DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	1	42
				(2) LITTLE BODCAU CREEK & RELIEF STRS. & APPRS. (S)				

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

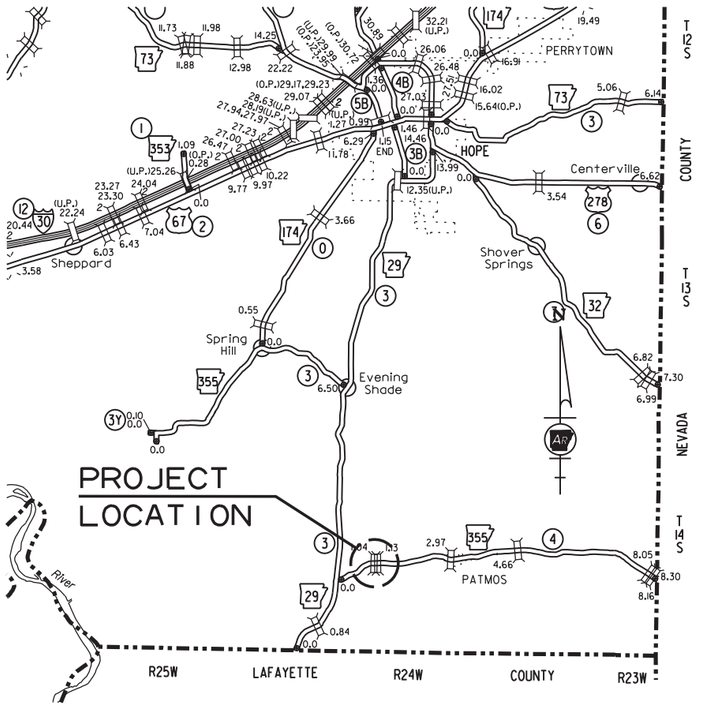
LITTLE BODCAU CREEK & RELIEF STRS. & APPRS. (S)

HEMPSTEAD COUNTY

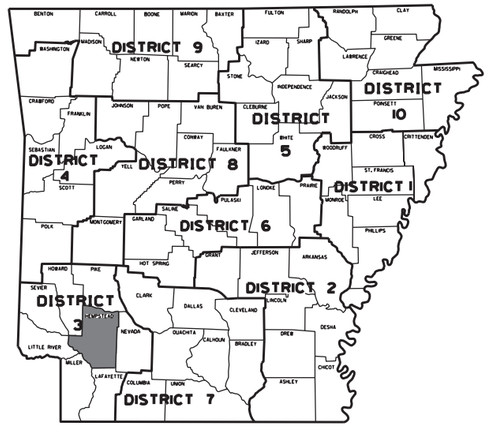
ROUTE 355 SECTION 4

JOB 030528

FED. AID PROJ. NHPP-0029(31)



VICINITY MAP

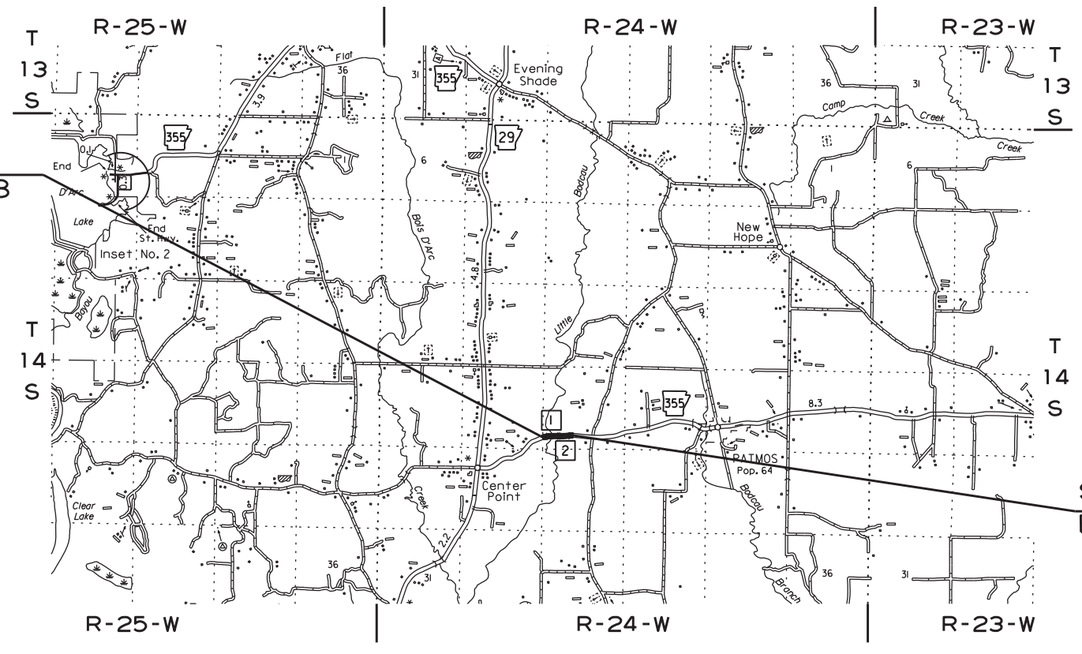


ARK. HWY. DIST. NO. 3

DESIGN TRAFFIC DATA

DESIGN YEAR	2041
2021 ADT	300
2041 ADT	350
2041 DHV	39
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	12%
DESIGN SPEED	55 MPH

NOT TO SCALE



STRUCTURES OVER 20'-0" SPAN

[1] STA. 112+71 - CONSTRUCT
QUINT. 12' x 12' x 62' R.C. BOX CULV'T.
(SPAN = 64'-6")
025 = 2980 cfs; DA = 24.7 SQ. MI.

[2] STA. 117+17 - CONSTRUCT
QUINT. 11' x 9' x 62' R.C. BOX CULV'T.
(SPAN = 59'-1")
025 = 1700 cfs; DA = 24.7 SQ. MI.

STA. 102+74.16
BEGIN JOB 030528
LOG MILE 0.83

STA. 127+16.95
END JOB 030528

N

APPROVED

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

Banks, Emanuel
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DEPUTY DIRECTOR
AND CHIEF ENGINEER

BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 33°30'35" LONGITUDE = W 93°36'21"	LATITUDE = N 33°30'38" LONGITUDE = W 93°36'07"	LATITUDE = N 33°30'38" LONGITUDE = W 93°35'52"

GROSS LENGTH OF	PROJECT	2442.79	FEET	OR	0.463	MILES
NET	"	" ROADWAY	2319.21	"	"	0.439	"
NET	"	" BRIDGES	123.58	"	"	0.024	"
NET	"	" PROJECT	2442.79	"	"	0.463	"

AH40749 12/13/2019
R030528.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.		030528	2	42

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

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

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INDEX OF SHEETS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
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
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
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
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WF-2	WIRE FENCE WATER GAPS	04-20-79
WF-4	WIRE FENCE TYPE C AND D	08-22-02

12/14/2020

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	3	42

(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES

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

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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 - NOTCE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____	UNCLASSIFIED EXCAVATION
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
400-7_____	TRACKLESS TACK
404-3_____	DESIGN OF ASPHALT MIXTURES
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
600-2_____	INCIDENTAL CONSTRUCTION
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1_____	CONCRETE DITCH PAVING
606-1_____	PIPE CULVERTS FOR SIDE DRAINS
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
800-1_____	STRUCTURES
804-2_____	REINFORCING STEEL FOR STRUCTURES
JOB 030528__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 030528__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 030528__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 030528__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 030528__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 030528__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 030528__	ESTABLISHING CONTRACT TIME – WORKING DAY CONTRACT
JOB 030528__	FLEXIBLE BEGINNING OF WORK
JOB 030528__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 030528__	MANDATORY ELECTRONIC CONTRACT
JOB 030528__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 030528__	NESTING SITES OF MIGRATORY BIRDS
JOB 030528__	PARTNERING REQUIREMENTS
JOB 030528__	PLASTIC PIPE
JOB 030528__	PRE-BID ON SITE INVESTIGATION OF SOIL CONDITIONS
JOB 030528__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 030528__	SHORING FOR CULVERTS
JOB 030528__	SOIL STABILIZATION
JOB 030528__	STORM WATER POLLUTION PREVENTION PLAN
JOB 030528__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 030528__	UTILITY ADJUSTMENTS
JOB 030528__	VALUE ENGINEERING
JOB 030528__	WARM MIX ASPHALT
JOB 030528__	WATER POLLUTION CONTROL & RESTRAINING CONDITIONS

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 MAINTANING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
8. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
9. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
10. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 23 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

12/14/2020

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	4	42

(2) TYPICAL SECTIONS OF IMPROVEMENT

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

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

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

THE THICKNESS OF AGG. 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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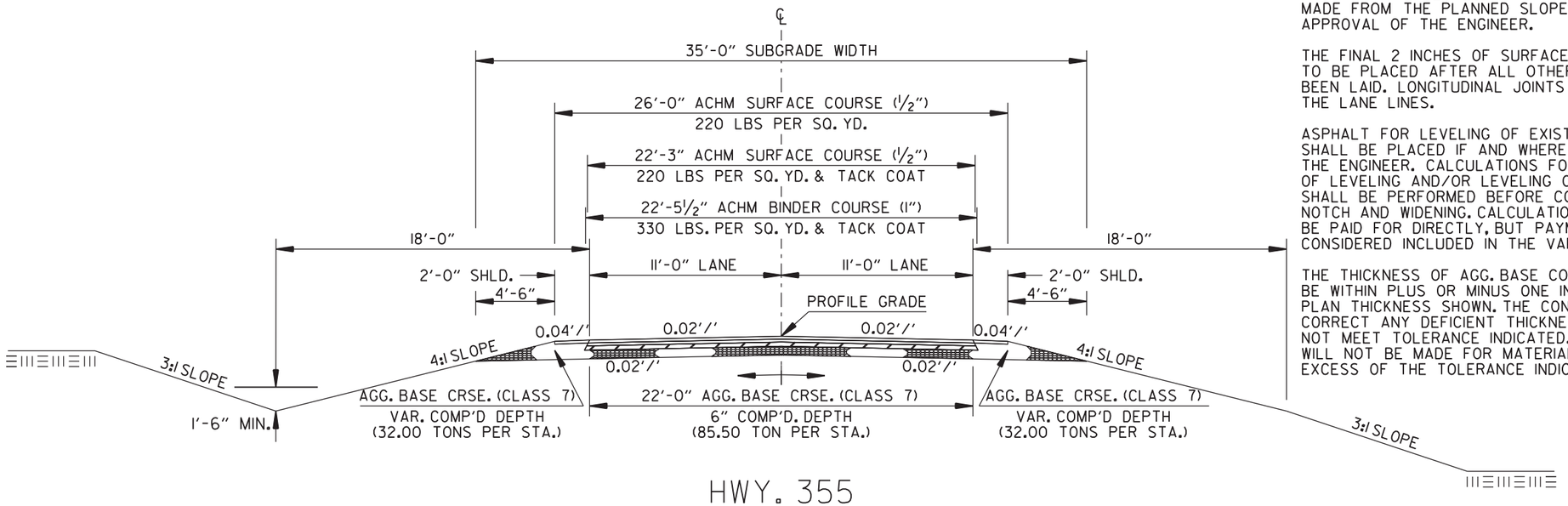
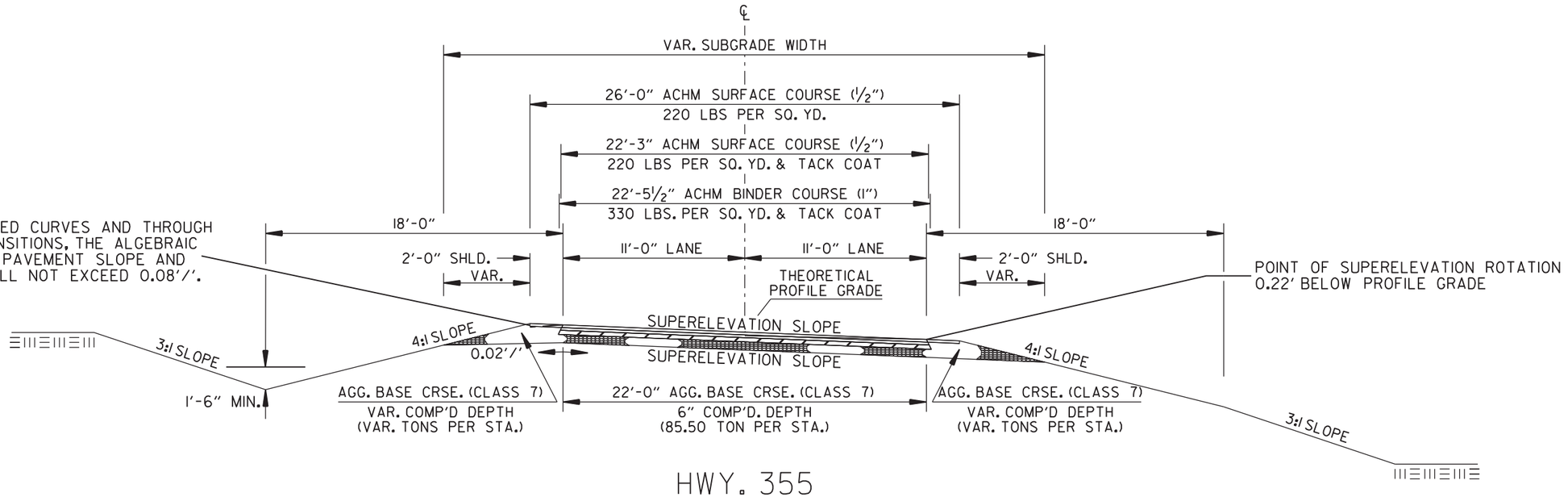


HWY. 355
FULL DEPTH SECTION

STA. 105+00.00 TO STA. 121+10.81



HWY. 355
FULL DEPTH SECTION - SUPERELEVATION

12/6/2020

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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	5	42

(2) TYPICAL SECTIONS OF IMPROVEMENT

NOTES:
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THE THICKNESS OF AGG. 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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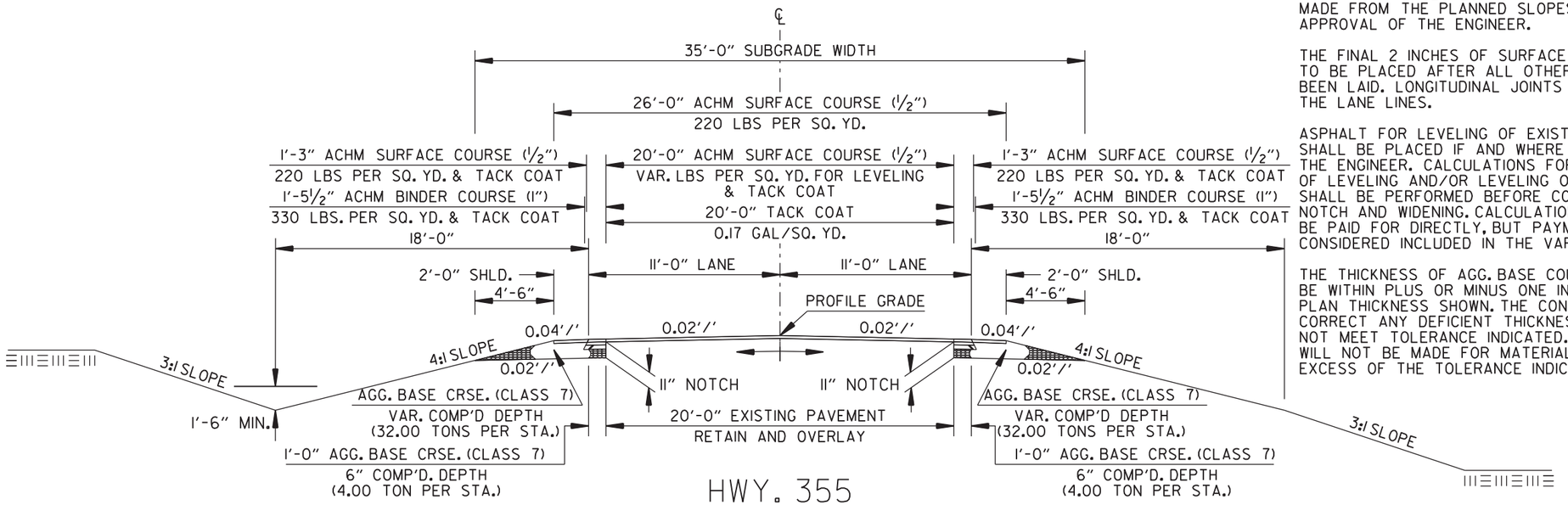
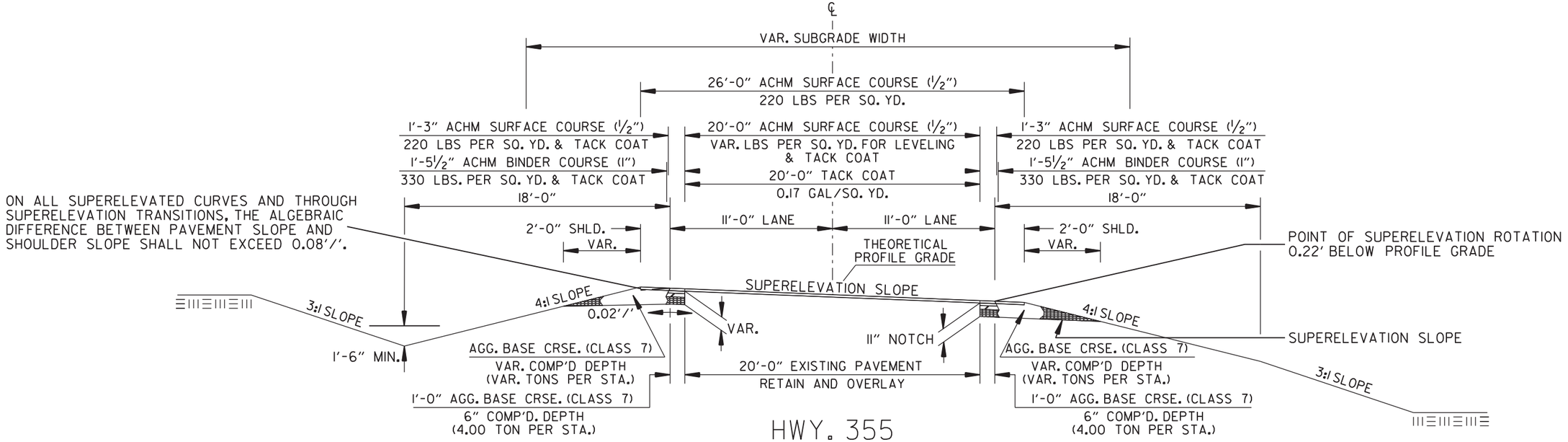


HWY. 355
NOTCH AND WIDEN

STA. 102+74.16 TO STA. 105+00.00
STA. 121+10.81 TO STA. 127+16.95



HWY. 355
NOTCH AND WIDEN - SUPERELEVATION

12/6/2020

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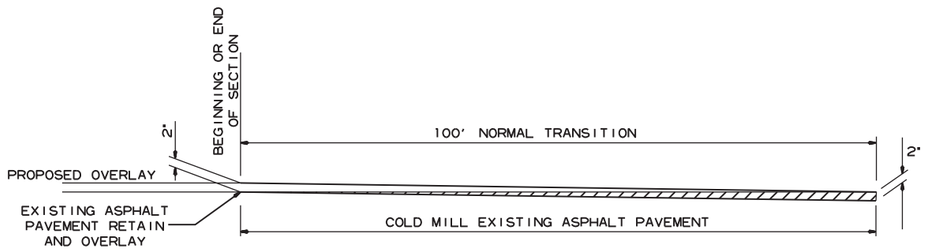
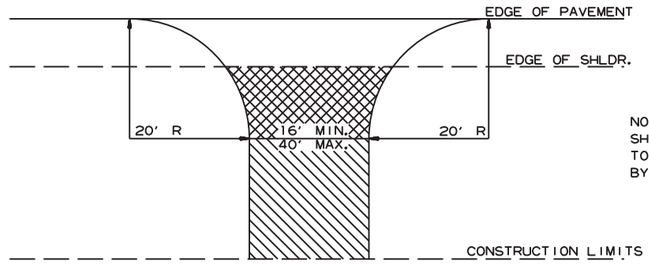
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	6	42

(2) SPECIAL DETAILS



DETAIL FOR TRANSITIONS

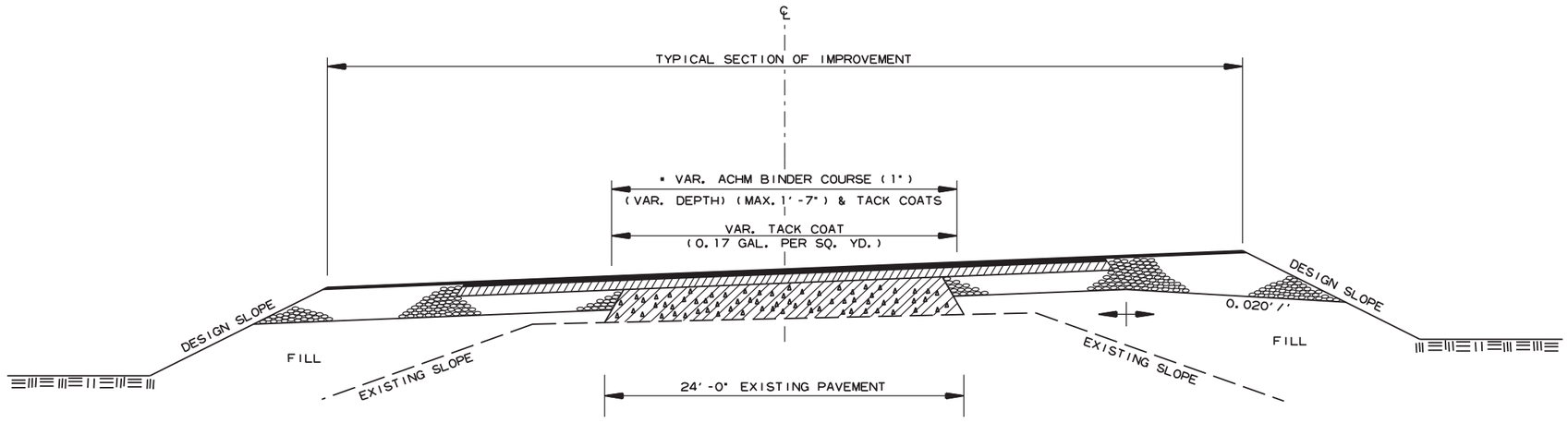


NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

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
(COLLECTORS)



* 7" 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.

STATE OF ARKANSAS
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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.		030528	7	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
64'-6"	12'-0"	1'-1"	1'-0"	0	3:1	62'-8"	2'-0"	12'-10"	4'-0"	30	30	3'-6"	6'-6"	6'-6"	3'-5 1/2"	3'-5 1/2"	30'-6"	30'-6"	33'-10 3/8"	33'-10 3/8"

CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
CU.YD	LBS.
36.58	2822

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY
WING A	4	12	31	L Min 5'-8" L Max 17'-3" X Min 1'-1" X Max 4'-0" Y Min 4'-8" Y Max 13'-4"	6	12	11	L 10'-3" X 3'-0" Y 7'-4"	4	12	7	L 6'-1" X 2'-4" Y 3'-10"	4	18	10	Min 5'-7" Max 26'-4"	4	18	6	30'-2"	4	18	21	L Min 7'-3" L Max 15'-11" X Min 2'-8" X Max 2'-8" Y Min 4'-8" Y Max 13'-4"
WING B	4	12	31	L Min 5'-8" L Max 17'-3" X Min 1'-1" X Max 4'-0" Y Min 4'-8" Y Max 13'-4"	6	12	11	L 10'-3" X 3'-0" Y 7'-4"	4	12	7	L 6'-1" X 2'-4" Y 3'-10"	4	18	10	Min 5'-7" Max 26'-4"	4	18	6	30'-2"	4	18	21	L Min 7'-3" L Max 15'-11" X Min 2'-8" X Max 2'-8" Y Min 4'-8" Y Max 13'-4"

WING	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	8	34'-8"	6	18	21	Min 3'-0" Max 5'-11"	4	18	4	Min 17'-8" Max 33'-4"	4	2	31'-3"	4	2	33'-7"	6	12	12	L 3'-4" X 1'-8"	1411
WING B	4	8	34'-8"	6	18	21	Min 3'-0" Max 5'-11"	4	18	4	Min 17'-8" Max 33'-4"	4	2	31'-3"	4	2	33'-7"	6	12	12	L 3'-4" X 1'-8"	1411

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
CHARLES R. ELLIS

Charles R. Ellis
Jan 11 2021 1:47 PM
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TABULAR DATA BY: KJT DATE: 12/08/2020
CHECKED BY: DPT DATE: 1/06/2021

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

INLET SKEWED END SECTION

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

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

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

INLET SLOPE SECTION(S)

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

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	
0.60	177

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D
3"	86	4	1'-1"	2'-1"	66

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

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

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "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 REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																						
A	5	12	12	14	14	11	8	64'-6"	14'-4"	62	5	64'-2"	8	65'-0"	4	64'-2"	18	41	4	64'-2"	4	65'-11"	4	64'-2"	10	74	8	8.5	174	14'-0"	4	12	496	14'-0"	5	12	129	5	12	129	4	10	30	4	12	96

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
469.59	56089

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
QUINTUPLE BARREL BOX CULVERT
Sta. 112+71
SPECIAL DETAILS

LRFD

Ver. 1.117 Job No. 030528 Sta. 112+71.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.		030528	8	42

(1) SPECIAL DETAILS

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
64'-6"	12'-0"	1'-1"	1'-0"	0	3:1	62'-8"	2'-0"	12'-10"	4'-0"	30	30	3'-6"	6'-6"	6'-6"	3'-5 1/2"	3'-5 1/2"	30'-6"	30'-6"	33'-10 3/8"	33'-10 3/8"

CLASS "S" CONCRETE (Includes apron) OUTLET	REINFORCING STEEL (Includes apron and laps if required) OUTLET
CU.YD	LBS.
38.73	2822

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	31	L: Min 5'-8", Max 17'-3" X: Min 1'-1", Max 4'-0" Y: Min 4'-8", Max 13'-4"	6	12	11	L 10'-3" X 3'-0" Y 7'-4"	4	12	7	L 6'-1" X 2'-4" Y 3'-10"	4	18	10	Min 5'-7" Max 26'-4"	4	18	6	30'-2"	4	18	21	L: Min 7'-3", Max 15'-11" X: Min 2'-8", Max 2'-8" Y: Min 4'-8", Max 13'-4"	4	8	34'-8"	6	18	21	Min 3'-0" Max 5'-11"	4	18	4	Min 17'-8" Max 33'-4"	4	2	31'-3"	4	2	33'-7"	6	12	12	L 3'-4" X 1'-8"	1411
WING B	4	12	31	L: Min 5'-8", Max 17'-3" X: Min 1'-1", Max 4'-0" Y: Min 4'-8", Max 13'-4"	6	12	11	L 10'-3" X 3'-0" Y 7'-4"	4	12	7	L 6'-1" X 2'-4" Y 3'-10"	4	18	10	Min 5'-7" Max 26'-4"	4	18	6	30'-2"	4	18	21	L: Min 7'-3", Max 15'-11" X: Min 2'-8", Max 2'-8" Y: Min 4'-8", Max 13'-4"	4	8	34'-8"	6	18	21	Min 3'-0" Max 5'-11"	4	18	4	Min 17'-8" Max 33'-4"	4	2	31'-3"	4	2	33'-7"	6	12	12	L 3'-4" X 1'-8"	1411

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 CHARLES R. ELLIS

Charles R. Ellis Jan 11 2021 1:47 PM

TABULAR DATA BY: KJT DATE: 12/08/2020
CHECKED BY: DPT DATE: 1/06/2021

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

OUTLET SKEWED END SECTION

SKEW (DEGREE) SK	SLOPE SL	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	SECTION LENGTH LL	TOP SLAB THK. T	HDWL DEPTH HD	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVERALL WIDTH OW	OVERALL HEIGHT OH

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	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
		Max				Max				Max				Max	
		Min				Min				Min				Min	

SIDE WALL REINFORCING STEEL "f0" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY
											Max				Max
											Min				Min

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	SPACING	NO. REQ'D	LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	(1) REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
			LONG				LONG		
			SHORT				MID		
							SHORT		

"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

OUTLET 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
	5	12	12							

TOP SLAB REINFORCING STEEL (LENGTH = OW - 4" + BENDS) "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB 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 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

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" BARS SIZE	"h" BARS Y	"h" BARS LENGTH	"h" BARS NO. REQ'D
3"	86	4	1'-1"	2'-1"	66

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	
0.60	177

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
QUINTUPLE BARREL BOX CULVERT
Sta. 112+71

SPECIAL DETAILS

LRFD

Ver. 1.117 Job No. 030528 Sta. 112+71.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.		030528	9	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	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	INLET	INLET
59'-1"	9'-0"	0'-10"	0'-9"	0	3:1	57'-8"	2'-0"	9'-10"	3'-0"	30	30	3'-3"	4'-10"	4'-10"	1'-10"	1'-10"	23'-6"	23'-6"	26'-10 1/8"	26'-10 1/8"	CU.YD	LBS.
																					19.07	1654

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	24	L Min 4'-2" / Max 12'-5"	4	12	11	L 6'-3"	-	-	-	L -	4	18	8	Min 5'-7" / Max 21'-0"	4	18	4	23'-2"	4	18	16	L Min 5'-11" / Max 12'-5"	4	8	27'-8"	6	18	16	Min 2'-9" / Max 4'-3"	4	18	2	Min 24'-3" / Max 24'-3"	4	2	24'-0"	4	2	25'-8"	6	12	9	L 3'-4"	827
				X Min 0'-10" / Max 2'-5"				X 1'-9"				X -												X Min 2'-5" / Max 2'-5"																						X 1'-8"	
				Y Min 3'-5" / Max 10'-1"				Y 4'-7"				Y -												Y Min 3'-7" / Max 10'-1"																							
WING B	4	12	24	L Min 4'-2" / Max 12'-5"	4	12	11	L 6'-3"	-	-	-	L -	4	18	8	Min 5'-7" / Max 21'-0"	4	18	4	23'-2"	4	18	16	L Min 5'-11" / Max 12'-5"	4	8	27'-8"	6	18	16	Min 2'-9" / Max 4'-3"	4	18	2	Min 24'-3" / Max 24'-3"	4	2	24'-0"	4	2	25'-8"	6	12	9	L 3'-4"	827
				X Min 0'-10" / Max 2'-5"				X 1'-9"				X -												X Min 2'-5" / Max 2'-5"																						X 1'-8"	
				Y Min 3'-5" / Max 10'-1"				Y 4'-7"				Y -												Y Min 3'-7" / Max 10'-1"																							

MID-SECTION BAR LAP TABLE

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

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

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

STATE OF ARKANSAS
Jan 11 2021 2:47 PM
Charles R. Ellis
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LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

TABULAR DATA BY: KJT DATE: 12/08/2020
CHECKED BY: DPT DATE: 1/06/2021

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

INLET SKEWED END SECTION

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

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

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

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

INLET SLOPE SECTION(S)

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

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D
3"	78	4	1'-0"	2'-0"	60

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	
0.55	159

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

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

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	TOP SLAB REINF. SPACING	TOP SLAB REINF. NO. REQ'D	BOTTOM SLAB REINF. LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	BOTTOM SLAB REINF. SPACING	BOTTOM SLAB REINF. NO. REQ'D	SIDE WALL REINF. "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. "f1" LENGTH = OH - 4" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DIST. REINF. "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DIST. REINF. "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DIST. REINF. "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																							
A	5	11	9	13	13	8.5	8	59'-1"	11'-2"	62	5	58'-9"	8	60'-4"	4	58'-9"	20	37	4	58'-9"	4	60'-3"	4	58'-9"	11	67	6	6	248	10'-10"	4	12	496	10'-10"	4	8.5	169	4	8.5	169	4	12	18	4	12	72

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
378.35	44434

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
QUINTUPLE BARREL BOX CULVERT
Sta. 117+17

SPECIAL DETAILS

Ver. Li17 Job No. 030528 Sta. 117+17.dgn

OUTLET WINGWALL TABLE

OVER ALL WIDTH OW	CLEAR HEIGHT H	FOOTING THK. WB	WING WALL THK. CW	BOX SKEW (DEG.) SK	SLOPE SL	HDWL LENGTH K	HEEL HL	WALL HEIGHT AT HDWL WH1	WALL HEIGHT AT WING END WH2	WINGWALL ANGLE (DEGREE) WING A AF1	WINGWALL ANGLE (DEGREE) WING B AF2	FOOTING WIDTH AT WALL END WE	WIDTH OF WING FOOTINGS AT HDWL WING A WF1	WIDTH OF WING FOOTINGS AT HDWL WING B WF2	FOOTING DIMENSION PARALLEL WITH HDWL WING A G1	FOOTING DIMENSION PARALLEL WITH HDWL WING B G2	LENGTH OF WINGWALLS WING A W1	LENGTH OF WINGWALLS WING B W2	LENGTH OF FOOTING HEEL WING A W3	LENGTH OF FOOTING HEEL WING B W4
59'-1"	9'-0"	0'-10"	0'-9"	0	3:1	57'-8"	2'-0"	9'-10"	3'-0"	30	30	3'-3"	4'-10"	4'-10"	1'-10"	1'-10"	23'-6"	23'-6"	26'-10 1/8"	26'-10 1/8"

CLASS "S" CONCRETE (Includes apron) OUTLET CU.YD	REINFORCING STEEL (Includes apron and laps if required) OUTLET LBS.
20.99	1654

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	24	L Min 4'-2" Max 12'-5" X Min 0'-10" Max 2'-5" Y Min 3'-5" Max 10'-1"	4	12	11	L 6'-3" X 1'-9" Y 4'-7"	-	-	-	L - X - Y -	4	18	8	Min 5'-7" Max 21'-0"	4	18	4	23'-2"	4	18	16	L Min 5'-11" Max 12'-5" X Min 2'-5" Max 2'-5" Y Min 3'-7" Max 10'-1"	4	8	27'-8"	6	18	16	Min 2'-9" Max 4'-3"	4	18	2	Min 24'-3" Max 24'-3"	4	2	24'-0"	4	2	25'-8"	6	12	9	L 3'-4" X 1'-8"	827
WING B	4	12	24	L Min 4'-2" Max 12'-5" X Min 0'-10" Max 2'-5" Y Min 3'-5" Max 10'-1"	4	12	11	L 6'-3" X 1'-9" Y 4'-7"	-	-	-	L - X - Y -	4	18	8	Min 5'-7" Max 21'-0"	4	18	4	23'-2"	4	18	16	L Min 5'-11" Max 12'-5" X Min 2'-5" Max 2'-5" Y Min 3'-7" Max 10'-1"	4	8	27'-8"	6	18	16	Min 2'-9" Max 4'-3"	4	18	2	Min 24'-3" Max 24'-3"	4	2	24'-0"	4	2	25'-8"	6	12	9	L 3'-4" X 1'-8"	827

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
CHARLES R. ELLIS

Charles R. Ellis
Jan 11 2021 1:47 PM
DocuSign

TABULAR DATA BY: KJT DATE: 12/08/2020
CHECKED BY: DPT DATE: 1/06/2021

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

OUTLET SKEWED END SECTION

SKEW (DEGREE) SK	SLOPE SL	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	SECTION LENGTH LL	TOP SLAB THK. T	HDWL DEPTH HD	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVERALL WIDTH OW	OVERALL HEIGHT OH

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	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
		Max				Max				Max				Max	
		Min				Min				Min				Min	

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
											Max				Max				LONG				LONG		
											Min				Min				SHORT				MID		
																							SHORT		

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

OUTLET 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	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB 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 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

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" BARS SIZE	"h" BARS Y	"h" BARS LENGTH	"h" BARS NO. REQ'D
3"	78	4	1'-0"	2'-0"	60

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	
0.55	159

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

QUINTUPLE BARREL BOX CULVERT
Sta. 117+17

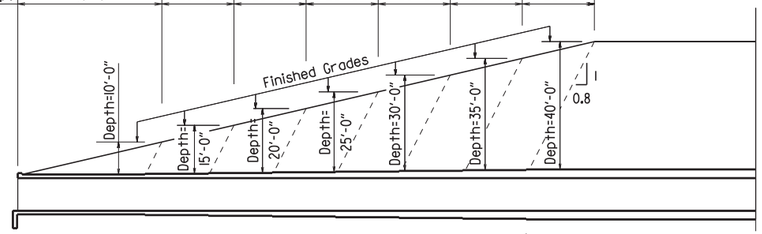
SPECIAL DETAILS

LRFD

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.		030528	11	42

(1) SPECIAL DETAILS

2:1 Slope	20'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"		
3:1 Slope	30'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"		
4:1 Slope	40'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"		



Slope Section Length @ 2:1 Slope	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	G=6'-0"	Mid-Section Length - Varies
Slope Section Length @ 3:1 Slope	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	G=11'-0"	Mid-Section Length - Varies
Slope Section Length @ 4:1 Slope	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"	E=16'-0"	F=16'-0"	G=16'-0"	Mid-Section Length - Varies

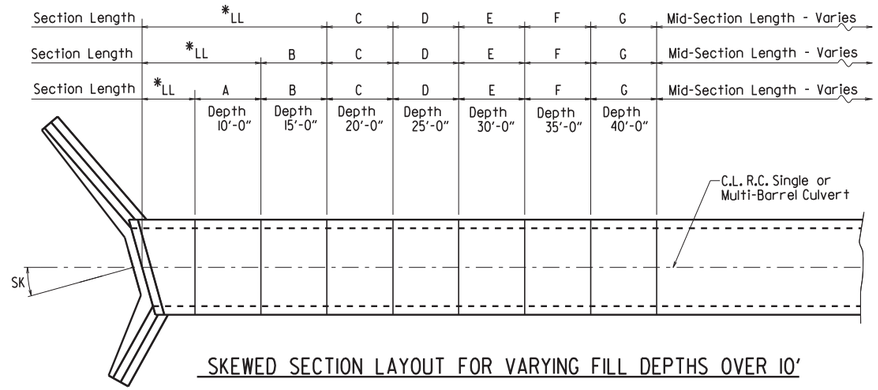
LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

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

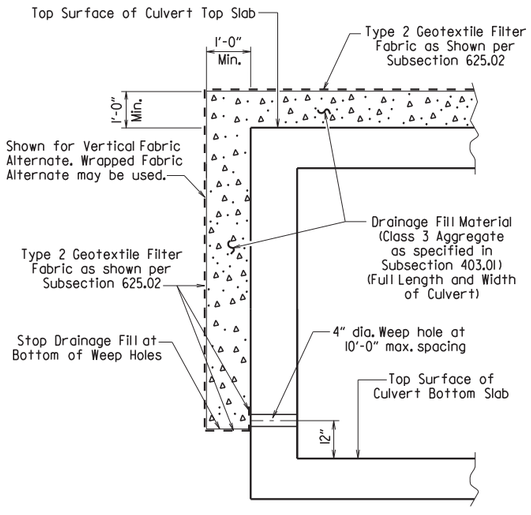
*LL = Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.

Section Length	*LL		C	D	E	F	G	Mid-Section Length - Varies
Section Length	*LL	B	C	D	E	F	G	Mid-Section Length - Varies
Section Length	*LL	A	B	C	D	E	F	G	Mid-Section Length - Varies
		Depth 10'-0"	Depth 15'-0"	Depth 20'-0"	Depth 25'-0"	Depth 30'-0"	Depth 35'-0"	Depth 40'-0"	



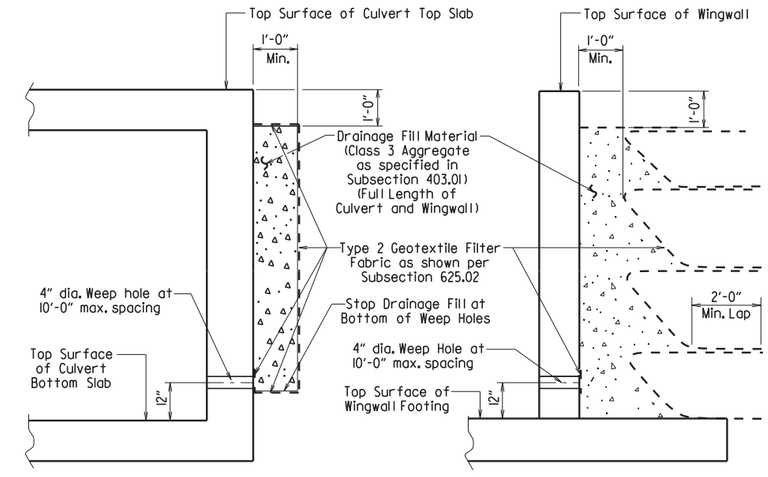
SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

STATE OF ARKANSAS
Charles R. Ellis
Jun 11 2021 1:47 PM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

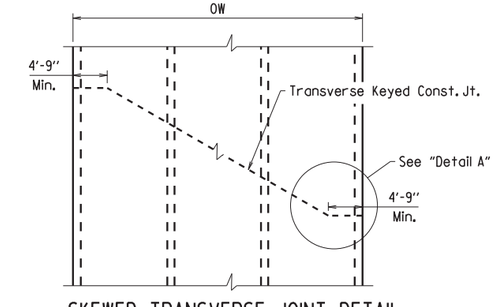


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

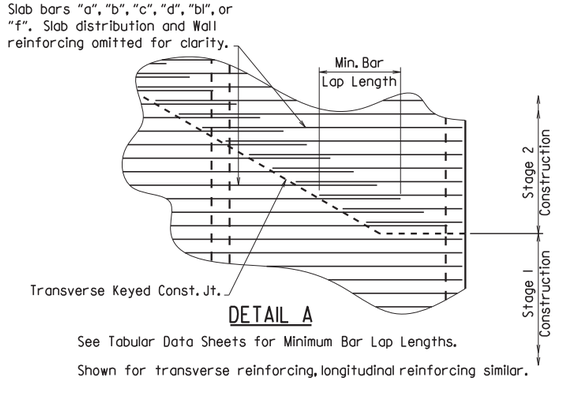
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

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

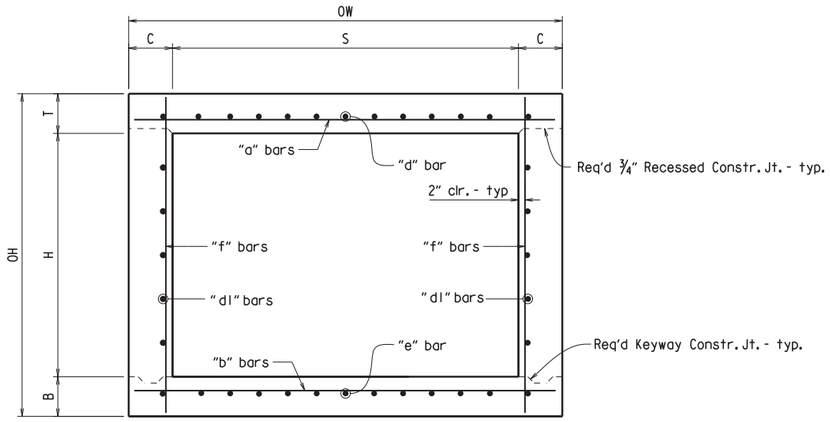
GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

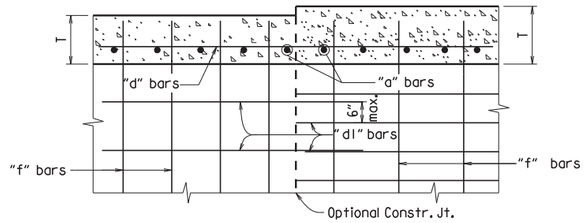
V LI17 Job No. 030528 General.dgn

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.		030528	12	42
				(1)		SPECIAL DETAILS		

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



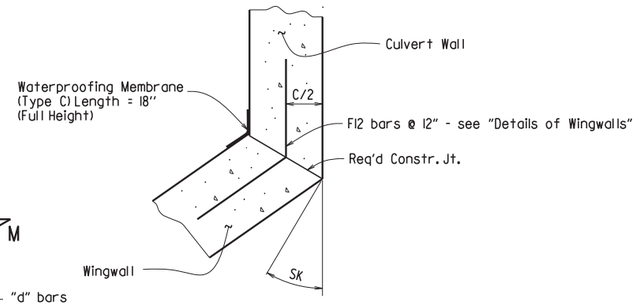
TYPICAL SECTION M-M



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

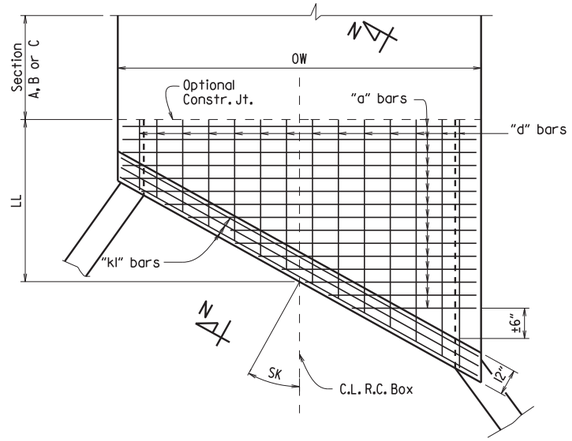
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

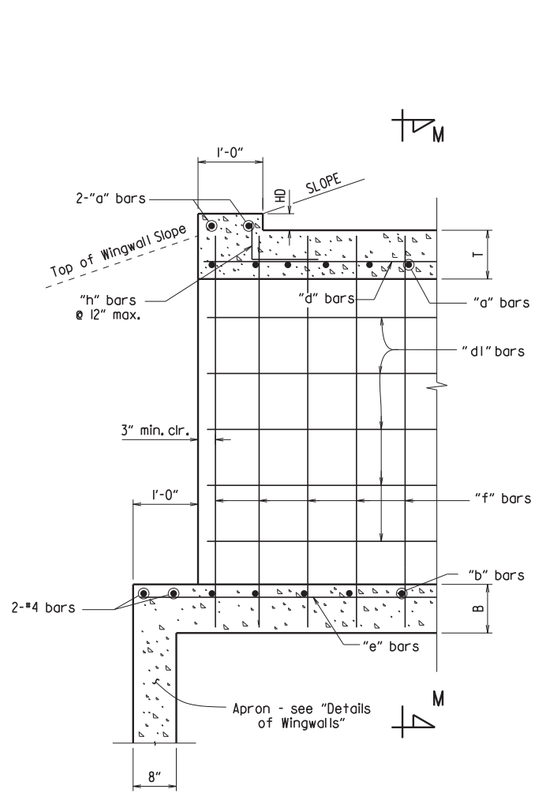


WINGWALL ATTACHMENT

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

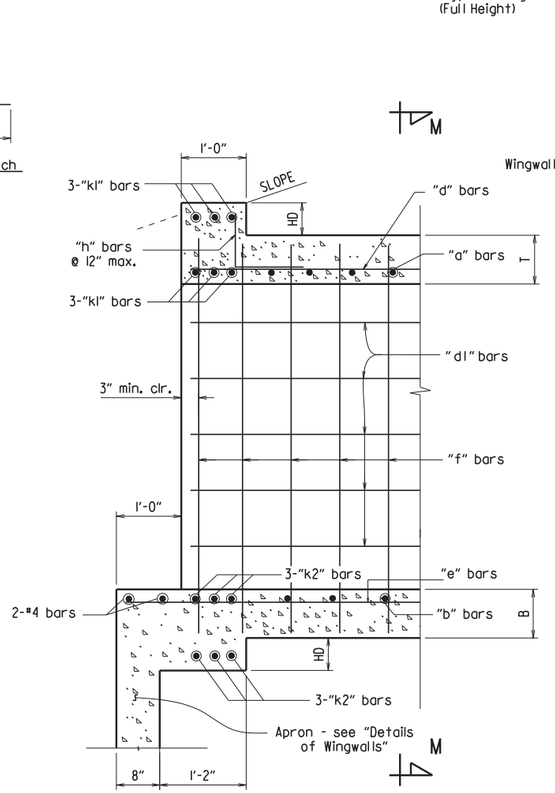


TOP SLAB REINFORCEMENT



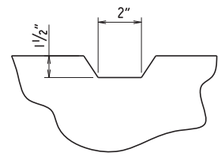
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



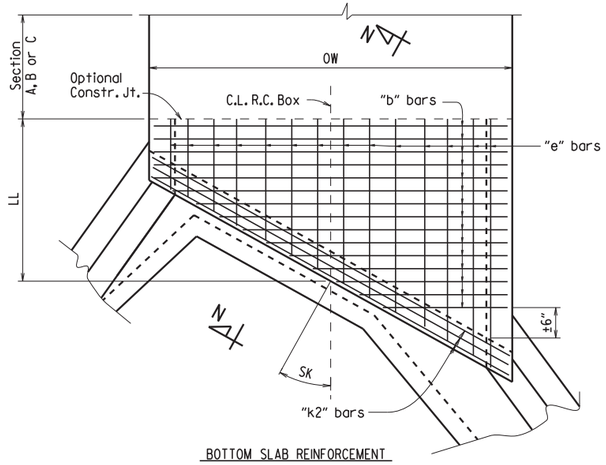
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

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

DETAILS OF SINGLE BARREL
R.C. BOX CULVERT

SPECIAL DETAILS

STATE OF ARKANSAS
Jan 14 2021 1:47 PM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

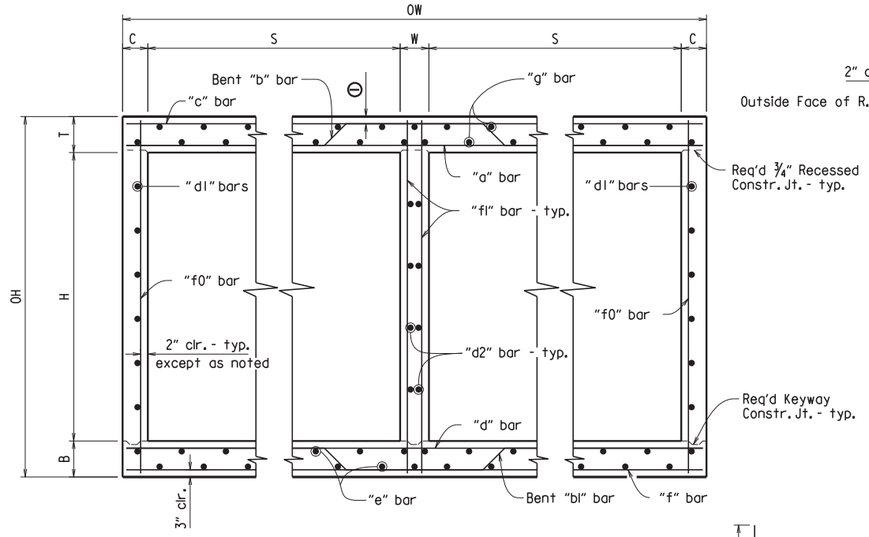
V 11.17 Job No. 030528 General.dgn

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.		030528	13	42

① SPECIAL DETAILS

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

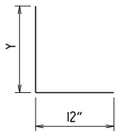
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



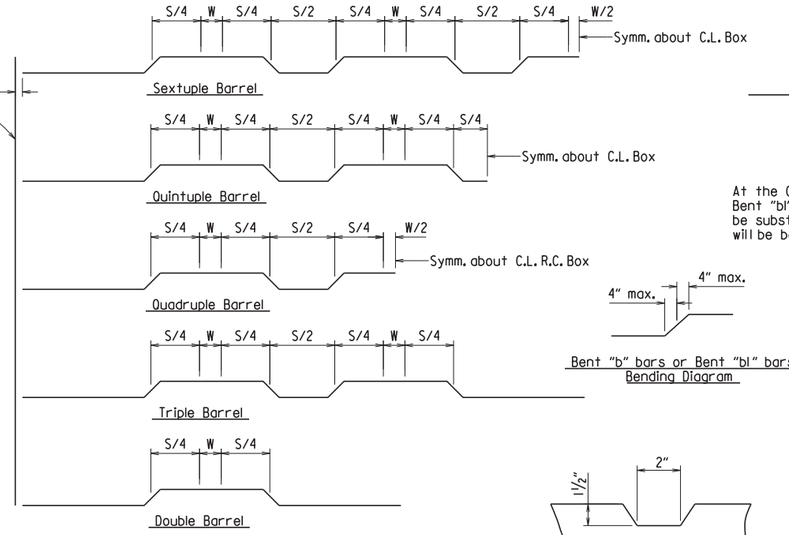
TYPICAL SECTION M-M

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

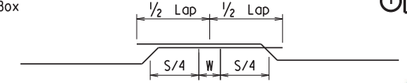
Bottom Slab
Straight "d" bars shall alternate with Bent "bl" bars in top.
Straight "f" bars shall alternate with Bent "bl" bars in bottom.



"h" bars sketch



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



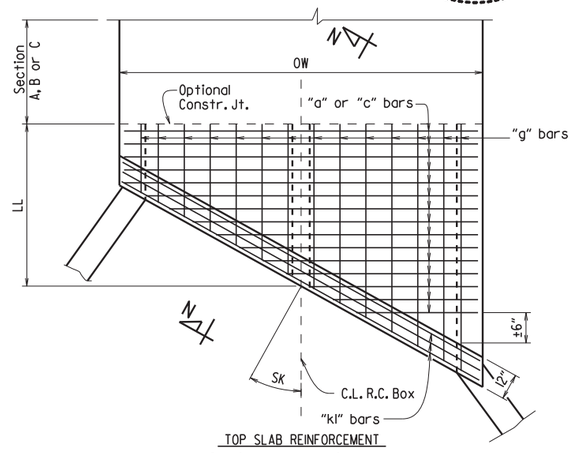
Lap Detail
For Bent "b" bars and Bent "bl" bars

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

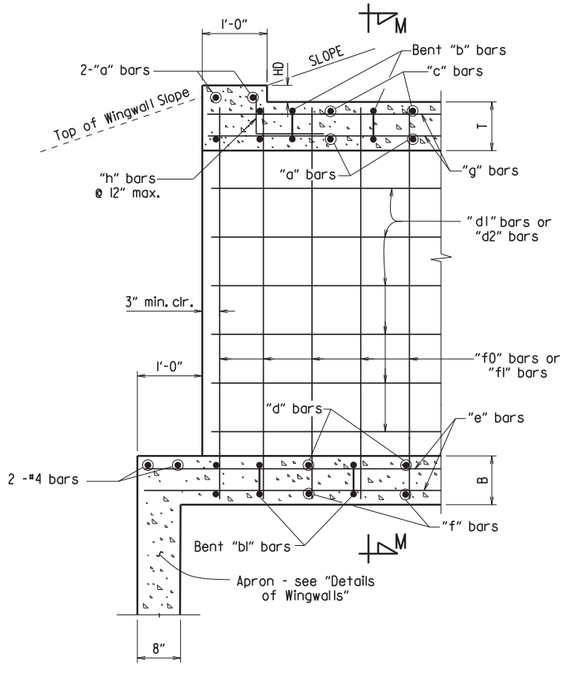
Bent "b" bars or Bent "bl" bars Bending Diagram

TYPICAL KEYWAY DETAIL
(All Construction Joints)

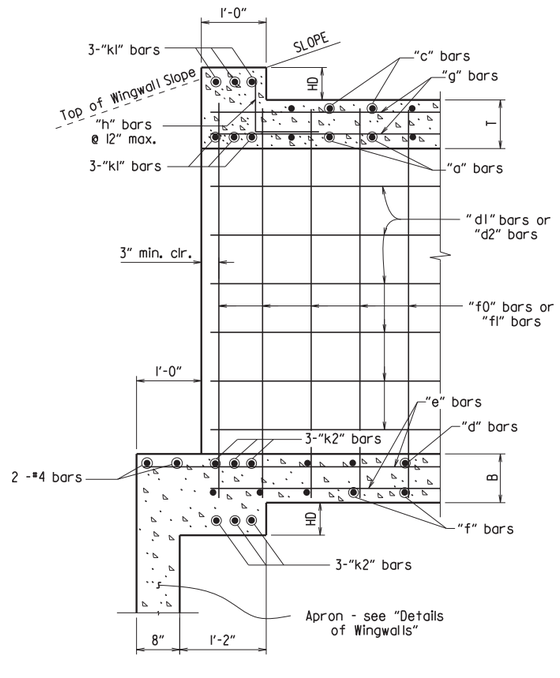
STATE OF ARKANSAS
Jan 11 2021 1:48 PM
Charles R. Ellis
Digitally signed by
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS



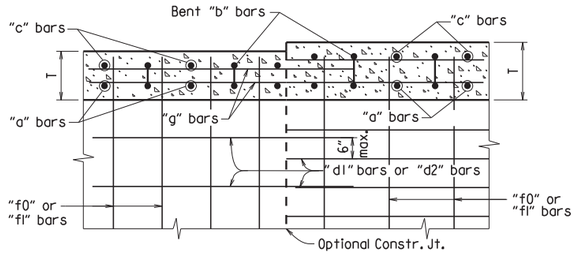
TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



PART LONGITUDINAL SECTION
(Non-Skewed Ends)

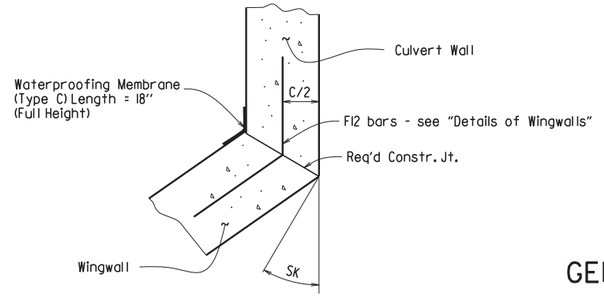


PART LONGITUDINAL SECTION N-N
(Skewed Ends)

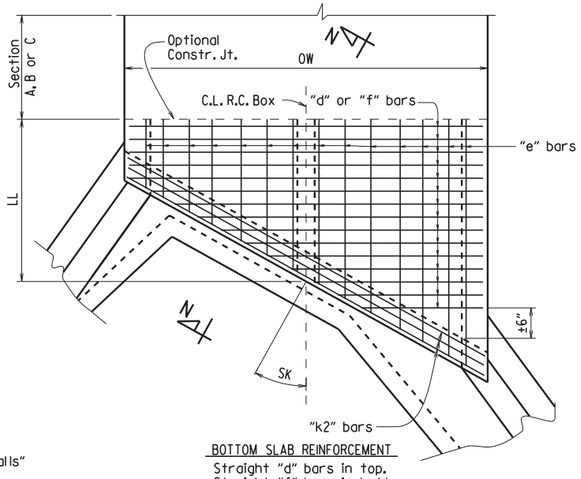


Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

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



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



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

SKEWED END SECTION DETAILS

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

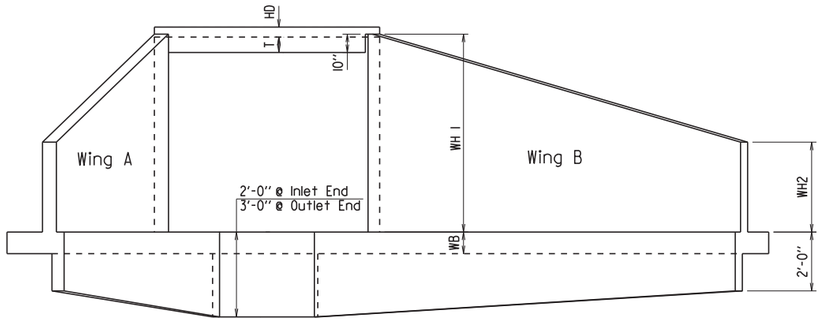
DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

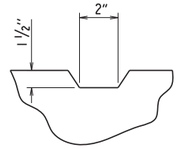
V 1.17 Job No. 030528 General.dgn

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.		030528	14	42

① SPECIAL DETAILS

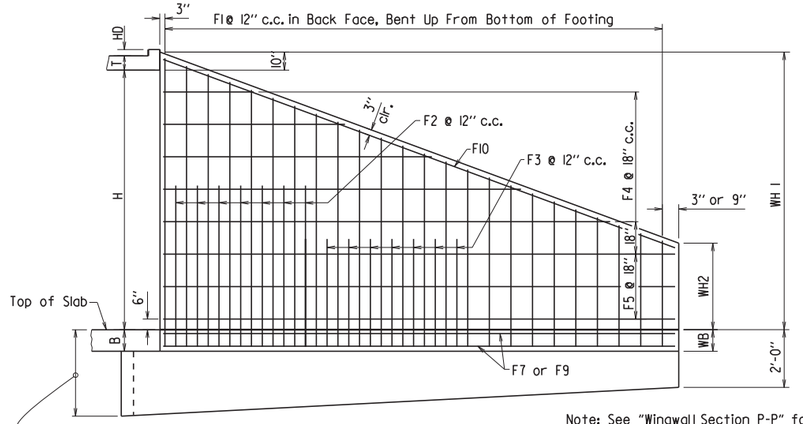


END ELEVATION
Flared Wingwalls Shown



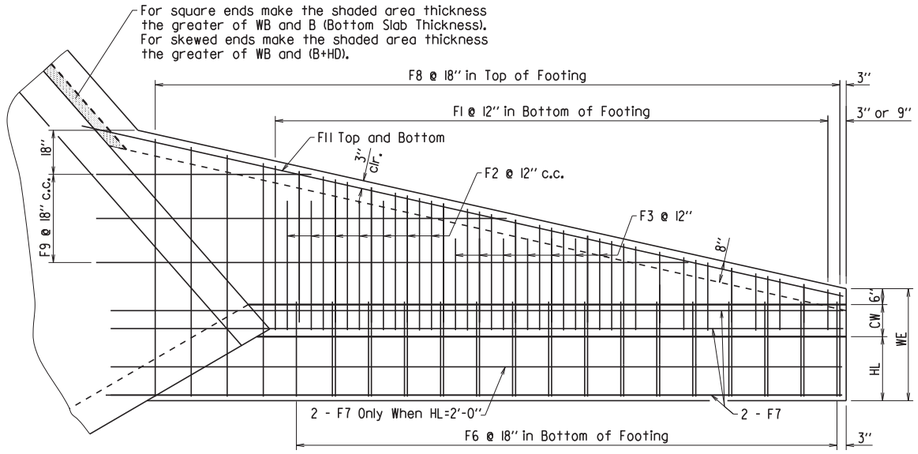
TYPICAL KEYWAY DETAIL
All Construction Joints

PART PLAN - FLARED WINGWALLS

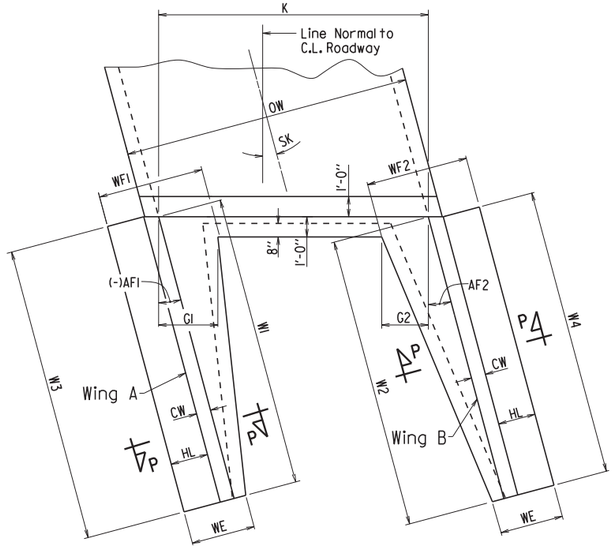


WINGWALL ELEVATION
Showing Back Face Reinforcement

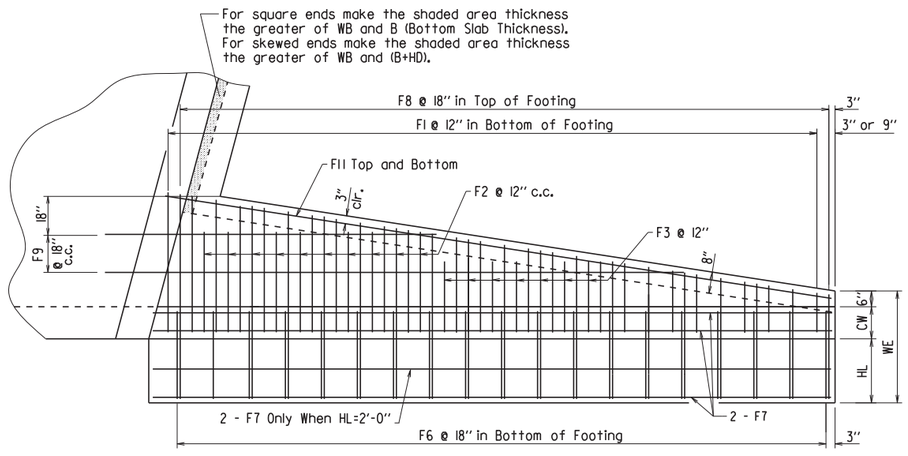
Note: See "Wingwall Section P-P" for additional details and reinforcing.



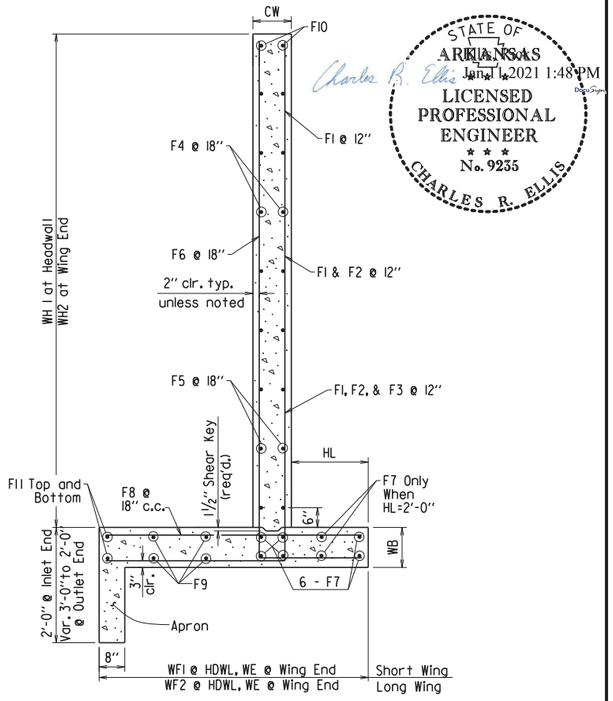
PLAN - FLARED WINGWALLS
Showing Footing Reinforcement



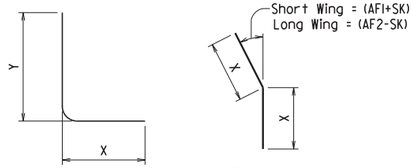
PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS
Showing Footing Reinforcement



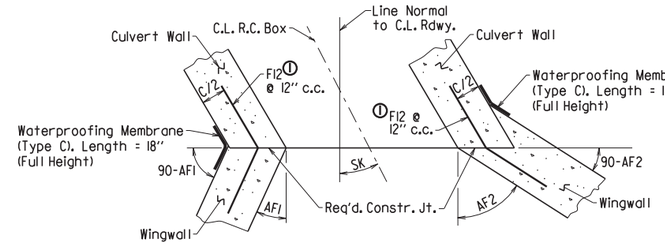
WINGWALL SECTION P-P



F1, F2, F3, & F6 BARS

①F12 BAR

①F12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS
Flared Wingwalls Shown

STATE OF ARKANSAS
Jan 4, 2021 1:48 PM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

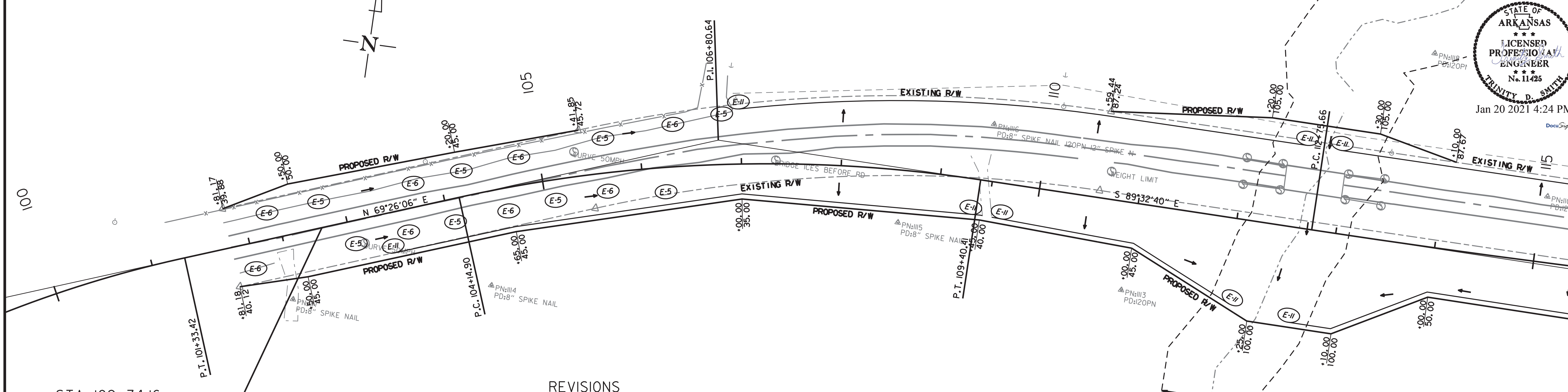
SHEET 4 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF WINGWALLS
SPECIAL DETAILS

V LI17 Job No. 030528 General.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.		030528	15	42

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Trinity Smith
Jan 20 2021 4:24 PM

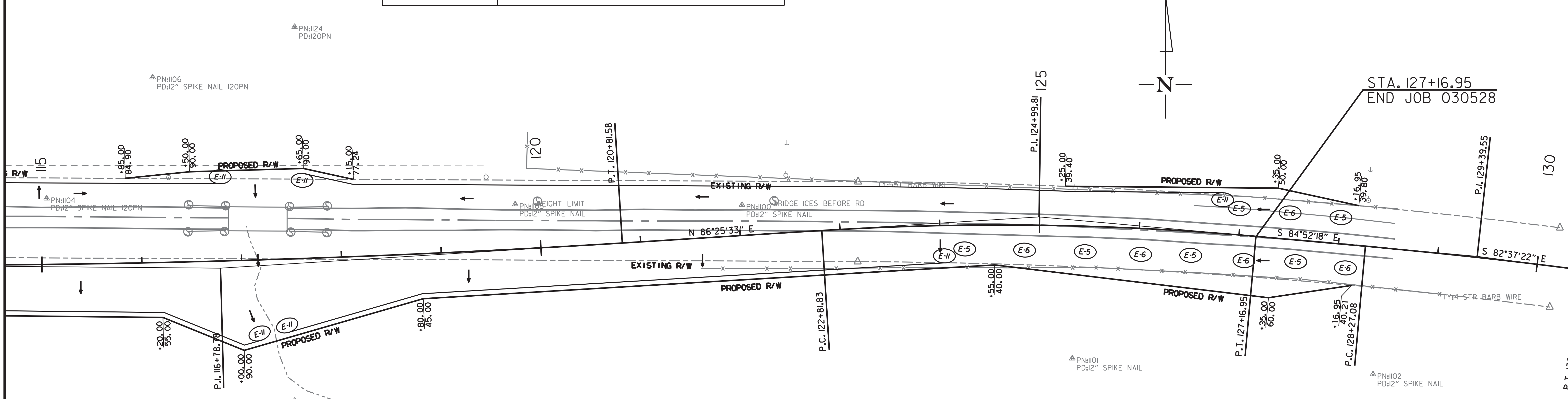


REVISIONS

DATE OF REVISION	REVISION

LEGEND

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



CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

12/7/2020
R030528.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.		030528	16	42

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jan 20 2021 4:25 PM
DocuSign

STA. 102+74.16
BEGIN JOB 030528
LOG MILE 0.83

STA. 127+16.95
END JOB 030528

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STAGE I
TEMPORARY EROSION CONTROL DETAILS

12/7/2020

R030528.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.		030528	17	42

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jan 20 2021 4:25 PM
DocuSigned

STA. 102+74.16
BEGIN JOB 030528
LOG MILE 0.83

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STA. 127+16.95
END JOB 030528

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

12/7/2020
R030528.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.		030528	18	42

(2) MAINTENANCE OF TRAFFIC DETAILS

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

Jan 20 2021 4:25 PM

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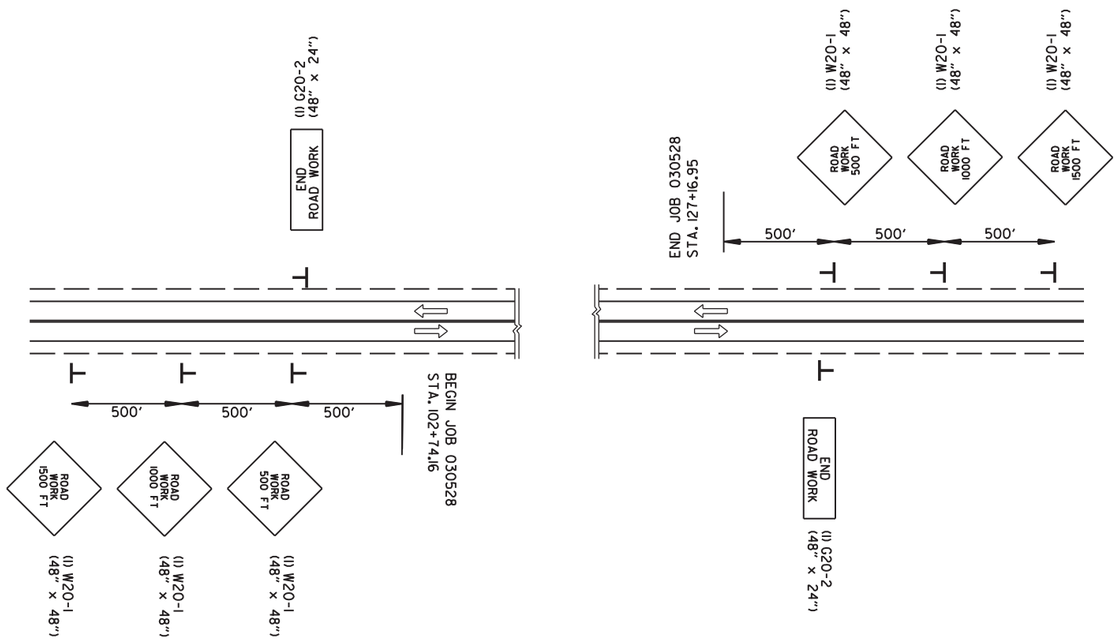


ADVANCE WARNING (ALL STAGES)

(2) W21-5a 36"X36"

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

(2) R4-1 (24" X 30")

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

(2) W8-1 (30" X 30")

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

12/7/2020

R030528.DGN

ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	19	42

(2) MAINTENANCE OF TRAFFIC DETAILS

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

Jan 20 2021 4:25 PM

DocuSign

STAGE 1 CONSTRUCTION SEQUENCE

INSTALL ADVANCE WARNING SIGNS AS SHOWN.

INSTALL CONSTRUCTION PAVEMENT MARKINGS AND TRAFFIC DRUMS AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT QUINT. 12'x12'x61' R.C. BOX CULVERT AT STA 112+71, QUINT. 11'x9'x61' R.C. BOX CULVERT AT STA 117+17, AND PROPOSED ROADWAY FROM STA. 108+00 TO STA. 120+00 THROUGH FIRST LAYER OF SURFACE COURSE. REFER TO CROSS SECTIONS FOR LOCATIONS OF TEMPORARY SLOPES AND CONSTRUCTION JOINTS.

UTILIZING METHOD OF RAISING GRADE, CONSTRUCT REMAINING PROPOSED ROADWAY FROM STA. 102+74.16 TO 108+00 AND 120+00 TO 127+16.95.

STAGE 2 CONSTRUCTION SEQUENCE

MAINTAIN ADVANCE WARNING SIGNS AS SHOWN.

INSTALL CONSTRUCTION PAVEMENT MARKINGS AND TRAFFIC DRUMS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.
SHIFT TRAFFIC ONTO NEW LOCATION ROADWAY CONSTRUCTED IN STAGE 1.

OBLITERATE STAGE 1 METHOD OF RAISING GRADE TRANSITION AND REMOVE EXISTING BRIDGE STRUCTURE.

CONSTRUCT FINAL SLOPES IN REQUIRED LOCATIONS.

FINAL STAGE CONSTRUCTION SEQUENCE

MILL OUT THE TRANSITIONS AT BOTH ENDS OF JOB AND INSTALL FINAL 2" LIFT OF ACHM SURFACE COURSE.

INSTALL GUARDRAIL AND PERMANENT PAVEMENT MARKING AS SHOWN IN THE PERMAMENT PAVEMENT MARKING DETAILS.

STAGE 1 QUANTITIES

SIGNS = 188.5 SQ. FT.
TRAFFIC DRUMS = 64 EA.
TYPE III BARRICADE-RT. = 32 LIN. FT.
TYPE III BARRICADE-LT. = 32 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1600 LIN. FT.

STAGE 2 QUANTITIES

SIGNS = 224.5 SQ. FT.
TRAFFIC DRUMS = 117 EA.
TYPE III BARRICADE-RT. = 64 LIN. FT.
TYPE III BARRICADE-LT. = 64 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 10,572 LIN. FT.

12/7/2020

R030528.DGN

MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	20	42

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jan 20 2021 4:26 PM
DocuSigned by:

STA. 102+74.16
BEGIN JOB 030528
LOG MILE 0.83

STA. 127+16.95
END JOB 030528

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
16' BARR. TYP. III LT.

12/7/2020
R030528.DGN

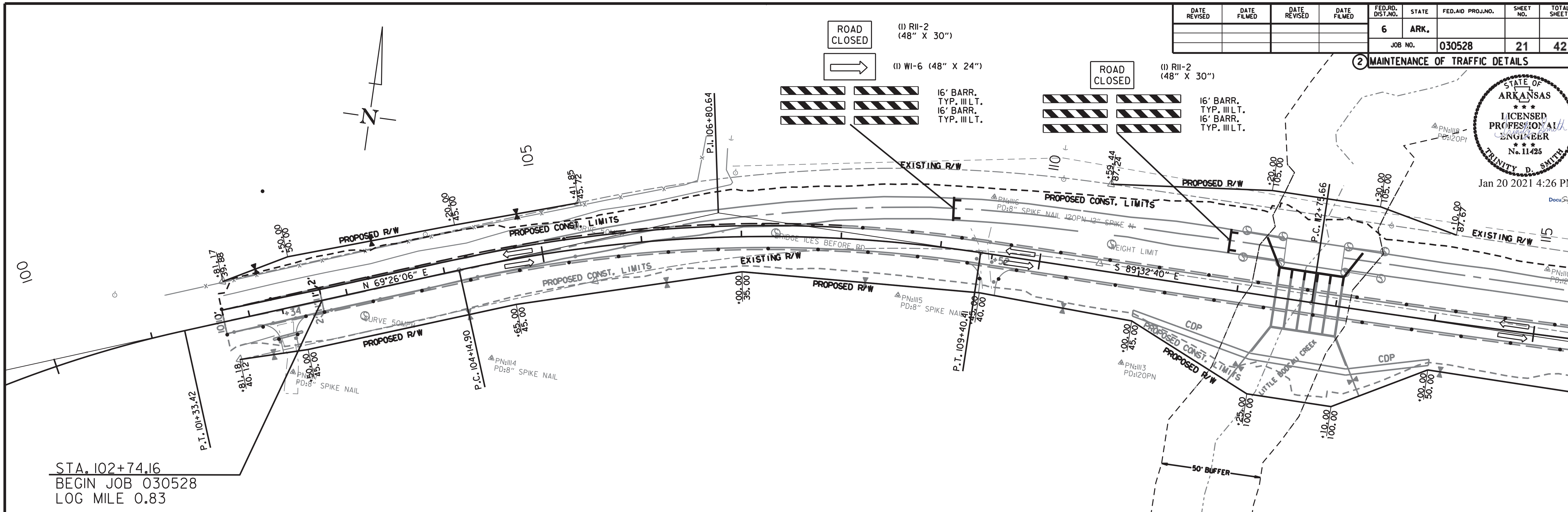
STAGE I
MAINTENANCE OF TRAFFIC DETAILS

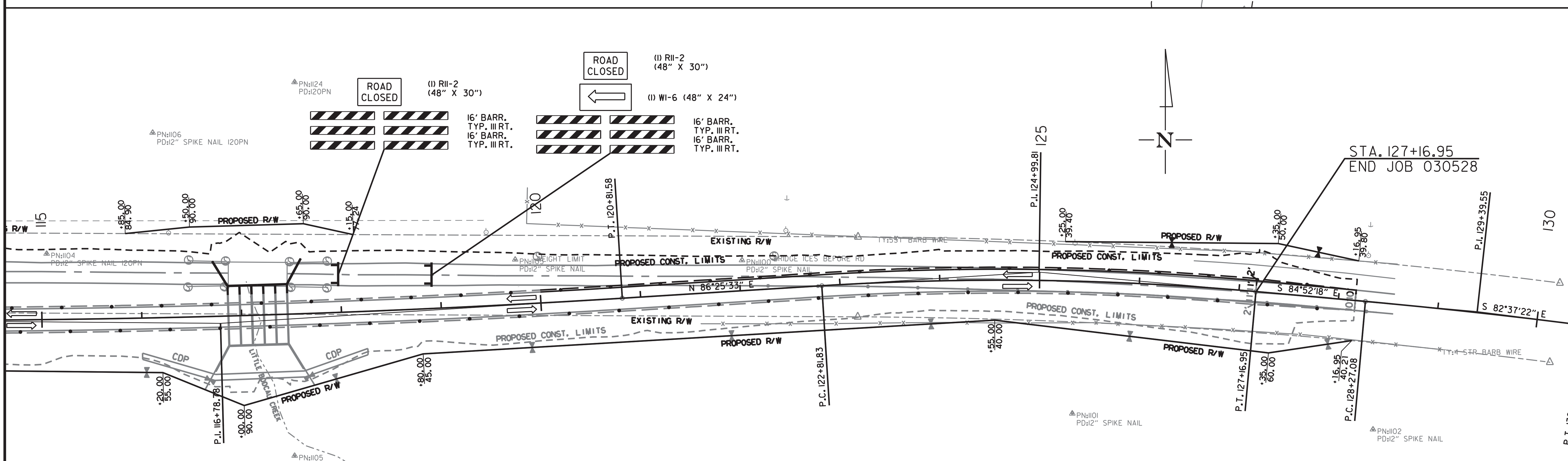
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	21	42

② MAINTENANCE OF TRAFFIC DETAILS

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

Jan 20 2021 4:26 PM





12/7/2020

R030528.DGN

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	22	42

(2) PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS

REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6") = 5286 LIN. FT.
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6") = 5286 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL) = 67 EACH
(RAISED PAVEMENT MARKERS ARE TO BE SPACED 80' ON CENTER.)

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.

STATE OF ARKANSAS
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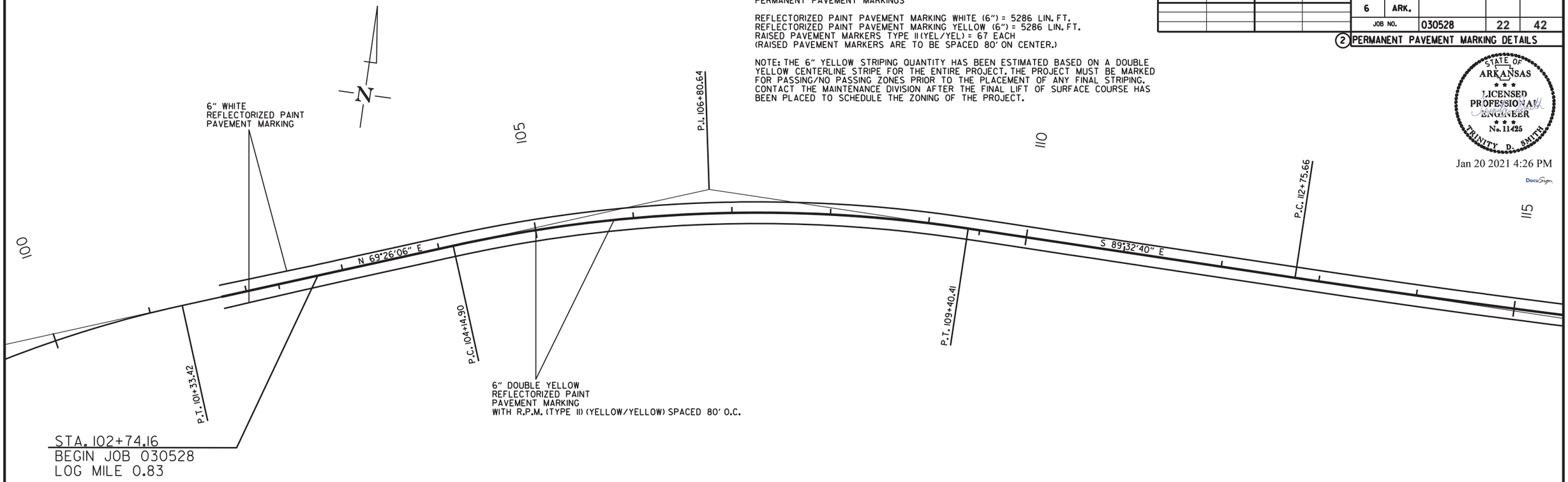

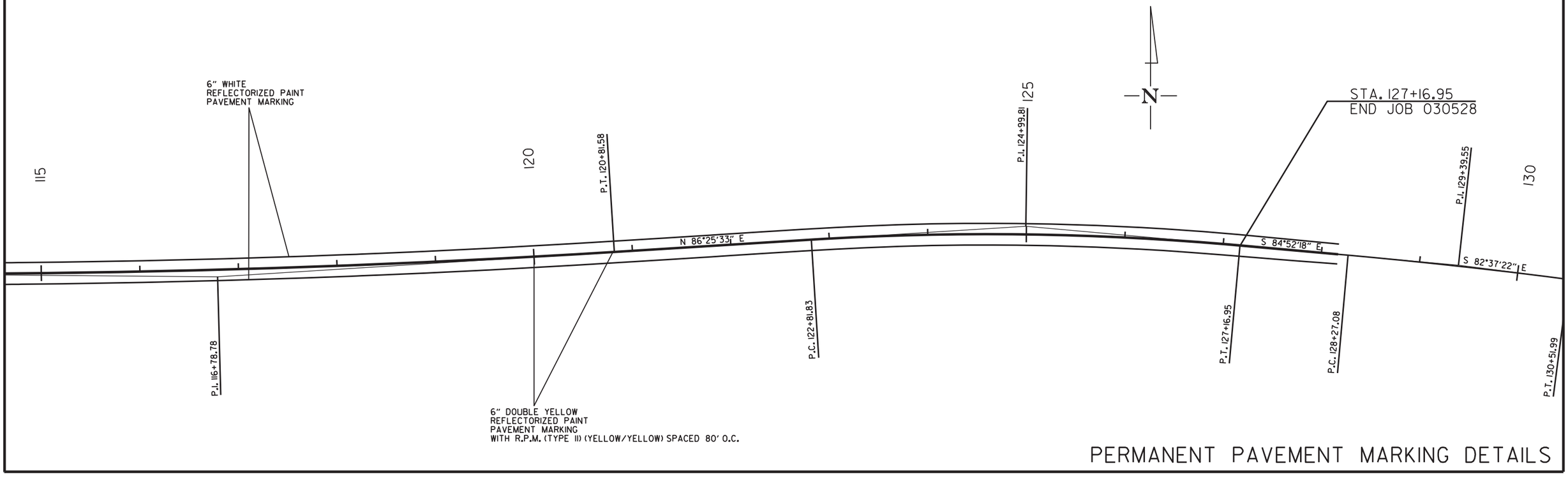

12/4/2020

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PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	23	42

(2) QUANTITIES

STATE OF ARKANSAS
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CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	REFLECTORIZED PAINT PAVEMENT MARKING	
					TYPE II	6"	
					(YELLOW/YELLOW)	WHITE	YELLOW
	LIN. FT. - EACH			LIN. FT.	EACH	LIN. FT.	
CONSTRUCTION PAVEMENT MARKINGS	1600	10572		12172			
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)			33		33		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")			5286			5286	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")			5286				5286
TOTALS:				**12172**	**33**	**5286**	**5286**

NOTE: THIS IS A LOW TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFCATIONS 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.

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	BARRICADES (TYPE III)	
										RIGHT	LEFT
			LIN. FT. - EACH			NO.	SQ. FT.	EACH		LIN. FT.	
W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2	2	32.0				
W20-1	ROAD WORK 1000 FT.	48"x48"	2	2	2	2	32.0				
W20-1	ROAD WORK 500 FT.	48"x48"	2	2	2	2	32.0				
W20-1	ROAD WORK AHEAD	48"x48"	1	1	1	1	16.0				
G20-2	END ROAD WORK	48"x24"	2	2	2	2	16.0				
R11-2	ROAD CLOSED	48"x30"	2	4	4	4	40.0				
W1-6	LARGE ARROW	48"x24"		2	2	2	16.0				
R4-1	DO NOT PASS	24"x30"	2	2	2	2	10.0				
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	2	2	2	2	18.0				
W8-1	BUMP	30"x30"	2	2	2	2	12.5				
	VERTICAL PANELS		49		49			49			
	TRAFFIC DRUMS		64	117	117				117		
	TYPE III BARRICADE-RT. (16')		2	4	4					64	
	TYPE III BARRICADE-LT. (16')		2	4	4						64
TOTALS:							**224.5**	**49**	**117**	**64**	**64**

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

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL								
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	18" FILTER SOCKS (E-6)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING						5.49	5.49	112.0	308	140	4066			179
ENTIRE	PROJECT	STAGE 1						1.96	1.96	40.0	198	90				18
ENTIRE	PROJECT	STAGE 2	4.09	8.18	4.09	417.2	4.09	2.13	2.13	43.5	66	30				6
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			1.02	2.04	1.02	104.0	1.02	2.40	2.40	49.0	77	35	1017	133	133	199
TOTALS:			**5.11**	**10.22**	**5.11**	**521.2**	**5.11**	**11.98**	**11.98**	**244.5**	**649**	**295**	**5083**	**133**	**133**	**402**

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

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.

12/6/2020

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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.		030528	24	42

(2) QUANTITIES

STATE OF ARKANSAS
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CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
102+00	128+00	HWY. 355	26	26
TOTALS:			**26**	**26**

REMOVAL OF EXISTING BRIDGE STRUCTURE

STATION	STATION	LOCATION	LUMP SUM
112+41	113+00	HWY. 355-BRIDGE NO. M2945 (SITE NO. 1)	1.00
116+88	117+47	HWY. 355-BRIDGE NO. M2946 (SITE NO. 2)	1.00

REMOVAL AND DISPOSAL OF GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL
			LIN. FT.
112+00	112+40	LT. OF HWY. 355	40
112+00	112+40	RT. OF HWY. 355	40
113+00	113+40	LT. OF HWY. 355	40
113+00	113+40	RT. OF HWY. 355	40
116+47	116+87	LT. OF HWY. 355	40
116+47	116+87	RT. OF HWY. 355	40
117+47	117+87	LT. OF HWY. 355	40
117+47	117+87	RT. OF HWY. 355	40
TOTAL:			**320**

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

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE
			LIN. FT.
121+58	128+17	RT. OF HWY. 355	659
101+81	105+42	LT. OF HWY. 355	361
125+25	128+17	LT. OF HWY. 355	292
TOTAL:			**1312**

REMOVAL AND DISPOSAL OF CULVERTS

STATION	DESCRIPTION	PIPE CULVERTS
		EACH
102+34	RT. OF HWY. 355	1
TOTAL:		**1**

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

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
101+74.16	102+74.16	MAIN LANES	20.00	222.22
127+16.95	128+16.95	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	13	26
DIRECTED BY THE ENGINEER		
TOTALS:	**13**	**26**

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	10
DIRECTED BY THE ENGINEER	
TOTAL:	**10**

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

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE D-1)	WIRE FENCE (TYPE D-2)
			LIN. FT.	
101+81	112+23	RT. OF HWY. 355	1056	
113+19	116+72	RT. OF HWY. 355	395	
117+61	128+17	RT. OF HWY. 355	1067	
101+81	105+42	LT. OF HWY. 355		366
125+25	128+17	LT. OF HWY. 355		296
TOTALS:			**2518**	**662**

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	10
ENGINEER	
TOTAL:	**10**

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

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
112+71	HDWL. OF R.C. BOX CULVERT ON RT.	1
117+17	HDWL. OF R.C. BOX CULVERT ON RT.	1
TOTAL:		**2**

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

EROSION CONTROL MATTING

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
* ENTIRE PROJECT TO BE USED IF AND WHERE			2442.79	2171.37
DIRECTED BY THE ENGINEER.				
TOTAL:				**2171.37**

NOTE: AVERAGE WIDTH = 8'-0"
* QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

STRUCTURES

STATION	DESCRIPTION	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	
STRUCTURES OVER 20' - 0" SPAN										
112+71	QUINT. 12' x 12' x 62' R.C. BOX CULVERT	12	12	62	546.10	62087	1588	57	0.72	PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
117+17	QUINT. 11' x 9' x 62' R.C. BOX CULVERT	11	9	62	419.51	48060	1488	52	0.66	PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
TOTALS:					**965.61**	**110147**	**3076**	**109**	**1.38**	

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

12/6/2020

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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.		030528	25	42

(2) QUANTITIES

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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.
111+00.00	114+00.00	HWY. 355 RT. DITCH GRADE	300.00	6.00	200.00	133.33	1.68
116+00.00	118+25.00	HWY. 355 RT. DITCH GRADE	225.00	6.00	150.00	100.00	1.26
TOTALS:					**350.00**	**233.33**	**2.94**

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

4" PIPE UNDERDRAIN

	STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
				LIN. FT.	EACH
*	ENTIRE PROJECT TO BE USED IF AND			1500	6
	WHERE DIRECTED BY THE ENGINEER				
	TOTALS:			**1500**	**6**

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

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS 24"	STANDARD DRAWINGS
			FEET	SQ. YD.	TON	TON	LIN. FT.	
102+34	RT.	HWY. 355	16	44.80	4.93	30.43	32	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
109+52	RT.	HWY. 355	16	44.80	4.93	36.96		
* ENTIRE PROJECT TEMPORARY DRIVES						30.00		
TOTALS:				**89.60**	**9.86**	**97.39**	**32**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.3% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

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

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.		TON
ENTIRE	PROJECT	MAIN LANES	5832	15733	
ENTIRE	PROJECT	APPROACHES	35	90	
112+41	113+01	CHANNEL EXCAVATION	1733		
116+90	117+45	CHANNEL EXCAVATION	1192		
* ENTIRE	PROJECT	TO BE USED IF AND WHERE			100
		DIRECTED BY THE ENGINEER			
TOTALS:			**8792**	**15823**	**100**

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

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

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD)			TACK COAT (0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	TOTAL WID.	SQ.YD.	GALLON		AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	TOTAL PG 64-22
			FEET			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	TON
MAIN LANES																								
101+74.16	102+74.16	TRANSITION	100.00	VAR.	32.00	20.00	222.22	11.11				11.11									23.00	255.56	220.00	28.11	28.11
102+74.16	105+00.00	NOTCH AND WIDEN	225.84	VAR.	334.93	VAR.	22.30	1.12				1.12	VAR.	11.15	330.00	1.84	VAR.	11.15	220.00	1.23	26.00	652.43	220.00	71.77	73.00
105+00.00	121+10.81	FULL DEPTH	1610.81	149.50	2408.16	44.71	8002.15	400.11				400.11	22.46	4019.87	330.00	663.28	22.25	3982.28	220.00	438.05	26.00	4653.45	220.00	511.88	949.93
121+10.81	127+16.95	NOTCH AND WIDEN	606.14	VAR.	387.93	VAR.	855.32	42.77				42.77	VAR.	427.66	330.00	70.56	VAR.	427.66	220.00	47.04	26.00	1751.07	220.00	192.62	239.66
127+16.95	128+16.95	TRANSITION	100.00	VAR.	32.00	20.00	222.22	11.11				11.11									23.00	255.56	220.00	28.11	28.11
ADDITIONAL FOR LEVELING AND GRADE RAISE																									
102+74.16	105+00.00	NOTCH AND WIDEN	225.84						20.00	501.87	85.32	85.32					20.00	501.87	VAR.	215.82					215.82
105+00.00	108+00.00	GRADE RAISE	300.00						20.00	666.67	113.33	113.33					20.00	666.67	VAR.	128.70					128.70
121+10.81	127+16.95	NOTCH AND WIDEN	606.14						20.00	1346.98	228.99	228.99					20.00	1346.98	VAR.	403.92					403.92
ADDITIONAL FOR SUPERELEVATION																									
102+74.16	105+74.16	SUPERELEVATION TRANSITION	300.00	10.38	31.14																				
105+74.16	108+08.03	MAXIMUM SUPERELEVATION	233.87	20.75	48.53																				
108+08.03	111+08.03	SUPERELEVATION TRANSITION	300.00	10.38	31.14																				
121+81.71	124+81.71	SUPERELEVATION TRANSITION	300.00	6.13	18.39																				
124+81.71	124+99.40	MAXIMUM SUPERELEVATION	17.69	12.25	2.17																				
124+99.40	127+16.95	SUPERELEVATION TRANSITION	217.55	6.13	13.34																				
TOTALS:					**3339.73**		**9324.21**	**466.22**		**2515.52**	**427.64**	**893.86**		**4458.68**		**735.68**		**6936.61**		**1234.76**		**7568.07**		**832.49**	**2067.25**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% 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.

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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.		030528	26	42

(2) SUMMARY OF QUANTITIES AND REVISIONS

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

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SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	26	STATION
201	GRUBBING	26	STATION
202	REMOVAL AND DISPOSAL OF FENCE	1312	LIN. FT.
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	1	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL	320	LIN. FT.
SS & 210	UNCLASSIFIED EXCAVATION	8792	CU. YD.
210	COMPACTED EMBANKMENT	15823	CU. YD.
SP & 210	SOIL STABILIZATION	100	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	3437	TON
SS & 401	TACK COAT	920	GAL.
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	704	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	32	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	1969	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	108	TON
412	COLD MILLING ASPHALT PAVEMENT	444	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	13	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	10	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	225	SQ. FT.
SS & 604	BARRICADES	128	LIN. FT.
SS & 604	TRAFFIC DRUMS	117	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	12172	LIN. FT.
SS & 604	VERTICAL PANELS	49	EACH
SS & 605	CONCRETE DITCH PAVING (TYPE B)	350	SQ. YD.
SP, SS, & 606	24" SIDE DRAIN	32	LIN. FT.
606	SELECTED PIPE BEDDING	10	CU. YD.
SS & 611	4" PIPE UNDERDRAINS	1500	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	6	EACH
619	WIRE FENCE (TYPE D-1)	2518	LIN. FT.
619	WIRE FENCE (TYPE D-2)	662	LIN. FT.
620	LIME	10	TON
620	SEEDING	5.11	ACRE
SS & 620	MULCH COVER	17.09	ACRE
620	WATER	770.0	M. GAL.
621	TEMPORARY SEEDING	11.98	ACRE
621	SILT FENCE	5083	LIN. FT.
621	SAND BAG DITCH CHECKS	649	BAG
621	SEDIMENT BASIN	133	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	133	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	402	CU. YD.
SS & 621	FILTER SOCK (18")	295	LIN. FT.
623	SECOND SEEDING APPLICATION	5.11	ACRE
624	SOLID SODDING	342	SQ. YD.
626	EROSION CONTROL MATTING (CLASS 3)	2171	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")	5286	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	5286	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	33	EACH
	STRUCTURES OVER 20' SPAN		
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 2)	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	3076	CU. YD.
SS & 802	CLASS S CONCRETE-ROADWAY	965.61	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	110147	POUND

REVISIONS

DATE	REVISION	SHEET NUMBER

12/6/2020

R030528.DGN

SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	27	42

(2) SURVEY CONTROL DETAILS

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

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SURVEY CONTROL COORDINATES

Project Name: s030528
Date: 7/26/2019
Coordinate System: ARKANSAS STATE PLANE - SOUTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	1623248.5200	825688.1312	299.566	CTL	*STD ARDOT CAP STAMPED PN: 1
2	1623288.4770	825132.4208	293.491	CTL	*STD ARDOT CAP STAMPED PN: 2
3	1623291.9042	824466.6964	292.527	CTL	*STD ARDOT CAP STAMPED PN: 3
4	1623295.9164	823935.6197	292.488	CTL	*STD ARDOT CAP STAMPED PN: 4
5	1623233.8983	823329.9550	292.377	CTL	*STD ARDOT CAP STAMPED PN: 5
6	1623003.2427	822747.5840	310.025	CTL	*STD ARDOT CAP STAMPED PN: 6
7	1622630.9180	822280.8791	335.555	CTL	*STD ARDOT CAP STAMPED PN: 7
100	1615763.7654	816897.3200	282.887	GPS	*ARDOT GPS MON 290017
101	1618100.9937	818439.6876	310.523	GPS	*ARDOT GPS MON 290017A
900	1623288.5150	824429.4347	294.031	TBM	*SQ CUT CENTER N SIDE OF BR OLD TBM 925

*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).
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT
A PROJECT CAF OF 0.999949821 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 s030528gi.ctl
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

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

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 290017 - 290017A
CONVERGENCE ANGLE: 00-53-49 LEFT AT LAT N 33-30-37 LON W093-36-08
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

HWY. 355

POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	POB	95+00.00	1622683.7292	822359.0834
8001	PC	96+36.82	1622779.0374	822457.2519
8003	PT	101+33.42	1623042.9512	822873.7730
8004	PC	104+14.90	1623141.8285	823137.3224
8006	PT	109+40.41	1623233.0626	823651.8634
8007	PC	112+75.66	1623230.3975	823987.1013
8009	PT	120+81.58	1623252.3233	824792.5534
8010	PC	122+81.83	1623264.8072	824992.4209
8012	PT	127+16.95	1623258.9120	825427.0780
8013	PC	128+27.08	1623249.0683	825536.7647
8015	PT	130+51.99	1623224.5738	825760.3231
8016	POE	132+83.05	1623194.9052	825989.4696

12/7/2020

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SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		030528	28	42

(2) SURVEY CONTROL DETAILS

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

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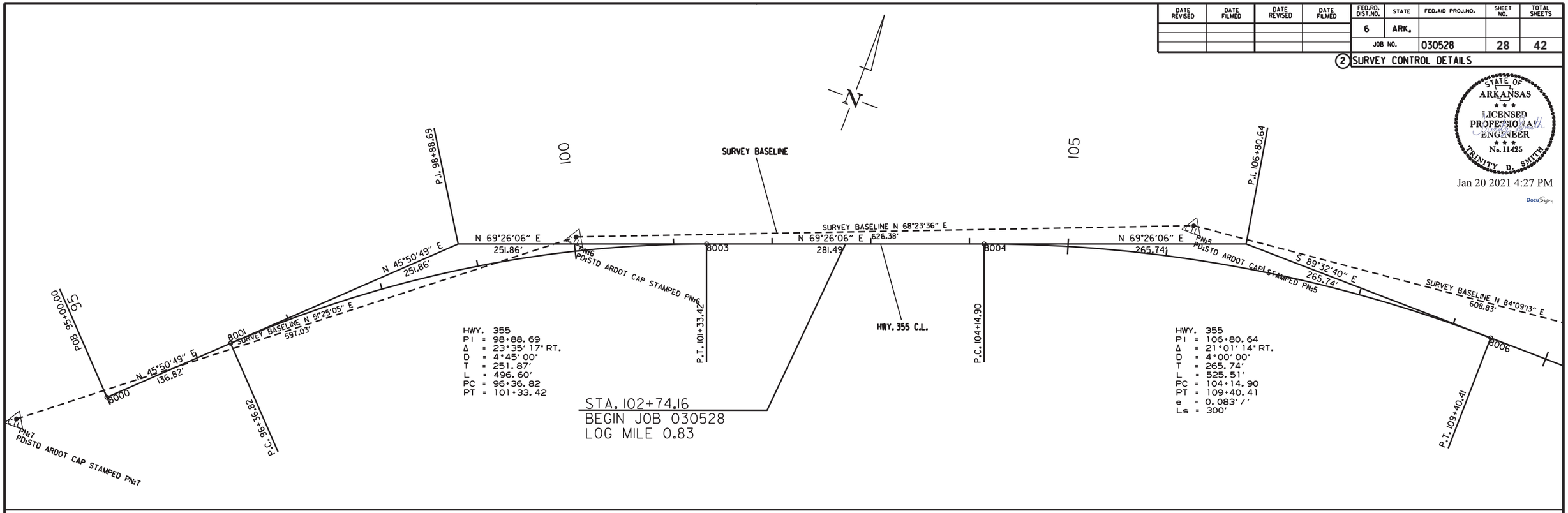

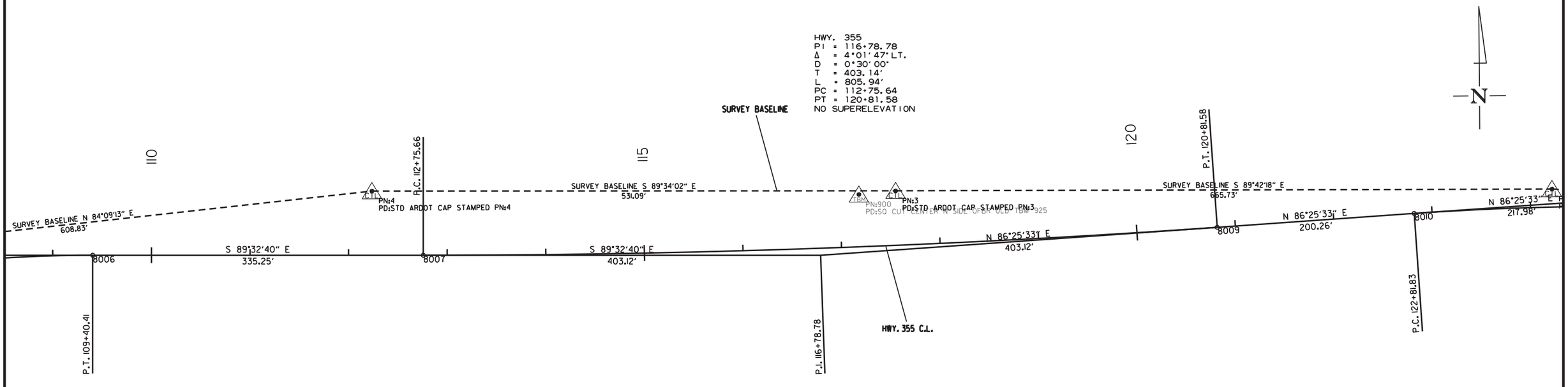

12/7/2020

R030528.DGN

SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		030528	29	42

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
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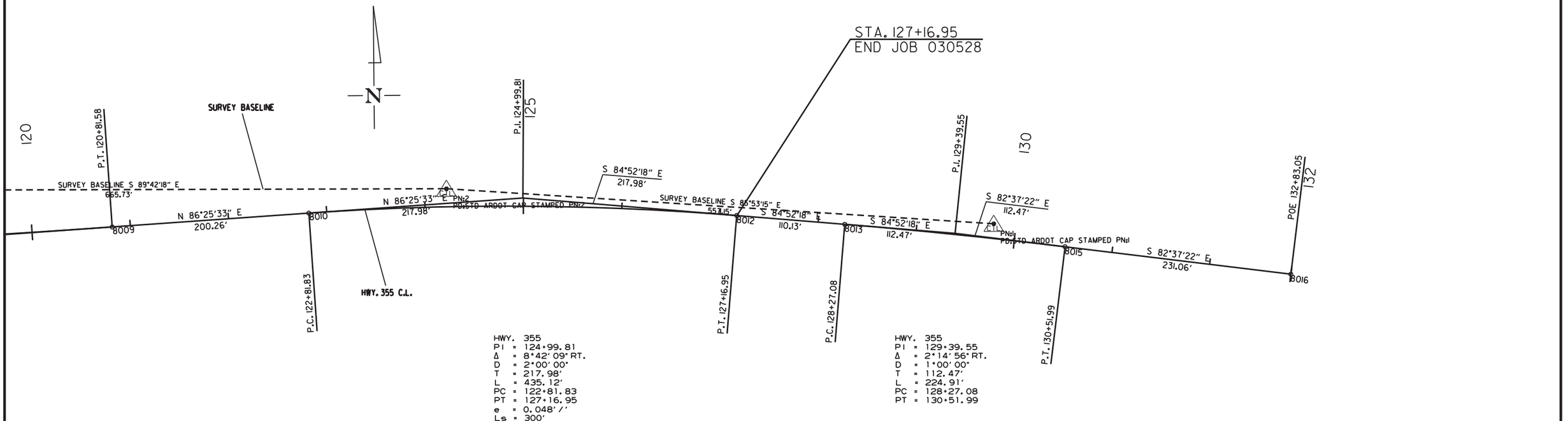

HWY. 355
PI = 124+99.81
Δ = 8°42'09" RT.
D = 2°00'00"
T = 217.98'
L = 435.12'
PC = 122+81.83
PT = 127+16.95
e = 0.048'/'
Ls = 300'

HWY. 355
PI = 129+39.55
Δ = 2°14'56" RT.
D = 1°00'00"
T = 112.47'
L = 224.91'
PC = 128+27.08
PT = 130+51.99

12/7/2020

R030528.DGN

SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	30	42

(2) PLAN AND PROFILE SHEETS

WIRE FENCE STA.	STA.	SIDE	(TYPE D) LIN. FT.	(TYPE D-1) LIN. FT.
101+81.18	112+22.57	RT.	1056	0
113+19.40	116+72.19	RT.	395	0
117+60.80	128+16.95	RT.	1067	0
101+81.17	105+41.85	LT.	0	366
125+25.00	128+16.95	LT.	0	296

STA. 112+41.76 - STA. 113+00.19
59.0' X 25.0' CONSISTING OF STEEL MULTI-BEAM SPAN
BR. NO. M2945
REMOVE AS EXISTING BRIDGE STRUCTURE
(SITE NO. 1) = 1.00 LUMP SUM

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LICENSED PROFESSIONAL ENGINEER
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STA. 102+74.16
BEGIN JOB 030528
LOG MILE 0.83

HWY. 355
PI = 98+88.69
Δ = 23°35'17" RT.
D = 4°45'00"
T = 251.87'
L = 496.60'
PC = 96+36.82
PT = 101+33.42

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

STA. 102+34 IN PLACE
24" X 28' PIPE CULVERT
REMOVE AND INSTALL
24" X 32' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 10 CU. YDS.

HWY. 355
PI = 106+80.64
Δ = 21°01'14" RT.
D = 4°00'00"
T = 265.74'
L = 525.51'
PC = 104+14.90
PT = 109+40.41
e = 0.083'/'
Ls = 300'

STA. 109+52
CONSTRUCT APPROACH = 80 CU. YDS.

STA. 112+71 CONSTRUCT
QUINT. 12' X 12' X 62' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q25 = 2980 CFS D.A. = 24.7 SQ. MI.

HWY. 355
PI = 116+78.78
Δ = 4°01'47" LT.
D = 0°30'00"
T = 403.14'
L = 805.94'
PC = 112+75.64
PT = 120+81.58
NO SUPERELEVATION

HWY. 355

STA. 102+74.16 BEGIN SUPERELEVATION (N.C.)
STA. 105+74.16 MAX SUPERELEVATION (0.083'/')
STA. 108+08.03 MAX SUPERELEVATION (0.083'/')
STA. 111+08.03 END SUPERELEVATION (N.C.)

NOTE:
FOR CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS,
LITTLE BODCAU CREEK IS CLASSIFIED AS A PERENNIAL STREAM.
THE STREAM BANK ELEVATION IS 285 FT. MSL. REFER TO SECTION
110.05(C) OF THE 2014 STANDARD SPECIFICATIONS.

SPECIAL FLOOD HAZARD AREA
STA. 107+00 TO STA. 119+00

P.V.C. 102+74.16 ELEV. 297.49
K=121.95 VC=250' e=0.64'
-2.25%
P.V.I. 103+99.16 ELEV. 294.68
P.V.T. 105+24.16 ELEV. 294.43
-0.20%
P.V.C. 110+48.03 ELEV. 293.38
DESIGN HIGH WATER 025 ELEV. 289.12
K=357.14 VC=250' e=0.22'
P.V.I. 111+73.03 ELEV. 293.13
0.50%
P.V.T. 112+98.03 ELEV. 293.75
P.V.C. 114+00.00 ELEV. 294.26
K=200.00 VC=200' e=-0.25'
P.V.I. 115+00.00 ELEV. 294.76

STA. 111+00 TO STA. 114+00 RT. OF C.L.
CONCRETE DITCH PAVING (TYPE B) = 200 SQ. YD.

-00.00 RT.DT.GR. RT.ELEV. 286.28
-6.76% RT.DT.GR.
-22.13 LT.DT.GR. LT.ELEV. 278.20
-22.57 RT.DT.GR. RT.ELEV. 278.00
0.00% LT.DT.GR.
0.00% RT.DT.GR.
INLET ELEV. = 278.20
OUTLET ELEV. = 278.00
-19.41 LT.DT.GR. LT.ELEV. 278.20
-19.40 RT.DT.GR. RT.ELEV. 278.00
9.54% RT.DT.GR.
-00.00 RT.DT.GR. RT.ELEV. 285.53

320 310 300 290 280 270 260

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00

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				6	ARK.			
				JOB NO.		030528	31	42

(2) PLAN AND PROFILE SHEETS

HWY. 355
PI = 116+78.78
Δ = 4°01'47" LT.
D = 0°30'00"
T = 403.14'
L = 805.94'
PC = 112+75.64
PT = 120+81.58
NO SUPERELEVATION

STA. 116+87.83 - STA. 117+46.89
56.0' X 25.1' CONSISTING OF STEEL MULTI-BEAM SPAN
BR. NO. M2946
REMOVE AS EXISTING BRIDGE STRUCTURE
(SITE NO. 2) = 1.00 LUMP SUM

WIRE FENCE STA.	STA.	SIDE	(TYPE D) LIN. FT.	(TYPE D-1) LIN. FT.
101+81.18	112+22.57	RT.	1056	0
113+19.40	116+72.19	RT.	395	0
117+60.80	128+16.95	RT.	1067	0
101+81.17	105+41.85	LT.	0	366
125+25.00	128+16.95	LT.	0	296

STA. 117+17 CONSTRUCT
QUINT. 11' X 9' X 62' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q25 = 1700 CFS D.A. = 24.7 SQ. MI.

PN:1124 PD:120PN
PN:1106 PD:12" SPIKE NAIL 120PN
PN:1104 PD:12" SPIKE NAIL 120PN
PN:1105 PD:12" SPIKE NAIL 120PN
PN:1107 PD:12" SPIKE NAIL 120PN
PN:1101 PD:12" SPIKE NAIL
PN:1102 PD:12" SPIKE NAIL
PN:1103 PD:12" SPIKE NAIL
PN:1100 PD:12" SPIKE NAIL
PN:3 PD:STD ARDOT CAP STAMPED PN3
PN:2 PD:STD ARDOT CAP STAMPED PN2
PN:90 PD:SQ CUT CENTER N SIDE OF BR OLD TBM 925
IBM

PROPOSED R/W
EXISTING R/W
PROPOSED CONST. LIMITS
CDP
LITTLE BODCAU CREEK RELIEF
WEIGHT LIMIT
BRIDGE ICES BEFORE RD
LT:3ST BARB WIRE
LT:4 STR BARB WIRE
100' TRANSITION
N 86°25'33" E
S 84°52'18" E
S 82°37'22" E

P.I. 116+78.78
P.T. 120+81.58
P.I. 124+99.81
P.C. 122+81.83
P.T. 127+16.95
P.C. 128+27.08
P.I. 129+39.55
P.T. 130+51.99

HWY. 355
PI = 124+99.81
Δ = 8°42'09" RT.
D = 2°00'00"
T = 217.98'
L = 435.12'
PC = 122+81.83
PT = 127+16.95
e = 0.048'/'
Ls = 300'

HWY. 355
PI = 129+39.55
Δ = 2°14'56" RT.
D = 1°00'00"
T = 112.47'
L = 224.91'
PC = 128+27.08
PT = 130+51.99

STA. 127+16.95
END JOB 030528

HWY. 355

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

NOTE:
FOR CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS, LITTLE BODCAU RELIEF IS CLASSIFIED AS AN INTERMITTENT STREAM. THE STREAM BANK ELEVATION IS 284 FT. MSL. REFER TO SECTION 110.05(C) OF THE 2014 STANDARD SPECIFICATIONS.

STA. 121+81.71 BEGIN SUPERELEVATION (N.C.)
STA. 124+81.71 MAX SUPERELEVATION (0.048'/')
STA. 124+99.40 MAX SUPERELEVATION (0.048'/')
STA. 127+16.95 MATCH EXISTING SUPERELEVATION (0.026'/')

SPECIAL FLOOD HAZARD AREA
STA. 107+00 TO STA. 119+00

P.V.I. 115+00.00 ELEV. 294.76
K=200.00 VC=200' e=-0.25'
-0.50%
P.V.C. 116+25.00 ELEV. 294.14
P.V.T. 116+00.00 ELEV. 294.26
-7.70% RT.DT.GR.
-00.00 RT.DT.GR. RT.ELEV. 286.56
-71.77 LT.DT.GR. LT. ELEV. 288.20
-72.19 RT.DT.GR. RT.ELEV. 281.00
0.00% LT.DT.GR.
0.00% RT.DT.GR.
INLET ELEV. = 281.20
OUTLET ELEV. = 281.00
P.V.I. 117+50.00 ELEV. 293.51
-60.80 RT.DT.GR. RT.ELEV. 281.00
-81.23 LT.DT.GR. LT. ELEV. 281.20
-7.12% RT.DT.GR.
-25.00 RT.DT.GR. RT.ELEV. 285.57
K=384.62 VC=250' e=0.20'
P.V.T. 118+75.00 ELEV. 293.70
DESIGN HIGH WATER 025 ELEV. 289.12
0.15%
P.V.C. 124+55.49 ELEV. 294.57
K=235.33 VC=200' e=0.21'
P.V.I. 125+55.49 ELEV. 294.72
P.V.T. 126+55.49 ELEV. 295.72
1.00%
P.V.I. 127+16.95 ELEV. 296.34

STA. 116+00 TO STA. 118+25 RT. OF C.L.
CONCRETE DITCH PAVING (TYPE B) = 150 SQ. YD.

320 310 300 290 280 270 260
115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00

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LICENSED PROFESSIONAL ENGINEER
TRINITY D. SMITH
No. 11425
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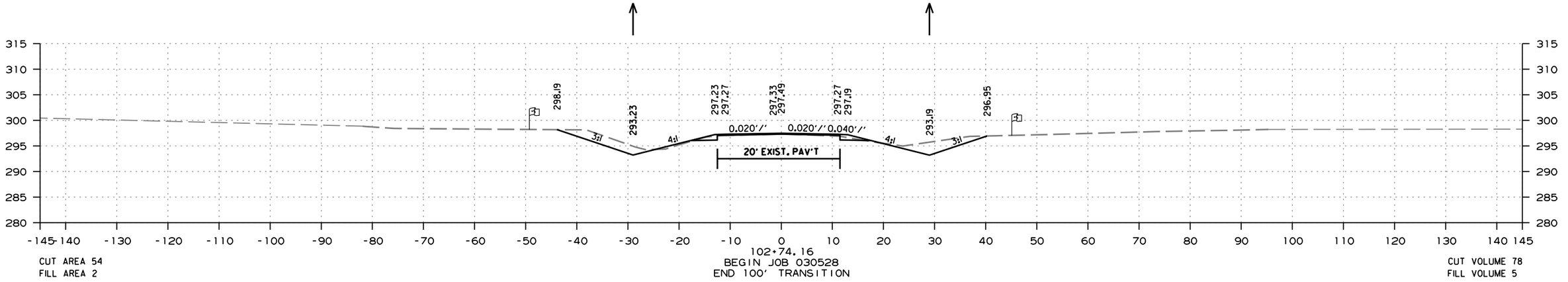
				6	ARK.			
				JOB NO.		030528	32	42

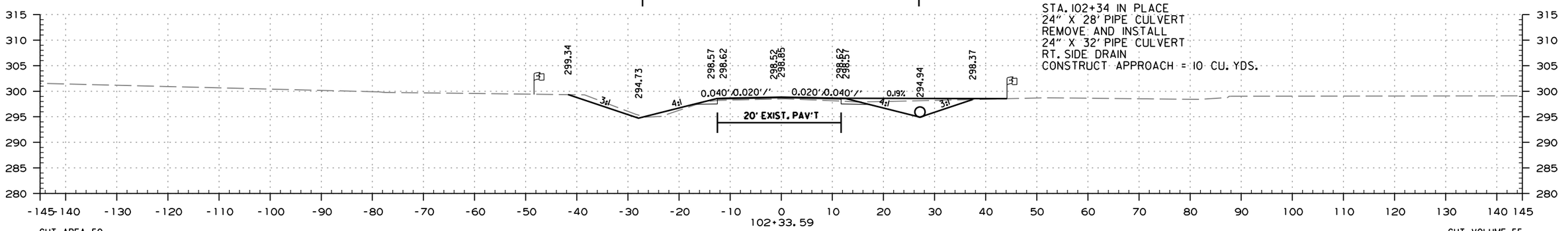
(2) CROSS SECTIONS



CUT AREA 54
FILL AREA 2

102+74.16
BEGIN JOB 030528
END 100' TRANSITION

CUT VOLUME 78
FILL VOLUME 5

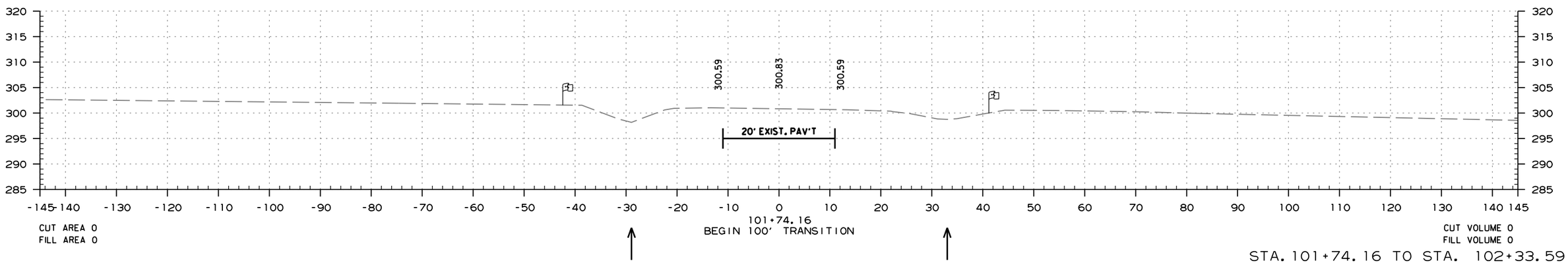


STA. 102+34 IN PLACE
24" X 28' PIPE CULVERT
REMOVE AND INSTALL
24" X 32' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 10 CU. YDS.

CUT AREA 50
FILL AREA 4

102+33.59

CUT VOLUME 55
FILL VOLUME 5



CUT AREA 0
FILL AREA 0

101+74.16
BEGIN 100' TRANSITION

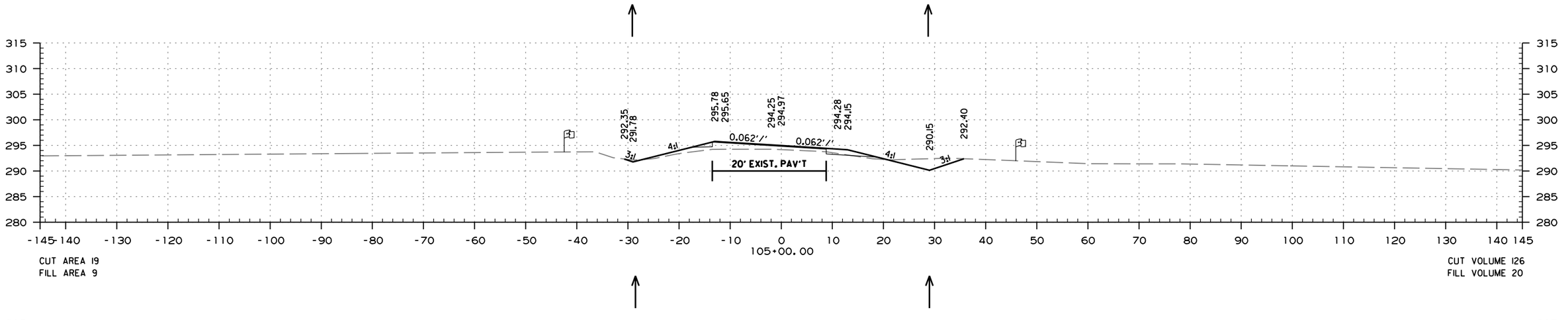
CUT VOLUME 0
FILL VOLUME 0

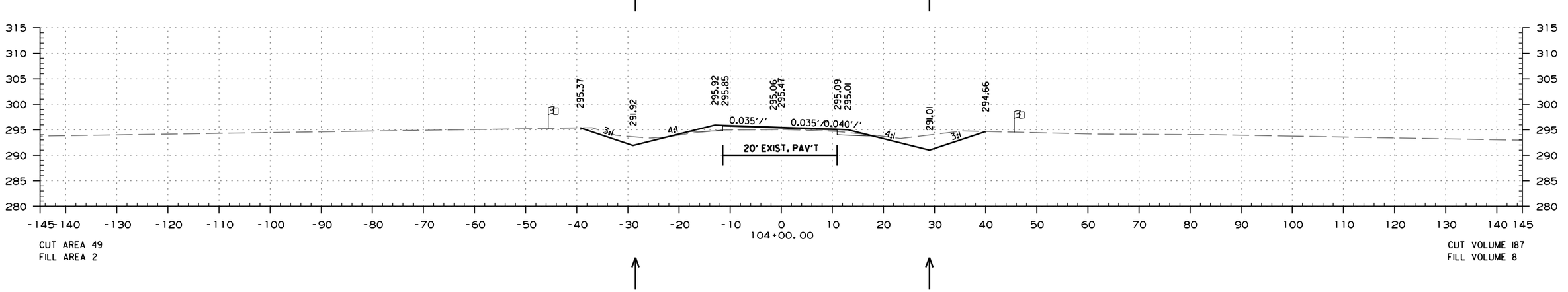
STA. 101+74.16 TO STA. 102+33.59

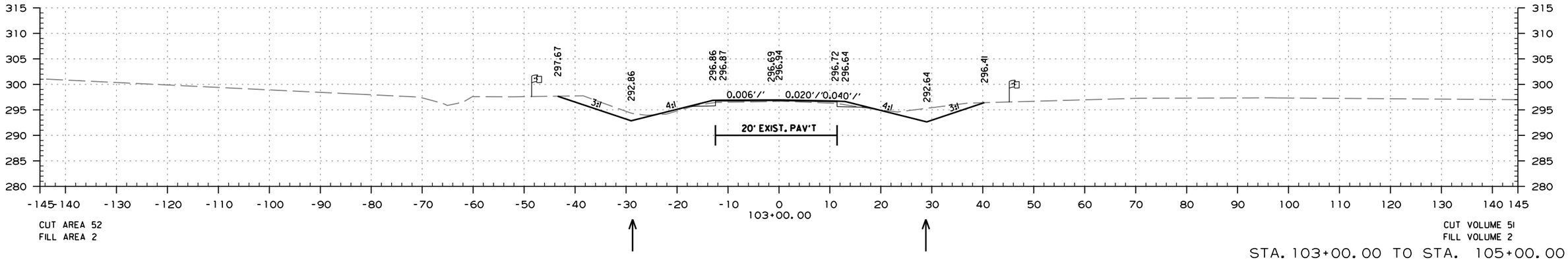
dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	33	42

(2) CROSS SECTIONS







STA. 103+00.00 TO STA. 105+00.00

dwbc553 6/20/2019
ZBORDER.CEL

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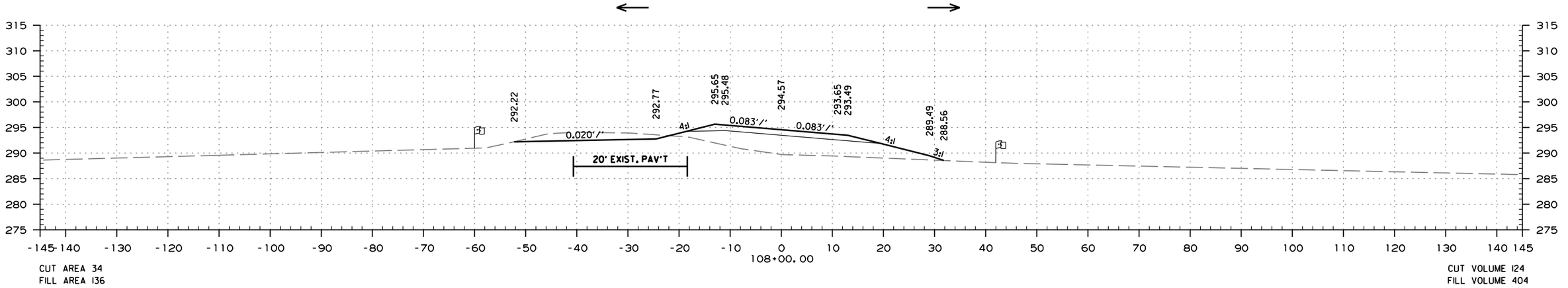
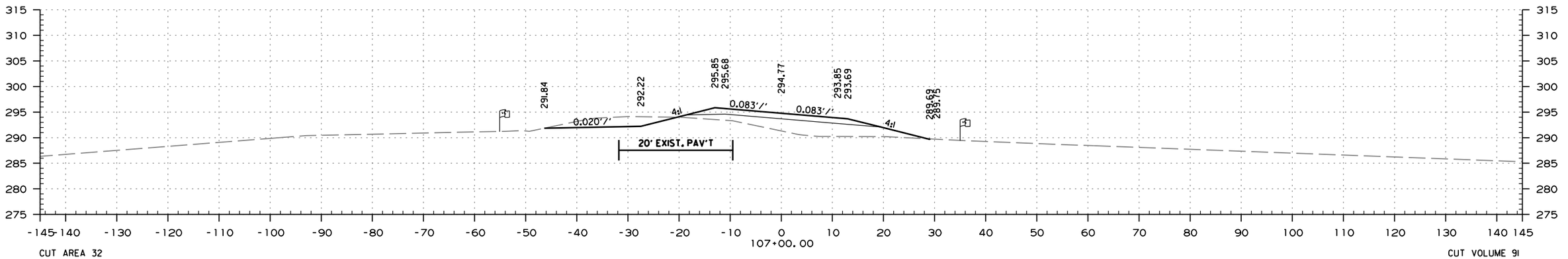
				JOB NO.		030528	34	42

(2) CROSS SECTIONS



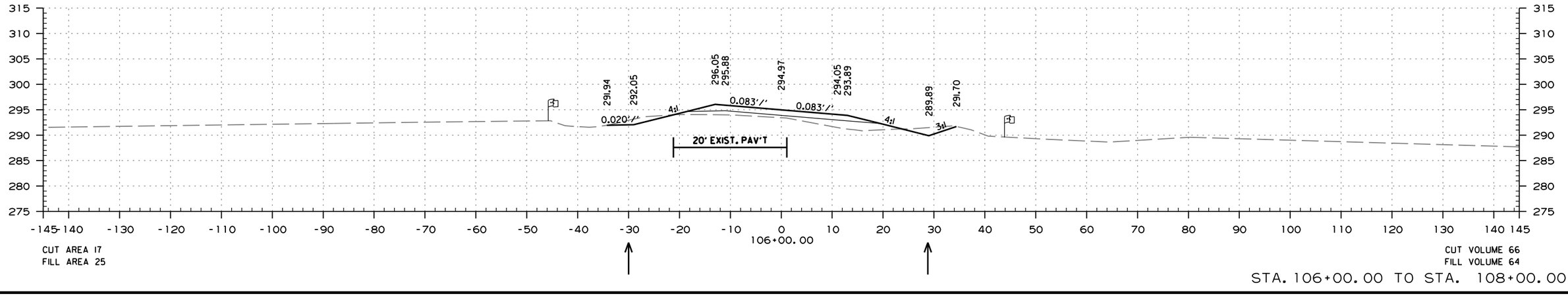
CUT AREA 34
FILL AREA 136

CUT VOLUME 124
FILL VOLUME 404



CUT AREA 32
FILL AREA 82

CUT VOLUME 91
FILL VOLUME 199



CUT AREA 17
FILL AREA 25

CUT VOLUME 66
FILL VOLUME 64

STA. 106+00.00 TO STA. 108+00.00

dwbc553 6/20/2019
ZBORDER.CEL

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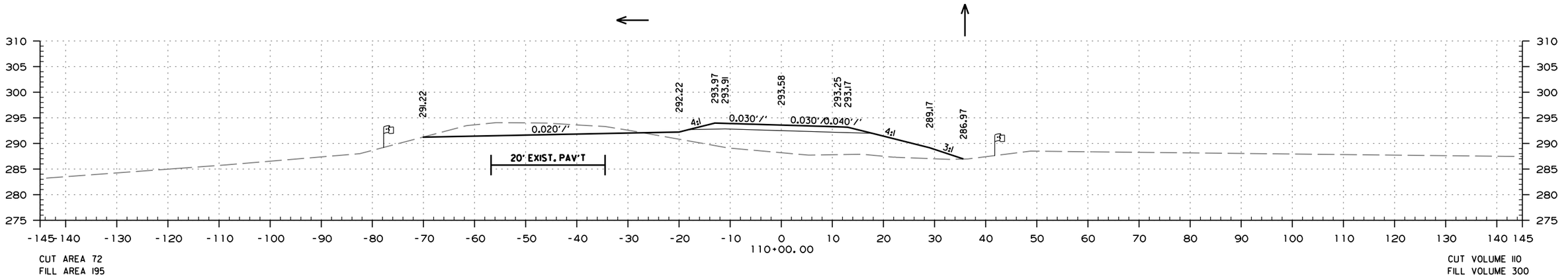
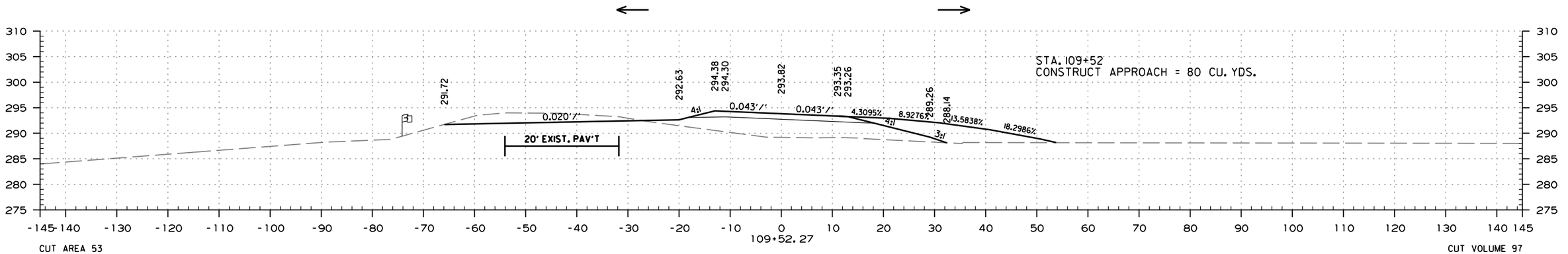
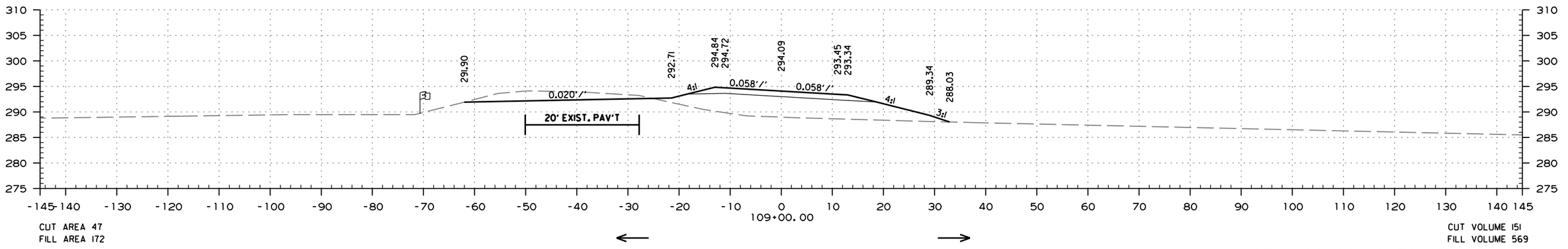
				6	ARK.			
				JOB NO.		030528	35	42

(2) CROSS SECTIONS





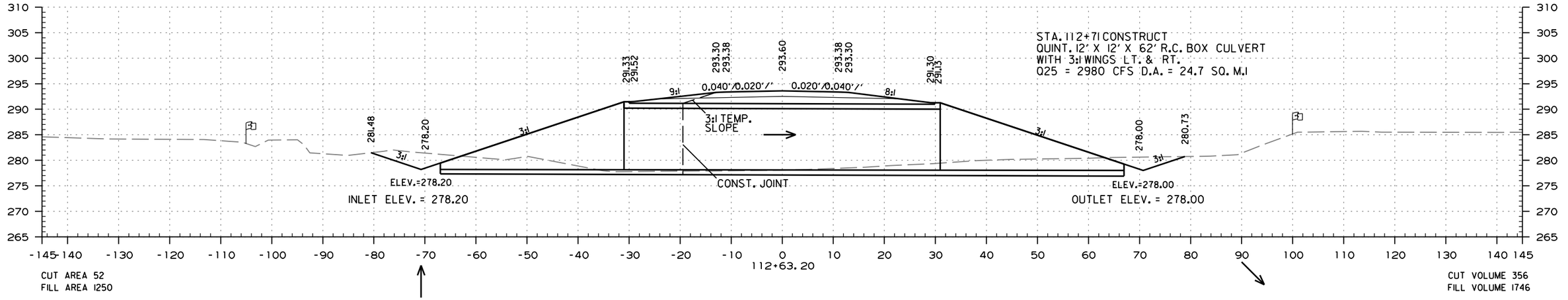


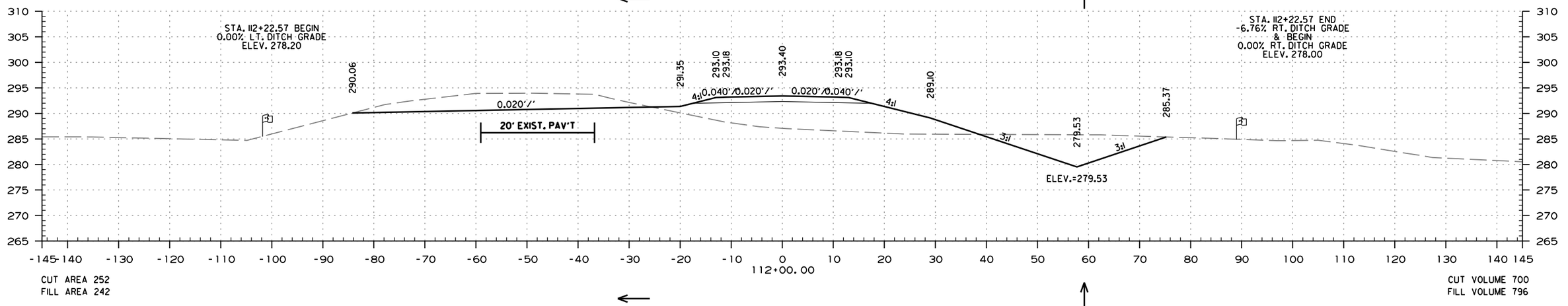
STA. 109+00.00 TO STA. 110+00.00

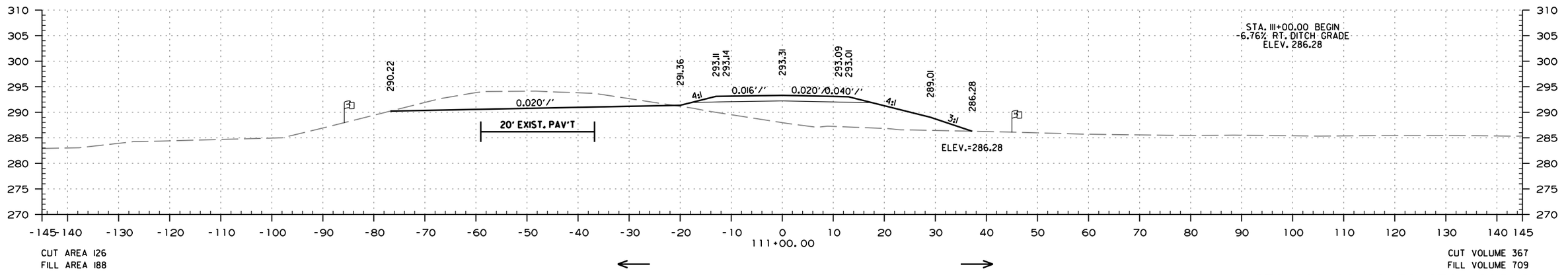
dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	36	42

(2) CROSS SECTIONS







STA. 111+00.00 TO STA. 112+63.20

dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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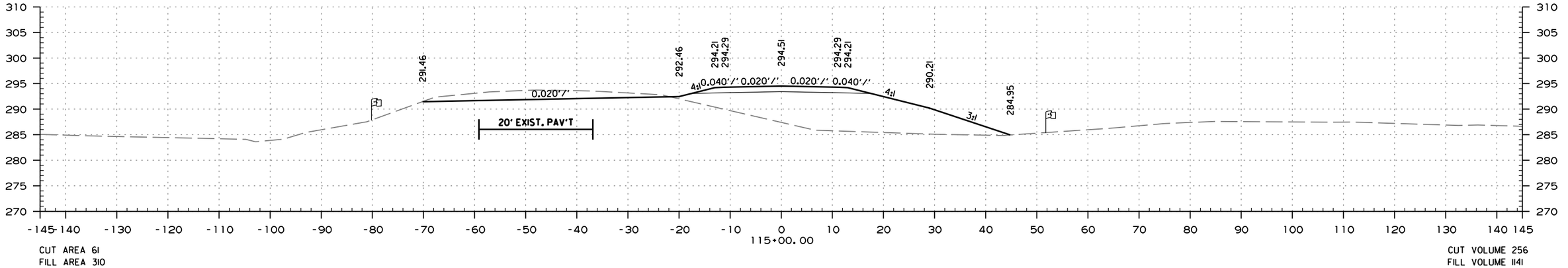

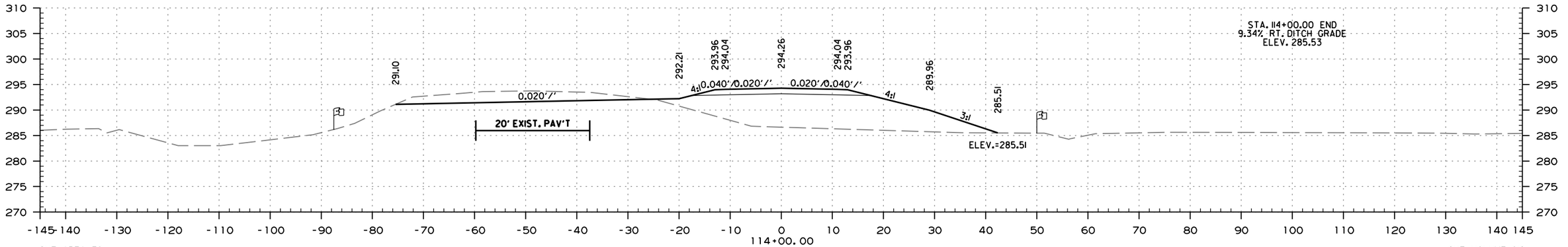

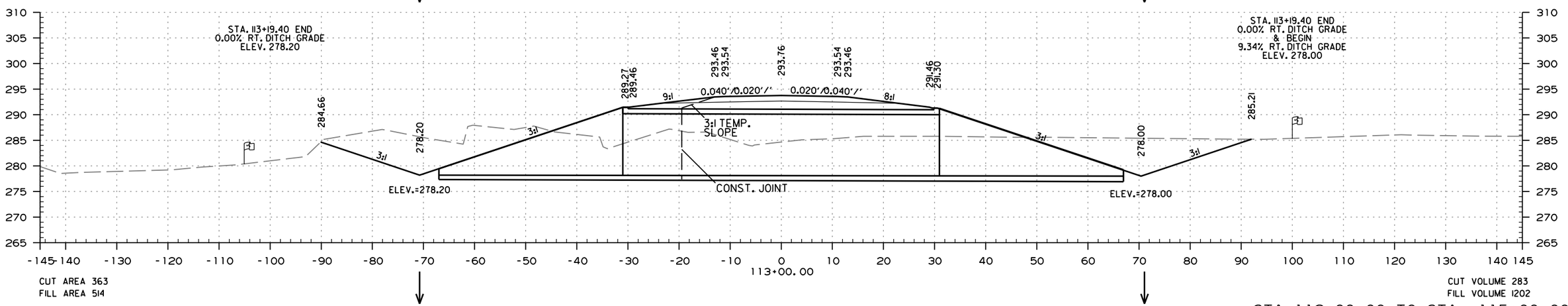

STA. 113+00.00 TO STA. 115+00.00

dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	38	42

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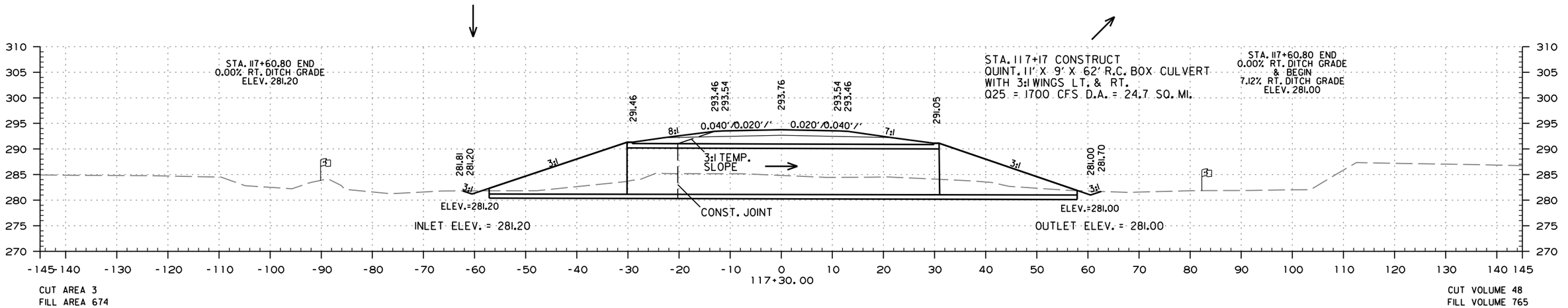

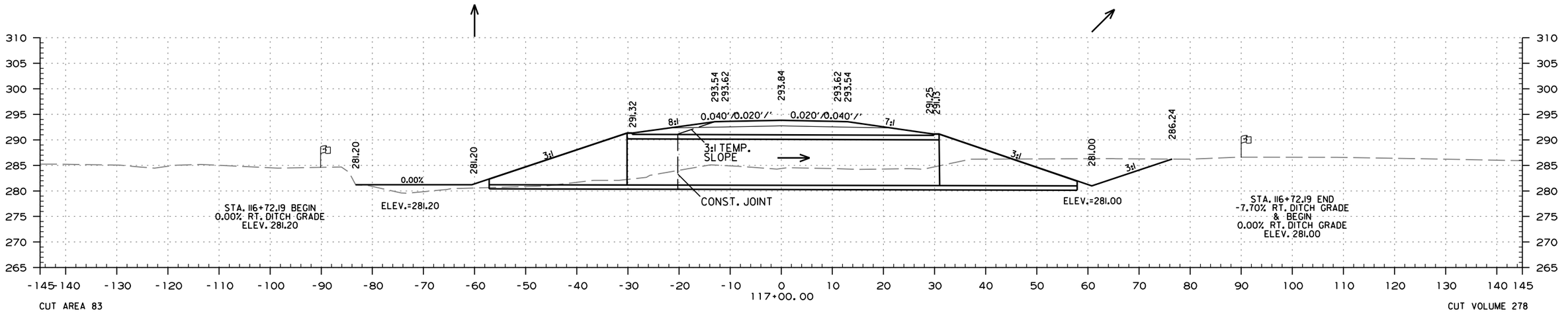

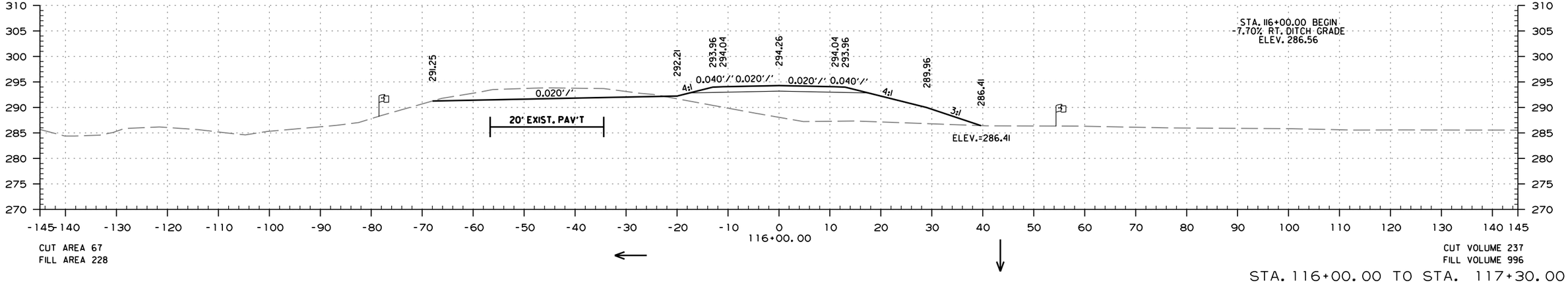

STA. 116+00.00 TO STA. 117+30.00

dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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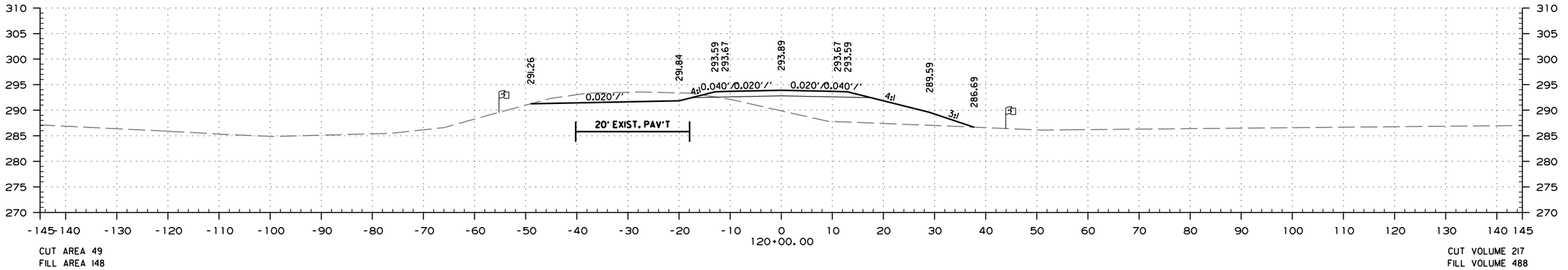
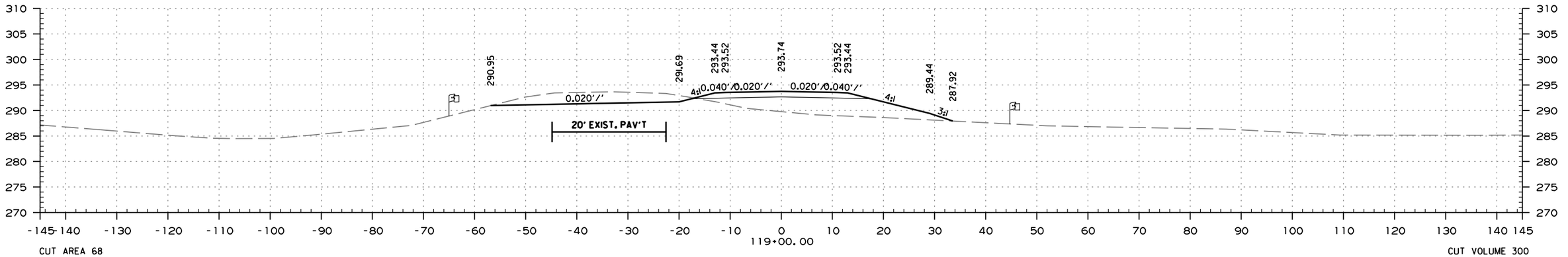
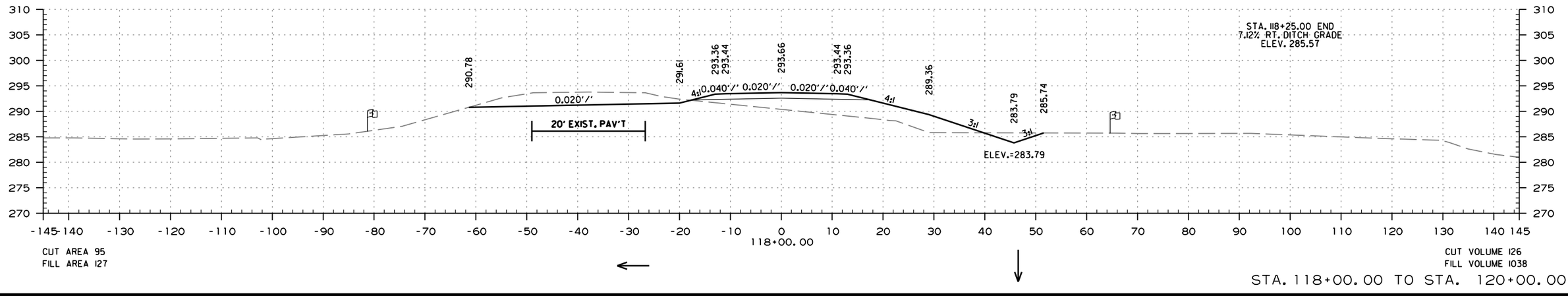
(2) CROSS SECTIONS







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dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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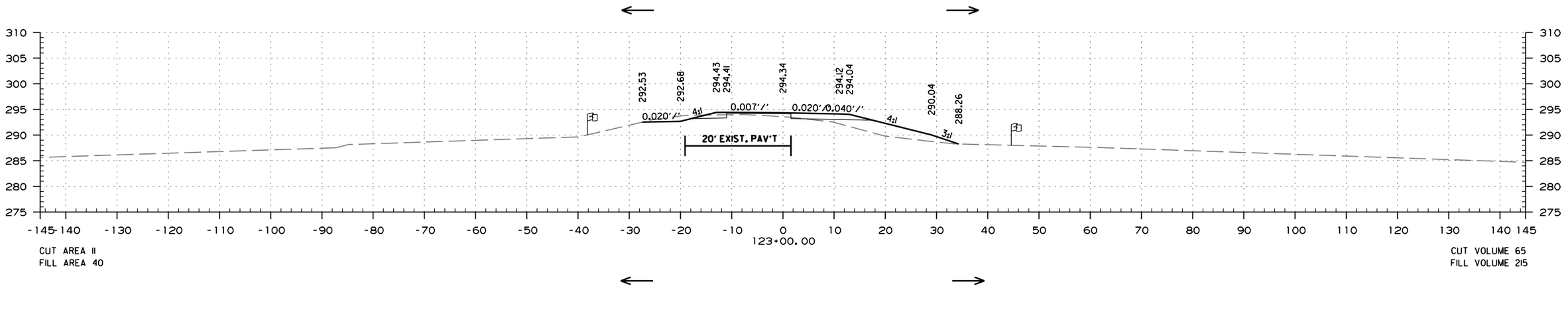
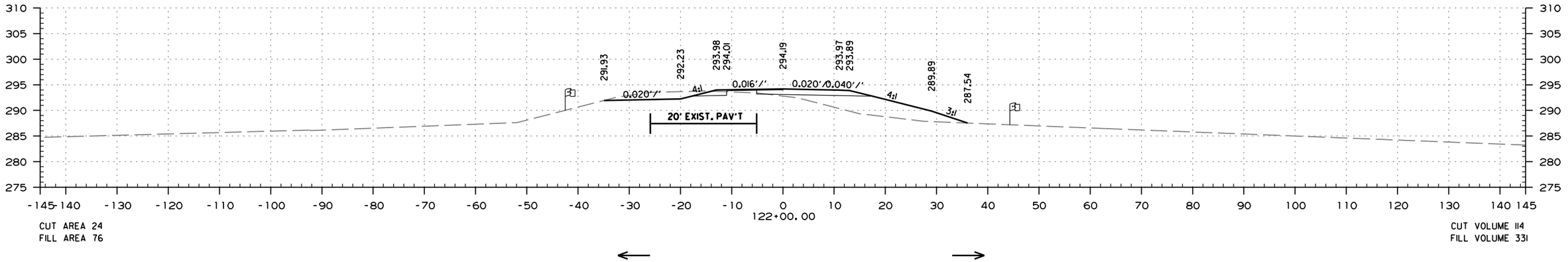
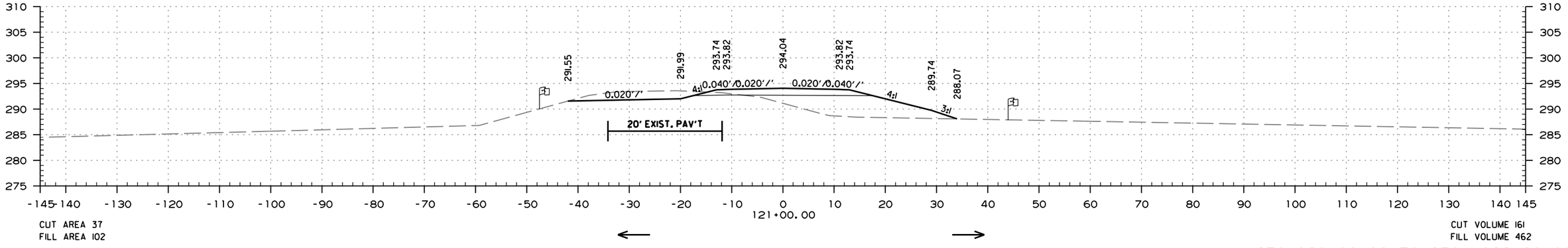
(2) CROSS SECTIONS







STA. 121+00.00 TO STA. 123+00.00

dwbc553 6/20/2019
ZBORDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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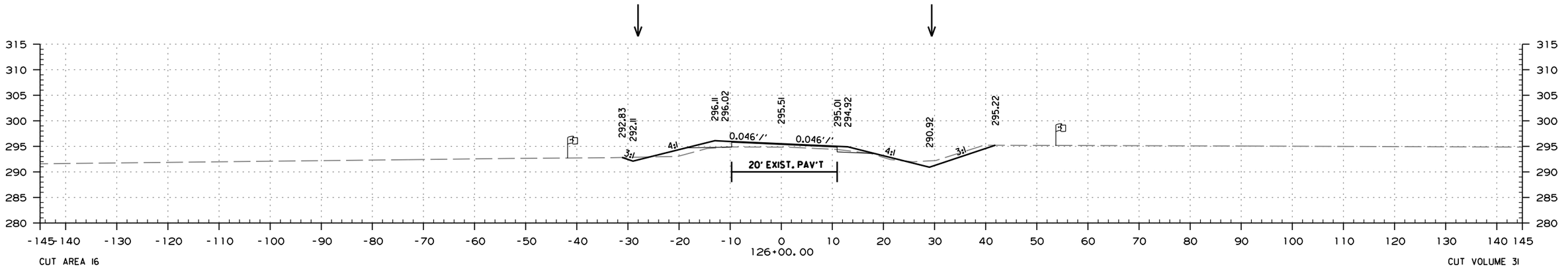
				JOB NO.		030528	41	42

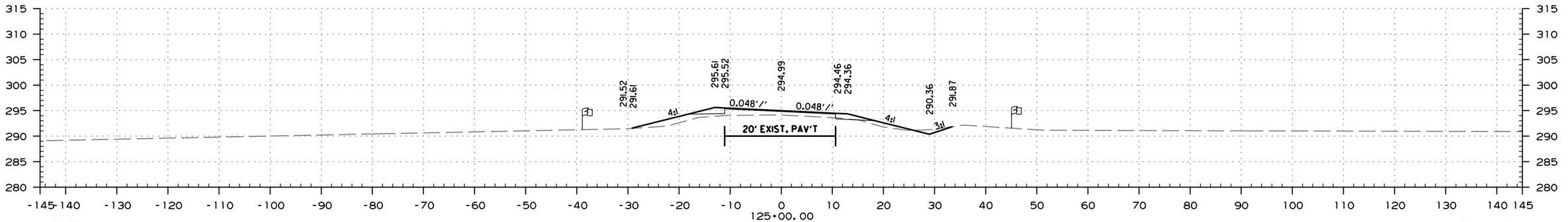
(2) CROSS SECTIONS



126+00.00

CUT AREA 16
FILL AREA 10

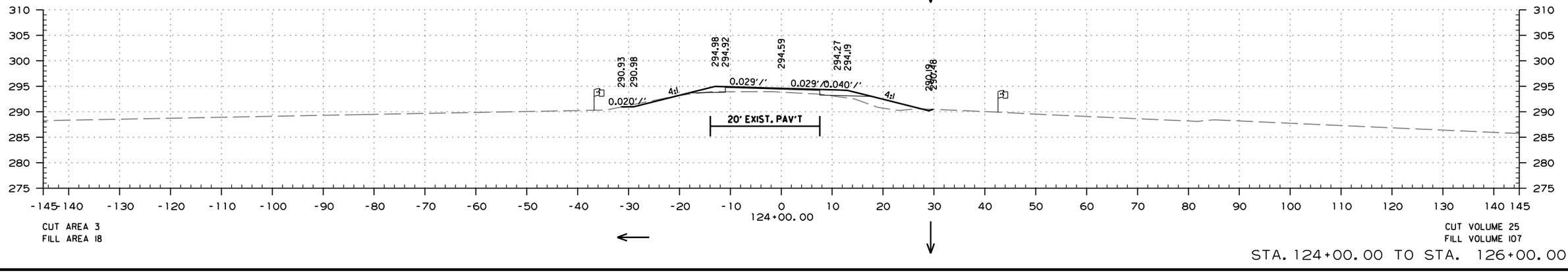
CUT VOLUME 31
FILL VOLUME 55



125+00.00

CUT AREA 1
FILL AREA 20

CUT VOLUME 6
FILL VOLUME 70



124+00.00

CUT AREA 3
FILL AREA 18

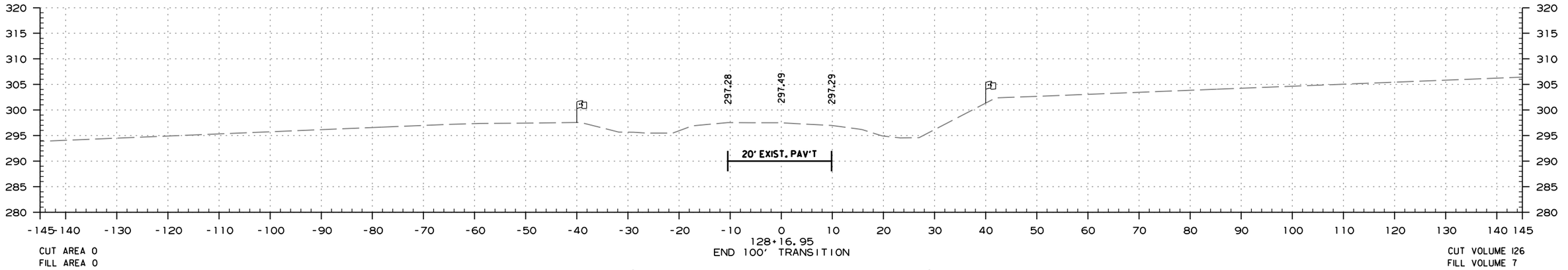
CUT VOLUME 25
FILL VOLUME 107

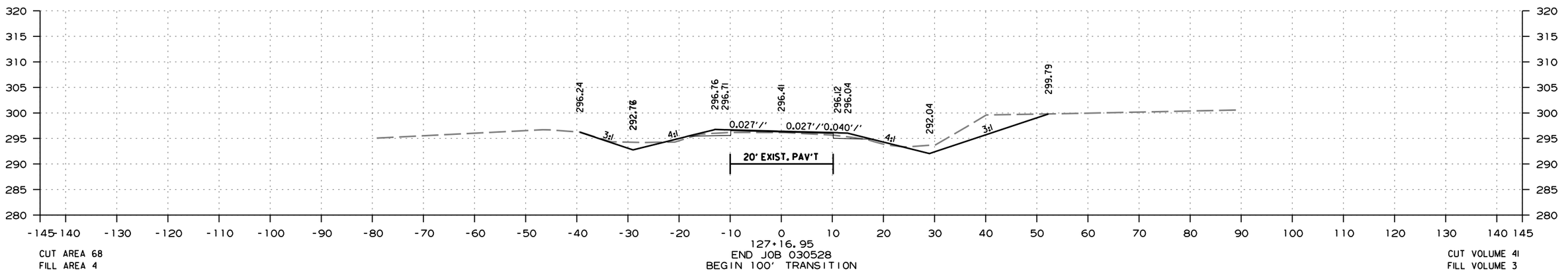
STA. 124+00.00 TO STA. 126+00.00

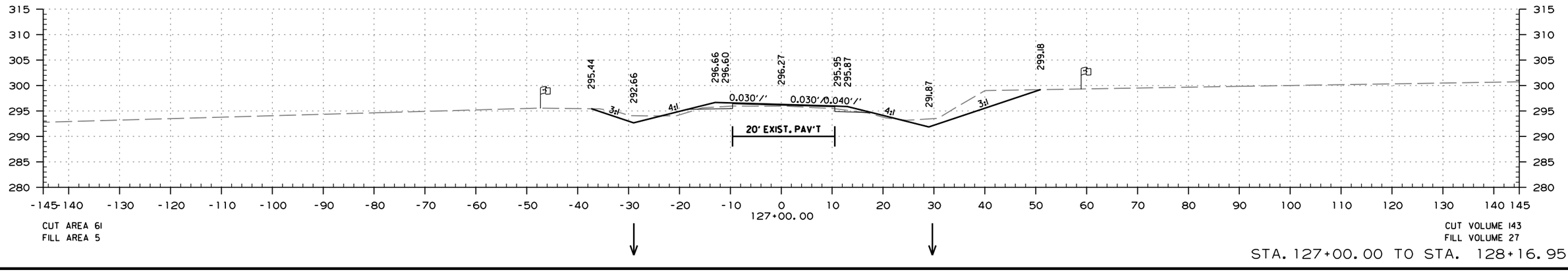
dwbc553 6/20/2019
ZBDRDER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030528	42	42

(2) CROSS SECTIONS

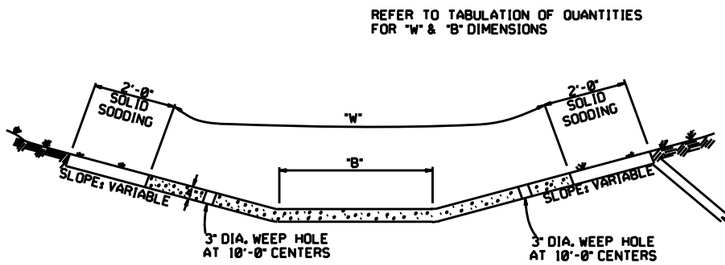






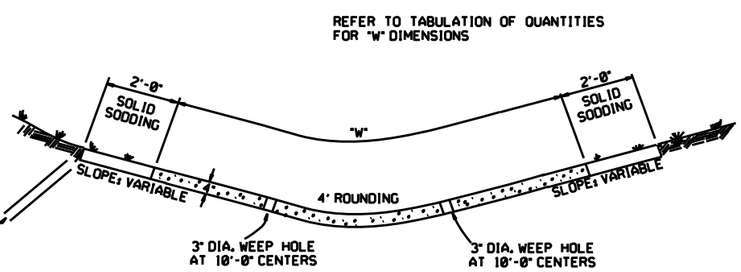
STA. 127+00.00 TO STA. 128+16.95

dwbc553 6/20/2019
ZBORDER.CEL



TYPE A

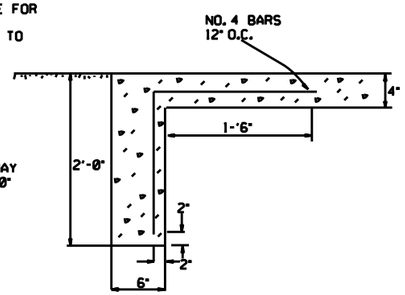
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



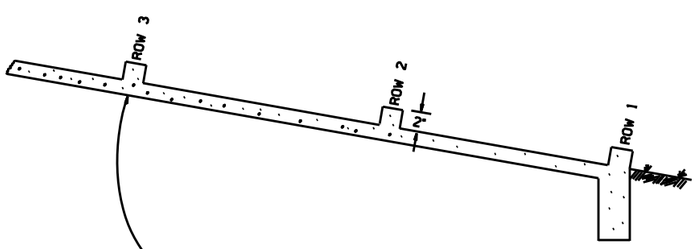
TYPE B

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

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

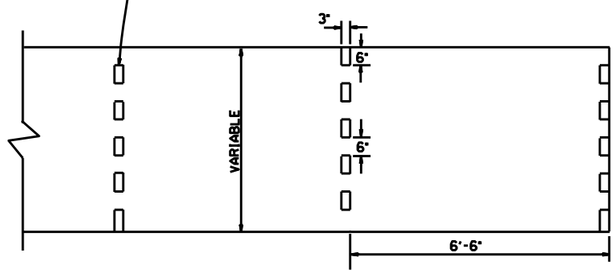


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

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



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

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

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

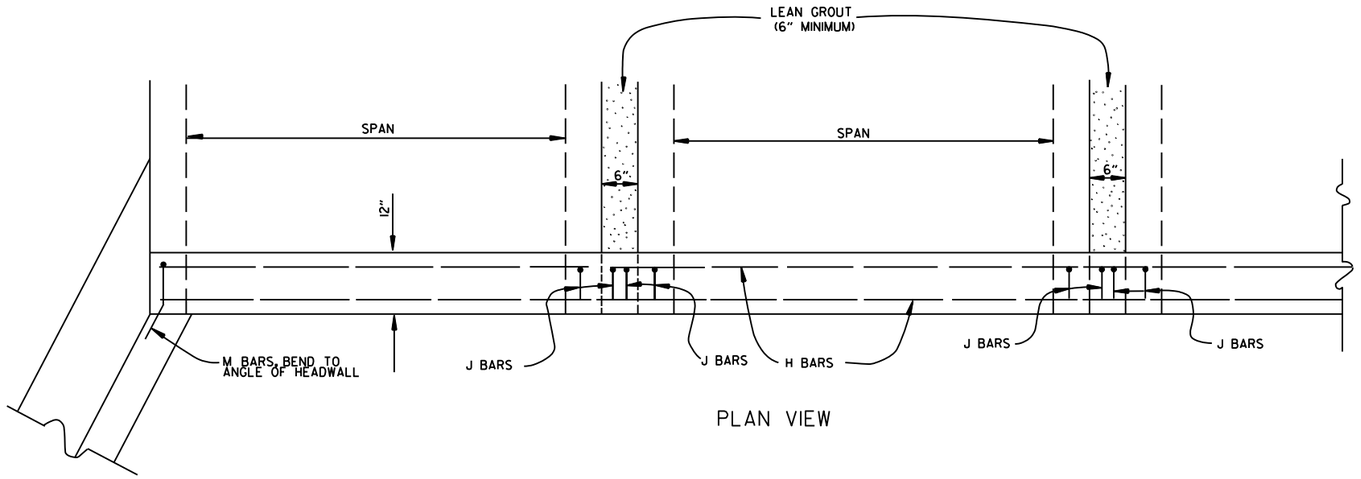
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

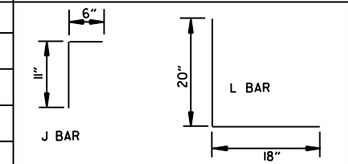
STANDARD DRAWING CDP-1



PLAN VIEW

BAR LIST

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



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

GENERAL NOTES

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

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

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

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

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

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

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

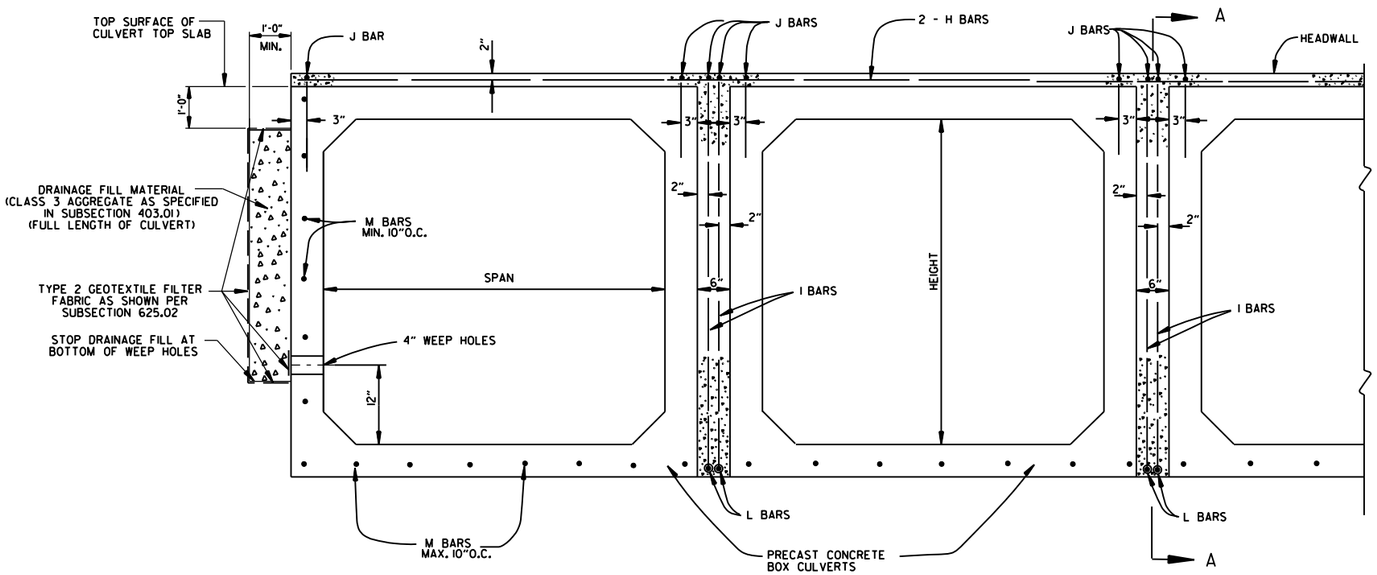
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

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

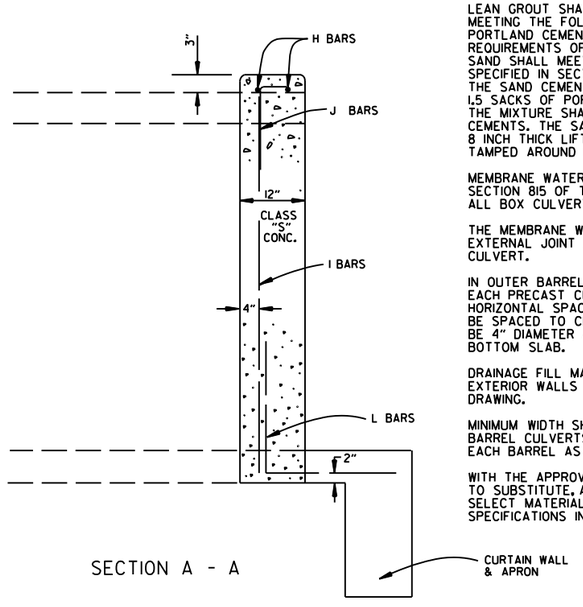
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

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

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



END VIEW



SECTION A - A

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

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	ARDOT NOMINAL	AASHTO M 206	ARDOT NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅜	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

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

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

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

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

CONSTRUCTION SEQUENCE

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

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

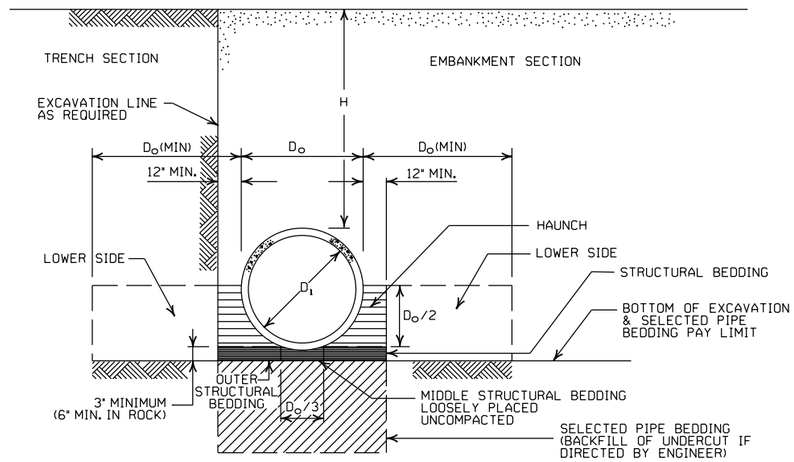
- LEGEND -

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

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

* SM-3 WILL NOT BE ALLOWED.

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



EMBANKMENT AND TRENCH INSTALLATIONS

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

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

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CONSTRUCTION SEQUENCE

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

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

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

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

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

CORRUGATED METAL PIPE ARCHES

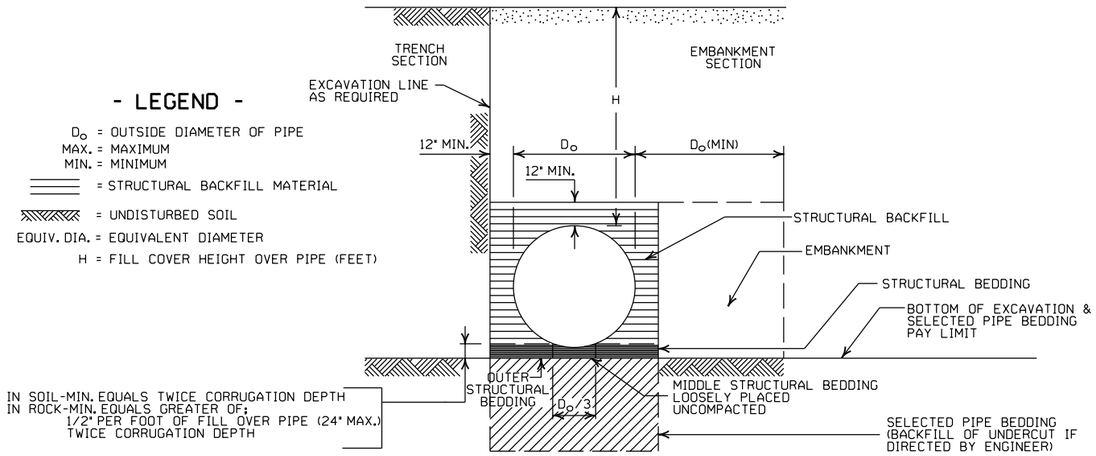
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				INSTALLATION	INSTALLATION			INSTALLATION	INSTALLATION	
				TYPE 1	TYPE 1			TYPE 1	TYPE 1	
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM			
15	17x13	3	0.064	2	15		0.060	2	15	
18	21x15	3	0.064	2	15		0.060	2	15	
21	24x18	3	0.064	2.25	15		0.060	2.25	15	
24	28x20	3	0.064	2.5	15		0.075	2.5	15	
30	35x24	3	0.079	3	12		0.075	3	12	
36	42x29	3½	0.079	3	12		0.105	3	12	
42	49x33	4	0.079	3	12		0.105	3	12	
48	57x38	5	0.109	3	13		0.135	3	13	
54	64x43	6	0.109	3	14		0.135	3	14	
60	71x47	7	0.138	3	15		0.164	3	15	
66	77x52	8	0.168	3	15					
72	83x57	9	0.168	3	15					
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION		INSTALLATION				
				TYPE 2	TYPE 1	TYPE 2	TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

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

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

- LEGEND -

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



EMBANKMENT AND TRENCH INSTALLATIONS

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

GENERAL NOTES

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

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

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

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

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

SM3 WILL NOT BE ALLOWED.

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

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

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

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

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

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

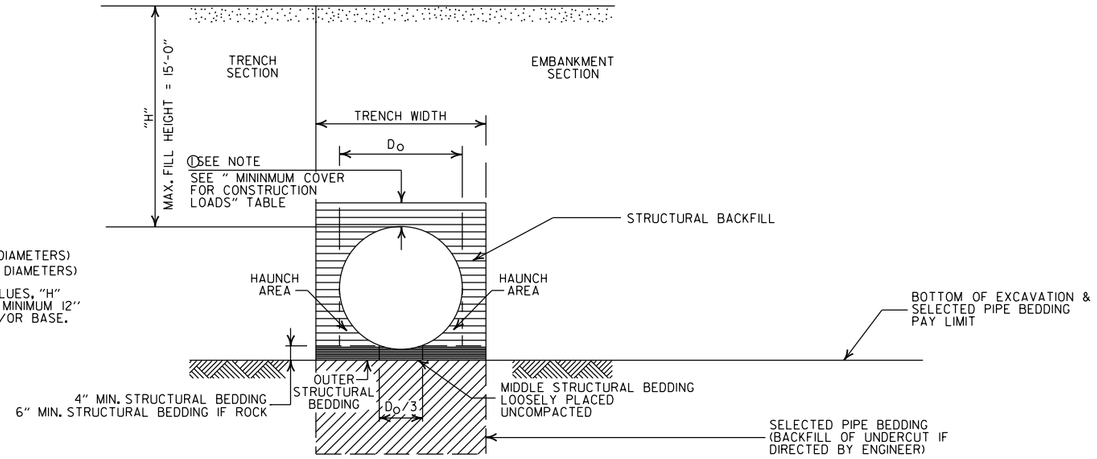
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

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

MINIMUM COVER FOR CONSTRUCTION LOADS

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

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



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

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

CONSTRUCTION SEQUENCE

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

GENERAL NOTES

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

- LEGEND -

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

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

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

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

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

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

SM3 WILL NOT BE ALLOWED.

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

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

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

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

MULTIPLE INSTALLATION OF PVC PIPES

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

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

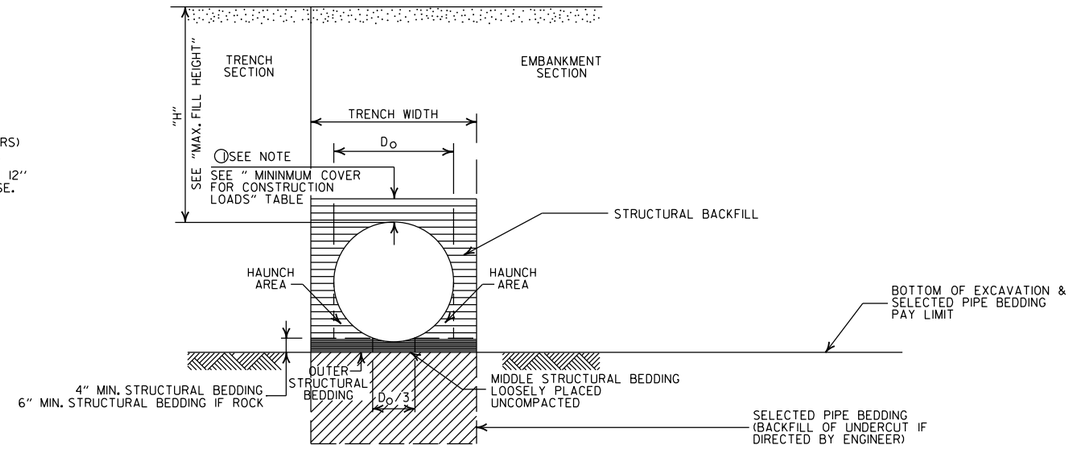
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

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

MINIMUM COVER FOR CONSTRUCTION LOADS

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

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



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

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

CONSTRUCTION SEQUENCE

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

GENERAL NOTES

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

- LEGEND -

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

= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL

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

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

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

*SM3 WILL NOT BE ALLOWED.

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

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

MULTIPLE INSTALLATION OF POLYPROPYLENE PIPES

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

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

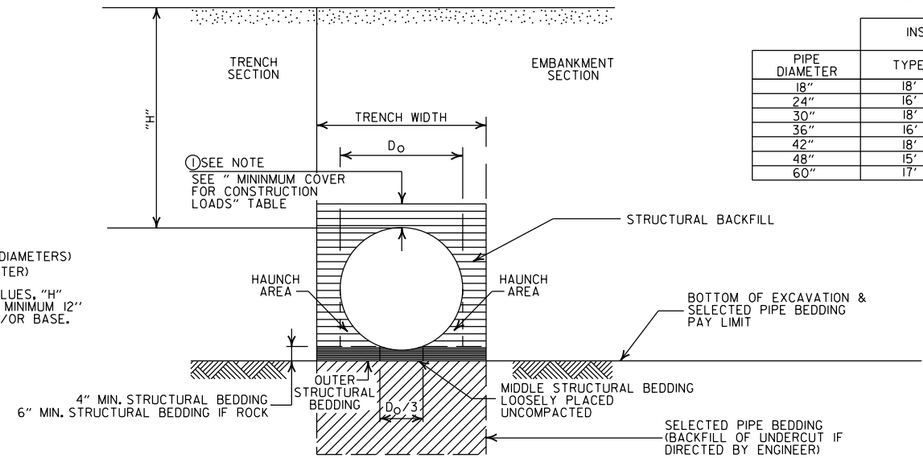
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

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

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

MAXIMUM HEIGHT OF FILL "H"

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



MINIMUM COVER FOR CONSTRUCTION LOADS

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

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

EMBANKMENT AND TRENCH INSTALLATIONS

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

CONSTRUCTION SEQUENCE

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

GENERAL NOTES

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

- LEGEND -

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

= STRUCTURAL BACKFILL MATERIAL

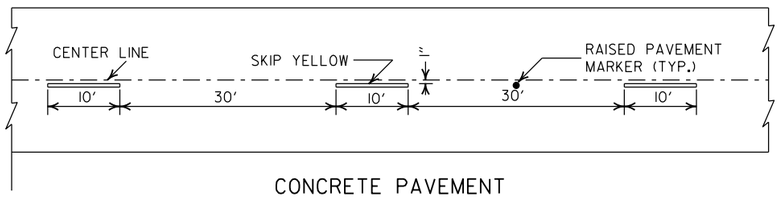
= UNDISTURBED SOIL

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

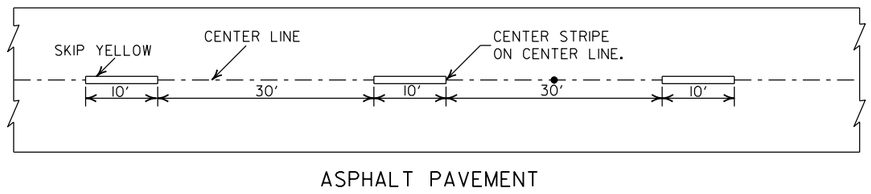
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

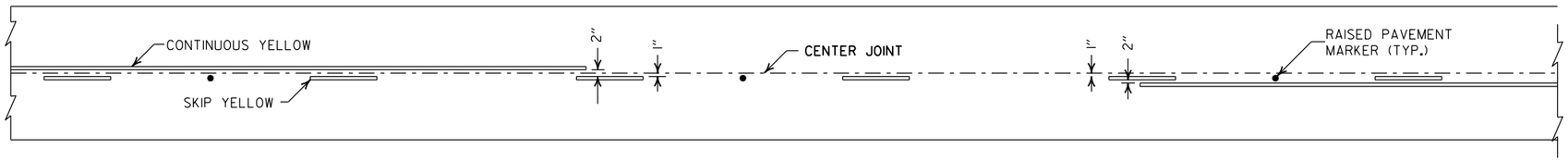


CONCRETE PAVEMENT

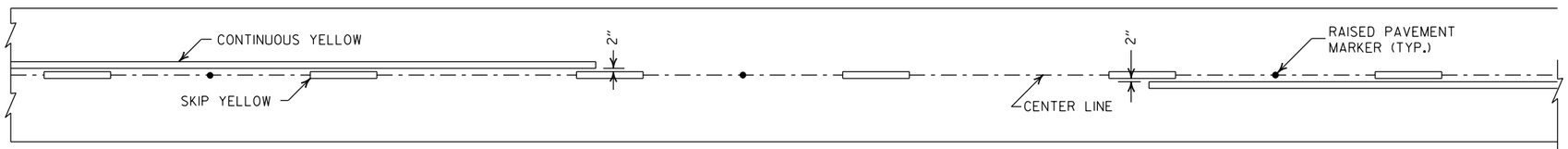


ASPHALT PAVEMENT

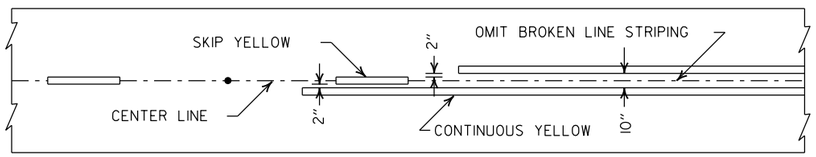
BROKEN LINE STRIPING



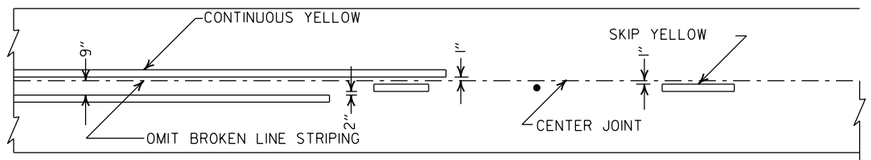
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

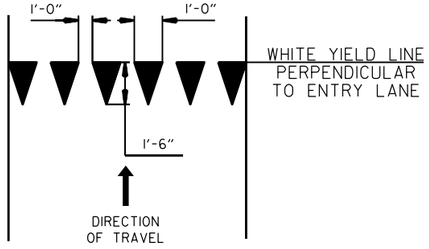


ASPHALT PAVEMENT

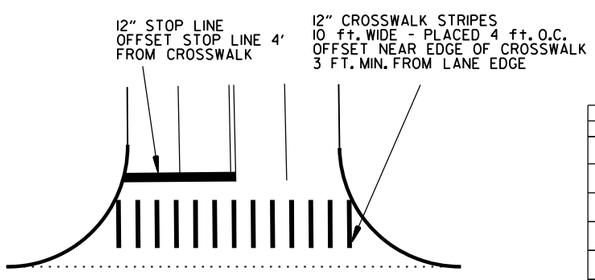


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

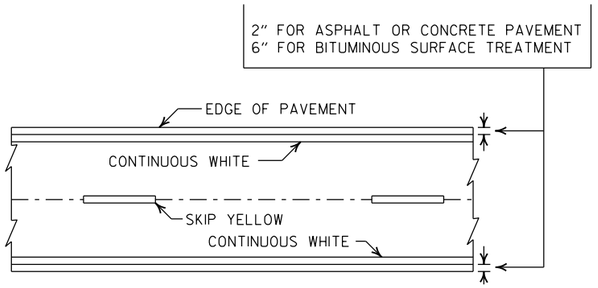


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

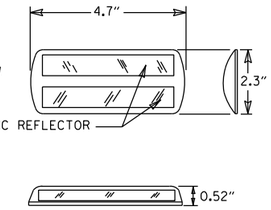
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



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

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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

ARKANSAS STATE HIGHWAY COMMISSION

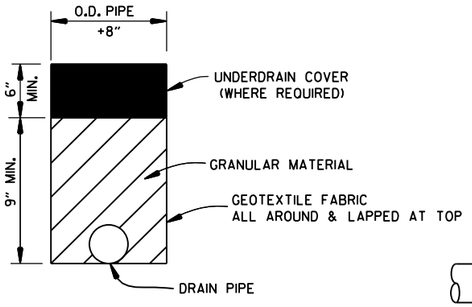
PAVEMENT MARKING DETAILS

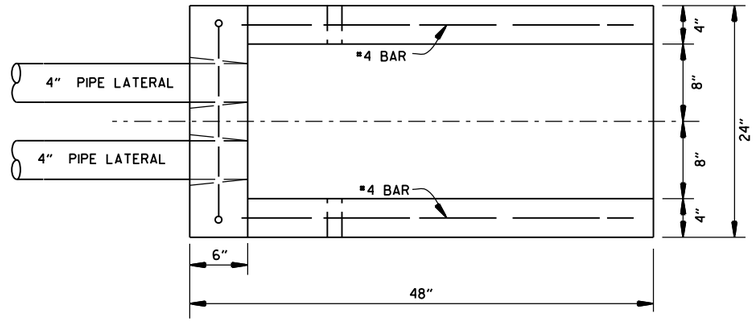
STANDARD DRAWING PM-1

NOTE:

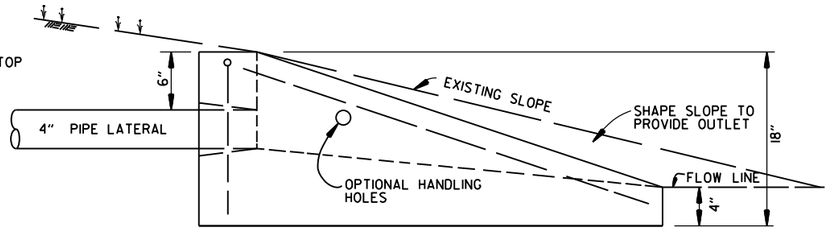
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

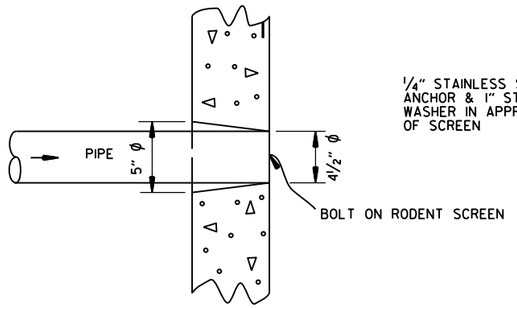




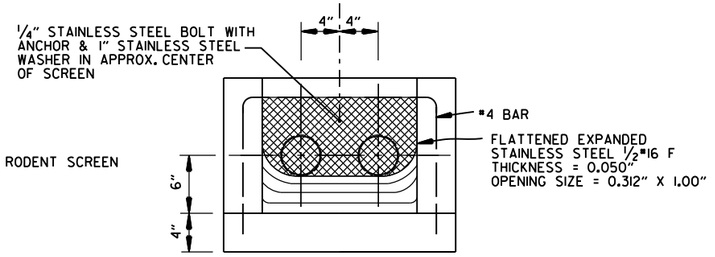
PLAN VIEW



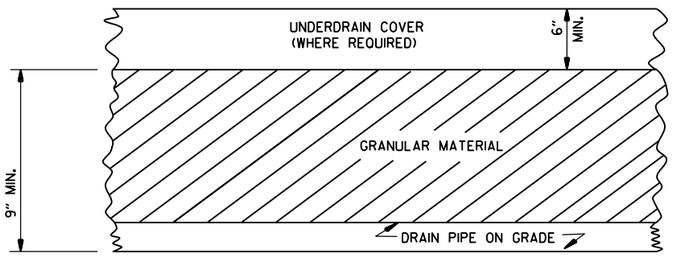
SIDE VIEW



DETAIL OF HOLE
FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE 1. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

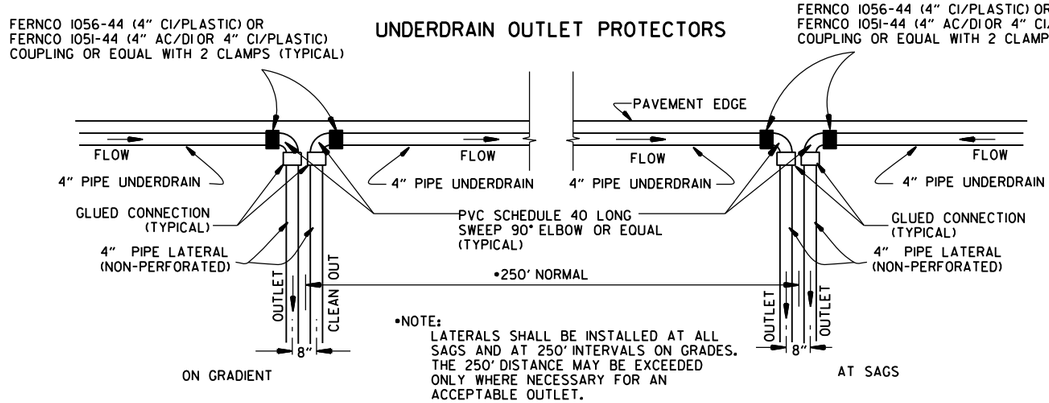
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

UNDERDRAIN OUTLET PROTECTORS



DETAIL OF PIPE UNDERDRAIN LATERALS
WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

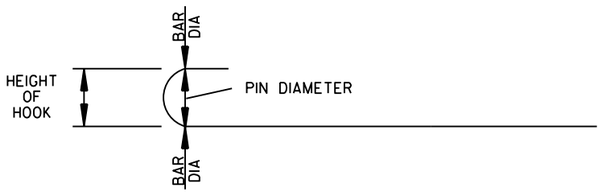
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

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

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

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



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

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

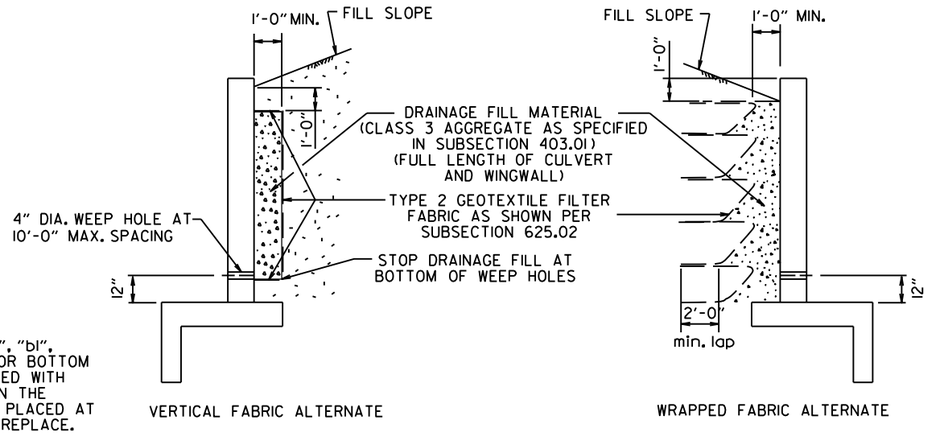
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

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

REPLACEMENT BAR LENGTHS TABLE

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

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

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

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

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

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

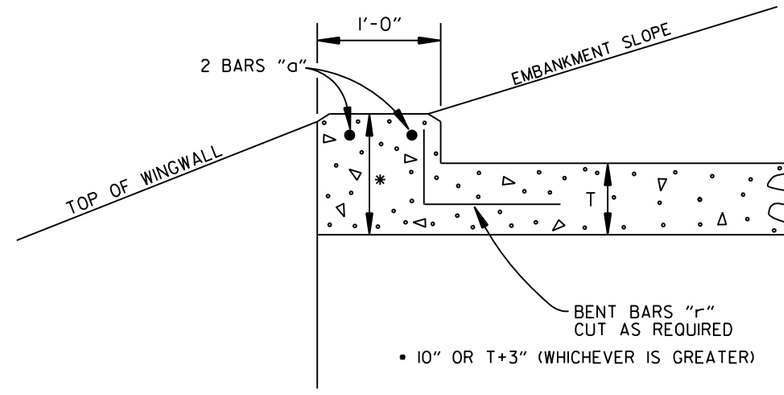
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

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

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

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

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



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

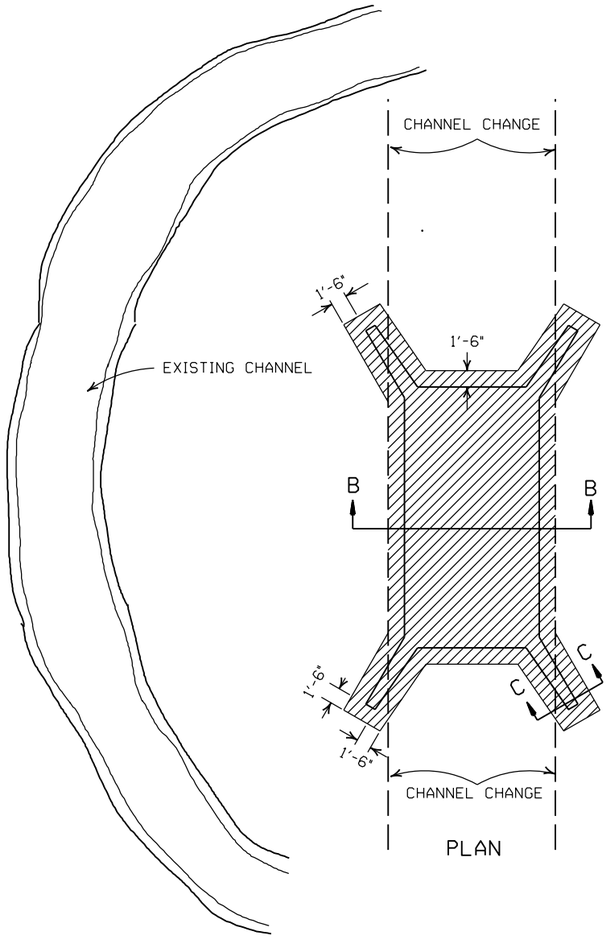
R.C. BOX CULVERT HEADWALL MODIFICATIONS

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

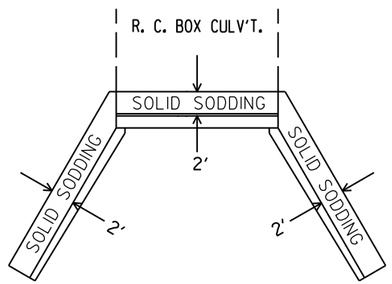
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



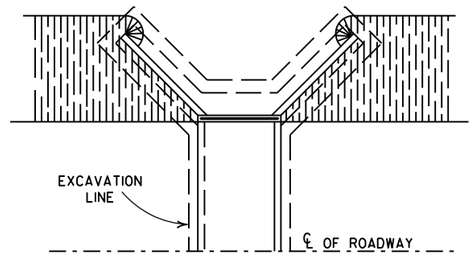
PLAN



PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

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



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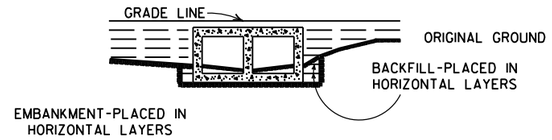
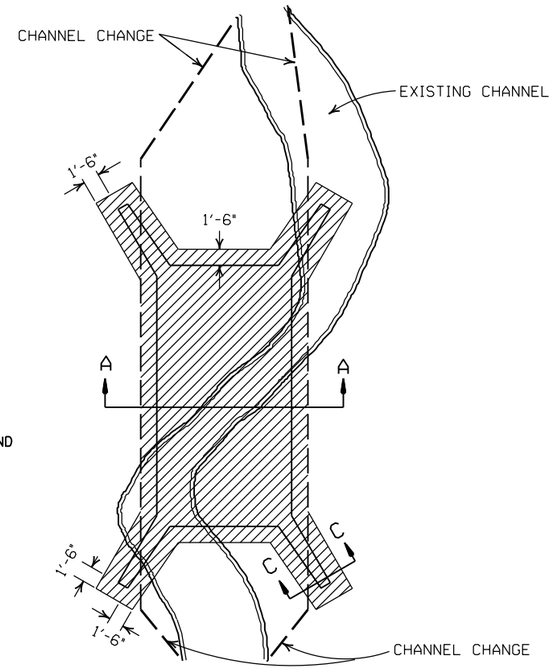
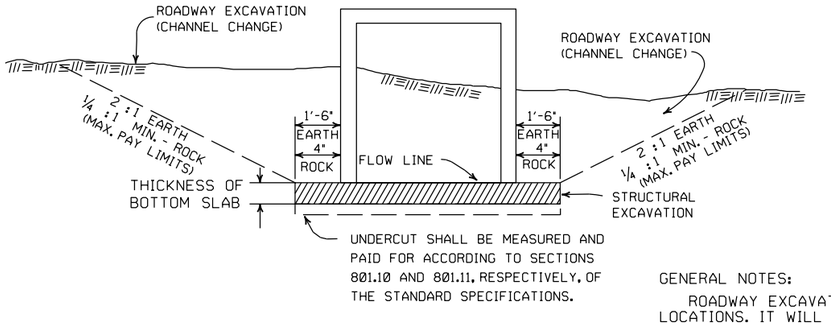


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

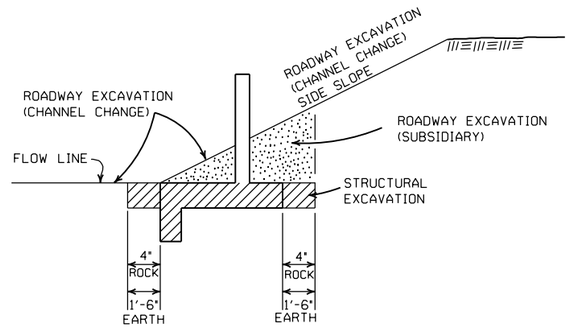


PLAN

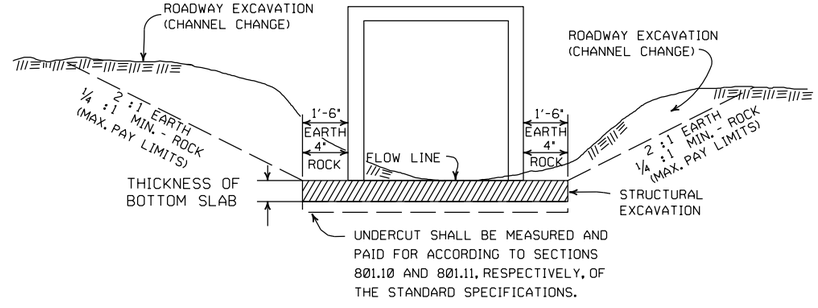


SECTION B-B

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			35 MPH			40 MPH			45 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH			75 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	96		RC	96		RC	96		0.022	101	
0° 45'	NC			NC			NC			NC			RC	96		RC	96		0.024	106		0.026	110		0.030	120		0.032	125	
1° 00'	NC			NC			NC			RC	90		0.022	101		0.026	110		0.030	120		0.034	130		0.038	139	300	0.042	149	300
1° 15'	NC			NC			RC	84		0.022	95		0.028	115		0.032	125		0.038	139		0.042	149		0.046	158		0.052	173	
1° 30'	NC			RC	78		0.022	88		0.028	108		0.032	125		0.038	139		0.044	154		0.050	168	300	0.056	182		0.062	197	
1° 45'	RC	72		RC	78		0.026	97		0.030	113		0.036	134		0.044	154		0.050	168	300	0.056	182		0.064	202		0.070	216	
2° 00'	RC	72		0.024	86		0.028	101		0.034	122		0.042	149		0.048	163		0.056	182		0.064	202		0.070	216		0.080	240	
2° 15'	RC	72		0.026	90		0.032	109		0.038	131		0.046	158		0.054	178	300	0.062	197		0.070	216		0.078	235	350	0.088	259	350
2° 30'	0.022	75		0.028	94		0.034	113		0.042	140		0.050	168		0.058	187		0.068	211		0.076	230		0.086	254		0.096	278	
2° 45'	0.024	79		0.030	98		0.038	122		0.046	149	200	0.054	178		0.064	202		0.072	221		0.082	245		0.092	269		0.100	288	400
3° 00'	0.026	83		0.034	105		0.040	126		0.050	158		0.058	187	250	0.068	211		0.078	235		0.088	259		0.098	283	400	D MAX = 2° 45'		
3° 15'	0.028	86		0.036	109		0.044	134		0.052	162		0.062	197		0.072	221		0.082	245		0.092	269		0.100	288				
3° 30'	0.030	90		0.038	113		0.046	139	200	0.056	171		0.066	206		0.076	230		0.086	254		0.096	278	350	D MAX = 3° 30'					
3° 45'	0.032	93		0.040	117		0.050	147		0.058	176		0.070	216		0.080	240		0.090	264		0.098	283							
4° 00'	0.034	97		0.042	121	200	0.052	151		0.062	185		0.072	221		0.084	250		0.094	274	350	0.100	288							
4° 15'	0.036	100		0.044	125		0.054	155		0.064	189		0.076	230		0.086	254	350	0.096	278		D MAX = 4° 15'								
4° 30'	0.036	100		0.046	129		0.056	160		0.068	198		0.078	235		0.090	264		0.098	283										
4° 45'	0.038	104	200	0.048	133		0.060	168		0.070	203		0.082	245		0.092	269		0.100	288										
5° 00'	0.040	108		0.050	137		0.062	172		0.072	207		0.084	250		0.094	274		D MAX = 5° 15'										
5° 30'	0.044	115		0.054	144		0.066	181		0.078	221	250	0.088	259		0.098	283												
6° 00'	0.046	119		0.058	152		0.070	189		0.082	230		0.092	269		0.100	288												
6° 30'	0.050	126		0.062	160		0.074	198		0.086	239		0.096	278	300	D MAX = 6° 30'													
7° 00'	0.052	130		0.064	164		0.078	206		0.090	248		0.098	283															
7° 30'	0.054	133		0.068	172		0.080	210		0.092	252		0.100	288															
8° 00'	0.058	140		0.070	176		0.084	219		0.094	257	300	D MAX = 8° 25'																
8° 30'	0.060	144		0.072	179		0.086	223	250	0.096	261																		
9° 00'	0.062	148		0.076	187		0.088	227		0.098	266																		
9° 30'	0.064	151		0.078	191		0.092	235		0.100	270																		
10° 00'	0.066	155		0.080	195		0.094	240		D MAX = 10° 30'																			
11° 00'	0.070	162		0.084	203		0.096	244																					
12° 00'	0.074	169		0.088	211	250	0.098	248																					
13° 00'	0.076	173		0.090	215		0.100	252	300	D MAX = 13° 45'																			
14° 00'	0.080	180		0.094	222																								
15° 00'	0.082	184		0.096	226																								
16° 00'	0.086	191		0.098	230																								
17° 00'	0.088	194		0.100	234																								
18° 00'	0.090	198	250	D MAX = 19° 30'																									
19° 00'	0.092	202																											
20° 00'	0.094	205																											
21° 00'	0.096	209																											
22° 00'	0.096	209																											
23° 00'	0.098	212																											
24° 00'	0.098	212																											
25° 00'	0.100	216																											
D MAX = 28° 30'																													

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)

GENERAL NOTES

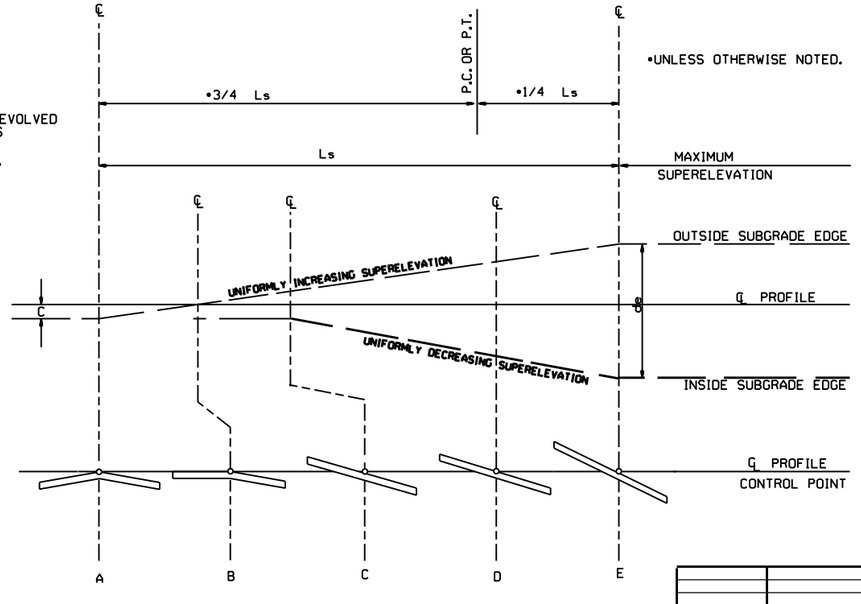
1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

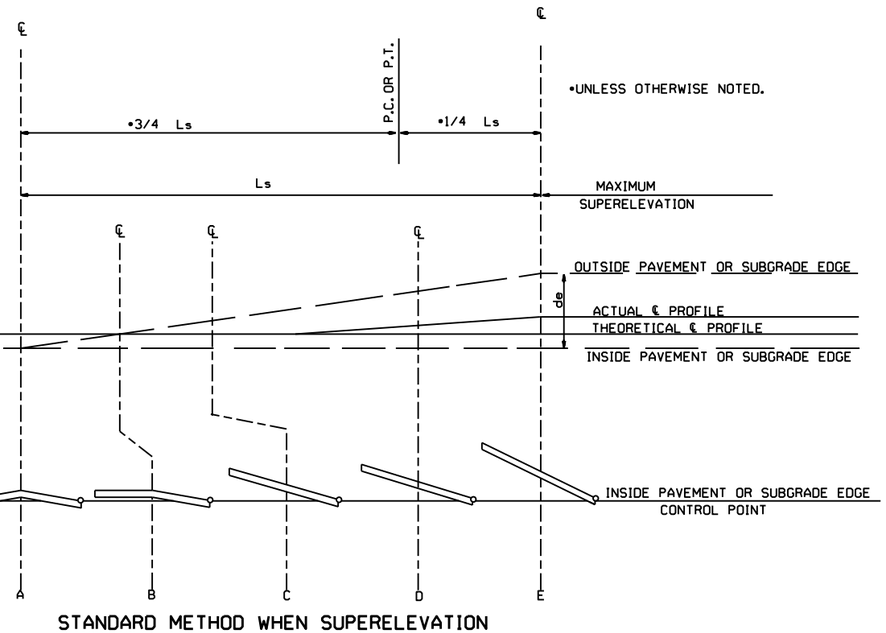
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

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

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



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE



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

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

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

ARKANSAS STATE HIGHWAY COMMISSION

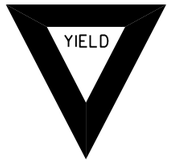
TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

STANDARD DRAWING SE-2

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"

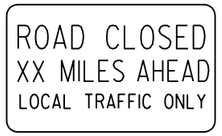
R5-1

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"

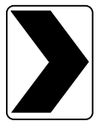
W1-4

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"

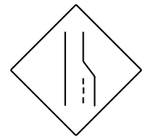
W3-1

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.

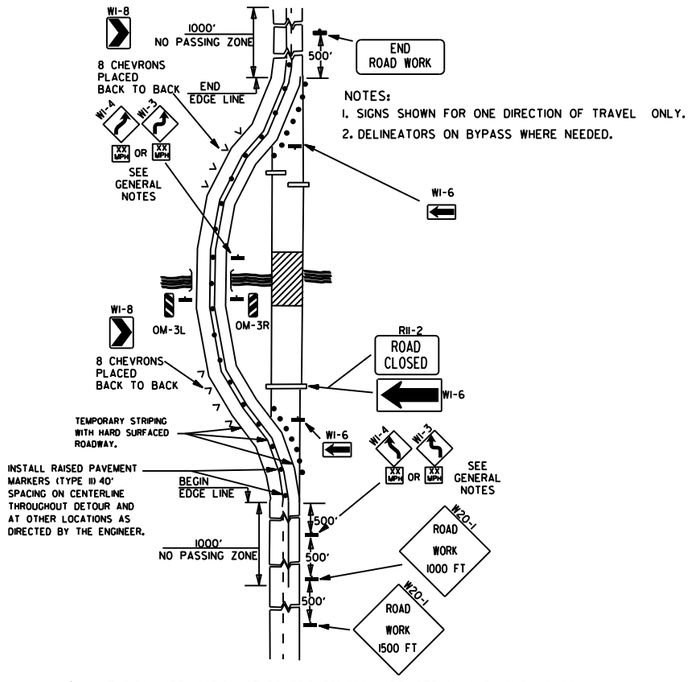
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

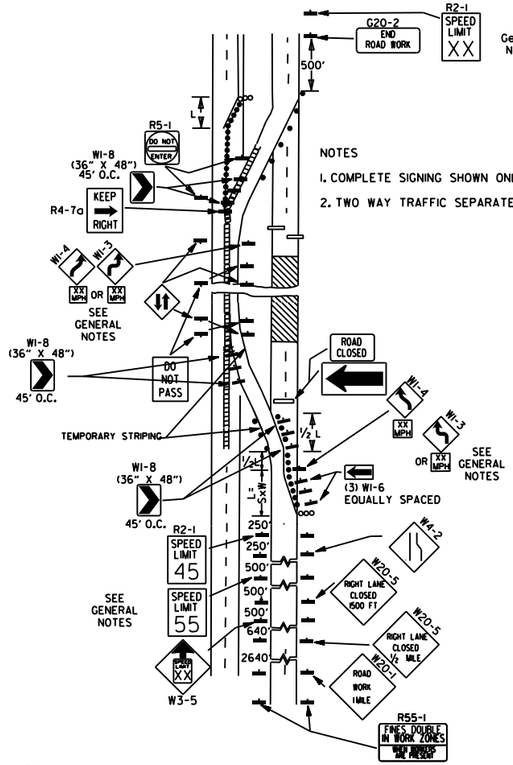
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



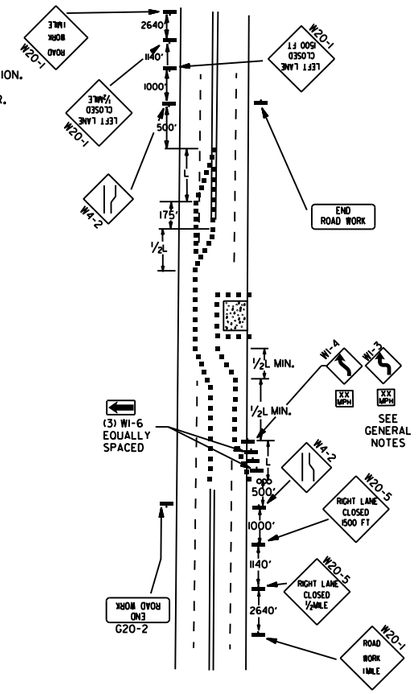
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

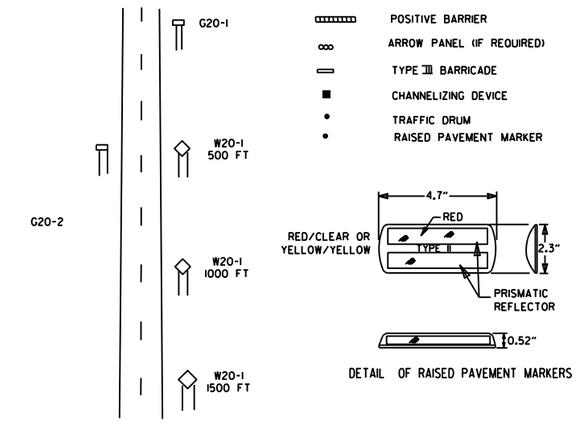


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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:

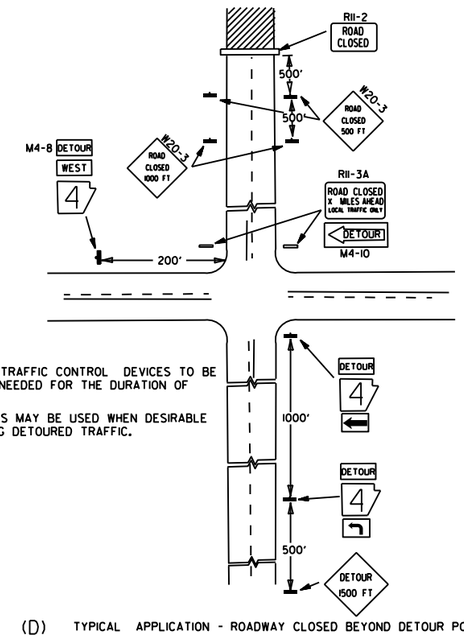
L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

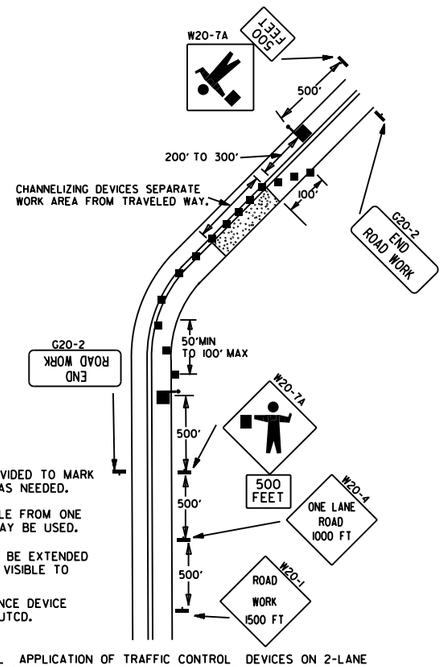
GENERAL NOTES:

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 R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
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).



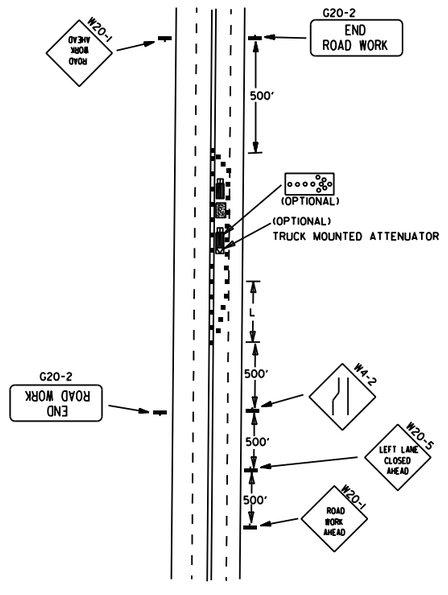
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(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.



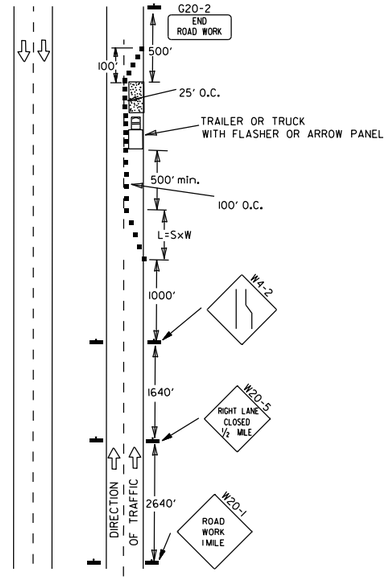
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

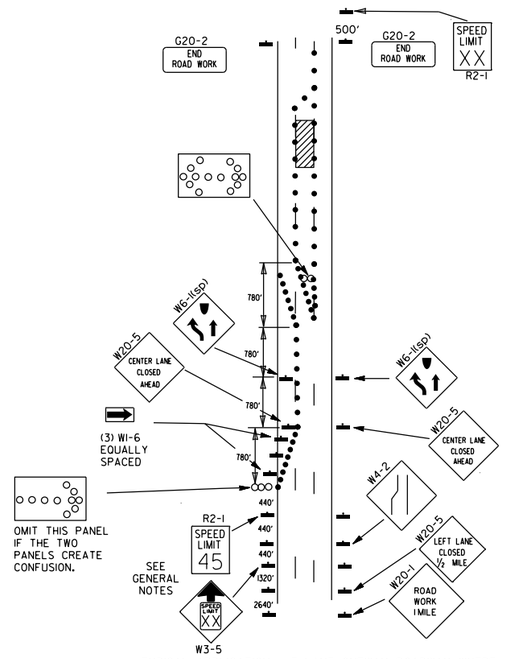
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

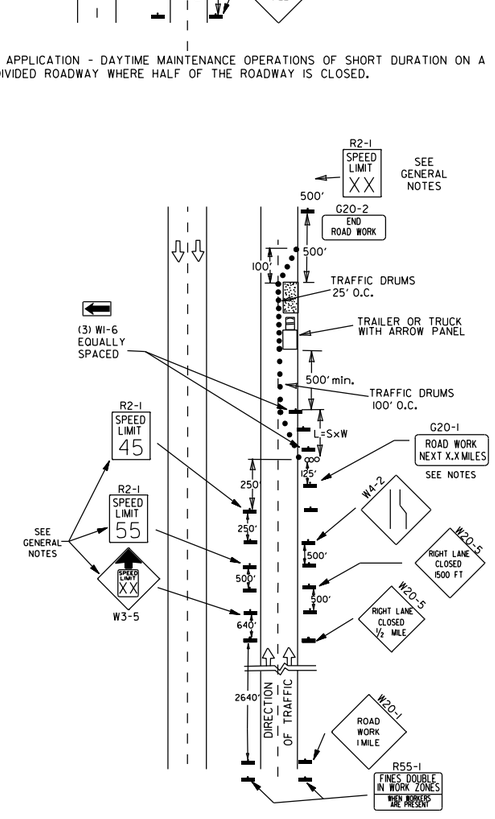
STANDARD DRAWING TC-2



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



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



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

KEY:

ooo ARROW PANEL (IF REQUIRED)

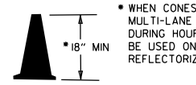
■ CHANNELIZING DEVICE

● TRAFFIC DRUM

GENERAL NOTES:

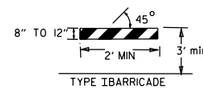
1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
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).

CHANNELIZING DEVICES

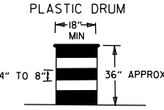


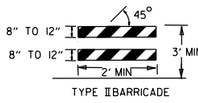
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

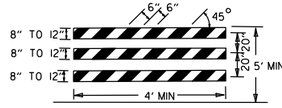
CONES



PLASTIC DRUM

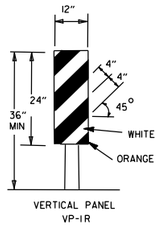




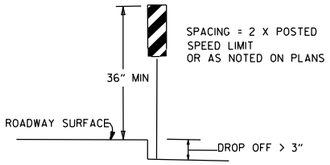


TYPE III BARRICADE

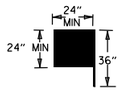
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



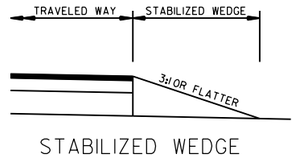
VERTICAL PANEL PLACEMENT



FLAG

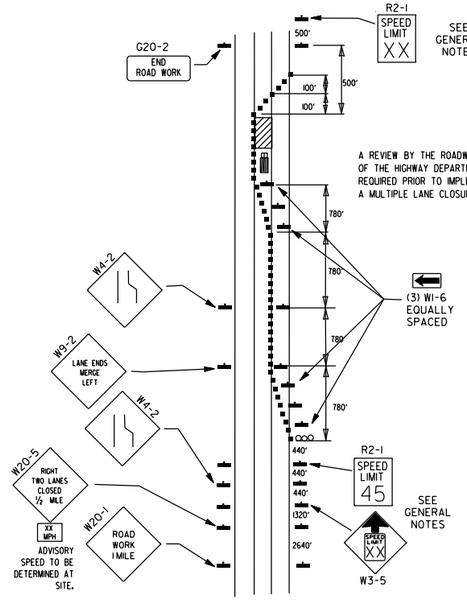


FLAG SHALL BE OF GOOD GRADE RED MATERIAL



STABILIZED WEDGE

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



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

TRAFFIC CONTROL DEVICES

NON-INTERSTATE

VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL ≤ 45 MPH	TRAFFIC CONTROL > 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

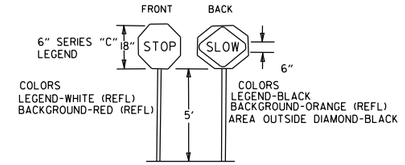
INTERSTATE AND NON-INTERSTATE

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

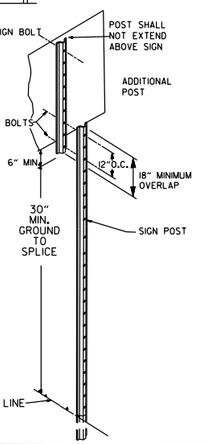
GENERAL NOTES:

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.

STOP SLOW PADDLE



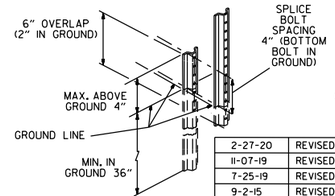
DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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

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



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	

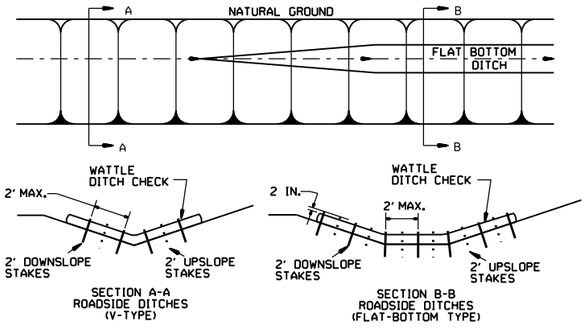
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

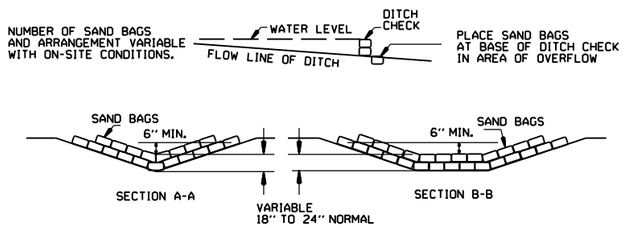
STANDARD DRAWING TC-3

GENERAL NOTES

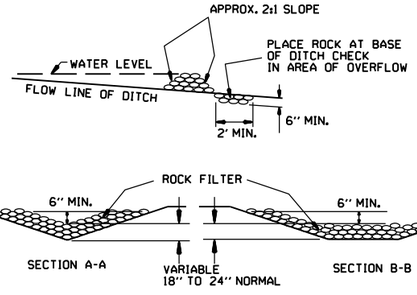
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

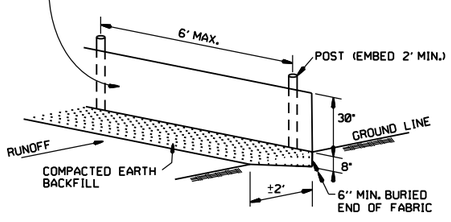


ROCK DITCH CHECK (E-6)

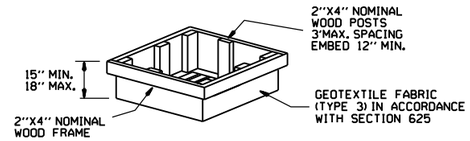
GENERAL NOTES

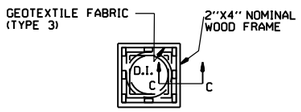
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

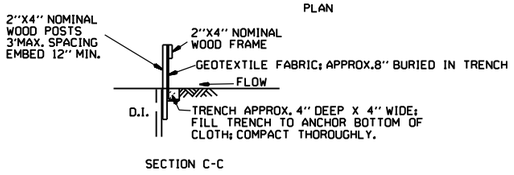
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



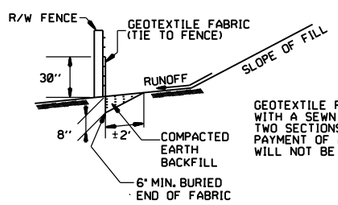
SILT FENCE (E-11)





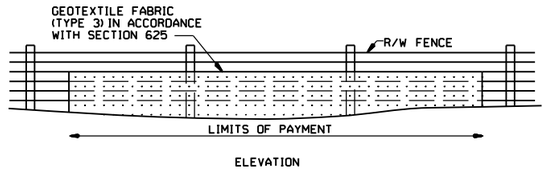


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

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



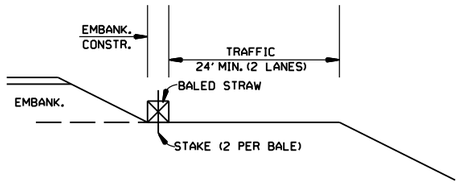
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

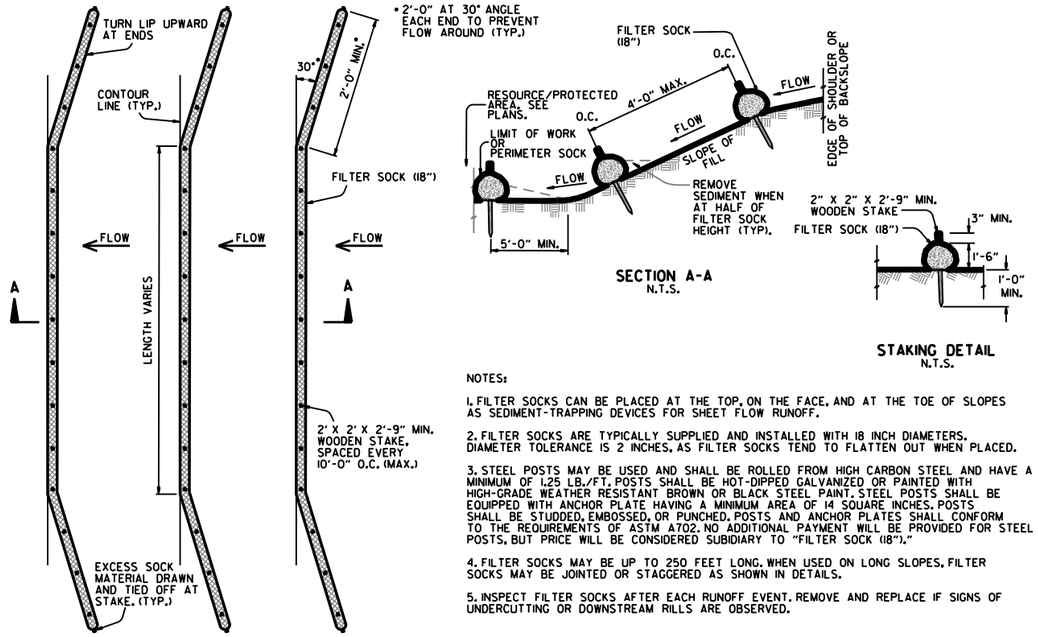
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

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



BALED STRAW FILTER BARRIER (E-2)



NOTES:

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

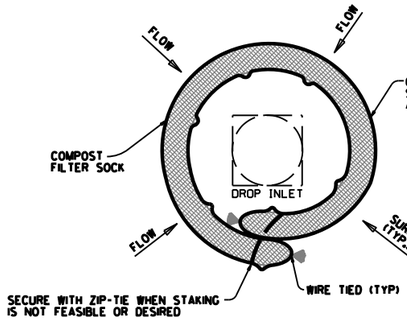
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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

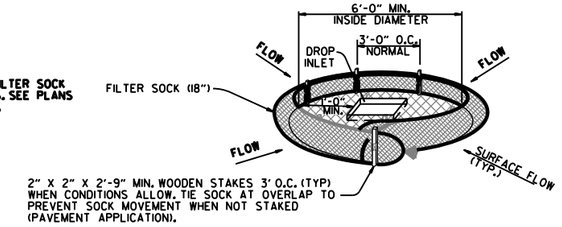
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

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

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

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

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

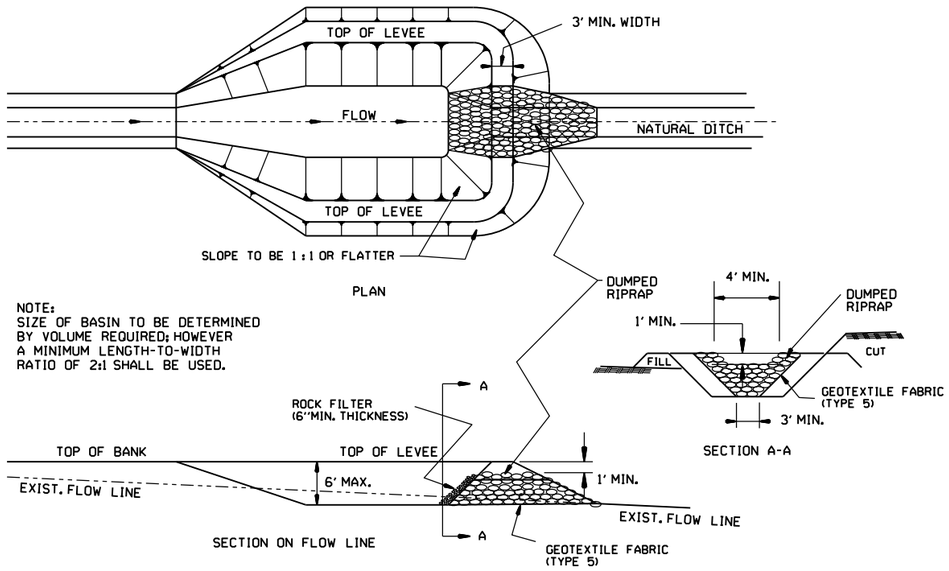
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

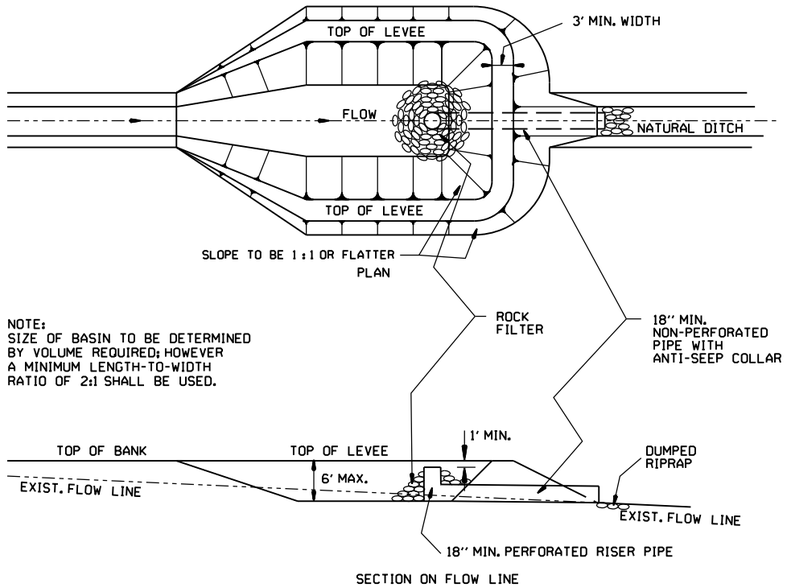
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

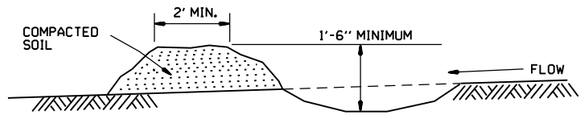
STANDARD DRAWING TEC-1



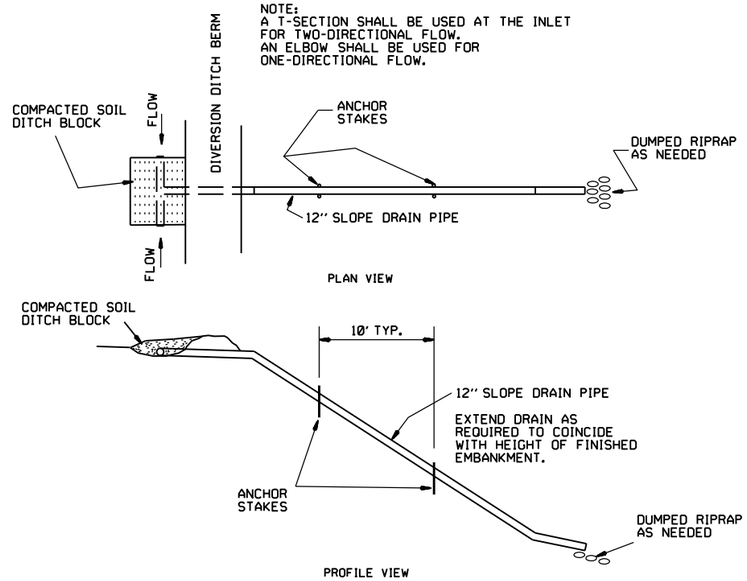
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



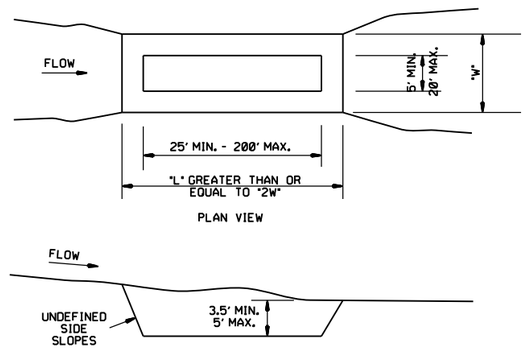
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

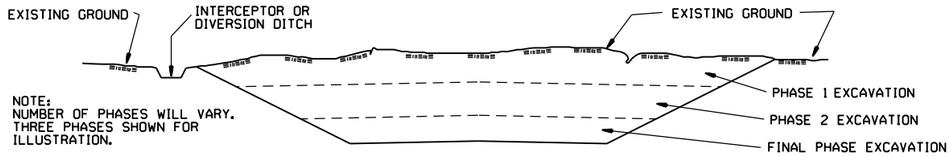
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



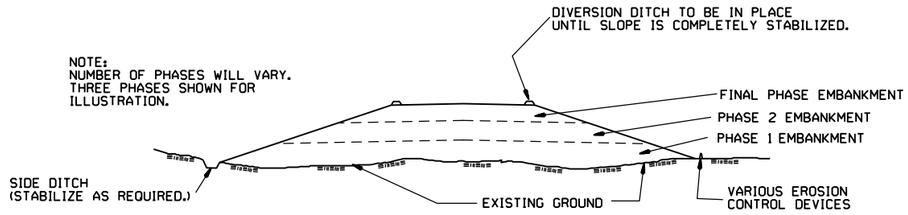
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

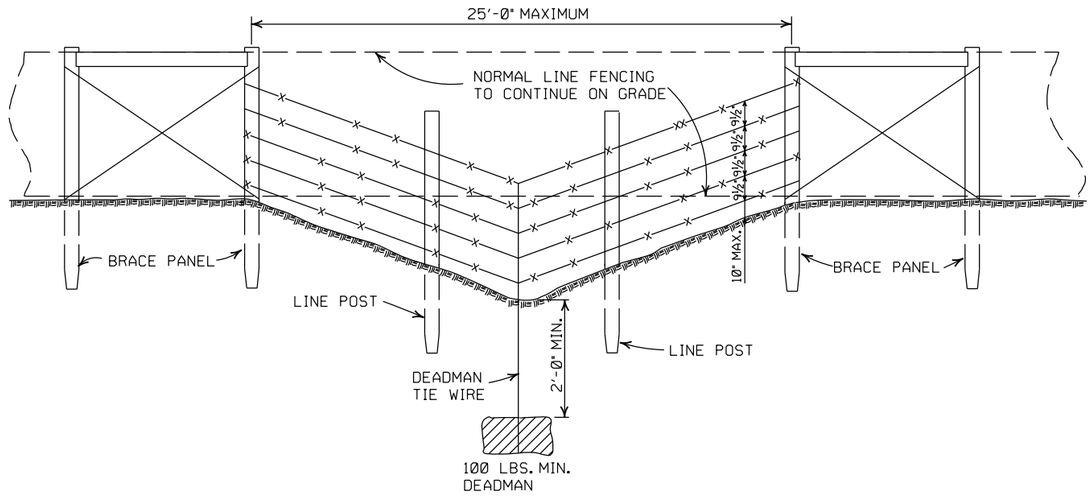
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

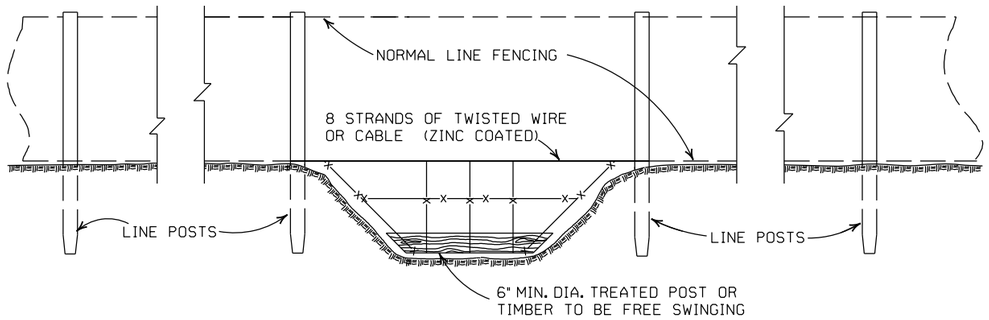
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

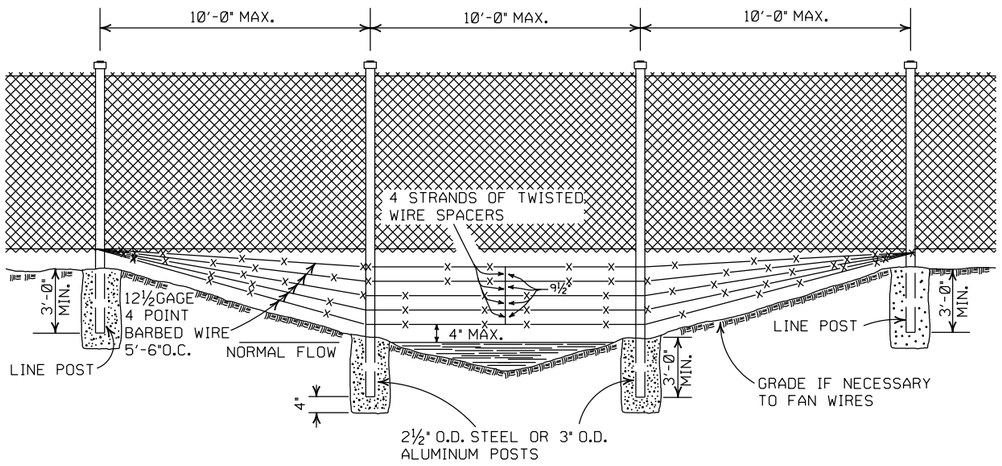
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3







GENERAL NOTES:

THESE INSTALLATIONS TO BE USED WHERE NORMAL FENCING INSTALLATION WOULD CAUSE THE COLLECTING OF DRIFT IN THE CHANNEL OR THE DEPRESSION WILL NOT PERMIT NORMAL INSTALLATION. INSTALLATIONS WILL BE MADE ONLY WHERE DIRECTED BY THE ENGINEER.

WHEN A FENCE LINE APPROACHES A DITCH, GULLY OR DEPRESSION, THE LAST POST ON LEVEL GROUND SHALL BE PLACED CLOSE ENOUGH TO THE EDGE OF THE DROP OFF THAT THE FENCE MAY BE STRUNG TO THE POST IN THE DEPRESSION WITHOUT TOUCHING THE GROUND.

IN TERRAIN OF SUCH EXTREME IRREGULARITY THAT MINOR GRADING WILL NOT BE FEASIBLE, THE NORMAL FENCE SHALL CONTINUE ON GRADE AND THE GULLIES OR DEPRESSIONS TREATED BY AUXILIARY FENCES AS SHOWN.

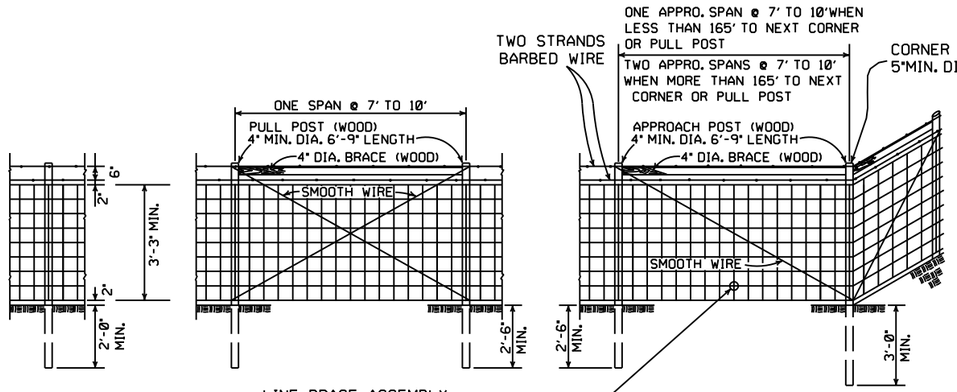
PAYMENT FOR THE TYPE INSTALLATION USED WILL NOT BE MADE DIRECTLY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR WIRE FENCE OR CHAIN LINK FENCE.

DATE	REVISION	FILMED
4-20-79	REVISED TOP RAIL & TENSION WIRE	696-4-20-79
10-2-72	REVISED AND REDRAWN	529-10-2-72

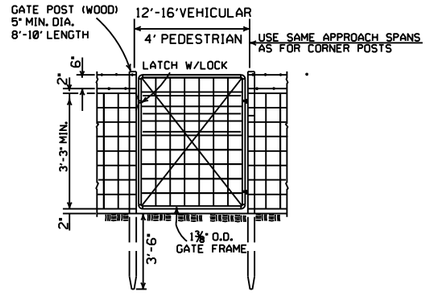
ARKANSAS STATE HIGHWAY COMMISSION

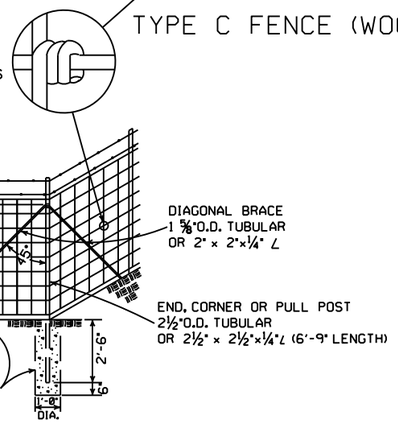
WIRE FENCE WATER GAPS

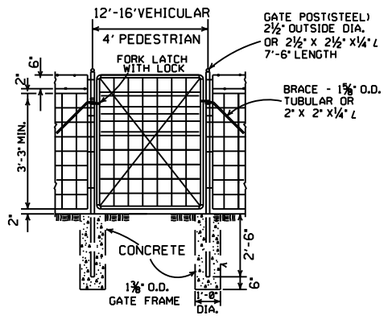
STANDARD DRAWING WF-2



TYPE C FENCE (WOOD POSTS)

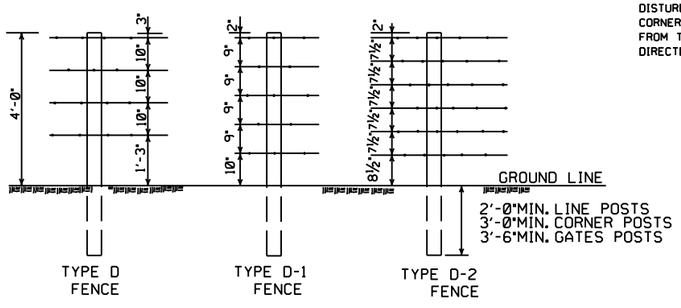




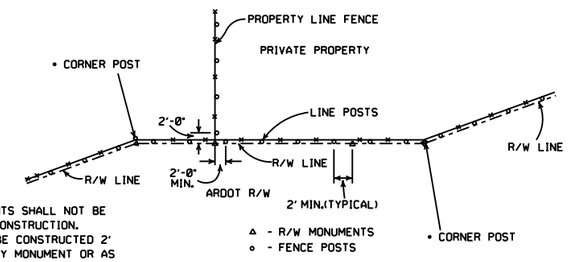


NOTE: STEEL LINE POSTS SHALL BE 6'-6" MINIMUM LENGTH.

TYPE C FENCE (STEEL POSTS)

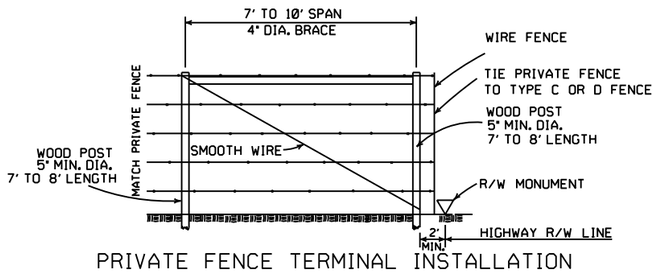


NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



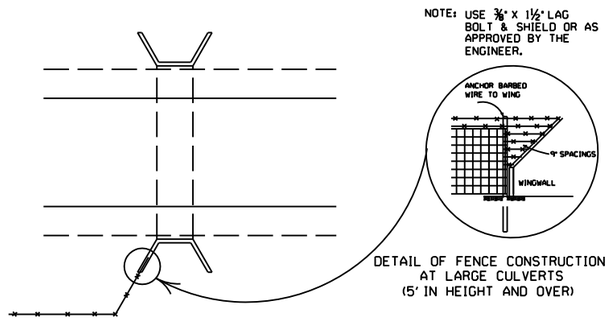
• NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

RIGHT-OF-WAY FENCE LOCATION

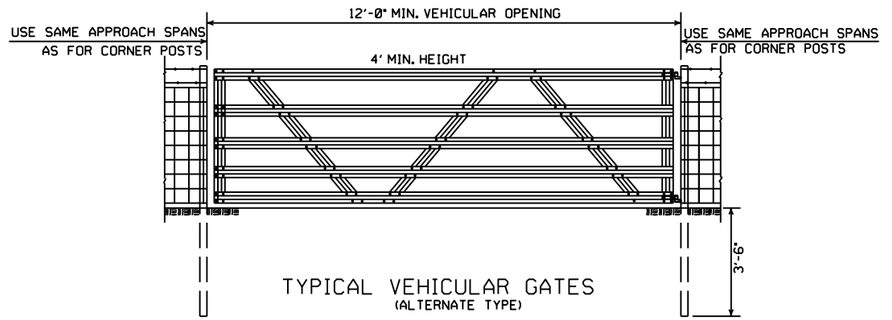


PRIVATE FENCE TERMINAL INSTALLATION

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



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



TYPICAL VEHICULAR GATES

(ALTERNATE TYPE)

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

GENERAL NOTES:

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

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

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

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

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

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

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

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

ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE TYPE C AND D

STANDARD DRAWING WF-4