

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	050266	1
						2 HARDY-EAST (PASSING LANES) (S)		

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
CONSTRUCTION PLANS FOR STATE HIGHWAY

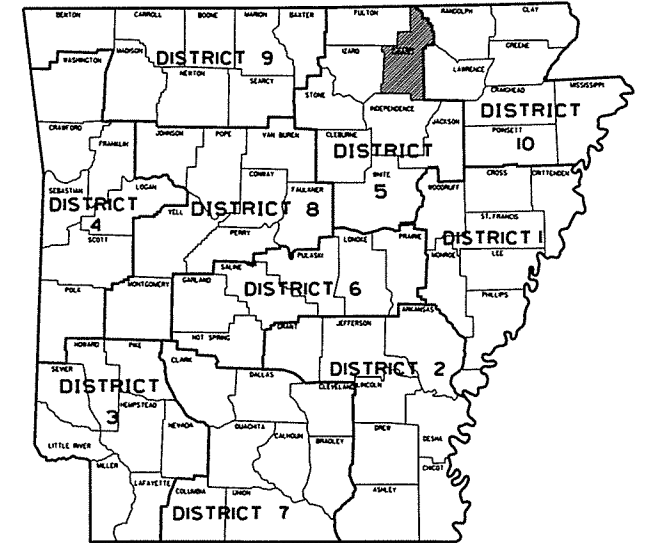
# HARDY-EAST (PASSING LANES) (S)

SHARP COUNTY  
ROUTE 63 SECTION 2

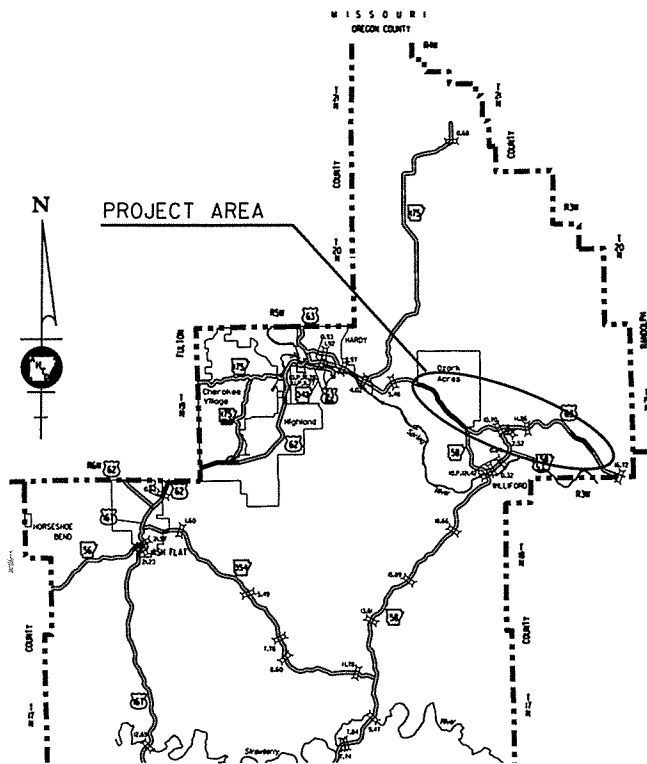
FEDERAL AID PROJ. NHPP-0067(2I)

## JOB 050266

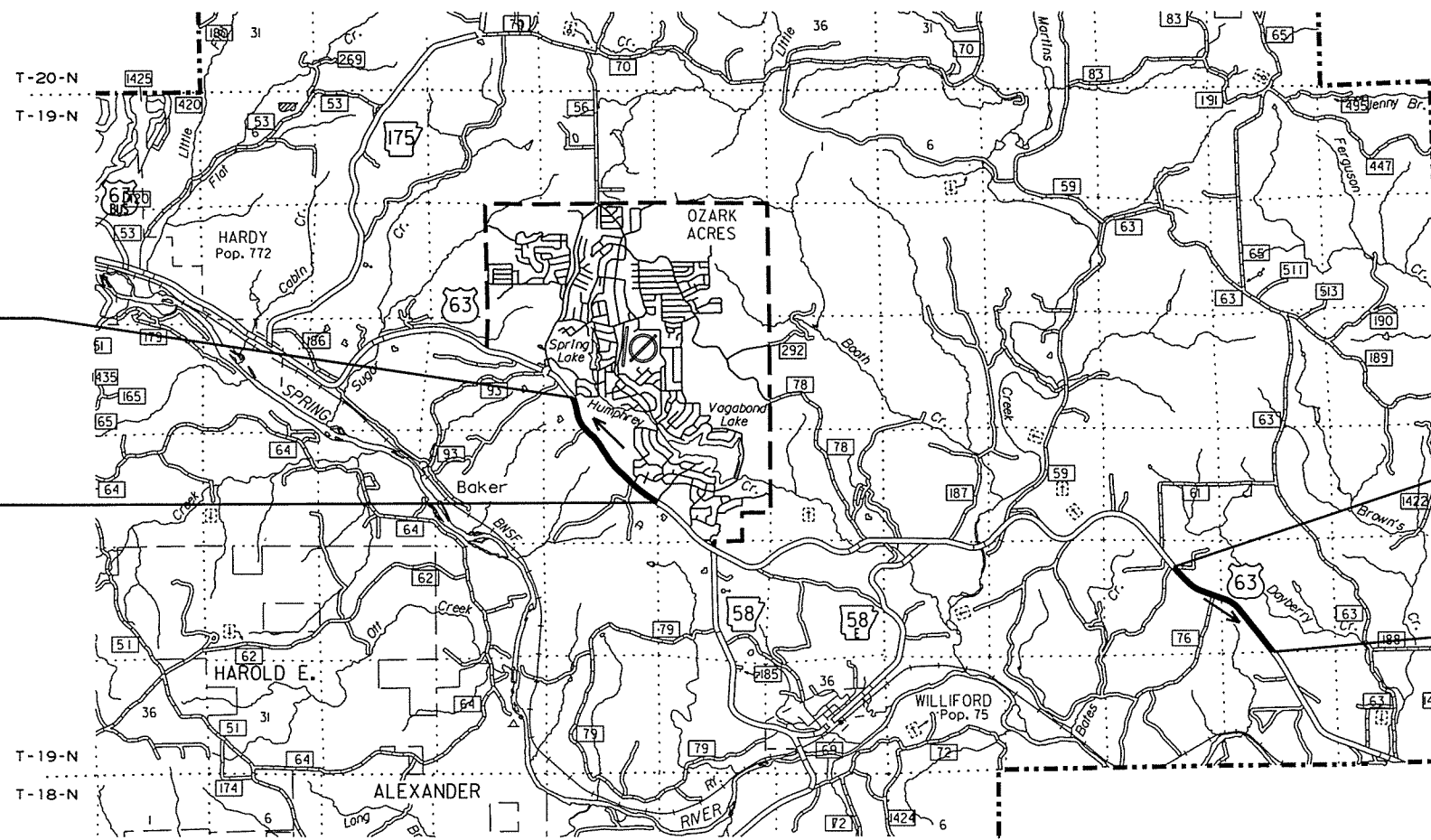
NOT TO SCALE



ARK. HWY. DIST. NO. 5



VICINITY MAP



STA. 101+33.00  
BEGIN JOB 050266  
BEGIN SECTION 1  
LOG MILE: 7.40

STA. 162+73.00  
END SECTION 1  
BEGIN EXCEPTION

STA. 202+00.00  
END EXCEPTION  
BEGIN SECTION 2  
LOG MILE: 14.00

STA. 263+40.00  
END SECTION 2  
END JOB 050266



DESIGN TRAFFIC DATA

DESIGN YEAR	2015
2015 ADT	5800
2035 ADT	7500
2035 DHV	825
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	25%
AVERAGE RUNNING SPEED	55 MPH

APPROVED



9-20-15  
DEPUTY DIRECTOR  
AND CHIEF ENGINEER

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
SECTION 1			
LATITUDE	N 36°17'41"	N 36°17'07"	N 36°16'50"
LONGITUDE	W 91°23'48"	W 91°23'26"	W 91°23'02"
SECTION 2			
LATITUDE	N 36°16'18"	N 36°15'50"	N 36°15'16"
LONGITUDE	W 91°18'15"	W 91°17'32"	W 91°17'03"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	12280.00	FEET	OR	2.326	MILES
NET ROADWAY	12280.00			2.326	MILES
NET BRIDGES	0.00			0.000	MILES
NET PROJECT	12280.00			2.326	MILES

P.E. JOB 012157

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				6	ARK.			
				JOB NO.		050266	2	154

2 INDEX OF SHEETS, GOVERNING SPECS., AND GEN. NOTES

INDEX OF SHEETS

SHEET NO.	TITLE	DRWG. NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES		
3 - 5	TYPICAL SECTIONS OF IMPROVEMENT		
6 - 7	SPECIAL DETAILS		
8 - 25	TEMPORARY EROSION CONTROL DETAILS		
26 - 37	MAINTENANCE OF TRAFFIC		
38 - 43	PERMANENT PAVEMENT MARKING DETAILS		
44 - 50	QUANTITIES		
51	SUMMARY OF QUANTITIES AND REVISIONS		
52 - 58	SURVEY CONTROL DETAILS		
59 - 68	PLAN AND PROFILE SHEETS		
69	CONCRETE DITCH PAVING	CDP-1	11-17-10
70	FLARED END SECTION	FES-1	10-18-96
71	FLARED END SECTION	FES-2	10-18-96
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73	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	PCC-1	2-27-14
74	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	PCM-1	2-27-14
75	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	PCP-1	2-27-14
76	PLASTIC PIPE CULVERT (PVC F949)	PCP-2	2-27-14
77	PAVEMENT MARKING DETAILS	PM-1	9-12-13
78	DETAILS OF PIPE UNDERDRAIN	PU-1	4-10-03
79	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	SE-2	10-18-96
80	DETAILS OF SPECIAL ITEMS	SH-1	9-12-13
81	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	9-02-15
82	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9-02-15
83	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	9-02-15
84	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12-15-11
85	TEMPORARY EROSION CONTROL DEVICES	TEC-2	6-02-94
86	TEMPORARY EROSION CONTROL DEVICES	TEC-3	11-03-94
87	WIRE FENCE TYPE C AND D	WF-4	8-22-02
88 - 154	CROSS SECTIONS		

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

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
108-1	LIQUIDATED DAMAGES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
606-1	PIPE CULVERTS FOR SIDE DRAINS
620-1	MULCH COVER
JOB 050266	BIDDING REQUIREMENTS AND CONDITIONS
JOB 050266	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 050266	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 050266	CAVE DISCOVERY
JOB 050266	CULVERT CLEAN OUT
JOB 050266	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 050266	EXTENSION FOR PIPE CULVERTS
JOB 050266	FILTER SOCKS
JOB 050266	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 050266	MANDATORY ELECTRONIC CONTRACT
JOB 050266	OFF-SITE RESTRAINING CONDITIONS FOR BATS
JOB 050266	PARTNERING REQUIREMENTS
JOB 050266	PLASTIC PIPE
JOB 050266	PROSECUTION AND PROGRESS
JOB 050266	RESTRAINING CONDITIONS
JOB 050266	SHORING FOR CULVERTS
JOB 050266	SITE USE (A+C METHOD)
JOB 050266	SOIL STABILIZATION
JOB 050266	SPECIAL CLEARING REQUIREMENTS
JOB 050266	STORM WATER POLLUTION PREVENTION PLAN
JOB 050266	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 050266	UTILITY ADJUSTMENTS
JOB 050266	VALUE ENGINEERING
JOB 050266	WARM MIX ASPHALT

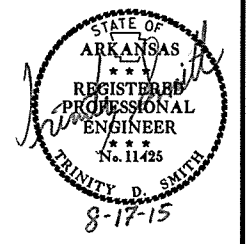


GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- 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.
- 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.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- 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.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- 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.

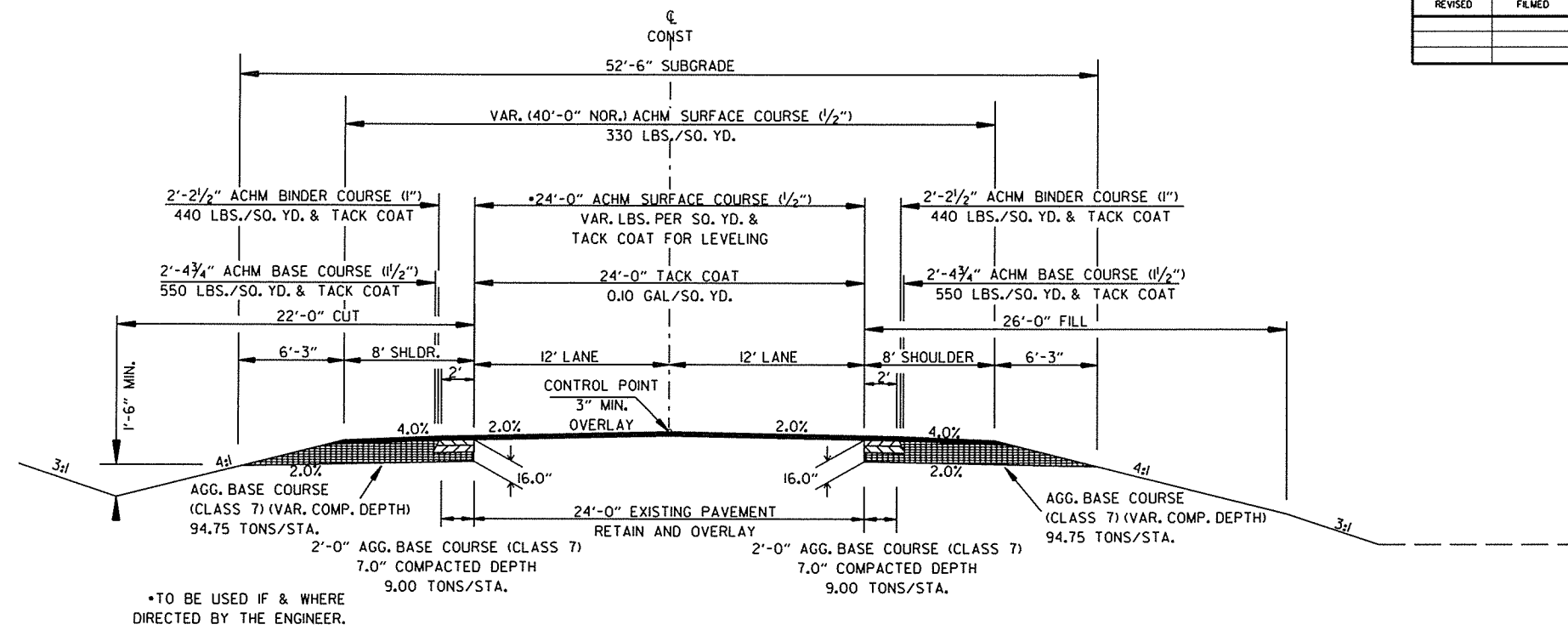
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2 TYPICAL SECTIONS OF IMPROVEMENT



TAPER 2 LANE TO 3 LANE  
 STA. 101+33.00 TO STA. 107+93.00  
 STA. 202+00.00 TO STA. 204+00.00

TAPER 3 LANE TO 2 LANE  
 STA. 160+73.00 TO STA. 162+73.00  
 STA. 256+80.00 TO STA. 263+40.00



TYPICAL SECTION OF IMPROVEMENT  
 2 LANE SECTION

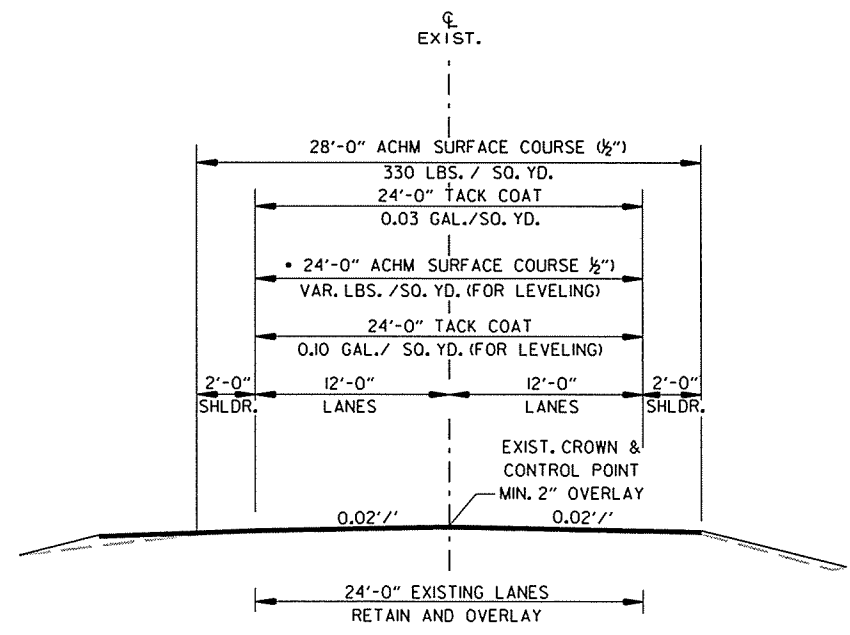
NOTES:  
 REFER TO CROSS SECTIONS FOR DEVIATIONS FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE FINAL THREE INCHES (3") OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

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

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

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



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

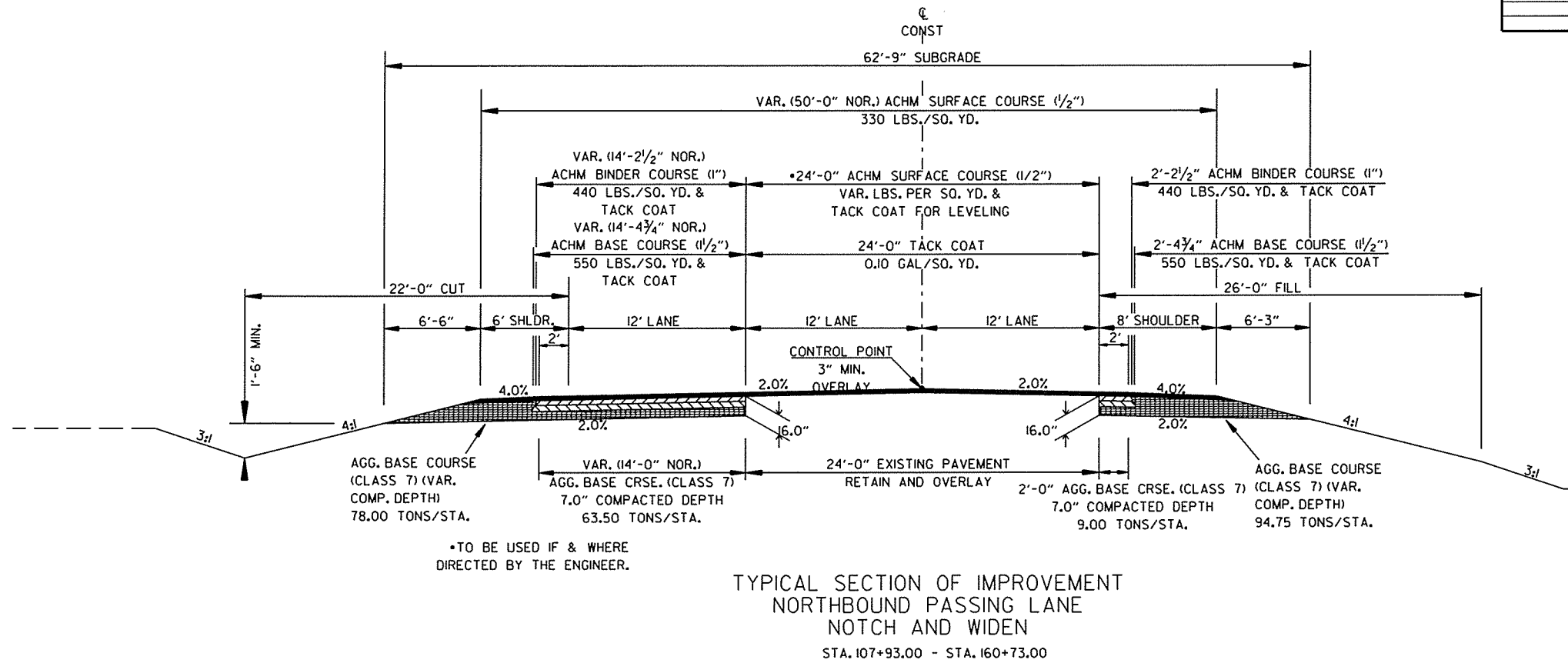
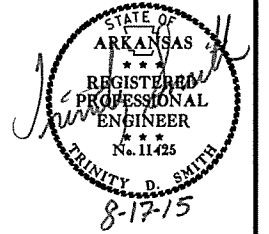
TANGENT SECTION  
 2 LANE SECTION  
 TRANSITION

6/25/2015

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2 TYPICAL SECTIONS OF IMPROVEMENT



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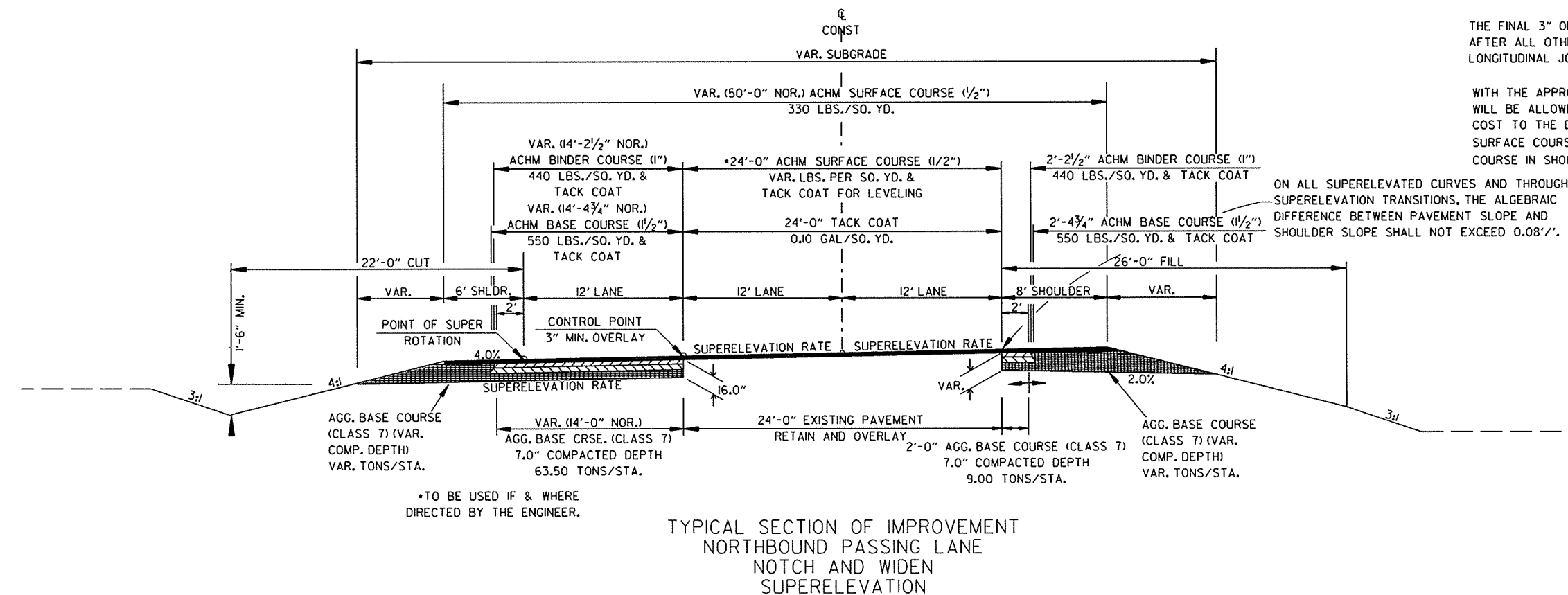
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THE FINAL 3" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

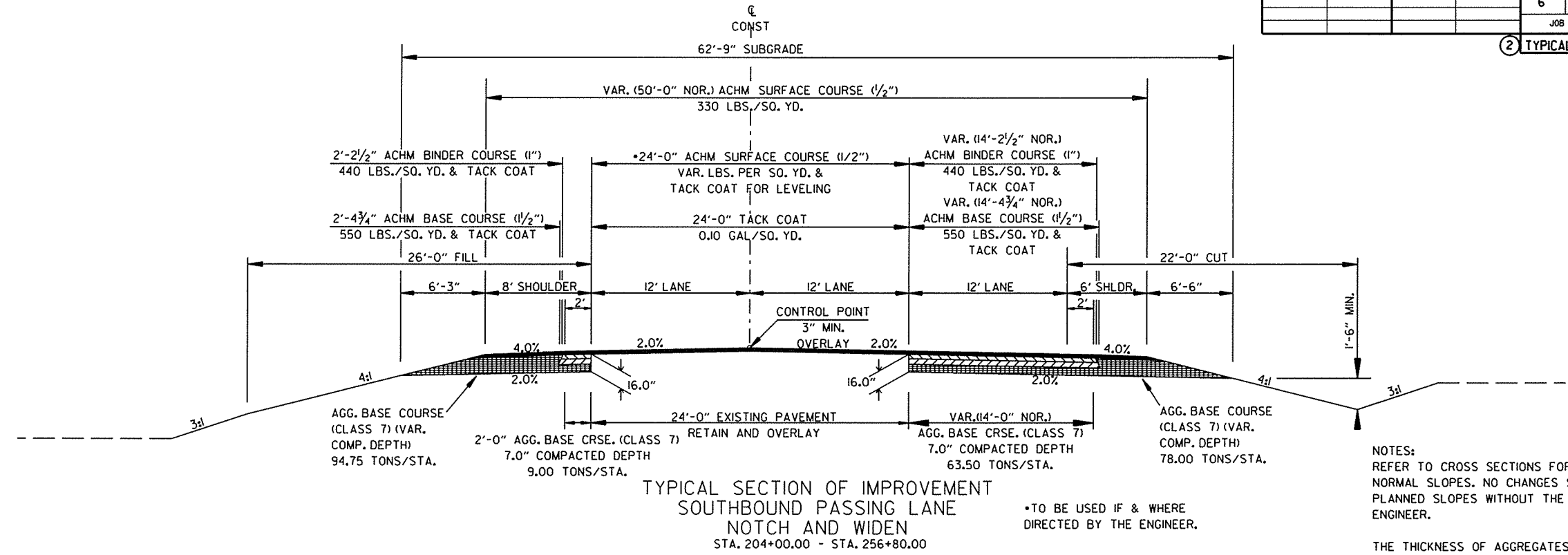
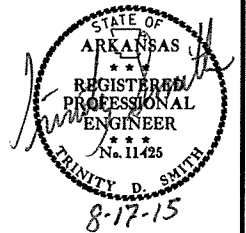
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ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.



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② TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION OF IMPROVEMENT  
SOUTHBOUND PASSING LANE  
NOTCH AND WIDEN  
STA. 204+00.00 - STA. 256+80.00

\*TO BE USED IF & WHERE DIRECTED BY THE ENGINEER.

NOTES:  
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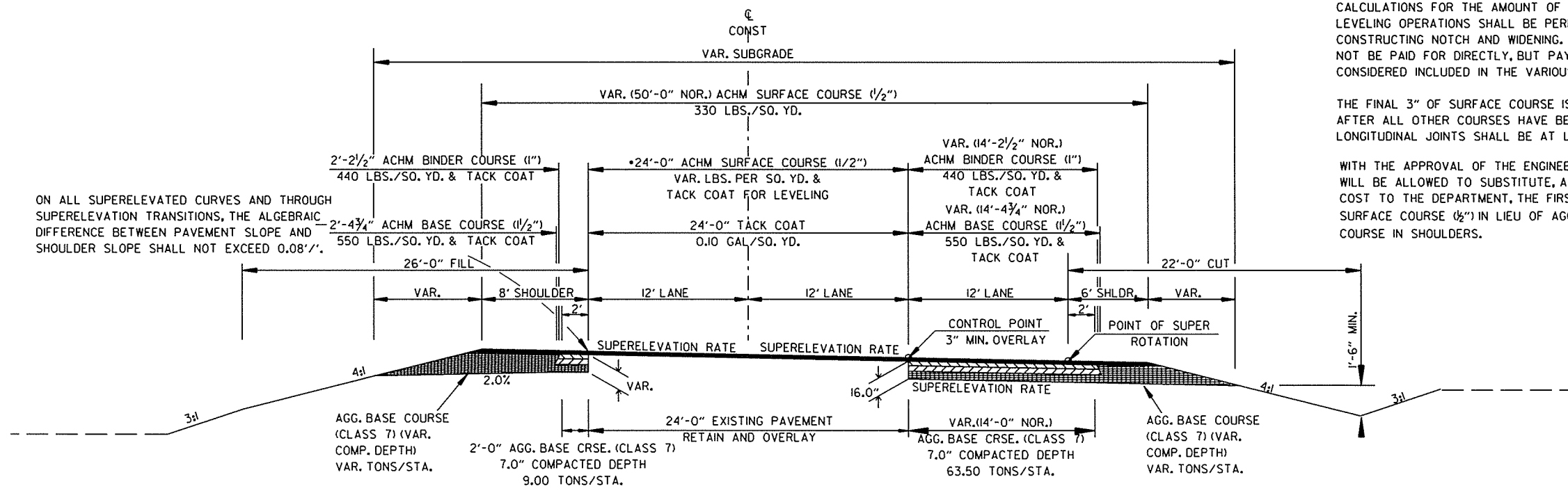
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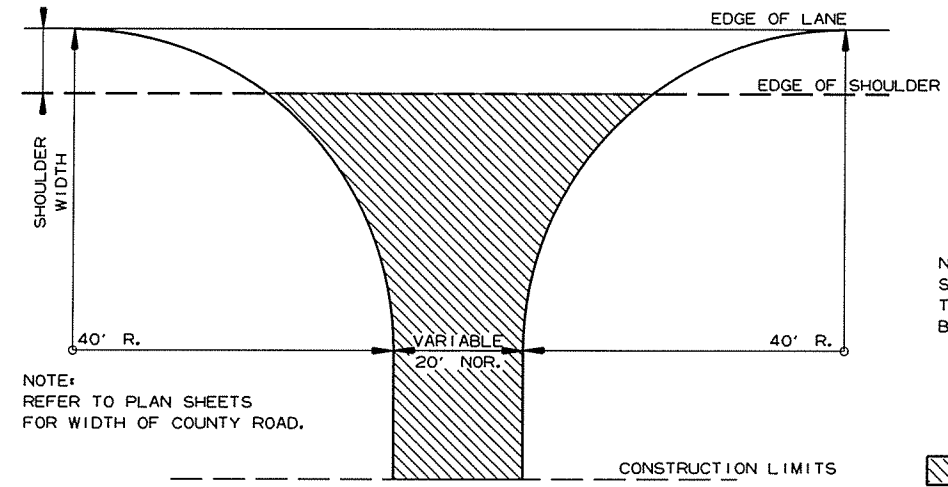
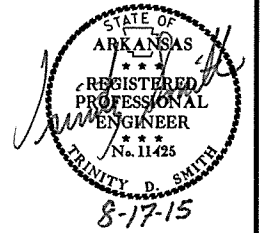


TYPICAL SECTION OF IMPROVEMENT  
SOUTHBOUND PASSING LANE  
NOTCH AND WIDEN  
SUPERELEVATION

\*TO BE USED IF & WHERE DIRECTED BY THE ENGINEER.

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2 SPECIAL DETAILS

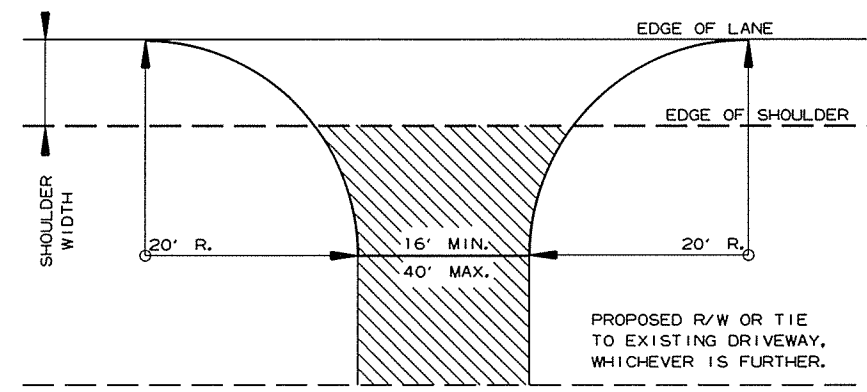


NOTE: REFER TO PLAN SHEETS FOR WIDTH OF COUNTY ROAD.

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

A. C. H. M. SURFACE COURSE (1/2") (220 LBS. PER SQ. YD.) AND AGGREGATE BASE COURSE (CLASS 7) 7' COMP. DEPTH

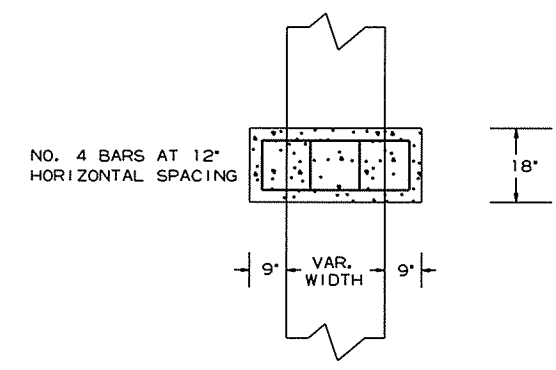
DETAIL FOR COUNTY ROAD TURNOUTS OPEN SHOULDER SECTION



PROPOSED R/W OR TIE TO EXISTING DRIVEWAY, WHICHEVER IS FURTHER.

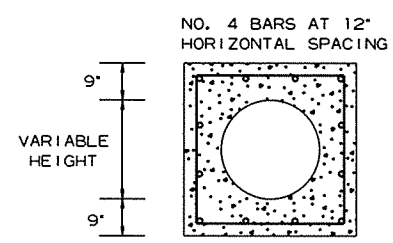
DETAIL FOR DRIVEWAY TURNOUTS OPEN SHOULDER SECTION (ARTERIALS)

A. C. H. M. SURFACE COURSE (1/2") (220 LBS. PER SQ. YD.) AND AGGREGATE BASE COURSE (CLASS 7) 7' COMP. DEPTH IF ASPHALT OR GRAVEL DRIVE EXISTING; OR 6' CONCRETE IF CONCRETE DRIVE EXISTS.



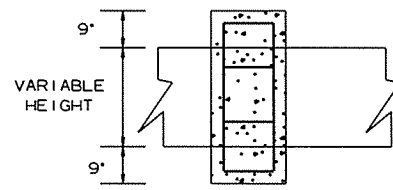
TOP VIEW

MIN 3" COVER



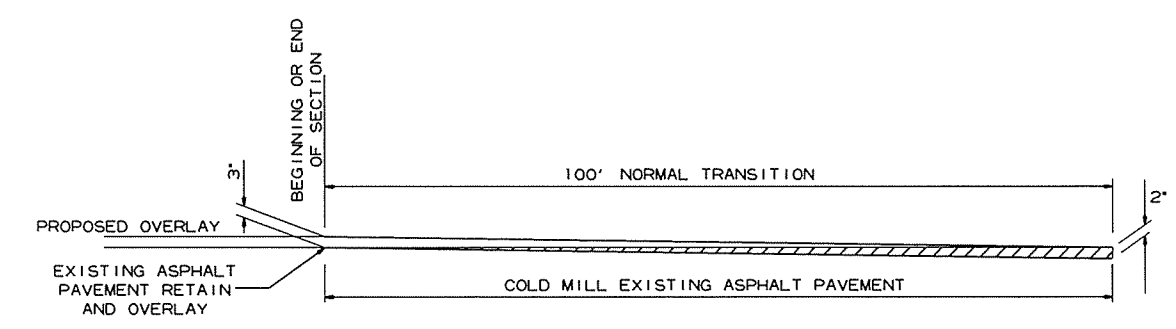
FRONT VIEW

NO. 4 BARS AT 12" VERTICAL SPACING



SIDE VIEW

PIPE EXTENSION REINFORCED CONCRETE COLLAR DETAIL



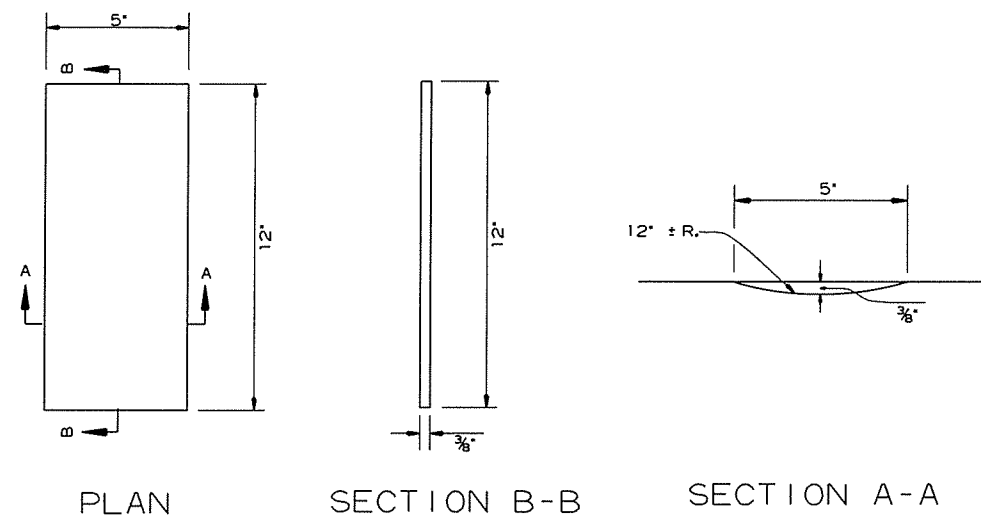
DETAIL FOR TRANSITIONS

6/25/2015

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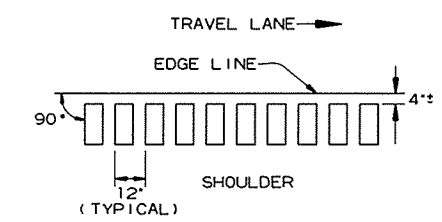
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2 SPECIAL DETAILS

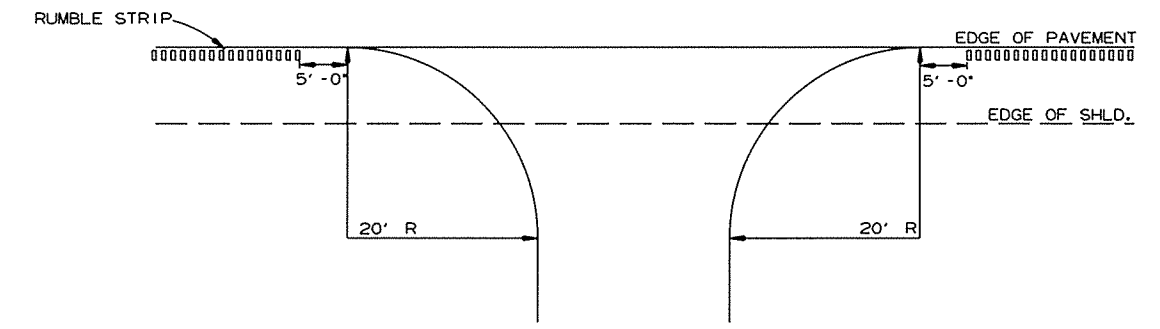


PLAN SECTION B-B SECTION A-A

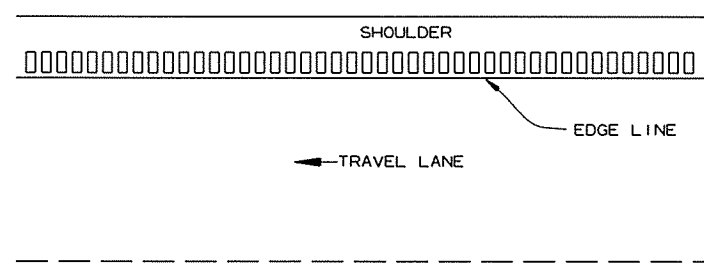
DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS  
LEFT OR RIGHT SHOULDER



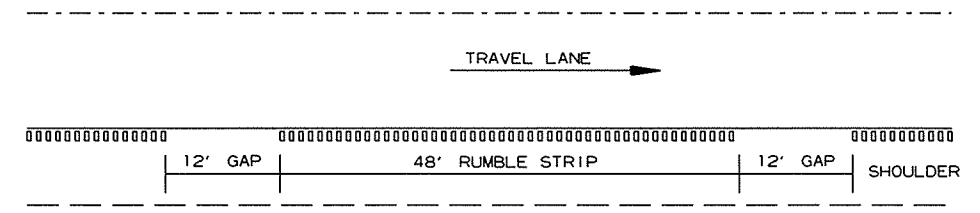
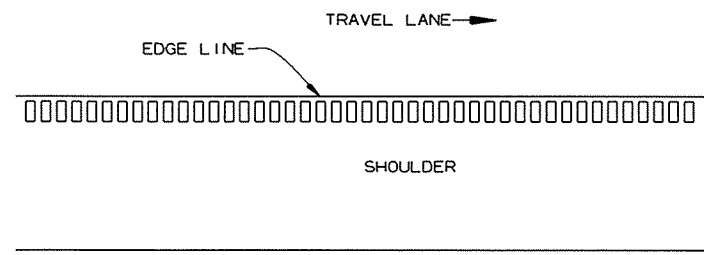
DETAIL FOR RUMBLE STRIP GAP  
AT DRIVEWAY TURNOUTS



PLAN VIEW

GENERAL NOTES

1. RUMBLE STRIPS SHALL NOT BE INSTALLED ON CURB SECTIONS, BRIDGE DECKS, APPROACH SLABS, INTERSECTING STREETS OR ROADWAYS, RESIDENTIAL OR COMMERCIAL DRIVEWAYS OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.
2. RUMBLE STRIPS SHALL NOT BE INSTALLED ON A PAVED SHOULDER THAT IS USED AS A DECELERATION LANE FOR THE LENGTH DEEMED APPROPRIATE BY THE ENGINEER.
3. THE 4' OFFSET FROM THE EDGE LINE MAY BE INCREASED TO AVOID LONGITUDINAL JOINTS. IN ALL CASES, THE LATERAL DEVIATION FROM THE PLANNED OFFSET SHOULD BE KEPT TO A MINIMUM.
4. RUMBLE STRIPS SHALL BE MEASURED BY THE LINEAR FOOT LONGITUDINALLY ALONG THE SHOULDER. PAYMENT SHALL ONLY INCLUDE THAT PORTION OF THE SHOULDER ON WHICH RUMBLE STRIPS HAVE BEEN CONSTRUCTED. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR GAPS, DRIVEWAYS, TURNOUTS, OR OTHER PUBLIC ROAD INTERSECTIONS WHERE RUMBLE STRIPS HAVE NOT BEEN CONSTRUCTED.
5. THE 3/8" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 12' LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.



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

DETAIL FOR GAP PATTERN RUMBLE STRIP

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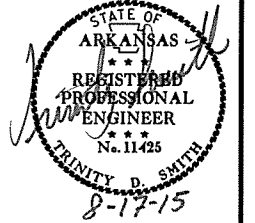
SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.

STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.

STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		8	154

2 TEMPORARY EROSION CONTROL DETAILS



STA. 101+33 TO STA. 104+00 -  
 SILT FENCE ON LT. = 267 LIN. FT.

STA. 107+00 TO STA. 113+00 -  
 SILT FENCE ON LT. = 600 LIN. FT.

**LEGEND**

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-II) = SILT FENCE

STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.4 0

REVISIONS

DATE OF REVISION	REVISION

PI = 102+99.65  
 $\Delta$  = 0°20'20" RT.  
 D = 0°30'00"  
 T = 33.89'  
 L = 67.78'  
 PC = 102+65.76  
 PT = 103+33.54  
 NO SUPER

PI = 107+59.93  
 $\Delta$  = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090'/'  
 Ls = 350'

PI = 117+81.33  
 $\Delta$  = 39°52'30" LT.  
 D = 6°00'00"  
 T = 346.39'  
 L = 664.58'  
 PC = 114+34.94  
 PT = 120+99.52  
 e = 0.096'/'  
 Ls = 350'

STA. 121+00 TO STA. 121+95 -  
 SILT FENCE ON LT. = 95 LIN. FT.

STA. 122+35 TO STA. 124+15 -  
 SILT FENCE ON LT. = 180 LIN. FT.

STA. 124+55 TO STA. 124+90 -  
 SILT FENCE ON LT. = 35 LIN. FT.

STA. 120+20 TO STA. 123+00 -  
 SILT FENCE ON RT. = 340 LIN. FT.

STA. 124+00 TO STA. 134+00 -  
 SILT FENCE ON RT. = 1000 LIN. FT.

STA. 114+00 TO STA. 119+80 -  
 SILT FENCE ON RT. = 580 LIN. FT.

PI = 107+59.93  
 $\Delta$  = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090'/'  
 Ls = 350'

6/25/2015

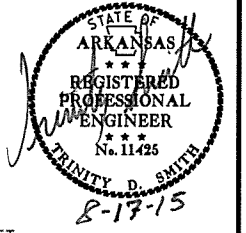
R050266.DGN

TEMPORARY EROSION CONTROL DETAILS  
 CLEARING AND GRUBBING STAGE



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		9	154
				JOB NO.		050266		

2 TEMPORARY EROSION CONTROL DETAILS



STA. 125+30 TO STA. 126+00 -  
SILT FENCE ON LT. = 70 LIN. FT.

STA. 137+00 TO STA. 138+15 -  
SILT FENCE ON LT. = 115 LIN. FT.

STA. 136+00 TO STA. 139+00 -  
SILT FENCE ON RT. = 300 LIN. FT.

PI = 129+15.87  
Δ = 17°52'33" RT.  
D = 2'45" 00"  
T = 327.68'  
L = 650.03'  
PC = 125+88.19  
PT = 132+38.22  
e = 0.063' /'  
Ls = 300'

**LEGEND**

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

REVISIONS

DATE OF REVISION	REVISION

PI = 140+88.08  
Δ = 15°08'55" LT.  
D = 2'45" 00"  
T = 277.05'  
L = 550.86'  
PC = 138+11.04  
PT = 143+61.90  
e = 0.063' /'  
Ls = 300'

STA. 143+00 TO STA. 155+00 -  
SILT FENCE ON LT. = 1200 LIN. FT.

TEMPORARY EROSION CONTROL DETAILS  
CLEARING AND GRUBBING STAGE

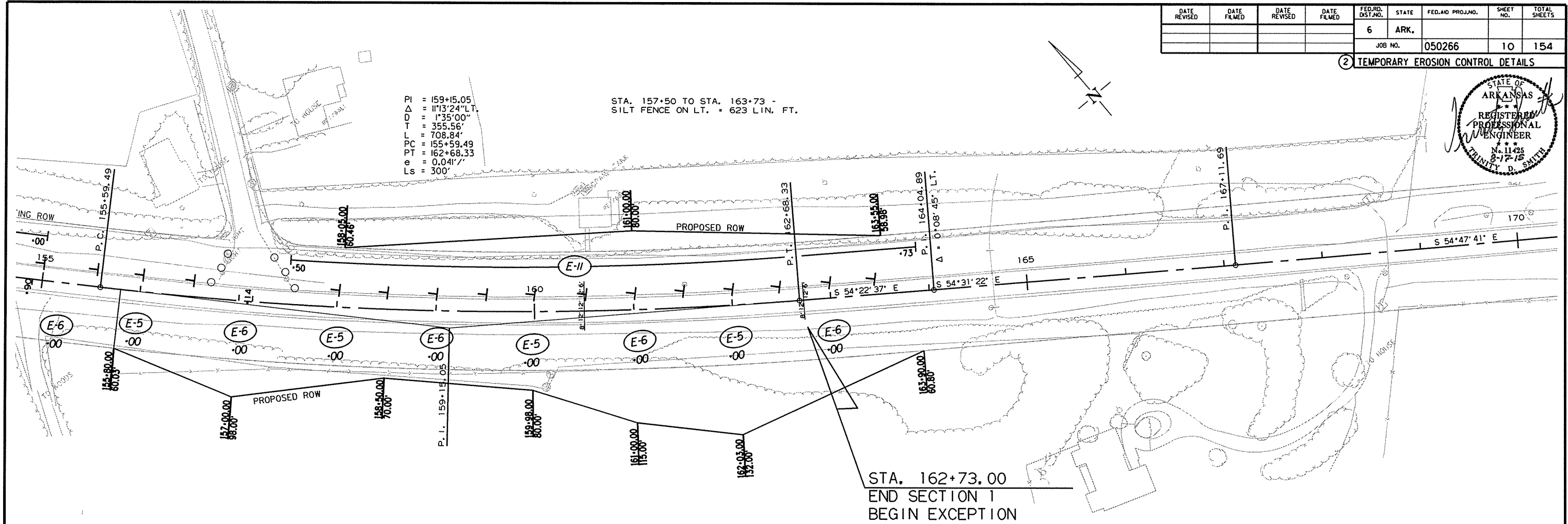
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							10	154

2 TEMPORARY EROSION CONTROL DETAILS



PI = 159+15.05  
 $\Delta$  = 11°13'24" L.T.  
D = 1°35'00"  
T = 355.56'  
L = 708.84'  
PC = 155+59.49  
PT = 162+68.33  
e = 0.041' /'  
Ls = 300'

STA. 157+50 TO STA. 163+73 -  
SILT FENCE ON LT. = 623 LIN. FT.



STA. 162+73.00  
END SECTION 1  
BEGIN EXCEPTION

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

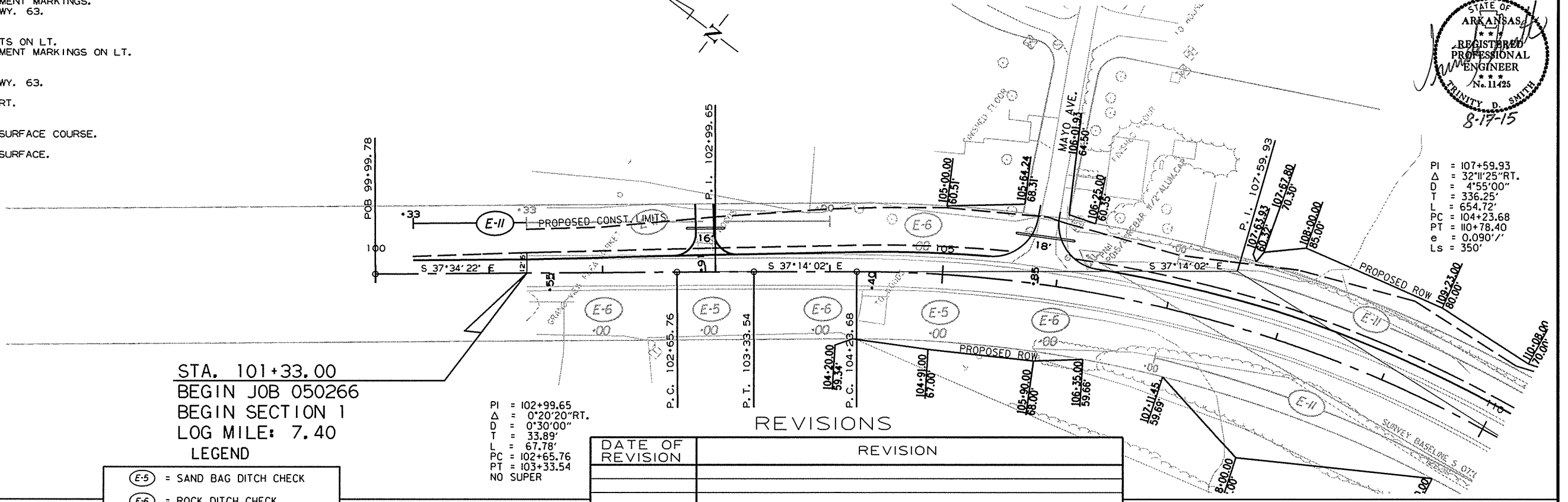
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		11	154

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS  
REGISTERED PROFESSIONAL ENGINEER  
No. 11425  
TRINITY D. SMITH  
8-17-15

SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.  
 STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

STA. 100+33 TO STA. 101+33 -  
 SILT FENCE ON LT. = 100 LIN. FT.

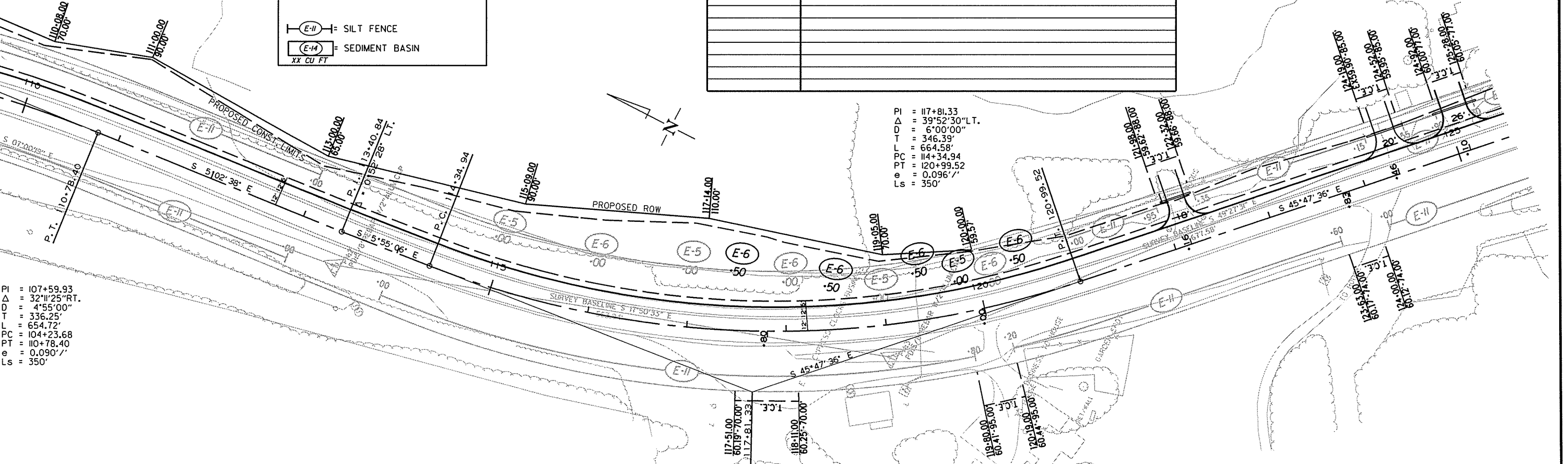


PI = 107+59.93  
 $\Delta$  = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090' /'  
 Ls = 350'

STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.40  
 LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-II) = SILT FENCE
- (E-III) = SEDIMENT BASIN  
XX CU FT

PI = 102+99.65  
 $\Delta$  = 0°20'20" RT.  
 D = 0°30'00"  
 T = 33.89'  
 L = 67.78'  
 PC = 102+65.76  
 PT = 103+33.54  
 NO SUPER



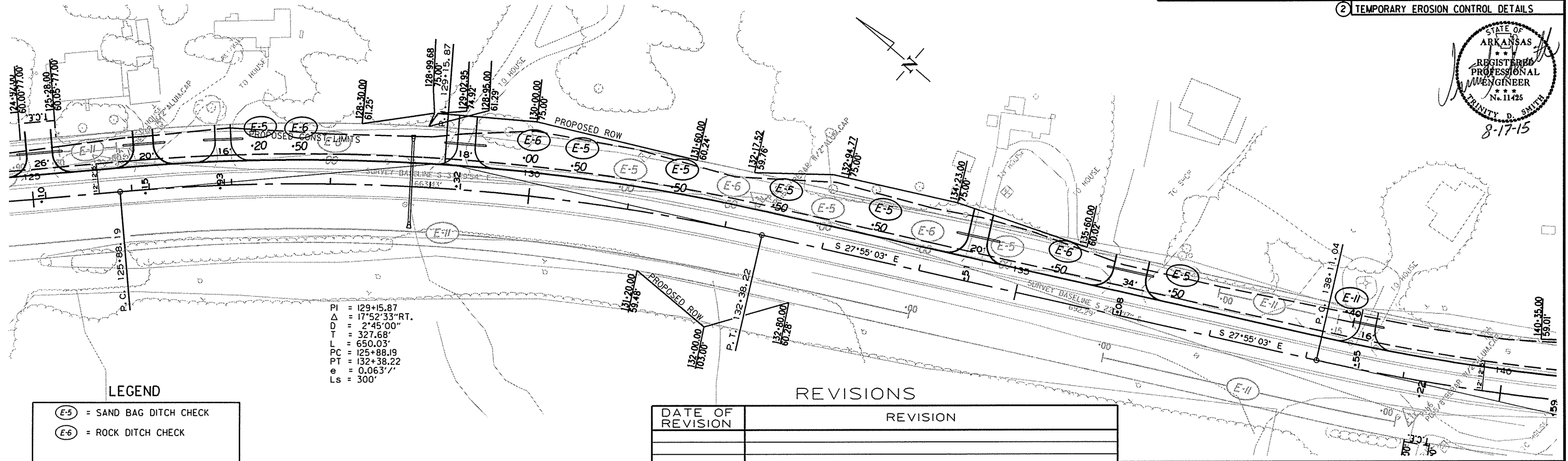
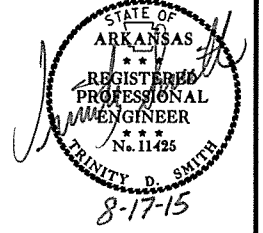
PI = 107+59.93  
 $\Delta$  = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090' /'  
 Ls = 350'

PI = 117+81.33  
 $\Delta$  = 39°52'30" LT.  
 D = 6°00'00"  
 T = 346.39'  
 L = 664.58'  
 PC = 114+54.94  
 PT = 120+99.52  
 e = 0.096' /'  
 Ls = 350'

TEMPORARY EROSION CONTROL DETAILS  
 STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		12	154

2 TEMPORARY EROSION CONTROL DETAILS



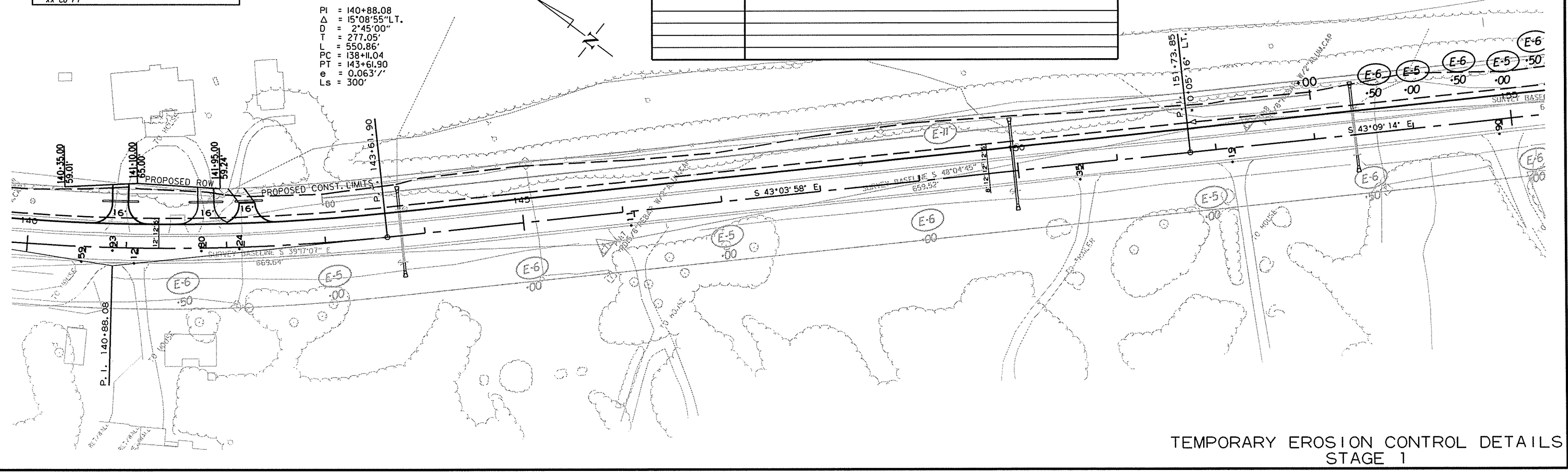
LEGEND

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

REVISIONS

DATE OF REVISION	REVISION

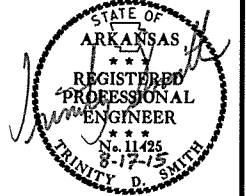
PI = 140+88.08  
 Δ = 15°08'55" LT.  
 D = 2°45'00"  
 T = 277.05'  
 L = 550.86'  
 PC = 138+11.04  
 PT = 143+61.90  
 e = 0.063' /'  
 Ls = 300'



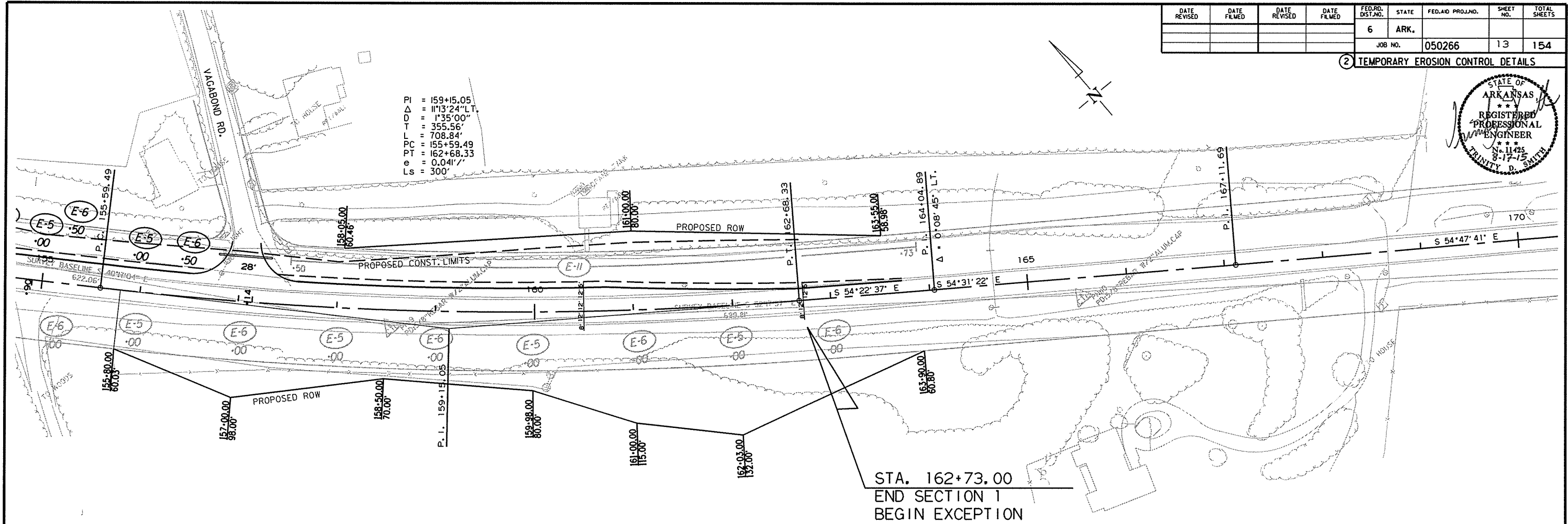
TEMPORARY EROSION CONTROL DETAILS  
 STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 050266	13	154

2 TEMPORARY EROSION CONTROL DETAILS



PI = 159+15.05  
 $\Delta$  = 11°13'24" L.T.  
 D = 1°35'00"  
 T = 355.56'  
 L = 708.84'  
 PC = 155+59.49  
 PT = 162+68.33  
 e = 0.041' /'  
 Ls = 300'



LEGEND

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

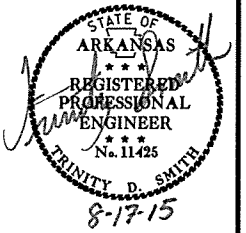
REVISIONS

DATE OF REVISION	REVISION

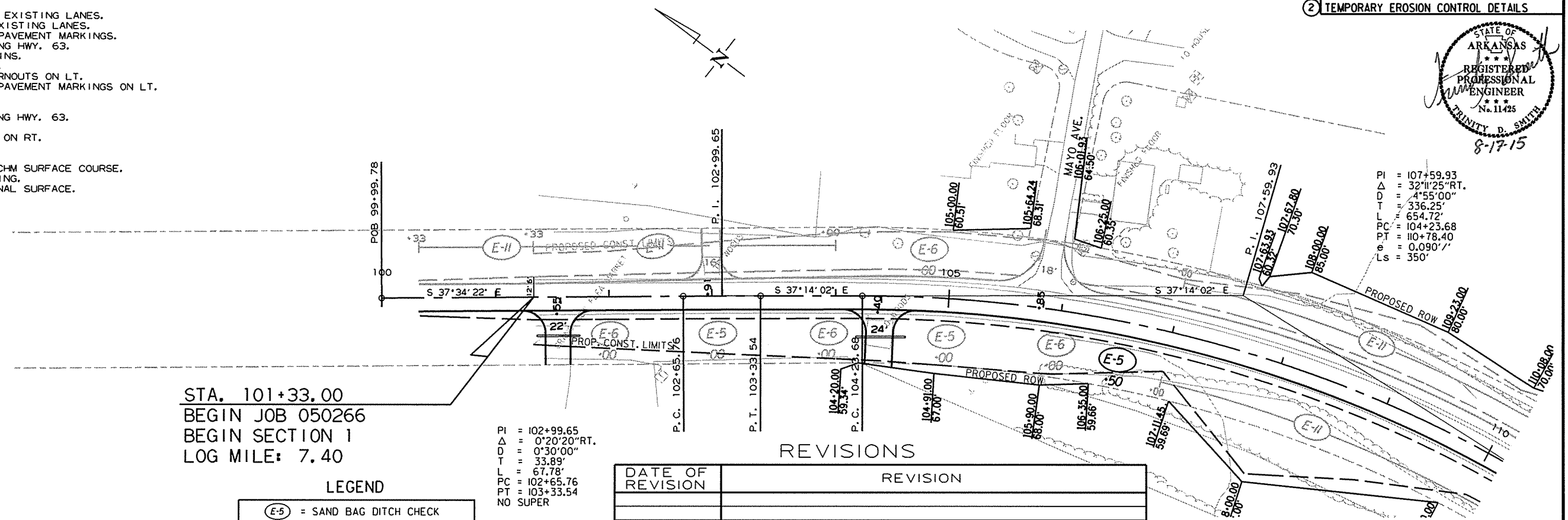
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 050266	14	154

2 TEMPORARY EROSION CONTROL DETAILS

SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.  
 STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.



PI = 107+59.93  
 Δ = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090' /'  
 Ls = 350'



STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.40

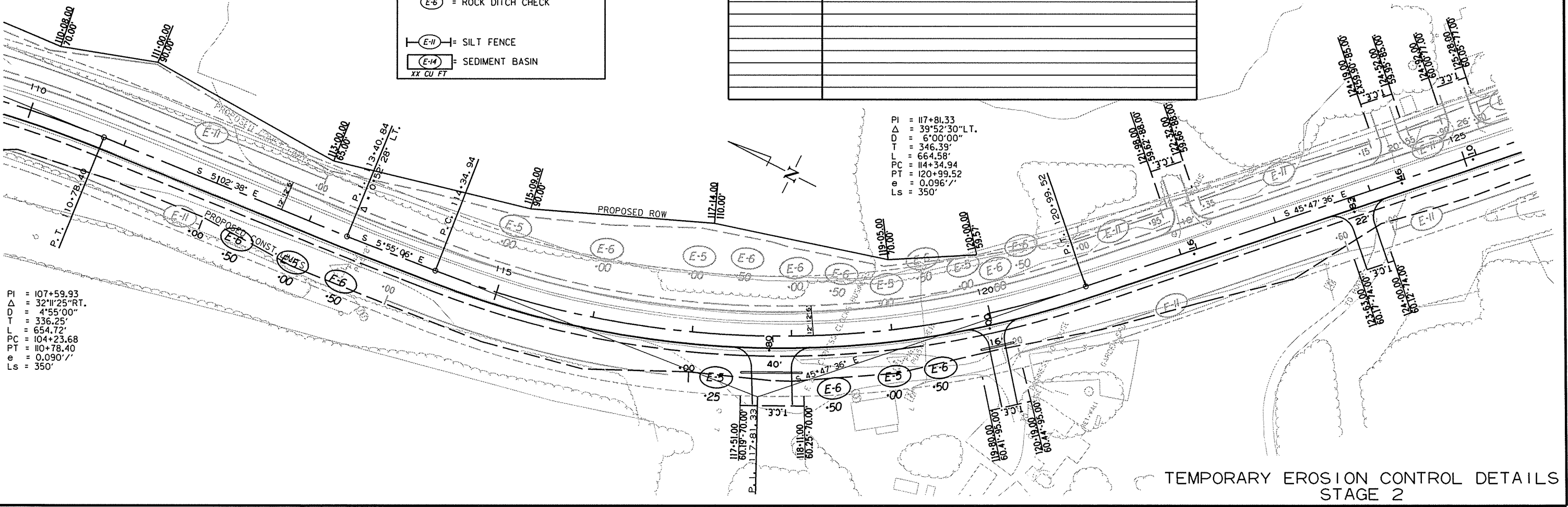
PI = 102+99.65  
 Δ = 0°20'20" RT.  
 D = 0°30'00"  
 T = 33.89'  
 L = 67.78'  
 PC = 102+65.76  
 PT = 103+33.54  
 NO SUPER

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-II) = SILT FENCE
- (E-III) = SEDIMENT BASIN
- XX CU FT



PI = 117+81.33  
 Δ = 39°52'30" LT.  
 D = 6°00'00"  
 T = 346.39'  
 L = 664.58'  
 PC = 114+34.94  
 PT = 120+99.52  
 e = 0.096' /'  
 Ls = 350'

PI = 107+59.93  
 Δ = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090' /'  
 Ls = 350'

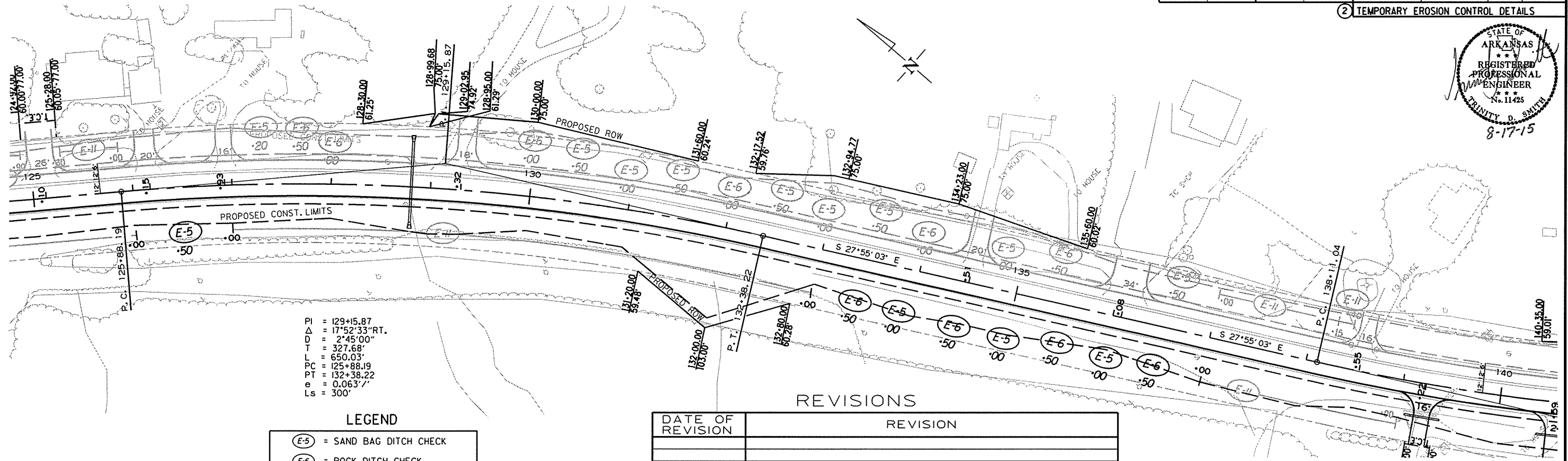
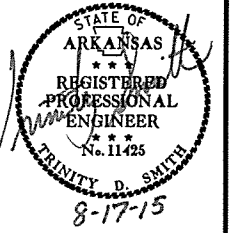
TEMPORARY EROSION CONTROL DETAILS  
 STAGE 2

6/25/2015

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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.		15	154

2 TEMPORARY EROSION CONTROL DETAILS

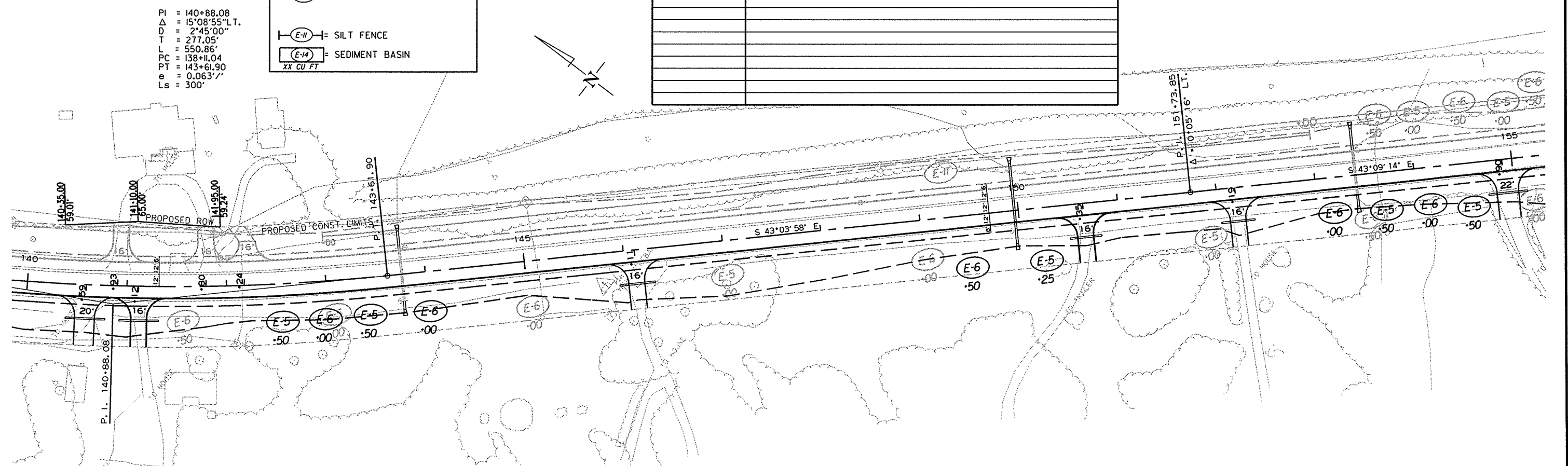


**LEGEND**

(E-5)	= SAND BAG DITCH CHECK
(E-6)	= ROCK DITCH CHECK
(E-11)	= SILT FENCE
(E-14)	= SEDIMENT BASIN

**REVISIONS**

DATE OF REVISION	REVISION



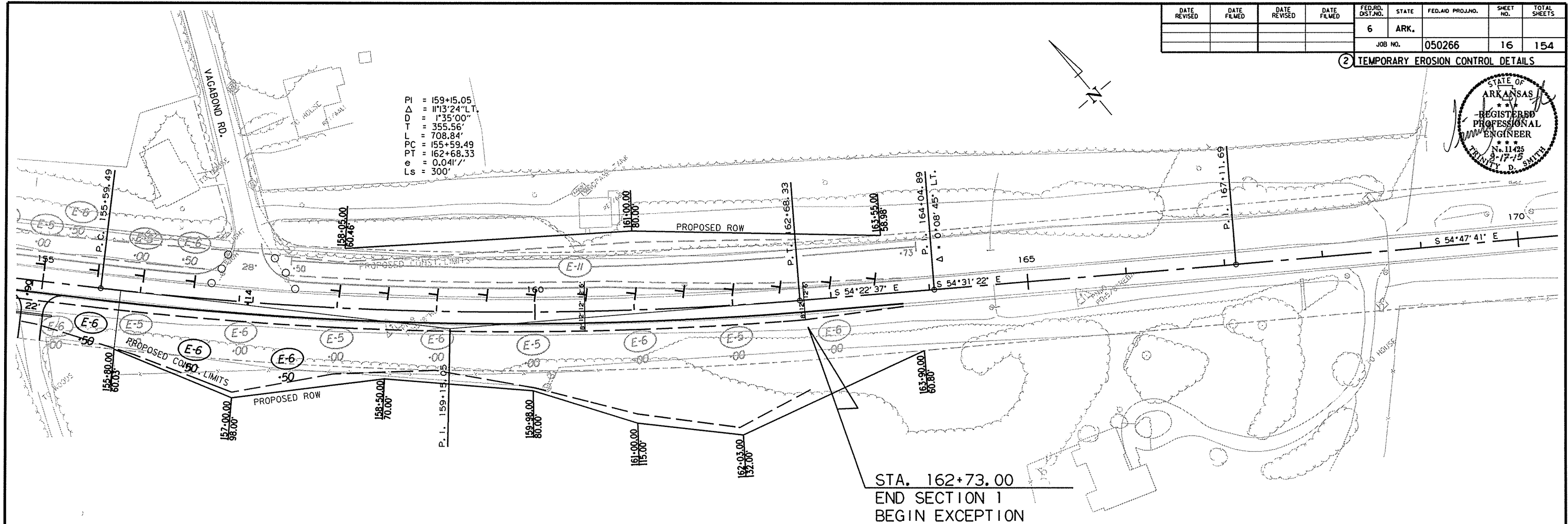
TEMPORARY EROSION CONTROL DETAILS  
STAGE 2

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		16	154

2 TEMPORARY EROSION CONTROL DETAILS



PI = 159+15.05  
 $\Delta$  = 11°13'24" L.T.  
 D = 1°35'00"  
 T = 355.56'  
 L = 708.84'  
 PC = 155+59.49  
 PT = 162+68.33  
 e = 0.041' /'  
 Ls = 300'



STA. 162+73.00  
 END SECTION 1  
 BEGIN EXCEPTION

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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



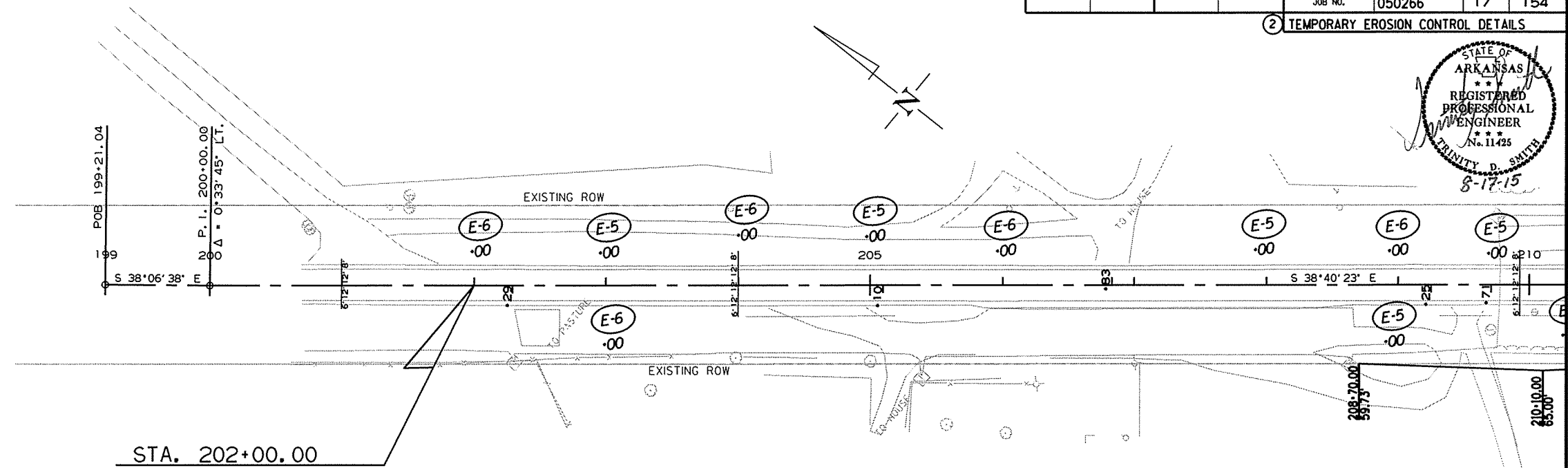
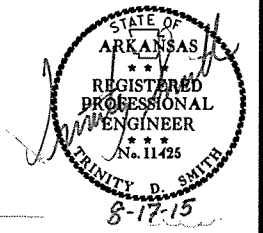
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 050266	17	154

SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.

STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.

STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

2 TEMPORARY EROSION CONTROL DETAILS



STA. 202+00.00  
 END EXCEPTION  
 BEGIN SECTION 2  
 LOG MILE: 14.00

LEGEND

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

REVISIONS

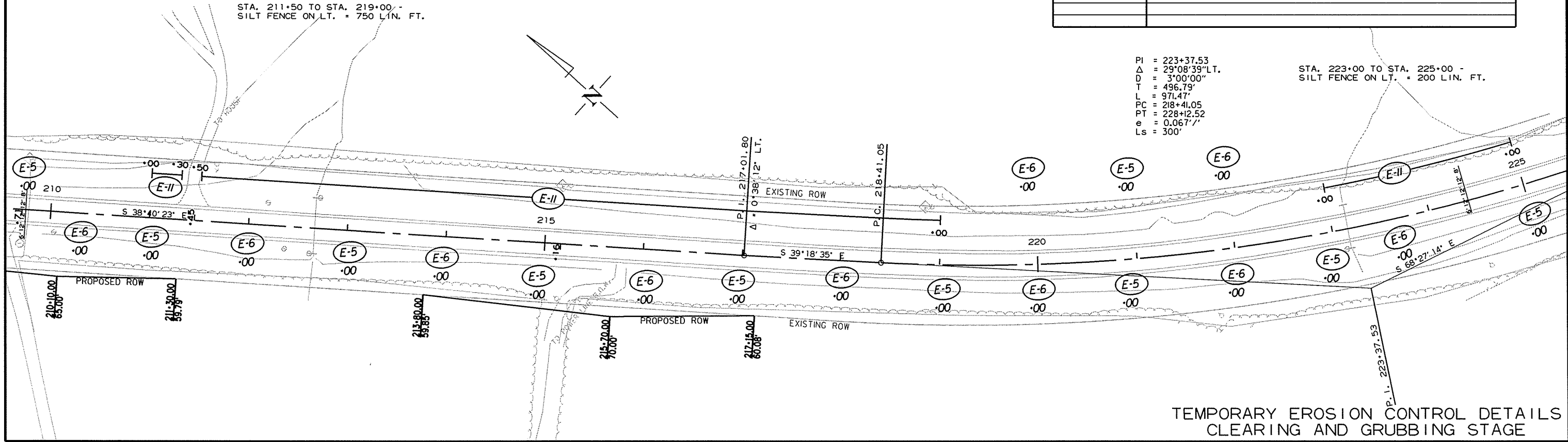
DATE OF REVISION	REVISION

STA. 211+00 TO STA. 211+30 -  
 SILT FENCE ON LT. = 30 LIN. FT.

STA. 211+50 TO STA. 219+00 -  
 SILT FENCE ON LT. = 750 LIN. FT.

STA. 223+00 TO STA. 225+00 -  
 SILT FENCE ON LT. = 200 LIN. FT.

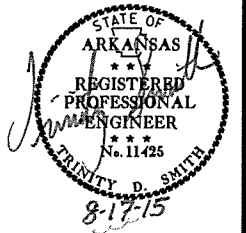
PI = 223+37.53  
 $\Delta$  = 29°08'39" LT.  
 D = 3°00'00"  
 T = 496.79'  
 L = 971.47'  
 PC = 218+41.05  
 PT = 228+12.52  
 e = 0.0677'  
 Ls = 300'



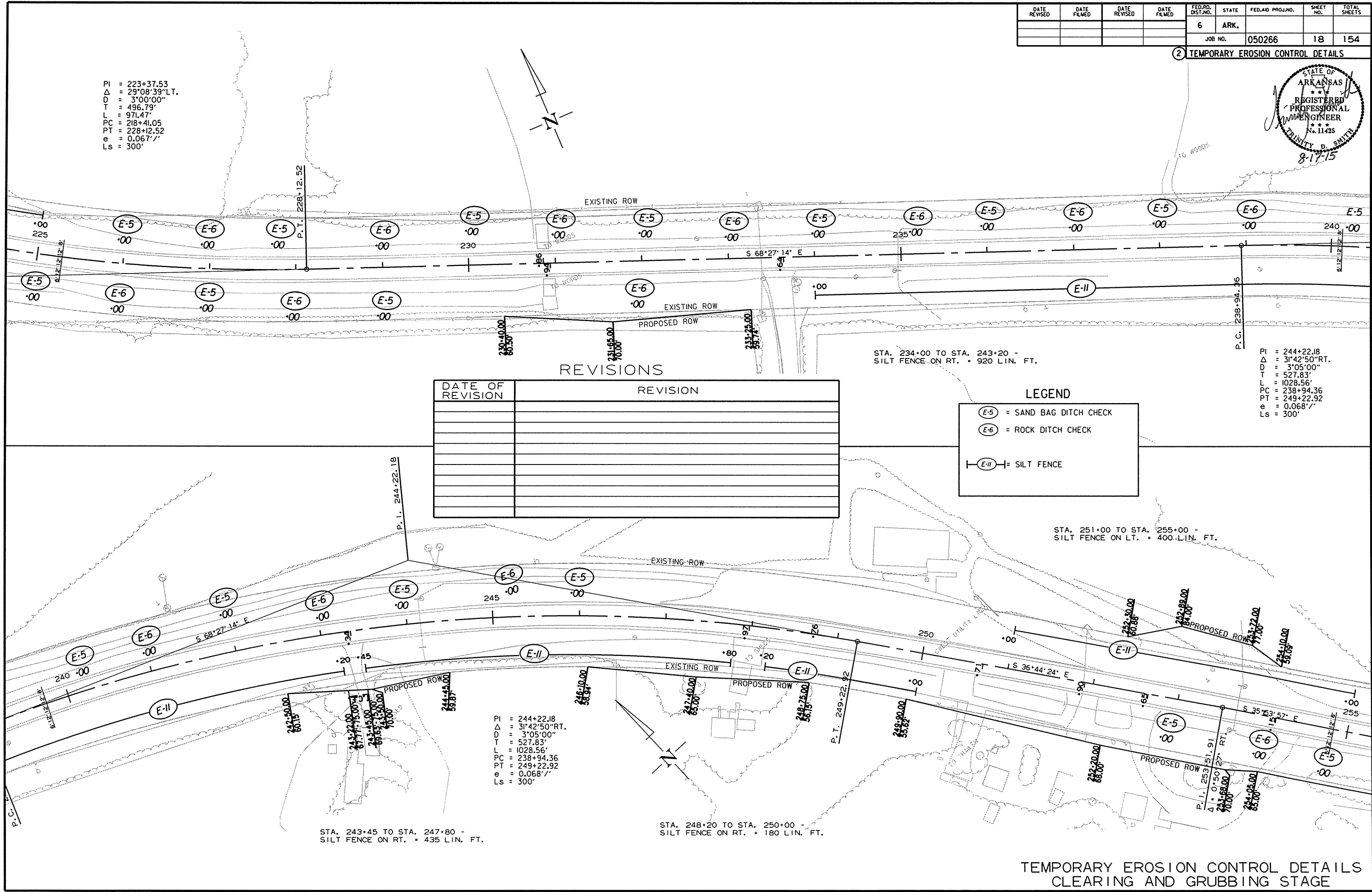
TEMPORARY EROSION CONTROL DETAILS  
 CLEARING AND GRUBBING STAGE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	050266	18	154

② TEMPORARY EROSION CONTROL DETAILS



PI = 223+37.53  
 Δ = 29°08'39"LT.  
 D = 3'00'00"  
 T = 496.79'  
 L = 971.47'  
 PC = 218+41.05  
 PT = 228+12.52  
 e = 0.067'/'  
 Ls = 300'



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-II) = SILT FENCE

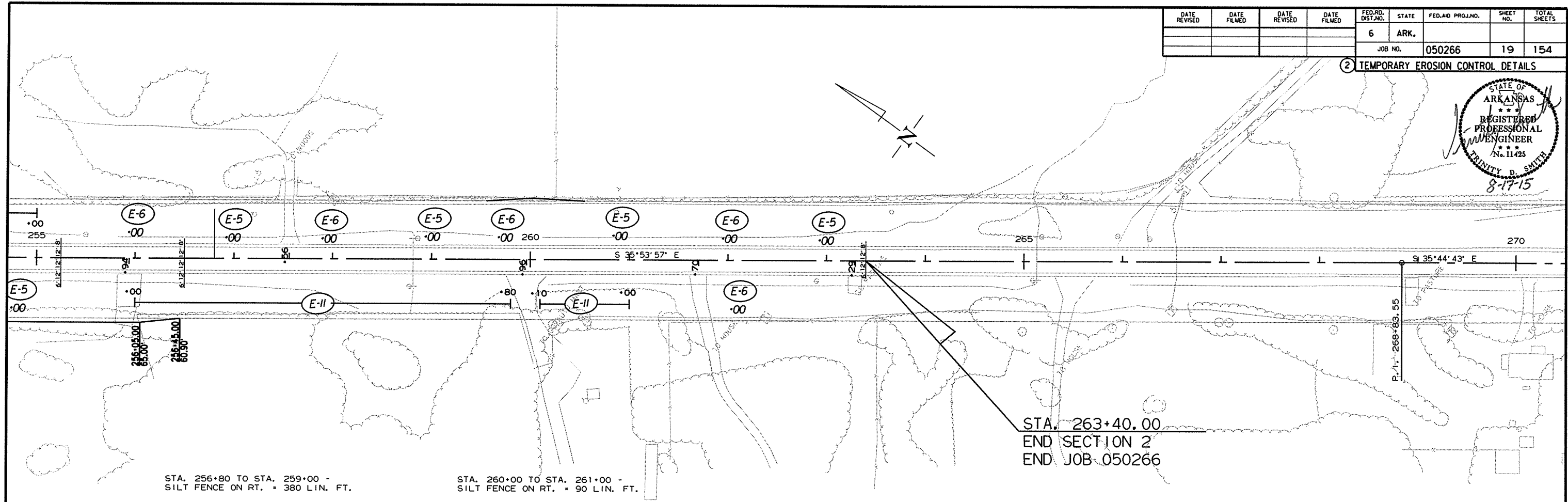
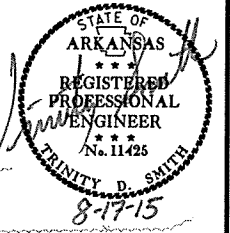
PI = 244+22.18  
 Δ = 31°42'50"RT.  
 D = 3'05'00"  
 T = 527.83'  
 L = 1028.56'  
 PC = 238+94.36  
 PT = 249+22.92  
 e = 0.068'/'  
 Ls = 300'

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TEMPORARY EROSION CONTROL DETAILS  
 CLEARING AND GRUBBING STAGE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		19	154

② TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

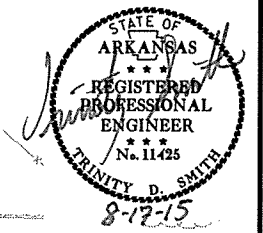
LEGEND

- = SAND BAG DITCH CHECK
- = ROCK DITCH CHECK
- = SILT FENCE

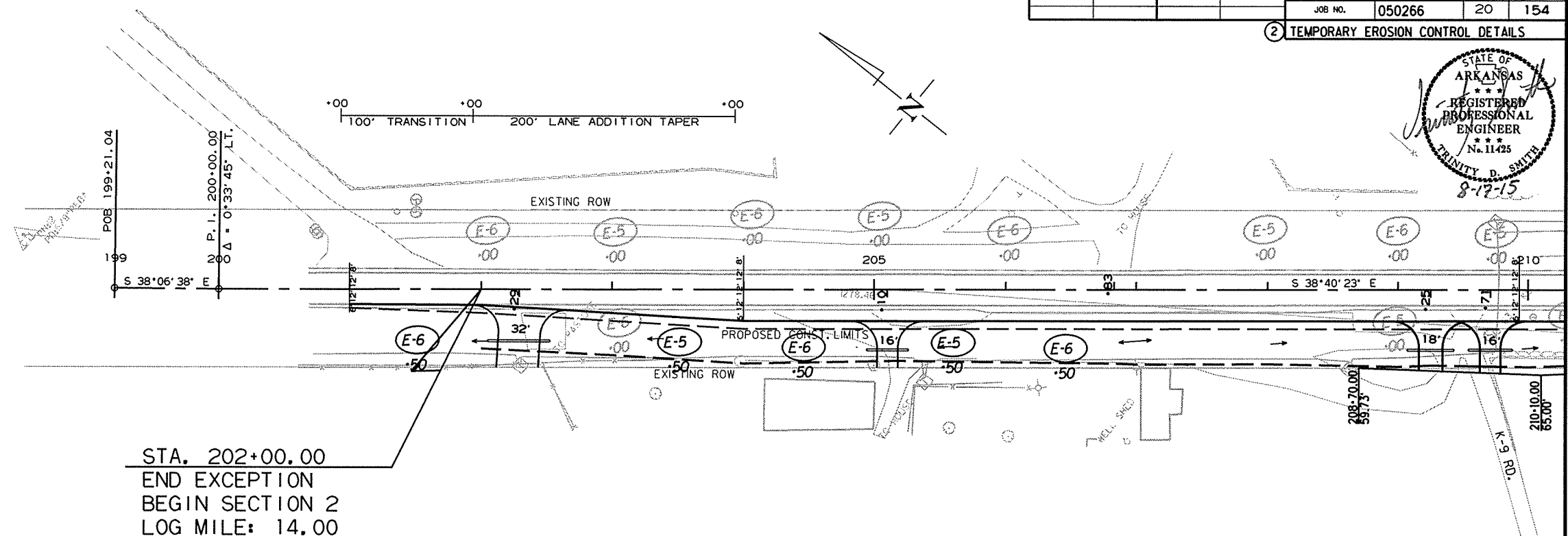
6/25/2015  
R050266.DCN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							20	154

② TEMPORARY EROSION CONTROL DETAILS



SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.  
 STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.



STA. 202+00.00  
 END EXCEPTION  
 BEGIN SECTION 2  
 LOG MILE: 14.00

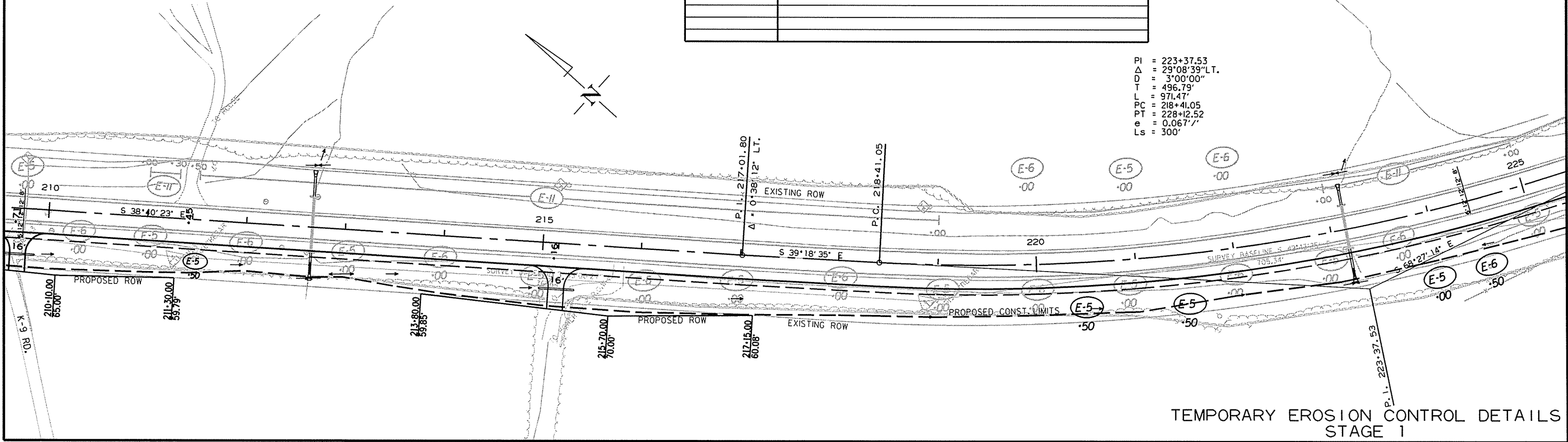
LEGEND

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

REVISIONS

DATE OF REVISION	REVISION

PI = 223+37.53  
 $\Delta$  = 29°08'39" LT.  
 D = 3'00'00"  
 T = 496.79'  
 L = 971.47'  
 PC = 218+41.05  
 PT = 228+12.52  
 e = 0.0677'  
 Ls = 300'

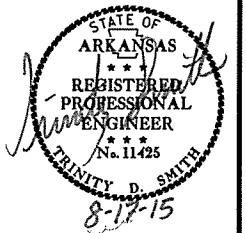


TEMPORARY EROSION CONTROL DETAILS  
 STAGE 1

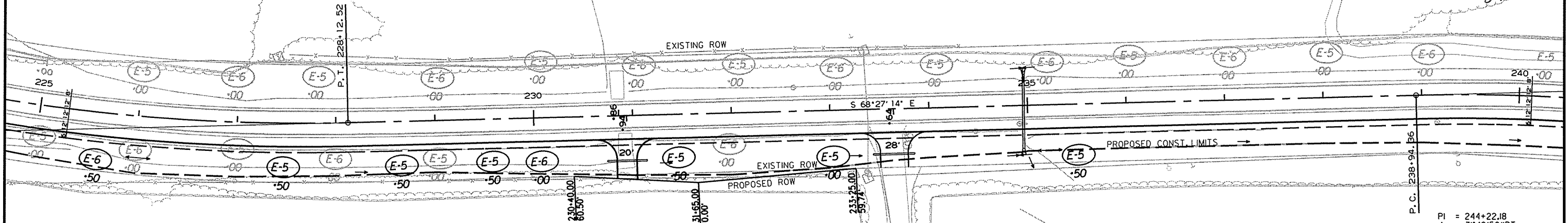
6/25/2015  
 R050266.DGN

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. 050266							21	154

2 TEMPORARY EROSION CONTROL DETAILS



PI = 223+37.53  
 Δ = 29°08'39"LT.  
 D = 3°00'00"  
 T = 496.79'  
 L = 971.47'  
 PC = 218+41.05  
 PT = 228+12.52  
 e = 0.067'/'  
 Ls = 300'



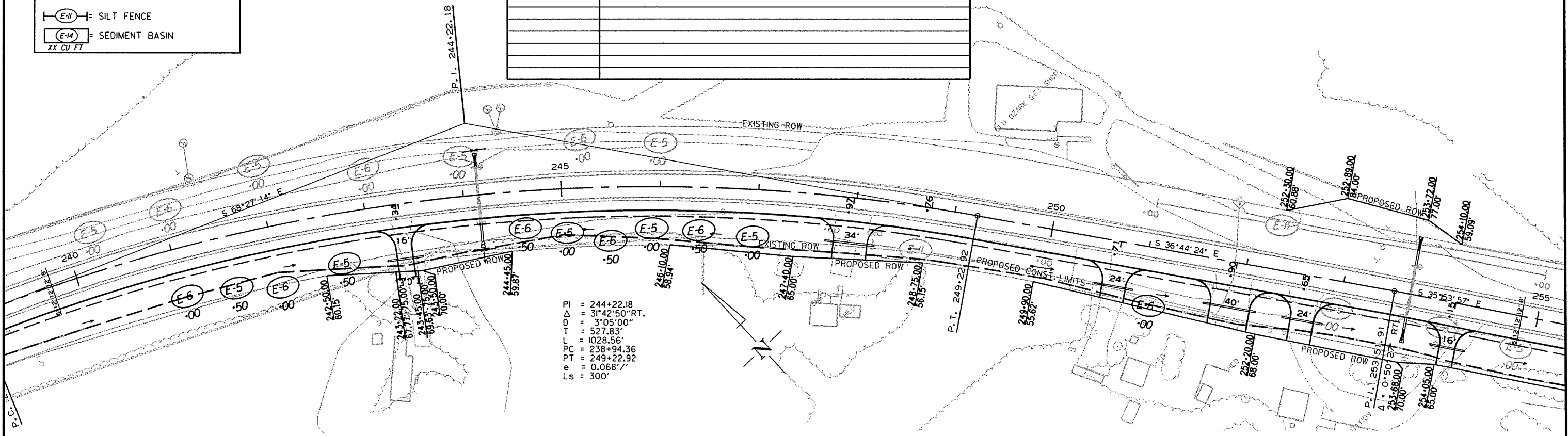
PI = 244+22.18  
 Δ = 31°42'50"RT.  
 D = 3°05'00"  
 T = 527.83'  
 L = 1028.56'  
 PC = 238+94.36  
 PT = 249+22.92  
 e = 0.068'/'  
 Ls = 300'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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



PI = 244+22.18  
 Δ = 31°42'50"RT.  
 D = 3°05'00"  
 T = 527.83'  
 L = 1028.56'  
 PC = 238+94.36  
 PT = 249+22.92  
 e = 0.068'/'  
 Ls = 300'

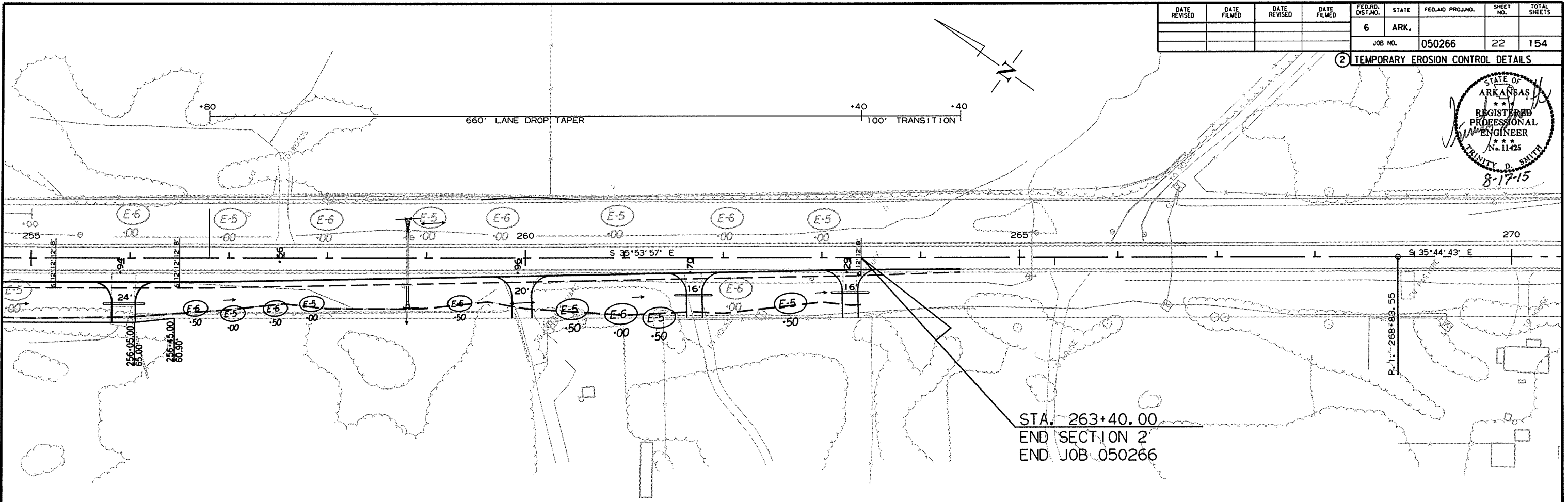
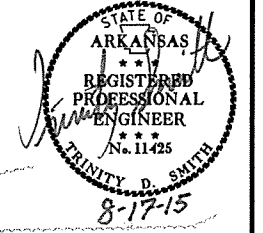
6/25/2015

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TEMPORARY EROSION CONTROL DETAILS  
 STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		22	154

② TEMPORARY EROSION CONTROL DETAILS



STA. 263+40.00  
 END SECTION 2  
 END JOB 050266

LEGEND

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

REVISIONS

DATE OF REVISION	REVISION

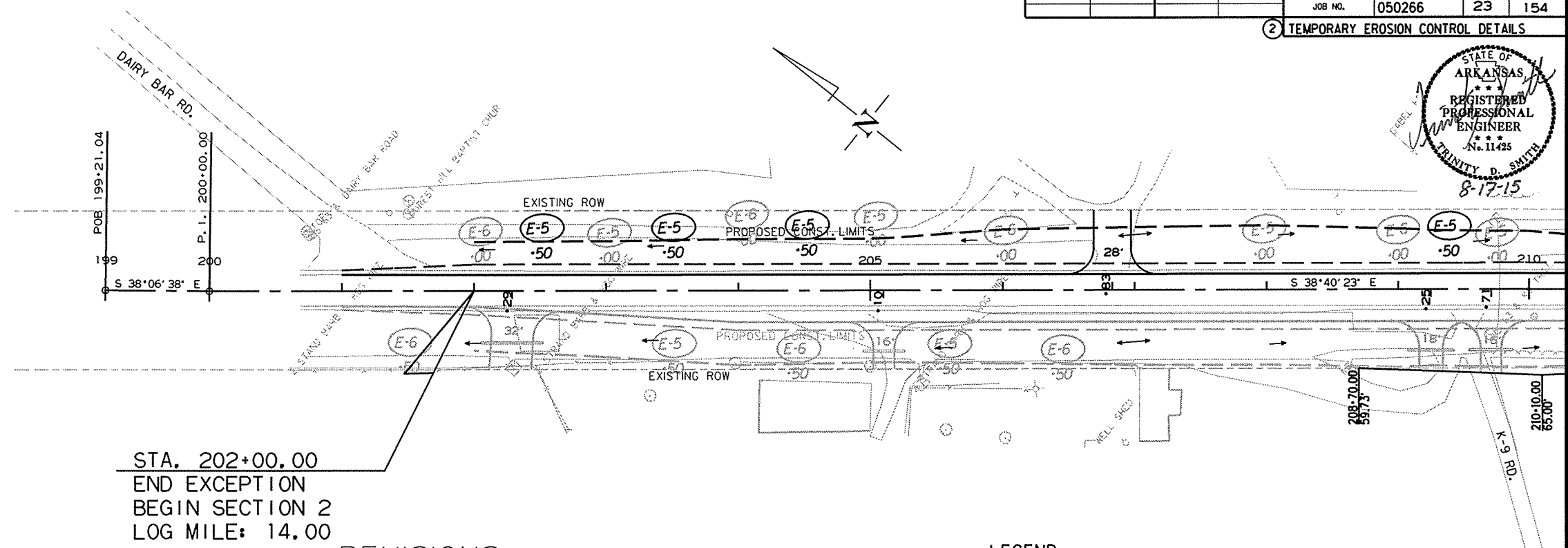
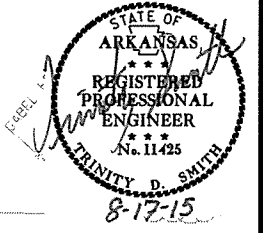
6/25/2015

R050266.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. 050266							23	154

② TEMPORARY EROSION CONTROL DETAILS

SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.  
 STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.



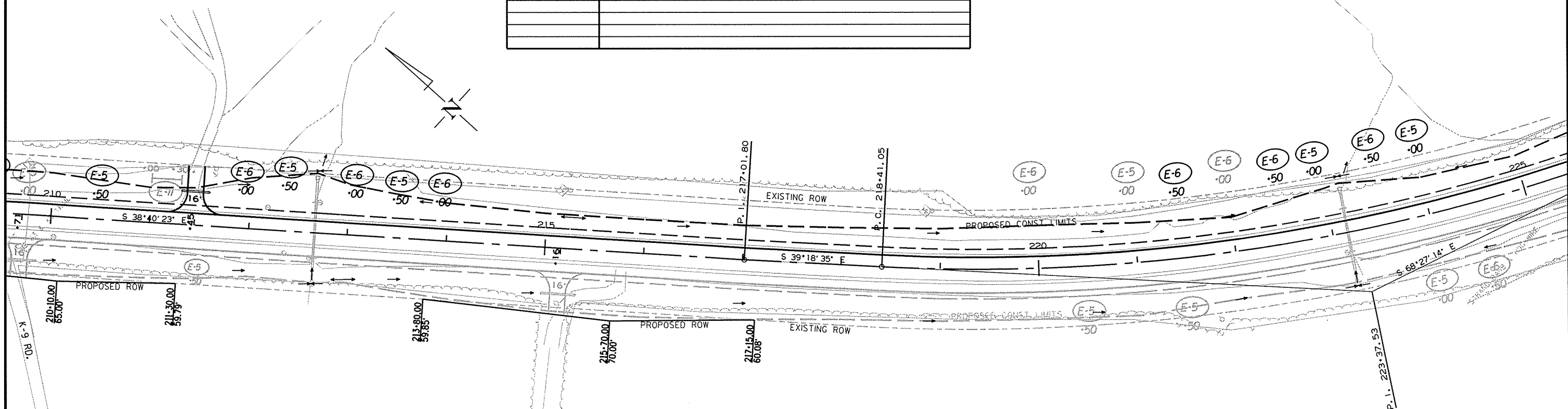
STA. 202+00.00  
 END EXCEPTION  
 BEGIN SECTION 2  
 LOG MILE: 14.00

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

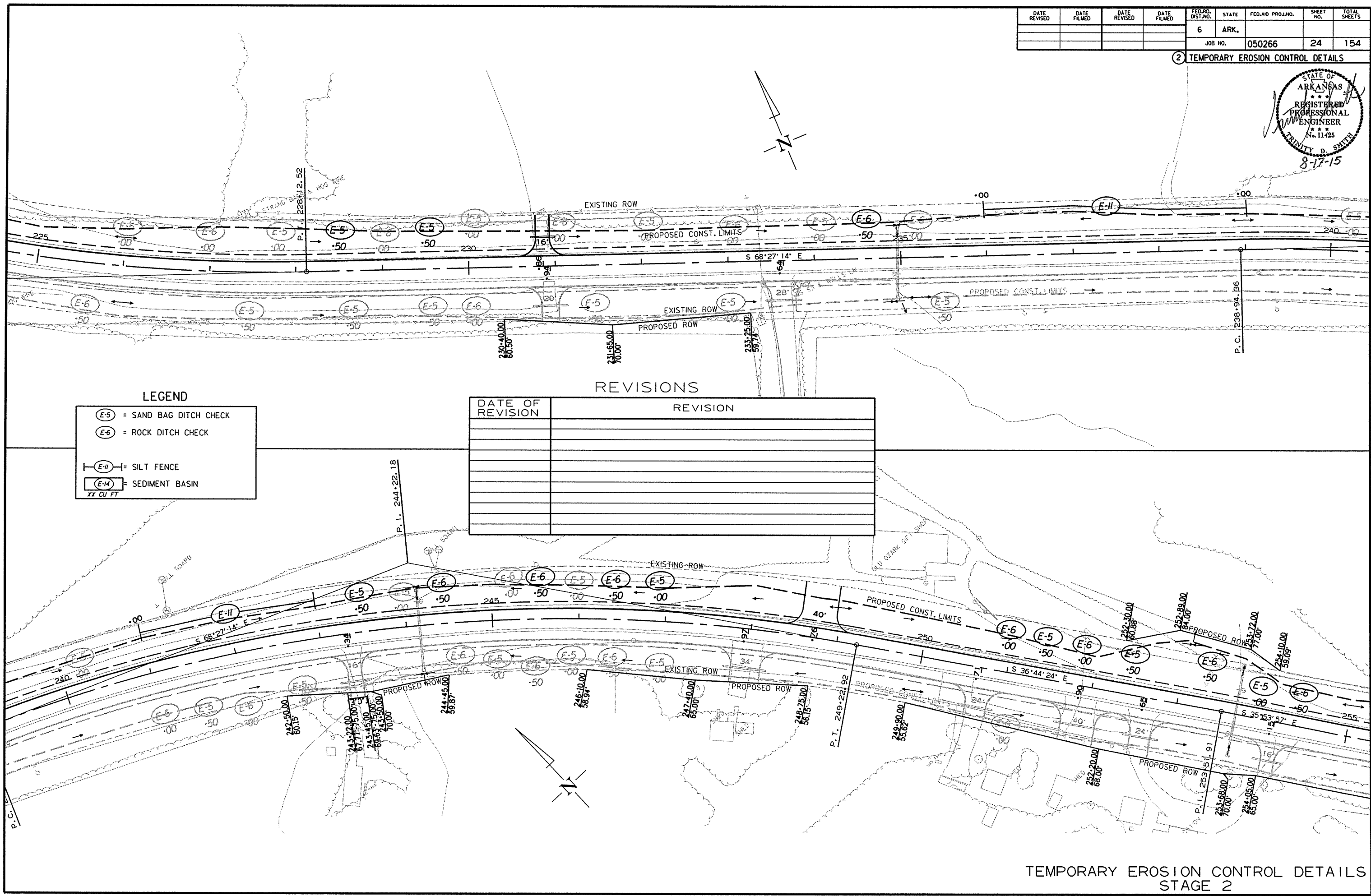


TEMPORARY EROSION CONTROL DETAILS  
 STAGE 2

6/25/2015  
 R050266.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.	050266		24	154

② TEMPORARY EROSION CONTROL DETAILS



LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-II) = SILT FENCE
- (E-III) = SEDIMENT BASIN
- XX CU FT

REVISIONS

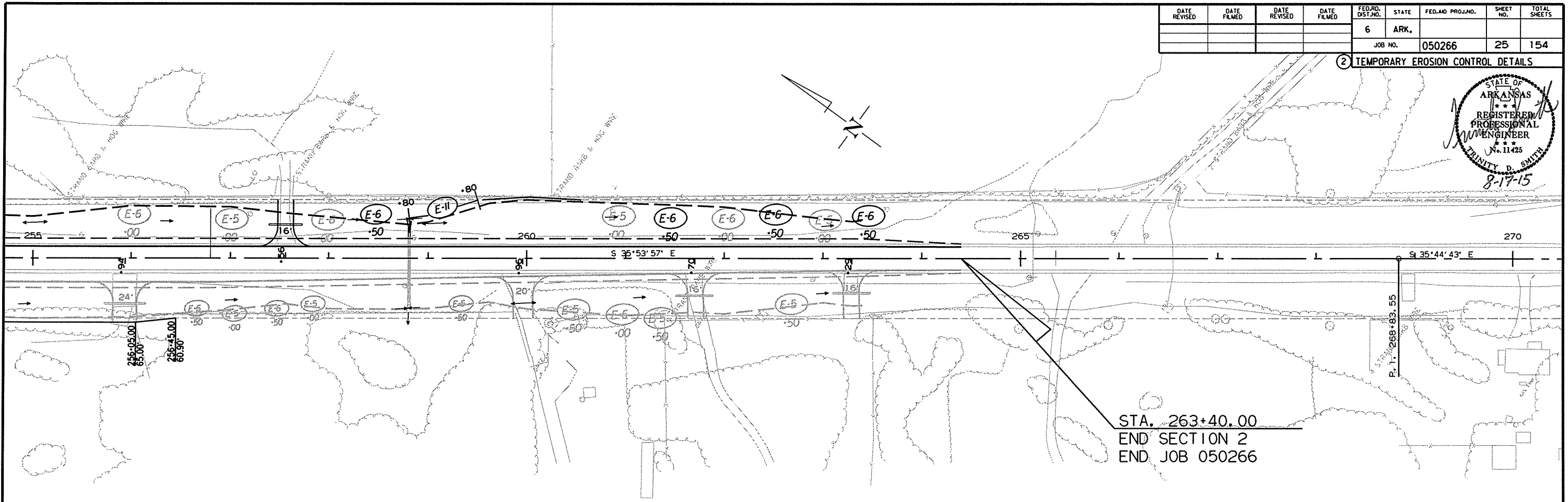
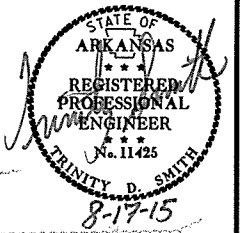
DATE OF REVISION	REVISION

6/25/2015  
R050266.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.	050266		25	154

② TEMPORARY EROSION CONTROL DETAILS



STA. 263+40.00  
 END SECTION 2  
 END JOB 050266

REVISIONS

DATE OF REVISION	REVISION

LEGEND

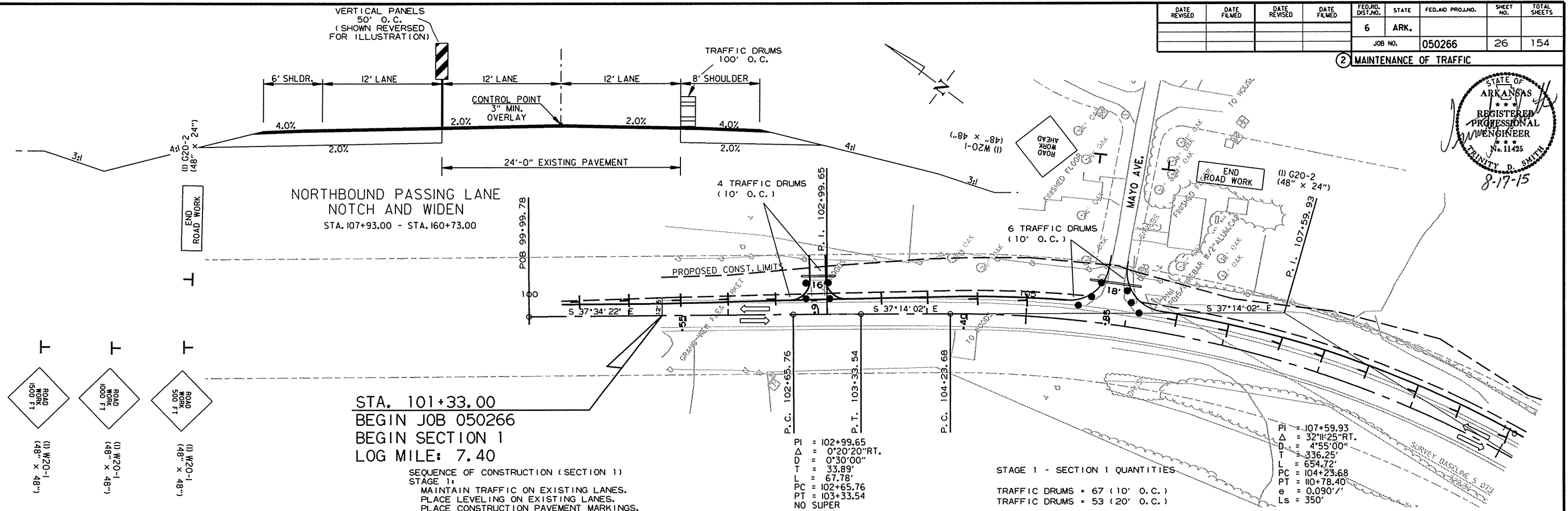
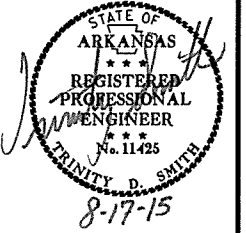
- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN  
XX CU FT

6/25/2015

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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. 050266							26	154

② MAINTENANCE OF TRAFFIC



STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.40

SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.

STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.

STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

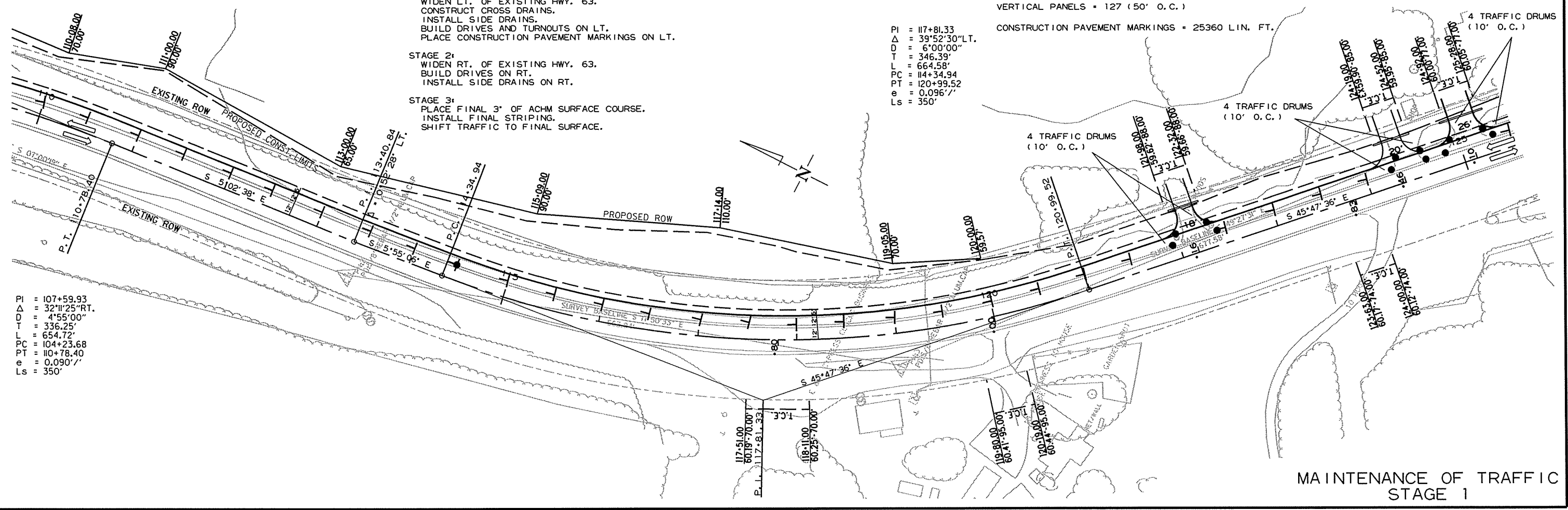
PI = 102+99.65  
 Δ = 0°20'20" RT.  
 D = 0°30'00"  
 T = 33.89'  
 L = 67.78'  
 PC = 102+65.76  
 PT = 103+33.54  
 NO SUPER

STAGE 1 - SECTION 1 QUANTITIES

TRAFFIC DRUMS = 67 (10' O.C.)  
 TRAFFIC DRUMS = 53 (20' O.C.)

VERTICAL PANELS = 127 (50' O.C.)

CONSTRUCTION PAVEMENT MARKINGS = 25360 LIN. FT.



PI = 107+59.93  
 Δ = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090' /'  
 Ls = 350'

PI = 117+81.33  
 Δ = 39°52'30" LT.  
 D = 6°00'00"  
 T = 346.39'  
 L = 664.58'  
 PC = 114+34.94  
 PT = 120+99.52  
 e = 0.096' /'  
 Ls = 350'

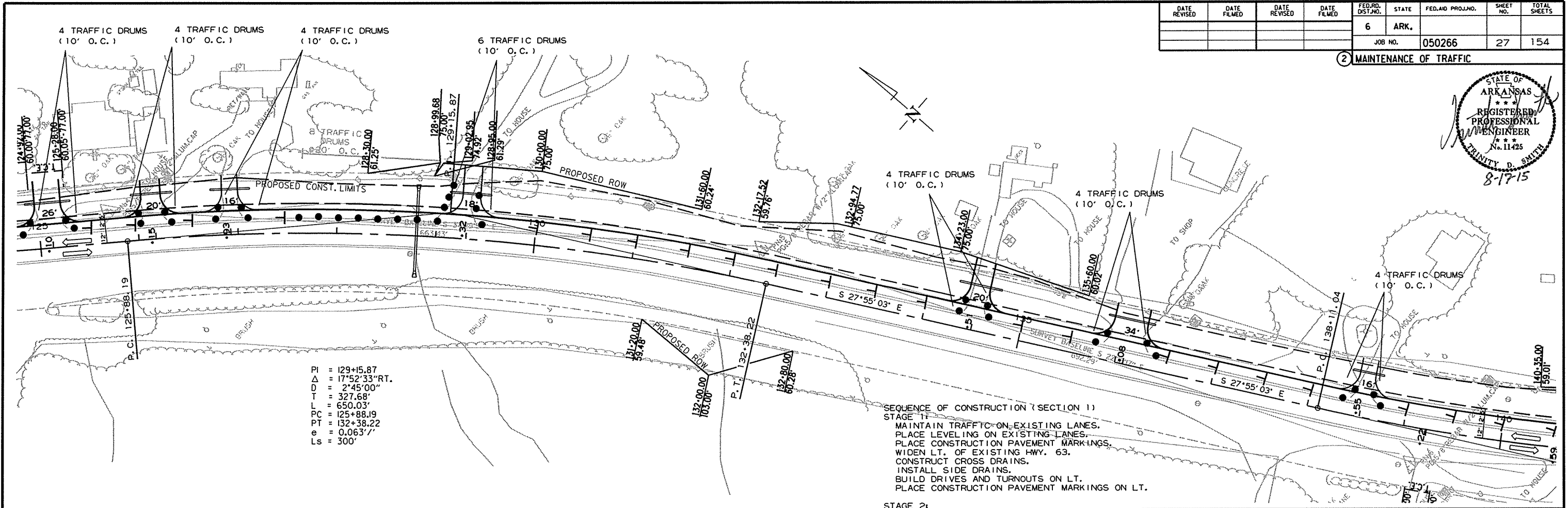
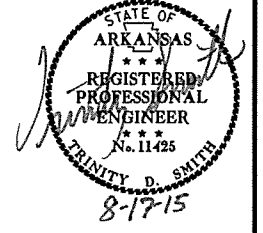
4/10/2015

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MAINTENANCE OF TRAFFIC  
 STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		27	154

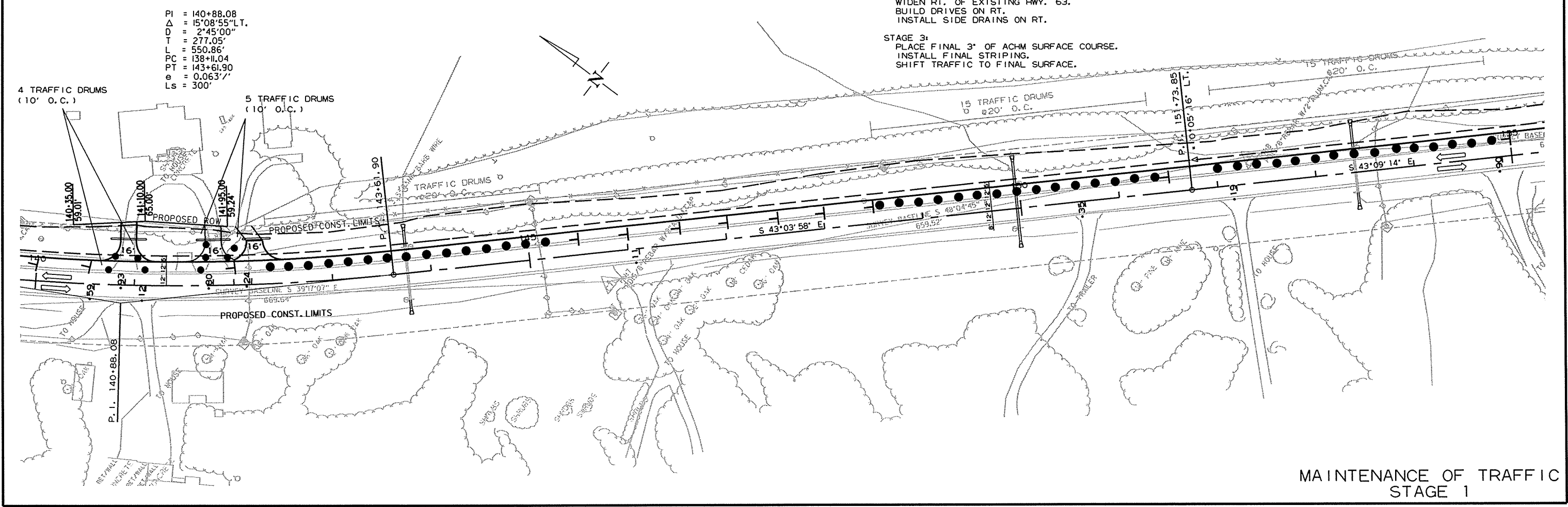
② MAINTENANCE OF TRAFFIC



SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.

STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.

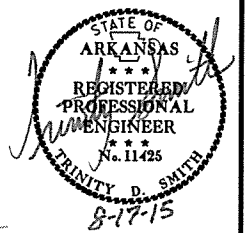
STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.



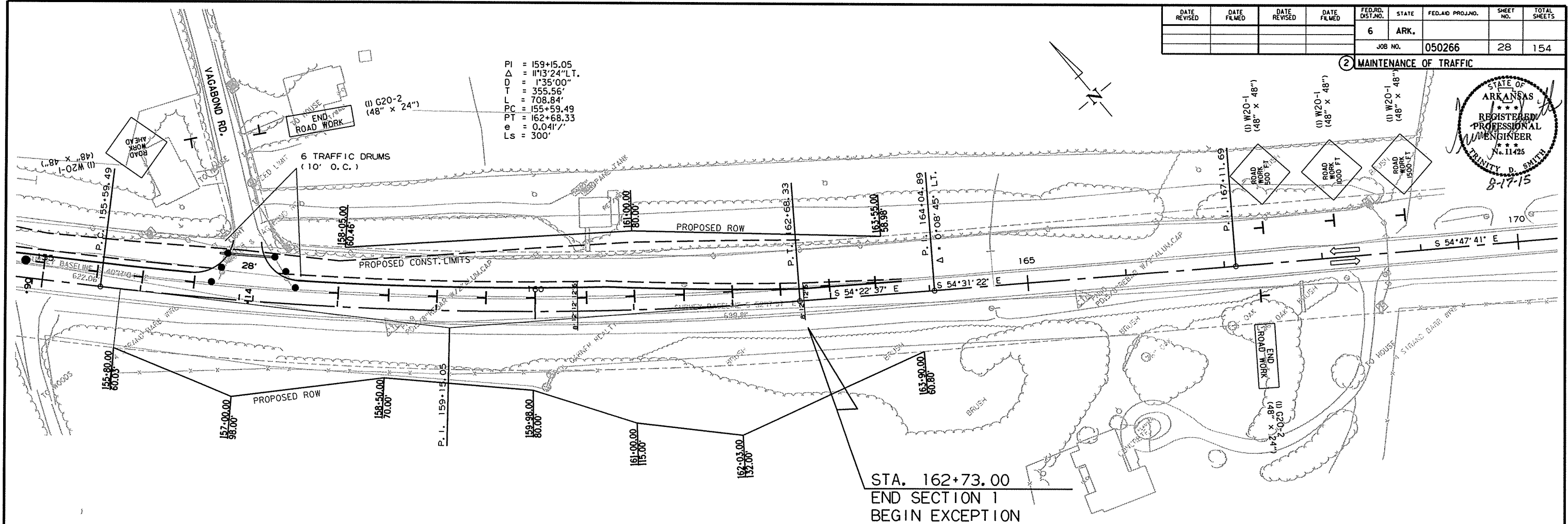
MAINTENANCE OF TRAFFIC  
 STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		28	154

2 MAINTENANCE OF TRAFFIC



PI = 159+15.05  
 Δ = 11°13'24" LT.  
 D = 1'35'00"  
 T = 355.56'  
 L = 708.84'  
 PC = 155+59.49  
 PT = 162+68.33  
 e = 0.041' /'  
 Ls = 300'



- SEQUENCE OF CONSTRUCTION (SECTION 1)
- STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.
- STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.
- STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

STA. 162+73.00  
 END SECTION 1  
 BEGIN EXCEPTION

4/10/2015

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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.	050266
							SHEET NO.	29
							TOTAL SHEETS	154

STAGE 2 - SECTION 1 QUANTITIES

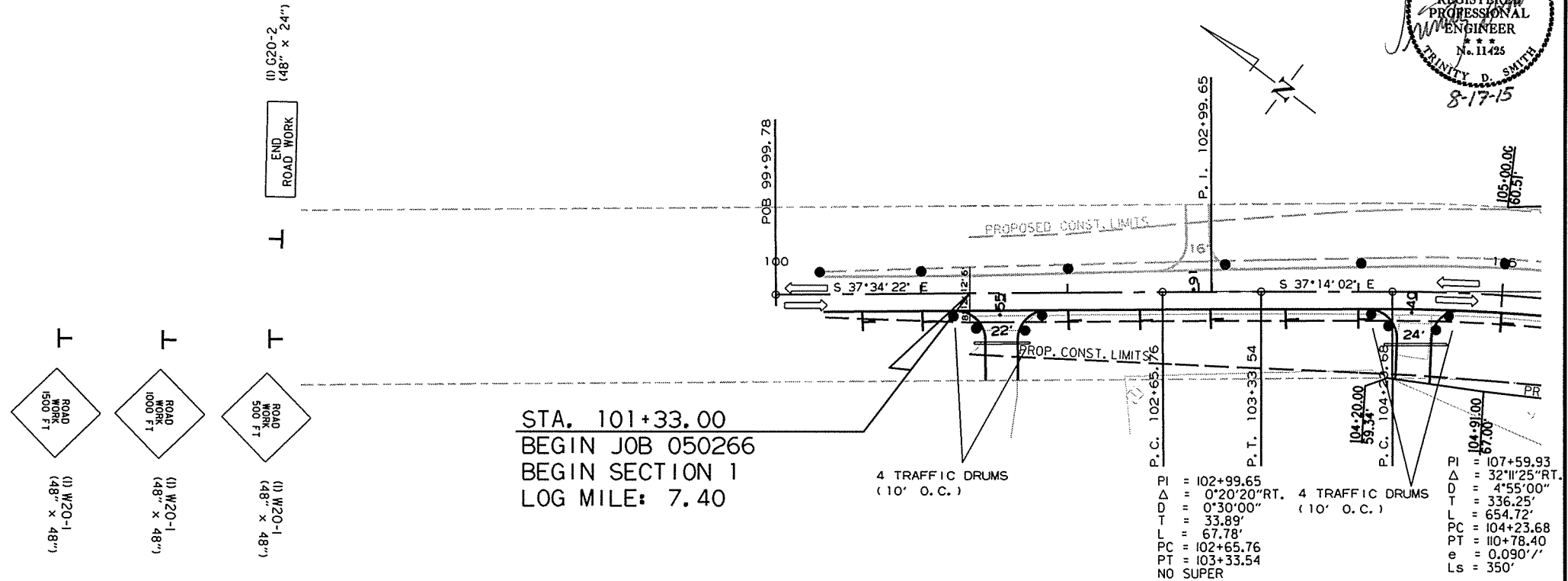
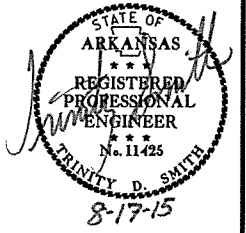
- TRAFFIC DRUMS = (10' O.C.)
- TRAFFIC DRUMS = (20' O.C.)
- TRAFFIC DRUMS = 63 (100' O.C.)
- VERTICAL PANELS = 127 (50' O.C.)

② MAINTENANCE OF TRAFFIC

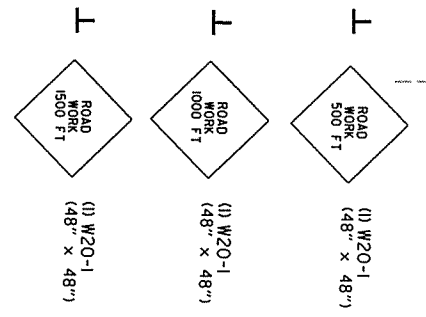
SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.

STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.

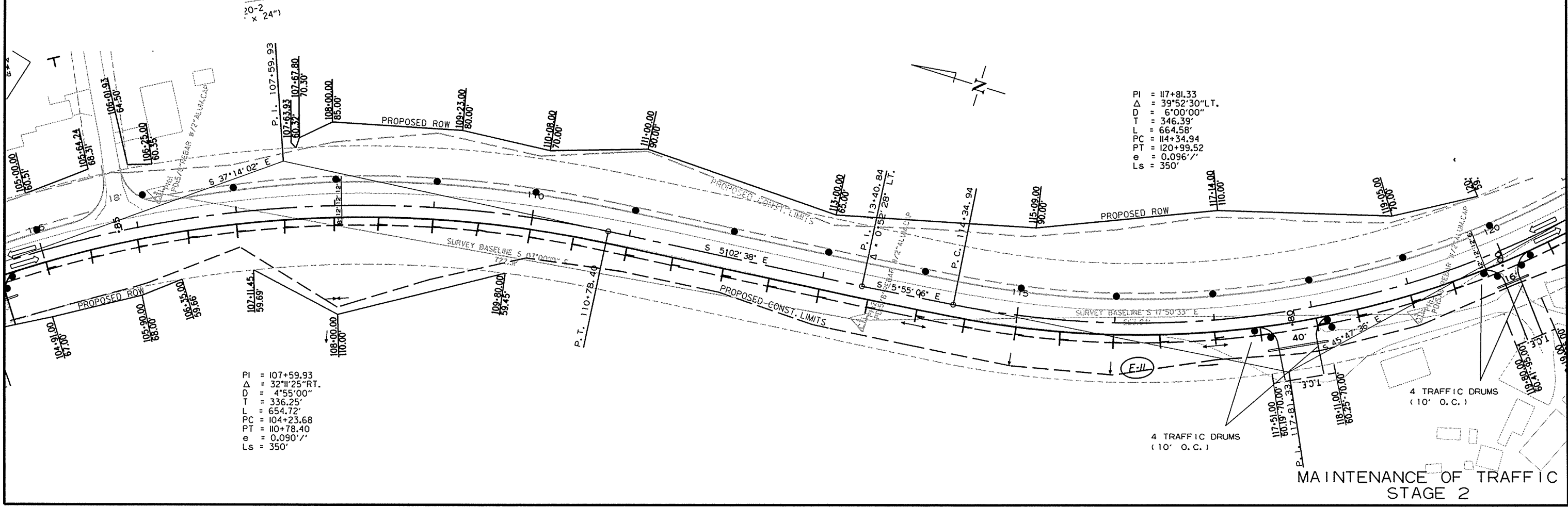
STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.



STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.40

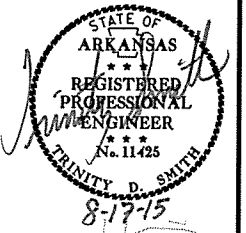


(1) C20-2 (48' x 24')

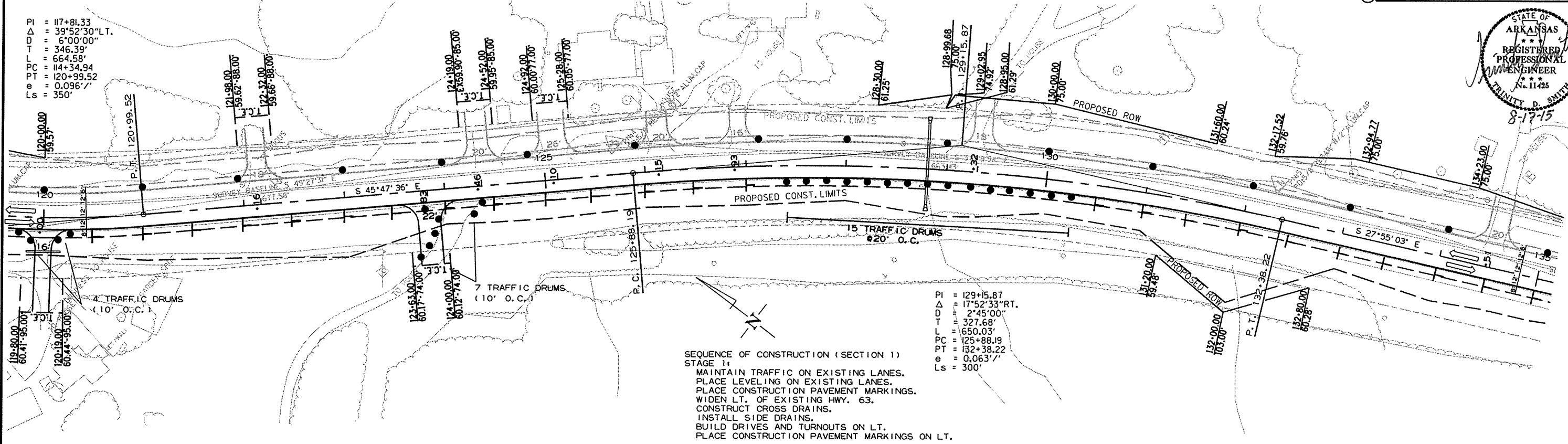


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							30	154

② MAINTENANCE OF TRAFFIC



PI = 117+81.33  
 $\Delta$  = 39°52'30" LT.  
D = 6°00'00"  
T = 346.39'  
L = 664.58'  
PC = 114+34.94  
PT = 120+99.52  
e = 0.096'/'  
Ls = 350'

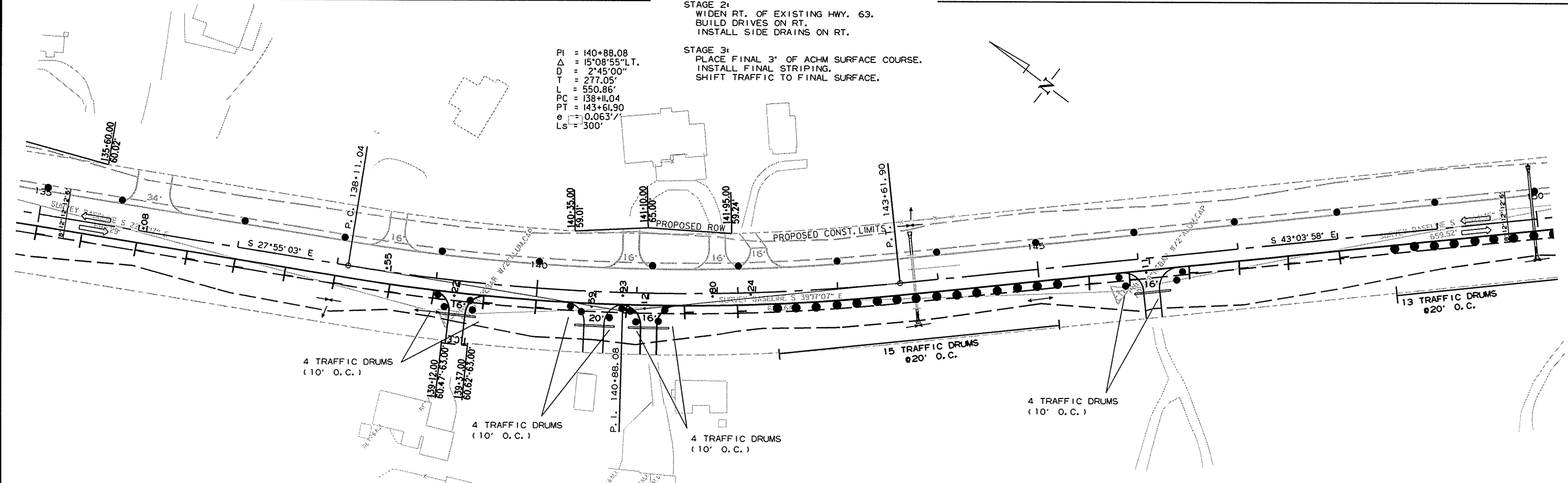


SEQUENCE OF CONSTRUCTION (SECTION 1)  
**STAGE 1:**  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.

**STAGE 2:**  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.

**STAGE 3:**  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

PI = 140+88.08  
 $\Delta$  = 15°08'55" LT.  
D = 2°45'00"  
T = 277.05'  
L = 550.86'  
PC = 138+11.04  
PT = 143+61.90  
e = 0.063'/'  
Ls = 300'



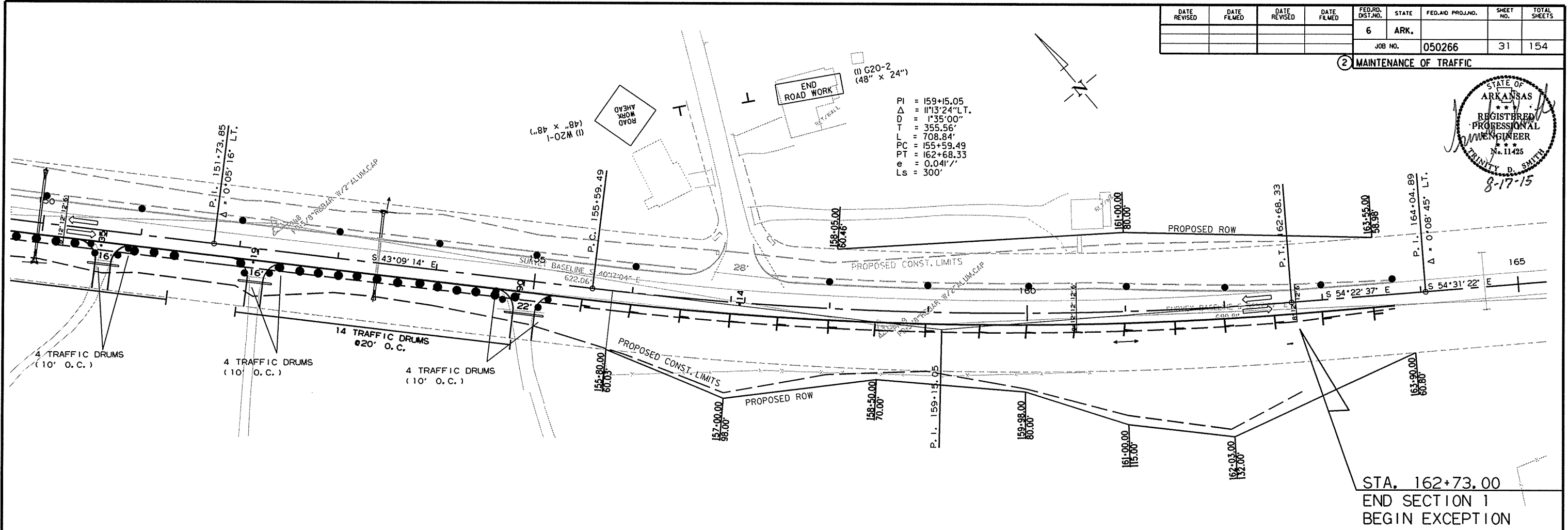
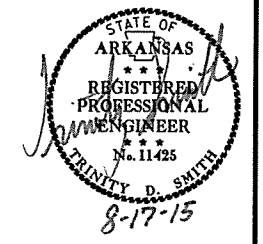
MAINTENANCE OF TRAFFIC  
 STAGE 2

4/10/2015

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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. 050266							31	154

② MAINTENANCE OF TRAFFIC



- SEQUENCE OF CONSTRUCTION (SECTION 1)
- STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.
- STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.
- STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

4/10/2015  
 R050266.DGN

MAINTENANCE OF TRAFFIC  
 STAGE 2

SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.

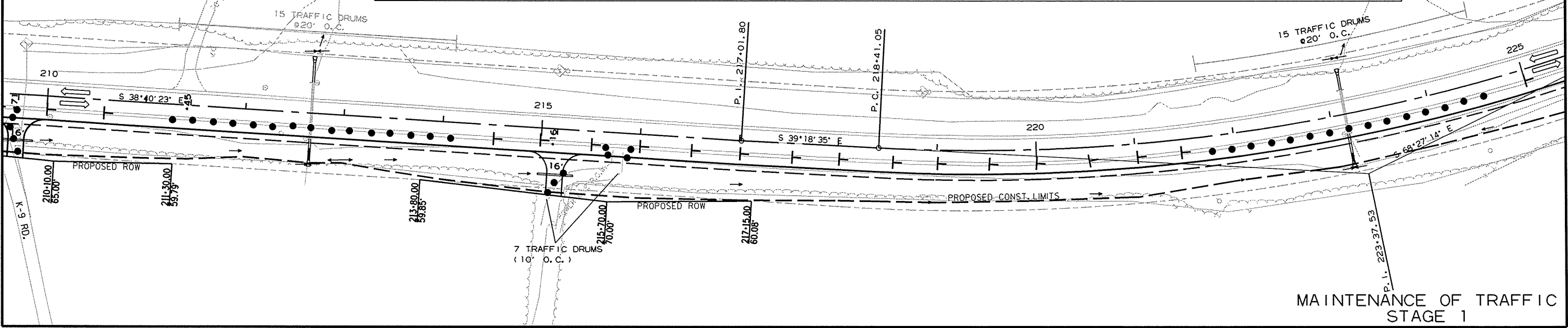
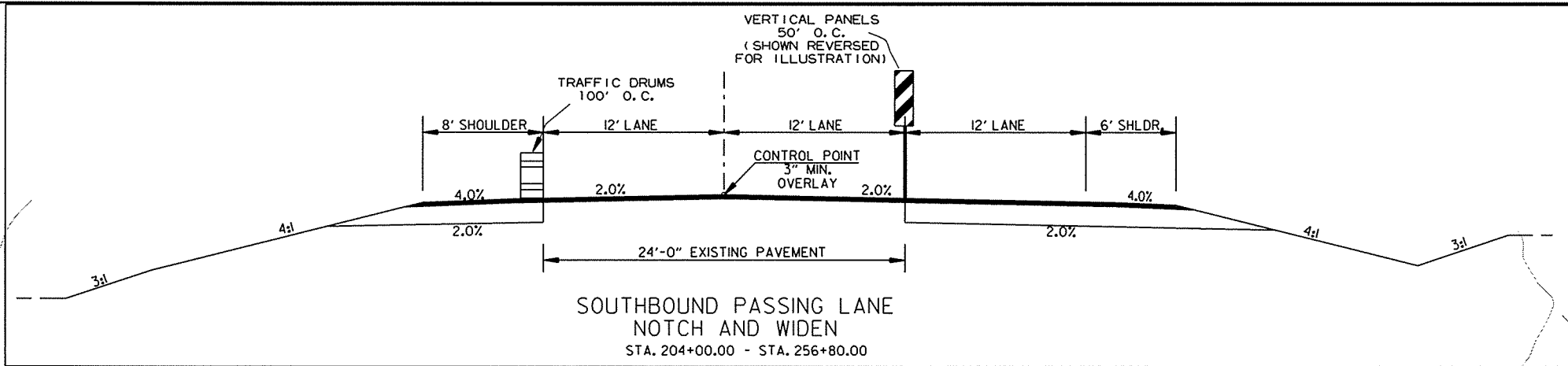
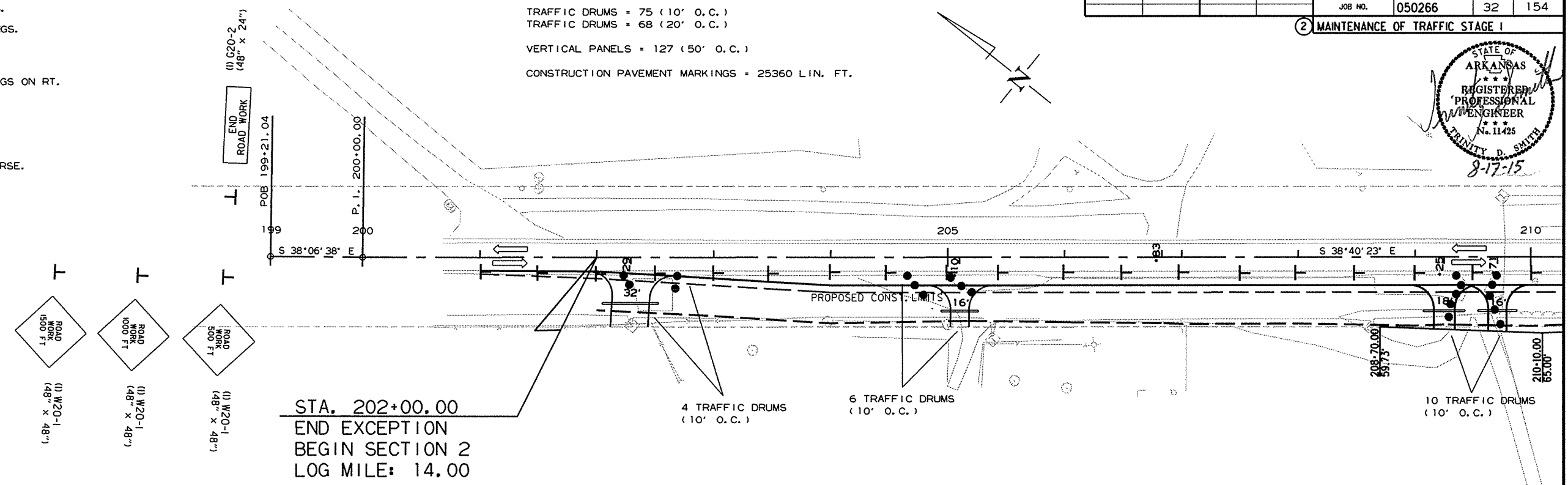
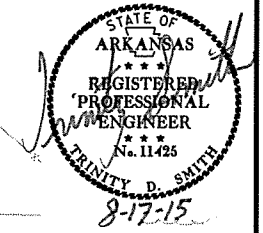
STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.

STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

STAGE 1 - SECTION 2 QUANTITIES  
 TRAFFIC DRUMS = 75 (10' O.C.)  
 TRAFFIC DRUMS = 68 (20' O.C.)  
 VERTICAL PANELS = 127 (50' O.C.)  
 CONSTRUCTION PAVEMENT MARKINGS = 25360 LIN. FT.

DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.		32	154

2 MAINTENANCE OF TRAFFIC STAGE 1



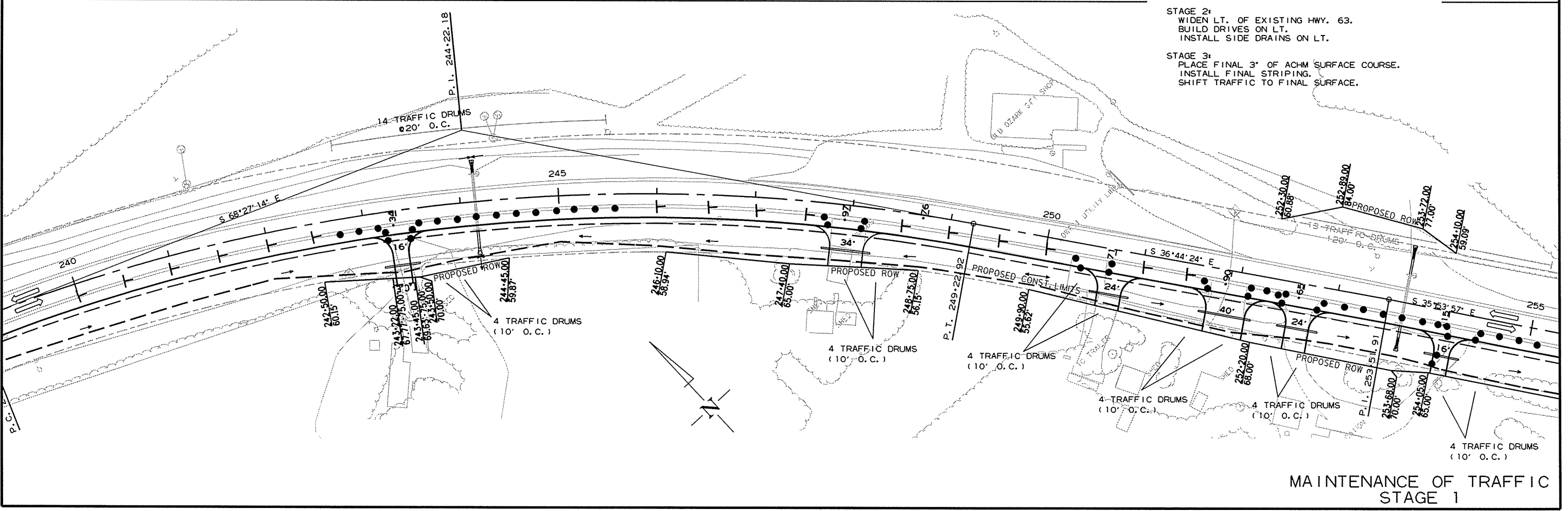
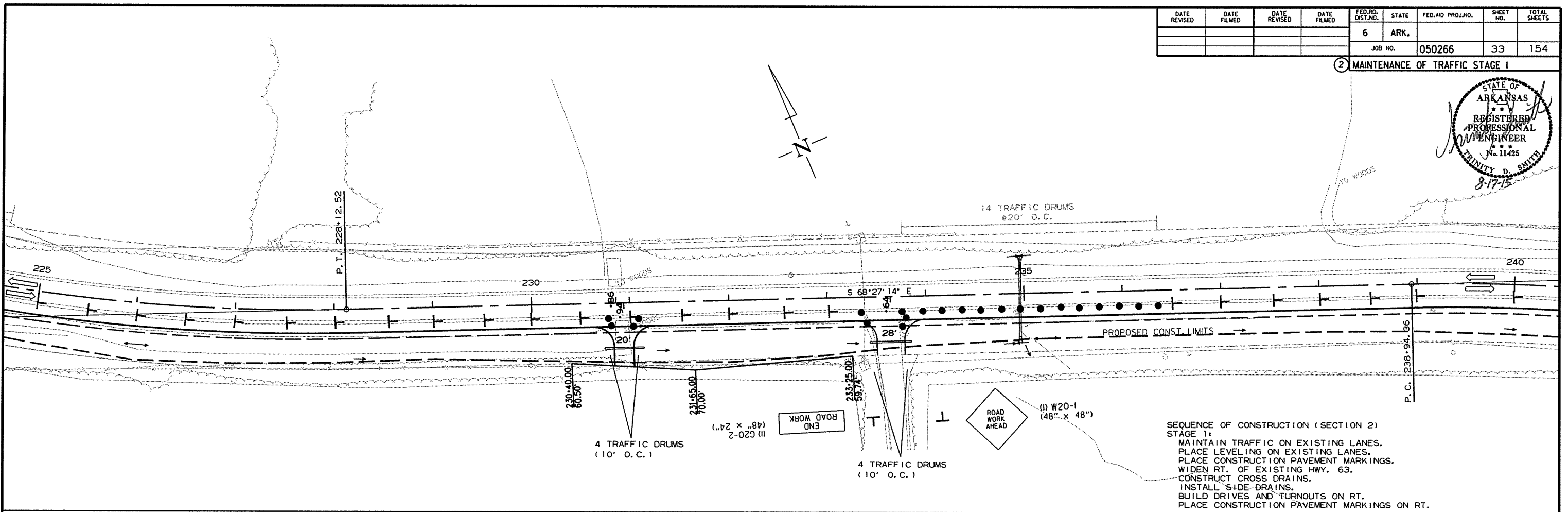
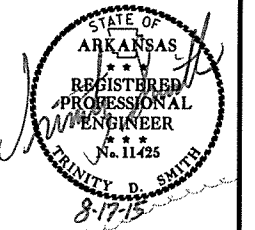
MAINTENANCE OF TRAFFIC STAGE 1

4/10/2015  
 R050266.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. 050266							33	154

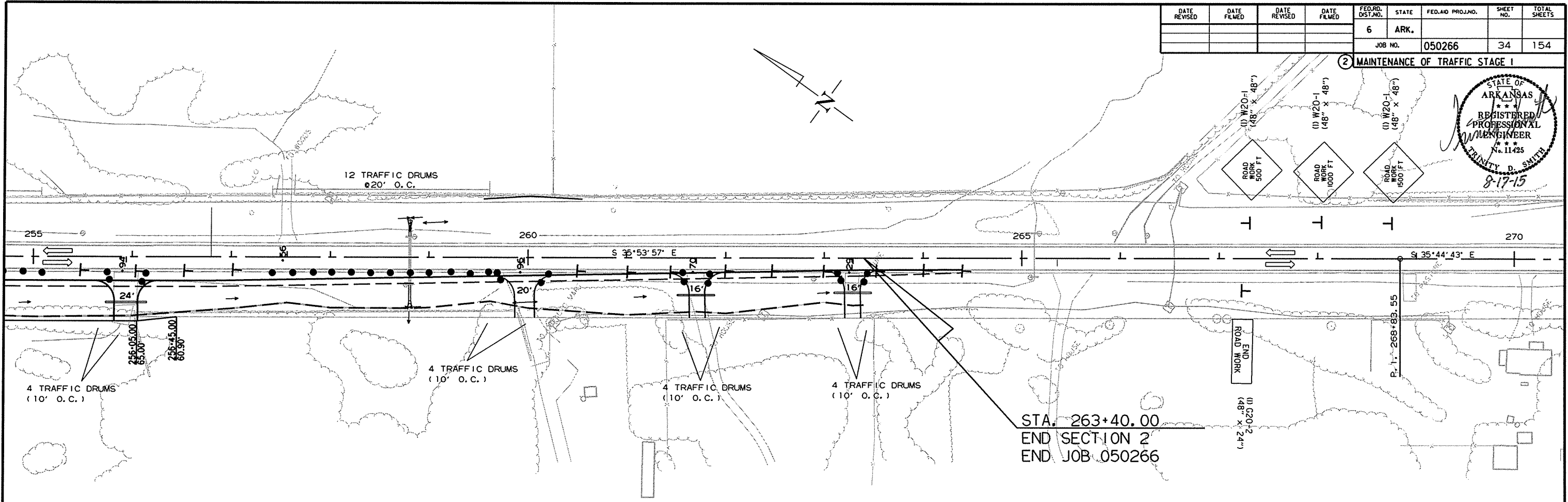
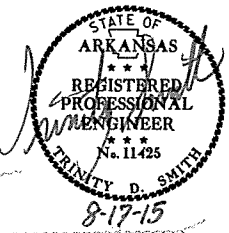
② MAINTENANCE OF TRAFFIC STAGE I



4/10/2015  
R050266.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.	050266		34	154

② MAINTENANCE OF TRAFFIC STAGE 1



STA. 263+40.00  
 END SECTION 2  
 END JOB 050266

SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.

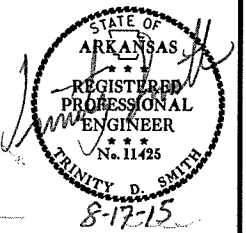
STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.

STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

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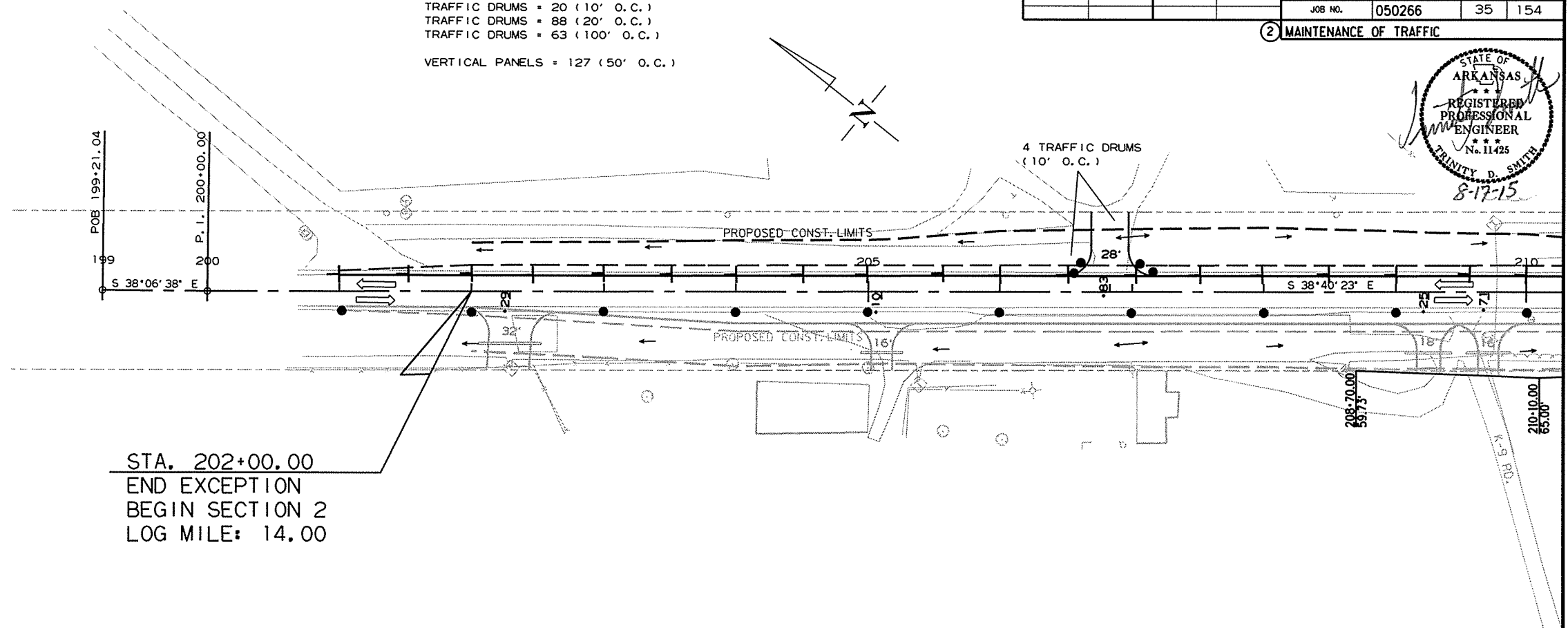
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							35	154

② MAINTENANCE OF TRAFFIC

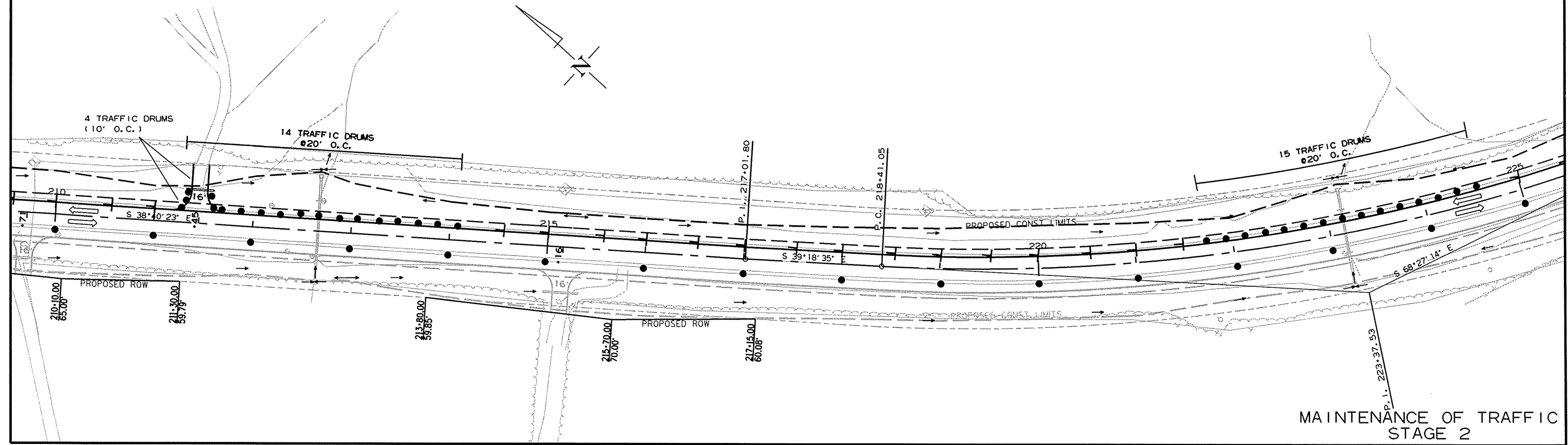


SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.  
 STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

STAGE 2 - SECTION 2 QUANTITIES  
 TRAFFIC DRUMS = 20 (10' O.C.)  
 TRAFFIC DRUMS = 88 (20' O.C.)  
 TRAFFIC DRUMS = 63 (100' O.C.)  
 VERTICAL PANELS = 127 (50' O.C.)



STA. 202+00.00  
 END EXCEPTION  
 BEGIN SECTION 2  
 LOG MILE: 14.00



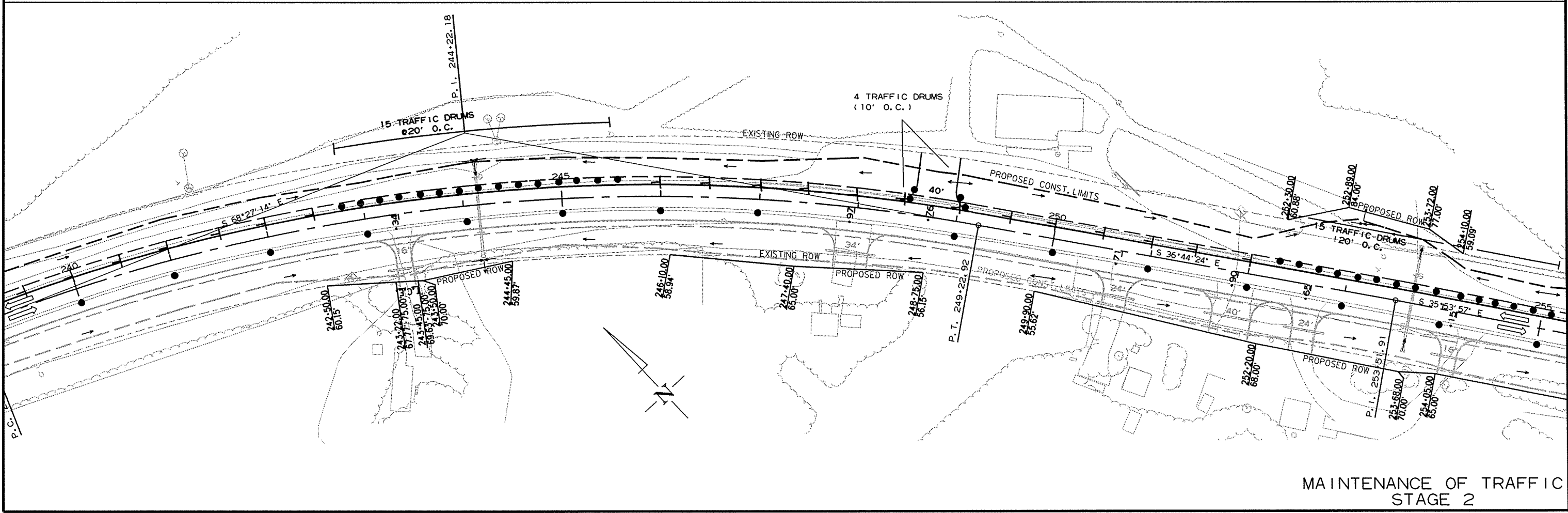
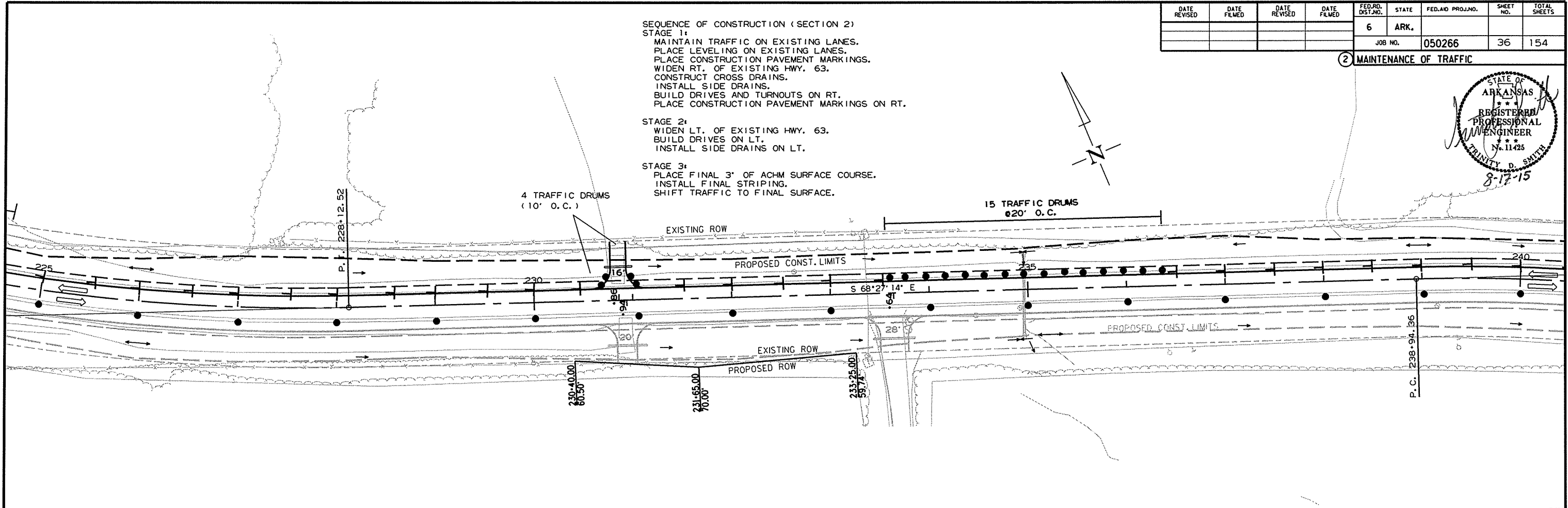
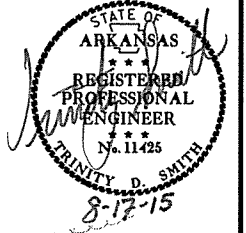
MAINTENANCE OF TRAFFIC  
 STAGE 2

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 R050266.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.	050266		36	154

SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.  
 STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

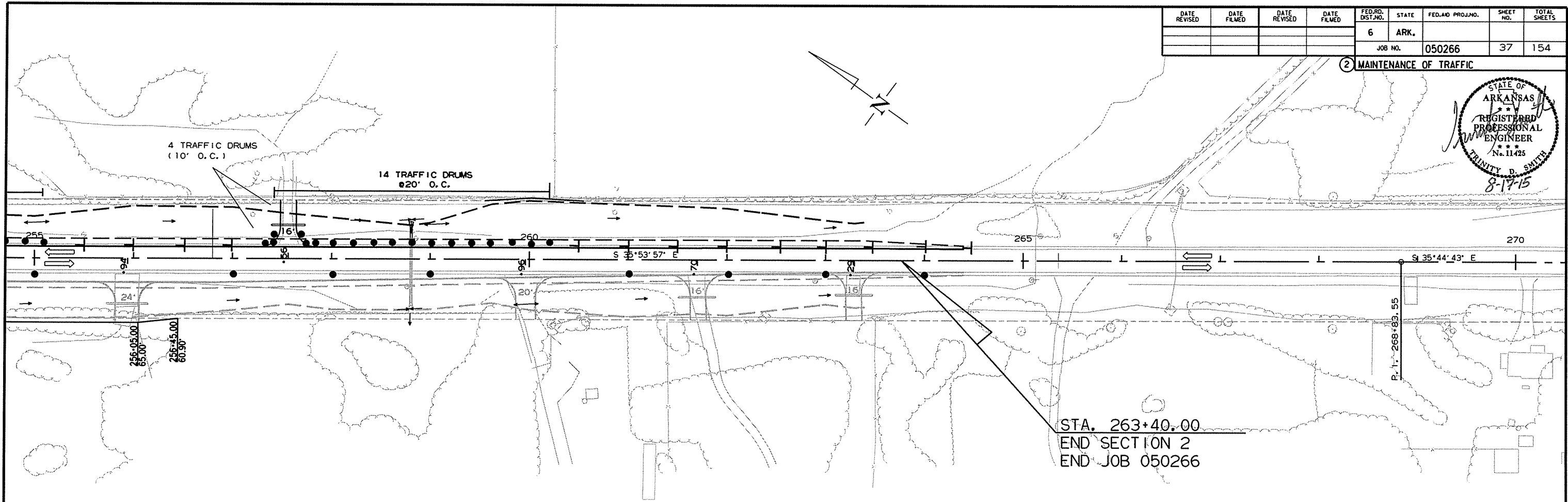
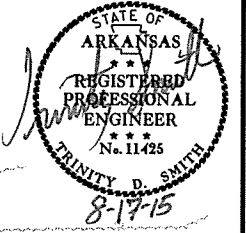
② MAINTENANCE OF TRAFFIC



MAINTENANCE OF TRAFFIC  
 STAGE 2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		37	154

② MAINTENANCE OF TRAFFIC



STA. 263+40.00  
 END SECTION 2  
 END JOB 050266

SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.  
  
 STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.  
  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

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MAINTENANCE OF TRAFFIC  
 STAGE 2

SEQUENCE OF CONSTRUCTION (SECTION 1)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN LT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON LT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON LT.

STAGE 2:  
 WIDEN RT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON RT.  
 INSTALL SIDE DRAINS ON RT.

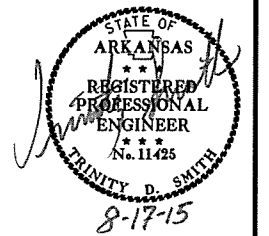
STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

THERMOPLASTIC PAVEMENT MARKINGS  
 4" WHITE SOLID = 12734 LIN. FT.  
 4" WHITE SKIP = 1091 LIN. FT.  
 4" DBL. YELLOW = 12477 LIN. FT.

RAISED PAVEMENT MARKERS (TYPE 11)  
 WHITE/RED = 55 EACH (80' O.C.)  
 YELLOW/YELLOW = 78 EACH (80' O.C.)

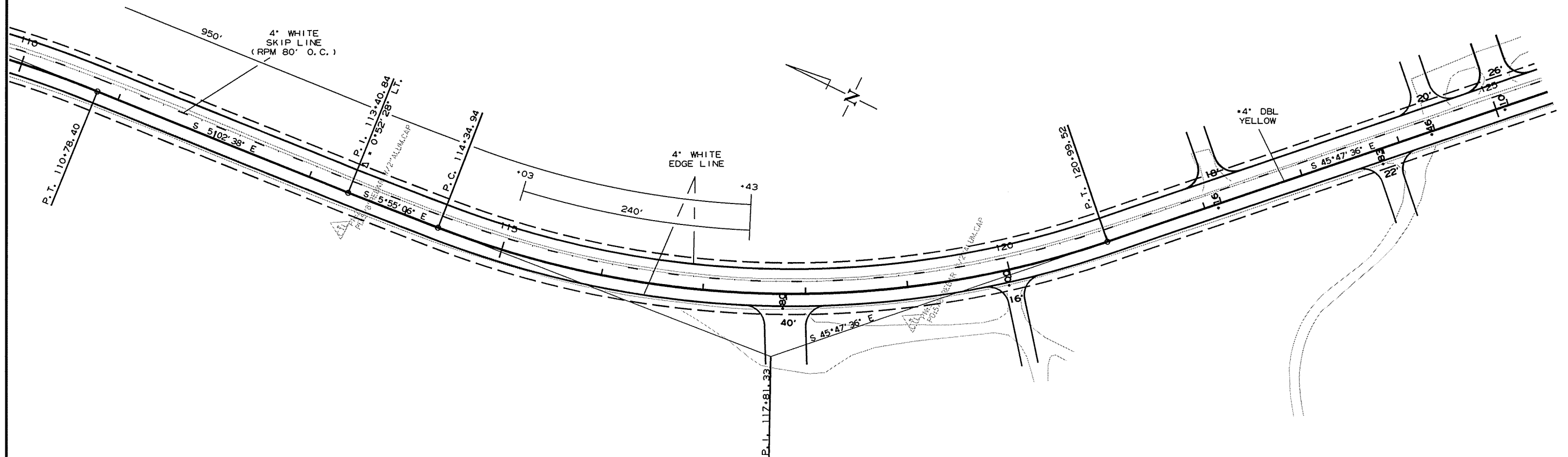
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		38	154

PERMANENT PAVEMENT MARKING DETAILS



STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.40

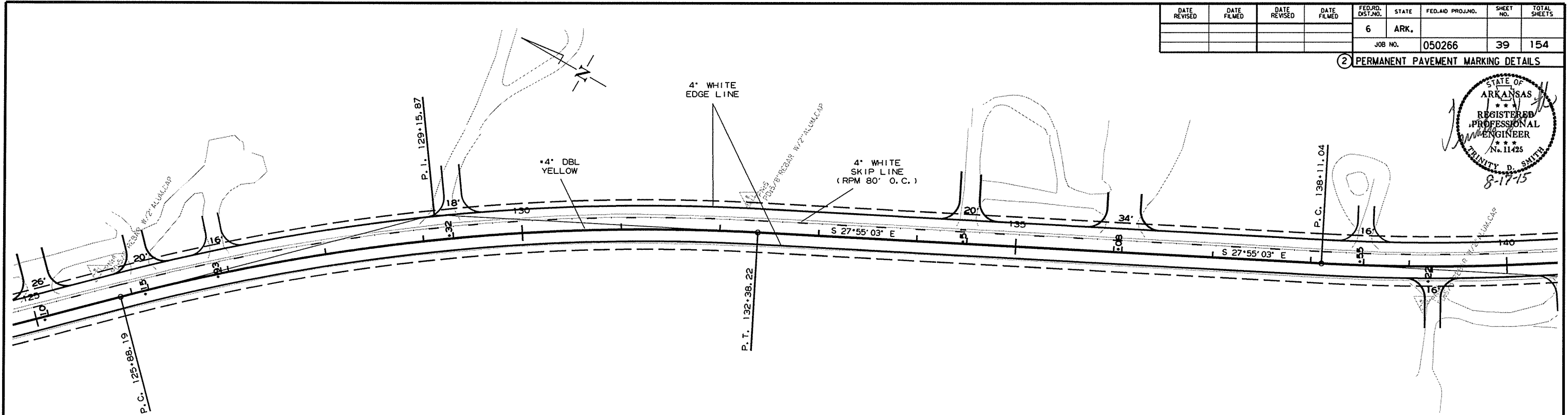
\*THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.



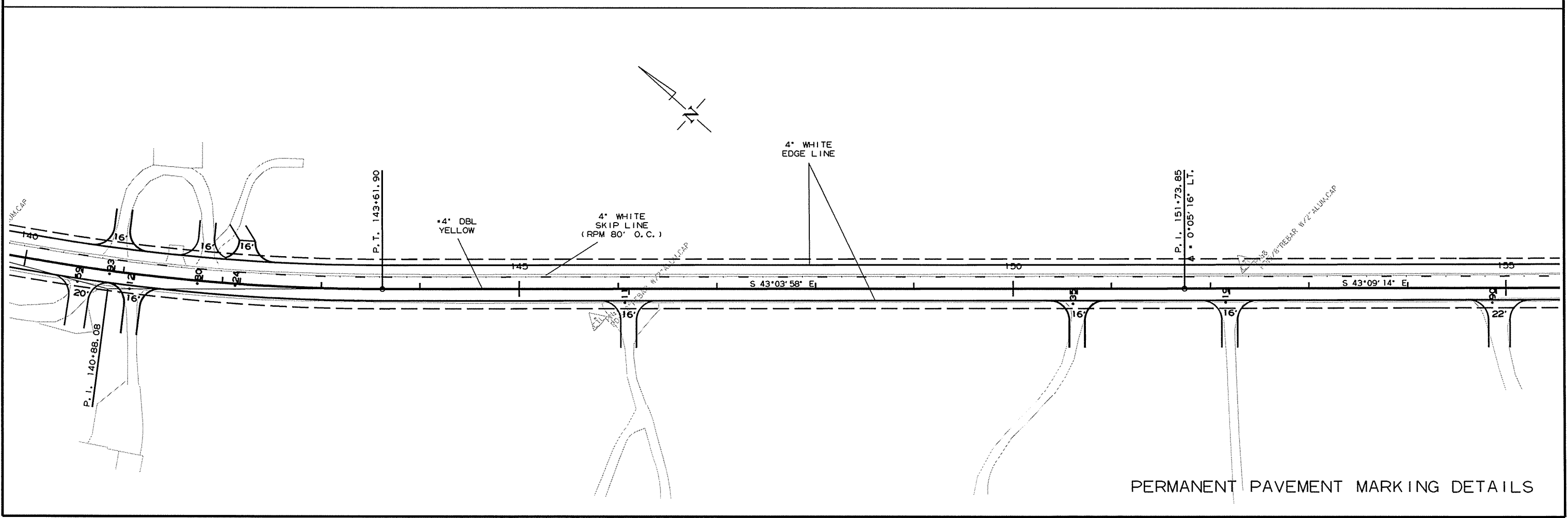
PERMANENT PAVEMENT MARKING DETAILS

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. 050266							39	154

② PERMANENT PAVEMENT MARKING DETAILS



•THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

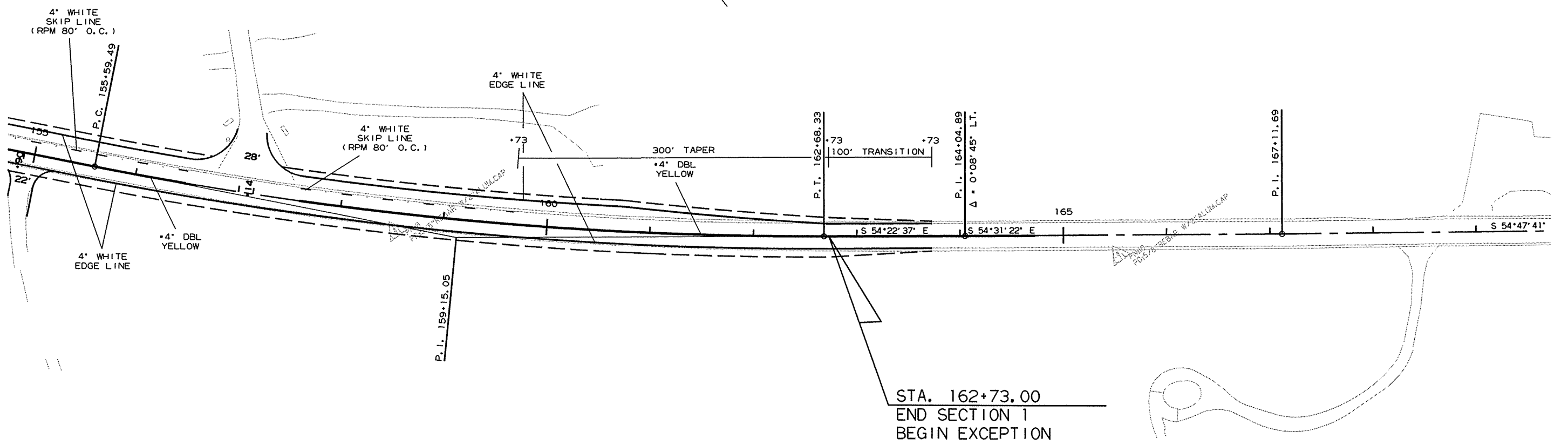
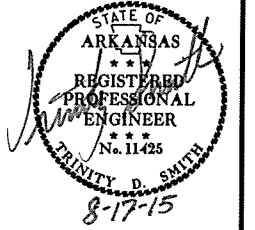


PERMANENT PAVEMENT MARKING DETAILS

4/10/2015  
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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.	050266		40	154

② PERMANENT PAVEMENT MARKING DETAILS



STA. 162+73.00  
END SECTION 1  
BEGIN EXCEPTION

\*THE 4\"/>

PERMANENT PAVEMENT MARKING DETAILS

4/10/2015

R050266.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. 050266							41	154

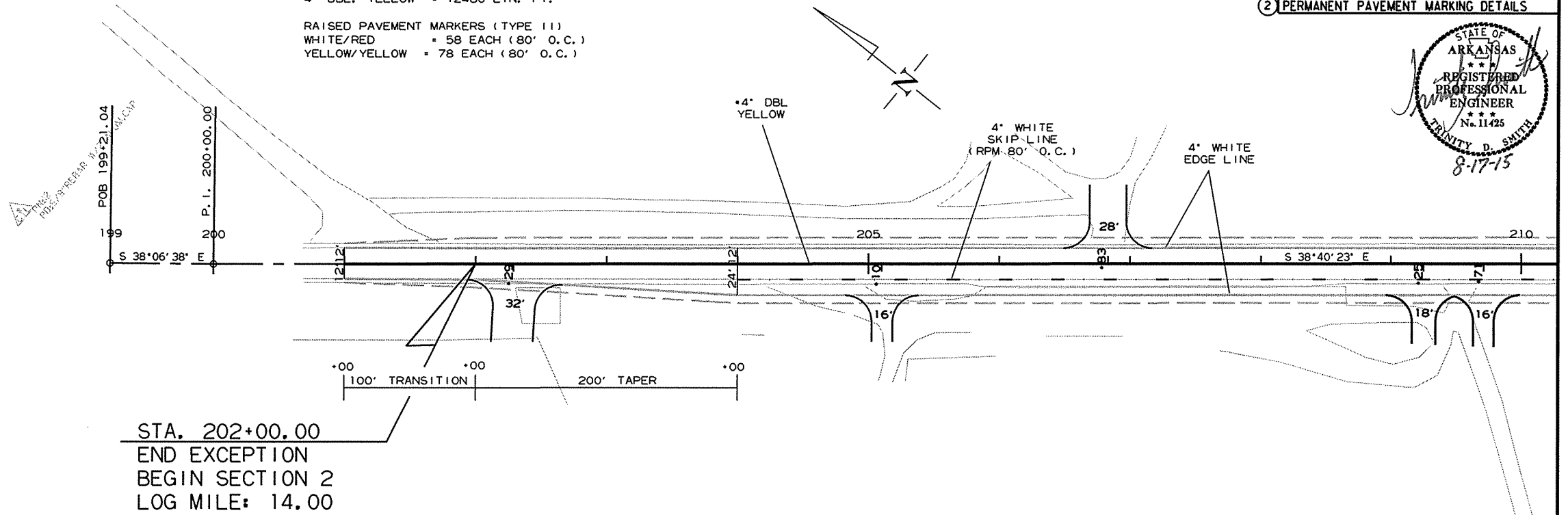
2 PERMANENT PAVEMENT MARKING DETAILS



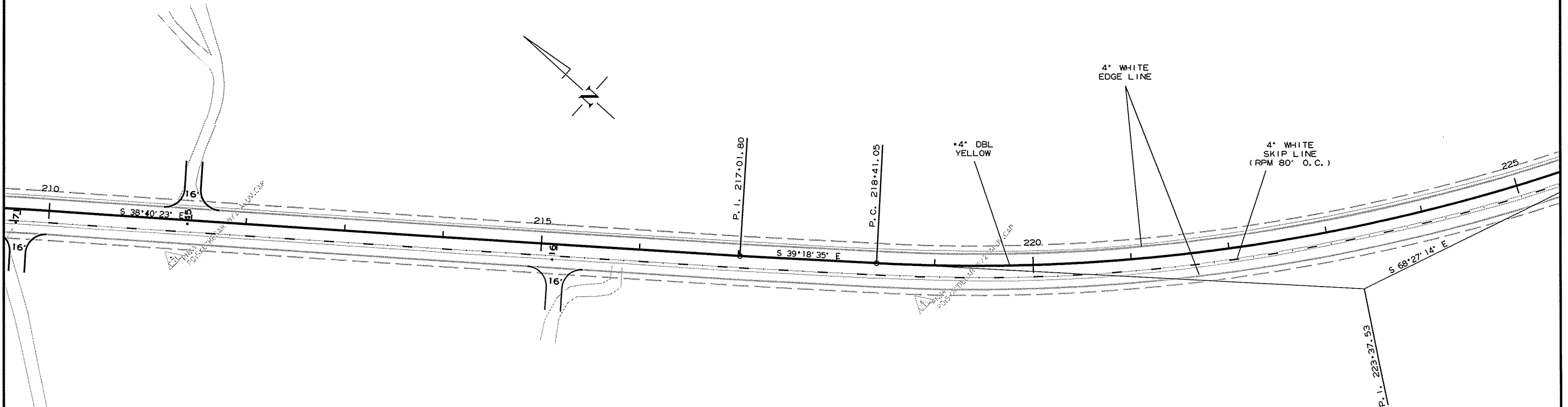
SEQUENCE OF CONSTRUCTION (SECTION 2)  
 STAGE 1:  
 MAINTAIN TRAFFIC ON EXISTING LANES.  
 PLACE LEVELING ON EXISTING LANES.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS.  
 WIDEN RT. OF EXISTING HWY. 63.  
 CONSTRUCT CROSS DRAINS.  
 INSTALL SIDE DRAINS.  
 BUILD DRIVES AND TURNOUTS ON RT.  
 PLACE CONSTRUCTION PAVEMENT MARKINGS ON RT.  
 STAGE 2:  
 WIDEN LT. OF EXISTING HWY. 63.  
 BUILD DRIVES ON LT.  
 INSTALL SIDE DRAINS ON LT.  
 STAGE 3:  
 PLACE FINAL 3" OF ACHM SURFACE COURSE.  
 INSTALL FINAL STRIPING.  
 SHIFT TRAFFIC TO FINAL SURFACE.

THERMOPLASTIC PAVEMENT MARKINGS  
 4" WHITE SOLID = 12480 LIN. FT.  
 4" WHITE SKIP = 1143 LIN. FT.  
 4" DBL. YELLOW = 12480 LIN. FT.  
 RAISED PAVEMENT MARKERS (TYPE 11)  
 WHITE/RED = 58 EACH (80' O.C.)  
 YELLOW/YELLOW = 78 EACH (80' O.C.)

\*THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.



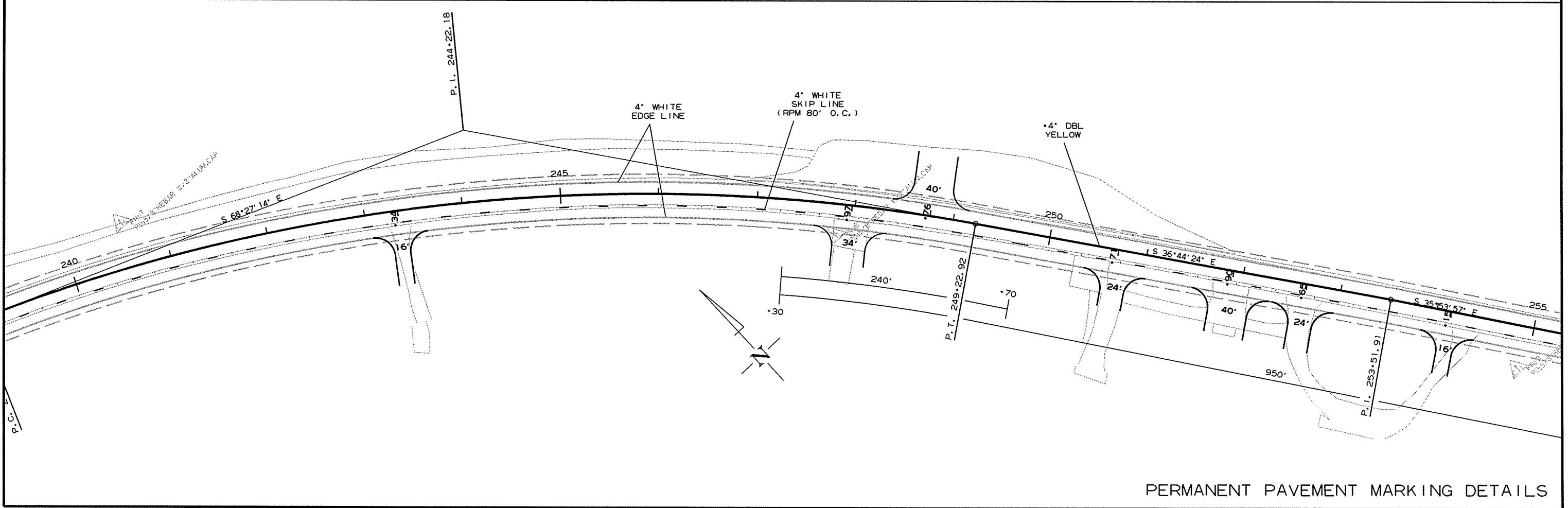
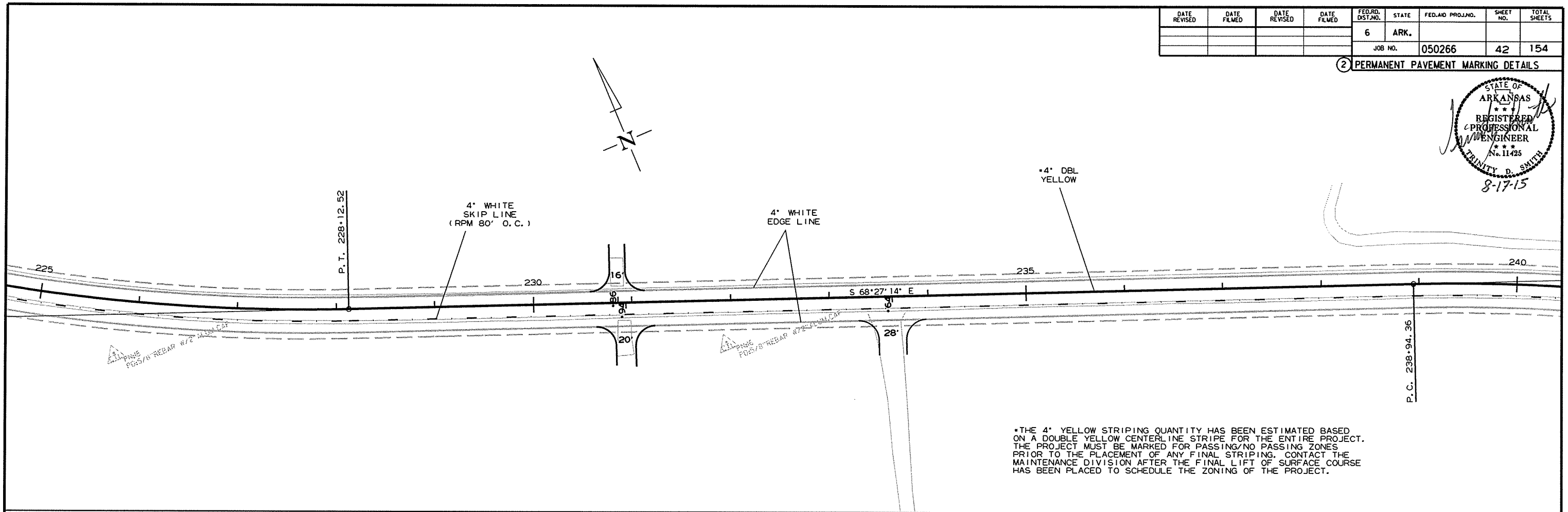
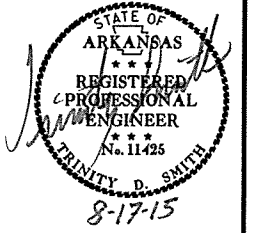
4/10/2015  
R050266.DGN



PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							42	154

② PERMANENT PAVEMENT MARKING DETAILS



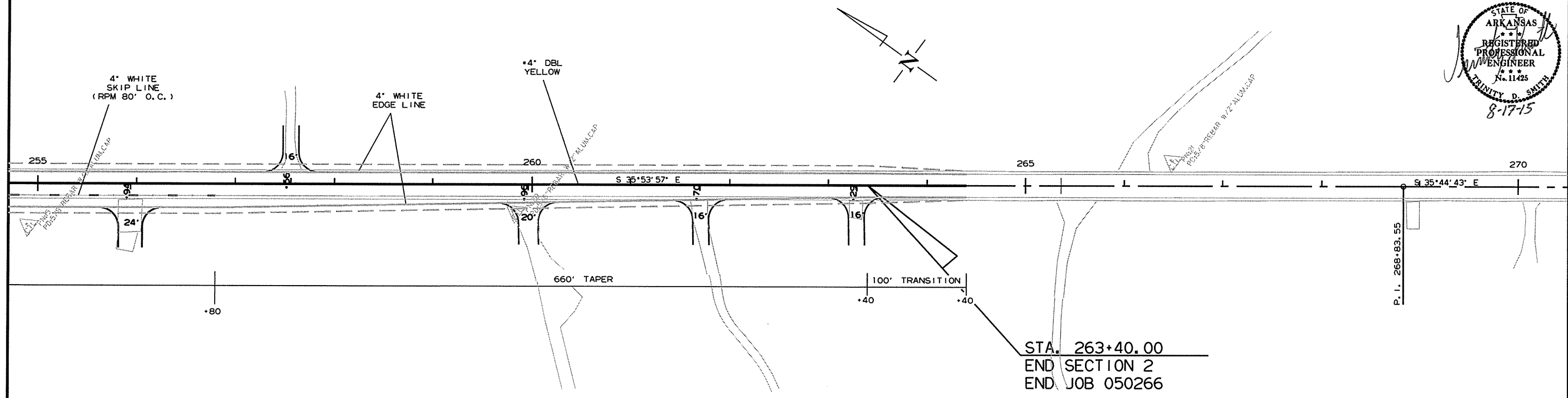
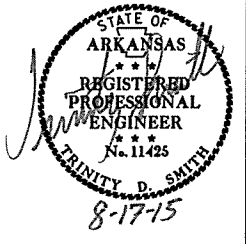
PERMANENT PAVEMENT MARKING DETAILS

4/10/2015

R050266.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.						050266	43	154

② PERMANENT PAVEMENT MARKING DETAILS



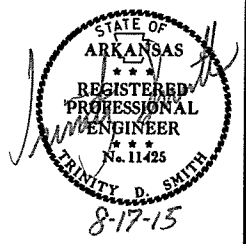
\*THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

4/10/2015

R050266.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. 050266			44	154

② QUANTITIES



**ADVANCE WARNING SIGNS AND DEVICES**

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS
							NO.	SQ. FT.		
			LIN. FT. - EACH						EACH	
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	4	64.0		
W20-1	ROAD WORK 1000 FT.	48"x48"	4	4	4	4	4	64.0		
W20-1	ROAD WORK 500 FT.	48"x48"	4	4	4	4	4	64.0		
W20-1	ROAD WORK AHEAD	48"x48"	2	2	2	2	2	32.0		
G20-2	END ROAD WORK	48"x24"	4	4	4	4	4	32.0		
R4-1	DO NOT PASS	24"x30"	4	4	4	4	4	20.0		
RSP-1	SHOULDER CLOSED	48"x30"	4	4	4	4	4	40.0		
W8-9	LOW SHOULDER	36"x36"	4	4	4	4	4	36.0		
	VERTICAL PANELS		211	211		211			211	
	TRAFFIC DRUMS		263	342		342				342
<b>TOTALS:</b>								<b>352.0</b>	<b>211</b>	<b>342</b>

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

THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR 2 MILES. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 4" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

**CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS**

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKING	
					TYPE II		4"	
					(WHITE)	(YEL/YEL)	WHITE	YELLOW
	LIN. FT. - EACH			LIN. FT.	EACH		LIN. FT.	
CONSTRUCTION PAVEMENT MARKINGS	50720			50720				
RAISED PAVEMENT MARKERS TYPE II (WHITE)			113		113			
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)			156			156		
THERMOPLASTIC PAVEMENT MARKING WHITE (4")			27448				27448	
THERMOPLASTIC PAVEMENT MARKING YELLOW (4")			24957					24957
<b>TOTALS:</b>				<b>50720</b>	<b>113</b>	<b>156</b>	<b>27448</b>	<b>24957</b>

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

NOTE: THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

8/11/2015 R050266.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
				JOB NO.		050266	45	154

**SOIL LOG**

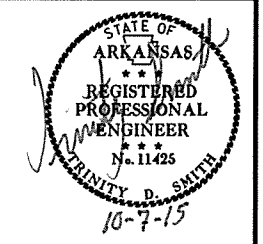
STATION	LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
		FEET				
103+00	20'RT	0-3Z	24	7	A-2-4(0)	BR/GR
103+00	13'LT	0-5	22	7	A-4(1)	BROWN
103+00	6'RT	0-5	29	13	A-6(3)	BROWN
111+00	23'LT	0-5	38	22	A-6(13)	BR/GR
111+00	14'LT	0-5	34	20	A-6(6)	BROWN
111+00	6'LT	0-5	33	19	A-6(9)	BROWN
119+00	22'RT	0-5	66	47	A-7-6(40)	BR/RD
119+00	13'RT	0-5	27	13	A-6(3)	BROWN
119+00	5'RT	0-5	40	26	A-6(12)	BR/RD
127+00	24'LT	0-5	58	43	A-7-6(28)	RD/BR
127+00	14'LT	0-5	43	29	A-7-6(20)	RD/BR
127+00	6'LT	0-5	43	30	A-7-6(21)	RD/BR
135+00	25'RT	0-5	36	20	A-6(11)	BROWN
135+00	14'RT	0-5	32	16	A-6(4)	BROWN
135+00	6'RT	0-5	24	10	A-4(1)	BROWN
143+00	22'LT	0-5	28	7	A-4(2)	BROWN
143+00	14'LT	0-5	29	13	A-6(7)	BROWN
143+00	6'LT	0-5	26	10	A-4(4)	BROWN
151+00	22'RT	0-5	33	18	A-6(12)	BROWN
151+00	14'RT	0-5	28	13	A-6(7)	BR/GR
151+00	6'RT	0-5	27	12	A-6(7)	BROWN
151+00	22'RT	0-5	32	18	A-6(11)	BROWN
159+00	22'LT	0-5	27	12	A-6(5)	BROWN
159+00	14'LT	0-5	39	25	A-6(13)	BROWN
159+00	6'LT	0-5	34	20	A-6(11)	BROWN
167+00	22'RT	0-5	57	35	A-7-6(30)	BROWN
167+00	14'RT	0-5	58	37	A-7-6(15)	BROWN
167+00	6'RT	0-5	49	30	A-7-6(27)	BROWN
203+00	22'RT	0-5	81	50	A-7-5(58)	BROWN
203+00	14'RT	0-5	64	44	A-7-6(42)	BROWN
203+00	6'RT	0-5	75	52	A-7-6(47)	BROWN
211+00	22'LT	0-5	49	32	A-7-6(24)	BROWN
211+00	14'LT	0-5	30	16	A-6(7)	BROWN
211+00	5'LT	0-5	31	16	A-6(5)	BROWN
219+00	24'RT	0-5	25	9	A-4(3)	BROWN
219+00	14'RT	0-5	38	24	A-6(12)	BROWN
219+00	5'RT	0-5	38	21	A-6(20)	BROWN
227+00	20'LT	0-5	76	48	A-7-6(54)	BROWN
227+00	14'LT	0-5	75	49	A-7-6(51)	BROWN
227+00	6'LT	0-5	60	37	A-7-6(25)	BROWN
227+00	20'LT	0-5	83	55	A-7-6(60)	RED
235+00	23'RT	0-5	35	19	A-6(7)	BROWN
235+00	14'RT	0-5	22	7	A-4(2)	BROWN
235+00	6'RT	0-5	31	16	A-6(10)	BROWN
243+00	22'LT	0-5	38	21	A-6(13)	BROWN
243+00	15'LT	0-5	29	15	A-6(7)	BROWN
243+00	LT	0-5	22	6	A-4(0)	BROWN
251+00	21'RT	0-5	35	21	A-6(13)	BROWN
251+00	14'RT	0-5	44	30	A-7-6(20)	BR/RD
251+00	6'RT	0-5	33	18	A-4(3)	BROWN
259+00	22'LT	0-5	49	33	A-7-6(26)	BROWN
259+00	14'LT	0-5	31	17	A-6(13)	BROWN
259+00	6'LT	0-5	31	17	A-6(7)	BROWN

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

**CLEARING AND GRUBBING**

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
101+33	124+00	MAIN LANES	23	23
124+00	135+00	MAIN LANES	11	11
136+00	164+00	MAIN LANES	28	28
204+00	205+00	MAIN LANES	1	1
209+00	242+00	MAIN LANES	33	33
243+00	247+00	MAIN LANES	4	4
251+00	265+00	MAIN LANES	14	14
TOTALS:			114	114

② QUANTITIES



**4" PIPE UNDERDRAIN**

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
101+33	162+73	STAGE 1	7640	26
202+00	263+40	STAGE 2	7640	26
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER			1000	5
TOTALS:			16280	57

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

**EARTHWORK**

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.		TON
ENTIRE PROJECT		SEC. 1/STAGE 1-MAIN LANES	12899	10459	
ENTIRE PROJECT		SEC. 2/STAGE 1-MAIN LANES	9563	4876	
ENTIRE PROJECT		SEC. 1/STAGE 2-MAIN LANES	8284	5485	
ENTIRE PROJECT		SEC. 2/STAGE 2-MAIN LANES	6869	3353	
ENTIRE PROJECT		APPROACHES	40	70	
ENTIRE PROJECT		TEMPORARY APPROACHES		300	
		MAYO AVENUE		110	
		VAGABOND ROAD		50	
		WELLS ROAD		60	
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER					500
TOTALS:			37655	24763	500

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050266	46	154

**SELECTED PIPE BEDDING**

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	100
<b>TOTAL:</b>	<b>100</b>

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

**REMOVAL AND DISPOSAL OF FENCE**

STATION	STATION	LOCATION	FENCE LIN. FT.
120+24	121+00	5-STRAND ELECTRIC FENCE ON RT.	80
156+50	163+90	WIRE FENCE ON RT.	740
230+84	232+25	TYPE C FENCE	141
<b>TOTAL:</b>			<b>961</b>

**CULVERT CLEAN OUT**

STATION	LOCATION	EACH
143+76	MAIN LANES	1
153+41	MAIN LANES	1
212+67	MAIN LANES	1
233+15	MAIN LANES	1
244+15	MAIN LANES	1
253+68	MAIN LANES	1
258+81	MAIN LANES	1
<b>TOTAL:</b>		<b>7</b>

② QUANTITIES



**REMOVAL AND DISPOSAL OF CULVERTS**

STATION	DESCRIPTION	PIPE CULVERTS
		EACH
101+55	18"X40' C.M. PIPE CULVERT RT.	1
102+91	18"X22' C.M. PIPE CULVERT LT.	1
104+40	18"X26' C.M. PIPE CULVERT RT.	1
122+16	18"X29' C.M. PIPE CULVERT LT.	1
126+15	18"X24' C.M. PIPE CULVERT LT.	1
126+93	18"X24' C.M. PIPE CULVERT LT.	1
128+80	24"X42' R.C. PIPE CULVERT	1
134+51	18"X24' C.M. PIPE CULVERT LT.	1
136+08	18"X40' C.M. PIPE CULVERT LT.	1
139+22	18"X40' R.C. PIPE CULVERT RT.	1
140+93	18"X24' C.M. PIPE CULVERT LT.	1
141+12	18"X24' C.M. PIPE CULVERT RT.	1
141+52	18"X20' PIPE CULVERT LT.	1
141+84	18"X24' C.M. PIPE CULVERT LT.	1
143+76	24"X54' R.C. PIPE CULVERT	1
149+96	24"X46' R.C. PIPE CULVERT	1
150+65	18"X20' C.M. PIPE CULVERT RT.	1
152+19	18"X22' R.C. PIPE CULVERT RT.	1
154+90	18"X48' C.M. PIPE CULVERT RT.	1
157+14	18"X69' R.C. PIPE CULVERT LT.	1
204+62	18"X104' R.C. PIPE CULVERT RT.	1
209+51	18"X40' R.C. PIPE CULVERT RT.	1
211+45	18"X24' C.M. PIPE CULVERT LT.	1
212+67	24"X57' R.C. PIPE CULVERT	1
223+15	24"X45' R.C. PIPE CULVERT	1
230+86	24"X20' C.M. PIPE CULVERT LT.	1
230+94	18"X23' C.M. PIPE CULVERT RT.	1
233+57	18"X37' PIPE CULVERT RT.	1
234+95	24"X41' R.C. PIPE CULVERT	1
243+34	24"X41' C.M. PIPE CULVERT RT.	1
247+97	18"X42' C.M. PIPE CULVERT RT.	1
251+90	18"X40' C.M. PIPE CULVERT RT.	1
252+65	18"X36' C.M. PIPE CULVERT RT.	1
254+15	18"X26' C.M. PIPE CULVERT RT.	1
255+94	18"X32' C.M. PIPE CULVERT RT.	1
257+56	18"X23' C.M. PIPE CULVERT LT.	1
261+70	18"X24' C.M. PIPE CULVERT RT.	1
<b>TOTAL:</b>		<b>37</b>

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

**MAILBOXES**

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
		EACH
ENTIRE PROJECT	11	11
<b>TOTALS:</b>		<b>11</b>

**FENCING**

STATION	STATION	LOCATION	WIRE FENCE	
			(TYPE C)	(TYPE D)
			LIN. FT.	
120+24	121+00	SECTION 1 - RT. OF MAIN LANES	75	
156+50	160+60	SECTION 1 - RT. OF MAIN LANES		440
202+46	203+50	SECTION 2 - RT. OF MAIN LANES	103	
230+70	232+25	SECTION 2 - RT. OF MAIN LANES	145	
<b>TOTALS:</b>			<b>323</b>	<b>440</b>

**PAVEMENT REPAIR OVER CULVERTS (CONCRETE)**

STATION	LOCATION	WIDTH	LENGTH	CU.YD.
		FEET		
128+80	MAIN LANES	8.50	24	5.7
149+96	MAIN LANES	8.50	24	5.7
153+41	MAIN LANES	8.50	24	5.7
234+96	MAIN LANES	8.50	24	5.7
<b>TOTAL:</b>				<b>22.8</b>

AVG. DEPTH = 9"

**REMOVAL AND DISPOSAL OF ITEMS**

STATION	STATION	LOCATION	STEPS	SIGN FOUNDATIONS	FLAG POLE	SATELLITE DISH	LUMINAIRE POLES	POSTS	ROCK COLUMNS	SIGNS
			SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH	EACH
118+59		SIGN		2						1
160+15		SIGN		2						1
160+52	160+56	CONCRETE STEPS ON LT.	71							
156+82		ROCK COLUMNS ON LT.		2					2	1
157+38		ROCK COLUMNS ON LT.		2					2	1
135+38		SATELLITE DISH ON LT.				1				
156+82		LUMINAIRE ON LT.					2			
156+82		FLAG POLE ON LT.			1					
160+62		WOOD POST ON LT.						1		
<b>TOTALS:</b>			<b>71</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>4</b>

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050266	47	154

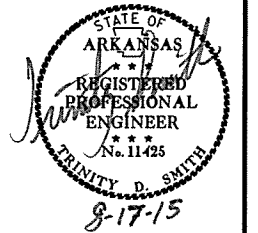
② QUANTITIES

**DUMPED RIPRAP AND FILTER BLANKET**

STATION	LOCATION	DUMPED RIPRAP	FILTER BLANKET
		CU. YDS.	SQ. YDS.
128+80	OUTLET OF PIPE CULVERT	3	6
143+76	OUTLET OF PIPE CULVERT	3	6
149+96	OUTLET OF PIPE CULVERT	3	6
153+41	OUTLET OF PIPE CULVERT	3	6
212+67	OUTLET OF PIPE CULVERT	3	6
223+15	OUTLET OF PIPE CULVERT	3	6
234+96	OUTLET OF PIPE CULVERT	3	6
244+15	OUTLET OF PIPE CULVERT	3	6
253+68	OUTLET OF PIPE CULVERT	3	6
258+81	OUTLET OF PIPE CULVERT	3	6
	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	10	20
<b>TOTALS:</b>		<b>40</b>	<b>80</b>

\*NOTE: QUANTITIES ESTIMATED.  
SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).



**CONCRETE DITCH PAVING**

STATION	STATION	LOCATION	LENGTH LIN. FT.	"W" FEET	CONC. DITCH PAVING (TYPE A)	SOLID SODDING	WATER
					SQ. YD.	SQ. YD.	M. GAL.
117+00.00	119+00.00	MAIN LANES LT.	200.00	6.00	133.33	88.89	1.12
126+00.00	128+80.00	MAIN LANES LT.	280.00	6.00	186.67	124.44	1.57
133+00.00	136+00.00	MAIN LANES LT.	300.00	6.00	200.00	133.33	1.68
153+00.00	155+00.00	MAIN LANES LT.	200.00	6.00	133.33	88.89	1.12
106+00.00	108+00.00	MAIN LANES RT.	200.00	6.00	133.33	88.89	1.12
117+00.00	121+00.00	MAIN LANES RT.	400.00	6.00	266.67	177.78	2.24
127+00.00	129+00.00	MAIN LANES RT.	200.00	6.00	133.33	88.89	1.12
130+00.00	137+00.00	MAIN LANES RT.	700.00	6.00	466.67	311.11	3.92
202+00.00	204+00.00	MAIN LANES LT.	200.00	6.00	133.33	88.89	1.12
202+00.00	203+00.00	MAIN LANES RT.	100.00	6.00	66.67	44.44	0.56
209+00.00	212+00.00	MAIN LANES LT.	300.00	6.00	200.00	133.33	1.68
209+00.00	213+00.00	MAIN LANES RT.	400.00	6.00	266.67	177.78	2.24
220+00.00	223+15.00	MAIN LANES LT.	315.00	6.00	210.00	140.00	1.76
220+00.00	223+15.00	MAIN LANES RT.	315.00	6.00	210.00	140.00	1.76
227+00.00	231+00.00	MAIN LANES RT.	400.00	6.00	266.67	177.78	2.24
228+00.00	231+00.00	MAIN LANES LT.	300.00	6.00	200.00	133.33	1.68
234+00.00	235+00.00	MAIN LANES LT.	100.00	6.00	66.67	44.44	0.56
234+00.00	235+00.00	MAIN LANES RT.	100.00	6.00	66.67	44.44	0.56
242+00.00	244+00.00	MAIN LANES LT.	200.00	6.00	133.33	88.89	1.12
258+00.00	259+00.00	MAIN LANES LT.	100.00	6.00	66.67	44.44	0.56
261+70.00	263+40.00	MAIN LANES LT.	170.00	6.00	113.33	75.56	0.95
261+70.00	263+40.00	MAIN LANES RT.	170.00	6.00	113.33	75.56	0.95
<b>TOTALS:</b>					<b>3766.67</b>	<b>2511.10</b>	<b>31.63</b>

BASIS OF ESTIMATE:  
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

**EROSION CONTROL MATTING**

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
107+00.00	112+00.00	MAIN LANES RT.	500.00	444.44
108+00.00	113+00.00	MAIN LANES LT.	500.00	444.44
114+00.00	117+00.00	MAIN LANES RT.	300.00	266.67
119+00.00	125+00.00	MAIN LANES RT.	600.00	533.33
121+00.00	125+00.00	MAIN LANES LT.	400.00	355.56
130+00.00	133+00.00	MAIN LANES RT.	300.00	266.67
136+00.00	138+00.00	MAIN LANES RT.	200.00	177.78
145+00.00	147+00.00	MAIN LANES LT.	200.00	177.78
212+00.00	214+00.00	MAIN LANES LT.	200.00	177.78
241+00.00	243+00.00	MAIN LANES RT.	200.00	177.78
244+00.00	245+00.00	MAIN LANES RT.	100.00	88.89
244+00.00	246+00.00	MAIN LANES LT.	200.00	177.78
251+00.00	255+00.00	MAIN LANES LT.	400.00	355.56
257+00.00	258+00.00	MAIN LANES RT.	100.00	88.89
<b>TOTAL:</b>				<b>3733.35</b>

NOTE: AVERAGE WIDTH = 8'-0"

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				6	ARK.			
				JOB NO.		050266	48	154

**STRUCTURES**

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III)	FLARED END SECTIONS FOR R.C. PIPE CULVERTS	SOLID SODDING	WATER	STD. DWG. NOS.
		24"	24"			
		LIN. FT.	EACH	SQ. YD.	M. GAL.	
128+80	MAIN LANES	81	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
143+76	MAIN LANES	30	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
149+96	MAIN LANES	81	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
153+41	MAIN LANES	38	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
212+67	MAIN LANES	46	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
223+15	MAIN LANES	48	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
234+96	MAIN LANES	75	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
244+15	MAIN LANES	32	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
253+68	MAIN LANES	48	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
258+81	MAIN LANES	30	2	16	0.2	FES-1, FES-2, PCC-1, PCM-1
<b>TOTALS:</b>		509	20	160	2.0	

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.

② QUANTITIES



**COLD MILLING ASPHALT PAVEMENT**

STATION	STATION	LENGTH	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
				FEET	SQ. YD.
100+33.00	101+33.00	100.00	SECTION 1 MAIN LANES	24.00	266.67
162+73.00	163+73.00	100.00	SECTION 1 MAIN LANES	24.00	266.67
201+00.00	202+00.00	100.00	SECTION 2 MAIN LANES	24.00	266.67
263+40.00	264+40.00	100.00	SECTION 2 MAIN LANES	24.00	266.67
<b>TOTAL:</b>					1066.68

NOTE: AVERAGE MILLING DEPTH 1".

**EROSION CONTROL**

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL									
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	FILTER SOCKS 12" (E-14)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LN. FT.	LN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE PROJECT		CLEARING AND GRUBBING	11.53	23.06	11.53	1176.1	11.53	11.53	11.53	235.2	990	147	9390			442	
ENTIRE PROJECT		STAGE 1	6.05	12.10	6.05	617.1	6.05	6.05	6.05	123.4	704	81	100	515	515	578	
ENTIRE PROJECT		STAGE 2	5.48	10.96	5.48	559.0	5.48	5.48	5.48	111.8	638	99	600	161	161	245	
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			5.76	11.52	5.76	587.5	5.76	5.76	5.76	117.5	220	30	500	500	68	107	
<b>TOTALS:</b>			28.82	57.64	28.82	2939.7	28.82	28.82	28.82	587.9	2552	357	10590	500	744	1372	

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

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

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

QUANTITIES

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**DRIVEWAYS & TURNOUTS**

STATION	SIDE	LOCATION	WIDTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS		STANDARD DRAWINGS	
				FEET	SQ. YD.		TON	18"		24"
								LIN. FT.		
101+55	LT.	MAIN LANES	22	101.36	11.15	41.39	38		PCC-1, PCM-1, PCP-1, PCP-2	
102+91	RT.	MAIN LANES	16	69.57	7.65	28.41	34		PCC-1, PCM-1, PCP-1, PCP-2	
104+40	RT.	MAIN LANES	24	107.70	11.85	43.98	48		PCC-1, PCM-1, PCP-1, PCP-2	
105+85	LT.	MAYO AVENUE	18	125.16	13.77	51.11	52		PCC-1, PCM-1, PCP-1, PCP-2	
117+80	RT.	MAIN LANES	40	225.12	24.76	91.92	70		PCC-1, PCM-1, PCP-1, PCP-2	
120+00	RT.	MAIN LANES	16	135.09	14.86	55.16	42		PCC-1, PCM-1, PCP-1, PCP-2	
122+16	LT.	MAIN LANES	18	91.70	10.09	37.44	32		PCC-1, PCM-1, PCP-1, PCP-2	
123+83	RT.	MAIN LANES	22	134.34	14.78	54.86			PCC-1, PCM-1, PCP-1, PCP-2	
124+46	LT.	MAIN LANES	20	96.80	10.65	39.53	38		PCC-1, PCM-1, PCP-1, PCP-2	
125+10	LT.	MAIN LANES	26	109.37	12.03	44.66	44		PCC-1, PCM-1, PCP-1, PCP-2	
126+15	LT.	MAIN LANES	20	66.40	7.30	27.11	42		PCC-1, PCM-1, PCP-1, PCP-2	
126+93	LT.	MAIN LANES	16	54.56	6.00	22.28	40		PCC-1, PCM-1, PCP-1, PCP-2	
129+32	LT.	MAIN LANES	18	87.96	9.68	35.92	42		PCC-1, PCM-1, PCP-1, PCP-2	
134+51	LT.	MAIN LANES	20	94.54	10.40	38.60	42		PCC-1, PCM-1, PCP-1, PCP-2	
136+08	LT.	MAIN LANES	34	109.31	12.02	44.63	48		PCC-1, PCM-1, PCP-1, PCP-2	
138+55	LT.	MAIN LANES	16	53.09	5.84	21.68	32		PCC-1, PCM-1, PCP-1, PCP-2	
139+24	RT.	MAIN LANES	16	78.92	8.68	32.23	38		PCC-1, PCM-1, PCP-1, PCP-2	
140+59	RT.	MAIN LANES	20	94.85	10.43	38.73	44		PCC-1, PCM-1, PCP-1, PCP-2	
140+93	LT.	MAIN LANES	16	58.69	6.46	23.97	38		PCC-1, PCM-1, PCP-1, PCP-2	
141+12	RT.	MAIN LANES	16	76.66	8.43	31.30	40		PCC-1, PCM-1, PCP-1, PCP-2	
141+84	LT.	MAIN LANES	16	54.88	6.04	22.41	32		PCC-1, PCM-1, PCP-1, PCP-2	
142+24	LT.	MAIN LANES	16	57.83	6.36	23.61	28		PCC-1, PCM-1, PCP-1, PCP-2	
146+11	RT.	MAIN LANES	16	73.71	8.11	30.10	34		PCC-1, PCM-1, PCP-1, PCP-2	
150+65	RT.	MAIN LANES	16	73.76	8.11	30.12	32		PCC-1, PCM-1, PCP-1, PCP-2	
152+19	RT.	MAIN LANES	16	73.81	8.12	30.14	34		PCC-1, PCM-1, PCP-1, PCP-2	
154+90	RT.	MAIN LANES	22	101.26	11.14	41.35	40		PCC-1, PCM-1, PCP-1, PCP-2	
157+14	LT.	VAGABOND ROAD	28	133.71	14.71	54.60	54		PCC-1, PCM-1, PCP-1, PCP-2	
202+29	RT.	MAIN LANES	32	140.03	15.40	57.18	52		PCC-1, PCM-1, PCP-1, PCP-2	
205+10	RT.	MAIN LANES	16	52.55	5.78	21.46	32		PCC-1, PCM-1, PCP-1, PCP-2	
206+83	LT.	MAIN LANES	28	128.84	14.17	52.61				
209+51	RT.	MAIN LANES	18	62.34	6.86	25.46	36		PCC-1, PCM-1, PCP-1, PCP-2	
209+71	RT.	MAIN LANES	16	58.92	6.48	24.06	36		PCC-1, PCM-1, PCP-1, PCP-2	
211+45	LT.	MAIN LANES	16	74.88	8.24	30.58	28		PCC-1, PCM-1, PCP-1, PCP-2	
215+16	RT.	MAIN LANES	16	65.00	7.15	26.54	38		PCC-1, PCM-1, PCP-1, PCP-2	
230+86	LT.	MAIN LANES	16	73.80	8.12	30.14		30	PCC-1, PCM-1, PCP-1, PCP-2	
230+94	RT.	MAIN LANES	20	74.09	8.15	30.25	40		PCC-1, PCM-1, PCP-1, PCP-2	
233+57	RT.	WELLS LANE	28	182.46	20.07	74.50	48		PCC-1, PCM-1, PCP-1, PCP-2	
243+34	RT.	MAIN LANES	16	80.36	8.84	32.81		36	PCC-1, PCM-1, PCP-1, PCP-2	
247+97	RT.	MAIN LANES	34	121.59	13.37	49.65	50		PCC-1, PCM-1, PCP-1, PCP-2	
248+76	LT.	MAIN LANES	40	197.21	21.69	80.53				
250+71	RT.	MAIN LANES	24	76.39	8.40	31.19	40		PCC-1, PCM-1, PCP-1, PCP-2	
251+90	RT.	MAIN LANES	40	151.48	16.66	61.85	60		PCC-1, PCM-1, PCP-1, PCP-2	
252+65	RT.	MAIN LANES	24	100.71	11.08	41.12	42		PCC-1, PCM-1, PCP-1, PCP-2	
254+15	RT.	MAIN LANES	16	62.06	6.83	25.34	36		PCC-1, PCM-1, PCP-1, PCP-2	
255+94	RT.	MAIN LANES	24	91.38	10.05	37.31	44		PCC-1, PCM-1, PCP-1, PCP-2	
257+56	LT.	MAIN LANES	16	72.93	8.02	29.78	34		PCC-1, PCM-1, PCP-1, PCP-2	
259+96	RT.	MAIN LANES	20	79.96	8.80	32.65			PCC-1, PCM-1, PCP-1, PCP-2	
261+70	RT.	MAIN LANES	16	70.33	7.74	28.72	38		PCC-1, PCM-1, PCP-1, PCP-2	
263+29	RT.	MAIN LANES	16	75.41	8.30	30.79	38		PCC-1, PCM-1, PCP-1, PCP-2	
* ENTIRE PROJECT TEMPORARY DRIVES						100.00				
<b>TOTALS:</b>				<b>4632.87</b>	<b>509.62</b>	<b>1991.76</b>	<b>1750</b>	<b>66</b>		

BASIS OF ESTIMATE:  
 ACHM SURFACE COURSE (1/2").....94.6% MIN. AGGR.....5.4% ASPHALT BINDER  
 MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

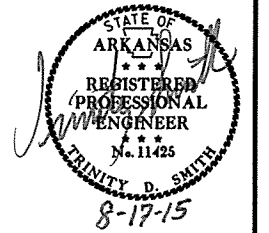
\* QUANTITY ESTIMATED  
 SEE SECTION 104.03 OF THE STD. SPECS.  
 TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

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.

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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	050266	49

2 QUANTITIES



**ACHM PATCHING OF EXISTING ROADWAY**

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	500
<b>TOTAL:</b>	<b>500</b>

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

**RUMBLE STRIPS IN ASPHALT SHOULDERS**

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS LIN.FT.
101+33	162+73	SECTION 1 RT.	5300
101+33	162+73	SECTION 1 LT.	5006
202+00	263+40	SECTION 2 RT.	4874
202+00	263+40	SECTION 2 LT.	5774
<b>TOTAL:</b>			<b>20954</b>

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

**ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC**

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	80	160
<b>TOTALS:</b>	<b>80</b>	<b>160</b>

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

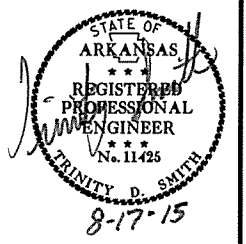
QUANTITIES

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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.	050266		50	154

② QUANTITIES



BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH FEET	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. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON
<b>MAIN LANES</b>																					
100+33.00	101+33.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									28.00	311.11	330.00	51.33
101+33.00	107+93.00	TAPER 2 LANE TO 3 LANE	660.00	226.38	1494.11	45.21	3315.40	0.03	99.46	10.79	791.27	550.00	217.60	10.42	764.13	440.00	168.11	45.00	3300.00	330.00	544.50
107+93.00	160+73.00	NOTCH AND WIDEN	5280.00	245.25	12949.20	57.21	33563.20	0.03	1006.90	16.79	9850.13	550.00	2708.79	16.42	9633.07	440.00	2119.28	50.00	29333.33	330.00	4840.00
160+73.00	162+73.00	TAPER 3 LANE TO 2 LANE	200.00	226.38	452.76	45.21	1004.67	0.03	30.14	10.79	239.78	550.00	65.94	10.42	231.56	440.00	50.94	45.00	1000.00	330.00	165.00
162+73.00	163+73.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									28.00	311.11	330.00	51.33
201+00.00	202+00.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									28.00	311.11	330.00	51.33
202+00.00	204+00.00	TAPER 2 LANE TO 3 LANE	200.00	226.38	452.76	45.21	1004.67	0.03	30.14	10.79	239.78	550.00	65.94	10.42	231.56	440.00	50.94	45.00	1000.00	330.00	165.00
204+00.00	256+80.00	NOTCH AND WIDEN	5280.00	245.25	12949.20	57.21	33563.20	0.03	1006.90	16.79	9850.13	550.00	2708.79	16.42	9633.07	440.00	2119.28	50.00	29333.33	330.00	4840.00
256+80.00	263+40.00	TAPER 3 LANE TO 2 LANE	660.00	226.38	1494.11	45.21	3315.40	0.03	99.46	10.79	791.27	550.00	217.60	10.42	764.13	440.00	168.11	45.00	3300.00	330.00	544.50
263+40.00	264+40.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									28.00	311.11	330.00	51.33
<b>ADDITIONAL FOR LEVELING</b>																					
100+33.00	101+33.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									24.00	266.67	220.00	29.33
101+33.00	107+93.00	TAPER	660.00			24.00	1760.00	0.10	176.00									24.00	1760.00	220.00	193.60
107+93.00	160+73.00	MAIN LANES	5280.00			24.00	14080.00	0.10	1408.00									24.00	14080.00	220.00	1548.80
160+73.00	162+73.00	TAPER	200.00			24.00	533.33	0.10	53.33									24.00	533.33	220.00	58.67
162+73.00	163+73.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									24.00	266.67	220.00	29.33
201+00.00	202+00.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									24.00	266.67	220.00	29.33
202+00.00	204+00.00	TAPER	200.00			24.00	533.33	0.10	53.33									24.00	533.33	220.00	58.67
204+00.00	256+80.00	MAIN LANES	5280.00			24.00	14080.00	0.10	1408.00									24.00	14080.00	220.00	1548.80
256+80.00	263+40.00	TAPER	660.00			24.00	1760.00	0.10	176.00									24.00	1760.00	220.00	193.60
263+40.00	264+40.00	TRANSITION	100.00			24.00	266.67	0.10	26.67									24.00	266.67	220.00	29.33
<b>ADDITIONAL FOR SUPERELEVATION</b>																					
ENTIRE	PROJECT	MAIN LANES	VAR.	VAR.	4231.75																
<b>TOTALS:</b>						34023.89	110646.56		5761.02		21762.36		5984.66		21257.52		4676.66		102324.44		15023.78

BASIS OF ESTIMATE:  
 ACHM SURFACE COURSE (1/2").....94.6% MIN. AGGR.....5.4% ASPHALT BINDER  
 ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER  
 ACHM BASE COURSE (1 1/2").....95.9% MIN. AGGR.....4.1% ASPHALT BINDER  
 MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22

8/11/2015  
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QUANTITIES

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 201	CLEARING	114	STATION
201	GRUBBING	114	STATION
202	REMOVAL AND DISPOSAL OF FENCE	961	LIN. FT.
202	REMOVAL AND DISPOSAL OF FLAG POLE	1	EACH
202	REMOVAL AND DISPOSAL OF POSTS	1	EACH
202	REMOVAL AND DISPOSAL OF STEPS	71	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS	8	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	37	EACH
202	REMOVAL AND DISPOSAL OF LUMINAIRE POLES	2	EACH
202	REMOVAL AND DISPOSAL OF ROCK COLUMNS	4	EACH
202	REMOVAL AND DISPOSAL OF SATELLITE DISH	1	EACH
202	REMOVAL AND DISPOSAL OF SIGNS	4	EACH
210	UNCLASSIFIED EXCAVATION	37655	CU. YD.
210	COMPACTED EMBANKMENT	24763	CU. YD.
SP & 210	SOIL STABILIZATION	500	TON
303	AGGREGATE BASE COURSE (CLASS 7)	36016	TON
401	TACK COAT	5921	GAL.
SP & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	5740	TON
SP & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")	245	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	4471	TON
SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")	206	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	14694	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	28	TON
412	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	811	TON
SP & 414	COLD MILLING ASPHALT PAVEMENT	1067	SQ. YD.
SP & 415	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	80	TON
601	ACHM PATCHING OF EXISTING ROADWAY	500	TON
SP & 602	MOBILIZATION	1.00	LUMP SUM
603	FURNISHING FIELD OFFICE	1	EACH
SS & 604	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	352	SQ. FT.
604	TRAFFIC DRUMS	342	EACH
SS & 604	CONSTRUCTION PAVEMENT MARKINGS	50720	LIN. FT.
605	VERTICAL PANELS	211	EACH
606	CONCRETE DITCH PAVING (TYPE A)	3767	SQ. YD.
SP, SS, & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	509	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN	1750	LIN. FT.
606	24" SIDE DRAIN	66	LIN. FT.
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	20	EACH
611	SELECTED PIPE BEDDING	100	CU. YD.
611	UNDERDRAIN OUTLET PROTECTORS	57	EACH
615	4" PIPE UNDERDRAINS	16280	LIN. FT.
619	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)	22.8	CU. YD.
619	WIRE FENCE (TYPE C)	323	LIN. FT.
620	WIRE FENCE (TYPE D)	440	LIN. FT.
620	LIME	58	TON
SS & 620	SEEDING	28.82	ACRE
620	MULCH COVER	57.64	ACRE
621	WATER	3561.2	M.GAL.
621	TEMPORARY SEEDING	28.82	ACRE
621	SILT FENCE	10590	LIN. FT.
621	SAND BAG DITCH CHECKS	2552	BAG
621	SEDIMENT BASIN	744	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	744	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	1372	CU. YD.
SP	ROCK DITCH CHECKS	357	CU. YD.
623	FILTER SOCK (12")	500	LIN. FT.
624	SECOND SEEDING APPLICATION	28.82	ACRE
626	SOLID SODDING	2671	SQ. YD.
635	EROSION CONTROL MATTING (CLASS 3)	3733	SQ. YD.
637	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
637	MAILBOXES	11	EACH
642	MAILBOX SUPPORTS (SINGLE)	11	EACH
719	RUMBLE STRIPS IN ASPHALT SHOULDERS	20954	LIN. FT.
721	THERMOPLASTIC PAVEMENT MARKING WHITE (4")	27448	LIN. FT.
721	THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	24957	LIN. FT.
816	RAISED PAVEMENT MARKERS (TYPE II)	269	EACH
816	FILTER BLANKET	80	SQ. YD.
SP	DUMPED RIPRAP	40	CU. YD.
SP	CULVERT CLEAN OUT	7	EACH

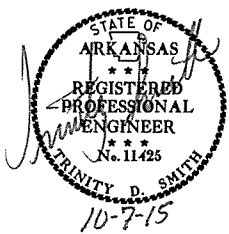
SUMMARY OF QUANTITIES AND REVISIONS

REVISIONS

DATE	REVISION	SHEET NUMBER
10/5/2015	REVISED EARTHWORK QUANTITIES	45, 51, 124-154
10/7/2015	REVISED SPECIAL PROVISION RESTRAINING CONDITION	51

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
10-07-2015						JOB NO. 050266	51	154

2 SUMMARY OF QUANTITIES AND REVISIONS



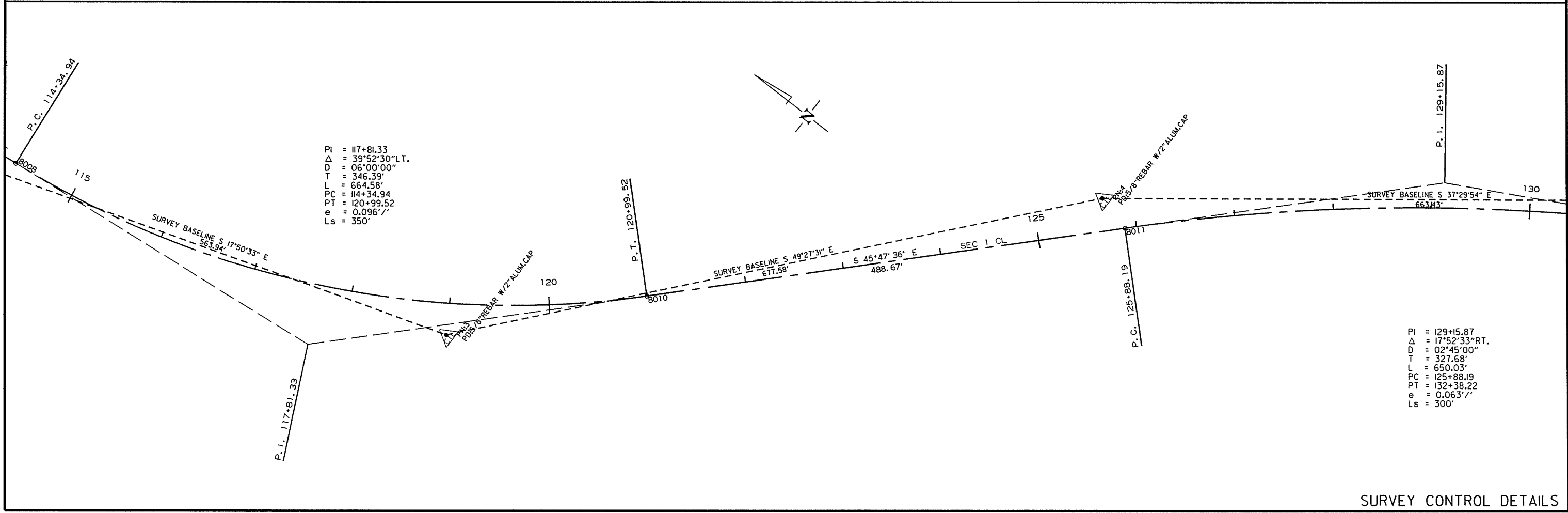
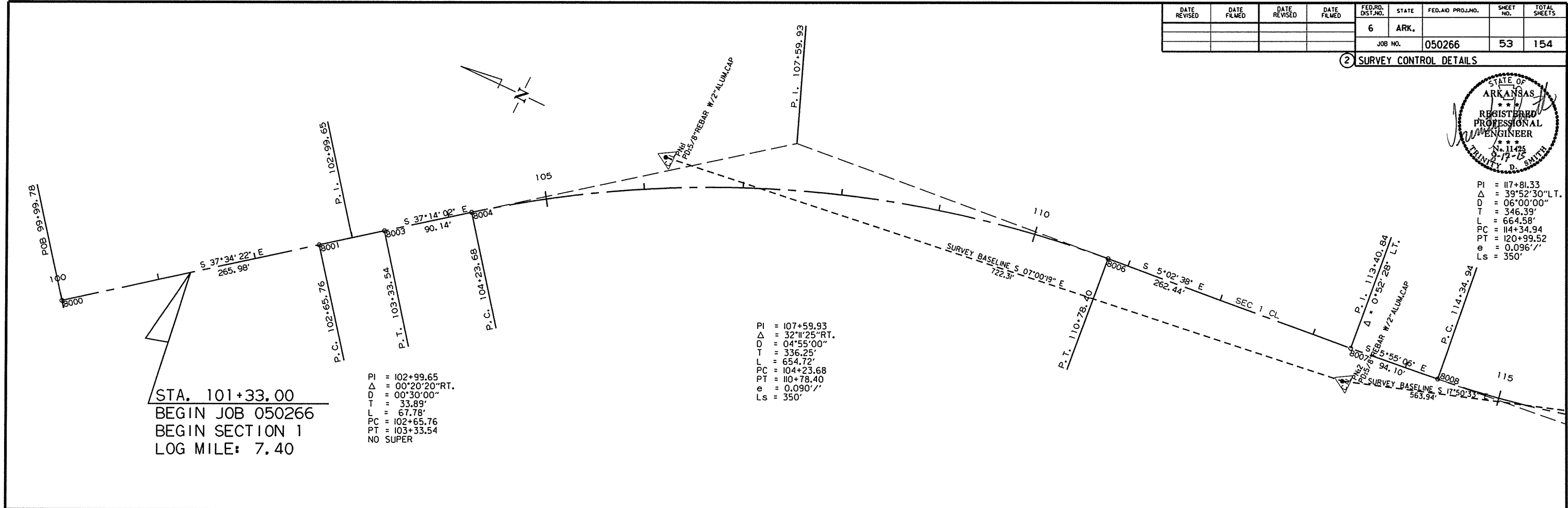


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
JOB NO.							050266	53	154

2 SURVEY CONTROL DETAILS



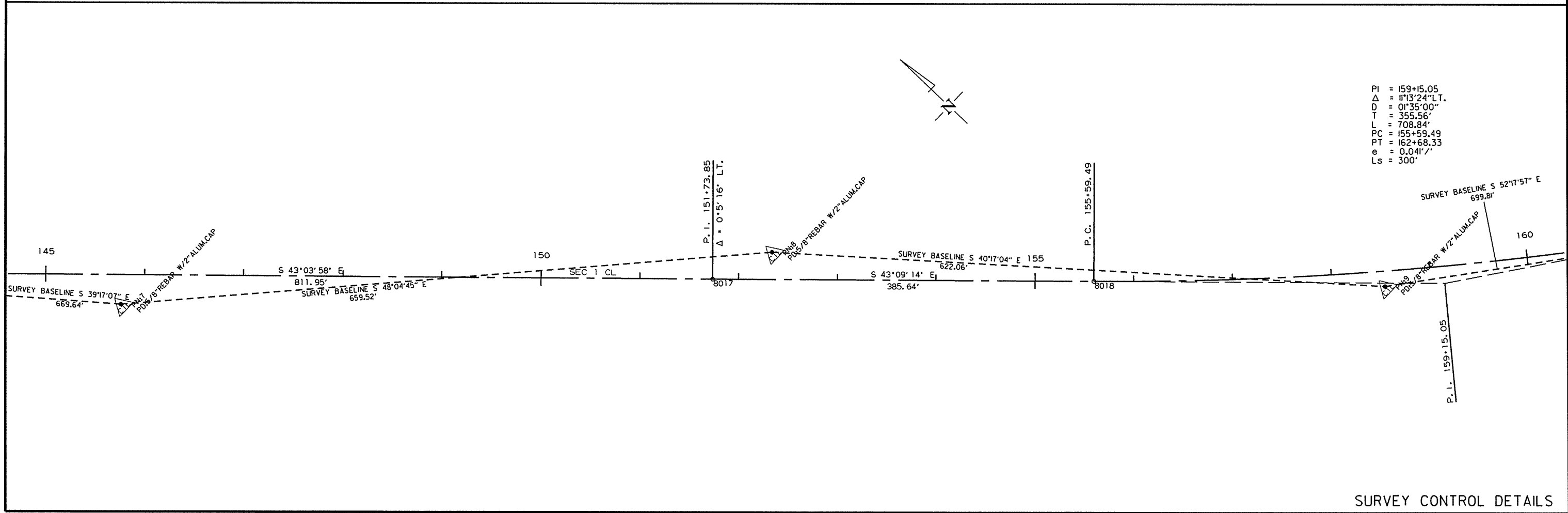
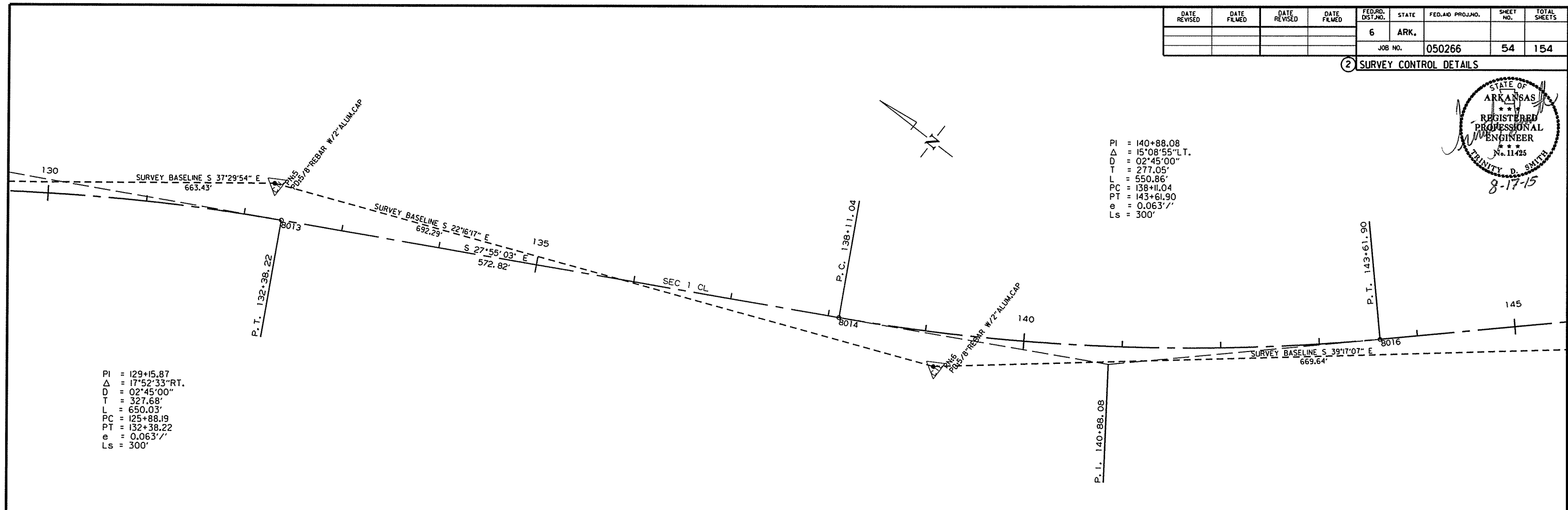
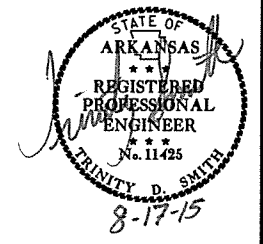
PI = 117+81.33  
 $\Delta$  = 39°52'30" L.T.  
D = 06°00'00"  
T = 346.39'  
L = 664.58'  
PC = 114+34.94  
PT = 120+99.52  
e = 0.096'/'  
Ls = 350'



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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. 050266							54	154

2 SURVEY CONTROL DETAILS

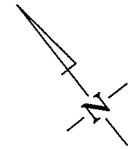
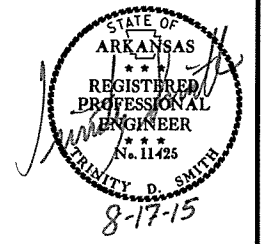


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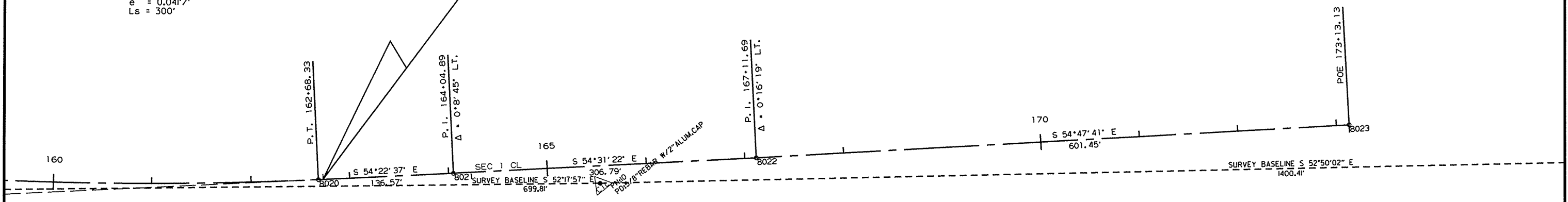
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050266	55	154

2 SURVEY CONTROL DETAILS



PI = 159+15.05  
 $\Delta$  = 11°13'24" LT.  
D = 01°35'00"  
T = 355.56'  
L = 708.84'  
PC = 155+59.49  
PT = 162+68.33  
e = 0.041' / '  
Ls = 300'

STA. 162+73.00  
END SECTION 1  
BEGIN EXCEPTION

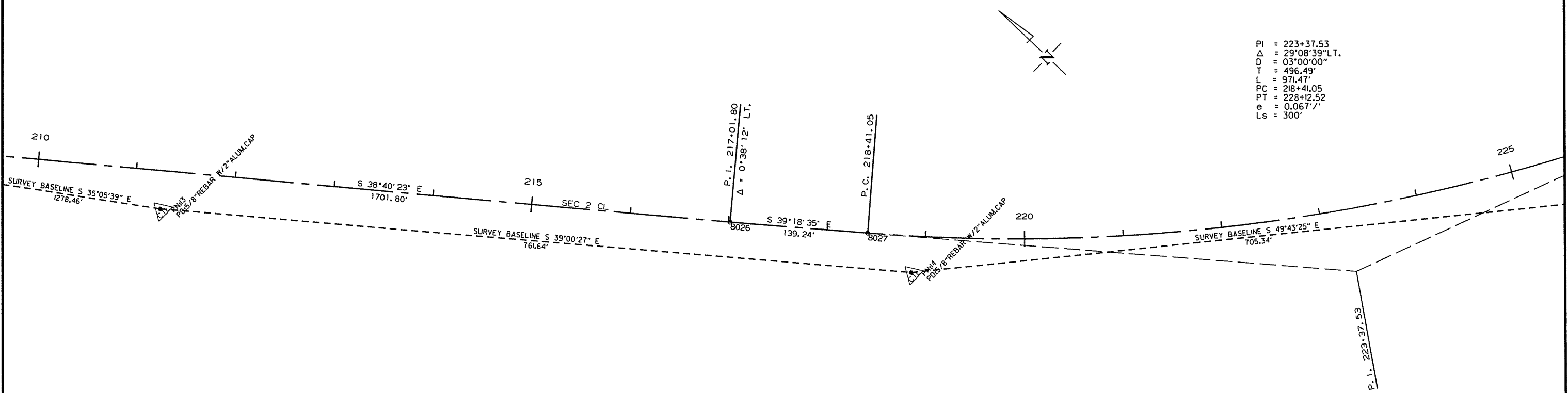
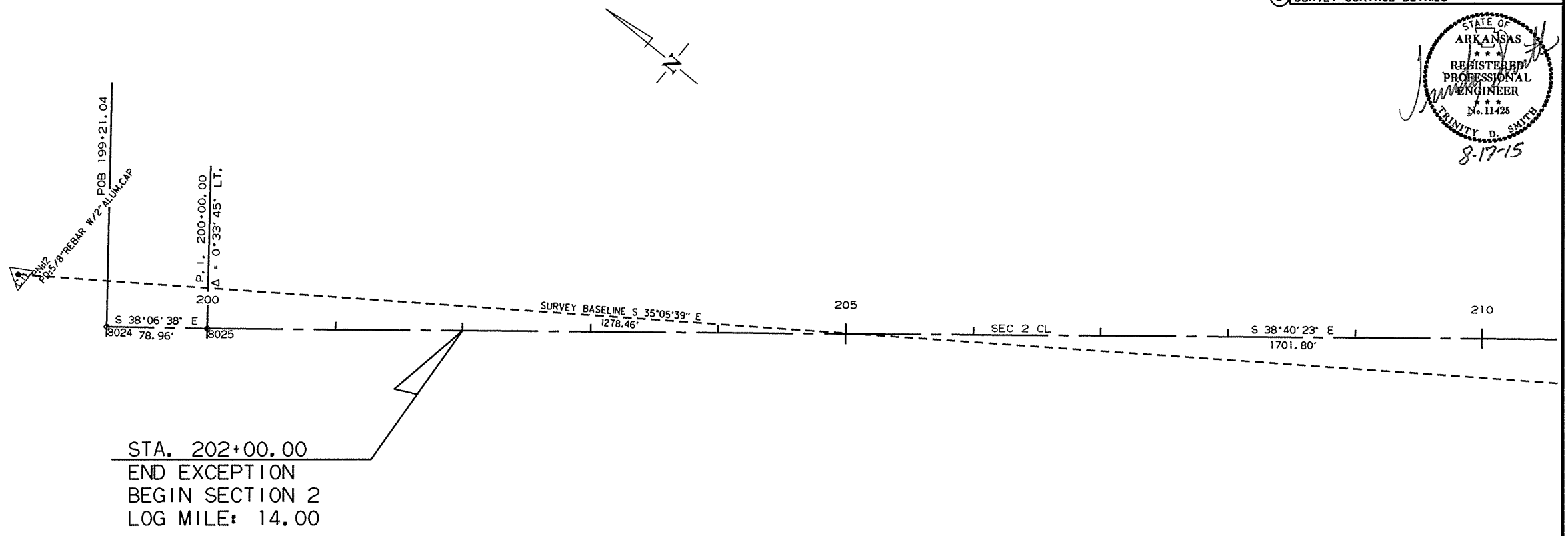
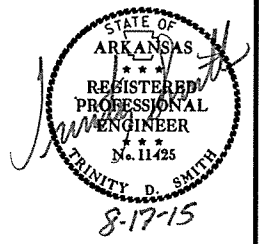


8/11/2015

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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.	050266		56	154

② SURVEY CONTROL DETAILS



SURVEY CONTROL DETAILS

8/11/2015

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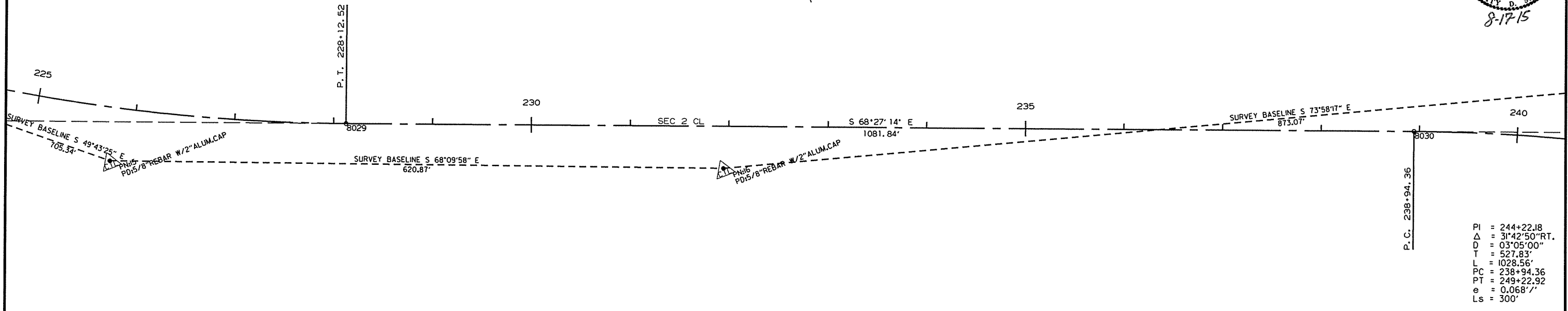


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
JOB NO.							050266	57	154

2 SURVEY CONTROL DETAILS



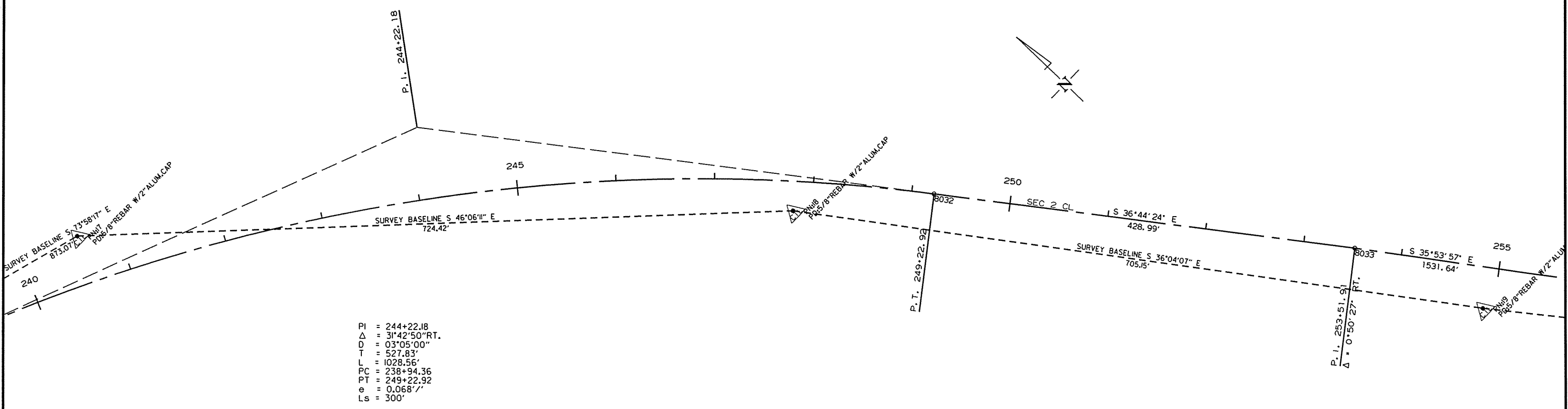
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D = 03°00'00"  
T = 496.49'  
L = 971.47'  
PC = 218+41.05  
PT = 228+12.52  
e = 0.067'/'  
Ls = 300'



PI = 244+22.18  
 $\Delta$  = 31°42'50"RT.  
D = 03°05'00"  
T = 527.83'  
L = 1028.56'  
PC = 238+94.36  
PT = 249+22.92  
e = 0.068'/'  
Ls = 300'

8/11/2015  
R050266.DGN

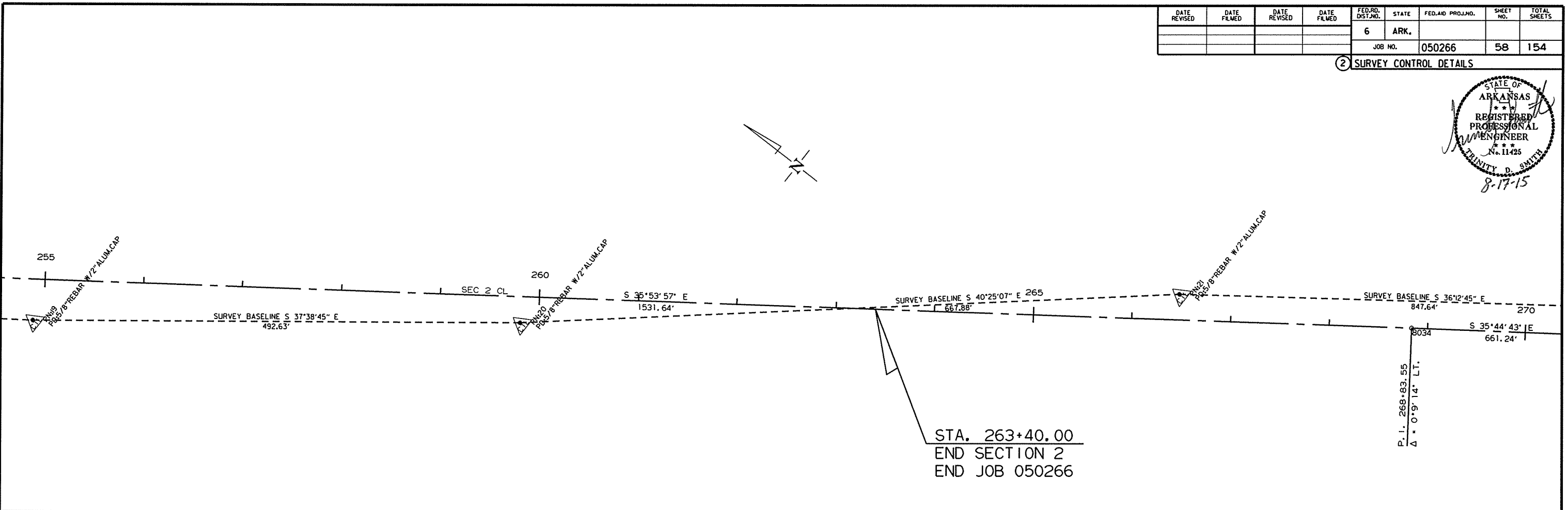
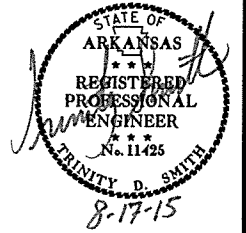
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D = 03°05'00"  
T = 527.83'  
L = 1028.56'  
PC = 238+94.36  
PT = 249+22.92  
e = 0.068'/'  
Ls = 300'



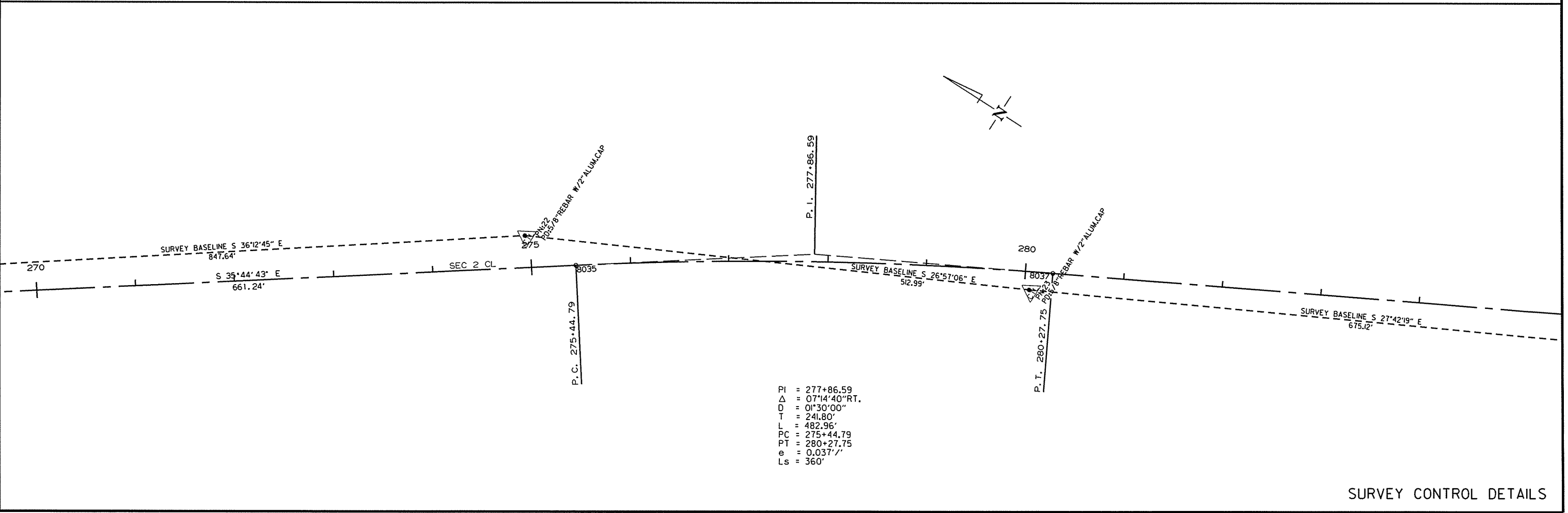
SURVEY CONTROL DETAILS

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.	050266	58 154

② SURVEY CONTROL DETAILS



STA. 263+40.00  
END SECTION 2  
END JOB 050266

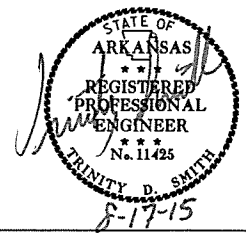


PI = 277+86.59  
Δ = 07°14'40" RT.  
D = 01°30'00"  
T = 241.80'  
L = 482.96'  
PC = 275+44.79  
PT = 280+27.75  
e = 0.037'/'  
Ls = 360'

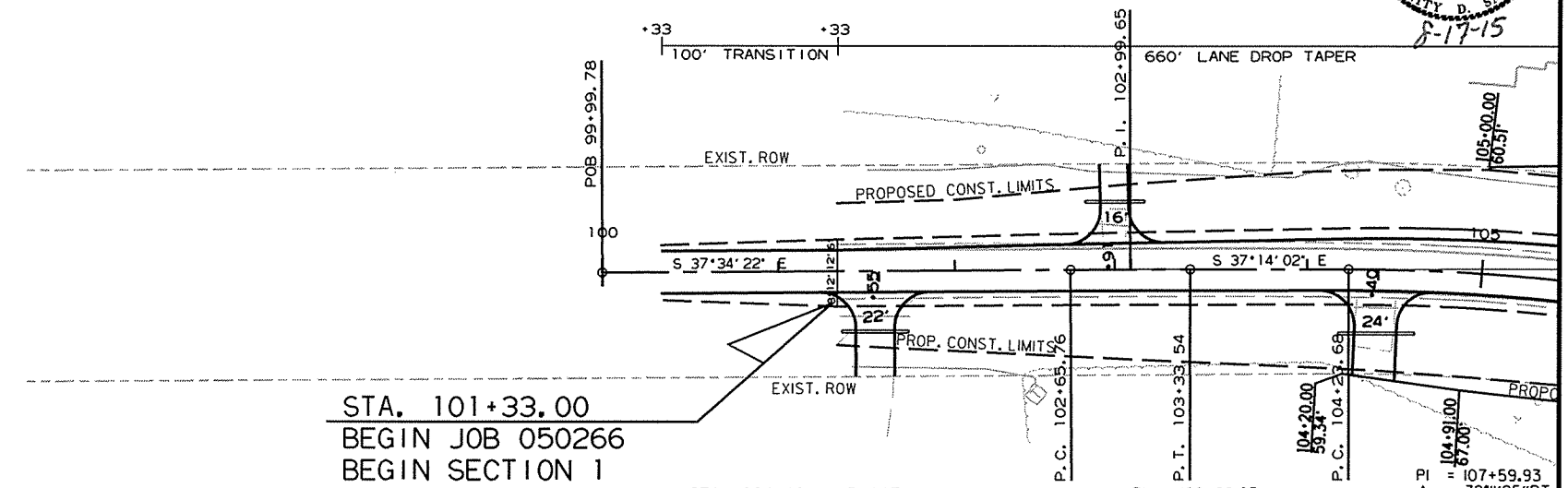
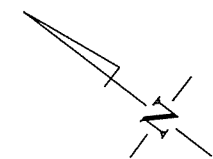
SURVEY CONTROL DETAILS

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. 050266							59	154

2 PLAN AND PROFILE SHEETS



STA. 102+91 IN PLACE  
 18" X 22' C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18" X 34' PIPE CULVERT  
 LT. SIDE DRAIN  
 CONSTRUCT APPROACH = 50 CU. YDS.



STA. 101+33.00  
 BEGIN JOB 050266  
 BEGIN SECTION 1  
 LOG MILE: 7.40

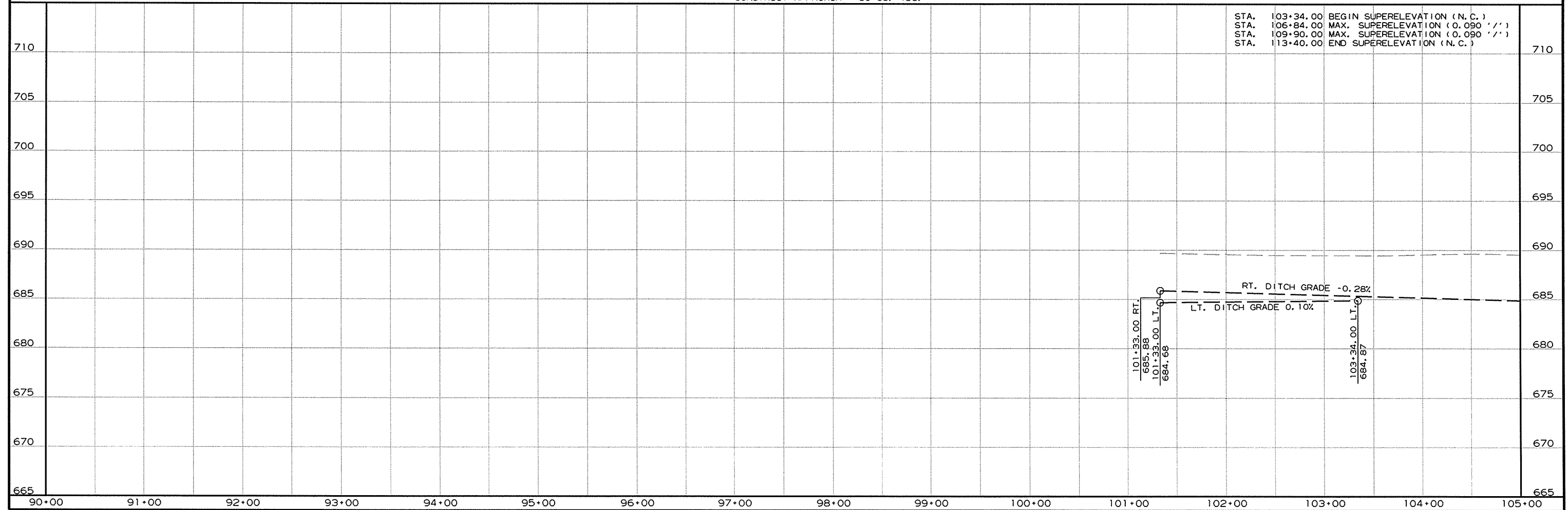
STA. 101+55 IN PLACE  
 18" X 40' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18" X 38' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 50 CU. YDS.

STA. 104+40 IN PLACE  
 18" X 26' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18" X 48' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 115 CU. YDS.  
 UNCLASSIFIED EXCAVATION = 35 CU. YDS.

PI = 102+99.65  
 $\Delta$  = 0°20'20" RT.  
 D = 0°30'00"  
 T = 33.89'  
 L = 67.78'  
 PC = 102+65.76  
 PT = 103+33.54  
 NO SUPER

PI = 107+59.93  
 $\Delta$  = 32°11'25" RT.  
 D = 4°55'00"  
 T = 336.25'  
 L = 654.72'  
 PC = 104+23.68  
 PT = 110+78.40  
 e = 0.090' /'  
 Ls = 350'

STA. 103+34.00 BEGIN SUPERELEVATION (N.C.)  
 STA. 106+84.00 MAX. SUPERELEVATION (0.090' /')  
 STA. 109+90.00 MAX. SUPERELEVATION (0.090' /')  
 STA. 113+40.00 END SUPERELEVATION (N.C.)



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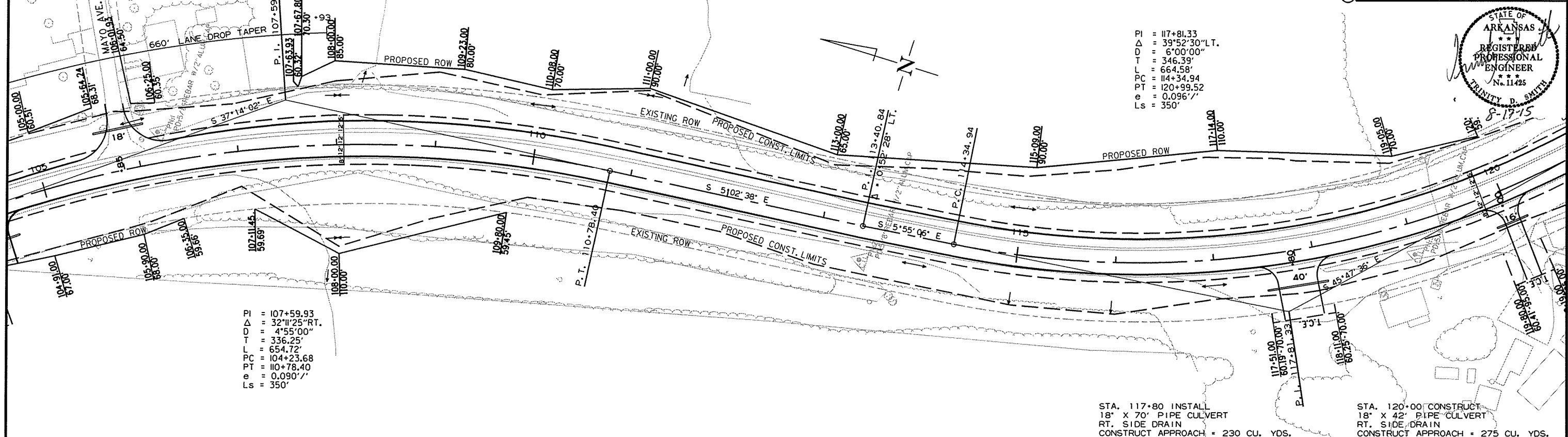
STA. 105+85 INSTALL  
18" X 52" PIPE CULVERT  
LT. SIDE DRAIN

STA. 107+93 END  
NORTHBOUND PASSING LANE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							60	154

② PLAN AND PROFILE SHEETS

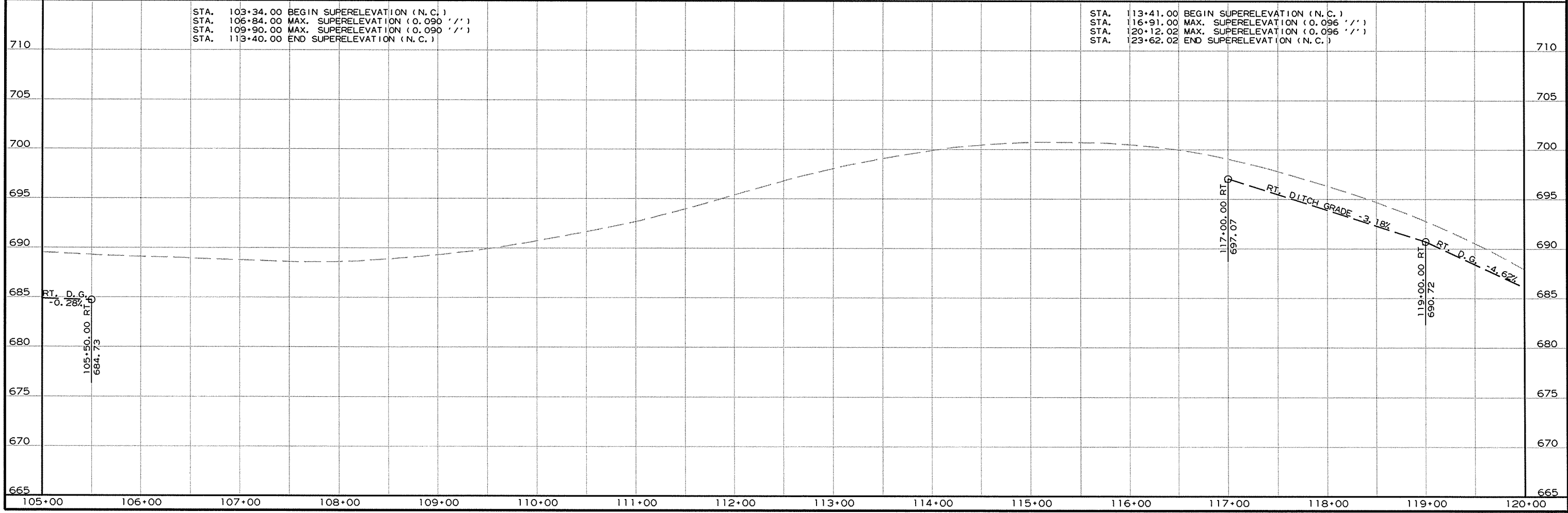
PI = 117+81.33  
Δ = 39°52'30" LT.  
D = 6°00'00"  
T = 346.39'  
L = 664.58'  
PC = 114+34.94  
PT = 120+99.52  
e = 0.096'/'  
Ls = 350'



PI = 107+59.93  
Δ = 32°11'25" RT.  
D = 4°55'00"  
T = 336.25'  
L = 654.72'  
PC = 104+23.68  
PT = 110+78.40  
e = 0.090'/'  
Ls = 350'

STA. 117+80 INSTALL  
18" X 70" PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 230 CU. YDS.

STA. 120+00 CONSTRUCT  
18" X 42" PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 275 CU. YDS.



STA. 103+34.00 BEGIN SUPERELEVATION (N.C.)  
STA. 106+84.00 MAX. SUPERELEVATION (0.090'/'')  
STA. 109+90.00 MAX. SUPERELEVATION (0.090'/'')  
STA. 113+40.00 END SUPERELEVATION (N.C.)

STA. 113+41.00 BEGIN SUPERELEVATION (N.C.)  
STA. 116+91.00 MAX. SUPERELEVATION (0.096'/'')  
STA. 120+12.02 MAX. SUPERELEVATION (0.096'/'')  
STA. 123+62.02 END SUPERELEVATION (N.C.)

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STA. 122+16 IN PLACE  
18" X 29' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 32' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 70 CU. YDS.

STA. 124+46 INSTALL  
18" X 38' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 85 CU. YDS.

STA. 125+10 INSTALL  
18" X 44' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
CONSTRUCT APPROACH = 90 CU. YDS.

STA. 126+15 IN PLACE  
18" X 24' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 42' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 75 CU. YDS.

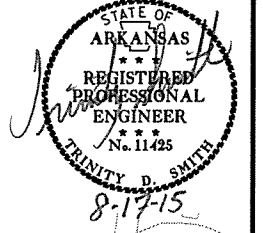
STA. 126+93 IN PLACE  
18" X 24' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 40' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 70 CU. YDS.

STA. 129+32 INSTALL  
18" X 42' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 85 CU. YDS.

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2 PLAN AND PROFILE SHEETS

STA. 134+51 IN PLACE  
18" X 24' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 42' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 125 CU. YDS.  
UNCLASSIFIED EXCAVATION = 5 CU. YDS.



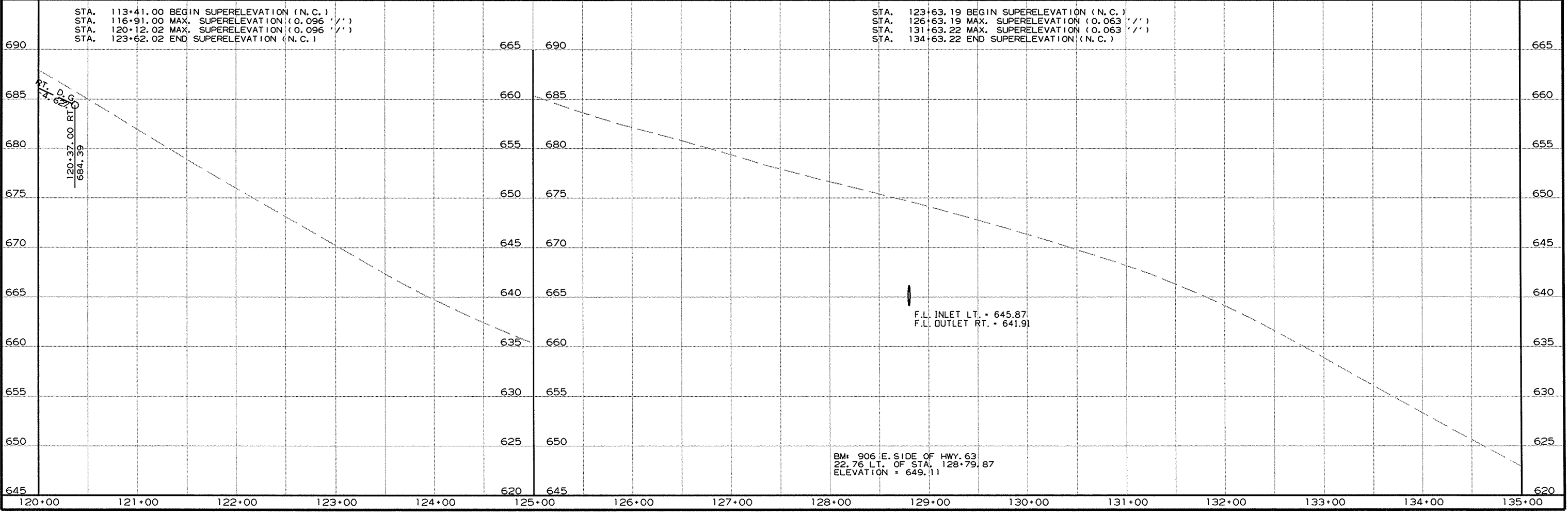
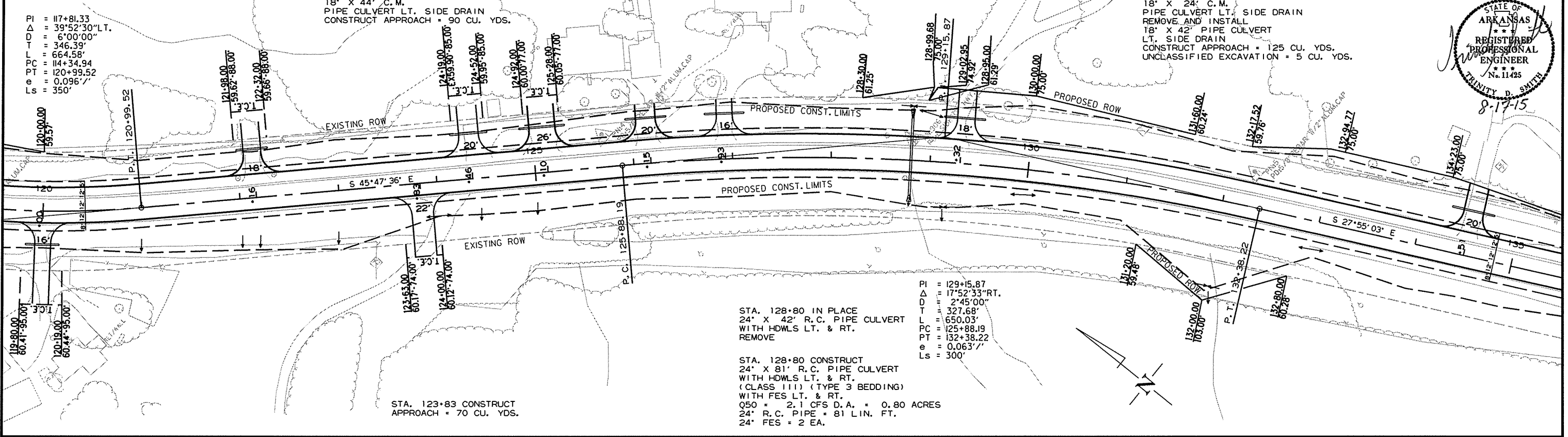
PI = 117+81.33  
Δ = 39°52'30" LT.  
D = 6°00'00"  
T = 346.39'  
L = 664.58'  
PC = 114+34.94  
PT = 120+99.52  
e = 0.096'/'  
Ls = 350'

PI = 129+15.87  
Δ = 17°52'33" RT.  
D = 2°45'00"  
T = 327.68'  
L = 650.03'  
PC = 125+88.19  
PT = 132+38.22  
e = 0.063'/'  
Ls = 300'

STA. 128+80 IN PLACE  
24" X 42' R.C. PIPE CULVERT  
WITH HDWLS LT. & RT.  
REMOVE

STA. 128+80 CONSTRUCT  
24" X 81' R.C. PIPE CULVERT  
WITH HDWLS LT. & RT.  
(CLASS III) (TYPE 3 BEDDING)  
WITH FES LT. & RT.  
Q50 = 2.1 CFS D.A. = 0.80 ACRES  
24" R.C. PIPE = 81 LIN. FT.  
24" FES = 2 EA.

STA. 123+83 CONSTRUCT  
APPROACH = 70 CU. YDS.



STA. 136+08 IN PLACE  
18" X 40' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 48' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 55 CU. YDS.

STA. 138+55 INSTALL  
18" X 32' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 35 CU. YDS.

STA. 140+93 IN PLACE  
18" X 24' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 38' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 65 CU. YDS.

STA. 141+52 IN PLACE  
18" X 20' PIPE CULVERT  
LT. SIDE DRAIN  
REMOVE

STA. 142+24 INSTALL  
18" X 28' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 30 CU. YDS.

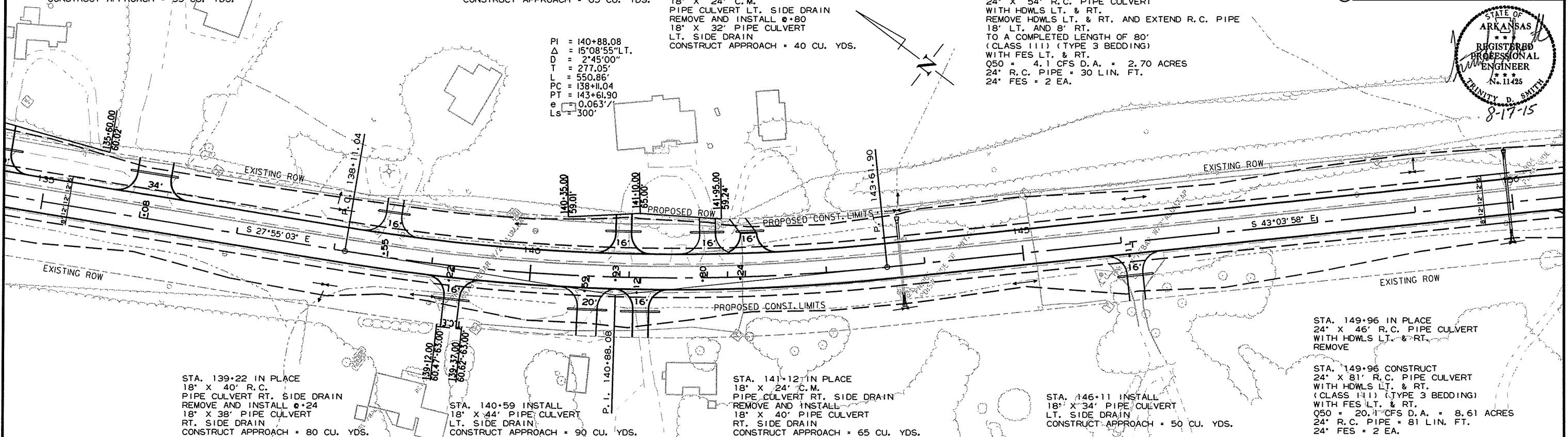
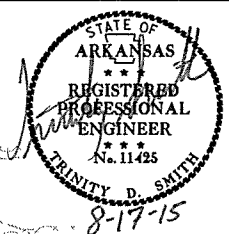
STA. 141+84 IN PLACE  
18" X 24' C.M.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL 24"  
18" X 32' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 40 CU. YDS.

STA. 143+76 IN PLACE  
24" X 54' R.C. PIPE CULVERT  
WITH HDWLS LT. & RT.  
REMOVE HDWLS LT. & RT. AND EXTEND R.C. PIPE  
18" LT. AND 8' RT.  
TO A COMPLETED LENGTH OF 80'  
(CLASS III) (TYPE 3 BEDDING)  
WITH FES LT. & RT.  
Q50 = 4.1 CFS D.A. = 2.70 ACRES  
24" R.C. PIPE = 30 LIN. FT.  
24" FES = 2 EA.

PI = 140+88.08  
Δ = 15°08'55" LT.  
D = 2'45'00"  
T = 277.05'  
L = 550.86'  
PC = 138+11.04  
PT = 143+61.90  
e = 0.063' /'  
Ls = 300'

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2 PLAN AND PROFILE SHEETS



STA. 139+22 IN PLACE  
18" X 40' R.C.  
PIPE CULVERT RT. SIDE DRAIN  
REMOVE AND INSTALL 24"  
18" X 38' PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 80 CU. YDS.

STA. 140+59 INSTALL  
18" X 44' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 90 CU. YDS.

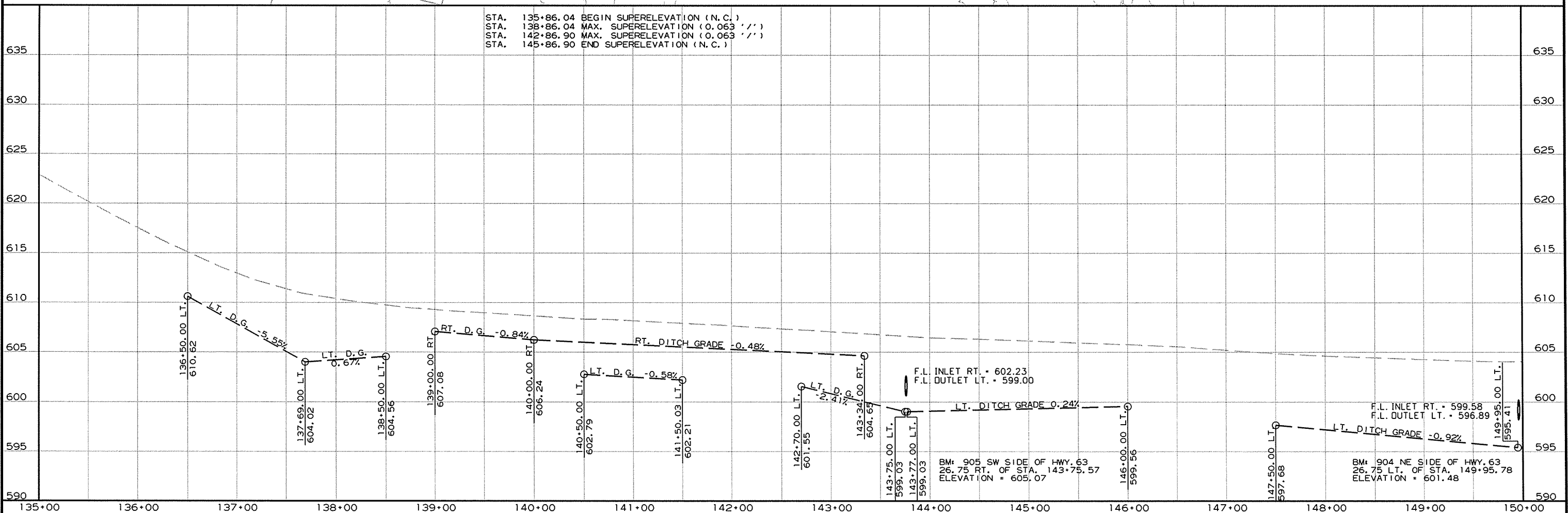
STA. 141+12 IN PLACE  
18" X 24' C.M.  
PIPE CULVERT RT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 40' PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 65 CU. YDS.

STA. 146+11 INSTALL  
18" X 34' PIPE CULVERT  
LT. SIDE DRAIN  
CONSTRUCT APPROACH = 50 CU. YDS.

STA. 149+96 IN PLACE  
24" X 46' R.C. PIPE CULVERT  
WITH HDWLS LT. & RT.  
REMOVE

STA. 149+96 CONSTRUCT  
24" X 81' R.C. PIPE CULVERT  
WITH HDWLS LT. & RT.  
(CLASS III) (TYPE 3 BEDDING)  
WITH FES LT. & RT.  
Q50 = 20.1 CFS D.A. = 8.61 ACRES  
24" R.C. PIPE = 81 LIN. FT.  
24" FES = 2 EA.

STA. 135+86.04 BEGIN SUPERELEVATION (N.C.)  
STA. 138+86.04 MAX. SUPERELEVATION (0.063' /'  
STA. 142+86.90 MAX. SUPERELEVATION (0.063' /'  
STA. 145+86.90 END SUPERELEVATION (N.C.)



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F.L. INLET RT. = 602.23  
F.L. OUTLET LT. = 599.00

BM: 905 SW SIDE OF HWY. 63  
26.75 RT. OF STA. 143+75.57  
ELEVATION = 605.07

F.L. INLET RT. = 599.58  
F.L. OUTLET LT. = 596.89

BM: 904 NE SIDE OF HWY. 63  
26.75 LT. OF STA. 149+95.78  
ELEVATION = 601.48

STA. 153+41 IN PLACE  
 24' X 46' R.C. PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 REMOVE HDWLS LT. & RT. AND EXTEND R.C. PIPE  
 22' LT. AND 12' RT.  
 TO A COMPLETED LENGTH OF 80'  
 (CLASS III) (TYPE 3 BEDDING)  
 WITH FES LT. & RT.  
 Q50 = 26.6 CFS D.A. = 14.49 ACRES  
 24' R.C. PIPE = 38 LIN. FT.  
 24' FES = 2 EA.

STA. 156+72 IN PLACE  
 6' X 19' C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 RETAIN

STA. 156+93 IN PLACE  
 12' X 23' R.C.  
 PIPE CULVERT LT. SIDE DRAIN  
 RETAIN

STA. 157+16 IN PLACE  
 12' X 19' C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 RETAIN

STA. 157+14 IN PLACE  
 18' X 69' R.C.  
 PIPE CULVERT LT. SIDE DRAIN  
 REMOVE AND INSTALL Ø157-04  
 18' X 54' PIPE CULVERT  
 LT. SIDE DRAIN

STA. 150+65 IN PLACE  
 18' X 20' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 32' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 35 CU. YDS.

STA. 152+19 IN PLACE  
 18' X 22' R.C.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 34' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 45 CU. YDS.

STA. 154+90 IN PLACE  
 18' X 48' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 40' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 65 CU. YDS.

STA. 162+73.00  
 END SECTION 1  
 BEGIN EXCEPTION

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				6	ARK.			

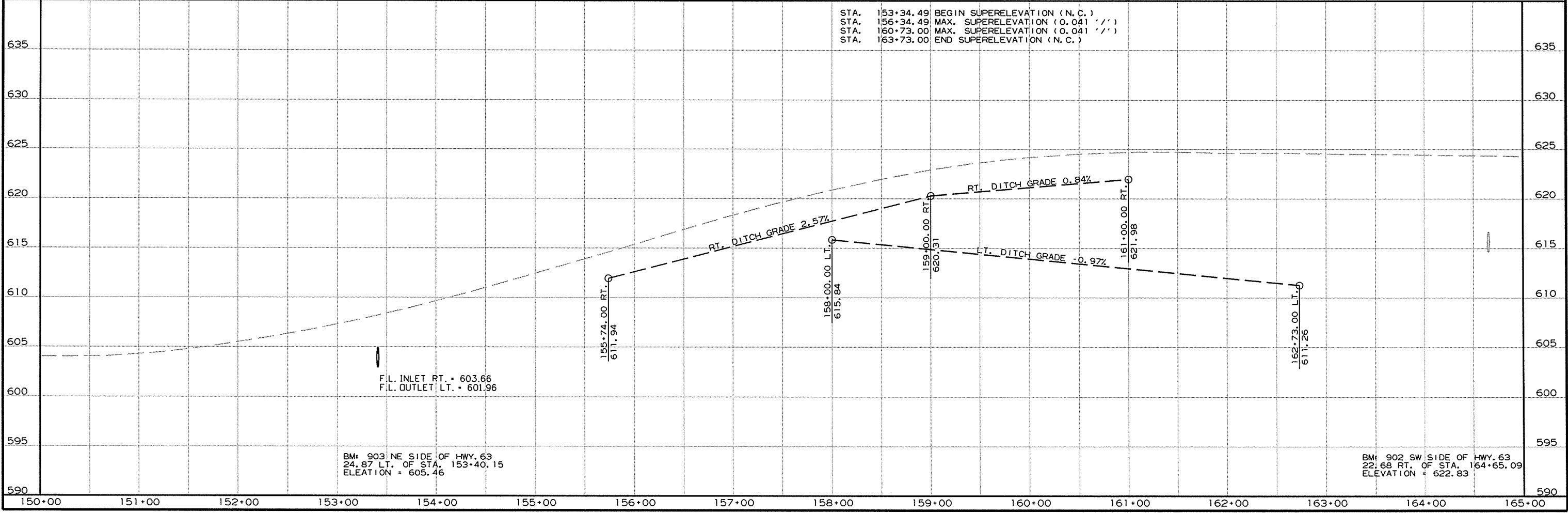
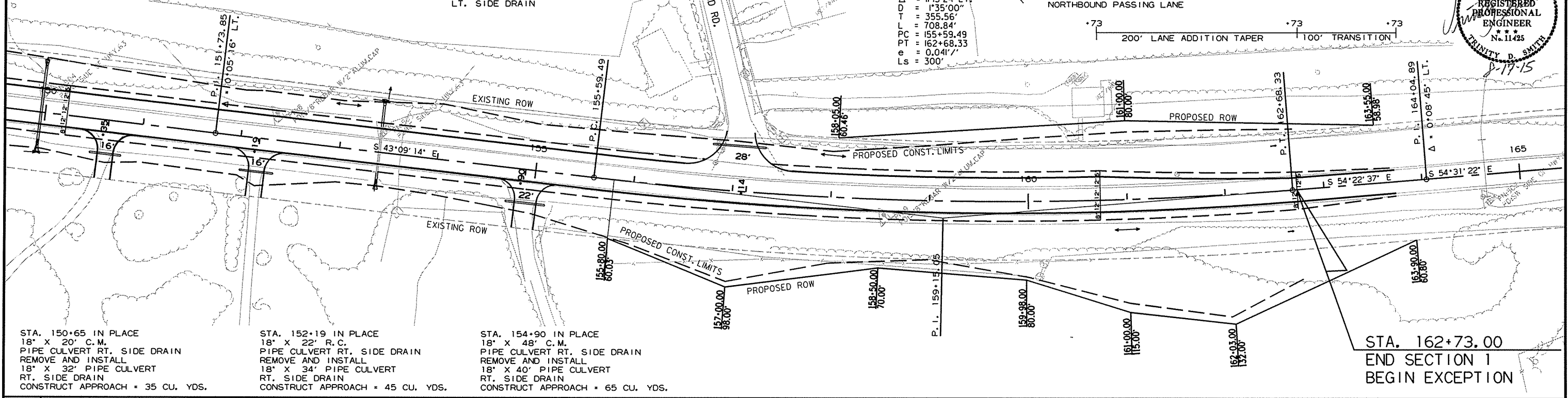
2 PLAN AND PROFILE SHEETS



PI = 159+5.05  
 Δ = 11°13'24" LT.  
 D = 1'35'00"  
 T = 355.56'  
 L = 708.84'  
 PC = 155+59.49  
 PT = 162+68.33  
 e = 0.041' /'  
 LS = 300'

STA. 160+73 BEGIN  
 NORTHBOUND PASSING LANE

200' LANE ADDITION TAPER 100' TRANSITION

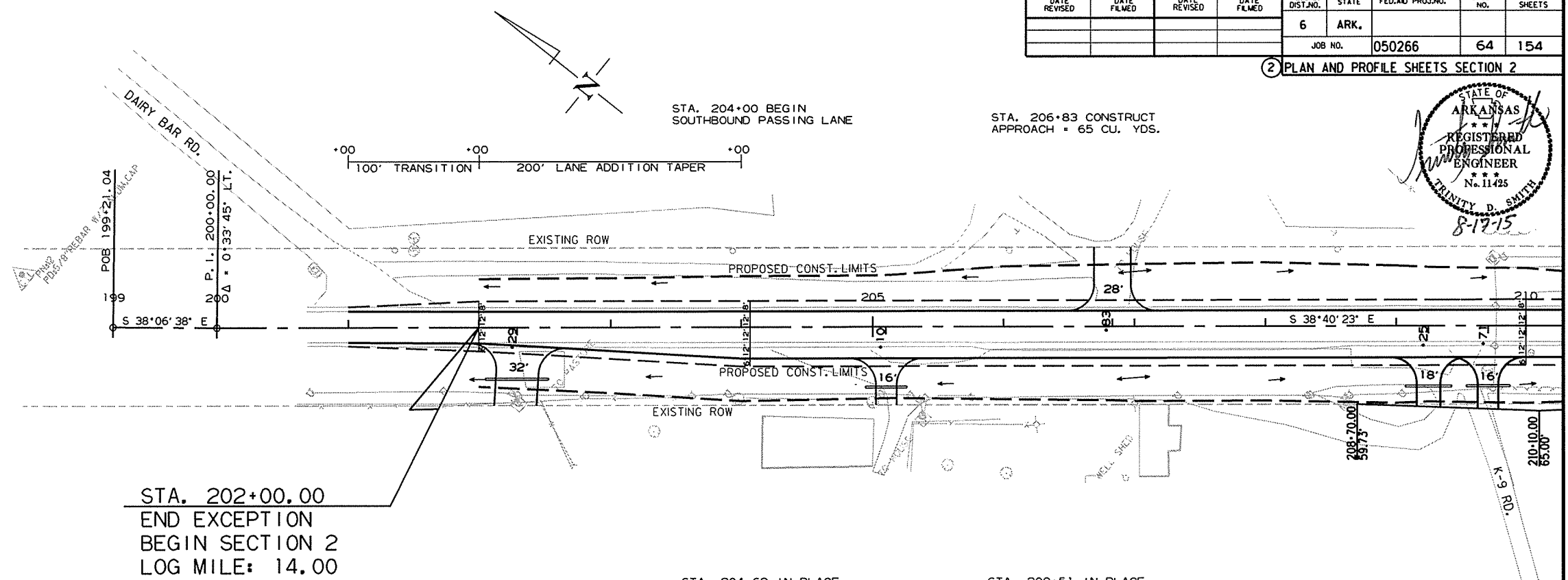
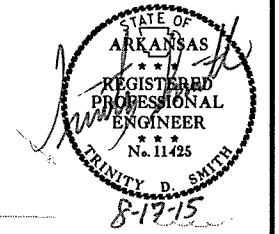


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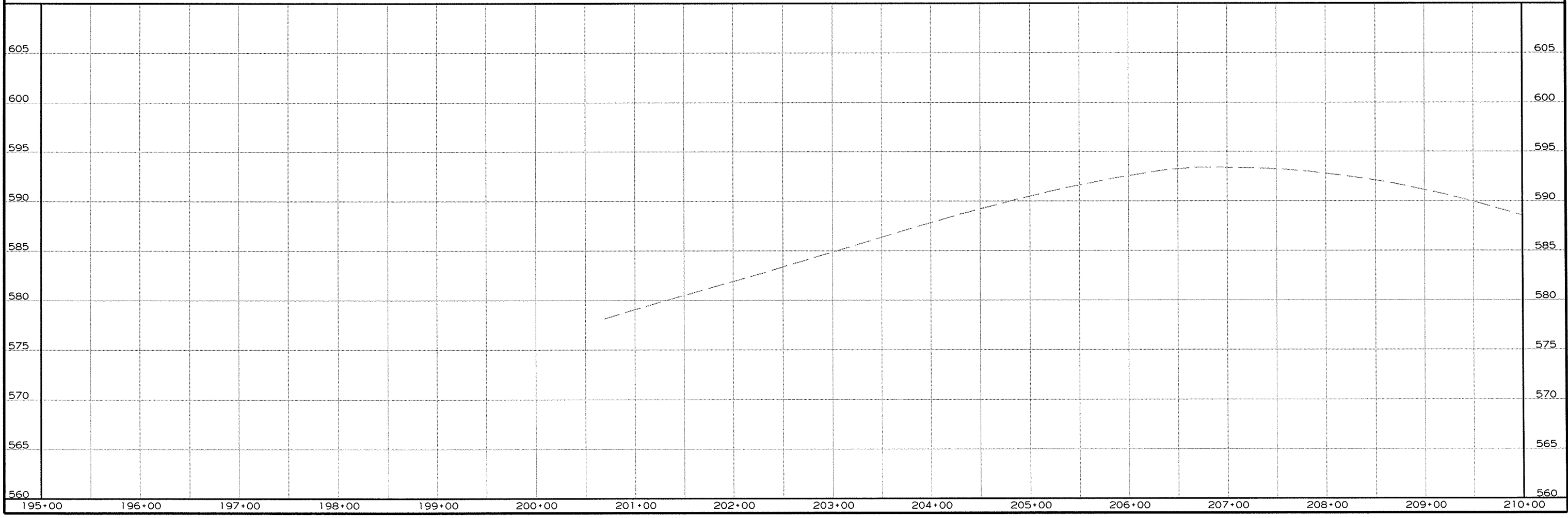
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2 PLAN AND PROFILE SHEETS SECTION 2



- STA. 202+29 INSTALL 18" X 52' PIPE CULVERT RT. SIDE DRAIN CONSTRUCT APPROACH = 125 CU. YDS.
- STA. 204+62 IN PLACE 18" X 104' R.C. PIPE CULVERT RT. SIDE DRAIN REMOVE AND INSTALL Ø 205+10 18" X 32' PIPE CULVERT RT. SIDE DRAIN CONSTRUCT APPROACH = 40 CU. YDS.
- STA. 209+51 IN PLACE 18" X 40' R.C. PIPE CULVERT RT. SIDE DRAIN REMOVE AND INSTALL Ø +25 18" X 36' PIPE CULVERT RT. SIDE DRAIN CONSTRUCT APPROACH = 55 CU. YDS.
- STA. 209+71 INSTALL 18" X 36' PIPE CULVERT RT. SIDE DRAIN CONSTRUCT APPROACH = 50 CU. YDS.



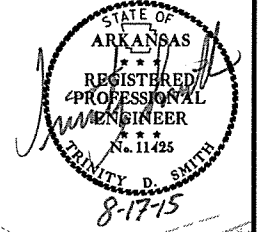
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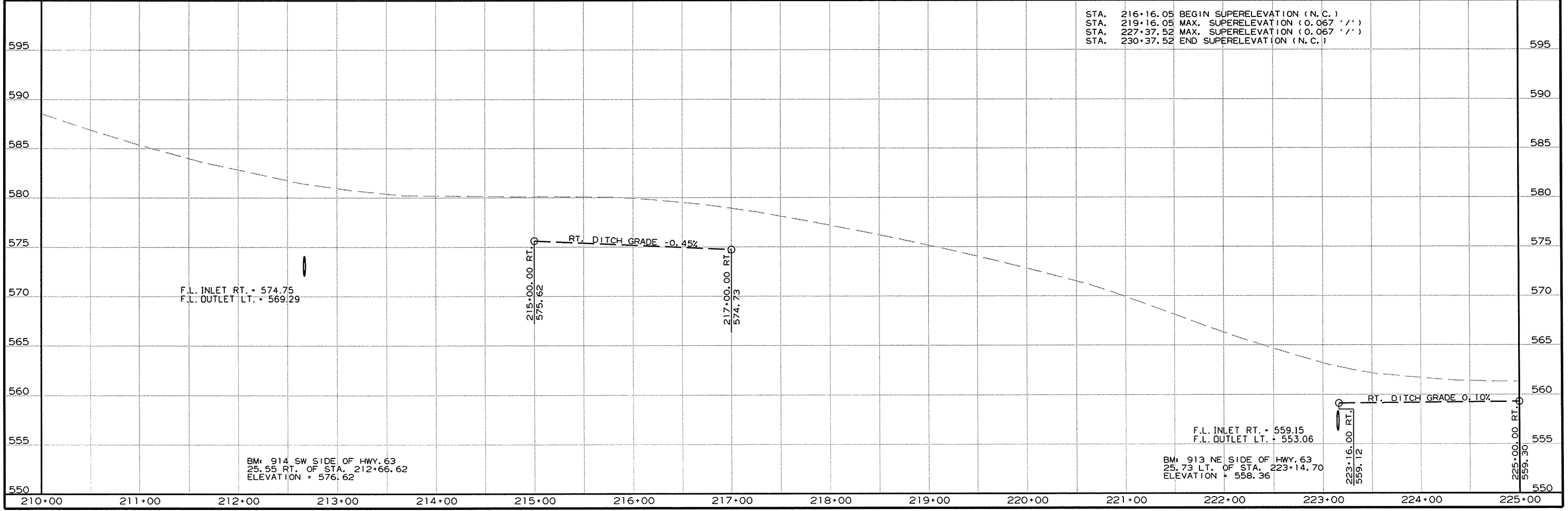
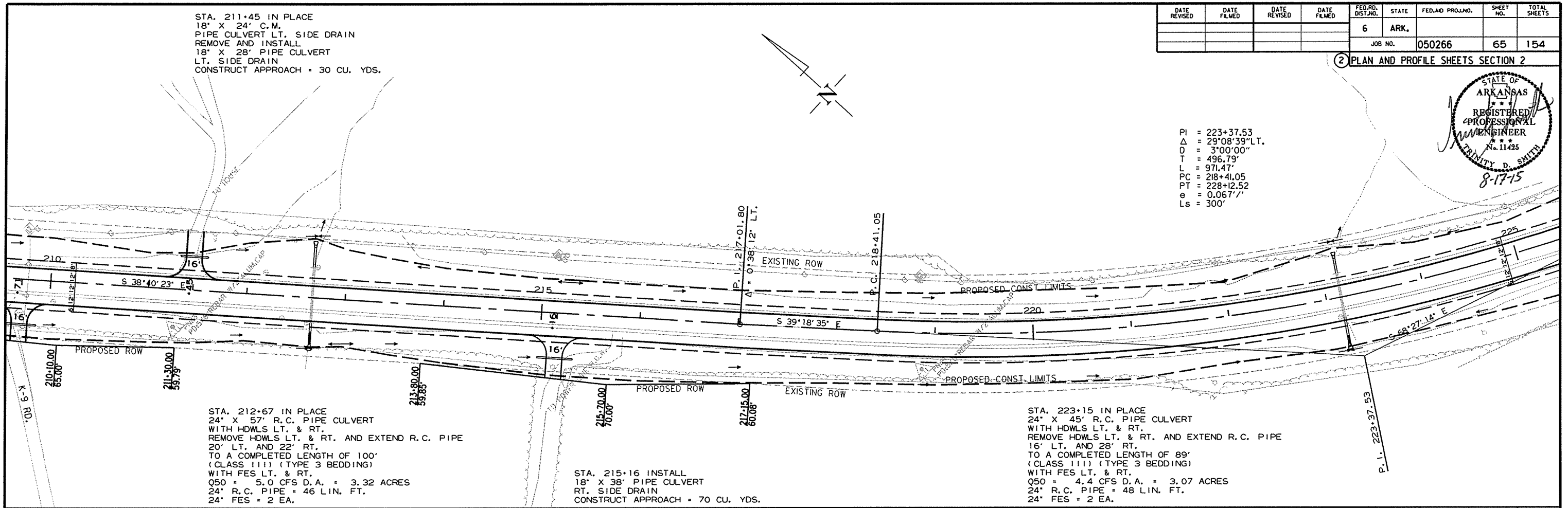
STA. 211+45 IN PLACE  
 18" X 24" C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18" X 28" PIPE CULVERT  
 LT. SIDE DRAIN  
 CONSTRUCT APPROACH = 30 CU. YDS.

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 PLAN AND PROFILE SHEETS SECTION 2



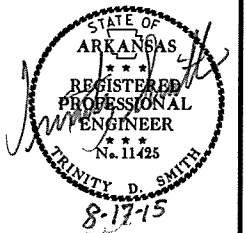
PI = 223+37.53  
 Δ = 29°08'39" LT.  
 D = 3°00'00"  
 T = 496.79'  
 L = 971.47'  
 PC = 218+41.05  
 PT = 228+12.52  
 e = 0.067'/'  
 Ls = 300'



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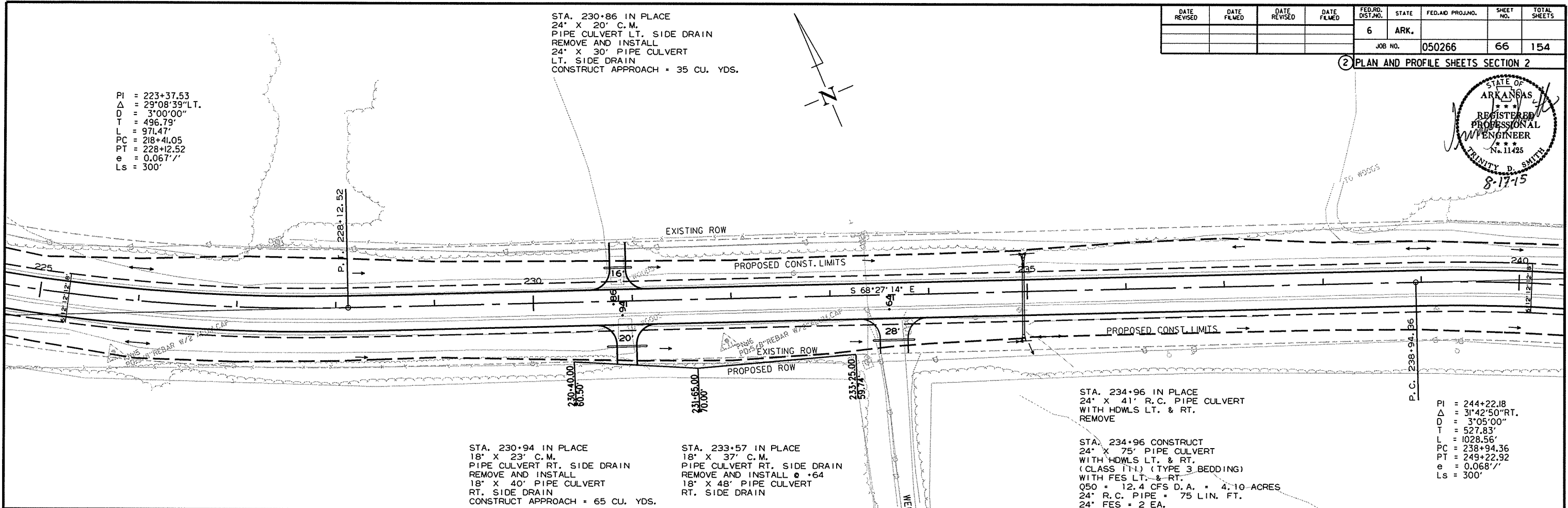
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		66	154

2 PLAN AND PROFILE SHEETS SECTION 2



PI = 223+37.53  
 Δ = 29°08'39" LT.  
 D = 3°00'00"  
 T = 496.79'  
 L = 971.47'  
 PC = 218+41.05  
 PT = 228+12.52  
 e = 0.067'/'  
 Ls = 300'

STA. 230+86 IN PLACE  
 24" X 20" C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 REMOVE AND INSTALL  
 24" X 30" PIPE CULVERT  
 LT. SIDE DRAIN  
 CONSTRUCT APPROACH = 35 CU. YDS.



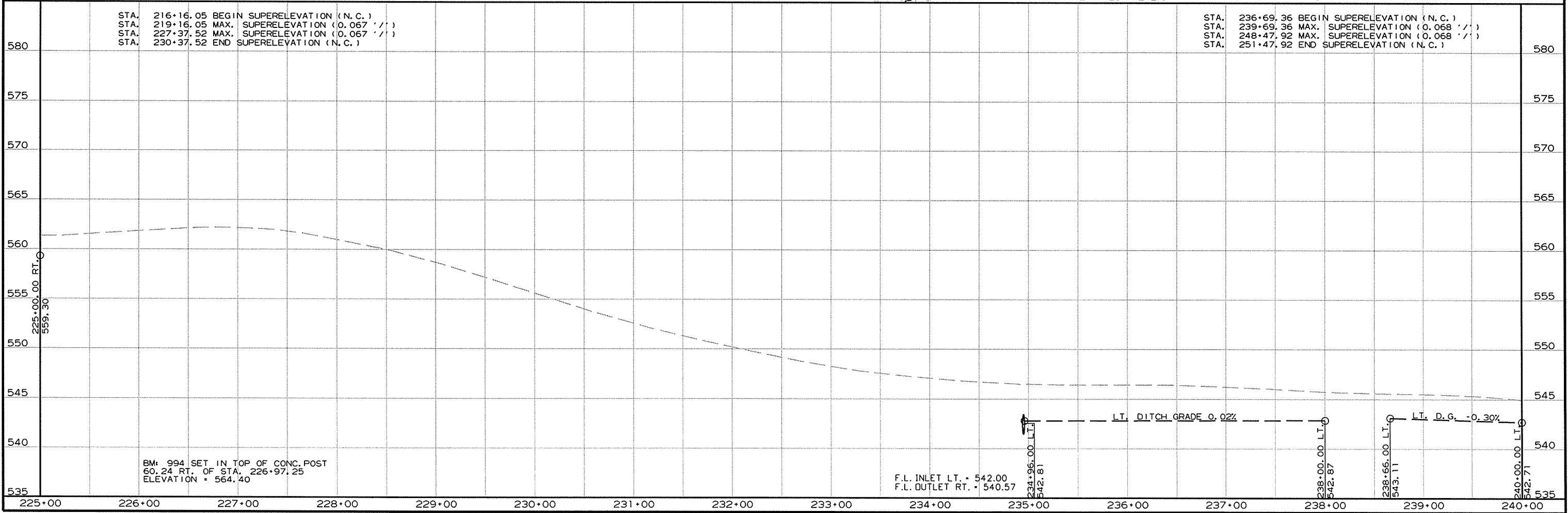
STA. 230+94 IN PLACE  
 18" X 23" C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18" X 40" PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 65 CU. YDS.

STA. 233+57 IN PLACE  
 18" X 37" C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL Ø +64  
 18" X 48" PIPE CULVERT  
 RT. SIDE DRAIN

STA. 234+96 IN PLACE  
 24" X 41" R.C. PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 REMOVE

STA. 234+96 CONSTRUCT  
 24" X 75" PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 (CLASS 1-1) (TYPE 3 BEDDING)  
 WITH FES LT. & RT.  
 Q50 = 12.4 CFS D.A. = 4.10 ACRES  
 24" R.C. PIPE = 75 LIN. FT.  
 24" FES = 2 EA.

PI = 244+22.18  
 Δ = 31°42'50" RT.  
 D = 3°05'00"  
 T = 527.83'  
 L = 1028.56'  
 PC = 238+94.36  
 PT = 249+22.92  
 e = 0.068'/'  
 Ls = 300'



STA. 216+16.05 BEGIN SUPERELEVATION (N.C.)  
 STA. 219+16.05 MAX. SUPERELEVATION (0.067'/'')  
 STA. 227+37.52 MAX. SUPERELEVATION (0.067'/'')  
 STA. 230+37.52 END SUPERELEVATION (N.C.)

STA. 236+69.36 BEGIN SUPERELEVATION (N.C.)  
 STA. 239+69.36 MAX. SUPERELEVATION (0.068'/'')  
 STA. 248+47.92 MAX. SUPERELEVATION (0.068'/'')  
 STA. 251+47.92 END SUPERELEVATION (N.C.)

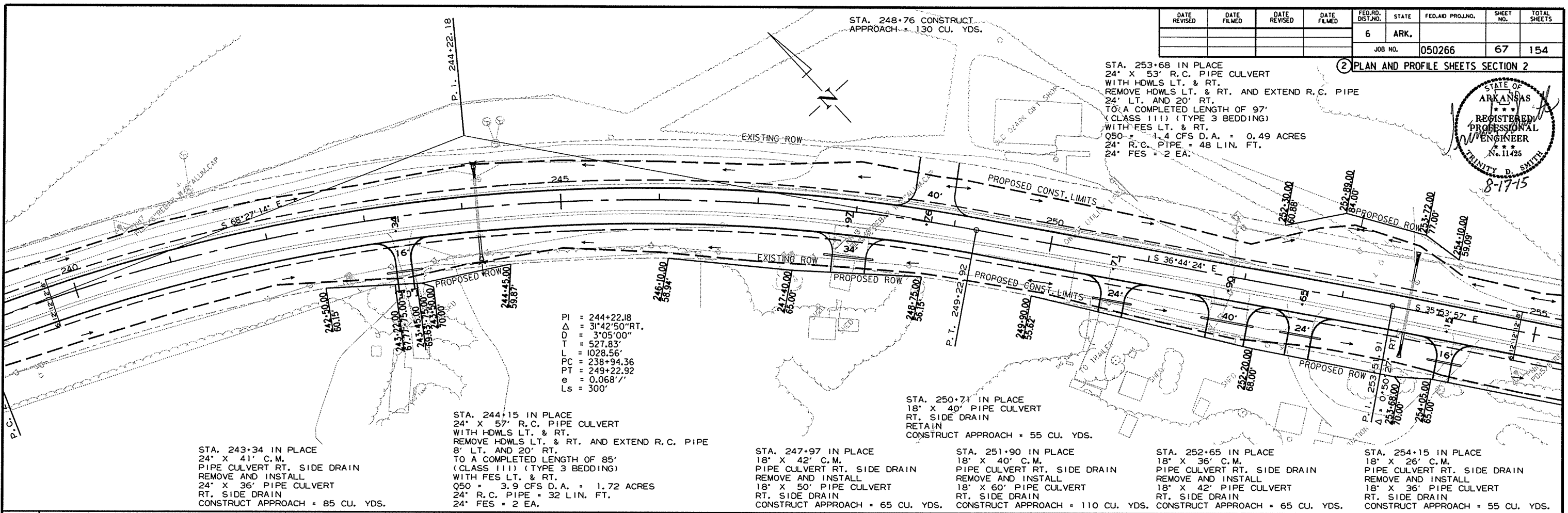
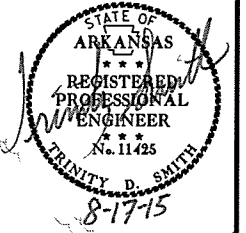
BM: 994 SET IN TOP OF CONC. POST  
 60.24 RT. OF STA. 226+97.25  
 ELEVATION = 564.40

F.L. INLET LT. = 542.00  
 F.L. OUTLET RT. = 540.57

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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. 050266							67	154

2 PLAN AND PROFILE SHEETS SECTION 2



STA. 253+68 IN PLACE  
 24' X 53' R.C. PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 REMOVE HDWLS LT. & RT. AND EXTEND R.C. PIPE  
 24' LT. AND 20' RT.  
 TO A COMPLETED LENGTH OF 97'  
 (CLASS III) (TYPE 3 BEDDING)  
 WITH FES LT. & RT.  
 Q50 = 1.4 CFS D.A. = 0.49 ACRES  
 24' R.C. PIPE = 48 LIN. FT.  
 24' FES = 2 EA.

PI = 244+22.18  
 $\Delta$  = 31°42'50" RT.  
 D = 3°05'00"  
 T = 527.83'  
 L = 1028.56'  
 PC = 238+94.36  
 PT = 249+22.92  
 e = 0.068'/'  
 Ls = 300'

STA. 243+34 IN PLACE  
 24' X 41' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 24' X 36' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 85 CU. YDS.

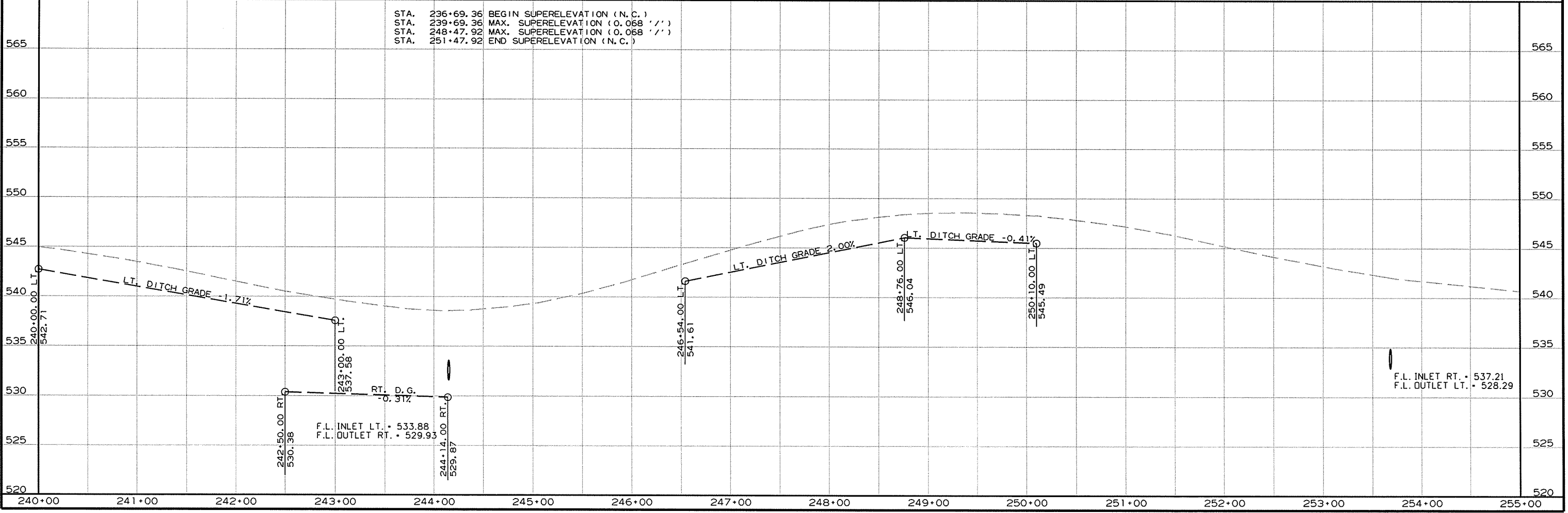
STA. 244+15 IN PLACE  
 24' X 57' R.C. PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 REMOVE HDWLS LT. & RT. AND EXTEND R.C. PIPE  
 8' LT. AND 20' RT.  
 TO A COMPLETED LENGTH OF 85'  
 (CLASS III) (TYPE 3 BEDDING)  
 WITH FES LT. & RT.  
 Q50 = 3.9 CFS D.A. = 1.72 ACRES  
 24' R.C. PIPE = 32 LIN. FT.  
 24' FES = 2 EA.

STA. 247+97 IN PLACE  
 18' X 42' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 50' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 65 CU. YDS.

STA. 251+90 IN PLACE  
 18' X 40' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 60' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 110 CU. YDS.

STA. 252+65 IN PLACE  
 18' X 36' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 42' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 65 CU. YDS.

STA. 254+15 IN PLACE  
 18' X 26' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 36' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 55 CU. YDS.



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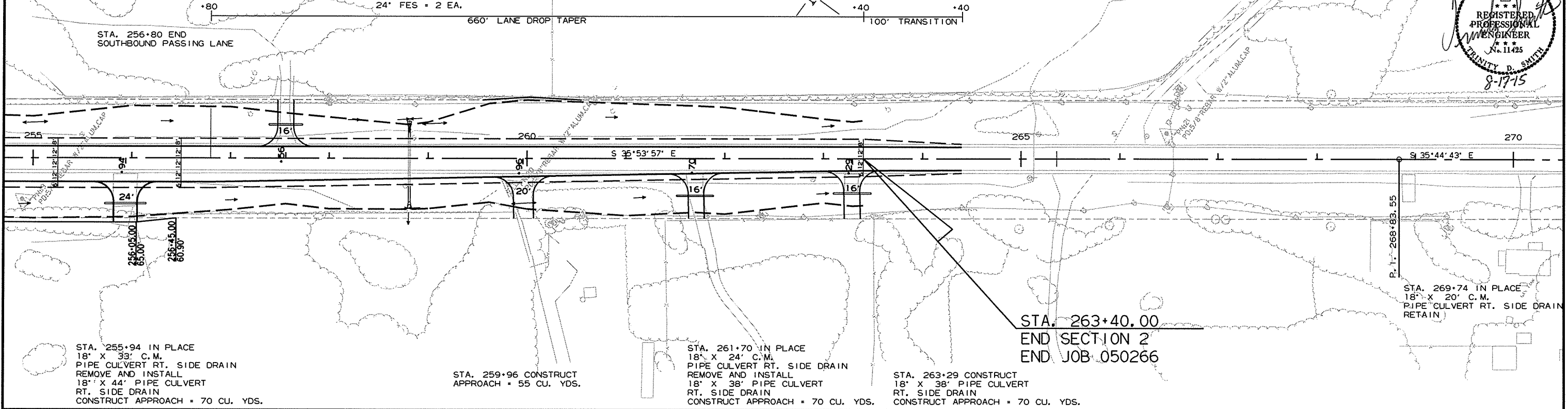
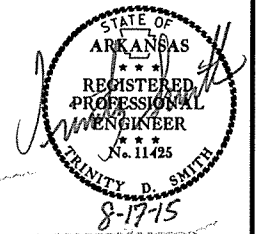
STA. 257+56 IN PLACE  
 18' X 23' C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 34' PIPE CULVERT  
 LT. SIDE DRAIN  
 CONSTRUCT APPROACH = 45 CU. YDS.

STA. 258+81 IN PLACE  
 24' X 49' R.C. PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 REMOVE HDWLS LT. & RT. AND EXTEND R.C. PIPE  
 10' LT. AND 16' RT.  
 TO A COMPLETED LENGTH OF 75'  
 (CLASS III) (TYPE 3 BEDDING)  
 WITH FES LT. & RT.  
 Q50 = 1.0 CFS D.A. = 0.50 ACRES  
 24' R.C. PIPE = 30 LIN. FT.  
 24' FES = 2 EA.

STA. 265+13 IN PLACE  
 24' X 45' R.C. PIPE CULVERT  
 WITH HDWLS LT. & RT.  
 RETAIN

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		68	154

2 PLAN AND PROFILE SHEETS SECTION 2



STA. 255+94 IN PLACE  
 18' X 33' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 44' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 70 CU. YDS.

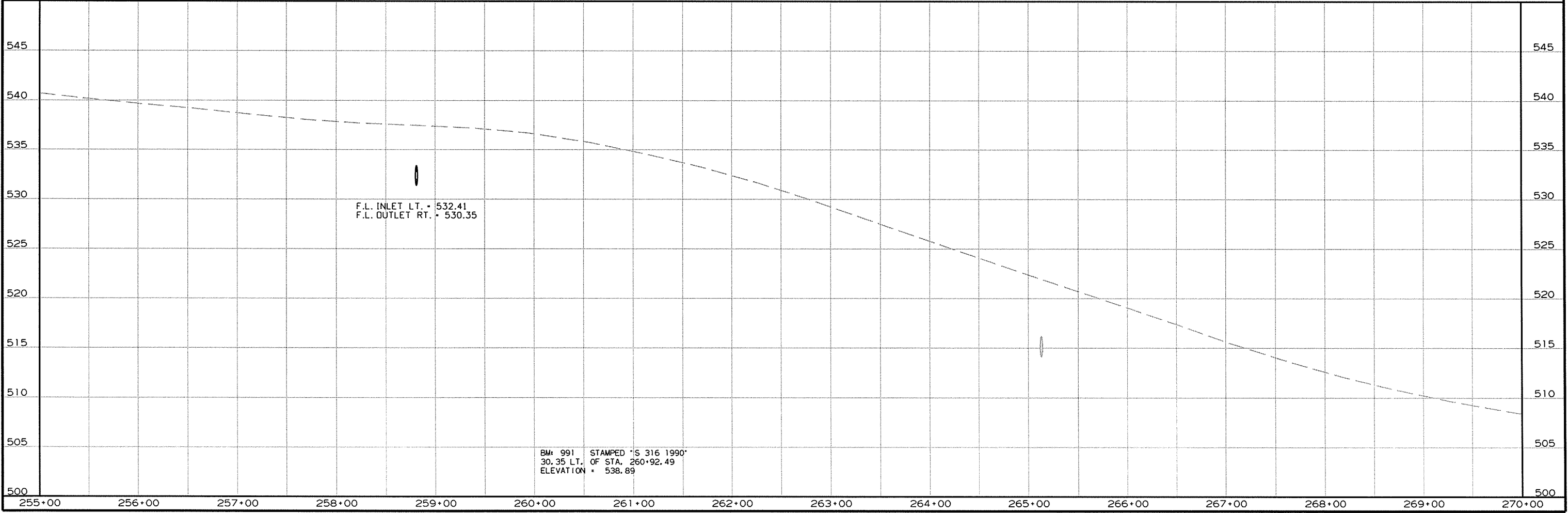
STA. 259+96 CONSTRUCT  
 APPROACH = 55 CU. YDS.

STA. 261+70 IN PLACE  
 18' X 24' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18' X 38' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 70 CU. YDS.

STA. 263+29 CONSTRUCT  
 18' X 38' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 70 CU. YDS.

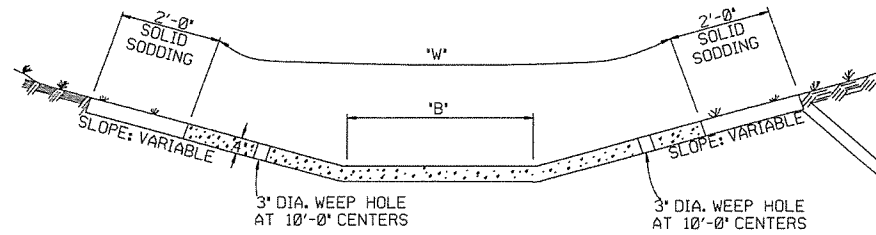
STA. 263+40.00  
 END SECTION 2  
 END JOB 050266

STA. 269+74 IN PLACE  
 18' X 20' C.M.  
 PIPE CULVERT RT. SIDE DRAIN  
 RETAIN



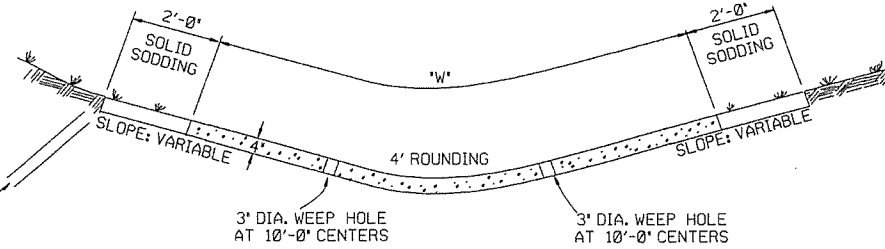
R050266.DGN 4/10/2015

REFER TO TABULATION OF QUANTITIES FOR 'W' & 'B' DIMENSIONS



TYPE A

REFER TO TABULATION OF QUANTITIES FOR 'W' DIMENSIONS

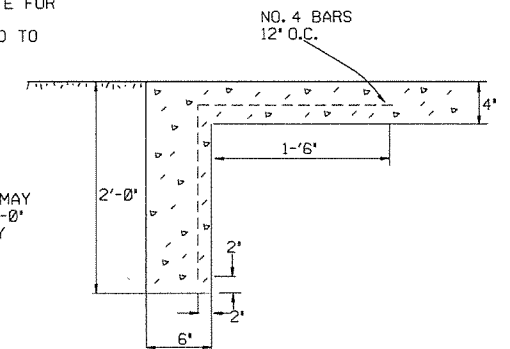


TYPE B

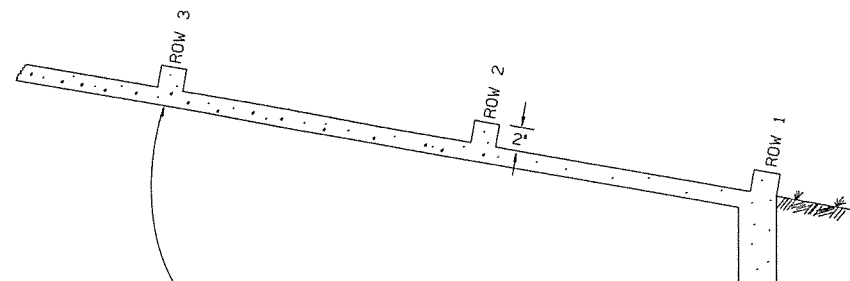
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.

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

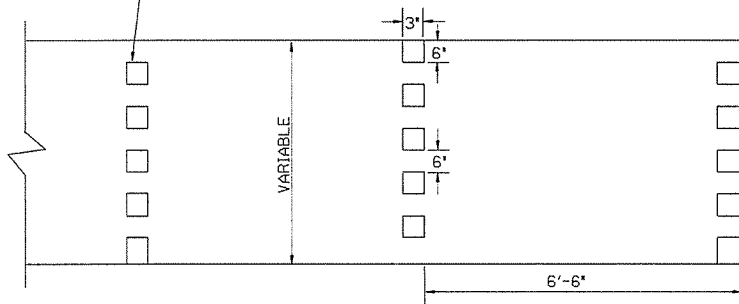


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



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 UNINCLUDED 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.

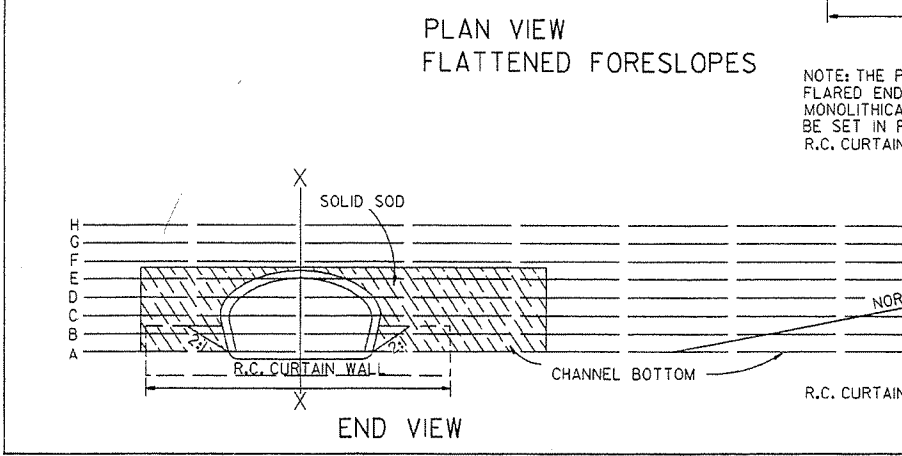
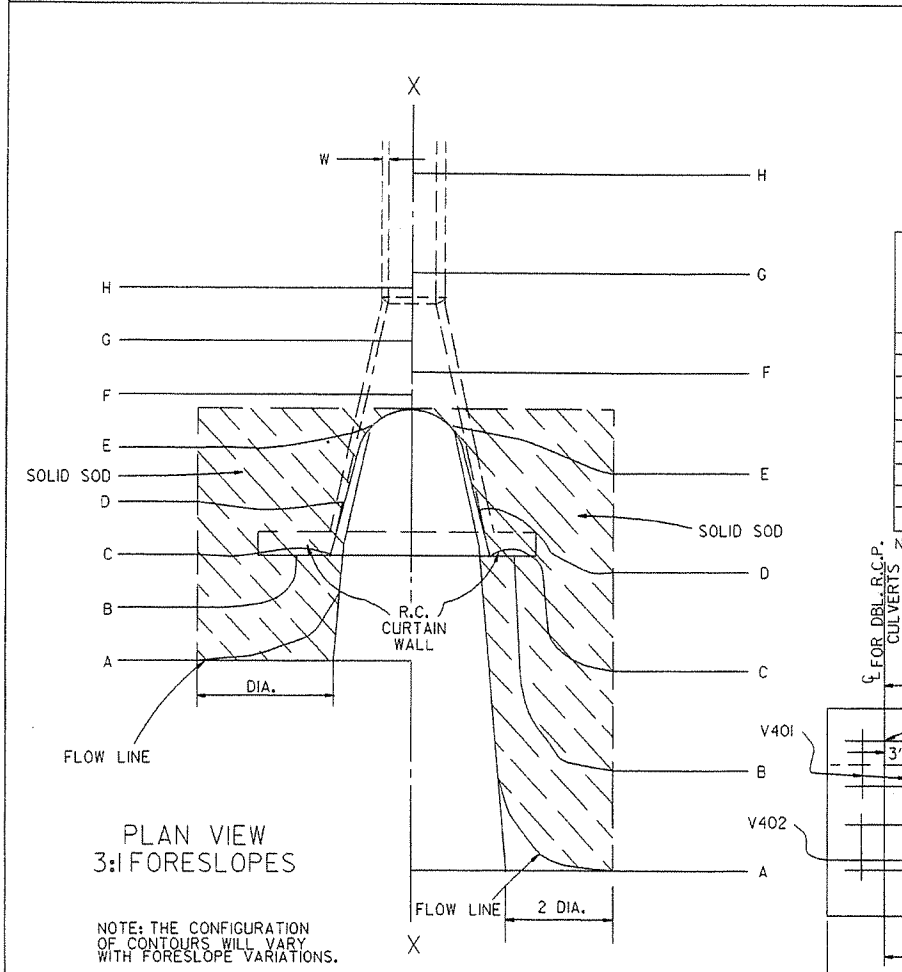
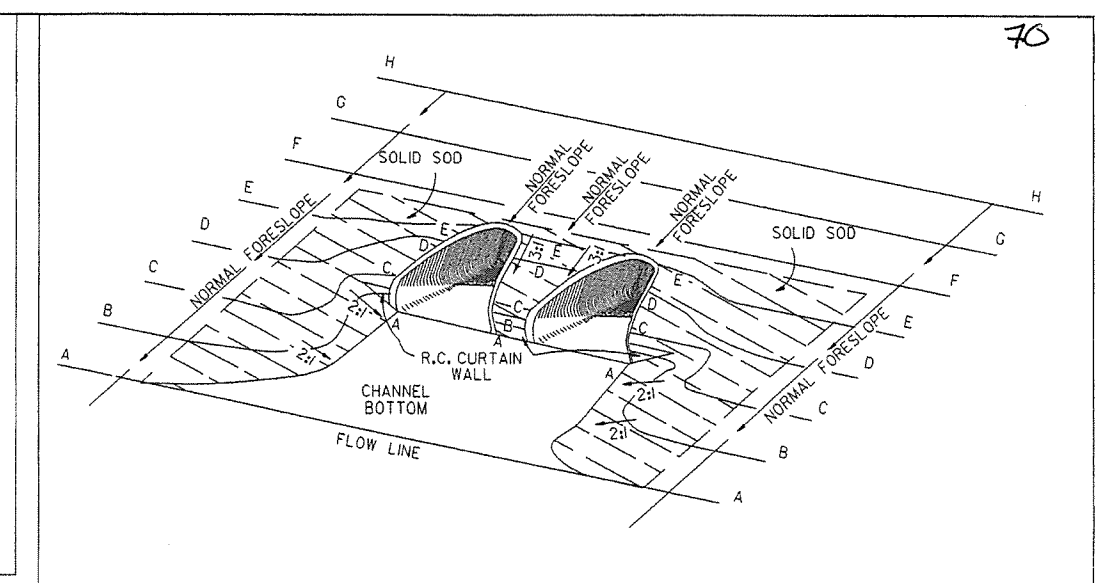
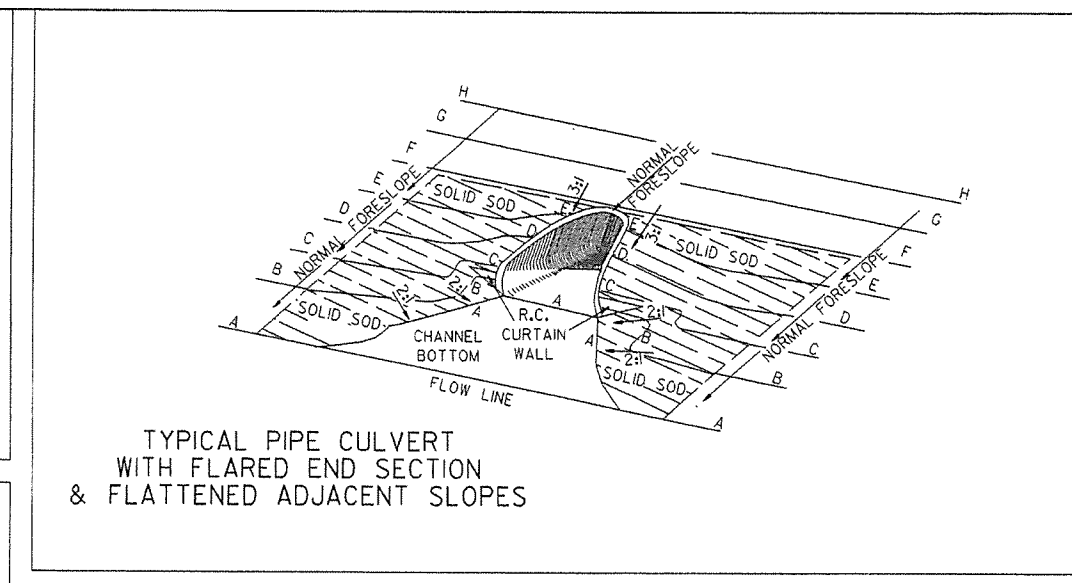
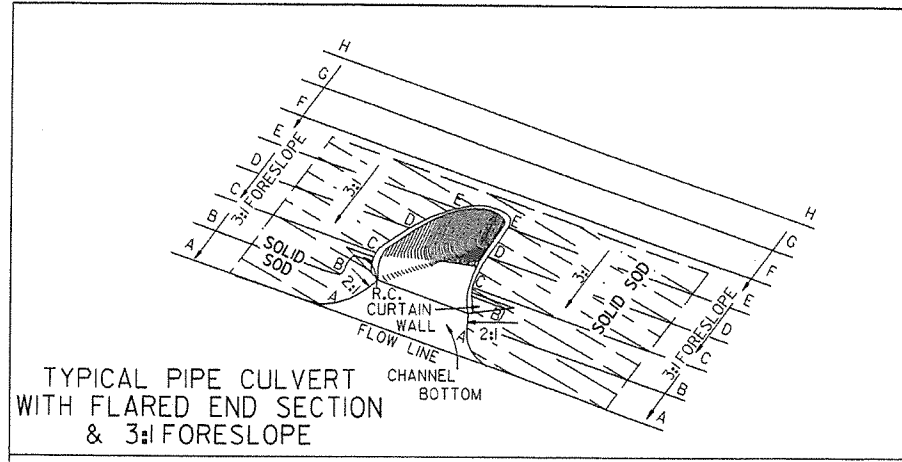
1' WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	11-30-89
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	508-11-1-84
11-1-84	ADDED	
11-1-84	EXCAVATION DETAILS ADDED	
	TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72
DATE	REVISION	DATE FILM'D

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

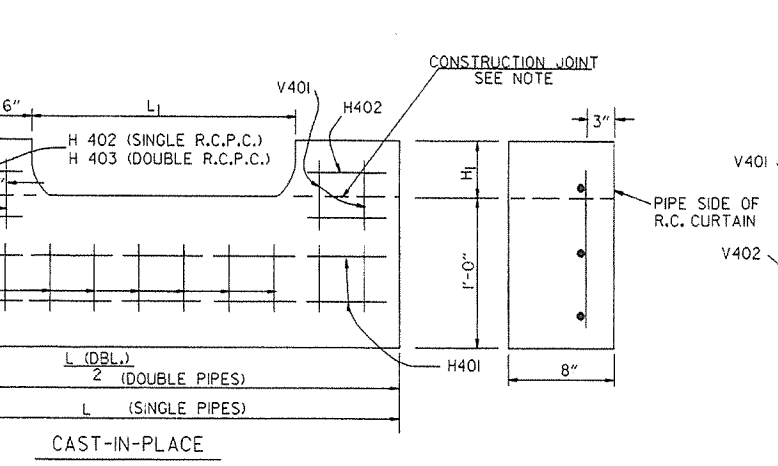
STANDARD DRAWING CDP-1



### R.C. CURTAIN WALL DIMENSIONS & QUANTITIES

PIPE DIA.	H <sub>1</sub>	L <sub>1</sub>	L	L (DBL.) / 2	SINGLE R.C.P.C.		DOUBLE R.C.P.C.	
					CONC.	REINF. STEEL	CONC.	REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	11 1/2"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0 1/2"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3 1/2"	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'-1 1/2"	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'-9 1/2"	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.



R.C. CURTAIN WALL DETAILS

### REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT								DOUBLE R.C. PIPE CULVERT									
	H401		H402		V401		V402		H401		H402		H403		V401		V402	
	L	NO.	L	NO.	L	NO.	L	NO.	L	NO.	L	NO.	L	NO.	L	NO.	L	NO.
18"	7'-8"	2	1'-11 1/2"	4	1'-7 1/2"	8	8"	8	12'-2"	2	1'-11 1/2"	4	8"	2	1'-7 1/2"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8 1/2"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8 1/2"	12	8"	18
30"	10'-8"	2	2'-4 1/2"	4	1'-11 1/2"	10	8"	12	17'-8"	2	2'-4 1/2"	4	8"	2	1'-11 1/2"	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'-9 1/2"	8	2'-9 1/2"	16	8"	15	23'-8"	2	3'-9 1/2"	8	8"	4	2'-9 1/2"	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'-8 1/2"	12	3'-5 1/2"	20	8"	17	27'-8"	2	4'-8 1/2"	12	8"	6	3'-5 1/2"	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

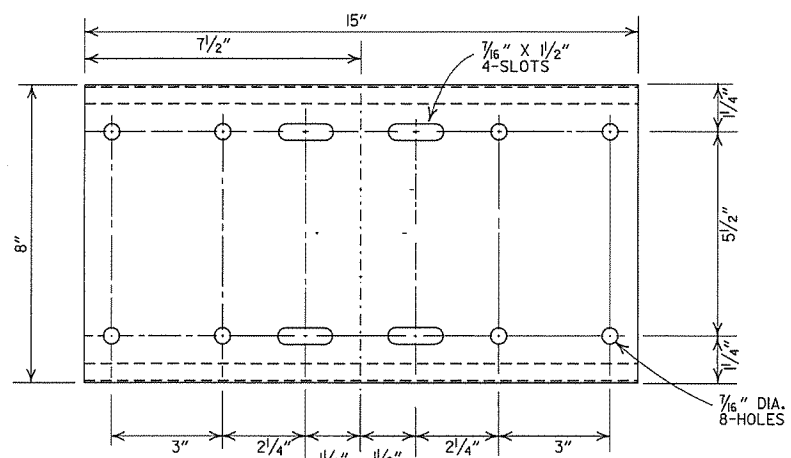
PIPE DIA.	SINGLE R.C.P.C.			DOUBLE R.C.P.C.		
	3:1	4:1	6:1	3:1	4:1	6:1
	SQ. YDS.			SQ. YDS.		
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	25	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

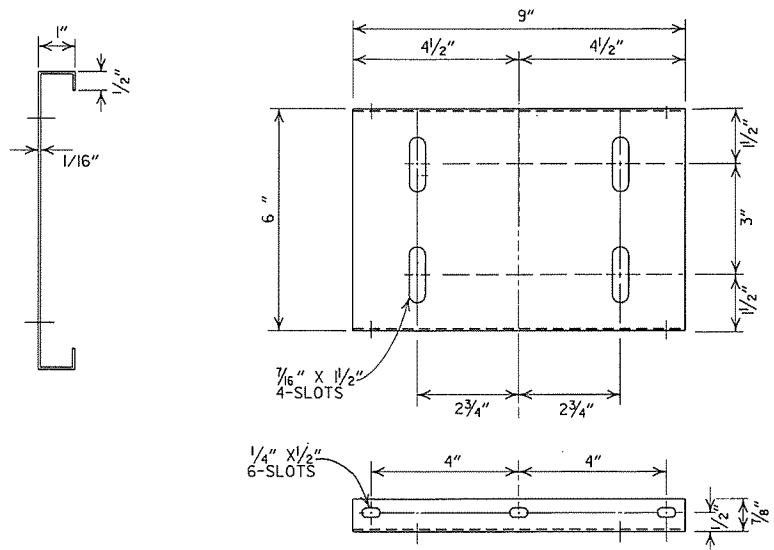
- GENERAL NOTES
1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL 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 3/4".
  3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
  4. WELDED WIRE MESH 3 x 3 W/10 x W/10 MAY BE USED IN LIEU OF REINFORCING BARS.

10-18-96	ADDED NOTE TO SOLID SODDING	10-18-96	ARKANSAS STATE HIGHWAY COMMISSION
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		
DATE	REVISION	FILMED	STANDARD DRAWING FES-1

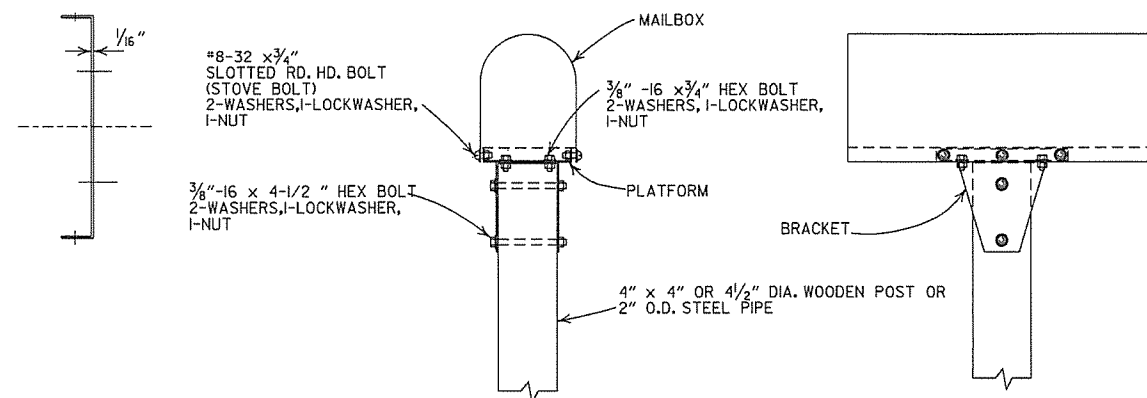




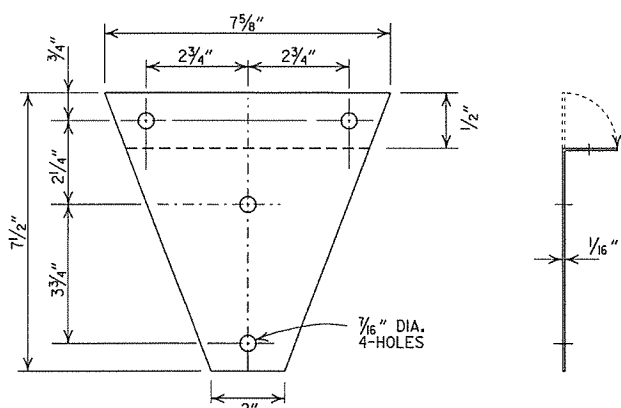
SHELF



PLATFORM



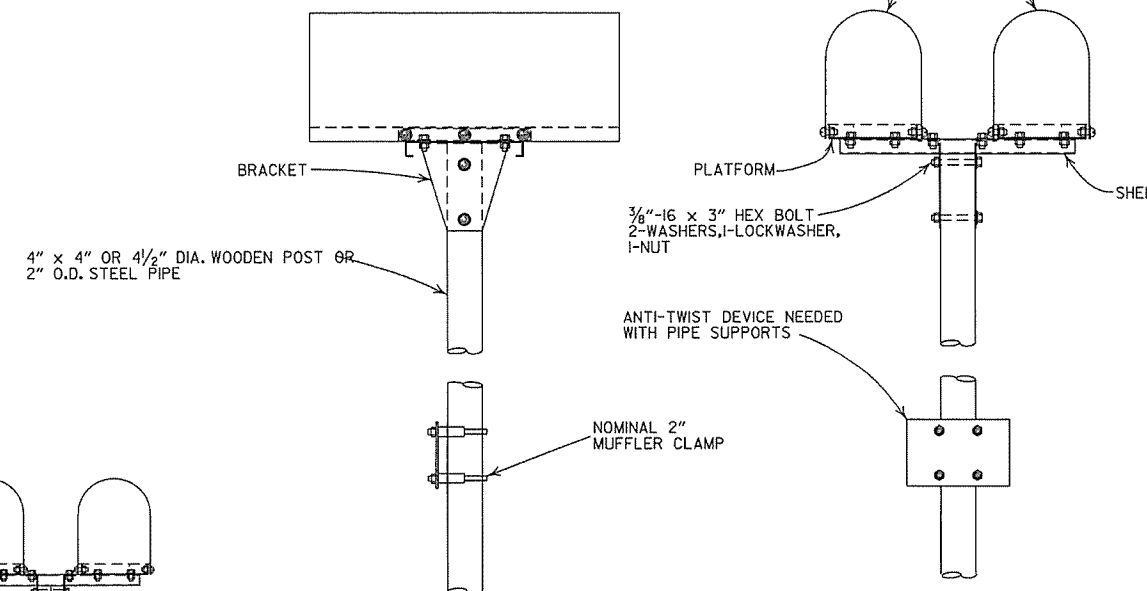
SINGLE INSTALLATION



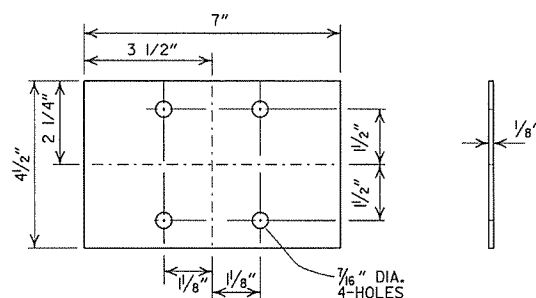
BRACKET

GENERAL NOTES

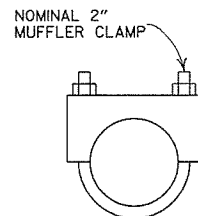
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF 3/4" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X 3/4" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE AHTD QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



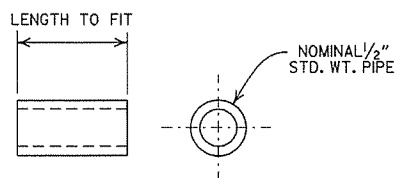
DOUBLE INSTALLATION



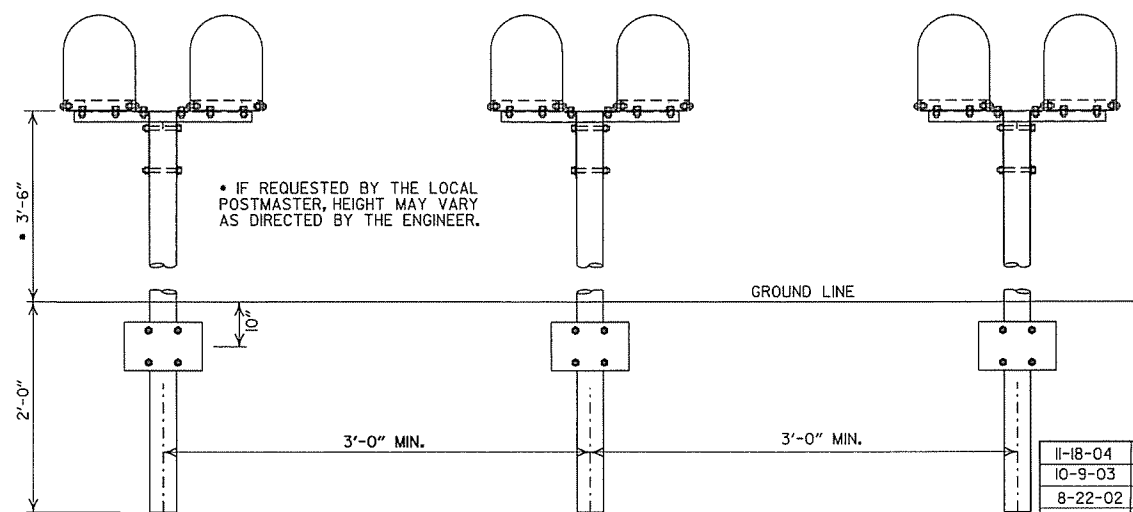
ANTI-TWIST PLATE



CLAMP



SPACER



SPACING FOR MULTIPLE POST INSTALLATION

DATE	FILMED	REVISION
11-18-04		REVISED NOTES
10-9-03		REVISED NOTE 6
8-22-02		REVISED NOTE 6
10-18-96		CORRECTED AASHTO
10-1-92		CORRECTED SPELLING
9-26-91		NEW PHONE NUMBER
8-15-91		ADDED NOTE
11-30-89		ADJUSTED HEIGHT & ADDED NOTE
2-16-89		DELETED SLOTS FROM SHELF & PLTF
11-17-88	10-1-92	ADJUSTED DIMENSIONS OF STEEL POSTS
7-15-88	120-7-15-88	ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS

STANDARD DRAWING MB-1



REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13 1/2	14
21	26	26	15 1/2	16
24	28 1/2	29	18	18
30	36 1/4	36	22 1/2	23
36	43 3/8	44	26 5/8	27
42	51 1/8	51	31 7/16	31
48	58 1/2	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	77 1/2	77
108	138	138	87 1/8	87
120	154	154	96 5/8	97
132	168 3/4	169	106 1/2	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).

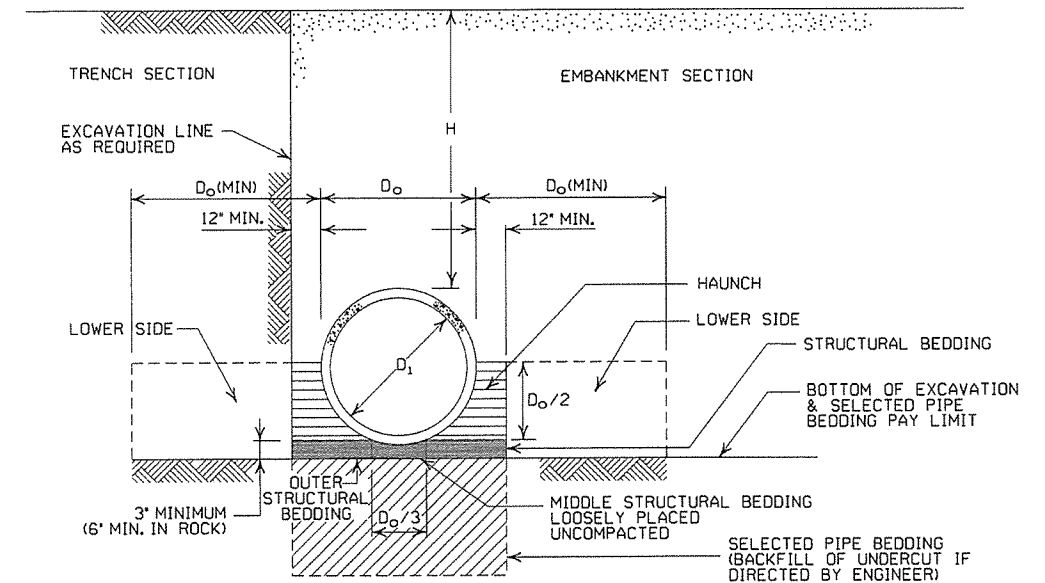
NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

- LEGEND -

- D<sub>i</sub> = NORMAL INSIDE DIAMETER OF PIPE
- D<sub>o</sub> = OUTSIDE DIAMETER OF PIPE
- H = FILL COVER HEIGHT OVER PIPE (FEET)
- MIN. = MINIMUM
- [Symbol] = 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 STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170. R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
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
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
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
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



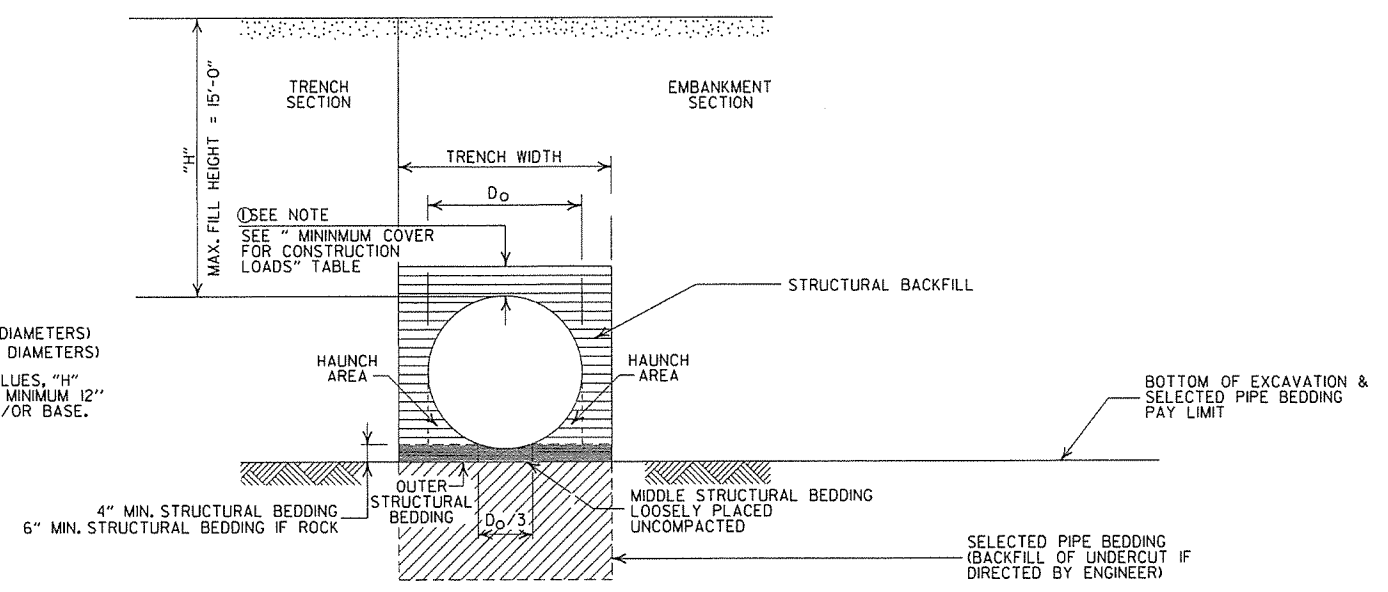
INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

- AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.  
SM3 WILL NOT BE ALLOWED.
  - STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1/8 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.
- STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

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"

NOTE:  
18" MIN. (18" - 30" DIAMETERS)  
24" MIN. (36" - 48" DIAMETERS)  
MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

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 COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	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"

MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE 5, 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. 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\_o = OUTSIDE DIAMETER OF PIPE
- MAX. = MAXIMUM
- MIN. = MINIMUM
- [Hatched pattern] = STRUCTURAL BACKFILL MATERIAL
- [Dotted pattern] = UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT  
(HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

- AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL. SM3 WILL NOT BE ALLOWED.
- STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1/2 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

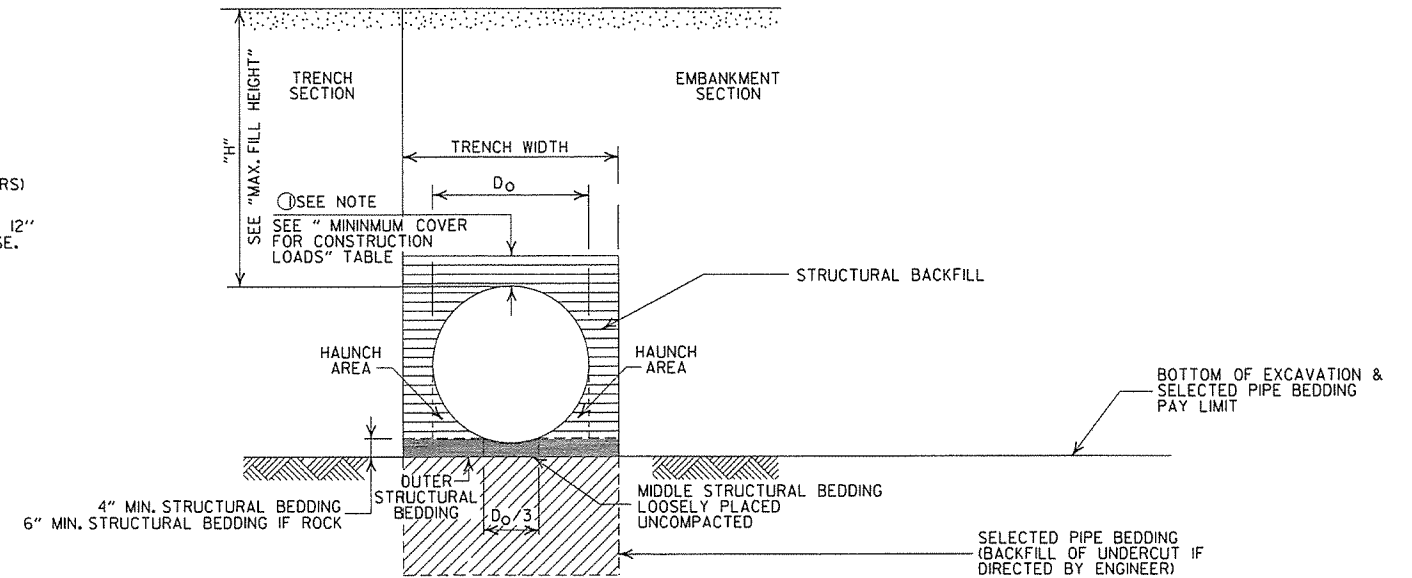
MULTIPLE INSTALLATION OF PVC PIPES

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"

- NOTE: 12" MIN. (18" - 36" DIAMETERS) MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	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"

- MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

CONSTRUCTION SEQUENCE

- PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
- INSTALL PIPE TO GRADE.
- COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
- 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.
- PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

- LEGEND -

H = FILL HEIGHT (FT.)  
 Do = OUTSIDE DIAMETER OF PIPE  
 MAX. = MAXIMUM  
 MIN. = MINIMUM

==== = STRUCTURAL BACKFILL MATERIAL  
 ===== = UNDISTURBED SOIL

GENERAL NOTES

- 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).
- PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
- 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.
- 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.
- 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."
- 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."
- 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.
- PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
- 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.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

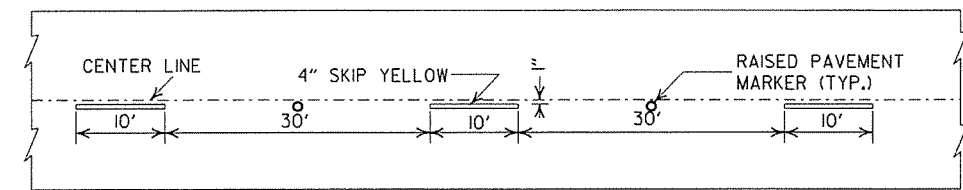
PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

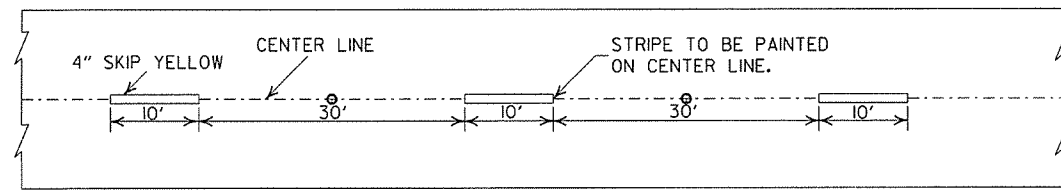


NOTES:

1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.

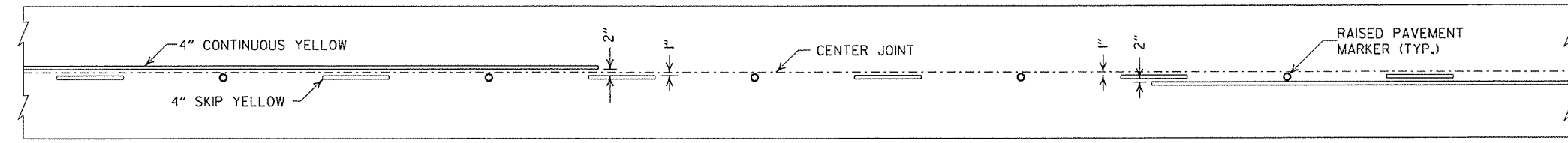


CONCRETE PAVEMENT

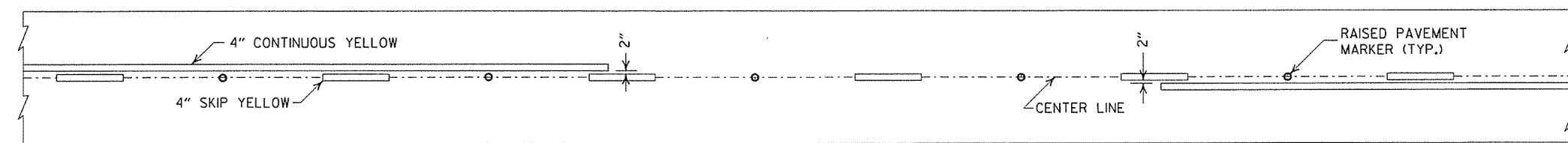


ASPHALT PAVEMENT

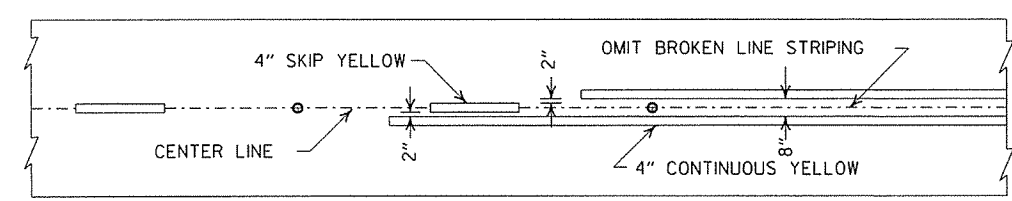
BROKEN LINE STRIPING



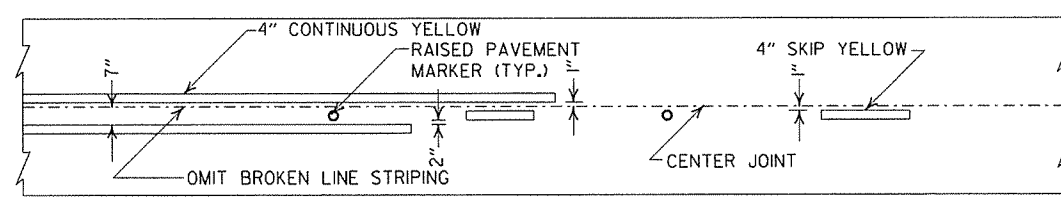
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

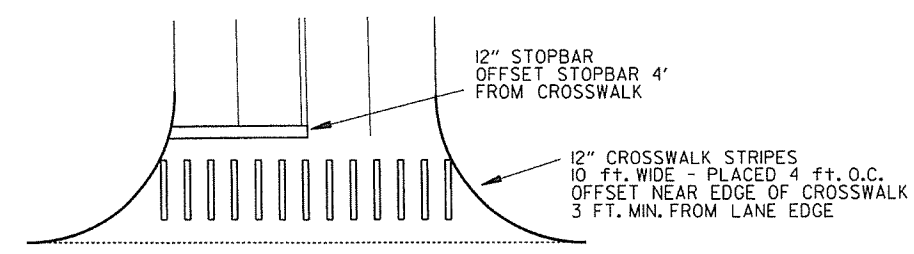


ASPHALT PAVEMENT



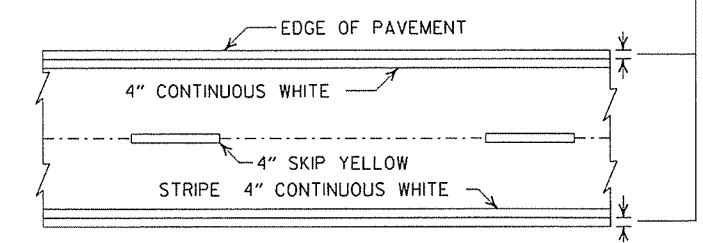
CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

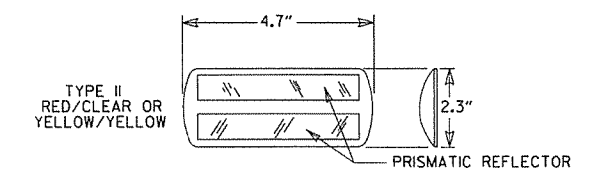


CROSSWALK AND STOPBAR DETAILS

2" FOR ASPHALT OR CONCRETE PAVEMENT  
6" FOR BITUMINOUS SURFACE TREATMENT

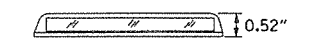


PAVEMENT EDGE LINE MARKING



NOTE:  
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

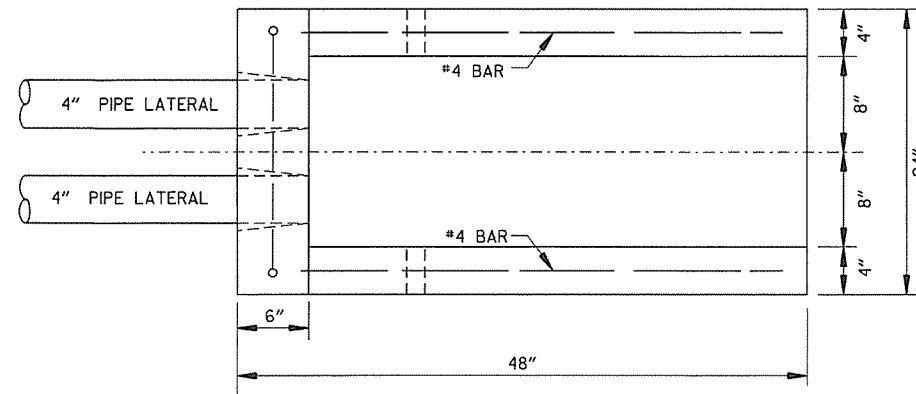


GENERAL NOTES:  
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.  
  
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.  
  
NOTE:  
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 AHTD QUALIFIED PRODUCTS LIST.

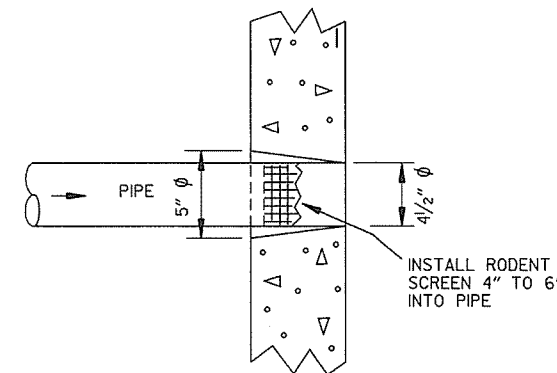
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION	
PAVEMENT MARKING DETAILS	
STANDARD DRAWING PM-1	

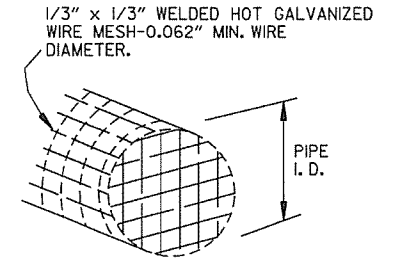
NOTE:  
 1. GRANULAR BACKFILL TO BE SUBSIDIARY TO PIPE UNDERDRAIN.  
 2. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.  
 3. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.



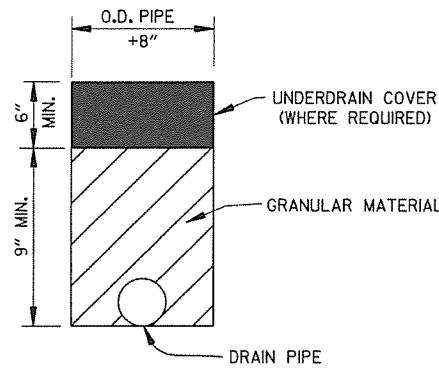
PLAN VIEW



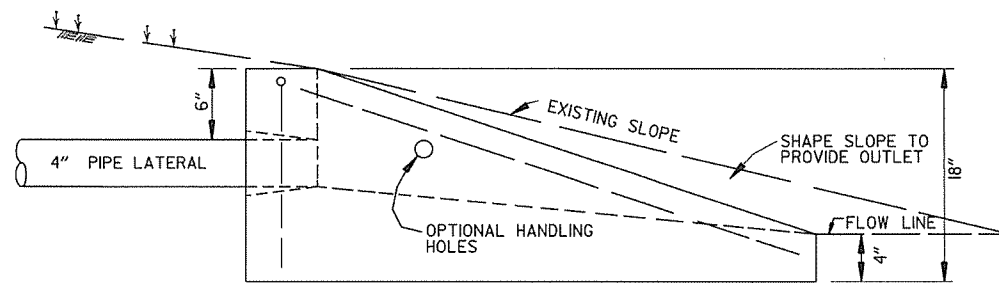
DETAIL OF HOLE FOR 4" PIPE



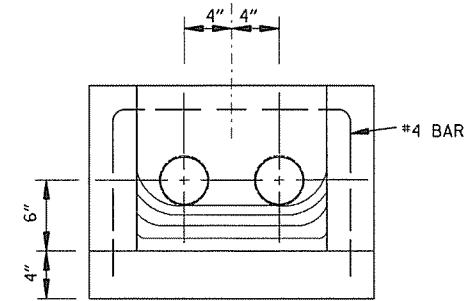
DETAIL OF RODENT SCREEN



DETAILS OF PIPE UNDERDRAIN



SIDE VIEW

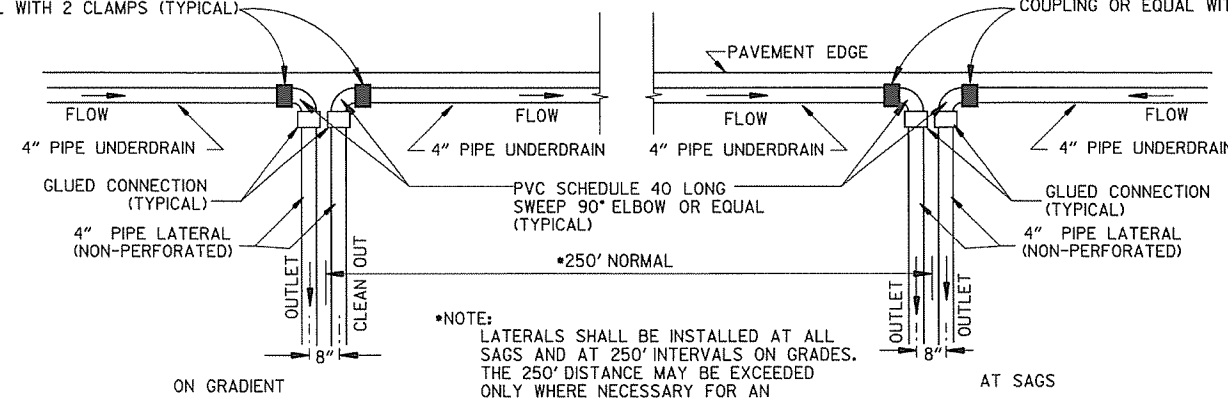


FRONT VIEW

FERNCO 1056-44 (4" CI/PLASTIC) OR FERNCO 1051-44 (4" AC/DI OR 4" CI/PLASTIC) COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)

UNDERDRAIN OUTLET PROTECTORS

FERNCO 1056-44 (4" CI/PLASTIC) OR FERNCO 1051-44 (4" AC/DI OR 4" CI/PLASTIC) COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)



\*NOTE:  
 LATERALS SHALL BE INSTALLED AT ALL SAGS AND AT 250' INTERVALS ON GRADES. THE 250' DISTANCE MAY BE EXCEEDED ONLY WHERE NECESSARY FOR AN ACCEPTABLE OUTLET.

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
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; 5 1/2" 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 POLYETHYLENE 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
	REVISION	

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH		40 MPH		50 MPH		55 MPH		60 MPH		70 MPH	
	Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)	
	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE
0° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
0° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
0° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
2° 00'	R.C.		R.C.		R.C.		R.C.		R.C.		R.C.	
2° 15'	R.C.		R.C.		R.C.		R.C.		R.C.		R.C.	
2° 30'	0.021		0.021		0.021		0.021		0.021		0.021	
2° 45'	0.023		0.023		0.023		0.023		0.023		0.023	
3° 00'	0.025		0.025		0.025		0.025		0.025		0.025	
3° 15'	0.027		0.027		0.027		0.027		0.027		0.027	
3° 30'	0.029		0.029		0.029		0.029		0.029		0.029	
3° 45'	0.031		0.031		0.031		0.031		0.031		0.031	
4° 00'	0.033		0.033		0.033		0.033		0.033		0.033	
4° 30'	0.037		0.037		0.037		0.037		0.037		0.037	
5° 00'	0.040		0.040		0.040		0.040		0.040		0.040	
5° 30'	0.043		0.043		0.043		0.043		0.043		0.043	
6° 00'	0.046		0.046		0.046		0.046		0.046		0.046	
6° 30'	0.050		0.050		0.050		0.050		0.050		0.050	
7° 00'	0.053		0.053		0.053		0.053		0.053		0.053	
7° 30'	0.056		0.056		0.056		0.056		0.056		0.056	
8° 00'	0.058		0.058		0.058		0.058		0.058		0.058	
8° 30'	0.061		0.061		0.061		0.061		0.061		0.061	
9° 00'	0.063		0.063		0.063		0.063		0.063		0.063	
10° 00'	0.068	160	0.068	185	0.068	200	0.068	215	0.068	230	0.068	245
11° 00'	0.072	170	0.072	190	0.072	205	0.072	220	0.072	235	0.072	250
12° 00'	0.076	175	0.076	200	0.076	210	0.076	225	0.076	240	0.076	255
13° 00'	0.080	180	0.080	210	0.080	220	0.080	230	0.080	245	0.080	260
14° 00'	0.083	190	0.083	215	0.083	225	0.083	235	0.083	250	0.083	265
15° 00'	0.086	195	0.086	220	0.086	230	0.086	240	0.086	255	0.086	270
16° 00'	0.089	200	0.089	225	0.089	235	0.089	245	0.089	260	0.089	275
17° 00'	0.091	200	0.091	230	0.091	240	0.091	250	0.091	265	0.091	280
18° 00'	0.093	205	0.093	235	0.093	245	0.093	255	0.093	270	0.093	285
19° 00'	0.095	210	0.095	240	0.095	250	0.095	260	0.095	275	0.095	290
20° 00'	0.097	215	0.097	245	0.097	255	0.097	265	0.097	280	0.097	295
21° 00'	0.098	215	0.098	245	0.098	255	0.098	265	0.098	280	0.098	295
22° 00'	0.099	215	0.099	245	0.099	255	0.099	265	0.099	280	0.099	295
23° 00'	0.099	215	0.099	245	0.099	255	0.099	265	0.099	280	0.099	295
24° 00'	0.100	220	0.100	250	0.100	260	0.100	270	0.100	285	0.100	300

D MAX = 24' 45"

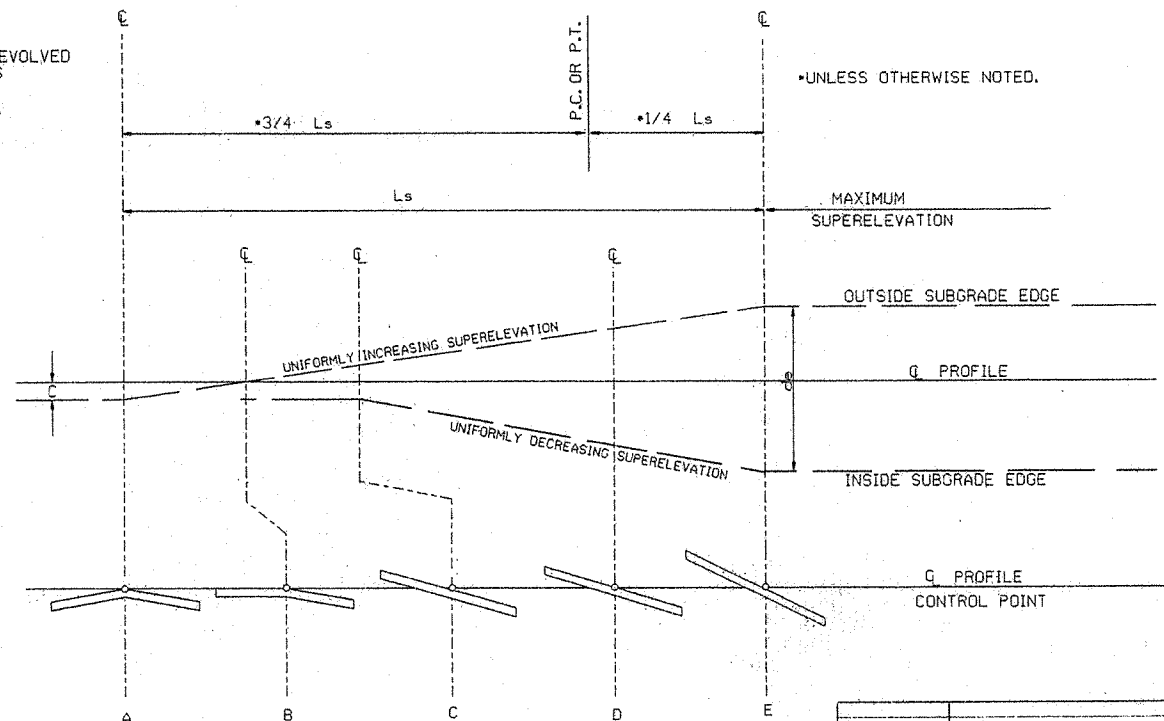
ABBREVIATIONS

- 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.)

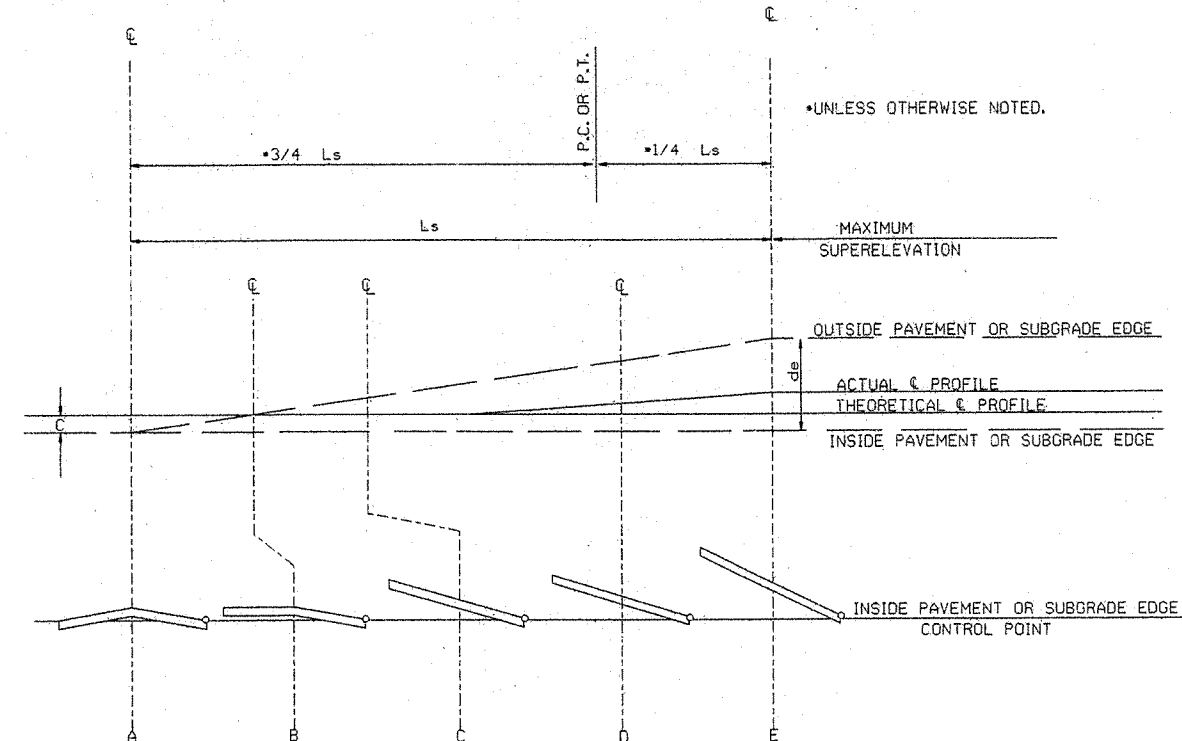
GENERAL NOTES

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.



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

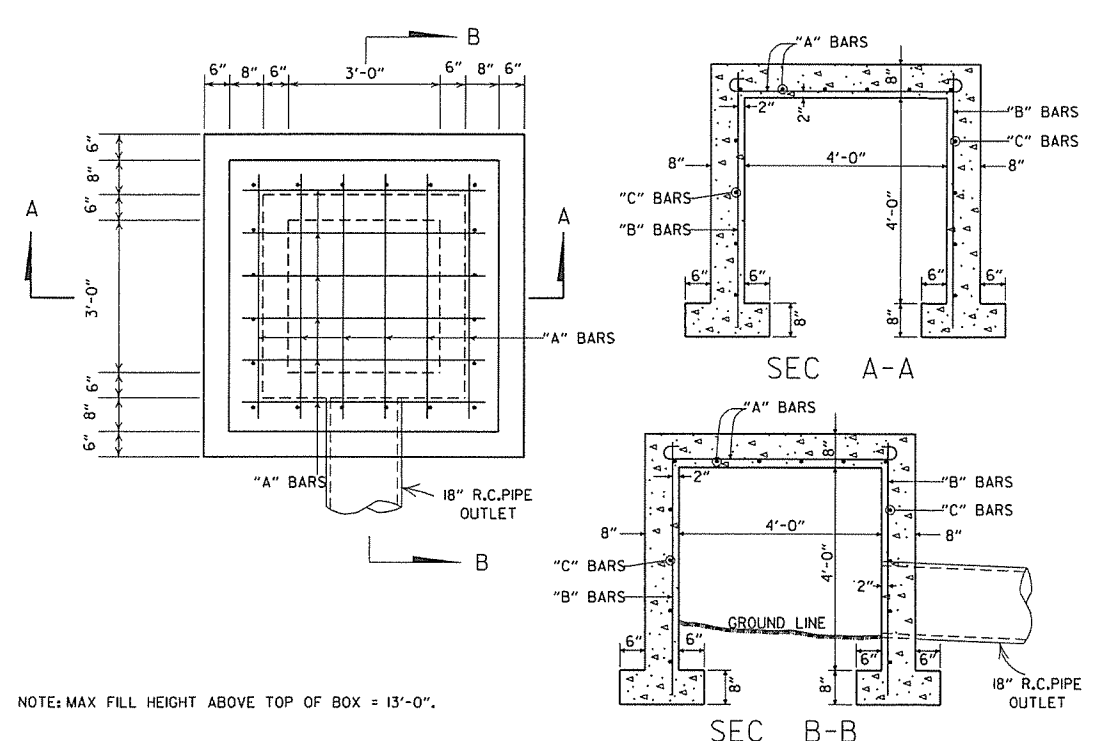


STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

$$\text{SUPERELEVATION FORMULA} = \frac{Lde}{Ls}$$

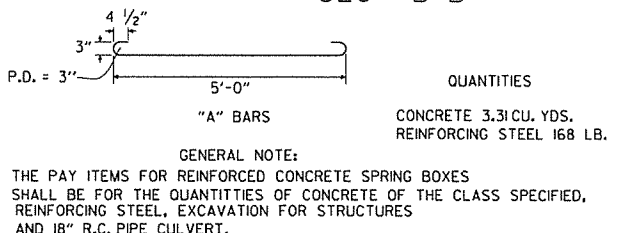
ARKANSAS STATE HIGHWAY COMMISSION	
TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	
STANDARD DRAWING SE-2	
10-18-96 01-09-87	ADDED FORMULA ISSUED
10-18-96 534-1-9-87	DATE FILMED
REVISION	



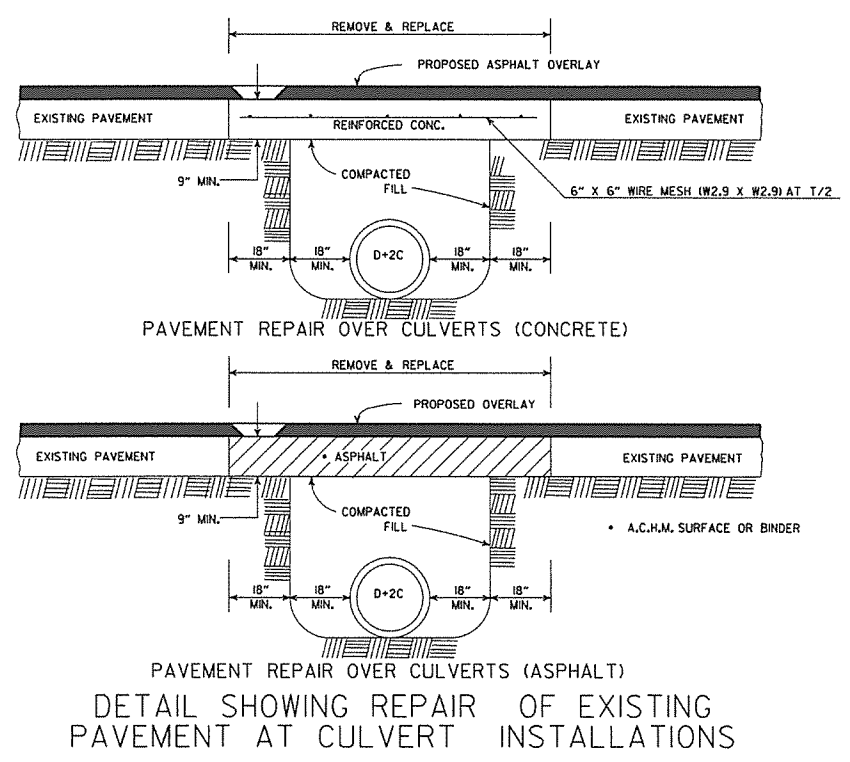
STEEL SCHEDULE

BAR	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 1/2"
"C"	16	5'-0"	12"

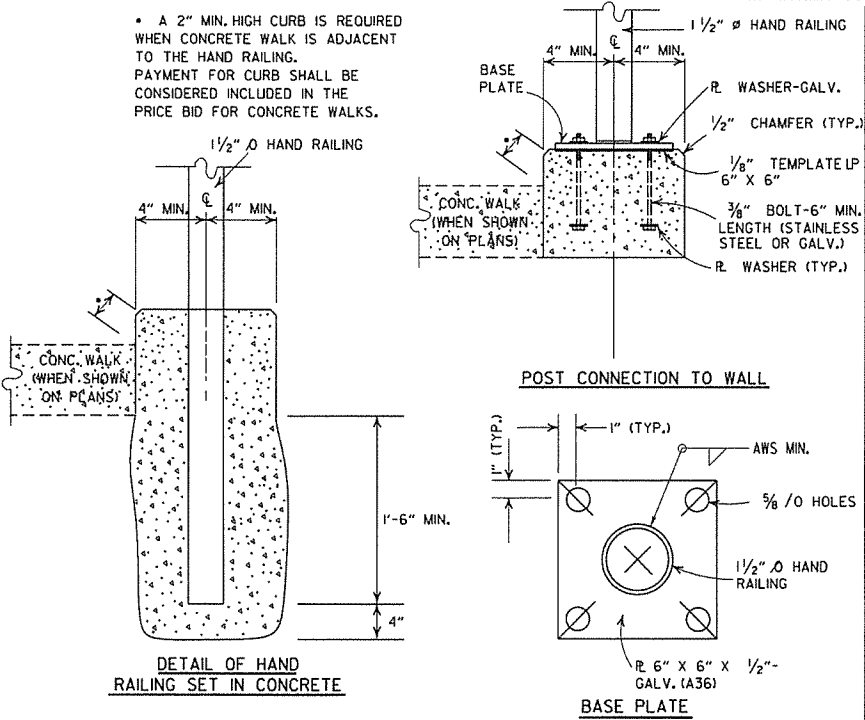
ALL STEEL TO BE #4 BARS



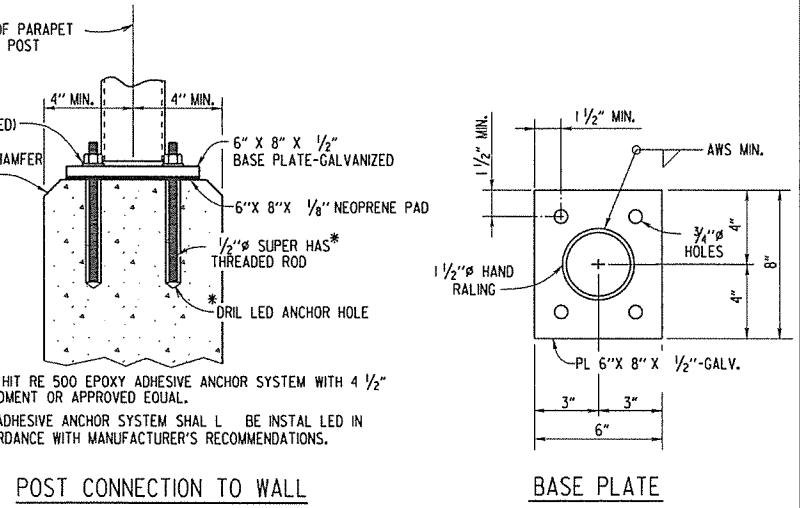
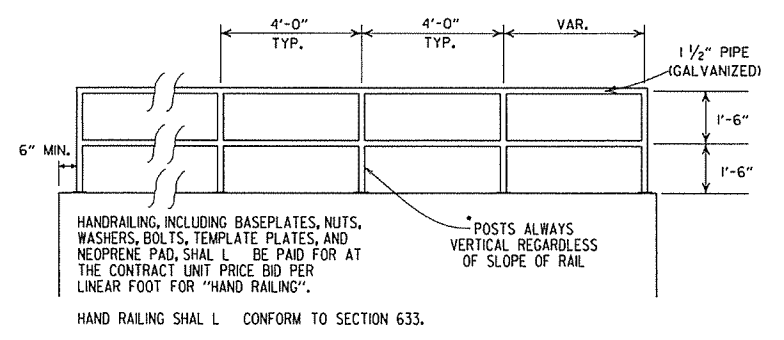
REINFORCED CONCRETE SPRING BOX



DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

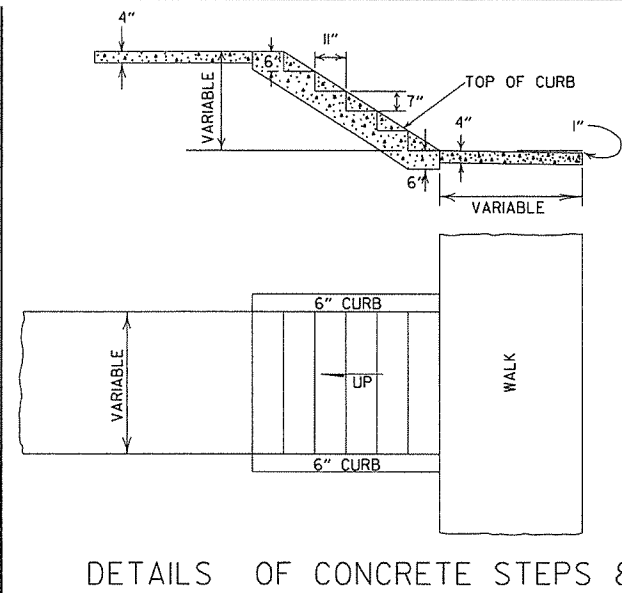


POST CONNECTION DETAILS



DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

HAND RAILING DETAILS



DETAILS OF CONCRETE STEPS & WALKS

DATE	REVISION	DATE FILMED
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-96	ADD WEEP HOLE; REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR	649-7-15-88
11-1-84	ADDED HDWL, MODS, DEL. PIPE UNDERDRAINS	
1-4-83	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
	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



ADVANCE DISTANCES (XXXX)

500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD


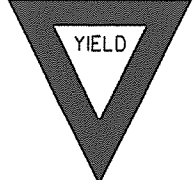
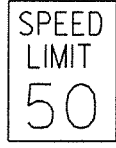


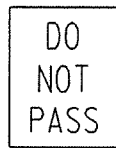

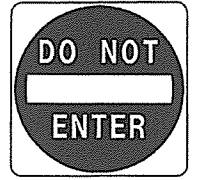

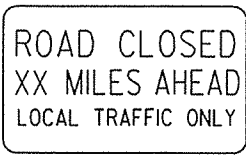

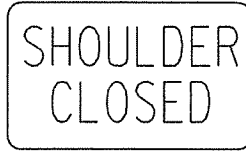
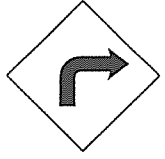


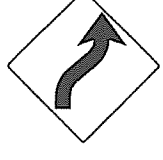
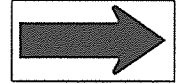
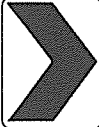
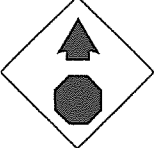
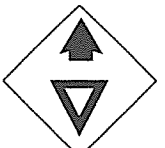
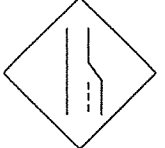

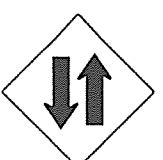

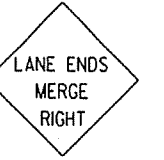













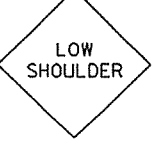
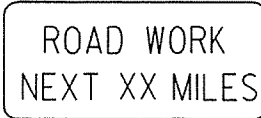
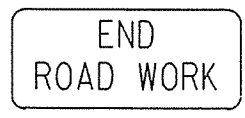
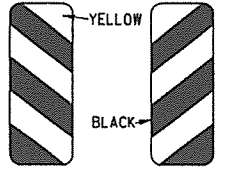
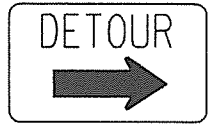

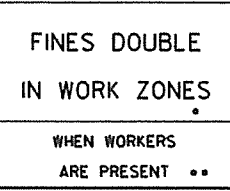
GENERAL NOTES:

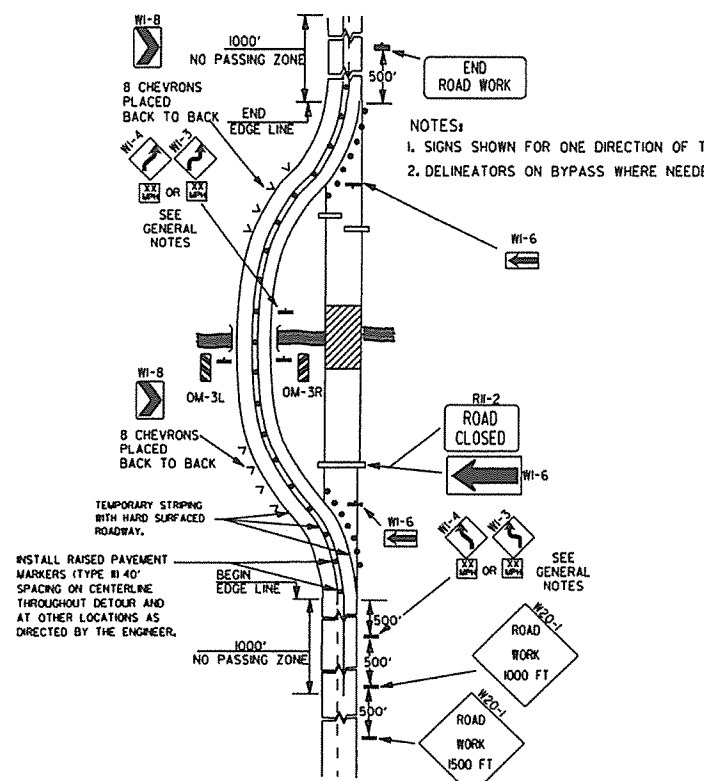
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START 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.
- 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.
- SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO.FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 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 REFLUMBED, 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.
- 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.
- 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.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- 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.
- R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5 BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

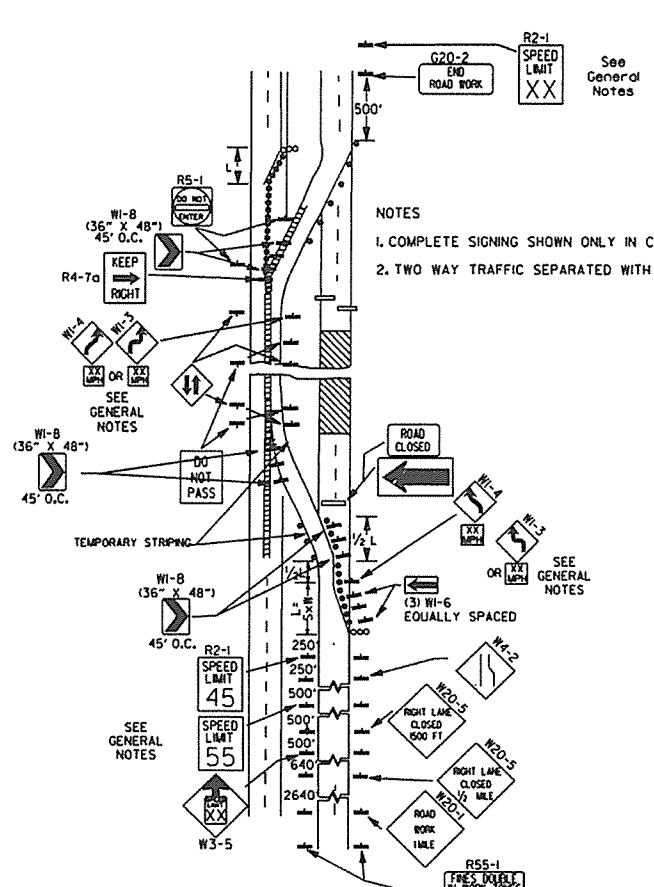
9-2-95	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-94	REVISED W24-1	
1-17-10	DELETED W8-50 & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
1-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
1-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
1-18-98	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	
8-15-94	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION  
STANDARD DRAWING TC-1

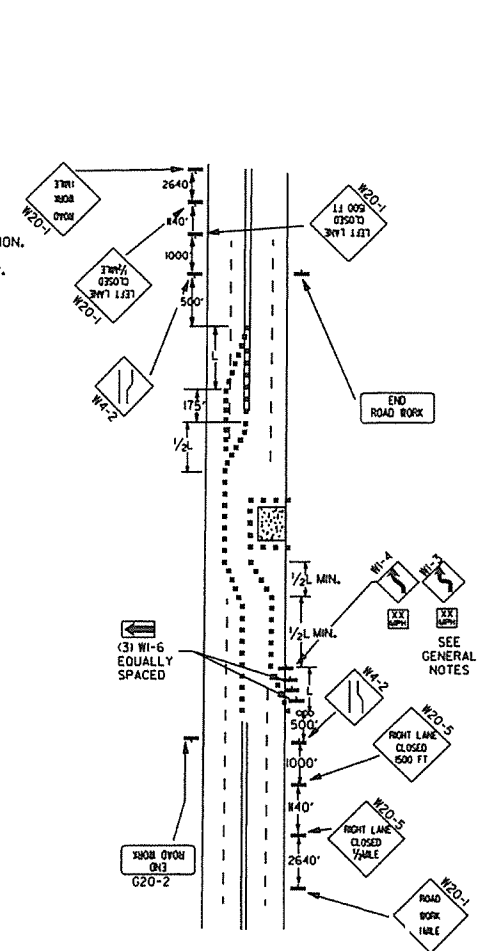
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>RSP-1</p>  <p>48"x30"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>500 FEET 24" W6-2</p> <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>



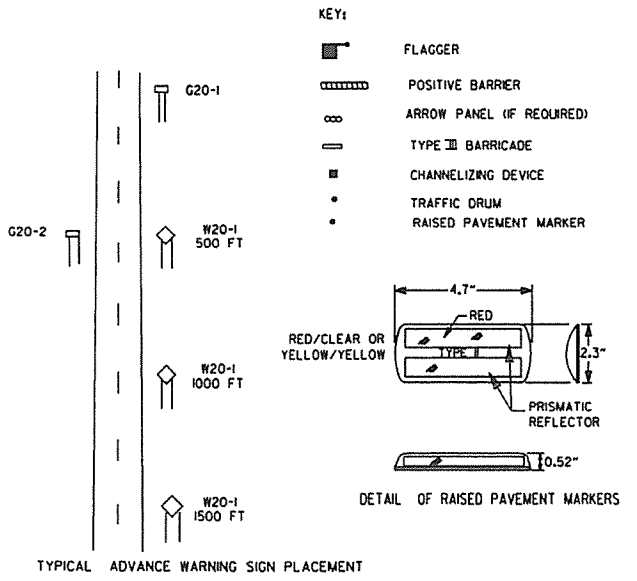
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



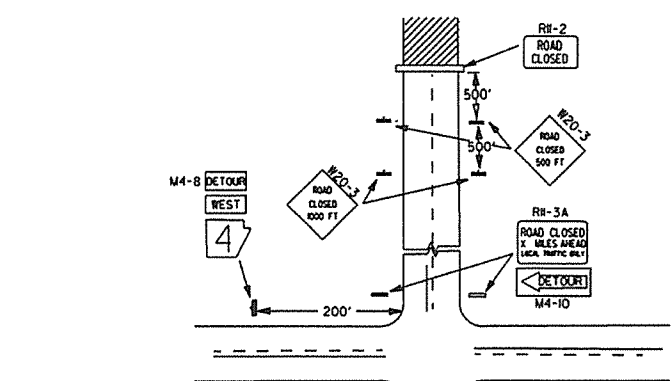
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



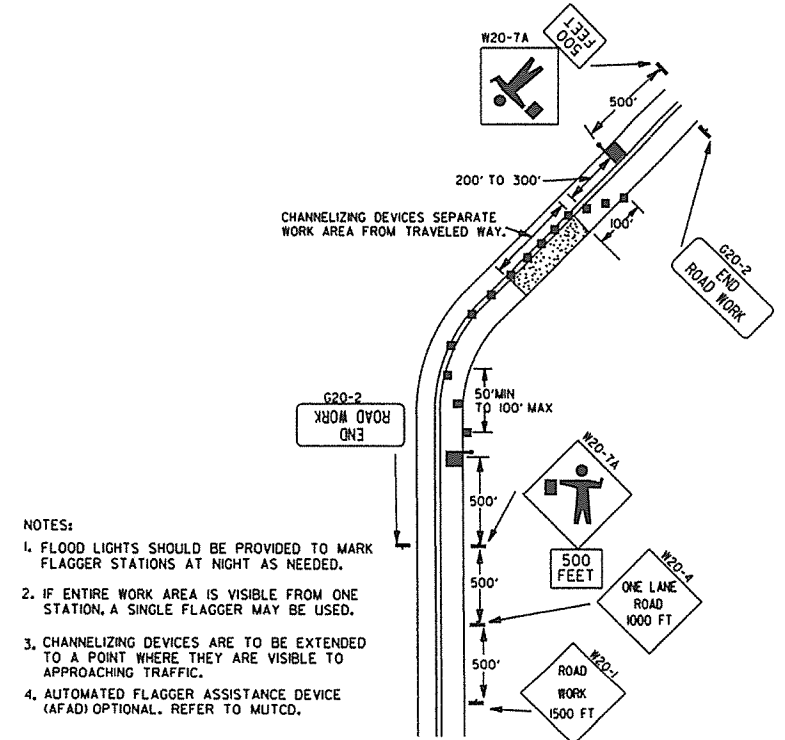
TAPER FORMULAE:  
 $L = SXW$  FOR SPEEDS OF 45MPH OR MORE.  
 $L = \frac{WS^2}{60}$  FOR SPEEDS OF 40MPH OR LESS.  
 WHERE:  
 L = MINIMUM LENGTH OF TAPER.  
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.  
 W = WIDTH OF OFFSET.

- GENERAL NOTES:
- ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
  - 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.
  - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55) 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.
  - 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.
  - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
  - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
  - 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.
  - DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

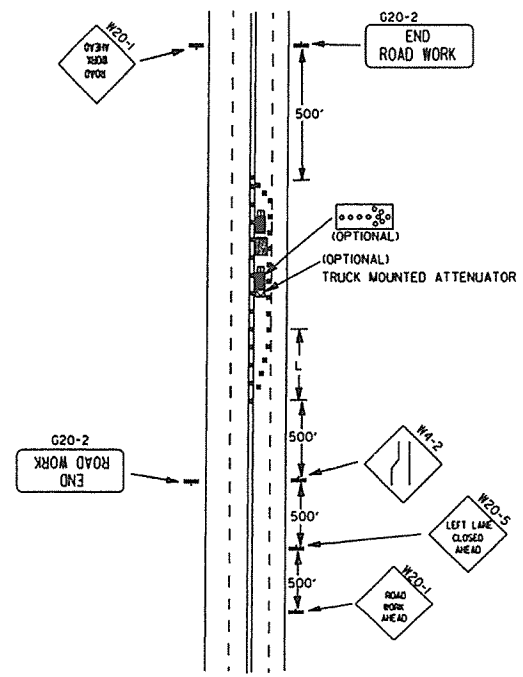
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-1-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN 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	
DATE	REVISION	FILED



(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



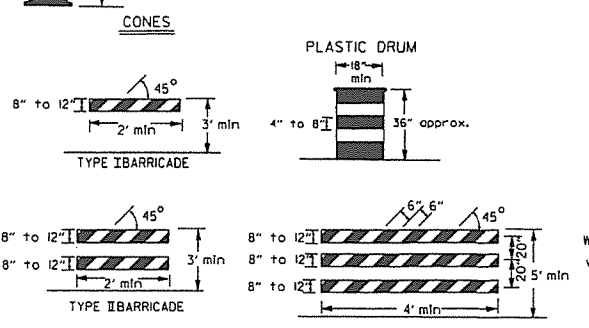
(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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.

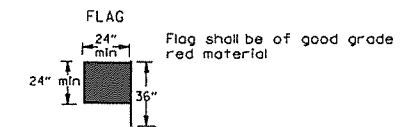


NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.

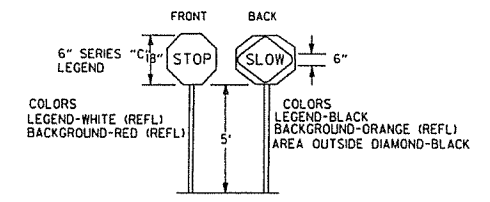
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-II
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-I and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

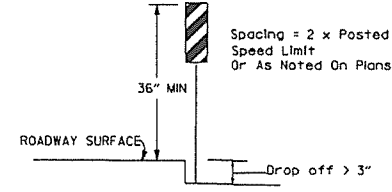
\* When shown on the plans concrete barrier will be used. When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



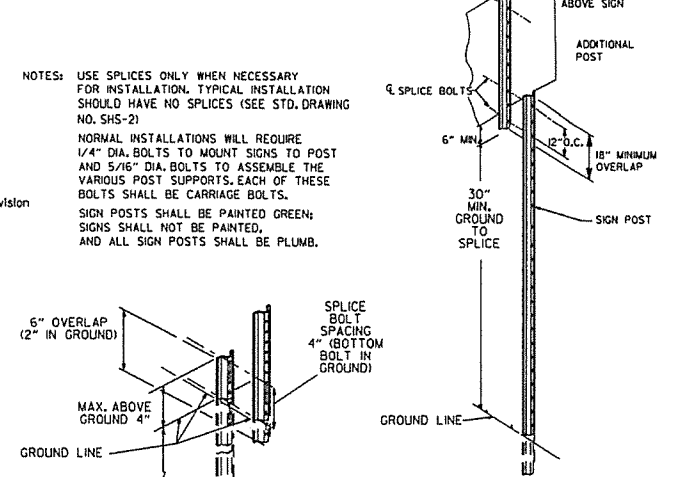
STOP SLOW PADDLE



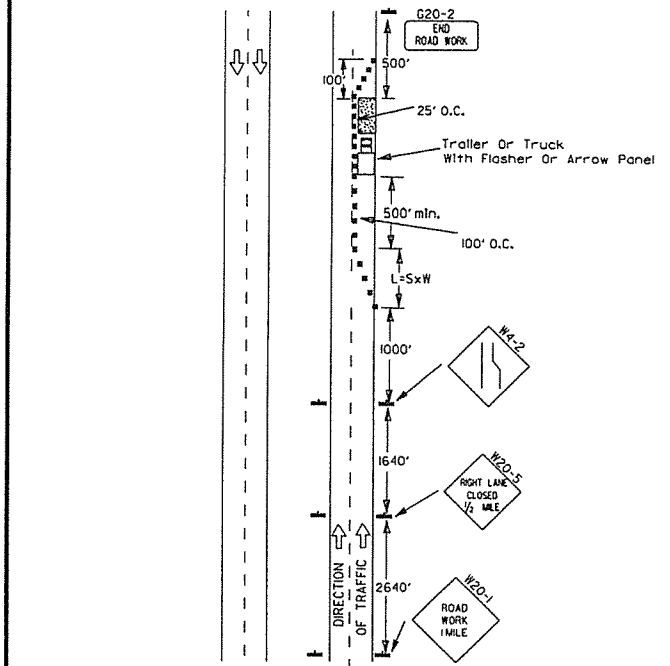
VERTICAL PANEL PLACEMENT



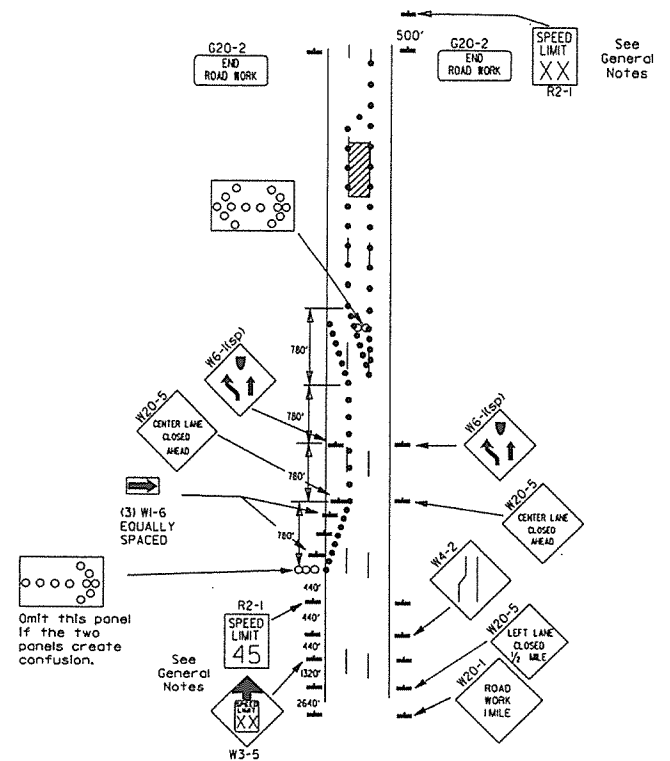
DETAIL OF SPLICES



DATE	REVISION	FILMED
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	



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.

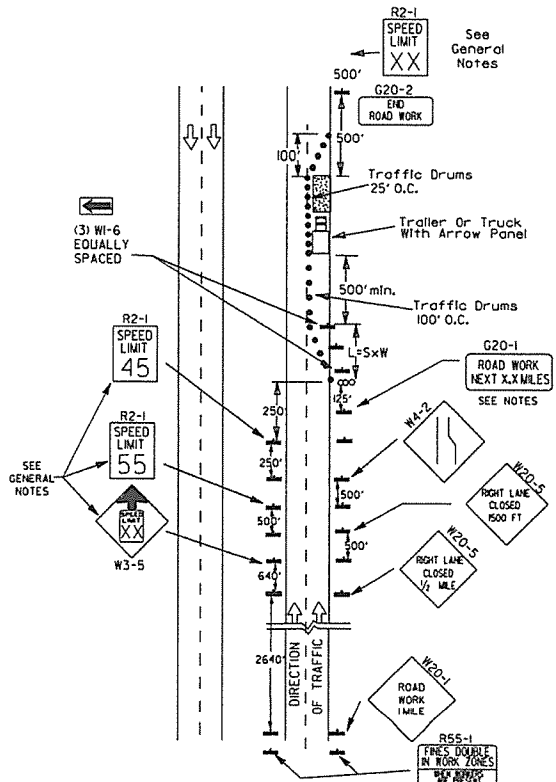


(B) Typical application - 3-lane oneway roadway where center lane is closed.

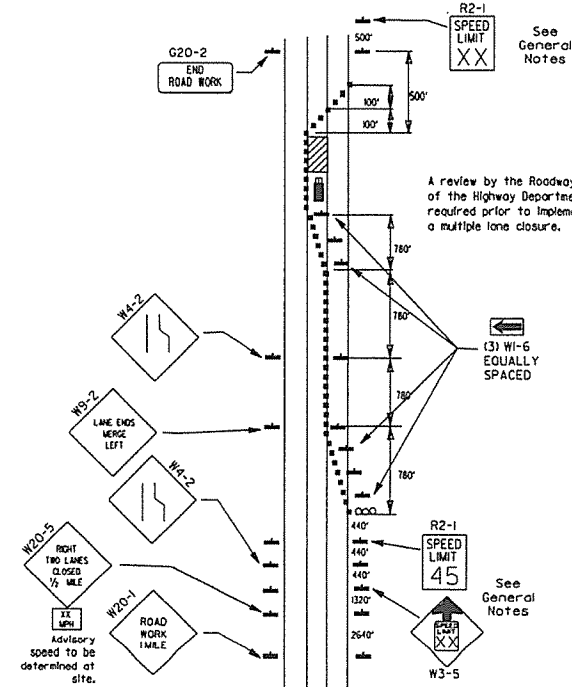
- KEY:
- Arrow Panel (if Required)
  - Channelizing Device
  - Traffic drum

GENERAL NOTES:

- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
- 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(45) speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
- 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(55) speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
- 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.
- Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
- Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
- 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.
- Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
- All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual for Assessing Safety Hardware (MASH).
- 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.

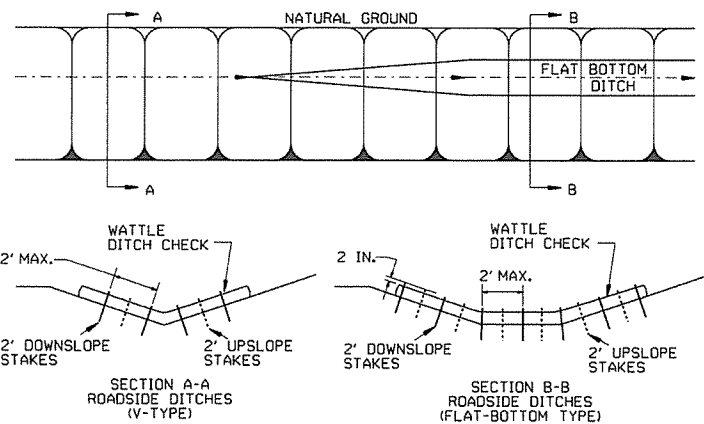


(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

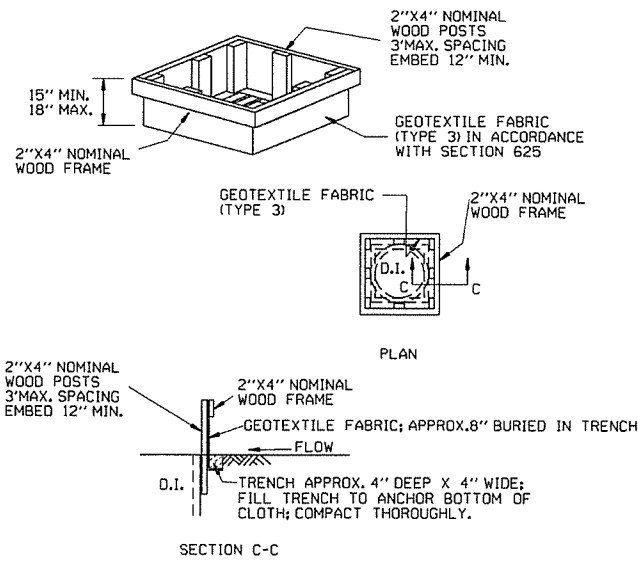


(D) Typical application - closing multiple lanes of a multilane highway.

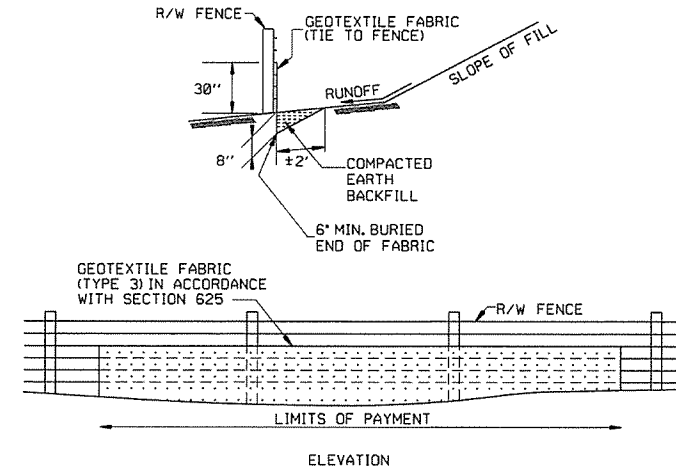
GENERAL NOTES  
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



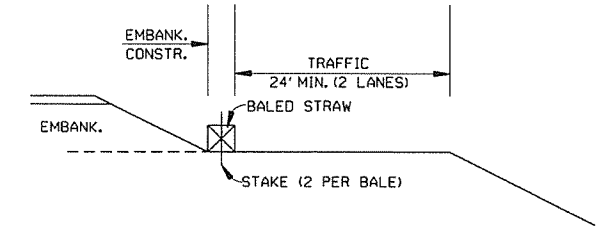
DROP INLET SILT FENCE (E-7)



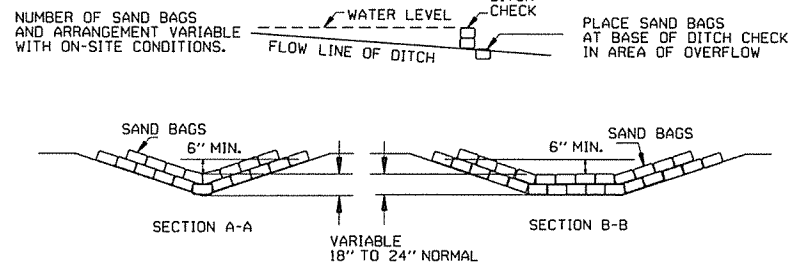
SILT FENCE ON R/W FENCE (E-4)

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.

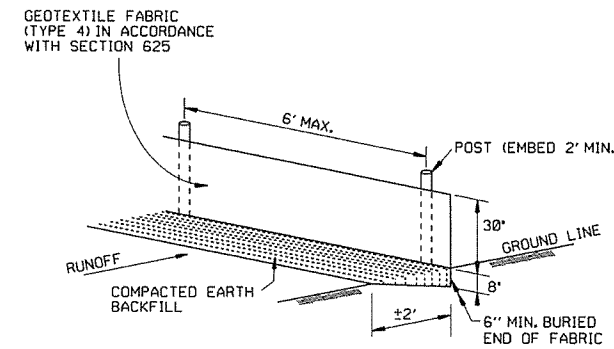
GENERAL NOTES  
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.  
2. NO GAPS SHALL BE LEFT BETWEEN BALES.  
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED 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)

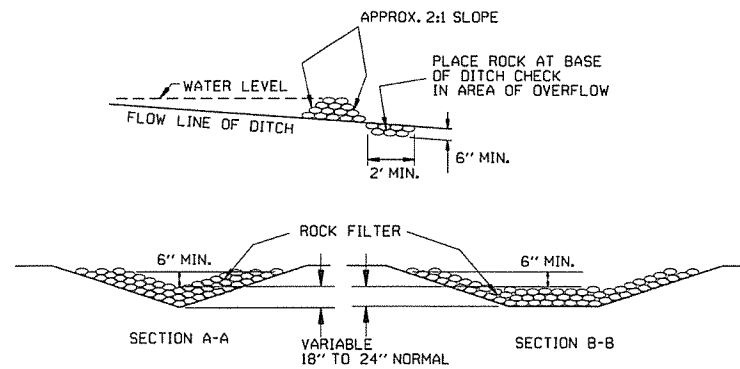


SAND BAG DITCH CHECK (E-5)



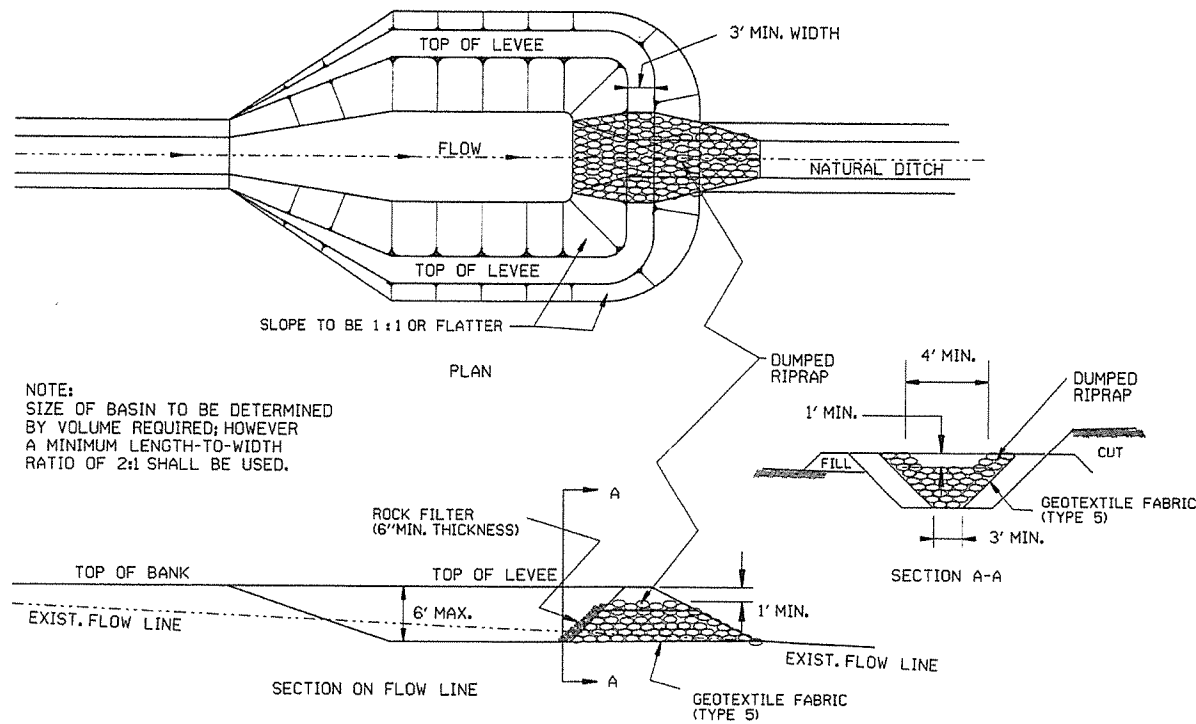
SILT FENCE (E-11)

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.

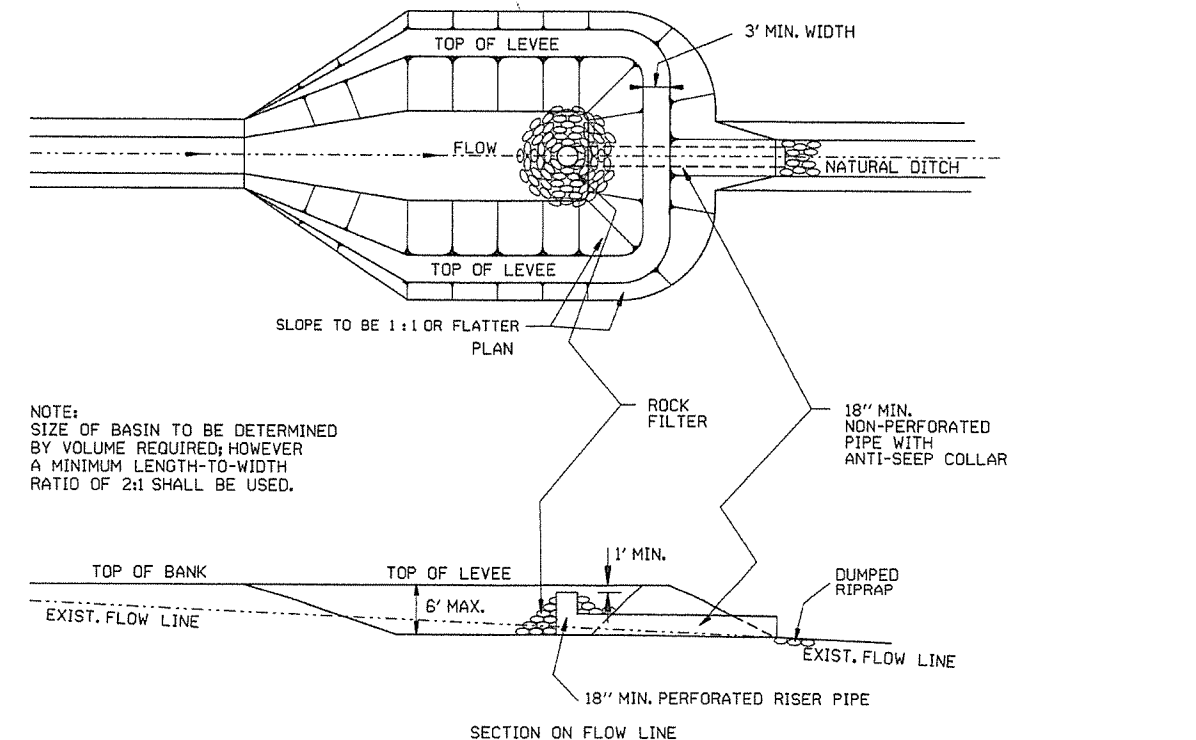


ROCK DITCH CHECK (E-6)

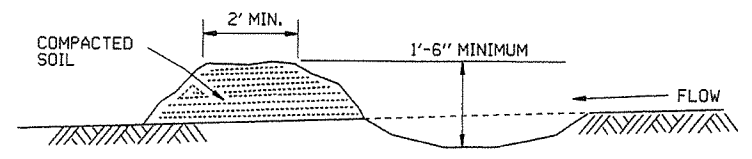
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK		ARKANSAS STATE HIGHWAY COMMISSION
11-18-98	ADDED NOTES		TEMPORARY EROSION CONTROL DEVICES
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)		
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95	STANDARD DRAWING TEC-1
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC		
6-2-94	REVISED E-1, 4, 7 & 11; DELETED E-2 & 3	6-2-94	
4-1-93	REDRAWN		
10-1-92	REDRAWN		
8-2-76	ISSUED R.D.M.	298-7-28-76	
DATE	REVISION	FILMED	



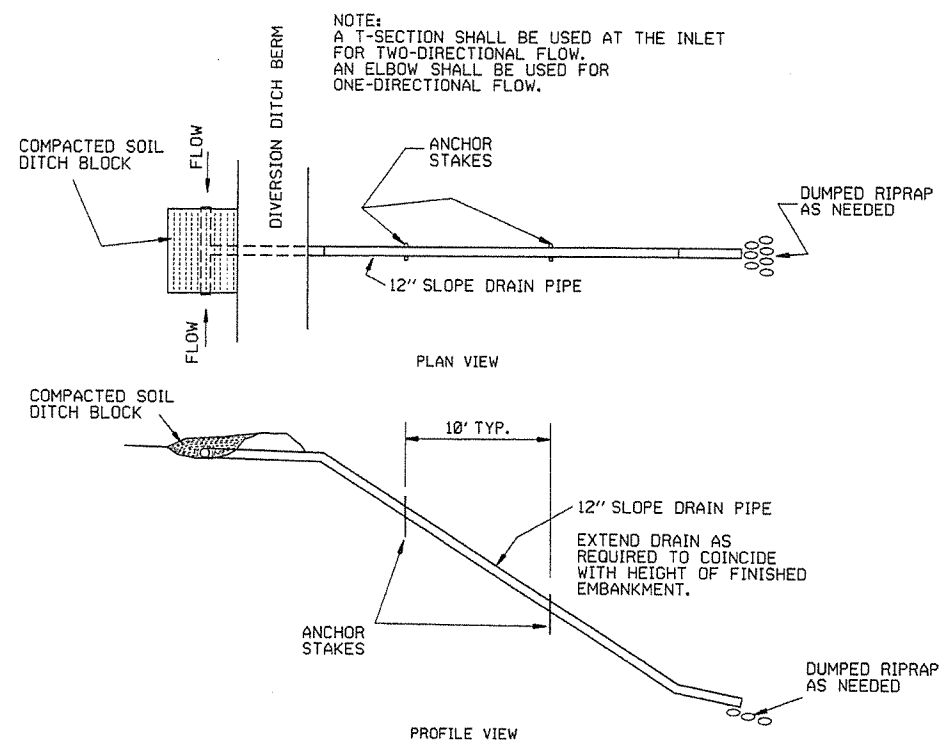
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



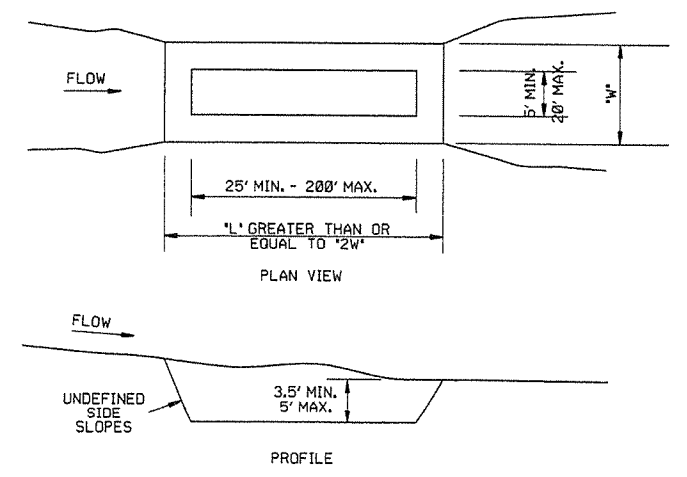
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

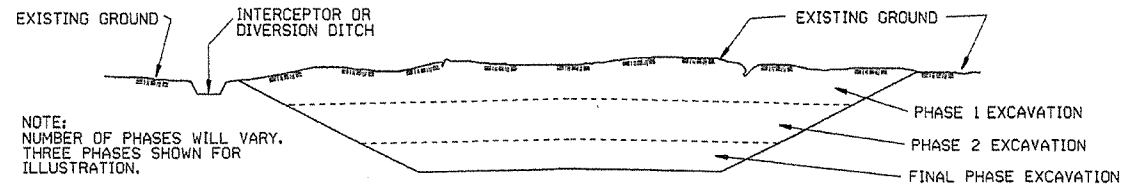
		ARKANSAS STATE HIGHWAY COMMISSION	
		TEMPORARY EROSION CONTROL DEVICES	
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13		
4-1-93	ISSUED		
DATE	REVISION		FILMED

## 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



NOTE:  
NUMBER OF PHASES WILL VARY.  
THREE PHASES SHOWN FOR  
ILLUSTRATION.

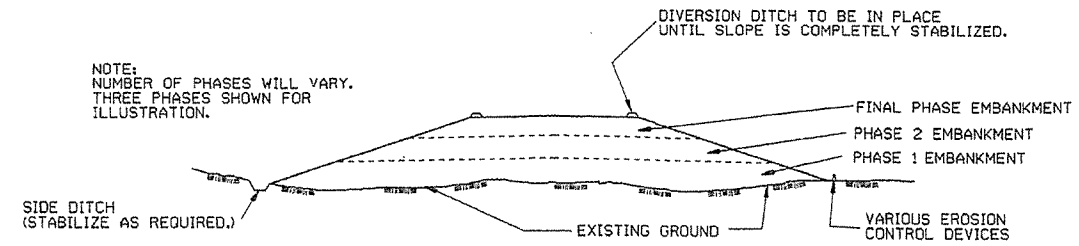
### GENERAL NOTE

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



NOTE:  
NUMBER OF PHASES WILL VARY.  
THREE PHASES SHOWN FOR  
ILLUSTRATION.

### 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.

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ARKANSAS STATE HIGHWAY COMMISSION		
TEMPORARY EROSION CONTROL DEVICES		
STANDARD DRAWING TEC-3		
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

GENERAL NOTES:

STEEL LINE POSTS SHALL BE PAINTED OR GALVANIZED. TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK). APPROVED ALTERNATES ARE ACCEPTABLE. AN ACCEPTABLE TOLERANCE IN LENGTH OF TUBULAR OR WOODEN POSTS SHALL BE -1" TO +2". TUBULAR POSTS MUST BE PAINTED OR GALVANIZED.

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF TIMBER LINE POSTS OF 7 FOOT LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

DRIVEWAY GATES, EITHER SINGLE 12' TO 16' OR DOUBLE 6' TO 8' OPENING OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE, FOR USE OF MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON PLANS OR AS DESIGNATED BY THE ENGINEER.

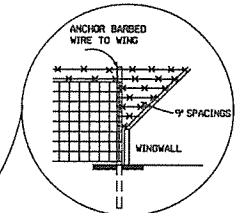
AT STREAM CROSSINGS, THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF THE BANK TO THE BRIDGE STRUCTURE A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE 'EYE METHOD' AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRES A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

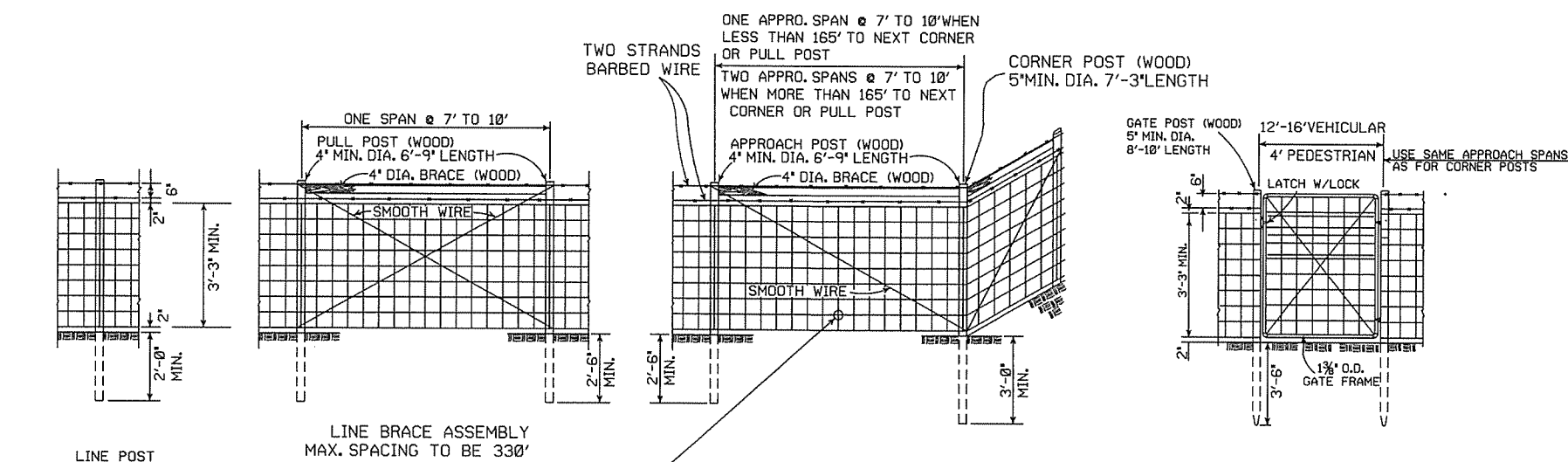
SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE 'WESTERN UNION METHOD' AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

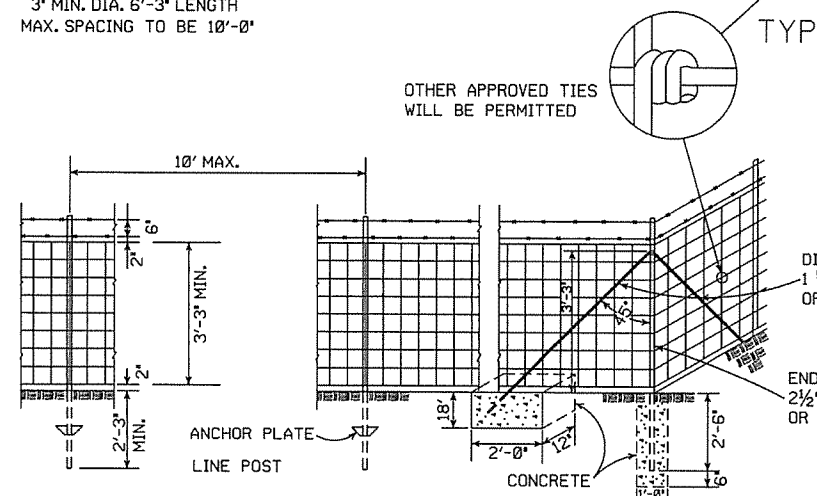
NOTE: USE 3/8" X 1 1/2" LAG BOLT & SHIELD OR AS APPROVED BY THE ENGINEER.



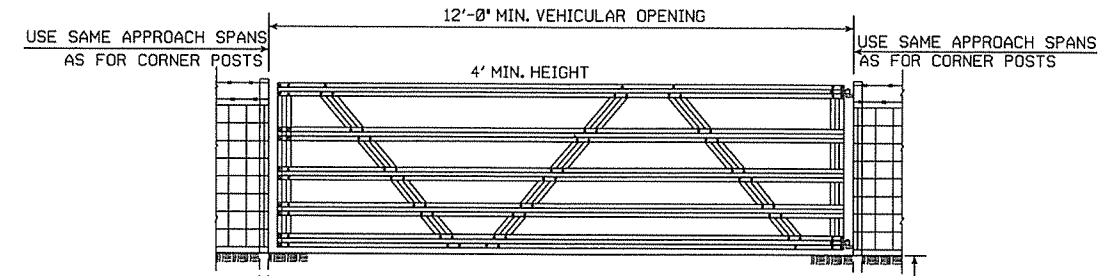
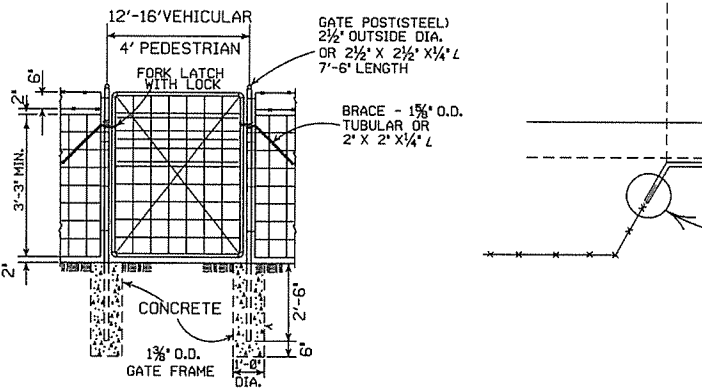
DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)



TYPE C FENCE (WOOD POSTS)



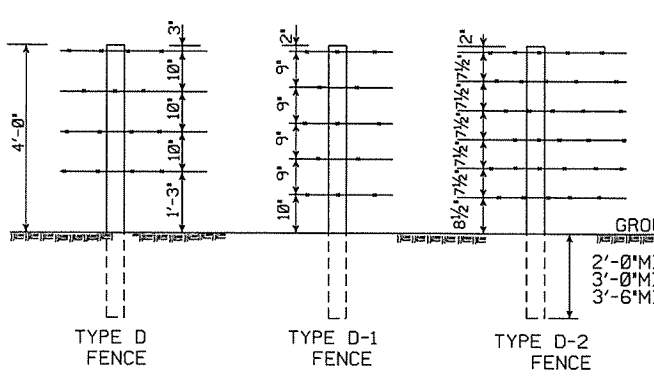
TYPE C FENCE (STEEL POSTS)



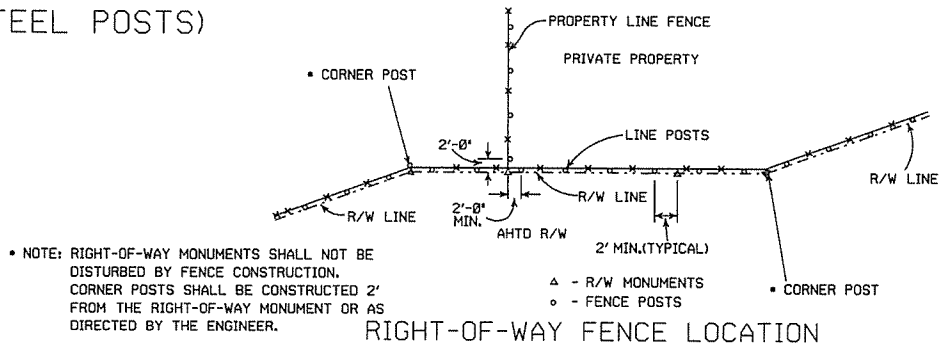
TYPICAL VEHICULAR GATES (ALTERNATE TYPE)

OTHER STYLE VEHICULAR GATES MAY BE USED WITH THE APPROVAL OF THE ENGINEER. THE METHOD OF SECURING GATE (LATCH AND/OR LOCK) SHALL MEET THE APPROVAL OF THE ENGINEER.

- 4 STRANDS BARBED WIRE (D)
- 5 STRANDS BARBED WIRE (D-1)
- 6 STRANDS BARBED WIRE (D-2)

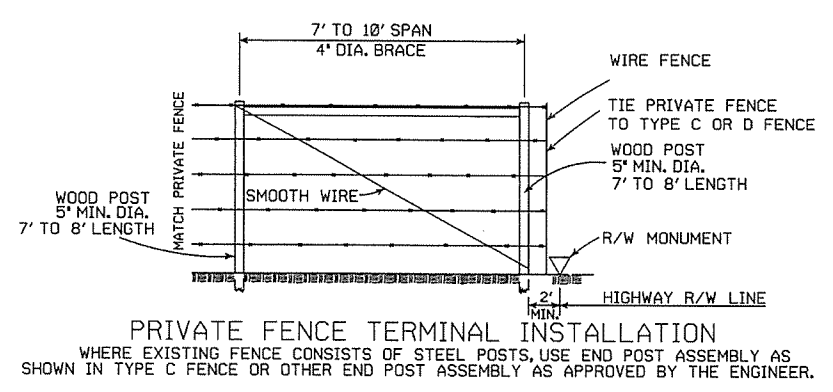


NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



RIGHT-OF-WAY FENCE LOCATION

NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.



PRIVATE FENCE TERMINAL INSTALLATION

WHERE EXISTING FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN IN TYPE C FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.

DATE	REVISION	REVISION	FILED
8-22-02	REVISED GENERAL NOTES		
10-18-96	REVISED AASHTO		
11-22-95	REVISED R-O-W LOCATION DETAIL		
6-2-94	REVISED BARB WIRE AND ADDED CORNER POST NOTES	6-2-94	
8-5-93	REVISED R/W INSTALLATION FENCE	8-5-93	
10-1-92	ADDED STAPLE NOTE	10-1-92	
8-15-91	ADDED TYPE D-2 FENCE	8-15-91	
11-30-89	DELETED CLASS CONCRETE	11-30-89	
7-15-88	ADDED SPLICE NOTE	700-7-15-88	
10-30-87	GENERAL REVISIONS	549-10-30-87	
11-1-84	MAX. POST SPACING MIN. WIRE GAUGE	507-11-1-84	
1-4-83	MIN. DIA. LINE POST	648-1-4-83	
3-2-81	TOLERANCE FOR POST LENGTH	722-3-2-81	
12-1-72	ADDED D-1 & FENCE INSTALLATION	564-12-1-72	
10-2-72	REVISED AND REDRAWN	540-10-2-72	

ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE TYPE C AND D

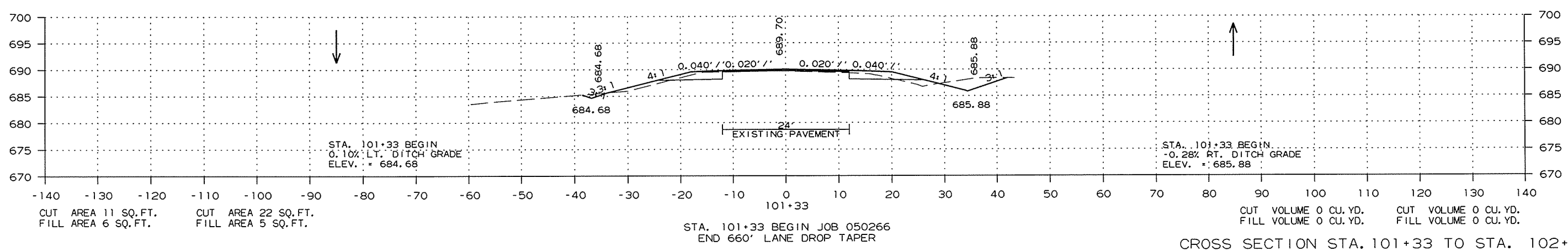
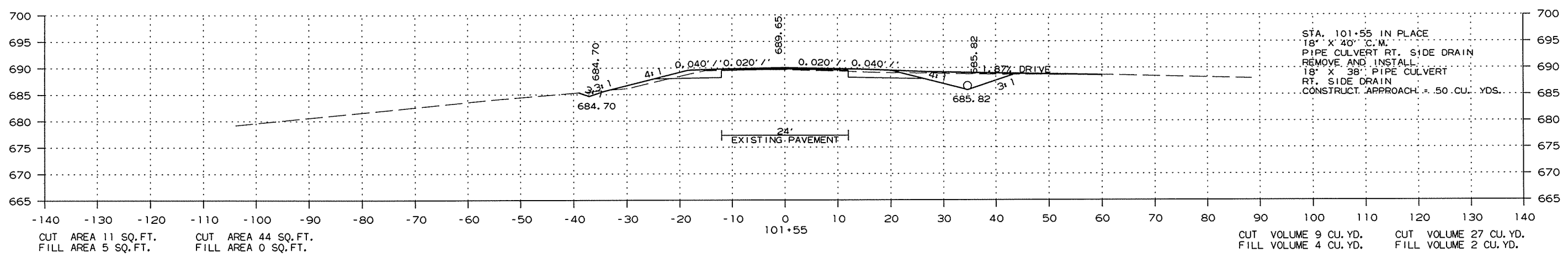
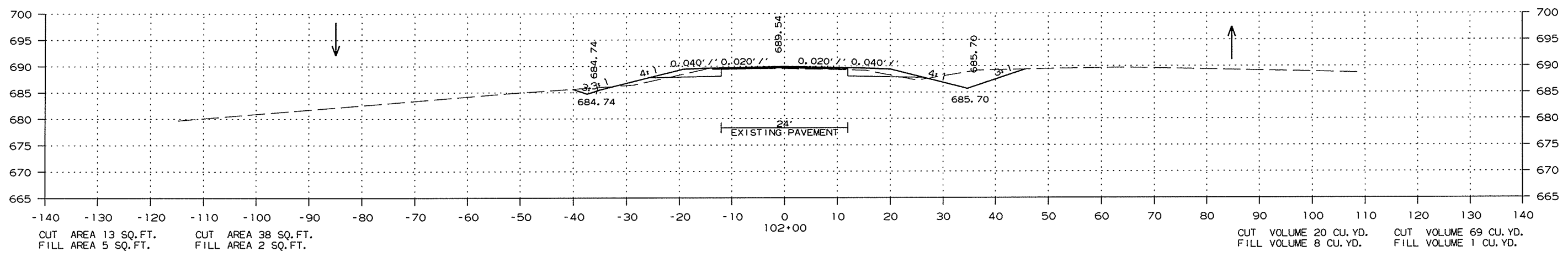
STANDARD DRAWING WF-4

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		88	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



STA. 101+33 BEGIN JOB 050266  
 END 660' LANE DROP TAPER

CROSS SECTION STA. 101+33 TO STA. 102+00

4/10/2015 R050266.DGN

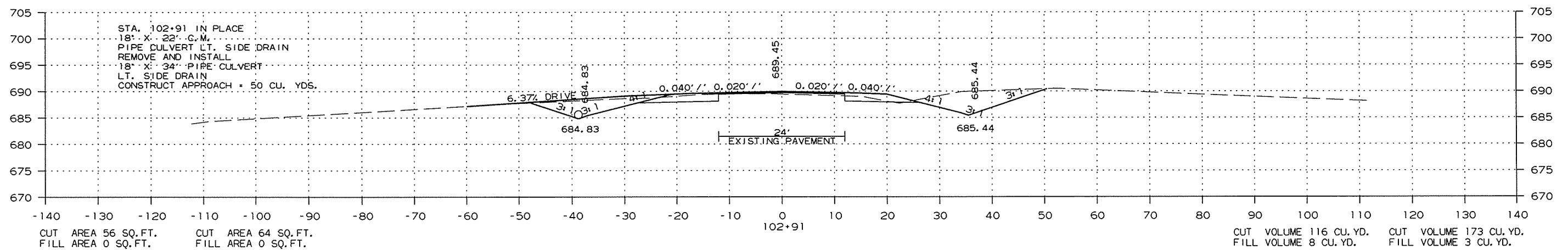
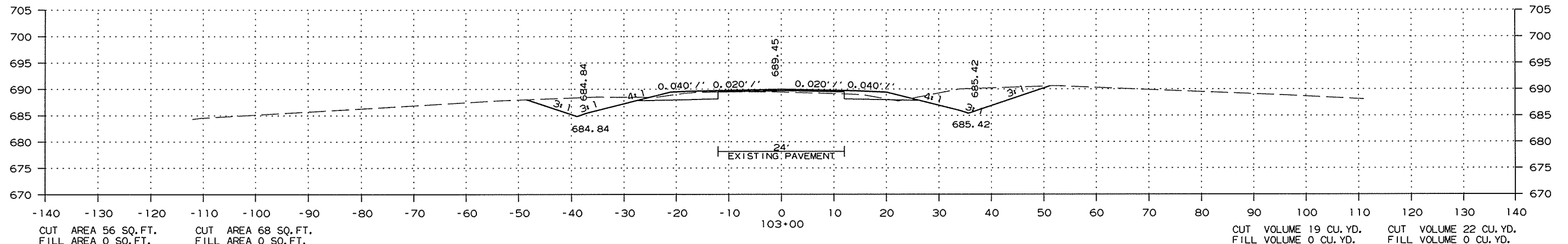
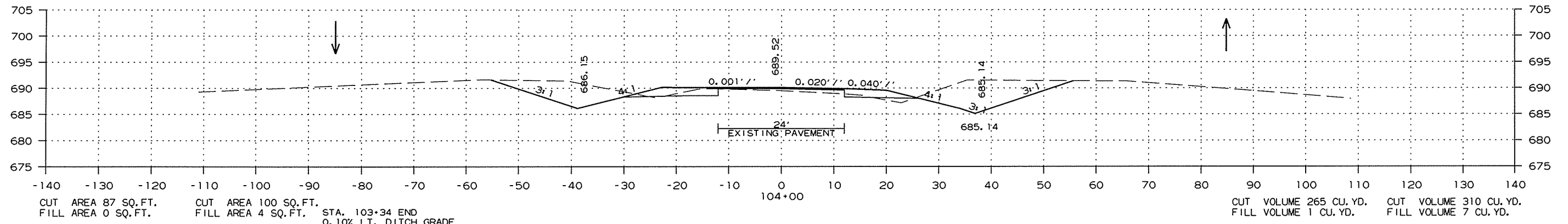


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		89	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 102+91 TO STA. 104+00

4/10/2015

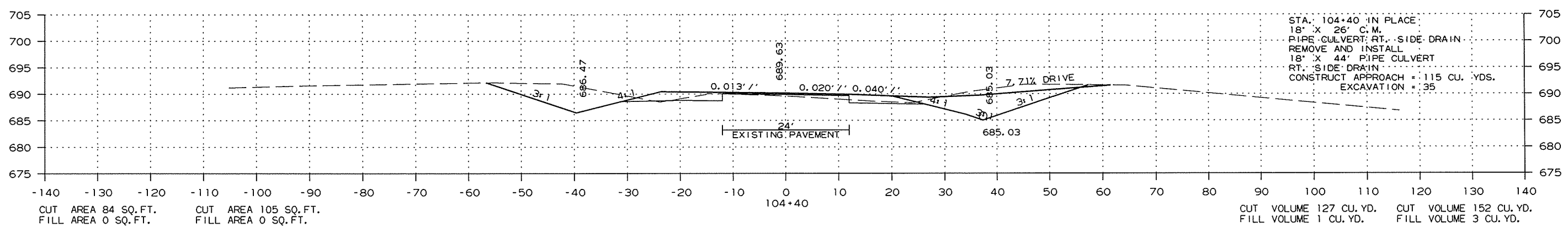
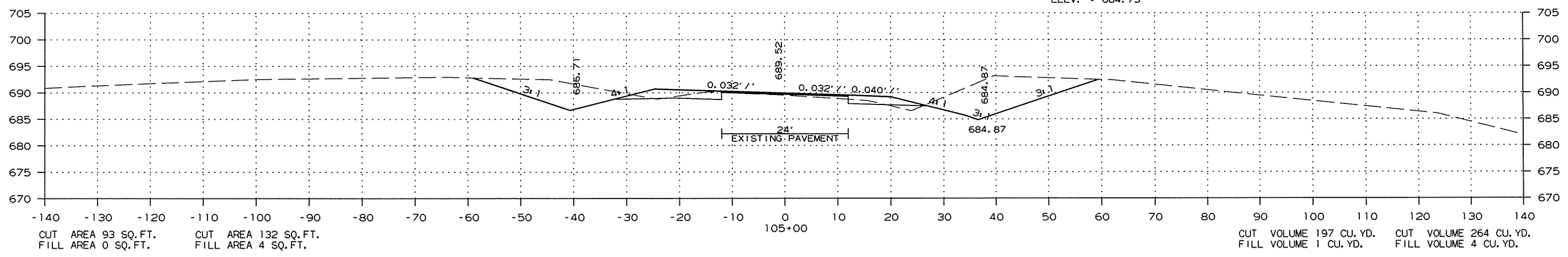
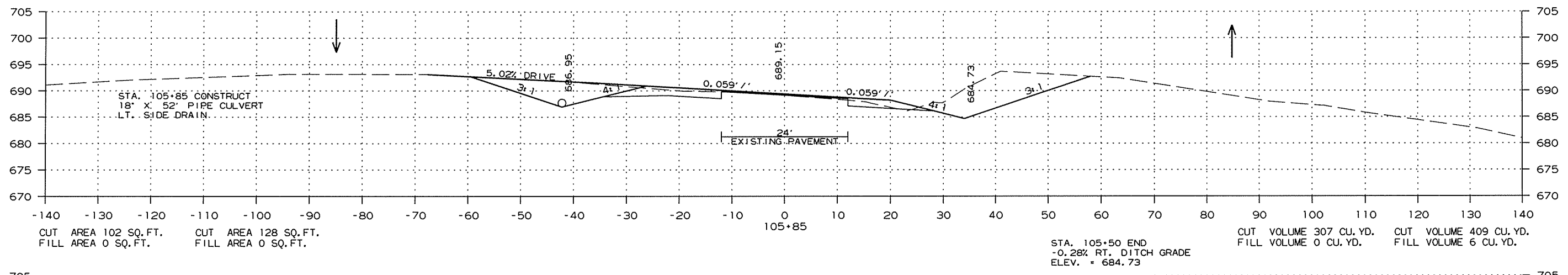
R050266.DGN

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. 050266	90	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 104+40 TO STA. 105+85

4/10/2015 R050266.DGN

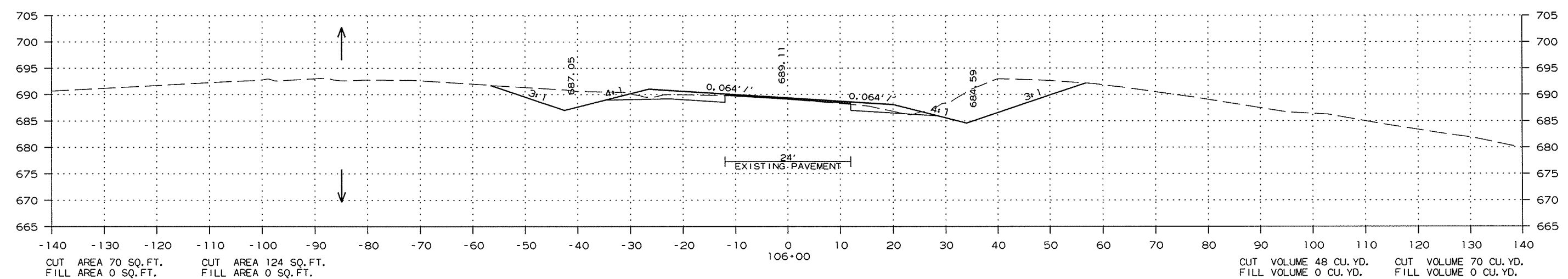
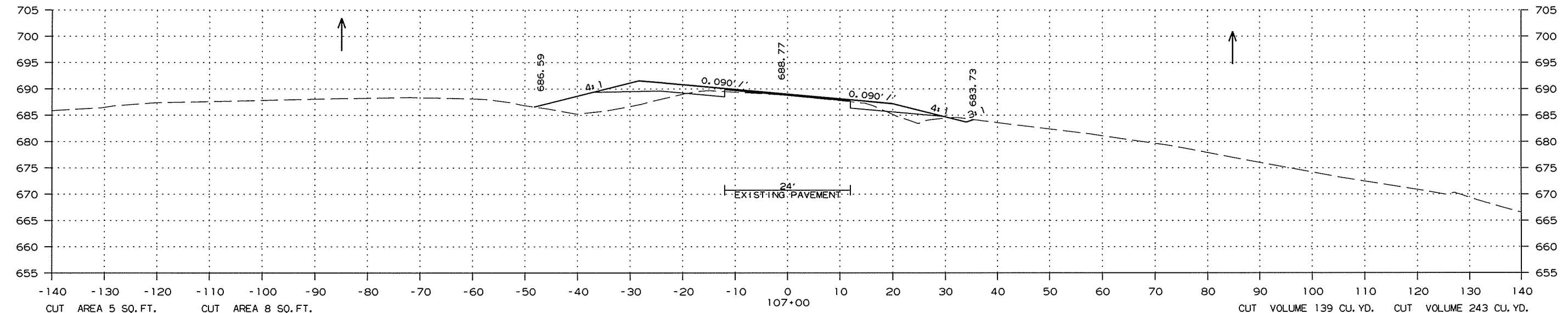
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	050266		91	154

② CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2

STA. 107+93 BEGIN 660' LANE DROP TAPER  
END NORTHBOUND PASSING LANE



CROSS SECTION STA. 106+00 TO STA. 107+00

4/10/2015 R050266.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.		050266	92	154

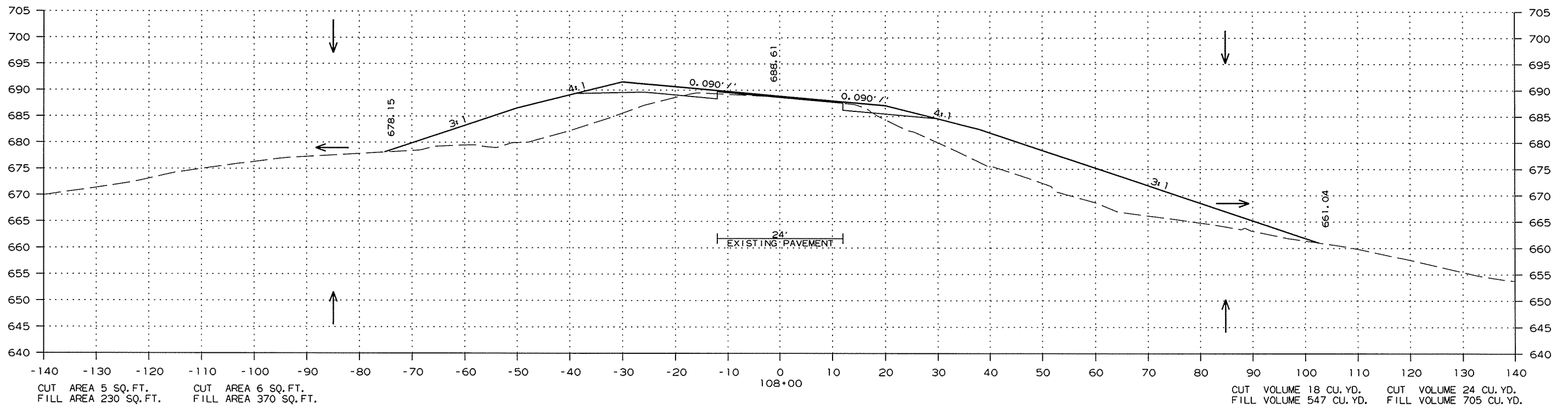
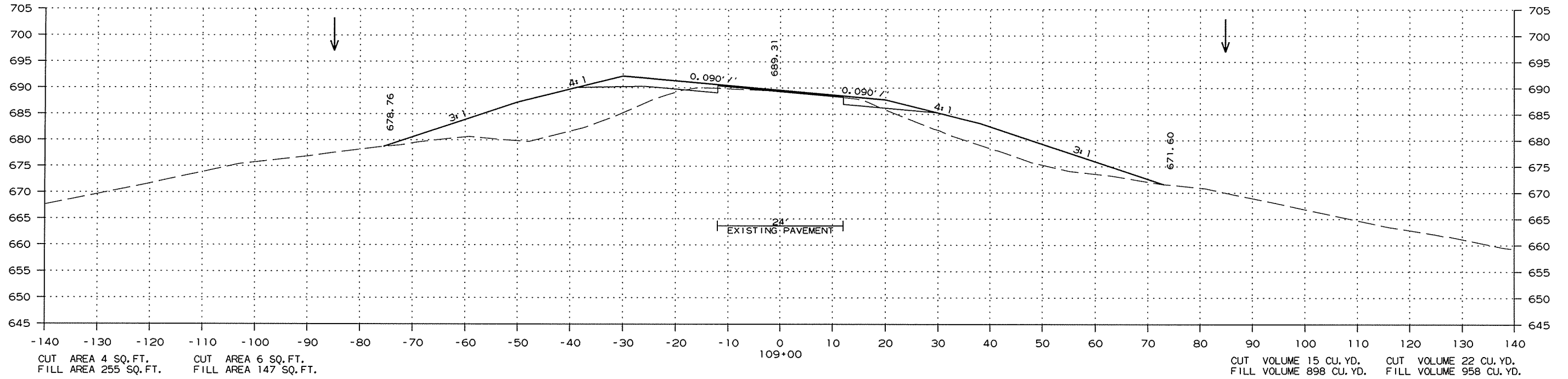
② CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 108+00 TO STA. 109+00

4/10/2015

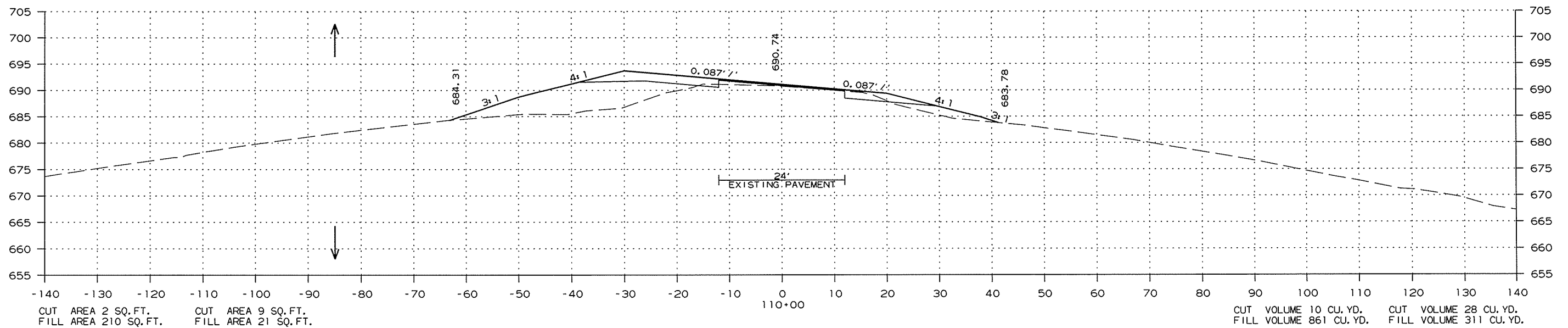
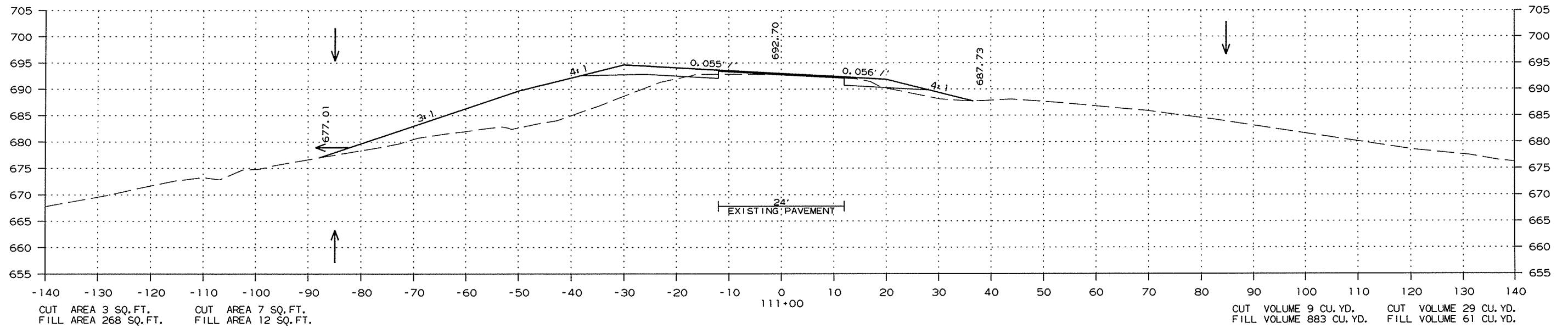
R050266.DGN

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.	050266		93	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 110+00 TO STA. 111+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
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				JOB NO.	050266		94	154

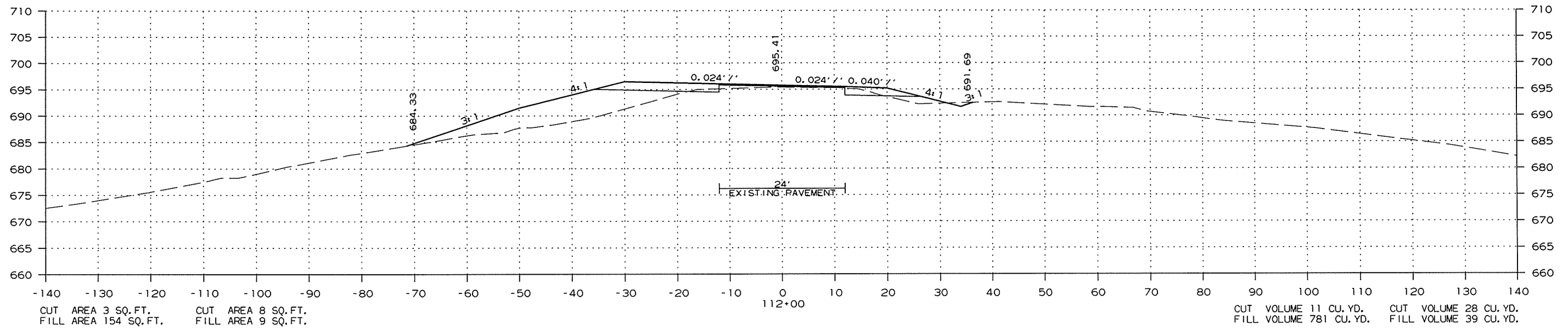
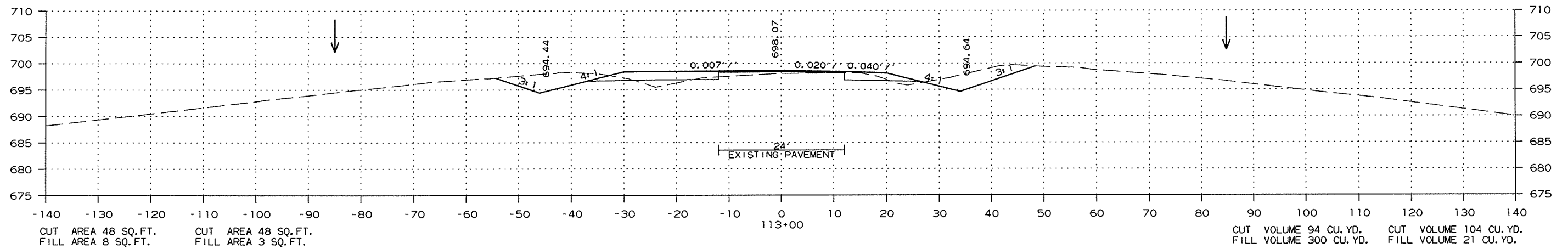
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 112+00 TO STA. 113+00

4/10/2015

R050266.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. 050266							95	154

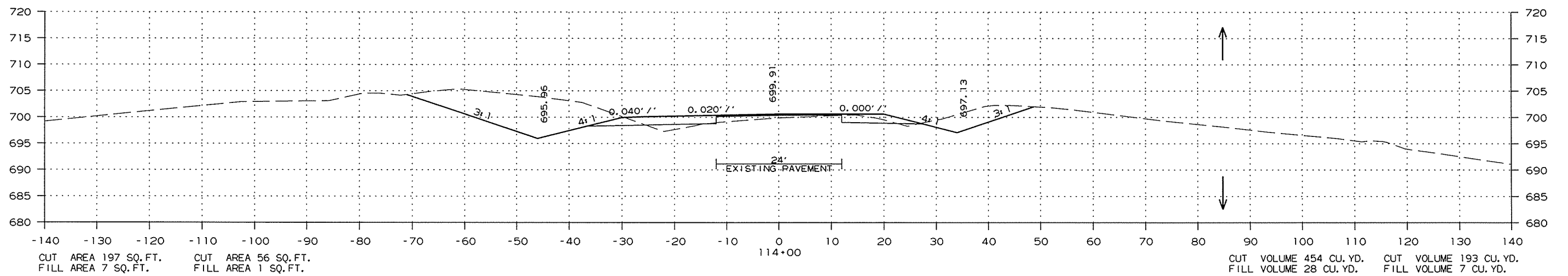
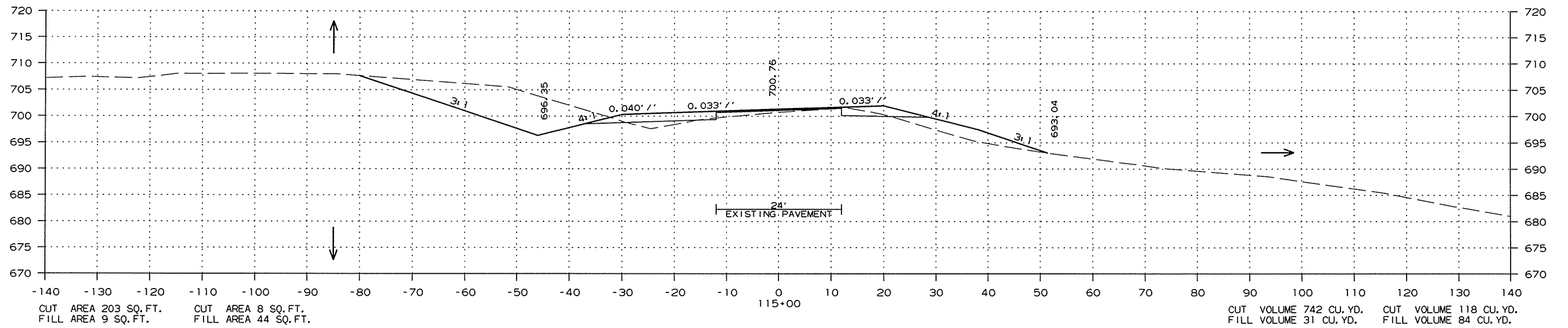
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 114+00 TO STA. 115+00

4/10/2015

R050266.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. 050266							96	154

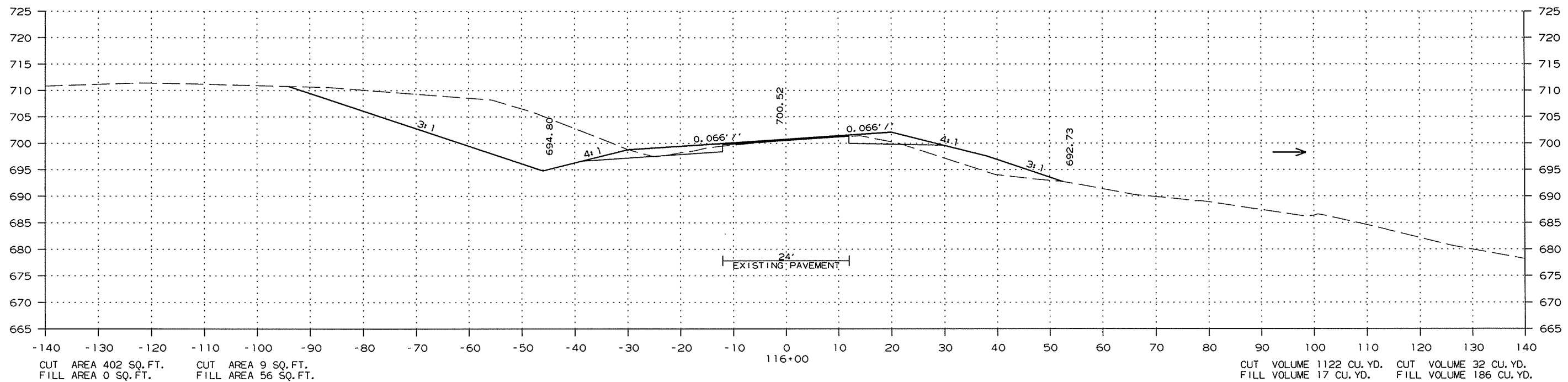
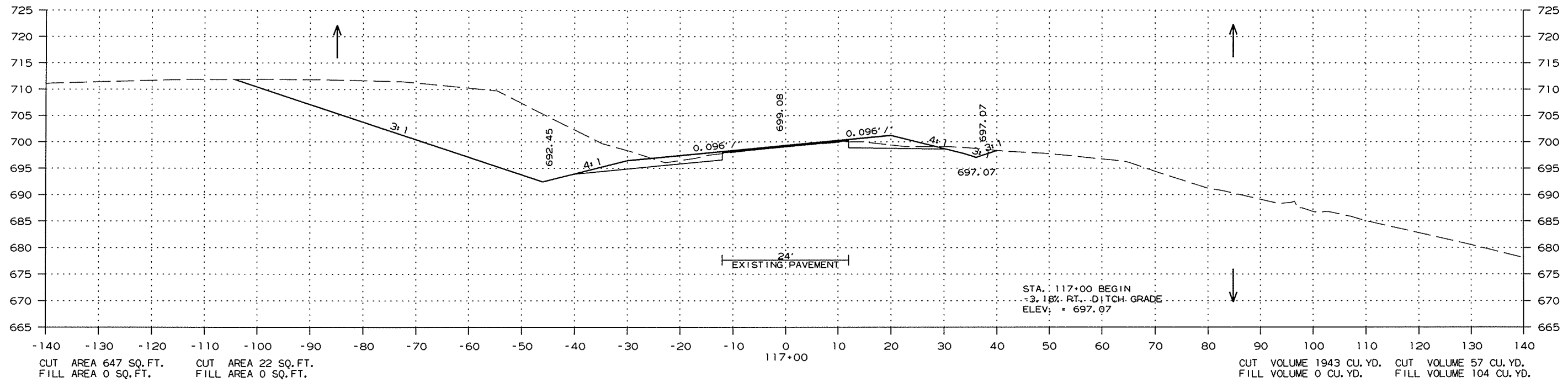
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 116+00 TO STA. 117+00

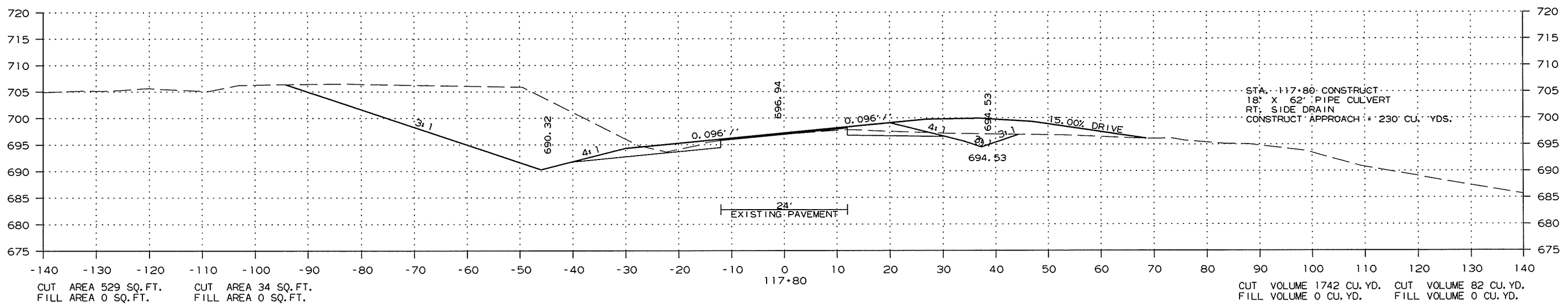
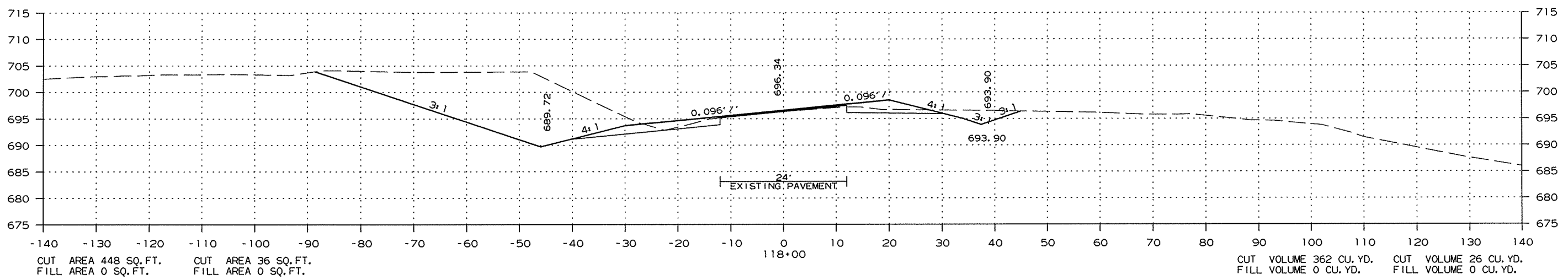
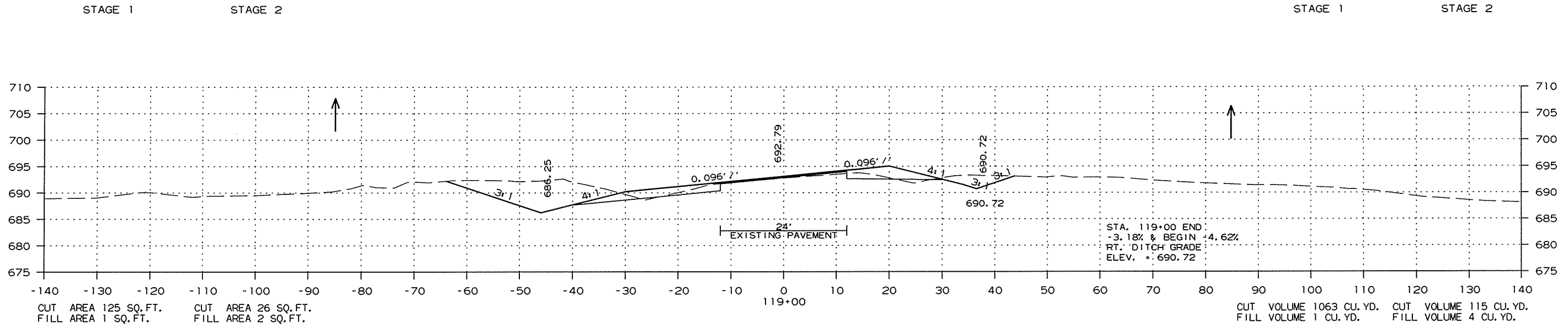
4/10/2015

R050266.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. 050266	97	154

2 CROSS SECTIONS



CROSS SECTION STA. 117+80 TO STA. 119+00

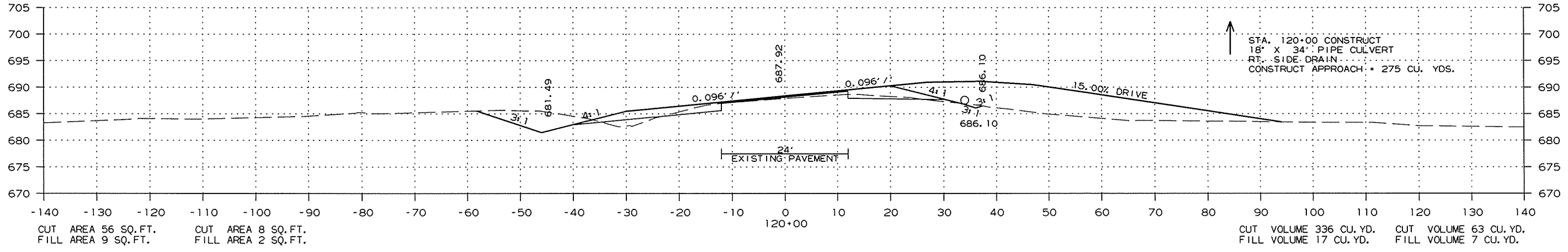
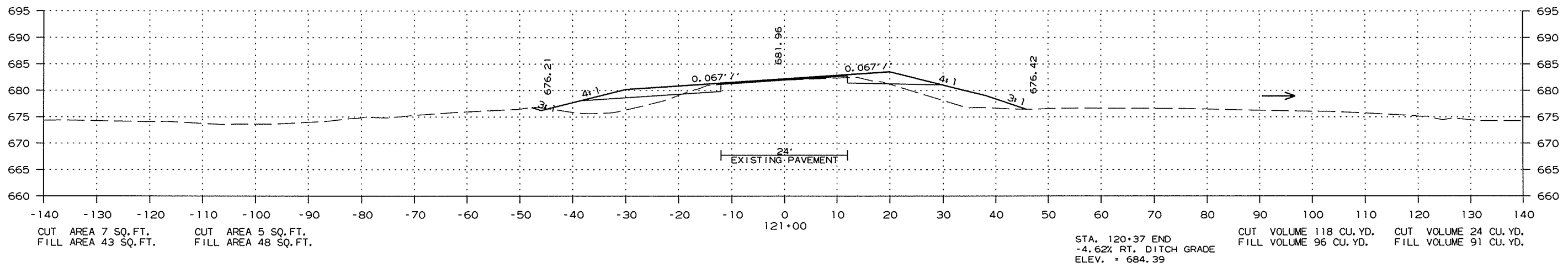
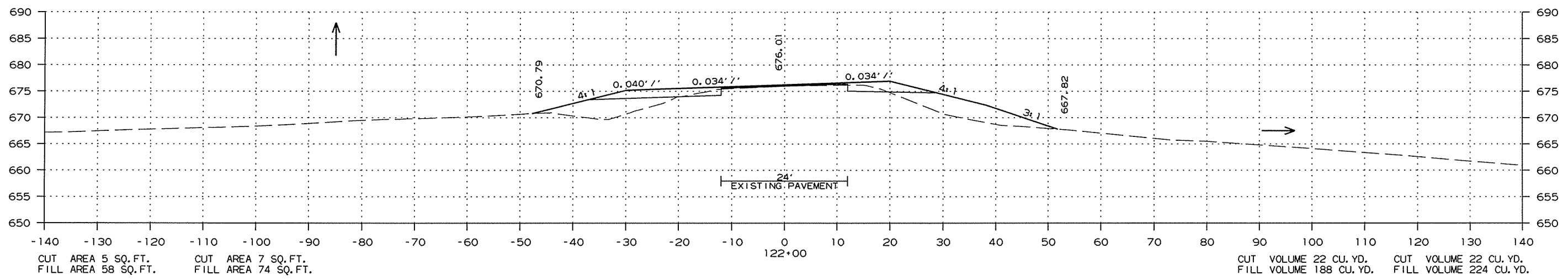
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050266	98	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 120+00 TO STA. 122+00

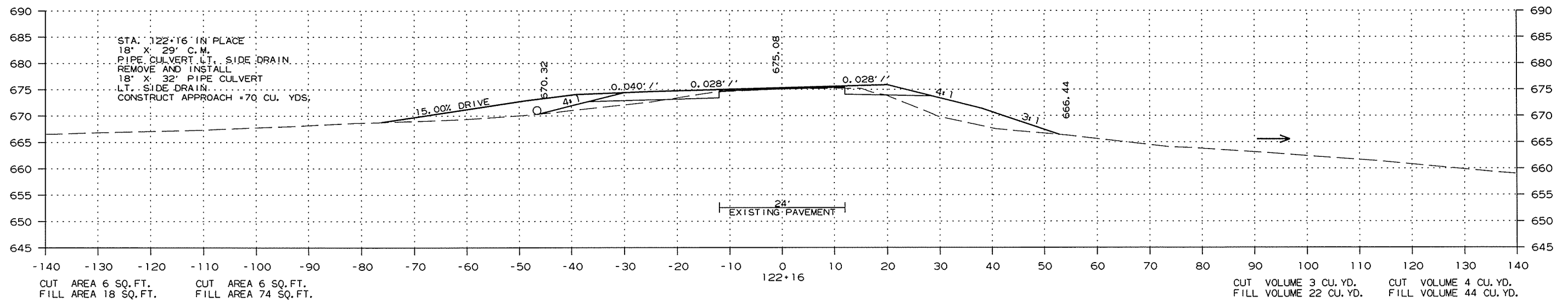
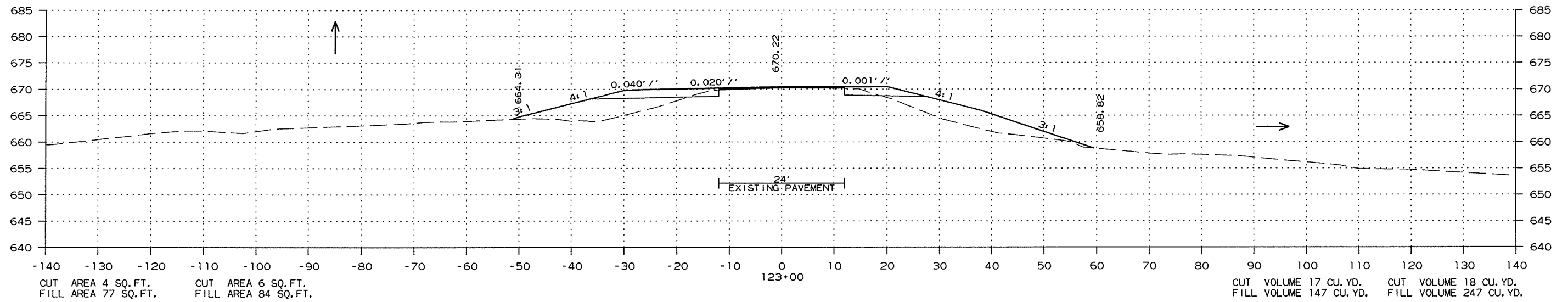
4/10/2015 R050266.DGN

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.		050266	99	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



STA. 122+16 IN PLACE  
 18" X 29' C.M.  
 PIPE CULVERT LT. SIDE DRAIN  
 REMOVE AND INSTALL  
 18" X 32' PIPE CULVERT  
 LT. SIDE DRAIN  
 CONSTRUCT APPROACH = 70 CU. YDS.

CROSS SECTION STA. 122+16 TO STA. 123+00

4/10/2015

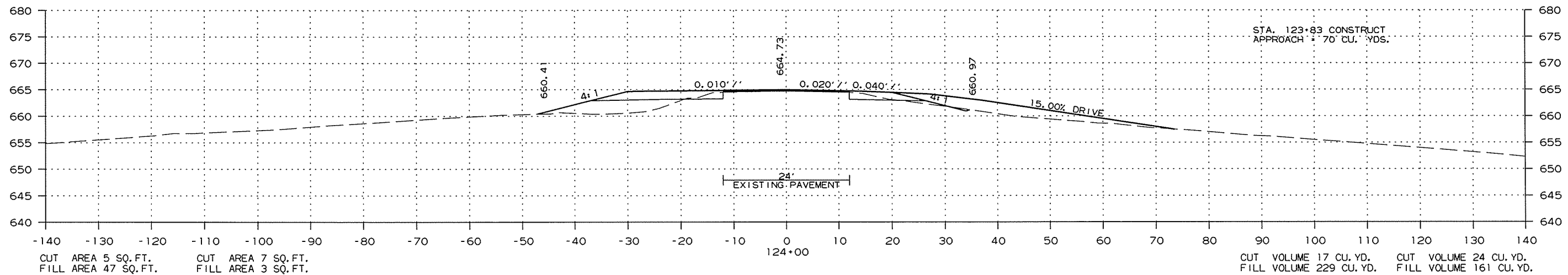
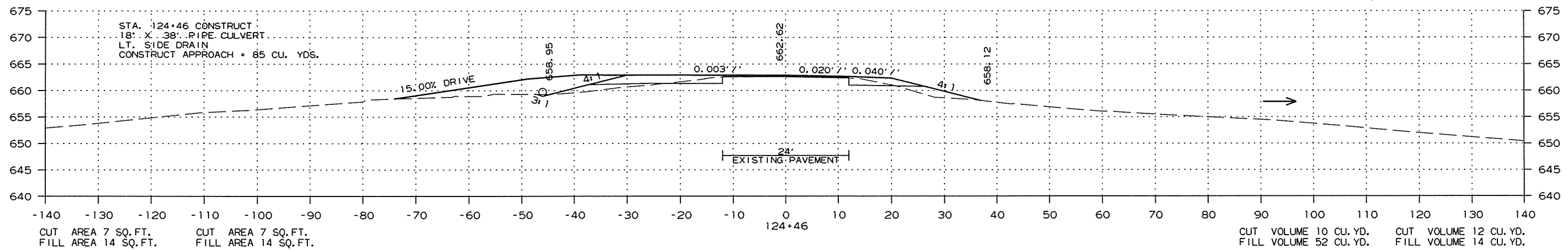
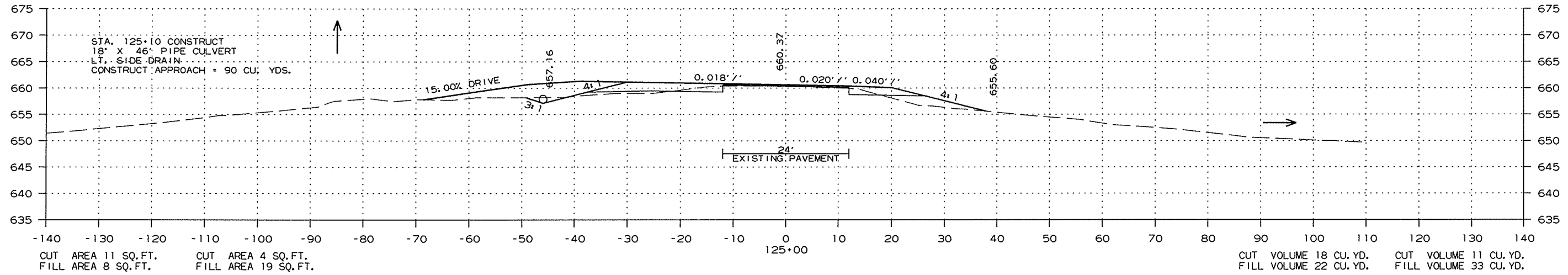
R050266.DGN

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. 050266							100	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 124+00 TO STA. 125+00

4/10/2015

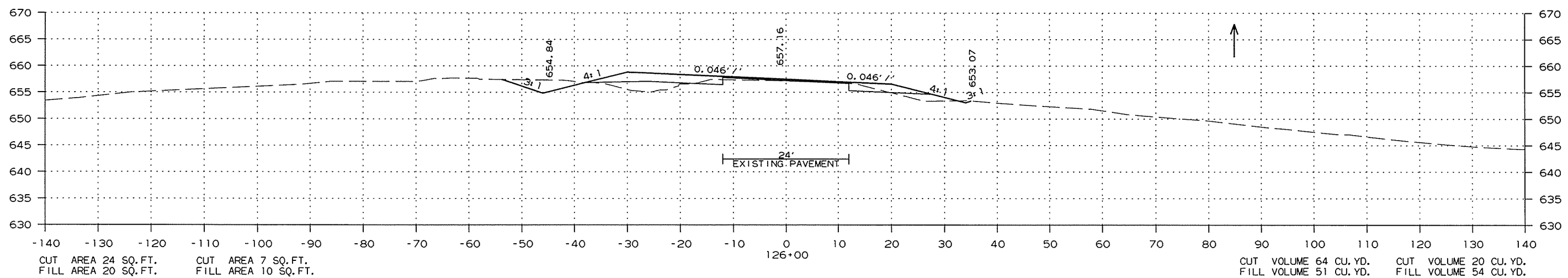
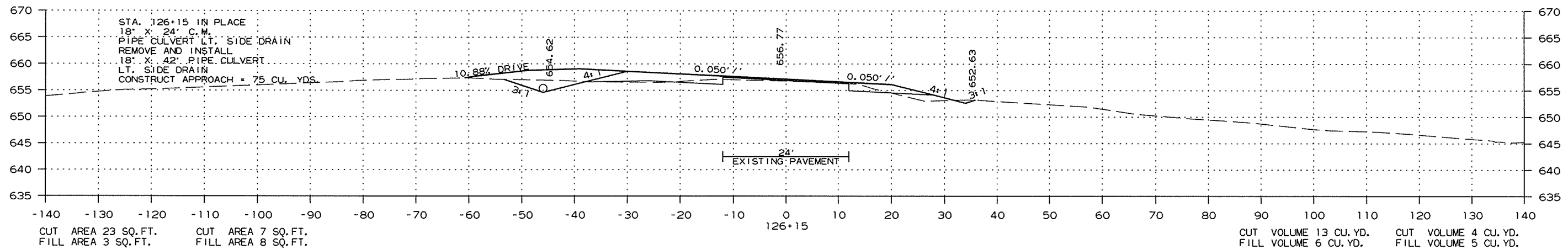
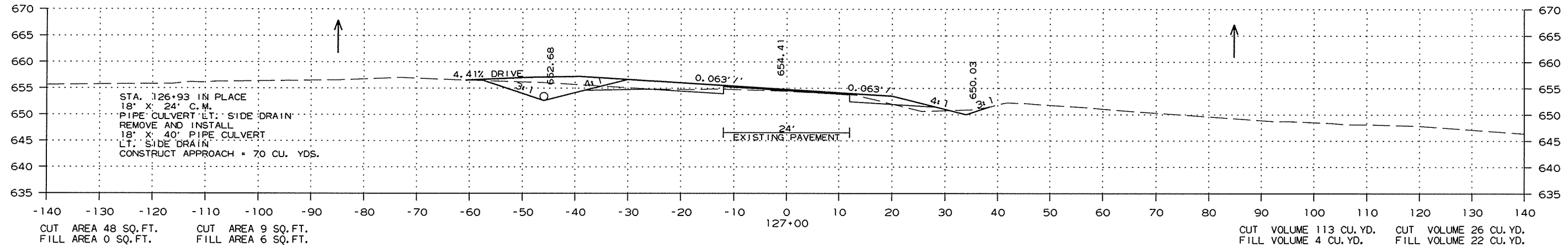
R050266.DGN

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. 050266							101	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 126+00 TO STA. 127+00

4/10/2015

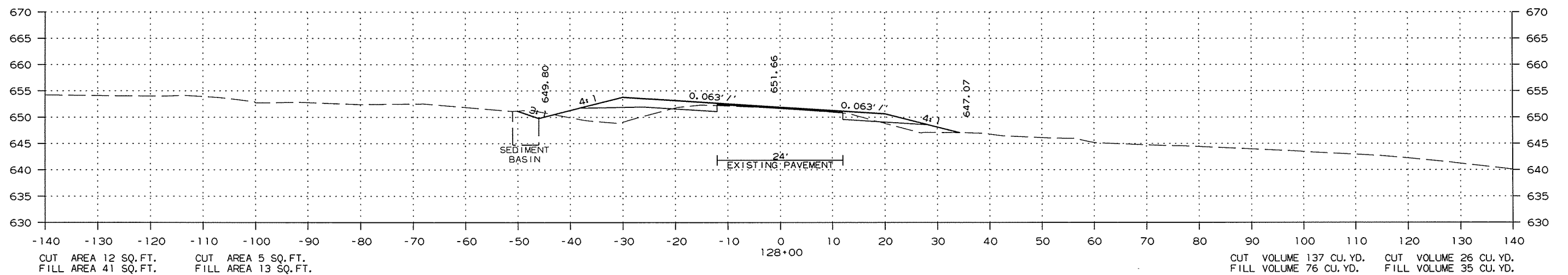
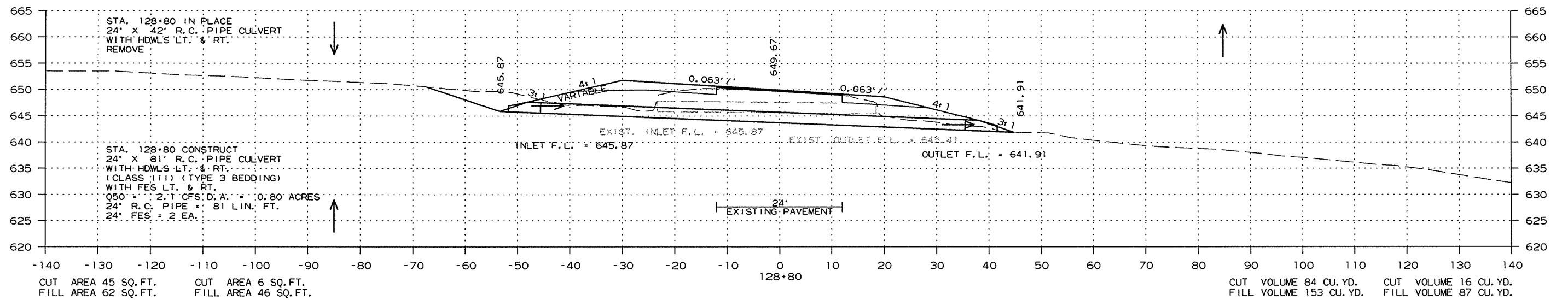
R050266.DGN

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. 050266							102	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 128+00 TO STA. 128+80

4/10/2015

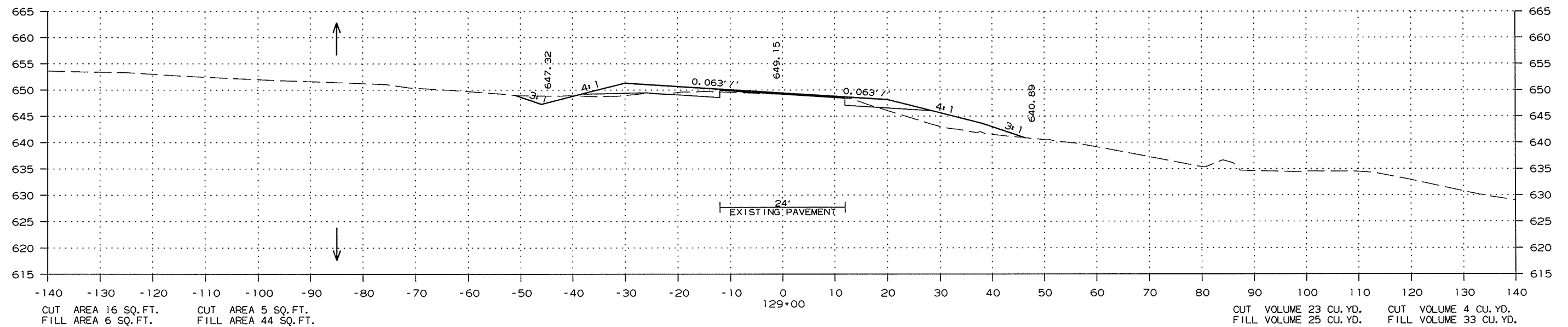
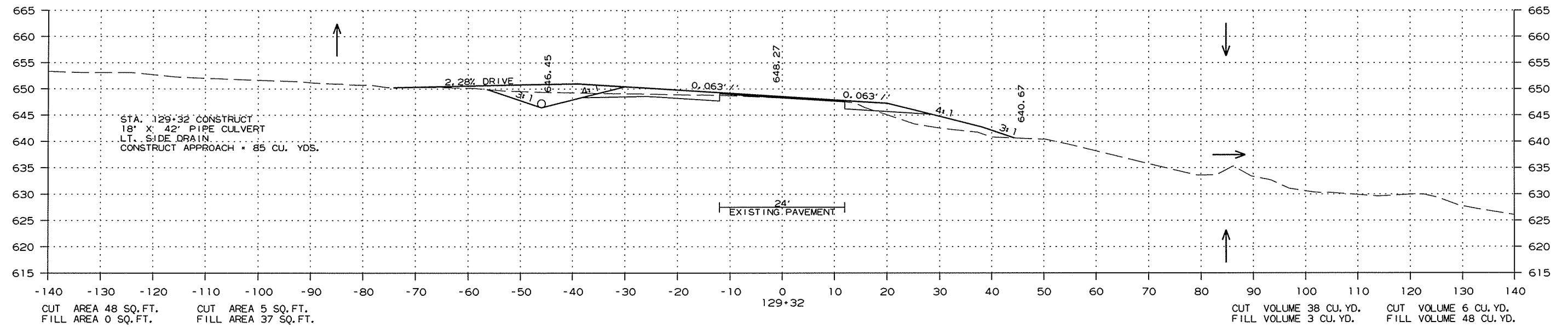
R050266.DGN

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.	050266		103	154

② CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 129+00 TO STA. 129+32

4/10/2015

R050266.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. 050266							104	154

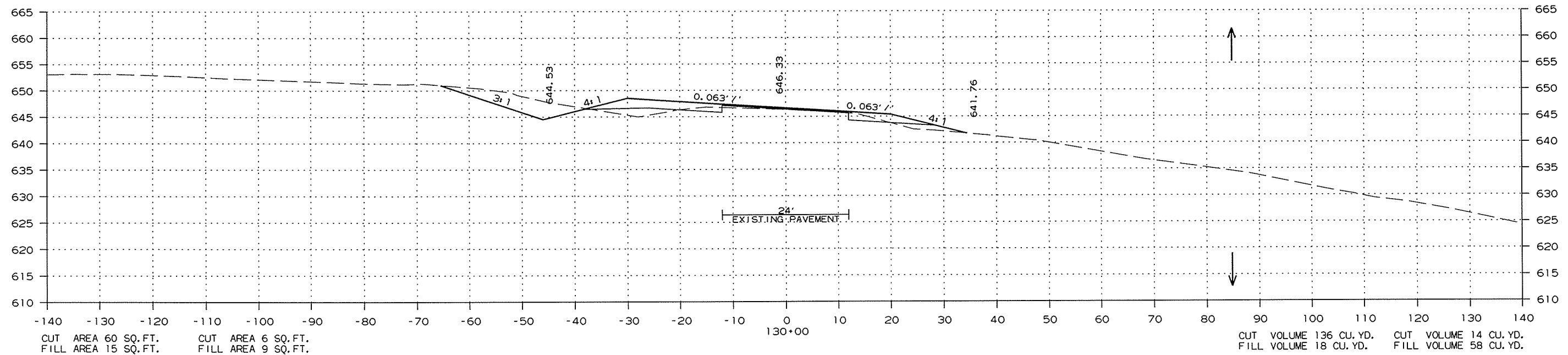
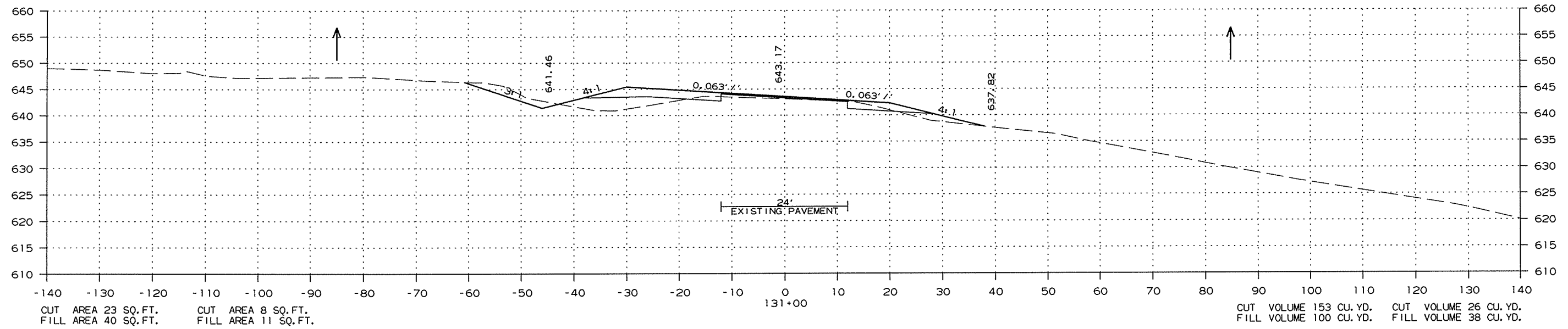
② CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 130+00 TO STA. 131+00

4/10/2015

R050266.DGN

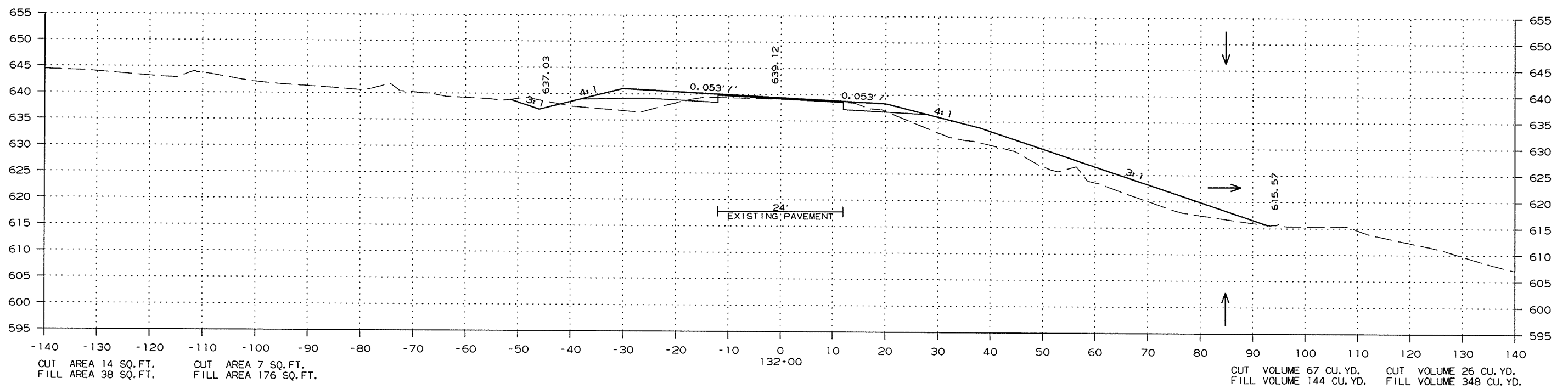
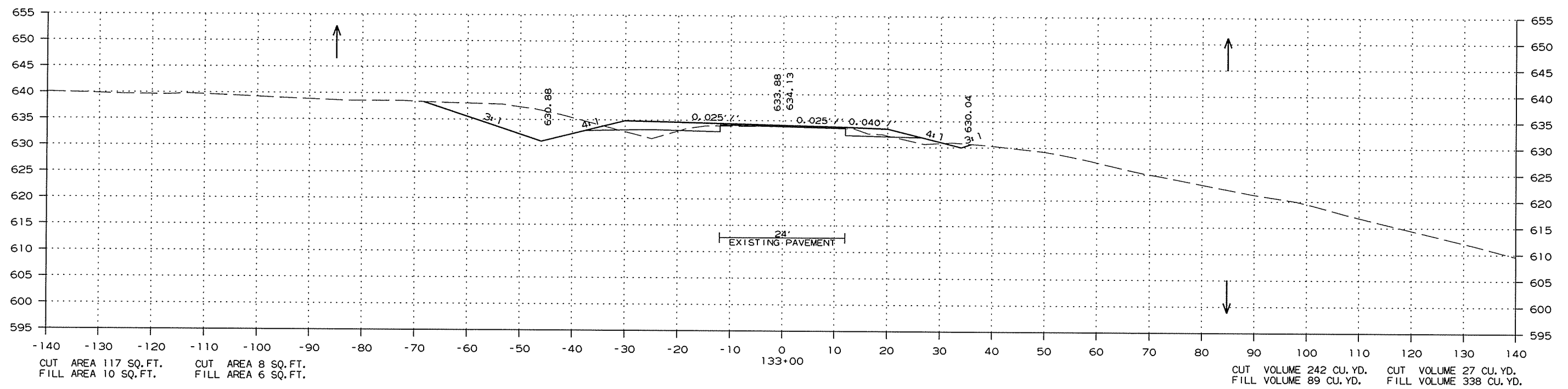


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 050266	105	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 132+00 TO STA. 133+00

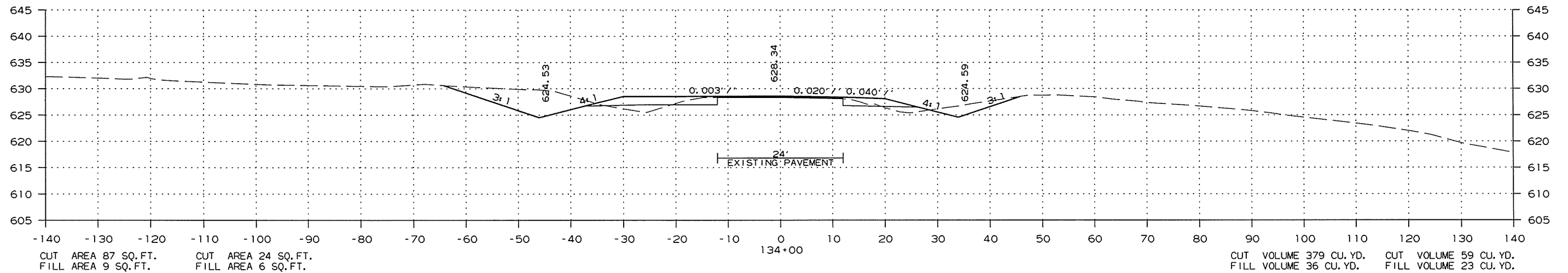
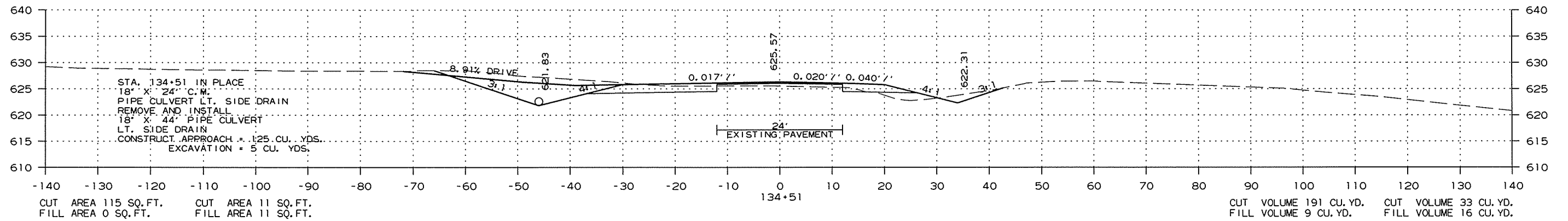
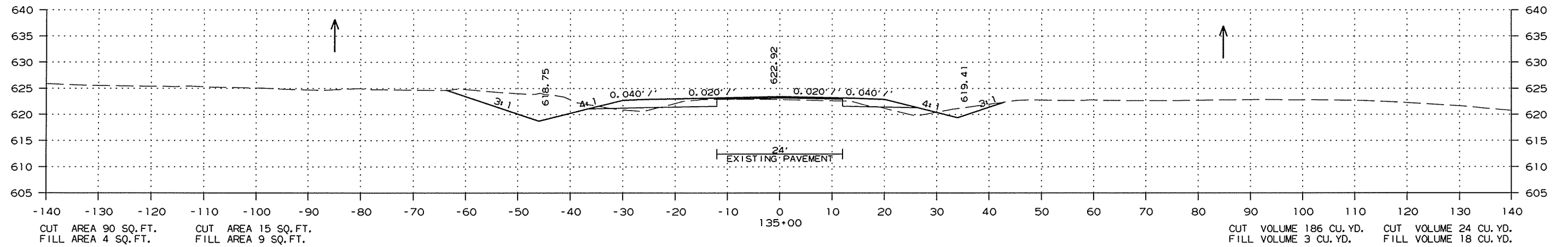
R050266.DGN 4/10/2015

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 050266	106	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 134+00 TO STA. 135+00

4/10/2015

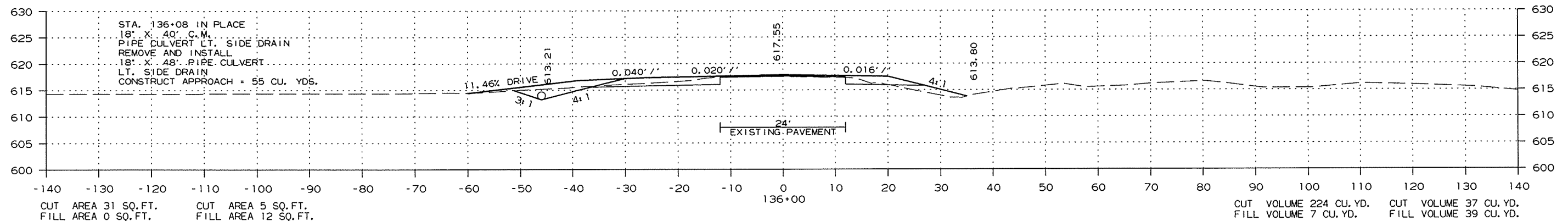
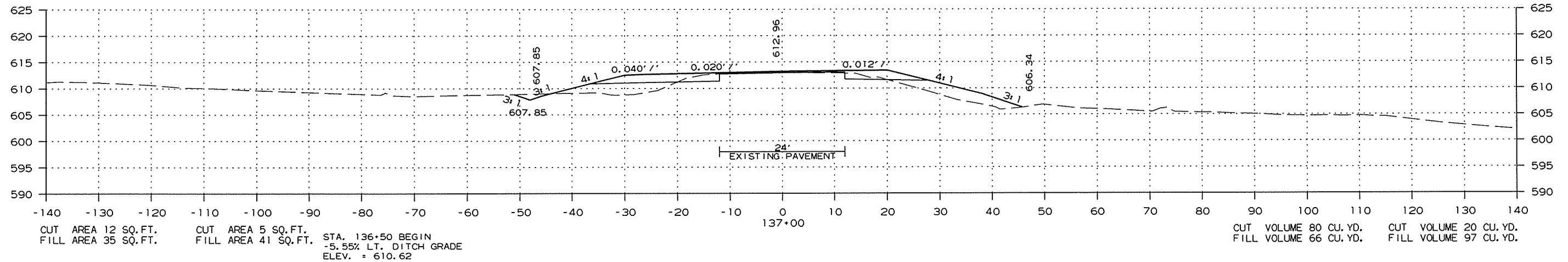
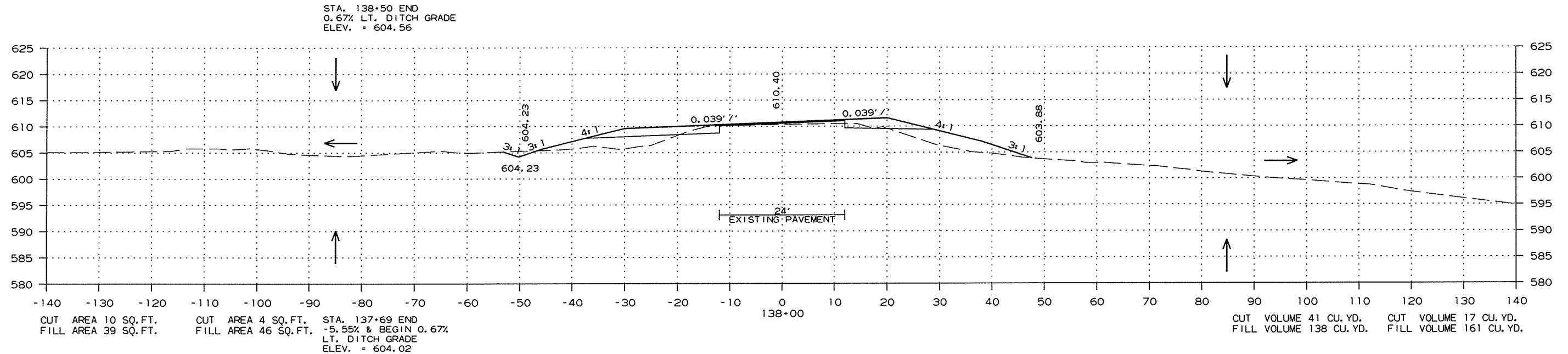
R050266.DGN

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. 050266							107	154

② CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 136+00 TO STA. 138+00

4/10/2015

R050266.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. 050266							108	154

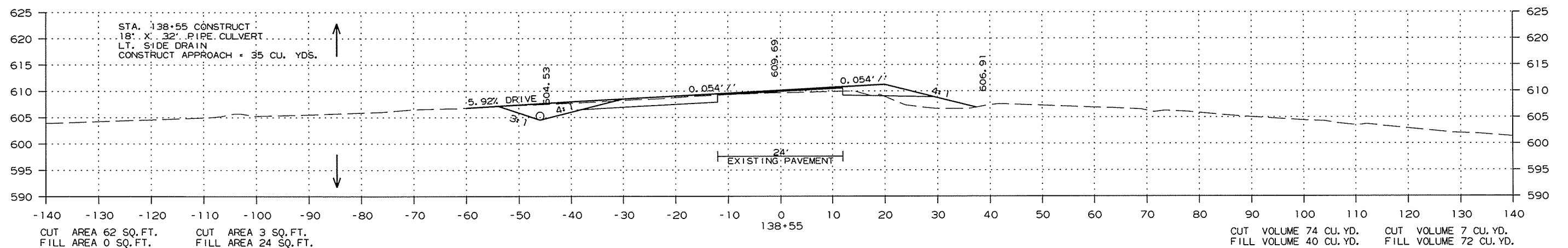
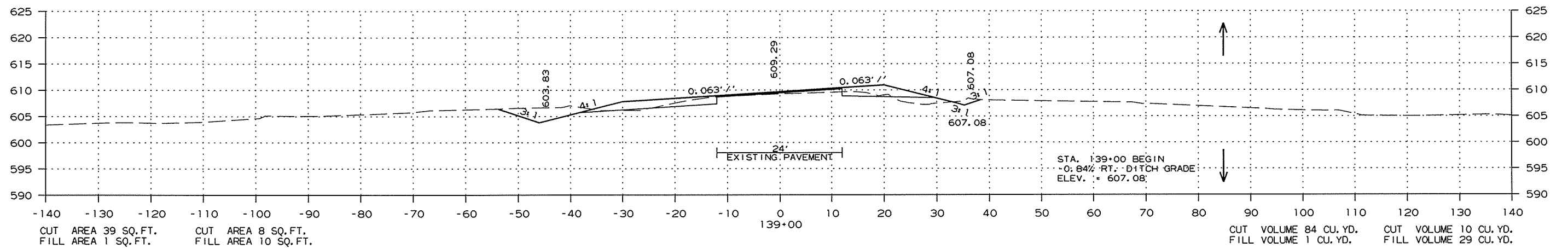
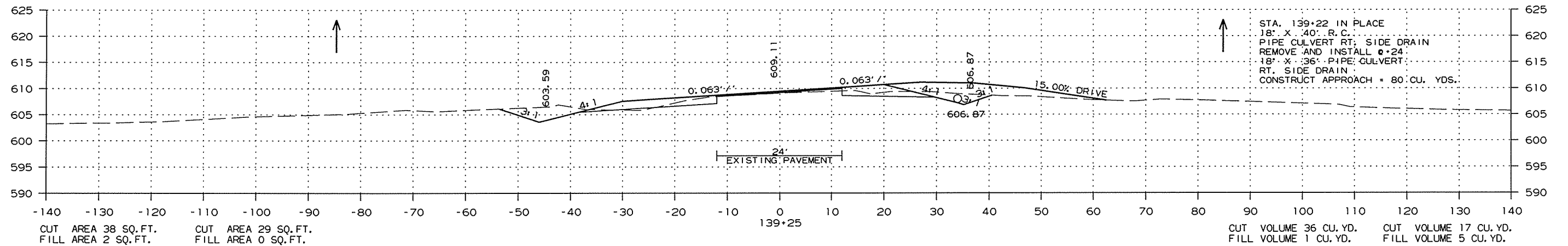
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 138+55 TO STA. 139+25

4/10/2015

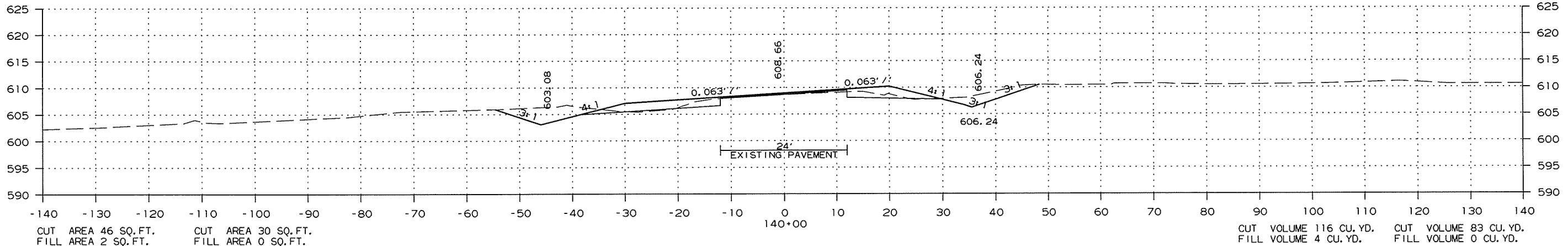
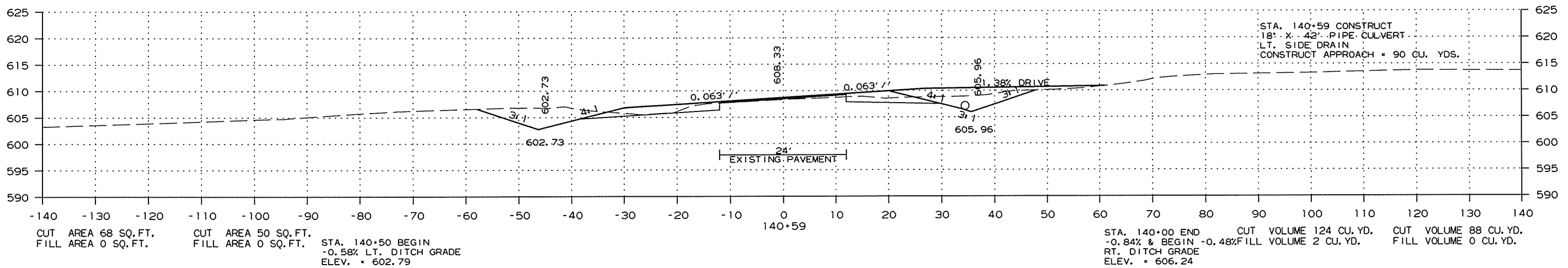
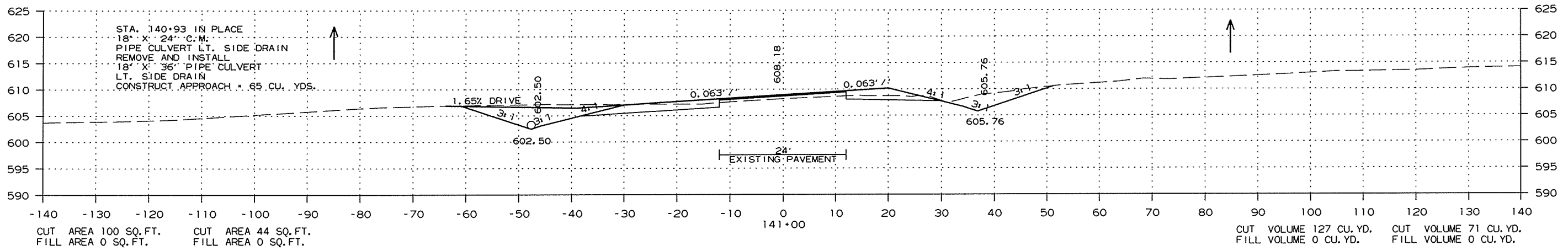
R050266.DGN

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. 050266							109	154

② CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 140+00 TO STA. 141+00

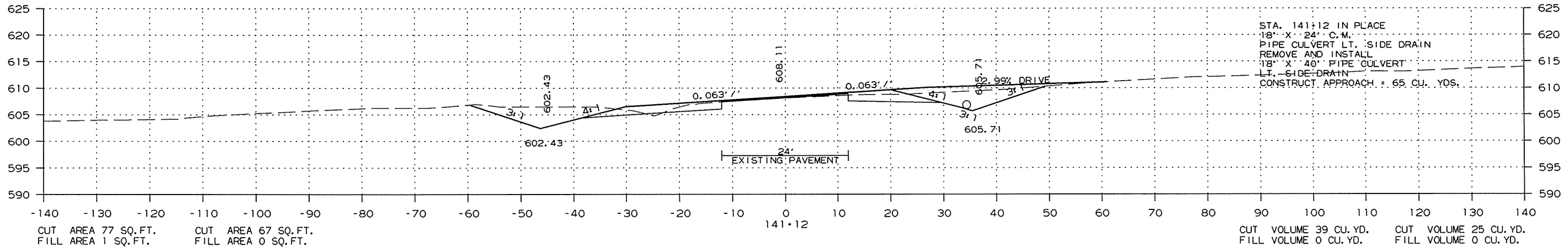
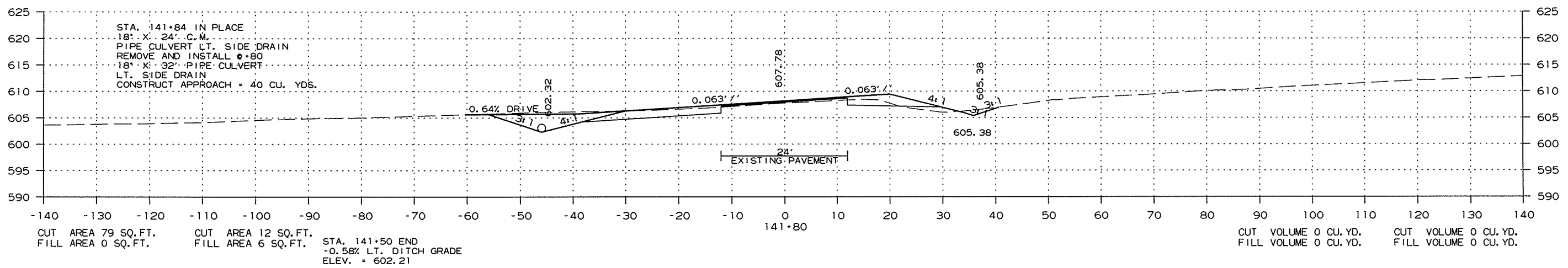
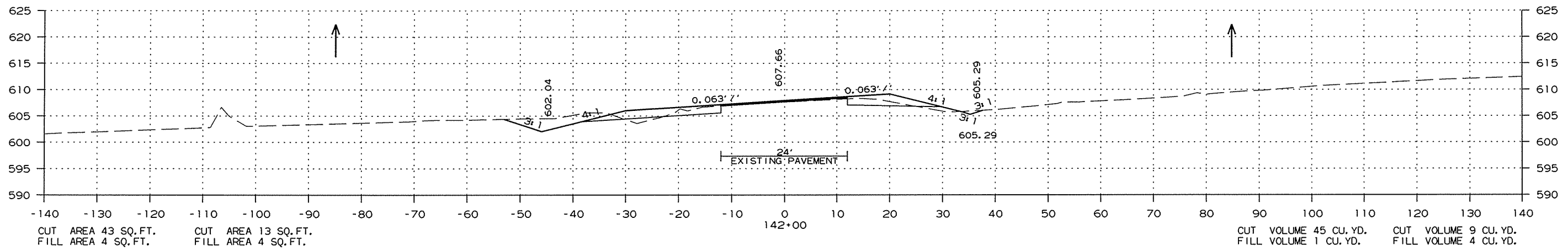
4/10/2015  
R050266.DGN

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. 050266							110	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 141+12 TO STA. 142+00

4/10/2015 R050266.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. 050266	111	154

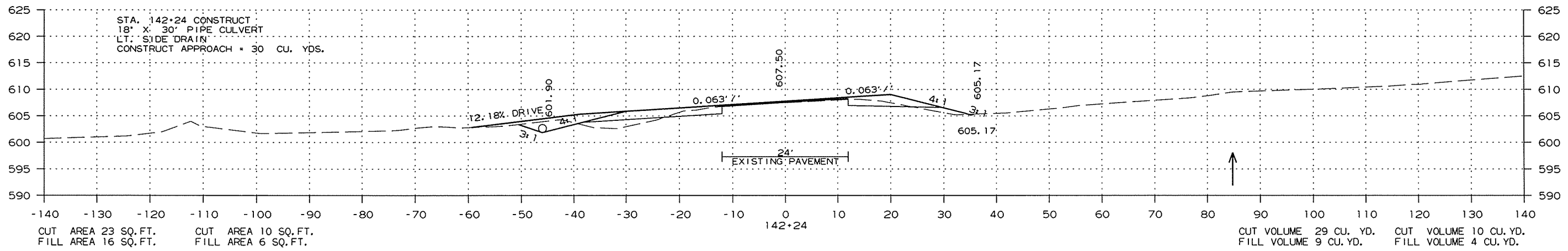
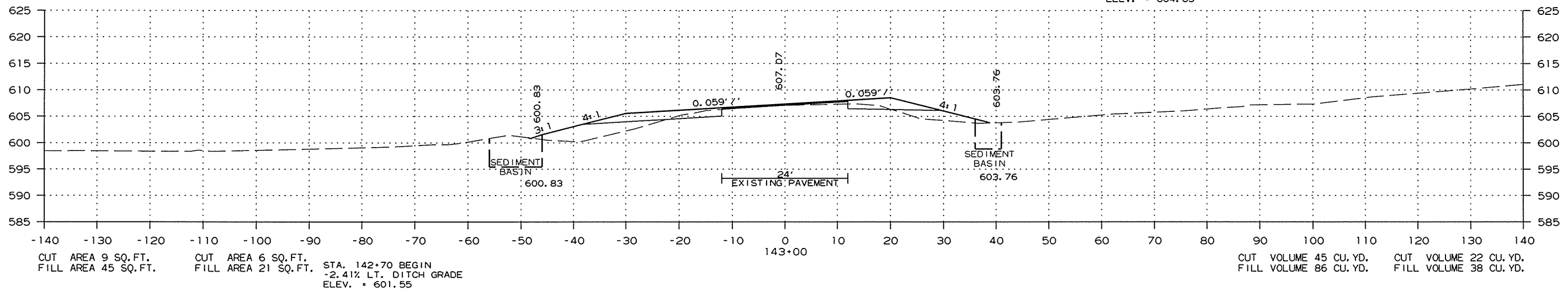
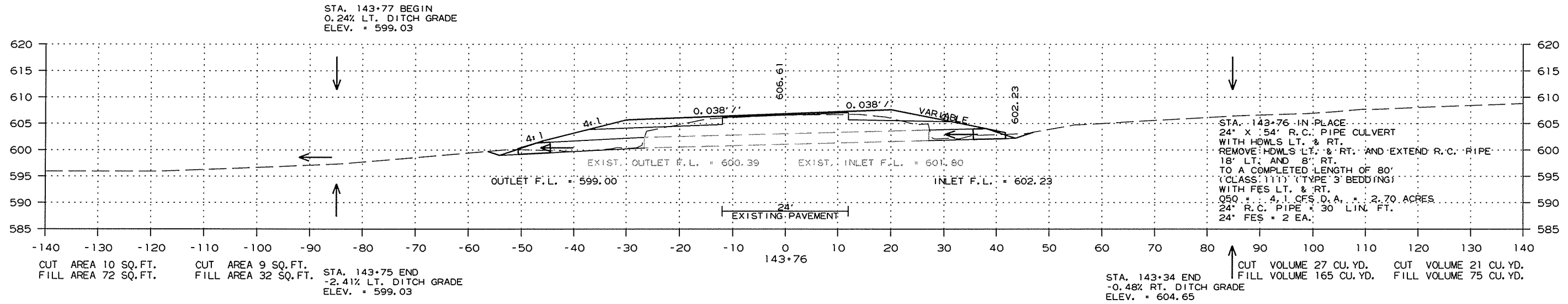
② CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2

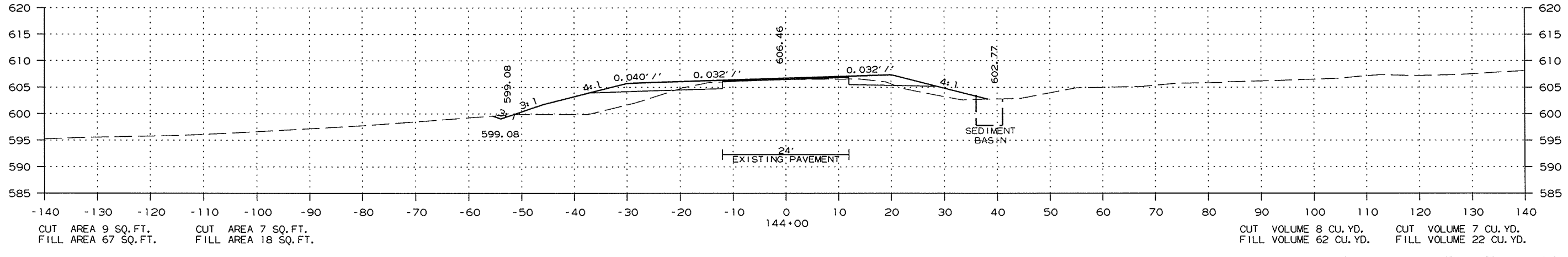
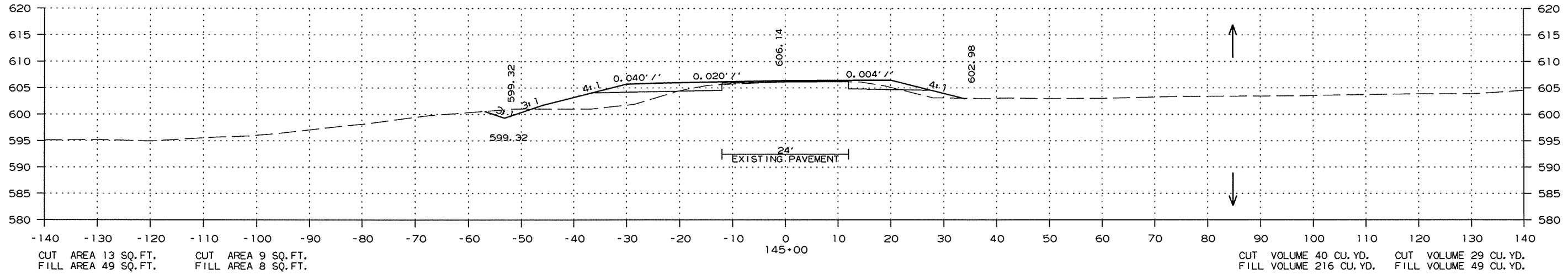
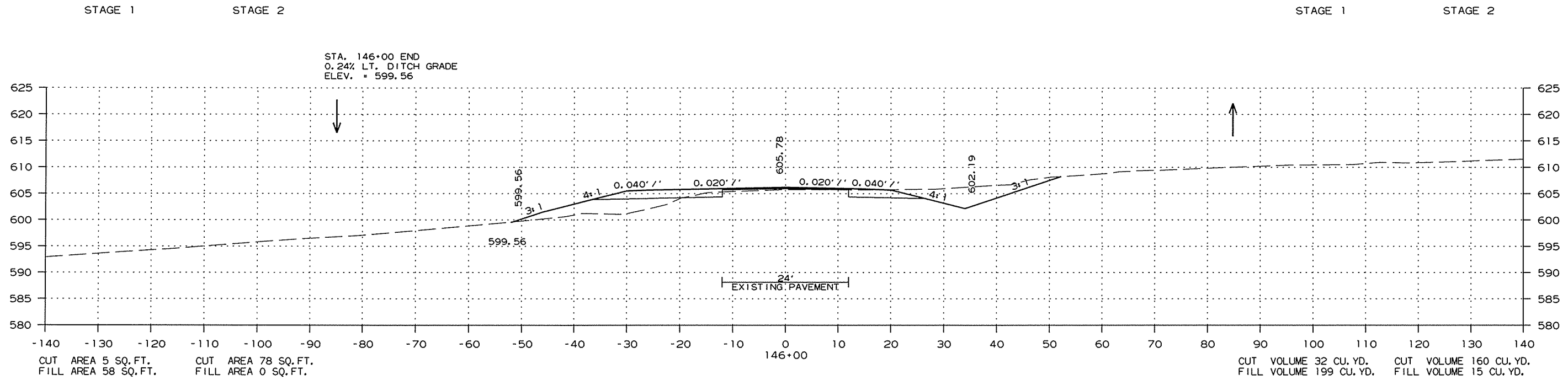


CROSS SECTION STA. 142+24 TO STA. 143+76

R050266.DGN 4/10/2015

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 050266							112	154

2 CROSS SECTIONS



CROSS SECTION STA. 144+00 TO STA. 146+00

4/10/2015 R050266.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. 050266							113	154

2 CROSS SECTIONS

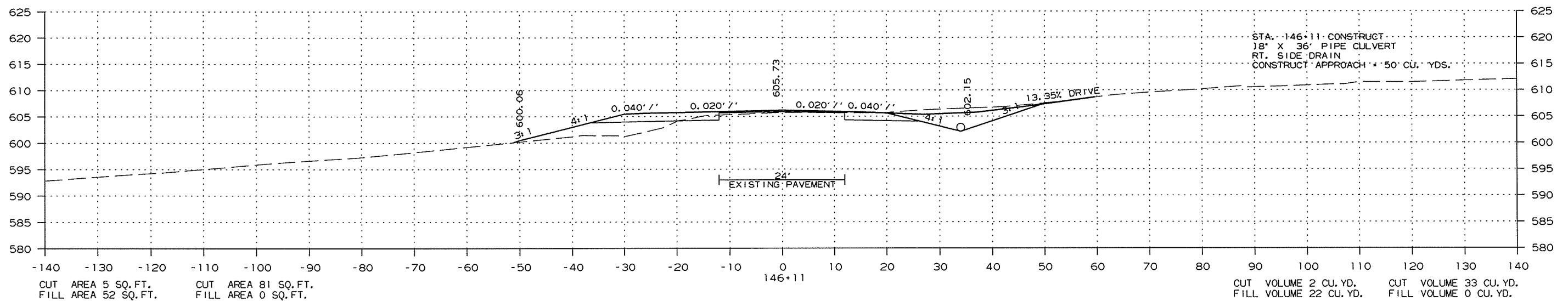
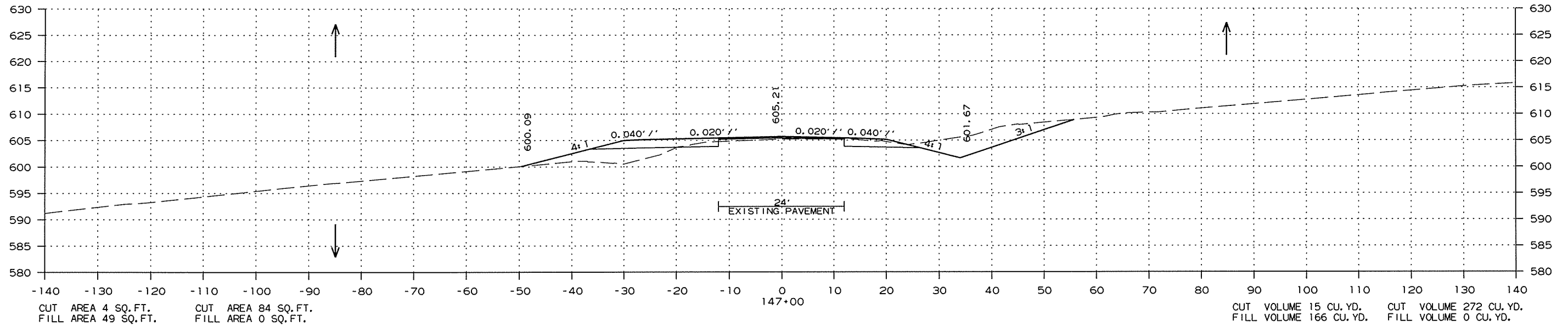
STAGE 1

STAGE 2

STAGE 1

STAGE 2

STA. 147+50 BEGIN  
-0.92% LT. DITCH GRADE  
ELEV. = 597.68



CROSS SECTION STA. 146+11 TO STA. 147+00

4/10/2015

R050266.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.	050266	114 154

2 CROSS SECTIONS

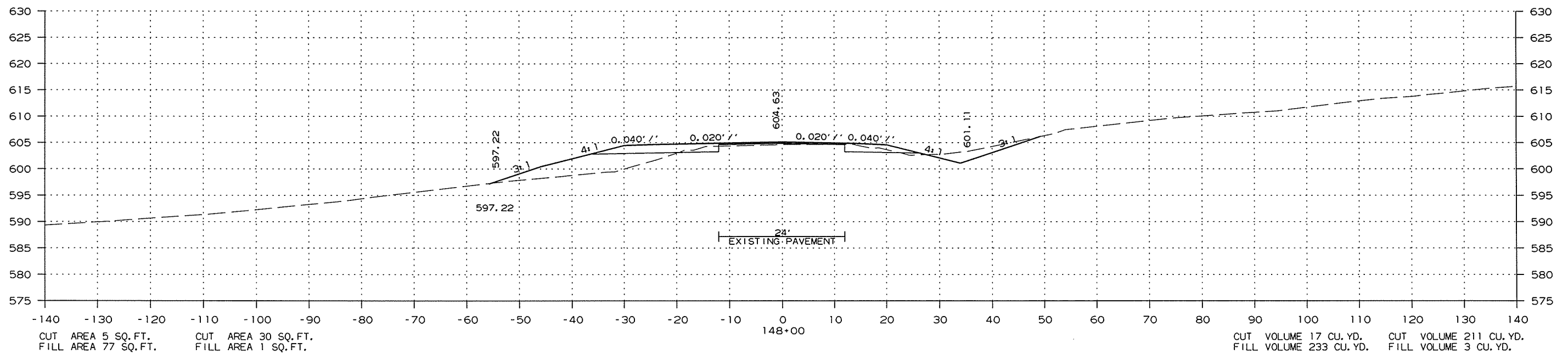
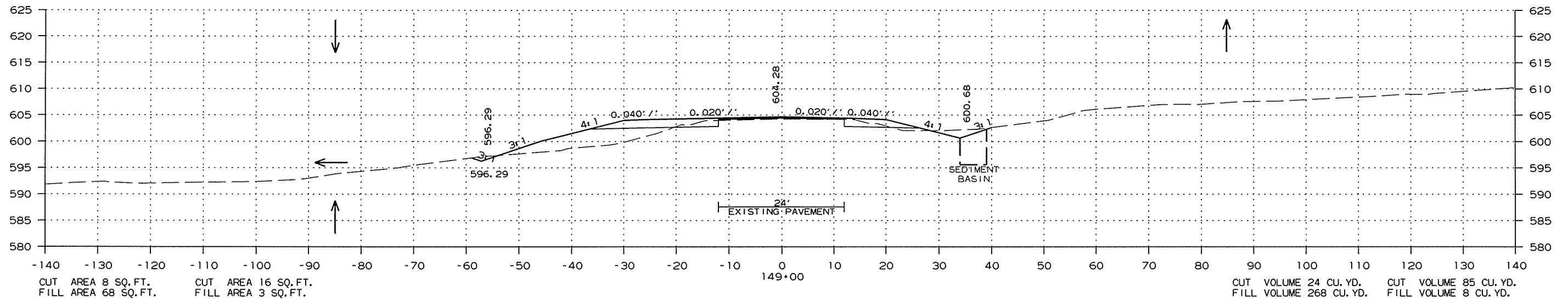
STAGE 1

STAGE 2

STAGE 1

STAGE 2

STA. 149+95 END  
-0.92% LT. DITCH GRADE  
ELEV. = 595.41



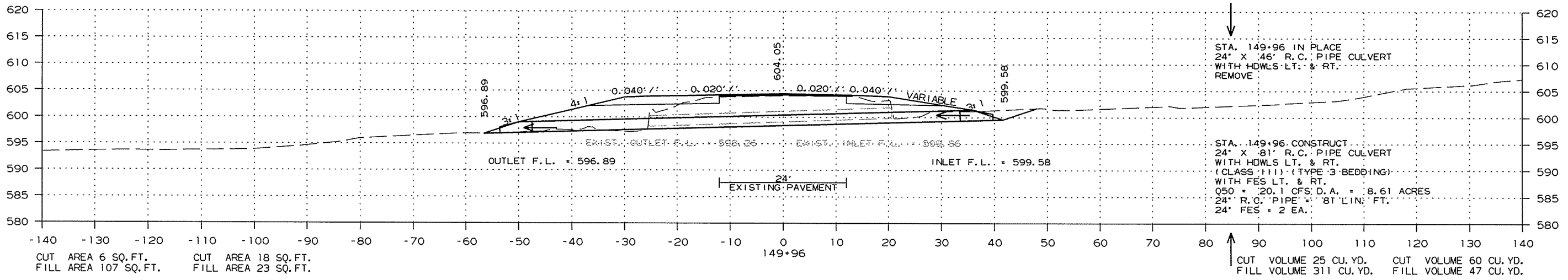
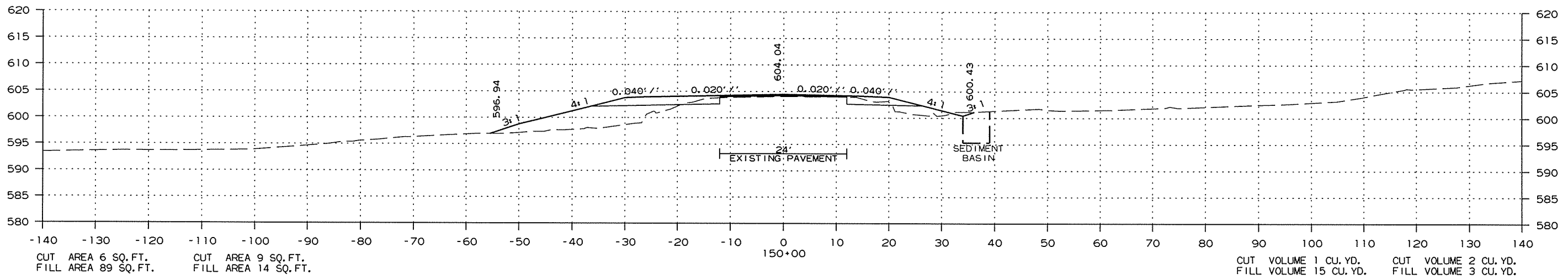
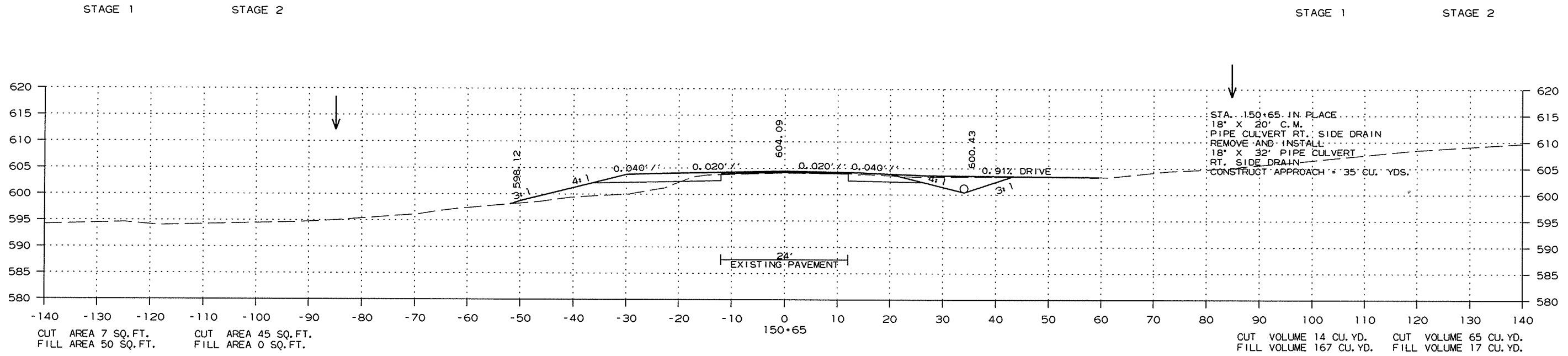
CROSS SECTION STA. 148+00 TO STA. 149+00

4/10/2015

R050266.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.	050266		115	154

2 CROSS SECTIONS



CROSS SECTION STA. 149+96 TO STA. 150+65

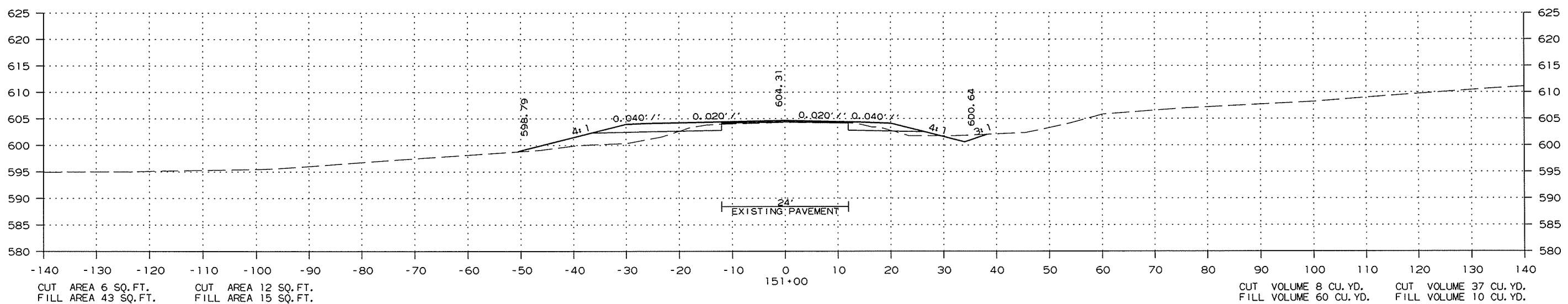
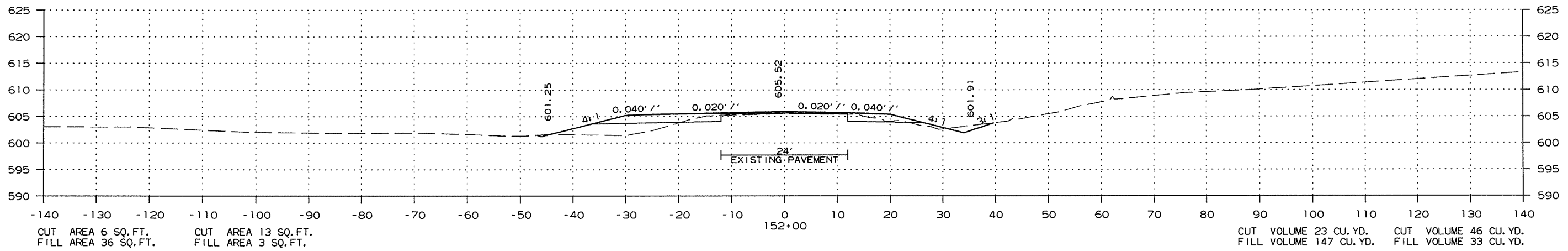
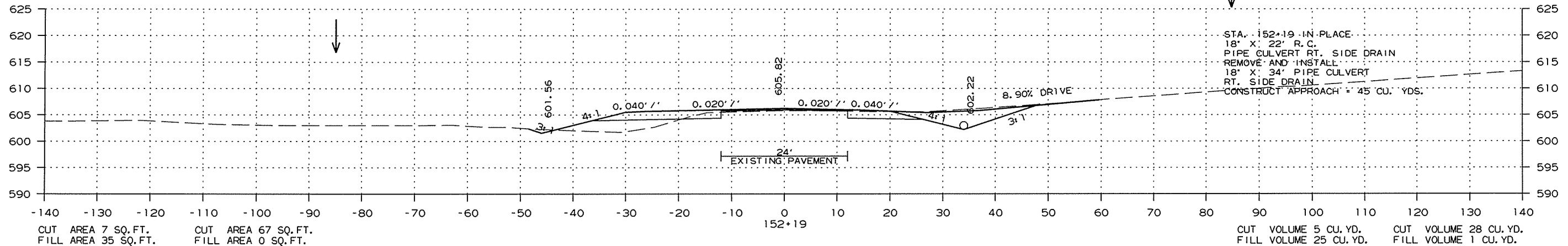
4/10/2015 R050266.DGN

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. 050266							116	154

② CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2

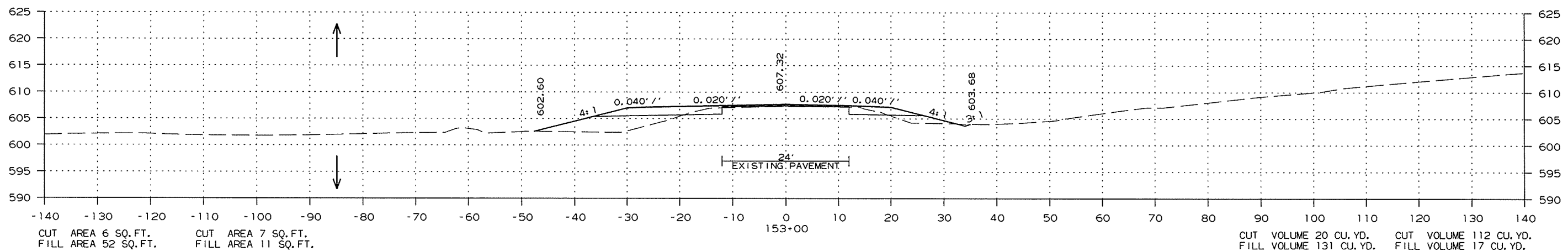
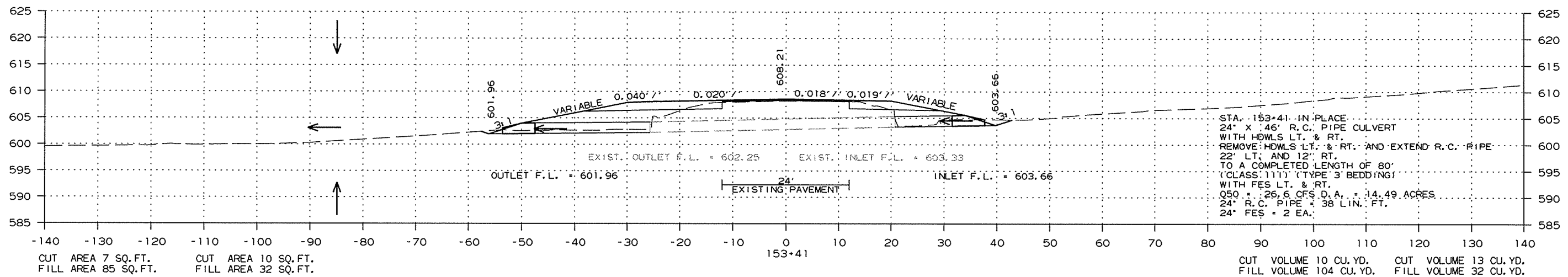
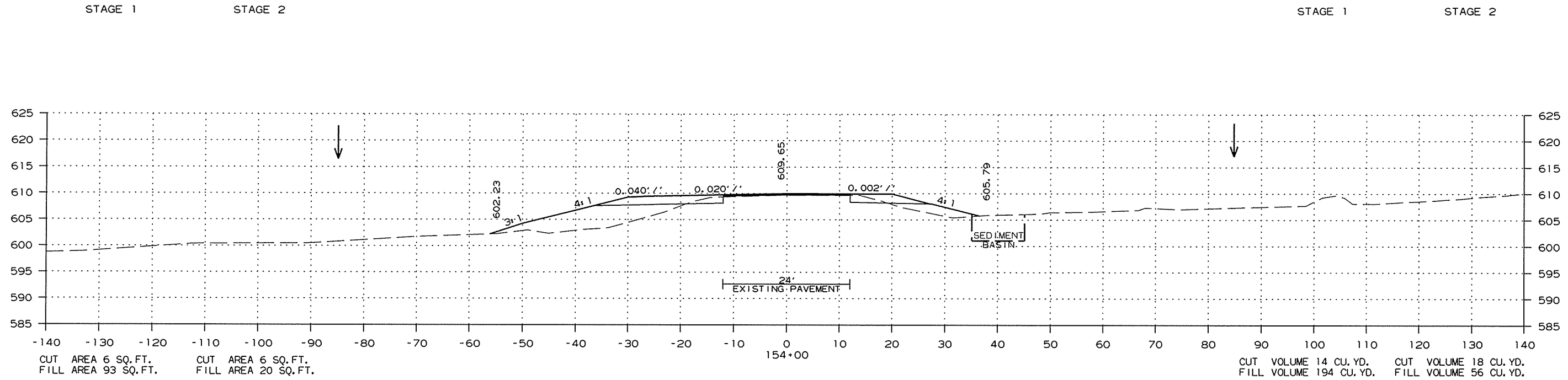


CROSS SECTION STA. 151+00 TO STA. 152+19

4/10/2015 R050266.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.						050266	117	154

② CROSS SECTIONS



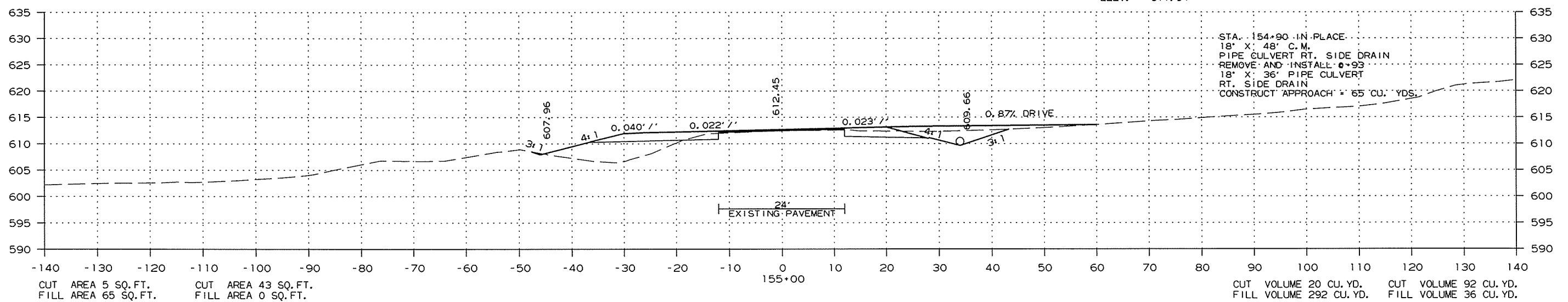
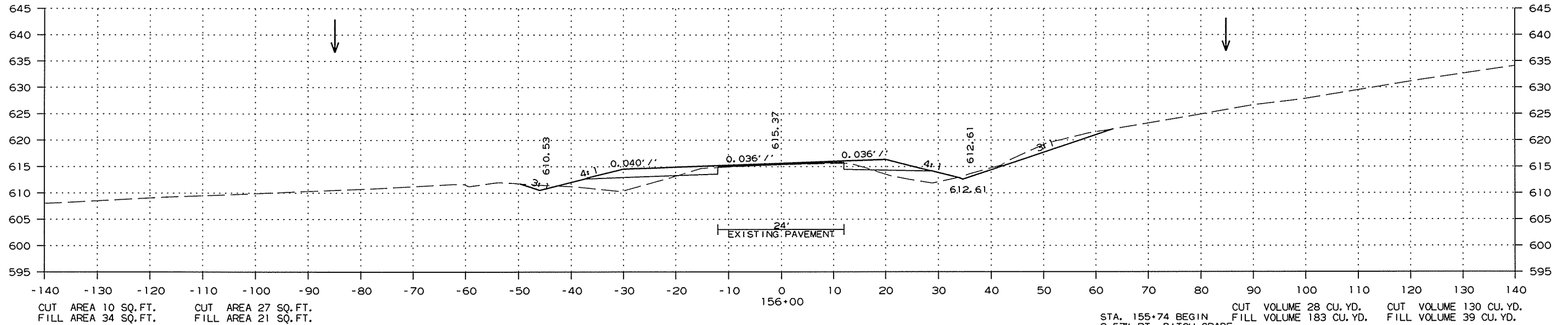
CROSS SECTION STA. 153+00 TO STA. 154+00

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. 050266							118	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 155+00 TO STA. 156+00

4/10/2015

R050266.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. 050266							119	154

② CROSS SECTIONS

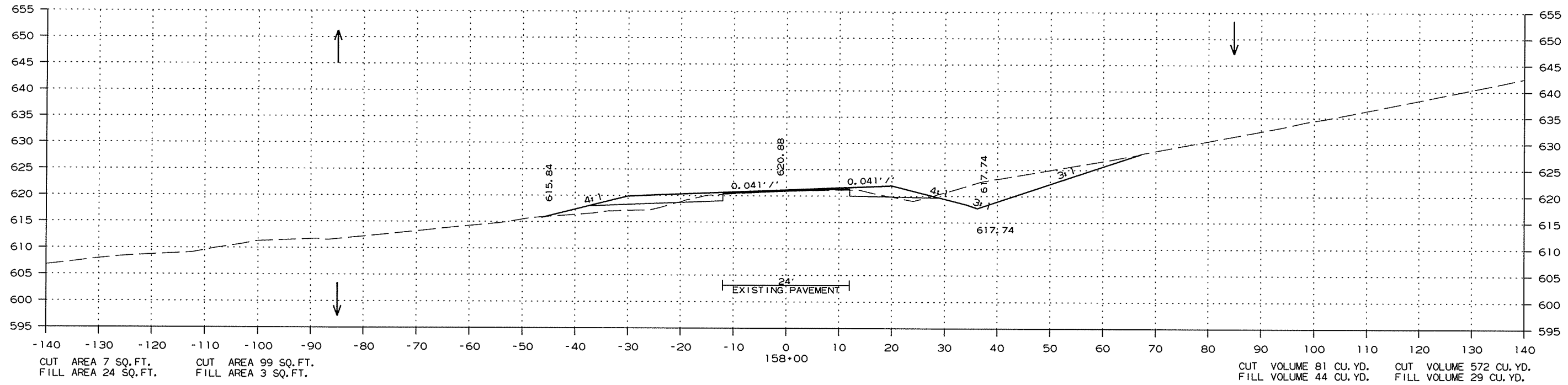
STAGE 1

STAGE 2

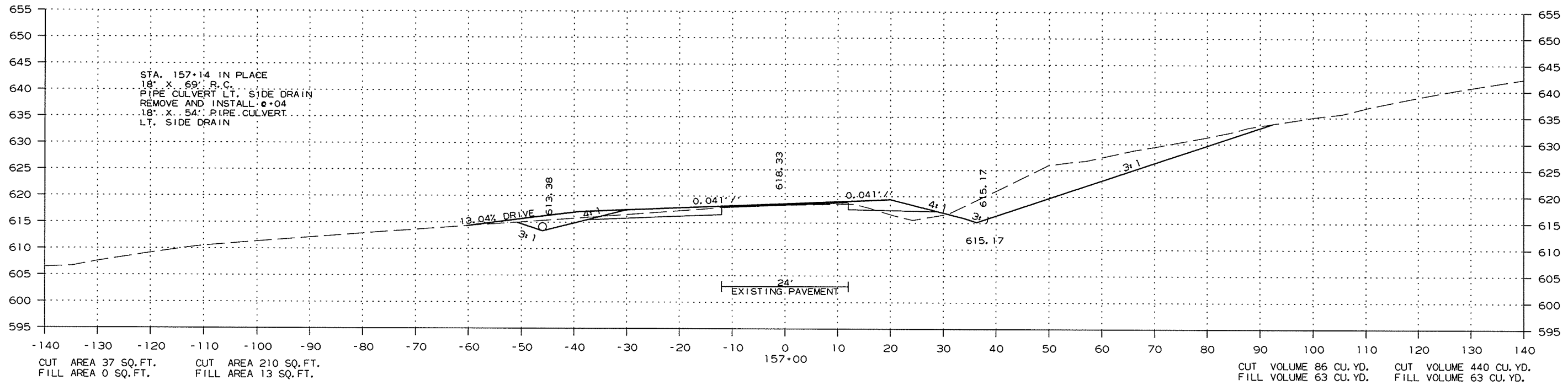
STAGE 1

STAGE 2

STA. 158+00 BEGIN  
-0.97% LT. DITCH GRADE  
ELEV. = 615.84



STA. 157+14 IN PLACE  
18" X 69" R.C.  
PIPE CULVERT LT. SIDE DRAIN  
REMOVE AND INSTALL 18" X 54" PIPE CULVERT  
LT. SIDE DRAIN



CROSS SECTION STA. 157+00 TO STA. 158+00

R050266.DGN 4/10/2015

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	050266	120 154

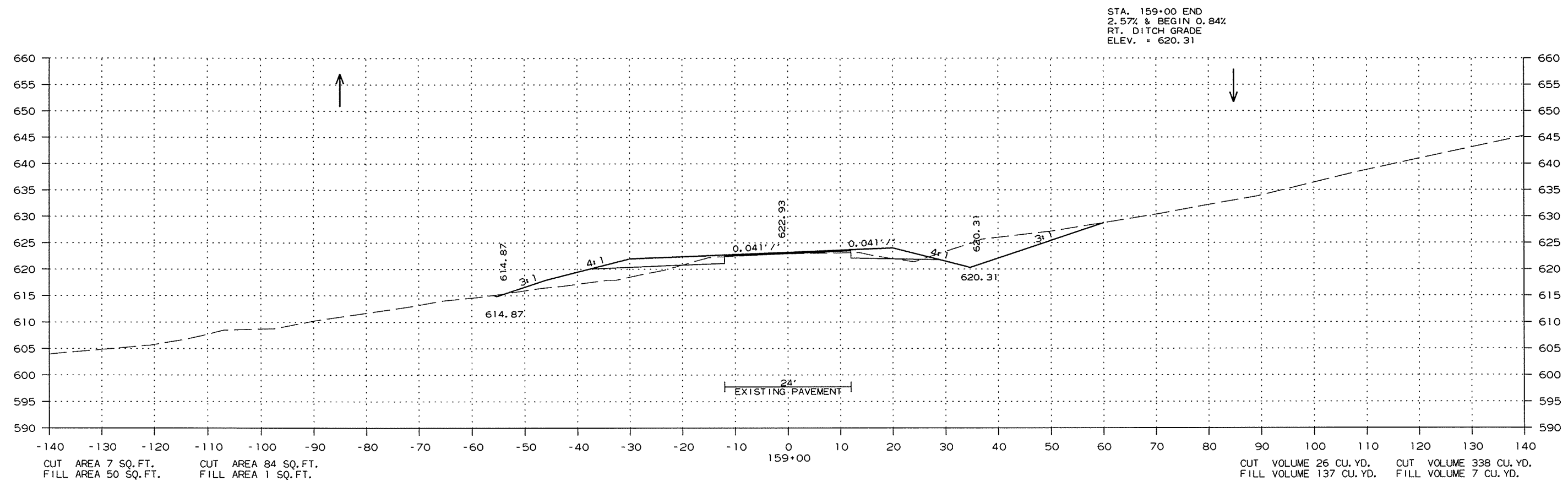
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 159+00 TO STA. 159+00

4/10/2015

R050266.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.	050266		121	154

② CROSS SECTIONS

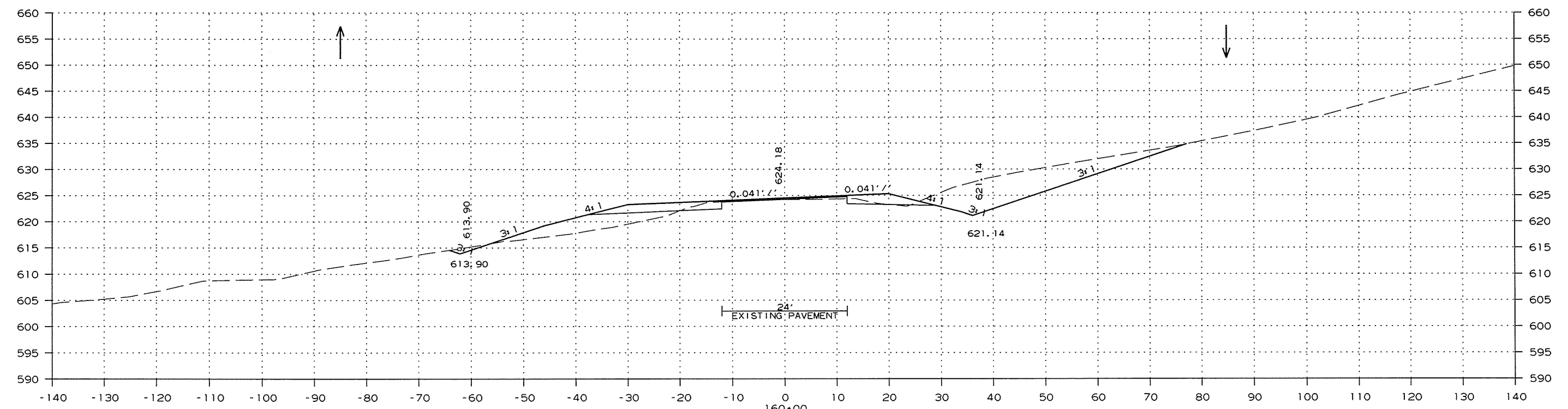
STAGE 1

STAGE 2

STAGE 1

STAGE 2

STA. 160+73 END 200' LANE ADDITION TAPER  
BEGIN NORTHBOUND PASSING LANE



CUT AREA 11 SQ. FT.    CUT AREA 178 SQ. FT.  
FILL AREA 67 SQ. FT.    FILL AREA 1 SQ. FT.

CUT VOLUME 34 CU. YD.    CUT VOLUME 0 CU. YD.  
FILL VOLUME 217 CU. YD.    FILL VOLUME 0 CU. YD.

CROSS SECTION STA. 160+00 TO STA. 160+00

R050266.DGN 4/10/2015

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050266	122	154

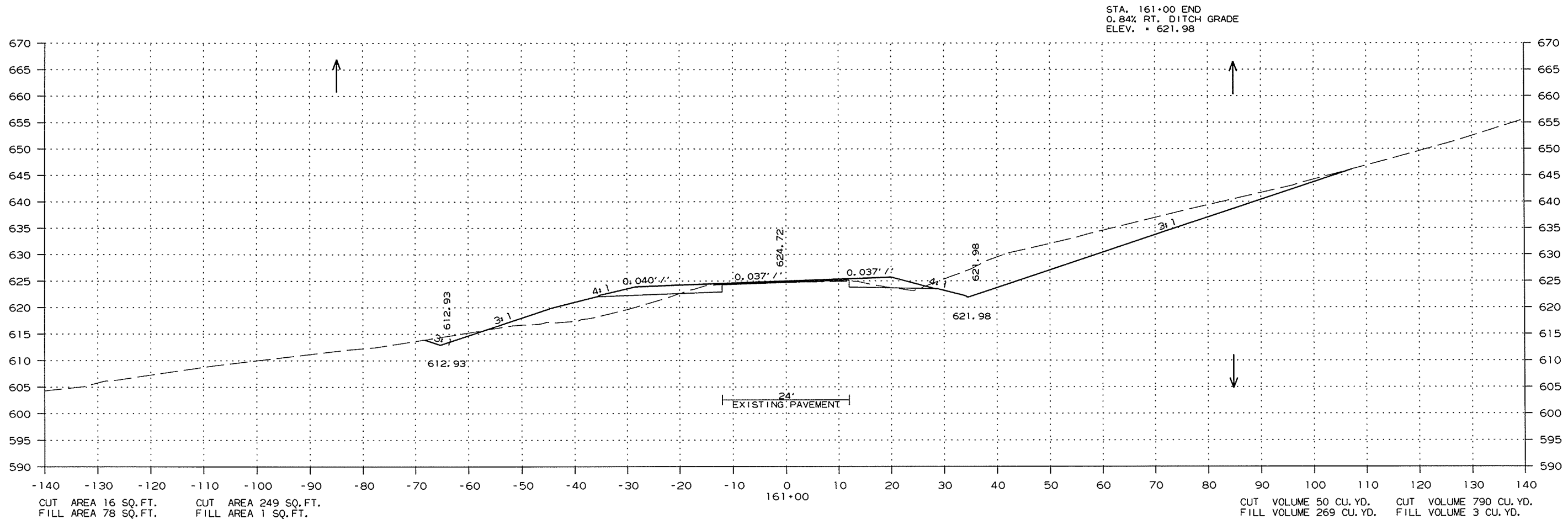
② CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 161+00 TO STA. 161+00

R050266.DGN 4/10/2015

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 050266	123	154

② CROSS SECTIONS

STAGE 1

STAGE 2

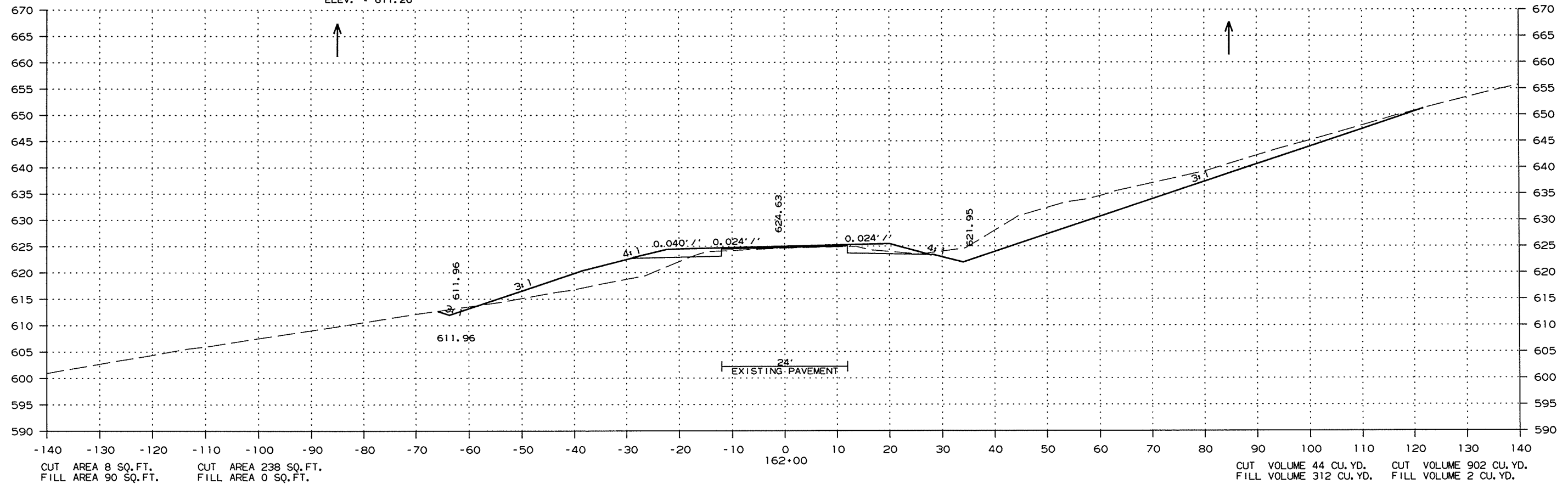
STAGE 1

STAGE 2

CUT VOLUME 11 CU. YD. CUT VOLUME 322 CU. YD.  
 FILL VOLUME 122 CU. YD. FILL VOLUME 0 CU. YD.

STA. 162+73 END  
 -0.97% LT. DITCH GRADE  
 ELEV. = 611.26

STA. 162+73 BEGIN 200' LANE ADDITION TAPER  
 END SECTION 1  
 BEGIN EXCEPTION



CUT AREA 8 SQ. FT. CUT AREA 238 SQ. FT.  
 FILL AREA 90 SQ. FT. FILL AREA 0 SQ. FT.

CUT VOLUME 44 CU. YD. CUT VOLUME 902 CU. YD.  
 FILL VOLUME 312 CU. YD. FILL VOLUME 2 CU. YD.

CROSS SECTION STA. 162+00 TO STA. 162+00

4/10/2015

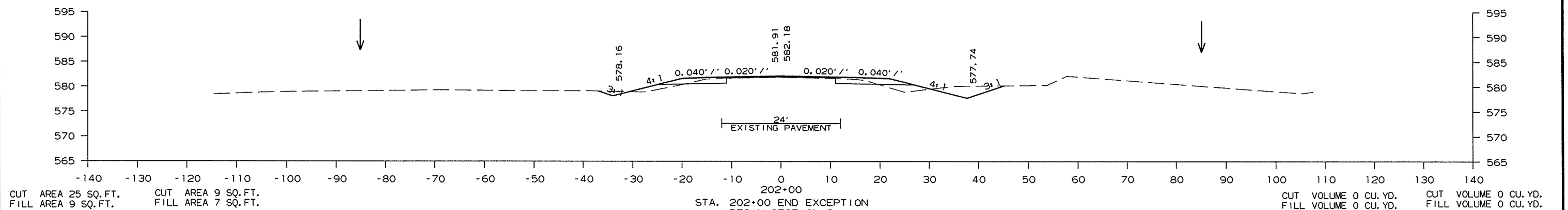
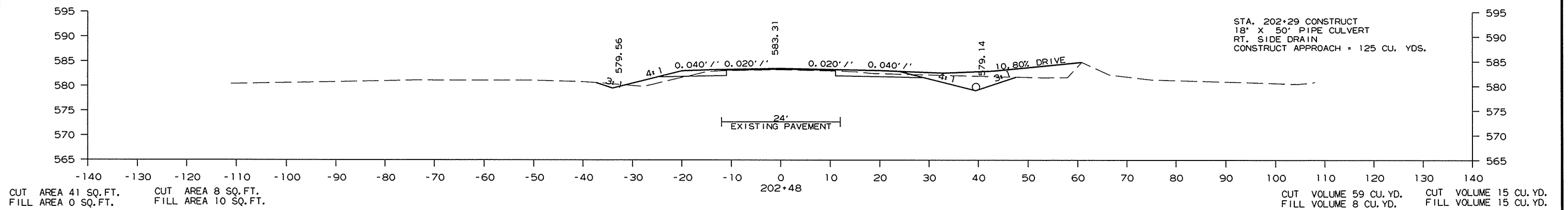
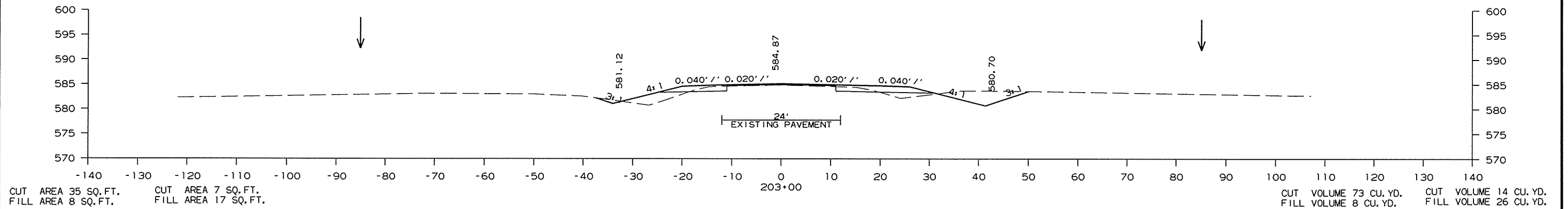
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	124	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



STA. 202+00 END EXCEPTION  
BEGIN SECTION 2  
BEGIN 200' LANE ADDITION TAPER

CROSS SECTION STA. 202+00 TO STA. 203+00

4/10/2015

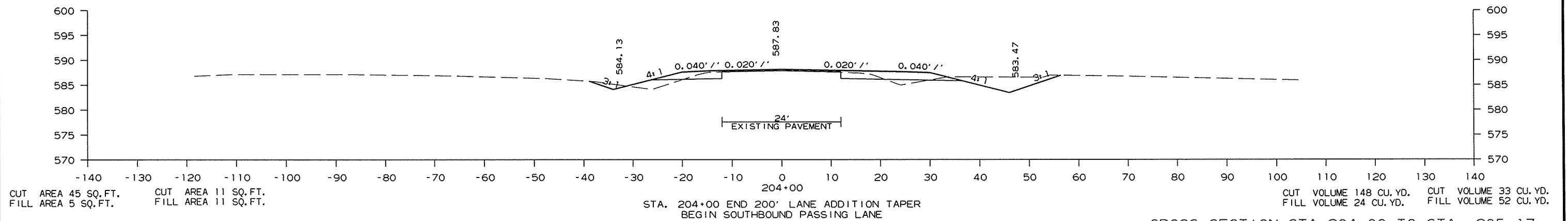
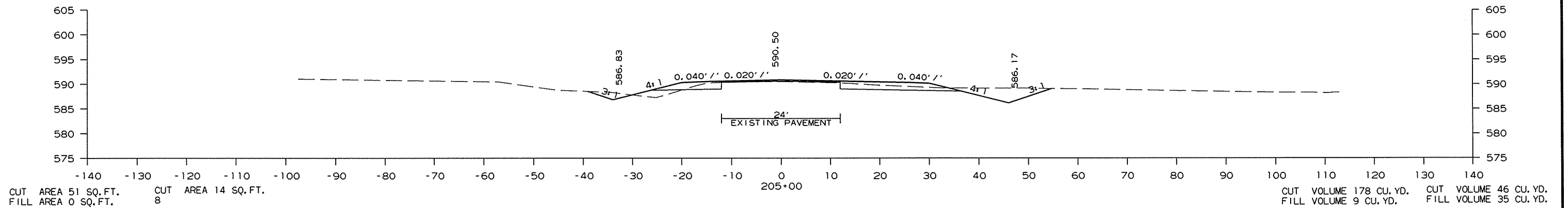
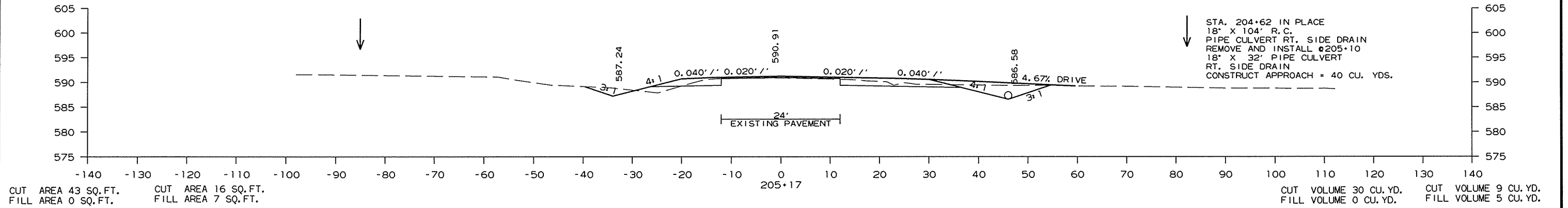
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. NO. PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	125	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 204+00 TO STA. 205+17

4/10/2015

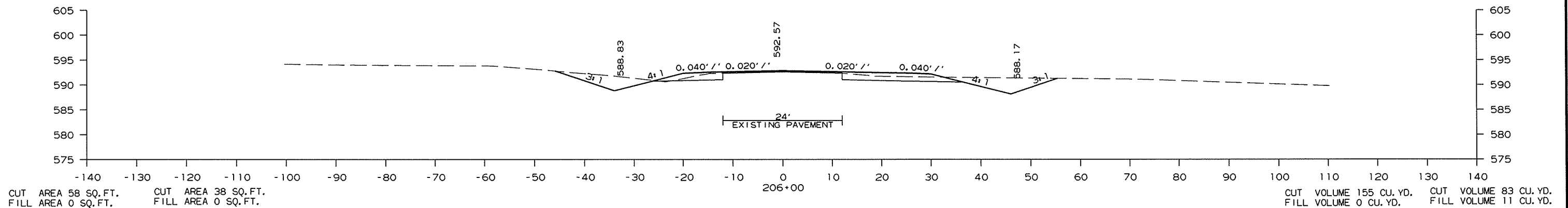
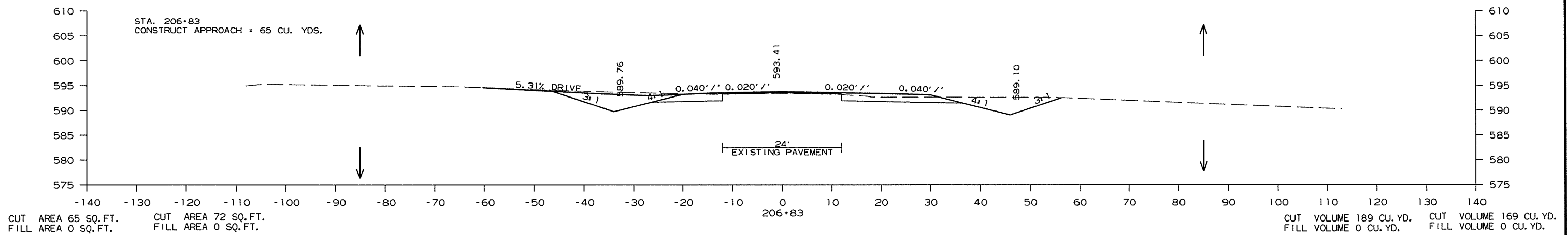
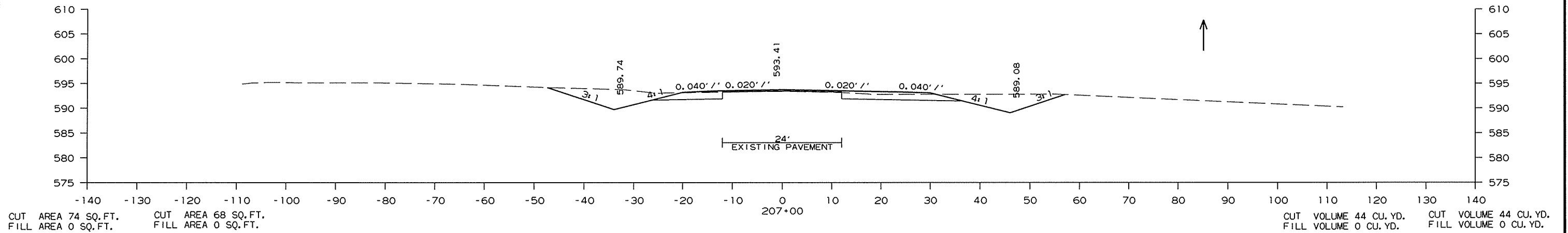
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	126	154

② CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 206+00 TO STA. 207+00

4/10/2015

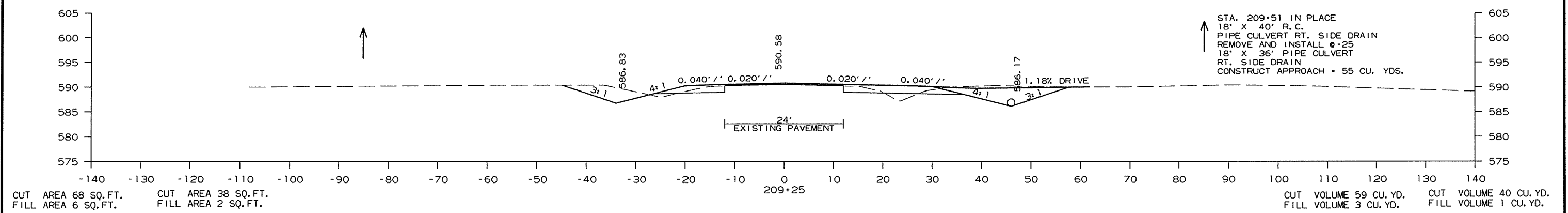
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
0-05-2015				6	ARK.			
						JOB NO.	050266	127

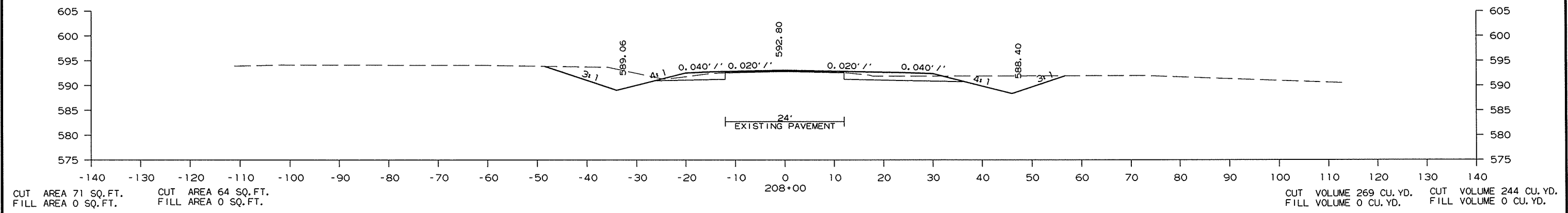
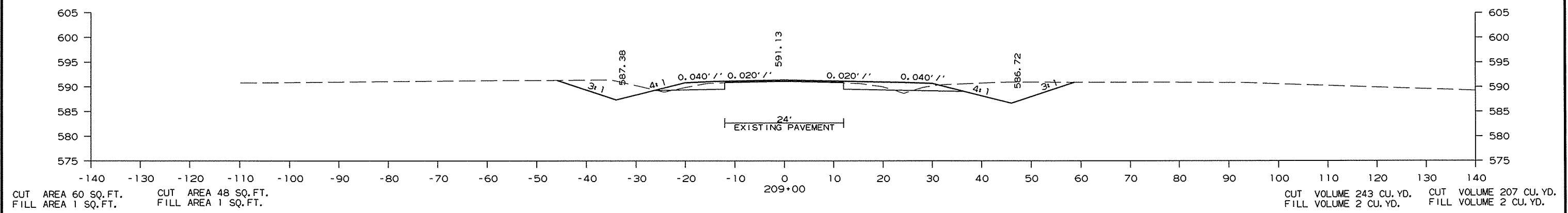
2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



↑ STA. 209+51 IN PLACE  
 18' X 40' R.C.  
 PIPE CULVERT RT. SIDE DRAIN  
 REMOVE AND INSTALL 24"  
 18' X 36' PIPE CULVERT  
 RT. SIDE DRAIN  
 CONSTRUCT APPROACH = 55 CU. YDS.



CROSS SECTION STA. 208+00 TO STA. 209+25

4/10/2015 R050266.DGN

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10-05-2015				6	ARK.			
						JOB NO. 050266	128	154

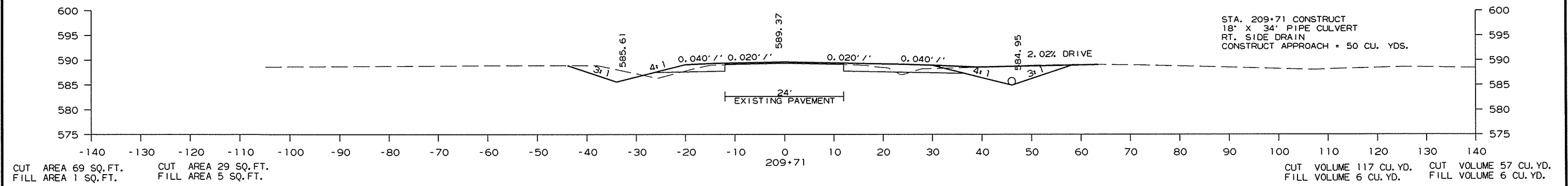
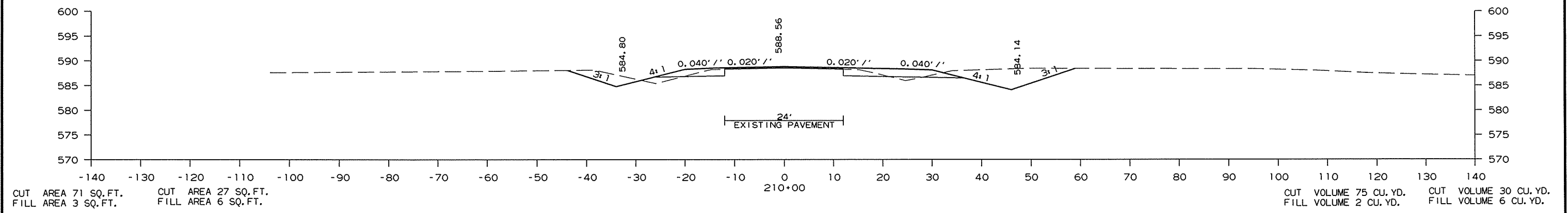
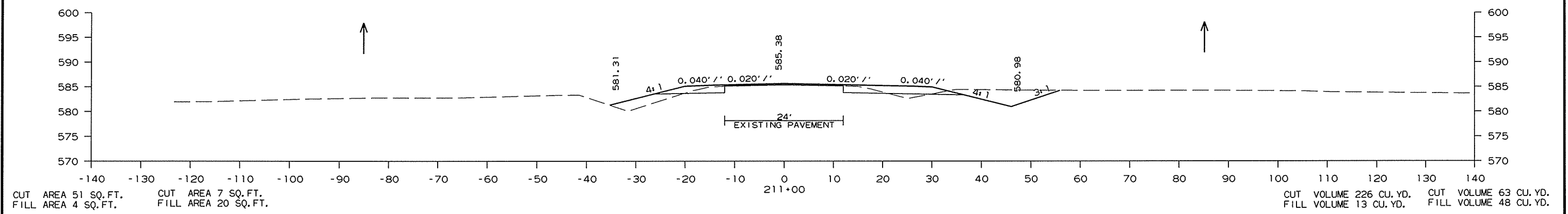
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 209+71 TO STA. 211+00

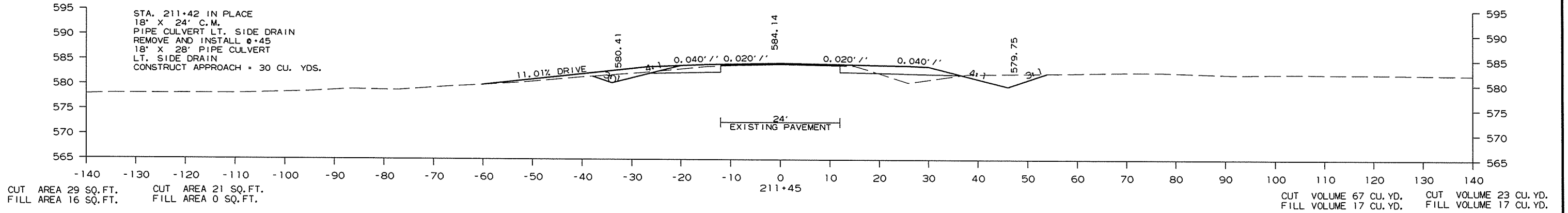
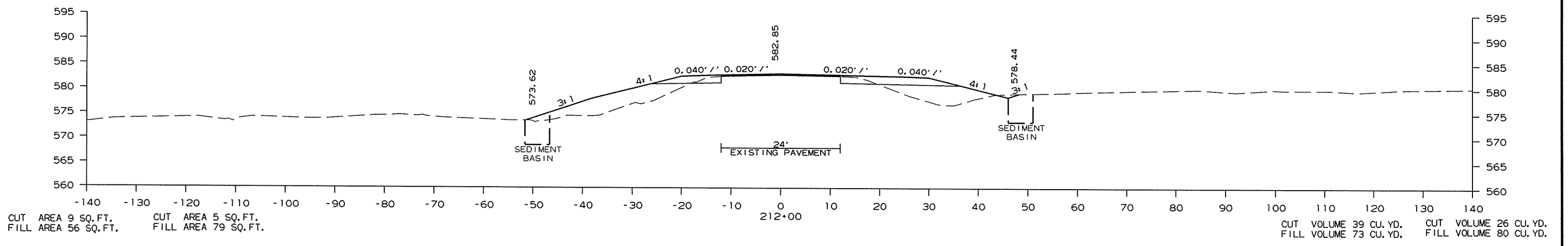
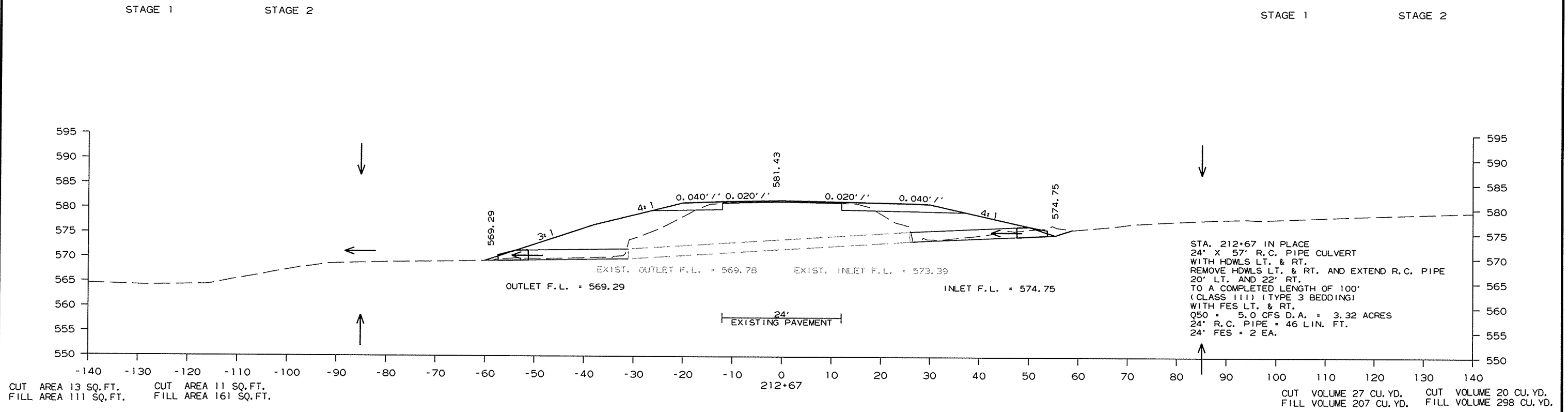
4/10/2015

R050266.DGN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	129	154

② CROSS SECTIONS



CROSS SECTION STA. 211+45 TO STA. 212+67

4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
JOB NO.						050266	130	154

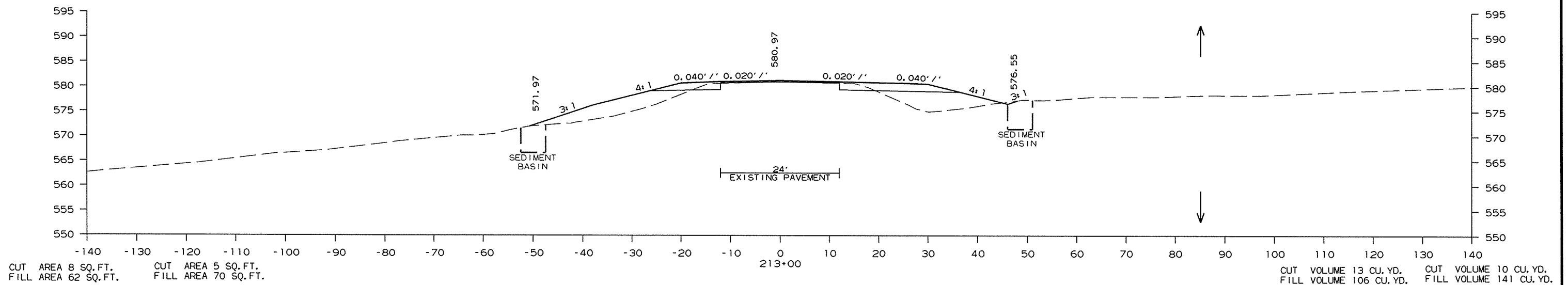
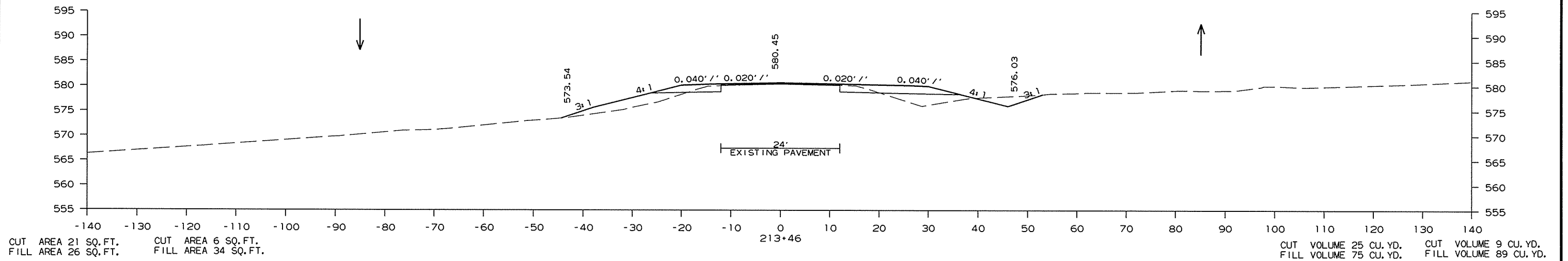
② CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 213+00 TO STA. 213+46

4/10/2015

R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	131	154

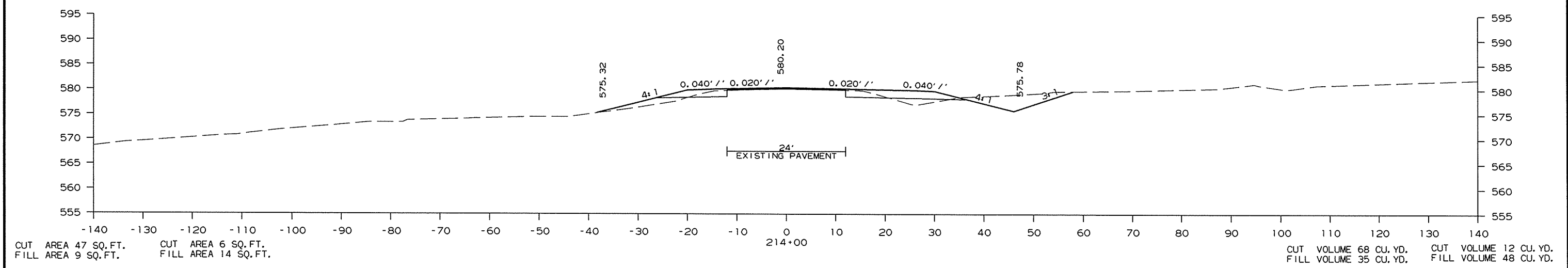
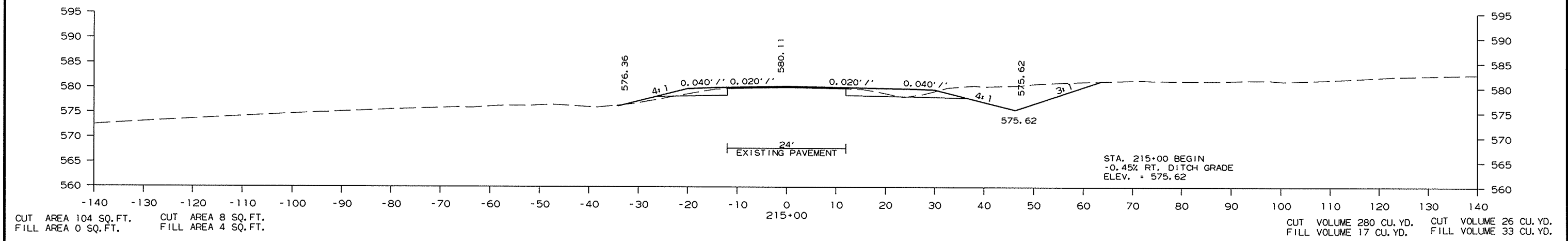
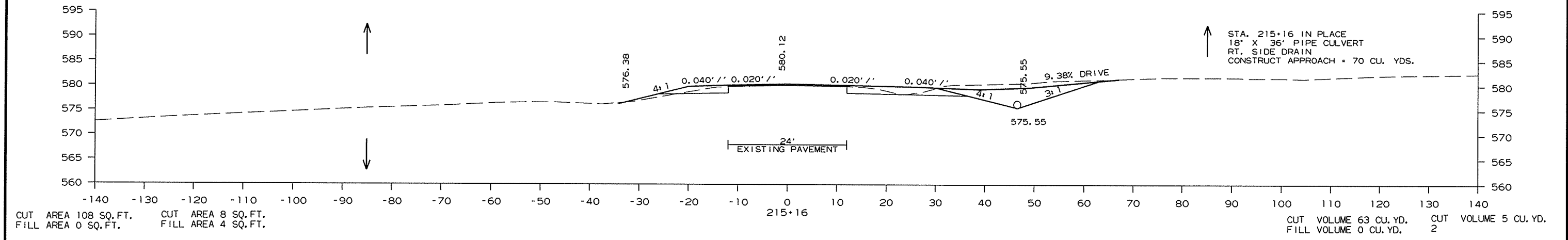
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 214+00 TO STA. 215+16

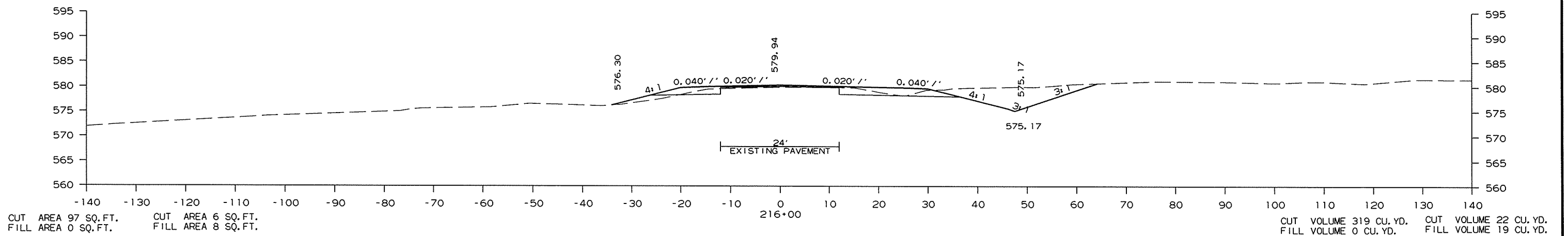
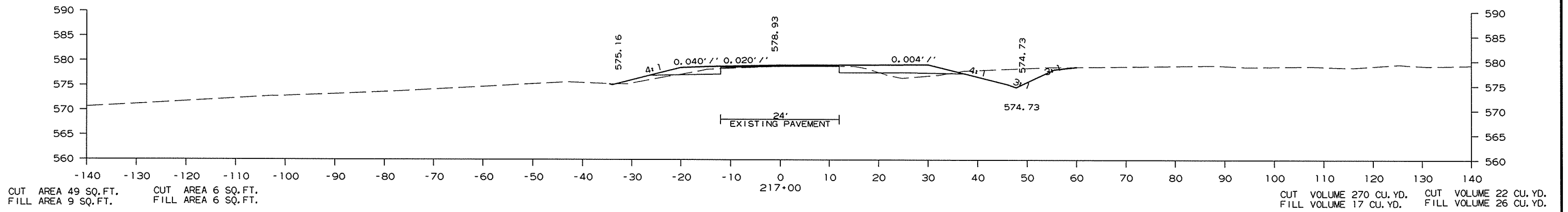
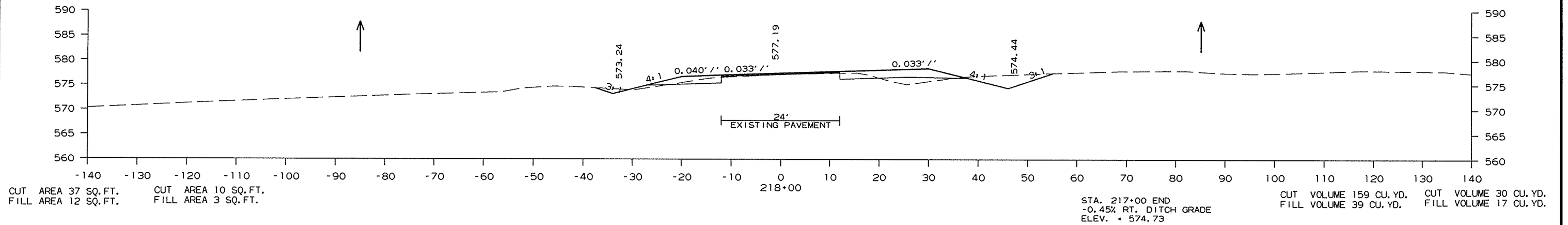
4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	132	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 216+00 TO STA. 218+00

4/10/2015

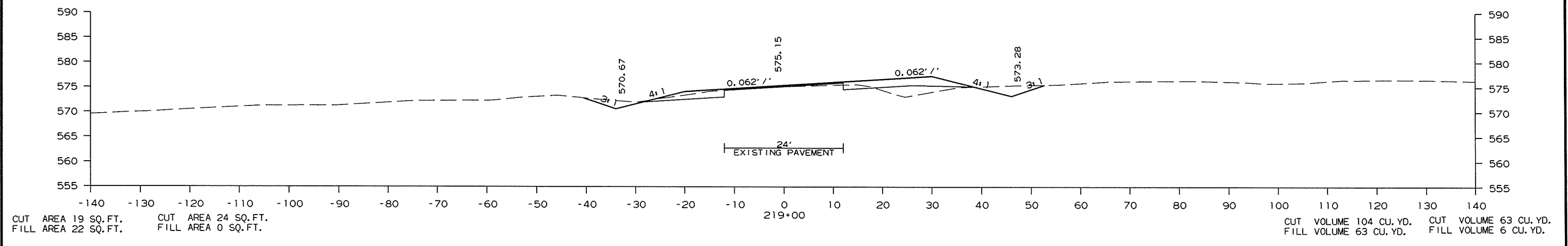
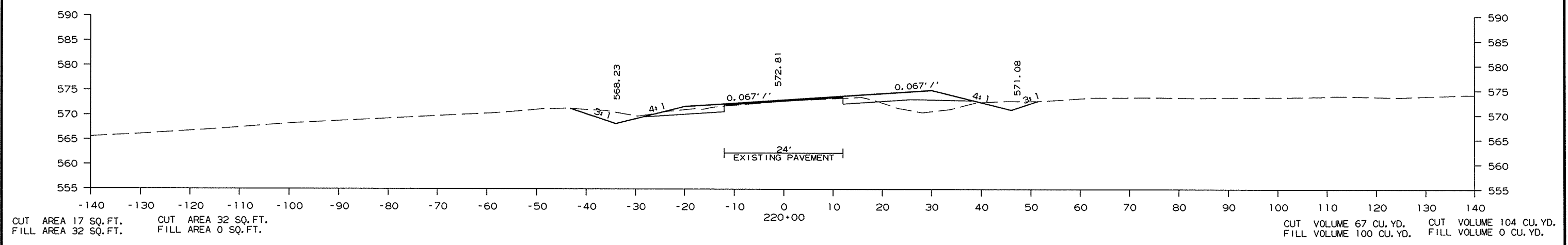
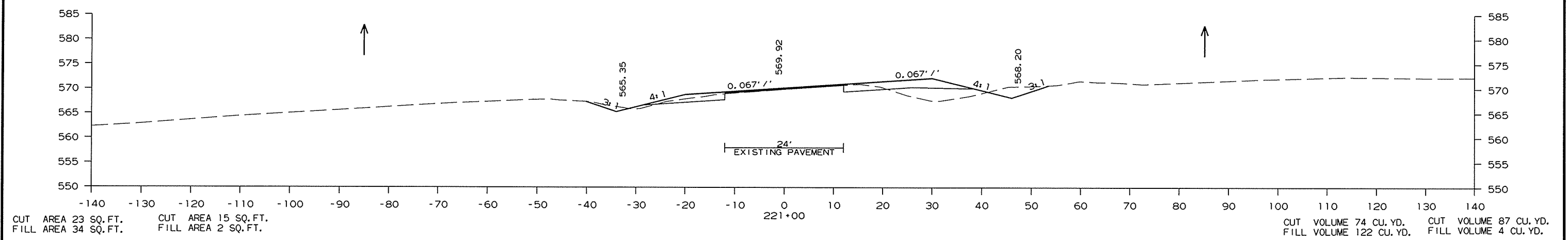
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
0-05-2015				6	ARK.			
						JOB NO.	050266	133

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2

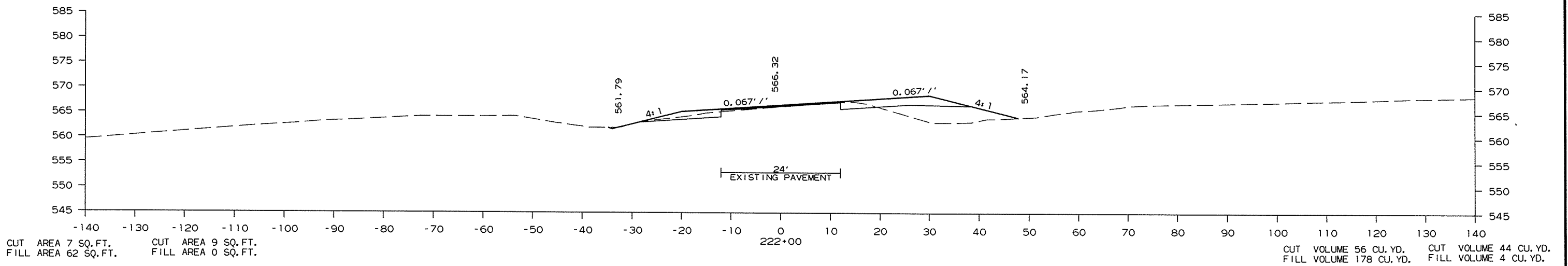
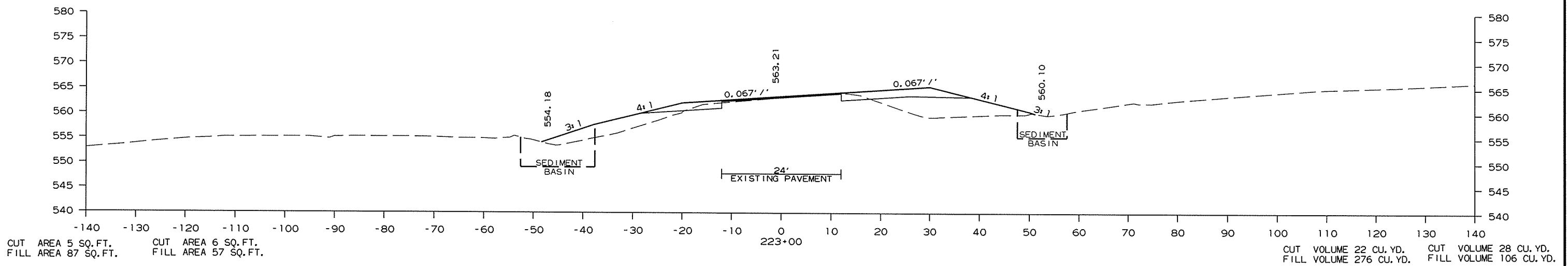
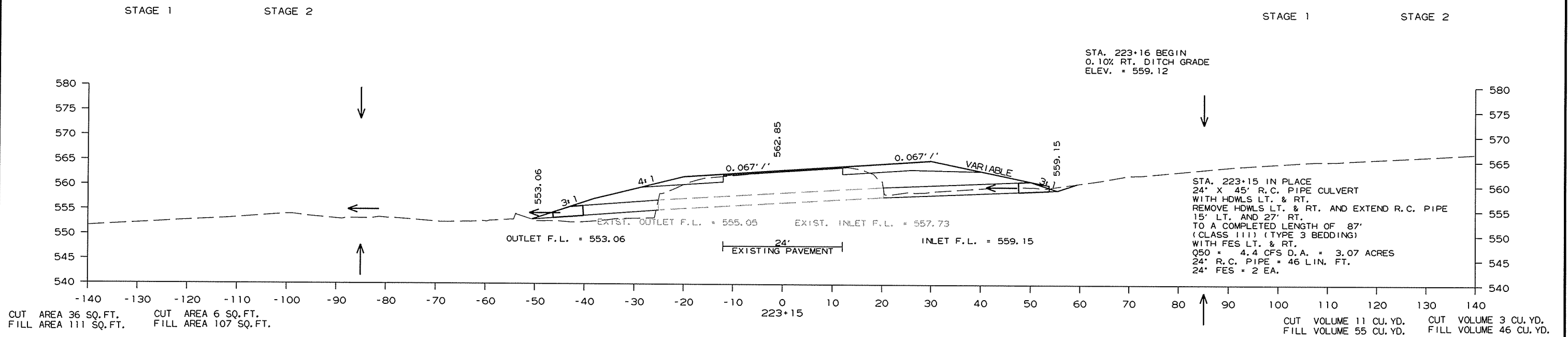


CROSS SECTION STA. 219+00 TO STA. 221+00

4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
JOB NO.						050266	134	154

② CROSS SECTIONS



CROSS SECTION STA. 222+00 TO STA. 223+15

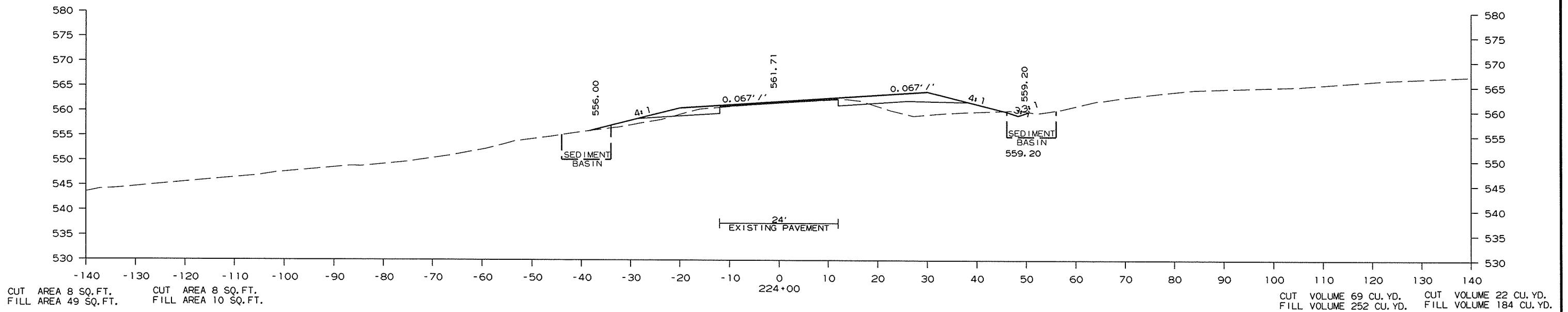
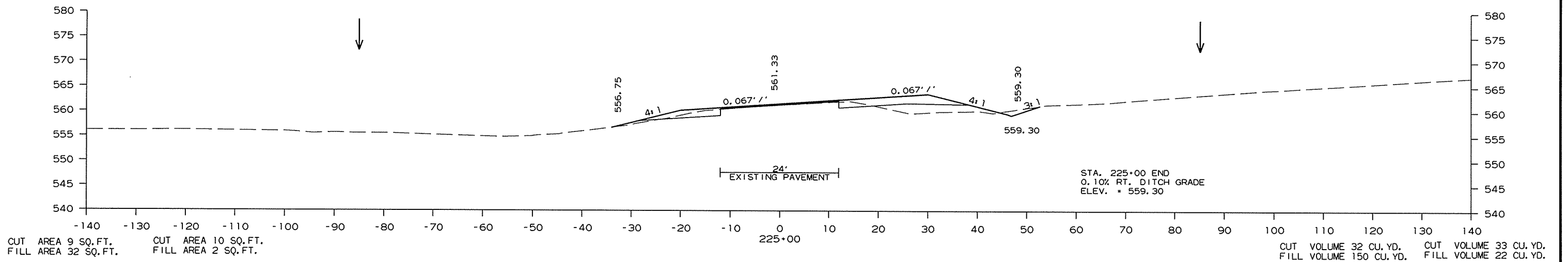
4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	135	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 224+00 TO STA. 225+00

4/10/2015

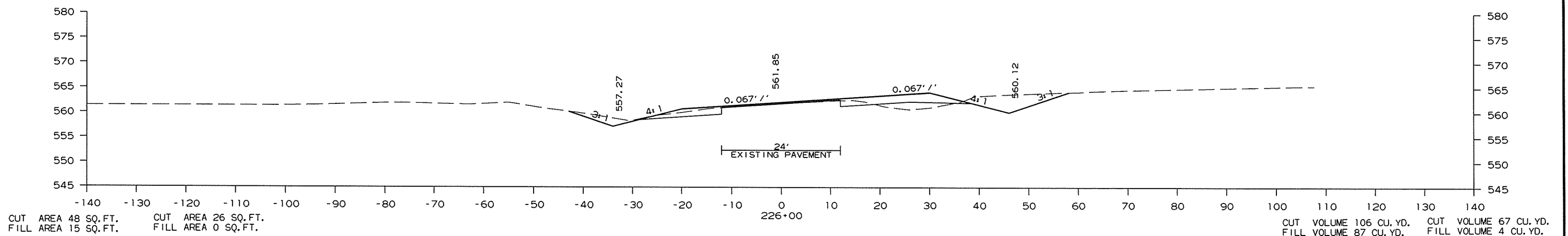
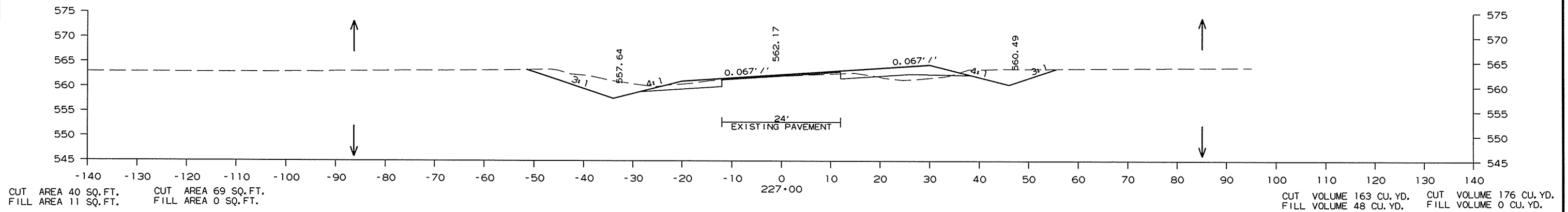
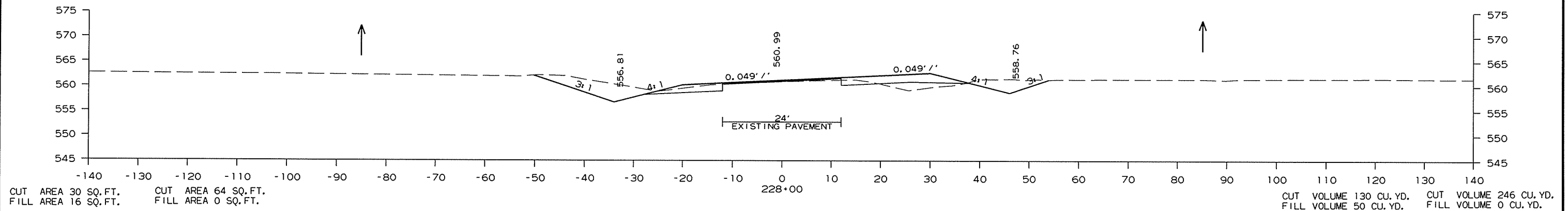
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	136	154

2 CROSS SECTIONS

STAGE 1      STAGE 2

STAGE 1      STAGE 2



CROSS SECTION STA. 226+00 TO STA. 228+00

4/10/2015

R050266.DGN

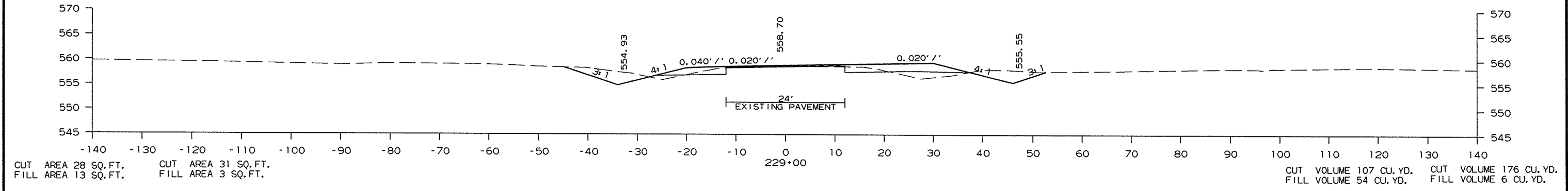
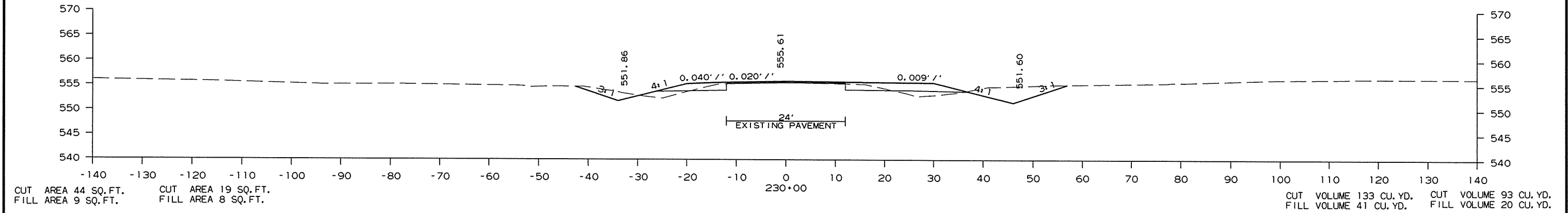
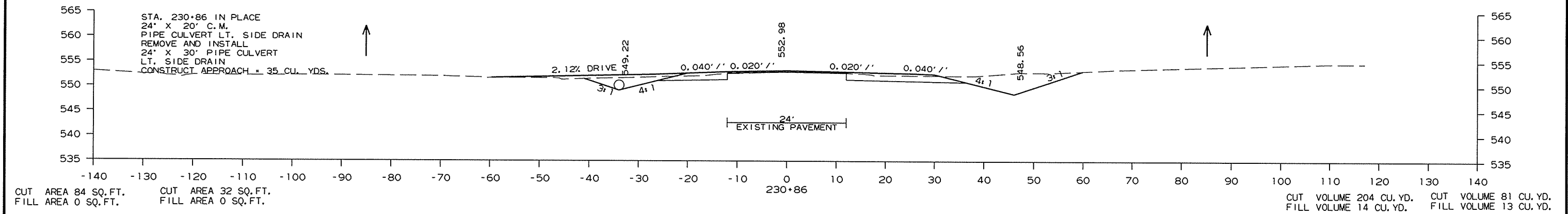


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	137	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 229+00 TO STA. 230+86

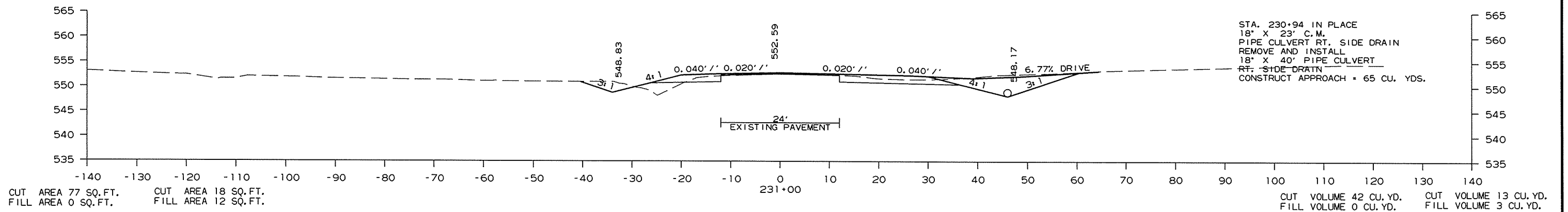
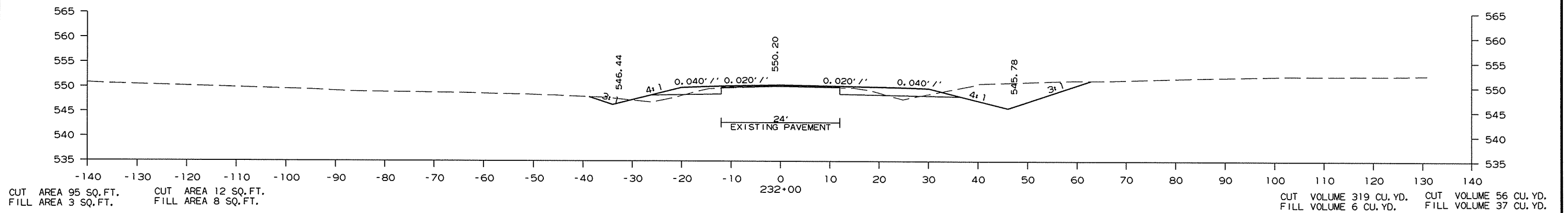
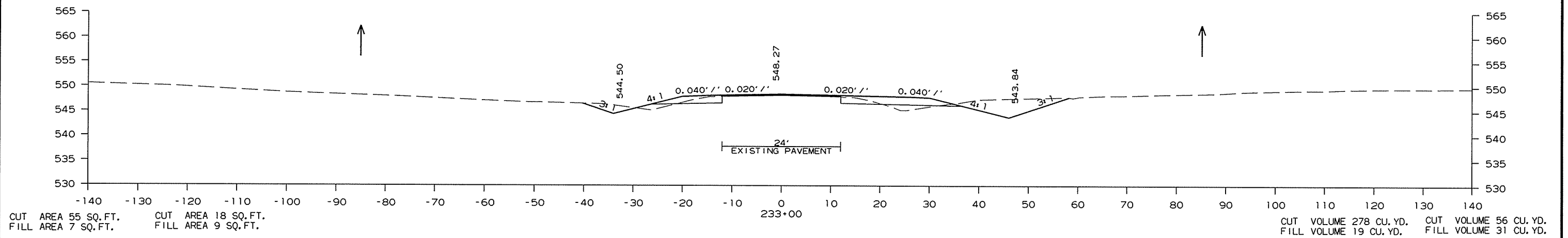
4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
0-05-2015				6	ARK.			
						JOB NO. 050266	138	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 231+00 TO STA. 233+00

4/10/2015

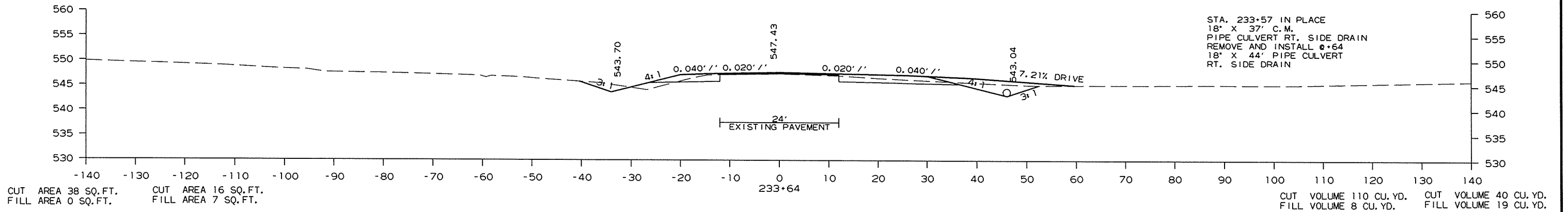
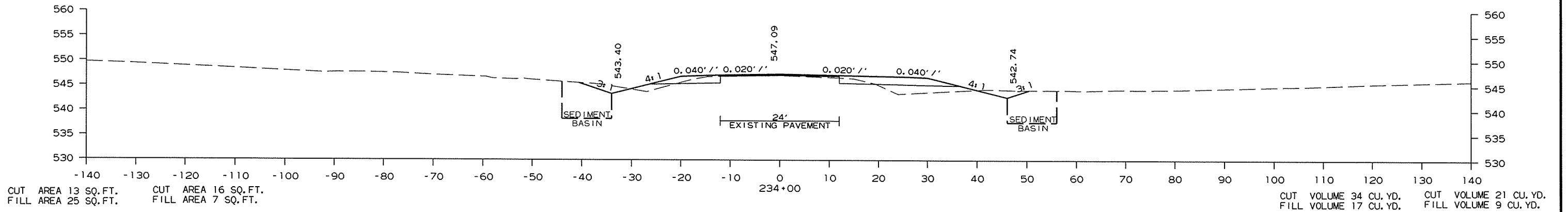
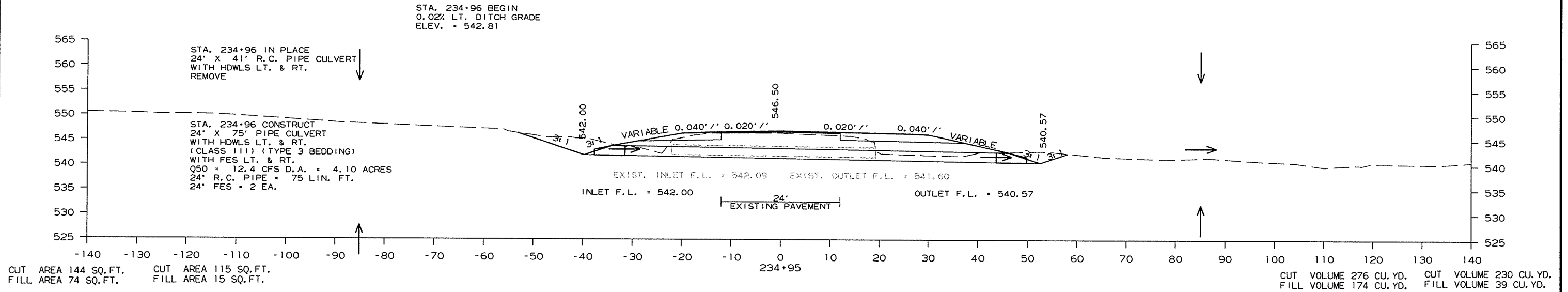
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	139	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



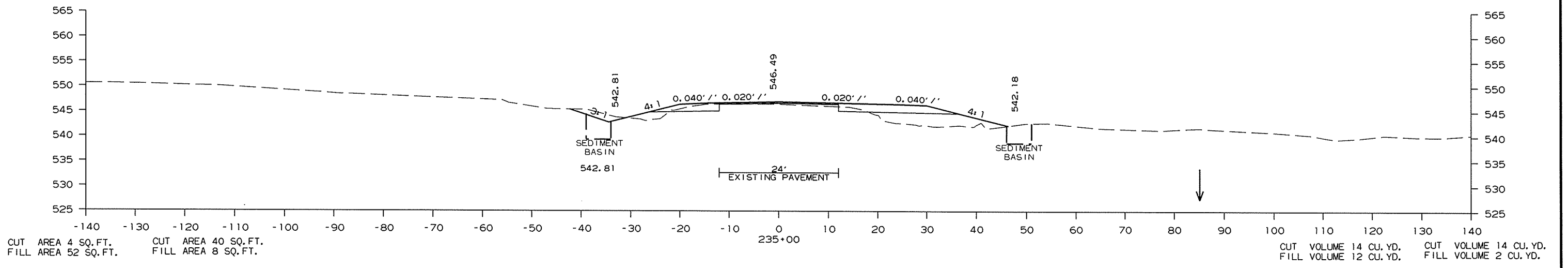
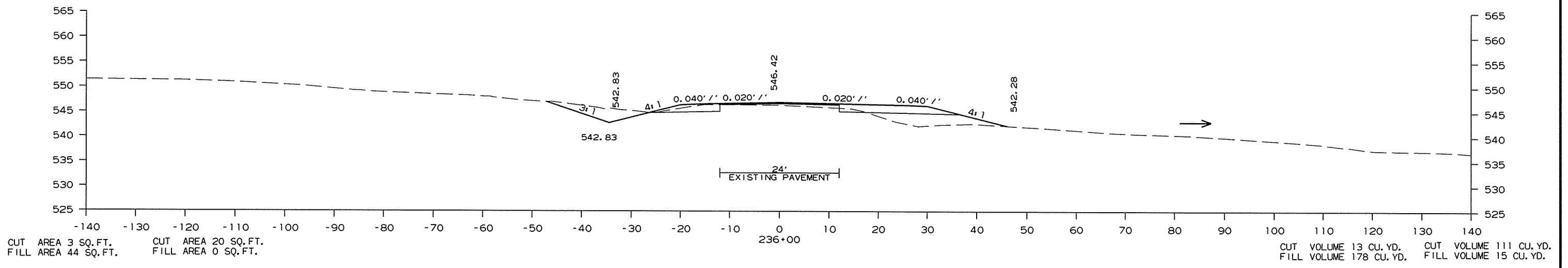
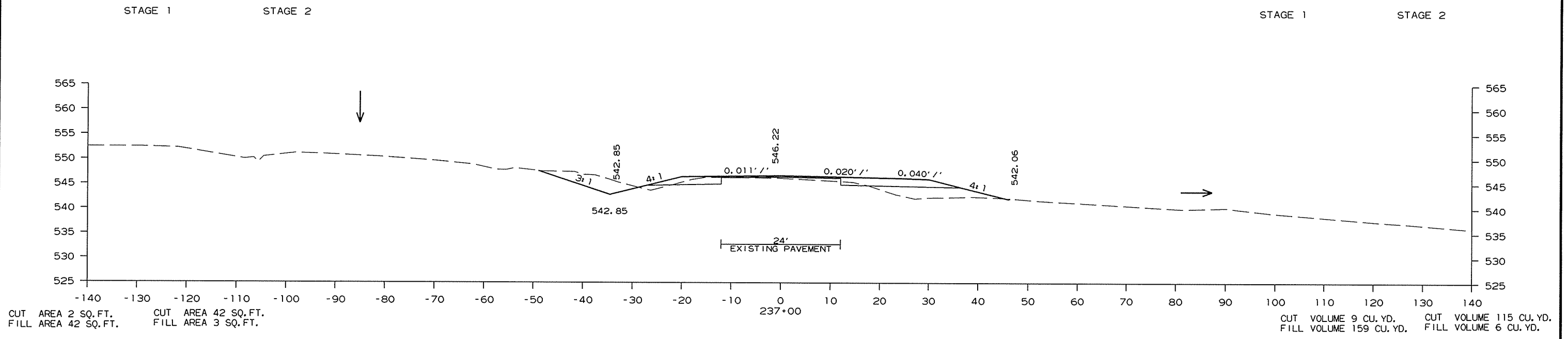
CROSS SECTION STA. 233+64 TO STA. 234+95

4/10/2015

R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
JOB NO.						050266	140	154

② CROSS SECTIONS



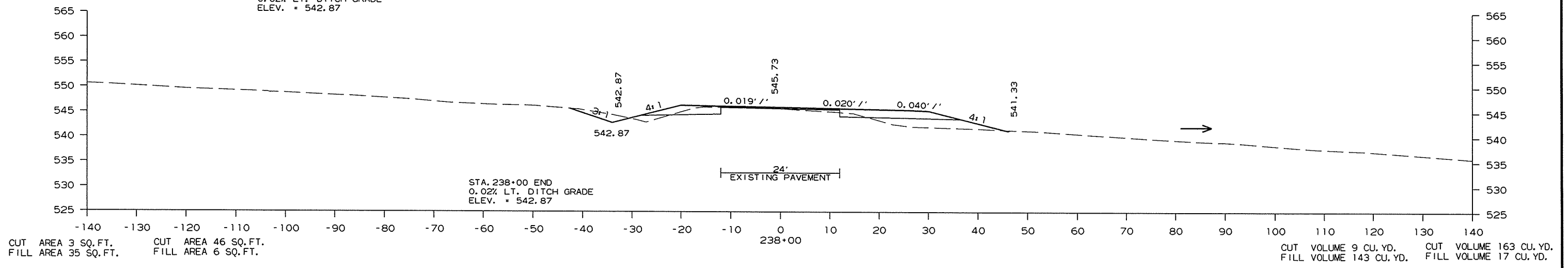
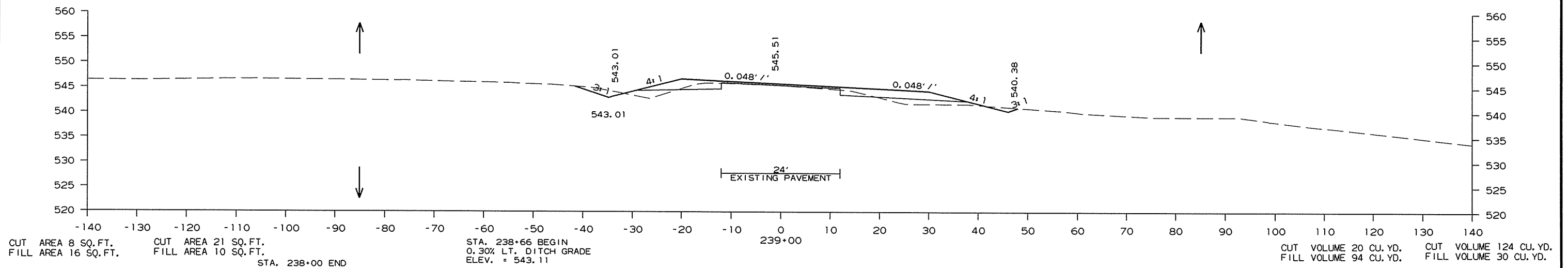
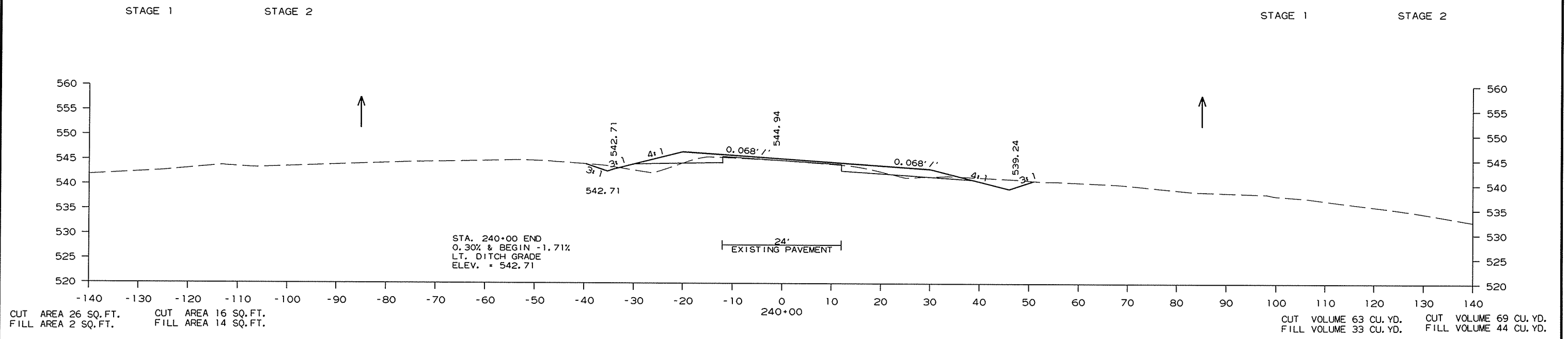
CROSS SECTION STA. 235+00 TO STA. 237+00

4/10/2015

R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	141	154

② CROSS SECTIONS



CROSS SECTION STA. 238+00 TO STA. 240+00

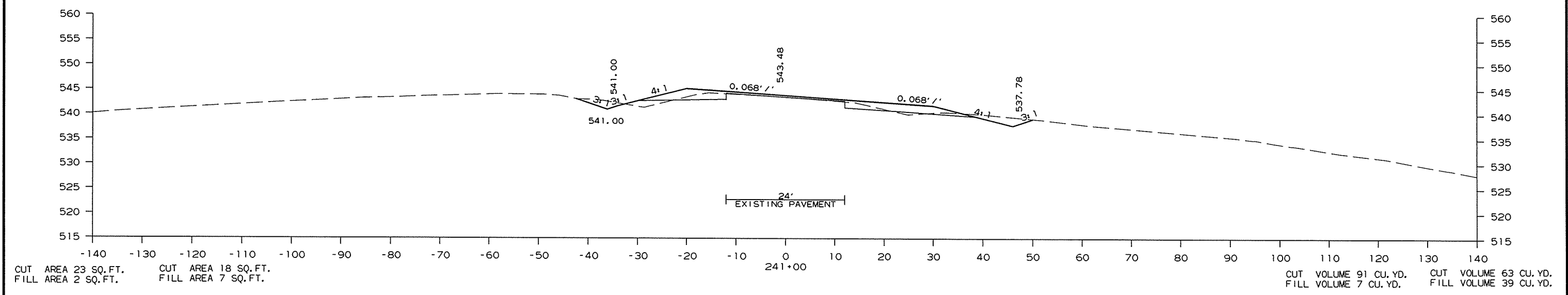
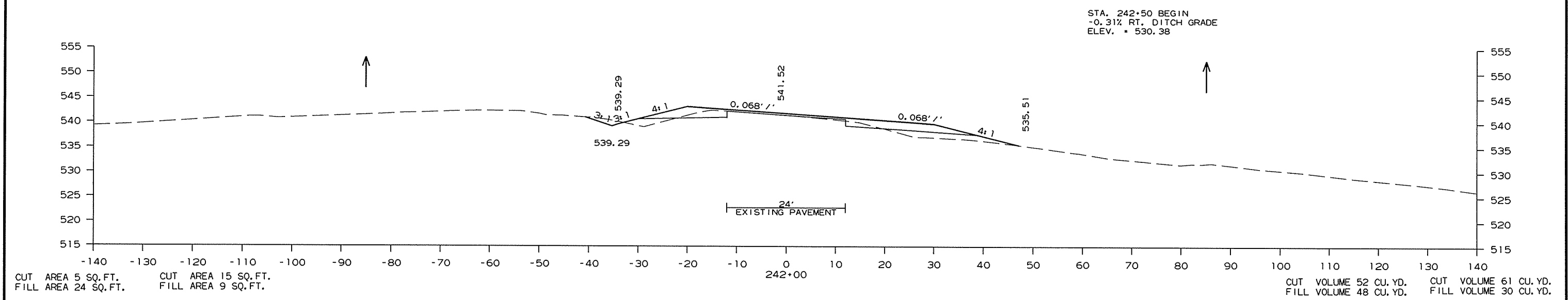
4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	142	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2

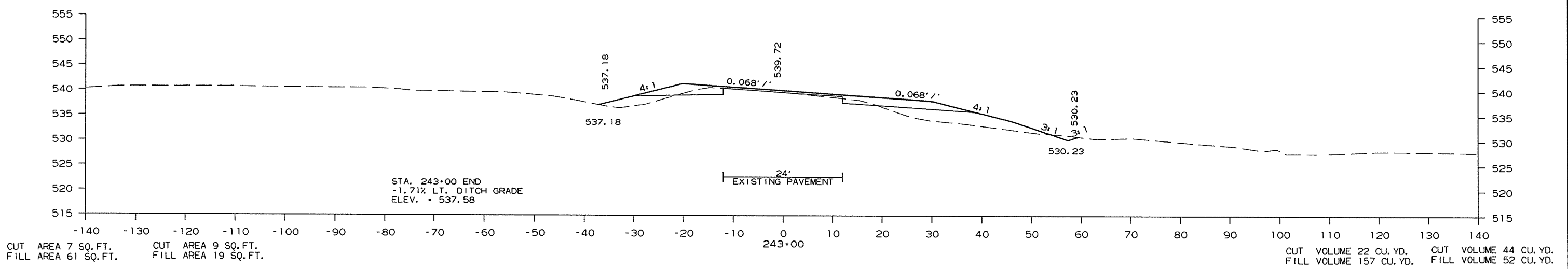
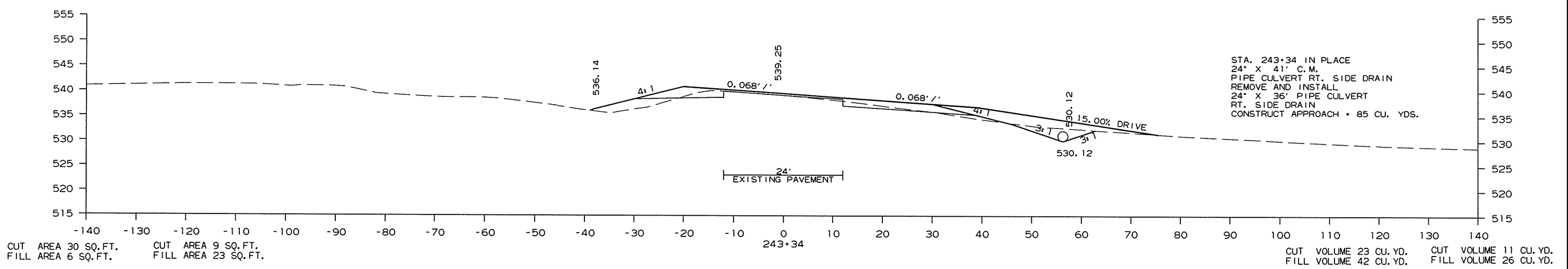
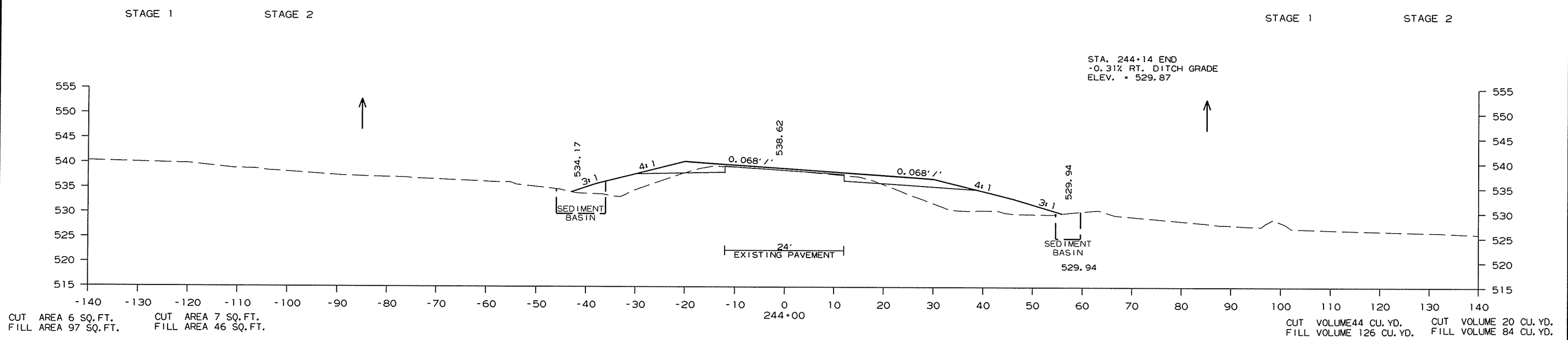


CROSS SECTION STA. 241+00 TO STA. 242+00

4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	143	154

2 CROSS SECTIONS

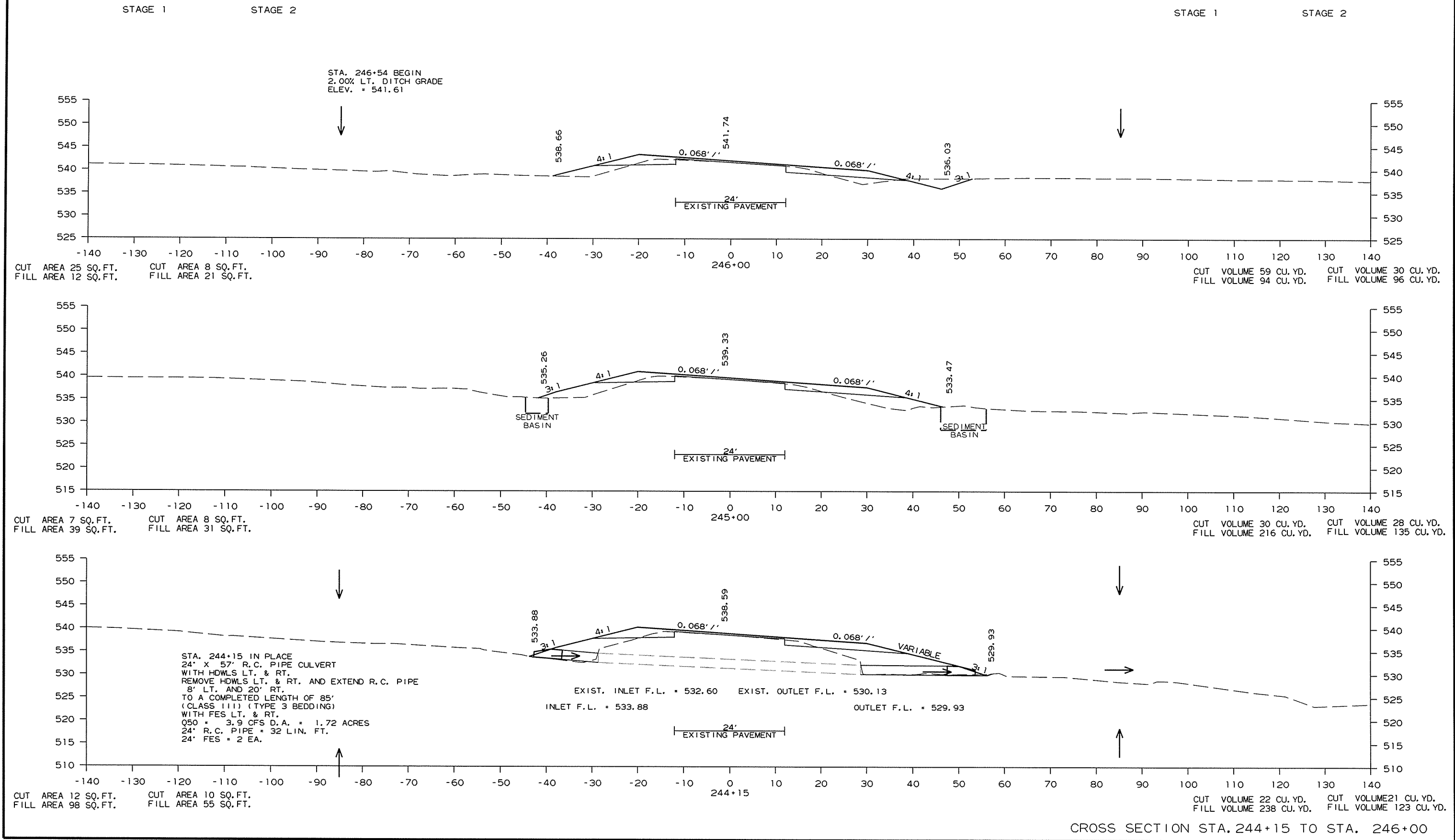


CROSS SECTION STA. 243+00 TO STA. 244+00

4/10/2015  
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	144	154

2 CROSS SECTIONS



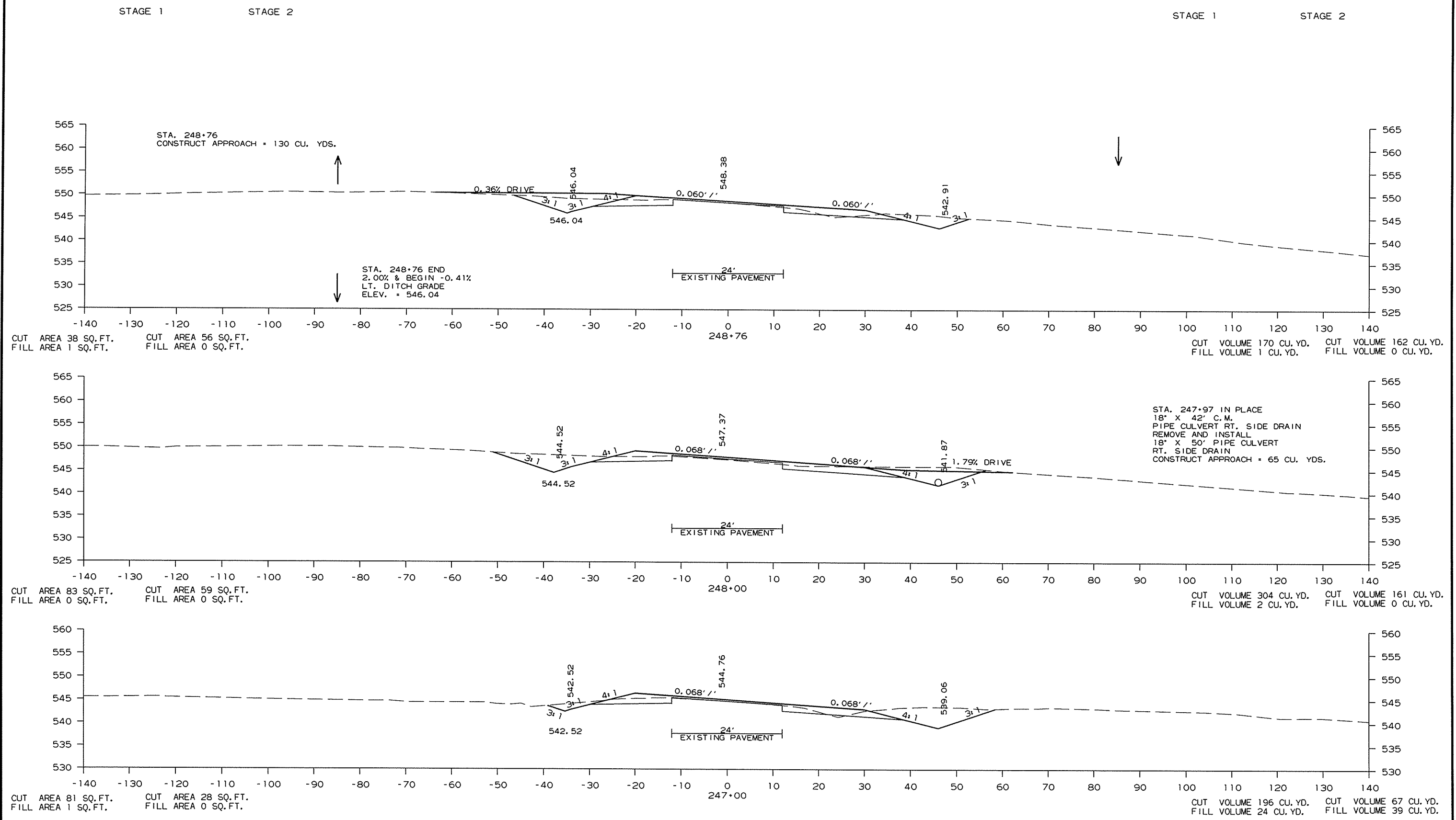
CROSS SECTION STA. 244+15 TO STA. 246+00

4/10/2015  
R050266.DGN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	145	154

2 CROSS SECTIONS



CROSS SECTION STA. 247+00 TO STA. 248+76

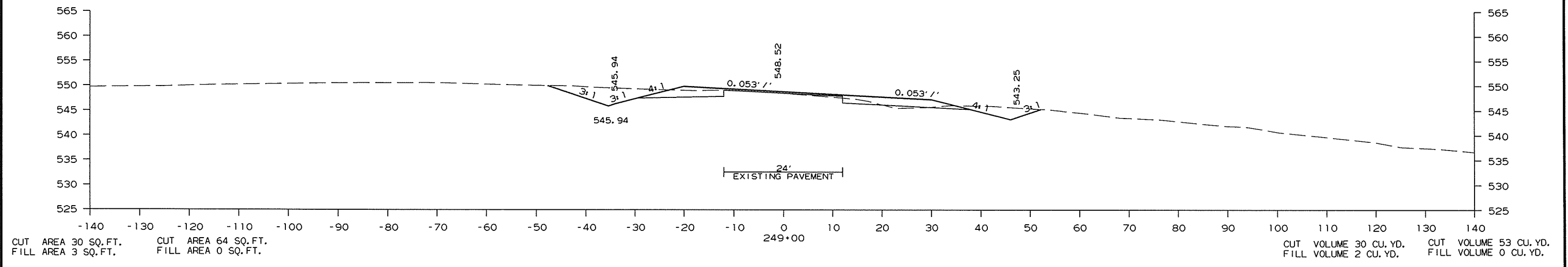
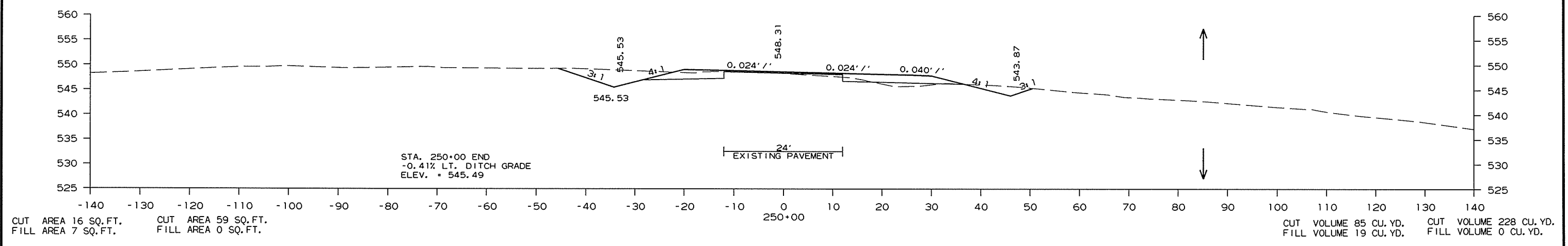
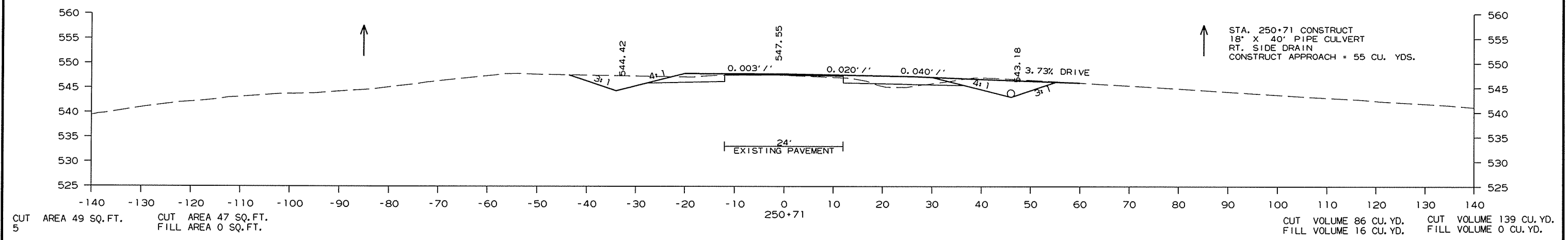
4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
0-05-2015				6	ARK.			
						JOB NO. 050266	146	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 249+00 TO STA. 250+71

4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	147	154

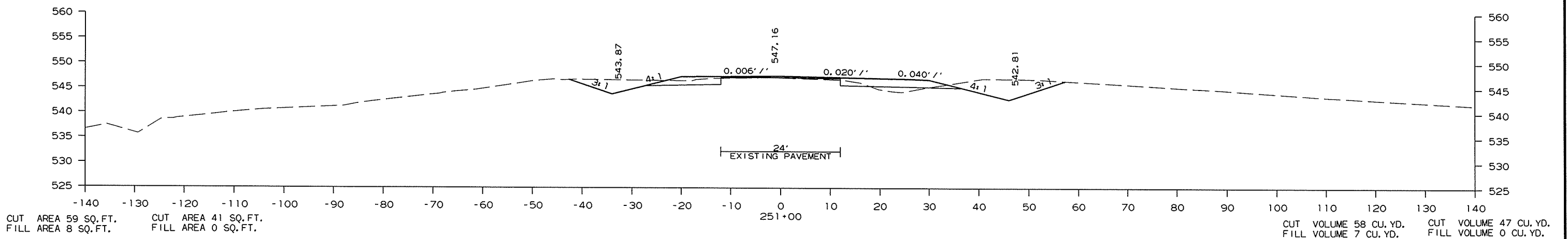
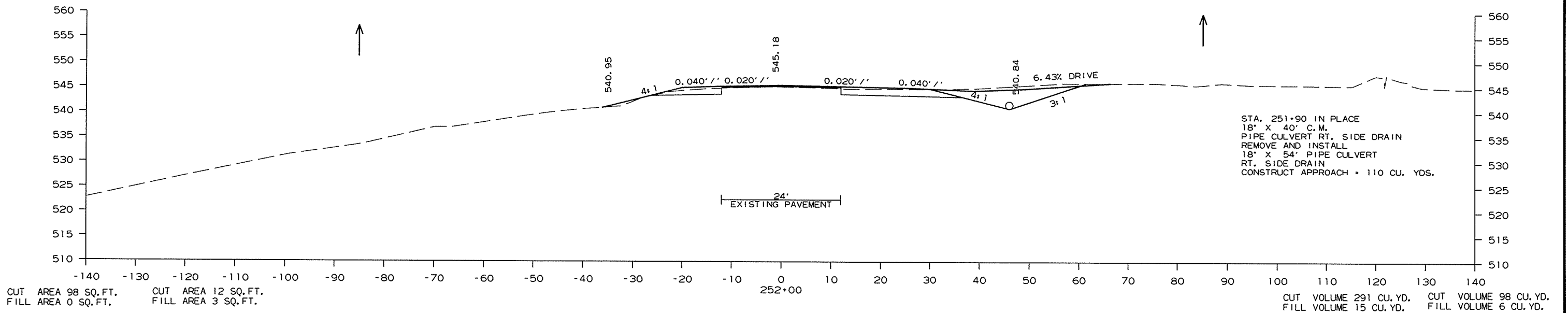
2 CROSS SECTIONS

STAGE 1

STAGE 2

STAGE 1

STAGE 2



CROSS SECTION STA. 251+00 TO STA. 252+00

4/10/2015

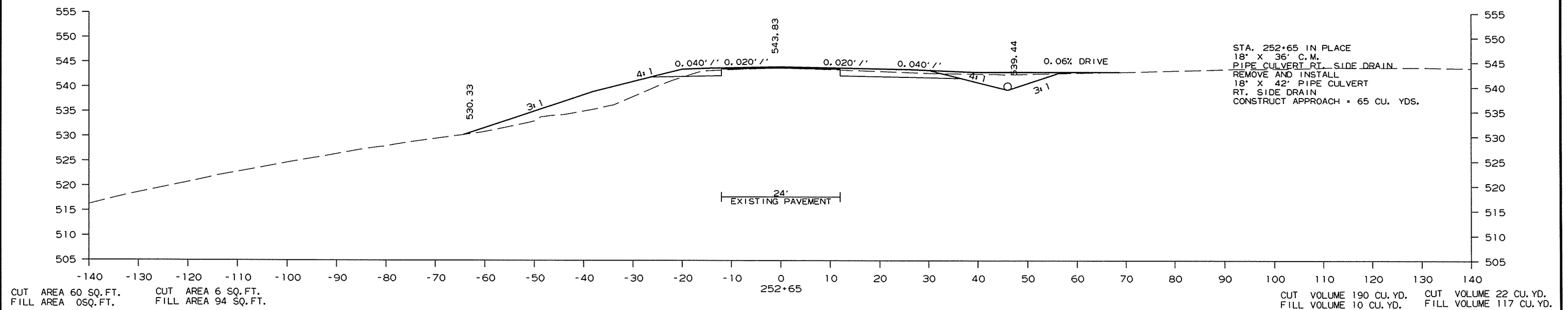
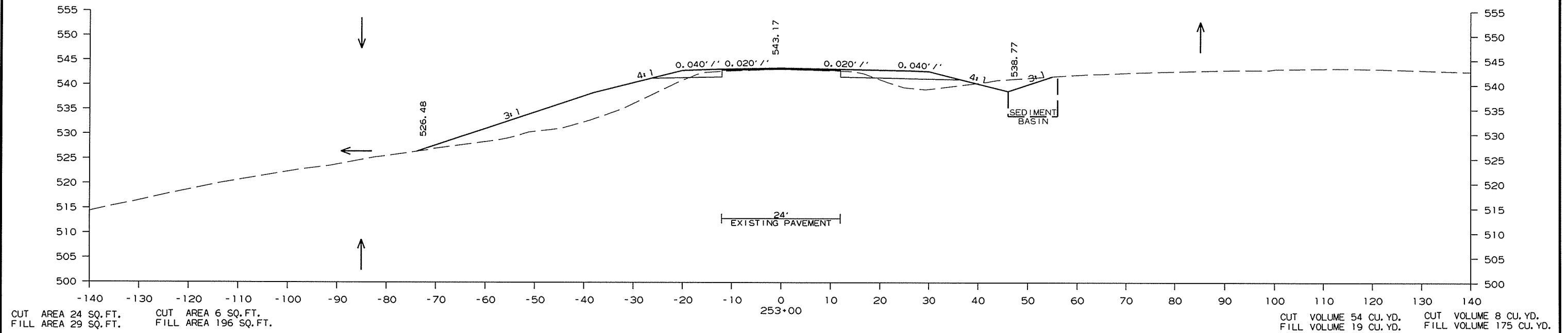
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	148	154

② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 252+65 TO STA. 253+00

4/10/2015

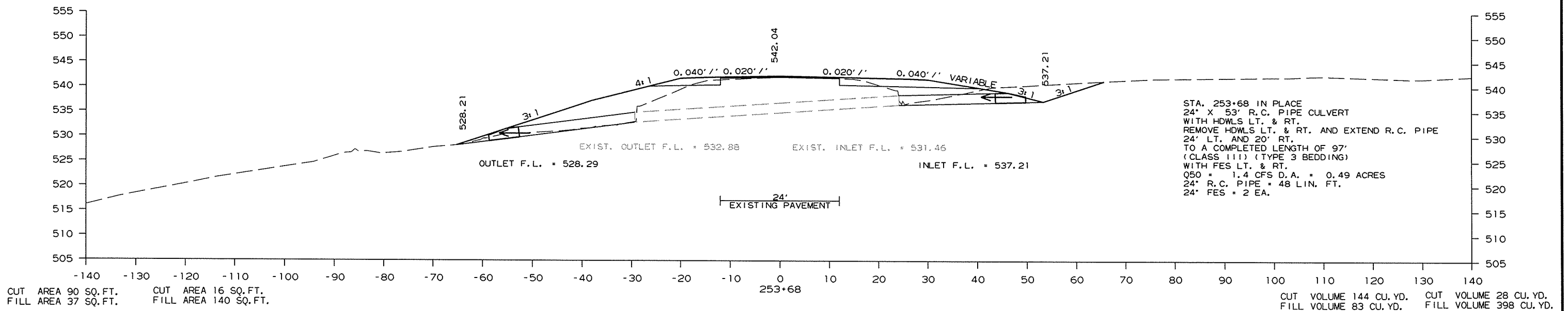
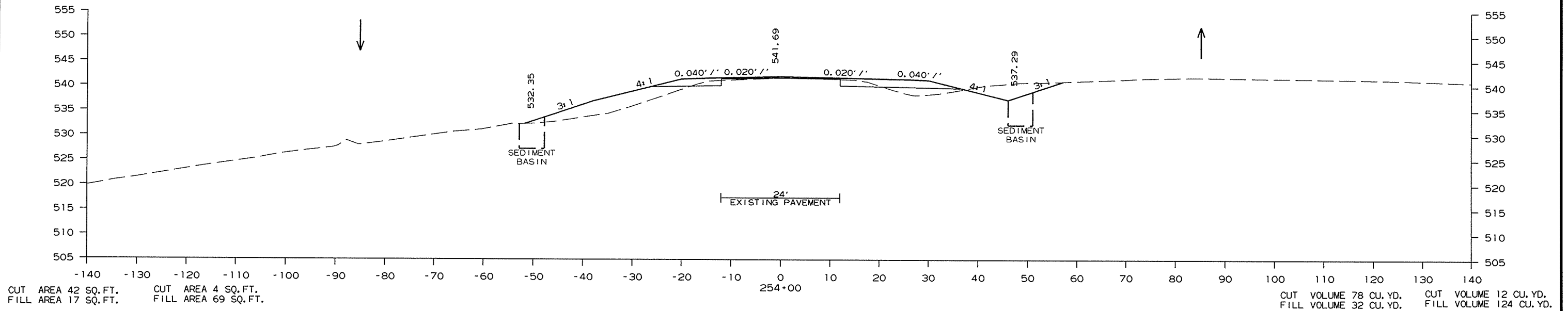
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	149	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 253+68 TO STA. 254+00

4/10/2015

R050266.DGN

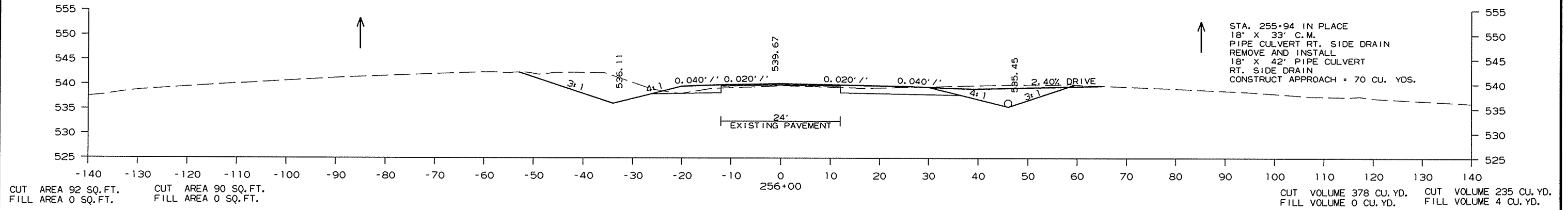
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	150	154

2 CROSS SECTIONS

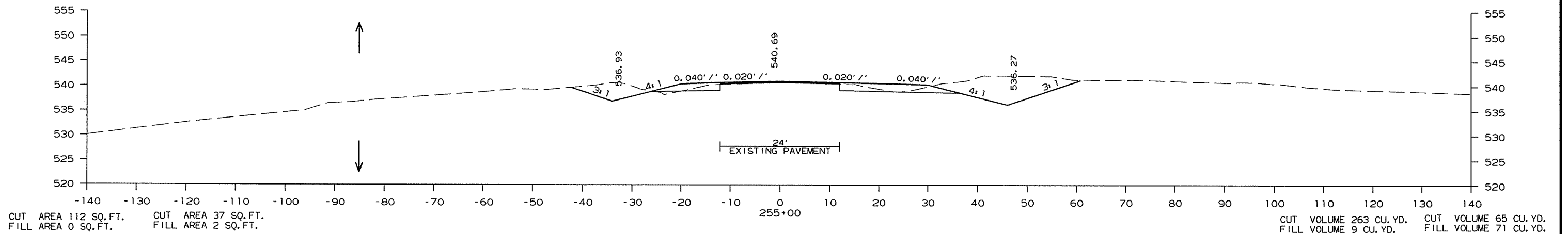
STAGE 1                      STAGE 2

STAGE 1                      STAGE 2

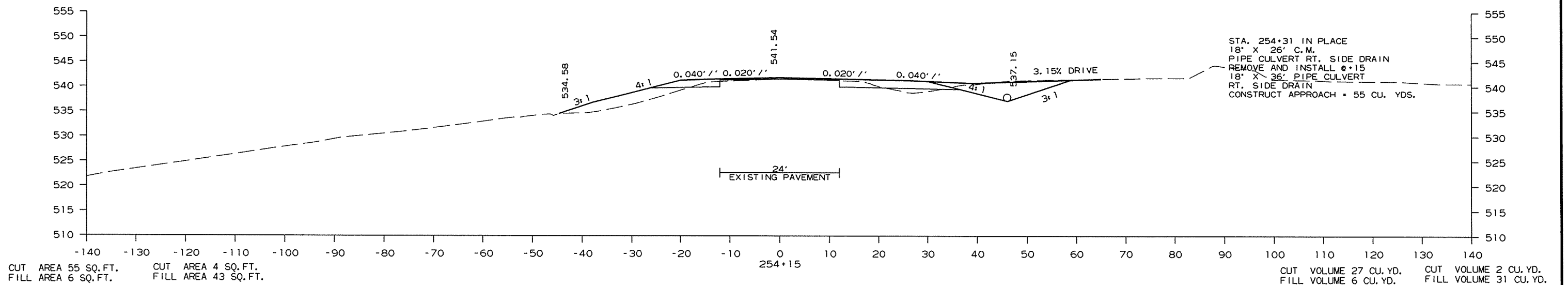
STA. 256+00 END SOUTHBOUND PASSING LANE  
BEGIN 660' LANE DROP TAPER



STA. 255+94 IN PLACE  
18" X 33" C.M.  
PIPE CULVERT RT. SIDE DRAIN  
REMOVE AND INSTALL  
18" X 42" PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 70 CU. YDS.



STA. 254+31 IN PLACE  
18" X 26" C.M.  
PIPE CULVERT RT. SIDE DRAIN  
REMOVE AND INSTALL 15"  
18" X 36" PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 55 CU. YDS.



CROSS SECTION STA. 254+15 TO STA. 256+00

4/10/2015

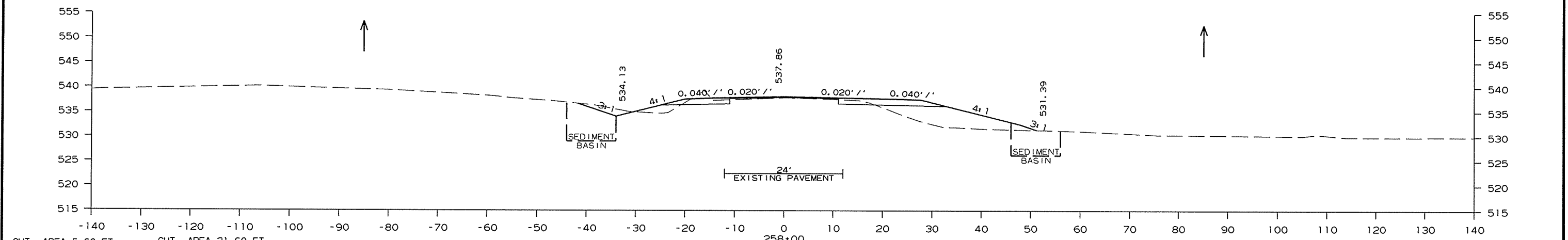
R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
0-05-2015				6	ARK.			
						JOB NO. 050266	151	154

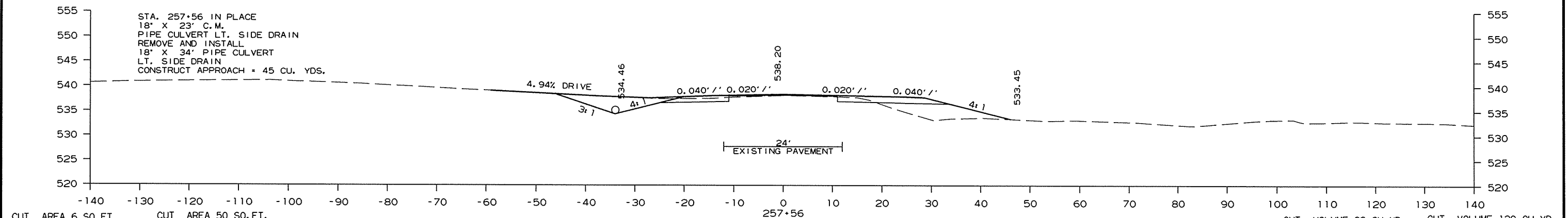
② CROSS SECTIONS

STAGE 1                      STAGE 2

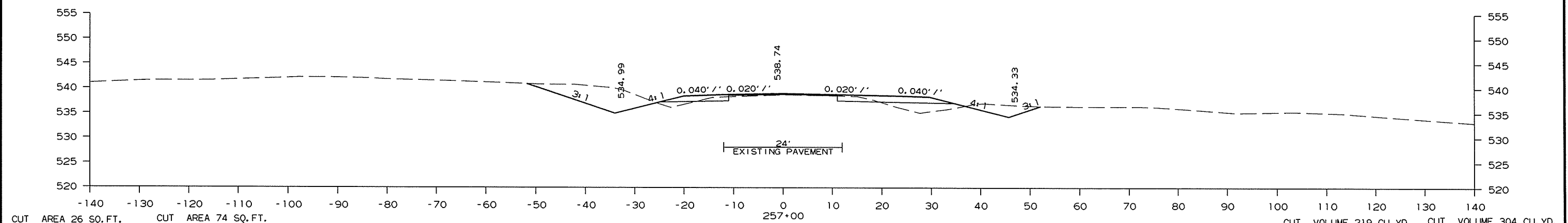
STAGE 1                      STAGE 2



CUT AREA 5 SQ. FT.      CUT AREA 21 SQ. FT.      CUT VOLUME 9 CU. YD.      CUT VOLUME 58 CU. YD.  
 FILL AREA 78 SQ. FT.      FILL AREA 9 SQ. FT.      FILL VOLUME 103 CU. YD.      FILL VOLUME 7 CU. YD.



CUT AREA 6 SQ. FT.      CUT AREA 50 SQ. FT.      CUT VOLUME 33 CU. YD.      CUT VOLUME 129 CU. YD.  
 FILL AREA 48 SQ. FT.      FILL AREA 0 SQ. FT.      FILL VOLUME 72 CU. YD.      FILL VOLUME 5 CU. YD.



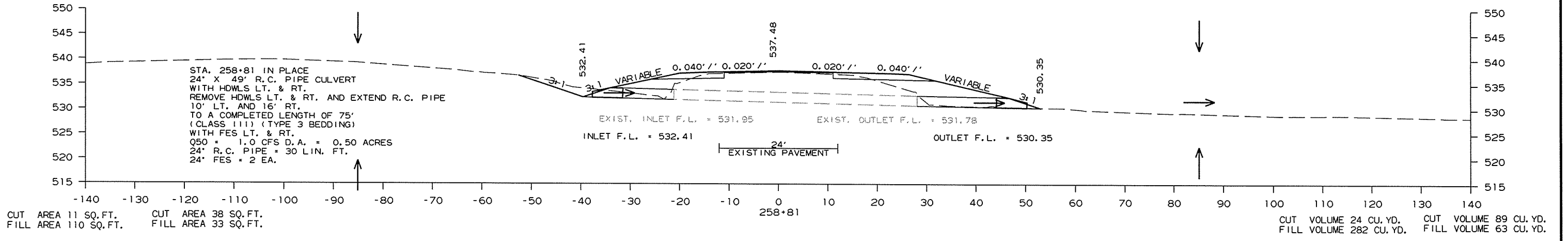
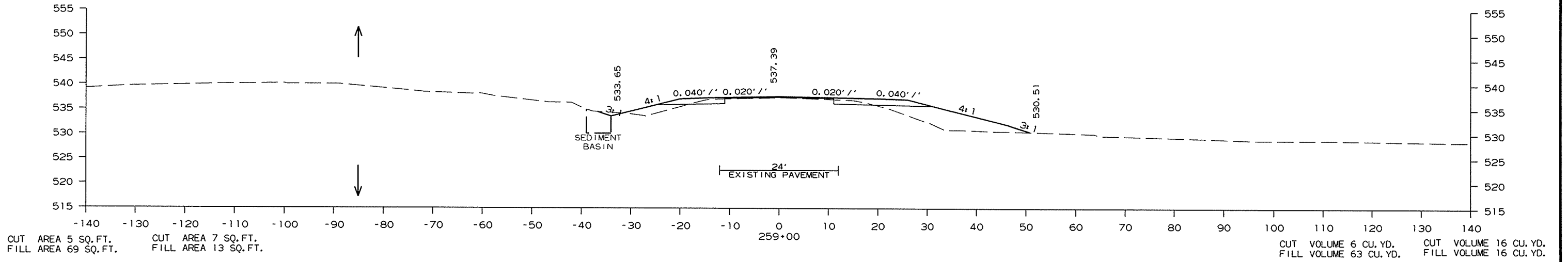
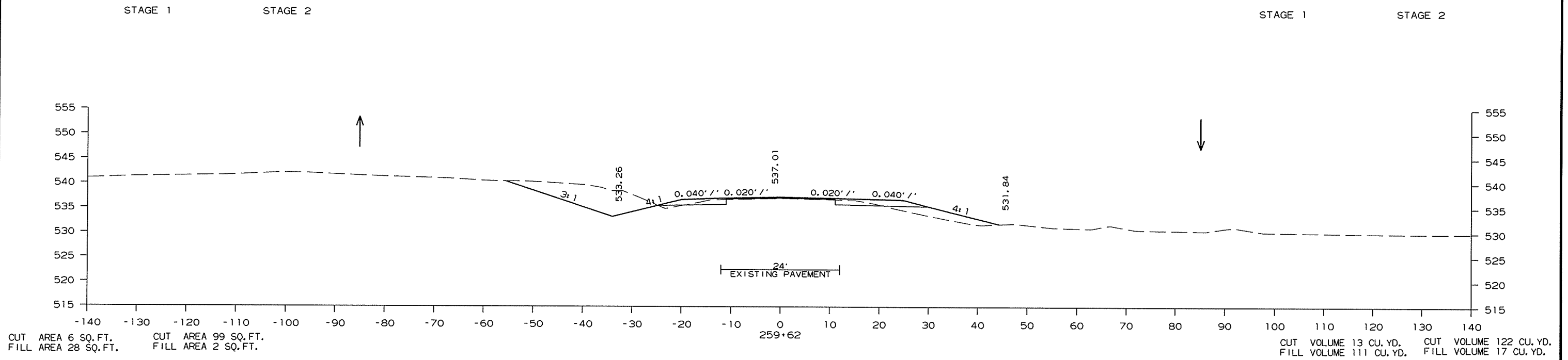
CUT AREA 26 SQ. FT.      CUT AREA 74 SQ. FT.      CUT VOLUME 219 CU. YD.      CUT VOLUME 304 CU. YD.  
 FILL AREA 21 SQ. FT.      FILL AREA 5 SQ. FT.      FILL VOLUME 39 CU. YD.      FILL VOLUME 9 CU. YD.

CROSS SECTION STA. 257+00 TO STA. 258+00

4/10/2015 R050266.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
JOB NO.						050266	152	154

② CROSS SECTIONS



CROSS SECTION STA. 258+81 TO STA. 259+62

4/10/2015 R050266.DGN

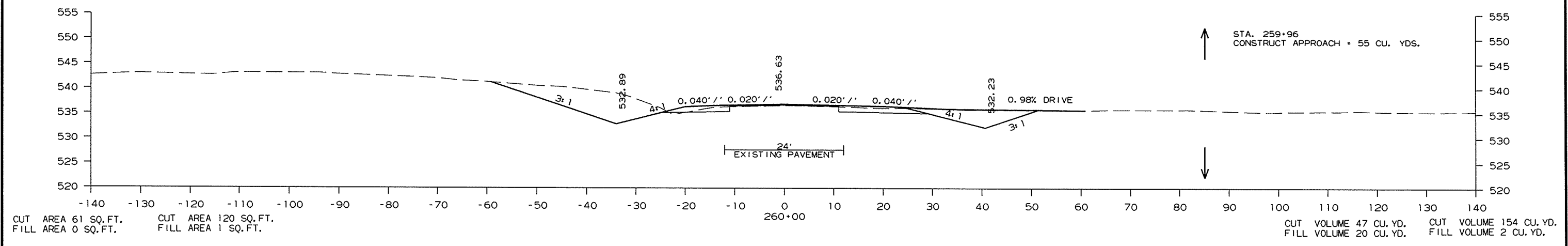
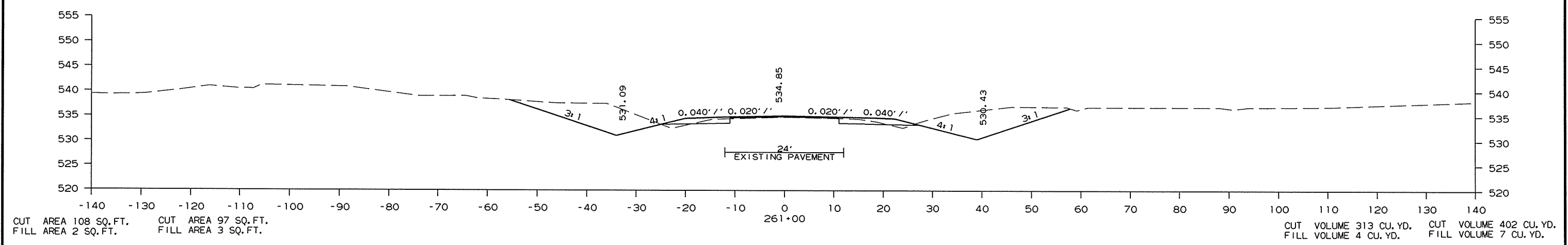
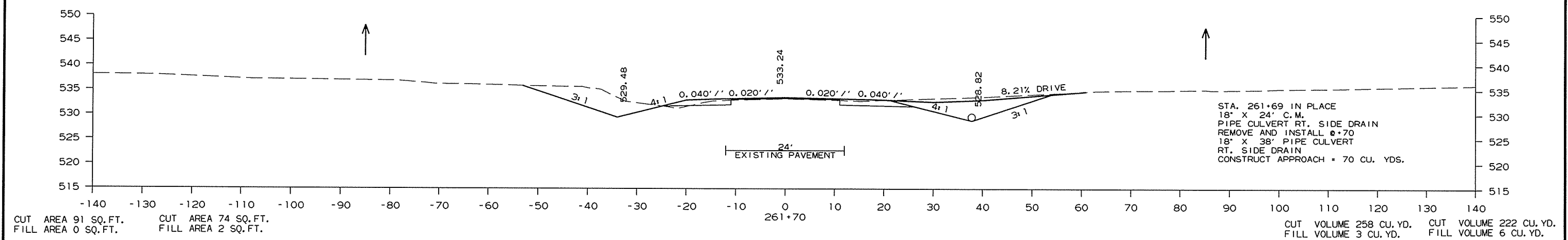


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-05-2015				6	ARK.			
						JOB NO. 050266	153	154

2 CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2



CROSS SECTION STA. 260+00 TO STA. 261+70

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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
10-05-2015				6	ARK.			
						JOB NO. 050266	154	154

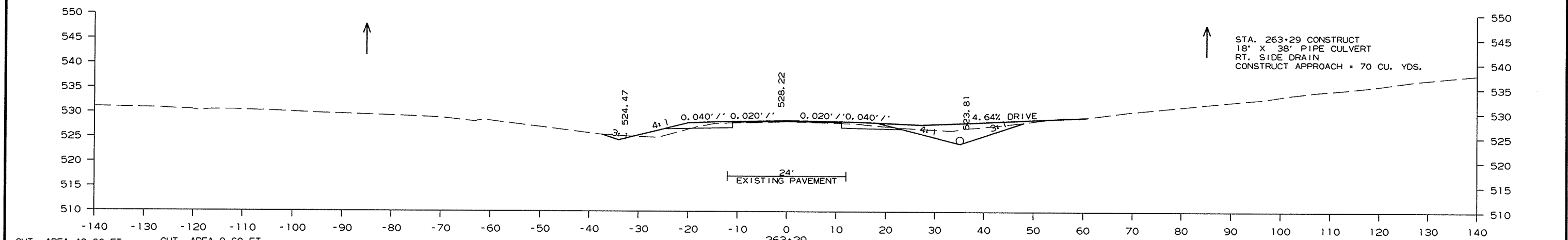
② CROSS SECTIONS

STAGE 1                      STAGE 2

STAGE 1                      STAGE 2

STA. 263+40 END 660' LANE DROP TAPER  
END JOB 050266

STA. 263+29 CONSTRUCT  
18" X 38" PIPE CULVERT  
RT. SIDE DRAIN  
CONSTRUCT APPROACH = 70 CU. YDS.

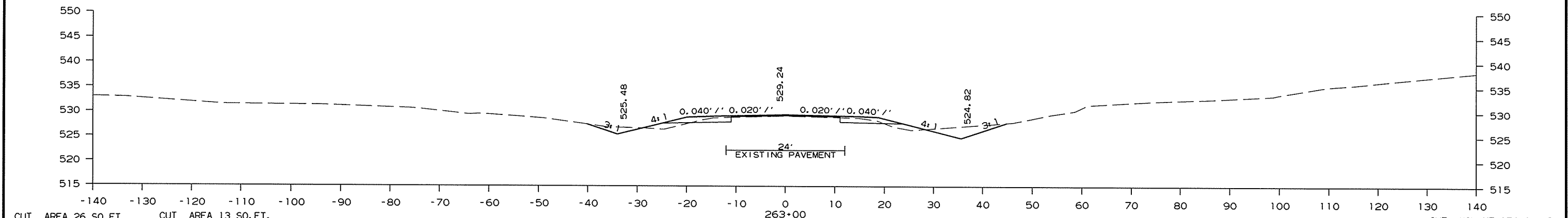


CUT AREA 43 SQ. FT.  
FILL AREA 0 SQ. FT.

CUT AREA 9 SQ. FT.  
FILL AREA 9 SQ. FT.

CUT VOLUME 37 CU. YD.  
FILL VOLUME 3 CU. YD.

CUT VOLUME 12 CU. YD.  
FILL VOLUME 8 CU. YD.

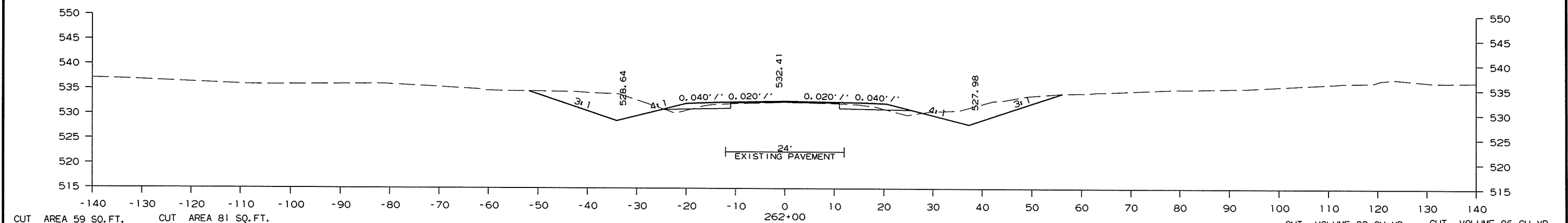


CUT AREA 26 SQ. FT.  
FILL AREA 5 SQ. FT.

CUT AREA 13 SQ. FT.  
FILL AREA 6 SQ. FT.

CUT VOLUME 157 CU. YD.  
FILL VOLUME 17 CU. YD.

CUT VOLUME 174 CU. YD.  
FILL VOLUME 15 CU. YD.



CUT AREA 59 SQ. FT.  
FILL AREA 4 SQ. FT.

CUT AREA 81 SQ. FT.  
FILL AREA 2 SQ. FT.

CUT VOLUME 83 CU. YD.  
FILL VOLUME 2 CU. YD.

CUT VOLUME 86 CU. YD.  
FILL VOLUME 2 CU. YD.

CROSS SECTION STA. 262+00 TO STA. 263+29

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