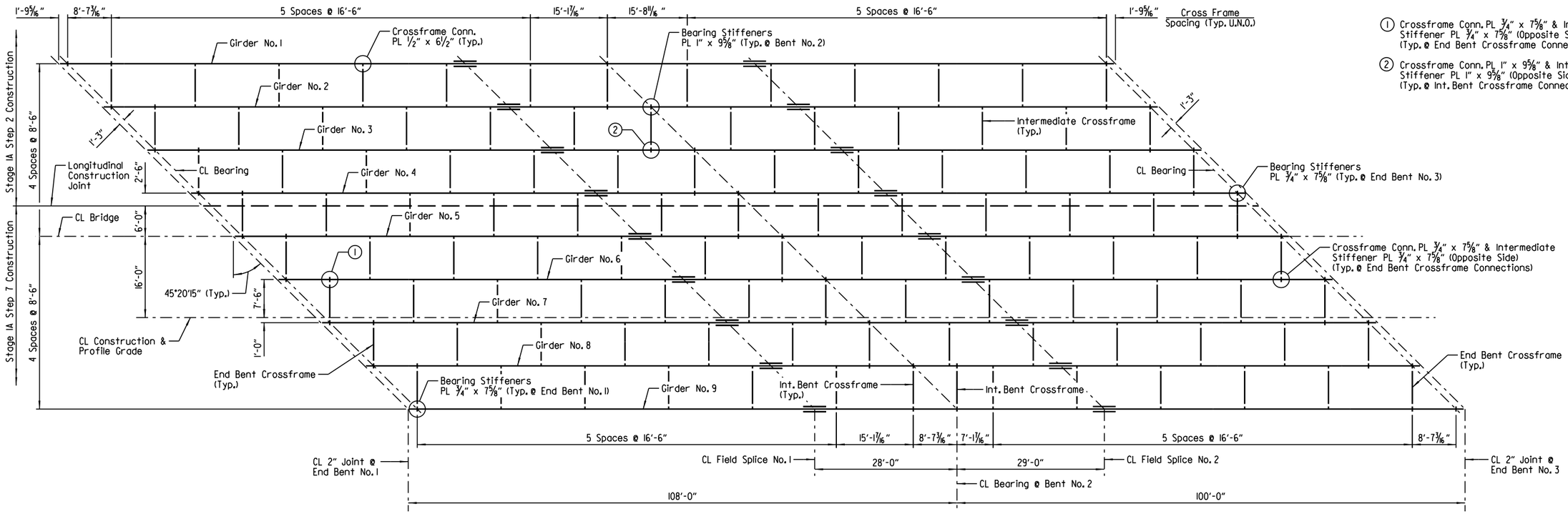
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_SI.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017

BRIDGE NO. 07544 DRAWING NO. 64619

abhall 5/6/2022 9:00:08 AM
WORKSPACE: ARDOT Bridge
L:\202\V2017J2 - Hwy 67 - Main to Vandenberg\Drawings\HW67-JAMES-S30I-SX.dgn
REVISED DATE:

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.		CA0604	836	1104
				(1) 07544		PL GIRDER UNIT		64620

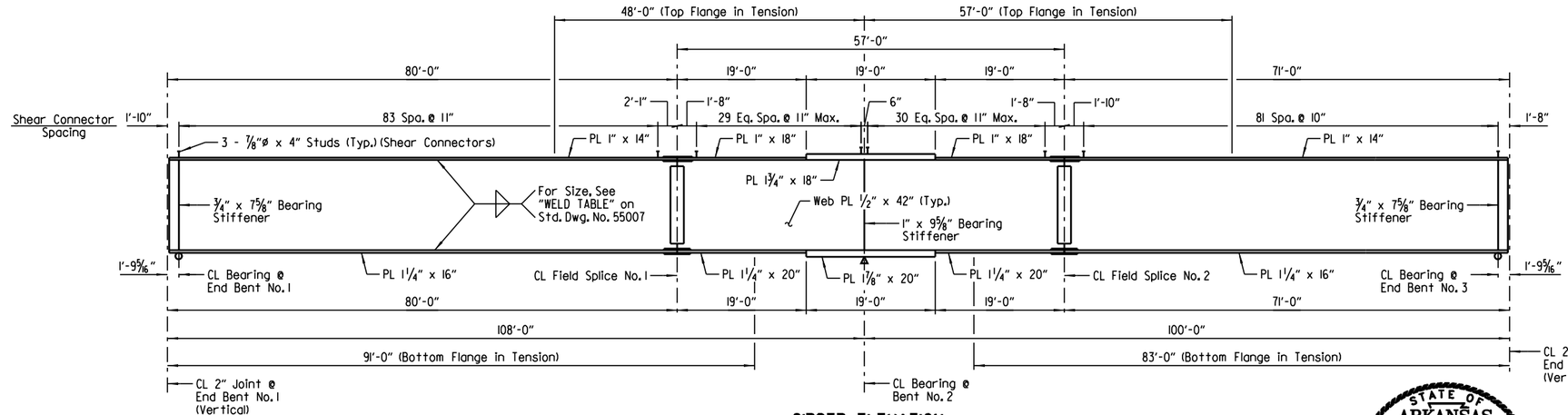


① Crossframe Conn. PL ¾" x 7⅝" & Intermediate Stiffener PL ¾" x 7⅝" (Opposite Side) (Typ. @ End Bent Crossframe Connections)

② Crossframe Conn. PL 1" x 9⅝" & Intermediate Stiffener PL 1" x 9⅝" (Opposite Side) (Typ. @ Int. Bent Crossframe Connections)

FRAMING PLAN

Scale: 3/32 " = 1'-0"



GIRDER ELEVATION

No Scale

NOTES:
For "GENERAL NOTES", see Std. Dwg. No. 55006.

All structural steel shall be ASTM A709, Gr. 50 unless noted otherwise and shall be paid for at the unit price per pound bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

The Contractor shall ensure that girders are stable throughout the erection process. The Contractor will be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

For "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS" and "SHEAR CONNECTOR DETAIL", see Std. Dwg. No. 55007.

LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

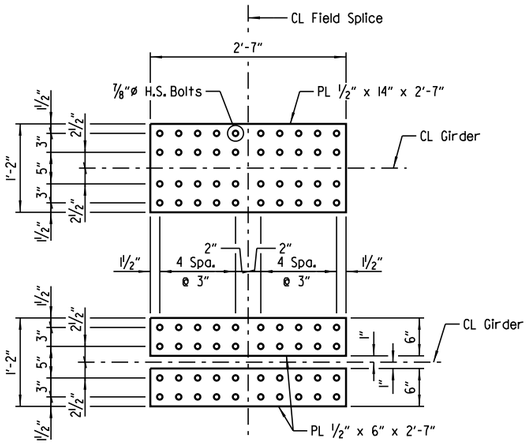
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S2.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017

BRIDGE NO. 07544 DRAWING NO. 64620

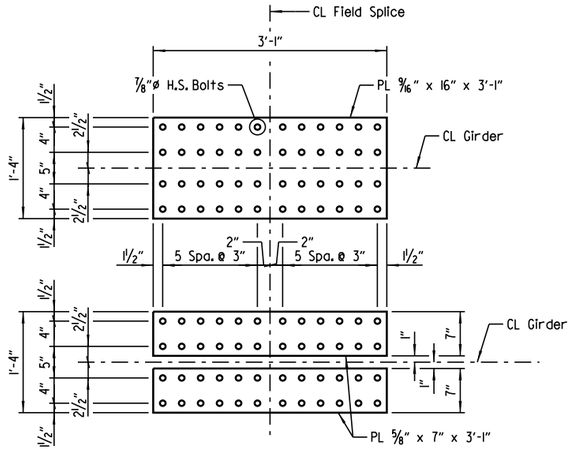
abhall 5/6/2022 9:00:09 AM
WORKSPACE: ARDOT Bridge
L:\2021\2011732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-JAMES-S302-SF.dgn
REVISED DATE:

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.		CA0604	837	1104
				(1) 07544		PL GIRDER UNIT		64621



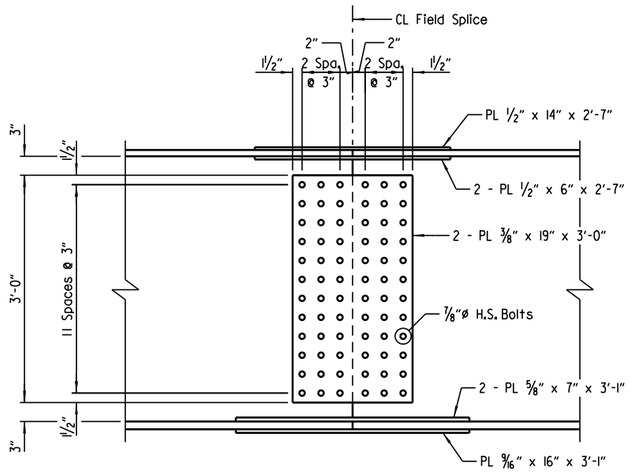
TOP FLANGE SPLICE

Scale: 1" = 1'-0"



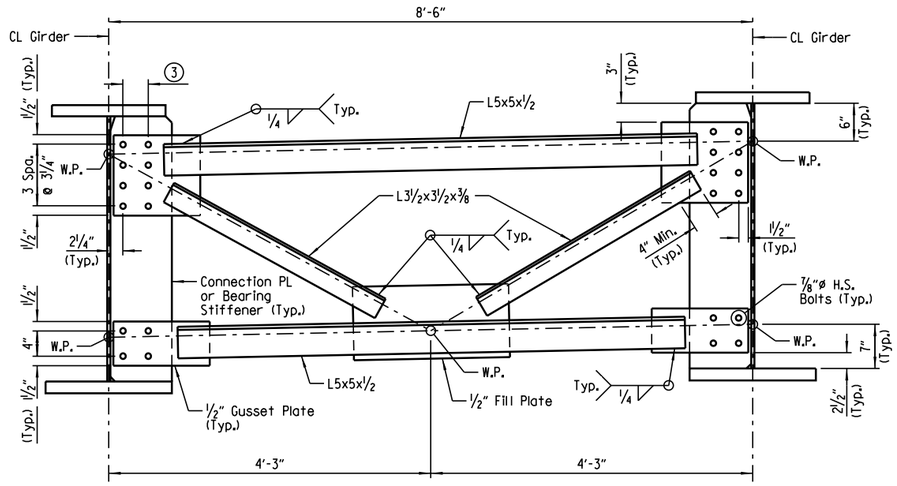
BOTTOM FLANGE SPLICE

Scale: 1" = 1'-0"



ELEVATION OF FIELD SPLICE

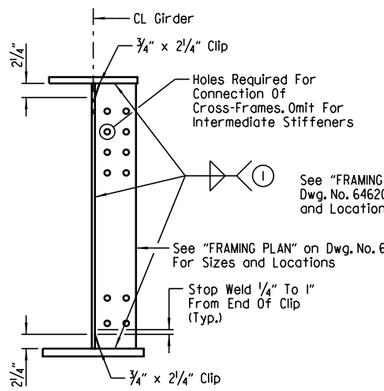
Scale: 1" = 1'-0"



CROSSFRAME DETAIL

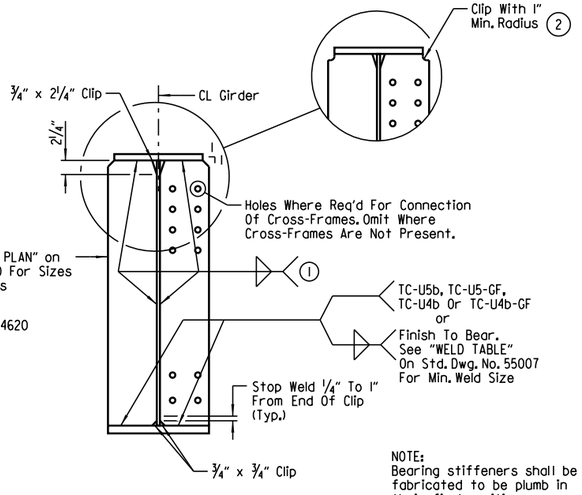
No Scale

NOTE:
End bent crossframes shall be fabricated such that horizontal legs of members point away from CL Joint.



CONNECTION PLATE & INTERMEDIATE STIFFENER DETAIL

Scale: 1" = 1'-0"



BEARING STIFFENER DETAIL

No Scale

NOTE:
Bearing stiffeners shall be fabricated to be plumb in their final positions.

(1) See "WELD TABLE" on Std. Dwg. No. 55007 For Min. Weld Size.

(2) If permanent deck forms are used, the fabricator shall clip the plate as necessary to accommodate the support angle.

(3) 3" (Typ. - Intermediate Crossframes)
4" (Typ. - End Bent & Intermediate Bent Crossframes)

NOTES:
All field connections shall be bolted with ⅞"ø high-strength bolts using 15/16 "ø open holes.

All field splice plates, crossframe members, connection plates, and bearing stiffeners shall be ASTM A709, Gr. 50 steel.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S3.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017
BRIDGE NO. 07544 DRAWING NO. 64621

abhall 5/6/2022 9:00:09 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S303-SD.dgn
REVISED DATE:

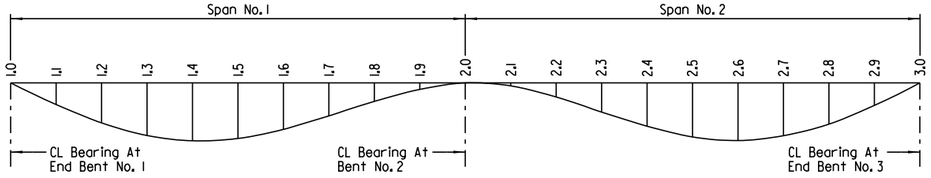
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	838	1104
				(1) 07544		PL GIRDER UNIT		64622

TABLE OF DEAD LOAD DEFLECTIONS (INCHES) - GIRDERS 1-7

	Point Of Deflection	Girder 1			Girder 2			Girder 3			Girder 4			Girder 5			Girder 6			Girder 7		
		Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk
SPAN NO. 1	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1.1	0.163	0.842	0.982	0.176	0.938	1.073	0.177	0.942	1.073	0.177	0.854	0.987	0.177	0.793	0.866	0.177	0.931	1.003	0.177	0.926	0.997
	1.2	0.299	1.543	1.805	0.324	1.728	1.978	0.326	1.734	1.975	0.326	1.567	1.810	0.326	1.469	1.603	0.326	1.726	1.859	0.326	1.718	1.849
	1.3	0.395	2.039	2.392	0.424	2.263	2.592	0.427	2.271	2.587	0.426	2.052	2.369	0.426	1.923	2.099	0.427	2.261	2.434	0.427	2.253	2.424
	1.4	0.434	2.239	2.635	0.464	2.480	2.844	0.467	2.488	2.836	0.467	2.252	2.598	0.466	2.106	2.299	0.467	2.474	2.664	0.467	2.468	2.655
	1.5	0.416	2.152	2.542	0.443	2.374	2.727	0.446	2.379	2.714	0.446	2.157	2.489	0.446	2.013	2.199	0.446	2.363	2.545	0.447	2.362	2.541
	1.6	0.348	1.802	2.140	0.370	1.987	2.288	0.371	1.985	2.269	0.371	1.807	2.085	0.371	1.676	1.833	0.372	1.969	2.122	0.372	1.970	2.119
	1.7	0.248	1.287	1.539	0.260	1.401	1.619	0.261	1.398	1.602	0.261	1.274	1.470	0.261	1.178	1.290	0.261	1.384	1.493	0.261	1.388	1.493
	1.8	0.138	0.721	0.871	0.141	0.770	0.896	0.142	0.765	0.880	0.142	0.706	0.815	0.142	0.642	0.705	0.142	0.756	0.816	0.142	0.760	0.817
	1.9	0.049	0.260	0.319	0.045	0.253	0.299	0.045	0.248	0.288	0.045	0.240	0.276	0.046	0.208	0.230	0.046	0.247	0.267	0.046	0.250	0.268
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPAN NO. 2	2.1	0.008	0.026	0.023	0.010	0.033	0.034	0.010	0.042	0.047	0.010	0.029	0.038	0.010	0.043	0.047	0.010	0.041	0.046	0.009	0.035	0.042
	2.2	0.049	0.217	0.239	0.056	0.262	0.293	0.056	0.280	0.319	0.056	0.241	0.289	0.056	0.253	0.277	0.056	0.277	0.304	0.056	0.265	0.295
	2.3	0.111	0.523	0.593	0.124	0.613	0.692	0.126	0.642	0.731	0.125	0.574	0.678	0.125	0.567	0.620	0.125	0.633	0.690	0.125	0.617	0.678
	2.4	0.179	0.866	0.992	0.197	0.992	1.122	0.198	1.029	1.170	0.198	0.911	1.069	0.198	0.899	0.982	0.198	1.014	1.101	0.197	0.993	1.084
	2.5	0.228	1.117	1.285	0.251	1.281	1.451	0.253	1.322	1.501	0.252	1.167	1.364	0.252	1.148	1.252	0.252	1.301	1.409	0.252	1.280	1.393
	2.6	0.248	1.226	1.416	0.273	1.402	1.589	0.275	1.444	1.639	0.274	1.271	1.481	0.274	1.248	1.361	0.274	1.419	1.535	0.274	1.400	1.521
	2.7	0.233	1.156	1.338	0.256	1.322	1.498	0.257	1.356	1.539	0.257	1.194	1.389	0.257	1.171	1.276	0.257	1.332	1.440	0.257	1.318	1.430
	2.8	0.182	0.906	1.051	0.199	1.034	1.172	0.200	1.059	1.201	0.200	0.931	1.081	0.200	0.912	0.994	0.200	1.040	1.124	0.200	1.029	1.116
	2.9	0.100	0.498	0.579	0.109	0.569	0.646	0.110	0.584	0.662	0.110	0.514	0.596	0.110	0.502	0.547	0.110	0.572	0.618	0.110	0.567	0.615
	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TABLE OF DEAD LOAD DEFLECTIONS (INCHES) - GIRDERS 8-9

	Point Of Deflection	Girder 8			Girder 9		
		Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail + Sidewalk
SPAN NO. 1	1.0	0	0	0	0	0	0
	1.1	0.175	0.908	0.980	0.161	0.815	0.892
	1.2	0.322	1.684	1.815	0.295	1.506	1.644
	1.3	0.421	2.206	2.377	0.386	1.978	2.156
	1.4	0.460	2.415	2.601	0.423	2.170	2.362
	1.5	0.439	2.308	2.485	0.404	2.078	2.258
	1.6	0.365	1.923	2.069	0.337	1.736	1.882
	1.7	0.256	1.352	1.453	0.235	1.217	1.315
	1.8	0.138	0.737	0.791	0.129	0.671	0.721
	1.9	0.044	0.239	0.255	0.043	0.228	0.242
	2.0	0	0	0	0	0	0
SPAN NO. 2	2.1	0.012	0.047	0.057	0.009	0.033	0.046
	2.2	0.059	0.277	0.312	0.054	0.244	0.287
	2.3	0.128	0.628	0.696	0.121	0.578	0.661
	2.4	0.201	1.002	1.102	0.187	0.908	1.026
	2.5	0.255	1.285	1.408	0.236	1.160	1.301
	2.6	0.276	1.401	1.531	0.255	1.262	1.408
	2.7	0.258	1.316	1.436	0.238	1.182	1.314
	2.8	0.201	1.027	1.119	0.185	0.922	1.022
	2.9	0.111	0.566	0.617	0.102	0.509	0.563
	3.0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

No Scale

NOTES:
Camber for dead load deflection plus vertical curve +/- 1/4" tolerance. Deflections shown are from a chord from CL Bearing to CL Bearing. Vertical curve corrections are not included. Negative sign (-) indicates point above chord.

Dead load deflections shown include an assumed loading of 18 psf to account for stay-in-place metal deck forms.

Revision to the deflection tables may be necessary upon review of the Contractor's submitted forming details.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

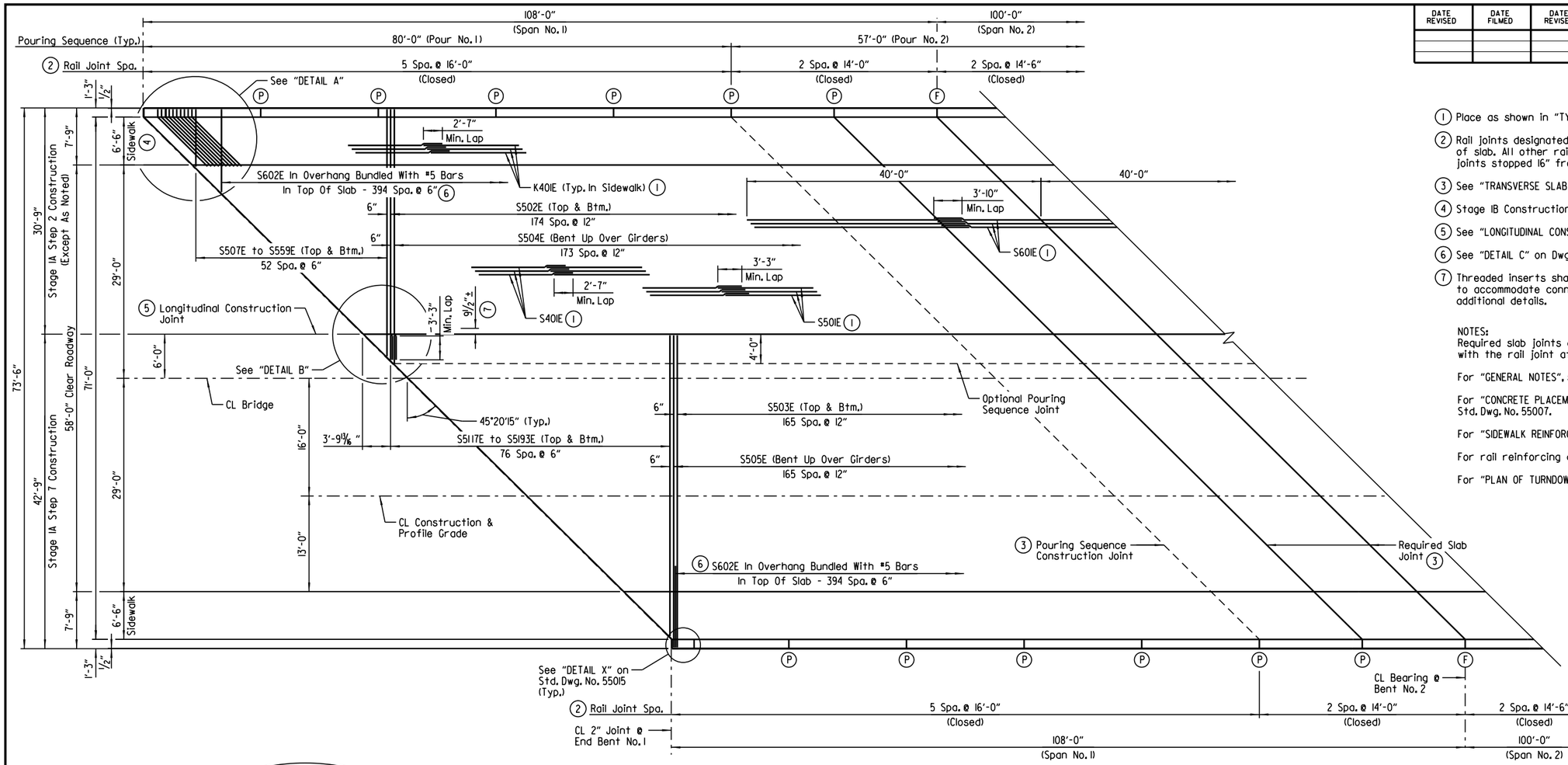
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S4.DGN
CHECKED BY: ABH DATE: MAR. 2019 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017
BRIDGE NO. 07544 DRAWING NO. 64622

abhall 5/6/2022 9:00:10 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S304-DF.dgn
REVISED DATE:

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.		CA0604	839	1104
				(1) 07544		PL GIRDER UNIT		64623



REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1

Scale: 1/8" = 1'-0"

(1) Place as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 64619.

(2) Rail joints designated with symbol (F) shall be stopped 6" from top of slab. All other rail joints with symbol (P) shall be partial depth joints stopped 16" from top of slab.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

(4) Stage IB Construction

(5) See "LONGITUDINAL CONSTRUCTION JOINT" on Std. Dwg. No. 55007.

(6) See "DETAIL C" on Dwg. No. 64624.

(7) Threaded inserts shall be cast in place in Stage IA Step 2 Construction to accommodate connection of temporary barrier. See Std. Dwg. TC-4 for additional details.

NOTES:
Required slab joints and pouring sequence joints shall align with the rail joint at the front face of rail.

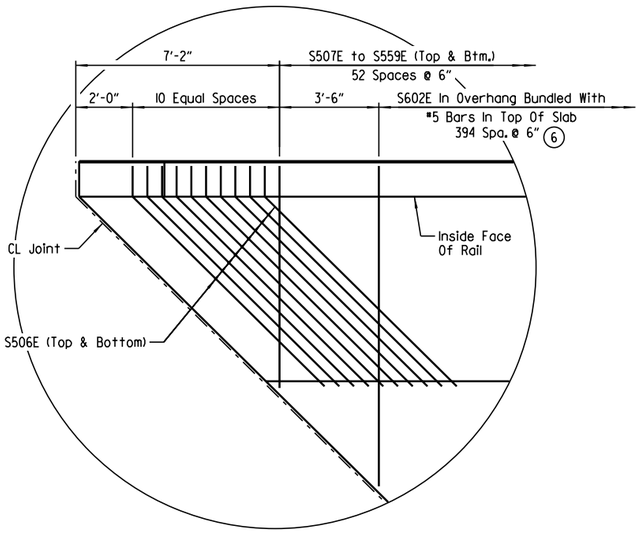
For "GENERAL NOTES", see Std. Dwg. No. 55006.

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW", see Std. Dwg. No. 55007.

For "SIDEWALK REINFORCING DETAIL", see Dwg. No. 64628.

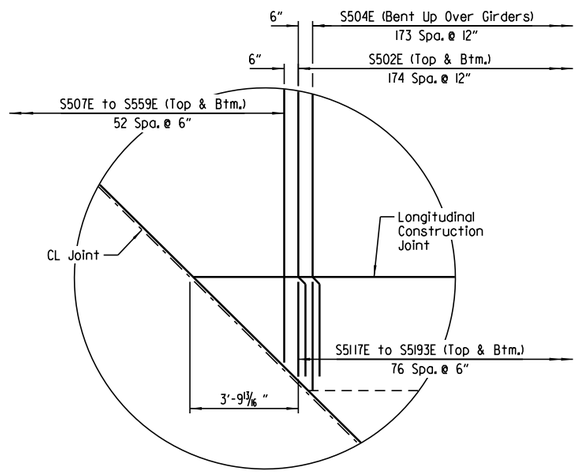
For rail reinforcing details, see Dwg. No. 64626.

For "PLAN OF TURNDOWN AT BRIDGE ENDS", see Dwg. No. 64625.



DETAIL A

Scale: 3/8" = 1'-0"



DETAIL B

Scale: 3/8" = 1'-0"

NOTES:
For each stage of construction, pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pour (2) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

For each stage of construction, 72 hours shall elapse between the completion of the entire deck slab and the pouring of the sidewalk. In Stage IA Step 7 Construction, 72 hours shall elapse between the completion of the sidewalk and the pouring of the railing. Any sidewalk pours or railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 5 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

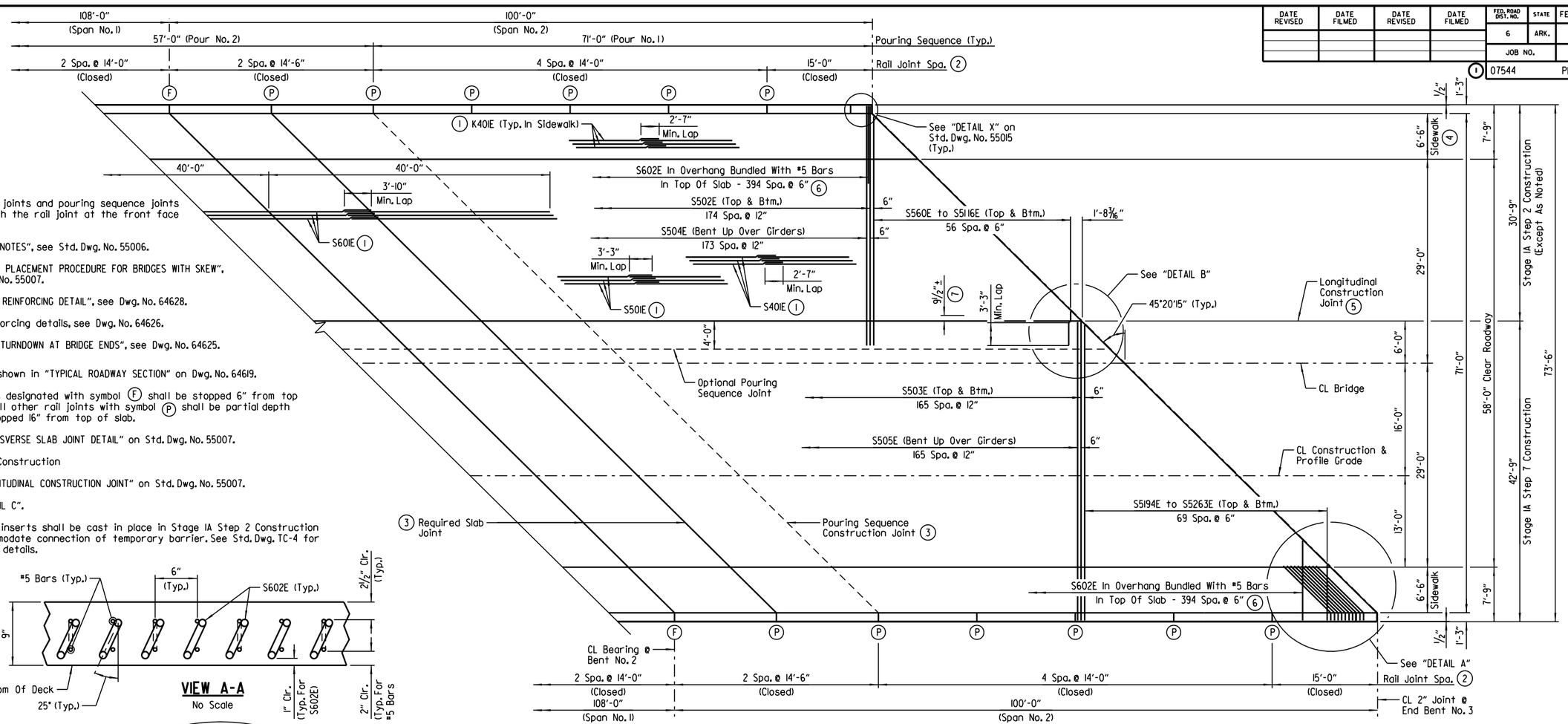
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S5.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017
BRIDGE NO. 07544 DRAWING NO. 64623

abhall 5/6/2022 9:00:10 AM
WORKSPACE: ARDOT Bridge
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-JAMES-S305-SB.dgn
REVISED DATE:

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.		CA0604	840	1104
(1) 07544		PL GIRDER UNIT		64624



REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2

Scale: 1/8" = 1'-0"

NOTES:
Required slab joints and pouring sequence joints shall align with the rail joint at the front face of rail.

For "GENERAL NOTES", see Std. Dwg. No. 55006.

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW", see Std. Dwg. No. 55007.

For "SIDEWALK REINFORCING DETAIL", see Dwg. No. 64628.

For rail reinforcing details, see Dwg. No. 64626.

For "PLAN OF TURNDOWN AT BRIDGE ENDS", see Dwg. No. 64625.

(1) Place as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 64619.

(2) Rail joints designated with symbol (F) shall be stopped 6" from top of slab. All other rail joints with symbol (P) shall be partial depth joints stopped 16" from top of slab.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

(4) Stage IB Construction

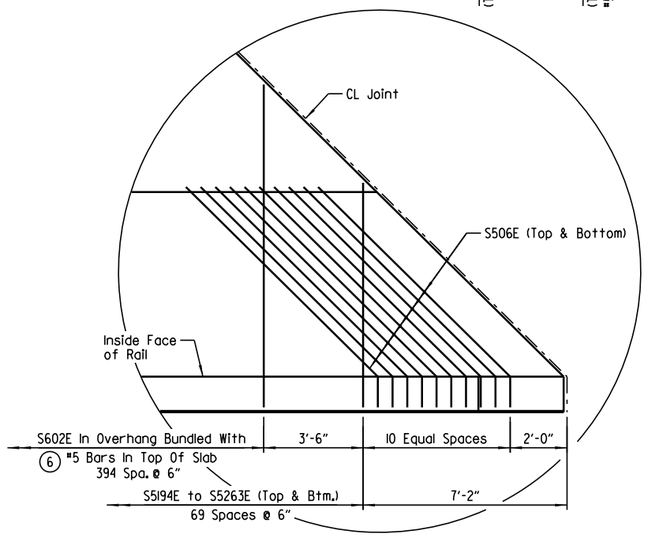
(5) See "LONGITUDINAL CONSTRUCTION JOINT" on Std. Dwg. No. 55007.

(6) See "DETAIL C".

(7) Threaded inserts shall be cast in place in Stage IA Step 2 Construction to accommodate connection of temporary barrier. See Std. Dwg. TC-4 for additional details.

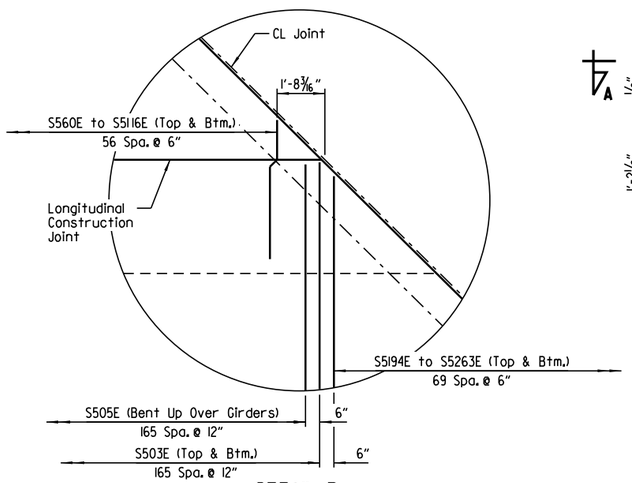
VIEW A-A

No Scale



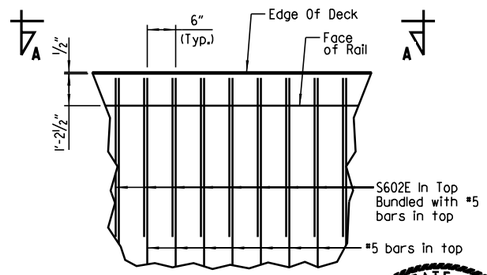
DETAIL A

Scale: 3/8" = 1'-0"



DETAIL B

Scale: 3/8" = 1'-0"



DETAIL C

No Scale

NOTES:
For each stage of construction, pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pour (2) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 6 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S6.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017

BRIDGE NO. 07544 DRAWING NO. 64624

abhall 5/6/2022 9:00:11 AM
WORKSPACE: ARDOT Bridge
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REVISED DATE:

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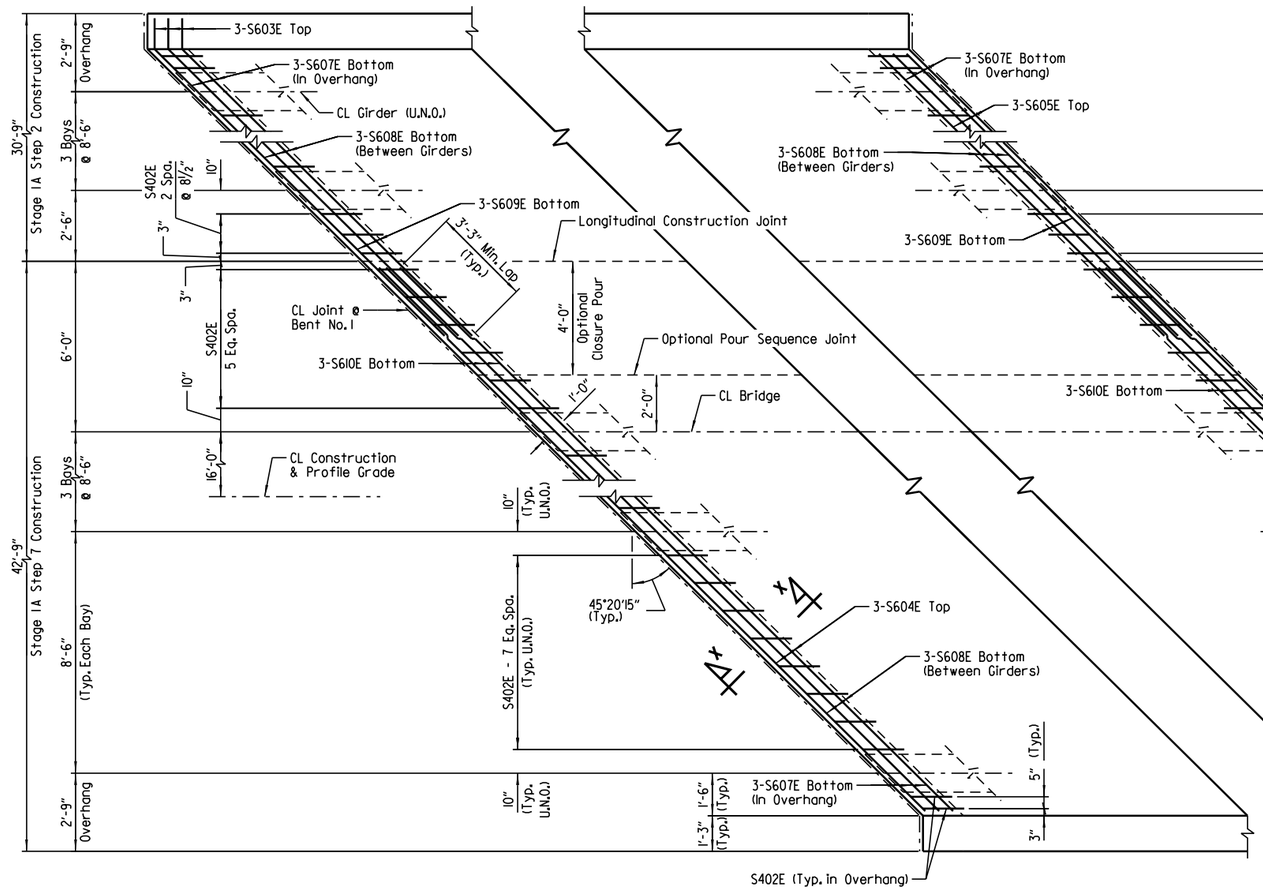
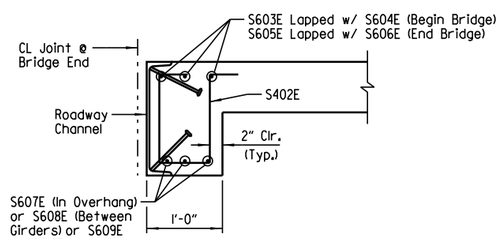
				6	ARK.			
				JOB NO.		CA0604	841	1104
				(1) 07544		PL GIRDER UNIT		64625



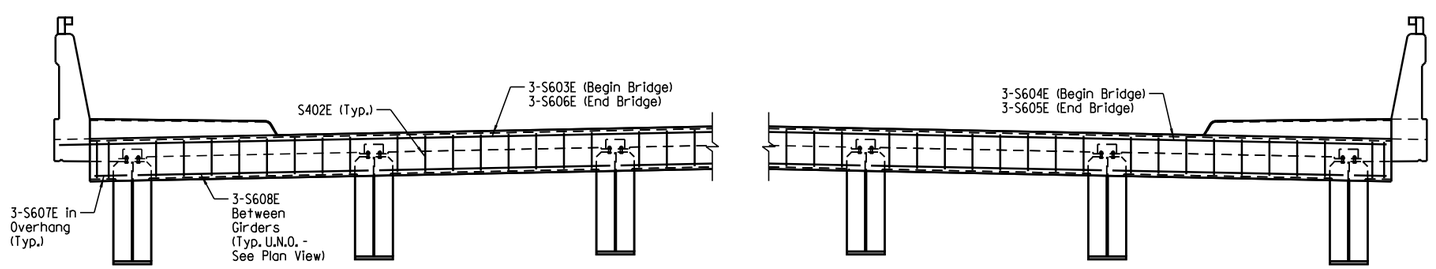
PLAN OF TURNDOWNS AT BRIDGE ENDS

Scale: ⅜" = 1'-0"



SECTION X-X

Scale: 1" = 1'-0"



ELEVATION OF TURNDOWNS AT BRIDGE ENDS

(Looking Ahead at Begin Bridge)
(Looking Back at End Bridge)
No Scale

LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 7 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

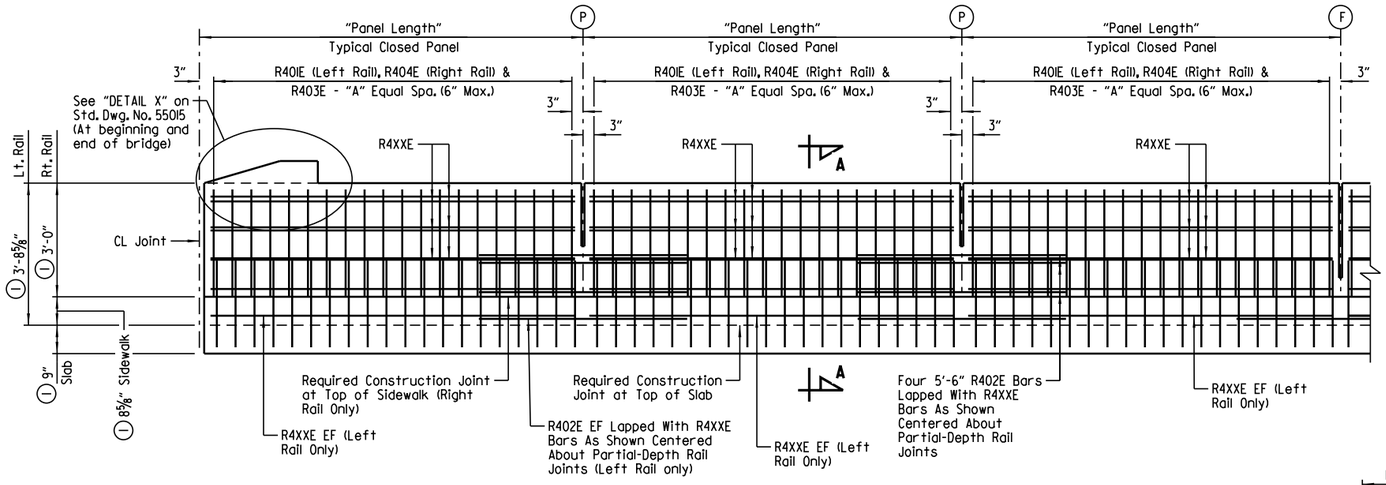
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JJB DATE: JULY 2019 FILENAME: BCA0604x1_S7.DGN
CHECKED BY: ABH DATE: FEB. 2021 SCALE: As Shown
DESIGNED BY: JJB DATE: JULY 2019

BRIDGE NO. 07544 DRAWING NO. 64625

abhall 5/6/2022 9:00:01 AM
WORKSPACE: ARDOT Bridge
L:\202\2201732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S307-BL.dgn
REVISED DATE:

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.		CA0604	842	1104
				(1) 07544		PL GIRDER UNIT		64626



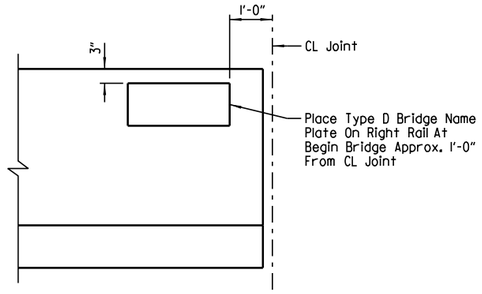
(1) Measured at Edge of Deck

LEGEND

EF = Each Face

DETAILS OF BRIDGE TRAFFIC RAIL

No Scale



VIEW SHOWING LOCATION OF NAME PLATE

(Showing Inside Face Of Rail)
No Scale

(F) CL Full-Depth Rail Joint (formed width ¼" to 1" max.) as shown in "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1" on Dwg. No. 64623 & "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2" on Dwg. No. 64624. Stop 6" from top of slab.

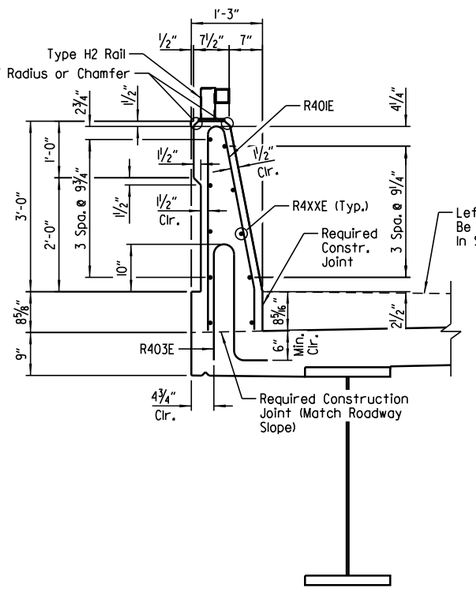
(P) CL Partial-Depth Rail Joint (formed width ¼" to 1" max.) as shown in "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1" on Dwg. No. 64623 & "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2" on Dwg. No. 64624. Stop 16" from top of slab.

NOTE:
For "DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL" and "GENERAL NOTES", see Std. Dwg. No. 55070.

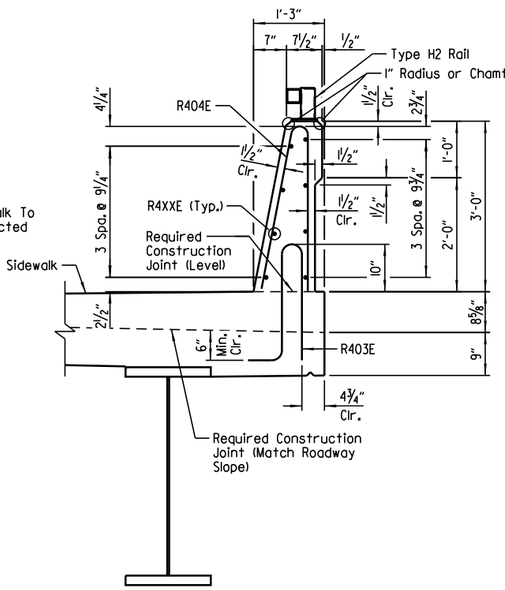
NOTE:
When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ¼" and must be controlled so it will follow the V-groove.

TABLE OF VARIABLES		
Closed Rail Panels		
Panel Length	"A"	R4XXE
14'-0"	27	R405E
14'-6"	28	R406E
15'-0"	29	R407E
16'-0"	31	R408E

For location of Closed Rail panels, see "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1" on Dwg. No. 64623 & "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2" on Dwg. No. 64624.



LEFT RAIL



RIGHT RAIL

SECTION A-A

Scale: ½" = 1'-0"

STATE OF ARKANSAS
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No. 14498
ADAM B. HALL

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BRIDGE ENGINEER

SHEET 8 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

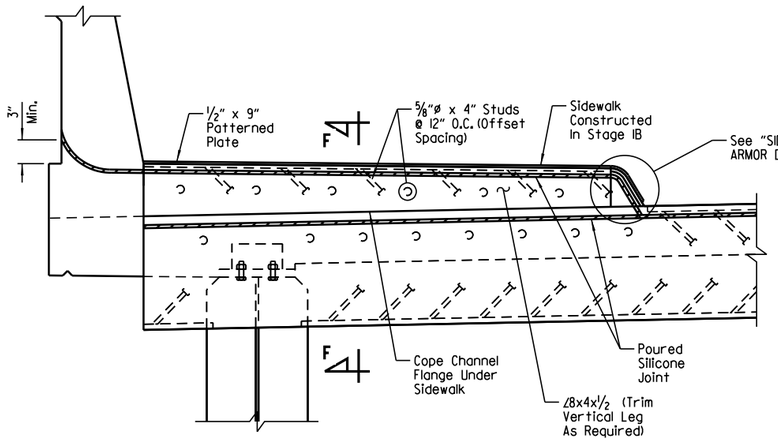
DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S8.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017

BRIDGE NO. 07544 DRAWING NO. 64626

abhall 5/6/2022 9:00:11 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S308-PT.dgn
REVISED DATE:

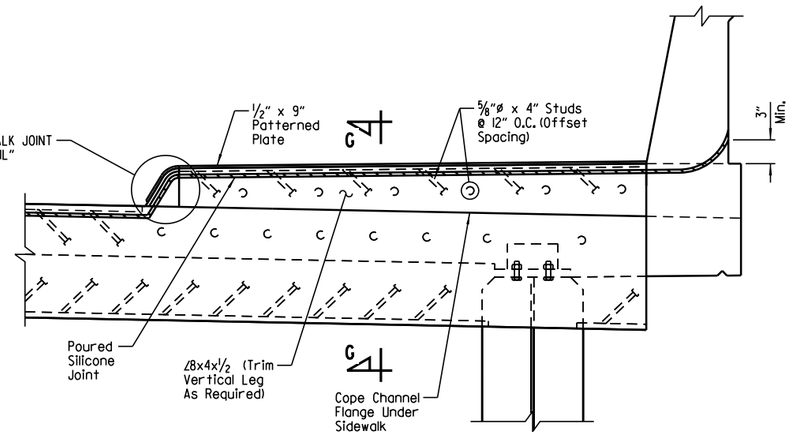
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	843	1104
① 07544		PL GIRDER UNIT		64627



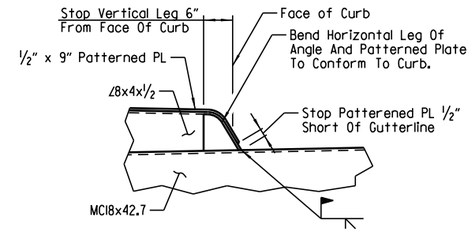
SECTION THRU SIDEWALK - STAGE IA STEP 2

(Looking Ahead)
Scale: I" = I'-0"



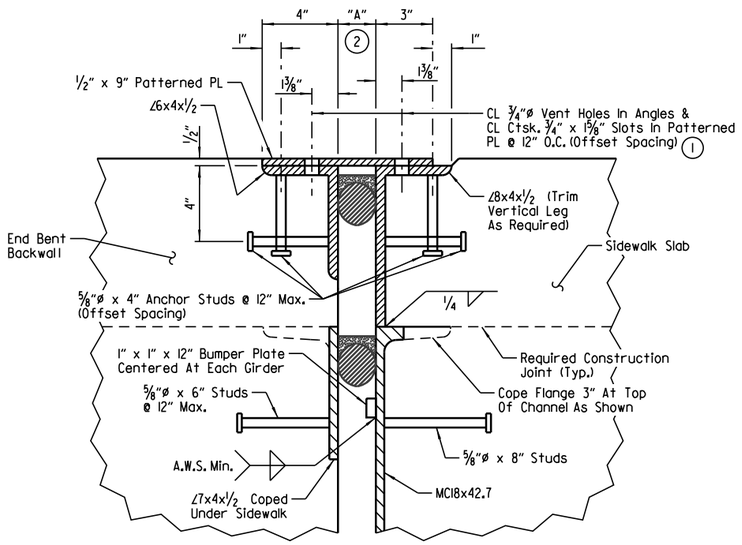
SECTION THRU SIDEWALK - STAGE IA STEP 7

(Looking Ahead)
Scale: I" = I'-0"



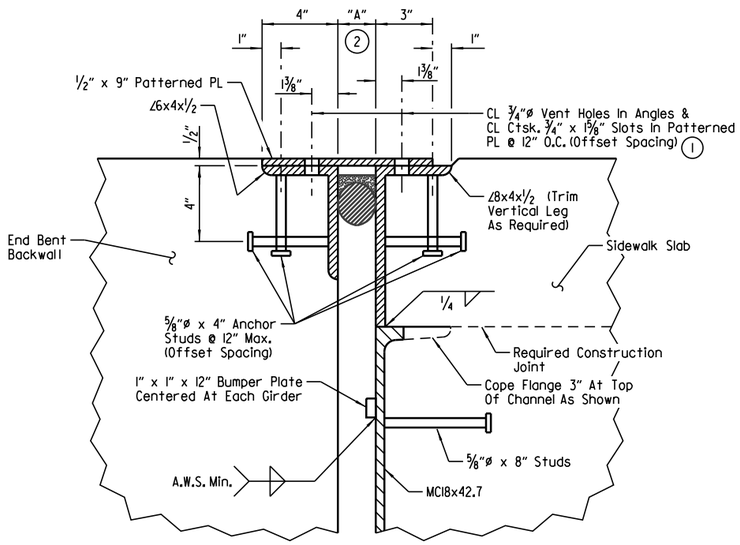
SIDEWALK JOINT ARMOR DETAIL

No Scale



SECTION F-F

No Scale



SECTION G-G

No Scale

NOTE:
Concrete shall be hand packed under the joint armor.

NOTES:
Patterned plates shall be ASTM A709, Gr. 36 and shall be paid for as "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

The surfaces of the plates and angles which will not be in contact with the concrete shall be cleaned and painted in accordance with Section 638, or as directed by the Engineer. Only one coat is required and shall be applied in the Fabricator's shop. Painting shall not be paid for directly, but will be considered subsidiary to "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

SILICONE JOINT DATA					
"A" Width Perpendicular To Joint At 24 Hour Average Temperature ③ Of:			"B" Perpendicular To Joint At 60°F	"D"	Bumper Plate Size
40°F	60°F	80°F			
2⅛"	2"	I⅞"	2¼"±	4½"	I" x I"

③ The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

NOTE:
See additional joint details on Std. Dwg. No. 55008.

① Ctsk. ¾" x I⅝" slots in ½" Patterned PL. Tap 4" leg of angles for ASTM A449 ⅝"ø flat head cap screws @ I2" O.C. Install screws in the shop and ship as a unit. Screws on span side to be removed. Screws on backwall side to remain in place after erection.

② Dimensions shown @ 60°F

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 9 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: MAR. 2019 FILENAME: BCA0604xl_S9.DGN
CHECKED BY: ABH DATE: MAR. 2019 SCALE: As Shown
DESIGNED BY: WMM DATE: MAR. 2019

BRIDGE NO. 07544 DRAWING NO. 64627

abhall 5/6/2022 9:00:02 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S309-JT.dgn
REVISED DATE:

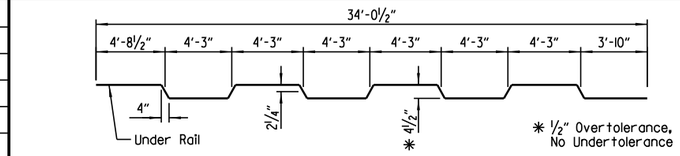
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	844	1104
(1) 07544		PL GIRDER UNIT		64628

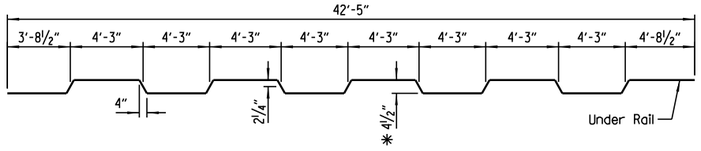
BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
H401E	12	2'-11"			2"
H402E	4	3'-7"			2"
K401E	84	36'-9"			Str.
K402E	199	5'-10"			3"
K403E	199	7'-3"			Str.
K404E	201	6'-1"			Str.
K405E	9	10'-0"			3"
K406E	1	9'-9½"			3"
K407E	1	8'-9½"			3"
K408E To K415E	1 Each	3'-2" To 8'-4"	4" To 5'-6"		3"
K416E	13	8'-8"			Str.
K417E	120	1'-3"			2"
R401E	416	7'-3"			2½"
R402E	110	5'-6"			Str.
R403E	832	4'-11"			3, 3¾"
R404E	416	5'-11"			2½"
R405E	108	13'-8"			Str.
R406E	36	14'-2"			Str.
R407E	18	14'-8"			Str.
R408E	90	15'-8"			Str.
S401E	450	36'-9"			Str.
S402E	198	3'-7½"			2"
S501E	352	54'-4"			Str.
S502E	350	34'-0"			Str.
S503E	332	42'-5"			Str.
S504E	174	34'-9½"			3"
S505E	166	43'-4½"			3"
S506E	52	10'-7"			3¾"
S507E To S559E	2 Each	7'-10" To 33'-6"			Str.
S560E To S5116E	2 Each	32'-5" To 4'-10"			Str.
S5117E To S5193E	2 Each	3'-3" To 40'-10"			Str.
S5194E To S5263E	2 Each	41'-11" To 7'-10"			Str.
S601E	222	29'-3"			Str.
S602E	790	7'-8"			4½"
S603E	3	46'-10"	45'-9"		4½"
S604E	3	58'-6"			Str.
S605E	3	45'-6"			Str.
S606E	3	59'-10"	58'-9"		4½"
S607E	12	1'-8"			Str.
S608E	42	11'-7"			Str.
S609E	6	7'-0"			Str.
S610E	6	8'-1"			Str.

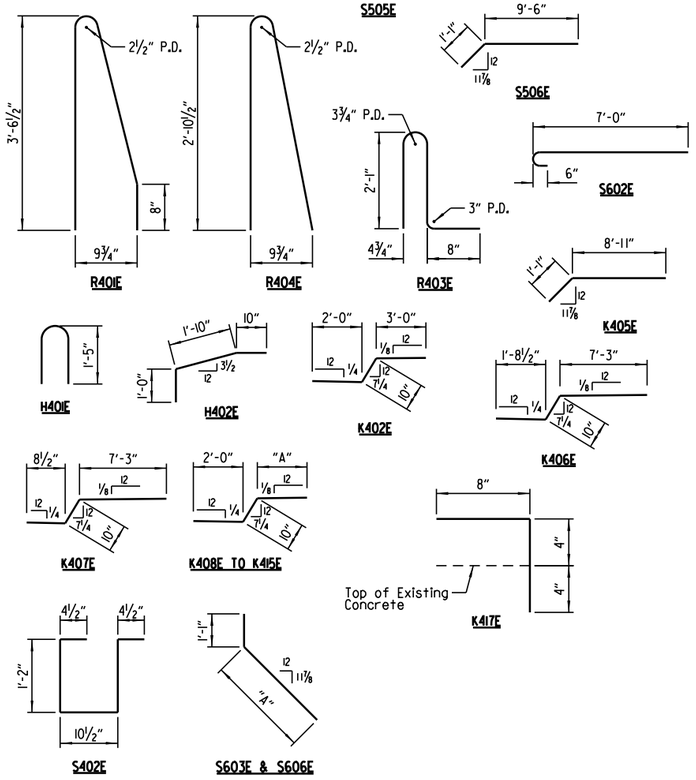
BAR BENDING DIAGRAMS



S504E

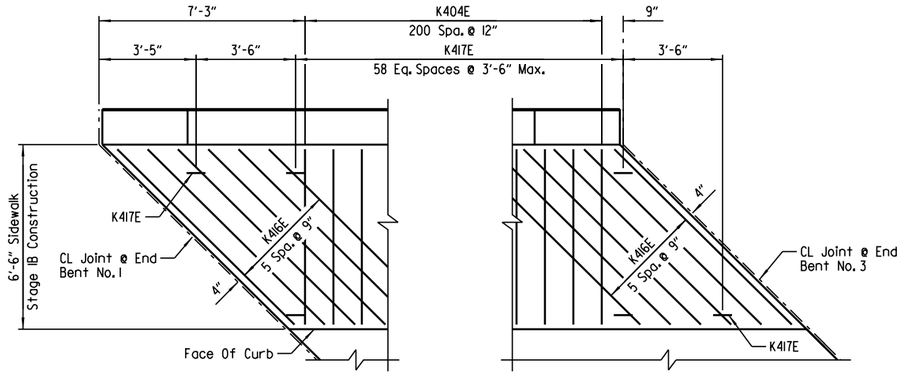


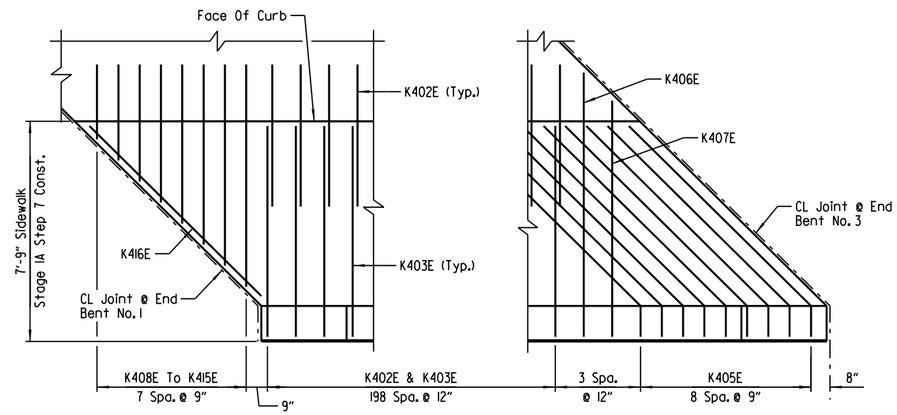
S505E



NOTES:
Dimensions of bars are out-to-out.

Bar designations ending with "E" indicate epoxy coated bars.





SIDEWALK REINFORCING DETAIL

Scale: ⅜" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 10 OF 10
DETAILS OF 208'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

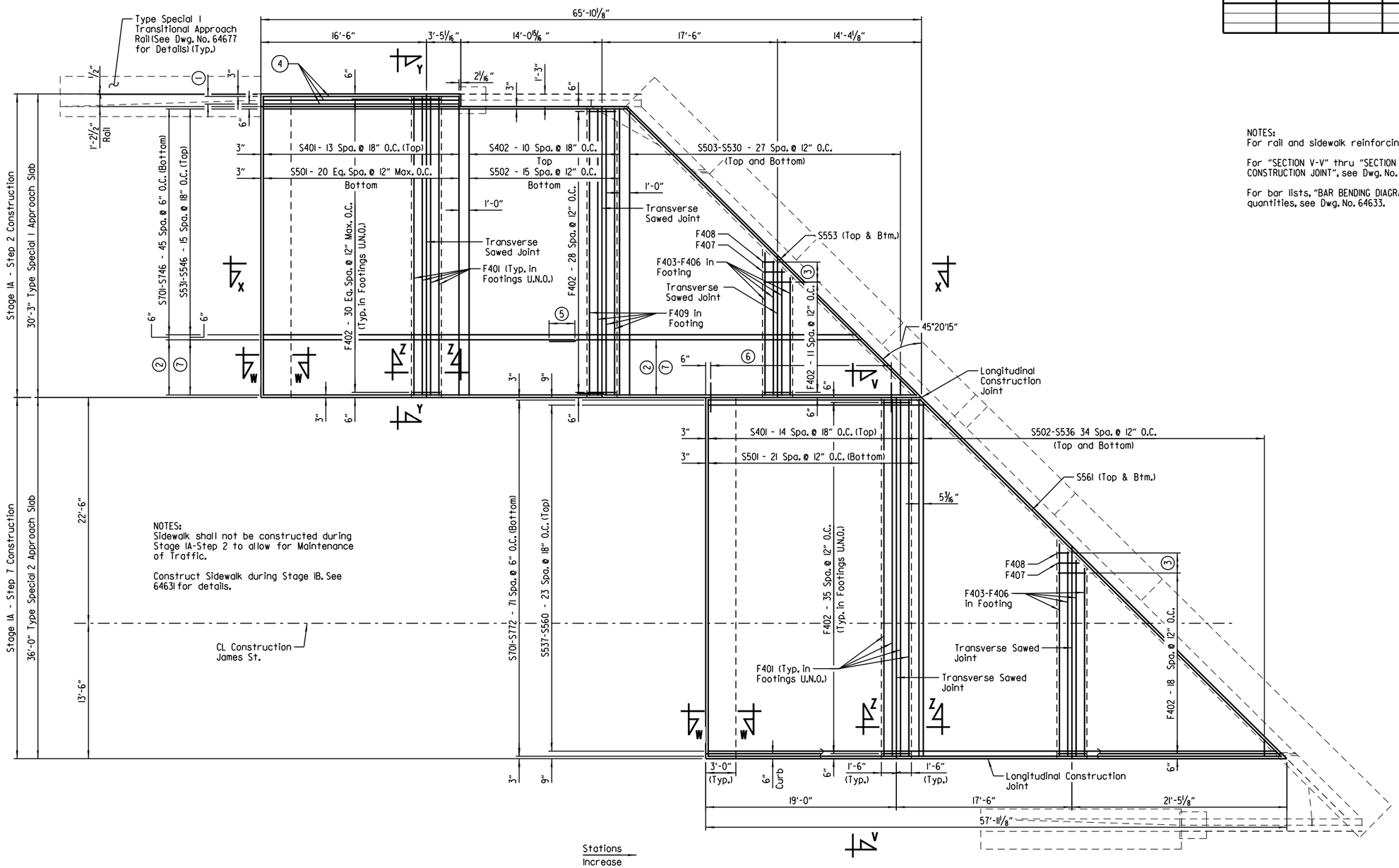
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x1_S10.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2017

BRIDGE NO. 07544 DRAWING NO. 64628

abhall 5/6/2022 9:00:2 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-JAMES-S310-BL.dgn
REVISED DATE:

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.		CA0604	845	1104
				① 07544		TYPE SPECIAL APP. SLAB		64629



NOTES:
Sidewalk shall not be constructed during Stage IA-Step 2 to allow for Maintenance of Traffic.

Construct Sidewalk during Stage IB. See 64631 for details.

NOTES:
For rail and sidewalk reinforcing details, see Dwg. No. 64631.

For "SECTION V-V" thru "SECTION Z-Z" and "DETAILS OF LONGITUDINAL CONSTRUCTION JOINT", see Dwg. No. 64632.

For bar lists, "BAR BENDING DIAGRAMS", "GENERAL NOTES" and quantities, see Dwg. No. 64633.

LEGEND
U.N.O. = Unless Noted Otherwise

① 2 Spa. @ 4½" O.C.
② S747-S758 - 11 Spa. @ 6" O.C. (Bottom)
③ 2 Spa. @ 12" O.C.
④ S552 (Top) S759 (Bottom)
⑤ Lap for #5 bars = 2'-7" Lap for #7 bars = 3'-7"
⑥ S403 Dowel Bars - 12 Spa. @ 18" O.C.
⑦ S547-S551 - 4 Eq. Spa. @ 18" Max. O.C. (Top)

PLAN - TYPE SPECIAL 1 & 2 APPROACH SLABS

(Begin Bridge No. 07544)
Scale: 3/16" = 1'-0"

NOTE:
Top of approach slab shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS OF TYPE SPECIAL 1 THRU 4 APPROACH SLABS

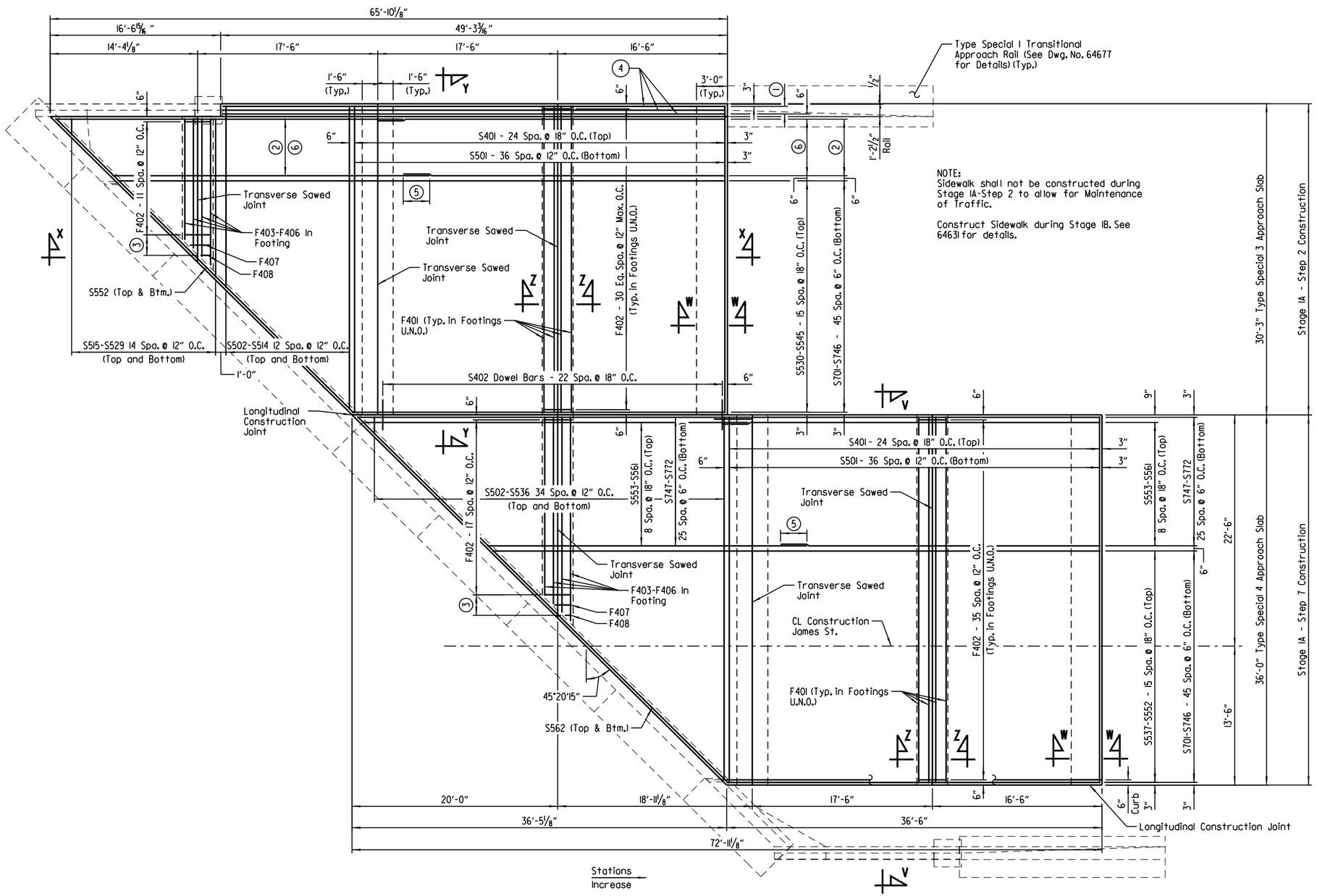
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CJS DATE: JAN. 2019 FILENAME: BCA0604_ASI.DGN
CHECKED BY: RH DATE: APR. 2019 SCALE: As Shown
DESIGNED BY: CJS DATE: JAN. 2019
BRIDGE NO. 07544 DRAWING NO. 64629

abhall 5/6/2022 9:00:13 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S501-AS.dgn
REVISED DATE:

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.		CA0604	846	1104
				(1) 07544		TYPE SPECIAL APP. SLAB		64630



PLAN - TYPE SPECIAL 3 & 4 APPROACH SLABS

(End Bridge No. 07544)
Scale: 3/16" = 1'-0"

NOTES:
For rail and sidewalk reinforcing details, see Dwg. No. 64631.

For "SECTION V-V" thru "SECTION Z-Z" and "DETAILS OF LONGITUDINAL CONSTRUCTION JOINT", see Dwg. No. 64632.

For bar lists, "BAR BENDING DIAGRAMS", "GENERAL NOTES" and quantities, see Dwg. No. 64633.

LEGEND

U.N.O. = Unless Noted Otherwise

(1) 2 Spa. @ 4 1/2" O.C.
(2) S747-S758 - 11 Spa. @ 6" O.C. (Bottom)
(3) 2 Spa. @ 12" O.C.
(4) S551 (Top) S759 (Bottom)
(5) Lap for #5 bars = 2'-7" Lap for #7 bars = 3'-7"
(6) S546-S550 - 4 Eq. Spa. @ 18" Max. O.C. (Top)

NOTE:
Top of approach slab shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

STATE OF ARKANSAS
ADAM B. HALL
LICENSED PROFESSIONAL ENGINEER
No. 14498
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS OF TYPE SPECIAL I THRU 4 APPROACH SLABS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CJS DATE: JAN. 2019 FILENAME: BCA0604_AS2.DGN
CHECKED BY: RH DATE: APR. 2019 SCALE: As Shown
DESIGNED BY: CJS DATE: JAN. 2019

BRIDGE NO. 07544 DRAWING NO. 64630

abhall 5/6/2022 9:00:13 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S502-AS.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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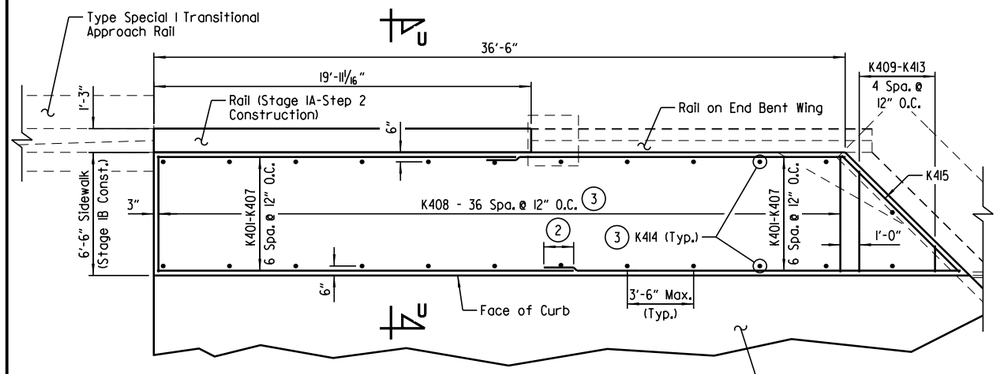
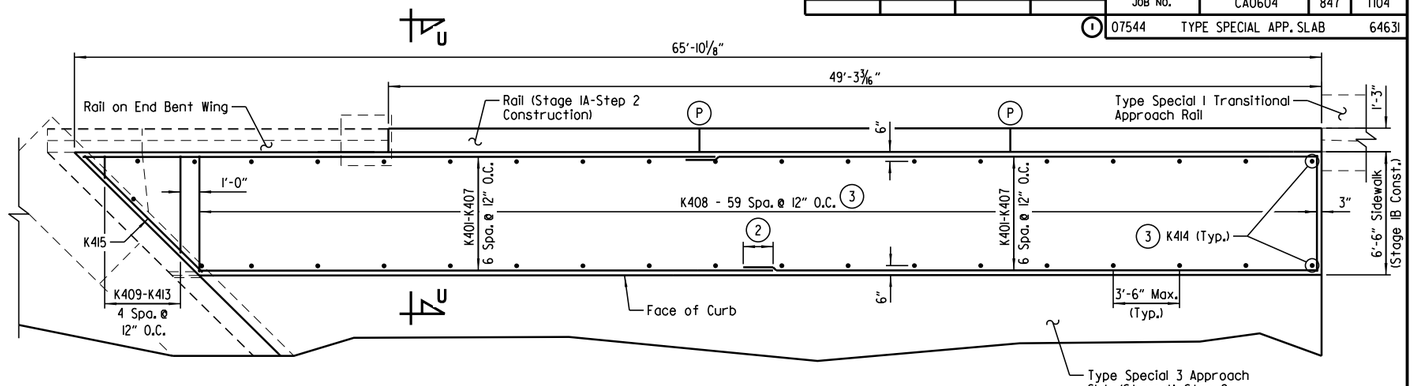
				①	07544	TYPE SPECIAL APP. SLAB		64631



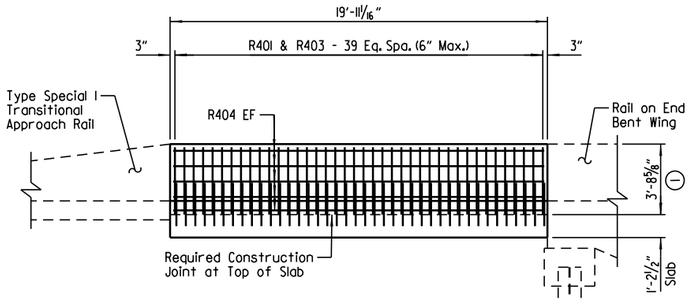
PLAN - TYPE SPECIAL I SIDEWALK & RAIL

(Stage IB Construction U.N.O.)
Scale: 1/4" = 1'-0"



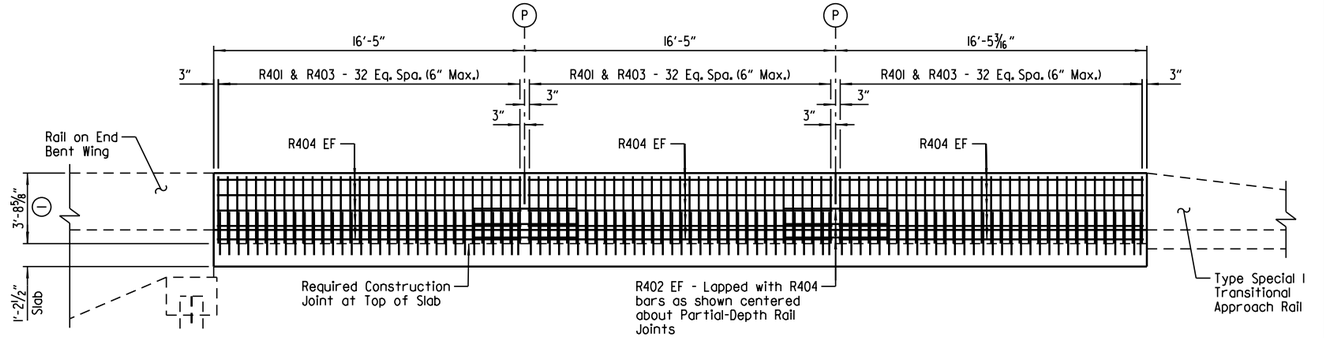
PLAN - TYPE SPECIAL 3 SIDEWALK & RAIL

(Stage IB Construction U.N.O.)
Scale: 1/4" = 1'-0"



ELEVATION - TYPE SPECIAL I RAIL

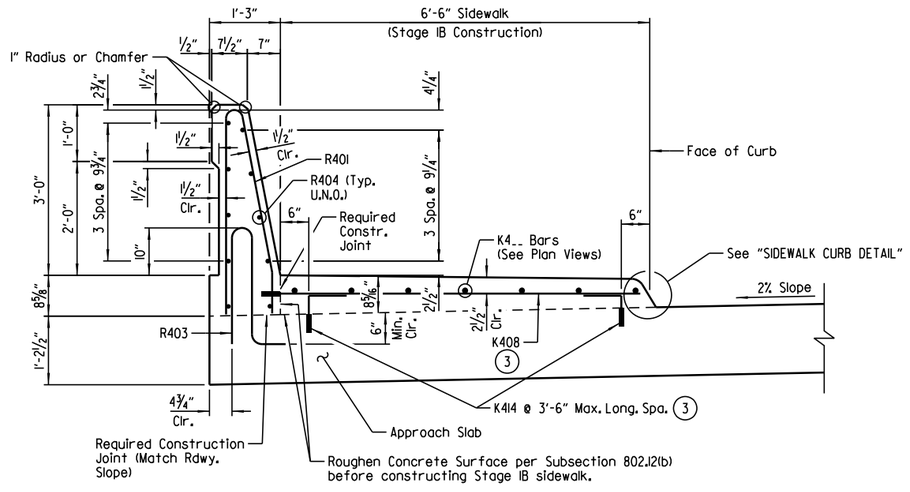
Scale: 1/4" = 1'-0"



ELEVATION - TYPE SPECIAL 3 RAIL

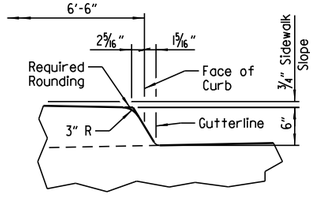
Scale: 1/4" = 1'-0"

(P) CL Partial-Depth Rail Joint (formed width 1/4" to 1" max.) as shown in Plan & Elevation Views. Stop 16" from top of sidewalk.



SECTION U-U

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



SIDEWALK CURB DETAIL

No Scale

(1) Measured at Edge of Slab

(2) 2'-7" Min. Lap (Typ.)

(3) Grout K408 & K414 bars into 4" deep drilled holes. Grout used shall be an approved epoxy grout listed on the OPL. Hole diameter and installation procedure shall be as recommended by the grout Manufacturer. Dowels shall be located to avoid damaging approach slab reinforcing. Payment for grouting and placement shall be considered subsidiary to "REINFORCING STEEL-ROADWAY (GRADE 60)".

NOTE:
Approach slabs and rails shall be constructed in Stage IA-Step 2 Construction. Sidewalk shall be constructed in Stage IB Construction.

NOTE:
Top of sidewalk shall be given a broomed finish as specified in Subsection 802.19 for Class 6 Broomed Finish.

LEGEND

U.N.O. = Unless Noted Otherwise
EF = Each Face

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF TYPE SPECIAL I THRU 4 APPROACH SLABS

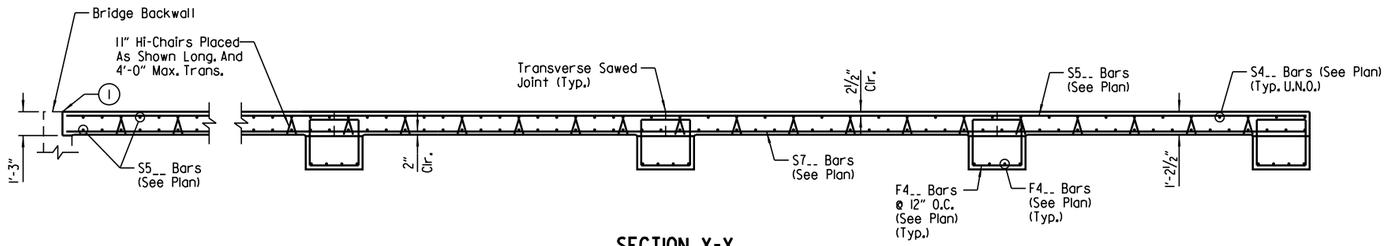
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CJS DATE: JAN. 2019 FILENAME: BCA0604_AS3.DGN
CHECKED BY: RH DATE: APR. 2019 SCALE: As Shown
DESIGNED BY: CJS DATE: JAN. 2019
BRIDGE NO. 07544 DRAWING NO. 64631

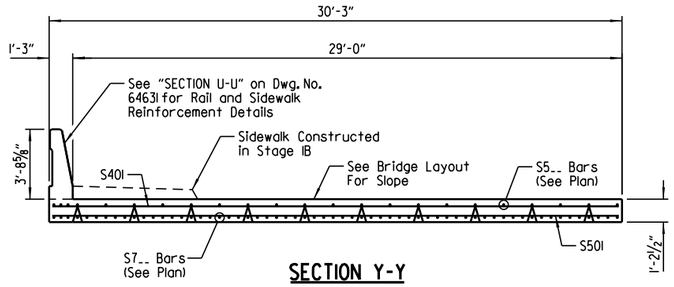
abhall 5/6/2022 9:00:4 AM
WORKSPACE: ARDOT Bridge
L:\202\202017\32 - Hwy 67 - Main to Vandenberg\Drawings\HW167-JAMES-SS03-AS.dgn
REVISED DATE:

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.		CA0604	848	1104
				(1) 07544		TYPE SPECIAL APP. SLAB		64632

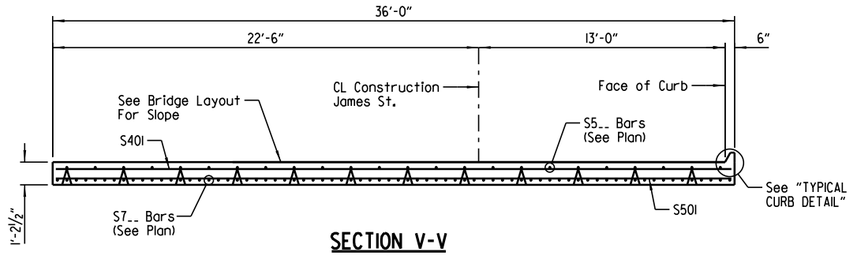


SECTION X-X
No Scale

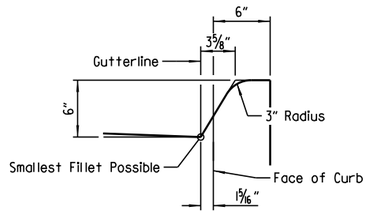
(1) ½" x 1" Poured Joint Sealer (Type 3 or 4) per Subsection 501.02(h)(2).



SECTION Y-Y
No Scale



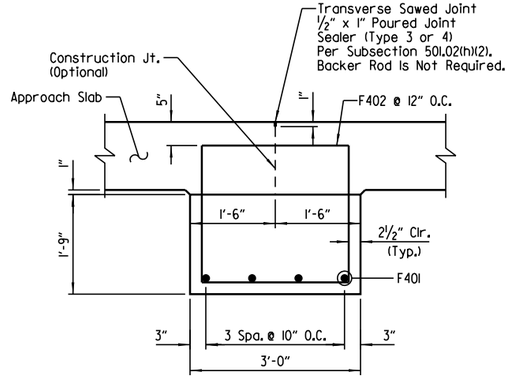
SECTION V-V
No Scale



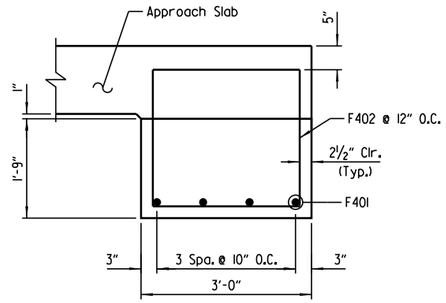
TYPICAL CURB DETAIL
No Scale

LEGEND
U.N.O. = Unless Noted Otherwise

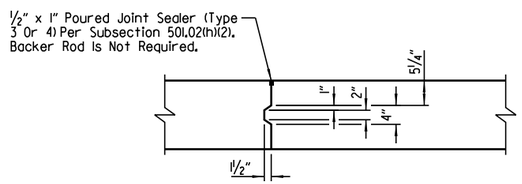
NOTE:
Bar positions and clearances from the forms shall be maintained by means of stays, ties, hangers or other approved devices sufficient in size and number to prevent displacement during construction, per Subsection 804.06.



SECTION Z-Z
Scale: ¾" = 1'-0"



SECTION W-W
Scale: ¾" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
Scale: ¾" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF TYPE SPECIAL I THRU 4 APPROACH SLABS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CJS DATE: JAN. 2019 FILENAME: BCA0604_AS4.DGN
CHECKED BY: RH DATE: APR. 2019 SCALE: As Shown
DESIGNED BY: CJS DATE: JAN. 2019
BRIDGE NO. 07544 DRAWING NO. 64632

abhall 5/6/2022 9:00:15 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-S504-AS.dgn
REVISED DATE:

BAR LIST - TYPE SPECIAL 1 APPROACH SLAB

MARK	NO. REQ'D.	LENGTH	"A"	P.D.
S401	14	29'-11"		Str.
S402	11	28'-8"		Str.
S403	13	3'-0"		Str.
S501	21	29'-11"		Str.
S502	16	28'-8"		Str.
S503 to S530	2 Ea.	1'-8" to 28'-5"		Str.
S531 to S546	1 Ea.	36'-5" to 59'-2"		Str.
S547 to S551	2 Ea.	31'-2" to 33'-11"		Str.
S552	3	19'-7"		Str.
S553	2	40'-9"		Str.
S701 to S746	1 Ea.	36'-5" to 59'-2"		Str.
S747 to S758	2 Ea.	31'-8" to 34'-6"		Str.
S759	3	19'-7"		Str.
F401	8	29'-11"		Str.
F402	103	10'-4"	2'-7"	2"
F403 to F406	1 Ea.	11'-10" to 14'-3"		Str.
F407	1	9'-2"	2'-0"	2"
F408	1	7'-2"	1'-0"	2"
F409	4	28'-8"		Str.
R401	40	7'-3"		2½"
R403	40	4'-11"		3, 3¾"
R404	10	19'-7"		Str.
K401 to K407	2 Ea.	19'-6" to 22'-7"		Str.
K408	37	6'-2"		Str.
K409 to K413	1 Ea.	1'-5" to 5'-4"		Str.
K414	24	1'-3"		2"

BAR LIST - TYPE SPECIAL 2 APPROACH SLAB

MARK	NO. REQ'D.	LENGTH	"A"	P.D.
S401	15	35'-8"		Str.
S501	22	35'-8"		Str.
S502 to S536	2 Ea.	1'-9" to 35'-5"		Str.
S537 to S560	1 Ea.	21'-10" to 56'-9"		Str.
S561	2	50'-9"		Str.
S701 to S772	1 Ea.	21'-4" to 57'-3"		Str.
F401	8	35'-8"		Str.
F402	91	10'-4"	2'-7"	2"
F403 to F406	1 Ea.	18'-10" to 21'-3"		Str.
F407	1	9'-2"	2'-0"	2"
F408	1	7'-2"	1'-0"	2"

BAR LIST - TYPE SPECIAL 3 APPROACH SLAB

MARK	NO. REQ'D.	LENGTH	"A"	P.D.
S401	25	29'-11"		Str.
S402	23	3'-0"		Str.
S501	37	29'-11"		Str.
S502 to S514	2 Ea.	17'-8" to 29'-7"		Str.
S515 to S529	2 Ea.	1'-8" to 15'-6"		Str.
S530 to S545	1 Ea.	36'-4" to 59'-1"		Str.
S546 to S550	2 Ea.	31'-2" to 33'-11"		Str.
S551	3	48'-11"		Str.
S552	2	40'-9"		Str.
S701 to S746	1 Ea.	36'-4" to 59'-1"		Str.
S747 to S758	2 Ea.	31'-8" to 34'-5"		Str.
S759	3	48'-11"		Str.
F401	12	29'-11"		Str.
F402	105	10'-4"	2'-7"	2"
F403 to F406	1 Ea.	11'-10" to 14'-3"		Str.
F407	1	9'-2"	2'-0"	2"
F408	1	7'-2"	1'-0"	2"
R401	99	7'-3"		2½"
R402	12	5'-6"		Str.
R403	99	4'-11"		3", 3¾"
R404	30	16'-1"		Str.
K401 to K407	2 Ea.	30'-11" to 34'-0"		Str.
K408	60	6'-2"		Str.
K409 to K413	1 Ea.	1'-5" to 5'-4"		Str.
K414	38	1'-3"		2"

BAR LIST - TYPE SPECIAL 4 APPROACH SLAB

MARK	NO. REQ'D.	LENGTH	"A"	P.D.
S401	25	35'-8"		Str.
S501	37	35'-8"		Str.
S502 to S536	2 Ea.	1'-9" to 35'-4"		Str.
S537 to S552	1 Ea.	36'-4" to 59'-1"		Str.
S553 to S561	2 Ea.	31'-2" to 37'-3"		Str.
S562	2	50'-9"		Str.
S701 to S746	1 Ea.	36'-4" to 59'-1"		Str.
S747 to S772	2 Ea.	31'-8" to 38'-0"		Str.
F401	12	35'-8"		Str.
F402	126	10'-4"	2'-7"	2"
F403 to F406	1 Ea.	17'-5" to 19'-10"		Str.
F407	1	8'-4"	1'-7"	2"
F408	1	6'-4"	7"	2"

NOTE:
Dimensions of bars are out-to-out.

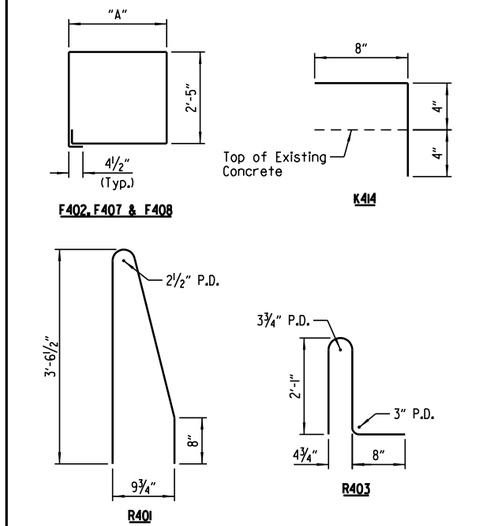
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	849	1104
				1	07544	TYPE SPECIAL APP. SLAB		64633

TABLE OF QUANTITIES

(For Information Only)

Type	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
Type Special 1	11,878	96.55
Type Special 2	10,288	83.20
Type Special 3	12,927	105.50
Type Special 4	14,273	114.27

BAR BENDING DIAGRAMS



GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

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

Approach Slabs will be measured and paid for in accordance with Section 504.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

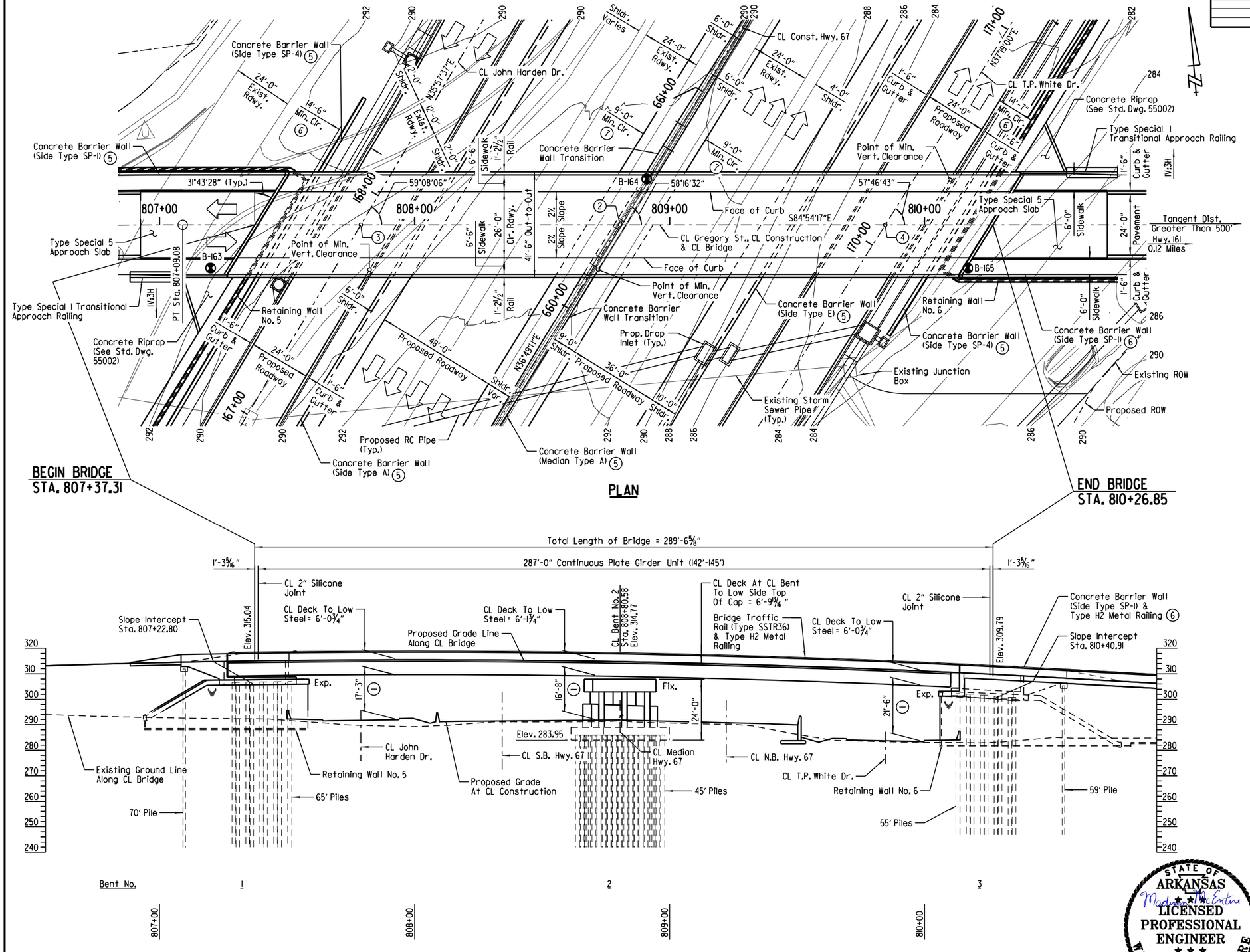
SHEET 5 OF 5
DETAILS OF TYPE SPECIAL 1 THRU 4 APPROACH SLABS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CJS DATE: JAN. 2019 FILENAME: BCA0604_AS5_DGN
CHECKED BY: RH DATE: APR. 2019 SCALE: As Shown
DESIGNED BY: CJS DATE: JAN. 2019

BRIDGE NO. 07544 DRAWING NO. 64633

abhall 5/6/2022 9:00:05 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-JAMES-5505-AS.dgn
REVISED DATE:

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.		CA0604	850	1104
				(1) 07545		LAYOUT		64634



NOTES:
Stations shown are along CL Construction. Elevations shown are theoretical working point elevations at CL Bridge. Any vertical dimension referenced to CL Deck is based on theoretical working point elevation at CL Bridge. See "ROUNDING DETAIL" on Std. Dwg. No. 55007 for additional information.

NOTE:
For "GENERAL NOTES", "ELEVATION OF SOIL BORINGS" and "BORING LEGEND", see Dwg. No. 64635

BEGIN BRIDGE
STA. 807+37.31

END BRIDGE
STA. 810+26.85

HORIZONTAL CURVE DATA

Gregory St.
PI = 806+20.23
Δ = 3°33'18" Rt.
D = 2°00'00"
T = 88.90'
L = 177.75'
R = 2864.79'

PVI Sta. 808+50.00
Elev. 319.66
V.C. = 400'
+3.35%
-5.55%

VERTICAL CURVE DATA

Gregory St.
(Profile Grade Along CL Construction)

NOTE:
For details of Retaining Wall Nos. 5 and 6, see Dwg. Nos. 64786, 64793-64795 and 64798-64801.

NOTE:
Use Type 5 Approach Slab at both ends of bridge. See Dwg. No. 64651.

(1) Minimum Vertical Clearance
(2) Sta. 808+80.58 (CL Gregory St.) Sta. 660+38.57 (CL Hwy. 67)
(3) Sta. 807+78.92 (CL Gregory St.) Sta. 167+86.65 (CL John Harden Dr.)
(4) Sta. 809+84.60 (CL Gregory St.) Sta. 170+09.52 (CL T.P. White Dr.)
(5) See Roadway Plans for Type Special Barrier Wall Details.
(6) Measured to face of retaining wall coping
(7) Measured to face of crashwall

FOR R/W DATA, SEE ROADWAY PLANS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE
GREGORY ST. OVER HWY. 67
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY

ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604x2_LI.DGN
CHECKED BY: WMM DATE: MAY 2021 SCALE: 1" = 20'-0"
DESIGNED BY: DRG DATE: SEP. 2017
BRIDGE NO. 07545 DRAWING NO. 64634

abhall 5/6/2022 9:00:18 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-SI01-L0.dgn
REVISED DATE:

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.		CA0604	851	1104
				(1) 07545		LAYOUT		64635

BORING LEGEND

A - Medium stiff, red, sandy lean clay.
B - Loose, brown & gray, clayey sand.
C - Medium stiff, brown & gray, sandy fat clay.
D - Medium stiff to stiff, brown & gray, sandy, elastic silt.
E - Stiff, brown & gray, sandy fat clay.
F - Claystone: Dark gray-black, brown orange stain, sli. to sev. weathered, low hardness, thin bedded.
G - Limestone: Light gray, gray, dk. gray, mod. weathered, mod. hard.
H - Medium dense, brown, silty, clayey gravel with sand.
I - Medium stiff to stiff, brown & tan, sandy lean clay.
J - Medium dense, brown, silty sand.
K - Stiff to very hard, brown, sandy, fat clay.
L - Limestone: Light gray, gray, dk. gray-black, mod. weathered, mod. hard.
M - Shale: Dark gray-black, sli. weathered, thin bedded, mod. hard.
N - Soft, brown, sandy, silty clay.
O - Soft to stiff, brown, sandy lean clay.
P - Stiff, brown, sandy elastic silt.
Q - Stiff to very stiff, brown, sandy fat clay.
R - Claystone: Dark gray-black, scat. lt. gray, sli. weathered, low hardness
S - Limestone: Light gray, gray, dk. gray, mod. to sev. weathered, mod. hard.
T - Claystone: Dark gray-black, scat. brown-gray & lt. gray, trcs orange stain, sli. mod. weathered, low hardness
U - Shale: Dark gray-black, sli. weathered to fresh, thin bedded, med. to mod. hard.

GENERAL NOTES

BENCH MARK: Vertical Control Data are shown on the Survey Control Data Sheets.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted in the plans, Section and Subsection numbers refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012, 6th Edition) with 2013 interim specifications.

LIVE LOADING: HL-93

SEISMIC ZONE: 2 S_{DI} = 0.24g Site Class = D

SEISMIC OPERATIONAL CLASSIFICATION: Other

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (Superstructure)	f'c = 4,000 psi
Class S Concrete (Substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M 31 or M 322 Type A)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50)	Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring Logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING: Piling at end bents shall be HP14x73 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a Minimum Safe Bearing Capacity of 133 tons per pile. Piling at Bent No. 2 shall be HP14x89 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a Minimum Safe Bearing Capacity of 163 tons per pile. All piling shall be driven into the material designated as claystone or limestone on the boring legend. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. On all piles, the Contractor shall use approved steel H-Pile driving points.

Drive all piles in Bent Nos. 1 and 3 to a minimum penetration of 10' below bottom of leveling pad. Drive all piles in Bent No. 2 to a minimum penetration of 10' below bottom of footing.

GENERAL NOTES (CONTINUED)

PILE CASINGS: Pile casings are required for all piling at Bent Nos. 1 & 3. Casings shall be installed prior to or during embankment construction and shall extend from bottom of leveling pad to bottom of cap. Pile casing material shall have sufficient strength to retain its original form free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 24". Piles shall be driven through the open casings after embankment to the bottom of cap is in place. After driving is completed, the pile casing shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement or other approved material in a single continuous operation to completely fill voids. Pile casings and fill will not be paid for directly, but shall be considered subsidiary to the item "STEEL PILING (HP14x73)".

PILE FOOTING: The top of footing at Bent No. 2 shall be set a minimum of 2'-0" below finished ground or at the elevation shown on the Plans, whichever is lower. Foundation for footing shall be prepared in accordance with Section 801.04. Foundation piles shall not be driven until after the excavation to bottom of footing is complete. Excavations shall be backfilled and compacted to the level of the finished ground in accordance with Subsection 801.08.

BRIDGE DECK: The concrete bridge deck, except sidewalks, shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks shall be given a Class 6 Broomed Finish.

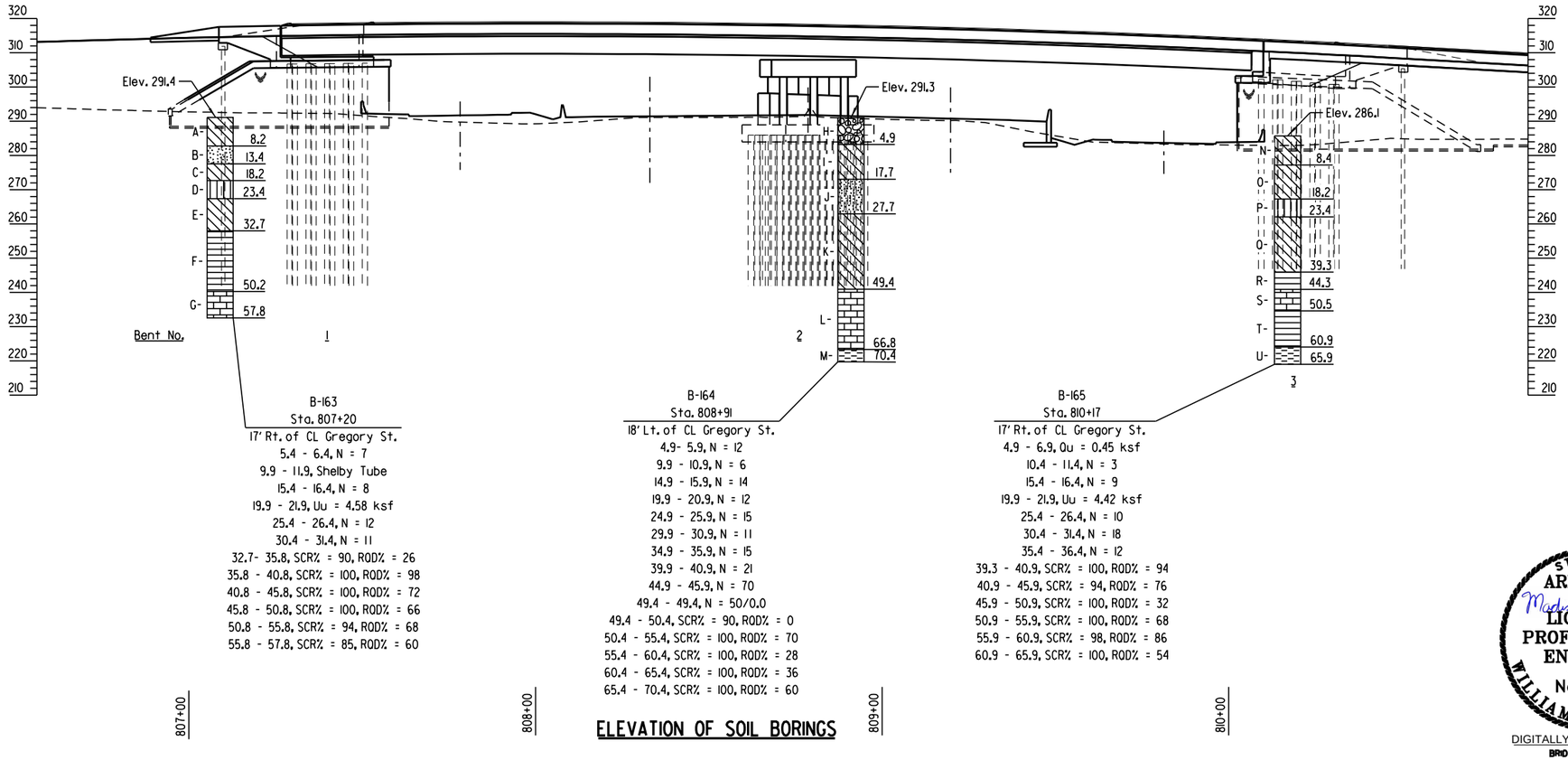
PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface, sidewalk surface (including curbing), and to the roadway face and top of the concrete bridge rails in accordance with Section 803.

PAINTING: All Grade 50 structural steel except galvanized members, some surfaces in contact with concrete, and as otherwise noted, shall be painted as specified in Subsection 807.75. The color of paint shall be DARK GRAY and shall match Federal Std. 595B, Color Chip No. 26122.

POWDER COATING: All metal bridge railing shall receive a powder coating finish. The color of paint shall be DARK GRAY equal to or close to Federal Std. 595B, Color Chip No. 26122 and as approved by the Engineer. See Std. Dwg. No. 55015 for additional information.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	64636 To 64639
Intermediate Bent	64640 To 64642
287'-0" Cont. Plate Girder Unit	64644 To 64650
Elastomeric Bearings	64643
Type Special 1 Transitional Approach Railing	64677
Type Special 5 Approach Slab	64651
General Notes For Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Poured Silicone Joints	55008
Type H2 Railing	55015
Steel H-Piling	55020



ELEVATION OF SOIL BORINGS

STATE OF ARKANSAS
Madison McEntire
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 2
LAYOUT OF BRIDGE
GREGORY ST. OVER HWY. 67
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY

ROUTE 67 SEC. 10

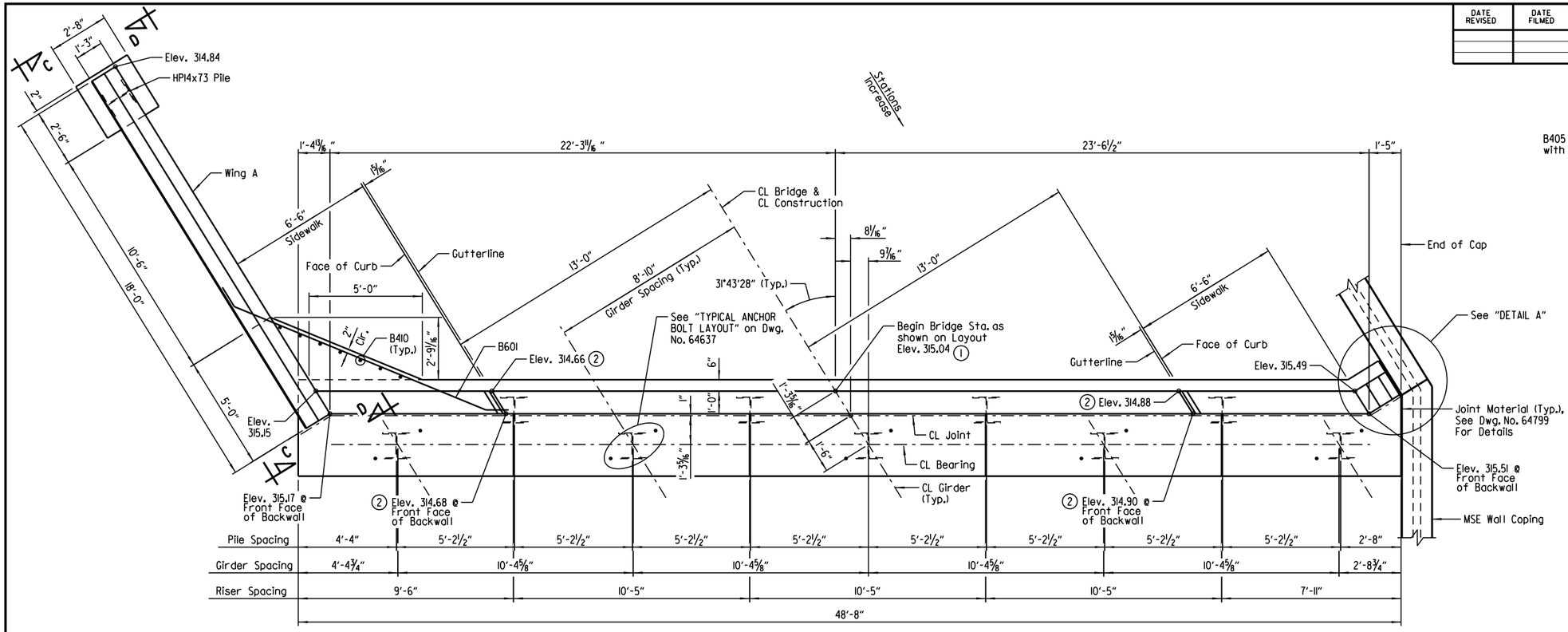
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604x2_L2.DGN
CHECKED BY: WMM DATE: MAY 2021 SCALE: No Scale
DESIGNED BY: DRG DATE: SEP. 2017
BRIDGE NO. 07545 DRAWING NO. 64635

abhall 5/6/2022 9:00:19 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-SI02-B00.dgn
REVISED DATE:

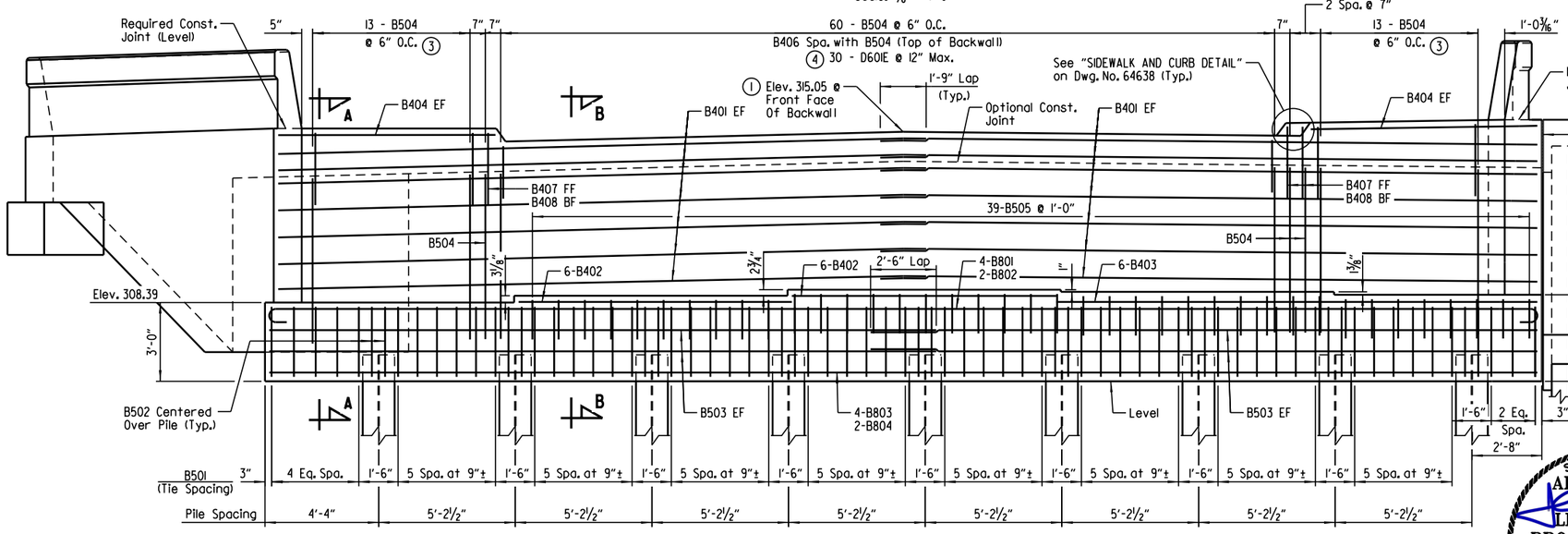
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	852	1104
				(1) 07545		END BENT DETAILS		64636



PLAN - END BENT NO. 1

(Looking Back)
Scale: 3/8" = 1'-0"

(4) Horizontal leg of D601E shall be placed parallel to CL Bridge.

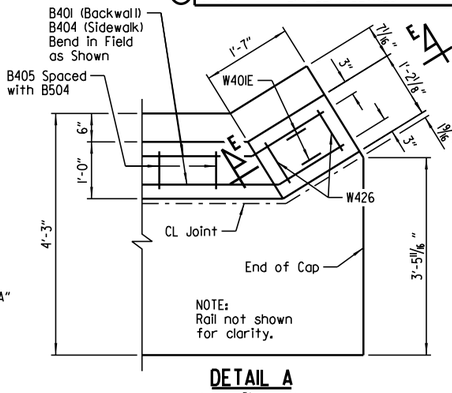


ELEVATION - END BENT NO. 1

(Looking Back)
Scale: 3/8" = 1'-0"

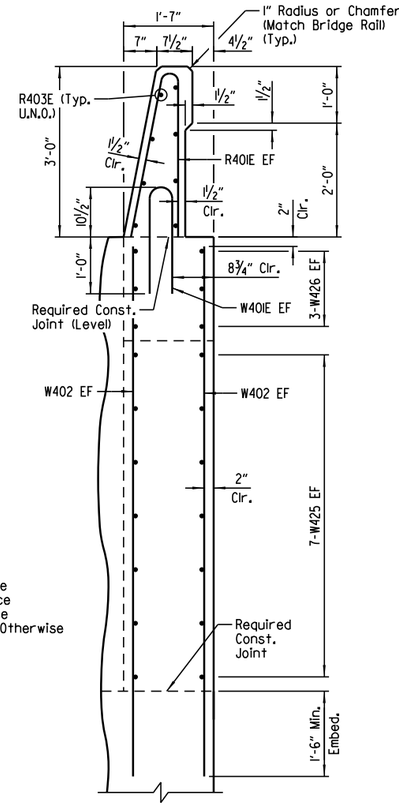
LEGEND

EF = Each Face
FF = Front Face
BF = Back Face
U.N.O. = Unless Noted Otherwise



DETAIL A

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



SECTION E-E

No Scale

NOTE:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION B-B", "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64638.

(1) Elevation and dimension shown to Working Point, see "ROUNDING DETAIL" on Std. Dwg. No. 55007
(2) At Gutterline
(3) B405 Spaced With B504 (Top of Backwall)

NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, sidewalk, and to the roadway face and top of the wing rails.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

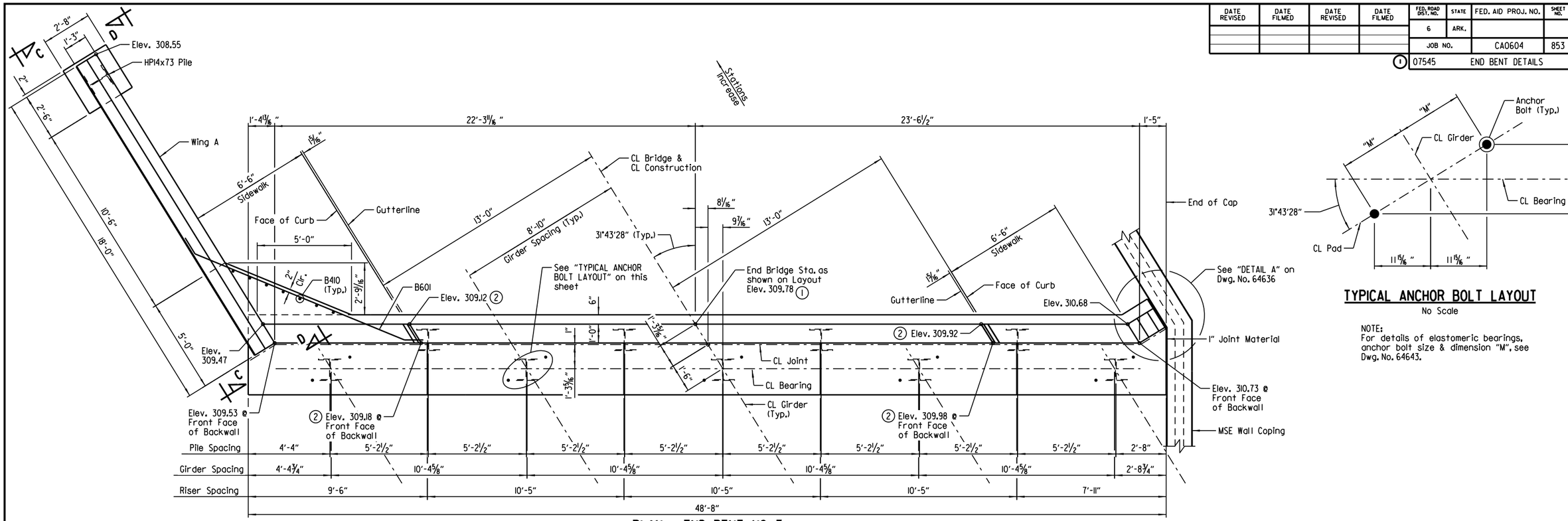
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 4
DETAILS OF END BENTS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2018 FILENAME: BCA0604x1_BI.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: DEC. 2018
BRIDGE NO. 07545 DRAWING NO. 64636

abhall 5/6/2022 9:00:09 AM
WORKSPACE: ARDOT Bridge
L:\202\V201732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S201-AB.dgn
REVISED DATE:

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.		CA0604	853	1104
				(1) 07545		END BENT DETAILS		64637



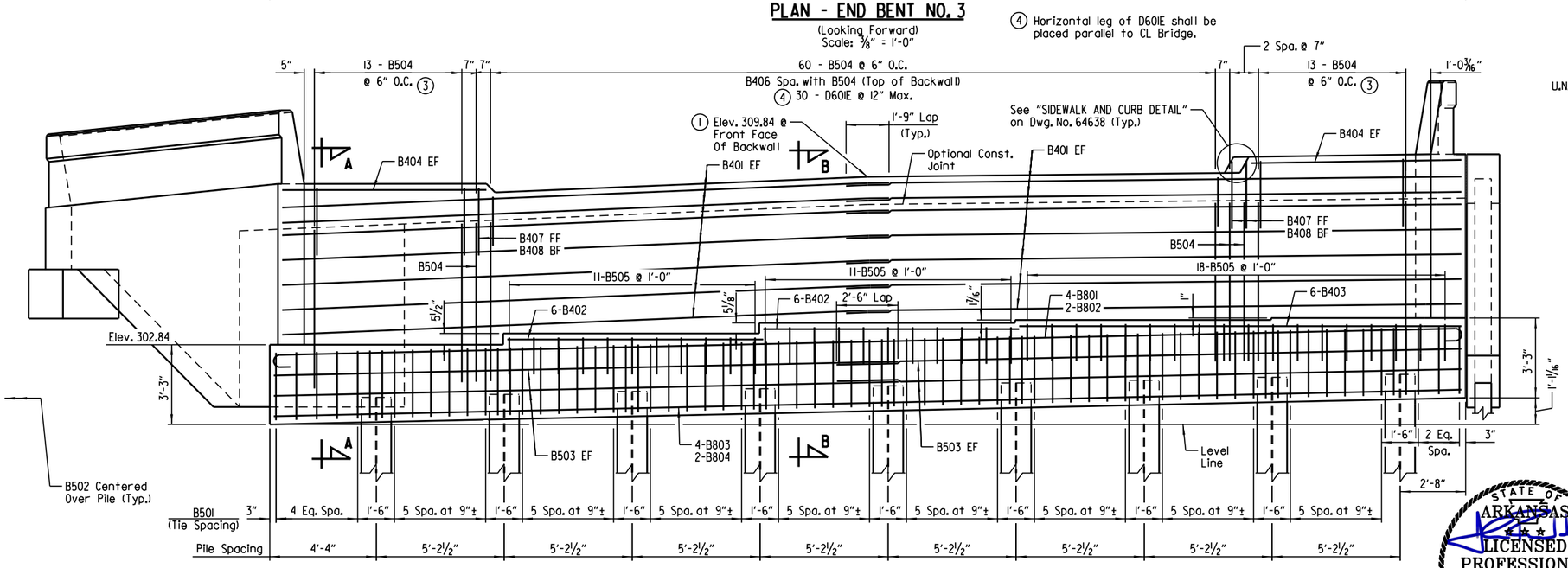
PLAN - END BENT NO. 3

(Looking Forward)
Scale: 3/8" = 1'-0"

TYPICAL ANCHOR BOLT LAYOUT

No Scale

NOTE:
For details of elastomeric bearings, anchor bolt size & dimension "M", see Dwg. No. 64643.



ELEVATION - END BENT NO. 3

(Looking Forward)
Scale: 3/8" = 1'-0"

LEGEND

EF = Each Face
FF = Front Face
BF = Back Face
U.N.O. = Unless Noted Otherwise

NOTE:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION B-B", "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64638.

(1) Elevation and dimension shown to Working Point, see "ROUNDING DETAIL" on Std. Dwg. No. 55007

(2) At Gutterline

(3) B405 Spaced With B504 (Top of Backwall)

(4) Horizontal leg of D60IE shall be placed parallel to CL Bridge.

NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, sidewalk, and to the roadway face and top of the wing rails.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 4
DETAILS OF END BENTS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2018 FILENAME: BCA0604x1_B2.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: DEC. 2018
BRIDGE NO. 07545 DRAWING NO. 64637

abhall 5/6/2022 9:00:20 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-GREGORY-S202-AB.dgn
REVISED DATE:

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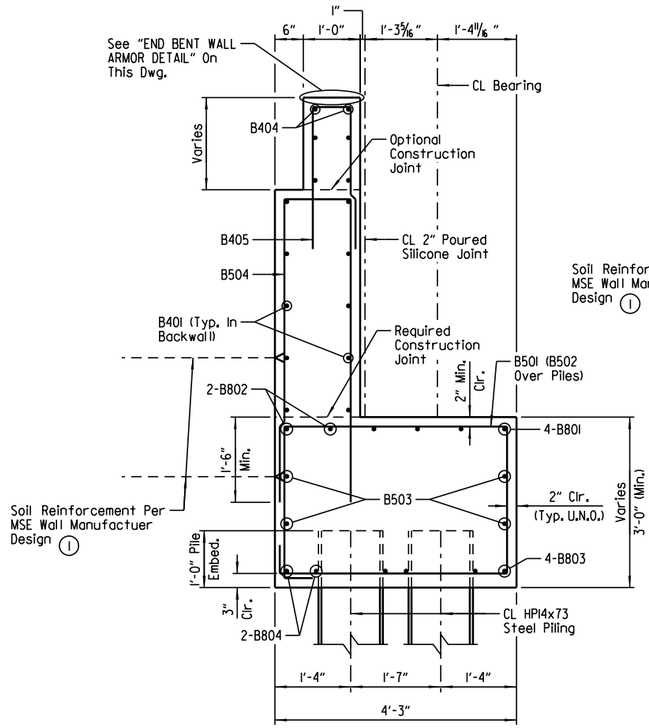
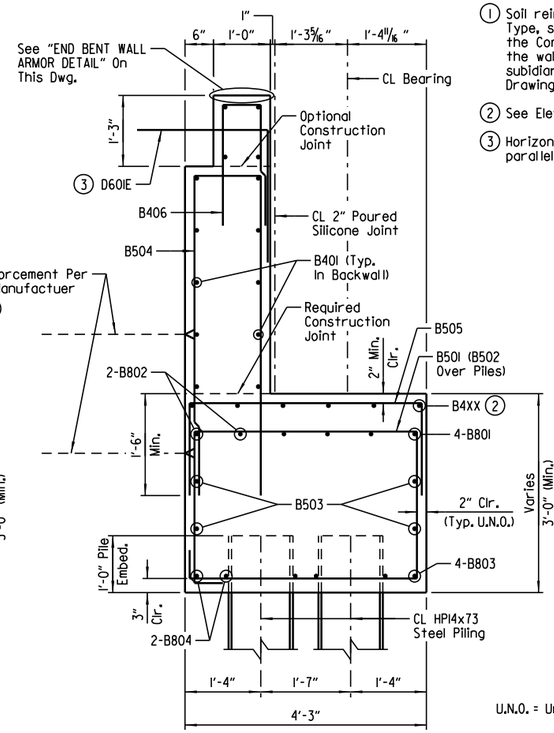
				JOB NO.		CA0604	854	1104
				(1) 07545		END BENT DETAILS		64638



SECTION A-A

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



SECTION B-B

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

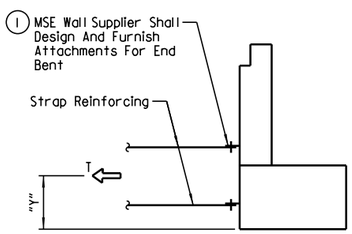
(1) Soil reinforcement shall be attached at the back of End Bents. Type, size and spacing of soil reinforcement shall be designed by the Contractor. The design details and computations shall accompany the wall design submittal for review by the Engineer. Cost shall be subsidiary to item "RETAINING WALL". See SP "RETAINING WALLS" and Drawing No. 64798 for additional information.

(2) See Elevation for correct bar mark.

(3) Horizontal leg of D601E shall be placed parallel to CL Bridge.

NOTES:
No portion of the backwall shall be poured before girders are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note on Std. Dwg. No. 55008.

No heavy construction equipment shall be allowed within 12' of the backwall until the deck concrete placement for the adjacent span has been completed.



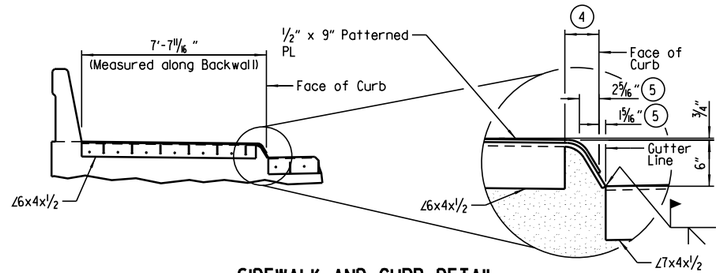
END BENT STRAP DETAIL

No Scale

T = Resultant Force required to be resisted by strap reinforcing.

Y = Centroid of strap reinforcing.

LIMIT STATE	T	Y
	Kips/Ft	Ft
Service	2.8	3.12
Strength	3.5	3.19
Extreme	5.4	2.96



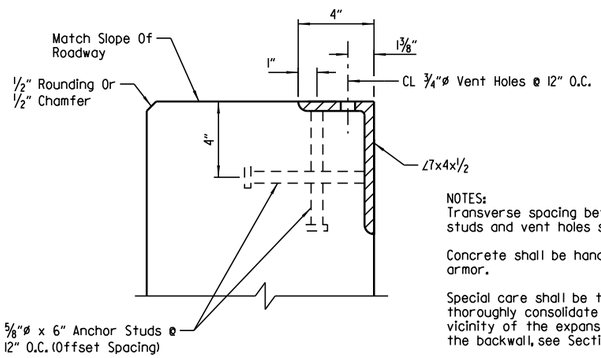
SIDEWALK AND CURB DETAIL

No Scale

See "SECTION A-A" on Dwg. No. 64622 for additional details.

(4) Cope 6" leg of angle 6" from face of curb and bend 4" leg of angle to conform to curb.

(5) Dimensions shown measured perpendicular to curb.



NOTES:
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under joint armor.

Special care shall be taken to properly and thoroughly consolidate the concrete in the vicinity of the expansion joint device in the backwall, see Section 802.09(a)(3).

The profile of the end bent wall armor shall be established based on the vertical curve in conjunction with the skew angle as shown on the layout.

END BENT WALL ARMOR DETAIL

No Scale

BAR LIST - END BENTS

	MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
COMMON BARS	B401	28	25'-3"			Str.
	B402	12	10'-1"			Str.
	B404	4	8'-9"			Str.
	B405	26	8'-0"	8"	3'-9"	2"
	B406	60	6'-6"	8"	3'-0"	2"
	B407	3	3'-9"			Str.
	B408	3	3'-0"			Str.
	B409	3	6'-3"			Str.
	B501	56	13'-6"			2 1/2"
	B502	18	8'-10 1/2"	3'-11"	2'-7"	2 1/2"
	B503	8	25'-6"			Str.
	B504	89	13'-7 1/2"	1'-2"	6'-4"	2 1/2"
	B505	(6)	6'-8 1/2"	3'-11"	1'-6"	2 1/2"
	B601	7	14'-0"			4 1/2"
	B801	4	50'-2"	48'-4"		6"
	B802	2	49'-8"	47'-10"		6"
	B803	4	48'-4"			Str.
	B804	2	47'-10"			Str.
	D601E	30	4'-6"			4 1/2"
	F401	4	2'-4"			Str.
	R401E	38	5'-11"			2 1/2"
	R403E	8	10"			Str.
	R404E	8	17'-8"			Str.
	W401E	38	3'-11"			3 3/4"
	W424	10	4'-8"			3"
	W425	14	1'-5"			Str.
	W426	6	10"			Str.
	W701	8	17'-8"			Str.
	W702 To W708	2 Ea.	14'-2" To 5'-10"			Str.
	W709	2	18'-3"			5 1/4"

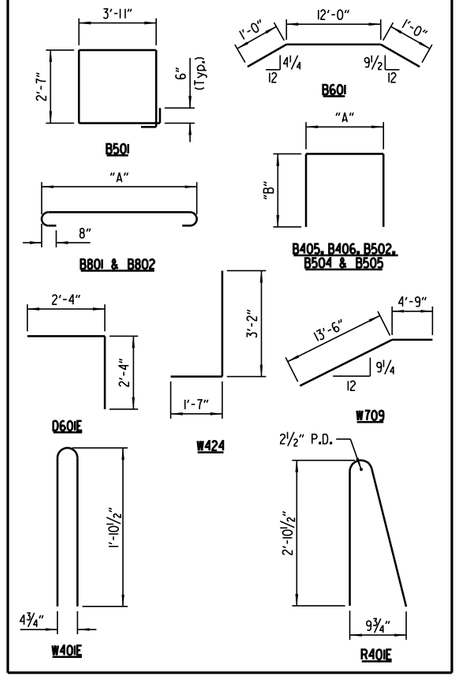
NOTE:
Number of bars shown are for one end bent only.

(6) 39 bars required for End Bent No. 1.
40 bars required for End Bent No. 3.

BAR LIST - END BENTS

	MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
END BENT 1	B403	6	18'-4"			Str.
	B410	7	6'-2"			Str.
	W402	24	8'-2"			Str.
	W403 To W423	2 Ea.	7'-11" To 2'-3"			Str.
END BENT 3	B403	6	18'-0"			Str.
	B410	7	6'-10"			Str.
	W402	24	8'-8"			Str.
	W403 To W423	2 Ea.	8'-4" To 2'-4"			Str.

BAR BENDING DIAGRAM



NOTES:
Dimensions of bars are out-to-out.

Bar designations ending in "E" indicate epoxy coated bars.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 4
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2018 FILENAME: BCA0604xl_B3.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: DEC. 2018

BRIDGE NO. 07545 DRAWING NO. 64638

abhall 5/6/2022 9:00:20 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S203-SX.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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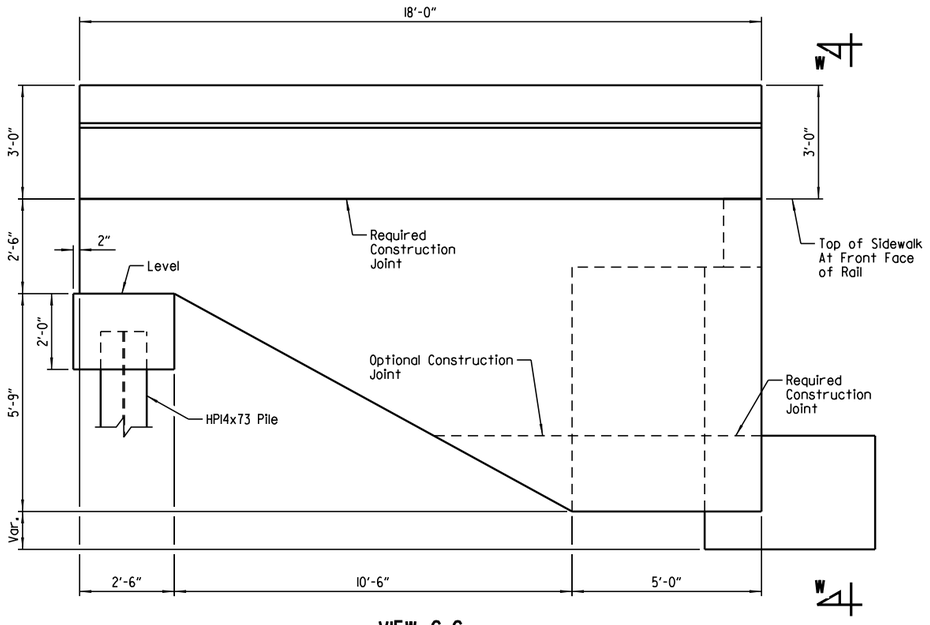
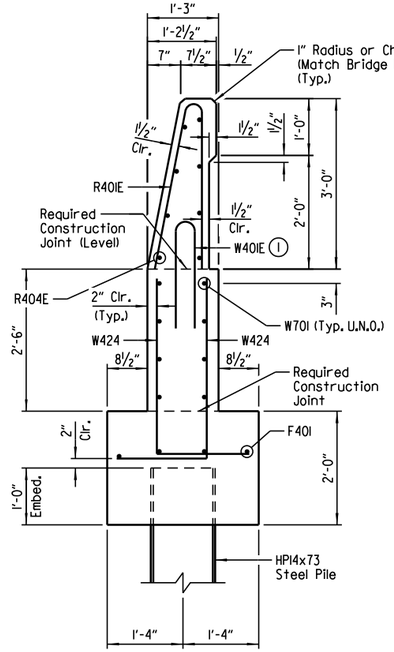
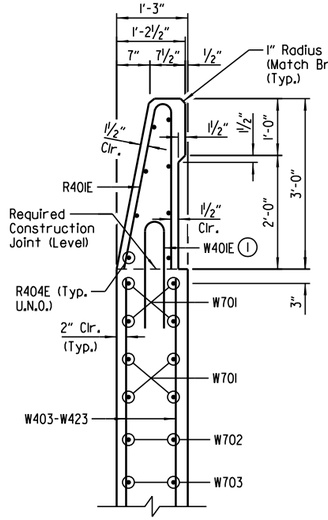
				JOB NO.		CA0604	855	1104
				(1) 07545		END BENT DETAILS		64639



VIEW C-C
Scale: ½" = 1'-0"



SECTION Y-Y
Scale: ¾" = 1'-0"



SECTION X-X
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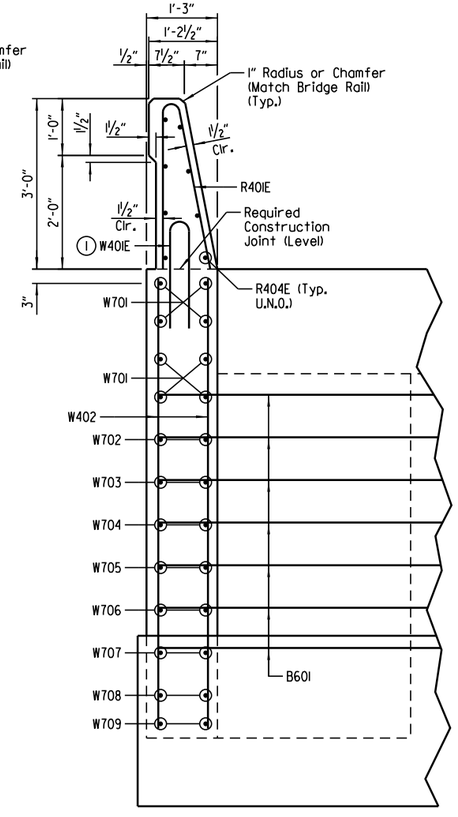
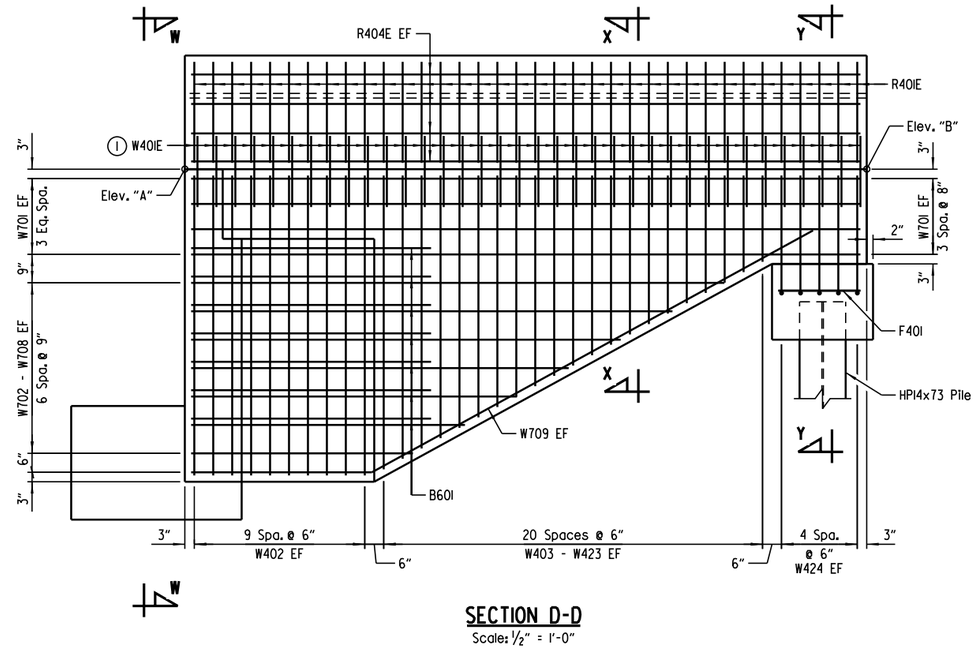


VIEW W-W
Scale: ¾" = 1'-0"



SECTION D-D
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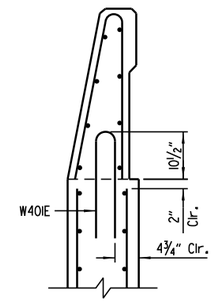

DETAIL A
Scale: ¾" = 1'-0"

LEGEND
U.N.O. = Unless Noted Otherwise
EF = Each Face

(1) See "DETAIL A" for placement of bars W401E.

TABLE OF VARIABLES			
LOCATION		ELEV. "A"	ELEV. "B"
BENT NO. 1	Wing A	315.17	314.84
BENT NO. 3	Wing A	309.53	308.55

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 4
DETAILS OF END BENTS
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2018 FILENAME: BCA0604x1_B4.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: DEC. 2018

BRIDGE NO. 07545 DRAWING NO. 64639

abhall 5/6/2022 9:00:21 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S204-WD.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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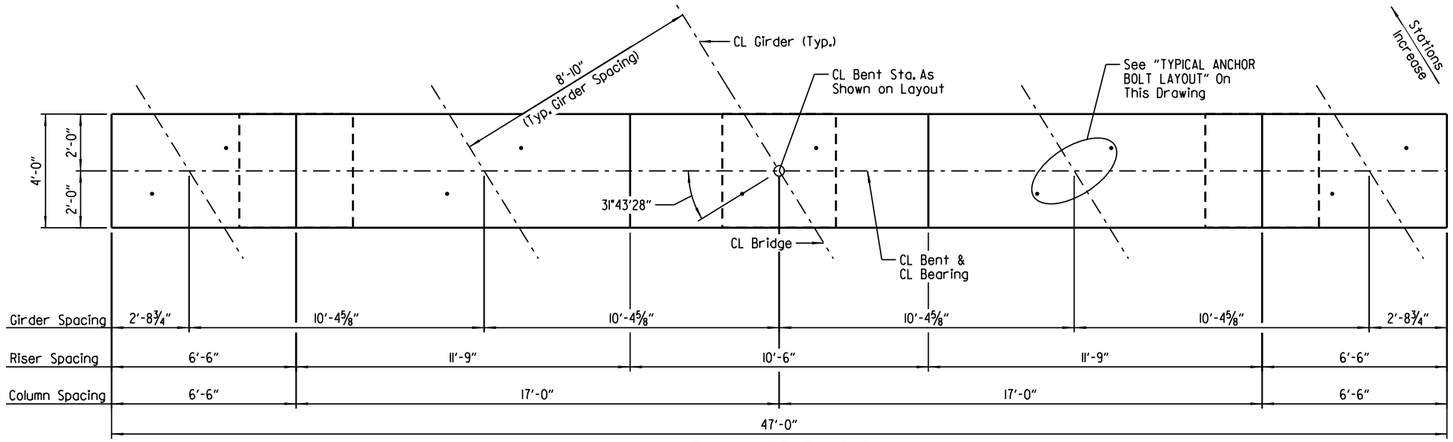
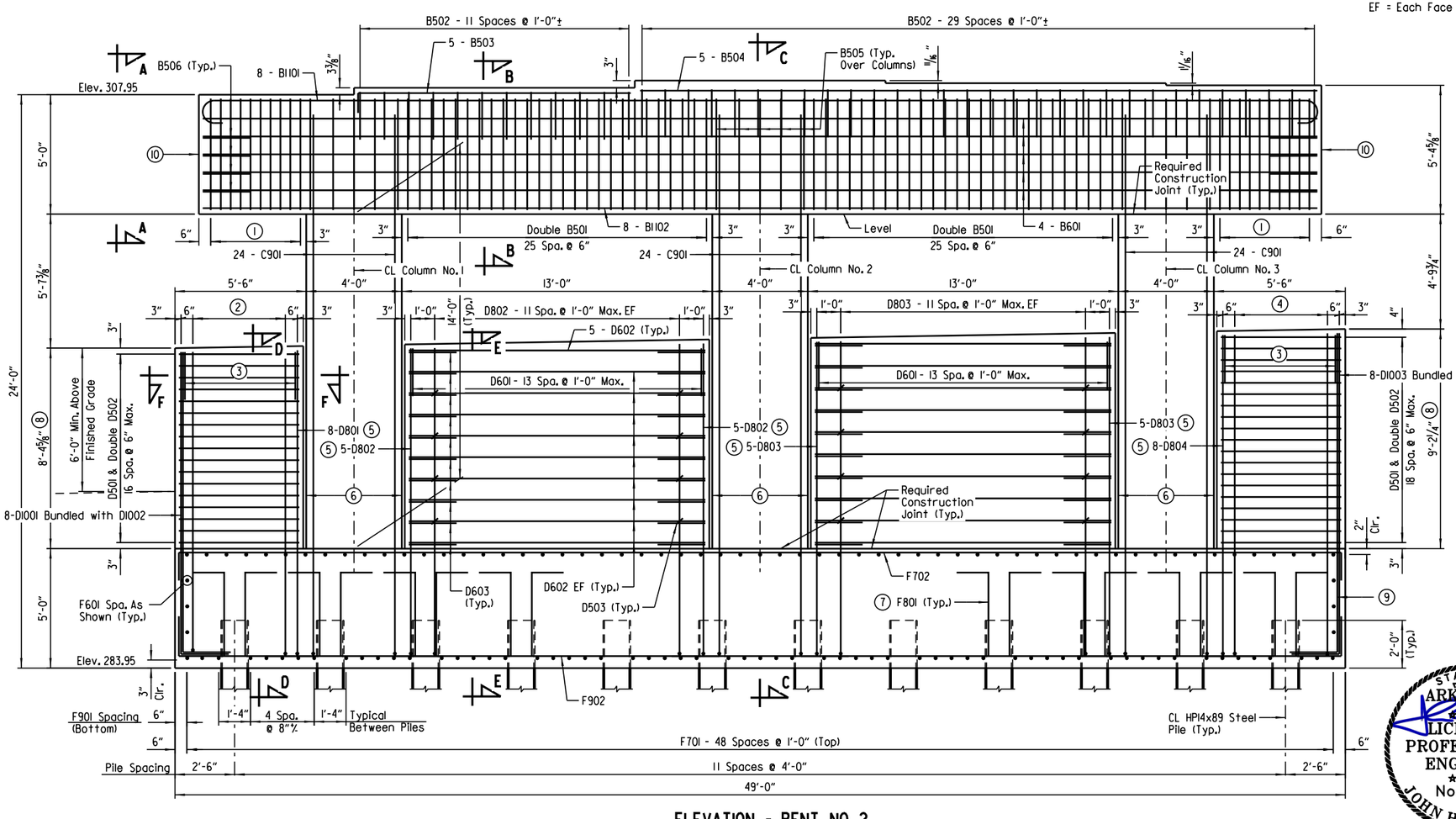
				JOB NO.		CA0604	856	1104
				(1) 07545		INT. BENT DETAILS		64640



PLAN - BENT NO. 2

(Footing And Crashwall Not Shown For Clarity)
Scale: ⅜" = 1'-0"

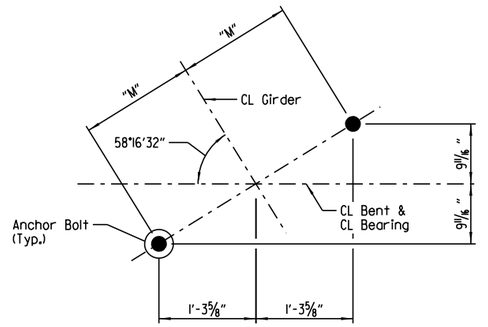


ELEVATION - BENT NO. 2

(Looking Ahead)
Scale: ⅜" = 1'-0"

LEGEND

EF = Each Face



TYPICAL ANCHOR BOLT LAYOUT

No Scale

NOTE:
For details of elastomeric bearings, anchor bolt size & dimension "M", see Dwg. No. 64643.

Notes:
For "VIEW A-A" and Sections B-B Thru F-F, See Dwg. No. 64641.

For "BAR LIST", "BAR BENDING DIAGRAMS" and "GENERAL NOTES", See Dwg. No. 64642.

(1) Double B501; 9 Spaces @ 5"
(2) D801; 8 Spaces @ 6" Max. EF
(3) D604; 5 Spaces @ 12" Max.
(4) D804; 8 Spaces @ 6" Max. EF
(5) Mechanical couplers may be substituded to facilitate column construction. See "OPTIONAL MECHANICAL COUPLER DETAIL" on dwg. no. 64642 for requirements.
(6) 1½" polystyrene foam board between crashwall and columns.
(7) Located at select piles. See "SECTION G-G" & "PILE ANCHORAGE DETAIL" on Dwg. No. 64642.
(8) Slope top of crashwall as shown.
(9) Place F603 as shown in "PLAN-FOOTING" on Dwg. No. 64642.
(10) C130 Plane Replica Moldings to be attached to both ends of cap. See Dwg. No. 64679 for details.

STATE OF ARKANSAS
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BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: DEC. 2018 FILENAME: BCA0604x1_B5.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: DEC. 2018

BRIDGE NO. 07545 DRAWING NO. 64640

abhall 5/6/2022 9:00:22 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S205-BE.dgn
REVISED DATE:

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.		CA0604	857	1104
				(1) 07545		INT. BENT DETAILS		64641

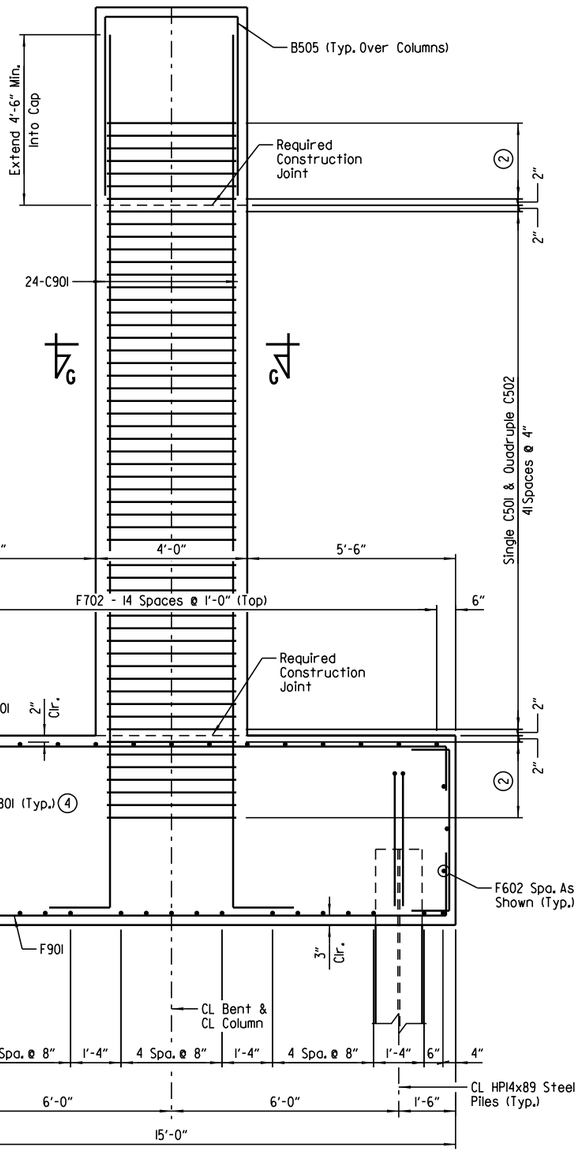
(1) See "ELEVATION - BENT NO. 2" on Dwg. No. 64640 for correct bar designations.

(2) Single C501 & Quadruple C502 6 Spaces @ 4"

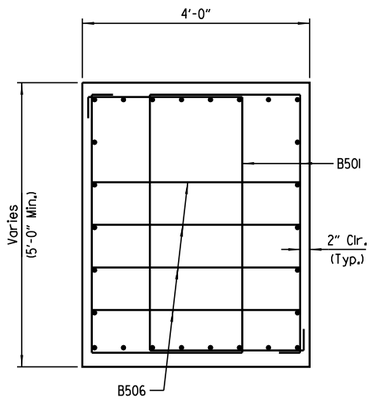
(3) See "SECTION F-F" for bar designations.

(4) Located at select piles. See "PLAN - FOOTING" and "PILE ANCHORAGE DETAIL" on Dwg. No. 64642.

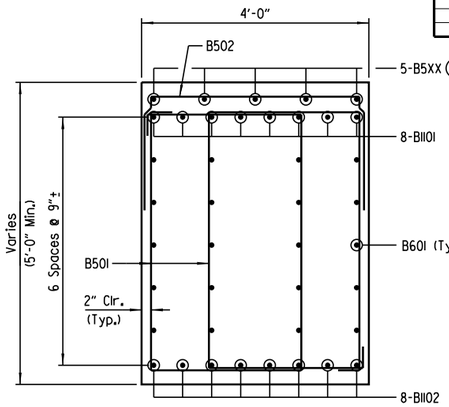
(5) Mechanical couplers may be substituted to facilitate column construction. See "OPTIONAL MECHANICAL COUPLER DETAIL" on Dwg. No. 64642 for requirements.



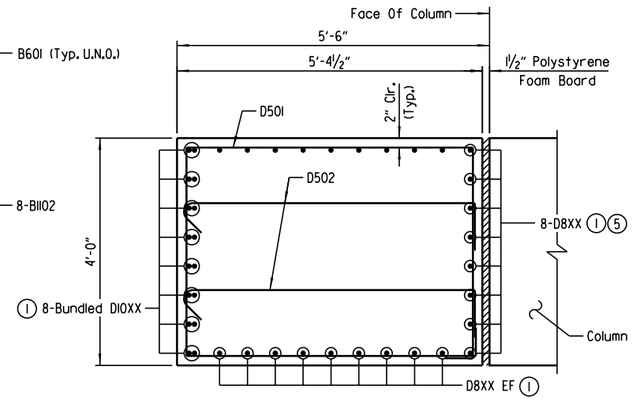
SECTION C-C
Scale: ½" = 1'-0"



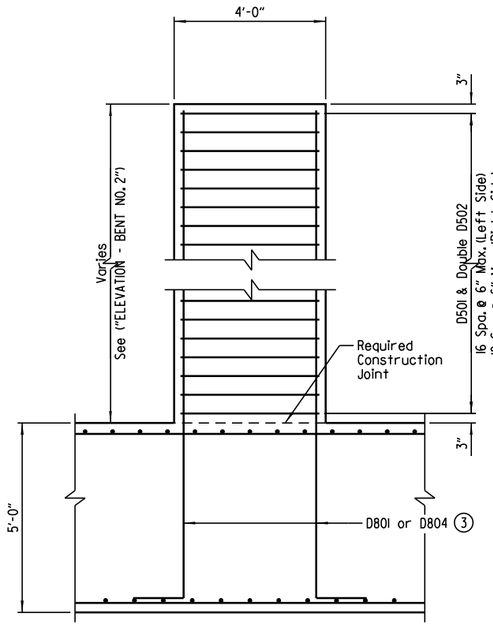
VIEW A-A
Scale: ¾" = 1'-0"



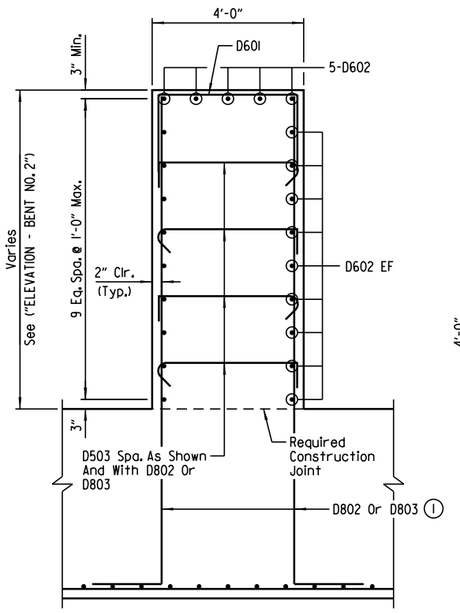
SECTION B-B
Scale: ¾" = 1'-0"



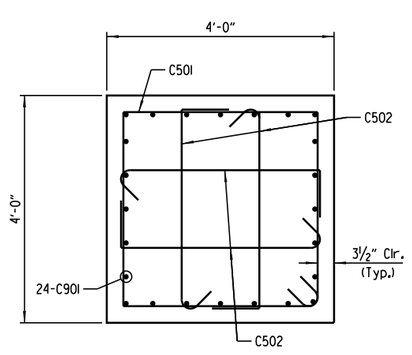
SECTION F-F
Scale: ¾" = 1'-0"



SECTION D-D
Scale: ½" = 1'-0"



SECTION E-E
Scale: ½" = 1'-0"



SECTION G-G
Scale: ¾" = 1'-0"

LEGEND
EF = Each Face

STATE OF ARKANSAS ★★★ LICENSED PROFESSIONAL ENGINEER ★★★ No.8017 JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENT
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2018 FILENAME: BCA0604x1_B6.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: DEC. 2018
BRIDGE NO. 07545 DRAWING NO. 64641

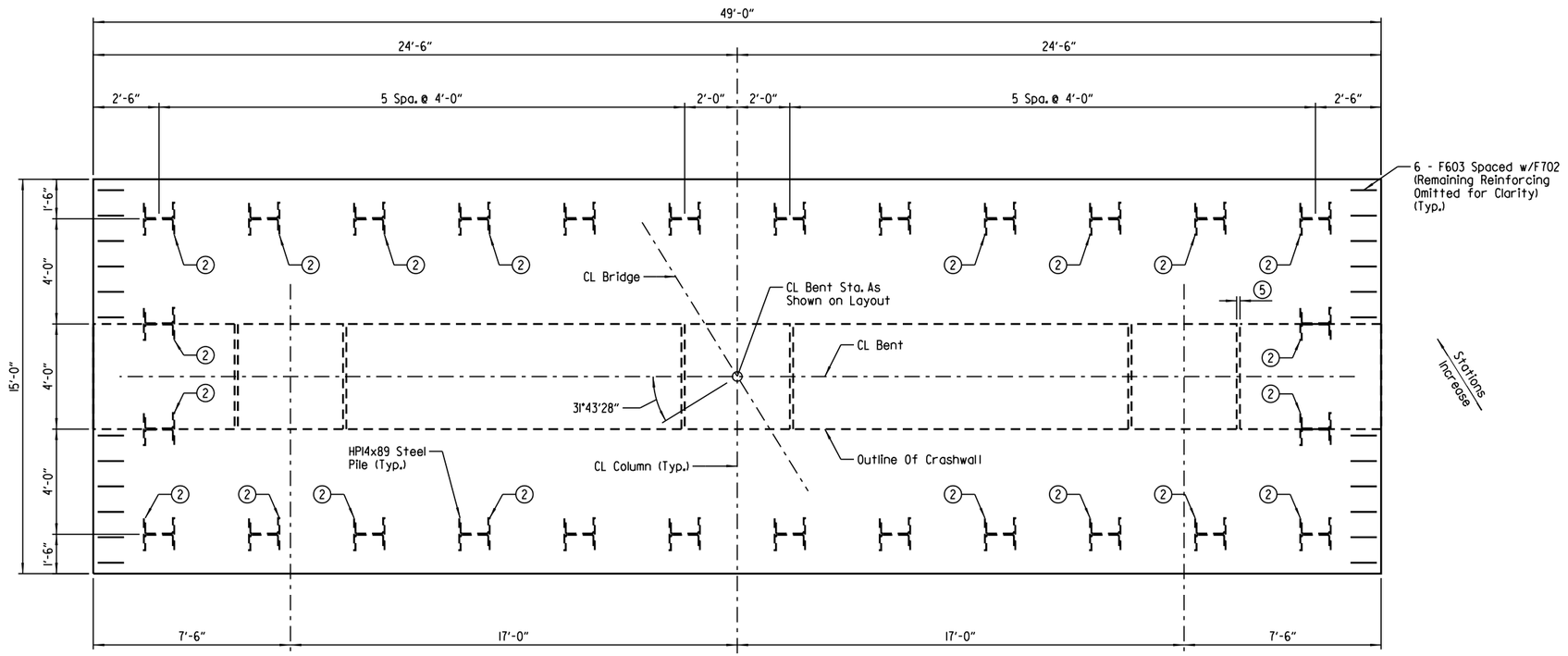
abnail 5/6/2022 9:00:22 AM
WORKSPACE: ARDOT Bridge
L:\202\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S206-BD.dgn
REVISED DATE:

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.		CA0604	858	1104
① 07545		INT. BENT DETAILS		64642

BAR LIST

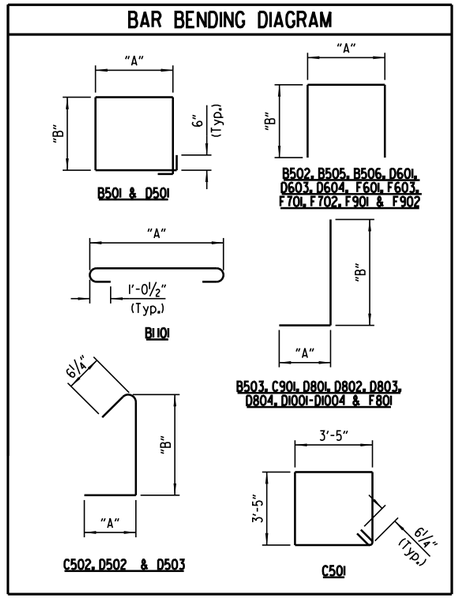
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B501	144	15'-2"	2'-8"	4'-8"	2½"
B502	42	7'-5½"	3'-8"	2'-0"	2½"
B503	5	12'-1½"	10"	11'-5"	3¾"
B504	5	28'-4"			Str.
B505	15	12'-9½"	3'-8"	4'-8"	2½"
B506	8	7'-4"	3'-6½"	2'-0"	2½"
B601	20	46'-8"			Str.
B1101	8	49'-8"	46'-8"		11¼"
B1102	8	46'-8"			Str.
C501	168	14'-4"			3¾"
C502	672	4'-4"	6"	3'-5"	2½"
C901	72	24'-6"	1'-8"	23'-1"	9"
D501	36	17'-11"	3'-8"	5'-0½"	2½"
D502	72	6'-0"	6"	5'-0½"	2½"
D503	96	4'-7"	6"	3'-8"	2½"
D601	28	7'-4"	3'-8"	2'-0"	4½"
D602	46	12'-5"			Str.
D603	40	7'-2"	3'-6"	2'-0"	4½"
D604	12	7'-3"	3'-6½"	2'-0"	4½"
D801	26	13'-8½"	1'-4"	12'-7"	6"
D802	34	14'-0½"	1'-4"	12'-11"	6"
D803	34	14'-3½"	1'-4"	13'-2"	6"
D804	26	14'-7"	1'-4"	13'-5½"	6"
D1001	8	14'-3"	1'-10"	12'-9"	10"
D1002	8	14'-1"	1'-10"	12'-7"	10"
D1003	8	15'-0½"	1'-10"	13'-6½"	10"
D1004	8	14'-10½"	1'-10"	13'-4½"	10"
F601	6	19'-4"	14'-6"	2'-7"	4½"
F602	6	48'-8"			Str.
F603	122	6'-2"	4'-6"	1'-0"	4½"
F701	49	16'-7½"	14'-8"	1'-2"	5¼"
F702	15	50'-7½"	48'-8"	1'-2"	5¼"
① F801	40	4'-7½"	1'-4"	3'-6"	6"
F901	61	17'-5½"	14'-8"	1'-8"	9"
F902	19	51'-5½"	48'-8"	1'-8"	9"



PLAN - FOOTING

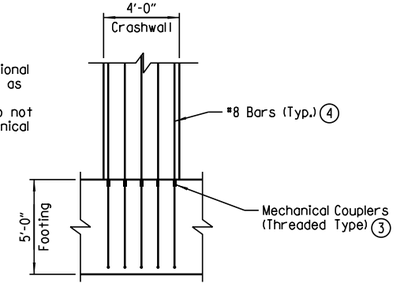
Scale: ⅜" = 1'-0"

BAR BENDING DIAGRAM



NOTE:
Dimensions of bars are out-to-out.

Note:
Mechanical couplers are optional for D8XX bars near columns as shown on Dwg. No. 64640. Bar designations and bar list do not account for the use mechanical couplers.



OPTIONAL MECHANICAL COUPLER DETAIL

No Scale

① F801 Bars Must Be A Weldable Grade Meeting The Requirements Of ASTM A706 (Gr. 60).

② Install Pile Anchorage Bars. For Details, See "PILE ANCHORAGE DETAIL".

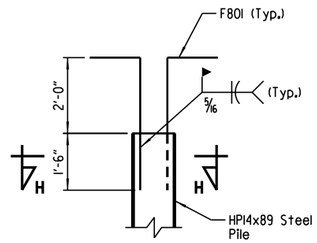
③ The Mechanical Couplers shall be an approved type in accordance with the ARDOT Qualified Products List (QPL).

The cost of Mechanical Couplers shall not be measured separately but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

Mechanical couplers shall develop at least 125% of the specified yield strength of the reinforcing steel.

④ One end of bar shall be threaded to match Mechanical Coupler.

⑤ Provide 1½" Polystyrene Foam Board between Column Face and Crashwall (Typ.)



PILE ANCHORAGE DETAIL

No Scale



SECTION H-H

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF INTERMEDIATE BENT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2018 FILENAME: BCA0604x1_B7.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: DEC. 2018

BRIDGE NO. 07545 DRAWING NO. 64642

abhall 5/6/2022 9:00:23 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S207-SD.dgn
REVISED DATE:

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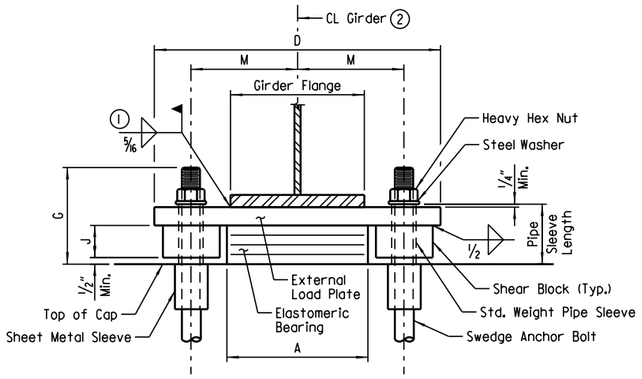
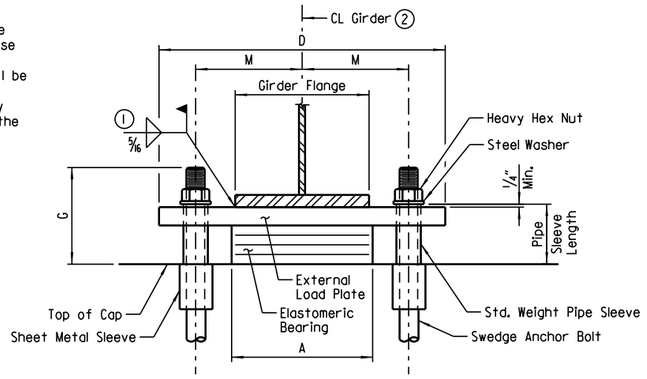
				6	ARK.			
				JOB NO.		CA0604	859	1104
				(1) 07545		ELASTOMERIC BEARINGS		64643



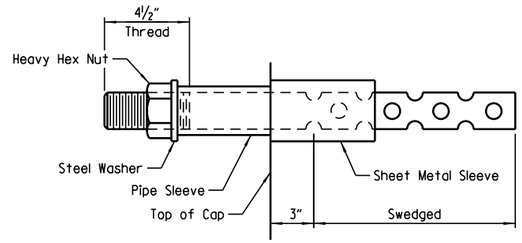
FRONT VIEW - AT BENT NO. 2

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the girder flange before welding begins. Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when: 1) the approximate average air temperature during the 24 hour period immediately preceding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.

(2) Centerline elastomeric pad shall be aligned with centerline girder.



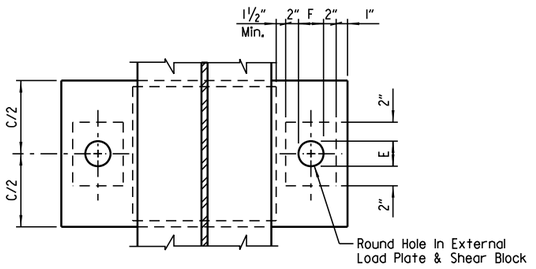
FRONT VIEW - AT BENT NOS. 1 & 3



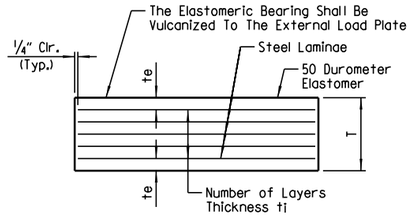
ANCHOR BOLT DETAIL

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If anchor bolts are to be cast in place, the galvanized sheet metal sleeves will not be required.

If anchor bolts are to be drilled and grouted in place, the galvanized sheet metal sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of structural steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the concrete. Bolts placed in drilled holes shall be accurately set and fixed using a OPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized sheet metal sleeves shall meet the requirements of ASTM 653, CS Type B or approved equivalent, be of minimum 16 gage thickness, and be galvanized according to ASTM B695, Class 50. Sheet metal sleeves will not be paid for directly but will be considered subsidiary to the item "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

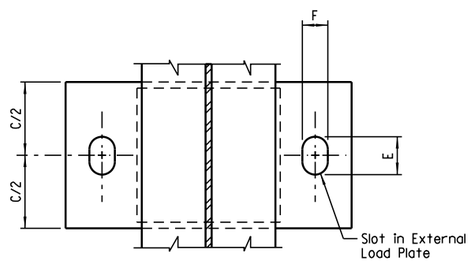


PLAN VIEW - AT BENT NO. 2

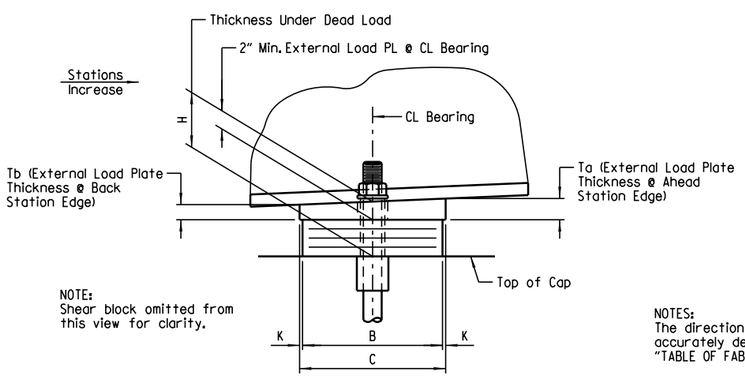


t_e = Thickness Of Elastomer Cover On Top And Bottom Of Pad
t_i = Thickness Of Elastomer Between Steel Laminae
N = Number Of Elastomer Layers Of Thickness t_i

ELASTOMERIC BEARING



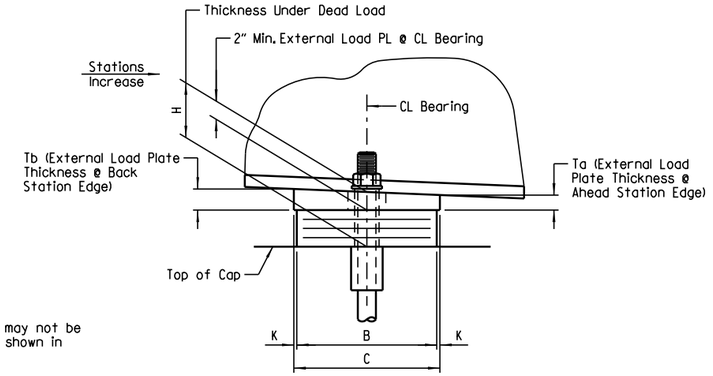
PLAN VIEW - AT BENT NOS. 1 & 3



NOTE:
Shear block omitted from this view for clarity.

NOTES:
The direction of the bevel of the external load plate may not be accurately depicted with respect to Ta and Tb values shown in "TABLE OF FABRICATOR VARIABLES".

SIDE VIEW - AT BENT NO. 2



SIDE VIEW - AT BENT NOS. 1 & 3

GENERAL NOTES

Elastomeric bearings shall conform to Section 808 and shall be paid for at the unit price bid for "ELASTOMERIC BEARINGS."

External load plates and shear blocks shall conform to ASTM A709, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M232, Class C or ASTM B695, Class 50.

External load plates and shear blocks shall be completely fabricated (including bevel, bolt holes and all shop welding) and shall be cleaned before vulcanizing to the elastomeric bearing. The surfaces in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808.03. Other surfaces shall be blast cleaned in accordance with Subsection 807.84(b) for painted steel.

Anchor bolts, washers and nuts shall conform to Subsection 807.07. The anchor bolt grade of steel shall be as specified in the "TABLE OF FABRICATOR VARIABLES". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe sleeves, anchor bolts, washers and nuts shall be paid for at the unit price bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)". External load plates and shear blocks will not be measured or paid for separately but will be included in the unit price bid for "ELASTOMERIC BEARINGS".

Bearings shall be seated in accordance with Subsection 808.08. This work and materials are considered subsidiary to the item "ELASTOMERIC BEARINGS" and will not be paid for directly.

Prior to erection of the girders, the Contractor shall verify the orientation of the bearings with respect to Ta and Tb.

TABLE OF FABRICATOR VARIABLES

Bridge No.	Location		Bearing Type	No. Of Bearings Each Bent	*Maximum Design Load (Kips)	Elastomeric Pad								External Load Plate									Anchor Bolt				
	Bent No.	Girder No.				G	H	A	B	N	t_i	t_e	No. & Thickness Of Steel Laminae	T	C	D	E	F	J	K	M	T_a	T_b	Anchor Bolt (Dia. x L)	Anchor Bolt Grade	Pipe Sleeve Size (Dia. x L)	Sheet Metal Sleeve Size (Dia. x L)	Steel Washer Size (O.D.)
07545	1	All	Exp.	5	201	9 5/16"	5 5/16"	22"	12"	5	1/2"	1/4"	6 @ 12 Ga.	3 5/8"	13"	35"	6"	3 3/4"	-	1/2"	14"	2.09"	1.91"	2 1/2" x 39"	55	3" x 5 11/16"	4" x 15"	4 1/2"
	2	All	Fixed	5	557	9 5/16"	5 5/16"	26"	12"	5	1/2"	1/4"	6 @ 12 Ga.	3 5/8"	13"	46 1/2"	3 3/4"	3 3/4"	3/16"	1/2"	18 3/8"	1.88"	2.12"	2 1/2" x 39"	55	3" x 5 11/16"	4" x 15"	4 1/2"
	3	All	Exp.	5	213	9 5/16"	5 5/16"	22"	12"	5	1/2"	1/4"	6 @ 12 Ga.	3 5/8"	13"	35"	6"	3 3/4"	-	1/2"	14"	1.68"	2.32"	2 1/2" x 39"	55	3" x 5 11/16"	4" x 15"	4 1/2"

* Maximum Design Load = LRFD Service I Limit State

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

DETAILS OF ELASTOMERIC BEARINGS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JUL. 2018 FILENAME: BCA0604x2_EI.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: No Scale
DESIGNED BY: DRG DATE: JUL. 2018

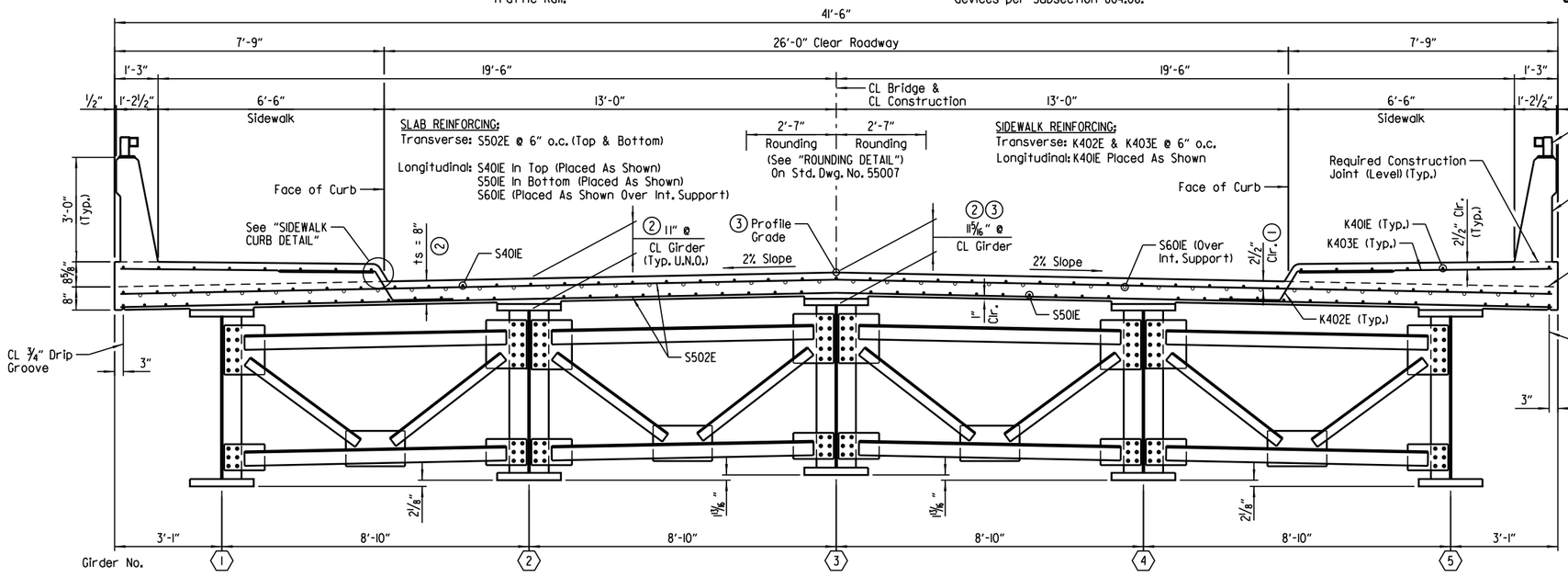
BRIDGE NO. 07545 DRAWING NO. 64643

abnall 5/6/2022 9:00:23 AM
WORKSPACE: ARDOT Bridge
L:\ZOZ\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S401-BG.dgn
REVISED DATE:

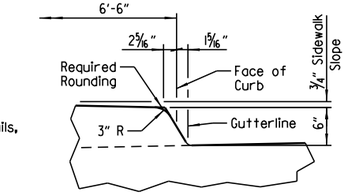
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	860	1104
				(1) 07545		PL GIRDER UNIT		64644

NOTE:
Class 2 Protective Surface Treatment shall be applied to the Roadway Surface, Sidewalk, and the Inside Face and Top of Bridge Traffic Rail.

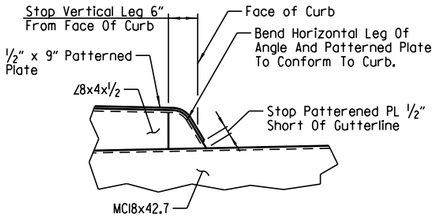
NOTE:
Bar positions and clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06.



TYPICAL ROADWAY SECTION
(Looking Ahead)
Scale: 1/2" = 1'-0"



SIDEWALK CURB DETAIL
No Scale



SIDEWALK JOINT ARMOR DETAIL
No Scale

(1) TOLERANCE:
Minus = 1/4"
Plus = Amount of slab thickening used to meet slab thickness tolerance - See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(2) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(3) Measured to Working Point, see "ROUNDING DETAIL" on Std. Dwg. No. 55007.

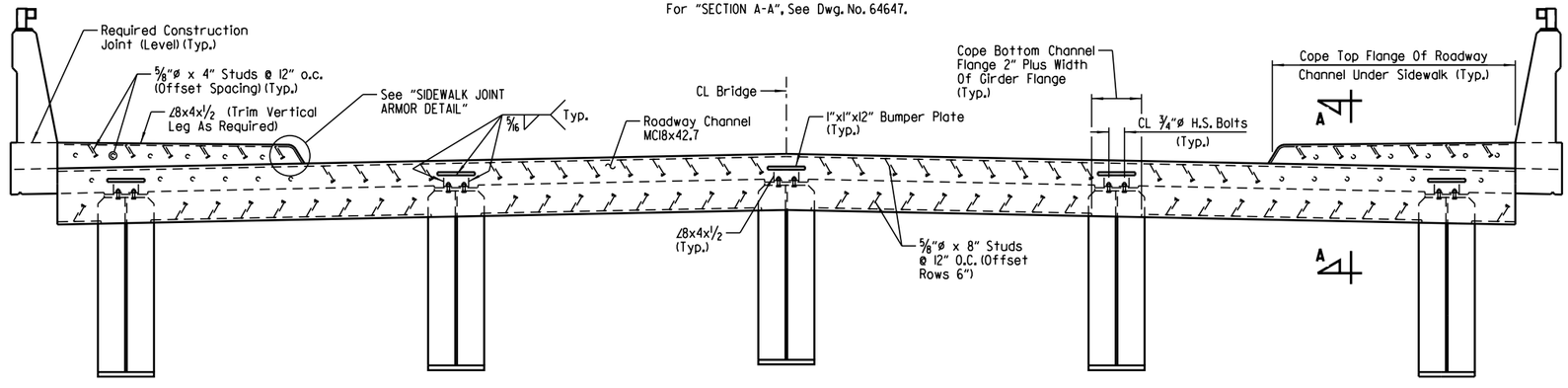
NOTES:
For details of poured silicone joint, see Std. Dwg. No. 55008.

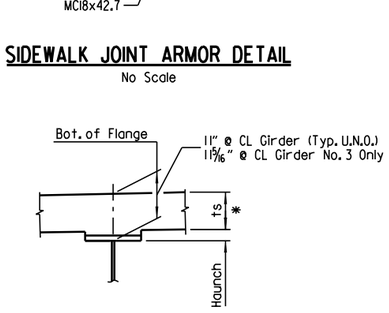
The profile of the Roadway Channel shall be established based on the vertical curve in conjunction with skew.

For "SECTION A-A", See Dwg. No. 64647.

NOTE:
The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of "CLASS S(AE) CONCRETE".

LEGEND
U.N.O. = Unless Noted Otherwise





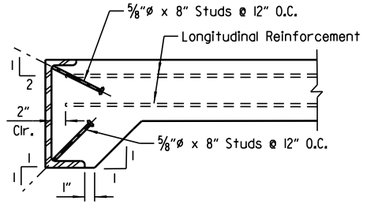
Note: t_S = Slab Thickness as shown on "TYPICAL ROADWAY SECTION".

* Tolerance when removable deck forming is used is + 1/2", - 1/4". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERANCE
No Scale

NOTE:
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance: minimum - occurs when the top edge of the top flange contacts the bottom of the nominal 8" slab; maximum - 4" including top flange thickness. No increase in concrete and structural steel quantities will be made to maintain tolerances.

Tolerances shown are applicable when removable deck forming or permanent steel deck forming is used. Payment for concrete shall be based on removable deck forming.



DETAIL OF ANCHORS & PLACEMENT OF LONGITUDINAL REINFORCEMENT
No Scale

NOTE:
As an alternate to 5/8"ø studs, 1/2"ø x 8" studs spaced @ 8" O.C. may be used. Use weight of 5/8"ø stud as basis of measurement of Structural Steel in anchors.

TYPICAL SECTION THRU JOINT
(Looking Ahead)
No Scale

EXPANSION DEVICE:
Rdwy. Channel MC18x42.7
Conn. Angles ∠8x4x1/2
Detail Device 1/8" High And Provide 1/4" Shims Using 2 - 1/16" And 1 - 1/8" Plates

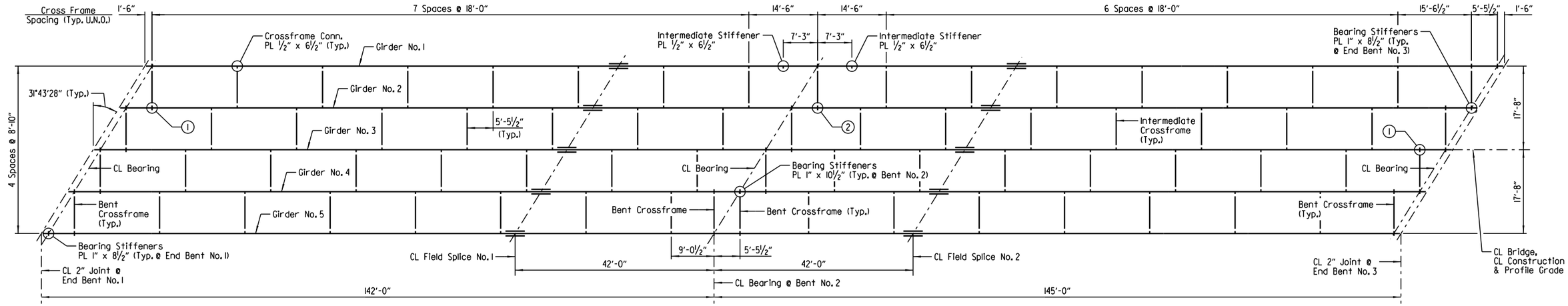
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x2_SI.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: OCT. 2017
BRIDGE NO. 07545 DRAWING NO. 64644

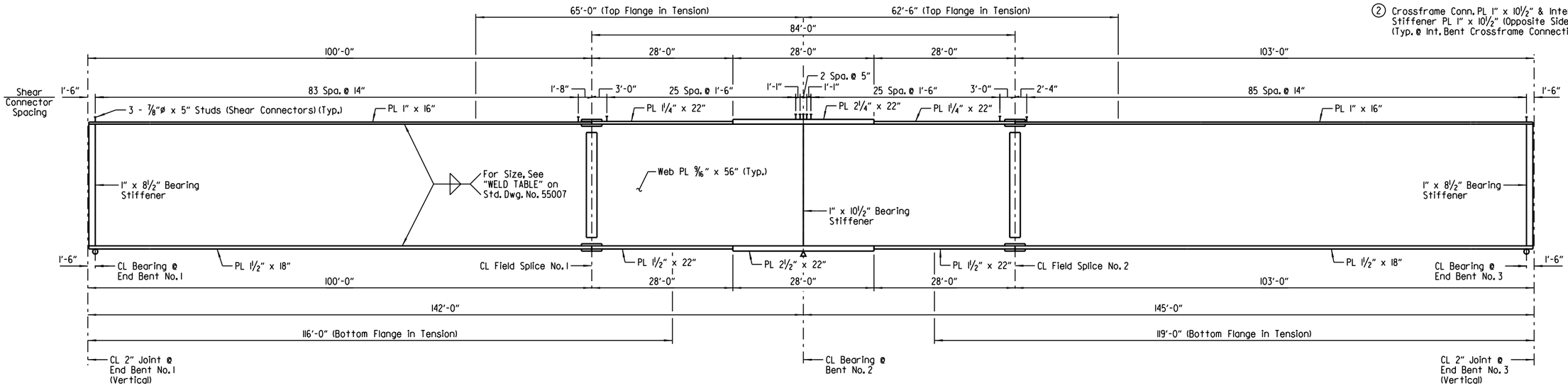
abhall 5/6/2022 9:00:24 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S30I-SX.dgn
REVISED DATE:

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.		CA0604	861	1104
				① 07545		PL GIRDER UNIT		64645



FRAMING PLAN

Scale: 1/32 " = 1'-0"



GIRDER ELEVATION

No Scale

① Crossframe Conn. PL 1" x 8½" & Intermediate Stiffener PL 1" x 8½" (Opposite Side) (Typ. @ End Bent Crossframe Connections)

② Crossframe Conn. PL 1" x 10½" & Intermediate Stiffener PL 1" x 10½" (Opposite Side) (Typ. @ Int. Bent Crossframe Connections)

NOTES:
For "GENERAL NOTES", see Std. Dwg. No. 55006.

All structural steel shall be ASTM A709, Gr. 50 unless noted otherwise and shall be paid for at the unit price per pound bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

The Contractor shall ensure that girders are stable throughout the erection process. The Contractor will be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

For "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS" and "SHEAR CONNECTOR DETAIL", see Std. Dwg. No. 55007.

LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

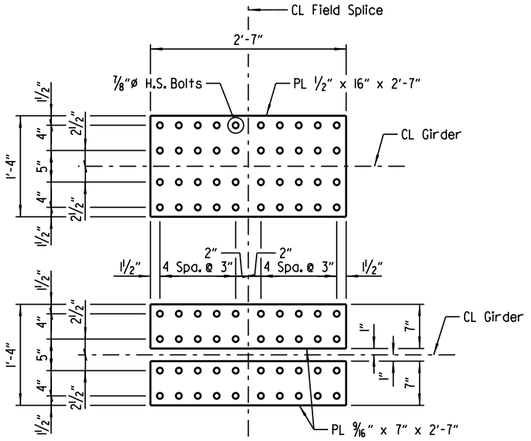
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x2_S2.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: OCT. 2017

BRIDGE NO. 07545 DRAWING NO. 64645

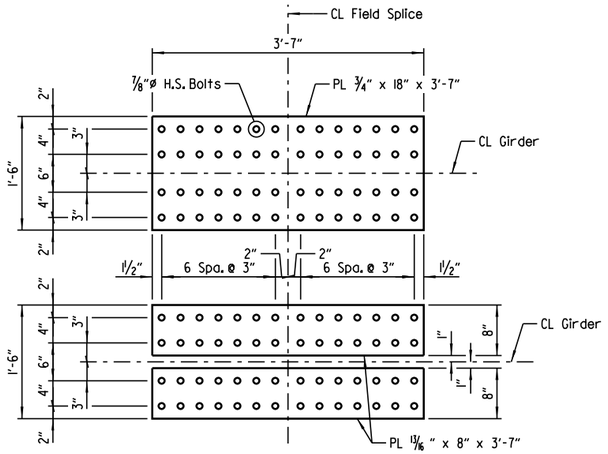
abhall 5/6/2022 9:00:25 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S302-SF.dgn
REVISED DATE:

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.		CA0604	862	1104
				(1) 07545		PL GIRDER UNIT		64646



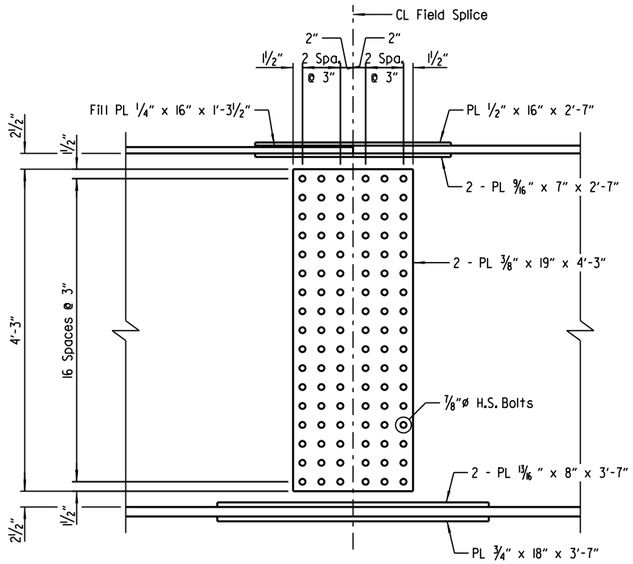
TOP FLANGE SPLICE

Scale: 1" = 1'-0"



BOTTOM FLANGE SPLICE

Scale: 1" = 1'-0"

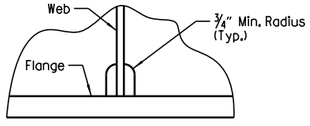


ELEVATION OF FIELD SPLICE

Scale: 1" = 1'-0"

NOTES:
All field connections shall be bolted with 7/8"ø high-strength bolts using 15/16 "ø open holes.

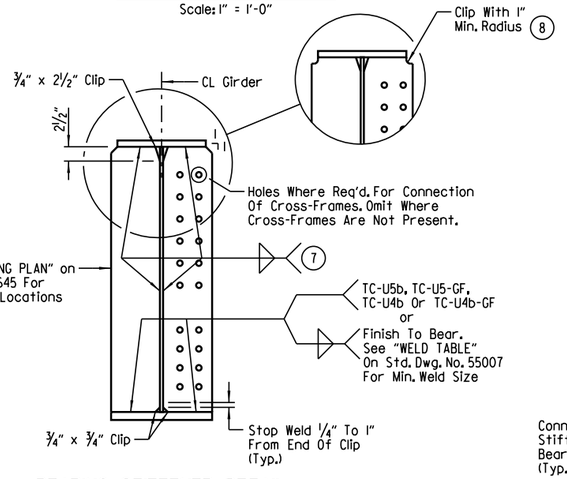
All field splice plates, crossframe members, connection plates, intermediate stiffeners, and bearing stiffeners shall be ASTM A709, Gr. 50 steel.



Height and width of clip shall be as noted in other details.

ALTERNATE CLIP DETAIL

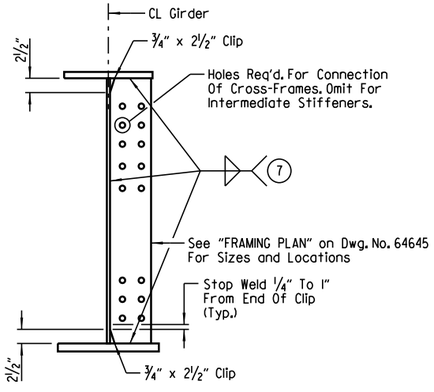
(For Bearing Stiffeners, Intermediate Stiffeners and Cross-frame Connection Plates)
No Scale



BEARING STIFFENER DETAIL

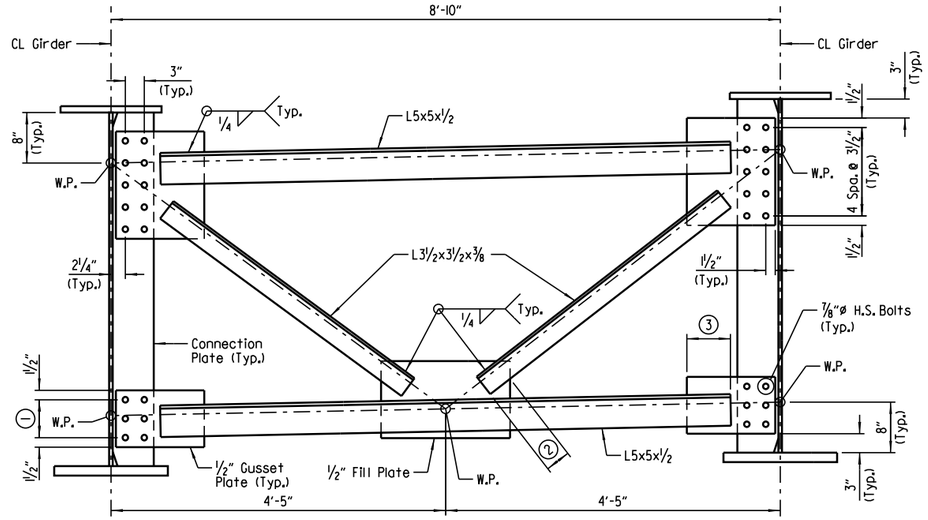
No Scale

NOTE:
Bearing stiffeners shall be fabricated to be plumb in their final positions.



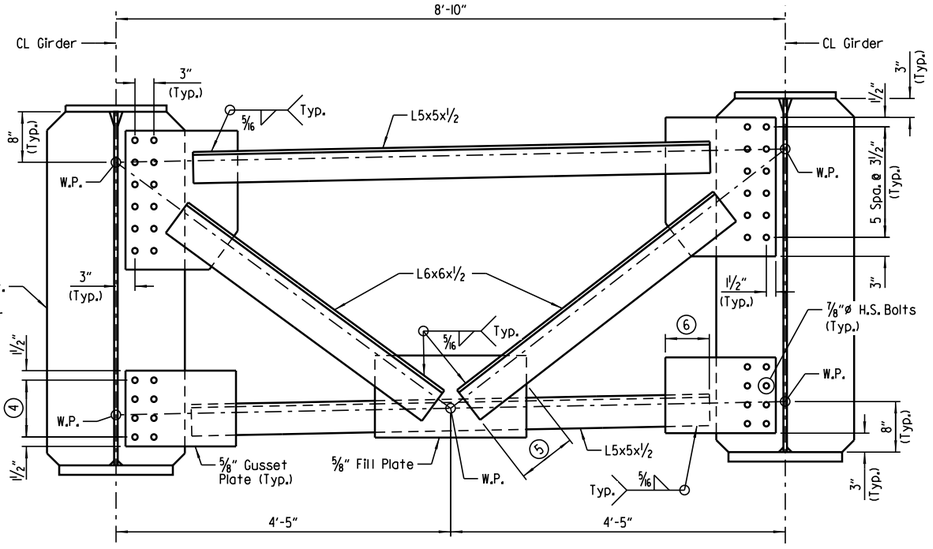
CONNECTION PLATE & INTERMEDIATE STIFFENER DETAIL

Scale: 1" = 1'-0"



INTERMEDIATE CROSSFRAME DETAIL

Scale: 1" = 1'-0"



BENT CROSSFRAME DETAIL

Scale: 1" = 1'-0"

(1) 2 Spaces @ 3" (Typ. - Bottom Gusset Plates)
(2) 4" Minimum Weld Length (Typ. - Diagonal Members)
(3) 6" Minimum Weld Length (Typ. - Top and Bottom Members)
(4) 3 Spaces @ 3" (Typ. - Bottom Gusset Plates)
(5) 9" Minimum Weld Length (Typ. - Diagonal Members)
(6) 7" Minimum Weld Length (Typ. - Top and Bottom Members)
(7) See "WELD TABLE" on Std. Dwg. No. 55007 For Min. Weld Size.
(8) If permanent deck forms are used, the fabricator shall clip the plate as necessary to accommodate the support angle.

NOTE:
End bent crossframes shall be fabricated such that horizontal leg of top chord member points away from CL Joint.

STATE OF ARKANSAS
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SHEET 3 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x2_S3.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: OCT. 2017

BRIDGE NO. 07545 DRAWING NO. 64646

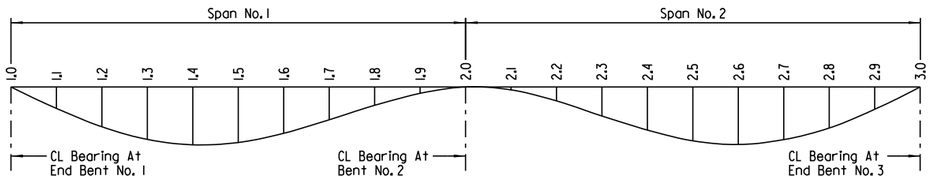
abhall 5/6/2022 9:00:25 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S3303-SD.dgn
REVISED DATE:

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.		CA0604	863	1104
(1) 07545		PL GIRDER UNIT		64647

TABLE OF DEAD LOAD DEFLECTIONS (INCHES)

	Point Of Deflection	Girders 1 & 5			Girders 2 - 4		
		Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Sidewalk + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Sidewalk + Rail
SPAN NO. 1	1.0	0.000	0.000	0.000	0.000	0.000	0.000
	1.1	0.266	1.109	1.369	0.284	1.265	1.515
	1.2	0.484	2.017	2.493	0.521	2.320	2.781
	1.3	0.626	2.612	3.230	0.675	3.006	3.605
	1.4	0.677	2.819	3.491	0.729	3.243	3.895
	1.5	0.634	2.636	3.272	0.682	3.034	3.649
	1.6	0.514	2.137	2.659	0.552	2.449	2.954
	1.7	0.343	1.420	1.775	0.368	1.630	1.974
	1.8	0.171	0.703	0.883	0.181	0.799	0.973
	1.9	0.044	0.179	0.227	0.043	0.186	0.229
	2.0	0.000	0.000	0.000	0.000	0.000	0.000
SPAN NO. 2	2.1	0.067	0.275	0.342	0.068	0.299	0.363
	2.2	0.227	0.931	1.158	0.241	1.057	1.278
	2.3	0.429	1.773	2.199	0.460	2.028	2.444
	2.4	0.619	2.567	3.176	0.667	2.949	3.544
	2.5	0.751	3.121	3.855	0.809	3.585	4.302
	2.6	0.793	3.299	4.071	0.854	3.787	4.539
	2.7	0.729	3.036	3.744	0.784	3.482	4.170
	2.8	0.561	2.337	2.880	0.603	2.679	3.206
	2.9	0.307	1.279	1.576	0.329	1.460	1.747
	3.0	0.000	0.000	0.000	0.000	0.000	0.000



DEAD LOAD DEFLECTION DIAGRAM

No Scale

NOTES:
Camber for dead load deflection plus vertical curve +/- 1/4" tolerance. Deflections shown are from a chord from CL Bearing to CL Bearing. Vertical curve corrections are not included. Negative sign (-) indicates point above chord.

Dead load deflections shown include an assumed loading of 18 psf to account for stay-in-place metal deck forms.

Revision to the deflection tables may be necessary upon review of the Contractor's submitted forming details.

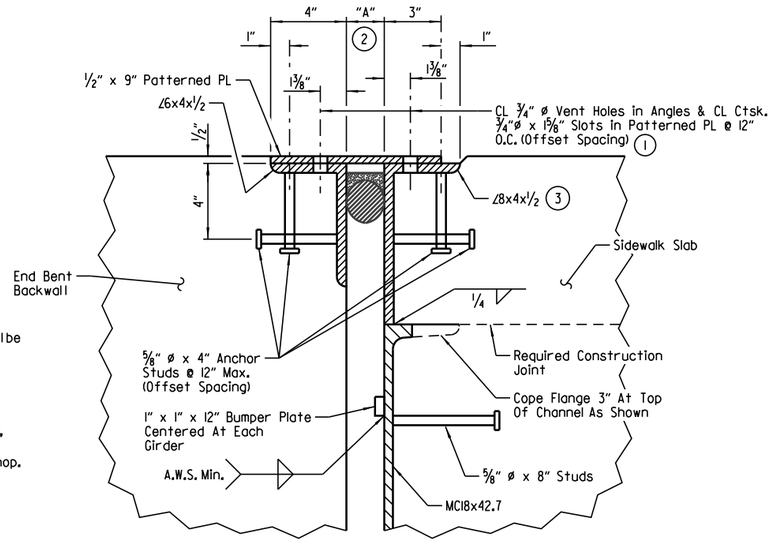
(1) Ctsk. 3/4" x 1 5/8" slots in 1/2" Patterned PL. Tap 4" leg of angles for ASTM A449 5/8"ø flat head cap screws @ 12" O.C. Install screws in the shop and ship as a unit. Screws on span side to be removed. Screws on backwall side to remain in place after erection.

(2) Dimensions shown @ 60°F

(3) Trim vertical leg of L8x4x1/2 as needed.

NOTE:
Patterned plates shall be ASTM A709, Gr. 36 and shall be paid for as "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)"

The surfaces of the plates and angles which will not be in contact with the concrete shall be cleaned and painted in accordance with Section 638, or as directed by the Engineer. Only one coat is required and shall be applied in the fabricator's shop. Painting shall not be paid for directly, but will be considered subsidiary to "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".



SECTION A-A

No Scale

NOTE:
Concrete shall be hand packed under the joint armor in the sidewalk.

SILICONE JOINT DATA

"A" Width Perpendicular To Joint At 24 Hour Average Temperature (4) Of:			"B" Perpendicular To Joint At 60°F	"D"	Bumper Plate Size
40°F	60°F	80°F			
2 3/16"	2"	1 13/16"	2 1/4" ±	4 1/2"	1" x 1"

(4) The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

NOTE:
See additional joint details on Std. Dwg. No. 55008.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

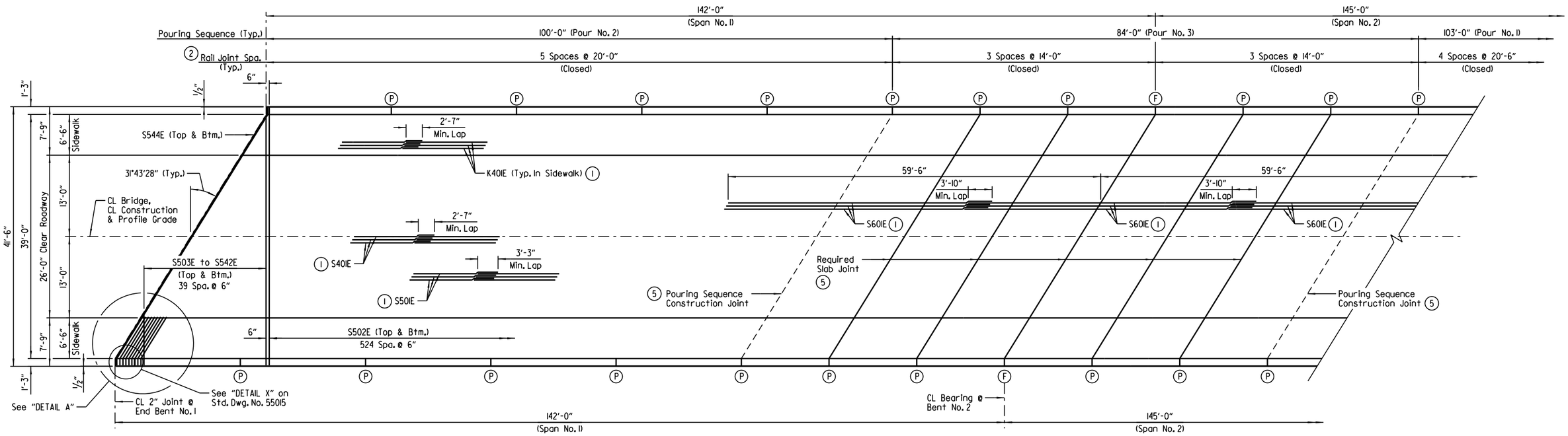
DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604x2_S4.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: SEPT. 2017

BRIDGE NO. 07545 DRAWING NO. 64647

abhall 5/6/2022 9:00:26 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S304-DF.dgn
REVISED DATE:

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.		CA0604	864	1104
(I) 07545		PL GIRDER UNIT		64648



NOTES:
Required slab joints and pouring sequence joints shall align with the rail joint at the front face of rail.

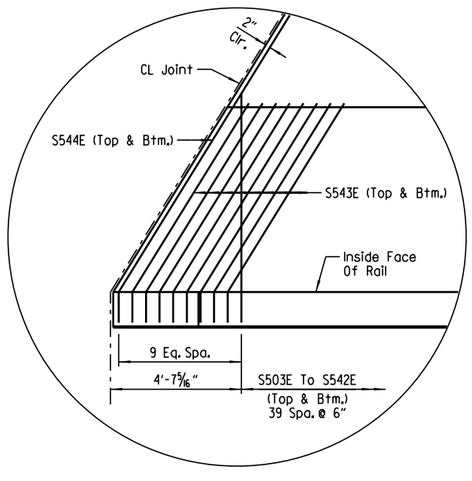
For "GENERAL NOTES", see Std. Dwg. No. 55006.

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW", see Std. Dwg. No. 55007.

For rail reinforcing details, see Dwg. No. 64650.

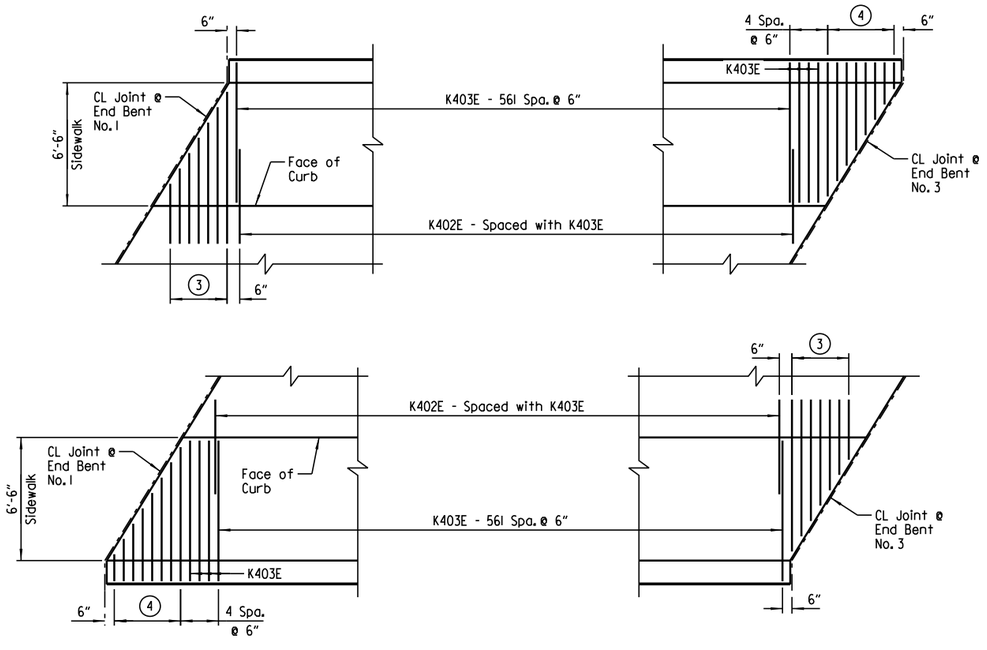
REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1

Scale: 1/8" = 1'-0"



DETAIL A

Scale: 3/8" = 1'-0"



SIDEWALK REINFORCING DETAIL

Scale: 1/4" = 1'-0"

(1) Place as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 64644.

(2) Rail joints designated with symbol (F) shall be stopped 6" from top of sidewalk. All other rail joints with symbol (P) shall be partial depth joints stopped 16" from top of sidewalk.

(3) K404E to K410E - 6 Spaces @ 6"

(4) K411E to K418E - 7 Spaces @ 6"

(5) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

NOTES:
Pours with the same number may be placed simultaneously or separately. Pour (1) must be placed before Pour (2) can be placed. Pour (2) must be placed before Pour (3) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

72 hours shall elapse between completion of the entire deck slab and the pouring of the sidewalk. 72 hours shall elapse between the completion of the sidewalk and the pouring of the railing. Any sidewalk pours or railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 5 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

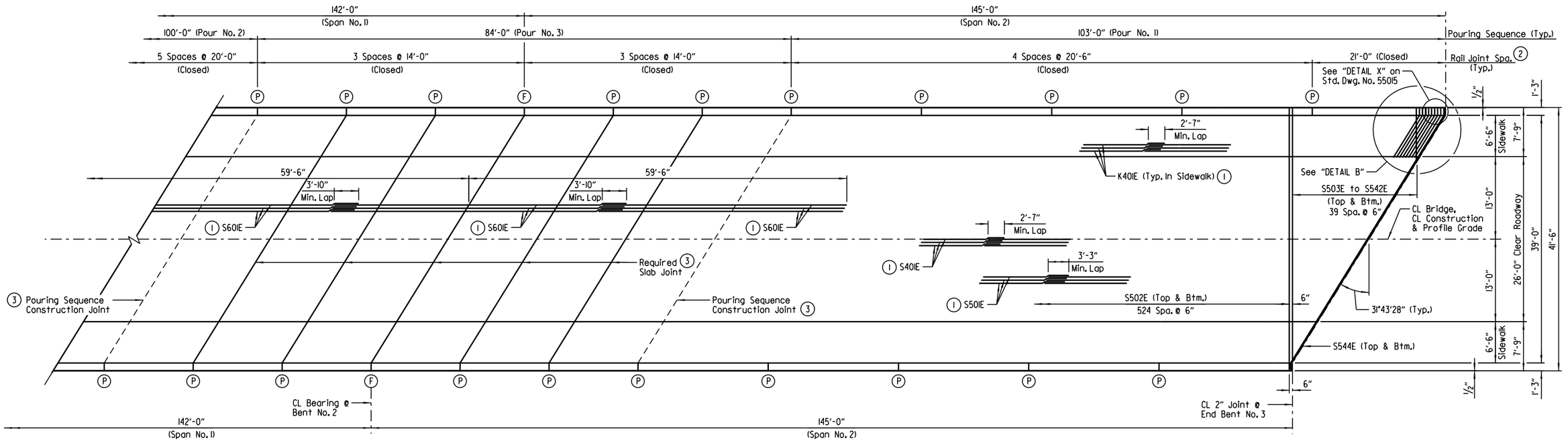
DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x2_S5.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: OCT. 2017

BRIDGE NO. 07545 DRAWING NO. 64648

abhall 5/6/2022 9:00:26 AM
WORKSPACE: ARDOT Bridge
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S305-SB.dgn
REVISED DATE:

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.		CA0604	865	1104
(1) 07545		PL GIRDER UNIT		64649



REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2

Scale: 1/8" = 1'-0"

BAR LIST				
MARK	NO. REQ'D	LENGTH	"A"	P.D.
S401E	344	38'-2"		STR.
S501E	240	60'-0"		STR.
S502E	1050	41'-2"		STR.
S503E To S542E	4 Each	39'-7" To 8'-0"		STR.
S543E	32	8'-11"		3¾"
S544E	4	48'-0"		3¾"
S601E	126	42'-3"		STR.
K401E	128	38'-2"		STR.
K402E	1124	5'-10"		3"
K403E	1130	7'-3"		STR.
K404E To K410E	2 Each	3'-8" To 8'-7"	10" To 5'-9"	3"
K411E To K418E	2 Each	1'-5" To 7'-0"		STR.

BAR LIST				
MARK	NO. REQ'D	LENGTH	"A"	P.D.
R401E	1148	5'-11"		2½"
R402E	112	5'-6"		STR.
R403E	1148	5'-0"		3", 3¾"
R404E	96	13'-6"		STR.
R405E	80	19'-6"		STR.
R406E	64	20'-0"		STR.
R407E	16	20'-6"		STR.
H401E	6	2'-11"		2"
H402E	2	3'-7"		2"

NOTES:
Dimensions of bars are out-to-out.

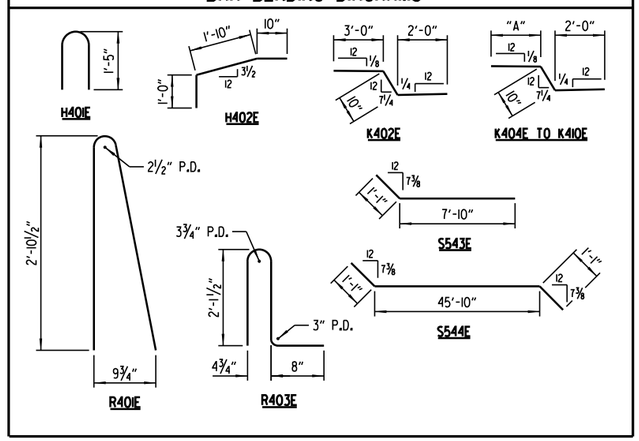
Bar designations ending with "E" indicate epoxy coated bars.

(1) Place as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 64644.

(2) Rail joints designated with symbol (F) shall be stopped 6" from top of sidewalk. All other rail joints with symbol (P) shall be partial depth joints stopped 16" from top of sidewalk.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

BAR BENDING DIAGRAMS



NOTES:
Pours with the same number may be placed simultaneously or separately. Pour (1) must be placed before Pour (2) can be placed. Pour (2) must be placed before Pour (3) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

72 hours shall elapse between completion of the entire deck slab and the pouring of the sidewalk. 72 hours shall elapse between the completion of the sidewalk and the pouring of the railing. Any sidewalk pours or railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

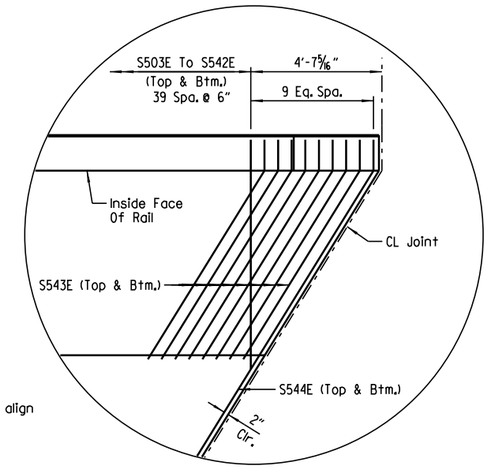
NOTE:
For "SIDEWALK REINFORCING DETAIL", see Dwg. No. 64648.

NOTES:
Required slab joints and pouring sequence joints shall align with the rail joint at the front face of rail.

For "GENERAL NOTES", see Std. Dwg. No. 55006.

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW", see Std. Dwg. No. 55007.

For rail reinforcing details, see Dwg. No. 64650.



DETAIL B

Scale: 3/8" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 6 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

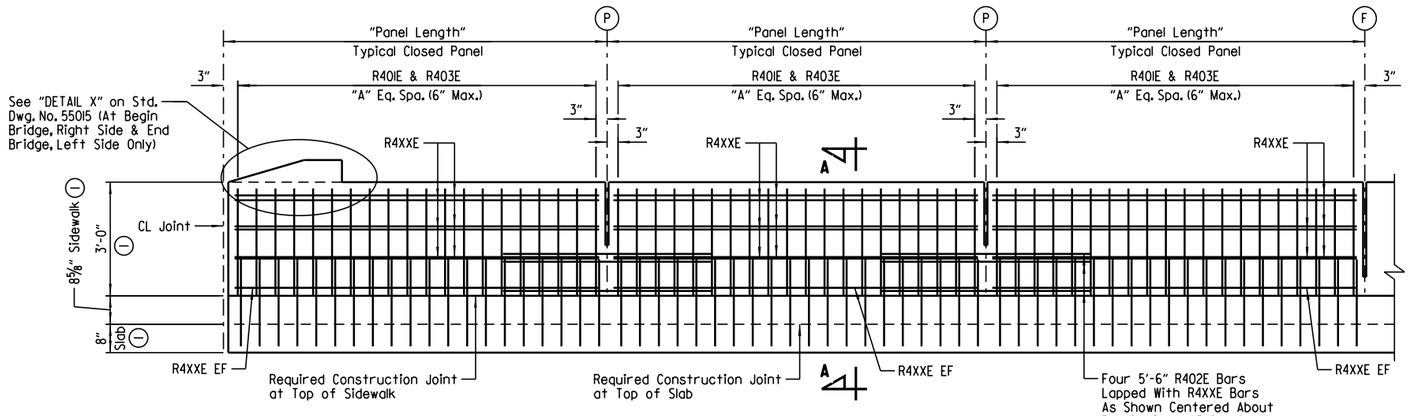
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x2_S6.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: OCT. 2017

BRIDGE NO. 07545 DRAWING NO. 64649

abhall 5/6/2022 9:00:27 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S306-SB.dgn
REVISED DATE:

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.		CA0604	866	1104
				(1) 07545		PL GIRDER UNIT		64650



(1) Measured at Edge of Deck

ELEVATION - SINGLE SLOPE TRAFFIC RAIL

No Scale

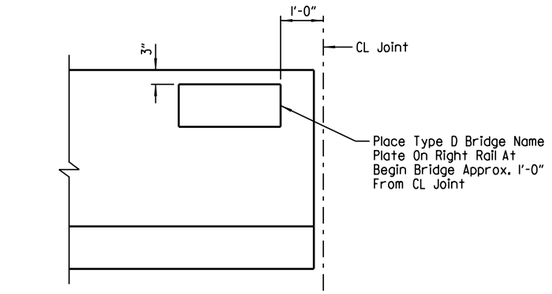
(F) CL Full-Depth Rail Joint (formed width ¼" to 1" max.) as shown in "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1" on Dwg. No. 64648 & "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2" on Dwg. No. 64649. Stop 6" from top of sidewalk.

(P) CL Partial-Depth Rail Joint (formed width ¼" to 1" max.) as shown in "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1" on Dwg. No. 64648 & "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2" on Dwg. No. 64649. Stop 16" from top of sidewalk.

LEGEND

EF = Each Face

NOTE:
When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ¼" and must be controlled so it will follow the V-groove.



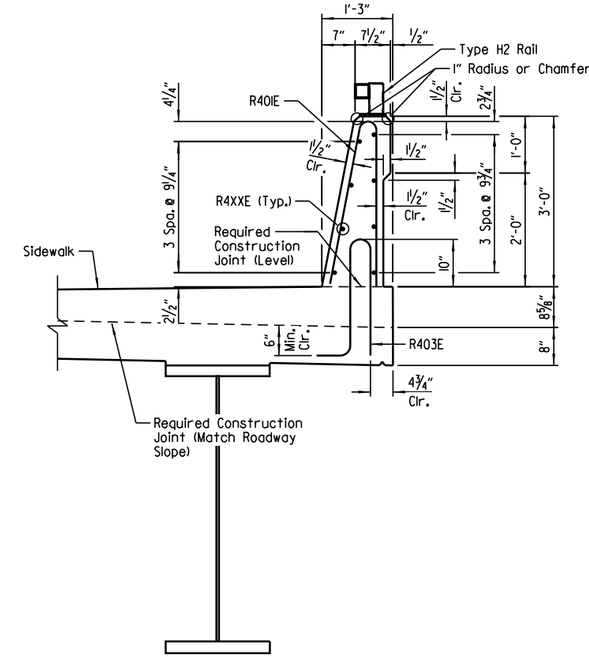
VIEW SHOWING LOCATION OF NAME PLATE

(Showing Inside Face Of Rail)
No Scale

TABLE OF VARIABLES

Closed Rail Panels		
Panel Length	"A"	R4XXE
14'-0"	27	R404E
20'-0"	39	R405E
20'-6"	40	R406E
21'-0"	41	R407E

For location of Closed Rail panels, see "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 1" on Dwg. No. 64648 & "REINFORCING PLAN & DECK POURING SEQUENCE - SPAN NO. 2" on Dwg. No. 64649.



SECTION A-A

Scale: ¾" = 1'-0"

NOTE:
For "DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL" and "GENERAL NOTES", see Std. Dwg. No. 55070.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 7 OF 7
DETAILS OF 287'-0" CONTINUOUS PLATE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604x2_S7.DGN
CHECKED BY: ABH DATE: APR. 2018 SCALE: As Shown
DESIGNED BY: DRG DATE: OCT. 2017

BRIDGE NO. 07545 DRAWING NO. 64650

abhall 5/6/2022 9:00:27 AM
WORKSPACE: ARDOT Bridge
L:\202\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-S307-PT.dgn
REVISED DATE:

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.		CA0604	867	1104
				① 07545		TYPE SPECIAL APP. SLAB		64651

GENERAL NOTES

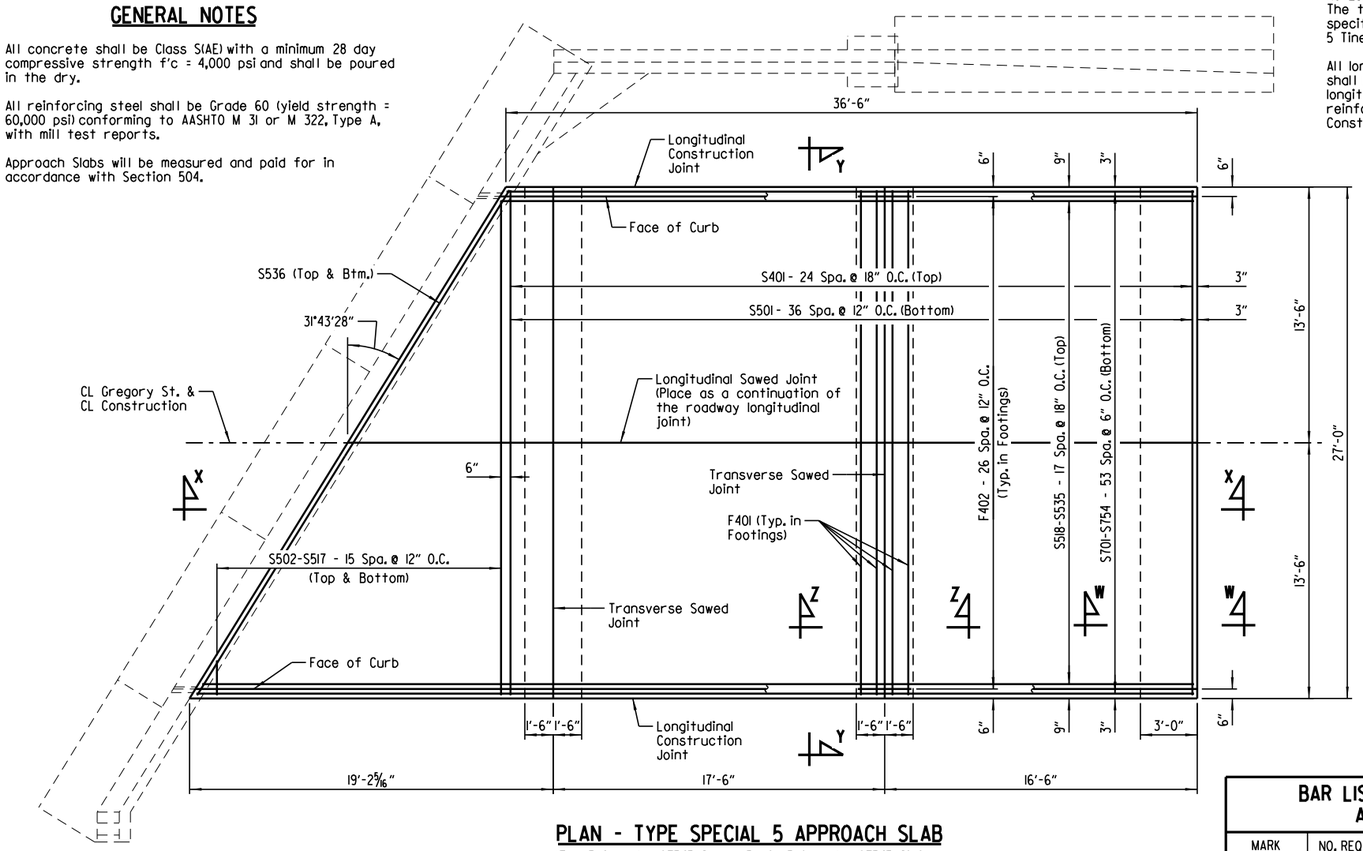
All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

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

Approach Slabs will be measured and paid for in accordance with Section 504.

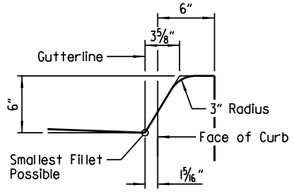
NOTES:
The top of approach slab shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

All longitudinal lines within the limits of horizontal curves shall be concentric with CL Construction. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on lines radial to CL Construction.



PLAN - TYPE SPECIAL 5 APPROACH SLAB

(End Bridge No. 07545 Shown; Begin Bridge No. 07545 Similar)
Scale: 1/4" = 1'-0"



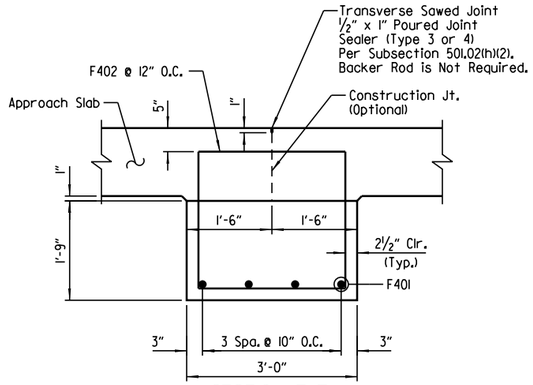
TYPICAL CURB DETAIL

No Scale

TABLE OF QUANTITIES

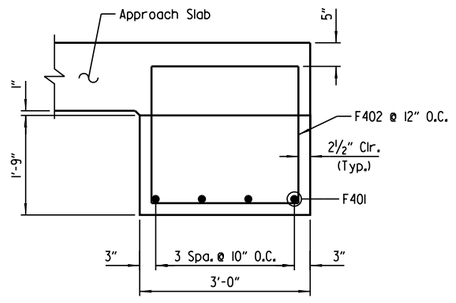
(For Information Only)

Type	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
Type Special 5	10,156	71.34



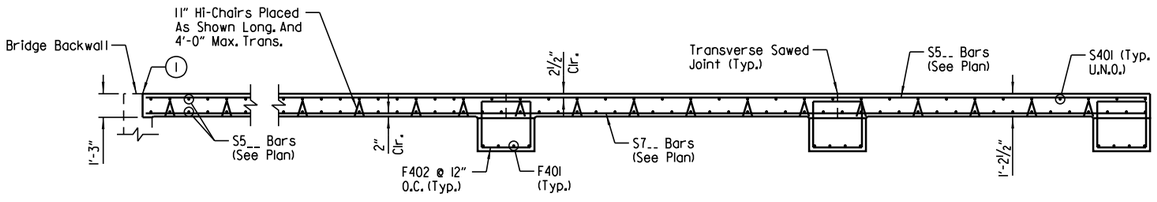
SECTION Z-Z

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



SECTION W-W

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



SECTION X-X

Scale: 1/4" = 1'-0"

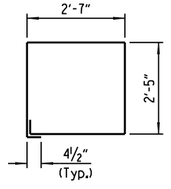
① 1/2" x 1" Poured Joint Sealer (Type 3 or 4) per Subsection 501.02(h)(2).

BAR LIST - TYPE SPECIAL 5 APPROACH SLAB

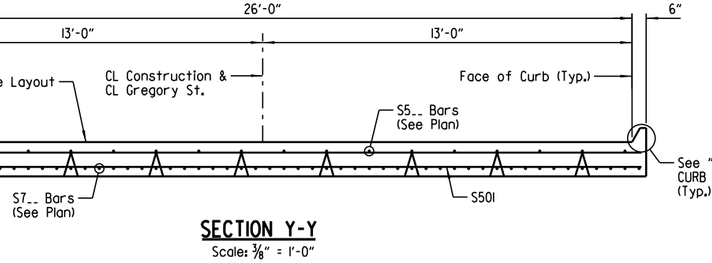
MARK	NO. REQ'D.	LENGTH	"A"	P.D.
S401	25	26'-8"		Str.
S501	37	26'-8"		Str.
S502 to S517	2 Ea.	1'-10" to 26'-1"		Str.
S518 to S535	1 Ea.	36'-7" to 52'-4"		Str.
S536	2	31'-4"		Str.
S701 to S772	1 Ea.	36'-3" to 52'-8"		Str.
F401	12	26'-8"		Str.
F402	81	10'-4"	2'-7"	2"

NOTE:
Dimensions of bars are out-to-out.

BAR BENDING DIAGRAM

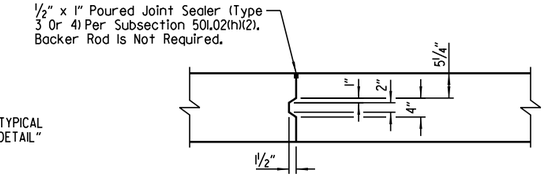


F402



SECTION Y-Y

Scale: 3/8" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 5 APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

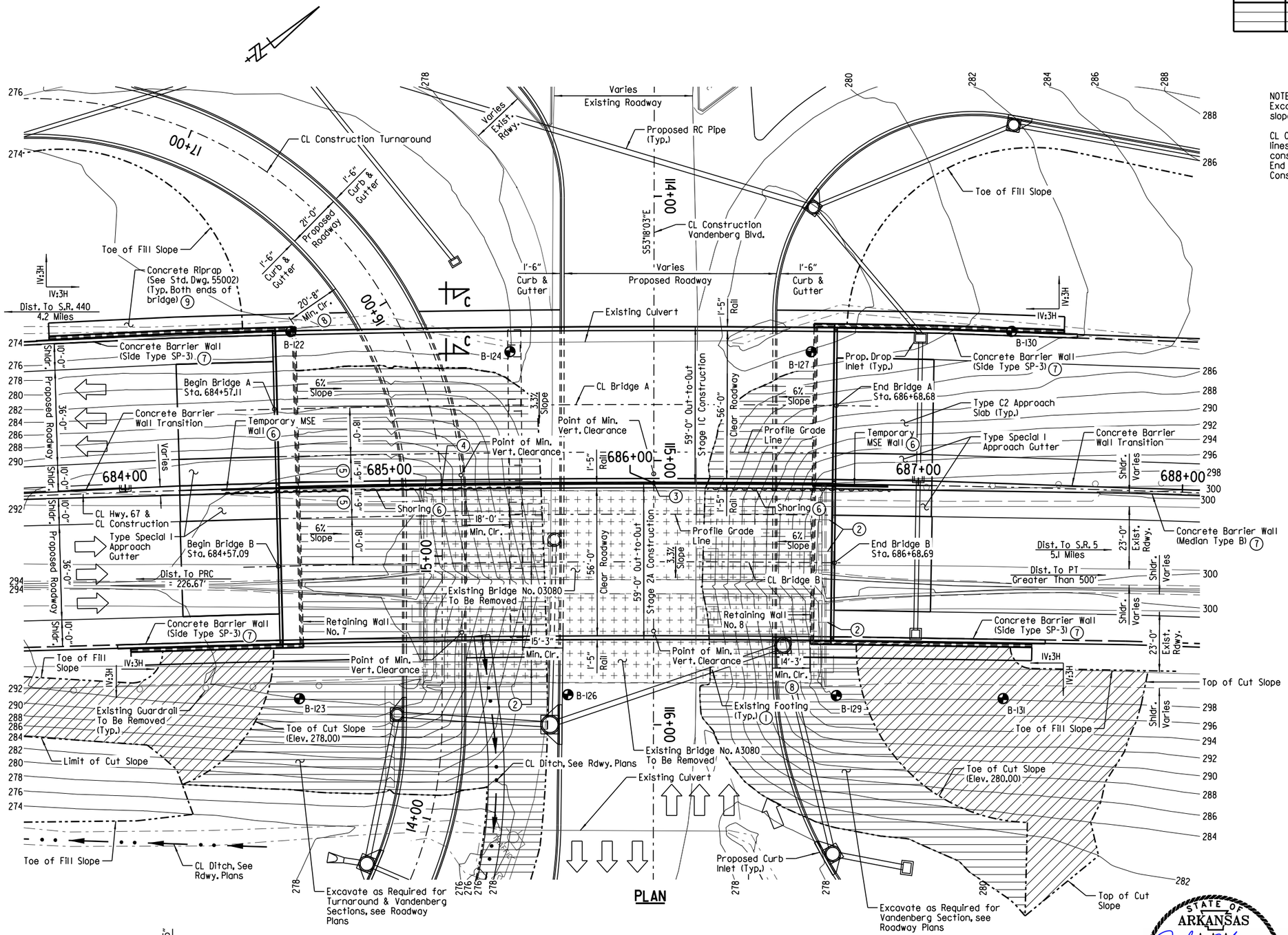
LITTLE ROCK, ARK.

DRAWN BY: CJS DATE: JAN. 2019 FILENAME: BCA0604_ASI.DGN
CHECKED BY: ABH DATE: FEB. 2021 SCALE: As Shown
DESIGNED BY: CJS DATE: JAN. 2019

BRIDGE NO. 07545 DRAWING NO. 64651

abhall 5/6/2022 9:00:28 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-GREGORY-SS01-AS.dgn
REVISED DATE:

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.		CA0604	868	1104
				(1) A7546 & B7546		LAYOUT		64652



PLAN

NOTES:
Excavate the existing embankment at the bridge ends to achieve the slopes shown. See Roadway Plans for additional details and quantities.

CL Construction is on a 1°00'00" curve right. CL girders and longitudinal lines of the bridge and approach gutters and slabs shall be constructed on curves concentric with CL Construction. CL Joint at End Bents and CL Int. Bents shall be constructed on lines radial to CL Construction.

HORIZONTAL CURVE DATA

Hwy. 67
PI = 693+83.05
Δ = 22°44'55" Rt.
D = 1°00'00"
T = 1152.62'
L = 2274.87'
R = 5729.58'

NOTES:
Use Type Type C2 Approach Slab at both ends of bridges. See Std. Dwg. No. 55040C2.

Use Type I Special Approach Gutters at both ends of bridges. See Dwg. No. 64676.

(1) Existing foundations shall be removed 1'-0" below proposed subgrade unless noted otherwise.

(2) Existing foundations shall be removed.

(3) Sta. 115+08.55 (CL Vandenberg Blvd.) Sta. 685+99.94 (CL Hwy. 67)

(4) Sta. 15+27.07 (CL Turnaround) Sta. 685+19.68 (CL Hwy. 67)

(5) Measured to CL Construction

(6) Shoring and temporary MSE walls will be required to remove existing bridge and construct embankment and new bridge. Location of shoring and temporary MSE walls to be determined by the Contractor. Payment for and details and design of shoring and temporary MSE walls will be in accordance with SP "SHORING" and SP "TEMPORARY RETAINING WALLS".

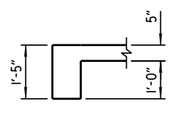
(7) See Roadway Plans for Type Special Barrier Wall Details.

(8) Measured to face of retaining wall coping

NOTES:
For bridge elevations, see Dwg. No. 64653.

For "GENERAL NOTES", see Dwg. No. 64654.

For details of Retaining Wall Nos. 7 & 8, see Dwg. Nos. 64787 and 64796-64801.



SECTION C-C (9)
No Scale

(9) "SECTION C-C" on Std. Dwg. No. 55002 to be omitted in favor of "SECTION C-C" on this drawing.

FOR R/W DATA, SEE ROADWAY PLANS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

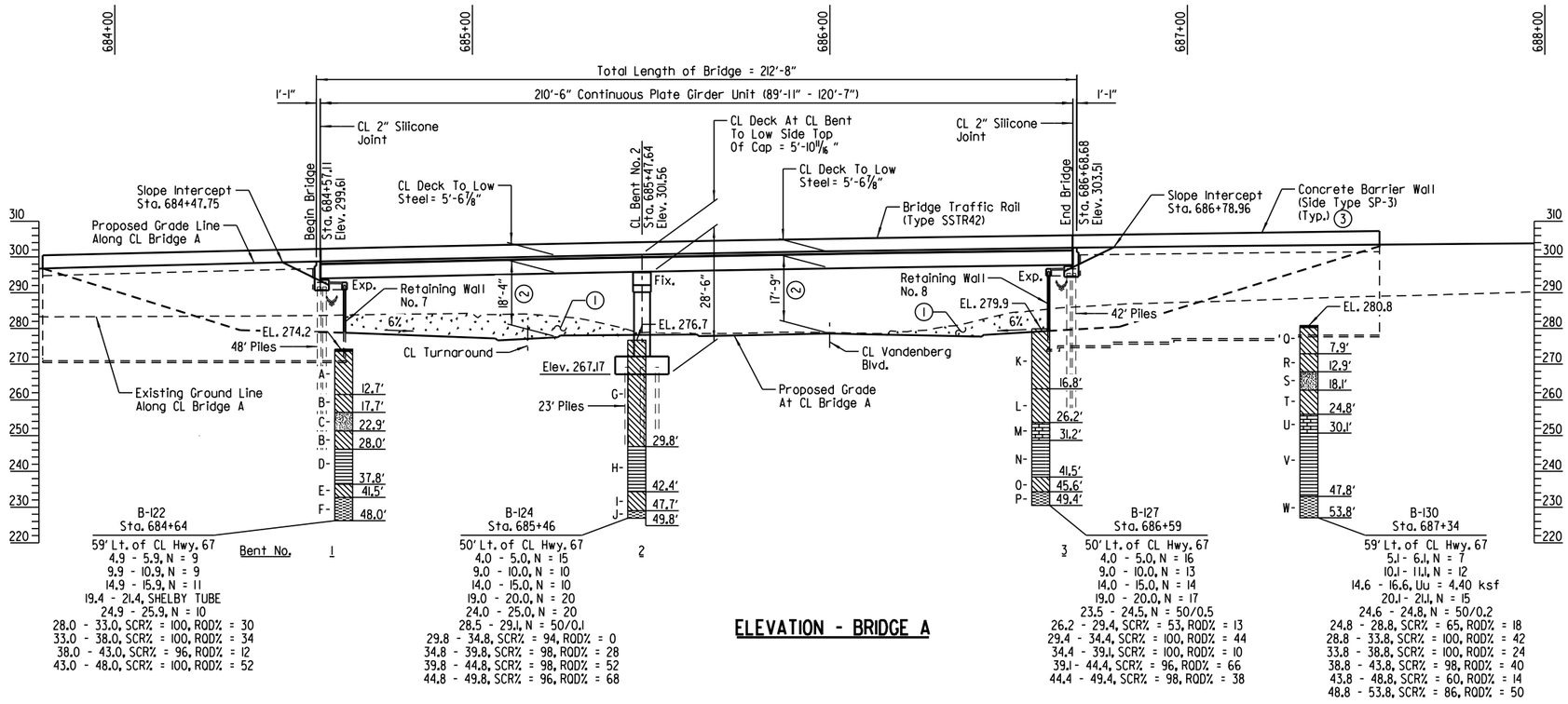
SHEET 1 OF 3
LAYOUT OF BRIDGES
HWY. 67 OVER VANDENBERG BLVD.
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY
ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DRG DATE: MAR. 2019 FILENAME: BCA0604m3_LI.DGN
CHECKED BY: WMM DATE: MAY 2021 SCALE: 1" = 20'-0"
DESIGNED BY: JES DATE: SEPT. 2017
BRIDGE NO. A7546 & B7546 DRAWING NO. 64652

abhall 5/6/2022 9:00:32 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S01-L0.dgn
REVISED DATE:

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.		CA0604	869	1104
				(1) A7546 & B7546		LAYOUT		64653



ELEVATION - BRIDGE A

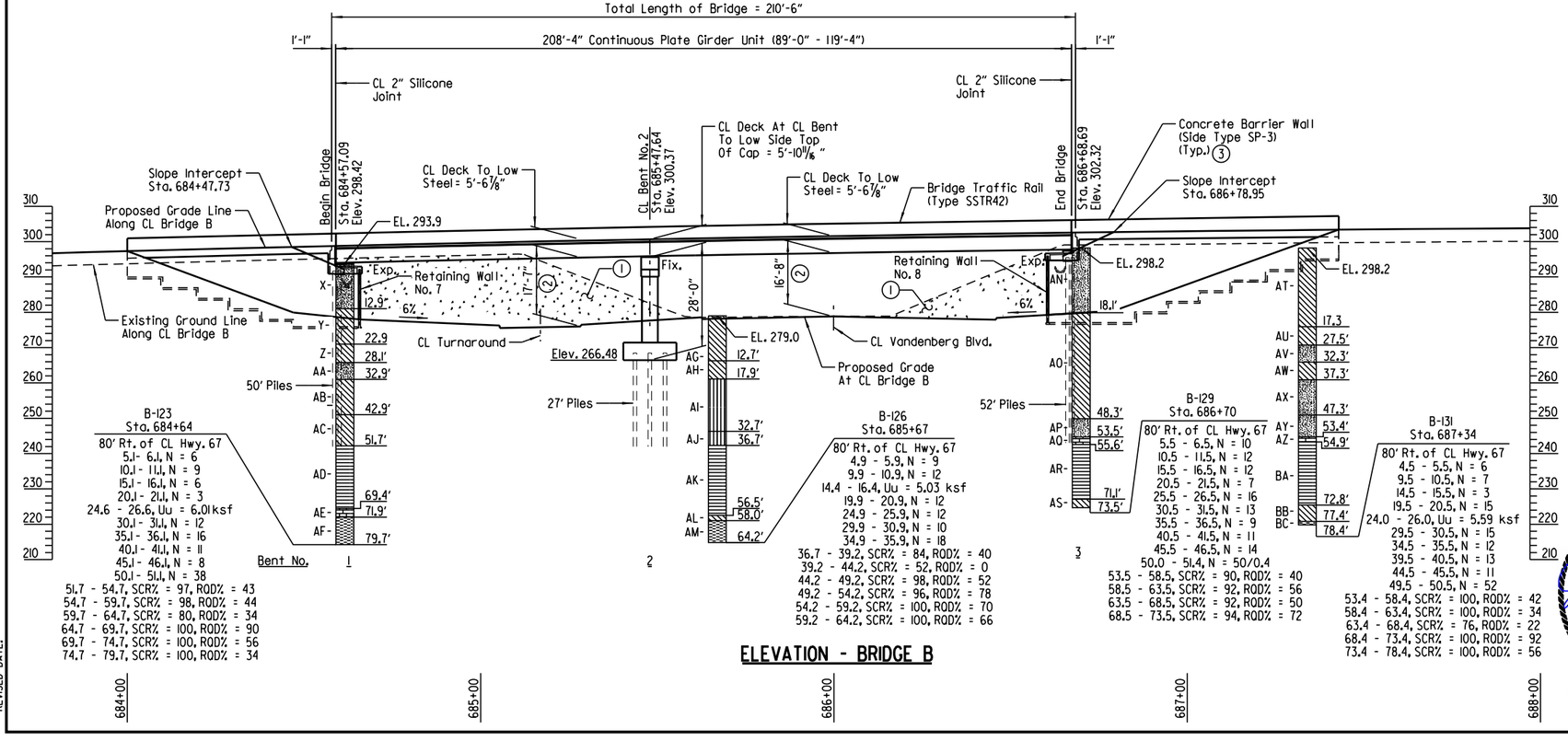
(1) Excavate the existing embankment at the bridge ends to achieve the slopes shown. See Roadway Plans for additional details and quantities.

(2) Minimum Vertical Clearance

(3) See Roadway Plans for Type Special Barrier Wall Details.

NOTES:
For "GENERAL NOTES" and "BORING LEGEND", see Dwg. No. 64654.

Unless noted otherwise, elevations shown are actual top of deck elevations at CL Bridge. Any vertical dimension referenced to CL Deck is based on actual top of deck elevation at CL Bridge. Stationing is along CL Construction. Stations shown in elevation are determined by a radial projection from CL Bridge to CL Construction. CL Bridge is on a horizontal curve concentric to CL Construction. The total bridge length, span lengths, and CL Joint to Beginning and End of Bridge dimensions are measured along CL Bridge.



ELEVATION - BRIDGE B

PVI Sta. 686+50.00
Elev. 307.84
V.C. = 900'
+3.70%
-0.90%

VERTICAL CURVE DATA

Vandenberg Blvd.
(Profile Grade Offset 11'-9" from CL Construction)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 3
LAYOUT OF BRIDGES
HWY. 67 OVER VANDENBERG BLVD.
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY

ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604m3_L2.DGN
CHECKED BY: WMM DATE: MAY 2021 SCALE: 1" = 20'-0"
DESIGNED BY: JES DATE: SEPT. 2017
BRIDGE NO. A7546 & B7546 DRAWING NO. 64653

abhall 5/6/2022 9:00:33 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S02-L0.dgn
REVISED DATE:

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.		CA0604	870	1104
				(1) A7546 & B7546		LAYOUT		64654

GENERAL NOTES

BENCH MARK: Vertical Control Data are shown on the Survey Control Data Sheets.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted in the plans, Section and Subsection numbers refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012, 6th Edition) with 2013 interim specifications.

LIVE LOADING: HL-93

SEISMIC ZONE: 2 S_{D1} = 0.24g Site Class = D

SEISMIC OPERATIONAL CLASSIFICATION: Essential

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (Superstructure)	f'c = 4,000 psi
Class S Concrete (Substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M 31 or M 322 Type A)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50)	Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring Logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING: Piling at end bents shall be HP14x73 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a Minimum Safe Bearing Capacity of 133 tons per pile. Piling at Bent No. 2 shall be HP14x89 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a Minimum Safe Bearing Capacity of 163 tons per pile. All piling shall be driven into the material designated as claystone or limestone on the boring legend. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with the Standard Specifications. On all piles the Contractor shall use approved steel H-Pile driving points.

Drive all piles in Bent Nos. 1 and 3 to a minimum penetration of 10' below bottom of leveling pad. Drive all piles in Bent No. 2 to a minimum penetration of 10' below bottom of footing.

PILE CASINGS: Pile casings are required for all piling at Bent Nos. 1 & 3 at Bridge A & Bridge B. Casings shall be installed prior to or during embankment construction and shall extend from bottom of leveling pad to bottom of cap. Pile casing material shall have sufficient strength to retain its original form free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 24". Piles shall be driven through the open casings after embankment to the bottom of cap is in place. After driving is completed, the pile casing shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement or other approved material in a single continuous operation to completely fill voids. Pile casings and fill will not be paid for directly, but shall be considered subsidiary to the item "STEEL PILING (HP14x73)".

PILE FOOTINGS: The top of footings at Bent No. 2 shall be set a minimum of 2'-0" below finished ground or at the elevations shown on the Plans, whichever is lower. Foundations for footings shall be prepared in accordance with Section 801.04. Foundation piles shall not be driven until after the excavation to bottom of footing is complete. Excavations shall be backfilled and compacted to the level of the finished ground in accordance with subsection 801.08.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the concrete bridge rails in accordance with Section 803.

PAINTING: All Grade 50 structural steel, except galvanized members, some surfaces in contact with concrete, and as otherwise noted, shall be painted as specified in Subsection 807.75. The color of paint shall be DARK GRAY and shall match Fed Std. 595B, Color Chip No. 26122.

EXISTING BRIDGE: Each existing bridge (Bridge Nos. 03080 and A3080) is 31.0' wide (28.0' clear roadway) and 152.19' long and consists of steel I-beam spans (3 spans total) supported by reinforced concrete columns and spread footings. The existing bridges are located on the proposed alignment. Plans of the existing structures, if available, may be obtained upon request to the Construction Contract Development Section of the Program Management Division.

REMOVAL AND SALVAGE: After Stage I construction is complete and open to traffic, the existing bridges (Nos. 03080 and A3080) shall be removed in accordance with Section 205. All material from existing bridges shall become the property of the Contractor.

SHORING: Shoring and temporary MSE walls will be required to remove existing bridge and construct embankment and new bridge. Location of shoring and temporary MSE walls to be determined by the Contractor. Payment for and details and design of shoring and temporary MSE walls will be in accordance with SP "SHORING" and SP "TEMPORARY RETAINING WALLS".

MAINTENANCE OF TRAFFIC: See Roadway Plans.

DETAIL DRAWINGS:	DRAWING NO(S).
Stage Construction	64655 To 64656
End Bents	64657 To 64661
Intermediate Bent	64662 To 64664
210'-6" Cont. Plate Girder Unit	64666 To 64668
208'-4" Cont. Plate Girder Unit	64669 To 64671
Common Details of Plate Girder Units	64672 To 64675
Elastomeric Bearings	64665
Type Special I Approach Gutter	64676
General Notes For Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Poured Silicone Joints	55008
Steel H-Piling	55020
Type C2 Approach Slab	55040C2

BORING LEGEND

A - Stiff, tan, sandy lean clay.
B - Stiff, tan, fat clay with sand.
C - Loose to medium dense, tan, silty sand.
D - Claystone: Dark gray-black, brown-orange stain, mod. to sev. weathered, low hardness.
E - Clay: Light gray, sev. weathered, soft.
F - Shale: Black-dk. gray, sev. grading to sil. weathered.
G - Stiff to very stiff, brown, fat clay with sand.
H - Claystone: Brown grading to dk. gray, some lt. gray, mod. to sev. weathered, soft to low hardness.
I - Clay: Light gray, orange-red stain in lower part, sev. weathered, soft.
J - Shale: Black-dk. gray, orange-brown stain, sev. weathered, soft grading to med. hard.
K - Stiff to very stiff, brown sandy lean clay.
L - Very stiff to very hard, brown, fat clay with sand.
M - Limestone: Light gray, gray, brown stain, gray-olive gray, mod. weathered, mod. hard.
N - Claystone: Dark gray-brown, black, trcs. brown-orange stain, mod. weathered, low hardness.
O - Clay: Light gray, red stain, sev. weathered, soft.
P - Shale: Black-dk. gray-lt. gray mottled, red & orange-brown stain, sev. weathered, soft grading to med. hard.
Q - Medium stiff, brown & gray, sandy, lean clay with gravel.
R - Stiff, red & tan, sandy fat clay.
S - Medium dense, red & tan, silty sand.
T - Stiff, tan, sandy, fat clay.
U - Limestone: Brown-lt. gray, scat. dk. gray, sev. weathered, mod. hard.
V - Claystone: Black-dk. gray-dk. brown, scat. brown-orange stain, mod. weathered, low hardness.
W - Shale: Red-orange-purple-lt. gray mottled grading to black w/lt. gray-red mottling, sev. weathered grading to mod. weathered, soft grading to med. hard.
X - Loose, brown & gray, clayey sand.
Y - Soft to medium stiff, brown & gray, sandy fat clay.
Z - Soft to stiff, brown & gray, sandy, lean clay.
AA - Medium dense, brown & gray, clayey sand.
AB - Medium dense, brown & gray, sandy fat clay.
AC - Medium stiff to hard, brown & gray, fat clay with sand.
AD - Claystone: Dark gray-black-dk. brown, tan-brown, trcs. brown-orange stain, mod. to sev. weathered, low hardness.
AE - Limestone: Brown, red-orange stain, mod. weathered, mod. hard.
AF - Shale: Dark gray-black, lt. gray laminae, sev. grading to sil. weathered, soft grading to mod. hard.
AG - Stiff, brown & gray, sandy lean clay.
AH - Stiff, gray and brown, sandy, fat clay.
AI - Stiff, gray & brown, sandy silt
AJ - Very stiff, brown & gray, sandy, elastic silt.
AK - Claystone: Dark gray-dk. brown grading to black-dk. gray, tan-brown-gray, sev. weathered grading to mod. weathered, low hardness.
AL - Clay: Lt. gray, sev. weathered, soft.
AM - Shale: Dark gray-black, sev. weathered grading to mod. weathered, soft grading to med. hard.
AN - Loose to medium dense, red & brown, clayey sand.
AO - Medium stiff to very stiff, brown & gray, sandy lean clay.
AP - Very dense, brown, clayey sand with gravel.
AQ - Limestone: Light gray, dk. gray, mod. weathered, mod. hard.
AR - Claystone: Dark gray-dk. brown grading to black-dk. gray, tan-brown-gray, mod. weathered, low hardness.
AS - Clay: Light gray, sev. weathered, soft.
AT - Soft to stiff, brown & gray, sandy, lean clay.
AU - Stiff, brown & gray, sandy, silty clay.
AV - Medium dense, brown & red, clayey sand.
AW - Stiff, brown & red, sandy, lean clay.
AX - Medium dense, brown & gray, clayey sand.
AY - Very dense, brown, clayey sand with gravel.
AZ - Limestone: Light gray, scat. dk. gray, sli. weathered, mod. hard.
BA - Claystone: Dark gray-dk. brown grading to black-dk. gray, tan-brown-gray, lt. gray, sli. to mod. weathered, low hardness.
BB - Clay: Light gray w/dk. gray mottling in part, mod. weathered, soft.
BC - Shale: Dark gray, mod. weathered, med. hard.

STATE OF ARKANSAS
Madison McEntire
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

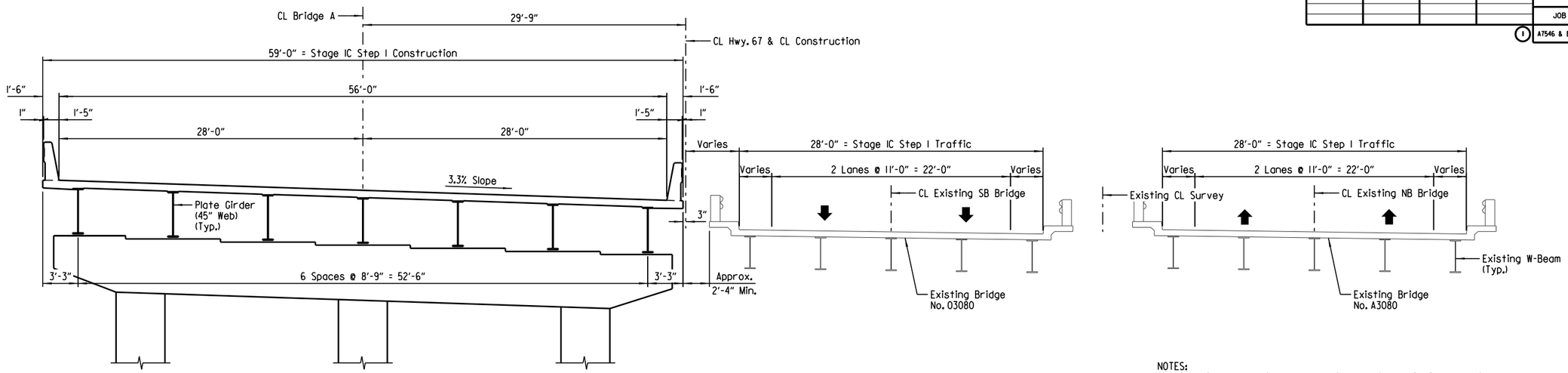
SHEET 3 OF 3
LAYOUT OF BRIDGES
HWY. 67 OVER VANDENBERG BLVD.
MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)
PULASKI COUNTY
ROUTE 67 SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DRG DATE: MAR. 2019 FILENAME: BCA0604m3_L3.DGN
CHECKED BY: WMM DATE: MAY 2021 SCALE: No Scale
DESIGNED BY: DRG DATE: MAR. 2019
BRIDGE NO. A7546 & B7546 DRAWING NO. 64654

abhall 5/6/2022 9:00:33 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S03-LO.dgn
REVISED DATE:

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.		CA0604	871	1104
① A7546 & B7546		STAGE CONSTRUCTION		64655

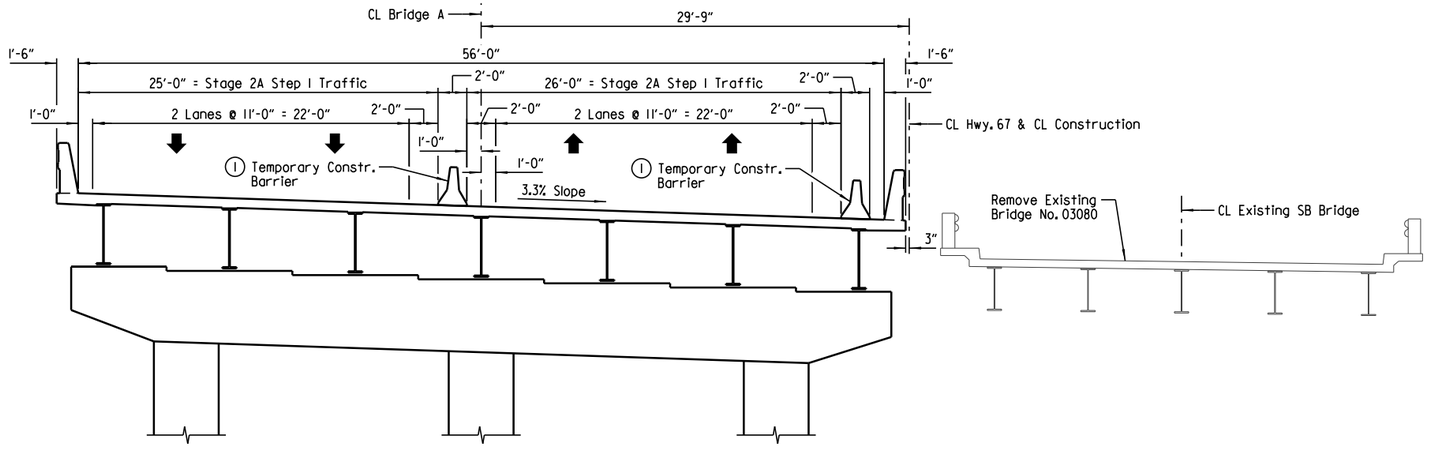


TYPICAL SECTION - STAGE IC STEP I

(Looking Ahead)
No Scale

NOTES:
All dimensions are oriented along lines radial to CL Construction.

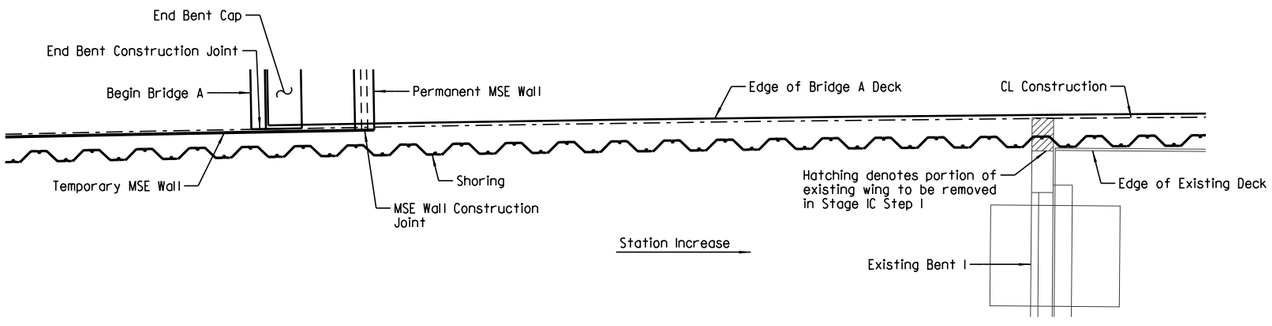
Details which relate to Maintenance of Traffic are shown on the Bridge plans for information only. Not all construction stages are shown. See Roadway plans for Maintenance of Traffic.



TYPICAL SECTION - STAGE 2A STEP I

(Looking Ahead)
No Scale

① Do Not Connect to Deck. See Std. Dwg. TC-4.



PARTIAL REMOVAL OF EXISTING WING

(Bent 1 shown, Bent 4 similar)
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 2
DETAILS OF STAGE CONSTRUCTION
ROUTE 67 SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

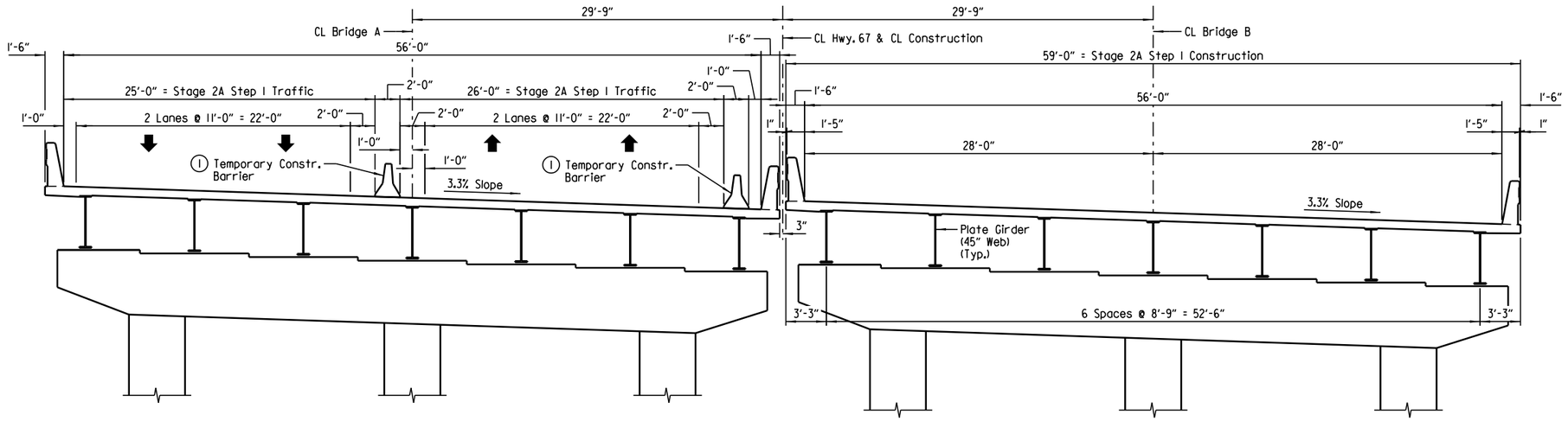
DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604m3_SCI.DGN
CHECKED BY: ABH DATE: JULY 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: SEP. 2017

BRIDGE NO. A7546 & B7546 DRAWING NO. 64655

abhall 5/6/2022 9:00:34 AM
WORKSPACE: ARDOT Bridge
L:\202\202\201732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-VANDBG-SI04-SC.dgn
REVISED DATE:

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.		CA0604	872	1104
① A7546 & B7546	STAGE CONSTRUCTION			64656



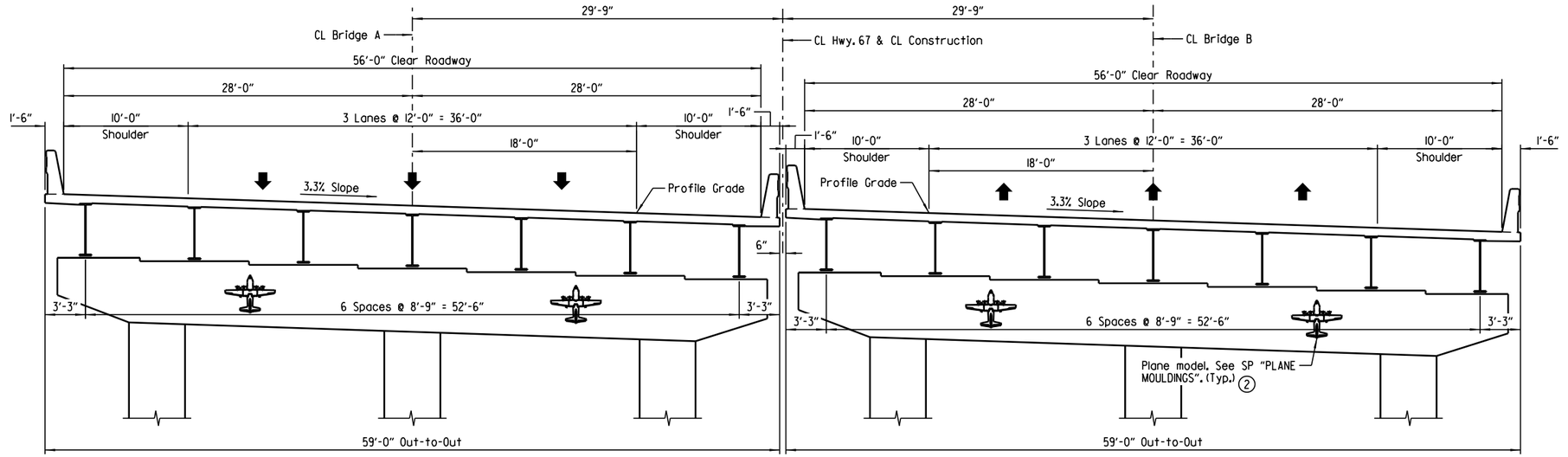
NOTES:
All dimensions are oriented along lines radial to CL Construction.

Details which relate to Maintenance of Traffic are shown on the Bridge plans for information only. Not all construction stages are shown. See Roadway plans for Maintenance of Traffic.

① Do Not Connect to Deck. See Std. Dwg. TC-4.

TYPICAL SECTION - STAGE 2A STEP 1

(Looking Ahead)
No Scale



TYPICAL SECTION - FINAL CONDITION

(Looking Ahead)
No Scale

② Plane models shall be placed only on side of cap facing Vandenberg Blvd.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 2
DETAILS OF STAGE CONSTRUCTION

ROUTE 67 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEP. 2017 FILENAME: BCA0604m3_SC2.DGN
CHECKED BY: ABH DATE: JULY 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: SEP. 2017

BRIDGE NO. A7546 & B7546 DRAWING NO. 64656

abhall 5/6/2022 9:00:34 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-SH05-Sc.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

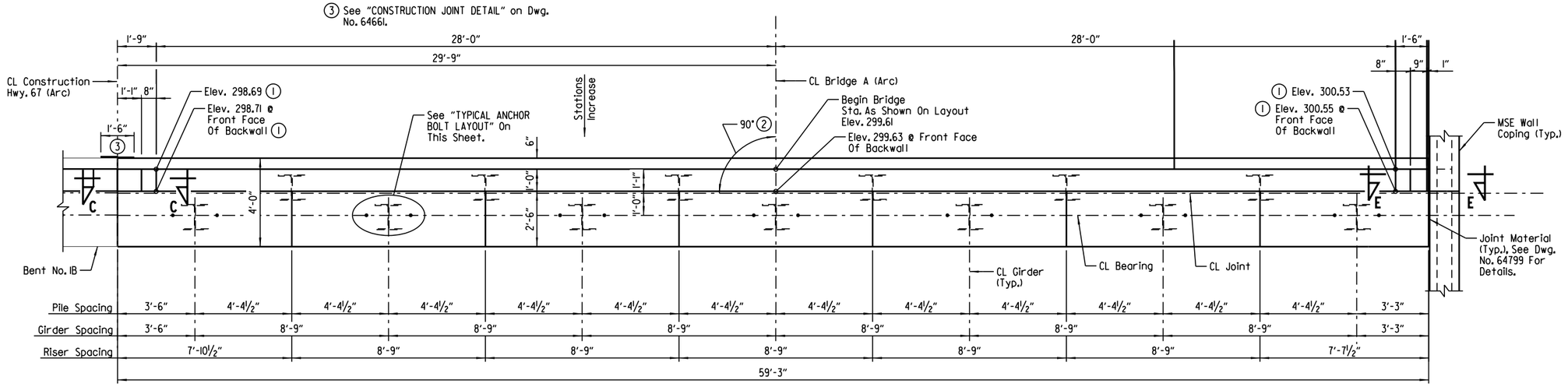
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	873	1104
(1) A7546		END BENT DETAILS		64657

(1) At Gutterline

(2) Measured From A Line Tangent At CL Joint

(3) See "CONSTRUCTION JOINT DETAIL" on Dwg. No. 64661.

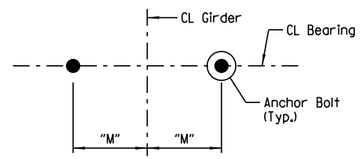
NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, roadway face & top of rail.



PLAN - BRIDGE A - END BENT NO. 1

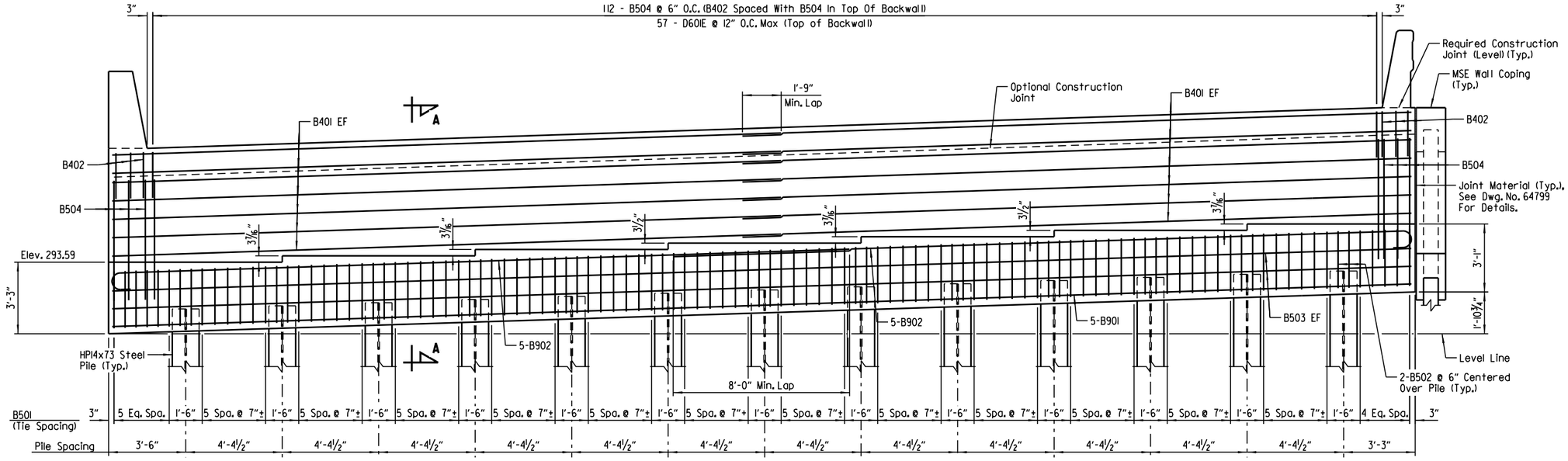
Scale: ⅜" = 1'-0"

NOTE:
For details of elastomeric bearings, anchor bolt size & dimension "M", see Dwg. No. 64665.



TYPICAL ANCHOR BOLT LAYOUT

No Scale



ELEVATION - BRIDGE A - END BENT NO. 1

(Looking Back)
Scale: ⅜" = 1'-0"

LEGEND

EF = Each Face

NOTES:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION C-C", "SECTION E-E", "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64661.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2017 FILENAME: BCA0604A3_B1.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: JES DATE: DEC. 2017
BRIDGE NO. A7546 DRAWING NO. 64657

abhall 5/6/2022 9:00:35 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S201-AB.dgn
REVISED DATE:

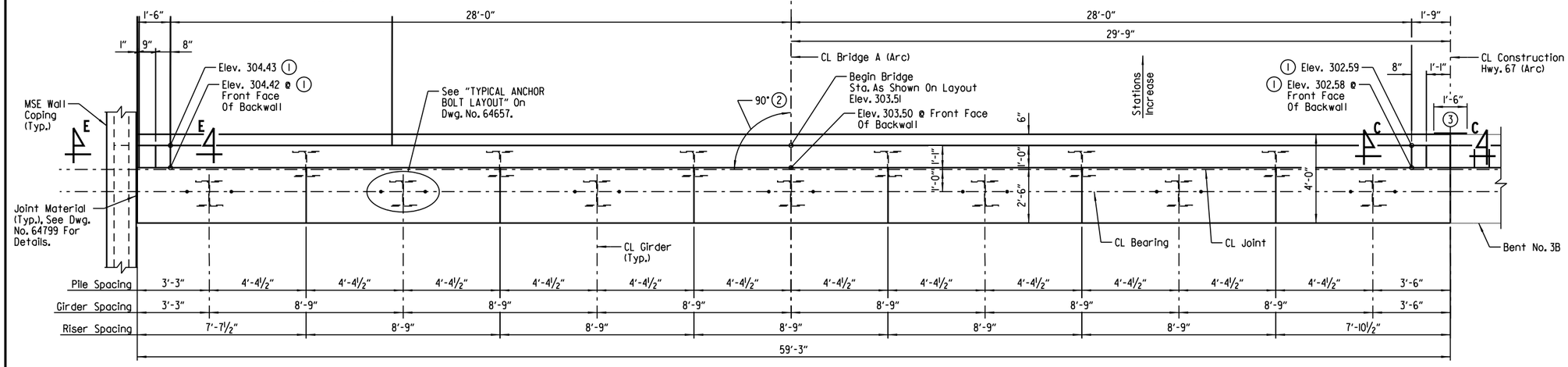
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	874	1104
				(1) A7546		END BENT DETAILS		64658

(1) At Gutterline

(2) Measured From A Line Tangent At CL Joint

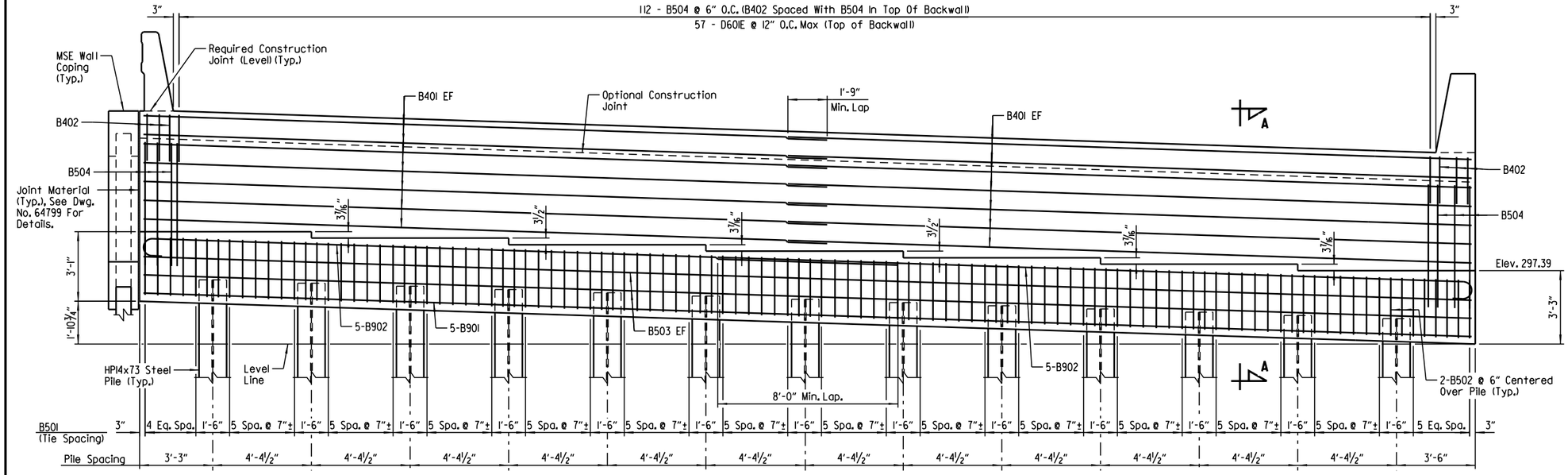
(3) See "CONSTRUCTION JOINT DETAIL" on Dwg. No. 64661.

NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, roadway face & top of rail.



PLAN - BRIDGE A - END BENT NO. 3

Scale: ⅜" = 1'-0"



ELEVATION - BRIDGE A - END BENT NO. 3

(Looking Forward)
Scale: ⅜" = 1'-0"

LEGEND

EF = Each Face

NOTES:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION C-C", "SECTION E-E", "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64661.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS OF END BENTS
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2017 FILENAME: BCA0604A3_B2.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: JES DATE: DEC. 2017
BRIDGE NO. A7546 DRAWING NO. 64658

abhall 5/6/2022 9:00:35 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S202-AB.dgn
REVISED DATE:

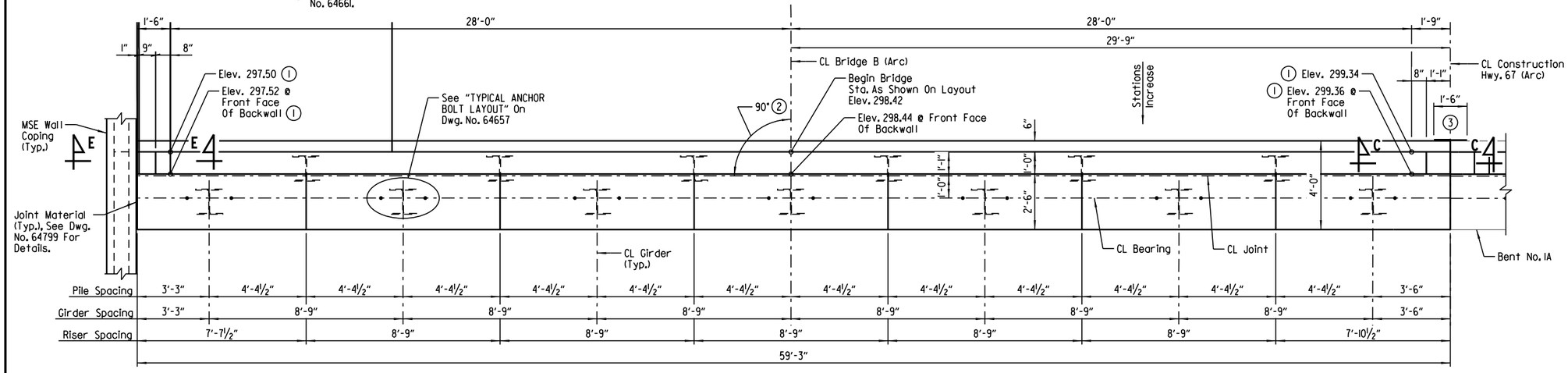
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	875	1104
				(1) B7546		END BENT DETAILS		64659

(1) At Gutterline

(2) Measured From A Line Tangent At CL Joint

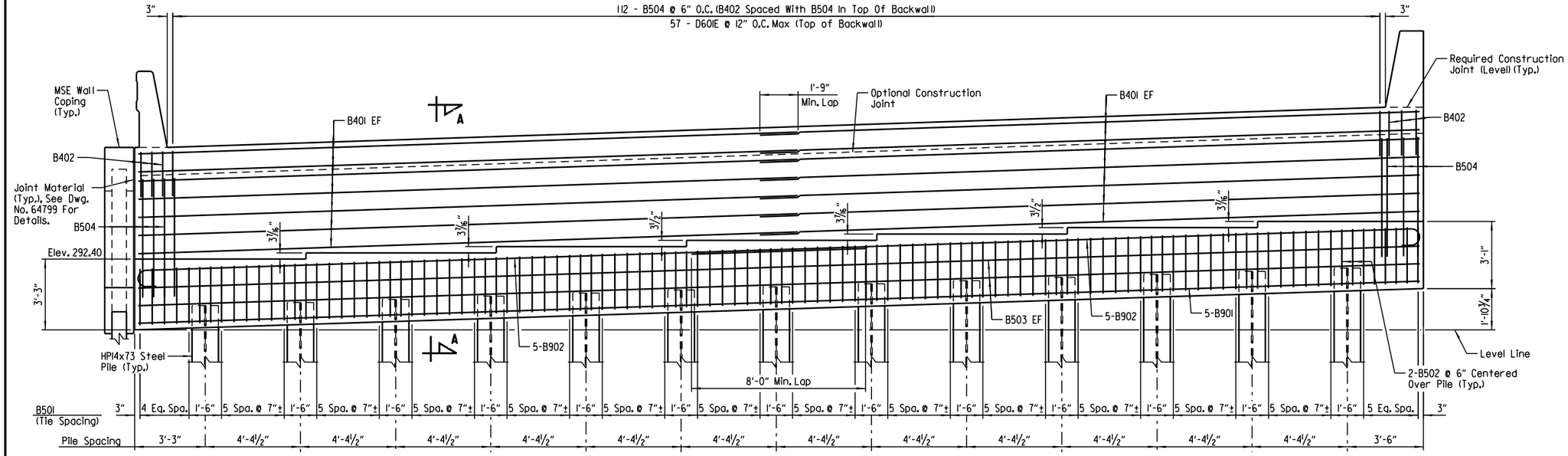
(3) See "CONSTRUCTION JOINT DETAIL" on Dwg. No. 64661.

NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, roadway face & top of rail.



PLAN - BRIDGE B - END BENT NO. 1

Scale: ⅜" = 1'-0"



ELEVATION - BRIDGE B - END BENT NO. 1

(Looking Back)
Scale: ⅜" = 1'-0"

LEGEND

EF = Each Face

NOTES:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION C-C", "SECTION E-E", "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64661.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2017 FILENAME: BCA0604B3_B3.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: JES DATE: DEC. 2017
BRIDGE NO. B7546 DRAWING NO. 64659

abhall 5/6/2022 9:00:36 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S203-AB.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

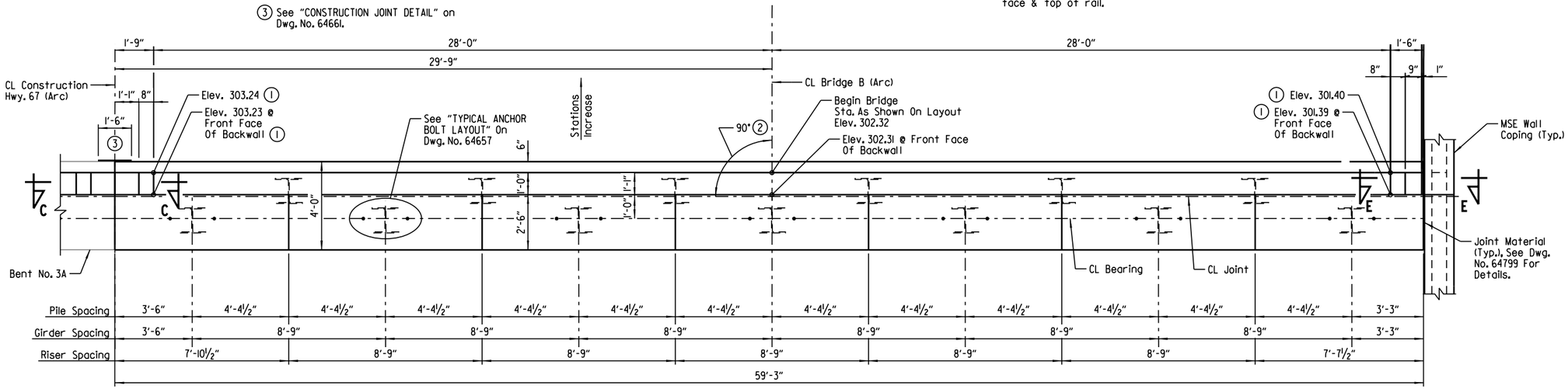
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	876	1104
(1) B7546		END BENT DETAILS		64660

(1) At Gutterline

(2) Measured From A Line Tangent At CL Joint

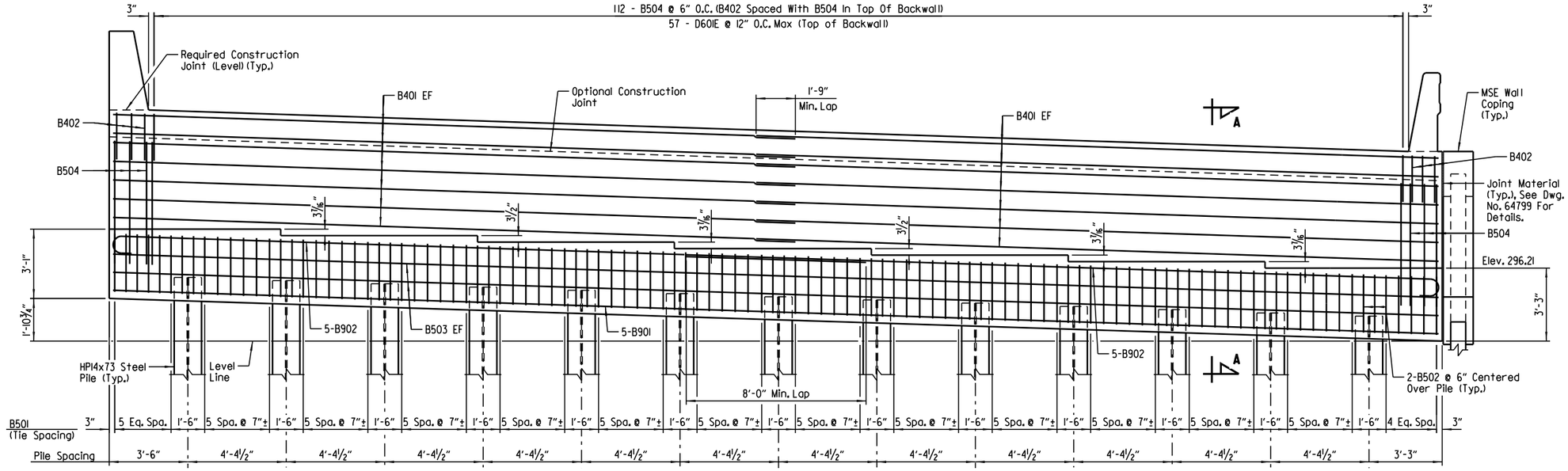
(3) See "CONSTRUCTION JOINT DETAIL" on Dwg. No. 64661.

NOTE:
Class 2 Protective Surface Treatment shall be applied to the top of the backwall, roadway face & top of rail.



PLAN - BRIDGE B - END BENT NO. 3

Scale: ⅜" = 1'-0"



ELEVATION - BRIDGE B - END BENT NO. 3

(Looking Forward)
Scale: ⅜" = 1'-0"

LEGEND

EF = Each Face

NOTES:
For Substructure General Notes, see Std. Dwg. No. 55006.

For "SECTION A-A", SECTION C-C", "SECTION E-E", "BAR LIST" & "BAR BENDING DIAGRAMS", See Dwg. No. 64661.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF END BENTS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2017 FILENAME: BCA0604B3_B4.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: JES DATE: DEC. 2017
BRIDGE NO. B7546 DRAWING NO. 64660

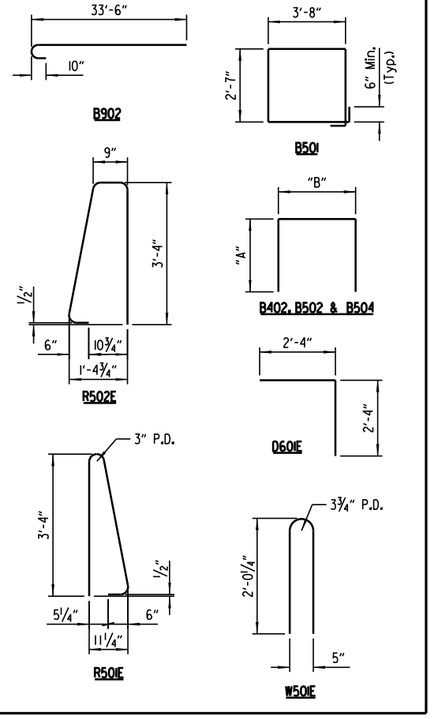
abhall 5/6/2022 9:00:36 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S204-AB.dgn
REVISED DATE:

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.		CA0604	877	1104
				(1) A7546 & B7546		END BENT DETAILS		64661

BAR LIST - PER BENT

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B401	14	30'-4"			Str.
B402	112	6'-6"	3'-0"	8"	2"
B501	83	13'-0"			2½"
B502	26	8'-7½"	2'-7"	3'-8"	2½"
B503	4	58'-11"			Str.
B504	118	11'-11½"	5'-6"	1'-2"	2½"
B901	5	58'-11"			Str.
B902	10	34'-9"			9"
D60IE	57	4'-6"			4½"
R50IE	2	7'-2"			3"
R502E	2	7'-7"			3"
R60IE	20	8"			Str.
W50IE	4	4'-3"			3¾"

BAR BENDING DIAGRAMS

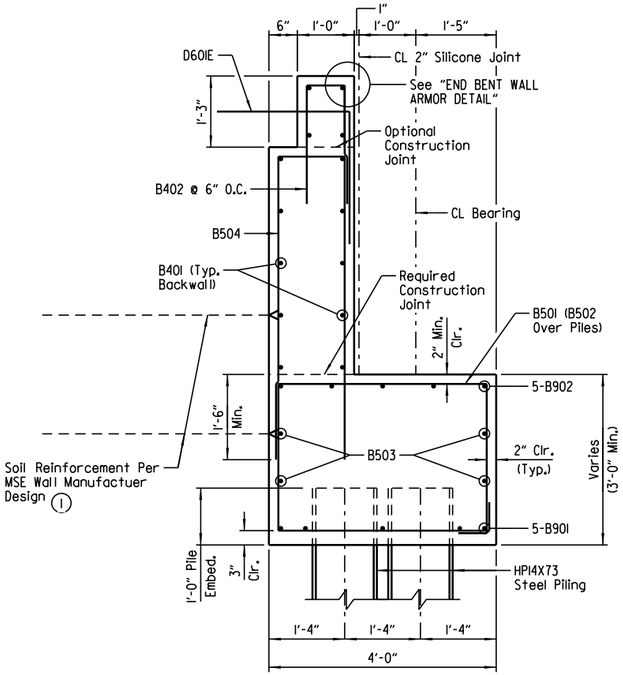


LEGEND

EF = Each Face
FF = Front Face
BF = Back Face

NOTES:
Dimensions of bars are out-to-out.

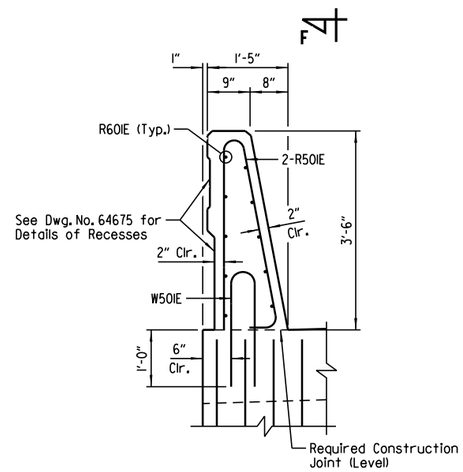
Bar designations ending in "E" indicate epoxy coated bars.



SECTION A-A

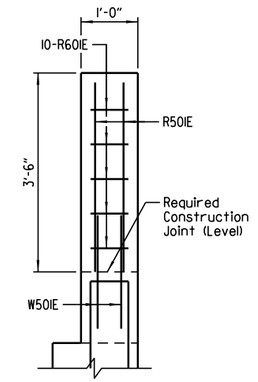
Scale: ¾" = 1'-0"

(1) Soil reinforcement shall be attached at the back of End Bents. Type, size and spacing of soil reinforcement shall be designed by the Contractor. The design details and computations shall accompany the wall design submittal for review by the Engineer. Cost shall be subsidiary to item "RETAINING WALL". See SP "RETAINING WALLS" and Drawing No. 64798 for additional information.



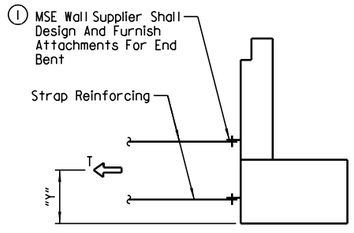
SECTION E-E

Scale: ¾" = 1'-0"



VIEW F-F

Scale: ¾" = 1'-0"



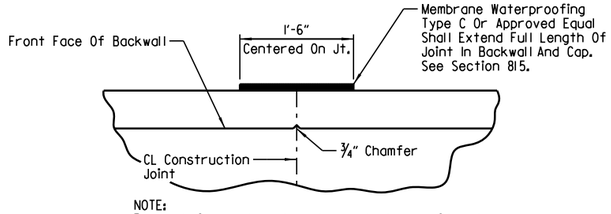
END BENT STRAP DETAIL

No Scale

T = Resultant Force required to be resisted by strap reinforcing.

Y = Centroid of strap reinforcing.

LIMIT STATE	T	Y
	Kips/Ft	Ft
Service	3.9	5.20
Strength	5.7	5.85
Extreme	5.9	3.90



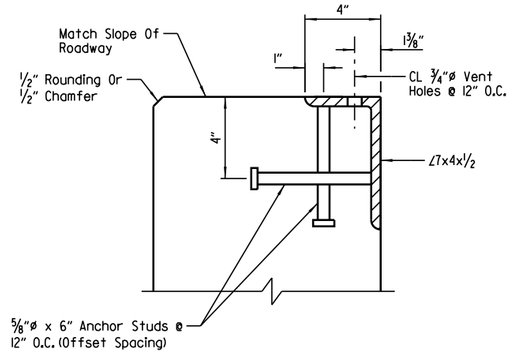
NOTE:
Payment for work and membrane to be considered subsidiary to the item "CLASS S CONCRETE-BRIDGE".

CONSTRUCTION JOINT DETAIL

No Scale

NOTES:
No portion of the backwall shall be poured before girders are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note on Std. Dwg. No. 55008.

No heavy construction equipment shall be allowed within 10' of the backwall until the deck concrete placement for the adjacent span has been completed.



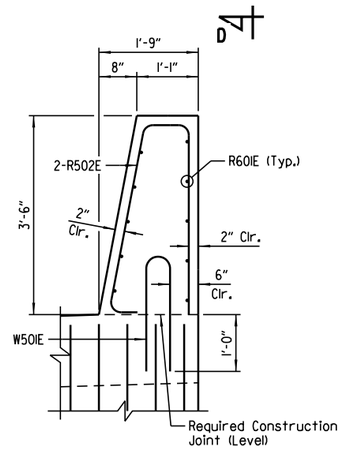
END BENT WALL ARMOR DETAIL

No Scale

NOTES:
Transverse spacing between vertical anchor studs and vent holes shall be 6".

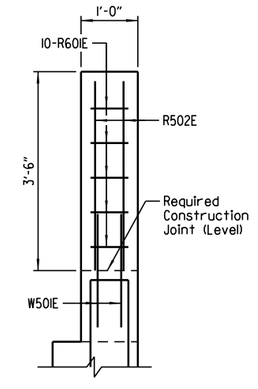
Concrete shall be hand packed under joint armor.

Special care shall be taken to properly and thoroughly consolidate the concrete in the vicinity of the expansion joint device in the backwall, see Section 802.09(a)(3).



SECTION C-C

Scale: ¾" = 1'-0"



VIEW D-D

Scale: ¾" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS OF END BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

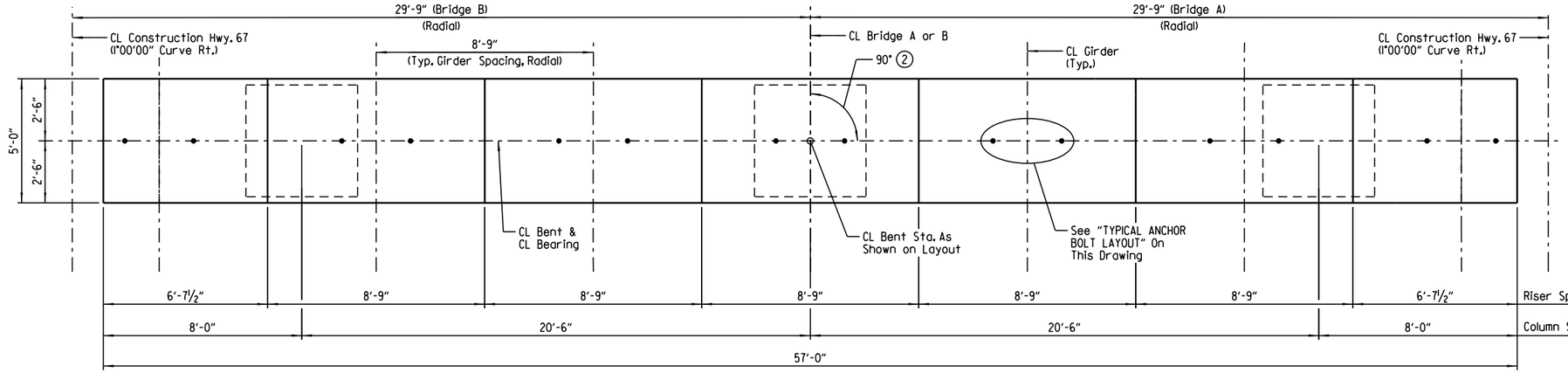
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: DEC. 2017 FILENAME: BCA0604A3_B5.DGN
CHECKED BY: JHR DATE: JAN. 2019 SCALE: As Shown
DESIGNED BY: JES DATE: DEC. 2017

BRIDGE NO. A7546 & B7546 DRAWING NO. 64661

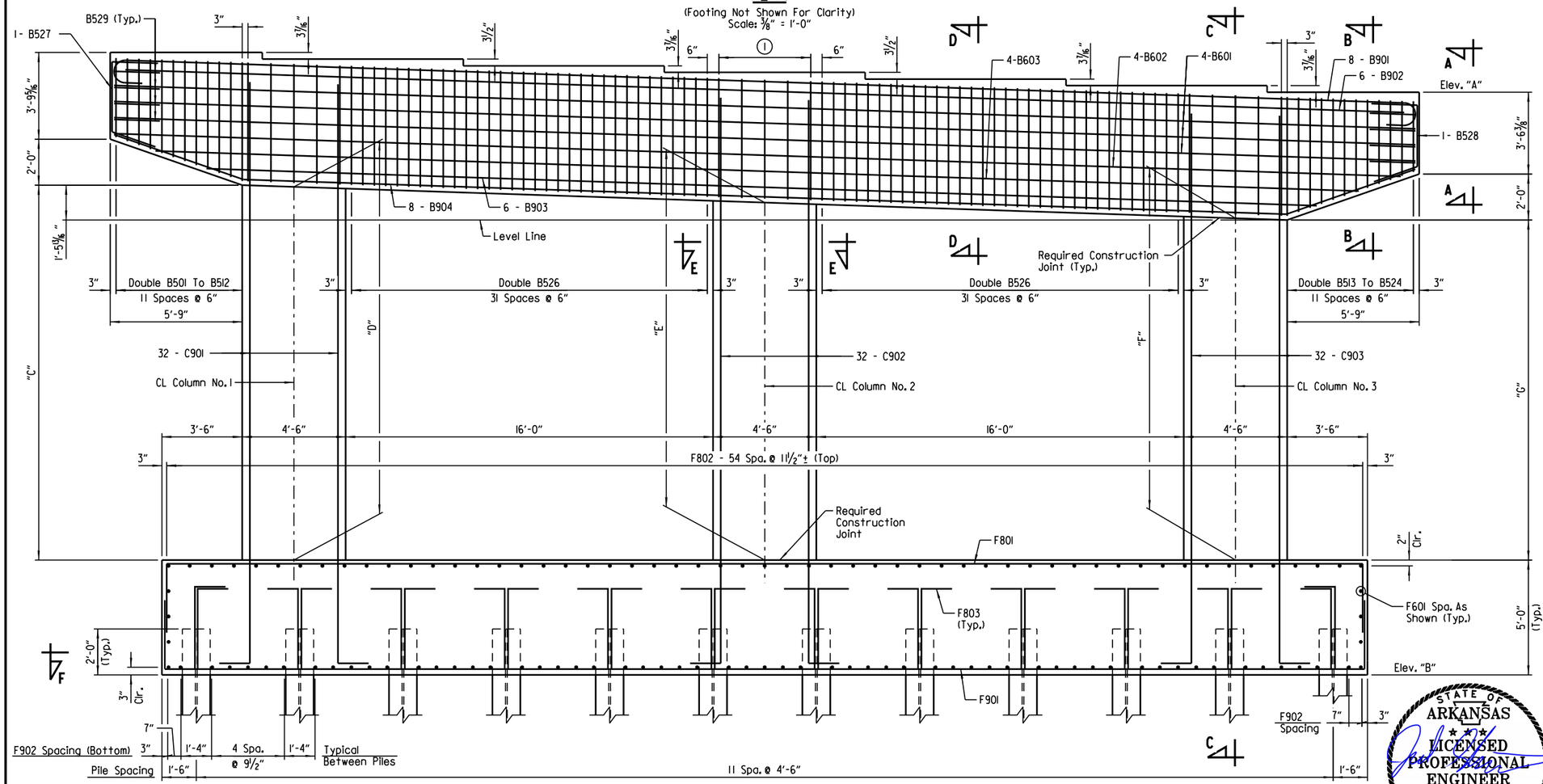
abhall 5/6/2022 9:00:37 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S205-SD.dgn
REVISED DATE:

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.		CA0604	878	1104
				(1) A7546 & B7546		END BENT DETAILS		64662



PLAN

(Footing Not Shown For Clarity)
Scale: ⅜" = 1'-0"

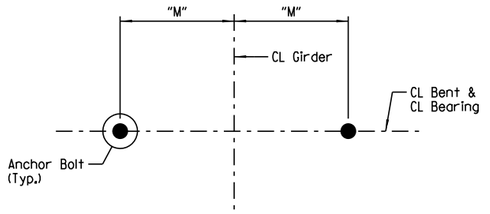


NOTES:
For "VIEW A-A", "SECTION B-B", "SECTION D-D" & "SECTION F-F", see Dwg. No. 64663.

For "SECTION C-C", "SECTION E-E", "BAR LIST" & "BAR BENDING DIAGRAMS", see Dwg. No. 64664.

For "SUBSTRUCTURE NOTES", see Std. Dwg. No. 55006.

For details of elastomeric bearings, anchor bolt size & dimension "M", see Dwg. No. 64665.



TYPICAL ANCHOR BOLT LAYOUT

No Scale

(1) B525 - 4 Spaces @ 12" (Typ. over Columns)

(2) Measured from a line tangent to CL Bridge at Working Point of Bent To CL Bent

ELEVATION

(Looking Ahead)
Scale: ⅜" = 1'-0"

TABLE OF VARIABLES							
Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"
2A	295.67	267.17	19'-5 7/16"	19'-4 9/16"	18'-8 9/16"	18'-0½"	17'-11⅝"
2B	294.48	266.48	18'-11 7/16"	18'-10 9/16"	18'-2 9/16"	17'-6½"	17'-5⅝"

LEGEND

EF = Each Face
U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENTS

ROUTE SEC.

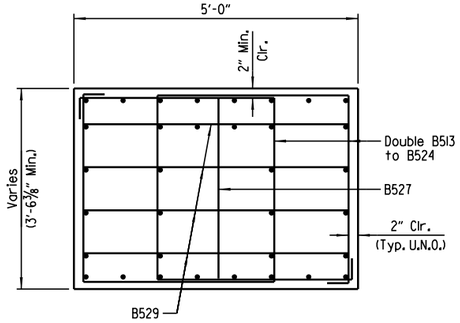
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT/WMM DATE: SEPT. 2018 FILENAME: BCA0604A3_B6.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2018

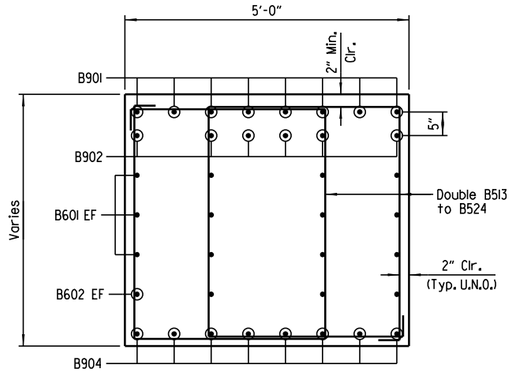
BRIDGE NO. A7546 & B7546 DRAWING NO. 64662

abhall 5/6/2022 9:00:37 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-5206-BE.dgn
REVISED DATE:

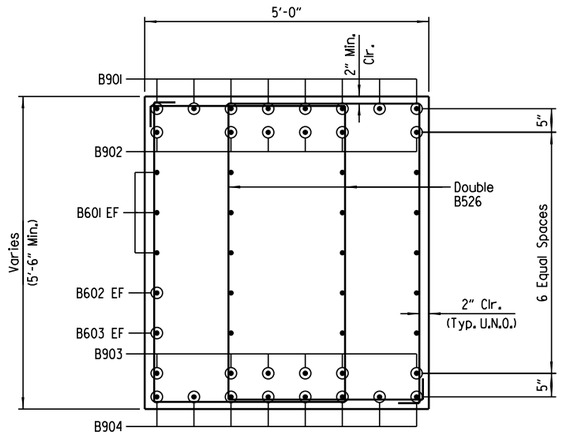
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	879	1104
				(1) A7546 & B7546		END BENT DETAILS		64663



VIEW A-A
Scale: 3/4" = 1'-0"

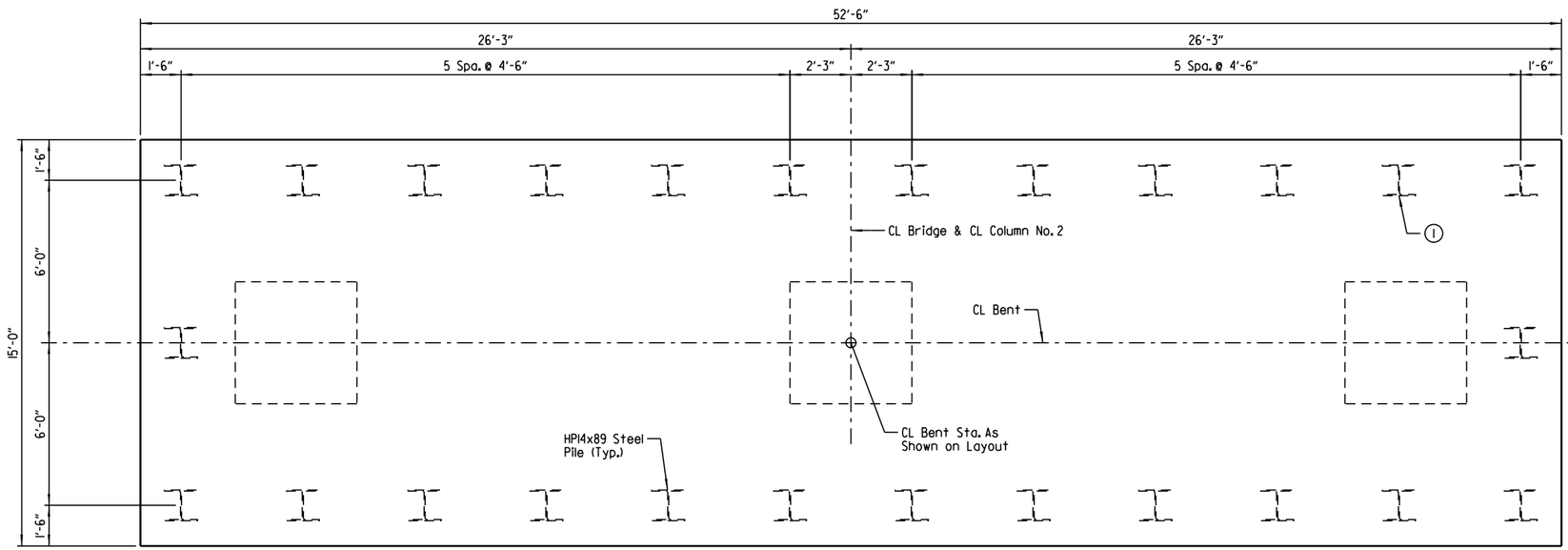


SECTION B-B
Scale: 3/4" = 1'-0"

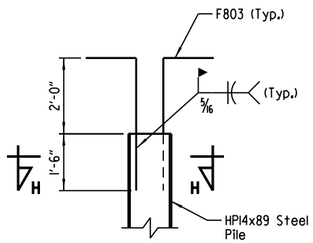


SECTION D-D
Scale: 3/4" = 1'-0"

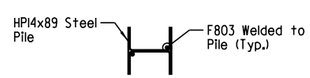
(1) Install pile anchorage bars. For details, see "PILE ANCHORAGE DETAIL". Typ. for all piles.



SECTION F-F
(Shown for Bent No. 2A, Bent No. 2B is similar)
Scale: 1/8" = 1'-0"



PILE ANCHORAGE DETAIL
No Scale



SECTION H-H
No Scale

LEGEND
EF = Each Face
U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT/WMM DATE: SEPT. 2018 FILENAME: BCA0604M3_B7.DGN
CHECKED BY: JHR DATE: DEC. 2018 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2018

BRIDGE NO. A7546 & B7546 DRAWING NO. 64663

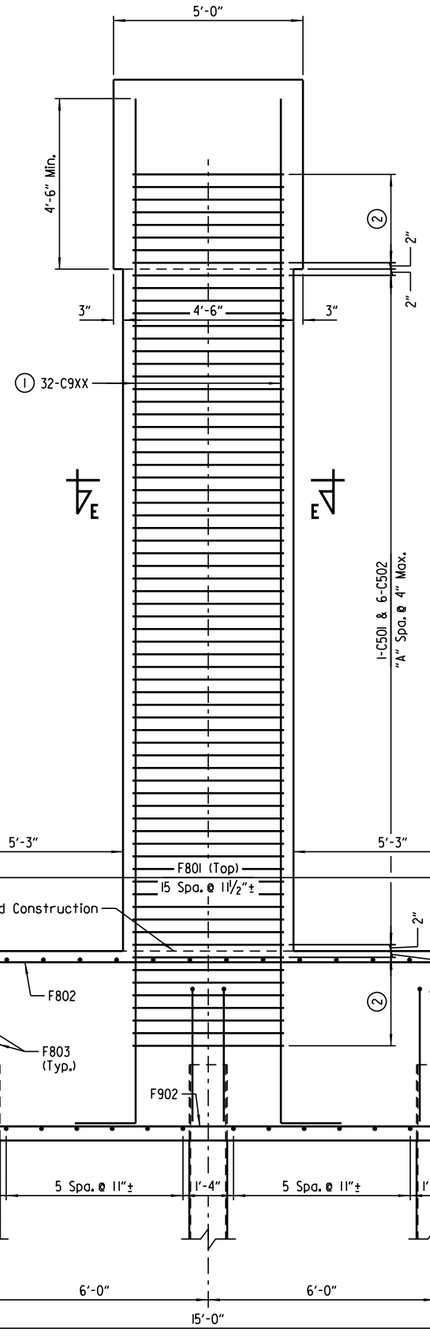
abnail 5/6/2022 9:00:38 AM
WORKSPACE: ARDOT Bridge
L:\202\201732 - Hwy 67 - Main to Vondenberg\Drawings\HWY67-VANDBG-5207-SD.dgn
REVISED DATE:

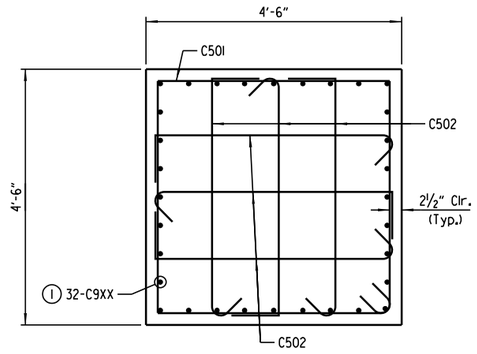
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	880	1104
				(1) A7546 & B7546		END BENT DETAILS		64664

(1) See "ELEVATION" on Dwg. No. 64662 for correct bar markups.

(2) 1-C501 & 6-C502 7 Spaces @ 4"

(3) F803 Bars must be a weldable grade meeting the requirements of ASTM A706 (Gr. 60)





SECTION E-E
Scale: ¾" = 1'-0"

SECTION C-C
Scale: ½" = 1'-0"

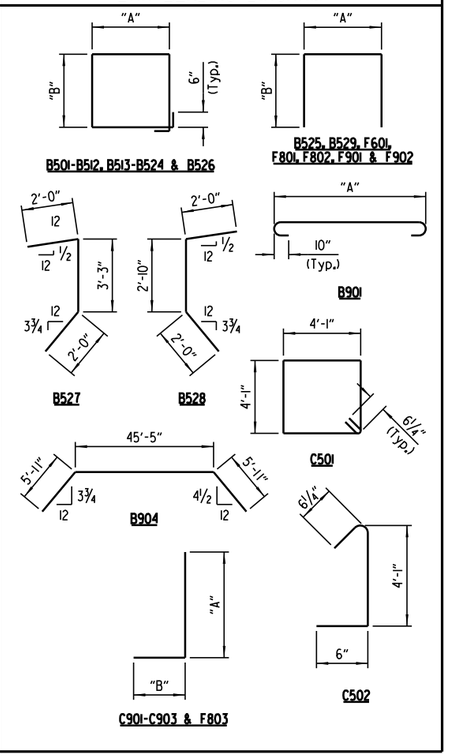
TABLE OF VARIABLES		
	Column No.	"A"
Bridge "A"	1	58
	2	56
	3	54
Bridge "B"	1	56
	2	54
	3	52

TABLE OF VARIABLES								
Bent No.	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
2A	29'-10"	29'-1"	28'-4"	219	1314	28'-6"	27'-9"	27'-0"
2B	29'-4"	28'-7"	27'-10"	213	1278	28'-0"	27'-3"	26'-6"

BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B501 To B512	2 Each	14'-0" To 17'-6"	3'-4"	3'-5" To 5'-2"	2½"
B513 To B524	2 Each	13'-3" To 17'-6"	3'-4"	3'-0½" To 5'-2"	2½"
B525	15	14'-9½"	4'-8"	5'-2"	2½"
B526	128	17'-6"	3'-4"	5'-2"	2½"
B527	1	7'-2"			2½"
B528	1	6'-9"			2½"
B529	8	8'-4"	4'-6½"	2'-0"	2½"
B601	12	56'-8"			STR.
B602	4	56'-0"			STR.
B603	4	52'-6"			STR.
B901	8	59'-2"	56'-8"		9"
B902	6	56'-0"			STR.
B903	6	48'-4"			STR.
B904	8	57'-3"			9"
C501	"E"	17'-0"			3¾"
C502	"F"	5'-0"			2½"
C901	32	"B"	"G"	1'-7¼"	9"
C902	32	"C"	"H"	1'-7¼"	9"
C903	32	"D"	"J"	1'-7¼"	9"
F601	6	19'-4"	14'-6"	2'-7"	4½"
F602	6	52'-2"			STR.
F801	16	59'-9"	52'-2"	4'-0"	6"
F802	55	22'-3"	14'-8"	4'-0"	6"
(3) F803	52	4'-7½"	3'-6"	1'-4"	6"
F901	16	57'-7½"	52'-2"	3'-0"	9"
F902	59	20'-1½"	14'-8"	3'-0"	9"

BAR BENDING DIAGRAM



NOTE:
Dimensions of bars are out-to-out.

LEGEND

EF = Each Face
U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF INTERMEDIATE BENTS

ROUTE SEC.

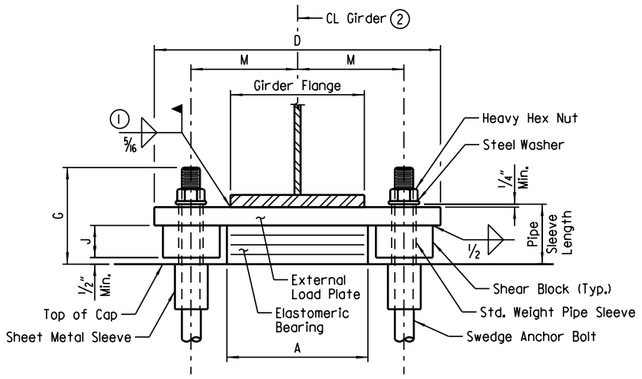
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT/WMM DATE: SEPT. 2018 FILENAME: BCA0604M3_B8.DGN
CHECKED BY: JHR DATE: DEC. 2016 SCALE: As Shown
DESIGNED BY: JES DATE: SEPT. 2018

BRIDGE NO. A7546 & B7546 DRAWING NO. 64664

abhall 5/6/2022 9:00:38 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S208-SD.dgn
REVISED DATE:

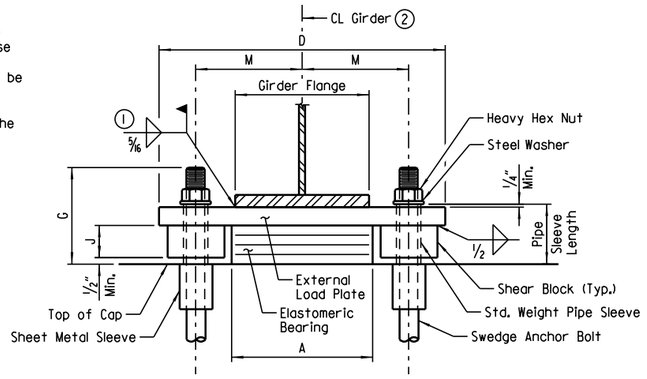
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	881	1104
				(1) A7546 & B7546		ELASTOMERIC BEARINGS		64665



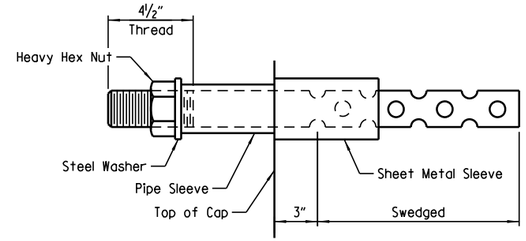
FRONT VIEW - AT BENT NO. 2

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the girder flange before welding begins. Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when: 1) the approximate average air temperature during the 24 hour period immediately preceding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.

(2) Centerline elastomeric pad shall be aligned with centerline girder.



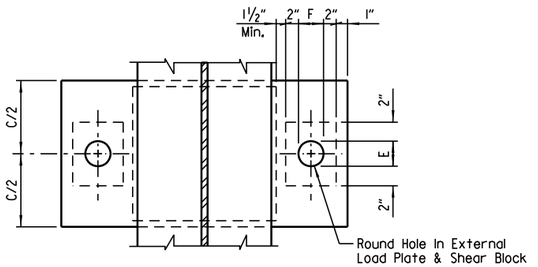
FRONT VIEW - AT BENT NOS. 1 & 3



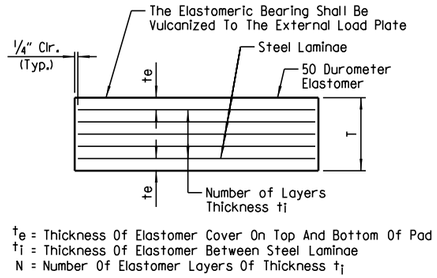
ANCHOR BOLT DETAIL

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If anchor bolts are to be cast in place, the galvanized sheet metal sleeves will not be required.

If anchor bolts are to be drilled and grouted in place, the galvanized sheet metal sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of structural steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the concrete. Bolts placed in drilled holes shall be accurately set and fixed using a OPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized sheet metal sleeves shall meet the requirements of ASTM 653, CS Type B or approved equivalent, be of minimum 16 gage thickness, and be galvanized according to ASTM B695, Class 50. Sheet metal sleeves will not be paid for directly but will be considered subsidiary to the item "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

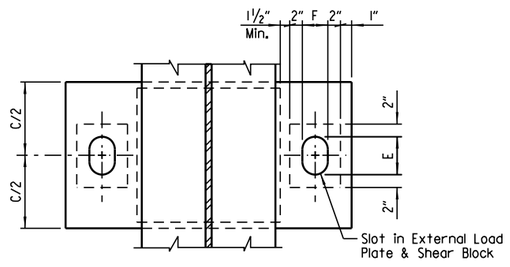


PLAN VIEW - AT BENT NO. 2

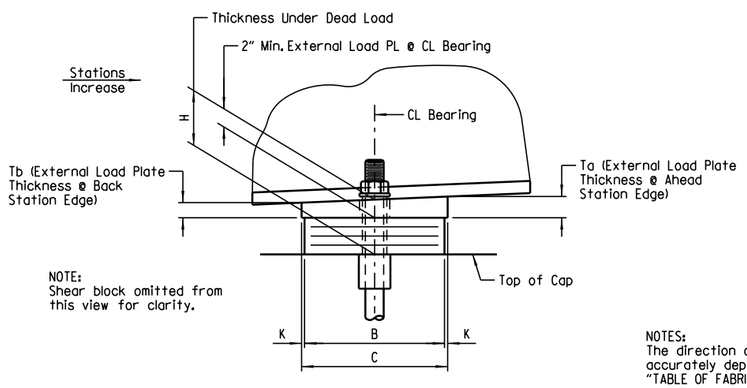


t_e = Thickness Of Elastomer Cover On Top And Bottom Of Pad
t_i = Thickness Of Elastomer Between Steel Laminae
N = Number Of Elastomer Layers Of Thickness t_i

ELASTOMERIC BEARING

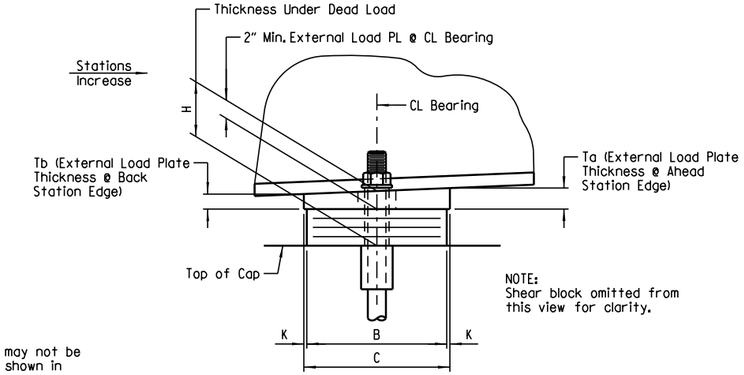


PLAN VIEW - AT BENT NOS. 1 & 3



SIDE VIEW - AT BENT NO. 2

NOTES:
The direction of the bevel of the external load plate may not be accurately depicted with respect to Ta and Tb values shown in "TABLE OF FABRICATOR VARIABLES".



SIDE VIEW - AT BENT NOS. 1 & 3

GENERAL NOTES

Elastomeric bearings shall conform to Section 808 and shall be paid for at the unit price bid for "ELASTOMERIC BEARINGS."

External load plates and shear blocks shall conform to ASTM A709, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M232, Class C or ASTM B695, Class 50.

External load plates and shear blocks shall be completely fabricated (including bevel, bolt holes and all shop welding) and shall be cleaned before vulcanizing to the elastomeric bearing. The surfaces in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808.03. Other surfaces shall be blast cleaned in accordance with Subsection 807.84(b) for painted steel.

Anchor bolts, washers and nuts shall conform to Subsection 807.07. The anchor bolt grade of steel shall be as specified in the "TABLE OF FABRICATOR VARIABLES". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe sleeves, anchor bolts, washers and nuts shall be paid for at the unit price bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)". External load plates and shear blocks will not be measured or paid for separately but will be included in the unit price bid for "ELASTOMERIC BEARINGS".

Bearings shall be seated in accordance with Subsection 808.08. This work and materials are considered subsidiary to the item "ELASTOMERIC BEARINGS" and will not be paid for directly.

Prior to erection of the girders, the Contractor shall verify the orientation of the bearings with respect to Ta and Tb.

TABLE OF FABRICATOR VARIABLES

Bridge No.	Location		Bearing Type	No. Of Bearings Each Bent	*Maximum Design Load (Kips)	Elastomeric Pad								External Load Plate									Anchor Bolt				
	Bent No.	Girder No.				G	H	A	B	N	t_i	t_e	No. & Thickness Of Steel Laminae	T	C	D	E	F	J	K	M	T_a	T_b	Anchor Bolt (Dia. x L)	Anchor Bolt Grade	Pipe Sleeve Size (Dia. x L)	Sheet Metal Sleeve Size (Dia. x L)	Steel Washer Size (O.D.)
A7546	1	All	Exp.	7	109	8 5/16"	6 3/16"	18"	8"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	9"	35 1/2"	3 3/4"	2 1/4"	3 1/16"	1/2"	13 5/8"	2.11"	1.89"	1 1/2" x 27"	55	1 1/2" x 6 1/16"	3" x 9"	3"
	2	All	Fixed	7	360	6 3/4"	3 3/4"	24"	10"	2	1/2"	1/4"	3 @ 12 Ga.	11 5/16"	11"	42 1/4"	2 5/8"	2 5/8"	1 1/4"	1/2"	16 1/16"	2.11"	1.89"	1 3/4" x 29"	55	2" x 4"	4" x 15"	3 3/8"
	3	All	Exp.	7	147	8 5/16"	6 3/16"	18"	8"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	9"	35 1/2"	4 1/4"	2 1/4"	3 1/16"	1/2"	13 5/8"	2.06"	1.94"	1 1/2" x 27"	55	1 1/2" x 6 1/16"	3" x 9"	3"
B7546	1	All	Exp.	7	109	8 5/16"	6 3/16"	18"	8"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	9"	35 1/2"	3 3/4"	2 1/4"	3 1/16"	1/2"	13 5/8"	2.11"	1.89"	1 1/2" x 27"	55	1 1/2" x 6 1/16"	3" x 9"	3"
	2	All	Fixed	7	360	6 3/4"	3 3/4"	24"	10"	2	1/2"	1/4"	3 @ 12 Ga.	11 5/16"	11"	42 1/4"	2 5/8"	2 5/8"	1 1/4"	1/2"	16 1/16"	2.11"	1.89"	1 3/4" x 29"	55	2" x 4"	4" x 15"	3 3/8"
	3	All	Exp.	7	147	8 5/16"	6 3/16"	18"	8"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	9"	35 1/2"	4 3/4"	2 1/4"	3 1/16"	1/2"	13 5/8"	2.06"	1.94"	1 1/2" x 27"	55	1 1/2" x 6 1/16"	3" x 9"	3"

* Maximum Design Load = LRFD Service I Limit State

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

DETAILS OF ELASTOMERIC BEARINGS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

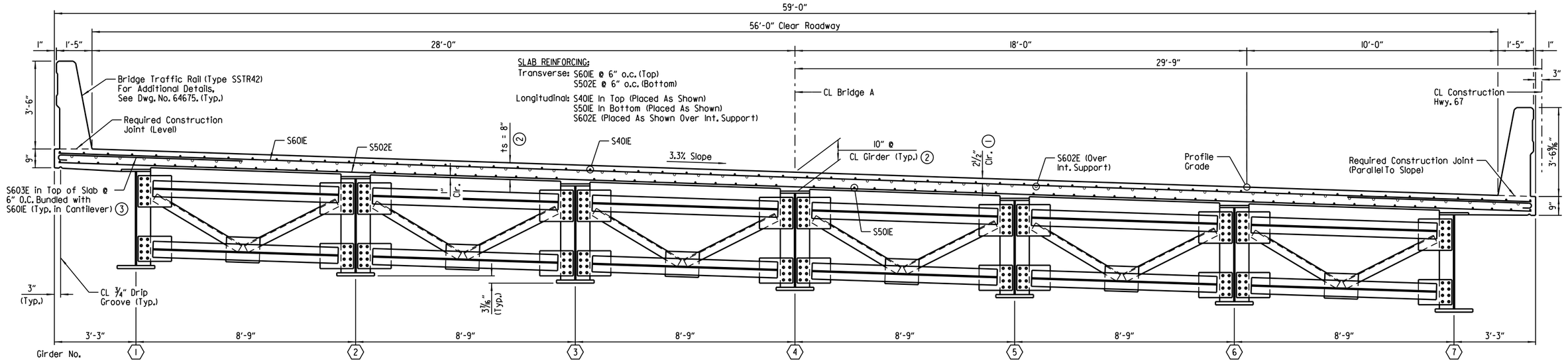
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604M3_EI.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: No Scale
DESIGNED BY: JES DATE: DEC. 2017

BRIDGE NO. A7546 & B7546 DRAWING NO. 64665

abhall 5/6/2022 9:00:38 AM
WORKSPACE: ARDOT Bridge
L:\20Z\120I732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S401-BG.dgn
REVISED DATE:

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.		CA0604	882	1104
				(1) A7546		210'-6" PL GIRDER UNIT		64666



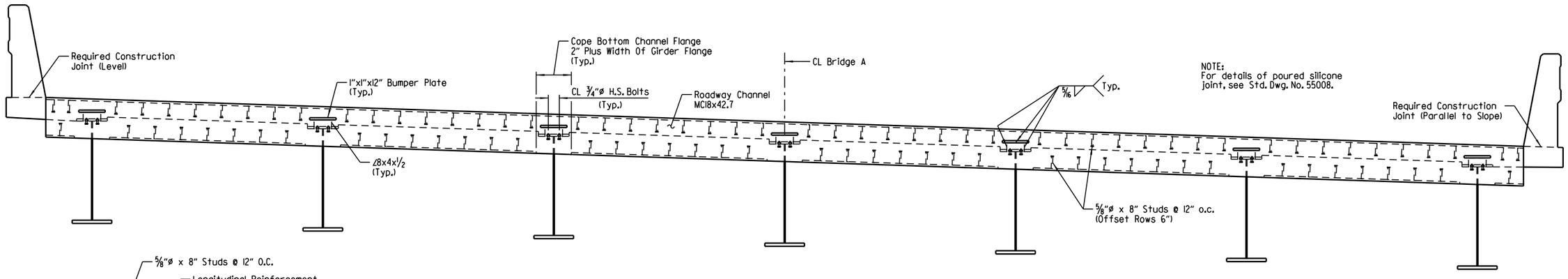
TYPICAL ROADWAY SECTION

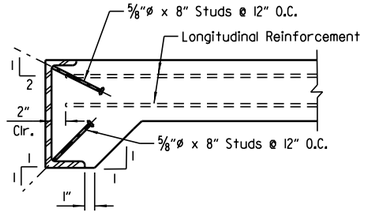
(Looking Ahead)
Scale: ½" = 1'-0"

NOTE:
Class 2 Protective Surface Treatment shall be applied to the Roadway Surface and the inside Face and Top of Bridge Traffic Rail.

NOTE:
Bar positions and clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06.

NOTE:
The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of "CLASS S(AE) CONCRETE".





DETAIL OF ANCHORS & PLACEMENT OF LONGITUDINAL REINFORCEMENT

No Scale

NOTE:
As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced @ 8" O.C. may be used. Use weight of ⅝"ø stud as basis of measurement of Structural Steel in anchors.

TYPICAL SECTION THRU JOINT

(Looking Ahead)
No Scale

(1) TOLERANCE:
Minus = ¼"
Plus = Amount of slab thickening used to meet slab thickness tolerance - See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(2) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(3) S603E hook shall be placed at a 25° angle to satisfy the specified minimum clearance. See "VIEW A-A" on Dwg. No. 64668.

EXPANSION DEVICE:
Rdwy. Channel MC18x42.7
Conn. Angles ∠8x4x½
Detail Device ⅛" High And Provide ¼" Shims
Using 2 - 1/16" And 1 - ⅛" Plates

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF 210'-6" CONTINUOUS PLATE GIRDER UNIT BRIDGE A

ROUTE SEC.

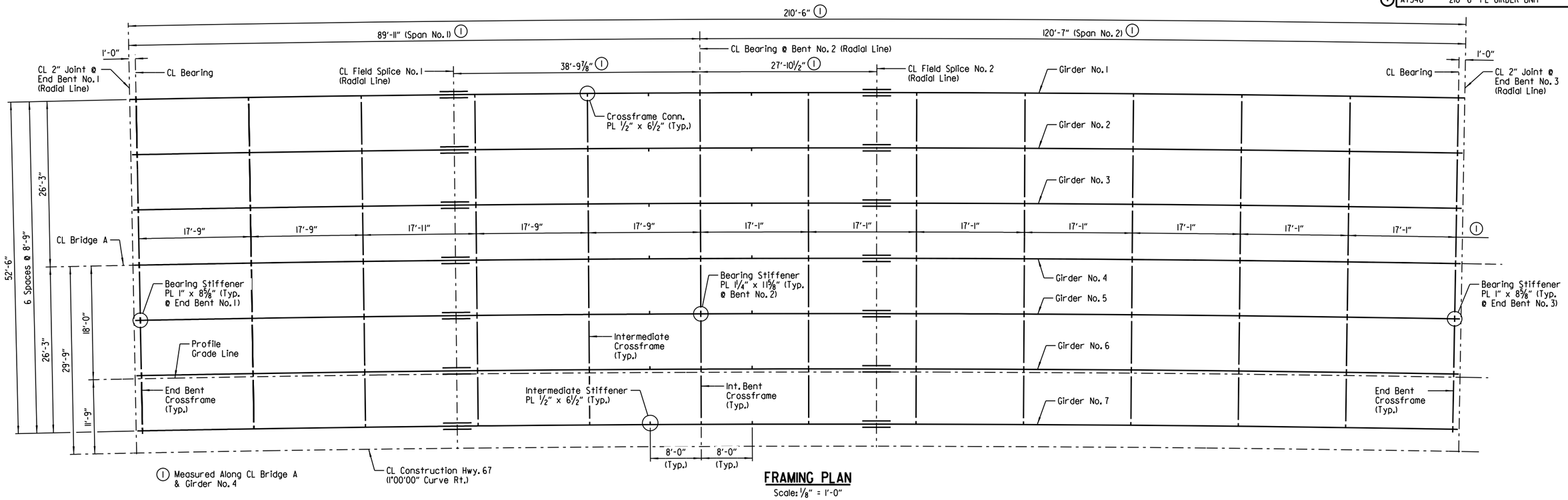
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604A3_SI.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017

BRIDGE NO. A7546 DRAWING NO. 64666

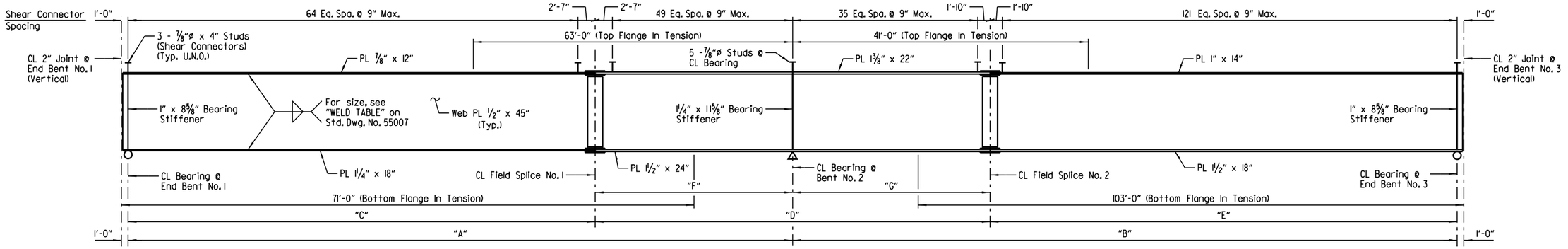
abhall 5/6/2022 9:00:39 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017I732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S3DI-SX.dgn
REVISED DATE:

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.		CA0604	883	1104
				(I) A7546		210'-6" PL GIRDER UNIT		64667



FRAMING PLAN

Scale: 1/8" = 1'-0"



GIRDER ELEVATION

(Dimensions Measured Along CL Girder)
No Scale

TABLE OF VARIABLES							
GIRDER NO.	"A"	"B"	"C"	"D"	"E"	"F"	"G"
1	89'-3 5/16"	120'-1 7/16"	50'-4"	67'-0"	92'-1 9/16"	39'-0"	28'-0"
2	89'-2 5/16"	119'-11 3/8"	50'-3 1/16"	66'-10 13/16"	91'-11 7/8"	38'-11 1/4"	27'-11 1/2"
3	89'-0 11/16"	119'-9 3/16"	50'-2 1/8"	66'-9 9/16"	91'-10 3/16"	38'-10 3/16"	27'-11"
4	88'-11"	119'-7"	50'-1 3/16"	66'-8 3/8"	91'-8 1/2"	38'-9 7/8"	27'-10 1/2"
5	88'-9 3/8"	119'-4 3/4"	50'-0 1/4"	66'-7 1/8"	91'-6 3/4"	38'-9 1/8"	27'-10"
6	88'-7 3/4"	119'-2 5/16"	49'-11 5/16"	66'-5 5/16"	91'-5 1/16"	38'-8 1/16"	27'-9 1/2"
7	88'-6 1/8"	119'-0 3/8"	49'-10 3/8"	66'-4 1/16"	91'-3 3/8"	38'-7 3/4"	27'-9"

NOTES:
All girders are oriented along curves concentric with CL Bridge A.

All intermediate and int. bent crossframes are oriented along lines radial to CL Bridge A. End bent crossframes are oriented parallel to CL Joint.

For "GENERAL NOTES", see Std. Dwg. No. 55006.

All structural steel shall be ASTM A709, Gr. 50 unless noted otherwise and shall be paid for at the unit price per pound bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

For "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS" and "SHEAR CONNECTOR DETAIL", see Std. Dwg. No. 55007.

NOTES:
The erection of the structural steel shall be performed according to a plan permitting the steel to be erected plumb with bolts tightened while the steel is as close as possible to the no-load condition, so that the bolt holes can be aligned. This requirement may necessitate the use of large capacity cranes, temporary shoring or jacking frames.

The Contractor shall ensure that girders are stable throughout the erection process. The Contractor will be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

LEGEND

U.N.O. = Unless Noted Otherwise

SHEET 2 OF 3
DETAILS OF 210'-6" CONTINUOUS PLATE GIRDER UNIT BRIDGE A

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604A3_S2.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017
BRIDGE NO. A7546 DRAWING NO. 64667

abhall 5/6/2022 9:00:40 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S302-SF.dgn
REVISED DATE:

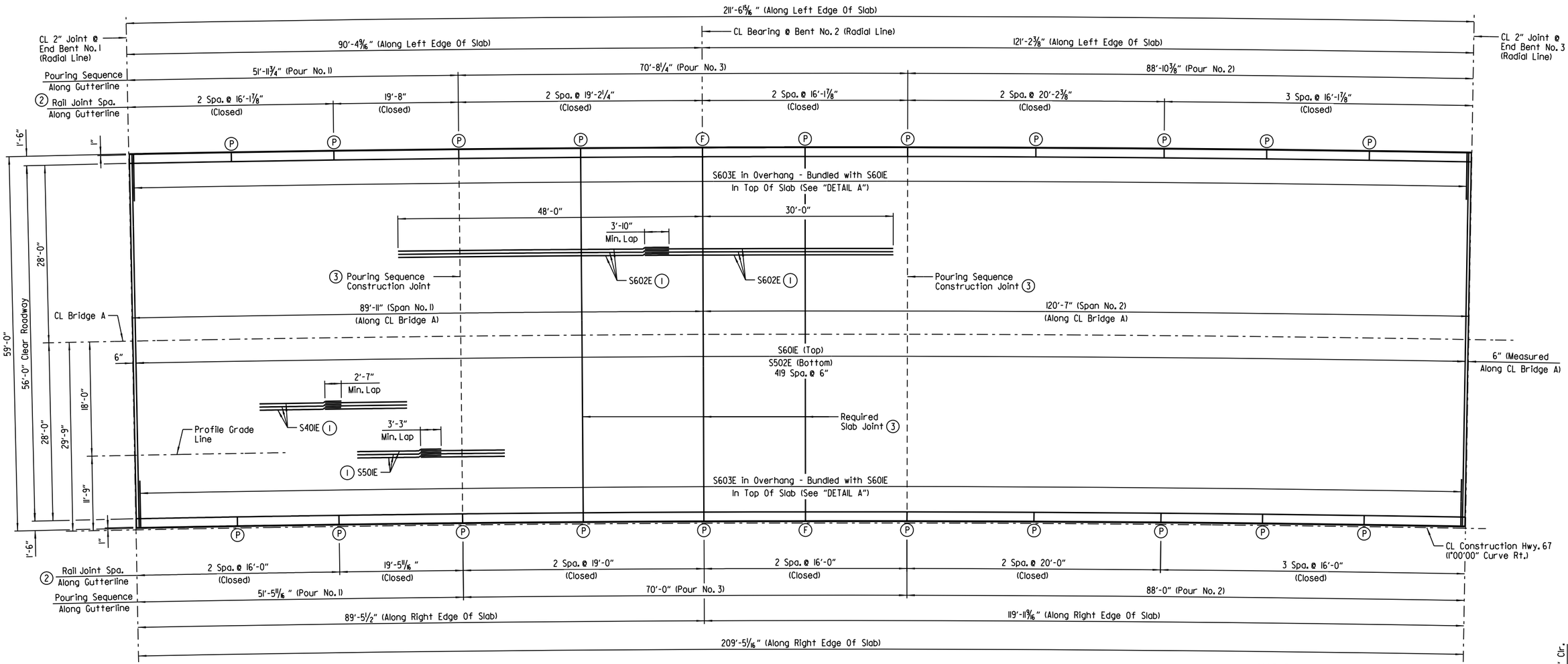
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	884	1104
(1) A7546		210'-6" PL GIRDER UNIT		64668

(1) Place as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 64666.

(2) Rail joints designated with symbol (F) shall be stopped 6" from top of slab. All other rail joints with symbol (P) shall be partial depth joints stopped 18" from top of slab.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.



REINFORCING PLAN & DECK POURING SEQUENCE

Scale: 1/8" = 1'-0"

NOTES:
Pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. All Pours (2) must be placed before Pours (3) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

72 hours shall elapse between the completion of the entire deck slab and the start of a railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

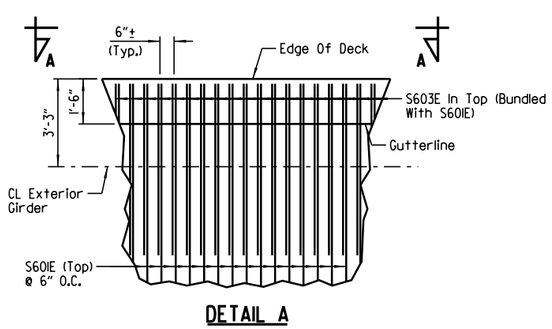
Required slab joints and pouring sequence joints shall align with the rail joint at the gutterline.

For "GENERAL NOTES", see Std. Dwg. No. 55006.

Unless noted otherwise, spacing shown for all transverse reinforcing is measured along CL Bridge A. All transverse reinforcing shall be placed on lines radial to CL Bridge A.

All longitudinal lines and longitudinal slab reinforcing shall be placed along curves concentric with CL Bridge A.

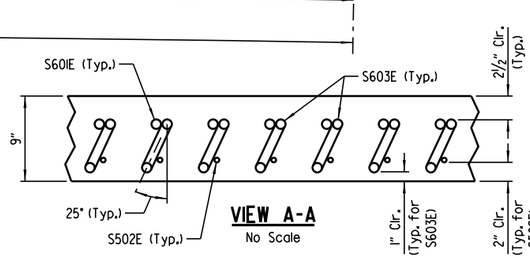
For rail reinforcing details and details of partial-depth and full-depth rail joints, see Dwg. No. 64675.



DETAIL A

No Scale

TABLE OF VARIABLES		
Closed Rail Panels		
Panel Length	A	R6XXE
16'-0"	31	R601E
16'-1 7/8"	32	R602E
19'-0"	37	R603E
19'-2 1/4"	38	R604E
19'-5 11/16"	38	R605E
19'-8"	39	R606E
20'-0"	39	R607E
20'-2 3/8"	40	R608E



VIEW A-A

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF 210'-6" CONTINUOUS PLATE GIRDER UNIT
BRIDGE A

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

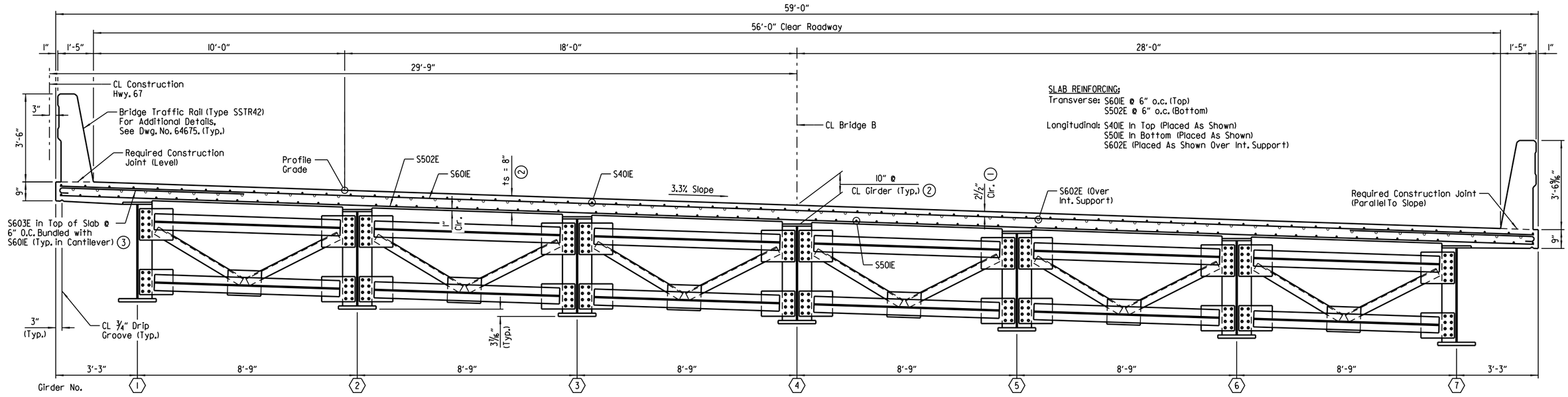
DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604A3_S3.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017

BRIDGE NO. A7546 DRAWING NO. 64668

abhall 5/6/2022 9:00:40 AM
WORKSPACE: ARDOT Bridge
L:\202\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S303-SB.dgn
REVISED DATE:

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.		CA0604	885	1104
(1) B7546		208'-4" PL GIRDER UNIT		64669



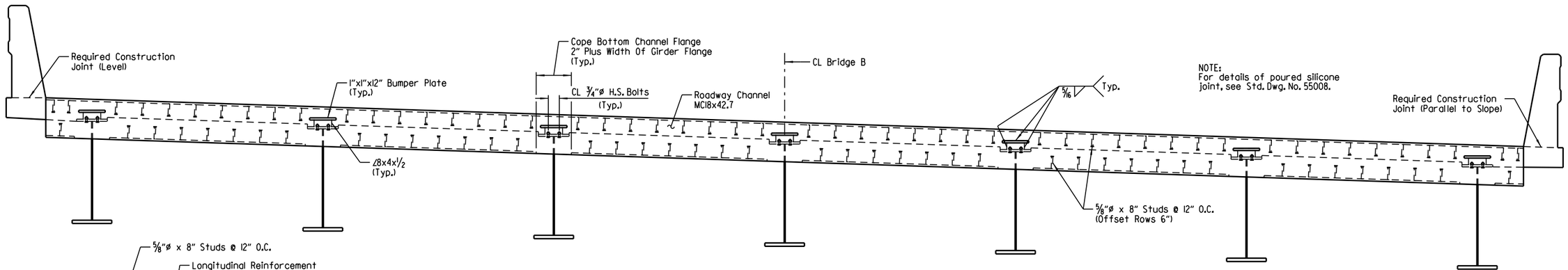
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ½" = 1'-0"

NOTE:
Class 2 Protective Surface Treatment shall be applied to the Roadway Surface and the inside Face and Top of Bridge Traffic Rail.

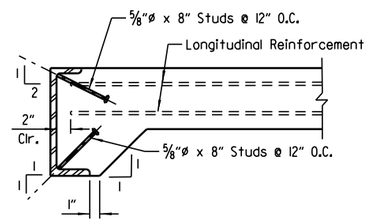
NOTE:
Bar positions and clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06.

NOTE:
The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of "CLASS S(AE) CONCRETE".



TYPICAL SECTION THRU JOINT

(Looking Ahead)
No Scale



DETAIL OF ANCHORS & PLACEMENT OF LONGITUDINAL REINFORCEMENT

No Scale

NOTE:
As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced @ 8" O.C. may be used. Use weight of ⅝"ø stud as basis of measurement of Structural Steel in anchors.

(1) TOLERANCE:
Minus = ¼"
Plus = Amount of slab thickening used to meet slab thickness tolerance - See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(2) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

(3) S603E hook shall be placed at a 25° angle to satisfy the specified minimum clearance. See "VIEW A-A" on Dwg. No. 64671.

EXPANSION DEVICE:
Rdwy. Channel MC18x42.7
Conn. Angles ∠8x4x½
Detail Device ⅛" High And Provide Using 2 - 1/16" And 1 - ⅛" Plates

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF 208'-4" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B

ROUTE SEC.

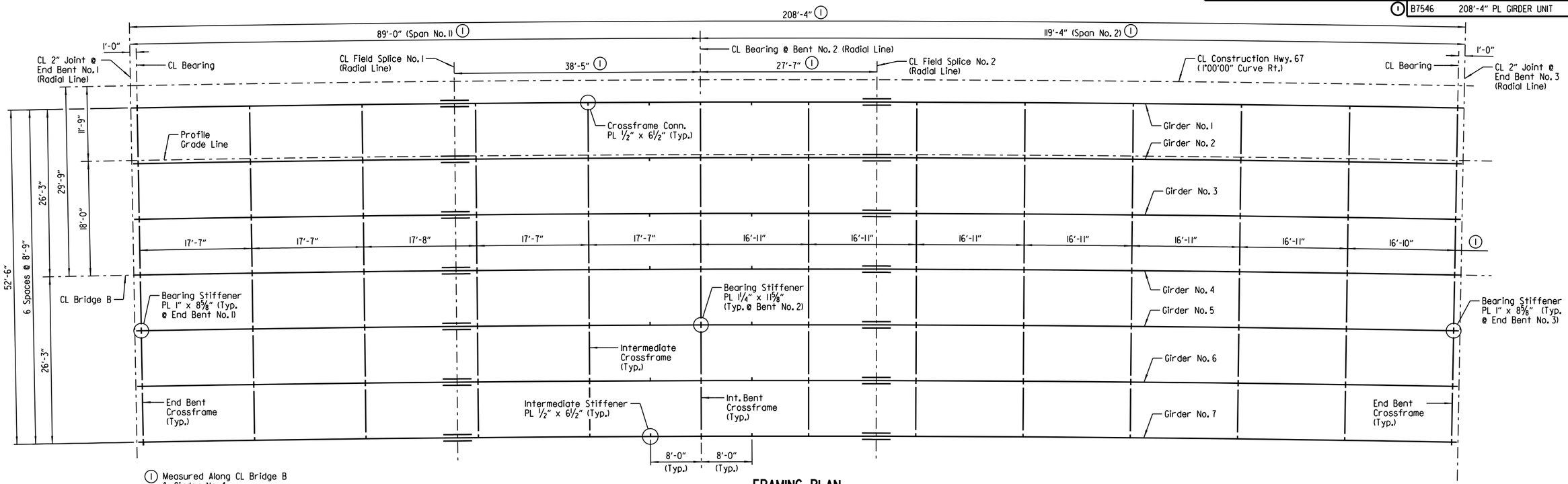
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604B3_S4.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017
BRIDGE NO. B7546 DRAWING NO. 64669

abhall 5/6/2022 9:00:41 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S304-SX.dgn
REVISED DATE:

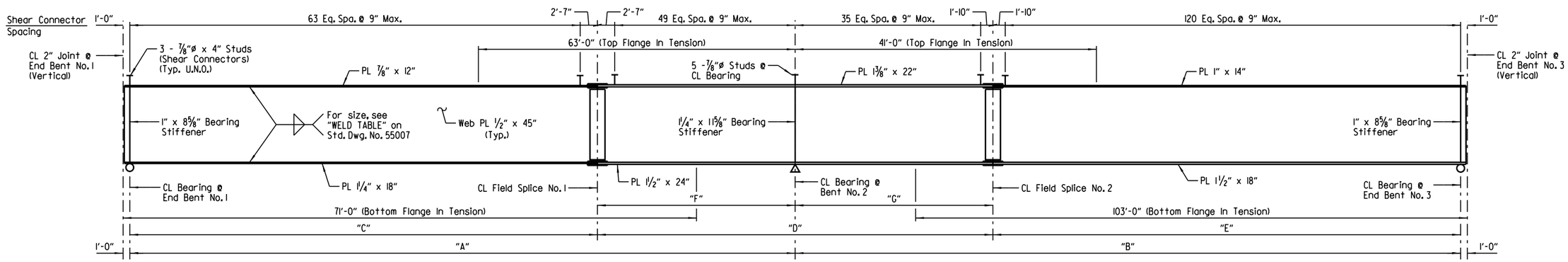
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	886	1104
				(1) B7546		208'-4" PL GIRDER UNIT		64670



(1) Measured Along CL Bridge B & Girder No. 4

FRAMING PLAN

Scale: ⅛" = 1'-0"



GIRDER ELEVATION

(Dimensions Measured Along CL Girder)
No Scale

TABLE OF VARIABLES							
GIRDER NO.	"A"	"B"	"C"	"D"	"E"	"F"	"G"
1	88'-4 15/16"	118'-10 5/8"	49'-9 13/16"	66'-3 5/8"	91'-2 1/8"	38'-7 1/8"	27'-8 1/2"
2	88'-3 1/4"	118'-8 3/8"	49'-8 11/16"	66'-2 1/16"	91'-0 3/8"	38'-6 7/16"	27'-8"
3	88'-1 5/8"	118'-6 3/16"	49'-7 5/16"	66'-1 3/16"	90'-10 11/16"	38'-5 11/16"	27'-7 1/2"
4	88'-0"	118'-4"	49'-7"	66'-0"	90'-9"	38'-5"	27'-7"
5	87'-10 3/8"	118'-1 13/16"	49'-6 1/16"	65'-10 13/16"	90'-7 5/16"	38'-4 5/16"	27'-6 1/2"
6	87'-8 3/4"	117'-11 5/8"	49'-5 3/16"	65'-9 9/16"	90'-5 5/8"	38'-3 3/16"	27'-6"
7	87'-7 1/16"	117'-9 3/8"	49'-4 3/16"	65'-8 3/8"	90'-3 7/8"	38'-2 1/8"	27'-5 1/2"

NOTES:
All girders are oriented along curves concentric with CL Bridge B.

All intermediate and int. bent crossframes are oriented along lines radial to CL Bridge B. End bent crossframes are oriented parallel to CL Joint.

For "GENERAL NOTES", see Std. Dwg. No. 55006.

All structural steel shall be ASTM A709, Gr. 50 unless noted otherwise and shall be paid for at the unit price per pound bid for "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)".

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

For "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS" and "SHEAR CONNECTOR DETAIL", see Std. Dwg. No. 55007.

NOTES:
The erection of the structural steel shall be performed according to a plan permitting the steel to be erected plumb with bolts tightened while the steel is as close as possible to the no-load condition, so that the bolt holes can be aligned. This requirement may necessitate the use of large capacity cranes, temporary shoring or jacking frames.

The Contractor shall ensure that girders are stable throughout the erection process. The Contractor will be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF 208'-4" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604B3_S5.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: OCT. 2017

BRIDGE NO. B7546 DRAWING NO. 64670

abhall 5/6/2022 9:00:41 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S305-SF.dgn
REVISED DATE:

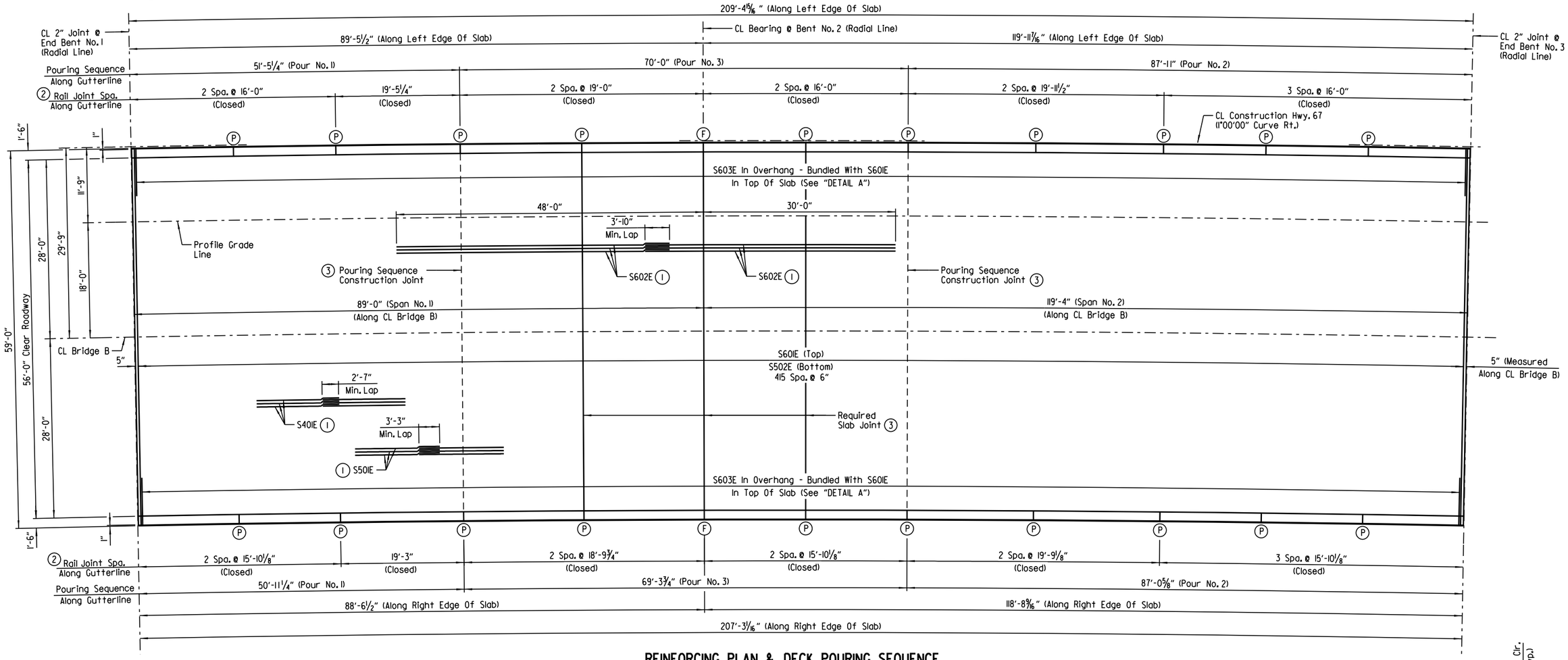
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	887	1104
(1) B7546		208'-4" PL GIRDER UNIT		64671

(1) Place as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 64669.

(2) Rail joints designated with symbol (F) shall be stopped 6" from top of slab. All other rail joints with symbol (P) shall be partial depth joints stopped 18" from top of slab.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.



REINFORCING PLAN & DECK POURING SEQUENCE

Scale: 1/8" = 1'-0"

NOTES:
Pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. All Pours (2) must be placed before Pours (3) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

72 hours shall elapse between the completion of the entire deck slab and the start of a railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

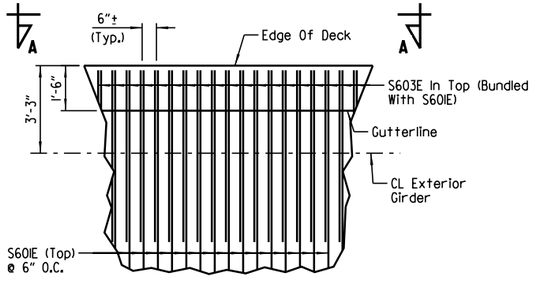
Required slab joints and pouring sequence joints shall align with the rail joint at the gutterline.

For "GENERAL NOTES", see Std. Dwg. No. 55006.

Unless noted otherwise, spacing shown for all transverse reinforcing is measured along CL Bridge B. All transverse reinforcing shall be placed on lines radial to CL Bridge B.

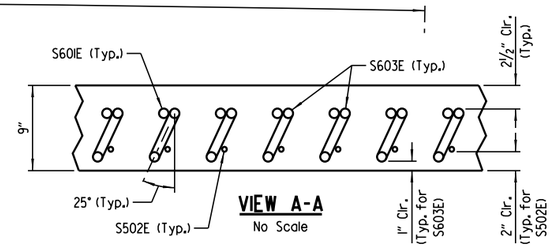
All longitudinal lines and longitudinal slab reinforcing shall be placed along curves concentric with CL Bridge B.

For rail reinforcing details and details of partial-depth and full-depth rail joints, see Dwg. No. 64675.



DETAIL A
No Scale

TABLE OF VARIABLES		
Closed Rail Panels		
Panel Length	A	R6XXE
15'-10 1/8"	31	R601E
16'-0"	31	R602E
18'-9 3/4"	37	R603E
19'-0"	37	R604E
19'-3"	38	R605E
19'-5 1/4"	38	R606E
19'-9 1/8"	39	R607E
19'-11 1/2"	39	R608E



VIEW A-A
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF 208'-4" CONTINUOUS PLATE GIRDER UNIT BRIDGE B

ROUTE SEC.

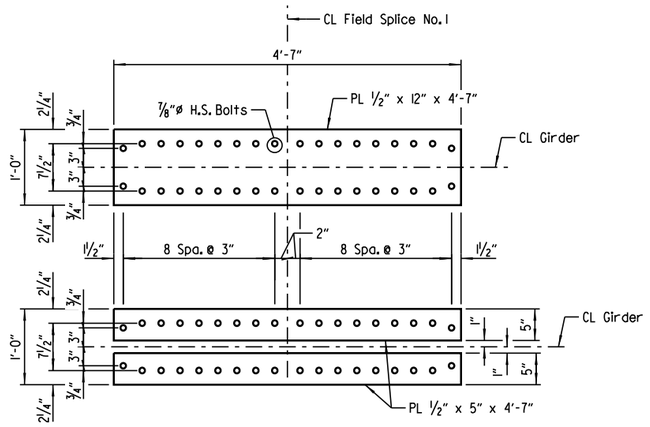
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: OCT. 2017 FILENAME: BCA0604B3_S6.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: OCT. 2017

BRIDGE NO. B7546 DRAWING NO. 64671

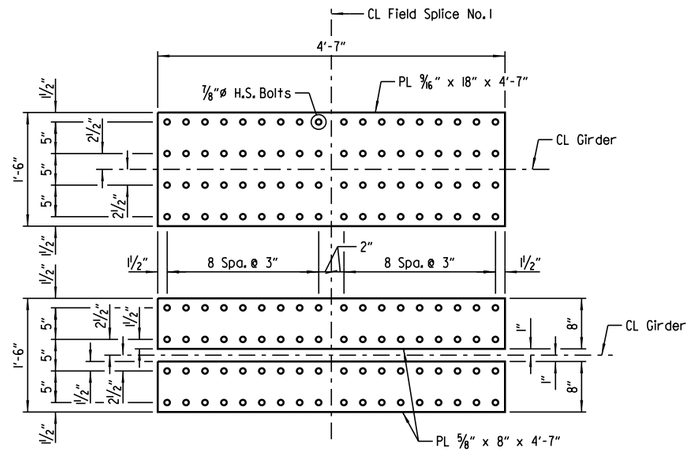
abhall 5/6/2022 9:00:42 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-VANDBG-S306-SB.dgn
REVISED DATE:

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.		CA0604	888	1104
				(1) A7546 & B7546		PL GIRDER UNITS		64672



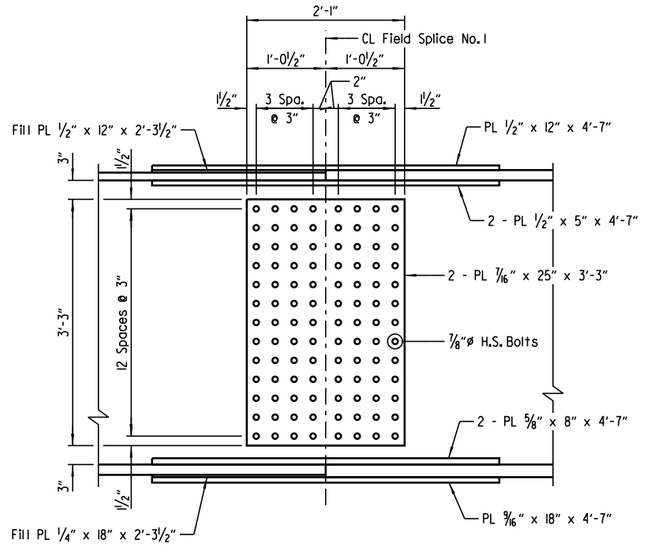
TOP FLANGE SPLICE NO.1

Scale: 1" = 1'-0"



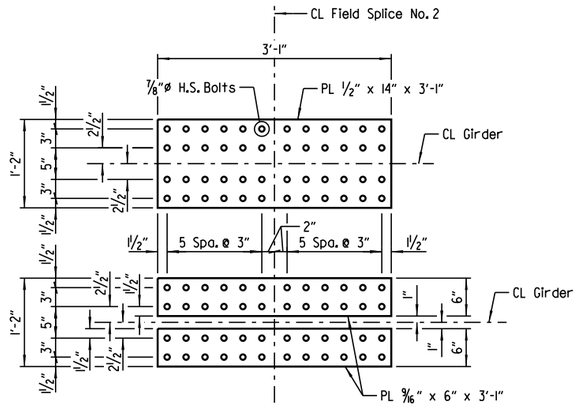
BOTTOM FLANGE SPLICE NO.1

Scale: 1" = 1'-0"



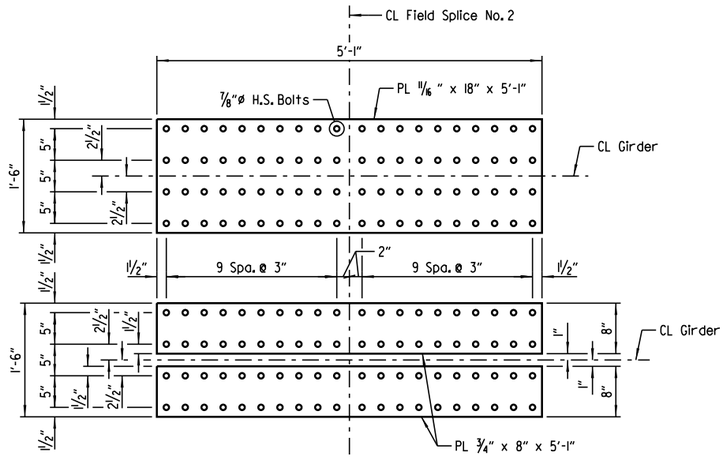
ELEVATION OF FIELD SPLICE NO.1

Scale: 1" = 1'-0"



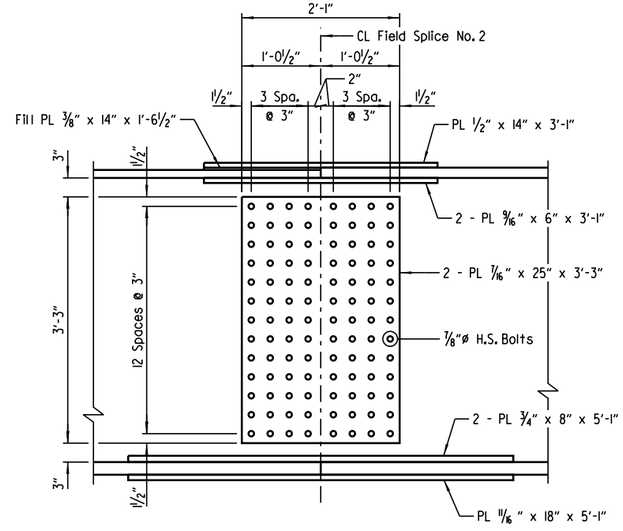
TOP FLANGE SPLICE NO.2

Scale: 1" = 1'-0"



BOTTOM FLANGE SPLICE NO.2

Scale: 1" = 1'-0"



ELEVATION OF FIELD SPLICE NO.2

Scale: 1" = 1'-0"

NOTES:
All field splice bolts shall 7/8"ø H.S. bolts.

All holes for field splice bolts shall 15/16 "ø.

All field splice plates shall be AASHTO A709, Gr.50 steel.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 4
COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNITS BRIDGES A & B

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604M3_S7.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017

BRIDGE NO. A7546 & B7546 DRAWING NO. 64672

abhall 5/6/2022 9:00:42 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S307-MD.dgn
REVISED DATE:

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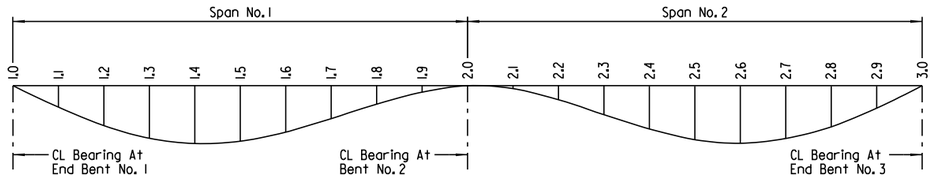
				6	ARK.			
				JOB NO.		CA0604	889	1104
				(1) A7546 & B7546		PL GIRDER UNITS		64673

TABLE OF DEAD LOAD DEFLECTIONS (INCHES)

	Point Of Deflection	Girder 1			Girder 2			Girder 3			Girder 4			Girder 5			Girder 6			Girder 7		
		Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail
SPAN NO. 1	1.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1.1	0.035	0.165	0.179	0.038	0.185	0.199	0.040	0.197	0.211	0.041	0.201	0.215	0.040	0.197	0.211	0.038	0.185	0.199	0.035	0.165	0.179
	1.2	0.060	0.280	0.305	0.065	0.315	0.339	0.069	0.338	0.362	0.070	0.345	0.369	0.070	0.340	0.364	0.066	0.319	0.343	0.061	0.283	0.307
	1.3	0.068	0.315	0.345	0.076	0.363	0.392	0.080	0.391	0.420	0.082	0.402	0.430	0.081	0.395	0.423	0.077	0.368	0.397	0.070	0.324	0.353
	1.4	0.058	0.264	0.292	0.066	0.314	0.341	0.072	0.347	0.374	0.074	0.358	0.385	0.073	0.352	0.379	0.069	0.325	0.352	0.062	0.280	0.308
	1.5	0.033	0.141	0.161	0.041	0.189	0.208	0.046	0.219	0.238	0.047	0.229	0.248	0.047	0.225	0.244	0.044	0.204	0.223	0.038	0.164	0.184
	1.6	0.000	-0.012	-0.004	0.007	0.028	0.036	0.011	0.052	0.060	0.013	0.062	0.070	0.013	0.060	0.068	0.011	0.046	0.054	0.007	0.018	0.027
	1.7	-0.030	-0.150	-0.153	-0.025	-0.122	-0.125	-0.022	-0.105	-0.108	-0.021	-0.098	-0.101	-0.020	-0.096	-0.099	-0.021	-0.103	-0.106	-0.023	-0.118	-0.120
	1.8	-0.049	-0.232	-0.243	-0.046	-0.216	-0.227	-0.045	-0.208	-0.219	-0.044	-0.202	-0.213	-0.043	-0.199	-0.210	-0.042	-0.198	-0.209	-0.043	-0.203	-0.213
	1.9	-0.044	-0.204	-0.216	-0.043	-0.199	-0.211	-0.043	-0.197	-0.209	-0.042	-0.193	-0.205	-0.041	-0.190	-0.202	-0.041	-0.188	-0.199	-0.040	-0.185	-0.196
	2.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SPAN NO. 2	2.1	0.133	0.598	0.640	0.134	0.604	0.646	0.134	0.605	0.646	0.133	0.602	0.643	0.131	0.592	0.632	0.128	0.577	0.617	0.124	0.556	0.596
	2.2	0.329	1.475	1.580	0.332	1.496	1.600	0.333	1.505	1.607	0.331	1.498	1.599	0.326	1.475	1.576	0.318	1.433	1.533	0.308	1.378	1.477
	2.3	0.532	2.386	2.553	0.536	2.422	2.587	0.538	2.441	2.604	0.535	2.432	2.593	0.528	2.394	2.554	0.515	2.325	2.484	0.498	2.232	2.389
	2.4	0.703	3.161	3.380	0.709	3.211	3.426	0.712	3.238	3.451	0.709	3.229	3.440	0.699	3.178	3.387	0.681	3.084	3.291	0.658	2.958	3.164
	2.5	0.813	3.664	3.915	0.821	3.725	3.972	0.824	3.758	4.002	0.821	3.749	3.990	0.809	3.689	3.928	0.789	3.579	3.817	0.762	3.431	3.667
	2.6	0.827	3.734	3.988	0.835	3.797	4.047	0.839	3.833	4.080	0.836	3.825	4.069	0.824	3.764	4.006	0.803	3.650	3.891	0.775	3.497	3.735
	2.7	0.742	3.352	3.579	0.749	3.410	3.633	0.753	3.443	3.663	0.750	3.436	3.654	0.739	3.381	3.597	0.720	3.279	3.494	0.695	3.139	3.352
	2.8	0.560	2.535	2.706	0.566	2.580	2.748	0.569	2.607	2.773	0.567	2.601	2.765	0.559	2.561	2.724	0.545	2.483	2.645	0.525	2.374	2.534
	2.9	0.305	1.381	1.474	0.309	1.408	1.500	0.310	1.421	1.512	0.309	1.418	1.508	0.305	1.396	1.485	0.297	1.354	1.442	0.286	1.294	1.382
	3.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000



DEAD LOAD DEFLECTION DIAGRAM

No Scale

NOTES:
Camber for dead load deflection plus vertical curve +/- 1/4" tolerance. Deflections shown are along CL Girder from the plane perpendicular to the web extending from CL Bearing to CL Bearing. Vertical curve corrections are not included. Negative sign (-) indicates point above chord.

Dead load deflections shown include an assumed loading of 18 psf to account for stay-in-place metal deck forms.

Revision to the deflection tables may be necessary upon review of the Contractor's submitted forming details.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 4
COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNITS
BRIDGES A & B
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604M3_S8.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017
BRIDGE NO. A7546 & B7546 DRAWING NO. 64673

abhall 5/6/2022 9:00:43 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S308-DF.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0604	890	1104
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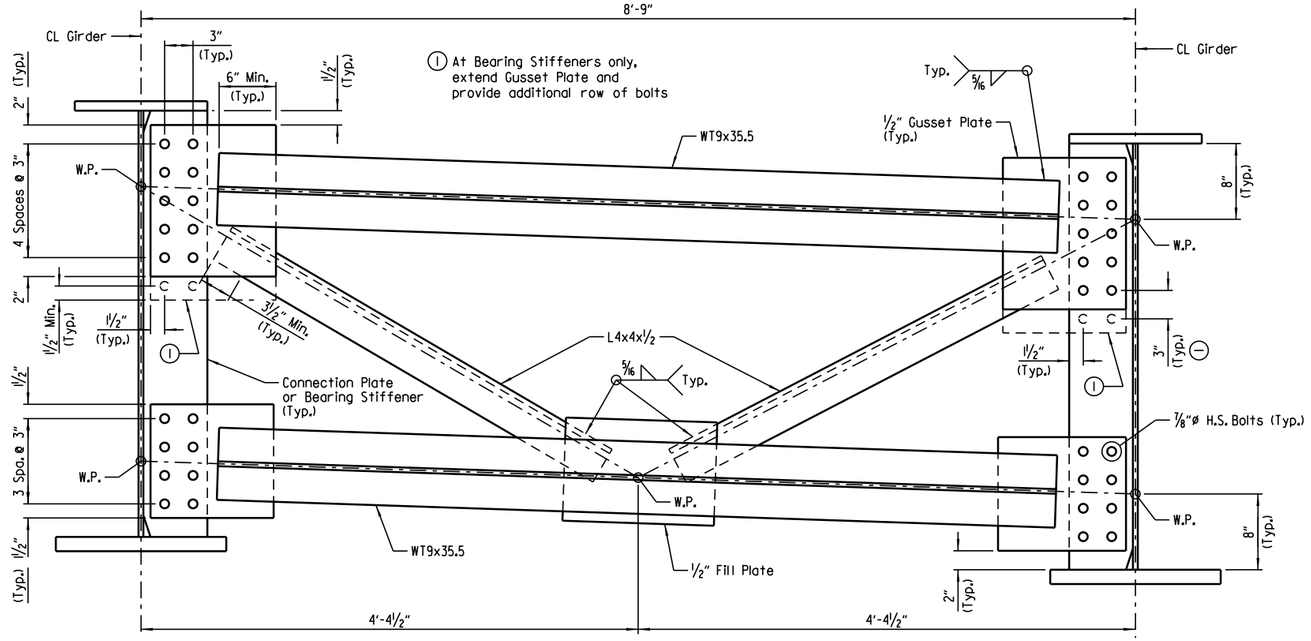


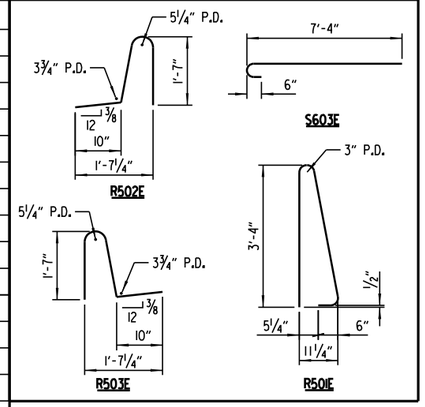
CROSS-FRAME DETAIL

No Scale

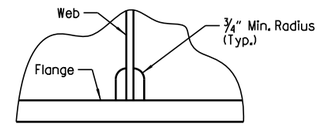
NOTE:
End bent cross-frames shall be fabricated such that stems of WT chord members point away from CL Joint.

BAR LIST - BRIDGE A				BAR LIST - BRIDGE B			
MARK	NO. REQ'D	LENGTH	P.D.	MARK	NO. REQ'D	LENGTH	P.D.
S401E	372	37'-4"	STR.	S401E	372	37'-0"	STR.
S501E	272	55'-3"	STR.	S501E	272	54'-8"	STR.
S502E	420	58'-8"	STR.	S502E	416	58'-8"	STR.
S601E	420	58'-8"	STR.	S601E	416	58'-8"	STR.
S602E	122	40'-11"	STR.	S602E	122	40'-11"	STR.
S603E	840	8'-0"	4½"	S603E	832	8'-0"	4½"
R600E	80	8'-0"	STR.	R600E	80	8'-0"	STR.
R601E	70	15'-8"	STR.	R601E	70	15'-6"	STR.
R602E	70	15'-10"	STR.	R602E	70	15'-8"	STR.
R603E	20	18'-8"	STR.	R603E	20	18'-6"	STR.
R604E	20	18'-10"	STR.	R604E	20	18'-8"	STR.
R605E	10	19'-1"	STR.	R605E	10	18'-11"	STR.
R606E	10	19'-4"	STR.	R606E	10	19'-1"	STR.
R607E	20	19'-8"	STR.	R607E	20	19'-5"	STR.
R608E	20	19'-10"	STR.	R608E	20	19'-8"	STR.
R501E	850	7'-2"	3"	R501E	838	7'-2"	3"
R502E	431	4'-2"	3¾", 5¼"	R502E	419	4'-2"	3¾", 5¼"
R503E	419	4'-2"	3¾", 5¼"	R503E	419	4'-2"	3¾", 5¼"

BAR BENDING DIAGRAMS



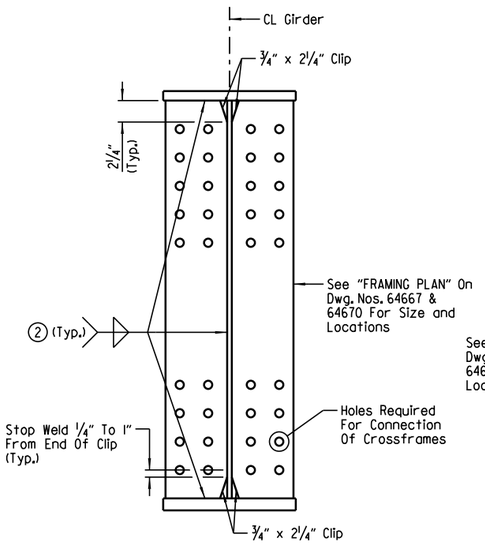
NOTE:
Dimensions of bars are out-to-out. Bar designations ending in "E" indicate epoxy coated bars.



Height and width of clip shall be as noted in other details.

ALTERNATE CLIP DETAIL

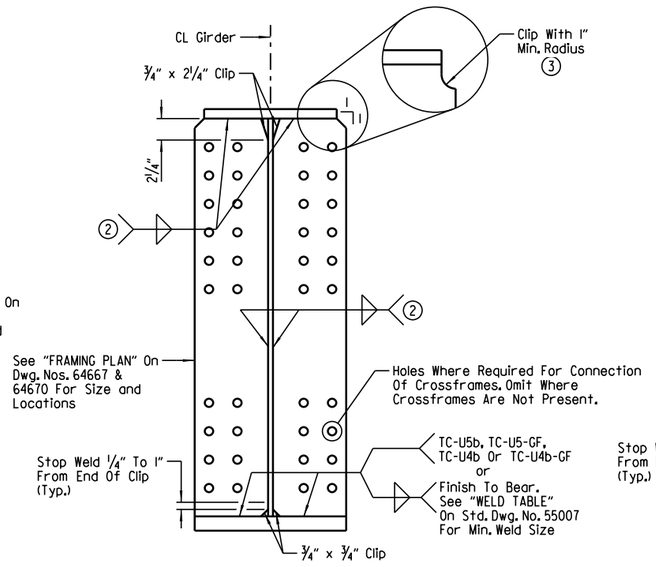
(For Bearing Stiffeners, Intermediate Stiffeners and Cross-frame Connection Plates)
No Scale



CONNECTION PLATE DETAIL

Scale: 1½" = 1'-0"

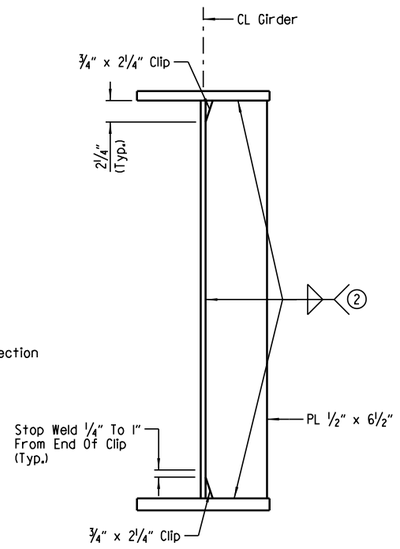
NOTE:
Connection plates at exterior girders are required on only one side of web. See "FRAMING PLAN" on Dwg. Nos. 64667 & 64670.



BEARING STIFFENER DETAIL

Scale: 1½" = 1'-0"

NOTE:
Bearing Stiffeners shall be fabricated to be plumb in their final positions.



INTERMEDIATE STIFFENER DETAIL

Scale: 1½" = 1'-0"

SILICONE JOINT DATA

Location	"A" Width Perpendicular To Joint At 24 Hour Average Temperature (4) Of:			"B" Perpendicular To Joint At 60°F	"D"	Bumper Plate Size
	40°F	60°F	80°F			
End Bent 1	2⅛"	2"	1⅞"	2¼" ±	4½"	1" x 1"
End Bent 3	2³⁄₁₆"	2"	1¹⁵⁄₁₆"	2¼" ±	4½"	1" x 1"

(4) The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

NOTE:
See additional joint details on Std. Dwg. No. 55008.

NOTES:
All field connections shall be bolted with ⅞"ø high-strength bolts using ¹⁵⁄₁₆ "ø open holes.

All cross-frame members, connection plates, intermediate stiffeners and bearing stiffeners shall be ASTM A709, Gr. 50 steel.

(2) See "WELD TABLE" on Std. Dwg. No. 55007 for min. weld size.

(3) If permanent deck forms are used, the Fabricator shall clip the plate as necessary to accommodate the support angle.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 4
COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNITS BRIDGES A & B

ROUTE SEC.

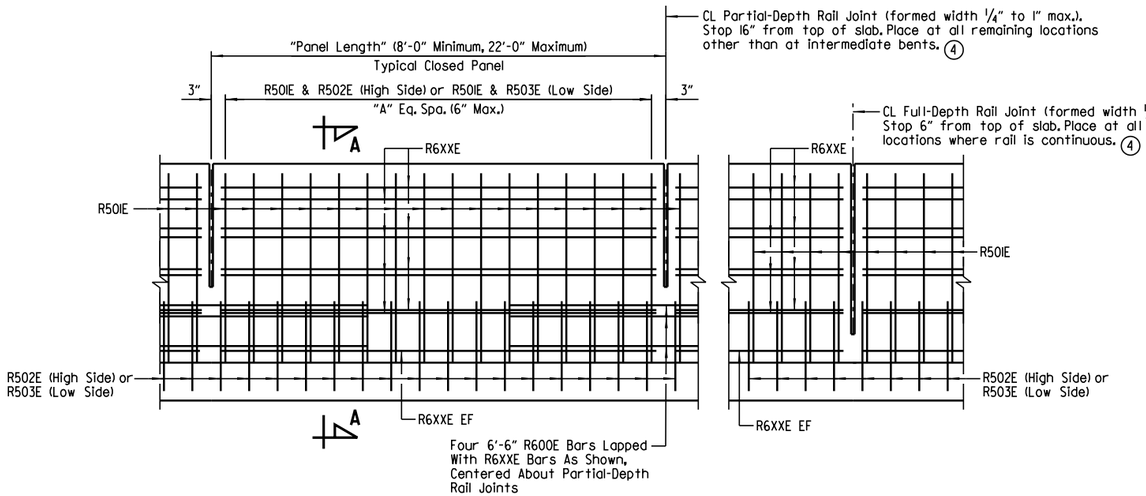
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604M3_S9.DGN
CHECKED BY: ABH DATE: MAY 2018 SCALE: As Shown
DESIGNED BY: WMM DATE: SEPT. 2017
BRIDGE NO. A7546 & B7546 DRAWING NO. 64674

abnall 5/6/2022 9:00:43 AM
WORKSPACE: ARDOT Bridge
L:\202\12017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-VANDBG-S309-SD.dgn
REVISED DATE:

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.		CA0604	891	1104
① A7546 & B7546		PL GIRDER UNITS		64675



① ELEVATION - TYPE SSTR42

No Scale

(1) All measurements shown are along gutterline at base of rail.

(2) Minimum embedment into slab

(3) See "REVEAL DETAIL".

(4) When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be 1/2". Sawing of the joints shall be done as soon as practical to a width of 1/4", and must be controlled so it will follow the V-groove.

(5) Required Construction Joint. Level where water flows away from rail, match roadway slope where water flows toward rail.

TABLE OF VARIABLES		
Closed Rail Panels		
Panel Length	A	R6XXE

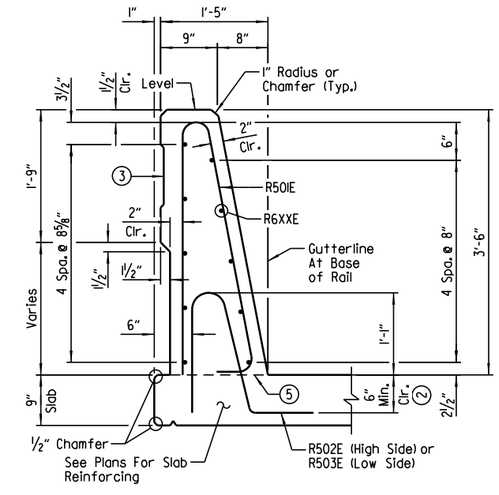
NOTE:
See Plans for table with values.

NOTES:
For locations of full and partial depth rail joints, see "REINFORCING PLAN & DECK POURING SEQUENCE" on Dwg. Nos. 64668 & 64671.

For Rail Bar Lists and Bar Bending Diagrams, see Dwg. No. 64674.

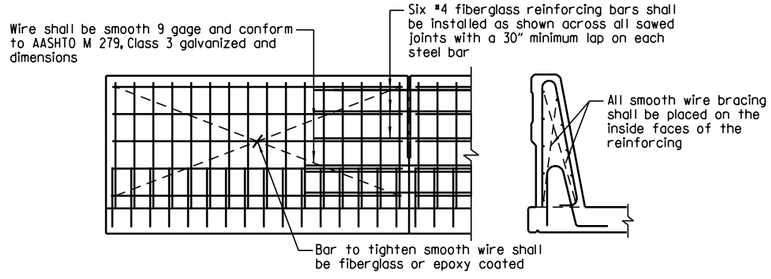
LEGEND

EF = Each Face



SECTION A-A

No Scale

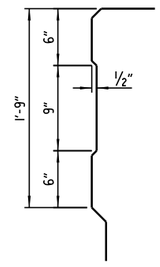


The extruded rail shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish in place of Class 2, Rubbed Finish.

All panels shall be braced as required to prevent racking.

DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL

No Scale



REVEAL DETAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 4
COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNITS BRIDGES A & B

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

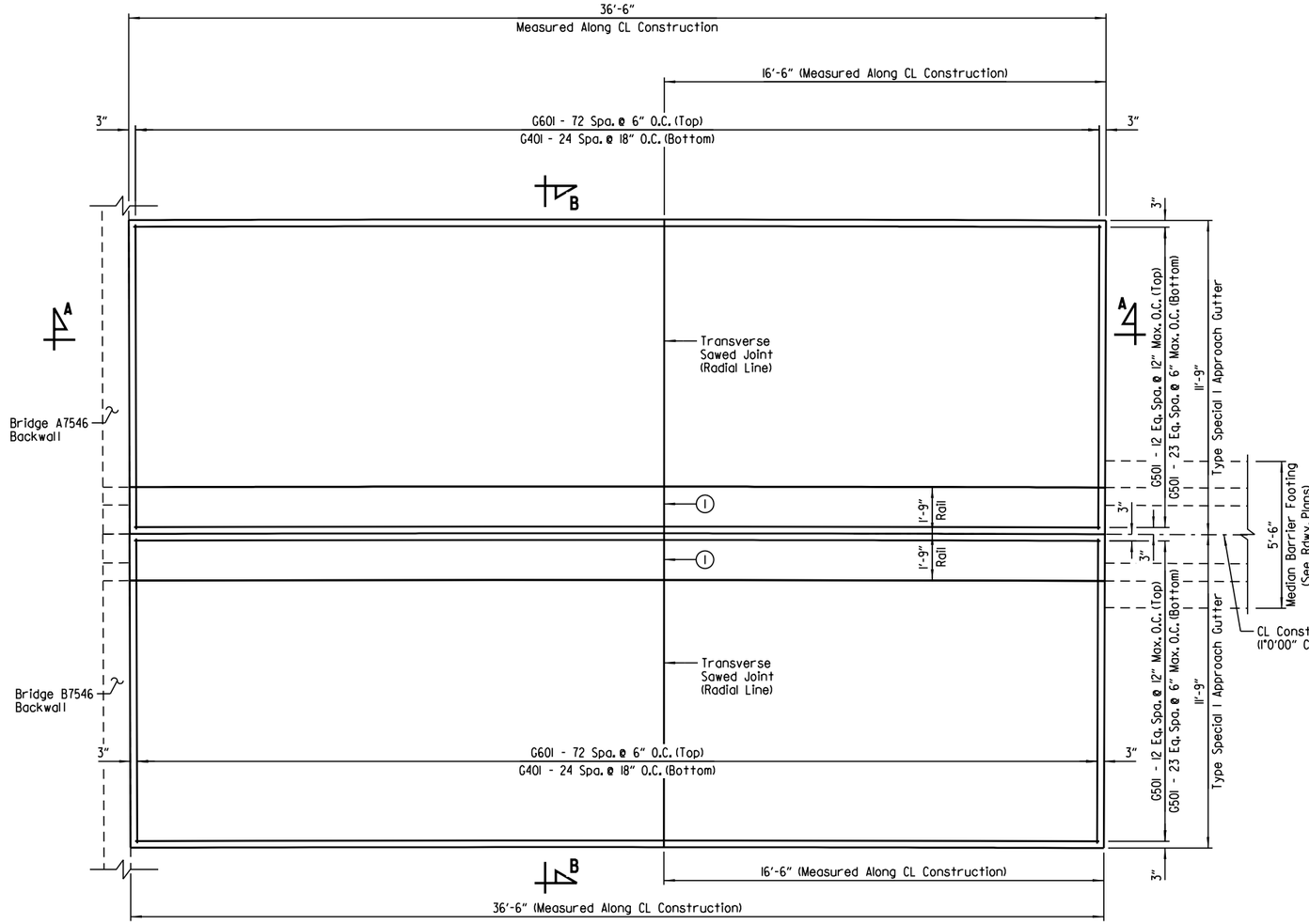
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2021 FILENAME: BCA0604M3_SI0.DGN
CHECKED BY: ABH DATE: SEPT. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: SEPT. 2021

BRIDGE NO. A7546 & B7546 DRAWING NO. 64675

abhall 5/6/2022 9:00:44 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW67-VANDBG-S310-RA.dgn
REVISED DATE:

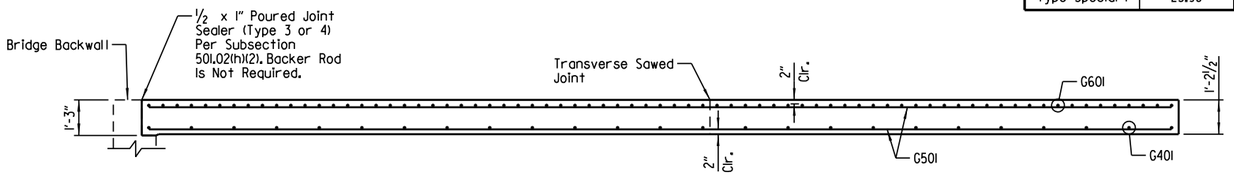
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	892	1104
				① A7546 & B7546		APPROACH GUTTER		64676



PLAN - TYPE SPECIAL APPROACH GUTTER

(End Bridge Nos. A7546 & B7546 Shown; Begin Bridge Nos. A7546 & B7546 Similar)
Scale: ⅜" = 1'-0"

① Contraction joints in rail shall align with the transverse sawed joints in the slab. Contraction joints in rail shall be formed in fresh concrete on top and in sides of rail. See "CONTRACTION JOINT DETAIL" on Dwg. No. 64828.



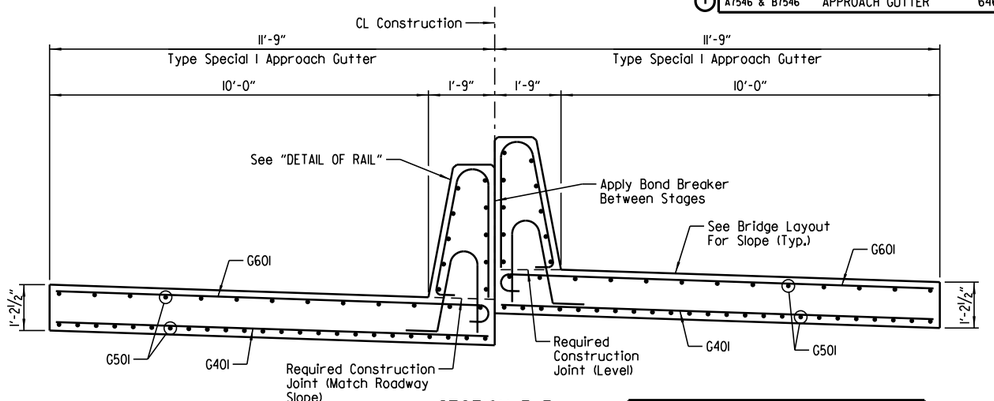
SECTION A-A

Scale: ⅜" = 1'-0"

TABLE OF QUANTITIES FOR ONE TYPE SPECIAL I APPROACH GUTTER

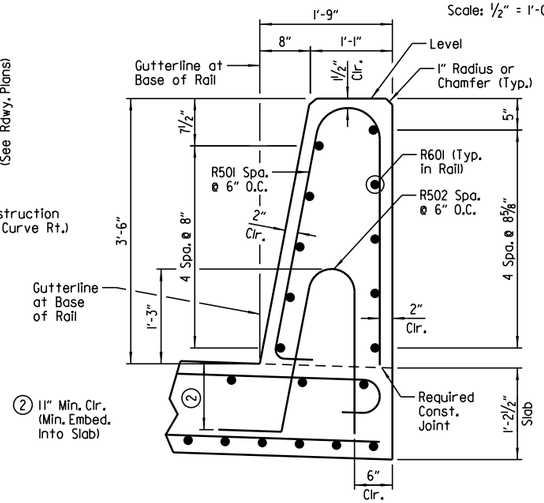
(FOR INFORMATION ONLY)

Type	Concrete (Cu. Yds.)	Reinforcing Steel (Lbs.)
Type Special I	25.90	4,423



SECTION B-B

Scale: ½" = 1'-0"



DETAIL OF RAIL

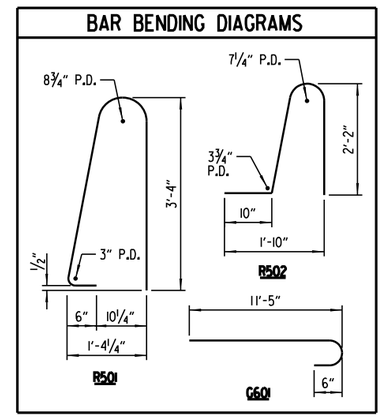
Scale: 1" = 1'-0"

BAR LIST

MARK	NO. REQ'D	LENGTH	P.D.
G401	25	11'-5"	Str.
G501	37	36'-0"	Str.
G601	73	12'-1"	4½"
R501	73	7'-5"	3", 8¾"
R502	73	5'-5"	3¾", 7¼"
R601	10	36'-0"	Str.

NOTE:
Number of bars shown is for one Type Special I Approach Gutter.
Four Type Special I Approach Gutters are required.

BAR BENDING DIAGRAMS



GENERAL NOTES

All concrete shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

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

Approach Gutters will be measured and paid for in accordance with Section 504.

All longitudinal lines shall be on curves concentric with CL Construction. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on lines radial to CL Construction. Spacing shown is measured along CL Construction.

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LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL I APPROACH GUTTER

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

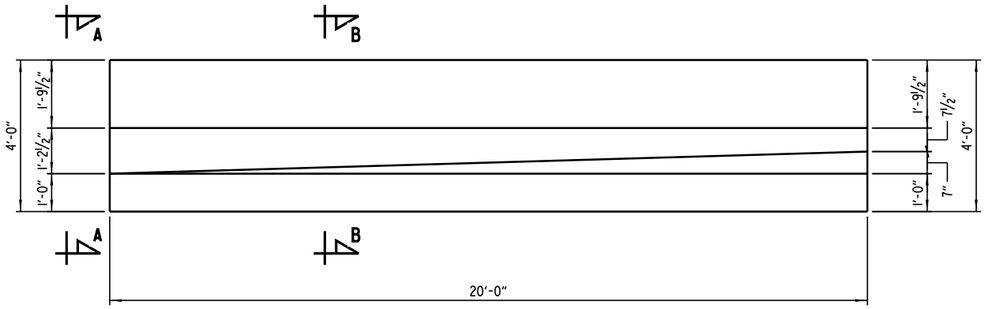
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: SEPT. 2018 FILENAME: BCA0604_AG.dgn
CHECKED BY: ABH DATE: FEB. 2021 SCALE: As Shown
DESIGNED BY: CSW DATE: SEPT. 2018

BRIDGE NO. A7546 & B7546 DRAWING NO. 64676

abhall 5/6/2022 9:00:44 AM
WORKSPACE: ARDOT Bridge
L:\2021\2011732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-VANDBG-SS01-AG.dgn
REVISED DATE:

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.		CA0604	893	1104
				1	07544, 07545	TRANS. RAILING		64677



PLAN OF TRANSITIONAL APPROACH RAILING

(Railings on each side of roadway are opposite hand to each other)
Scale: ½" = 1'-0"

NOTES:
Transitional Approach Railing shall be placed at locations shown in the plans.

All concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

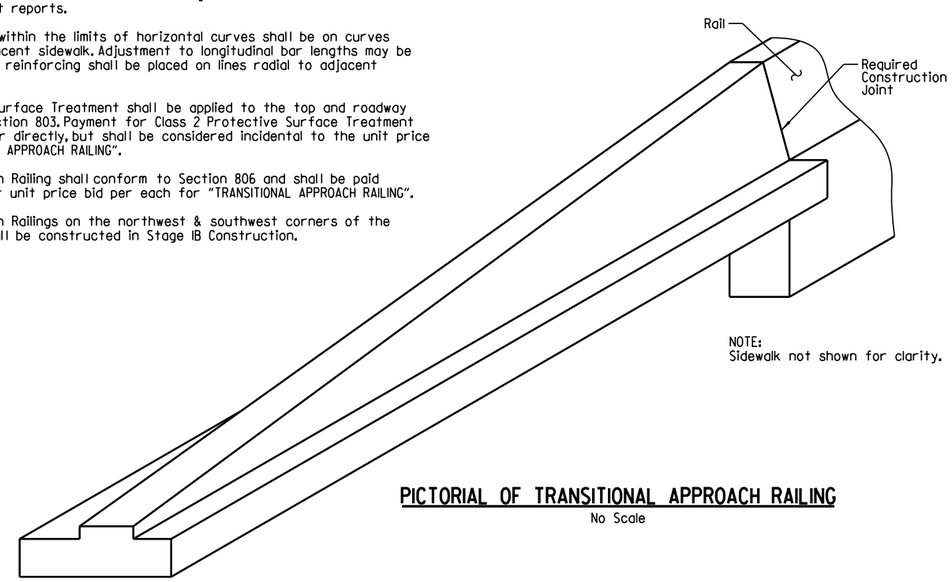
All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322 Type A, with mill test reports.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric with adjacent sidewalk. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on lines radial to adjacent sidewalk curve.

Class 2 Protective Surface Treatment shall be applied to the top and roadway face of rail. See section 803. Payment for Class 2 Protective Surface Treatment shall not be paid for directly, but shall be considered incidental to the unit price bid for "TRANSITIONAL APPROACH RAILING".

Transitional Approach Railing shall conform to Section 806 and shall be paid for at the contract unit price bid per each for "TRANSITIONAL APPROACH RAILING".

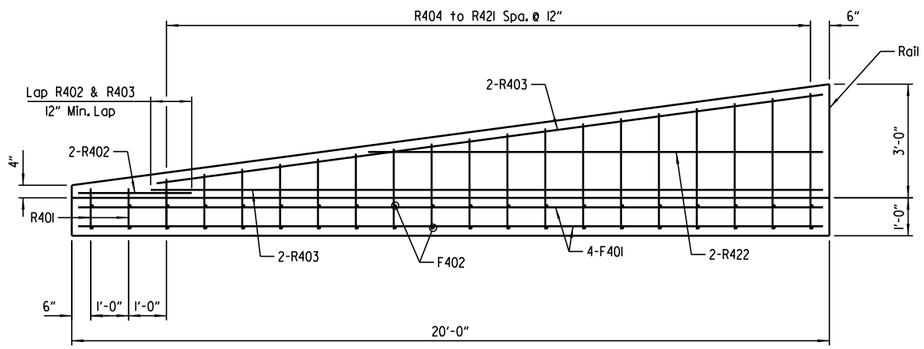
Transitional Approach Railings on the northwest & southwest corners of the James St. Bridge shall be constructed in Stage 1B Construction.



NOTE:
Sidewalk not shown for clarity.

PICTORIAL OF TRANSITIONAL APPROACH RAILING

No Scale



ELEVATION OF TRANSITIONAL APPROACH RAILING

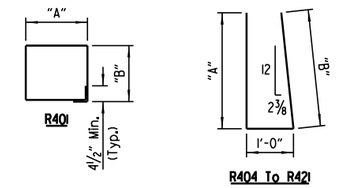
Scale: ½" = 1'-0"

SCHEDULE OF QUANTITIES		
CLASS "S" CONCRETE	REINFORCING STEEL (GRADE 60)	CLASS 2 PROTECTIVE SURFACE TREATMENT
4.18 C.Y.	346.0 lbs.	0.2 gal.

Quantities shown are for one transitional approach railing. Quantities shown are for information only.

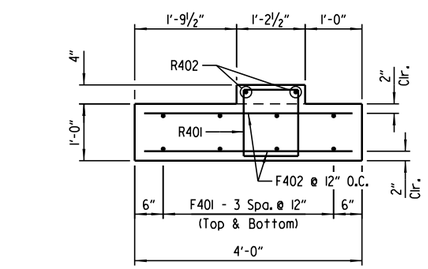
BAR LIST - ONE TRANSITIONAL RAIL					
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
F401	8	19'-8"			Str.
F402	40	3'-8"			Str.
R401	2	4'-4"	11"	1'-1"	2"
R402	2	3'-0"			Str.
R403	4	17'-9"			Str.
R404 To R421	1 Ea.	3'-6" To 8'-0"	1'-4" To 3'-7"	1'-4" To 3'-7"	2"
R422	2	12'-0"			Str.

BAR BENDING DIAGRAMS



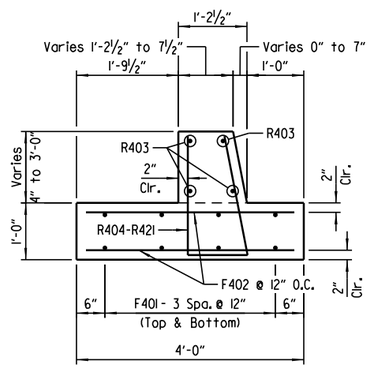
NOTES:
Number of bars shown is for one transitional approach railing only.

Dimensions of bars in bending diagrams are out-to-out.



VIEW A-A

Scale: ¾" = 1'-0"



SECTION B-B

Scale: ¾" = 1'-0"

STATE OF ARKANSAS
ADAM B. HALL
LICENSED PROFESSIONAL ENGINEER
No. 14498

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BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 1 TRANSITIONAL APPROACH RAILING

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2019 FILENAME: BCA0604_TR.DGN
CHECKED BY: ABH DATE: FEB. 2021 SCALE: As Shown
DESIGNED BY: JJB DATE: NOV. 2019

BRIDGE NO. 07544, 07545 DRAWING NO. 64677

abhall 5/6/2022 9:00:45 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-COMMON-SI01-TR.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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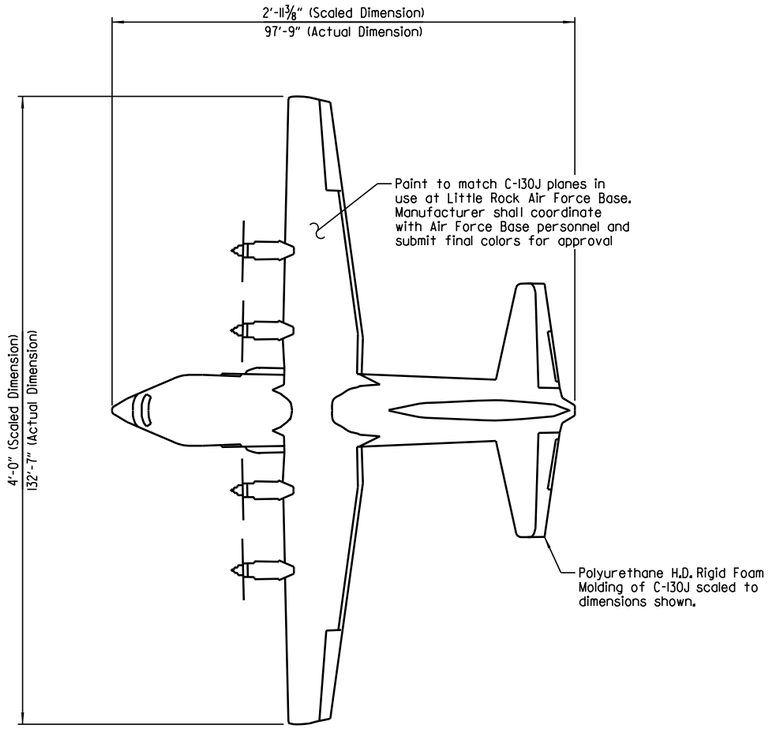
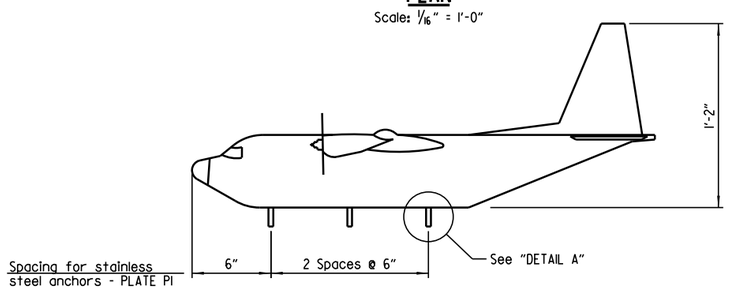
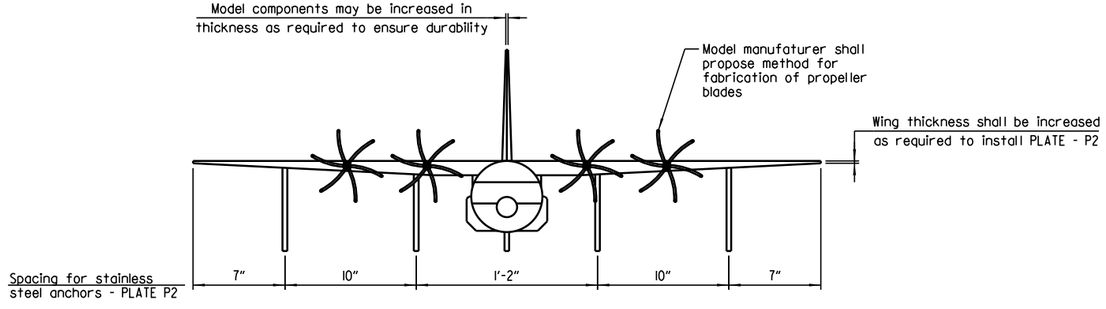
				JOB NO.		CA0604	894	1104
				① 07545, A7546, B7546		C130 MODEL		64678



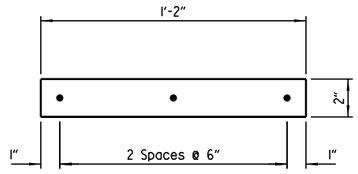
PLAN
Scale: 1/16" = 1'-0"



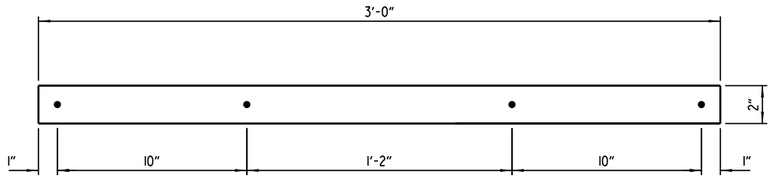
SIDE ELEVATION
Scale: 1/16" = 1'-0"



FRONT ELEVATION
Scale: 1/16" = 1'-0"



① PLATE - P1
Scale: 3" = 1'-0"



① PLATE - P2
Scale: 3" = 1'-0"

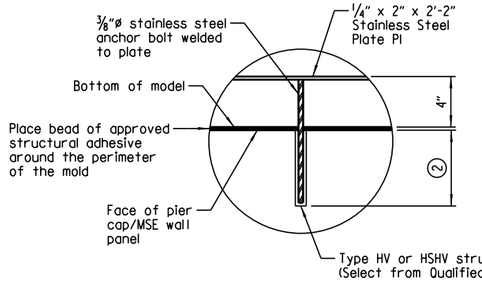
① Attachment details are schematic. Manufacturer shall design final attachment to bridge components.

GENERAL NOTES:

Plane mouldings shall be attached to the bridge and wall components in accordance with the Manufacturer's recommendations.

Install structural adhesives in accordance with the Manufacturer's recommendations.

The C-130J replicas shall be designed, installed and manufactured in accordance with SP "PLANE MOULDINGS".



② 6" (Pier)
4" (MSE Wall Panel)

① DETAIL A
No Scale

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SHEET 1 OF 2
DETAILS OF PLANE MOULDINGS

ROUTE SEC.

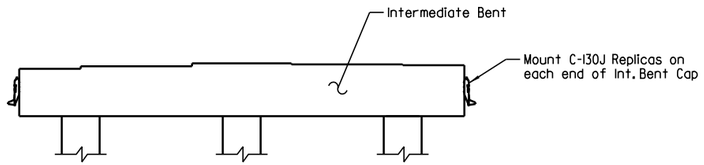
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JULY 2021 FILENAME: BCA0604_PMI.DGN
CHECKED BY: CSW DATE: NOV. 2021 SCALE: No Scale
DESIGNED BY: JHR DATE: JULY 2021
BRIDGE NO. 07545, A7546, B7546 DRAWING NO. 64678

abhall 5/6/2022 9:00:45 AM
WORKSPACE: ARDOT Bridge
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\C130 model.dgn
REVISED DATE:

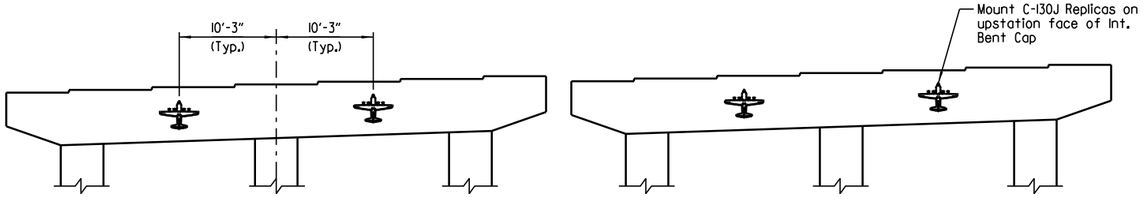
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	895	1104
07545, A7546, B7546		C130 MODEL		64678A



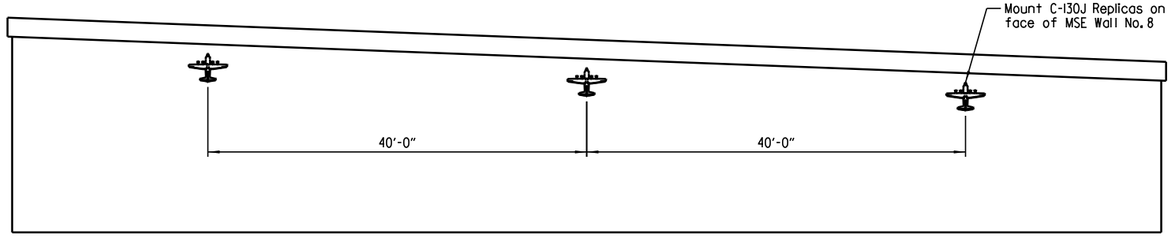
PLACEMENT DETAIL - BRIDGE NO. 07545

(Looking Ahead)
Scale: 1/8" = 1'-0"



PLACEMENT DETAIL - BRIDGE NOS. A7546 & B7546

(Looking Back)
Scale: 1/8" = 1'-0"



PLACEMENT DETAIL - RETAINING WALL NO. 8

Scale: 1/8" = 1'-0"

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SHEET 2 OF 2
DETAILS OF PLANE MOULDINGS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JULY 2021 FILENAME: BCA0604_PM2.DGN
CHECKED BY: CSW DATE: NOV. 2021 SCALE: No Scale
DESIGNED BY: JHR DATE: JULY 2021
BRIDGE NO. 07545, A7546, B7546 DRAWING NO. 64678A

abhall 5/6/2022 9:00:46 AM
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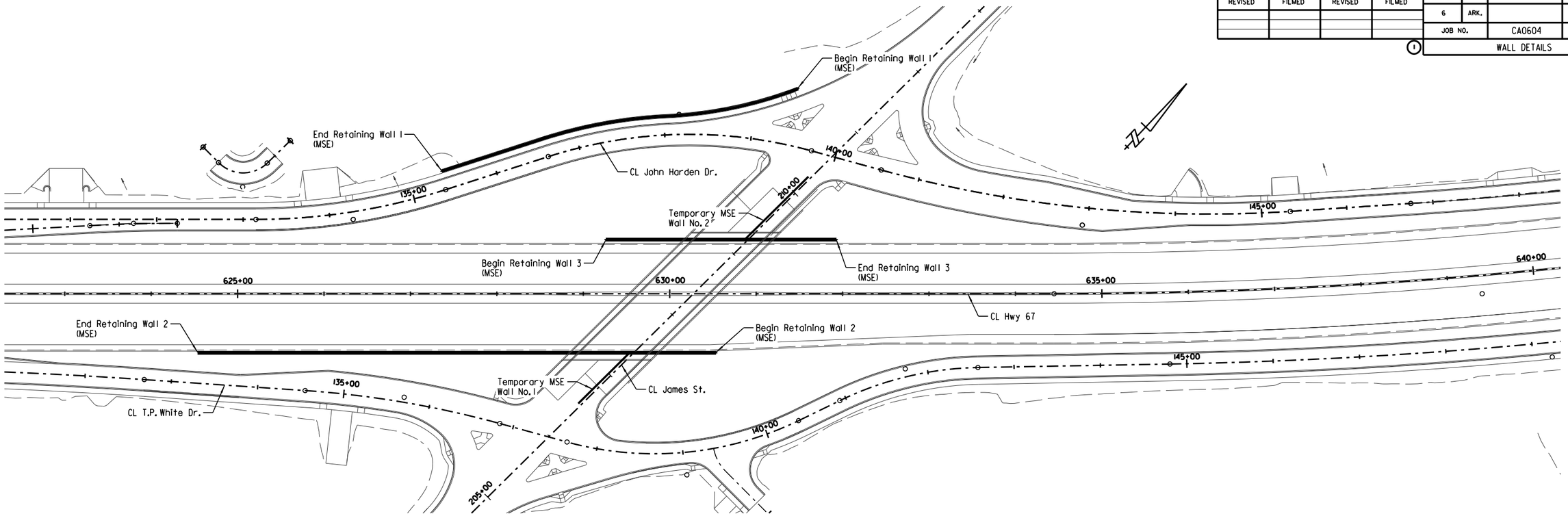
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\C130 model2.dgn
REVISED DATE:

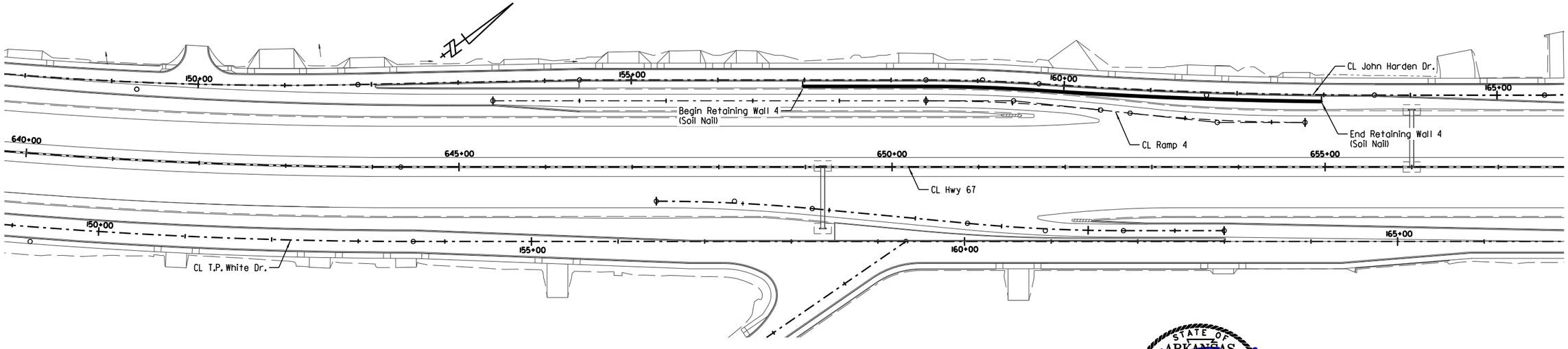
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0604	896	1104
1	WALL DETAILS			64785



RETAINING WALL LOCATION SKETCH

(Sta. 623+00 To 640+00)



RETAINING WALL LOCATION SKETCH

(Sta. 640+00 To 658+00)

NOTE:
Cast-in-place barrier retaining walls are omitted from this sheet. See Roadway Plans for details.

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BRIDGE ENGINEER

SHEET 1 OF 17
DETAILS OF RETAINING WALL NOS. 1-8

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DRG DATE: AUG. 2021 FILENAME: BCA0604_RW1.DGN
CHECKED BY: JHR DATE: OCT. 2021 SCALE: 1" = 60'
DESIGNED BY: DRG DATE: AUG. 2021
BRIDGE NO. DRAWING NO. 64785

abhall 5/6/2022 9:00:46 AM
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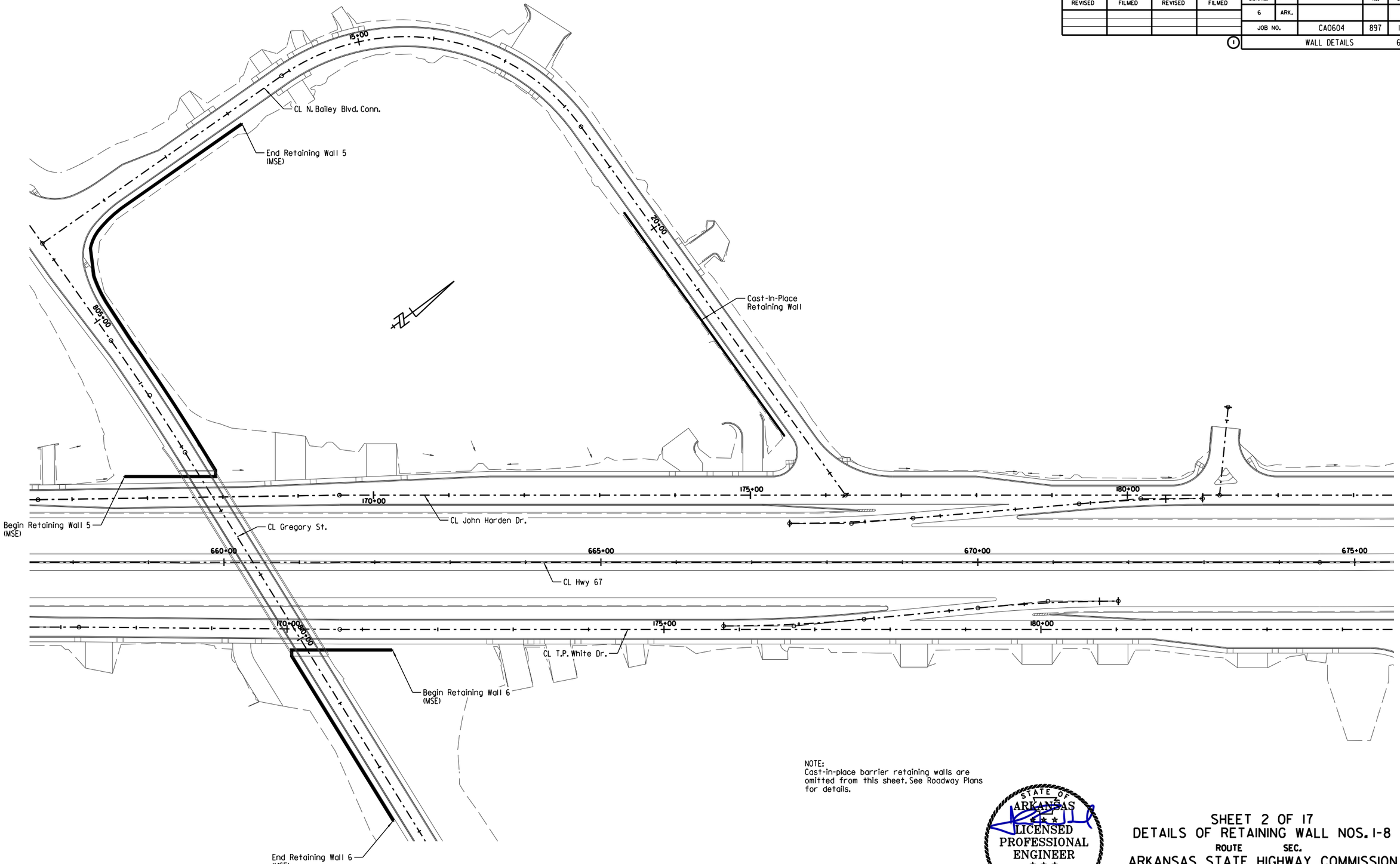
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HW67-WALL-S001-L0.dgn
REVISED DATE:

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.		CA0604	897	1104
WALL DETAILS				64786



RETAINING WALL LOCATION SKETCH

(Sta. 658+00 To 676+00)

NOTE:
Cast-in-place barrier retaining walls are omitted from this sheet. See Roadway Plans for details.

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JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DRG DATE: AUG. 2021 FILENAME: BCA0604_RW2.DGN
CHECKED BY: JHR DATE: OCT. 2021 SCALE: 1" = 60'
DESIGNED BY: DRG DATE: AUG. 2021
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abnall 5/6/2022 9:00:47 AM
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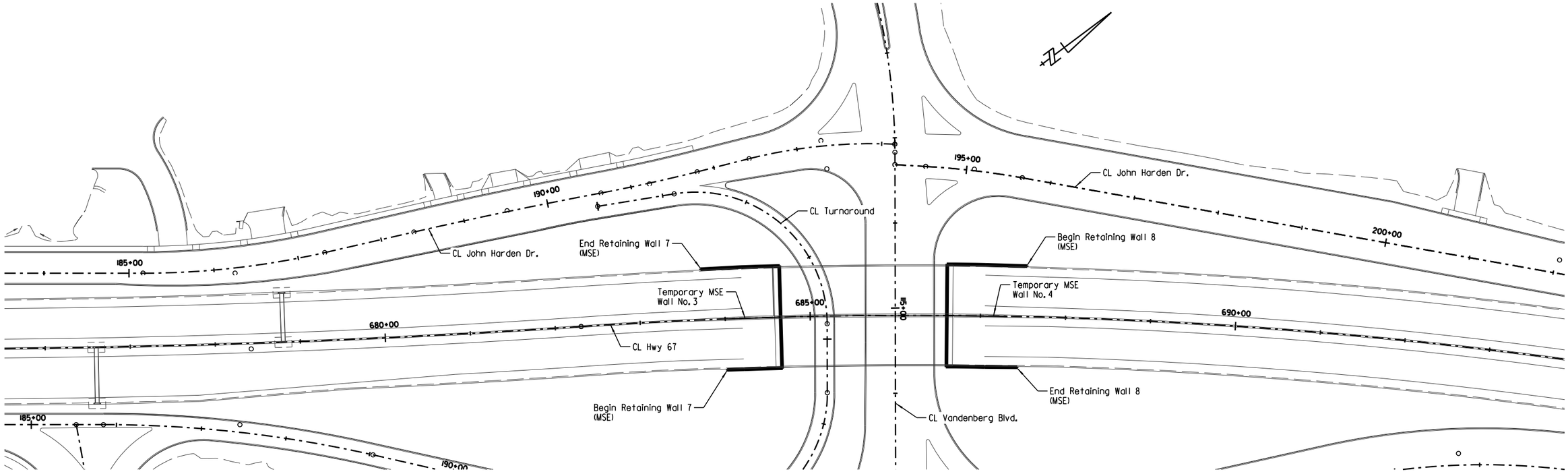
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S002-L0.dgn
REVISED DATE:

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.		CA0604	898	1104
(1)		WALL DETAILS		64787



RETAINING WALL LOCATION SKETCH

(Sta. 676+00 To 694+00)

NOTE:
Cast-in-place barrier retaining walls are omitted from this sheet. See Roadway Plans for details.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

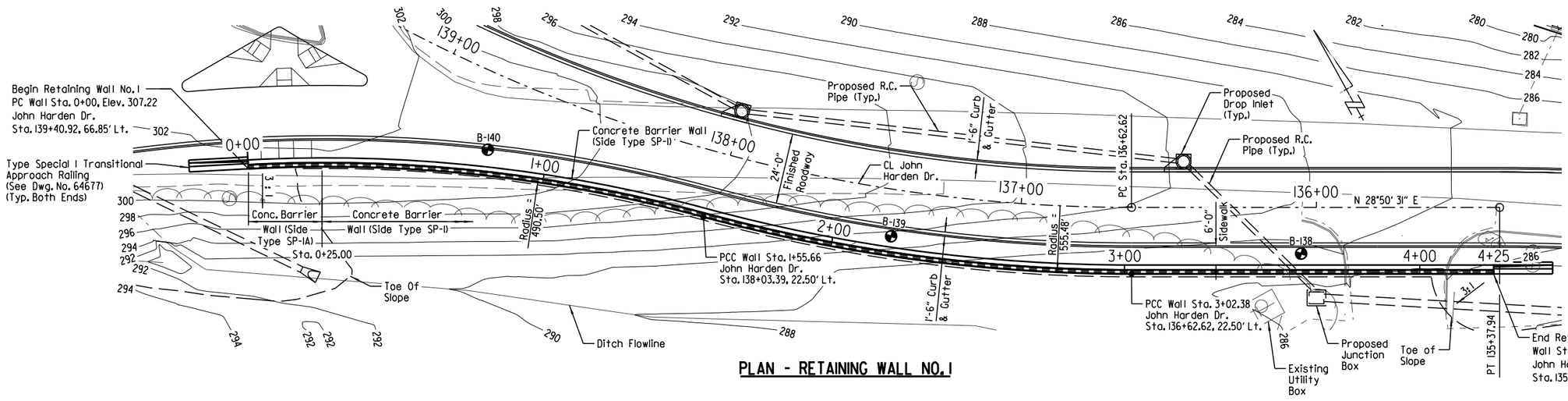
SHEET 3 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DRG DATE: AUG. 2021 FILENAME: BCA0604_RW.DGN
CHECKED BY: JHR DATE: OCT. 2021 SCALE: 1" = 60'
DESIGNED BY: DRG DATE: AUG. 2021
BRIDGE NO. DRAWING NO. 64787

abhall 5/6/2022 9:00:47 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S003-LO.dgn
REVISED DATE:

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.		CA0604	899	1104
①	WALL DETAILS			64788



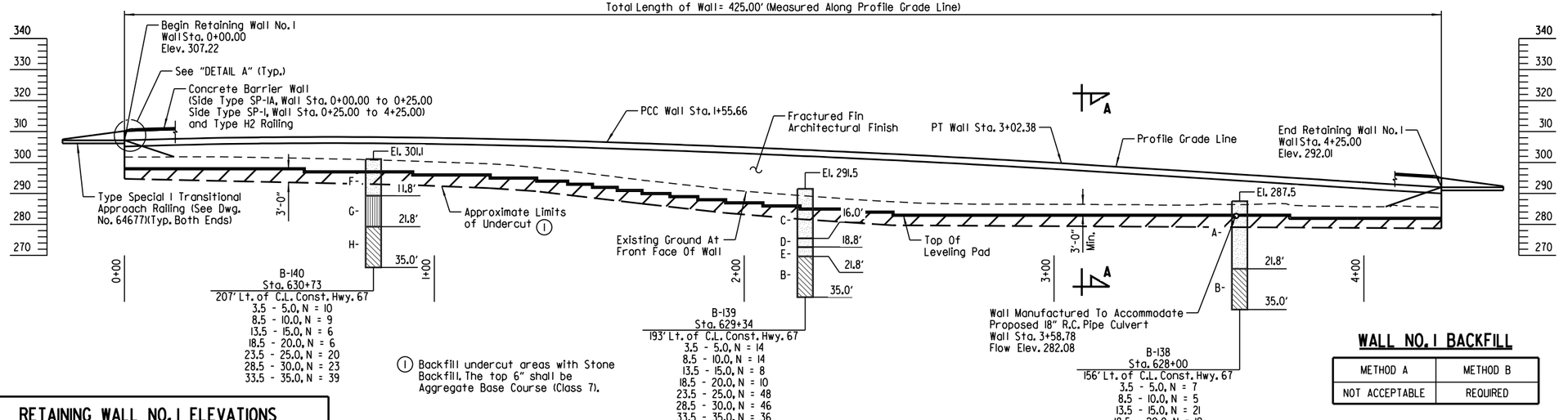
PLAN - RETAINING WALL NO. 1

HORIZONTAL CURVE NO. 1 DATA

Retaining Wall No. 1
PI = 0+78.49
Δ = 18°10'59" Rt.
D = 11°40'52"
T = 78.49'
L = 155.66'
R = 490.50'

HORIZONTAL CURVE NO. 2 DATA

Retaining Wall No. 1
PI = 2+29.45
Δ = 15°08'01" Lt.
D = 10°18'53
T = 73.79'
L = 146.72'
R = 555.48'



① Backfill undercut areas with Stone Backfill. The top 6" shall be Aggregate Base Course (Class 7).

ELEVATION - RETAINING WALL NO. 1

(Looking At Front Face)

NOTES:
For "SECTION A-A", see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 1 are measured from CL John Harden Dr. to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

RETAINING WALL NO. 1 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND ELEV.
0+00.00	307.22	301.79
0+25.00	307.86	301.82
0+50.00	308.22	301.51
0+75.00	308.24	301.01
1+00.00	307.98	300.22
1+25.00	307.48	299.12
1+50.00	306.77	296.45
1+75.00	305.90	293.45
2+00.00	304.92	290.77
2+25.00	303.83	288.83

RETAINING WALL NO. 1 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND ELEV.
2+50.00	302.63	287.23
2+75.00	301.33	286.57
3+00.00	299.90	286.48
3+25.00	298.34	286.37
3+50.00	296.78	286.49
3+75.00	295.19	286.69
4+00.00	293.58	285.72
4+25.00	292.01	285.55

WALL NO. 1 BACKFILL

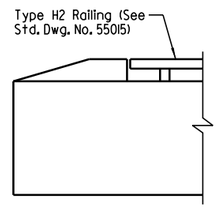
METHOD A	METHOD B
NOT ACCEPTABLE	REQUIRED

WALL NO. 1 DESIGN PARAMETERS

Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
4.1	1.1H

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

FOR R/W DATA, SEE RDWY PLANS



DETAIL A

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16458
JOEL E. SKINNER
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

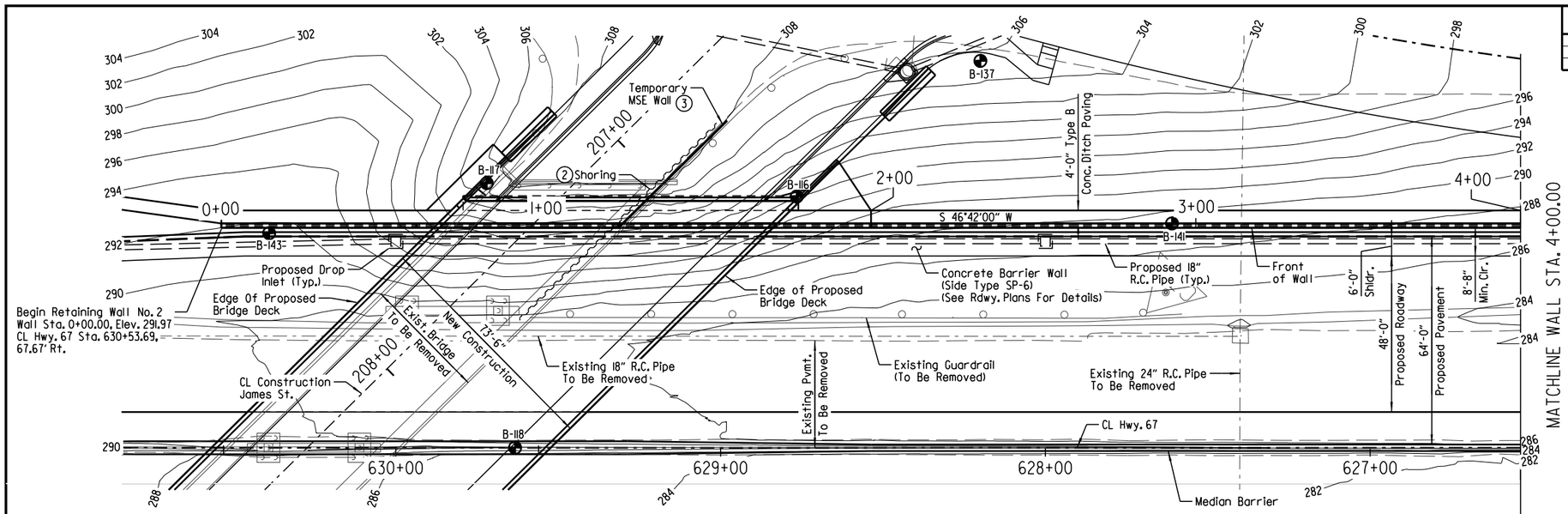
SHEET 4 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: OCT. 2018 FILENAME: BCA0604_RW4.DGN
CHECKED BY: JES DATE: NOV. 2018 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: OCT. 2018
BRIDGE NO. DRAWING NO. 64788

abhall 5/6/2022 9:00:49 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017132 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S01-L0.dgn
REVISED DATE:

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.		CA0604	900	1104
①	WALL DETAILS			64789



PLAN - RETAINING WALL NO. 2

WALL NO. 2 DESIGN PARAMETERS

Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
7.2	0.7 H

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

NOTES:
For "SECTION B-B" and "SECTION C-C, see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

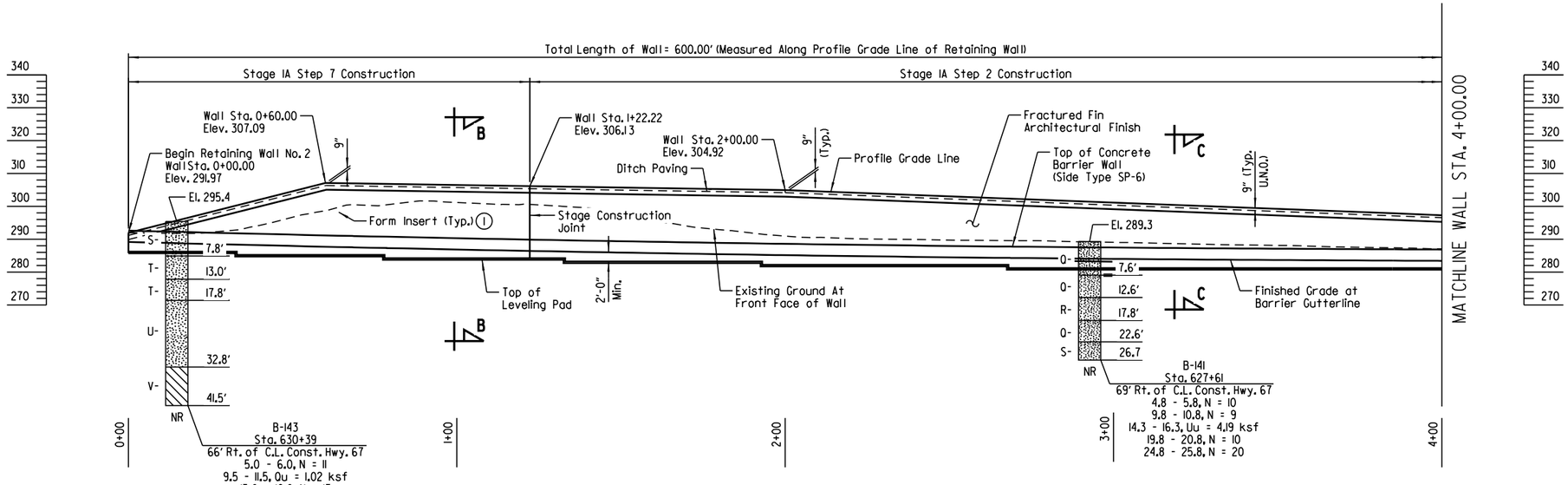
Offset dimensions for Retaining Wall No. 2 are measured from CL Hwy. 67 to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

① For details of USAF Form Insert, see Dwg. No. 64800.

② Shoring, as needed, will be required to excavate existing embankment and construct Retaining Wall No. 2 while maintaining traffic on James St. See SP "SHORING".

③ Temporary MSE Wall required. See SP "TEMPORARY RETAINING WALL".



ELEVATION - RETAINING WALL NO. 2
(Looking At Front Face)

WALL NO. 2 BACKFILL

METHOD A	METHOD B
NOT ACCEPTABLE	REQUIRED

FOR R/W DATA, SEE RDWY. PLANS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 5 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: OCT. 2018 FILENAME: BCA0604_RW5.DGN
CHECKED BY: DRG DATE: DEC. 2018 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: OCT. 2018
BRIDGE NO. DRAWING NO. 64789

abhall 5/6/2022 9:00:50 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-SH02-L0.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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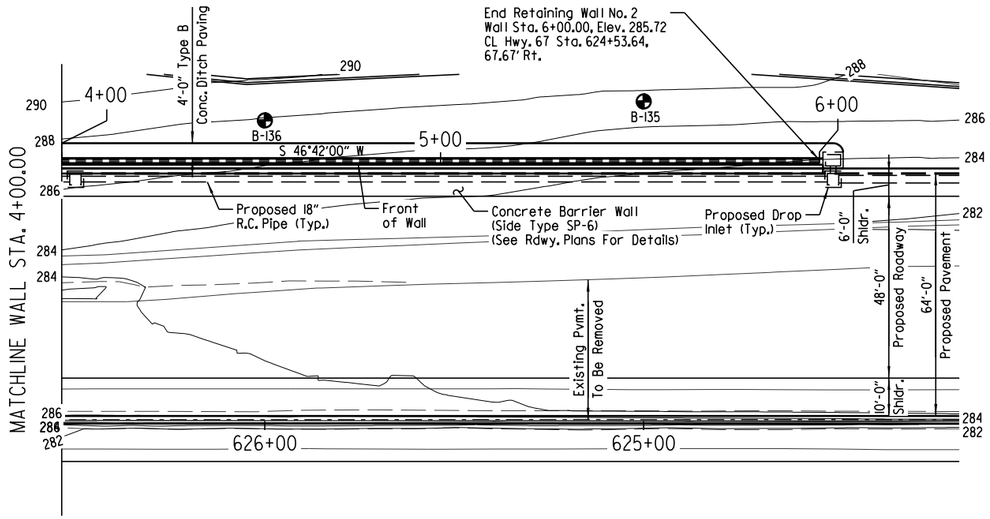
				JOB NO.		CA0604	901	1104
				①		WALL DETAILS		64790



PLAN - RETAINING WALL NO. 2

RETAINING WALL NO. 2 ELEVATIONS		
STATION ALONG WALL	PROFILE GRADE ELEV.	FINISHED GRADE ELEV.
0+00	291.97	289.17
0+25	298.27	288.54
0+50	304.57	287.94
0+75	306.86	287.38
1+00	306.47	286.86
1+25	306.08	286.38
1+50	305.70	285.93
1+75	305.31	285.52
2+00	304.92	285.14
2+25	303.97	284.81
2+50	303.01	284.51
2+75	302.06	284.24
3+00	301.11	284.01
3+25	300.16	283.82
3+50	299.20	283.67
3+75	298.25	283.54
4+00	297.30	283.41
4+25	296.34	283.28
4+50	295.39	283.15
4+75	293.36	283.02
5+00	291.32	282.89
5+25	289.29	282.76
5+50	287.25	282.63
5+75	286.49	282.50
6+00	285.72	282.37

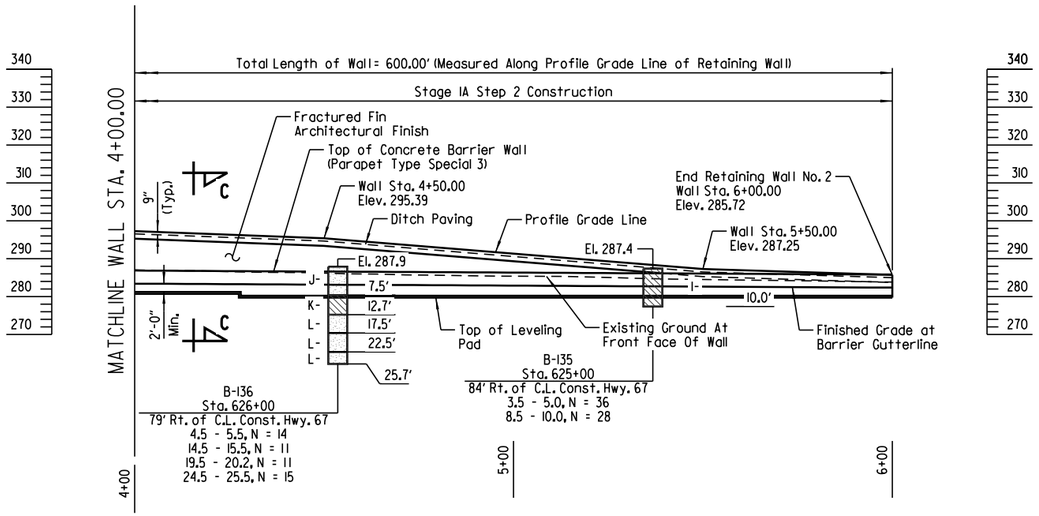
NOTES:
For "SECTION D-D", see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 2 are measured from CL Hwy. 67 to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

FOR R/W DATA, SEE RDWY. PLANS



ELEVATION - RETAINING WALL NO. 2
(Looking At Front Face)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

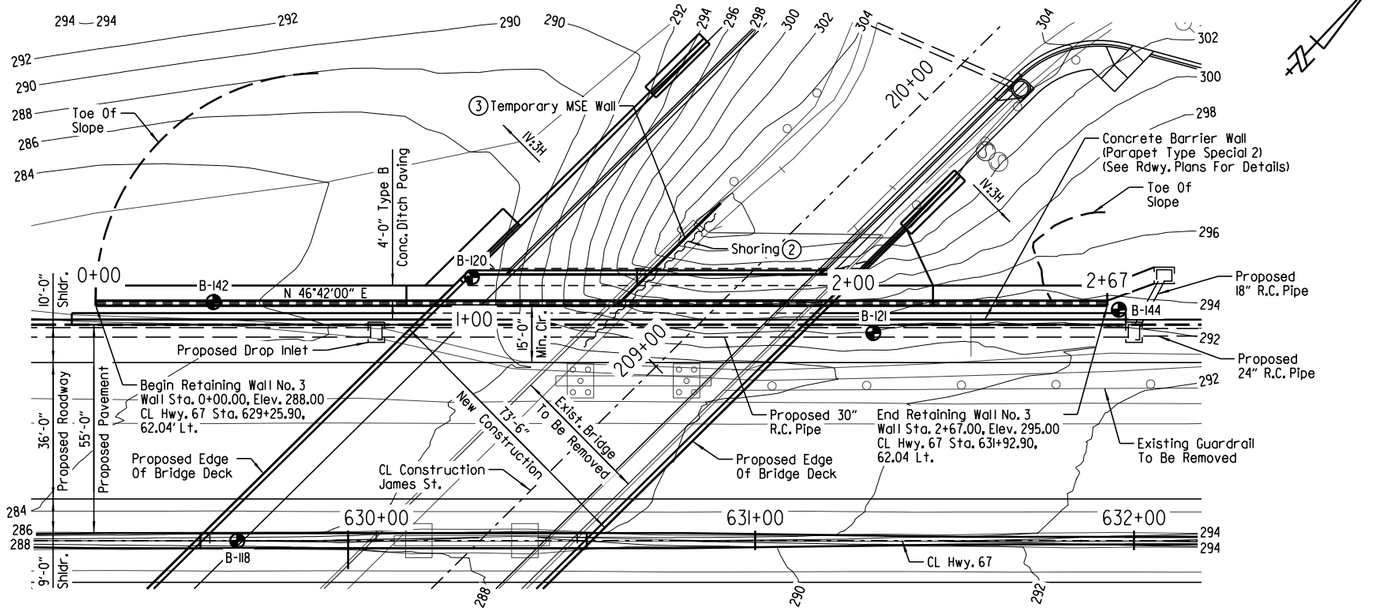
SHEET 6 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW6.DGN
CHECKED BY: DRG DATE: DEC. 2018 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: NOV. 2018
BRIDGE NO. DRAWING NO. 64790

abhall 5/6/2022 9:00:51 AM
WORKSPACE: ARDOT Bridge
L:\202\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S103-L0.dgn
REVISED DATE:

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.		CA0604	902	1104
(1)		WALL DETAILS		64791



PLAN - RETAINING WALL NO. 3

NOTES:
For "SECTION B-B" and "SECTION C-C", see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 3 are measured from CL Hwy. 67 to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

WALL NO. 3 DESIGN PARAMETERS

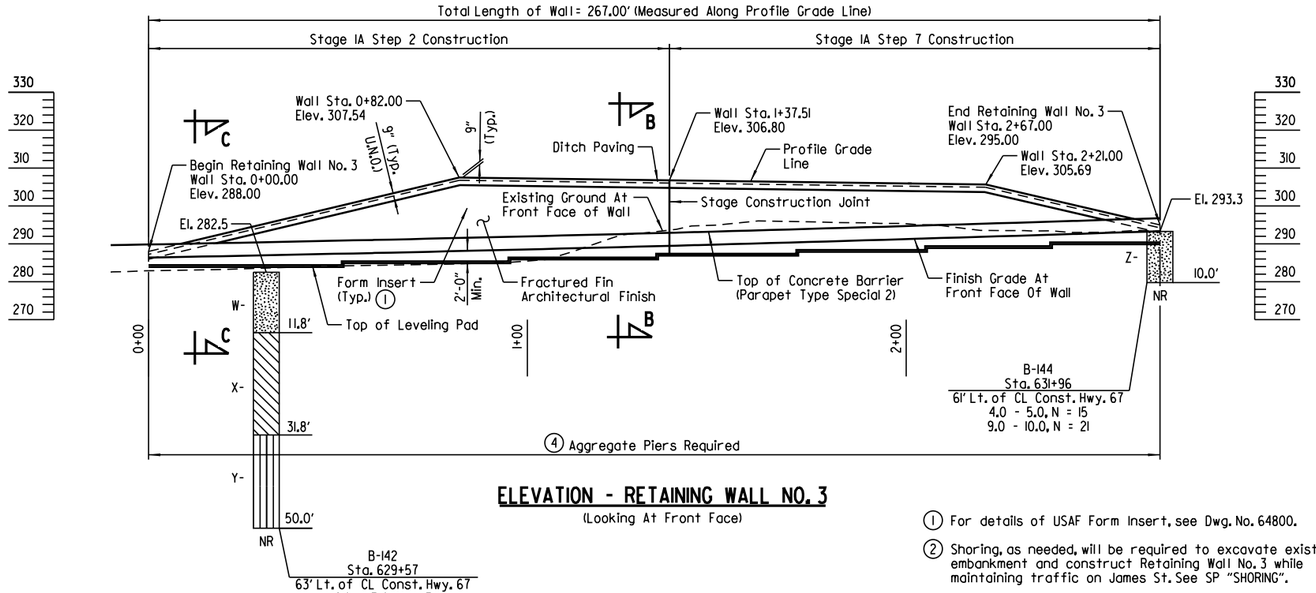
Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
(4) (5) 6.4	0.7 H

(5) Factored Bearing Resistance based on preliminary design using a pier coverage ratio of 20% and pier depth equal to 16'-0".

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

WALL NO. 3 BACKFILL

METHOD A	METHOD B
ACCEPTABLE	ACCEPTABLE



ELEVATION - RETAINING WALL NO. 3
(Looking At Front Face)

RETAINING WALL NO. 3 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	FINISHED GRADE ELEV.
0+00.00	288.00	286.40
0+25.00	293.96	286.89
0+50.00	299.92	287.40
0+75.00	305.87	287.96
1+00.00	307.30	288.55
1+25.00	306.97	289.17
1+50.00	306.64	289.84
1+75.00	306.30	290.54
2+00.00	305.97	291.28
2+25.00	304.76	292.03
2+50.00	298.95	292.81
2+67.00	295.00	293.36

FOR R/W DATA, SEE RDWY. PLANS

B-142
Sta. 629+57
63' Lt. of CL Const. Hwy. 67
4.0 - 5.0, N = 15
9.0 - 10.0, N = 16
14.0 - 15.0, N = 27
19.0 - 20.0, N = 31
24.0 - 25.0, N = 33
29.0 - 30.0, N = 34
34.0 - 35.0, N = 57
38.5 - 39.5, N = 50/0.5"
43.5 - 44.5, N = 50/0.5"
48.5 - 49.5, N = 50/0.5"

(1) For details of USAF Form Insert, see Dwg. No. 64800.

(2) Shoring, as needed, will be required to excavate existing embankment and construct Retaining Wall No. 3 while maintaining traffic on James St. See SP "SHORING".

(3) Temporary MSE Wall required. See SP "TEMPORARY RETAINING WALL".

(4) Aggregate Piers required. See SP "FOUNDATION IMPROVEMENT - AGGREGATE PIERS"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 7 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW7.DGN
CHECKED BY: DRG DATE: DEC. 2018 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: OCT. 2018
BRIDGE NO. DRAWING NO. 64791

abhall 5/6/2022 9:00:52 AM
WORKSPACE: ARDOT Bridge
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REVISED DATE:

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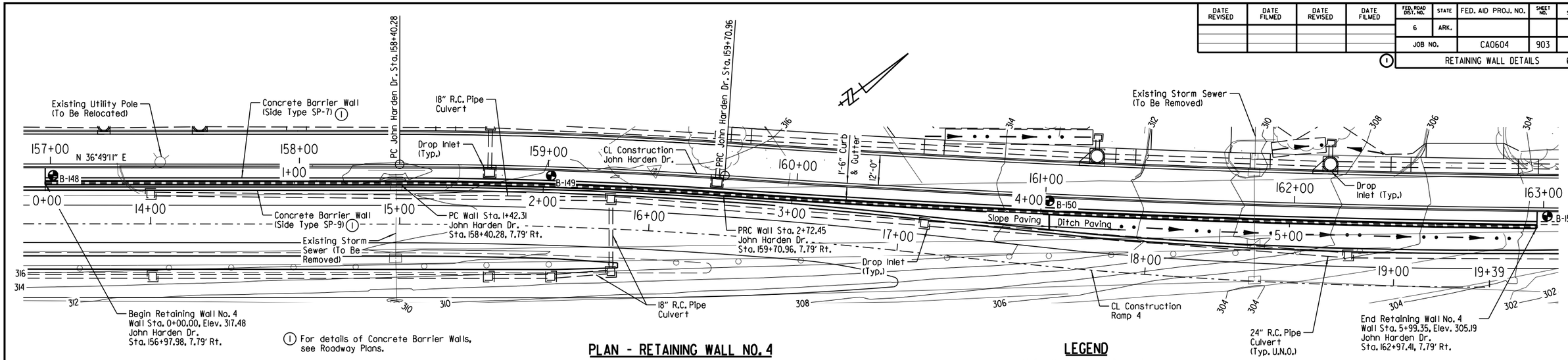
				JOB NO.		CA0604	903	1104
				①		RETAINING WALL DETAILS		64792

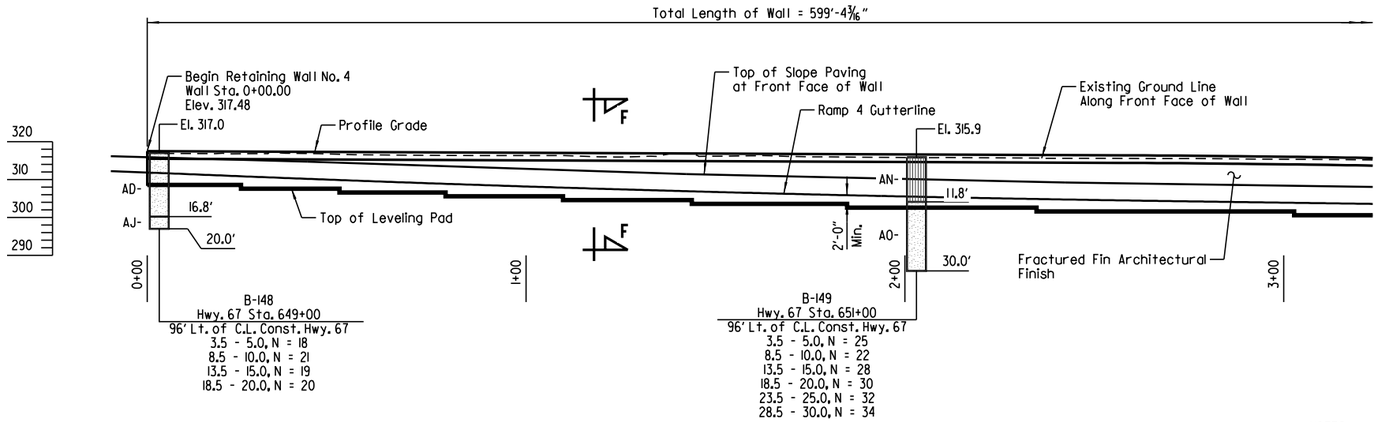


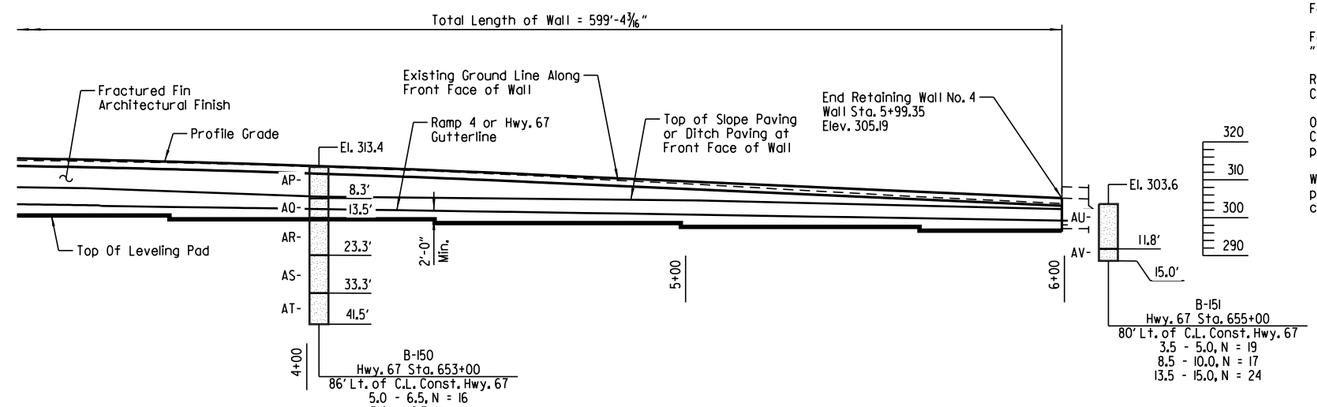
① For details of Concrete Barrier Walls, see Roadway Plans.

PLAN - RETAINING WALL NO. 4

LEGEND

U.N.O. = Unless Noted Otherwise





ELEVATION - RETAINING WALL NO. 4

(Looking At Front Face)

FOR R/W DATA, SEE ROADWAY PLANS

HORIZONTAL CURVE NO. 1 DATA

CL Construction John Harden Dr.
PI = 159+05.65
Δ = 3°52'18" Rt.
D = 2°57'46"
T = 65.36'
L = 130.67'
R = 1933.86'

HORIZONTAL CURVE NO. 2 DATA

CL Construction John Harden Dr.
PI = 161+64.81
Δ = 3°52'18" Lt.
D = 0°59'56"
T = 193.85'
L = 387.56'
R = 5735.58'

NOTES:
For "SECTION F-F", see Dwg. No. 64800.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Retaining Wall No. 4 alignment is concentric with and parallel to CL Construction John Harden Dr.

Offset dimensions for Retaining Wall No. 4 are measured from CL Construction John Harden Dr. to front face of precast fascia panel.

Wall stationing and wall alignment shown are along front face of precast fascia panel. Profile Grade Elevations shown are at top of coping. See "SECTION F-F" on Dwg. No. 64800.

RETAINING WALL ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	RAMP 4 OR HWY. 67 GUTTERLINE ELEV.
0+00.00	317.48	311.86
0+25.00	317.37	310.86
0+50.00	317.27	309.90
0+75.00	317.16	309.00
1+00.00	317.06	308.17
1+25.00	316.95	307.41
1+50.00	316.85	306.72
1+75.00	316.74	306.09
2+00.00	316.64	305.53
2+25.00	316.53	305.04
2+50.00	316.43	304.61
2+75.00	316.29	304.25
3+00.00	316.04	303.90
3+25.00	315.66	303.55
3+50.00	315.15	303.06
3+75.00	314.52	302.70
4+00.00	313.76	302.35
4+25.00	312.87	301.99
4+50.00	311.86	301.62
4+75.00	310.75	301.24
5+00.00	309.63	300.85
5+25.00	308.52	300.46
5+50.00	307.40	300.06
5+75.00	306.28	299.65
5+99.35	305.19	299.25

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 8 OF 17
DETAILS OF RETAINING WALL NOS. 1-8

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: OCT. 2021 FILENAME: BCA0604_RW8.DGN
CHECKED BY: ABH DATE: NOV. 2021 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: OCT. 2021
BRIDGE NO. DRAWING NO. 64792

abhall 5/6/2022 9:00:53 AM
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L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S105-L0.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0604	904	1104
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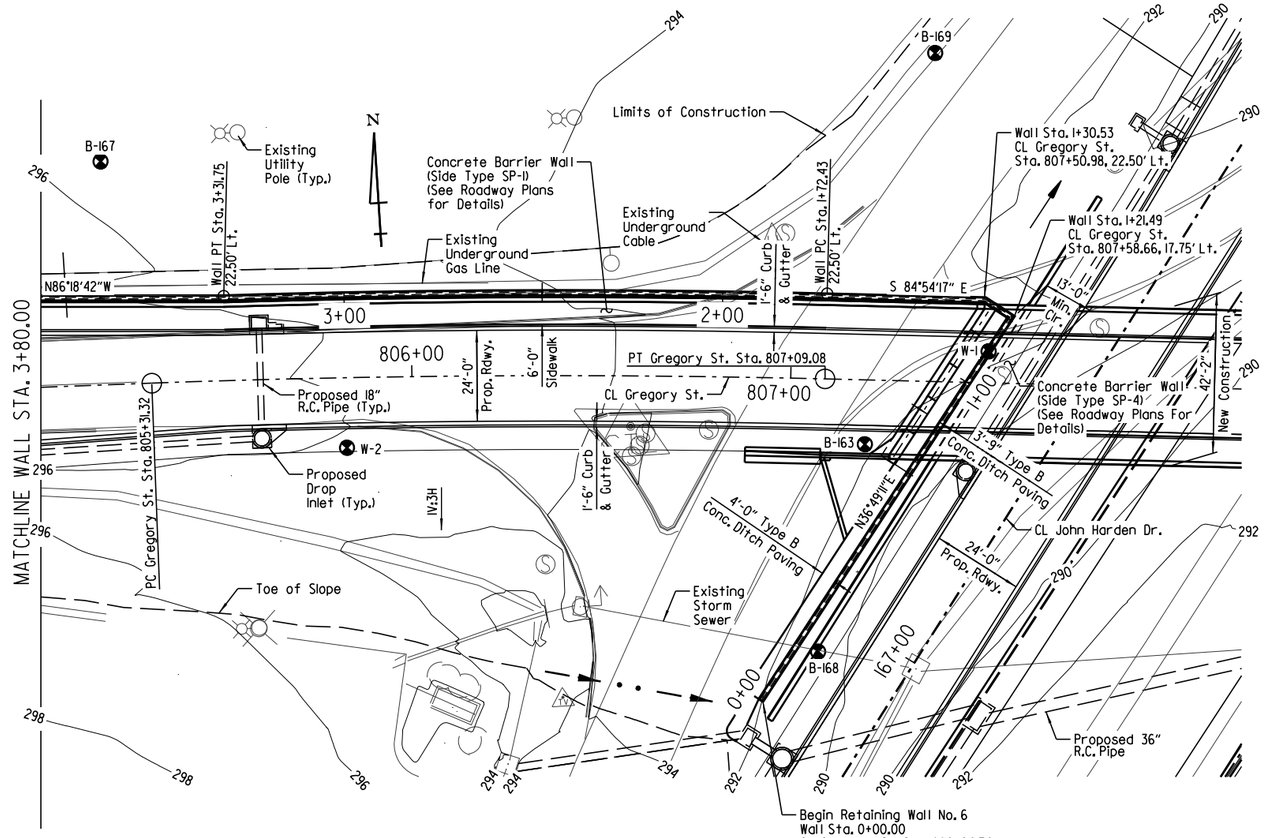


PLAN - RETAINING WALL NO. 5

HORIZONTAL CURVE NO. 1 DATA

Retaining Wall No. 5
PI = 2+52.11
Δ = 3°09'41" Lt.
D = 1°59'04"
T = 79.68'
L = 159.32'
R = 2887.29'

NOTES:
For "SECTION A-A", "SECTION B-B", and "SECTION C-C" see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 5 are measured from CL Gregory St. or CL N. Bailey Blvd. Conn. to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

WALL NO. 5 BACKFILL

METHOD A	METHOD B
ACCEPTABLE	ACCEPTABLE

WALL NO. 5 DESIGN PARAMETERS

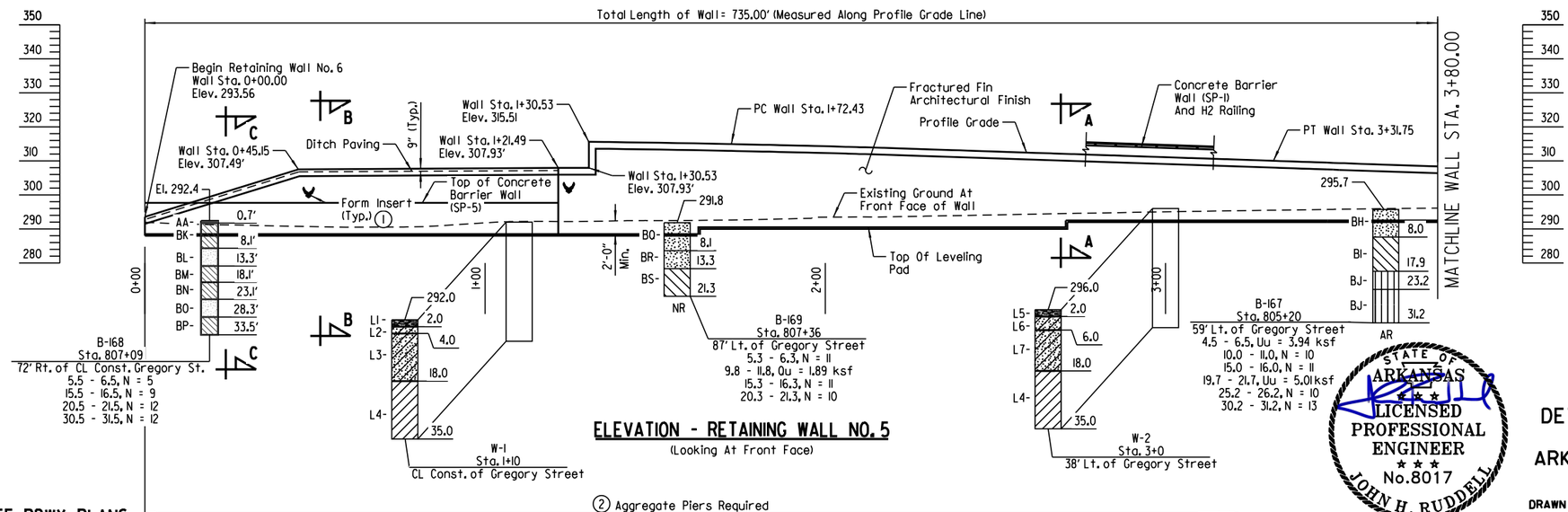
	Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
(2) Sta. 0+00 To Sta. 5+25	(3) 5.5	0.7 H
Sta. 5+25 To Sta. 7+35	3.4	0.7 H

(3) Factored Bearing Resistance based on preliminary design using a pier coverage ratio of 20% and pier depth equal to 18'.

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

(1) For details of USAF Form Insert, see Dwg. No. 64800.

(2) Aggregate Piers required. See SP "FOUNDATION IMPROVEMENT - AGGREGATE PIERS".



ELEVATION - RETAINING WALL NO. 5

(Looking At Front Face)

N-VALUES

W-1	W-2
0.5-1.5, N=22	0.5-1.5, N=50/6"
2.5-3.5, N=10	2.5-3.5, N=10
4.5-5.5, N=4	4.5-5.5, N=11
6.5-7.5, N=9	6.5-7.5, N=17
9.0-10.0, N=15	9.0-10.0, N=18
14.0-15.0, N=18	14.0-15.0, N=18
19.0-20.0, N=16	19.0-20.0, N=17
24.0-25.0, N=19	24.0-25.0, N=16
29.0-30.0, N=18	29.0-30.0, N=20
34.0-35.0, N=22	34.0-35.0, N=25

FOR R/W DATA, SEE RDWY. PLANS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 9 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW9.DGN
CHECKED BY: DRG DATE: JAN. 2019 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: NOV. 2018
BRIDGE NO. DRAWING NO. 64793

abnail 5/6/2022 9:00:54 AM
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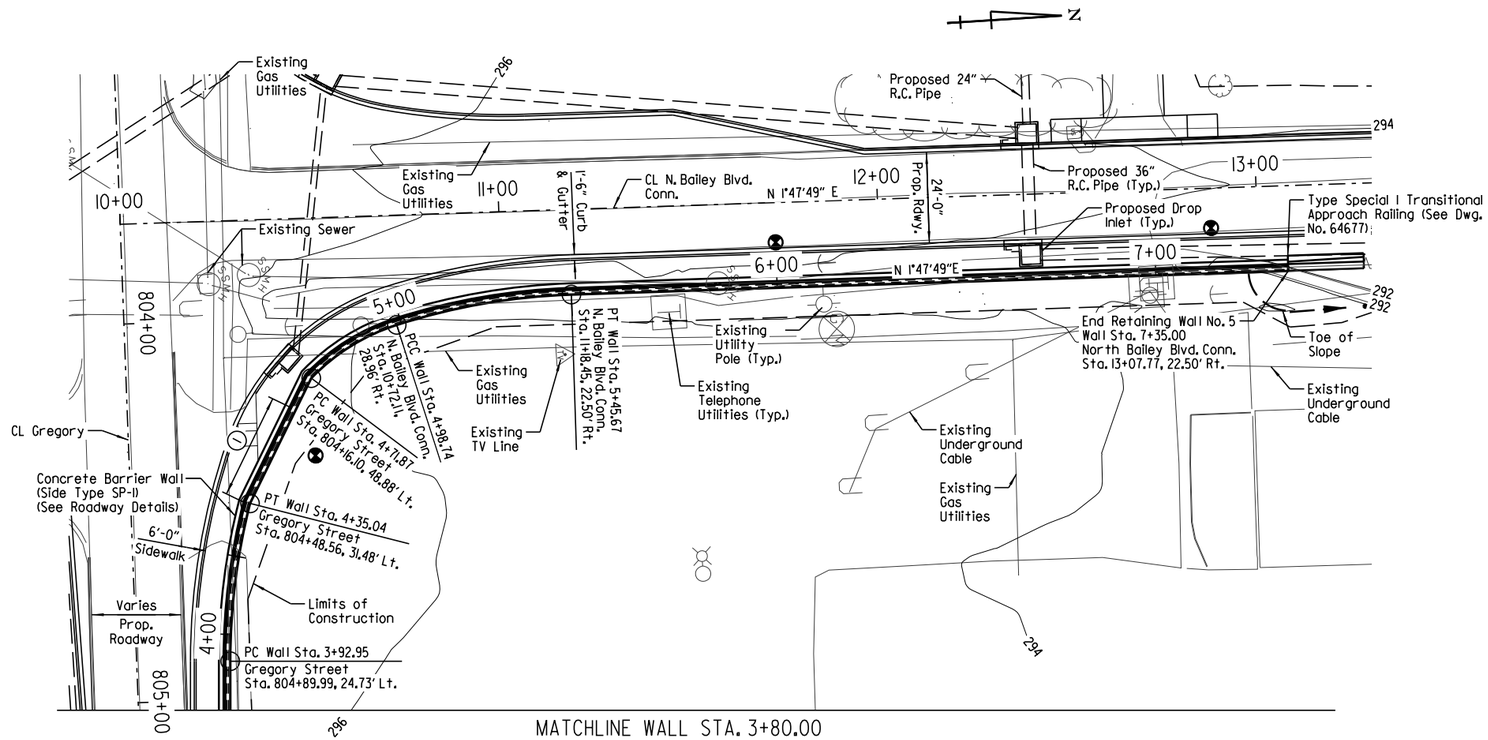
L:\202\2017\32 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-SI06-L0.dgn
REVISED DATE:

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.		CA0604	905	1104
				①		WALL DETAILS		64794



PLAN - RETAINING WALL NO. 5

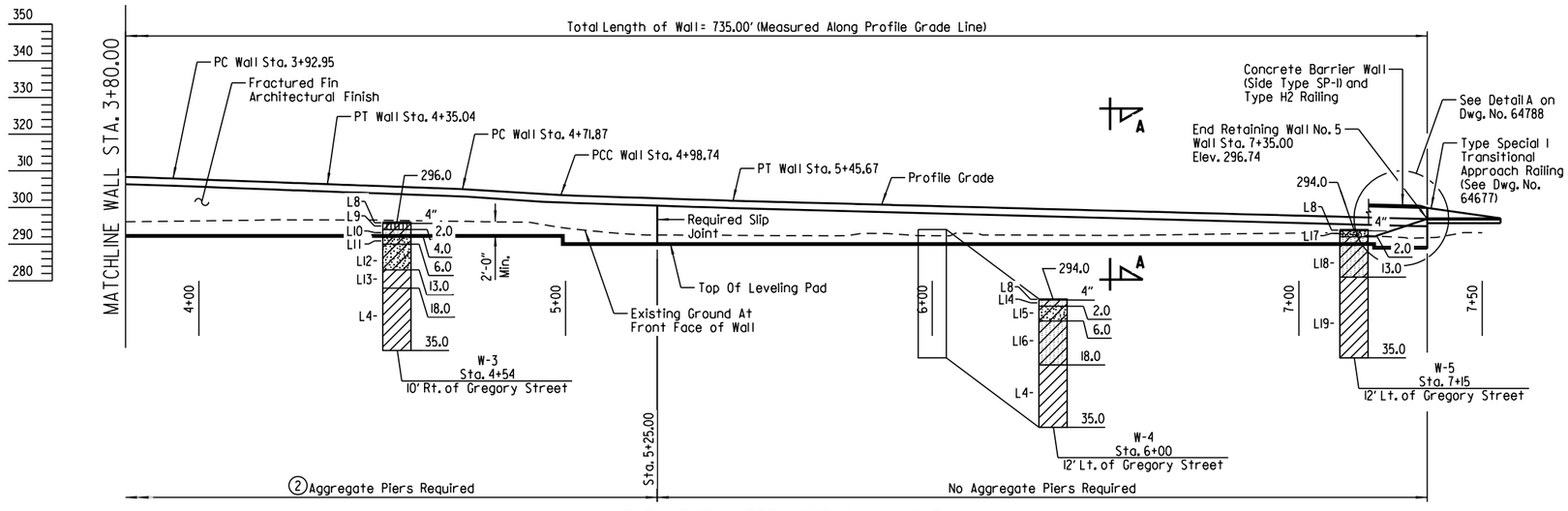
LEGEND

WOH = Weight Of Hammer

① Limits of Concrete Barrier Wall (SP-1A) (See Roadway Plans for details)

② Aggregate Piers required. See SP "FOUNDATION IMPROVEMENT - AGGREGATE PIERS".

FOR R/W DATA, SEE RDWY. PLANS



ELEVATION - RETAINING WALL NO. 5

(Looking At Front Face)

RETAINING WALL NO. 5 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND ELEV.
0+00.00	293.56	291.96
0+25.00	301.27	291.18
0+50.00	307.52	290.68
0+75.00	307.66	290.55
1+00.00	307.81	291.80
1+25.00	307.93	292.16
1+50.00	315.31	292.45
1+75.00	314.86	292.63
2+00.00	314.27	293.45
2+25.00	313.55	293.66
2+50.00	312.72	294.12
2+75.00	311.89	294.58
3+00.00	311.06	295.03
3+25.00	310.23	295.40
3+50.00	309.38	295.74
3+75.00	308.53	296.05
4+00.00	307.65	296.34
4+25.00	306.70	296.60
4+50.00	305.78	296.51
4+75.00	304.51	296.17
5+00.00	303.33	294.39
5+25.00	302.47	292.49
5+50.00	301.70	292.36
5+75.00	301.04	292.31
6+00.00	300.38	292.32
6+25.00	299.72	292.46
6+50.00	299.07	292.37
6+75.00	298.39	292.71
7+00.00	297.71	293.01
7+25.00	297.02	291.99
7+35.00	296.74	291.77

HORIZONTAL CURVE NO. 2 DATA

Retaining Wall No. 5
PI = 4+14.11
Δ = 14°13'33" Rt.
D = 33°48'10"
T = 21.15'
L = 42.08'
R = 169.50'

HORIZONTAL CURVE NO. 3 DATA

Retaining Wall No. 5
PI = 4+85.58
Δ = 28°14'55" Rt.
D = 105°07'48"
T = 13.71'
L = 26.87'
R = 54.50'

HORIZONTAL CURVE NO. 4 DATA

Retaining Wall No. 5
PI = 5+22.36
Δ = 15°51'54" Rt.
D = 33°48'10"
T = 23.62'
L = 46.93'
R = 169.50'

N-VALUES

W-3	W-4	W-5
0.5-1.5, N=5	0.5-1.5, N=12	0.5-1.5, N=9
2.5-3.5, N=4	2.5-3.5, N=9	2.5-3.5, N=9
4.5-5.5, N=0/WOH	4.5-5.5, N=12	4.5-5.5, N=8
6.5-7.5, N=3	6.5-7.5, N=10	6.5-7.5, N=14
9.0-10.0, N=8	9.0-10.0, N=12	9.0-10.0, N=18
14.0-15.0, N=17	14.0-15.0, N=13	14.0-15.0, N=15
19.0-20.0, N=20	19.0-20.0, N=15	19.0-20.0, N=14
24.0-25.0, N=21	24.0-25.0, N=16	24.0-25.0, N=15
29.0-30.0, N=22	29.0-30.0, N=21	29.0-30.0, N=20
34.0-35.0, N=25	34.0-35.0, N=26	34.0-35.0, N=26

NOTES:
For "SECTION A-A", see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 5 are measured from CL Gregory St. or CL N. Bailey Blvd. Conn. to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL

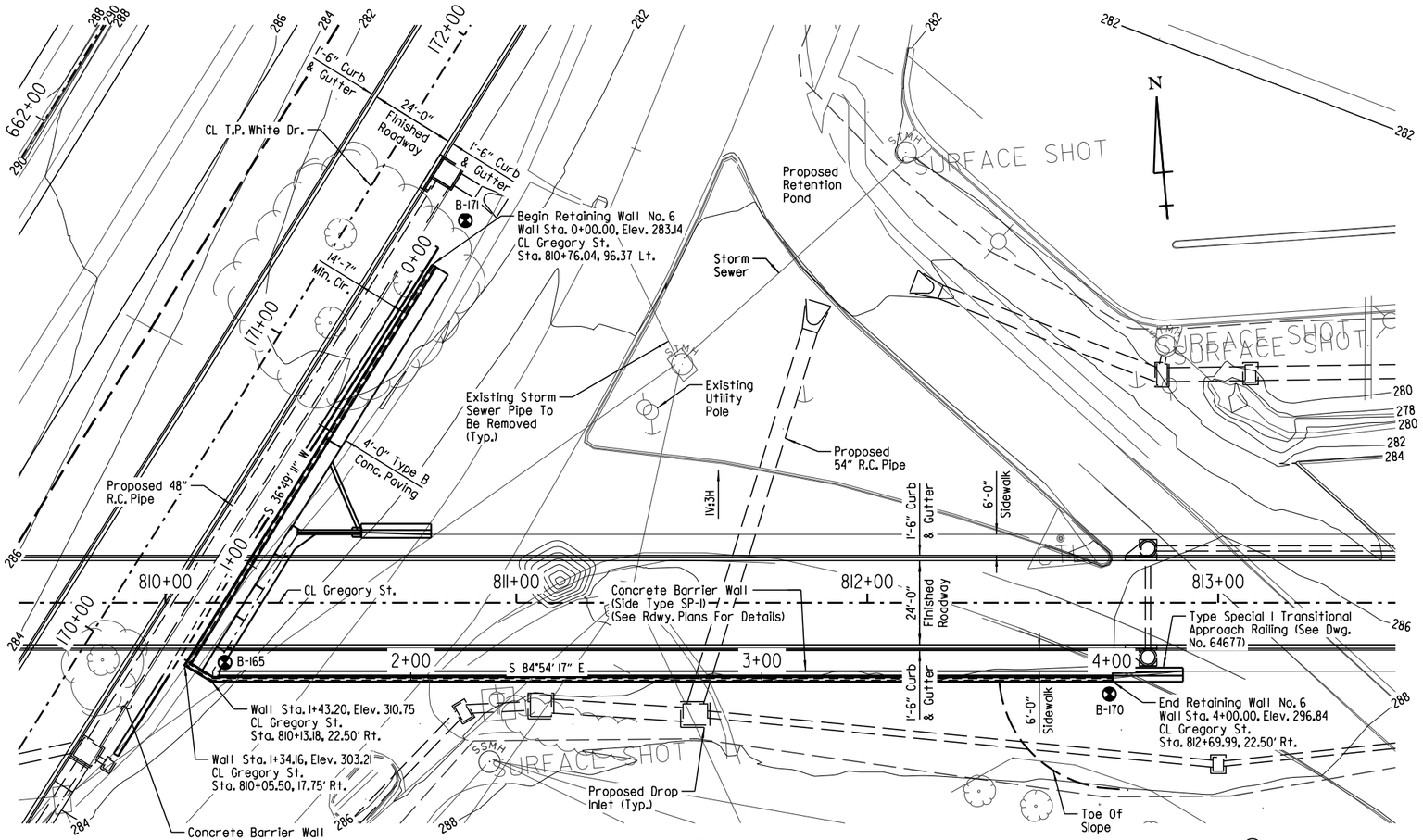
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 10 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW10.DGN
CHECKED BY: DRG DATE: JAN. 2019 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: NOV. 2018
BRIDGE NO. DRAWING NO. 64794

abhall 5/6/2022 9:00:54 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-SI07-L0.dgn
REVISED DATE:

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.		CA0604	906	1104
				①		WALL DETAILS		64795



PLAN - RETAINING WALL NO. 6

RETAINING WALL NO. 6 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND ELEV.
0+00.00	283.14	281.50
0+25.00	291.05	281.82
0+50.00	298.97	282.06
0+75.00	301.89	282.38
1+00.00	302.45	282.76
1+25.00	303.01	283.11
1+50.00	310.49	284.00
1+75.00	309.20	284.81
2+00.00	307.81	284.89
2+25.00	306.42	285.17
2+50.00	305.04	285.59
2+75.00	303.65	286.07
3+00.00	302.26	286.07
3+25.00	300.87	286.31
3+50.00	299.49	286.01
3+75.00	298.13	286.21
4+00.00	296.85	286.27

WALL NO. 6 BACKFILL

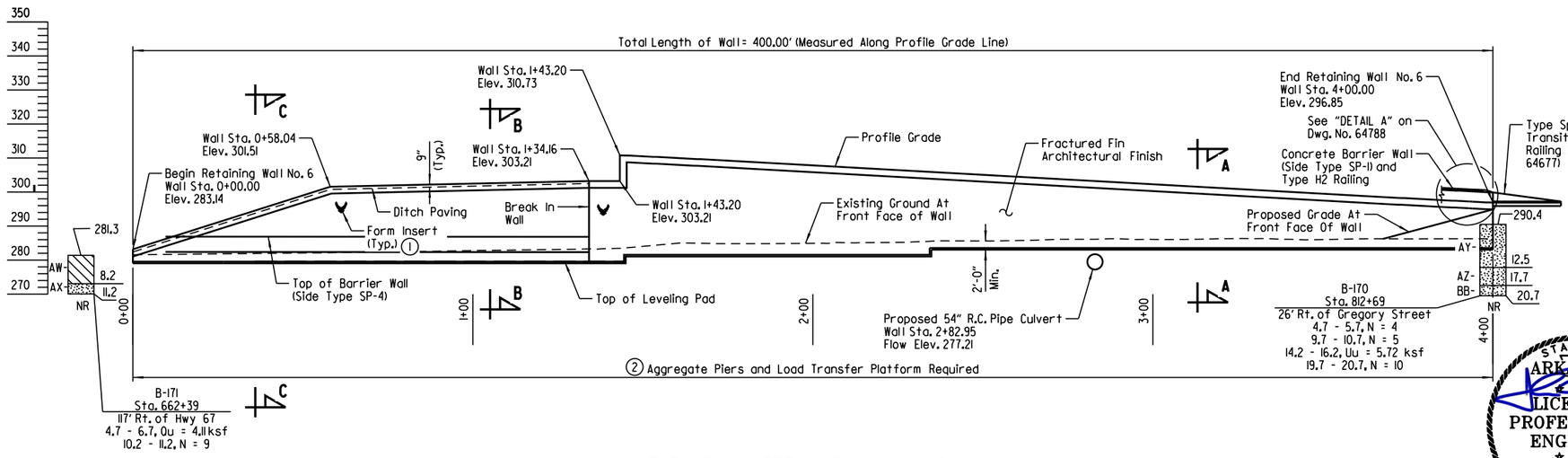
METHOD A	METHOD B
ACCEPTABLE	ACCEPTABLE

WALL NO. 6 DESIGN PARAMETERS

Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
②③ 8.6	0.7 H

③ Factored Bearing Resistance based on preliminary design using a pier coverage ratio of 20% and pier depth equal to 17'-0".

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.



ELEVATION - RETAINING WALL NO. 6

(Looking At Front Face)

② Aggregate Pier with Load Transfer Platform required. See SP "FOUNDATION IMPROVEMENTS - AGGREGATE PIERS".

① For details of USAF Form Insert, see Dwg. No. 64800.

NOTES:
For "SECTION A-A", "SECTION B-B" & "SECTION C-C", see Dwg. No. 64799.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 6 are measured from CL Gregory St. to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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FOR R/W DATA, SEE RDWY. PLANS

SHEET 11 OF 17
DETAILS OF RETAINING WALL NOS. 1-8

ROUTE SEC.

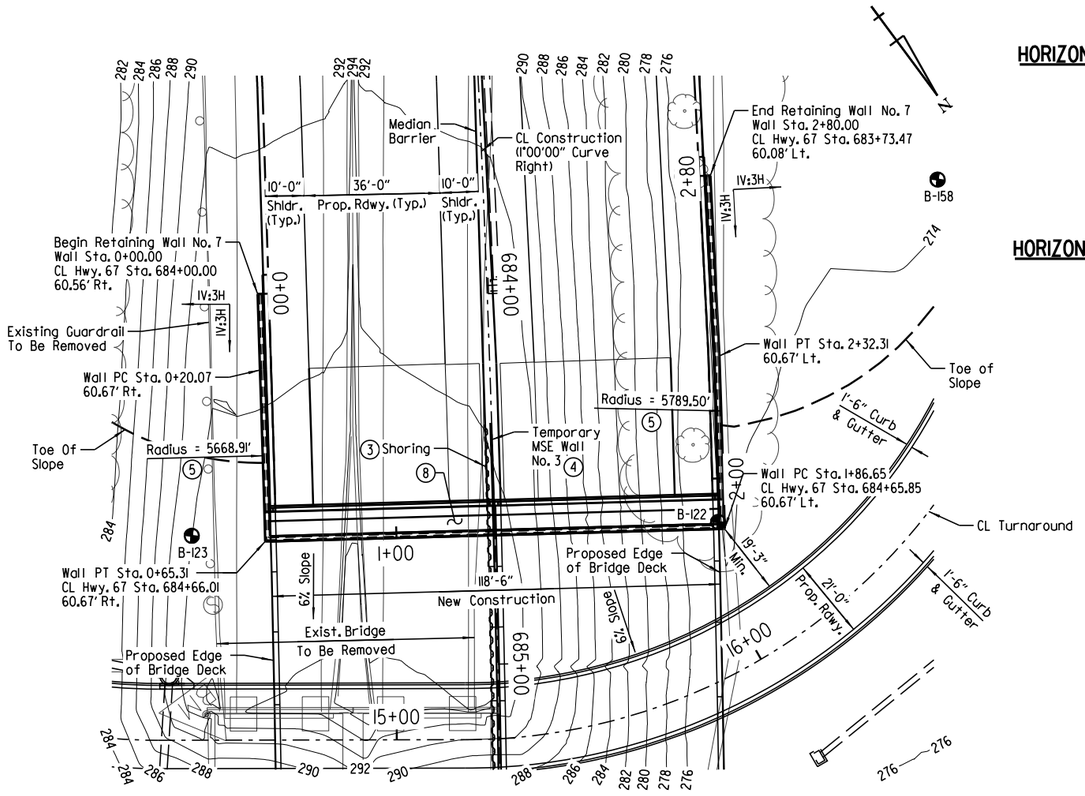
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW11.DGN
CHECKED BY: DRG DATE: DEC. 2018 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: NOV. 2018

BRIDGE NO. DRAWING NO. 64795

abhall 5/6/2022 9:00:55 AM
WORKSPACE: ARDOT Bridge
L:\2021\20117732 - Hwy 67 - Main to Vandenberg\Drawings\HW67-WALL-S108-10.dgn
REVISED DATE:

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.		CA0604	907	1104
				①		WALL DETAILS		64796



PLAN - RETAINING WALL NO. 7

HORIZONTAL CURVE NO. 1 DATA

Retaining Wall No. 7
PI = 0+42.69
Δ = 0°27'26" Rt.
D = 1°00'39"
T = 22.62'
L = 45.24'
R = 5668.91'

HORIZONTAL CURVE NO. 2 DATA

Retaining Wall No. 7
PI = 2+09.48
Δ = 0°27'07" Lt.
D = 0°59'23"
T = 22.83'
L = 45.66'
R = 5789.50'

NOTES:
For "SECTION D-D", see Dwg. No. 64799.

For "SECTION E-E", see Dwg. No. 64800

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & "TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 7 are measured from CL Hwy. 67 to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

WALL NO. 7 BACKFILL

METHOD A	METHOD B
ACCEPTABLE	ACCEPTABLE

RETAINING WALL NO. 7 ELEVATIONS

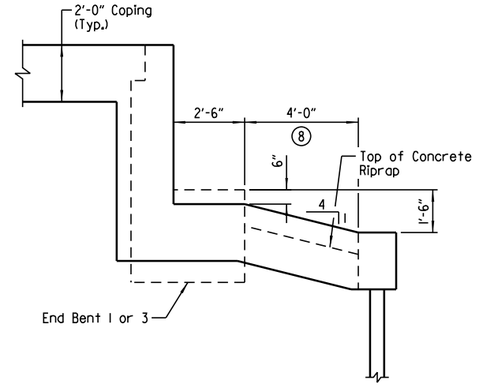
STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND ELEV.
0+00	296.00	293.17
0+25	296.66	293.86
0+50	297.29	294.53
0+75	291.13	295.13
1+00	291.74	295.22
1+25	292.34	294.65
1+50	292.93	286.41
1+75	293.54	276.24
2+00	300.42	273.83
2+25	299.81	273.66
2+50	299.17	273.50
2+75	298.50	273.46
2+80	298.36	273.46

WALL NO. 7 DESIGN PARAMETERS

Location	Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
LEVEL 1	4.0	0.7 H
LEVEL 2	⑥⑦ 7.2	0.7 H

⑦ Factored Bearing Resistance based on preliminary design using a pier coverage ratio of 20% and pier depth equal to 16'-0".

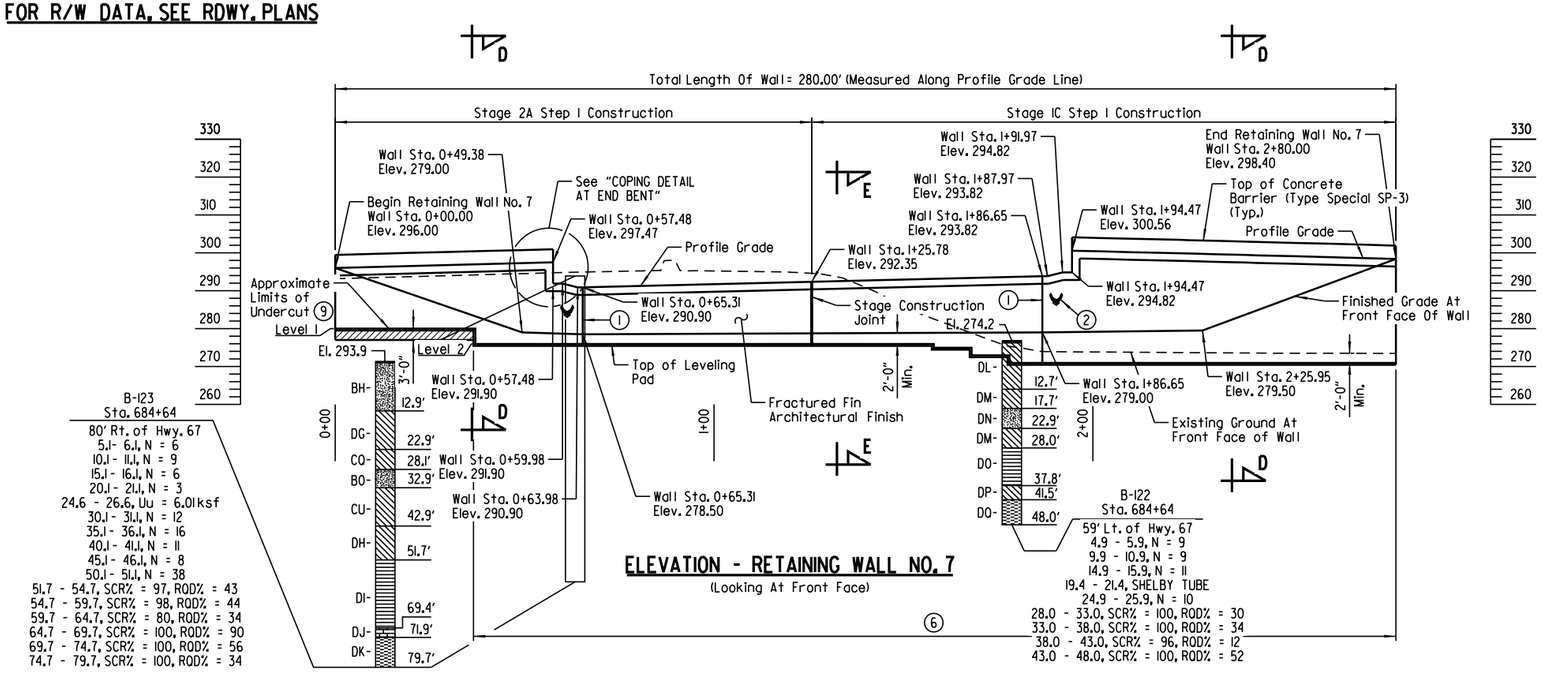
NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.



COPING DETAIL AT END BENT

Scale: 3/8" = 1'-0"

FOR R/W DATA, SEE RDWY. PLANS



B-123
Sta. 684+64
80' Rt. of Hwy. 67
5.1 - 6.1, N = 6
10.1 - 11.1, N = 9
15.1 - 16.1, N = 6
20.1 - 21.1, N = 3
24.6 - 26.6, Uu = 6.01ksf
30.1 - 31.1, N = 12
35.1 - 36.1, N = 16
40.1 - 41.1, N = 11
45.1 - 46.1, N = 8
50.1 - 51.1, N = 38
51.7 - 54.7, SCR% = 97, RQD% = 43
54.7 - 59.7, SCR% = 98, RQD% = 44
59.7 - 64.7, SCR% = 80, RQD% = 34
64.7 - 69.7, SCR% = 100, RQD% = 90
69.7 - 74.7, SCR% = 100, RQD% = 56
74.7 - 79.7, SCR% = 100, RQD% = 34

B-122
Sta. 684+64
59' Lt. of Hwy. 67
4.9 - 5.9, N = 9
9.9 - 10.9, N = 9
14.9 - 15.9, N = 11
19.4 - 21.4, SHELBY TUBE
24.9 - 25.9, N = 10
28.0 - 33.0, SCR% = 100, RQD% = 30
33.0 - 38.0, SCR% = 100, RQD% = 34
38.0 - 43.0, SCR% = 96, RQD% = 12
43.0 - 48.0, SCR% = 100, RQD% = 52

ELEVATION - RETAINING WALL NO. 7

(Looking At Front Face)

① 90° Break In Wall

② For details of USAF Form Insert, see Dwg. No. 64800.

③ Shoring, as needed, will be required to excavate existing embankment and construct Retaining Wall No. 7 while maintaining traffic on Hwy. 67. See SP "SHORING".

④ Temporary MSE wall required. See SP "TEMPORARY RETAINING WALL".

⑤ Radius measured to outside face of coping

⑥ Aggregate Piers required. See SP "FOUNDATION IMPROVEMENTS - AGGREGATE PIERS".

⑧ Place concrete riprap between end bent cap and MSE wall coping with concrete.

⑨ Backfill undercut areas with Stone Backfill. The top 6" shall be Aggregate Base Course (Class 7).

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 12 OF 17
DETAILS OF RETAINING WALL NOS. 1-8

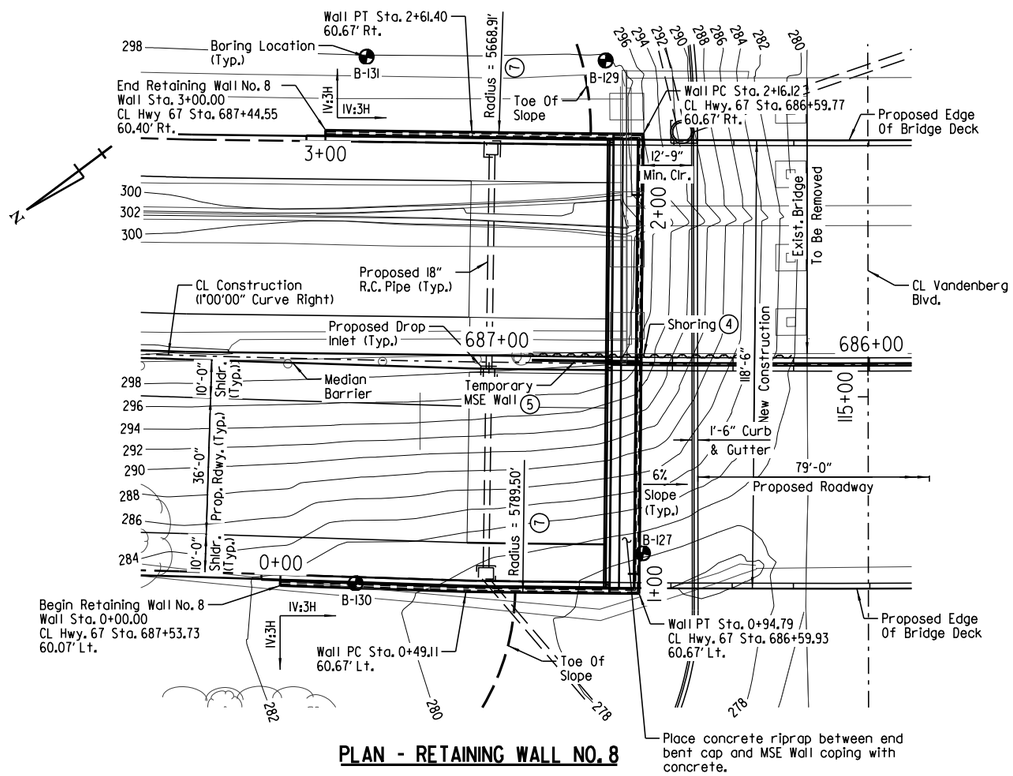
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2018 FILENAME: BCA0604_RW12.DGN
CHECKED BY: DRG DATE: JAN. 2019 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: DEC. 2018
BRIDGE NO. DRAWING NO. 64796

abhall 5/6/2022 9:00:56 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S109-L0.dgn
REVISED DATE:

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.		CA0604	908	1104
				①		WALL DETAILS		64797



PLAN - RETAINING WALL NO. 8

HORIZONTAL CURVE NO. 1 DATA

Retaining Wall No. 8
PI = 0+71.94
Δ = 0°27'07" Rt.
D = 0°59'23"
T = 22.83'
L = 45.68'
R = 5789.50'

HORIZONTAL CURVE NO. 2 DATA

Retaining Wall No. 8
PI = 2+38.77
Δ = 0°27'28" Rt.
D = 1°00'39"
T = 22.65'
L = 45.28'
R = 5668.91'

WALL NO. 8 BACKFILL

METHOD A	METHOD B
ACCEPTABLE	ACCEPTABLE

NOTES:
For "SECTION D-D", see Dwg. No. 64799.

For "SECTION E-E", see Dwg. No. 64800.

For "GENERAL NOTES (RETAINING WALL NOS. 1-8)", "BORING LEGEND", & TABLE OF QUANTITIES (WALL NOS. 1-8)", see Dwg. No. 64801.

Offset dimensions for Retaining Wall No. 8 are measured from CL Hwy. 67 to Profile Grade Line at top of front face of coping.

Wall stationing, wall alignment, and elevations shown are at Profile Grade Line at top of front face of coping.

RETAINING WALL NO. 8 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND ELEV.	FINISHED GROUND ELEV.
0+00.00	305.36	281.57	305.36
0+25.00	305.13	280.46	297.07
0+50.00	304.87	279.50	288.74
0+75.00	304.57	278.18	280.87
1+00.00	297.50	277.40	279.66
1+25.00	296.90	285.29	279.59
1+50.00	296.30	294.19	279.52
1+75.00	295.70	297.05	279.44
2+00.00	295.10	296.84	279.37
2+25.00	301.35	298.67	279.85
2+50.00	301.66	298.85	285.47
2+75.00	301.94	299.01	293.80
3+00.00	302.19	299.24	302.14

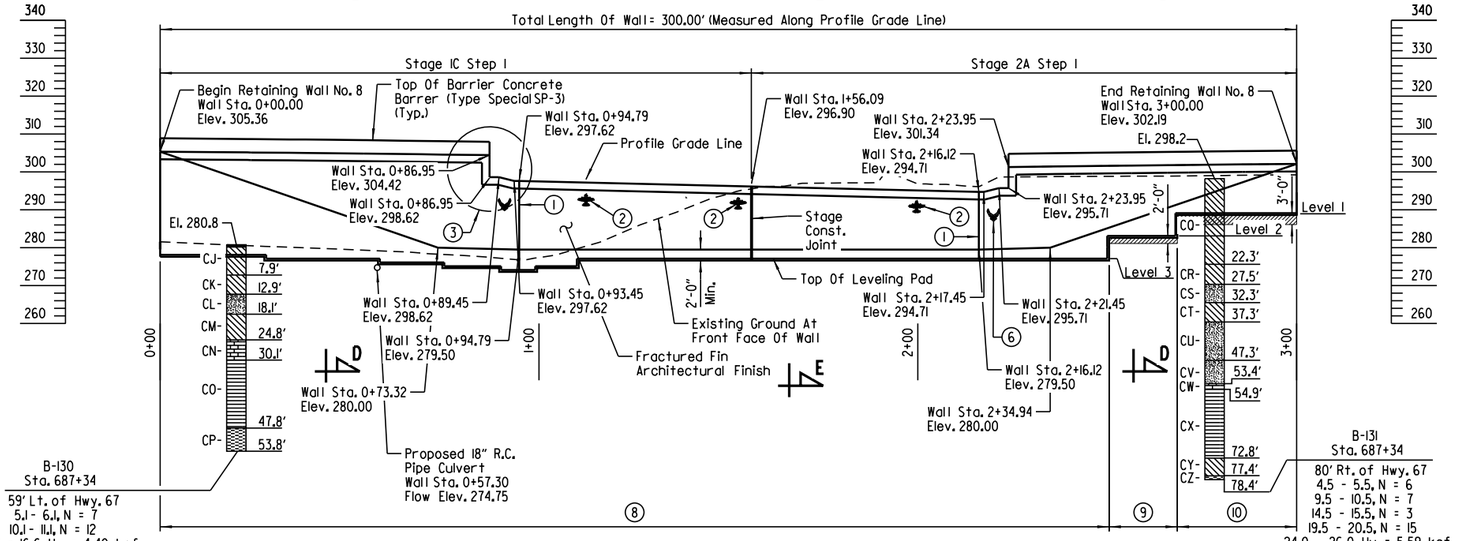
FOR R/W DATA, SEE RDWY. PLANS

WALL NO. 8 DESIGN PARAMETERS

Location	Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
LEVEL 1	4.0	0.7 H
LEVEL 2	5.3	0.7 H
LEVEL 3	(8)(9) 7.9	0.7 H

(9) Factored Bearing Resistance based on preliminary design using a pier coverage ratio of 20% and pier depth equal to 15'-0".

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.



ELEVATION - RETAINING WALL NO. 8

(Looking At Front Face)

B-130
Sta. 687+34
59' Lt. of Hwy. 67
5.1 - 6.1, N = 7
10.1 - 11.1, N = 12
14.6 - 16.6, Uu = 4.40 ksf
20.1 - 21.1, N = 15
24.6 - 24.8, N = 100+
24.8 - 28.8, SCR% = 65, RQD% = 18
28.8 - 33.8, SCR% = 100, RQD% = 42
33.8 - 38.8, SCR% = 100, RQD% = 24
38.8 - 43.8, SCR% = 98, RQD% = 40
43.8 - 48.8, SCR% = 60, RQD% = 14
48.8 - 53.8, SCR% = 86, RQD% = 50

B-131
Sta. 687+34
80' Rt. of Hwy. 67
4.5 - 5.5, N = 6
9.5 - 10.5, N = 7
14.5 - 15.5, N = 3
19.5 - 20.5, N = 15
24.0 - 26.0, Uu = 5.59 ksf
29.5 - 30.5, N = 15
34.5 - 35.5, N = 12
39.5 - 40.5, N = 13
44.5 - 45.5, N = 11
49.5 - 50.5, N = 52
53.4 - 58.4, SCR% = 100, RQD% = 42
58.4 - 63.4, SCR% = 100, RQD% = 34
63.4 - 68.4, SCR% = 76, RQD% = 22
68.4 - 73.4, SCR% = 100, RQD% = 92
73.4 - 78.4, SCR% = 100, RQD% = 56

(1) Break In Wall
(2) Plane Model. See Dwg. Nos. 64678 and 64679 for details.
(3) See "COPING DETAIL AT END BENTS" on Dwg. No. 64796
(4) Shoring, as needed, will be required to excavate existing embankment and construct Retaining Wall No. 8 while maintaining traffic on Hwy. 67. See SP "SHORING".
(5) Temporary MSE Wall required. See SP "TEMPORARY RETAINING WALL".
(6) For details of USAF Form Insert, see Dwg. No. 64800.
(7) Radius measured to outside face of coping
(8) Aggregate Piers required. See SP "FOUNDATION IMPROVEMENTS - AGGREGATE PIERS".
(9) Backfill undercut areas with Aggregate Base Course (Class 7).
(10) Backfill undercut areas with Stone Backfill . The top 6" shall be Aggregate Base Course (Class 7).

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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JOHN H. RUDDELL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

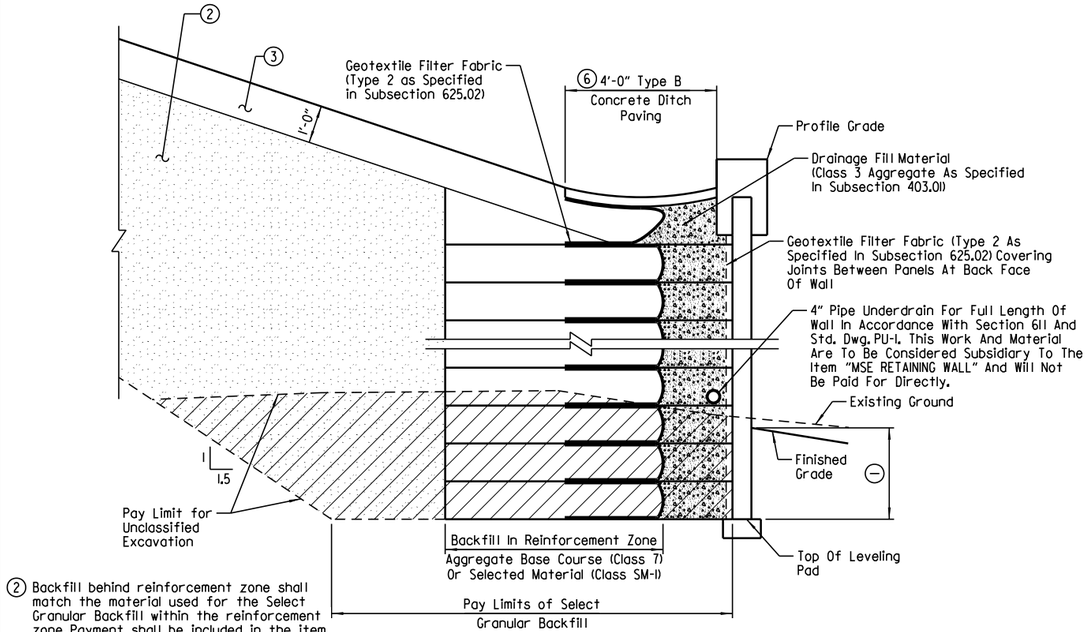
SHEET 13 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW13.DGN
CHECKED BY: DRG DATE: JAN. 2019 SCALE: 1" = 20'-0"
DESIGNED BY: CSW DATE: NOV. 2018
BRIDGE NO. DRAWING NO. 64797

abhall 5/6/2022 9:00:56 AM
WORKSPACE: ARDOT Bridge
L:\2021\20171732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-WALL-SHO-LO.dgn
REVISED DATE:

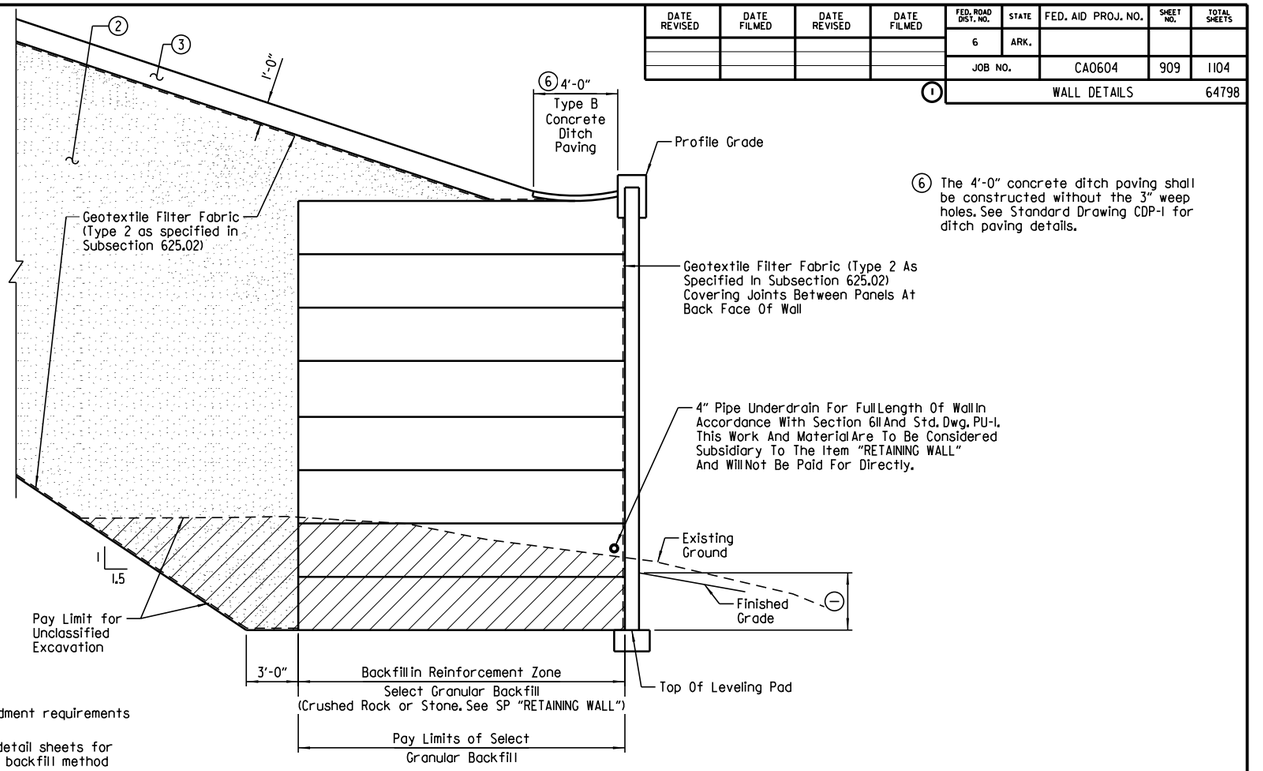
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	909	1104
				(1)		WALL DETAILS		64798

(3) Upper one foot of embankment shall be suitable to sustain vegetation.



(2) Backfill behind reinforcement zone shall match the material used for the Select Granular Backfill within the reinforcement zone. Payment shall be included in the item "SELECT GRANULAR BACKFILL".

(4) BACKFILL METHOD A
No Scale



(6) The 4'-0" concrete ditch paving shall be constructed without the 3" weep holes. See Standard Drawing CDP-1 for ditch paving details.

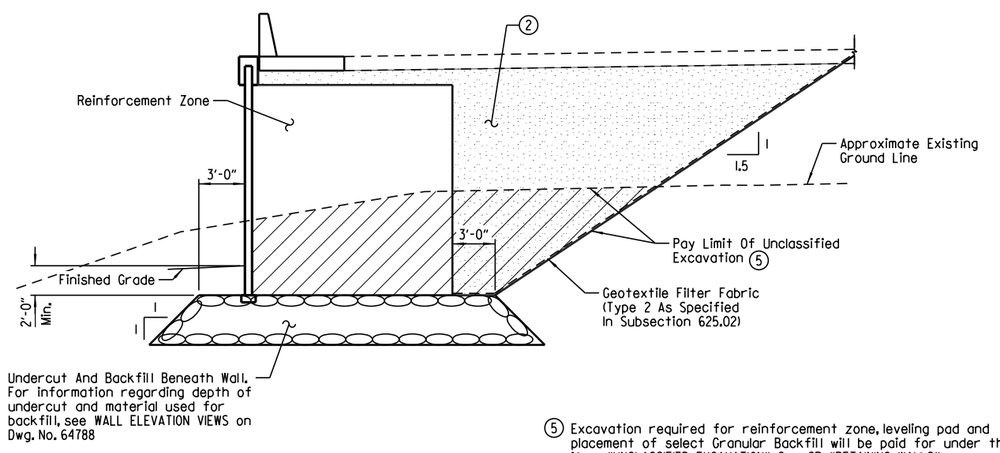
(1) See WALL ELEVATION VIEWS for embedment requirements

(4) See "WALL BACKFILL TABLE" on wall detail sheets for each individual wall for acceptable backfill method

(4) BACKFILL METHOD B
No Scale

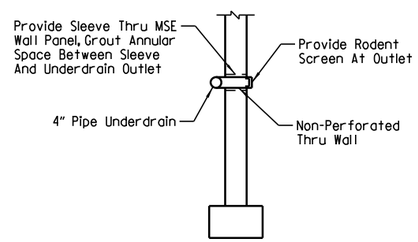
NOTES:
All backfill and drainage fill material within the reinforcement zone shall be included in the price bid for "SELECT GRANULAR BACKFILL".

MSE RETAINING WALL BACKFILL ALTERNATIVES

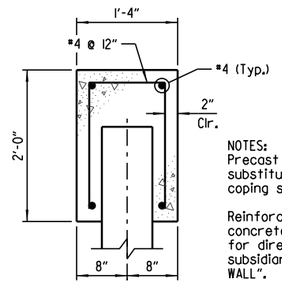


(5) Excavation required for reinforcement zone, leveling pad and placement of select Granular Backfill will be paid for under the pay item "UNCLASSIFIED EXCAVATION". See SP "RETAINING WALLS".

TYPICAL UNDERCUT & BACKFILL DETAIL - WALL NO. 1
No Scale



OUTLET DETAIL
No Scale



NOTES:
Precast concrete coping may be substituted for cast-in-place coping shown.

Reinforcing steel and concrete for concrete coping shall not be paid for directly but will be considered subsidiary to the item "RETAINING WALL".

COPING DETAIL
No Scale

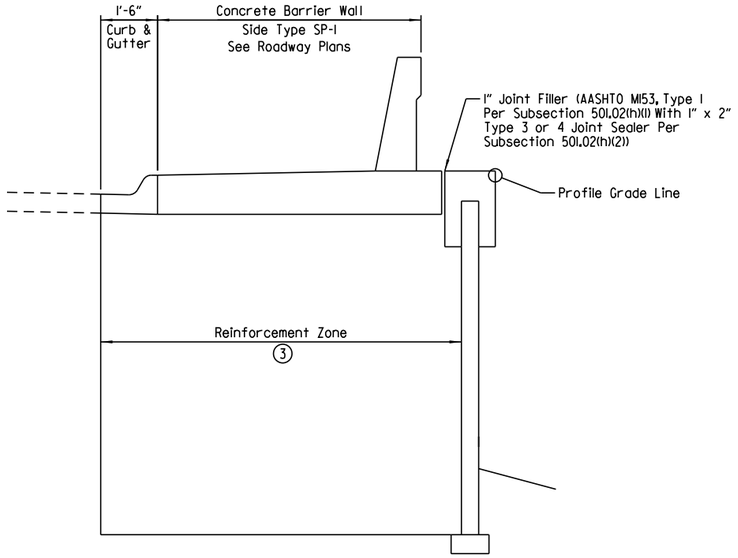
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 14 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

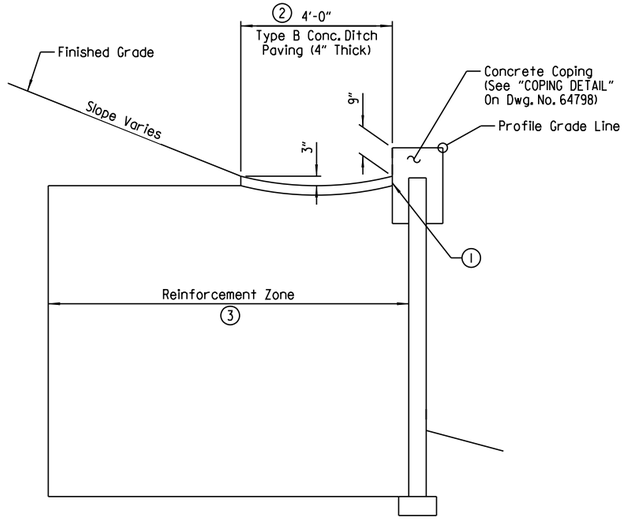
DRAWN BY: CSW DATE: NOV. 2018 FILENAME: BCA0604_RW14.dgn
CHECKED BY: JHR DATE: NOV. 2021 SCALE: As Shown
DESIGNED BY: DRG DATE: NOV. 2018
BRIDGE NO. DRAWING NO. 64798

abhall 5/6/2022 9:00:58 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S201-SX.dgn
REVISED DATE:

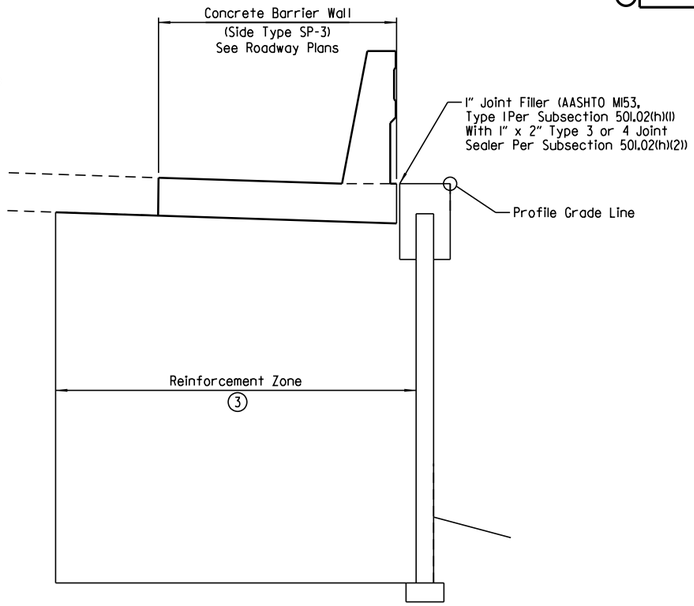
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	910	1104
				①		WALL DETAILS		64799



SECTION A-A
Scale: ½" = 1'-0"



SECTION C-C
Scale: ½" = 1'-0"



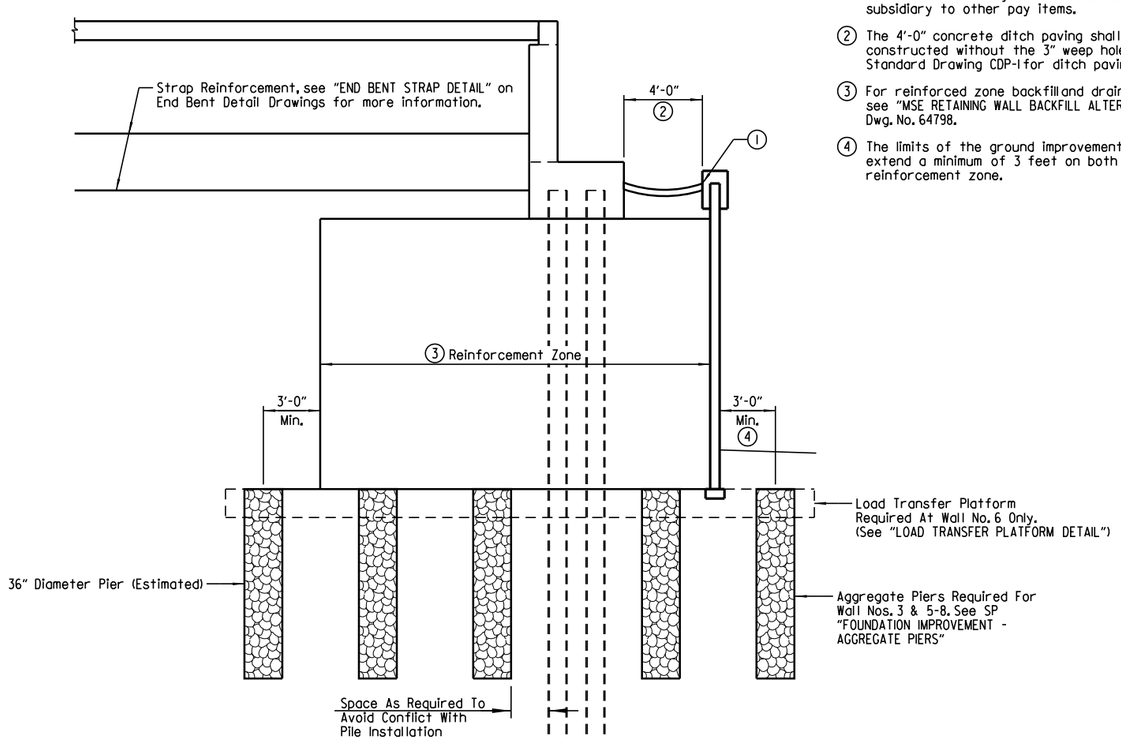
SECTION D-D
Scale: ⅜" = 1'-0"

① ½" Preformed joint filler (AASHTO M153 Type II) per subsection 501.02(h)(1) with ½" x 1" Type 3 or 4 joint sealer per Subsection 501.02(h)(2). Payment will not be made directly but will be considered subsidiary to other pay items.

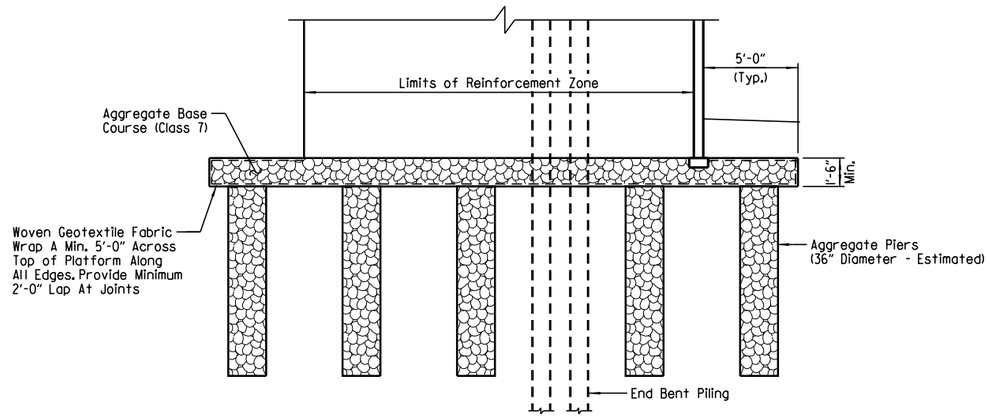
② The 4'-0" concrete ditch paving shall be constructed without the 3" weep holes. See Standard Drawing CDP-1 for ditch paving details.

③ For reinforced zone backfill and drainage details, see "MSE RETAINING WALL BACKFILL ALTERNATIVES" on Dwg. No. 64798.

④ The limits of the ground improvements shall extend a minimum of 3 feet on both sides of the reinforcement zone.



SECTION B-B
Scale: ¼" = 1'-0"



LOAD TRANSFER PLATFORM DETAIL AT WALL NO. 6
Scale: ¼" = 1'-0"

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LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 15 OF 17
DETAILS OF RETAINING WALL NOS. 1-8

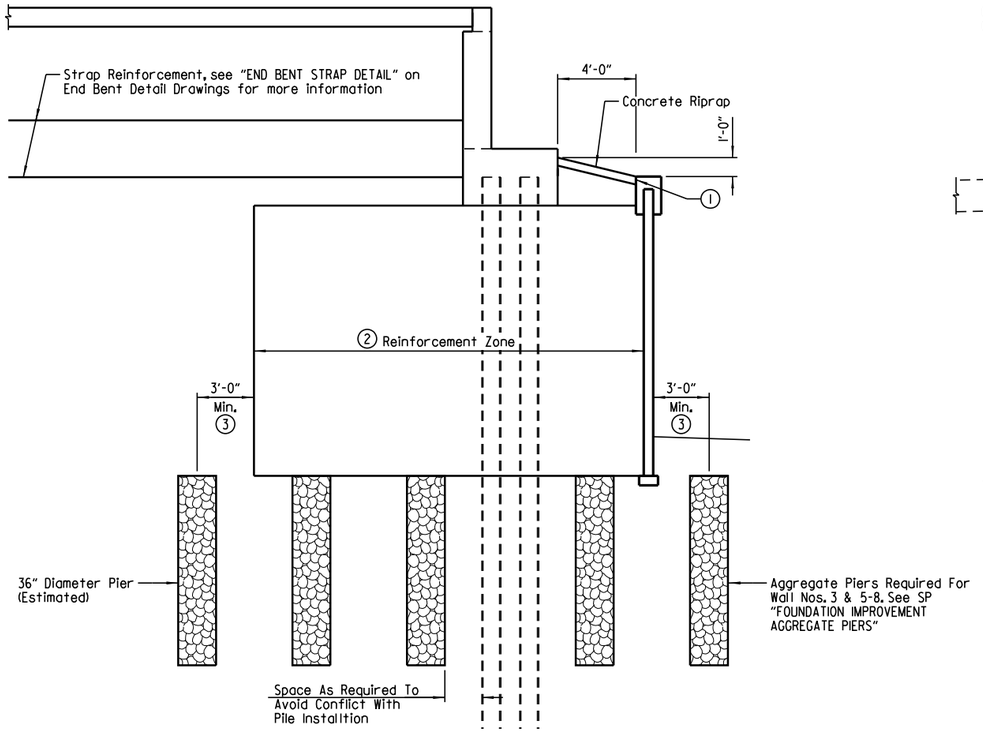
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

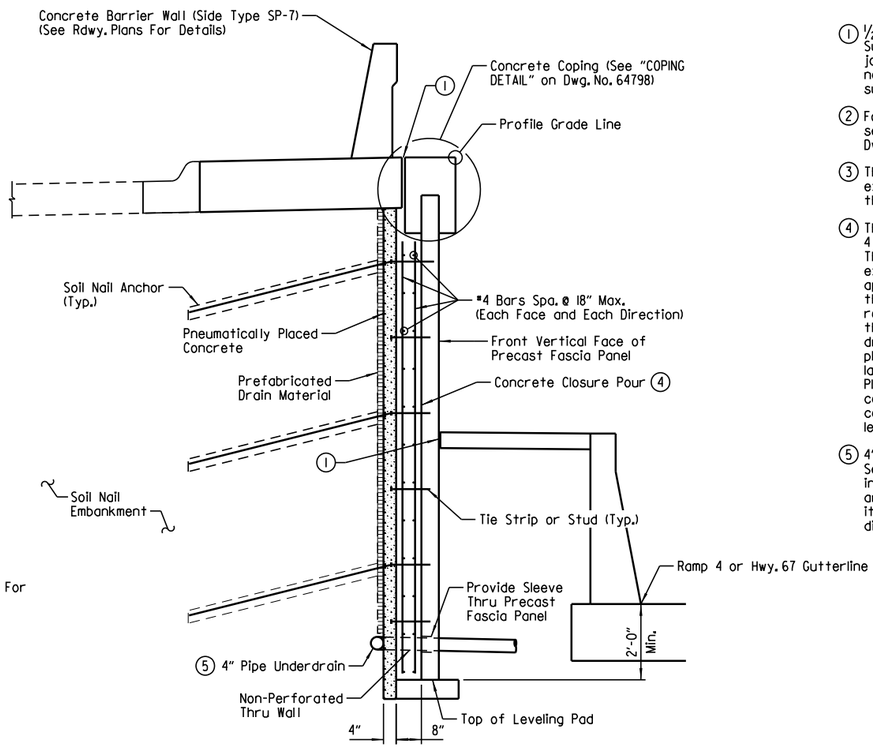
DRAWN BY: HEW DATE: OCT. 2021 FILENAME: BCA0604_RW15.dgn
CHECKED BY: JHR DATE: NOV. 2021 SCALE: As Shown
DESIGNED BY: CSW DATE: OCT. 2021
BRIDGE NO. DRAWING NO. 64799

abhall 5/6/2022 9:00:59 AM
WORKSPACE: ARDOT Bridge
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S202-SX.dgn
REVISED DATE:

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.		CA0604	911	1104
				(1)		WALL DETAILS		64800



SECTION E-E
Scale: 1/4" = 1'-0"



SECTION F-F
Scale: 1/2" = 1'-0"

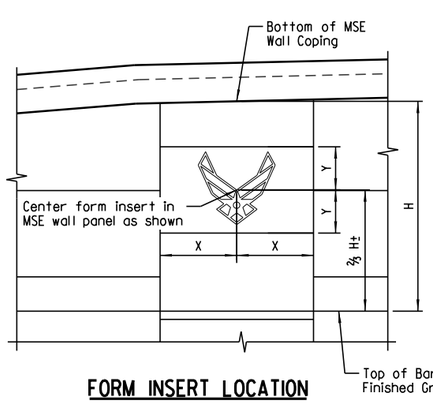
(1) 1/2" Preformed joint filler (AASHTO M153 Type I) per Subsection 501.02(h)(1) with 1/2" x 1" Type 3 or 4 joint sealer per Subsection 501.02(h)(2). Payment will not be made directly but will be considered subsidiary to other pay items.

(2) For reinforced zone backfill and drainage details, see "MSE RETAINING WALL BACKFILL ALTERNATIVES" on Dwg. No. 64798.

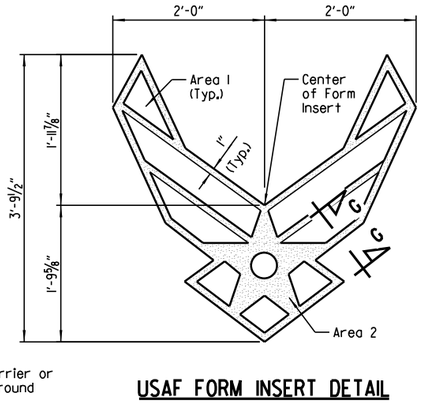
(3) The limits of the ground improvement shall extend a minimum of 3 feet on both sides of the reinforcement zone.

(4) The design, fabrication, and construction of Wall No. 4 shall meet the requirements of SP "SOIL NAIL WALL". The price bid for "SOIL NAIL WALL" shall include excavating in staged lifts in accordance with the approved Contractor's plan; detailing the drilling of the soil nail drill holes to the diameter and length required to develop the specified capacity; grouting the nails; providing and installing the specified drainage features; providing and installing bearing plates, washers, nuts, and other required miscel laneous materials; constructing the Pneumatically Placed Concrete (Shotcrete) temporary facing; constructing the Concrete Closure Pour; and constructing the Precast Fascia Panels to top of leveling pad.

(5) 4" Pipe Underdrain for full length of wall per Section 611 and Std. Dwg. PU-1. Stub into proposed drop inlets along Ramp 4 and Hwy. 67 Gutterline. This work and material are to be considered subsidiary to the item "SOIL NAIL WALL" and will not be paid for directly.

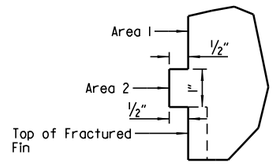


FORM INSERT LOCATION



USAF FORM INSERT DETAIL

NOTE:
Area 1 shall be painted BLUE (Federal Standard 595B, Color Chip No. 35048). Area 2 shall be painted GREY (Color Chip No. 36293).



SECTION G-G
Scale: 6" = 1'-0"

USAF FORM INSERT GENERAL NOTES

Place center of insert in the retaining wall as shown in "FORM INSERT LOCATION".

Fabricate form insert as a one piece unit, without the use of splices, joints or glue.

All work and materials for form inserts shall be included in the unit price bid for the item RETAINING WALL.

Damaged or worn form inserts shall be replaced at the Contractor's expense.

The form insert shall be approved by the Engineer before its use.

Raised image of Air Force Logo insert shall be given a Class 3 Textured Coating Finish as specified in SP "RETAINING WALL". The cost of the texture coating for the Air Force logo insert will not be paid for directly but shall be considered subsidiary to the item "RETAINING WALL".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 16 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: OCT. 2021 FILENAME: BCA0604_RW16.dgn
CHECKED BY: JHR DATE: NOV. 2021 SCALE: As Shown
DESIGNED BY: CSW DATE: OCT. 2021
BRIDGE NO. DRAWING NO. 64800

abhall 5/6/2022 9:00:59 AM
WORKSPACE: ARDOT Bridge
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALL-S203-SX.dgn
REVISED DATE:

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.		CA0604	912	1104
				(1)		WALL DETAILS		64801

BORING LEGEND

A - Very loose to medium dense, red & brown, clayey sand
B - Very stiff to hard, gray, sandy fat clay
C - Loose to medium dense, red, clayey sand
D - Loose, tan & gray, clayey sand
E - Loose, red, clayey sand
F - Loose, brown, clayey sand
G - Soft, gray, sandy silt
H - Stiff to very stiff, gray, sandy fat clay
I - Very stiff to hard, red, lean clay with sand
J - Medium dense, tan, gray & red, clayey sand
K - Stiff, gray, sandy lean clay
L - Medium dense, tan & yellow, clayey sand
M - Medium dense, red, clayey sand with gravel
N - Medium dense, red, clayey sand
O - Dense, red, brown & gray, clayey sand
P - Hard to very hard, gray, fat clay with sand
Q - Loose, tan & gray, silty sand
R - Loose, tan, clayey sand
S - Medium dense, tan & gray, silty sand
T - Medium dense, tan, silty sand
U - Medium dense, gray, clayey sand
V - Hard, gray, sandy fat clay
W - Medium dense, brown, clayey sand
X - Very stiff to hard, brown & gray, sandy fat clay
Y - Hard to very hard, gray, sandy silt
Z - Medium dense, red & brown, clayey sand
AA - Topsoil
AB - Brown, sandy, silty clay
AC - Very stiff, red, sandy, elastic silt
AD - Medium dense, red, clayey sand
AE - Stiff, red, sandy, elastic silt
AF - Medium dense, red, silty sand with gravel
AG - Very stiff, brown, sandy, elastic silt
AH - Medium dense, red, silty sand with gravel
AI - Medium dense, brown, silty sand with gravel
AJ - Medium dense, brown, clayey sand
AK - Brown, clayey sand
AL - Medium dense, red, clayey sand
AM - Medium dense, brown, clayey sand
AN - Very stiff, red, sandy, elastic silt
AO - Medium dense to dense, brown, clayey sand
AP - Medium dense, brown, silty sand
AQ - Medium dense, brown & gray, silty sand
AR - Medium dense, gray & tan, silty sand
AS - Medium dense brown & gray, silty sand
AT - Medium dense to dense, gray & black, clayey sand
AU - Medium dense, red, clayey sand
AV - Medium dense, brown, clayey sand
AW - Stiff, brown, sandy lean clay
AX - Loose, brown, clayey sand
AY - Very loose to loose, red, clayey sand
AZ - Loose to medium dense, red, clayey sand
BB - Loose, red, clayey sand
BC - Concrete
BD - Medium dense, red & brown, silty sand
BE - Loose to medium dense, brown & gray, clayey sand
BF - Stiff, brown & gray, fat clay with sand
BG - Asphalt
BH - Loose, brown & gray, clayey sand
BI - Stiff, brown & gray, sandy, fat clay
BJ - Stiff, brown & gray, sandy, elastic silt
BK - Medium stiff, red & gray, sandy fat clay
BL - Loose, red & gray, clayey sand
BM - Stiff, red & gray, sandy fat clay
BN - Stiff, brown & gray, fat clay with sand
BO - Medium dense, brown & gray, clayey sand
BP - Stiff, brown & gray, fat clay with sand
BQ - Medium dense, red & gray, clayey sand
BR - Medium dense, red & gray, clayey sand
BS - Stiff, brown & gray, sandy lean clay
BT - Medium stiff, red, lean clay with sand
BU - Medium stiff, brown & gray, sandy lean clay
BV - Medium stiff to hard, red & brown, lean clay with sand
BW - Very hard, gray, gravelly lean clay with sand
BX - Stiff, brown & gray, sandy lean clay
BY - Stiff, brown & gray, sandy elastic silt
BZ - Medium stiff to stiff, gray & brown, sandy, elastic silt
CC - Soft, brown, sandy lean clay
CD - Very loose to medium dense, gray, clayey sand
CE - Stiff, brown, sandy, fat clay
CF - Very stiff, brown, lean clay with sand
CG - Very stiff, brown, sandy, fat clay
CH - Medium dense, brown, silty sand
CI - Very stiff, brown, sandy fat clay
CJ - Medium stiff, brown & gray, sandy, lean clay with gravel
CK - Stiff, red & tan, sandy fat clay
CL - Medium dense, red & tan, silty sand
CM - Stiff, tan, sandy, fat clay
CN - Brown-lt. gray, scat. dk. gray, sev. weathered, v. thin to thin bedded, mod. hard w/scat. soft seams, vuggy, fossiliferous w/laminations to thin beds, soft, calcareous Claystone/Clay.
CO - Claystone: black-dk. gray-dk. brown, scat. brown-orange stain, mod. weathered w/sev. to completely weathered seams & beds, low hardness w/mod. hard beds, thin bedded, calcareous, fossiliferous, f. micaceous, sli. silty in parts, f. sand laminae w/v. thin to thin bedded, fossiliferous Limestone & fossiliferous, calcareous Sandstone.
CP - Shale: Red-orange-purple-lt. gray mottled grading to black w/lt. gray-red mottling, sev. weathered grading to mod. weathered, thin bedded, soft grading to med. hard, silty, f. micaceous.
CQ - Soft to stiff, brown & gray, sandy, lean clay.
CR - Stiff, brown & gray, sandy, silty clay
CS - Medium dense, brown & red, clayey sand
CT - Stiff, brown & red, sandy, lean clay
CU - Medium dense, brown & gray, clayey sand
CV - Very dense, brown, clayey sand with gravel
CW - Light gray, scat. dk. gray, sli. weathered, v. thin bedded, mod. hard w/soft seam, trc. vuggy, fossiliferous w/thin bed, soft, calcareous Claystone.
CX - Claystone: Dark gray-dk. brown grading to black-dk. gray, tan-brown-gray, lt. gray, sli. to mod. weathered w/seams sev. weathered, low hardness w/soft seams & mod. hard beds & friable beds, thin bedded, calcareous in parts, fossiliferous, organic fragments in lower part w/ laminations to v. thin beds fossiliferous, calcareous Conglomerate, v. thin, fossiliferous Limestone.
CY - Clay: Light gray w/dk. gray mottling in part, mod. weathered, soft, sli. calcareous, trcs. f. mica, trcs. pyrite.
CZ - Shale: Dark gray, mod. weathered, thin bedded, med. hard, silty, f. micaceous.
DD - Very stiff, red, lean clay with sand
DE - Medium dense, red, clayey sand
DF - Hard, red, sandy, fat clay
LI - Stiff reddish brown and brown fine sandy clay w/ crushed stone
L2 - Firm to stiff tan and brown fine sandy clay, slightly sandy
L3 - Very soft to soft gray and reddish brown fine sandy clay w/ ferrous stains
L4 - Stiff tan and dark gray clay, slightly blocky
L5 - Dense tan sandy fine to coarse gravel
L6 - Loose to medium dense reddish brown clayey fine sand w/ crushed stone
L7 - Medium dense light gray and reddish brown clayey fine sand w/ ferrous stains
L8 - 4 inches: Asphalt cement concrete
L9 - Soft brown and tan silty clay
L10 - Very loose to loose gray clayey fine sand w/ occasional organics, damp
L11 - Very soft tan and reddish tan fine sandy clay w/ ferrous stains, wet
L12 - Very soft gray and tan fine sandy clay w/ ferrous nodules and stains
L13 - Stiff gray and tan clay w/ occasional ferrous nodules and stains
L14 - Medium dense yellowish tan, reddish tan and brown clayey fine sand
L15 - Firm tan and brown fine sandy clay w/ ferrous nodules and stains
L16 - Loose to medium dense gray and reddish brown clayey fine sand w/ ferrous stains
L17 - Firm brown and tan fine sandy clay
L18 - Loose reddish brown and tan clayey fine sand w/ ferrous stains
L19 - Stiff light tan and reddish tanclay, slightly blocky w/ ferrous stains

GENERAL NOTES (RETAINING WALL NOS. 1-8)

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2017, 8th Edition)

SEISMIC ZONE: 2 A_s= 0.23g Site Class = D

4" Pipe underdrains shall be used for the full length of wall.

Elevations are approximate. Wall dimensions may vary depending on wall design selected.

Reinforcement placement and details for retaining walls may be affected by end bent construction and proposed roadway drainage structures. See End Bent Details for pile locations, cap details, and wingwall details. See Roadway Plans for locations and details of drainage structures.

For ditch paving, see Std. Dwg. CDP-1.

See SP "RETAINING WALLS" for additional information regarding MSE walls.

See SP "SOIL NAIL WALL" for more information regarding soil nail walls.

Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

Preformed joint filler, joint sealer, and pipe underdrains will not be paid for directly, but will be considered subsidiary to the item "RETAINING WALL".

An Architectural Finish (Fractured Fin or approved equivalent) shall be applied to the face of the retaining walls. See SP "RETAINING WALLS".

TABLE OF QUANTITIES (WALL NOS. 1-8)

(FOR INFORMATION ONLY)

ITEM NO.	207	210	303	605	SP JOB CA0604	SP JOB CA0604	SP JOB CA0604	SP JOB CA0604	SP JOB CA0604
ITEM	STONE BACKFILL (2)	UNCLASSIFIED EXCAVATION	AGGREGATE BASE COURSE (CLASS 7)	CONCRETE DITCH PAVING (TYPE B)	SELECT GRANULAR BACKFILL	RETAINING WALL	SOIL NAIL WALL	AGGREGATE PIER	WOVEN GEOTEXTILE FABRIC
UNIT	TONS	CU. YD.	TONS	SQ. YD.	CU. YD.	SQ. FT.	SQ. FT.	SQ. YD.	SQ. YD.
Wall No. 1	1560	(1) 2262	(2) 412		6,221	5,913			
Wall No. 2		8,472		267	15,499	10,035			
Wall No. 3		2,545		119	9,084	4,209		505	
Wall No. 4							7,370		
Wall No. 5		2,700		53	14,230	11,422		1,084	
Wall No. 6		1,095	(3) 376	59	11,995	8,099		897	(3) 1,652
Wall No. 7	116	(1) 4,452	(2) 31		9,280	5,868		571	
Wall No. 8	58	(1) 4,893	(2) 28		10,512	6,479		613	

(1) Quantity of undercut is not included in the total for unclassified excavation

(2) Estimated quantity for undercut areas

(3) Estimated quantity for Load Transfer Platform

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL

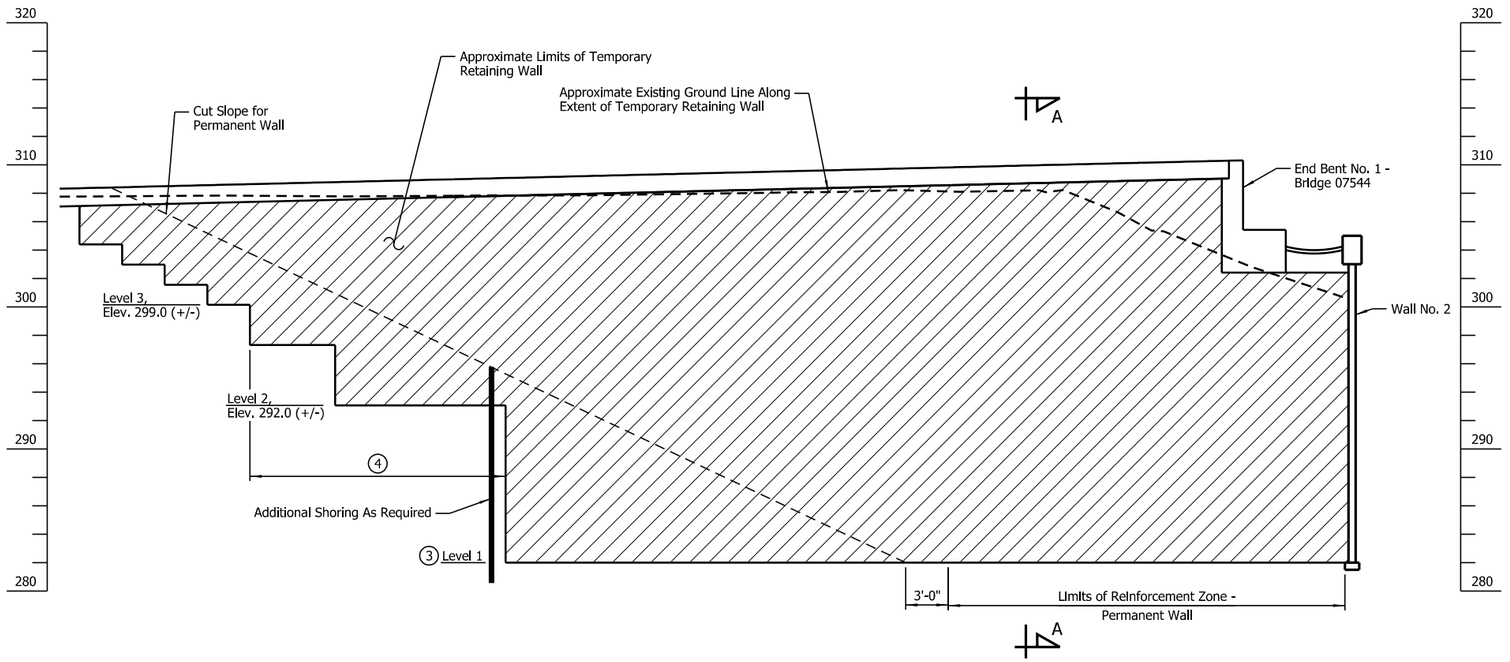
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 17 OF 17
DETAILS OF RETAINING WALL NOS. 1-8
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: SEPT. 2017 FILENAME: BCA0604_RW17.dgn
CHECKED BY: JHR DATE: NOV. 2021 SCALE: No Scale
DESIGNED BY: JES DATE: SEPT. 2017
BRIDGE NO. DRAWING NO. 64801

abhall 5/6/2022 9:01:00 AM
WORKSPACE: ARDOT Bridge
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\HW167-WALL-S204-BD.dgn
REVISED DATE:

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.		CA0604	913	1108
				①		TEMP. WALL DETAILS		64801A



ELEVATION - TEMPORARY WALL NO. 1

(Looking from fill side of Temporary Wall)
Scale = $\frac{3}{16}$" = 1'-0"

NOTE:
For "SECTION A-A" see Dwg. No. 64801C

③ Match leveling pad elevation for permanent wall.

④ Undercut 3 feet and backfill with Stone Backfill.

GENERAL NOTES - TEMPORARY WALL NOS. 1-4

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (2017, 8th Edition)

SEISMIC ZONE: 2 A_S = 0.23g Site Class = D

See SP "TEMPORARY RETAINING WALLS" for additional information

TEMPORARY WALL NO. 1 DESIGN PARAMETERS

Leveling Pad Elevation	Factored Bearing Resistance (KSF)	Minimum Strap Length
Level 1	7.2	0.7 H
Level 2 and above	3.5	1.0 H
Level 3 and above	② 2.0	1.0 H

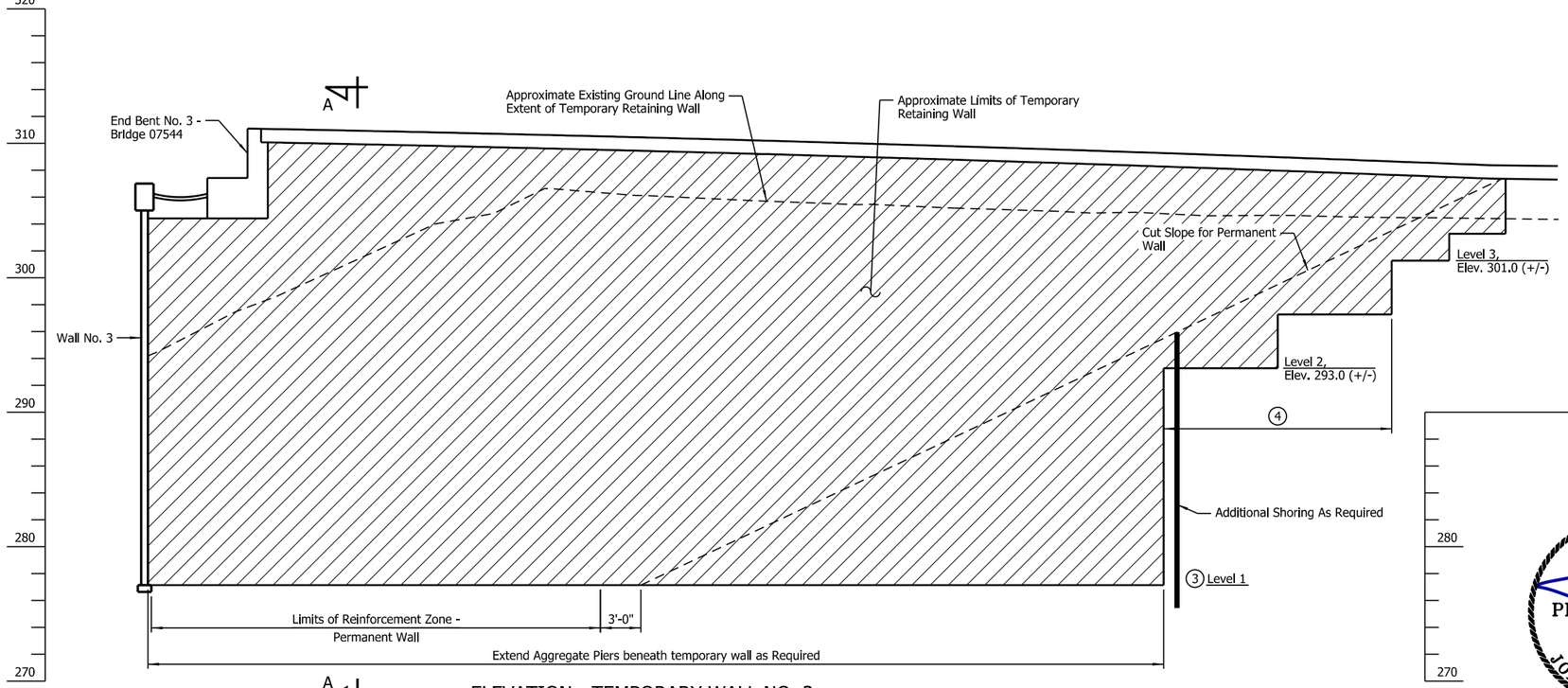
NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

SUMMARY OF QUANTITIES

(FOR INFORMATION ONLY)

ITEM NO.	SP JOB CA0604	SP JOB CA0604	207	303
ITEM	SELECT GRANULAR BACKFILL ①	TEMPORARY RETAINING WALL	STONE BACKFILL	AGGREGATE BASE COURSE (CLASS 7)
UNIT	CU. YD.	SQ. FT.	TON	TON
Wall No. 1	158	1,810	59	16
Wall No. 2	336	2,677	54	14

① Material used for Select Granular Backfill shall match that used within reinforcement zone of the adjacent permanent wall.



ELEVATION - TEMPORARY WALL NO. 2

(Looking from fill side of Temporary Wall)
Scale = $\frac{3}{16}$" = 1'-0"

TEMPORARY WALL NO. 2 DESIGN PARAMETERS

Leveling Pad Elevation	Factored Bearing Resistance (KSF)	Minimum Strap Length
Level 1	6.4	0.7 H
Level 2 and above	3.5	1.0 H
Level 3 and above	② 2.0	1.0 H

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

② Bearing stratum shall be field verified during construction. The foundation beneath the temporary retaining wall shall be proof rolled prior to installation of the temporary wall. Any soft or unstable soils shall be undercut and backfilled with Class 7 material.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

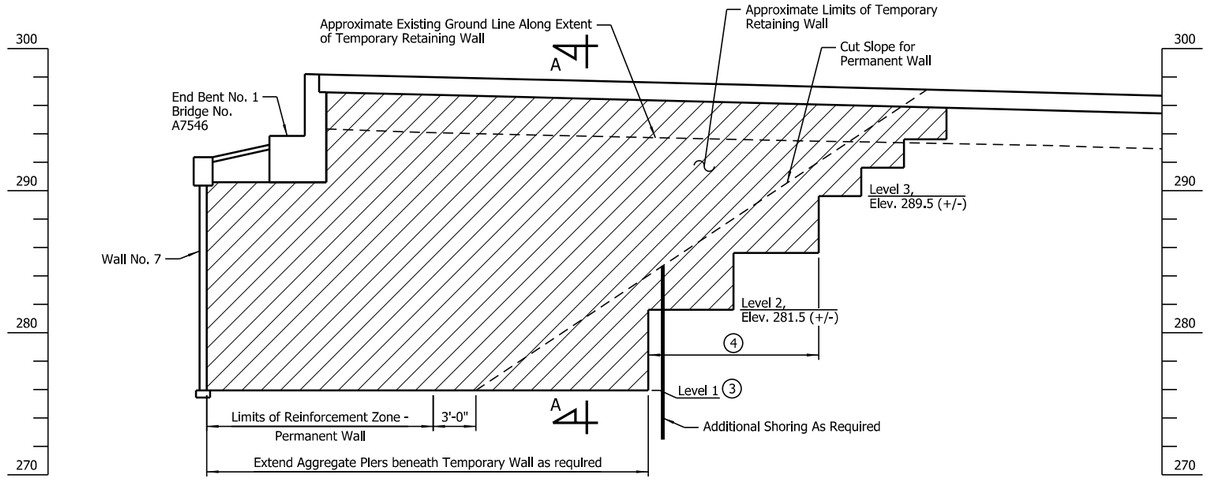
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF TEMPORARY RETAINING WALLS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2021 FILENAME: BCA0604_TW1.DGN
CHECKED BY: JHR DATE: NOV. 2021 SCALE: As Shown
DESIGNED BY: CSW DATE: NOV. 2021
BRIDGE NO. DRAWING NO. 64801A

abhall 5/6/2022 9:01:12 AM
WORKSPACE: ARDOT Bridge (2019)
L:\2012\12017722 - Hwy 67 - Main to Vandenberg\Drawings\HWY67-WALLs&S201-TW1.dgn
REVISED DATE:

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.		CA0604	914	1108
				(1)		TEMP. WALL DETAILS		64801B



ELEVATION - TEMPORARY WALL NO. 3

(Looking from fill side of Temporary Wall)
Scale = 3/16" = 1'-0"

(3) Match leveling pad elevation for permanent wall.

(4) Undercut 3 feet and backfill with Stone Backfill

GENERAL NOTES - WALL NOS. 1-4

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (2017, 8th Edition)

SEISMIC ZONE: 2 A_S = 0.23g Site Class = D (Wall Nos. 1-4)

See SP "TEMPORARY RETAINING WALLS" for additional information

TEMPORARY WALL NO. 3 DESIGN PARAMETERS

Leveling Pad Elevation	Factored Bearing Resistance (KSF)	Minimum Strap Length
Level 1	7.2	0.7 H
Level 2 and above	3.5	1.0 H
Level 3 and above	(2) 2.0	1.0 H

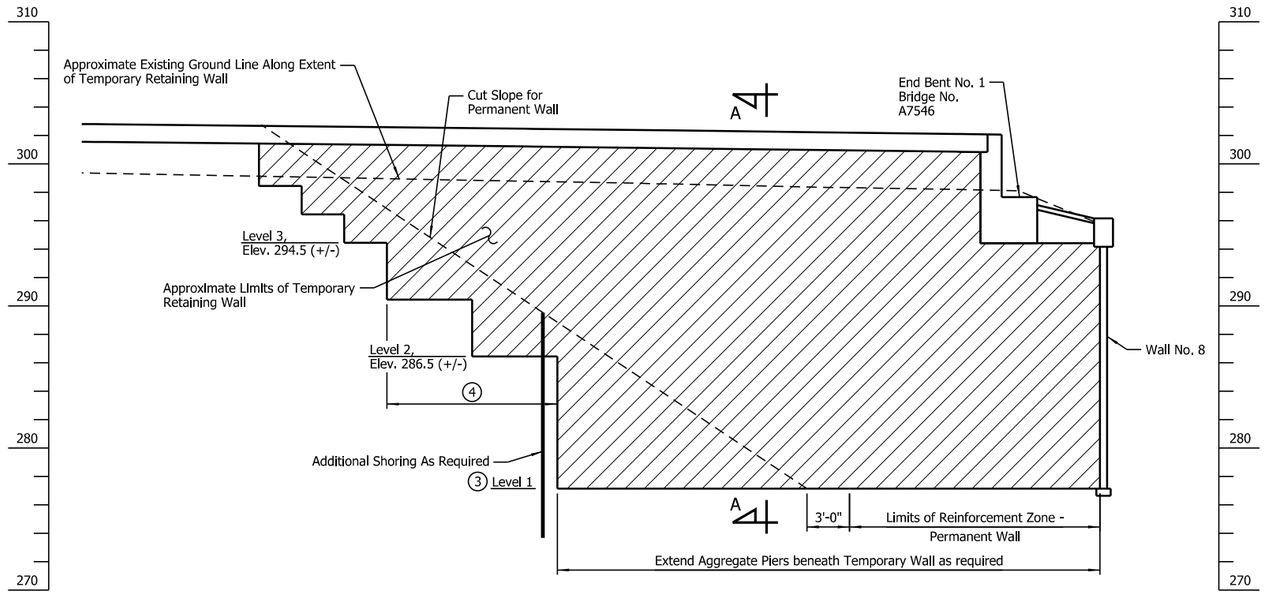
NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

SUMMARY OF QUANTITIES

(FOR INFORMATION ONLY)

ITEM NO.	SP JOB CA0604	SP JOB CA0604	207	303
ITEM	SELECT GRANULAR BACKFILL (1)	TEMPORARY RETAINING WALL	STONE BACKFILL	AGGREGATE BASE COURSE (CLASS 7)
UNIT	CU. YD.	SQ. FT.	TON	TON
Wall No. 3	46	807	42	11
Wall No. 4	85	1,079	42	11

(1) Material used for Select Granular Backfill shall match that used within reinforcement zone of the adjacent permanent wall.



ELEVATION - TEMPORARY WALL NO. 4

(Looking from fill side of Temporary Wall)
Scale = 3/16" = 1'-0"

TEMPORARY WALL NO. 4 DESIGN PARAMETERS

Leveling Pad Elevation	Factored Bearing Resistance (KSF)	Minimum Strap Length
Level 1	7.9	0.7 H
Level 2 and above	3.5	1.0 H
Level 3 and above	(2) 2.0	1.0 H

NOTE:
"H" shall be measured from the top of leveling pad elevation to the finished surface of the roadway.

(2) Bearing stratum shall be field verified during construction. The foundation beneath the temporary retaining wall shall be proof rolled prior to installation of the temporary wall. Any soft or unstable soils shall be undercut and backfilled with Class 7 material.

STATE OF ARKANSAS
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DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF TEMPORARY RETAINING WALLS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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CHECKED BY:	JHR	DATE:	NOV. 2021	SCALE:	As Shown
DESIGNED BY:	CSW	DATE:	NOV. 2021		

BRIDGE NO. DRAWING NO. 64801B

abhall
WORKSPACE: ARDOT Bridge (2019)
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REVISED DATE:

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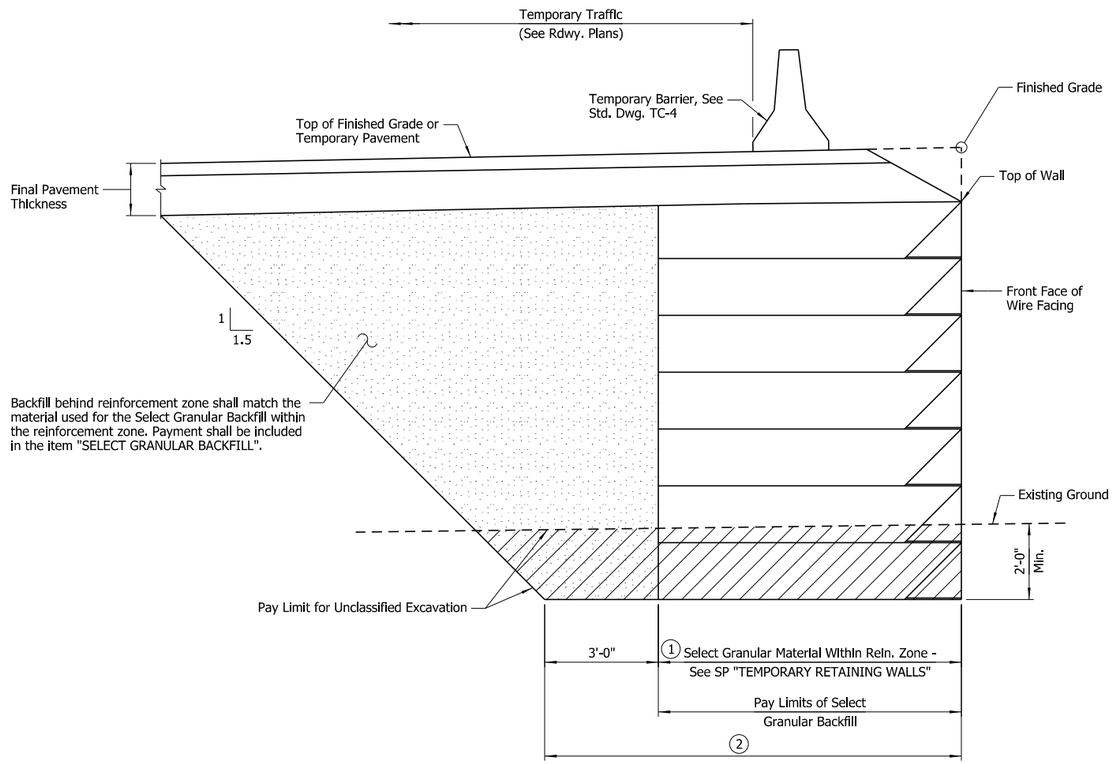
6	ARK.			
JOB NO.		CA0604	915	1108
①	TEMP. WALL DETAILS			64801C



SECTION A-A
No Scale

① See SP "TEMPORARY RETAINING WALLS" for drainage fill requirements

② Where undercut is noted on wall elevations, the limits of undercut and backfill shall be similar to limits shown on "TYPICAL UNDERCUT & BACKFILL DETAIL - WALL NO. 1" on Dwg. No. 64798.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

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BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF TEMPORARY RETAINING WALLS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: NOV. 2021 FILENAME: BCA0604_TW3.DGN
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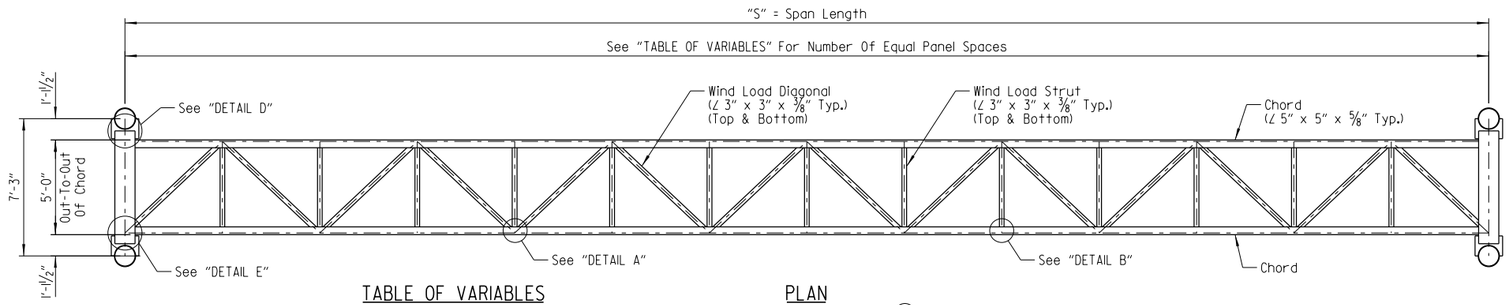


PLAN

TABLE OF VARIABLES

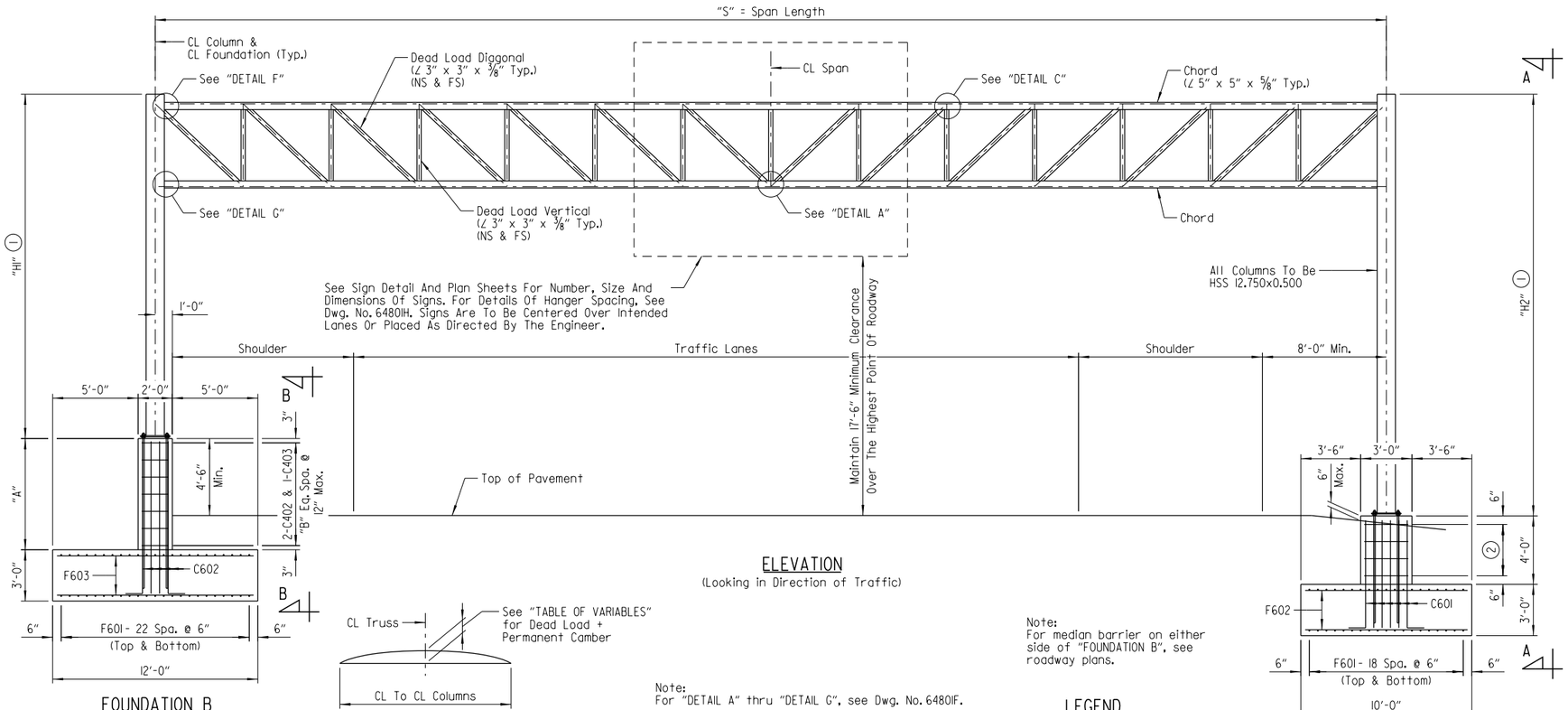
Span (ft)	No. of Equal Panel Spaces	Dead Load + Permanent Camber
58' thru 65'	12	1"
66' thru 75'	14	1¼"
76' thru 85'	16	1½"

(1) Note:
The Contractor shall make field measurements to determine the Column heights "H1" and "H2" that are required to maintain the minimum vertical clearance with the centerline of the sign located at the centerline of the truss. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer. The Contractor shall also verify that the variable span length (58'-0" to 85'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.

(2) 2-C401, 3 SPA. @ 12"

SPAN LENGTH TABLE

Structure No.	"S"	Left Foundation Type	Left Foundation "A"	Right Foundation Type	Right Foundation "A"
0H-067-60-36	58'-0"	B	6'-1"	B	9'-5"
0H-067-60-38	60'-0"	B	6'-1"	B	6'-1"
0H-067-60-39	72'-0"	B	6'-1"	B	10'-8"
0H-067-60-40	66'-0"	B	10'-2"	B	6'-1"
0H-067-60-41	66'-0"	B	6'-1"	B	9'-3"
0H-067-60-42	58'-0"	B	10'-0"	B	6'-1"
0H-067-60-44	58'-0"	B	6'-1"	B	6'-1"



ELEVATION
(Looking in Direction of Traffic)

FOUNDATION B

TRUSS CAMBER DIAGRAM

Note:
For median barrier on either side of "FOUNDATION B", see roadway plans.

FOUNDATION A

Note:
For "DETAIL A" thru "DETAIL G", see Dwg. No. 64801F.

For "VIEW A-A, and "VIEW B-B", see Dwg. No. 64801E.

LEGEND

NS = Near Side
FS = Far Side

FOUNDATION B - BAR LIST VARIABLES

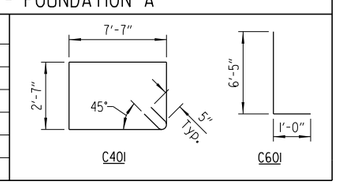
Pedestal Ht. "A"	"B"	"C"	"D"	"E"	"F"
6'-1"	6	8'-6"	14	7	9'-4"
9'-3"	9	11'-8"	20	10	12'-6"
9'-5"	9	11'-10"	20	10	12'-8"
10'-0"	10	12'-5"	22	11	13'-3"
10'-2"	10	12'-7"	22	11	13'-5"
10'-8"	11	13'-1"	24	12	13'-11"

APPROXIMATE QUANTITIES FOR FOUNDATION (FOR INFORMATION ONLY)

FOUNDATION	PEDESTAL HT. "A"	CLASS S CONCRETE (Cu. Yards)	REINFORCING STEEL (Lbs.)	EXCAVATION (Cu. Yards)
A	-	27.6	2946	78
B	6'-1"	35.7	4146	59
B	9'-3"	40.4	4665	99
B	9'-5"	40.6	4686	101
B	10'-0"	41.5	4800	109
B	10'-2"	41.7	4821	111
B	10'-8"	42.5	4926	117

BAR LIST - FOUNDATION A

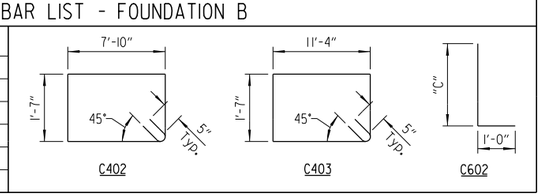
MARK	NO. REQ'D	LENGTH	P.D.
C401	8	20'-8"	2"
C601	56	7'-3"	4½"
F601	38	19'-6"	Str.
F602	78	9'-6"	Str.



NOTE: Dimensions of bars are out-to-out. Number of bars shown for one Foundation A only.

BAR LIST - FOUNDATION B

MARK	NO. REQ'D	LENGTH	P.D.
C402	"D"	19'-2"	2"
C403	"E"	26'-2"	2"
C602	82	"F"	4½"
F601	46	19'-6"	Str.
F603	78	11'-6"	Str.



NOTE: Dimensions of bars are out-to-out. Number of bars shown for one Foundation B only.

STATE OF ARKANSAS
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WILLIAM M. McENTIRE
DIGITALLY SIGNED 8/24/2022
BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_TI.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64801D

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REVISED DATE:

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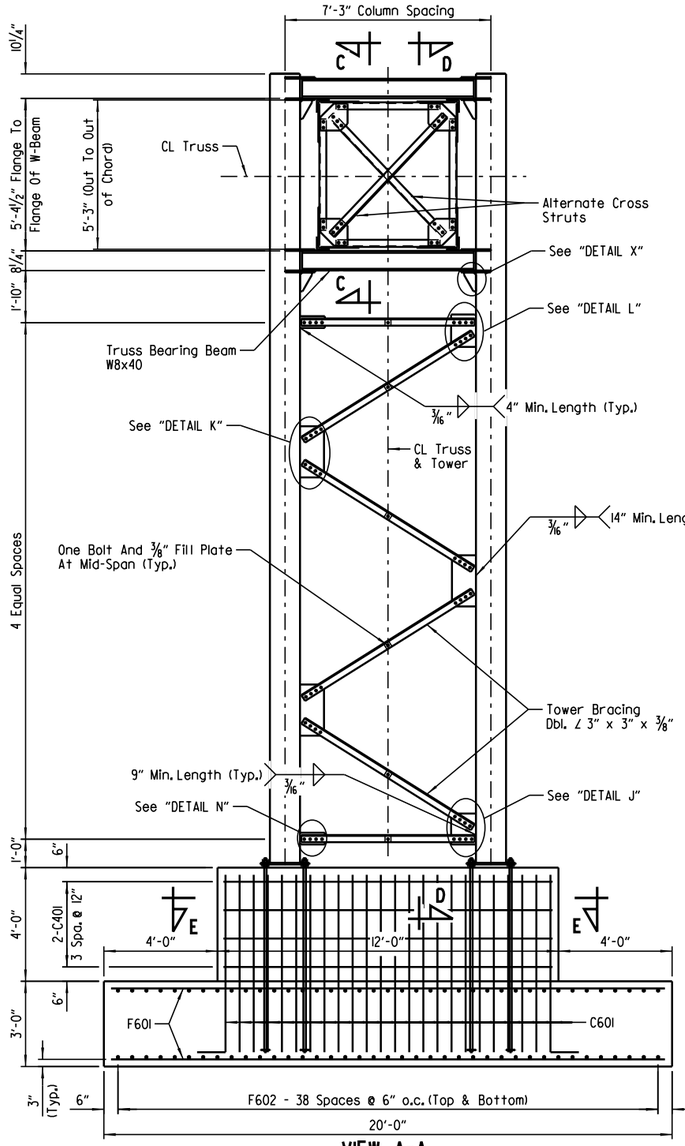
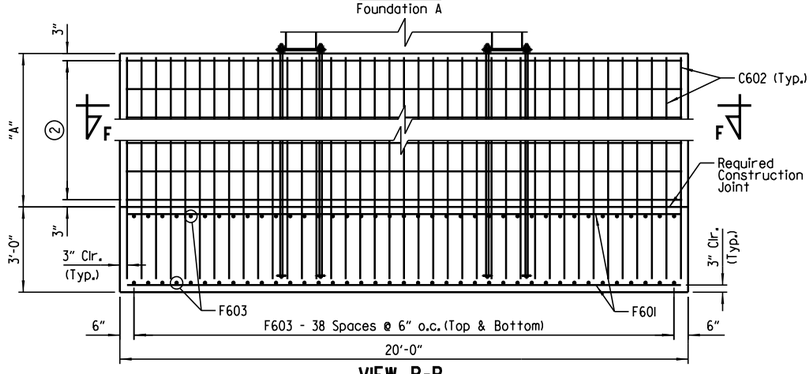
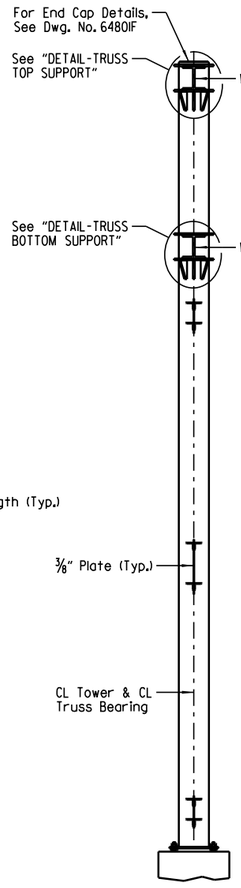


VIEW A-A
Foundation A

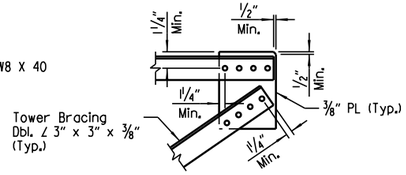


VIEW B-B
Foundation B

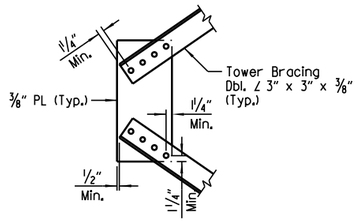
(2) 2-C402 & 1-C403 - "B" Eq. Spa. @ 12" Max.



SECTION D-D



DETAIL L



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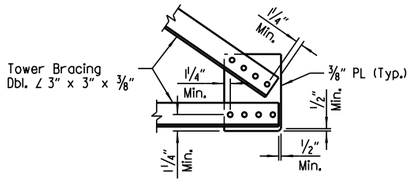

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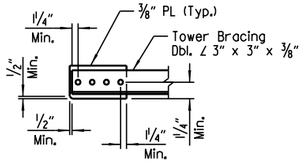
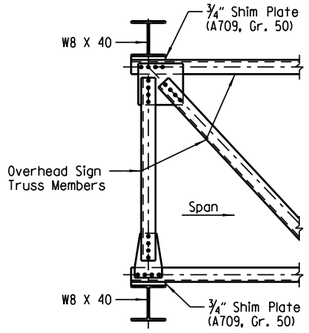


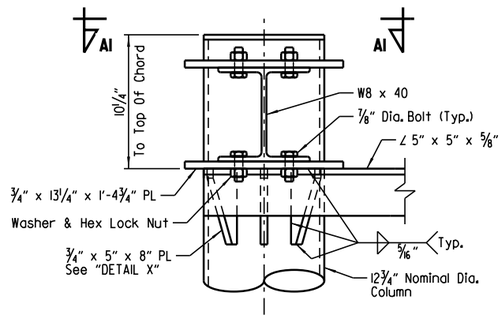
DETAIL N

Note:
For "SECTION E-E" and "SECTION F-F", see Dwg. No. 6480IF.

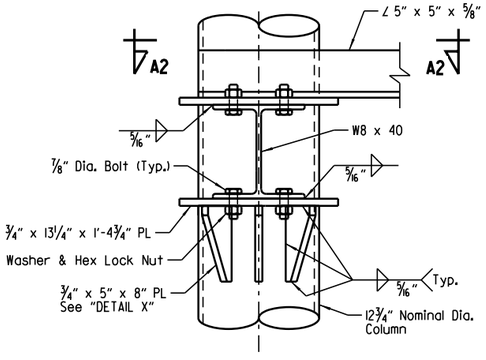


SECTION C-C

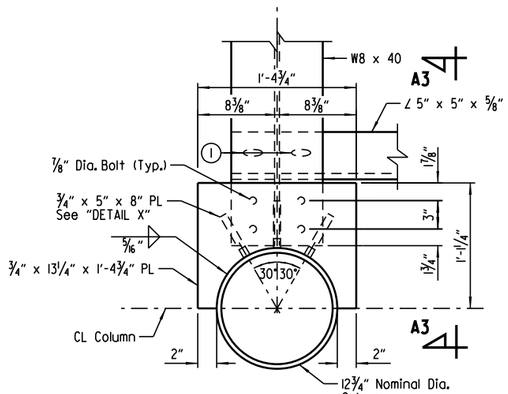
(1) Bolts shall be 1" dia. and slotted hole in chord angle 1 1/16" x 2½". Use plate washer on chord angle side. 1/16" dia. holes in ¾" shim plate and beam flange.



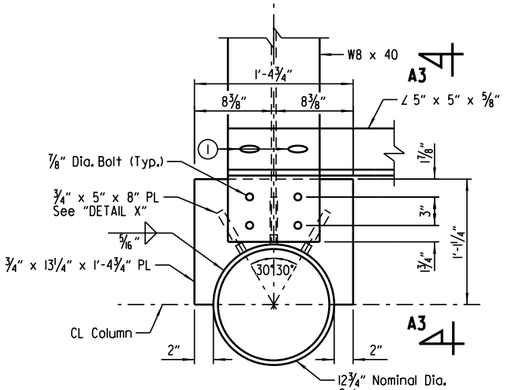
DETAIL - TRUSS TOP SUPPORT



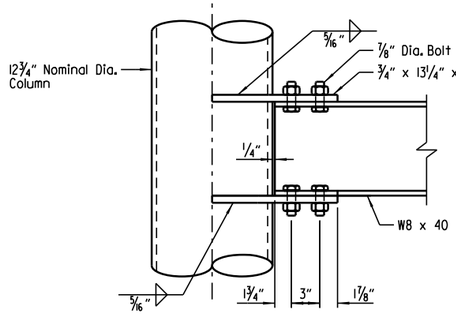
DETAIL - TRUSS BOTTOM SUPPORT



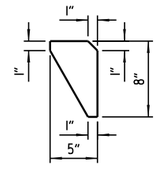
VIEW A1-A1



VIEW A2-A2



VIEW A3-A3
(¾" x 5" x 8" Plates Not Shown For Clarity)



DETAIL X

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS FOR 58' TO 85' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T2.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
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STR. NO. SEE TABLE DRAWING NO. 6480IE

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REVISED DATE:

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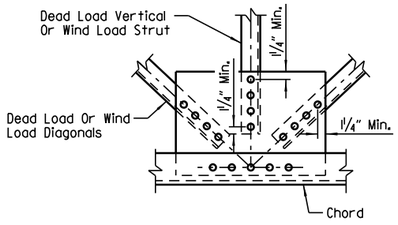
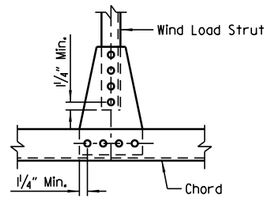


DETAIL A



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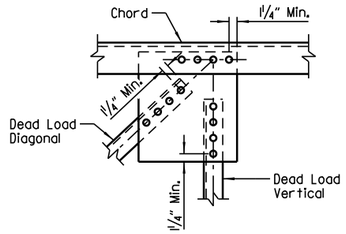

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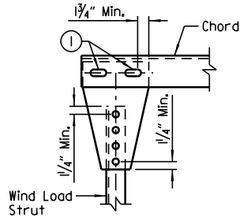
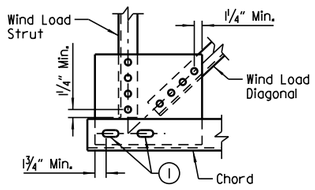
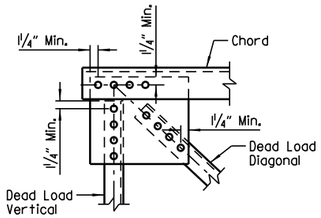


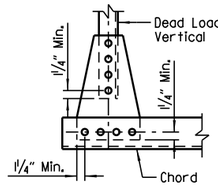
DETAIL D



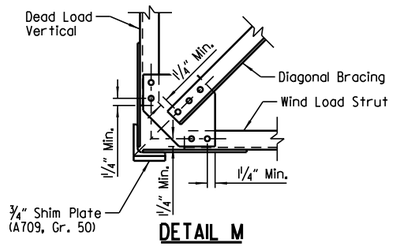
DETAIL E



DETAIL F



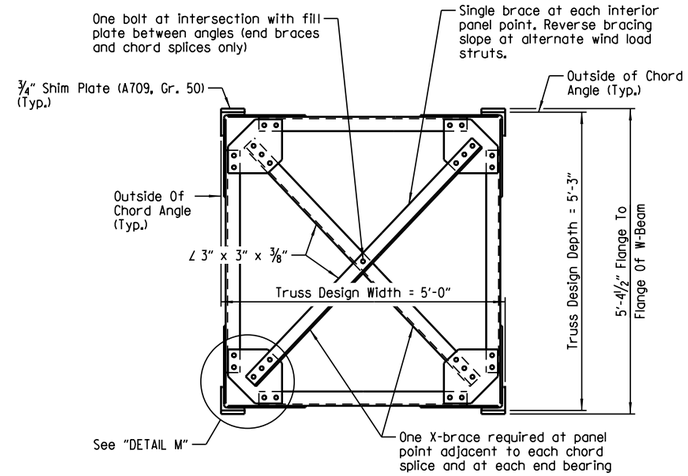
DETAIL G



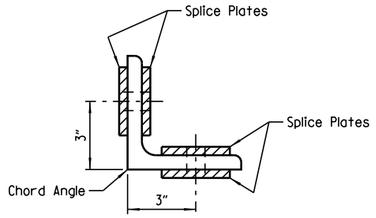
DETAIL M

(1) Bolts shall be 1" dia. and slotted holes in gusset plate and chord angle 1 1/16" x 2½". Use plate washer on gusset plate side. 1 1/16" dia. holes in ¾" shim plate and beam flange.

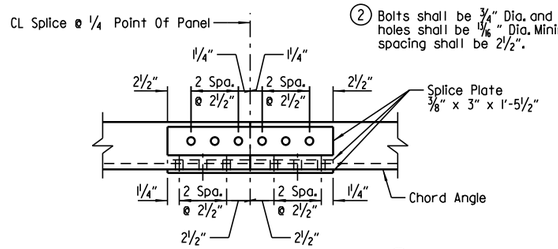
NOTE:
Thickness of all gusset plates shall be ⅜".



TRUSS SECTION

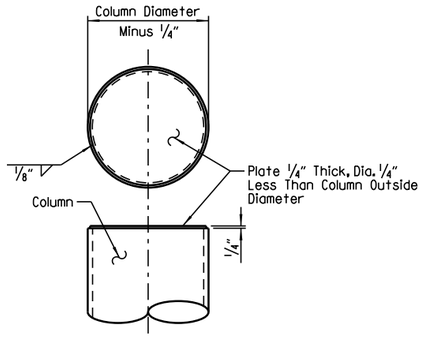


SECTION ON CL SPLICE

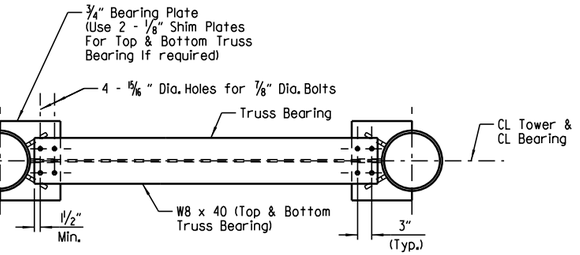


CHORD SPLICE USING PLATE (2)

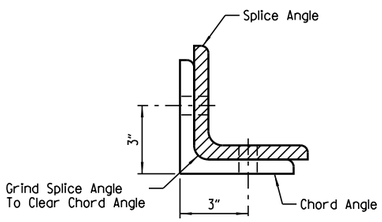
(2) Bolts shall be ¾" Dia. and open holes shall be 15/16" Dia. Minimum spacing shall be 2½".



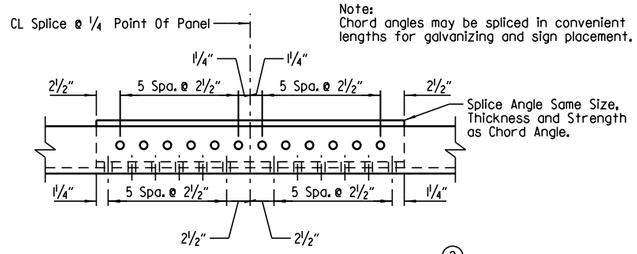
END CAP DETAILS



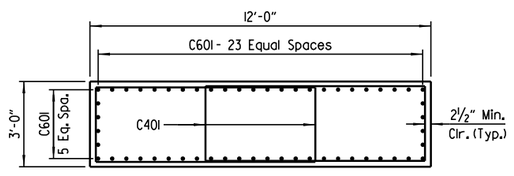
PLAN AT TRUSS BEARING



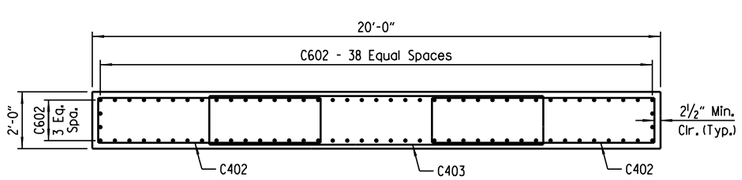
SECTION ON CL SPLICE



OPTIONAL CHORD SPLICE USING ANGLES (2)
Place Splice Angle on Inside of Truss



SECTION E-E
Foundation A



SECTION F-F
Foundation B

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS FOR 58' TO 85'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T3.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 6480IF

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REVISED DATE:

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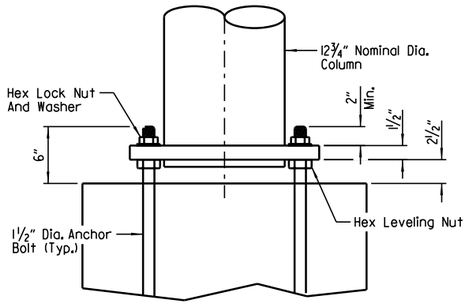
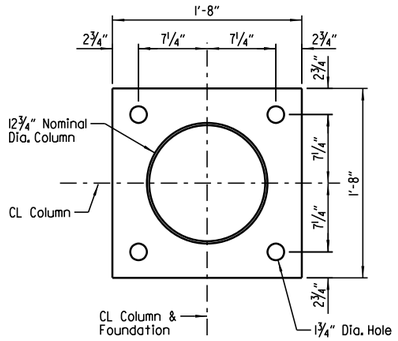
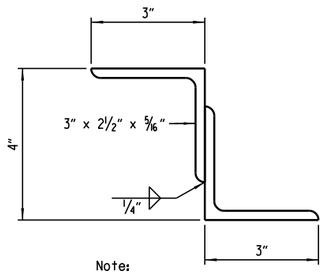
				JOB NO.		CA0604	919	1104
				(1) SEE TABLE		SIGN STRUCTURE		64801G



ELEVATION - COLUMN BASE

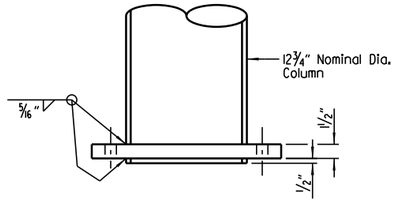


PLAN - COLUMN BASE WITH NEW FOUNDATION



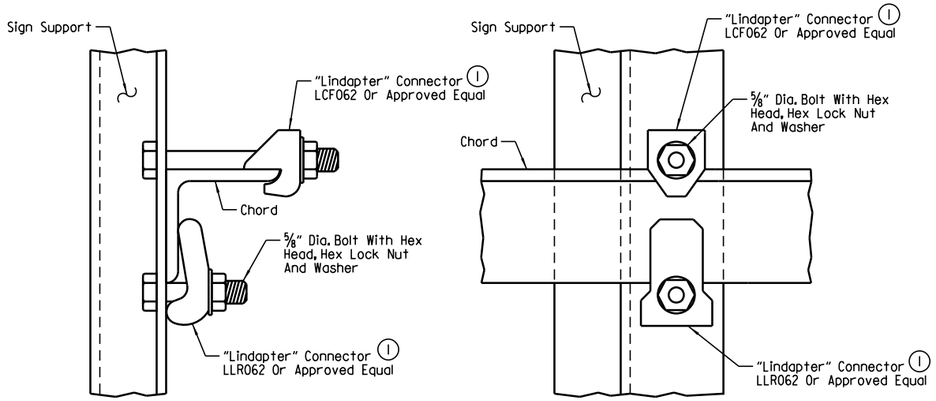
Note:
Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT

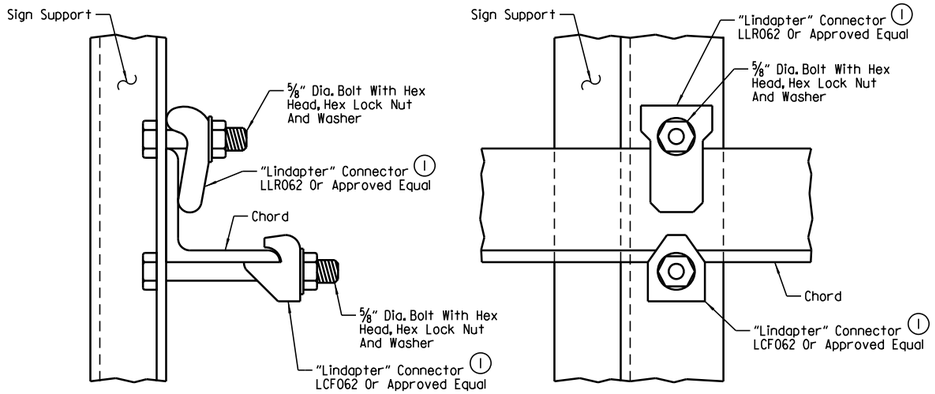


Note:
Diameter of hole in base plate to be ⅛" larger than column diameter.

DETAIL OF COLUMN CONNECTION TO BASE PLATE



TOP CHORD

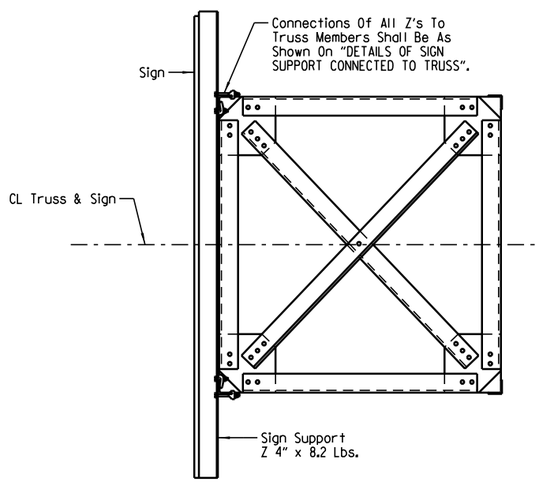


BOTTOM CHORD

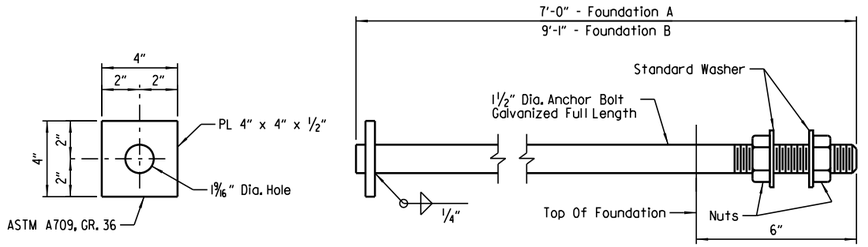
(1) Note:
All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note:
Install all support connectors clear of the gusset plates and splice locations.

DETAILS OF SIGN SUPPORT CONNECTED TO TRUSS



SECTION THRU TRUSS



Anchor bolts shall comply with AASHTO M34, Grade 55 with Supplementary Requirement S1 and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS FOR 58' TO 85'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T4.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64801G

abhall 5/6/2022 9:01:20 AM
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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	920	1104
				(1) SEE TABLE		SIGN STRUCTURE		64801H

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 Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, Sixth Edition, 2013, with current Interim Revisions.

Basic Wind Speed = 90 mph
Fatigue Category: I

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet with a weight of 2.5 lbs. per sq. foot and an additional load of 1800 lbs. for a Variable Message Sign panel when required under this contract or for future installation. Use of additional sign area must be approved by the Engineer. If the structure height ("H" or "H2") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete	f'c = 3,500 psi
Reinforcing Steel (Grade 60, AASHTO M 31 or M 322, Type A)	fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	ASTM A709, Grade 36 (Fy = 36,000 psi)
Plate, W-Section:	ASTM A709, Grade 50 (Fy = 50,000 psi)
(1) Pipe:	ASTM A 139, Gr. C, straight-seam welded (Fy = 42,000 psi)
	ASTM A 500, Gr. B (Fy = 42,000 psi)
	ASTM A 501, Gr. B (Fy = 50,000 psi)
	ASTM A 714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
All grades of pipe require Heat traceability back to the original melting mill.	
Z-Shapes:	AASHTO M 270, Grade 36 (Fy = 36,000 psi)
Shim Plates:	ASTM A 1011, SS, Grade 36, Type 2 or Grade 40
Bolts:	ASTM A 325, Type 1
Locknuts - Approved Type:	Meeting or exceeding AASHTO M 292
Washers:	ASTM F 436
Nuts:	ASTM A 563 or AASHTO M 292, Grade DH or Grade 2H (Grade 10S)

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with SP "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices and they shall be spaced a minimum of 15' apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

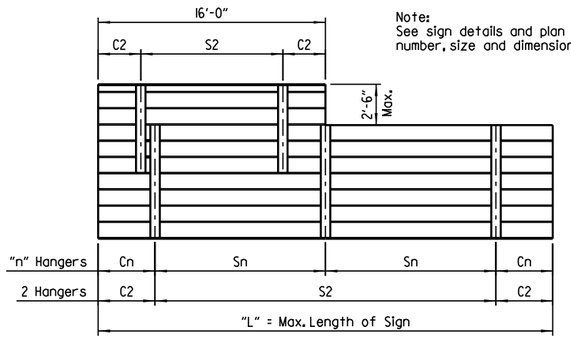
Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" diameter and open holes shall be 15/16 " diameter. Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All truss frame bolts shall comply with AASHTO M 164 Type 1, galvanized according to Subsection 807.06. Nuts and washers for AASHTO M 164 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Lock nuts to be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55 including Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with SP "STEEL SIGN STRUCTURES".

Shoring may be required to protect existing shoulders during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL OVERHEAD SIGN STRUCTURE". The excavations for the footings shall be backfilled before the structure is attached to the foundations.



Note:
See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x "L"	0.58 x "L"
30'-0"	3 Hangers	0.145 x "L"	0.355 x "L"
45'-0"	4 Hangers	0.107 x "L"	0.262 x "L"

Hanger spacing and cantilever length shall be rounded to the nearest inch.



ISOMETRIC VIEW

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS FOR 58' TO 85'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T5.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64801H

abhall 5/6/2022 9:01:21 AM
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REVISED DATE:

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.		CA0604	921	1104
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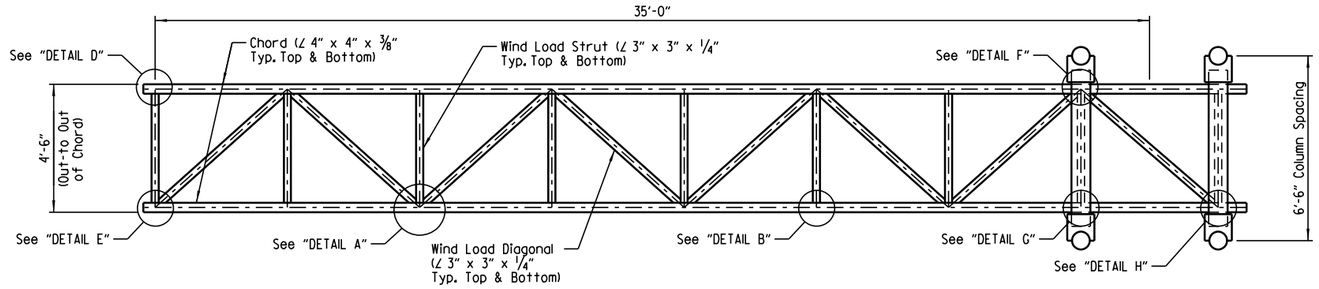


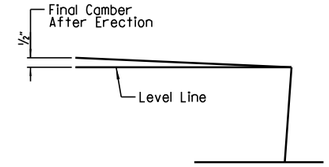
PLAN

(1) NOTE:
The Contractor shall make field measurements to determine the following:

1.) To verify that dimension "X" is sufficient to center the sign over the intended lane while maintaining minimum horizontal clearances.

2.) To determine the column height "H" required to maintain the minimum vertical clearance with the centerline of the sign located at the CL of the truss. If the structure height "H" exceeds 30'-0", contact the Engineer.

These verifications and measurements are required prior to submittal of the shop drawings. The column height "H" shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.



TRUSS CAMBER DIAGRAM

No Scale

NOTE:
For "DETAIL A" thru "DETAIL H", see Dwg. No. 64854.

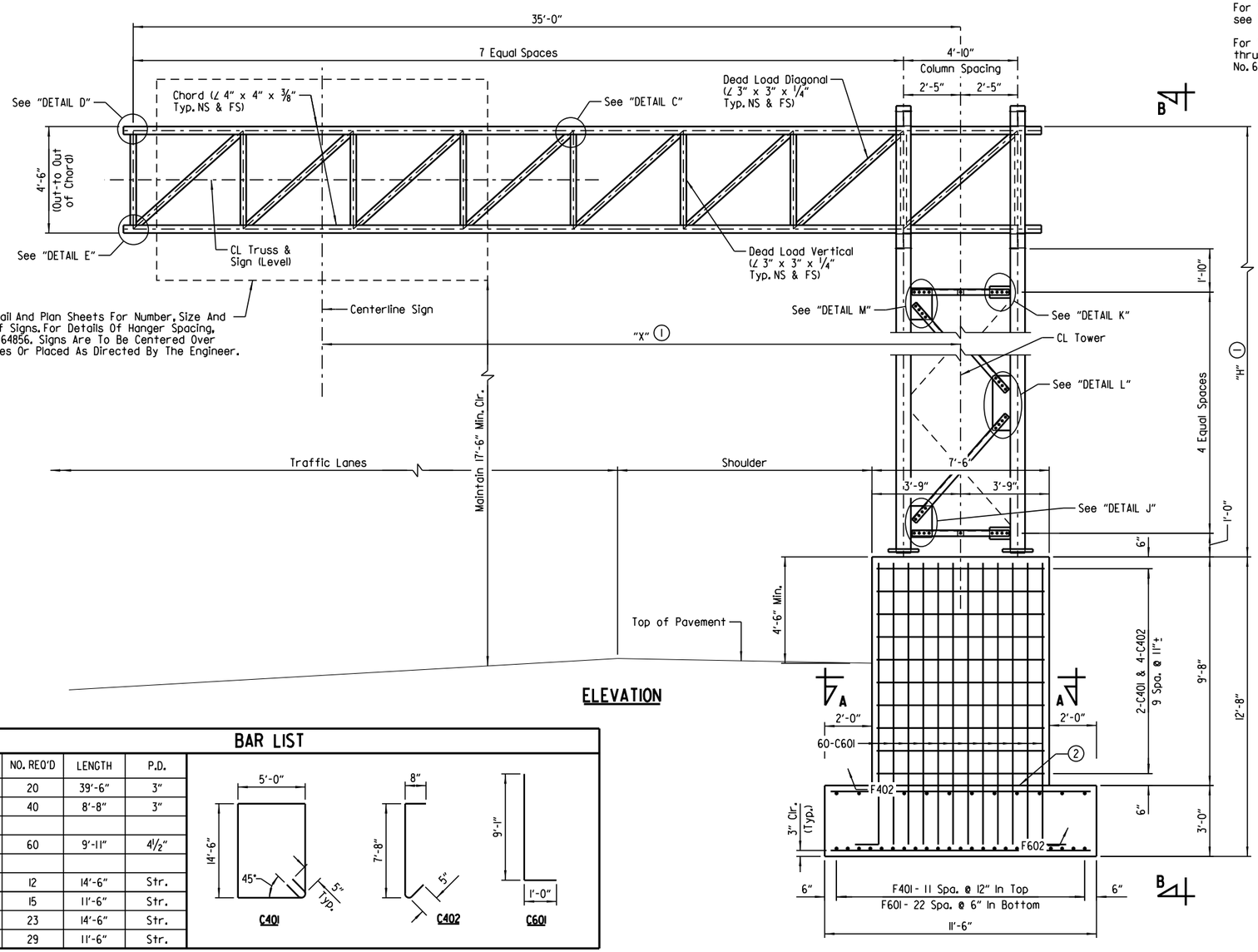
For "VIEW B-B" and "DETAIL J" thru "DETAIL M", see Dwg. No. 64853.

TABLE OF VARIABLES

Structure No.	"X"
OC-067-60-35	20'-0"
OC-067-60-37	16'-0"
OC-067-60-43	20'-0"

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

CLASS S CONCRETE (Cu. Yards)	REINFORCING STEEL (Lbs.)	EXCAVATION (Cu. Yards)
59.4	2887	80

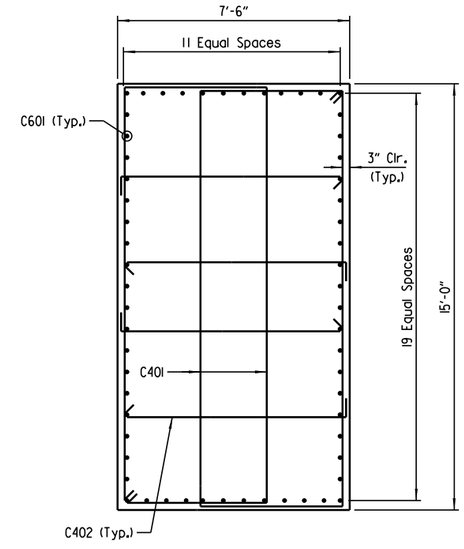


ELEVATION

NOTE:
Dimensions of bars are out-to-out.

BAR LIST

MARK	NO. REQ'D	LENGTH	P.D.
C401	20	39'-6"	3"
C402	40	8'-8"	3"
C601	60	9'-11"	4½"
F401	12	14'-6"	Str.
F402	15	11'-6"	Str.
F601	23	14'-6"	Str.
F602	29	11'-6"	Str.



SECTION A-A

(2) Required Construction Joint

LEGEND
NS = Near Side
FS = Far Side

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T24.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
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REVISED DATE:

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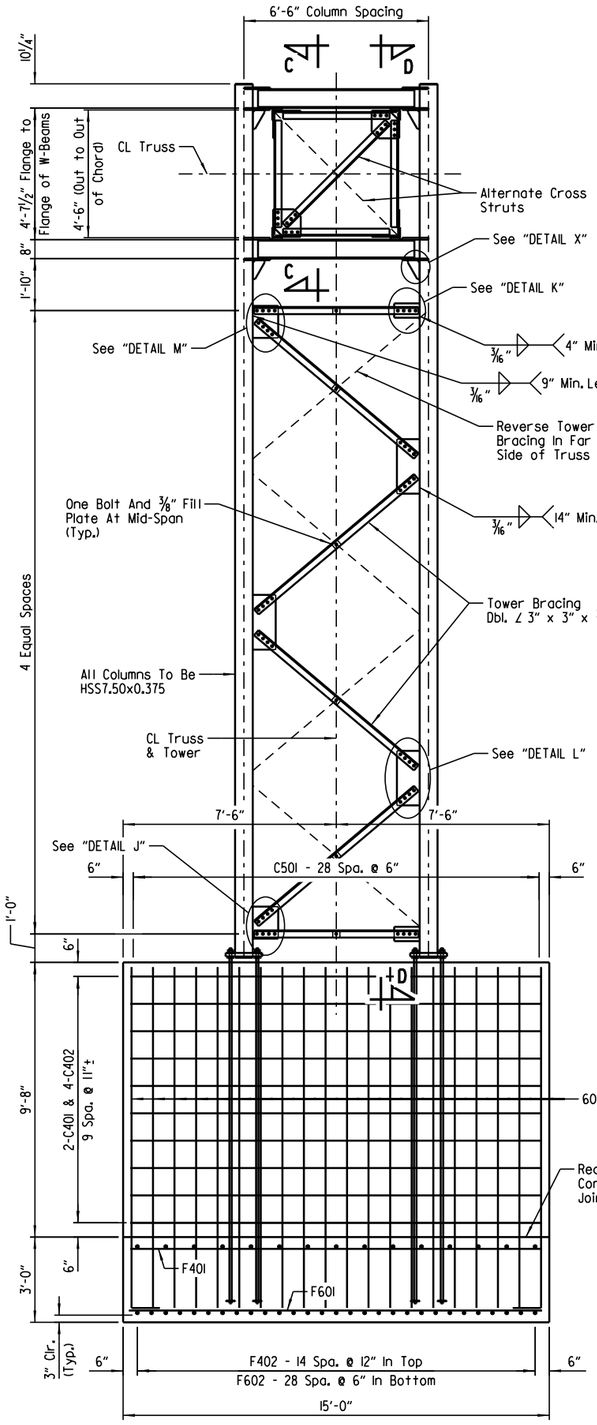
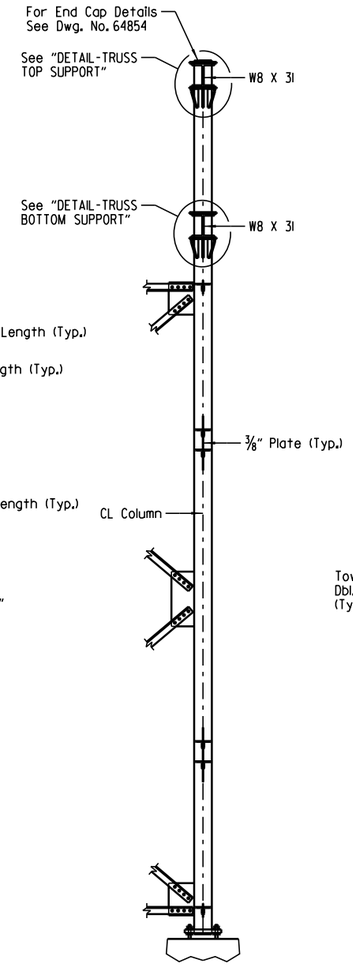
				6	ARK.			
				JOB NO.		CA0604	922	1104
				(1) SEE TABLE		SIGN STRUCTURE		64853

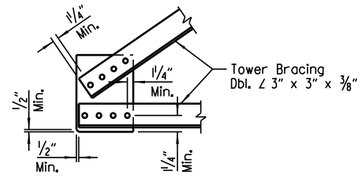
(1) Bolts shall be 7/8"ø and holes in beam flange and 3/4" shim shall be 15/16 "ø.



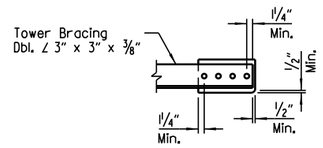
VIEW B-B



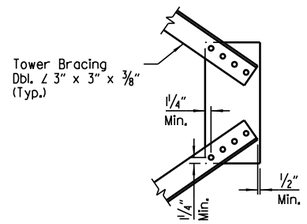
SECTION D-D



DETAIL J



DETAIL K



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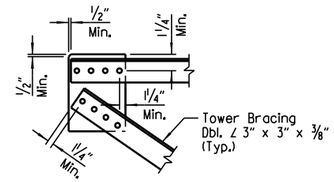

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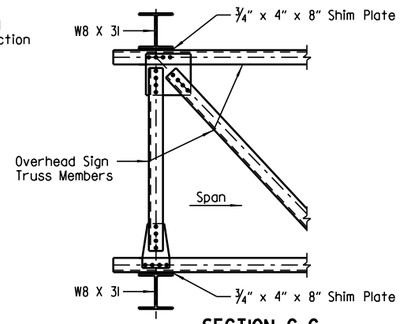
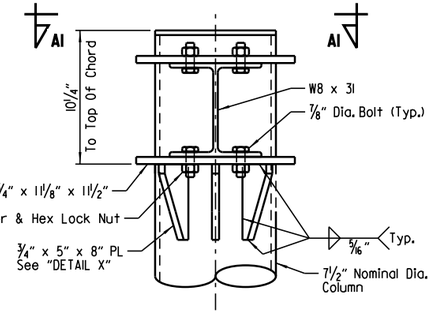
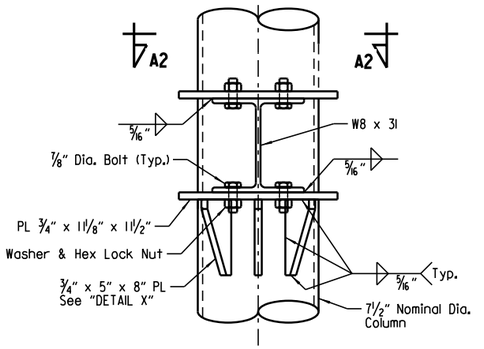


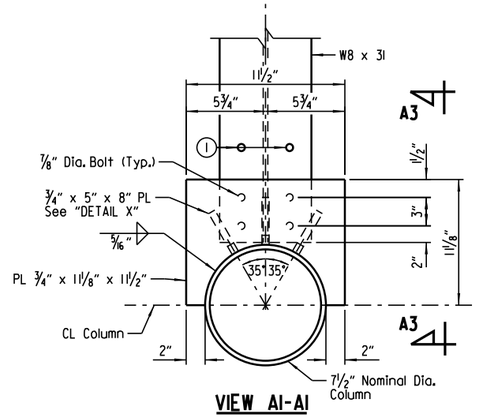
SECTION C-C



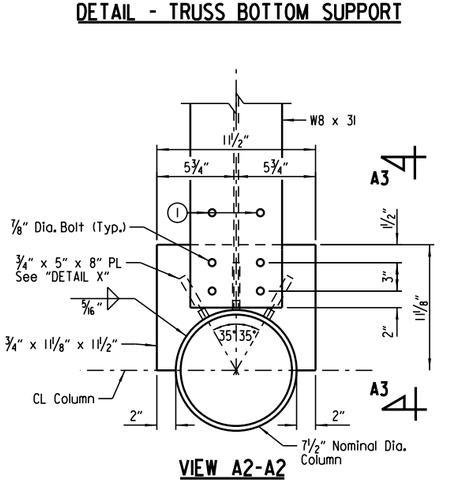
DETAIL - TRUSS TOP SUPPORT



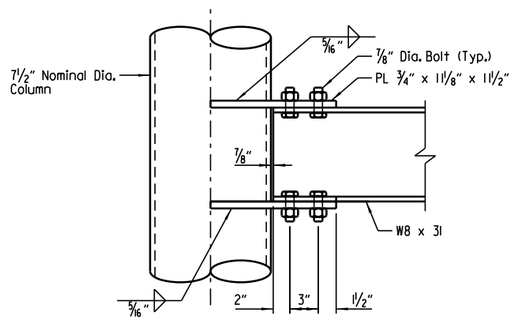
DETAIL - TRUSS BOTTOM SUPPORT



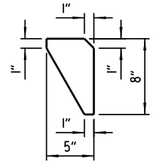
VIEW AI-AI



VIEW A2-A2



VIEW A3-A3
(¾" x 5" x 8" Plates Not Shown For Clarity)



DETAIL X

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T25.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64853

abhall 5/6/2022 9:01:22 AM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0604	923	1104
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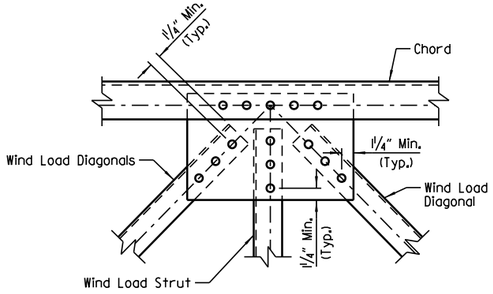
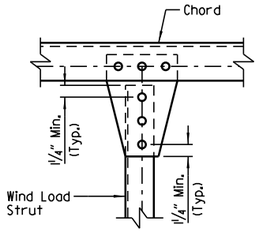


DETAIL A



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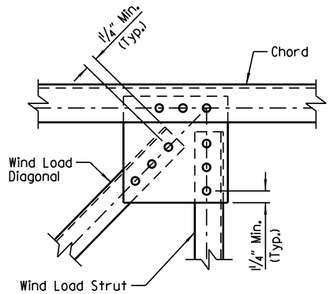

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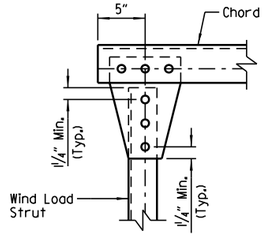
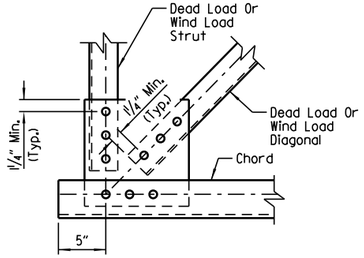


DETAIL D



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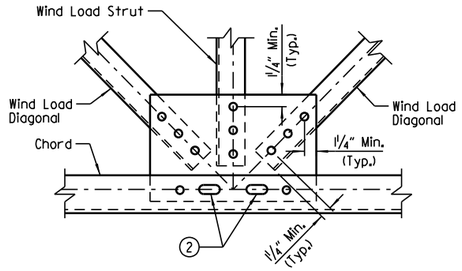

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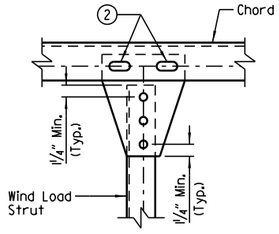

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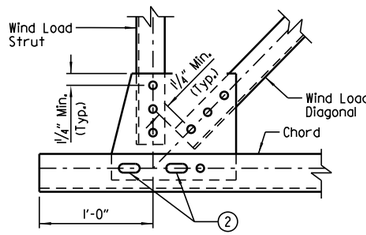
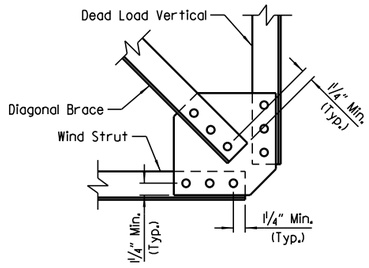
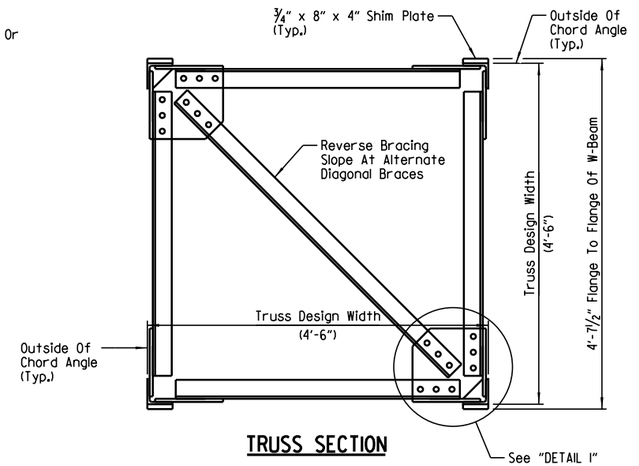


DETAIL H



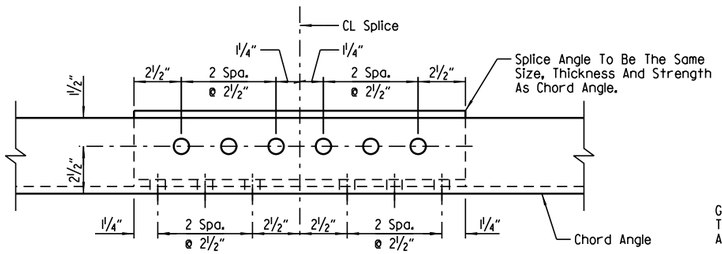
DETAIL I

NOTE:
Thickness of all gusset plates shall be ⅜".



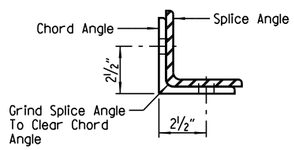
TRUSS SECTION

② Bolts shall be ⅞"ø and slotted hole in chord angle shall be 15/16" x 2¾". Use plate washer on chord angle side. Holes shall be 15/16"ø in ¾" shim plate and beam flange.

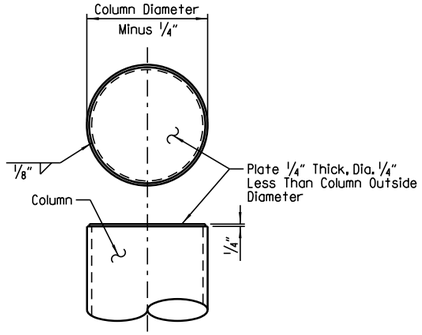


NOTE:
Place splice angles on inside of truss. Bolts shall be ¾"ø and open holes shall be 13/16 "ø.

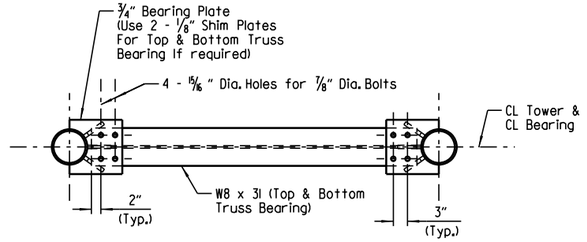
OPTIONAL CHORD SPLICE USING ANGLES (1)



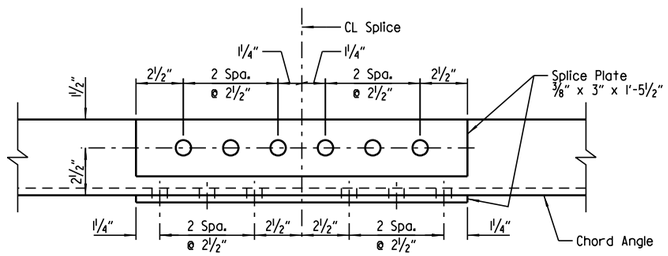
SECTION AT CL SPLICE



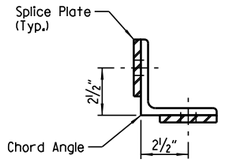
END CAP DETAILS



PLAN AT TRUSS BEARING



CHORD SPLICE USING PLATES (1)



SECTION AT CL SPLICE

SPLICE DETAILS

(1) Bolts shall be ¾" Dia. and open holes shall be 13/16 " Dia. Minimum spacing shall be 2½".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T26.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64854

abhall 5/6/2022 9:01:23 AM
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0604	924	1104
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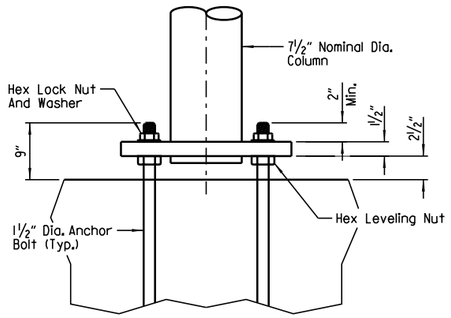
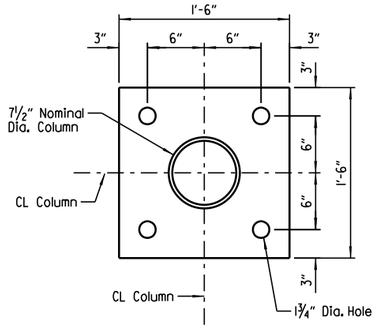
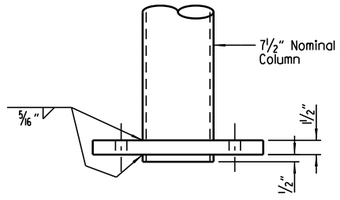


ELEVATION - COLUMN BASE

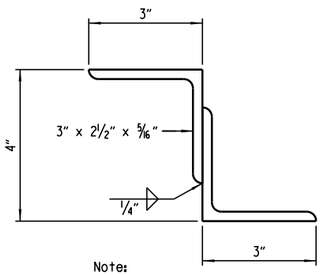


PLAN - COLUMN BASE



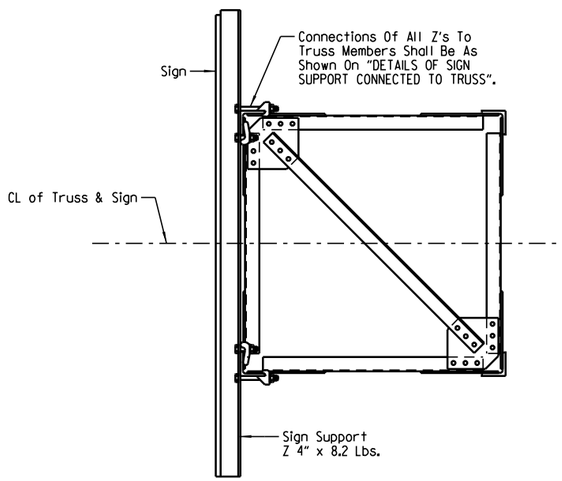
Note:
Diameter of hole in base plate to be ⅛" larger than column diameter.

DETAIL OF COLUMN CONNECTION TO BASE PLATE

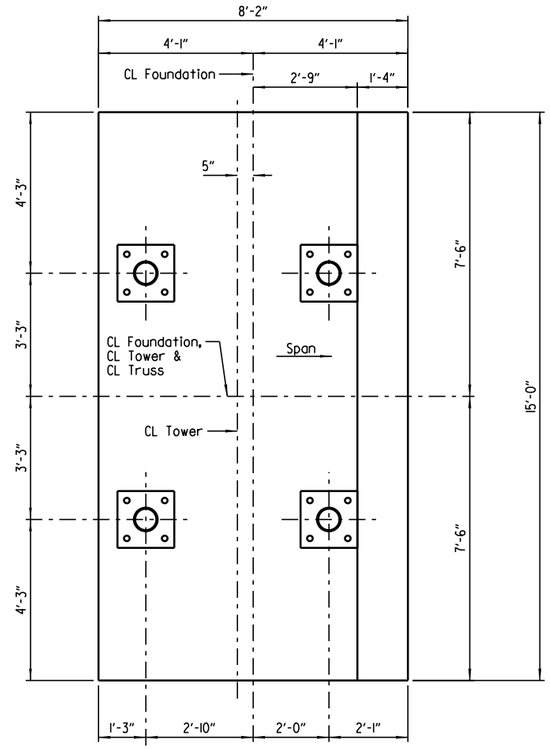


Note:
Structural Z support may be fabricated from angles as shown.

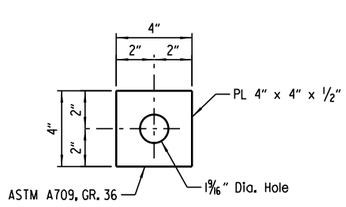
DETAILS OF ALTERNATE Z SUPPORT

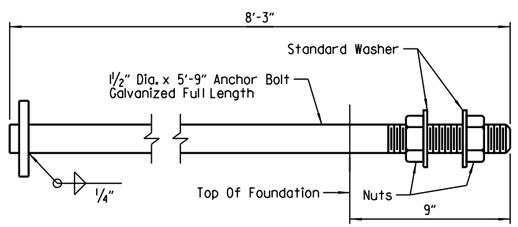


SECTION THRU TRUSS



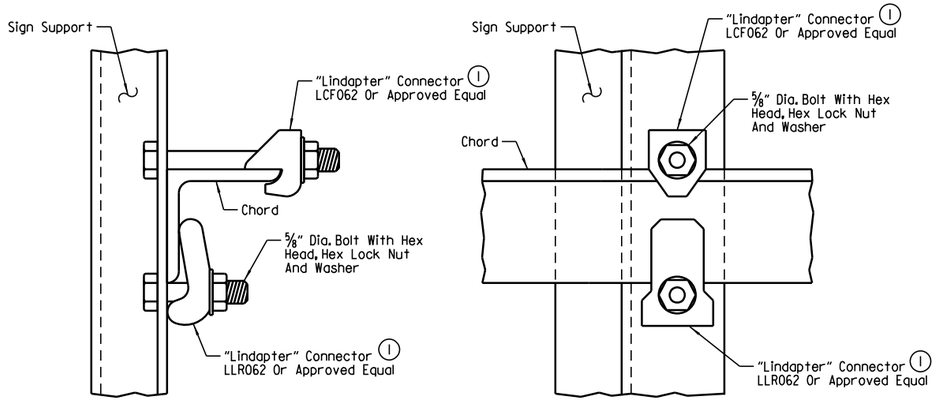
PLAN - TOWER BASE



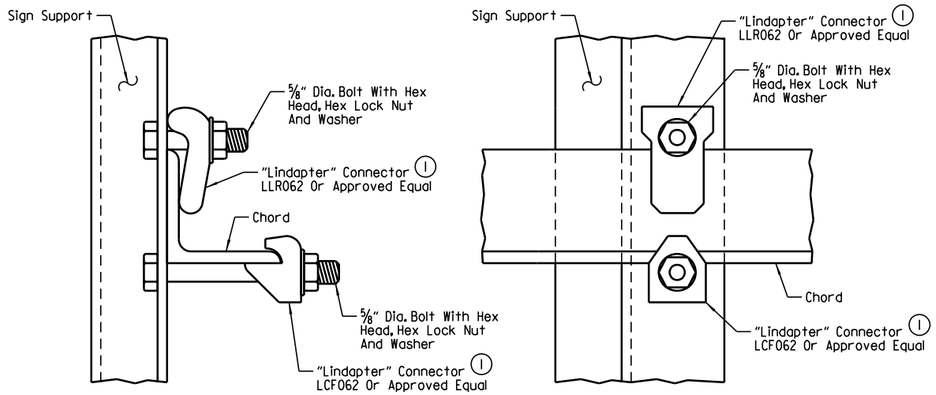


Anchor bolts shall comply with AASHTO M34, Grade 55 with Supplementary Requirement S1 and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL



TOP CHORD



BOTTOM CHORD

(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note:
Install all support connectors clear of the gusset plates and splice locations.

DETAILS OF SIGN SUPPORT CONNECTED TO TRUSS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T27.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64855

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REVISED DATE:

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				6	ARK.			
				JOB NO.		CA0604	925	1104
				(1) SEE TABLE		SIGN STRUCTURE		64856

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 Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, Sixth Edition, 2013, with current Interim Revisions

Basic Wind Speed = 90 mph
Fatigue Category: I

This structure is approved for 235 square feet of sign area with a weight of 2.5 lbs. per sq. foot. Use of additional sign area must be approved by the Engineer. If the structure height ("H") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete	f'c = 3,500 psi
Reinforcing Steel (Grade 60, AASHTO M 31 or M 322, Type A)	fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	ASTM A709, Grade 36 (Fy = 36,000 psi)
Plate:	ASTM A709, Grade 50 (Fy = 50,000 psi)
(1) Pipe:	ASTM A 139, Gr. C (Fy = 42,000 psi)
	ASTM A 500, Gr. B (Fy = 42,000 psi)
	ASTM A 501, Gr. B (Fy = 50,000 psi)
	ASTM A 714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
All grades of pipe require Heat traceability back to the original melting mill.	
Z-Shapes:	AASHTO M 270, Grade 36 (Fy = 36,000 psi)
Shim Plates:	ASTM A 1011, SS, Grade 36, Type 2 or Grade 40
Bolts:	ASTM A 325, Type 1
Locknuts - Approved Type:	Meeting or exceeding AASHTO M 292
Washers:	ASTM F 436
Nuts:	ASTM A 563 or AASHTO M 292, Grade DH or Grade 2H (Grade 10S)

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" diameter and open holes shall be ⅞" diameter. Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26.

Anchor bolts shall comply with AASHTO M 314, Grade 55 including Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with SP "STEEL SIGN STRUCTURES".

All truss frame bolts shall comply with ASTM A325 Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM A325 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Field splices shall be located in order to avoid sign panel connections. Only one chord splice is permitted with a minimum section length of 15 feet.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with SP "STEEL SIGN STRUCTURES".

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to truss connection plate welds.

All CJP groove welds shall be tested according to AWS D1.1 Structural Welding Code - Steel.

No circumferential butt welds will be allowed in any pipe sections.

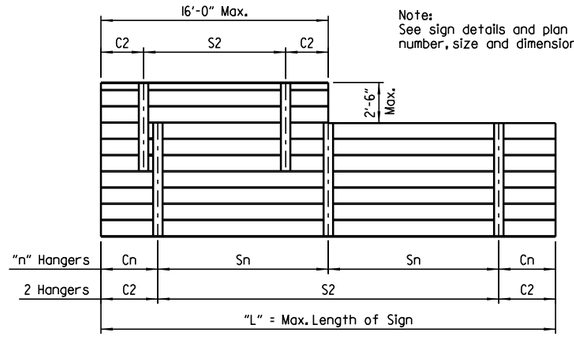
Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to support. All truss member connections shall be bolted connections.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Lock nuts to be installed according to Manufacturer's recommendations.

Shoring may be required to protect existing shoulders during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL CANTILEVER SIGN STRUCTURE". The excavations for the footings shall be backfilled before the structure is attached to the foundations.

Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit new structures to the existing conditions.



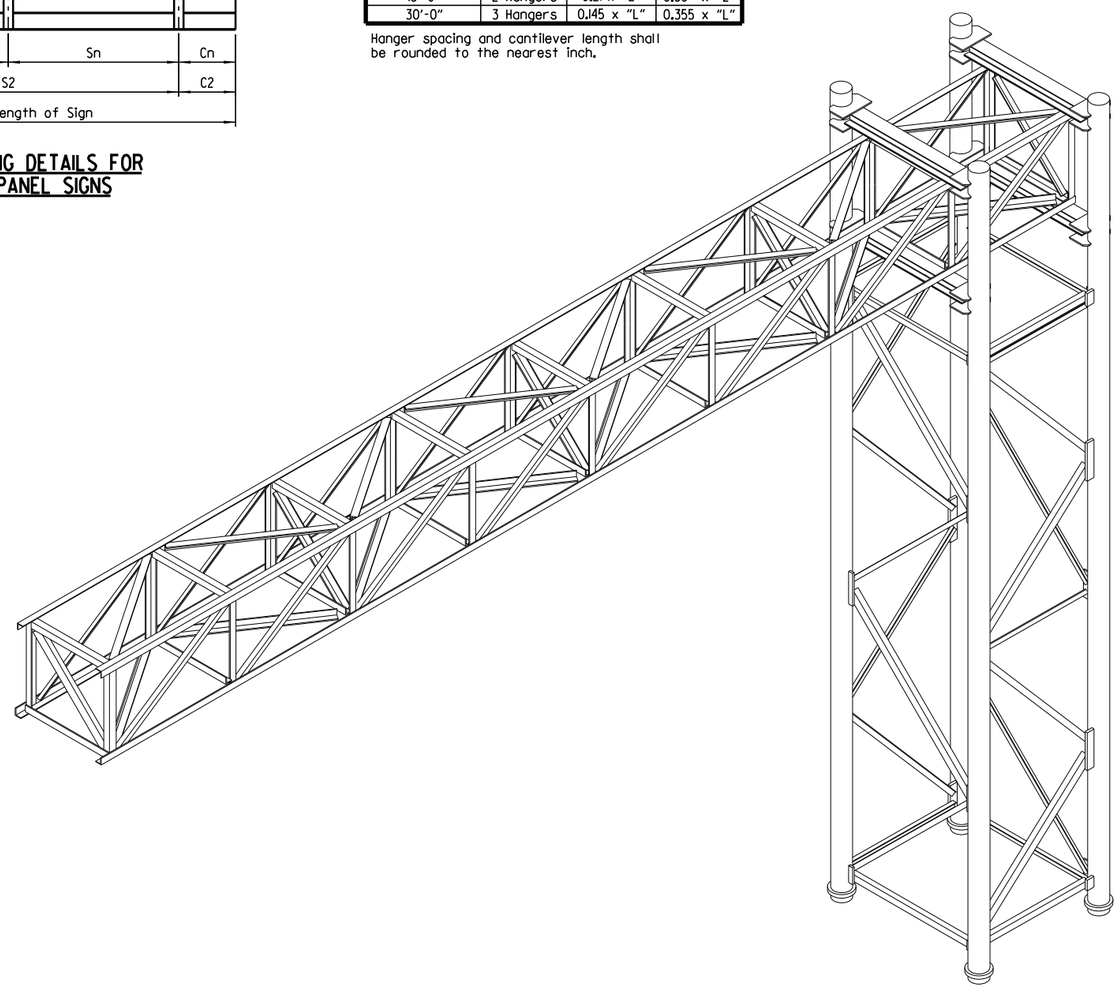
Note:
See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x "L"	0.58 x "L"
30'-0"	3 Hangers	0.145 x "L"	0.355 x "L"

Hanger spacing and cantilever length shall be rounded to the nearest inch.



(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE

DIGITALLY SIGNED 5/18/2022
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS FOR 35' STEEL CANTILEVER SIGN STRUCTURE WITH SPECIAL FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: APR. 2021 FILENAME: BCA0604_T28.dgn
CHECKED BY: JHR DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: WMM DATE: APR. 2021
STR. NO. SEE TABLE DRAWING NO. 64856

abhall 5/6/2022 9:01:23 AM
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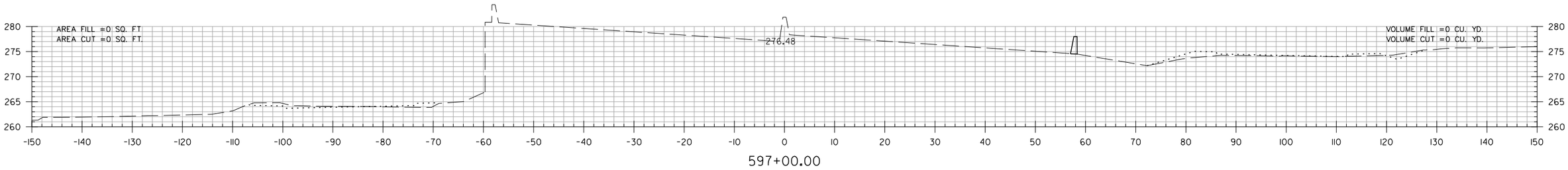

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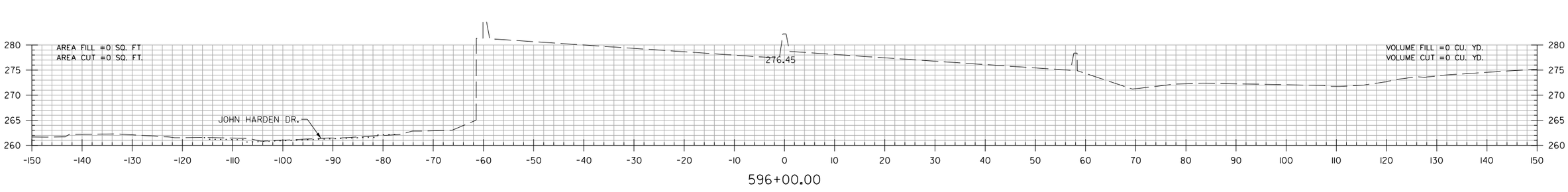

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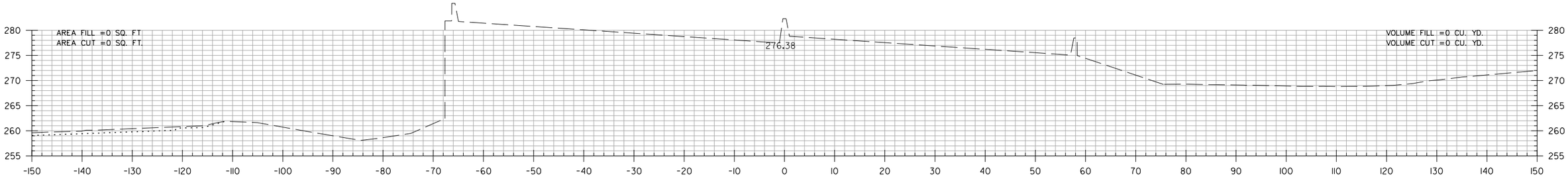

595+00.00

HWY. 67
STA. 595+00 TO STA. 597+00

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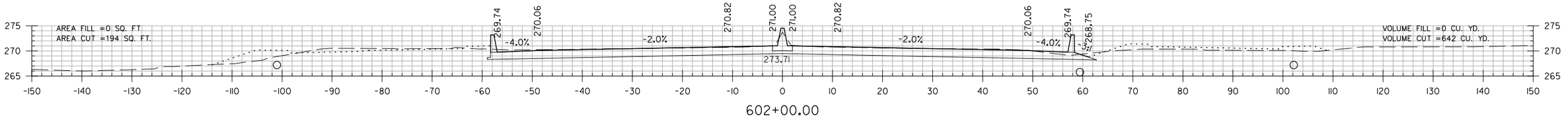

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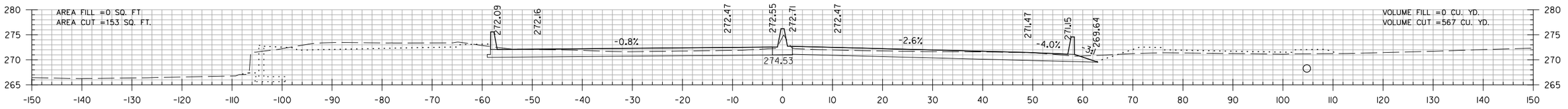

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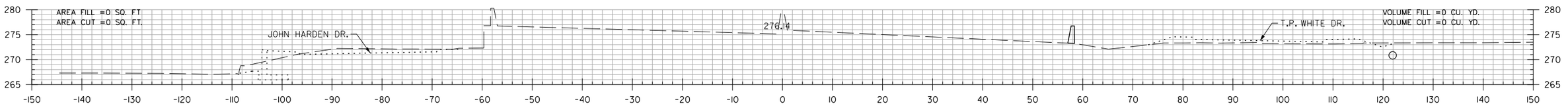
BEGIN JOB CA0613



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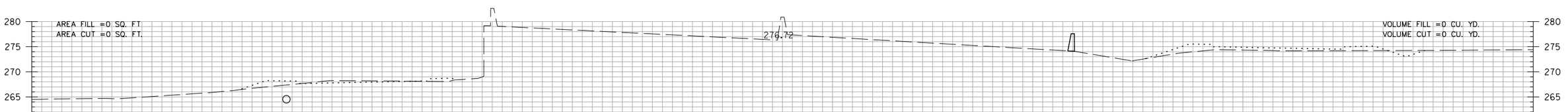

598+00.00

STA. 597+15.53 MAX. SUPERELEVATION (0.067 FT/FT)

HWY. 67
STA. 598+00 TO STA. 602+00

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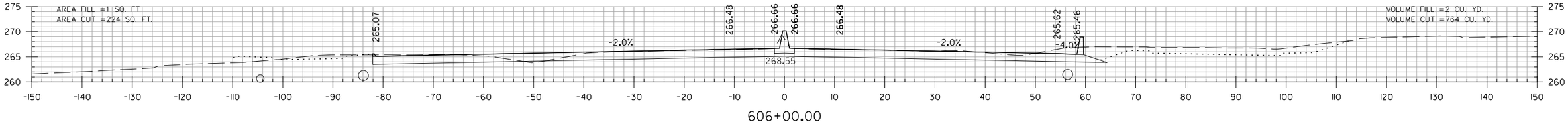

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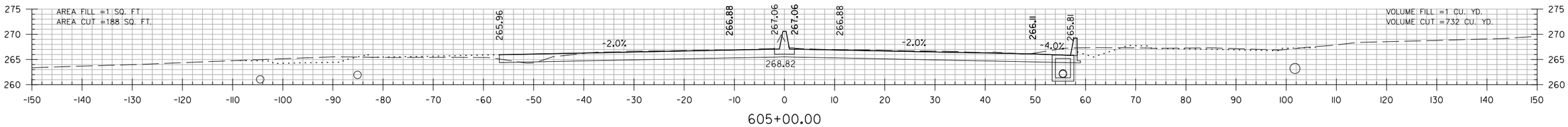

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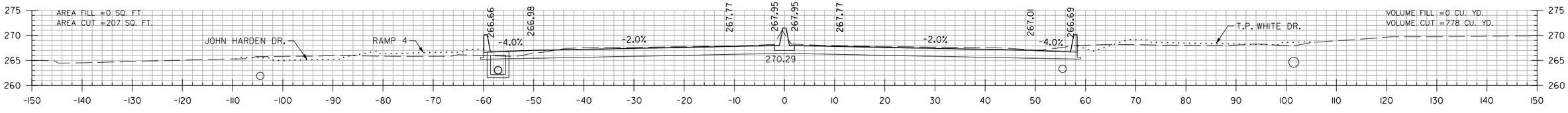

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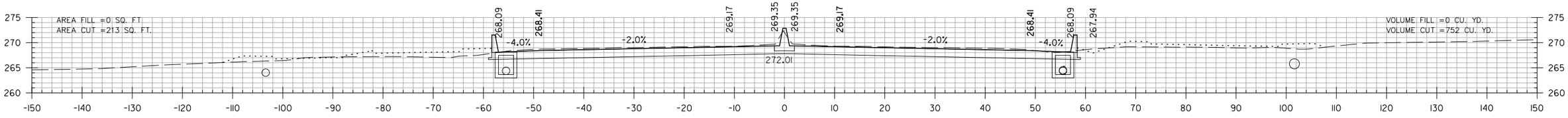

603+00.00

HWY. 67
STA. 603+00 TO STA. 606+00

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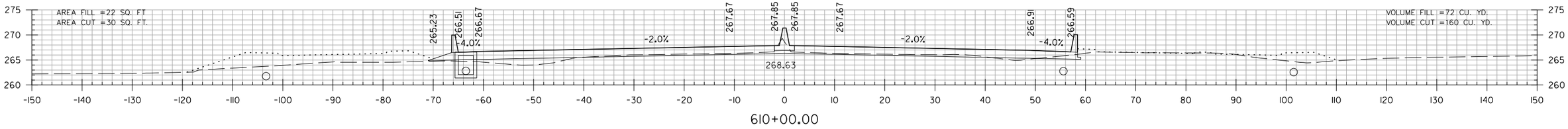

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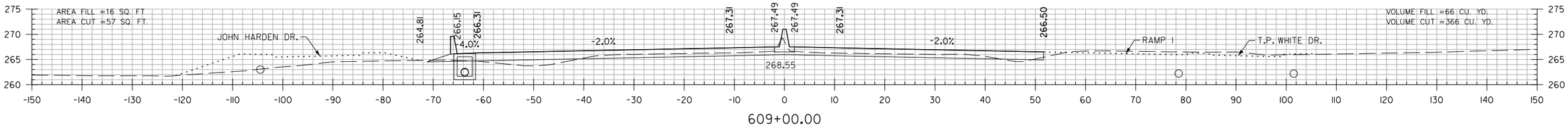

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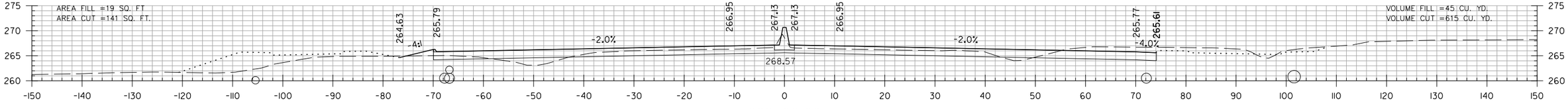

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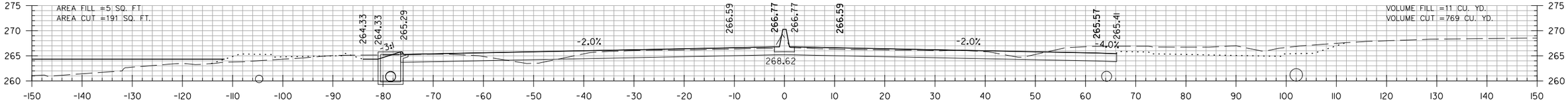

607+00.00

HWY. 67
STA. 607+00 TO STA. 610+00

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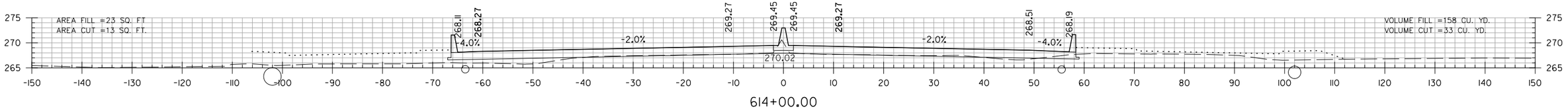

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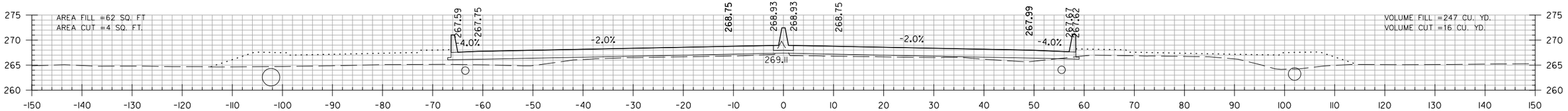

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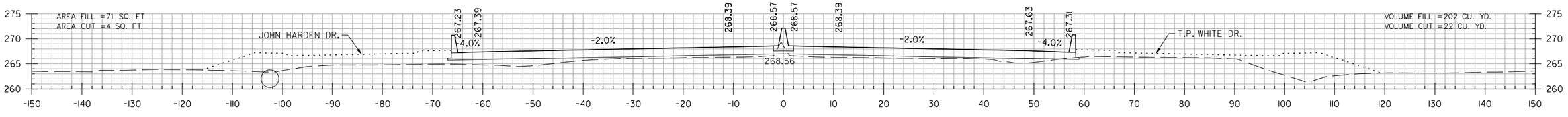

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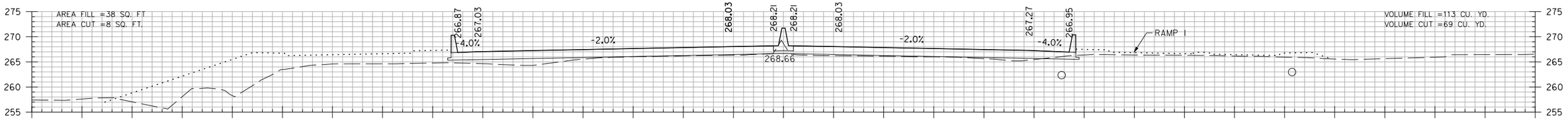

611+00.00

HWY. 67
STA. 611+00 TO STA. 614+00

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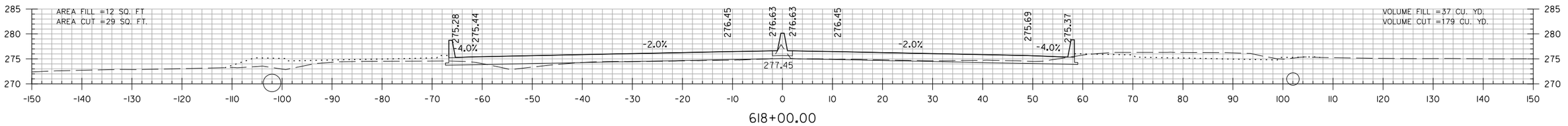

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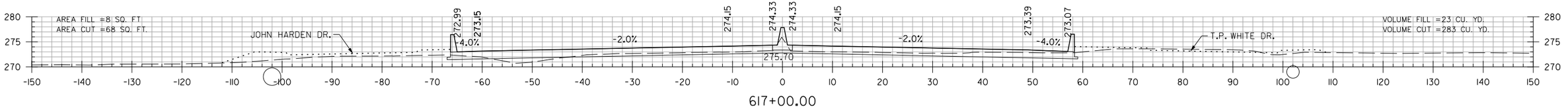

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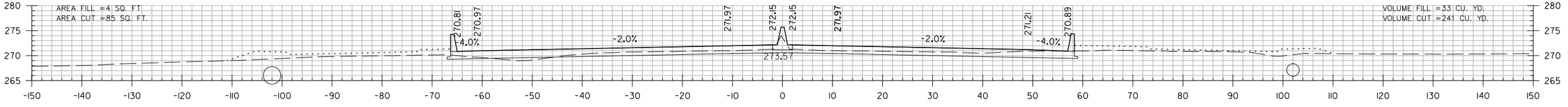

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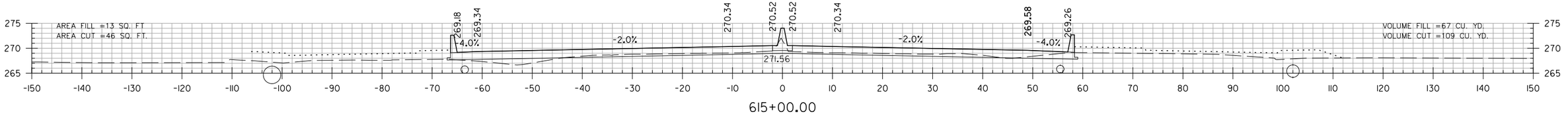

615+00.00

HWY. 67
STA. 615+00 TO STA. 618+00

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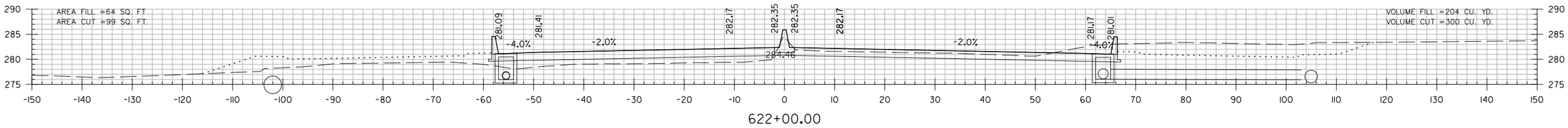

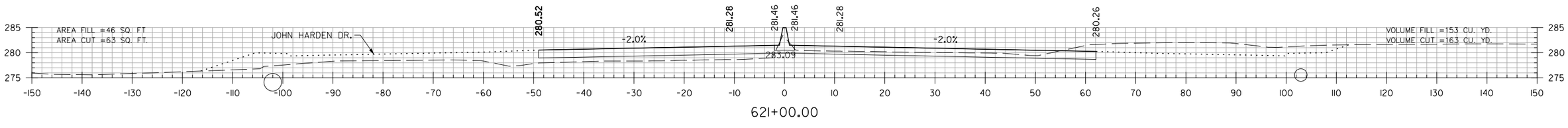

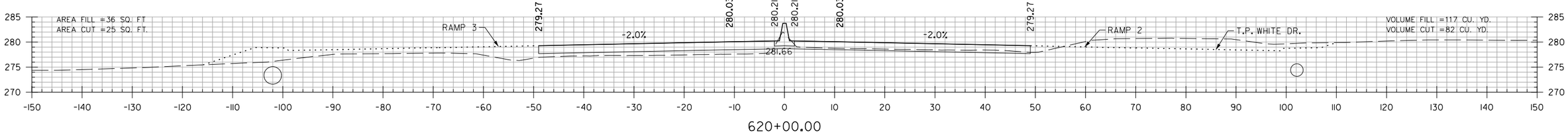

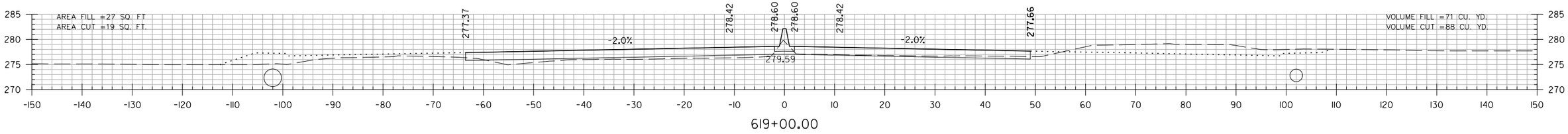

HWY. 67
STA. 619+00 TO STA. 622+00

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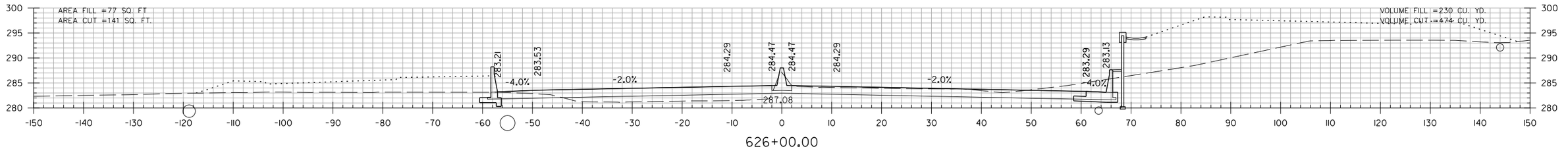

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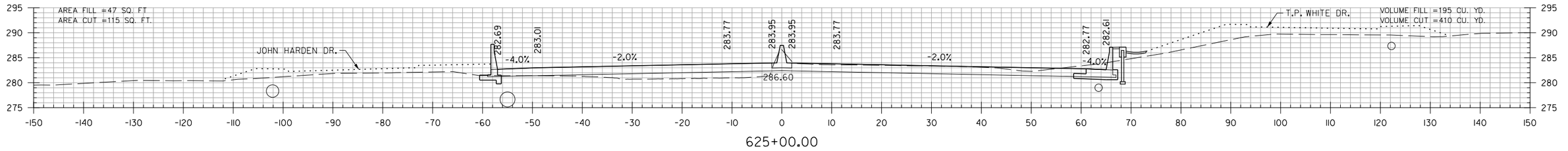

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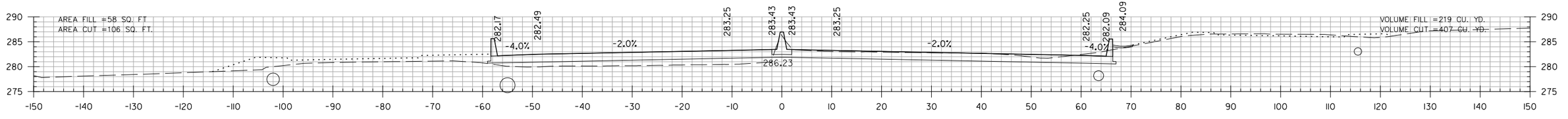

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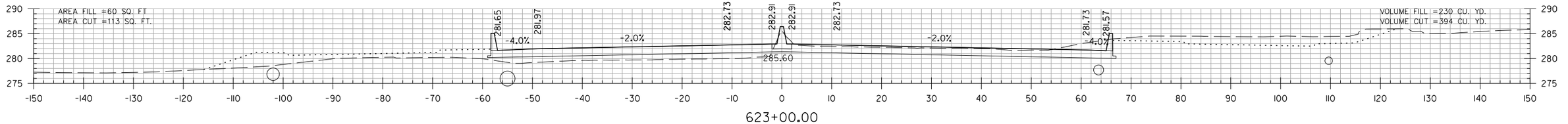

623+00.00

HWY. 67
STA. 623+00 TO STA. 626+00

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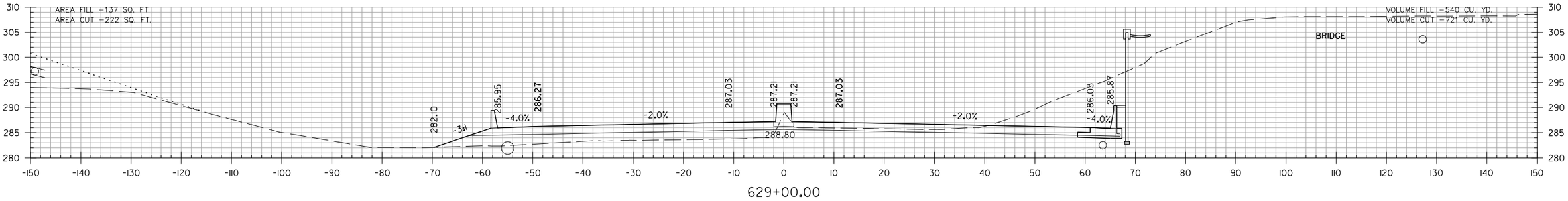

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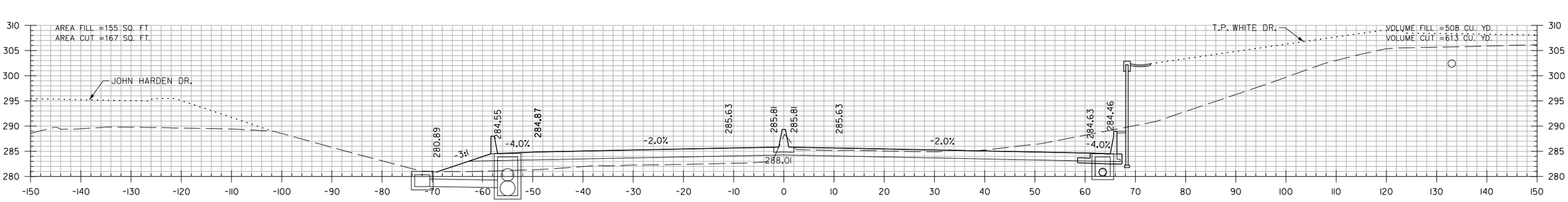

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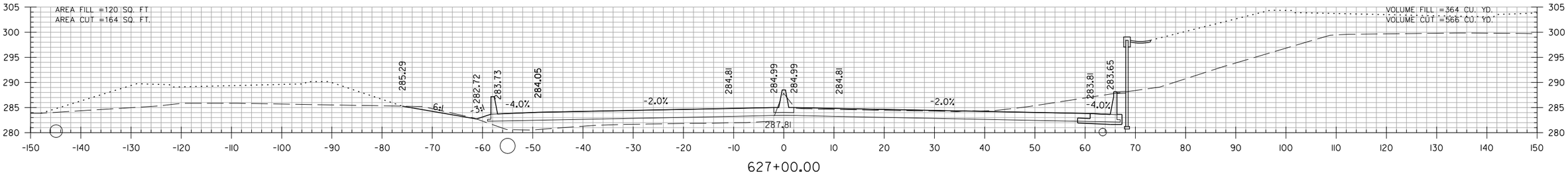

627+00.00

HWY. 67
STA. 627+00 TO STA. 629+00

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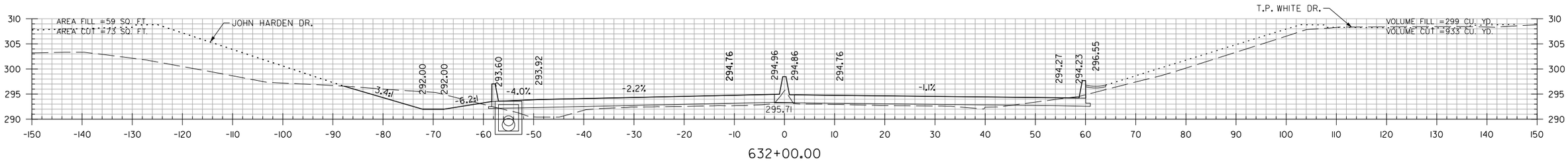

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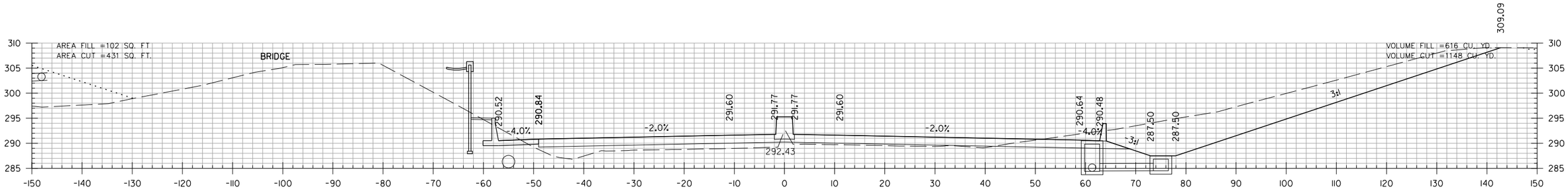
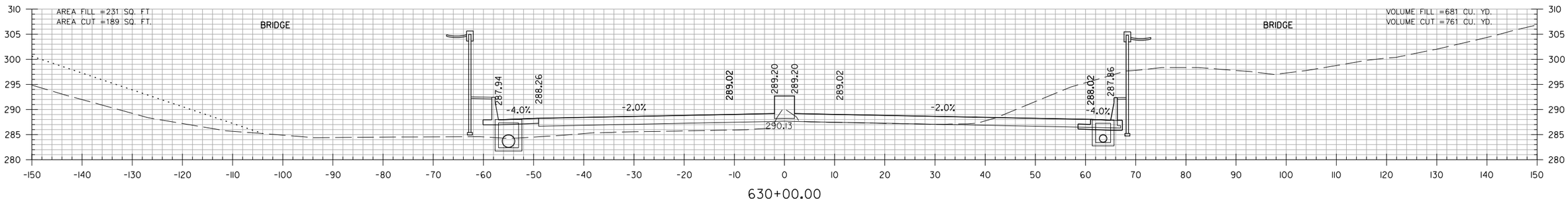


631+00.00



630+00.00

HWY. 67
STA. 630+00 TO STA. 632+00

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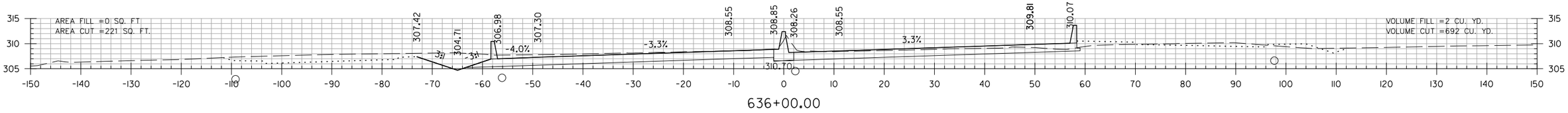
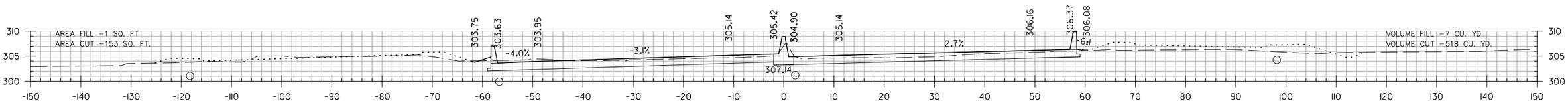
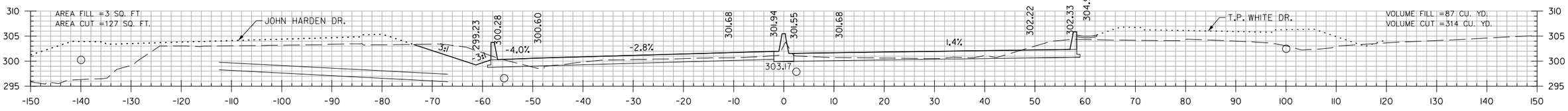
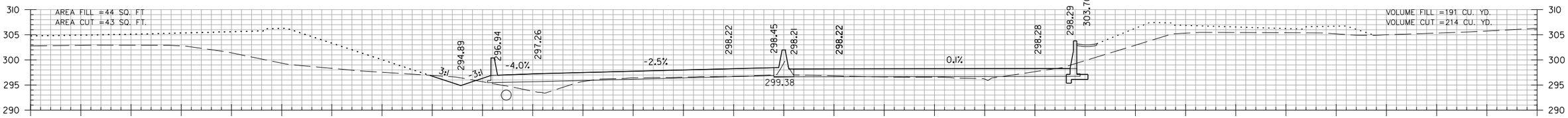


STA. 635+49.76 MAX. SUPERELEVATION (0.033 FT/FT)







HWY. 67
STA. 633+00 TO STA. 636+00

SADonaldson 5/11/2022 10:51:40 AM
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REVISED DATE:

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.		CA0604	937	1104
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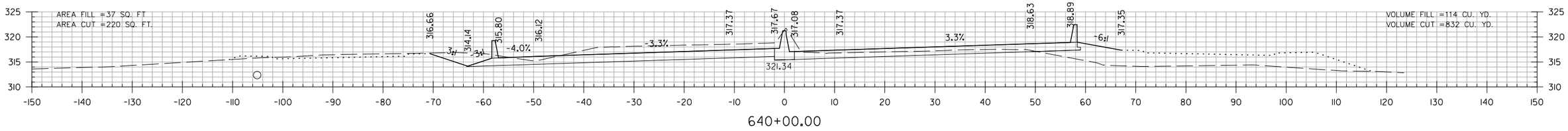
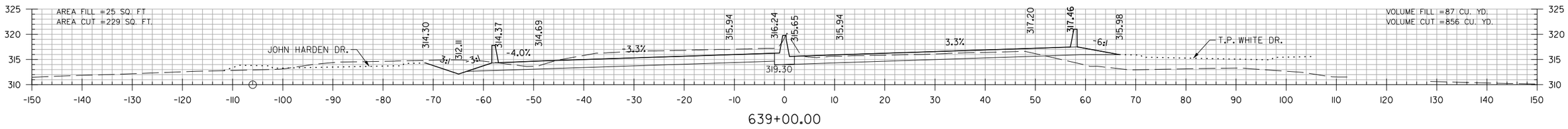
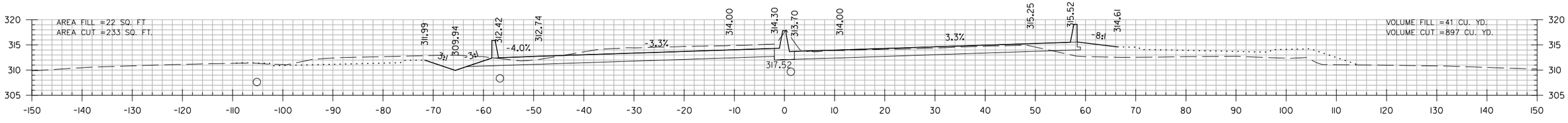


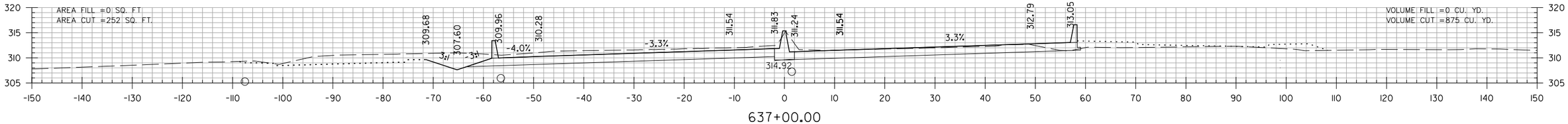
640+00.00



639+00.00



638+00.00



637+00.00

HWY. 67
STA. 637+00 TO STA. 640+00

SADonaldson 5/11/2022 10:51:40 AM
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REVISED DATE:

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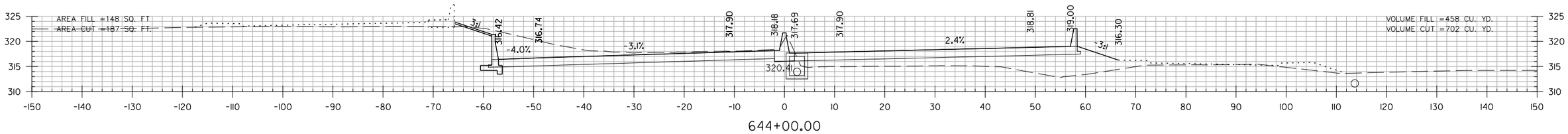
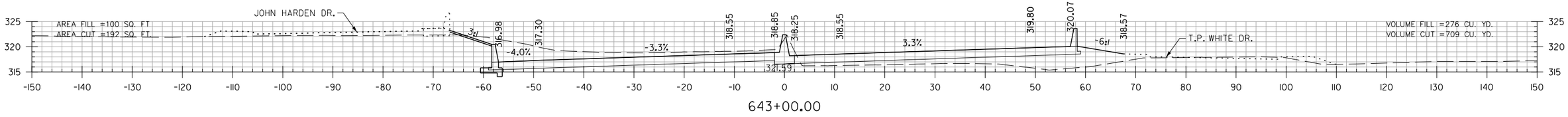
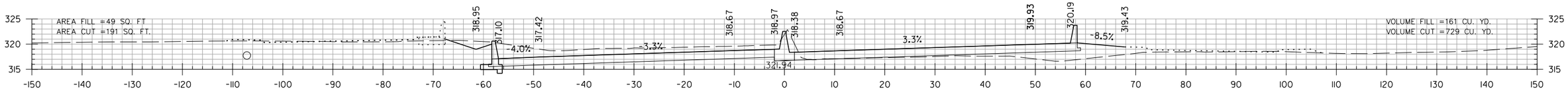


644+00.00

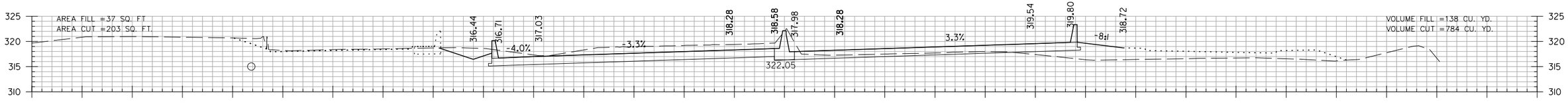
STA. 643+27.79 MAX. SUPERELEVATION (0.033 FT/FT)



643+00.00



642+00.00



641+00.00

HWY. 67
STA. 641+00 TO STA. 644+00

SADonaldson 5/11/2022 10:51:41 AM
WORKSPACE: AHTD
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REVISED DATE:

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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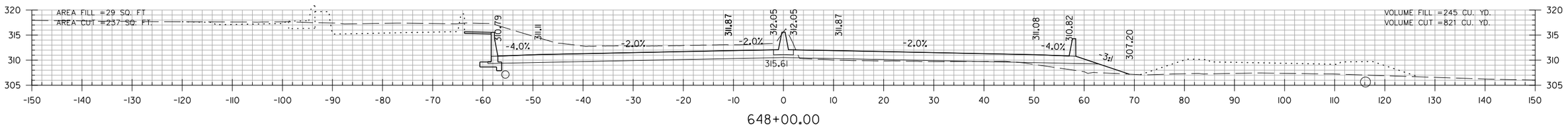
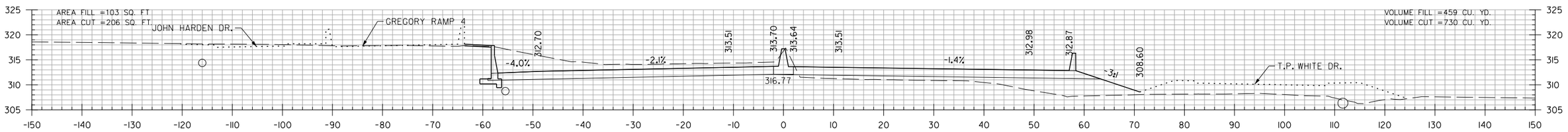
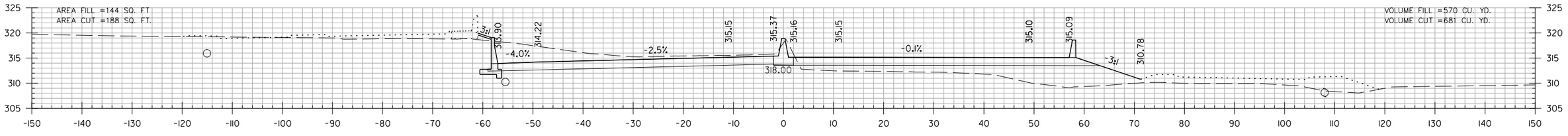


648+00.00

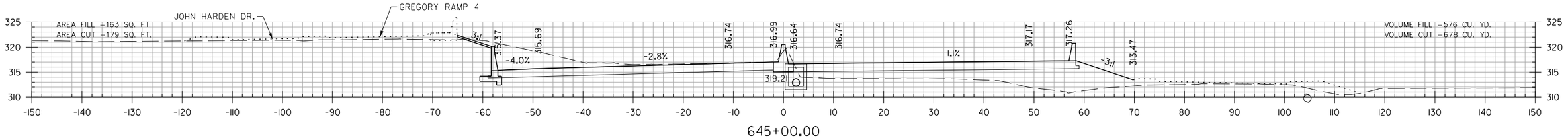
STA. 647+47.79 END SUPERELEVATION (0.020 FT/FT)



647+00.00



646+00.00



645+00.00

HWY. 67
STA. 645+00 TO STA. 648+00

SADonaldson 5/11/2022 10:51:41 AM
WORKSPACE: AHTD
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REVISED DATE:

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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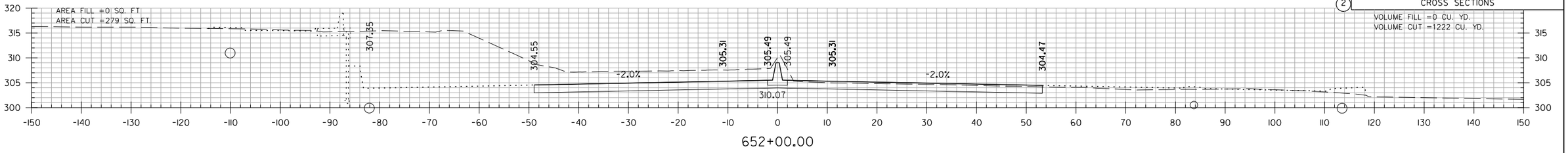
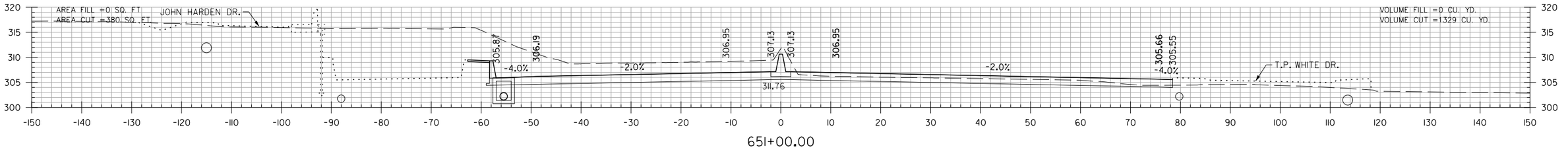
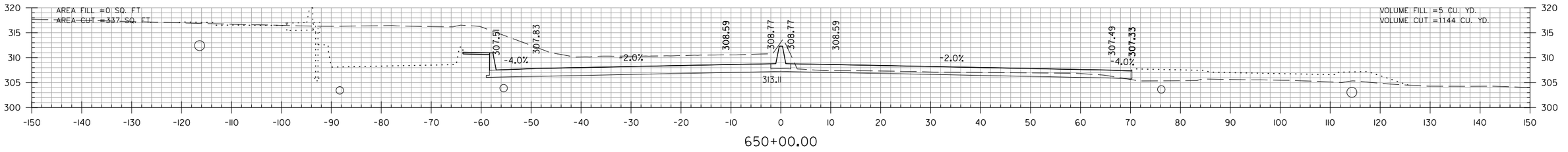
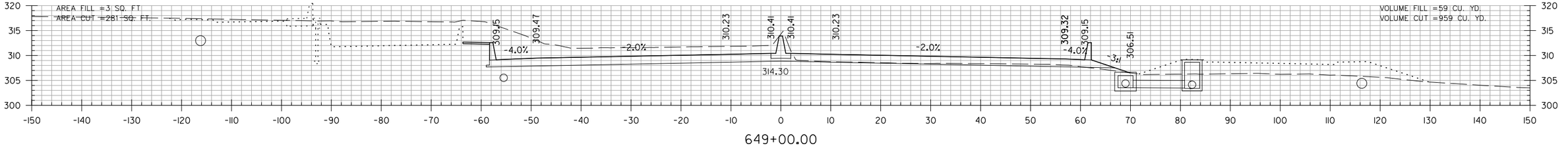
(2) CROSS SECTIONS









HWY. 67
STA. 649+00 TO STA. 652+00

SADonaldson 5/11/2022 10:51:41 AM
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REVISED DATE:

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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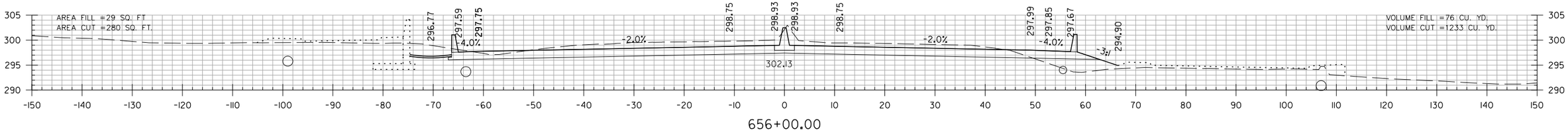
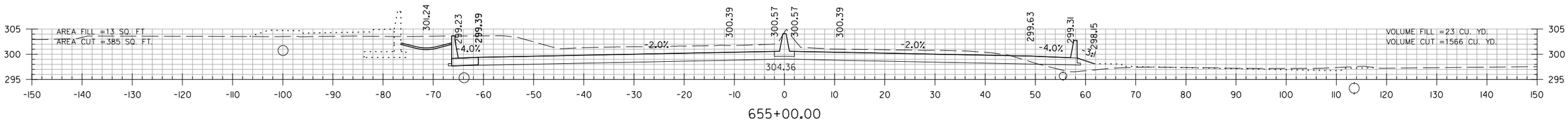
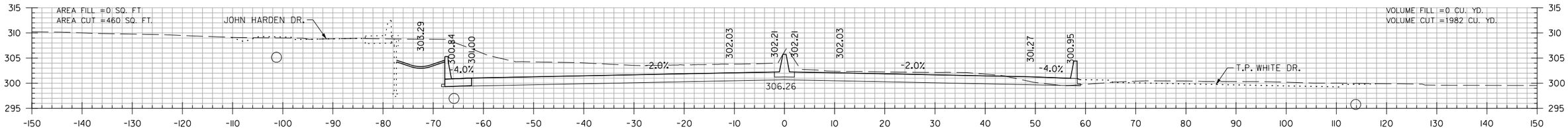


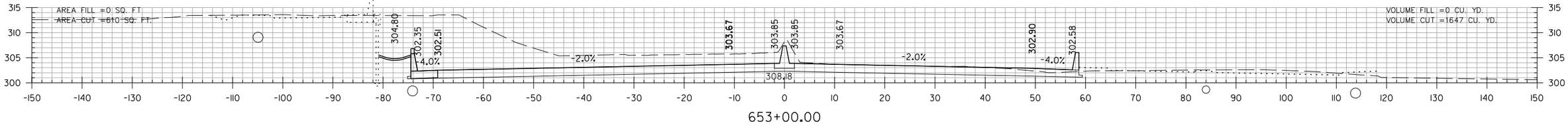
656+00.00



655+00.00



654+00.00



653+00.00

HWY. 67
STA. 653+00 TO STA. 656+00

SADonaldson 5/11/2022 10:51:41 AM
WORKSPACE: AHTD
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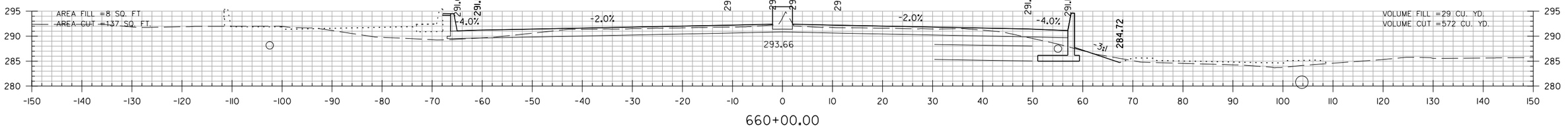
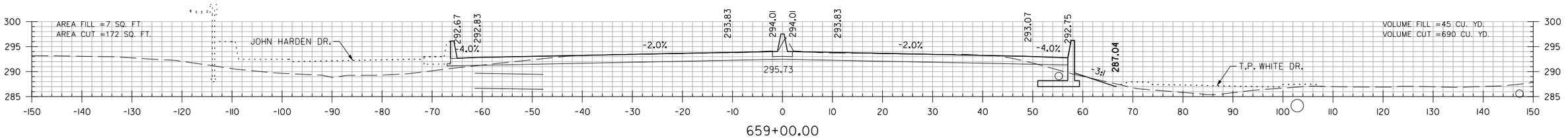
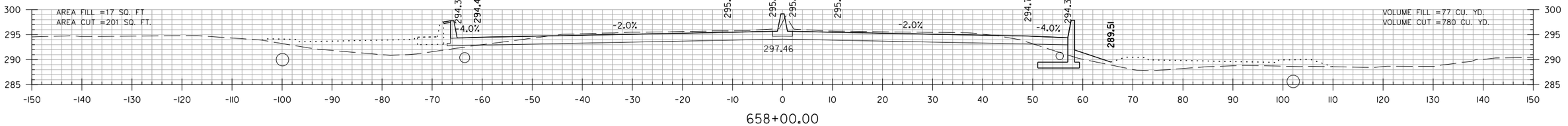


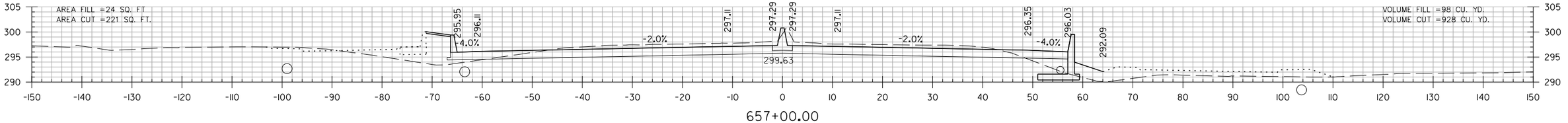
660+00.00



659+00.00



658+00.00



657+00.00

HWY. 67
STA. 657+00 TO STA. 660+00

SADonaldson 5/11/2022 10:51:41 AM
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REVISED DATE:

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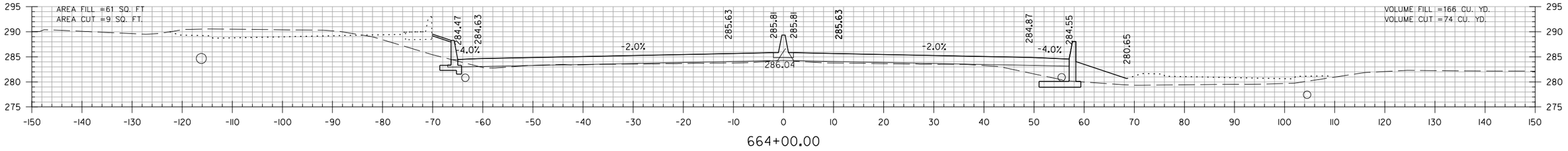
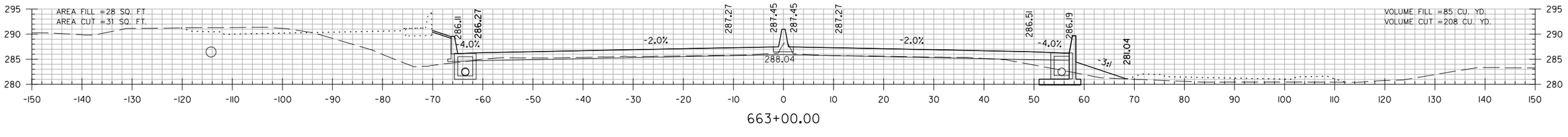
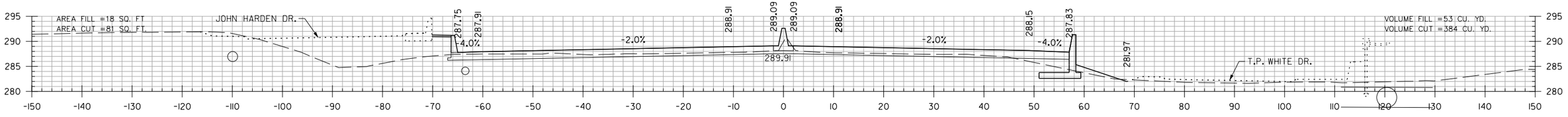


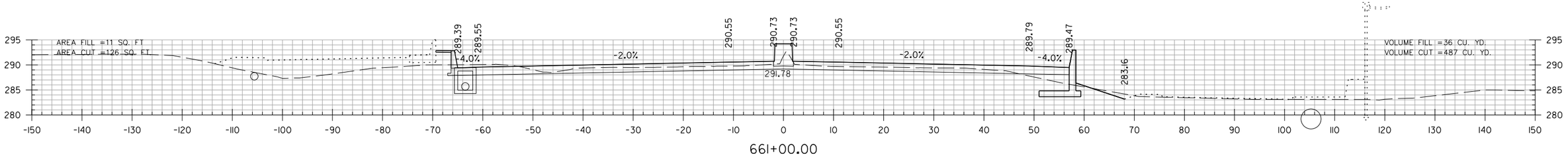
664+00.00



663+00.00



662+00.00



661+00.00

HWY. 67
STA. 661+00 TO STA. 664+00

SADonaldson 5/11/2022 10:51:41 AM
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REVISED DATE:

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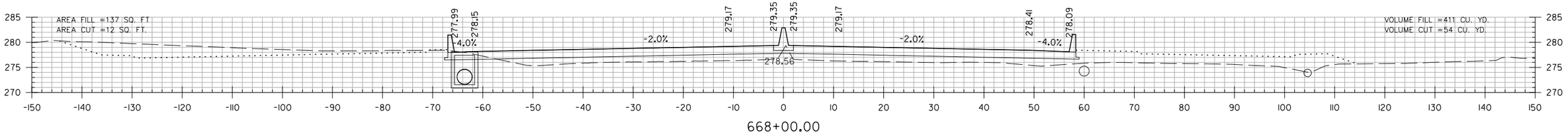
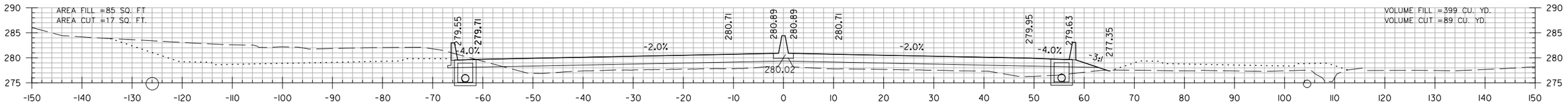
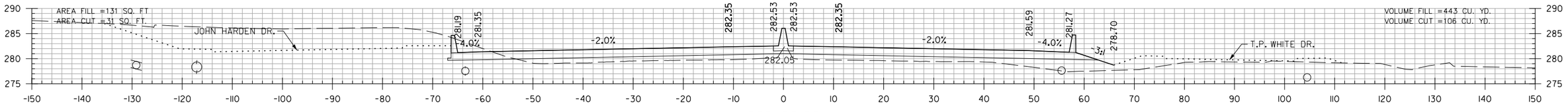


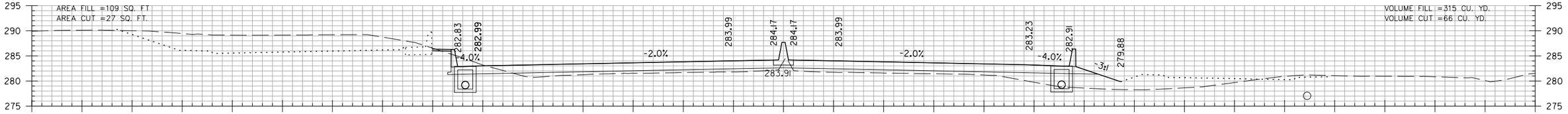
668+00.00



667+00.00



666+00.00



665+00.00

HWY. 67
STA. 665+00 TO STA. 668+00

SADonaldson 5/11/2022 10:51:41 AM
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REVISED DATE:

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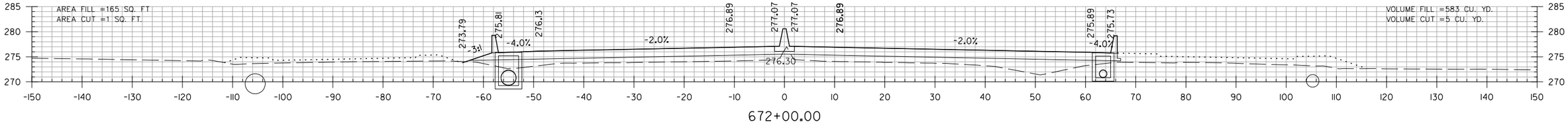
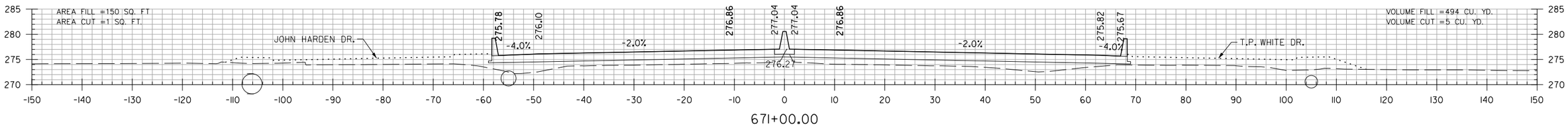
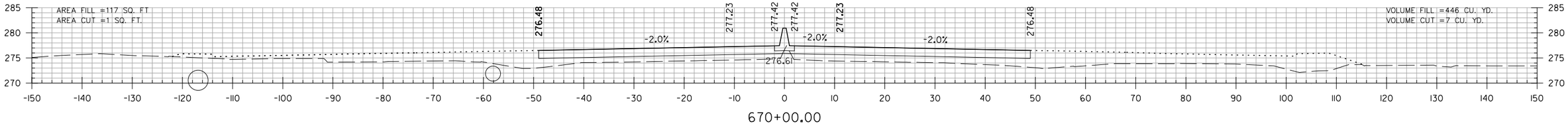


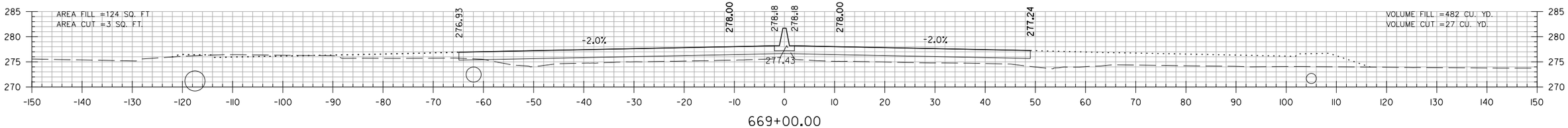
672+00.00



671+00.00



670+00.00



669+00.00

HWY. 67
STA. 669+00 TO STA. 672+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
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REVISED DATE:

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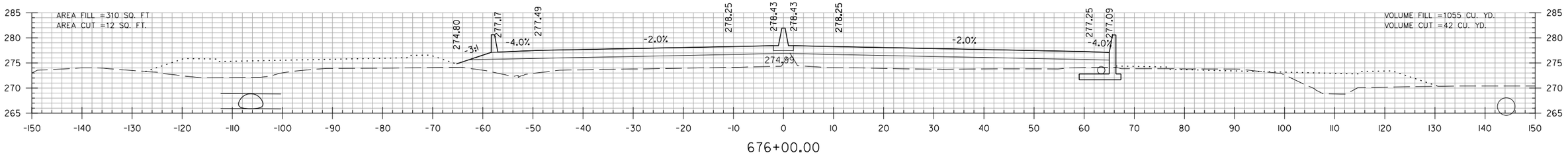
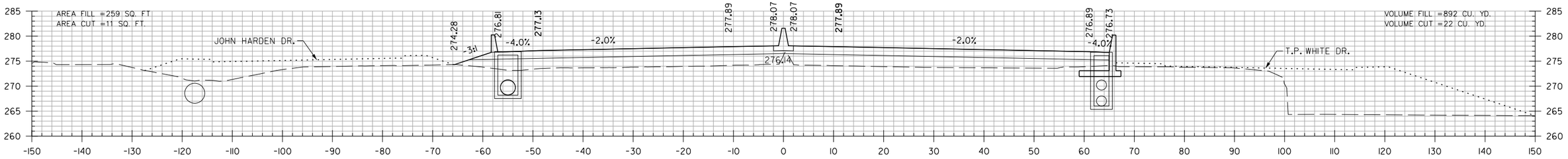
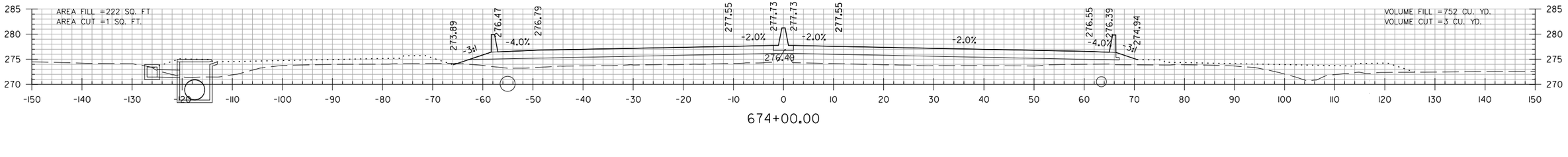


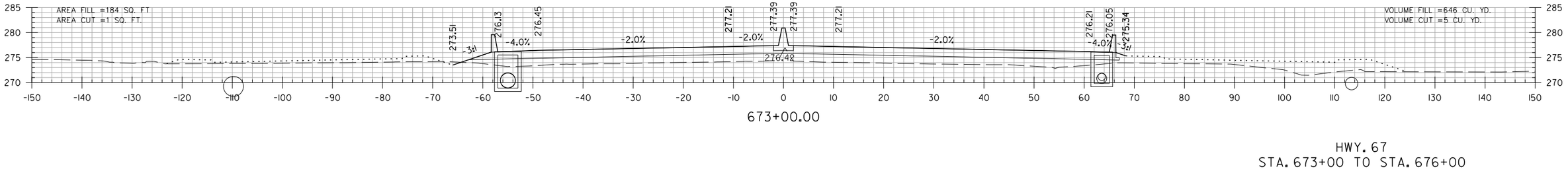
676+00.00



675+00.00



674+00.00



673+00.00

HWY. 67
STA. 673+00 TO STA. 676+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

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.		CA0604	947	1104
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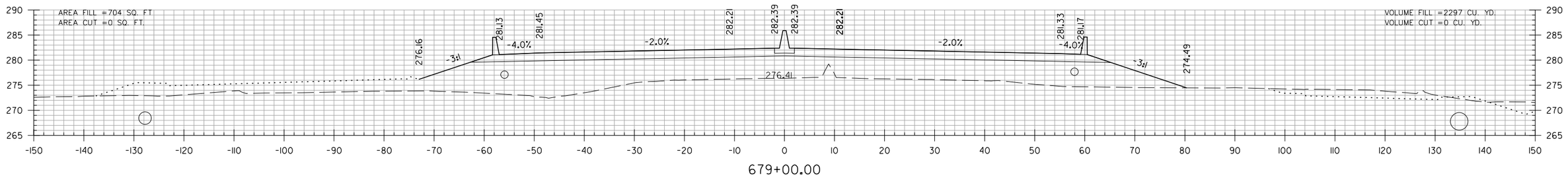
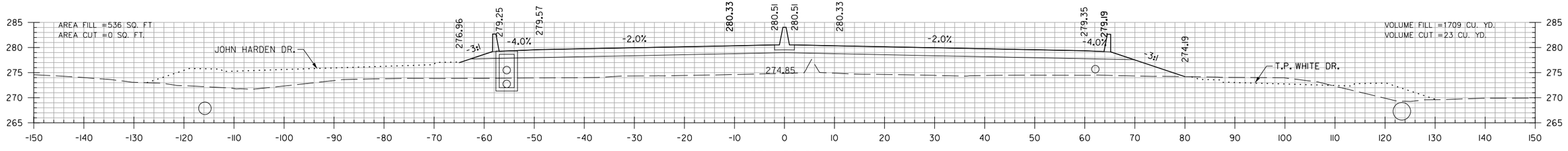
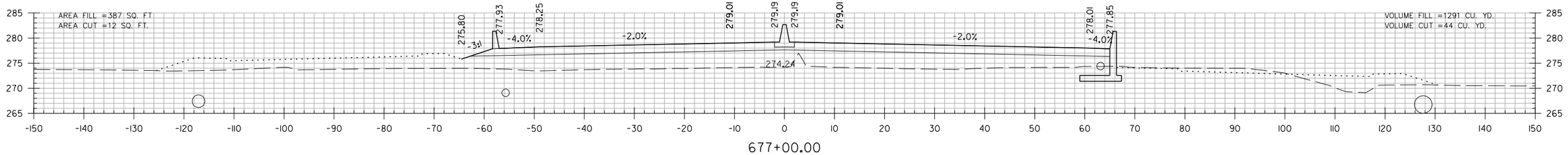


679+00.00



678+00.00



677+00.00

HWY. 67
STA. 677+00 TO STA. 679+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

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.		CA0604	948	1104
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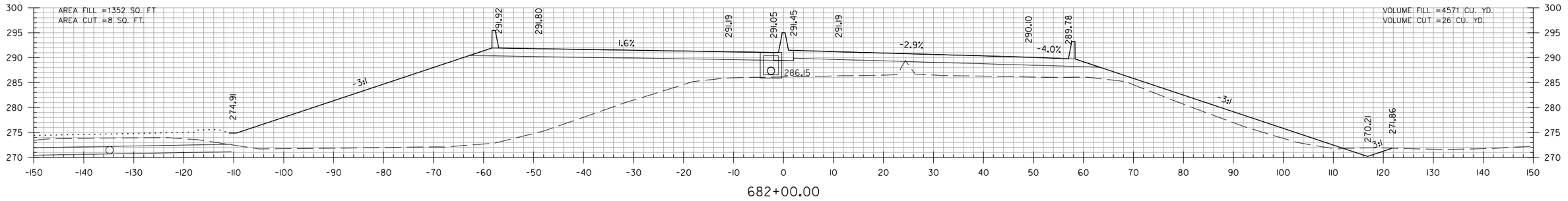

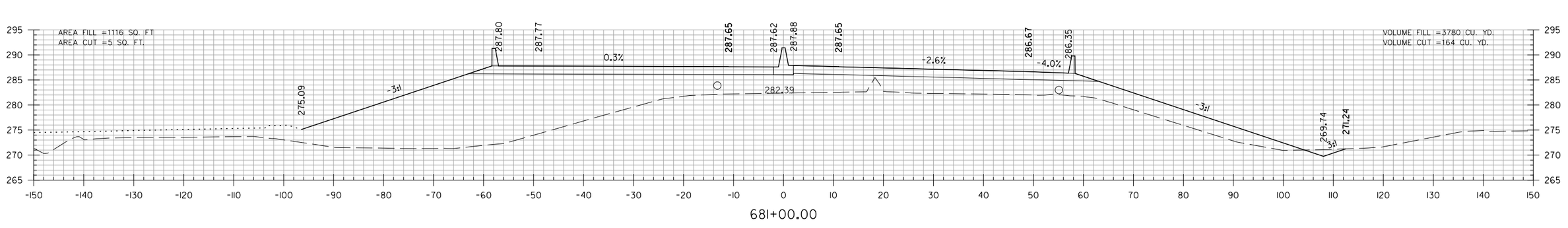

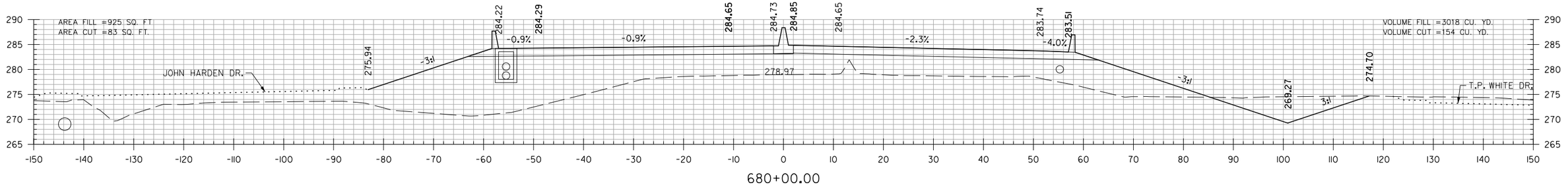

STA. 679+15.43 BEG. SUPERELEVATION (0.020 FT/FT)

HWY. 67
STA. 680+00 TO STA. 682+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

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.		CA0604	949	1104
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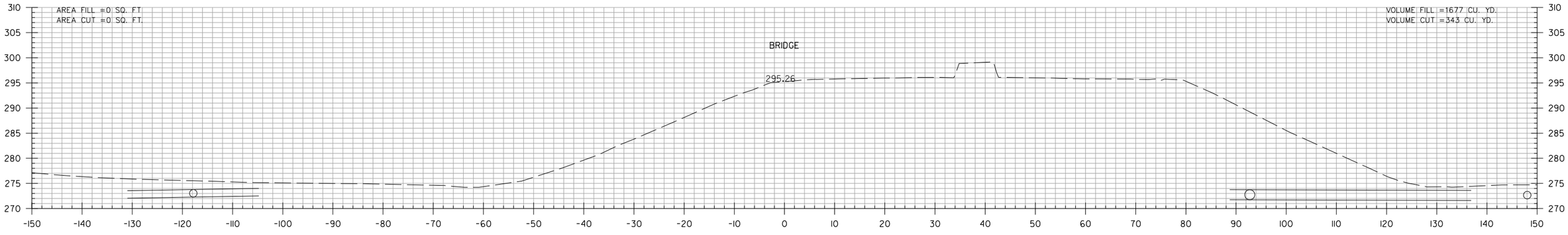
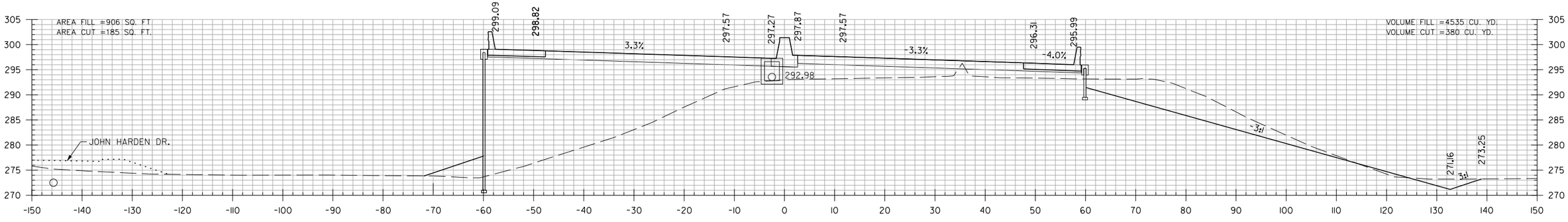


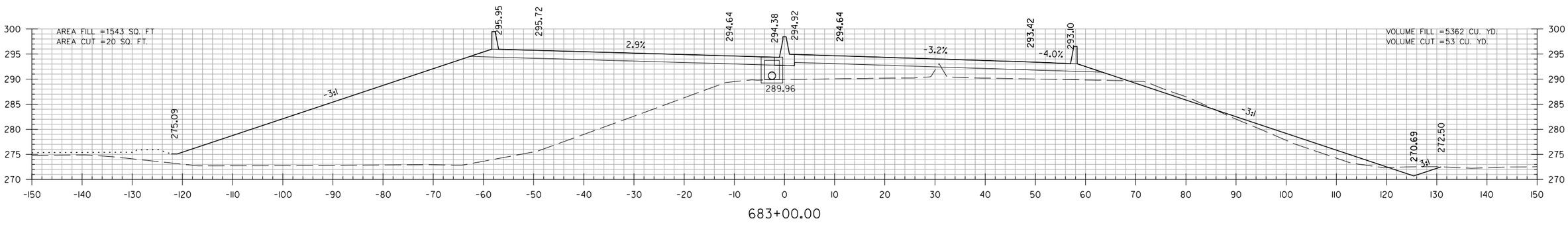
685+00.00

STA. 684+57.11 BEGIN BRIDGE A
STA. 684+57.09 BEGIN BRIDGE B



684+00.00

STA. 683+35.43 MAX. SUPERELEVATION (0.033 FT/FT)



683+00.00

HWY. 67
STA. 683+00 TO STA. 685+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
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REVISED DATE:

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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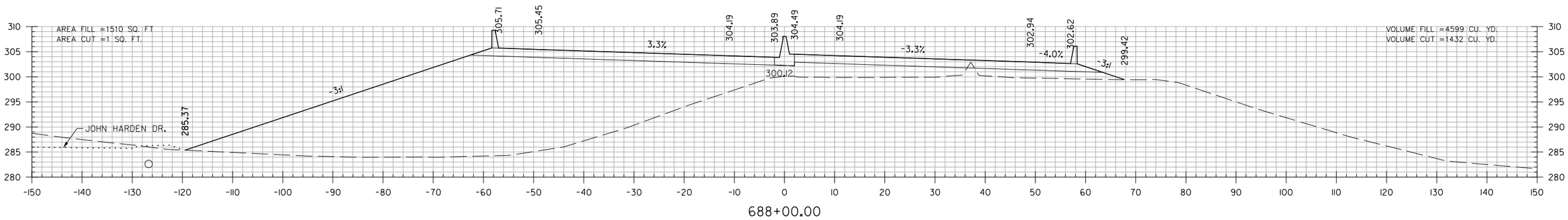
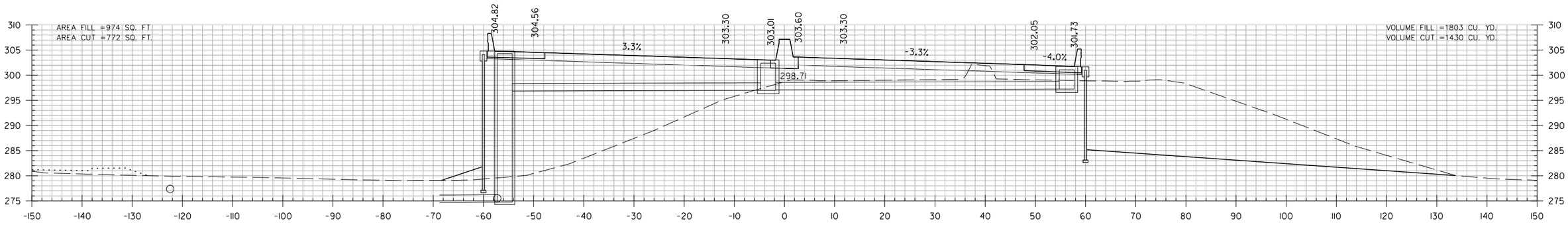
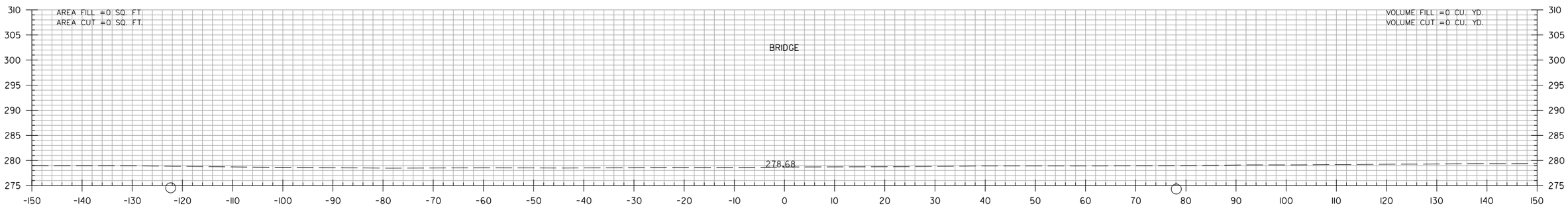


688+00.00



687+00.00

STA. 686+68.68 END BRIDGE A
STA. 686+68.69 END BRIDGE B



686+00.00

BRIDGE

HWY. 67
STA. 686+00 TO STA. 688+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

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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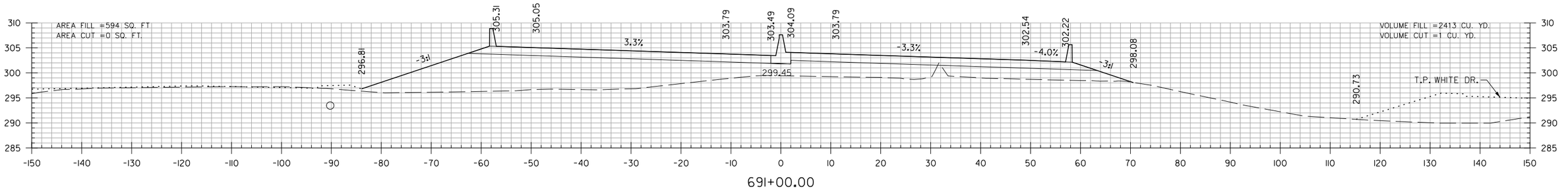
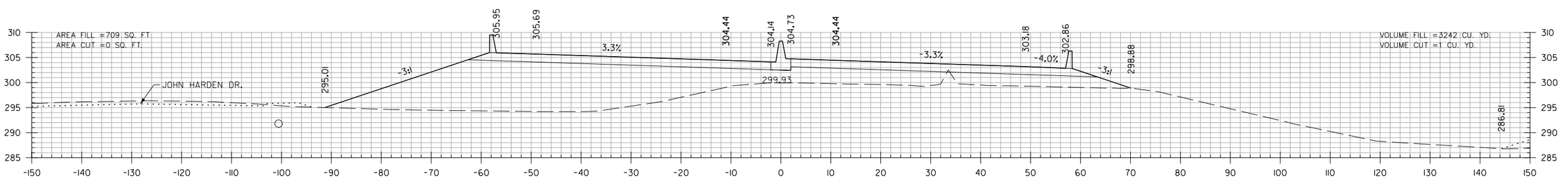
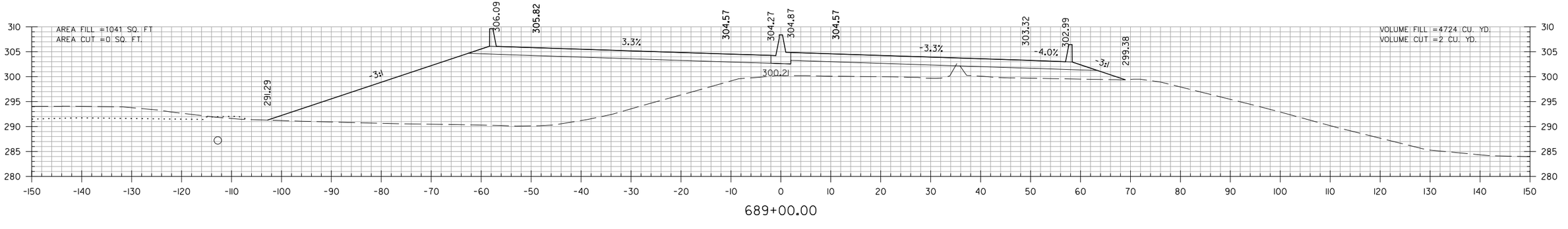


691+00.00



690+00.00



689+00.00

HWY. 67
STA. 689+00 TO STA. 691+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
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REVISED DATE:

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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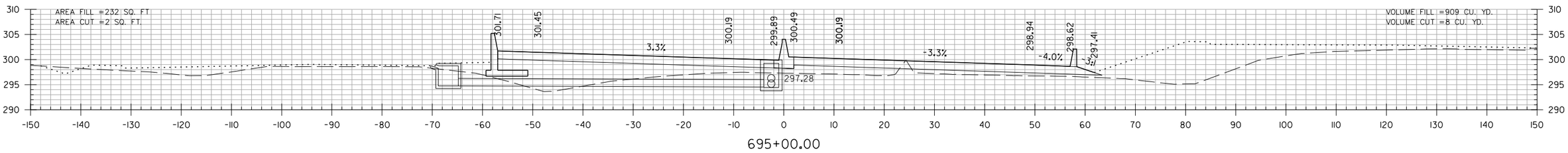
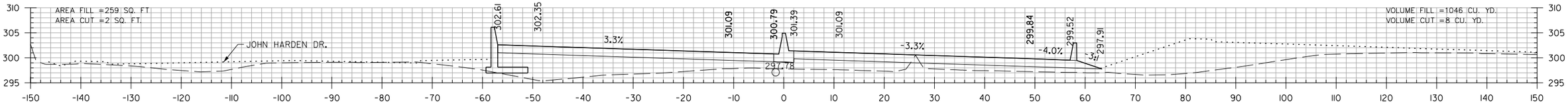
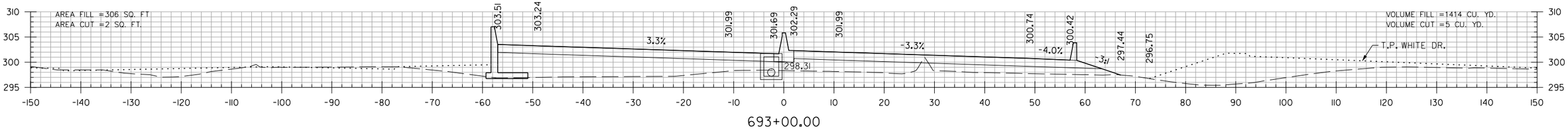
				JOB NO.		CA0604	952	1104
				(2)	CROSS SECTIONS			



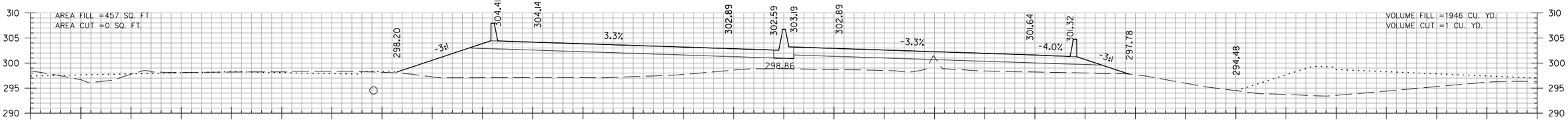
695+00.00



694+00.00



693+00.00



692+00.00

HWY. 67
STA. 692+00 TO STA. 695+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
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REVISED DATE:

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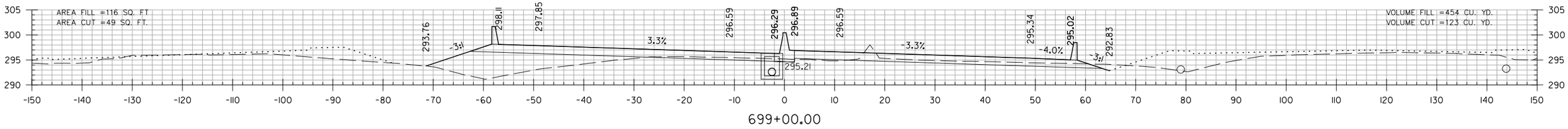
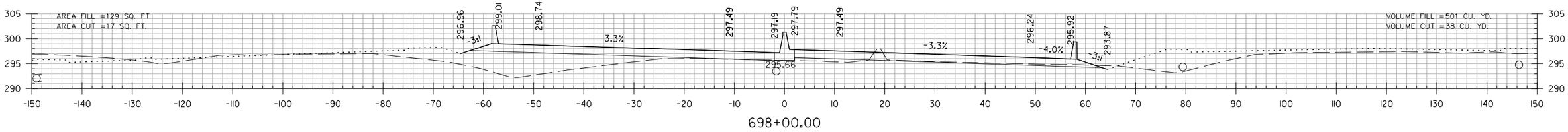
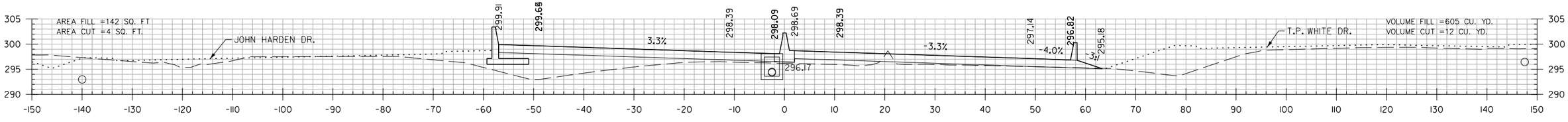


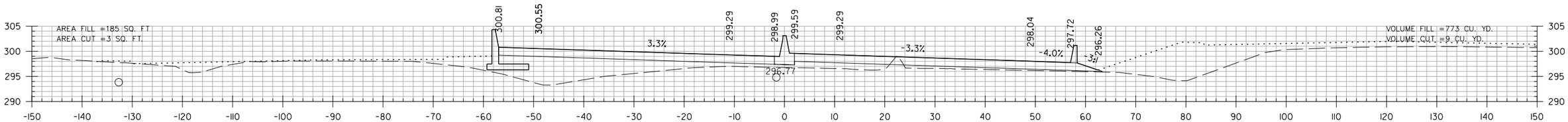
699+00.00



698+00.00



697+00.00



696+00.00

HWY. 67
STA. 696+00 TO STA. 699+00

SADonaldson 5/11/2022 10:51:42 AM
WORKSPACE: AHTD
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REVISED DATE:

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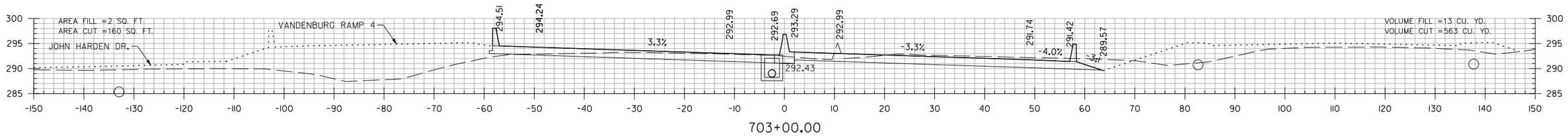
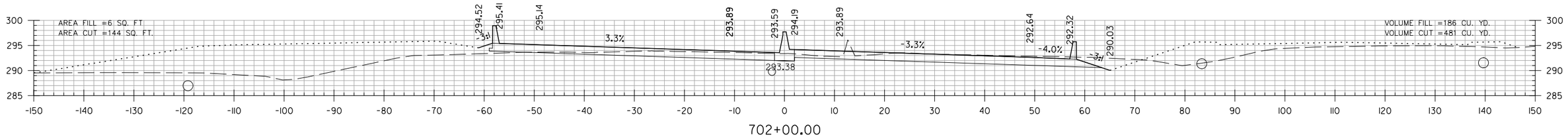
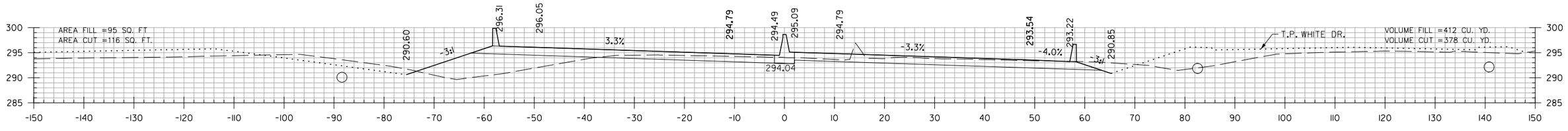


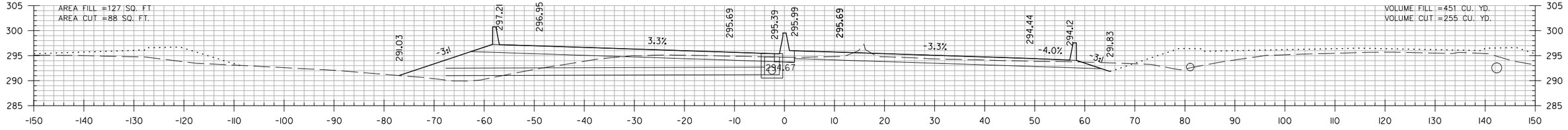
703+00.00



702+00.00



701+00.00



700+00.00

HWY. 67
STA. 700+00 TO STA. 703+00

SADonaldson 5/11/2022 10:51:43 AM
WORKSPACE: AHTD
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REVISED DATE:

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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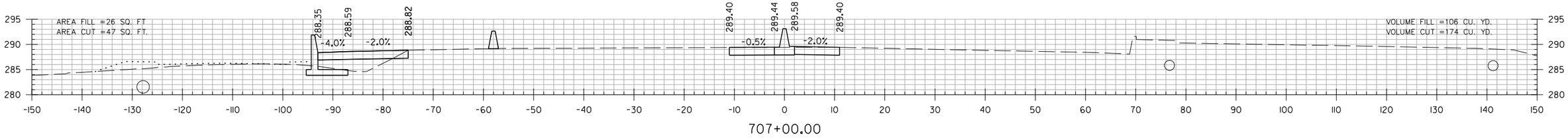
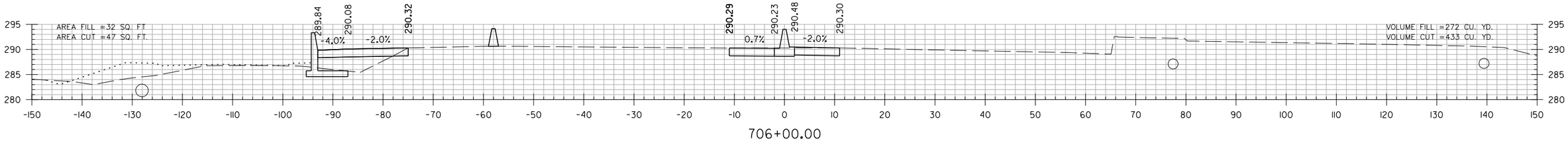
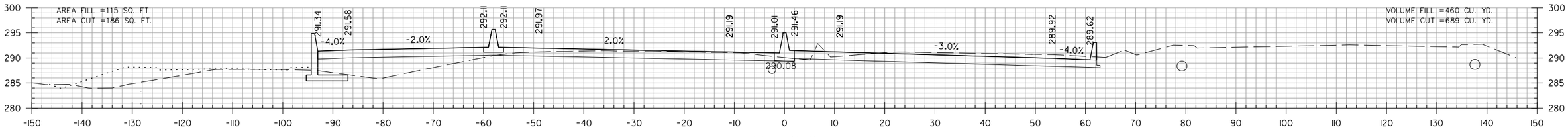


707+00.00



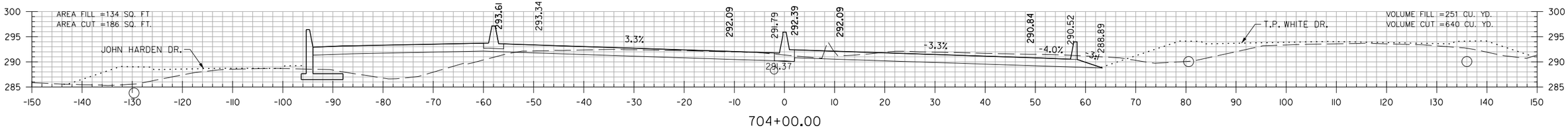
706+00.00

STA. 705+05.30 C.L. CONST. HWY. 67
BEGIN JOB EXCEPTION



705+00.00

STA. 704+00.30 MAX. SUPERELEVATION (0.033 FT/FT)



704+00.00

HWY. 67
STA. 704+00 TO STA. 707+00

SADonaldson 5/11/2022 10:51:43 AM
WORKSPACE: AHTD
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REVISED DATE:

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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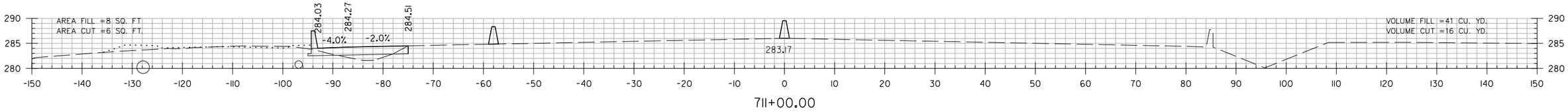
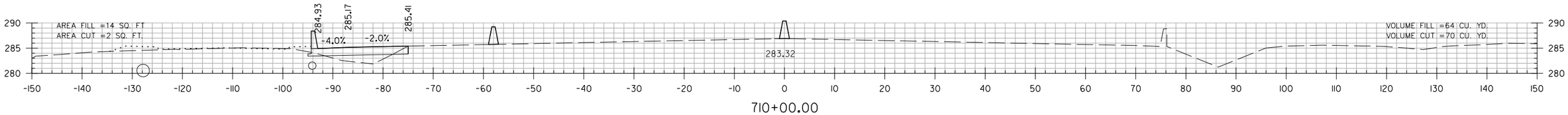
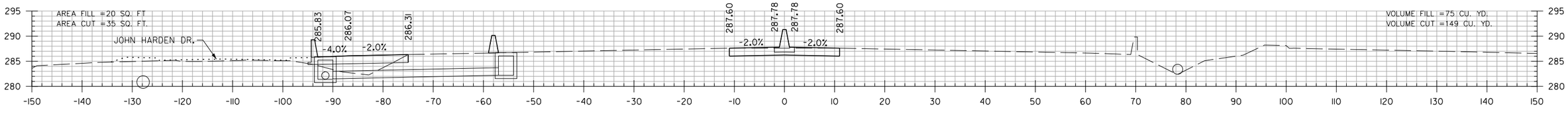


711+00.00

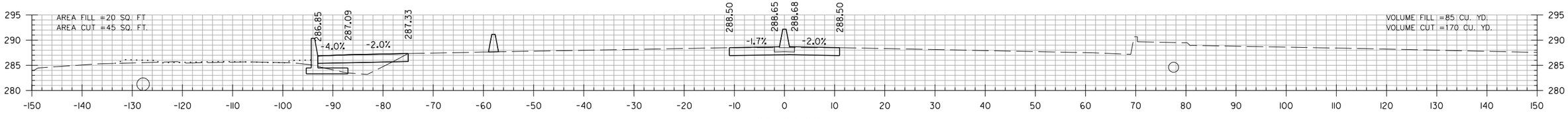


710+00.00



709+00.00

STA. 708+20.30 END SUPERELEVATION (0.020 FT/FT)



708+00.00

HWY. 67
STA. 708+00 TO STA. 711+00

SADonaldson 5/11/2022 10:51:43 AM
WORKSPACE: AHTD
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REVISED DATE:

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.		CA0604	957	1104
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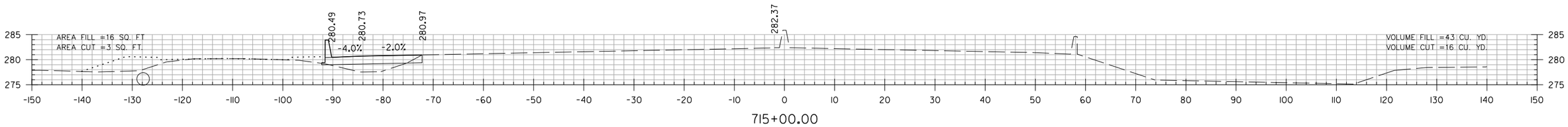
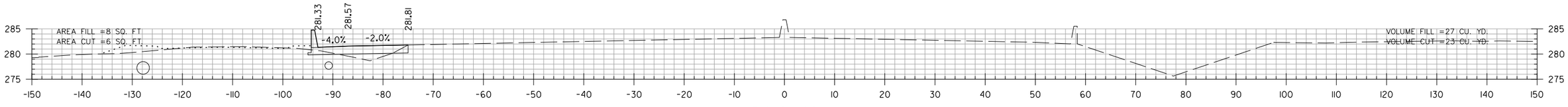
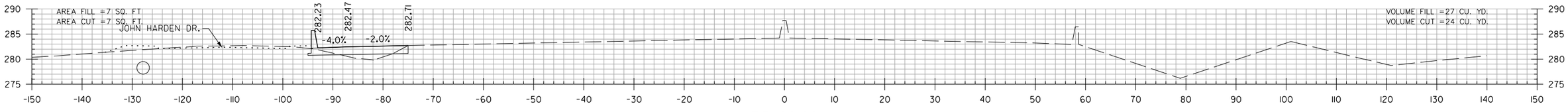


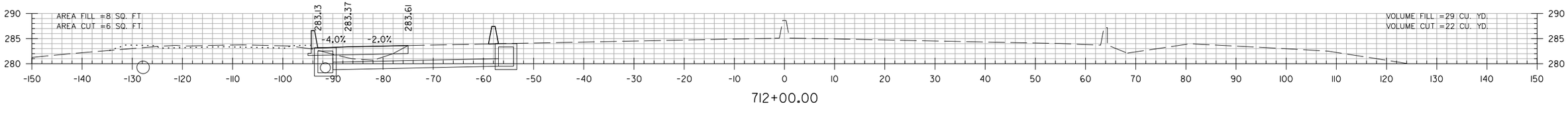
715+00.00



714+00.00



713+00.00

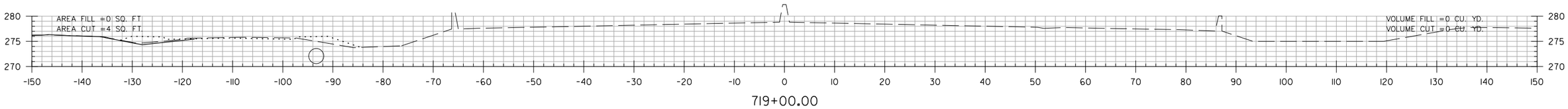


712+00.00

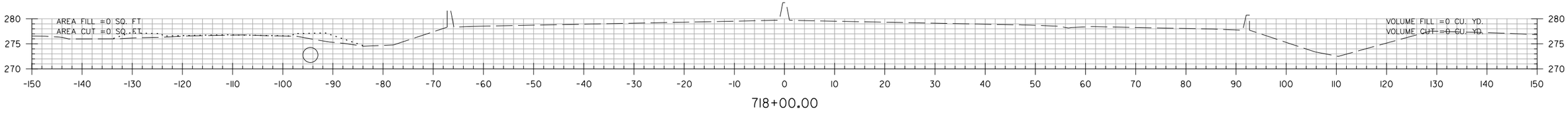
HWY. 67
STA. 712+00 TO STA. 715+00

SADonaldson 5/11/2022 10:51:43 AM
WORKSPACE: AHTD
L:\2012\2011732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

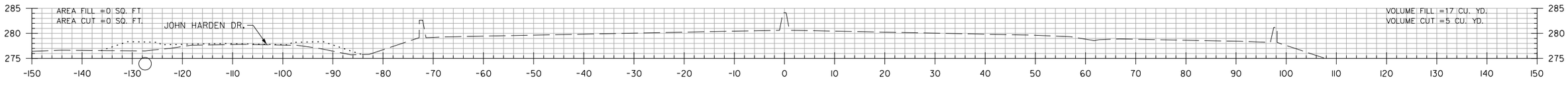
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	958	1104
				(2)	CROSS SECTIONS			



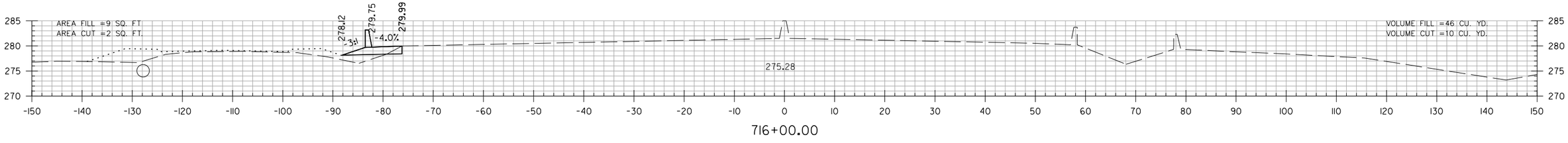
719+00.00



718+00.00



717+00.00

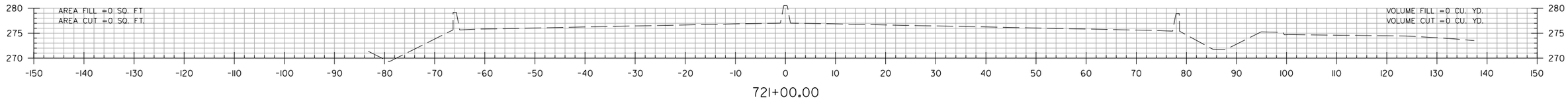


716+00.00

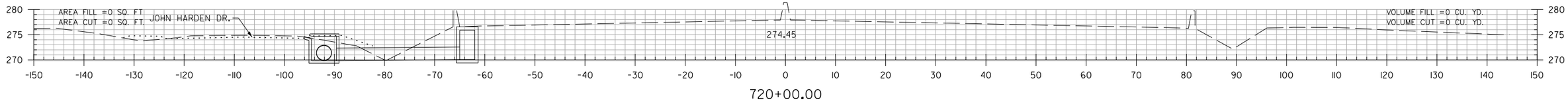
HWY. 67
STA. 716+00 TO STA. 719+00

SADonaldson 5/11/2022 10:51:43 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	959	1104
				(2)	CROSS SECTIONS			



721+00.00



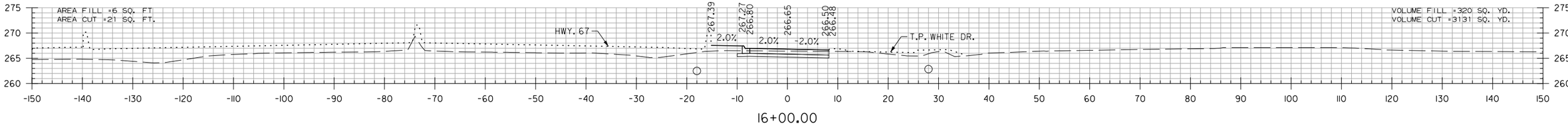
720+00.00

HWY. 67
STA. 720+00 TO STA. 721+00

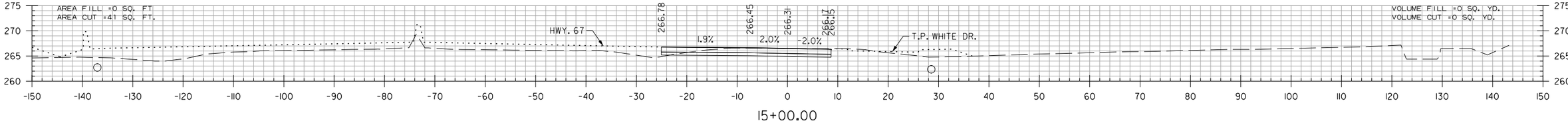
SADonaldson 5/11/2022 10:51:43 AM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Main_Lanes.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	960	1104
				(2)	CROSS SECTIONS			

STA. 16+67.08 BEGIN JAMES ST. RAMP 1



16+00.00



15+00.00

STA. 14+25.99 BEGIN JAMES ST. RAMP 1

JAMES ST. RAMP 1
STA. 15+00 TO STA. 16+00

SADonaldson 5/11/2022 10:51:44 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James_Ramp_1.dgn
REVISED DATE:

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.		CA0604	961	1104
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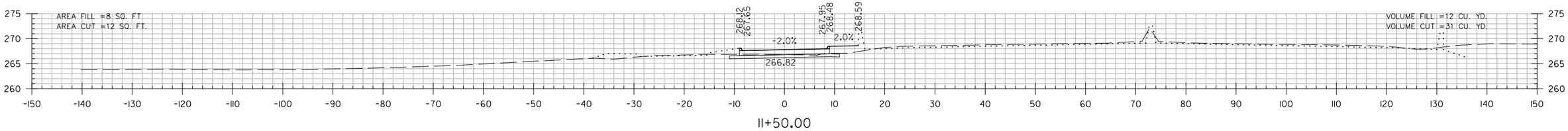
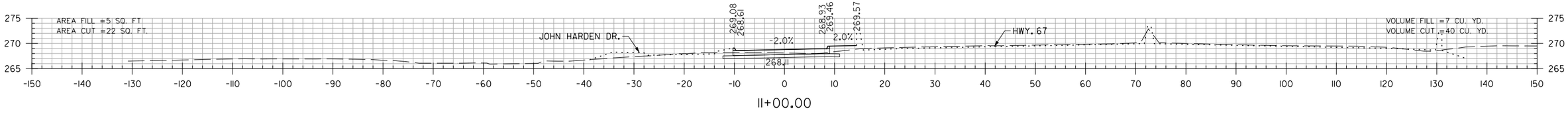
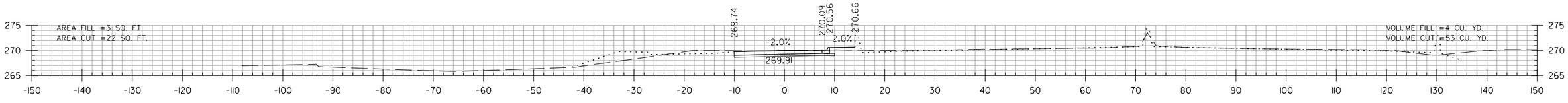


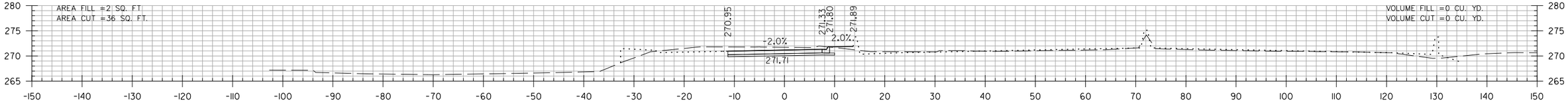
11+50.00



11+00.00



10+50.00



10+00.00

N. JAMES ST. - RAMP 4
STA. 10+00 TO STA. 11+50

SADonaldson 5/12/2022 6:37:30 PM
WORKSPACE: AHTD
L:\2012\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James_Ramp_4.dgn
REVISED DATE:

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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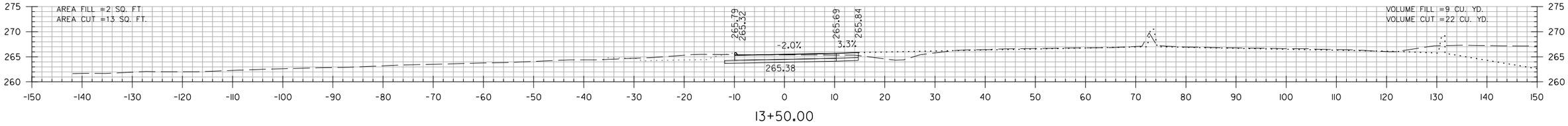
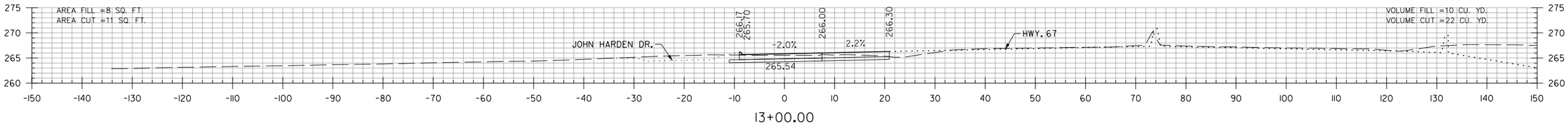
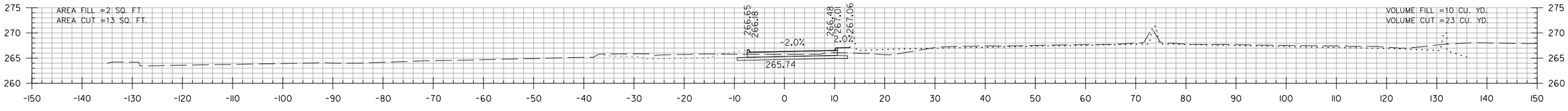
				JOB NO.		CA0604	962	1104
				(2)	CROSS SECTIONS			



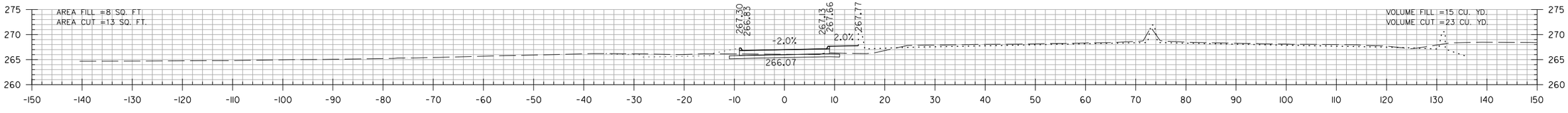
13+50.00



13+00.00



12+50.00



12+00.00

N. JAMES ST. - RAMP 4
STA. 12+00 TO STA. 13+50

SADonaldson 5/12/2022 6:38:05 PM
WORKSPACE: AHTD
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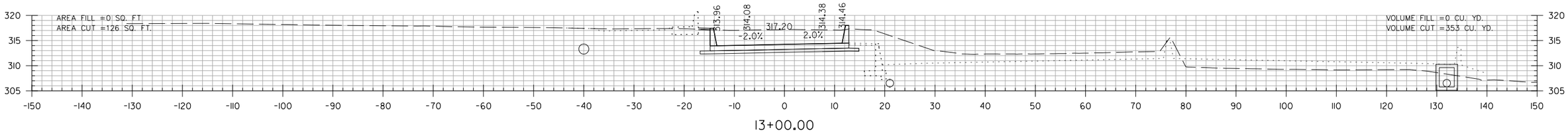
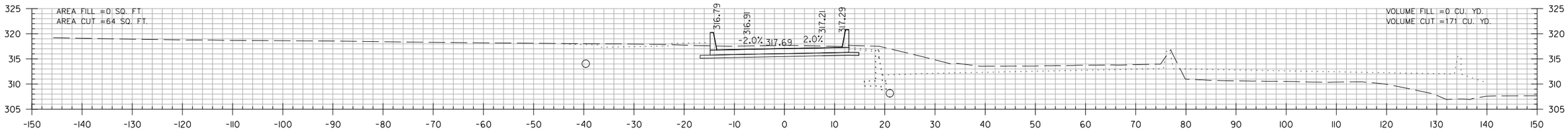
REVISED DATE:

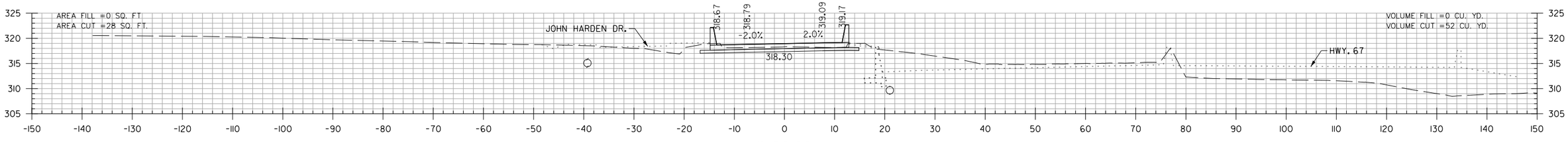
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	963	1104
				(2)	CROSS SECTIONS			



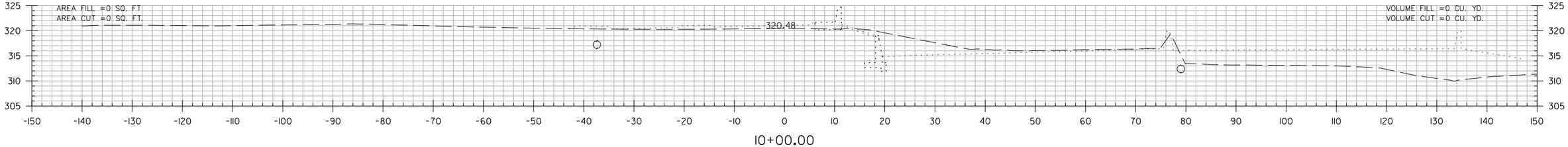
13+00.00



12+00.00



11+00.00



10+00.00

GREGORY ST. - RAMP 4
STA. 10+00 TO STA. 13+00

SADonaldson 5/11/2022 10:51:47 AM
WORKSPACE: AHTD
L:\2012\12017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_Gregory_Ramp_4.dgn
REVISED DATE:

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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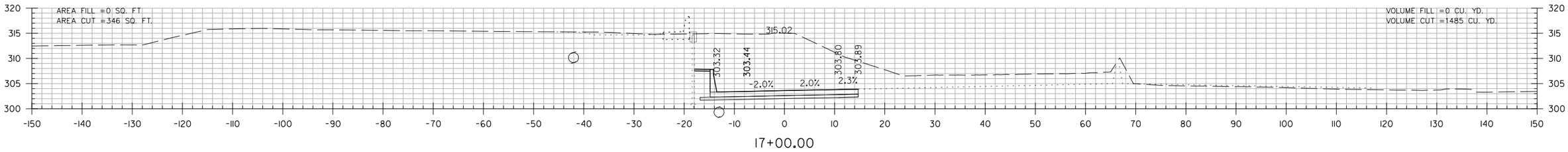
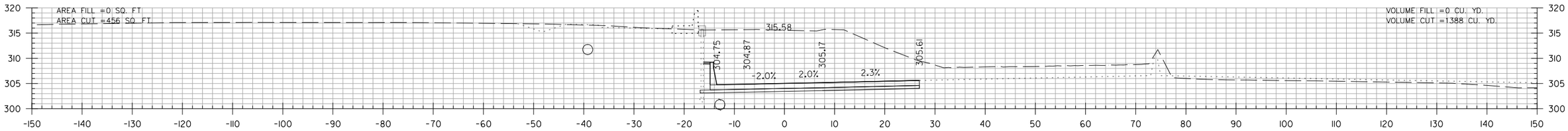
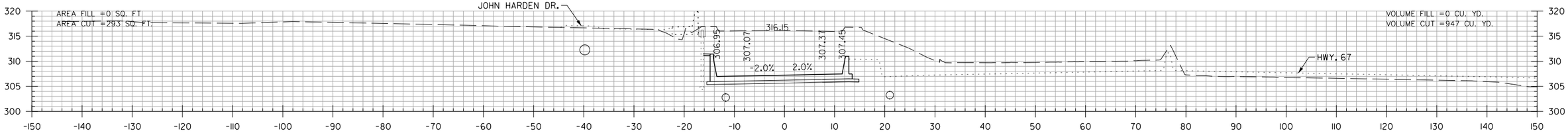
				JOB NO.		CA0604	964	1104
				(2)	CROSS SECTIONS			



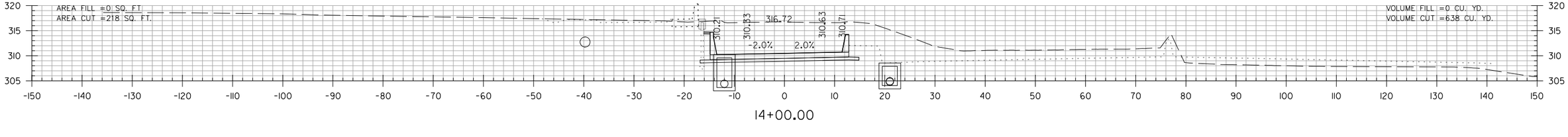
17+00.00



16+00.00



15+00.00



14+00.00

GREGORY ST. - RAMP 4
STA. 14+00 TO STA. 17+00

SADonaldson 5/11/2022 10:51:47 AM
WORKSPACE: AHTD
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REVISED DATE:

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				JOB NO.		CA0604	965	1104
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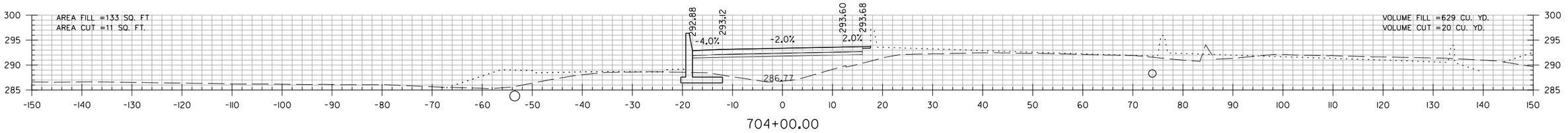
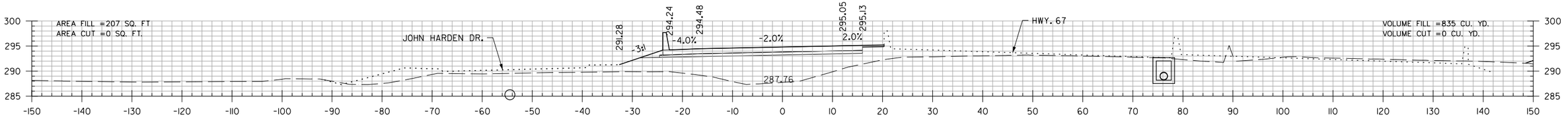
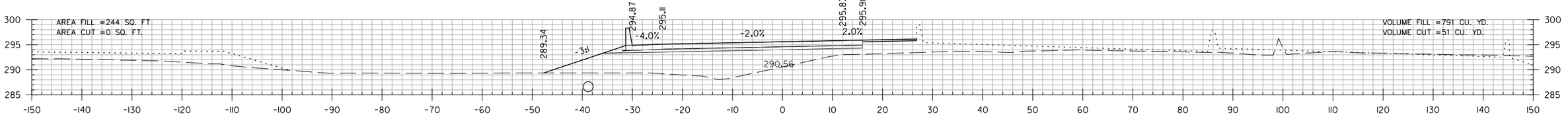


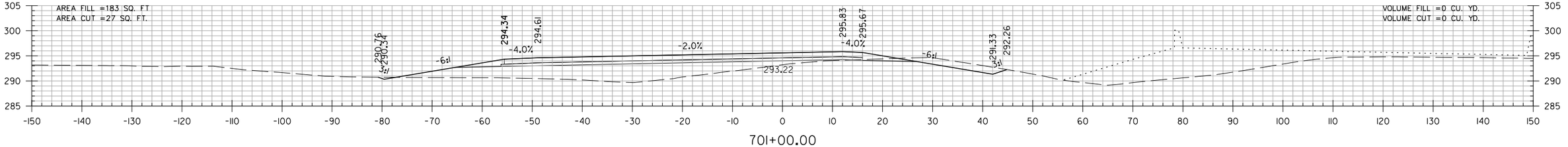
704+00.00



703+00.00



702+00.00



701+00.00

STA. 702+00.00 RT. SHOULDER (0.020 FT/FT)

STA. 701+00.00 RT. SHOULDER (-0.040 FT/FT)

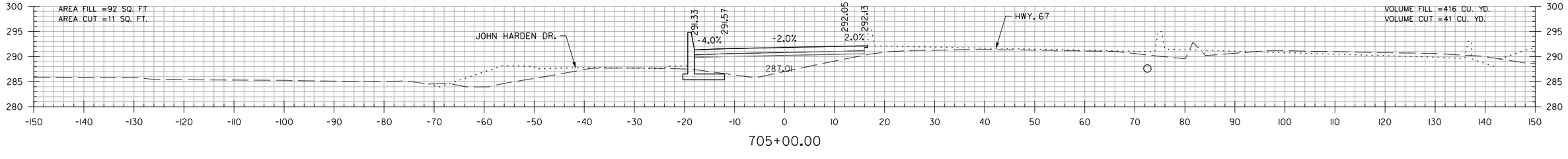
STA. 700+40.49 BEGIN VANDENBERG BLVD. RAMP 4

VANDENBURG BLVD. RAMP 4
STA. 701+00 TO STA. 704+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	966	1104
				(2)	CROSS SECTIONS			

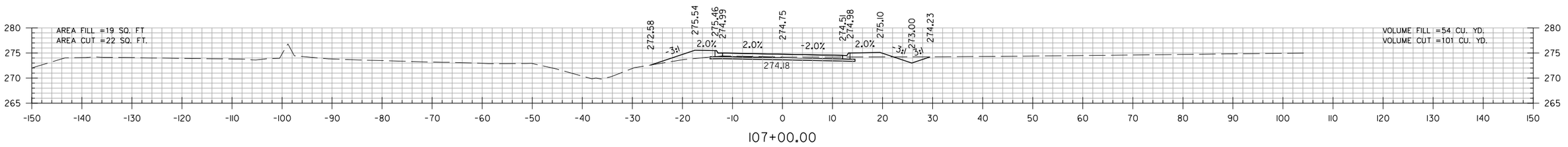
STA. 705+04.45 END VANDENBERG BLVD. RAMP 4
MATCH EXISTING.



VANDENBURG BLVD. RAMP 4
STA. 705+00 TO STA. 705+00

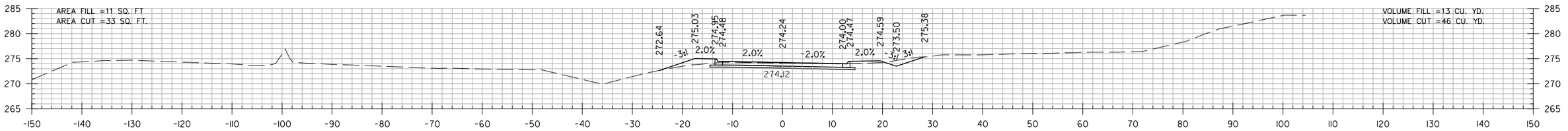
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	967	1104
				(2)	CROSS SECTIONS			



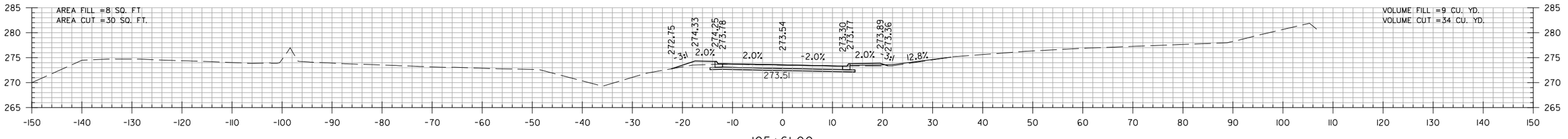
107+00.00

STA. 106+16 CONSTRUCT
APPROACH ON RT. = 15 CU. YDS.



106+00.00

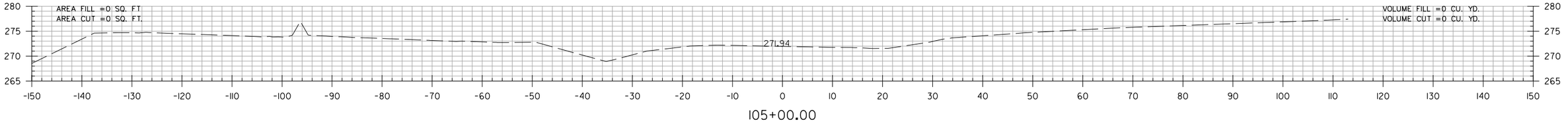
STA. 106+00.00
BEGIN SP. DITCH RT. -0.50%
ELEV. 273.50



105+61.00

STA. 105+61 CONSTRUCT
APPROACH ON RT. = 7 CU. YDS.

STA. 105+36.19 BEGIN T.P. WHITE DR.



105+00.00

T.P. WHITE DR.
STA. 105+00 TO STA. 107+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	968	1104
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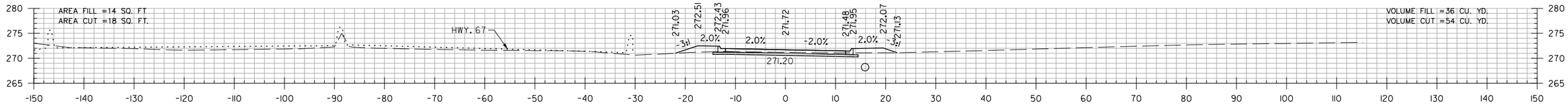
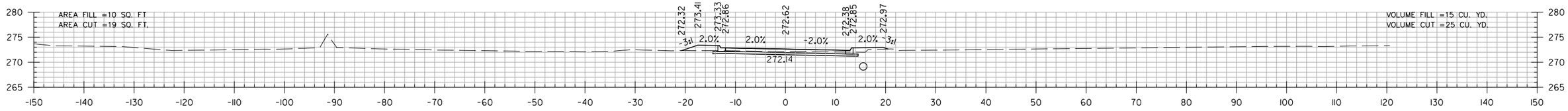


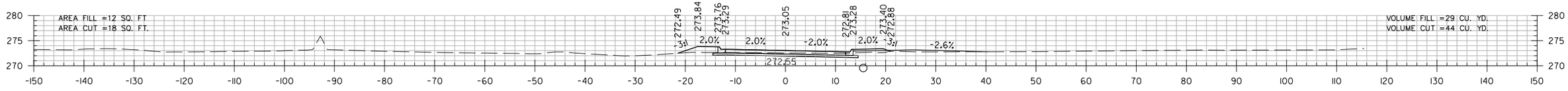
109+80.00

STA. 109+80 CONSTRUCT RAMADA
APPROACH ON RT. = 32 CU. YDS.

SEE SIDE ROAD PROFILES SHEET FOR
RAMADA APPROACH AT STA. 109+80



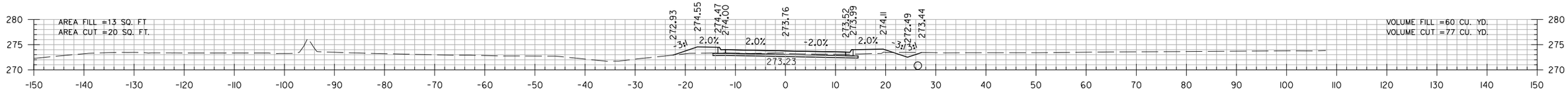
109+00.00



108+63.00

STA. 108+63 CONSTRUCT
APPROACH ON RT. = 10 CU. YDS.

STA. 108+08.00
END SP. DITCH RT. -0.50%
ELEV. 272.45



108+00.00

STA. 107+80 CONSTRUCT
APPROACH ON RT. = 11 CU. YDS.

T.P. WHITE DR.
STA. 108+00 TO STA. 109+80

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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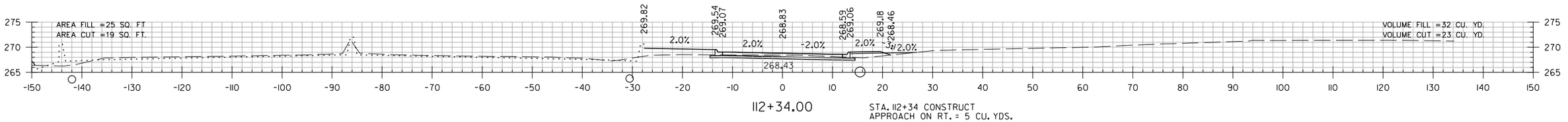
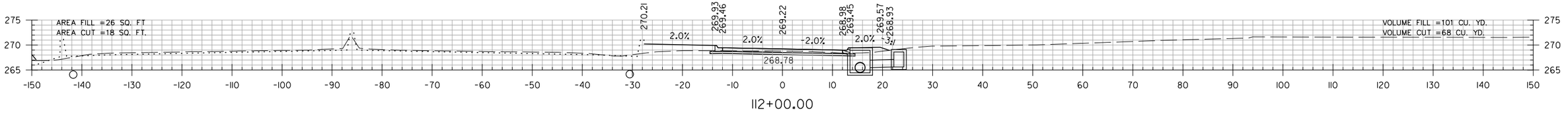
				JOB NO.		CA0604	969	1104
				(2)	CROSS SECTIONS			

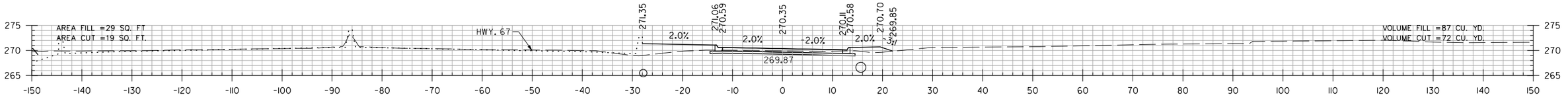


112+34.00

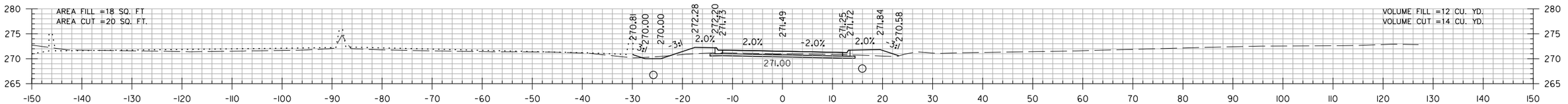
STA. 112+34 CONSTRUCT
APPROACH ON RT. = 5 CU. YDS.



112+00.00



111+00.00

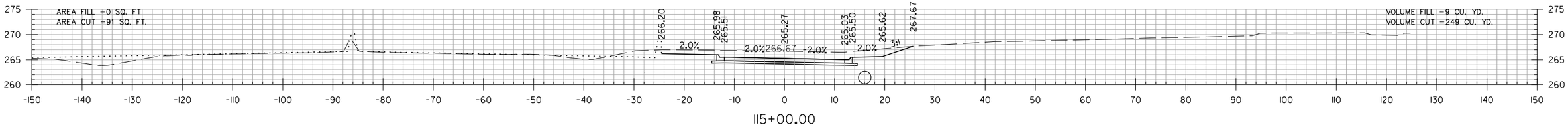


110+00.00

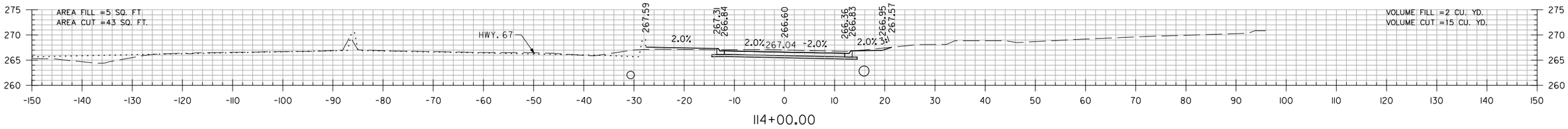
T.P. WHITE DR.
STA. 110+00 TO STA. 112+34

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

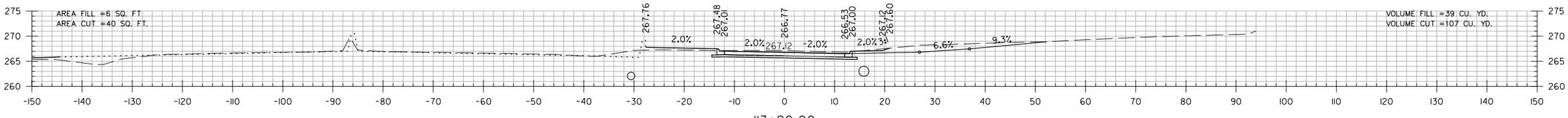
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	970	1104
				(2)	CROSS SECTIONS			



115+00.00

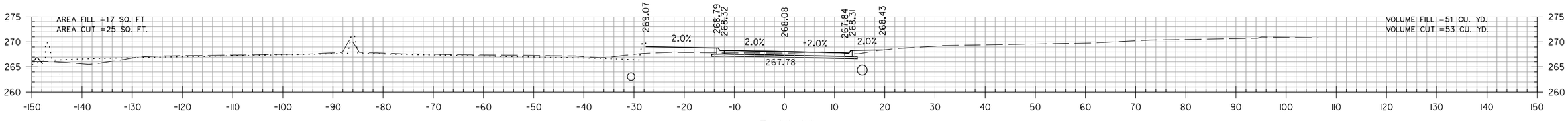


114+00.00



113+90.00

STA. 113+90 CONSTRUCT
APPROACH ON RT. = 73 CU. YDS.

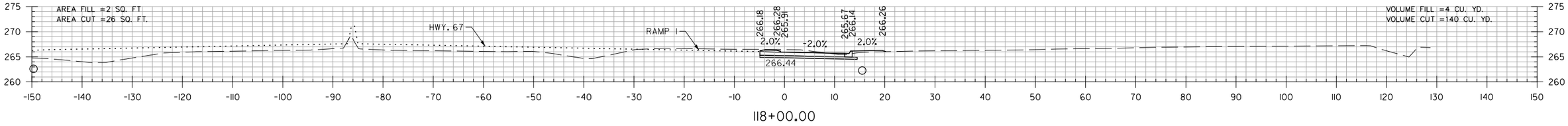


113+00.00

T.P. WHITE DR.
STA. 113+00 TO STA. 115+00

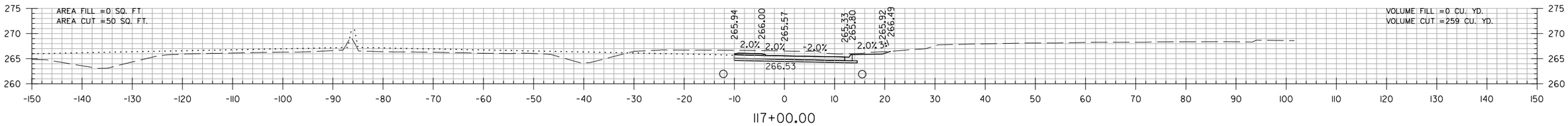
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	971	1104
				(2)	CROSS SECTIONS			

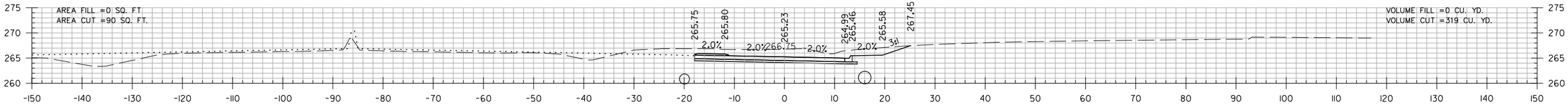


118+00.00

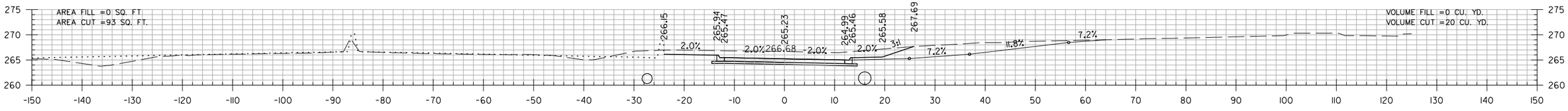
STA. 117+54 CONSTRUCT
APPROACH ON RT. = 47 CU. YDS.



117+00.00



116+00.00



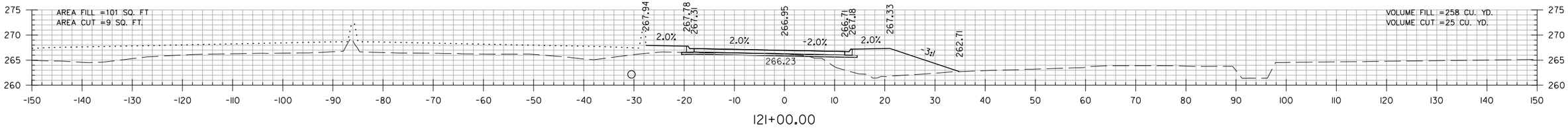
115+06.00

STA. 115+06 CONSTRUCT
APPROACH ON RT. = 191 CU. YDS.

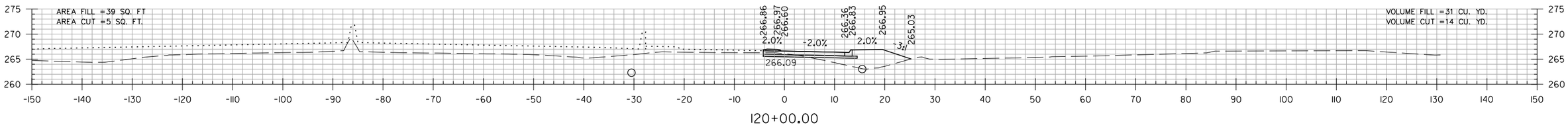
T.P. WHITE DR.
STA. 115+06 TO STA. 118+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

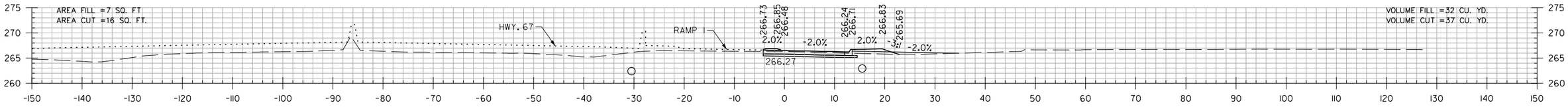
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	972	1104
				(2)	CROSS SECTIONS			



121+00.00

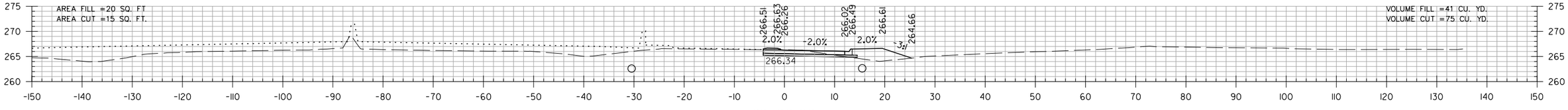


120+00.00



119+64.00

STA. 119+64 - IN PLACE
24" x 56' CM PIPE CULVERT
RT. SIDE DRAIN W/ CONC. FES
REMOVE
CONST. APPROACH ON RT. = 14 CU. YDS.

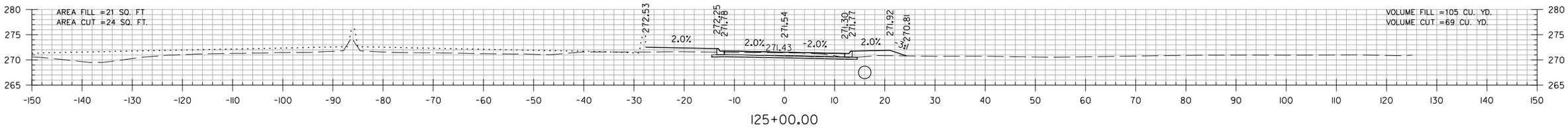


119+00.00

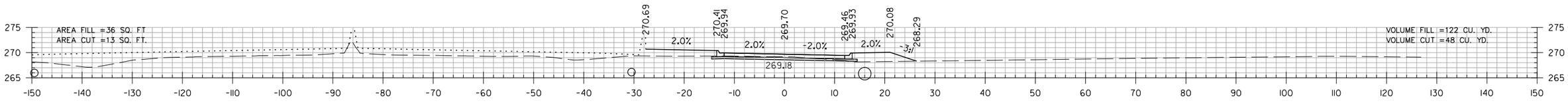
T.P. WHITE DR.
STA. 119+00 TO STA. 121+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

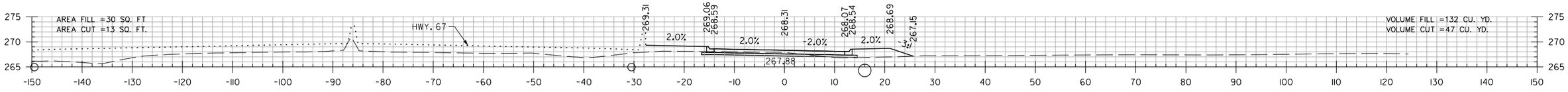
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	973	1104
				(2)	CROSS SECTIONS			



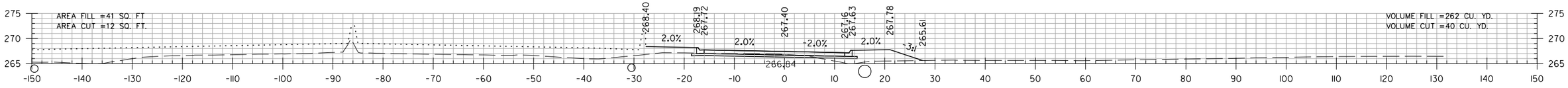
125+00.00



124+00.00



123+00.00

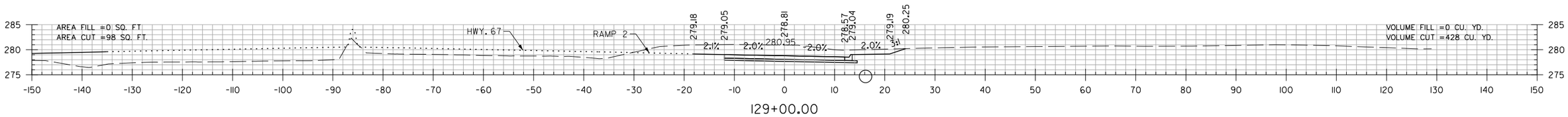


122+00.00

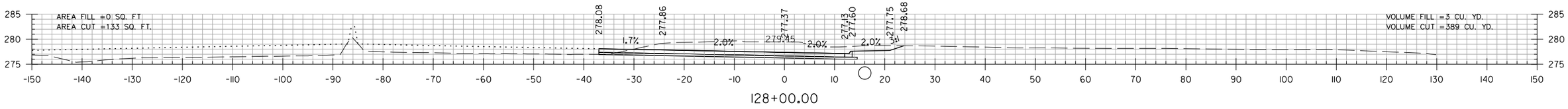
T.P. WHITE DR.
STA. 122+00 TO STA. 125+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

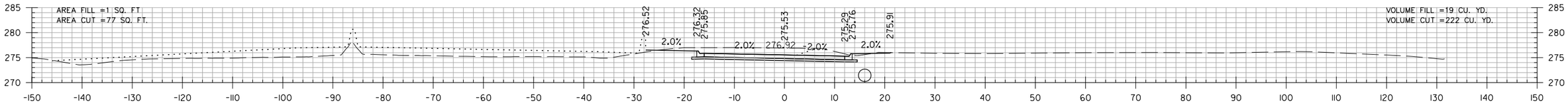
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	974	1104
				(2)	CROSS SECTIONS			



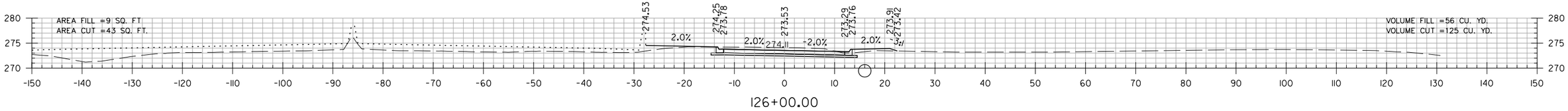
129+00.00



128+00.00



127+00.00

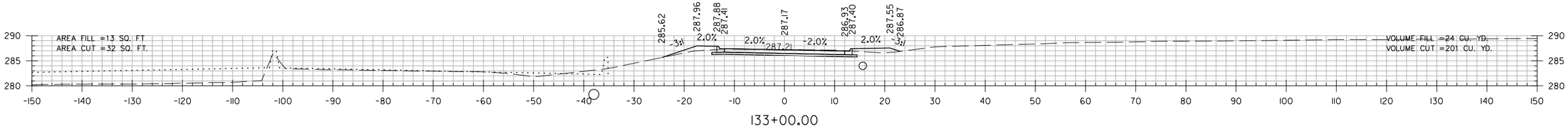


126+00.00

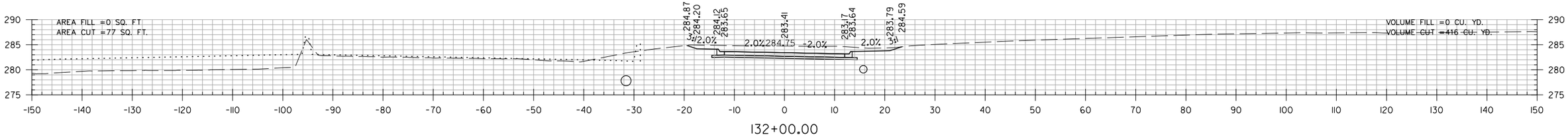
T.P. WHITE DR.
STA. 126+00 TO STA. 129+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

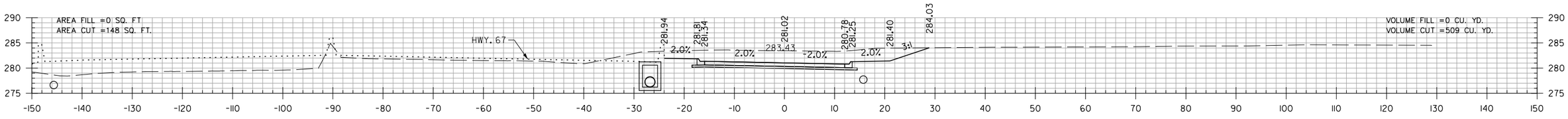
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	975	1104
				(2)	CROSS SECTIONS			



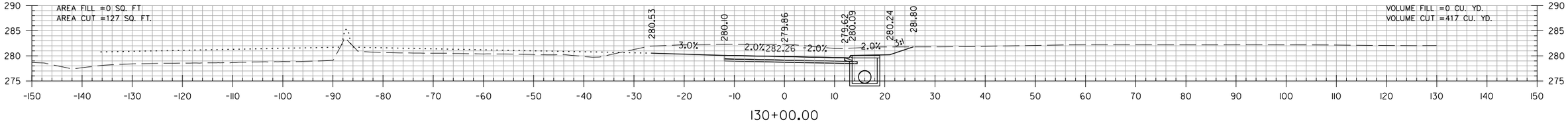
133+00.00



132+00.00



131+00.00

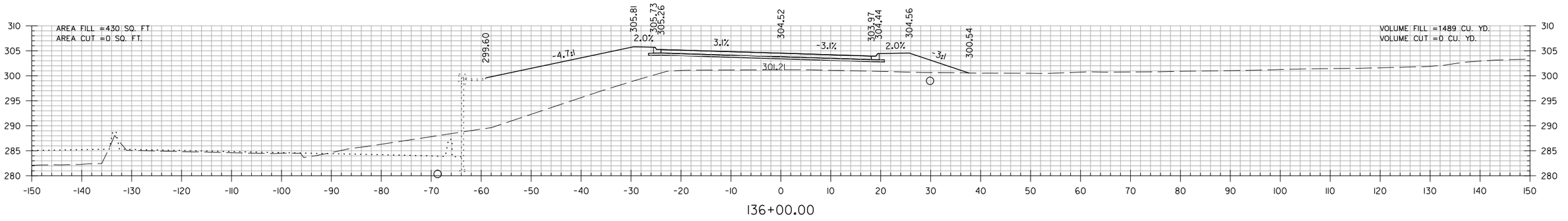


130+00.00

T.P. WHITE DR.
STA. 130+00 TO STA. 133+00

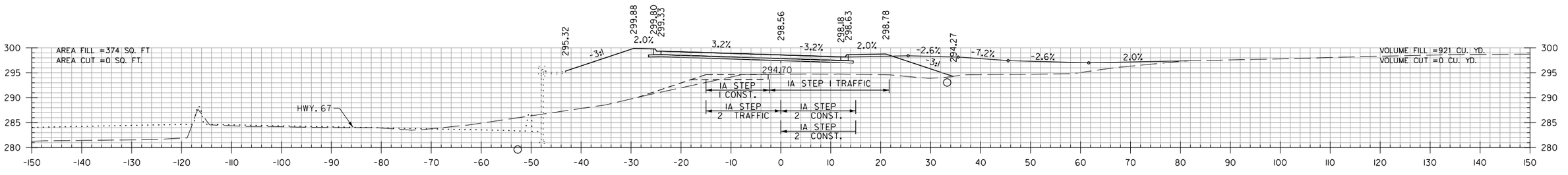
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	976	1104
				(2)	CROSS SECTIONS			



136+00.00

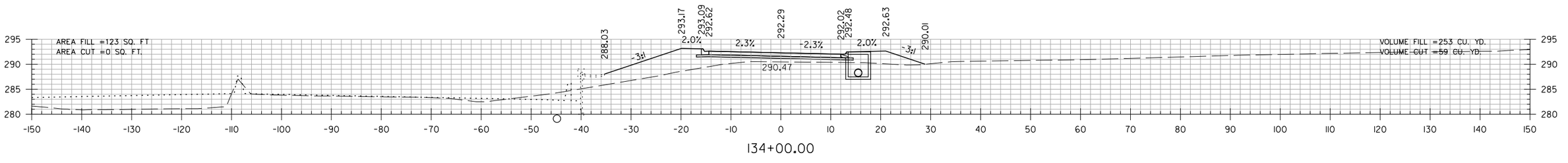
STA. 135+84.61 MAX. SUPERELEVATION (0.032 FT/FT)



135+00.00

STA. 135+00 CONSTRUCT
APPROACH ON RT. = 155 CU. YDS.

STA. 134+82.11 MAX. SUPERELEVATION (0.032 FT/FT)



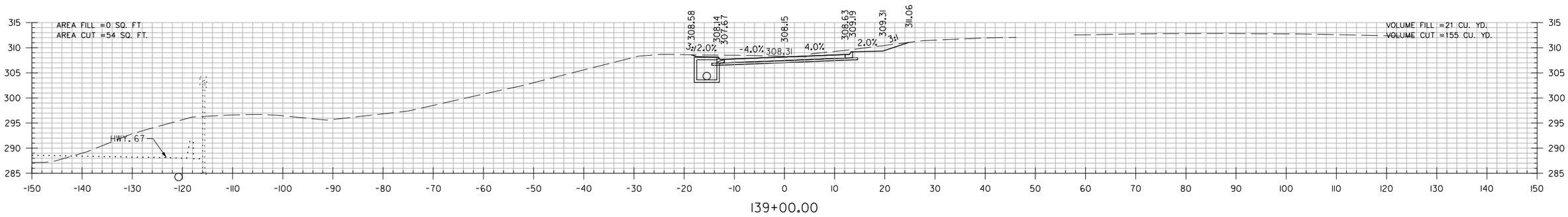
134+00.00

STA. 133+75.11 BEG. SUPERELEVATION (0.020 FT/FT)

T.P. WHITE DR.
STA. 134+00 TO STA. 136+00

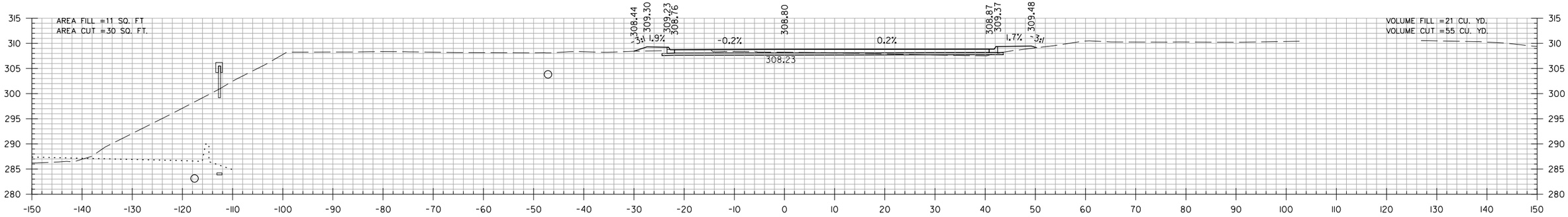
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	977	1104
				(2)	CROSS SECTIONS			



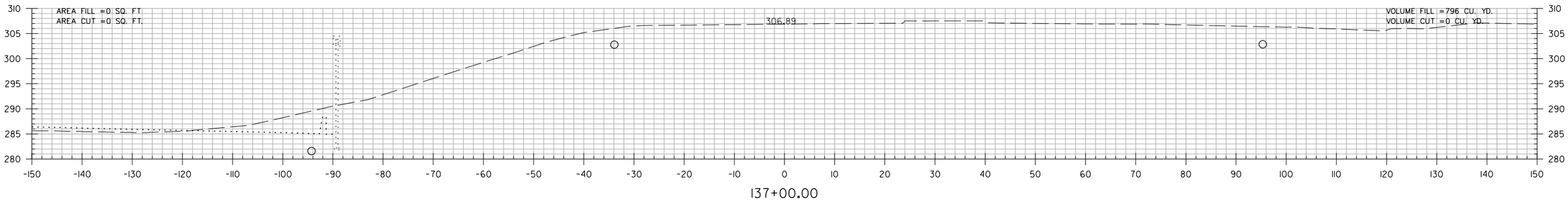
139+00.00

STA. 138+96.28 MAX. SUPERELEVATION (0.040 FT/FT)



138+00.00

STA. 137+56.28 BEG. SUPERELEVATION (0.0155 FT/FT) MATCH N. JAMES ST. GRADE



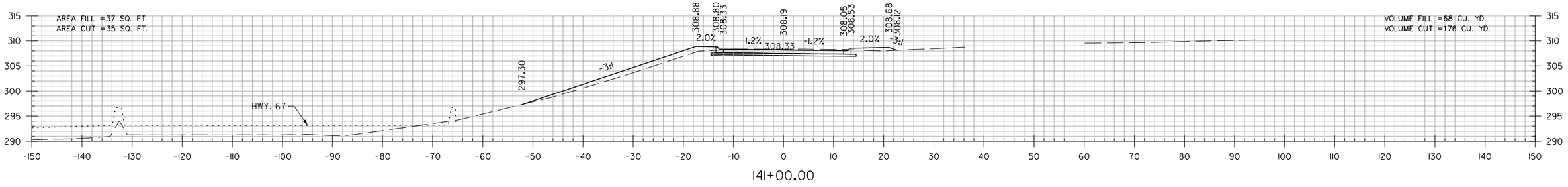
137+00.00

STA. 136+91.61 END SUPERELEVATION (0.024 FT/FT) MATCH N. JAMES ST. GRADE

T.P. WHITE DR.
STA. 137+00 TO STA. 139+00

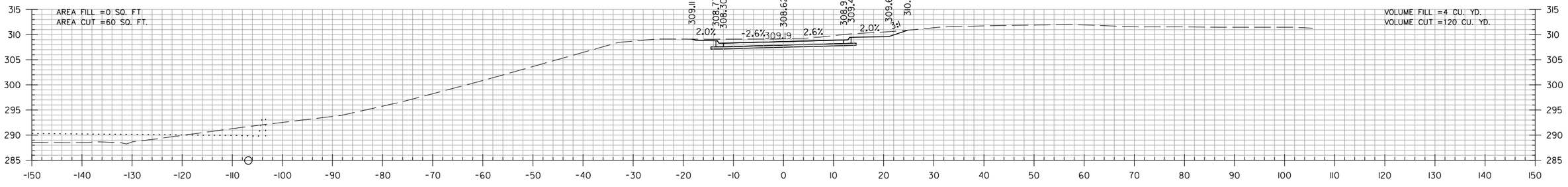
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	978	1104
				(2)	CROSS SECTIONS			



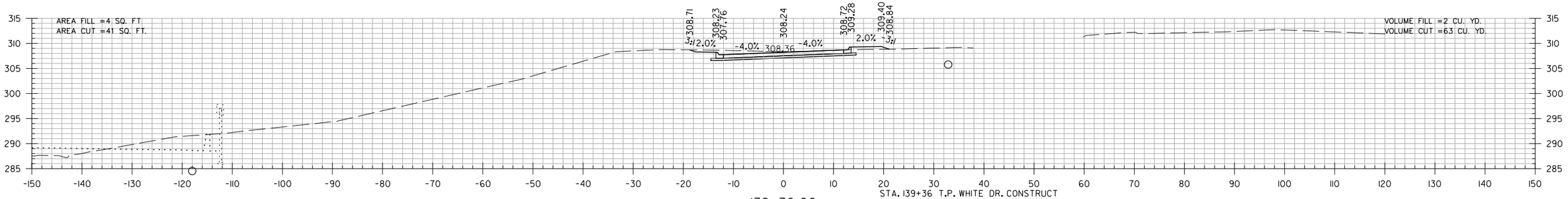
141+00.00

STA. 140+66.11 BEG. SUPERELEVATION (0.000 FT/FT)
STA. 140+66.11 END SUPERELEVATION (0.000 FT/FT)



140+00.00

STA. 139+66.11 MAX. SUPERELEVATION (0.040 FT/FT)



139+36.00

STA. 139+36 T.P. WHITE DR. CONSTRUCT HILL ST. APPROACH ON RT. = 119 CU. YDS.

SEE SIDE ROAD PROFILES SHEET FOR APPROACH AT STA. 139+36

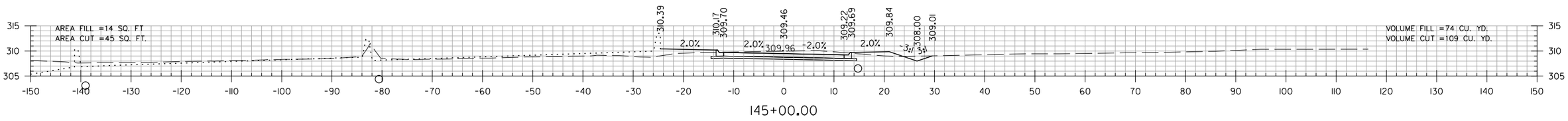
STA. 100+60 HILL ST. CONSTRUCT APPROACH ON RT. = 29 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS FOR APPROACH AT STA. 100+60

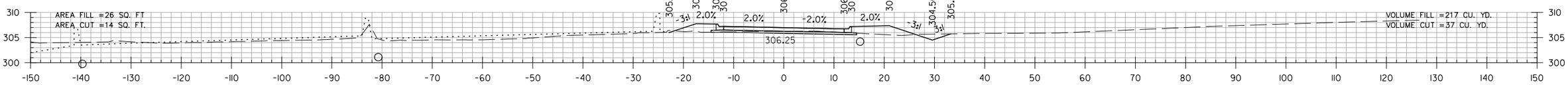
T.P. WHITE DR.
STA. 139+36 TO STA. 141+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	979	1104
				(2)	CROSS SECTIONS			

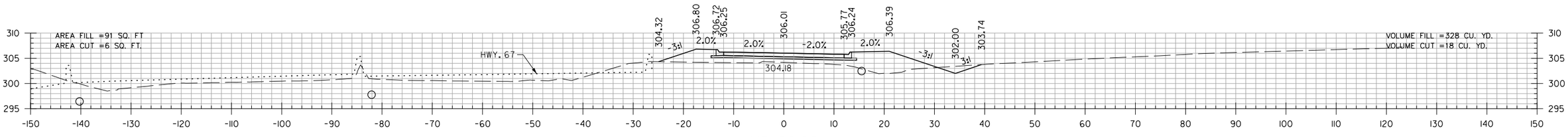


145+00.00



144+00.00

STA. 144+00.00
END SP. DITCH RT. +2.50%
BEGIN SP. DITCH RT. +3.50%
ELEV. 304.50

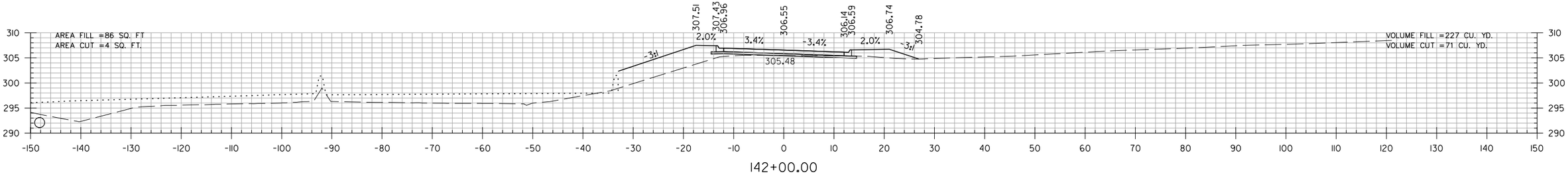


143+00.00

STA. 143+00.00
END SP. DITCH RT. +0.50%
BEGIN SP. DITCH RT. +2.50%
ELEV. 302.00

STA. 142+88.45 END SUPERELEVATION (0.020 FT/FT)

STA. 142+85.93
BEGIN SP. DITCH RT. +0.50%
ELEV. 301.93



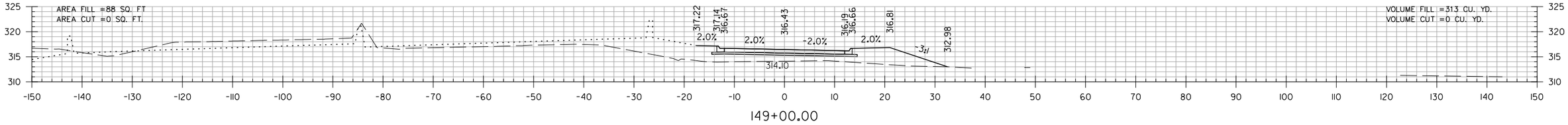
142+00.00

STA. 141+75.45 MAX. SUPERELEVATION (0.038 FT/FT)
STA. 141+75.45 MAX. SUPERELEVATION (0.038 FT/FT)

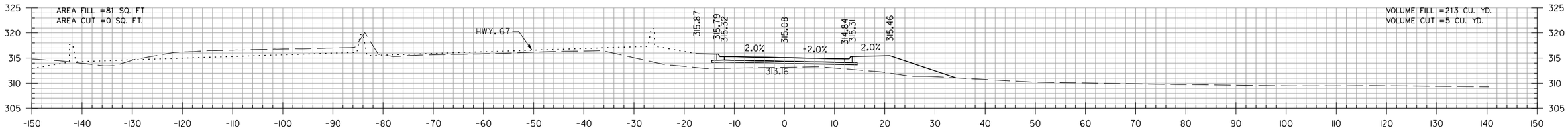
T.P. WHITE DR.
STA. 142+00 TO STA. 145+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

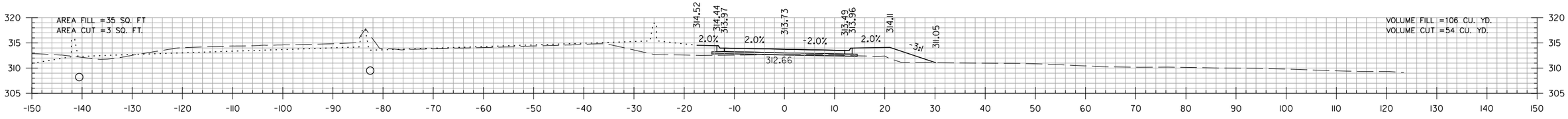
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	980	1104
				(2)	CROSS SECTIONS			



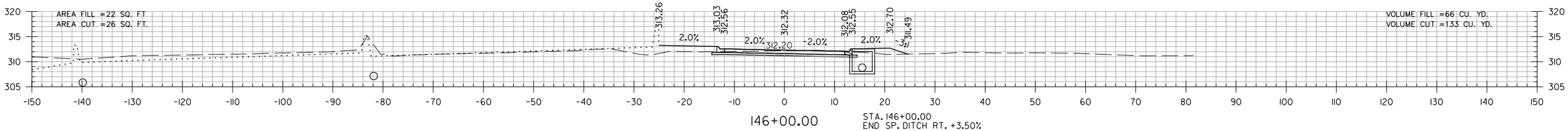
149+00.00



148+00.00



147+00.00



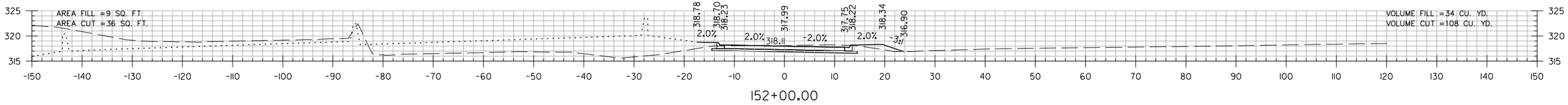
146+00.00

STA. 146+00.00
END SP. DITCH RT. +3.50%
ELEV. 311.49

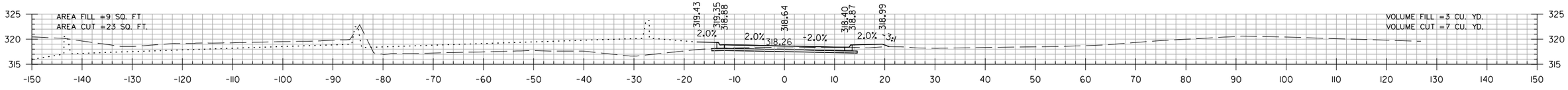
T.P. WHITE DR.
STA. 146+00 TO STA. 149+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

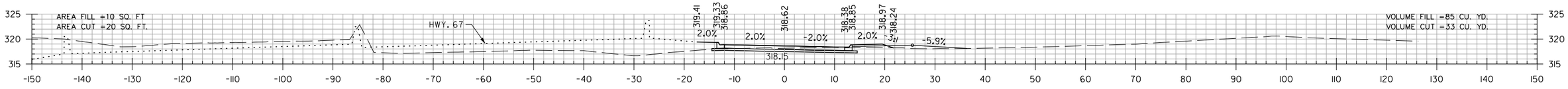
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	981	1104
				(2)	CROSS SECTIONS			



152+00.00

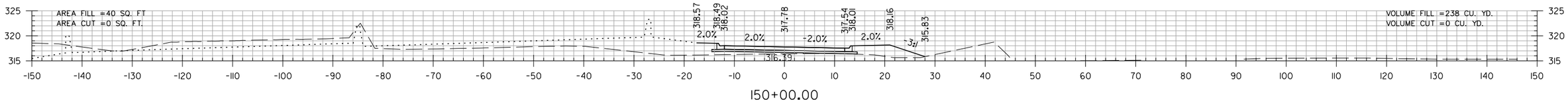


151+00.00



150+91.00

STA. 150+91 CONSTRUCT
APPROACH ON RT. = 6 CU. YDS.

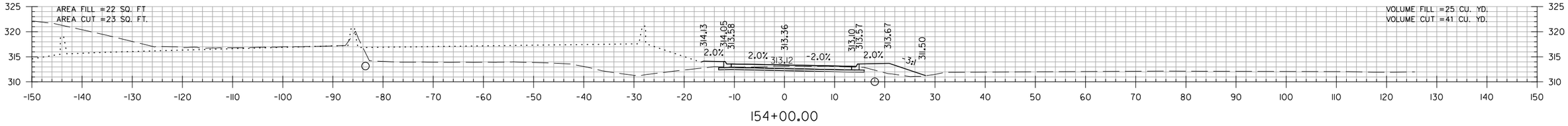


150+00.00

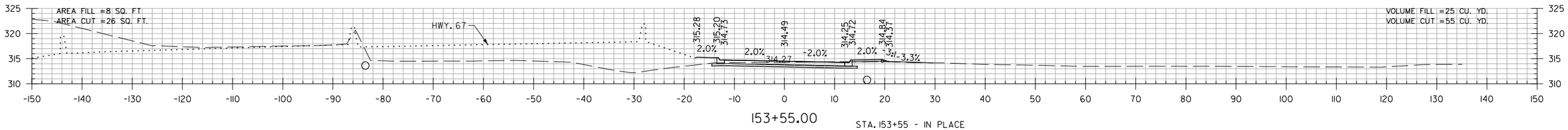
T.P. WHITE DR.
STA. 150+00 TO STA. 152+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	982	1104
				(2)	CROSS SECTIONS			

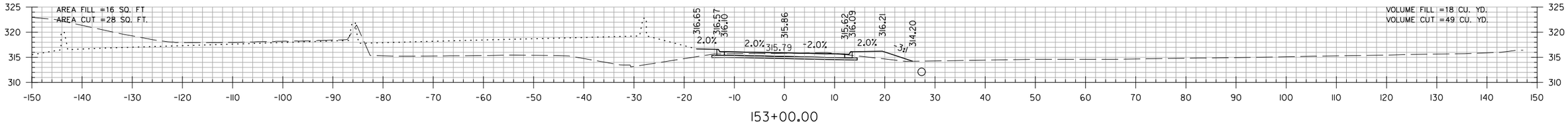


154+00.00

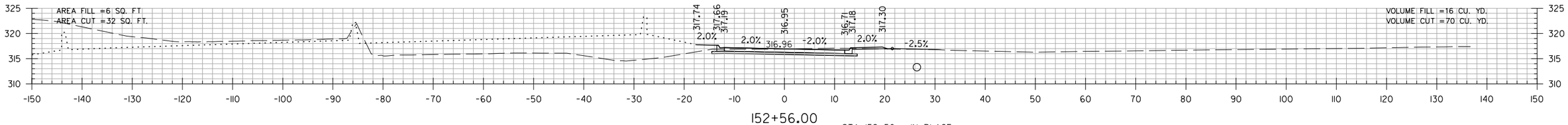


153+55.00

STA. 153+55 - IN PLACE
18" x 35' R.C. PIPE CULVERT RT. SIDE DRAIN
WITH F.E.S. LT. & RT.
REMOVE
CONSTRUCT APPROACH ON RT. = 11 CU. YDS.



153+00.00



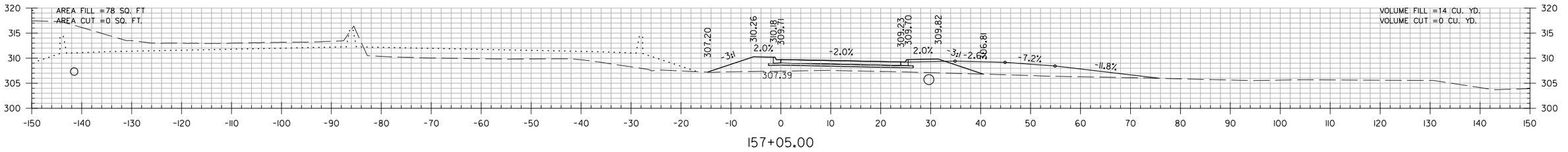
152+56.00

STA. 152+56 - IN PLACE
18" x 31' R.C. PIPE CULVERT RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 15 CU. YDS.

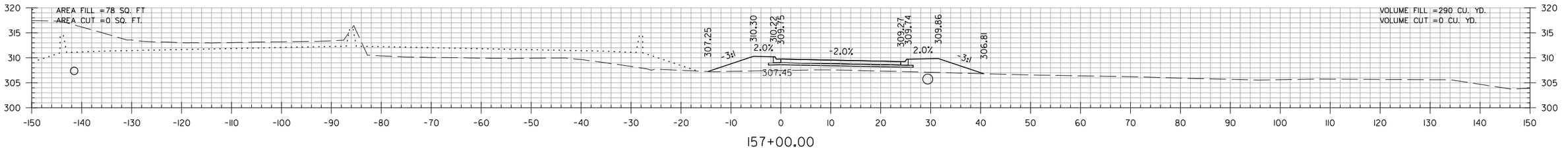
T.P. WHITE DR.
STA. 152+56 TO STA. 154+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

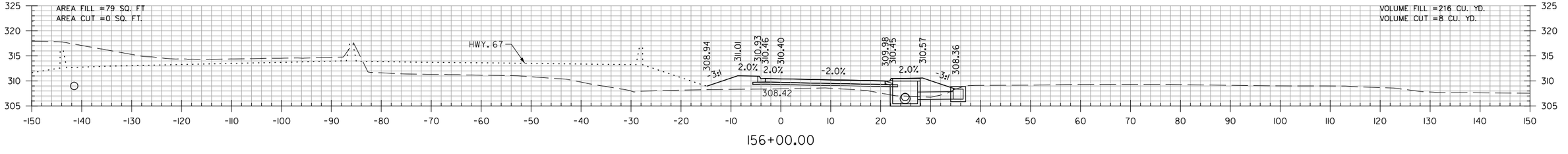
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	983	1104
				(2)	CROSS SECTIONS			



157+05.00

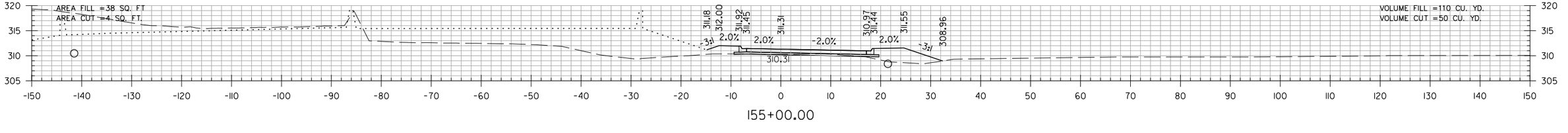


157+00.00



156+00.00

STA. 155+30 CONSTRUCT
APPROACH ON RT. = 47 CU. YDS.



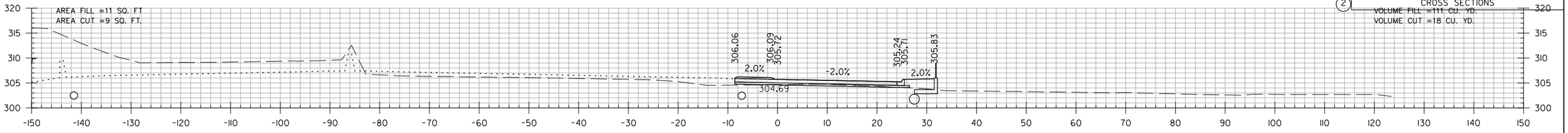
155+00.00

T.P. WHITE DR.
STA. 155+00 TO STA. 157+05

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	984	1104

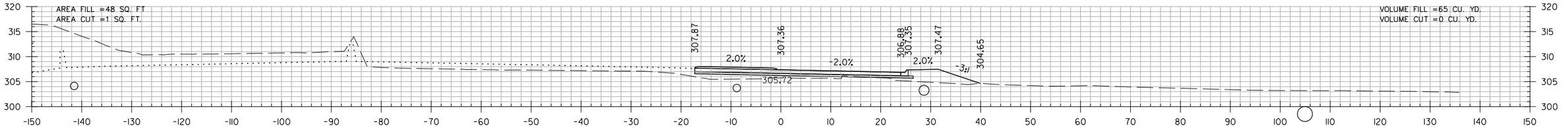
(2) CROSS SECTIONS



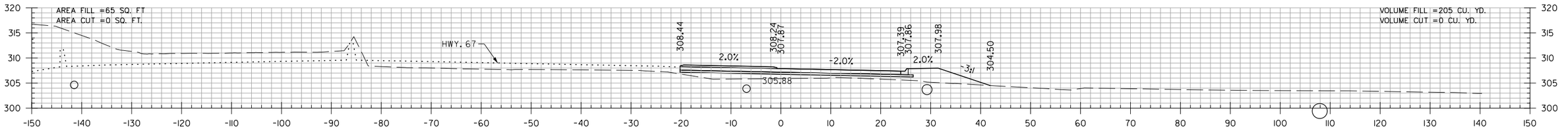
160+00.00

STA. 159+32 CONSTRUCT N. BAILEY BLVD.
APPROACH ON RT. = 727 CU. YDS.

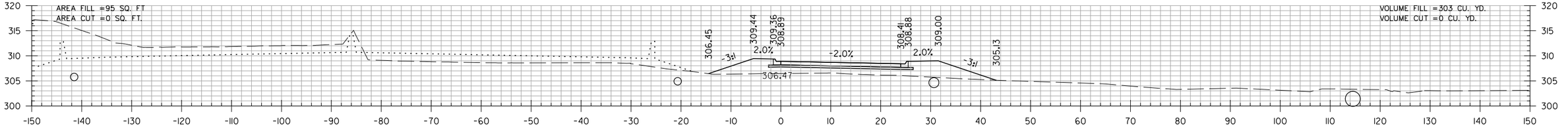
SEE PROFILE SHEET FOR
N. BAILEY BLVD. APPROACH
AT STA. 159+32



159+00.00



158+69.00



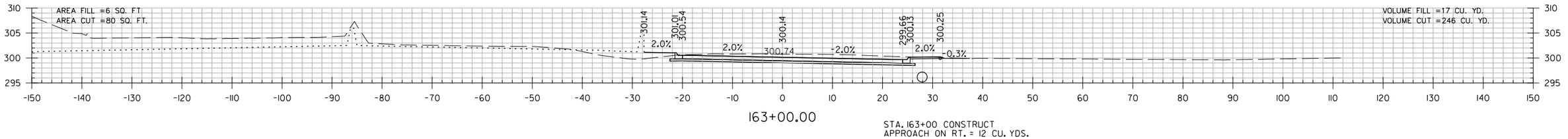
158+00.00

T.P. WHITE DR.
STA. 158+00 TO STA. 160+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

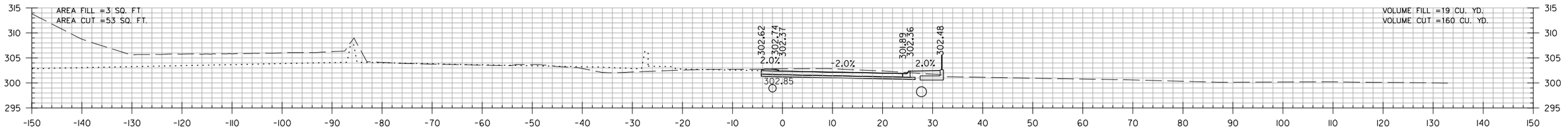
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	985	1104

(2) CROSS SECTIONS

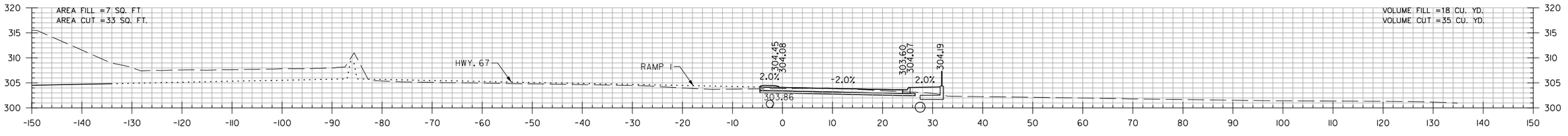


163+00.00

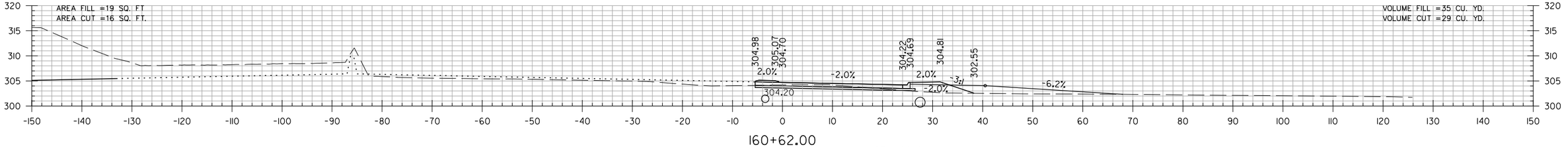
STA. 163+00 CONSTRUCT
APPROACH ON RT. = 12 CU. YDS.



162+00.00



161+00.00



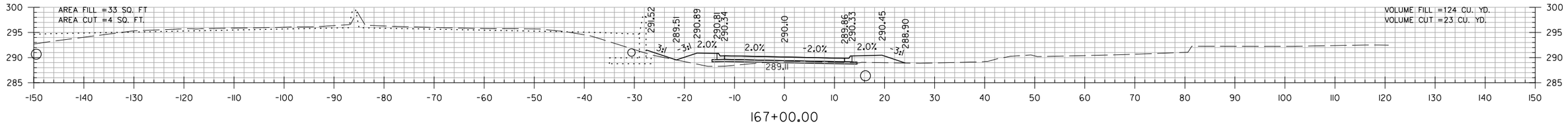
160+62.00

STA. 160+62 CONSTRUCT
APPROACH ON RT. = 30 CU. YDS.

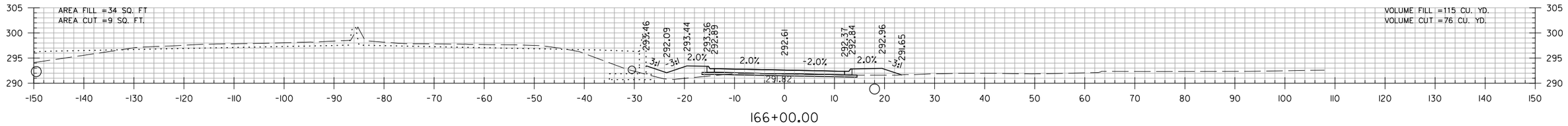
T.P. WHITE DR.
STA. 160+62 TO STA. 163+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

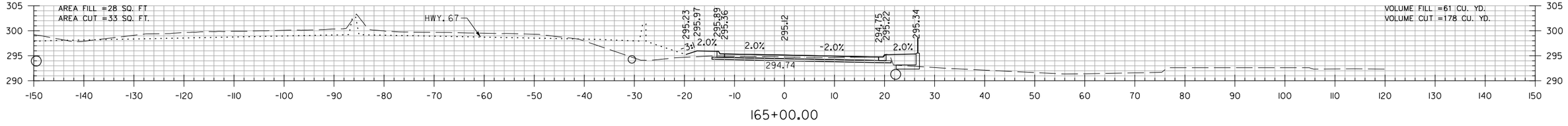
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	986	1104
				(2)	CROSS SECTIONS			



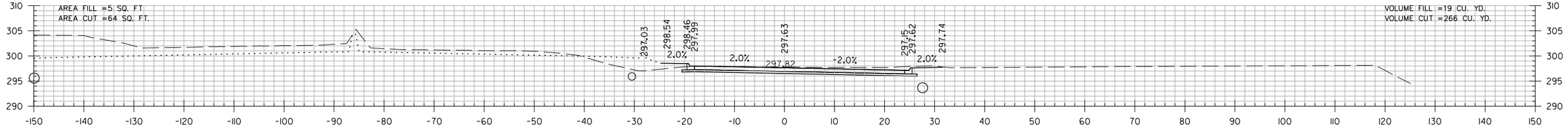
167+00.00



166+00.00



165+00.00

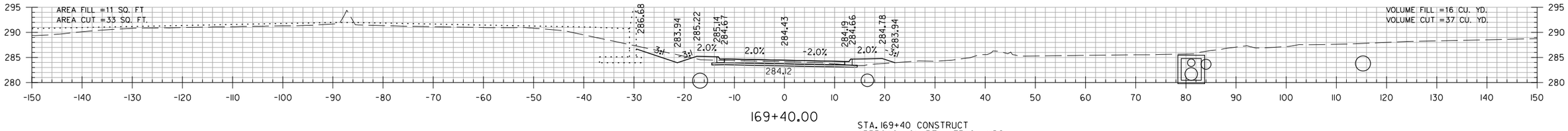


164+00.00

T.P. WHITE DR.
STA. 164+00 TO STA. 167+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

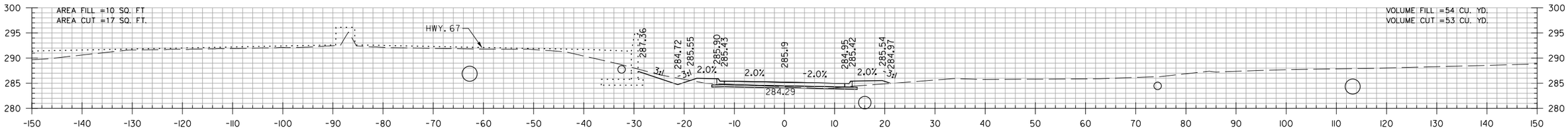
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	987	1104
				(2)	CROSS SECTIONS			



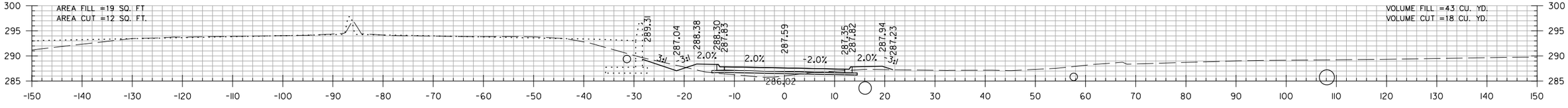
169+40.00

STA. 169+40 CONSTRUCT
APPROACH ON RT. = 75 CU. YDS.

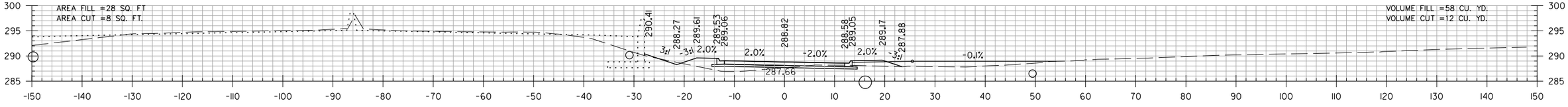
SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 169+40



169+00.00



168+00.00



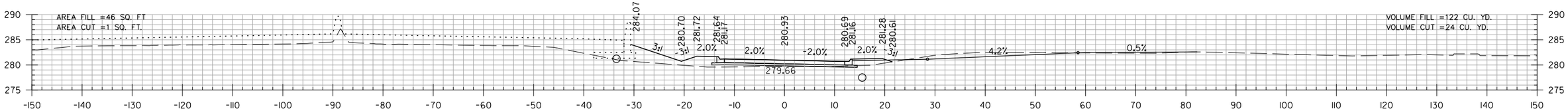
167+51.00

STA. 167+51 CONSTRUCT
APPROACH ON RT. = 20 CU. YDS.

T.P. WHITE DR.
STA. 167+51 TO STA. 169+40

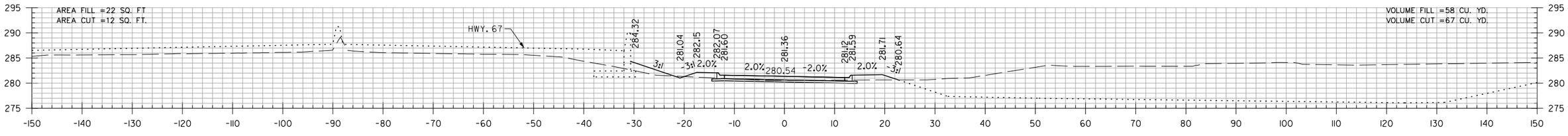
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	988	1104
				(2)	CROSS SECTIONS			

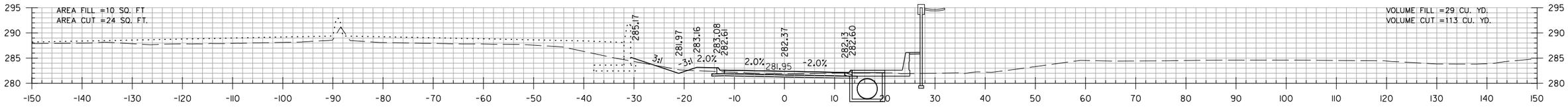


172+97.00

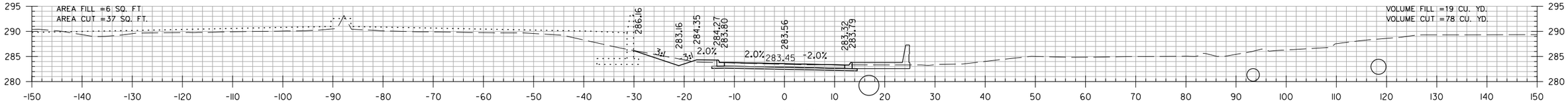
STA. 172+97 CONSTRUCT
APPROACH ON RT. = 100 CU. YDS.



172+00.00



171+00.00

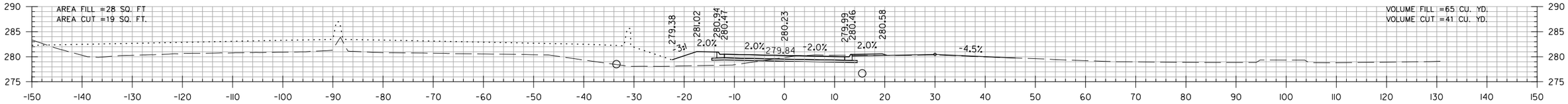


170+00.00

T.P. WHITE DR.
STA. 170+00 TO STA. 172+97

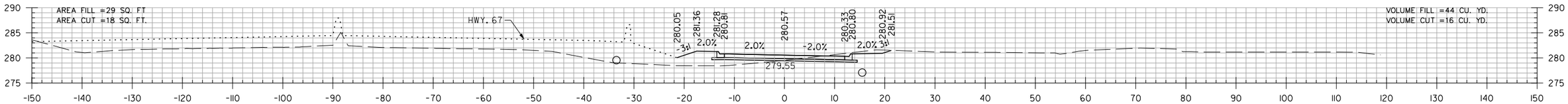
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	989	1104
				(2)	CROSS SECTIONS			

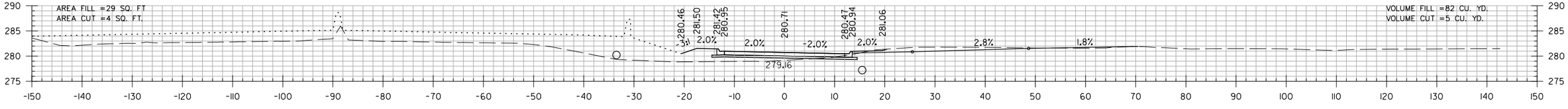


174+61.00

STA. 174+61 - IN PLACE
18" x 40' R.C. PIPE CULVERT RT. SIDE DRAIN
WITH F.E.S.
REMOVE
CONSTRUCT APPROACH ON RT. = 23 CU. YDS.

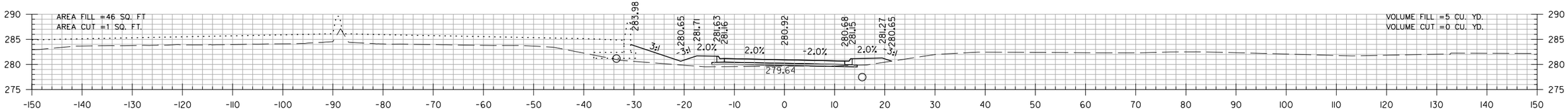


174+00.00



173+59.00

STA. 173+59 CONSTRUCT
APPROACH ON RT. = 77 CU. YDS.

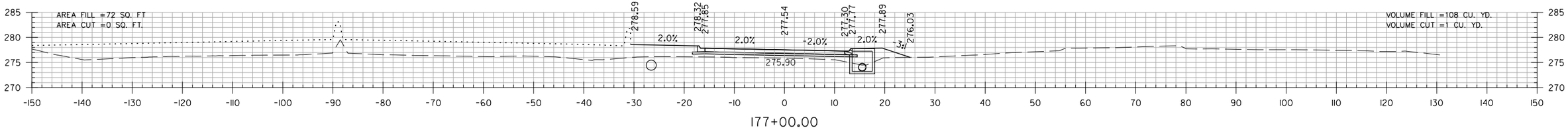


173+00.00

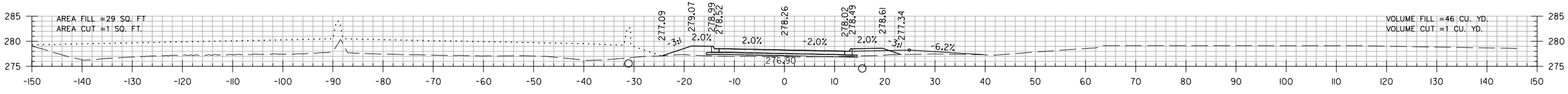
T.P. WHITE DR.
STA. 173+00 TO STA. 174+61

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	990	1104
				(2)	CROSS SECTIONS			

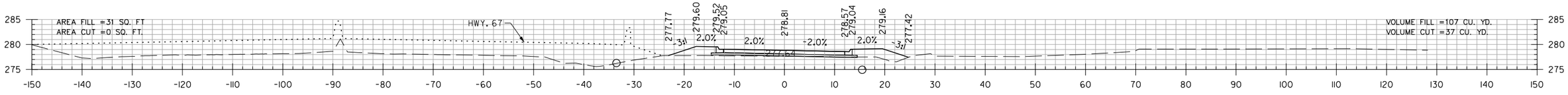


177+00.00

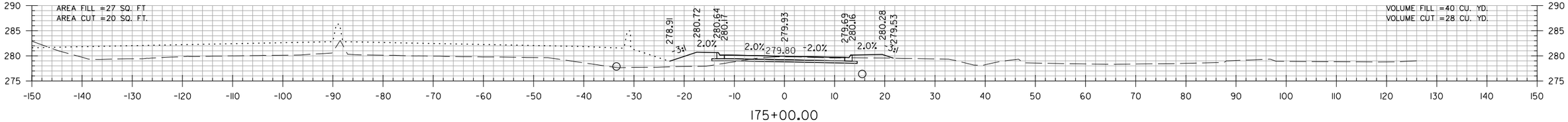


176+42.00

STA. 176+42 - IN PLACE
18" x 40' R.C. PIPE CULVERT RT. SIDE DRAIN
WITH F.E.S.
REMOVE
CONSTRUCT APPROACH ON RT. = 13 CU. YDS.



176+00.00

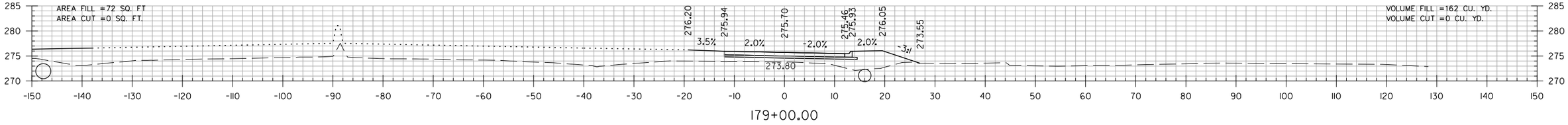


175+00.00

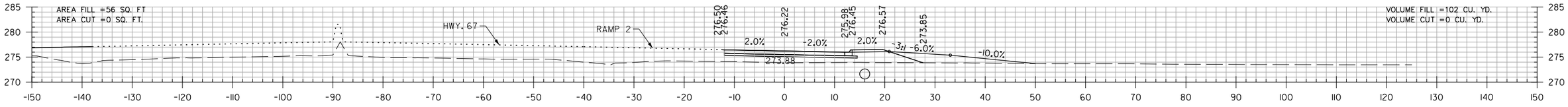
T.P. WHITE DR.
STA. 175+00 TO STA. 177+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	991	1104
				(2)	CROSS SECTIONS			

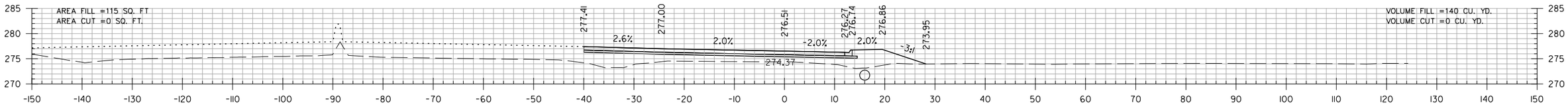


179+00.00

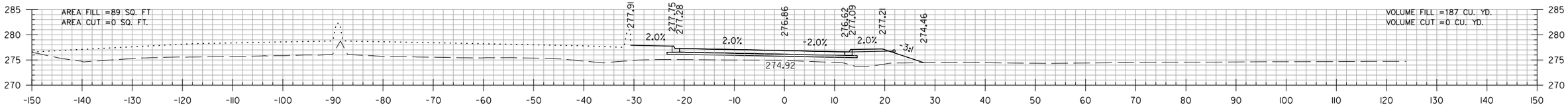


178+32.00

STA. 178+32 - IN PLACE
18" x 41' C.M. PIPE CULVERT RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 63 CU. YDS.



178+00.00

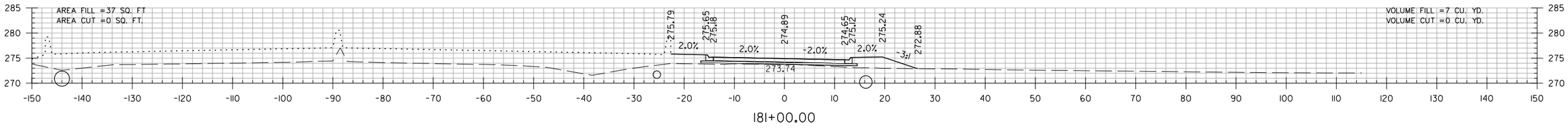


177+63.00

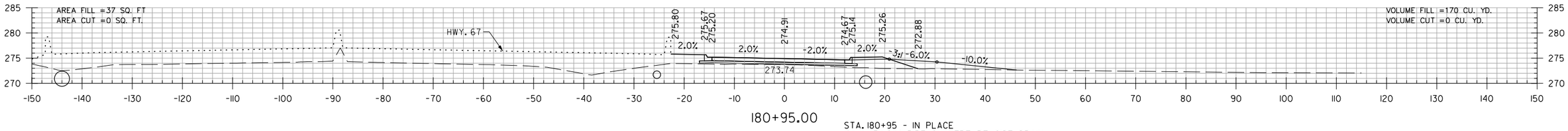
T.P. WHITE DR.
STA. 177+63 TO STA. 179+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	992	1104
				(2)	CROSS SECTIONS			

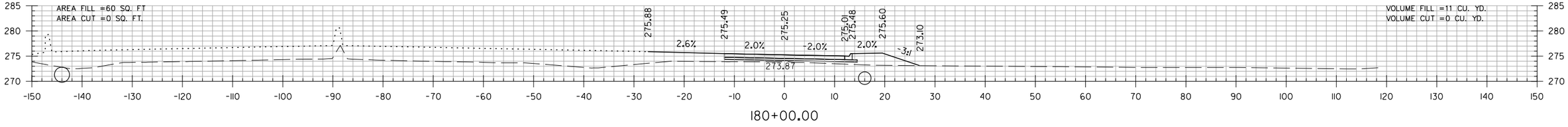


181+00.00

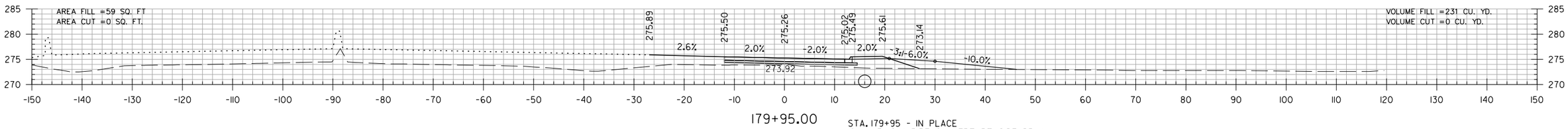


180+95.00

STA. 180+95 - IN PLACE
18" x 51' C.M. PIPE CULVERT RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 47 CU. YDS.



180+00.00



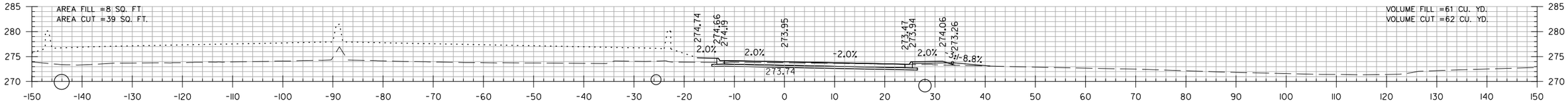
179+95.00

STA. 179+95 - IN PLACE
18" x 51' C.M. PIPE CULVERT RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 56 CU. YDS.

T.P. WHITE DR.
STA. 179+95 TO STA. 181+00

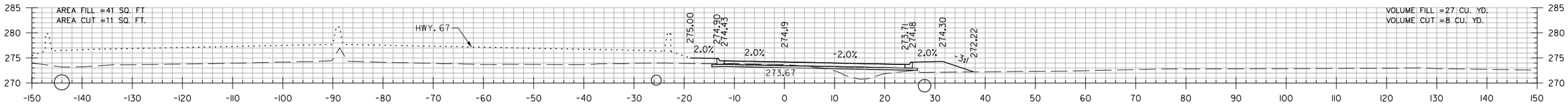
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	993	1104
				(2)	CROSS SECTIONS			

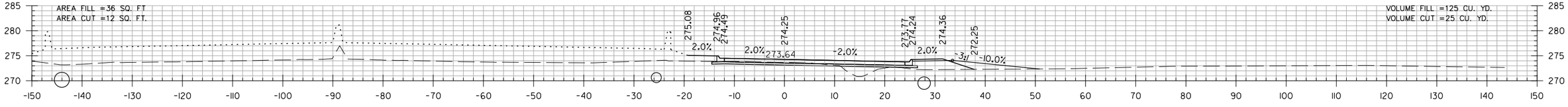


183+67.00

STA. 183+67 - IN PLACE
24" x 40' C.M. PIPE CULVERT RT. SIDE DRAIN
WITH F.E.S.
REMOVE
CONSTRUCT APPROACH ON RT. = 5 CU. YDS.

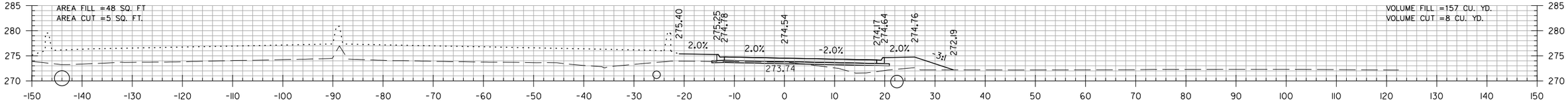


183+00.00



182+81.00

STA. 182+81 - IN PLACE
18" x 45' C.M. PIPE CULVERT RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 36 CU. YDS.

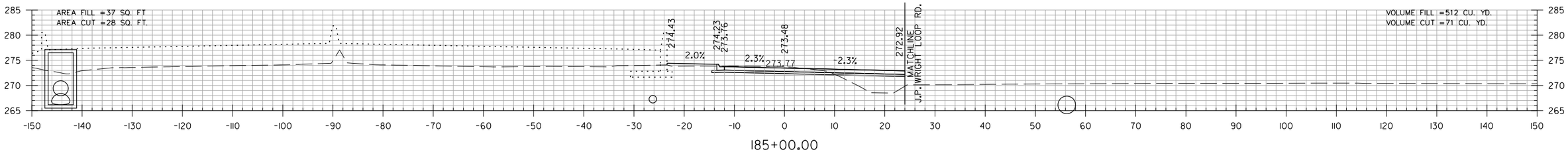


182+00.00

T.P. WHITE DR.
STA. 182+00 TO STA. 183+67

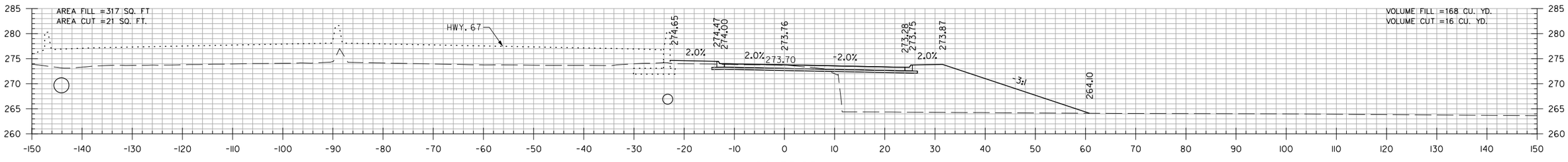
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	994	1104
				(2)	CROSS SECTIONS			

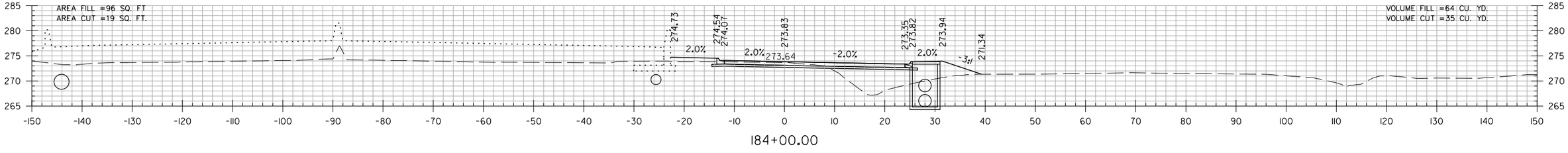


185+00.00

STA. 184+34.73 BEG. SUPERELEVATION (0.020 FT/FT)



184+22.00



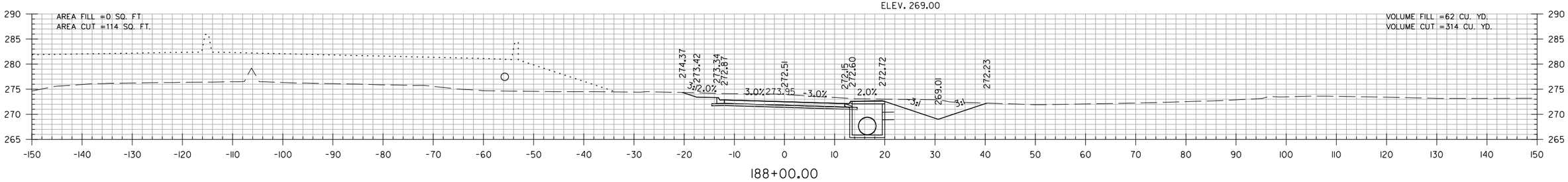
184+00.00

T.P. WHITE DR.
STA. 184+00 TO STA. 185+00

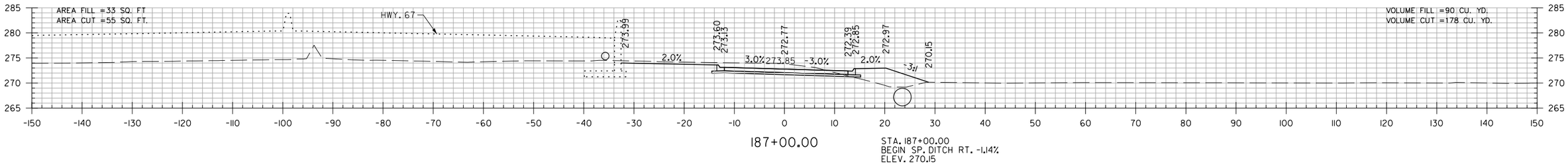
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	995	1104
				(2)	CROSS SECTIONS			

STA. 188+01.00
END SP. DITCH RT. -1.14%
BEGIN SP. DITCH RT. +0.74%
ELEV. 269.00



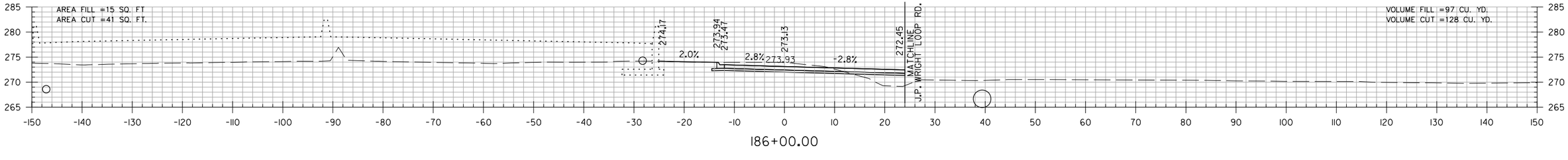
188+00.00



187+00.00

STA. 187+00.00
BEGIN SP. DITCH RT. -1.14%
ELEV. 270.15

STA. 186+34.73 MAX. SUPERELEVATION (0.030 FT/FT)



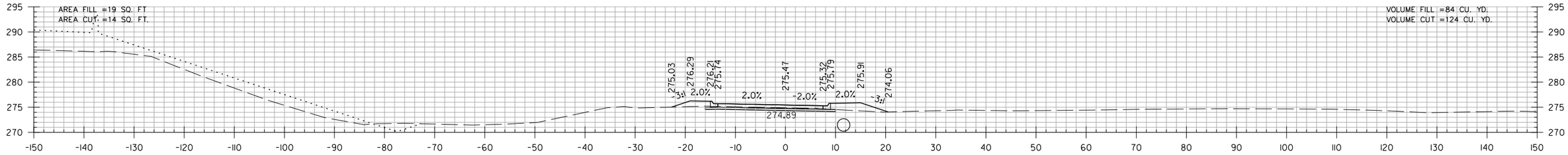
186+00.00

T.P. WHITE DR.
STA. 186+00 TO STA. 188+00

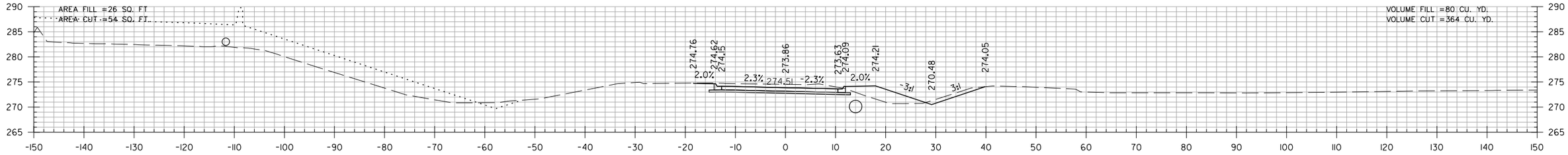
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

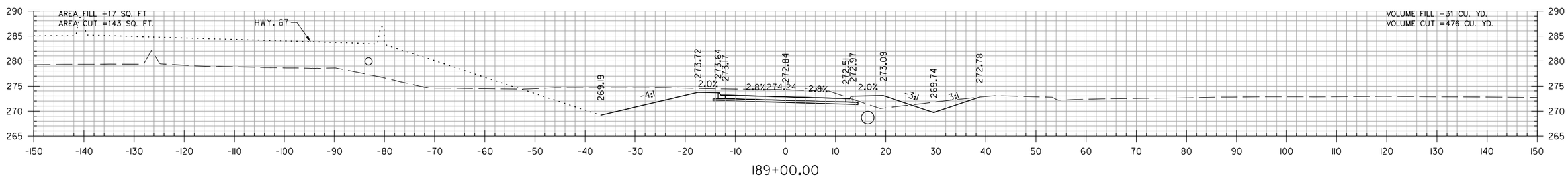
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	996	1104
				(2)	CROSS SECTIONS			

STA. 10+00.00 BEGIN TURNAROUND
STA. 190+98.80 END T.P. WHITE DR.



STA. 190+54.22 END SUPERELEVATION (0.020 FT/FT)





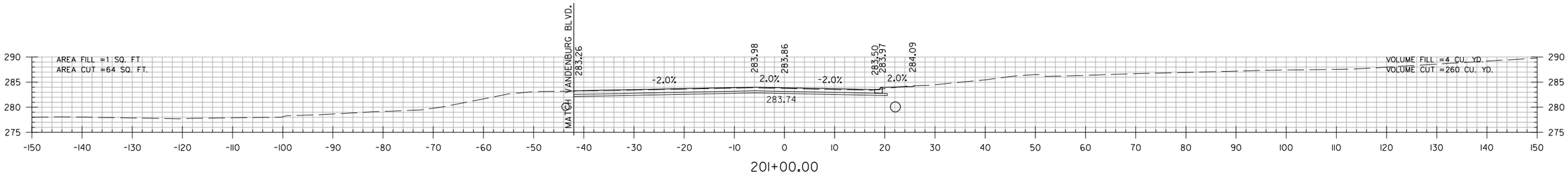
STA. 188+54.22 MAX. SUPERELEVATION (0.030 FT/FT)

T.P. WHITE DR.
STA. 189+00 TO STA. 190+99

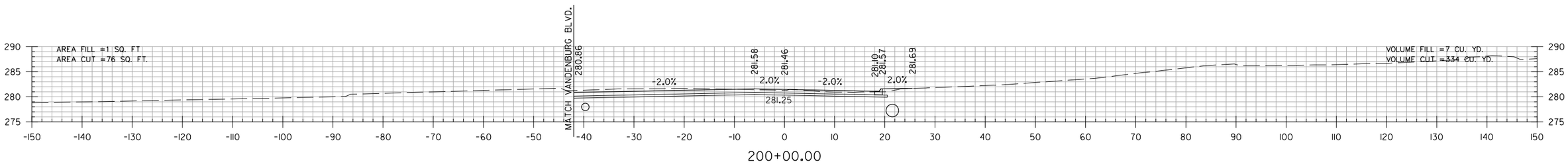
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	997	1104

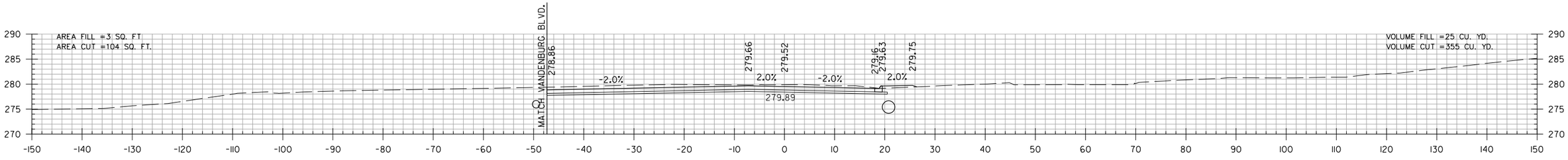
(2) CROSS SECTIONS



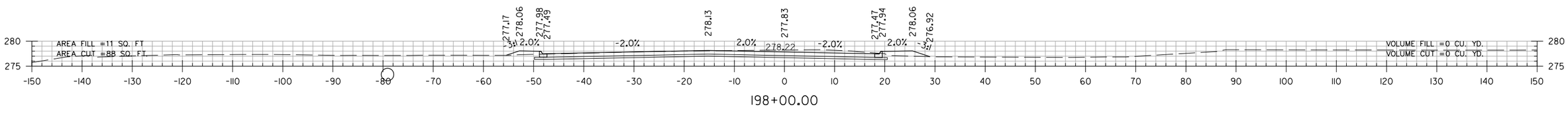
201+00.00



200+00.00



199+00.00

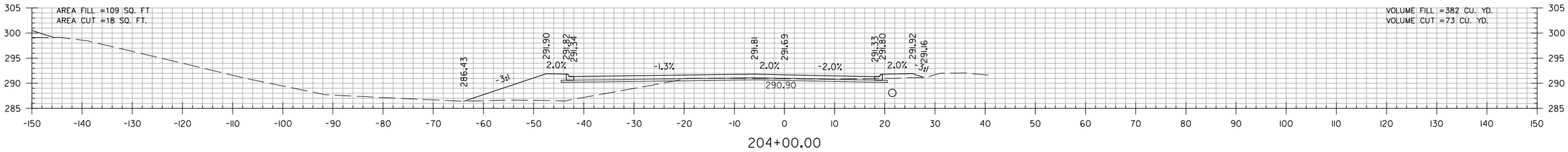


198+00.00

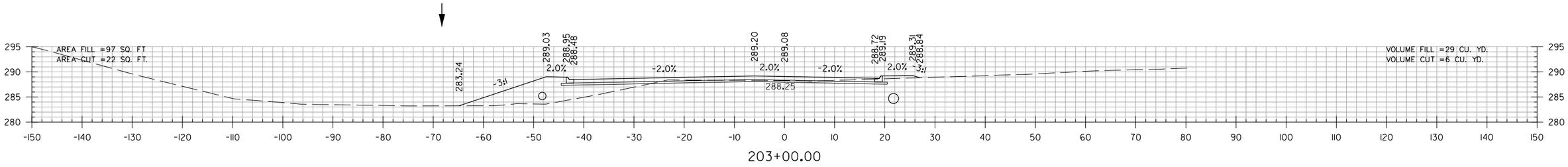
T.P. WHITE DR.
STA. 198+00 TO STA. 201+00

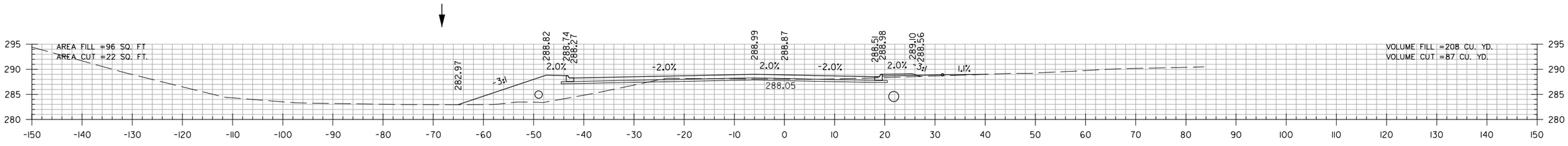
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	998	1104
				(2)	CROSS SECTIONS			

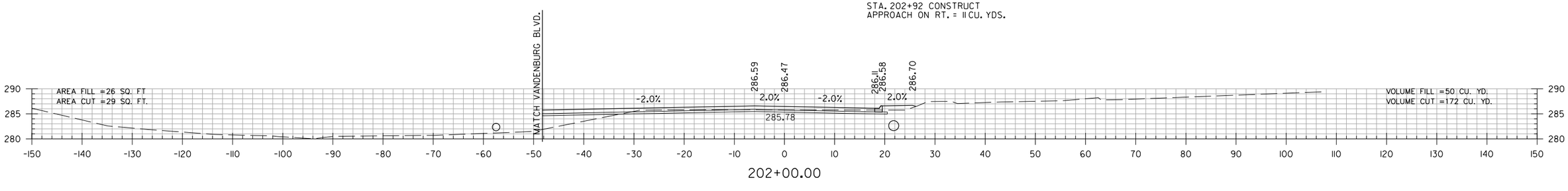


STA. 203+76.21 BEG. SUPERELEVATION (0.020 FT/FT)





STA. 202+92 CONSTRUCT
APPROACH ON RT. = 11 CU. YDS.

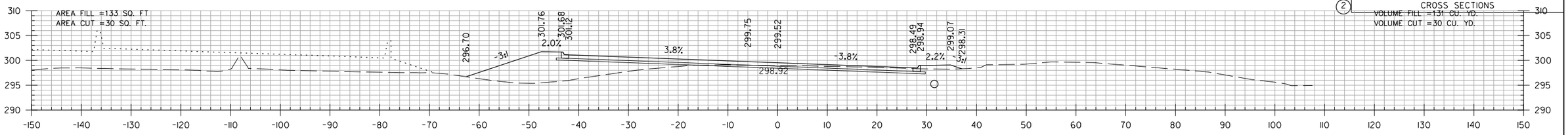


T.P. WHITE DR.
STA. 202+00 TO STA. 204+00

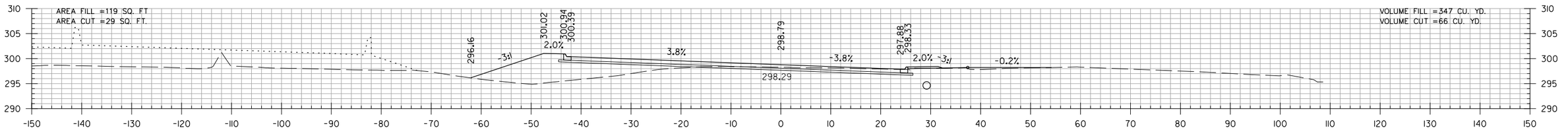
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	999	1104

(2) CROSS SECTIONS

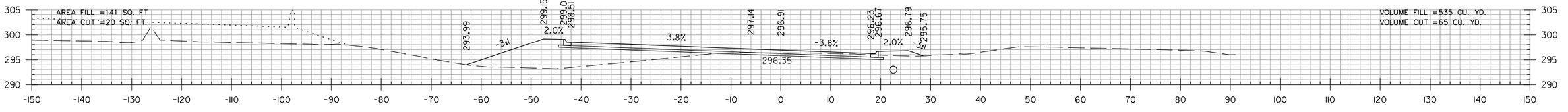


207+00.00



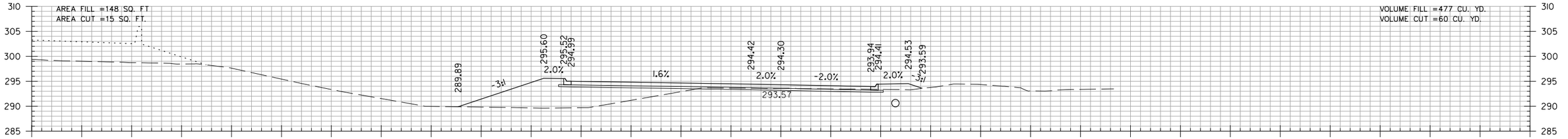
206+72.00

STA. 206+72 CONSTRUCT
APPROACH ON RT. = 19 CU. YDS.



206+00.00

STA. 205+76.21 MAX SUPERELEVATION (0.038 FT/FT)

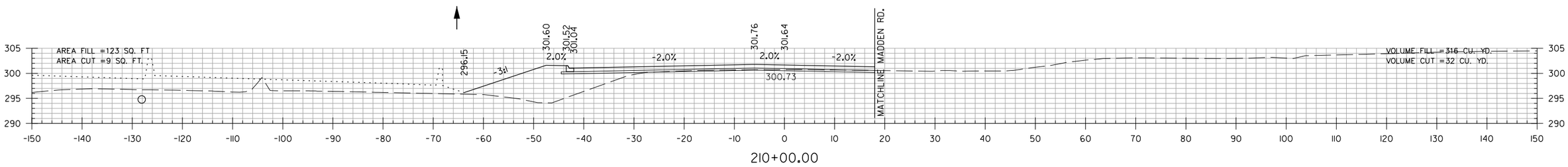


205+00.00

T.P. WHITE DR.
STA. 205+00 TO STA. 207+00

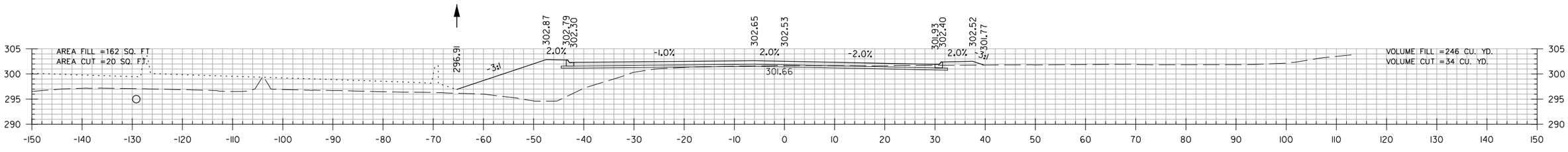
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1000	1104
				(2)	CROSS SECTIONS			



210+00.00

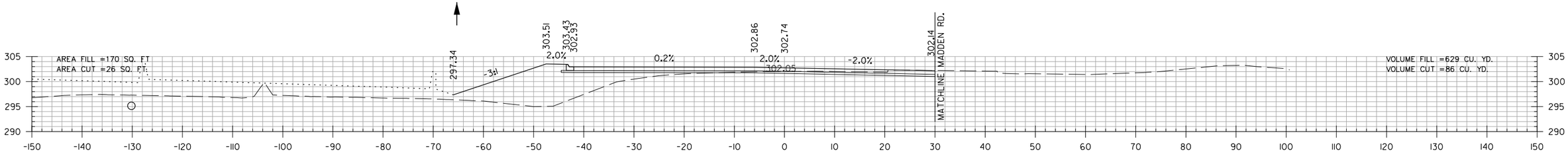
STA. 209+75.02 END SUPERELEVATION (0.020 FT/FT)



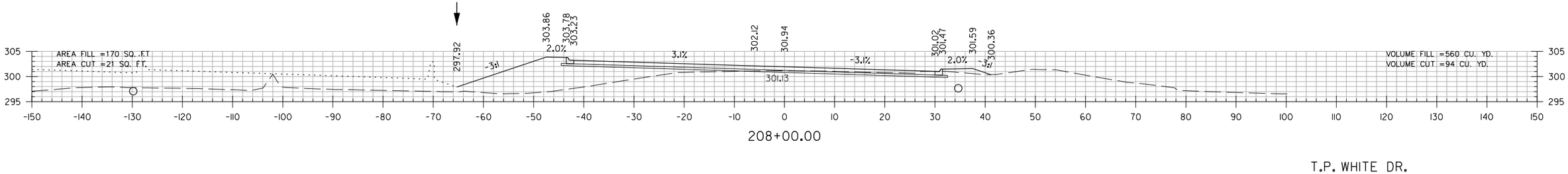
209+40.00

STA. 209+40 CONSTRUCT MADDEN RD.
APPROACH ON RT. = 256 CU. YDS.

SEE SIDE ROAD PROFILES SHEET FOR
MADDEN RD. APPROACH AT STA. 209+40



209+00.00



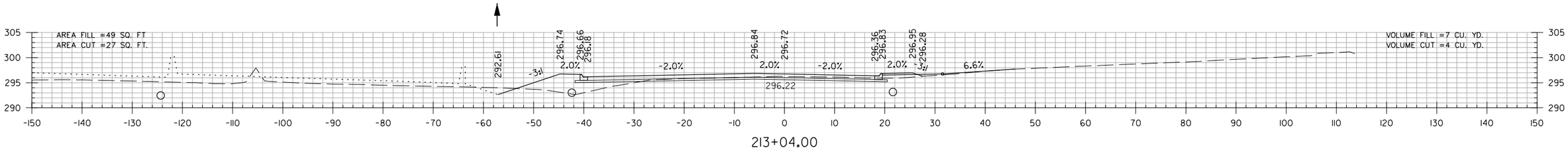
208+00.00

STA. 207+75.02 MAX SUPERELEVATION (0.038 FT/FT)

T.P. WHITE DR.
STA. 208+00 TO STA. 210+00

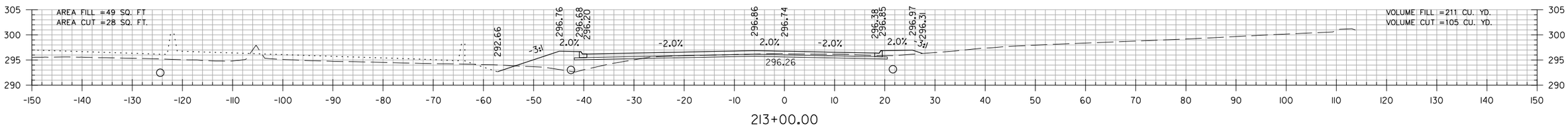
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1001	1104
				(2)	CROSS SECTIONS			

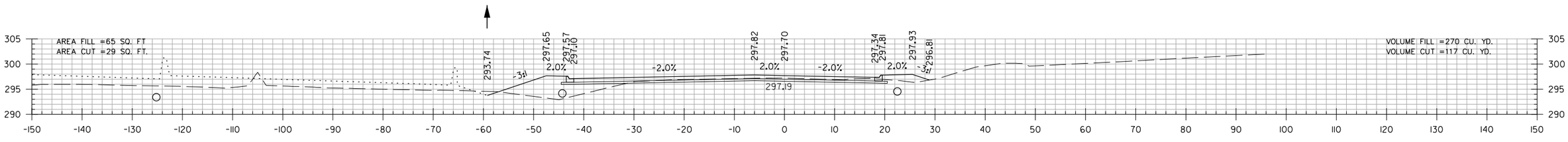


213+04.00

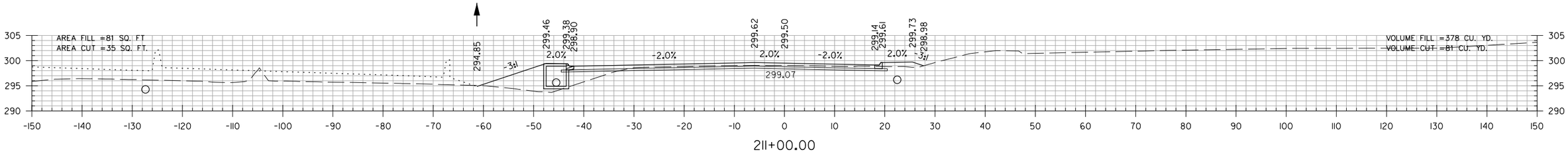
STA. 213+04 CONSTRUCT IN PLACE
24" X 50' C.M. PIPE CULVERT RT. SIDE DRAIN
REMOVE
APPROACH ON RT. = 8 CU. YDS.



213+00.00



212+00.00

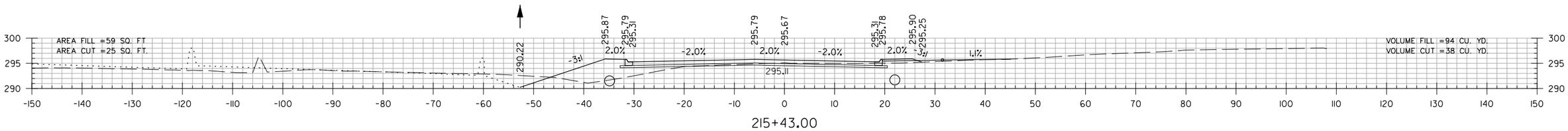


211+00.00

T.P. WHITE DR.
STA. 211+00 TO STA. 213+04

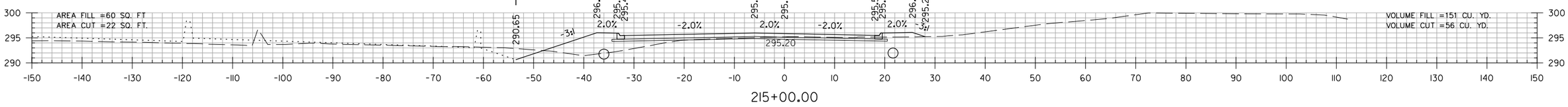
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1002	1104
				(2)	CROSS SECTIONS			

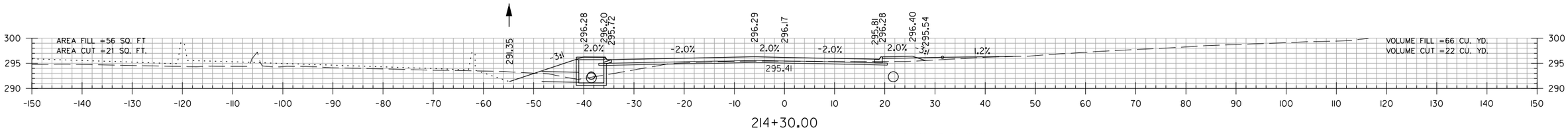


215+43.00

STA. 215+43 CONSTRUCT
APPROACH ON RT. = 7 CU. YDS.

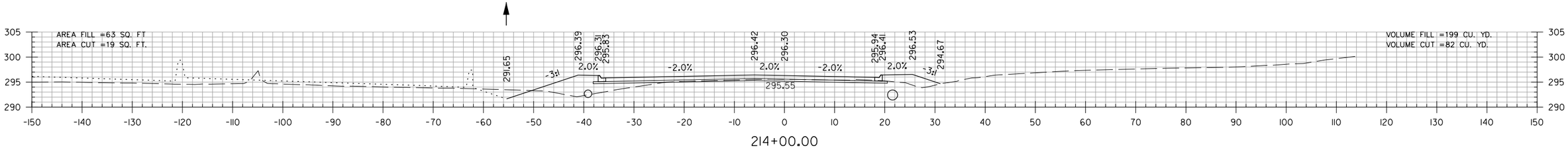


215+00.00



214+30.00

STA. 214+30 IN PLACE
24" X 30' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON RT. = 7 CU. YDS.

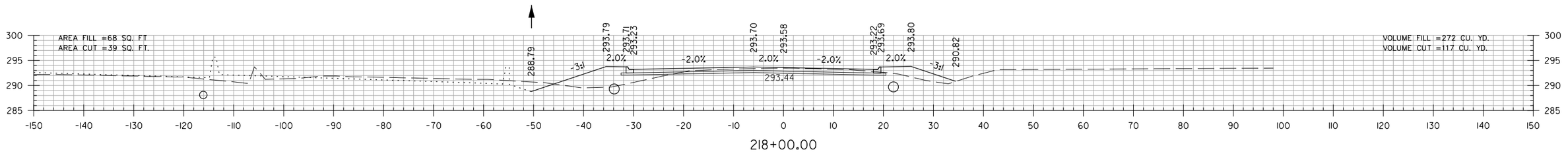


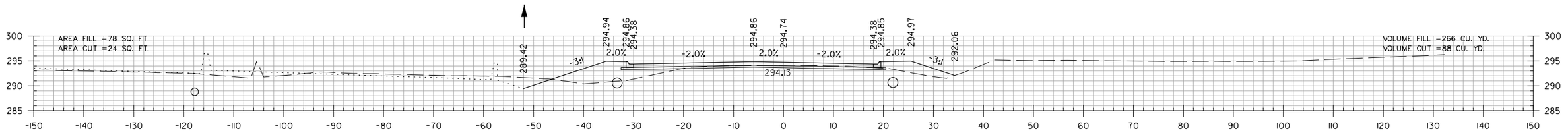
214+00.00

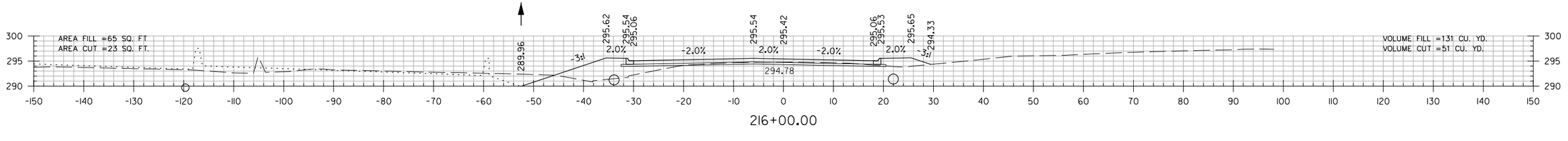
T.P. WHITE DR.
STA. 214+00 TO STA. 215+43

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1003	1104
				(2)	CROSS SECTIONS			







T.P. WHITE DR.
STA. 216+00 TO STA. 218+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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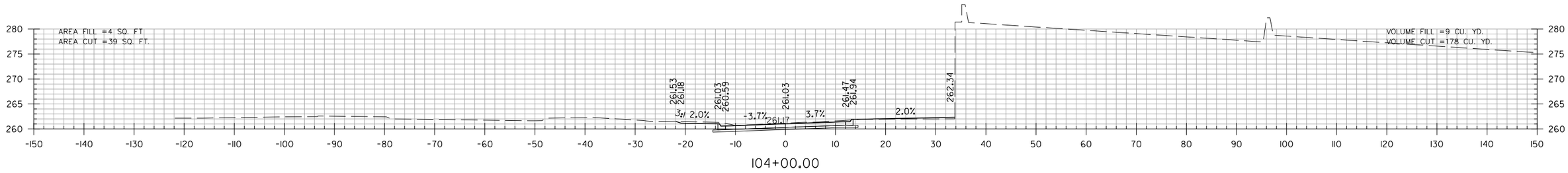
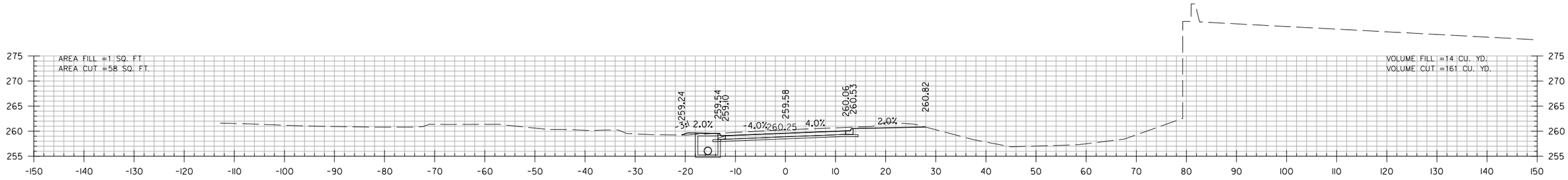
				JOB NO.		CA0604	1004	1104
				(2)	CROSS SECTIONS			



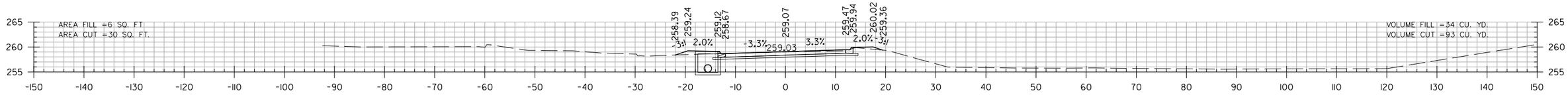
104+00.00

STA. 103+79.22 MAX. SUPERELEVATION (0.040 FT/FT)



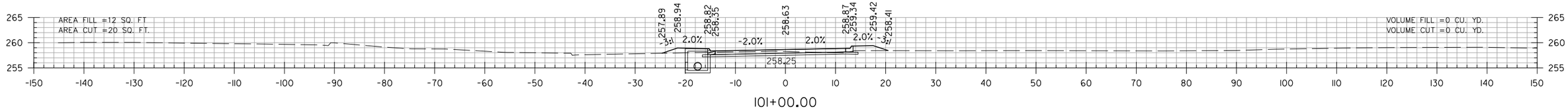
103+00.00

STA. 102+43.43 MAX. SUPERELEVATION (0.040 FT/FT)



102+00.00

STA. 101+18.43 BEG. SUPERELEVATION (0.020 FT/FT)



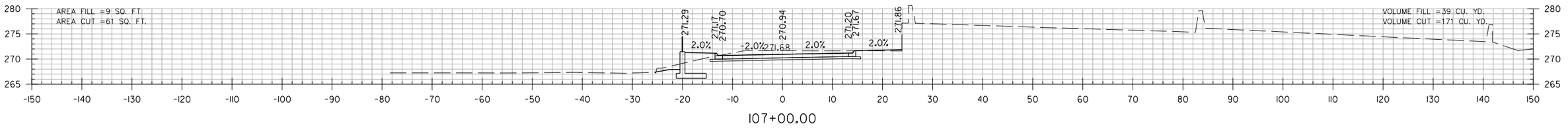
101+00.00

STA. 100+11.40 BEGIN JOHN HARDEN DR.

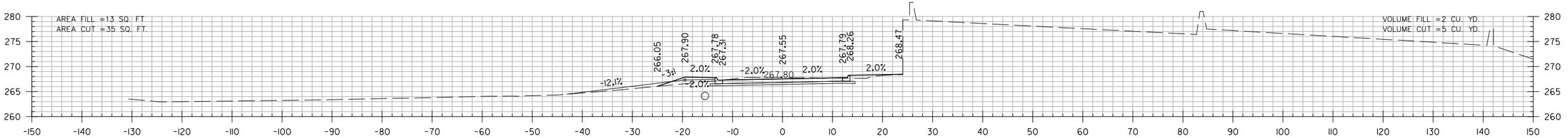
JOHN HARDEN DR.
STA. 101+00 TO STA. 104+00

SADonaldson 5/11/2022 10:52:01 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1005	1104
				(2)	CROSS SECTIONS			

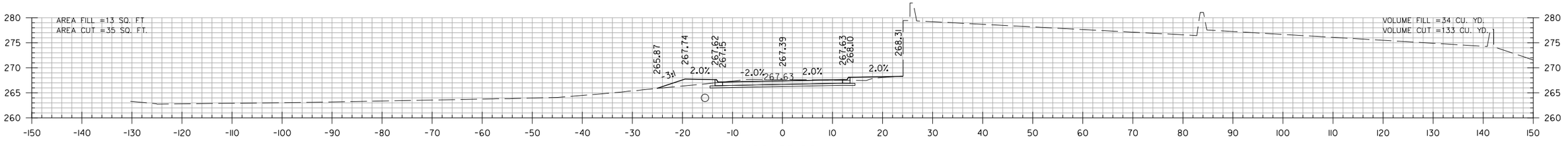


107+00.00



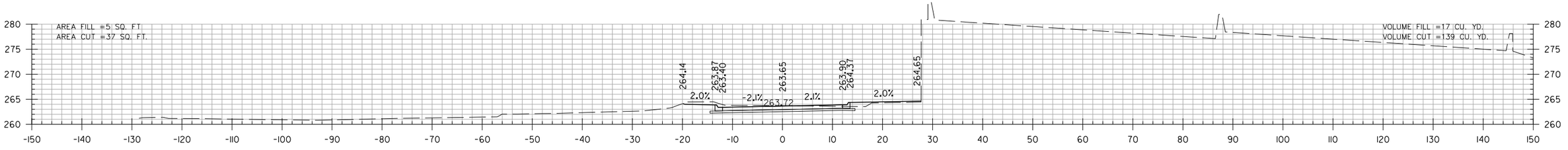
106+04.00

STA. 106+04 CONSTRUCT
APPROACH ON LT. = 8 CU. YDS.



106+00.00

STA. 105+04.22 END SUPERELEVATION (0.020 FT/FT)



105+00.00

JOHN HARDEN DR.
STA. 105+00 TO STA. 107+00

SADonaldson 5/11/2022 10:52:01 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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.		CA0604	1006	1104
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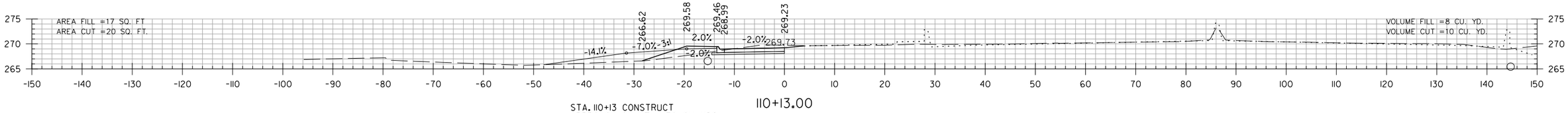
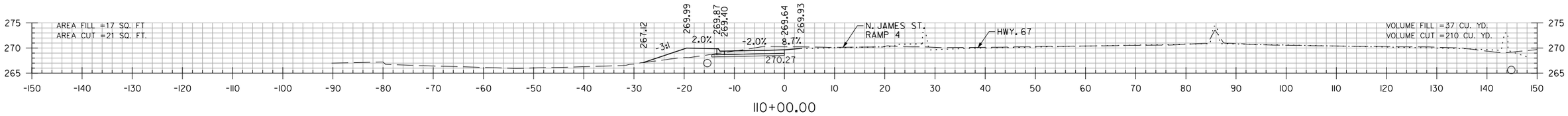
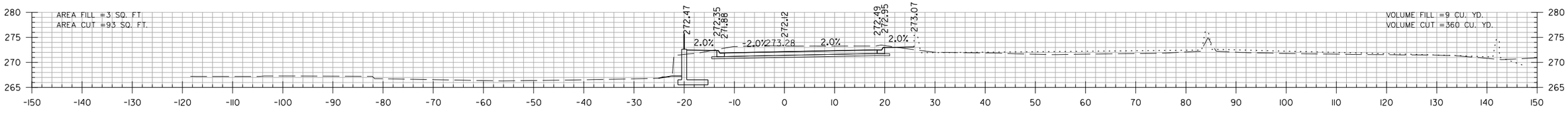


110+13.00

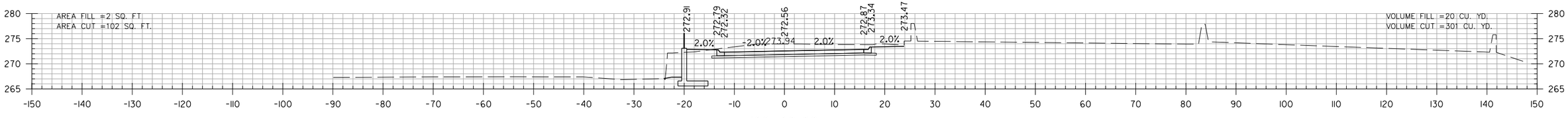
STA. 110+13 CONSTRUCT
APPROACH ON LT. = 30 CU. YDS.



110+00.00



109+00.00



108+00.00

JOHN HARDEN DR.
STA. 108+00 TO STA. 110+13

SADonaldson 5/11/2022 10:52:01 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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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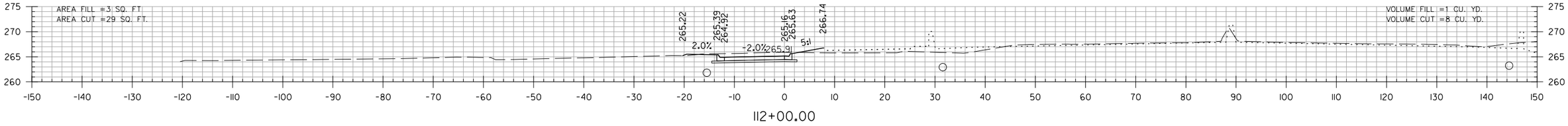
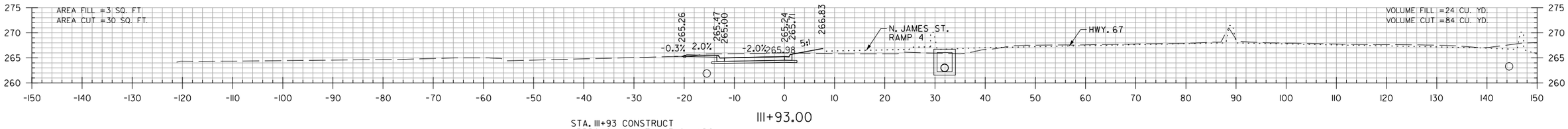
				JOB NO.		CA0604	1007	1104
				(2)	CROSS SECTIONS			



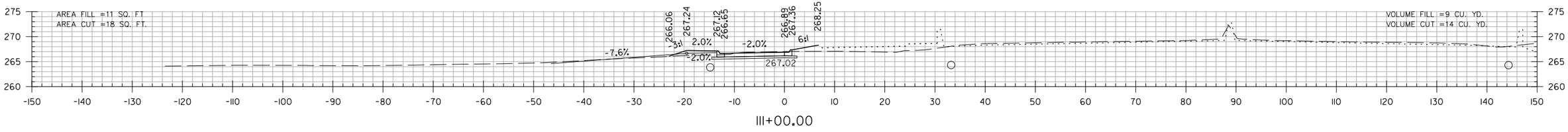
112+00.00



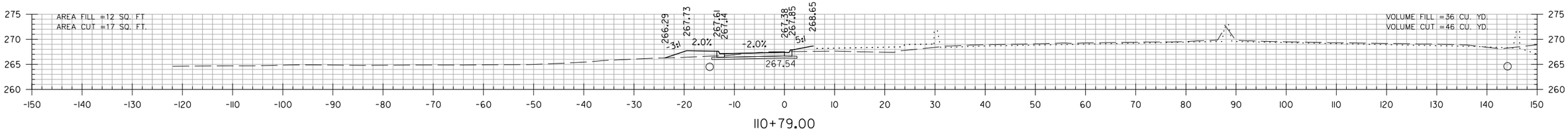
111+93.00

STA. 111+93 CONSTRUCT
APPROACH ON LT. = 13 CU. YDS.

STA. 111+07 CONSTRUCT
APPROACH ON LT. = 8 CU. YDS.



111+00.00



110+79.00

JOHN HARDEN DR.
STA. 110+79 TO STA. 112+00

SADonaldson 5/11/2022 10:52:01 AM
WORKSPACE: AHTD
L:\2021\2011732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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.		CA0604	1008	1104
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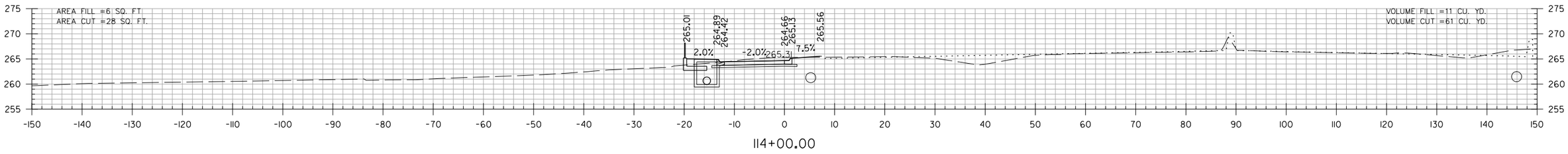
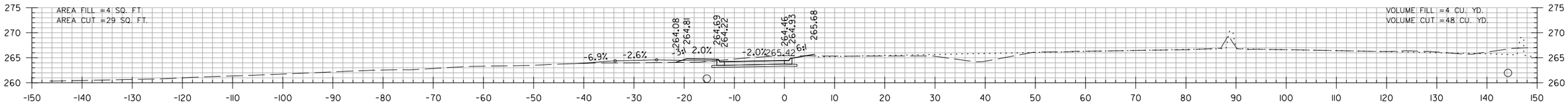
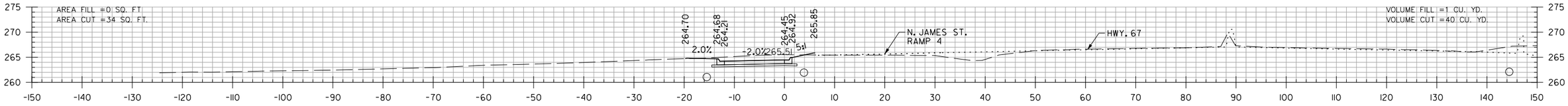


114+00.00

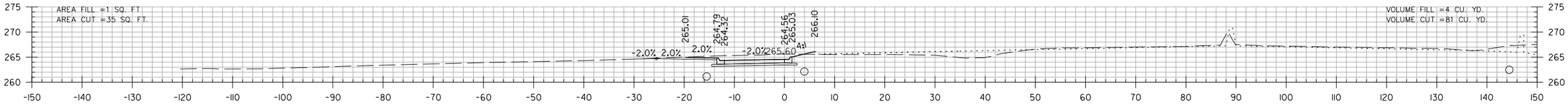


113+42.00

STA. 113+42 CONSTRUCT
APPROACH ON LT. = 6 CU. YDS.



113+00.00



112+68.00

STA. 112+68 CONSTRUCT
APPROACH ON LT. = 17 CU. YDS.

JOHN HARDEN DR.
STA. 112+68 TO STA. 114+00

SADonaldson 5/11/2022 10:52:02 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1009	1104
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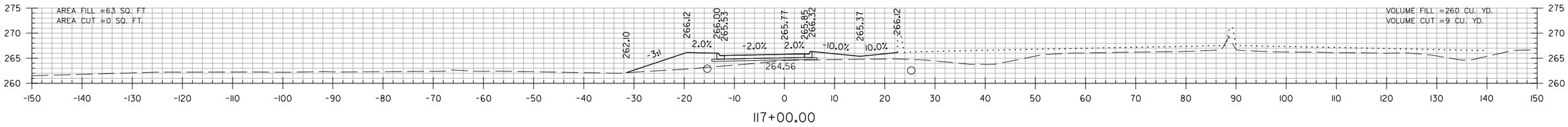
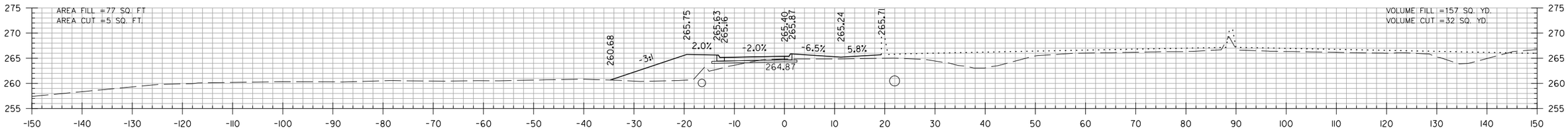
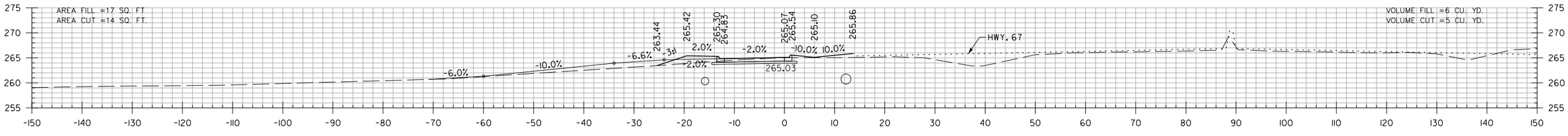


117+00.00



116+00.00

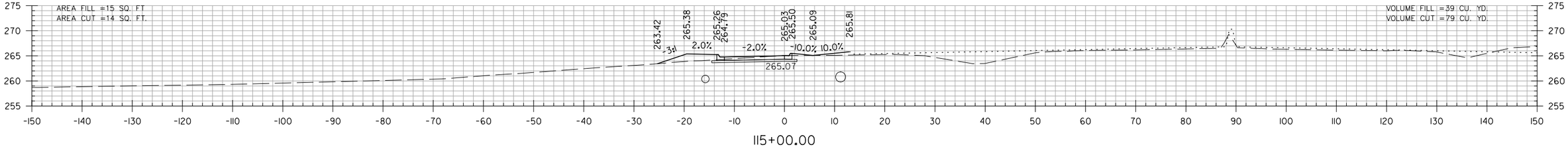


115+10.00

STA. 115+10 C.L. JOHN HARDEN DR. CONSTRUCT JOHN HARDIN DR. APPROACH ON LT. = 37 CU. YDS.

STA. 10+54 C.L. JOHN HARDIN DR. CONSTRUCT APPROACH ON LT. = 7 CU. YDS.

SEE DRIVEWAY PROFILE SHEETS FOR APPROACH AT JOHN HARDIN DR. STA. 10+54



115+00.00

JOHN HARDEN DR.
STA. 115+00 TO STA. 117+00

SADonaldson 5/11/2022 10:52:02 AM
WORKSPACE: AHTD
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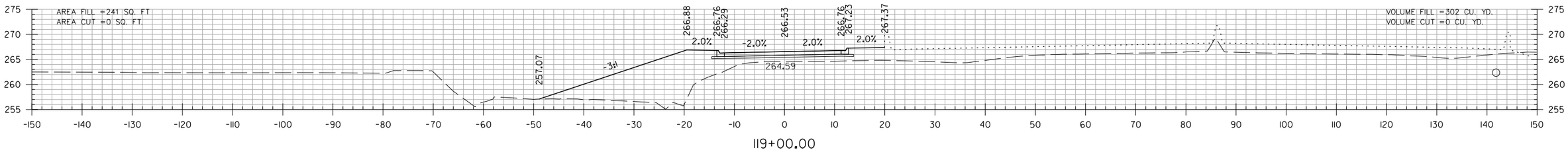
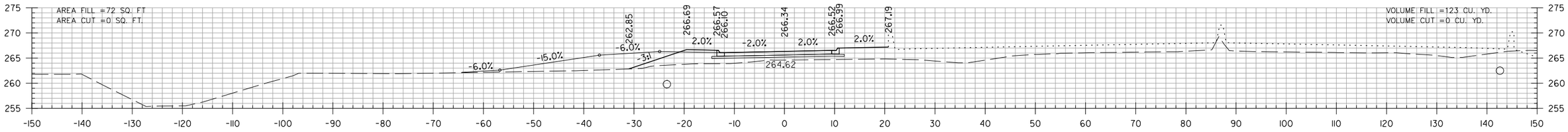
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1010	1104
				(2)	CROSS SECTIONS			

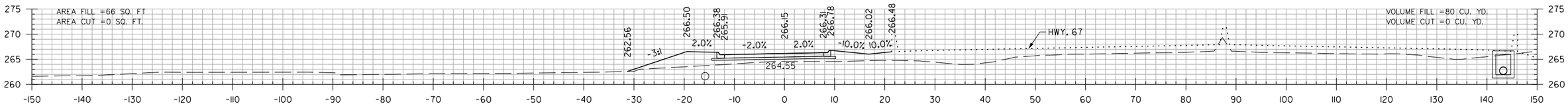


119+00.00

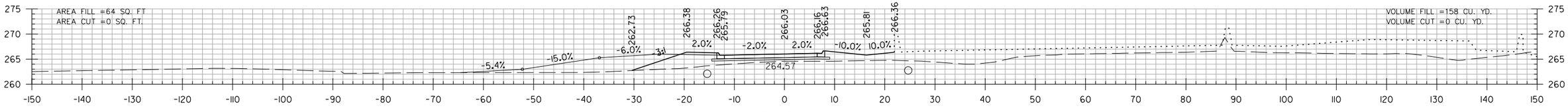


118+48.00

STA. 118+48 CONSTRUCT
APPROACH ON LT. = 136 CU. YDS.



118+00.00



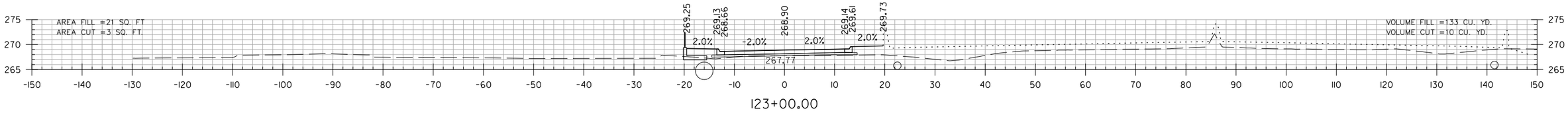
117+67.00

STA. 117+67 CONSTRUCT
APPROACH ON LT. = 174 CU. YDS.

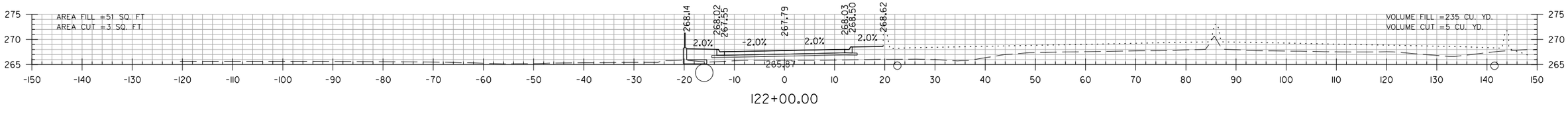
JOHN HARDEN DR.
STA. 117+67 TO STA. 119+00

SADonaldson 5/11/2022 10:52:02 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1011	1104
				(2)	CROSS SECTIONS			



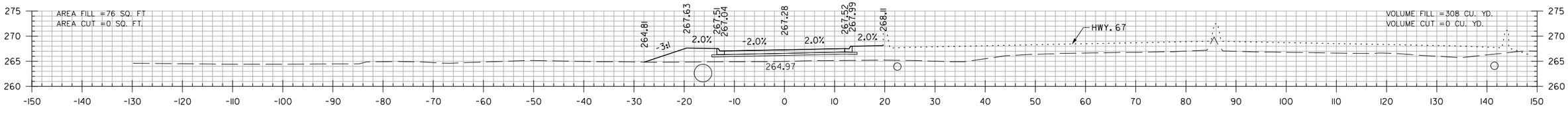
123+00.00



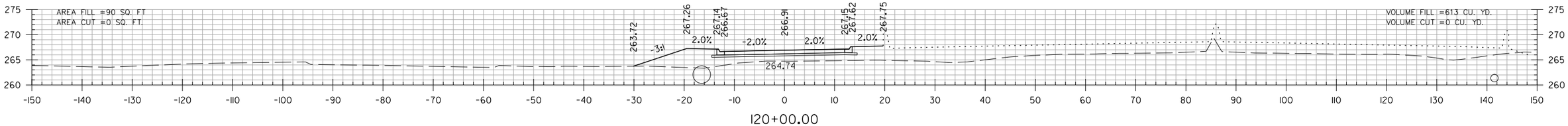
122+00.00

STA. 121+51 CONSTRUCT BRADEN ST.
APPROACH ON LT. = 96 CU. YDS.

SEE SIDE ROAD PROFILES SHEET FOR
BRADEN ST. APPROACH AT STA. 121+51



121+00.00

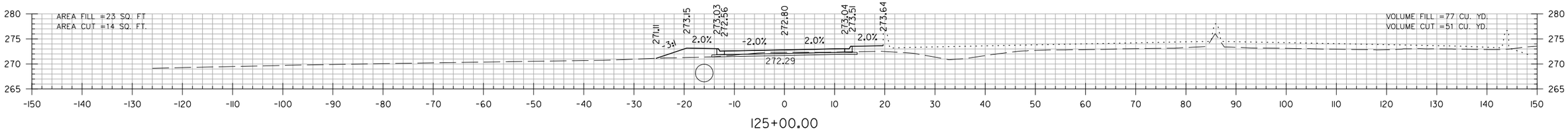


120+00.00

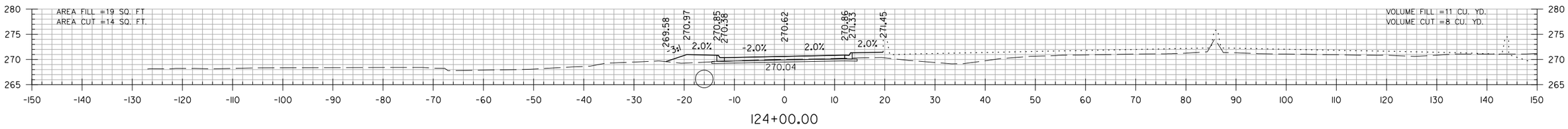
JOHN HARDEN DR.
STA. 120+00 TO STA. 123+00

SADonaldson 5/11/2022 10:52:02 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

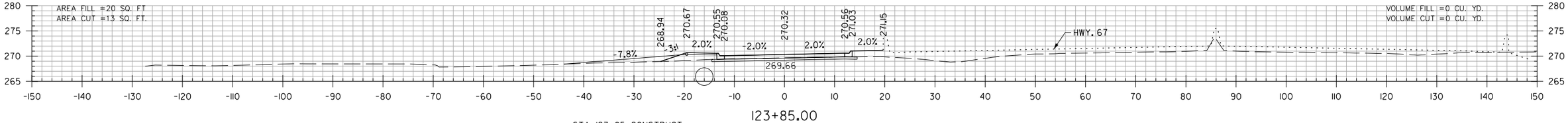
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1012	1104
				(2)	CROSS SECTIONS			



125+00.00

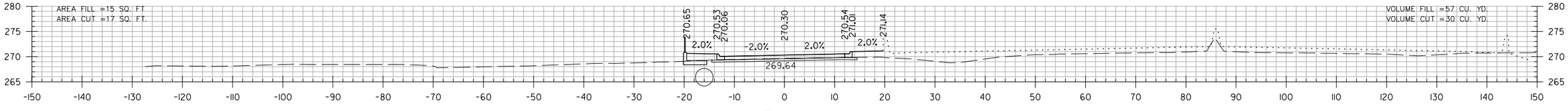


124+00.00



123+85.00

STA. 123+85 CONSTRUCT
APPROACH ON LT. = 17 CU. YDS.



123+84.26

JOHN HARDEN DR.
STA. 123+84 TO STA. 125+00

SADonaldson 5/11/2022 10:52:02 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1013	1104
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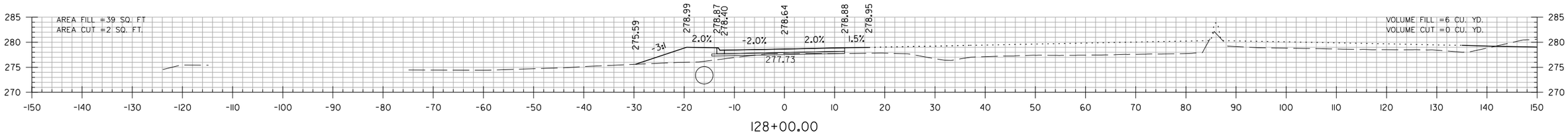
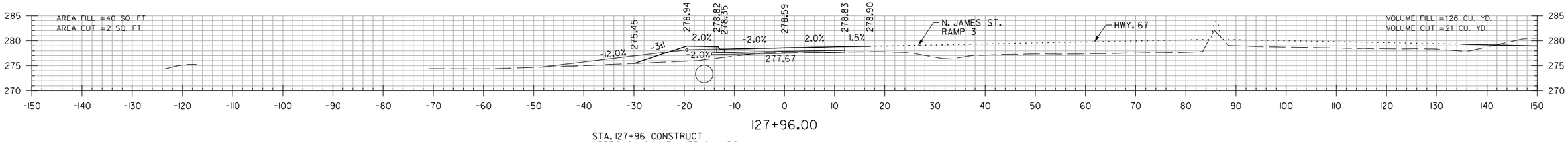
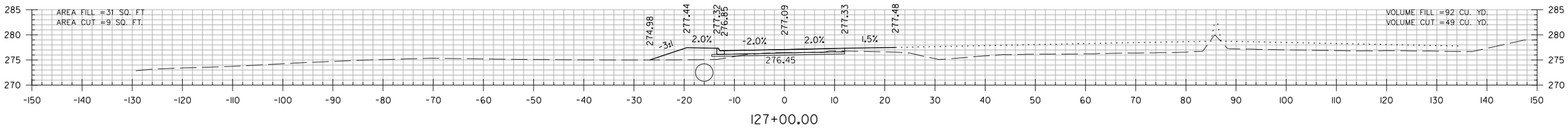


128+00.00

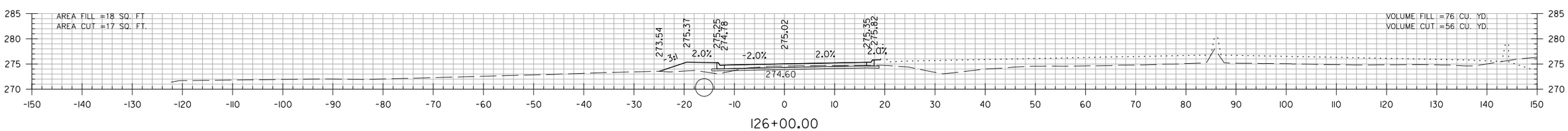


127+96.00

STA. 127+96 CONSTRUCT
APPROACH ON LT. = 55 CU. YDS.



127+00.00



126+00.00

JOHN HARDEN DR.
STA. 126+00 TO STA. 128+00

SADonaldson 5/11/2022 10:52:02 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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.		CA0604	1014	1104
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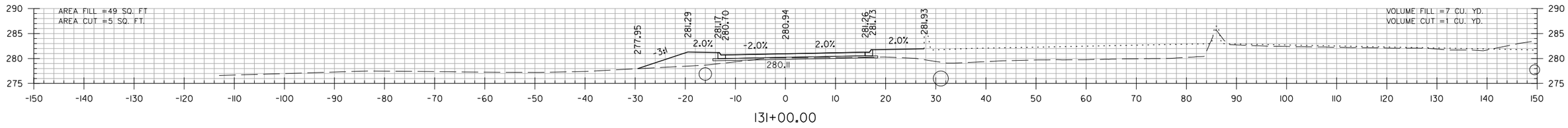
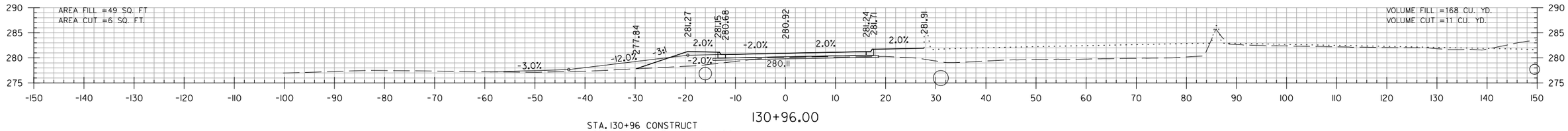
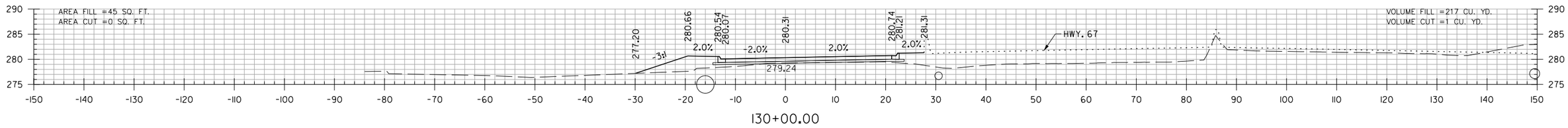


131+00.00

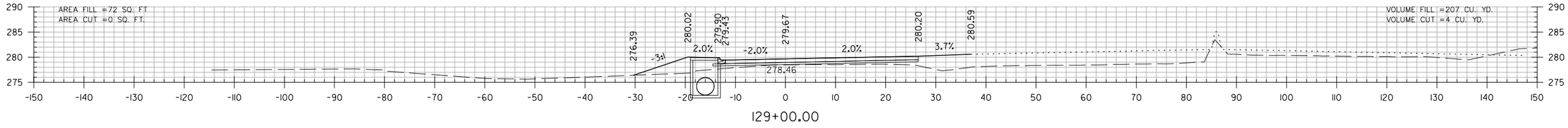


130+96.00

STA. 130+96 CONSTRUCT
APPROACH ON LT. = 64 CU. YDS.



130+00.00



129+00.00

JOHN HARDEN DR.
STA. 129+00 TO STA. 131+00

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
L:\2012\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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.		CA0604	1015	1104
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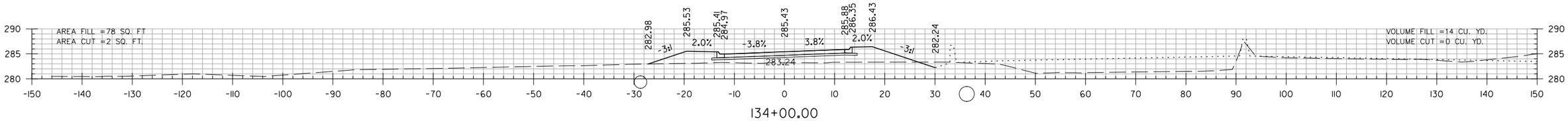
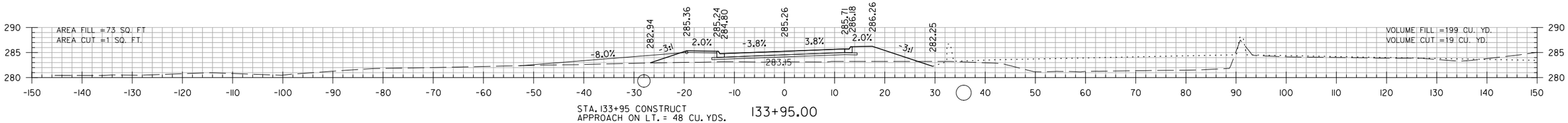


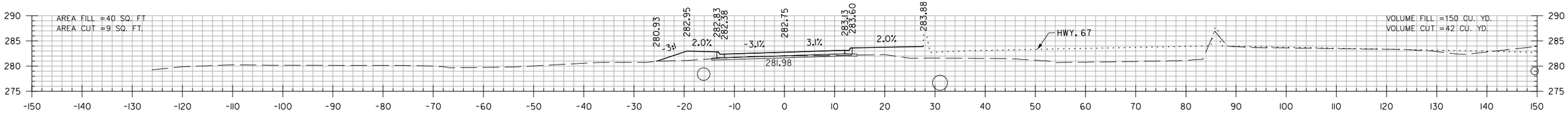
134+00.00



STA.133+95 CONSTRUCT
APPROACH ON LT. = 48 CU. YDS.

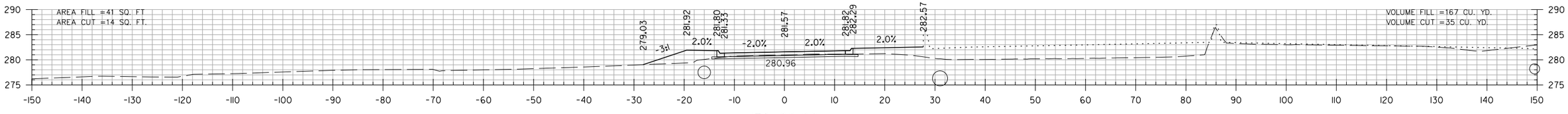
133+95.00

STA. 133+44.71 MAX. SUPERELEVATION (0.038 FT/FT)



133+00.00

STA. 132+24.71 BEG. SUPERELEVATION (0.020 FT/FT)



132+00.00

JOHN HARDEN DR.
STA. 132+00 TO STA. 134+00

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1016	1104
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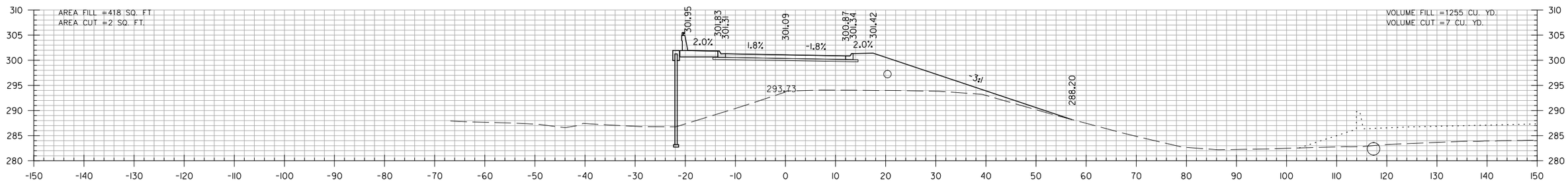
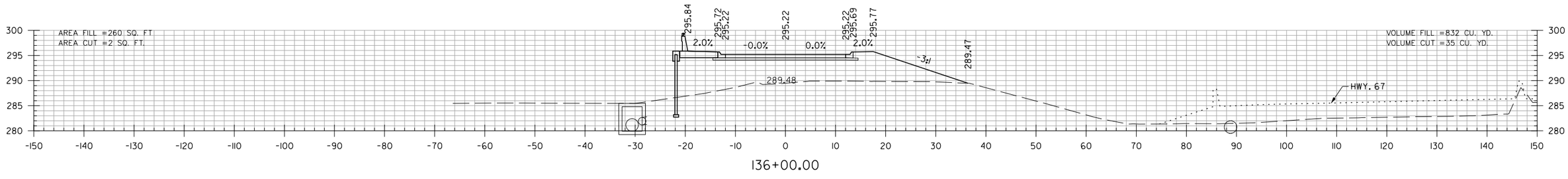


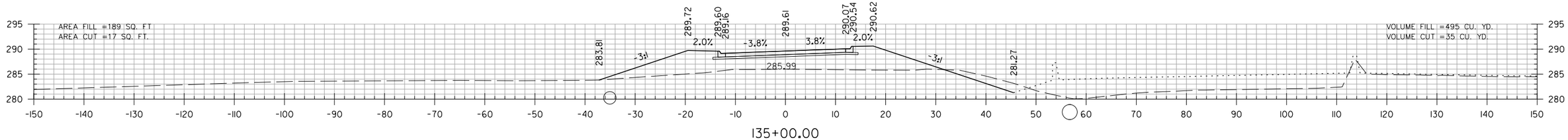
137+00.00

STA. 136+72.94 MAX. SUPERELEVATION (0.018 FT/FT)
STA. 136+00.28 BEG. SUPERELEVATION (0.000 FT/FT)
STA. 136+00.28 END SUPERELEVATION (0.000 FT/FT)



136+00.00

STA. 135+07.94 MAX. SUPERELEVATION (0.038 FT/FT)



135+00.00

JOHN HARDEN DR.
STA. 135+00 TO STA. 137+00

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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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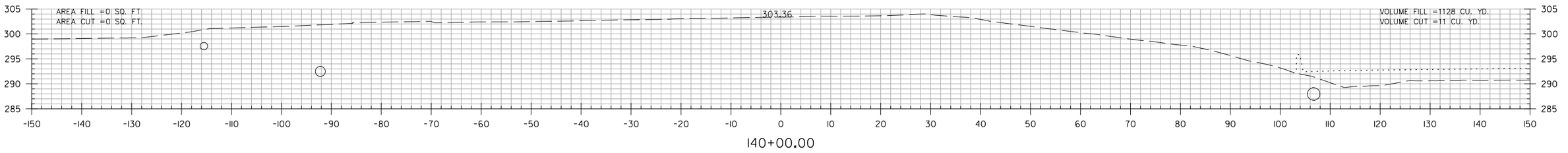
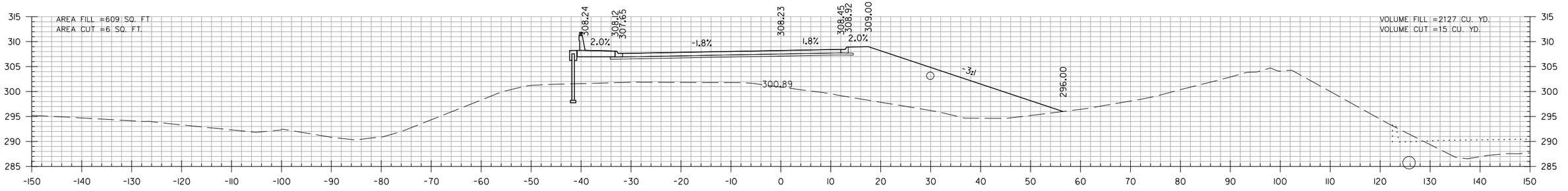
				JOB NO.		CA0604	1017	1104
				(2)	CROSS SECTIONS			



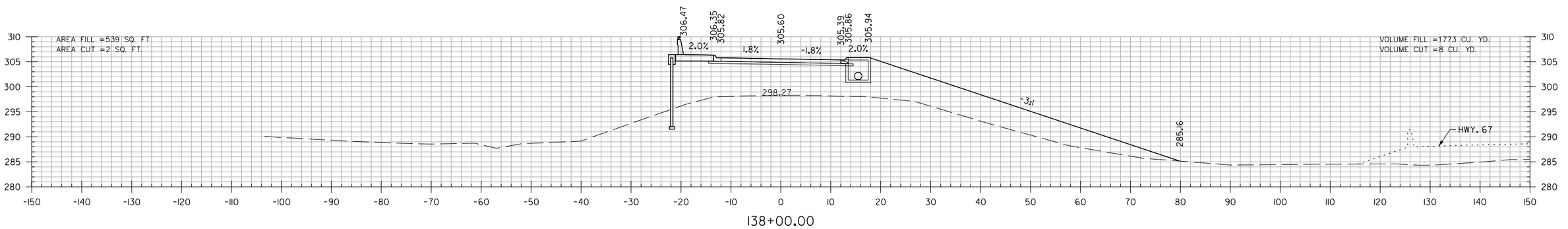
140+00.00

STA. 139+44.53 END SUPERELEVATION (0.038 FT/FT) MATCH N. JAMES ST. GRADE



139+00.00

STA. 138+17.07 MAX. SUPERELEVATION (0.018 FT/FT)



138+00.00

JOHN HARDEN DR.
STA. 138+00 TO STA. 140+00

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
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REVISED DATE:

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				JOB NO.		CA0604	1018	1104
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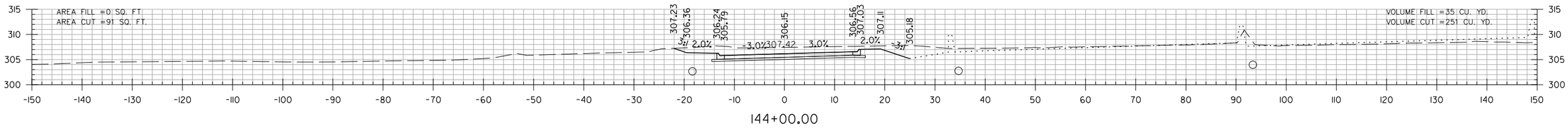
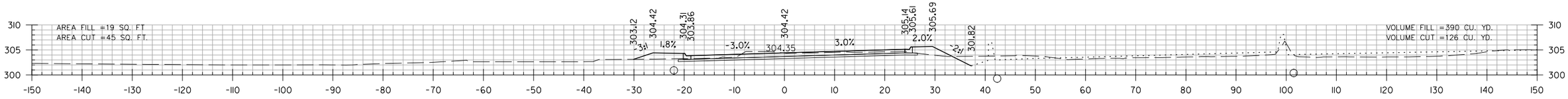
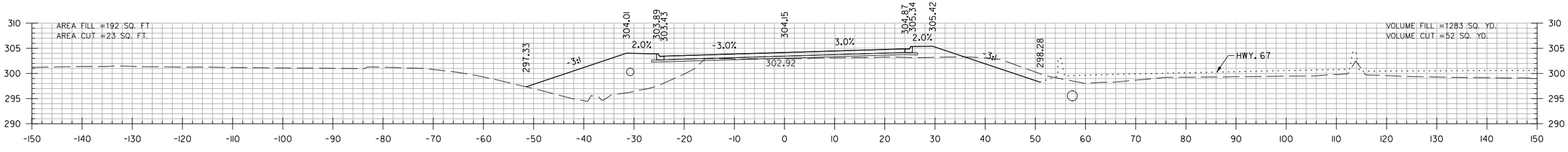


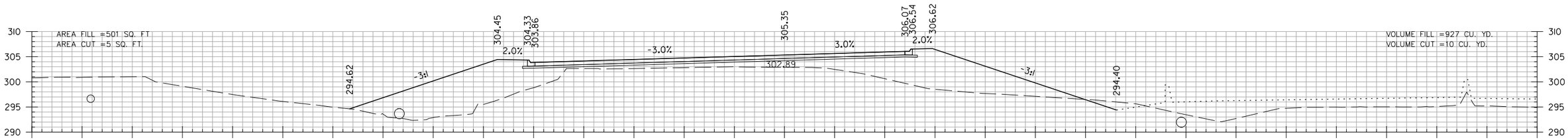
144+00.00



143+00.00



142+00.00



141+00.00

STA. 140+60.28 MAX. SUPERELEVATION (0.030 FT/FT)
STA. 140+10.28 BEG. SUPERELEVATION (0.038 FT/FT) MATCH N. JAMES ST. GRADE

JOHN HARDEN DR.
STA. 141+00 TO STA. 144+00

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
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REVISED DATE:

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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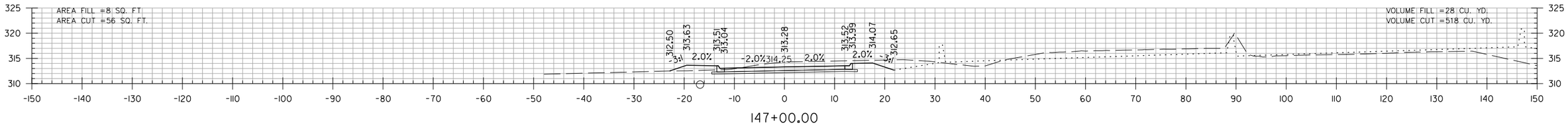
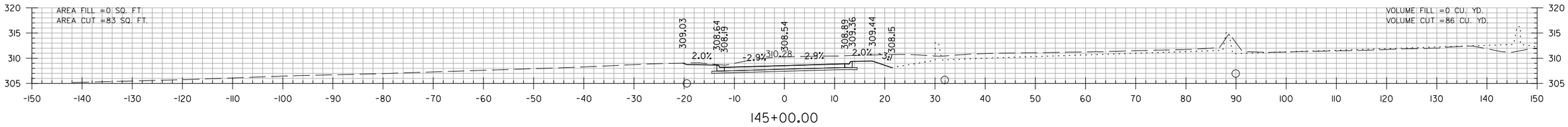


147+00.00

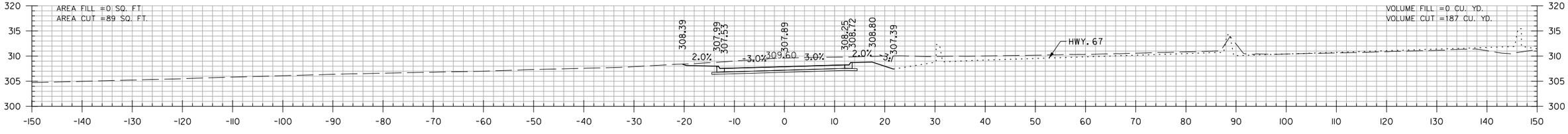
STA. 146+84.64 END SUPERELEVATION (0.020 FT/FT)

STA. 145+29 CONSTRUCT
APPROACH ON LT. = 47 CU. YDS.

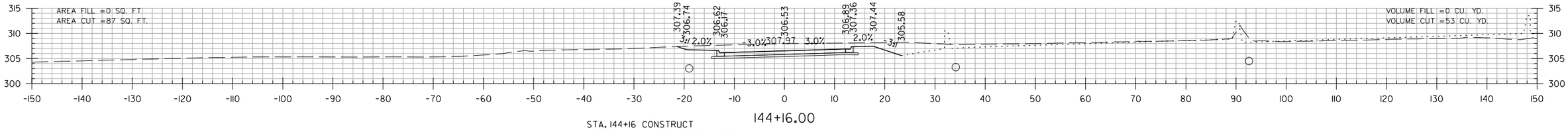


145+00.00

STA. 144+83.15 MAX. SUPERELEVATION (0.030 FT/FT)



144+73.00



144+16.00

STA. 144+16 CONSTRUCT
APPROACH ON LT. = 55 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 144+16

JOHN HARDEN DR.
STA. 144+16 TO STA. 147+00

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1020	1104
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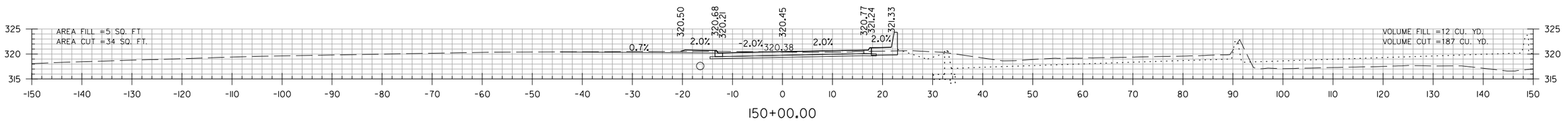
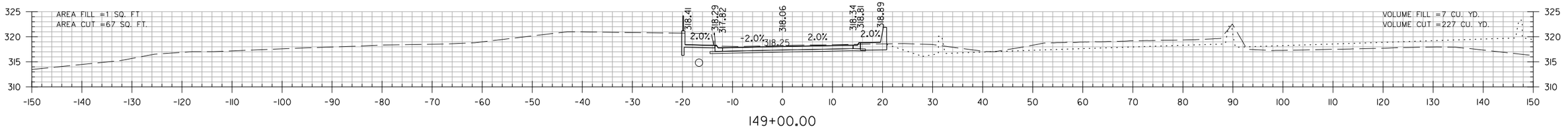
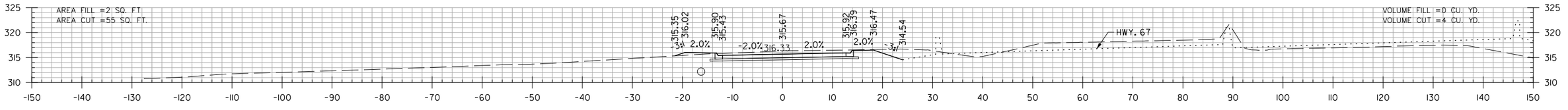


150+00.00

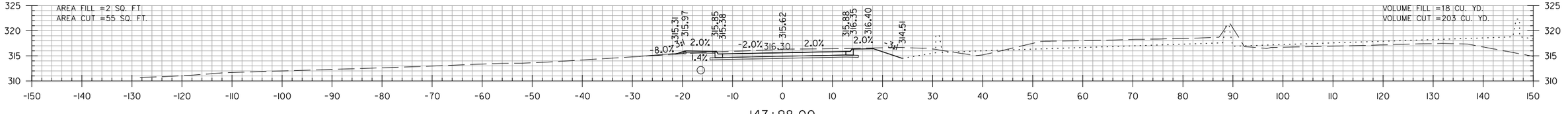
STA. 149+98 CONSTRUCT TAG ST.
APPROACH ON LT. = 65 CU. YDS.



149+00.00



148+00.00



147+98.00

STA. 147+98 CONSTRUCT
APPROACH ON LT. = 17 CU. YDS.

JOHN HARDEN DR.
STA. 147+98 TO STA. 150+00

SADonaldson 5/11/2022 10:52:04 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1021	1104
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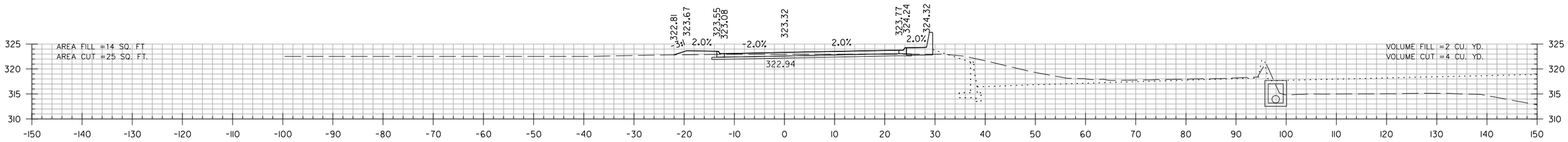
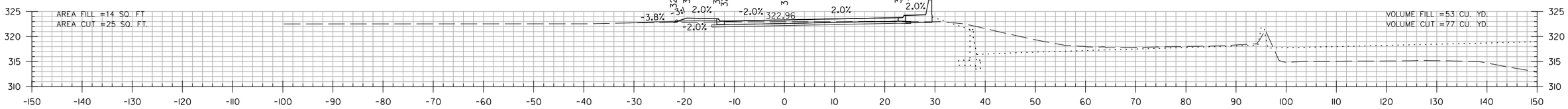
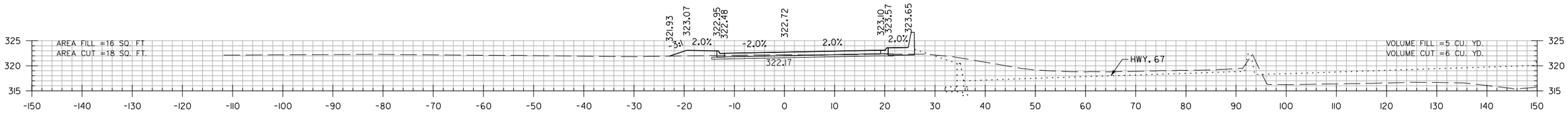


152+00.00

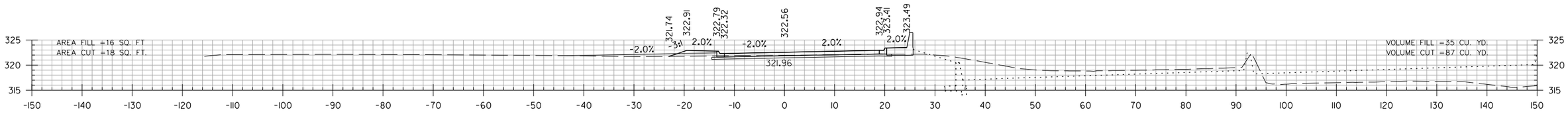


151+96.00

STA. 151+96 CONSTRUCT
APPROACH ON LT. = 16 CU. YDS.



151+00.00



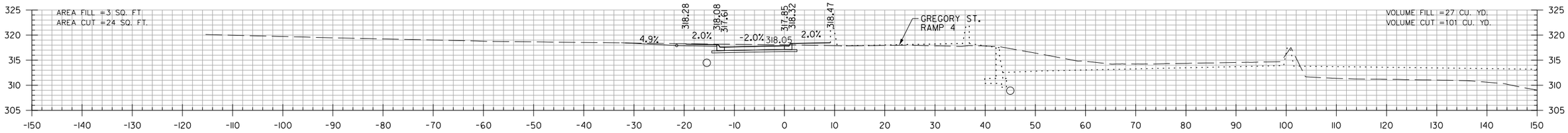
150+91.00

STA. 150+91 CONSTRUCT
APPROACH ON LT. = 19 CU. YDS.

JOHN HARDEN DR.
STA. 150+91 TO STA. 152+00

SADonaldson 5/11/2022 10:52:04 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1022	1104
				(2)	CROSS SECTIONS			

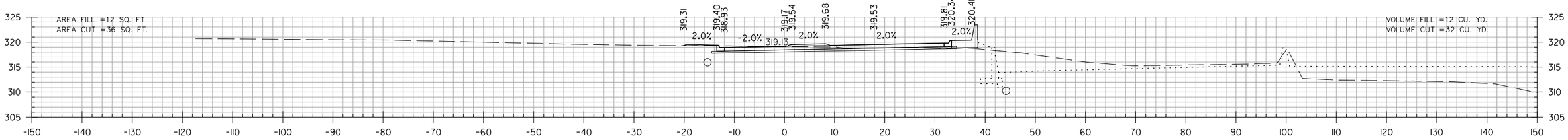


154+91.00

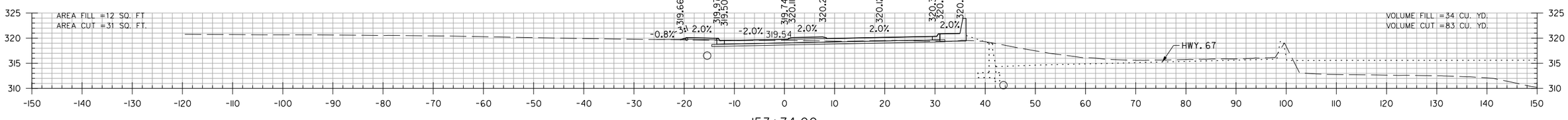
STA. 154+91 CONSTRUCT
APPROACH ON LT. = 37 CU. YDS.

STA. 154+52.00
END SP. DITCH LT. -1.77%
ELEV. 317.97

STA. 154+10.00
BEGIN SP. DITCH LT. -1.77%
ELEV. 318.71

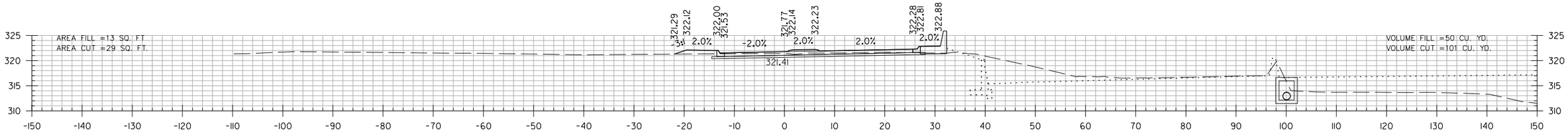


154+00.00



153+74.00

STA. 153+74 CONSTRUCT
APPROACH ON LT. = 12 CU. YDS.

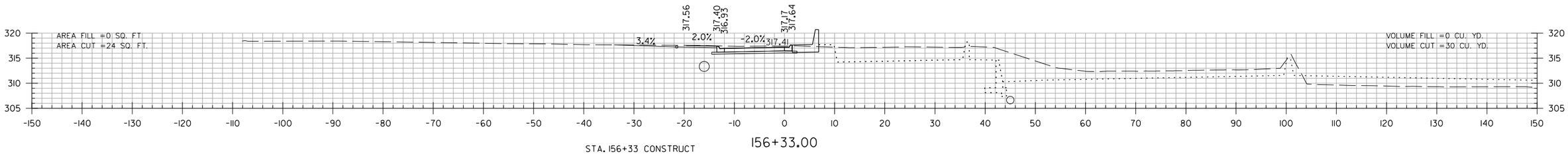


153+00.00

JOHN HARDEN DR.
STA. 153+00 TO STA. 154+91

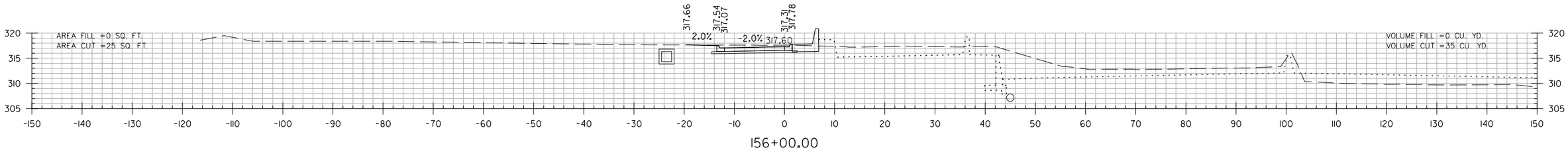
SADonaldson 5/11/2022 10:52:04 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1023	1104
				(2)	CROSS SECTIONS			

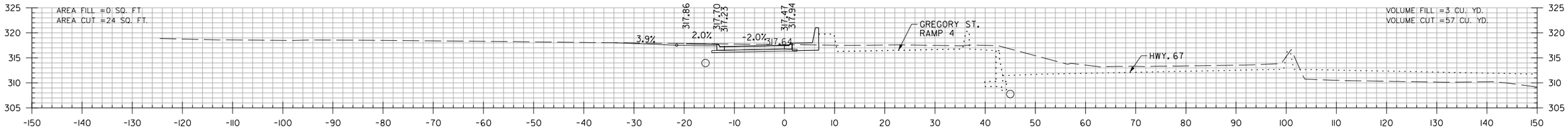


156+33.00

STA. 156+33 CONSTRUCT
APPROACH ON LT. = 27 CU. YDS.

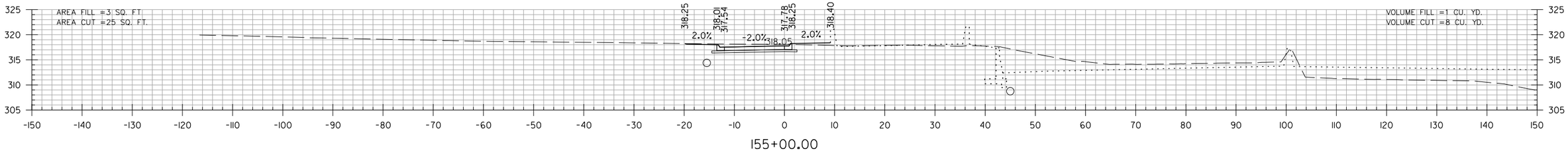


156+00.00



155+62.00

STA. 155+62 CONSTRUCT
APPROACH ON LT. = 36 CU. YDS.



155+00.00

JOHN HARDEN DR.
STA. 155+00 TO STA. 156+33

SADonaldson 5/11/2022 10:52:04 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

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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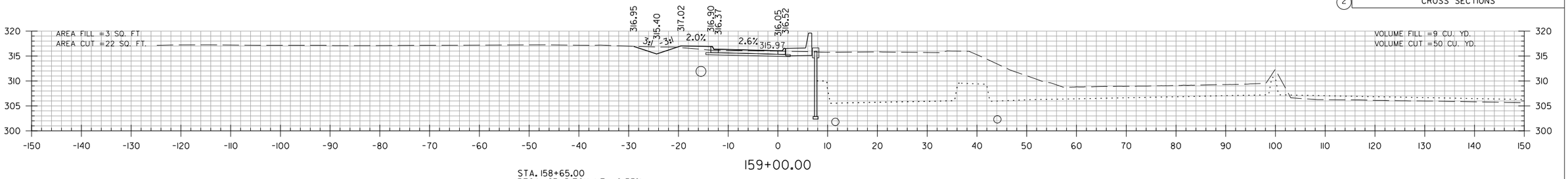
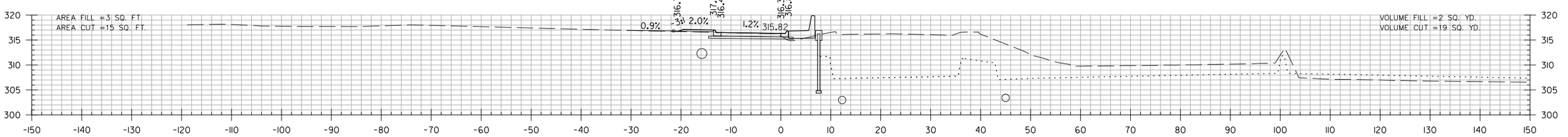
				JOB NO.		CA0604	1024	1104
				(2)	CROSS SECTIONS			



159+00.00

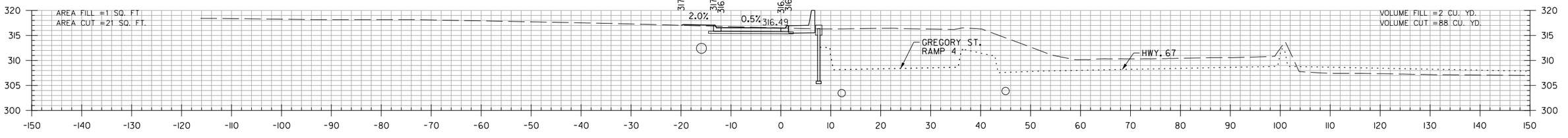
STA. 158+65.00
BEGIN SP. DITCH LT. -0.55%
ELEV. 316.32

STA. 158+90.29 MAX. SUPERELEVATION (0.026 FT/FT)



158+29.00

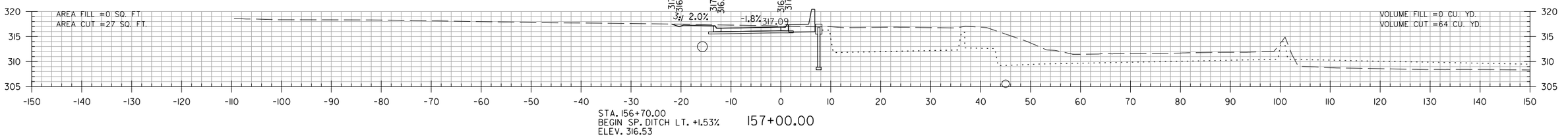
STA. 158+29 CONSTRUCT
APPROACH ON LT. = 17 CU. YDS.



158+00.00

STA. 157+60.00
END SP. DITCH LT. -1.22%
ELEV. 316.26

STA. 157+00.00
END SP. DITCH LT. +1.53%
BEGIN SP. DITCH LT. -1.22%
ELEV. 316.99



STA. 156+70.00
BEGIN SP. DITCH LT. +1.53%
ELEV. 316.53

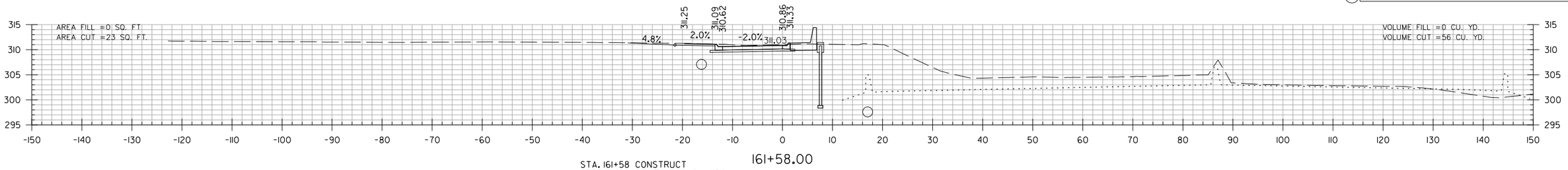
157+00.00

STA. 156+90.29 BEG. SUPERELEVATION (0.020 FT/FT)

JOHN HARDEN DR.
STA. 157+00 TO STA. 159+00

SADonaldson 5/11/2022 10:52:04 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1025	1104
				(2)	CROSS SECTIONS			

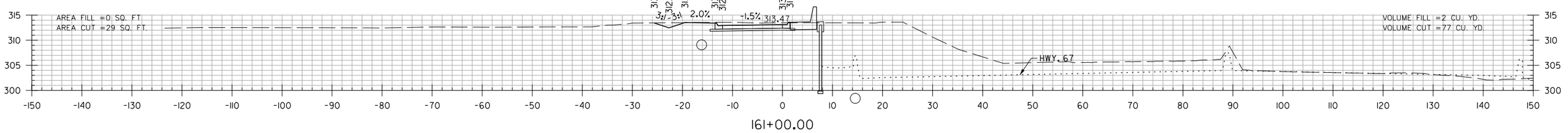


161+58.00

STA. 161+58 CONSTRUCT
APPROACH ON LT. = 26 CU. YDS.

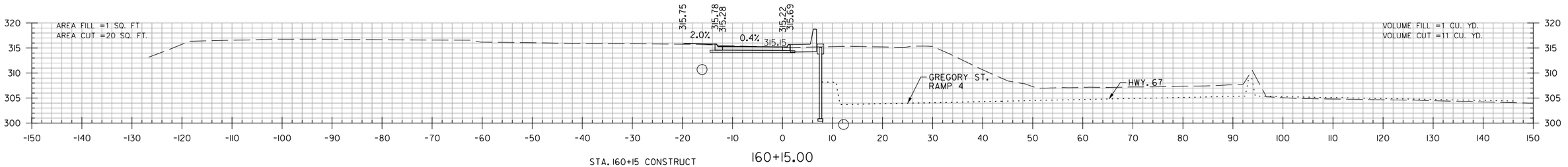
STA. 161+20.96 END SUPERELEVATION (0.000 FT/FT)

STA. 161+20.00
END SP. DITCH LT. -4.00%
ELEV. 311.94



161+00.00

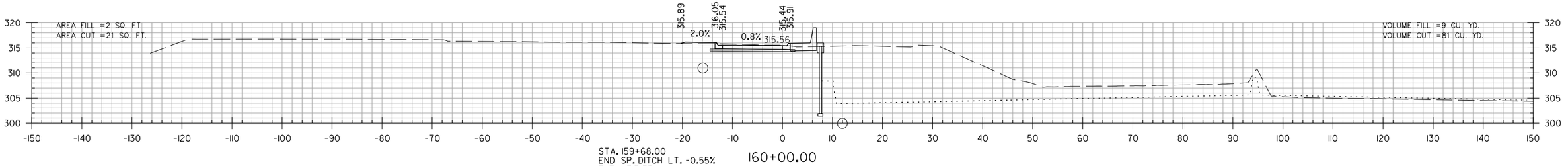
STA. 160+50.00
BEGIN SP. DITCH LT. -4.00%
ELEV. 314.74



160+15.00

STA. 160+15 CONSTRUCT
APPROACH ON LT. = 46 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 160+15



160+00.00

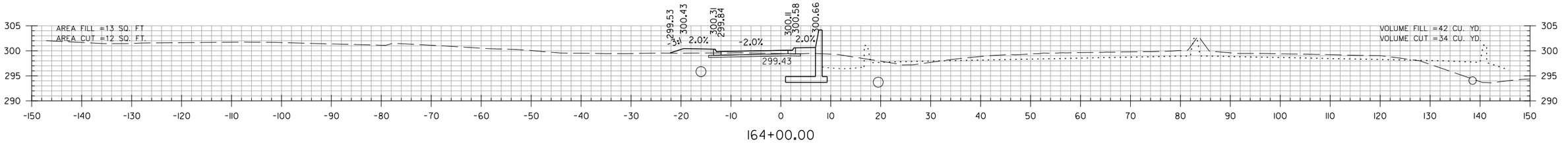
STA. 159+68.00
END SP. DITCH LT. -0.55%
ELEV. 315.75

STA. 159+20.96 MAX. SUPERELEVATION (0.026 FT/FT)

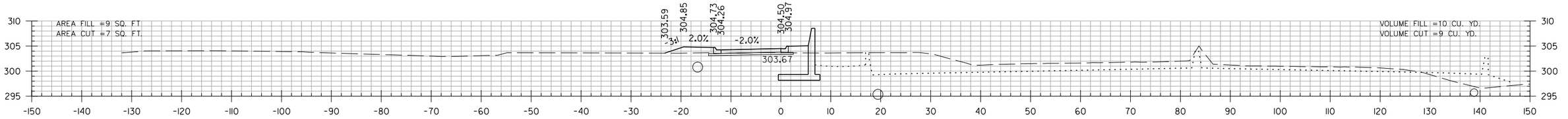
JOHN HARDEN DR.
STA. 160+00 TO STA. 161+58

SADonaldson 5/11/2022 10:52:05 AM
WORKSPACE: AHTD
L:\2021\2011732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

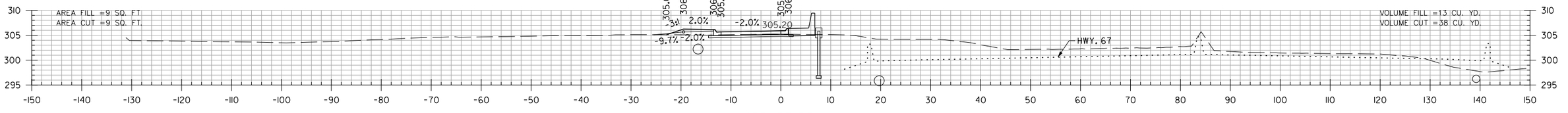
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1026	1104
				(2)	CROSS SECTIONS			



164+00.00



163+00.00

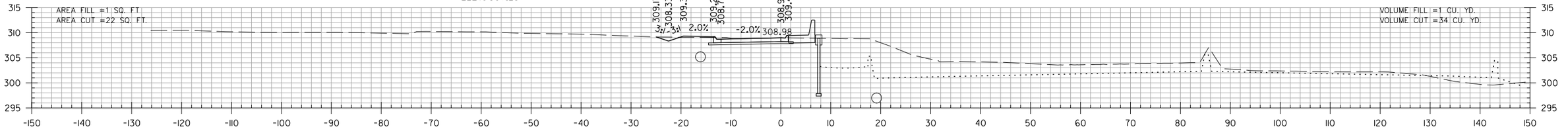


162+69.00

STA. 162+69 CONSTRUCT
APPROACH ON LT. = 9 CU. YDS.

STA. 162+35.00
END SP. DITCH LT. +0.48%
ELEV. 307.35

STA. 162+14.00
END SP. DITCH LT. -8.54%
BEGIN SP. DITCH LT. +0.48%
ELEV. 307.25



162+00.00

STA. 161+90.00
BEGIN SP. DITCH LT. -8.54%
ELEV. 309.30

JOHN HARDEN DR.
STA. 162+00 TO STA. 164+00

SADonaldson 5/11/2022 10:52:05 AM
WORKSPACE: AHTD
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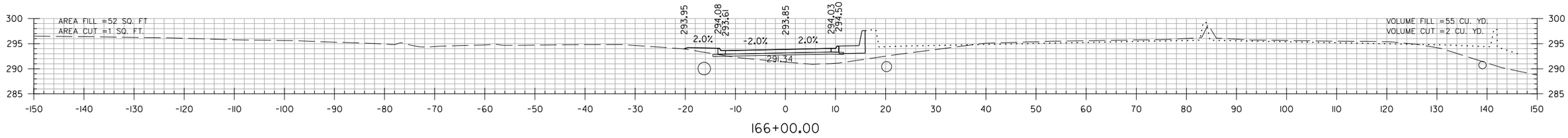
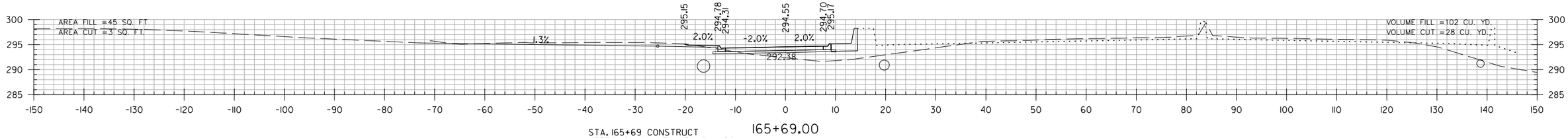
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1027	1104
				(2)	CROSS SECTIONS			

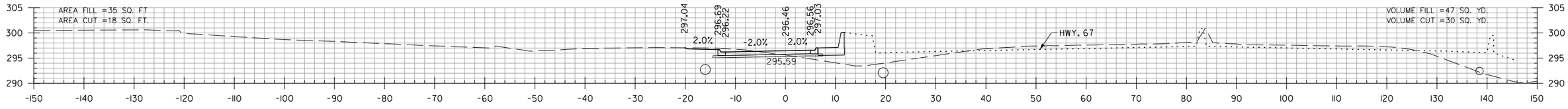


166+00.00

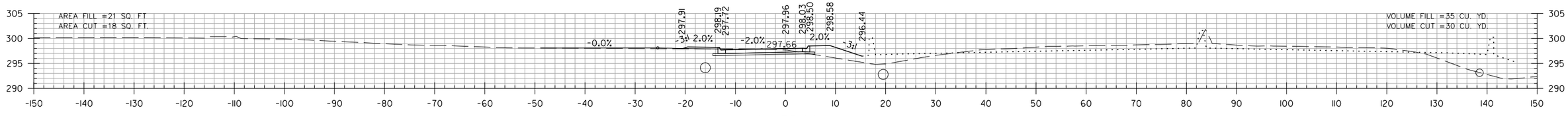


165+69.00

STA. 165+69 CONSTRUCT
APPROACH ON LT. = 50 CU. YDS.



165+00.00



164+55.00

STA. 164+55 CONSTRUCT
APPROACH ON LT. = 37 CU. YDS.

JOHN HARDEN DR.
STA. 164+55 TO STA. 166+00

SADonaldson 5/11/2022 10:52:05 AM
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REVISED DATE:

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.		CA0604	1028	1104
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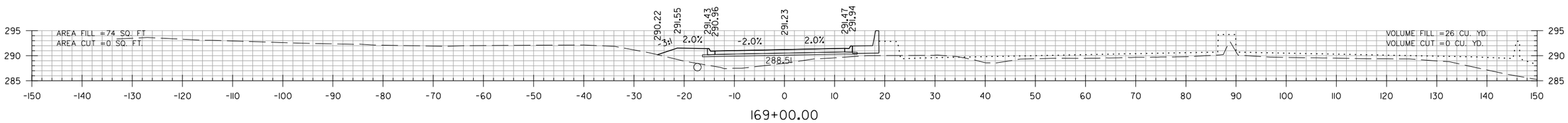
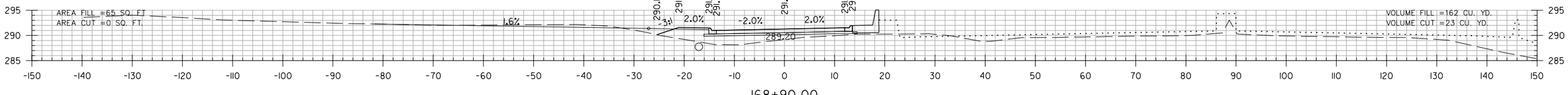
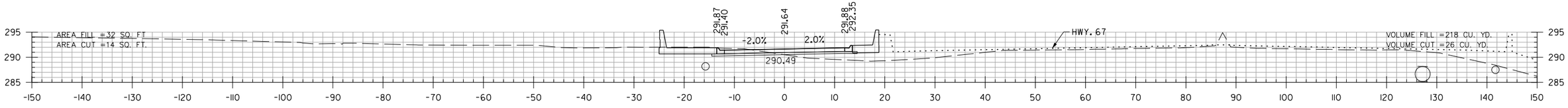


169+00.00

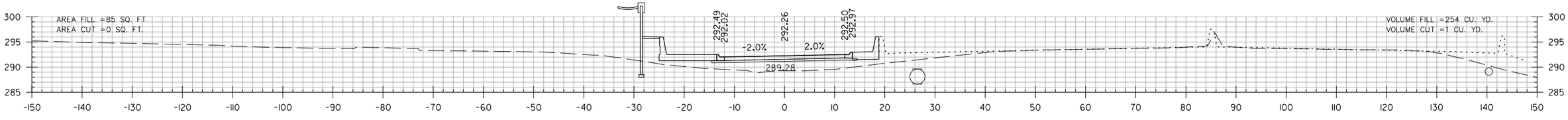


168+90.00

STA. 168+90 CONSTRUCT
APPROACH ON LT. = 124 CU. YDS.



168+00.00



167+00.00

JOHN HARDEN DR.
STA. 167+00 TO STA. 169+00

SADonaldson 5/11/2022 10:52:05 AM
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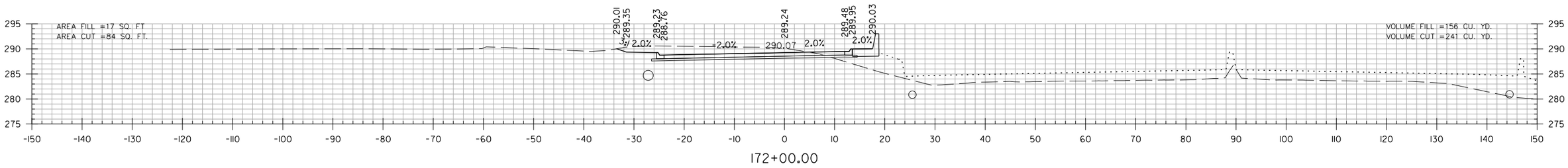
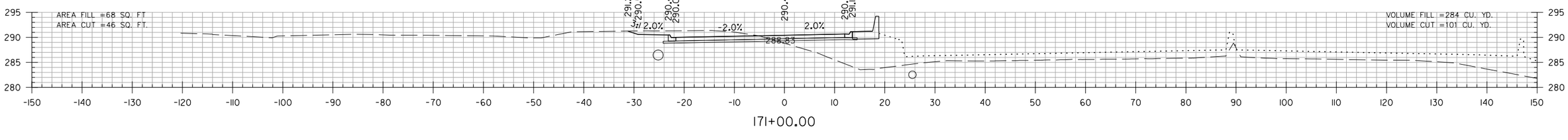
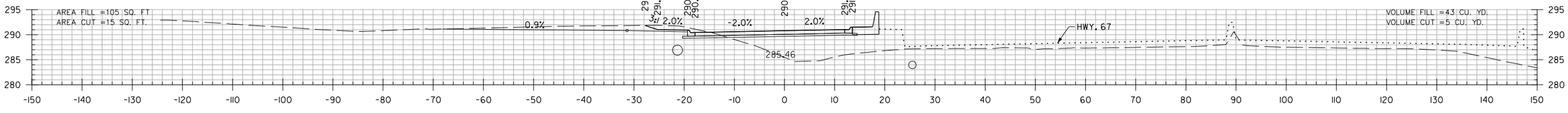
				6	ARK.			
				JOB NO.		CA0604	1029	1104
				(2)	CROSS SECTIONS			



172+00.00

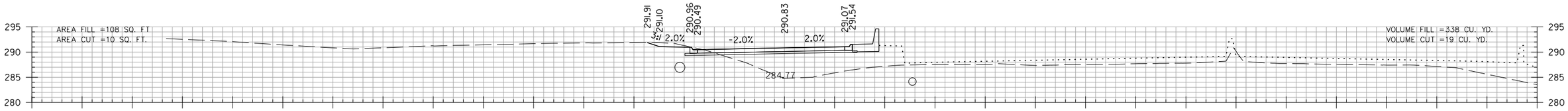


171+00.00



170+11.00

STA. 170+11 IN PLACE
16" X 65' CM PIPE CULVERT
LT SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 126 CU. YDS.



170+00.00

JOHN HARDEN DR.
STA. 170+00 TO STA. 172+00

SADonaldson 5/11/2022 10:52:05 AM
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L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
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				JOB NO.		CA0604	1030	1104
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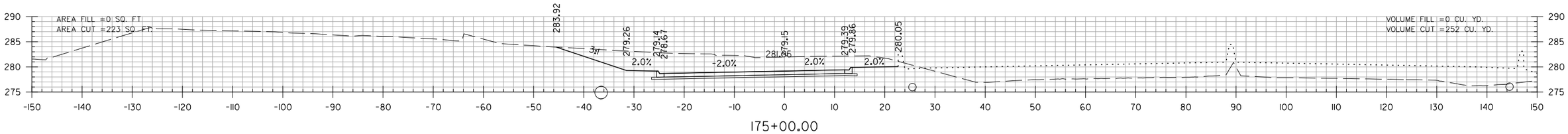
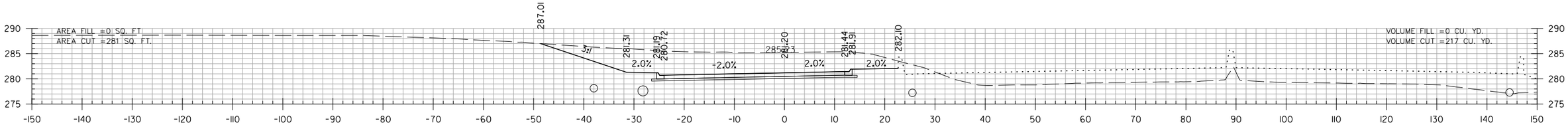


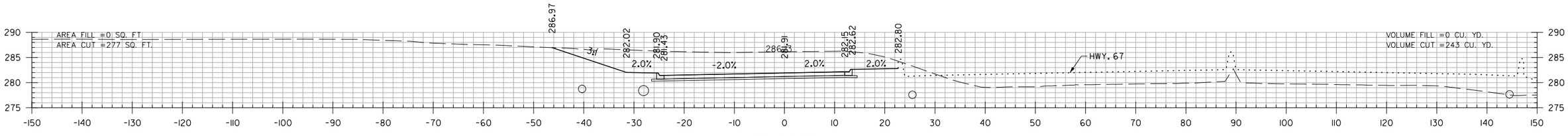
175+00.00



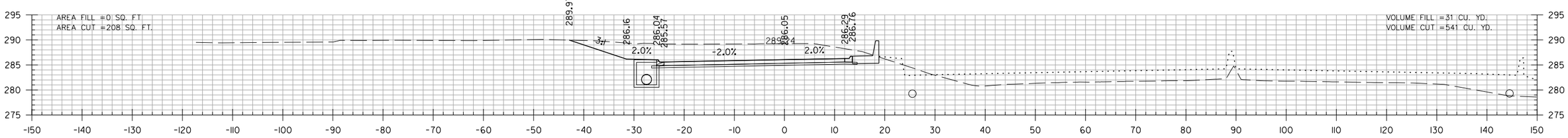
174+21.00

STA. 174+21 CONSTRUCT
APPROACH ON LT. = 396 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 174+21



174+00.00

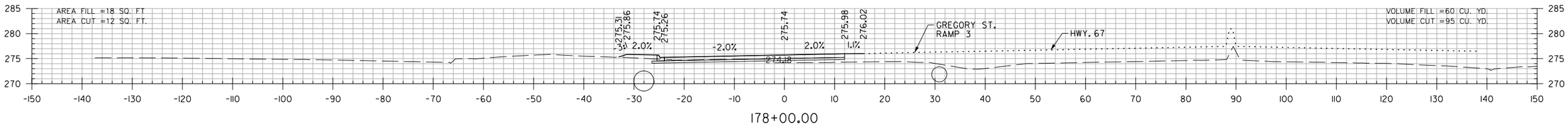


173+00.00

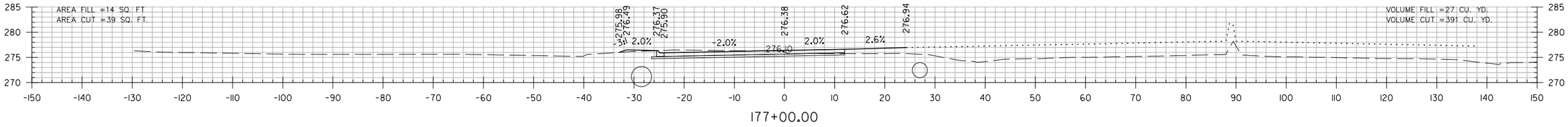
JOHN HARDEN DR.
STA. 173+00 TO STA. 175+00

SADonaldson 5/11/2022 10:52:05 AM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

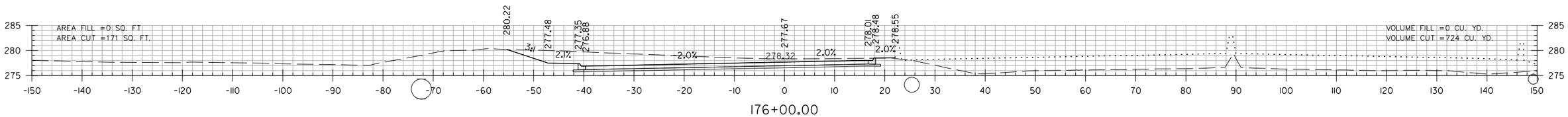
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1031	1104
				(2)	CROSS SECTIONS			



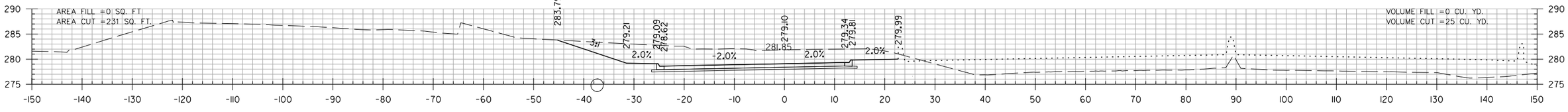
178+00.00



177+00.00



176+00.00



175+03.00

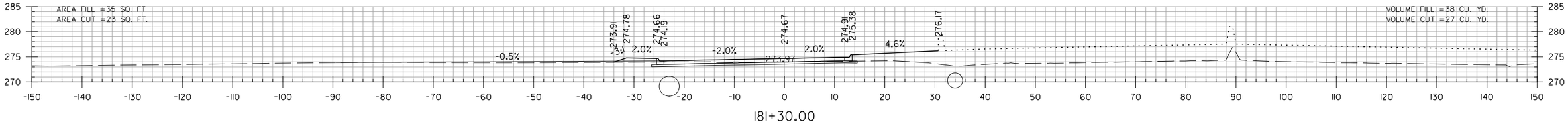
STA. 175+03 CONSTRUCT
APPROACH ON LT. = 406 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 175+03

JOHN HARDEN DR.
STA. 175+03 TO STA. 178+00

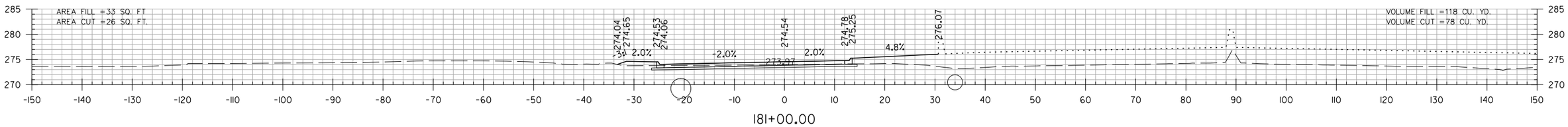
SADonaldson 5/11/2022 10:52:06 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1032	1104
				(2)	CROSS SECTIONS			

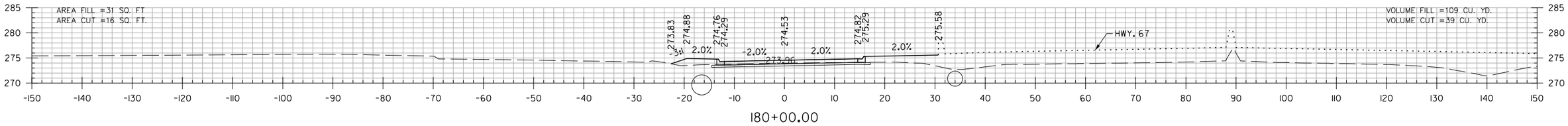


181+30.00

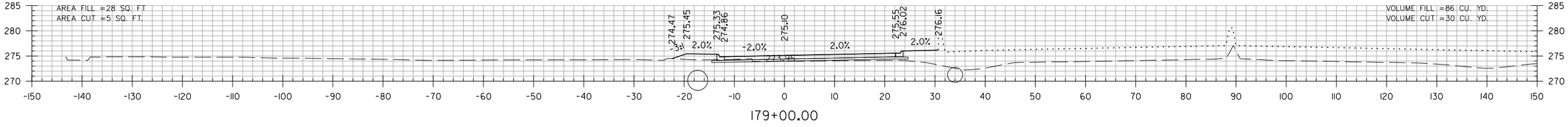
STA. 181+22 IN PLACE
36" X 84' CM PIPE CULVERT
LT. SIDE DRAIN W/ FES
REMOVE
CONSTRUCT APPROACH ON LT. = 128 CU. YDS.



181+00.00



180+00.00

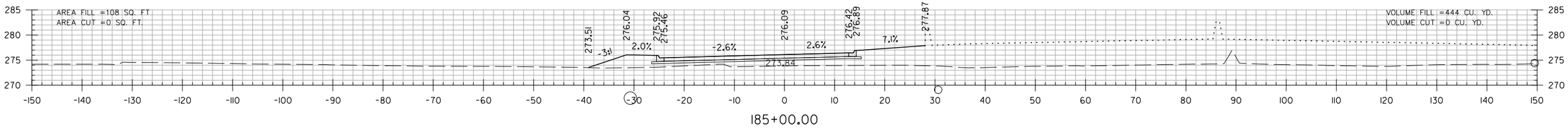


179+00.00

JOHN HARDEN DR.
STA. 179+00 TO STA. 181+30

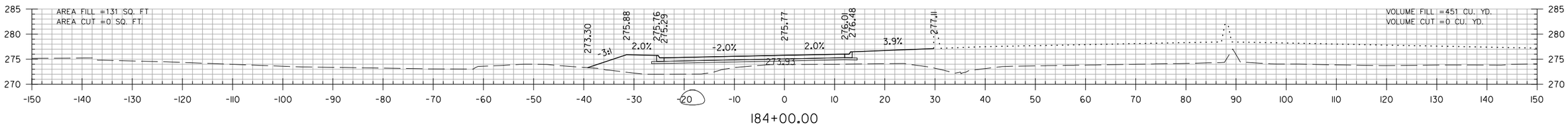
SADonaldson 5/11/2022 10:52:06 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1033	1104
				(2)	CROSS SECTIONS			

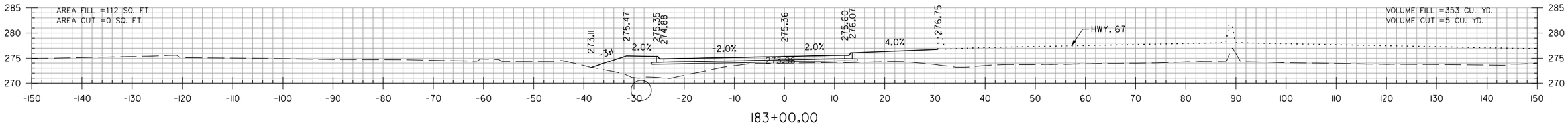


185+00.00

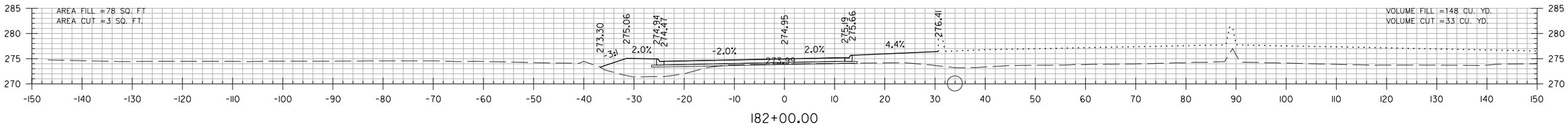
STA. 184+24.23 BEG. SUPERELEVATION (0.020 FT/FT)



184+00.00



183+00.00

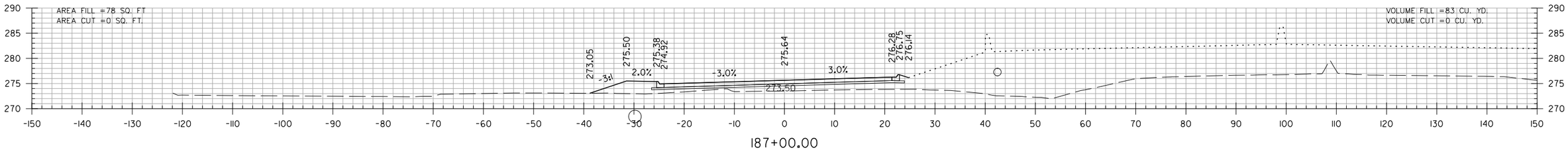


182+00.00

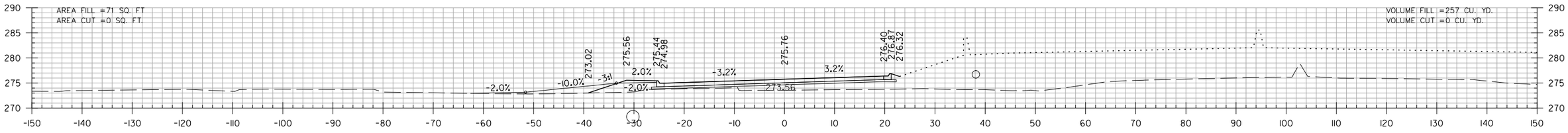
JOHN HARDEN DR.
STA. 182+00 TO STA. 185+00

SADonaldson 5/11/2022 10:52:06 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1034	1104
				(2)	CROSS SECTIONS			



187+00.00

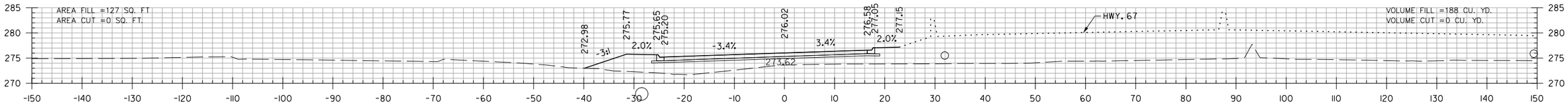


186+70.00

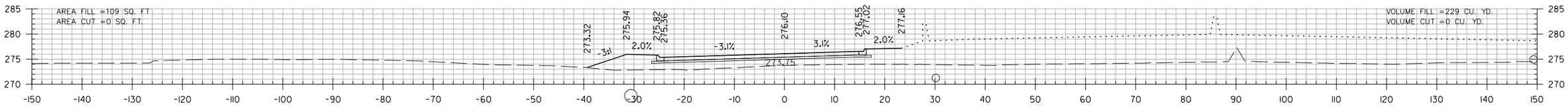
STA. 186+70 CONSTRUCT
APPROACH ON LT. = 44 CU. YDS.

STA. 186+24.23 MAX. SUPERELEVATION (0.036 FT/FT)

STA. 186+24.23 MAX. SUPERELEVATION (0.036 FT/FT)



186+00.00



185+57.00

STA. 185+57 CONSTRUCT
APPROACH ON LT. = 206 CU. YDS.

SEE SIDE ROAD PROFILES SHEET
FOR APPROACH AT STA. 185+57

JOHN HARDEN DR.
STA. 185+57 TO STA. 187+00

SADonaldson 5/11/2022 10:52:06 AM
WORKSPACE: AHTD
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REVISED DATE:

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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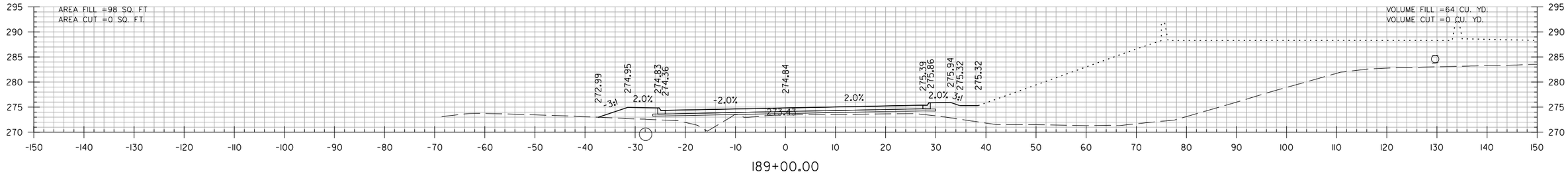
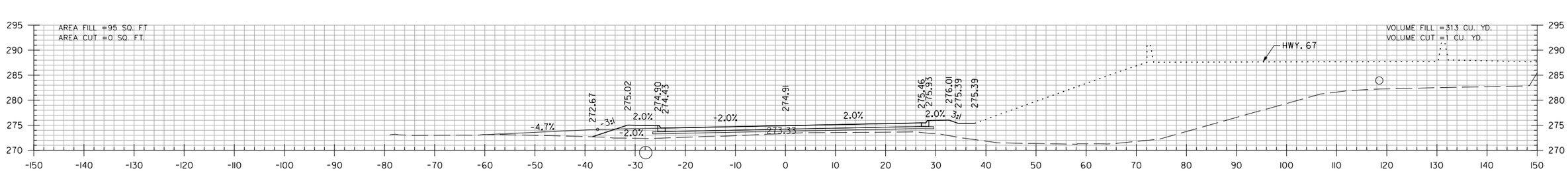
				JOB NO.		CA0604	1035	1104
				(2)	CROSS SECTIONS			



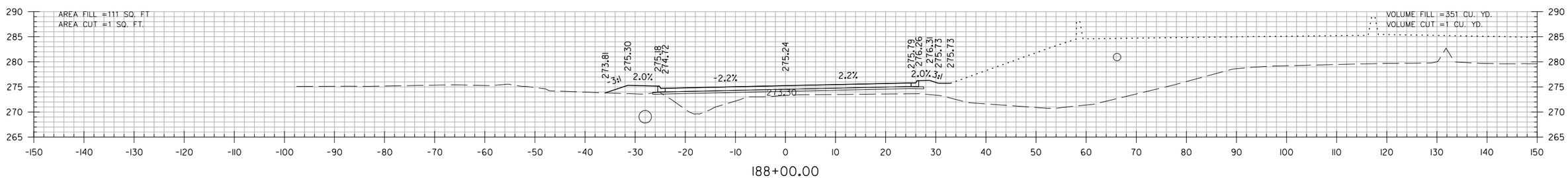
189+00.00



STA. 188+82 - IN PLACE
24" x 30" C.M. PIPE CULVERT SIDE DRAIN 159' LT.
REMOVE
CONSTRUCT APPROACH ON LT. = 29 CU. YDS.

188+82.00

STA. 188+24.23 END SUPERELEVATION (0.020 FT/FT)

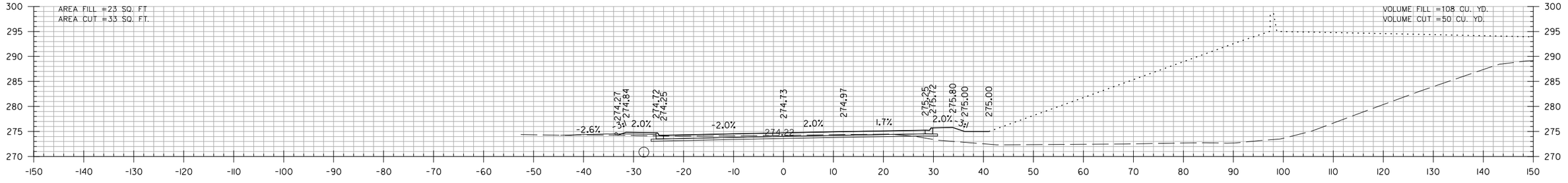


188+00.00

JOHN HARDEN DR.
STA. 188+00 TO STA. 189+00

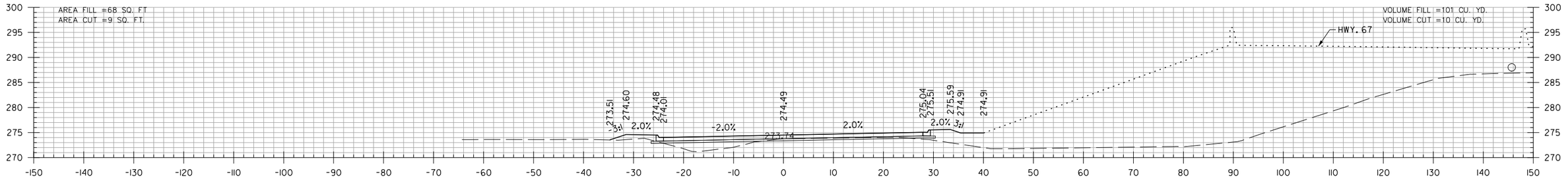
SADonaldson 5/11/2022 10:52:06 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1036	1104
				(2)	CROSS SECTIONS			

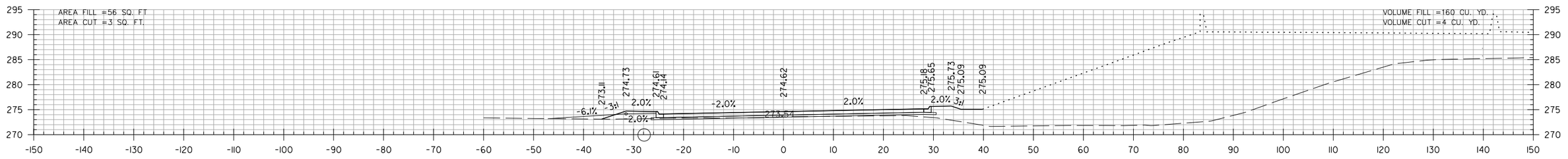


190+64.00

STA. 190+64 - IN PLACE
24" x 46' R.C. PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 14 CU. YDS.



190+00.00



189+56.00

STA. 189+56 - IN PLACE
24" x 46" R.C. PIPE CULVERT SIDE DRAIN 175' LT.
REMOVE
CONSTRUCT APPROACH ON LT. = 14 CU. YDS.

JOHN HARDEN DR.
STA. 189+56 TO STA. 190+64

SADonaldson 5/11/2022 10:52:06 AM
WORKSPACE: AHTD
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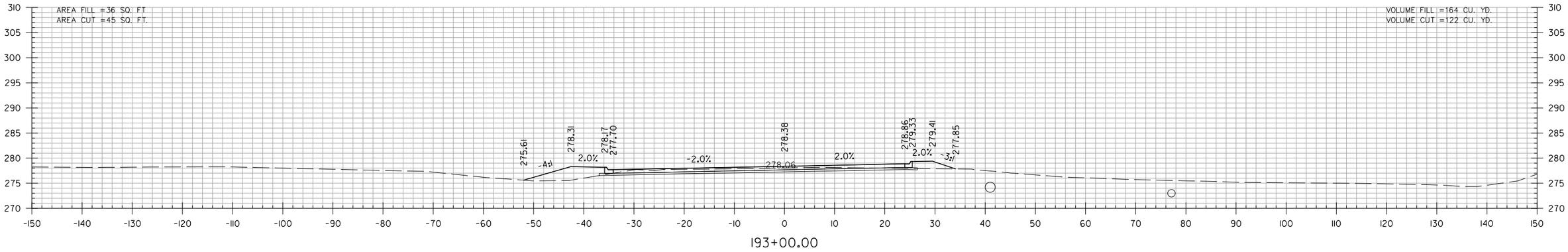
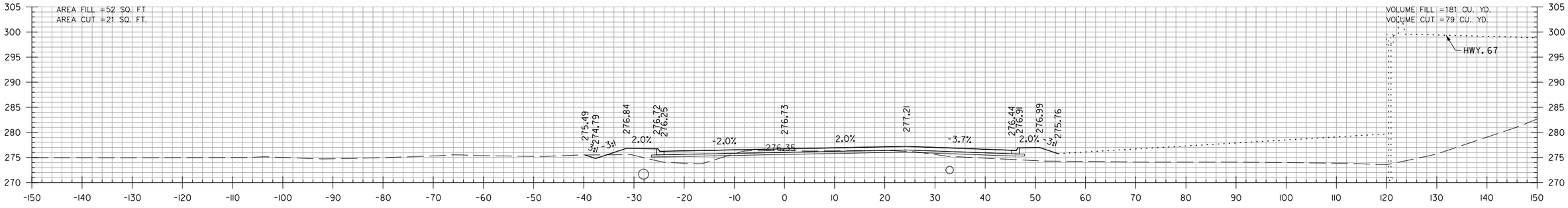
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1037	1104
				(2)	CROSS SECTIONS			

STA. 193+08.00
END SP. DITCH LT. +0.75%
ELEV. 275.60



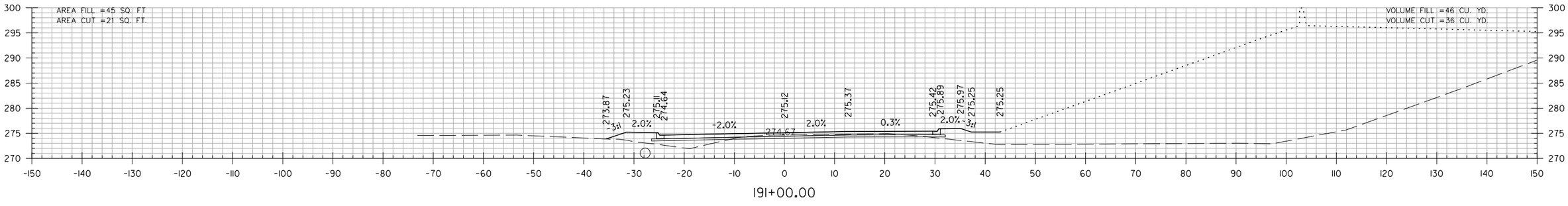
193+00.00



192+00.00

STA. 191+90.00
END SP. DITCH LT. +1.84%
BEGIN SP. DITCH LT. +0.75%
ELEV. 274.71

STA. 191+15.00
BEGIN SP. DITCH LT. +1.84%
ELEV. 273.33



191+00.00

JOHN HARDEN DR.
STA. 191+00 TO STA. 193+00

SADonaldson 5/11/2022 10:52:07 AM
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REVISED DATE:

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.		CA0604	1038	1104
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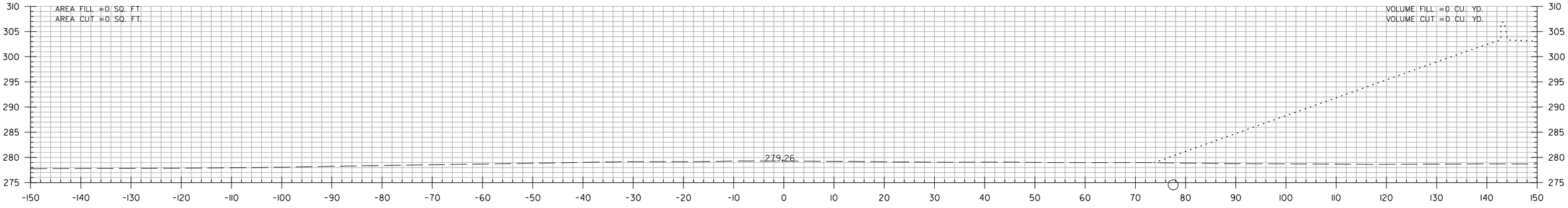
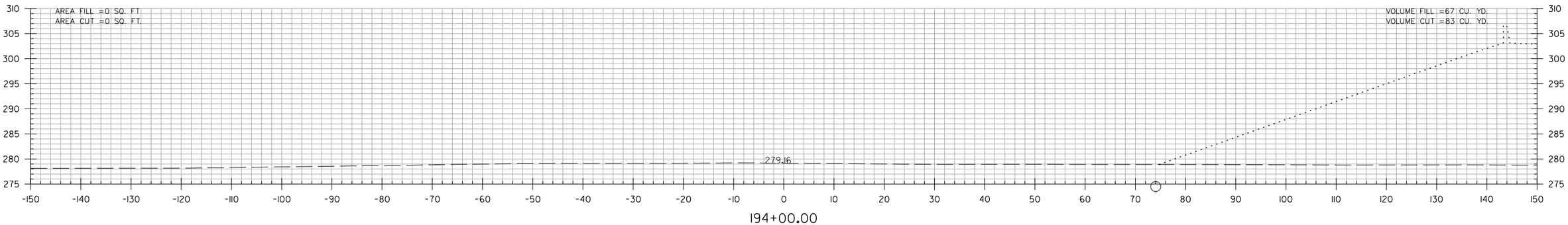


194+15.51



194+00.00

JOHN HARDEN DR.
STA. 194+00 TO STA. 194+16

SADonaldson 5/11/2022 10:52:07 AM
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				6	ARK.			
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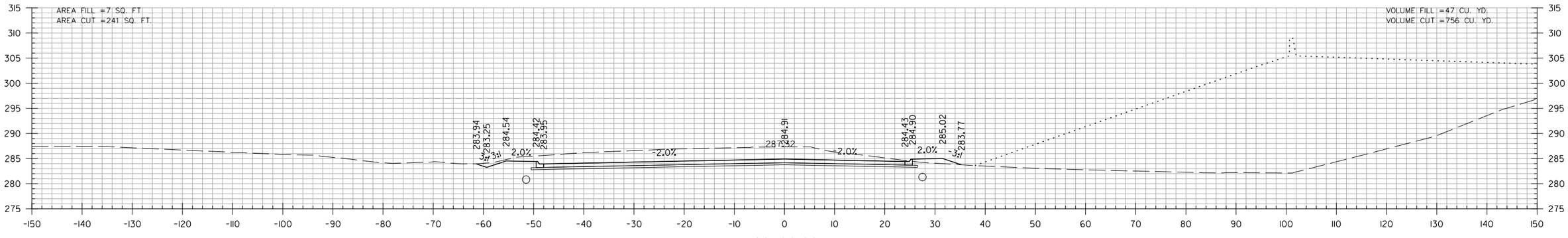
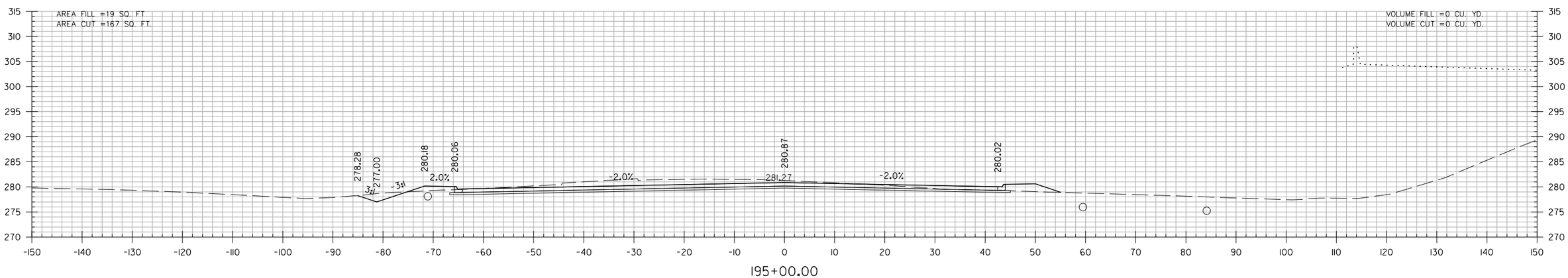


196+00.00



195+00.00

STA. 195+00.00
BEG. SP. DITCH LT. +6.06%
ELEV. 277.38

JOHN HARDEN DR.
STA. 195+00 TO STA. 196+00

SADonaldson 5/11/2022 10:52:07 AM
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				JOB NO.		CA0604	1040	1104
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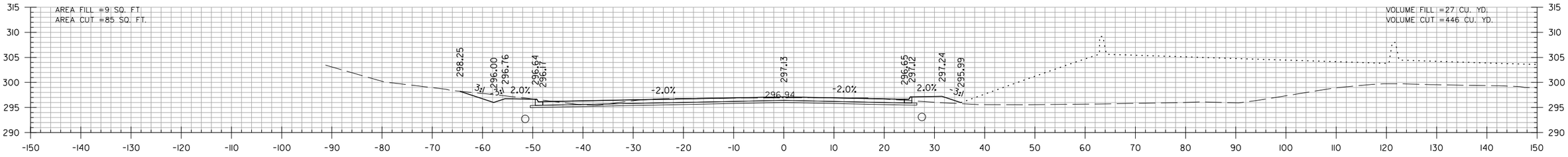
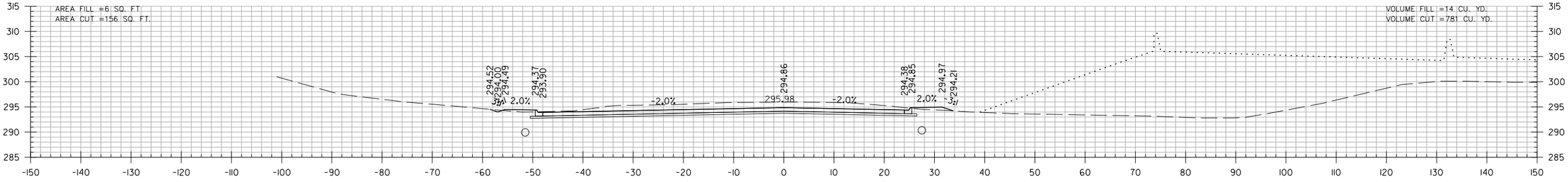


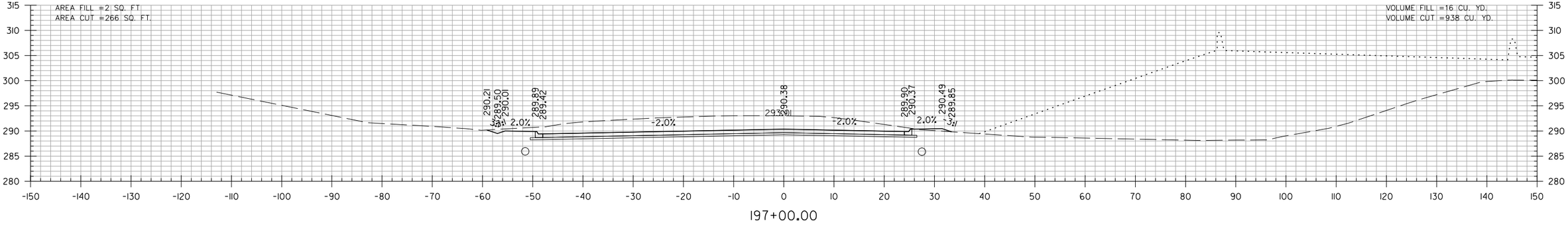
199+00.00

STA. 199+00.00
END SP. DITCH LT. +2.00%
BEG. SP. DITCH LT. +0.50%
ELEV. 296.00



198+00.00

STA. 198+00.00
END SP. DITCH LT. +4.50%
BEG. SP. DITCH LT. +2.00%
ELEV. 294.00



197+00.00

STA. 197+00.00
END SP. DITCH LT. +6.06%
BEG. SP. DITCH LT. +4.50%
ELEV. 289.50

JOHN HARDEN DR.
STA. 197+00 TO STA. 199+00

SADonaldson 5/11/2022 10:52:07 AM
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				6	ARK.			
				JOB NO.		CA0604	1041	1104
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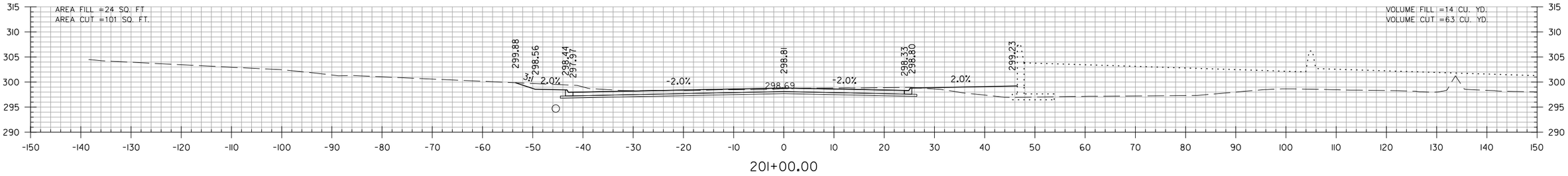
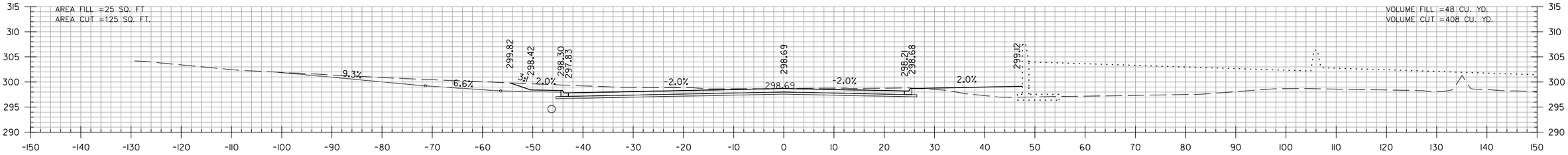
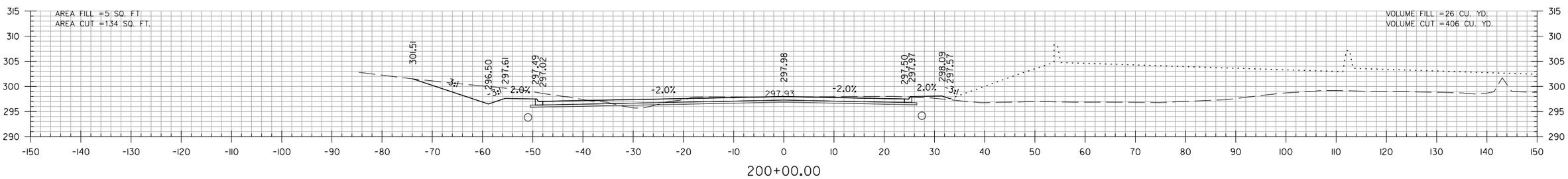




STA. 200+85 - IN PLACE
15" x 64' R.C. PIPE CULVERT LT. SIDE DRAIN
WITH F.E.S.
REMOVE
CONSTRUCT APPROACH ON LT. = 134 CU. YDS.



STA. 200+00.00
END SP. DITCH LT. +0.50%
ELEV. 296.50

JOHN HARDEN DR.
STA. 200+00 TO STA. 201+00

SADonaldson 5/11/2022 10:52:07 AM
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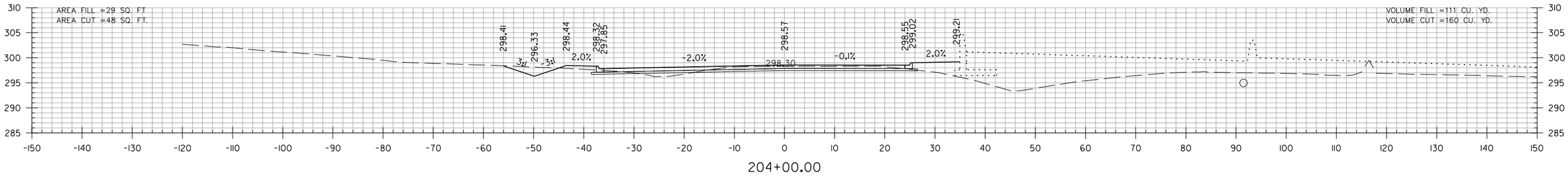
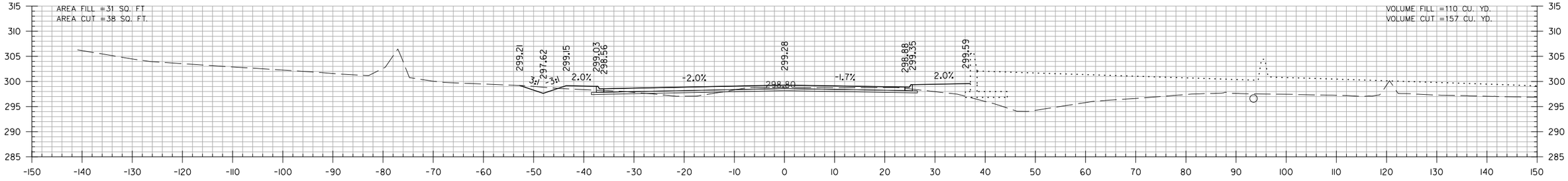
				6	ARK.			
				JOB NO.		CA0604	1042	1104
				(2)	CROSS SECTIONS			

STA. 204+37.68
END SP. DITCH LT. -1.30%
ELEV. 295.84



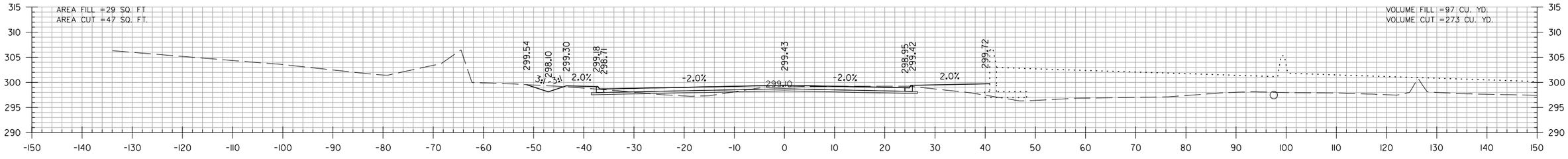
204+00.00



203+00.00

STA. 202+40.00
END SP. DITCH LT. +0.74%
BEG. SP. DITCH LT. -1.30%
ELEV. 298.40

STA. 202+77.64 BEG. SUPERELEVATION (0.020 FT/FT)



202+00.00

STA. 201+18.66
BEG. SP. DITCH LT. +0.74%
ELEV. 297.50

JOHN HARDEN DR.
STA. 202+00 TO STA. 204+00

SADonaldson 5/11/2022 10:52:07 AM
WORKSPACE: AHTD
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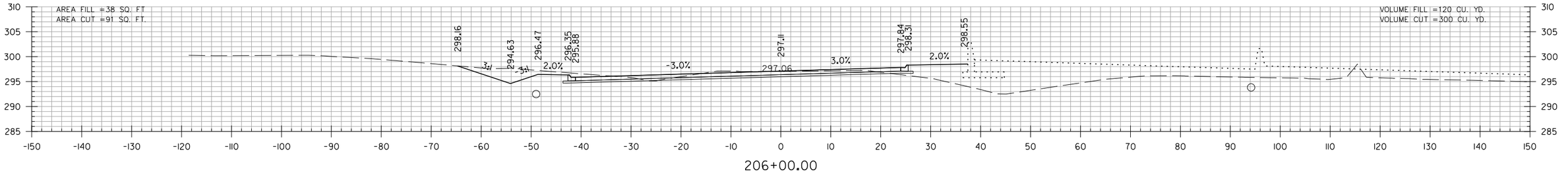
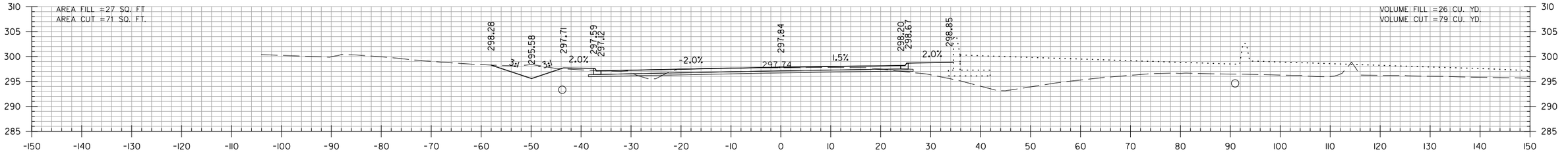
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1043	1104
				(2)	CROSS SECTIONS			

STA. 206+37.64 MAX. SUPERELEVATION (0.036 FT/FT)

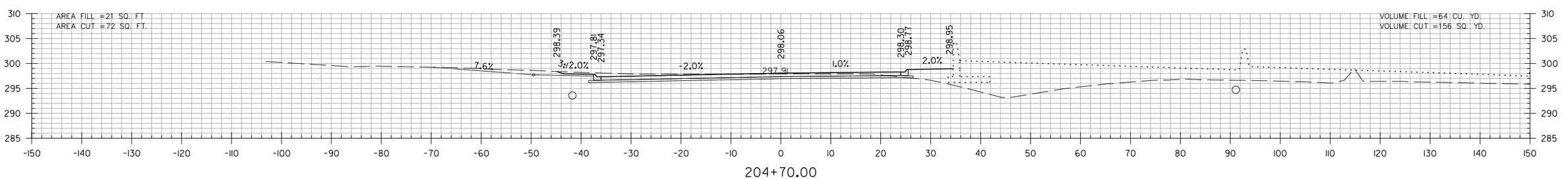


206+00.00



205+00.00

STA. 205+00.00
BEG. SP. DITCH LT. -0.95%
ELEV. 295.58



204+70.00

STA. 204+70 - IN PLACE
18" x 43' R.C. PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 48 CU. YDS.

JOHN HARDEN DR.
STA. 204+70 TO STA. 206+00

SADonaldson 5/11/2022 10:52:08 AM
WORKSPACE: AHTD
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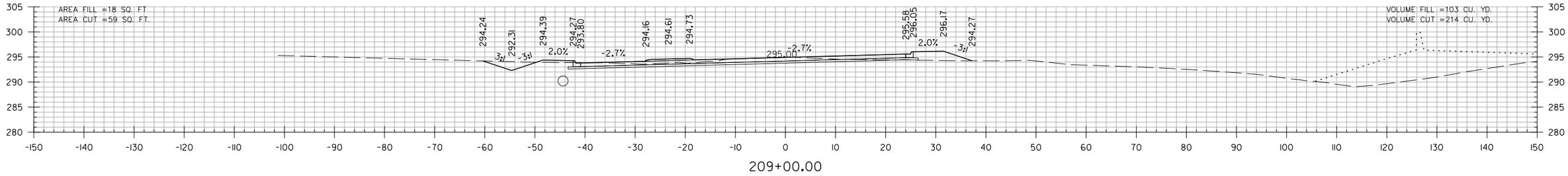
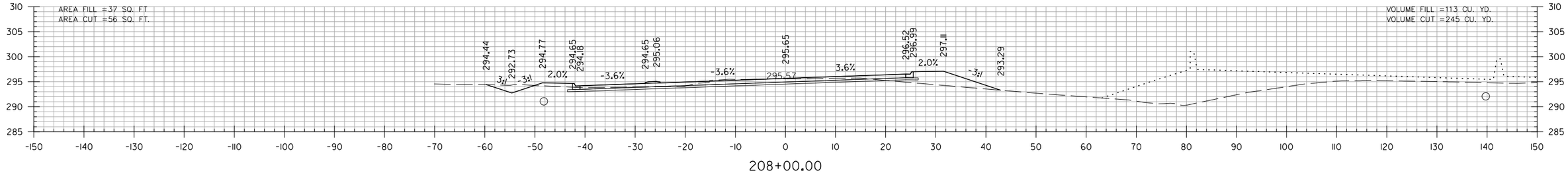
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1044	1104
				(2)	CROSS SECTIONS			

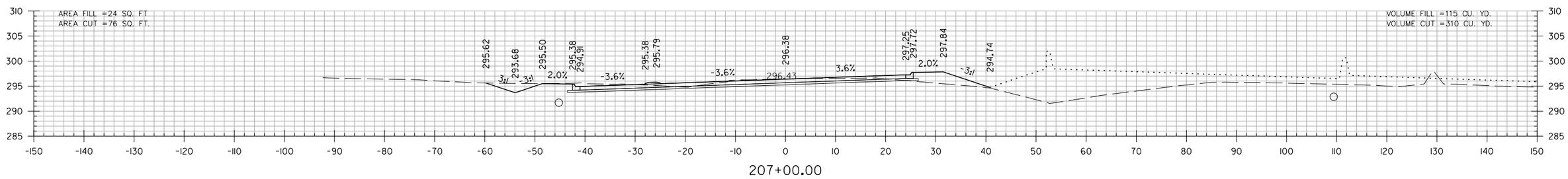
STA. 209+68.46 MAX. SUPERELEVATION (0.020 FT/FT)



STA. 208+20.64 MAX. SUPERELEVATION (0.036 FT/FT)



STA. 208+00.00
END SP. DITCH LT. -0.95%
BEG. SP. DITCH LT. -0.42%
ELEV. 292.73



JOHN HARDEN DR. (N. IST ST.)
STA. 207+00 TO STA. 209+00

SADonaldson 5/11/2022 10:52:08 AM
WORKSPACE: AHTD
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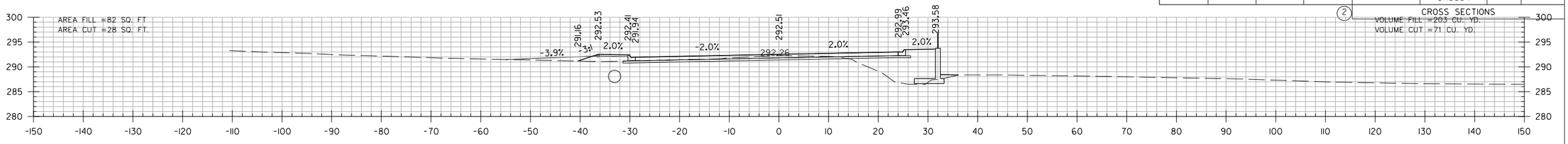
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1045	1104

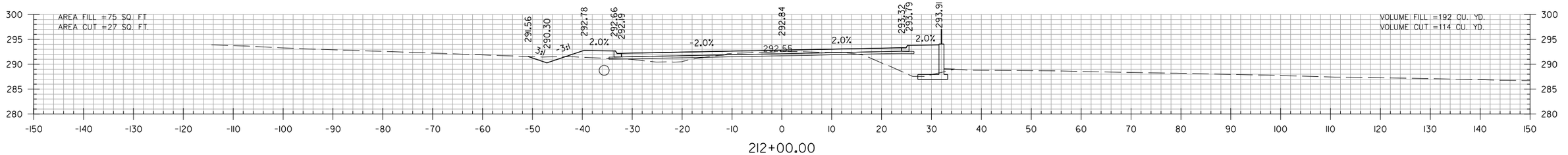
(2) CROSS SECTIONS



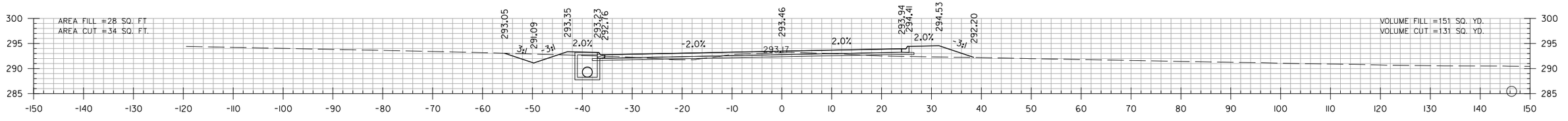
212+70.00

STA. 212+70 - IN PLACE
18" x 24' C.M. PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 9 CU. YDS.

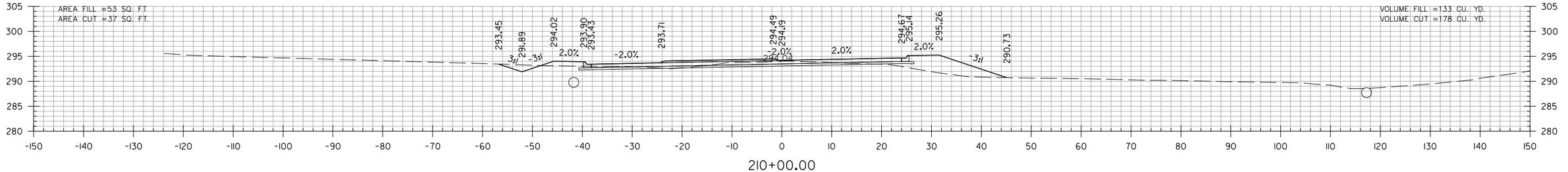
STA. 212+42.30
END SP. DITCH LT. -0.80%
ELEV. 289.96



212+00.00



211+00.00



210+00.00

STA. 210+00.00
END SP. DITCH LT. -0.42%
BEG. SP. DITCH LT. -0.80%
ELEV. 291.89

JOHN HARDEN DR. (N. IST ST.)
STA. 210+00 TO STA. 212+70

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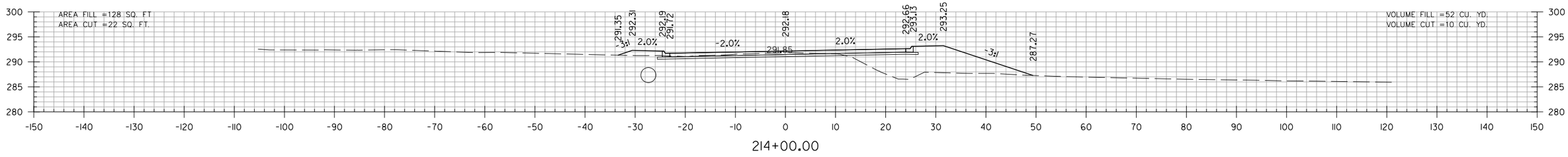
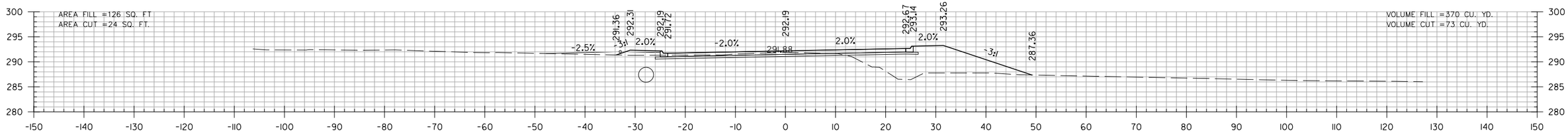
				6	ARK.			
				JOB NO.		CA0604	1046	1104
				(2)	CROSS SECTIONS			

STA. 214+15.00
BEG. SP. DITCH LT. -0.60%
ELEV. 291.00



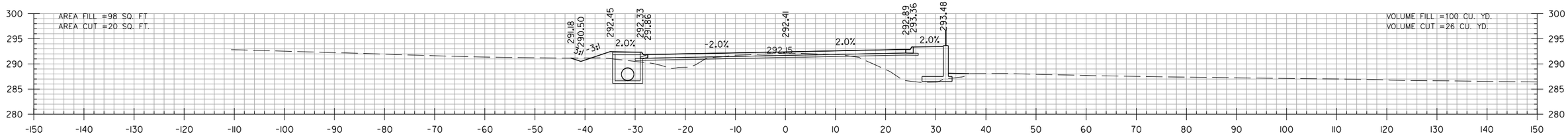
214+00.00

STA. 213+89 - IN PLACE
15" x 28' R.C. PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 7 CU. YDS.



213+89.00

STA. 213+57.82
END SP. DITCH LT. -0.55%
ELEV. 290.18



213+00.00

STA. 213+00.00
END SP. DITCH LT. -5.00%
BEG. SP. DITCH LT. -0.55%
ELEV. 290.50

STA. 212+90.00
BEG. SP. DITCH LT. -5.00%
ELEV. 291.00

JOHN HARDEN DR. (N. IST ST.)
STA. 213+00 TO STA. 214+00

SADonaldson 5/11/2022 10:52:08 AM
WORKSPACE: AHTD
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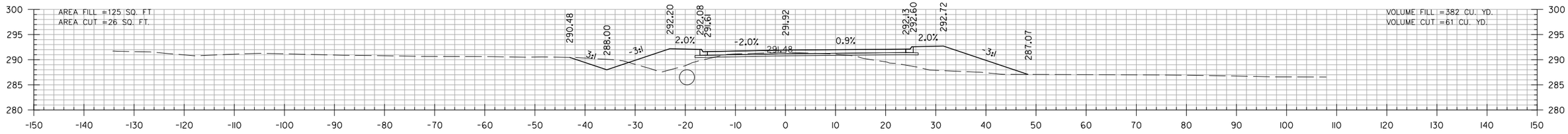
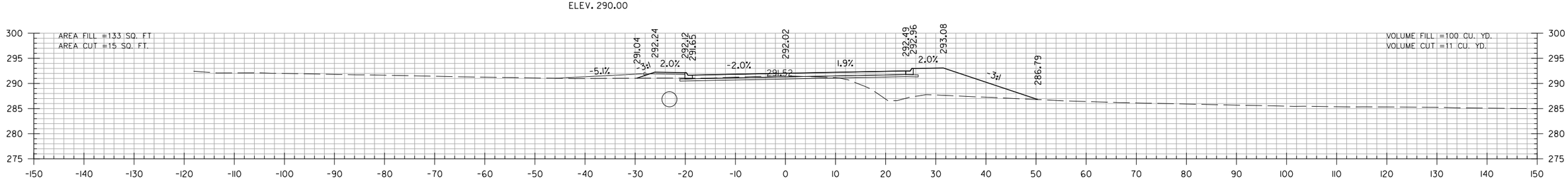
				6	ARK.			
				JOB NO.		CA0604	1047	1104
				(2)	CROSS SECTIONS			



216+00.00

STA. 216+00.00
END SP. DITCH LT. -4.00%
BEG. SP. DITCH LT. -0.51%
ELEV. 288.00

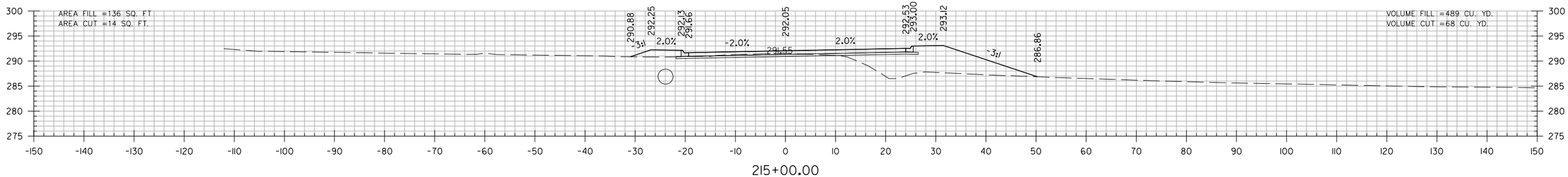
STA. 215+50.00
BEG. SP. DITCH LT. -4.00%
ELEV. 290.00



215+20.00

STA. 215+20 - IN PLACE
15" x 52' R.C. PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 12 CU. YDS.

STA. 215+15.61 MAX. SUPERELEVATION (0.020 FT/FT)



215+00.00

STA. 214+81.81
END SP. DITCH LT. -0.60%
ELEV. 290.60

JOHN HARDEN DR. (N. IST ST.)
STA. 215+00 TO STA. 216+00

SADonaldson 5/11/2022 10:52:08 AM
WORKSPACE: AHTD
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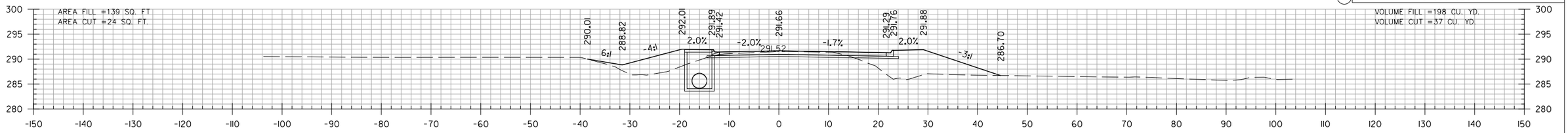
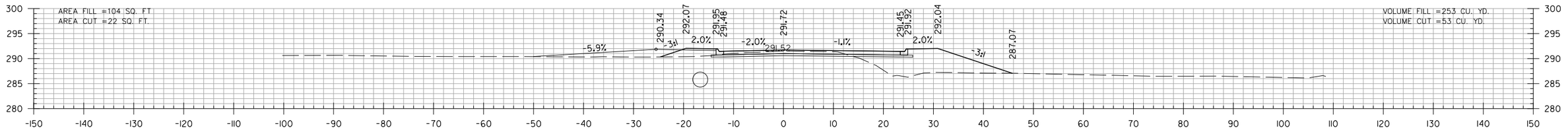
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1048	1104
				(2)		CROSS SECTIONS		

STA. 218+21.71 END SUPERELEVATION (0.020 FT/FT)



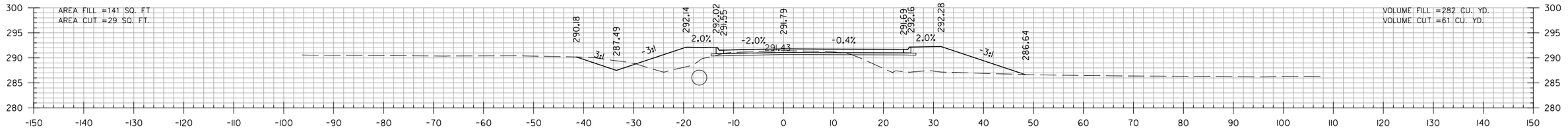
218+00.00

STA. 217+56 - IN PLACE
36" x 62' R.C. PIPE CULVERT LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 39 CU. YDS.

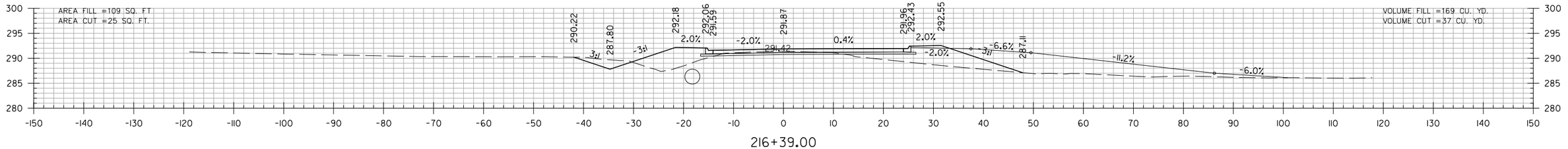


217+56.00

STA. 217+16.81
END SP. DITCH LT. -0.51%
ELEV. 287.41



217+00.00



216+39.00

STA. 216+39 CONSTRUCT
APPROACH ON RT. = 297 CU. YDS.

JOHN HARDEN DR. (N. IST ST.)
STA. 216+39 TO STA. 218+00

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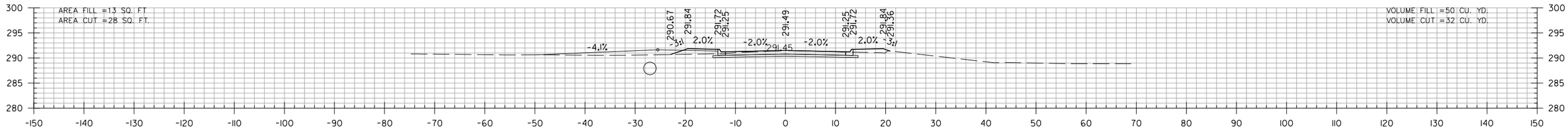
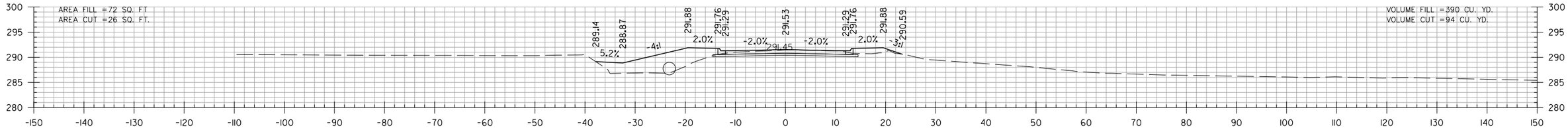
				6	ARK.			
				JOB NO.		CA0604	1049	1104
				(2)	CROSS SECTIONS			

STA. 219+54.66 END N. IST ST.



219+32.00

STA. 219+32 CONSTRUCT
APPROACH ON LT. = 9 CU. YDS.



219+00.00

JOHN HARDEN DR. (N. IST ST.)
STA. 219+00 TO STA. 219+32

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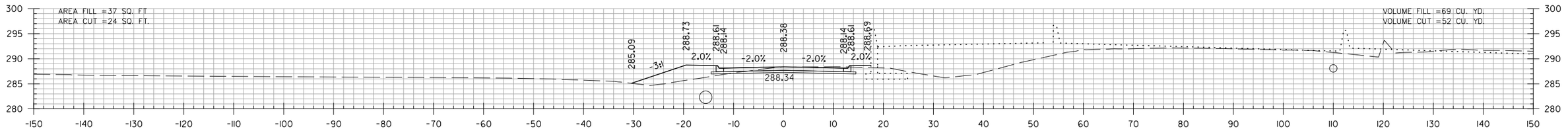
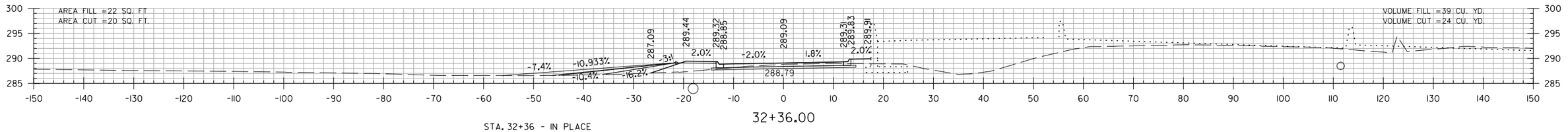
				6	ARK.			
				JOB NO.		CA0604	1050	1104
				(2)	CROSS SECTIONS			



STA. 32+95.00
END SP. DITCH LT. -2.00%
ELEV. 284.75

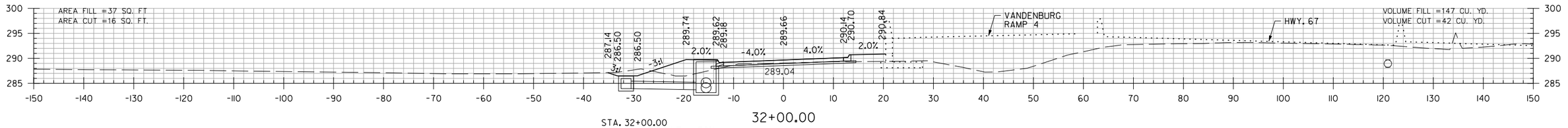
STA. 32+92.82 END SUPERELEVATION (0.020 FT/FT)

STA. 32+65.00
BEG. SP. DITCH LT. -2.00%
ELEV. 285.35



STA. 32+36 - IN PLACE
14" x 34' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 40 CU. YDS.

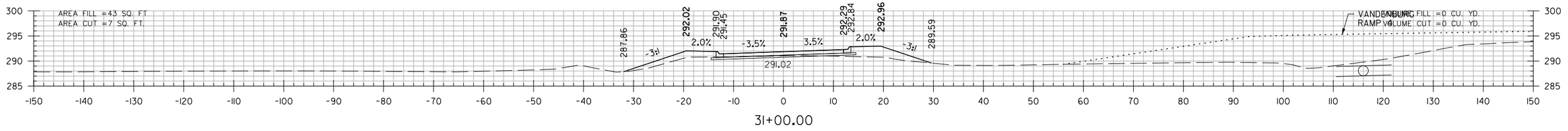
STA. 32+02.82 MAX. SUPERELEVATION (0.040 FT/FT)



STA. 32+00.00
END SP. DITCH LT. -1.50%
ELEV. 286.50

STA. 31+14.00 MAX. SUPERELEVATION (0.040 FT/FT)

STA. 31+36.00
BEG. SP. DITCH LT. -1.50%
ELEV. 287.46



STA. 30+24.00 BEG. SUPERELEVATION (0.073 FT/FT) MATCH JOHN HARDEN DR. / N. 1ST ST. GRADE

JOHN HARDEN DR.
STA. 31+00 TO STA. 33+00

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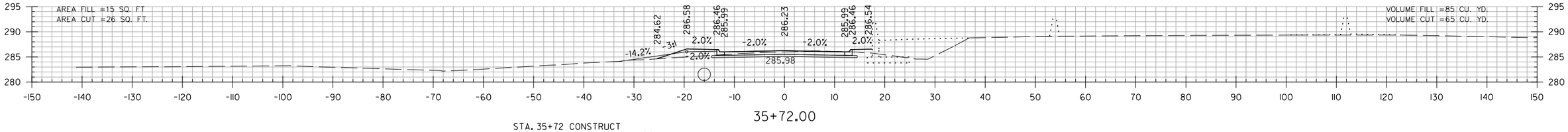
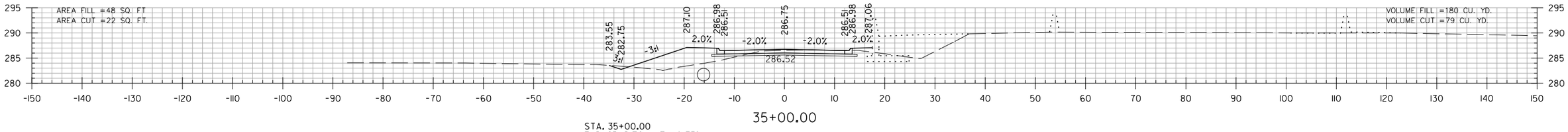
				6	ARK.			
				JOB NO.		CA0604	1051	1104
				(2)	CROSS SECTIONS			



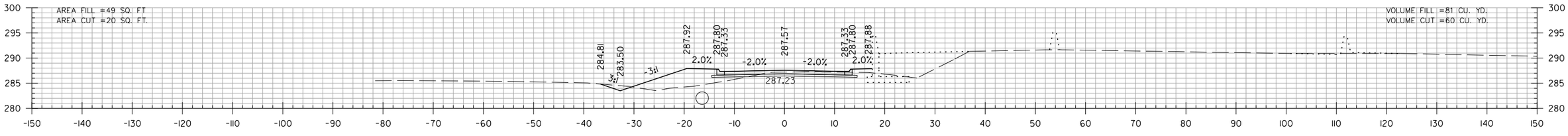
35+72.00

STA. 35+72 CONSTRUCT
APPROACH ON LT. = 6 CU. YDS.



35+00.00

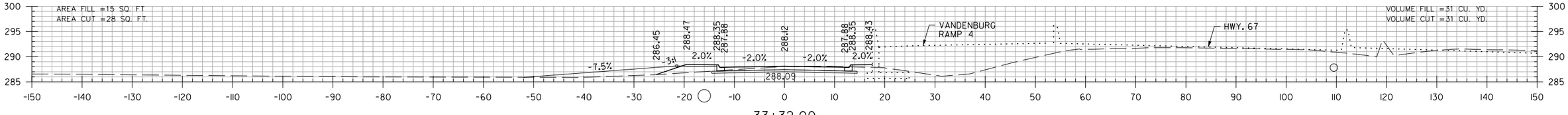
STA. 35+00.00
END SP. DITCH LT. -0.75%
ELEV. 282.75



34+00.00

STA. 34+00.00
END SP. DITCH LT. -1.25%
BEG. SP. DITCH LT. -0.75%
ELEV. 283.50

STA. 33+60.00
BEG. SP. DITCH LT. -1.25%
ELEV. 284.00



33+32.00

STA. 33+32 - IN PLACE
PIPE CULVERT SIDE DRAIN 28' LT.
REMOVE
CONSTRUCT APPROACH ON LT. = 28 CU. YDS.

JOHN HARDEN DR.
STA. 33+32 TO STA. 35+72

SADonaldson 5/11/2022 10:52:09 AM
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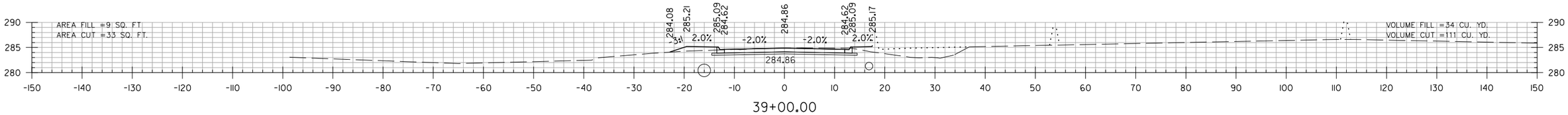
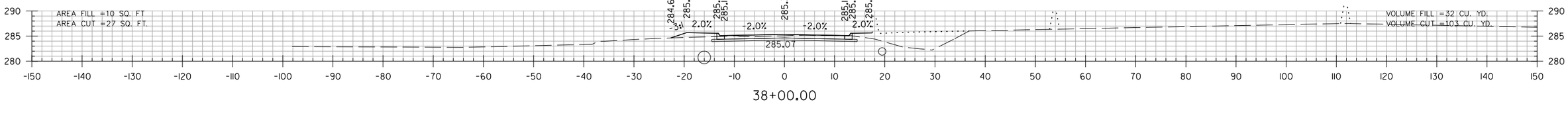
REVISED DATE:

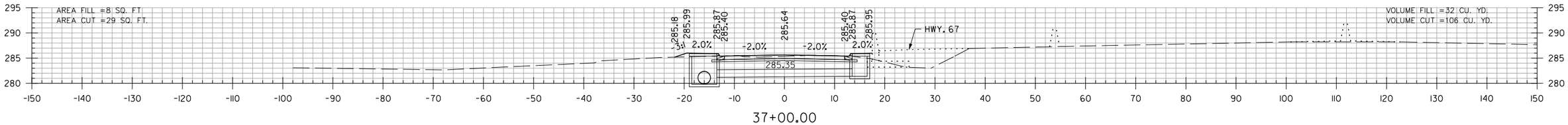
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1052	1104
				(2)	CROSS SECTIONS			



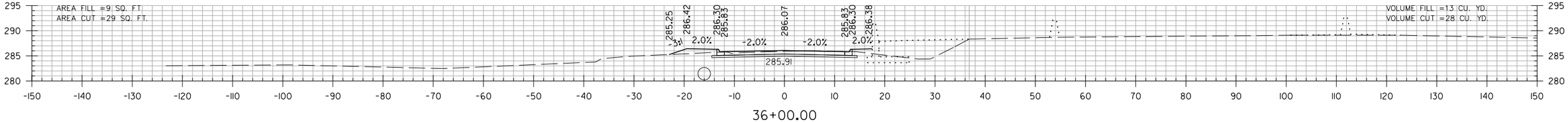
39+00.00



38+00.00



37+00.00

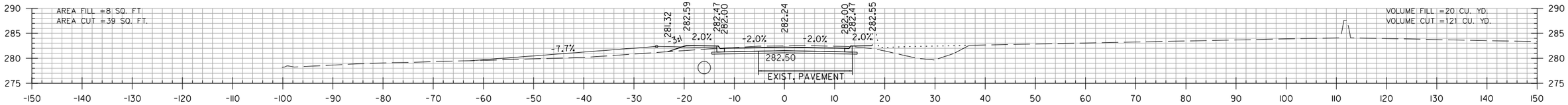


36+00.00

JOHN HARDEN DR.
STA. 36+00 TO STA. 39+00

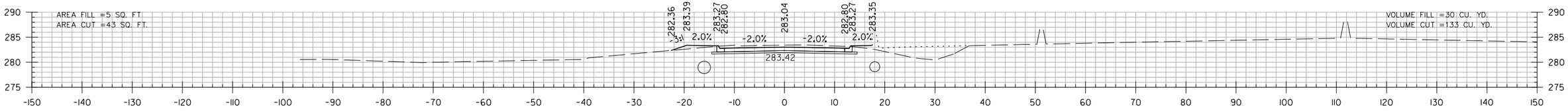
SADonaldson 5/11/2022 10:52:09 AM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1053	1104
				(2)	CROSS SECTIONS			

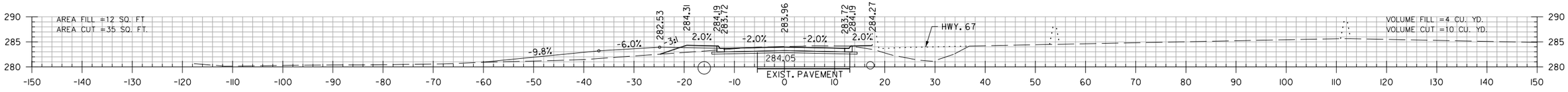


41+80.00

STA. 41+80 CONSTRUCT
APPROACH ON LT. = 38 CU. YDS.

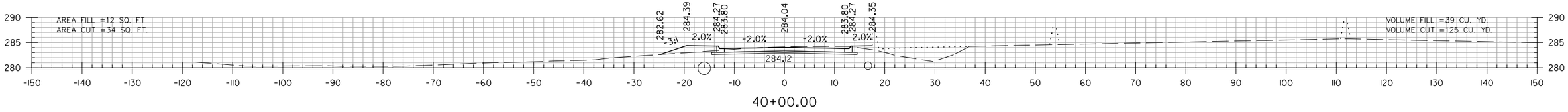


41+00.00



40+08.00

STA. 40+08 CONSTRUCT
APPROACH ON LT. = 47 CU. YDS.

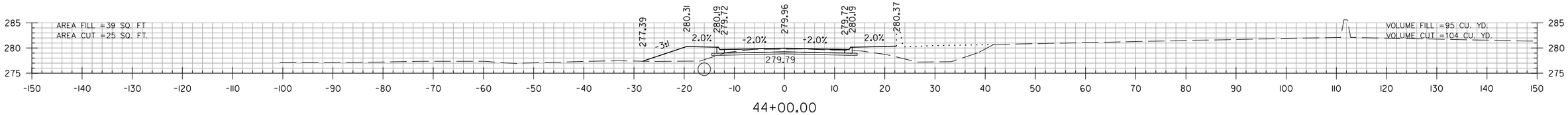


40+00.00

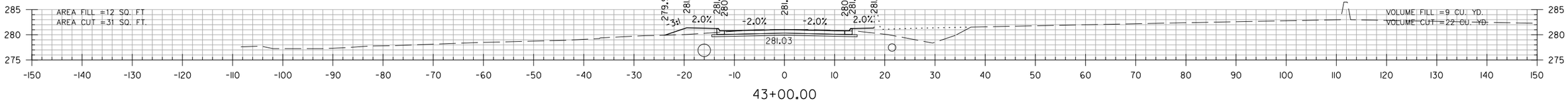
JOHN HARDEN DR.
STA. 40+00 TO STA. 41+80

SADonaldson 5/11/2022 10:52:09 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

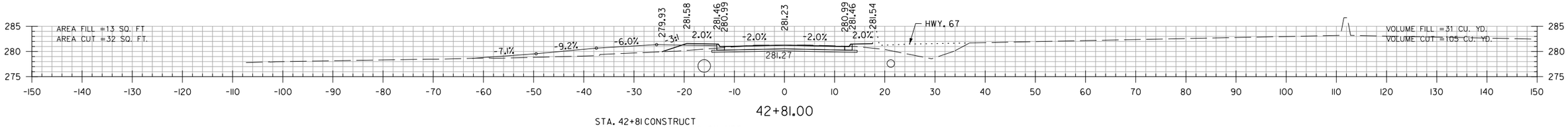
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1054	1104
				(2)	CROSS SECTIONS			



44+00.00

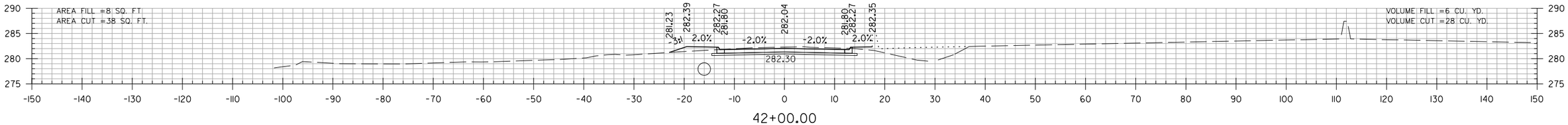


43+00.00



42+81.00

STA. 42+81 CONSTRUCT
APPROACH ON LT. = 50 CU. YDS.



42+00.00

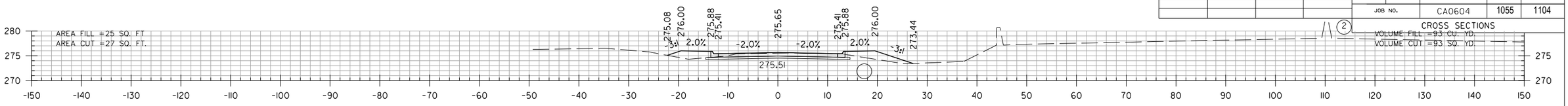
JOHN HARDEN DR.
STA. 42+00 TO STA. 44+00

SADonaldson 5/11/2022 10:52:09 AM
WORKSPACE: AHTD
L:\2002\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

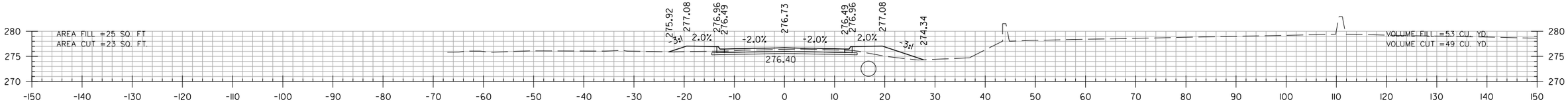
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1055	1104

CROSS SECTIONS

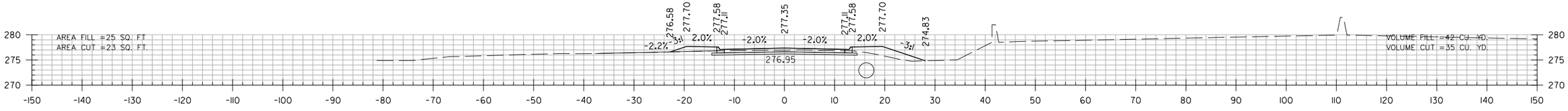
STA. 48+87.02 END JOHN HARDEN DR.



48+00.00

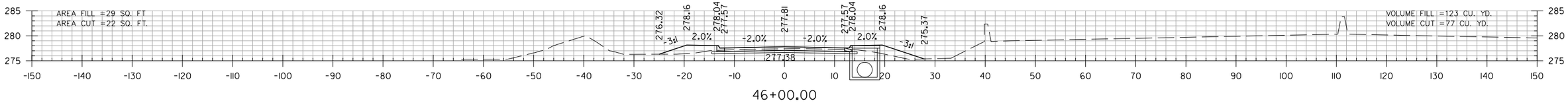


47+00.00

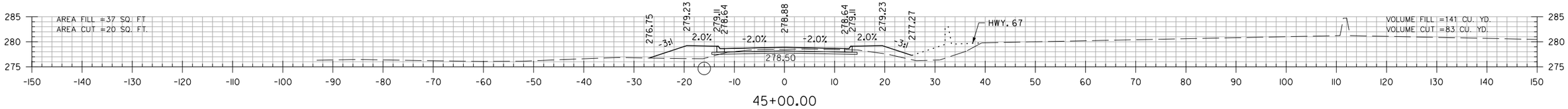


46+42.10

STA. 46+42 CONSTRUCT
APPROACH ON LT. = 69 CU. YDS.
(PINE MEADOWS)



46+00.00

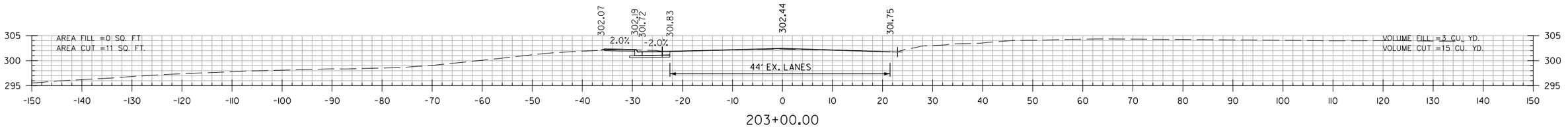


45+00.00

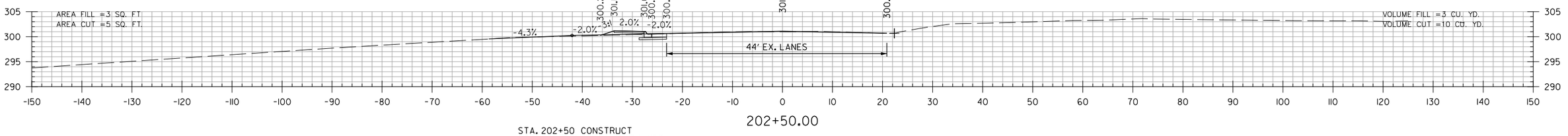
JOHN HARDEN DR.
STA. 45+00 TO STA. 48+00

SADonaldson 5/11/2022 10:52:10 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_John_Harden.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1056	1104
				(2)	CROSS SECTIONS			

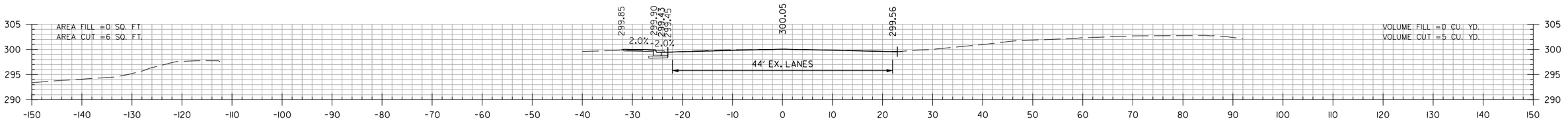


203+00.00

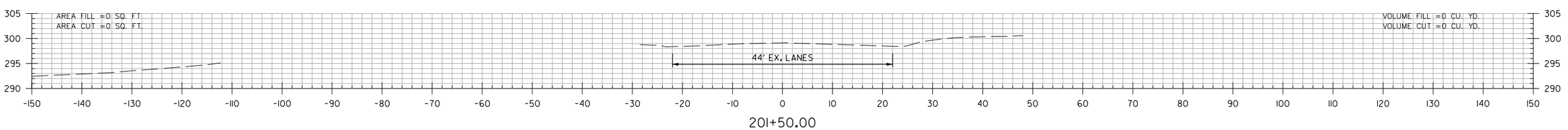


202+50.00

STA. 202+50 CONSTRUCT
APPROACH ON LT. = 48 CU. YDS.



202+00.00



201+50.00

STA. 201+50.00 BEGIN WIDENING JAMES ST.

N. JAMES ST.
STA. 201+50 TO STA. 203+00

SADonaldson 5/11/2022 10:52:12 AM
WORKSPACE: AHTD
L:\202\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

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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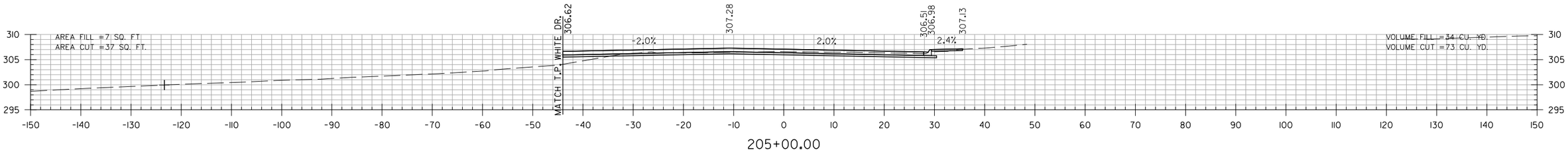
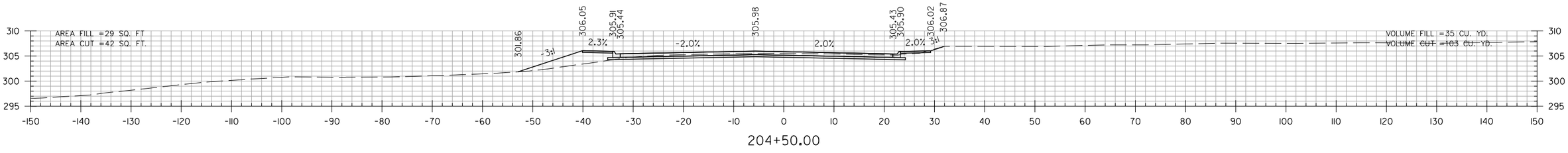
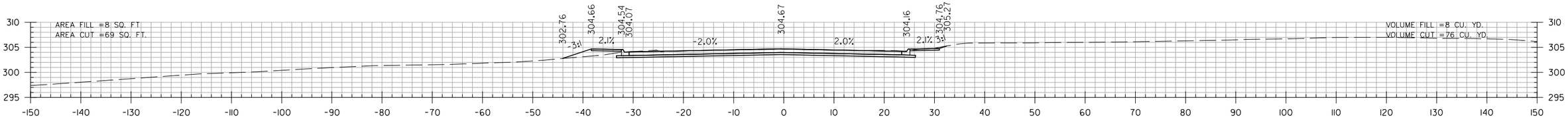
				JOB NO.		CA0604	1057	1104
				(2)	CROSS SECTIONS			



205+00.00

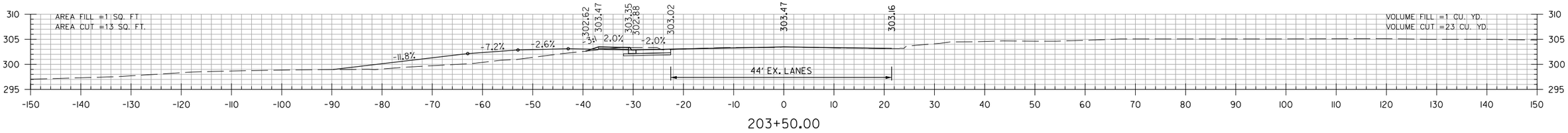


204+50.00



204+00.00

STA. 203+94.89 JAMES ST.
END WIDENING
BEGIN RECONST.



203+50.00

STA. 203+50 CONSTRUCT
APPROACH ON LT. = 61 CU. YDS.

N. JAMES ST.
STA. 203+50 TO STA. 205+00

SADonaldson 5/11/2022 10:52:12 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

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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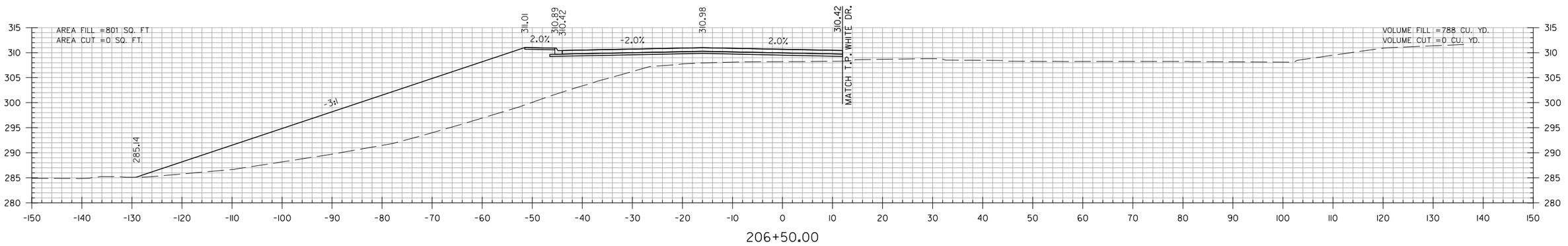
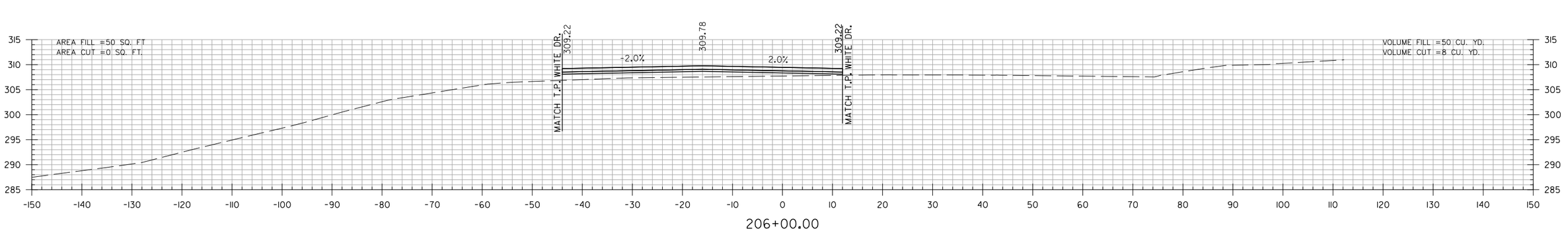
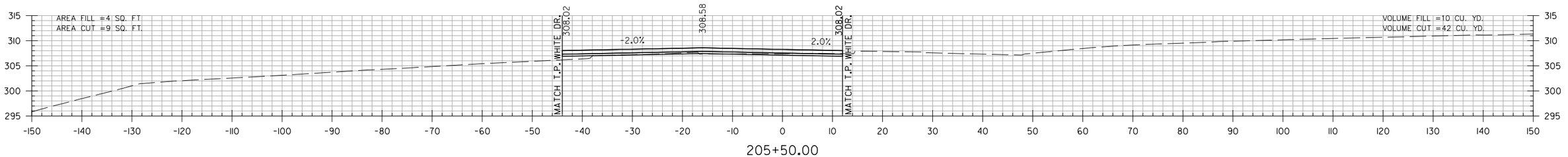
				JOB NO.		CA0604	1058	1104
				(2)	CROSS SECTIONS			







N. JAMES ST.
STA. 205+50 TO STA. 206+50

SADonaldson 5/11/2022 10:52:03 AM
WORKSPACE: AHTD
L:\2012\12017.32 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

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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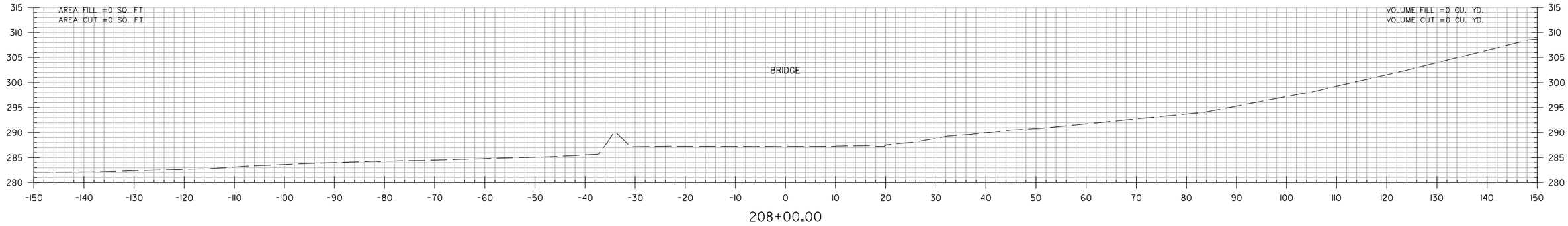
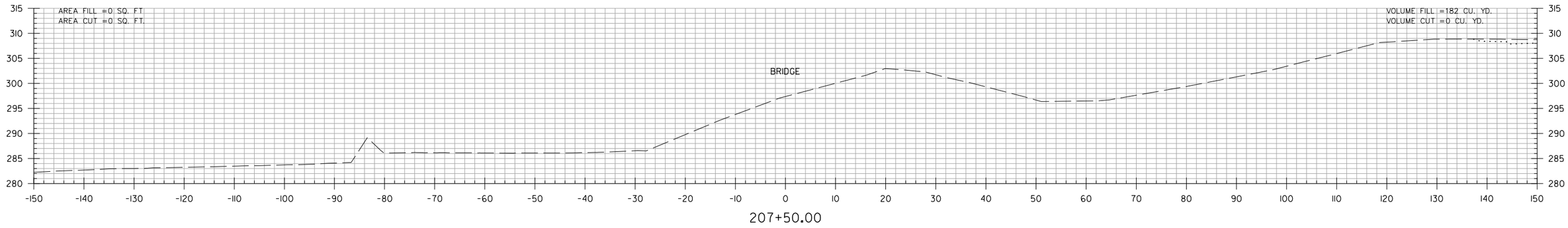
				JOB NO.		CA0604	1059	1104
				(2)		CROSS SECTIONS		

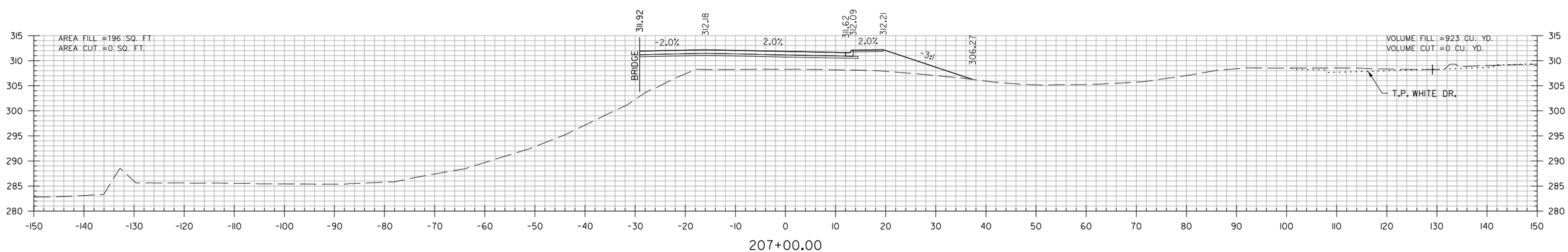


208+00.00



207+50.00

STA. 207+08.84 BEGIN BRIDGE



207+00.00

N. JAMES ST.
STA. 207+00 TO STA. 208+00

SADonaldson 5/11/2022 10:52:13 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1060	1104
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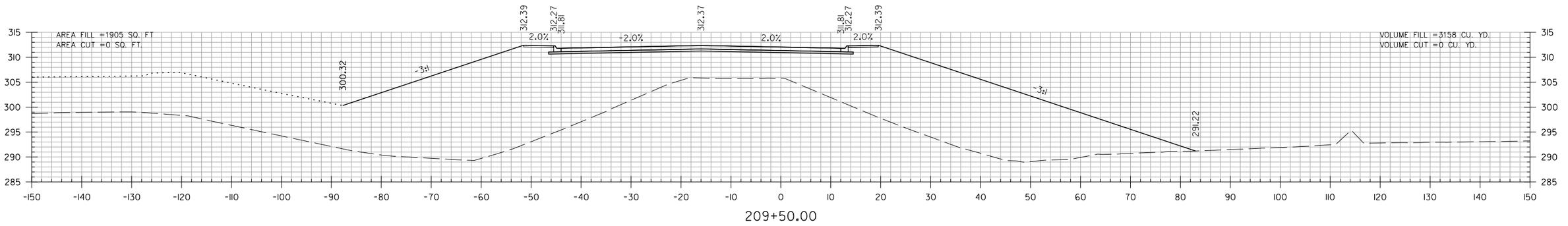
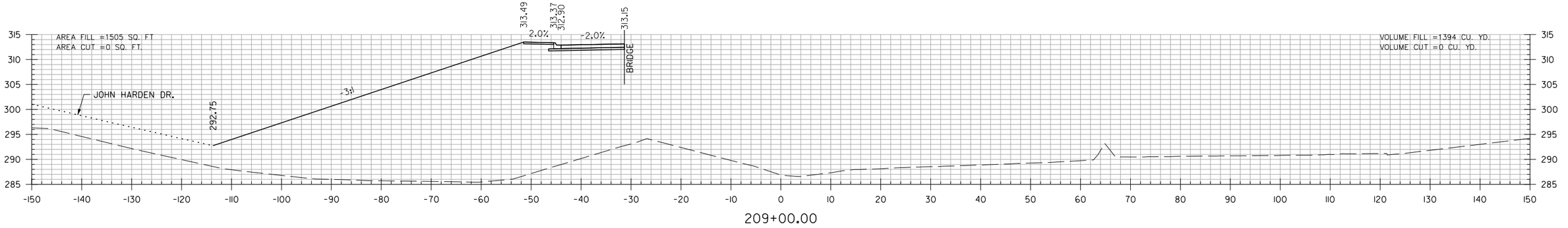
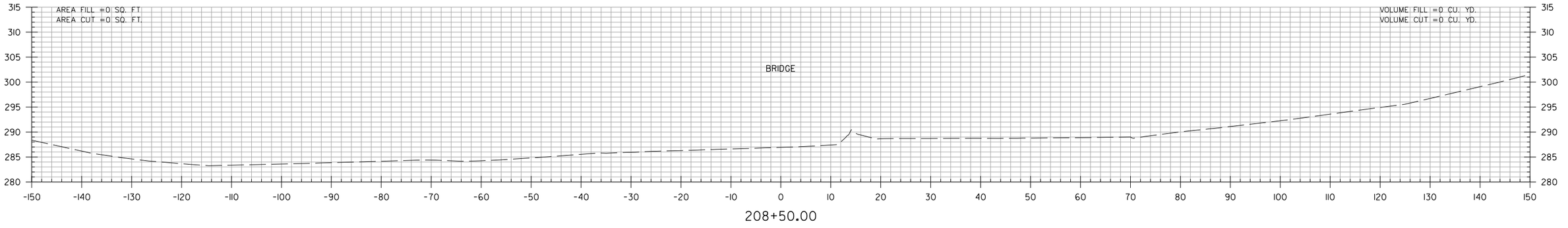


STA. 209+19.92 END BRIDGE

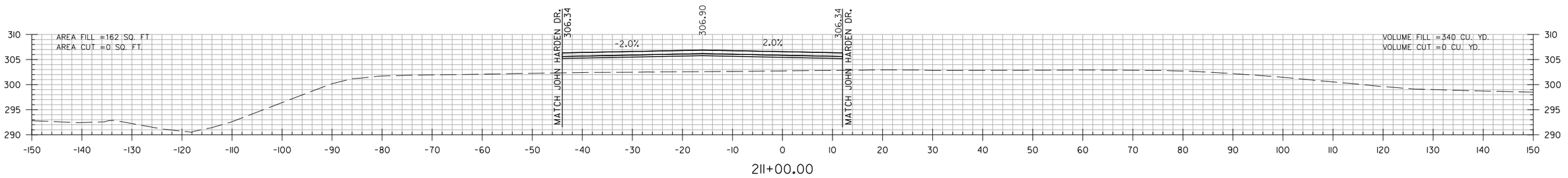




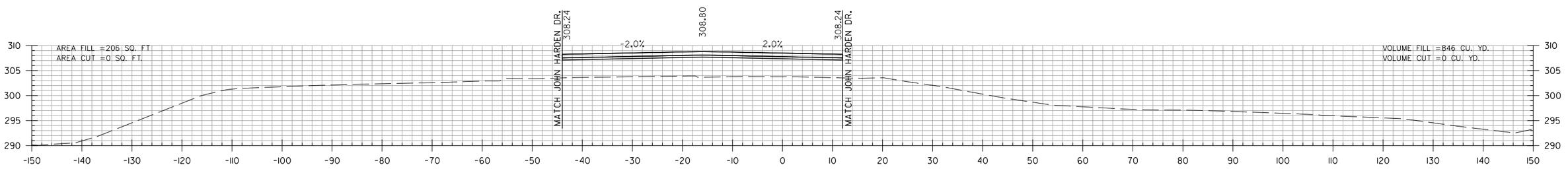
N. JAMES ST.
STA. 208+50 TO STA. 209+50

SADonaldson 5/11/2022 10:52:13 AM
WORKSPACE: AHTD
L:\2012\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

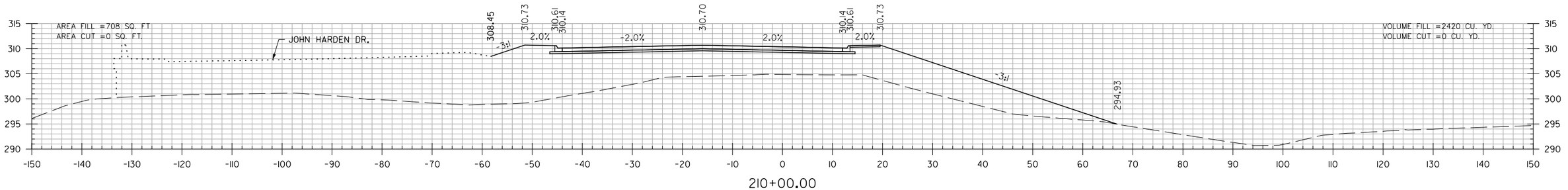
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1061	1104
				(2)	CROSS SECTIONS			



211+00.00



210+50.00

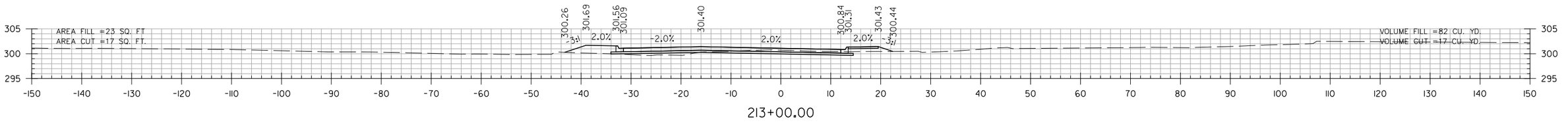


210+00.00

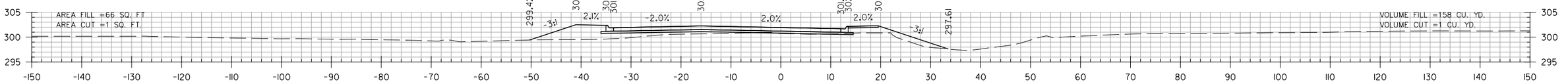
N. JAMES ST.
STA. 210+00 TO STA. 211+00

SADonaldson 5/11/2022 10:52:13 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

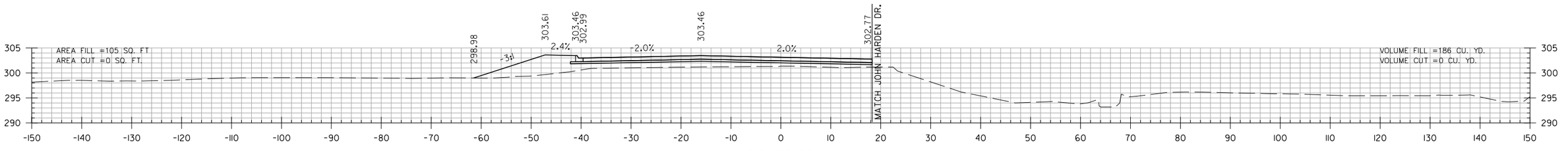
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1062	1104
				(2)	CROSS SECTIONS			



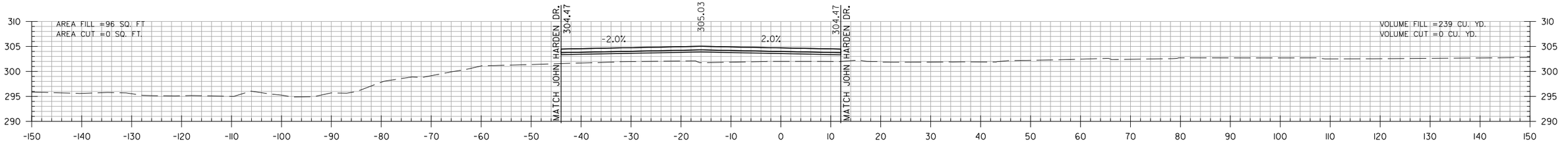
213+00.00



212+50.00



212+00.00



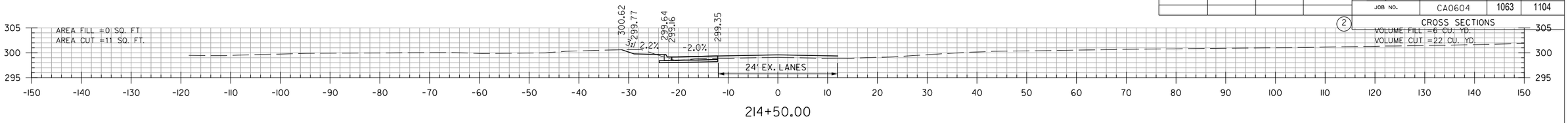
211+50.00

N. JAMES ST.
STA. 211+50 TO STA. 213+00

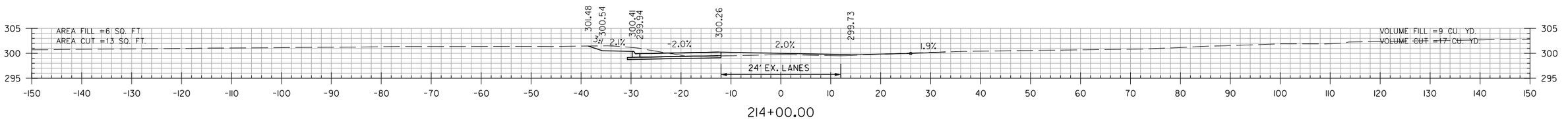
SADonaldson 5/11/2022 10:52:13 AM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1063	1104

(2) CROSS SECTIONS

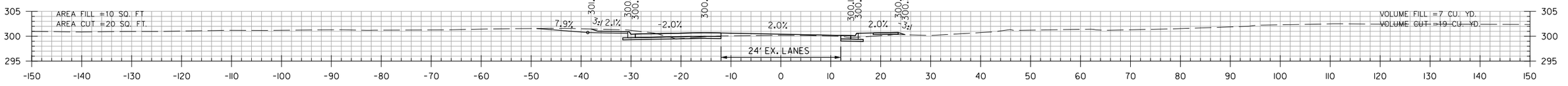


214+50.00



214+00.00

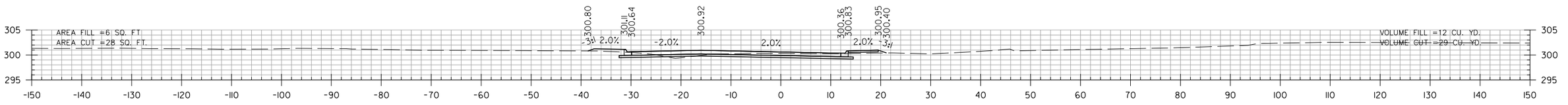
STA. 214+00 CONSTRUCT
APPROACH ON RT. = 22 CU. YDS.



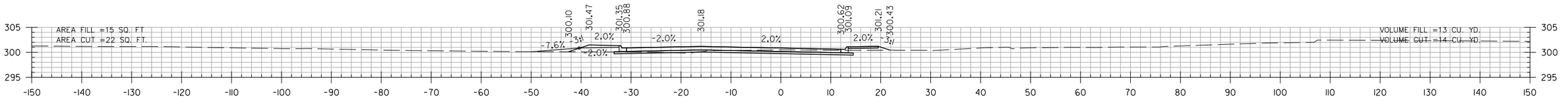
213+72.00

STA. 213+72 CONSTRUCT
APPROACH ON LT. = 23 CU. YDS.

STA. 213+65.12 JAMES ST.
END CONST.
BEGIN WIDENING



213+50.00



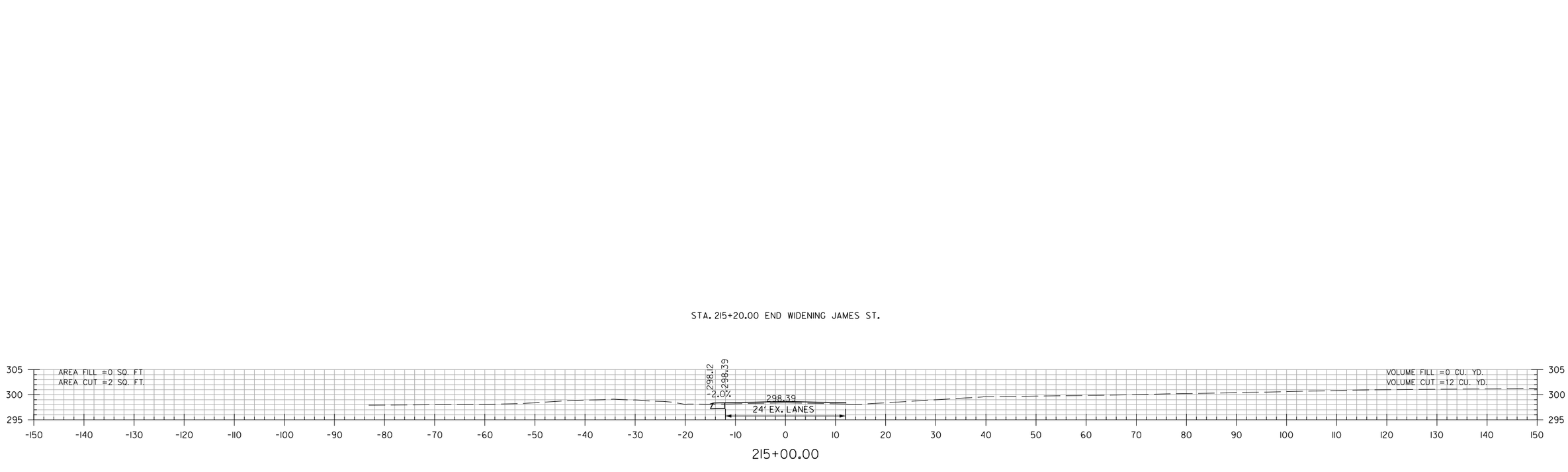
213+19.00

STA. 213+19 CONSTRUCT
APPROACH ON LT. = 7 CU. YDS.

N. JAMES ST.
STA. 213+19 TO STA. 214+50

SADonaldson 5/11/2022 10:52:13 AM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1064	1104
				(2)	CROSS SECTIONS			

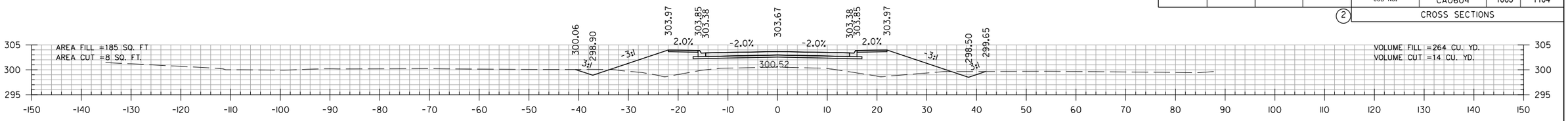


N. JAMES ST.
STA. 215+00 TO STA. 215+00

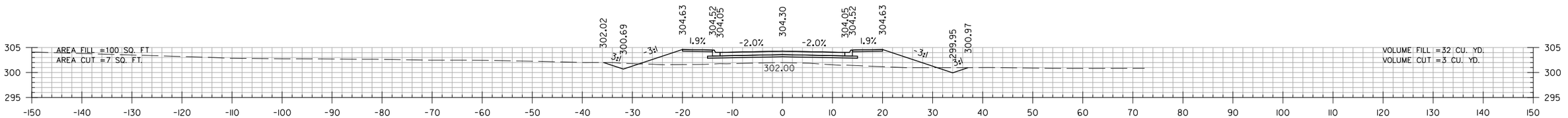
SADonaldson 5/11/2022 10:52:14 AM
WORKSPACE: AHTD
L:\2021\2011732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_James.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1065	1104

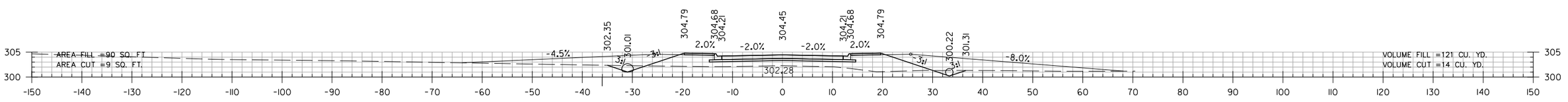
(2) CROSS SECTIONS



802+00.00



801+50.00

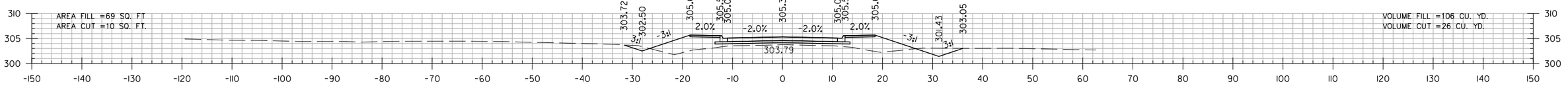


801+41.00

STA. 801+24 C.L. CONST. GREGORY ST.
IN PLACE 12" x 9' P.V.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 801+41 C.L. CONST. GREGORY ST.
IN PLACE 16" x 36' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
28" x 20" x 26' ARCH PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT.= 44 CU. YDS.

STA. 801+41 C.L. CONST. GREGORY ST.
INSTALL 18" x 46' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT.= 126 CU. YDS.



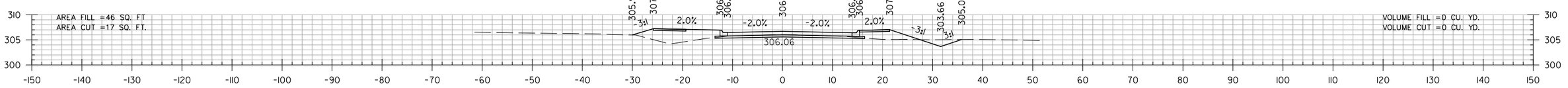
801+00.00

STA. 801+00.00
END SP. DITCH LT. -4.51%
BEGIN SP. DITCH LT. -3.56%
ELEV. 302.50

STA. 800+85.07
END SP. DITCH RT. -4.95%
BEGIN SP. DITCH RT. -2.91%
ELEV. 301.87

STA. 800+57 C.L. CONST. GREGORY ST.
IN PLACE 12" x 20' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 800+50.11
BEGIN SP. DITCH LT. -4.51%
ELEV. 304.75



800+50.00

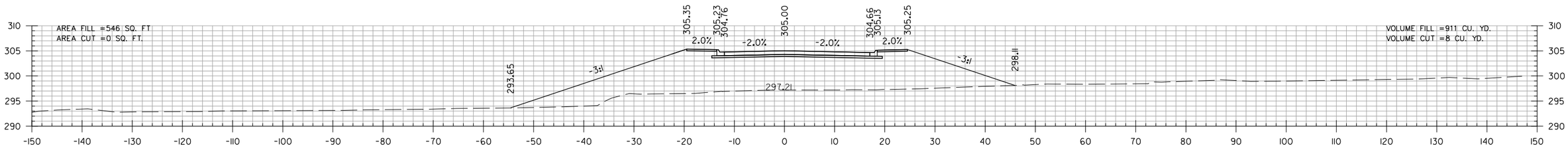
STA. 800+24.00
BEGIN SP. DITCH RT. -4.95%
ELEV. 304.89

STA. 800+07.25 BEGIN GREGORY ST.

GREGORY ST.
STA. 800+50 TO STA. 802+00

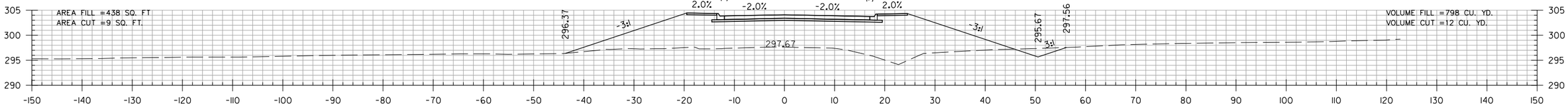
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1066	1104
				(2)	CROSS SECTIONS			

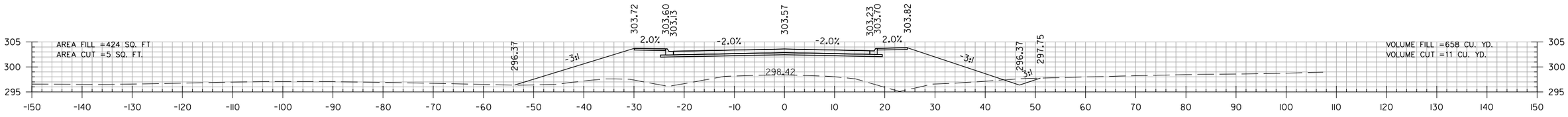


804+00.00

STA. 803+62.00
END SP. DITCH RT. -1.40%
ELEV. 295.50

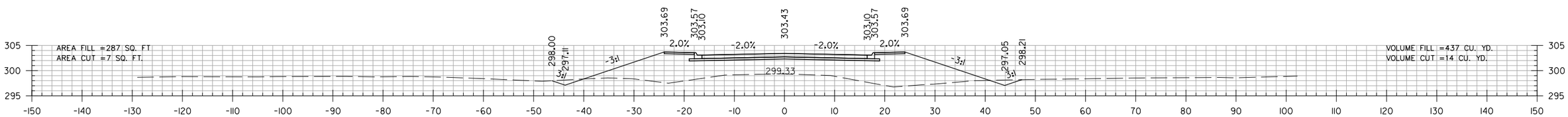


803+50.00



803+00.00

STA. 800+00.00
END SP. DITCH LT. -3.56%
ELEV. 295.37



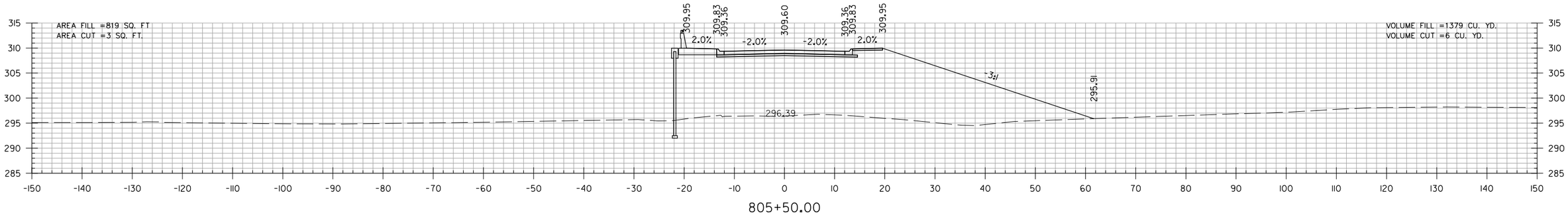
802+50.00

STA. 802+50.00
END SP. DITCH RT. -2.91%
BEGIN SP. DITCH RT. -1.40%
ELEV. 297.07

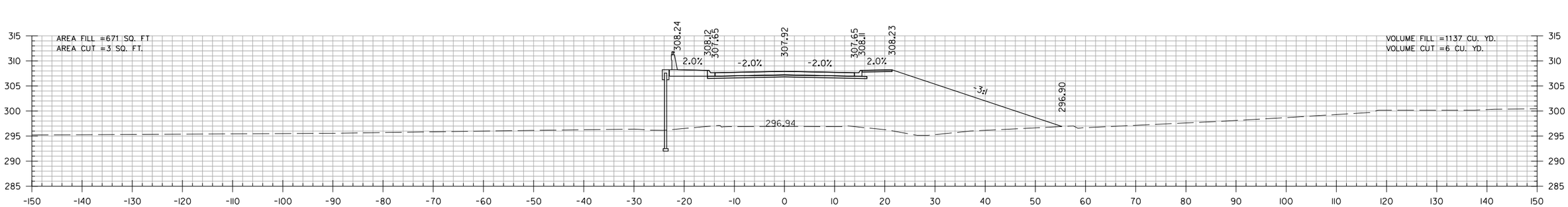
GREGORY ST.
STA. 802+50 TO STA. 804+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

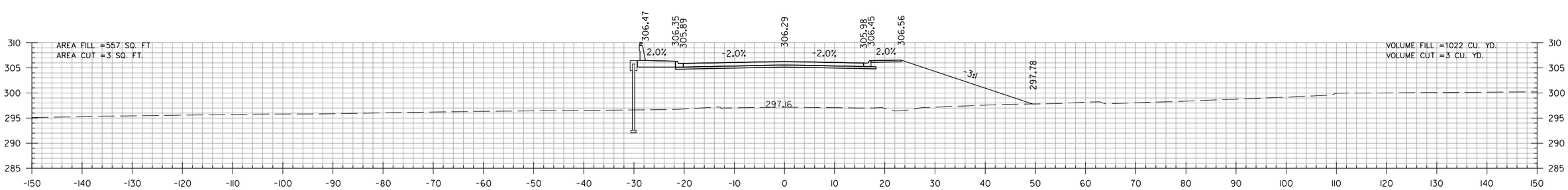
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1067	1104
				(2)	CROSS SECTIONS			



805+50.00



805+00.00

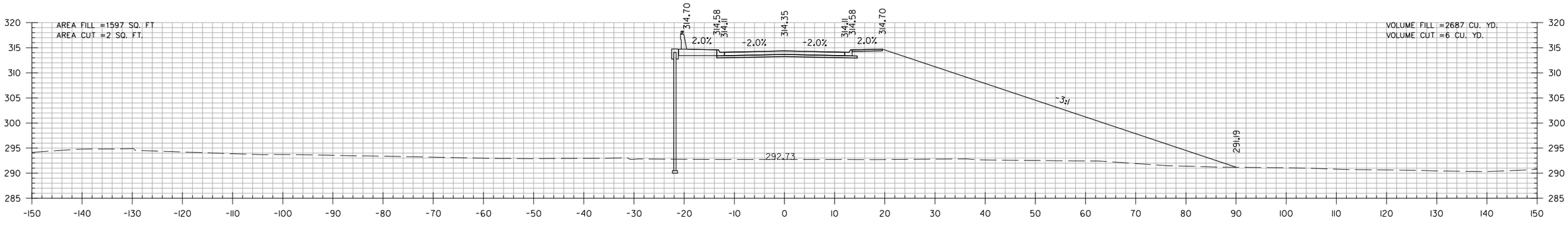


804+50.00

GREGORY ST.
STA. 804+50 TO STA. 805+50

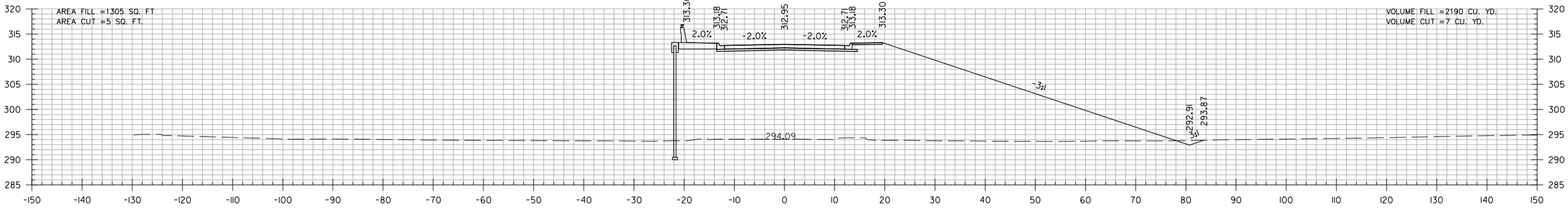
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1068	1104
				(2)	CROSS SECTIONS			



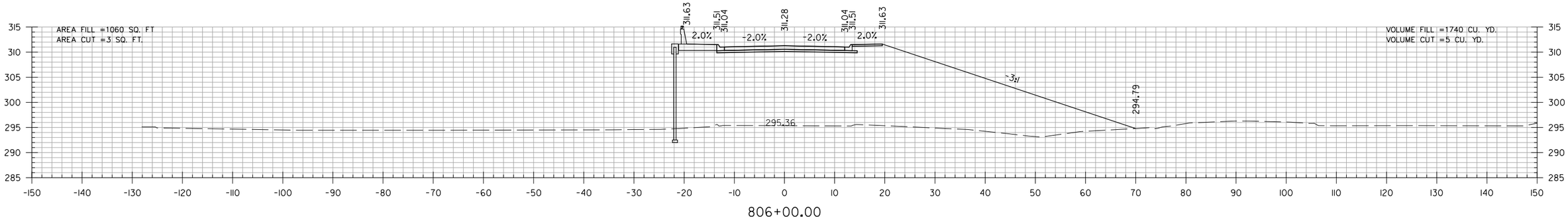
807+00.00

STA. 806+90.00
END SP. DITCH RT. -2.47%
ELEV. 291.92



806+50.00

STA. 806+30.00
BEGIN SP. DITCH RT. -2.47%
ELEV. 293.40



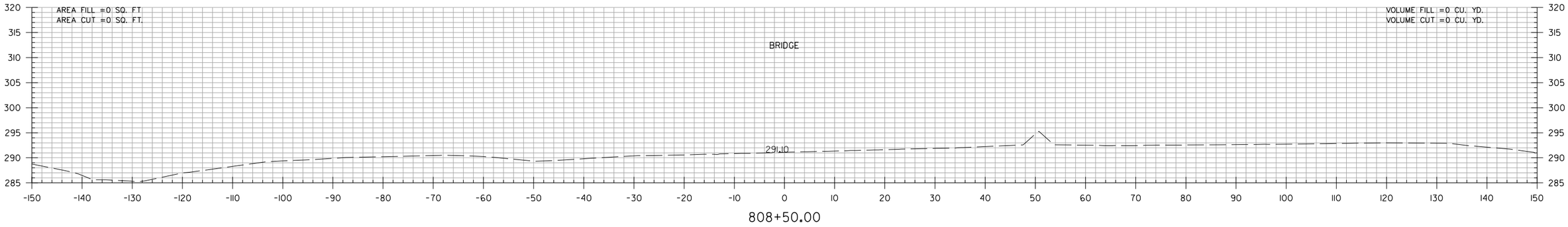
806+00.00

GREGORY ST.
STA. 806+00 TO STA. 807+00

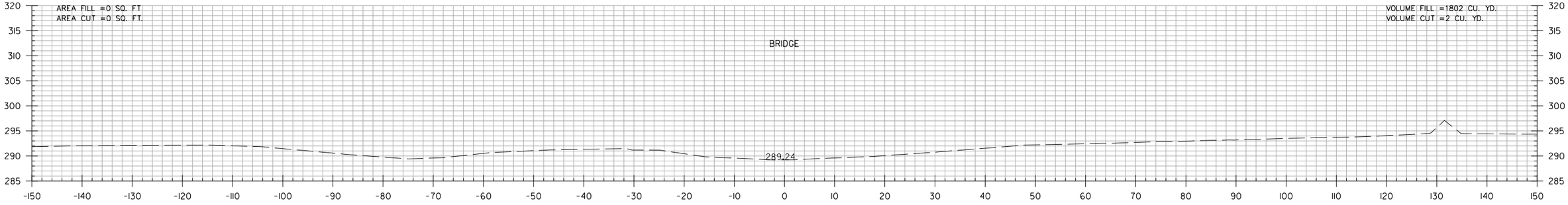
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1069	1104

(2) CROSS SECTIONS

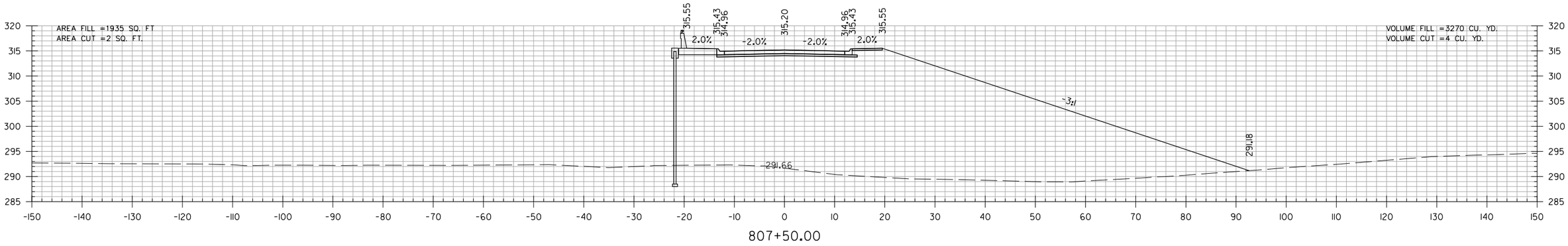


808+50.00



808+00.00

STA. 807+37.31 BEGIN BRIDGE



807+50.00

GREGORY ST.
STA. 807+50 TO STA. 808+50

$$USER$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:
$$DATE$$ $$TIME$$

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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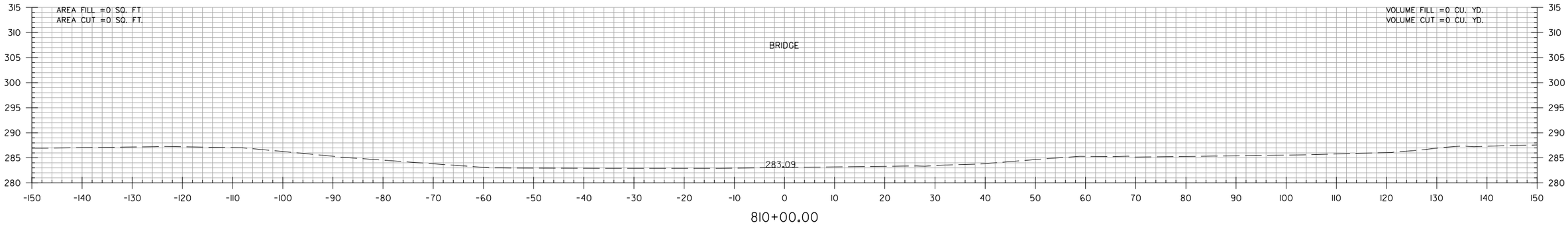
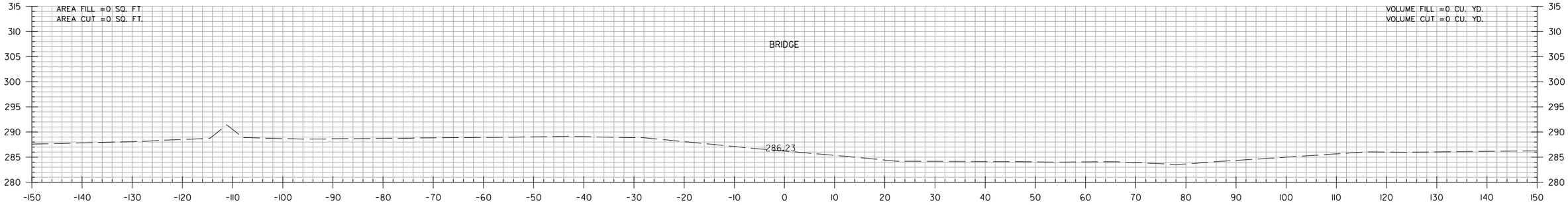
				JOB NO.		CA0604	1070	1104

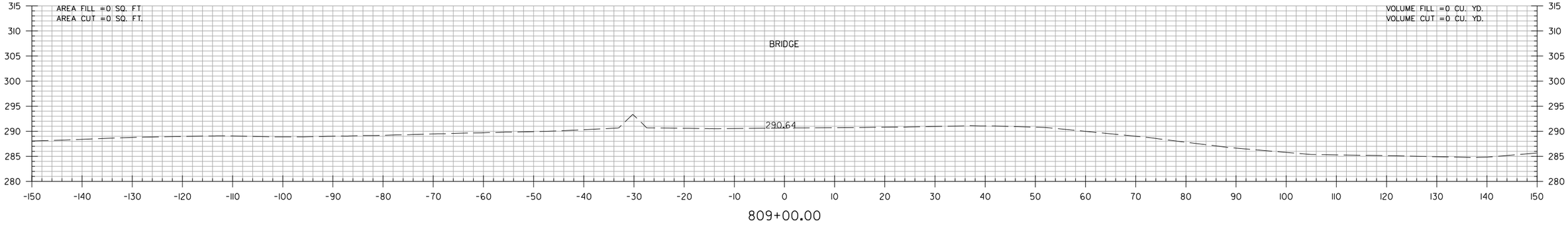
(2) CROSS SECTIONS



810+00.00



809+50.00

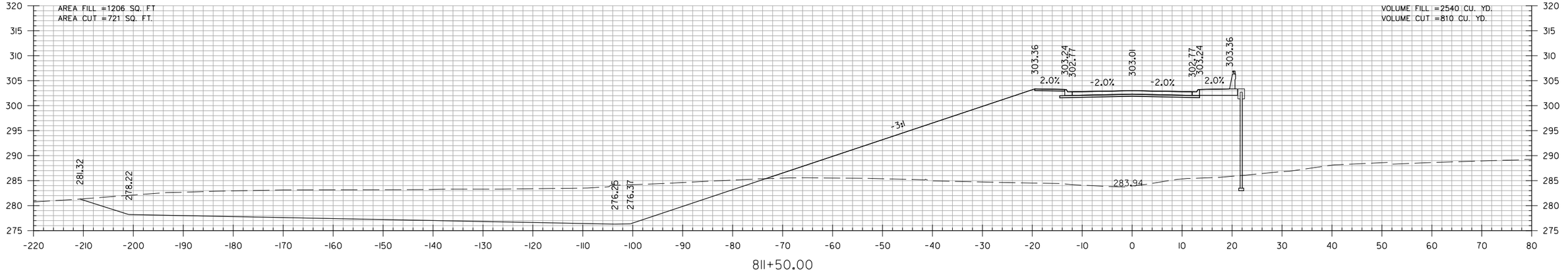


809+00.00

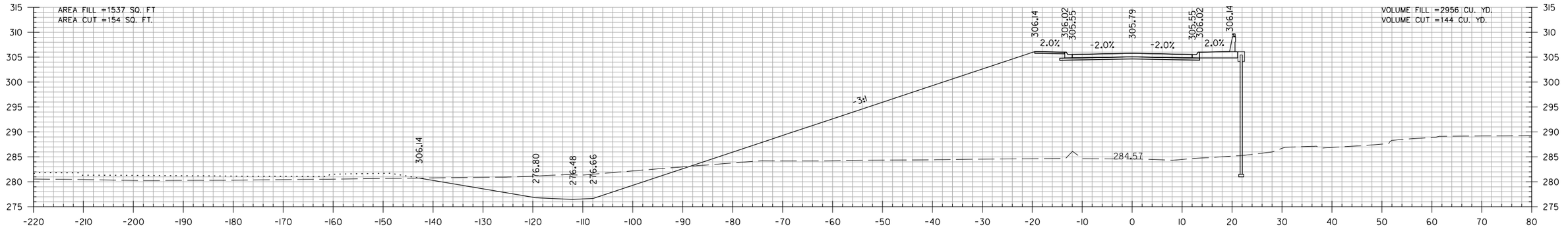
GREGORY ST.
STA. 809+00 TO STA. 810+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

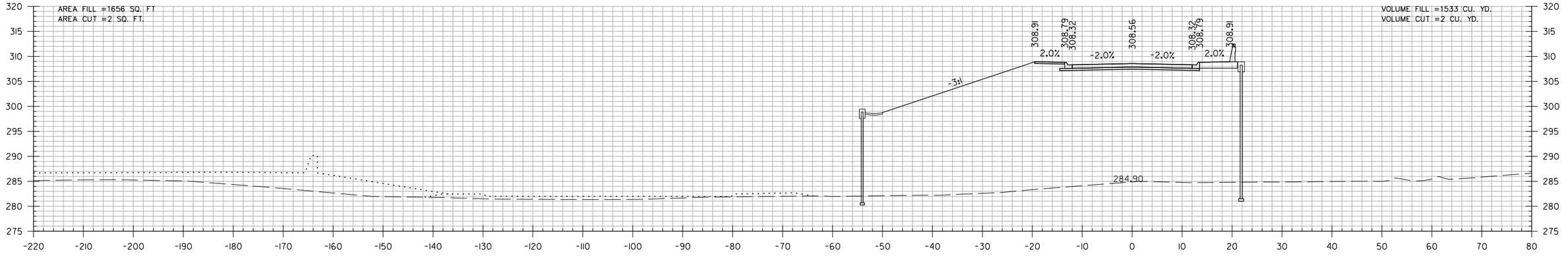
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1071	1104
				(2)		CROSS SECTIONS		



811+50.00



811+00.00



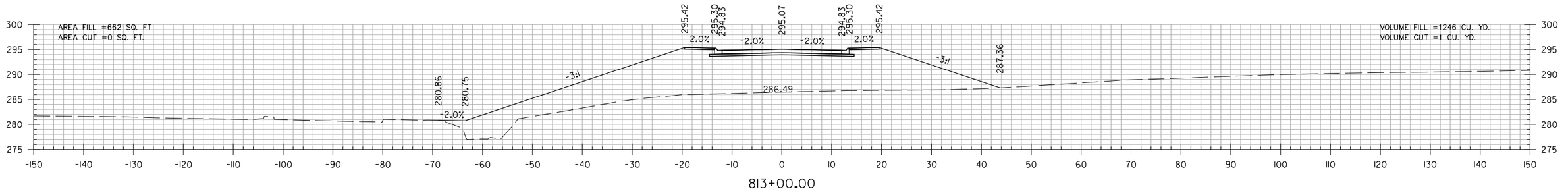
810+50.00

STA. 810+26.85 END BRIDGE

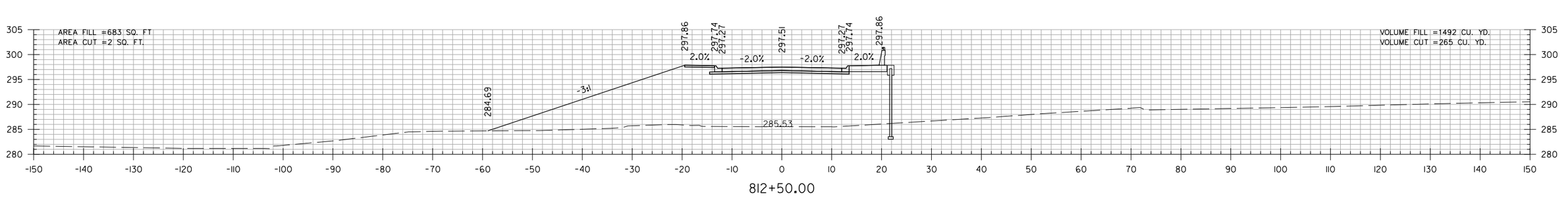
GREGORY ST.
STA. 810+50 TO STA. 811+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

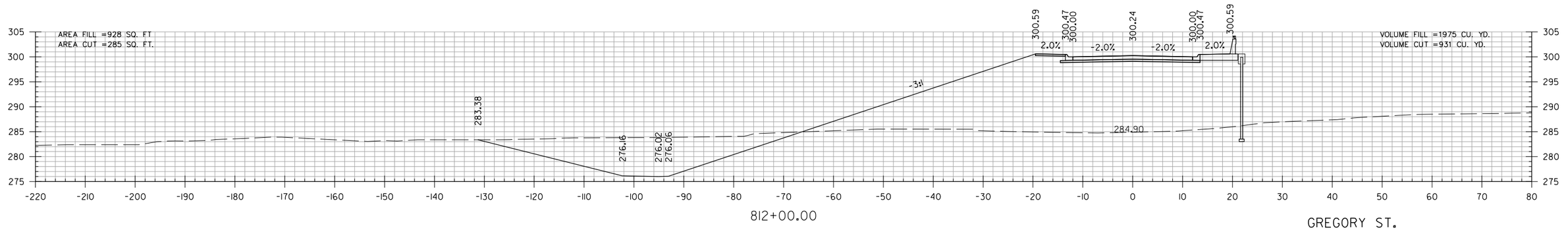
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1072	1104
				(2)	CROSS SECTIONS			



813+00.00



812+50.00



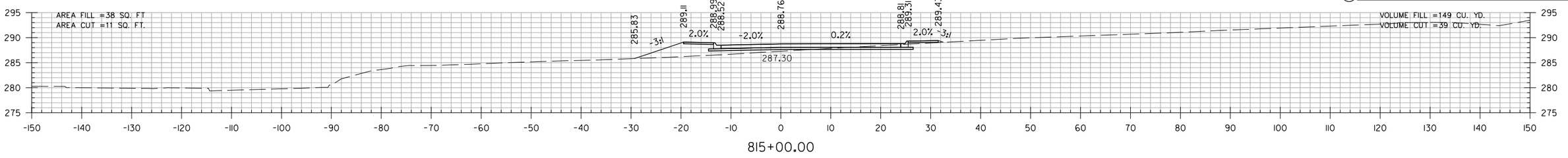
812+00.00

GREGORY ST.
STA. 812+00 TO STA. 813+00

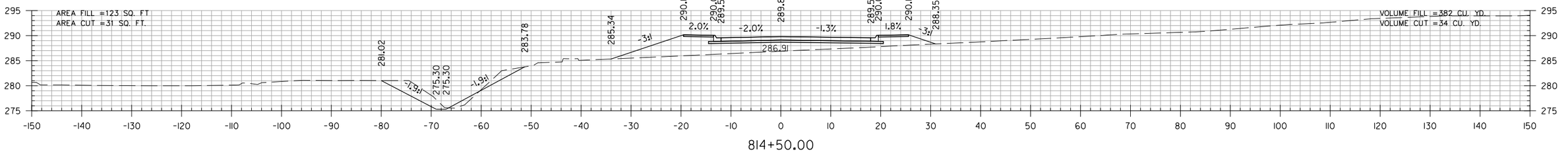
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1073	1104

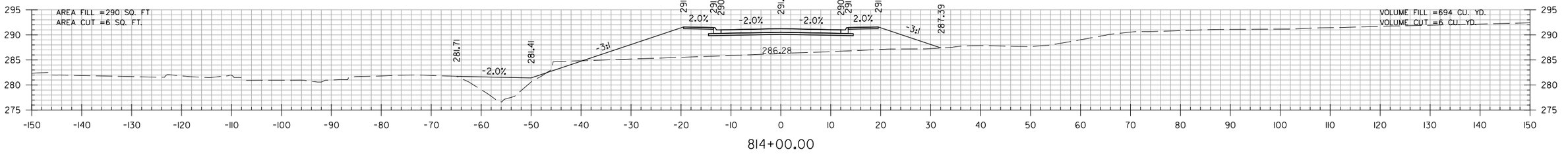
(2) CROSS SECTIONS



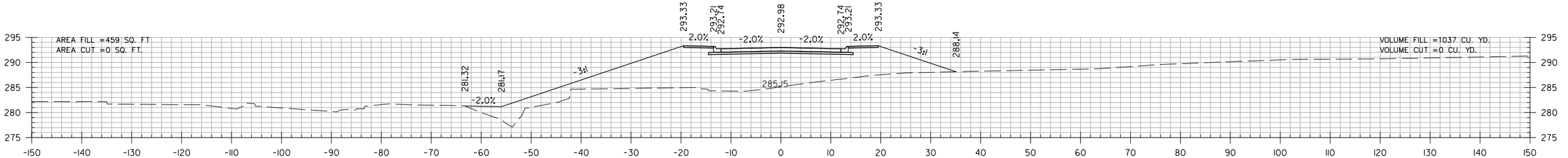
815+00.00



814+50.00



814+00.00



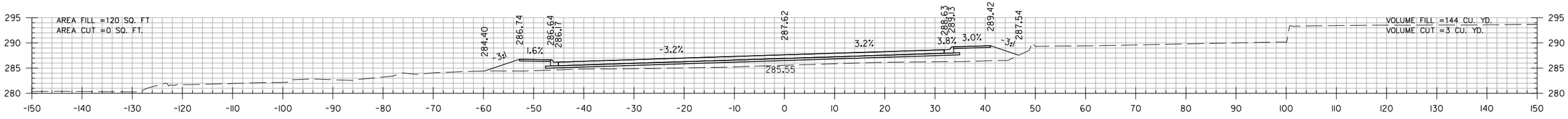
813+50.00

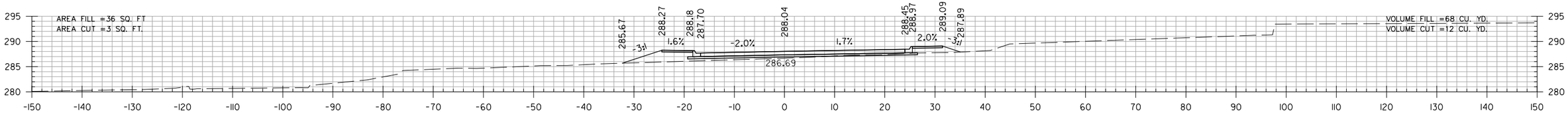
GREGORY ST.
STA. 813+50 TO STA. 815+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1074	1104
				(2)	CROSS SECTIONS			

STA. 816+26.87 END GREGORY ST.

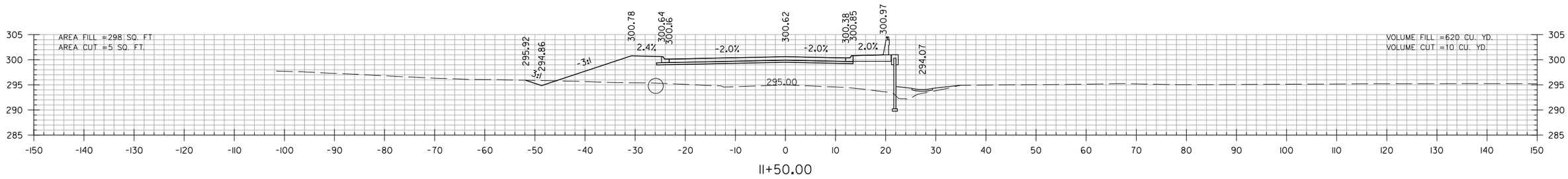




GREGORY ST.
STA. 815+50 TO STA. 816+00

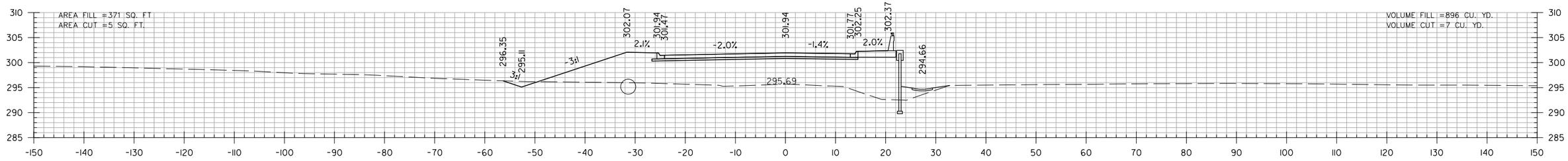
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1075	1104
				(2)	CROSS SECTIONS			



11+50.00

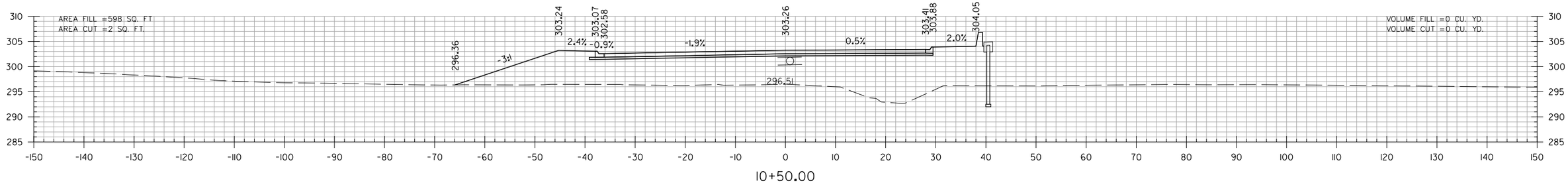
STA. 11+17.00 NORMAL CROWN (0.020 FT/FT)



11+00.00

STA. 10+60.00
BEGIN SP. DITCH LT. -0.50%
ELEV. 295.30

STA. 10+80.00
BEGIN SP. DITCH RT. -1.19%
ELEV. 294.90



10+50.00

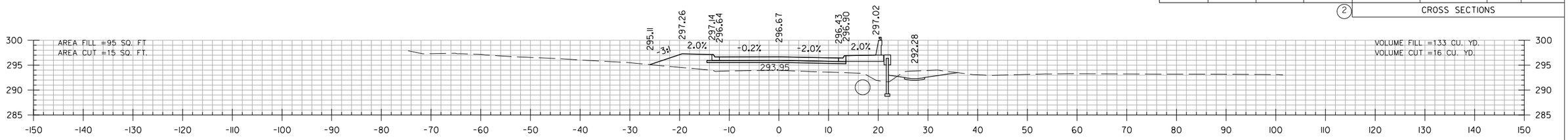
STA. 10+17.00 MATCH CROSS SLOPE OF GREGORY ST. (0.018 FT/FT)

STA. 10+17.00 BEGIN N. BAILEY BLVD. CONNECTION

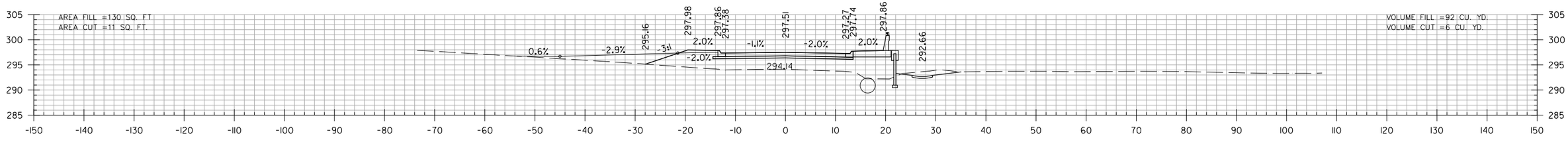
N. BAILEY BLVD. CONNECTION
STA. 10+50 TO STA. 11+50

SADonaldson 5/12/2022 6:41:55 PM
WORKSPACE: AHTD
L:\2021\2017132 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_N.Bailey_Blvd.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1076	1104
				(2)	CROSS SECTIONS			

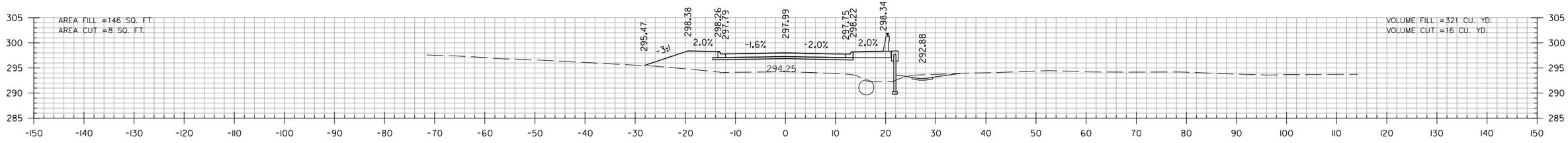


13+00.00



12+68.00

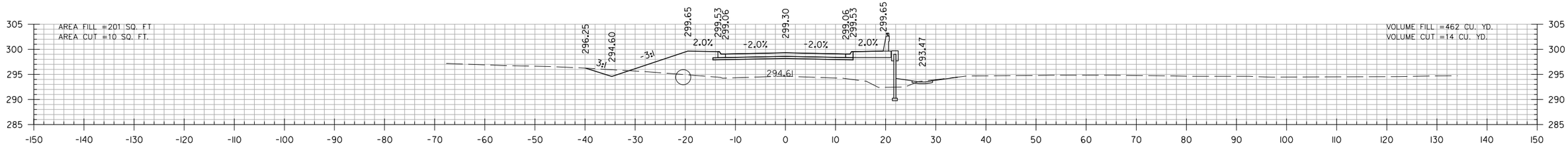
STA. 12+68 CONSTRUCT
APPROACH ON LT. = 45 CU. YDS.



12+50.00

STA. 12+40.00
END SP. DITCH LT. -0.50%
ELEV. 294.40

STA. 12+37.54 BEG. SUPERELEVATION (0.020 FT/FT)



12+00.00

N. BAILEY BLVD. CONNECTION
STA. 12+00 TO STA. 13+00

SADonaldson 5/12/2022 6:4:56 PM
WORKSPACE: AHTD
L:\2021\2201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_N_Bailey_Blvd.dgn
REVISED DATE:

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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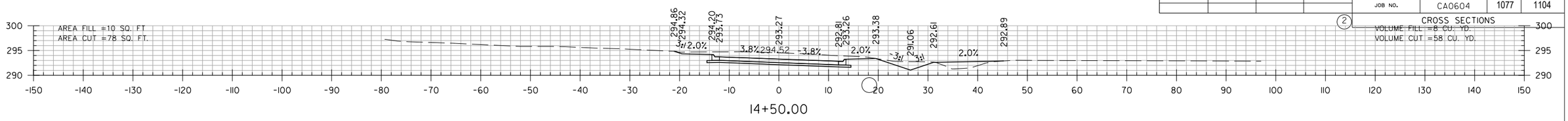
				JOB NO.		CA0604	1077	1104

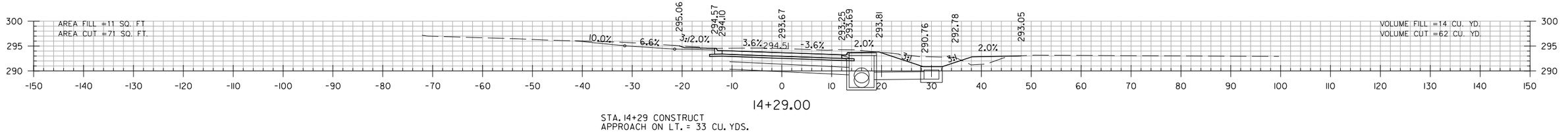
(2) CROSS SECTIONS



14+50.00

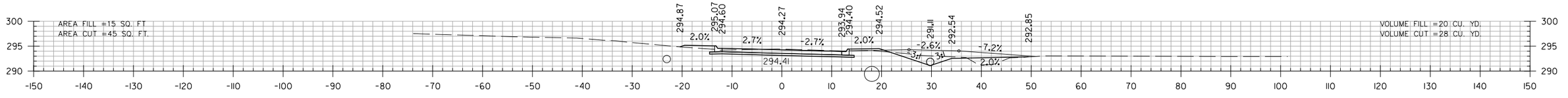
STA. 14+37.54 MAX. SUPERELEVATION (0.038 FT/FT)

STA. 14+30.00
END SP. DITCH RT. -1.19%
BEGIN SP. DITCH RT. +1.54%
ELEV. 290.75



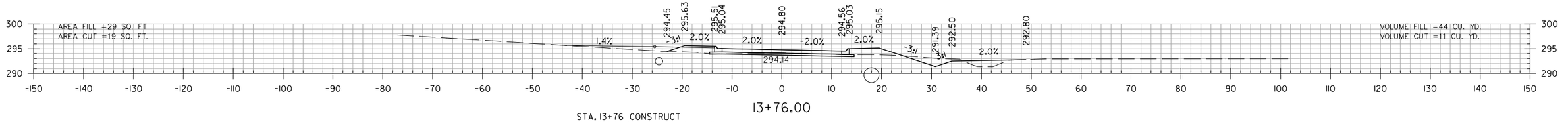
14+29.00

STA. 14+29 CONSTRUCT
APPROACH ON LT. = 33 CU. YDS.



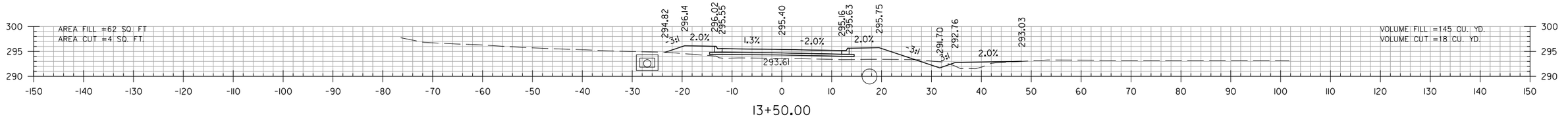
14+00.00

STA. 13+95 INSTALL
18" X 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 27 CY. YDS.



13+76.00

STA. 13+76 CONSTRUCT
APPROACH ON LT. = 12 CU. YDS.



13+50.00

N. BAILEY BLVD. CONNECTION
STA. 13+50 TO STA. 14+50

SADonaldson 5/12/2022 6:41:56 PM
WORKSPACE: AHTD
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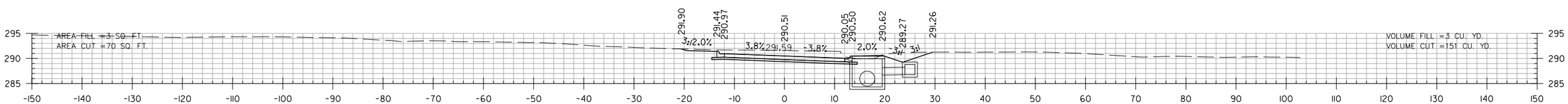
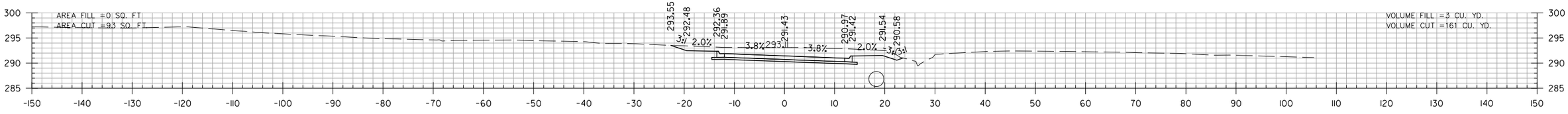
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1078	1104
				(2)	CROSS SECTIONS			



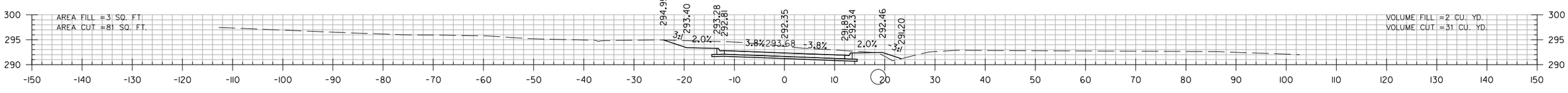
16+00.00

STA. 16+00.00
END SP. DITCH RT. -2.62%
ELEV. 289.27



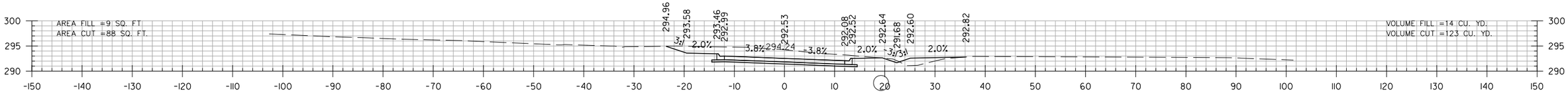
15+50.00

STA. 15+50.00
BEGIN SP. DITCH RT. -2.62%
ELEV. 290.58



15+00.00

STA. 15+00.00
END SP. DITCH RT. +1.54%
ELEV. 291.83



14+90.00

STA. 14+90 CONSTRUCT
APPROACH ON LT. = 60 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 14+90

N. BAILEY BLVD. CONNECTION
STA. 14+90 TO STA. 16+00

SADonaldson 5/12/2022 6:41:56 PM
WORKSPACE: AHTD
L:\2021\201732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_N.Bailey_Blvd.dgn
REVISED DATE:

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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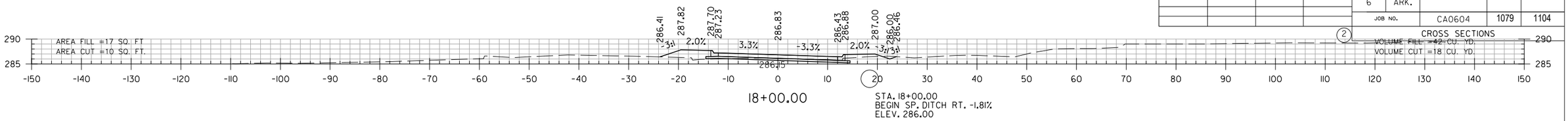
				JOB NO.		CA0604	1079	1104

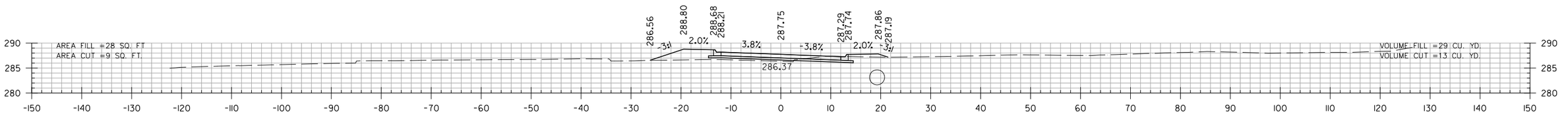
(2) CROSS SECTIONS



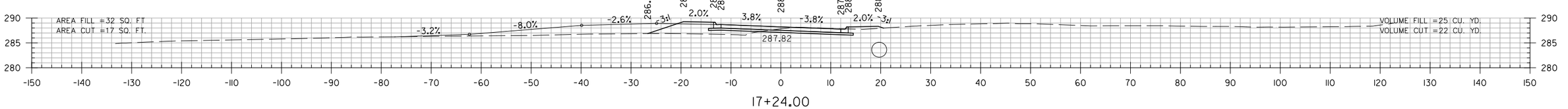
18+00.00

STA. 18+00.00
BEGIN SP. DITCH RT. -1.81%
ELEV. 286.00

STA. 17+84.28 MAX. SUPERELEVATION (0.038 FT/FT)

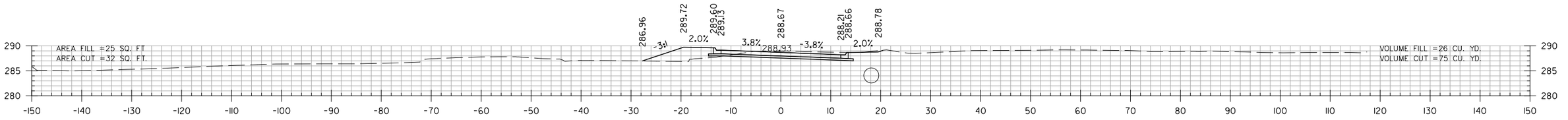


17+50.00

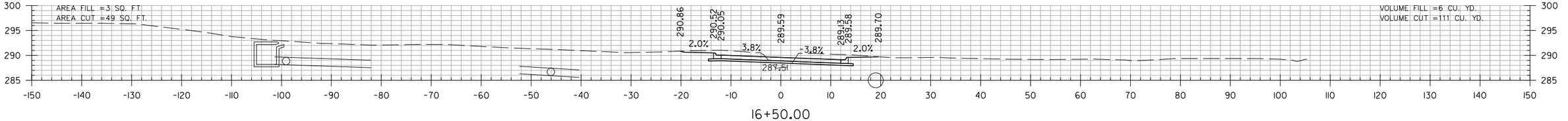


17+24.00

STA. 17+24 CONSTRUCT
APPROACH ON LT. = 147 CU. YDS.



17+00.00



16+50.00

N. BAILEY BLVD. CONNECTION
STA. 16+50 TO STA. 18+00

SADonaldson 5/12/2022 6:49:56 PM
WORKSPACE: AHTD
L:\2002\2001732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_N.Bailey_Blvd.dgn
REVISED DATE:

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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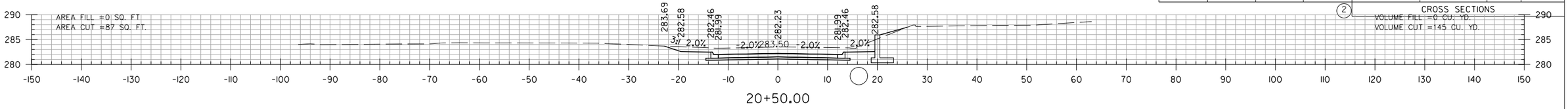
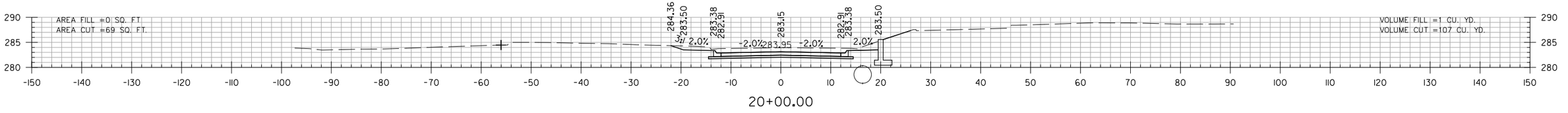
				JOB NO.		CA0604	1080	1104

(2) CROSS SECTIONS

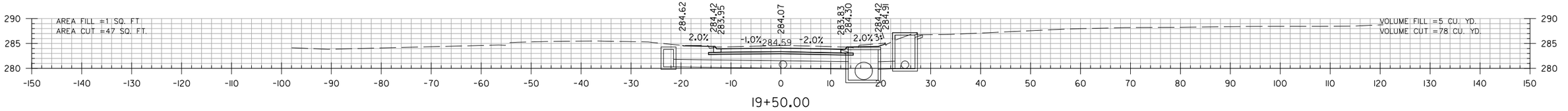


20+50.00



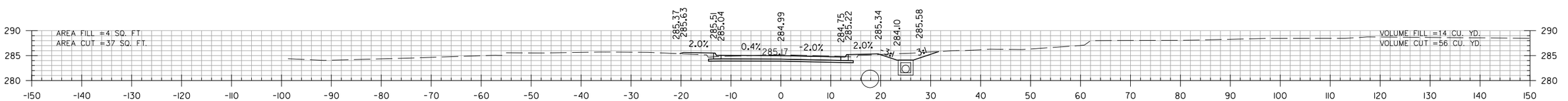
20+00.00

STA. 19+84.28 END SUPERELEVATION (0.020 FT/FT)

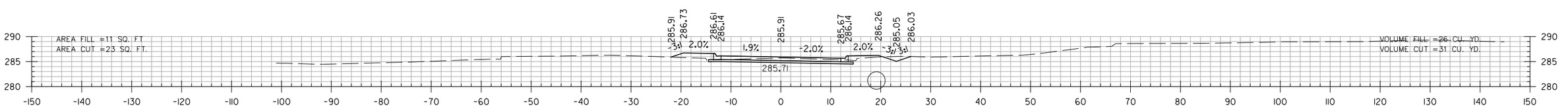


19+50.00

STA. 19+05.00
END SP. DITCH RT. -1.81%
ELEV. 284.10



19+00.00



18+50.00

N. BAILEY BLVD. CONNECTION
STA. 18+50 TO STA. 20+50

SADonaldson 5/12/2022 6:41:56 PM
WORKSPACE: AHTD
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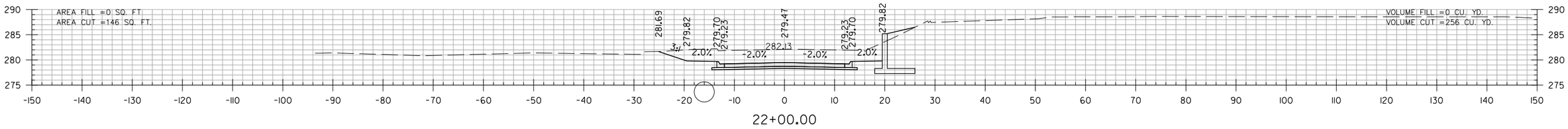
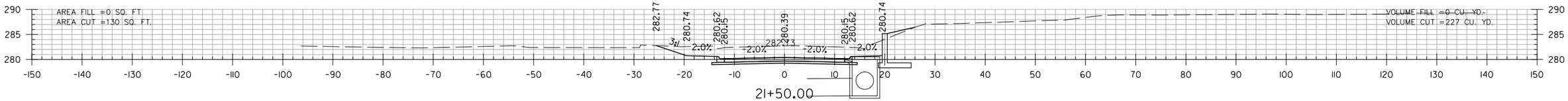
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1081	1104
				(2)	CROSS SECTIONS			

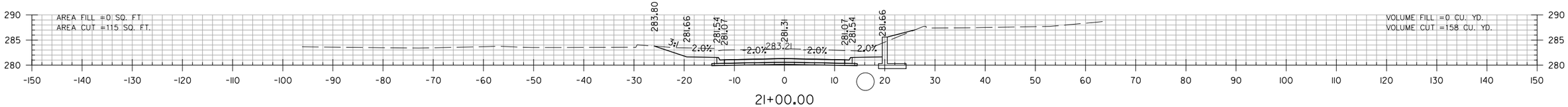
STA. 22+33.39 NORMAL CROWN (0.020 FT/FT)



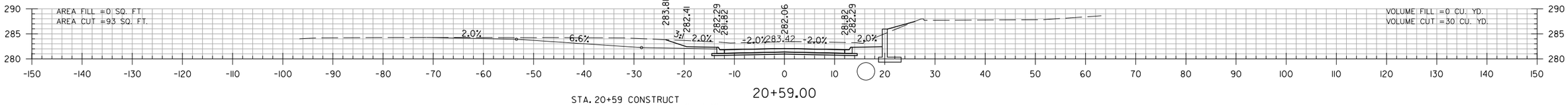
22+00.00



21+50.00



21+00.00



20+59.00

STA. 20+59 CONSTRUCT
APPROACH ON LT. = 153 CU. YDS.

N. BAILEY BLVD. CONNECTION
STA. 20+59 TO STA. 22+00

SADonaldson 5/12/2022 6:4:56 PM
WORKSPACE: AHTD
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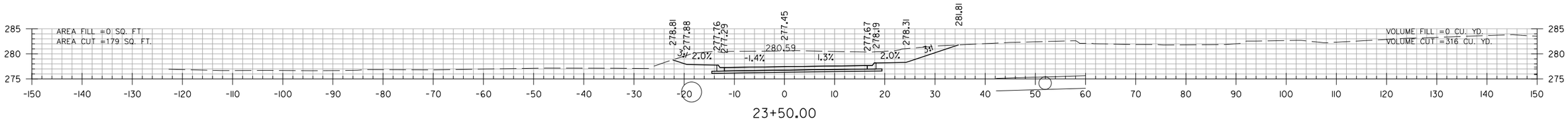
REVISED DATE:

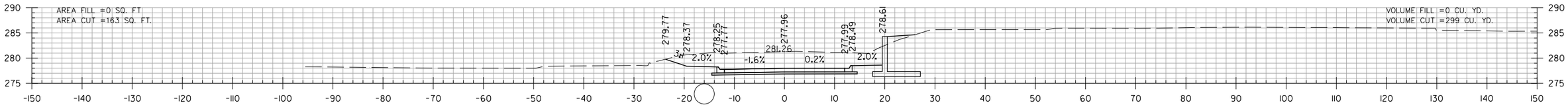
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1082	1104
				(2)	CROSS SECTIONS			

STA. 24+06.32 END N. BAILEY BLVD. CONNECTION

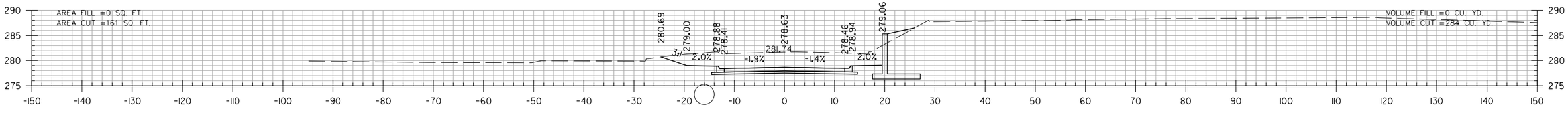
STA. 24+06.32 MATCH CROSS SLOPE OF JOHN HARDEN DR. (0.0135 FT/FT)



23+50.00



23+00.00



22+50.00

N. BAILEY BLVD. CONNECTION
STA. 22+50 TO STA. 23+50

SADonaldson 5/12/2022 6:45:57 PM
WORKSPACE: AHTD
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REVISED DATE:

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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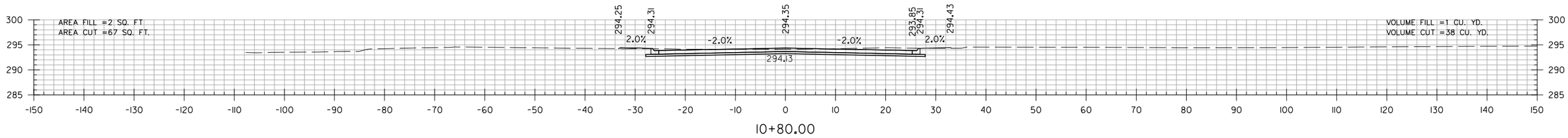
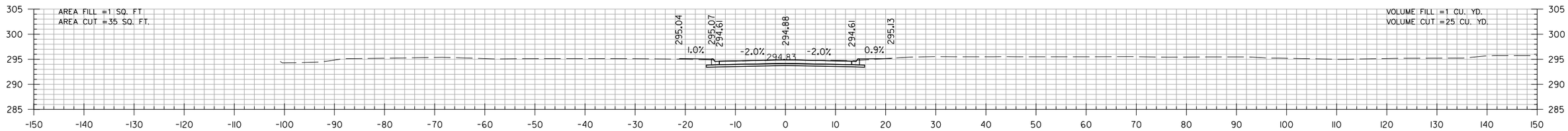
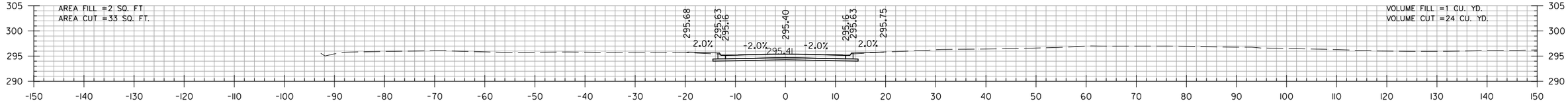
				JOB NO.		CA0604	1083	1104
				(2)	CROSS SECTIONS			



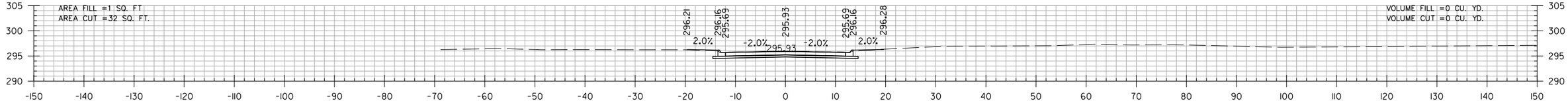
10+80.00



10+60.00



10+40.00

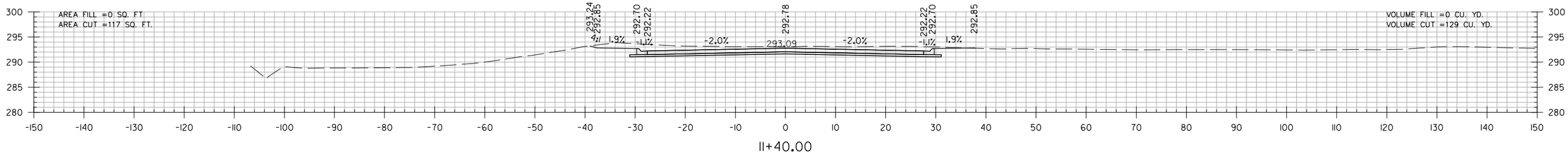


10+20.00

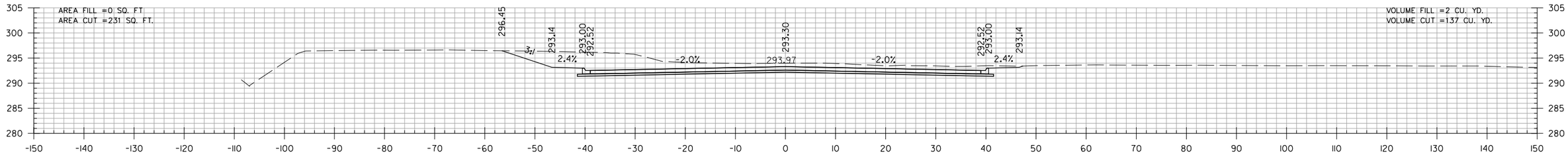
PARRISH ST.
STA. 10+20 TO STA. 10+80

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

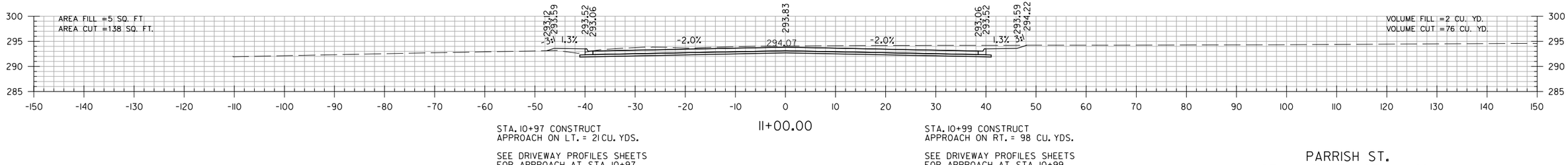
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1084	1104
				(2)	CROSS SECTIONS			



11+40.00



11+20.00



11+00.00

STA. 10+97 CONSTRUCT
APPROACH ON LT. = 21 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 10+97

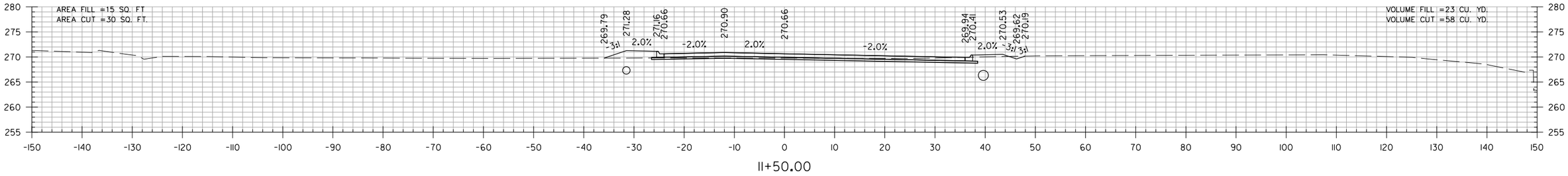
STA. 10+99 CONSTRUCT
APPROACH ON RT. = 98 CU. YDS.

SEE DRIVEWAY PROFILES SHEETS
FOR APPROACH AT STA. 10+99

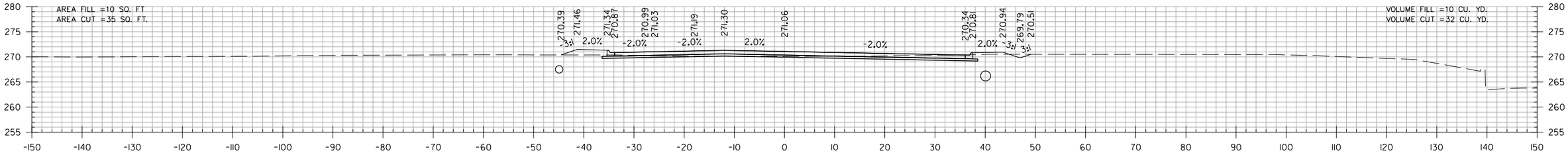
PARRISH ST.
STA. 11+00 TO STA. 11+40

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

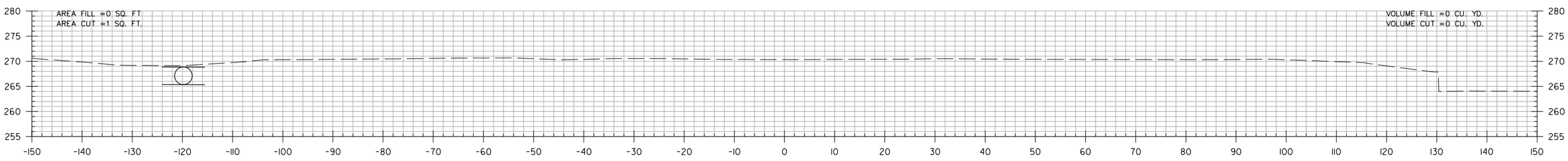
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1085	1104
				(2)	CROSS SECTIONS			



11+50.00



11+00.00



10+50.00

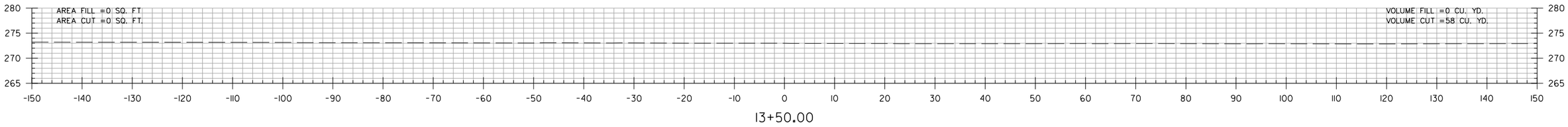
STA. 10+24.41 BEGIN N.J.P. WRIGHT LOOP RD.
MATCH T.P. WHITE DR.

STA. 10+30.15
BEGIN SP. DITCH RT. -0.42%
ELEV. 270.09

J.P. WRIGHT LOOP RD.
STA. 10+50 TO STA. 11+50

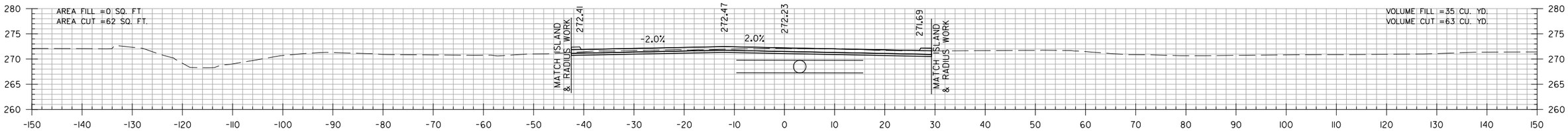
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1086	1104
				(2)	CROSS SECTIONS			



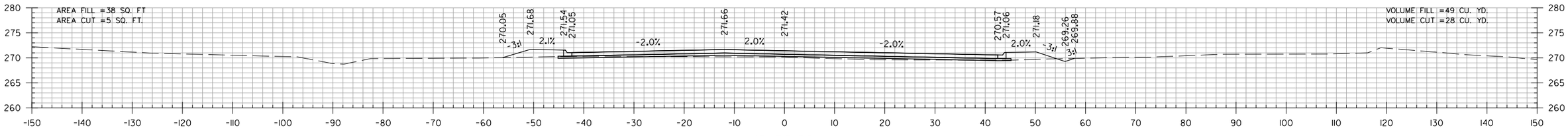
13+50.00

STA. 13+18.82 MATCH N. IST ST.

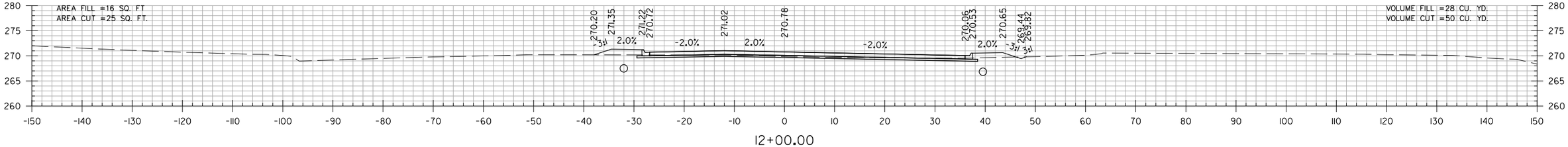


13+00.00

STA. 12+92.50
EDN SP. DITCH RT. -0.42%
ELEV. 269.00



12+50.00

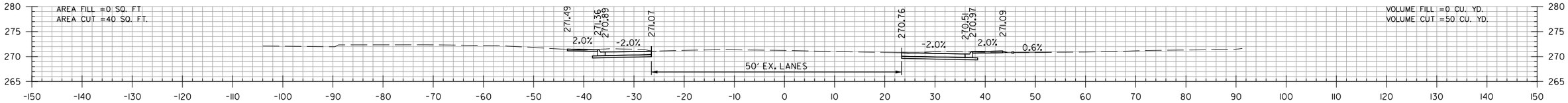


12+00.00

J.P. WRIGHT LOOP RD.
STA. 12+00 TO STA. 13+50

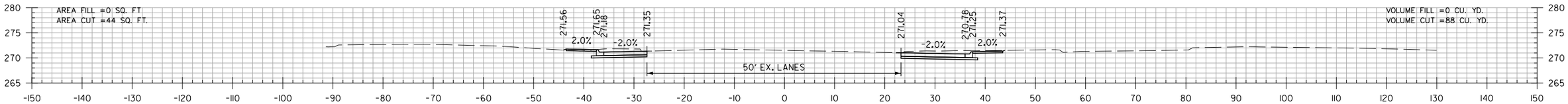
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1087	1104
				(2)	CROSS SECTIONS			

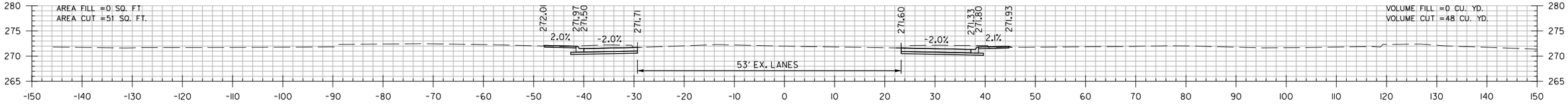


15+32.00

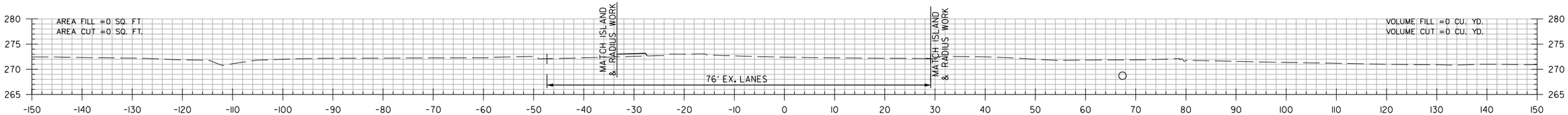
STA. 15+32 CONSTRUCT
APPROACH ON RT. = 21 CU. YDS.



15+00.00



14+50.00



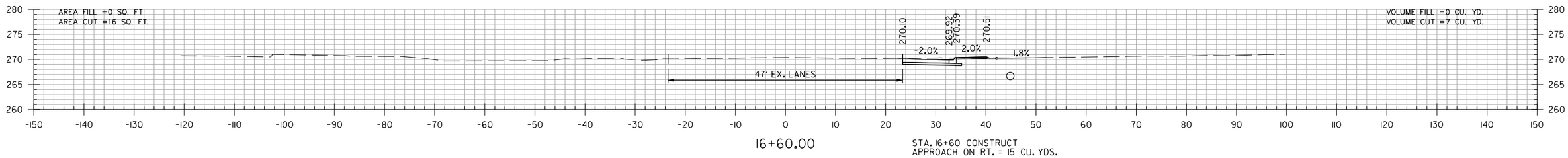
14+00.00

STA. 13+73.77 MATCH N. IST ST.

J.P. WRIGHT LOOP RD.
STA. 14+00 TO STA. 15+32

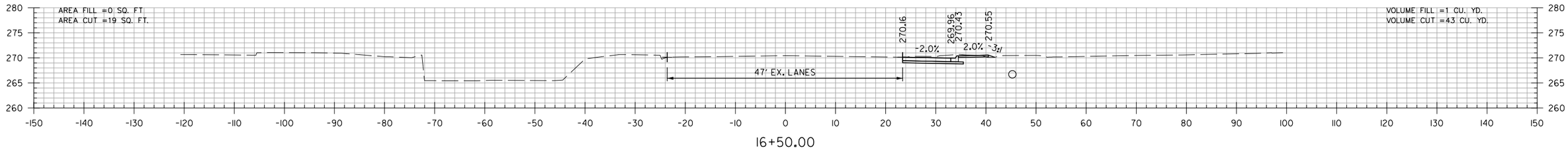
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1088	1104
				(2)	CROSS SECTIONS			

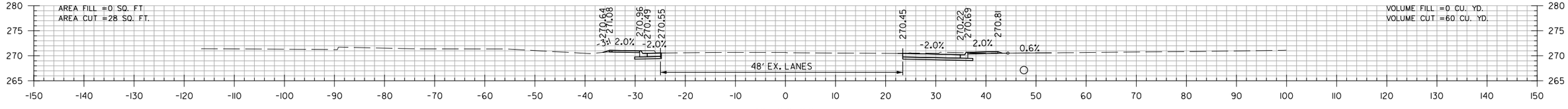


16+60.00

STA. 16+60 CONSTRUCT
APPROACH ON RT. = 15 CU. YDS.

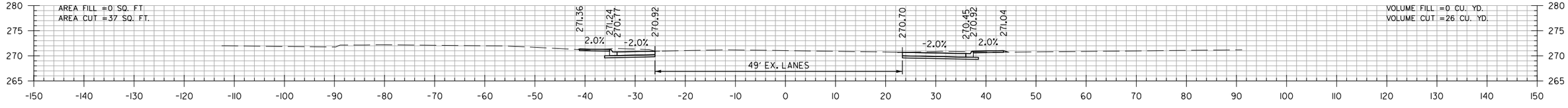


16+50.00



16+00.00

STA. 15+95 CONSTRUCT
APPROACH ON RT. = 13 CU. YDS.



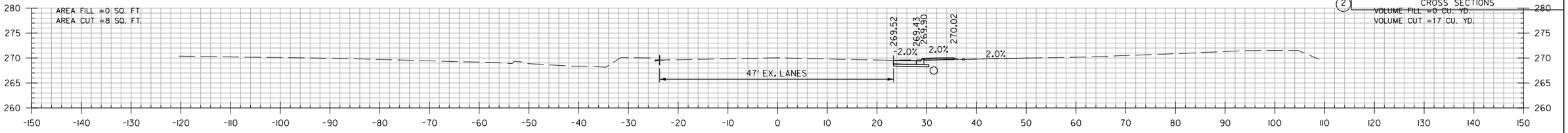
15+50.00

J.P. WRIGHT LOOP RD.
STA. 15+50 TO STA. 16+60

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

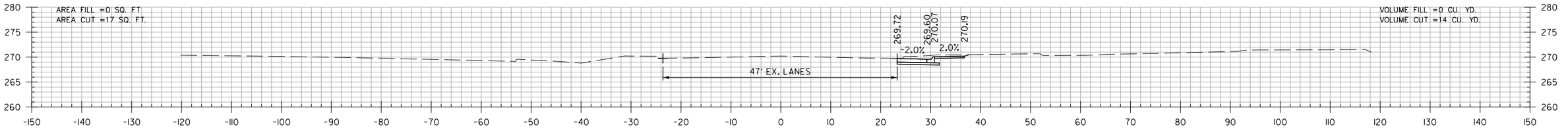
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1089	1104

(2) CROSS SECTIONS

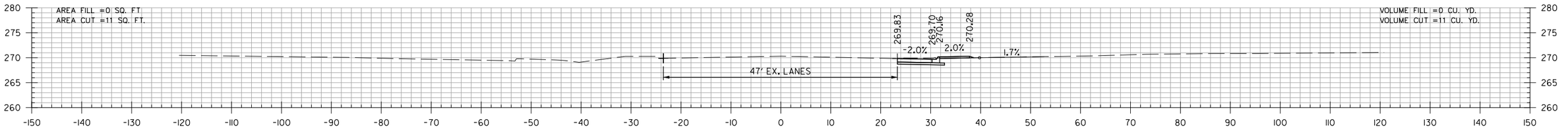


17+86.00

STA. 17+86 CONSTRUCT
APPROACH ON RT. = 18 CU. YDS.

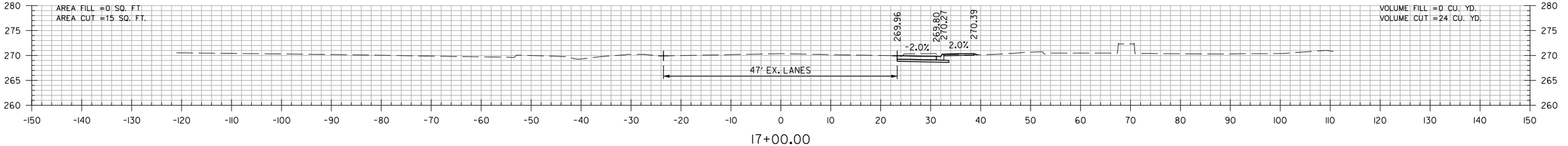


17+50.00



17+23.00

STA. 17+23 CONSTRUCT
APPROACH ON RT. = 16 CU. YDS.



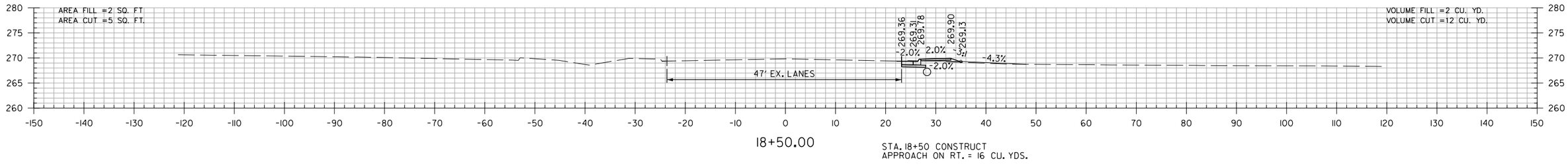
17+00.00

J.P. WRIGHT LOOP RD.
STA. 17+00 TO STA. 17+86

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

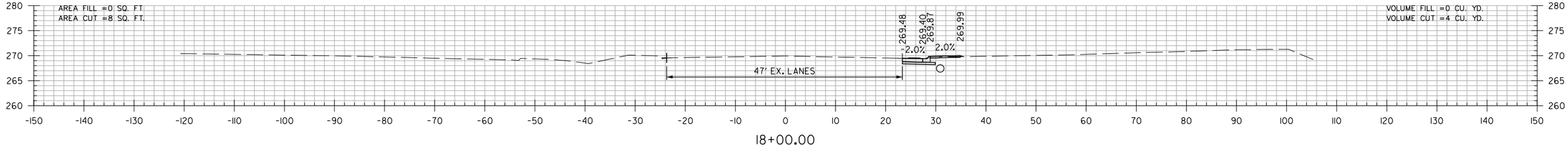
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1090	1104
				(2)	CROSS SECTIONS			

STA. 18+89.10 END N.J.P. WRIGHT LOOP RD.



18+50.00

STA. 18+50 CONSTRUCT
APPROACH ON RT. = 16 CU. YDS.



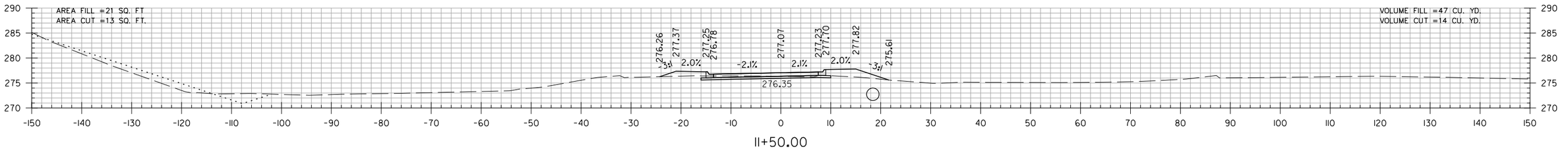
18+00.00

J.P. WRIGHT LOOP RD.
STA. 18+00 TO STA. 18+50

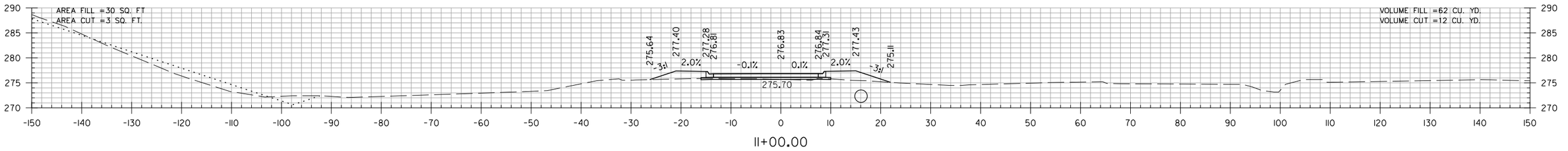
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1091	1104

(2) CROSS SECTIONS

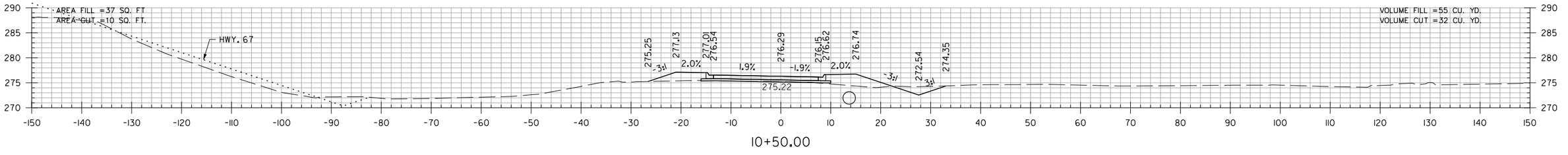


11+50.00



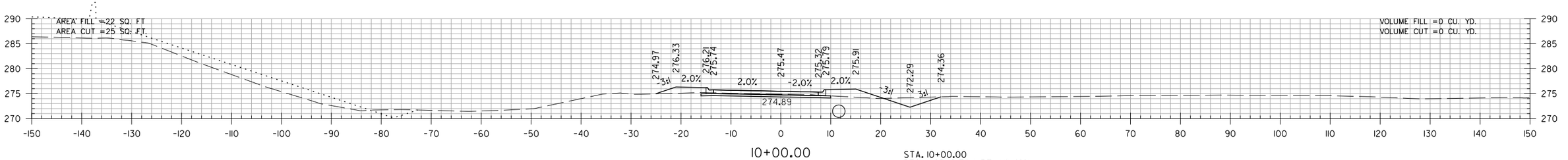
11+00.00

STA. 10+63.00
END SP. DITCH RT. +0.49%
ELEV. 272.60



10+50.00

STA. 10+46.49 BEG. SUPERELEVATION (0.020 FT/FT)



10+00.00

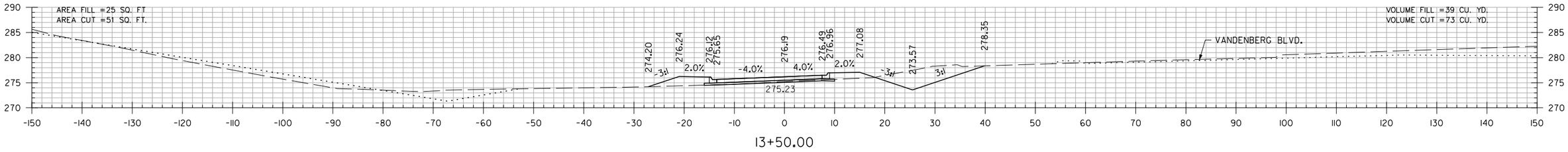
STA. 10+00.00
BEGIN SP. DITCH RT. +0.49%
ELEV. 272.29

STA. 10+00.00 BEGIN TURNAROUND
STA. 190+98.80 END T.P. WHITE DR.

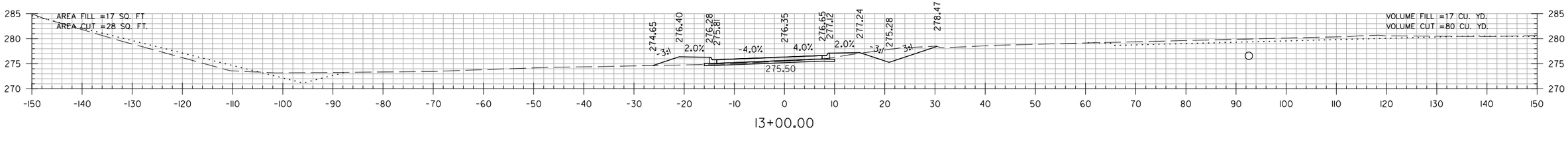
TURNAROUND
STA. 10+00 TO STA. 11+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

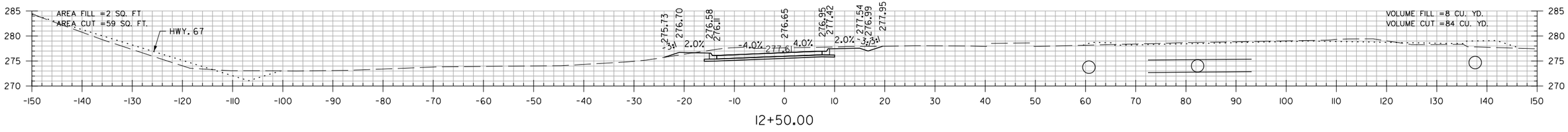
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1092	1104
				(2)	CROSS SECTIONS			



13+50.00

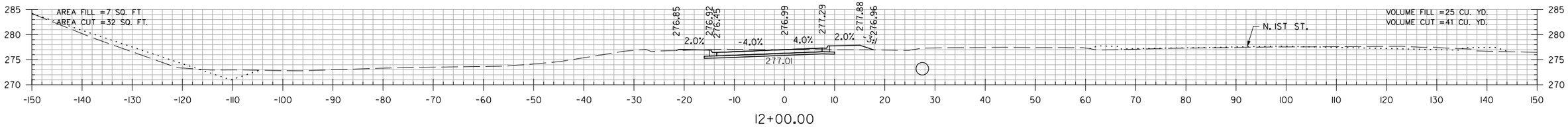


13+00.00



12+50.00

STA. 12+30.00
BEGIN SP. DITCH RT. -3.41%
ELEV. 277.67



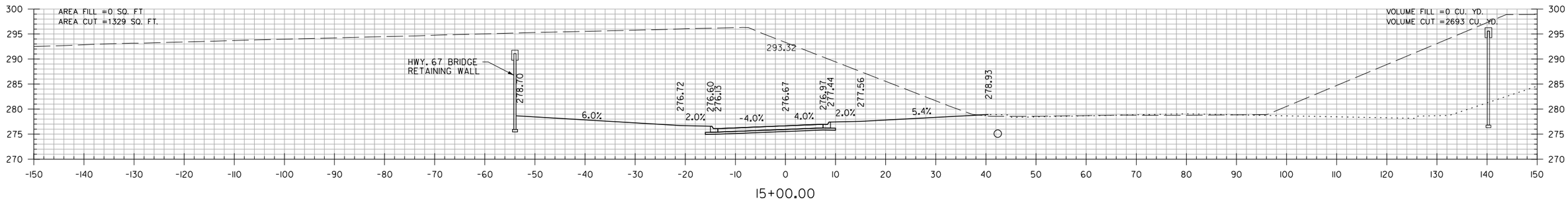
12+00.00

STA. 11+96.49 MAX. SUPERELEVATION (0.040 FT/FT)

TURNAROUND
STA. 12+00 TO STA. 13+50

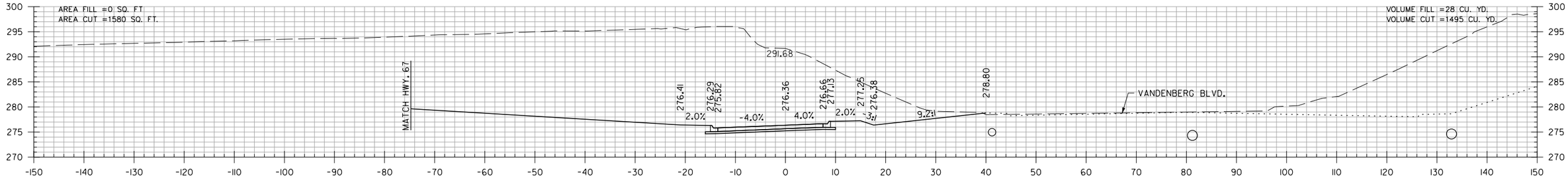
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1093	1104
				(2)	CROSS SECTIONS			

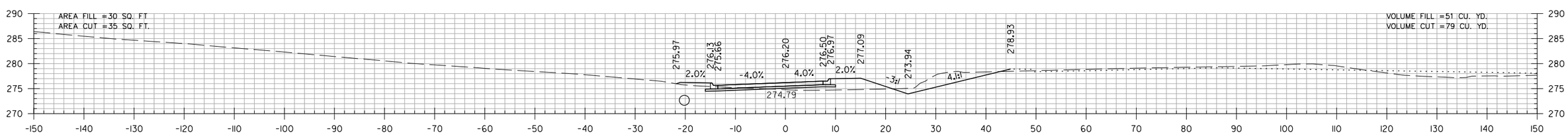


15+00.00

STA. 14+70.00
END SP. DITCH RT. +4.87%
ELEV. 277.35



14+50.00



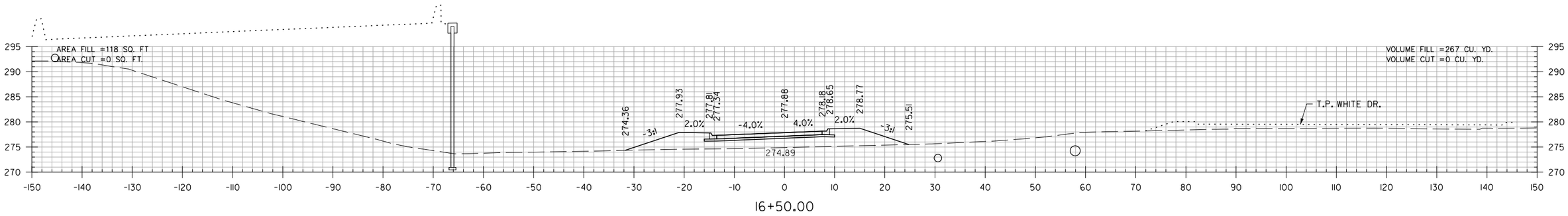
14+00.00

STA. 13+75.00
END SP. DITCH RT. -3.41%
BEGIN SP. DITCH RT. +4.87%
ELEV. 272.72

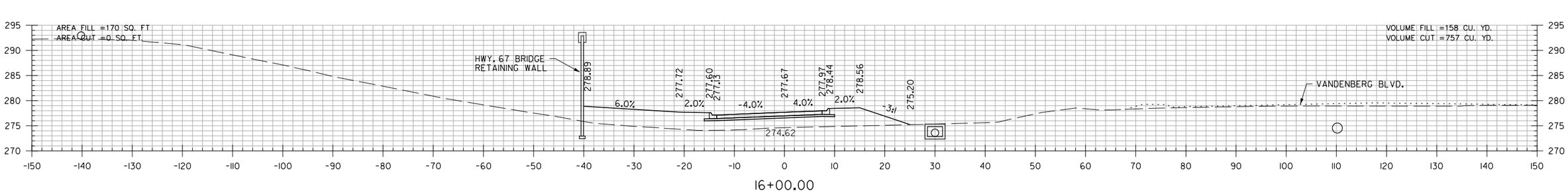
TURNAROUND
STA. 14+00 TO STA. 15+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

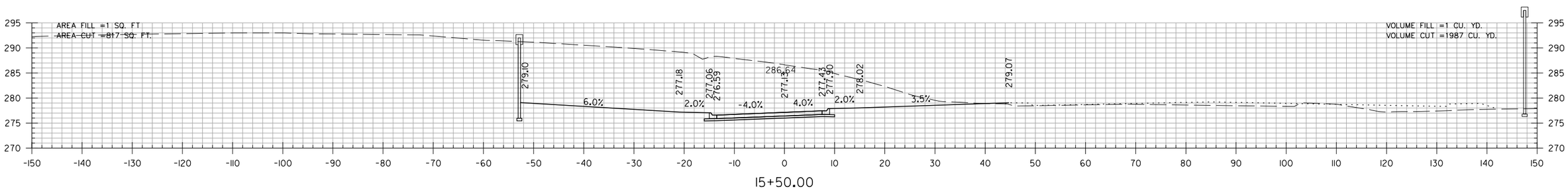
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1094	1104
				(2)	CROSS SECTIONS			



16+50.00



16+00.00



15+50.00

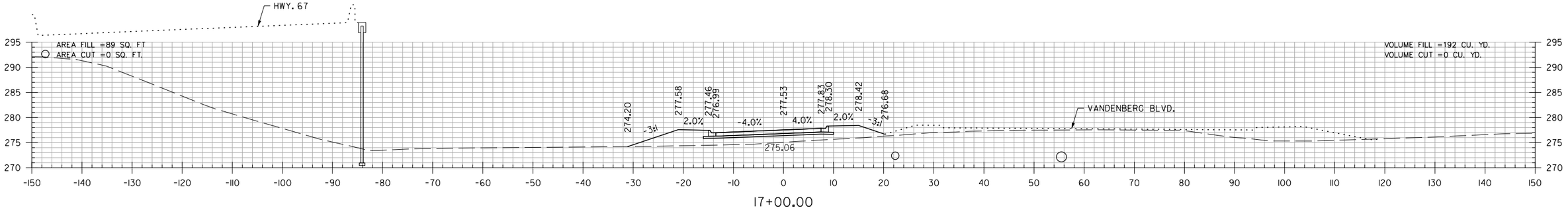
TURNAROUND
STA. 15+50 TO STA. 16+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1095	1104
				(2)	CROSS SECTIONS			

STA. 17+26.49 END TURNAROUND

STA. 17+26.49 MAX. SUPERELEVATION (0.040 FT/FT)

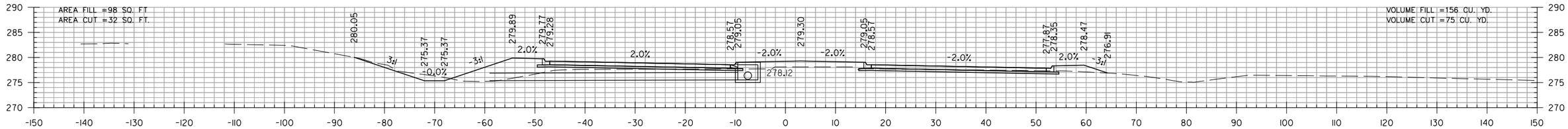


17+00.00

TURNAROUND
STA. 17+00 TO STA. 17+00

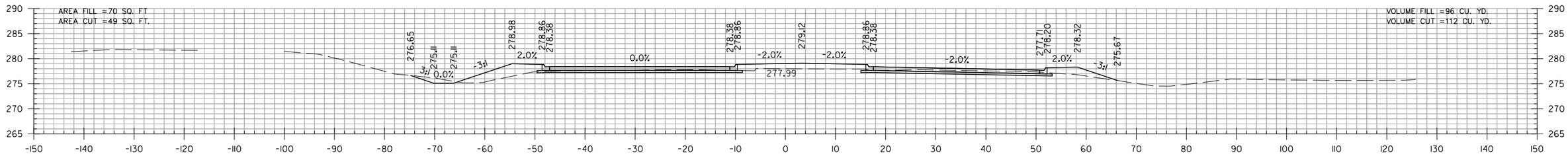
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1096	1104
				(2)	CROSS SECTIONS			



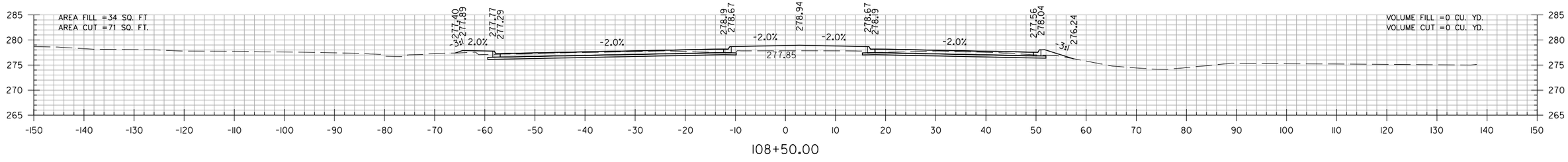
109+50.00

STA. 109+50.00 MAX. SUPERELEVATION (0.020 FT/FT)



109+00.00

STA. 108+80.00
BEGIN SP. DITCH LT. +0.52%
ELEV. 275.00



108+50.00

STA. 108+50.00 BEG. SUPERELEVATION (0.020 FT/FT)

STA. 108+50.00 BEGIN VANDENBERG BLVD.

VANDENBURG BLVD.
STA. 108+50 TO STA. 109+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	1097	1104
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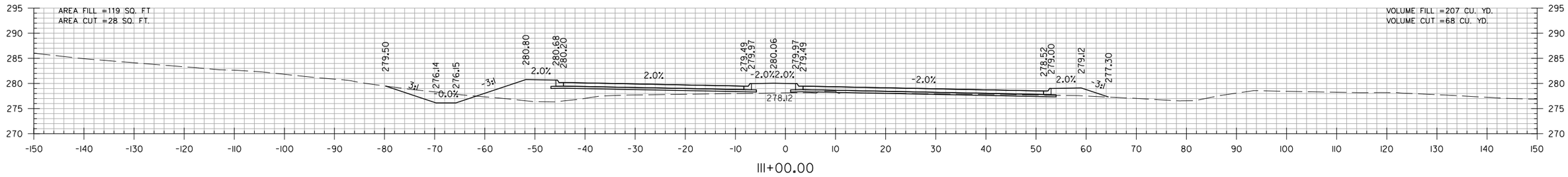
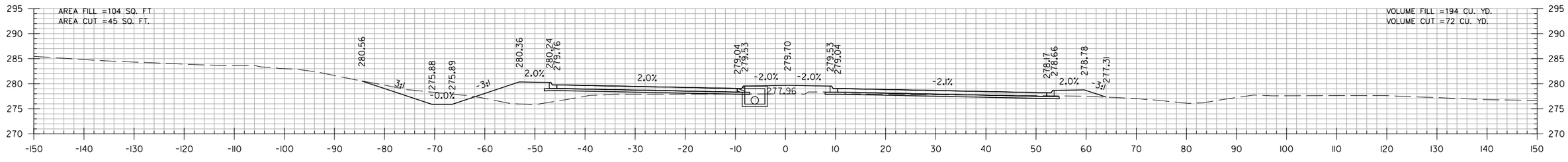
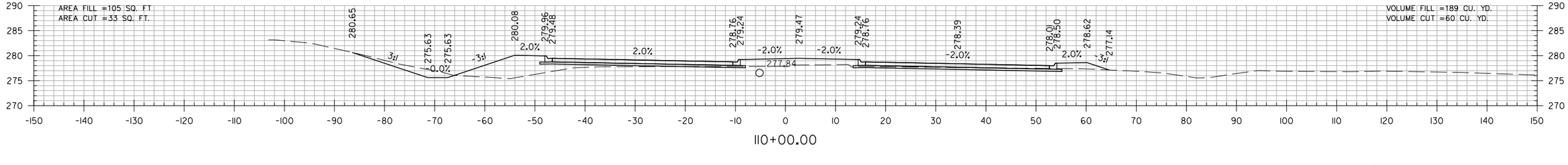


111+00.00



110+50.00



110+00.00

VANDENBURG BLVD.
STA. 110+00 TO STA. 111+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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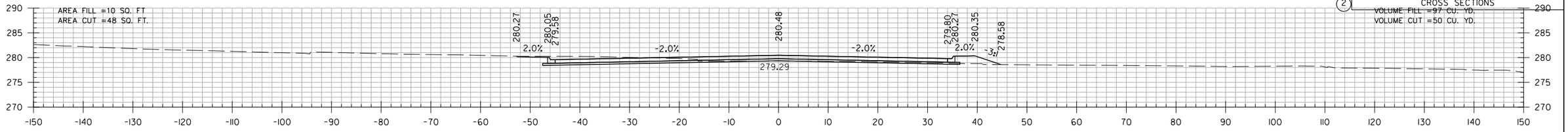
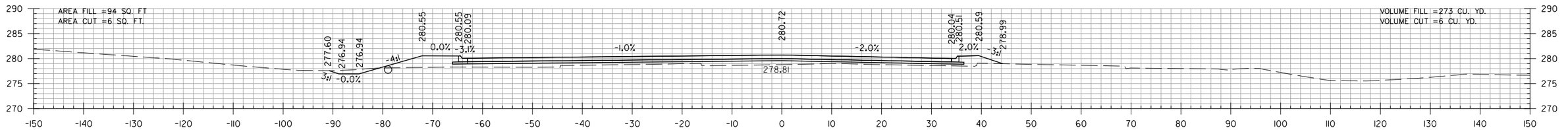
				JOB NO.		CA0604	1098	1104

(2) CROSS SECTIONS



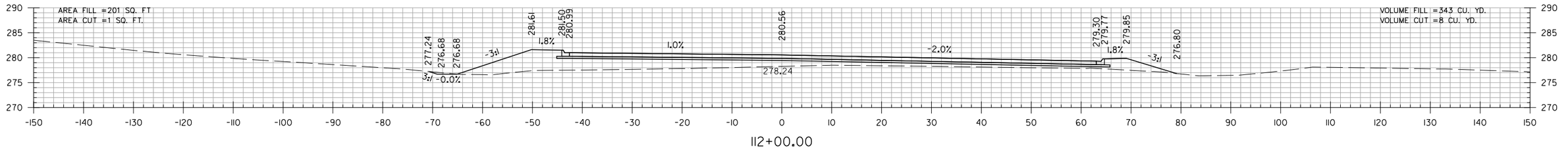
113+00.00

STA. 112+75.00 END SUPERELEVATION (0.020 FT/FT)



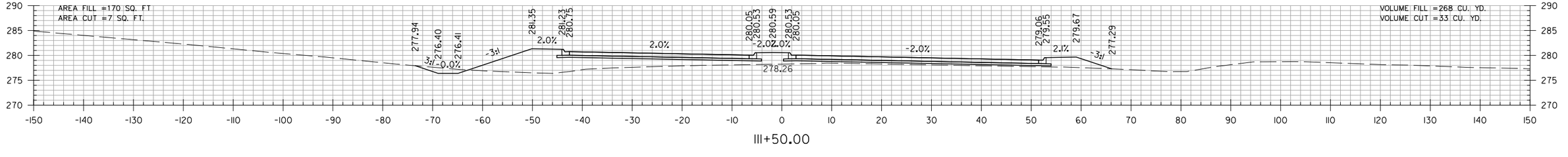
112+50.00

STA. 112+50.00
END SP. DITCH LT. +0.52%
ELEV. 276.94



112+00.00

STA. 111+75.00 MAX. SUPERELEVATION (0.020 FT/FT)



111+50.00

VANDENBURG BLVD.
STA. 111+50 TO STA. 113+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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.		CA0604	1099	1104
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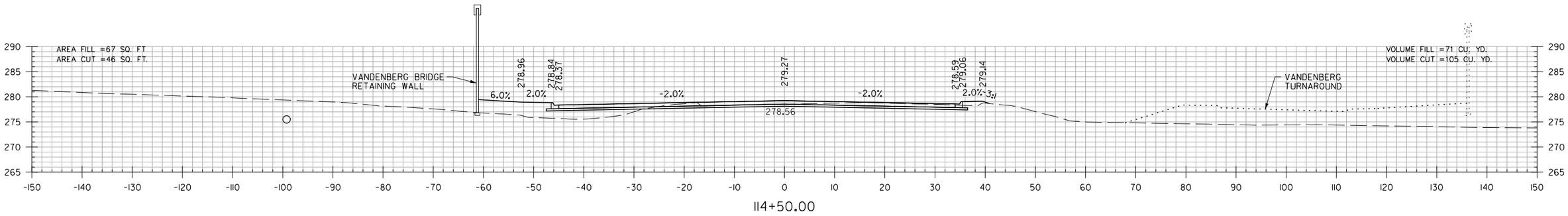
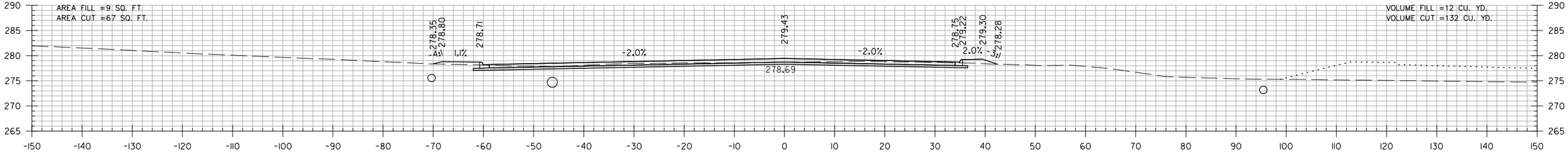
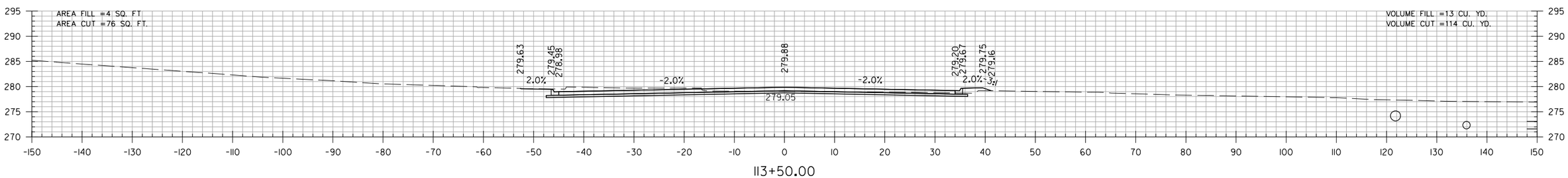


114+50.00



114+00.00



113+50.00

VANDENBURG BLVD.
STA. 113+50 TO STA. 114+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

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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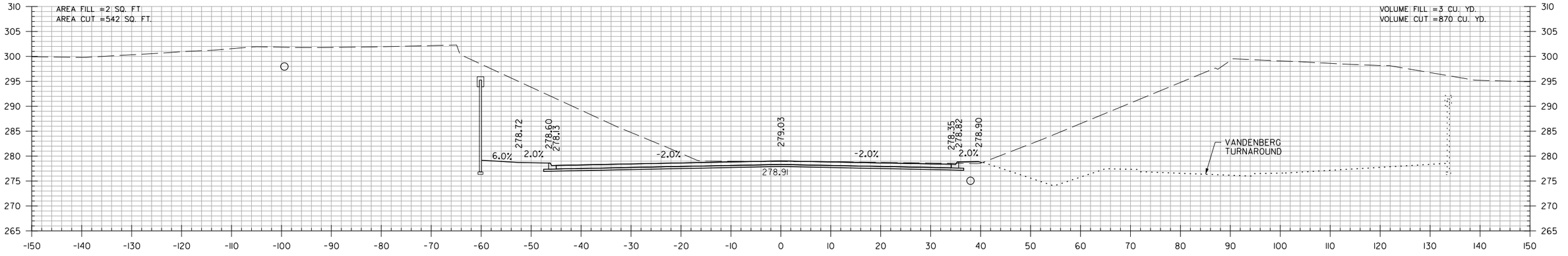
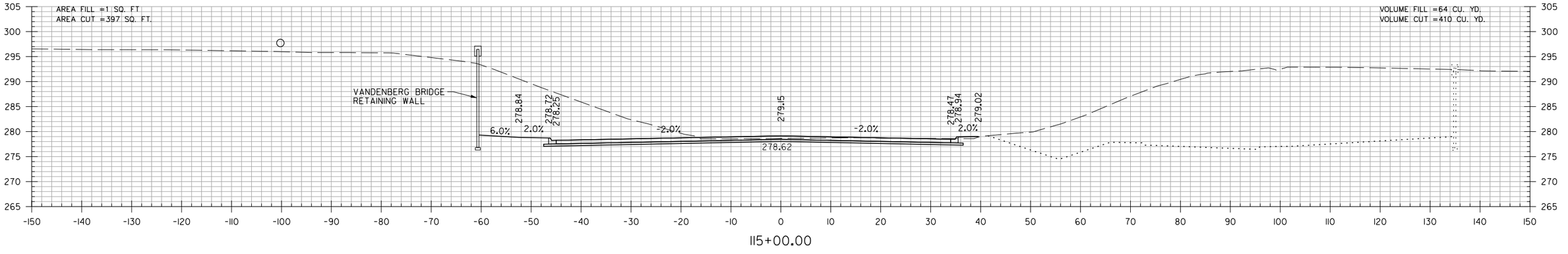
				JOB NO.		CA0604	1100	1104
				(2)	CROSS SECTIONS			



115+50.00



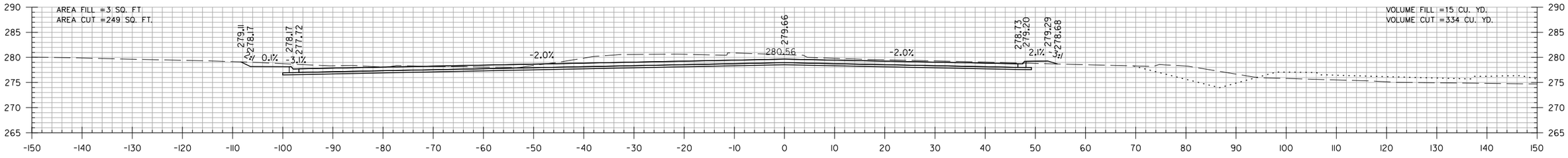
115+00.00

VANDENBURG BLVD.
STA. 115+00 TO STA. 115+50

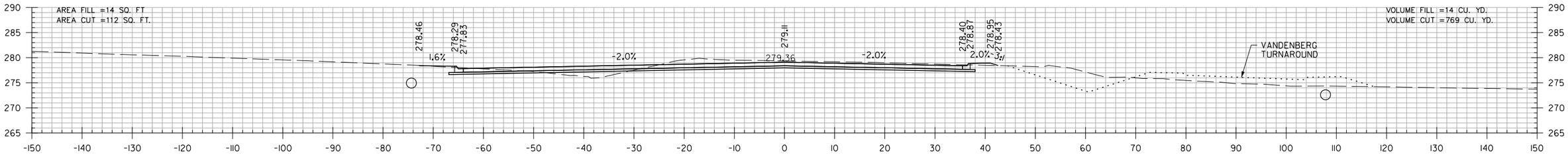
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1101	1104
				(2)	CROSS SECTIONS			

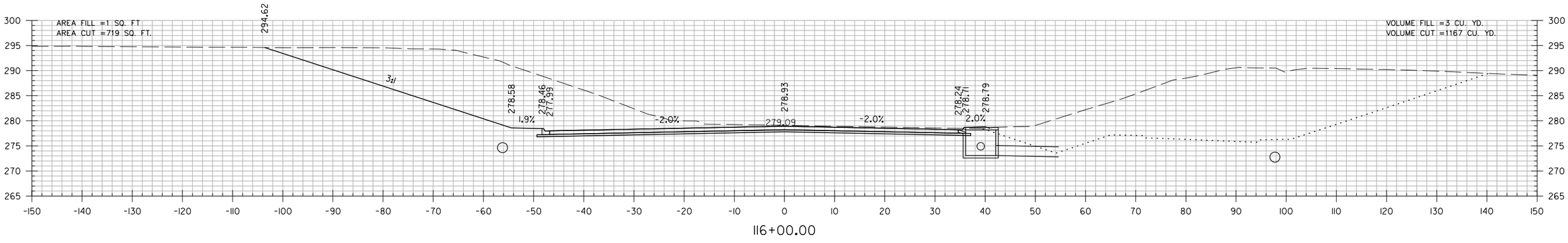
STA. 117+76.07 END VANDENBERG BLVD.



117+00.00



116+50.00



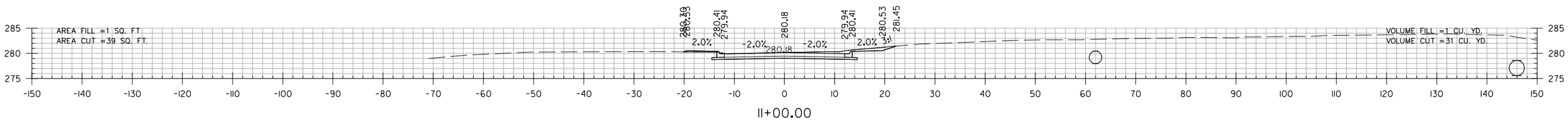
116+00.00

VANDENBURG BLVD.
STA. 116+00 TO STA. 117+00

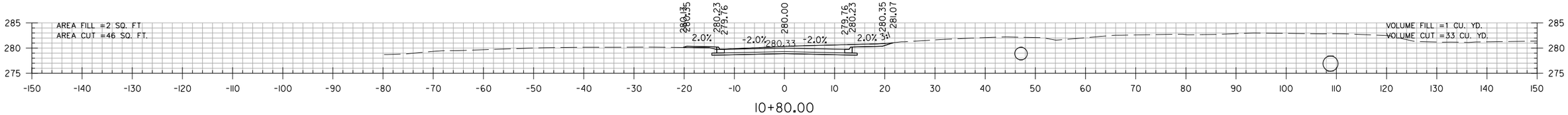
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1102	1104
				(2)		CROSS SECTIONS		

STA. 11+00 END CONST.
MATCH EXISTING N. JEFF DAVIS AVE.



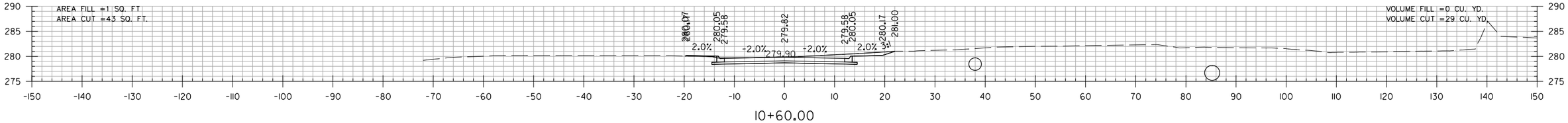
11+00.00



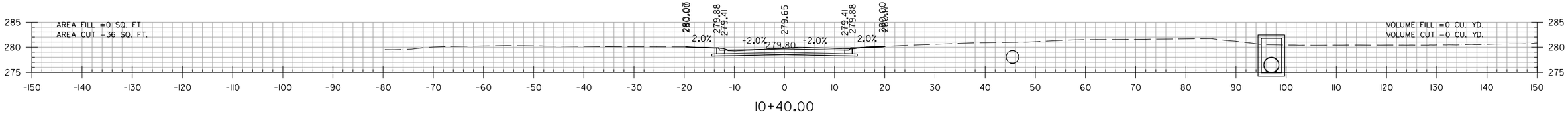
10+80.00

STA. 10+25 TO STA. 11+00 CONSTRUCT
HILL ST./N. JEFF DAVIS AVE.
APPROACH = 112 CU. YDS.

SEE SIDE ROAD PROFILES SHEET FOR
HILL ST./N. JEFF DAVIS AVE. APPROACH
AT STA. 10+25 TO STA. 11+00



10+60.00



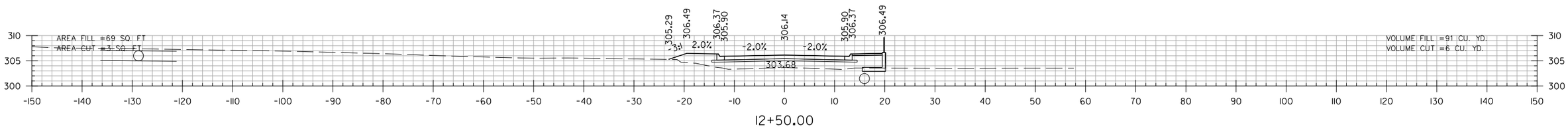
10+40.00

STA. 10+25 BEGIN CONST.
MATCH EXISTING HILL ST.

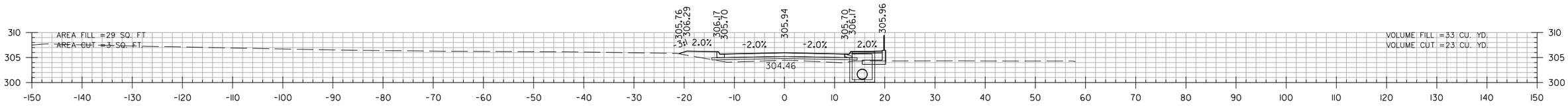
HILL ST./ N. JEFF DAVIS AVE.
STA. 10+40 TO STA. 11+00

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE: $$WORKSPACE$$
$$FILE$$
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1103	1104
				(2)		CROSS SECTIONS		

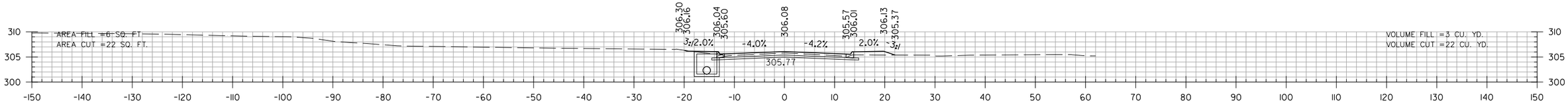


12+50.00

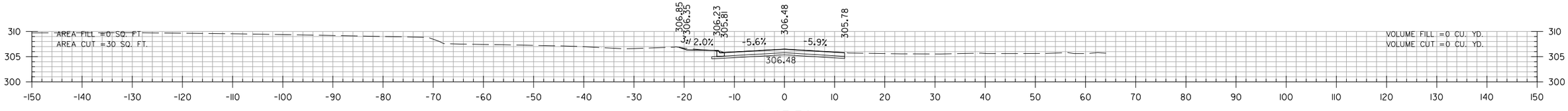


12+00.00

STA. 11+77.74 END SUPERELEVATION



11+50.00



11+27.74

STA. 11+27.74 BEGIN SUPERELEVATION (MATCH EXIST.)

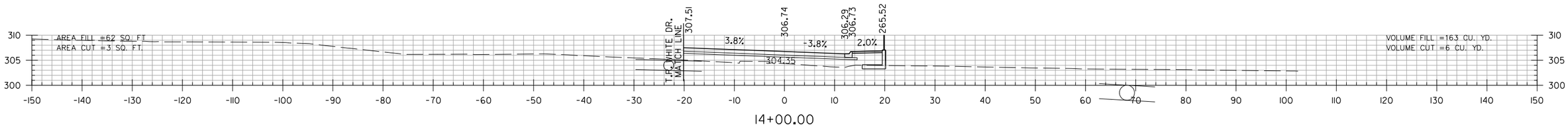
STA. 11+27.74 BEGIN N. BAILEY BLVD.

N. BAILEY BLVD.
STA. 11+28 TO STA. 12+50

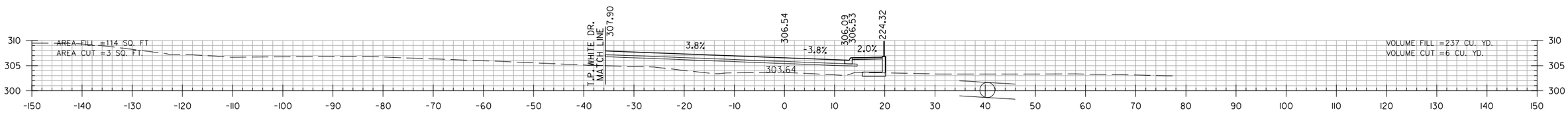
SADonaldson 5/11/2022 10:52:34 AM
WORKSPACE: AHTD
L:\2012\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_N_Bailey.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0604	1104	1104
				(2)	CROSS SECTIONS			

STA. 14+43.49 END N. BAILEY BLVD.

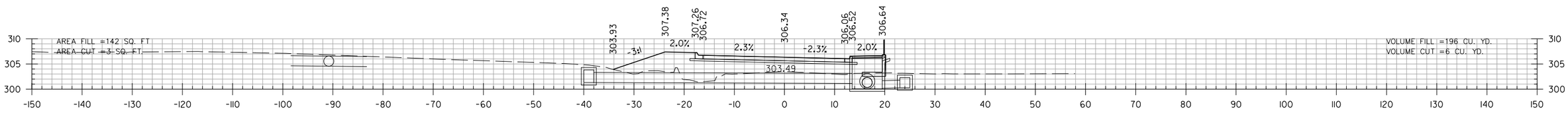


14+00.00



13+50.00

STA. 13+32.49 MAX. SUPERELEVATION (0.038 FT/FT)



13+00.00

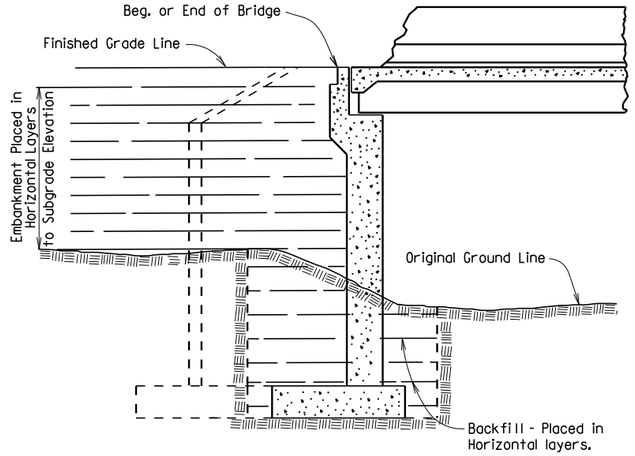
STA. 12+71.23 BEGIN SUPERELEVATION

N. BAILEY BLVD.
STA. 13+00 TO STA. 14+00

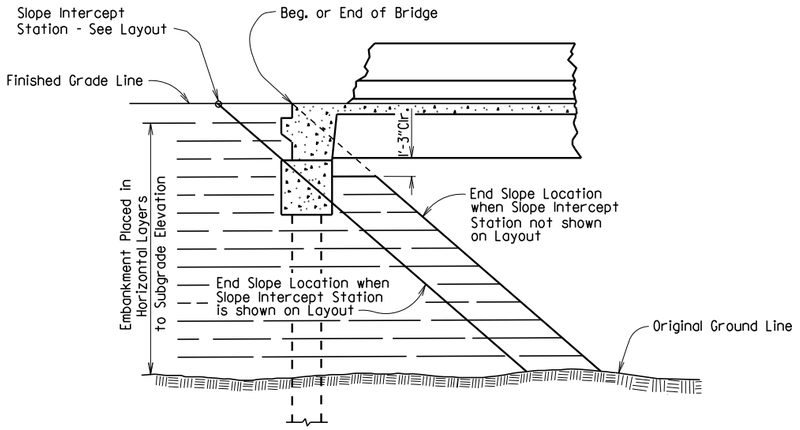
SADonaldson 5/11/2022 10:52:34 AM
WORKSPACE: AHTD
L:\2021\2017732 - Hwy 67 - Main to Vandenberg\Drawings\CA0604_SB_XS_N.Bailey.dgn
REVISED DATE:

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

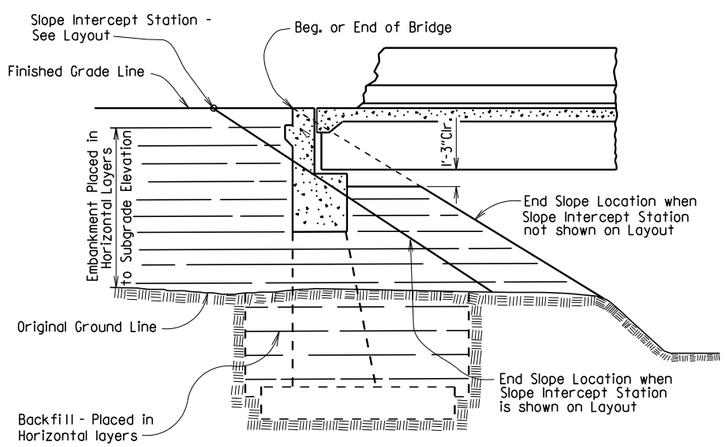
1 EMBANKMENT & BACKFILL 55000



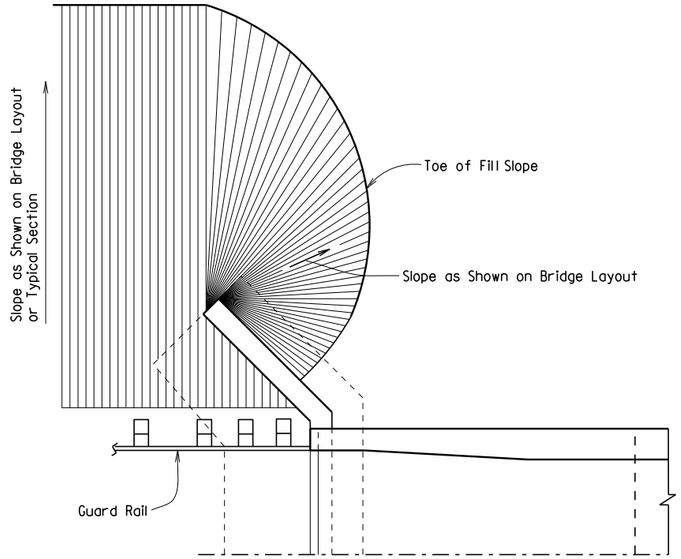
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



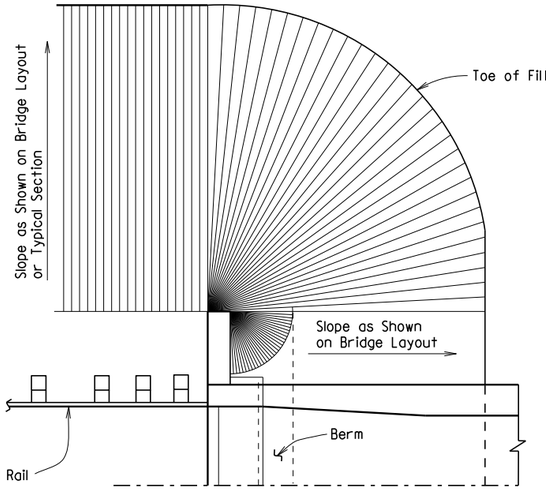
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



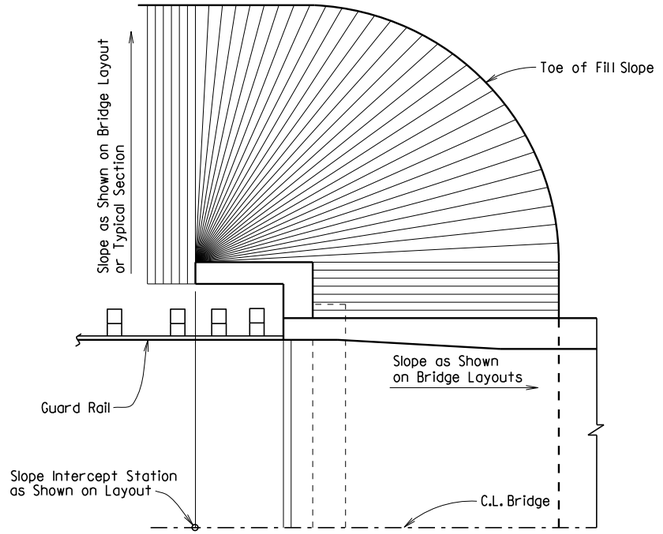
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



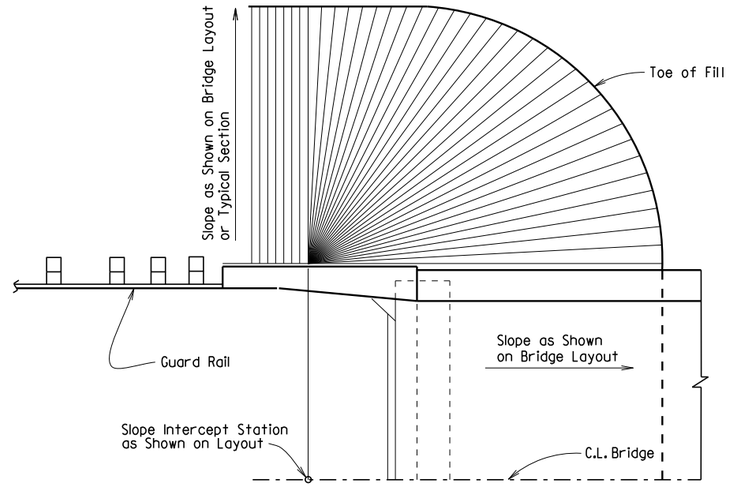
VERTICAL WALL ABUTMENTS



SPILL-THROUGH END BENTS WITH STUB WING



SPILL-THROUGH END BENTS WITH TURNBACK WING



SPILL-THROUGH END BENTS WITH TRANSITION WING

METHOD OF DETERMINING FILL SLOPE LOCATION AT BRIDGE ENDS

GENERAL NOTES

The Bridge End Embankment shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wingwalls. Embankment adjacent to structures shall be constructed in 6 inch horizontal layers (loose measure) and compacted by the use of mechanical equipment to the satisfaction of the Engineer. Refer to Subsections 210.09, 210.10 and 801.08 for construction requirements.

STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55000.dgn

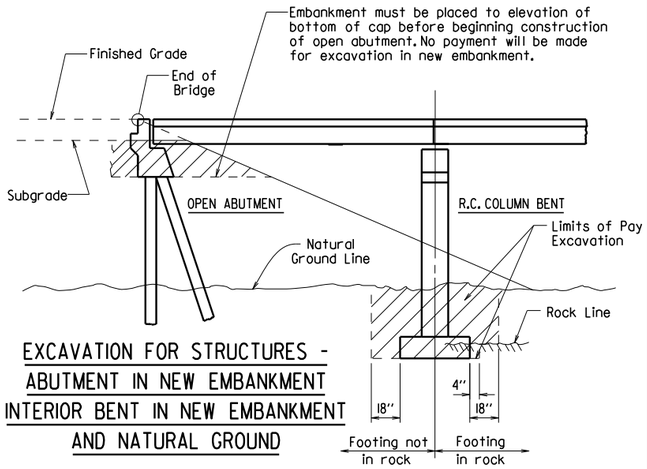
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

DESIGNED BY: STD. DATE: -

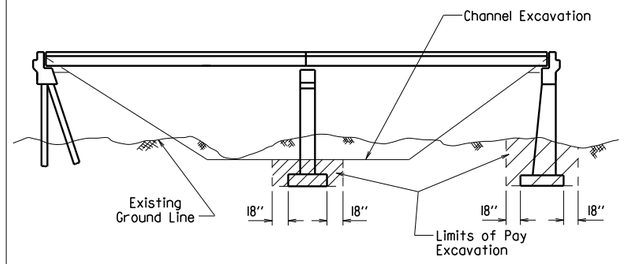
DRAWING NO. 55000

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

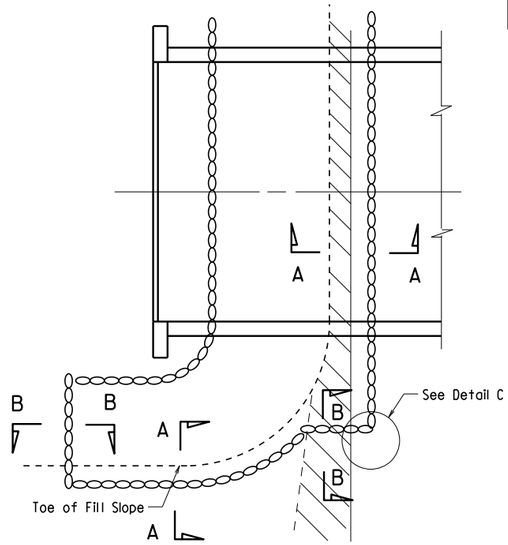
1 RIPRAP & EXCAV. 55001



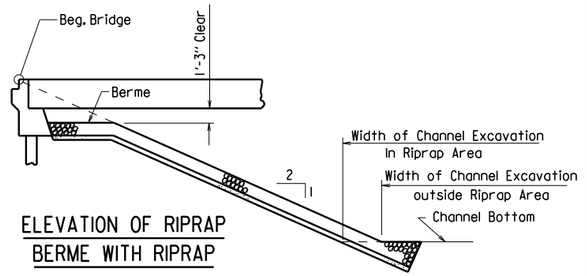
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



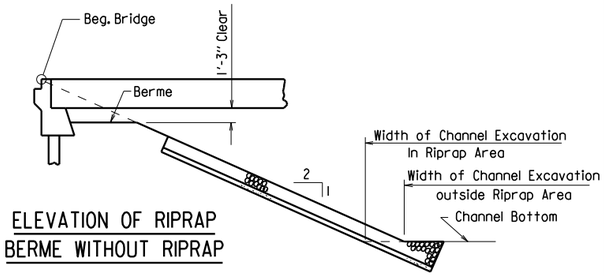
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



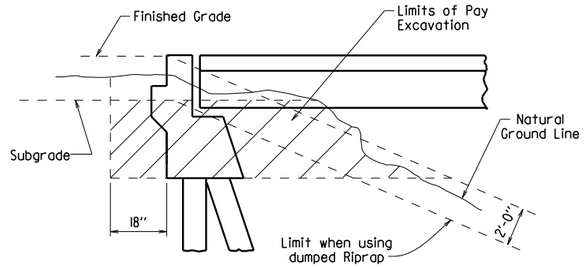
PLAN OF DUMPED RIPRAP



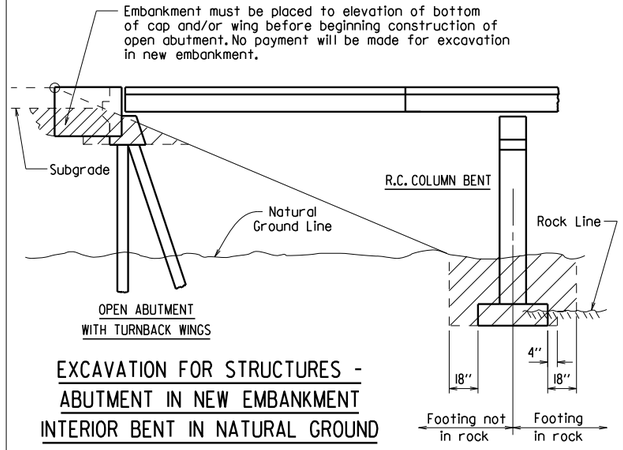
ELEVATION OF RIPRAP BERME WITH RIPRAP



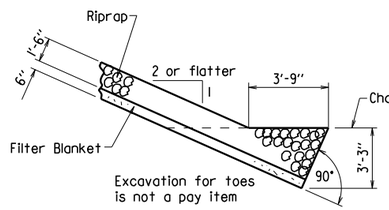
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND



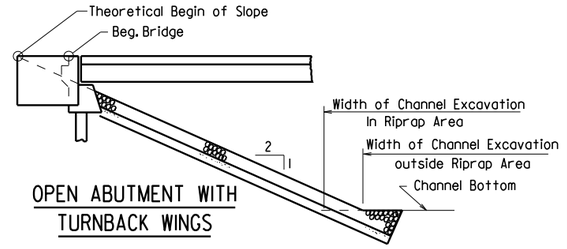
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND



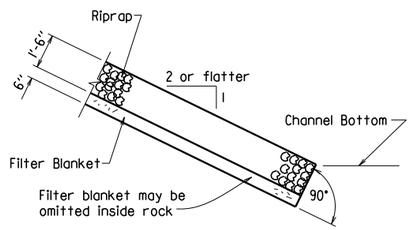
SECTION A-A

(Toe Excavation in Soil)

SECTION B-B



OPEN ABUTMENT WITH TURNBACK WINGS



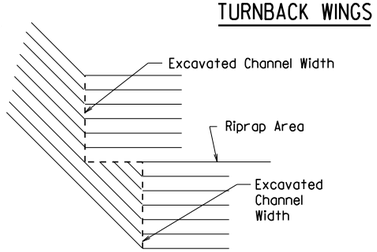
SECTION A-A

(Toe Excavation in Rock)

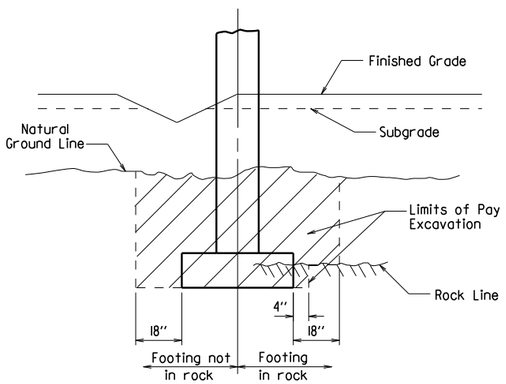
Note : Use this type of toe when rock is encountered which is in a stable condition.

Note : In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.

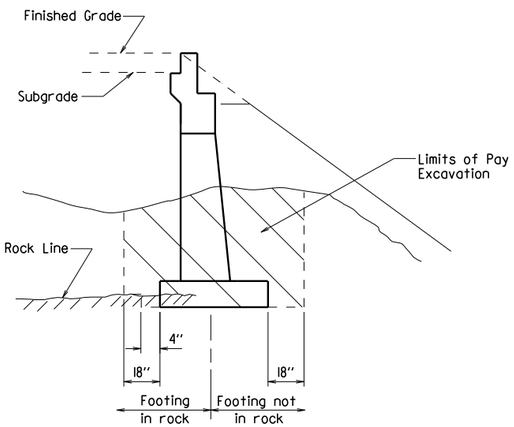
Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



DETAIL C



EXCAVATION FOR STRUCTURES - BENT IN ROADWAY FILL SECTION AND NATURAL GROUND



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND AND NEW EMBANKMENT

STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b5500l.dgn

CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

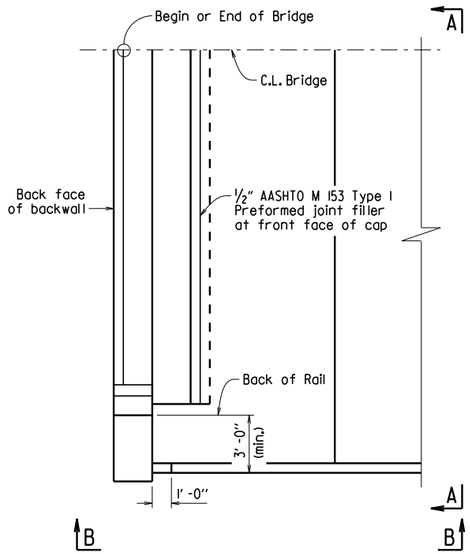
DESIGNED BY: STD. DATE:

DRAWING NO. 55001

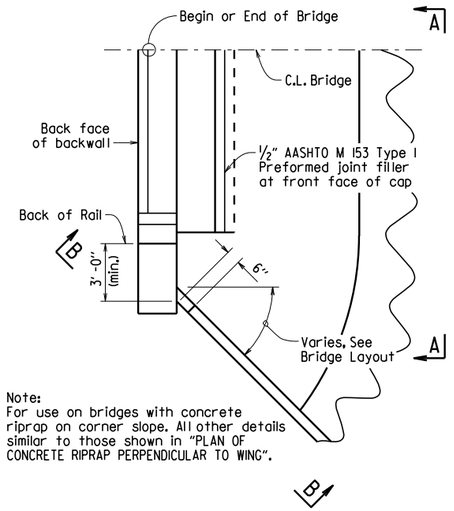
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① CONCRETE RIPRAP 55002

Note:
Sloped surfaces of concrete riprap to be marked off into blocks (construction joints optional) with an approved grooving tool, spacing the grooved lines about 5' apart.



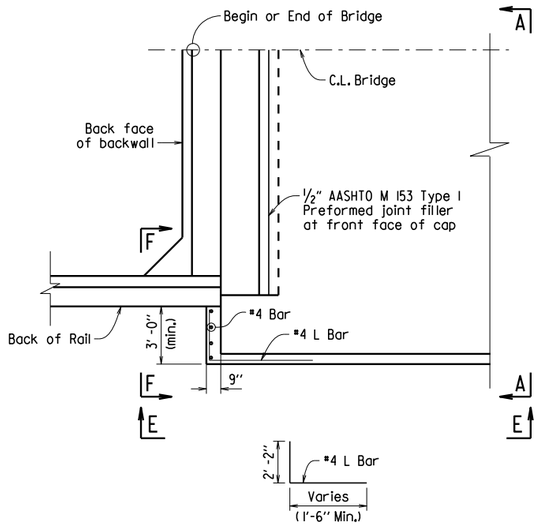
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO WING
¼" = 1'-0"



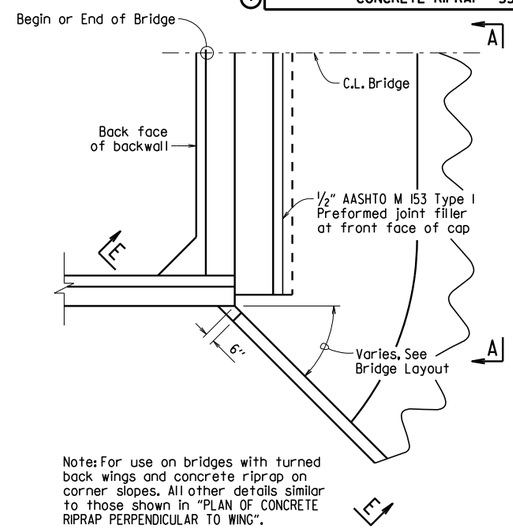
Note:
For use on bridges with concrete riprap on corner slope. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

PLAN OF CONCRETE RIPRAP
AT ANGLE TO WING
¼" = 1'-0"

Note:
For use on bridges with turned back wings. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".



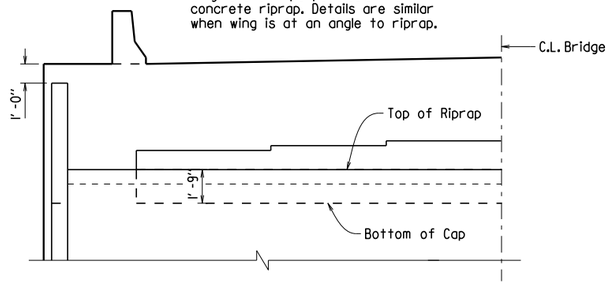
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO TURNED BACK WING
¼" = 1'-0"



Note: For use on bridges with turned back wings and concrete riprap on corner slopes. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

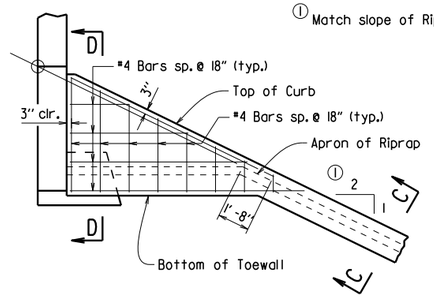
PLAN OF CONCRETE RIPRAP
AT ANGLE FROM TURNED BACK WING
¼" = 1'-0"

Note:
Wing is shown perpendicular to concrete riprap. Details are similar when wing is at an angle to riprap.

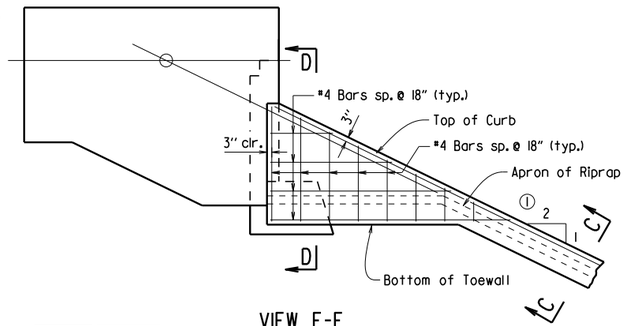


VIEW A-A
¼" = 1'-0"

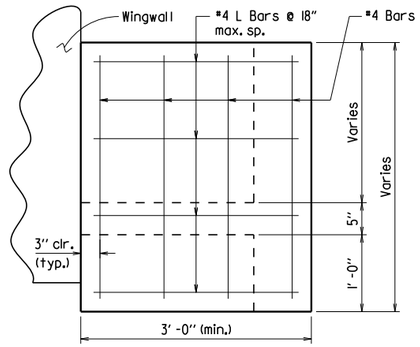
① Match slope of Riprap Apron.



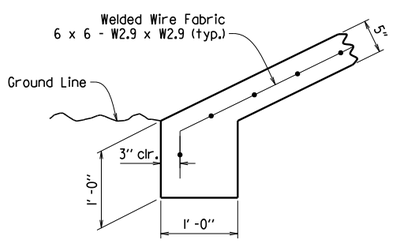
VIEW B-B
¼" = 1'-0"



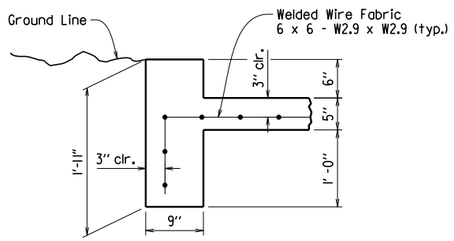
VIEW E-E
¼" = 1'-0"



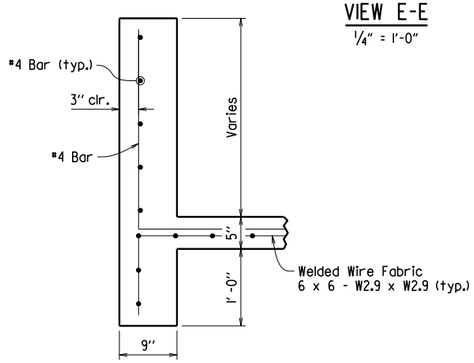
VIEW F-F
1" = 1'-0"



TOE OF CONCRETE RIPRAP
1" = 1'-0"



SECTION C-C
1" = 1'-0"



SECTION D-D
1" = 1'-0"

GENERAL NOTES

All concrete shall be Class A with a minimum compressive strength, f'c = 2,100 psi.

Welded wire fabric shall conform to AASHTO M55 or M221.

STANDARD DETAILS FOR CONCRETE RIPRAP

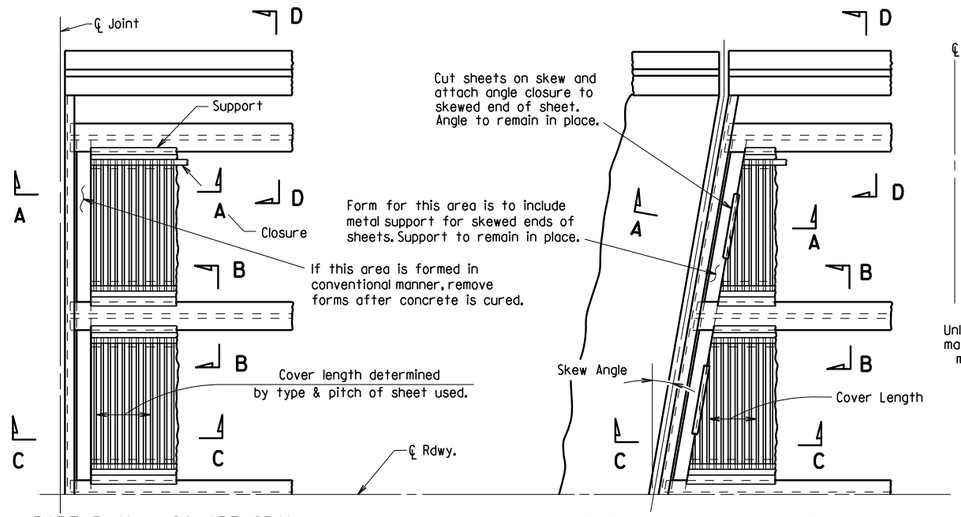
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 2/27/2014 FILENAME: b55002.dgn
CHECKED BY: BEF DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: Std. DATE: ---

DRAWING NO. 55002

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				①	BRIDGE DECK FORMS		55005	

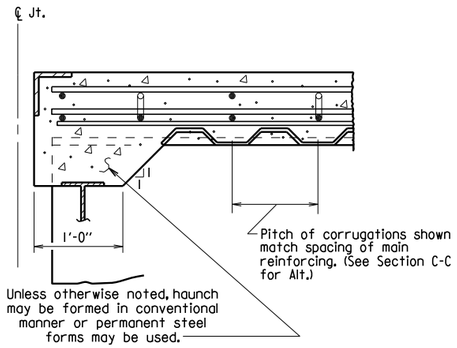


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

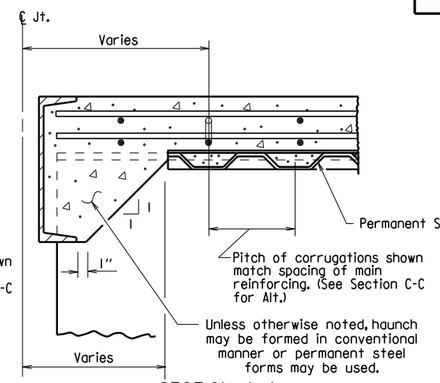
PART PLAN - SKEWED SPAN

3/8" = 1'-0"



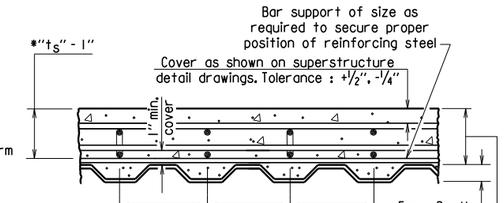
SECTION A-A

N.T.S.
(Angle at end of span)



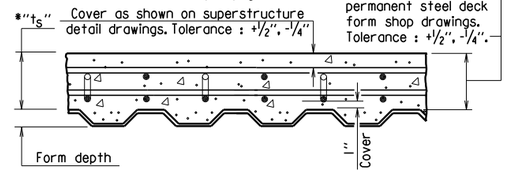
SECTION A-A

N.T.S.
(Channel at end of span)



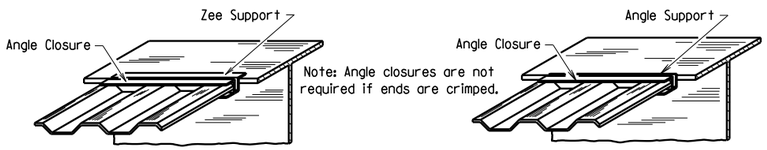
SECTION C-C

1" = 1'-0"



SECTION C-C - ALTERNATE

1" = 1'-0"
(Applicable when corrugations do not match spacing of main reinforcement)



SKETCH OF PERMISSIBLE SUPPORTS

N.T.S.

*t_s = slab thickness as shown on superstructure detail drawings.

GENERAL NOTES

Permanent steel deck forms may be used at the Contractor's option and shall be at no additional cost to the Department. Such use may result in changes to the dead load deflection of the girder. Any cost for adjustments due to a change in the dead load deflection will be borne by the Contractor. Payment for deck concrete and structural steel will not be increased due to use of permanent steel deck forms.

Permanent steel deck forms shall conform to Subsection 802.14(b). Detailed plans, including detailed calculations and manufacturer's technical brochure, shall be submitted to and approved by the Engineer before work of forming the bridge deck is started.

Welding of form supports to the tension flange of steel girders will be permitted only in areas where shear connectors are used. When welding is not allowed, the method of fastening Z or ∠ supports to the flange must be approved by the Engineer.

Form sheets shall be fastened to supporting members and to each other with galvanized metal screws sufficient in size and number to provide a secure attachment. Alternate methods of attachment must be approved by the Engineer.

When the pitch of form corrugations match the reinforcing spacing, transversely align form sheets across the bridge to maintain the correct orientation of continuous reinforcing bars in the corrugations.

Bar support rods, when used, shall be sized and spaced to adequately support the bottom reinforcing mat at the required position.

High chairs shall be sized to support the top mat of reinforcing at the proper position. High chairs shall be placed at locations shown on the detail drawings.

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition), with applicable Supplemental Specifications and Special Provisions.

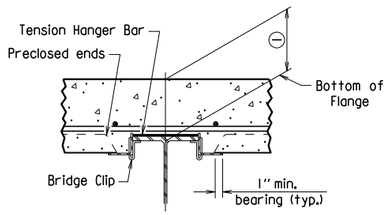
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used, and for all compression flanges)

③ ⚠ Minimum weld: 1/8" x 1" @ 18". More weld may be required; maximum length per weld = 1 1/2" (typ.)

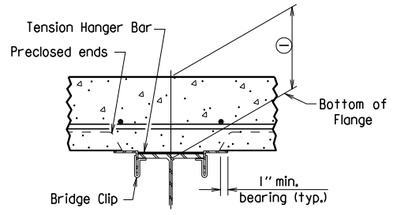
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



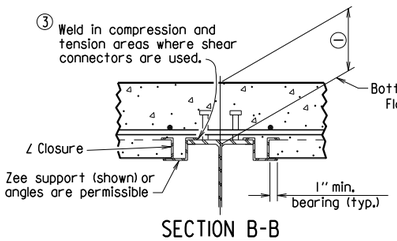
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



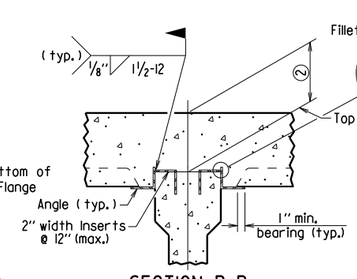
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



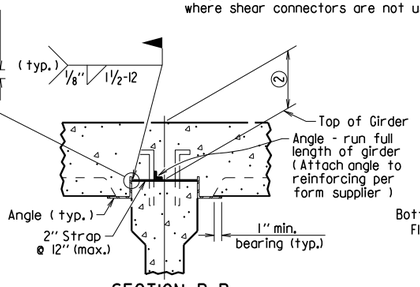
SECTION B-B

1" = 1'-0"
(Showing ∠ Closure)



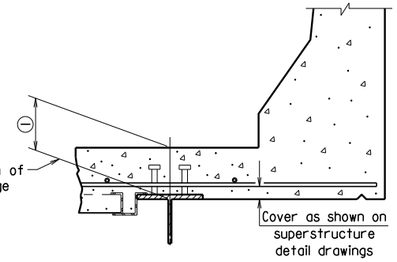
SECTION B-B (FOR CONCRETE GIRDERS)

1" = 1'-0"
(Showing support by Insert cast in girder)



SECTION B-B (FOR CONCRETE GIRDERS)

1" = 1'-0"
(Showing support by Strap)



SECTION D-D

1" = 1'-0"
Note: Only Bottom Reinforcing is shown.

① Distance from top of slab to bottom of top flange as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top flange or the support angle leg contacts the bottom reinforcing steel; Maximum = t_S + 1 3/4" + flange thickness. See Section C-C for slab thickness tolerance between adjacent girder flanges.

② Distance from top of slab to top of girder as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top of girder or the support angle leg contacts the bottom reinforcing steel; Maximum - value shown on the superstructure detail drawings when removable forms are used. See Section C-C for slab thickness tolerance between adjacent girder flanges.

⚠ Revised weld dimension by KWY, Ck'd. by BEF, 3/24/16.

STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	KDH	DATE:	2-27-2014	FILENAME:	b55005.dgn
CHECKED BY:	BEF	DATE:	2-27-2014	SCALE:	NONE
DESIGNED BY:	STD.	DATE:	—		

DRAWING NO. 55005

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①		GENERAL NOTES		55006

GENERAL NOTES

These GENERAL NOTES are applicable unless otherwise shown in the Plan Details, Special Provisions, or Supplemental Specifications.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Specifications.

DESIGN SPECIFICATIONS: See Bridge Layout(s).

SUPERSTRUCTURE NOTES:

MATERIALS AND STRENGTHS:

Class S(AE) Concrete	f'c =	4,000 psi
Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A)	fy =	60,000 psi
Structural Steel (AASHTO M 270, Gr. 36)	Fy =	36,000 psi
Structural Steel (AASHTO M 270, Gr. 50)	Fy =	50,000 psi
Structural Steel (AASHTO M 270, Gr. 50W)	Fy =	50,000 psi
Structural Steel (AASHTO M 270, Gr. HPS70W)	Fy =	70,000 psi

See Plan Details for Grade(s) of Structural Steel required.

CONCRETE:

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi. Concrete shall be poured in the dry and all exposed corners shall be chamfered ¾" unless otherwise noted.

The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of Class S(AE) Concrete. See Standard Drawing No. 55005 for allowable modifications and for tolerances when Permanent Steel Bridge Deck Forms are used.

Use of a longitudinal screed is not permitted on any span of a bridge deck with horizontal curvature.

The concrete deck (roadway surface) shall be given a tine finish in accordance with Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks shall receive a broomed finish as specified for final finishing in Subsection 802.19 for Class 6 Broomed Finish. Movement of the finishing machine across new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the beam or girder. When permitted, the use of a longitudinal strike-off will require that a vertical camber adjustment be made in the strike-off to account for the future dead load deflection due to any railings, median barrier, and sidewalks.

REINFORCING STEEL:

All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A, with mill test reports and shall be epoxy coated. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly, but will be considered subsidiary to the item "Epoxy Coated Reinforcing Steel (Grade 60)".

STRUCTURAL STEEL (COMMON TO W-BEAMS AND PLATE GIRDERS):

Structural steel shall be AASHTO M 270 with grade and payment as specified in the plans. Grade 50W steel shall not be painted and all exposed surfaces shall be cleaned in accordance with Subsection 807.84(e). Grade 36 and Grade 50 steel shall be painted unless otherwise noted and all exposed surfaces shall be cleaned in accordance with Subsection 807.84. Structural steel completely embedded in concrete may be AASHTO M 270, Gr. 36, Gr. 50 or Gr. 50W unless otherwise noted.

Drawings show general features of design only. Shop drawings shall be made in accordance with the specifications, submitted and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Payment will be based on the basis of shapes and materials shown in the plans, and no additional compensation will be made for any adjustments due to substitutions.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether permanent or temporary, a formal request with detailed drawings shall be submitted to the Engineer for approval; however, additional welds used for attaching falsework support devices or screed rail supports to the structural steel that do not exceed the limitations of Subsection 802.13 will not require approval prior to construction. All welding shall conform to Subsection 807.26.

Unless otherwise noted, field connections shall be bolted with ¾" ø high-strength bolts using 13/16 " ø open holes. Holes for ¾" ø high-strength bolts may be 15/16 " ø if a washer is supplied for use under both the nut and head of the bolt. The use of oversized holes will not be allowed on main members unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior beam or girder webs and on the bottom of the beam or girder flanges.

All stud shear connectors shall be granular flux filled, solid fluxed, or equal and shall be automatically end welded in accordance with recommendations of the Manufacturer.

When painting is required, all structural steel except galvanized steel and steel completely encased in concrete shall be painted in accordance with Subsection 807.75. The color of paint shall be as specified in the plans.

STRUCTURAL STEEL (W-BEAMS):

All beams and field splice plates, and all diaphragms and connection plates attached to horizontally curved beams are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly, but shall be considered subsidiary to the item "Structural Steel in Beam Spans (M 270, Gr. ___)".

All beams in continuous units and simple spans with field splices shall be blocked in their true position in the shop in groups as specified in Subsection 807.54(b)(2) with the webs horizontal. The camber, length of sections, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram.

All beams in simple spans without field splices shall be blocked in their true position with webs horizontal. The camber, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records.

Flange field splice plates shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

All beam dimensions are based on a temperature of 60 degrees F. A tolerance of ¼" +/- is allowed for camber.

Bent plate diaphragms for horizontally curved beams shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses. Bent plate diaphragms for straight beams may be cut and fabricated in accordance with Subsection 807.35 or as required for horizontally curved beams.

Unless otherwise noted, diaphragms shall be installed as beams are erected. All bolts in diaphragms and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring the concrete deck.

STRUCTURAL STEEL (PLATE GIRDERS):

All references to cross-frames shall include "X" or "K" types.

All girder web and flange plates, all field splice plates, and all diaphragms, cross-frames and connection plates attached to horizontally curved girders are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly, but shall be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M 270, Gr. ___)".

All girders in continuous units and simple spans with field splices shall be assembled in the shop as specified in Subsection 807.54(b)(2) and blocked in their true position with webs horizontal. The camber, length of sections, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram.

All girders in simple spans without field splices shall be blocked in their true position with webs horizontal. The camber, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records.

Web and flange plates for main members and flange splice plates for main members shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

Girder webs may be made by shop splicing with minimum lengths of 25 feet for sections. Flange plates longer than 50 feet may be made by shop splicing with minimum lengths of 25 feet for sections. No additional payment will be made for shop welded splices.

All girder dimensions are based on a temperature of 60 degrees F. A tolerance of ¼" +/- is allowed for camber.

Groove welds in web and flange plates shall be Quality Control (Q.C.) tested by nondestructive testing, as required in Subsection 807.23(b). Fillet welds at flange to web plate connections shall be Q.C. tested by the magnetic particle method. All Q.C. testing shall be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M 270, Gr. ___)".

Bent plate diaphragms for horizontally curved girders shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses. Bent plate diaphragms for straight girders may be cut and fabricated in accordance with Subsection 807.35 or as required for horizontally curved girders.

Unless otherwise noted, cross-frames and diaphragms shall be installed as girders are erected. All bolts in cross-frames, diaphragms, and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring the concrete deck.

SUBSTRUCTURE NOTES:

CONCRETE:

Unless otherwise noted, concrete in caps, columns and footings (except seal footings) shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. Seal Concrete for footings shall have a minimum 28 day compressive strength f'c = 2,100 psi.

Concrete in drilled shafts shall be Class "S" as modified by Job SP "Drilled Shaft Foundations".

All exposed corners shall be chamfered ¾" unless otherwise noted.

REINFORCING STEEL:

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

Top reinforcing bars in cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

STRUCTURAL STEEL:

Structural steel in end bents shall be AASHTO M 270 with grade and payment as specified in the plans.

FOR ADDITIONAL INFORMATION AND NOTES, SEE LAYOUT(S) AND PLAN DETAILS.

FOR ADDITIONAL INFORMATION AND NOTES, SEE LAYOUT(S) AND PLAN DETAILS.

STANDARD GENERAL NOTES
FOR STEEL BRIDGE STRUCTURES

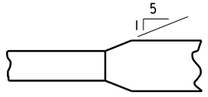
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 9-2-2015 FILENAME: b55006.dgn
CHECKED BY: B.E.F. DATE: 9-2-2015 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55006

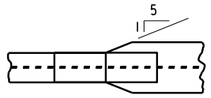
PRINT DATE: 11/7/2019

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	STEEL BRIDGE STRUCTURES 55007			

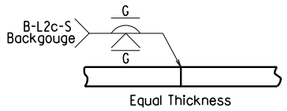


Plan-Unequal Width (Flg.)

FLANGE SPLICE

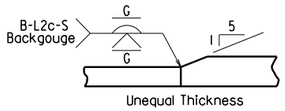


FLANGE SPLICE AT UNEQUAL BOTTOM FLANGE WIDTHS



Equal Thickness

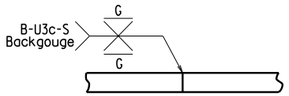
WEB & FLANGE SPLICE



Unequal Thickness

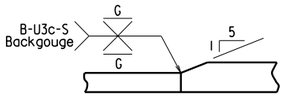
FLANGE SPLICE

(Use when Base Metal Thickness is Equal to or Less than 2")



Equal Thickness

WEB & FLANGE SPLICE

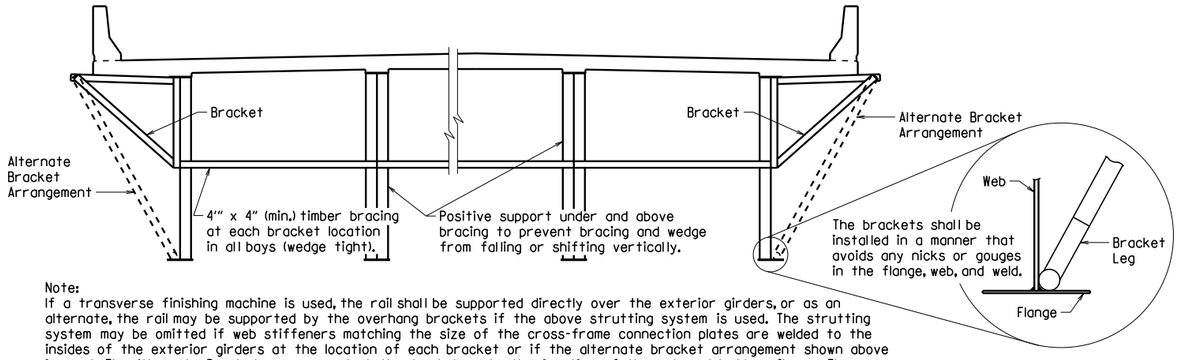


Unequal Thickness

FLANGE SPLICE

(Use when Base Metal Thickness is Greater than 2")

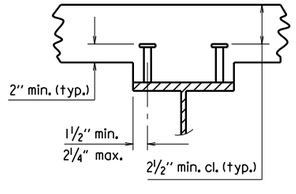
DETAILS OF WELDED SPLICES FOR PLATE GIRDERS



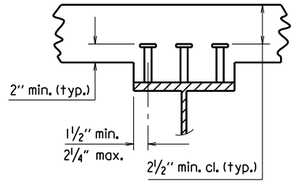
Note:
If a transverse finishing machine is used, the rail shall be supported directly over the exterior girders, or as an alternate, the rail may be supported by the overhang brackets if the above strutting system is used. The strutting system may be omitted if web stiffeners matching the size of the cross-frame connection plates are welded to the insides of the exterior girders at the location of each bracket or if the alternate bracket arrangement shown above is used. The Alternate Bracket arrangement shall extend down to the junction of the web and bottom flange. The stiffener shall conform to the details for cross frame connection plates shown on the plans. No direct payment will be made for brackets, timber bracing, supports, or welded stiffeners. Payment shall be subsidiary to "Structural Steel in Plate Girder Spans (___)".

SCREED RAIL SUPPORT FOR PLATE GIRDERS

(USE WHEN WEB DEPTHS ARE 48" OR GREATER)



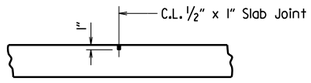
2 STUDS PER ROW



3 STUDS PER ROW

Stud Shear Connectors shall be automatically end welded to the beam or girder flange in accordance with the recommendations of the Manufacturer. See plan details for number and size.

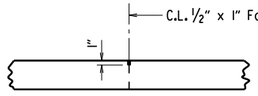
SHEAR CONNECTOR DETAIL



Use Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab Joints shall extend to the outside edge of the deck slab and shall align with open joints at the front face of the parapet. Slab joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab joints shall be placed at all pouring sequence construction joints and required slab joint locations. The joint sealer shall extend across the deck from gutterline to gutterline.

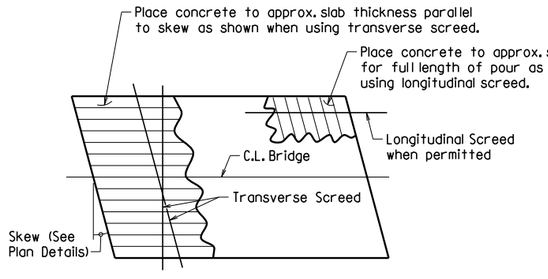
ADDITIONAL NOTES IF SIDEWALKS OR RAISED MEDIANS ARE REQUIRED:
Slab Joints shall be installed before the sidewalk or raised median is poured. After installation of the joint in the sidewalk or raised median and prior to pouring the parapet rail, the joint sealer shall be placed extending across the deck slab from gutterline to gutterline and acrosss the top of the sidwalk or raised median to the edge of the slab. No joint sealer shall be placed on the deck slab under the sidewalk or raised median.

TRANSVERSE SLAB JOINT DETAIL



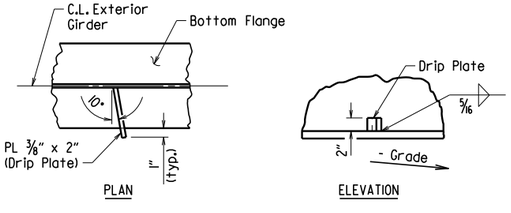
Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Seal color shall be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT



Note: At the Contractor's option, the transverse screed may be placed parallel to the skew or perpendicular to C. L. Bridge.

CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW



PLAN

ELEVATION

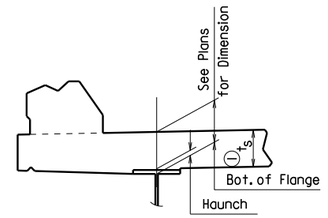
Drip Plate to be welded to the outer side of the bottom flange of the exterior girders.

Locate drip plate 5'-0" from C.L. Bearing on high side of each Bent, unless otherwise noted in the plans.

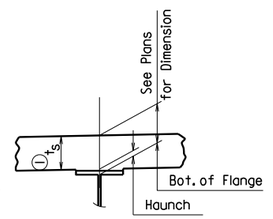
BOTTOM FLANGE DRIP PLATE

(USE WHEN WEB DEPTHS ARE 54" OR GREATER AND UNIT OR SPAN IS NOT IN LEVEL GRADE)

t_s = slab thickness. See "Typical Roadway Section" in the plans.



EXTERIOR BEAM OR GIRDER



INTERIOR BEAM OR GIRDER

① Tolerance when removable deck forming is used is + ½", - ¼". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

NOTES:
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance: Minimum occurs when top flange contacts bottom reinforcing steel; Maximum = top flange thickness plus 1¾" unless otherwise noted in the plans. No increase in concrete and structural steel quantities will be made to maintain tolerances.

Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

ADJUSTMENT FOR SLAB THICKNESS TOLERANCE

NOTE: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL

BRIDGES IN NORMAL CROWN

WELD TABLE

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅝"	

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

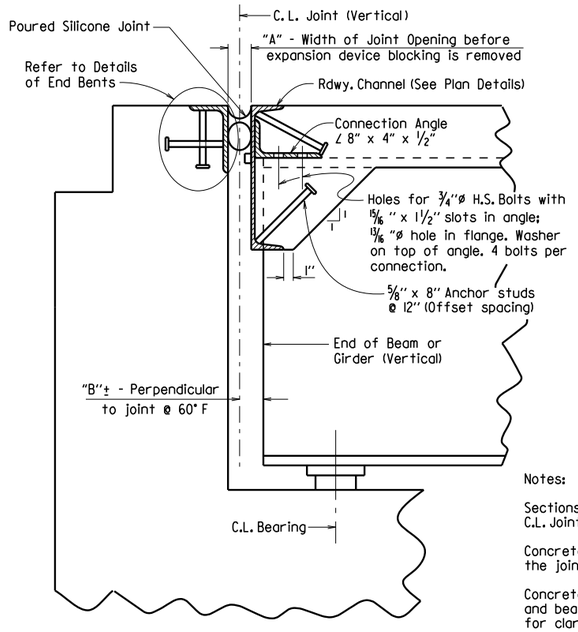
DRAWN BY: JYP DATE: 2/11/2016 FILENAME: b55007.dgn

CHECKED BY: AMS DATE: 2/11/2016 SCALE: No Scale

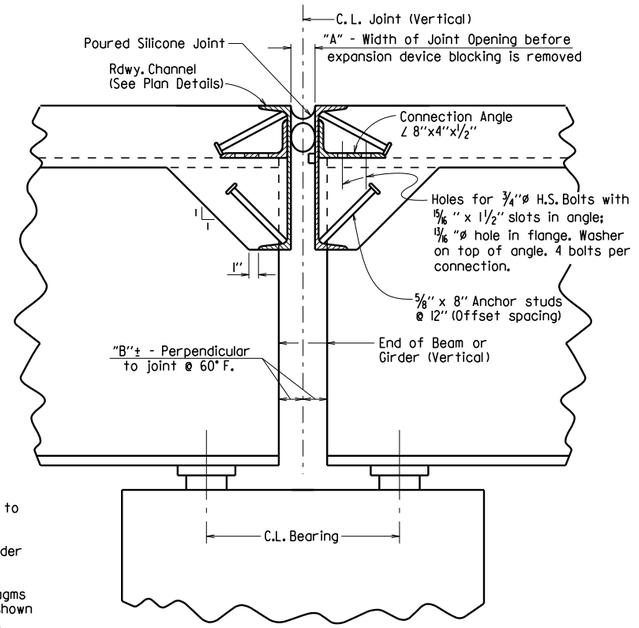
DESIGNED BY: STD. DATE: —

DRAWING NO. 55007

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	POURED SILICONE JOINT			55008



SECTION THRU JOINT AT END BENT



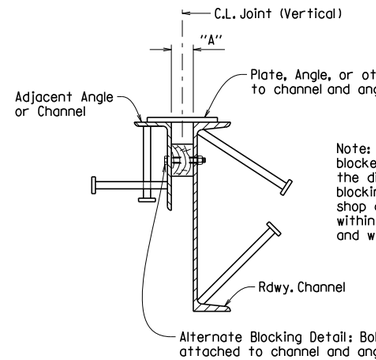
SECTION THRU JOINT AT INTERMEDIATE BENT

Notes:

Sections are taken perpendicular to C.L. Joint.

Concrete shall be hand packed under the joint armor.

Concrete diaphragms, steel diaphragms and bearing stiffeners are not shown for clarity. See plans for details.



Note: Each expansion joint device shall be blocked in the Shop by the Fabricator to the dimension "A" shown for 60° F and the blocking details shall be shown on the shop drawings. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet.

DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device using one of the following two alternatives:

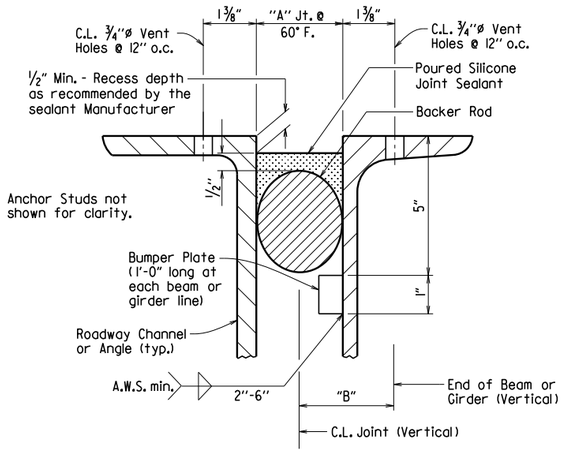
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams or girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, and the opening adjusted for temperature and grade.

2) The backwall shall be poured to the optional construction joint after beams or girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature and grade.

EXPANSION DEVICE INSTALLATION AT INTERMEDIATE BENTS:

After all beams or girders on each side of the joint are erected the blocked expansion device shall be installed and adjusted for grade. Deck concrete shall be placed for the entire unit or span on one side of the joint before deck concrete on the other side is placed. Connection bolts for the first side to have deck concrete placed shall be completely bolted. Bolts on the other side shall be loosely installed so that thermal and rotational movements will not be restricted during concrete placement on the first side.

Connection bolts on the second side shall remain loose until the concrete pour adjacent to the joint is to be placed. Immediately prior to pouring the span concrete on the second side, the blocking shall be removed, the joint adjusted for temperature and grade, and the connection bolts tightened.



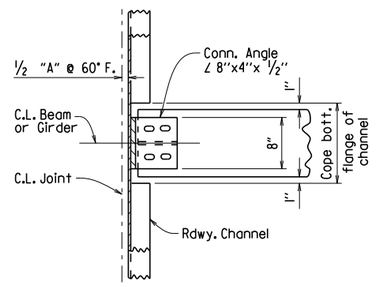
DETAIL OF POURED SILICONE JOINT

Silicone joint material and installation shall conform to Section 809. The temperature limitations recommended by the sealant Manufacturer shall be observed. The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80° F.

Use an appropriately sized backer rod at the depth shown in the Manufacturer's literature based on the joint width at the time of sealing. Unless otherwise noted, do not install more backer rod than can be sealed in the same day.

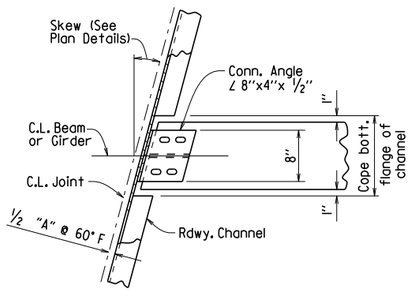
The Contractor shall verify separation of the backer rod from the joint material after the joint material has set.

When bridge deck is constructed in stages, backer rods shall be extended beyond length of poured joint in initial construction stage so that the two pieces can be properly spliced together prior to installing sealant in subsequent stages. Manufacturer's recommendations shall be followed to prevent sealant from "running out of joint" during stage construction.



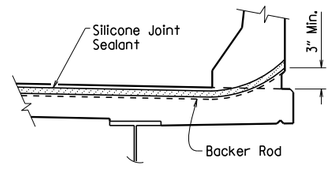
CHANNEL CONNECTION DETAIL

BENTS WITHOUT SKEW

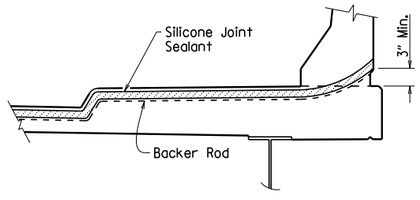


CHANNEL CONNECTION DETAIL

BENTS WITH SKEW



JOINT SEAL PLACEMENT AT RAIL



JOINT SEAL PLACEMENT AT SIDEWALK

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS. SEE "TABLE OF SILICONE JOINT DATA" IN PLAN DETAILS FOR VARIABLES "A" AND "B", AND BUMPER PLATE SIZE.

STANDARD DETAILS FOR POURED SILICONE JOINTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.C.P. DATE: 2/11/2016 FILENAME: b55008.dgn

CHECKED BY: A.M.S. DATE: 2/11/2016 SCALE: No Scale

DESIGNED BY: STD. DATE: —

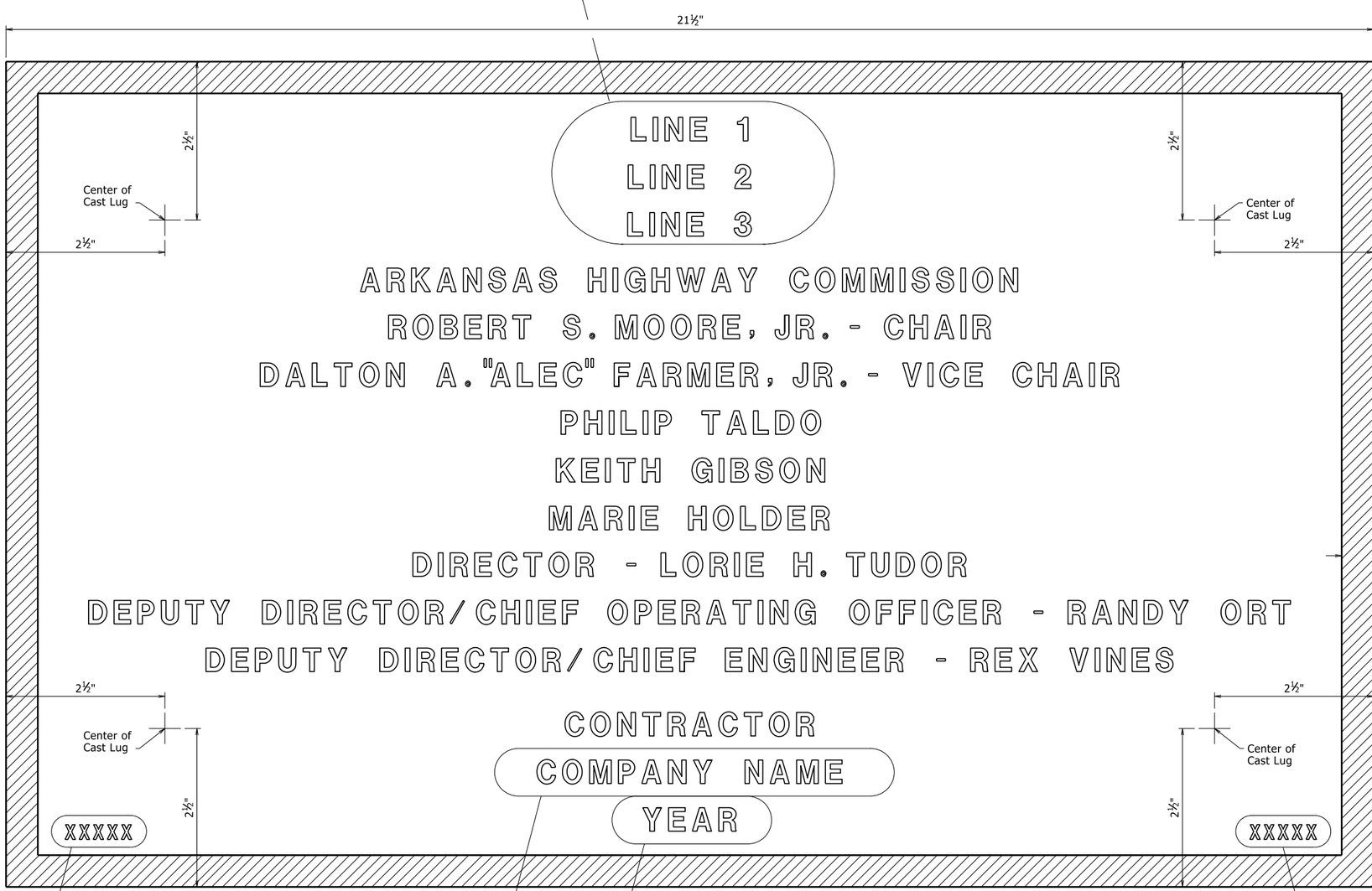
DRAWING NO. 55008

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
12-1-14		1-15-19		6	ARK.			
1-14-15		3-24-2020		JOB NO.				
1-17-17		5-11-2021						

1 TYPE D NAME PLATE - 55010

The name of the bridge as shown on the plans shall be placed on Lines 1-3 using ⅛" raised letters and numerals ⅜" high.

	Example 1	Example 2	Example 3	Example 4
Line 1	Red River	Southern	Saline	
Line 2	Relief	Railroad	River	Highway 5
Line 3		Overpass	Relief	



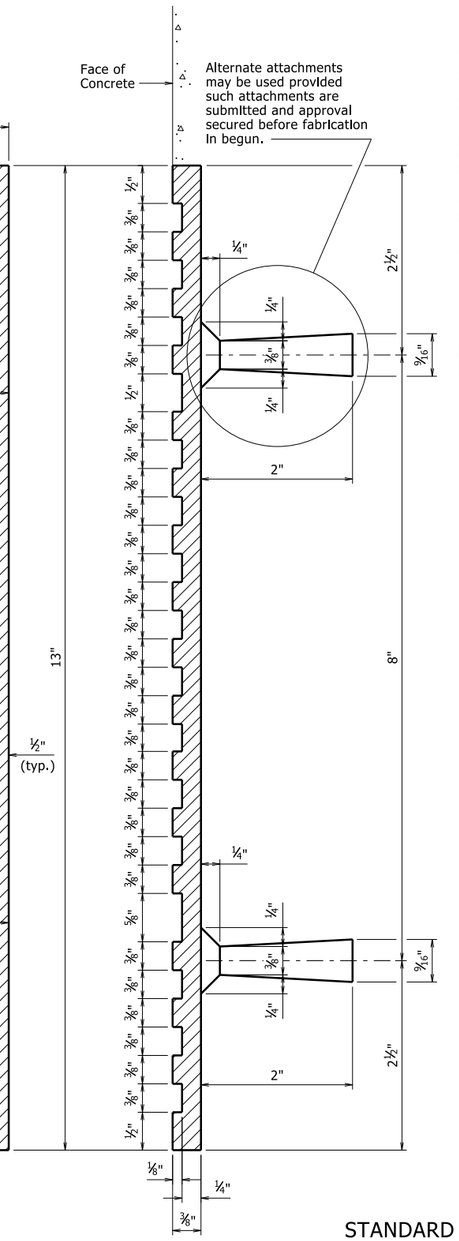
Place the design live loading here using ⅛" raised letters and numerals ¼" high. Examples: HS20 HL-93

Place the Year in which Contract was awarded here using ⅛" raised numerals ⅜" high. Example: 2001

Place the name of the company awarded the construction contract here using ⅛" raised letters and numerals ⅜" high. Example: ABCD CONSTRUCTION, INC.

Place the Bridge number here using ⅛" raised letters and numerals ¼" high. Examples: A1234 05432

TYPICAL BRIDGE NAME PLATE



GENERAL NOTES

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition) with applicable Supplemental Specifications and Special Provisions.

Name plates shall be cast bronze and shall meet the material requirements as specified in Section 812.

Body of plate shall be ¼" thick and shall include four tapering cone lugs ⅜" to 9/16" x 2" long. The border and all lettering shall be raised ⅛" above the face of plate and shall be polished.

All lettering shall be plain gothic, square cut and not tapered.

The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.

6 Revised Deputy Director/ Chief Engineer
5-11-2021 CGP Checked By: CRE

5 Revised Director, Deputy Director/Chief Operating Officer, Chair, Vice Chair and added New Commissioner
3-24-2020 CGP Checked By: CRE

4 Revised Chair and Vice Chair Added New Commissioner
1-15-19 CGP Checked By: CRE

3 Added New Commissioner
1-17-17 KDH Checked By: CRE

2 Revised Chair and Vice Chair Added New Commissioner
1-14-15 KDH Checked By: CRE

1 Revised Deputy Director/ Chief Engineer Added Deputy Director/ Chief Operating Officer
12-1-14 KDH Checked By: CRE

STANDARD DETAILS FOR
TYPE D BRIDGE NAME PLATE

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

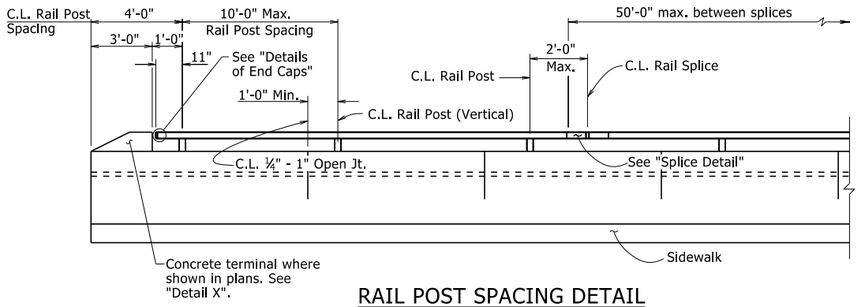
DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55010.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55010

PRINT DATE: 5/11/2021

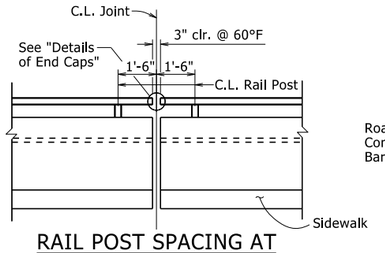
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

(1) TYPE H2 RAILING - 55015

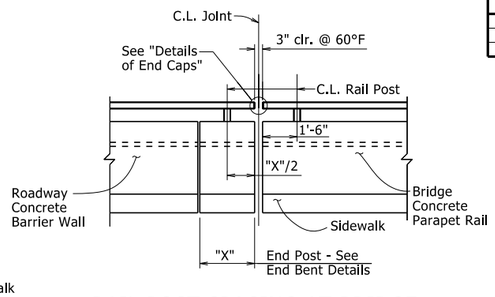


RAIL POST SPACING DETAIL

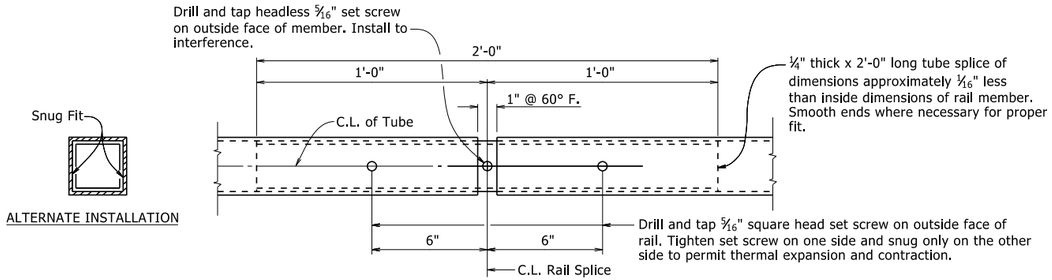
(Horizontal dimensions are along face of rail)



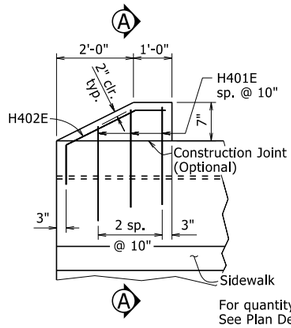
RAIL POST SPACING AT EXPANSION JOINTS



RAIL POST SPACING AT BRIDGE ENDS WITH CONCRETE BARRIER WALL

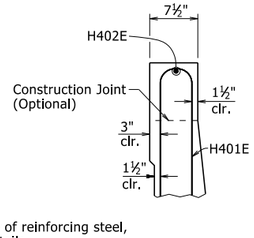


SPLICE DETAIL

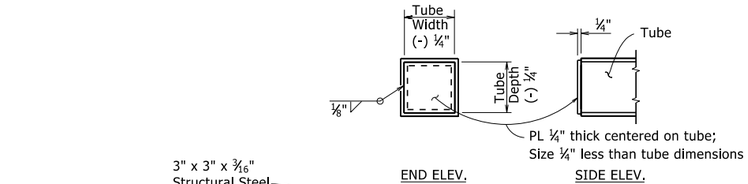


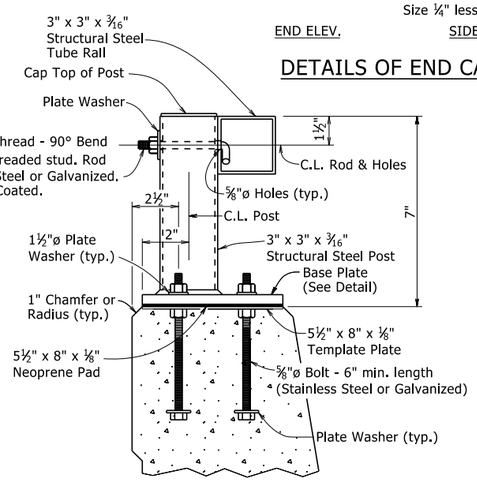
For quantity of reinforcing steel, See Plan Details.

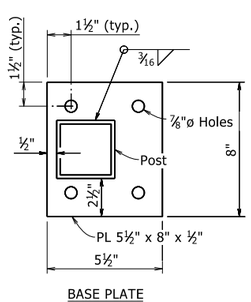
DETAIL X



SECTION A-A



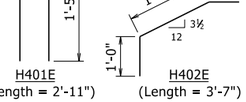




BASE PLATE

DETAILS OF POST ANCHOR SYSTEM

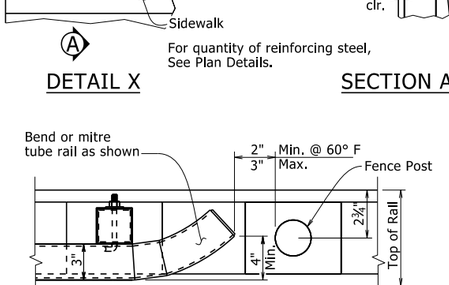
(Cast-in-Place Bolts)



Pin diameter for bending is 2". Bars shall be epoxy coated.

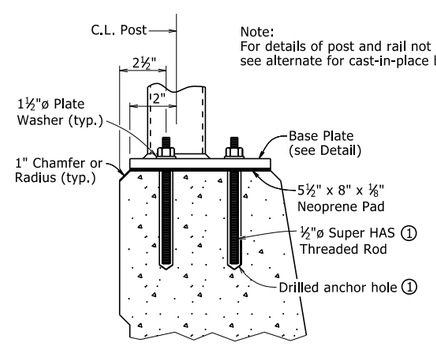
BENDING DIAGRAMS

(Dimensions are Out-to-Out of Bars)

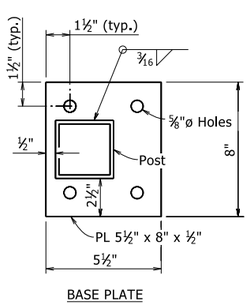


DETAILS OF RAIL TERMINUS AT FENCE POST

(When Chain Link Fence is Required)



Note:
For details of post and rail not shown, see alternate for cast-in-place bolts.



BASE PLATE

① HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4½" embedment or approved equal.

The Hilti Epoxy Adhesive Anchor System (or approved equal) shall be installed in accordance with Manufacturer's recommendations.

DETAILS OF ALTERNATE POST ANCHOR SYSTEM

(Epoxy Adhesive Anchors)

MATERIALS:

Rail tubing, posts, end caps, and base plates shall conform to ASTM A709, Grade 36 or ASTM A500-Grade B, and shall be galvanized after fabrication in accordance with Subsection 806.02(c). When required elsewhere in the plans, steel rail members shall receive a powder coating process after galvanizing. Galvanized surfaces shall be prepared in accordance with Subsection 807.87 and the manufacturer's recommendations prior to application of the powder coating process.

The powder coating process shall be a two coat system applied using electrostatic spray. The base coat shall be a thermosetting epoxy powder with a minimum thickness of 2 to 4 mils. The top coat shall be tough polyester powder with a minimum thickness of 2 to 4 mils. The color shall be as shown in the plans. Coated galvanized framework shall have a salt spray resistance of 3,000 hours using ASTM B117 without loss of adhesion. The powder coating process shall be in accordance with manufacturer's recommendations. Any damage to the powder coated finish shall be repaired with a compatible touch-up system in accordance with the manufacturer's recommendations and to the satisfaction of the Engineer at the Contractor's expense.

Cast-in-place anchor bolts, nuts, washers, and set screws shall be galvanized high-strength steel or stainless steel. Mixing of galvanized and stainless steel fasteners will not be permitted.

High-Strength Steel:
Cast-in-place anchor bolts shall conform to ASTM F3125, Grade A325, Type 1.
Nuts shall conform to ASTM A563, Grade DH or AASHTO M 292, Grade 2H.
Washers shall conform to ASTM F436.
Plate Washers shall conform to ASTM A709, Grade 36.
Template Plates shall conform to ASTM A709, Grade 36.
Splice Set Screws shall conform to ASTM A307, Grade A.
Anchor bolts, nuts, washers, plate washers, and set screws shall be galvanized in accordance with AASHTO M 232, Class C or ASTM B695, Class 50.

Stainless Steel:
Cast-in-place anchor bolts shall conform to ASTM A193, Grade B8, Class 2 or A320, Grade B8, Class 2 with a minimum yield strength of 80,000 psi.
Nuts shall conform to ASTM A194, Grade 8.
Washers shall conform to ASTM A240, Type 302.
Plate Washers shall conform to ASTM A240, Type 302.
Template Plates shall conform to ASTM A240, Type 302.
Splice Set Screws shall conform to ASTM A193, Grade B8, Class 1 or A320, Grade B8, Class 1.

Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1. Plate washers shall have dimensions meeting the requirements of ANSI/ASME B18.22.1, Type A plain washer (Wide Series) unless otherwise noted. Neoprene pads shall conform to the requirements of Subsection 807.15(b).

GENERAL NOTES FOR BRIDGE RAILING:

Rail layout shall conform to vertical and horizontal alignment of bridge. All posts shall be vertical. Rail sections shall be fabricated to attach to at least three posts.

Base plates shall not be placed upon areas that are improperly finished, deformed or irregular.

Bridge railing, including posts, templates, and base plates, fasteners, and neoprene pads shall be paid for at the contract unit price bid per linear foot for "Metal Bridge Railing (Type H2)". When required elsewhere in the plans, powdered coating finish and repair of powdered coating finish shall be considered subsidiary to the item "Metal Bridge Railing (Type H2)".

Shop drawings showing details of railing shall be submitted and approval secured prior to fabrication.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR TYPE H2 RAILING

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	KJT	DATE:	6/25/2020	FILENAME:	b55015.dgn
CHECKED BY:	KWY	DATE:	6/25/2020	SCALE:	No Scale
DESIGNED BY:	STD.	DATE:	-		

DRAWING NO. 55015

PRINT DATE: 4/6/2021

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				①		STEEL H-PILES		55020

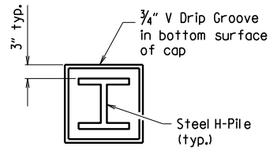
GENERAL NOTES FOR STEEL H-PILES:

Steel H-Piles shall conform to AASHTO M 270, Grade 36 or greater.

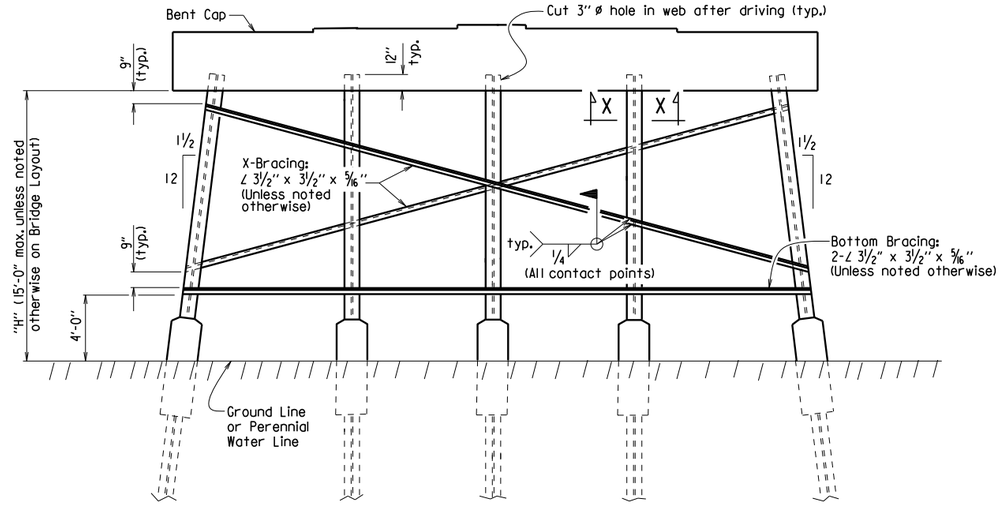
See Bridge Layout and Bent Details for pile size, estimated length, spacing, pile anchorage (if required) and for driving information.

Steel H-Piles that extend above the ground and are not protected by pile encasement shall be painted in accordance with Subsection 805.02.

Brackets, lugs, cap plates, pile tips, driving points, pile painting, splicing and welding shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



VIEW X-X



Notes:
All bracing shall be cut and welded in the field. Each brace shall be furnished in one piece. Payment shall be made under Item 807.

Unless noted otherwise, omit X-Bracing when "H" is less than 8 feet.

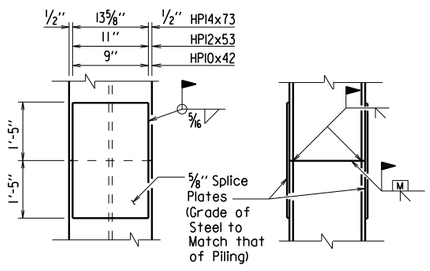
Omit X-Bracing and Bottom Bracing when "H" is 5 feet or less.

When required on the Bridge Layout sheet, pile encasements shall be constructed. See Notes and Details for H-Pile Encasements.

Omit all bracing (and V-groove in cap) when pile encasement is extended to bottom of bent cap.

TYPICAL DETAILS OF H-PILE TRESTLE INTERMEDIATE BENT

(Shown with Partial Height Encasement)



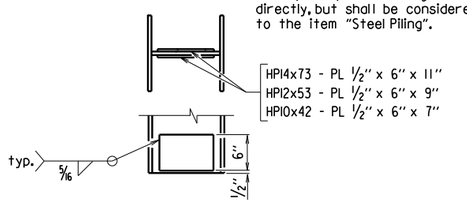
The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

TYPICAL SPLICE DETAILS

⚠ H-pile splicers manufactured by Associated Pile and Fitting Corporation, LB Foster Piling, Skyline Steel or equivalent may be used in lieu of the "Typical Splice Details" shown. H-pile splicers shall match the same grade of steel specified for the piling and shall be welded to the pile with a 5/16" fillet weld around the entire perimeter of the splice. Flanges shall be welded with a complete penetration groove weld complying with AASHTO/AWS Joint Designation B-U4a or B-U4b. All welding shall conform to Subsection 807.26 of the AHTD Standard Specifcations for Highway Construction (2014 Edition).

Notes:
Steel pile tip reinforcing not required when approved H-Pile driving points are used.

Steel pile tip reinforcing shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



REINFORCING DETAIL FOR STEEL H-PILE TIP

GENERAL NOTES FOR H-PILE ENCASEMENTS:

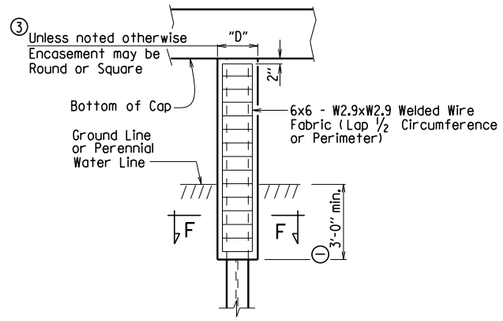
⚠ See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

All concrete shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

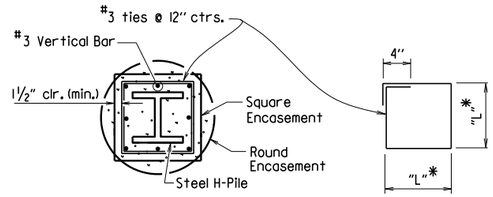
Welded Wire Fabric shall conform to AASHTO M 55 or M 221. Galvanized Corrugated Steel Pipe shall conform to AASHTO M 36 and M 218.

Concrete, welded wire fabric or reinforcing steel and galvanized pipe shall not be paid for directly, but shall be considered subsidiary to the item "Pile Encasement".



PILE ENCASEMENT DETAIL FOR STEEL H-PILES

④ (Shown with Encasement to Bottom of Cap)

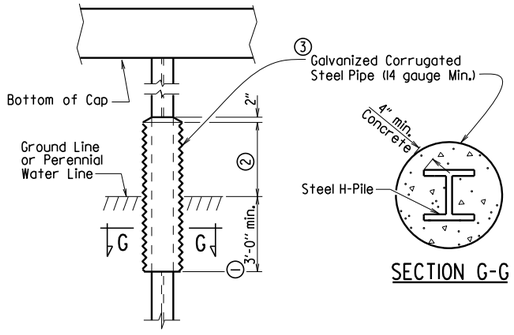


SECTION F-F

*Measured out-to-out of bar.

TABLE OF VARIABLES FOR PILE ENCASEMENT

Pile Size	"D" Square Encsmt.	"D" Round Encsmt.	"L"*
HPI0x42	1'-7"	2'-0"	1'-4"
HPI2x53	1'-8"	2'-2"	1'-5"
HPI4x73	1'-11"	2'-6"	1'-8"



SECTION G-G

① Unless otherwise noted on Bridge Layout.

② 3'-0" minimum or as shown on Bridge Layout.

③ Encasement dimensions shall be sized to maintain a minimum concrete cover of 4" from the H-Pile. Reinforcement shall be sized to provide a minimum concrete cover of 1½" and a minimum clearance of 1¼" from the pile.

④ Alternate pile encasement, when not extended to bottom of cap, shall have 2" concrete taper for water runoff as shown in the Partial Height Encasement detail.

ALTERNATE PILE ENCASEMENT DETAIL FOR STEEL H-PILES

(Shown with Partial Height Encasement)

⚠ Added alternate method of splicing H-piles and revised pile encasement note.
3/24/2016 AMS

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on March 24, 2016. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55020.dgn
CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

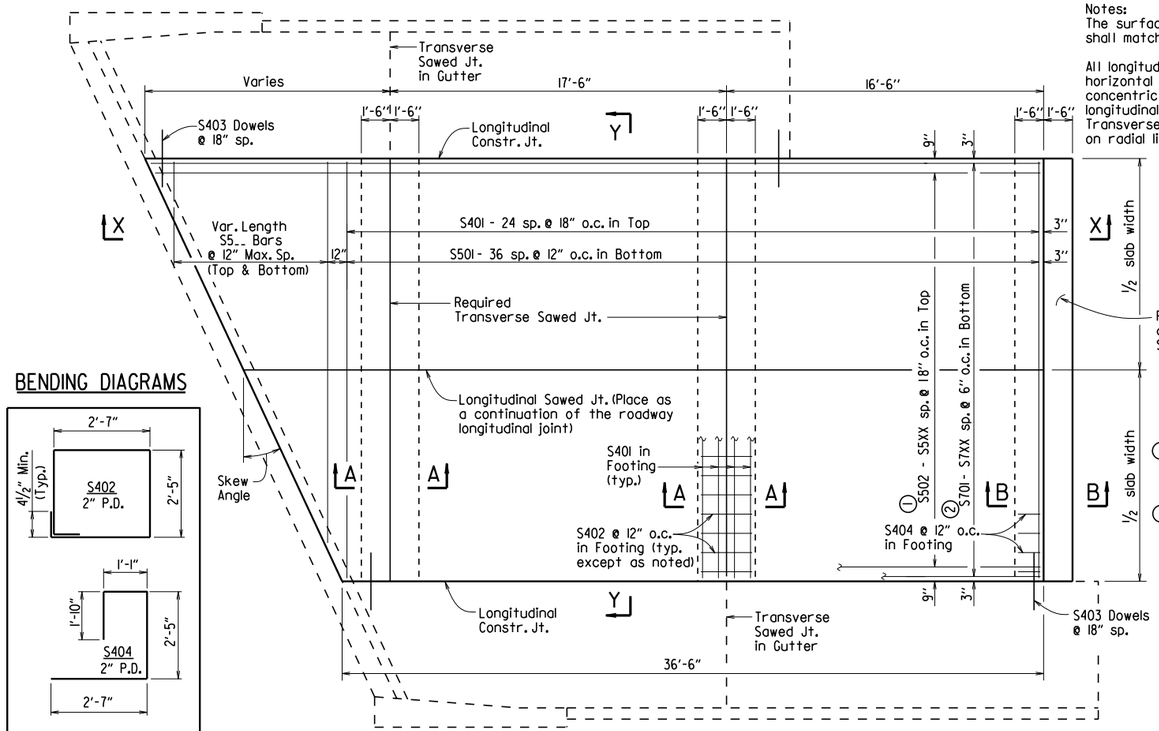
DRAWING NO. 55020

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

TYPE C2 APPROACH SLAB 55040C2

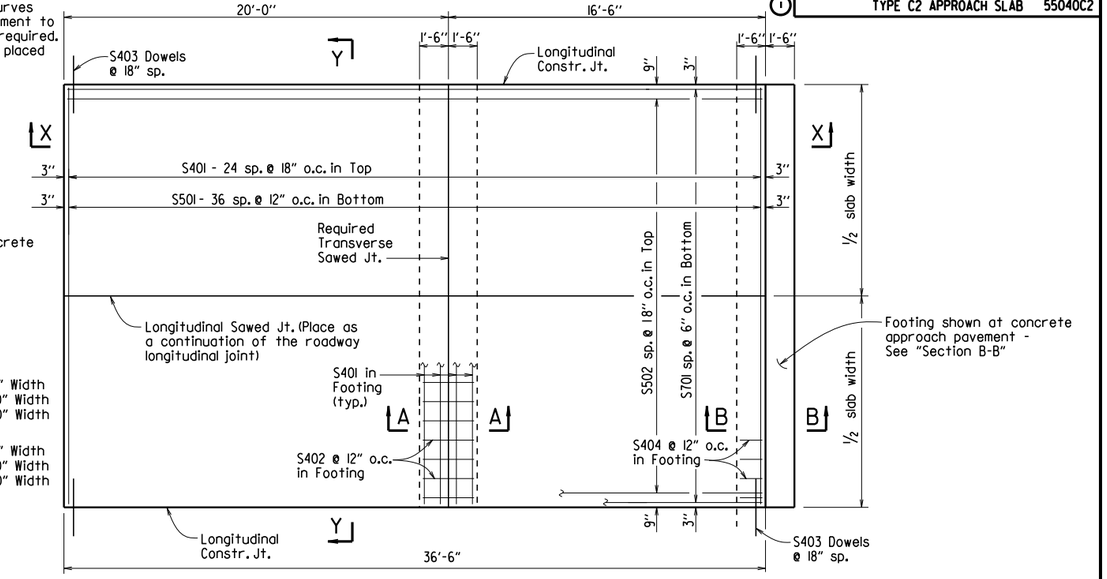
Notes:
The surface finish for Approach Slabs shall match that used on the bridge deck.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.



① S5XX = S511 for 15'-0" Width
= S517 for 24'-0" Width
= S525 for 36'-0" Width

② S7XX = S730 for 15'-0" Width
= S748 for 24'-0" Width
= S772 for 36'-0" Width



PLAN - SQUARE APPROACH SLAB

1/4" = 1'-0"

BENDING DIAGRAMS

Dimensions are out to out of bar.

PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS

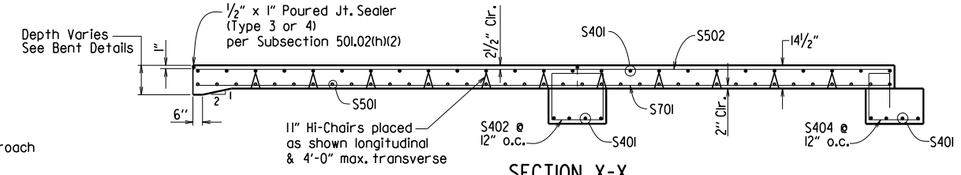
1/4" = 1'-0"

BAR LIST

(Square & Skewed Approach Slabs)

	Mark	Square No. Req'd.	Square Length	Skewed No. Req'd.	Skewed Length
15'-0" Slab Width	S401	33	14'-8"	37	14'-8"
	S402	15	10'-4"	30	10'-4"
	S403	50	3'-0"	*	3'-0"
	S404	15	7'-8"	15	7'-8"
	S501	37	14'-8"	37	14'-8"
	S502	10	36'-2"	—	—
	S502 - S511	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 14.25'(tan skew angle)
	S5__	—	—	2 Ea.	14.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	30	36'-2"	—	—
	S701 - S730	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 14.75'(tan skew angle)
24'-0" Slab Width	S401	33	23'-8"	37	23'-8"
	S402	24	10'-4"	48	10'-4"
	S403	50	3'-0"	*	3'-0"
	S404	24	7'-8"	24	7'-8"
	S501	37	23'-8"	37	23'-8"
	S502	16	36'-2"	—	—
	S502 - S517	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 23.25'(tan skew angle)
	S5__	—	—	2 Ea.	23.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	48	36'-2"	—	—
	S701 - S748	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 23.75'(tan skew angle)
36'-0" Slab Width	S401	33	35'-8"	37	35'-8"
	S402	36	10'-4"	72	10'-4"
	S403	50	3'-0"	*	3'-0"
	S404	36	7'-8"	36	7'-8"
	S501	37	35'-8"	37	35'-8"
	S502	24	36'-2"	—	—
	S502 - S525	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 35.25'(tan skew angle)
	S5__	—	—	2 Ea.	35.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	72	36'-2"	—	—
	S701 - S772	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 35.75'(tan skew angle)

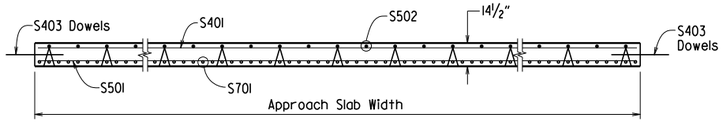
*Varies with skew angle



SECTION X-X

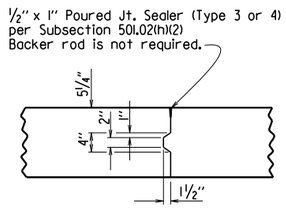
SQUARE APPROACH SLAB SHOWN

1/4" = 1'-0"



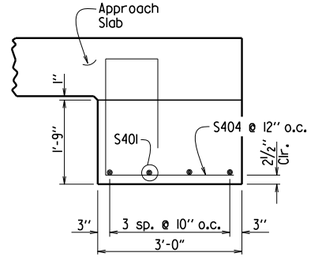
SECTION Y-Y

N.T.S.



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

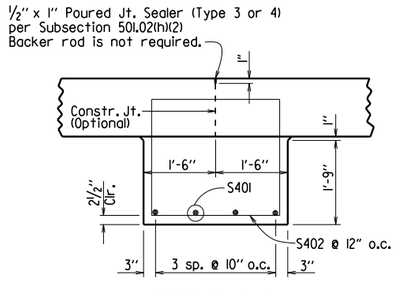
¾" = 1'-0"



SECTION B-B

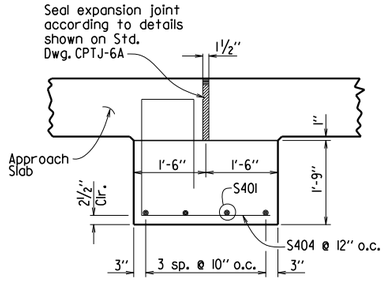
AT ASPHALT APPROACH PAVEMENT

N.T.S.



SECTION A-A

N.T.S.



SECTION B-B

AT CONCRETE APPROACH PAVEMENT

N.T.S.

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

(FOR INFORMATION ONLY)

Slab Width	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
15'-0"	3765	30.75
24'-0"	5980	49.15
36'-0"	8925	73.75

GENERAL NOTES

This drawing shall be used for Approach Slabs in Seismic Performance Zones 2, 3 & 4 and for the maximum skew angles shown below:

15'-0" Slab Width: Maximum Skew Angle = 50°
24'-0" Slab Width: Maximum Skew Angle = 40°
36'-0" Slab Width: Maximum Skew Angle = 30°

All concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

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

Approach Slabs will be measured and paid for in accordance with Section 504.

STANDARD DETAILS FOR TYPE C2 APPROACH SLAB

ARKANSAS STATE HIGHWAY COMMISSION

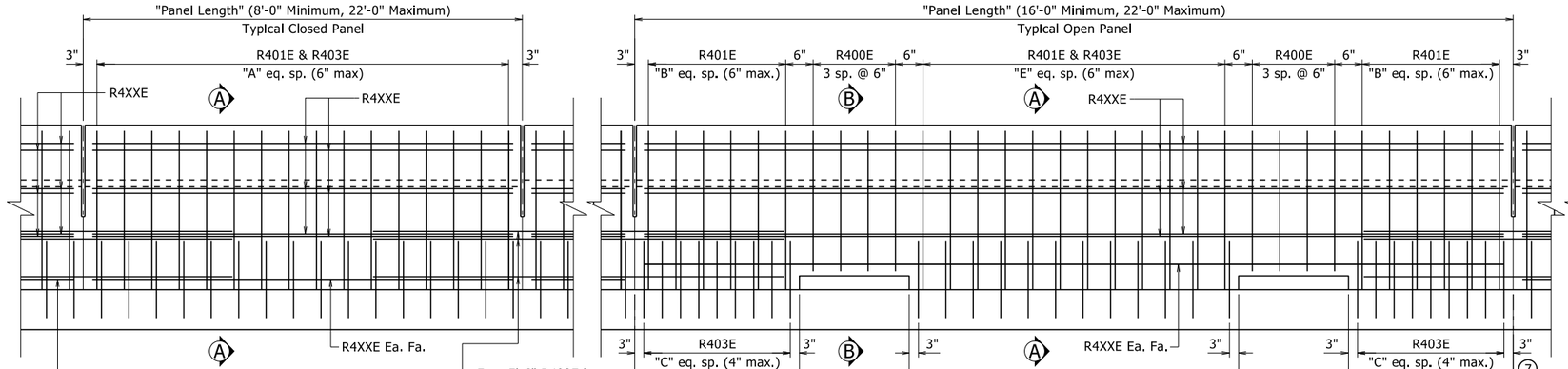
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55040c2.dgn
CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: STD. DATE:

DRAWING NO. 55040C2

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

(1) TYPE SSTR36 - 55070



(1) ELEVATION - SINGLE SLOPE TRAFFIC RAIL

¾" = 1'-0"

(7) C.L. Partial-Depth Rail Joint (formed width ¼" to 1" max). Stop 16" from top of deck/slab or sidewalk. Place at all remaining locations other than at intermediate bents.

(7) C.L. Full-Depth Rail Joint (formed width ¼" to 1" max). Stop 6" from top of deck/slab or sidewalk. Place at all intermediate bents locations where rail is continuous.

(1) All measurements shown are along gutterline at base of rail.

(2) Minimum embedment into deck/slab.

(3) Eliminate recess when formliner with architectural finish is used. See Plans for additional information.

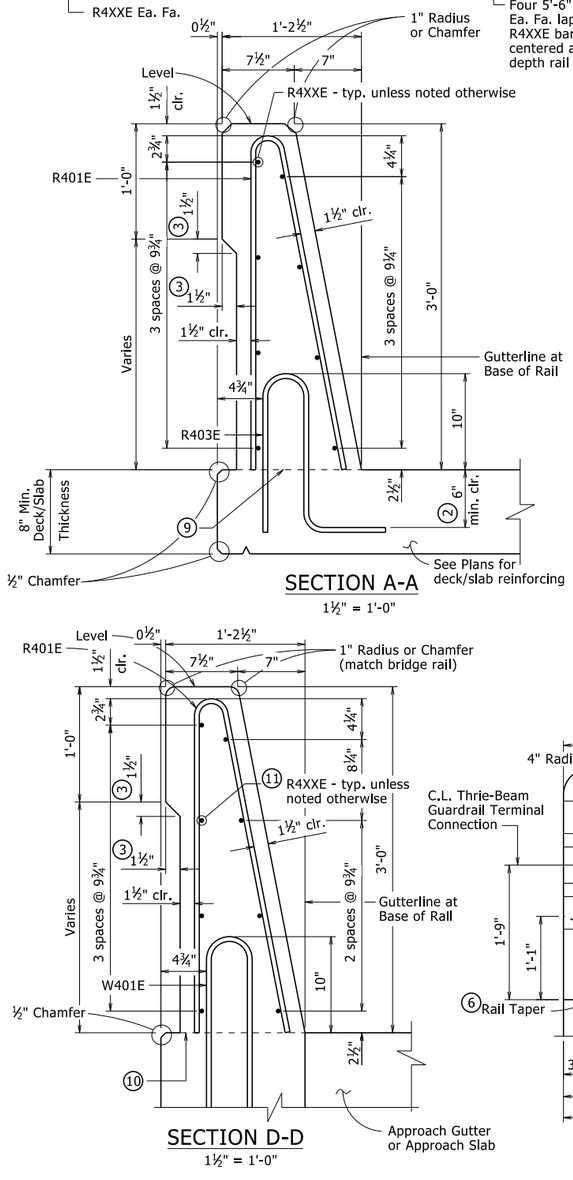
(4) C.L. 1" ø formed holes for ⅞" ø bolts. See Standard Drawings GR-10 and GR-12 for additional information.

(5) Only applicable for bridges with rail cast directly on bridge deck/slab surface. Increase height as necessary for sidewalks, see Plans for additional information.

(6) Field bend front leg of R401E bar as required to maintain minimum 1½" front face clearance within limits of taper.

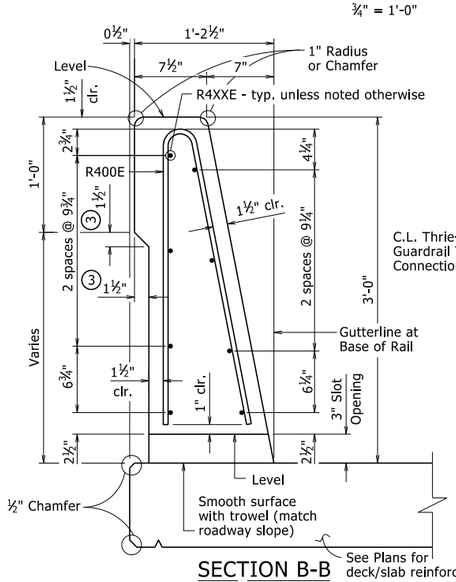
(7) When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ⅛", and must be controlled so it will follow the V-Groove.

(8) End posts shall be the same length within a panel.



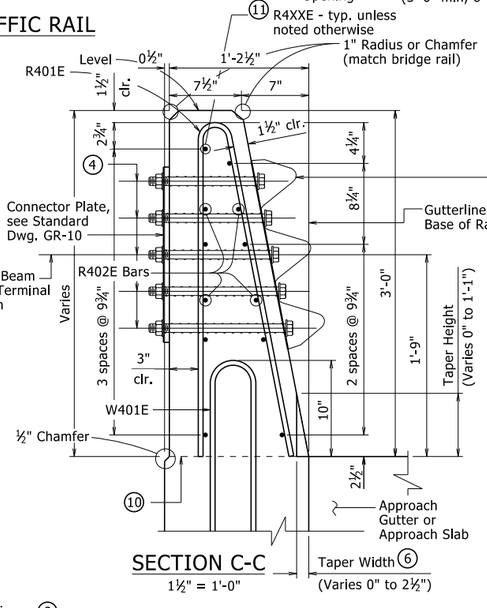
SECTION A-A

1½" = 1'-0"



SECTION B-B

1½" = 1'-0"



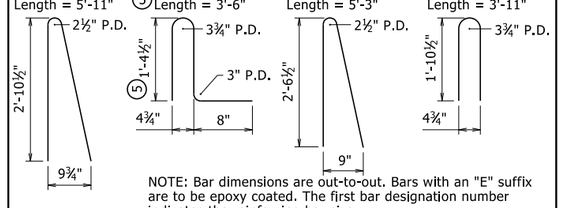
SECTION C-C

1½" = 1'-0"

Taper Width (6) (Varies 0" to 2½")

Bolt Special End Shoe to face of rail as shown. Tapered washers are not required between the head of the bolts and the sloped face of the rail. Tighten the five terminal connection bolts in a well distributed pattern to prevent damage or distortion of the thrie-beam connection. Cut bolts off after installation so as to extend no more than ¾" beyond nut. Paint ends of cut-off bolts with zinc-rich paint. This work and material will not be paid for directly but shall be considered subsidiary to associated contract items.

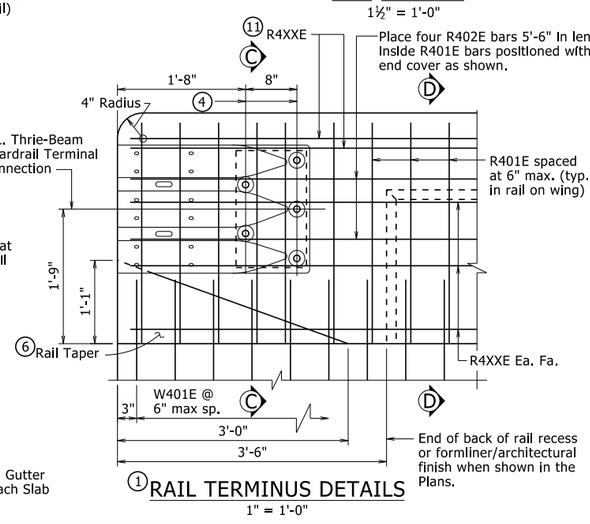
BENDING DIAGRAM



NOTE: Bar dimensions are out-to-out. Bars with an "E" suffix are to be epoxy coated. The first bar designation number indicates the reinforcing bar size.

SECTION D-D

1½" = 1'-0"



(1) RAIL TERMINUS DETAILS

1" = 1'-0"

(9) Required Construction Joint. Level where water flows away from rail, match roadway slope where water flows toward rail.

(10) Top of Abutment Wing & Required Construction Joint (match bridge deck/slab construction joint slope). See Plans for Wing reinforcing.

(11) These bars will not be included in the "Table of Variables". See Plans for details.

TABLE OF VARIABLES

Closed Rail Panels			Open Rail Panels						
Panel Length	A	R4XXE	Panel Length	B	C	D	E	F	R4XXE

See Plans for table with values.

GENERAL NOTES

This rail has been successfully evaluated by full-scale crash test to meet MASH TL-4 criteria.

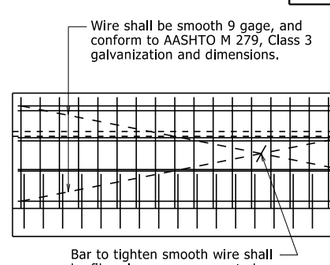
Details shown are general for bridges without sidewalks. See Plans for additional details and requirements specific to bridges with sidewalks.

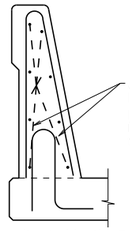
For Table of Variables, Rail Bar List, locations of Full and Partial Depth Rail Joints, and Wing & Rail Bar Lists, see Plans.

For location of drain openings, see Plans. Drain openings shown are not applicable for bridges with sidewalks. Drain openings will not be allowed over Railroad Right of Way, travelled roadways, and protected waterways.

Rail Terminus details, including Rail Taper, are not applicable for bridges with sidewalks or when bridge railing is continuous with roadway railing.

Scales shown are for 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.





The extruded rail shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish in place of Class 2, Rubbed Finish.

All panels shall be braced as required to prevent racking.

Slip forming will not be allowed on bridges where formliner with architectural treatment is used unless approval from the Engineer is obtained.

DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL

No Scale

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on November 5, 2020. This copy is not a signed and sealed document.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36

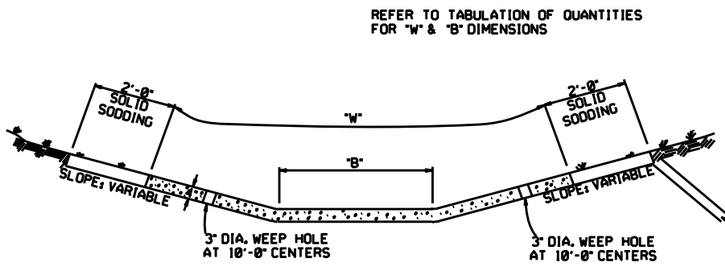
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KWY DATE: 11/5/2020
CHECKED BY: LJB DATE: 11/5/2020
DESIGNED BY: STD. DATE: -----
FILENAME: b55070.dgn
SCALE: As Noted

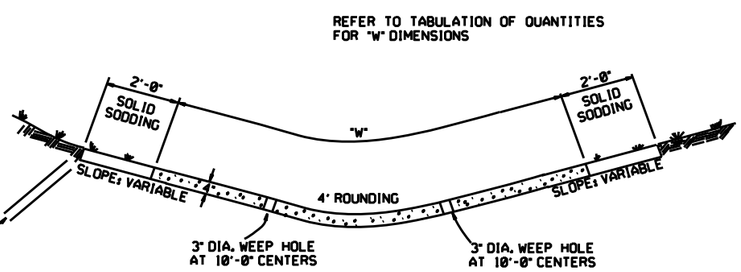
DRAWING NO. 55070

PRINT DATE: 4/9/2021



TYPE A

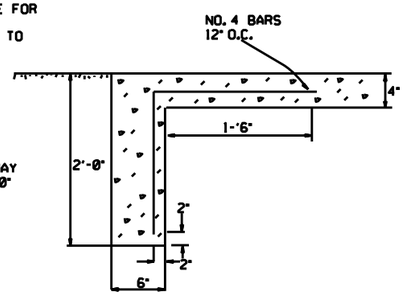
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



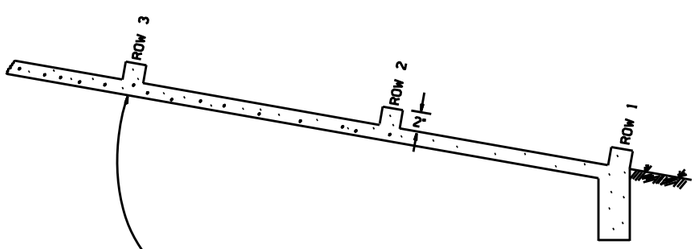
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."

TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

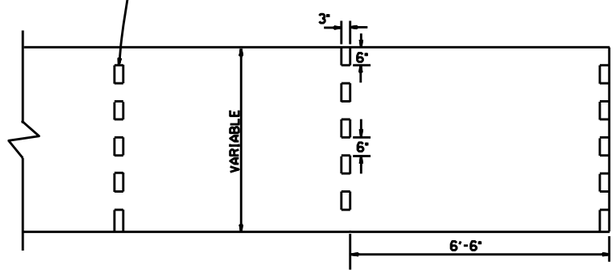


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

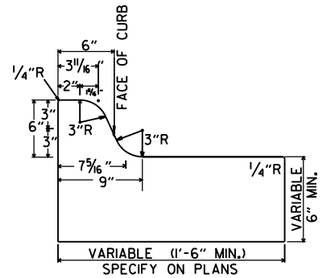
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

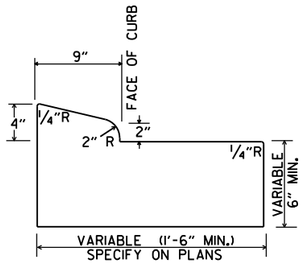
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

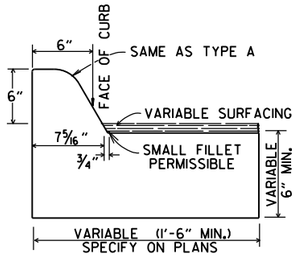
STANDARD DRAWING CDP-1



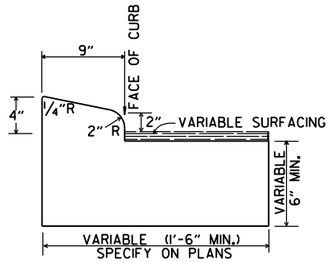
TYPE A



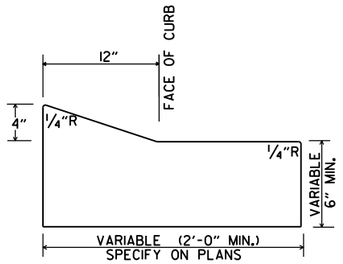
TYPE B-1



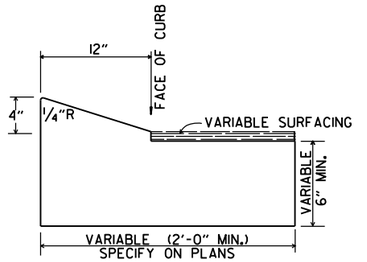
TYPE C



TYPE B-2

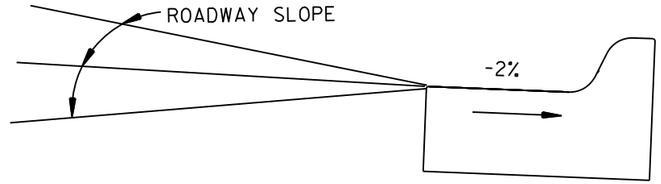


TYPE E-1



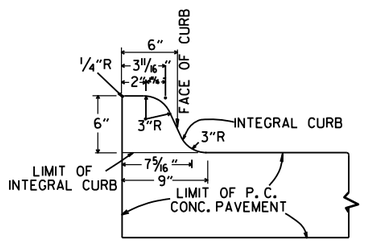
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

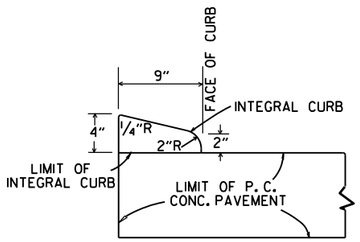


DETAIL OF GUTTER SLOPE

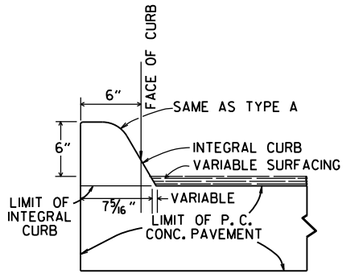
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

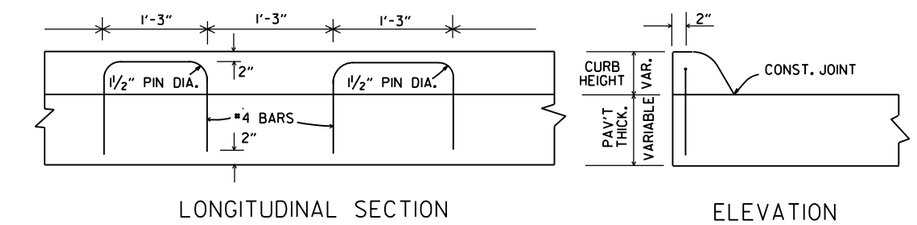


TYPE B



TYPE C

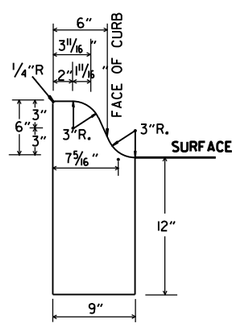
INTEGRAL CURB



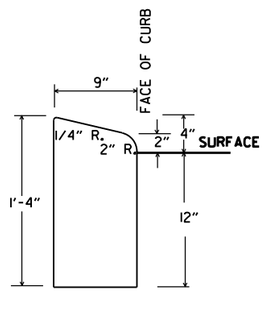
LONGITUDINAL SECTION

ELEVATION

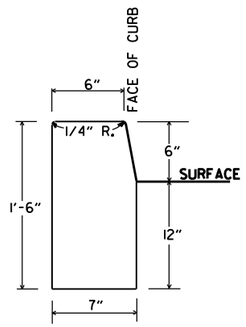
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



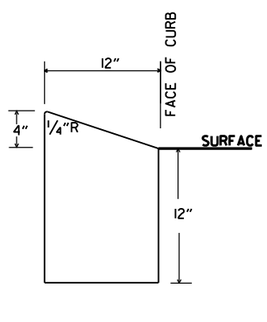
TYPE A



TYPE B

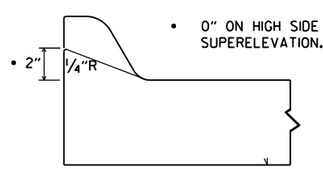


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

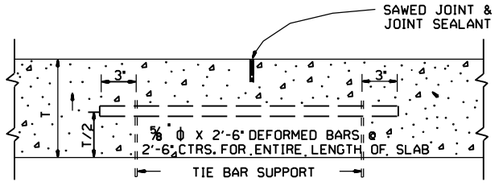
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIBLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

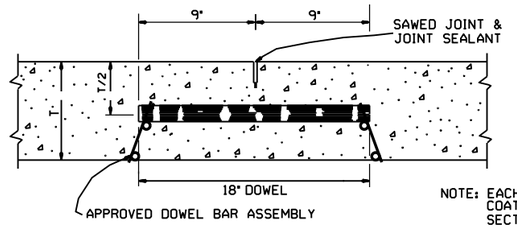
STANDARD DRAWING CG-1



LONGITUDINAL JOINT

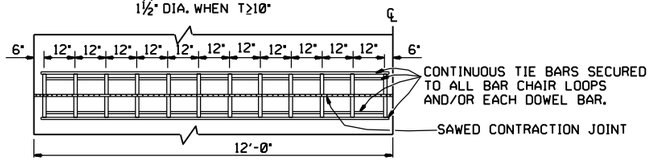
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

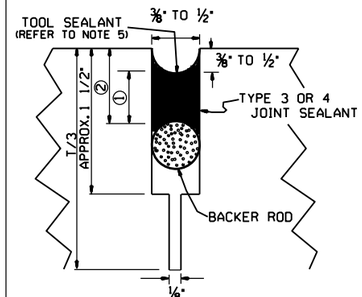
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



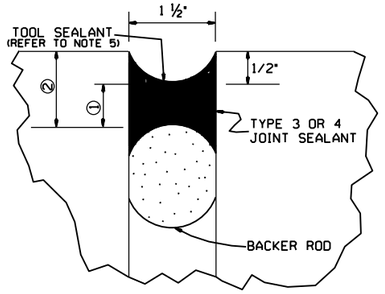
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



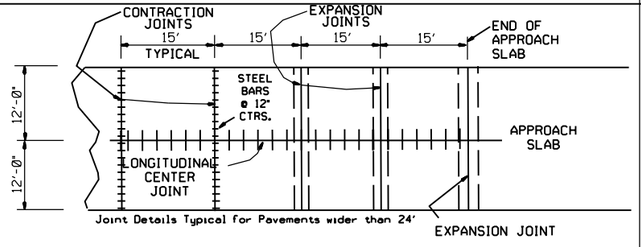
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

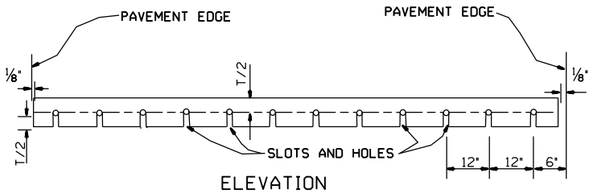
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	5/16	¾	7/16
¾	⅜	⅞	⅜
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	⅜	¾
⅜	¾	½	1

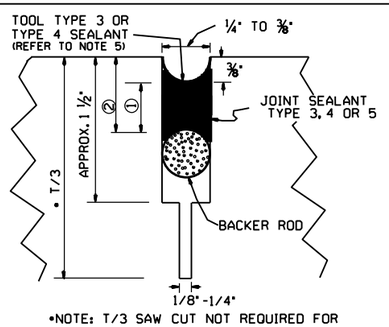


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



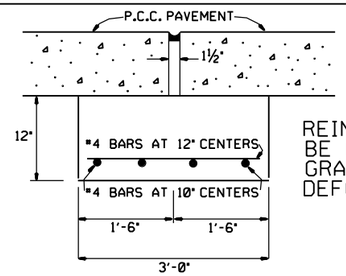
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



•NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

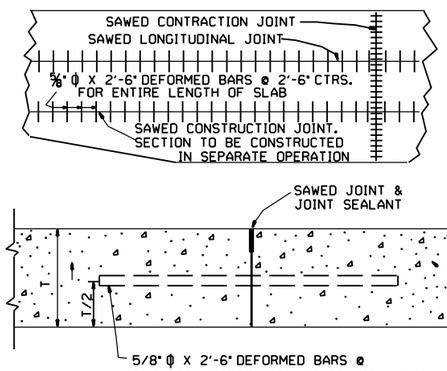


REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

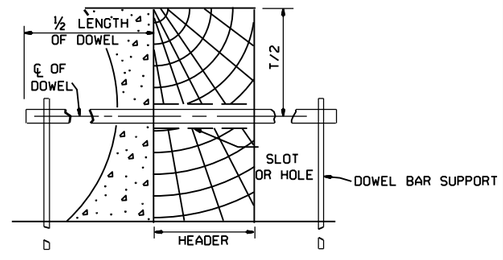
GENERAL NOTES

1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.



NOTE: TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

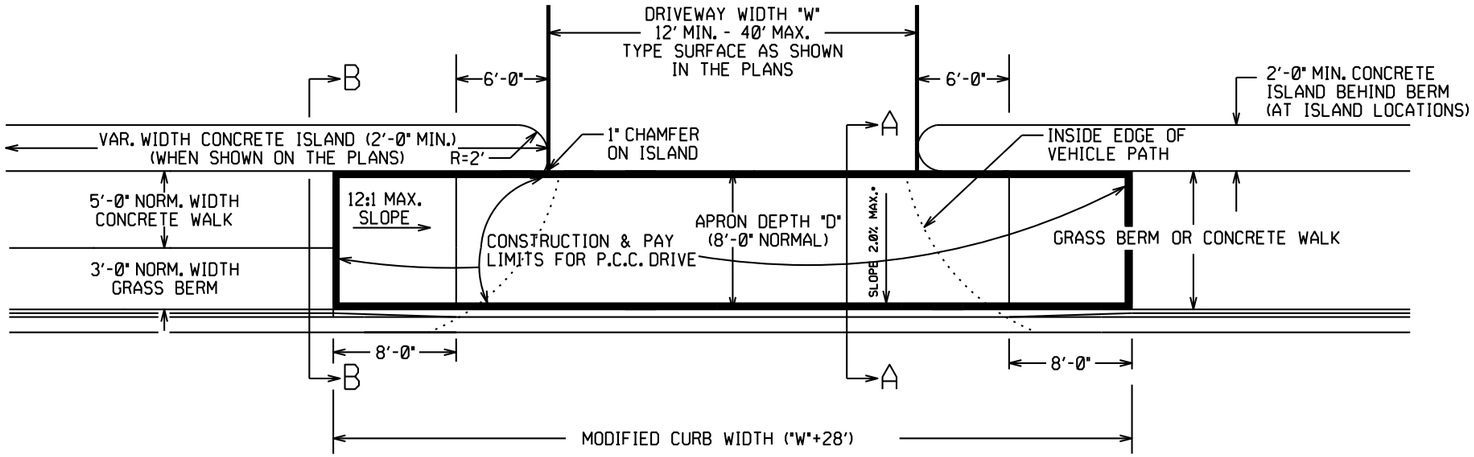
TRANSVERSE CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
11-07-19	REV. EXP. JOINT REF ON APP. SLAB	
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88

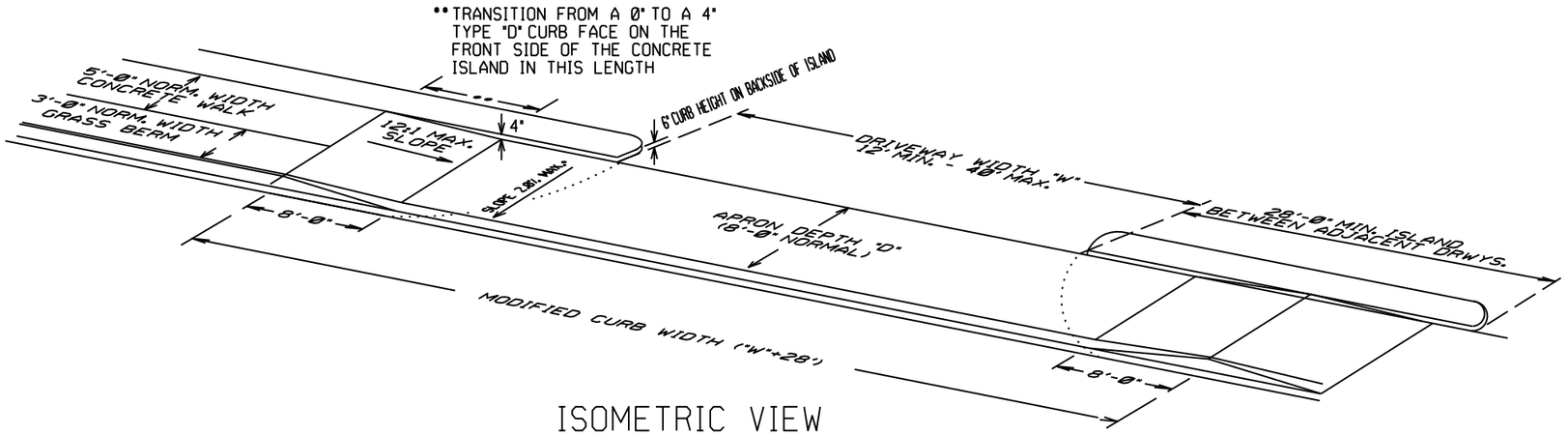
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

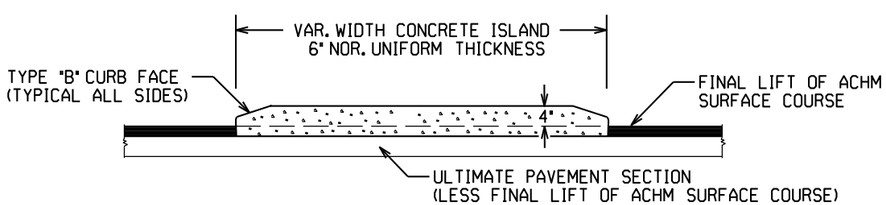
STANDARD DRAWING CPTJ - 6A



PLAN VIEW



ISOMETRIC VIEW

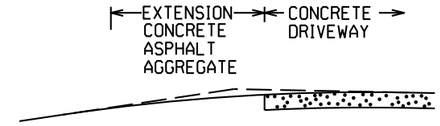


CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

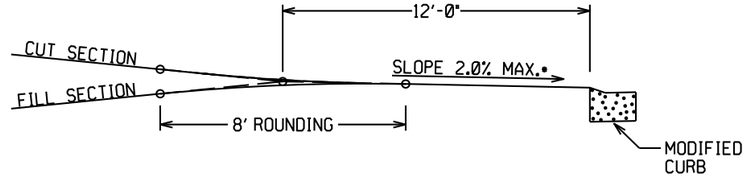
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

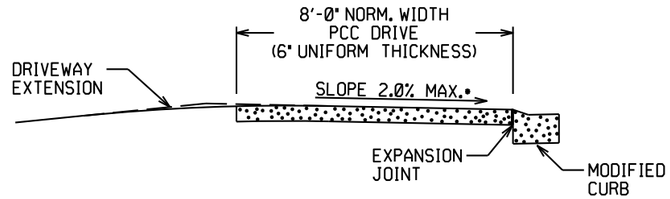
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

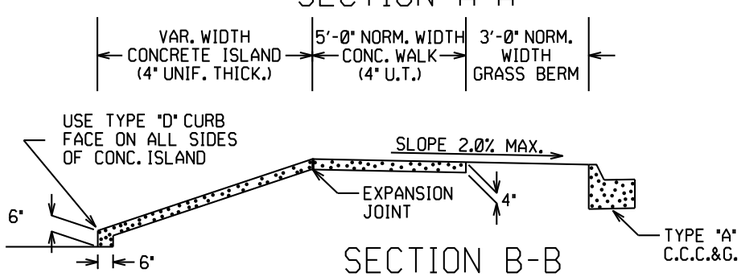


DRIVEWAY VERTICAL ALIGNMENT DETAILS

• NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A



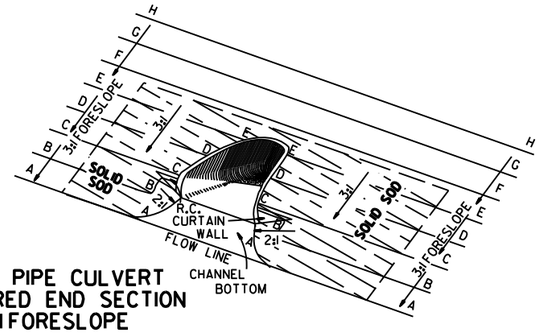
SECTION B-B
CURBED ISLAND BEHIND WALK

DATE REV	DATE FILMED	DESCRIPTION
5-19-22		REVISED ISLAND NOTES
11-07-19		REVISED WALK DETAILS
2-27-14		REVISED PLAN & ISOMETRIC VIEW
11-29-07		ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05		REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02		ADDED ISLAND DETAILS & NOTES
3-30-00		REV. MOD. CURB WIDTH & TRANS. NOTE
11-19-98		REVISED NOTES
11-18-98		REDRAWN AND REISSUED

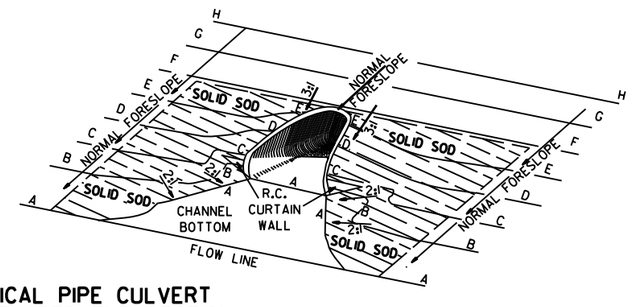
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

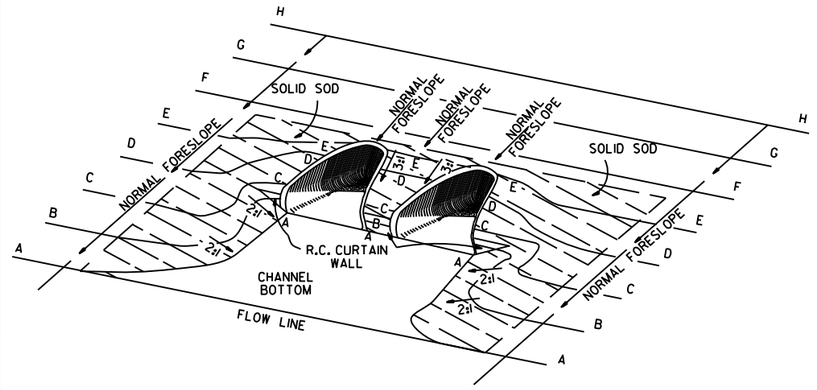
STANDARD DRAWING DR-1



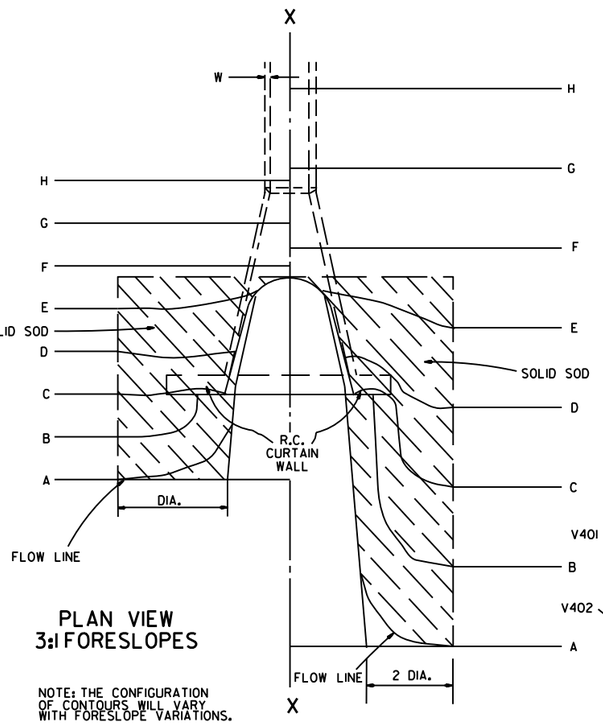
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES



PLAN VIEW
3:1 FORESLOPES

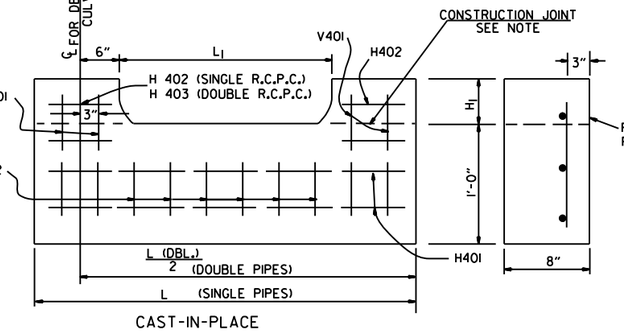
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

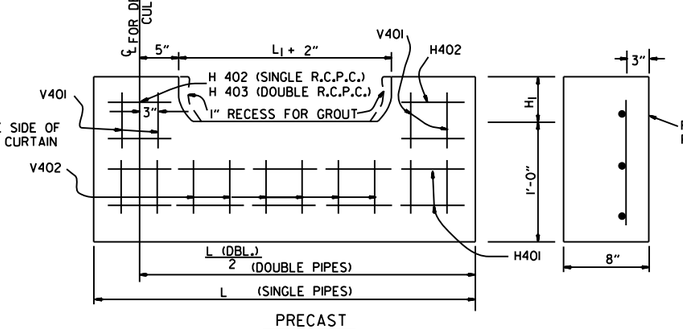
PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.



CAST-IN-PLACE

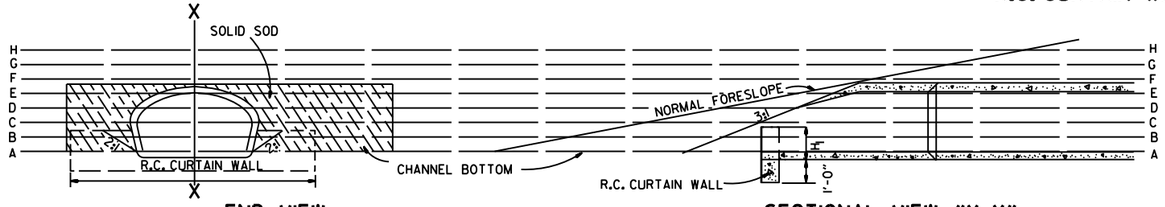
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS



END VIEW

SECTIONAL VIEW "X-X"

REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1	4:1	6:1	DOUBLE R.C.P.C. 3:1	4:1	6:1
	SQ. YDS.			SQ. YDS.		
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	26	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

GENERAL NOTES

1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE: FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	
10-12-95	CORRECTED SPELLING	
11- 3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

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FLARED END SECTION

STANDARD DRAWING FES-1

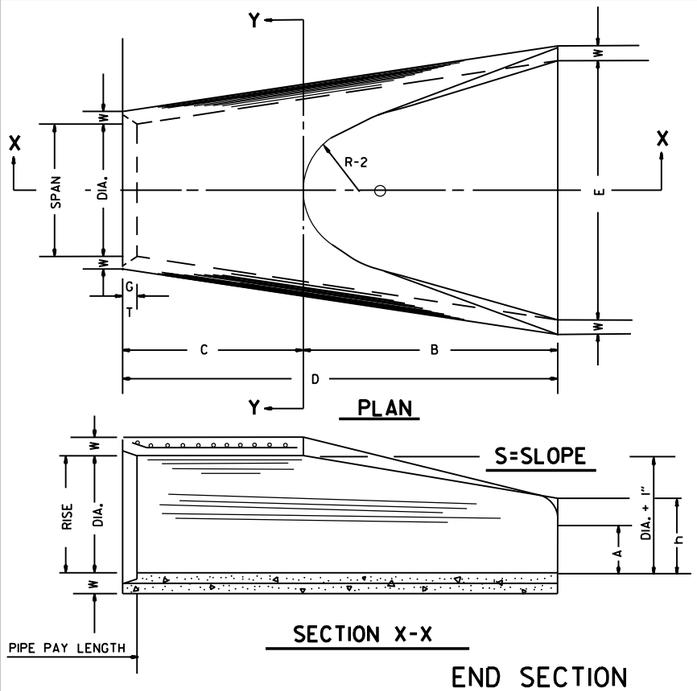
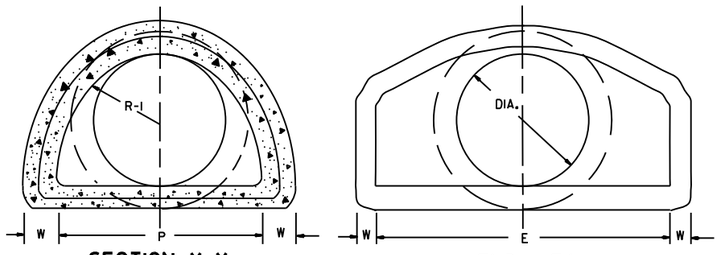


TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. + 1"	P	R-1	R-2	G-T	WT.	h
18"	2½"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33 3/16"	16 15/16"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4 5/8"
36"	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	3:1	37"	47 13/16"	24 5/16"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅞"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 15/16"	24"	5"	13250	4'-6"

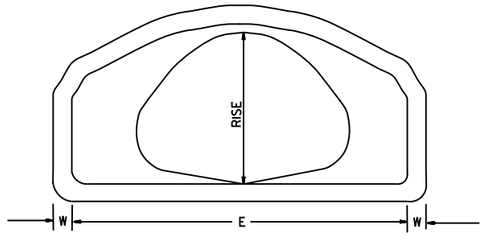


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

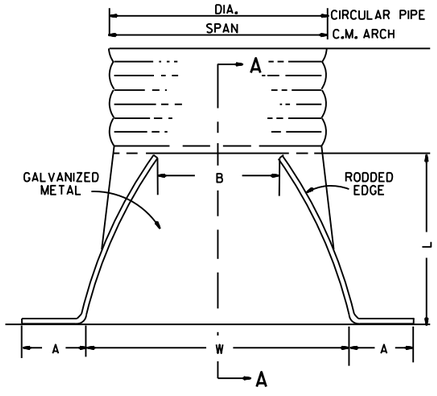
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 11/16"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47 11/16"	20"	3"	2½:1
36	43¾	44	26⅜	27	4"	10½"	4'-0"	2'-11½"	6'-1½"	6'-6"	54 5/16"	22"	3½"	2½:1
42	51⅛	51	31 5/16	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70 5/16"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/16"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 1/16"	24"	5"	2¼:1

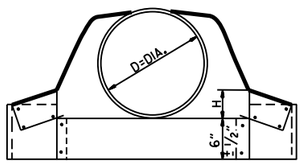
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



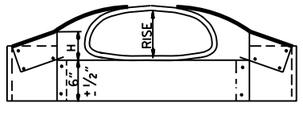
END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

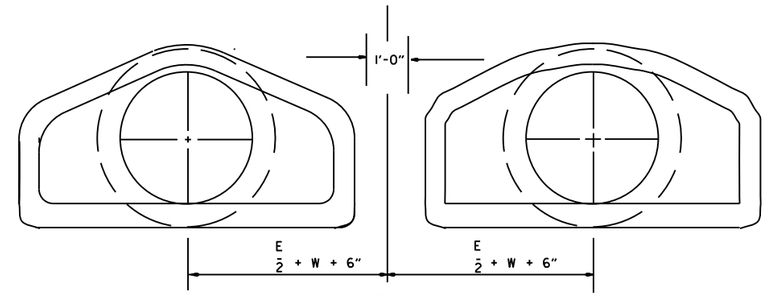
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1

C.M. ARCH PIPE

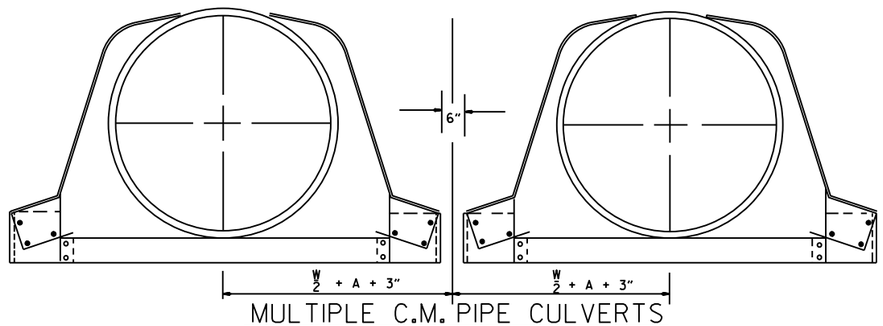
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	12

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS



MULTIPLE R.C. PIPE CULVERTS



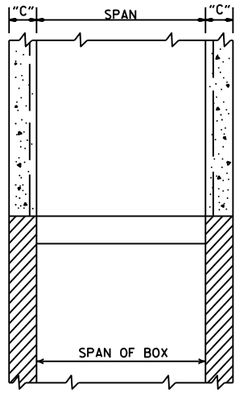
MULTIPLE C.M. PIPE CULVERTS

DATE	REVISION	FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73
10-2-72	REVISED AND REDRAWN	760-10-2-72

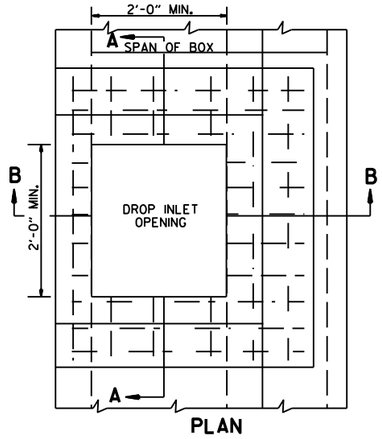
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

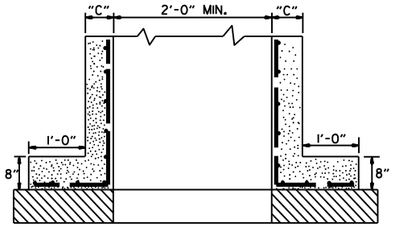
STANDARD DRAWING FES-2



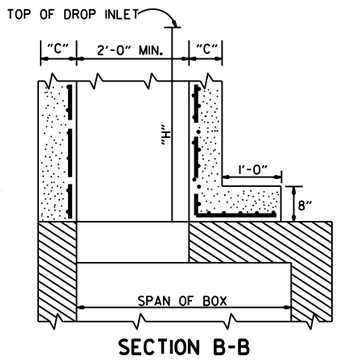
SECTION B-B



PLAN

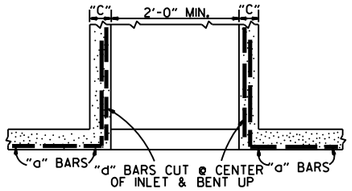


SECTION A-A

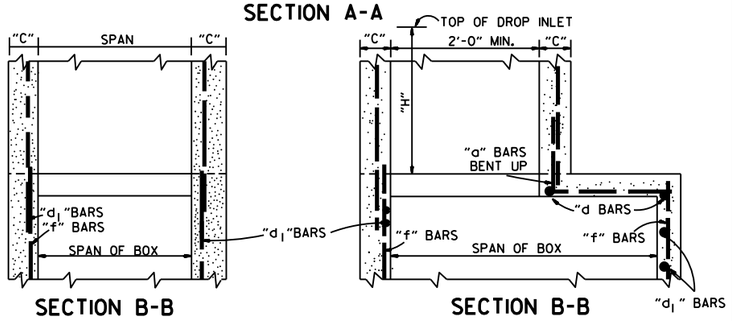


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



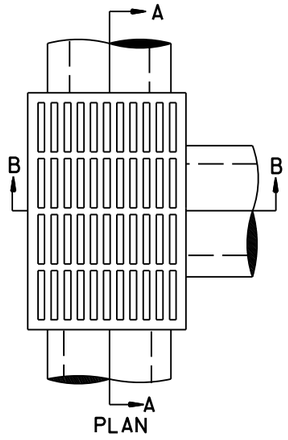
SECTION A-A



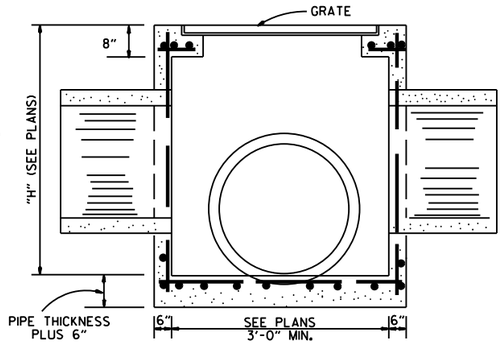
SECTION B-B SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.

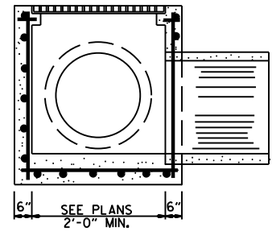


PLAN



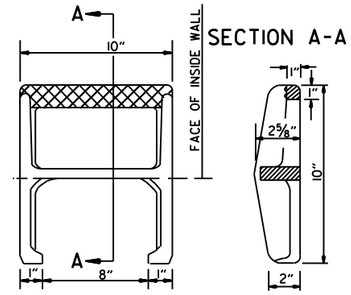
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE DROP INLET TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.



SECTION B-B

DROP INLET (TYPE E)

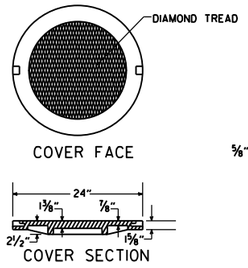


APPROX. WEIGHT = 11 LBS. (CAST IRON)

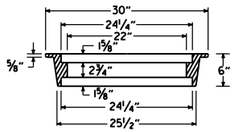
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



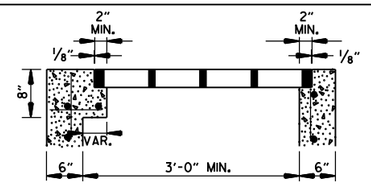
COVER SECTION



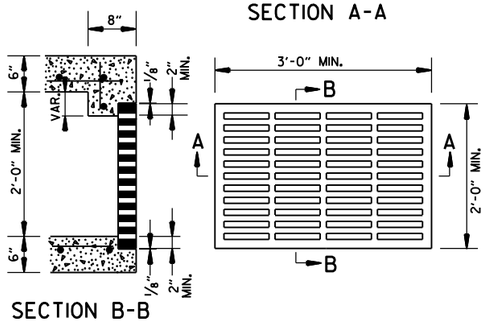
RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



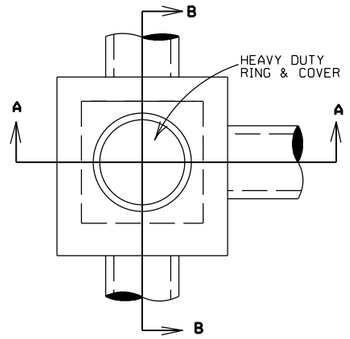
SECTION A-A



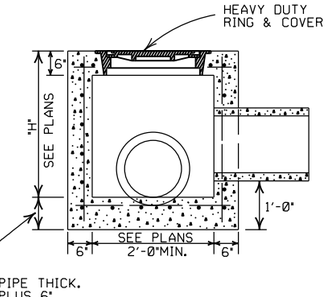
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

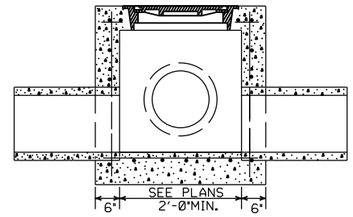


PLAN



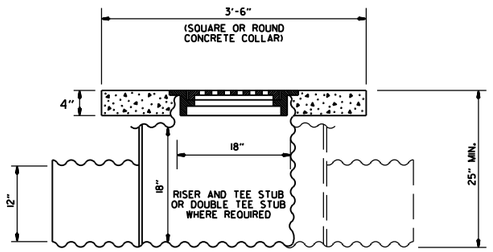
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE JUNCTION BOX TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.

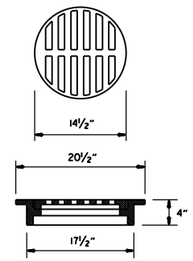


SECTION B-B

JUNCTION BOX (TYPE E)



NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".



USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

DETAIL OF YARD DRAIN

GENERAL NOTES:

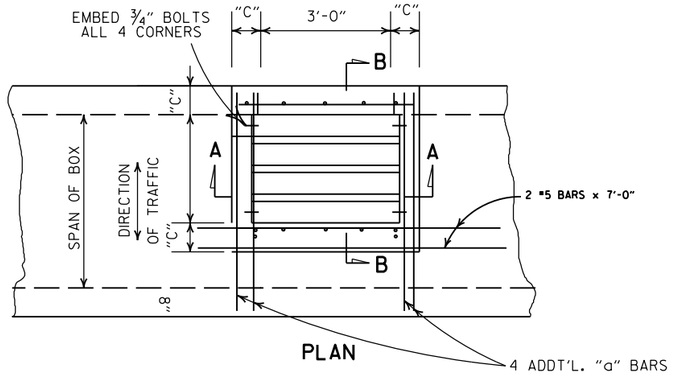
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
11-16-01	ADDED NOTE 10	
1-12-00	REVISED HEAVY DUTY RING & COVER	
7-02-98	CHANGED GRATE DETAIL, DELETED DI(TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E)	
6-26-97	ADDED DIMENSION TO TYPE IV-A	
10-18-96	ADDED DETAIL OF YARD DRAIN	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

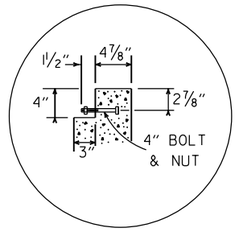
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

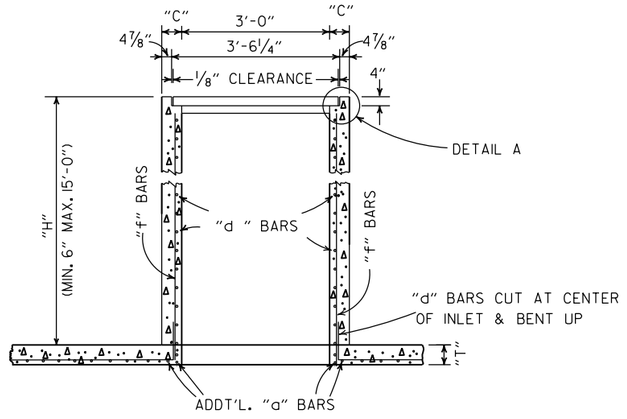
STANDARD DRAWING FPC-9



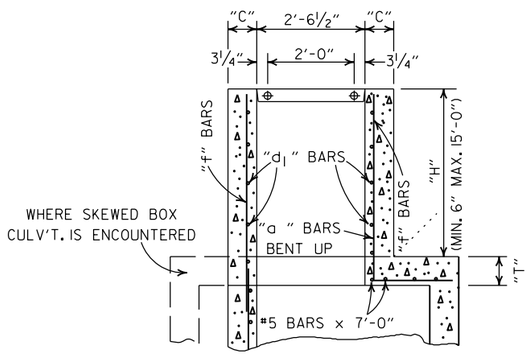
PLAN



DETAIL A



SECTION A-A

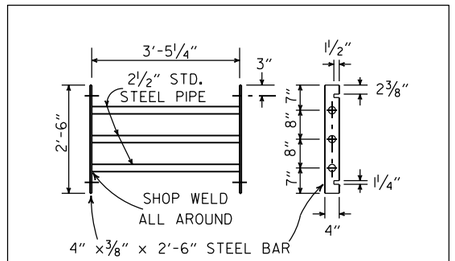


SECTION B-B

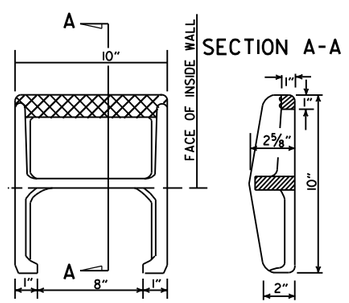
NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

DIMENSIONS & REINF. BARS FOR D.I. TO BE THE SAME AS THOSE SHOWN ON APPLICABLE STD. BARREL DRAWING FOR R.C. BOX CULVERTS.

DROP INLET TYPE "TM"
FOR REINFORCED CONC. BOX CULVERTS



GRATE DETAIL



APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

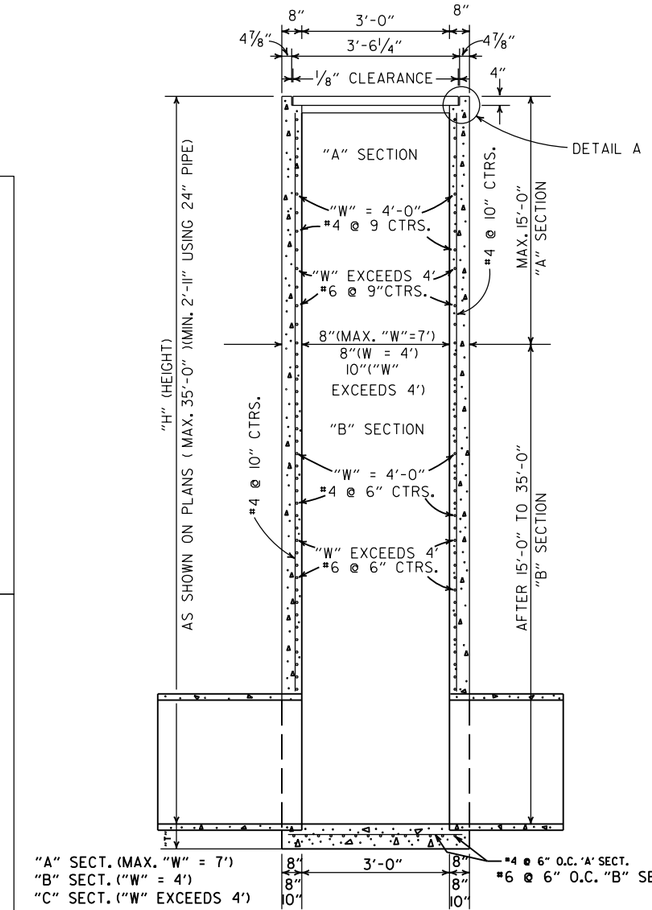
GENERAL NOTES:

1. STEEL PIPE FOR GRATES AND BOLTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 807. BOLTS SHALL CONFORM TO ONE OF THE FOLLOWING: ASTM A193, GRADE B8 CLASS 1 OR 2, ASTM A307 OR AASHTO M 164.
2. STEEL PIPE FOR GRATES SHALL BE "STANDARD WEIGHT" PIPE CONFORMING TO ASTM A53 NATIONAL STANDARD PIPE.
3. BOLTS, NUTS, WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232 OR AASHTO M 298, CLASS 40 OR 50.
4. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
5. ALL #4 AND #5 REINFORCING BARS TO HAVE 1½" COVER. LARGER SIZES TO HAVE 2" COVER.
6. THE COMPLETE PIPE GRATE SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

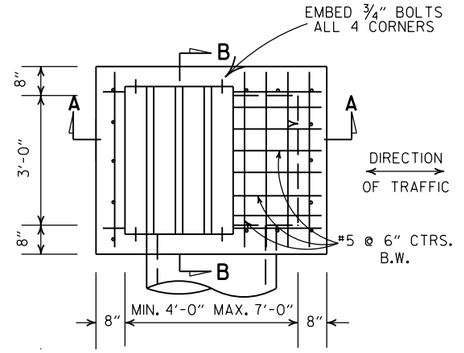
TABLE OF "W" DIMENSIONS

I.D. PIPE	SKEW OF CROSS DRAIN		
	STRAIGHT	30°	45°
	"W"	"W"	"W"
24"	4'-0"	4'-0"	4'-0"
30"	4'-0"	4'-0"	4'-5"
36"	4'-0"	4'-3"	5'-3"
42"	4'-3"	4'-11"	6'-1"
48"	4'-10"	5'-7"	6'-11"

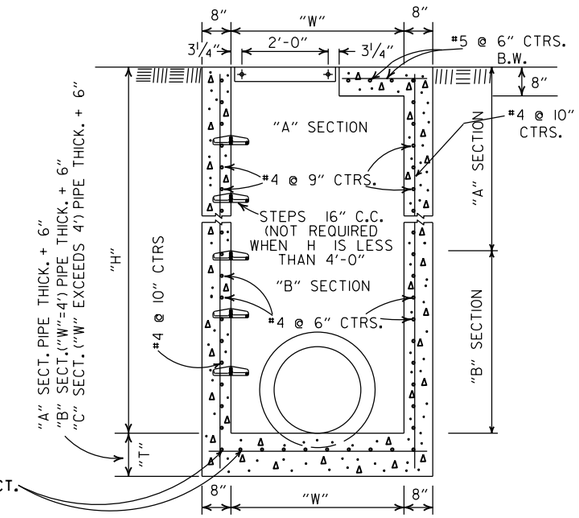
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

DROP INLET(TYPE RM)

REVISED		DATE FILMED
8-22-02	ADDED & REVISED DIMENSION TO SECTION A-A	
1-12-00	CORRECTED DIMENSION ON SECTION B-B	
11-06-97	ADDED DIMENSION TO SECTION A-A	
10-18-96	REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS	
10-1-92	ADDED DIRECTION OF TRAFFIC	10-1-92
8-15-91	ADDED NOTE ABOUT PAINTING OF GRATE	8-15-91
11-30-89	ALTERED DETAIL A	11-30-89
7-15-88	REVISED STEP DETAIL,TM & RM D.I. & GRATE DETAIL	719-7-15-88
10-2-72	REVISED AND REDRAWN	542-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

STANDARD DRAWING FPC-9D

4'-0" LENGTH DROP INLET

PIPE SIZE	MIN. WIDTH	HEIGHT 5'-0" CLASS A CONC. CU. YDS.	HEIGHT 5'-0" REINF. STEEL POUNDS	PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC. CU. YDS.	PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL POUNDS
18"	2'-6"	1.77	156	0.28	22
24"	2'-6"	1.79	156	0.28	22
30"	3'-2"	2.39	205	0.30	26
36"	3'-8"	2.63	236	0.32	28
42"	4'-4"	2.95	250	0.34	30
48"	4'-10"	3.21	265	0.36	32

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.

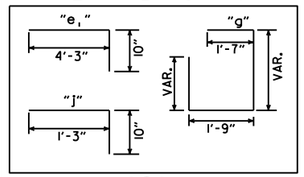
DROP INLET EXTENSION

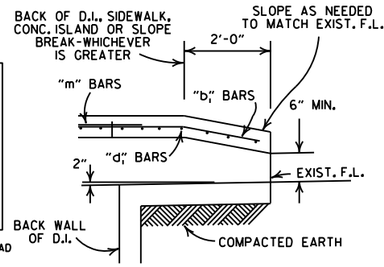
4'-0" CLASS A CONC. CU. YDS.	4'-0" REINF. STEEL POUNDS	8'-0" CLASS A CONC. CU. YDS.	8'-0" REINF. STEEL POUNDS
0.58	38	0.87	72
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
0.04	3		

DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET

INSIDE DIA. PIPE	CLASS A CONC.	REINF. STEEL
INCHES	CU. YDS.	POUNDS
18	0.05	2
24	0.09	3
30	0.13	4
42	0.24	8

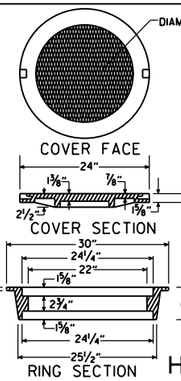
BAR DIAMETER





BACK OPENING

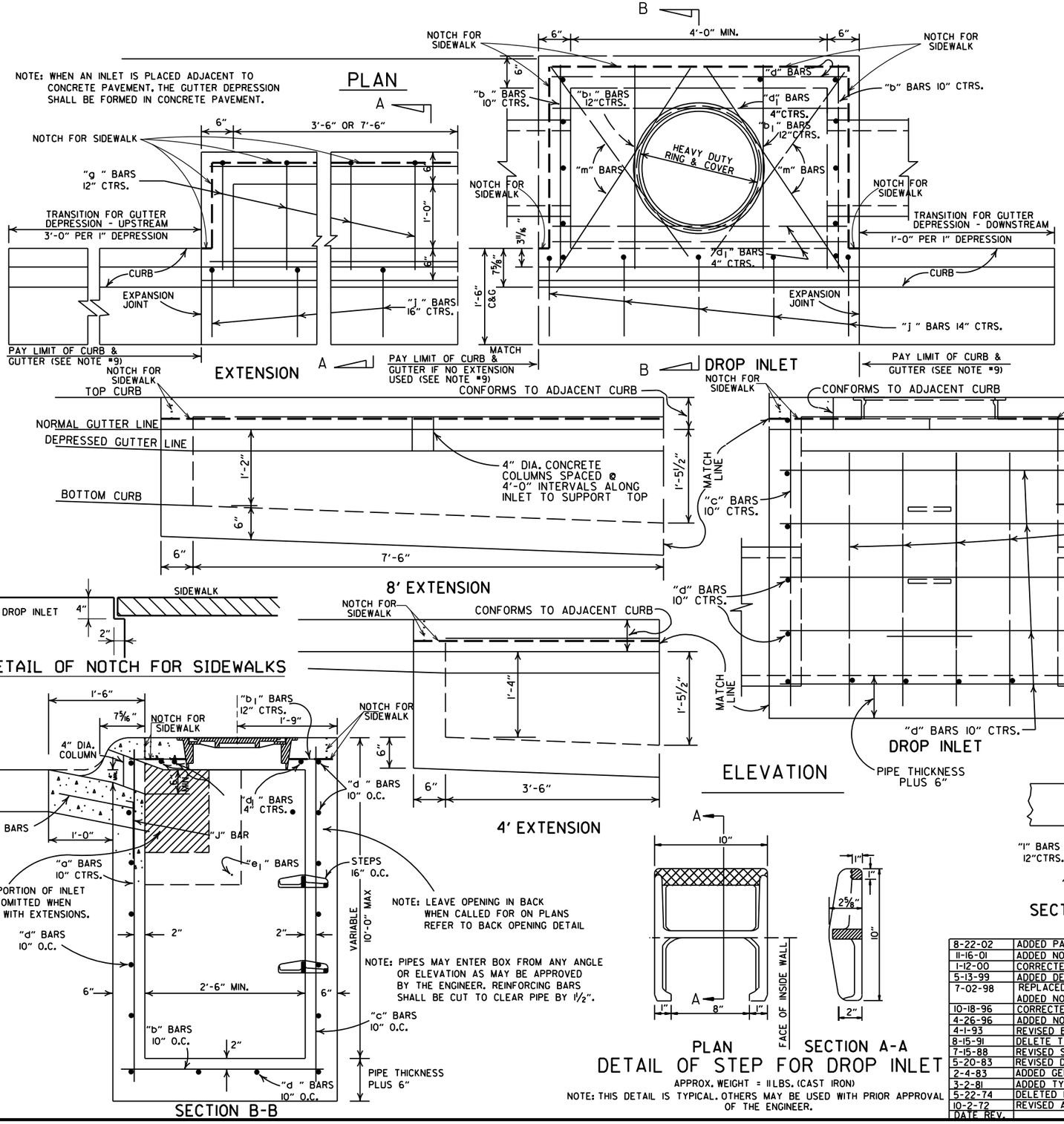
WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).



APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

GENERAL NOTES:
1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
6. WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (FPC-9D).
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
9. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
10. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
11. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
12. 4"×2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.



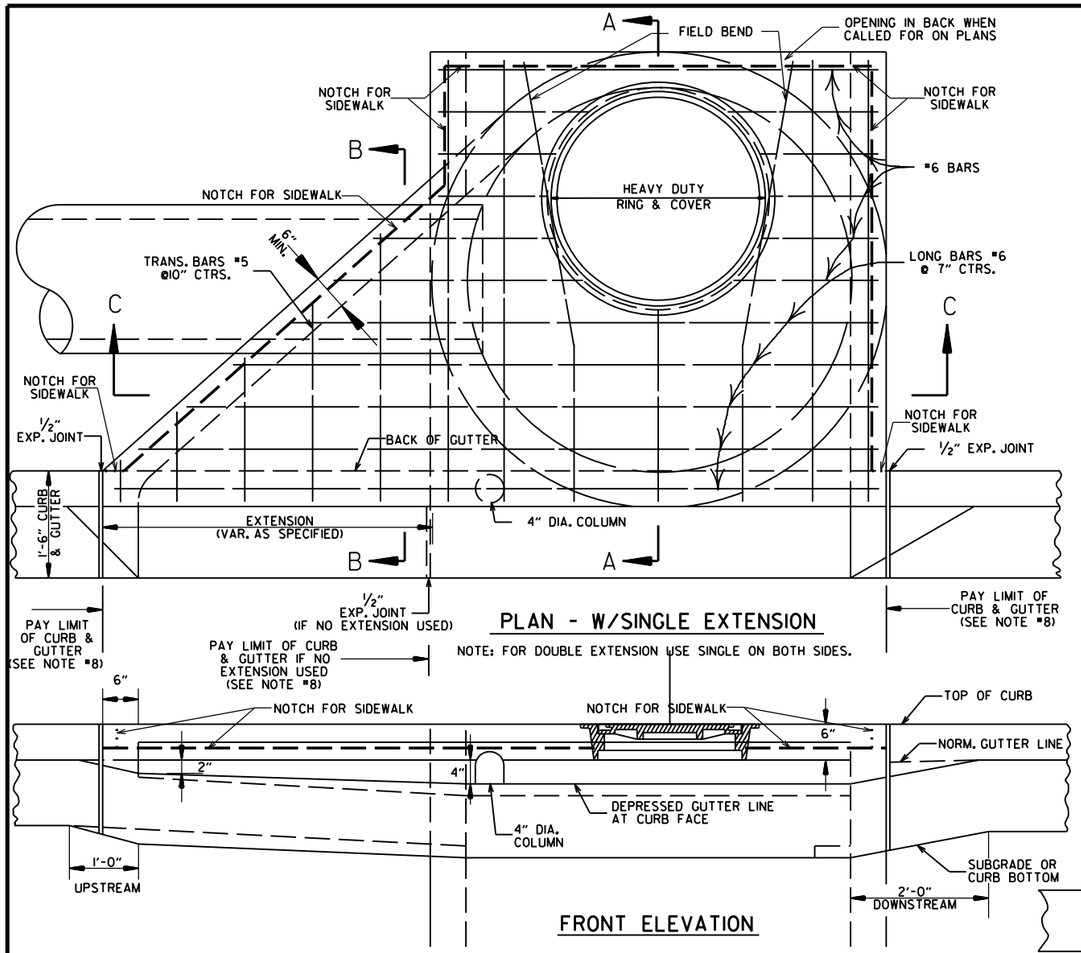
DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13; REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER ADDED NOTES 9,10,&11	
10-18-96	CORRECTED SPELLING	
4-26-96	ADDED NOTE 8 & REVISED (4')(8') EXTENSION TITLES	10-18-96
4-1-93	REVISED BACK OPENING & NOTE	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

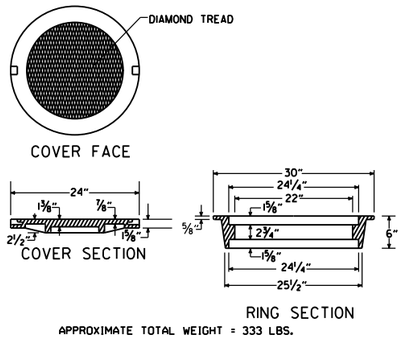
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

(TYPE C)

STANDARD DRAWING FPC-9E

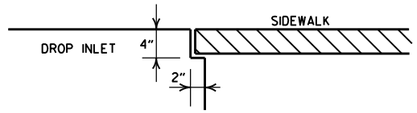




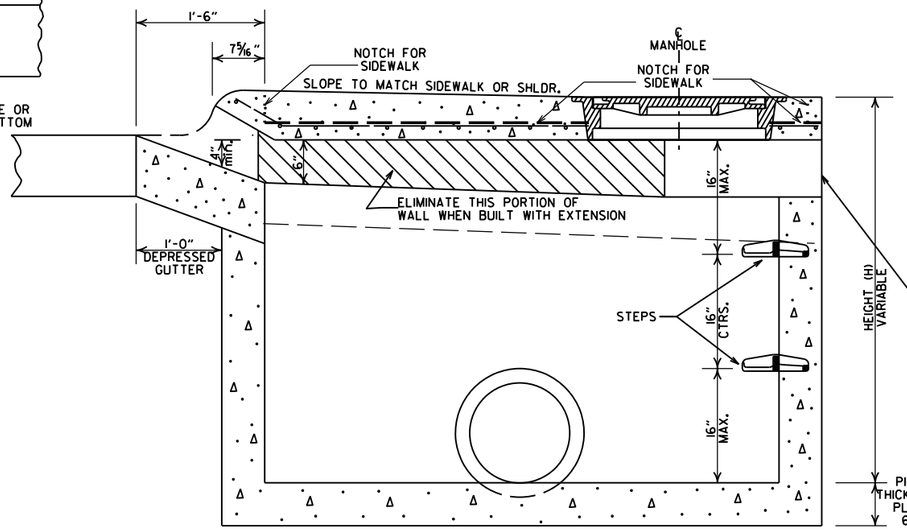
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

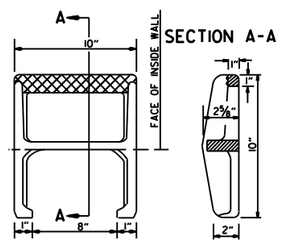
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



SECTION A-A



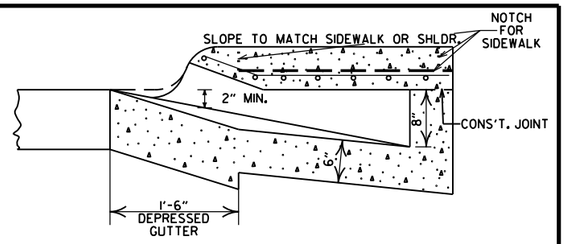
SECTION A-A

APPROX. WEIGHT = 11LBS. (CAST IRON)

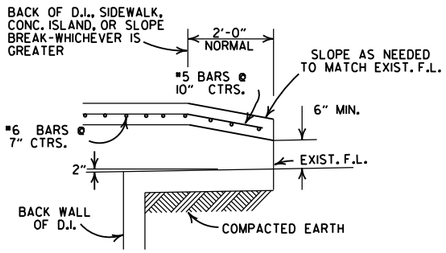
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



SECTION B-B



BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

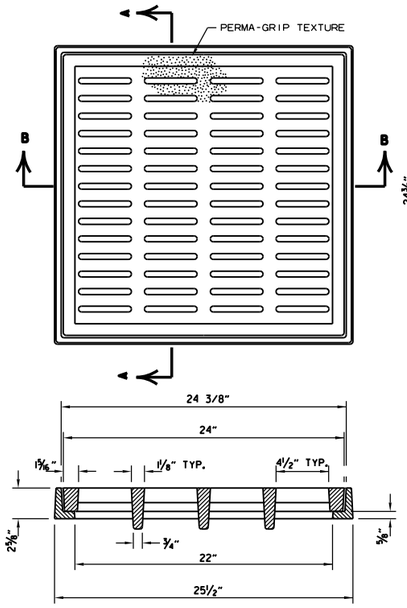
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
1-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE 8, REM. PLAN DET., REV. PICTURE FOR NEW RING & COVER, ADDED HEAVY DUTY RING & COVER AND DETAIL OF STEP FOR DROP INLET	
4-26-96	ADDED NOTE 11, ADJ. OPENING DIMENSION	
10-12-95	CORRECTED #6 BAR SPACING	
7-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
2-2-95	TYPE C TO MO (OPEN, BACK DETAIL)	
11-3-94	REVISED GENERAL NOTES	11-3-94
4-1-93	REV. BACK OPEN. DETAIL & NOTE	4-1-93
8-16-91	REVISED NOTES 11,12 & ADDED BK.OPEN DETAIL	8-15-91
11-30-89	ADDED NOTE NO. 12	11-30-89
5-23-89	ADDED NOTE & MINIMUM WALL THICKNESS	513-5-23-89
7-15-88	ADDED EXTEND NOTE TO SECTION A-A	629-7-15-88
1-14-87	MODIFIED WALL THICKNESS	783-1-14-87
6-12-87	ISSUED	4-6-12-87

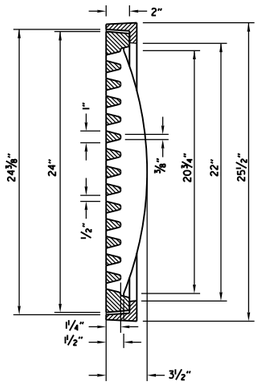
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



SECTION B-B

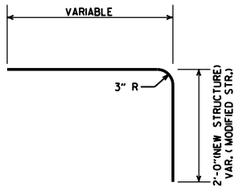


SECTION A-A

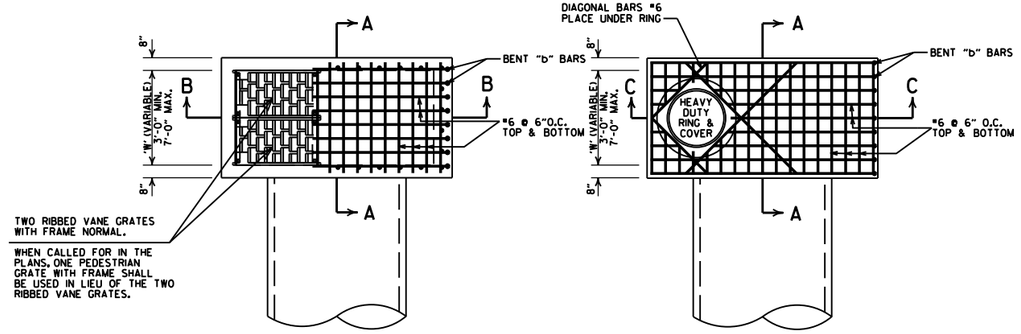
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

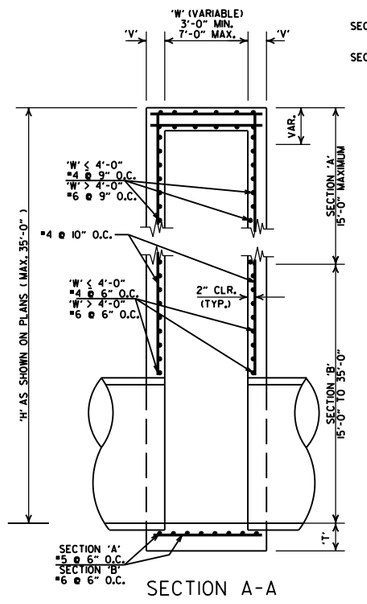
1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 218 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

DETAILS OF PEDESTRIAN GRATE AND FRAME



DETAIL OF BENT "b" BAR





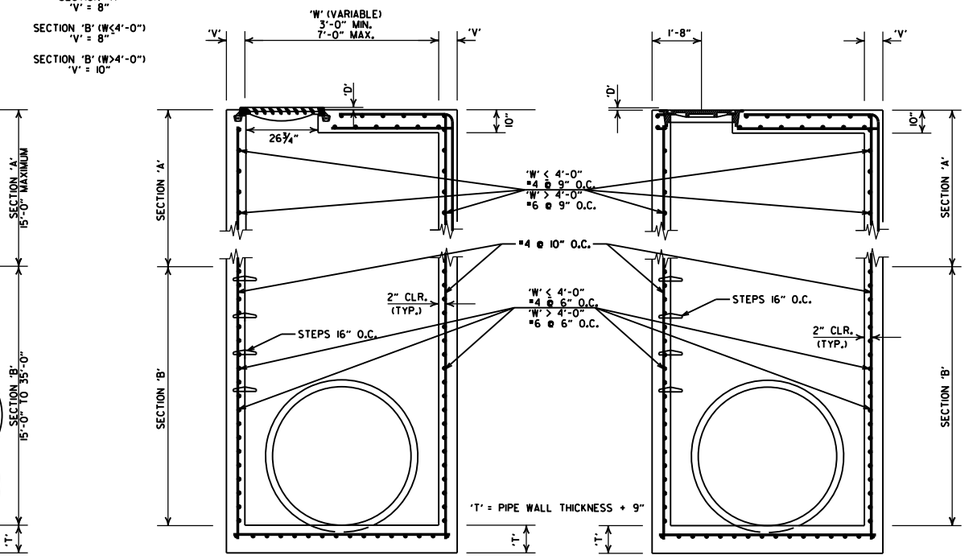
SECTION 'A'
'V' = 8"

SECTION 'B' (W≤4'-0")
'V' = 8"

SECTION 'B' (W>4'-0")
'V' = 10"

SECTION A-A

DETAILS OF DROP INLET (TYPE ST)



SECTION B-B

SECTION C-C

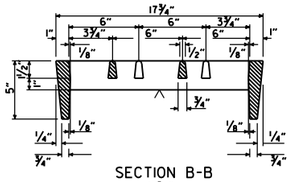
DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

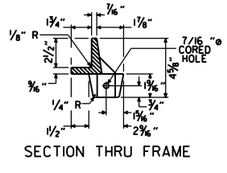
1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

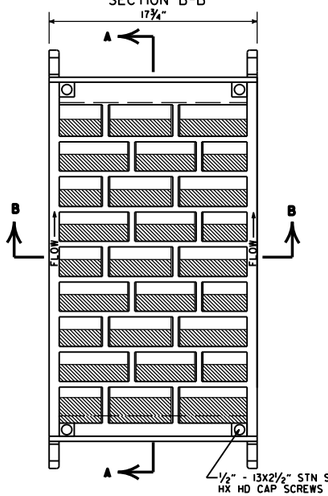
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

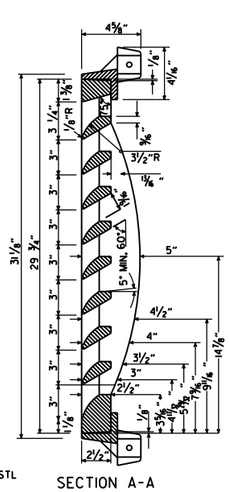


SECTION B-B



SECTION THRU FRAME



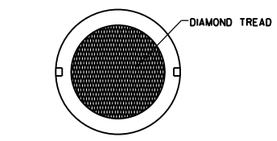


SECTION A-A

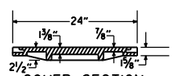
DETAILS OF RIBBED VANE GRATE AND FRAME

GENERAL NOTES (RIBBED VANE GRATE & FRAME)

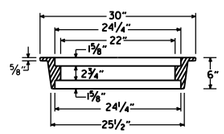
1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.



COVER FACE



COVER SECTION



RING SECTION

HEAVY DUTY RING & COVER

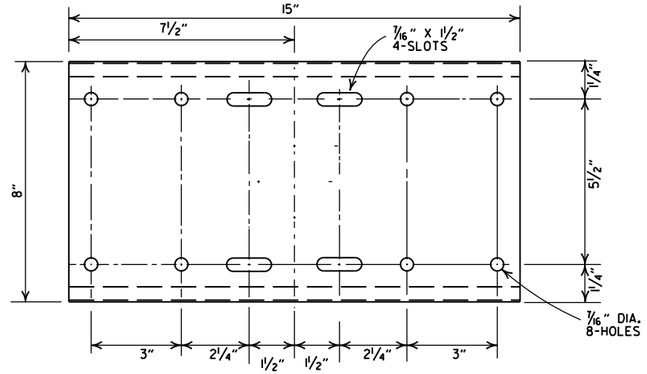
APPROXIMATE TOTAL WEIGHT = 333 LBS.

DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

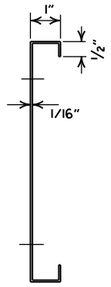
ARKANSAS STATE HIGHWAY COMMISSION

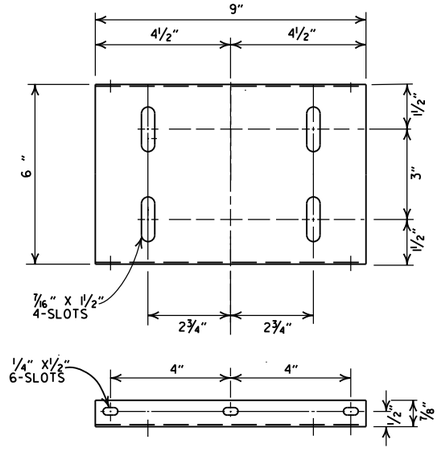
DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

STANDARD DRAWING FPC-9S

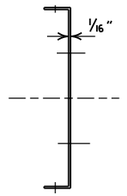


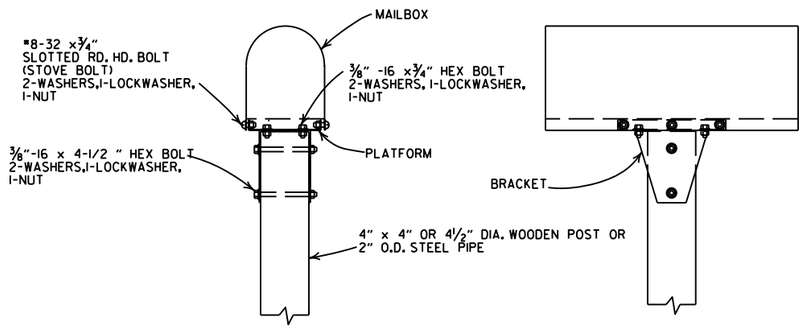
SHELF



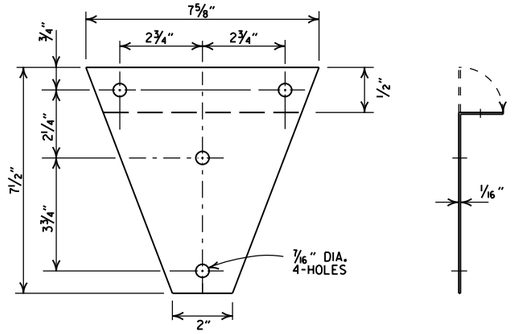


PLATFORM





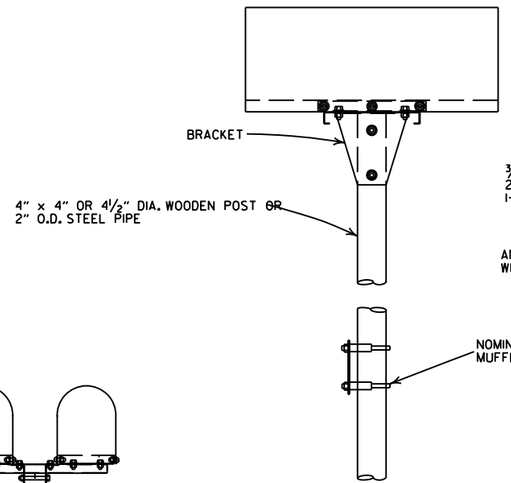
SINGLE INSTALLATION



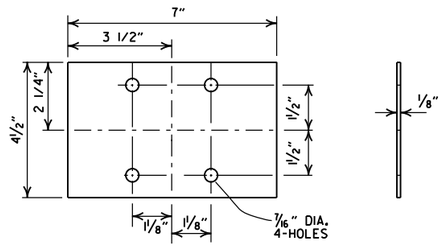
BRACKET

GENERAL NOTES

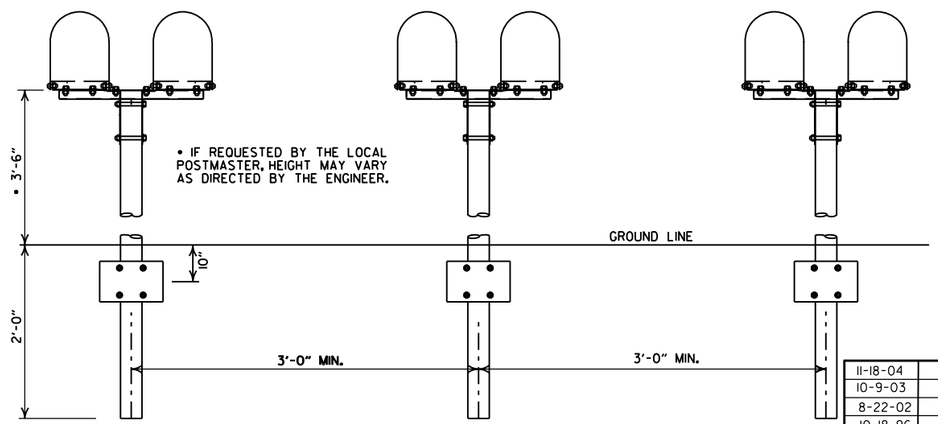
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF ¾" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X¾" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



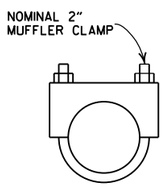
DOUBLE INSTALLATION



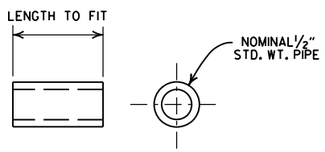
ANTI-TWIST PLATE



SPACING FOR MULTIPLE POST INSTALLATION



CLAMP



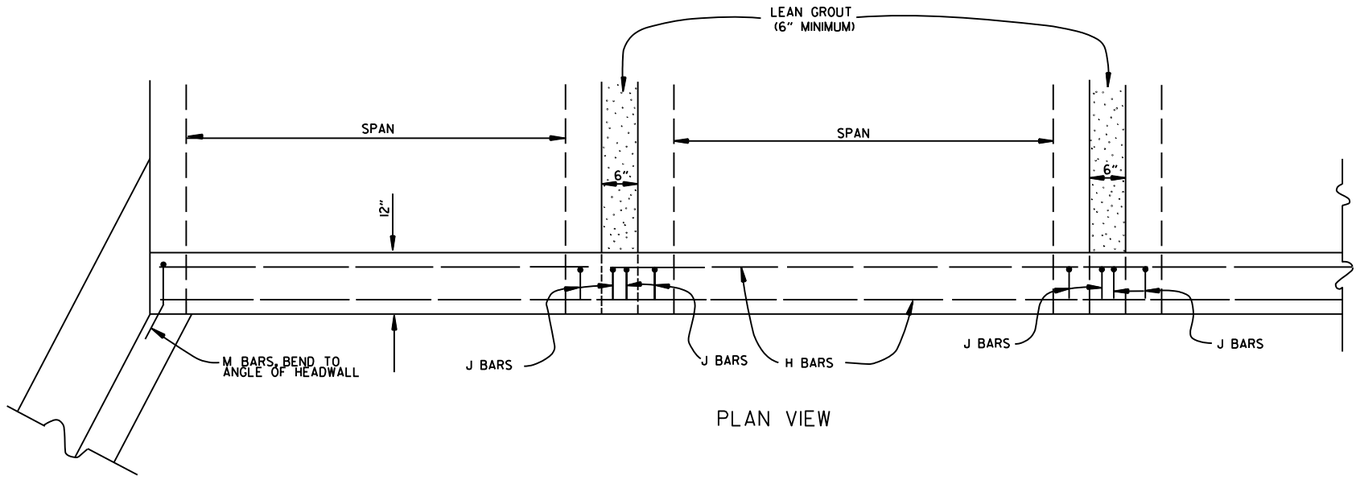
SPACER

DATE	FILMED	REVISION
11-18-04		REVISED NOTES
10-9-03		REVISED NOTE 6
8-22-02		REVISED NOTE 6
10-18-96		CORRECTED AASHTO
10-1-92		CORRECTED SPELLING
9-26-91		NEW PHONE NUMBER
8-15-91		ADDED NOTE
11-30-89		ADJUSTED HEIGHT & ADDED NOTE
2-16-89		DELETED SLOTS FROM SHELF & PLTF
11-17-88	10-1-92	ADJUSTED DIMENSIONS OF STEEL POSTS
7-15-88	20-7-15-88	ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS

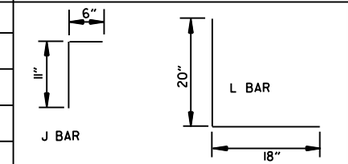
STANDARD DRAWING MB-1



PLAN VIEW

BAR LIST

BAR	NO.	SIZE	LENGTH	BAR BENDING DIAGRAM
H	2	#4	•	
I	•	#4	•	
J	•	#4	1'-5"	
L	•	#4	3'-2"	
M	•	#4	1'-8"	



• NOTE: LENGTH AND NUMBER OF BARS VARIES WITH SIZE OF CULVERT

GENERAL NOTES

WINGS, CURTAIN WALLS AND APRONS SHALL BE TIED TO THE PRECAST CULVERT SECTION BY CASTING BARS IN CULVERT END SECTIONS AS SHOWN OR BY DOWELING AND GROUTING. J BARS AND M BARS SHALL BE EMBEDDED A MINIMUM OF 10" IN PRECAST BOX.

WINGS, FOOTINGS, APRONS AND CURTAIN WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE WING DRAWING. STEEL AND CONCRETE QUANTITIES WILL BE ADJUSTED TO FIT THE IN-PLACE WIDTH & HEIGHT OF THE PRECAST CONCRETE BOX CULVERTS.

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

WINGWALLS AND FOOTINGS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL CONCRETE, REINFORCING STEEL, LEAN GROUT, MEMBRANE WATERPROOFING, DRAINAGE FILL MATERIAL, GEOTEXTILE FILTER FABRIC, LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR INSTALLING PRECAST BOX CULVERTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR THE ITEMS AS SPECIFIED IN SECTION 607 OF THE STANDARD SPECIFICATIONS.

LEAN GROUT SHALL CONSIST OF A SAND CEMENT MIXTURE MEETING THE FOLLOWING REQUIREMENTS:
PORTLAND CEMENT SHALL BE TYPE I AND SHALL MEET THE REQUIREMENTS OF AASHTO M 85.
SAND SHALL MEET THE REQUIREMENTS OF FINE AGGREGATE AS SPECIFIED IN SECTION 802.02 OF THE STANDARD SPECIFICATIONS.
THE SAND CEMENT MIXTURE SHALL CONSIST OF NOT LESS THAN 1.5 SACKS OF PORTLAND CEMENT PER TON OF MATERIAL MIXTURE.
THE MIXTURE SHALL CONTAIN SUFFICIENT WATER TO HYDRATE THE CEMENTS. THE SAND CEMENT MIXTURE SHALL BE PLACED IN MAXIMUM 8 INCH THICK LIFTS, LOOSE MEASURE, AND THOROUGHLY RODDED AND TAMPED AROUND BOX TO THOROUGHLY FILL ALL VOIDS.

MEMBRANE WATERPROOFING CONFORMING TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL BOX CULVERT JOINTS.

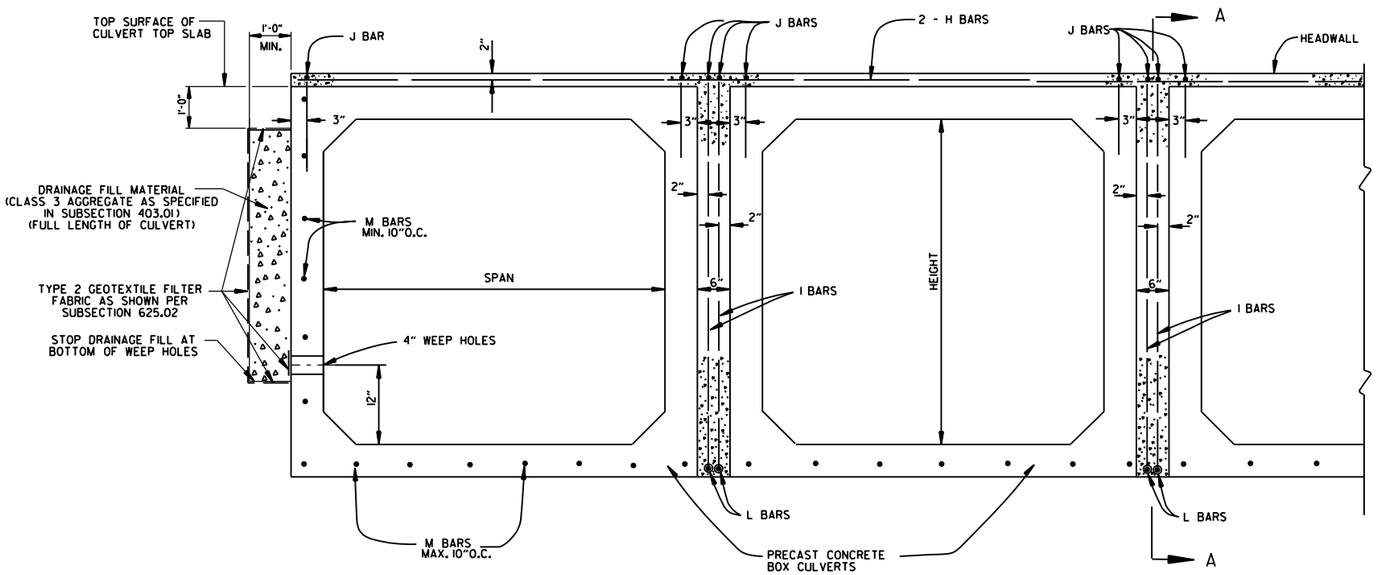
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

IN OUTER BARRELS, ONE WEEP HOLE IS REQUIRED IN EXTERIOR WALLS OF EACH PRECAST CULVERT SECTION. WEEP HOLES SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" IN THE ASSEMBLED CULVERT AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

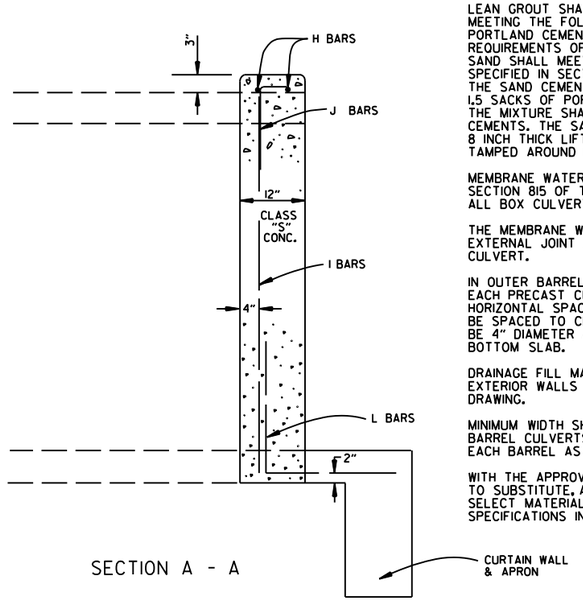
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

MINIMUM WIDTH SHALL BE 12" (6" ON EACH SIDE OF JOINT). ON MULTIPLE BARREL CULVERTS, MEMBRANE WATERPROOFING SHALL BE APPLIED TO EACH BARREL AS DESCRIBED ABOVE.

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, FLOWABLE SELECT MATERIAL CONFORMING TO SECTION 206 OF THE STANDARD SPECIFICATIONS IN LIEU OF LEAN GROUT.



END VIEW



SECTION A - A

DATE	REVISION	DATE FILMED
1-28-15	REVISED GEOTEXTILE FABRIC PLACEMENT	
12-15-11	ADDED NOTE & DTLS FOR WEEP HOLE AND DRAINAGE FILL	
10-15-09	ADDED GENERAL NOTE	
11-10-05	REVISED SPACING OF "M" BARS	
4-10-03	REVISED GENERAL NOTES	
10-18-96	CORRECTED AASHTO REF.	
10-1-92	ADDED NOTE FOR MEMBRANE WATERPROOFING	
8-15-91	ADDED NOTE FOR LEAN GROUT	
11- 8-90	REVISED FOR 1991 SPECS	
11-30-89	ISSUED; JABE	

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	ARDOT NOMINAL	AASHTO M 206	ARDOT NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅜	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

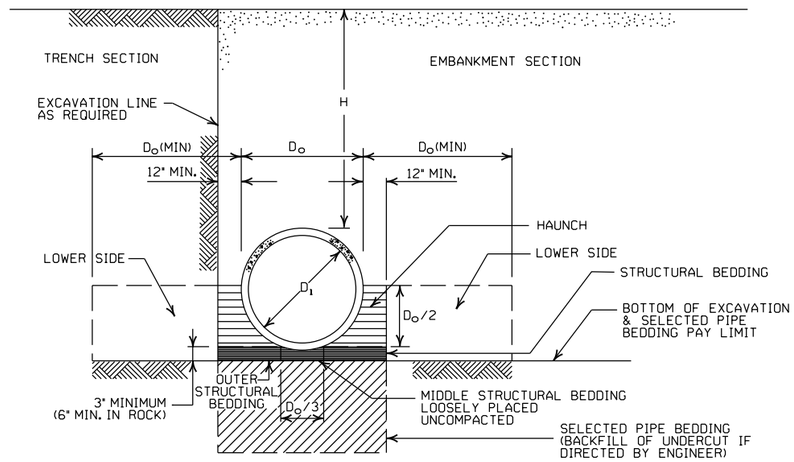
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_O = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

CORRUGATED METAL PIPE ARCHES

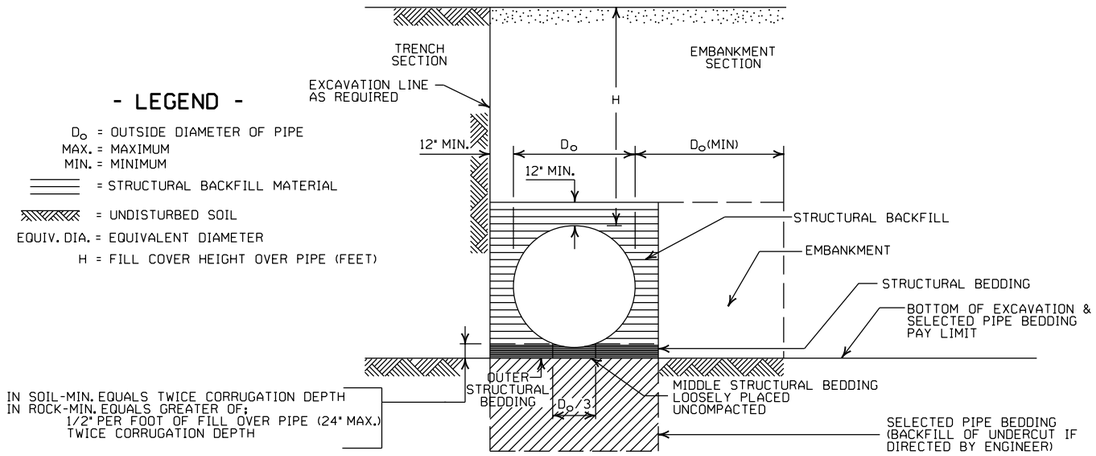
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				INSTALLATION	INSTALLATION			INSTALLATION	INSTALLATION	
				TYPE 1	TYPE 1			TYPE 1	TYPE 1	
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM			
15	17x13	3	0.064	2	15		0.060	2	15	
18	21x15	3	0.064	2	15		0.060	2	15	
21	24x18	3	0.064	2.25	15		0.060	2.25	15	
24	28x20	3	0.064	2.5	15		0.075	2.5	15	
30	35x24	3	0.079	3	12		0.075	3	12	
36	42x29	3½	0.079	3	12		0.105	3	12	
42	49x33	4	0.079	3	12		0.105	3	12	
48	57x38	5	0.109	3	13		0.135	3	13	
54	64x43	6	0.109	3	14		0.135	3	14	
60	71x47	7	0.138	3	15		0.164	3	15	
66	77x52	8	0.168	3	15					
72	83x57	9	0.168	3	15					
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION		INSTALLATION				
				TYPE 2	TYPE 1	TYPE 2	TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

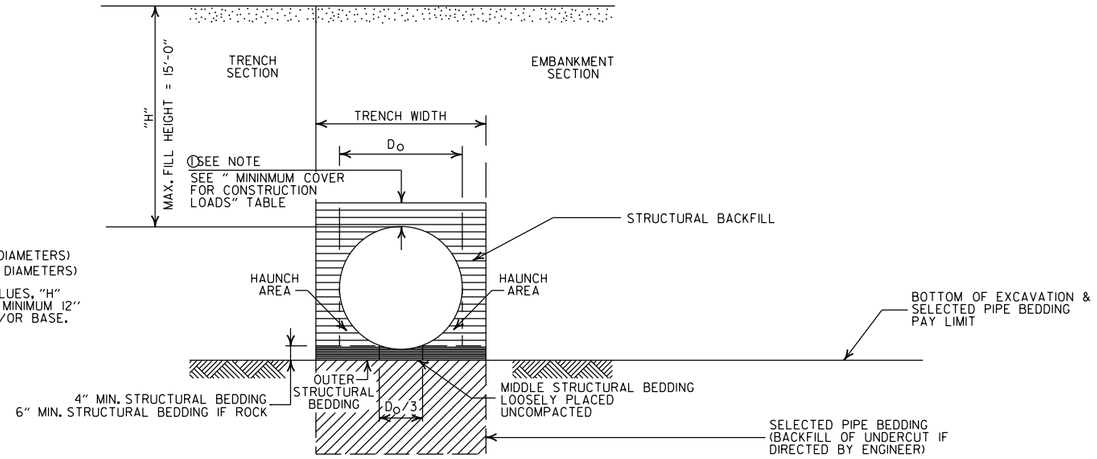
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

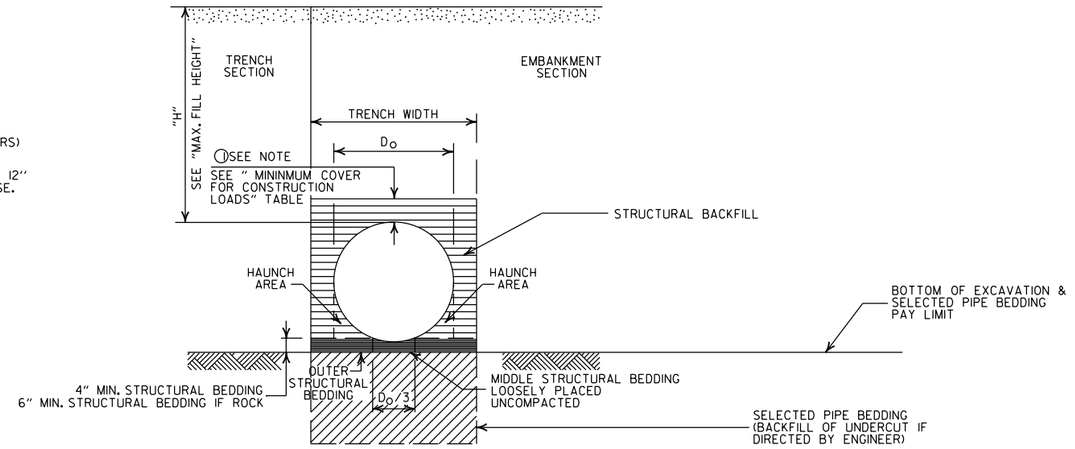
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

INSTALLATION TYPE	**MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	*SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4) OR TYPE 1 INSTALLATION MATERIAL

*SM3 WILL NOT BE ALLOWED.

** STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF POLYPROPYLENE PIPE.

MULTIPLE INSTALLATION OF POLYPROPYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"
60"	5'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

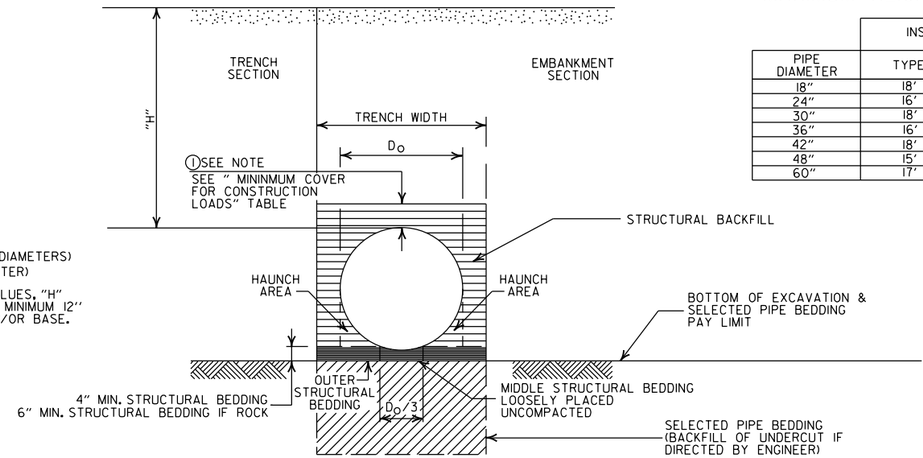
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

①NOTE:
12" MIN. (18" - 42" DIAMETERS)
24" MIN. (60" DIAMETER)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H"

PIPE DIAMETER	INSTALLATION TYPE	
	TYPE 1	TYPE 2
18"	18'	14'
24"	16'	12'
30"	18'	14'
36"	16'	12'
42"	18'	13'
48"	15'	11'
60"	17'	12'



MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-150.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M330, TYPE S, INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012) WITH 2013 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. POLYPROPYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR POLYPROPYLENE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN SECTION 26.4.2.4 AND 30.4.2 OF THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS 3RD EDITION (2010) WITH 2012 INTERIMS. JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

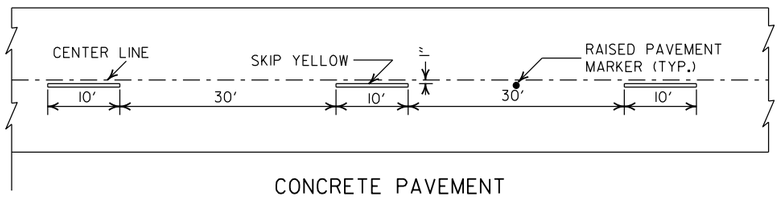
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

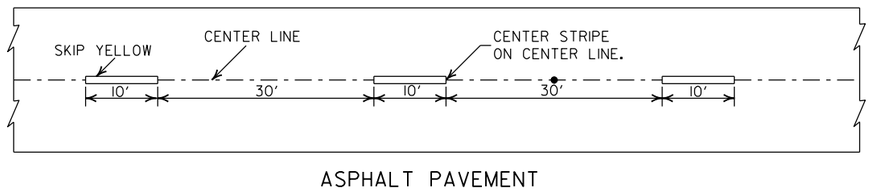
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

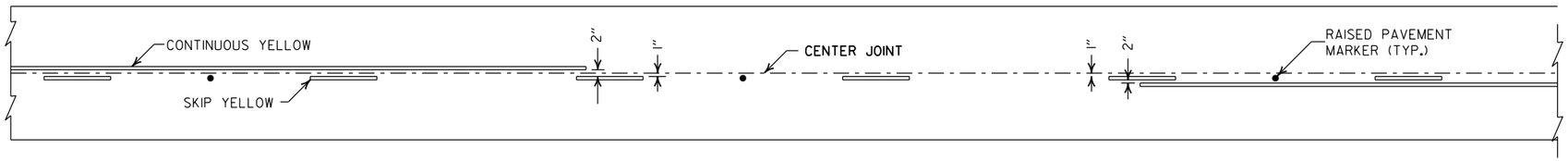


CONCRETE PAVEMENT

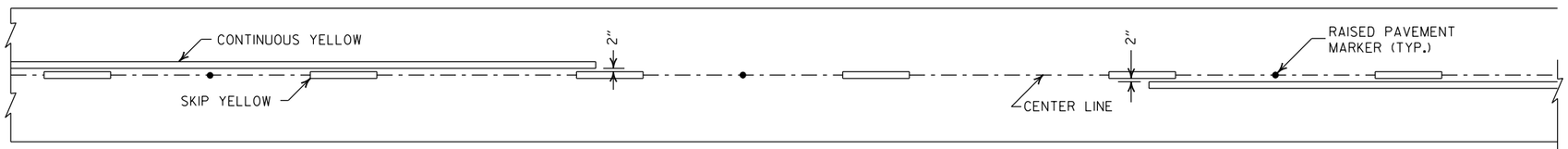


ASPHALT PAVEMENT

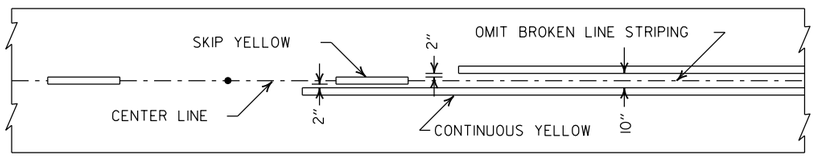
BROKEN LINE STRIPING



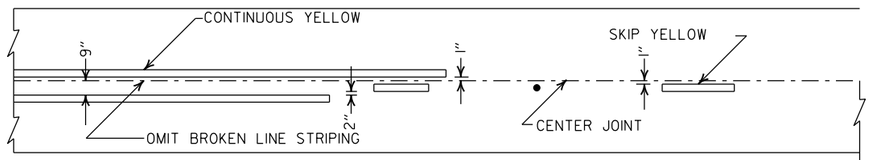
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

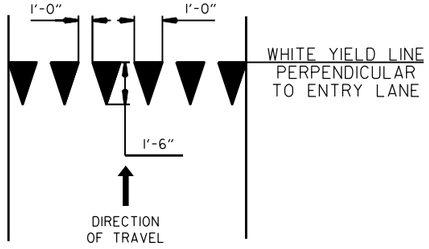


ASPHALT PAVEMENT

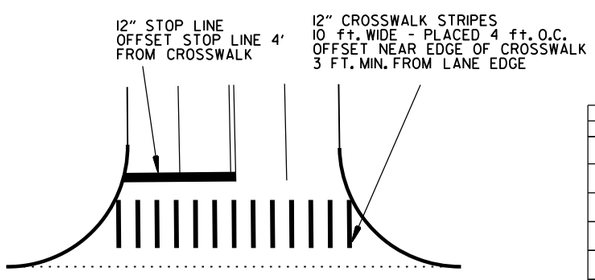


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

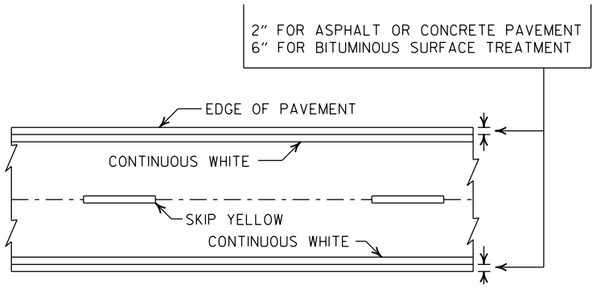


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

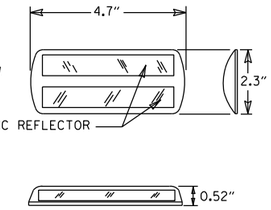
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

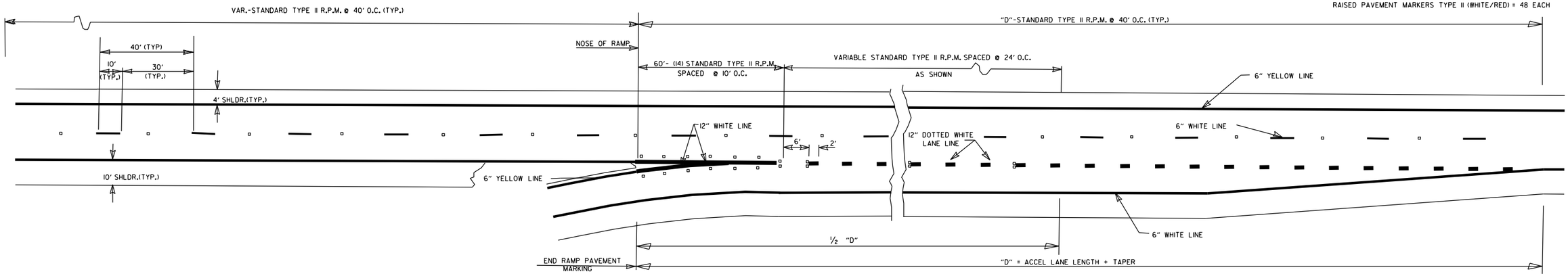
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

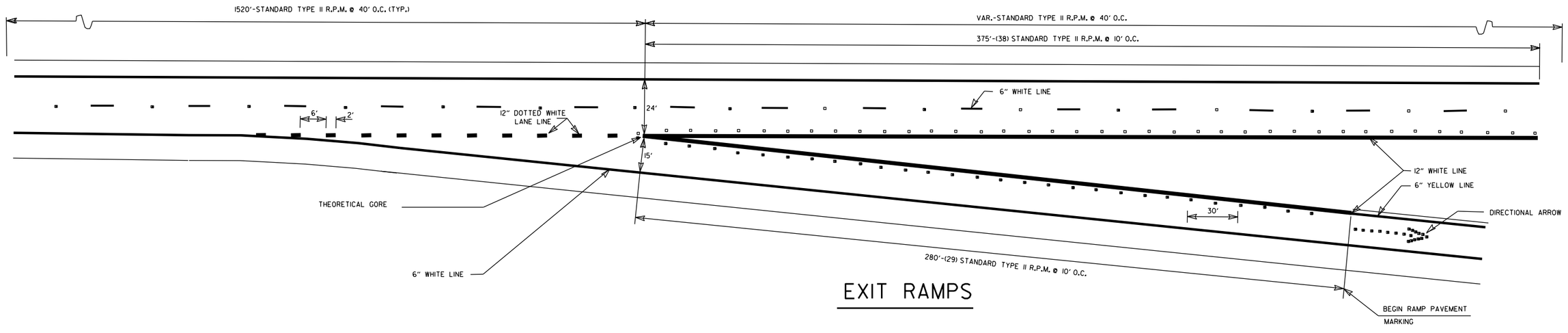
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

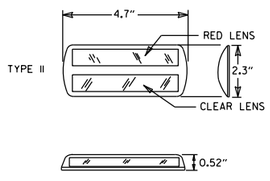
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

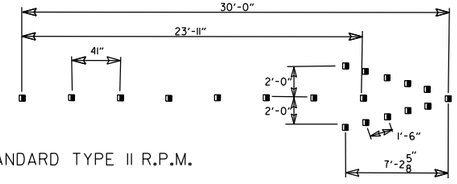


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

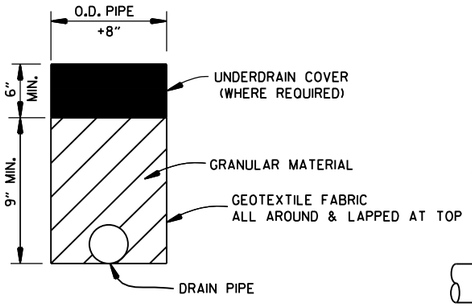
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

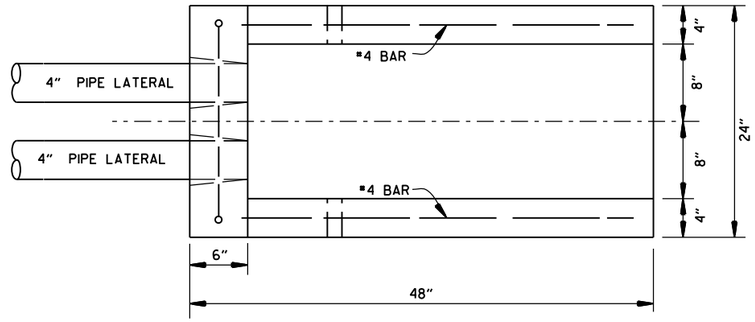
STANDARD DRAWING PM-2

NOTE:

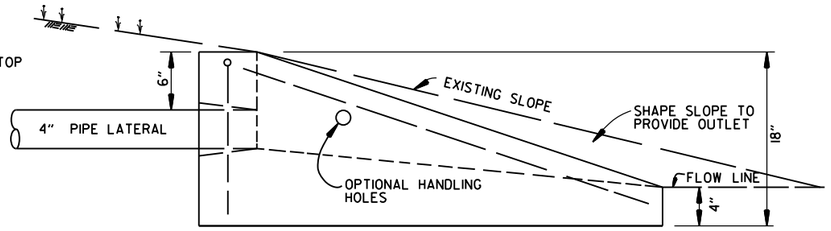
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

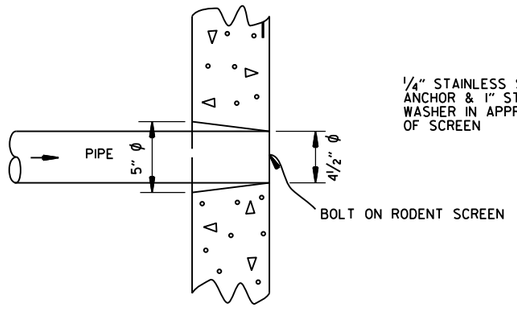




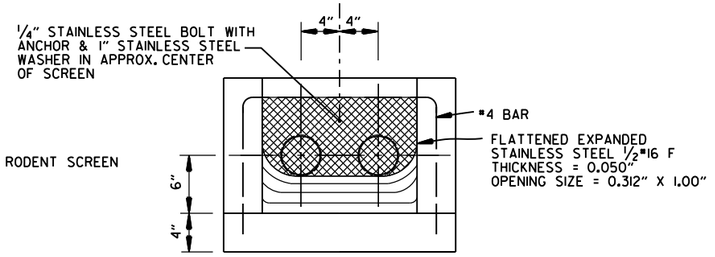
PLAN VIEW



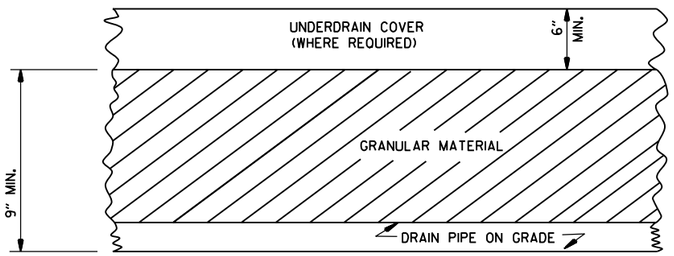
SIDE VIEW



DETAIL OF HOLE
FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE 1. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

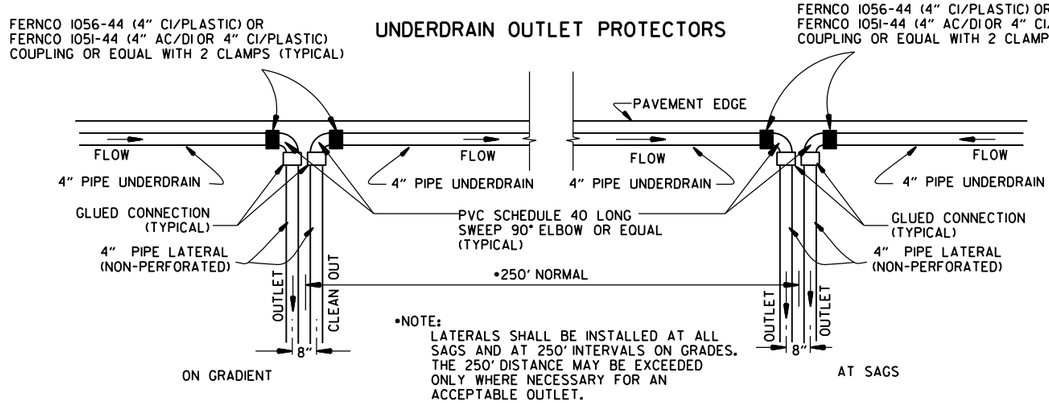
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

UNDERDRAIN OUTLET PROTECTORS



DETAIL OF PIPE UNDERDRAIN LATERALS
WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

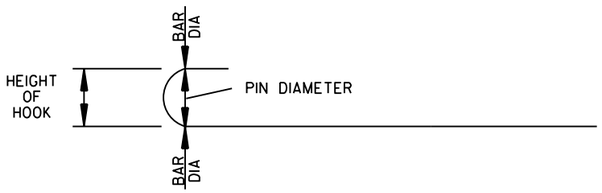
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



NOTE: DIMENSIONS OF BARS ARE MEASURED OUT TO OUT OF BARS.

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

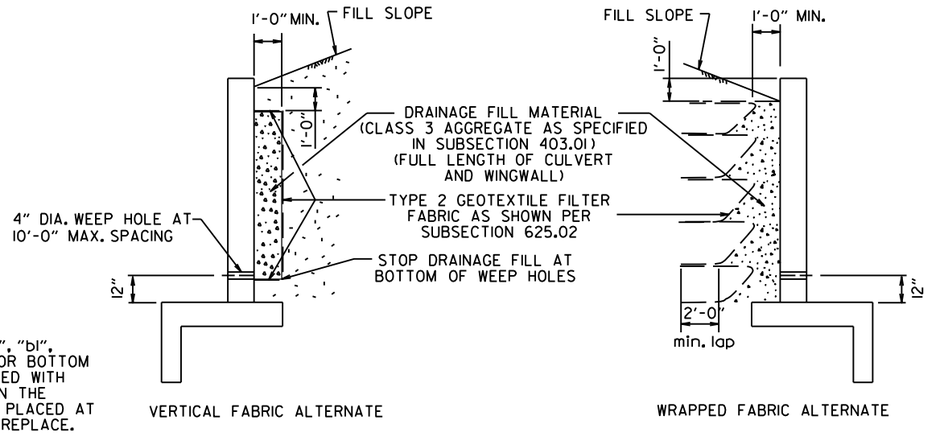
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

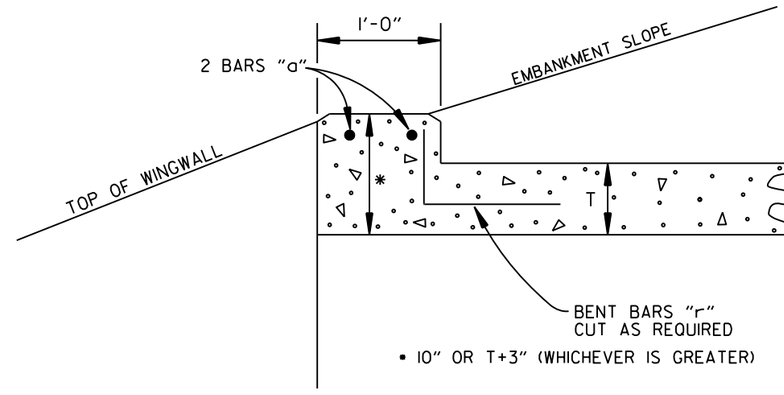
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

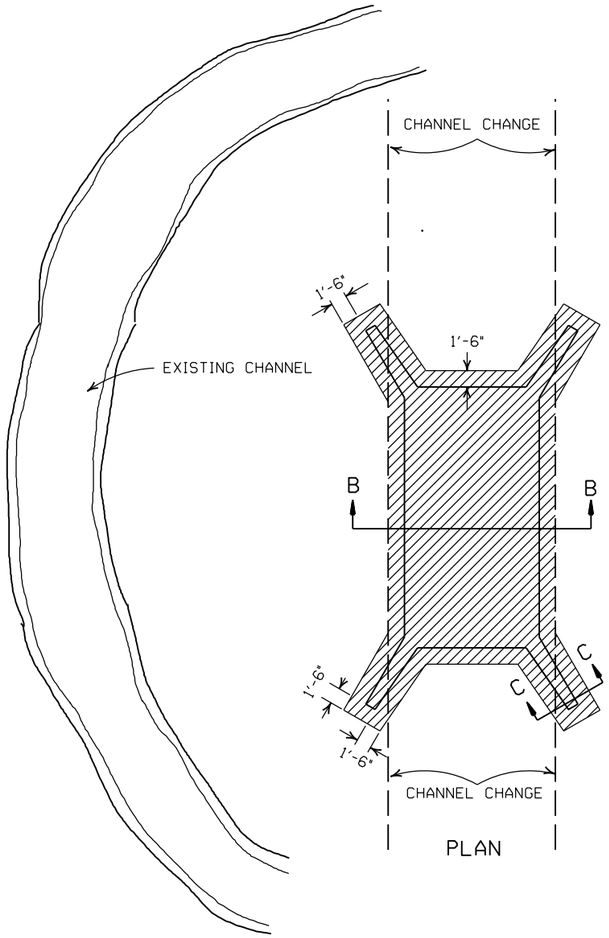
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

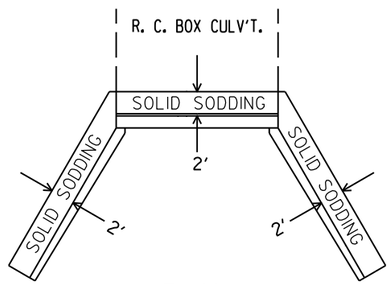
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



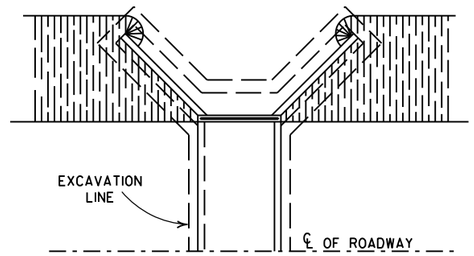
PLAN



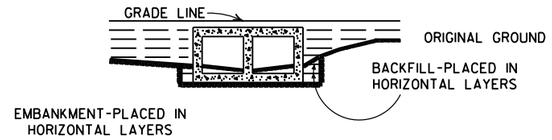
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

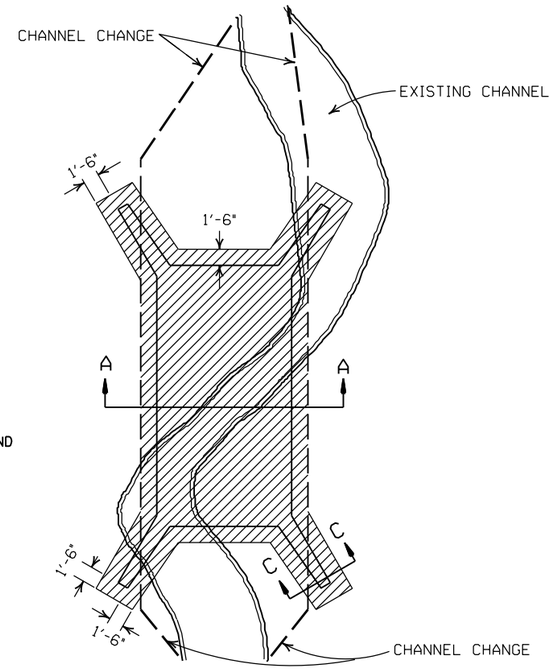


PLAN

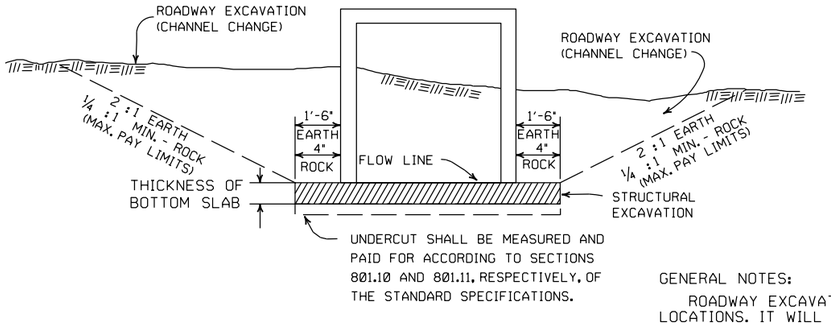


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

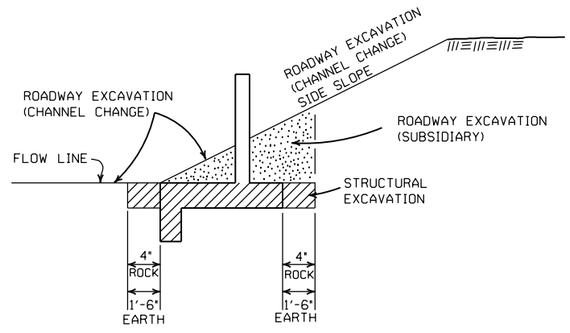


PLAN

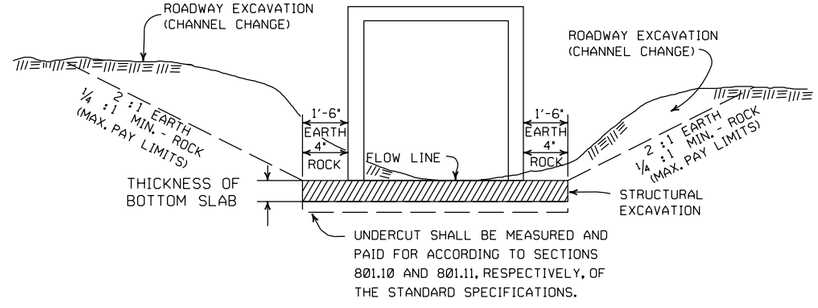


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES	674-1-4-83
	AND ADDED MAXIMUM PAY	
	LIMIT NOTES.	
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2

MINIMUM STRUCTURAL REQUIREMENTS:

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

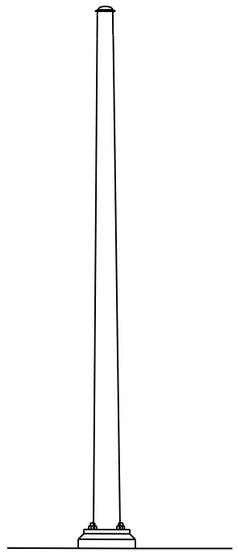
USE FATIGUE CATEGORY II.

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

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

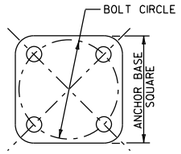
THE GROUND ROD SHALL BE FUSION WELDED TO A IC/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX PAID FOR SEPARATELY AS SHOWN ON THE PLANS.



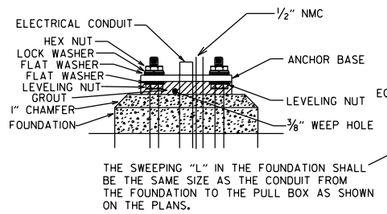
ANTENNA POLE

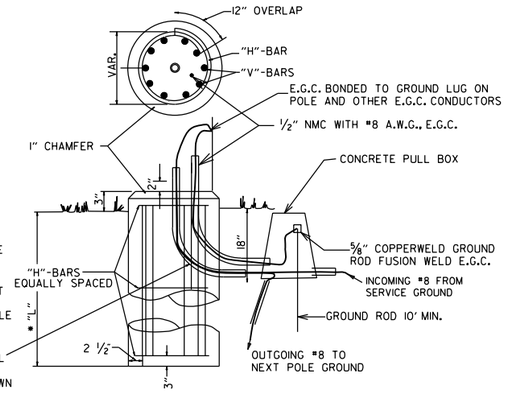
NOTE:

COMMUNICATION CABLE SHIELD SHALL BE TIED TO THE GROUND AT ONE ONE POINT (MASTER CABINET). THE SHIELD SHALL BE MAINTAINED CONTINUOUS (THROUGH ALL SPLICES). PLEASE REFER TO TESTING PROCEDURES IN SPECIAL PROVISIONS.



ANCHOR BASE





TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING.

POLE HEIGHT	FOUNDATION DIAMETER	DEPTH "L"	VERTICAL	HORIZONTAL	TIE SPACING
20.0'	30"	5'-6"	12-#7	#4	5 SP @ 12"
25.0'	30"	6'-0"	12-#7	#4	6 SP @ 11"
30.0'	30"	6'-6"	12-#7	#4	6 SP @ 12"
35.0'	30"	7'-0"	12-#7	#4	7 SP @ 11"
40.0'	30"	7'-6"	12-#7	#4	7 SP @ 12"
45.0'	36"	8'-6"	13-#8	#4	8 SP @ 12"
50.0'	36"	9'-6"	13-#8	#4	9 SP @ 12"
55.0'	36"	10'-0"	13-#8	#4	10 SP @ 11"
60.0'	36"	10'-6"	13-#8	#4	10 SP @ 12"
65.0'	36"	11'-0"	13-#8	#4	12 SP @ 10 ½"
70.0'	36"	11'-6"	13-#8	#4	11 SP @ 12"
75.0'	42"	13'-0"	18-#8	#4	14 SP @ 10 ½"
80.0'	42"	13'-6"	18-#8	#4	13 SP @ 12"
85.0'	42"	14'-6"	18-#8	#4	14 SP @ 12"
90.0'	42"	15'-0"	18-#8	#4	18 SP @ 9 ½"

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).

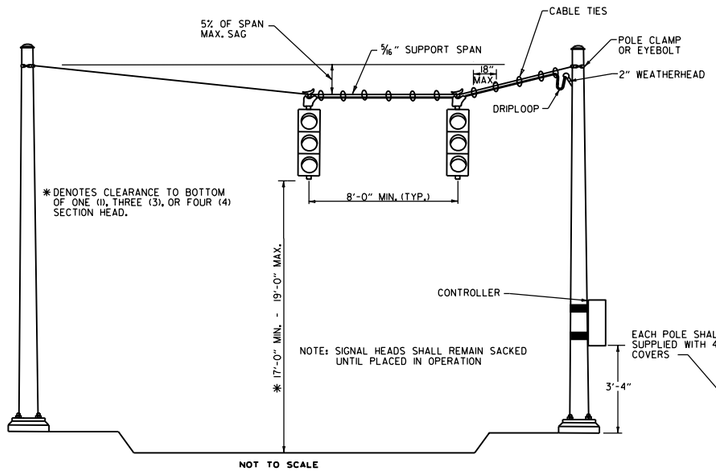
PROVIDE 3" CLEAR TIES. DETAIL 3" TO FIRST TIE AT TOP OF SHAFT.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
09-06-00	ISSUED	

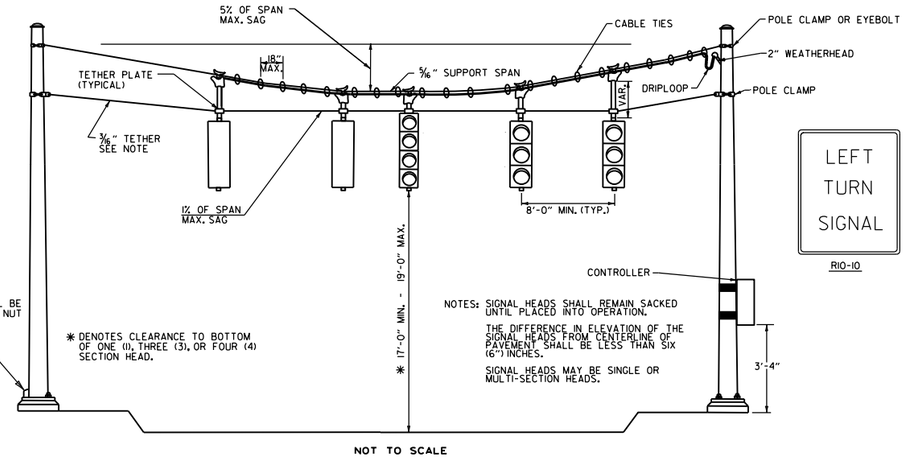
ARKANSAS STATE HIGHWAY COMMISSION

ANTENNA POLE

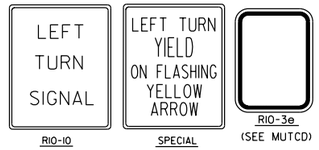
STANDARD DRAWING SD-1



TYPICAL SPAN WIRE ASSEMBLY



TYPICAL SPAN WIRE ASSEMBLY WITH TETHER



NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)", TO BE USED AS A LEFT TURN INDICATION ONLY, SHALL INCLUDE A SIGN (RIO-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

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

ALL SIGN FACE SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

TETHER STRAND SHALL BE EITHER 5*32" OR 3*16" HIGH FATIGUE STAINLESS STEEL AIRCRAFT CABLE IN 7/19 CONFIGURATION, MIL-W-83420 CERTIFIED, WITH A MINIMUM STRENGTH OF 2400 LB.

SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

FOUNDATION NOTES:

ALL REINFORCING STEEL SHALL BE GRADE 40 MINIMUM.

SPAN WIRE POLES WITH A 9" OR 10" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 9'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 102". HORIZONTAL REINFORCING STEEL SHALL BE 13-#4 @ 8.333" O.C.

SPAN WIRE POLES WITH AN 11", 12", OR 13" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 12'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 138". HORIZONTAL REINFORCING STEEL SHALL BE 17-#4 @ 8.5" O.C.

ALL PED POLES SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 7'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 78". HORIZONTAL REINFORCING STEEL SHALL BE 10-#4 @ 8.44" O.C.

NOTES: SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

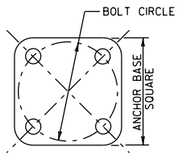
OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE IN STALLED IN LIEU OF ROUND POLES AND ARMS. ALL POLES AND ARMS IN A JOB MUST BE OF THE SAME SHAPE.

SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

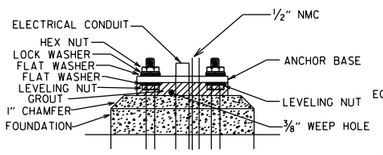
CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

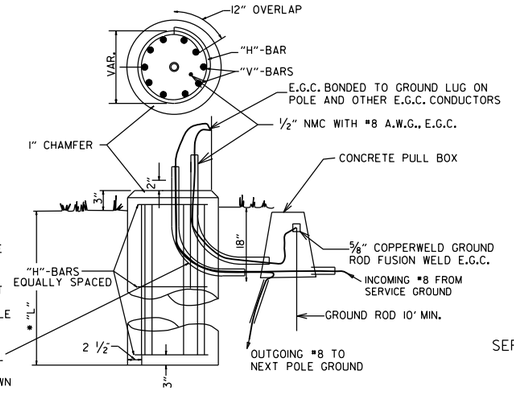
THE ANCHOR BOLTS AND SWEEPING "L" CONDUIT SHALL BE PLACED IN THE FOUNDATION IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE GROUND ROD SHALL EXTEND A MINIMUM OF 10' BELOW CABINET FOUNDATION.

THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X ⅝" COPPERWELD GROUND ROD.



ANCHOR BASE



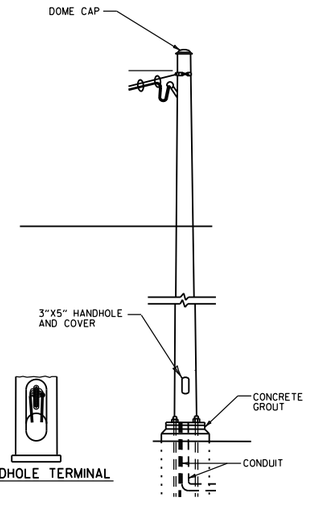


TYPICAL FOUNDATION DETAILS

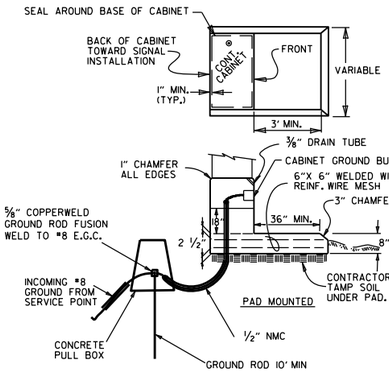
GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 713 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND E.G.C. CONDUCTOR SHALL BE PAID FOR SEPARATELY.

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).



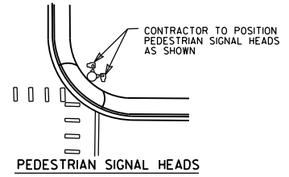
SPAN WIRE ASSEMBLY WITH SPAN WIRE SUPPORT POLE



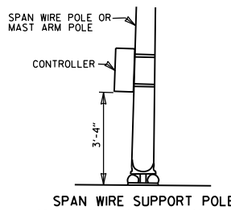
CONCRETE BASE MOUNTED CABINET DETAILS

CABINET NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.



PEDESTRIAN SIGNAL HEADS



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED

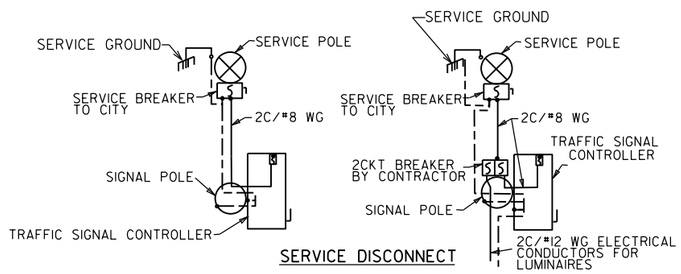
MINIMUM STRUCTURAL REQUIREMENTS:

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

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

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.



SERVICE DISCONNECT

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL AND HANDHOLE TERMINAL DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
05-21-09	REVISED GROUNDING	
09-10-08	REV. STEEL AIRCRAFT CABLE CONFIGURATION NOTE	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REVISED	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SPAN WIRE ASSEMBLY STEEL POLE

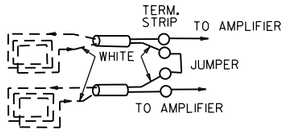
STANDARD DRAWING SD-3

LOOP DETECTOR INSTALLATION AND TESTING

NOTES:

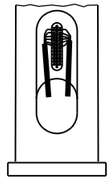
1. LOOPS WITH A PERIMETER GREATER THAN 40' SHALL HAVE TWO TURNS. LOOPS WITH A PERIMETER LESS THAN OR EQUAL TO 40' SHALL HAVE THREE TURNS, UNLESS OTHERWISE NOTED ON THE PLANS. QUADRUPOLE LOOPS SHALL BE TWO TURNS IN A (2-4-2 CONFIGURATION), UNLESS OTHERWISE NOTED ON THE PLANS.
2. LOOP AND FEEDER WIRE SHALL BE CONTINUOUS WITHOUT SPLICES EXCEPT AT THE LOOP/FEEDER WIRE SPLICE AS SHOWN. SPLICES SHALL BE ROSIN SOLDERED AND WATERPROOFED WITH AN ACCEPTED SPLICE KIT. A DRIAN WIRE SHALL BE GROUNDED IN THE CABINET AND INSULATED AT THE LOOP TO FEEDER WIRE SPLICE.
3. THE LOOP TO FEEDER WIRE SPLICE, THE FEEDER WIRE JACKET AND LOOP WIRE JACKET IN DUCT SHALL BE COMPLETELY SEALED AND WATERPROOFED.
4. THE CONTRACTOR MAY MAKE CONNECTIONS TO THE SIGNAL CABLE AND LOOP TO FEEDER WIRE CONNECTION AT THE TERMINAL STRIPS MOUNTED TO POLE INSIDE THE HAND HOLD COVER AS SHOWN IN DETAIL. HANDHOLE TERMINALS MUST BE EASILY ACCESSIBLE, BUT PROTECTED AGAINST ACCIDENTAL CONTACT. THE CONNECTION OF POWER CARRYING CIRCUITS MUST BE SEPERATED FROM LOOP OR LOGIC CIRCUITS. ALL CONNECTIONS TO TERMINAL STRIPS SHALL UTILIZE SPADE LUGS OR AS APPROVED BY THE ENGINEER.
5. EACH LOOP SHALL HAVE A SEPERATE "FEEDER WIRE" UNLESS OTHERWISE NOTED ON THE PLANS. ALL FEEDER WIRES SHALL BE LABELED AS TO LOOP NUMBER AS DESIGNATED ON THE PLANS.
6. ALL LOOP WIRE ENTERING CONCRETE PULL BOXES SHALL BE ENCLOSED IN CONDUIT. EACH LOOP WIRE SHALL ENTER CONCRETE PULL BOX OR POLE BASE THROUGH A SEPARATE PIECE OF ONE (1.25") INCH CONDUIT.
7. LOOP WIRE FROM LOOP TO CONDUIT IS NOT TWISTED. LOOP WIRE IN THE CONDUIT MUST BE TWISTED TWO TO FIVE TURNS PER FOOT.
8. "30-DAY PERFORMANCE TEST SHALL NOT COMMENCE UNTIL ALL LOOPS ARE TESTED BY THE CONTRACTOR, THEN APPROVED AND ACCEPTED BY THE ENGINEER, AND THE TESTING RECORDS HAVE BEEN SUBMITTED TO THE ENGINEER. THE WARRENTY PERIOD FOR LOOPS SHALL NOT COMMENCE UNTIL TESTED BY THE CONTRACTOR AND ACCEPTED BY THE ENGINEER. THE CONTRACTOR SHALL PERFORM TEST AND PROVIDE A RECORD TO THE ENGINEER AS LISTED IN THE LOOP DETECTOR TESTING PROCEDURE.
9. UNLESS OTHERWISE APPROVED BY THE ENGINEER, BACKER ROD SHALL BE INSTALLED IN SHORT SECTIONS SPACED NO MORE THAN 18" APART AND WEDGED INTO THE SLOT TO THE CABLE IN PLACE. CABLE SHALL BE TOTALLY ENCAPSULATED IN SEALER.
10. "HOT POUR" SEALER SHALL NOT ALLOW WITH 705-LOOP WIRING IN DUCT.
11. WHERE UNDERGROUND SPLICES OF SIGNAL CABLE ARE REQUIRED. CONNECTIONS SHALL BE SOLDERED AND COMPLETELY WATERPROOFED TO THE SATISIFACTION OF THE ENGINEER. WATERPROOFING SHALL EXTEND A MININUM OF TWO (2") INCHES PAST THE SIGNAL CABLE JACKET AND SHALL COMPLETELY COVER ALL INDIVIDUAL CONDUCTORS OF THE SIGNAL CABLE. WATERPROOFING DOES NOT APPLY TO CONNECTIONS MADE IN POLE BASES.
12. THE CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE. ONLY ONE NEUTRAL IS REQUIRED FOR PEDESTRIAN SIGNALS. A SEPERATE 5C (TYPICAL) IS PROVIDED FOR PEDESTRIAN PUSH BUTTONS.
13. TRAFFIC CONTROLLER CABINET LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER TO REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER. THE CONTROLLER CABINET SHALL BE WIRED SUCH THAT THE POWER TO LOAD SWITCHES CANNOT BACKFEED TO THE LOAD SWITCH POWER BUSS DURING FLASH OPERATION.

SERIES CONNECTED LOOPS

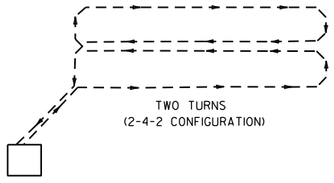


WIND LOOPS COUNTERCLOCKWISE; TAG WIRE EXITING SLOT AND TIE TO WHITE LEAD OF FEEDER WIRE; WHEN LOOPS ARE TIED TO SAME VEHICLE DETECTOR, SERIES CONNECT IN CABINET AS SHOWN.

HANDHOLE TERMINAL

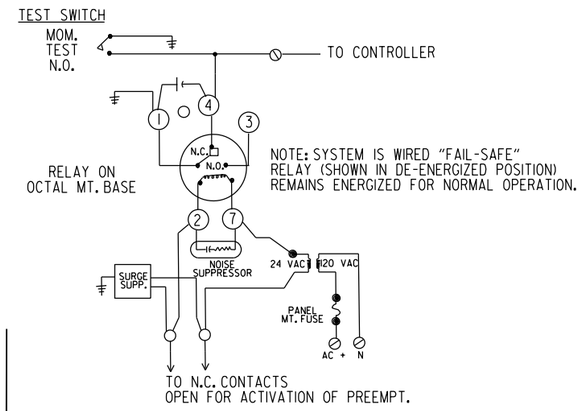


QUADRUPOLE LOOP



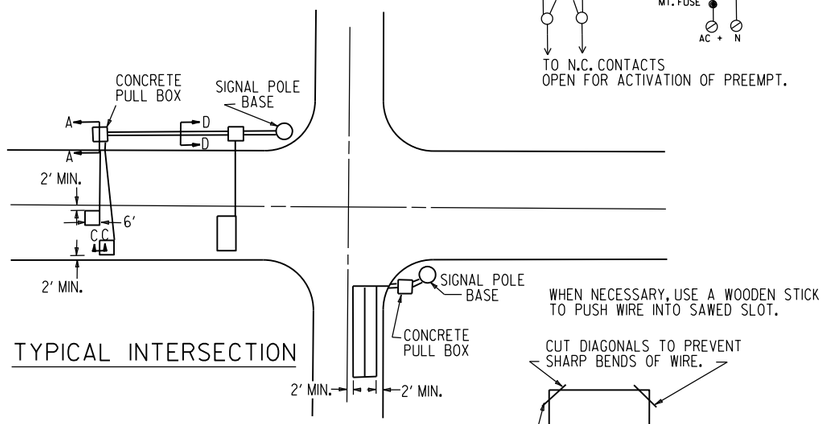
TWO TURNS
(2-4-2 CONFIGURATION)

TRAFFIC SIGNAL PRE-EMPTION INTERFACE WIRING DIAGRAM



NOTE: SYSTEM IS WIRED "FAIL-SAFE" RELAY (SHOWN IN DE-ENERGIZED POSITION) REMAINS ENERGIZED FOR NORMAL OPERATION.

TYPICAL INTERSECTION



WHEN NECESSARY, USE A WOODEN STICK TO PUSH WIRE INTO SAWED SLOT.

CUT DIAGONALS TO PREVENT SHARP BENDS OF WIRE.

SLOT CUT BY SAW SHOWING OVERLAP TO PROVIDE FULL DEPTH AT CORNERS.

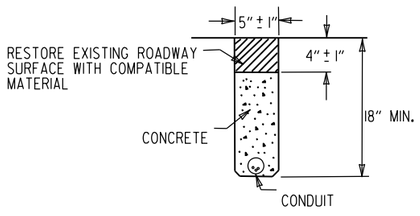
TYPICAL PROCEDURE FOR DETECTOR LOOP TESTING

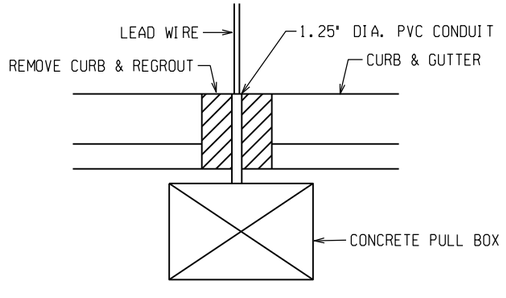
1. DISCONNECT AND TEST CONTINUITY (< 10 OHMS) IF CONTINUITY IS BAD, GO TO TEST 3.
2. TEST INSULATION (@ 500 VOLT TEST > 10 MEG-OHM)

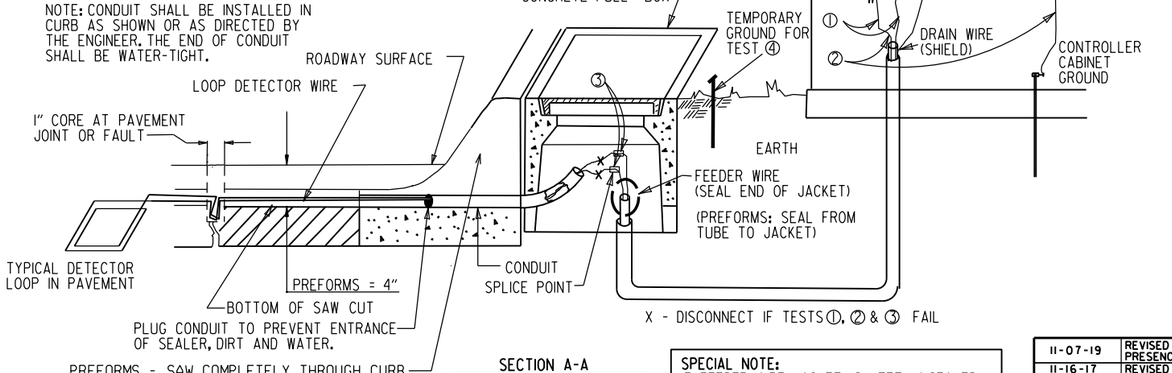
   IF TESTS 1& 2 ARE GOOD, NO FURTHER TESTING IS NECESSARY. RECORDED RESULTS CONSIST OF TESTS 1& 2 FROM CONTROL CABINET WITH FEEDER WIRE CONNECTED TO LOOP.
3. OPEN SPACE (DO NOT BREAK CONNECTION) REPEAT TEST 1& 2 IF TEST 3 IS BAD, GO TO TEST 4.
4. BREAK SPLICE, INSTALL JUMPER IN CABINET, REPEAT TESTS 1& 2 SEPARATELY FOR FEEDER AND FOR LOOP.

FAILURES TYPICALLY RESULT FROM BROKEN WIRE IN PAVEMENT, FAULTY INSULATION OF LOOP OR FEEDER WIRE, OR POORLY INSULATED SPLICE CONNECTION.

TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)





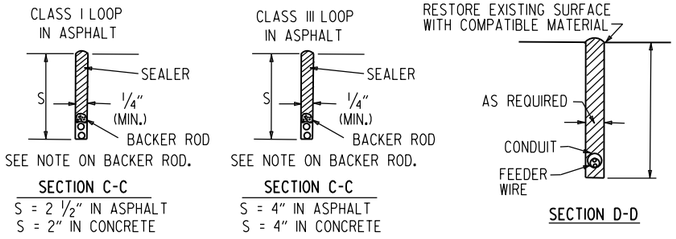


SECTION A-A

1'-6" CONCRETE COMBINATION CURB AND GUTTER

SPECIAL NOTE:
IF FEEDER WIRE JACKET IS LEFT UNSEALED AND WATER IS ALLOWED TO ENTER JACKET, CONTRACTOR WILL BE REQUIRED TO REPLACE FEEDER WIRE AT NO COST TO DEPARTMENT.

TYPICAL SECTIONS FOR PULSE AND PRESENCE LOOP DETECTORS



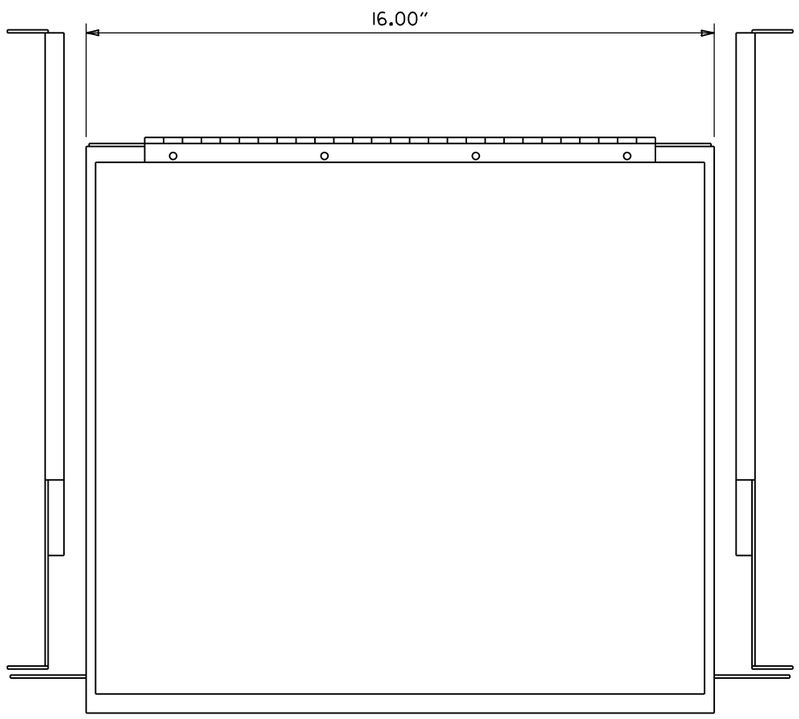
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 6 & TYPICAL FOR PRESENCE LOOP DETECTORS	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
05-17-01	REVISED	
04-11-01	REVISED	
02-04-00	REVISED PRE-EMPTION TEST SWITCH	
11-18-98	REVISED NOTES	
11-21-95	ISSUED	

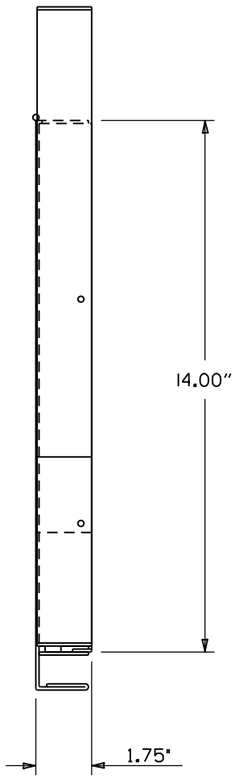
ARKANSAS STATE HIGHWAY COMMISSION

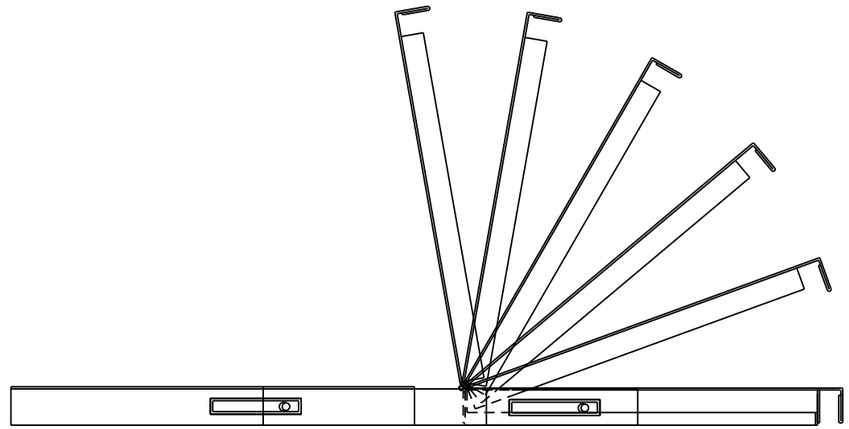
LOOP DETECTOR INSTALLATION

STANDARD DRAWING SD-4

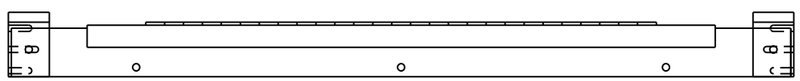
DRAWER PLAN VIEW



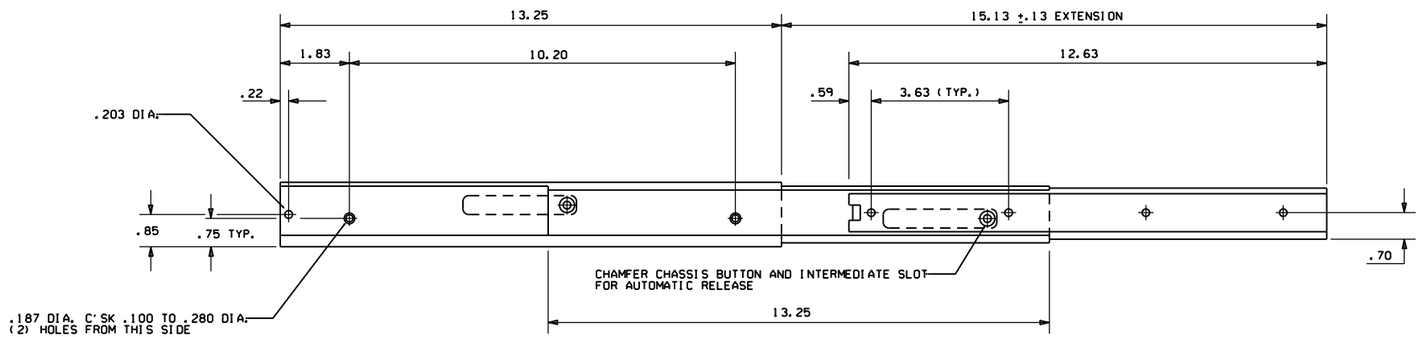




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

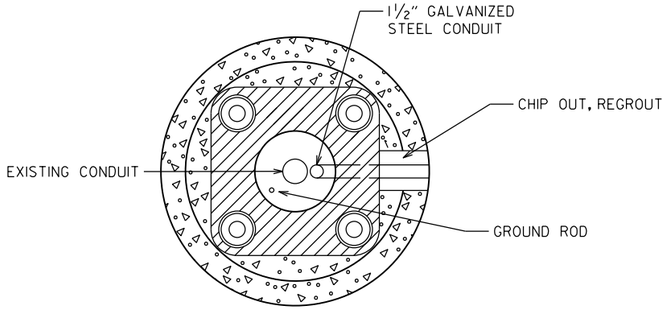
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

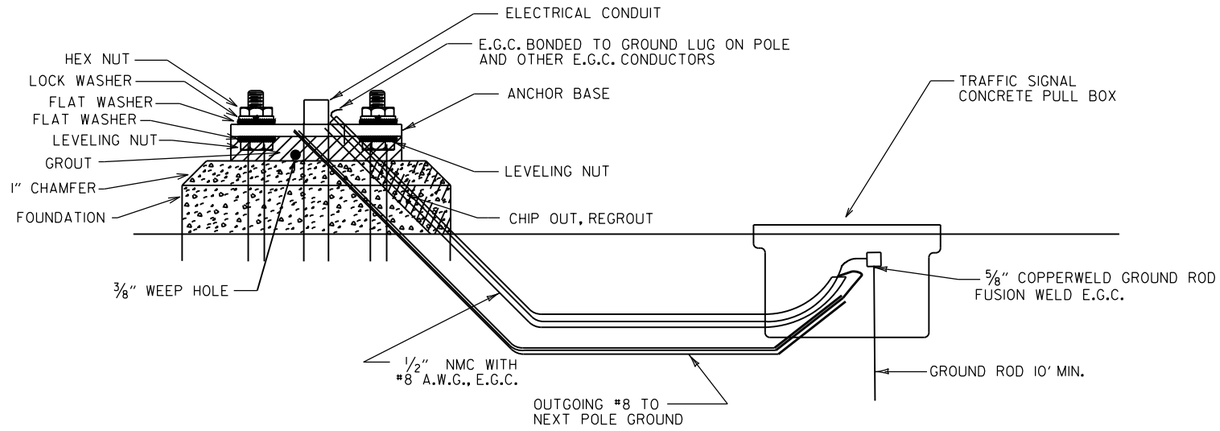
CONTROLLER CABINET UTILITY DRAWER

STANDARD DRAWING SD-5

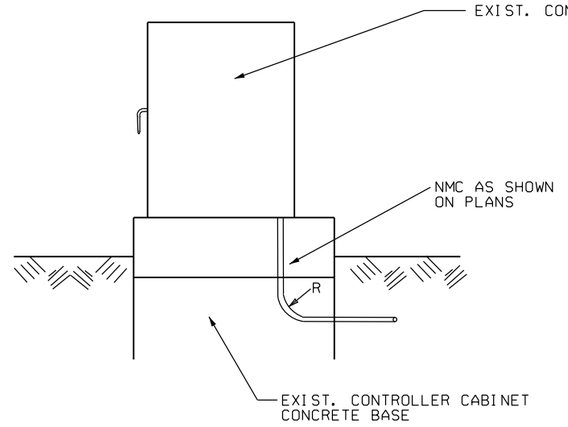
CONDUIT ENTRY TO EXISTING POLE BASE



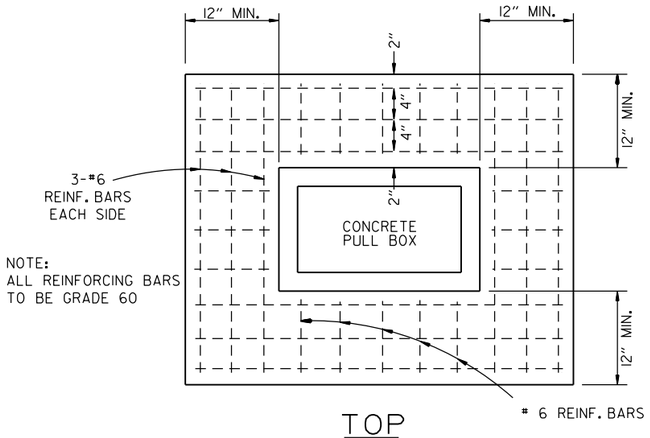
ANCHOR BASE



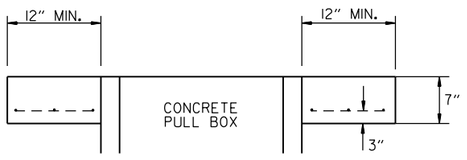
CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

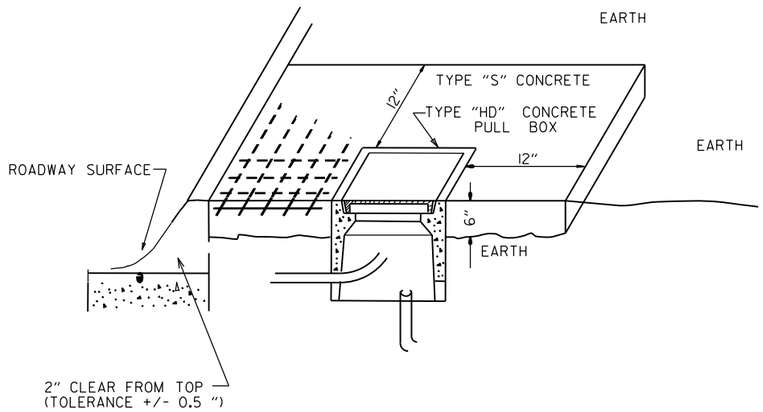


TOP



ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



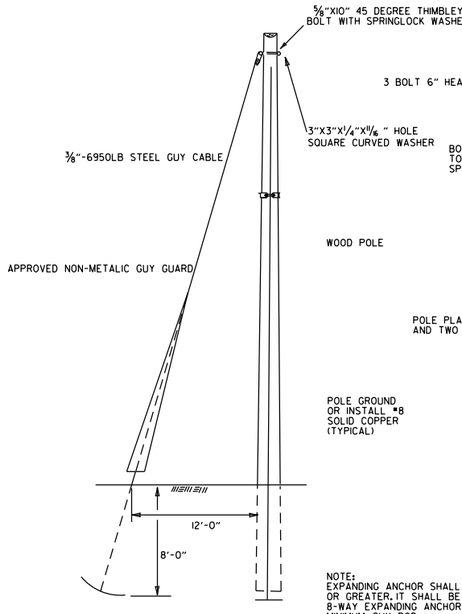
NOTE:
ALL TYPE 1 AND TYPE 2 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 7" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S". THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

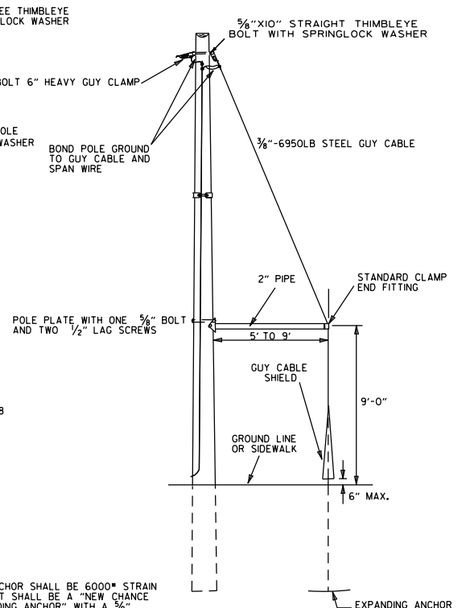
ARKANSAS STATE HIGHWAY COMMISSION

HEAVY DUTY PULL BOX

STANDARD DRAWING SD-6



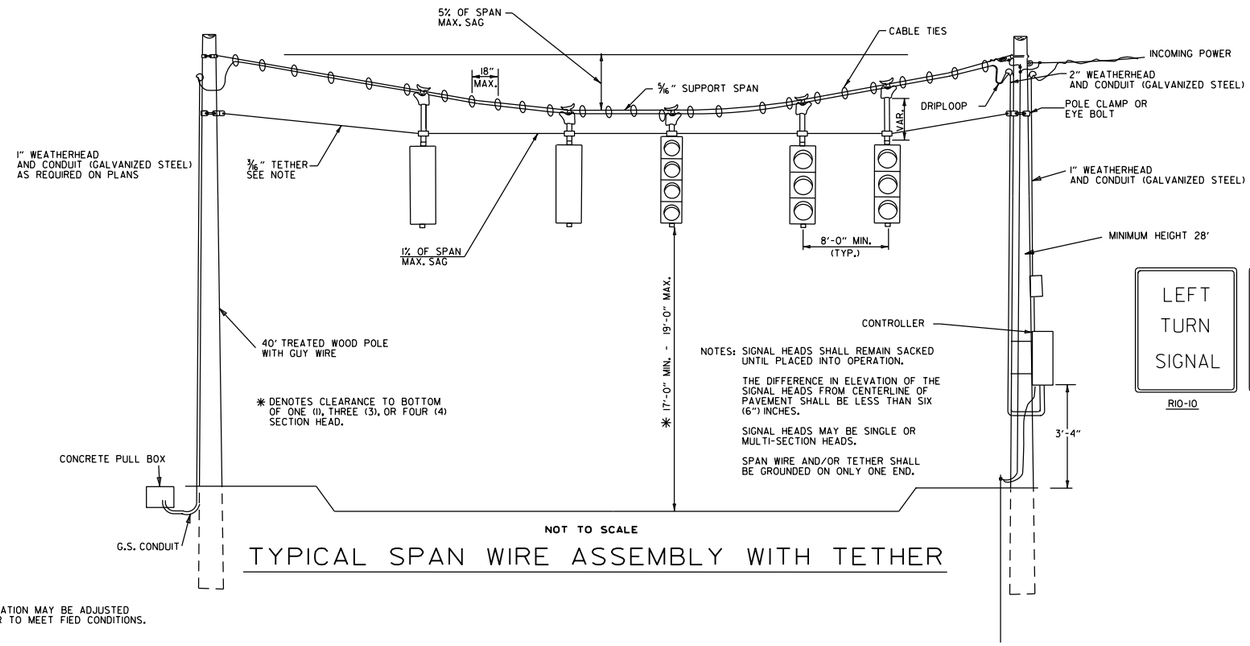
STANDARD GUY INSTALLATION



SIDEWALK GUY INSTALLATION

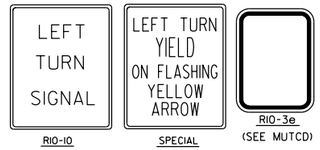
NOTE:
EXPANDING ANCHOR SHALL BE 6000# STRAIN OR GREATER. IT SHALL BE A "NEW CHANCE 8-WAY EXPANDING ANCHOR", WITH A ⅝" MINIMUM GUY ROD.

NOTE:
CONDUIT INSTALLATION MAY BE ADJUSTED BY THE ENGINEER TO MEET FIED CONDITIONS.



NOT TO SCALE

TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

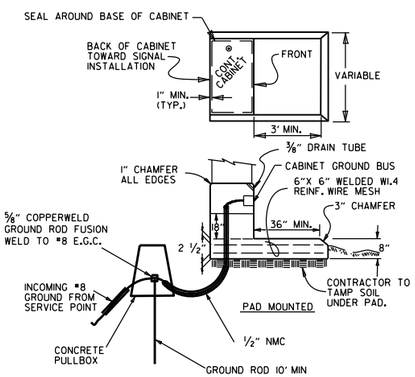


NOTES:
SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

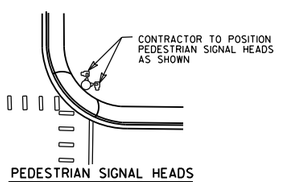
SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

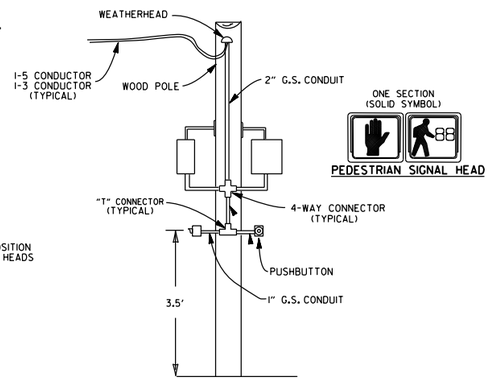
THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X ⅝" COPPERWELD GROUND ROD.



CONCRETE BASE MOUNTED CABINET DETAILS

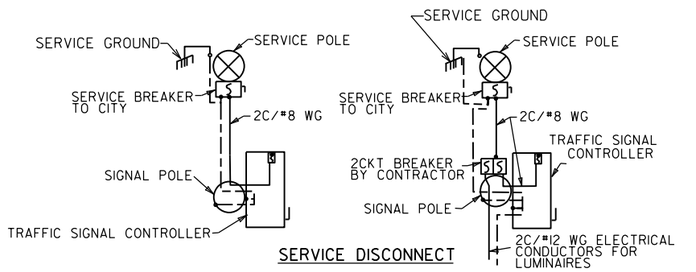


PEDESTRIAN SIGNAL HEADS



WOODEN POLE INSTALLATION OF PED HEADS

PEDESTRIAN SIGNAL HEAD



SERVICE DISCONNECT

NO LUMINAIRE WITH LUMINAIRE

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)", TO BE USED AS A LEFT TURN INDICATION ONLY, SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

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

ALL SIGN FACE SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

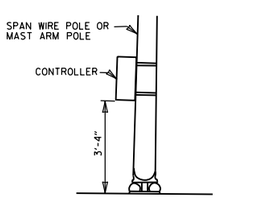
SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

CABINET NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED

MINIMUM STRUCTURAL REQUIREMENTS:

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

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

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

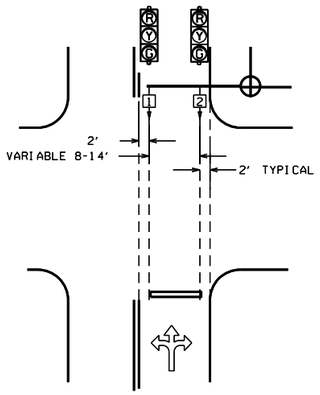
DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL, ADDED PEDESTRIAN SIGNAL HEAD DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REV. TYP. SPAN WIRE ASSEMBLY	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SPAN WIRE ASSEMBLY WOOD POLE

STANDARD DRAWING SD-7

(A)



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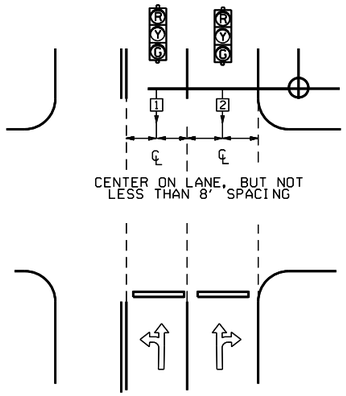
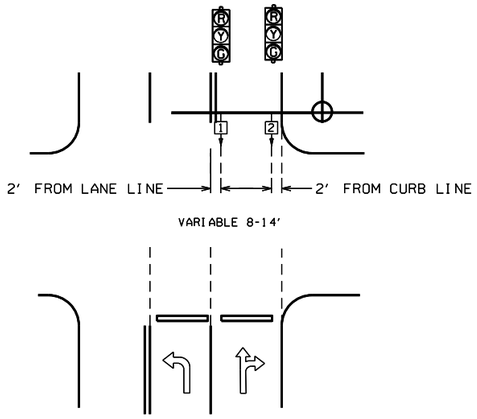


(C)



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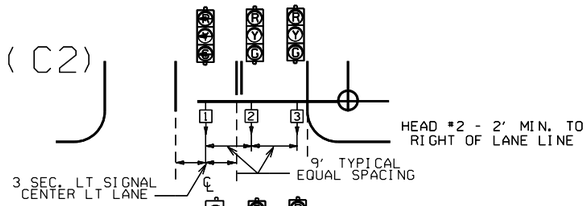

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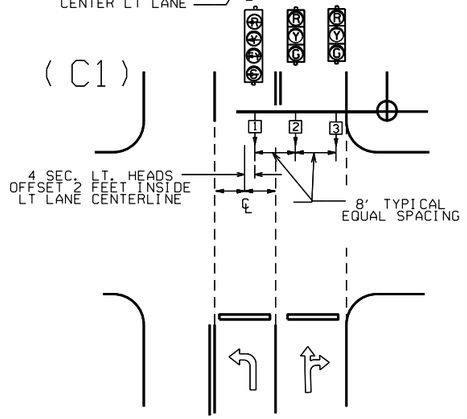

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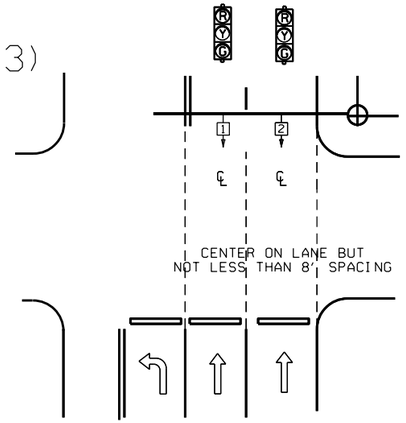
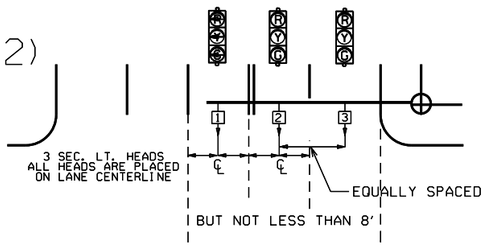


(D2)



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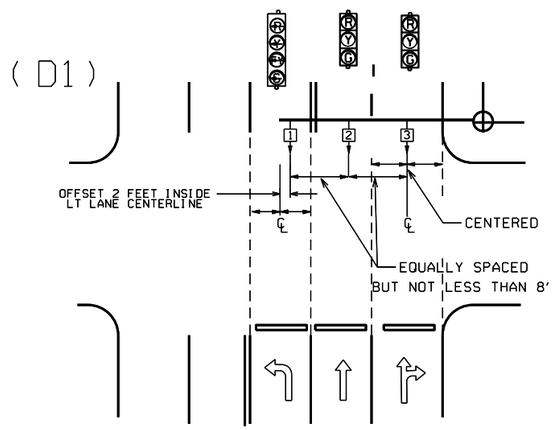
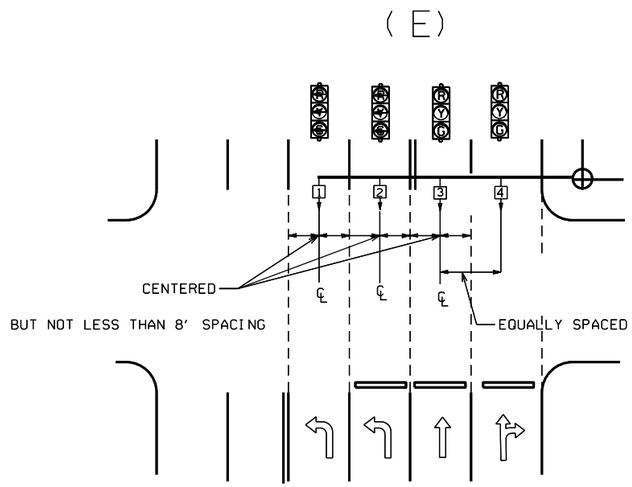


NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.

(E)



℄ = CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

2. THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.

5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.

12-8-16	REVISED NOTE 6	
9-12-13	ISSUED AS STANDARD DRAWING	
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM

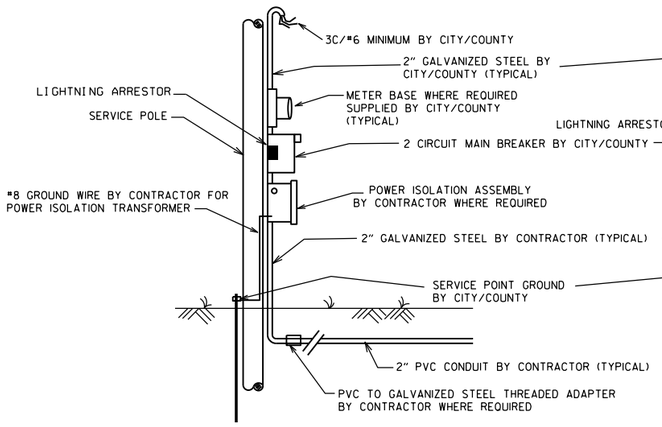
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

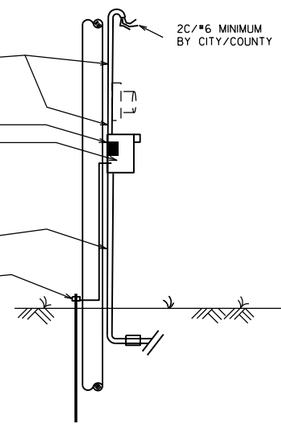
STANDARD DRAWING SD-8

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

WITH POWER ISOLATION ASSEMBLY



WITHOUT POWER ISOLATION ASSEMBLY



NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES:
MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

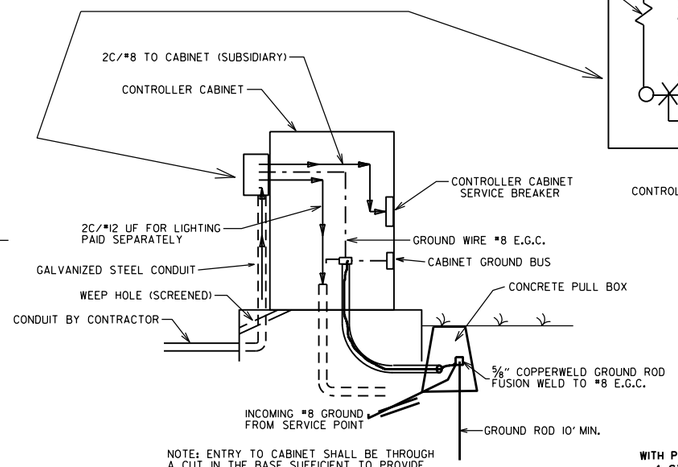
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

MAIN BREAKER NOT NEAR CONTROLLER CABINET:
THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT. WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

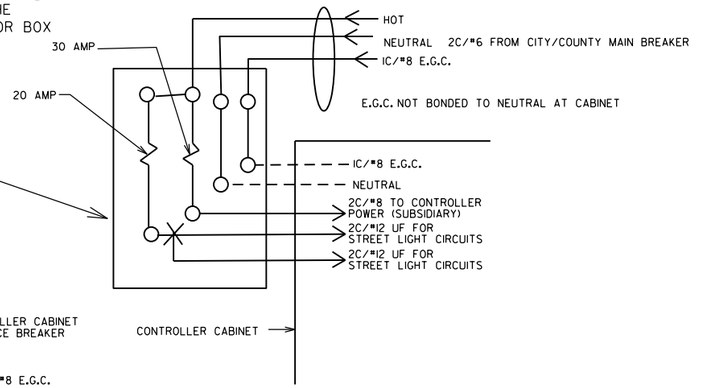
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

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

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



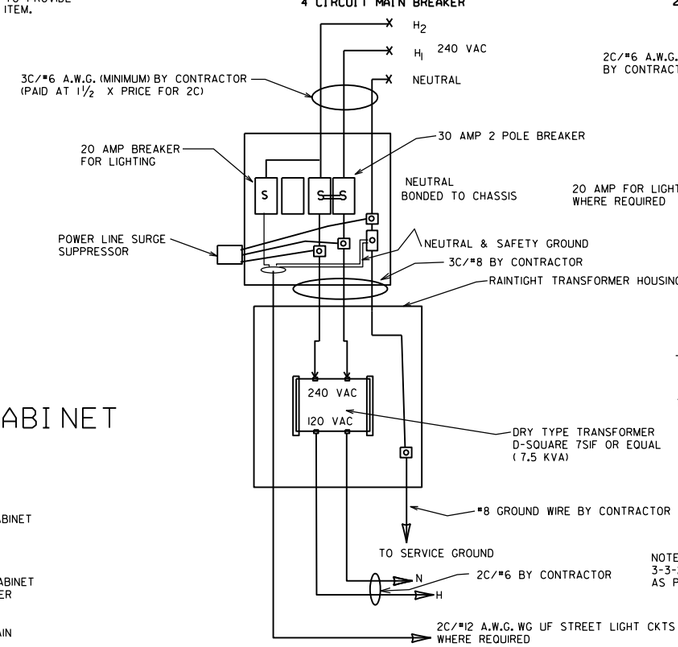
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



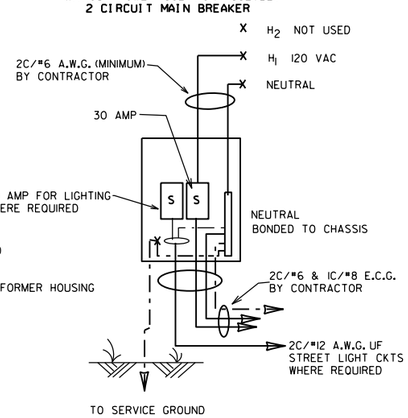
MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

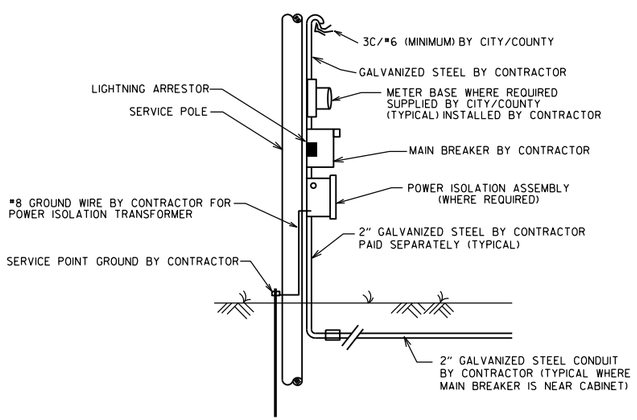


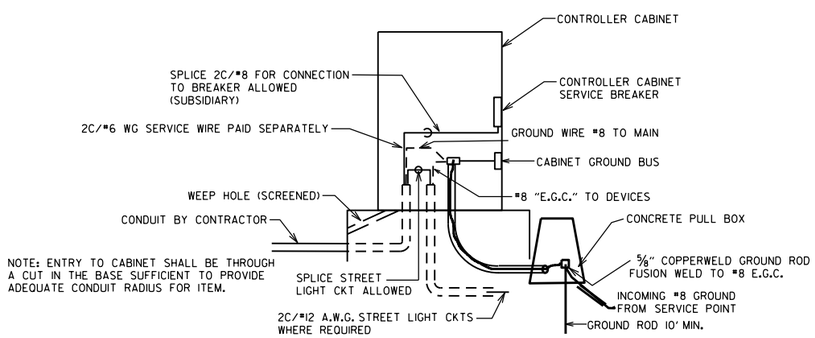
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



NOTE: ELECTRICAL GROUND CONDUCTOR (E.C.G.) ADDED 3-3-2003, CONSISTING OF A IC/#8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED





NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

DATE	REVISION	FILMED
11-07-19	REVISED	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9

NOTES:
PEDESTRIAN AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)" TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

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

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

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

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

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY II FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH MAST ARMS LESS THAN 60' AND ON ROUTES WHERE THE SPEED LIMITS OF 45 MPH AND LESS WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE THE SPEED LIMIT IS 45 MPH AND LESS AND MAST ARMS LESS THAN 60'.

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

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, TWELVE (12") INCH AND HAVE FIVE (5") INCH BACK PLATES:

SIGNAL HEADS AT THE END OF MAST ARM - ONE 4 SEC., 85 LB., 14.5 SQ. FT., ONE SIGN MOUNTED 3 FEET FROM SIGNAL HEAD (2'-0" X 2'-6"; 20 LB.) REMAINING SIGNAL HEADS SPACED AT 8 FT. (3 SEC., 56 LB., 8.3 SQ. FT.):
DESIGN TO ACCOMMODATE:
2 SIGNAL HEADS FOR MAST ARMS 10 FT. TO 16 FT.
3 SIGNAL HEADS FOR MAST ARMS 18 FT. TO 24 FT.
4 SIGNAL HEADS FOR MAST ARMS OVER 26 FT.

STREET NAME SIGN - 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAT 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT.
ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) - VARIABLE ARM LENGTH (MAX. WT. 75 LB., 3.3 SQ. FT.)
PEDESTRIAN SIGNALS - TWO 1 SEC., 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

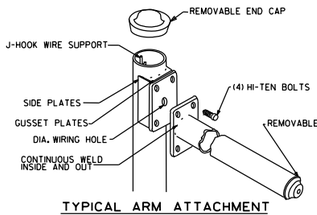
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE - HAND HOLES SHALL BE 4 IN. X 6 IN. FOR STANDARD, AND 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACCUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDED A HAND HOLE WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

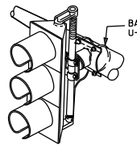
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE MAST ARM SHALL MAINTAIN A POSITIVE SLOPE AFTER IT IS PLACED UNDER LOAD.

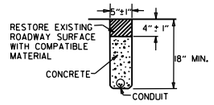
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



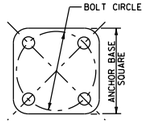
TYPICAL ARM ATTACHMENT



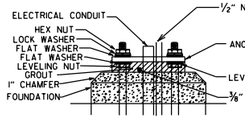
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

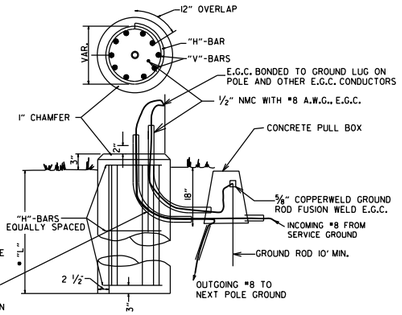


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





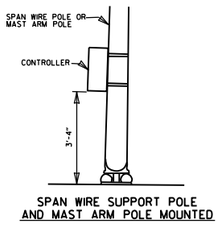
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX.

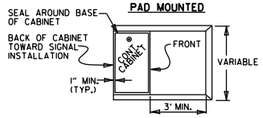
TYPICAL FOUNDATION DETAILS

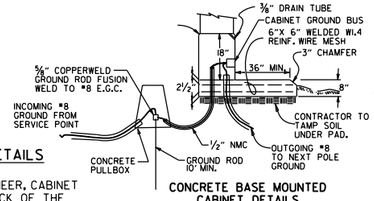
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FOUNDATION DIAMETER	DEPTH "L"*	STEEL		
			VERTICAL	HORIZONTAL	O.C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44"
2' TO 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42"
OVER 12' TO 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66"
OVER 20' TO 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88"
OVER 35' TO 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56"
OVER 50' TO 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74"
TWINS TO 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76"
TWINS OVER 20' TO 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76"
TWINS OVER 44' TO 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76"
TWINS OVER 50' TO 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64"



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED





CONCRETE BASE MOUNTED CABINET DETAILS

CONTROLLER CABINET MOUNTING DETAILS

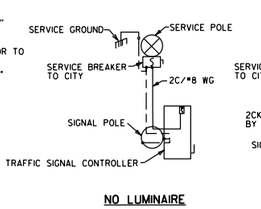
NOTE:
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

8. GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPERATELY.

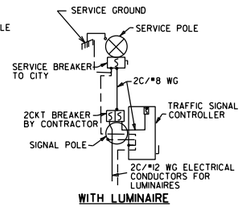
9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A ¼" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.



NO LUMINAIRE



WITH LUMINAIRE

SERVICE DISCONNECT
NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

* WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6", DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS.

** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANUFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60" X 16" X 0.125" SIGN BLANK MOUNTED NEAR THE END OF THE MAST ARM NOT TO EXCEED ONE QUARTER OF THE LENGTH OF THE MAST ARM FROM THE END OF THE MAST ARM WITH THE LONG AXIS OF THE PANEL COLLINEAR WITH THE LONG AXIS OF THE MAST ARM. THE PANEL SHOULD BE MOUNTED AT SUCH THE HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OF SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.

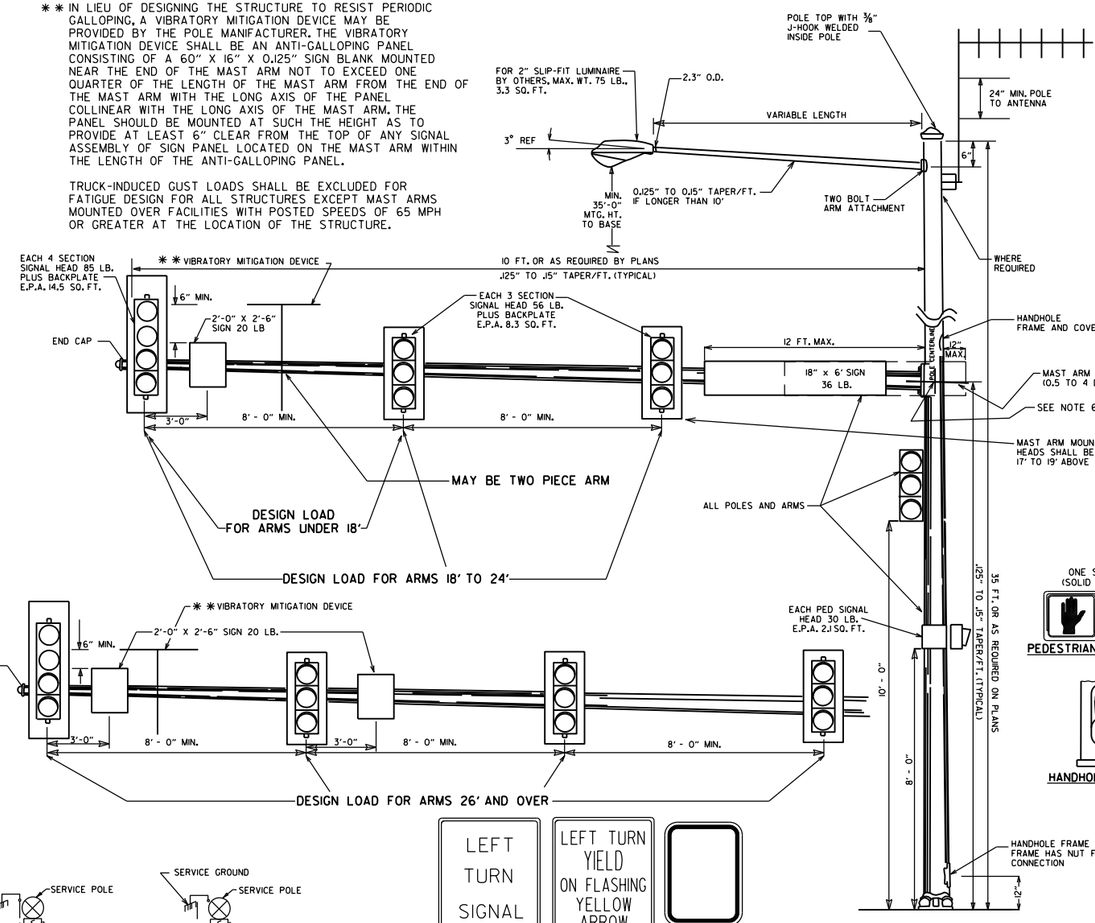
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.

SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATION IN FLASH SEQUENCE.

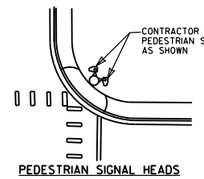
SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.



PEDESTRIAN SIGNAL HEAD

HANDHOLE TERMINAL

HANDHOLE FRAME AND COVER, FRAME HAS NUT FOR GROUND CONNECTION



PEDESTRIAN SIGNAL HEADS

R10-10

SPECIAL

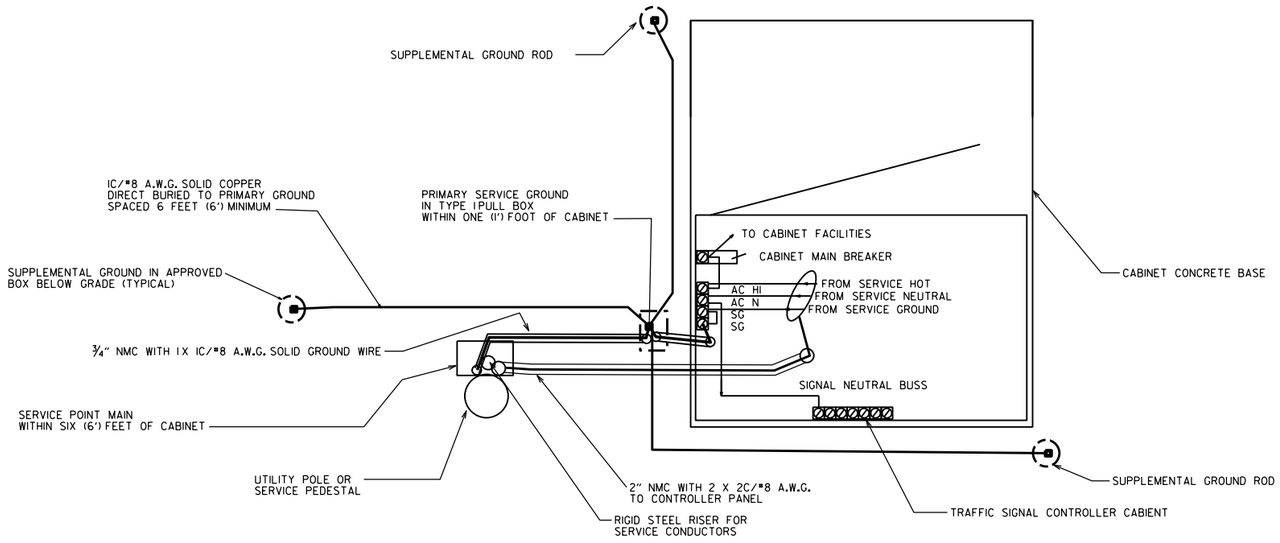
R10-3e
(SEE MUTCD)

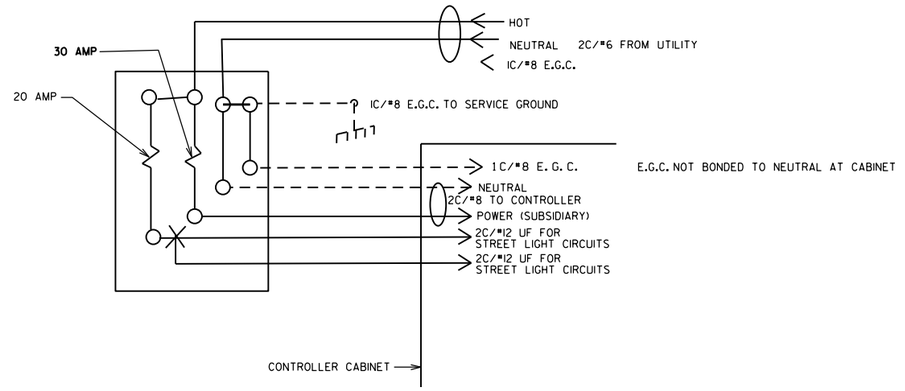
DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED PEDESTRIAN SIGNAL HEAD DETAIL, ADDED HANDHOLE TERMINAL DETAIL, ADDED TRENCHING DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
12-08-16	REVISED NOTES	
02-27-14	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED VMD, SIGNAL HEADS	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
06-23-04	REVISED	
05-11-04	REV. NOTE 3/AASHTO REQUIREMENTS	
06-11-01	REV. NOTES & POLE MAST ARM SLOPE	
04-11-01	REVISED POLE TAPERS	
04-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
11-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

STEEL POLE WITH MAST ARM

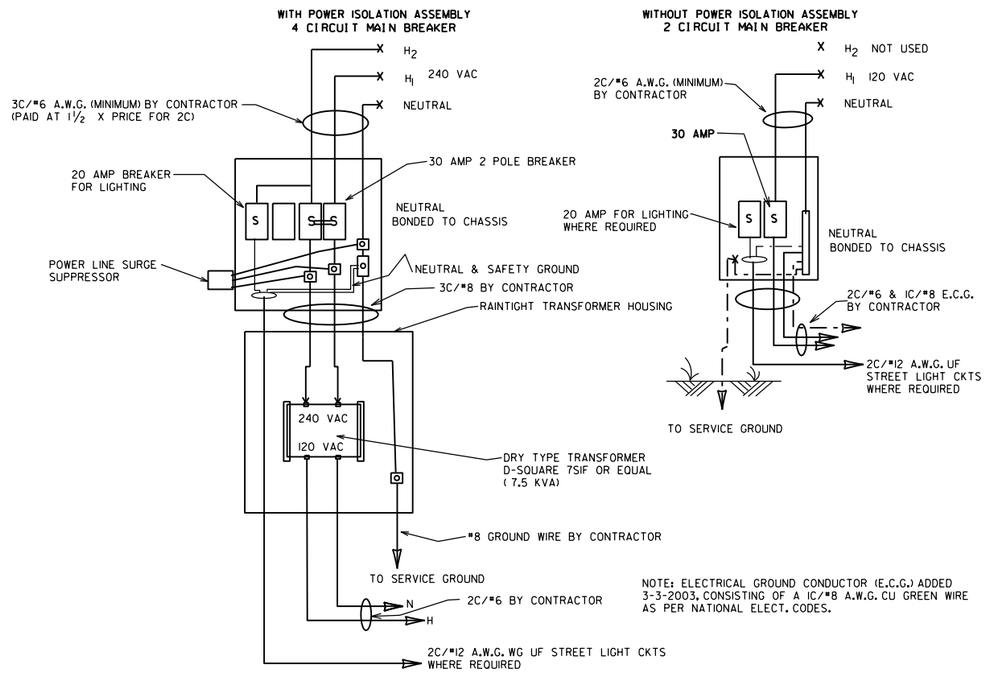
STANDARD DRAWING SD-11





MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.



NOTES:

LOCATION OF SERVICE:
TO MEET THE REQUIREMENTS FOR SAFETY AND MAXIMIZE LIGHTNING PROTECTION. THE "SERVICE POINT MAIN" FROM THE UTILITY PRIMARY SERVICE POINT MUST BE WITHIN SIX (6') FEET OF THE TRAFFIC SIGNAL CONTROLLER CABINET. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE OR PEDESTAL WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POLE 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN RESPONSIBILITY OF THE CITY/COUNTY.

METER LOOP:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND ISTALLED BY THE CONTRACTOR.

SUPPLEMENT GROUND RODS:
SUPPLEMENT GROUND RODS ARE FUSION WELDED TO IC/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO PRIMARY GROUND MAY BE AN APPROVED CLAMP. GROUND RODS ARE LOCATED IN A BOX APPROVED BY THE ENGINEER MEETING THE SAME LOADING REQUIREMENTS AS SECTION 711 CONCRETE PULL BOX OF THE STANDARD SPECIFICATIONS, WITH THE EXCEPTION TO DIMENSIONS. THE CONCRETE PULL BOX MAY BE EITHER ROUND OR SQUARE APPROXIMATELY SIX (6") INCHES MINIMUM INSIDE DIMENSIONS AND SIX (6") INCHES DEPTH. (STRONGWELL PC0608BA06 WITH PC0608CA00 LID OR EQUAL).

DATE	REVISION	FILMED
11-07-19	REVISED NOTES	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
01-17-08	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT INSTALLATION WITH SUPPLEMENT GROUNDING ARRAY

STANDARD DRAWING SD-12

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			35 MPH			40 MPH			45 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH			75 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	115		RC	115		RC	115		0.022	121	
0° 45'	NC			NC			NC			NC			RC	115		RC	115		0.024	127		0.026	132		0.030	144		0.032	150	
1° 00'	NC			NC			NC			RC	108		0.022	121		0.026	132		0.030	144		0.034	156		0.038	167		0.042	179	350
1° 15'	NC			NC			RC	101		0.022	114		0.028	138		0.032	150		0.038	167		0.042	179		0.046	190	350	0.052	208	
1° 30'	NC			RC	94		0.022	106		0.028	130		0.032	150		0.038	167		0.044	185		0.050	202	350	0.056	218		0.062	236	
1° 45'	RC	86		RC	94		0.026	116		0.030	136		0.036	161		0.044	185		0.050	202	350	0.056	218		0.064	242		0.070	259	
2° 00'	RC	86		0.024	103		0.028	121		0.034	146		0.042	179		0.048	196		0.056	218		0.064	242		0.070	259		0.080	288	400
2° 15'	RC	86		0.026	108		0.032	131		0.038	157		0.046	190		0.054	214		0.062	236		0.070	259		0.078	282	400	0.088	311	
2° 30'	0.022	90		0.028	113		0.034	136		0.042	168		0.050	202		0.058	224	350	0.068	253		0.076	276		0.086	305		0.096	334	450
2° 45'	0.024	95		0.030	118		0.038	146		0.046	179		0.054	214		0.064	242		0.072	265		0.082	294		0.092	323		0.100	346	
3° 00'	0.026	100		0.034	126		0.040	151		0.050	190	300	0.058	224		0.068	253		0.078	282		0.088	311		0.098	340	450	D MAX = 2° 45'		
3° 15'	0.028	103		0.036	131		0.044	161		0.052	194		0.062	236		0.072	265		0.082	294		0.092	323		0.100	346				
3° 30'	0.030	108		0.038	136		0.046	167	250	0.056	205		0.066	247		0.076	276		0.086	305		0.096	334		D MAX = 3° 30'					
3° 45'	0.032	112		0.040	140		0.050	176		0.058	211		0.070	259		0.080	288		0.090	317		0.098	340							
4° 00'	0.034	116		0.042	145	250	0.052	181		0.062	222		0.072	265		0.084	300		0.094	329	400	0.100	346							
4° 15'	0.036	120		0.044	150		0.054	186		0.064	227		0.076	276		0.086	305		0.096	334		D MAX = 4° 15'								
4° 30'	0.036	120		0.046	155		0.056	192		0.068	238		0.078	282		0.090	317	400	0.098	340										
4° 45'	0.038	125		0.048	160		0.060	202		0.070	244		0.082	294		0.092	323		0.100	346										
5° 00'	0.040	130		0.050	164		0.062	206		0.072	248		0.084	300		0.094	329		D MAX = 5° 15'										
5° 30'	0.044	138		0.054	173		0.066	217		0.078	265		0.088	311		0.098	340												
6° 00'	0.046	143	250	0.058	182		0.070	227		0.082	276		0.092	323		0.100	346												
6° 30'	0.050	151		0.062	192		0.074	238		0.086	287		0.096	334	350	D MAX = 6° 30'													
7° 00'	0.052	156		0.064	197		0.078	247		0.090	298		0.098	340															
7° 30'	0.054	160		0.068	206		0.080	252		0.092	302	350	0.100	346															
8° 00'	0.058	168		0.070	211		0.084	263		0.094	308		D MAX = 8° 25'																
8° 30'	0.060	173		0.072	215		0.086	268	300	0.096	313																		
9° 00'	0.062	178		0.076	224		0.088	272		0.098	319																		
9° 30'	0.064	181		0.078	229		0.092	282		0.100	324																		
10° 00'	0.066	186		0.080	234		0.094	288		D MAX = 10° 30'																			
11° 00'	0.070	194		0.084	244		0.096	293																					
12° 00'	0.074	203		0.088	253	300	0.098	298																					
13° 00'	0.076	208		0.090	258		0.100	302	350																				
14° 00'	0.080	216		0.094	266		D MAX = 13° 45'																						
15° 00'	0.082	221		0.096	271																								
16° 00'	0.086	229		0.098	276																								
17° 00'	0.088	233		0.100	281																								
18° 00'	0.090	238		D MAX = 19° 30'																									
19° 00'	0.092	242																											
20° 00'	0.094	246																											
21° 00'	0.096	251	300																										
22° 00'	0.096	251																											
23° 00'	0.098	254																											
24° 00'	0.098	254																											
25° 00'	0.100	259																											
D MAX = 28° 30'																													

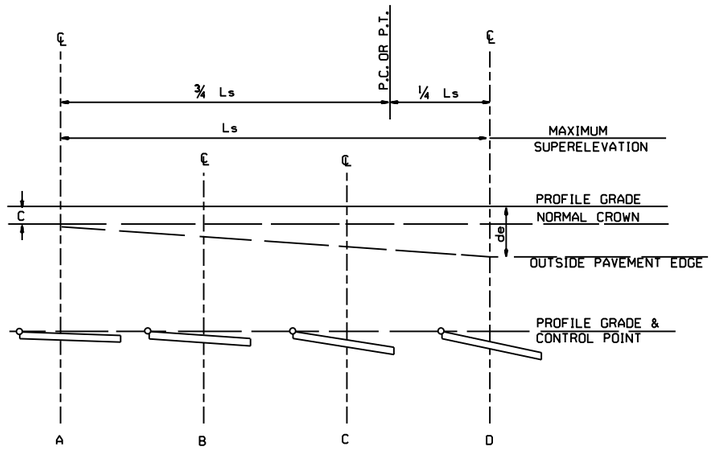
GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%

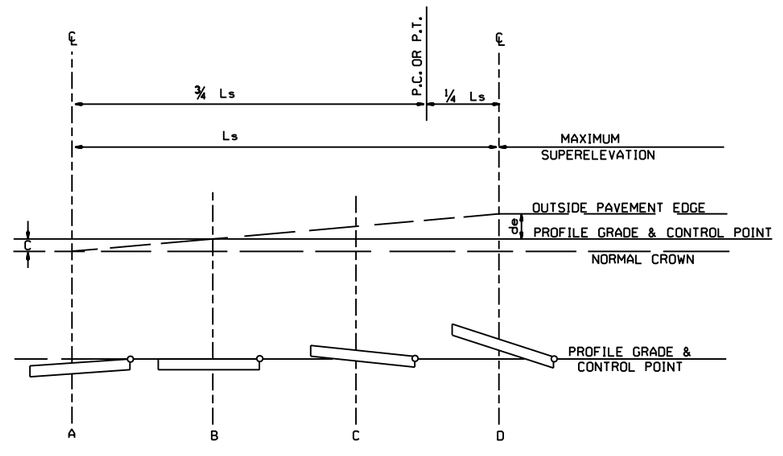
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILLMED
11-07-19	REVISED SUPERELEVATION TABLE	
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			35 MPH			40 MPH			45 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH			75 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	96		RC	96		RC	96		0.022	101	
0° 45'	NC			NC			NC			NC			RC	96		RC	96		0.024	106		0.026	110		0.030	120		0.032	125	
1° 00'	NC			NC			NC			RC	90		0.022	101		0.026	110		0.030	120		0.034	130		0.038	139	300	0.042	149	300
1° 15'	NC			NC			RC	84		0.022	95		0.028	115		0.032	125		0.038	139		0.042	149		0.046	158		0.052	173	
1° 30'	NC			RC	78		0.022	88		0.028	108		0.032	125		0.038	139		0.044	154		0.050	168	300	0.056	182		0.062	197	
1° 45'	RC	72		RC	78		0.026	97		0.030	113		0.036	134		0.044	154		0.050	168	300	0.056	182		0.064	202		0.070	216	
2° 00'	RC	72		0.024	86		0.028	101		0.034	122		0.042	149		0.048	163		0.056	182		0.064	202		0.070	216		0.080	240	
2° 15'	RC	72		0.026	90		0.032	109		0.038	131		0.046	158		0.054	178	300	0.062	197		0.070	216		0.078	235	350	0.088	259	350
2° 30'	0.022	75		0.028	94		0.034	113		0.042	140		0.050	168		0.058	187		0.068	211		0.076	230		0.086	254		0.096	278	
2° 45'	0.024	79		0.030	98		0.038	122		0.046	149	200	0.054	178		0.064	202		0.072	221		0.082	245		0.092	269		0.100	288	400
3° 00'	0.026	83		0.034	105		0.040	126		0.050	158		0.058	187	250	0.068	211		0.078	235		0.088	259		0.098	283	400	D MAX = 2° 45'		
3° 15'	0.028	86		0.036	109		0.044	134		0.052	162		0.062	197		0.072	221		0.082	245		0.092	269		0.100	288				
3° 30'	0.030	90		0.038	113		0.046	139	200	0.056	171		0.066	206		0.076	230		0.086	254		0.096	278	350	D MAX = 3° 30'					
3° 45'	0.032	93		0.040	117		0.050	147		0.058	176		0.070	216		0.080	240		0.090	264		0.098	283							
4° 00'	0.034	97		0.042	121	200	0.052	151		0.062	185		0.072	221		0.084	250		0.094	274	350	0.100	288							
4° 15'	0.036	100		0.044	125		0.054	155		0.064	189		0.076	230		0.086	254	350	0.096	278		D MAX = 4° 15'								
4° 30'	0.036	100		0.046	129		0.056	160		0.068	198		0.078	235		0.090	264		0.098	283										
4° 45'	0.038	104	200	0.048	133		0.060	168		0.070	203		0.082	245		0.092	269		0.100	288										
5° 00'	0.040	108		0.050	137		0.062	172		0.072	207		0.084	250		0.094	274		D MAX = 5° 15'										
5° 30'	0.044	115		0.054	144		0.066	181		0.078	221	250	0.088	259		0.098	283												
6° 00'	0.046	119		0.058	152		0.070	189		0.082	230		0.092	269		0.100	288												
6° 30'	0.050	126		0.062	160		0.074	198		0.086	239		0.096	278	300	D MAX = 6° 30'													
7° 00'	0.052	130		0.064	164		0.078	206		0.090	248		0.098	283															
7° 30'	0.054	133		0.068	172		0.080	210		0.092	252		0.100	288															
8° 00'	0.058	140		0.070	176		0.084	219		0.094	257	300	D MAX = 8° 25'																
8° 30'	0.060	144		0.072	179		0.086	223	250	0.096	261																		
9° 00'	0.062	148		0.076	187		0.088	227		0.098	266																		
9° 30'	0.064	151		0.078	191		0.092	235		0.100	270																		
10° 00'	0.066	155		0.080	195		0.094	240		D MAX = 10° 30'																			
11° 00'	0.070	162		0.084	203		0.096	244																					
12° 00'	0.074	169		0.088	211	250	0.098	248																					
13° 00'	0.076	173		0.090	215		0.100	252	300	D MAX = 13° 45'																			
14° 00'	0.080	180		0.094	222																								
15° 00'	0.082	184		0.096	226																								
16° 00'	0.086	191		0.098	230																								
17° 00'	0.088	194		0.100	234																								
18° 00'	0.090	198	250	D MAX = 19° 30'																									
19° 00'	0.092	202																											
20° 00'	0.094	205																											
21° 00'	0.096	209																											
22° 00'	0.096	209																											
23° 00'	0.098	212																											
24° 00'	0.098	212																											
25° 00'	0.100	216																											
D MAX = 28° 30'																													

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)

GENERAL NOTES

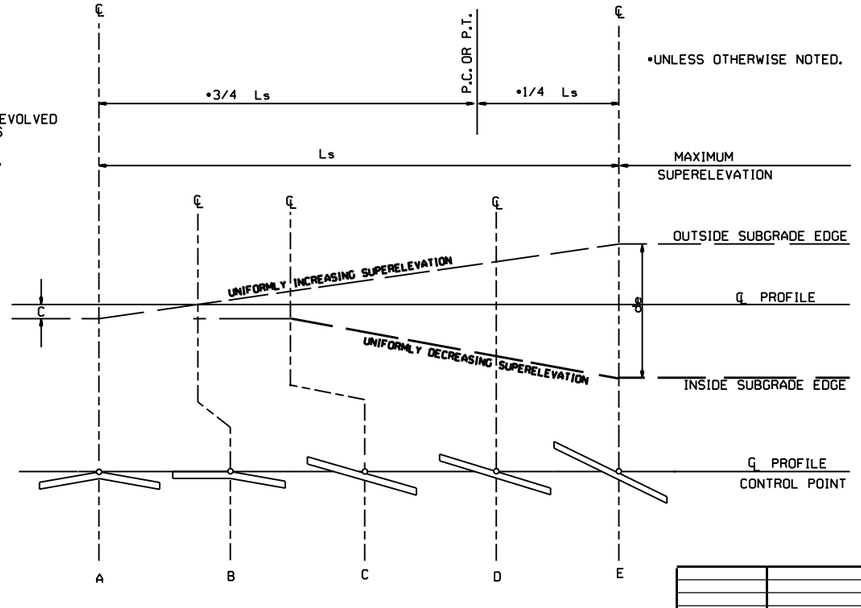
1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

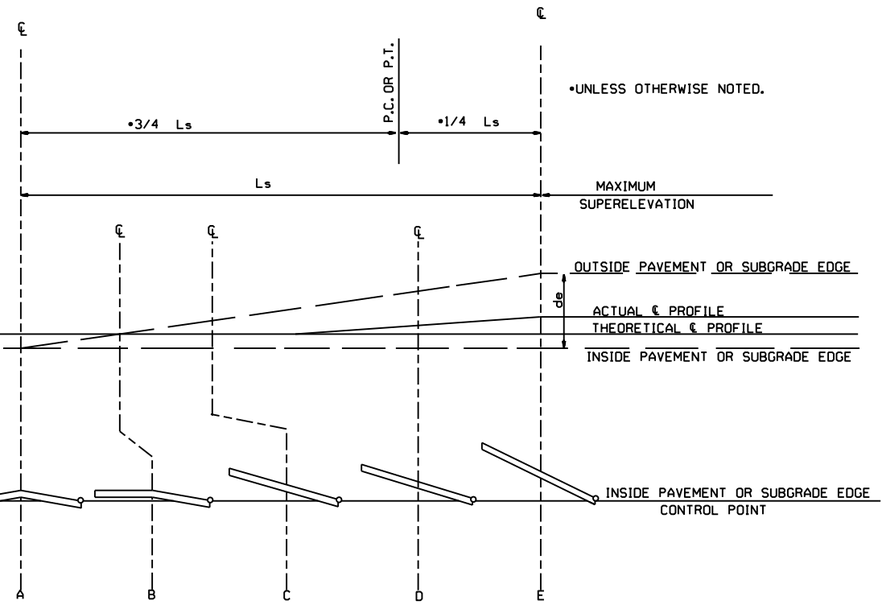
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

DATE	REVISION	DATE FILLMED
11-07-19	REVISED SUPERELEVATION TABLE	
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

STANDARD DRAWING SE-2

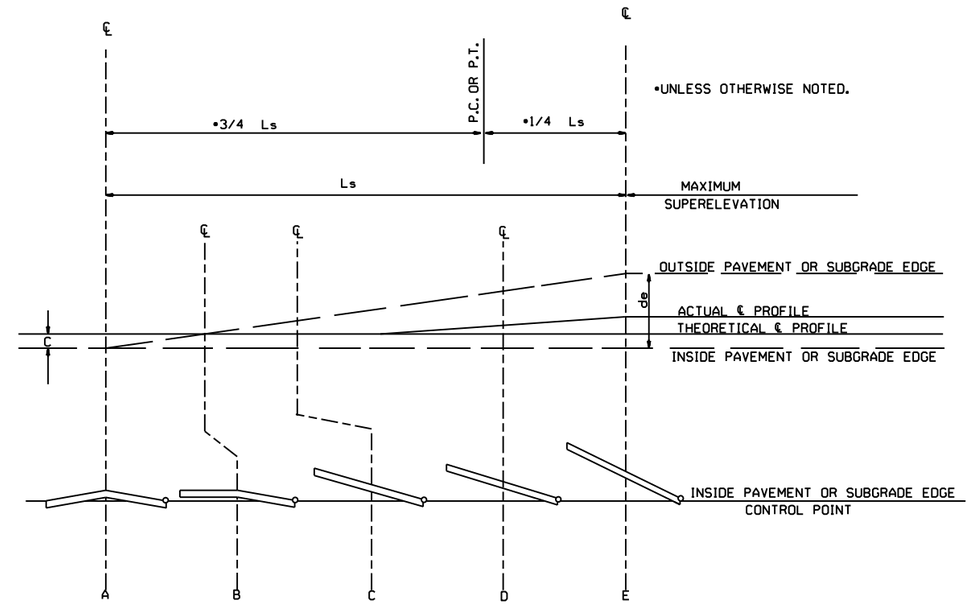
SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC (4% MAXIMUM)

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	35 MPH e	35 MPH Ls (FT) MINIMUM	35 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	45 MPH e	45 MPH Ls (FT) MINIMUM	45 MPH Ls (FT) DESIRABLE
0° 15'	NC			0° 15'	NC			0° 15'	NC			0° 15'	NC		
0° 30'				0° 30'				0° 30'				0° 30'			
0° 45'				0° 45'				0° 45'				0° 45'			
1° 00'				1° 00'				1° 00'				1° 00'	RC	90	125
1° 15'				1° 15'				1° 15'				1° 15'			
1° 30'				1° 30'				1° 30'	RC	84	100	1° 30'	0.022	95	
1° 45'				1° 45'				1° 45'				1° 45'	0.024	99	
2° 00'				2° 00'	RC	78	100	2° 00'	0.022	88		2° 00'	0.026	104	
2° 15'	RC	72	100	2° 15'				2° 15'	0.024	92	125	2° 15'			
2° 30'				2° 30'	0.022	82		2° 30'	0.026	97		2° 30'	0.028	108	150
2° 45'				2° 45'				2° 45'				2° 45'	0.030	113	
3° 00'				3° 00'	0.024	86	125	3° 00'				3° 00'			
3° 15'	0.022	75		3° 15'				3° 15'	0.028	101		3° 15'	0.032	117	
3° 30'				3° 30'				3° 30'				3° 30'			
3° 45'	0.024	79		3° 45'	0.026	90		3° 45'	0.030	105		3° 45'	0.034	122	
4° 00'				4° 00'				4° 00'				4° 00'			
4° 15'				4° 15'				4° 15'	0.032	109		4° 15'			
4° 30'				4° 30'	0.028	94		4° 30'				4° 30'	0.036	126	
4° 45'	0.026	83		4° 45'				4° 45'				4° 45'			
5° 00'				5° 00'	0.030	98		5° 00'	0.034	113		5° 00'	0.038	131	
5° 30'				5° 30'				5° 30'				5° 30'			
6° 00'				6° 00'	0.032	101		6° 00'	0.036	118	150	6° 00'	0.040	135	
6° 30'	0.028	86		6° 30'				6° 30'							
7° 00'				7° 00'			150	7° 00'	0.038	122					
7° 30'	0.030	90		7° 30'	0.034	105		7° 30'							
8° 00'				8° 00'				8° 00'	0.040	126					
8° 30'	0.032	93		8° 30'	0.036	109									
9° 00'				9° 00'											
9° 30'				9° 30'											
10° 00'	0.034	97		10° 00'	0.038	113									
10° 30'				10° 30'											
11° 00'				11° 00'											
11° 30'			125	11° 30'	0.040	117									
12° 00'	0.036	100													
12° 30'															
13° 00'															
13° 30'															
14° 00'	0.038	104													
14° 30'															
15° 00'															
15° 30'															
16° 00'															
16° 30'	0.040	108	150												

D MAX = 22° 45' | D MAX = 15° 15' | D MAX = 10° 30' | D MAX = 8° 00'

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

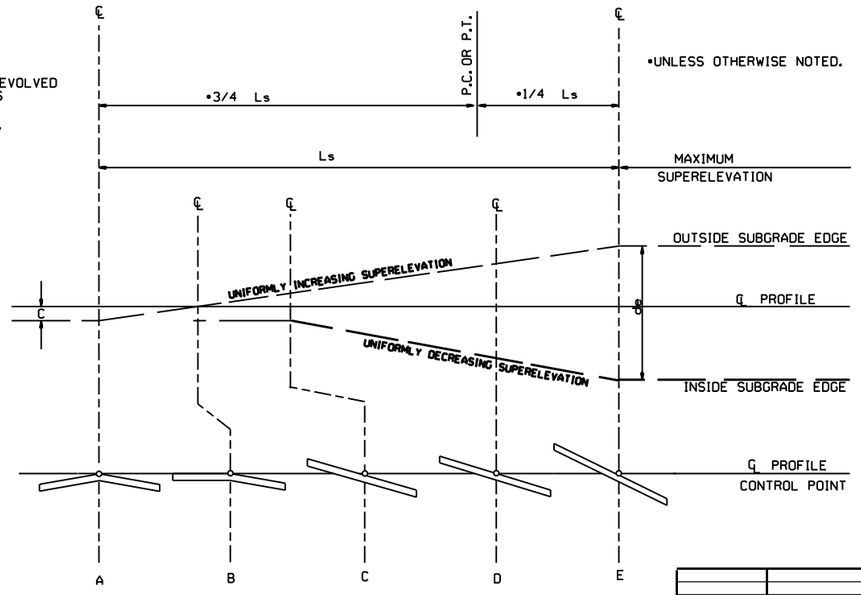
GENERAL NOTES

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

11-07-19	ISSUED	
DATE	REVISION	DATE FILMED

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)

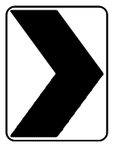
STANDARD DRAWING SE-3



R1-1
30"X30"



W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



W2-5
30"X30"



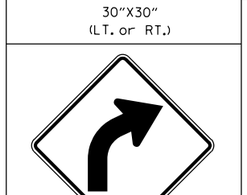
W3-1
36"X36"



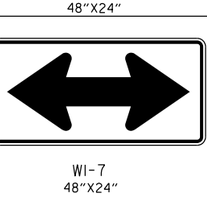
W5-1
36"X36"



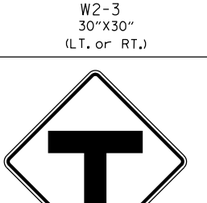
M6-3
21"X15"



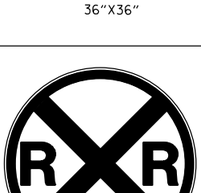
R1-2
36"X36"X36"



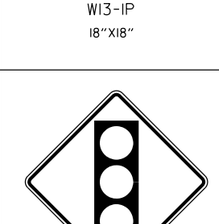
W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"



S1-1
36"X36"



W3-2
36"X36"

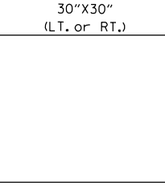


County
Route Marker
M1-6
24"X24"

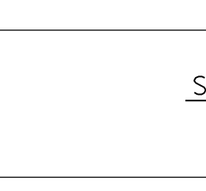
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



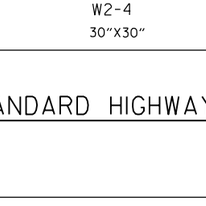
M6-4
21"X15"



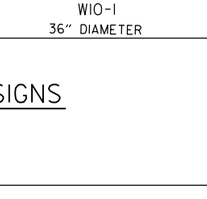
R2-1
24"X30"



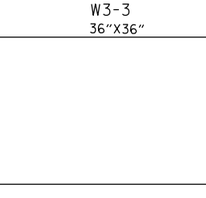
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"

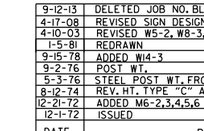


W5-2
36"X36"



W8-3
36"X36"

R1-3P
18"X6"



M6-5
21"X15"

W1-1
30"X30"
(LT. or RT.)

W1-6
48"X24"

W1-7
48"X24"

W2-3
30"X30"
(LT. or RT.)

W5-3
36"X36"

W13-1P
18"X18"

M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.

M6-6
21"X15"

W1-2
30"X30"
(LT. or RT.)

W2-4
30"X30"

W10-1
36" DIAMETER

W3-3
36"X36"

M6-2
21"X15"

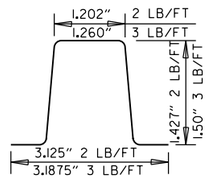
S4-3P
24"X8"

S4-2P
24"X10"

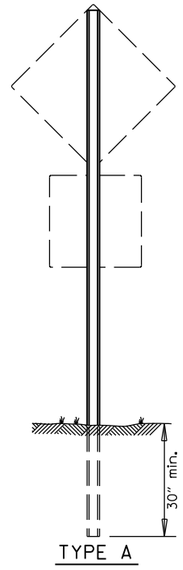
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION



(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES



TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.

TYPE B

TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

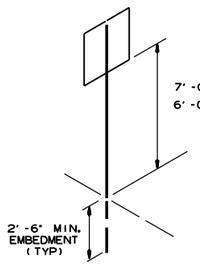
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

SUPPORT ASSEMBLIES

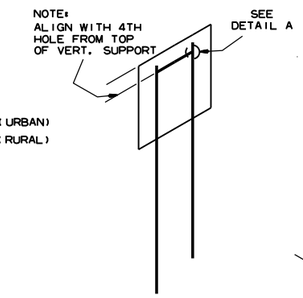
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

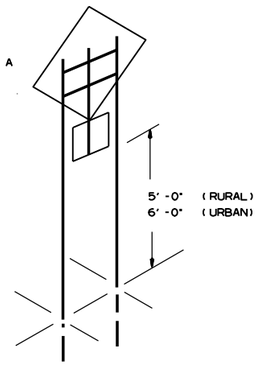
STANDARD DRAWING SHS-1



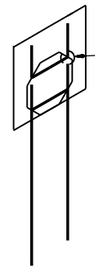
U-1



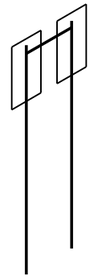
U-2



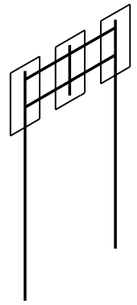
U-2 (A)



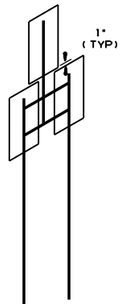
U-2 (B)



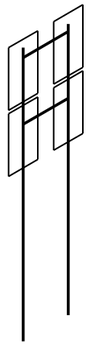
U-2 (1)



U-2 (2)



U-2 (3)



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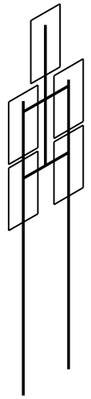

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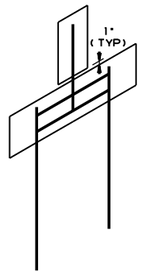

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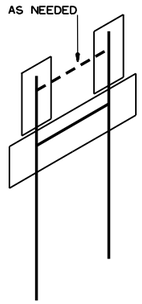

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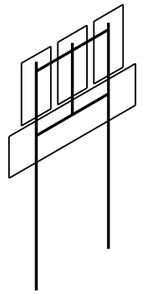

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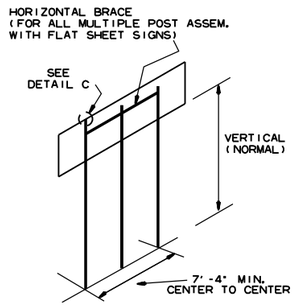
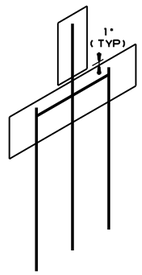


U-3



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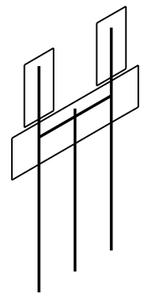

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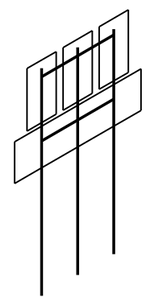

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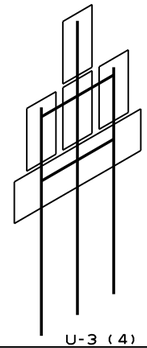

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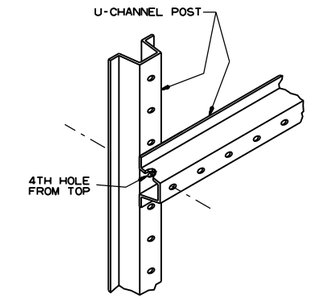
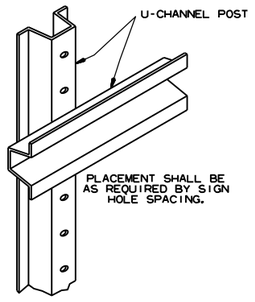


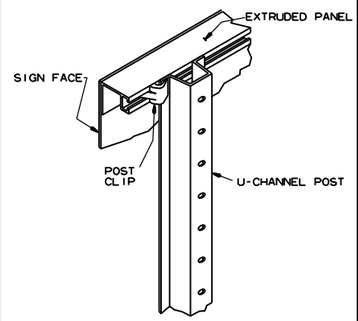
DETAIL A

SHOWING HORIZONTAL BRACE



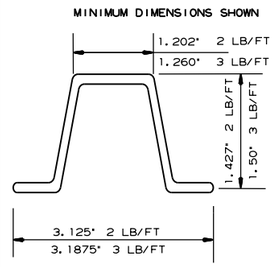
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



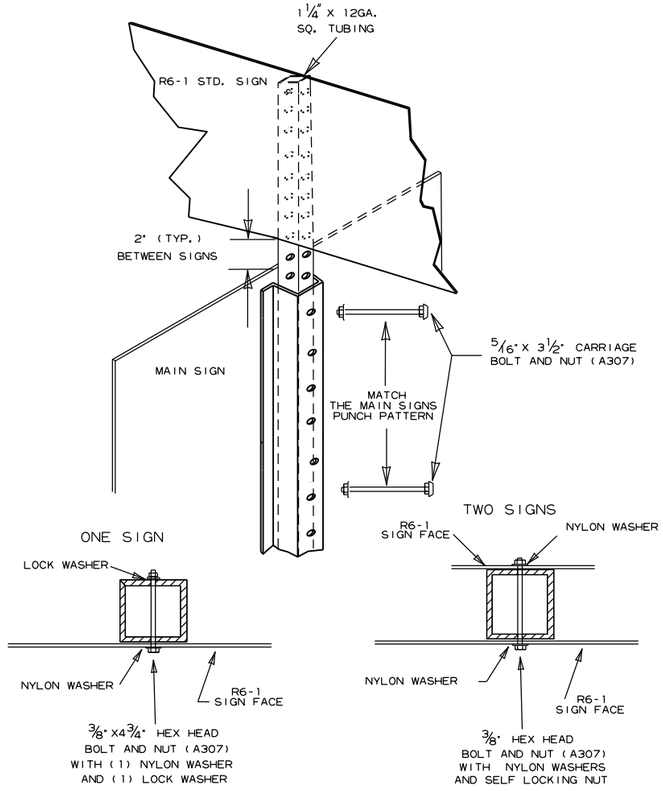
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



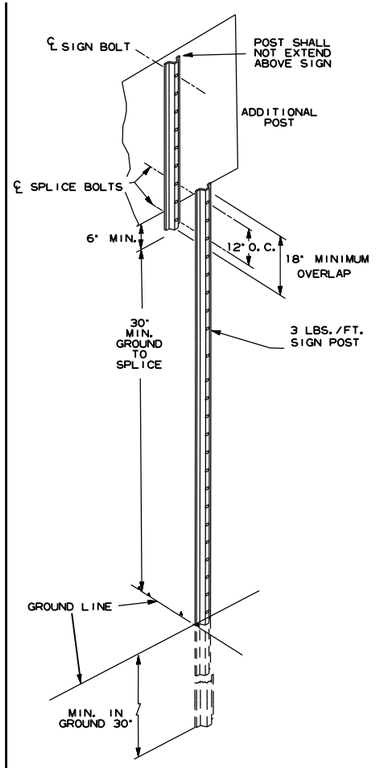
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

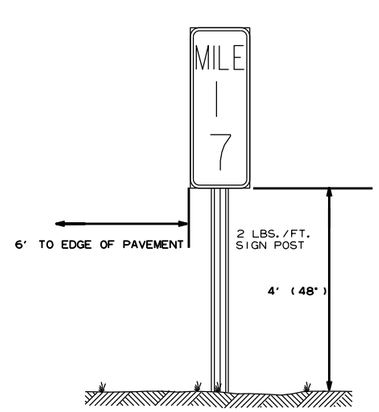
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

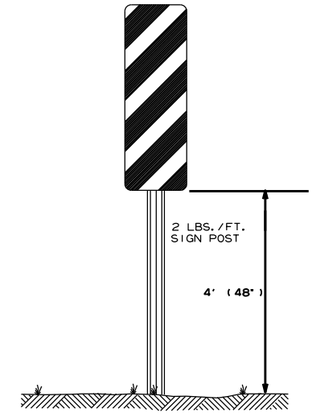
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



TYPICAL MILE MARKER INSTALLATION



TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

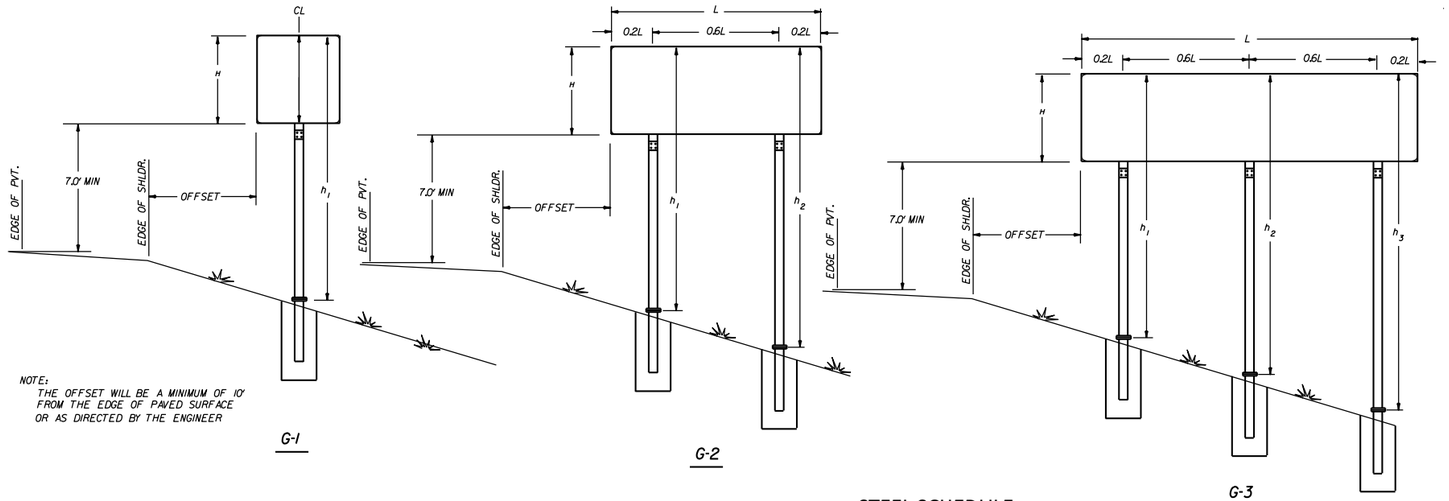
DATE	REVISION	FILMED
7-25-19	REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT	
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

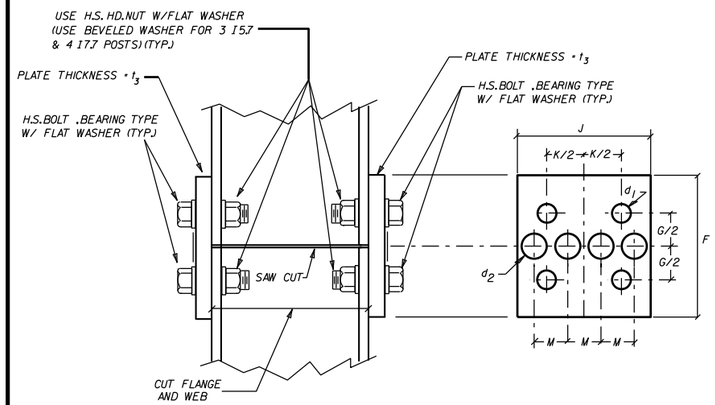
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

POST SIZE	BASE CONNECTION DATA											FUSE PLATE DATA									
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	WT.OF EACH FUSE PLATE LBS.
W 6X9																						
W 6X12	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8"x 2 1/4"	2.51
W 8X18												5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 11/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	11/32"	6"	3"		5 3/4"	2 3/4"	1 3/8"	1 3/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 5/8"	1 3/16"	1 13/16"	1/2"	3/4" x 2 1/4"	4.47

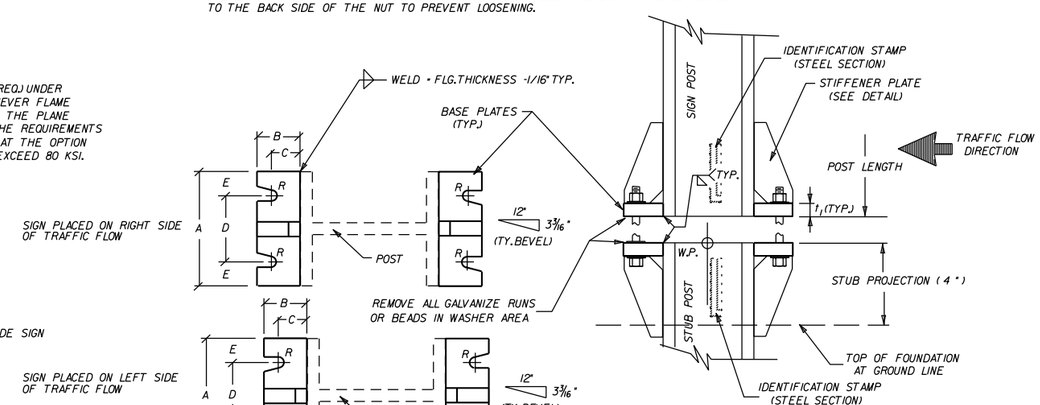


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

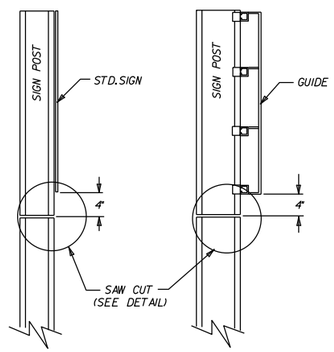


NOTE: USE H.S.HEX HEAD BOLTS,HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED.ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS,HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36,ASTM-A441,ASTM-572 GRADE 50,OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S.BOLTS WITH HEX HD.,HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT.SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC.IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST,THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR ,THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE). THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.



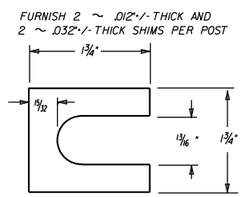
NOTE: BOLT HOLES,USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



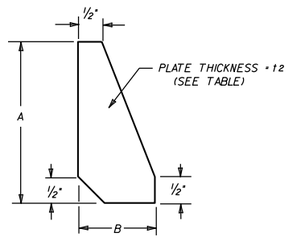
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED. AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. REPAIR OF CUT SURFACES AFTER GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123.

STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL

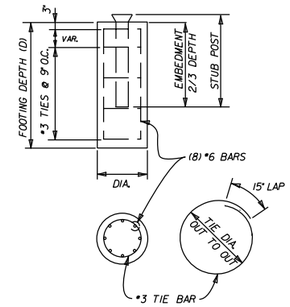


STIFFENER PLATE DETAIL

STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS		
	DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS		
	BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12



FOOTING QUANTITIES

FOOTING DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER		24" DIAMETER		30" DIAMETER		36" DIAMETER	
		CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

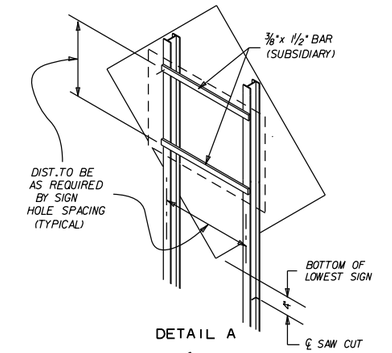
SIGN POST AND STUB POST

DATE	REVISION	FILMED
5-19-22	REVISED FUSE PLATE DETIALS' NOTE.	
9-12-13	ISSUED	

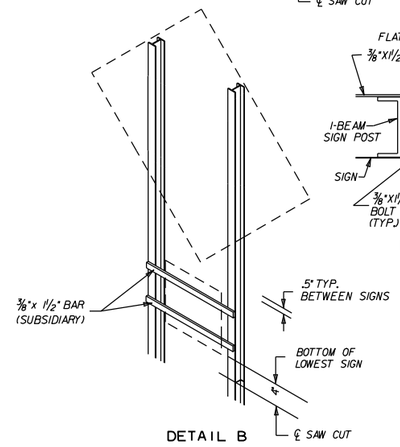
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

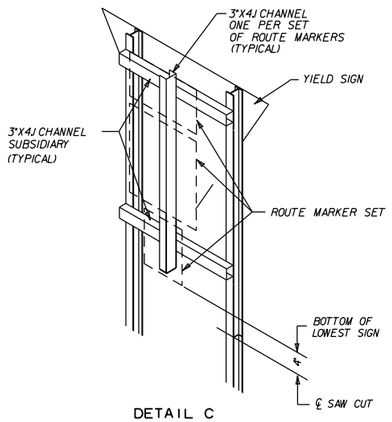
STANDARD DRAWING SHS-3



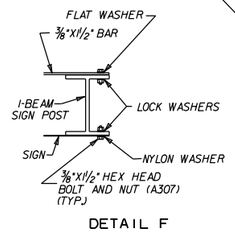
DETAIL A



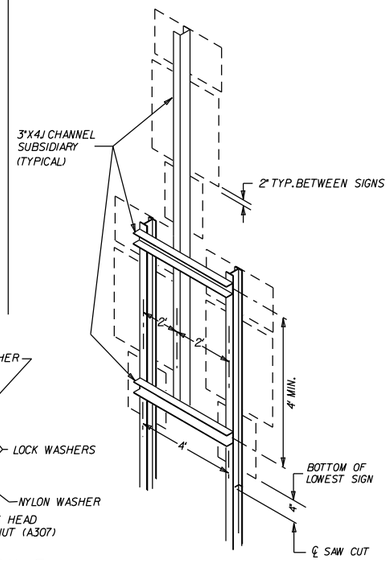
DETAIL B



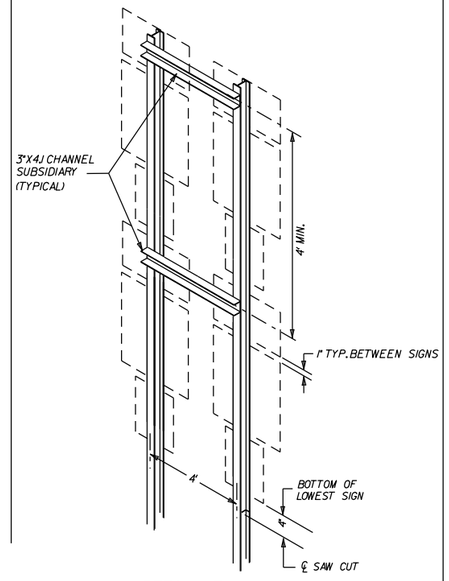
DETAIL C



DETAIL F



DETAIL D



DETAIL E

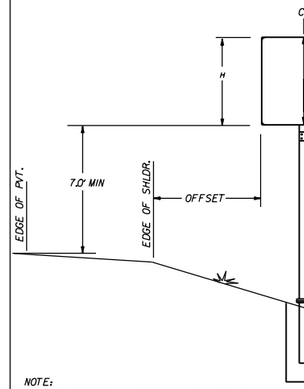
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

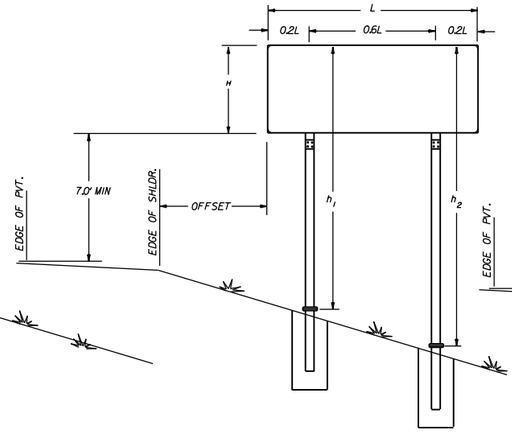
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

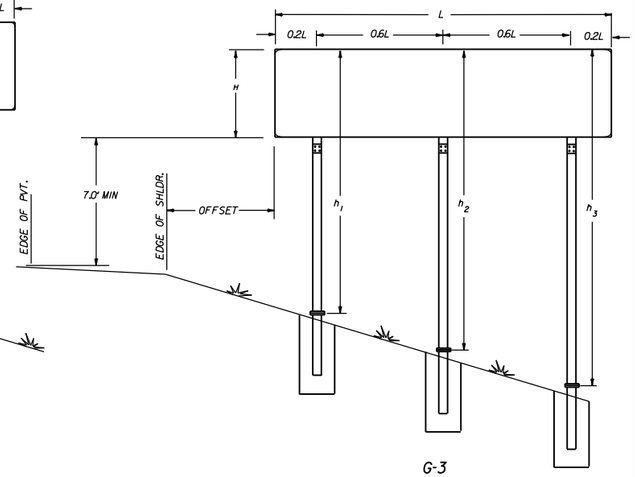


G-1

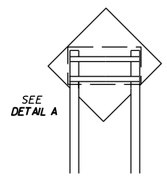
NOTE:
THE OFFSET WILL BE A MINUTE OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



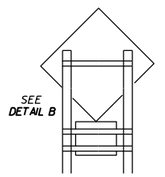
G-2



G-3



G2-1



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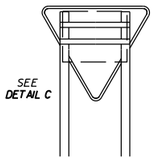

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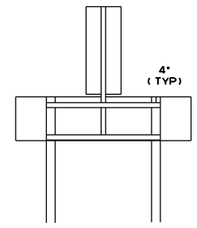

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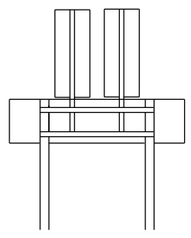

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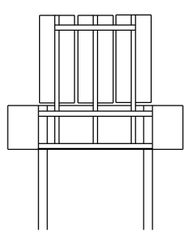

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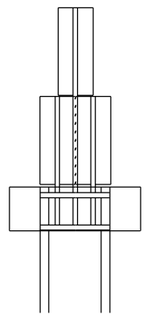

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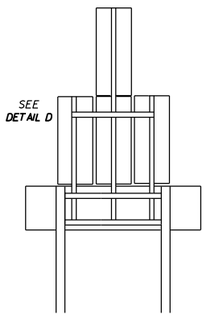

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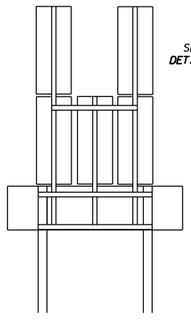
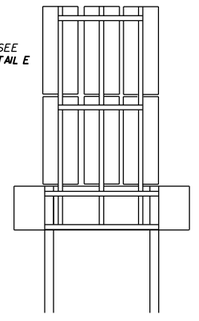


G2-9



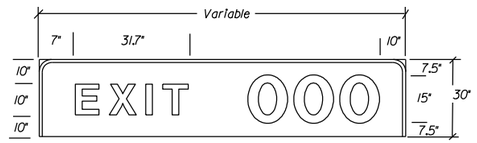
G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	



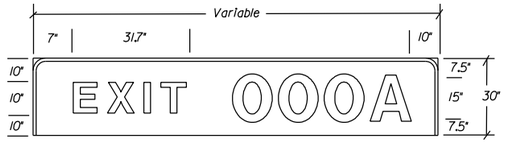
TYPICAL DETAIL

TYPE A



EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B

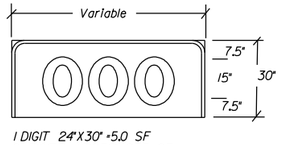


EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C

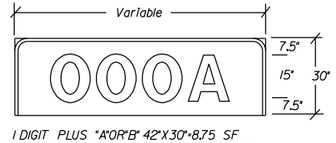
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30" =5.0 SF
2 DIGITS 42"X30" =8.75 SF
3 DIGITS 60"X30" =12.50 SF

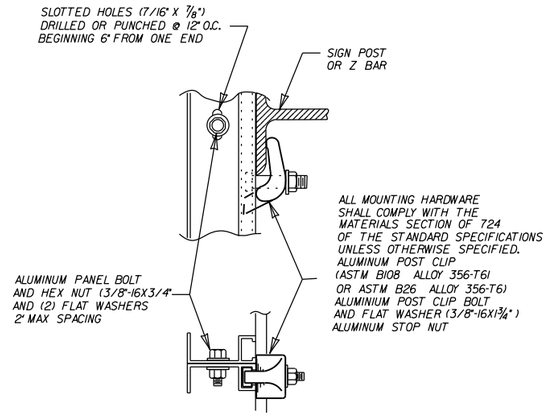
TYPE E

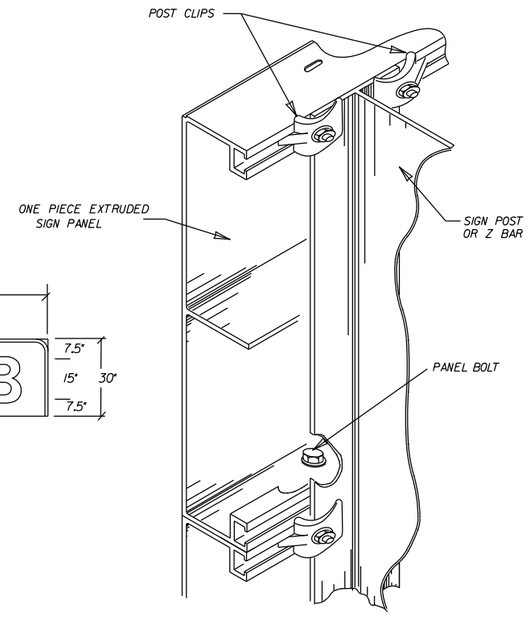


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

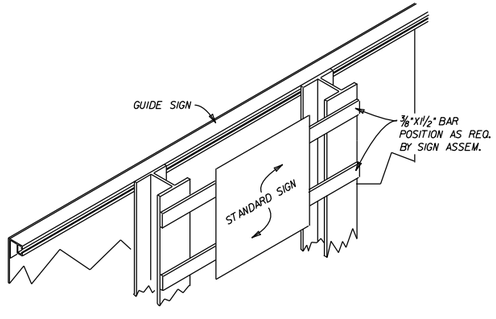
EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

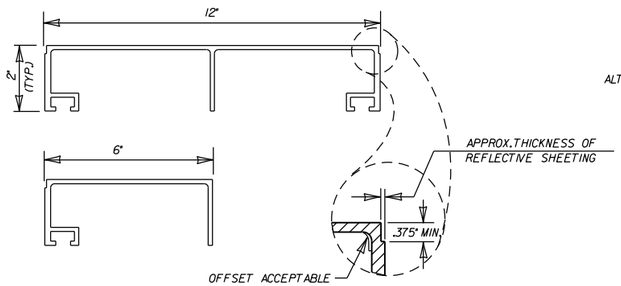




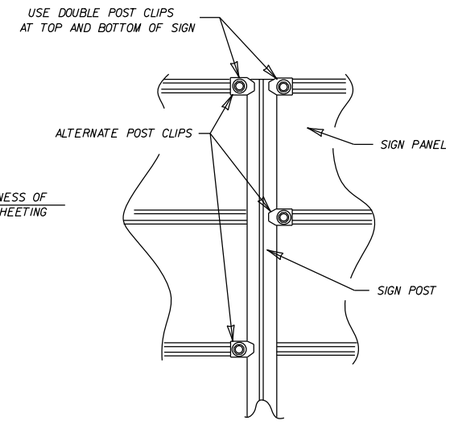
MOUNTING HARDWARE



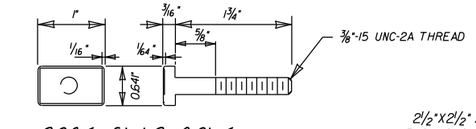
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



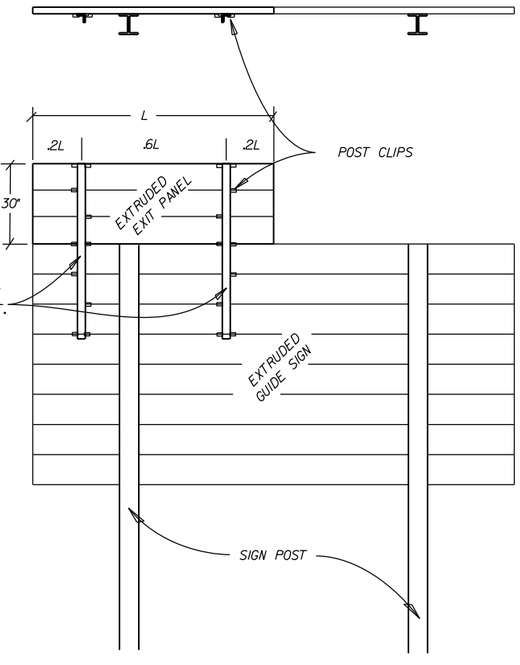
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



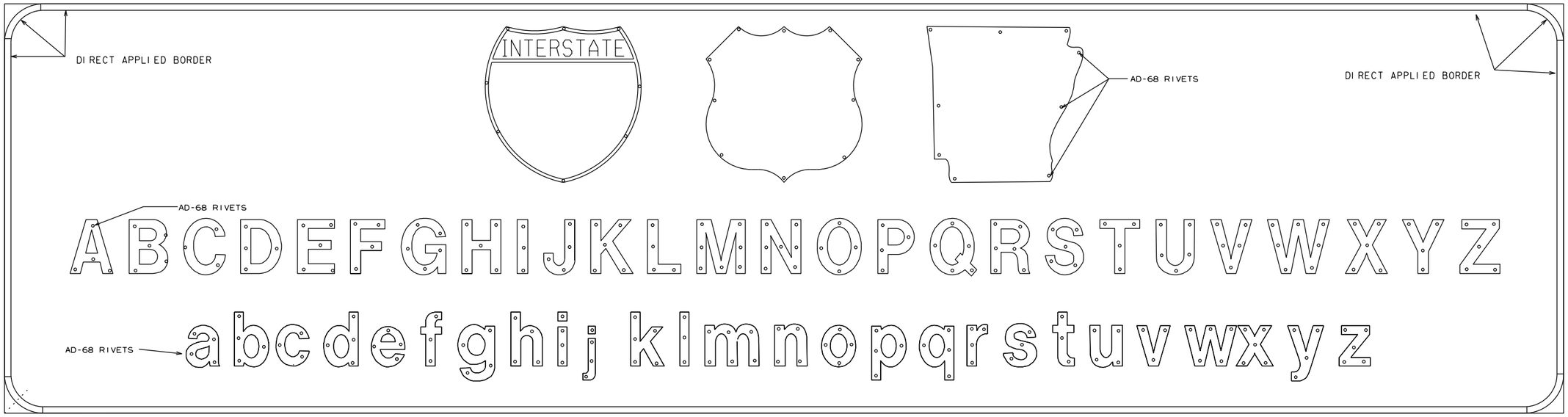
POST CLIP BOLT

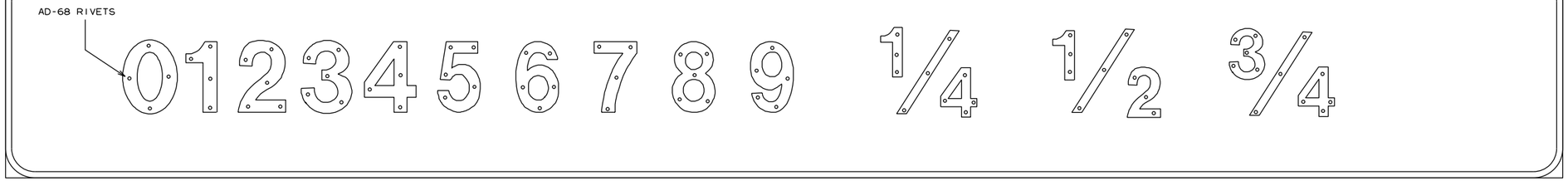


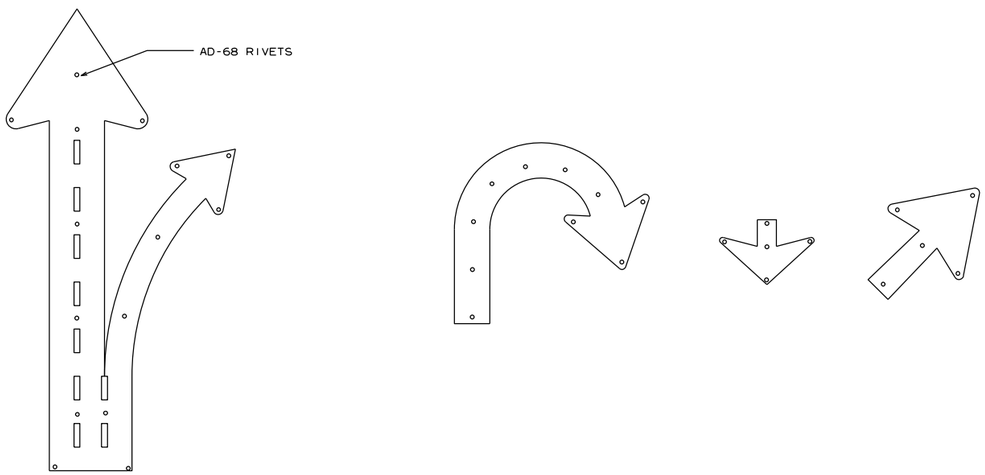
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS







NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

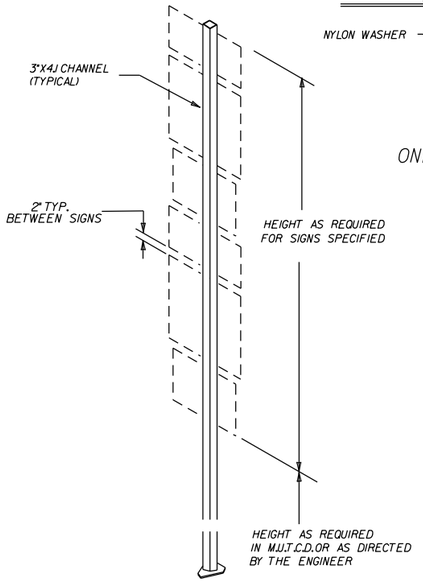
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

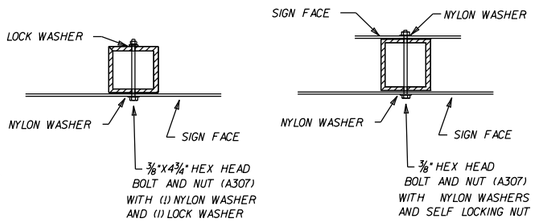
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

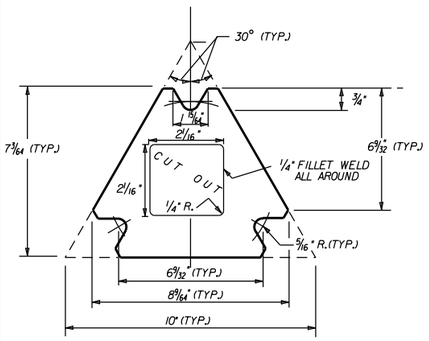
			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-6
DATE	REVISION	FILMED	



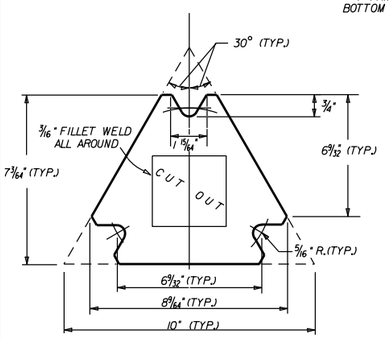


CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE



TOP PLATE



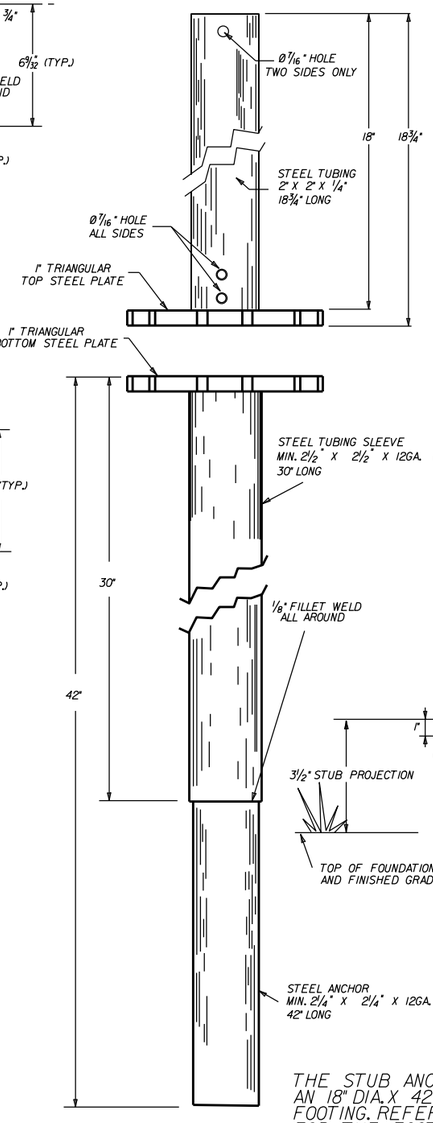
BOTTOM PLATE

GENERAL NOTES:

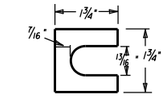
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE . ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING . FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF 1•500 .

OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2¼" X 2¼" SQUARE TUBE SIGN POSTS MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.

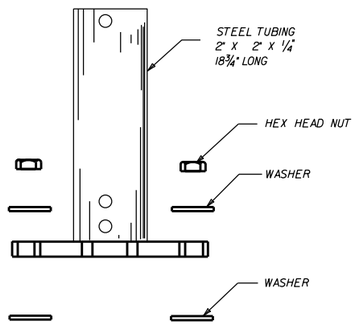


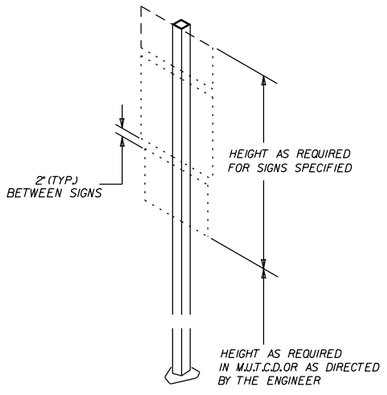
THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD.DRWG.SHS-3 FOR THE FOOTING DETAILS.



FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

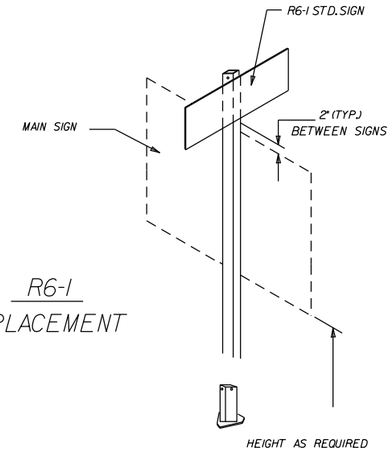
SHIM DETAIL





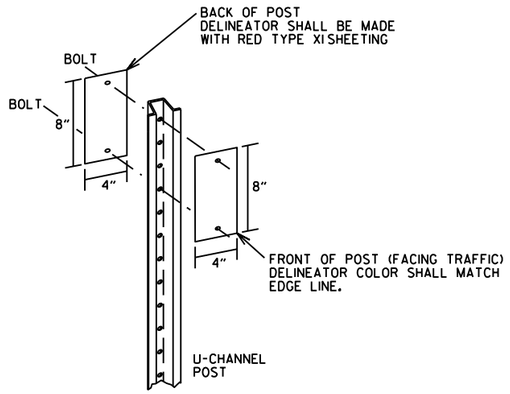
TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL

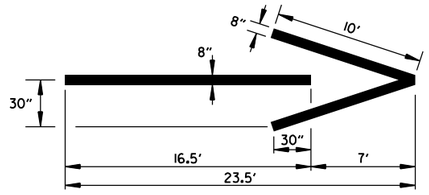


R6-1 PLACEMENT

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
9-12-13	ISSUED		STANDARD DRAWING SHS-7
DATE	REVISION	FILMED	



TYPE 2 DELINEATOR DETAILS



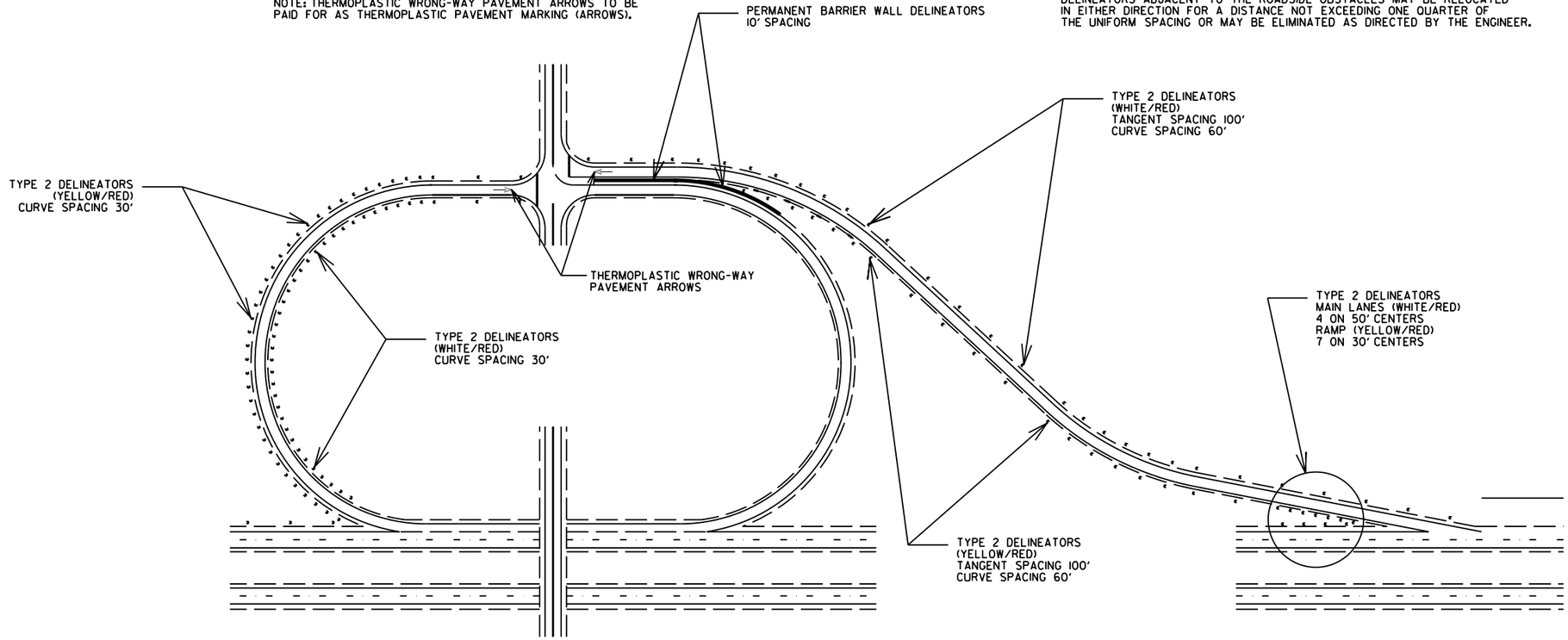
THERMOPLASTIC WRONG-WAY
PAVEMENT ARROWS

NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

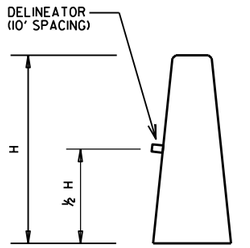
LEGEND

DELINEATOR

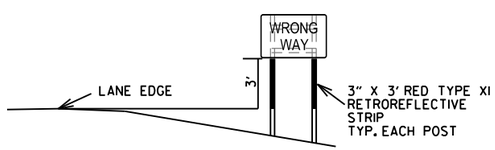
NOTE: WHEN UNIFORM SPACING IS INTERRUPTED BY ROADSIDE OBSTACLES, DELINEATORS ADJACENT TO THE ROADSIDE OBSTACLES MAY BE RELOCATED IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING OR MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER.



TYPICAL EXIT RAMP DELINEATOR PLACEMENT

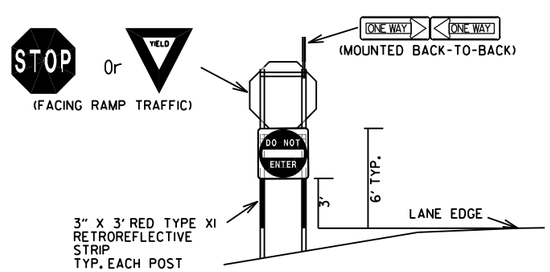


PERMANENT BARRIER WALL
DELINEATOR DETAIL



WRONG-WAY SIGN ASSEMBLY DETAILS

NOTES
1. WRONG-WAY SIGNS MAY BE MOUNTED ON THE BACK SIDE OF EXISTING SIGN SUPPORTS WHERE POSSIBLE.
2. WRONG-WAY SIGNS ARE NORMALLY GATED, BUT MAY BE OFFSET WHEN BARRIER WALLS ARE PRESENT ON THE INSIDE SHOULDER. IN SUCH CASES, THE SIGN ON THE INSIDE SHOULDER SIDE MAY BE LOCATED PAST THE END OF THE BARRIER WALL. IN RARE CASES WHERE THE BARRIER WALL EXTENDS TO OR NEAR THE MAIN LANES, BOTH SIGNS MAY BE LOCATED ON THE OUTSIDE SHOULDER SIDE OF THE RAMP, WITH APPROXIMATELY 300' SPACING BETWEEN THE SIGNS.



RAMP INTERSECTION SIGN ASSEMBLY DETAILS

THE DELINEATORS SHALL BE PLACED AT A 4' HEIGHT MEASURED FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE DELINEATOR. DELINEATOR POSTS SHALL BE PLACED 2 TO 8 FT. OUTSIDE THE OUTER EDGE OF THE SHOULDER, OR IF APPROPRIATE, IN LINE WITH THE ROADSIDE BARRIER THAT IS 8 FT. OR LESS OUTSIDE THE OUTER EDGE OF THE SHOULDER.

DELINEATOR SPACING IN CURVES SHALL BE REDUCED TO 30' WHEN THE RAMP ADVISORY SPEED IS 30 MPH OR LESS.

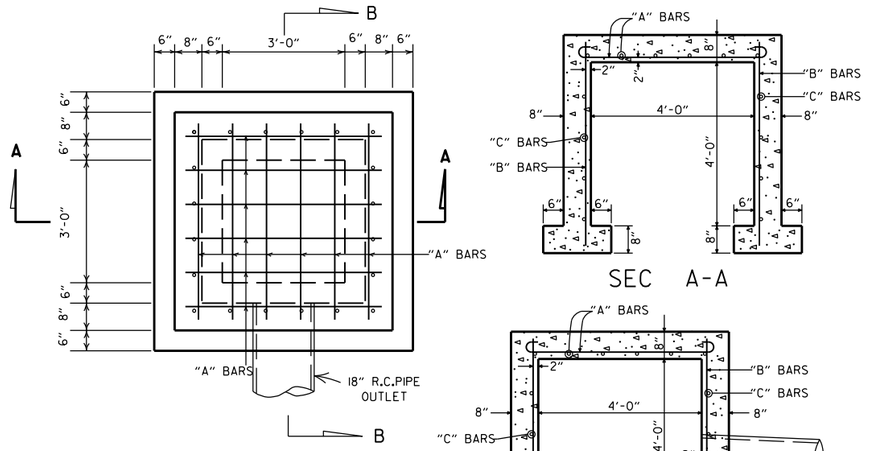
IF MULTIPLE LANES EXIST AT THE RAMP TERMINAL, THE THERMOPLASTIC WRONG-WAY ARROW SHALL BE PLACED AS CLOSE TO THE RAMP TERMINAL TURNOUT AS POSSIBLE.

DATE	REVISION	FILMED
11-16-17	ADDED NOTES	
06-01-17	RE-DRAWN	
09-12-13	ISSUED AS STANDARD DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

TYPICAL EXIT RAMP SIGN AND DELINEATOR DETAILS

STANDARD DRAWING SHS-8



SEC A-A

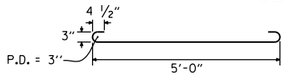
SEC B-B

NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".

STEEL SCHEDULE

BARS	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 ½"
"C"	16	5'-0"	12"

ALL STEEL TO BE #4 BARS



"A" BARS

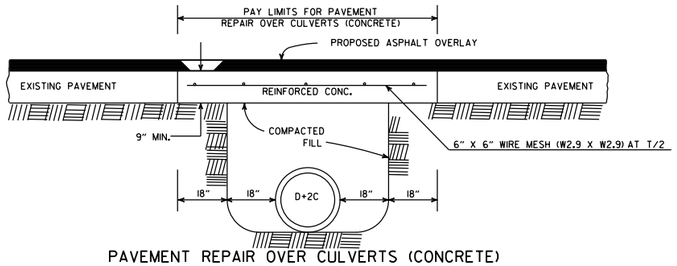
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

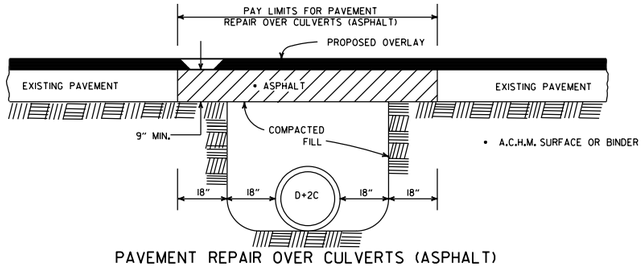
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX



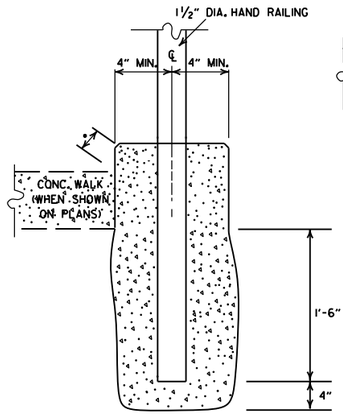
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



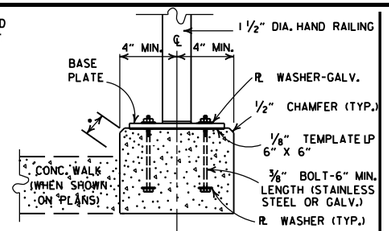
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

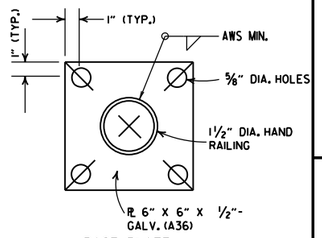
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

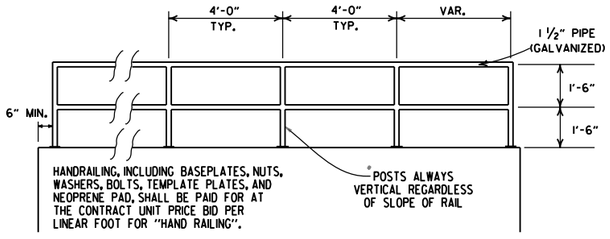


POST CONNECTION TO WALL

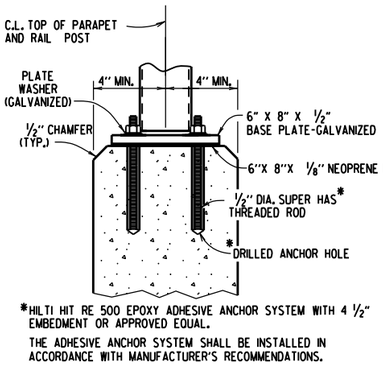


BASE PLATE

POST CONNECTION DETAILS



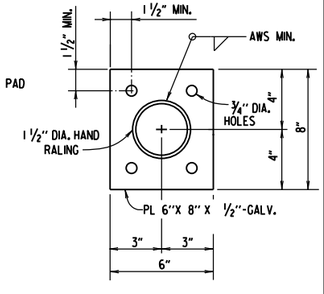
HAND RAILING SHALL CONFORM TO SECTION 633.



*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 ½" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

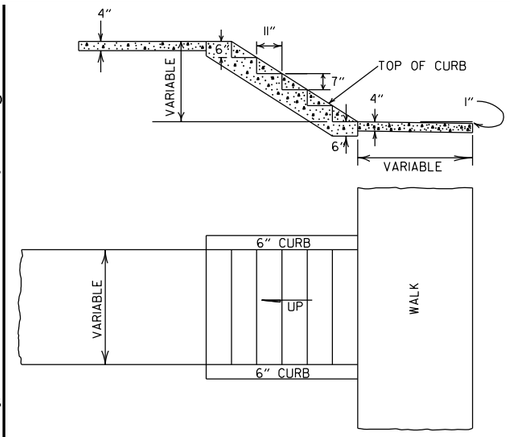
POST CONNECTION TO WALL



BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

HAND RAILING DETAILS



GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

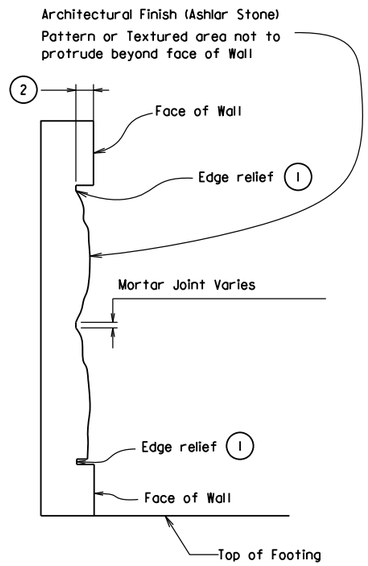
DETAILS OF CONCRETE STEPS & WALKS

DATE	REVISION	DATE FILMED
10-25-18	REVISED DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS	
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-94	ADD WEEP HOLE;REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS	649-7-15-88
11-1-84	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
1-4-83	ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET& PAVEMENT REPAIR	674-4-20-79
2-2-76	12"MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI - 1

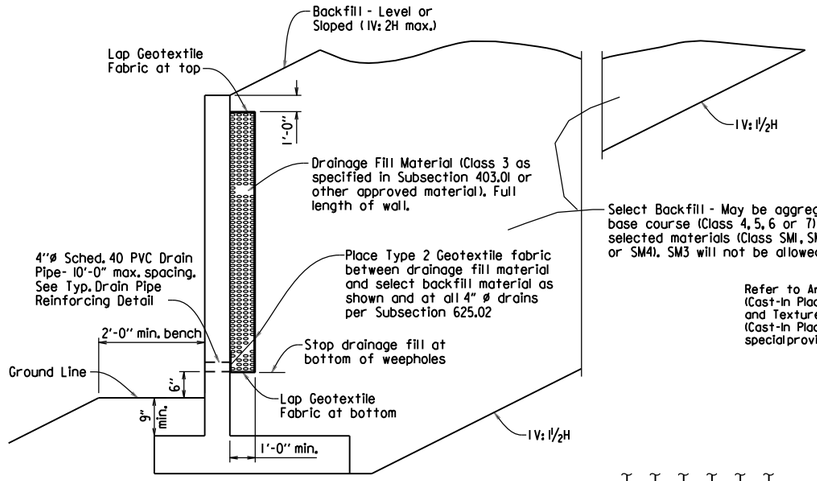


ARCHITECTURAL FINISH DETAILS

N.T.S.

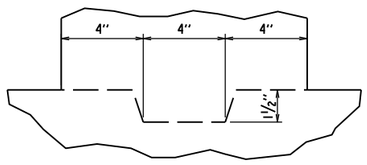
(1) Provide edge relief around perimeter of Texture. Edge relief dimensions shall match manufacturers edge distance.

(2) Depth of Ashlar Stone pattern approx. 1⅝". See SP "Architectural Finish".



TYPICAL DRAINAGE & BACKFILL DETAILS

N.T.S



KEYED CONSTRUCTION JOINT DETAIL

N.T.S

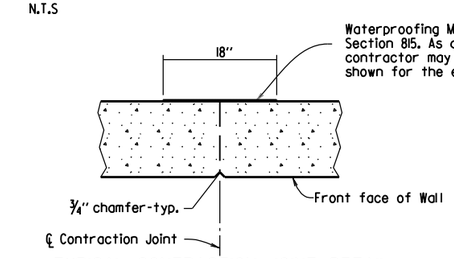
ASHLAR STONE FINISH DETAIL

NOTES:

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

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

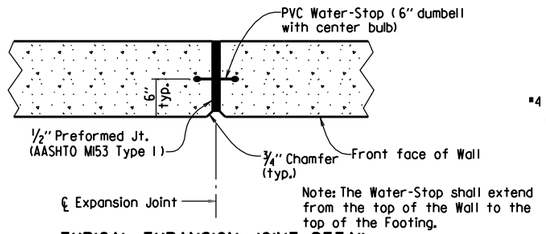
Class 3 Textured Coating Finish shall be applied to wall surfaces as specified in SP "Textured Coating Finish (Cast-in Place Retaining Walls)" and in accordance with Subsection 802.19(b)(3).



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

Note: 20'-0" Max. Spacing between Contraction Joints. Horizontal reinforcement shall be continuous through Contraction joints.

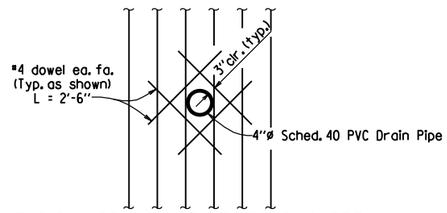


Note: The Water-Stop shall extend from the top of the Wall to the top of the Footing.

TYPICAL EXPANSION JOINT DETAIL

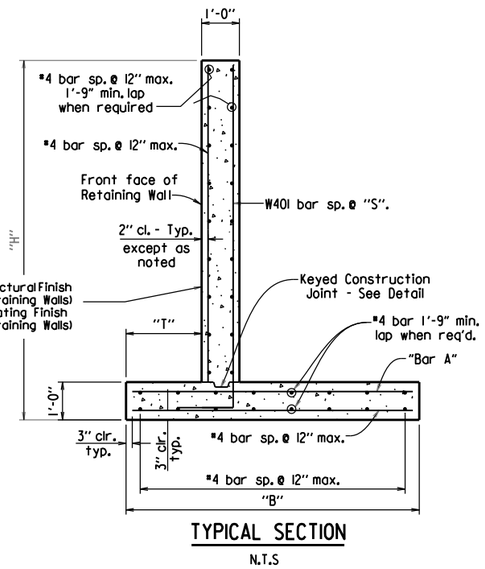
N.T.S.

Note: 60'-0" Max. Spacing between Expansion Joints. Horizontal reinforcing shall stop 2" from ℄ Expansion Joint.



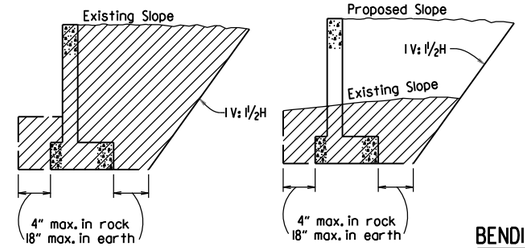
TYPICAL DRAIN PIPE REINFORCING DETAIL

N.T.S



TYPICAL SECTION

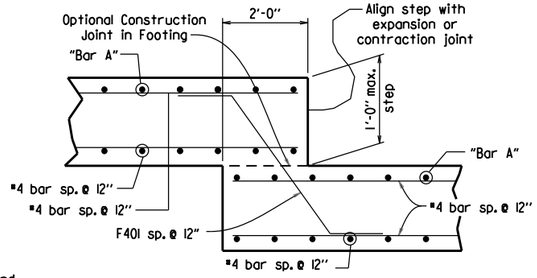
N.T.S



NOTE: Hatched area denotes maximum limits of pay excavation.

DETAILS OF EXCAVATION

N.T.S



FOOTING STEP DETAIL

N.T.S.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas Department of Transportation Standard Specifications for Highway Construction (Current Edition) with applicable supplemental specifications and special provisions. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Sixth Edition (2012).

LIVE LOAD: Live Load Surcharge is not included in the design of these walls. Vehicular Live Load shall not be allowed within a distance equal to one-half the height of the wall.

CONCRETE: Concrete shall be poured in the dry and all exposed corners to be chamfered ½". All concrete shall be Class S with a minimum 28 day compressive strength f'c = 3,500 psi. A Class 2 Surface finish shall be used on all surfaces of the concrete unless otherwise noted. Refer to Architectural Finish (Cast-in Place Retaining Walls) and Textured Coating Finish (Cast-in Place Retaining Walls) special provisions.

REINFORCING STEEL: All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60.

Foundations for footings shall be prepared in accordance with subsection 801.04. Backfill for retaining walls shall be in accordance with subsection 801.08.

Waterproof Membrane (Type C), waterstops, preformed joints, weep holes & geotextile fabric shall not be paid for directly, but shall be considered subsidiary to Class S Concrete.

Drainage fill material (Class 3) and select backfill shall be measured and paid for as Compacted Embankment.

These details are not intended for use along streams or ditches without consideration for scour.

TABLE OF RETAINING WALL VARIABLES (SLOPED BACKFILL) (1V: 2H MAX.)

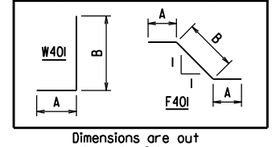
"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-6"	12"	#4 @ 12"
6'-0"	9"	5'-6"	12"	#4 @ 6"
7'-0"	9"	6'-6"	12"	#5 @ 6½"
8'-0"	1'-6"	8'-0"	7½"	#6 @ 6"
9'-0"	1'-11"	9'-6"	5"	#8 @ 6"

TABLE OF RETAINING WALL VARIABLES (LEVEL BACKFILL)

"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-0"	12"	#4 @ 12"
6'-0"	9"	4'-6"	12"	#4 @ 12"
7'-0"	9"	5'-6"	12"	#4 @ 10"
8'-0"	9"	6'-0"	12"	#5 @ 10"
9'-0"	1'-0"	7'-0"	12"	#5 @ 6½"

BENDING DIAGRAMS

MARK	A	B	P.D.
W401	8"	"H" - 6"	3"
F401	1'-6"	1'-10"	2½"



Dimensions are out to out of bars.

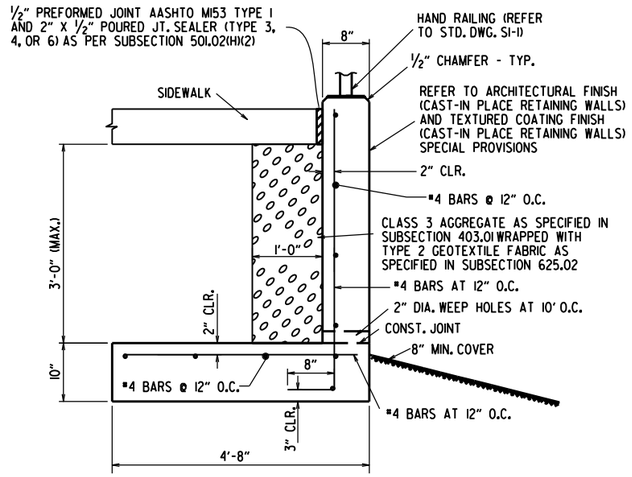
SEISMIC ZONE: These walls have been designed for the following site adjusted peak ground accelerations (A_S):
Level Backfill - $A_S \leq .40g$
Sloped Backfill (1V: 2H max.) - $A_S \leq .30g$

DATE	REVISION	DATE FILMED
5-14-20	ADDED ASHLAR STONE FINISH DETIAL AND NOTES. REVISED TYP. SECTION AND GEN. NOTES.	
5-12-16	REVISED SLOPES FOR SELECT BACKFILL	
2-27-14	REVISED GENERAL NOTES	
7-26-12	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

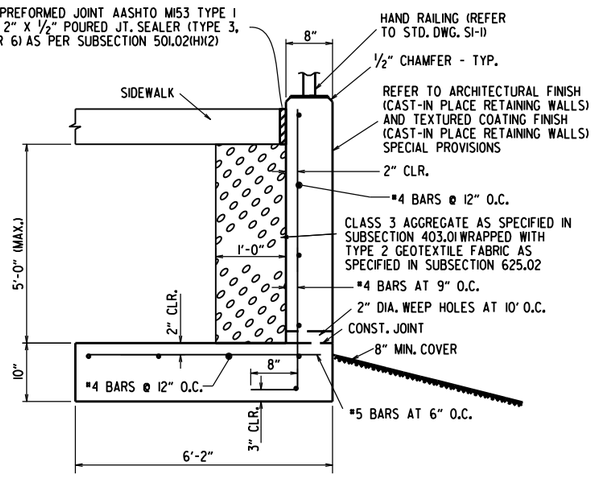
REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)

STANDARD DRAWING SI - 2



CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 3'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 5'-0"

N.T.S.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012).

LIVE LOAD: LIVE LOAD SURCHARGE IS NOT INCLUDED IN THE DESIGN OF THESE WALLS. VEHICULAR LIVE LOAD SHALL NOT BE ALLOWED WITHIN A DISTANCE EQUAL TO ONE-HALF THE HEIGHT OF THE WALL.

CONCRETE: CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED ½". ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C = 3,500 PSI. A CLASS 2 SURFACE FINISH SHALL BE USED ON ALL SURFACES OF THE CONCRETE UNLESS OTHERWISE NOTED. REFER TO ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS) AND TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS) SPECIAL PROVISIONS.

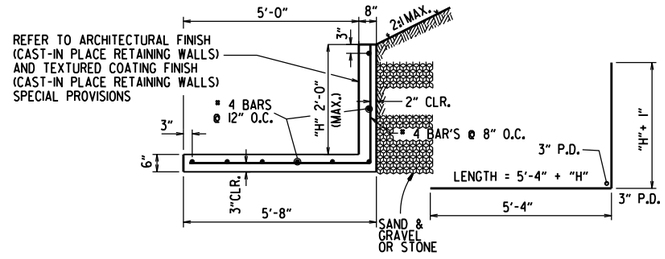
REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 60.

FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SUBSECTION 801.04. BACKFILL FOR RETAINING WALLS SHALL BE IN ACCORDANCE WITH SUBSECTION 801.08.

WATERPROOF MEMBRANE (TYPE C), WATERSTOPS, PREFORMED JOINTS, PREFORMED JOINT FILLER, WEEP HOLES, CLASS 3 AGGREGATE, REINF. STEEL, CONCRETE, & GEOTEXTILE FABRIC SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO CONCRETE WALKS (TYPE SPECIAL).

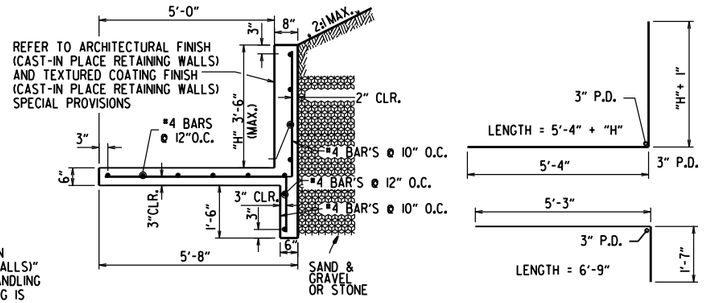
JOINTS IN THE WALL SHALL MATCH TYPE AND SPACING OF THE JOINTS IN THE WALK.

THESE DETAILS ARE NOT INTENDED FOR USE ALONG STREAMS OR DITCHES WITHOUT CONSIDERATION FOR SCOUR.



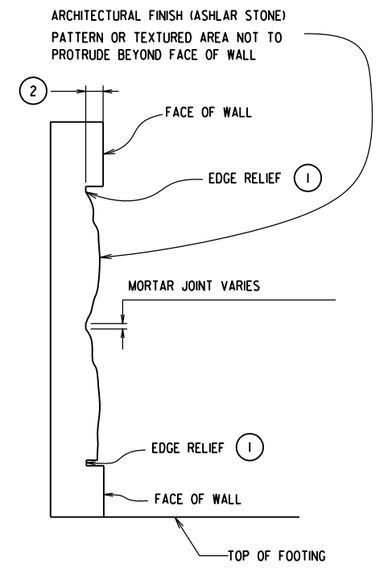
CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 2'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 3'-6"

N.T.S.

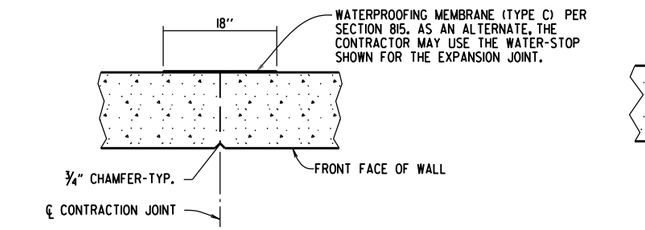


ARCHITECTURAL FINISH DETAILS

N.T.S.

(1) PROVIDE EDGE RELIEF AROUND PERIMETER OF TEXTURE. EDGE RELIEF DIMENSIONS SHALL MATCH MANUFACTURERS EDGE DISTANCE.

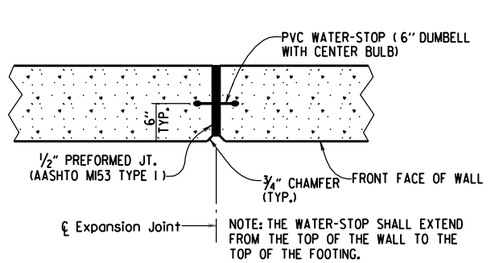
(2) DEPTH OF ASHLAR STONE PATTERN APPROX. 1⅝". SEE SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

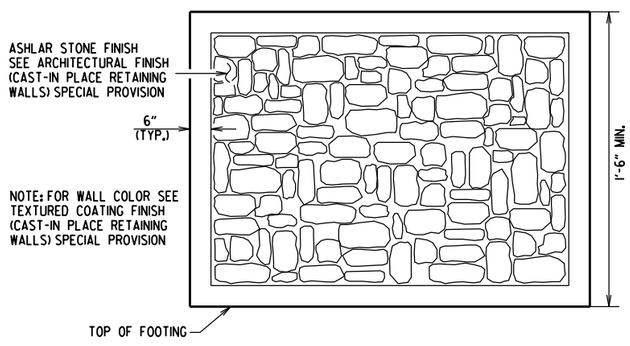
NOTE: 20'-0" MAX. SPACING BETWEEN CONTRACTION JOINTS. HORIZONTAL REINFORCEMENT SHALL BE CONTINUOUS THROUGH CONTRACTION JOINTS.



TYPICAL EXPANSION JOINT DETAIL

N.T.S.

NOTE: 60'-0" MAX. SPACING BETWEEN EXPANSION JOINTS. HORIZONTAL REINFORCING SHALL STOP 2" FROM ℄ EXPANSION JOINT.



ASHLAR STONE FINISH DETAIL

NOTES:

WALL PATTERN SHALL BE APPLIED TO THE EXPOSED SURFACES OF WALL IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)" AND AS SHOWN IN THE PLANS. CARE SHALL BE TAKEN WITH FORM LINER HANDLING AND INSTALLATION TO ENSURE AESTHETIC QUALITY OF THE WALL TEXTURING IS MAINTAINED. WHERE FORM LINER PANELS REQUIRE MODIFICATION TO CONFORM TO THE LOCATION, DIMENSIONS AND LINES SHOWN IN THE PLANS, THE CONTRACTOR SHALL PROVIDE EDGE RELIEF MATCHING THAT OF THE UNALTERED FORM LINER. PAYMENT FOR WALL TEXTURING SHALL BE IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".

NO ADJUSTMENTS WILL BE MADE IN CONCRETE VOLUME DUE TO THE USE OF "ARCHITECTURAL FINISH". CLASS "S" CONCRETE SHALL BE MEASURED IN ACCORDANCE WITH SUBSECTION 802.24(A). CARE SHALL BE TAKEN IN PLACING CONCRETE TO AVOID SEGREGATION AND TO ELIMINATE FLOW LINES.

CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED TO WALL SURFACES AS SPECIFIED IN SP "TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)" AND IN ACCORDANCE WITH SUBSECTION 802.19(B)(3).

DATE	REVISION	DATE FILMED
11-05-20	REVISED GENERAL NOTES	
5-14-20	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE WALK (TYPE SPECIAL)

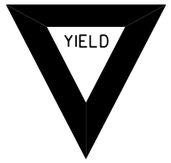
STANDARD DRAWING SI - 3

R1-1



STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5



STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a



STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R5-1



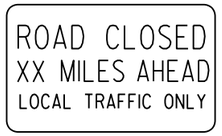
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



48"X30"

R11-3A



60"X30"

R11-4



60"X30"

W21-5a



STD. 36"X36"
FWY. 48"X48"

W1-1



STD. 36"X36"
FWY. 48"X48"

W1-2



STD. 36"X36"
FWY. 48"X48"

W1-3



STD. 48"X48"

W1-4



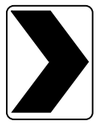
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



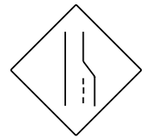
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1



STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7



EXPWY. 36"X36"
FWY. 48"X48"

W9-2



STD. 36"X36"
FWY. 48"X48"

W13-1



STD. 24"X24"

W20-1



STD. 48"X48"

W20-2



STD. 48"X48"

W20-3



STD. 48"X48"

W20-4



STD. 48"X48"

W20-5



STD. 48"X48"

W20-7a



STD. 36"X36"
FWY. 48"X48"

W21-2



STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

W1-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



STD. 36"X36"
FWY. 48"X48"

W8-9



STD. 36"X36"
FWY. 48"X48"

G20-1



60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

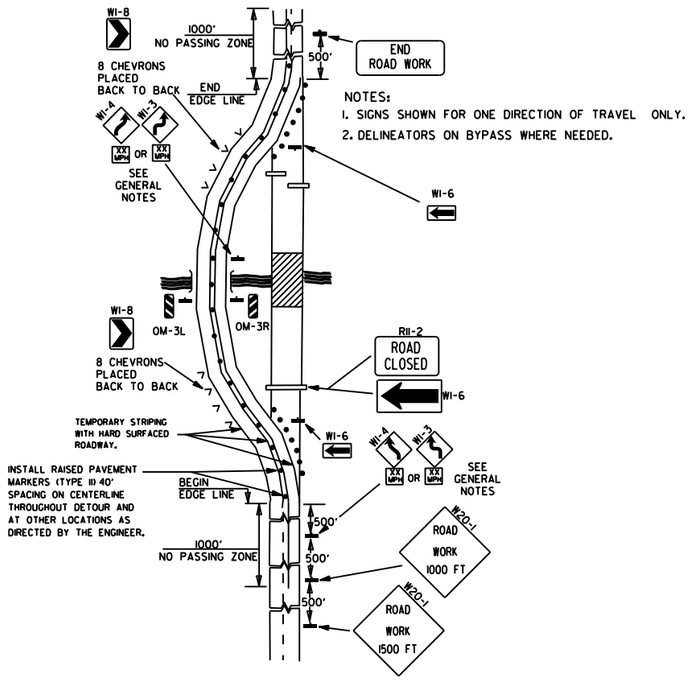
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

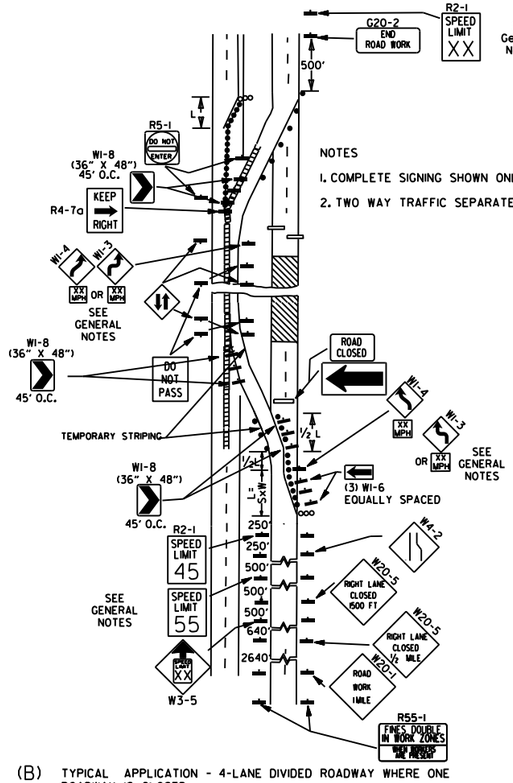
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



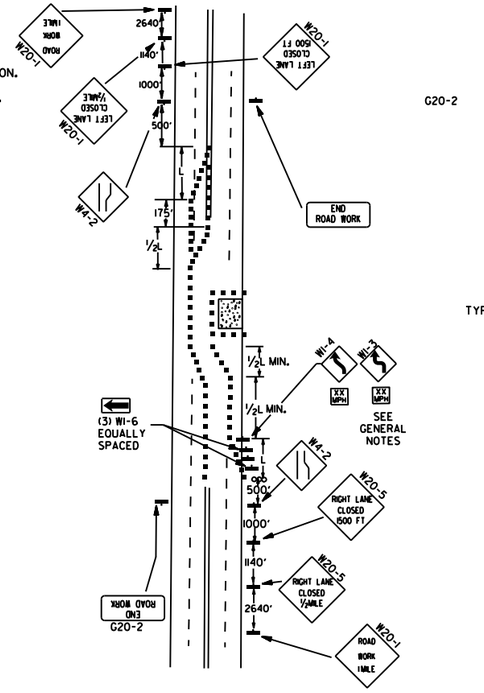
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

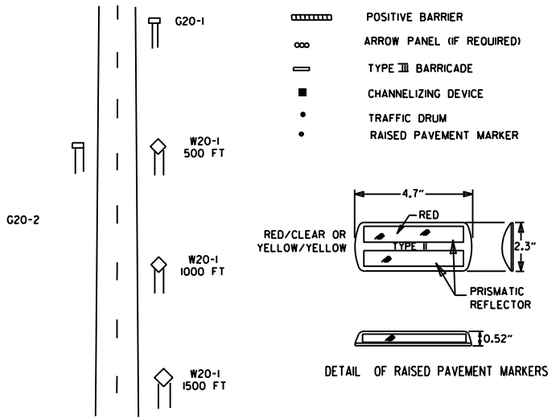


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

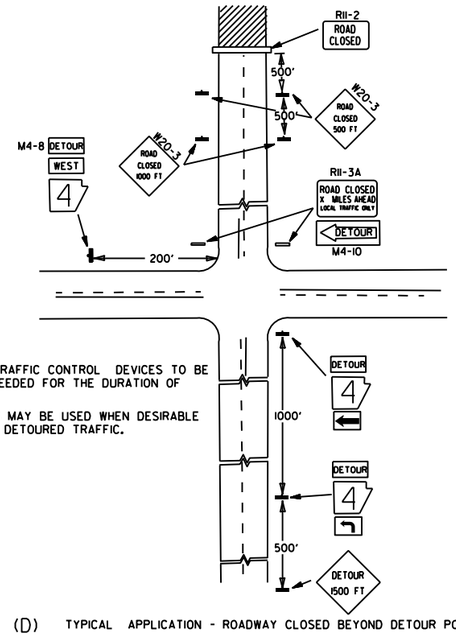
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W= WIDTH OF OFFSET.

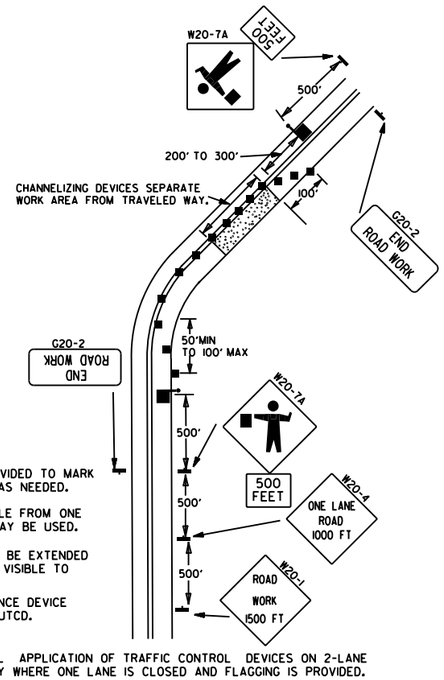
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



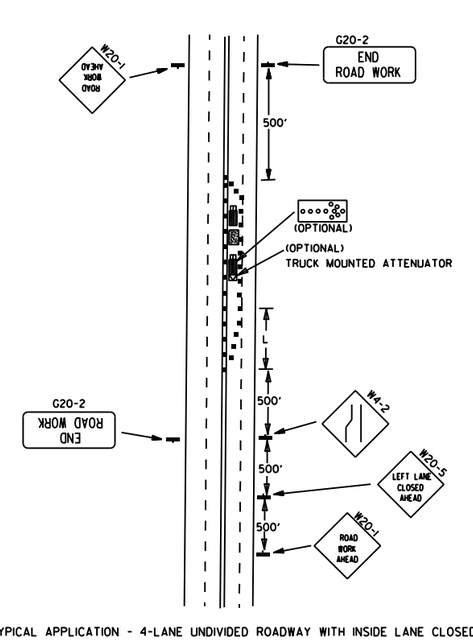
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



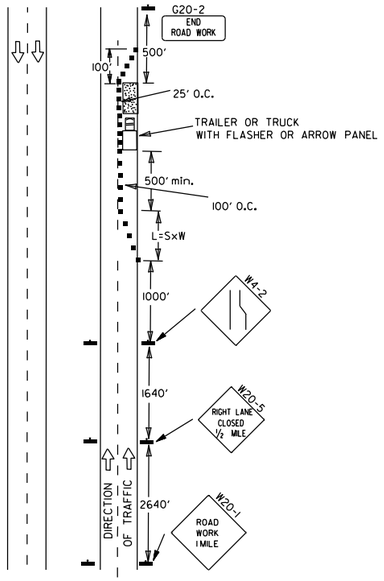
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
05-20-21	REVISED NOTE 7	
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

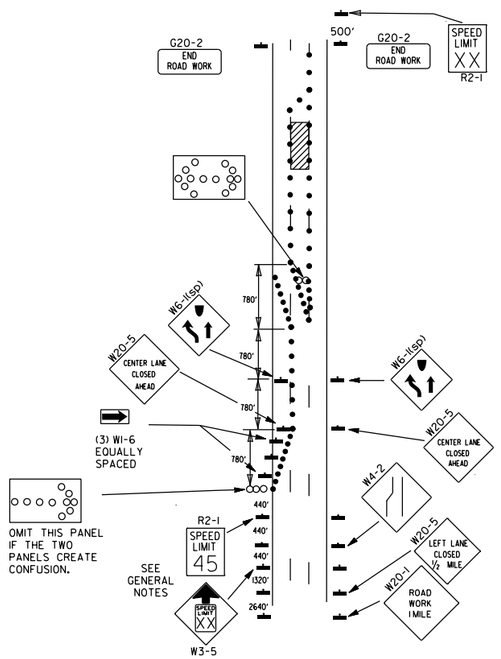
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

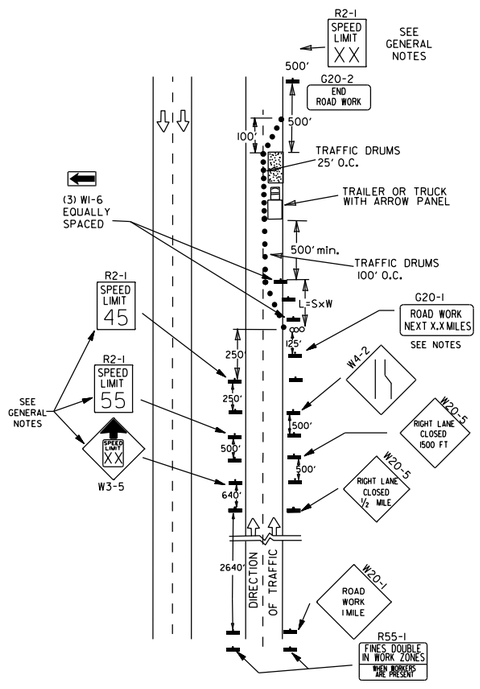
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

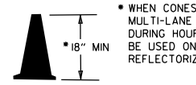
GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS, AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

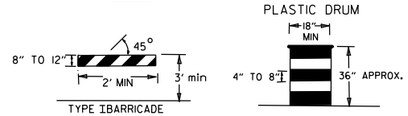
CHANNELIZING DEVICES



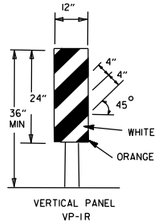
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

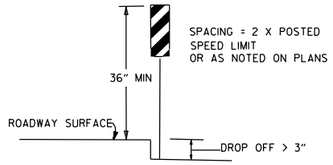
PLASTIC DRUM



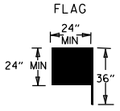
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

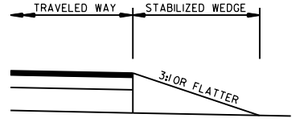
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS[1]	W8-9 AND TRAFFIC DRUMS[1]
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]
> 6" ≤ 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 18" ≤ 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS[3]
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER[4] & EDGE LINES	PRECAST CONCRETE BARRIER[4] & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

GENERAL NOTES:

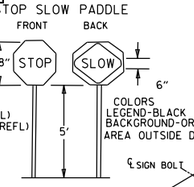
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

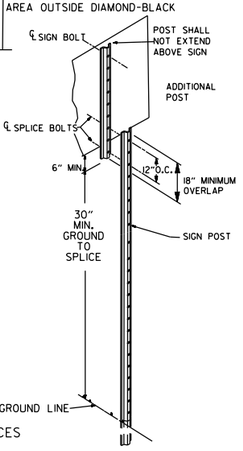


STABILIZED WEDGE

NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

STOP SLOW PADDLE

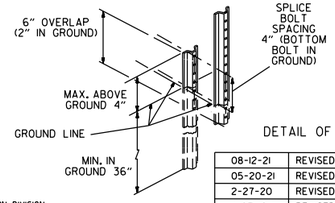




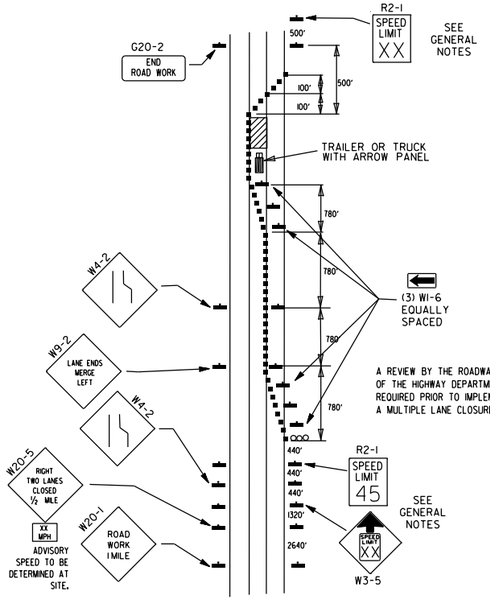
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



DETAIL OF SPLICES



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

DATE	REVISION	FILMED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

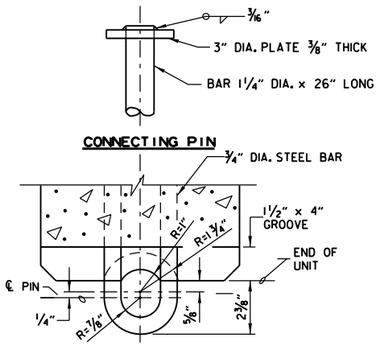
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

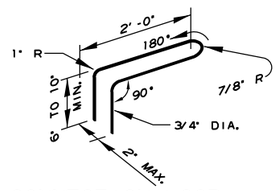
REINFORCING BAR TABLE PER BARRIER UNIT

MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9"; 2 3/16" R; 12°; 1 1/2"; 9"; 2'-1 3/8"; 4 3/8"

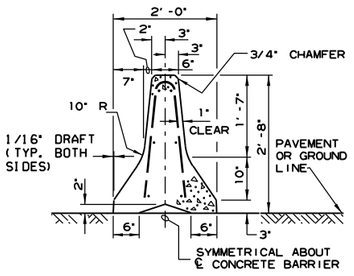


SECTION E-E

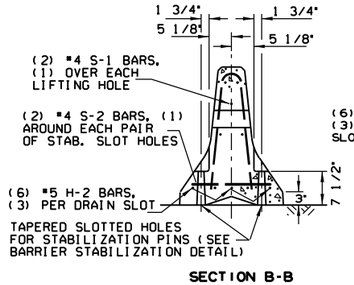
CONNECTION DETAILS



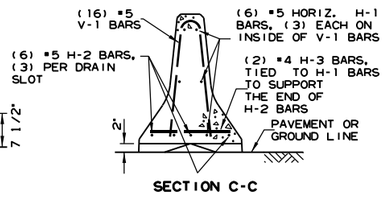
CONNECTION LOOP



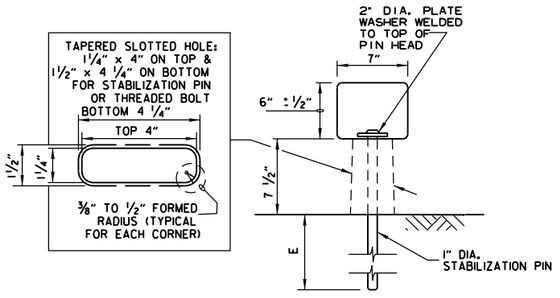
SECTION A-A



SECTION B-B



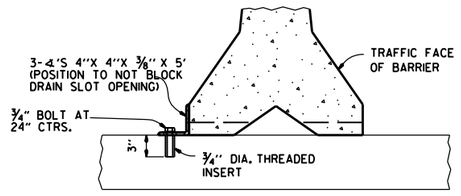
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

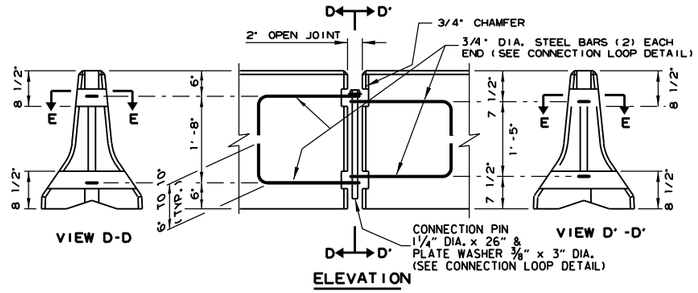
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



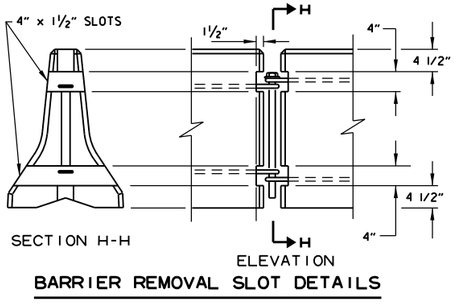
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

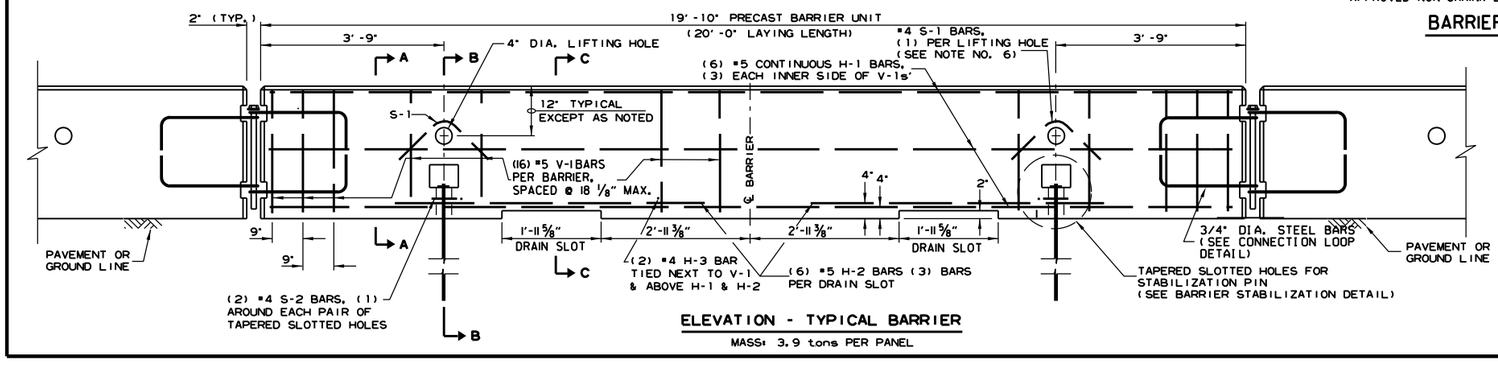
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

GENERAL NOTES

(1) THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

(2) MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN.
DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

IN APPLICATIONS WHERE BARRIER WALL IS WITHIN 6 FEET OF A TRAFFIC LANE, ADDITIONAL DELINEATORS SHALL BE PLACED ON THE BARRIER AT 10' SPACING APPROXIMATELY ONE (1) FOOT FROM THE TOP OF THE BARRIER. DELINEATORS SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CONSTRUCTION CONCRETE BARRIER MARKERS.
DELINEATOR COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER". THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER THAT THE MATERIAL AND THE DESIGN USED IN THE PRECAST BARRIER UNITS MEETS THE REQUIREMENTS AS SHOWN ON THIS STANDARD DRAWING.

(3) OTHER PRECAST CONCRETE BARRIERS THAT HAVE BEEN CRASH TESTED AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION TO MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED IN LIEU OF THE BARRIER SHOWN. DRAIN SLOTS SHALL BE PROVIDED AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH A CERTIFICATION OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANCE FOR ANY OTHER TYPES OF PRECAST BARRIER TO BE USED. THE CERTIFICATION SHALL STATE THAT THE PRECAST CONCRETE BARRIER MEETS THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). MIXING OF SHAPES WILL NOT BE ALLOWED IN A CONTINUOUS LINE OF UNITS.

(4) DOWEL HOLES IN PAVEMENT OR BRIDGE SLABS THAT ARE TO REMAIN IN PLACE SHALL BE FILLED. HOLES IN CONCRETE PAVEMENT AND BRIDGE SLABS SHALL BE FILLED WITH AN APPROVED NON-SHRINK EPOXY GROUT. HOLES IN ASPHALT PAVEMENT SHALL BE FILLED WITH AN APPROVED ASPHALT JOINT FILLER. PAYMENT FOR DRILLING AND FILLING HOLES TO BE INCLUDED IN THE PRICE FOR VARIOUS BARRIER ITEMS.

(5) ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.

(6) A 4" WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE AND IF USED THE SLEEVE IS TO BE LEFT IN PLACE.

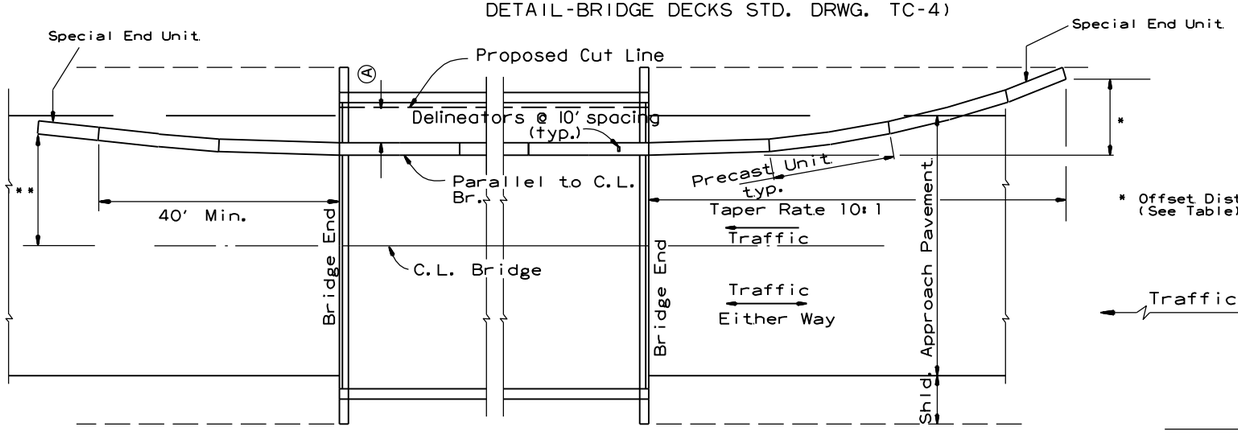
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

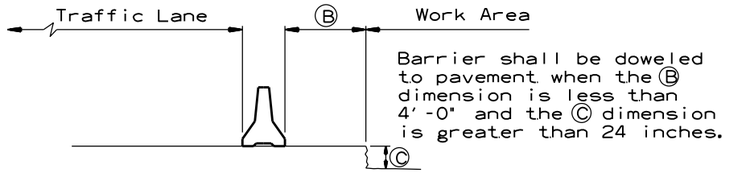
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

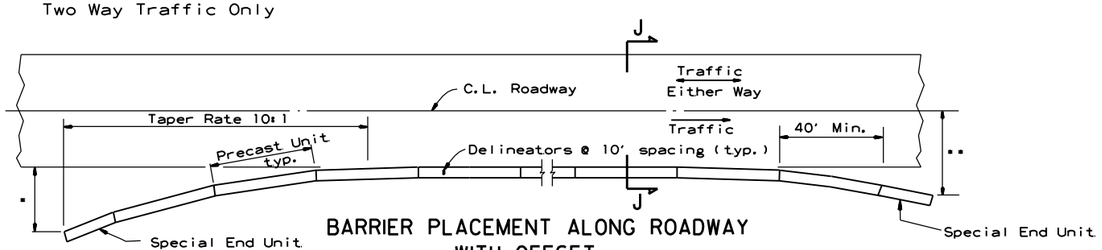


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

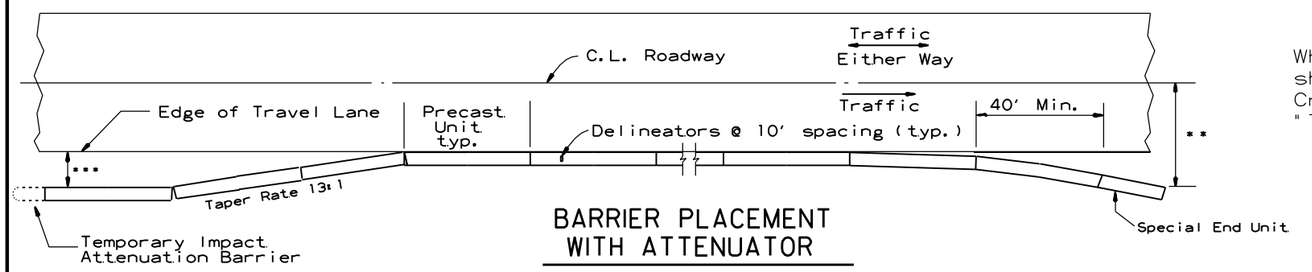
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

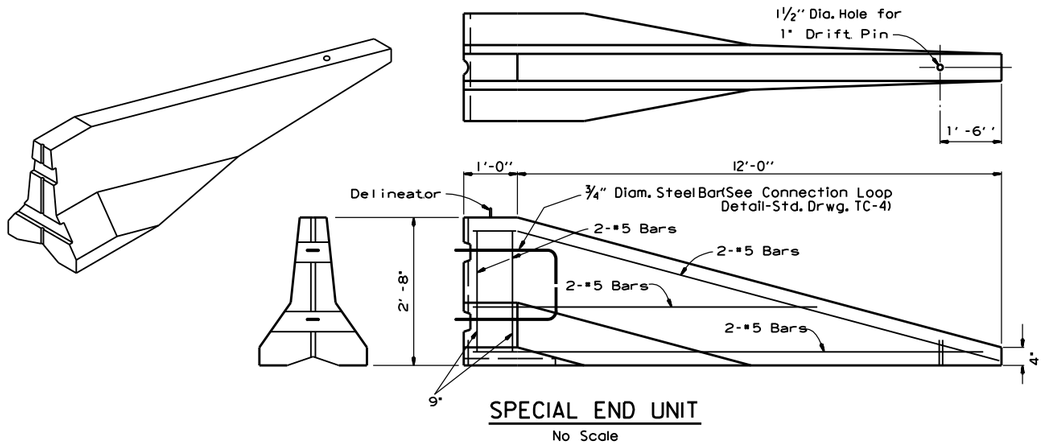


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

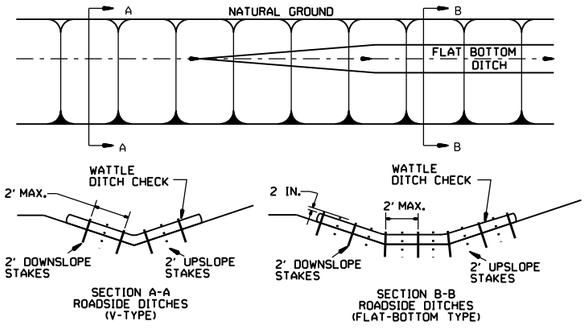
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

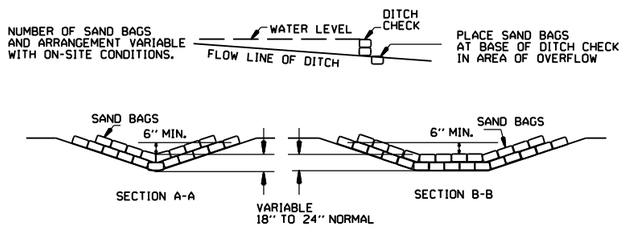
STANDARD DRAWING TC-5

GENERAL NOTES

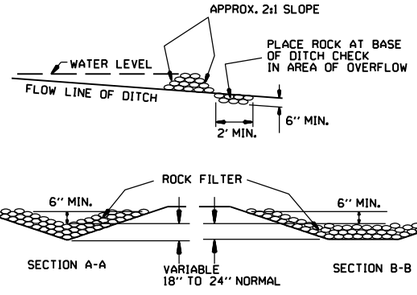
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

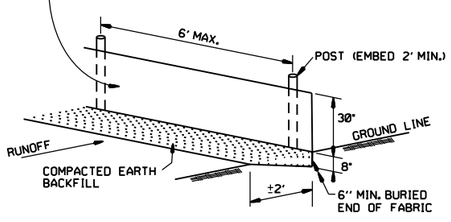


ROCK DITCH CHECK (E-6)

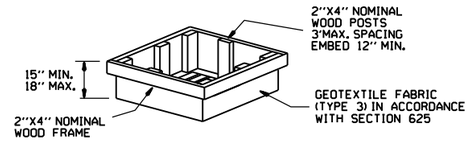
GENERAL NOTES

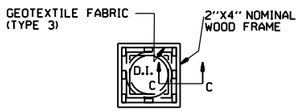
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

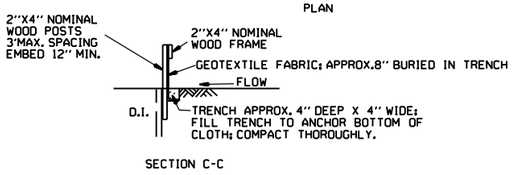
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



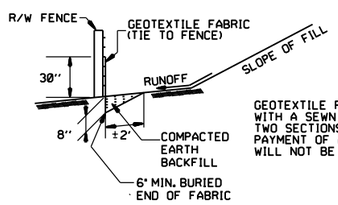
SILT FENCE (E-11)





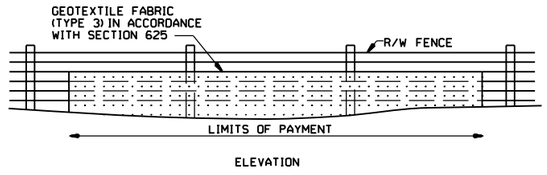


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



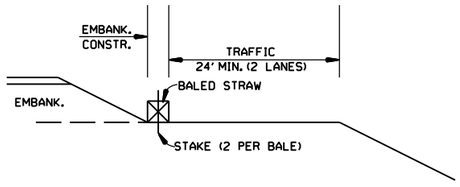
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

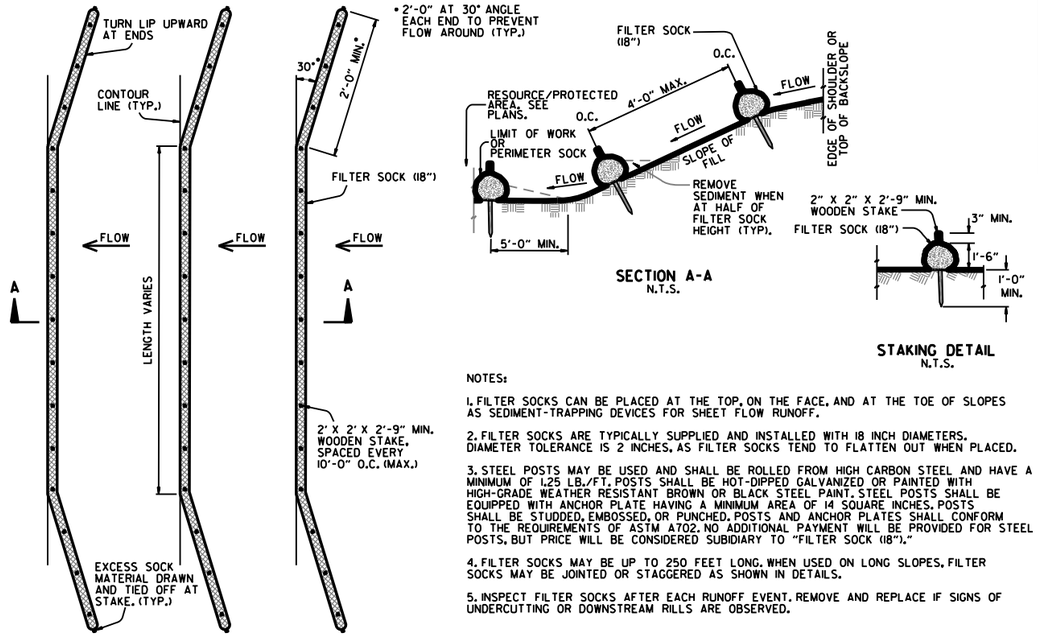
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

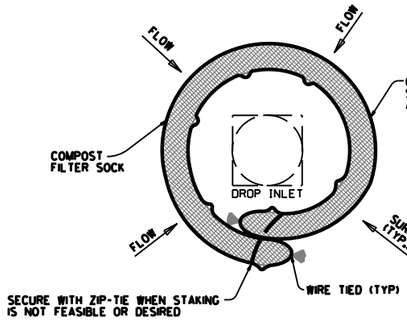
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

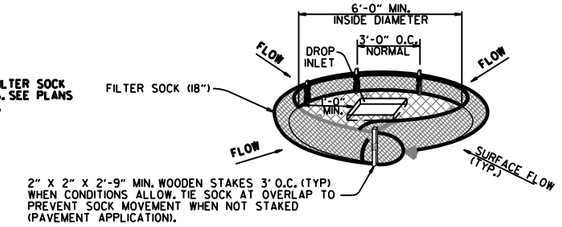
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

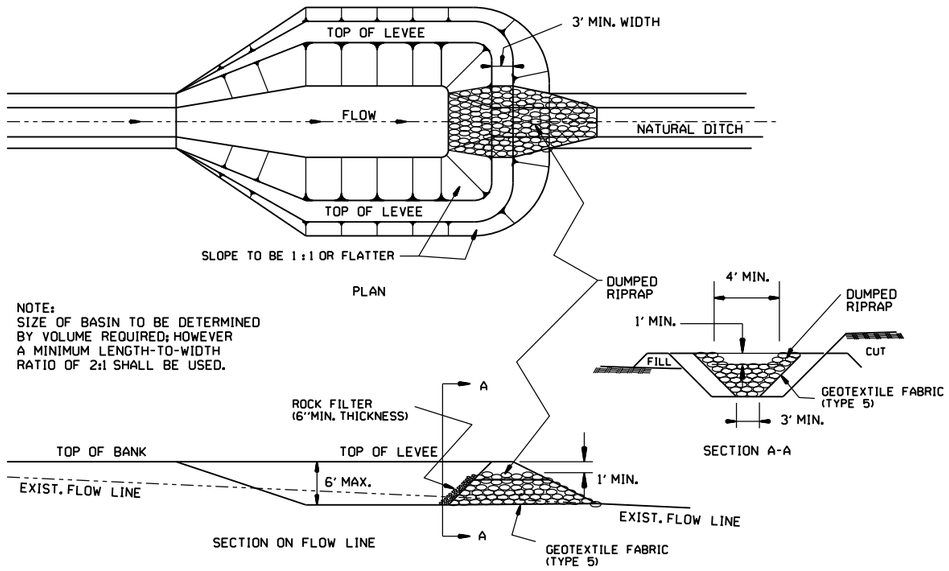
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

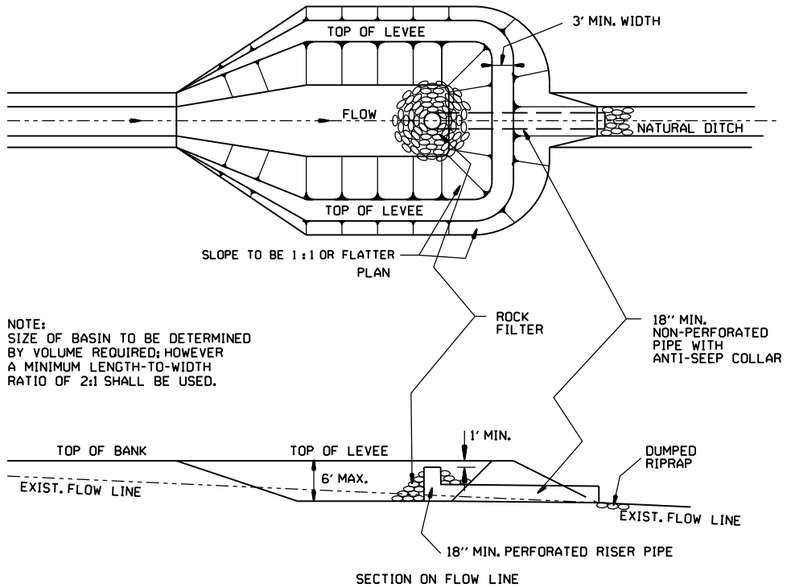
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

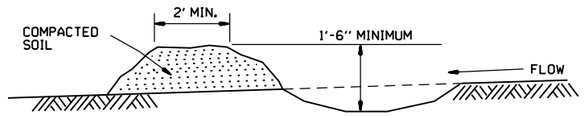
STANDARD DRAWING TEC-1



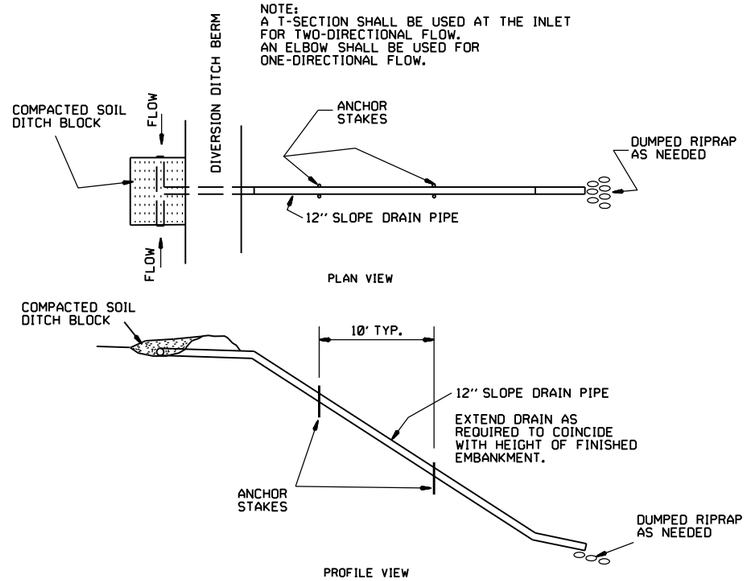
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



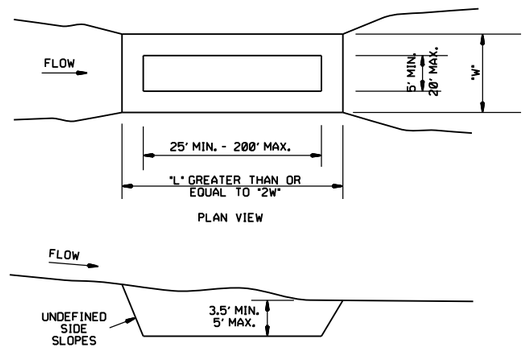
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

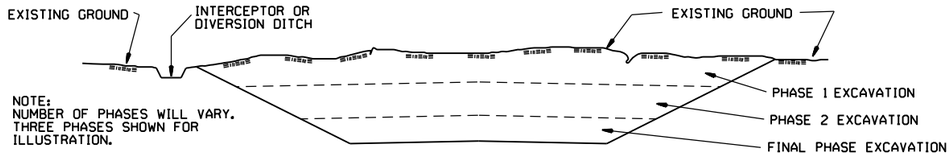
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



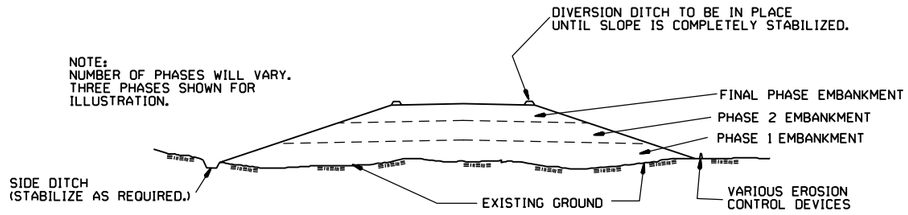
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

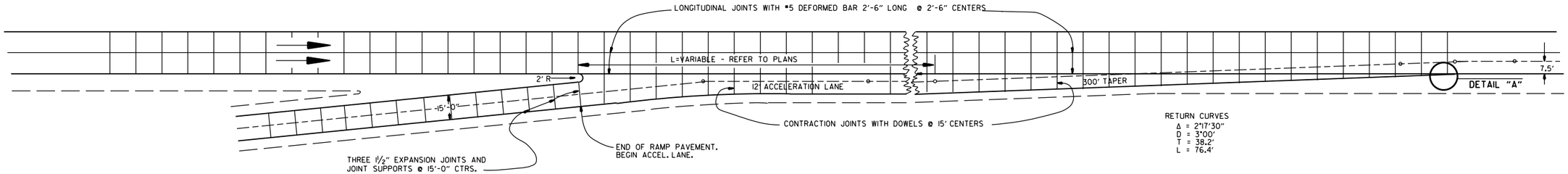
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

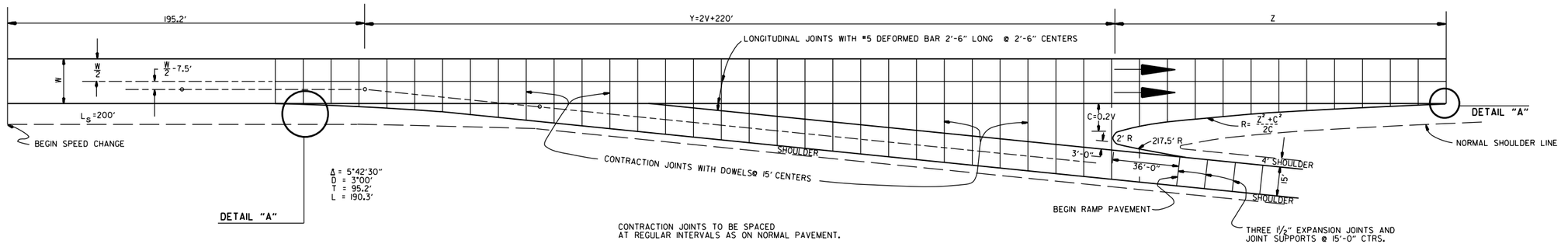
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.

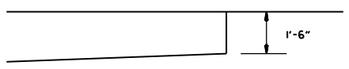


CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

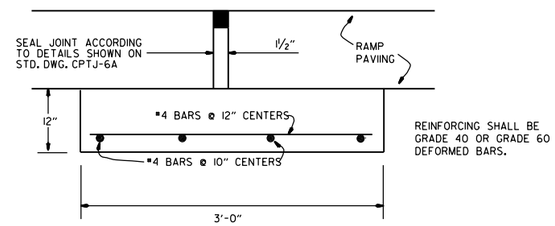
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

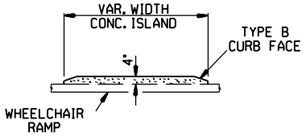
NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM'D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

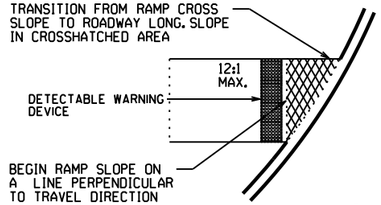
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

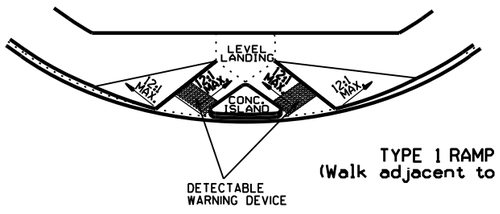
STANDARD DRAWING TR-1A



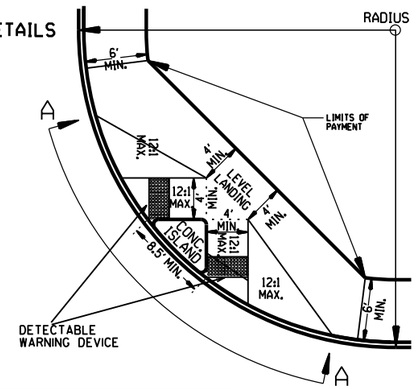
CONCRETE ISLAND DETAIL

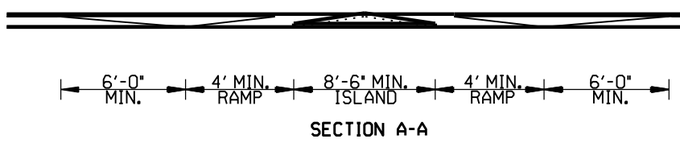


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

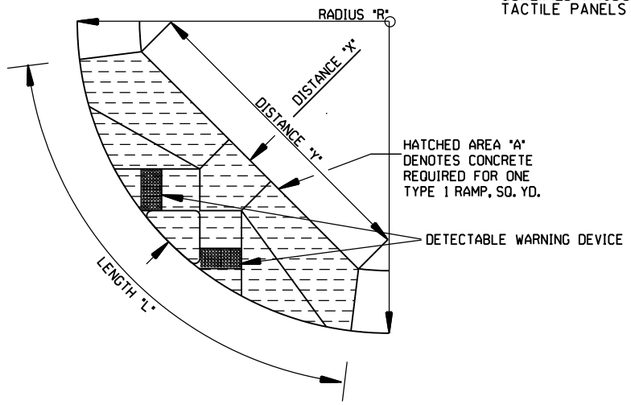




SECTION A-A

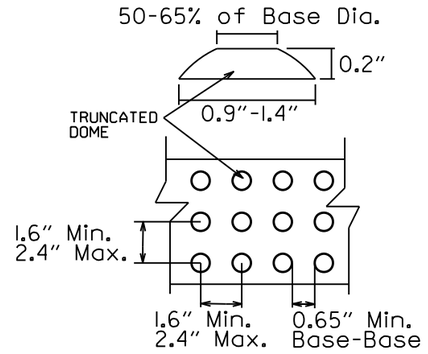
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

RADIUS "R" FEET	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

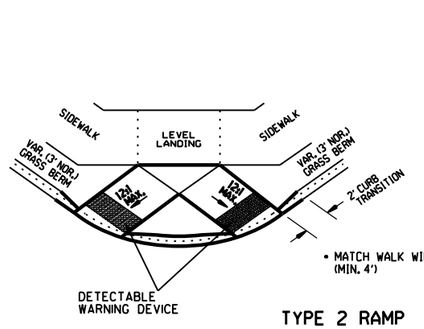
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



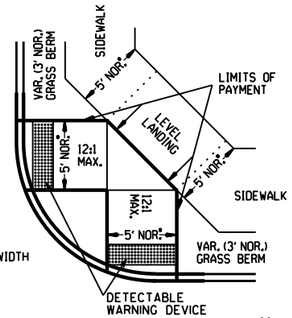
DETECTABLE WARNING DEVICE DETAIL

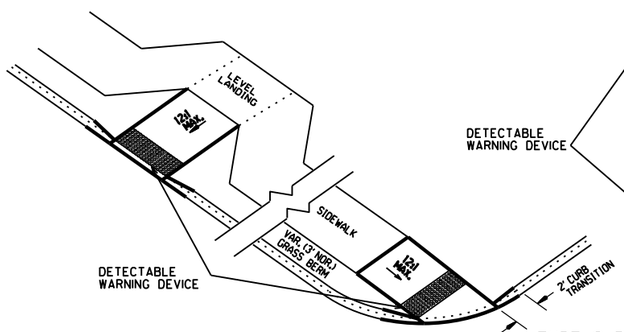
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

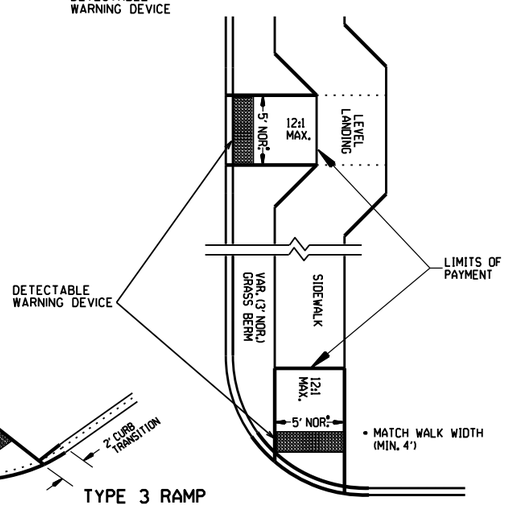


TYPE 2 RAMP

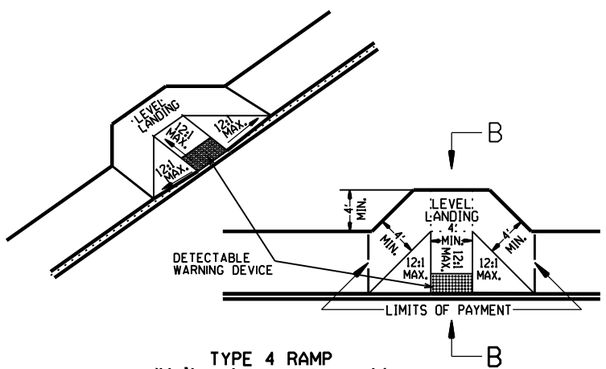




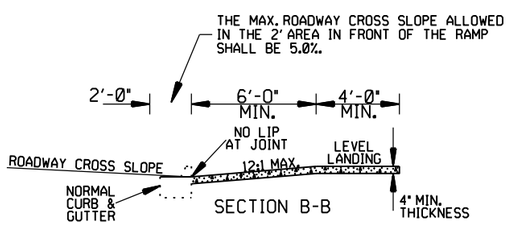
TYPE 3 RAMP



NOTE:
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGTITUDINAL GRADE.



TYPE 4 RAMP
(Walk adjacent to curb)



SECTION B-B

RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

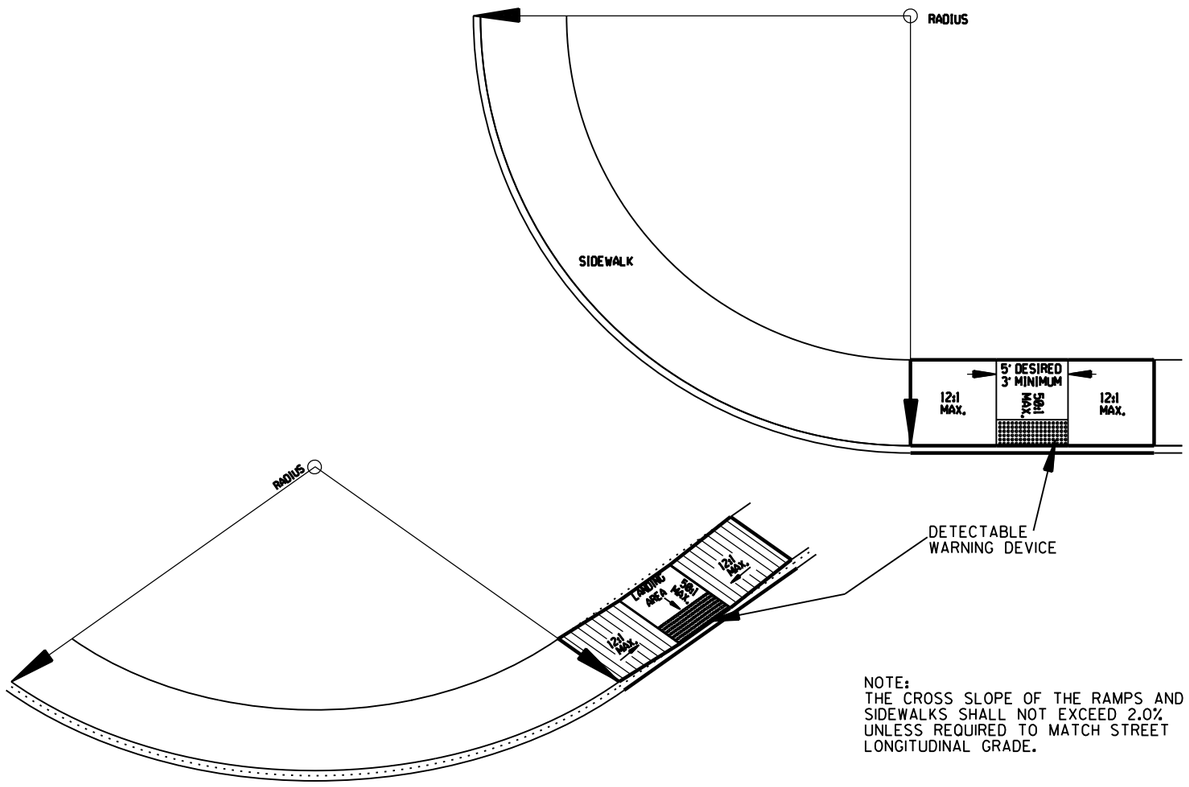
AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD.SLOPE TRANS. & REV. ISL. DIMS.	
11-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM8#TO12#MAX.SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD."CONC. ISLD."IN PAY ITEM	------
6-02-76	ISSUED-P.H.D.	299-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

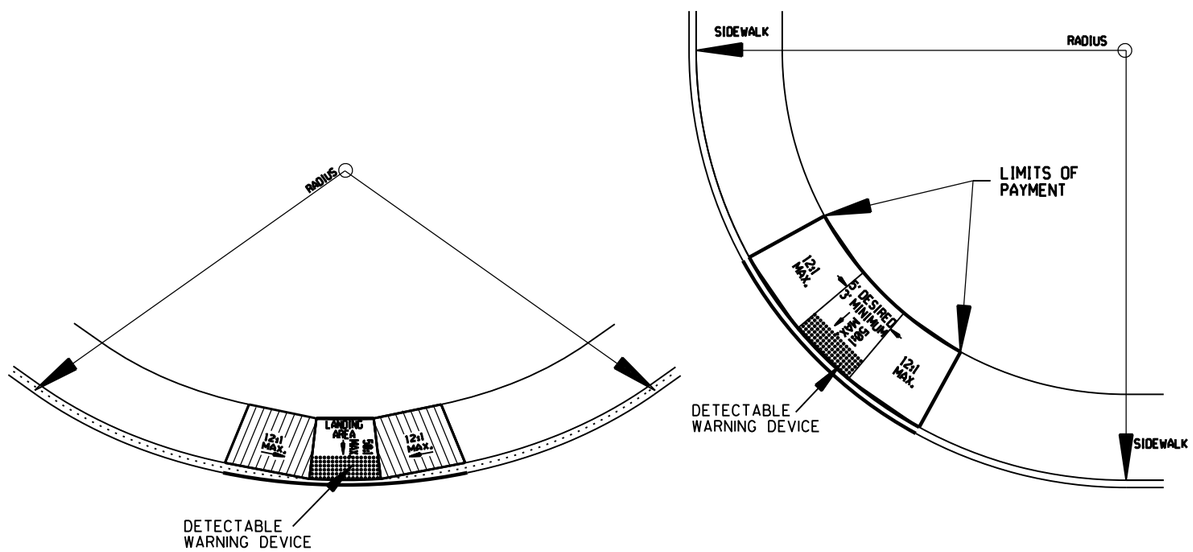
WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1



NOTE:
THE CROSS SLOPE OF THE RAMPS AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.

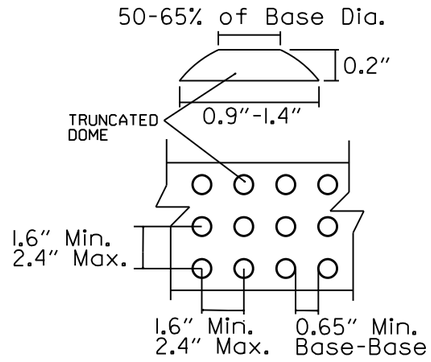
TYPE 5 RAMP



TYPE 6 RAMP

GENERAL NOTES FOR DETECTABLE WARNING DEVICES

THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



DETECTABLE WARNING DEVICE DETAIL

GENERAL NOTES:

IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE EXISTING WALK WIDTH OR 36", WHICHEVER IS GREATER.
MINOR MODIFICATIONS OF THESE DETAILS, AS APPPROVED BY THE ENGINEER, MAY BE MADE TO ADJUST TO LOCAL CONDITIONS.

RAMP SELECTION CRITERIA

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DATE	REVISION	DATE FILM
10-9-03	REVISED GENERAL NOTES & ADDED NOTE.	
4-10-03	REVISED DETECTABLE WARNING DEVICE DETAIL	
8-22-02	ADDED DETECTABLE WARNING DEVICES DETAILS	
11-18-98	REV. FOURTH CHOICE NOTE	
8-12-98	REVISED TEXTURE	
7-02-98	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

WHEELCHAIR RAMPS ALTERATIONS ONLY

STANDARD DRAWING WR-2