DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	1	42

(2) DRY RUN CREEK STR. & APPRS. (S)

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

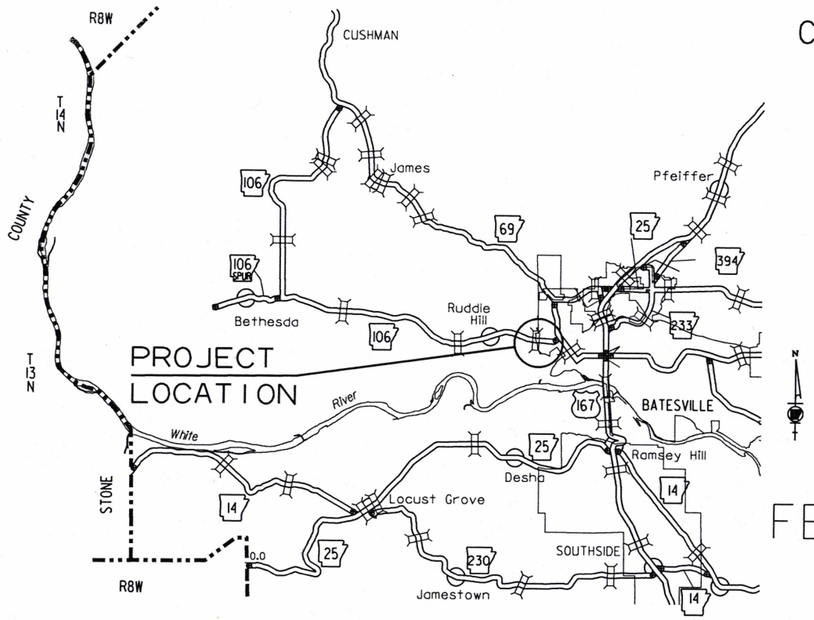
DRY RUN CREEK STR. & APPRS. (S)

INDEPENDENCE COUNTY

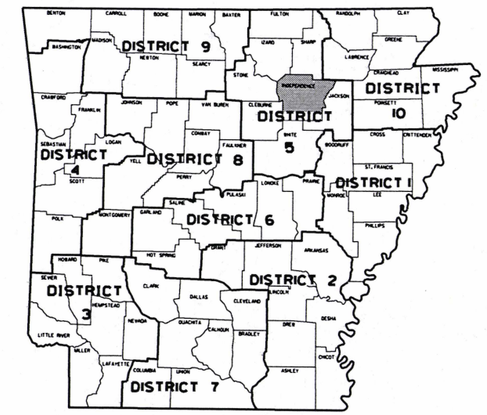
ROUTE 106 SECTION 1

JOB 050343

FED. AID PROJ. NHPP-0032(29)

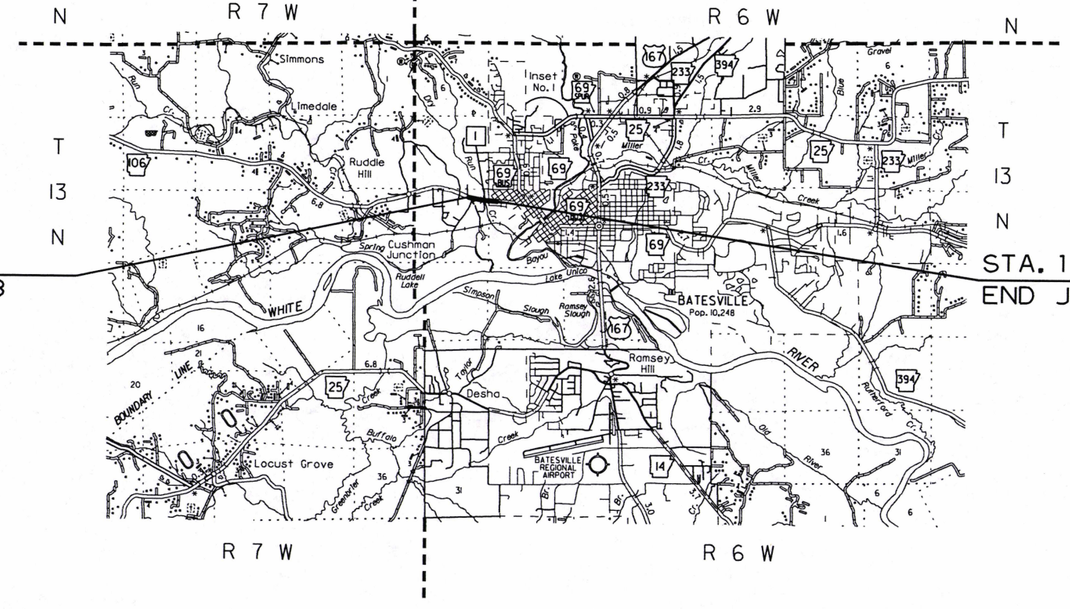


VICINITY MAP



ARK. HWY. DIST. NO. 5

NOT TO SCALE



DESIGN TRAFFIC DATA

DESIGN YEAR	2039
2019 ADT	3,800
2039 ADT	4,400
2039 DHV	484
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	4%
DESIGN SPEED	35 MPH

STRUCTURES OVER 20'-0" SPAN

(1) STA. 112+69.89
TRP. 12' x 8' x 74' R.C. BOX CULVERT
ON A 5°00' RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q25 = 1950 CFS. D.A. = 2.68 SQ. MI.
SPAN = 39'-2"

N

APPROVED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7886
M. E. BANKS

8-23-19

DEPUTY DIRECTOR
AND CHIEF ENGINEER

BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 35°46'32"	LATITUDE = N 35°46'31"	LATITUDE = N 35°46'31"
LONGITUDE = W 91°40'14"	LONGITUDE = W 91°40'09"	LONGITUDE = W 91°40'03"

GROSS LENGTH OF PROJECT	715.80	FEET	OR	0.136	MILES
NET " " ROADWAY	676.63	"	"	0.129	"
NET " " BRIDGES	39.17	"	"	0.007	"
NET " " PROJECT	715.80	"	"	0.136	"

3/18/2019

R050343.DGN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
3-4-2020

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 5	TYPICAL SECTIONS OF IMPROVEMENT
6 - 13	SPECIAL DETAILS
14 - 17	TEMPORARY EROSION CONTROL DETAILS
18 - 21	MAINTENANCE OF TRAFFIC DETAILS
22	PERMANENT PAVEMENT MARKING DETAILS
23 - 27	QUANTITIES
28	SUMMARY OF QUANTITIES AND REVISIONS
29 - 30	SURVEY CONTROL DETAILS
31 - 32	PLAN AND PROFILE SHEETS
33 - 42	CROSS SECTIONS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
MB-1	MAILBOX DETAILS	11-18-04
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
PM-1	PAVEMENT MARKING DETAILS	02-27-20
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
SI-1	DETAILS OF SPECIAL ITEMS	10-25-18
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	02-27-20
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WF-3	CHAIN LINK FENCE	11-17-10

STATE OF ARKANSAS
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No. 11425
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GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____	UNCLASSIFIED EXCAVATION
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
404-3_____	DESIGN OF ASPHALT MIXTURES
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
505-1_____	PORTLAND CEMENT CONCRETE DRIVEWAY
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1_____	CONCRETE DITCH PAVING
606-1_____	PIPE CULVERTS FOR SIDE DRAINS
620-1_____	MULCH COVER
800-1_____	STRUCTURES
802-3_____	CONCRETE FOR STRUCTURES
804-2_____	REINFORCING STEEL FOR STRUCTURES
JOB 050343__	AIRPORT CLEARANCE REQUIREMENTS
JOB 050343__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 050343__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 050343__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 050343__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 050343__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 050343__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 050343__	DRINKING WATER PROTECTION
JOB 050343__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 050343__	MANDATORY ELECTRONIC CONTRACT
JOB 050343__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 050343__	NESTING SITES OF MIGRATORY BIRDS
JOB 050343__	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 050343__	PLASTIC PIPE
JOB 050343__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 050343__	SEQUENCE OF CONSTRUCTION
JOB 050343__	SHORING FOR CULVERTS
JOB 050343__	SOIL STABILIZATION
JOB 050343__	STORM WATER POLLUTION PREVENTION PLAN
JOB 050343__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 050343__	UTILITY ADJUSTMENTS
JOB 050343__	WARM MIX ASPHALT

GENERAL NOTES

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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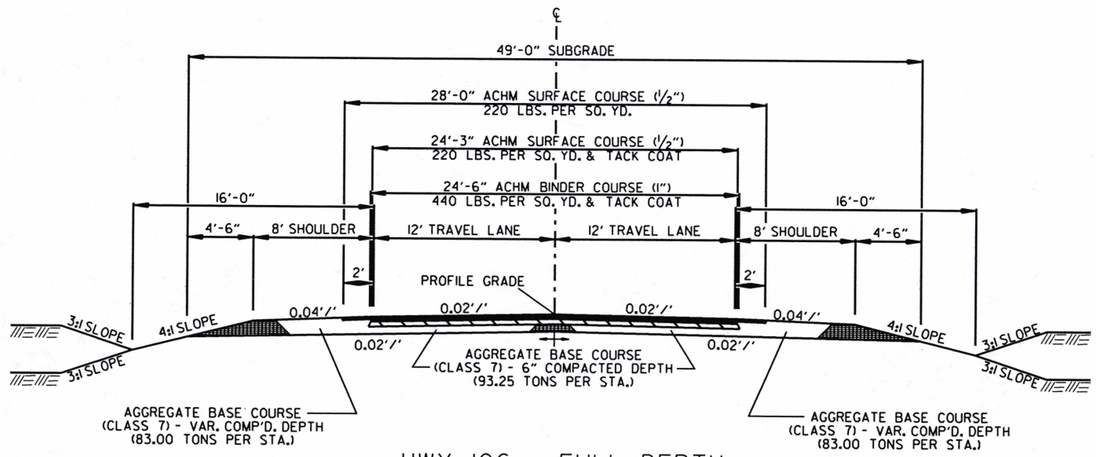
6	ARK.			
JOB NO.		050343	4	42

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19



HWY. 106 - FULL DEPTH

STA. 110+55.09 TO STA. 111+25.08

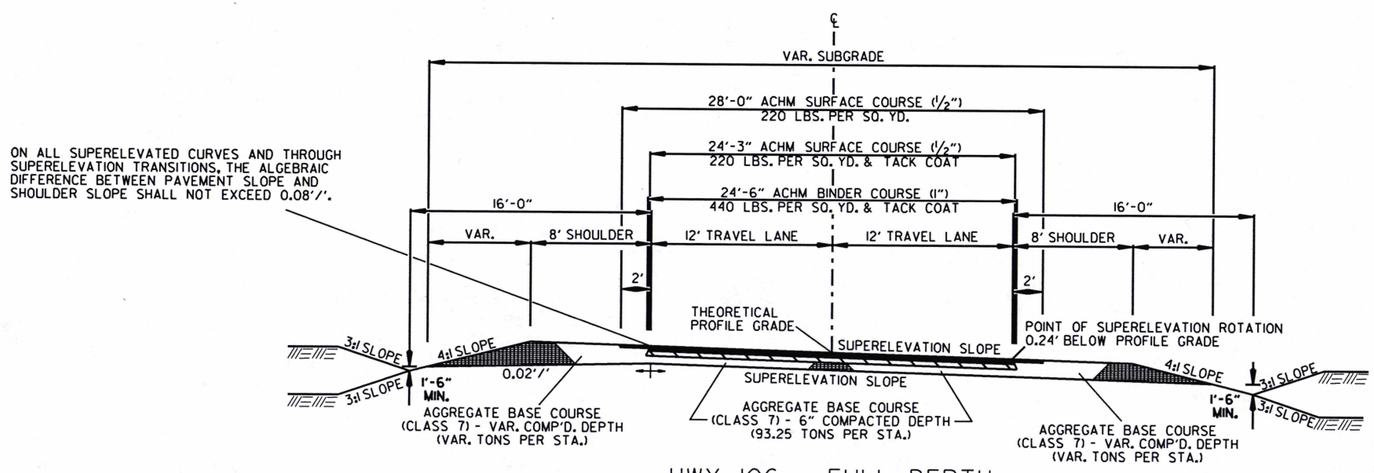
NOTES:

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

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

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

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



HWY. 106 - FULL DEPTH
SUPERELEVATED SECTION

STA. 110+39.40 TO STA. 110+55.09
STA. 111+25.08 TO STA. 113+75.48

8/20/2019

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TYPICAL SECTIONS OF IMPROVEMENT

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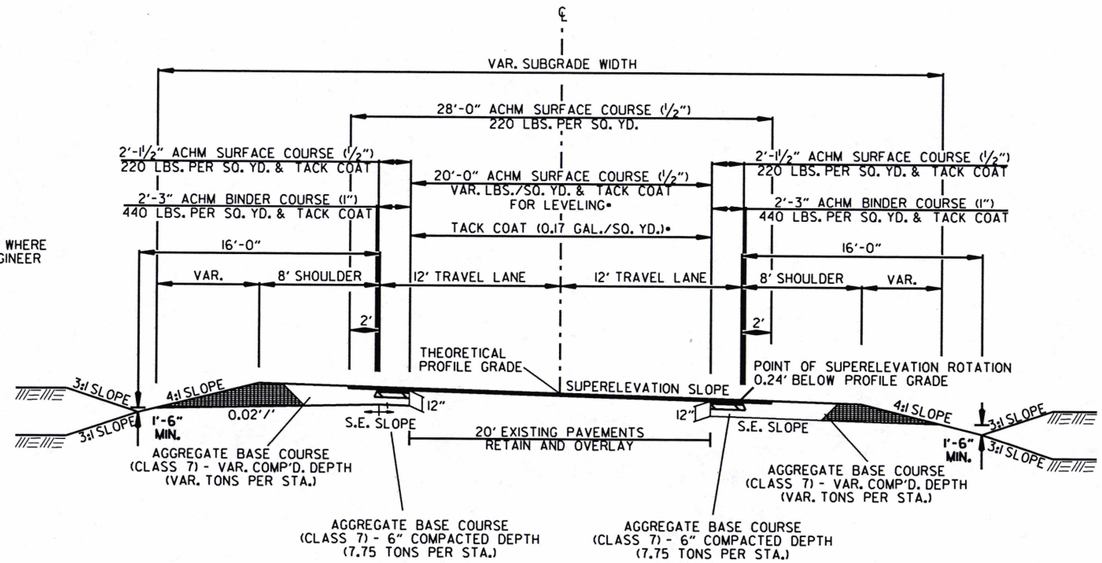
				6	ARK.			
				JOB NO.		050343	5	42

(2) TYPICAL SECTIONS OF IMPROVEMENT

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

8-22-19

•TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



HWY. 106 - NOTCH AND WIDEN SUPERELEVATED SECTION

STA. 109+68.20 TO STA. 110+39.40
STA. 113+75.48 TO STA. 116+84.00

NOTES:

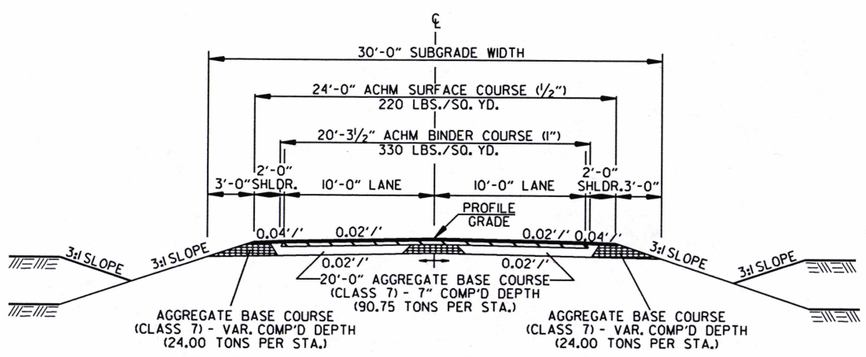
REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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

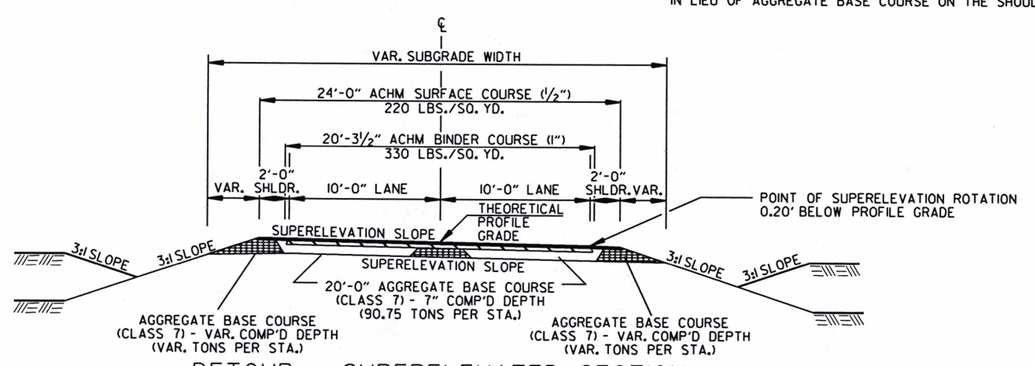
ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY BUT PAYMENT WILL BE CONSIDERED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

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

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



DETOUR - NORMAL CROWN SECTION



DETOUR - SUPERELEVATED SECTION

8/20/2019

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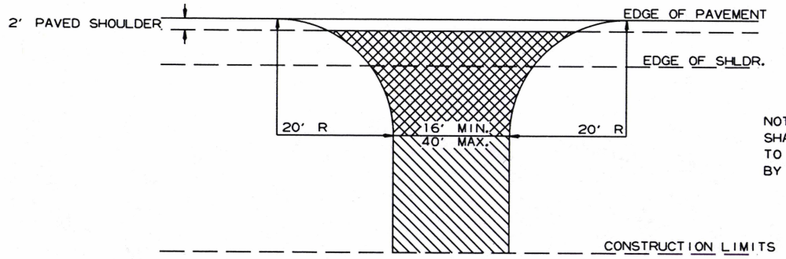
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	6	42

(2) SPECIAL DETAILS

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

8-22-19

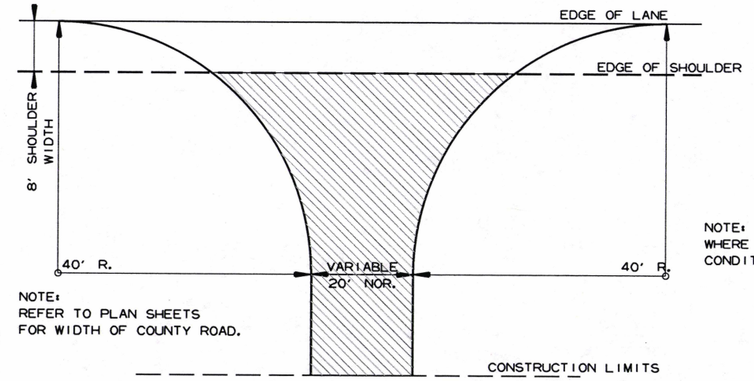


NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ASPHALT CONCRETE HOT MIX SURFACE COURSE (220 LBS. PER SQ. YD.)
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT DRIVE EXIST OR
6" CONCRETE IF CONCRETE DRIVE EXIST.

AGGREGATE BASE COURSE (CLASS 7)
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY

DETAIL FOR DRIVEWAY TURNOUTS

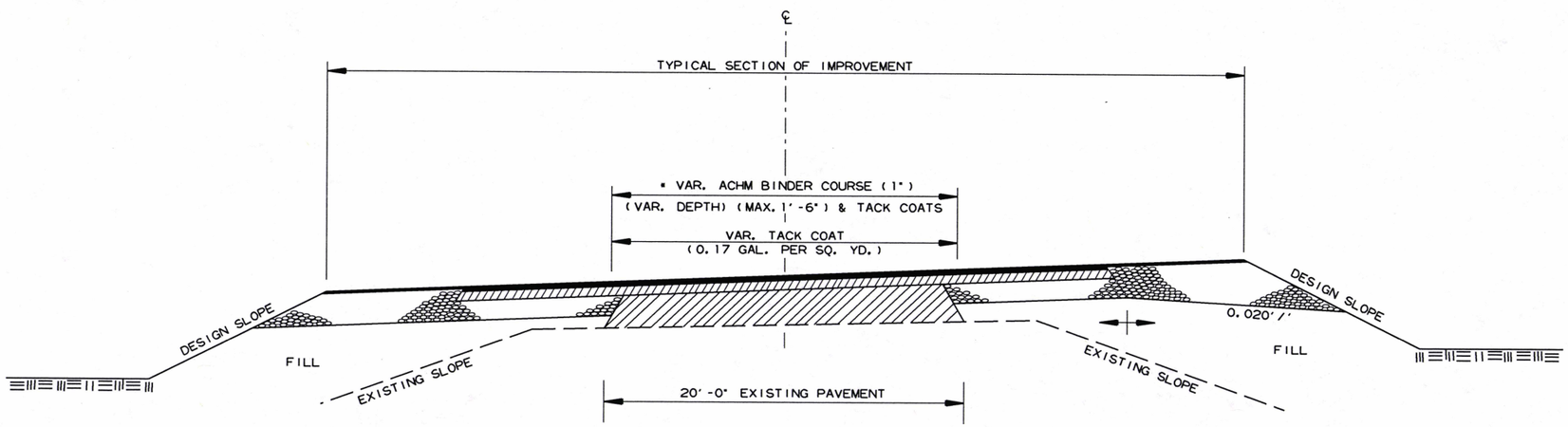


NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.

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

ACHM 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



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

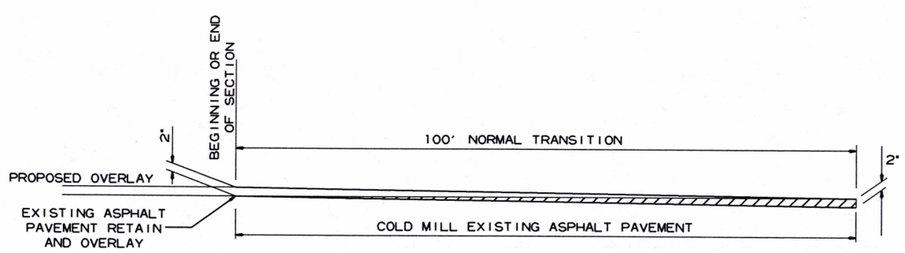
METHOD OF RAISING GRADE

NOTES:

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

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

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



DETAIL FOR TRANSITIONS

2/4/2019

R050343.DGN

SPECIAL DETAILS

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(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
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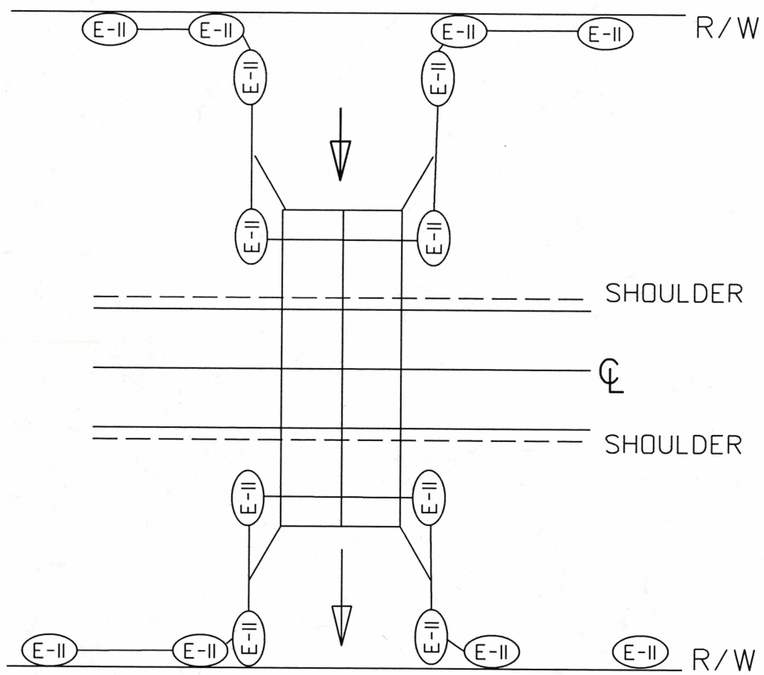
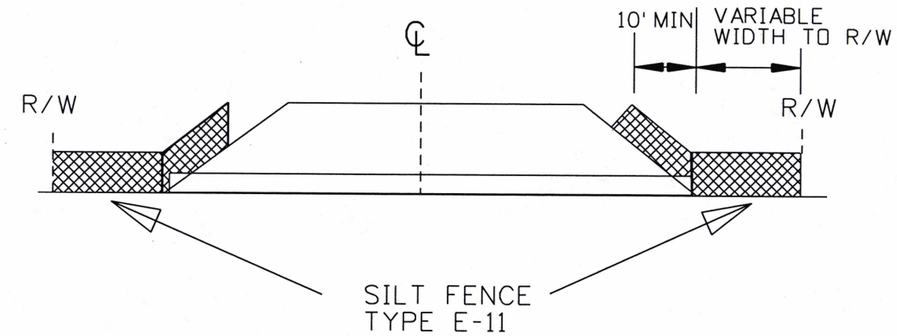
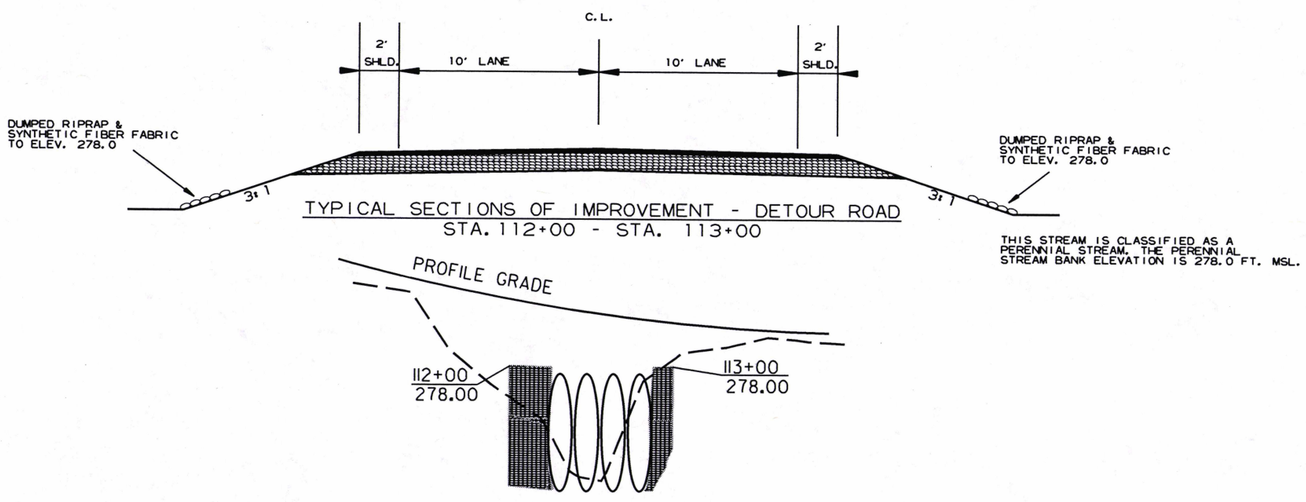
8-22-19

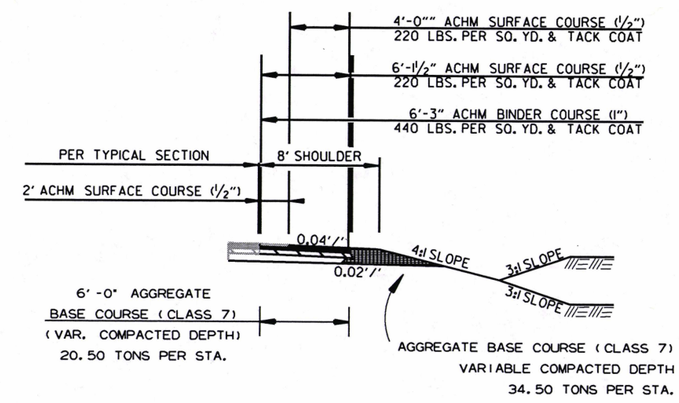




DETAIL OF SILT FENCE
AT R. C. BOX



TYPICAL SECTIONS OF IMPROVEMENT - DETOUR ROAD
STA. 112+00 - STA. 113+00



FULL DEPTH SHOULDER
FOR MAINTENANCE OF TRAFFIC

STA. 110+38.16 - STA. 114+96.27

2/4/2019

R050343.DGN

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	8	42

① SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
38'-8"	8'-0"	0'-9"	0'-8"	5	3:1	37'-5 3/4"	2'-0"	8'-10"	2'-8"	25	35	3'-2"	4'-3 3/4"	4'-6"	1'-4 1/4"	1'-6 1/2"	20'-0"	22'-6"	23'-3 3/8"	25'-9 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
14.05	1302

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY		F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	
WING A	4	12	20	L	Min	3'-10"	4	12	7	L	4'-11"		-	-	-	L	-		4	18	8	Min	2'-0"
					Max	10'-10"																Max	16'-7"
				X	Min	0'-9"				X	1'-6"					X	-						
					Max	1'-11"																	
				Y	Min	3'-2"				Y	3'-6"					Y	-						
					Max	9'-0"																	
WING B	4	12	23	L	Min	3'-8"	4	12	8	L	5'-1"		-	-	-	L	-		4	18	8	Min	2'-3"
					Max	11'-0"																Max	18'-8"
				X	Min	0'-9"				X	1'-8"					X	-						
					Max	2'-1"																	
				Y	Min	3'-0"				Y	3'-6"					Y	-						
					Max	9'-0"																	

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY		F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	
WING A	4	18	4	19'-8"	4	18	14	L	Min	4	8	24'-1"	4	18	14	Min	2'-8"
									Max							Max	3'-10"
								X	Min								
									Max								
								Y	Min								
									Max								
WING B	4	18	4	22'-2"	4	18	15	L	Min	4	8	26'-7"	4	18	16	Min	2'-8"
									Max							Max	4'-0"
								X	Min								
									Max								
								Y	Min								
									Max								

WING	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS		F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	2	Min	27'-8"	4	2	20'-5"	4	2	21'-8"	6	12	8	L	3'-4"	619
				Max	27'-8"										X	1'-8"	
WING B	4	18	2	Min	27'-4"	4	2	22'-10"	4	2	24'-9"	6	12	8	L	3'-4"	683
				Max	27'-4"										X	1'-8"	

MID-SECTION BAR LAP TABLE

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

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

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
2-21-19
CHARLES R. ELLIS

TABULAR DATA BY: JJ DATE: 02/01/2019
CHECKED BY: DTT DATE: 02/07/19

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

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

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

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
5	3:1	10	12	8	3'-8"	10.5	3	12	8	8	38'-8"	9'-10 1/2"

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY		"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY		"c" NO. REQ'D
5	5	Max	38'-4"	5	7	5.5	Max	38'-4"	4
		Min	17'-6"				Min	17'-6"	
			38'-4"	5				38'-4"	5

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY		"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY		"f" NO. REQ'D
6	4.5	Max	38'-4"	5	5	6	Max	38'-4"	4
		Min	17'-6"				Min	17'-6"	
			38'-4"	6				38'-4"	4

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	
6	6.5	14	9'-7"	4	12	20	9'-7"	4	10	95	Max	5'-3"
											Min	1'-10"

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY		SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH		INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH	
4	9	95	Max	5'-3"	4	12	8	LONG	5'-2"	4	12	16	LONG	4'-1"
			Min	1'-10"				SHORT	1'-11"				SHORT	3'-0"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
13.61	3045

"k1" HDWL BARS SIZE	LENGTH	NO. REQ'D	"k2" HDWL BARS SIZE	LENGTH	NO. REQ'D	"h" HDWL BARS SIZE	LENGTH	Y	NO. REQ'D
4	38'-6"	6	4	38'-6"	6	4	1'-9"	0'-9"	40

INLET SLOPE SECTION(S)

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

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

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

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

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

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

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D
A	10	12	8	12	12.5	11	8	39'-2"	10'-0 1/2"	66.67	4	38'-10"	8	39'-6"	6	38'-10"	13	61

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	38'-10"	8	39'-6"	6	38'-10"	10	80	4	4.5	354	9'-8"	4	12	264	9'-8"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	9	101	4	8.5	107	4	10	20	4	12	32

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
260.00	42755

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
Sta. 112+65

SPECIAL DETAILS

Ver. L114 b050343.cl.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	9	42

1 SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
2-21-19

TABULAR DATA BY: JJ DATE: 02/01/2019
CHECKED BY: MT DATE: 02/07/2019

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
38'-8"	8'-0"	0'-9"	0'-8"	5	3:1	37'-5 3/4"	2'-0"	8'-10"	2'-8"	25	35	3'-2"	4'-3 3/4"	4'-6"	1'-4 1/4"	1'-6 1/2"	20'-0"	22'-6"	23'-3 3/8"	25'-9 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
15.42	1302

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	
WING A	4	12	20	L	Min	3'-10"	4	12	7	L	4'-11"		-	-	-	L	-		4	18	8		Min
					Max	10'-10"																	2'-0"
				X	Min	0'-9"				X	1'-6"					X	-						Max
					Max	1'-11"																	16'-7"
				Y	Min	3'-2"				Y	3'-6"					Y	-						
					Max	9'-0"																	
WING B	4	12	23	L	Min	3'-8"	4	12	8	L	5'-1"		-	-	-	L	-		4	18	8		Min
					Max	11'-0"																	2'-3"
				X	Min	0'-9"				X	1'-8"					X	-						Max
					Max	2'-1"																	18'-8"
				Y	Min	3'-0"				Y	3'-6"					Y	-						
					Max	9'-0"																	

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY		F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS		F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	4	19'-8"	4	18	14	L	Min	5'-3"	4	8	24'-1"	4	18	14	Min		4	18	2	Min		4	2	20'-5"	4	2	21'-8"	6	12	8	L	3'-4"	619
									Max	11'-3"							2'-8"					27'-8"													
								X	Min	2'-4"																									
									Max	2'-4"							Max					Max											X	1'-8"	
								Y	Min	3'-0"							3'-10"					27'-8"													
									Max	9'-0"																									
WING B	4	18	4	22'-2"	4	18	15	L	Min	5'-6"	4	8	26'-7"	4	18	16	Min		4	18	2	Min		4	2	22'-10"	4	2	24'-9"	6	12	8	L	3'-4"	683
									Max	11'-3"							2'-8"					27'-4"													
								X	Min	2'-4"																									
									Max	2'-4"							Max					Max											X	1'-8"	
								Y	Min	3'-3"							4'-0"					27'-4"													
									Max	9'-0"																									

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

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

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

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
5	3:1	10	12	8	3'-8"	10.5	3	12	8	8	38'-8"	9'-10 1/2"

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D
5	5	Max	5	7	5.5	Max	4
		38'-4"				38'-4"	
		Min				Min	
		17'-6"				17'-6"	
		38'-4"	5			38'-4"	5

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D
6	4.5	Max	5	5	6	Max	4
		38'-4"				38'-4"	
		Min				Min	
		17'-6"				17'-6"	
		38'-4"	6			38'-4"	4

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH
6	6.5	14	9'-7"	4	12	20	9'-7"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY
4	10	95	Max	4	9	95	Max
			5'-3"				5'-3"
			Min				Min
			1'-10"				1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
4	12	8	LONG	4	12	16	LONG
			5'-2"				4'-1"
		8	SHORT			16	SHORT
			1'-11"				3'-0"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	1 REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
13.61	3045

"k1" HDWL BARS SIZE	LENGTH	NO. REQ'D	"k2" HDWL BARS SIZE	LENGTH	NO. REQ'D	"h" HDWL BARS SIZE	LENGTH	Y	NO, REQ'D
4	38'-6"	6	4	38'-6"	6	4	1'-9"	0'-9"	40

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL

LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

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

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

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

Unless otherwise noted, all dimensions are in inches.

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

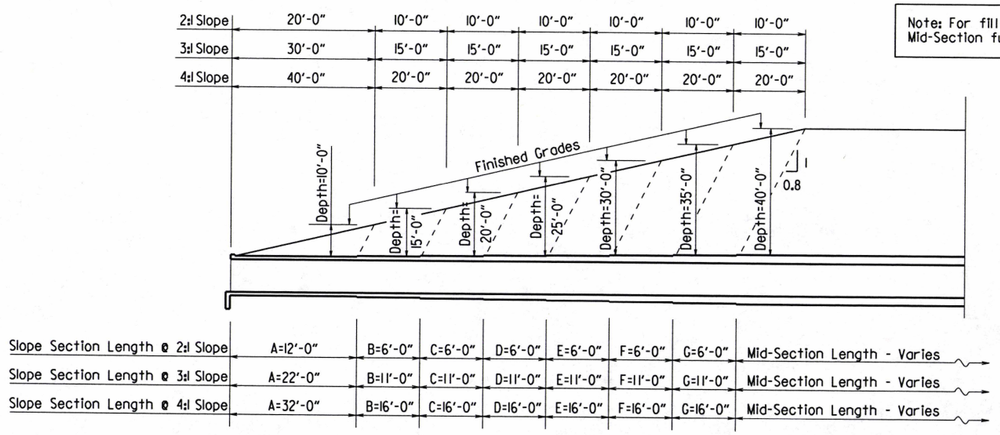
TRIPLE BARREL BOX CULVERT
Sta. 112+65

SPECIAL DETAILS

Ver. 1.14 b050343_ci.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	10	42

1 SPECIAL DETAILS

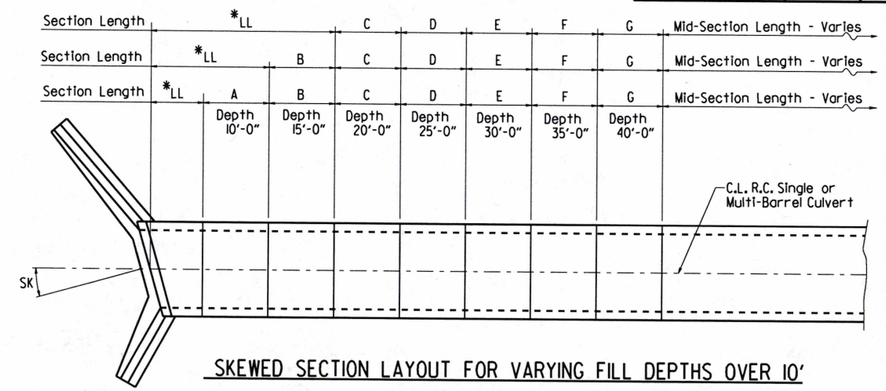


Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

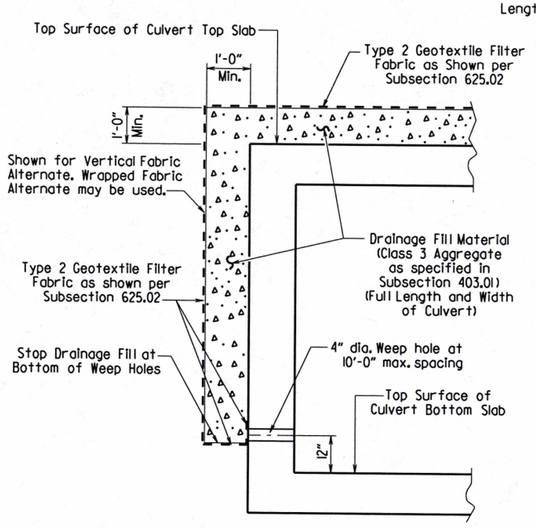
Lengths for Non-Skewed Boxes

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



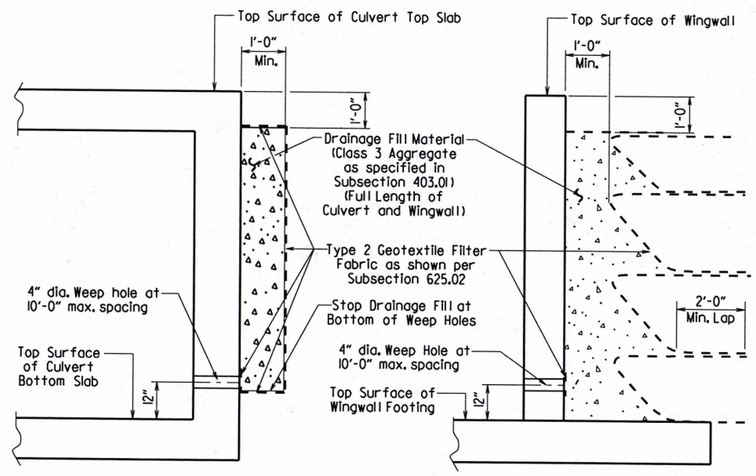
SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 9235 CHARLES R. ELLIS 2-21-19



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

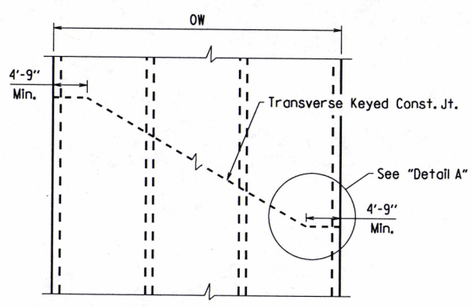


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

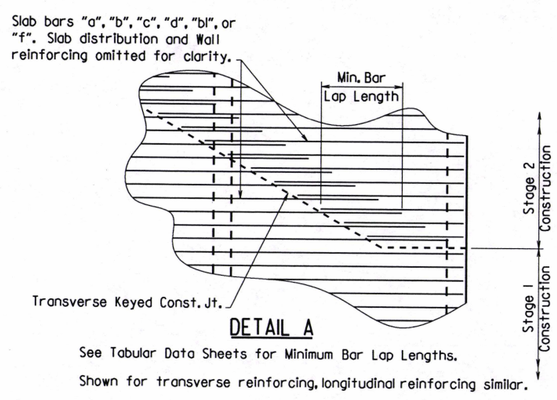
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL



SKEWED TRANSVERSE JOINT DETAIL

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



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

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

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

LIVE LOADING: HL-93

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

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

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

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

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

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

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

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

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

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

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

SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

V 1.14 b050343_culvert.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	11	42
				1	SPECIAL DETAILS			

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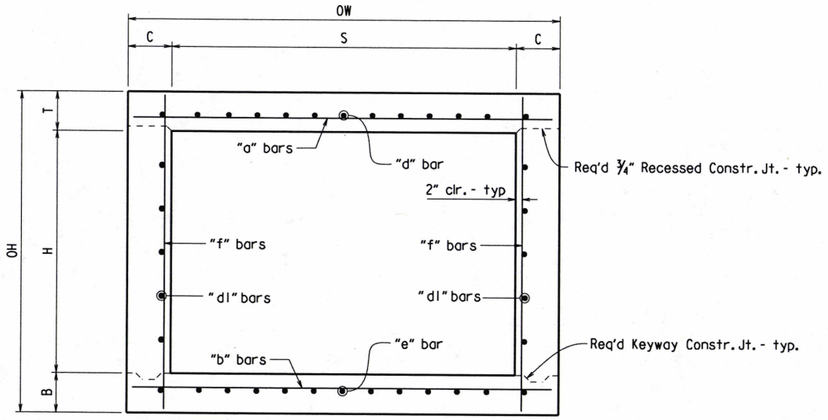
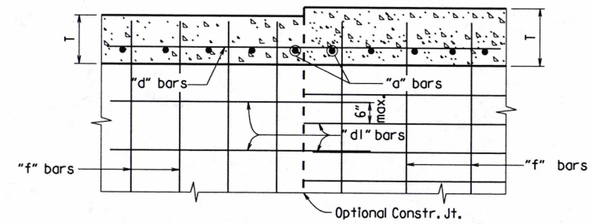
LICENSED PROFESSIONAL ENGINEER
No. 9235
2-21-19
CHARLES R. ELLIS

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



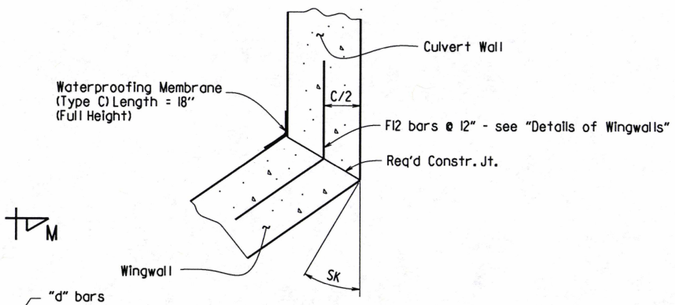
TYPICAL SECTION M-M



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

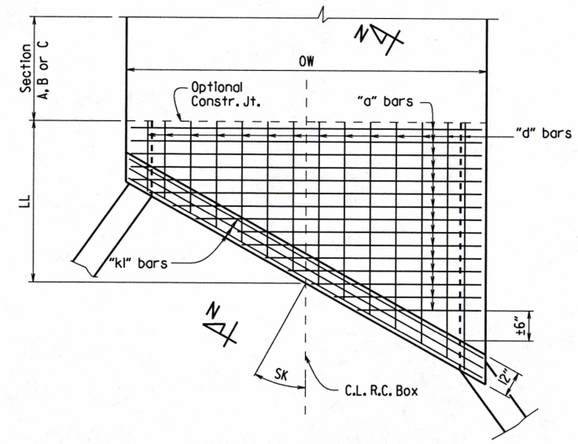
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

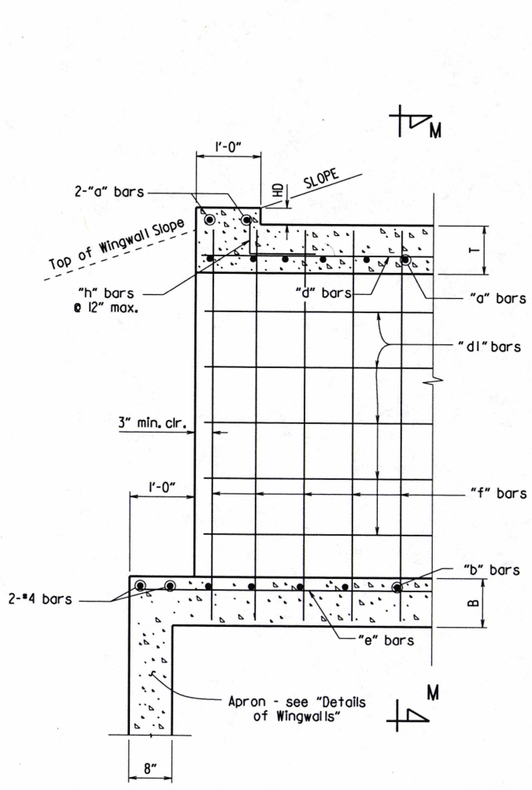


WINGWALL ATTACHMENT

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

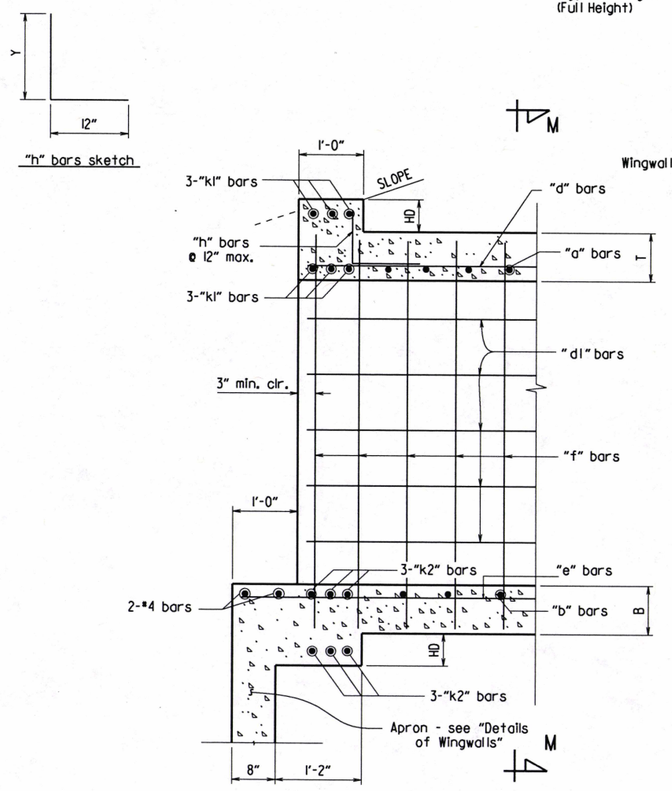


TOP SLAB REINFORCEMENT



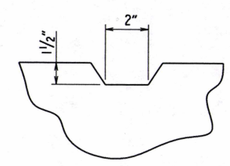
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



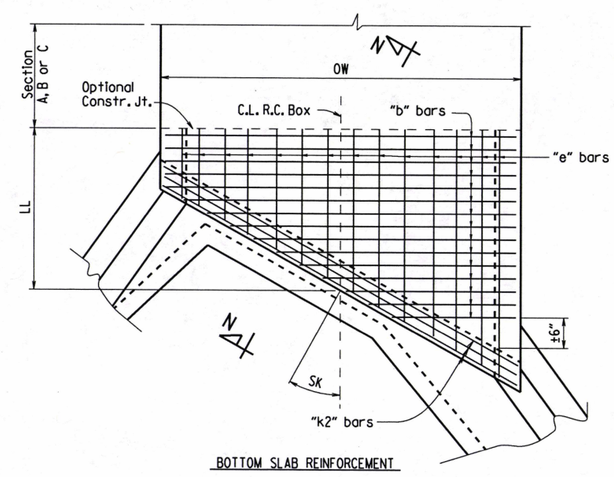
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

SHEET 2 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

SPECIAL DETAILS

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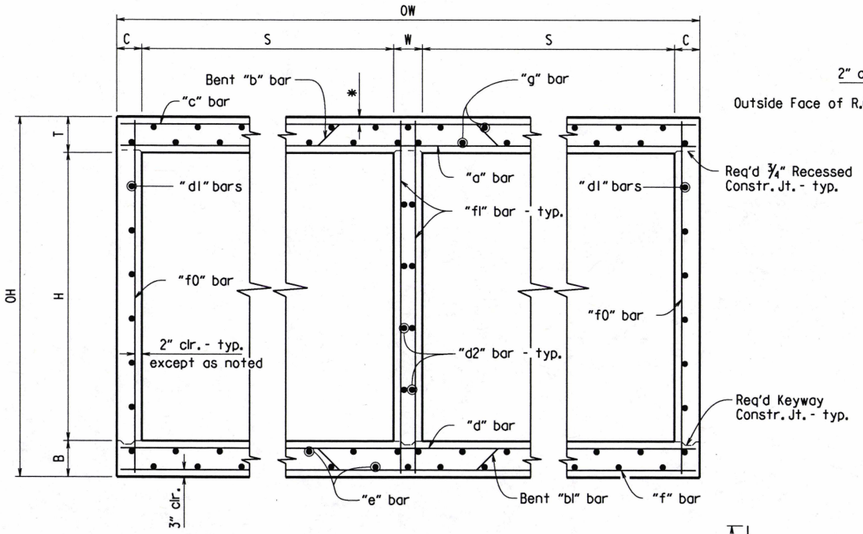
DATE REVISED	DATE FILMED	REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	12	42

1 SPECIAL DETAILS

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

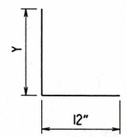
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



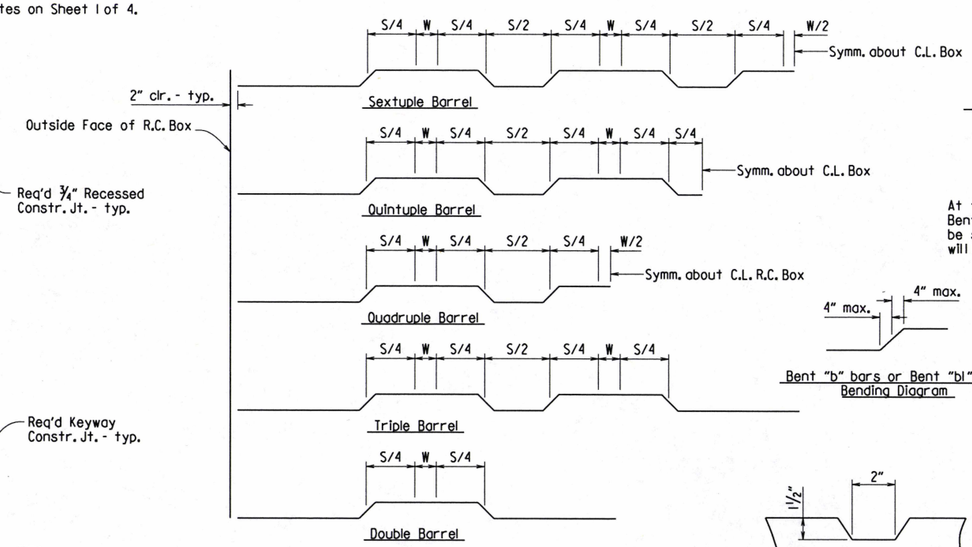
TYPICAL SECTION M-M

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

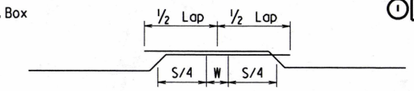
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch

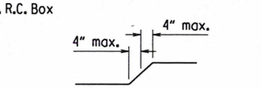


Bent "b" bars or Bent "b1" bars sketch

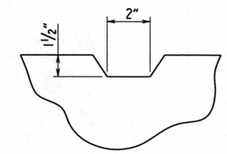


Lap Detail
For Bent "b" bars and Bent "b1" bars

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

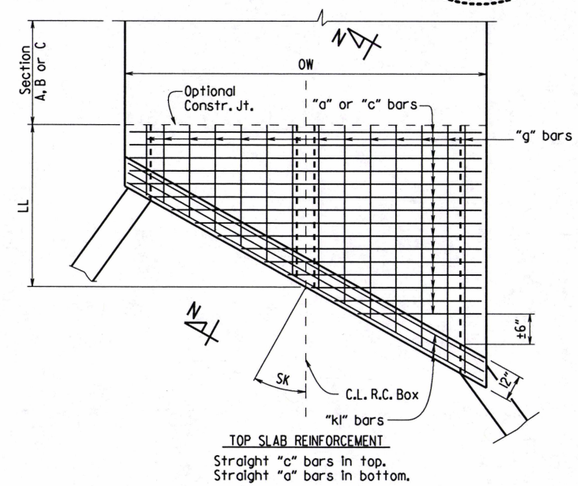


Bent "b" bars or Bent "b1" bars
Bending Diagram

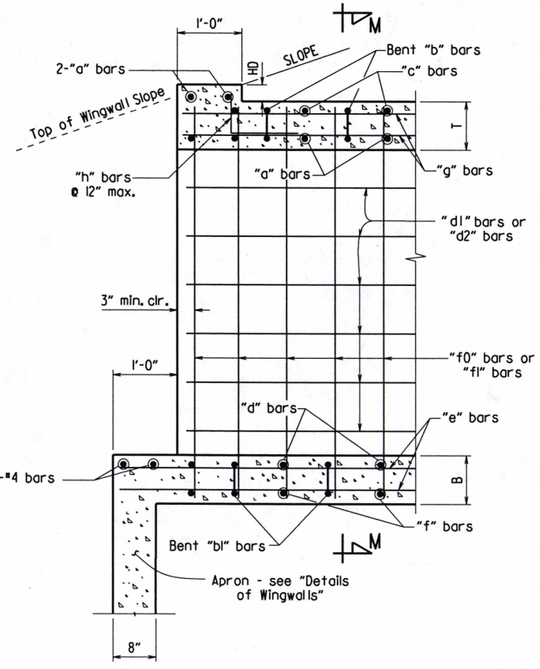


TYPICAL KEYWAY DETAIL

(All Construction Joints)

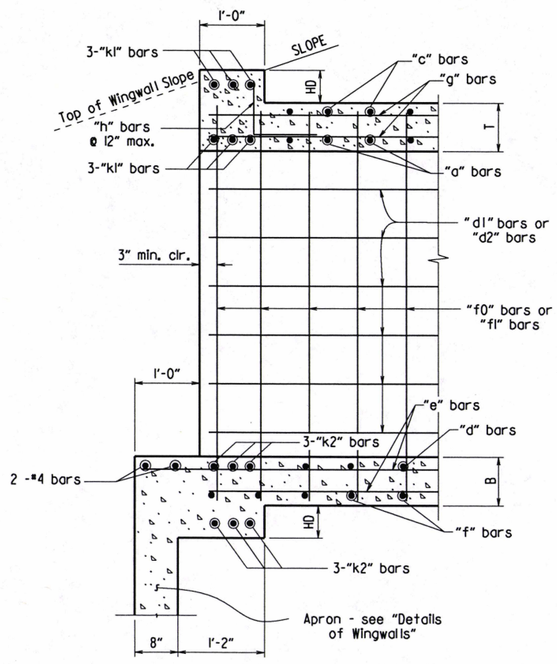


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



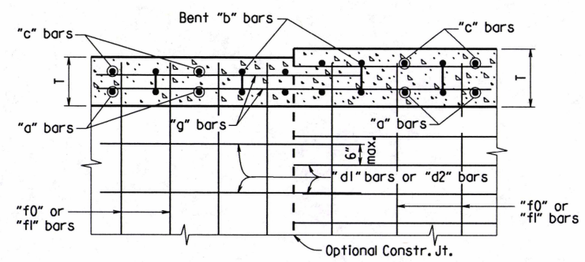
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

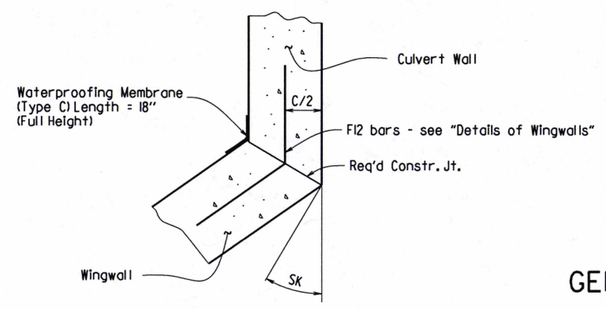
(Skewed Ends)



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

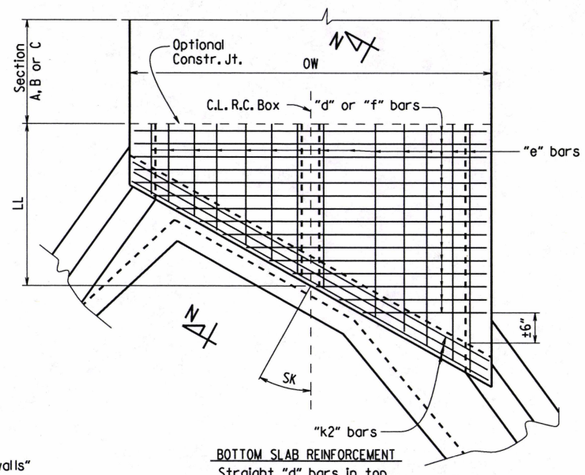
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

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



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

SKEWED END SECTION DETAILS

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2-21-19

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

DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

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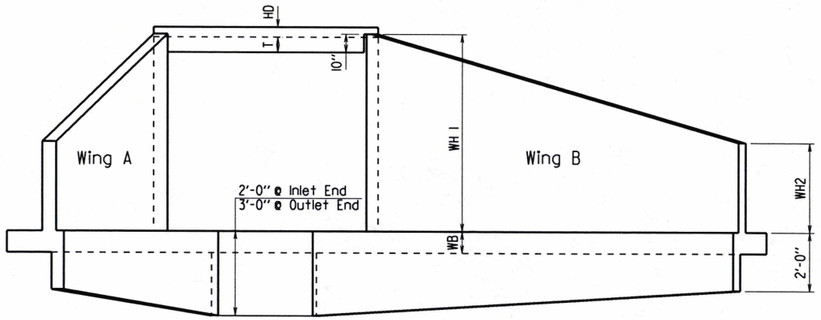
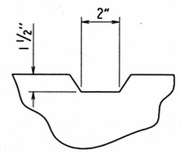
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	13	42

1 SPECIAL DETAILS



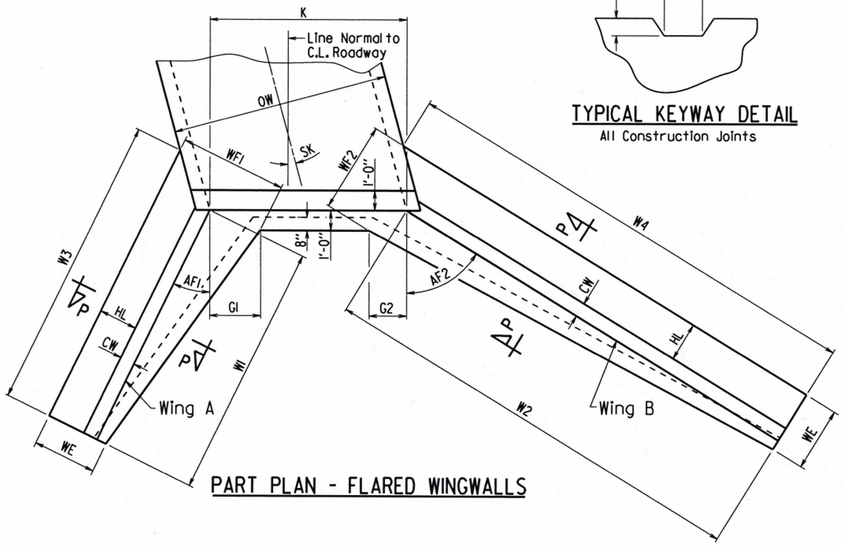
END ELEVATION

Flared Wingwalls Shown

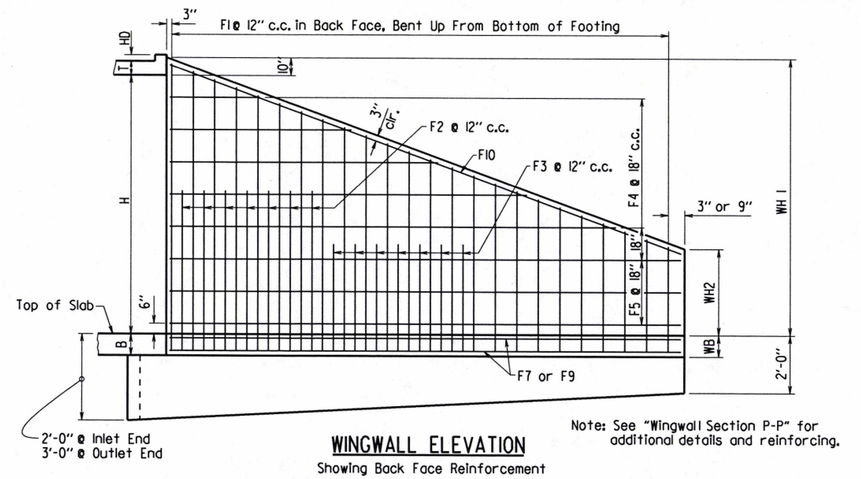


TYPICAL KEYWAY DETAIL

All Construction Joints



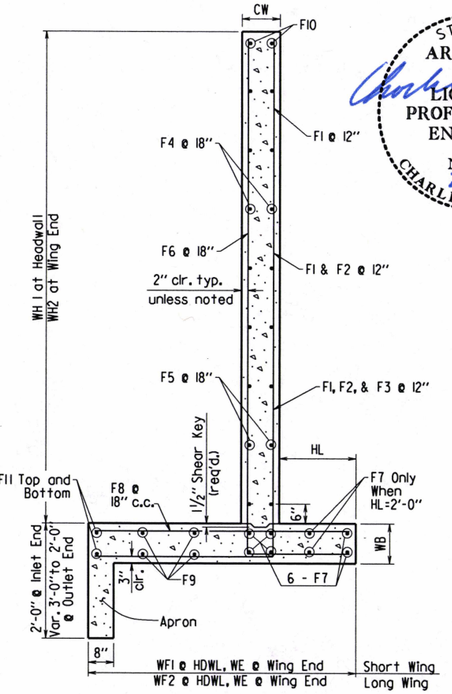
PART PLAN - FLARED WINGWALLS



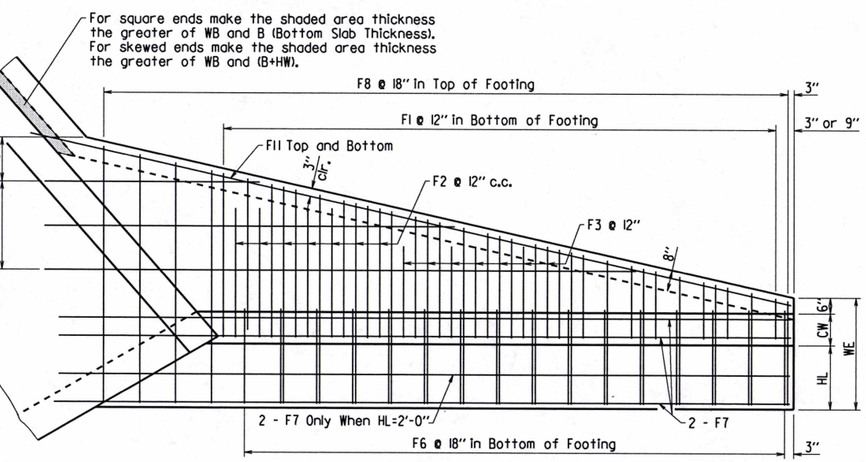
Note: See "Wingwall Section P-P" for additional details and reinforcing.

WINGWALL ELEVATION

Showing Back Face Reinforcement

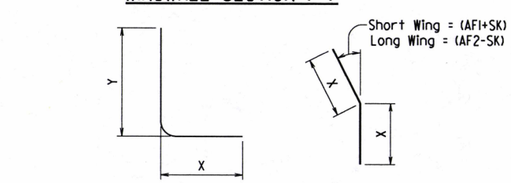


WINGWALL SECTION P-P



PLAN - FLARED WINGWALLS

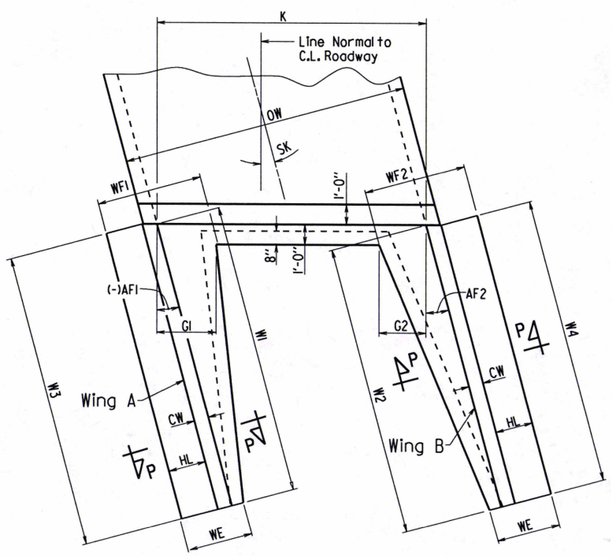
Showing Footing Reinforcement



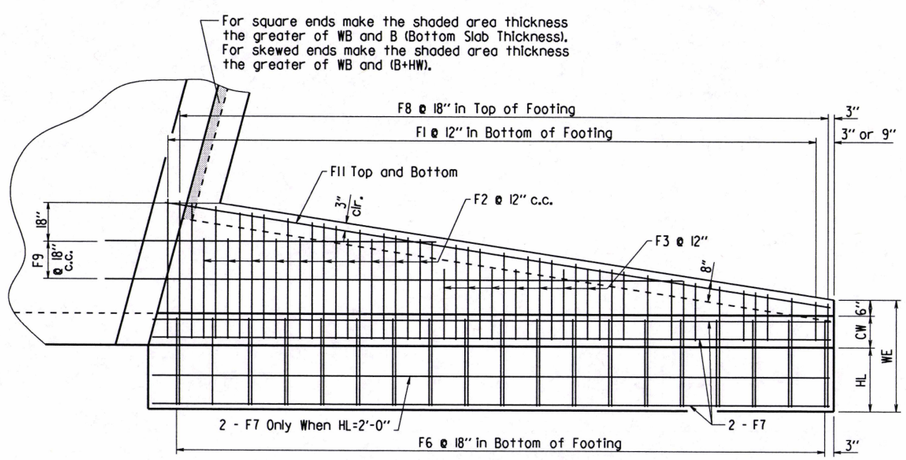
F1, F2, F3, & F6 BARS

*F12 BAR

*F12 is a straight bar for parallel wingwalls

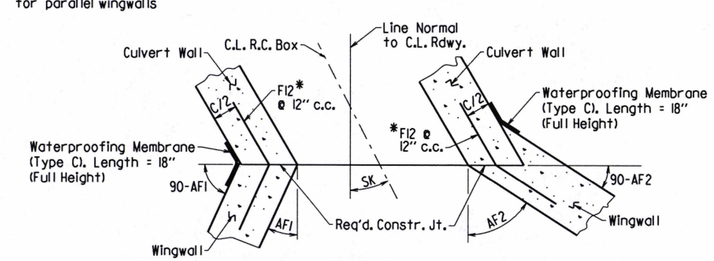


PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement



CONSTRUCTION JOINTS

Flared Wingwalls Shown

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

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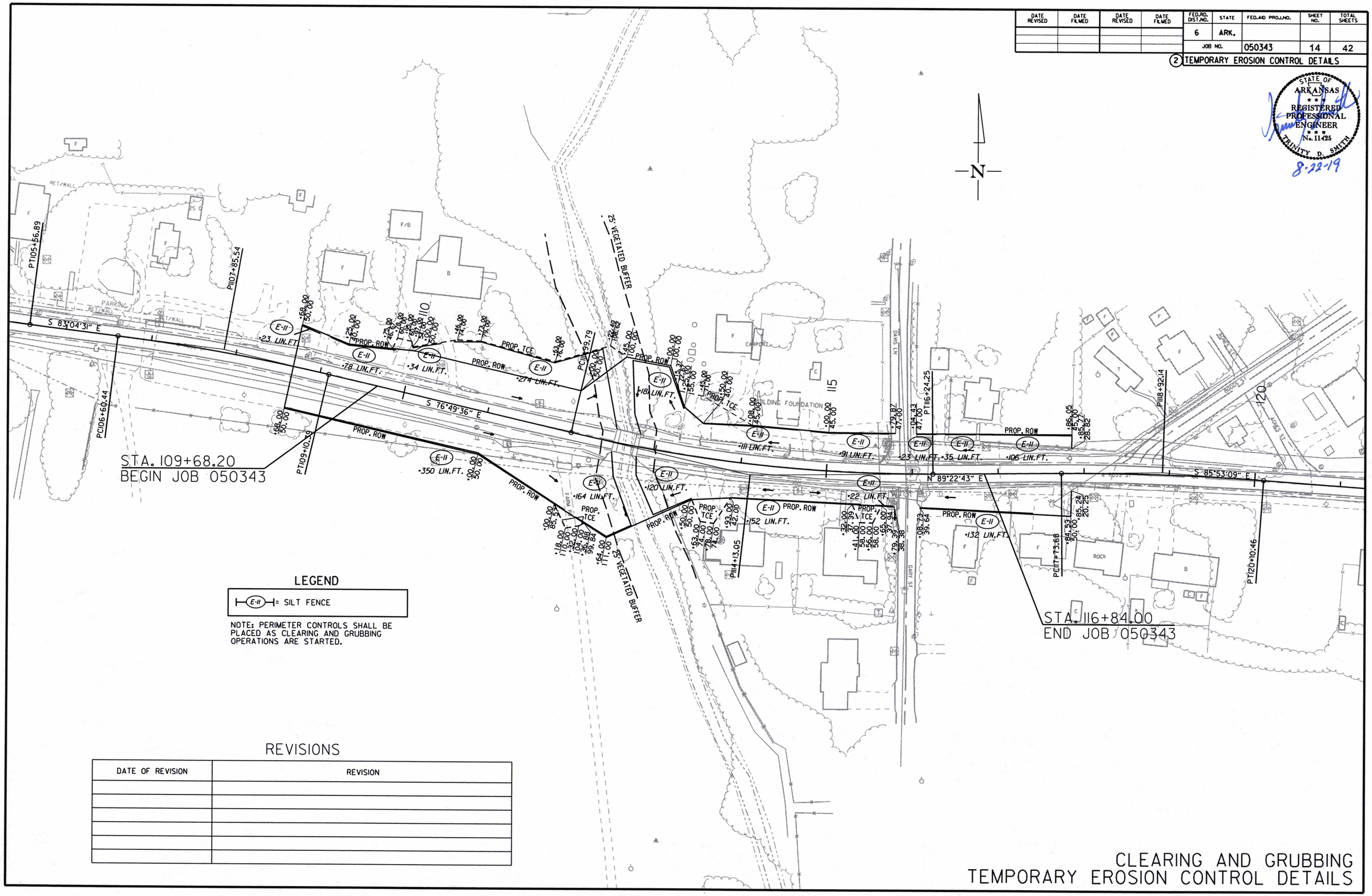
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	14	42

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19



REVISIONS

DATE OF REVISION	REVISION

2/4/2019

R050343.DGN

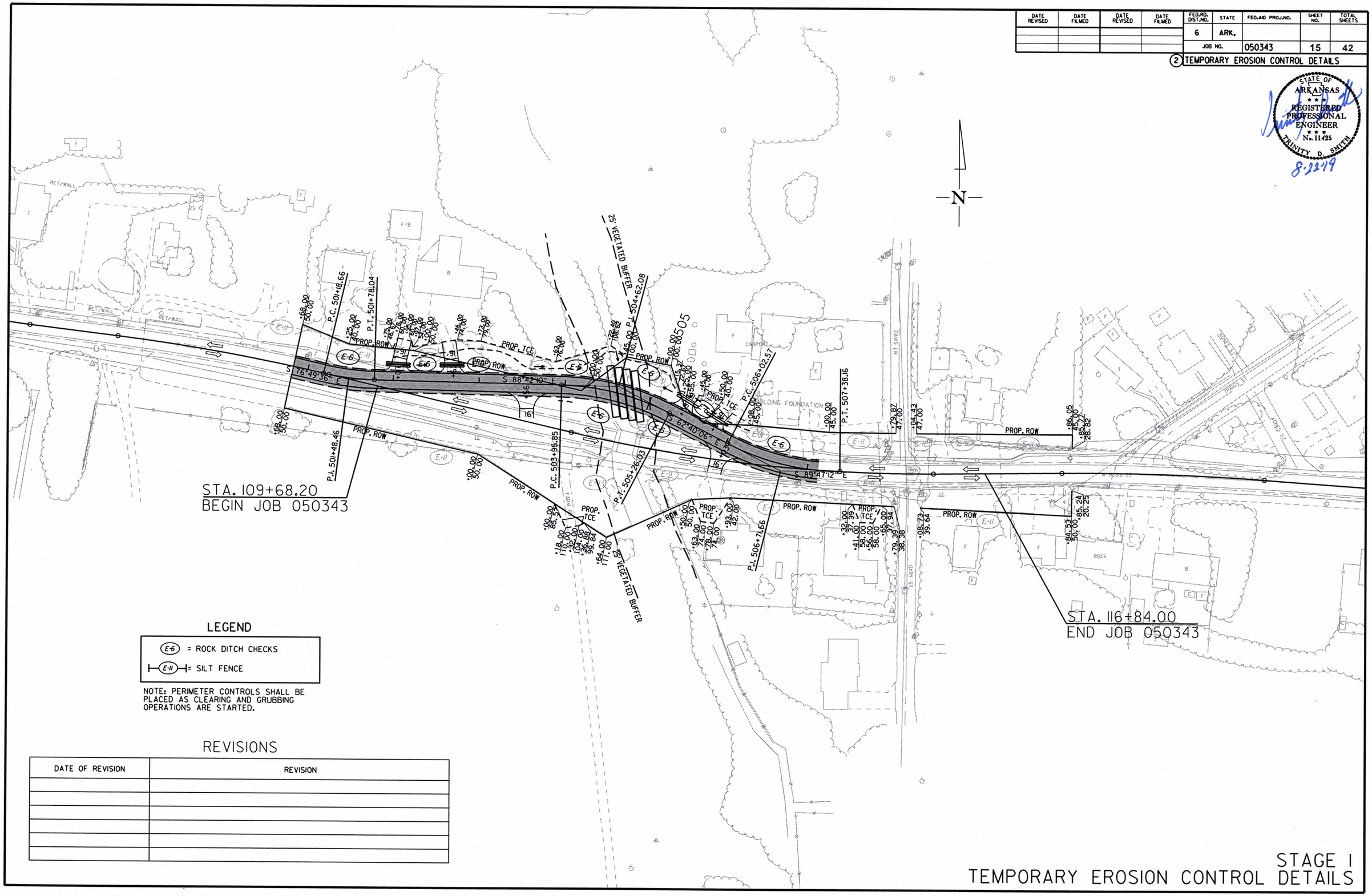
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	15	42

2 TEMPORARY EROSION CONTROL DETAILS

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

8-22-19



LEGEND

(E-6) = ROCK DITCH CHECKS

(E-11) = SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

REVISIONS

DATE OF REVISION	REVISION

2/4/2019

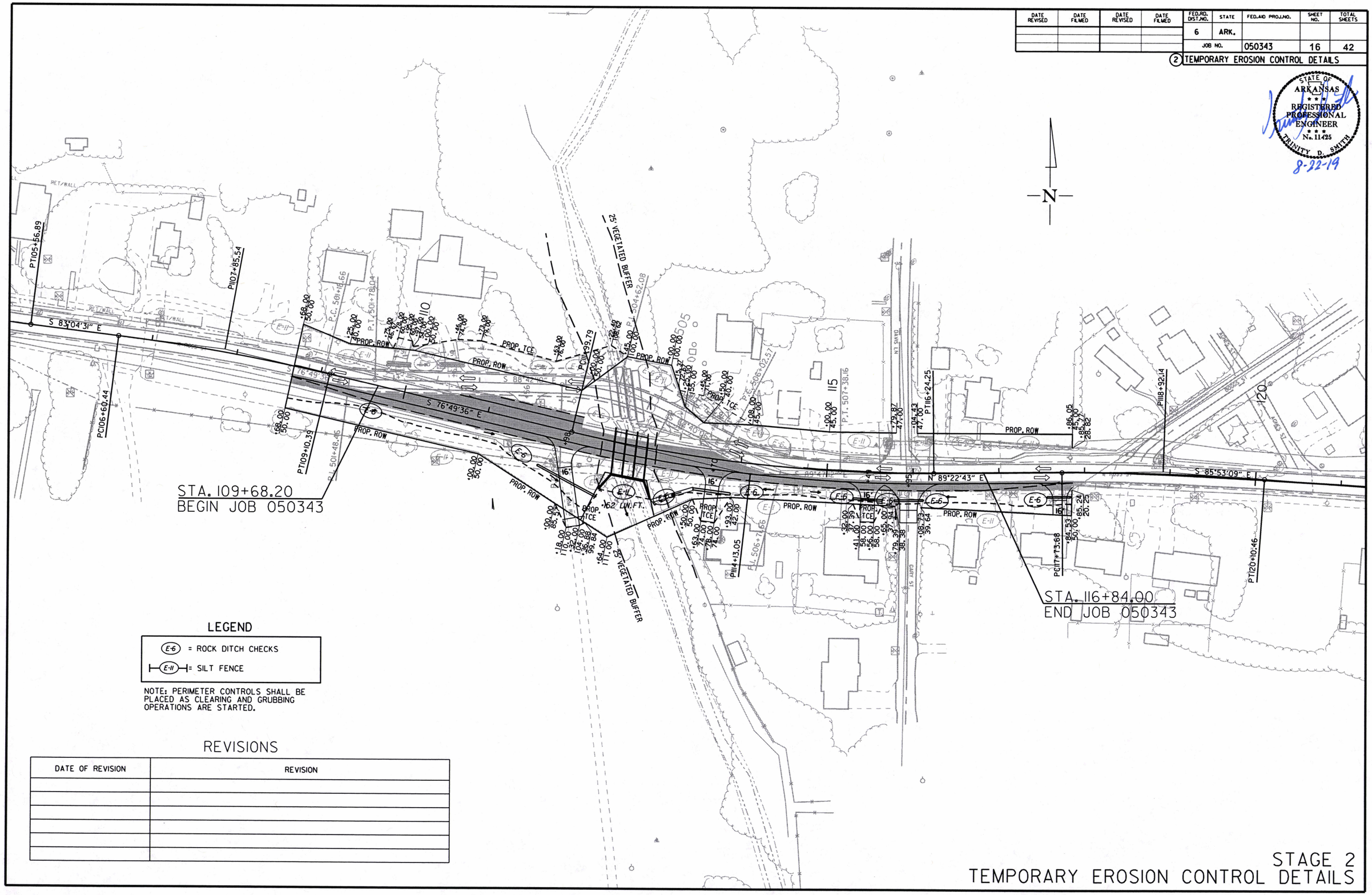
R050343.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	16	42

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19



LEGEND

(E-6) = ROCK DITCH CHECKS

(E-11) = SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

REVISIONS

DATE OF REVISION	REVISION

2/4/2019

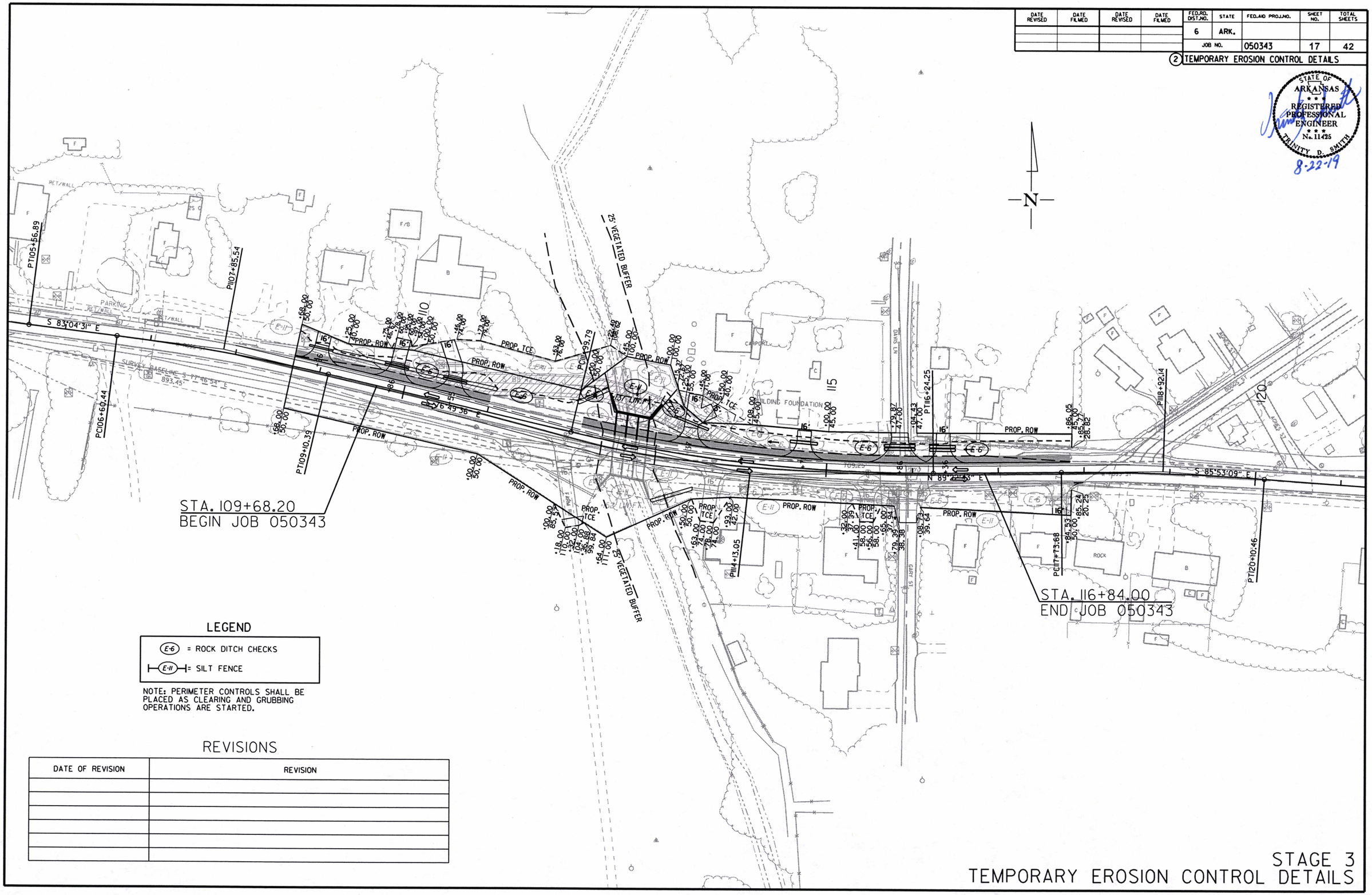
R050343.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	17	42

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19



LEGEND

(E-6) = ROCK DITCH CHECKS

(E-11) = SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

REVISIONS

DATE OF REVISION	REVISION

2/4/2019

R050343.DGN

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	18	42

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19

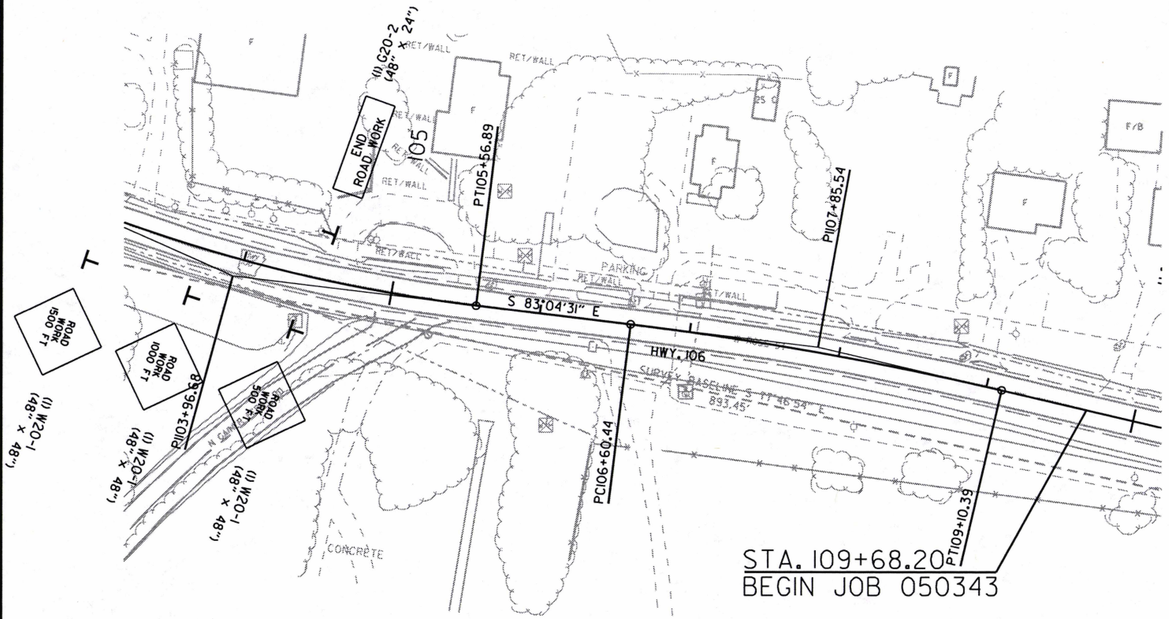
SEQUENCE OF CONSTRUCTION

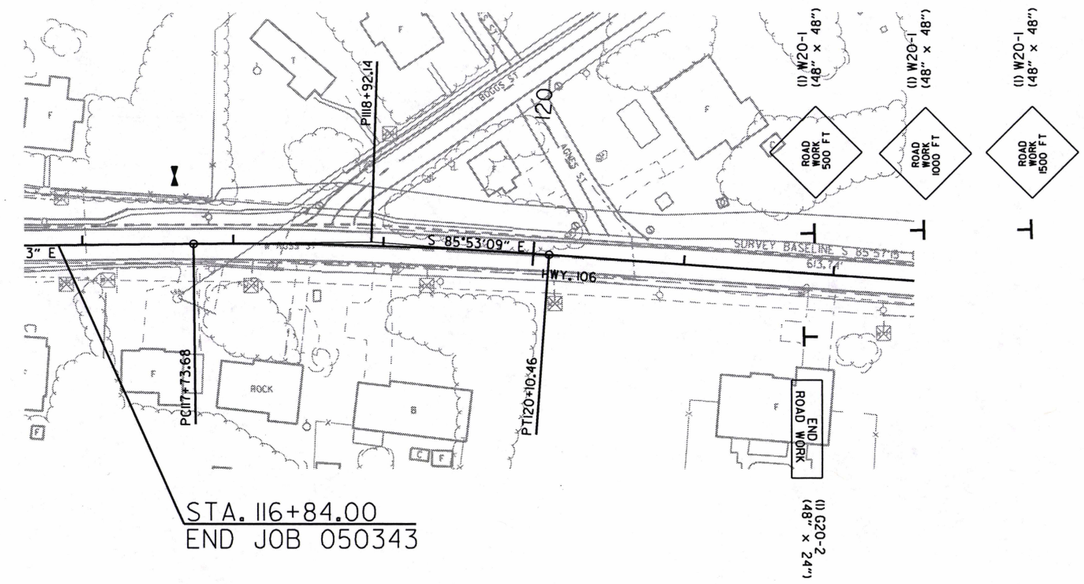
ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. USE TRAFFIC DRUMS AND VERTICAL PANELS AS NOTED IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS TO DELINEATE THE WORK ZONE.

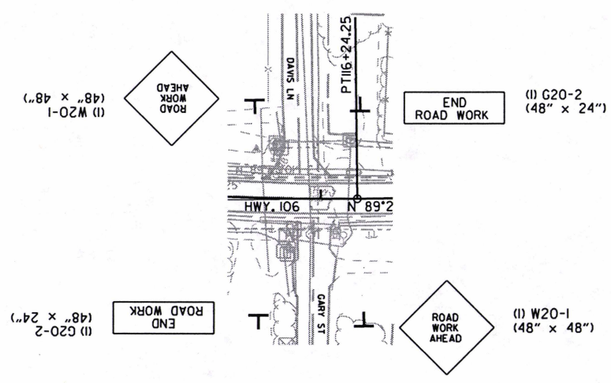
STAGE 1: CONSTRUCT DETOUR TO THE LEFT OF HWY. 106 AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 2: UTILIZE DETOUR TO MAINTAIN TRAFFIC. NOTCH & WIDEN RIGHT OF HWY. 106 AND RECONSTRUCT PORTIONS OF HWY. 106 SHOWN IN THE PLANS. CONSTRUCT 74' OF R.C. BOX CULVERT.

STAGE 3: UTILIZE RECONSTRUCTED HWY. 106 TO MAINTAIN TRAFFIC WITH TRAFFIC SHIFTED ONTO THE RIGHT SHOULDER. NOTCH & WIDEN TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS. CONSTRUCT REMAINDER OF R.C. BOX CULVERT. OBLITERATE DETOUR AND FINISH SLOPES WHERE NEEDED. PLACE FINAL LIFT OF ACHM AND FINAL STRIPING.







BUMP — (2) W8-1 (30" X 30")

DO NOT PASS — (2) R4-1 (24" X 30")

RIGHT SHOULDER CLOSED — (2) W21-5a (48" X 48")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER (ALL STAGES)

ALL STAGES
MAINTENANCE OF TRAFFIC DETAILS

R050343.DGN 2/4/2019

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	19	42

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. USE TRAFFIC DRUMS AND VERTICAL PANELS AS NOTED IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS TO DELINEATE THE WORK ZONE.

STAGE 1: CONSTRUCT DETOUR TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS.

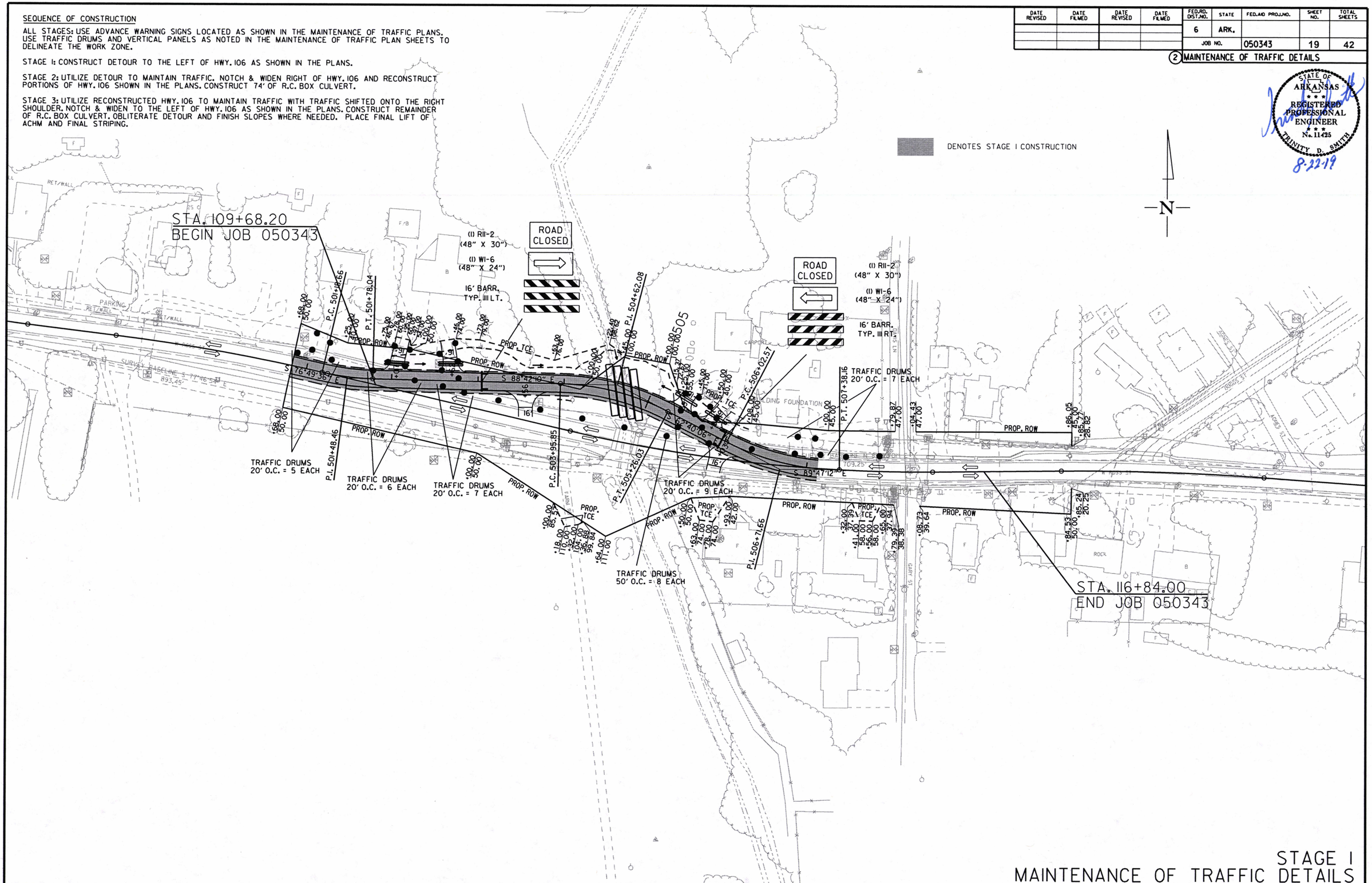
STAGE 2: UTILIZE DETOUR TO MAINTAIN TRAFFIC. NOTCH & WIDEN RIGHT OF HWY. 106 AND RECONSTRUCT PORTIONS OF HWY. 106 SHOWN IN THE PLANS. CONSTRUCT 74' OF R.C. BOX CULVERT.

STAGE 3: UTILIZE RECONSTRUCTED HWY. 106 TO MAINTAIN TRAFFIC WITH TRAFFIC SHIFTED ONTO THE RIGHT SHOULDER. NOTCH & WIDEN TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS. CONSTRUCT REMAINDER OF R.C. BOX CULVERT. OBLITERATE DETOUR AND FINISH SLOPES WHERE NEEDED. PLACE FINAL LIFT OF ACHM AND FINAL STRIPING.

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

8-22-19

DENOTES STAGE 1 CONSTRUCTION



STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

2/4/2019

R050343.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.		050343	20	42

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION

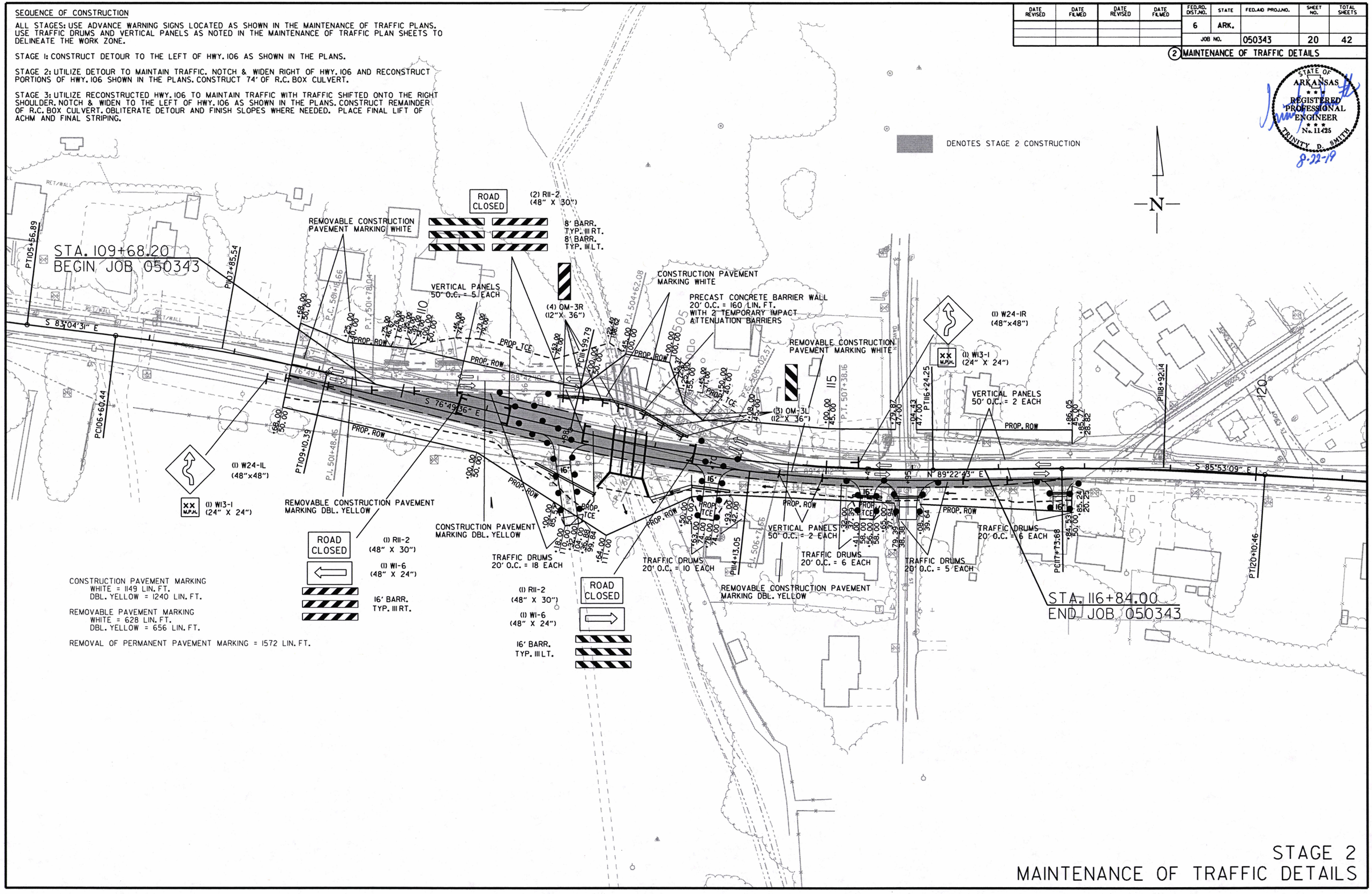
ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. USE TRAFFIC DRUMS AND VERTICAL PANELS AS NOTED IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS TO DELINEATE THE WORK ZONE.

STAGE 1: CONSTRUCT DETOUR TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS.

STAGE 2: UTILIZE DETOUR TO MAINTAIN TRAFFIC. NOTCH & WIDEN RIGHT OF HWY. 106 AND RECONSTRUCT PORTIONS OF HWY. 106 SHOWN IN THE PLANS. CONSTRUCT 74' OF R.C. BOX CULVERT.

STAGE 3: UTILIZE RECONSTRUCTED HWY. 106 TO MAINTAIN TRAFFIC WITH TRAFFIC SHIFTED ONTO THE RIGHT SHOULDER. NOTCH & WIDEN TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS. CONSTRUCT REMAINDER OF R.C. BOX CULVERT. OBLITERATE DETOUR AND FINISH SLOPES WHERE NEEDED. PLACE FINAL LIFT OF ACHM AND FINAL STRIPING.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH 8-22-19



STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

R050343.DGN 2/4/2019

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	21	42

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19

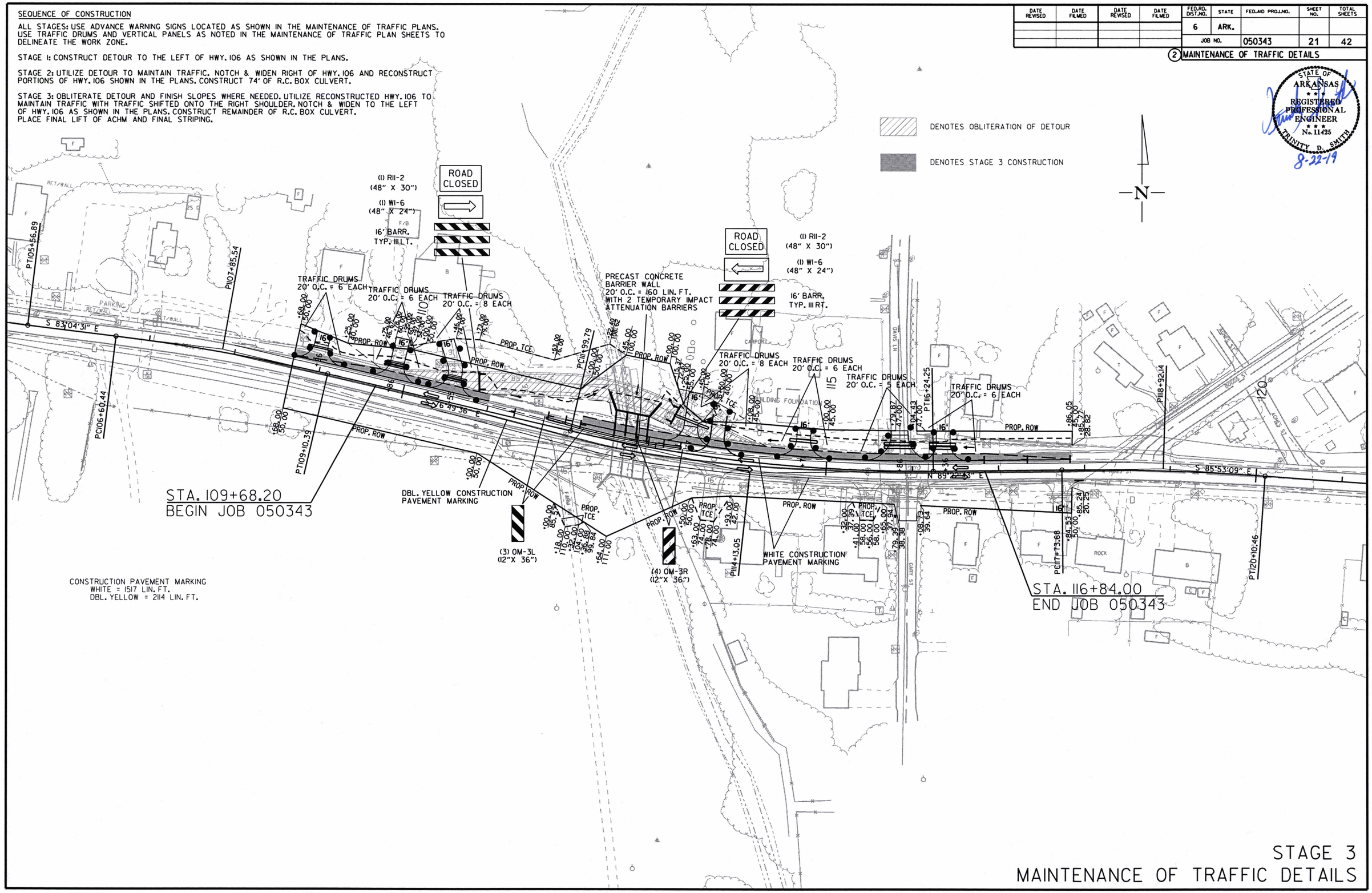
SEQUENCE OF CONSTRUCTION

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. USE TRAFFIC DRUMS AND VERTICAL PANELS AS NOTED IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS TO DELINEATE THE WORK ZONE.

STAGE 1: CONSTRUCT DETOUR TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS.

STAGE 2: UTILIZE DETOUR TO MAINTAIN TRAFFIC. NOTCH & WIDEN RIGHT OF HWY. 106 AND RECONSTRUCT PORTIONS OF HWY. 106 SHOWN IN THE PLANS. CONSTRUCT 74' OF R.C. BOX CULVERT.

STAGE 3: OBLITERATE DETOUR AND FINISH SLOPES WHERE NEEDED. UTILIZE RECONSTRUCTED HWY. 106 TO MAINTAIN TRAFFIC WITH TRAFFIC SHIFTED ONTO THE RIGHT SHOULDER. NOTCH & WIDEN TO THE LEFT OF HWY. 106 AS SHOWN IN THE PLANS. CONSTRUCT REMAINDER OF R.C. BOX CULVERT. PLACE FINAL LIFT OF ACHM AND FINAL STRIPING.



STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

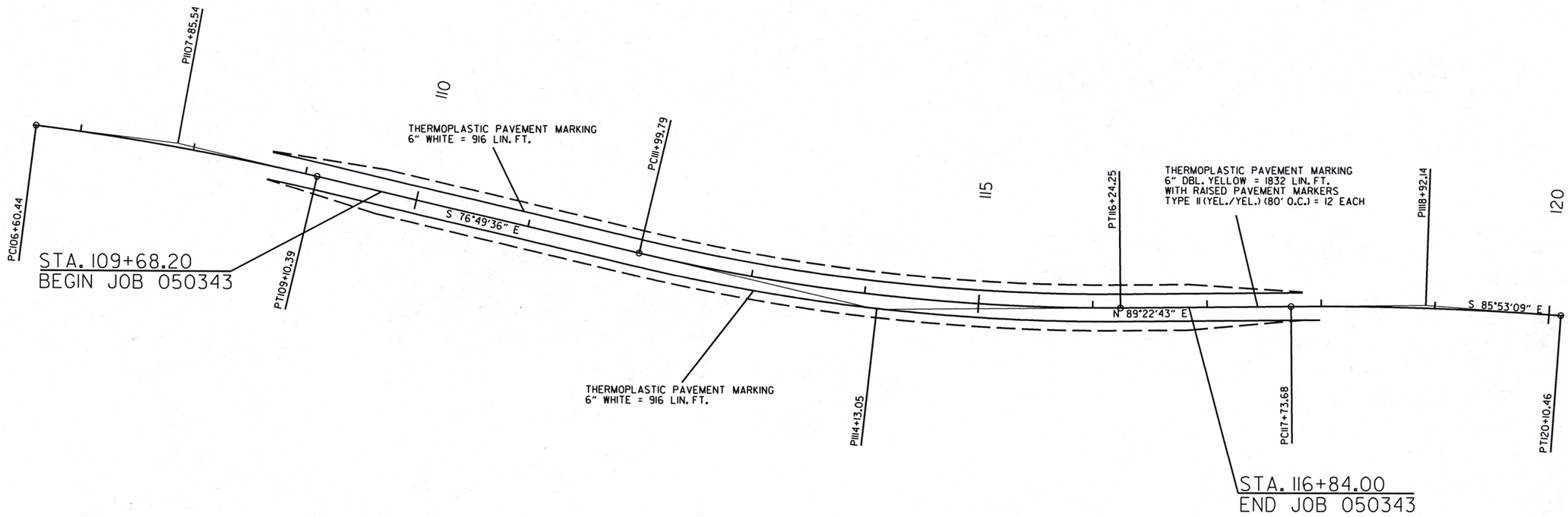
2/4/2019

R050343.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.		050343	22	42

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19



• THE 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

R050343.DGN 2/4/2019

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	23	42

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	TEMP. IMPACT ATTEN.BARR. (RELOCATION)
											RIGHT	LEFT					
			LIN. FT. - EACH				NO.	SQ. FT.	EACH				LIN. FT.			EACH	
W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2	2	2	32.0									
W20-1	ROAD WORK 1000 FT.	48"x48"	2	2	2	2	2	32.0									
W20-1	ROAD WORK 500 FT.	48"x48"	2	2	2	2	2	32.0									
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									
W13-1	SPEED LIMIT (ADVISORY)	24"x24"		2		2	2	8.0									
R11-2	ROAD CLOSED	48"x30"	2	4	2	4	4	40.0									
OM-3L	OBJECT MARKER	12"x36"		3	3	3	3	9.0									
OM-3R	OBJECT MARKER	12"x36"		4	4	4	4	12.0									
W1-6	LARGE ARROW	48"x24"	2	2	2	2	2	16.0									
R4-1	DO NOT PASS	24"x30"	2	2	2	2	2	10.0									
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	2	2	2	2	2	18.0									
W8-1	BUMP	30"x30"	2		2	2	2	12.5									
W24-1R	DOUBLE REVERSE CURVE RT.	36"x36"		1		1	1	9.0									
W24-1L	DOUBLE REVERSE CURVE LT.	36"x36"		1		1	1	9.0									
	VERTICAL PANELS			9		9			9								
	TRAFFIC DRUMS		42	45	45	45				45							
	TYPE III BARRICADE-RT. (8')			2		2					16						
	TYPE III BARRICADE-LT. (8')			2		2						16					
	TYPE III BARRICADE-RT. (16')		1	1	1	1					16						
	TYPE III BARRICADE-LT. (16')		1	1	1	1						16					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			160		160							160				
	RELOCATING PRECAST CONCRETE BARRIER				160	160								160			
	TEMPORARY IMPACT ATTENUATION BARRIER			2		2									2		
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)			2	2	4										4	
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)				2	2											2
TOTALS:								303.5	9	45	32	32	160	160	2	4	2

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR ONE SIDE OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 2	STAGE 3	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	THERMOPLASTIC PAVEMENT MARKING	
							TYPE II	6"	
							(YELLOW/YELLOW)	WHITE	YELLOW
	LIN. FT. - EACH			LIN. FT.		LIN. FT.	EACH	LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	1572			1572					
CONSTRUCTION PAVEMENT MARKINGS	2389	3631			6020				
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	1284					1284			
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)			12				12		
THERMOPLASTIC PAVEMENT MARKING WHITE (6")			1832					1832	
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			1832						1832
TOTALS:				1572	6020	1284	12	1832	1832

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

NOTE: THE 6" 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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	24	42

(2) QUANTITIES

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

8-22-19

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
110+00	117+84	HWY. 106	8	8
TOTALS:			8	8

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
108+68.20	109+68.20	MAIN LANES	20.00	222.22
116+84.00	117+84.00	MAIN LANES	20.00	222.22
TOTAL:				444.44

NOTE: AVERAGE MILLING DEPTH 1".

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
* ENTIRE PROJECT - TO BE USED IF AND WHERE	5	10
DIRECTED BY THE ENGINEER		
TOTALS:	5	10

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

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

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.		TON
109+68.20	116+84.00	STAGE 1-DETOUR	1034	920	
109+68.20	116+84.00	STAGE 2-MAIN LANES	737	3241	
109+68.20	116+84.00	STAGE 3-MAIN LANES	2153	910	
ENTIRE	PROJECT	APPROACHES	30	955	
ENTIRE	PROJECT	TEMPORARY APPROACHES	20	65	
ENTIRE	PROJECT	CHANNEL CHANGE	311		
* ENTIRE	PROJECT	TO BE USED IF AND WHERE			500
		DIRECTED BY THE ENGINEER			
TOTALS:			4285	6091	500

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

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

DUMPED RIPRAP AND FILTER BLANKET

STATION	STATION	LOCATION	DUMPED RIPRAP	FILTER BLANKET
			CU. YD.	SQ. YD.
112+00	113+00	LT. SLOPE OF DETOUR RD.	373	746
112+00	113+00	RT. SLOPE OF DETOUR RD.	390	780
TOTALS:			763	1526

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

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

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	PIPE FENCE	CHAIN LINK FENCE
			LIN. FT.	
111+00	111+90	HWY. 106 ON RT	90	
112+10	112+50	HWY. 106 ON RT	40	
116+00		HWY. 106 ON LT		5
116+45	117+84	HWY. 106 ON LT.		165
TOTALS:			130	170

SELECTED PIPE BEDDING

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

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

FENCING

STATION	STATION	LOCATION	* 4' CHAIN LINK FENCE
			LIN. FT.
116+00		HWY. 106 ON LT.	5
116+45	117+84	HWY. 106 ON LT.	165
TOTALS:			170

* DENOTES ALTERNATE BID ITEM.

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	ROCK WALLS	COLUMNS	CONCRETE DRIVEWAYS	WALKS	HEADWALLS	GUARDRAIL	CATTLE GUARD	PLANTERS
			LIN. FT.	EACH	SQ. YD.	SQ. YD.	EACH	LIN. FT.	EACH	EACH
109+86		HWY. 106 ON LT.			32					
111+90		HWY. 106 ON RT.							1	
112+50	112+80	HWY. 106 ON RT.						30		
112+50	112+80	HWY. 106 ON LT.						30		
114+40		HWY. 106 ON RT.								1
114+70		HWY. 106 ON LT.	10				1			
115+40		HWY. 106 ON LT.				10				
116+45	117+86	HWY. 106 ON .LT	165							
116+75		HWY. 106 ON .LT		1						
116+80		HWY. 106 ON .LT		1						
117+15		HWY. 106 ON RT.	14							
TOTALS:			189	2	32	10	1	60	1	1

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

REMOVAL OF EXISTING BRIDGE STRUCTURE

STATION	STATION	LOCATION	LUMP SUM
112+51	112+80	HWY. 106	1.00

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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.		050343	25	42

(2) QUANTITIES

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

8-22-19

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
	EACH	
ENTIRE PROJECT	5	5
TOTALS:	5	5

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	25
DIRECTED BY THE ENGINEER	
TOTAL:	25

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

STRUCTURES

STATION	DESCRIPTION	TEMPORARY CULVERTS 30"	TEMPORARY CULVERTS 22"X14"	TEMPORARY CULVERTS 96"	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.			LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	
112+65	TEMP. QUAD. 96" x 60' PIPE CULVERT			240									PCC-1, PCM-1
502+07	TEMP. DBL. 22" x 14" x 28' PIPE CULVERT		56										PCC-1, PCM-1
502+17	TEMP. DBL. 22" x 14" x 28' PIPE CULVERT		56										PCC-1, PCM-1
505+39	TEMP. 30" x 28' PIPE CULVERT	28											PCC-1, PCM-1
508+81	TEMP. 30" x 28' PIPE CULVERT	28											PCC-1, PCM-1
SUBTOTALS:		56	112	240									
STRUCTURES OVER 20' - 0" SPAN													
112+70	TRP. 12' x 8' x 74' R.C. BOX CULVERT				12	8	74	316.69	51449	143	36	0.45	RCB-1, RCB-2, SPECIAL DETAILS
SUBTOTALS:								316.69	51449	143	36	0.45	
TOTALS:		56	112	240				316.69	51449	143	36	0.45	

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.

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
112+70	HWY. 106 ON RT.	1
TOTAL:		1

NOTE: SHOWN FOR INFORMATION ONLY. BENCH MARKS SHALL BE FURNISHED AND PLACED BY STATE FORCES.

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY EROSION CONTROL TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING						1.63	1.63	33.3			1896	70
ENTIRE	PROJECT	STAGE 1						0.68	0.68	13.9		27		9
ENTIRE	PROJECT	STAGE 2						0.77	0.77	15.7		24	152	14
ENTIRE	PROJECT	STAGE 3	0.81	1.62	0.81	82.6	0.81	0.85	0.85	17.3		18	137	11
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			0.20	0.40	0.20	20.4	0.20	0.98	0.98	20.0	132	18	474	30
TOTALS:			1.01	2.02	1.01	103.0	1.01	4.91	4.91	100.2	132	87	2659	134

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

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

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

2/4/2019

R050343.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	26	42

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
109+09.22	109+71.53	HWY. 106 ON LT	62.31	9.50	65.77	27.69	0.35
109+99.57	110+41.06	HWY. 106 ON LT	41.49	9.50	43.80	18.44	0.23
110+69.06	111+05.00	HWY. 106 ON LT	35.94	9.50	37.94	15.97	0.20
111+98.80	112+33.06	HWY. 106 ON LT	34.26	9.50	36.16	15.23	0.19
112+96.26	113+16.27	HWY. 106 ON LT	20.01	9.50	21.12	8.89	0.11
113+03.56	113+48.84	HWY. 106 ON RT	45.28	9.50	47.80	20.12	0.25
TOTALS:					**252.59**	**106.34**	**1.33**

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

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
106+00	35	46	30.70	91	40	1.50	6 FT. LT.	0-5	40	26	A-6 (17)	BROWN
106+00	35	46	30.70	91	40	1.50	15 FT. LT.	0-5	36	23	A-6 (9)	BROWN
110+50	35	46	31.20	91	40	11.80	21 FT. RT.	0-5	54	42	A-7-6 (9)	BROWN
119+00	35	46	31.70	91	40	13.50	6 FT. RT.	0-5	57	39	A-7-6 (28)	BROWN
119+00	35	46	31.90	91	40	16.60	27 FT. RT.	0-5	69	49	A-7-6 (39)	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.

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH	PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS				STANDARD DRAWINGS
								24"	30"	22"X14"	36"X23"	
			FEET	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.				
108+96	LT	HWY. 106	16		48.21	5.30	19.69			28		PCC-1, PCM-1, PCP-1, PCP-2
109+86	LT	HWY. 106	16	74.60						56		PCC-1, PCM-1, PCP-1, PCP-2
110+55	LT	HWY. 106	16		100.77	11.08	41.15			56		PCC-1, PCM-1, PCP-1, PCP-2
111+98	RT	HWY. 106 - FARM RD.	16		148.11	16.29	60.48	78				PCC-1, PCM-1, PCP-1, PCP-2
113+37	LT	HWY. 106	16		125.71	13.83	51.33		42			PCC-1, PCM-1, PCP-1, PCP-2
113+70	RT	HWY. 106	16		99.88	10.99	40.78		44			PCC-1, PCM-1, PCP-1, PCP-2
114+71	LT	HWY. 106	16		46.24	5.09	18.88				32	PCC-1, PCM-1, PCP-1, PCP-2
115+49	RT	HWY. 106	16		24.73	2.72	34.29	34				PCC-1, PCM-1, PCP-1, PCP-2
115+86	LT	HWY. 106 - DAVID LN.	16		42.54	4.68	17.37				68	PCC-1, PCM-1, PCP-1, PCP-2
115+95	RT	HWY. 106 - GARY ST.	16		50.92	5.60	20.79	34				PCC-1, PCM-1, PCP-1, PCP-2
116+36	LT	HWY. 106	16		24.73	2.72	23.69				60	PCC-1, PCM-1, PCP-1, PCP-2
117+71	RT	HWY. 106	16		24.73	2.72	26.09			30		PCC-1, PCM-1, PCP-1, PCP-2
* ENTIRE PROJECT TEMPORARY DRIVES							120.00					
TOTALS:				**74.60**	**736.57**	**81.02**	**474.54**	**146**	**86**	**170**	**160**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% 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.

2/4/2019

R050343.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.		050343	27	42

(2) QUANTITIES

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

3-10-2020

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
						(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)																
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	TOTAL PG 64-22
			FEET			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	TON
MAIN LANES																									
108+68.20	109+68.20	HWY. 106 - TRANSITION	100.00						21.00	233.33	39.67	39.67									21.00	233.33	220.00	25.67	25.67
109+68.20	110+39.40	HWY. 106 - NOTCH & WIDEN	71.20	181.50	129.23	28.75	227.44	11.37				11.37	4.50	35.60	440.00	7.83	4.25	33.62	220.00	3.70	28.00	221.51	220.00	24.37	28.07
110+38.16	110+39.40	HWY. 106 - NOTCH & WIDEN	1.24	126.50	1.57	28.75	3.96	0.20				0.20	4.50	0.62	440.00	0.14	4.25	0.59	220.00	0.06	28.00	3.86	220.00	0.42	0.48
110+39.40	113+75.48	HWY. 106 - FULL DEPTH	336.08	204.25	686.44	48.75	1820.43	91.02				91.02	24.50	914.88	440.00	201.27	24.25	905.55	220.00	99.61	28.00	1045.58	220.00	115.01	214.62
113+75.48	114+96.27	HWY. 106 - NOTCH & WIDEN	120.79	126.50	152.80	28.75	385.86	19.29				19.29	4.50	60.40	440.00	13.29	4.25	57.04	220.00	6.27	28.00	375.79	220.00	41.34	47.61
114+96.27	116+84.00	HWY. 106 - NOTCH & WIDEN	187.73	181.50	340.73	28.75	599.69	29.98				29.98	4.50	93.87	440.00	20.65	4.25	88.65	220.00	9.75	28.00	584.05	220.00	64.25	74.00
116+84.00	117+84.00	HWY. 106 - TRANSITION	100.00						21.00	233.33	39.67	39.67									21.00	233.33	220.00	25.67	25.67
500+83.09	502+45.39	HWY. 106 - DETOUR NOTCH & WIDEN	162.30	VAR.	44.43	VAR.	149.14	7.46				7.46	VAR.	149.14	330.00	24.61					VAR.	432.80	220.00	47.61	47.61
502+45.39	506+03.80	HWY. 106 - DETOUR - FULL DEPTH	358.41	138.75	497.29	20.29	808.02	40.40				40.40	20.29	808.02	330.00	133.32					24.00	955.76	220.00	105.13	105.13
506+03.80	507+12.85	HWY. 106 - DETOUR NOTCH & WIDEN	109.05	VAR.	45.60	VAR.	174.12	8.71				8.71	VAR.	174.12	330.00	28.73					VAR.	290.80	220.00	31.99	31.99
ADDITIONAL FOR LEVELING AND GRADE RAISE																									
109+68.20	110+39.40	LEVELING	71.20						20.00	158.22	26.90	26.90									20.00	158.22	VAR.	111.90	111.90
110+39.40	112+50.00	GRADE RAISE	210.60						20.00	468.00	79.56	79.56	20.00	6.15	VAR.	12.18									
112+85.00	113+75.48	GRADE RAISE	90.48						20.00	201.07	34.18	34.18	20.00	2.22	VAR.	4.39									
113+75.48	114+96.27	LEVELING	120.79						20.00	268.42	45.63	45.63									20.00	268.42	VAR.	308.30	308.30
ADDITIONAL FOR SUPERELEVATION																									
111+25.08	113+25.08	HWY. 106	200.00	33.00	66.00																				
113+25.08	114+98.96	HWY. 106	173.88	66.00	114.76																				
114+98.96	116+98.96	HWY. 106	200.00	33.00	66.00																				
ADDITIONAL FOR MAINTENANCE OF TRAFFIC																									
110+38.16	114+96.27	HWY. 106 ON RT.	458.11	55.00	251.96	12.38	630.15	31.51				31.51	6.25	318.13	440.00	69.99	6.13	312.02	220.00	34.32	4.00	203.60	220.00	22.40	56.72
TOTALS:					**2396.81**		**4798.81**	**239.94**		**1562.37**	**265.61**	**505.55**		**2563.15**		**516.40**		**1397.47**		**153.71**		**5007.05**		**924.06**	**1077.77**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.5% MIN. AGGR.....4.5% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

2/4/2019

R050343.DGN

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	8	STATION
201	GRUBBING	8	STATION
202	REMOVAL AND DISPOSAL OF CHAIN LINK FENCE	170	LIN. FT.
202	REMOVAL AND DISPOSAL OF PIPE FENCE	130	LIN. FT.
202	REMOVAL AND DISPOSAL OF ROCK WALLS	189	LIN. FT.
202	REMOVAL AND DISPOSAL OF COLUMNS	2	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	32	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS	10	SQ. YD.
202	REMOVAL AND DISPOSAL OF HEADWALLS	1	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL	60	LIN. FT.
202	REMOVAL AND DISPOSAL OF CATTLE GUARD	1	EACH
202	REMOVAL AND DISPOSAL OF BRICK PLANTERS	1	EACH
SS & 210	UNCLASSIFIED EXCAVATION	4285	CU. YD.
210	COMPACTED EMBANKMENT	6091	CU. YD.
SP & 210	SOIL STABILIZATION	500	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	2871	TON
SS & 401	TACK COAT	516	GAL.
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	493	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	23	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	1116	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	64	TON
412	COLD MILLING ASPHALT PAVEMENT	444	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	5	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	25	TON
SS & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	74.60	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
603	30" TEMPORARY CULVERT	56	LIN. FT.
603	96" TEMPORARY CULVERT	240	LIN. FT.
603	22" X 14" TEMPORARY CULVERT	112	LIN. FT.
SS & 604	SIGNS	304	SQ. FT.
SS & 604	BARRICADES	64	LIN. FT.
SS & 604	TRAFFIC DRUMS	45	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	160	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	160	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	6020	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	1284	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	1572	LIN. FT.
SS & 604	VERTICAL PANELS	9	EACH
SS & 605	CONCRETE DITCH PAVING (TYPE B)	253	SQ. YD.
SP, SS, & 606	24" SIDE DRAIN	146	LIN. FT.
SP, SS, & 606	30" SIDE DRAIN	86	LIN. FT.
SS & 606	36" X 23" SIDE DRAIN	160	LIN. FT.
SS & 606	22" X 14" SIDE DRAIN	170	LIN. FT.
606	SELECTED PIPE BEDDING	100	CU. YD.
* 619	4' STEEL CHAIN LINK FENCE (ALTERNATE NO. 1)	170	LIN. FT.
* 619	4' ALUMINUM CHAIN LINK FENCE (ALTERNATE NO. 2)	170	LIN. FT.
620	LIME	2	TON
620	SEEDING	1.01	ACRE
SS & 620	MULCH COVER	5.92	ACRE
620	WATER	205.0	M. GAL.
621	TEMPORARY SEEDING	4.91	ACRE
621	SILT FENCE	2659	LIN. FT.
621	SAND BAG DITCH CHECKS	132	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	134	CU. YD.
621	ROCK DITCH CHECKS	87	CU. YD.
623	SECOND SEEDING APPLICATION	1.01	ACRE
624	SOLID SODDING	142	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
637	MAILBOXES	5	EACH
637	MAILBOX SUPPORTS (SINGLE)	5	EACH
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	1832	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	1832	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	12	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	4	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	2	EACH
816	FILTER BLANKET	1526	SQ. YD.
816	DUMPED RIPRAP	763	CU. YD.
	STRUCTURES OVER 20' SPAN		
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1)	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	143	CU. YD.
SS & 802	CLASS S CONCRETE-ROADWAY	316.69	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	51449	POUND

* DENOTES ALTERNATE BID ITEMS.

REVISIONS

DATE	REVISION	SHEET NUMBER

SUMMARY OF QUANTITIES AND REVISIONS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TIMOTHY D. SMITH
3-4-2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

2 SUMMARY OF QUANTITIES AND REVISIONS

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		28	42

JOB NO. 050343

(2) SURVEY CONTROL DETAILS

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

8-22-19

SURVEY CONTROL COORDINATES

Project Name: s050343
Date: 1/27/2017
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, 320009A - 320010A PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	525667.3768	1408677.8605	394.077	CTL	AHTD STD.MON.STAMPED PN: 1 106
2	525213.1652	1409545.2224	353.525	CTL	AHTD STD.MON.STAMPED PN: 2 106
3	525024.0808	1410418.4298	278.435	CTL	AHTD STD.MON.STAMPED PN: 3 106
4	525025.5200	1411127.6801	282.113	CTL	AHTD STD.MON.STAMPED PN: 4 106
5	524982.2170	1411739.8892	289.938	CTL	AHTD STD.MON.STAMPED PN: 5 106
6	524895.9203	1412116.9370	291.170	CTL	AHTD STD.MON.STAMPED PN: 6 106
100	525593.4572	1413257.3791	310.518	GPS	AHTD GPS MON.320009A
101	524284.2528	1414226.8388	271.646	GPS	AHTD GPS MON.320009
102	524803.6106	1402017.7614	330.678	GPS	AHTD GPS MON.320010A
103	524834.7418	1400793.5621	347.572	GPS	AHTD GPS MON.320010
900	525350.7783	1409272.8453	361.224	TBM	SQ CUT CNT OF 5'X3'RC BOX
901	525034.8516	1410490.0711	276.886	TBM	SQ CUT SW END OF BR WR
902	525032.1686	1411130.6173	283.303	TBM	SQ CUT CNT 5'X3' RC BOX
904	524966.2059	1412274.7857	290.944	TBM	X CUT BOLT OF FH

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.999926266 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME s050343gi.CTL
HORIZONTAL DATUM: NAD 83 (2011)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

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

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 320009A - 320010A
CONVERGENCE ANGLE: 00 11 32.0 RIGHT AT PN: 3 LT: N 35-46-30.79 LG: W091-40-10.87
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

HWY. 106

POINT NO.	TYPE	STATION	NORTHING	EASTING
8003	PT	105+56.89	525179.2337	1409812.4374
8004	PC	106+60.44	525166.7500	1409915.2265
8006	PT	109+10.39	525123.1573	1410161.2213
8007	PC	111+99.79	525057.2026	1410443.0083
8009	PT	116+24.25	525010.9137	1410863.9056
8010	PC	117+73.68	525012.5345	1411013.3256
8012	PT	120+10.46	525005.3206	1411249.9320

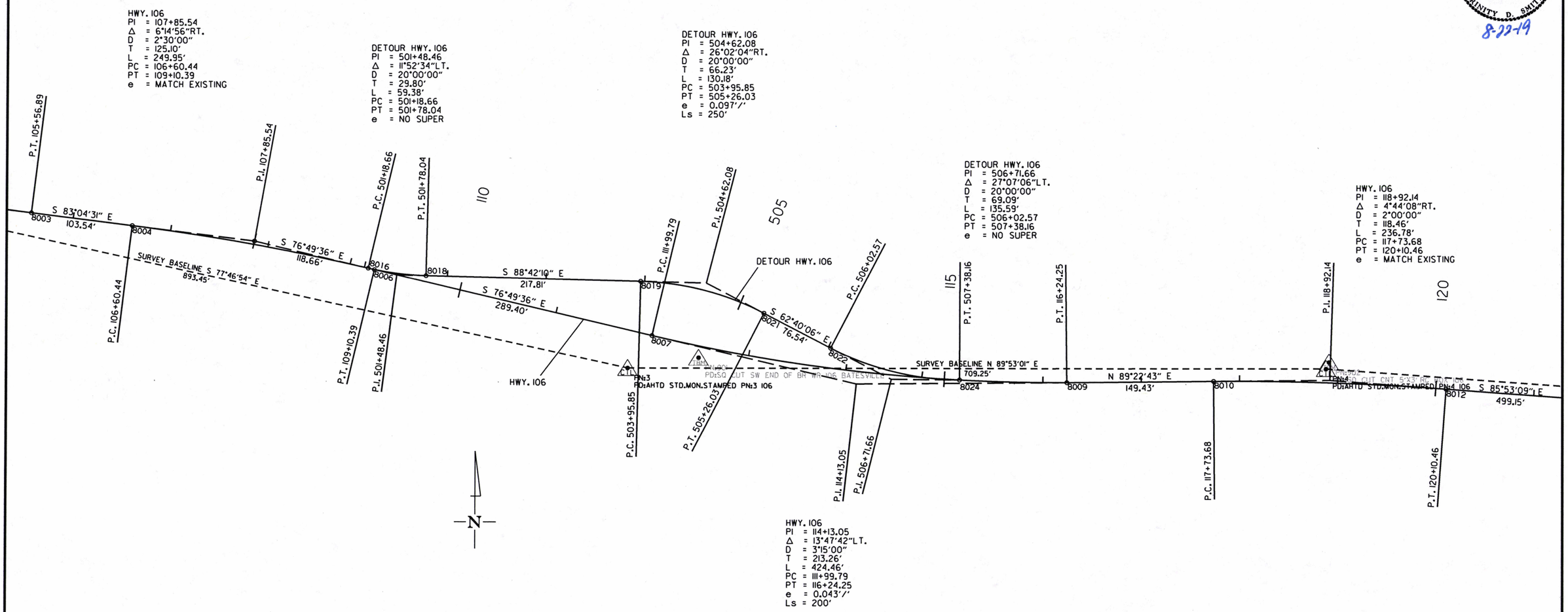
DETOUR HWY. 106

POINT NO.	TYPE	STATION	NORTHING	EASTING
8015	POB	500+00.00	525151.6675	1410039.4136
8016	PC	501+18.66	525124.6251	1410154.9505
8018	PT	501+78.04	525117.1597	1410213.7532
8019	PC	503+95.85	525112.2286	1410431.5113
8021	PT	505+26.03	525080.3207	1410556.5593
8022	PC	506+02.57	525045.1786	1410624.5539
8024	PT	507+38.16	525013.1993	1410755.0205
8025	POE	509+76.06	525012.3132	1410992.9219

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	30	42

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19



SURVEY CONTROL DETAILS

2/4/2019

R050343.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.		050343	31	42

(2) PLAN AND PROFILE SHEETS

STA. 108+96 - IN PLACE
18" x 29' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
22" x 14" x 28' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YD.

STA. 109+86 - IN PLACE
20" x 20' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
DBL. 22" x 14" x 28' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 10 LIN. FT.

STA. 110+55 - IN PLACE
18" x 24" x 17' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
DBL. 22" x 14" x 28' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH
UNC. EXC. = 25 CU. YD.
COMP. EMB. = 15 CU. YD.

STA. 113+37 - IN PLACE
24" x 36" x 25' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
30" x 42' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 75 CU. YD.

STA. 114+71 - IN PLACE
30" x 20" x 32' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
36" x 23" x 32' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH
UNC. EXC. = 20 CU. YD.
COMP. EMB. = 5 CU. YD.

STA. 112+69.89 - CONSTRUCT
TRF. 12' x 8' x 74' R.C. BOX CULVERT
ON A 5°00' RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q25 = 1950 CFS. D.A. = 2.68 SQ. MI.
CHANNEL CHANGE = 311 CU. YDS.

WIRE FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
116+00.00		LT.	4' CHAIN LINK	5
116+45.00	117+84.00	LT.	4' CHAIN LINK	165

STA. 115+86 - IN PLACE
4' x 2' x 52' R.C. BOX CULVERT
LT. SIDE DRAIN
REMOVE & REPLACE
DBL. 36" x 23" x 34' ARCHED PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT TURN OUT = 30 CU. YD.

STA. 116+36 - IN PLACE
4' x 2' x 22' R.C. BOX CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
DBL. 36" x 23" x 30' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19

STA. 112+51 TO STA. 112+80 - IN PLACE
29' x 26' EXISTING STRUCTURE
REMOVAL OF EXISTING BRIDGE STRUCTURE
(SITE NO. 1) = 1.00 LUMP SUM

PI = 118+92.14
Δ = 4°44'08"RT.
D = 2°00'00"
T = 118.46'
L = 236.78'
PC = 117+73.68
PT = 120+10.46
e = MATCH EXISTING

PI = 107+85.54
Δ = 6°14'56"RT.
D = 2°30'00"
T = 125.10'
L = 249.95'
PC = 106+60.44
PT = 109+10.39
e = MATCH EXISTING

DENOTES 100' TRANSITION

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
111+00.00	111+90.00	RT.	90
112+10.00	112+50.00	RT.	40
116+00.00		LT.	5
116+45.00	117+84.00	LT.	165

FLOODPLAIN EXTENDS FROM STA. 110+00 TO 115+50

PI = 114+13.05
Δ = 13°47'42"LT.
D = 3°15'00"
T = 213.26'
L = 424.46'
PC = 111+99.79
PT = 116+24.25
e = 0.043'/'
Ls = 200'

STA. 111+98 - IN PLACE
24" x 38' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
24" x 78' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 545 CU. YD.

STA. 113+70 - IN PLACE
24" x 18" x 25' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
30" x 44' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 120 CU. YD.

STA. 115+49 - IN PLACE
30" x 18" x 24' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
29" x 18" x 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 50 CU. YD.

STA. 115+95 - IN PLACE
18" x 28' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
24" x 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 45 CU. YD.

STA. 117+71 - IN PLACE
24" x 18" x 24' ARCH PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
22" x 14" x 30' ARCH PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YD.

HWY. 106

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

STA 109+68.20
BEGIN JOB 050343
LOG MILE 0.64
ELEV. 298.83

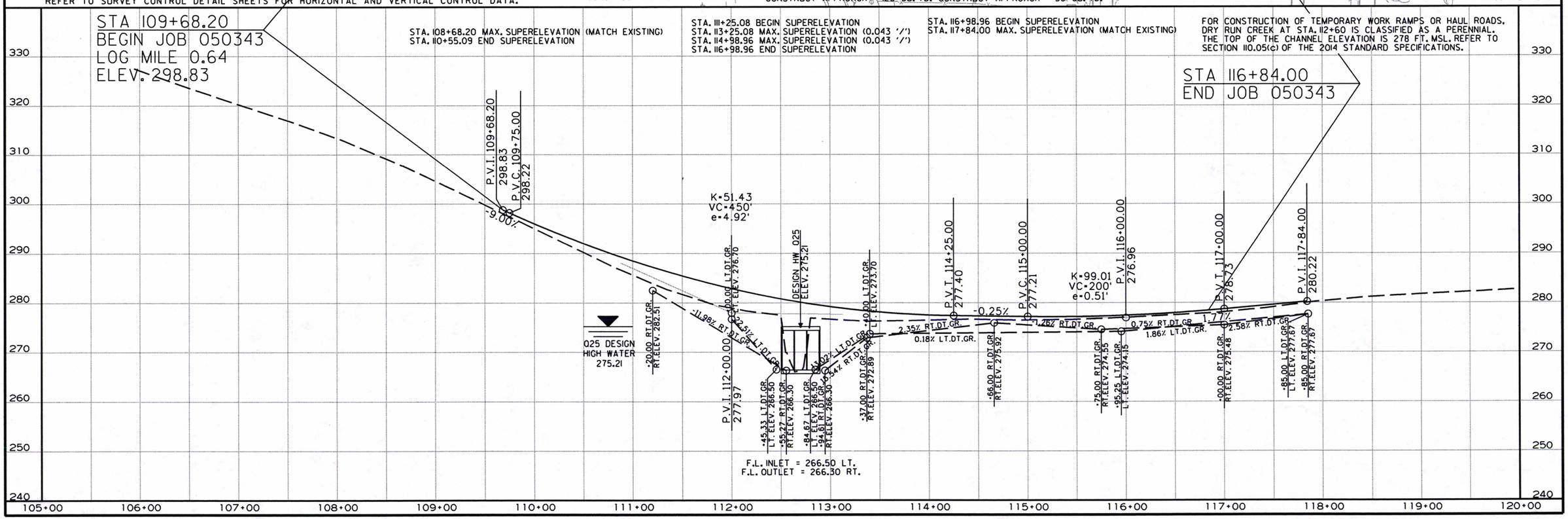
STA. 108+68.20 MAX. SUPERELEVATION (MATCH EXISTING)
STA. 110+55.09 END SUPERELEVATION

STA. 111+25.08 BEGIN SUPERELEVATION
STA. 113+25.08 MAX. SUPERELEVATION (0.043 '/')
STA. 114+98.96 MAX. SUPERELEVATION (0.043 '/')
STA. 116+98.96 END SUPERELEVATION

STA. 116+98.96 BEGIN SUPERELEVATION
STA. 117+84.00 MAX. SUPERELEVATION (MATCH EXISTING)

FOR CONSTRUCTION OF TEMPORARY WORK RAMPS OR HAUL ROADS. DRY RUN CREEK AT STA. 112+60 IS CLASSIFIED AS A PERENNIAL. THE TOP OF THE CHANNEL ELEVATION IS 278 FT. MSL. REFER TO SECTION 110.05(c) OF THE 2014 STANDARD SPECIFICATIONS.

STA 116+84.00
END JOB 050343



8/21/2019

R050343.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.		050343	32	42

(2) DETOUR PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
8-22-19

STA. 502+07 - INSTALL
TEMP. DBL. 22" x 14" x 28' PIPE CULVERT
CONST. TEMP APPROACH = 15 CU. YD.

STA. 502+16 - INSTALL
TEMP. DBL. 22" x 14" x 28' PIPE CULVERT
CONST. TEMP APPROACH
UNCL. EXEC. = 15 CU. YD.
COMP. EMBK. = 20 CU. YD.

STA. 505+39 - INSTALL
TEMP. 30" x 28' PIPE CULVERT
CONST. TEMP. APPROACH = 30 CU. YD.

STA. 505+81 - INSTALL
TEMP. 30" x 28' PIPE CULVERT
CONST. TEMP. APPROACH = 5 CU. YD.

FLOODPLAIN EXTENDS
FROM STA. 110+00 TO 115+50

PI = 504+62.08
Δ = 26°02'04"RT.
D = 20°00'00"
T = 66.23'
L = 130.17'
PC = 503+95.85
PT = 505+26.03
e = 0.097'/'
Ls = 250'

PI = 506+71.66
Δ = 27°07'06"LT.
D = 20°00'00"
T = 69.09'
L = 135.59'
PC = 506+02.57
PT = 507+38.16
e = NO SUPER

STA. 504+71.10 - CONSTRUCT
QUAD. 96" x 60" TEMPORARY PIPE CULVERT
Q100 = 2710 CFS. D.A. = 2.68 SQ. MI.

PI = 501+48.46
Δ = 11°52'34"LT.
D = 20°00'00"
T = 29.80'
L = 59.38'
PC = 501+18.66
PT = 501+78.04
e = NO SUPER

PROP. ROW
PROP. TCE
S 76°49'36" E
S 88°42'38" E
S 62°40'06" E
S 89°47'12" E
N 89°22'43" E
S 85°53'09" E
SURVEY BASELINE S 85°57'15" E
BUILDING FOUNDATION
CARPORT
ROCK
DAVIS ST.
ADAMS ST.
N

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

DETOUR - HWY. 106

STA. 503+18.53 BEGIN SUPERELEVATION
STA. 504+60.94 MAX. SUPERELEVATION (0.040 '/')
STA. 506+03.35 END SUPERELEVATION

STA. 500+83.09 DETOUR
STA. 108+68.20 CL HWY. 106
BEGIN DETOUR
ELEV. 307.82

STA. 507+12.85
END DETOUR
ELEV. 276.66

P.V.I. 500+83.09
307.82

-9.42%

P.V.C. 502+50.00
292.10

K=33.33
VC=300'
e=3.37'

P.V.I. 504+00.00
277.97

F.L. INLET = 268.25 LT.
F.L. OUTLET = 266.50 RT.

Q25 DESIGN
HIGH WATER
272.69

P.V.T. 505+50.00
277.34

-0.42%

P.V.I. 507+12.85
276.66

330 320 310 300 290 280 270 260 250 240

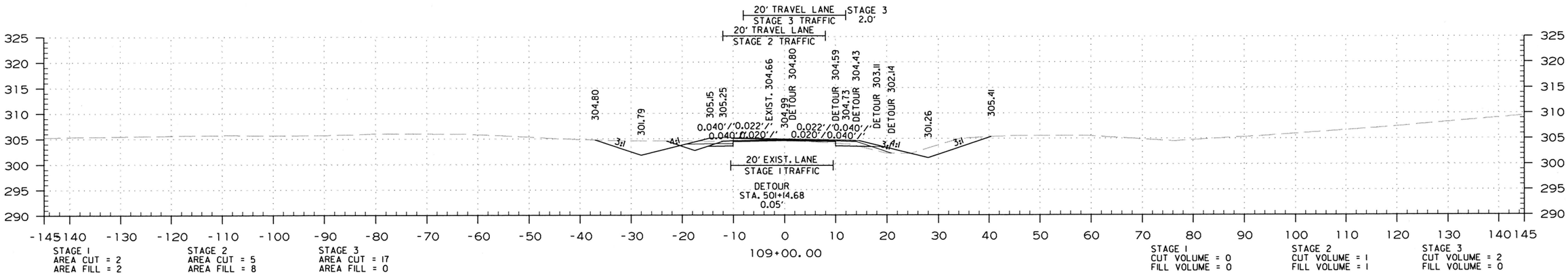
500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 509+77

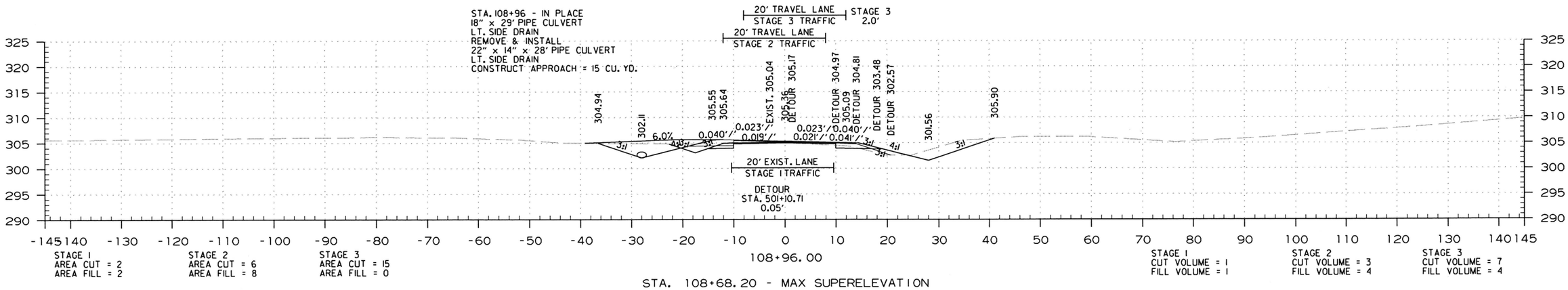
8/21/2019

R050343.DGN

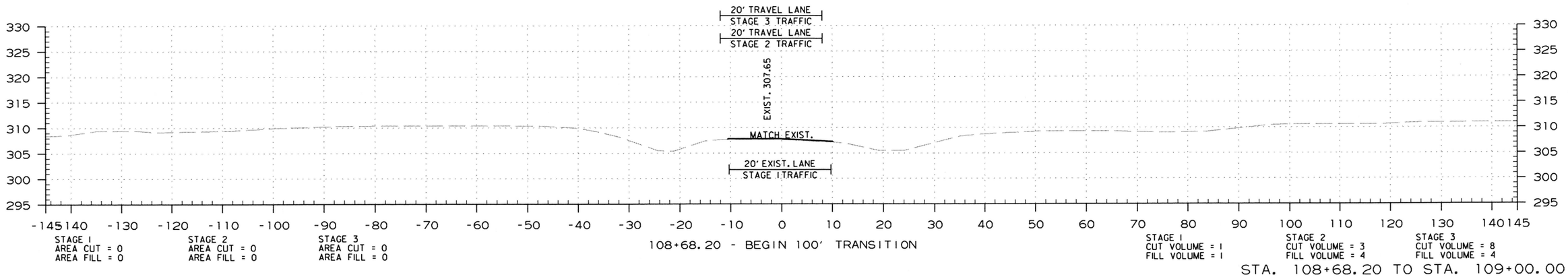
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	33	42

(2) CROSS SECTIONS





STA. 108+68.20 - MAX SUPERELEVATION



STA. 108+68.20 TO STA. 109+00.00

2/4/2019

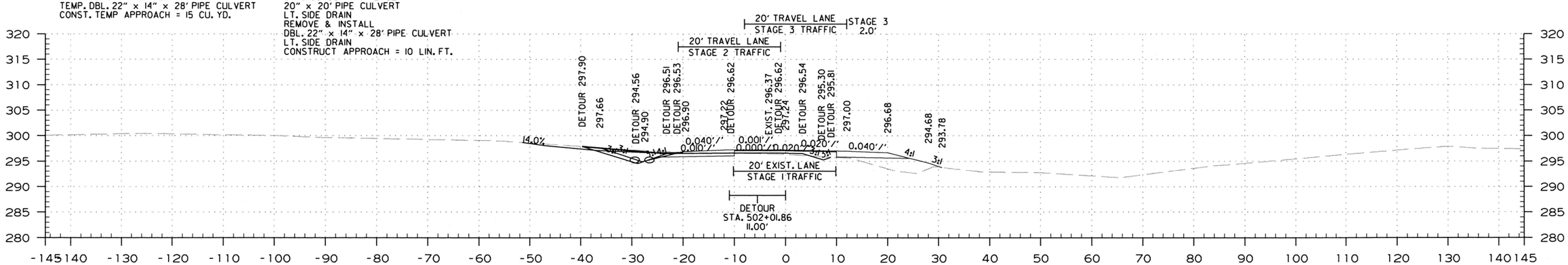
R050343.DGN

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.		050343	34	42

2 CROSS SECTIONS

STA. 502+07 - INSTALL
TEMP. DBL. 22" x 14" x 28' PIPE CULVERT
CONST. TEMP APPROACH = 15 CU. YD.

STA. 109+86 - IN PLACE
20" x 20' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
DBL. 22" x 14" x 28' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 10 LIN. FT.



STAGE 1
AREA CUT = 25
AREA FILL = 0

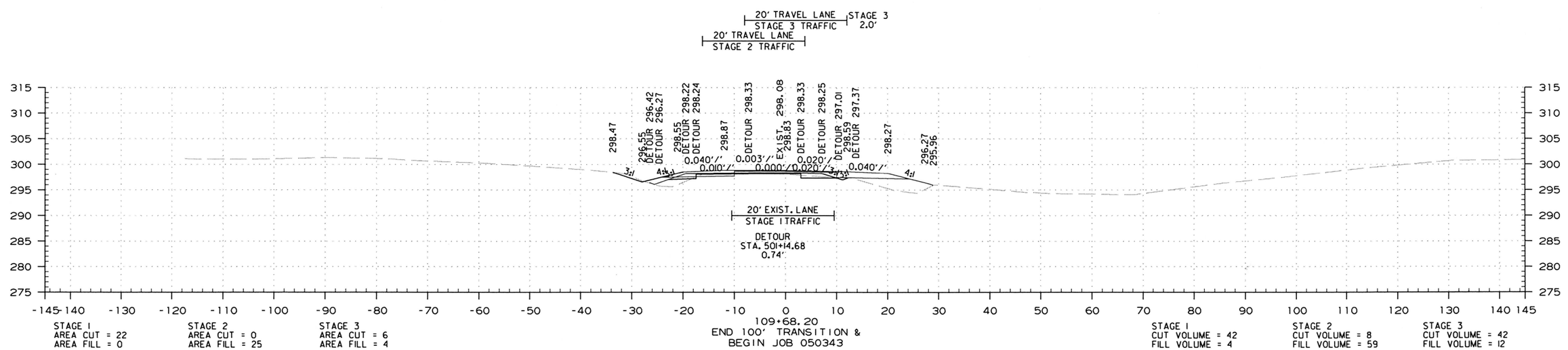
STAGE 2
AREA CUT = 0
AREA FILL = 29

STAGE 3
AREA CUT = 9
AREA FILL = 7

STAGE 1
CUT VOLUME = 32
FILL VOLUME = 5

STAGE 2
CUT VOLUME = 0
FILL VOLUME = 35

STAGE 3
CUT VOLUME = 17
FILL VOLUME = 14



STAGE 1
AREA CUT = 22
AREA FILL = 0

STAGE 2
AREA CUT = 0
AREA FILL = 25

STAGE 3
AREA CUT = 6
AREA FILL = 4

STAGE 1
CUT VOLUME = 42
FILL VOLUME = 4

STAGE 2
CUT VOLUME = 8
FILL VOLUME = 59

STAGE 3
CUT VOLUME = 42
FILL VOLUME = 12

STA. 109+68.20 TO STA. 109+86.00

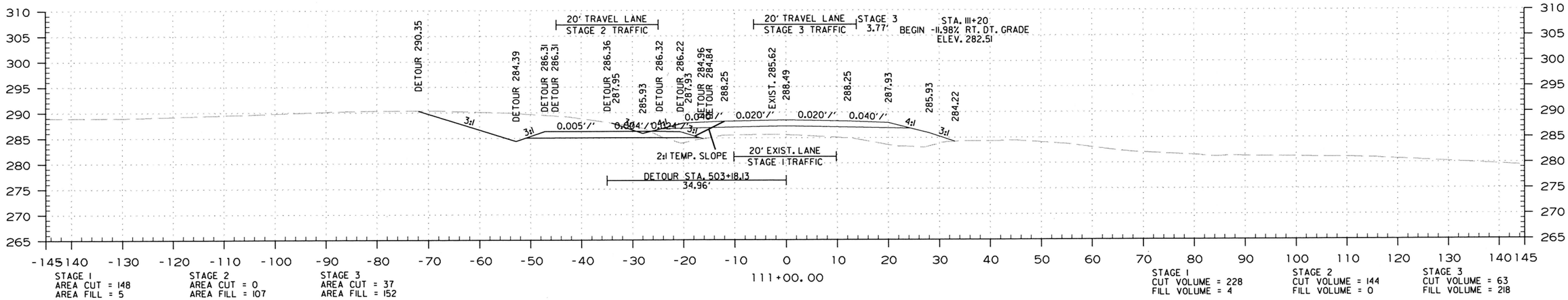
2/4/2019

R050343.DGN

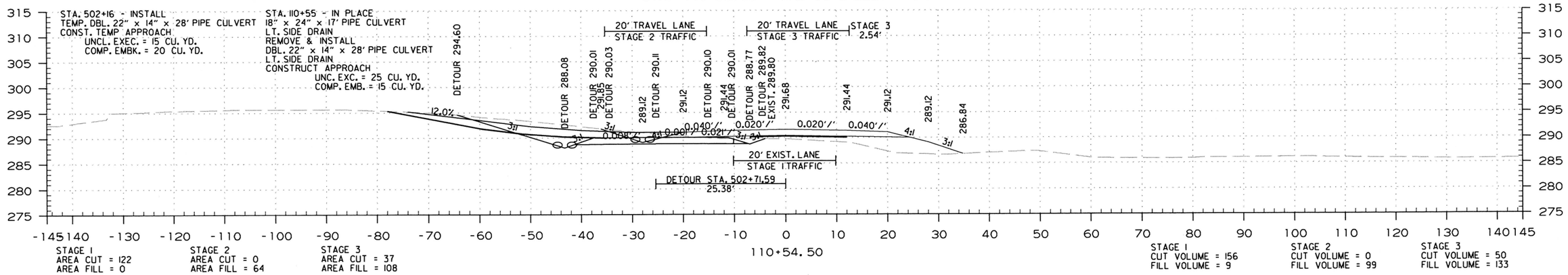
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	35	42

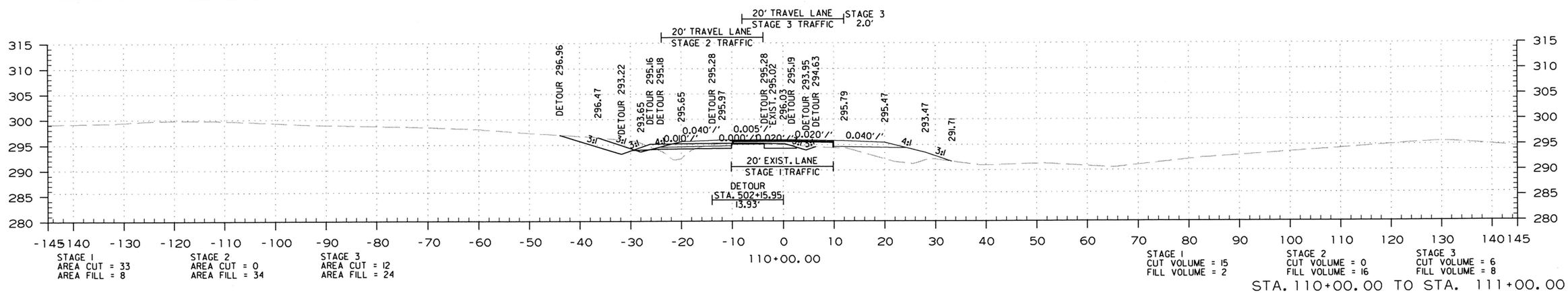
(2) CROSS SECTIONS

STA. 111+25.08 - BEGIN SUPERELEVATION



STA. 110+55.09 - END SUPERELEVATION





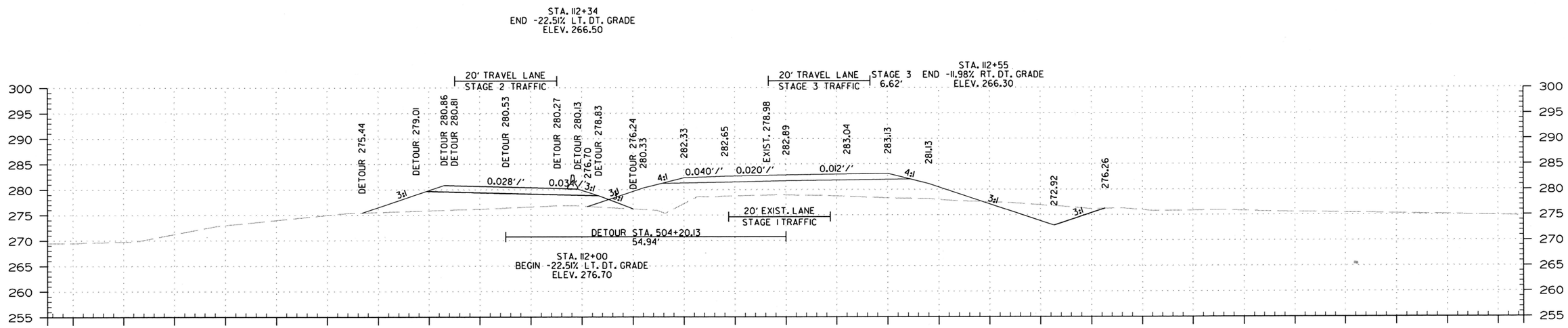
STA. 110+00.00 TO STA. 111+00.00

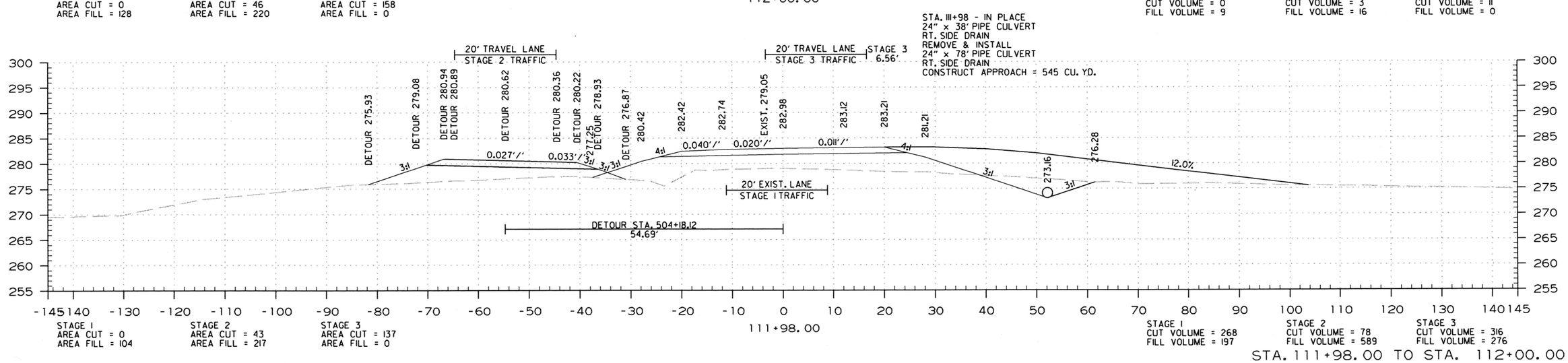
2/4/2019

R050343.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.		050343	36	42

(2) CROSS SECTIONS





STA. 111+98.00 TO STA. 112+00.00

2/4/2019

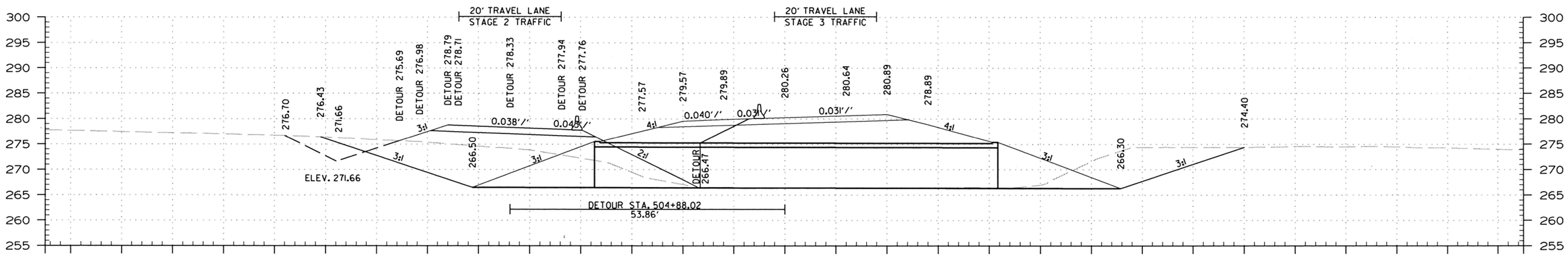
R050343.DGN

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.		050343	37	42

(2) CROSS SECTIONS

STA. 112+65.00 - CONSTRUCT
QUAD. 96" x 60' TEMPORARY PIPE CULVERT
Q100 = 2710 CFS. D.A. = 2.68 SQ. MI.

STA. 112+69.89 - CONSTRUCT
TRP. 12' x 8' x 74' R.C. BOX CULVERT
ON A 5°00' RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q25 = 1950 CFS. D.A. = 2.68 SQ. MI.



STAGE 1
AREA CUT = 52
AREA FILL = 162

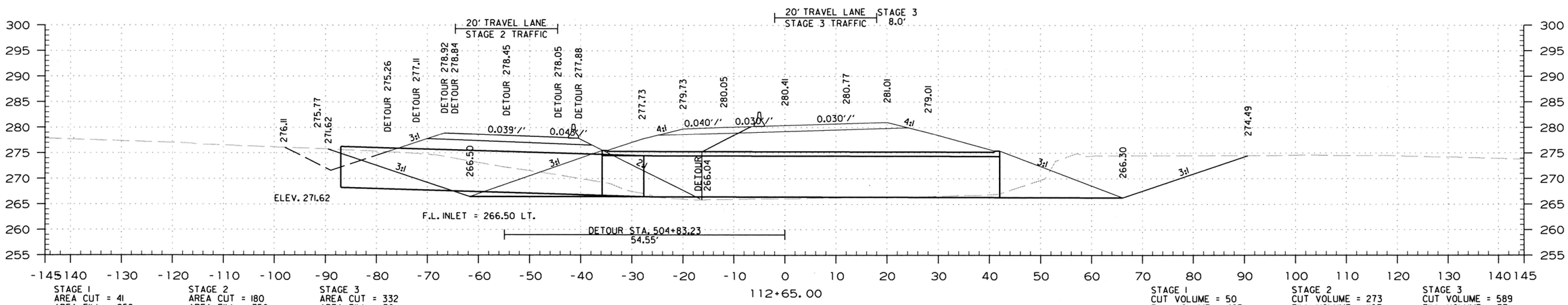
STAGE 2
AREA CUT = 136
AREA FILL = 764

STAGE 3
AREA CUT = 326
AREA FILL = 33

STAGE 1
CUT VOLUME = 9
FILL VOLUME = 38

STAGE 2
CUT VOLUME = 136
FILL VOLUME = 764

STAGE 3
CUT VOLUME = 60
FILL VOLUME = 6



STAGE 1
AREA CUT = 41
AREA FILL = 258

STAGE 2
AREA CUT = 180
AREA FILL = 750

STAGE 3
AREA CUT = 332
AREA FILL = 30

STAGE 1
CUT VOLUME = 50
FILL VOLUME = 465

STAGE 2
CUT VOLUME = 273
FILL VOLUME = 1167

STAGE 3
CUT VOLUME = 589
FILL VOLUME = 37

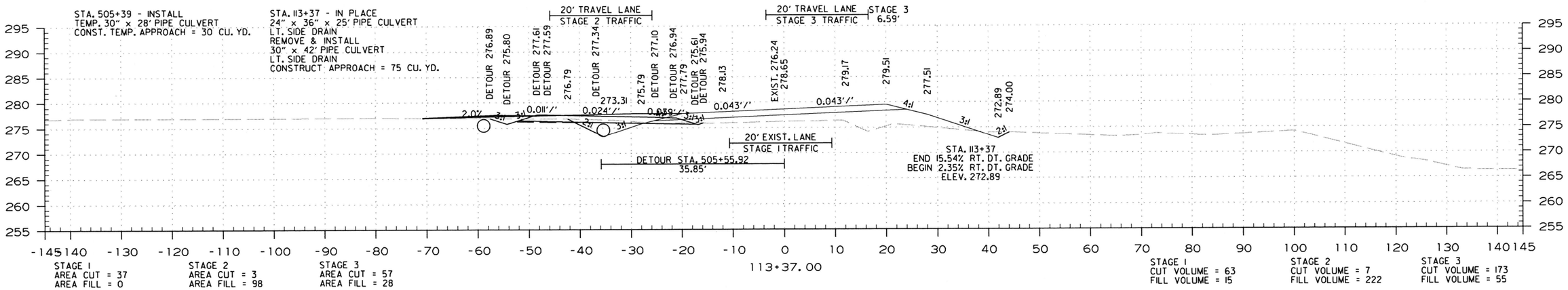
STA. 112+65.00 TO STA. 112+69.89

2/4/2019

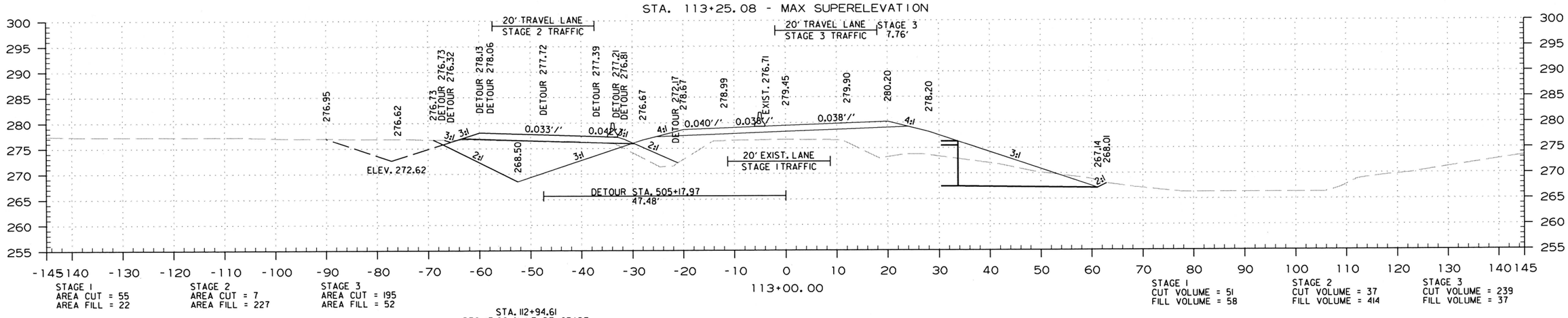
R050343.DGN

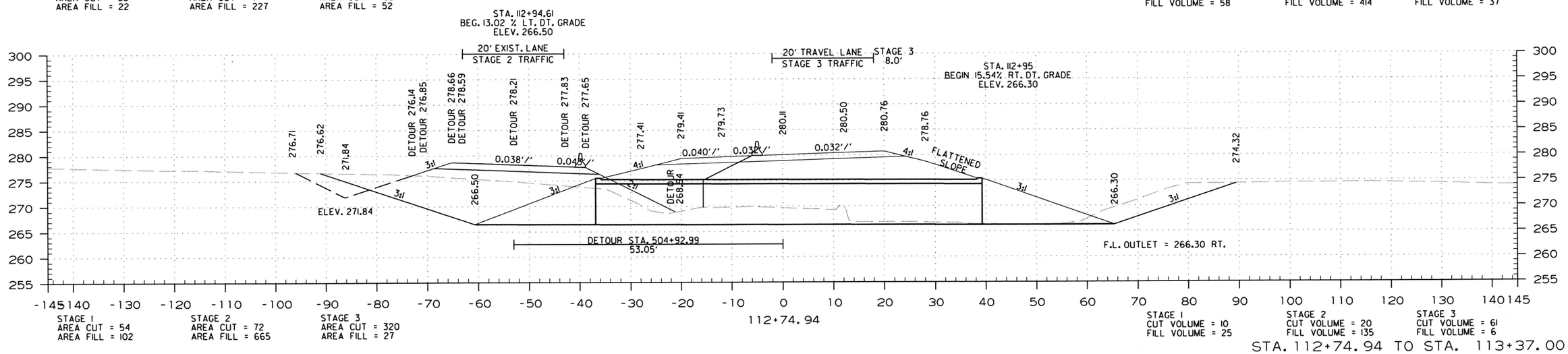
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	38	42

2 CROSS SECTIONS



STA. 113+25.08 - MAX SUPERELEVATION





STA. 112+74.94 TO STA. 113+37.00

2/4/2019

R050343.DGN

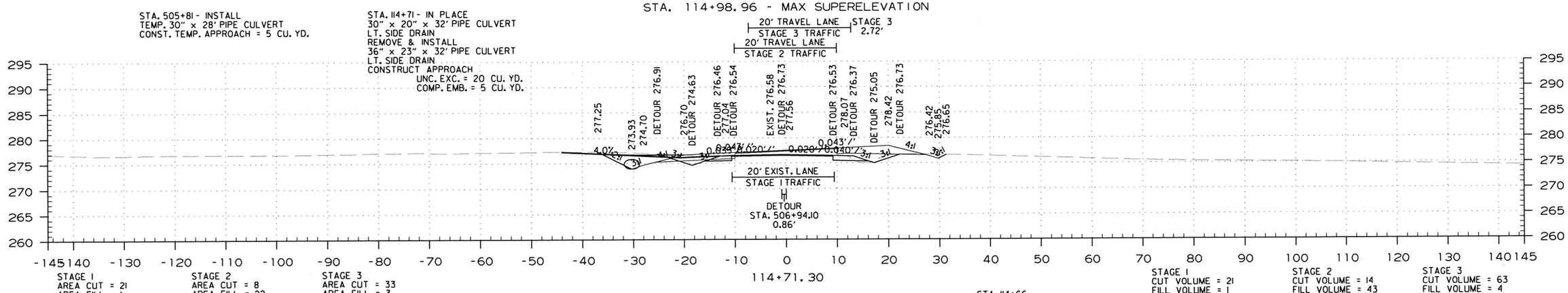
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	39	42

(2) CROSS SECTIONS

STA. 505+81 - INSTALL
TEMP. 30" x 28' PIPE CULVERT
CONST. TEMP. APPROACH = 5 CU. YD.

STA. 114+71 - IN PLACE
30" x 20" x 32' PIPE CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
36" x 23" x 32' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH
UNC. EXC. = 20 CU. YD.
COMP. EMB. = 5 CU. YD.

STA. 114+98.96 - MAX SUPERELEVATION



STAGE 1
AREA CUT = 21
AREA FILL = 1

STAGE 2
AREA CUT = 8
AREA FILL = 22

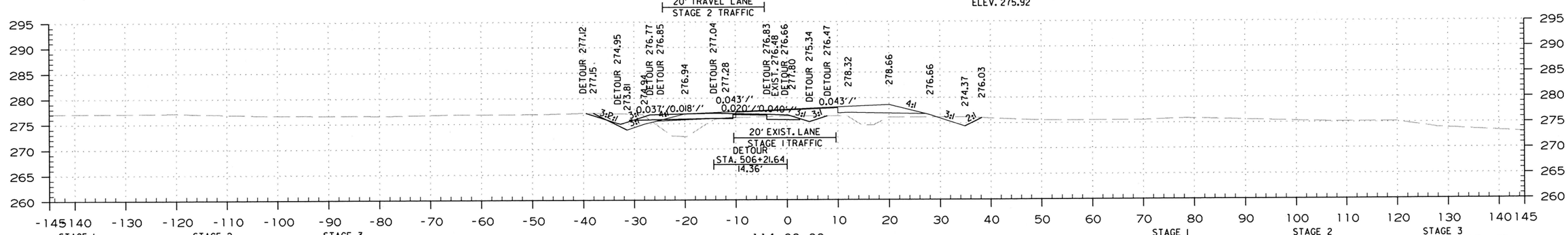
STAGE 3
AREA CUT = 33
AREA FILL = 3

STAGE 1
CUT VOLUME = 21
FILL VOLUME = 1

STAGE 2
CUT VOLUME = 14
FILL VOLUME = 43

STAGE 3
CUT VOLUME = 63
FILL VOLUME = 4

STA. 114+66
END 2.35% RT. DT. GRADE
BEGIN -1.26% RT. DT. GRADE
ELEV. 275.92



STAGE 1
AREA CUT = 14
AREA FILL = 27

STAGE 2
AREA CUT =
AREA FILL =

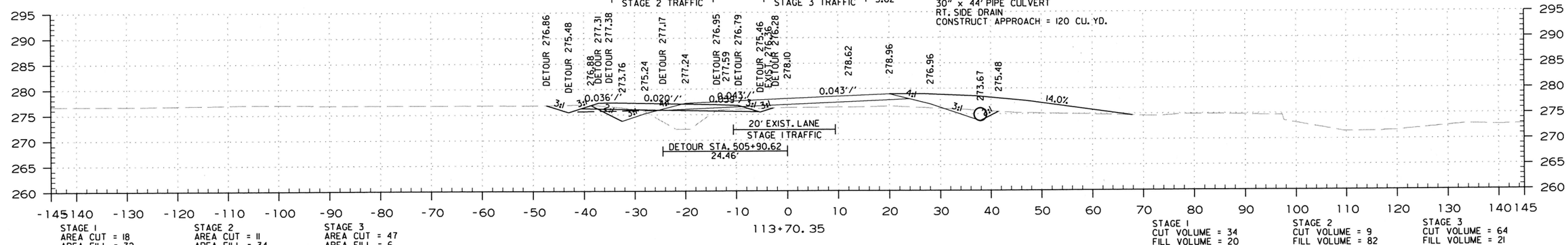
STAGE 3
AREA CUT = 14
AREA FILL = 0

STAGE 1
CUT VOLUME = 14
FILL VOLUME = 27

STAGE 2
CUT VOLUME = 10
FILL VOLUME = 31

STAGE 3
CUT VOLUME = 33
FILL VOLUME = 3

STA. 113+70 - IN PLACE
24" x 18" x 25' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
30" x 44' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 120 CU. YD.



STAGE 1
AREA CUT = 18
AREA FILL = 32

STAGE 2
AREA CUT = 11
AREA FILL = 34

STAGE 3
AREA CUT = 47
AREA FILL = 6

STAGE 1
CUT VOLUME = 34
FILL VOLUME = 20

STAGE 2
CUT VOLUME = 9
FILL VOLUME = 82

STAGE 3
CUT VOLUME = 64
FILL VOLUME = 21

STA. 113+70.35 TO STA. 114+71.30

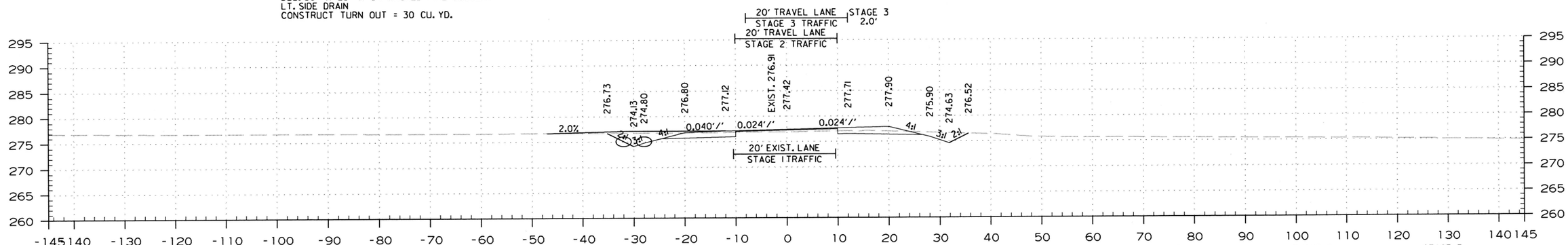
2/4/2019

R050343.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.		050343	40	42

(2) CROSS SECTIONS

STA. 115+86 - IN PLACE
4' x 2' x 52' R.C. BOX CULVERT
LT. SIDE DRAIN
REMOVE & REPLACE
DBL. 36" x 23" x 34' ARCHED PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT TURN OUT = 30 CU. YD.



STAGE 1
AREA CUT = 0
AREA FILL = 0

STAGE 2
AREA CUT = 21
AREA FILL = 0

STAGE 3
AREA CUT = 30
AREA FILL = 0

115+85.68

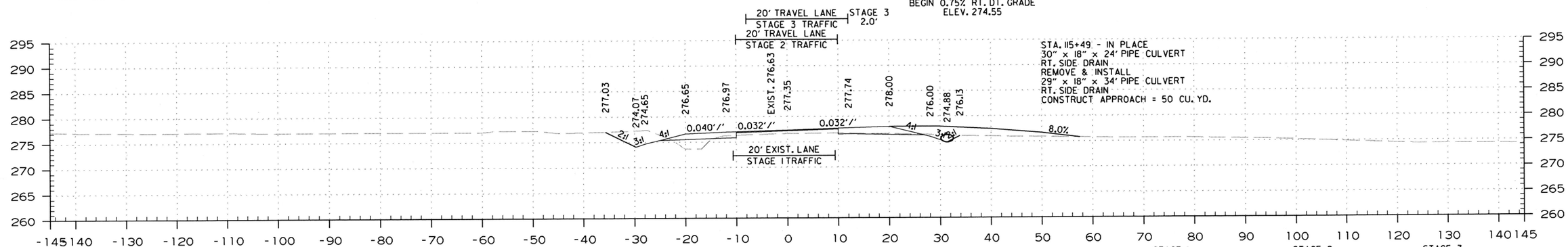
STA. 115+75
END -1.26 RT. DT. GRADE
BEGIN 0.75% RT. DT. GRADE
ELEV. 274.55

STAGE 1
CUT VOLUME = 0
FILL VOLUME = 0

STAGE 2
CUT VOLUME = 19
FILL VOLUME = 0

STAGE 3
CUT VOLUME = 37
FILL VOLUME = 7

STA. 115+49 - IN PLACE
30" x 18" x 24' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
29" x 18" x 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 50 CU. YD.



STAGE 1
AREA CUT = 0
AREA FILL = 0

STAGE 2
AREA CUT = 8
AREA FILL = 0

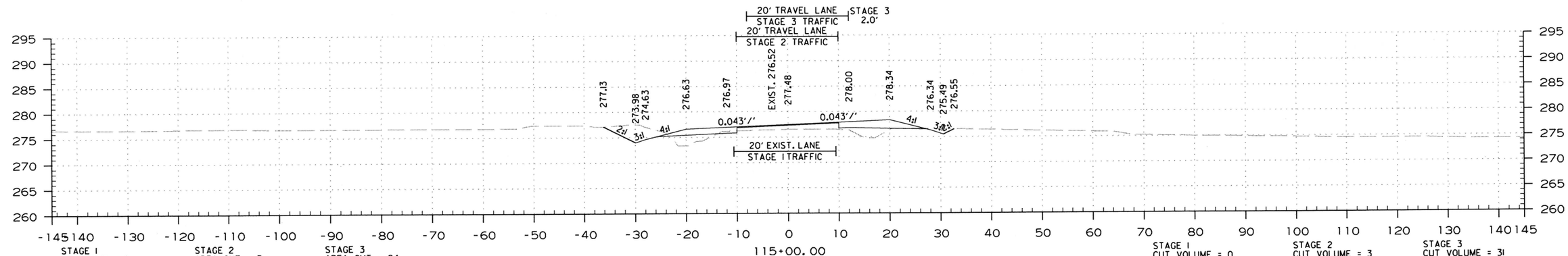
STAGE 3
AREA CUT = 23
AREA FILL = 11

115+48.50

STAGE 1
CUT VOLUME = 0
FILL VOLUME = 0

STAGE 2
CUT VOLUME = 10
FILL VOLUME = 10

STAGE 3
CUT VOLUME = 43
FILL VOLUME = 21



STAGE 1
AREA CUT = 0
AREA FILL = 0

STAGE 2
AREA CUT = 3
AREA FILL = 12

STAGE 3
AREA CUT = 24
AREA FILL = 12

115+00.00

STAGE 1
CUT VOLUME = 0
FILL VOLUME = 0

STAGE 2
CUT VOLUME = 3
FILL VOLUME = 12

STAGE 3
CUT VOLUME = 31
FILL VOLUME = 8

STA. 115+00.00 TO STA. 115+85.68

2/4/2019

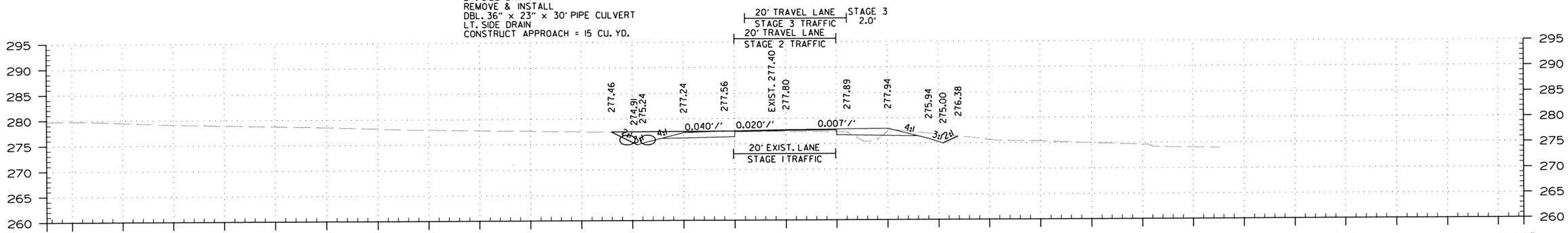
R050343.DGN

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.		050343	41	42

(2) CROSS SECTIONS

STA. 116+98.96 - BEGIN & END SUPERELEVATION
STA. 116+84.00 END JOB 050343 &
BEGIN 100' TRANSITION

STA. 116+36 - IN PLACE
4' x 2' x 22' R.C. BOX CULVERT
LT. SIDE DRAIN
REMOVE & INSTALL
DBL. 36" x 23" x 30' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YD.



STAGE 1
AREA CUT = 0
AREA FILL = 0

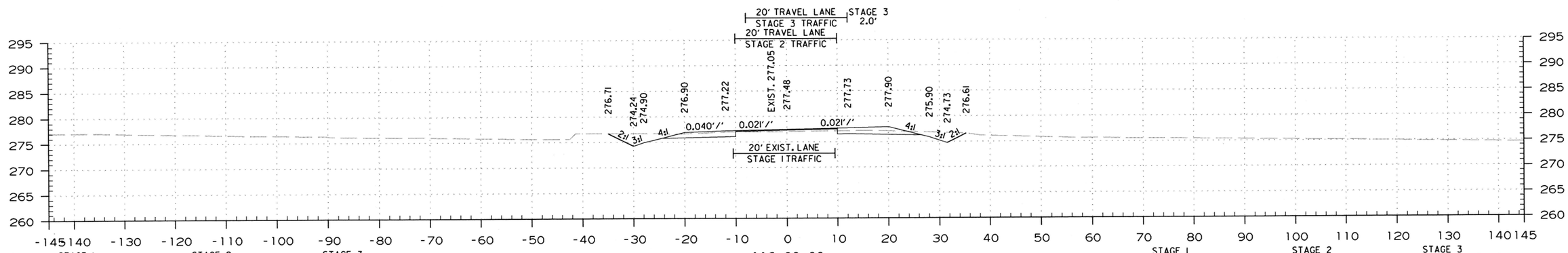
STAGE 2
AREA CUT = 16
AREA FILL = 5

STAGE 3
AREA CUT = 32
AREA FILL = 0

STAGE 1
CUT VOLUME = 0
FILL VOLUME = 0

STAGE 2
CUT VOLUME = 25
FILL VOLUME = 3

STAGE 3
CUT VOLUME = 39
FILL VOLUME = 0



STAGE 1
AREA CUT = 0
AREA FILL = 0

STAGE 2
AREA CUT = 21
AREA FILL = 0

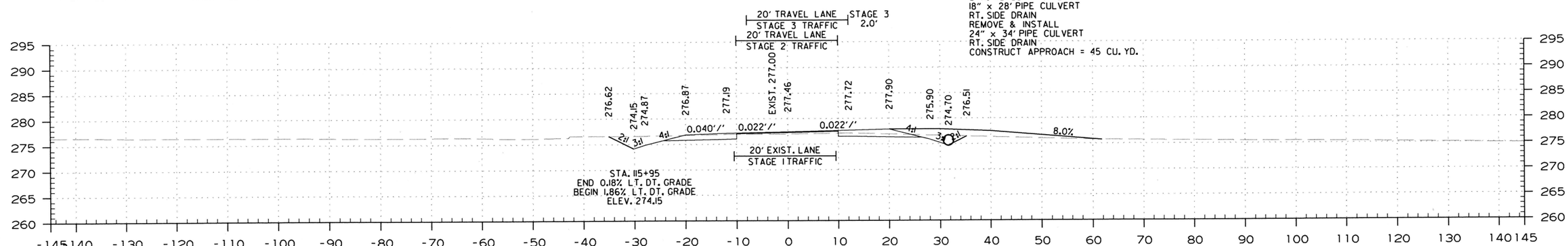
STAGE 3
AREA CUT = 27
AREA FILL = 0

STAGE 1
CUT VOLUME = 0
FILL VOLUME = 0

STAGE 2
CUT VOLUME = 4
FILL VOLUME = 0

STAGE 3
CUT VOLUME = 5
FILL VOLUME = 0

STA. 115+95 - IN PLACE
18" x 28' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
24" x 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 45 CU. YD.



STA. 115+95
END 0.18% LT. DT. GRADE
BEGIN 1.86% LT. DT. GRADE
ELEV. 274.15

STAGE 1
AREA CUT = 0
AREA FILL = 0

STAGE 2
AREA CUT = 19
AREA FILL = 0

STAGE 3
AREA CUT = 29
AREA FILL = 0

STAGE 1
CUT VOLUME = 0
FILL VOLUME = 0

STAGE 2
CUT VOLUME = 7
FILL VOLUME = 0

STAGE 3
CUT VOLUME = 11
FILL VOLUME = 0

STA. 115+95.25 TO STA. 116+36.17

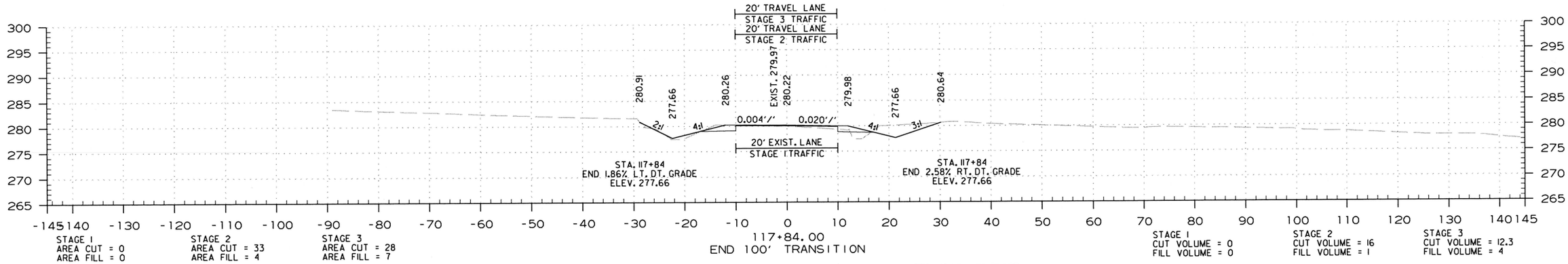
2/4/2019

R050343.DGN

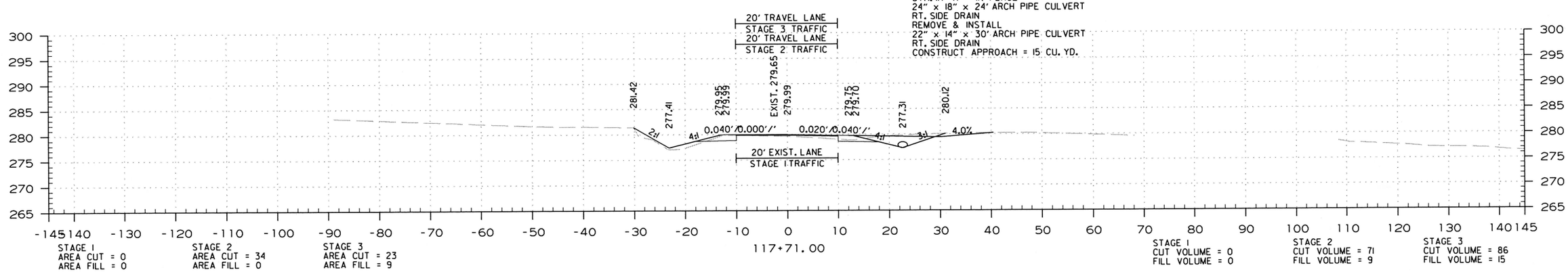
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050343	42	42

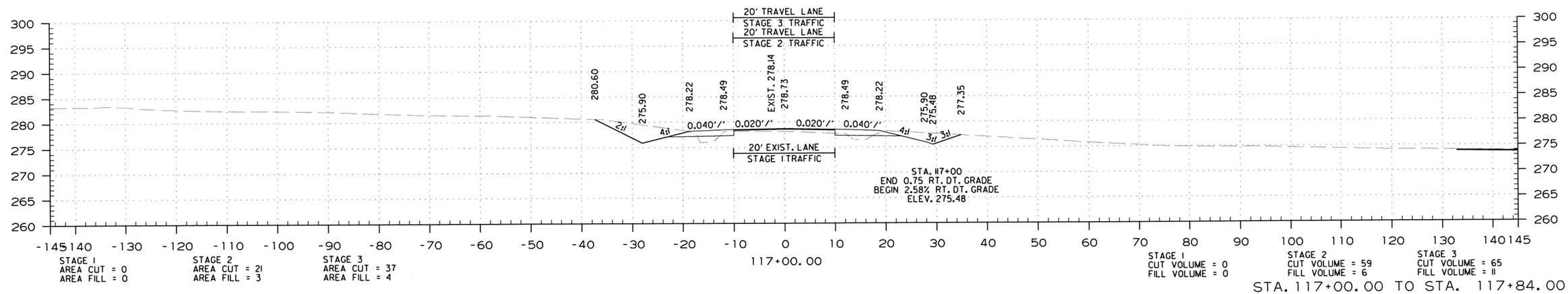
(2) CROSS SECTIONS

STA. 117+84.00 - MAX SUPERELEVATION (MATCH EXISTING)



STA. 117+71 - IN PLACE
24" x 18" x 24' ARCH PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
22" x 14" x 30' ARCH PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YD.



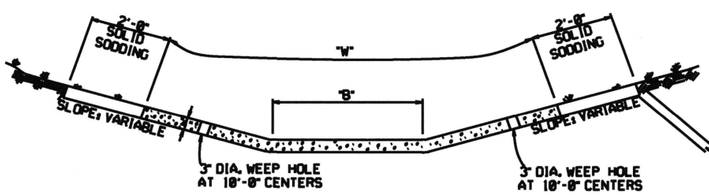


STA. 117+00.00 TO STA. 117+84.00

2/4/2019

R050343.DGN

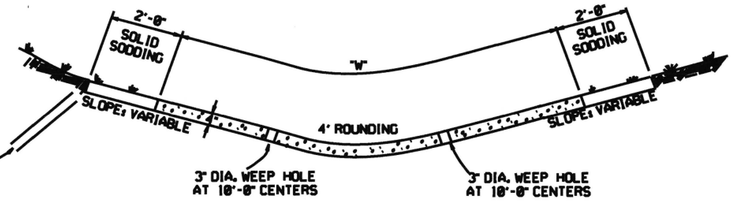
REFER TO TABULATION OF QUANTITIES FOR "W" & "B" DIMENSIONS



TYPE A

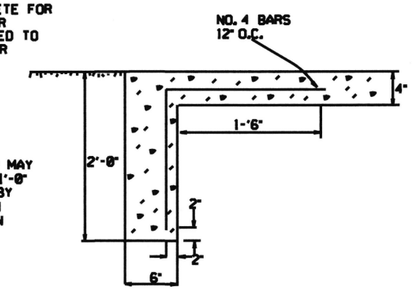
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.

REFER TO TABULATION OF QUANTITIES FOR "W" DIMENSIONS



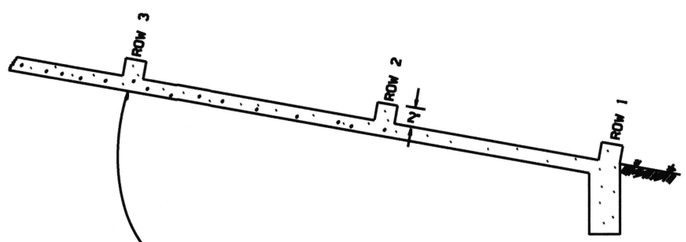
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."



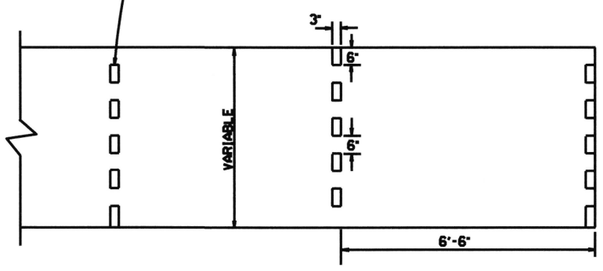
TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

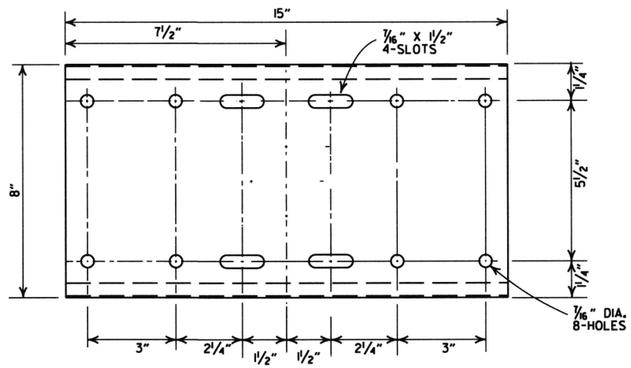
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILMED
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	663-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

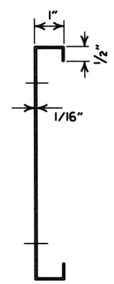
ARKANSAS STATE HIGHWAY COMMISSION

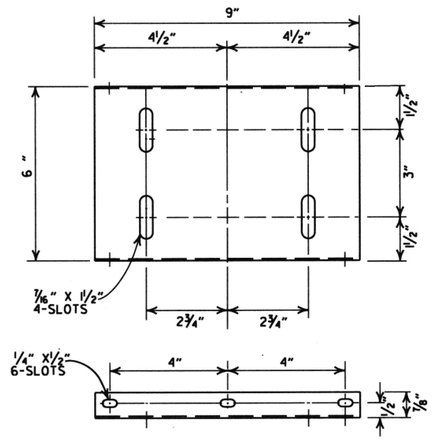
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1

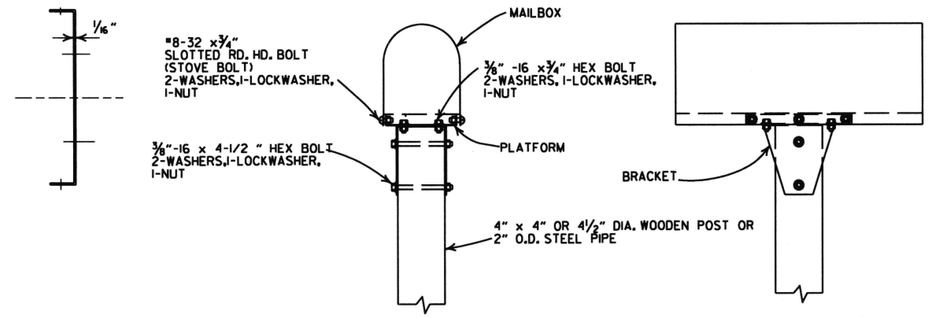


SHELF

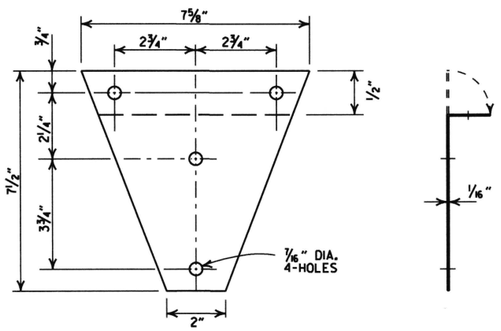




PLATFORM



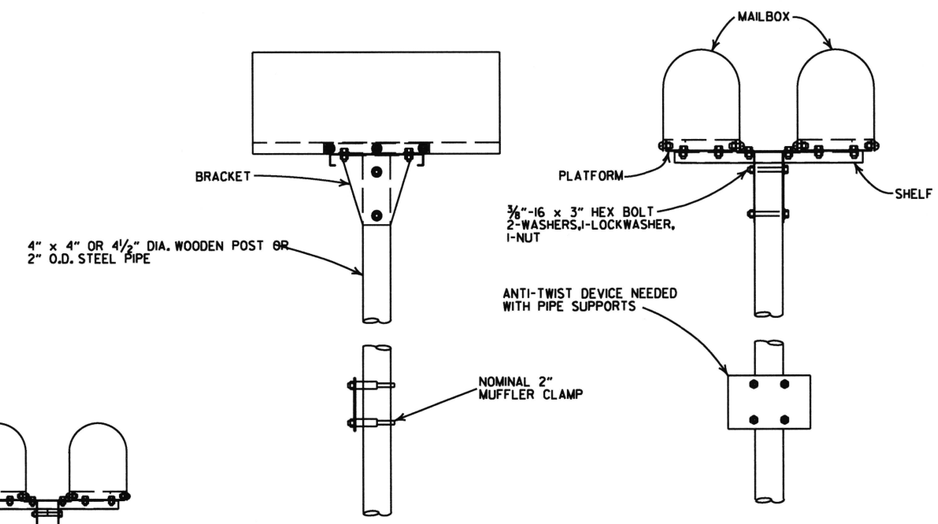
SINGLE INSTALLATION



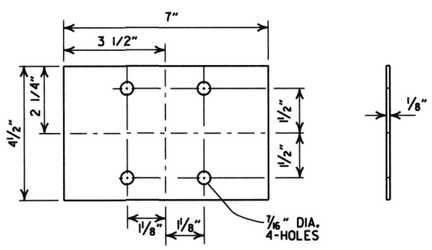
BRACKET

GENERAL NOTES

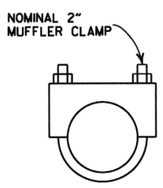
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF ¾" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X ¾" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



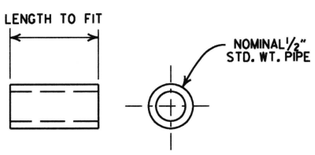
DOUBLE INSTALLATION



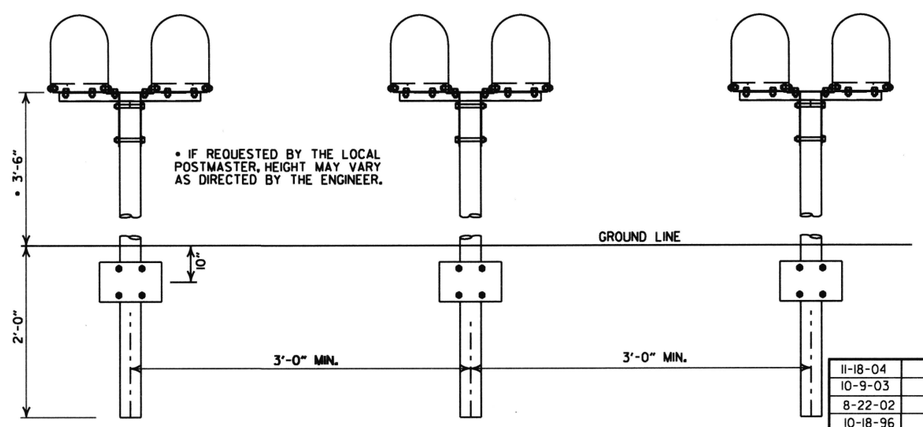
ANTI-TWIST PLATE



CLAMP



SPACER



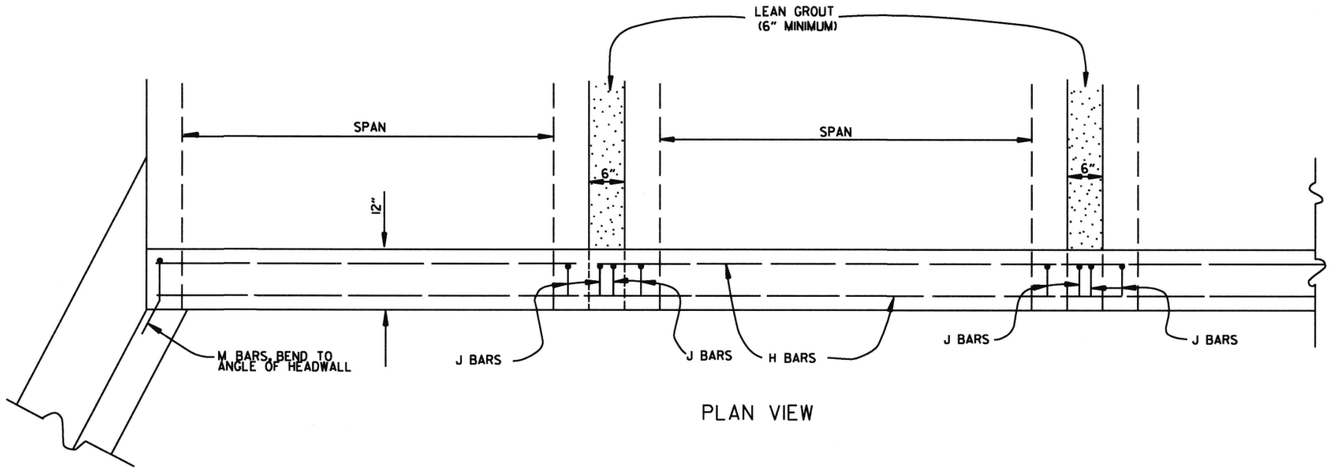
SPACING FOR MULTIPLE POST INSTALLATION

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

ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS

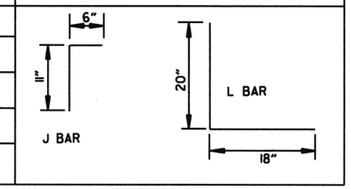
STANDARD DRAWING MB-1



PLAN VIEW

BAR LIST

BAR	NO.	SIZE	LENGTH	BAR BENDING DIAGRAM
H	2	#4	*	
I	*	#4	*	
J	*	#4	1'-5"	
L	*	#4	3'-2"	
M	*	#4	1'-8"	



* NOTE: LENGTH AND NUMBER OF BARS VARIES WITH SIZE OF CULVERT

GENERAL NOTES

WINGS, CURTAIN WALLS AND APRONS SHALL BE TIED TO THE PRECAST CULVERT SECTION BY CASTING BARS IN CULVERT END SECTIONS AS SHOWN OR BY DOWELING AND GROUTING. J BARS AND M BARS SHALL BE EMBEDDED A MINIMUM OF 10" IN PRECAST BOX.

WINGS, FOOTINGS, APRONS AND CURTAIN WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE WING DRAWING, STEEL AND CONCRETE QUANTITIES WILL BE ADJUSTED TO FIT THE IN-PLACE WIDTH & HEIGHT OF THE PRECAST CONCRETE BOX CULVERTS.

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

WINGWALLS AND FOOTINGS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL CONCRETE, REINFORCING STEEL, LEAN GROUT, MEMBRANE WATERPROOFING, DRAINAGE FILL MATERIAL, GEOTEXTILE FILTER FABRIC, LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR INSTALLING PRECAST BOX CULVERTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR THE ITEMS AS SPECIFIED IN SECTION 607 OF THE STANDARD SPECIFICATIONS.

LEAN GROUT SHALL CONSIST OF A SAND CEMENT MIXTURE MEETING THE FOLLOWING REQUIREMENTS:
PORTLAND CEMENT SHALL BE TYPE I AND SHALL MEET THE REQUIREMENTS OF AASHTO M 85.
SAND SHALL MEET THE REQUIREMENTS OF FINE AGGREGATE AS SPECIFIED IN SECTION 802.02 OF THE STANDARD SPECIFICATIONS.
THE SAND CEMENT MIXTURE SHALL CONSIST OF NOT LESS THAN 1.5 SACKS OF PORTLAND CEMENT PER TON OF MATERIAL MIXTURE.
THE MIXTURE SHALL CONTAIN SUFFICIENT WATER TO HYDRATE THE CEMENTS. THE SAND CEMENT MIXTURE SHALL BE PLACED IN MAXIMUM 8 INCH THICK LIFTS, LOOSE MEASURE, AND THOROUGHLY RODDED AND TAMPED AROUND BOX TO THOROUGHLY FILL ALL VOIDS.

MEMBRANE WATERPROOFING CONFORMING TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL BOX CULVERT JOINTS.

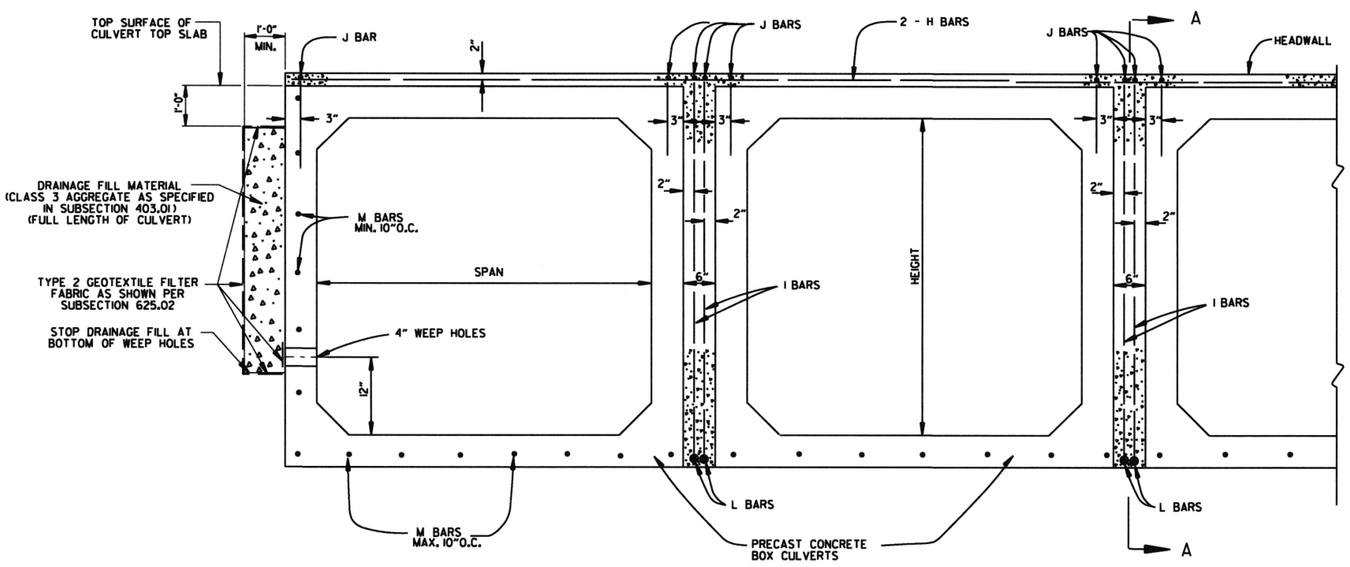
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

IN OUTER BARRELS, ONE WEEP HOLE IS REQUIRED IN EXTERIOR WALLS OF EACH PRECAST CULVERT SECTION. WEEP HOLES SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" IN THE ASSEMBLED CULVERT AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

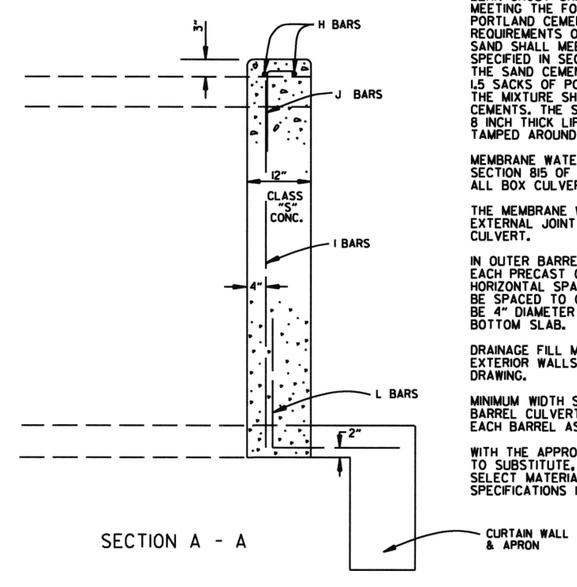
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

MINIMUM WIDTH SHALL BE 12" (6" ON EACH SIDE OF JOINT). ON MULTIPLE BARREL CULVERTS, MEMBRANE WATERPROOFING SHALL BE APPLIED TO EACH BARREL AS DESCRIBED ABOVE.

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, FLOWABLE SELECT MATERIAL CONFORMING TO SECTION 206 OF THE STANDARD SPECIFICATIONS IN LIEU OF LEAN GROUT.



END VIEW



SECTION A - A

DATE	REVISION	DATE FILMED
1-28-15	REVISED GEOTEXTILE FABRIC PLACEMENT	
12-15-11	ADDED NOTE & DTLS FOR WEEP HOLE AND DRAINAGE FILL	
10-15-09	ADDED GENERAL NOTE	
11-10-05	REVISED SPACING OF "M" BARS	
4-10-03	REVISED GENERAL NOTES	
10-18-96	CORRECTED AASHTO REF.	
10-1-92	ADDED NOTE FOR MEMBRANE WATERPROOFING	
8-15-91	ADDED NOTE FOR LEAN GROUT	
11- 8-90	REVISED FOR 1991 SPECS	
11-30-89	ISSUED: JABE	

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	ARDOT NOMINAL	AASHTO M 206	ARDOT NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43¾	44	26⅞	27
42	51⅛	51	31 5/16	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

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

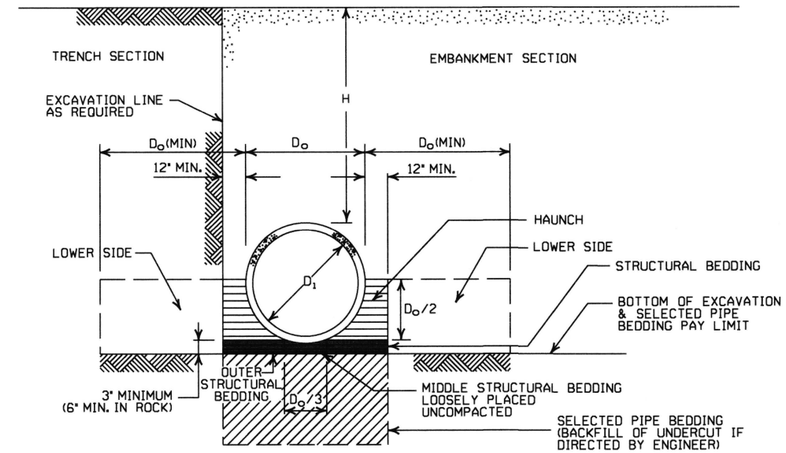
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

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

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

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

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

GENERAL NOTES

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

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CORRUGATED METAL PIPE ARCHES

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL: MIN. THICKNESS REQUIRED INCHES	STEEL: ① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	STEEL: MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	ALUMINUM: MIN. THICKNESS REQUIRED INCHES	ALUMINUM: ① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	ALUMINUM: MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1
			2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM			2⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM		
15	17x13	3	0.064	2	15	0.060	2	15
18	21x15	3	0.064	2	15	0.060	2	15
21	24x18	3	0.064	2.25	15	0.060	2.25	15
24	28x20	3	0.064	2.5	15	0.075	2.5	15
30	35x24	3	0.079	3	12	0.075	3	12
36	42x29	3½	0.079	3	12	0.105	3	12
42	49x33	4	0.079	3	12	0.105	3	12
48	57x38	5	0.109	3	13	0.135	3	13
54	64x43	6	0.109	3	14	0.135	3	14
60	71x47	7	0.138	3	15	0.164	3	15
66	77x52	8	0.168	3	15			
72	83x57	9	0.168	3	15			

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL: MIN. THICKNESS REQUIRED INCHES	STEEL: INSTALLATION TYPE 2	STEEL: INSTALLATION TYPE 1	STEEL: INSTALLATION TYPE 2	STEEL: INSTALLATION TYPE 1
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				
36	40x31	5	0.079	3	2	12	15
42	46x36	6	0.079	3	2	13	15
48	53x41	7	0.079	3	2	13	15
54	60x46	8	0.079	3	2	13	15
60	66x51	9	0.079	3	2	13	15
66	73x55	12	0.079	3	2	15	15
72	81x59	14	0.079	3	2	15	15
78	87x63	14	0.079	3	2	15	15
84	95x67	16	0.109	3	2	15	15
90	103x71	16	0.109	3	2	15	15
96	112x75	18	0.109	3	2	15	15
102	117x79	18	0.109	3	2	15	15
108	128x83	18	0.138	3	2	15	15

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

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

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

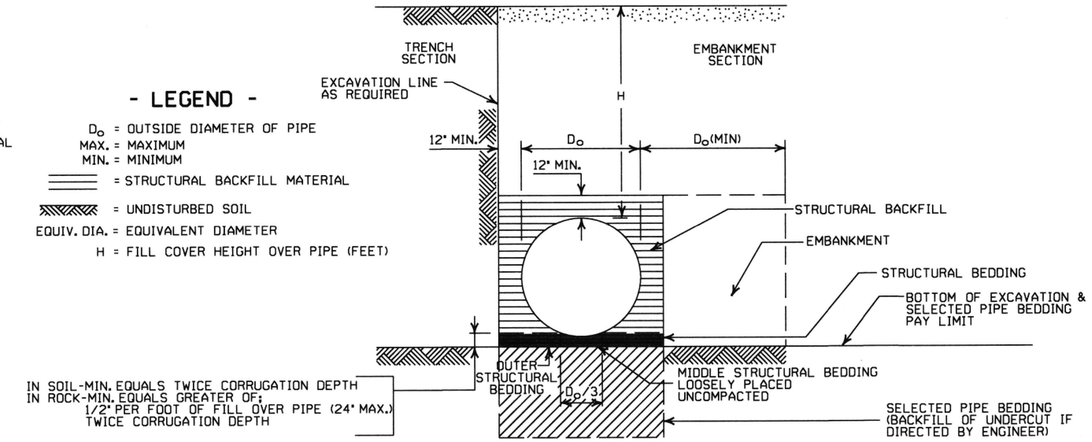
③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES: STEEL: ZINC COATED	STEEL: UNCOATED	ALUMINUM	GAUGE NUMBER
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

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

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

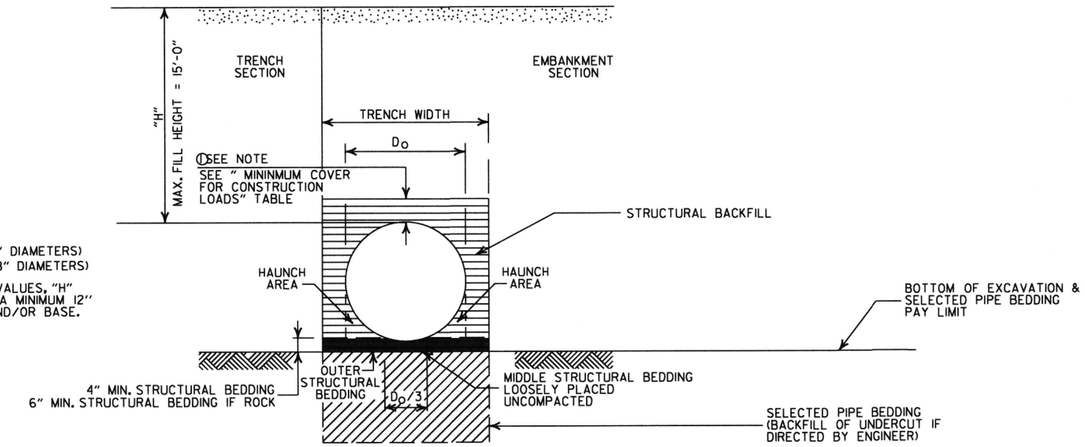
STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET) "H" < 10'-0"	TRENCH WIDTH (FEET) "H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

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

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	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS 18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

CONSTRUCTION SEQUENCE

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

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

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

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

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

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

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

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

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

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

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

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

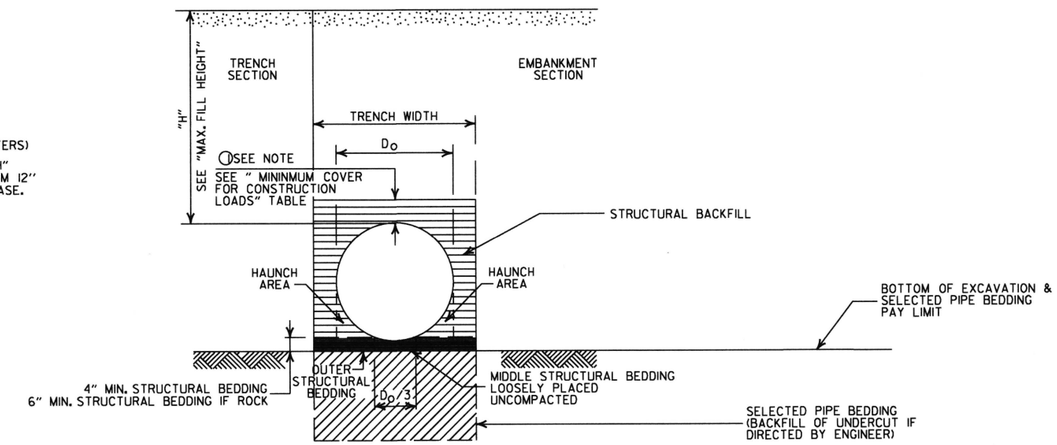
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS 18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

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

CONSTRUCTION SEQUENCE

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

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

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

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

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

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

INSTALLATION TYPE	**MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	*SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4) OR TYPE 1 INSTALLATION MATERIAL

*SM3 WILL NOT BE ALLOWED.

** STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

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

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

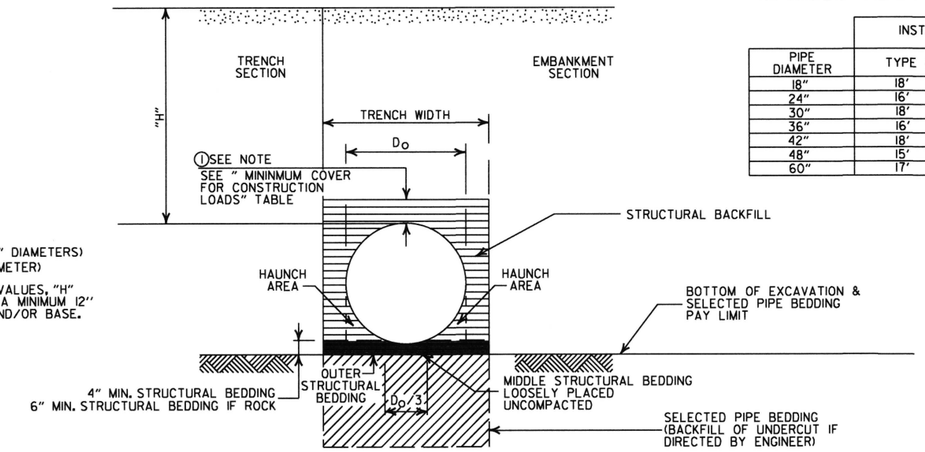
PIPE DIAMETER	TRENCH WIDTH (FEET) "H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

MAXIMUM HEIGHT OF FILL "H"

PIPE DIAMETER	INSTALLATION TYPE TYPE 1	TYPE 2
18"	18'	14'
24"	16'	12'
30"	18'	14'
36"	16'	12'
42"	18'	13'
48"	15'	11'
60"	17'	12'

(1) NOTE:
12" MIN. (18" - 42" DIAMETERS)
24" MIN. (60" DIAMETER)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



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 POLYPROPYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"
60"	5'-0"

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	(2) MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS 18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-150.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

(2) 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 M330, TYPE S. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012) WITH 2013 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. POLYPROPYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR POLYPROPYLENE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN SECTION 26.4.2.4 AND 30.4.2 OF THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS 3RD EDITION (2010) WITH 2012 INTERIMS. JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

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

= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

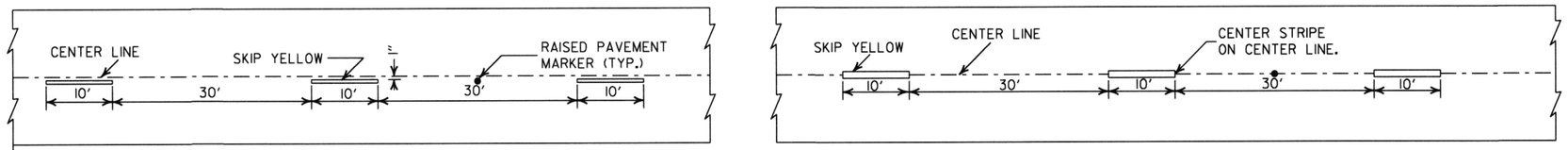
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

NOTES:

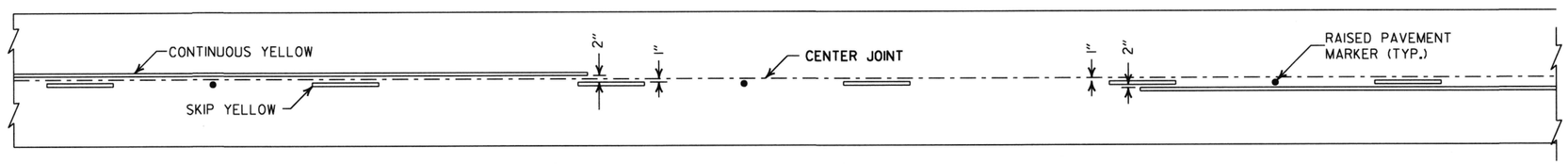
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



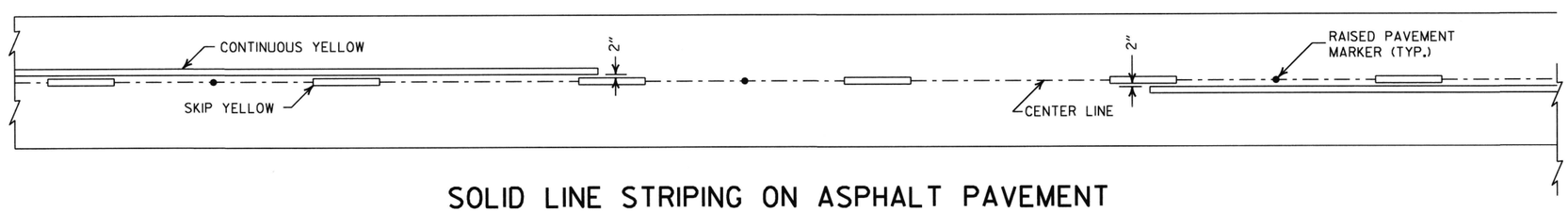
CONCRETE PAVEMENT

ASPHALT PAVEMENT

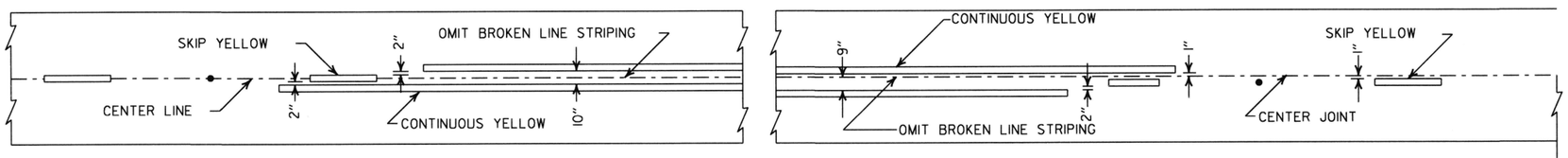
BROKEN LINE STRIPING



SOLID LINE STRIPING ON CONCRETE PAVEMENT



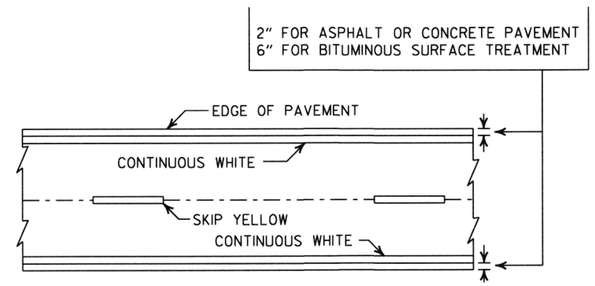
SOLID LINE STRIPING ON ASPHALT PAVEMENT



ASPHALT PAVEMENT

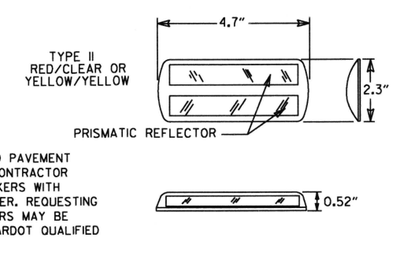
CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



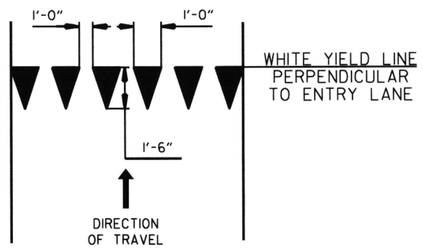
PAVEMENT EDGE LINE MARKING

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

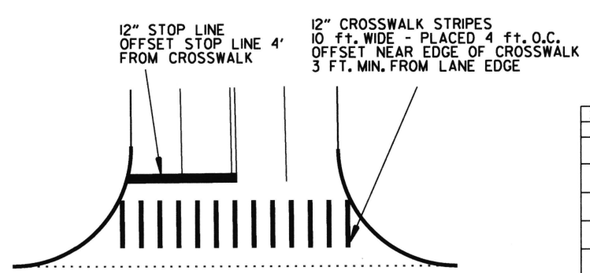


NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS



YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

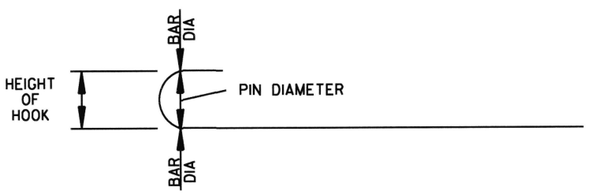
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



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

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

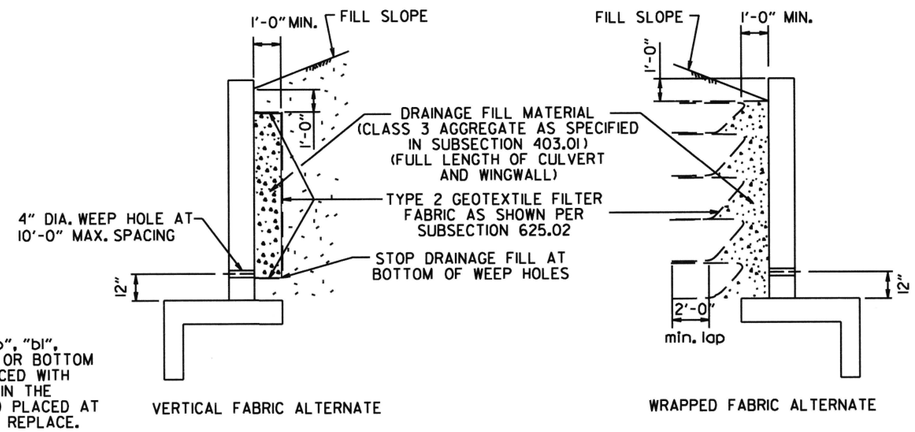
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

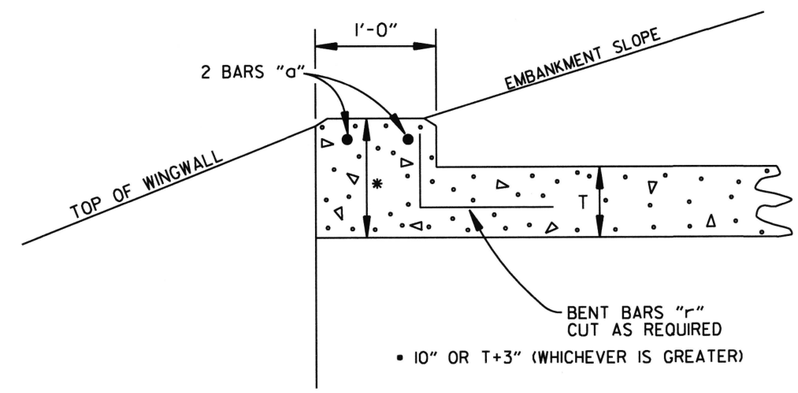
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

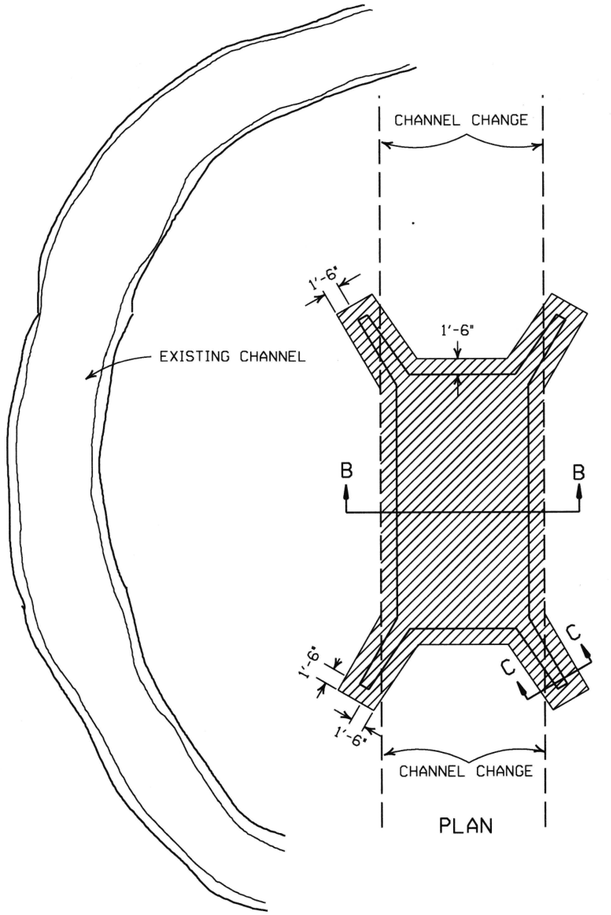
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

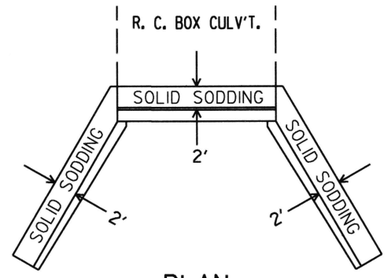
REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



PLAN

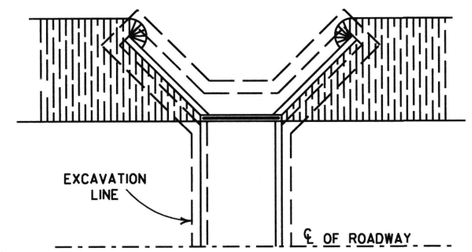
SOLID SODDING



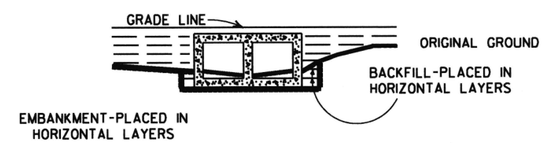
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

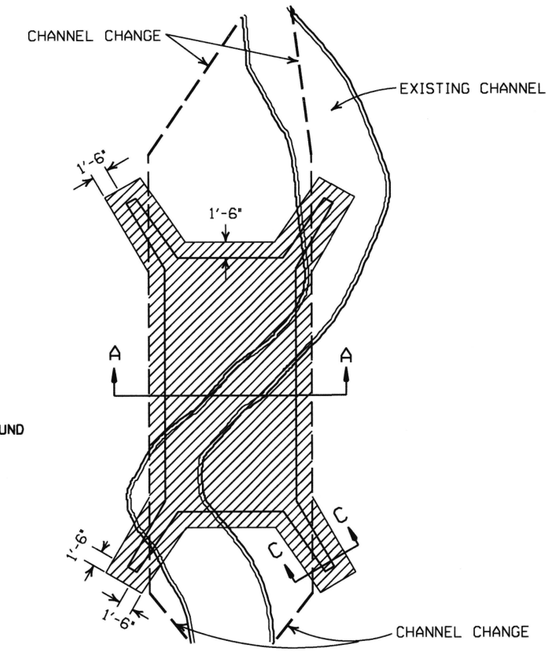


PLAN

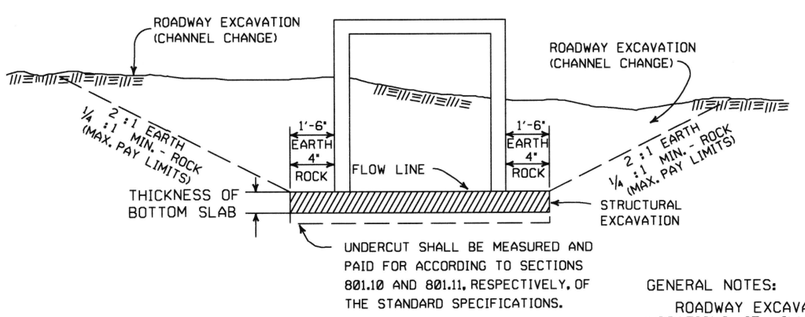


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

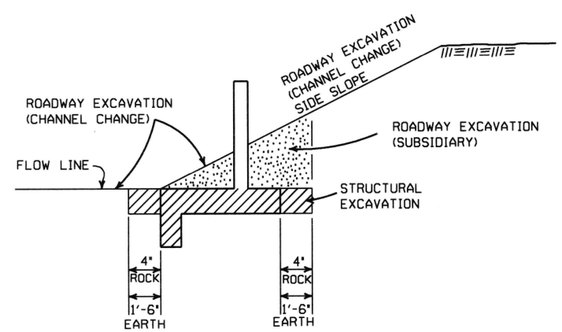


PLAN

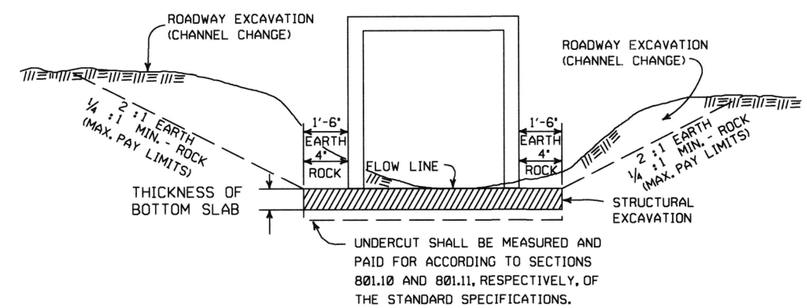


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES	674-1-4-83
	AND ADDED MAXIMUM PAY	
	LIMIT NOTES.	
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	35 MPH e	35 MPH Ls (FT) MINIMUM	35 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	45 MPH e	45 MPH Ls (FT) MINIMUM	45 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	65 MPH e	65 MPH Ls (FT) MINIMUM	65 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE	75 MPH e	75 MPH Ls (FT) MINIMUM	75 MPH Ls (FT) DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	96		RC	96		RC	96		0.022	101	
0° 45'	NC			NC			NC			NC			RC	96		RC	96		0.024	106		0.026	110		0.030	120		0.032	125	
1° 00'	NC			NC			NC			RC	90		0.022	101		0.026	110		0.030	120		0.034	130		0.038	139		0.042	149	300
1° 15'	NC			NC			RC	84		0.022	95		0.028	115		0.032	125		0.038	139		0.042	149		0.046	158		0.052	173	
1° 30'	NC			RC	78		0.022	88		0.028	108		0.032	125		0.038	139		0.044	154		0.050	168		0.056	182		0.062	197	
1° 45'	RC	72		RC	78		0.026	97		0.030	113		0.036	134		0.044	154		0.050	168		0.056	182		0.064	202		0.070	216	
2° 00'	RC	72		0.024	86		0.028	101		0.034	122		0.042	149		0.048	163		0.056	182		0.064	202		0.070	216		0.080	240	
2° 15'	RC	72		0.026	90		0.032	109		0.038	131		0.046	158		0.054	178		0.062	197		0.070	216		0.078	235		0.088	259	350
2° 30'	0.022	75		0.028	94		0.034	113		0.042	140		0.050	168		0.058	187		0.068	211		0.076	230		0.086	254		0.096	278	
2° 45'	0.024	79		0.030	98		0.038	122		0.046	149		0.054	178		0.064	202		0.072	221		0.082	245		0.092	269		0.100	288	
3° 00'	0.026	83		0.034	105		0.040	126		0.050	158		0.058	187		0.068	211		0.078	235		0.088	259		0.098	283				
3° 15'	0.028	86		0.036	109		0.044	134		0.052	162		0.062	197		0.072	221		0.082	245		0.092	269		0.100	288				
3° 30'	0.030	90		0.038	113		0.046	139		0.056	171		0.066	206		0.076	230		0.086	254		0.096	278							
3° 45'	0.032	93		0.040	117		0.050	147		0.058	176		0.070	216		0.080	240		0.090	264		0.098	283							
4° 00'	0.034	97		0.042	121		0.052	151		0.062	185		0.072	221		0.084	250		0.094	274		0.100	288							
4° 15'	0.036	100		0.044	125		0.054	155		0.064	189		0.076	230		0.086	254		0.096	278										
4° 30'	0.036	100	200	0.046	129	200	0.056	160	200	0.068	198	200	0.078	235	250	0.090	264	300	0.098	283	300										
4° 45'	0.038	104		0.048	133		0.060	168		0.070	203		0.082	245		0.092	269		0.100	288										
5° 00'	0.040	108		0.050	137		0.062	172		0.072	207		0.084	250		0.094	274													
5° 30'	0.044	115		0.054	144		0.066	181		0.078	221		0.088	259		0.098	283													
6° 00'	0.046	119		0.058	152		0.070	189		0.082	230		0.092	269		0.100	288													
6° 30'	0.050	126		0.062	160		0.074	198		0.086	239		0.096	278																
7° 00'	0.052	130		0.064	164		0.078	206		0.090	248		0.098	283																
7° 30'	0.054	133		0.068	172		0.080	210		0.092	252		0.100	288																
8° 00'	0.058	140		0.070	176		0.084	219		0.094	257																			
8° 30'	0.060	144		0.072	179		0.086	223		0.096	261																			
9° 00'	0.062	148		0.076	187		0.088	227		0.098	266																			
9° 30'	0.064	151		0.078	191		0.092	235		0.100	270																			
10° 00'	0.066	155		0.080	195		0.094	240																						
11° 00'	0.070	162		0.084	203		0.096	244																						
12° 00'	0.074	169		0.088	211		0.098	248																						
13° 00'	0.076	173		0.090	215		0.100	252	300																					
14° 00'	0.080	180		0.094	222																									
15° 00'	0.082	184		0.096	226																									
16° 00'	0.086	191		0.098	230																									
17° 00'	0.088	194		0.100	234																									
18° 00'	0.090	198	250																											
19° 00'	0.092	202																												
20° 00'	0.094	205																												
21° 00'	0.096	209																												
22° 00'	0.096	209																												
23° 00'	0.098	212																												
24° 00'	0.098	212																												
25° 00'	0.100	216																												
	D MAX = 28° 30'			D MAX = 19° 30'			D MAX = 13° 45'			D MAX = 10° 30'			D MAX = 8° 25'			D MAX = 6° 30'			D MAX = 5° 15'			D MAX = 4° 15'			D MAX = 3° 30'			D MAX = 2° 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

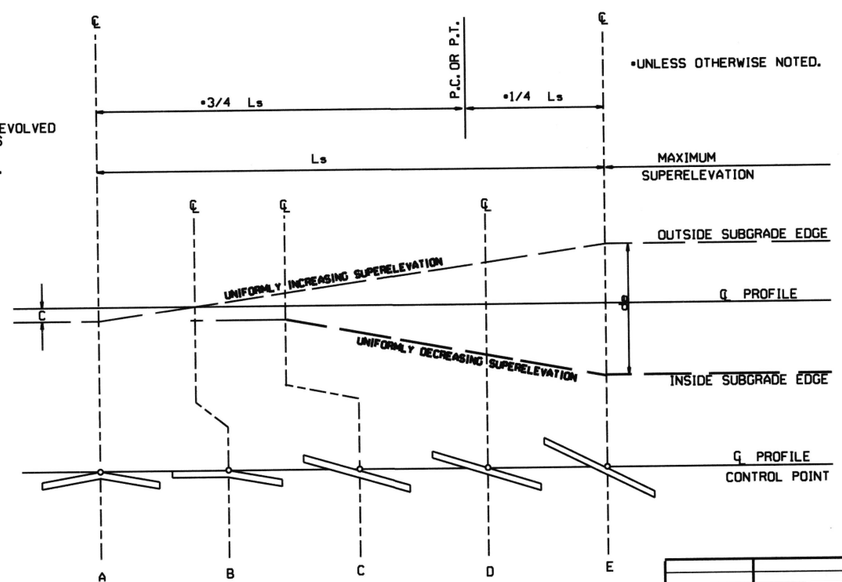
1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED 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%

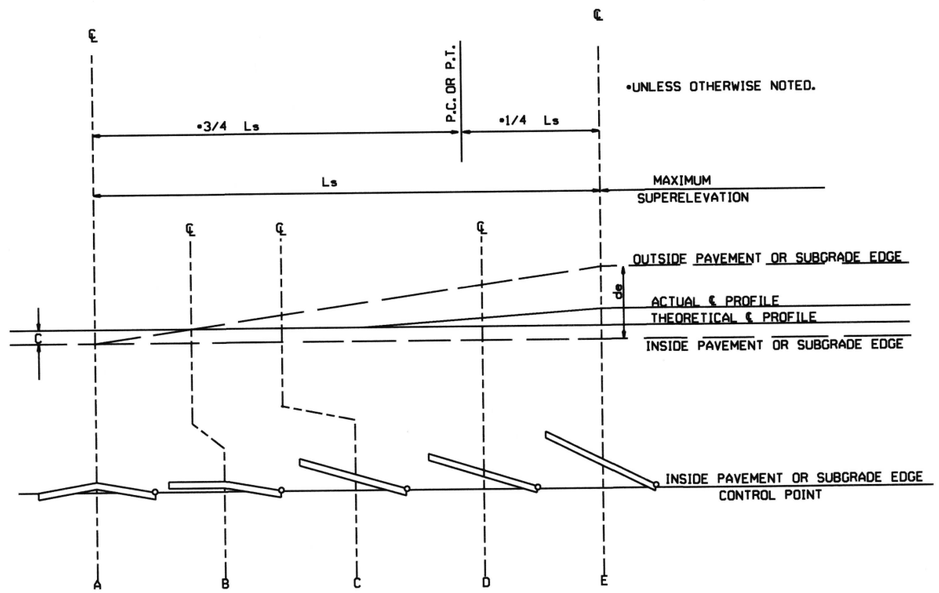
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.

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



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE



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

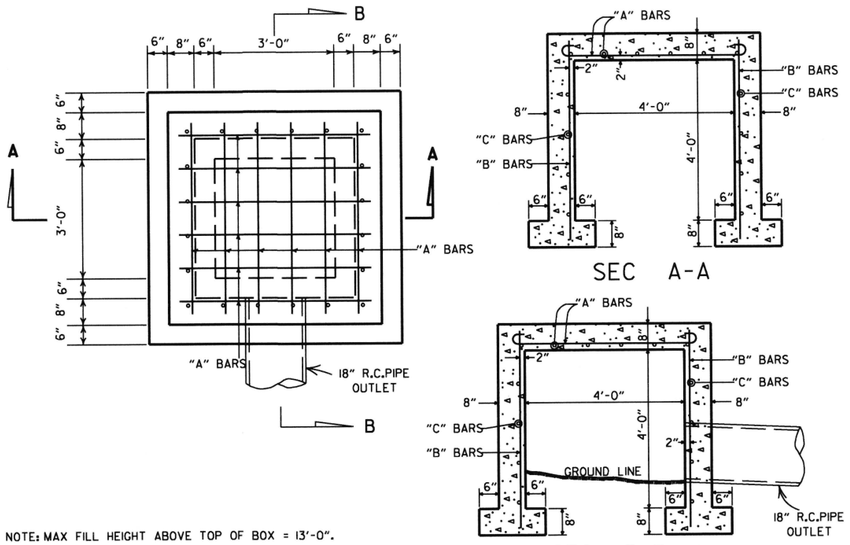
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

DATE	REVISION	DATE FILMED
11-07-19	REVISED SUPERELEVATION TABLE	
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87

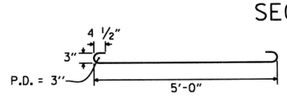
ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

STANDARD DRAWING SE-2



NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".



"A" BARS

STEEL SCHEDULE

BARS	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

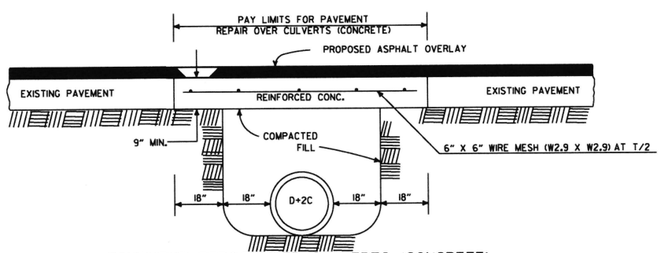
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

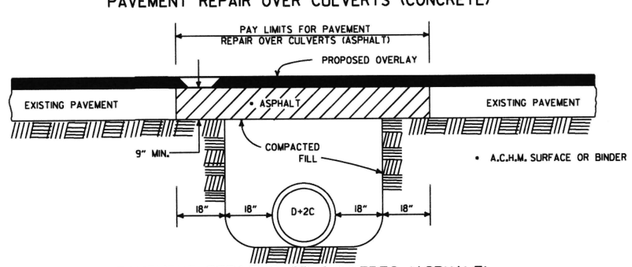
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX



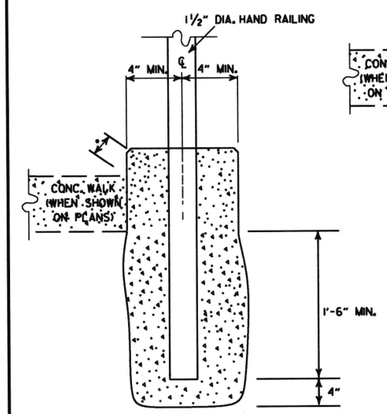
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



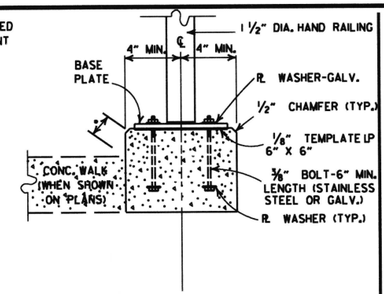
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

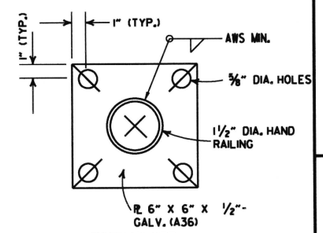
* A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

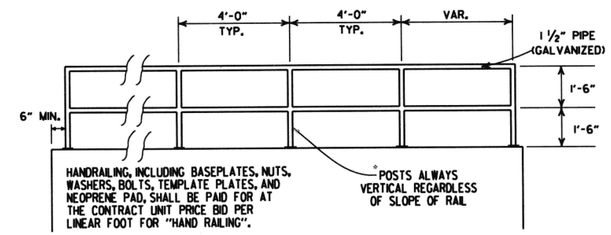


POST CONNECTION TO WALL

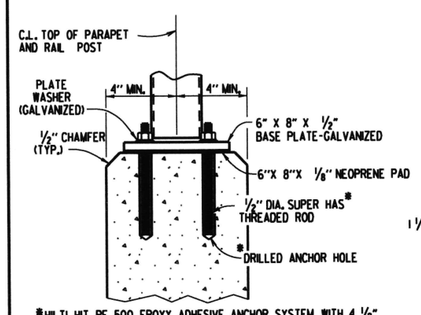


BASE PLATE

POST CONNECTION DETAILS



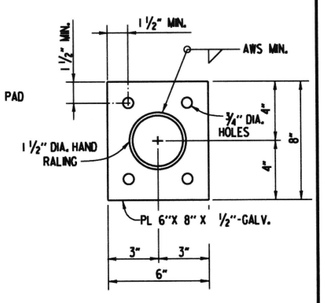
HAND RAILING SHALL CONFORM TO SECTION 633.



*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 1/2" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

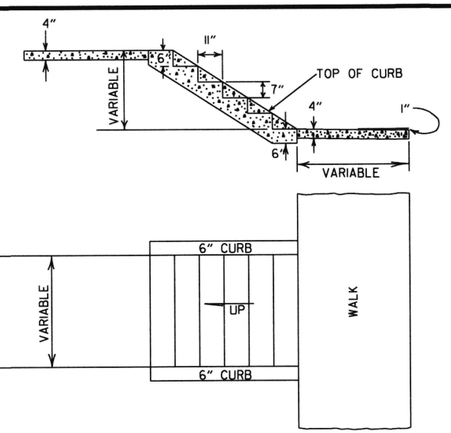
POST CONNECTION TO WALL



BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM
(EPOXY ADHESIVE ANCHORS)

HAND RAILING DETAILS



GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

DETAILS OF CONCRETE STEPS & WALKS

DATE	REVISION	DATE FILMED
10-25-18	REVISED DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS	
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-96	ADD WEEP HOLE; REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS	649-7-15-88
11-1-84	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
1-4-83	ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET& PAVEMENT REPAIR	674-4-20-79
2-2-76	12"MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI-1

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2

STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

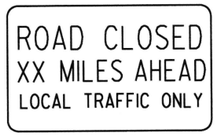
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2

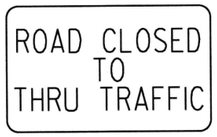
48"X30"

R11-3A



60"X30"

R11-4



60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

W1-1

STD. 36"X36"
FWY. 48"X48"

W1-2

STD. 36"X36"
FWY. 48"X48"

W1-3

STD. 48"X48"

W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8

STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2

STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

W13-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD.48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

R56-1

STD. 18"X18"

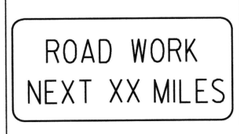
W8-11

STD. 36"X36"
FWY. 48"X48"

W8-9

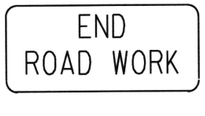
STD. 36"X36"
FWY. 48"X48"

G20-1



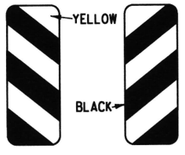
60"X24"

G20-2



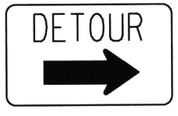
48"X24"

OM-3L OM-3R



12"X36"

M4-9

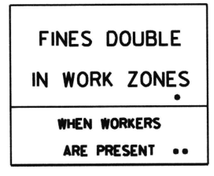


STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1



36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.

2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.

3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.

• 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.

• 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.

6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.

7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.

8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.

9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.

10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

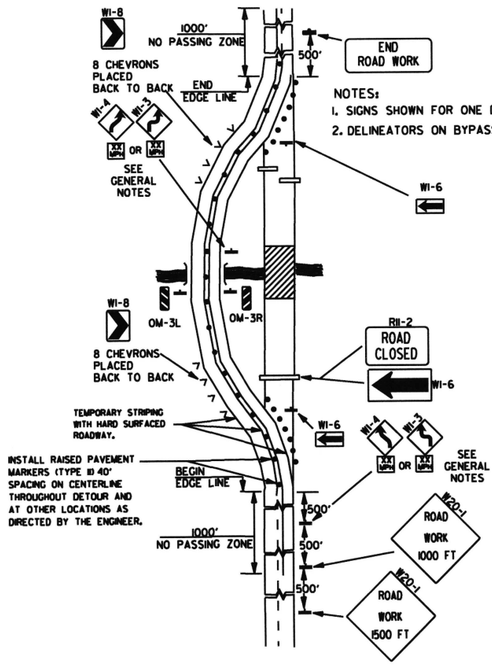
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

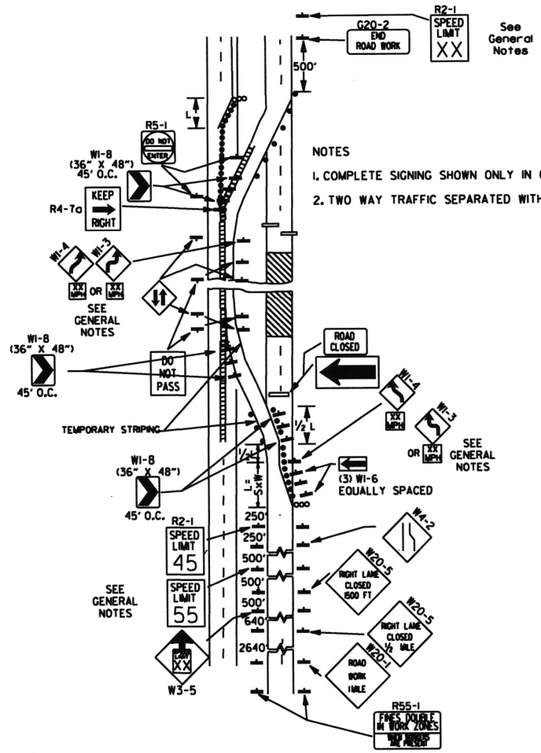
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



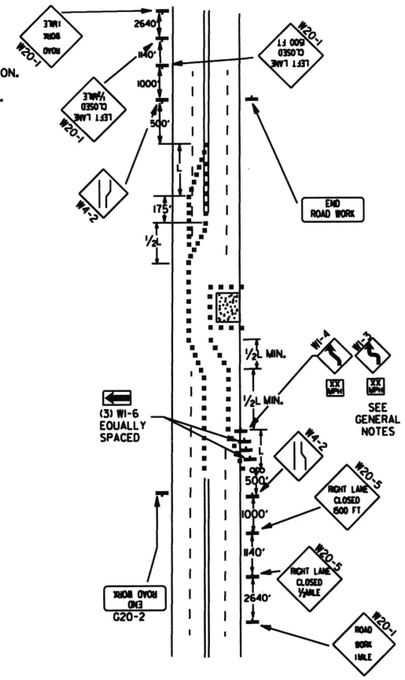
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

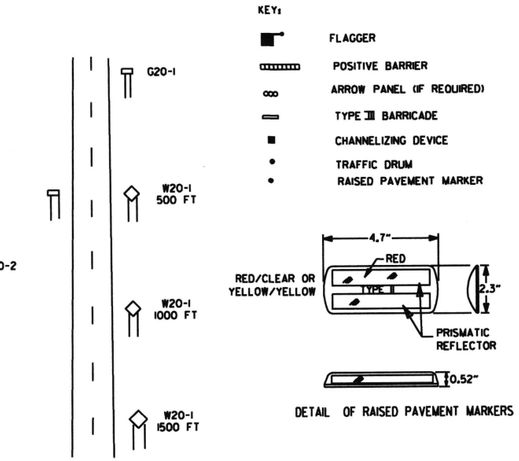


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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



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



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

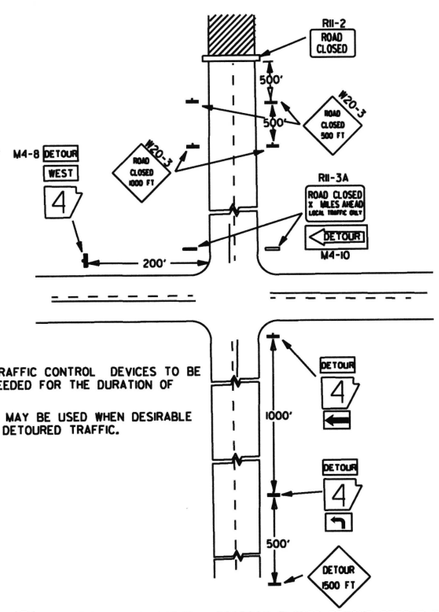
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W= WIDTH OF OFFSET.

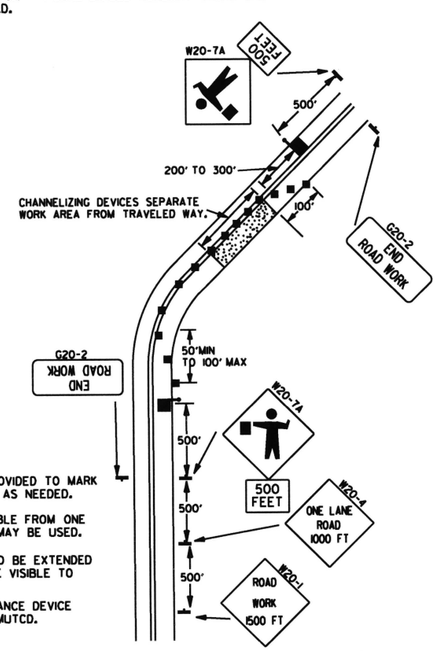
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



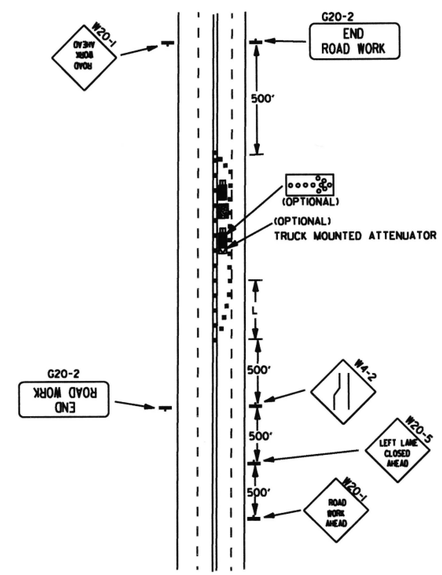
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

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



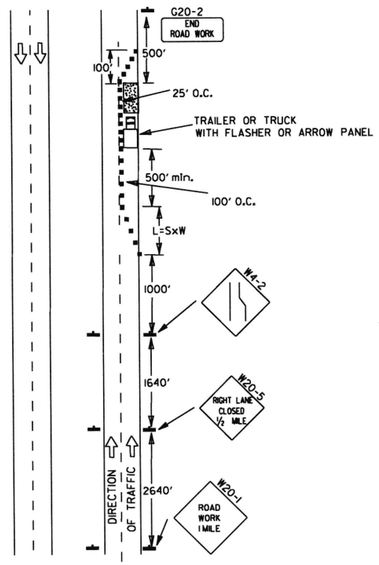
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W11-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

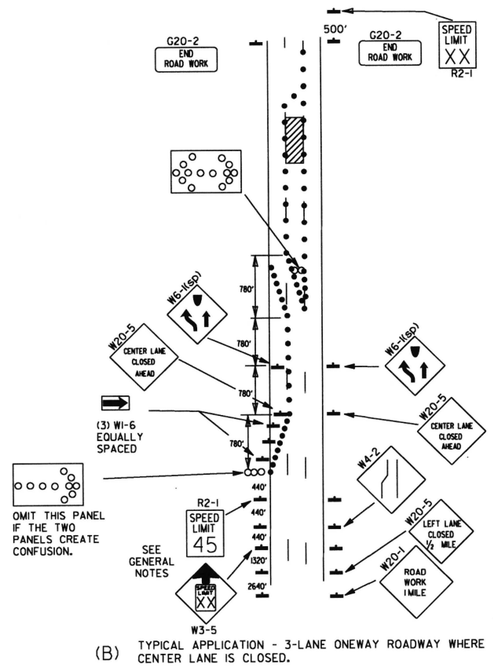
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2

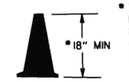


(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



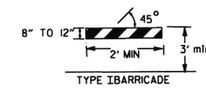
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES



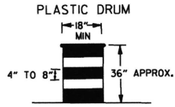
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

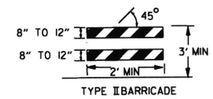
CONES



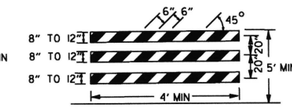
TYPE I BARRICADE

PLASTIC DRUM



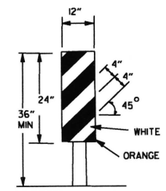


TYPE II BARRICADE



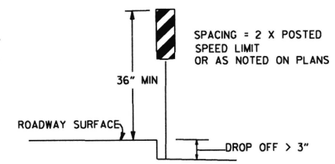
TYPE III BARRICADE

NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.

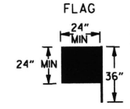


VERTICAL PANEL
VP-1R

VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

TRAFFIC CONTROL DEVICES

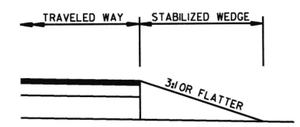
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS
> 6" ≤ 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(1)	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 18" ≤ 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(1)	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(3)
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER(4) & EDGE LINES	PRECAST CONCRETE BARRIER(4) & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 2" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

GENERAL NOTES:

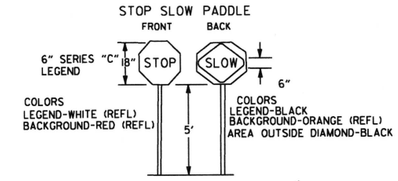
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.



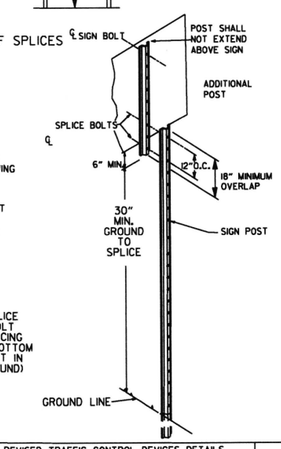
STABILIZED WEDGE

NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

STOP SLOW PADDLE



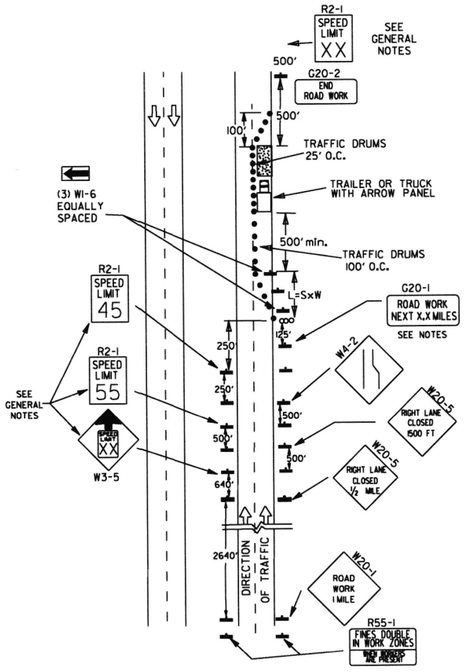
DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

KEY:

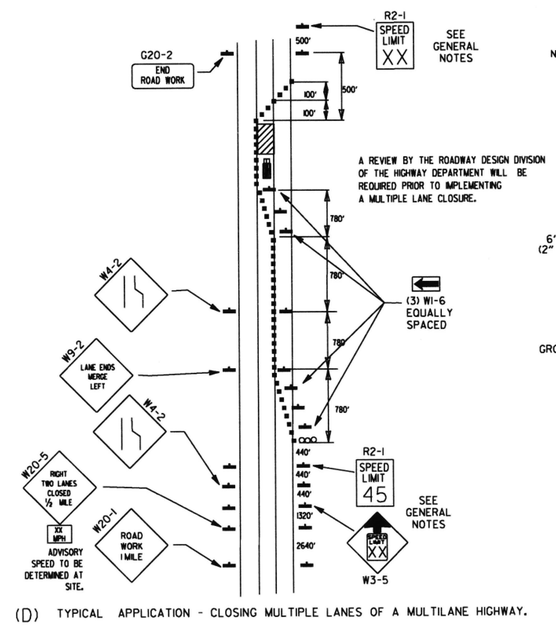
ooo ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 1,25' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

DATE	REVISION	FILMED
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

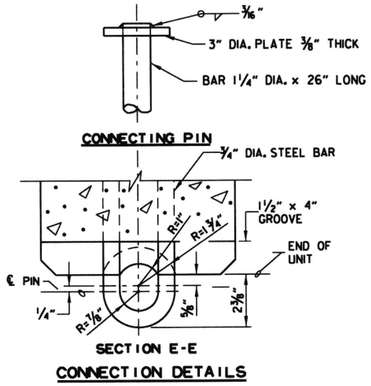
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

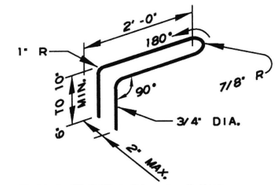
STANDARD DRAWING TC-3

REINFORCING BAR TABLE PER BARRIER UNIT

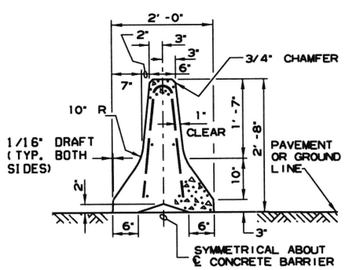
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-3", 90°, 3 3/8" R, LIFTING HOLE
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1' MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER (3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 9 1/2", 4 3/8", 2'-1 3/8"



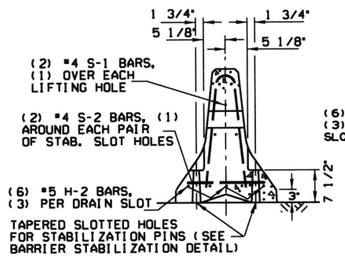
CONNECTION DETAILS



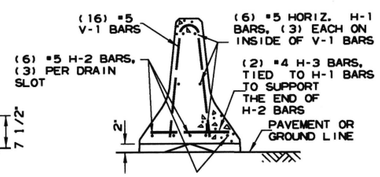
CONNECTION LOOP



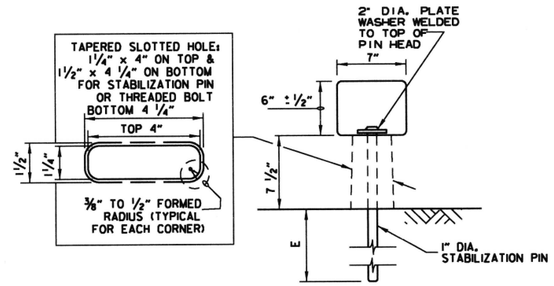
SECTION A-A



SECTION B-B



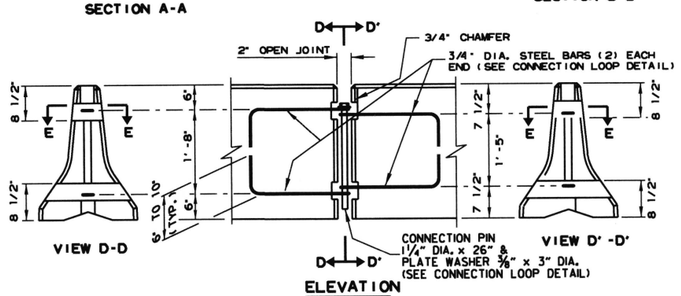
SECTION C-C



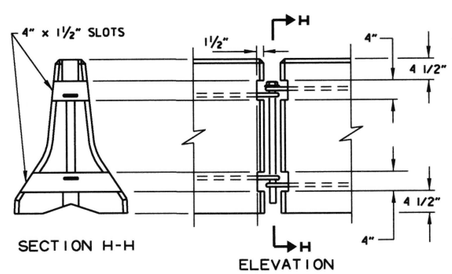
BARRIER STABILIZATION DETAIL

ROADWAY SECTION

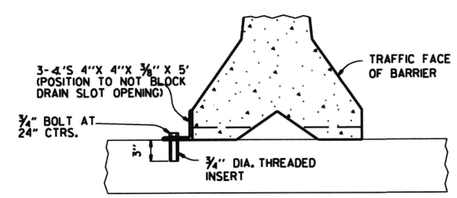
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



ELEVATION



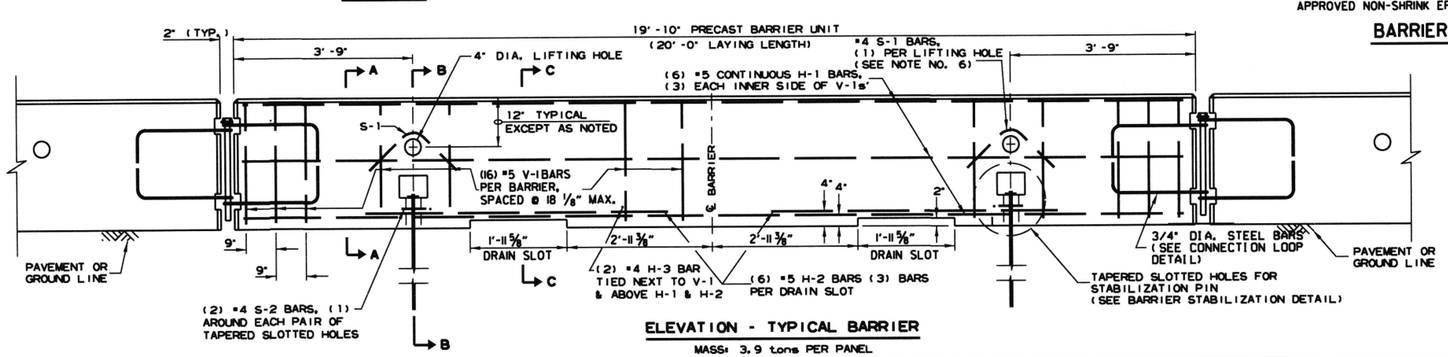
BARRIER REMOVAL SLOT DETAILS



NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

BRIDGE DECKS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

GENERAL NOTES

1. THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

2. MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
   CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
   REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
   STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN.
   DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

   IN APPLICATIONS WHERE BARRIER WALL IS WITHIN 6 FEET OF A TRAFFIC LANE, ADDITIONAL DELINEATORS SHALL BE PLACED ON THE BARRIER AT 10' SPACING APPROXIMATELY ONE (1) FOOT FROM THE TOP OF THE BARRIER. DELINEATORS SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CONSTRUCTION CONCRETE BARRIER MARKERS.
   DELINEATOR COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER". THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER THAT THE MATERIAL AND THE DESIGN USED IN THE PRECAST BARRIER UNITS MEETS THE REQUIREMENTS AS SHOWN ON THIS STANDARD DRAWING.

3. OTHER PRECAST CONCRETE BARRIERS THAT HAVE BEEN CRASH TESTED AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION TO MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED IN LIEU OF THE BARRIER SHOWN. DRAIN SLOTS SHALL BE PROVIDED AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH A CERTIFICATION OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANCE FOR ANY OTHER TYPES OF PRECAST BARRIER TO BE USED. THE CERTIFICATION SHALL STATE THAT THE PRECAST CONCRETE BARRIER MEETS THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). MIXING OF SHAPES WILL NOT BE ALLOWED IN A CONTINUOUS LINE OF UNITS.

4. DOWEL HOLES IN PAVEMENT OR BRIDGE SLABS THAT ARE TO REMAIN IN PLACE SHALL BE FILLED. HOLES IN CONCRETE PAVEMENT AND BRIDGE SLABS SHALL BE FILLED WITH AN APPROVED NON-SHRINK EPOXY GROUT. HOLES IN ASPHALT PAVEMENT SHALL BE FILLED WITH AN APPROVED ASPHALT JOINT FILLER. PAYMENT FOR DRILLING AND FILLING HOLES TO BE INCLUDED IN THE PRICE FOR VARIOUS BARRIER ITEMS.

5. ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.

6. A 4" WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE AND IF USED THE SLEEVE IS TO BE LEFT IN PLACE.

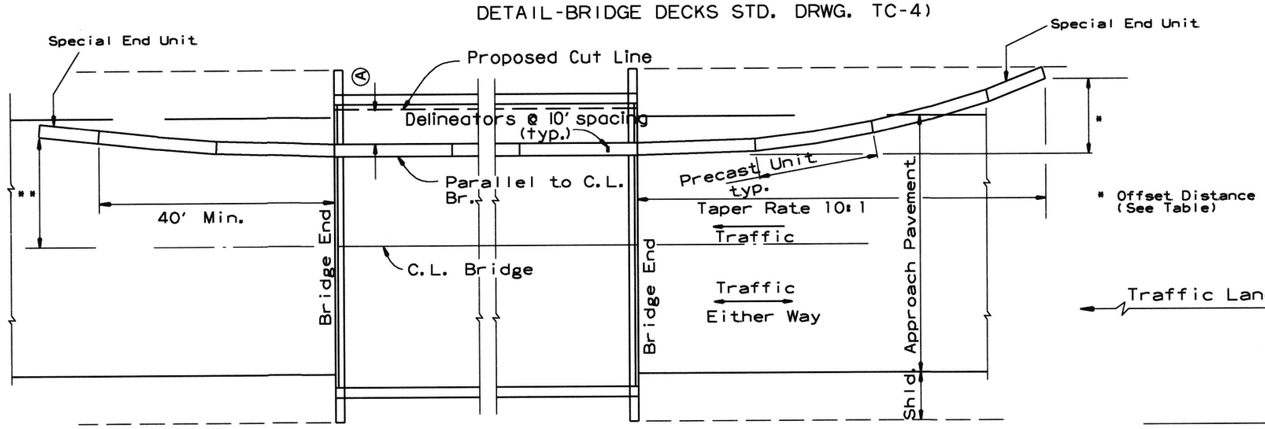
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

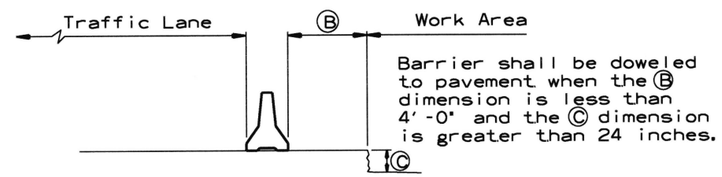
STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

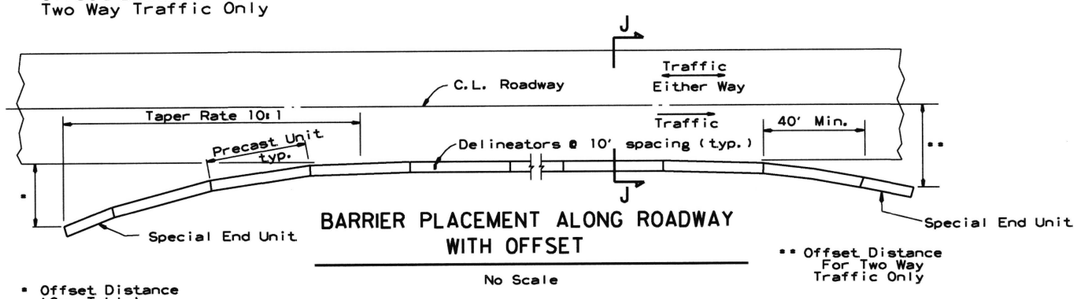
No Scale



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



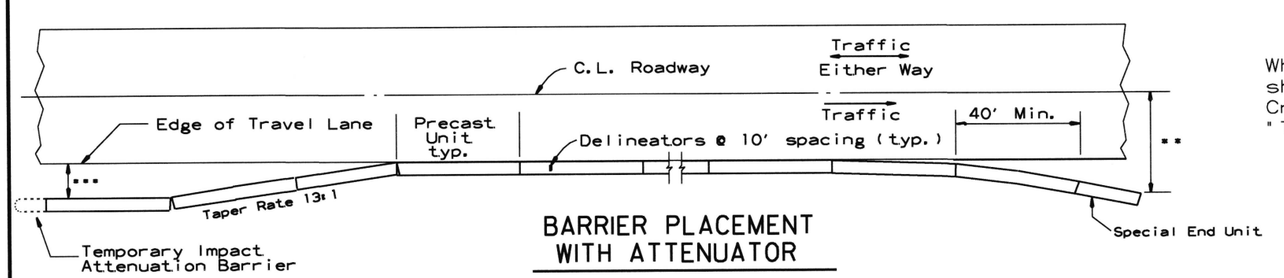
BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

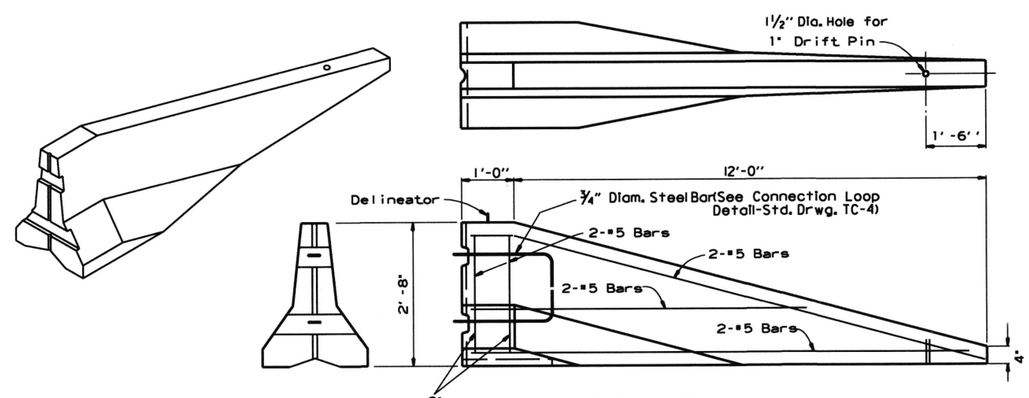


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

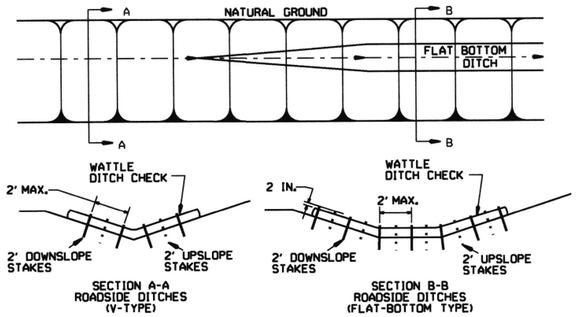
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

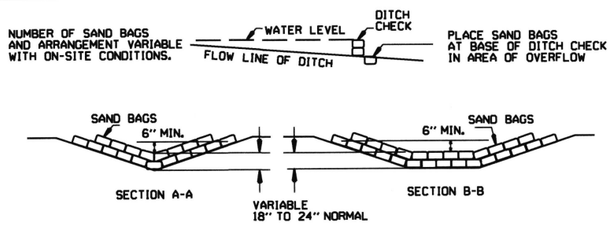
STANDARD DRAWING TC-5

GENERAL NOTES

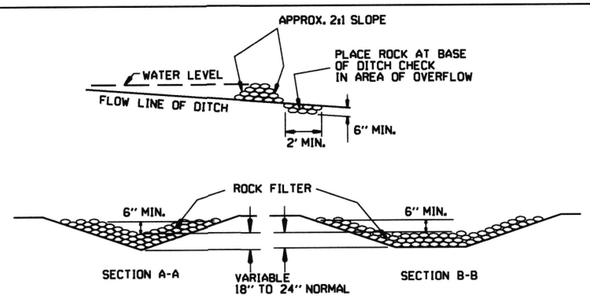
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

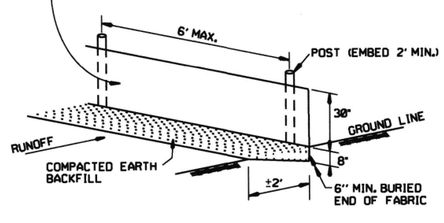


ROCK DITCH CHECK (E-6)

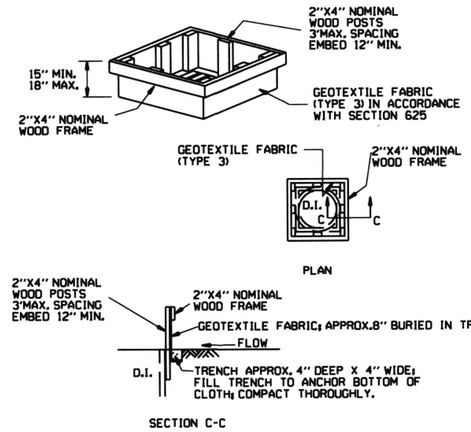
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

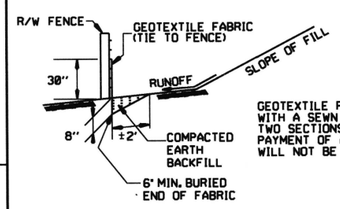
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)

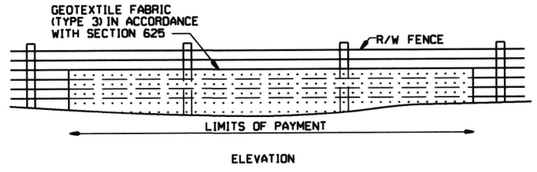


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



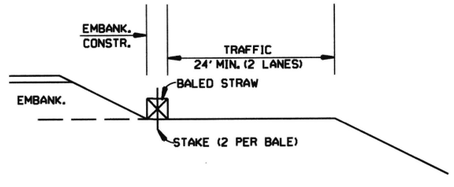
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

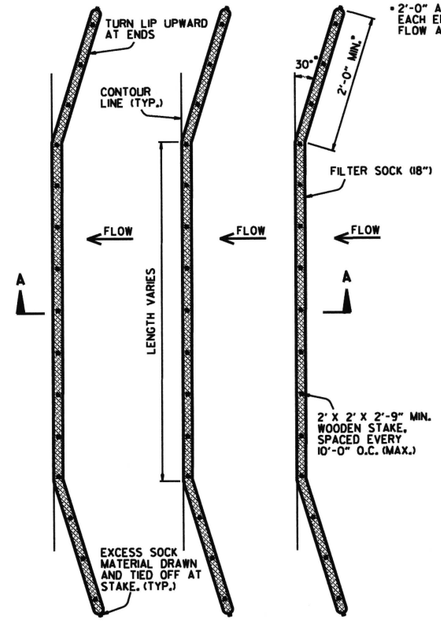
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

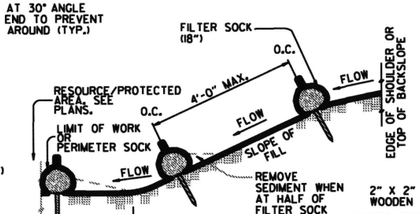
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



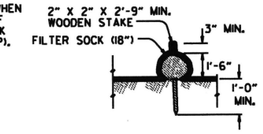
BALED STRAW FILTER BARRIER (E-2)



PLAN VIEW
N.T.S.



SECTION A-A
N.T.S.



STAKING DETAIL
N.T.S.

NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

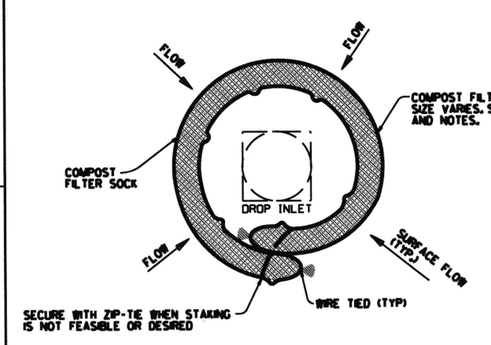
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

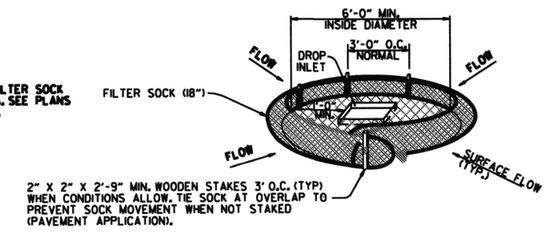
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

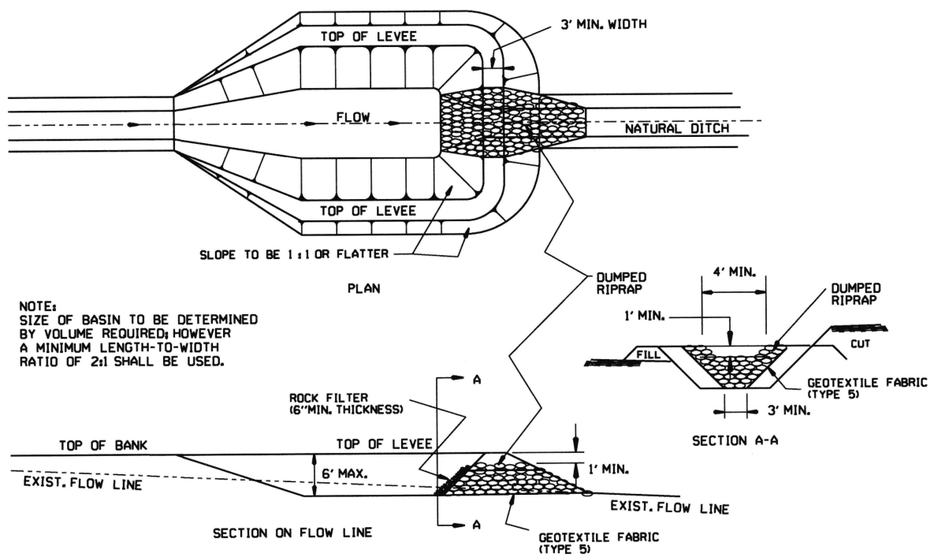
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

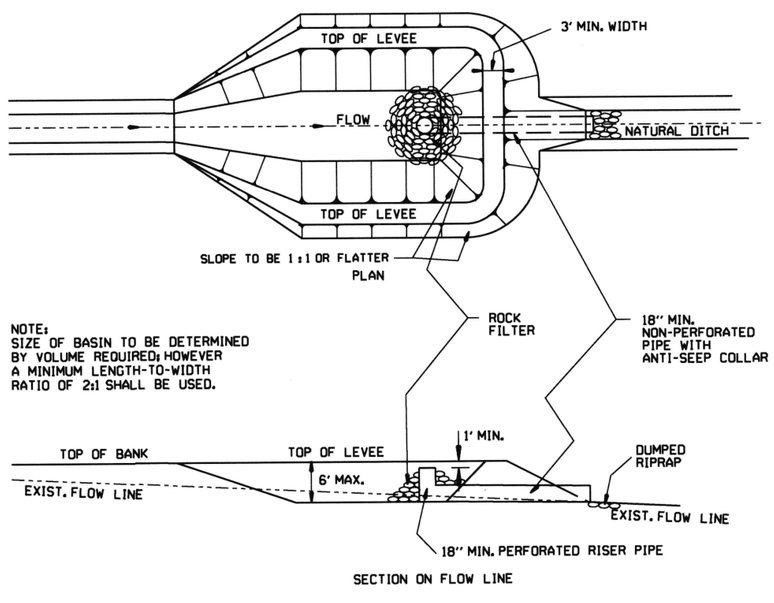
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1



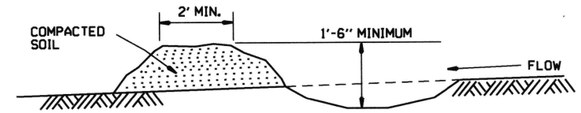
NOTE:
SIZE OF BASIN TO BE DETERMINED BY VOLUME REQUIRED; HOWEVER A MINIMUM LENGTH-TO-WIDTH RATIO OF 2:1 SHALL BE USED.

SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



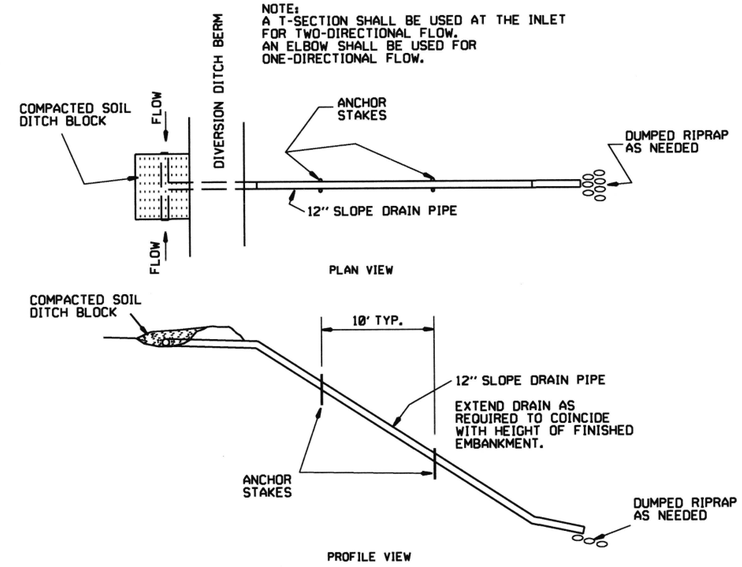
NOTE:
SIZE OF BASIN TO BE DETERMINED BY VOLUME REQUIRED; HOWEVER A MINIMUM LENGTH-TO-WIDTH RATIO OF 2:1 SHALL BE USED.

SEDIMENT BASIN WITH PIPE OUTLET (E-10)

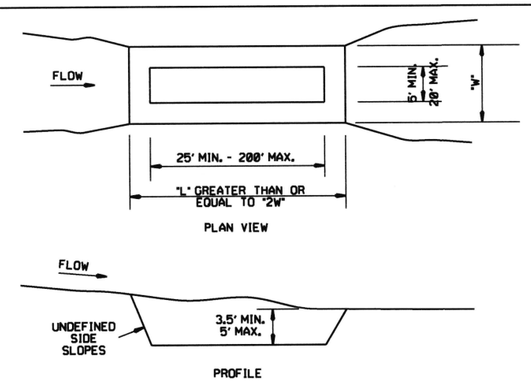


DIVERSION DITCH (E-8)

NOTE:
A T-SECTION SHALL BE USED AT THE INLET FOR TWO-DIRECTIONAL FLOW.
AN ELBOW SHALL BE USED FOR ONE-DIRECTIONAL FLOW.



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

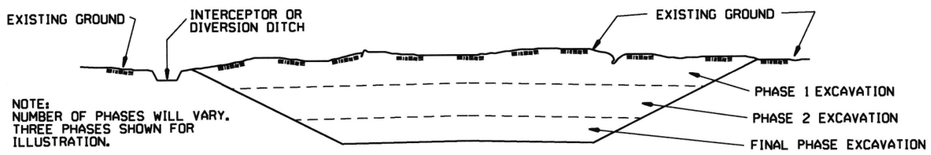
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



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

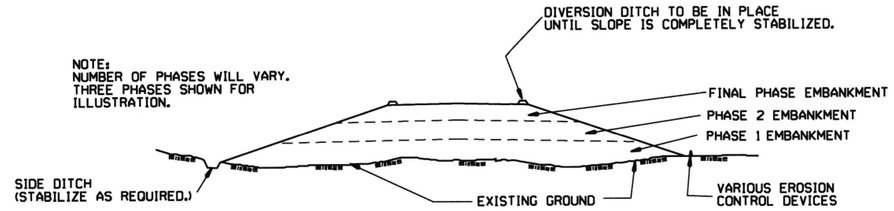
GENERAL NOTE

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

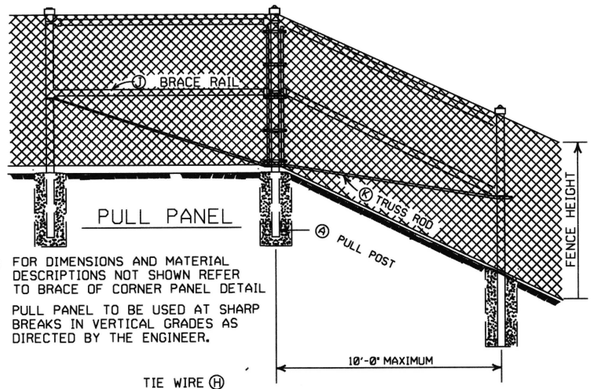
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD 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.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

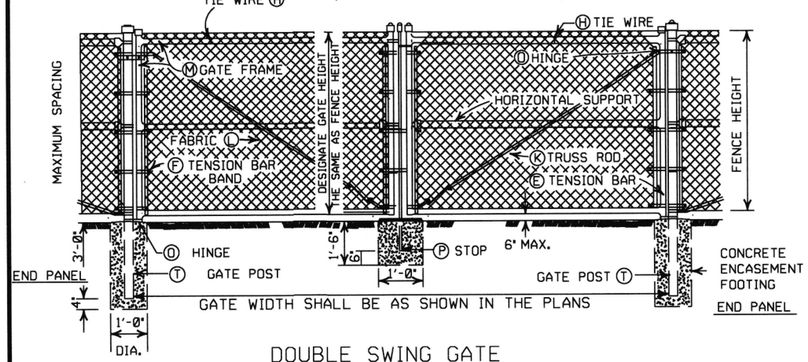
STANDARD DRAWING TEC-3



PULL PANEL

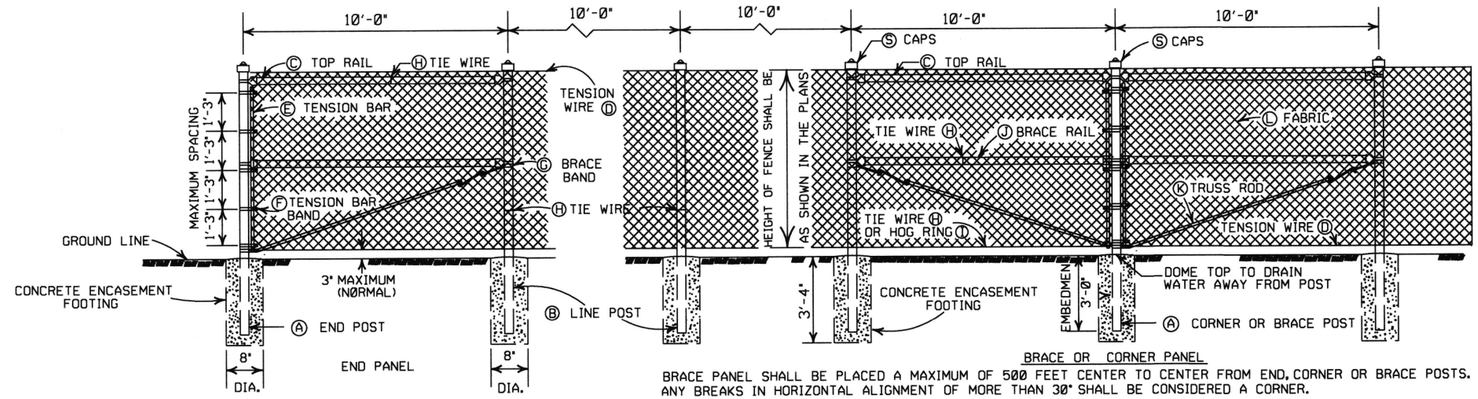
NOTE: FOR DIMENSIONS AND MATERIAL DESCRIPTIONS NOT SHOWN REFER TO BRACE OF CORNER PANEL DETAIL

PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES AS DIRECTED BY THE ENGINEER.



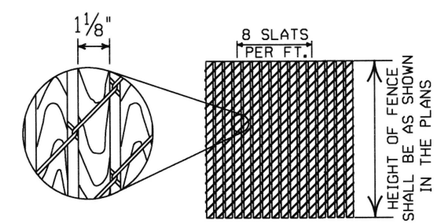
DOUBLE SWING GATE

POST SPACING DETAIL



BRACE OR CORNER PANEL

BRACE PANEL SHALL BE PLACED A MAXIMUM OF 500 FEET CENTER TO CENTER FROM END, CORNER OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30° SHALL BE CONSIDERED A CORNER.



1⅛" X ¼" REDWOOD SLATS(LENGTH TO MATCH HEIGHT OF FENCE)

DETAIL OF REDWOOD SLAT INSTALLATION

(WHERE APPLICABLE)

GENERAL NOTES:

(C) CHAIN LINK FENCE BEING PLACED ON PRIVATE PROPERTY SHALL INCLUDE A TOP RAIL. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LIN. FT. OF CHAIN LINK FENCE.

(D) TENSION WIRE: SHALL BE SECURED TO ALL TERMINAL, PULL, BRACE OR CORNER POSTS WITH TENSION BAR BANDS.

(J) BRACE RAIL: BRACE RAILS SHALL BE PROVIDED AT ALL TERMINAL, PULL, BRACE OR CORNER POSTS HALFWAY BETWEEN THE TOP RAIL AND GROUND LEVEL WHEN TOPRAIL IS SPECIFIED AND TWELVE INCHES (12") DOWN FROM TOP OF FABRIC WHEN TOP TENSION WIRE IS SPECIFIED. BRACE RAIL SHALL EXTEND FROM SUCH POST TO THE FIRST ADJACENT LINE POST.

(L) FABRIC: SHALL CONFORM TO THE SPECIFICATIONS.

(M) GATE FRAMES: SHALL BE CONSTRUCTED OF TUBULAR MEMBERS ASSEMBLED BY USE OF HEAVY PRESSED STEEL, MALLEABLE FITTINGS OR BY WELDING. ALL GATES SHALL HAVE ONE HORIZONTAL SUPPORT EXTENDING THE WIDTH OF THE GATE AT THE MIDPOINTS OF VERTICAL FRAME MEMBERS. THE COMPLETE FRAME SHALL BE RIGID AND HAVE AMPLE STRENGTH TO BE FREE FROM SAG AND TWIST.

(O) HINGES: SHALL BE OF HEAVY PATTERN, OF ADEQUATE STRENGTH FOR GATE, AND WITH LARGE BEARING SURFACES FOR CLAMPING IN POSITION. THE HINGE SHALL BE OF THE PROPER TYPE TO ALLOW FOR THE DESIGNATED DEGREE OF SWING. THE HINGE SHALL NOT TWIST OR TURN UNDER THE ACTION OF THE GATE. THE GATES SHALL BE CAPABLE OF BEING OPENED AND CLOSED EASILY BY ONE PERSON.

(P) LATCHES AND STOPS: SHALL BE PROVIDED FOR ALL GATES. GATES SHALL HAVE A DROP BAR LATCH. LATCHES SHALL BE ARRANGED FOR LOCKING. THE STOP FOR DROP BAR LATCHES SHALL BE SET IN CONCRETE AND ENGAGE THE PLUNGER OF THE BAR LATCH.

(S) CAPS: ALL POSTS, EXCEPT ROLL FORMED POSTS AND "T" POSTS SHALL BE CAPPED OVER THE EXTERIOR OF THE POST, AND SHALL CONFORM TO ASTM F626.

CONCRETE REQUIRED FOR THE EMBEDMENT OF ALL POSTS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR CHAIN LINK FENCE.

POSTS SHALL BE SPACED EQUIDISTANT ON A MAXIMUM OF 10' CENTERS.

EXCAVATION FOR POSTS: IN OTHER THAN ROCK SHALL BE OF THE DIMENSIONS INDICATED. IF ROCK IS ENCOUNTERED BEFORE REACHING THE REQUIRED DEPTH, THE EXCAVATION SHALL BE CONTINUED TO THE DEPTH INDICATED OR 1'-6" INTO THE ROCK, WHICHEVER IS LESS, AND SHALL BE A MINIMUM OF 8 INCHES IN DIAMETER.

HEIGHT OF FENCE FABRIC	Ⓐ END, PULL CORNER OR BRACE POST	Ⓑ LINE POSTS SIZE	Ⓑ LINE POSTS TIE SPACING	Ⓒ TOP RAIL SIZE	Ⓒ TOP RAIL TIE SPACING	Ⓒ TOP RAIL MIN. LENGTH	Ⓓ TENSION WIRE SIZE	Ⓓ TENSION WIRE TIE SPACING	Ⓔ TENSION BAR SIZE	Ⓔ TENSION BAR LENGTH	Ⓕ TENSION BAR BAND SIZE	Ⓕ TENSION BAR BAND BOLT SIZE	Ⓕ TENSION BAR BAND SPACING	Ⓖ BRACE BAND SIZE	Ⓖ BRACE BAND BOLT SIZE
6' AND LESS	2½" O.D.	2" O.D.	1 TIE EVERY 1'-2" OF FABRIC HEIGHT	1⅝" O.D.	1 TIE EVERY 2'-0"	10'-0"	7 GAUGE COIL SPRING WIRE	1 TIE EVERY 1'-0"	MIN. OF 3/16" X ¾"	MIN. OF 2" LESS THAN FABRIC HEIGHT	MIN. OF ¾" X 0.074	5/16" X 1¼"	1 BAND AT TOP AND BOTTOM 15" MAX. INTERVAL BETWEEN BANDS	MIN. OF ¾" X 0.105	5/16" X 1¼"
OVER 6' TO 12' INCL.	3" O.D.	2½" O.D.													

HEIGHT OF FENCE FABRIC	Ⓗ TIE WIRE	Ⓘ HOG RING	Ⓙ BRACE RAIL SIZE	Ⓙ BRACE RAIL TIE SPACING	Ⓚ TRUSS ROD	Ⓛ FABRIC SIZE	Ⓛ FABRIC MESH	Ⓛ FABRIC SELVAGE	Ⓜ GATE FRAME SIZE	Ⓜ GATE FRAME TIE SPACING	Ⓝ HORIZONTAL SUPPORT SIZE	Ⓝ HORIZONTAL SUPPORT TIE SPACING	Ⓞ HINGE TYPE 180° SWING	Ⓣ GATE POST GATE WIDTH 12' AND LESS	Ⓣ GATE POST GATE WIDTH OVER 12' TO 24' INCL.
6' AND LESS	MIN. OF 12 GA. STEEL OR 9 GA. ALUM.	SAME GAUGE AS FABRIC	1⅝" O.D.	1 TIE EVERY 2'-0"	MIN. OF 5/16" ROUND WITH TIGHTNERS AND FITTINGS	9 GA.	2"	KNUCK-ING AND/OR TWIST-ING	2" O.D.	1 TIE EVERY 1'-0"	2" O.D.	1 TIE EVERY 1'-0"	OFFSET	3" O.D.	4" O.D.
OVER 6' TO 12' INCL.														4" O.D.	

NOTE: POST SIZES SHOWN ARE FOR STEEL. WHERE ALUMINUM IS PROVIDED, LINE POSTS SHALL HAVE AN OUT SIDE DIAMETER OF 2½" FOR FENCE HEIGHT OF 6' AND LESS, AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' TO 12'. END, PULL, CORNER OR BRACE POSTS SHALL HAVE AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' AND LESS; AN OUTSIDE DIAMETER OF 3½" FOR FENCE HEIGHTS OF 6' TO 12'. GATE POSTS WHERE GATE WIDTH IS 12' AND LESS SHALL HAVE AN OUTSIDE DIAMETER OF 3½" FOR FENCE HEIGHT OF 6' AND LESS. ALUMINUM TENSION WIRE SHALL BE 0.192" IN DIAMETER. MINIMUM THICKNESS OF MATERIAL FROM WHICH EXPANSION SLEEVES SHALL BE MADE WILL BE 0.078". POSTS AND RAILS MAY HAVE ANY CROSS-SECTIONAL SHAPE THAT WILL MEET THE SPECIFICATIONS.

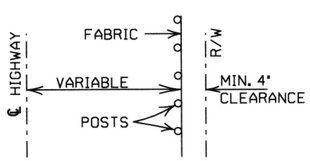
OTHER DETAILS APPLY TO BOTH STEEL AND ALUMINUM FENCE.

ALL MISCELLANEOUS FITTINGS AND HARDWARE SHALL MEET THE REQUIREMENTS AND PRODUCTION TOLERANCES AS SET FORTH IN THE SPECIFICATIONS. 9 GAUGE ALUMINUM WIRE SHALL BE ACCEPTABLE FOR TIEING FABRIC TO TUBULAR AND ROLL FORMED MEMBERS OF STEEL FENCE.

POSTS AND RAILS

SIZE O.D.	GRADE 1 AND ALUMINUM ALLOY O.D. INCHES	GRADE 1 AND ALUMINUM ALLOY WALL THICKNESS	GRADE 1 AND ALUMINUM ALLOY LBS. PER LINEAR FT. STEEL	GRADE 1 AND ALUMINUM ALLOY LBS. PER LINEAR FT. ALUMINUM	GRADE 2 O.D. INCHES	GRADE 2 WALL THICKNESS	GRADE 2 LBS. PER LINEAR FT.
1⅝	1.660	0.140	2.27	0.786	1.660	0.111	1.84
2	1.900	0.145	2.72	0.940	1.900	0.120	2.28
2½	2.375	0.154	3.65	1.264	2.375	0.130	3.11
3	2.875	0.203	5.79	2.004	2.875	0.160	4.64
3½	3.500	0.216	7.58	2.621	3.500	0.160	5.71
4	4.000	0.226	9.11	3.151	4.000	0.160	6.56

TOLERANCES ON DIMENSIONS AND WEIGHTS ACCORDING TO AASHTO M 181



INSTALLATION MAY BE MODIFIED AS SHOWN IN THE PLANS

TYPICAL INSTALLATION DIAGRAM

DATE	REVISION	FILMED
11-17-10	REVISED TRUSS ROD	
12-10-09	REVISED POSTS & RAILS TABLE	
5-21-09	ADDED TABLE & GEN. NOTE (C)	
8-22-02	REVISED NOTES, REMOVED TABLE, & REMOVED FENCE ALTERNATE	
4-3-97	REVISED BRACE RAIL NOTE	
10-18-96	REVISED AASHTO & ASTM REF.	
11-3-94	REVISED NOTE (L)	
10-1-92	DELETED ALTERNATE POST	10-1-92
8-15-91	DELETED ROLL FORMED POST DETAIL & ADDED NOTE	8-15-91 8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
11-17-88	REVISED O.D. SIZES	668-11-17-88
10-30-87	GENERAL REVISIONS	548-10-30-87
4-20-79	REVISED TOP RAIL & TENSION WIRE	695-4-20-79
10-2-72	REVISED AND REDRAWN	530-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CHAIN LINK FENCE

STANDARD DRAWING WF-3