DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	1	61
		(2)	HWY. 141 STRS. & APPRS. (S)			

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 141 STRS. & APPRS. (S)

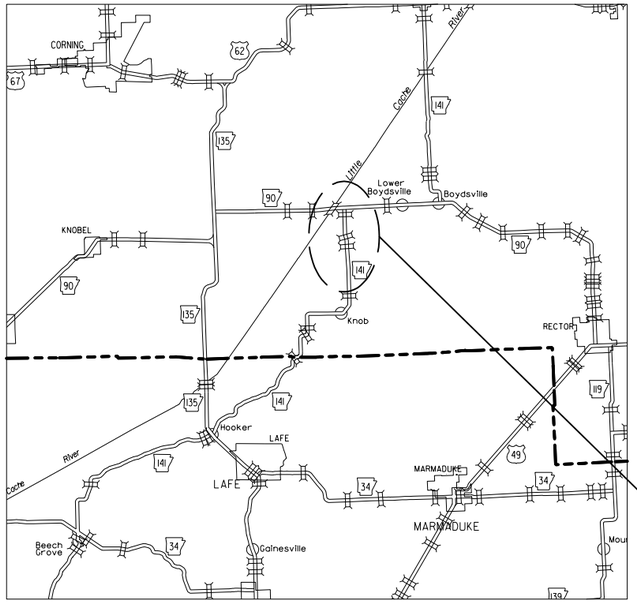
CLAY COUNTY

ROUTE 141 SECTION 5

JOB 101120

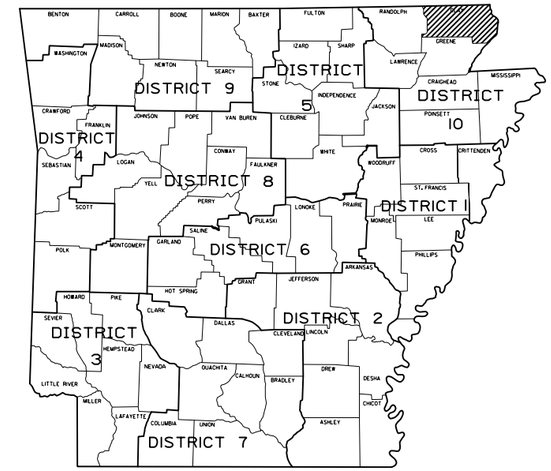
FED. AID PROJ. NHPP-0011(60)

NOT TO SCALE



VICINITY MAP

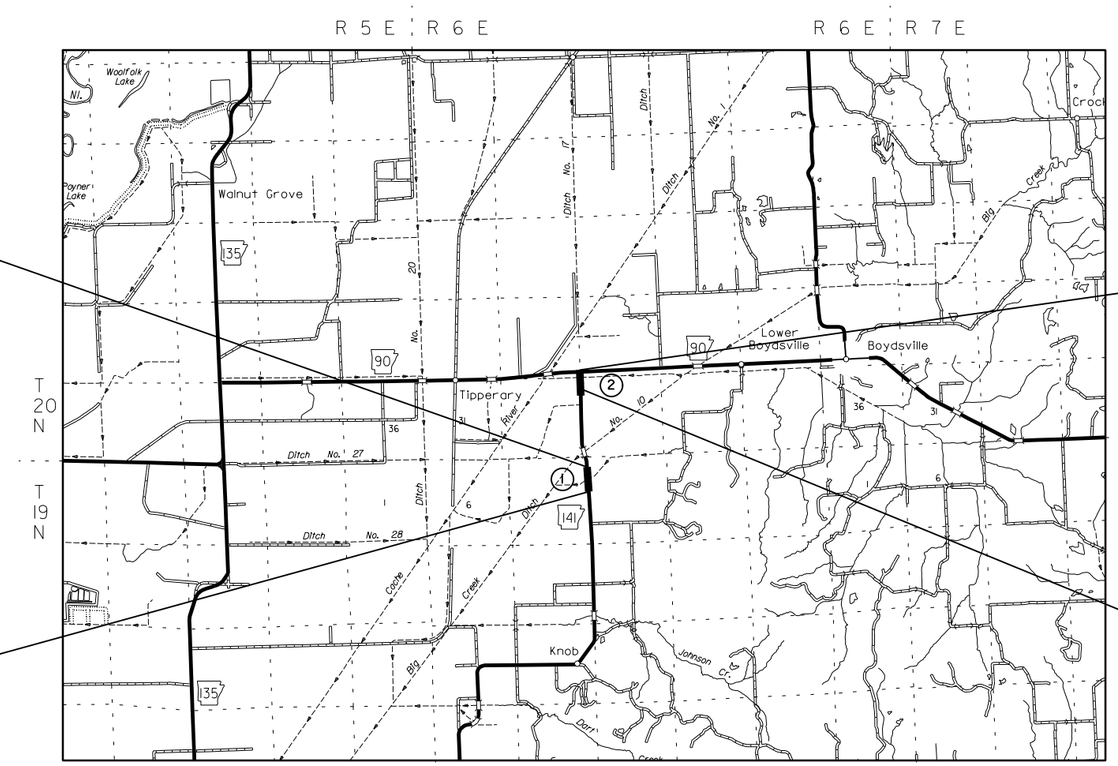
PROJECT LOCATION



ARKANSAS HWY. DIST. 10

• DESIGN TRAFFIC DATA •

DESIGN YEAR	2044
2024 ADT	320
2044 ADT	380
2044 DHV	42
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	12%
DESIGN SPEED	55 MPH



STRUCTURES OVER 20'-0" SPAN

(1) STA. 105+45.92 CONSTRUCT TRIPLE 12' X 7' X 53' R.C. BOX CULVERT WITH 31 WINGS LT. & RT.
Q25 = 1835 C.F.S. D.A. = 3.97 SQ. MI.
SPAN = 40'-0"
CHANNEL CHANGE 351 CU. YDS.

BRIDGE DATA

(2) STA. 217+45.20 BRIDGE END
BRIDGE NO. 07681
105'-0" CONT. W-BEAM UNIT
(32'-41'-32')
30'-0" CLEAR ROADWAY
106'-0" TOTAL LENGTH
STA. 218+51.20 BRIDGE END

STA. 106+09.42
END SITE 1

STA. 105+20.43
BEGIN JOB 101120
BEGIN SITE 1
LOG MILE 5.287

STA. 221+80.03
END SITE 2
END JOB 101120

STA. 201+59.60
BEGIN SITE 2
LOG MILE 6.557

PROJECT COORDINATES:

	BEGIN SITE 1	MID-POINT OF SITE 1	END OF SITE 1
LAT.	N36°18'52"	N36°18'53"	N36°18'53"
LON.	W90°26'38"	W90°26'38"	W90°26'38"
	BEGIN SITE 2	MID-POINT OF SITE 2	END OF SITE 2
LAT.	N36°19'43"	N36°19'53"	N36°20'03"
LON.	W90°26'40"	W90°26'40"	W90°26'39"

GROSS LENGTH OF PROJECT 2109.42 FEET OR 0.400 MILES
NET LENGTH OF ROADWAY 1963.42 FEET OR 0.372 MILES
NET LENGTH OF BRIDGES 146.00 FEET OR 0.028 MILES
NET LENGTH OF PROJECT 2109.42 FEET OR 0.400 MILES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN

6/10/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	2	61

(2) INDEX OF SHEETS & STANDARD DRAWINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4	TYPICAL SECTIONS OF IMPROVEMENT		
5 - 13	SPECIAL DETAILS		
14 - 17	TEMPORARY EROSION CONTROL DETAILS		
18 - 23	MAINTENANCE OF TRAFFIC DETAILS		
24	PERMANENT PAVEMENT MARKING DETAILS		
25 - 27	QUANTITIES		
28	SCHEDULE OF BRIDGE QUANTITIES	07681	67334
29	SUMMARY OF QUANTITIES AND REVISIONS		
30 - 32	SURVEY CONTROL DETAILS		
33 - 35	PLAN AND PROFILE SHEETS		
36	LAYOUT OF BRIDGE (SHEET 1 OF 2)	07681	67335
37	LAYOUT OF BRIDGE (SHEET 2 OF 2)	07681	67336
38	DETAILS OF END BENTS	07681	67337
39	DETAILS OF INTERMEDIATE BENTS	07681	67338
40	DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT (SHEET 1 OF 5)	07681	67339
41	DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT (SHEET 2 OF 5)	07681	67340
42	DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT (SHEET 3 OF 5)	07681	67341
43	DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT (SHEET 4 OF 5)	07681	67342
44	DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT (SHEET 5 OF 5)	07681	67343
45 - 61	CROSS SECTIONS		

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

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	03-24-16
55006	STANDARD GENERAL NOTES FOR STEEL BRIDGE STRUCTURES	09-02-15
55007	STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES	02-11-16
55010	STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE	04-14-23
55021	STANDARD DETAILS FOR CONCRETE FILLED STEEL SHELL PILES AND PILE ENCASEMENTS	03-24-16
55030F	STANDARD DETAILS FOR TYPE F APPROACH GUTTERS	09-07-23
55040F1	STANDARD DETAILS FOR TYPE F APPROACH SLAB	09-07-23
55070	STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36	09-27-22

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
DR-2	DETAILS OF DRIVEWAYS & STREET TURNOUTS	05-19-22
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
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
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	3	61

(2) GOVERNING SPECIFICATIONS & GENERAL NOTES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

GOVERNING SPECIFICATIONS

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

NUMBER **TITLE**

ERRATA____ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____CONTRACTOR'S LICENSE
100-4_____DEPARTMENT NAME CHANGE
102-2_____ISSUANCE OF PROPOSALS
102-3_____PREQUALIFICATION OF BIDDERS
103-2_____CONTACT INFROMATION FOR MOTORIST DAMAGE CLAIMS
105-4_____MAINTENANCE DURING CONSTRUCTION
107-2_____RESTRAINING CONDITIONS
108-1_____LIQUIDATED DAMAGES
108-2_____WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____UNCLASSIFIED EXCAVATION
303-1_____AGGREGATE BASE COURSE
306-1_____QUALITY CONTROL AND ACCEPTANCE
307-1_____CEMENT
308-1_____CEMENT
400-1_____TACK COATS
400-4_____DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____LIQUID ANTI-STRIP ADDITIVE
400-7_____TRACKLESS TACK
404-3_____DESIGN OF ASPHALT MIXTURES
409-2_____ASPHALT LABORATORY FACILITY
410-1_____CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4_____EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
416-1_____RECYCLED ASPHALT PAVEMENT
501-2_____CEMENT
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)
606-1_____PIPE CULVERTS FOR SIDE DRAINS
620-1_____MULCH COVER
621-1_____FILTER SOCKS
734-1_____BRIDGE END TERMINAL
800-1_____STRUCTURES
802-3_____CONCRETE FOR STRUCTURES
802-4_____CEMENT
804-2_____REINFORCING STEEL FOR STRUCTURES
807-2_____STEEL STRUCTURES
JOB 101120__BIDDING REQUIREMENTS AND CONDITIONS
JOB 101120__BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 101120__BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 101120__BUY AMERICA - CONSTRUCTION MATERIALS
JOB 101120__CARGO PREFERENCE ACT REQUIREMENTS
JOB 101120__CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB 101120__COLD MILLING - COUNTY PROPERTY
JOB 101120__CONCRETE BRIDGE DECK DURING AND SURFACE TREATMENT RESTRICTIONS
JOB 101120__CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 101120__DESIGN AND QUALITY CONTROL ASPHALT MIXTURES
JOB 101120__DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
JOB 101120__DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 101120__FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB 101120__GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 101120__LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 101120__MANDATORY ELECTRONIC CONTRACT
JOB 101120__MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 101120__NESTING SITES OF MIGRATORY BIRDS
JOB 101120__PARTNERING REQUIREMENTS
JOB 101120__PERCENT AIR VOIDS AND NDESIGN FOR ACHM SURFACE MIX DESIGNS
JOB 101120__PLASTIC PIPE
JOB 101120__PORTABLE TRAFFIC SIGNAL SYSTEM (WEEK)
JOB 101120__PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 101120__PRICE ADJUSTMENT FOR FUEL
JOB 101120__PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 101120__SHORING FOR CULVERTS
JOB 101120__SOIL STABILIZATION
JOB 101120__STORM WATER POLLUTION PREVENTION PLAN
JOB 101120__SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 101120__UTILITY ADJUSTMENTS
JOB 101120__VALUE ENGINEERING
JOB 101120__WARM MIX ASPHALT

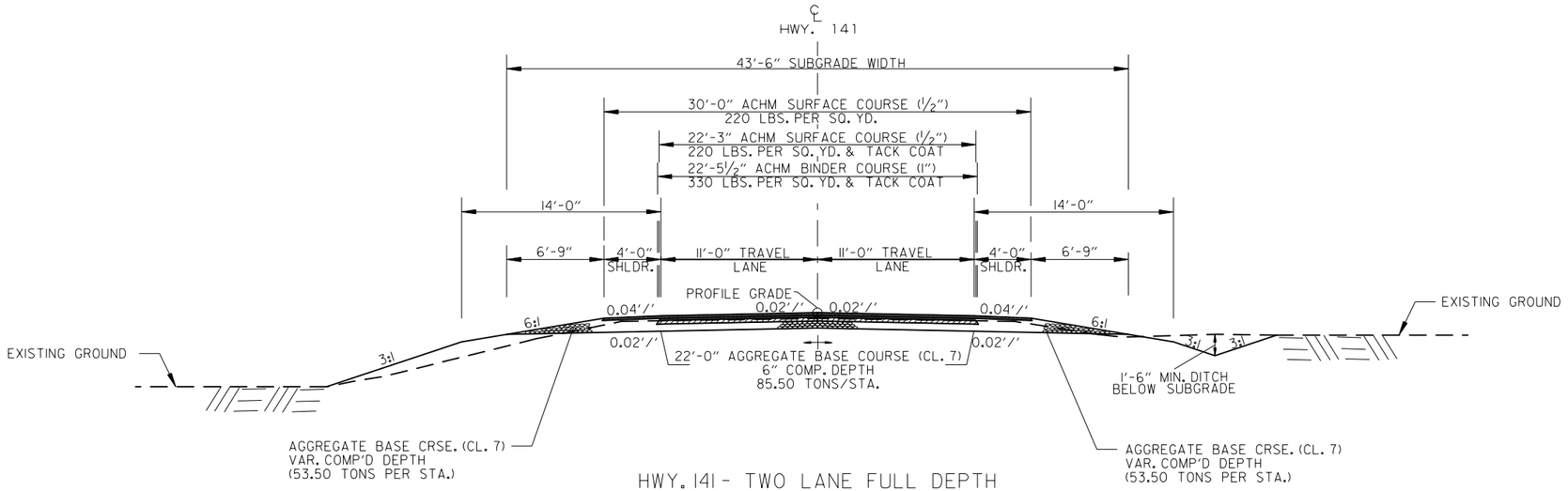
GENERAL NOTES

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	4	61

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J.E. KLEIN
6/10/2024



HWY. 141 - TWO LANE FULL DEPTH
OPEN SHOULDER

STA. 105+20.43 - STA. 106+09.42 (SITE 1)
STA. 208+50.73 - STA. 217+10.20 (SITE 2)
STA. 218+86.20 - STA. 221+80.03 (SITE 2)

NOTES:

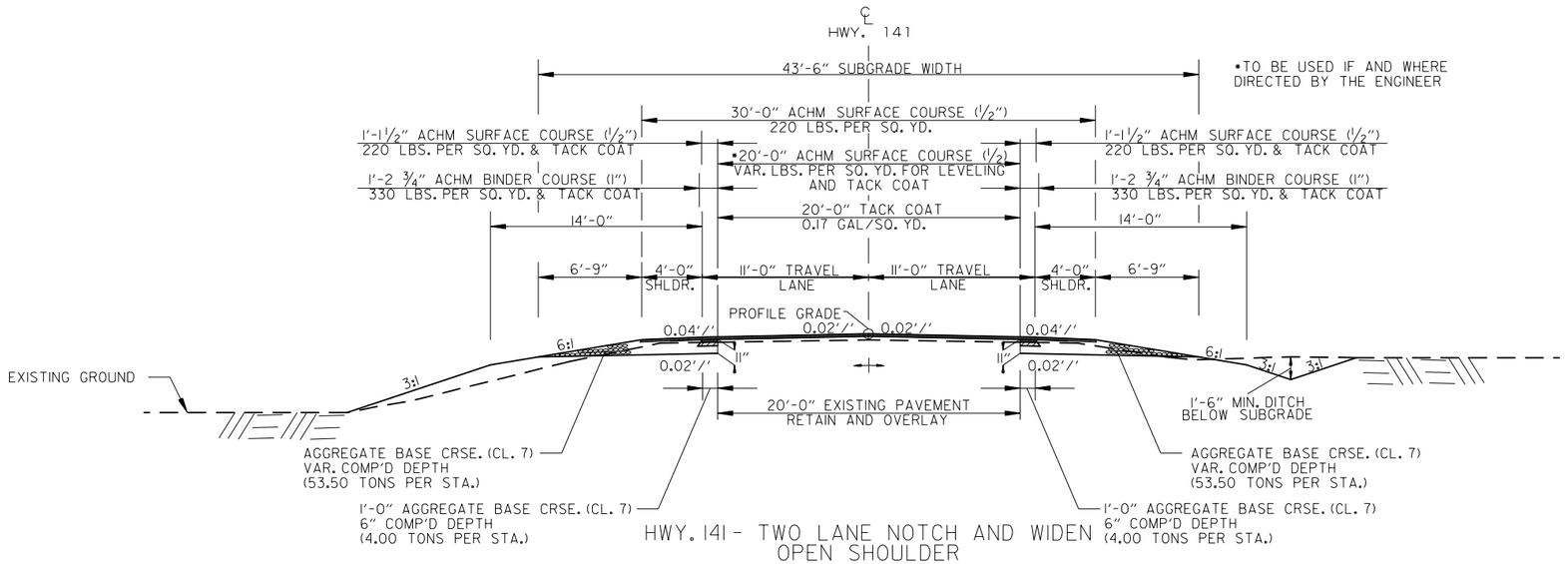
THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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

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

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

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



HWY. 141 - TWO LANE NOTCH AND WIDEN
OPEN SHOULDER

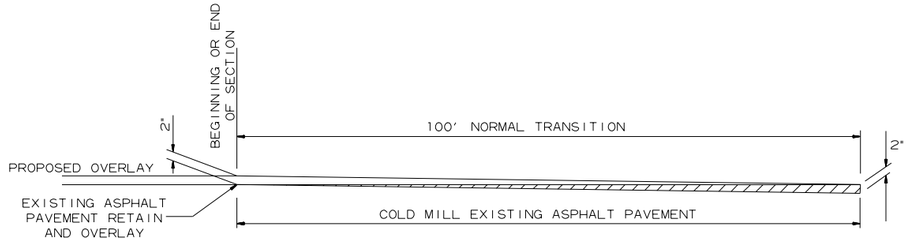
STA. 201+59.60 - STA. 208+50.73 (SITE 2)

TYPICAL SECTIONS OF IMPROVEMENT

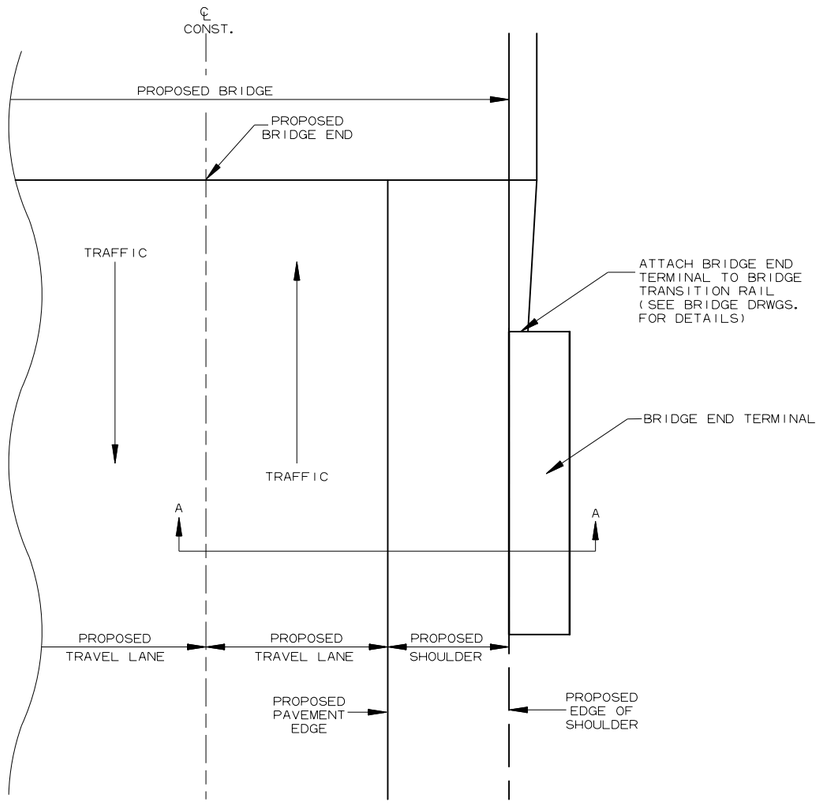
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	5	61

2 SPECIAL DETAILS

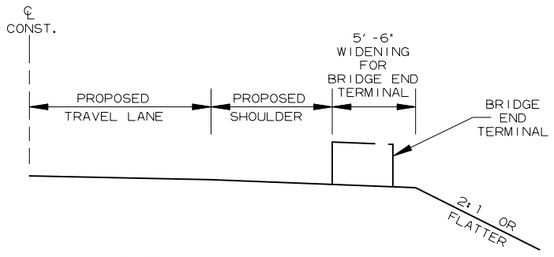
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



DETAIL FOR TRANSITIONS



PLAN VIEW



SECTION A-A

NOTE:
ELIMINATE OR MODIFY APPROACH CURB SECTION TO FIT BRIDGE END TERMINAL. NO PAYMENT SHALL BE MADE FOR ELIMINATING OR MODIFYING THIS CURB, BUT SHALL BE CONSIDERED IN PAYMENT MADE FOR APPROACH GUTTERS OF THE TYPE SPECIFIED.

NOTE:
BRIDGE END TERMINAL SHALL CONFORM TO THE FOLLOWING:
- -MAXIMUM LENGTH: 20'
- -MAXIMUM HEIGHT: 2.75'
- -DESIGN SPEED: 60 MPH

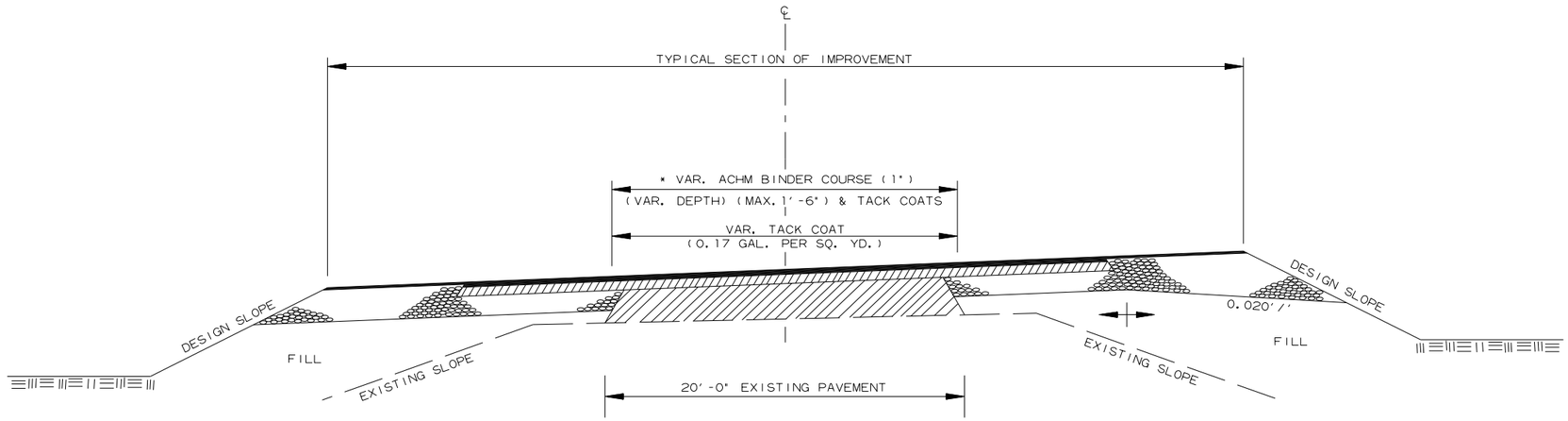
BRIDGE END TERMINAL DETAILS

SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	6	61

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



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

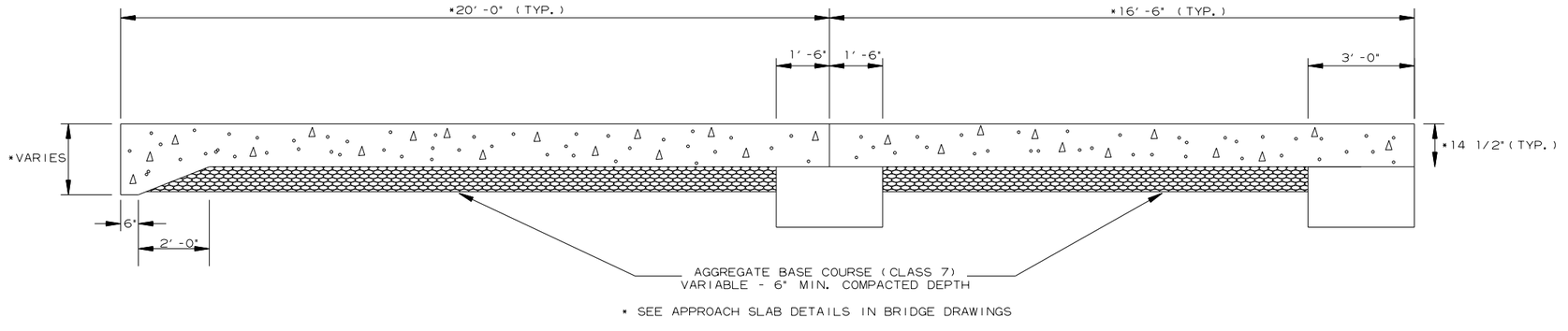
METHOD OF RAISING GRADE

NOTES:

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

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

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



* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

SECTION OF APPROACH SLAB (FOR ASPHALT PAVEMENT)

SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	7	61
		(2) SPECIAL DETAILS				

GENERAL NOTE:
ELEVATIONS ARE LOCATED AT EDGE OF PAVEMENT.

0 20' 40'
SCALE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

INTERSECTION WARPING
HWY. 141/HWY. 90

HWY. 90

STA. 221+77.58
93.07' LT

7.74'

0.30%

6.02'

0.40%

STA. 221+84.35
147.11' RT

291.88
291.86
291.82
291.76
291.65
291.53
291.40
291.30
291.35
291.56
291.77
291.97
292.13
292.28

Δ = 91°29' 11" LT.
T = 82.10'
R = 80.00'
L = 127.74'

STA. 220+97.61
91.00' LT

STA. 220+97.61
11.00' LT

10' TYP.

1.34%

CL HWY. 141

NEW SHOULDER

EXISTING ROW

CONST. LIMITS

291.95
291.91
291.83
291.80
291.72
291.63
291.55
291.45
291.32
291.20
291.05
291.10
291.30
291.54
291.75
291.96
292.16
292.34
292.53
292.70
292.85
293.00

Δ = 88°24' 22" RT.
T = 136.16'
R = 140.00'
L = 216.02'

STA. 220+44.40
151.00' RT

10' TYP.

NEW SHOULDER

1.34%

STA. 220+44.40
11.00' RT

CONST. LIMITS

PROPOSED R/W

SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
38'-9"	7'-0"	0'-9"	0'-8"	0	3:1	37'-4"	2'-0"	7'-10"	2'-4"	30	30	3'-2"	3'-9 3/4"	3'-9 3/4"	0'-9"	0'-9"	20'-2 3/4"	19'-2 3/4"	23'-5 1/8"	22'-5 1/8"

CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
CU.YD	LBS.
12.24	1110

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY
WING A	4	12	20	L: Min 3'-4", Max 9'-4"; X: Min 0'-9", Max 1'-5"; Y: Min 2'-8", Max 8'-0"	4	12	4	L: 3'-9"; X: 1'-4"; Y: 2'-6"	-	-	-	L: -; X: -; Y: -	4	18	6	Min 4'-1"; Max 15'-2"
WING B	4	12	19	L: Min 3'-4", Max 9'-4"; X: Min 0'-9", Max 1'-5"; Y: Min 2'-8", Max 8'-0"	4	12	4	L: 3'-9"; X: 1'-4"; Y: 2'-6"	-	-	-	L: -; X: -; Y: -	4	18	6	Min 3'-11"; Max 14'-5"

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY
WING A	4	18	4	19'-11"	4	18	14	L: Min 5'-0", Max 10'-3"; X: Min 2'-4", Max 2'-4"; Y: Min 2'-9", Max 8'-0"	4	8	24'-3"	6	18	14	Min 2'-8"; Max 3'-4"
WING B	4	18	4	18'-11"	4	18	13	L: Min 5'-1", Max 10'-3"; X: Min 2'-4", Max 2'-4"; Y: Min 2'-10", Max 8'-0"	4	8	23'-3"	6	18	13	Min 2'-8"; Max 3'-4"

WING	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	-	-	-	Min -; Max -	4	2	20'-6"	4	2	21'-9"	6	12	7	L: 3'-4"; X: 1'-8"	568
WING B	-	-	-	Min -; Max -	4	2	19'-6"	4	2	20'-9"	6	12	7	L: 3'-4"; X: 1'-8"	542

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.20726 MARTIN A. CHORKEY

Martin Chorkey 5-10-24

TABULAR DATA BY: MAC DATE: 03/10/2021
CHECKED BY: MAB DATE: 03/10/2021

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.

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

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" (SIZE, SPACING, LENGTHS VARY, NO. REQ'D)	TOP SLAB REINFORCING STEEL "c" (SIZE, SPACING, LENGTHS VARY, NO. REQ'D)	BOTTOM SLAB REINFORCING STEEL "d" (SIZE, SPACING, LENGTHS VARY, NO. REQ'D)	BOTTOM SLAB REINFORCING STEEL "f" (SIZE, SPACING, LENGTHS VARY, NO. REQ'D)	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)	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)	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 / 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

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. STEEL, LENGTH = OW - 4" + BENDS ("a", Bent "b", "c": SIZE, L; SPACING, NO. REQ'D)	BOTTOM SLAB REINFORCING STEEL, LENGTH = OW - 4" + BENDS ("d", Bent "b1", "f": SIZE, L; SPACING, NO. REQ'D)	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" (SIZE, SPACING, NO. REQ'D, LENGTH)	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" (SIZE, SPACING, NO. REQ'D, LENGTH)	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL (SIZE, SPACING, NO. REQ'D)	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL (SIZE, SPACING, NO. REQ'D)	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL (SIZE, SPACING, NO. REQ'D)	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL (SIZE, SPACING, NO. REQ'D)	CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
	D	S	H	T	B	C	W	OW	OH	SL									CU. YDS.	LBS.
																			0.36	93
																			TOTAL	
																			0.36	93

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D
HD	LBS.				
3"	51	4	0'-7"	1'-7"	40

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.)
	D	S	H	T	B	C	W	OW	OH	SL
A	5	12	7	11.5	11.5	8.5	8	38'-9"	8'-11"	53.06

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
4	38'-5"	8	39'-1"	6	38'-5"	14	45

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
4	38'-5"	4	39'-0"	4	38'-5"	9	70

Steel	Length rule	SIZE	SPACING	NO. REQ'D	LENGTH
SIDE WALL REINFORCING STEEL "f0"	LENGTH = OH - 4"	5	8.5	148	8'-7"
INTERIOR WALL REINFORCING STEEL "f1"	LENGTH = OH - 4"	4	12	212	8'-7"
TOP SLAB DISTRIBUTION REINF. STEEL "g"	LENGTH = SL	4	9	101	
BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"	LENGTH = SL	4	9	101	
SIDE WALL DISTRIBUTION REINF. STEEL "d1"	LENGTH = SL	4	12	14	
INTERIOR WALL DISTRIBUTION REINF. STEEL "d2"	LENGTH = SL	4	12	28	

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
183.79	25504

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
Sta. 105+45.92

SPECIAL DETAILS

Ver. 1.17 FILENAME

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	NHPP-0011(60)		
				JOB NO.		101120	9	61

① SPECIAL DETAILS

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 20726 MARTIN A. CHORKEY
Martin Chorkey 5-10-24

TABULAR DATA BY: MAC DATE: 03/10/2021
CHECKED BY: MAB DATE: 03/10/2021

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
38'-9"	7'-0"	0'-9"	0'-8"	0	3:1	37'-4"	2'-0"	7'-10"	2'-4"	30	30	3'-2"	3'-9 7/8"	3'-9 3/4"	0'-9"	0'-9"	24'-2 3/4"	18'-2 3/4"	27'-5 1/8"	21'-5 1/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
14.40	1173

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	24	L	Min	3'-4"	4	12	5	L	3'-9"	-	-	-	L	-	4	18	6	Min	4	18	4	23'-11"	4	18	16	L	Min	5'-2"
					Max	9'-4"														5'-0"									Max	10'-3"
				X	Min	0'-9"				X	1'-4"				X	-												X	Min	2'-4"
					Max	1'-5"														Max									Max	2'-4"
				Y	Min	2'-8"				Y	2'-6"				Y	-				18'-2"								Y	Min	2'-11"
					Max	8'-0"																							Max	8'-0"
WING B	4	12	18	L	Min	3'-4"	4	12	4	L	3'-9"	-	-	-	L	-	4	18	6	Min	4	18	4	17'-11"	4	18	12	L	Min	5'-3"
					Max	9'-4"														3'-8"									Max	10'-3"
				X	Min	0'-9"				X	1'-4"				X	-												X	Min	2'-4"
					Max	1'-5"														Max									Max	2'-4"
				Y	Min	2'-8"				Y	2'-6"				Y	-				13'-8"								Y	Min	3'-0"
					Max	8'-0"																							Max	8'-0"

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	28'-3"	6	18	16	Min	-	-	-	Min	4	2	24'-4"	4	2	25'-9"	6	12	7	L	3'-4"	658
							2'-8"				-												
							Max				Max										X	1'-8"	
							3'-4"				-												
WING B	4	8	22'-3"	6	18	12	Min	-	-	-	Min	4	2	18'-7"	4	2	19'-9"	6	12	7	L	3'-4"	515
							2'-8"				-												
							Max				Max										X	1'-8"	
							3'-3"				-												

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

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

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

OUTLET SKEWED END SECTION

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

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

"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	LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
	2	10	5																																											

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS SIZE	"h" Y	"h" LENGTH	"h" NO. REQ'D
HD	LBS.				
3"	43	4	0'-11"	1'-11"	34

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	
0.30	86

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

Unless otherwise noted, all dimensions are in inches.

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

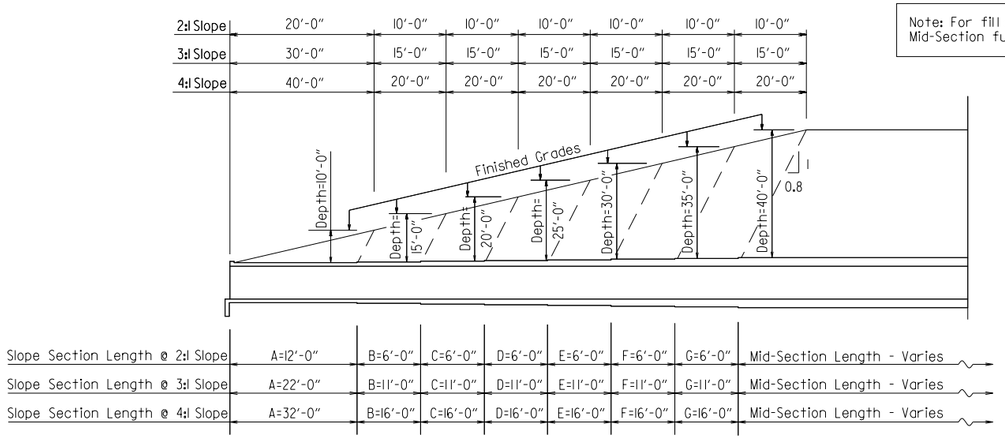
TRIPLE BARREL BOX CULVERT
Sta. 105+45.92

SPECIAL DETAILS

LRFD

Ver. 1.117 FILENAME

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	NHPP-0011(60)		
		JOB NO.		101120	10	61
		(1)		SPECIAL DETAILS		

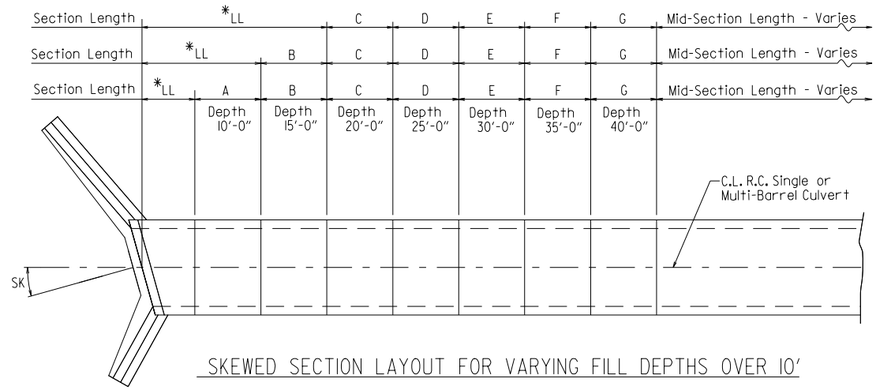


LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

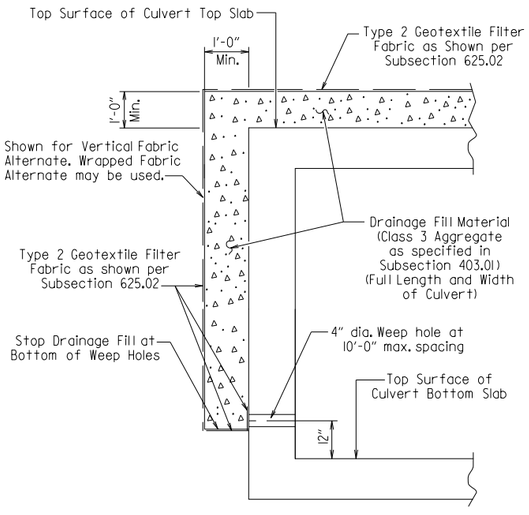
Lengths for Non-Skewed Boxes

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

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

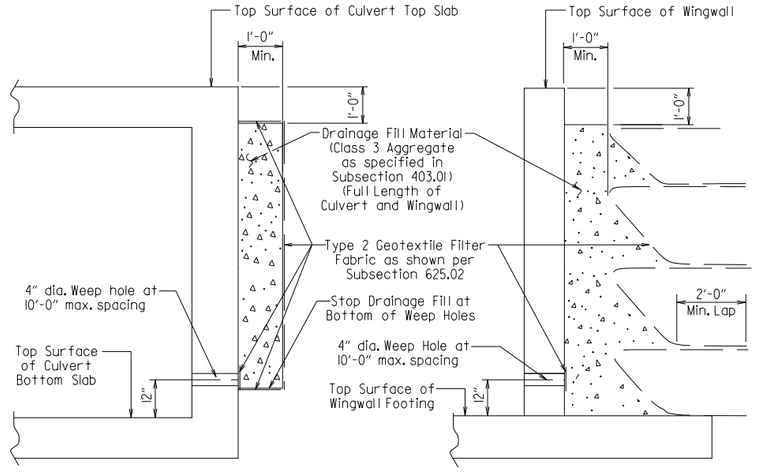


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

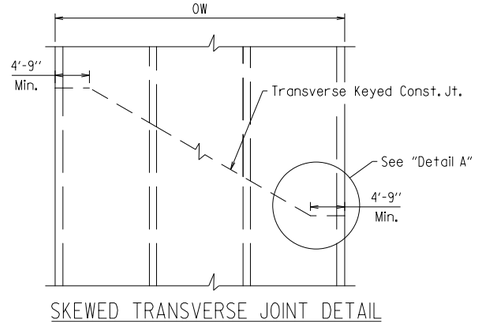


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

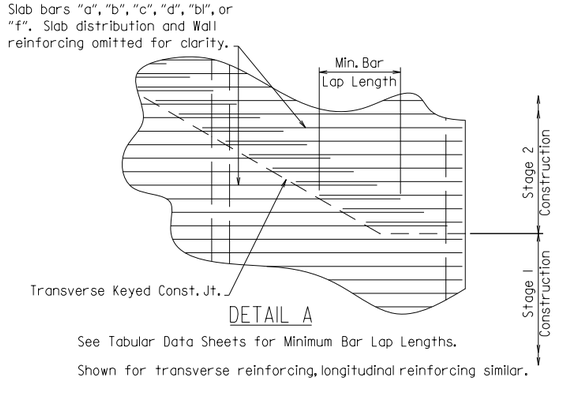
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL



SKEWED TRANSVERSE JOINT DETAIL

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



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

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

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

LIVE LOADING: HL-93

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

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

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

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

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

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

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

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

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

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

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

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SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

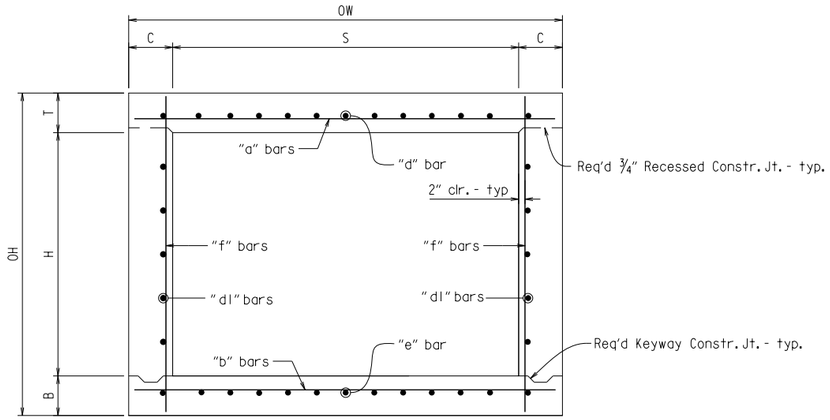
SPECIAL DETAILS

LRFD

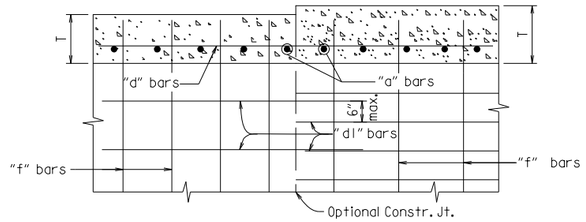
V_LI17 FILENAME

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	NHPP-0011(60)		
		JOB NO.		101120	11	61
		(1)		SPECIAL DETAILS		

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



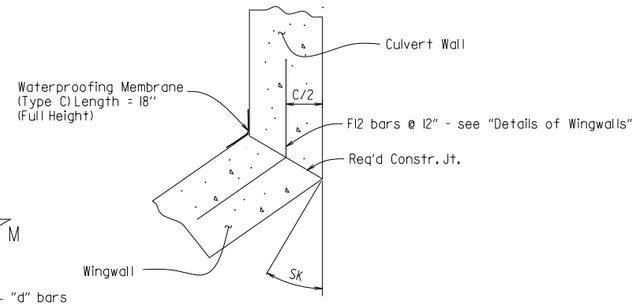
TYPICAL SECTION M-M



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

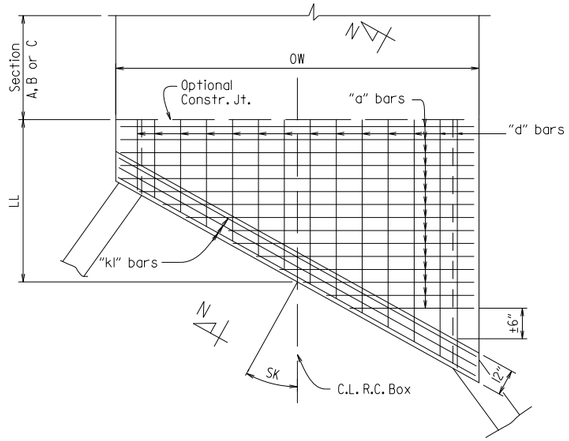
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

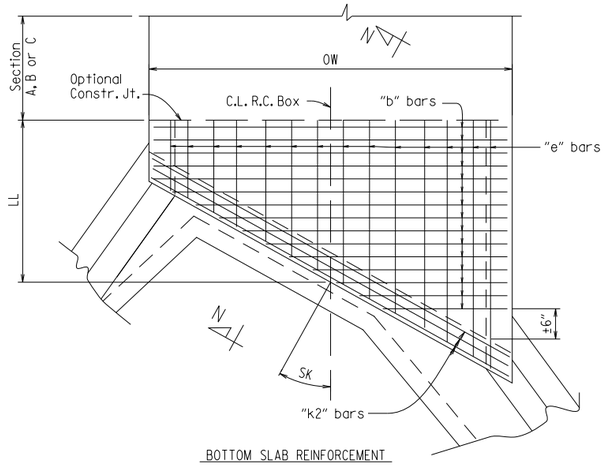


WINGWALL ATTACHMENT

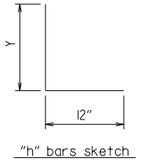
See "Details of Wingwalls" for additional information and wingwall details.



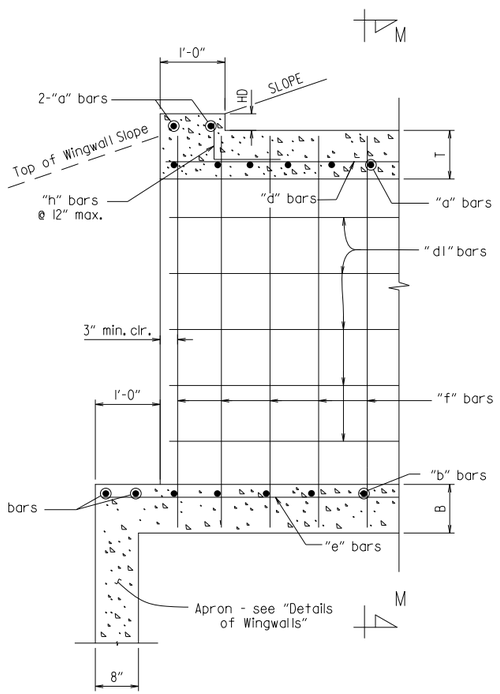
TOP SLAB REINFORCEMENT



BOTTOM SLAB REINFORCEMENT

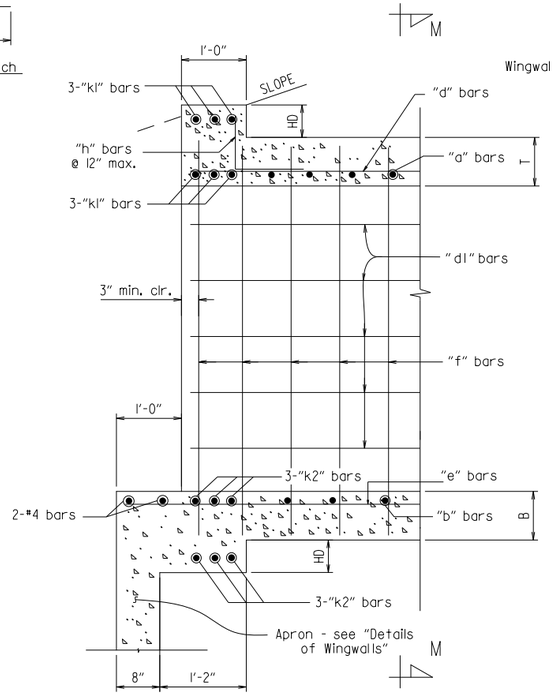


"h" bars sketch



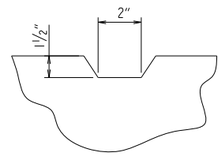
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)

SKEWED END SECTION DETAILS

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

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

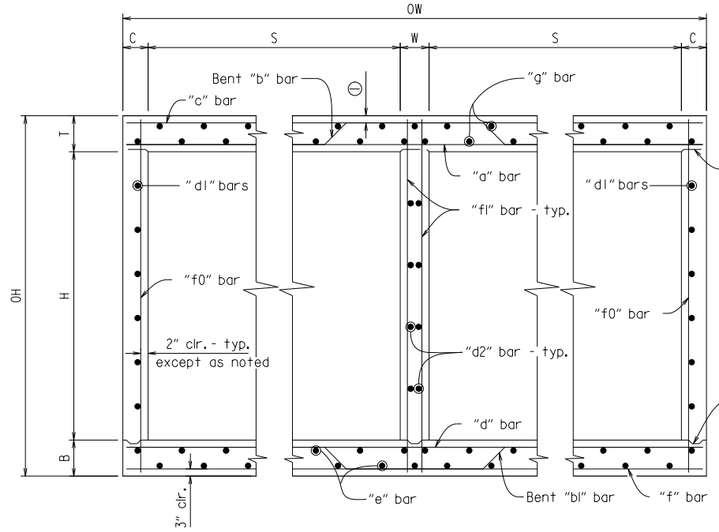
SPECIAL DETAILS

V 1.1.17 FILENAME

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	NHPP-0011(60)		
		JOB NO.		101120	12	61
		(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.

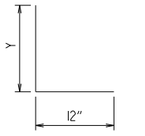
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



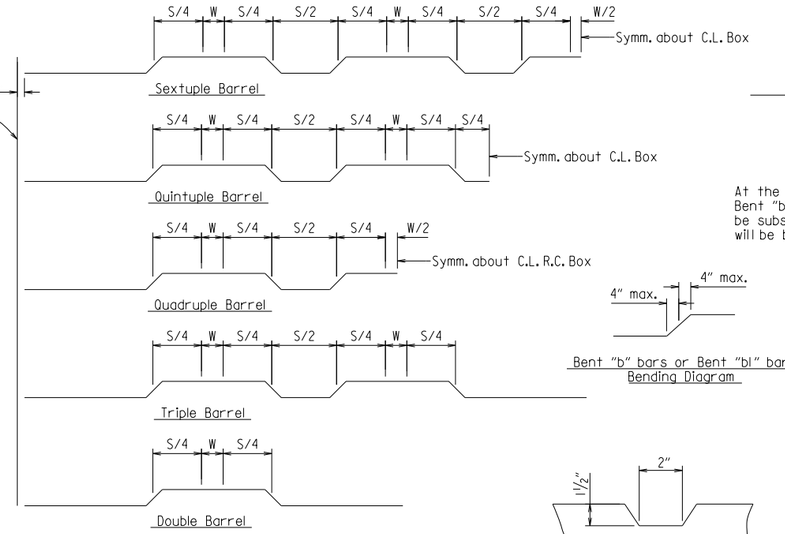
TYPICAL SECTION M-M

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

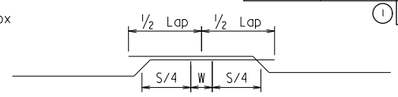
Bottom Slab
Straight "d" bars shall alternate with Bent "bl" bars in top.
Straight "f" bars shall alternate with Bent "bl" bars in bottom.



"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

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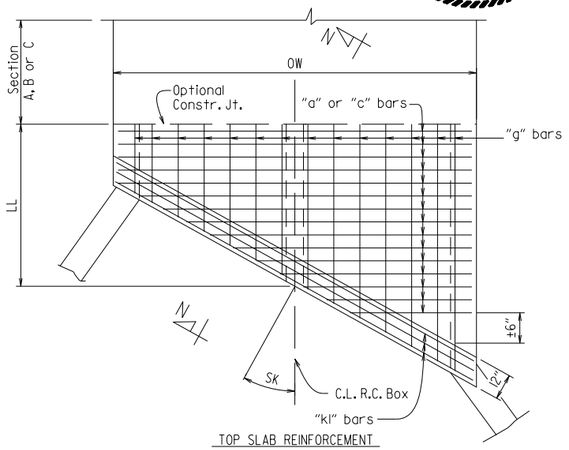
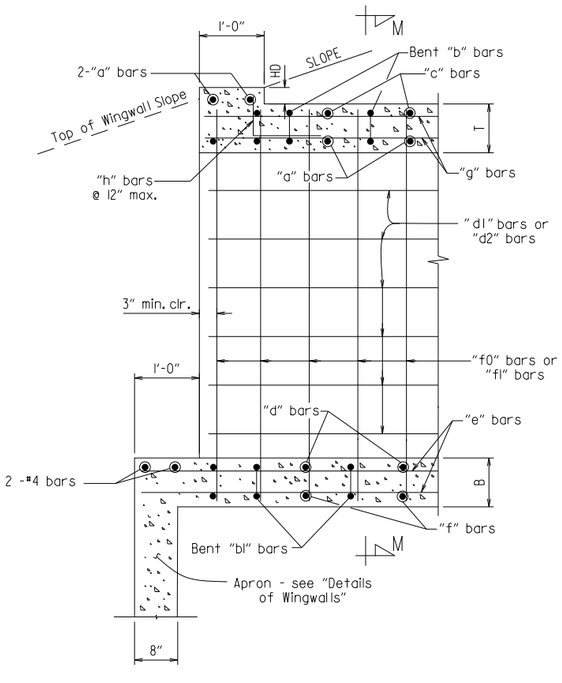
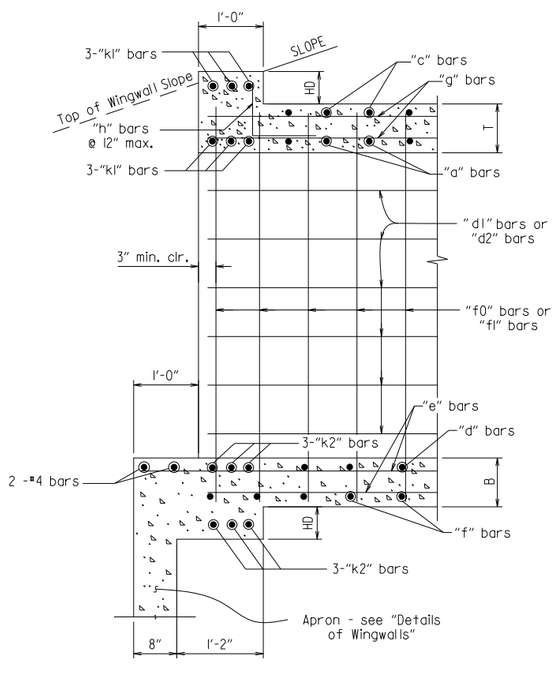
TYPICAL KEYWAY DETAIL
(All Construction Joints)



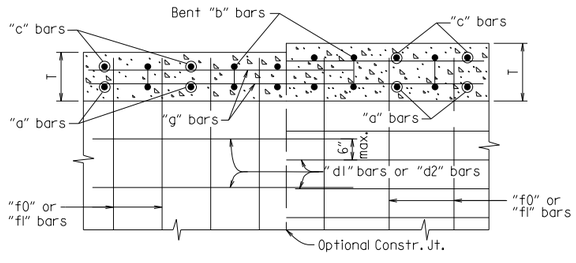
TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



PART LONGITUDINAL SECTION
(Non-Skewed Ends)

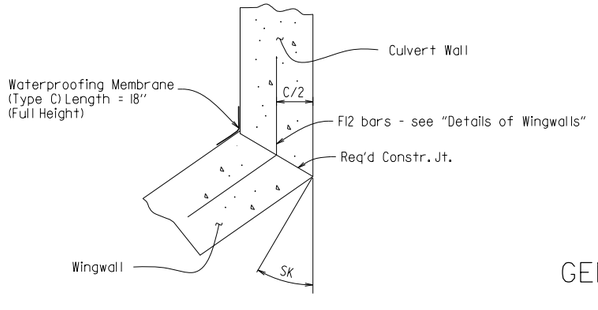


PART LONGITUDINAL SECTION N-N
(Skewed Ends)

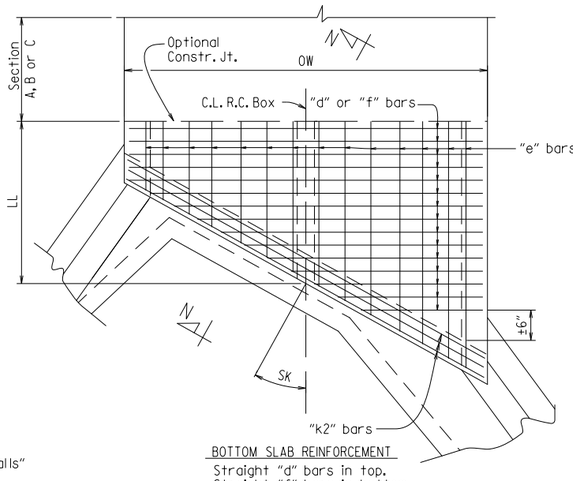


Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

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



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



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

SKEWED END SECTION DETAILS

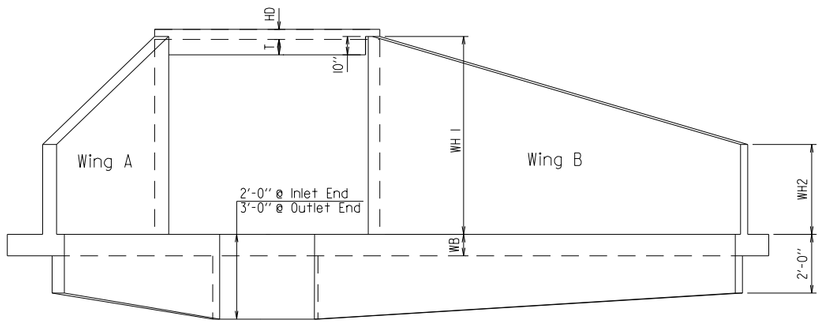
SHEET 3 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF MULTI-BARREL R.C. BOX CULVERT

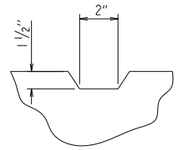
SPECIAL DETAILS

V LI17 FILENAME

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	NHPP-0011(60)		
		JOB NO.		101120	13	61
		(1)		SPECIAL DETAILS		

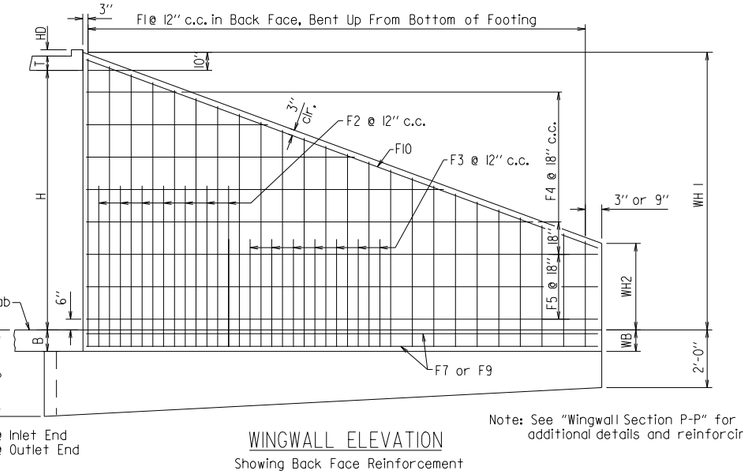


END ELEVATION
Flared Wingwalls Shown



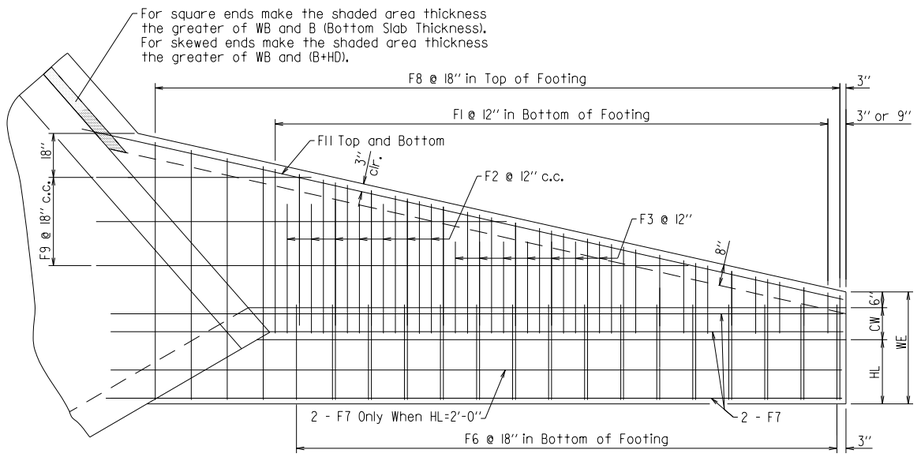
TYPICAL KEYWAY DETAIL
All Construction Joints

PART PLAN - FLARED WINGWALLS

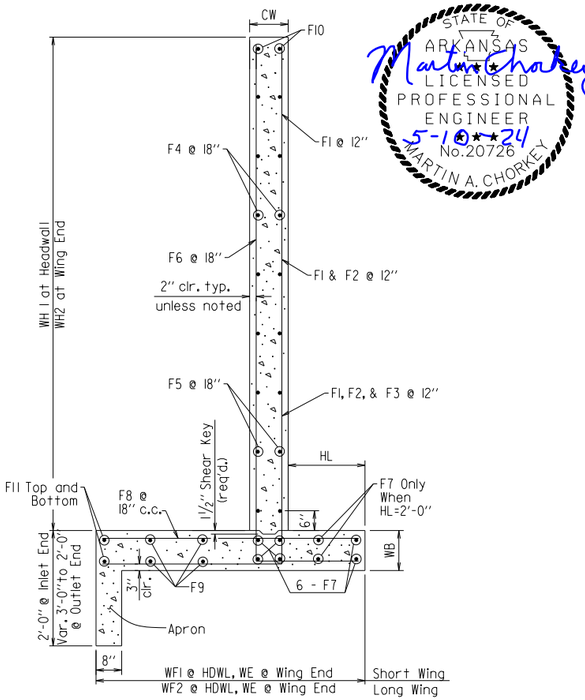


WINGWALL ELEVATION
Showing Back Face Reinforcement

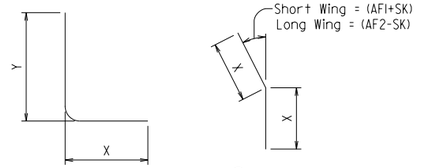
Note: See "Wingwall Section P-P" for additional details and reinforcing.



PLAN - FLARED WINGWALLS
Showing Footing Reinforcement



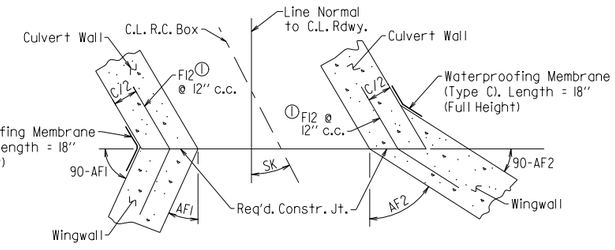
WINGWALL SECTION P-P



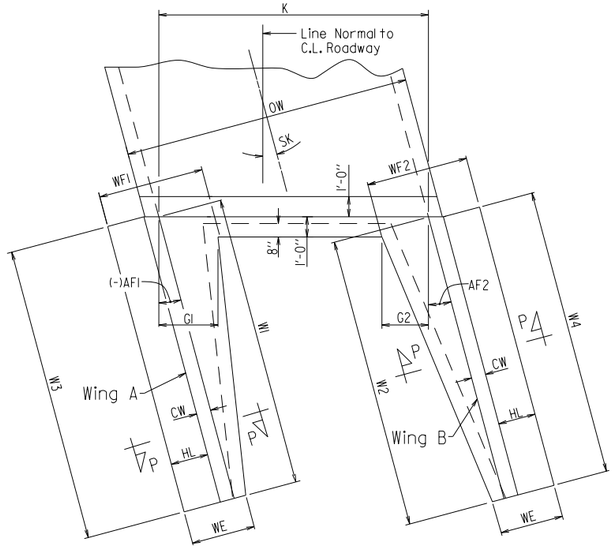
F1, F2, F3, & F6 BARS

ⓘF12 BAR

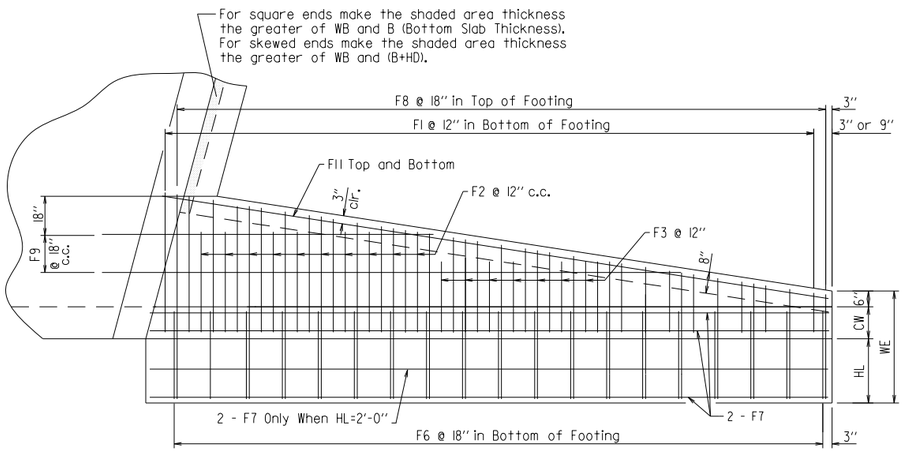
ⓘF12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS
Flared Wingwalls Shown



PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS
Showing Footing Reinforcement

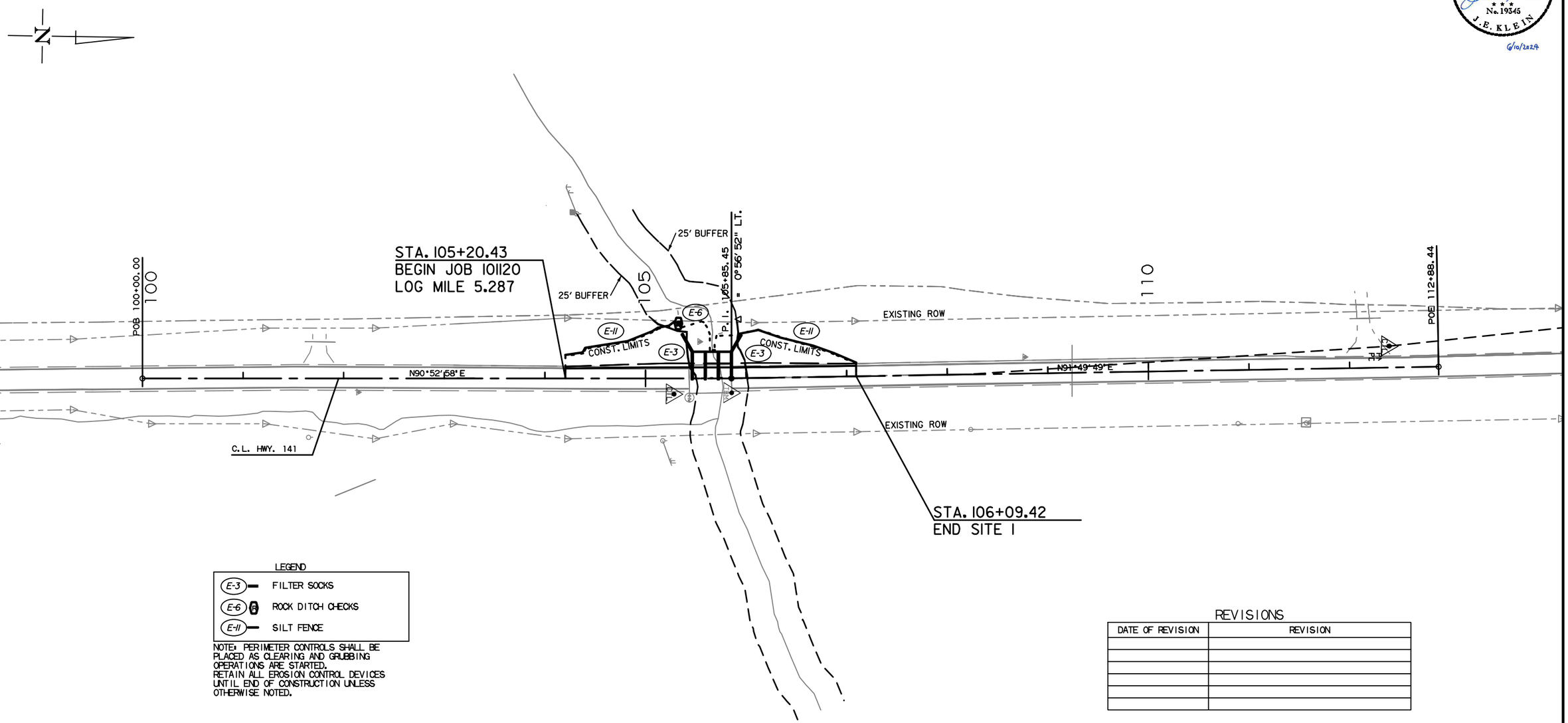
SHEET 4 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF WINGWALLS
SPECIAL DETAILS

V LI17 FILENAME

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	14	61

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



LEGEND

E-3	FILTER SOCKS
E-6	ROCK DITCH CHECKS
E-11	SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

REVISIONS

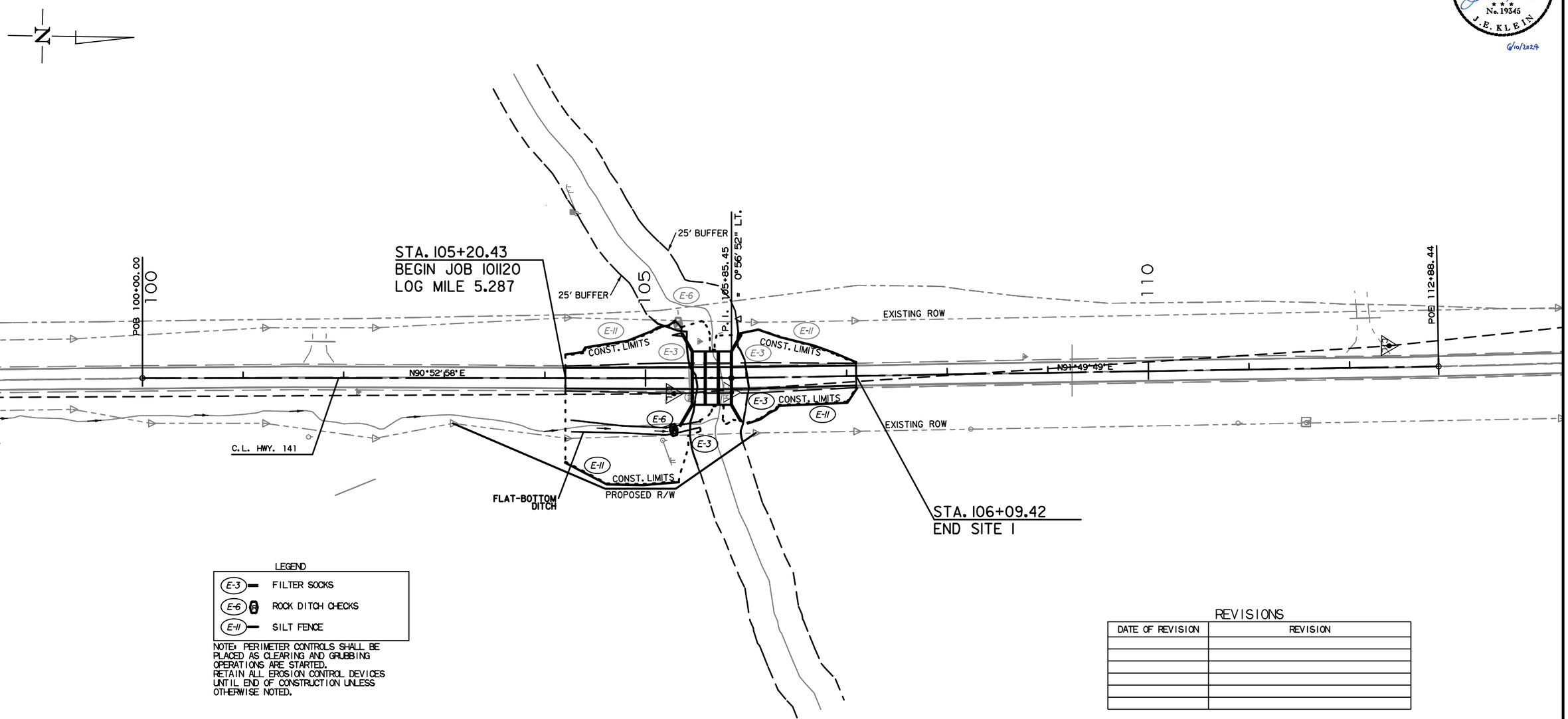
DATE OF REVISION	REVISION

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	15	61

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



LEGEND

E-3	FILTER SOCKS
E-6	ROCK DITCH CHECKS
E-11	SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

REVISIONS

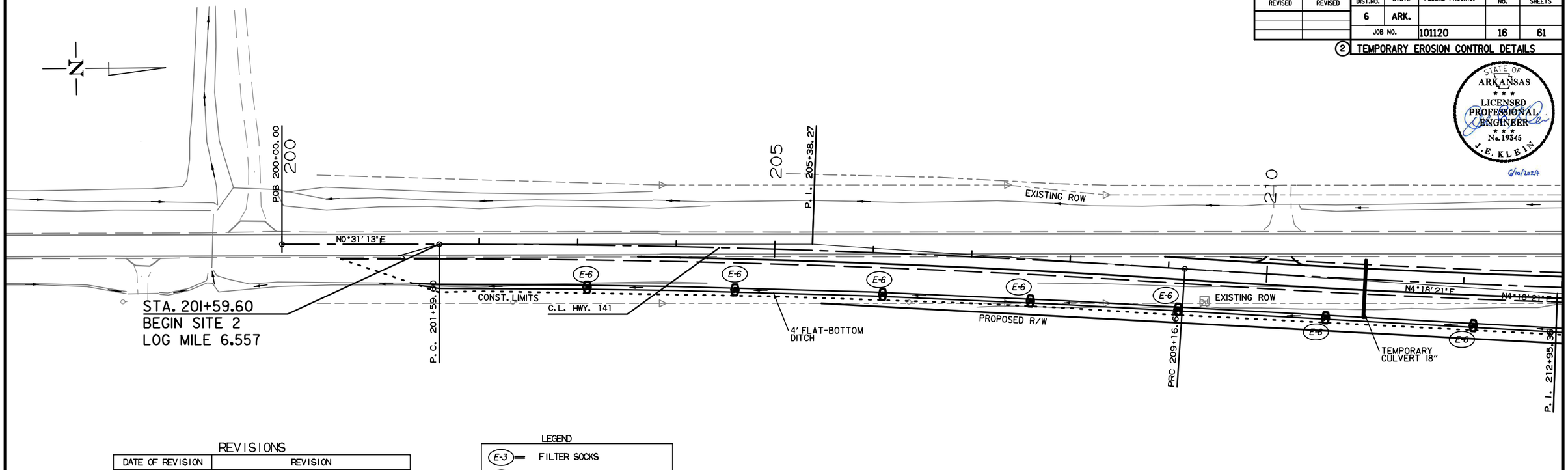
DATE OF REVISION	REVISION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	16	61

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



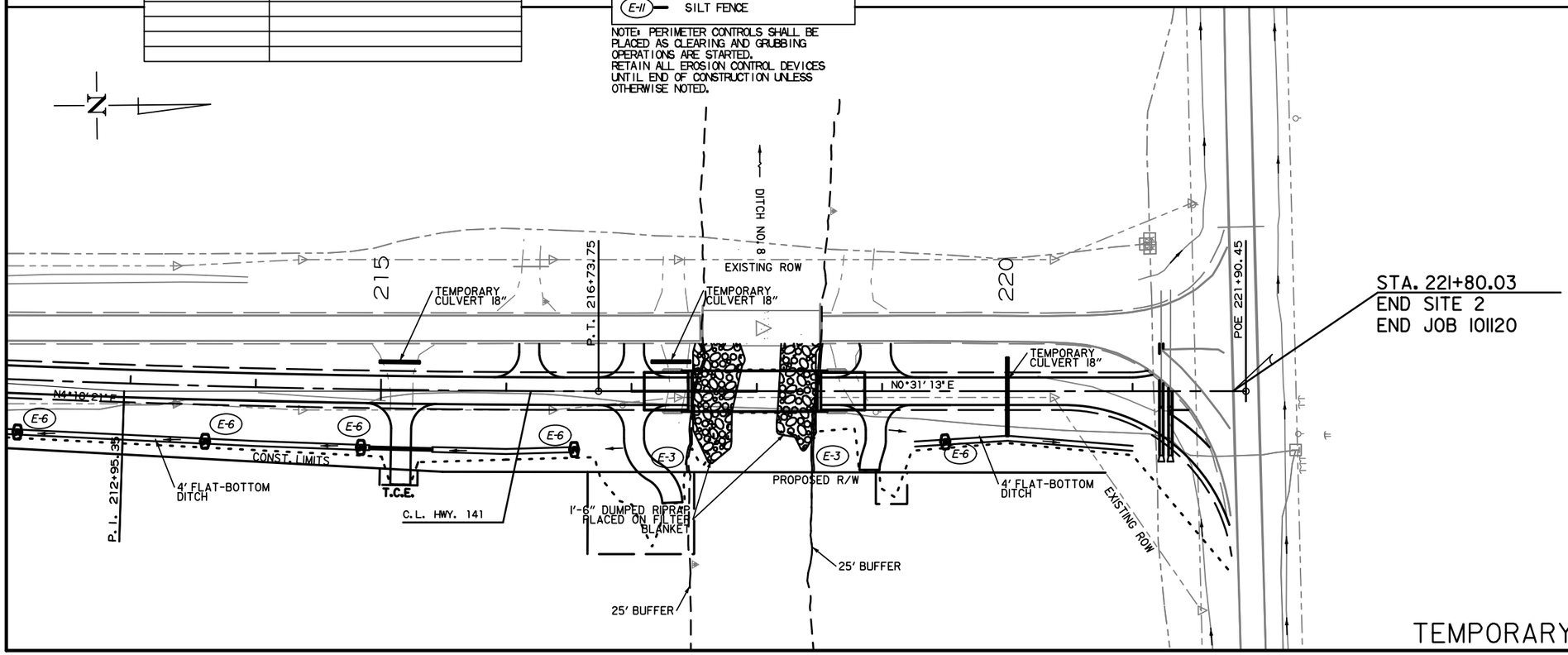
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-3 — FILTER SOCKS
- E-6 — ROCK DITCH CHECKS
- E-11 — SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

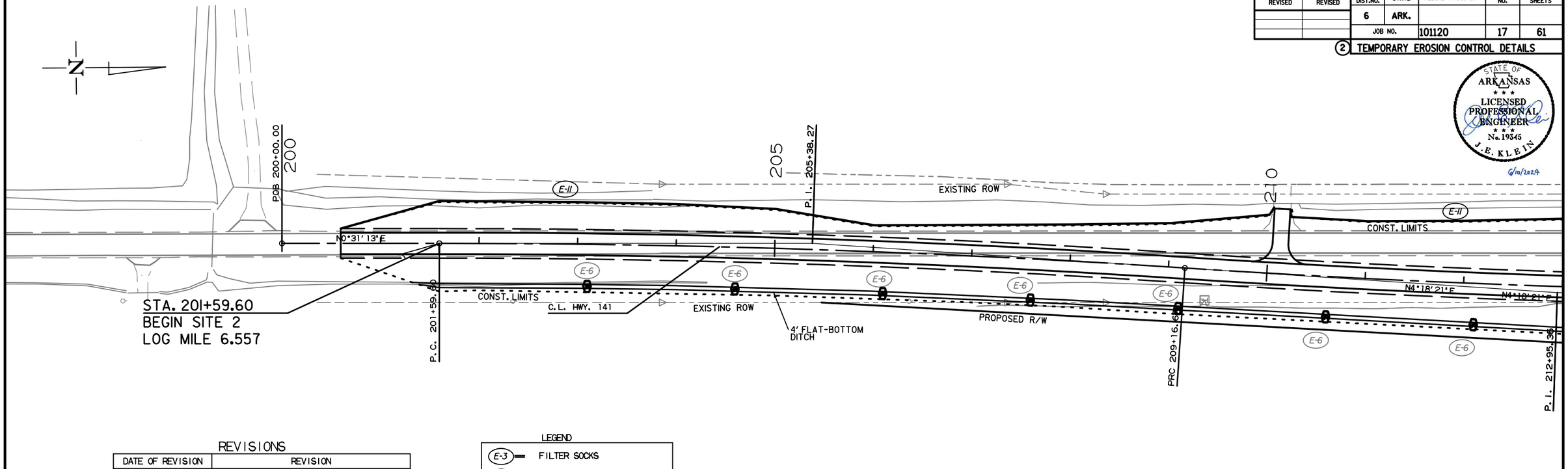


STAGE 3
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	17	61

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J.E. KLEIN
6/10/2024



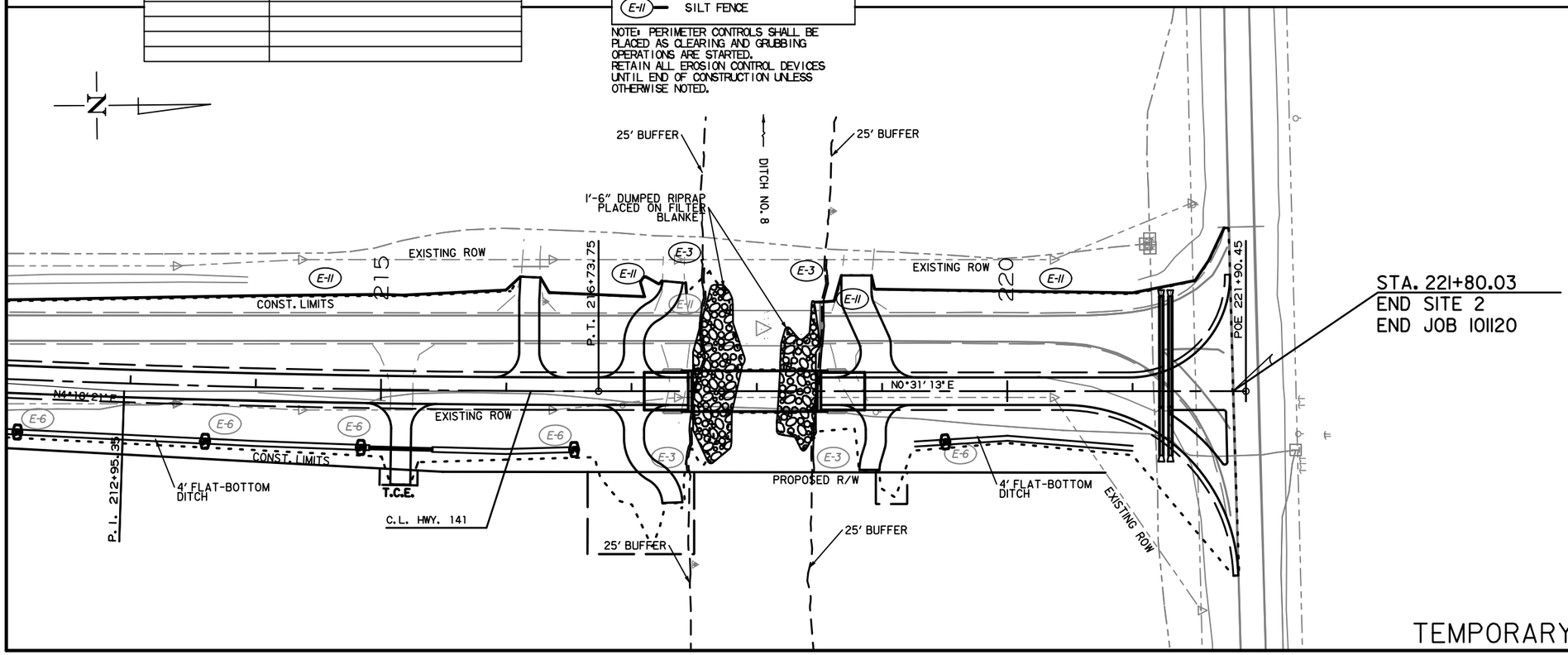
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-3 FILTER SOCKS
- E-6 ROCK DITCH CHECKS
- E-11 SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

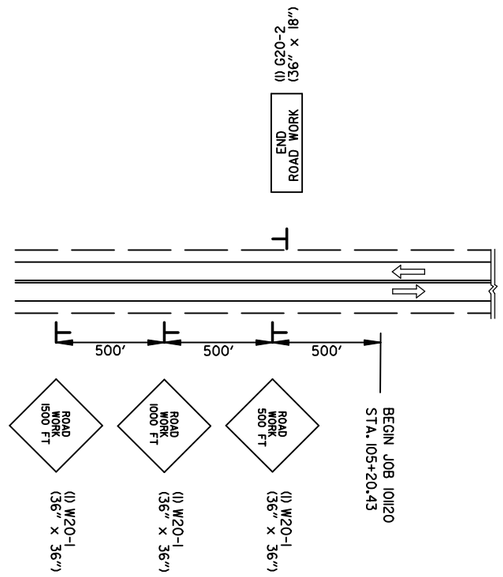


STAGE 4
TEMPORARY EROSION CONTROL DETAILS

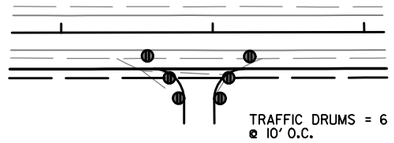
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	18	61

(2) MAINTENANCE OF TRAFFIC DETAILS

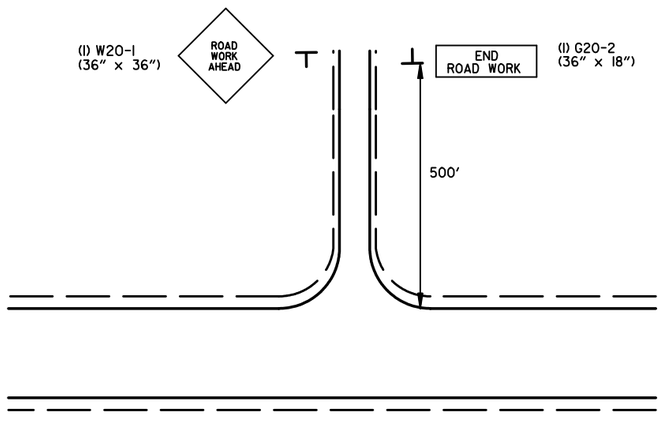
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



ADVANCE WARNING HWY. 141 (ALL STAGES)



DRIVEWAY
TRAFFIC DRUM DETAIL



ADVANCE WARNING - SIDE ROADS
(ALL STAGES)

HIGHWAY 90 - BOTH SIDES

*(4) W21-5a
(36" x 36")

*(8) R4-1
(24" X 30")

*(4) W8-1
(30" X 30")

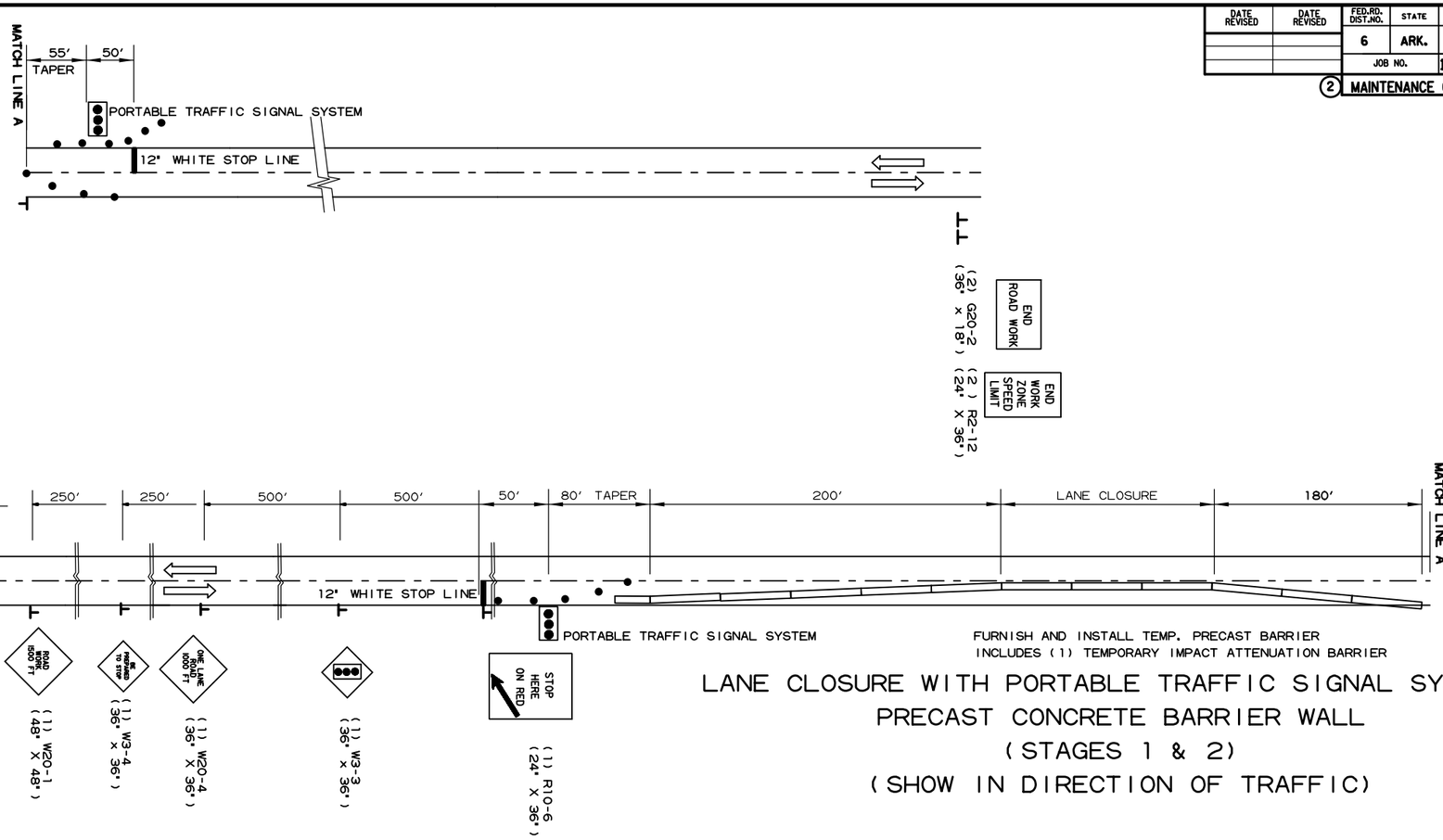
*ALL STAGES TO BE USED IF
AND WHERE DIRECTED BY THE ENGINEER

ADVANCED WARNING
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	19	61

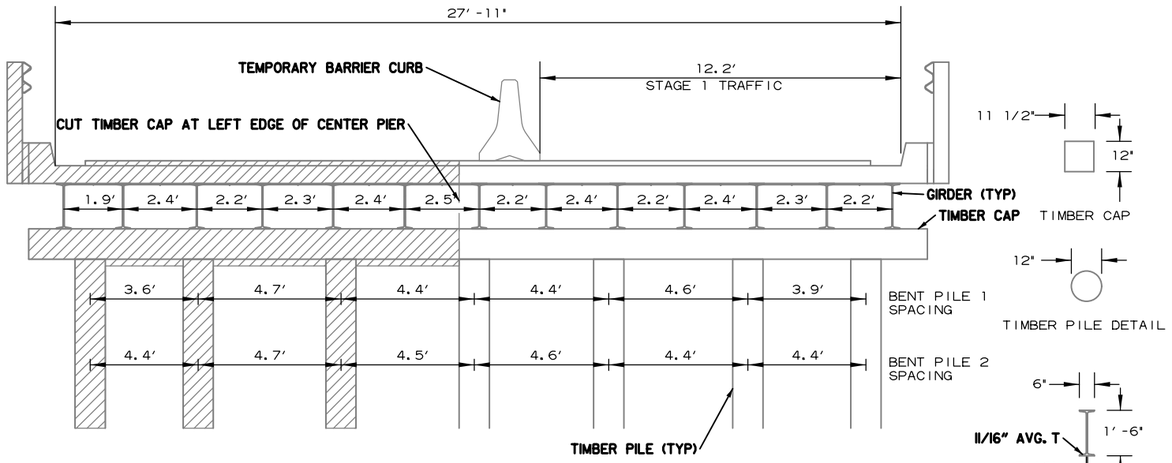
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



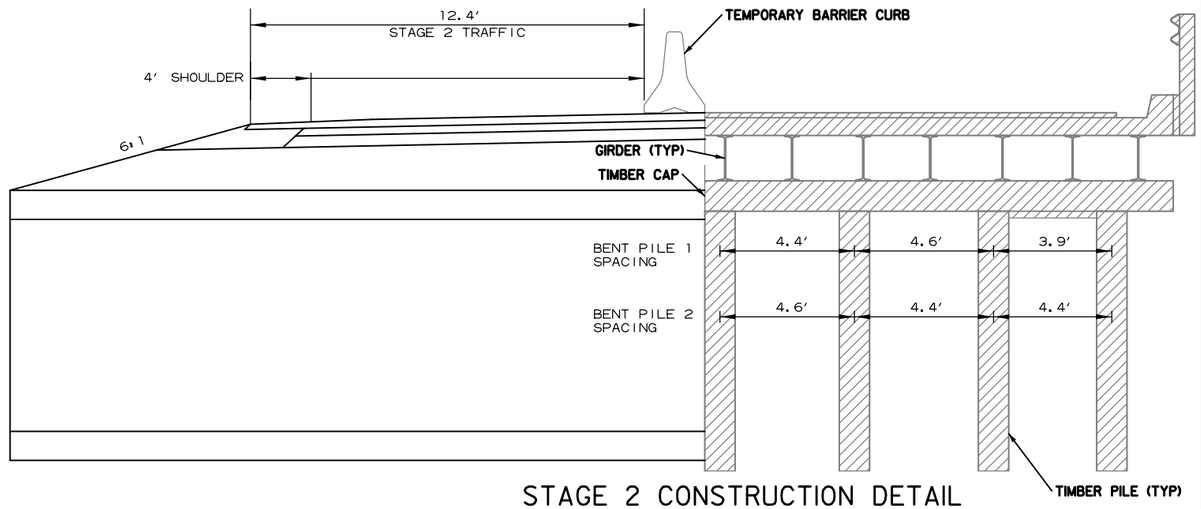
FURNISH AND INSTALL TEMP. PRECAST BARRIER
INCLUDES (1) TEMPORARY IMPACT ATTENUATION BARRIER

LANE CLOSURE WITH PORTABLE TRAFFIC SIGNAL SYSTEM & PRECAST CONCRETE BARRIER WALL
(STAGES 1 & 2)
(SHOW IN DIRECTION OF TRAFFIC)



GIRDER DETAIL
S18 X 54.7

STAGE 1 CONSTRUCTION DETAIL



STAGE 2 CONSTRUCTION DETAIL

ADVANCED WARNING MAINTENANCE OF TRAFFIC DETAILS

STAGE 1 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE BEGINNING AND END OF JOB AS SHOWN ON THE LANE CLOSURE WITH PORTABLE TRAFFIC SIGNAL SYSTEM & PRECAST BARRIER WALL DETAIL.

USE TEMPORARY PRECAST BARRIER WALL TO DELINEATE THE WORK ZONE.

REMOVE LT. HALF OF EXISTING BRIDGE. CONSTRUCT LT. HALF OF TRIPLE BOX CULVERT.

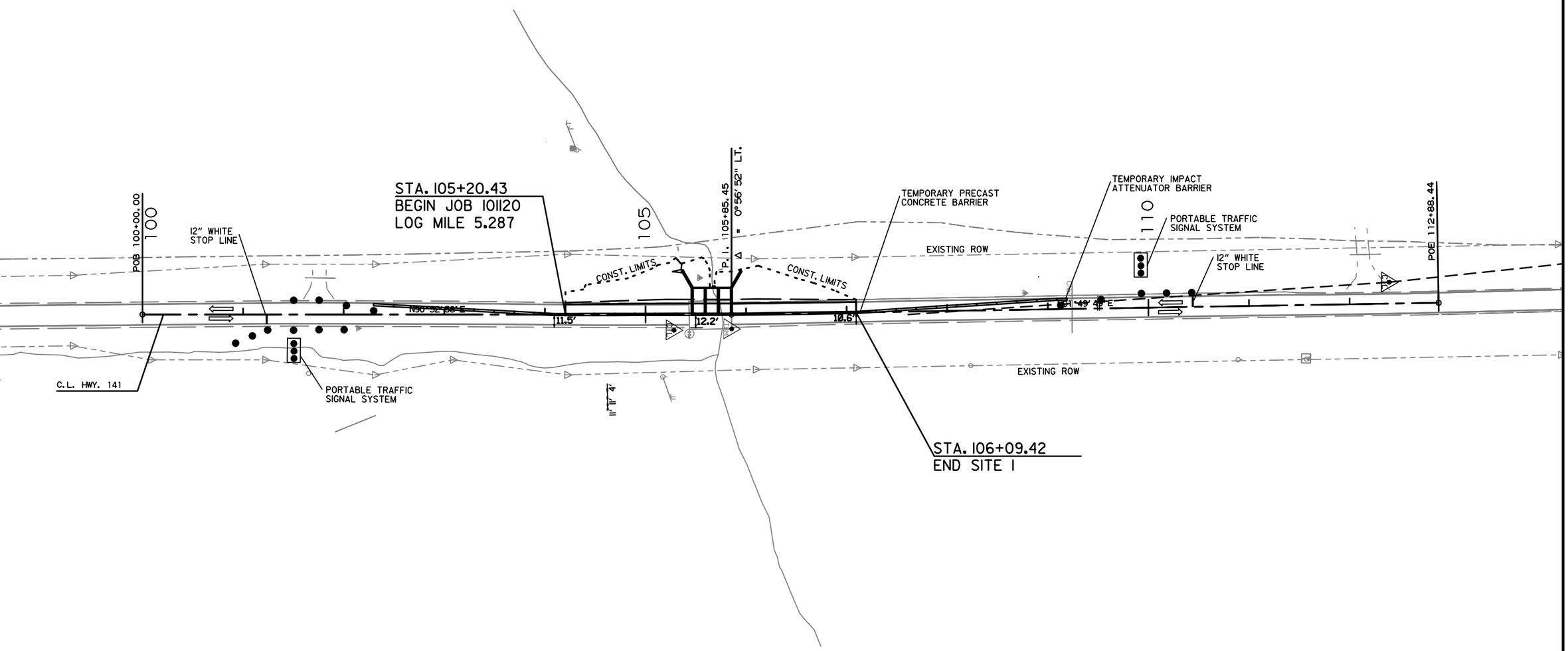
STAGE 1 QUANTITIES

CONSTRUCTION PAVEMENT MARKINGS = 20 LIN. FT.
PORTABLE TRAFFIC SIGNAL SYSTEM = 1 EACH
SIGNS = 322.5 SQ. FT.
TRAFFIC DRUMS = 15 EACH
TEMPORARY PRECAST CONCRETE BARRIER = 680 LF
TEMPORARY IMPACT ATTENUATOR BARRIER = 1 EACH
RAISED PAVEMENT MARKERS = 10 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	20	61

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE BEGINNING AND END OF JOB AS SHOWN ON THE LANE CLOSURE WITH PORTABLE TRAFFIC SIGNAL SYSTEM & PRECAST BARRIER WALL DETAIL.

USE TEMPORARY PRECAST BARRIER WALL TO DELINEATE THE WORK ZONE.

REMOVE RT. HALF OF EXISTING BRIDGE. CONSTRUCT RT. HALF OF TRIPLE BOX CULVERT.

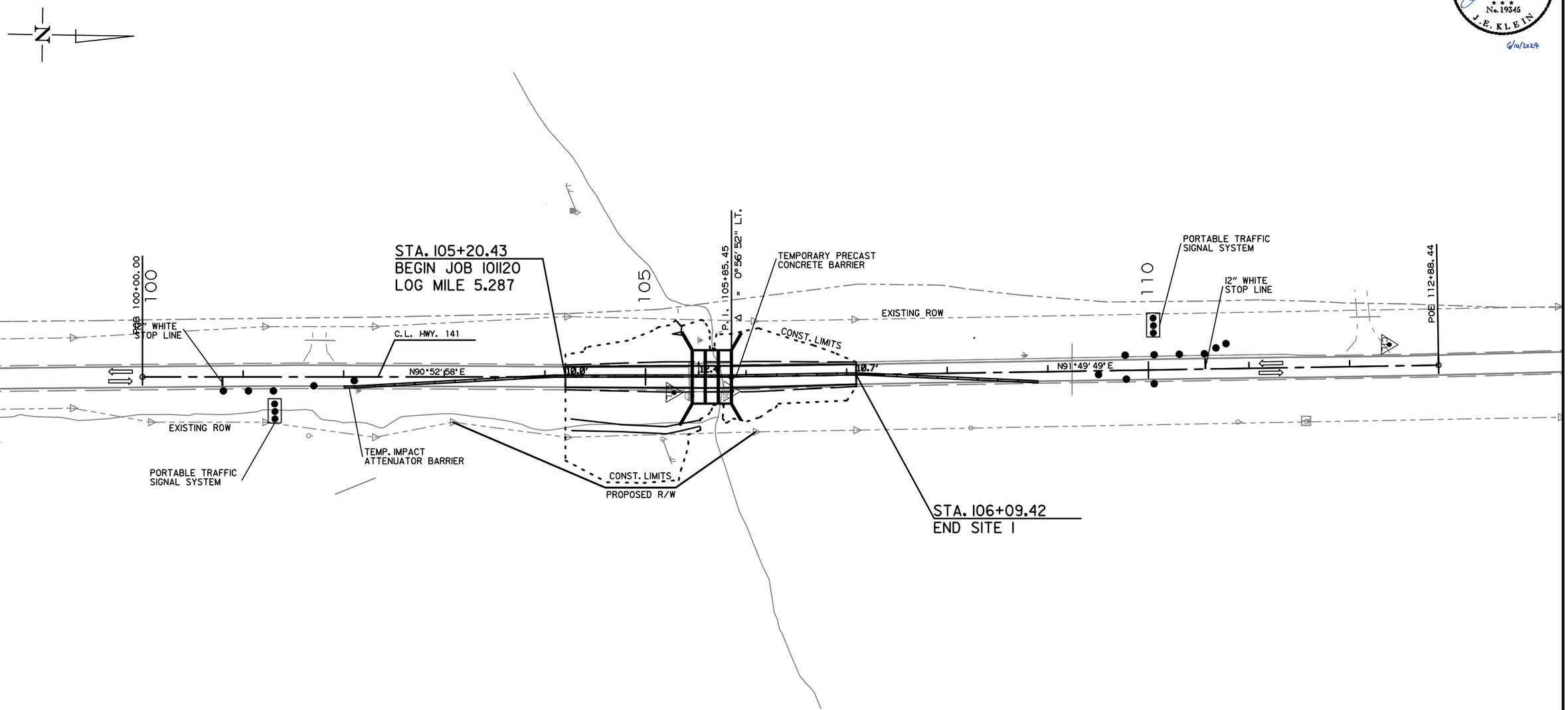
STAGE 2 QUANTITIES

CONSTRUCTION PAVEMENT MARKINGS = 20 LIN. FT.
PORTABLE TRAFFIC SIGNAL SYSTEM = 1 EACH
SIGNS = 332.5 SQ. FT.
TRAFFIC DRUMS = 14 EACH
TEMPORARY PRECAST CONCRETE BARRIER = 680 LF
TEMPORARY IMPACT ATTENUATOR BARRIER = 1 EACH
RAISED PAVEMENT MARKERS = 10 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	21	61

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 CONSTRUCTION SEQUENCE:

MAINTAIN TRAFFIC ON EXISTING ROAD.

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE BEGINNING OF JOB AS SHOWN ON THE ADVANCE WARNING DETAIL.

INSTALL CONSTRUCTION PAVEMENT MARKINGS IF AND WHERE DIRECTED BY THE ENGINEER.

USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 55' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS.

CONSTRUCT STRUCTURES AND EMBANKMENT ON RT. FROM STA. 217+45.22 TO STA 218+51.18.

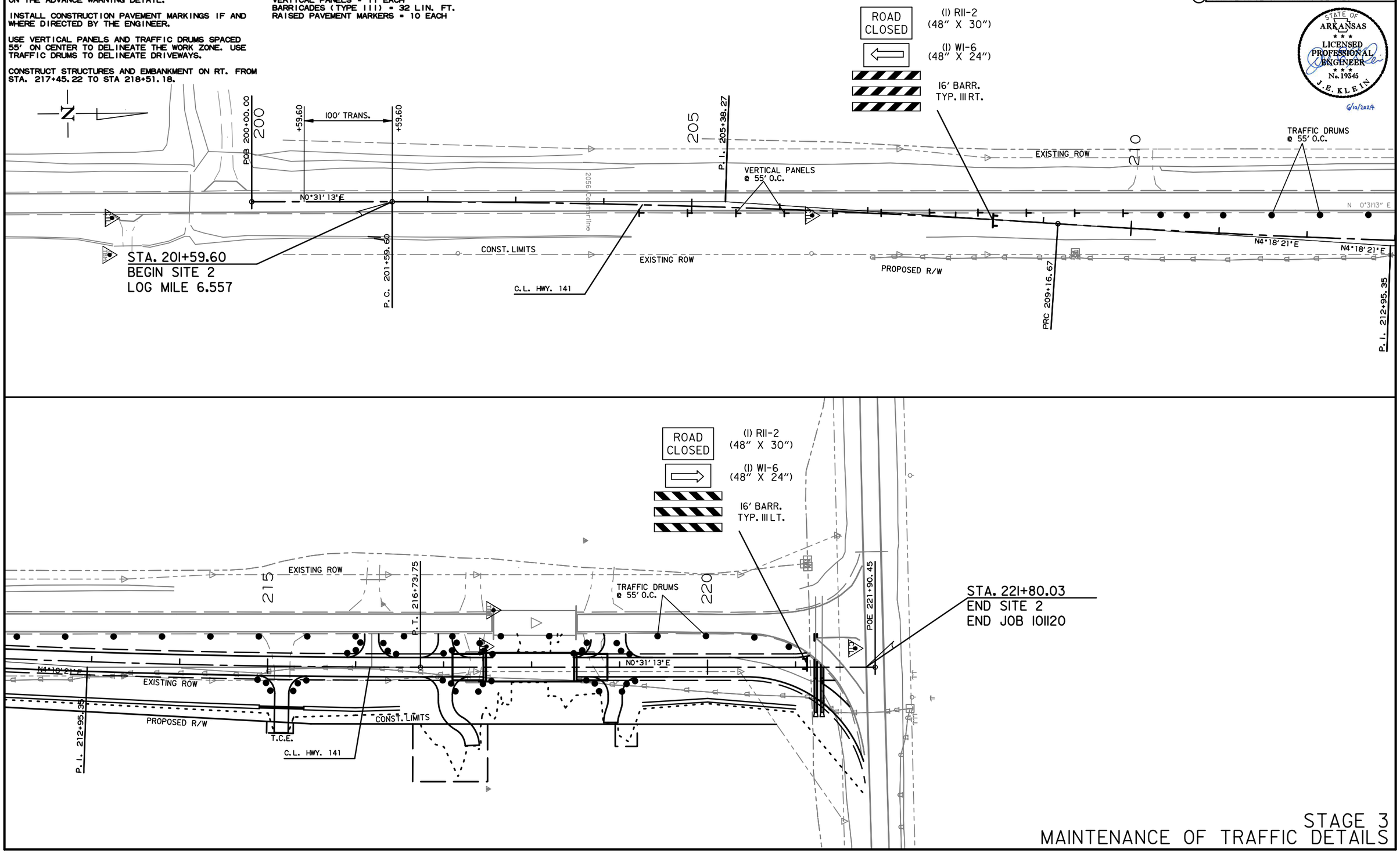
STAGE 3 QUANTITIES

SIGNS = 215.5 SQ. FT.
TRAFFIC DRUMS = 58 EACH
CONSTRUCTION PAVEMENT MARKINGS = 8082 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1555 LIN. FT.
VERTICAL PANELS = 11 EACH
BARRICADES (TYPE III) = 32 LIN. FT.
RAISED PAVEMENT MARKERS = 10 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	22	61

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 CONSTRUCTION SEQUENCE:

INSTALL CONSTRUCTION PAVEMENT MARKINGS AND SHIFT TRAFFIC TO NEW HIGHWAY 141.

REFER TO CROSS SECTIONS FOR REMOVAL OF TYPICAL SECTION OF OLD ROADWAY AND DITCH CONSTRUCTION.

CONSTRUCT FINAL 2" SURFACE COURSE OVERLAY AND INSTALL PERMANENT PAVEMENT MARKINGS UNDER TRAFFIC.

OPEN ROADWAY TO NORMAL TRAFFIC.

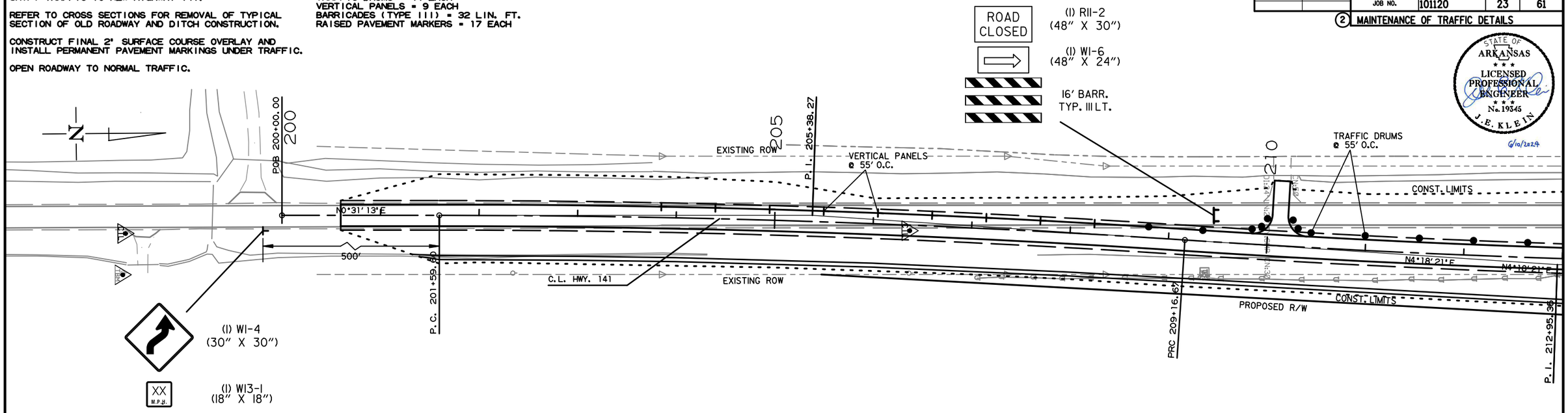
STAGE 4 QUANTITIES

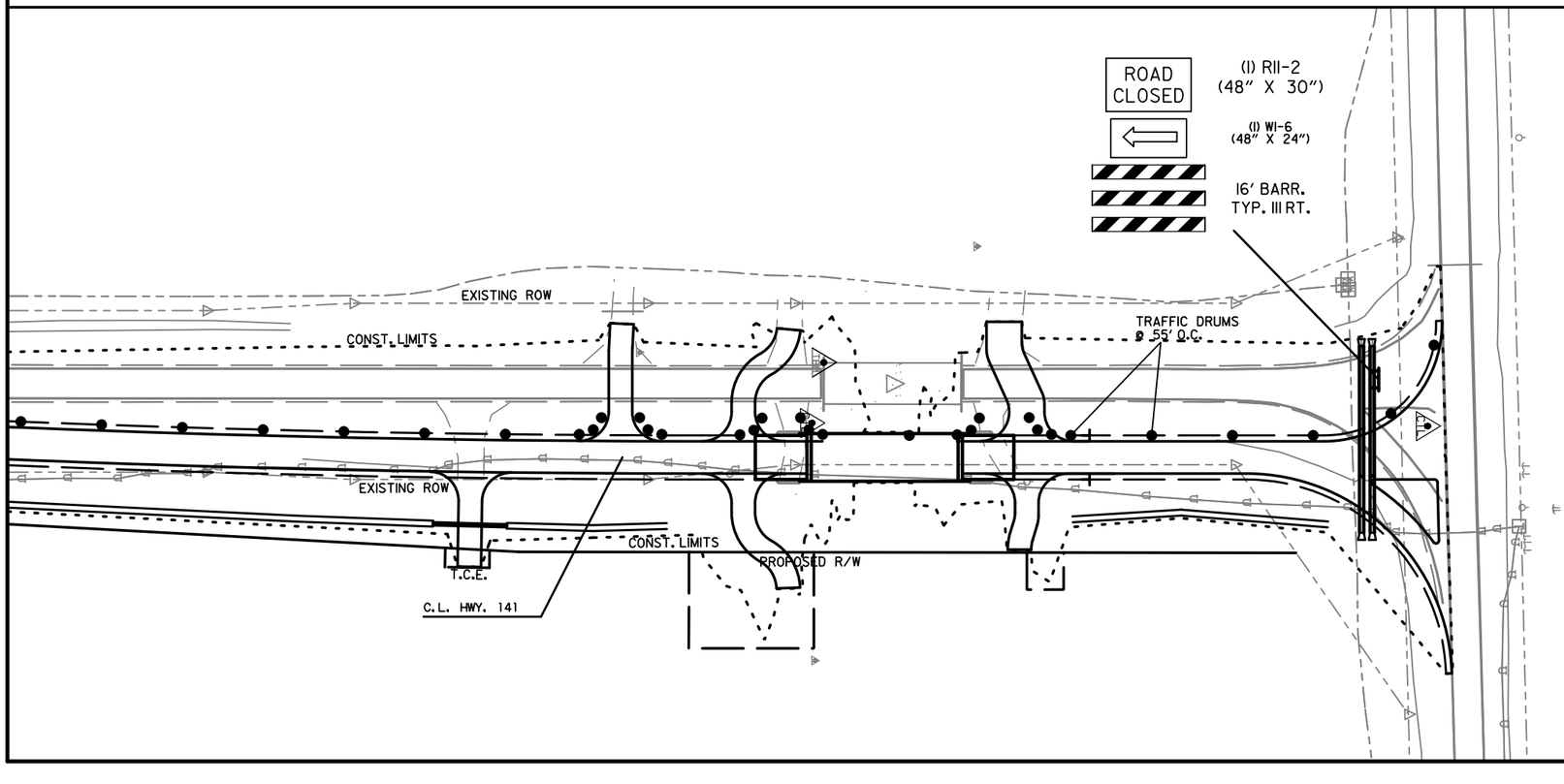
SIGNS = 226.75 SQ. FT.
TRAFFIC DRUMS = 44 EACH
VERTICAL PANELS = 9 EACH
BARRICADES (TYPE III) = 32 LIN. FT.
RAISED PAVEMENT MARKERS = 17 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	23	61

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024





STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	24	61

(2) PERMANENT PAVEMENT MARKING DETAILS

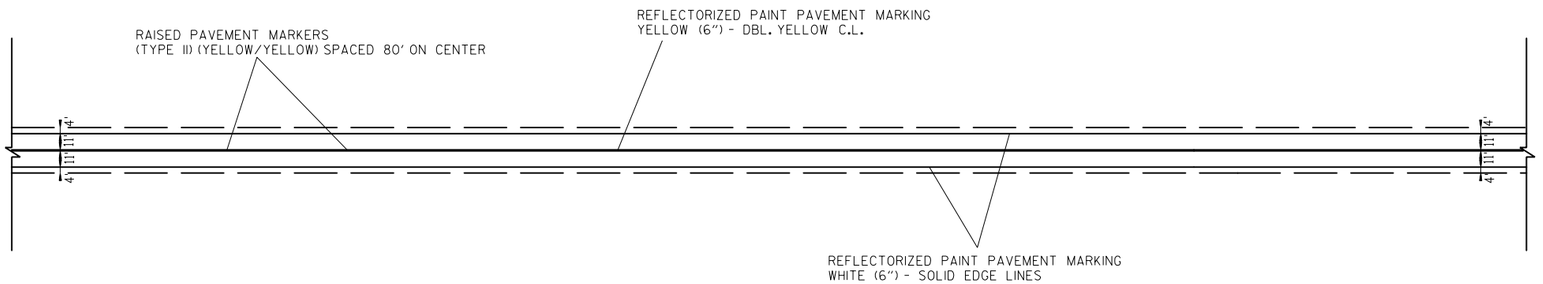
PERMANENT PAVEMENT MARKINGS

SITE 1:
REFLECTORIZED PAINT PAVEMENT MARKINGS WHITE (6") = 578 LIN. FT.
REFLECTORIZED PAINT PAVEMENT MARKINGS YELLOW (6") = 578 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) (80' O.C.) = 4 EACH

SITE 2:
REFLECTORIZED PAINT PAVEMENT MARKINGS WHITE (6") = 4418 LIN. FT.
REFLECTORIZED PAINT PAVEMENT MARKINGS YELLOW (6") = 4241 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) (80' O.C.) = 27 EACH

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE 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
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



TYPICAL 2-LANE PERMANENT PAVEMENT MARKING LAYOUT

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	25	61

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	STAGE 4	SITE 1	SITE 2	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	REFLECTORIZED PAINT PAVEMENT MARKING	
									TYPE II	6"	
									(YELLOW/YELLOW)	WHITE	YELLOW
	LIN. FT. - EACH						LIN. FT.	LIN. FT.	EACH	LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS			1555				1555				
CONSTRUCTION PAVEMENT MARKINGS	20	20	8082					8122			
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	10	10	10	17	4	27			78		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")					578	4517				5095	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")					578	4241					4819
TOTALS:							**1555**	**8122**	**78**	**5095**	**4819**

NOTE: THIS IS A LOW TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.
THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING.
CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

ADVANCED WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMP. IMPACT ATTEN. BARR.	TEMP. IMPACT ATTEN. BARR. (REPAIR)	TEMP. IMPACT ATTEN. BARR. (RELOCATION)	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED
												RIGHT	LEFT						
			LIN. FT. - EACH					NO.	SQ.FT.	EACH	EACH			LIN.FT.		EACH			WEEKS
G20-2	END ROAD WORK	36"x18"	3	3	3	3	3	3	13.5										
R2-1	SPEED LIMIT 45 MPH	24"x30"	2	2			2	2	10										
R2-1	SPEED LMIT 35 MPH	24"x30"	2	2			2	2	10										
R2-1	SPEED LIMIT 25 MPH	24"x30"	2	2			2	2	10										
R2-12	END WORK ZONE SPEED LIMIT	24"x36"	2	2			2	2	12										
R4-1	DO NOT PASS	24"x30"	8	8	8	8	8	8	40										
R10-6	STOP HERE ON RED	24"x36"	2	2			2	2	12										
R11-2	ROAD CLOSED	48"x30"			2	2	2	2	20										
W1-4R	REVERSE CURVE	36"x36"				1	1	1	9										
W1-6	LARGE ARROW	48"x24"			2	2	2	2	16										
W3-3	SIGNAL AHEAD	36"x36"	2	2			2	2	18										
W3-4	BE PREPARED TO STOP	36"x36"	2	2			2	2	18										
W3-5	REDUCED SPEED LIMIT AHEAD 45 MPH	36"x36"	2	2			2	2	18										
W8-1	BUMP	36"x36"	4	4	4	4	4	4	36										
W13-1	SPEED ADVISORY PLAQUE	18"x18"				1	1	1	2.25										
W20-1	ROAD WORK AHEAD	36"x36"	3	3	3	3	3	3	27										
W20-1	ROAD WORK 1500 FT	36"x36"	2	2	1	1	2	2	18										
W20-1	ROAD WORK 1000 FT	36"x36"	1	1	1	1	1	1	9										
W20-1	ROAD WORK 500 FT	36"x36"	1	1	1	1	1	1	9										
W20-4	ONE LANE ROAD 1/2 MILE	36"x36"	2	2			2	2	18										
W20-4	ONE LANE ROAD 1000 FT	36"x36"	2	2			2	2	18										
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	4	4	4	4	4	4	36										
	TYPE III BARRICADE-RT. (16')				1	1	1					16							
	TYPE III BARRICADE-LT. (16')				1	1	1						16						
	VERTICAL PANELS				11	9	11			11									
	TRAFFIC DRUMS		15	14	58	44	58				58								
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		680				680							680					
	RELOCATING PRECAST CONCRETE BARRIER			680			680								680				
	TEMPORARY IMPACT ATTENUATION BARRIER		1				1									1			
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		1	1			2										2		
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)			1			1											1	
	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED		1	1			1												10
TOTALS:									**380**	**11**	**58**	**16**	**16**	**680**	**680**	**1**	**2**	**1**	**10**

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	26	61

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
217+88	36	19	58.69	90	26	39.18	3' RT.	0-5	29	9	A-4	BROWN
218+92	36	19	59.72	90	26	39.14	3' RT.	0-5	28	8	A-4	GRAY

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

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU.YD.	CU.YD.	POUND	TON
217+10.20	217+45.20	HWY. 141- LT. SIDE	4.19		206	
217+10.20	217+45.20	HWY. 141- RT. SIDE	4.19		206	
217+10.20	217+45.20	HWY. 141		51.34	6046	35.29
218+51.20	218+86.20	HWY. 141- LT. SIDE	4.19		206	
218+51.20	218+86.20	HWY. 141- RT. SIDE	4.19		206	
218+51.20	218+86.20	HWY. 141		51.34	6046	35.29
TOTALS:			16.76	102.68	12916	70.58

NOTE: USE T = 13" FOR 8' SHOULDER.

EARTHWORK

STATION	STATION	LOCATION/DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
104+20.43	107+09.42	HWY. 141 STAGE 1- MAIN LANES	174	91
104+20.43	107+09.42	HWY. 141 STAGE 2 - MAIN LANES	440	324
200+59.60	221+80.03	HWY. 141 STAGE 3 - MAIN LANES	1621	11035
200+59.60	221+80.03	HWY. 141 STAGE 4 - MAIN LANES	4156	498
ENTIRE	PROJECT	APPROACHES	315	295
105+65.92	PROJECT	CHANNEL CHANGE	351	
TOTALS:			7057	12243

REMOVAL AND DISPOSAL OF CULVERTS

STATION	DESCRIPTION	PIPE CULVERTS
		EACH
221+26	36"W x 24"H x 92' C.M. PIPE CULVERT	2
TOTAL:		2

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

EROSION CONTROL MATTING

	STATION	STATION	LOCATION	LENGTH	CLASS 3
				LIN. FT.	SQ. YD.
*	ENTIRE	PROJECT	TO BE USED IF AND WHERE	500.00	444.44
			DIRECTED BY THE ENGINEER		
	TOTAL:				444.44

NOTE: AVERAGE WIDTH = 8'-0"

* QUANTITIES ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS

CLEARING & GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
105+20	106+09	HWY. 141 SITE 1	1	1
201+60	221+80	HWY. 141 SITE 2	19	19
TOTALS:			20	20

BRIDGE END TERMINALS

STATION	LOCATION	BRIDGE END TERMINAL
		EACH
217+40.22	LT. SIDE	1
217+40.22	RT. SIDE	1
218+56.18	LT. SIDE	1
218+56.18	RT. SIDE	1
TOTAL:		4

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
105+46	R.C. BOX HEADWALL	1
217+45	BRIDGE END	1
TOTAL:		2

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	10	20
DIRECTED BY THE ENGINEER		
TOTALS:	10	20

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

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
221+26.54	HWY. 141	18.08	63	15
TOTAL:				15

AVG. DEPTH = 13"

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL									
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	FILTER SOCK (18")	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	SILT FENCE	SEDIMENT BASIN	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
											(E-3)	(E-5)	(E-6)	(E-11)	(E-14)		
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	LIN. FT.	BAG	CU.YD.	LIN. FT.	CU. YD.	CU.YD.	CU. YD.
104+20	107+09	STAGE 1 - SITE 1	0.25	0.50	0.25	25.5	0.25	0.29	0.29	5.9	141	22	3	237			10
104+20	107+09	STAGE 2 - SITE 1	0.41	0.82	0.41	41.8	0.41	0.45	0.45	9.2	161	22	3	241			10
200+60	221+80	STAGE 3 - SITE 2	3.49	6.98	3.49	356.0	3.49	3.81	3.81	77.7	344	242	33				11
200+60	221+80	STAGE 4 - SITE 2	1.88	3.76	1.88	191.8	1.88	2.99	2.99	61.0				2041			76
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			1.51	3.02	1.51	154.0	1.51	1.89	1.89	38.6	162	88	10	630	133	133	156
TOTALS:			7.54	15.08	7.54	769.1	7.54	9.43	9.43	192.4	808	374	49	3149	133	133	263

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

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	27	61

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

STRUCTURES

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS IV) 36"X23" LIN. FT.	FLARED END SECTION FOR R.C. PIPE CULVERTS 36"X23" EACH	TEMPORARY CULVERTS 18" LIN. FT.	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY CU. YD.	REINF. STEEL-ROADWAY (GRADE 60) POUND	UNCL.EXC. FOR STR.-ROADWAY CU. YD.	SOLID SODDING SQ. YD.	WATER M. GAL.	STD. DWG. NOS.
					LIN. FT.								
220+00	HWY. 141			62									PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
221+27	HWY. 141	248	4										PCC-1, FES-1, FES-2
TOTALS:		**248**	**4**	**62**									
STRUCTURES OVER 20' - 0" SPAN													
105+66	HWY. 141				12	7	53	211.09	27966	96	36	0.45	SPECIAL DETAILS, PCB-1, RCB-1, RCB-2
SUBTOTALS:								**211.09**	**27966**	**96**	**36**	**0.45**	
TOTALS:		**248**	**4**	**62**				**211.09**	**27966**	**96**	**36**	**0.45**	

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

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

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

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH (FEET)	ACHM SURFACE COURSE (1/2") 220 LBS PER SQ. YD. (PG 64-22) SQ. YD.	ACHM SURFACE COURSE (1/2") 220 LBS PER SQ. YD. (PG 64-22) TON	AGGREGATE BASE COURSE (CLASS 7) TON	SIDE DRAINS 18" LIN. FT.	STANDARD DRAWINGS
210+12	LT	HWY. 141	16	37.12	4.08	47.70		
215+16	RT	HWY. 141	16	36.90	4.06	56.69	50	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
216+18	RT	HWY. 141	16	37.36	4.11	71.08		
217+02	LT	HWY. 141	16	37.01	4.07	78.32		
217+02	RT	HWY. 141	16	37.01	4.07	79.66		
218+95	LT	HWY. 141	24	51.23	5.64	111.50		
218+95	RT	HWY. 141	16	37.01	4.07	45.38		
* ENTIRE PROJECT TEMPORARY DRIVES						90.00		
TOTALS:				**273.64**	**30.10**	**580.33**	**50**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.4% MIN. AGGR.....5.6% ASPHALT BINDER

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS LIN. FT.	UNDERDRAIN OUTLET PROTECTORS EACH
* ENTIRE PROJECT TO BE USED IF AND			1000	4
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			**1000**	**4**

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

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH FEET	COLD MILLING ASPHALT PAVEMENT SQ. YD.
104+20.43	105+20.43	MAIN LANES	20.00	222.22
106+09.42	107+09.42	MAIN LANES	20.00	222.22
200+59.60	201+59.60	MAIN LANES	20.00	222.22
TOTAL:				**666.66**

NOTE: COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FURTHER THAN FIVE MILES FROM EACH SITE.

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE	50
		DIRECTED BY THE ENGINEER	
TOTAL:			**50**

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

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	20
ENGINEER	
TOTAL:	**20**

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

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH FEET	AGGREGATE BASE COURSE (CLASS 7) TON / STATION	AGGREGATE BASE COURSE (CLASS 7) TON	TACK COAT (0.05 GAL. PER SQ. YD.) TOTAL WID. FEET	(0.05 GAL. PER SQ. YD.) SQ.YD.	(0.05 GAL. PER SQ. YD.) GALLON	TACK COAT (0.17 GAL. PER SQ. YD.) TOTAL WID. FEET	(0.17 GAL. PER SQ. YD.) SQ.YD.	(0.17 GAL. PER SQ. YD.) GALLON	TOTAL GALLONS	ACHM BINDER COURSE (1") AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	ACHM SURFACE COURSE (1/2") AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	TOTAL PG 70-22 TON
MAIN LANES																									
104+20.43	105+20.43	HWY. 141- TRANSITION	100.00	53.50	53.50				20.00	222.22	37.78	37.78									30.00	333.33	220.00	36.67	36.67
105+20.43	106+09.42	HWY. 141- FULL DEPTH	88.99	192.50	171.31	44.71	442.08	22.10				22.10	22.46	222.08	330.00	36.64	22.25	220.00	220.00	24.20	30.00	296.63	220.00	32.63	56.83
106+09.42	107+09.42	HWY. 141- TRANSITION	100.00	53.50	53.50				20.00	222.22	37.78	37.78									30.00	333.33	220.00	36.67	36.67
200+59.60	201+59.60	HWY. 141- TRANSITION	100.00	53.50	53.50				20.00	222.22	37.78	37.78									30.00	333.33	220.00	36.67	36.67
201+59.60	208+50.73	HWY. 141- NOTCH & WIDEN	691.13	VAR.	507.78	VAR.	1249.52	62.48	20.00	1535.84	261.09	323.57	VAR.	617.22	330.00	101.80	VAR.	604.30	220.00	66.33	30.00	2303.77	220.00	253.41	319.74
208+50.73	217+10.20	HWY. 141- FULL DEPTH	859.47	192.50	1654.48	44.71	4269.66	213.48				213.48	22.46	2144.86	330.00	353.90	22.25	2124.80	220.00	233.73	30.00	2864.90	220.00	315.14	548.87
218+86.20	220+44.40	HWY. 141- FULL DEPTH	158.20	192.50	304.54	44.71	785.90	39.30				39.30	22.46	394.80	330.00	65.14	22.25	391.11	220.00	43.02	30.00	527.33	220.00	58.01	101.03
220+44.40	221+80.03	HWY. 141- INTERSECTION	135.63	VAR.	530.49	VAR.	1871.53	93.58				93.58	VAR.	937.96	330.00	132.51	VAR.	933.57	220.00	102.69	VAR.	1101.69	220.00	121.19	223.88
ADDITIONAL FOR LEVELING AND GRADE RAISE																									
201+59.60	208+50.73	HWY. 141	691.13			VAR.	1096.60	186.42				186.42					VAR.	0.00	VAR.	243.49					243.49
208+50.73	211+00.00	GRADE RAISE	249.27			44.00	1218.65	60.93	22.00	1044.81	177.62	238.55	22.00	1044.81	VAR.	364.51									
TOTALS:					**3329.10**		**10933.94**	**678.29**		**3247.31**	**552.05**	**1230.34**		**5361.73**		**1054.50**		**4273.78**		**713.46**		**8094.31**		**890.39**	**1603.85**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.4% MIN. AGGR.....5.6% ASPHALT BINDER
ACHM BINDER COURSE (1").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	28	61
		07681 - QUANTITIES - 67334				

SCHEDULE OF BRIDGE QUANTITES - JOB NO. 101120

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SP, SS, & 802	SP, SS, & 802	SP & 803	SS & 804	SS & 804	SS & 805	SS & 805	SS & 805	SS & 805	SP, SS, & 807	807	812	SS & 816	SS & 816
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS 2 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STEEL SHELL PILING (16" DIAMETER)	STEEL SHELL PILING (20" DIAMETER)	PILE ENCASEMENT	PREBORING	STRUCTURAL STEEL IN BEAM SPANS (A709, GR. 50W)	PAINTING STRUCTURAL STEEL	BRIDGE NAME PLATE (TYPE D)	DUMPED RIPRAP	FILTER BLANKET
			UNIT	LUMP SUM	CUBIC YARD	CUBIC YARD	CUBIC YARD	SQUARE YARD	POUND	POUND	LINEAR FOOT	LINEAR FOOT	LINEAR FOOT	LINEAR FOOT	POUND	TON	EACH	CUBIC YARD	SQUARE YARD
07681	HIGHWAY 141 OVER DITCH NO. 8	END BENT NO. 1			97	13.74			1,940	550	200			40				258	516
		INTERMEDIATE BENT NO. 2				15.43			2,300	610		375	70						
		INTERMEDIATE BENT NO. 3				15.43			2,300	610		375	70						
		END BENT NO. 4			73	13.74			1,940	550	200			40				211	421
		105'-0" CONTINUOUS COMP. W-BEAM UNIT					151.5	457.2		36,310					41,340	4.9	1		
		SITE NO. 2 (BRIDGE NO. 07681)		1															
TOTALS FOR BRIDGE NO. 07681					170	58.3	151.5	457.2	8,480	38,630	400	750	140	80	41,340	4.9	1	469	937
		(1) SITE NO. 1 (STA. 105+45.92)		1															
TOTALS FOR JOB NO. 101120				1	170	58.3	151.5	457.2	8,480	38,630	400	750	140	80	41,340	4.9	1	469	937

(1) Existing Bridge No. M3564 is 29.6' wide (27.9' clear roadway) and 42.0' long and consists of steel I-beam spans (1 span total) supported by timber pile bents.

This bridge shall be removed in accordance with Section 205. All remaining material from the existing bridge shall become property of the Contractor.

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.20726 MARTIN A. CHORKEY

5-10-24

BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
HWY. 141 STRS. & APPRS. (S)

CLAY COUNTY
ROUTE 141 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: UVK DATE: OCT 2023 FILENAME: bl0ll20_ql.dgn
CHECKED BY: MAC DATE: FEB 2024 SCALE: NONE
DESIGNED BY: SR DATE: OCT 2023

BRIDGE NO. 07681 DRAWING NO. 67334

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	29	61

(2) SUMMARY OF QUANTITIES AND REVISIONS

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 19345 J. E. KLEIN 6/10/2024

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	20	STATION
201	GRUBBING	20	STATION
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	2	EACH
SP, SS, & 210	UNCLASSIFIED EXCAVATION	7057	CU. YD.
SP & 210	COMPACTED EMBANKMENT	12243	CU. YD.
SP & 210	SOIL STABILIZATION	50	TON
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	3980	TON
SS & 401	TACK COAT	1250	GAL.
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	1013	TON
SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")	42	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	1543	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	2	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	90	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	667	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	10	TON
SP, SS, & 504	APPROACH SLABS	102.68	CU. YD.
SP, SS, & 504	APPROACH GUTTERS	16.76	CU. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	62	LIN. FT.
SS & 604	SIGNS	380	SQ. FT.
SS & 604	BARRICADES	32	LIN. FT.
SS & 604	TRAFFIC DRUMS	58	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	680	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	680	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	8122	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	1555	LIN. FT.
SS & 604	VERTICAL PANELS	11	EACH
SS & 606	36" X 23" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS IV)	248	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN	50	LIN. FT.
SS & 606	36" X 23" FLARED END SECTIONS FOR REINFORCED CONCRETE ARCH PIPE CULVERTS	4	EACH
SS & 606	SELECTED PIPE BEDDING	20	CU. YD.
SS & 611	4" PIPE UNDERDRAINS	1000	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	4	EACH
SS & 615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)	15	TON
620	LIME	15	TON
620	SEEDING	7.54	ACRE
SS & 620	MULCH COVER	16.97	ACRE
620	WATER	962.0	M. GAL.
621	TEMPORARY SEEDING	9.43	ACRE
621	SILT FENCE	3149	LIN. FT.
621	SAND BAG DITCH CHECKS	374	BAG
621	SEDIMENT BASIN	133	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	133	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	263	CU. YD.
621	ROCK DITCH CHECKS	49	CU. YD.
SS & 621	FILTER SOCK (18")	808	LIN. FT.
623	SECOND SEEDING APPLICATION	7.54	ACRE
624	SOLID SODDING	36	SQ. YD.
626	EROSION CONTROL MATTING (CLASS 3)	444	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SP & 701	PORTABLE TRAFFIC SIGNAL SYSTEM-ACTUATED	10	WEEKS
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")	5095	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	4819	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	78	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	1	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	2	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	1	EACH
SS & 734	BRIDGE END TERMINAL	4	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	12916	POUND
	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
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	170	CU. YD.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	96	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	211.1	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-BRIDGE	58.3	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE	151.5	CU. YD.
SP & 803	CLASS 2 PROTECTIVE SURFACE TREATMENT	457.2	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	27966	POUND
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	8480	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	38630	POUND
SS & 805	STEEL SHELL PILING (16" DIAMETER)	400	LIN. FT.
SS & 805	STEEL SHELL PILING (20" DIAMETER)	750	LIN. FT.
SS & 805	PREBORING	80	LIN. FT.
SS & 805	PILE ENCASEMENT	140	LIN. FT.
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50W)	41340	POUND
812	BRIDGE NAME PLATE (TYPE D)	1	EACH
SS & 816	FILTER BLANKET	937	SQ. YD.
SS & 816	DUMPED RIPRAP	469	CU. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER

SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	30	61

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

SURVEY CONTROL COORDINATES

Project Name: s101120
Date: 5/5/2021
Coordinate System: ARKANSAS STATE PLANE – NORTH ZONE BASED ON STATIC OBS, PN:1 & 11
PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	723023.9907	1770888.0261	290.24	CTL	ARDOT STD MON STAMPED PN:1
2	723898.4950	1770855.5652	290.40	CTL	ARDOT STD MON STAMPED PN:2
3	724765.9139	1770837.6123	290.96	CTL	ARDOT STD MON STAMPED PN:3
4	725476.0387	1770778.9246	289.32	CTL	ARDOT STD MON STAMPED PN:4
5	726234.3253	1770686.7651	291.34	CTL	ARDOT STD MON STAMPED PN:5
6	729532.1765	1770539.8489	289.40	CTL	ARDOT STD MON STAMPED PN:6
7	730327.8026	1770544.3049	289.48	CTL	ARDOT STD MON STAMPED PN:7
8	731438.4065	1770565.2988	295.57	CTL	ARDOT STD MON STAMPED PN:8
9	731857.5470	1770571.1918	291.62	CTL	ARDOT STD MON STAMPED PN:9
10	731881.8366	1769829.6087	291.19	CTL	ARDOT STD MON STAMPED PN:10
11	731909.7597	1771401.2133	291.02	CTL	ARDOT STD MON STAMPED PN:11
900	723112.0379	1770825.5964	291.12	TBM	RBR W/ALUM CAP
901	724823.1000	1770835.3923	291.72	TBM	SQUARE CUT ON NE CRNR BR
902	726612.6157	1770628.0664	294.93	TBM	SQUARE CUT ON NE CRNR BR
903	729529.0186	1770581.7277	285.73	TBM	RBR W/ALUM CAP
904	731446.7042	1770524.1370	296.81	TBM	SQUARE CUT ON SW CRNR BR
905	731774.4257	1768333.3977	298.55	TBM	AHTD DISK SET SW CRNR BR
906	731964.8544	1771367.0635	291.70	TBM	X CUT ON BOLT WELL PUMP

*Note – Rebar and Cap – Standard – 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 1.0000053165 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 s101120gi.CTL
HORIZONTAL DATUM: NAD 83 (2011)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

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

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS – 0301–NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: STATIC OBS PN:1 & 11
CONVERGENCE ANGLE: 00 54 18.5 RIGHT AT PN:4 LT:N36°18'59.3321 LG:W90°26'38.0498
GRID AZIMUTH = ASTRONOMICAL AZIMUTH – CONVERGENCE ANGLE.

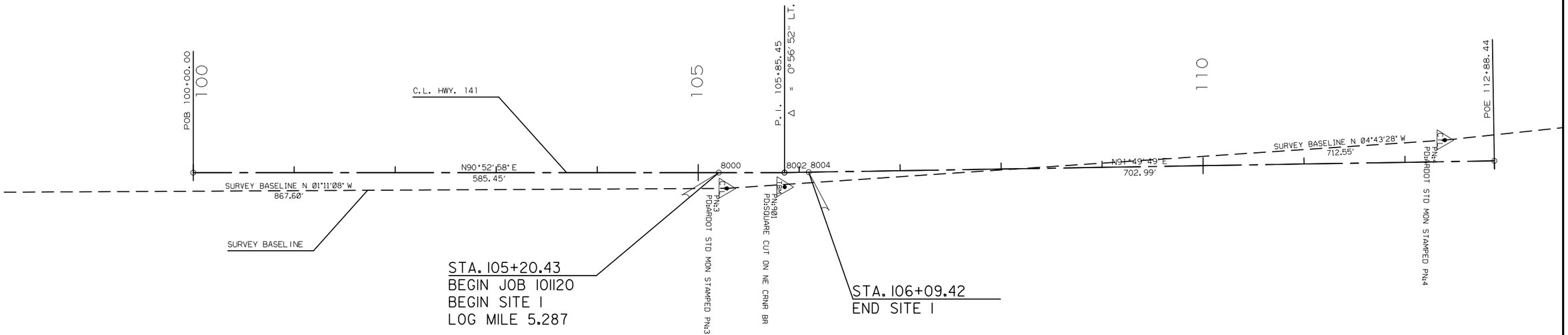
HWY. 141

POINT NUMBER	TYPE	STATION	NORTHING	EASTING
8000	POB	105+20.43	724757.6674	1770822.1191
8002	PI	105+85.45	724822.6830	1770821.1175
8004	POE	106+09.42	724846.6374	1770820.3519
8006	PC	201+5960	729850.6011	1770524.3070
8008	PRC	209+16.67	730606.8698	1770556.1773
8010	PT	216+73.75	731363.1384	1770588.0476
8012	POE	221+80.03	731869.3970	1770592.6460

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	31	61

(2) SURVEY CONTROL DETAILS

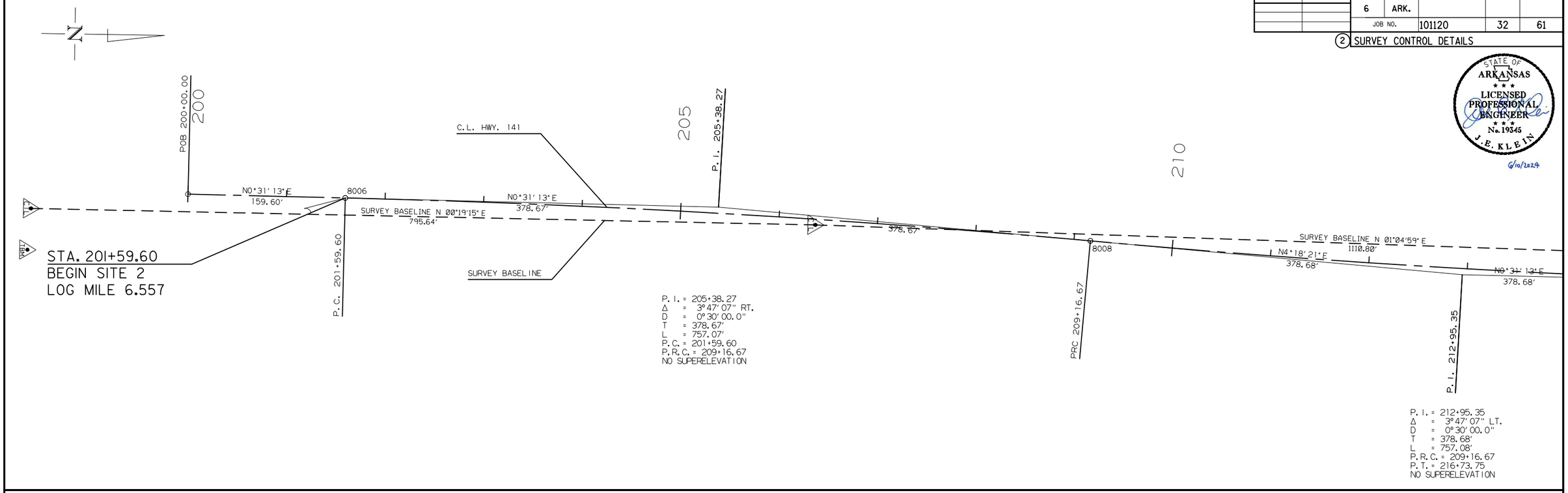
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

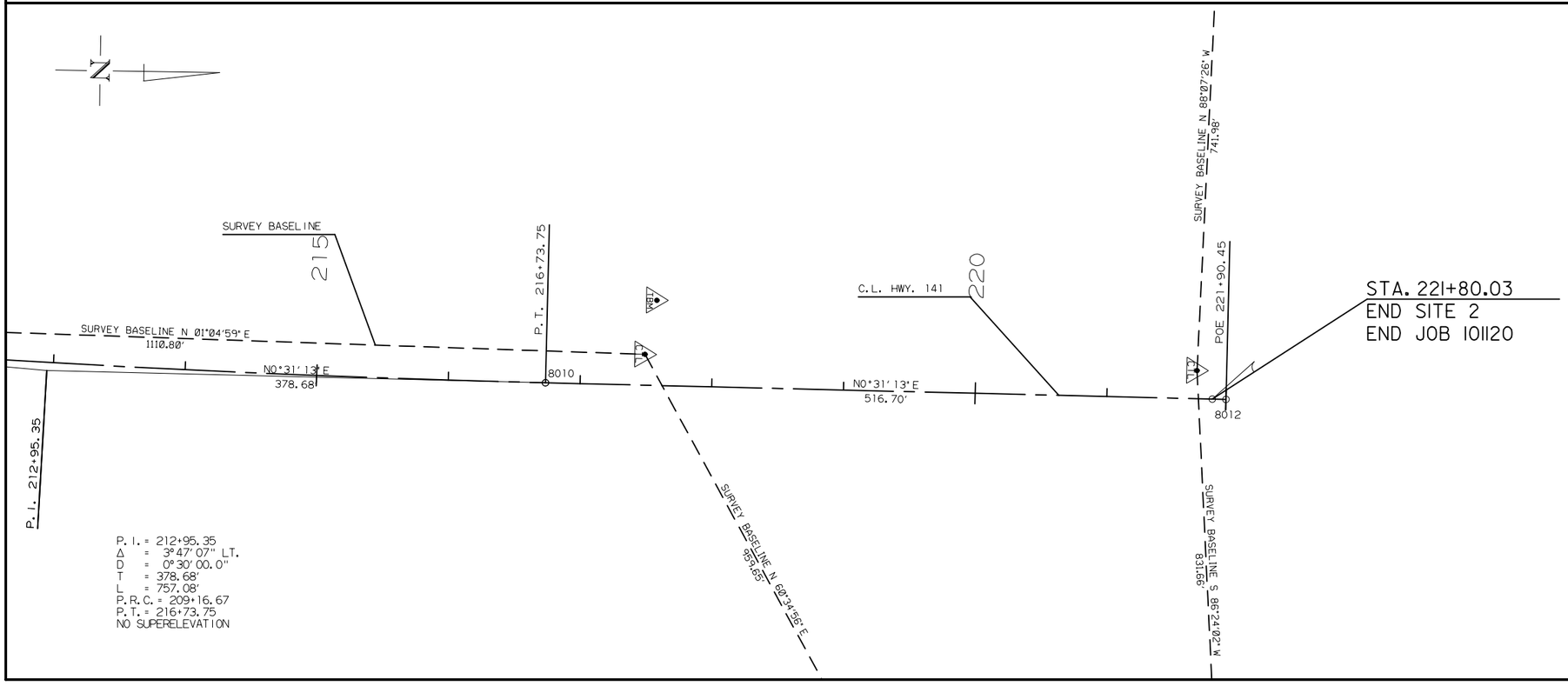


DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	32	61

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024





SURVEY CONTROL DETAILS

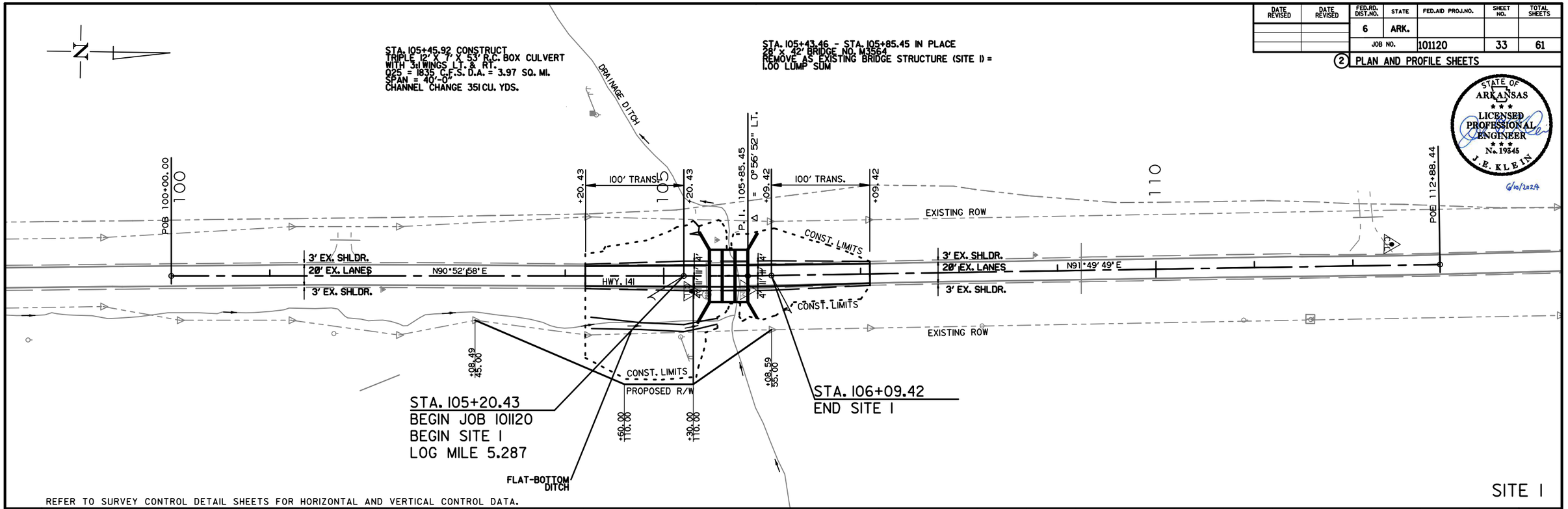
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	33	61

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024

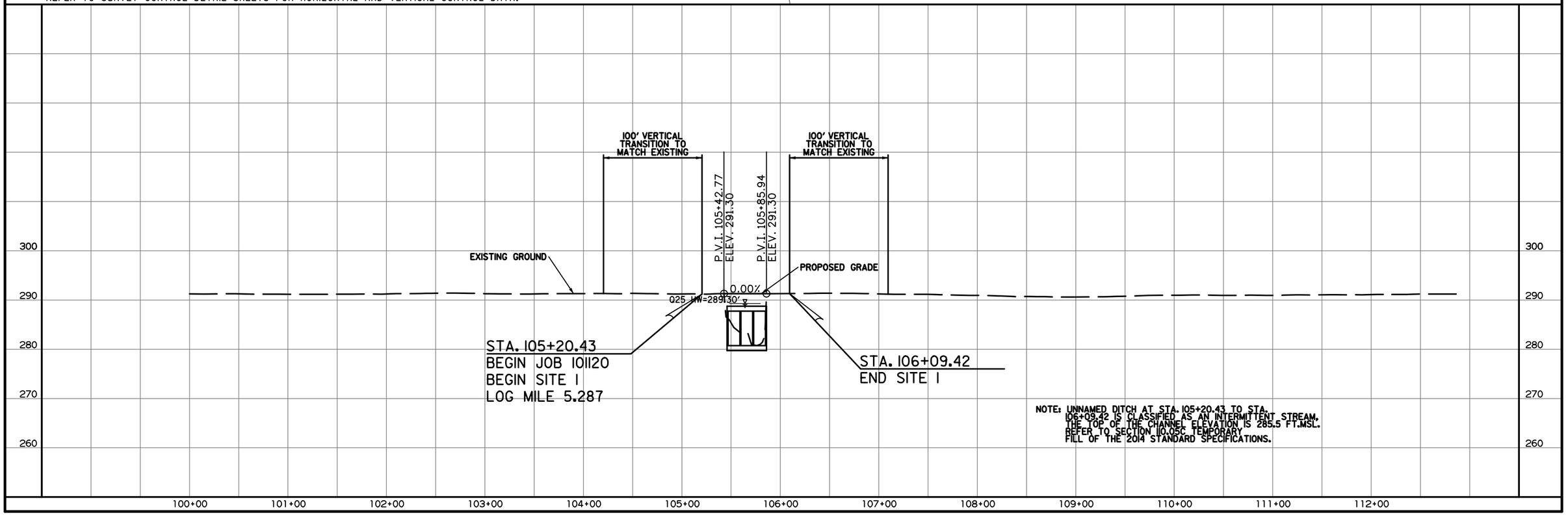
STA. 105+45.92 CONSTRUCT
TRIPLE 12' X 7' X 53' R.C. BOX CULVERT
WITH 31 WINGS LT. & RT.
Q25 = 1835 C.F.S. D.A. = 3.97 SQ. MI.
SPAN = 40'-0"
CHANNEL CHANGE 351 CU. YDS.

STA. 105+43.46 - STA. 105+85.45 IN PLACE
28' x 42' BRIDGE NO. M3564
REMOVE AS EXISTING BRIDGE STRUCTURE (SITE 1) =
1.00 LUMP SUM



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

SITE 1

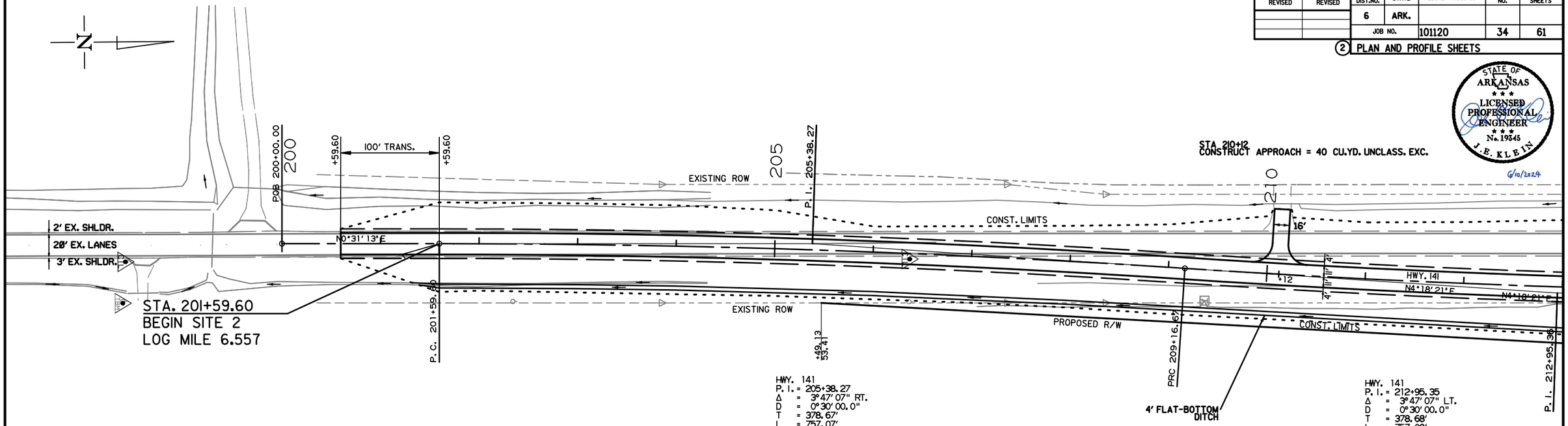


NOTE: UNNAMED DITCH AT STA. 105+20.43 TO STA. 106+09.42 IS CLASSIFIED AS AN INTERMITTENT STREAM. THE TOP OF THE CHANNEL ELEVATION IS 285.5 FT.MSL. REFER TO SECTION 210.05C TEMPORARY FILL OF THE 2014 STANDARD SPECIFICATIONS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	34	61

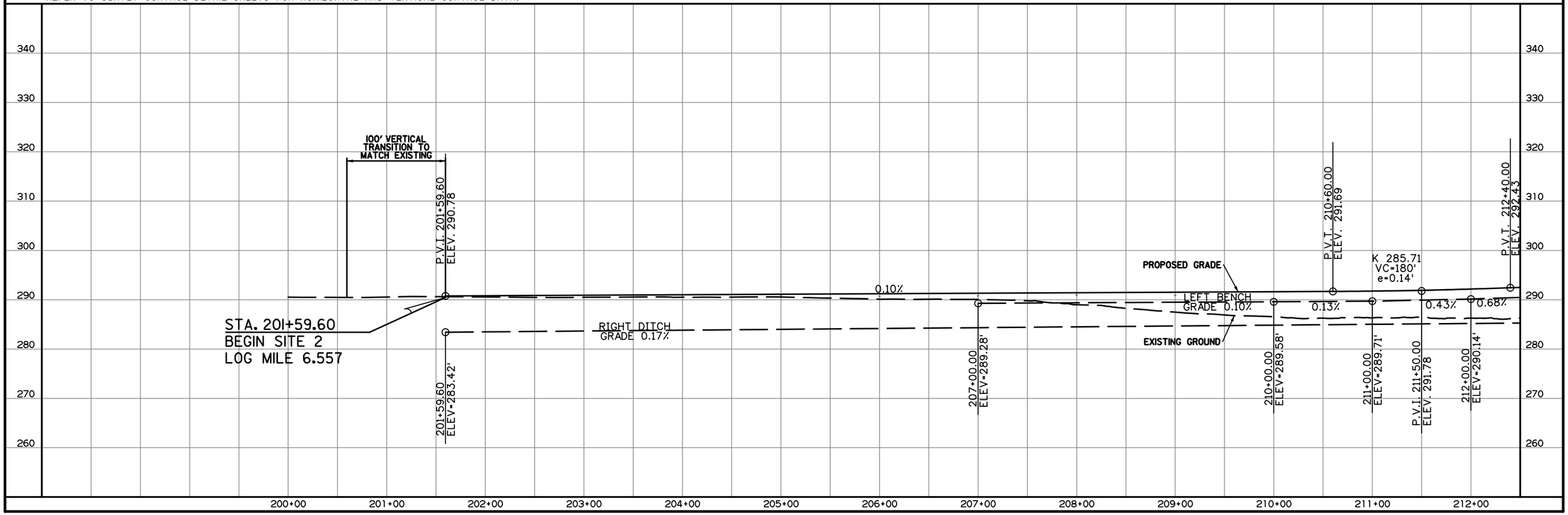
(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J. E. KLEIN
6/10/2024



SITE 2

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



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	35	61

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19345
J.E. KLEIN
6/10/2024

BRIDGE END TERMINAL	
STA. 217+40.22	1 EACH
STA. 217+40.22	1 EACH
STA. 218+56.18	1 EACH
STA. 218+56.18	1 EACH

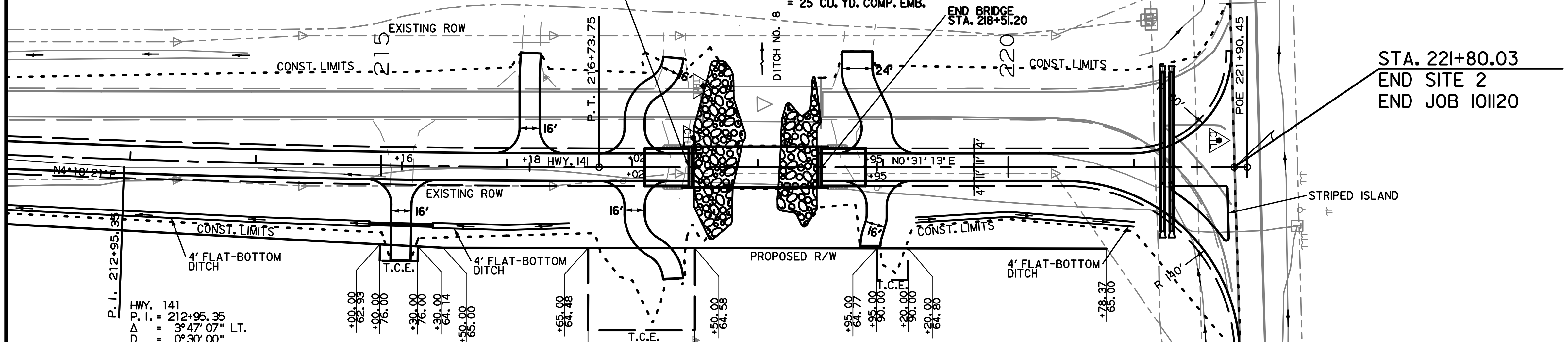
STA. 217+45.20 BRIDGE END
BRIDGE NO. 07681
105'-0" CONT. W-BEAM UNIT
(32'-41'-32')
30'-0" CLEAR ROADWAY
106'-0" TOTAL LENGTH
STA. 218+51.20 BRIDGE END

STA. 217+56.74 - STA. 218+50.46 IN PLACE
28' X 94' BRIDGE NO. M3566
REMOVE AS EXISTING BRIDGE STRUCTURE (SITE 2)
= 1.00 LUMP SUM

STA. 216+18
CONSTRUCT APPROACH = 95 CU. YD. UNCLASS. EXC.
= 25 CU. YD. COMP. EMB.

STA. 218+95
CONSTRUCT APPROACH = 110 CU. YD. UNCLASS. EXC.
= 5 CU. YD. COMP. EMB.

STA. 217+02
CONSTRUCT APPROACH = 60 CU. YD. UNCLASS. EXC.
= 25 CU. YD. COMP. EMB.



HWY. 141
P.I. = 212+95.35
Δ = 3°47'07" LT.
D = 0°30'00"
T = 378.68'
L = 757.08'
P.R.C. = 209+16.67
P.T. = 216+73.75
NO SUPERELEVATION

STA. 215+16 INSTALL
18" × 50' C.M. PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 5 CU. YD. UNCLASS EXC.
= 90 CU. YD. COMP. EMB.

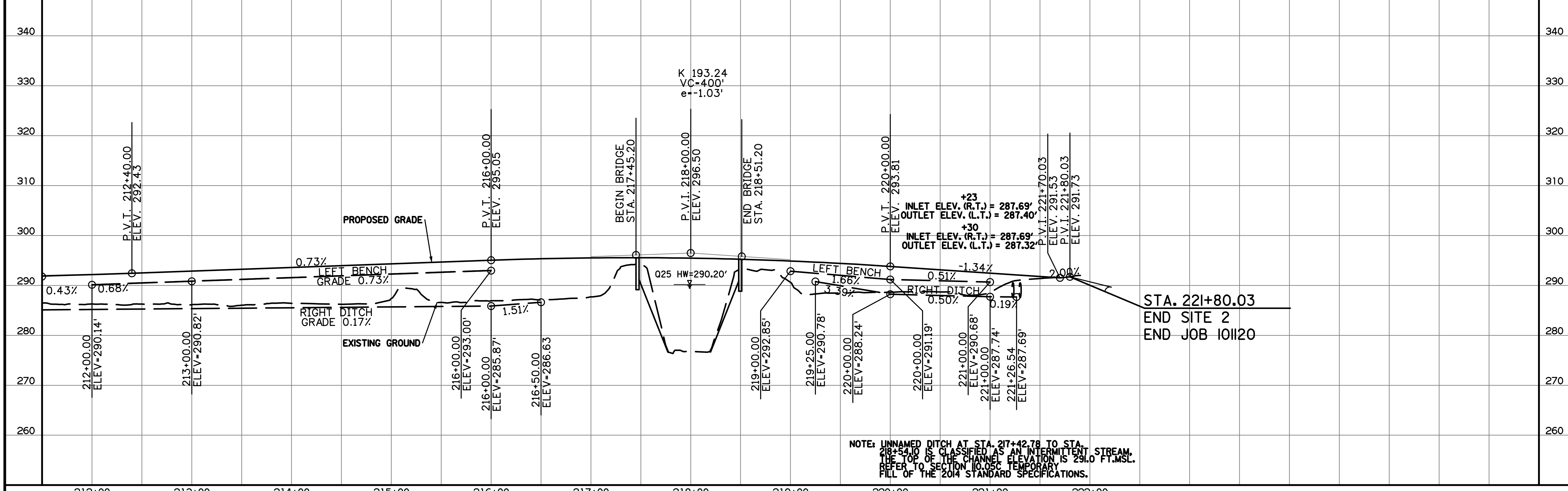
STA. 217+02
CONSTRUCT APPROACH = 20 CU. YD. UNCLASS. EXC.
= 150 CU. YD. COMP. EMB.

STA. 218+95
CONSTRUCT APPROACH = 25 CU. UD. UNCLASS. EXC.

STA. 221+26.54 IN PLACE
2 - 36"W × 24"H × 92' C.M. PIPE CULVERTS
WITH F.E.S. LT. & RT.
REMOVE AND INSTALL
2 - 36"W × 23"H × 124' R.C. PIPE CULVERTS
(CLASS IV)(TYPE 3 BEDDING)
WITH F.E.S. LT. & RT. (2) EA.
Q25 = 69.37 CFS, D.A. = 57.19 ACRES

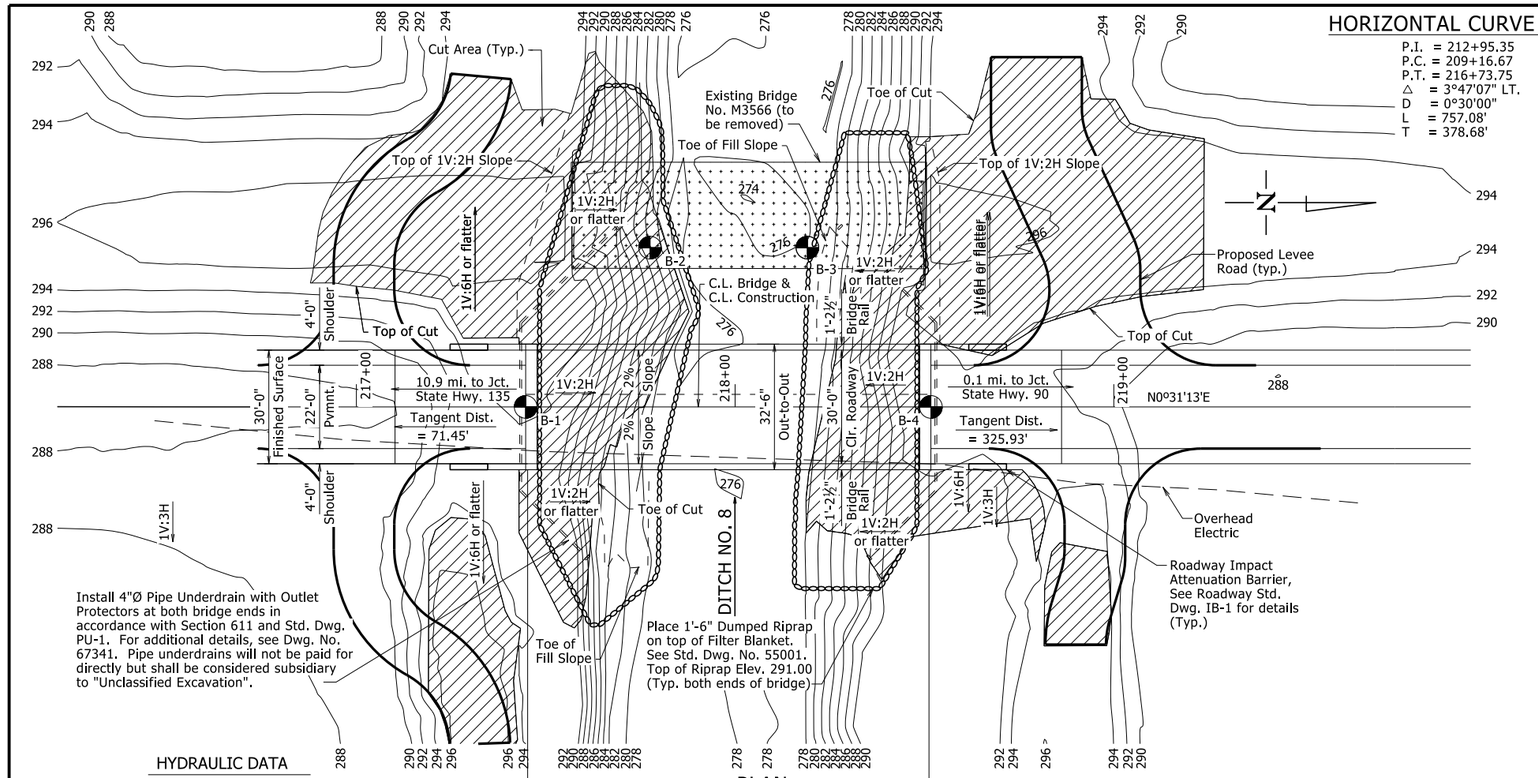
SITE 2

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



NOTE: UNNAMED DITCH AT STA. 217+42.78 TO STA. 218+54.10 IS CLASSIFIED AS AN INTERMITTENT STREAM. THE TOP OF THE CHANNEL ELEVATION IS 291.0 FT.MSL. REFER TO SECTION 110.05C TEMPORARY FILL OF THE 2014 STANDARD SPECIFICATIONS.

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	36	61
		07681 - LAYOUT - 67335				



PLAN

For R/W Data, See Roadway Plans.
Use Type F Approach Gutters and Type F Approach Slabs at both ends of bridge, see Std. Dwg. No. 55030F & Std. Dwg. No. 55040F1, respectively.

Stations shown are along C.L. Construction. Elevations shown are theoretical working point elevations at C.L. Bridge. Any vertical dimension referenced to C.L. Deck is based on theoretical working point elevation at C.L. Bridge. See Rounding Detail on Standard Drawing Number 55007 for additional information.

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	①NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	25	5,830	289.3	290.2
Base	100	7,910	290.3	290.5
Extreme	500	11,640	291.9	290.9
Overtopping	100	7,910	290.3	290.5

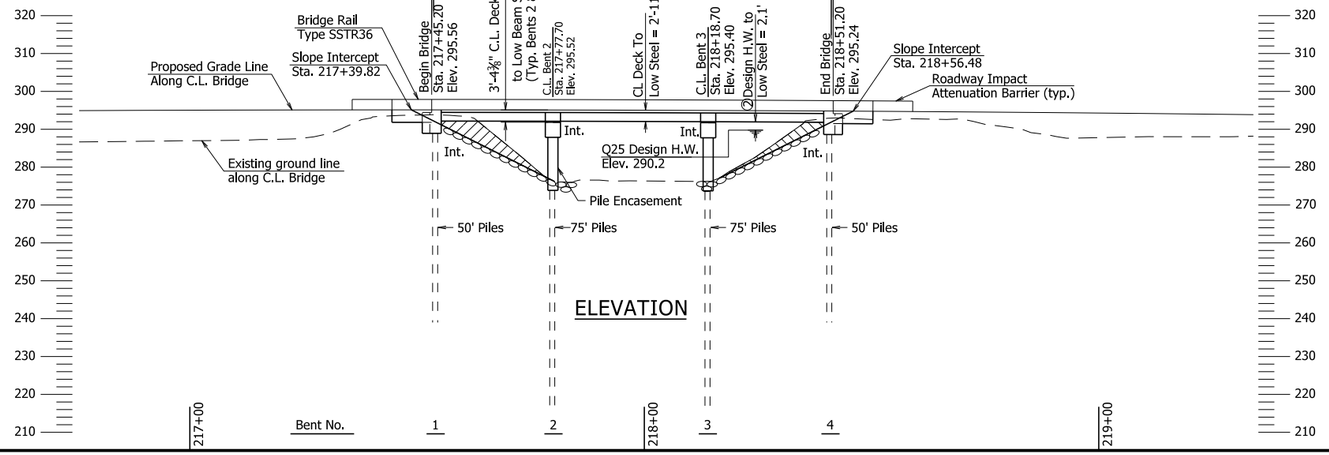
① Unconstricted water surface without structure or roadway approaches.

Q100 backwater elevation for existing structure = 290.7 ft.

② Proposed Low Bridge Chord elevation = 292.3 ft. and occurs at Sta. 218+48.20.

Drainage area = 45.9 square miles.

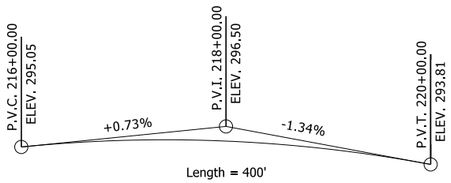
Historical H.W. Elev. = unknown



ELEVATION

VERTICAL CURVE DATA

Along C.L. Bridge
No Scale



HORIZONTAL CURVE DATA

P.I. = 212+95.35
P.C. = 209+16.67
P.T. = 216+73.75
Δ = 3°47'07" LT.
D = 0°30'00"
L = 757.08'
T = 378.68'

BENCHMARK: Vertical Control Data are shown on the Survey Control Data Sheets.

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

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020).

LIVE LOADING: HL-93

SEISMIC ZONE: 3 S_{D1}: 0.38 SITE CLASS: D

SEISMIC OPERATIONAL CLASSIFICATION: OTHER

MATERIALS AND STRENGTHS:
Class S(AE) Concrete (superstructure) f 'c = 4,000 psi
Class S Concrete (substructure) f 'c = 3,500 psi
Reinforcing Steel (AASHTO M 31 or M 322, Type A) fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50W) Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 36) Fy = 36,000 psi
Pipe Pile (ASTM A252, Gr. 3) Fy = 45,000 psi

BORING LOGS: Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL SHELL PILING: Piling in Bents 1 and 4 shall be 16" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 156 tons per pile. Piling in Bents 2 and 3 shall be 20" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 306 tons per pile. All piling shall be driven with an approved air, steam, or diesel hammer to a minimum tip elevation of 241 or lower at Bents 1 and 4 and to a minimum tip elevation of 215 or lower at Bents 2 and 3. Piling in end bents shall be driven after embankment to bottom of cap is in place. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. No additional payment will be made for cut-off or build-up. Test piles are not required but may be driven for the Contractor's information in accordance with Subsection 805.08(g).

Water jetting or other methods as approved by the Engineer may be required to achieve minimum penetration. This work shall not be paid for directly, but shall be considered incidental to the item "Steel Shell Piling (16" Dia.)" and "Steel Shell Piling (20" Dia.)".

DRIVING SYSTEM: The driving system approval and the ultimate bearing capacity determination for piling shall be based on the requirements of Subsection 805.09(b), "Method B - Wave Equation Analysis (WEAP)". It is estimated that the minimum rated hammer energy required to obtain the ultimate bearing capacity will be 27,000 foot pounds per blow for all piles at Bents 1 and 4 and 60,000 foot pounds per blow for all piles at Bents 2 and 3.

PREBORING: Preboring is required for all piling at Bents 1 and 4. Prebored holes shall have a diameter 6" greater than the diameter of the pile for a depth of 10' below the bottom of the cap. The void space around the pile after completion of driving shall be backfilled with sand or pea gravel. The Contractor shall be responsible for keeping prebored holes free of debris to backfilling which may require the use of temporary casings or other approved methods. Any related cost for backfilling and temporary casing will not be paid for directly, but shall be considered subsidiary to the item "Preboring".

PILE ENCASEMENT: Pile encasement for Bents 2 and 3 shall extend from bottom of cap to 3' below natural or finished ground. See Standard Drawing Number 55021 for additional information.

PAINTING: The following weathering steel surfaces shall be painted as specified in Section 807:
All steel surfaces within 6 feet of the beam ends, including the section encased in concrete. All three coats in accordance with Subsection 807.76 will be required.

All steel surfaces exposed to the outside face of the bridge, including outside faces & bottom of the exterior beams.

ASTM F3125, Grade A325 Type 3 bolts shall be used within these painted zones and shall be painted.

Galvanized members and surfaces in contact with concrete shall not be painted unless otherwise noted above. The color of paint shall be Brown equal or close to Fed. Std. 595 B, Color Chip No. 300700 and as approved by the Engineer. The finish system may be applied in the shop. Any damage to the paint system occurring during transport or installation shall be corrected according to the manufacturer's recommendations at no cost to the Department.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the concrete parapet rails in accordance with Section 803.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	67337
Intermediate Bents	67338
105'-0" Continuos Integral W-Beam Unit	67339 - 67343
General Notes for Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Concrete Filled Steel Shell Piling	55021
Type F Approach Gutter	55030F
Type F Approach Slab	55040F1

EXISTING BRIDGE: Existing Bridge No. M3566 (Log Mile 6.51) is 29.6' wide (27.9' clear roadway) and 94.0' long and consists of steel I-beam spans (2 spans total) supported by timber pile bents. The existing bridge is located approximately 50' downstream from the proposed new bridge. Plans of the existing structure, if available, may be obtained upon request to the Construction Contract Development Section of the Program Management Division.

REMOVAL AND SALVAGE: After the new bridge is open to traffic, the Contractor shall remove existing Bridge No. M3566 in accordance with Section 205. All material from the existing bridge shall become the property of the Contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20726
MARTIN A. CHORKEY
5-10-24
BRIDGE ENGINEER

LAYOUT OF BRIDGE
HIGHWAY 141 OVER DITCH NO.8
HWY. 141 STRS. & APPRS. (S)
CLAY COUNTY
ROUTE 141 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BTF DATE: AUG. 2022
CHECKED BY: MAC DATE: AUG. 2022
DESIGNED BY: MAC DATE: JULY 2022
FILENAME: b10l120_ll.dgn
SCALE: 1" = 20'

BRIDGE NO. 07681 DRAWING NO. 67335

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	37	61
		07681 - LAYOUT - 67336				

"N" VALUES

Boring B-1	Boring B-2	Boring B-3	Boring B-4
1.5-2.5, N=3	9.0-9.58, N=87	4.0-5.0, N=5	1.5-2.5, N=3
4.0-5.0, N=5	13.5-13.67, N=50	8.5-8.67, N=50	4.0-5.0, N=0
6.5-7.5, N=7	19.0-20, N=17	14.0-15.0, N=44	9.0-10.0, N=5
9.0-10.0, N=10	24.0-25.0, N=22	19.0-20.0, N=19	14.0-15.0, N=8
14.0-15.0, N=7	29.0-30.0, N=43	24.0-25.0, N=42	19.0-20.0, N=8
19.0-20.0, N=9	34.0-35.0, N=21	29.0-30.0, N=44	24.0-25.0, N=14
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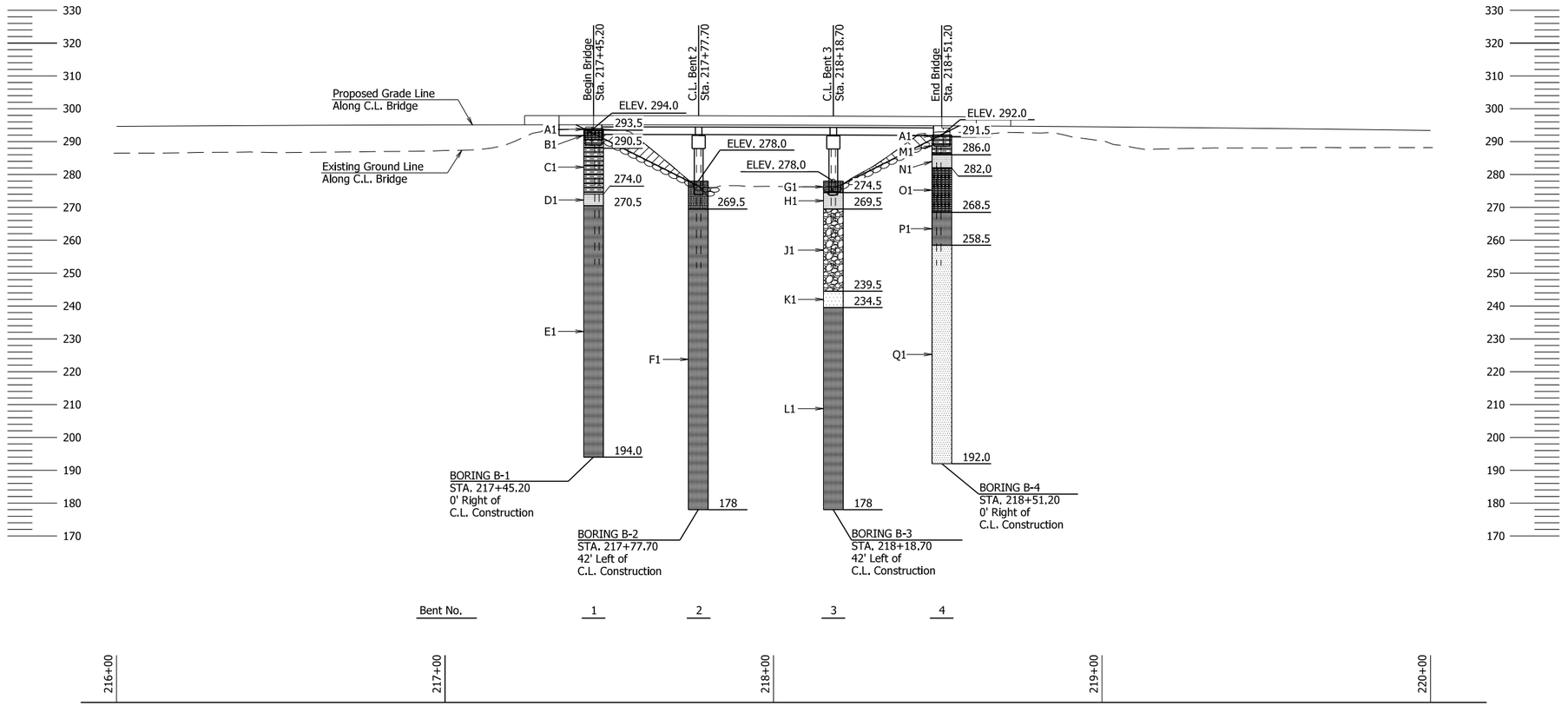
54.0-55.0, N=21	79.0-80.0, N=27	69.0-70.0, N=23	59.0-60.0, N=9
59.0-60.0, N=64	89.0-90.0, N=57	79.0-80.0, N=59	69.0-70.0, N=20
69.0-70.0, N=29	99.0-100.0, N=41	89.0-90.0, N=41	79.0-80.0, N=21
79.0-80.0, N=43		99.0-100.0, N=28	89.0-90.0, N=23
89.0-90.0, N=28			99.0-100.0, N=33
99.0-100.0, N=28			

BORING LEGEND

A1-Topsoil: 6 inches
B1-Soft, brown, sandy, LEAN CLAY, trace gravel and roots - CL
C1-Medium stiff to stiff, brown to gray, LEAN CLAY -(CL)
D1-Loose, gray, SAND with clay - SP-SC
E1-Medium dense to very dense, gray SAND - SP
F1-Very dense to medium dense, brown to gray SAND -SP
G1-Loose, brown SAND, some organics - SP
H1-Very dense, brown and gray GRAVEL - GP
J1-Dense to medium dense, brown to gray SAND - SP
K1-Medium dense, gray SAND with silt - SP-SM
L1-Medium dense to very dense, gray SAND - SP
M1-Soft to very soft, brown, LEAN CLAY - (CL)
N1-Medium stiff, brown SILT - (ML)
O1-Very stiff to medium stiff, brown to brown and gray, silty, LEAN CLAY - (CL)
P1-Medium dense, gray SAND with clay - SP-SC
Q1-Dense to loose, gray SAND - SP



ELEVATION OF SOIL BORINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20726
MARTIN A. CHORKEY
5-10-24
BRIDGE ENGINEER

SHEET 2 OF 2
LAYOUT OF BRIDGE OVER HIGHWAY 141 DITCH
HWY 141 STR. AND APPRS. (S)
CLAY COUNTY

ROUTE 141 SEC. 5

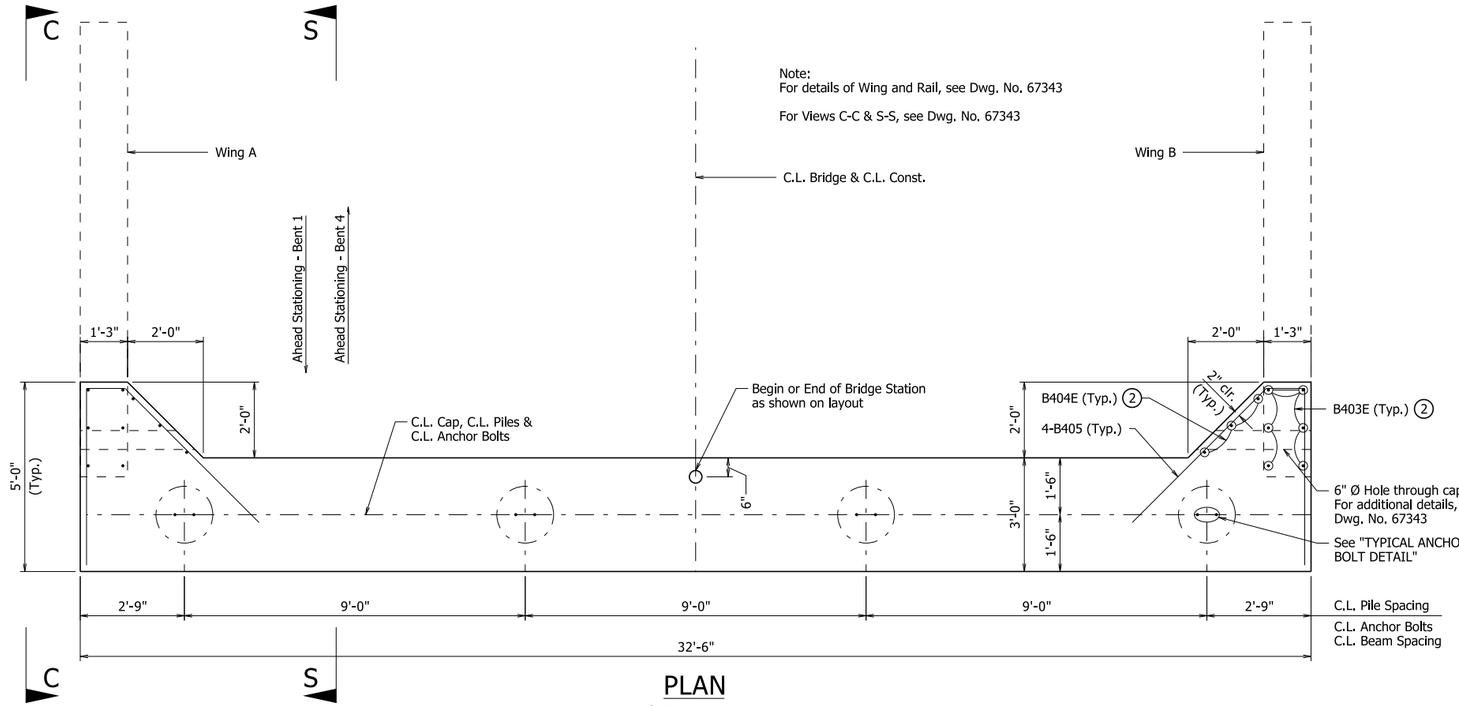
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BTF DATE: SEPT. 23
CHECKED BY: MAC DATE: FEB. 24
DESIGNED BY: UVK DATE: SEPT. 23
FILENAME: bl0ll20_l2.dgn
SCALE: 1" = 20'

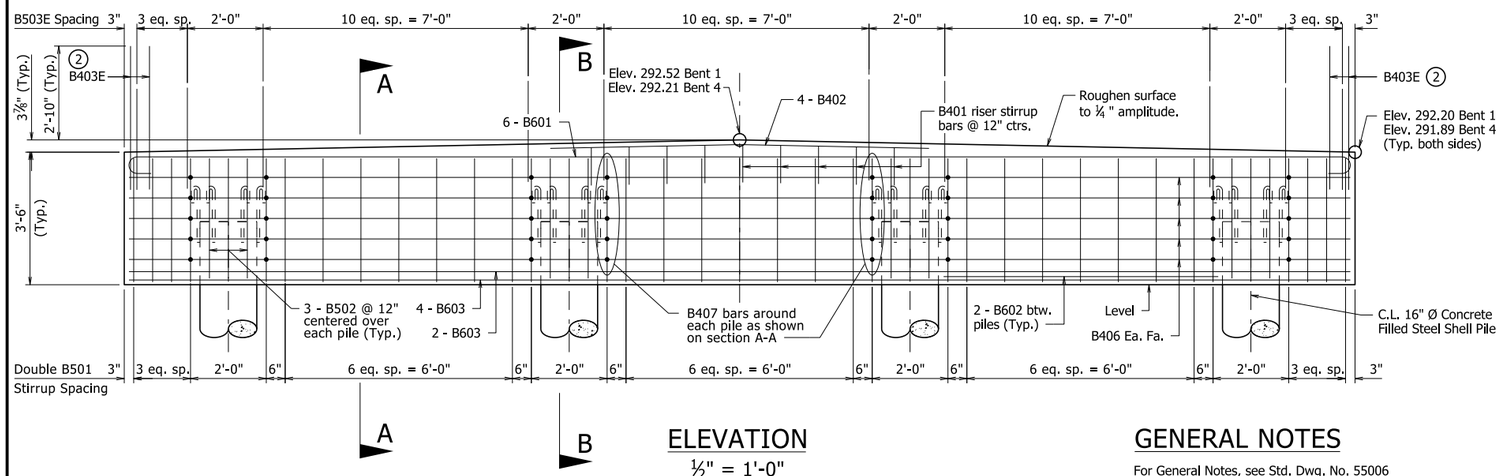
BRIDGE NO. 07681 DRAWING NO. 67336

PRINT DATE: 5/6/2024

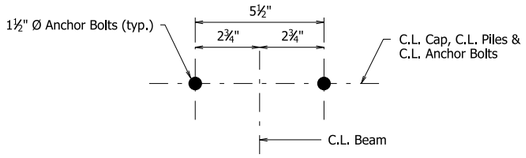
DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	38	61
		07681 - END BENTS - 67337				



PLAN
½" = 1'-0"



ELEVATION
½" = 1'-0"



TYPICAL ANCHOR BOLT DETAIL
N.T.S.

GENERAL NOTES

For General Notes, see Std. Dwg. No. 55006

Granular backfill & pipe underdrain required behind end bent cap. See Dwg. No. 67341.

For additional information, see layout.

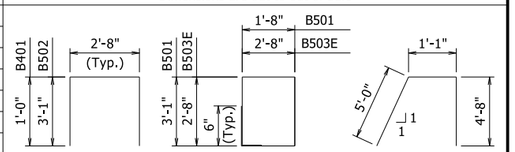
(1) For Details of 1½" Ø x 19" Anchor Bolt & 1¼" Bearing plate, see Dwg. No. 67340

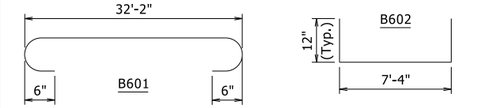
(2) B404E & B403E shall have a 3'-3" embedment into the cap.

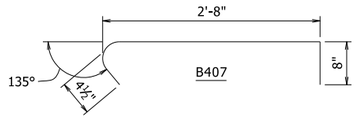
BAR LIST - PER BENT

MARK	NO. REQ'D	LENGTH	P.D.
B401	9	4'-6"	2"
B402	4	10'-0"	Str.
B403E	12	6'-2"	Str.
B404E	6	4'-11"	Str.
B405	8	10'-6½"	2"
B406	10	32'-2"	Str.
B407	40	3'-9"	3"
B501	70	10'-0"	2½"
B502	12	8'-7½"	2½"
B503E	41	11'-2"	2½"
B601	6	33'-6"	4½"
B602	6	9'-0½"	4½"
B603	6	32'-2"	Str.

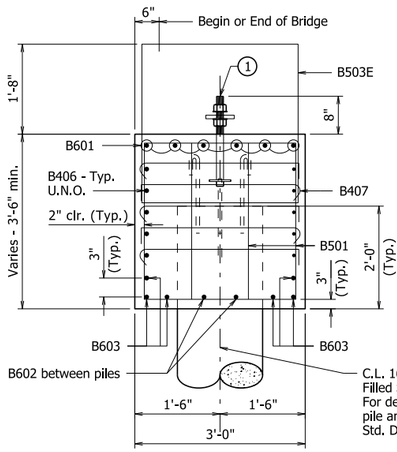
BENDING DIAGRAMS
Dimensions are out to out of bars



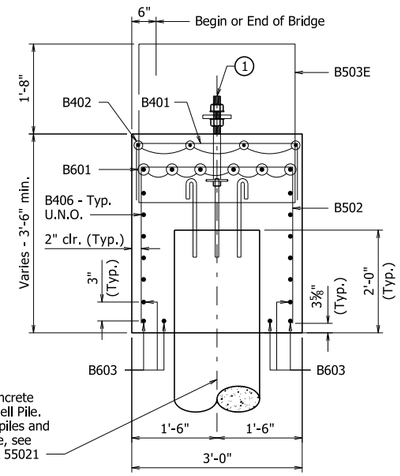




All bars designed with an "E" suffix are to be epoxy coated



SECTION A-A
1½" = 1'-0"



SECTION B-B
1½" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20726
MARTIN A. CHORKEY
5-10-24

BRIDGE ENGINEER

DETAILS OF END BENTS

ROUTE 141 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION

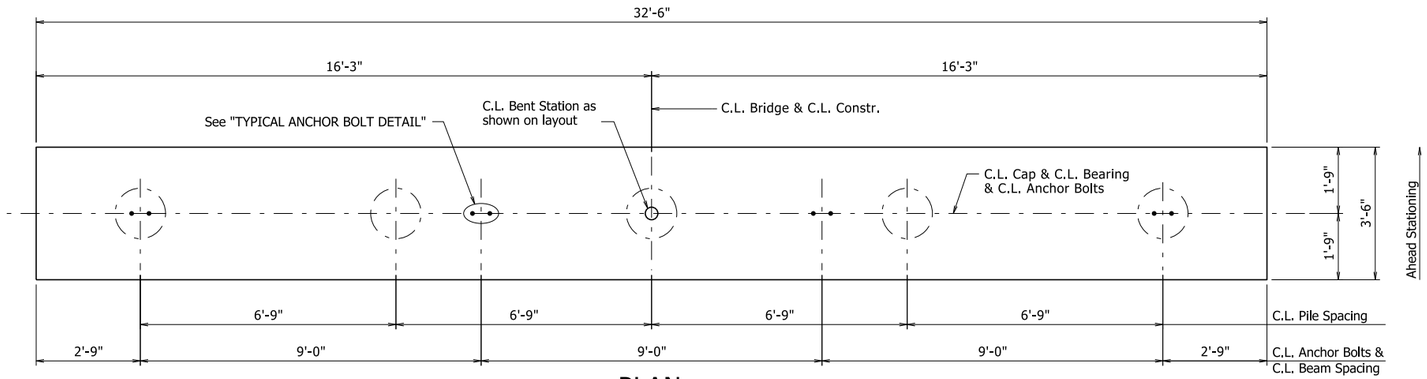
LITTLE ROCK, ARK.

DRAWN BY:	SLF	DATE: OCT 2023	FILENAME: b10l120_bl.dgn
CHECKED BY:	MAC	DATE: FEB 2024	SCALE: As Shown
DESIGNED BY:	UVK	DATE: OCT 2023	

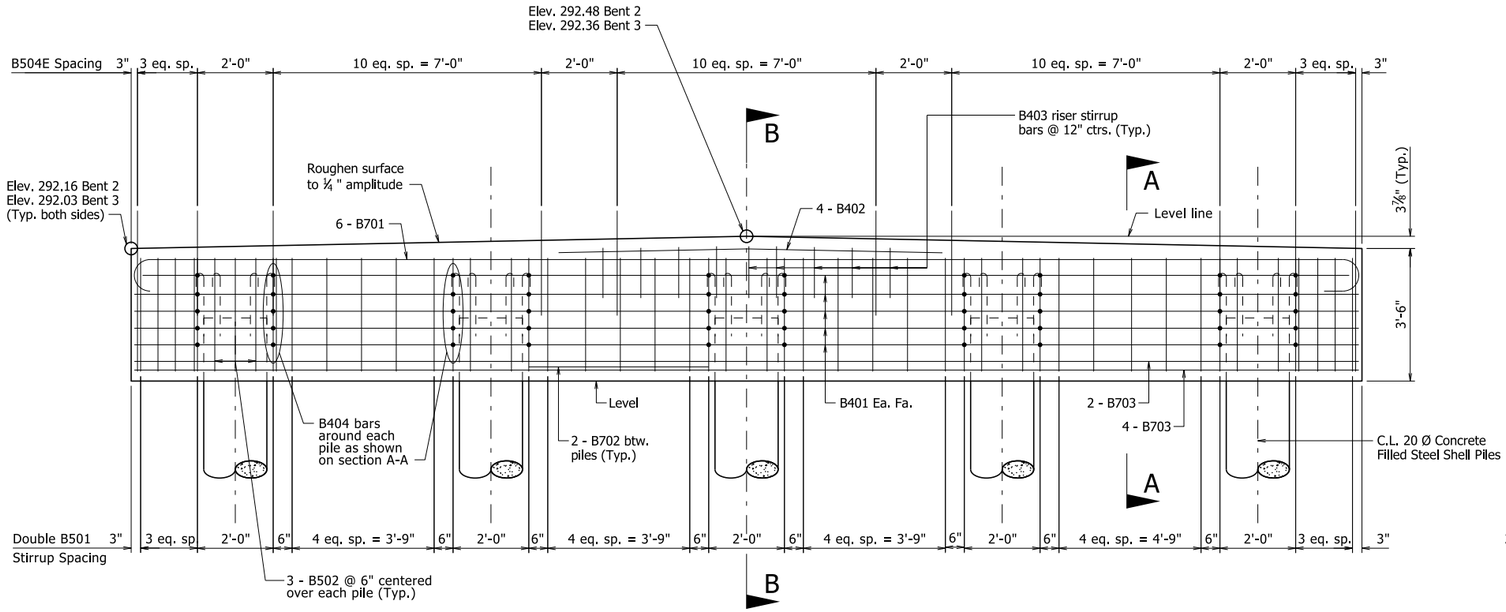
BRIDGE NO. 07681 DRAWING NO. 67337

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	39	61
		07681 - INTERMEDIATE BENTS - 67338				



PLAN
½" = 1'-0"



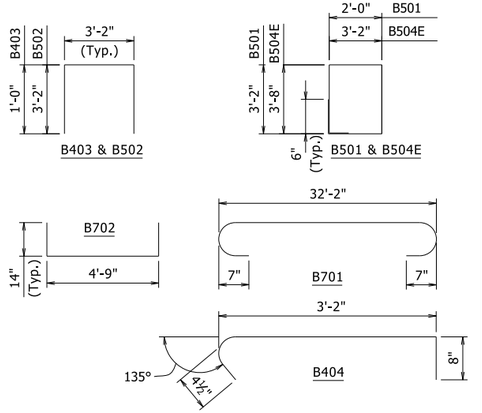
ELEVATION
½" = 1'-0"

BAR LIST - PER BENT

MARK	NO. REQ'D	LENGTH	P.D.
B401	10	32'-2"	Str.
B402	4	10'-0"	Str.
B403	9	5'-0"	2"
B404	50	4'-3"	3"
B501	72	10'-10"	2½"
B502	15	9'-3½"	2½"
B504E	41	14'-2"	2½"
B701	6	33'-10"	5¼"
B702	8	6'-8½"	5¼"
B703	6	32'-2"	Str.

BENDING DIAGRAMS

Dimensions are out to out of bars



All bars designed with an "E" suffix are to be epoxy coated

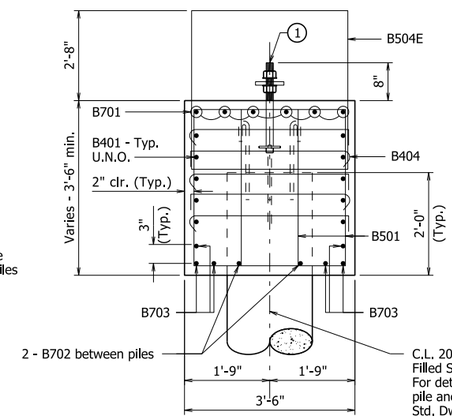
GENERAL NOTES

For General Notes, see Std. Dwg. No. 55006

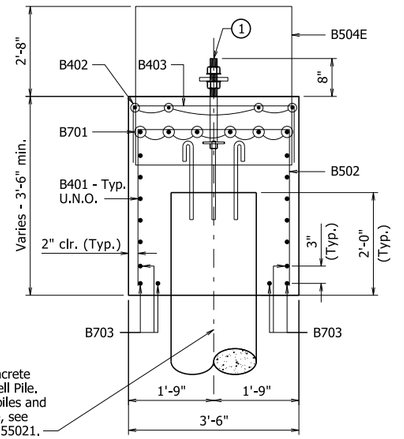
Granular backfill & pipe underdrain required behind end bent cap. See Dwg. No. 67341.

For additional information, see layout.

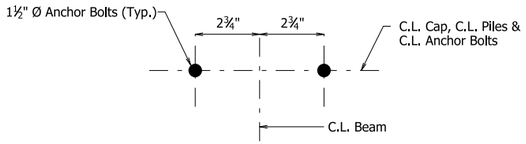
(1) For Details of 1½" Ø x 19" Anchor Bolt & 1¼" Bearing plate, See Dwg. No 67340.



SECTION A-A
1½" = 1'-0"



SECTION B-B
1½" = 1'-0"



TYPICAL ANCHOR BOLT DETAIL
N.T.S.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20726
MARTIN A. CHORKEY
5-10-24

BRIDGE ENGINEER

DETAILS OF INTERMEDIATE BENTS

ROUTE 141 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION

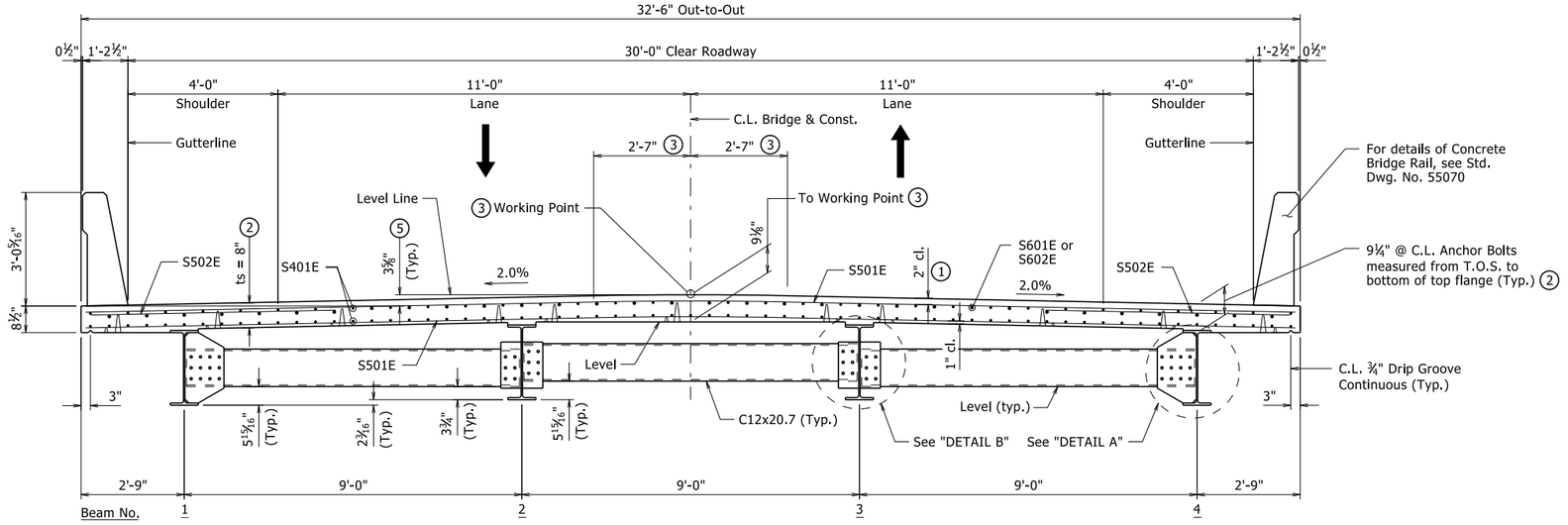
LITTLE ROCK, ARK.

DRAWN BY: SLF DATE: OCT 2023
CHECKED BY: MAC DATE: FEB 2024
DESIGNED BY: SR DATE: OCT 2023
FILENAME: bl0l120_b2l.dgn
SCALE: As Shown

BRIDGE NO. 07681 DRAWING NO. 67338

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	40	61
		07681 - TYPICAL SECTION - 67339				



TYPICAL SECTION

(Looking Forward)
½" = 1'-0"

Slab Reinforcing:
Transverse: S501E @ 6" o.c. in top and bottom
S502E @ 6" o.c. under each bridge rail bundled w/#5 in top

Longitudinal: S401E placed as shown in top and bottom
S601E placed as shown over int. supports
S602E placed as shown at end bents

(1) Tolerance: Minus = ¼";
Plus equal to the amount of slab thickening used to meet slab thickness tolerance.
See "Adjustment for Slab Thickness Tolerance" on Std. Dwg. No. 55007.

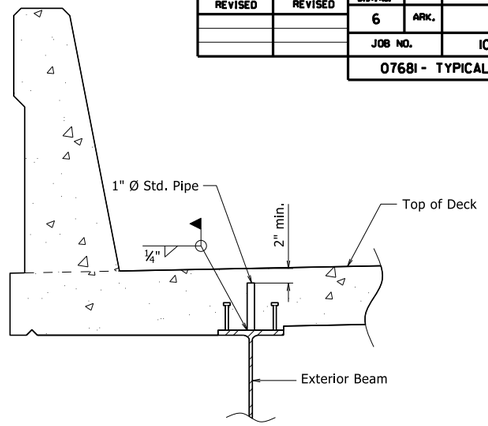
(2) See "Adjustment for Slab Thickness Tolerance" on Std. Dwg. No. 55007.

(3) See "ROUNDING DETAIL" on Std. Dwg. No. 55007.

(4) If permanent steel bridge deck forms are used, the fabricator shall clip plates as necessary to accommodate the deck form supports.

(5) Working Point to Gutterline.

(6) See Std. Dwg. No. 55070 for bending diagram.



SCREED RAIL SUPPORT DETAIL

No Scale

Notes:
The screed rail supports shall be centered over the beam web and centered between adjacent rows of shear connectors.

The pipe shall not interfere with proper vertical position of the deck reinforcing steel.

The pipe shall be free of dirt, grease, rust or other foreign substance before the deck is poured.

Care shall be exercised so air voids do not exist in the pipe after placement of the concrete.

Welding shall be done by a certified welder.

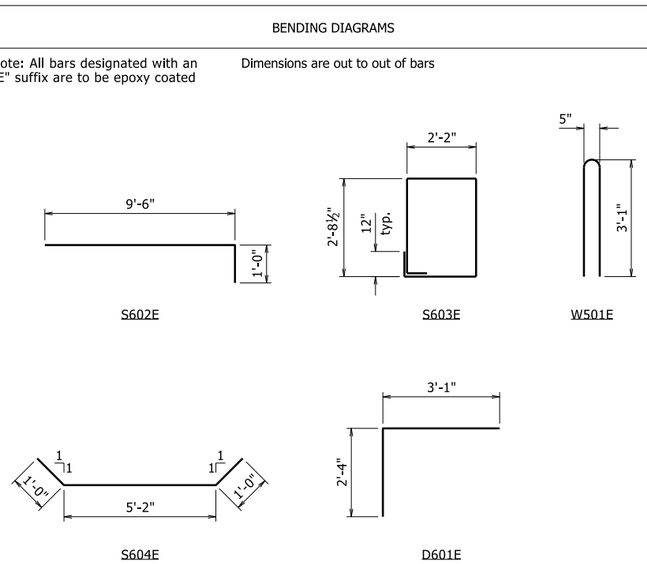
BAR LIST

	MARK	NO. REQ'D	LENGTH	P.D.
	D601E	42	5'-3"	4½"
	S401E	294	36'-6"	Str.
Not used	~~S402E~~			
	S403E	36	32'-3"	Str.
	S501E	422	32'-3"	Str.
	S502E	354	6'-3"	Str.
	S601E	64	23'-0"	Str.
	S602E	64	10'-4½"	4½"
	S603E	82	10'-11"	4½"
	S604E	12	7'-2"	4½"
(6)	R400E	48	5'-3"	2½"
(6)	R401E	512	6'-4"	2½", 3"
	R402E	64	5'-6"	Str.
(6)	R403E	428	3'-6"	3", 3¾"
	R404E	32	9'-2"	Str.
	R405E	64	7'-8"	Str.
	R406E	16	21'-8"	Str.
	R407E	32	16'-2"	Str.
	R408E	32	10'-2"	Str.
	W400E	128	2'-8"	Str.
(6)	W401E	84	3'-11"	3¾"
	W501E	40	6'-4"	3¾"
	W701E	48	12'-8"	Str.

BENDING DIAGRAMS

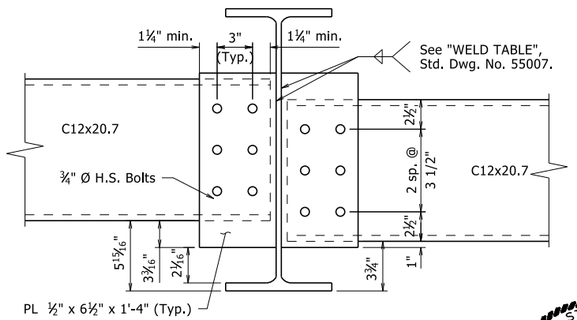
Note: All bars designated with an "E" suffix are to be epoxy coated

Dimensions are out to out of bars



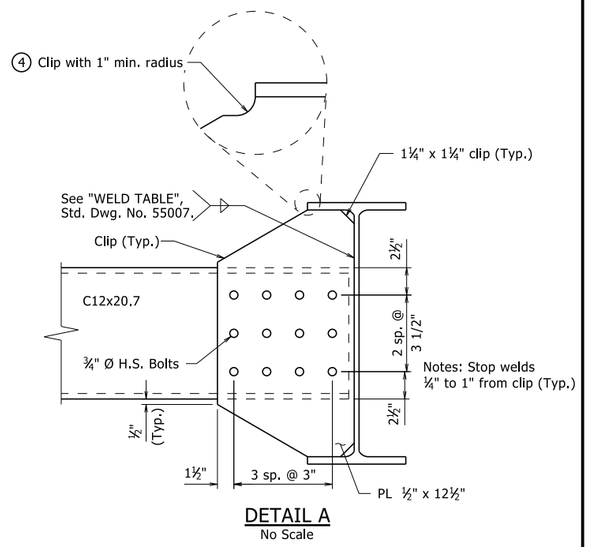
Notes:
Class 2 Protective Surface Treatment shall be applied to the Roadway Surface, and the Face and Top of Concrete Bridge Rail.

Bar positions and clearances from the forms shall be maintained by means of stays, tie hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or hi-chairs with full-length lower runners directly on removable deck forms will not be allowed.



DETAIL B

No Scale



DETAIL A

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20726
MARTIN A. CHORKEY
5-10-24

BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT

ROUTE 141 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

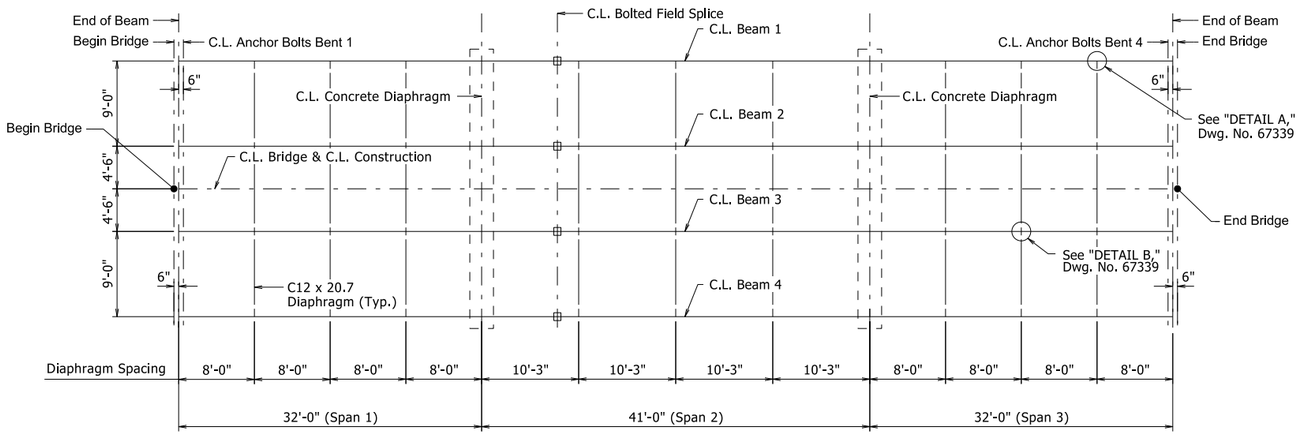
DRAWN BY: SLF DATE: OCT 2023
CHECKED BY: MAC DATE: FEB 2024
DESIGNED BY: SR DATE: OCT 2023
FILENAME: b101120_s1.dgn
SCALE: As Shown

BRIDGE NO. 07681 DRAWING NO. 67339

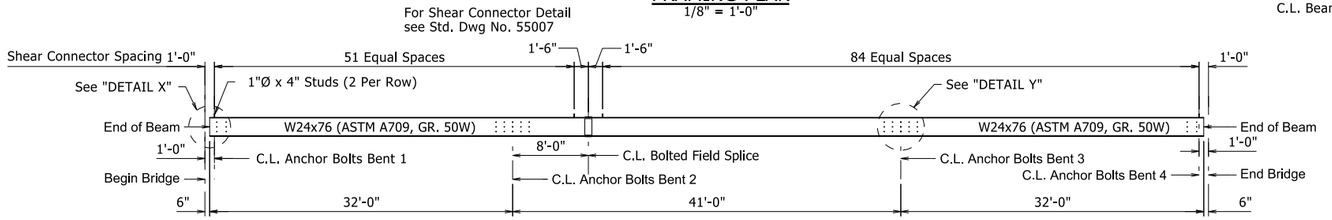
PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	41	61

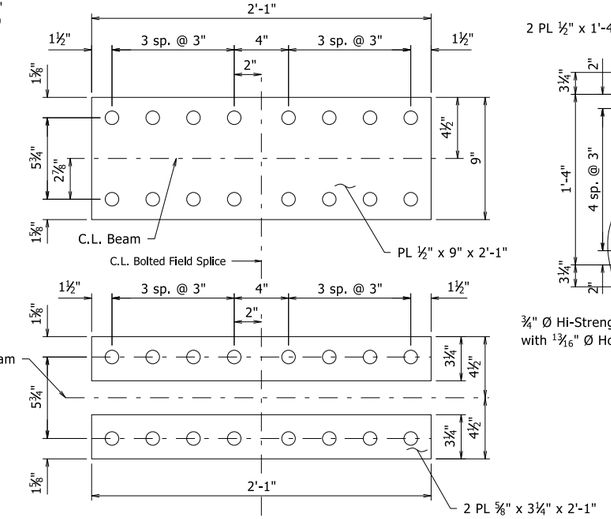
07681 - FRAMING PLAN - 67340



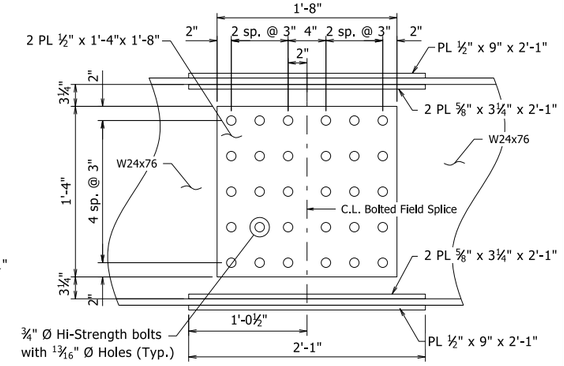
FRAMING PLAN
1/8" = 1'-0"



BEAM ELEVATION
1/8" = 1'-0"



TYP. FLANGE SPLICE DETAIL
No Scale



TYP. WEB SPLICE DETAIL
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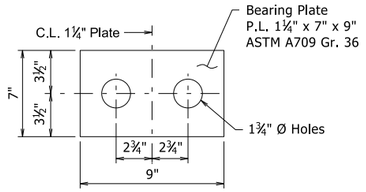

BEARING PLATE DETAIL
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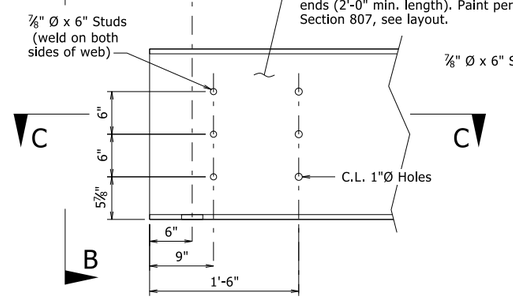
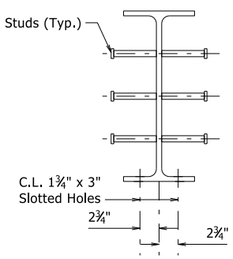
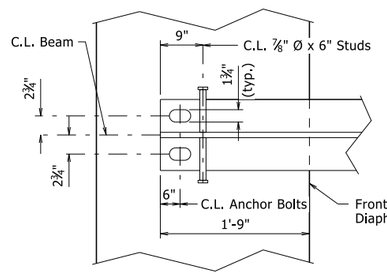


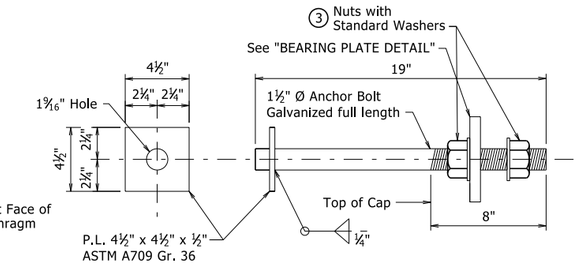
DETAIL X
No Scale



VIEW B-B
No Scale



SECTION C-C
No Scale



ANCHOR BOLT DETAIL
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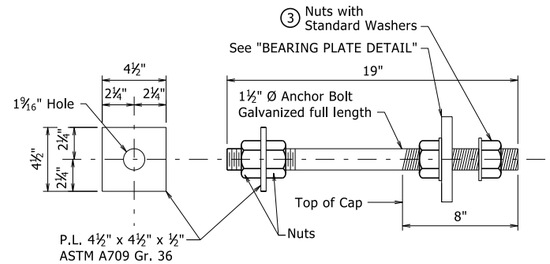
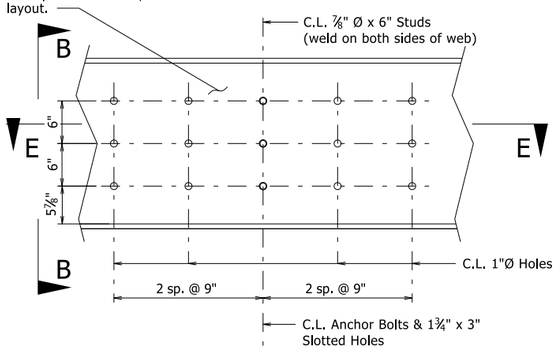
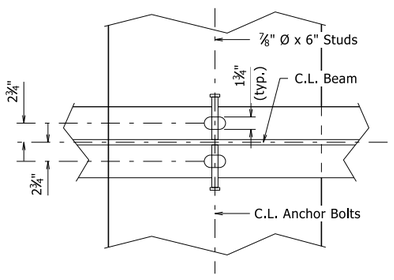


ALTERNATE ANCHOR BOLT DETAIL
No Scale

Prior to pouring concrete, remove mill scale with wire brush (4'-6" min. length). Paint per Section 807, see layout.



DETAIL Y
No Scale



SECTION E-E
No Scale

Notes:
Bolted field splices shown may be eliminated or shop welded splices may be substituted with approval of the engineer. Payment will be made on the basis of the plan quantities.

All field splice bolts shall be ¾" Ø Hi-Strength bolts. All holes for splice bolts shall be 13⁄16" Ø. All field splice plates shall be ASTM A709 Gr. 50W steel.

All structural steel shall be ASTM A709, Gr. 50W unless noted otherwise and shall be paid for as "Structural Steel Beam Spans (A709, Gr. 50W)". See Std. Dwg. Nos 55006 and 55007 for additional notes and details.

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to subsection 807.07. Nuts for bolts shall be as specified in subsection 807.07. Plates, anchor bolts, nuts, and washers shall be paid for at the unit price bid for"Structural Steel Beam Spans (ASTM A709, Gr. 50W)".

③ Use lower nut and washer to adjust to grade. Snug tight top nut and washer after grade is adjusted.

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.20726 MARTIN A. CHORKEY
5-10-24
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT

ROUTE 141 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

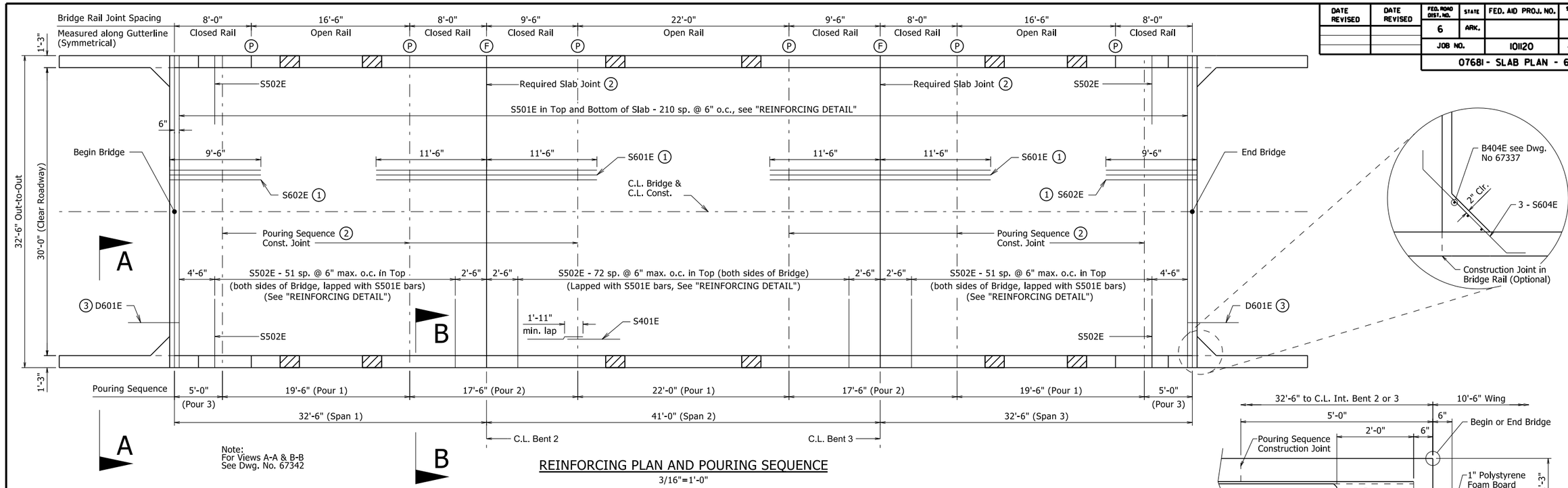
DRAWN BY: SLF DATE: 10/2023
CHECKED BY: MAC DATE: FEB 2024
DESIGNED BY: SR DATE: 10/2023
FILENAME: bl0ll20_sl2.dgn
SCALE: As Shown

BRIDGE NO. 07681 DRAWING NO. 67340

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	42	61

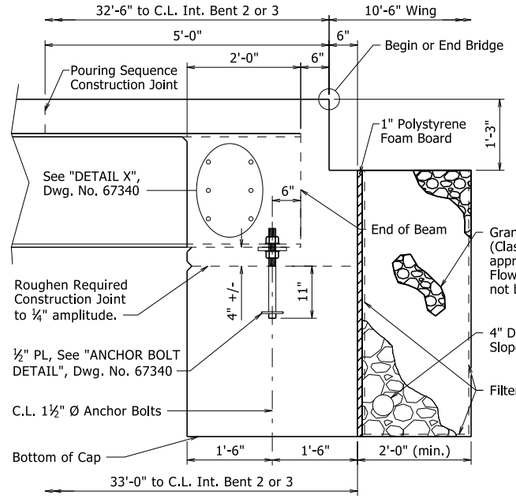
07681 - SLAB PLAN - 67341



Note:
For Views A-A & B-B
See Dwg. No. 67342

REINFORCING PLAN AND POURING SEQUENCE

3/16"=1'-0"



SECTION AT END BENT

No Scale

Notes:
Limits of concrete end diaphragm shall match plan dimensions of end bent cap.

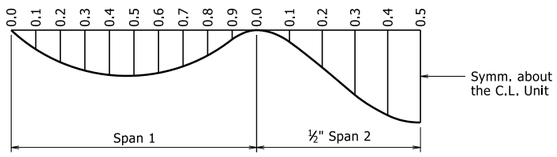
For additional details of pipe underdrain see Std. Dwg. PU-1 and Section 611.
Pipe underdrains will not be measured or paid for separately, but will be considered subsidiary to the unit price bid for "Unclassified Excavation - Bridge".

1" Polystyrene Foam Board, Filter Fabric and Granular Material will not be paid for directly, but shall be considered subsidiary to various bid items.

TABLE OF DEAD LOAD DEFLECTIONS (INCHES)

Span	Point of Deflection	Interior Beams: Structural Steel	Interior Beams: Structural Steel + Slab	Interior Beams: Structural Steel + Slab + Rail	Exterior Beams: Structural Steel	Exterior Beams: Structural Steel + Slab	Exterior Beams: Structural Steel + Slab + Rail
1	0	0.000	0.000	0.000	0.000	0.000	0.000
	0.1	0.005	0.064	0.068	0.005	0.052	0.056
	0.2	0.009	0.118	0.125	0.009	0.095	0.103
	0.3	0.012	0.154	0.163	0.012	0.124	0.134
	0.4	0.013	0.168	0.178	0.013	0.135	0.146
	0.5	0.012	0.159	0.169	0.012	0.128	0.139
	0.6	0.010	0.132	0.140	0.010	0.106	0.115
	0.7	0.007	0.091	0.096	0.007	0.073	0.079
	0.8	0.004	0.046	0.048	0.004	0.037	0.039
	0.9	0.001	0.010	0.010	0.001	0.008	0.008
½ 2	0.0	0.000	0.000	0.000	0.000	0.000	0.000
	0.1	0.003	0.041	0.044	0.003	0.033	0.036
	0.2	0.009	0.115	0.122	0.009	0.093	0.100
	0.3	0.015	0.191	0.202	0.015	0.154	0.166
	0.4	0.019	0.245	0.260	0.019	0.198	0.214
	0.5	0.020	0.265	0.281	0.020	0.213	0.230

Table is symm. about the C.L. Unit.



DEAD LOAD DEFLECTIONS DIAGRAM

Notes:
Camber for Dead Load Deflection plus Vertical curve +/- ¼" tolerances. Deflections shown are along C.L. Beam from the plane perpendicular to the web extending from C.L. Anchor Bolts to C.L. Anchor Bolts. Vertical curve corrections not included. Negative sign (-) indicates upward deflection.

(P) Partial depth bridge rail joint at this location. (Stop 1'-4" above top of slab)

(F) Full depth bridge rail joint at this location. (Stop 6" above top of slab)

(1) Placed as shown in "TYPICAL SECTION", See Dwg. No. 67339

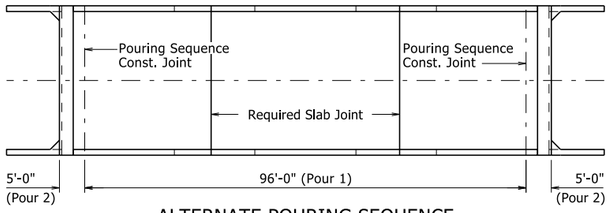
(2) Align with bridge rail open joint unless noted otherwise. See "TRANSVERSE SLAB JOINT DETAIL" on Std Dwg. No. 55007

(3) Place as shown in "VIEW A-A" on Dwg. No. 67342

Notes:
Pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. All Pours (2) must be placed before Pours (3) can be placed. 48 hours shall elapse before the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of an adjacent pour. 72 hours shall elapse between the completion of the entire deck and the pouring of the bridge rail. Any bridge rail pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Concrete in the bridge superstructure shall be placed, consolidated, and screeded off for the entire length of pour before any concrete has taken its initial set. This may require the use of a retarding agent.

Concrete diaphragms at end bents shall be poured monolithically with the deck. A minimum of 48 hours shall elapse between the intermediate bent diaphragm pour and the deck slab pour.

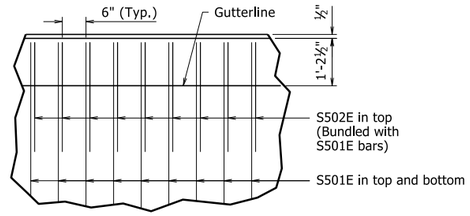


ALTERNATE POURING SEQUENCE

BRIDGE RAIL VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	A	R4XXE	Panel Length	B	C	D	E	R4XXE
9'-6"	18	R404E	22'-0"	17	6'-0"	11	6'-0"	R406E
8'-0"	15	R405E	16'-6"	9	3'-3"	11	6'-0"	R407E

Note:
For Bridge Rail details, see Std. Dwg. No. 55070



REINFORCING DETAIL

No Scale

Notes:
Rails and wings are included in span construction and are included in span quantities.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20726
MARTIN A. CHORKEY
5-10-24
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT

ROUTE 141 SEC. 5

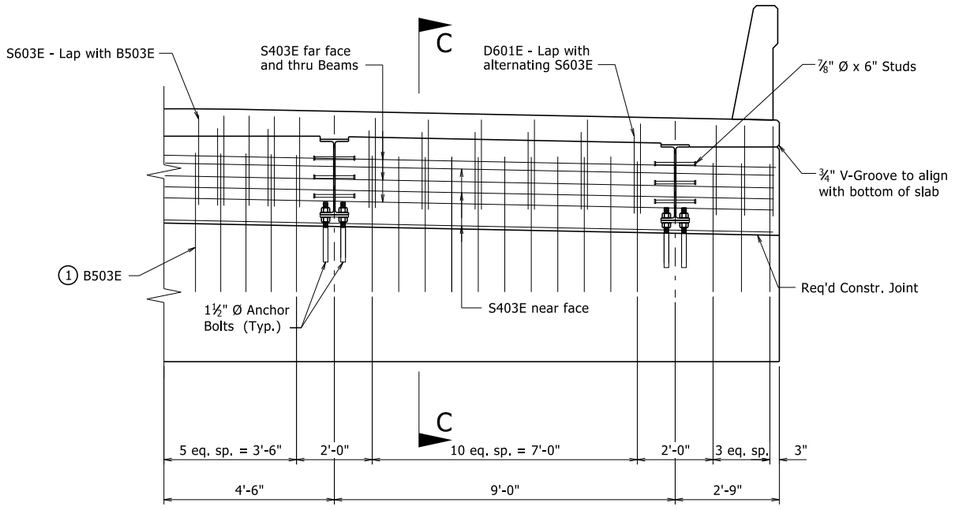
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: SLF DATE: OCT 2023
CHECKED BY: MAC DATE: FEB 2024
DESIGNED BY: SR DATE: OCT 2023
FILENAME: b101120_sl3.dgn
SCALE: As Shown

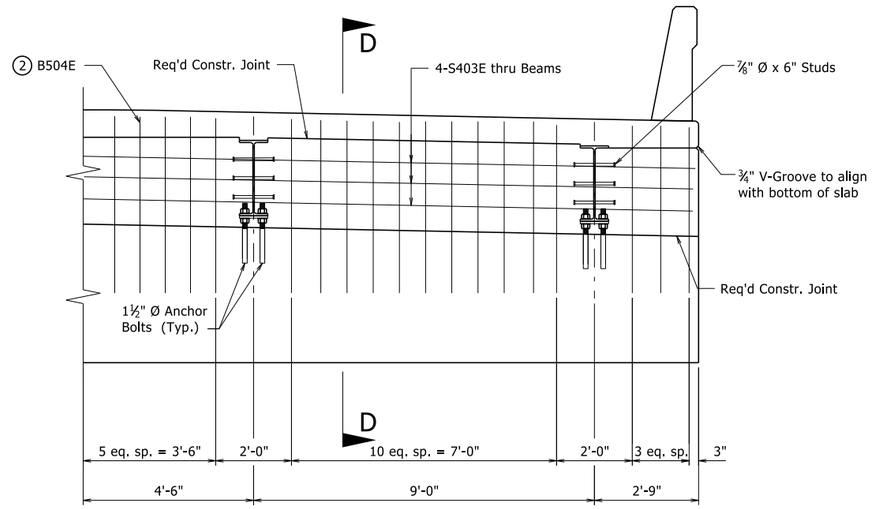
BRIDGE NO. 07681 DRAWING NO. 67341

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	43	61
		07681 - Conc. Diaph. Details - 67342				



VIEW A-A
End Bent
½" =1'-0"



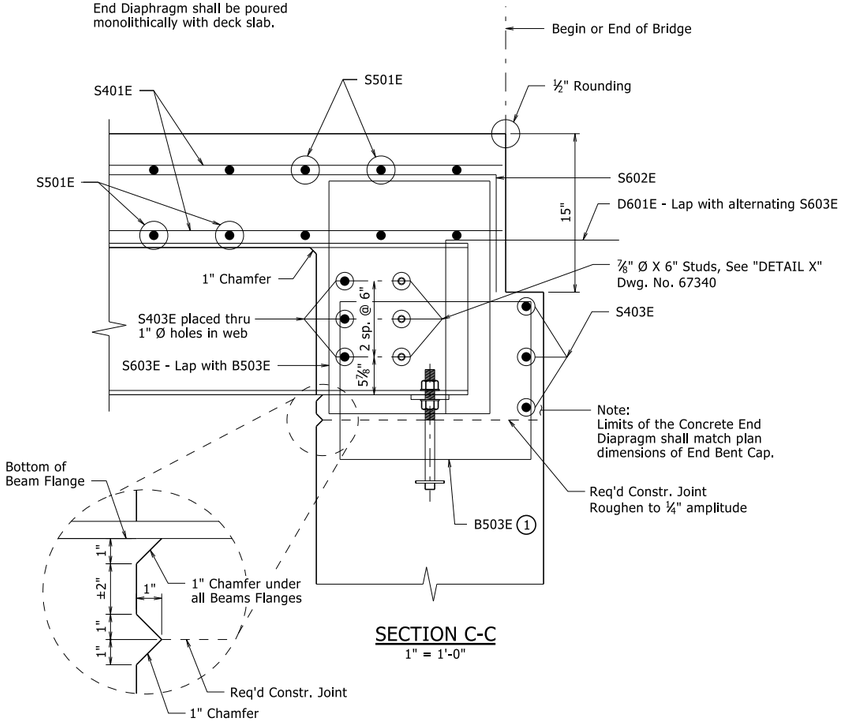
VIEW B-B
Int. Bents
½" =1'-0"

Notes:
For location of "VIEW A-A" and "VIEW B-B", see Dwg. 67341.

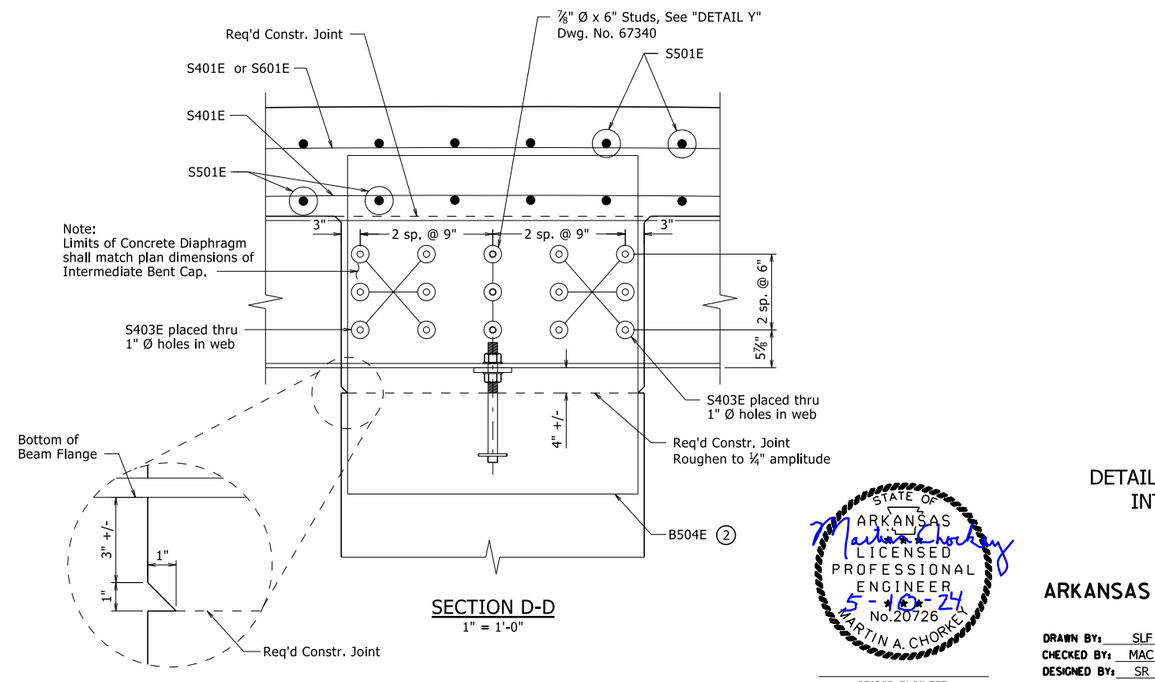
1 For location of B503E Bars, See Dwg. No. 67337.

2 For location of B504E Bars, See Dwg. No. 67338.

Notes:
End Diaphragm shall be poured monolithically with deck slab.



SECTION C-C
1" = 1'-0"



SECTION D-D
1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20726
MARTIN A. CHORKEY
5-10-24
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF 105'-0" CONTINUOUS INTEGRAL W-BEAM UNIT

ROUTE 141 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

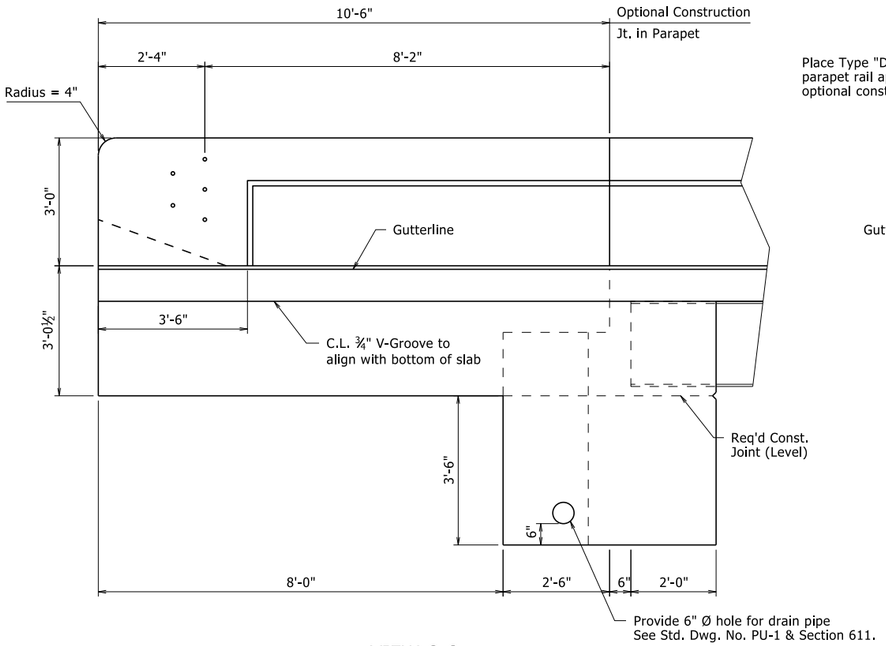
DRAWN BY: SLF DATE: OCT 2023
CHECKED BY: MAC DATE: FEB 2024
DESIGNED BY: SR DATE: OCT 2023
FILENAME: b101120_s14.dgn
SCALE: As Shown

BRIDGE NO. 07681 DRAWING NO. 67342

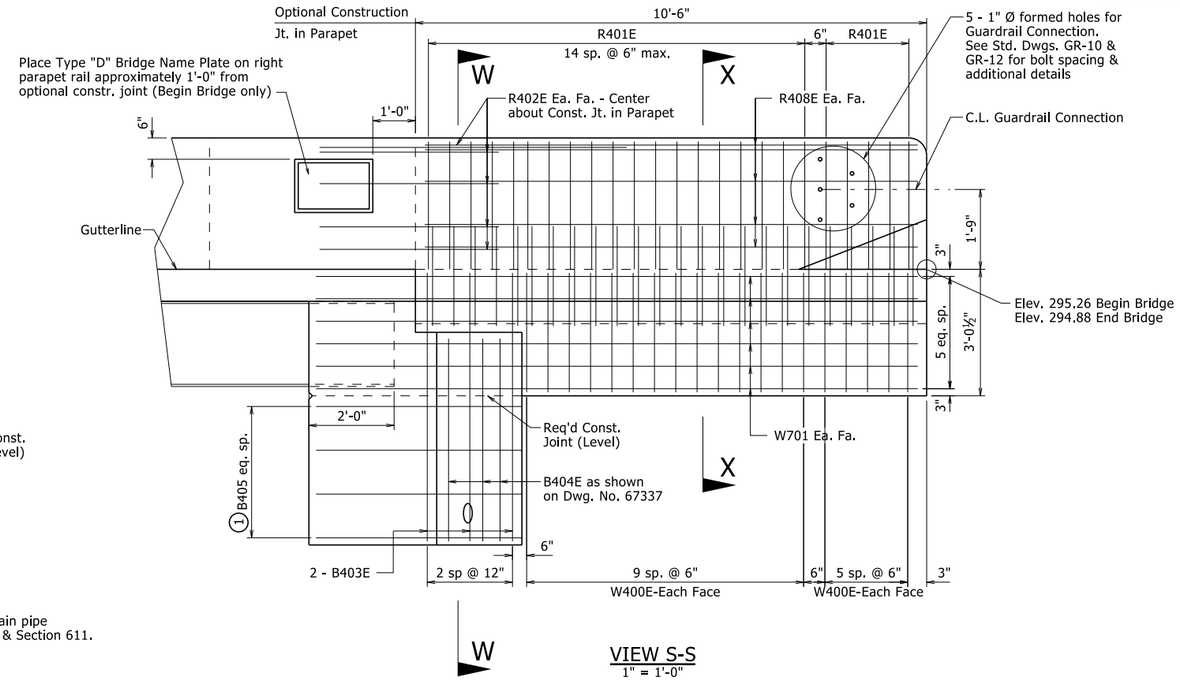
PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		10ll20	44	61
		07681 - Wing Details - 67343				

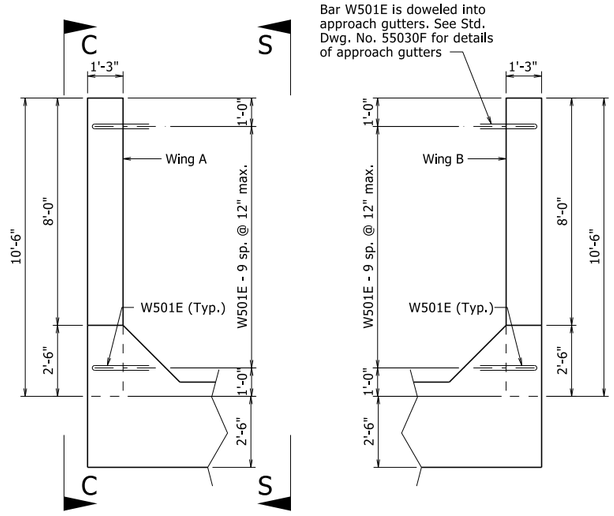
Note:
See Roadway Plans for guardrail locations.



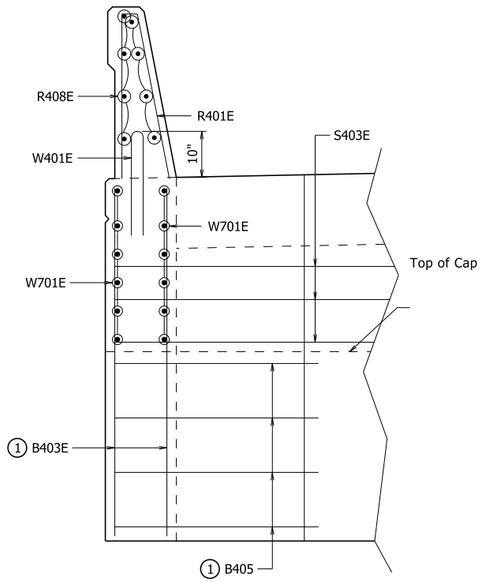
VIEW C-C
1" = 1'-0"



VIEW S-S
1" = 1'-0"

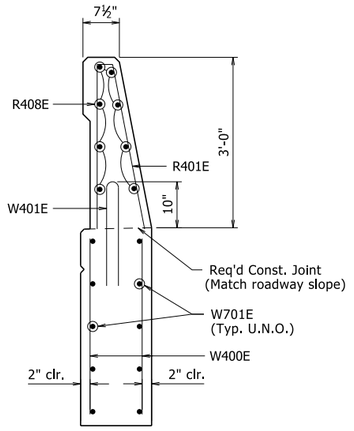


PLAN OF RAIL
½" = 1'-0"

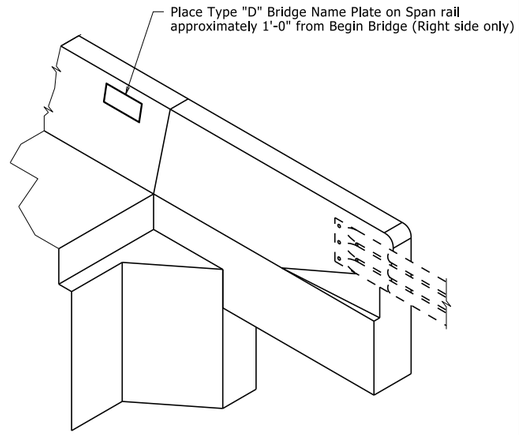


SECTION W-W
1" = 1'-0"

1 See End Bent Details on Dwg. No. 67337 for reinforcing and additional details.



SECTION X-X
1" = 1'-0"



ISO VIEW OF RAIL & END BENT
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20726
MARTIN A. CHORKEY
5-10-24
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS OF 105'-0" CONTINUOUS
INTEGRAL W-BEAM UNIT

ROUTE 141 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

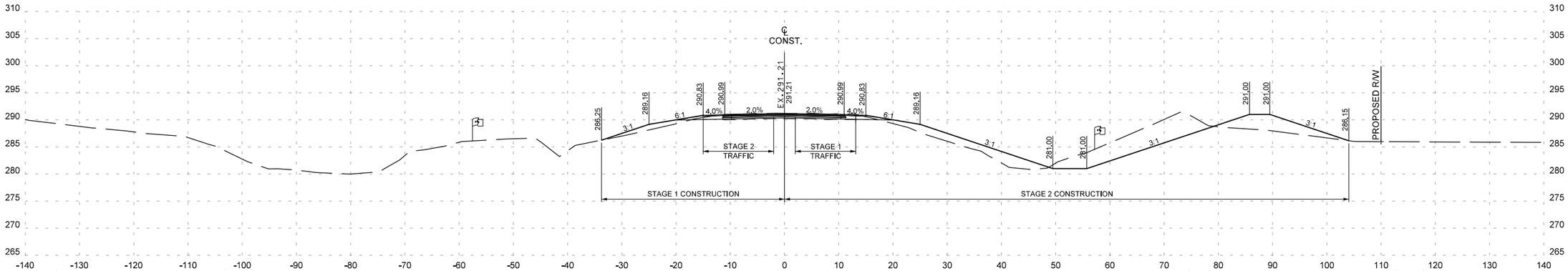
DRAWN BY: SLF DATE: OCT 2023
CHECKED BY: MAC DATE: FEB 2024
DESIGNED BY: SR DATE: OCT 2023
FILENAME: bl0ll20_sl5.dgn
SCALE: As Shown

BRIDGE NO. 07681 DRAWING NO. 67343

PRINT DATE: 5/6/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	45	61

(2) CROSS SECTIONS



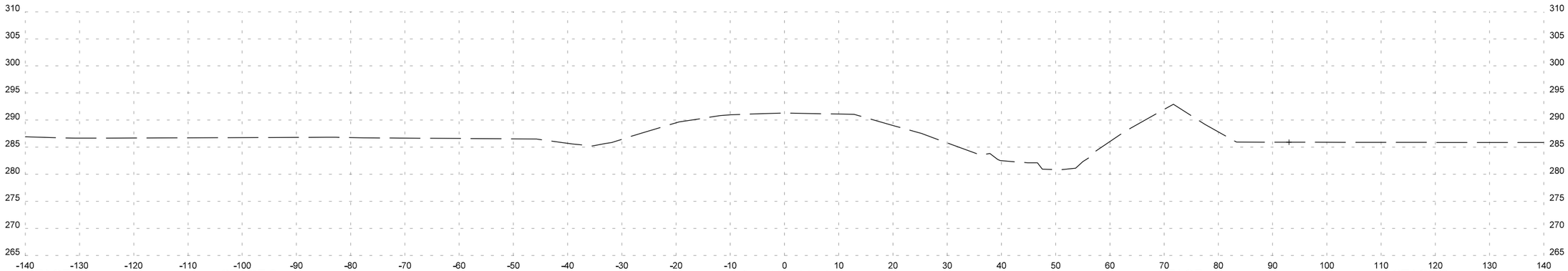
STAGE 1
CUT AREA 2.6 SQ. FT.
FILL AREA 10.1 SQ. FT.

STAGE 2
CUT AREA 93.5 SQ. FT.
FILL AREA 83.6 SQ. FT.

Sta. 105+20.43
END 100' TRANSITION
BEGIN JOB 101120
BEGIN SITE 1

STAGE 1
CUT VOLUME 5 CU. YD.
FILL VOLUME 19 CU. YD.

STAGE 2
CUT VOLUME 173 CU. YD.
FILL VOLUME 155 CU. YD.



STAGE 1
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 2
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 104+20.43
BEGIN 100' TRANSITION

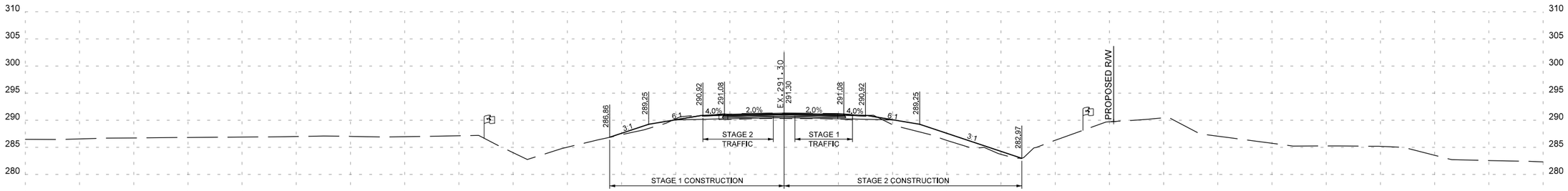
STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 104+20.43 TO STA. 105+20.43
SITE 1

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	46	61

(2) CROSS SECTIONS



Sta. 106+00.00

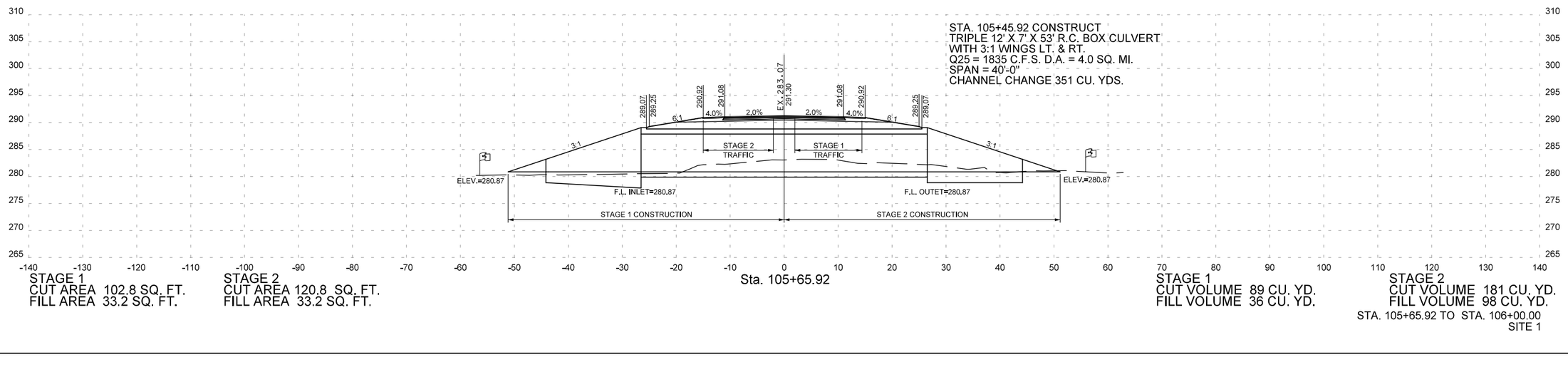
STAGE 1
CUT AREA 5.5 SQ. FT.
FILL AREA 5.0 SQ. FT.

STAGE 2
CUT AREA 3.6 SQ. FT.
FILL AREA 24.0 SQ. FT.

STAGE 1
CUT VOLUME 68 CU. YD.
FILL VOLUME 24 CU. YD.

STAGE 2
CUT VOLUME 78 CU. YD.
FILL VOLUME 36 CU. YD.

STA. 105+45.92 CONSTRUCT
TRIPLE 12' X 7' X 53' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q25 = 1835 C.F.S. D.A. = 4.0 SQ. MI.
SPAN = 40'-0"
CHANNEL CHANGE 351 CU. YDS.



Sta. 105+65.92

STAGE 1
CUT AREA 102.8 SQ. FT.
FILL AREA 33.2 SQ. FT.

STAGE 2
CUT AREA 120.8 SQ. FT.
FILL AREA 33.2 SQ. FT.

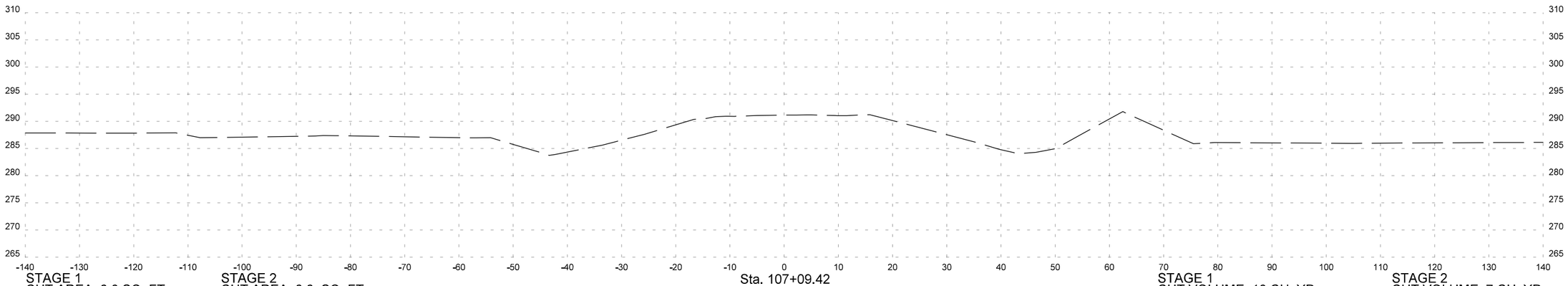
STAGE 1
CUT VOLUME 89 CU. YD.
FILL VOLUME 36 CU. YD.

STAGE 2
CUT VOLUME 181 CU. YD.
FILL VOLUME 98 CU. YD.

STA. 105+65.92 TO STA. 106+00.00
SITE 1

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	47	61

(2) CROSS SECTIONS



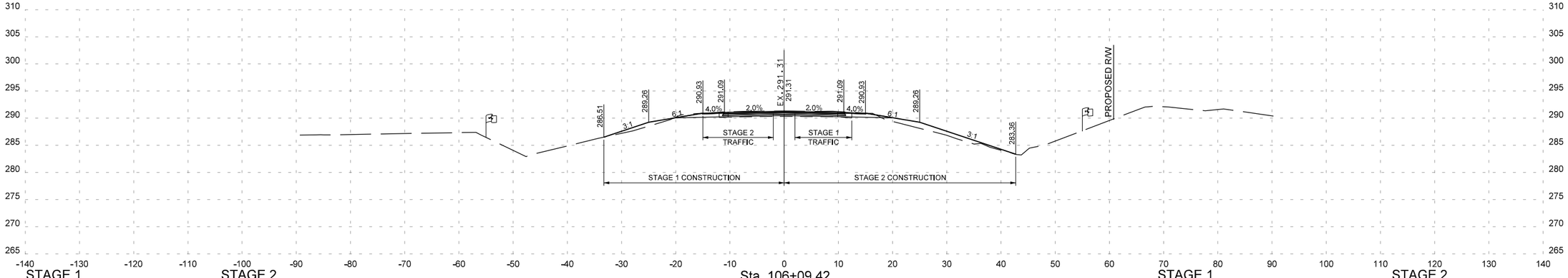
STAGE 1
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 2
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 107+09.42
END 100' TRANSITION

STAGE 1
CUT VOLUME 10 CU. YD.
FILL VOLUME 10 CU. YD.

STAGE 2
CUT VOLUME 7 CU. YD.
FILL VOLUME 28 CU. YD.



STAGE 1
CUT AREA 5.3 SQ. FT.
FILL AREA 5.5 SQ. FT.

STAGE 2
CUT AREA 3.6 SQ. FT.
FILL AREA 15.3 SQ. FT.

Sta. 106+09.42
BEGIN 100' TRANSITION
END SITE 1

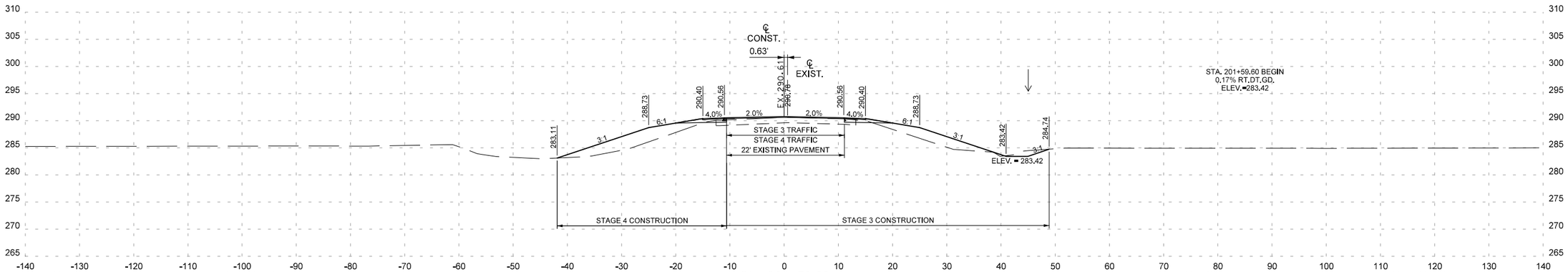
STAGE 1
CUT VOLUME 2 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 2
CUT VOLUME 1 CU. YD.
FILL VOLUME 7 CU. YD.

STA. 106+09.42 TO STA. 107+09.42
SITE 1

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	48	71

(2) CROSS SECTIONS



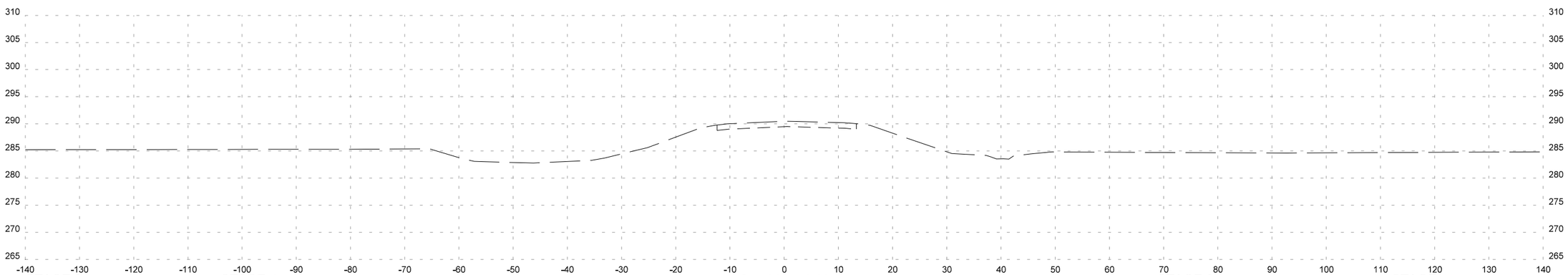
STAGE 3
CUT AREA 6.5 SQ. FT.
FILL AREA 30.0 SQ. FT.

STAGE 4
CUT AREA 1.2 SQ. FT.
FILL AREA 46.0 SQ. FT.

Sta. 201+59.60
END 100' TRANSITION
BEGIN SITE 2

STAGE 3
CUT VOLUME 12 CU. YD.
FILL VOLUME 56 CU. YD.

STAGE 4
CUT VOLUME 2 CU. YD.
FILL VOLUME 85 CU. YD.



STAGE 3
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 4
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 200+59.60
BEGIN 100' TRANSITION

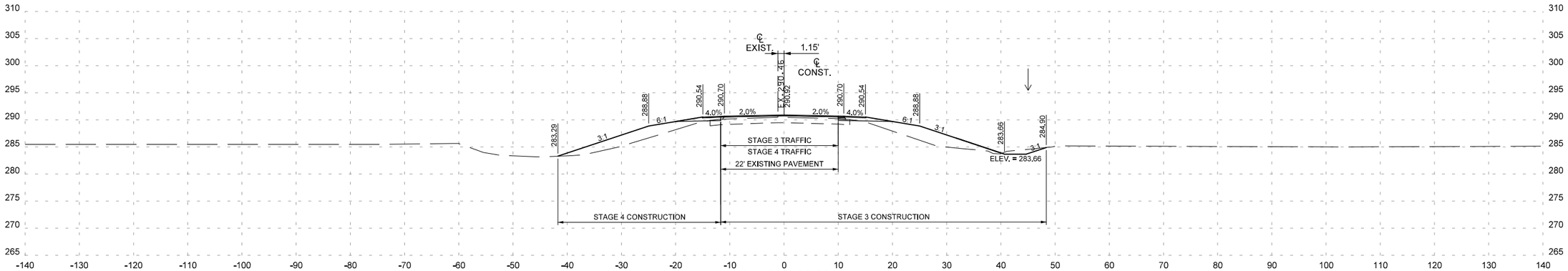
STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 200+59.60 TO STA. 201+59.60
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	49	71

(2) CROSS SECTIONS



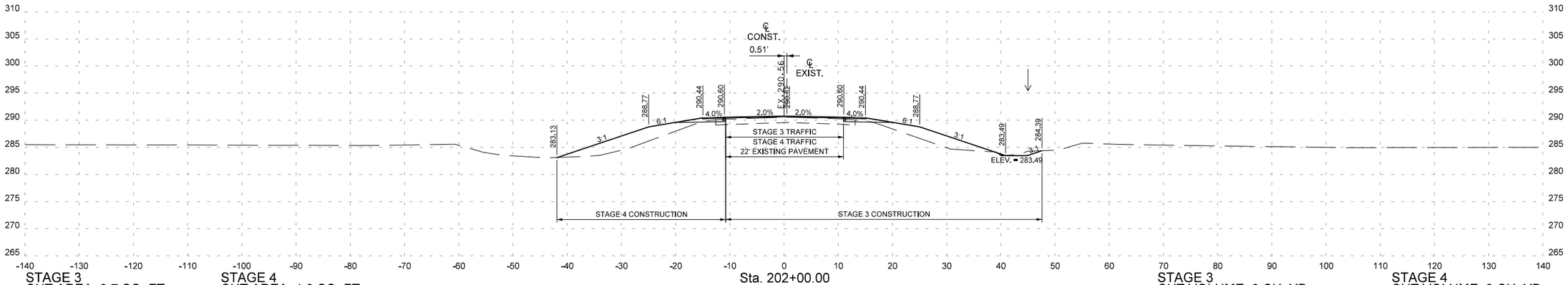
Sta. 203+00.00

STAGE 3
CUT AREA 5.2 SQ. FT.
FILL AREA 40.1 SQ. FT.

STAGE 4
CUT AREA 0.4 SQ. FT.
FILL AREA 39.1 SQ. FT.

STAGE 3
CUT VOLUME 16 CU. YD.
FILL VOLUME 133 CU. YD.

STAGE 4
CUT VOLUME 3 CU. YD.
FILL VOLUME 158 CU. YD.



Sta. 202+00.00

STAGE 3
CUT AREA 3.7 SQ. FT.
FILL AREA 31.9 SQ. FT.

STAGE 4
CUT AREA 1.3 SQ. FT.
FILL AREA 46.1 SQ. FT.

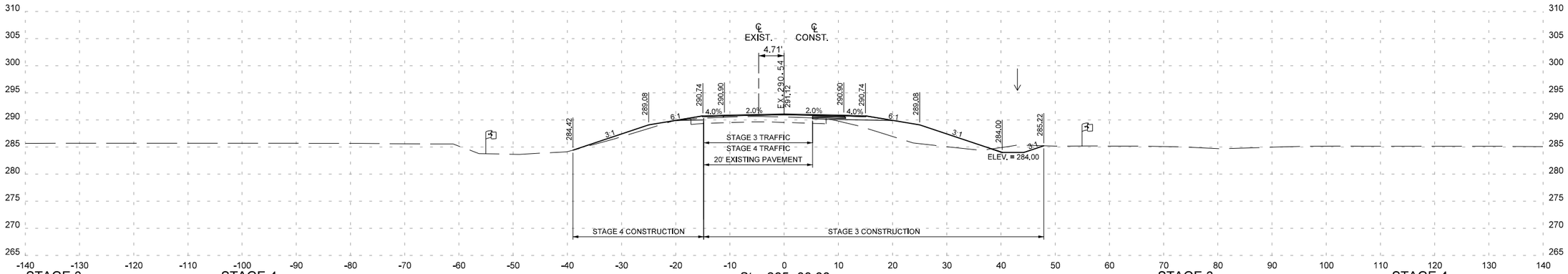
STAGE 3
CUT VOLUME 8 CU. YD.
FILL VOLUME 46 CU. YD.

STAGE 4
CUT VOLUME 2 CU. YD.
FILL VOLUME 69 CU. YD.

STA. 202+00.00 TO STA. 203+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	50	71

(2) CROSS SECTIONS



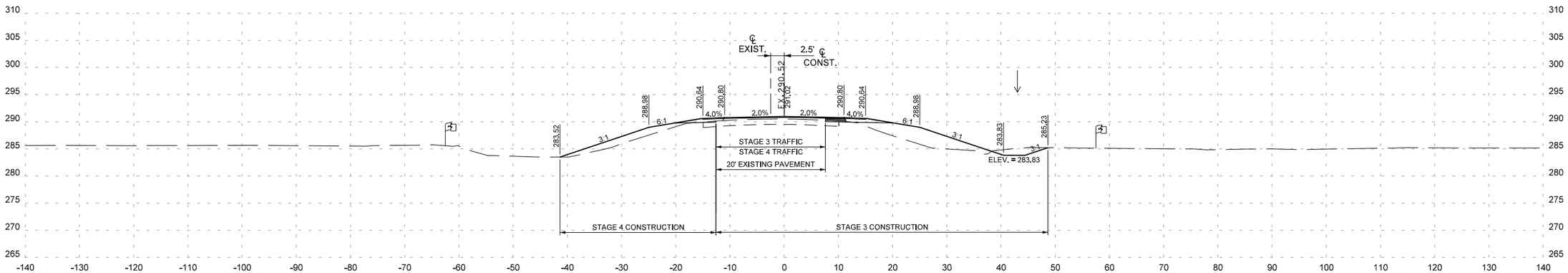
Sta. 205+00.00

STAGE 3
CUT AREA 8.5 SQ. FT.
FILL AREA 58.1 SQ. FT.

STAGE 4
CUT AREA 0.9 SQ. FT.
FILL AREA 6.9 SQ. FT.

STAGE 3
CUT VOLUME 34 CU. YD.
FILL VOLUME 196 CU. YD.

STAGE 4
CUT VOLUME 2 CU. YD.
FILL VOLUME 57 CU. YD.



Sta. 204+00.00

STAGE 3
CUT AREA 9.8 SQ. FT.
FILL AREA 47.6 SQ. FT.

STAGE 4
CUT AREA 0.3 SQ. FT.
FILL AREA 23.9 SQ. FT.

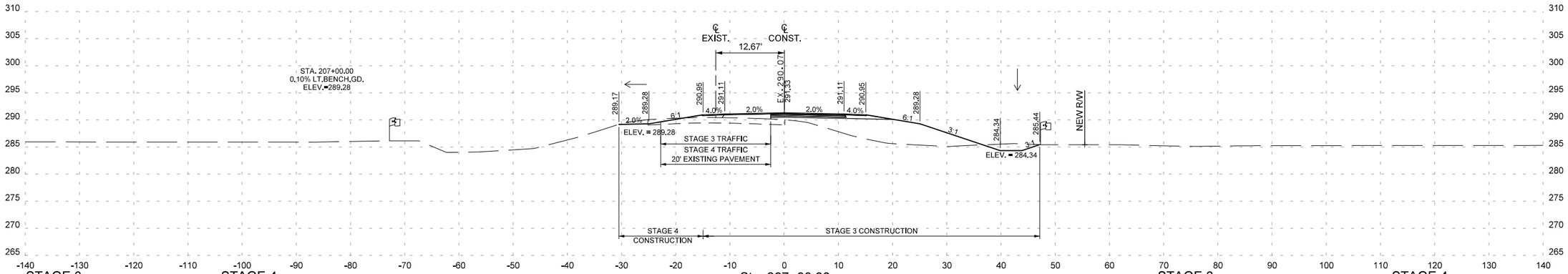
STAGE 3
CUT VOLUME 28 CU. YD.
FILL VOLUME 163 CU. YD.

STAGE 4
CUT VOLUME 1 CU. YD.
FILL VOLUME 117 CU. YD.

STA. 204+00.00 TO STA. 205+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	51	71

(2) CROSS SECTIONS



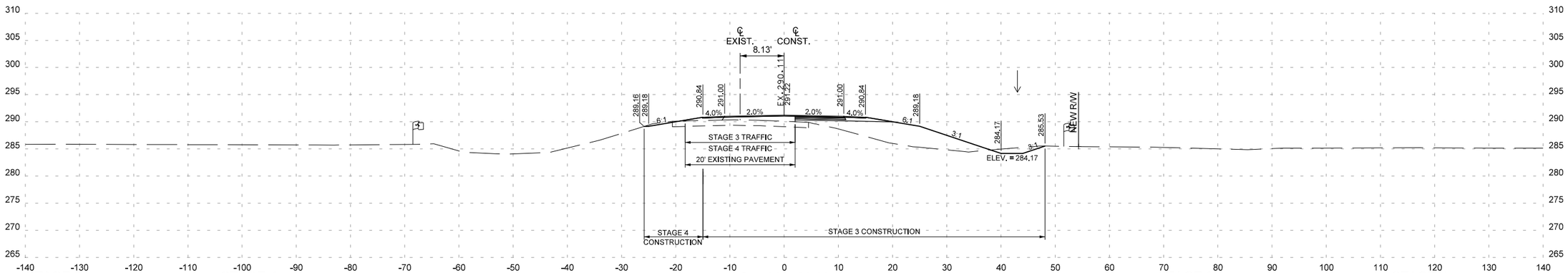
Sta. 207+00.00

STAGE 3
CUT AREA 8.9 SQ. FT.
FILL AREA 95.1 SQ. FT.

STAGE 4
CUT AREA 5.3 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 29 CU. YD.
FILL VOLUME 329 CU. YD.

STAGE 4
CUT VOLUME 12 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 206+00.00

STAGE 3
CUT AREA 7.0 SQ. FT.
FILL AREA 82.5 SQ. FT.

STAGE 4
CUT AREA 1.4 SQ. FT.
FILL AREA 0.0 SQ. FT.

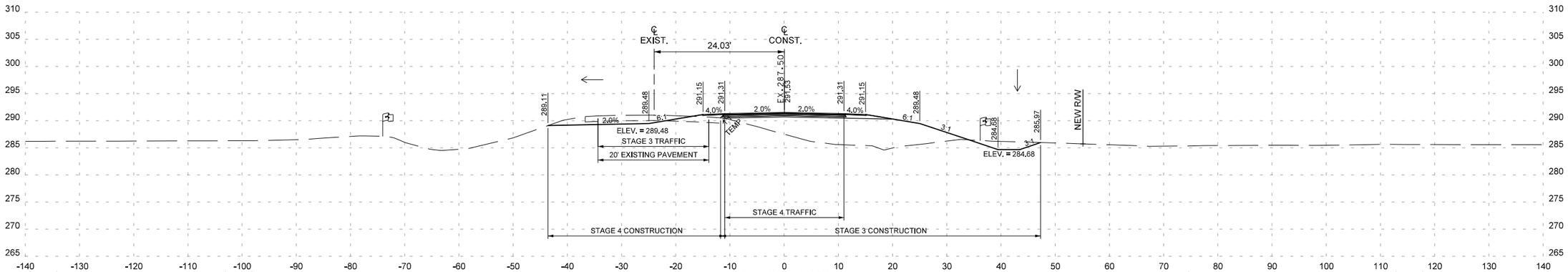
STAGE 3
CUT VOLUME 29 CU. YD.
FILL VOLUME 260 CU. YD.

STAGE 4
CUT VOLUME 4 CU. YD.
FILL VOLUME 13 CU. YD.

STA. 206+00.00 TO STA. 207+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	52	71

(2) CROSS SECTIONS



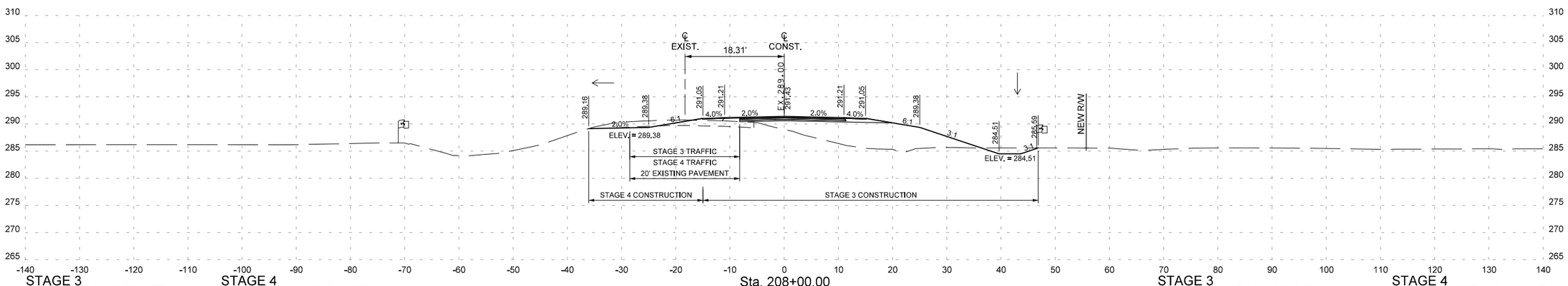
Sta. 209+00.00

STAGE 3
CUT AREA 12.6 SQ. FT.
FILL AREA 150.6 SQ. FT.

STAGE 4
CUT AREA 31.1 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 38 CU. YD.
FILL VOLUME 508 CU. YD.

STAGE 4
CUT VOLUME 85 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 208+00.00

STAGE 3
CUT AREA 7.9 SQ. FT.
FILL AREA 124.0 SQ. FT.

STAGE 4
CUT AREA 14.6 SQ. FT.
FILL AREA 0.0 SQ. FT.

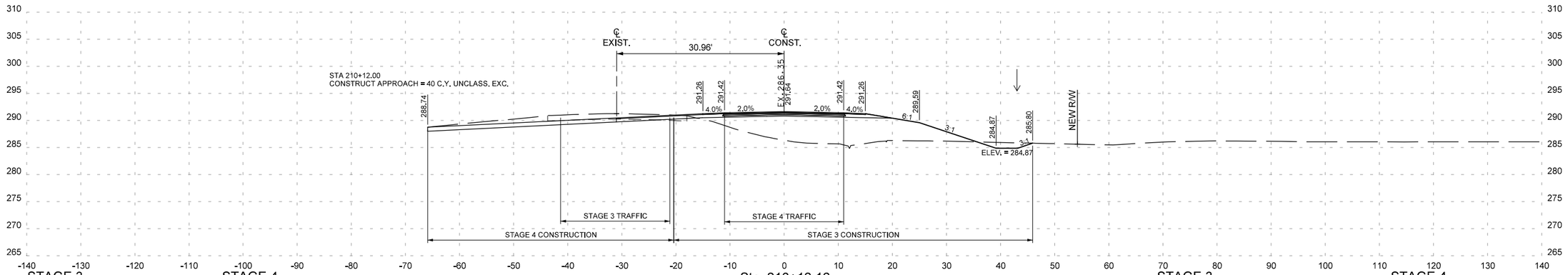
STAGE 3
CUT VOLUME 31 CU. YD.
FILL VOLUME 406 CU. YD.

STAGE 4
CUT VOLUME 37 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 208+00.00 TO STA. 209+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	53	71

(2) CROSS SECTIONS



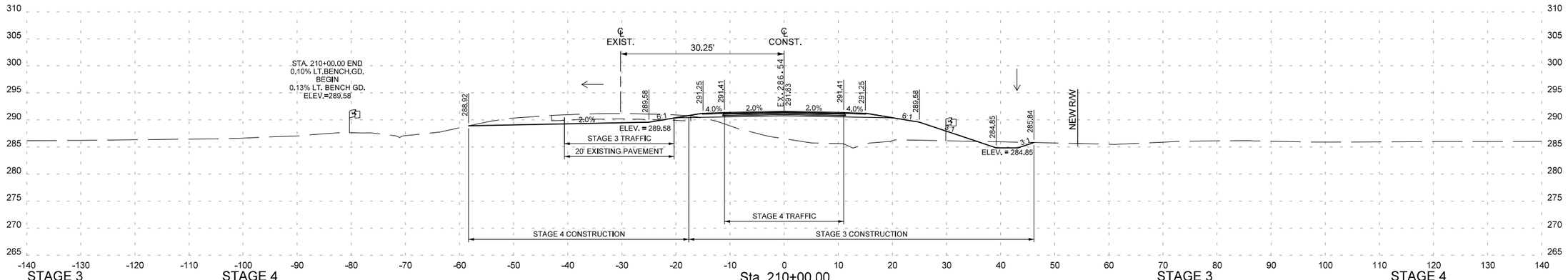
STAGE 3
CUT AREA 7.8 SQ. FT.
FILL AREA 170.6 SQ. FT.

STAGE 4
CUT AREA 57.1 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 210+12.16

STAGE 3
CUT VOLUME 4 CU. YD.
FILL VOLUME 76 CU. YD.

STAGE 4
CUT VOLUME 25 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 3
CUT AREA 7.8 SQ. FT.
FILL AREA 168.7 SQ. FT.

STAGE 4
CUT AREA 53.3 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 210+00.00

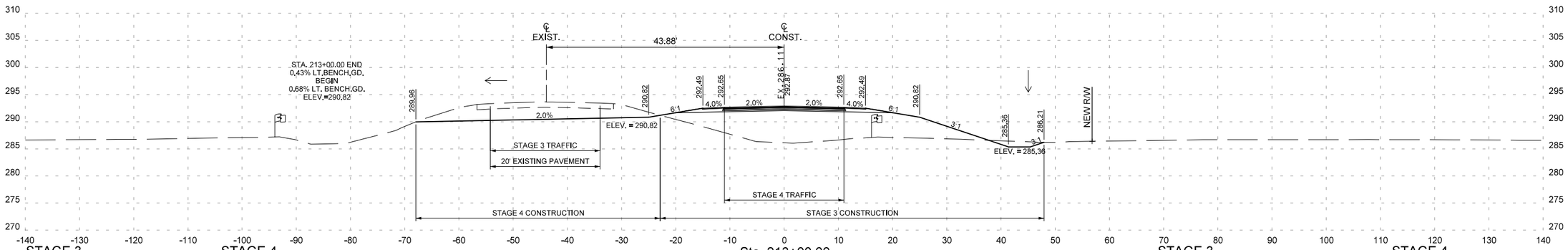
STAGE 3
CUT VOLUME 38 CU. YD.
FILL VOLUME 591 CU. YD.

STAGE 4
CUT VOLUME 156 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 210+00.00 TO STA. 210+12
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	54	71

(2) CROSS SECTIONS

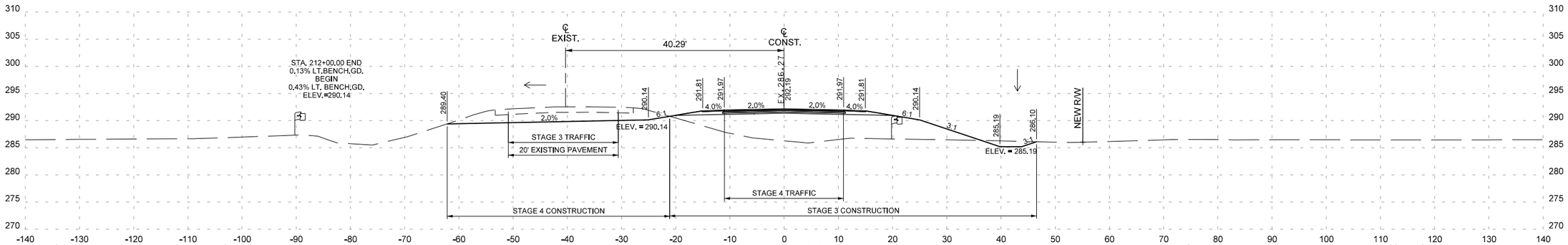


STAGE 3
CUT AREA 7.1 SQ. FT.
FILL AREA 230.6 SQ. FT.

STAGE 4
CUT AREA 109.1 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 27 CU. YD.
FILL VOLUME 797 CU. YD.

STAGE 4
CUT VOLUME 362 CU. YD.
FILL VOLUME 0 CU. YD.

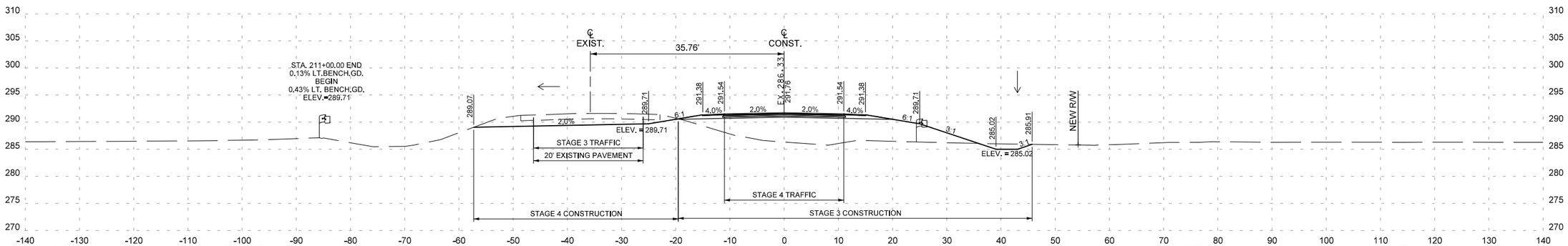


STAGE 3
CUT AREA 7.3 SQ. FT.
FILL AREA 199.8 SQ. FT.

STAGE 4
CUT AREA 86.6 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 26 CU. YD.
FILL VOLUME 702 CU. YD.

STAGE 4
CUT VOLUME 280 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 3
CUT AREA 6.6 SQ. FT.
FILL AREA 179.3 SQ. FT.

STAGE 4
CUT AREA 64.6 SQ. FT.
FILL AREA 0.0 SQ. FT.

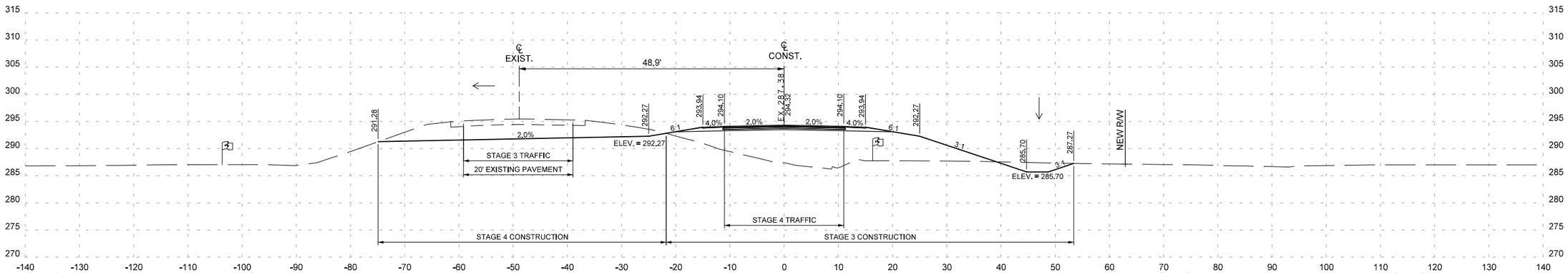
STAGE 3
CUT VOLUME 23 CU. YD.
FILL VOLUME 569 CU. YD.

STAGE 4
CUT VOLUME 198 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 211+00.00 TO STA. 213+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	55	71

2 CROSS SECTIONS



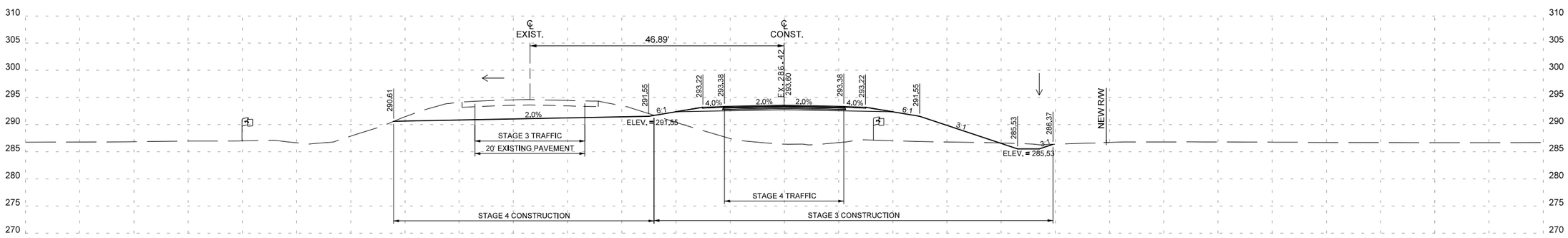
Sta. 215+00.00

STAGE 3
CUT AREA 15.5 SQ. FT.
FILL AREA 254.0 SQ. FT.

STAGE 4
CUT AREA 143.6 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 40 CU. YD.
FILL VOLUME 977 CU. YD.

STAGE 4
CUT VOLUME 501 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 214+00.00

STAGE 3
CUT AREA 6.3 SQ. FT.
FILL AREA 273.7 SQ. FT.

STAGE 4
CUT AREA 126.9 SQ. FT.
FILL AREA 0.0 SQ. FT.

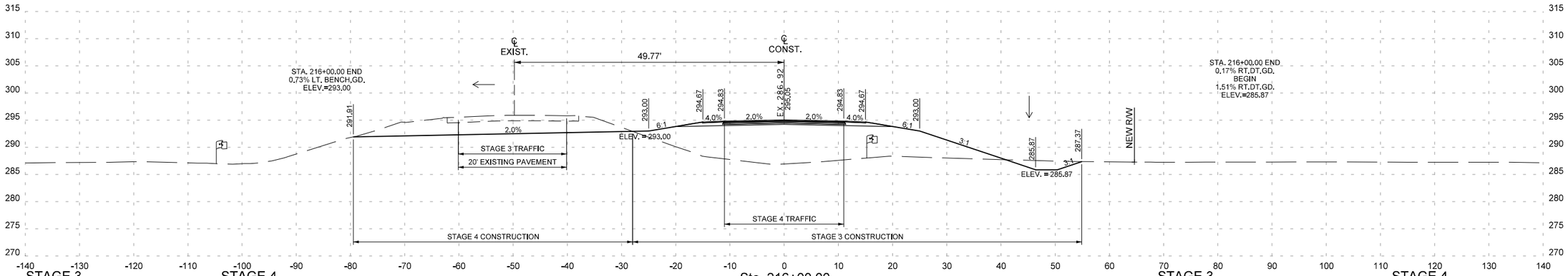
STAGE 3
CUT VOLUME 25 CU. YD.
FILL VOLUME 934 CU. YD.

STAGE 4
CUT VOLUME 437 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 214+00.00 TO STA. 215+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	56	71

(2) CROSS SECTIONS



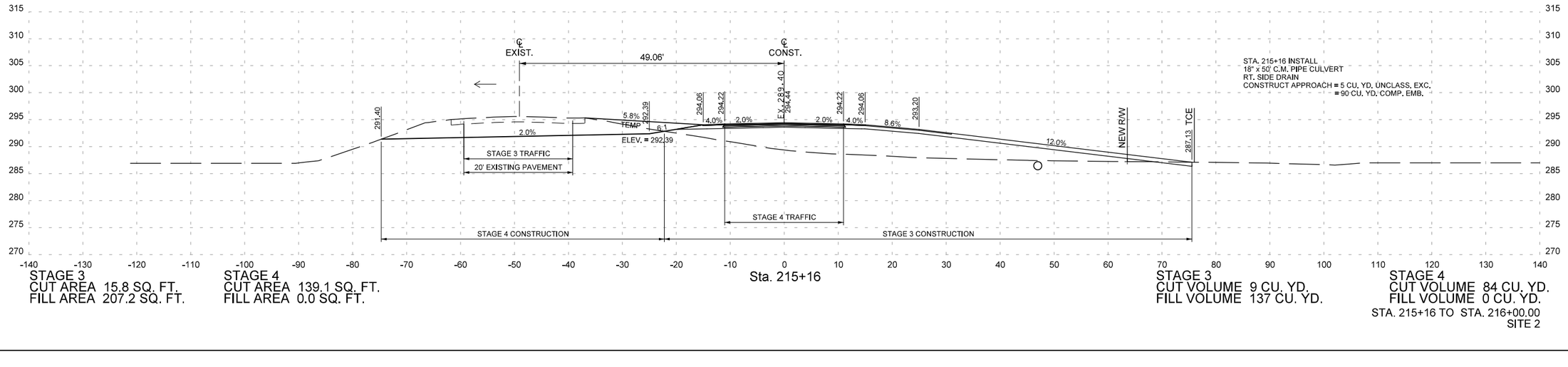
Sta. 216+00.00

STAGE 3
CUT AREA 14.7 SQ. FT.
FILL AREA 327.5 SQ. FT.

STAGE 4
CUT AREA 131.8 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 47 CU. YD.
FILL VOLUME 832 CU. YD.

STAGE 4
CUT VOLUME 421 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 215+16

STAGE 3
CUT AREA 15.8 SQ. FT.
FILL AREA 207.2 SQ. FT.

STAGE 4
CUT AREA 139.1 SQ. FT.
FILL AREA 0.0 SQ. FT.

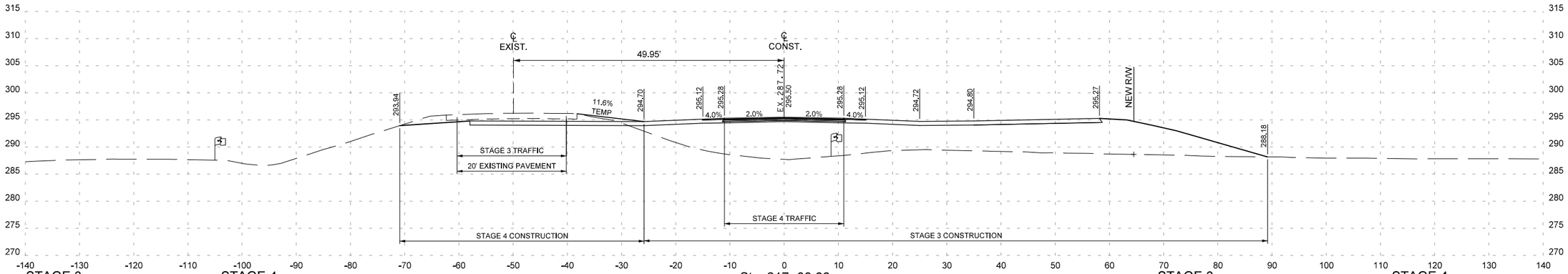
STAGE 3
CUT VOLUME 9 CU. YD.
FILL VOLUME 137 CU. YD.

STAGE 4
CUT VOLUME 84 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 215+16 TO STA. 216+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	57	71

(2) CROSS SECTIONS



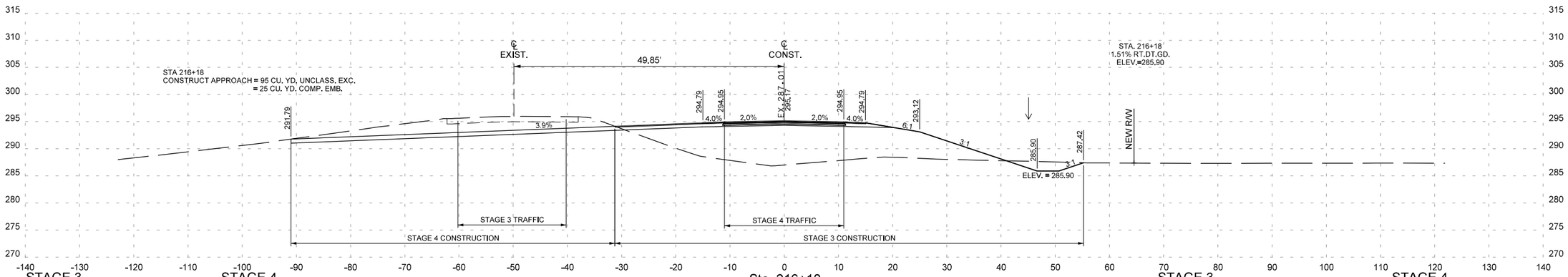
Sta. 217+00.00

STAGE 3
CUT AREA 15.0 SQ. FT.
FILL AREA 560.9 SQ. FT.

STAGE 4
CUT AREA 68.4 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 46 CU. YD.
FILL VOLUME 1352 CU. YD.

STAGE 4
CUT VOLUME 322 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 216+18

STAGE 3
CUT AREA 15.6 SQ. FT.
FILL AREA 329.3 SQ. FT.

STAGE 4
CUT AREA 143.6 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 10 CU. YD.
FILL VOLUME 219 CU. YD.

STAGE 4
CUT VOLUME 92 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 216+18 TO STA. 217+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	58	71

(2) CROSS SECTIONS

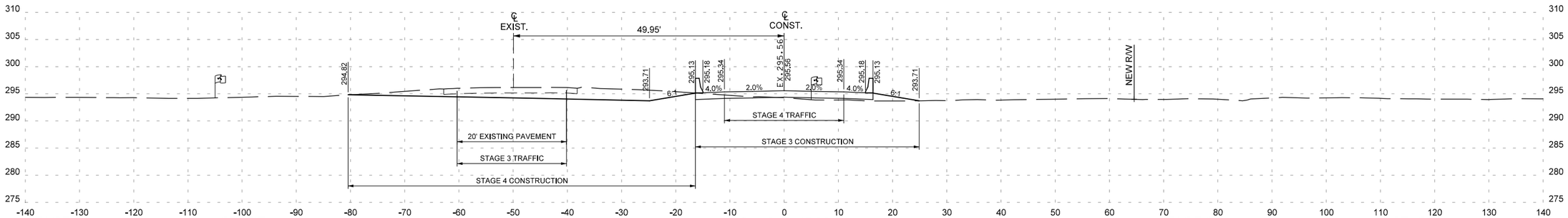
SLOPE INTERCEPT 217+77.66

STAGE 3
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 4
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 504 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



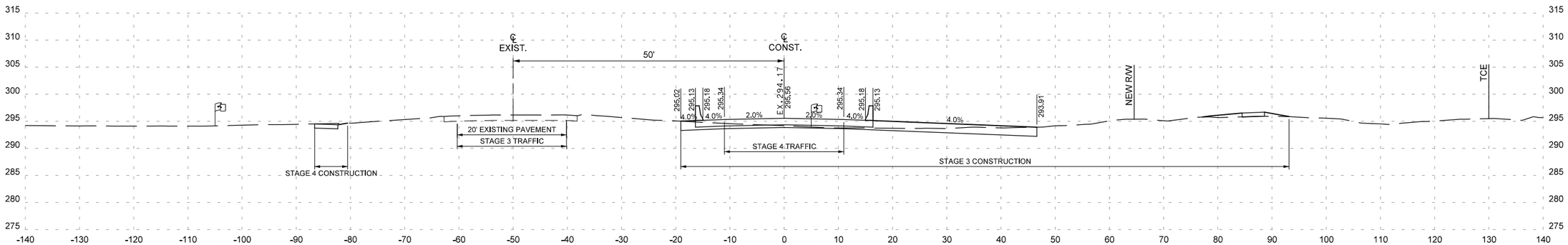
Sta. 217+45.20
BRIDGE END

STAGE 3
CUT AREA 7.5 SQ. FT.
FILL AREA 10.3 SQ. FT.

STAGE 4
CUT AREA 93.6 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 5 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 4
CUT VOLUME 9 CU. YD.
FILL VOLUME 0 CU. YD.



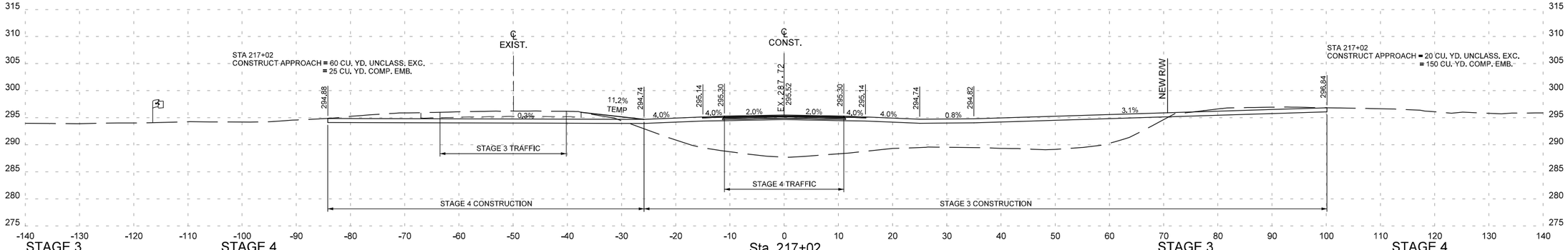
217+40.22

STAGE 3
CUT AREA 50.0 SQ. FT.
FILL AREA 0.3 SQ. FT.

STAGE 4
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 3
CUT VOLUME 35 CU. YD.
FILL VOLUME 206 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 217+02

STAGE 3
CUT AREA 0.0 SQ. FT.
FILL AREA 291.1 SQ. FT.

STAGE 4
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

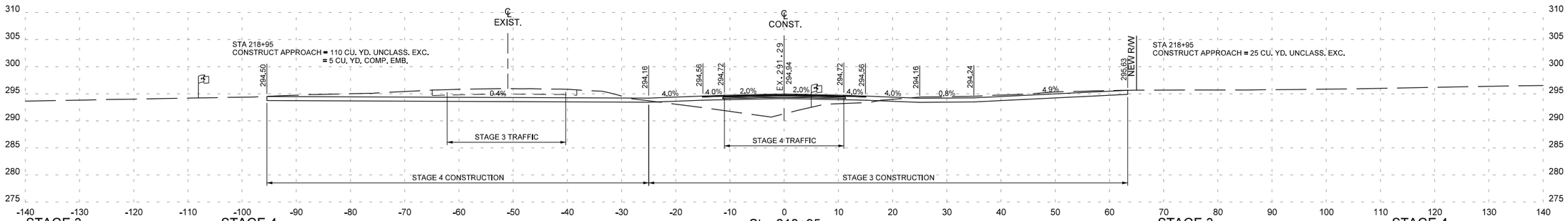
STAGE 3
CUT VOLUME 1 CU. YD.
FILL VOLUME 32 CU. YD.

STAGE 4
CUT VOLUME 3 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 217+02 TO STA. 217+45.22
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	59	71

(2) CROSS SECTIONS



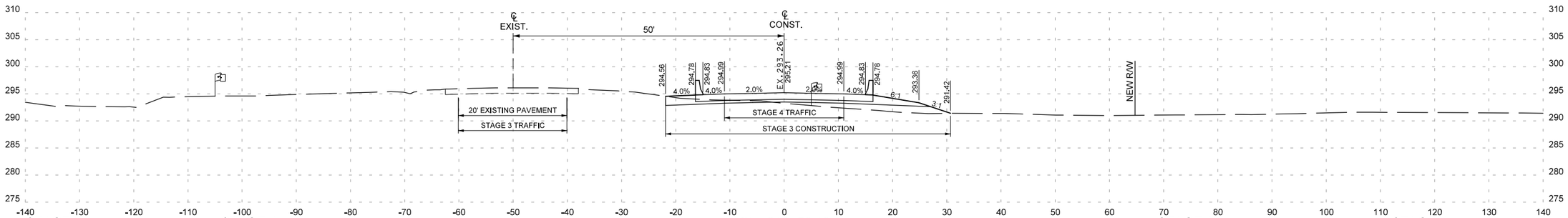
STAGE 3
CUT AREA 41.6 SQ. FT.
FILL AREA 62.5 SQ. FT.

STAGE 4
CUT AREA 121.5 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 218+95

STAGE 3
CUT VOLUME 40 CU. YD.
FILL VOLUME 67 CU. YD.

STAGE 4
CUT VOLUME 87 CU. YD.
FILL VOLUME 0 CU. YD.



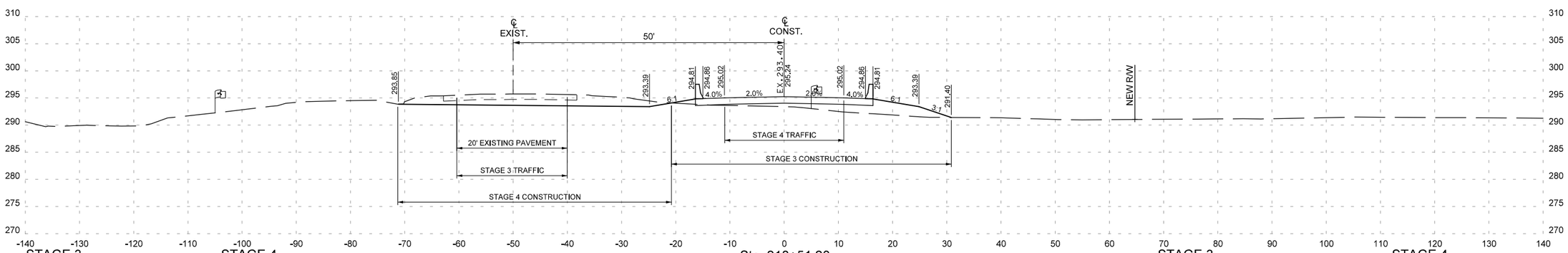
STAGE 3
CUT AREA 14.2 SQ. FT.
FILL AREA 30.1 SQ. FT.

STAGE 4
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 218+56.18

STAGE 3
CUT VOLUME 1 CU. YD.
FILL VOLUME 7 CU. YD.

STAGE 4
CUT VOLUME 8 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 3
CUT AREA 0.3 SQ. FT.
FILL AREA 49.6 SQ. FT.

STAGE 4
CUT AREA 83.5 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 218+51.20
BRIDGE END

STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 3
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 4
CUT AREA 0.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

SLOPE INTERCEPT 218+21.22

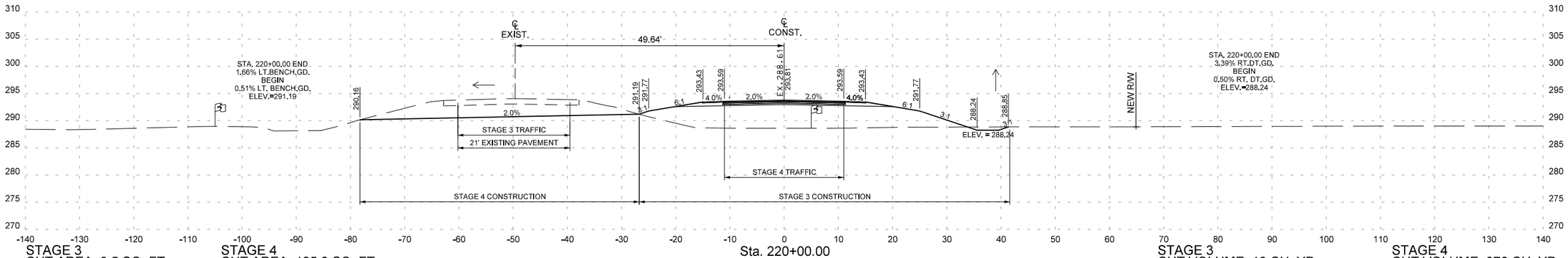
STAGE 3
CUT VOLUME 504 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 218+51.20 TO STA. 218+95
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	60	71

(2) CROSS SECTIONS



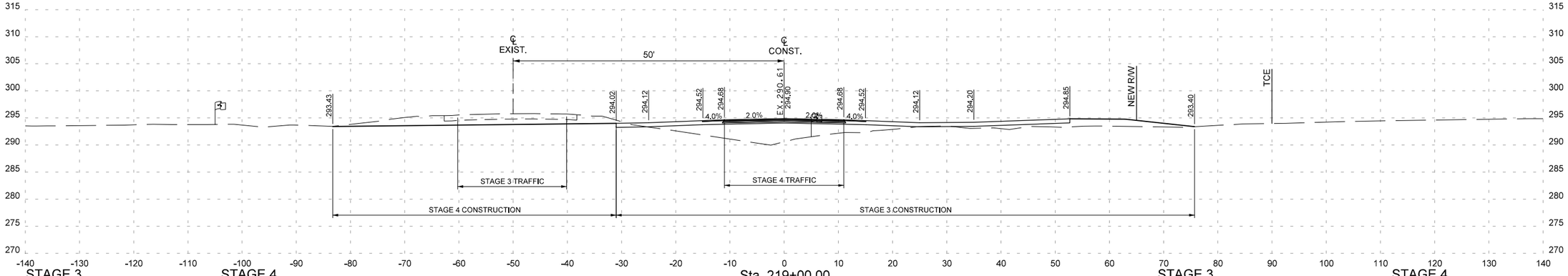
STAGE 3
CUT AREA 3.5 SQ. FT.
FILL AREA 205.2 SQ. FT.

STAGE 4
CUT AREA 125.2 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 220+00.00

STAGE 3
CUT VOLUME 13 CU. YD.
FILL VOLUME 619 CU. YD.

STAGE 4
CUT VOLUME 376 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 3
CUT AREA 3.7 SQ. FT.
FILL AREA 128.9 SQ. FT.

STAGE 4
CUT AREA 78.1 SQ. FT.
FILL AREA 0.0 SQ. FT.

Sta. 219+00.00

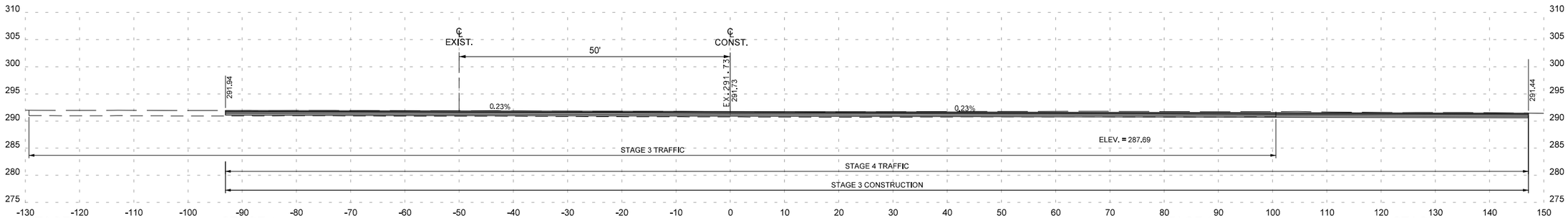
STAGE 3
CUT VOLUME 4 CU. YD.
FILL VOLUME 18 CU. YD.

STAGE 4
CUT VOLUME 18 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 219+00.00 TO STA. 220+00.00
SITE 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		JOB NO.		101120	61	71

(2) CROSS SECTIONS



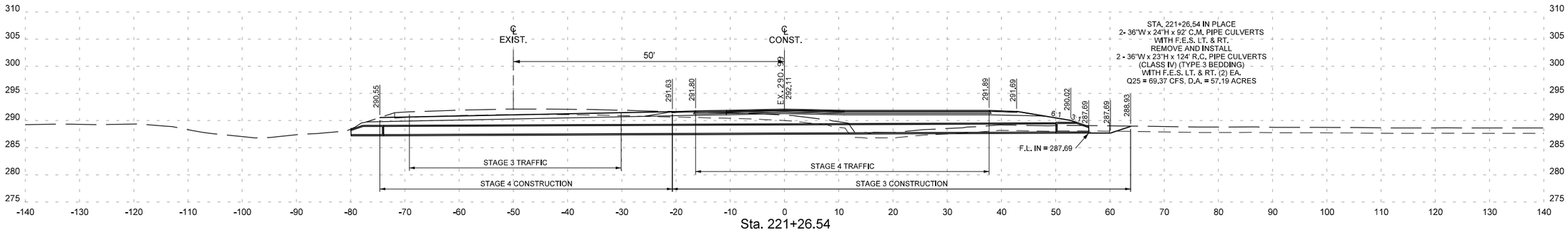
STAGE 3
CUT AREA 215.9 SQ. FT.
FILL AREA 0.0 SQ. FT.

STAGE 4
CUT AREA 42.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

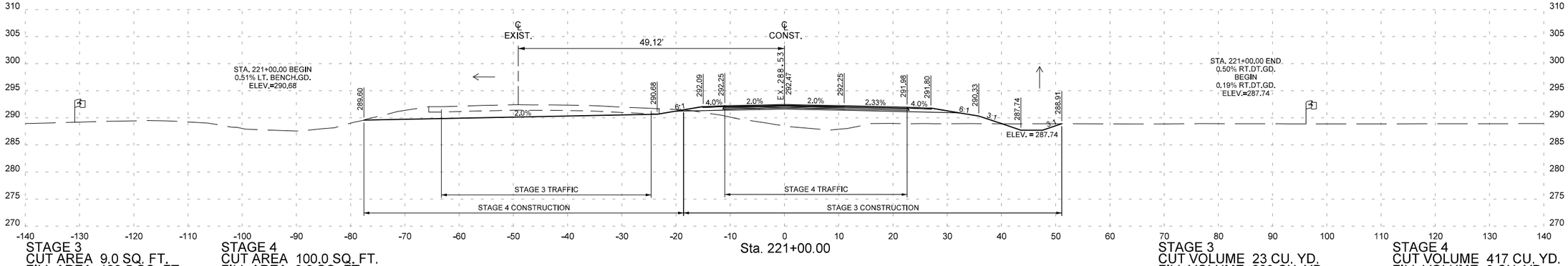
Sta. 221+80.03
END JOB 101120

STAGE 3
CUT VOLUME 33 CU. YD.
FILL VOLUME 183 CU. YD.

STAGE 4
CUT VOLUME 210 CU. YD.
FILL VOLUME 0 CU. YD.



Sta. 221+26.54



Sta. 221+00.00

STAGE 3
CUT AREA 9.0 SQ. FT.
FILL AREA 123.5 SQ. FT.

STAGE 4
CUT AREA 100.0 SQ. FT.
FILL AREA 0.0 SQ. FT.

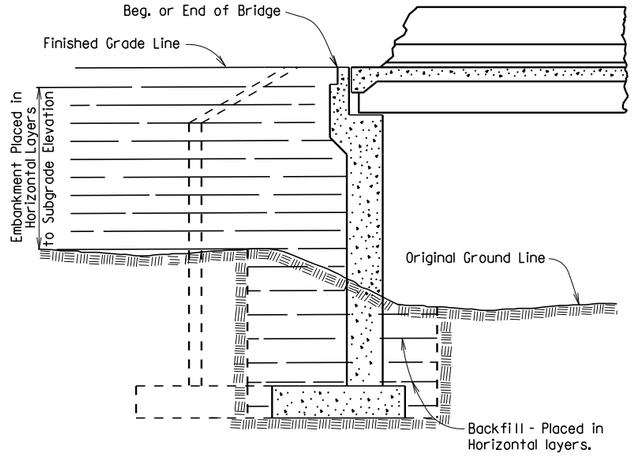
STAGE 3
CUT VOLUME 23 CU. YD.
FILL VOLUME 609 CU. YD.

STAGE 4
CUT VOLUME 417 CU. YD.
FILL VOLUME 0 CU. YD.

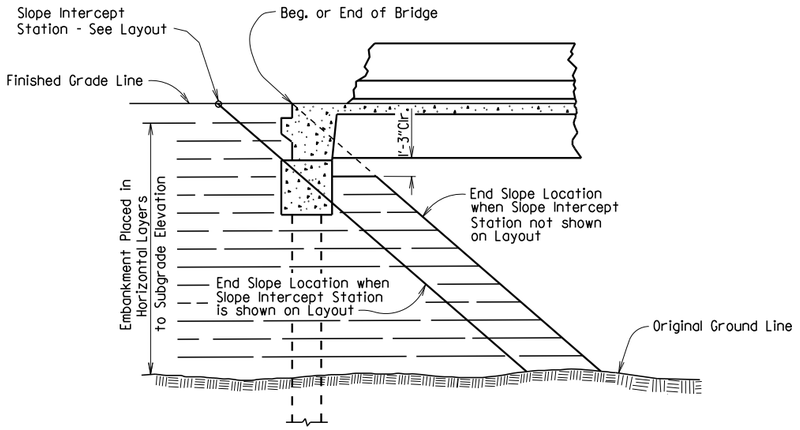
STA. 221+00.00 TO STA. 221+26.54
SITE 2

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

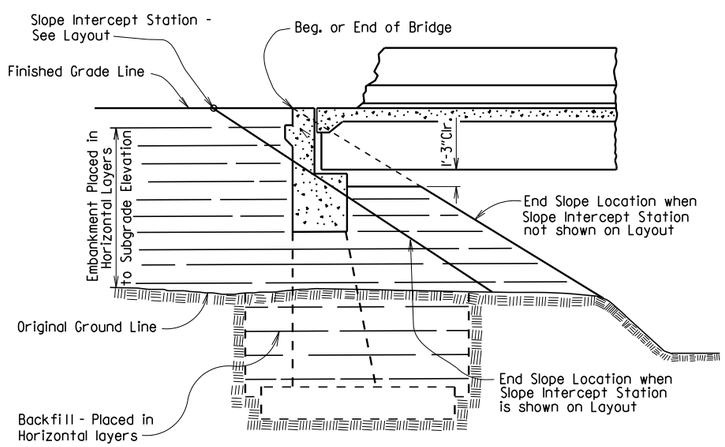
1 EMBANKMENT & BACKFILL 55000



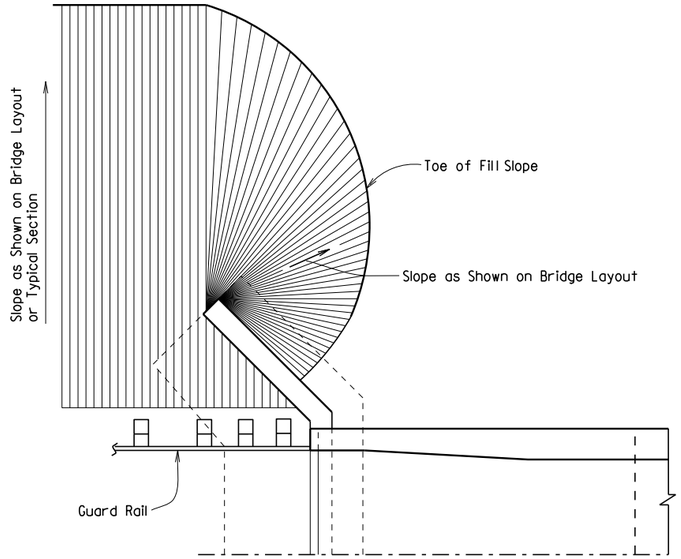
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



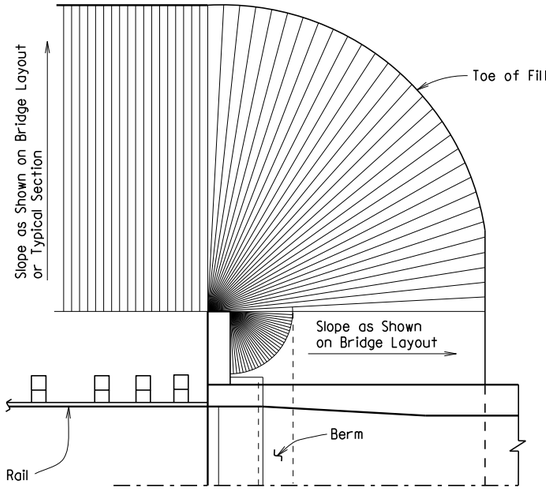
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



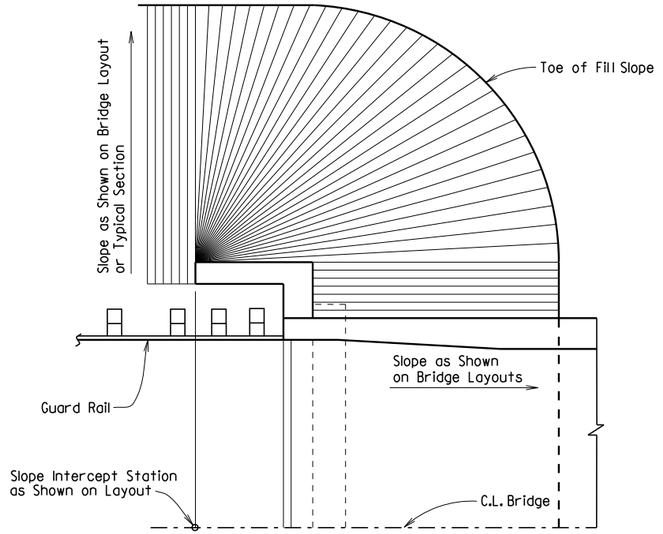
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



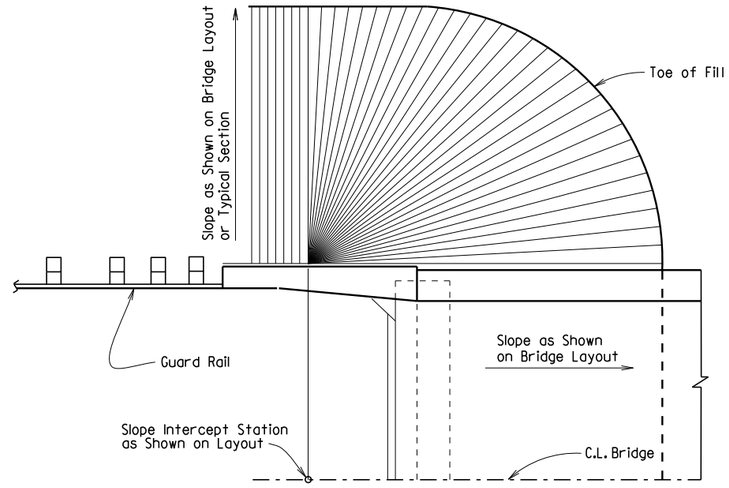
VERTICAL WALL ABUTMENTS



SPILL-THROUGH END BENTS WITH STUB WING



SPILL-THROUGH END BENTS WITH TURNBACK WING



SPILL-THROUGH END BENTS WITH TRANSITION WING

METHOD OF DETERMINING FILL SLOPE LOCATION AT BRIDGE ENDS

GENERAL NOTES

The Bridge End Embankment shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wingwalls. Embankment adjacent to structures shall be constructed in 6 inch horizontal layers (loose measure) and compacted by the use of mechanical equipment to the satisfaction of the Engineer. Refer to Subsections 210.09, 210.10 and 801.08 for construction requirements.

STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55000.dgn

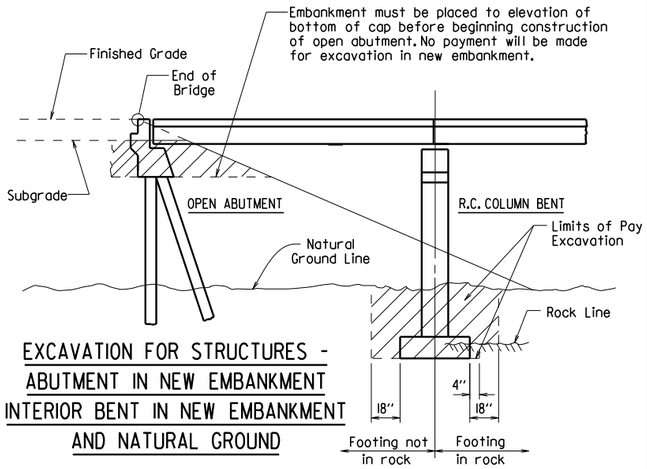
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

DESIGNED BY: STD. DATE: -

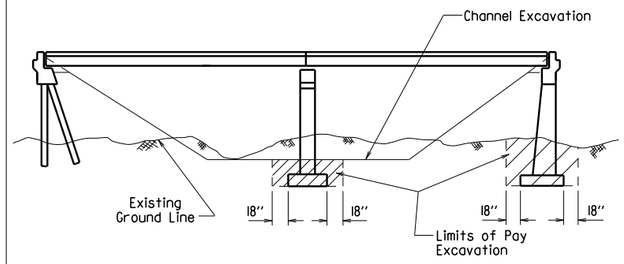
DRAWING NO. 55000

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

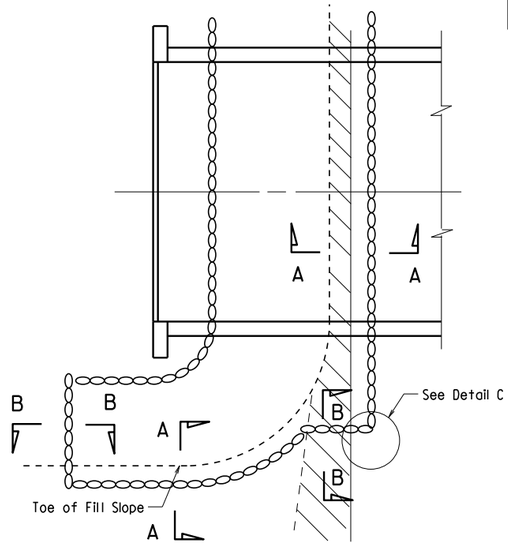
1 RIPRAP & EXCAV. 55001



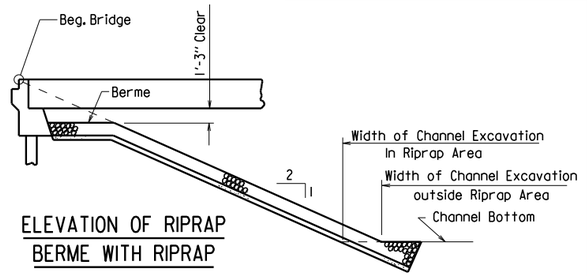
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



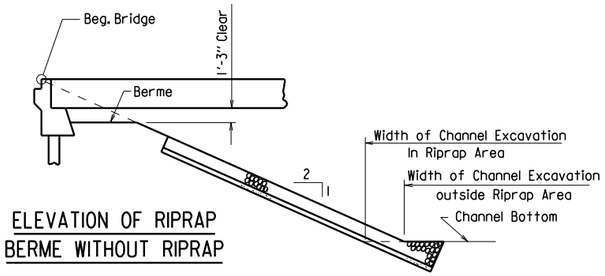
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



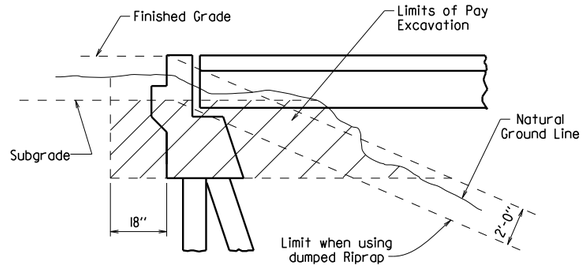
PLAN OF DUMPED RIPRAP



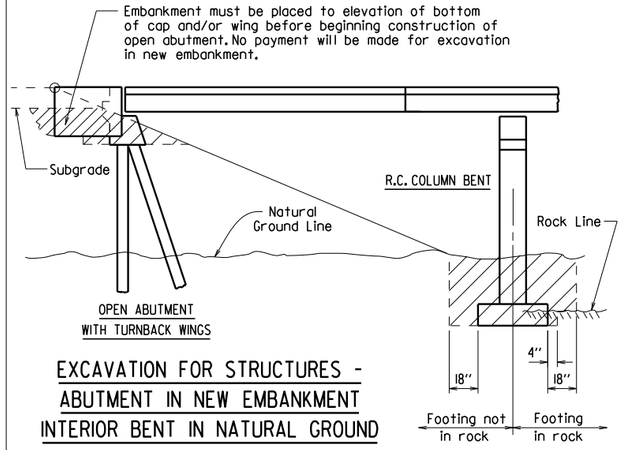
ELEVATION OF RIPRAP BERME WITH RIPRAP



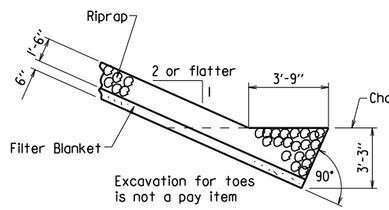
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND



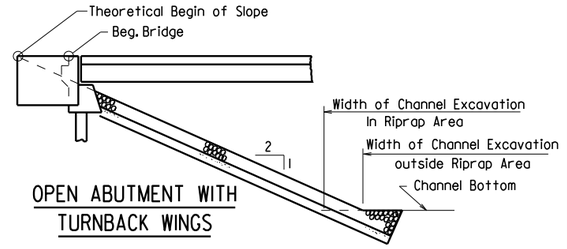
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND



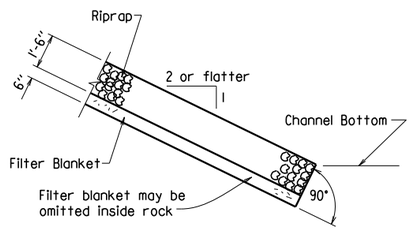
SECTION A-A

(Toe Excavation in Soil)

SECTION B-B



OPEN ABUTMENT WITH TURNBACK WINGS



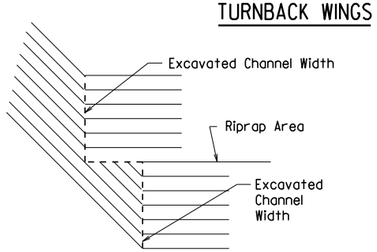
SECTION A-A

(Toe Excavation in Rock)

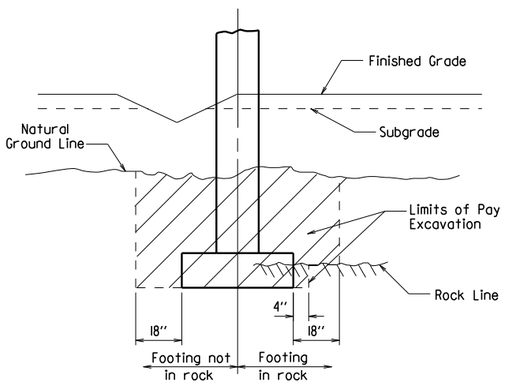
Note : Use this type of toe when rock is encountered which is in a stable condition.

Note : In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.

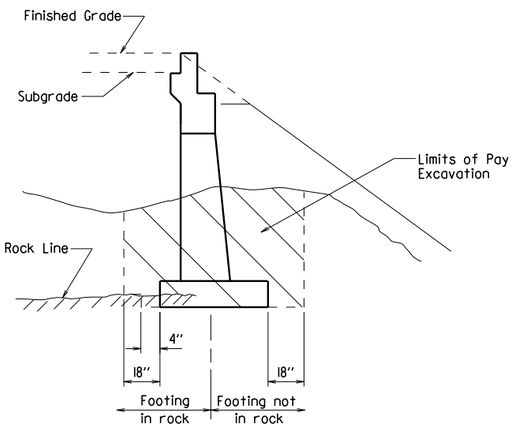
Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



DETAIL C



EXCAVATION FOR STRUCTURES - BENT IN ROADWAY FILL SECTION AND NATURAL GROUND



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND AND NEW EMBANKMENT

STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

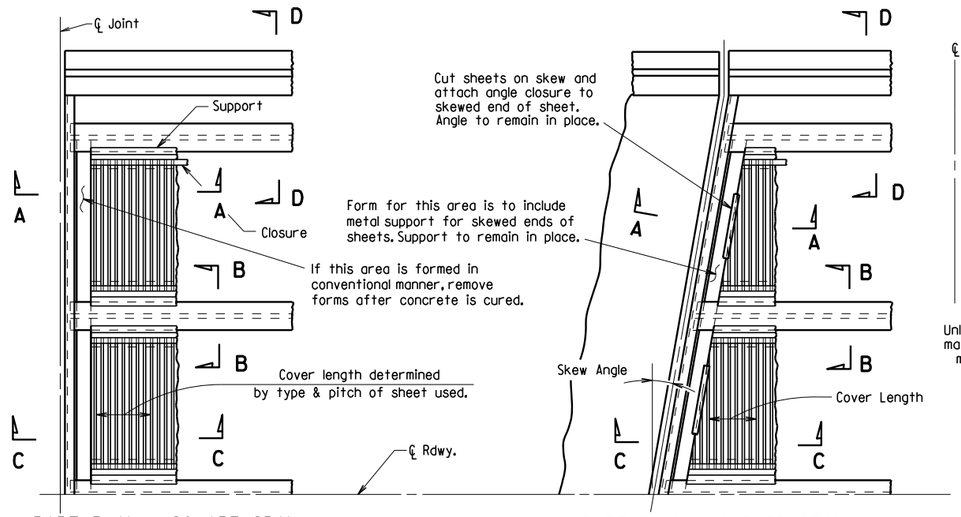
DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b5500l.dgn

CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

DESIGNED BY: STD. DATE:

DRAWING NO. 55001

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				①	BRIDGE DECK FORMS		55005	

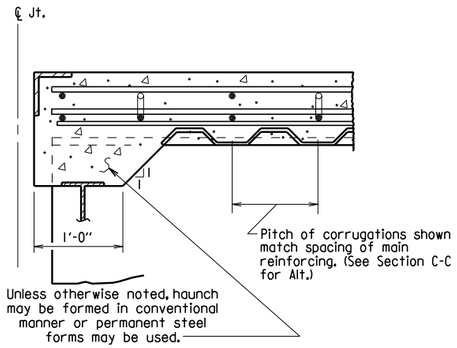


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

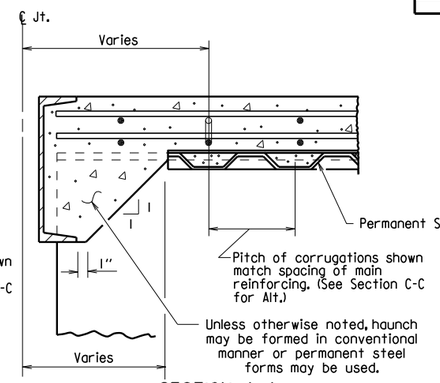
PART PLAN - SKEWED SPAN

3/8" = 1'-0"



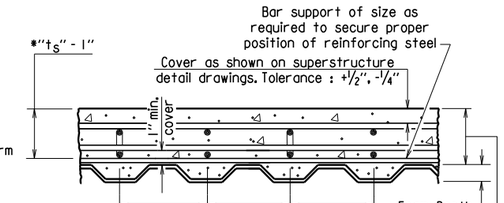
SECTION A-A

N.T.S.
(Angle at end of span)



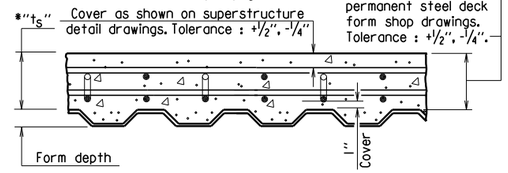
SECTION A-A

N.T.S.
(Channel at end of span)



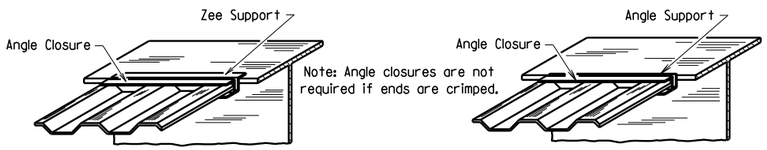
SECTION C-C

1" = 1'-0"



SECTION C-C - ALTERNATE

1" = 1'-0"
(Applicable when corrugations do not match spacing of main reinforcement)



SKETCH OF PERMISSIBLE SUPPORTS

N.T.S.

*t_s = slab thickness as shown on superstructure detail drawings.

GENERAL NOTES

Permanent steel deck forms may be used at the Contractor's option and shall be at no additional cost to the Department. Such use may result in changes to the dead load deflection of the girder. Any cost for adjustments due to a change in the dead load deflection will be borne by the Contractor. Payment for deck concrete and structural steel will not be increased due to use of permanent steel deck forms.

Permanent steel deck forms shall conform to Subsection 802.14(b). Detailed plans, including detailed calculations and manufacturer's technical brochure, shall be submitted to and approved by the Engineer before work of forming the bridge deck is started.

Welding of form supports to the tension flange of steel girders will be permitted only in areas where shear connectors are used. When welding is not allowed, the method of fastening Z or ∠ supports to the flange must be approved by the Engineer.

Form sheets shall be fastened to supporting members and to each other with galvanized metal screws sufficient in size and number to provide a secure attachment. Alternate methods of attachment must be approved by the Engineer.

When the pitch of form corrugations match the reinforcing spacing, transversely align form sheets across the bridge to maintain the correct orientation of continuous reinforcing bars in the corrugations.

Bar support rods, when used, shall be sized and spaced to adequately support the bottom reinforcing mat at the required position.

High chairs shall be sized to support the top mat of reinforcing at the proper position. High chairs shall be placed at locations shown on the detail drawings.

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition), with applicable Supplemental Specifications and Special Provisions.

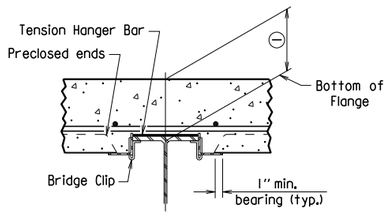
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used, and for all compression flanges)

③ ⚠ Minimum weld: 1/8" x 1" @ 18". More weld may be required; maximum length per weld = 1 1/2" (typ.)

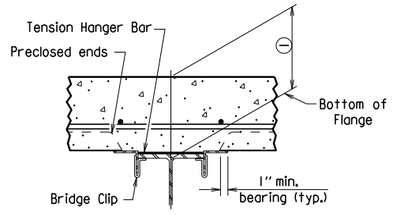
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



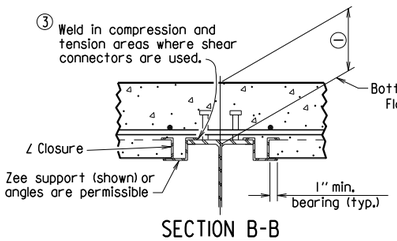
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



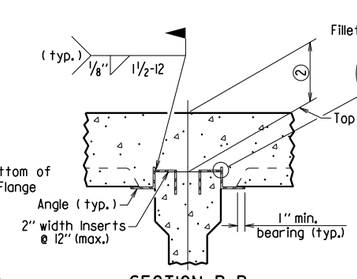
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



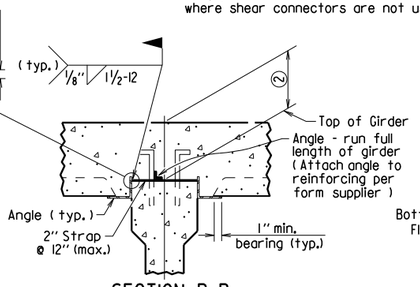
SECTION B-B

1" = 1'-0"
(Showing ∠ Closure)



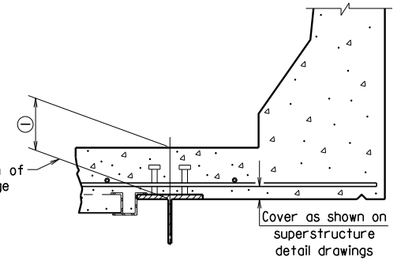
SECTION B-B (FOR CONCRETE GIRDERS)

1" = 1'-0"
(Showing support by Insert cast in girder)



SECTION B-B (FOR CONCRETE GIRDERS)

1" = 1'-0"
(Showing support by Strap)



SECTION D-D

1" = 1'-0"
Note: Only Bottom Reinforcing is shown.

① Distance from top of slab to bottom of top flange as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top flange or the support angle leg contacts the bottom reinforcing steel; Maximum = t_S + 1 3/4" + flange thickness. See Section C-C for slab thickness tolerance between adjacent girder flanges.

② Distance from top of slab to top of girder as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top of girder or the support angle leg contacts the bottom reinforcing steel; Maximum - value shown on the superstructure detail drawings when removable forms are used. See Section C-C for slab thickness tolerance between adjacent girder flanges.

⚠ Revised weld dimension by KWY, Ck'd. by BEF, 3/24/16.

STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	KDH	DATE:	2-27-2014	FILENAME:	b55005.dgn
CHECKED BY:	BEF	DATE:	2-27-2014	SCALE:	NONE
DESIGNED BY:	STD.	DATE:	—		

DRAWING NO. 55005

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①		GENERAL NOTES		55006

GENERAL NOTES

These GENERAL NOTES are applicable unless otherwise shown in the Plan Details, Special Provisions, or Supplemental Specifications.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Specifications.

DESIGN SPECIFICATIONS: See Bridge Layout(s).

SUPERSTRUCTURE NOTES:

MATERIALS AND STRENGTHS:

Class S(AE) Concrete	f'c =	4,000 psi
Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A)	fy =	60,000 psi
Structural Steel (AASHTO M 270, Gr. 36)	Fy =	36,000 psi
Structural Steel (AASHTO M 270, Gr. 50)	Fy =	50,000 psi
Structural Steel (AASHTO M 270, Gr. 50W)	Fy =	50,000 psi
Structural Steel (AASHTO M 270, Gr. HPS70W)	Fy =	70,000 psi

See Plan Details for Grade(s) of Structural Steel required.

CONCRETE:

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi. Concrete shall be poured in the dry and all exposed corners shall be chamfered ¾" unless otherwise noted.

The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of Class S(AE) Concrete. See Standard Drawing No. 55005 for allowable modifications and for tolerances when Permanent Steel Bridge Deck Forms are used.

Use of a longitudinal screed is not permitted on any span of a bridge deck with horizontal curvature.

The concrete deck (roadway surface) shall be given a tine finish in accordance with Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks shall receive a broomed finish as specified for final finishing in Subsection 802.19 for Class 6 Broomed Finish. Movement of the finishing machine across new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the beam or girder. When permitted, the use of a longitudinal strike-off will require that a vertical camber adjustment be made in the strike-off to account for the future dead load deflection due to any railings, median barrier, and sidewalks.

REINFORCING STEEL:

All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A, with mill test reports and shall be epoxy coated. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly, but will be considered subsidiary to the item "Epoxy Coated Reinforcing Steel (Grade 60)".

STRUCTURAL STEEL (COMMON TO W-BEAMS AND PLATE GIRDERS):

Structural steel shall be AASHTO M 270 with grade and payment as specified in the plans. Grade 50W steel shall not be painted and all exposed surfaces shall be cleaned in accordance with Subsection 807.84(e). Grade 36 and Grade 50 steel shall be painted unless otherwise noted and all exposed surfaces shall be cleaned in accordance with Subsection 807.84. Structural steel completely embedded in concrete may be AASHTO M 270, Gr. 36, Gr. 50 or Gr. 50W unless otherwise noted.

Drawings show general features of design only. Shop drawings shall be made in accordance with the specifications, submitted and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Payment will be based on the basis of shapes and materials shown in the plans, and no additional compensation will be made for any adjustments due to substitutions.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether permanent or temporary, a formal request with detailed drawings shall be submitted to the Engineer for approval; however, additional welds used for attaching falsework support devices or screed rail supports to the structural steel that do not exceed the limitations of Subsection 802.13 will not require approval prior to construction. All welding shall conform to Subsection 807.26.

Unless otherwise noted, field connections shall be bolted with ¾" ø high-strength bolts using 13/16 " ø open holes. Holes for ¾" ø high-strength bolts may be 15/16 " ø if a washer is supplied for use under both the nut and head of the bolt. The use of oversized holes will not be allowed on main members unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior beam or girder webs and on the bottom of the beam or girder flanges.

All stud shear connectors shall be granular flux filled, solid fluxed, or equal and shall be automatically end welded in accordance with recommendations of the Manufacturer.

When painting is required, all structural steel except galvanized steel and steel completely encased in concrete shall be painted in accordance with Subsection 807.75. The color of paint shall be as specified in the plans.

STRUCTURAL STEEL (W-BEAMS):

All beams and field splice plates, and all diaphragms and connection plates attached to horizontally curved beams are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly, but shall be considered subsidiary to the item "Structural Steel in Beam Spans (M 270, Gr. ___)".

All beams in continuous units and simple spans with field splices shall be blocked in their true position in the shop in groups as specified in Subsection 807.54(b)(2) with the webs horizontal. The camber, length of sections, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram.

All beams in simple spans without field splices shall be blocked in their true position with webs horizontal. The camber, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records.

Flange field splice plates shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

All beam dimensions are based on a temperature of 60 degrees F. A tolerance of ¼" +/- is allowed for camber.

Bent plate diaphragms for horizontally curved beams shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses. Bent plate diaphragms for straight beams may be cut and fabricated in accordance with Subsection 807.35 or as required for horizontally curved beams.

Unless otherwise noted, diaphragms shall be installed as beams are erected. All bolts in diaphragms and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring the concrete deck.

STRUCTURAL STEEL (PLATE GIRDERS):

All references to cross-frames shall include "X" or "K" types.

All girder web and flange plates, all field splice plates, and all diaphragms, cross-frames and connection plates attached to horizontally curved girders are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly, but shall be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M 270, Gr. ___)".

All girders in continuous units and simple spans with field splices shall be assembled in the shop as specified in Subsection 807.54(b)(2) and blocked in their true position with webs horizontal. The camber, length of sections, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram.

All girders in simple spans without field splices shall be blocked in their true position with webs horizontal. The camber, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records.

Web and flange plates for main members and flange splice plates for main members shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

Girder webs may be made by shop splicing with minimum lengths of 25 feet for sections. Flange plates longer than 50 feet may be made by shop splicing with minimum lengths of 25 feet for sections. No additional payment will be made for shop welded splices.

All girder dimensions are based on a temperature of 60 degrees F. A tolerance of ¼" +/- is allowed for camber.

Groove welds in web and flange plates shall be Quality Control (Q.C.) tested by nondestructive testing, as required in Subsection 807.23(b). Fillet welds at flange to web plate connections shall be Q.C. tested by the magnetic particle method. All Q.C. testing shall be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M 270, Gr. ___)".

Bent plate diaphragms for horizontally curved girders shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses. Bent plate diaphragms for straight girders may be cut and fabricated in accordance with Subsection 807.35 or as required for horizontally curved girders.

Unless otherwise noted, cross-frames and diaphragms shall be installed as girders are erected. All bolts in cross-frames, diaphragms, and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring the concrete deck.

SUBSTRUCTURE NOTES:

CONCRETE:

Unless otherwise noted, concrete in caps, columns and footings (except seal footings) shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. Seal Concrete for footings shall have a minimum 28 day compressive strength f'c = 2,100 psi.

Concrete in drilled shafts shall be Class "S" as modified by Job SP "Drilled Shaft Foundations".

All exposed corners shall be chamfered ¾" unless otherwise noted.

REINFORCING STEEL:

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Top reinforcing bars in cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

STRUCTURAL STEEL:

Structural steel in end bents shall be AASHTO M 270 with grade and payment as specified in the plans.

FOR ADDITIONAL INFORMATION AND NOTES, SEE LAYOUT(S) AND PLAN DETAILS.

FOR ADDITIONAL INFORMATION AND NOTES, SEE LAYOUT(S) AND PLAN DETAILS.

STANDARD GENERAL NOTES
FOR STEEL BRIDGE STRUCTURES

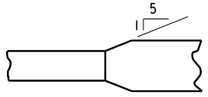
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 9-2-2015 FILENAME: b55006.dgn
CHECKED BY: B.E.F. DATE: 9-2-2015 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55006

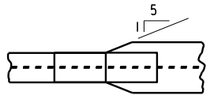
PRINT DATE: 11/7/2019

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	STEEL BRIDGE STRUCTURES 55007			

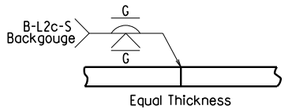


Plan-Unequal Width (Flg.)

FLANGE SPLICE

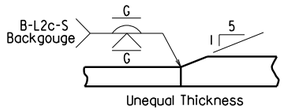


FLANGE SPLICE AT UNEQUAL BOTTOM FLANGE WIDTHS



Equal Thickness

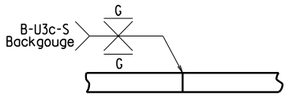
WEB & FLANGE SPLICE



Unequal Thickness

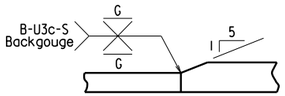
FLANGE SPLICE

(Use when Base Metal Thickness is Equal to or Less than 2")



Equal Thickness

WEB & FLANGE SPLICE

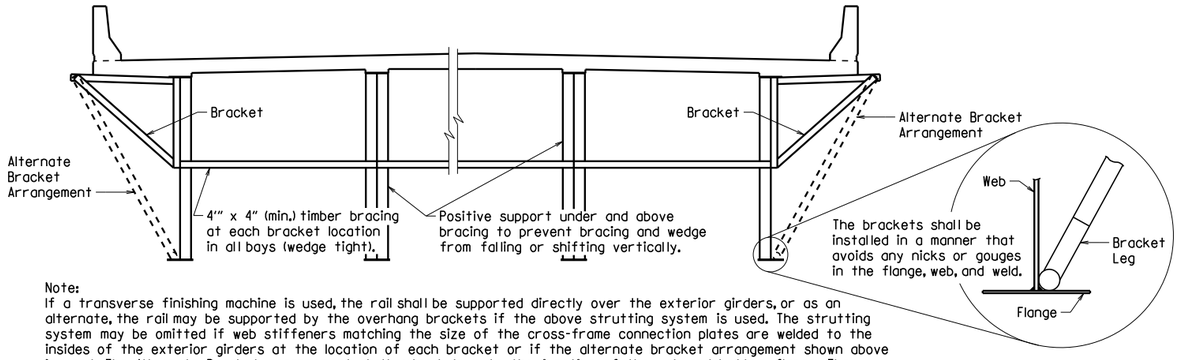


Unequal Thickness

FLANGE SPLICE

(Use when Base Metal Thickness is Greater than 2")

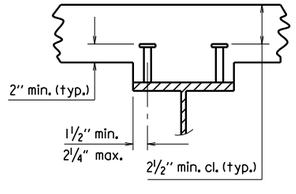
DETAILS OF WELDED SPLICES FOR PLATE GIRDERS



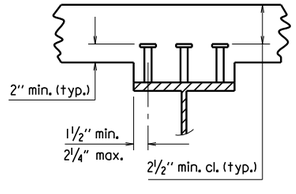
Note:
If a transverse finishing machine is used, the rail shall be supported directly over the exterior girders, or as an alternate, the rail may be supported by the overhang brackets if the above strutting system is used. The strutting system may be omitted if web stiffeners matching the size of the cross-frame connection plates are welded to the insides of the exterior girders at the location of each bracket or if the alternate bracket arrangement shown above is used. The Alternate Bracket arrangement shall extend down to the junction of the web and bottom flange. The stiffener shall conform to the details for cross frame connection plates shown on the plans. No direct payment will be made for brackets, timber bracing, supports, or welded stiffeners. Payment shall be subsidiary to "Structural Steel in Plate Girder Spans (___)".

SCREED RAIL SUPPORT FOR PLATE GIRDERS

(USE WHEN WEB DEPTHS ARE 48" OR GREATER)



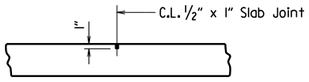
2 STUDS PER ROW



3 STUDS PER ROW

Stud Shear Connectors shall be automatically end welded to the beam or girder flange in accordance with the recommendations of the Manufacturer. See plan details for number and size.

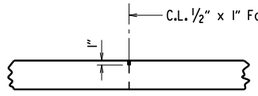
SHEAR CONNECTOR DETAIL



Use Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab Joints shall extend to the outside edge of the deck slab and shall align with open joints at the front face of the parapet. Slab joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab joints shall be placed at all pouring sequence construction joints and required slab joint locations. The joint sealer shall extend across the deck from gutterline to gutterline.

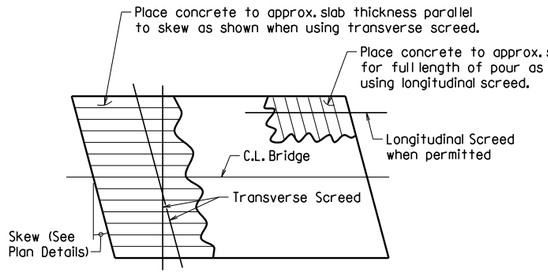
ADDITIONAL NOTES IF SIDEWALKS OR RAISED MEDIANS ARE REQUIRED:
Slab Joints shall be installed before the sidewalk or raised median is poured. After installation of the joint in the sidewalk or raised median and prior to pouring the parapet rail, the joint sealer shall be placed extending across the deck slab from gutterline to gutterline and acrosss the top of the sidwalk or raised median to the edge of the slab. No joint sealer shall be placed on the deck slab under the sidewalk or raised median.

TRANSVERSE SLAB JOINT DETAIL



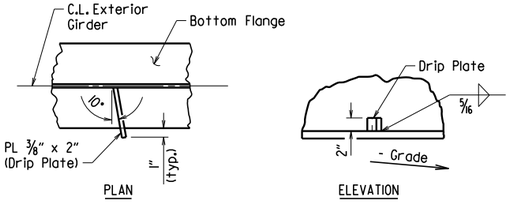
Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Seal color shall be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT



Note: At the Contractor's option, the transverse screed may be placed parallel to the skew or perpendicular to C. L. Bridge.

CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW



PLAN

ELEVATION

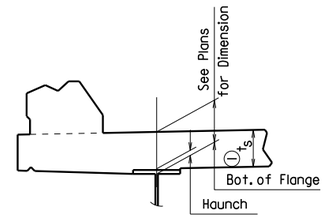
Drip Plate to be welded to the outer side of the bottom flange of the exterior girders.

Locate drip plate 5'-0" from C.L. Bearing on high side of each Bent, unless otherwise noted in the plans.

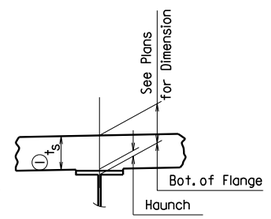
BOTTOM FLANGE DRIP PLATE

(USE WHEN WEB DEPTHS ARE 54" OR GREATER AND UNIT OR SPAN IS NOT IN LEVEL GRADE)

t_s = slab thickness. See "Typical Roadway Section" in the plans.



EXTERIOR BEAM OR GIRDER



INTERIOR BEAM OR GIRDER

① Tolerance when removable deck forming is used is + ½", - ¼". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

NOTES:
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance: Minimum occurs when top flange contacts bottom reinforcing steel; Maximum = top flange thickness plus 1¾" unless otherwise noted in the plans. No increase in concrete and structural steel quantities will be made to maintain tolerances.

Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

ADJUSTMENT FOR SLAB THICKNESS TOLERANCE

NOTE: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL

BRIDGES IN NORMAL CROWN

WELD TABLE

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅝"	

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JYP DATE: 2/11/2016 FILENAME: b55007.dgn

CHECKED BY: AMS DATE: 2/11/2016 SCALE: No Scale

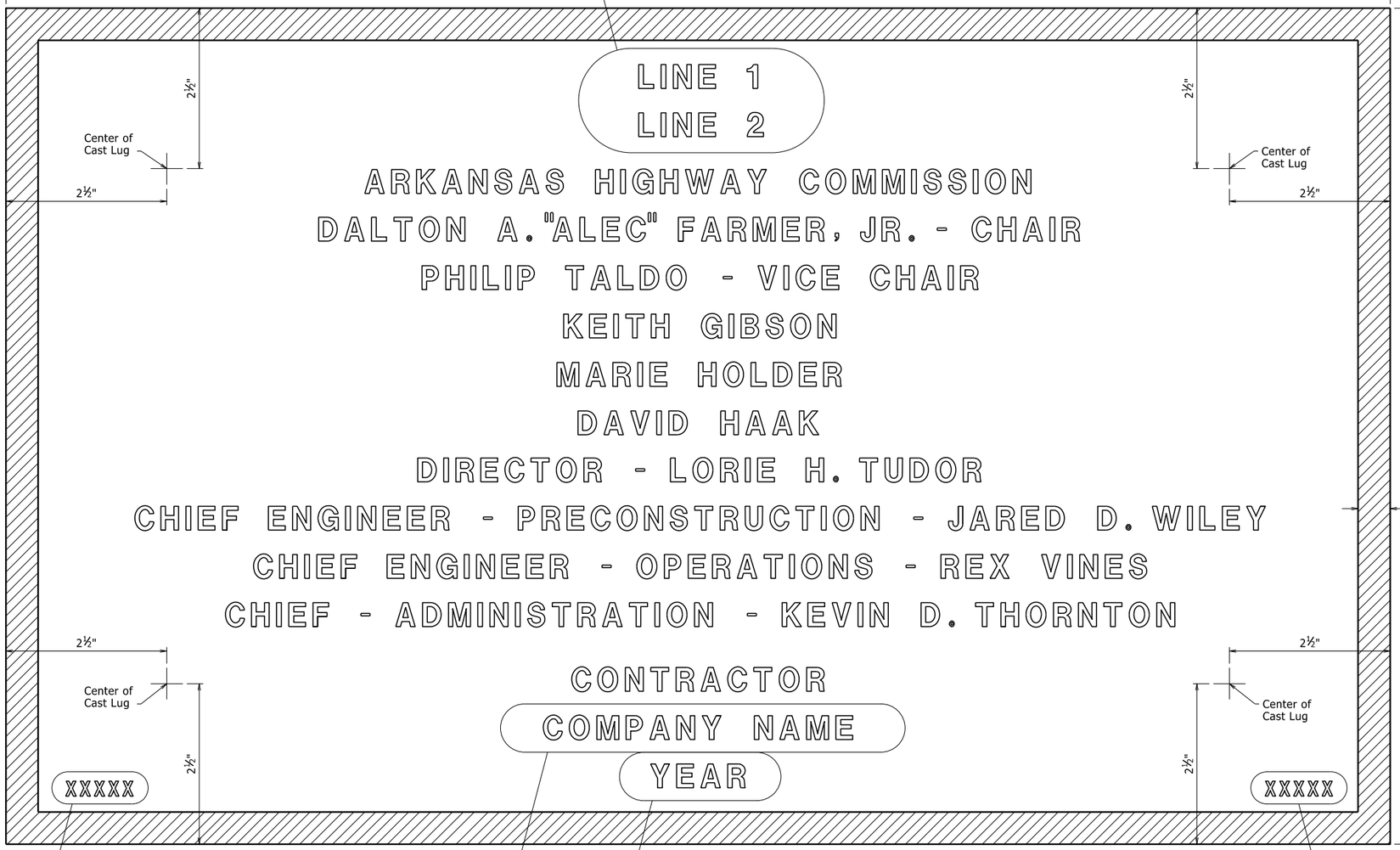
DESIGNED BY: STD. DATE: —

DRAWING NO. 55007

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
4-14-23		6	ARK.			
		TYPE D NAME PLATE - 55010				

The name of the bridge as shown on the plans shall be placed on Lines 1 & 2 using ⅛" raised letters and numerals ⅜" high.

	Example 1	Example 2	Example 3	Example 4
Line 1	RED RIVER	SOUTHERN RAILROAD	SALINE RIVER	HIGHWAY 5
Line 2	RELIEF	OVERPASS	RELIEF	



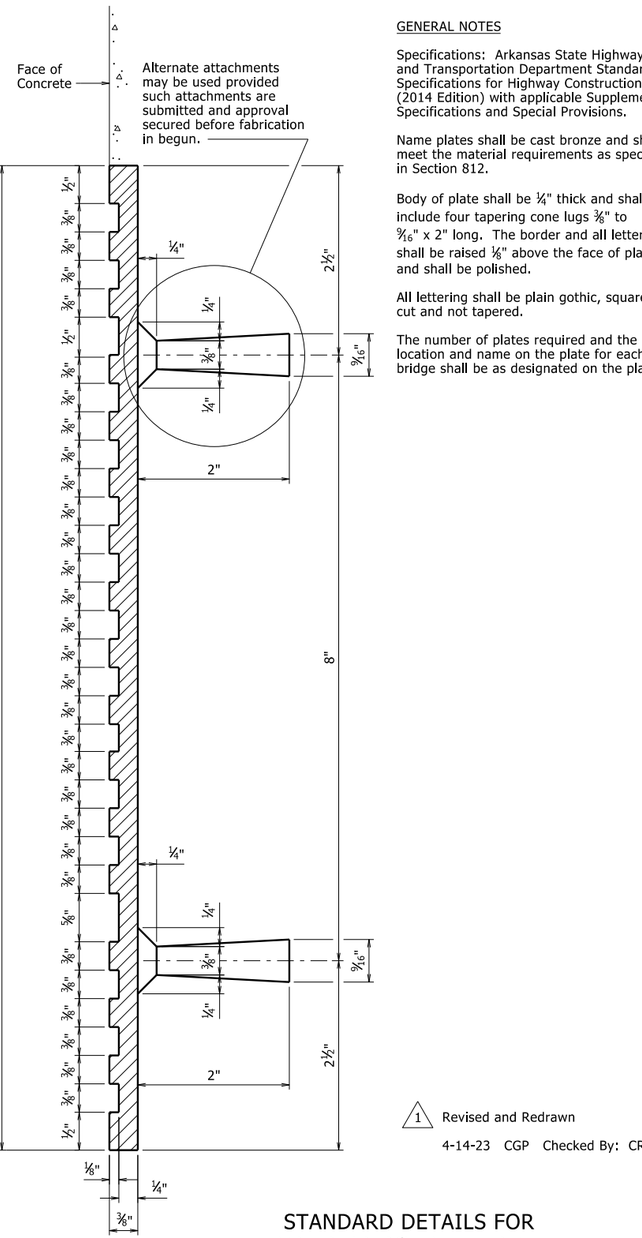
Place the design live loading here using ⅛" raised letters and numerals ¼" high. Examples: HS20, HL-93

Place the Year in which Contract was awarded here using ⅛" raised numerals ⅜" high. Example: 2001

Place the name of the company awarded the construction contract here using ⅛" raised letters and numerals ⅜" high. Example: ABCD CONSTRUCTION, INC.

Place the Bridge number here using ⅛" raised letters and numerals ¼" high. Examples: A1234, 05432

TYPICAL BRIDGE NAME PLATE



GENERAL NOTES

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition) with applicable Supplemental Specifications and Special Provisions.

Name plates shall be cast bronze and shall meet the material requirements as specified in Section 812.

Body of plate shall be ¼" thick and shall include four tapering cone lugs ⅜" to 9/16" x 2" long. The border and all lettering shall be raised ⅛" above the face of plate and shall be polished.

All lettering shall be plain gothic, square cut and not tapered.

The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.

1 Revised and Redrawn
4-14-23 CGP Checked By: CRE

STANDARD DETAILS FOR
TYPE D BRIDGE NAME PLATE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

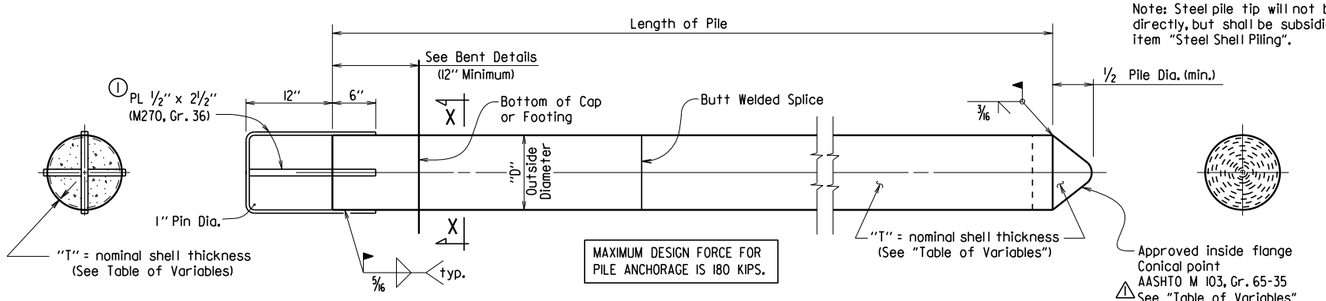
DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55010.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55010

PRINT DATE: 4/20/2023

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				

(1) STEEL SHELL PILES 55021

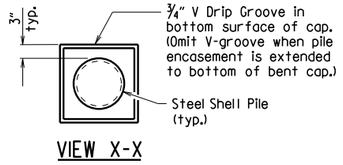


Note: Steel pile tip will not be paid for directly, but shall be subsidiary to the item "Steel Shell Piling".

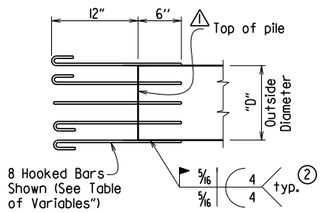
CONCRETE FILLED STEEL SHELL PILE

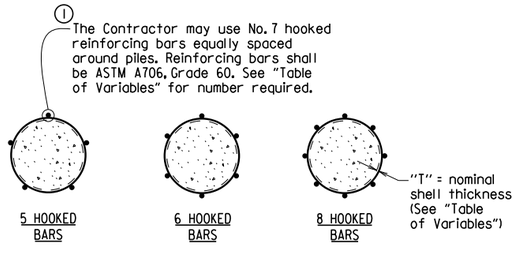
(1) Pile anchorage shall be placed to minimize interference with anchor bolts and reinforcing in cap or footing.

(2) Welding shall comply with ANSI/AWS D1.4 Structural Welding Code-Reinforcing Steel and applicable portions of ANSI/AWS D1.5 Bridge Welding Code.



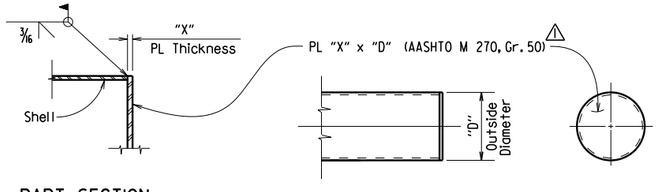
VIEW X-X





ALTERNATE PILE ANCHORAGE DETAIL

Note: Hooked bars shall be oriented to provide the required concrete clearances shown in the plans.

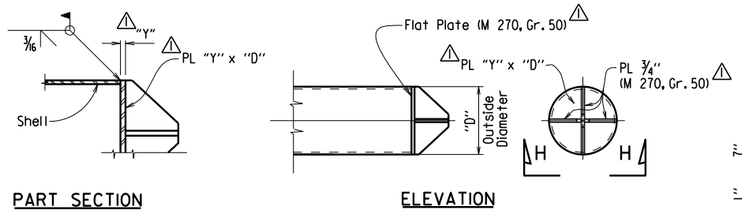


PART SECTION

ELEVATION

ALTERNATE FLAT TIP DETAIL

Note: The alternate flat tip detail shall not be used on steel shell piling to be driven through embankments constructed with internal geosynthetic reinforcement.

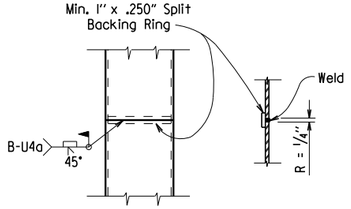


PART SECTION

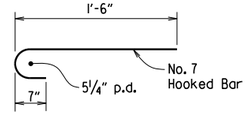
ELEVATION

VIEW H-H

ALTERNATE VANED TIP DETAIL



TYPICAL SPLICE DETAILS



HOOKED BAR DETAIL

TABLE OF VARIABLES

OUTSIDE DIAMETER "D"	NOMINAL SHELL THICKNESS "T"	(1) PLATE THICKNESS "X"	(1) PLATE THICKNESS "Y"	NO. OF HOOKED BARS FOR ALTERNATE PILE ANCHORAGE	(1) MINIMUM CONICAL TIP DESIGN LOAD (KIPS)
14"	0.50"	2¼"	1½"	5	859
16"	0.50"	2¼"	1½"	5	986
18"	0.50"	2½"	1½"	6	1,114
20"	0.50"	2½"	1¾"	6	1,241
24"	0.50"	2¾"	1¾"	8	1,495

(1) Revised and added various details by KWY, Ck'd. by BEF, 3/24/16.

GENERAL NOTES FOR CONCRETE FILLED STEEL SHEEL PILES:

Steel shells shall conform ASTM A252, Grade 3 (Fy = 45,000 psi.)

Concrete used for filling of steel shell shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. and shall be poured in the dry.

Steel shell piling that extends above the ground and is not protected by pile encasement shall be painted in accordance with Subsection 805.02.

See Bridge Layout for size and estimated length of steel shell piles and for driving information.

Concrete, structural steel, reinforcing steel (including welding), and painting shall not be paid for directly, but shall be considered subsidiary to the item "Steel Shell Piling".

GENERAL NOTES FOR PILE ENCASEMENTS:

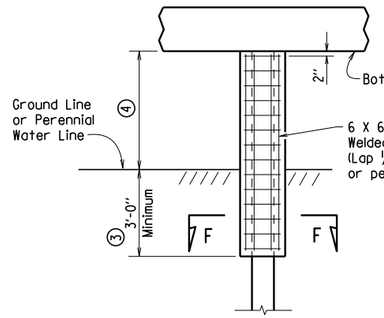
(1) See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

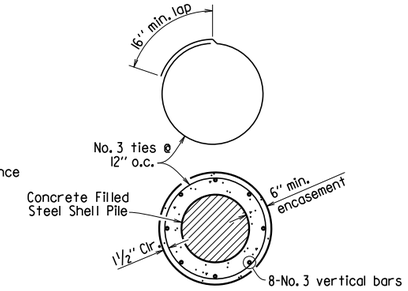
Concrete shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

Welded wire fabric shall conform to AASHTO M 55 or M 221.

Concrete, welded wire fabric or reinforcing steel, and galvanized pipe shall not be paid for directly, but shall be considered subsidiary to the item "Pile Encasement".





SECTION F-F (REINF. ALTERNATE)

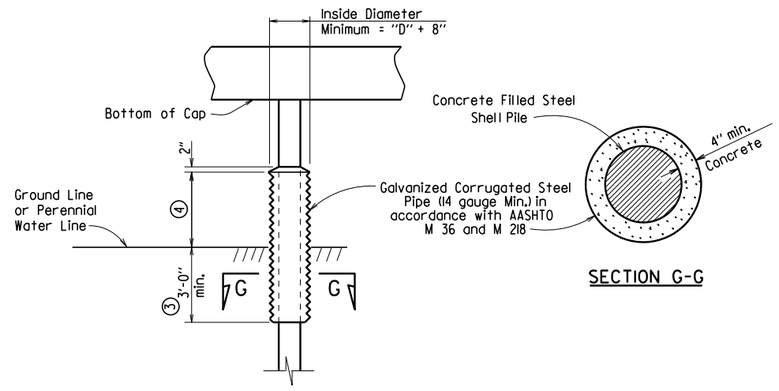
PILE ENCASEMENT DETAIL FOR STEEL SHELL PILES

(5) (Shown with Encasement to Bottom of Cap)

(3) Unless otherwise noted on Bridge Layout.

(4) See Bridge Layout for height of pile encasement (3'-0" Minimum).

(5) Pile encasement, when not extended to bottom of cap, shall have 2" concrete taper for water runoff as shown in the detail for partial height encasement.



SECTION G-G

ALTERNATE PILE ENCASEMENT DETAIL FOR STEEL SHELL PILES

(Shown with Partial Height Encasement)

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on March 24, 2016. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR CONCRETE FILLED STEEL SHELL PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

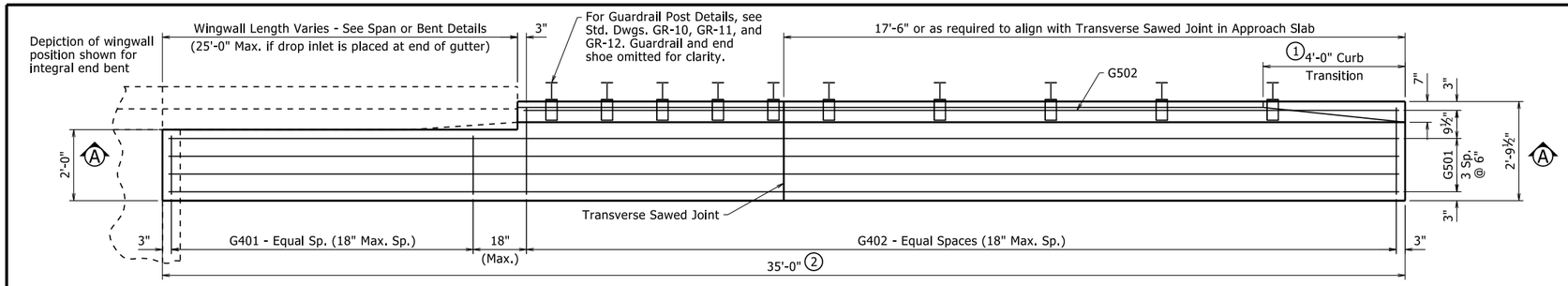
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55021.dgn
CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55021

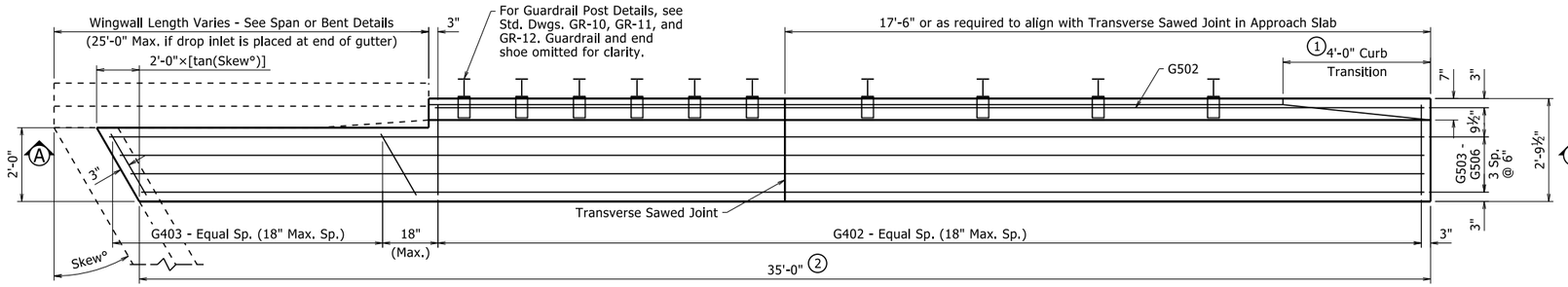
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① Type F Approach Gutters - 55030F

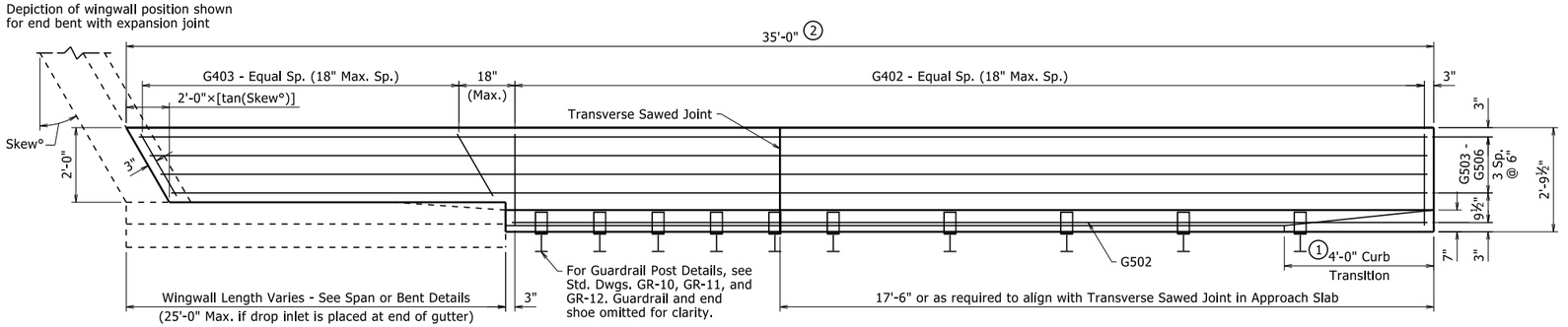


HALF PLAN OF APPROACH GUTTERS FOR SQUARE END BENT

½" = 1'-0"

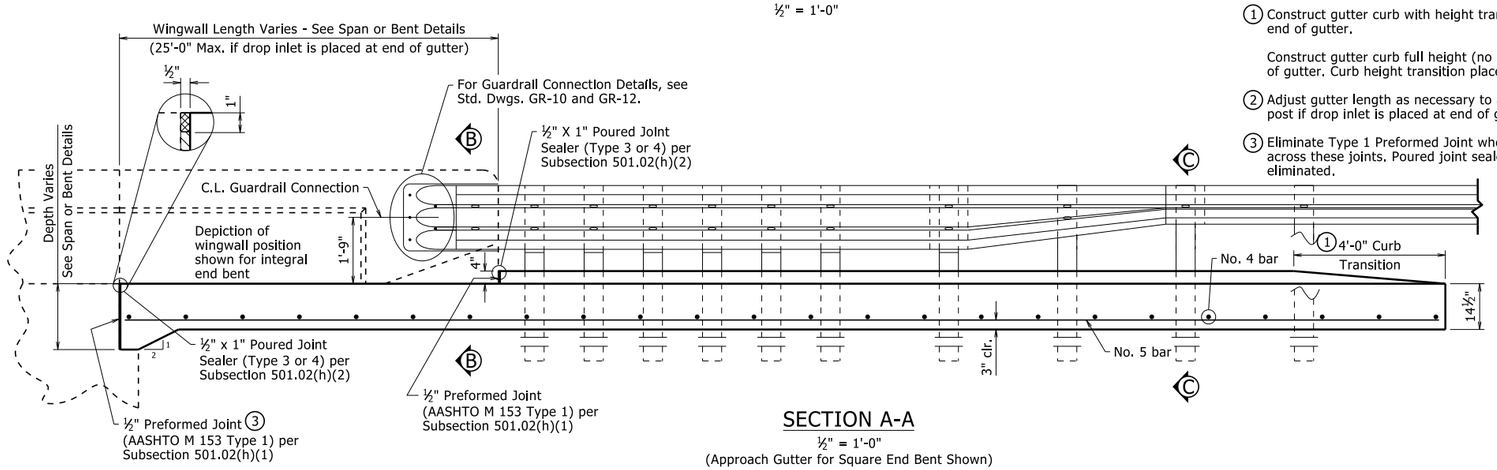


Depiction of wingwall position shown for end bent with expansion joint



PLAN OF SKEWED APPROACH GUTTERS FOR SKEWED END BENT

½" = 1'-0"



SECTION A-A

½" = 1'-0"

(Approach Gutter for Square End Bent Shown)

QUANTITIES FOR ONE APPROACH GUTTER

(For Information Only)

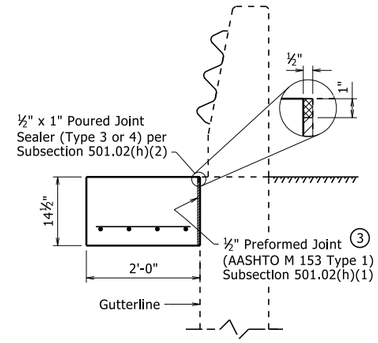
Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
210	4.20

Quantities are based on one gutter for a square, integral end bent and a wingwall length of 10'-0"

BAR LIST FOR ONE APPROACH GUTTER

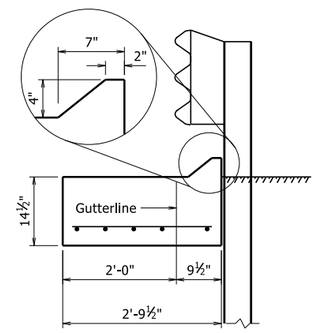
	Mark	No. Req'd.	Length
Square End Bent	G401	④	1'-8"
	G402	④	2'-5½"
	G501	4	34'-8"
	G502	1	④
Skewed End Bent	G402	④	2'-5½"
	G403	④	④
	G502	1	④
	G503 - G506	1 ea.	④

④ Varies with Skew and/or Wingwall Length



SECTION B-B

¾" = 1'-0"



SECTION C-C

¾" = 1'-0"

① Construct gutter curb with height transition as shown if drop inlet is not placed at end of gutter.

Construct gutter curb full height (no height transition) if drop inlet is placed at end of gutter. Curb height transition placed on drop inlet.

② Adjust gutter length as necessary to avoid outlet pipe interference with guardrail post if drop inlet is placed at end of gutter.

③ Eliminate Type 1 Preformed Joint when bridge details show reinforcing dowels across these joints. Poured joint sealer is required, however, backer rod shall be eliminated.

GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

Scales shown are for 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

STANDARD DETAILS FOR TYPE F APPROACH GUTTERS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: NAC DATE: 4-8-2021 FILENAME: b55030f.dgn

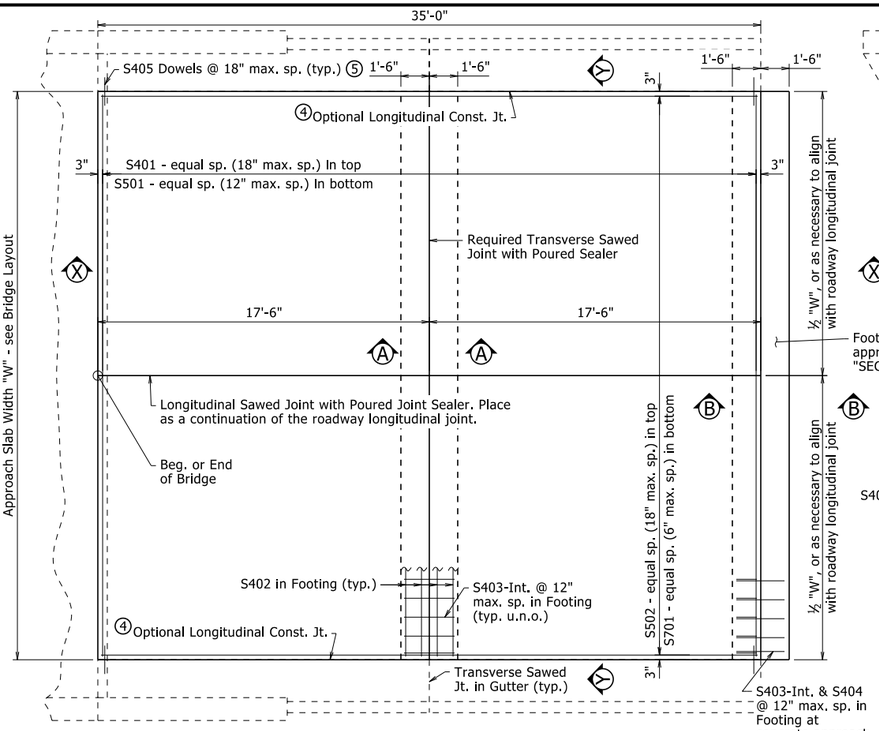
CHECKED BY: LJB DATE: 4-8-2021 SCALE: AS NOTED

DESIGNED BY: STD DATE: -

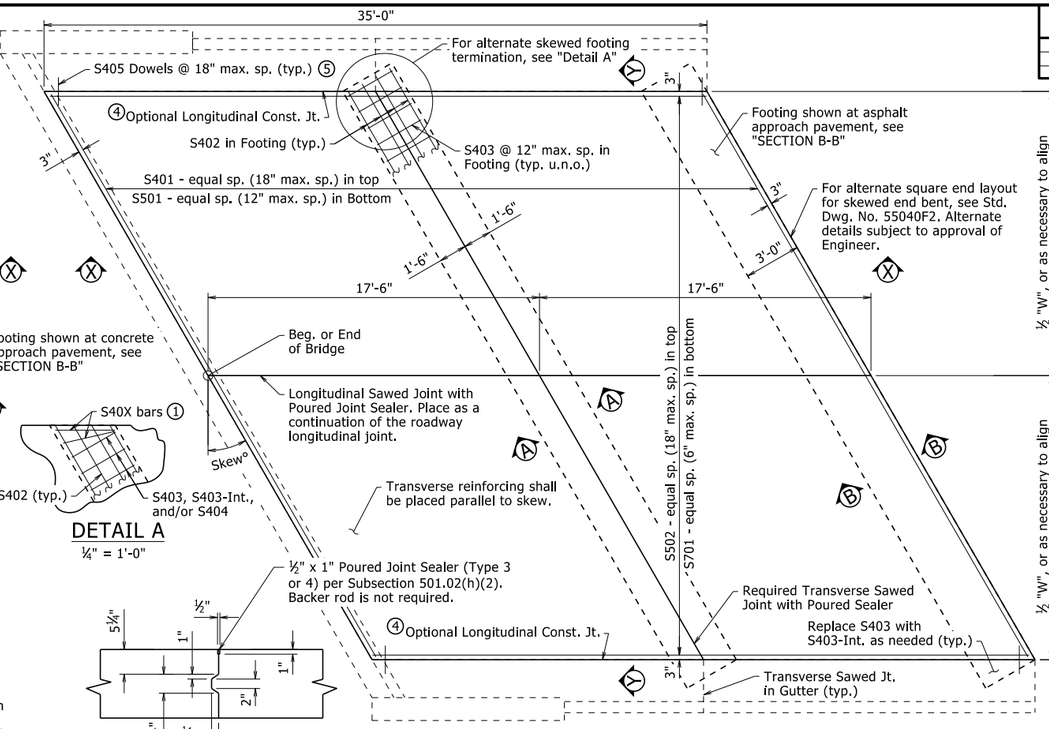
DRAWING NO. 55030F

PRINT DATE: 9/8/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		Type F Approach Slab - 55040F1				

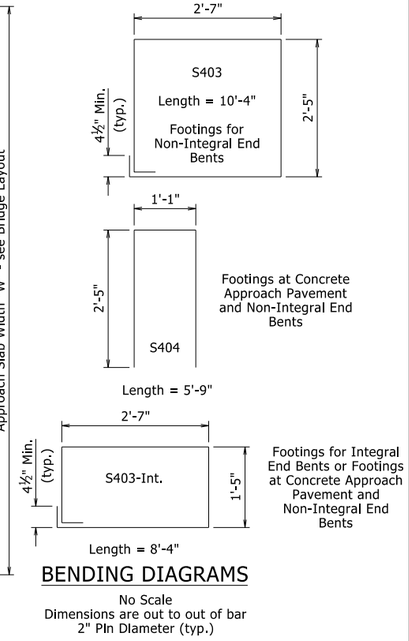


PLAN - APPROACH SLAB AT SQUARE END BENT



LONGITUDINAL CONSTRUCTION JOINT

½" = 1'-0"

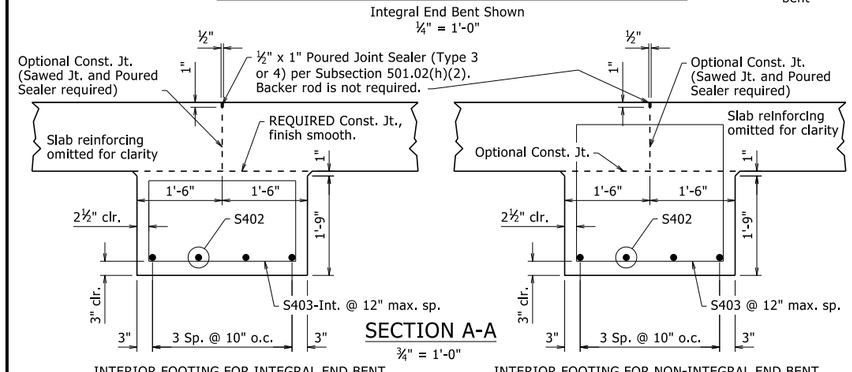


BENDING DIAGRAMS

No Scale
Dimensions are out to out of bar
2" PIn Diameter (typ.)

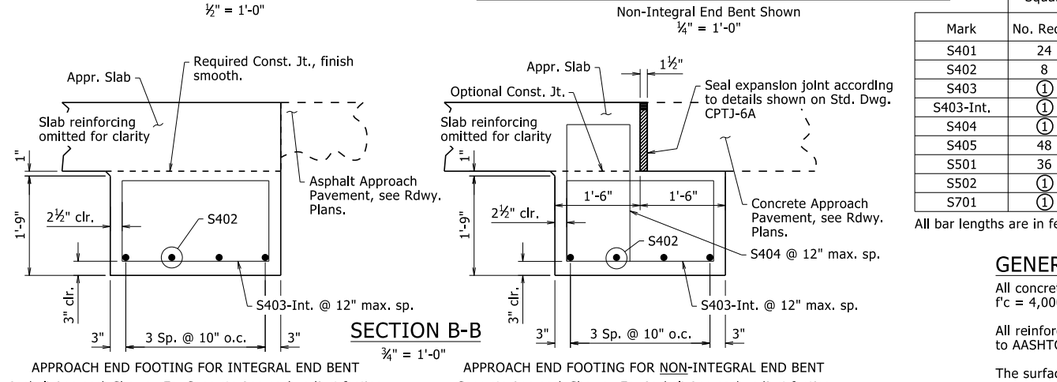
PLAN - APPROACH SLAB AT SKEWED END BENT

Non-Integral End Bent Shown
¼" = 1'-0"



INTERIOR FOOTING FOR INTEGRAL END BENT

INTERIOR FOOTING FOR NON-INTEGRAL END BENT



APPROACH END FOOTING FOR INTEGRAL END BENT

Asphalt Approach Shown. For Concrete Approach, adjust footing location by 1'-6" to add paving notch and include expansion joint.

APPROACH END FOOTING FOR NON-INTEGRAL END BENT

Concrete Approach Shown. For Asphalt Approach, adjust footing location by 1'-6", omit expansion joint, and replace bars S403-Int. & S404 with S403.

BAR LIST - PER APPROACH SLAB

	Square End Bent		Skewed End Bent	
Mark	No. Req'd.	Length	No. Req'd.	Length
S401	24	"W" - 0.33'	24	("W" - 0.33') / cos (Skew°)
S402	8	"W" - 0.33'	8	"W"/cos(Skew°) + 3.0'×tan(Skew°) - 0.33'
S403	①	②	①	②
S403-Int.	①	②	①	②
S404	①	②	①	②
S405	48	1'-6"	48	1'-6"
S501	36	"W" - 0.33'	36	("W" - 0.33') / cos (Skew°)
S502	①	34'-8"	①	34'-8"
S701	①	34'-8"	①	34'-8"

All bar lengths are in feet.

① Varies with Approach Slab Type, Width and/or Skew.
② See "BENDING DIAGRAMS"

GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

The surface finish for Approach Slabs shall match that used on the bridge deck.

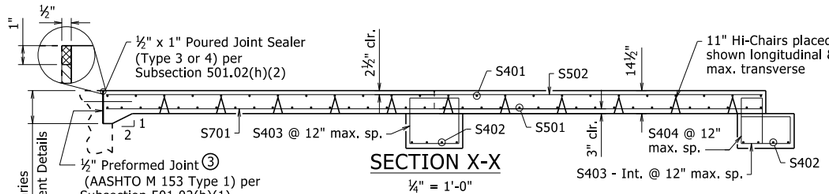
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

See Plans for actual Approach Slab Width, "W", end bent or span details, and approach pavement. Units of "W" are in Feet.

Approach Slabs will be measured and paid for in accordance with Section 504.

Scales shown are for full size 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

For Table of Quantities, see "SCHEDULE OF BRIDGE QUANTITIES".



Approach Slab for Square Non-Integral End Bent at Concrete Approach Shown

MINIMUM BAR LAP LENGTH

#4	1'-8"
#5	2'-0"
#7	2'-10"

③ Eliminate Type 1 Preformed Joint when bridge details show reinforcing dowels across these joints. Poured joint sealer is required, however, backer rod shall be eliminated.

④ When construction joint is eliminated, place 1" Sawed Joint with ½" x 1" Poured Joint Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Backer rod is not required.

⑤ Eliminate dowels when approach slab is adjacent to curb and gutter, or as directed by the Engineer.

The document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on September 7, 2023. This copy is not a signed and sealed document.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR TYPE F APPROACH SLAB

ARKANSAS STATE HIGHWAY COMMISSION

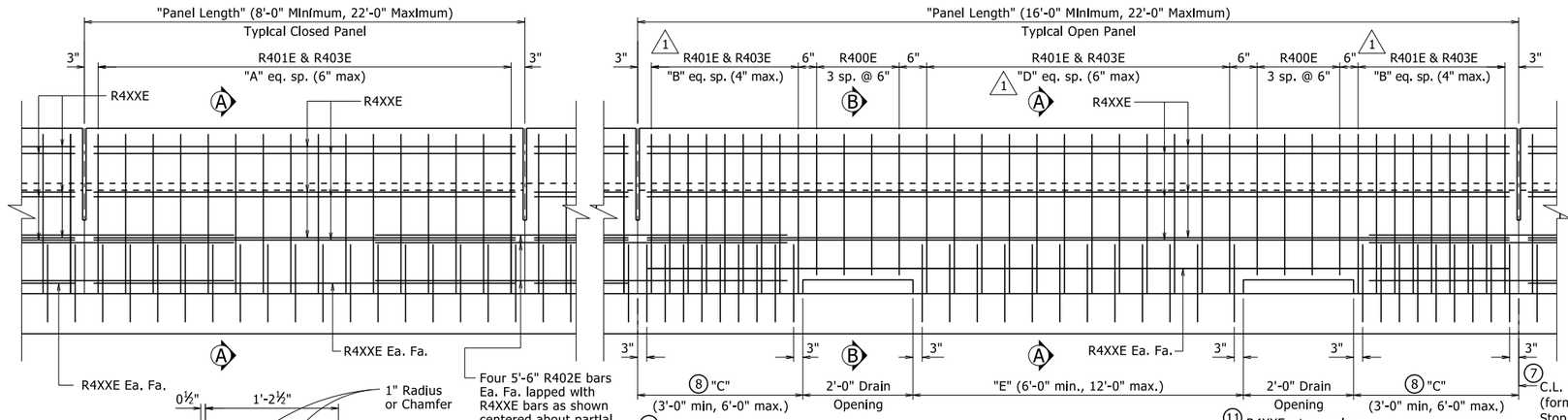
LITTLE ROCK, ARK.

DRAWN BY:	CGP	DATE:	05/12/2023	FILENAME:	b55040f.dgn
CHECKED BY:	JYP	DATE:	05/15/2023	SCALE:	AS NOTED
DESIGNED BY:	STD.	DATE:	-		

DRAWING NO. 55040F1

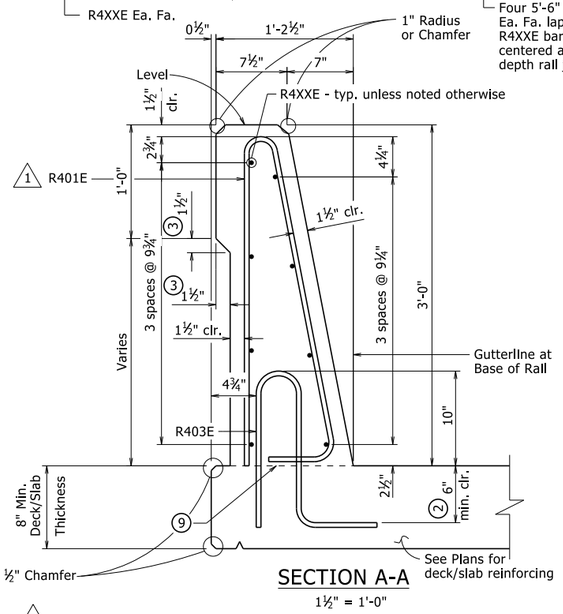
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
09/27/2022				6	ARK.			
				JOB NO.				

TYPE SSTR36 - 55070



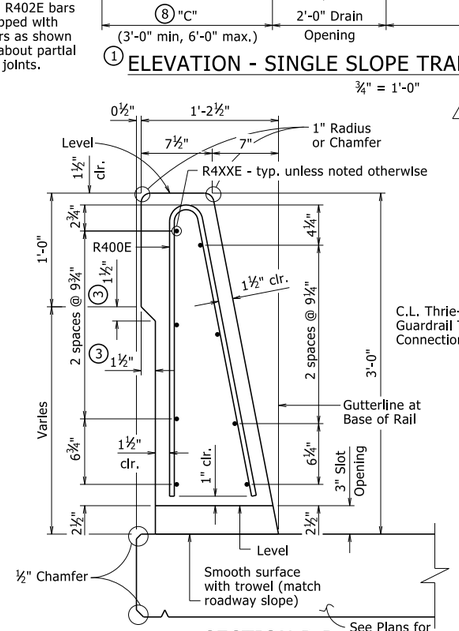
① ELEVATION - SINGLE SLOPE TRAFFIC RAIL

¾" = 1'-0"



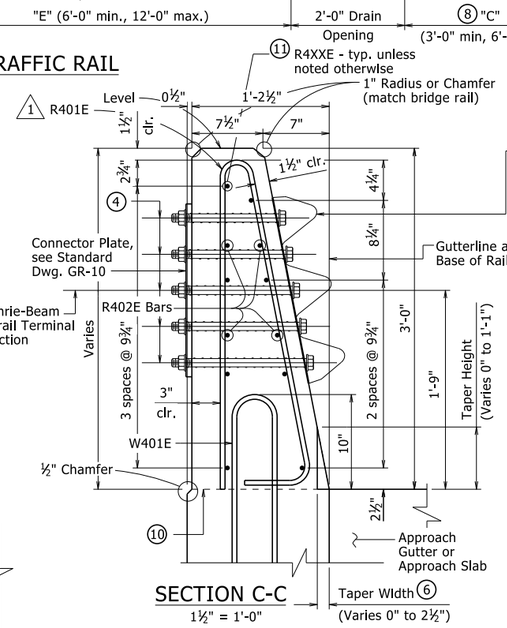
SECTION A-A

1½" = 1'-0"



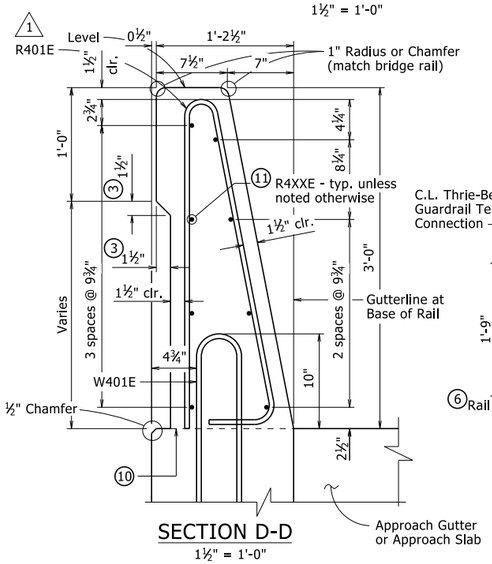
SECTION B-B

1½" = 1'-0"



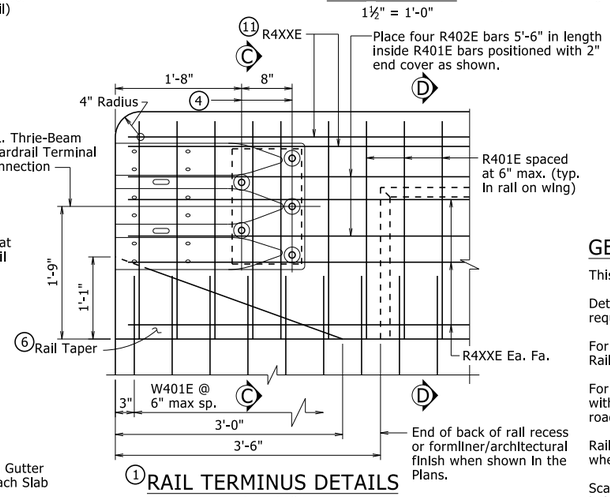
SECTION C-C

1½" = 1'-0"



SECTION D-D

1½" = 1'-0"



① RAIL TERMINUS DETAILS

1" = 1'-0"

⑦ C.L. Full-Depth Rail Joint (formed width ¼" to 1" max). Stop 6" from top of deck/slab or sidewalk. Place at all intermediate bents locations where rail is continuous.

⑦ C.L. Partial-Depth Rail Joint (formed width ¼" to 1" max). Stop 16" from top of deck/slab or sidewalk. Place at all remaining locations other than at intermediate bents.

① All measurements shown are along gutterline at base of rail.

② Minimum embedment into deck/slab.

③ Eliminate recess when formliner with architectural finish is used. See Plans for additional information.

④ C.L. 1" ø formed holes for ⅞" ø bolts. See Standard Drawings GR-10 and GR-12 for additional information.

⑤ Only applicable for bridges with rail cast directly on bridge deck/slab surface. Increase height as necessary for sidewalks, see Plans for additional information.

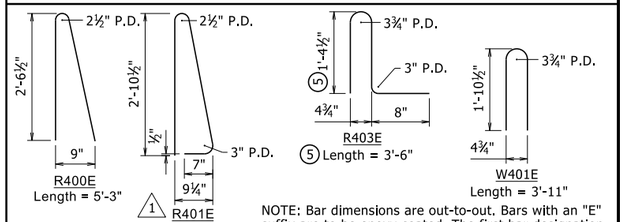
⑥ Field bend front leg of R401E bar as required to maintain minimum 1½" front face clearance within limits of taper.

⑦ When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ¼", and must be controlled so it will follow the V-Groove.

⑧ End posts shall be the same length within a panel.

Bolt Special End Shoe to face of rail as shown. Tapered washers are not required between the head of the bolts and the sloped face of the rail. Tighten the five terminal connection bolts in a well distributed pattern to prevent damage or distortion of the thrie-beam connection. Cut bolts off after installation so as to extend no more than ¾" beyond nut. Paint ends of cut-off bolts with zinc-rich paint. This work and material will not be paid for directly but shall be considered subsidiary to associated contract items.

BENDING DIAGRAM



NOTE: Bar dimensions are out-to-out. Bars with an "E" suffix are to be epoxy coated. The first bar designation number indicates the reinforcing bar size.

⑨ Required Construction Joint. Level where water flows away from rail, match roadway slope where water flows toward rail.

⑩ Top of Abutment Wing & Required Construction Joint (match bridge deck/slab construction joint slope). See Plans for Wing reinforcing.

⑪ These bars will not be included in the "Table of Variables". See Plans for details.

TABLE OF VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	A	R4XXE	Panel Length	B	C	D	E	R4XXE

See Plans for table with values.

GENERAL NOTES

This rail has been successfully evaluated by full-scale crash test to meet MASH TL-4 criteria.

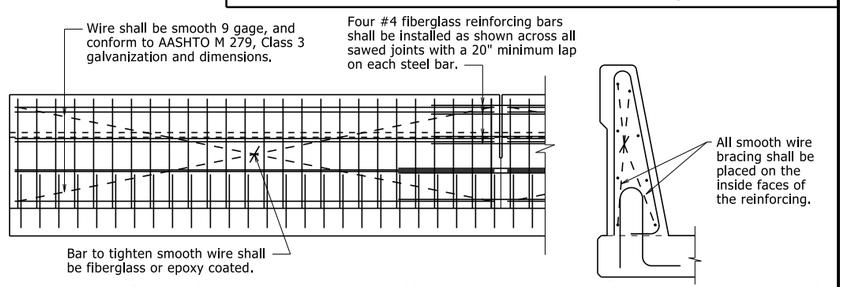
Details shown are general for bridges without sidewalks. See Plans for additional details and requirements specific to bridges with sidewalks.

For Table of Variables, Rail Bar List, locations of Full and Partial Depth Rail Joints, and Wing & Rail Bar Lists, see Plans.

For location of drain openings, see Plans. Drain openings shown are not applicable for bridges with sidewalks. Drain openings will not be allowed over Railroad Right of Way, travelled roadways, and protected waterways.

Rail Terminus details, including Rail Taper, are not applicable for bridges with sidewalks or when bridge railing is continuous with roadway railing.

Scales shown are for 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.



The extruded rail shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish in place of Class 2, Rubbed Finish.

All panels shall be braced as required to prevent racking.

Slip forming will not be allowed on bridges where formliner with architectural treatment is used unless approval from the Engineer is obtained.

DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL

No Scale

△1 Modified bending diagram and spacing for R401E bar.

By: CGP, Checked by: CMW 09/27/2022

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36

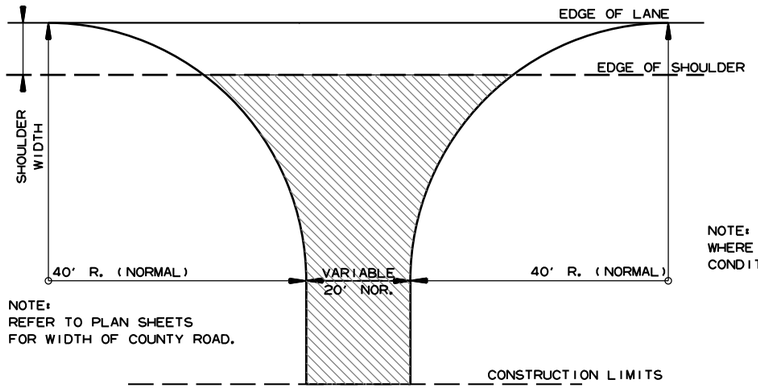
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KWY DATE: 11/5/2020
CHECKED BY: LJB DATE: 11/5/2020
DESIGNED BY: STD. DATE: -----
FILENAME: b55070.dgn
SCALE: As Noted

DRAWING NO. 55070

PRINT DATE: 10/6/2022

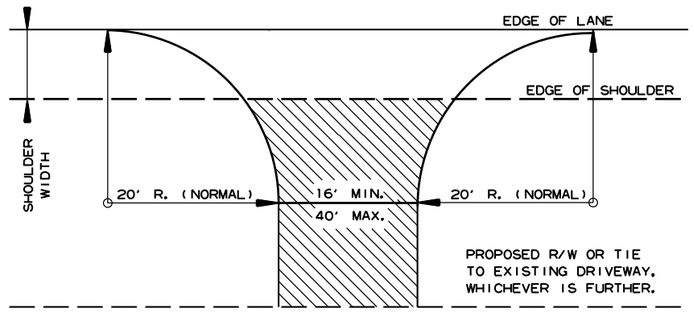


NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.

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

ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH, UNLESS OTHERWISE
SPECIFIED IN PLANS.

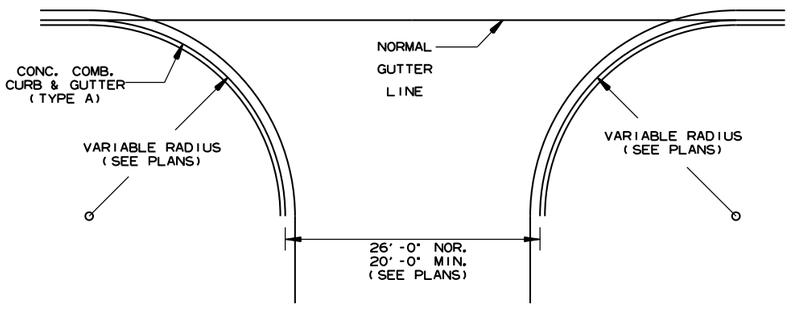
DETAIL FOR COUNTY ROAD TURNOUTS OPEN SHOULDER SECTION



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

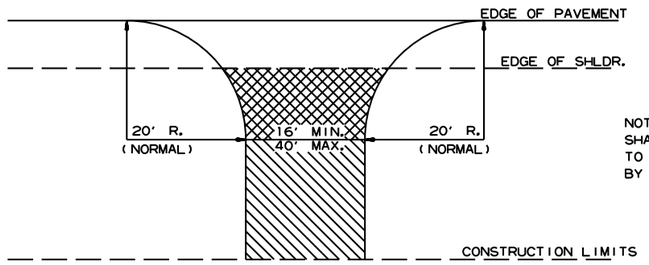
ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT OR
GRAVEL DRIVE EXISTING; OR 6"
CONCRETE IF CONCRETE DRIVE
EXISTING.

DETAIL FOR DRIVEWAY TURNOUTS OPEN SHOULDER SECTION (ARTERIALS)



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

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



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

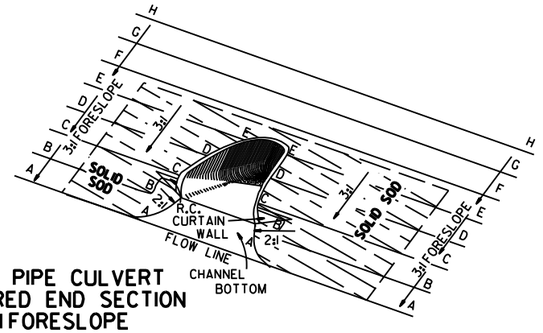
DETAIL FOR DRIVEWAY TURNOUTS (COLLECTORS)

DATE REV	DATE FILMED	DESCRIPTION
5-19-22		ISSUED

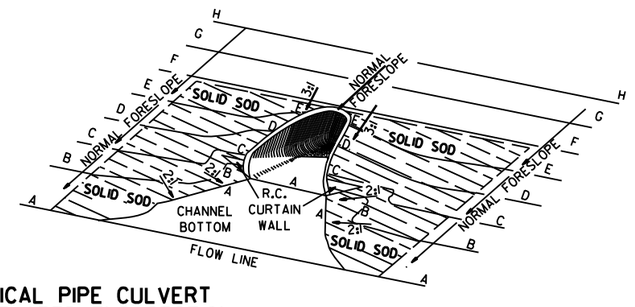
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & STREET TURNOUTS

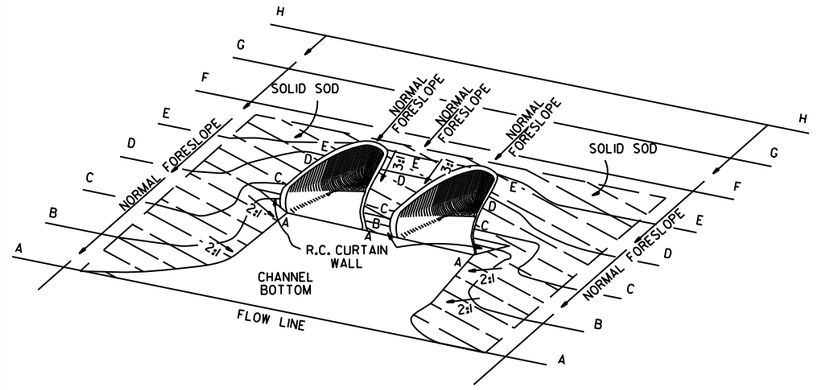
STANDARD DRAWING DR-2



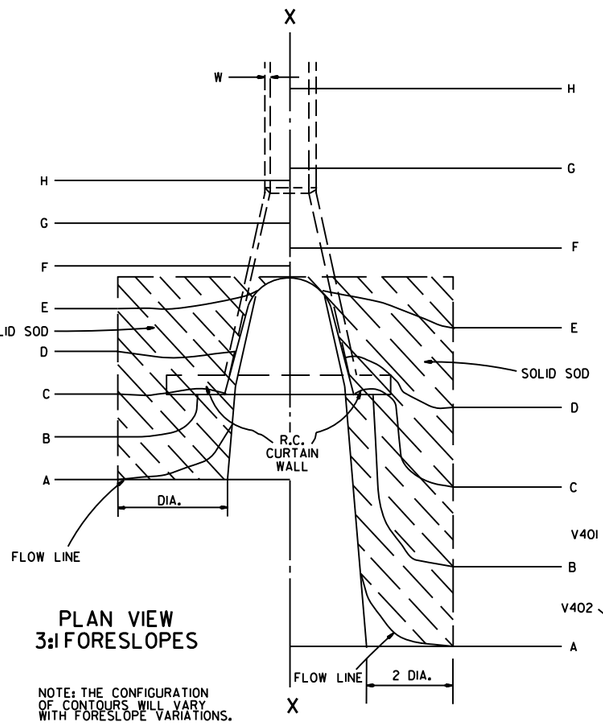
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES



PLAN VIEW
3:1 FORESLOPES

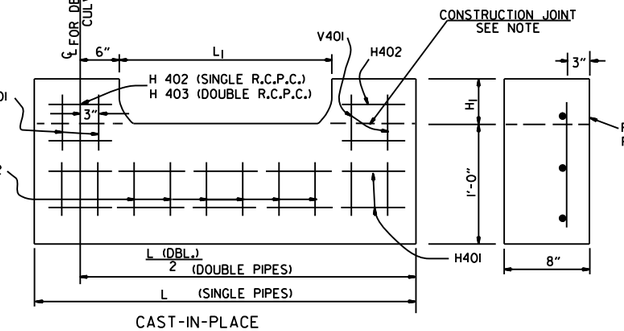
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

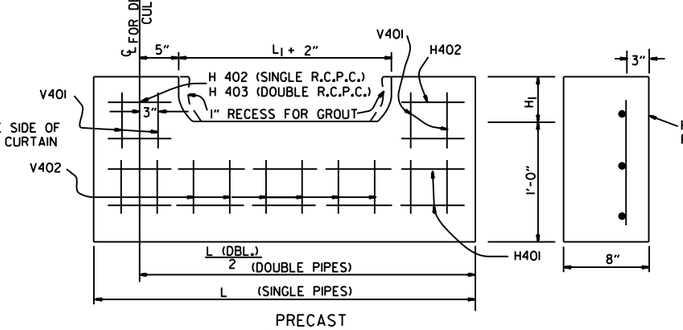
PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.



CAST-IN-PLACE

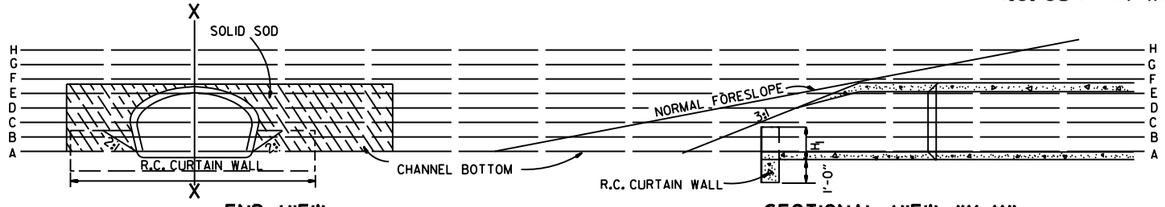
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS



END VIEW

SECTIONAL VIEW "X-X"

REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1	4:1	6:1	DOUBLE R.C.P.C. 3:1	4:1	6:1
	SQ. YDS.			SQ. YDS.		
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	26	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

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

GENERAL NOTES

1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE: FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	
10-12-95	CORRECTED SPELLING	
11- 3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

STANDARD DRAWING FES-1

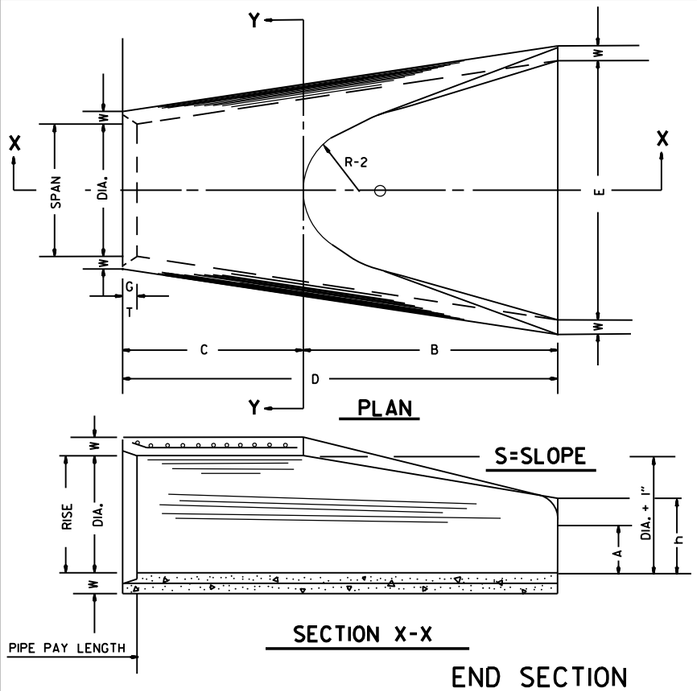
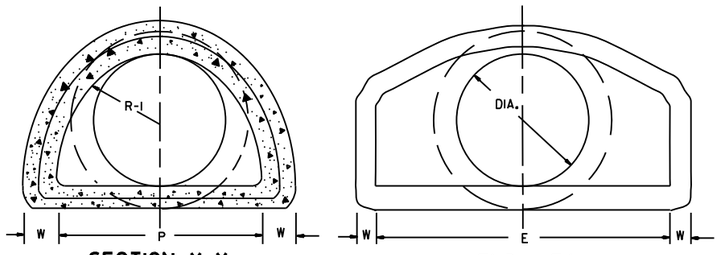


TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. + 1"	P	R-1	R-2	G-T	WT.	h
18"	2½"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33 3/16"	16 15/16"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4 5/8"
36"	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	3:1	37"	47 13/16"	24 5/16"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅞"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 15/16"	24"	5"	13250	4'-6"

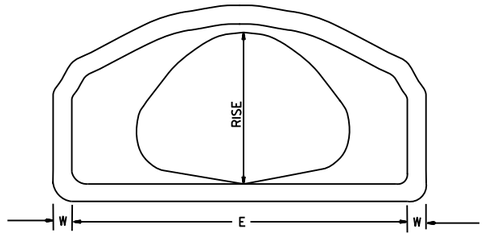


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

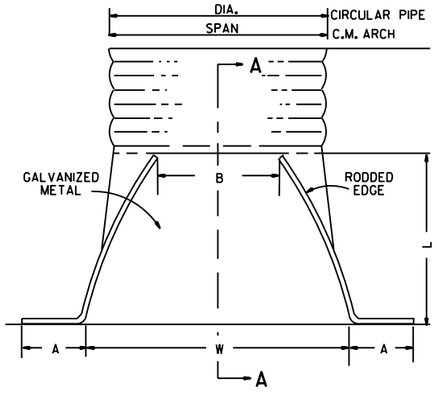
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 11/16"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47 11/16"	20"	3"	2½:1
36	43¾	44	26⅜	27	4"	10½"	4'-0"	2'-11½"	6'-1½"	6'-6"	54 5/16"	22"	3½"	2½:1
42	51⅛	51	31 5/16	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70 5/16"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/16"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 1/16"	24"	5"	2¼:1

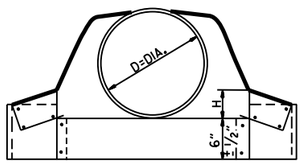
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



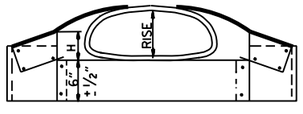
END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

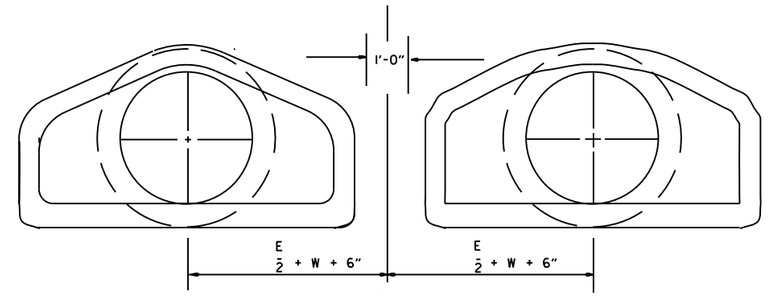
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1

C.M. ARCH PIPE

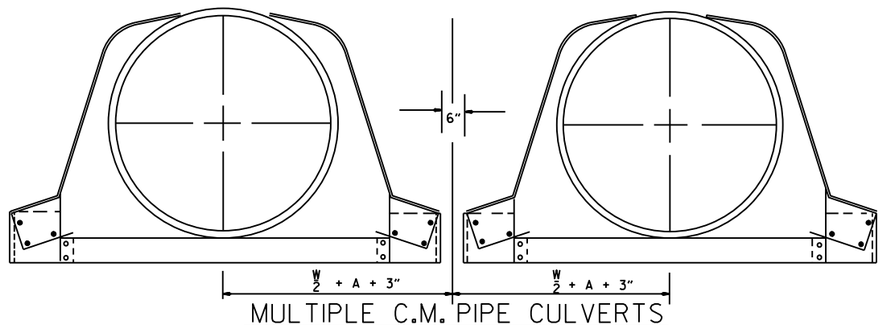
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	12

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS



MULTIPLE R.C. PIPE CULVERTS



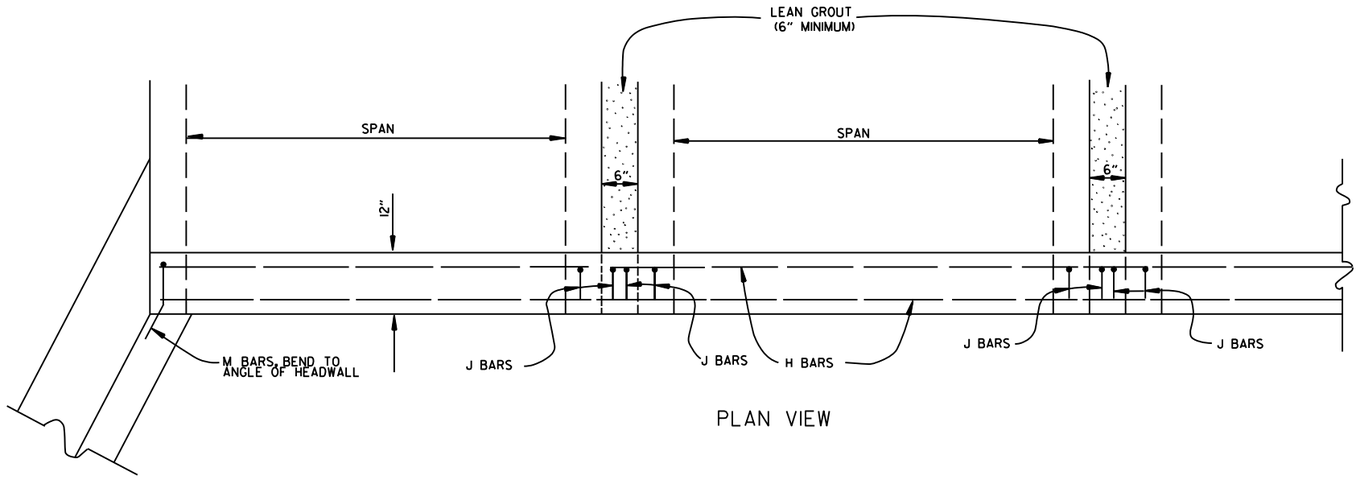
MULTIPLE C.M. PIPE CULVERTS

DATE	REVISION	FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73
10-2-72	REVISED AND REDRAWN	760-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

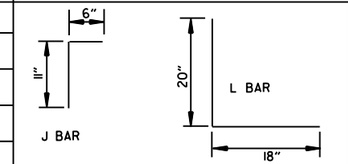
STANDARD DRAWING FES-2



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.

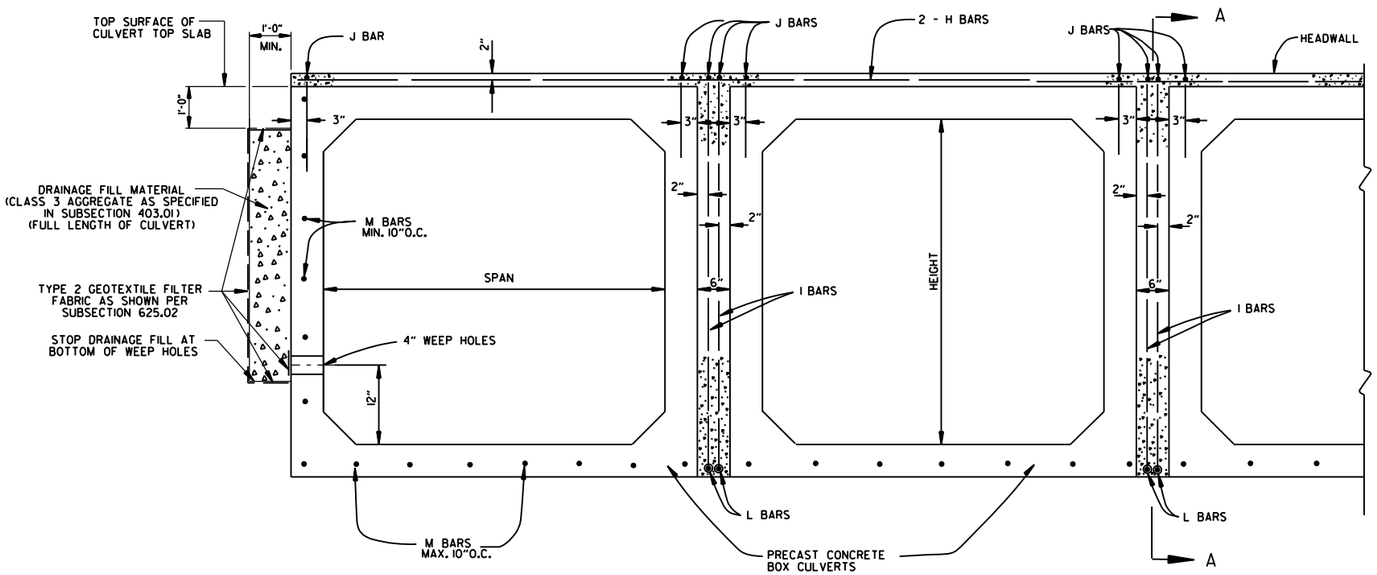
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

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.

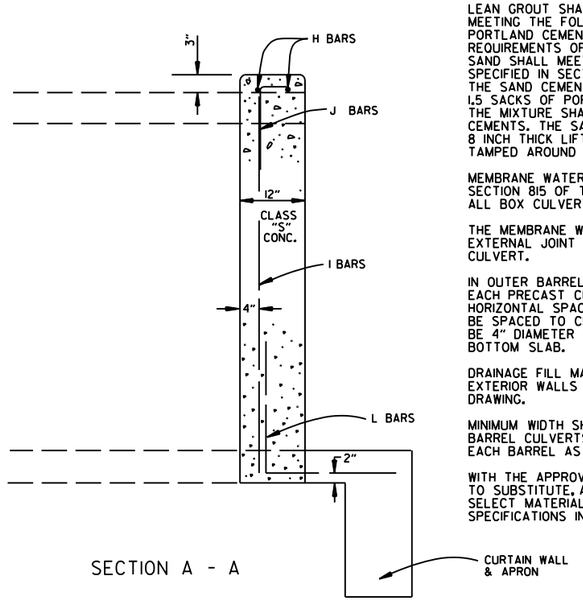
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

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.

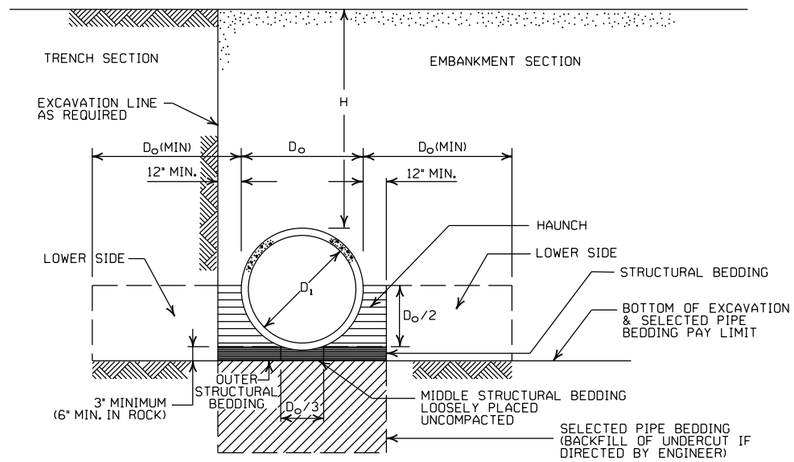
- LEGEND -

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

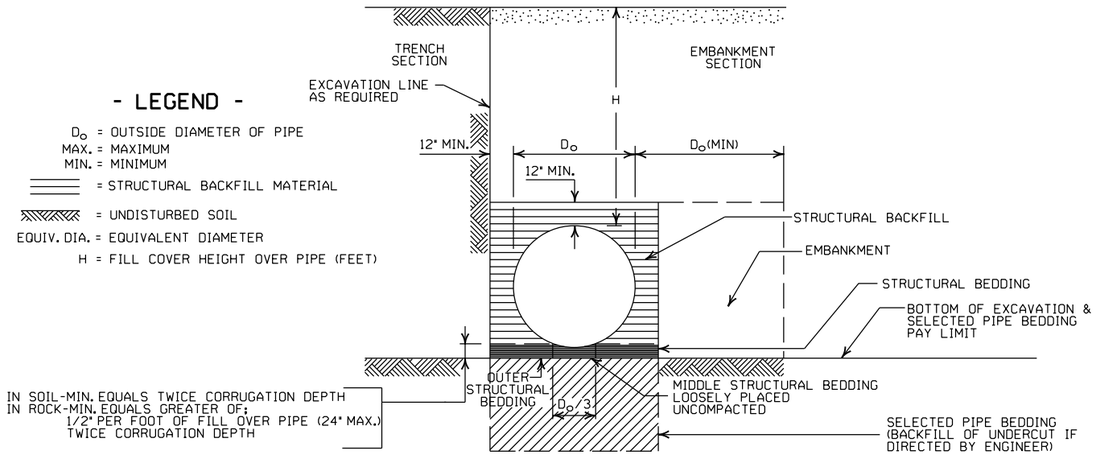
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				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"

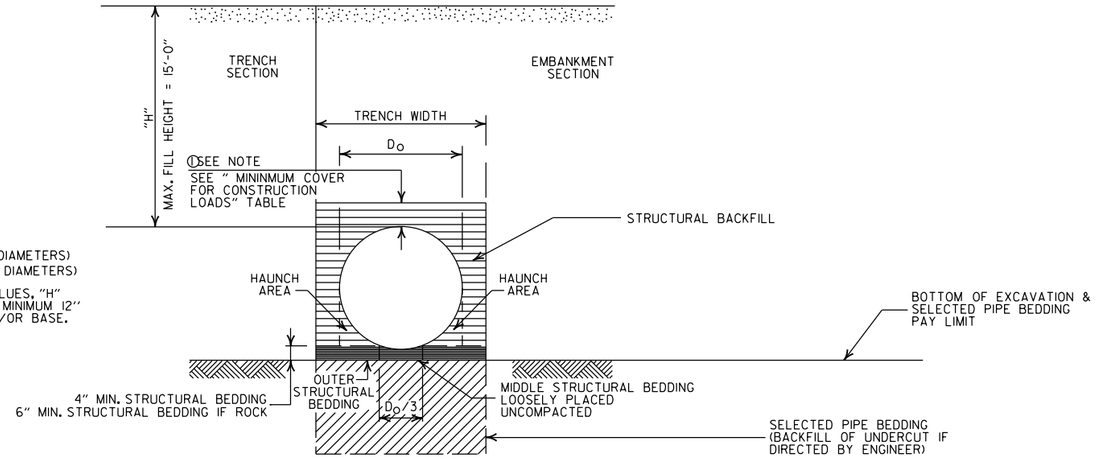
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

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

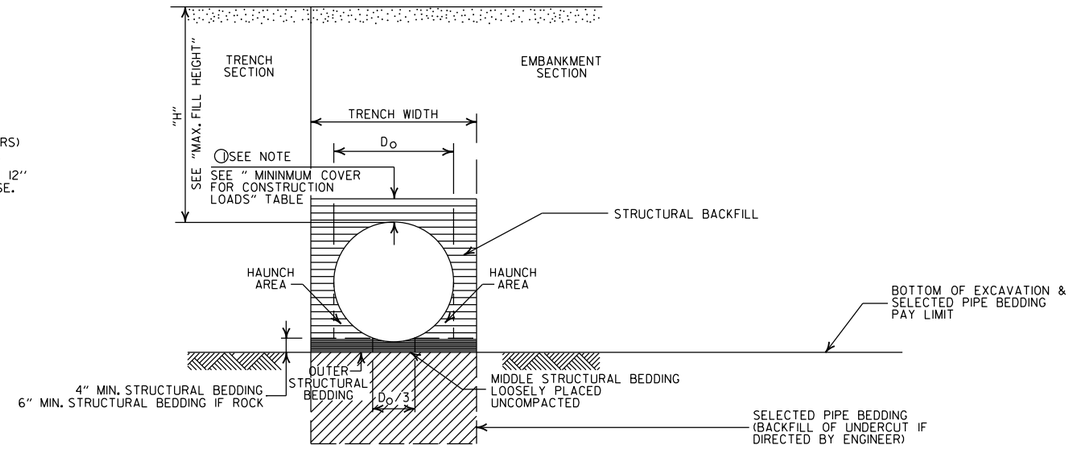
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

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"

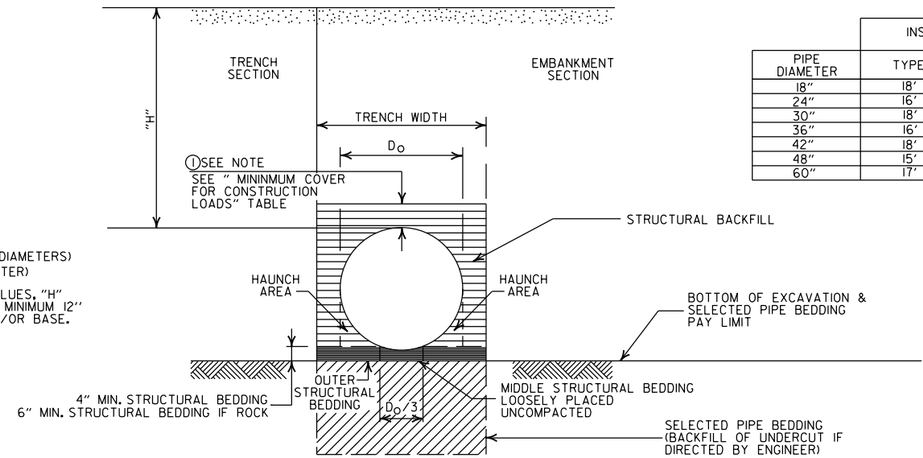
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

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

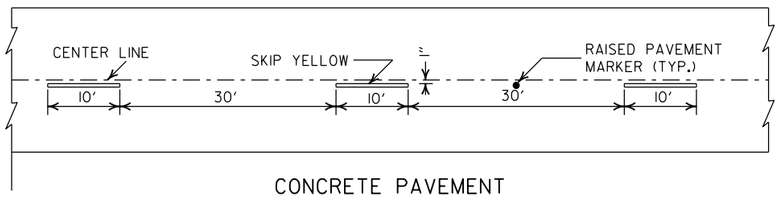
= UNDISTURBED SOIL

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

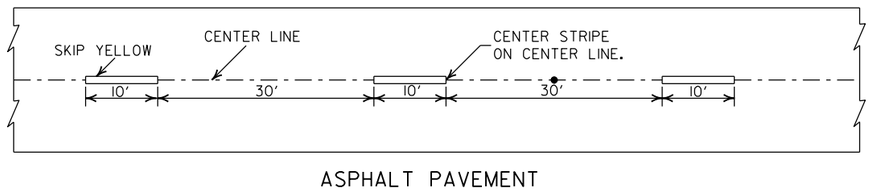
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

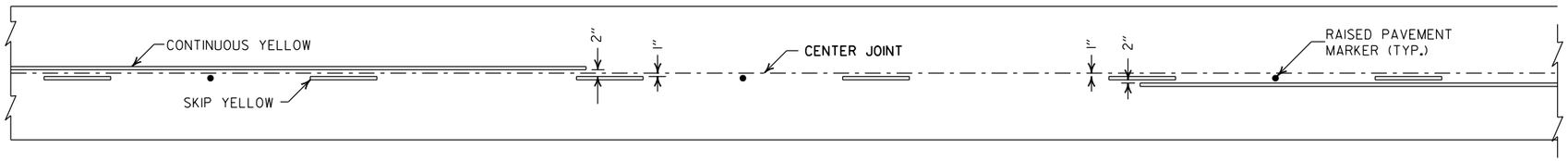


CONCRETE PAVEMENT

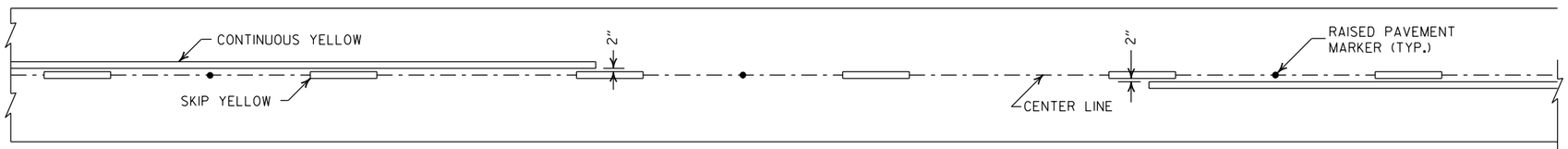


ASPHALT PAVEMENT

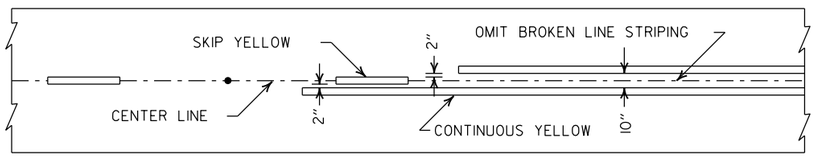
BROKEN LINE STRIPING



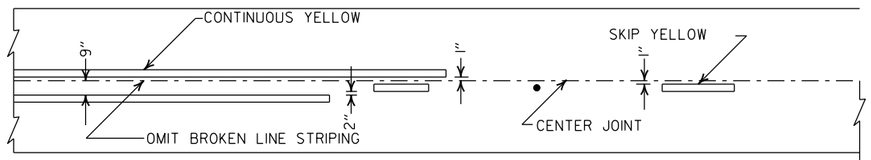
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

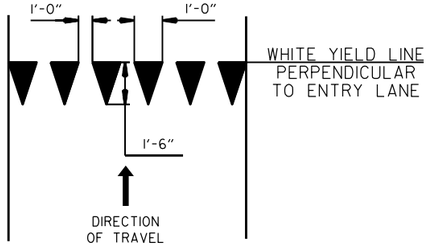


ASPHALT PAVEMENT

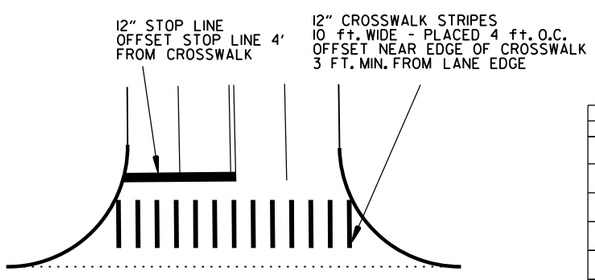


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

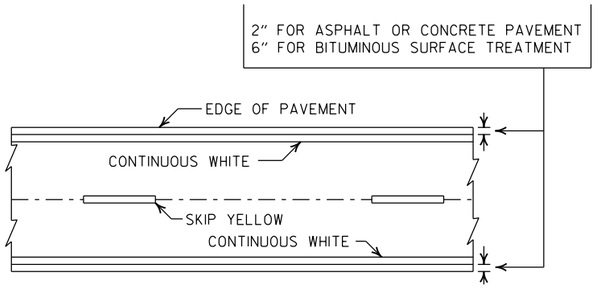


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

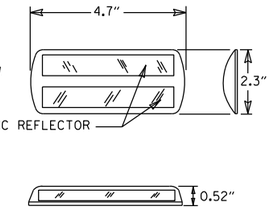
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



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

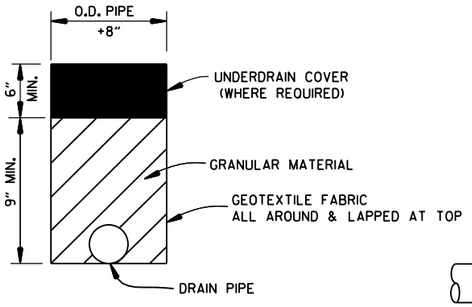
PAVEMENT MARKING DETAILS

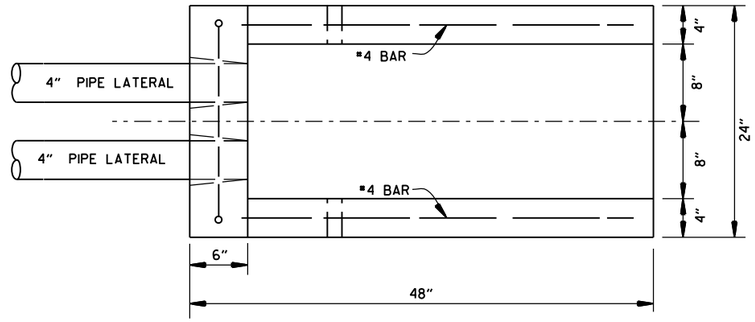
STANDARD DRAWING PM-1

NOTE:

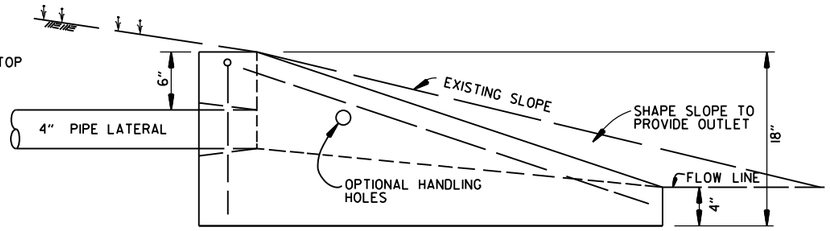
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

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

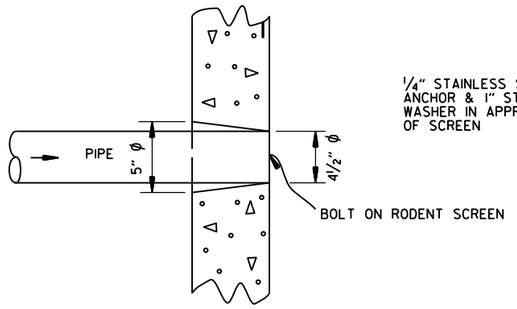




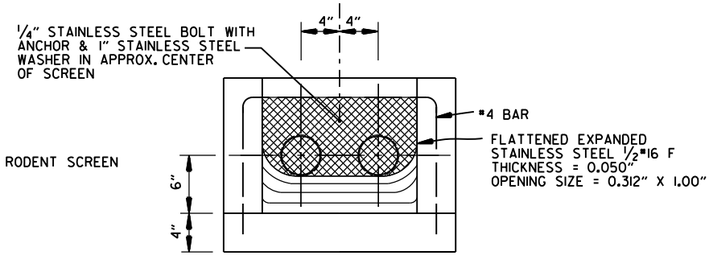
PLAN VIEW



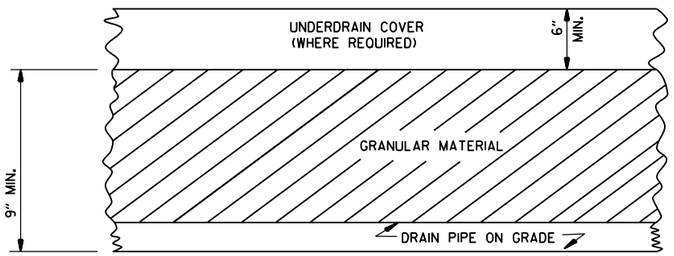
SIDE VIEW



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."

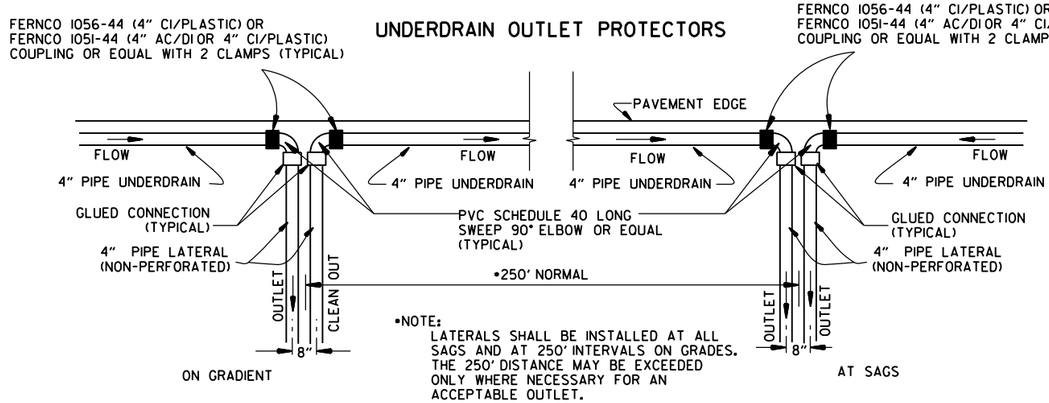
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

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

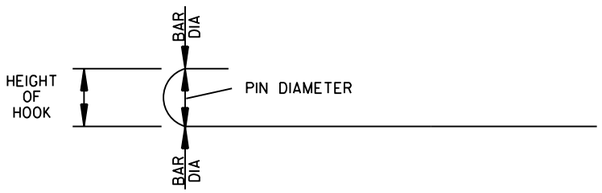
DETAILS OF PIPE UNDERDRAIN

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

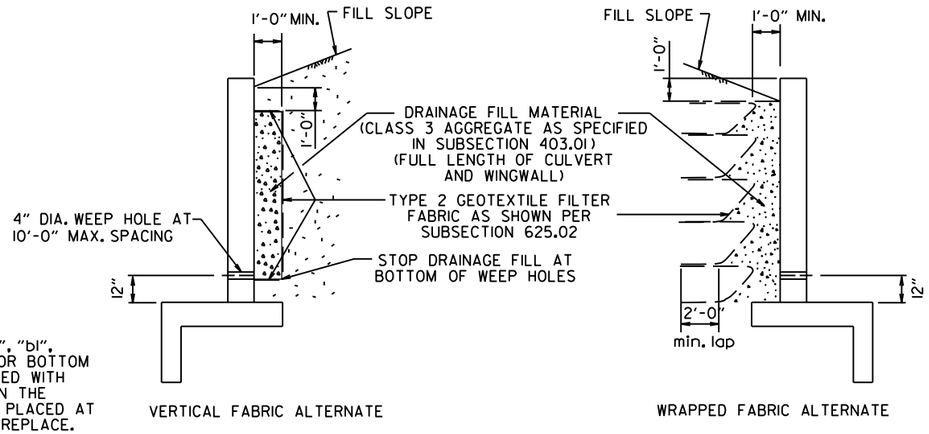
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

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.

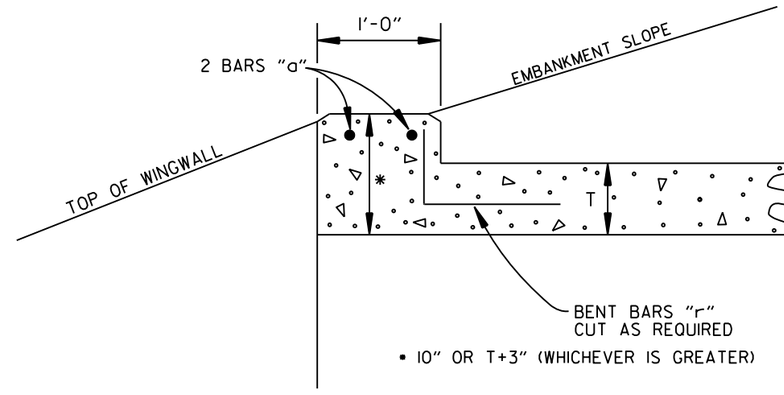
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

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.

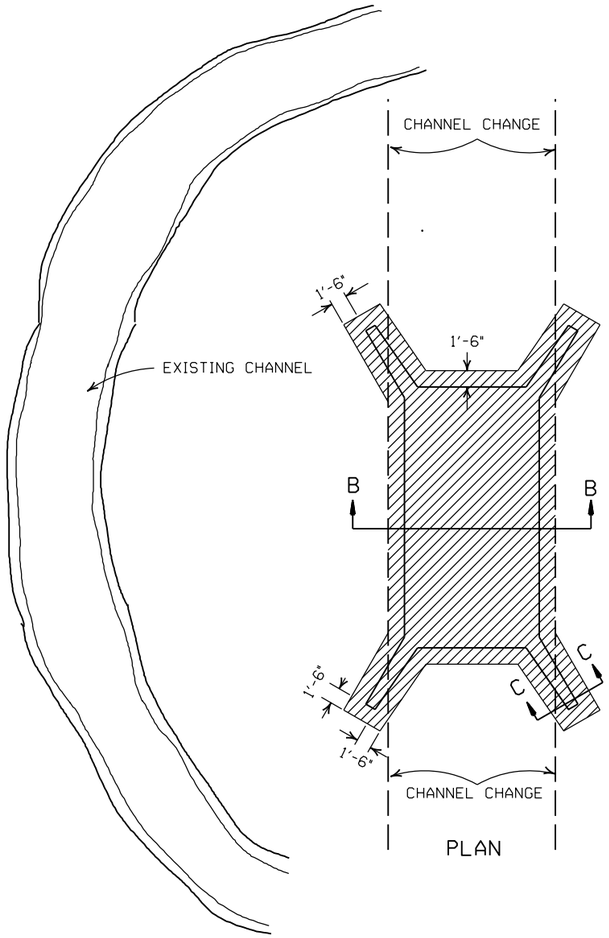
R.C. BOX CULVERT HEADWALL MODIFICATIONS

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	

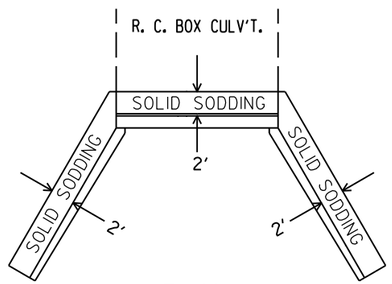
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



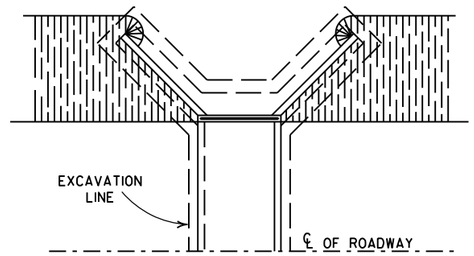
PLAN



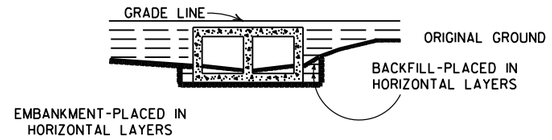
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

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

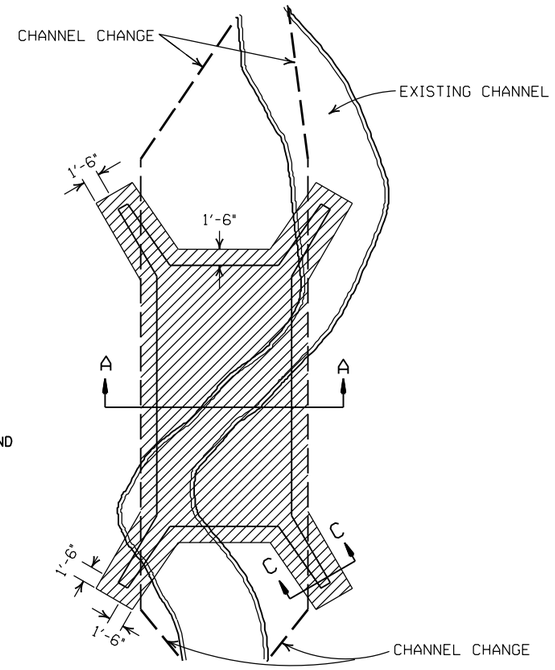


PLAN

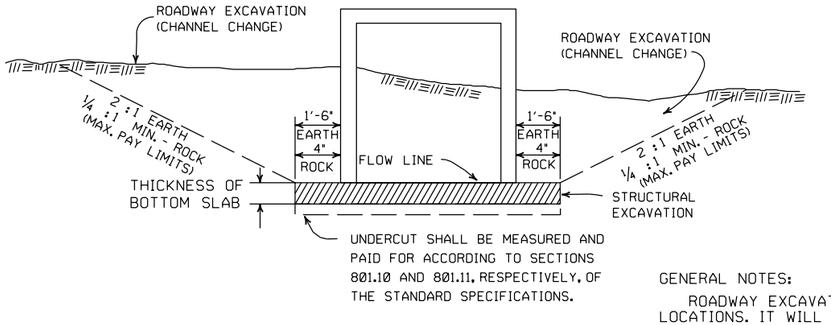


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

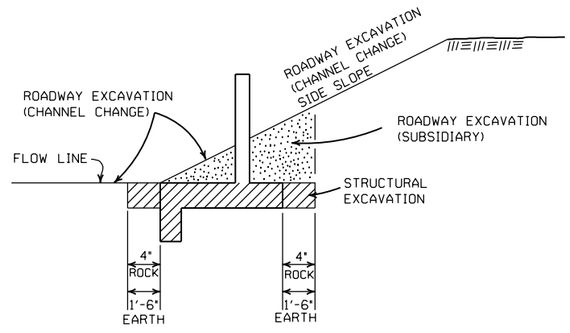


PLAN

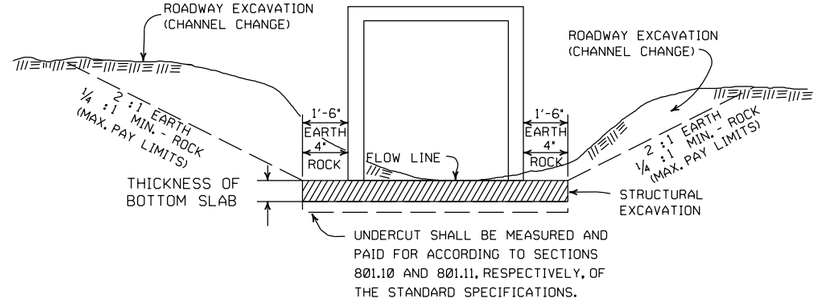


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

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

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

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

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

ARKANSAS STATE HIGHWAY COMMISSION

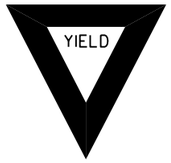
EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2

R1-1

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

R1-2



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

R2-1

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

W3-5

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

W3-5a

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

R4-1

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

R4-2

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

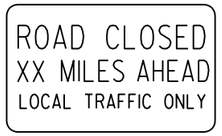
R5-1

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

R11-2

48"X30"

R11-3A



60"X30"

R11-4

60"X30"

W21-5a

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

W1-1

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

W1-2

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

W1-3

STD. 48"X48"

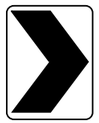
W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8



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

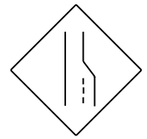
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

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

W9-2

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

W13-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

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

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

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

W8-9

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

G20-1

60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

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

M4-10

48"X18"

R55-1

36"X60"

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

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

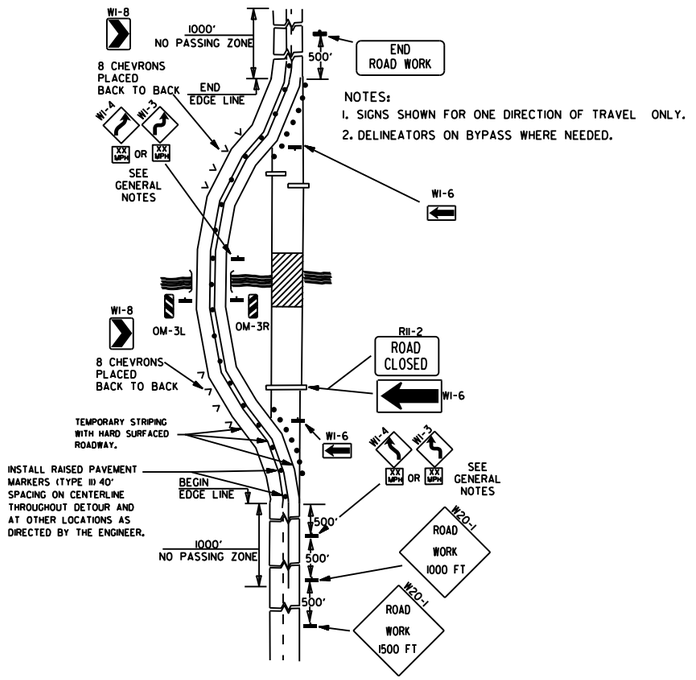
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

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

ARKANSAS STATE HIGHWAY COMMISSION

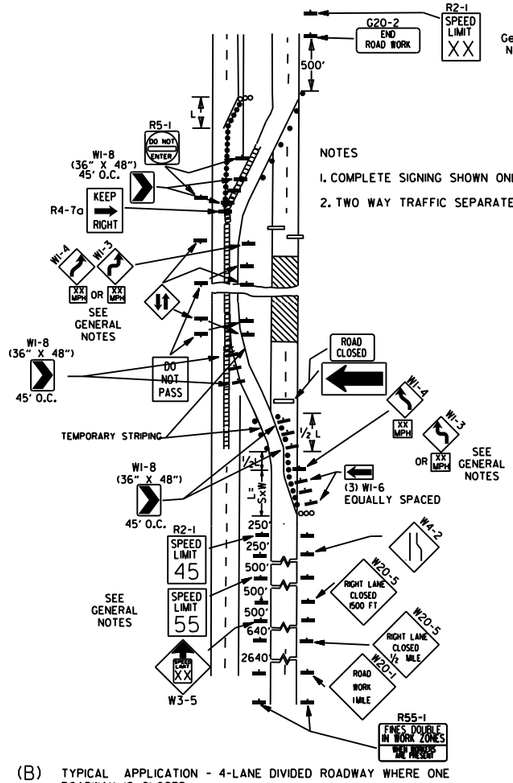
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



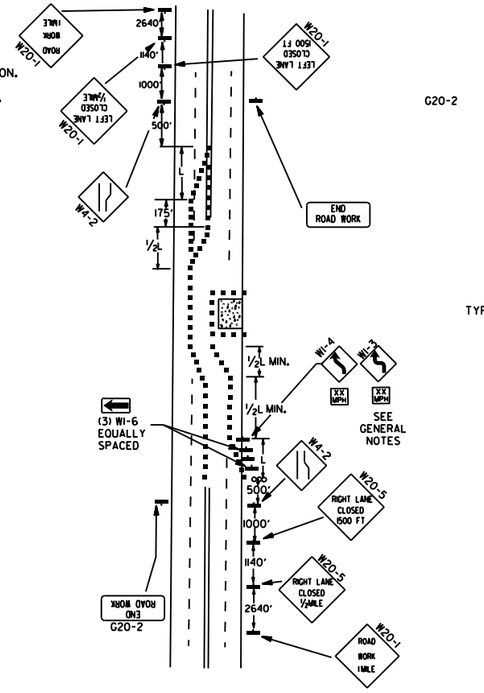
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

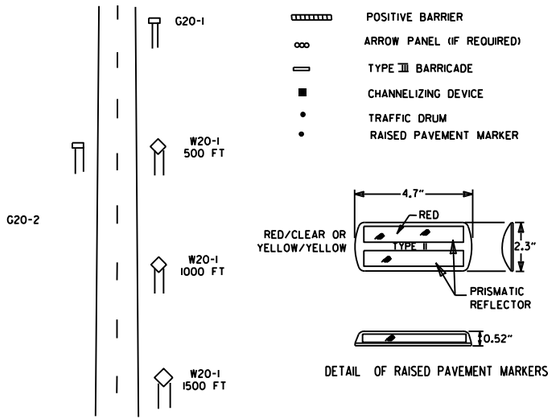


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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



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



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

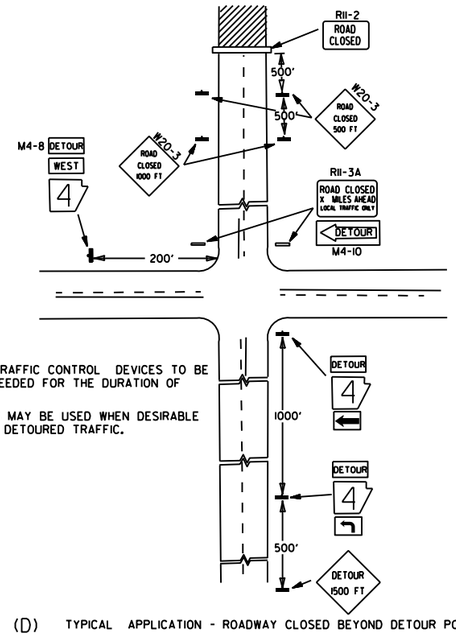
L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

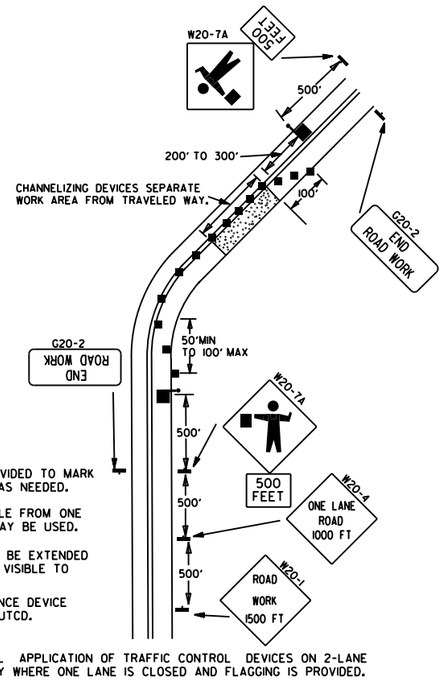
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



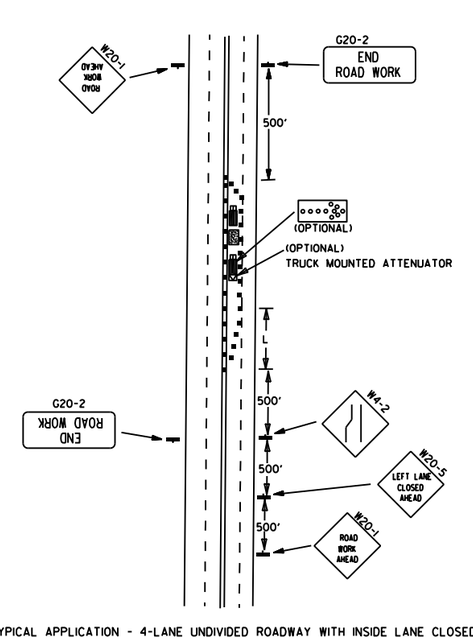
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



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

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



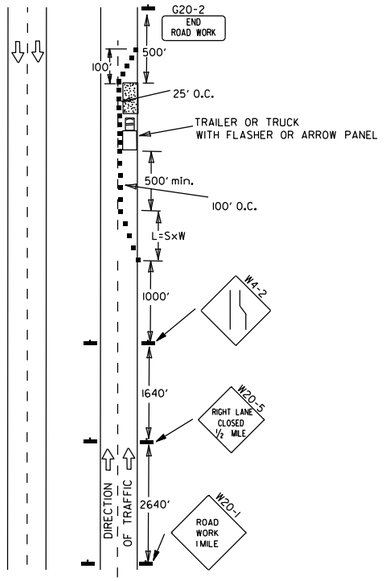
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
05-20-21	REVISED NOTE 7	
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

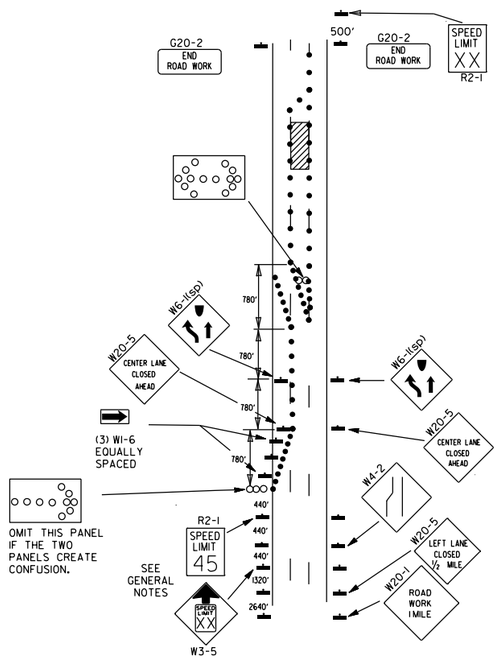
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



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



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

KEY:

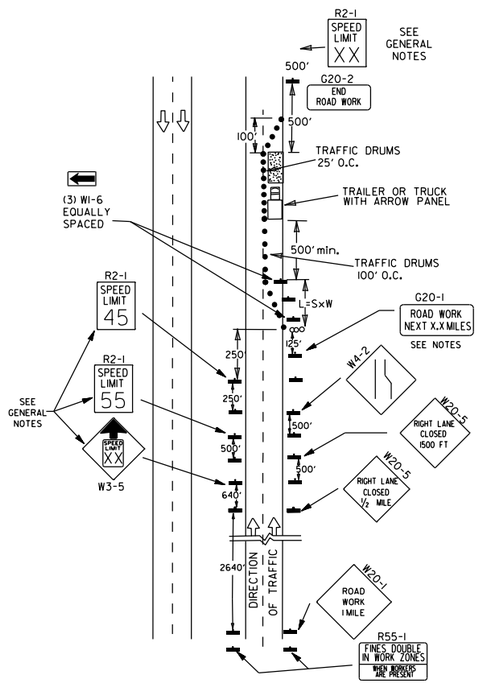
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

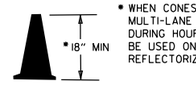
GENERAL NOTES:

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



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

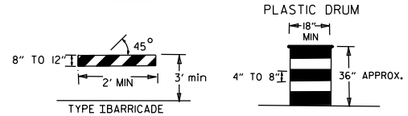
CHANNELIZING DEVICES



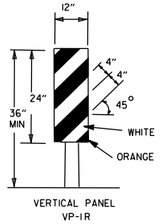
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

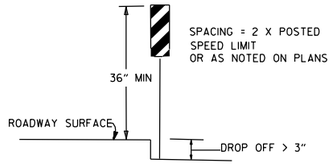
PLASTIC DRUM



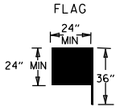
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

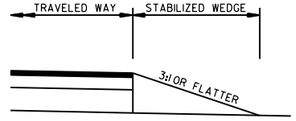
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"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

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

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

GENERAL NOTES:

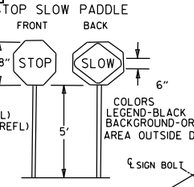
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

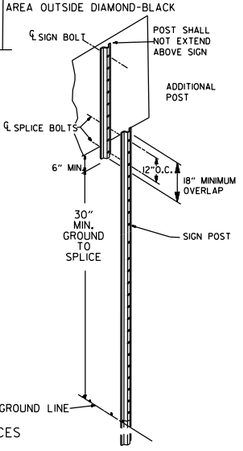


STABILIZED WEDGE

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

STOP SLOW PADDLE

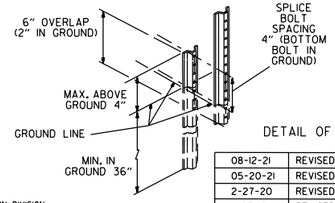




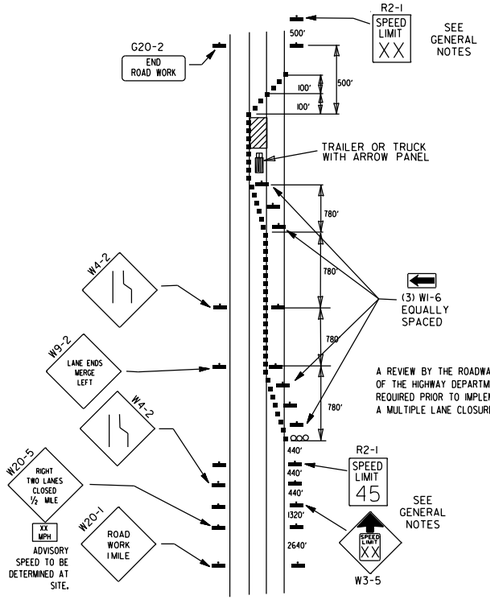
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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

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



DETAIL OF SPLICES



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

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

DATE	REVISION	FILMED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

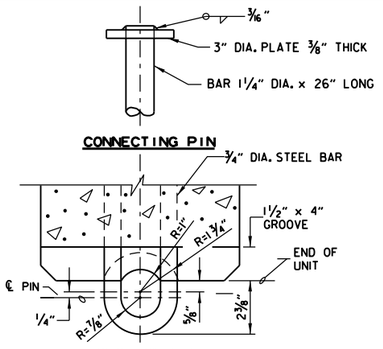
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

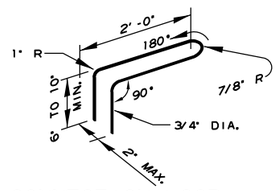
REINFORCING BAR TABLE PER BARRIER UNIT

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

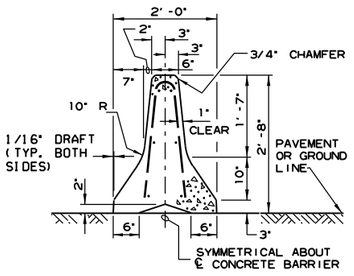


SECTION E-E

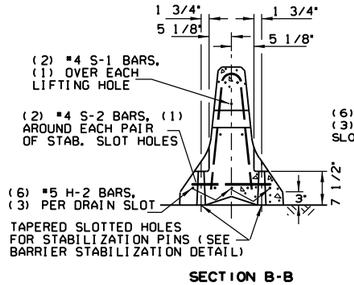
CONNECTION DETAILS



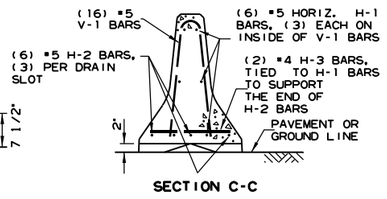
CONNECTION LOOP



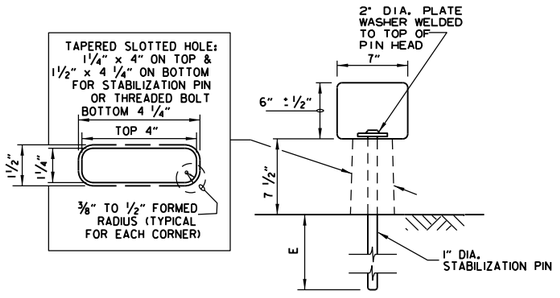
SECTION A-A



SECTION B-B



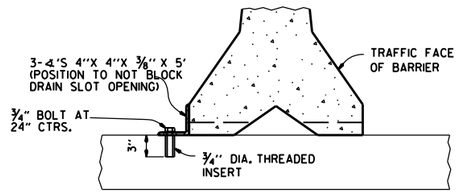
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

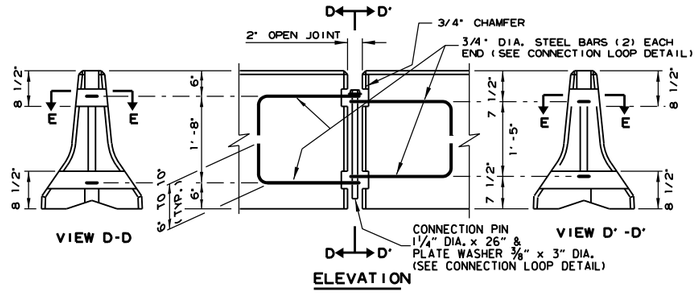
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



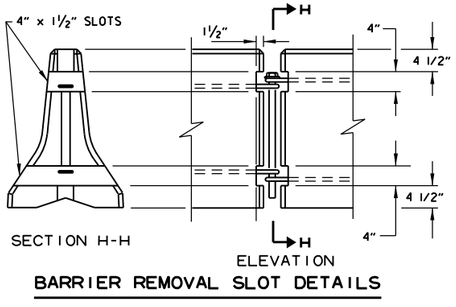
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

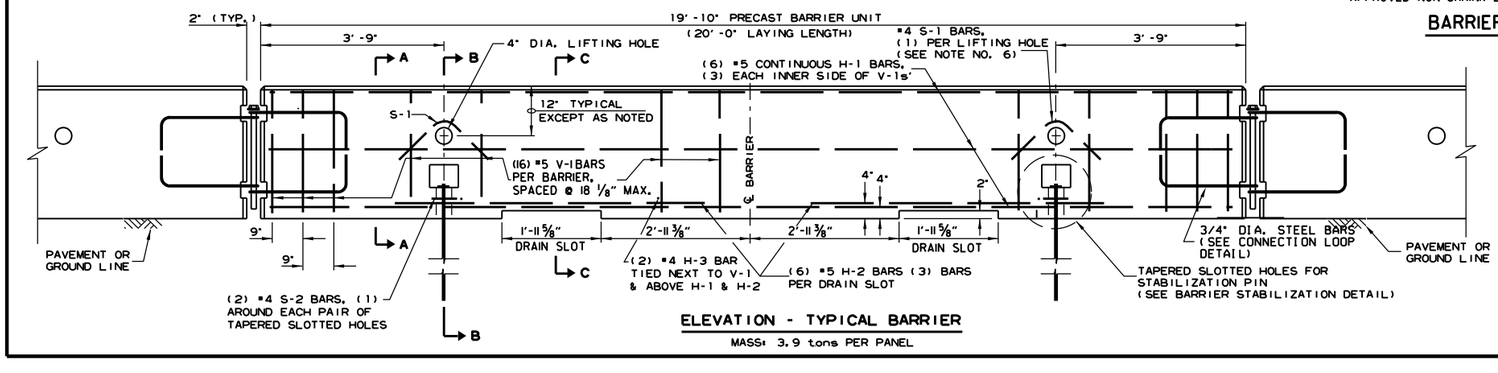
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

GENERAL NOTES

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

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

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

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

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

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

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

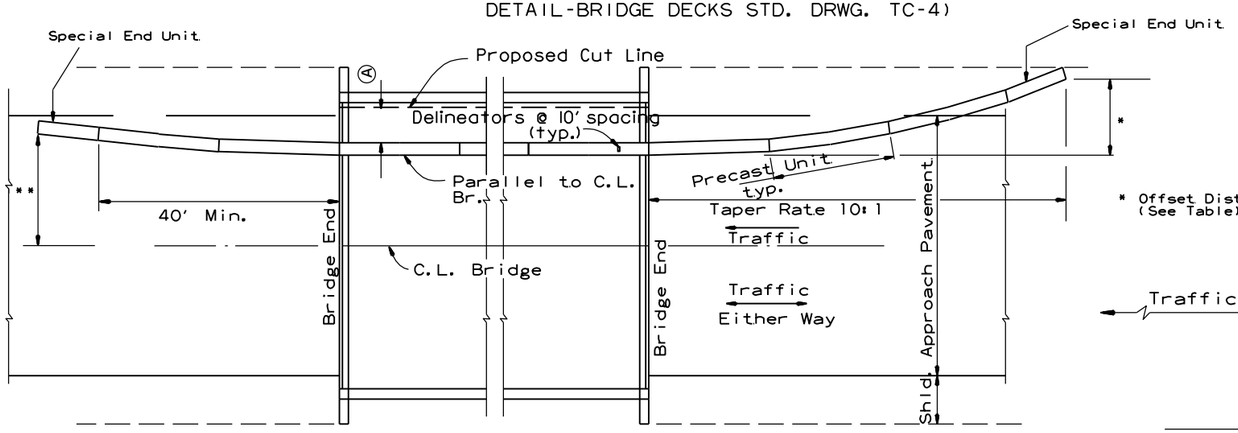
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED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

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

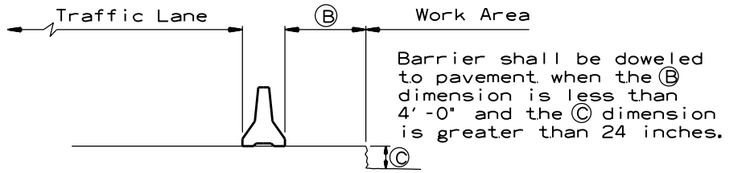
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

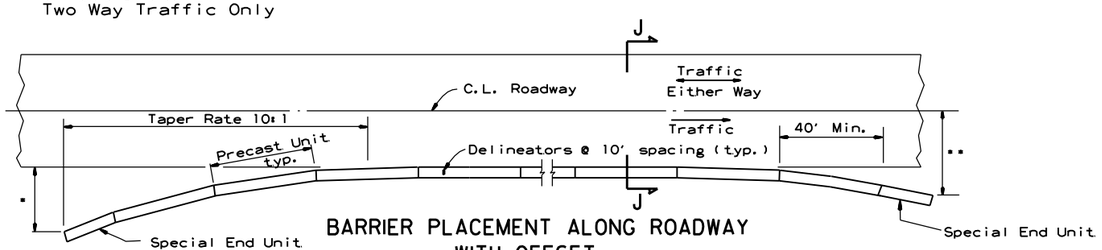


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

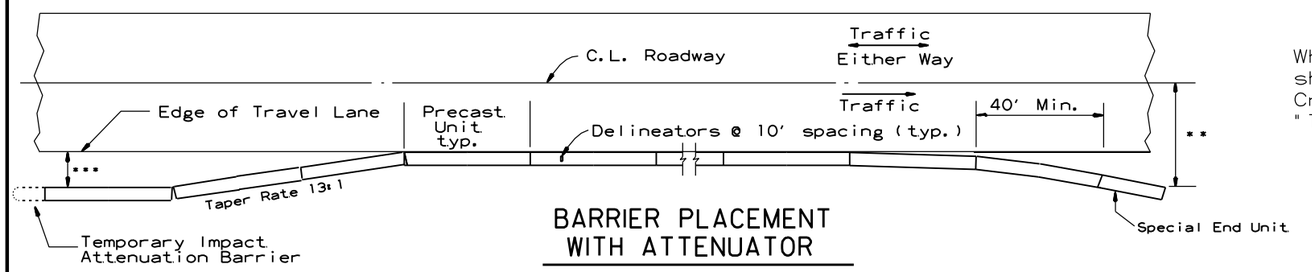
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

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

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

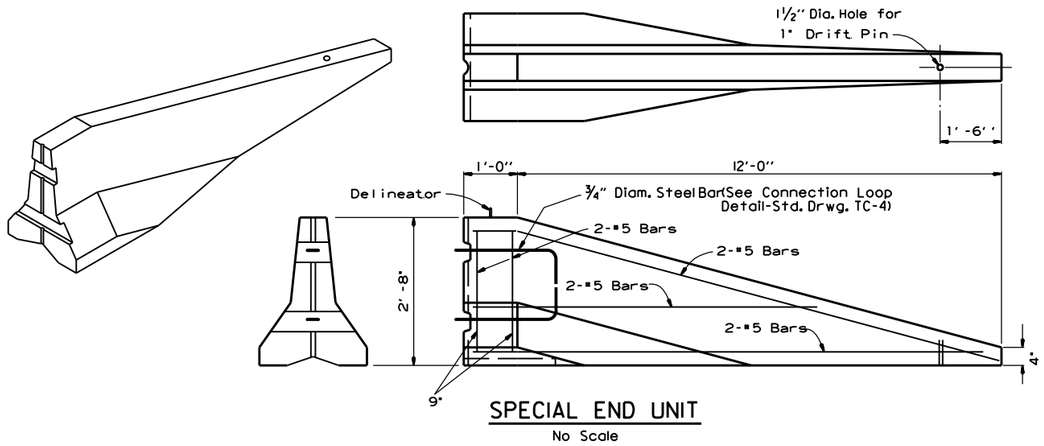


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

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



SPECIAL END UNIT

No Scale

General Notes

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

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

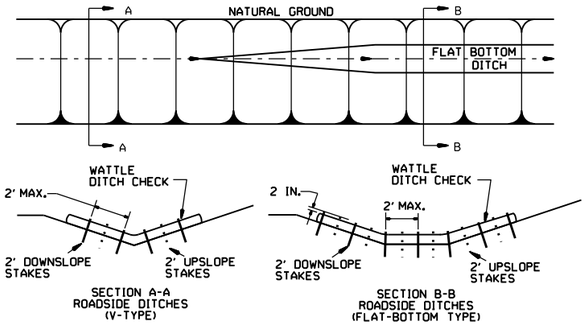
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

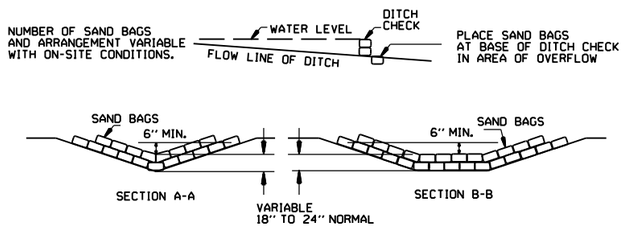
STANDARD DRAWING TC-5

GENERAL NOTES

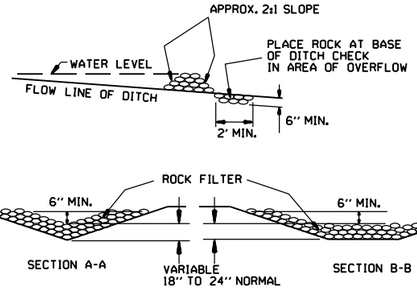
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

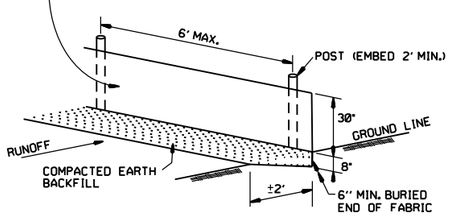


ROCK DITCH CHECK (E-6)

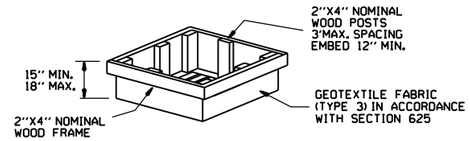
GENERAL NOTES

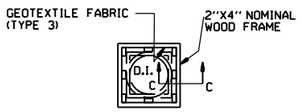
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

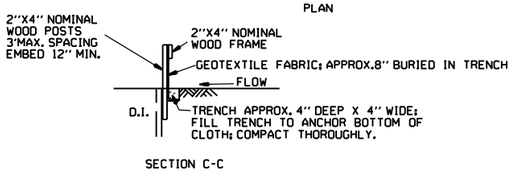
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



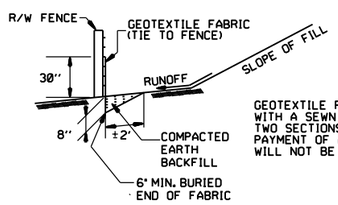
SILT FENCE (E-11)





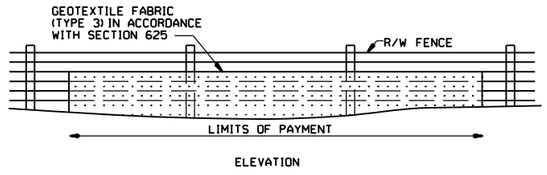


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

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



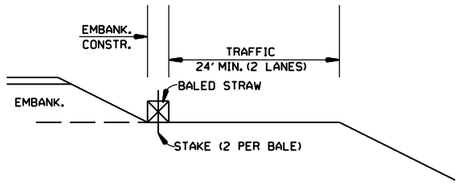
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

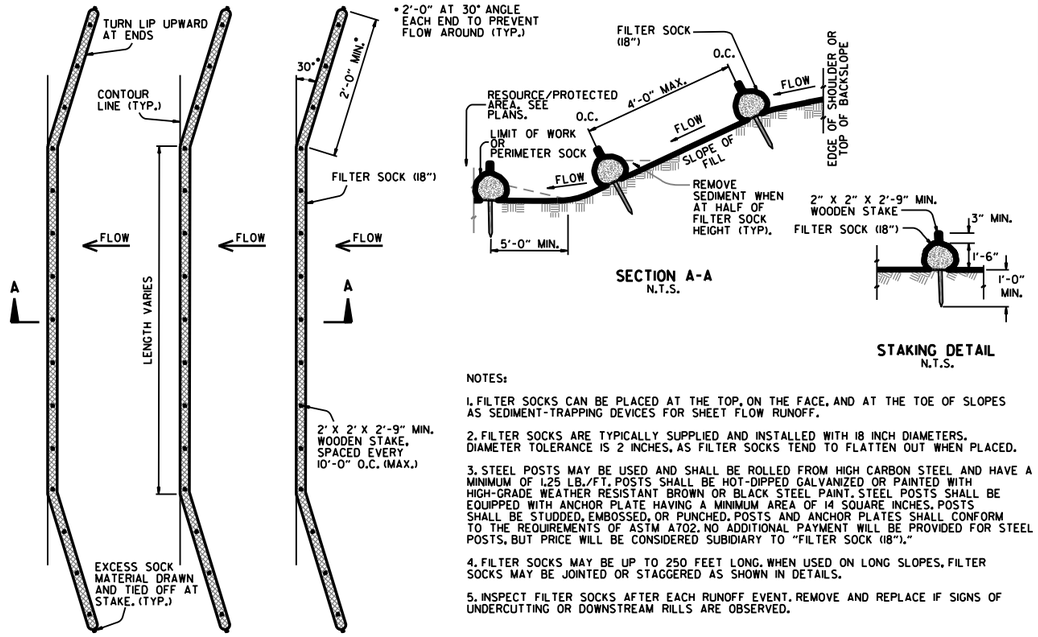
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

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



BALED STRAW FILTER BARRIER (E-2)



NOTES:

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

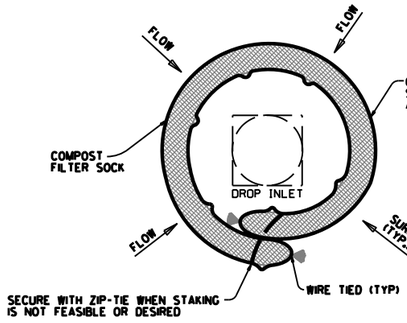
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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

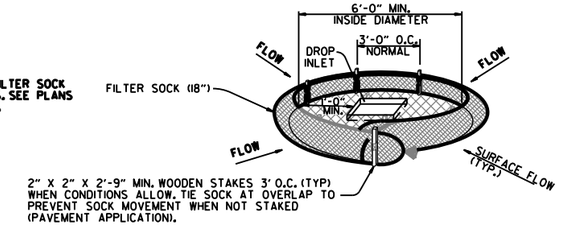
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

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

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

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

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

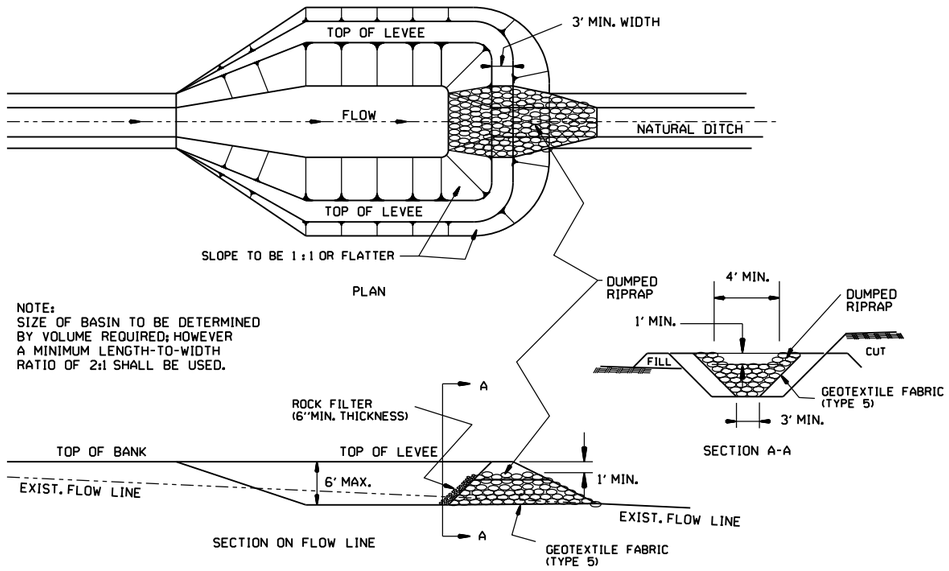
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

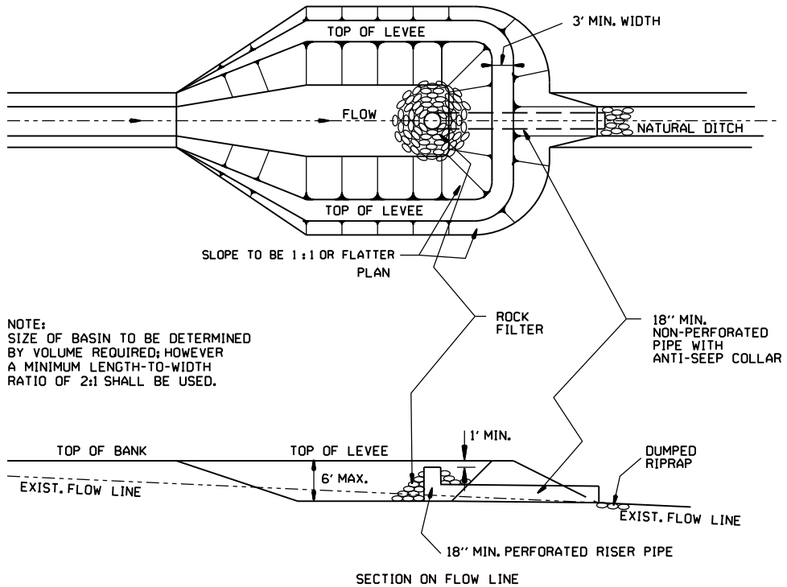
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

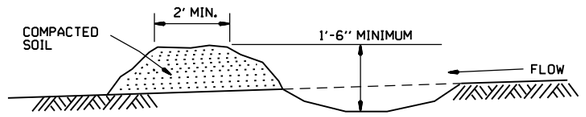
STANDARD DRAWING TEC-1



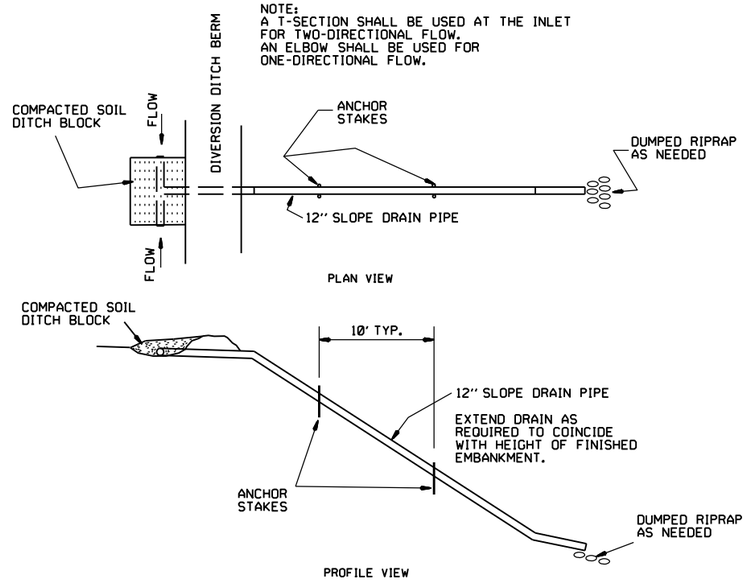
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



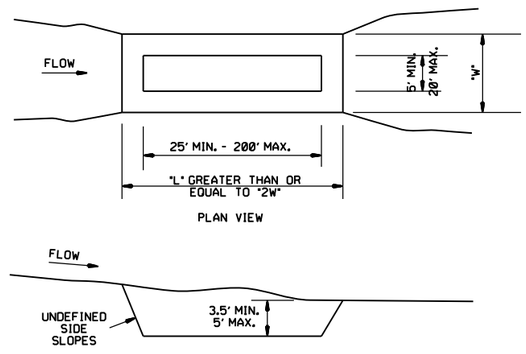
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

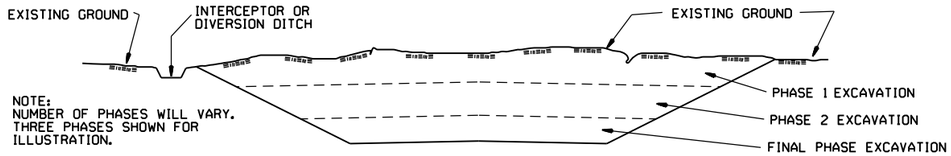
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



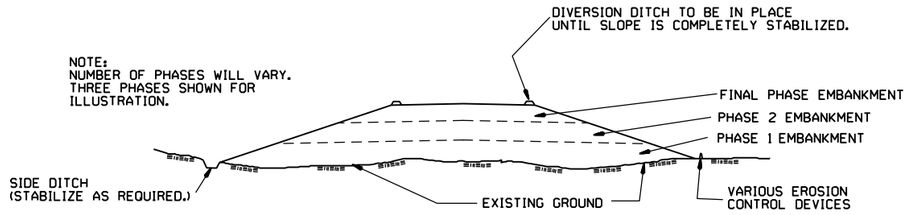
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3