

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO. 070417			1	36

② TWO BAYOU CREEK STR. & APPRS. (S)

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

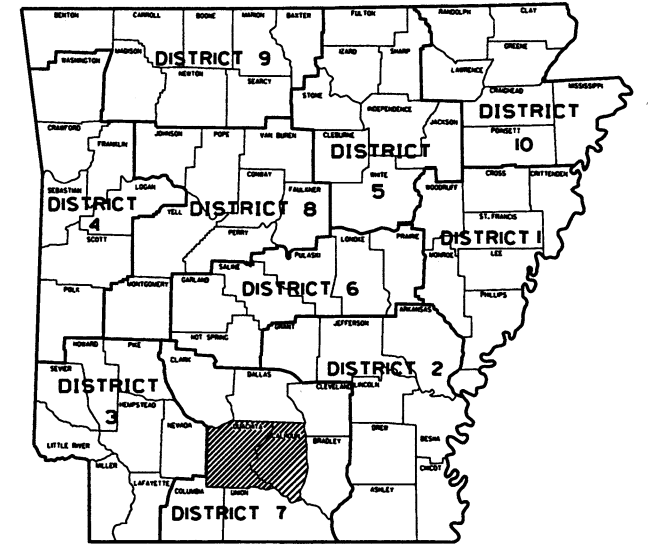
**TWO BAYOU CREEK
STR. & APPRS. (S)**

OUACHITA & CALHOUN COUNTIES
ROUTE 274 SECTIONS 1 & 2

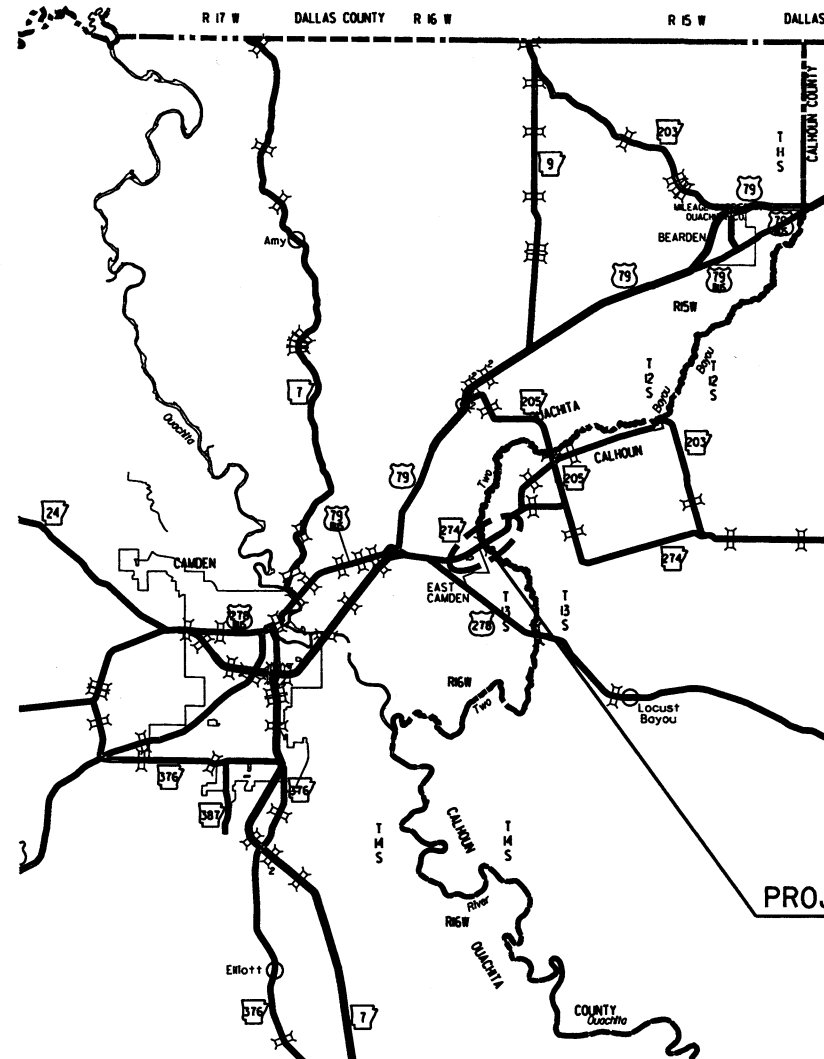
JOB 070417

FEDERAL AID PROJ. NHPP-0052(22)

NOT TO SCALE



ARK. HWY. DIST. NO. 7

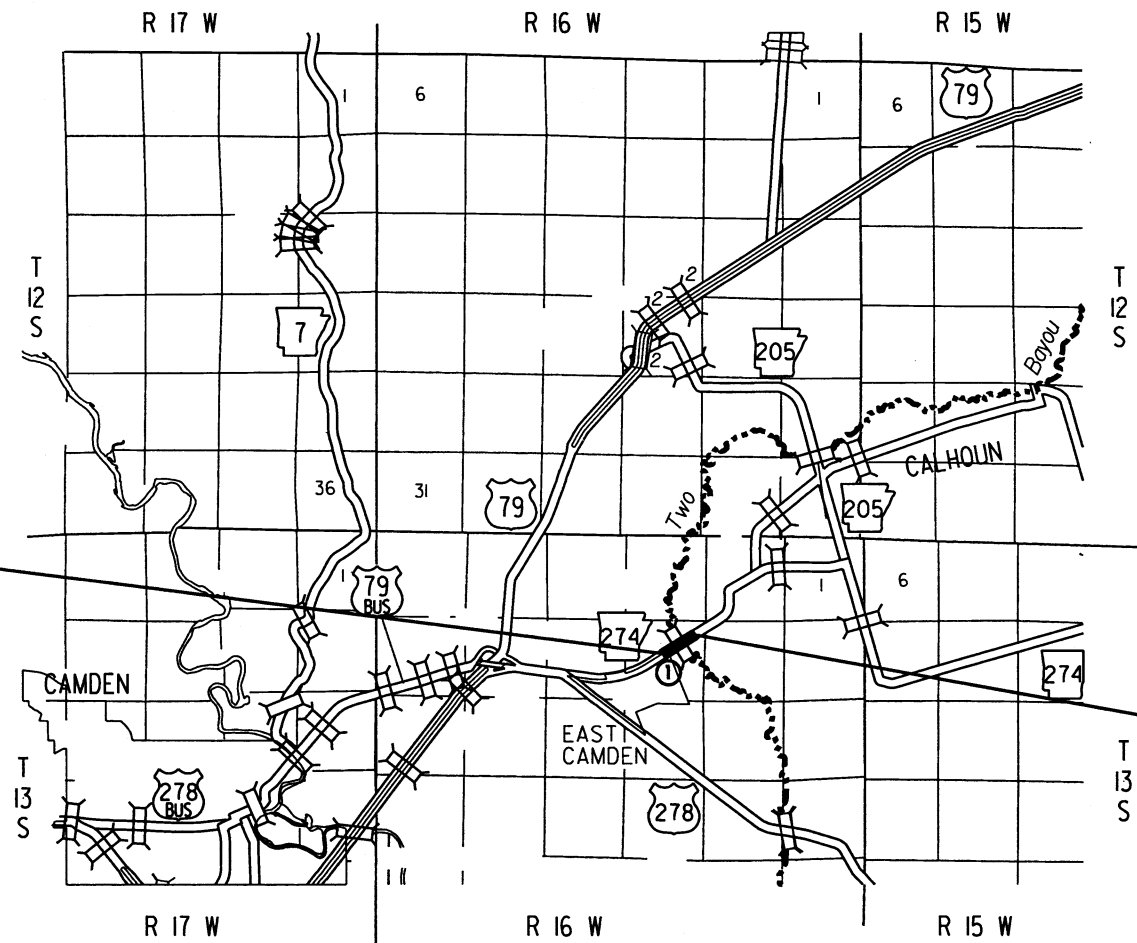


VICINITY MAP

STRUCTURES OVER 20' -0" SPAN

- ① STA. 310+37.00 CONSTRUCT QUINT. 11' X 9' X 86' R.C. BOX CULVERT WITH 3:1 WINGS LT. & RT. Q25 = 1950 CFS D.A. = 7.3 SQ. MI. SPAN = 59.08'

STA. 309+00.00
BEGIN JOB 070417
LOG MILE 1.52



STA. 312+00.00
END JOB 070417

APPROVED



6-3-19
DEPUTY DIRECTOR
AND CHIEF ENGINEER

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	W 33°36'57"	W 33°36'58"	W 33°36'59"
LONGITUDE	N 92°44'00"	N 92°43'58"	N 92°43'57"

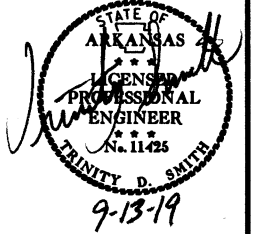
LENGTH OF PROJECT CALCULATED ALONG C.L.			
GROSS LENGTH OF PROJECT	300.00	FEET	OR 0.057 MILES
NET : : ROADWAY	240.92	:	0.046 MILES
NET : : BRIDGES	59.08	:	0.011 MILES
NET : : PROJECT	300.00	:	0.057 MILES

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						070417	2	36

② INDEX OF SHEETS AND STANDARD DRAWINGS



INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 5	TYPICAL SECTIONS OF IMPROVEMENT
6 - 13	SPECIAL DETAILS
14 - 17	TEMPORARY EROSION CONTROL DETAILS
18 - 21	MAINTENANCE OF TRAFFIC
22	PERMANENT PAVEMENT MARKING DETAILS
23 - 25	QUANTITIES
26	SUMMARY OF QUANTITIES AND REVISIONS
27 - 28	SURVEY CONTROL DETAILS
29	PLAN AND PROFILE SHEET
30	DETOUR PLAN AND PROFILE SHEET
31 - 36	CROSS SECTIONS

ROADWAY STANDARD DRAWINGS

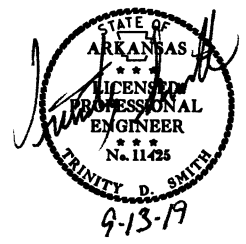
DRWG. NO.	TITLE	DATE
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PM-1	PAVEMENT MARKING DETAILS	06-01-17
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	10-18-96
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	07-25-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WF-4	WIRE FENCE TYPE C AND D	08-22-02

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2 GOVERNING SPECIFICATIONS AND GEN. NOTES



GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1	MULCH COVER
621-1	FILTER SOCKS
800-1	STRUCTURES
802-3	CONCRETE FOR STRUCTURES
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 070417	AIRPORT CLEARANCE REQUIREMENTS
JOB 070417	BIDDING REQUIREMENTS AND CONDITIONS
JOB 070417	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 070417	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 070417	CARGO PREFERENCE ACT REQUIREMENTS
JOB 070417	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 070417	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 070417	FLEXIBLE BEGINNING OF WORK
JOB 070417	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 070417	MANDATORY ELECTRONIC CONTRACT
JOB 070417	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 070417	NESTING SITES OF MIGRATORY BIRDS
JOB 070417	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 070417	SHORING FOR CULVERTS
JOB 070417	SOIL STABILIZATION
JOB 070417	STORM WATER POLLUTION PREVENTION PLAN
JOB 070417	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 070417	UTILITY ADJUSTMENTS
JOB 070417	WARM MIX ASPHALT

GENERAL NOTES

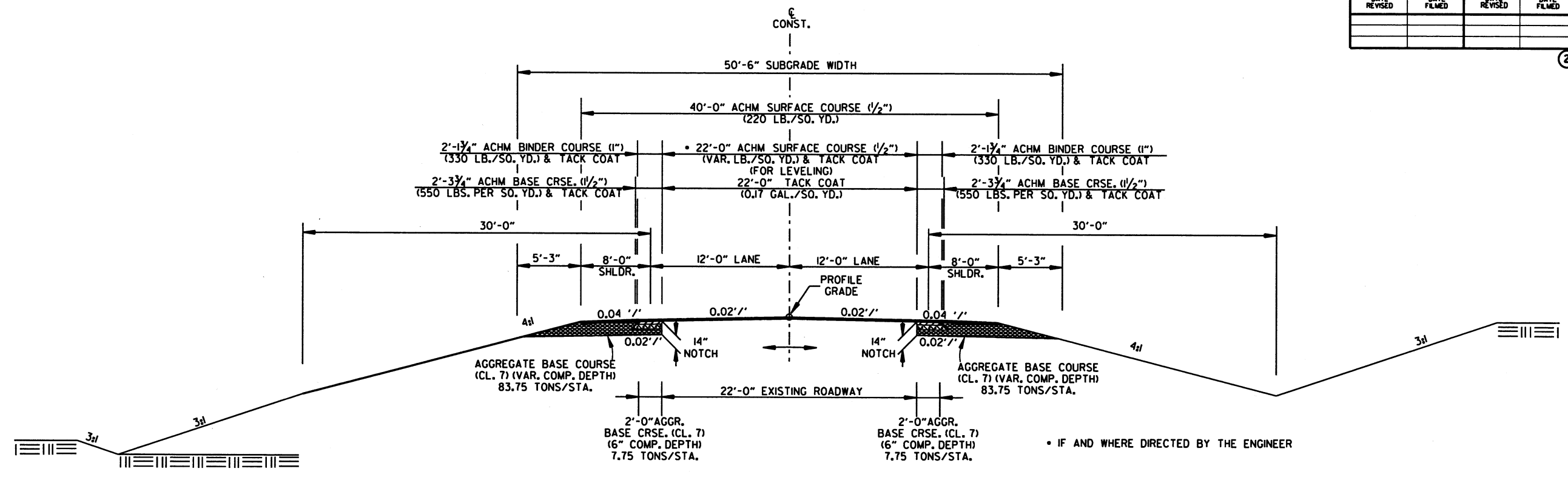
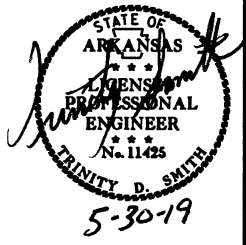
- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY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

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				JOB NO. 070417				

2 TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION OF IMPROVEMENT NOTCH AND WIDEN

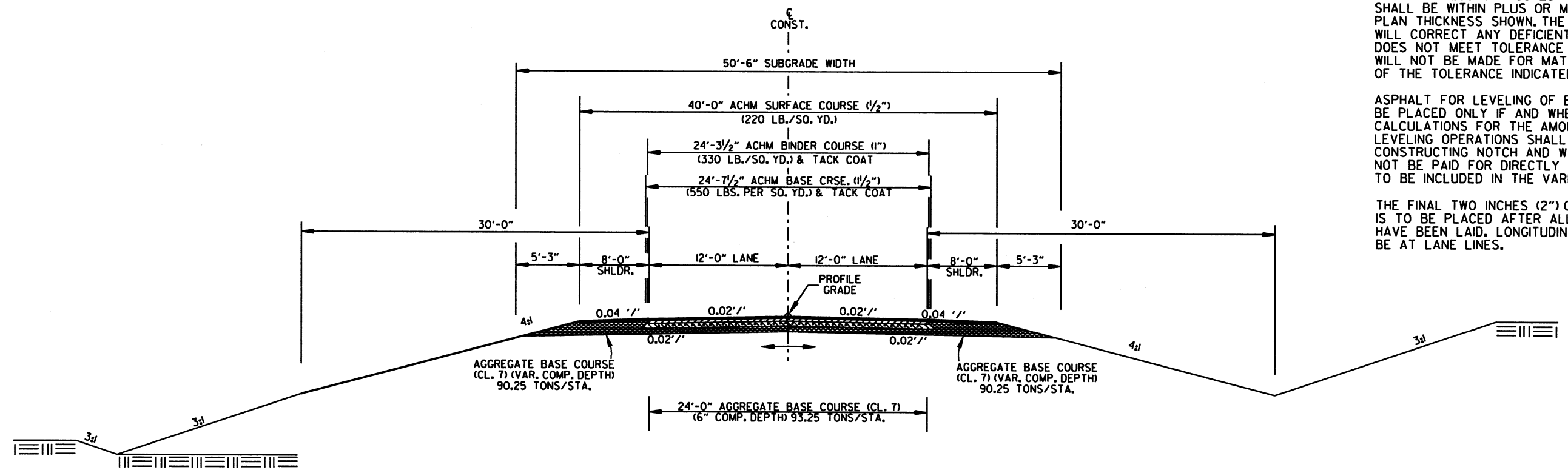
STA. 309+00.00 TO STA. 309+79.29
STA. 310+94.37 TO STA. 312+00.00

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

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

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

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



TYPICAL SECTION OF IMPROVEMENT FULL DEPTH

STA. 309+79.29 TO STA. 310+94.37

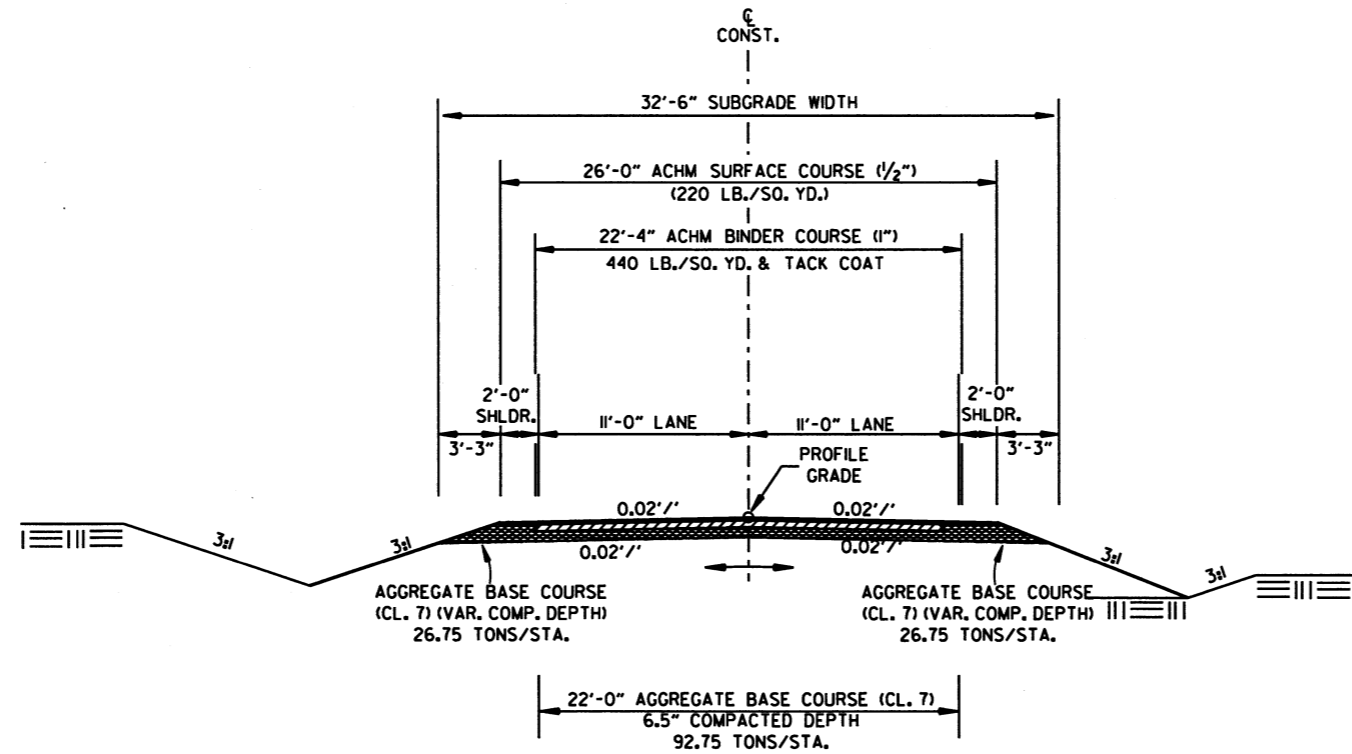
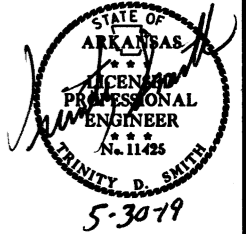
TYPICAL SECTIONS OF IMPROVEMENT

5/15/2019

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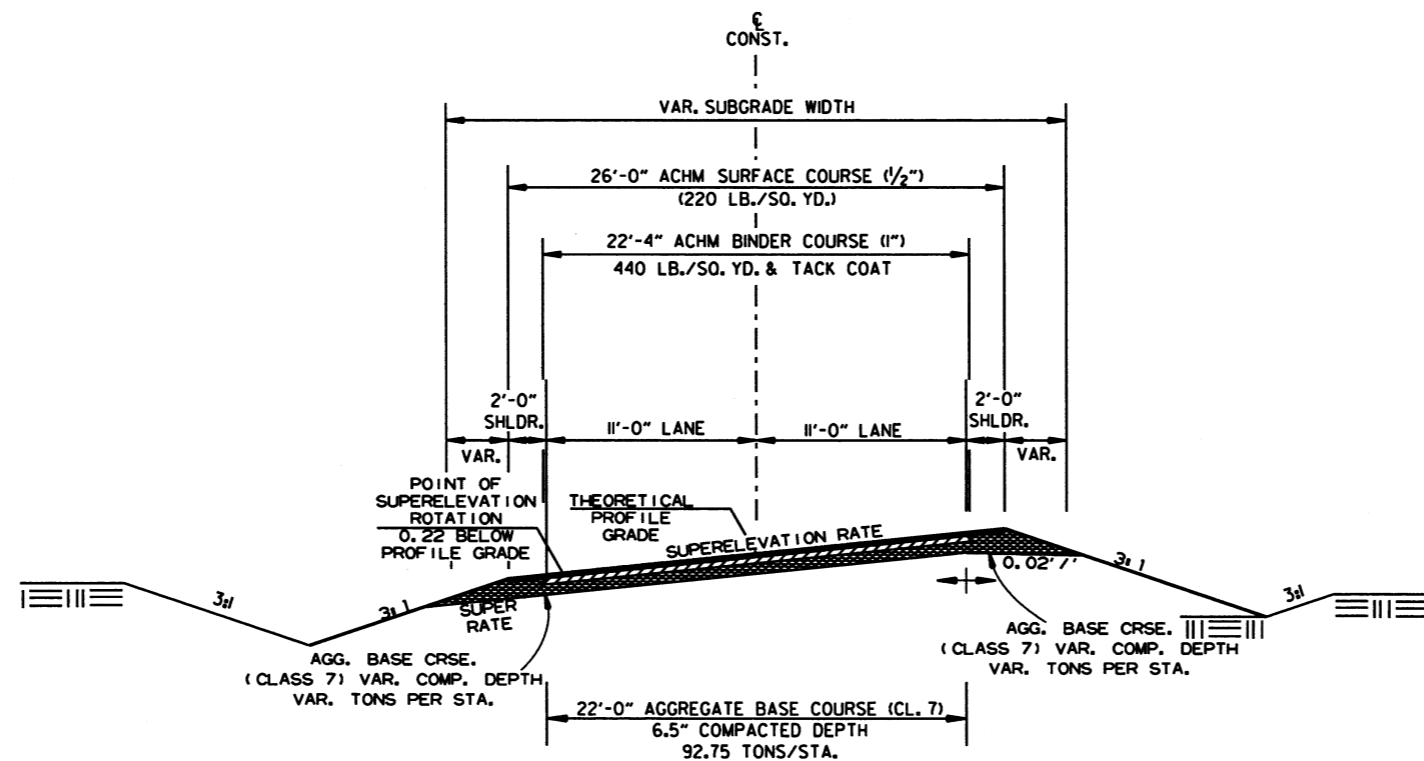
② TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTIONS OF IMPROVEMENT
 DETOUR ROAD - FULL DEPTH
 STA. 1+00.11 TO STA. 10+21.10

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

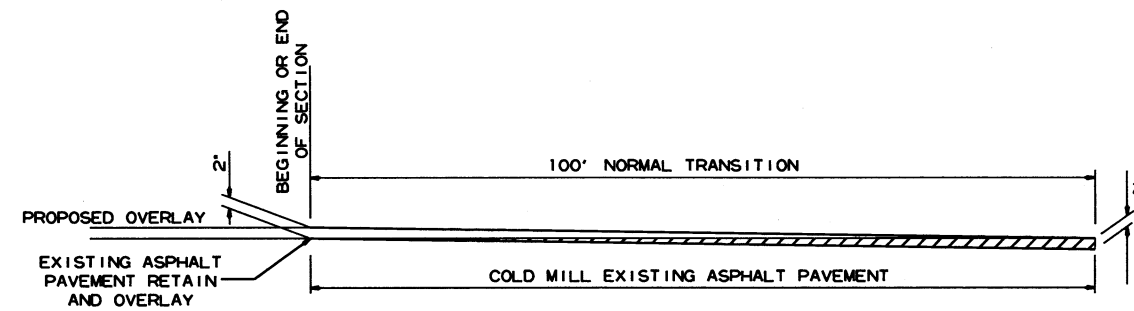
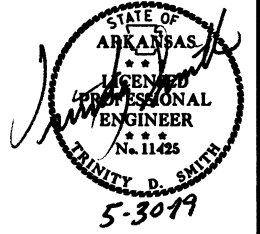
THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



TYPICAL SECTIONS OF IMPROVEMENT
 DETOUR ROAD - SUPERELEVATION
 STA. 3+50.00 TO STA. 7+93.00

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② SPECIAL DETAILS



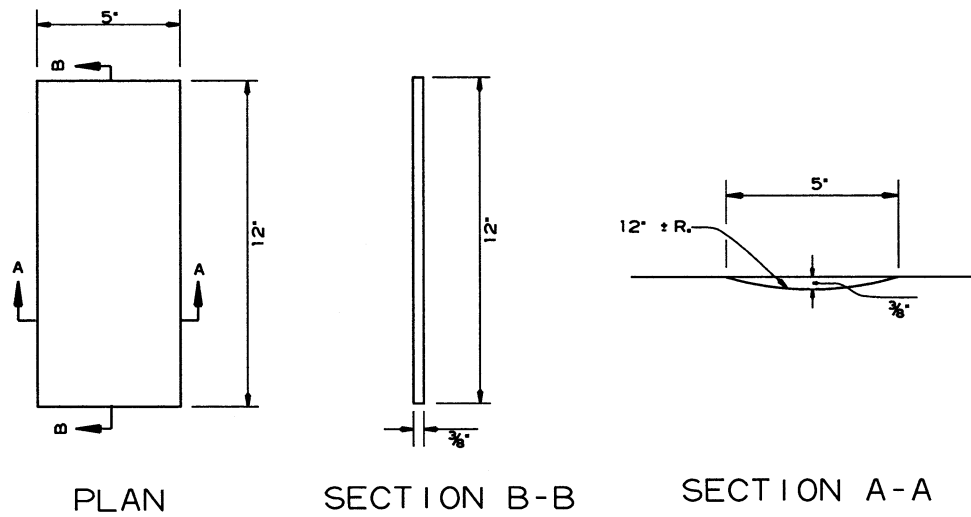
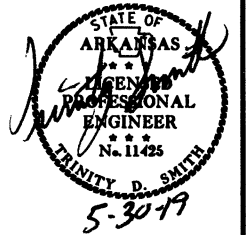
DETAIL FOR TRANSITIONS

5/23/2019

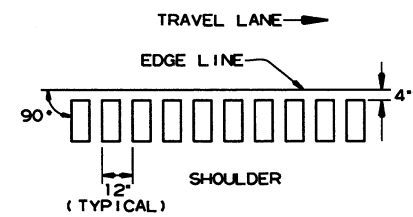
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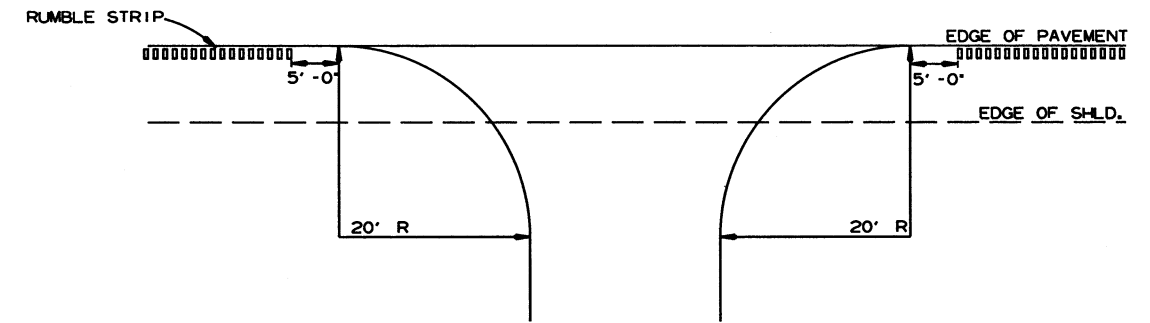
② SPECIAL DETAILS



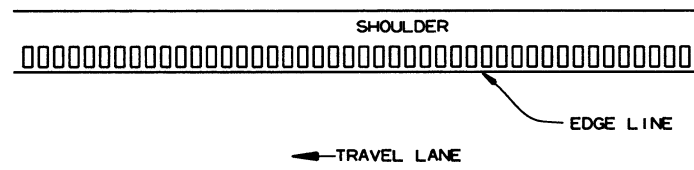
DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



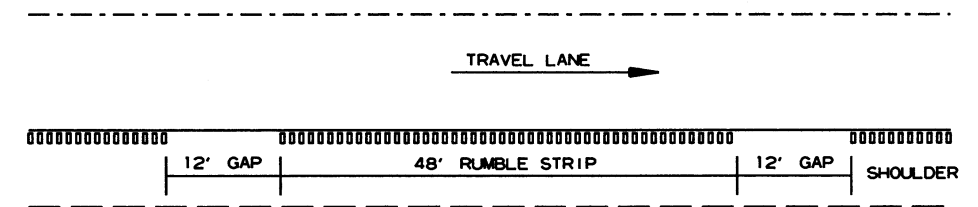
DETAIL FOR RUMBLE STRIP GAP
AT DRIVEWAY TURNOUTS



PLAN VIEW

GENERAL NOTES

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



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

DETAIL FOR GAP PATTERN RUMBLE STRIP

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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.	OVERALL WIDTH	OVERALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINF. STEEL		BOTTOM SLAB DISTRIBUTION REINF. STEEL		SIDE WALL DISTRIBUTION REINF. STEEL		INTERIOR WALL DISTRIBUTION REINF. STEEL									
											LENGTH = OW - 4" + BENDS				LENGTH = OW - 4" + BENDS				LENGTH = OH - 4"		LENGTH = OH - 4"		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL					
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING
A	5	11	9	13	13	8.5	8	59'-1"	11'-2"	86	5	58'-9"	8	60'-4"	4	58'-9"	11	93	6	6	344	10'-10"	4	12	688	10'-10"	4	8.5	169	4	8.5	169	4	12	18	4	12	72

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
524.80	61941

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.	OVERALL WIDTH	OVERALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINF. STEEL		BOTTOM SLAB DISTRIBUTION REINF. STEEL		SIDE WALL DISTRIBUTION REINF. STEEL		INTERIOR WALL DISTRIBUTION REINF. STEEL					
											LENGTH = OW - 4" + BENDS				LENGTH = OW - 4" + BENDS				LENGTH = OH - 4"		LENGTH = OH - 4"		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL			
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING
HDWL DEPTH		ADDITIONAL REINF. FOR HDWL				"h" HDWL BARS				SIZE		Y		LENGTH		NO. REQ'D																		
3"		78				4				1'-0"		2'-0"		60																				

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

INLET SKEWED END SECTION

SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL	
													"a"				"c"				"f0"		"f1"		"g"		"e"		"d1"		"d2"	
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH
"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			SIZE		LENGTH		Y		NO. REQ'D																	

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

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

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)																		
								AT HDWL	AT WING END			WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B																				
								WH1	WH2			WF1	WF2	G1	G2	W1	W2	W3	W4																				
59'-1"	9'-0"	0'-10"	0'-9"	0	3:1	57'-8"	2'-0"	9'-10"	3'-0"	30	30	3'-3"	4'-10"	4'-10"	1'-10"	1'-10"	23'-6"	23'-6"	26'-10 1/8"	26'-10 1/8"	19.07	1562																	
F1		F2		F3		F4		F5		F6		F7		F8		F9		F10		F11		F12																	
WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B																
4	12	24	X	4	12	11	X	4	18	8	4	18	4	18	4	18	16	X	4	8	27'-8"	4	18	16	4	18	2	4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"	781
4	12	24	X	4	12	11	X	4	18	8	4	18	4	18	4	18	16	X	4	8	27'-8"	4	18	16	4	18	2	4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"	781

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"

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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		3	36
				JOB NO.	070417		8 36	



TABULAR DATA BY: JWP DATE: 4/25/2019
CHECKED BY: MJS DATE: 5/19/19



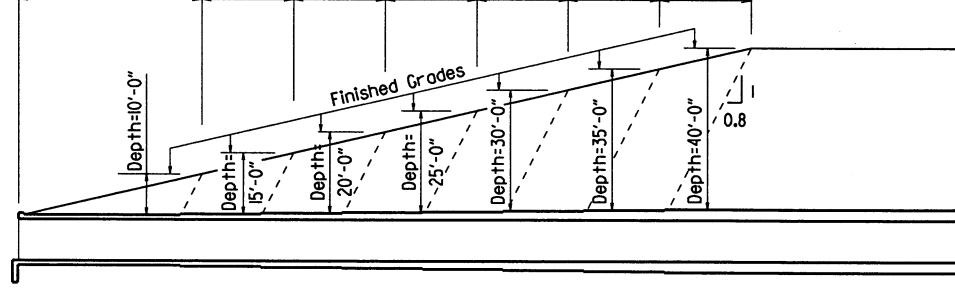
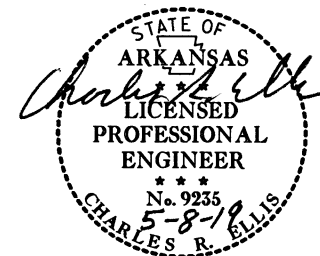
2d Slope	20'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
3d Slope	30'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
4d Slope	40'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"

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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		10	36
				JOB NO.	070417		10 36	

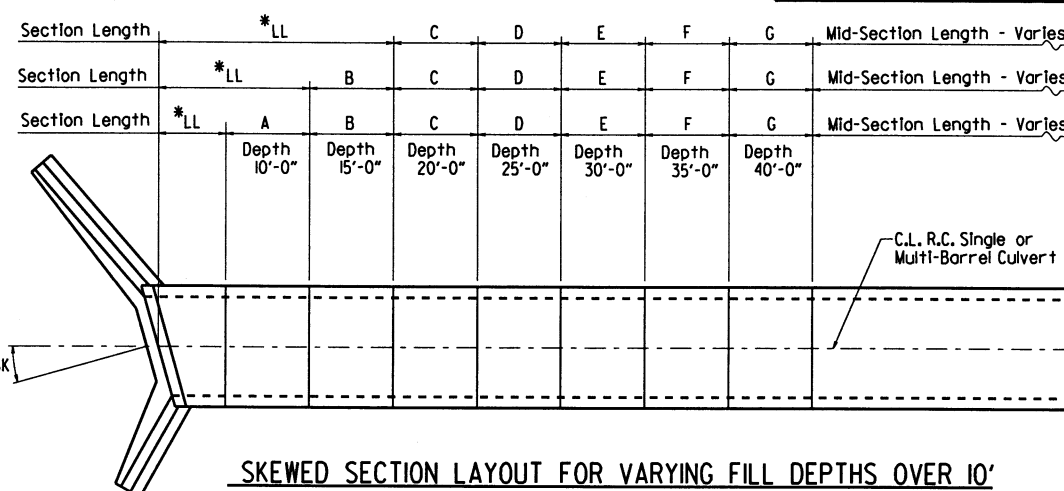
SPECIAL DETAILS



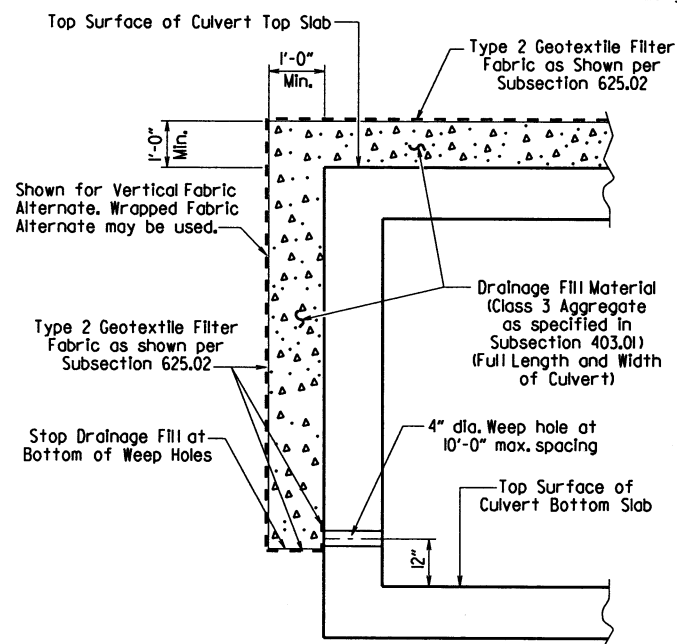
Slope Section Length @ 2d Slope	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	G=6'-0"	Mid-Section Length - Varies
Slope Section Length @ 3d Slope	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	G=11'-0"	Mid-Section Length - Varies
Slope Section Length @ 4d Slope	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"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

LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

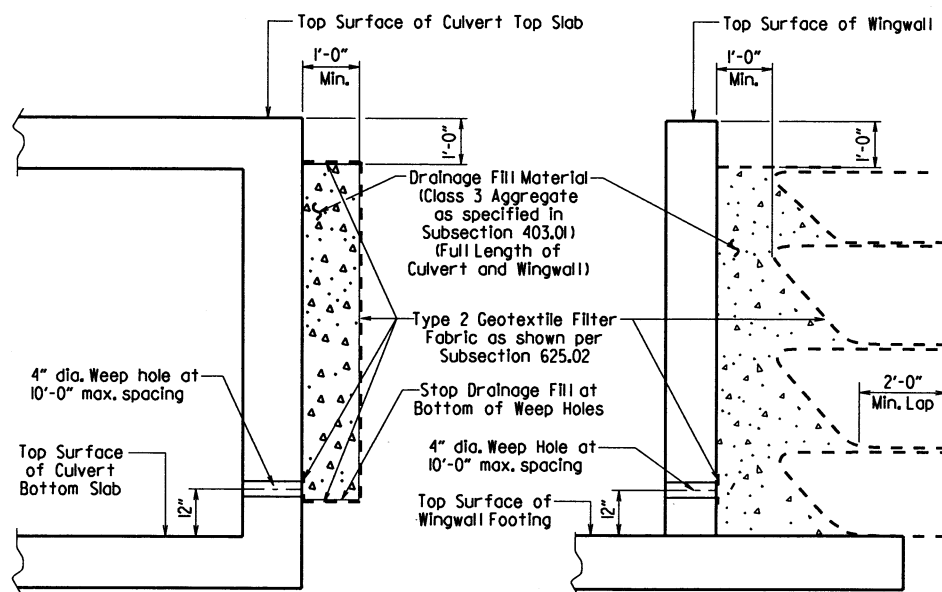


SKewed SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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



VERTICAL FABRIC ALTERNATE

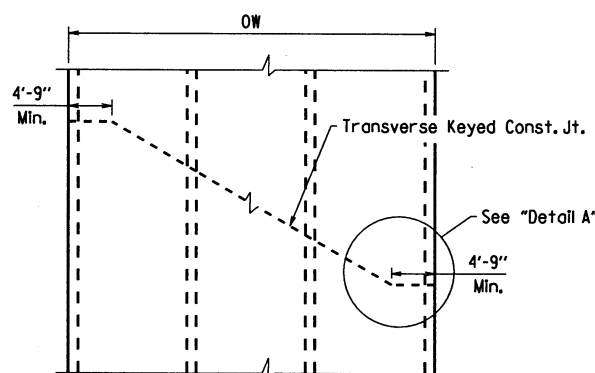
(Shown for Culvert, Similar for Wingwall)

WRAPPED FABRIC ALTERNATE

(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL

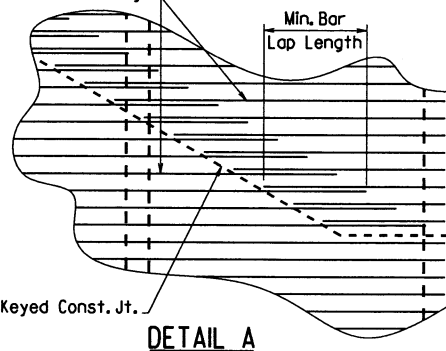
For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.



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.

Slab bars "a", "b", "c", "d", "bl", or "f". Slab distribution and Wall reinforcing omitted for clarity.



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 1/2" 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 fine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

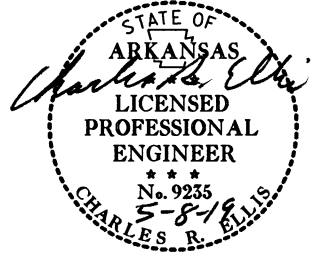
When precast reinforced concrete box culverts are substituted for cast in place box culverts, they shall be manufactured according to ASTM C 1577 and meet the requirements of Section 607. When the top slab of the box culvert serves as the finished roadway surface, a precast reinforced concrete box culvert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

SHEET 1 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE
SPECIAL DETAILS

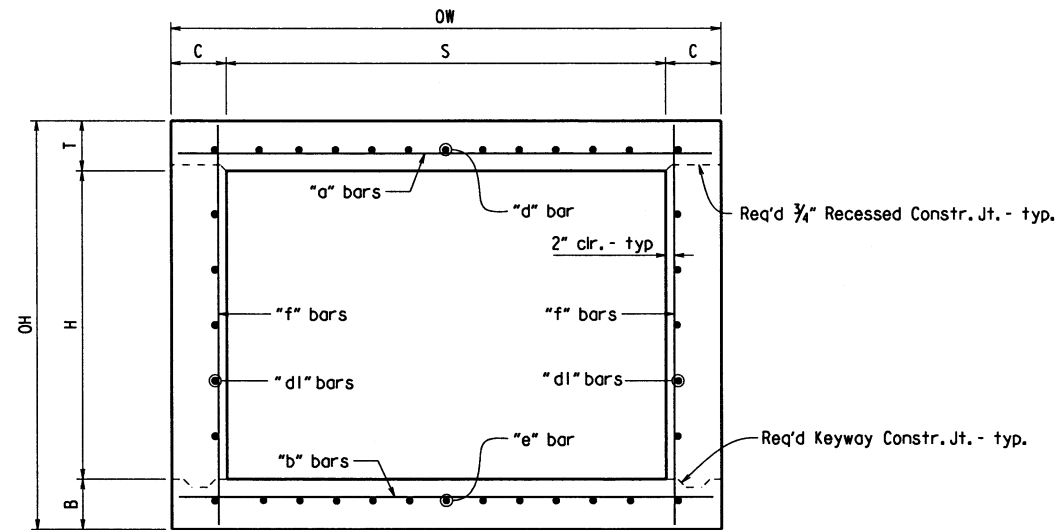


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		070417	11	36

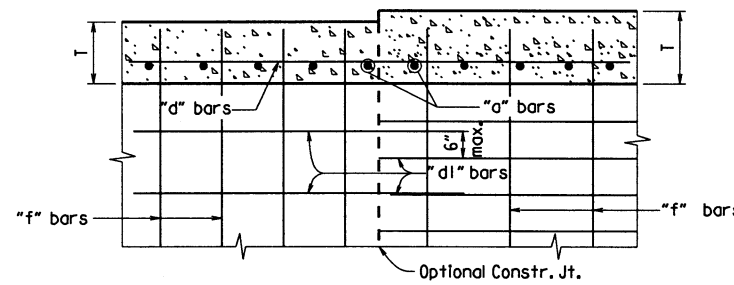
1 SPECIAL DETAILS



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

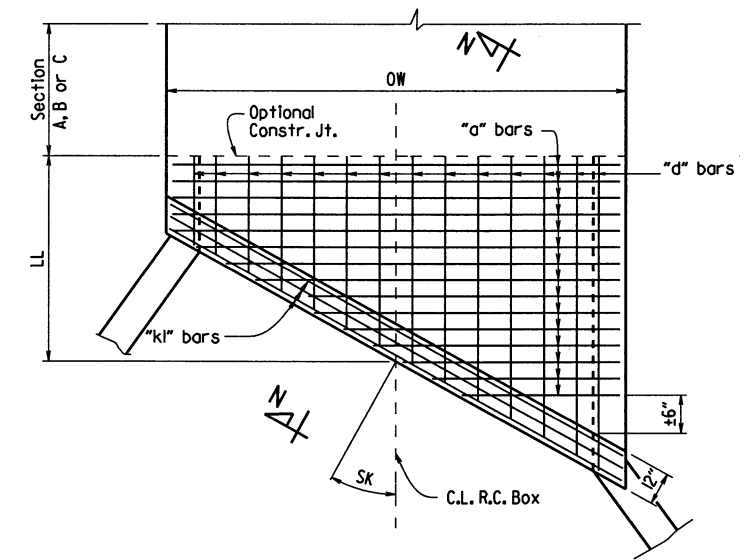


TYPICAL SECTION M-M

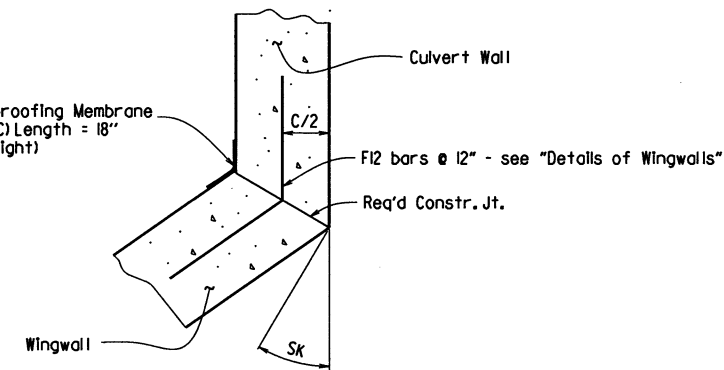


LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

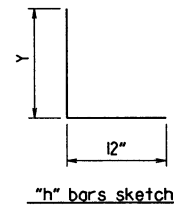


TOP SLAB REINFORCEMENT

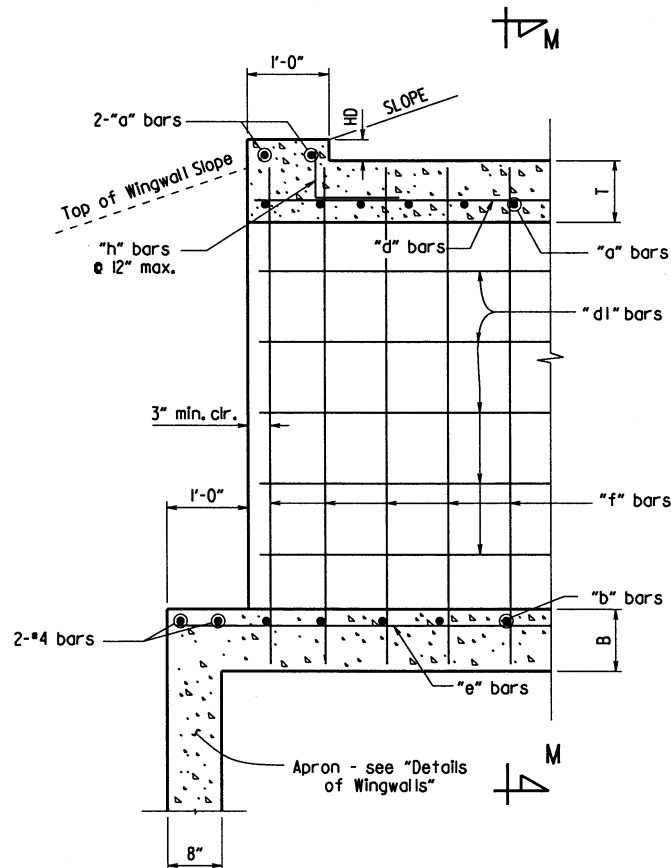


WINGWALL ATTACHMENT

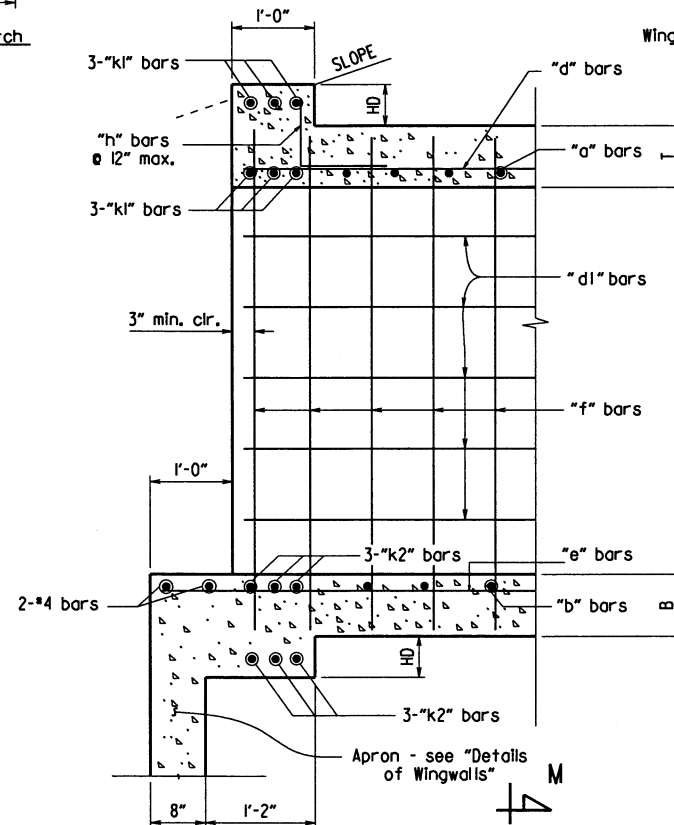
See "Details of Wingwalls" for additional information and wingwall details.



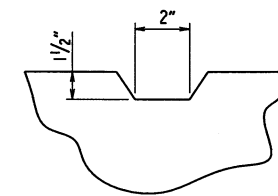
"h" bars sketch



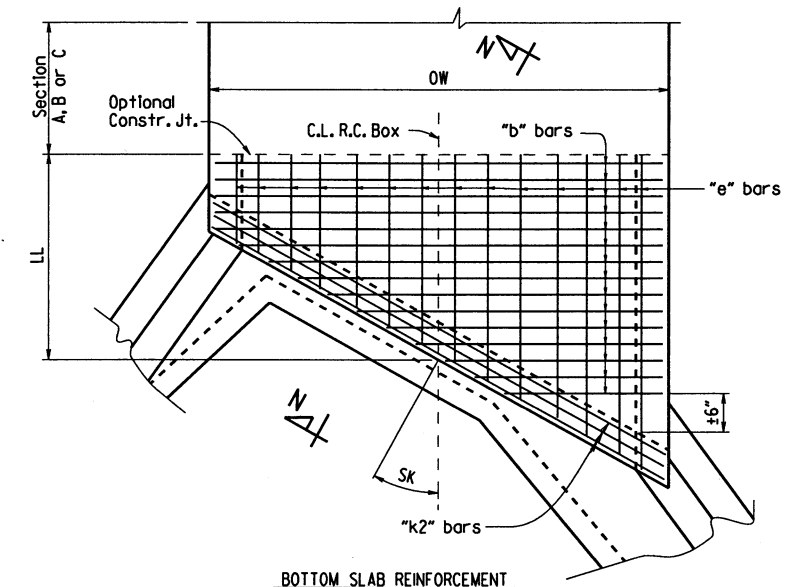
PART LONGITUDINAL SECTION
(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N
(Skewed Ends)



TYPICAL KEYWAY DETAIL
(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKewed END SECTION DETAILS

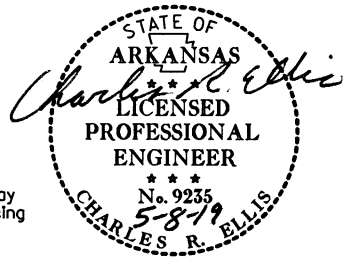
SHEET 2 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF SINGLE BARREL
R.C. BOX CULVERT

SPECIAL DETAILS



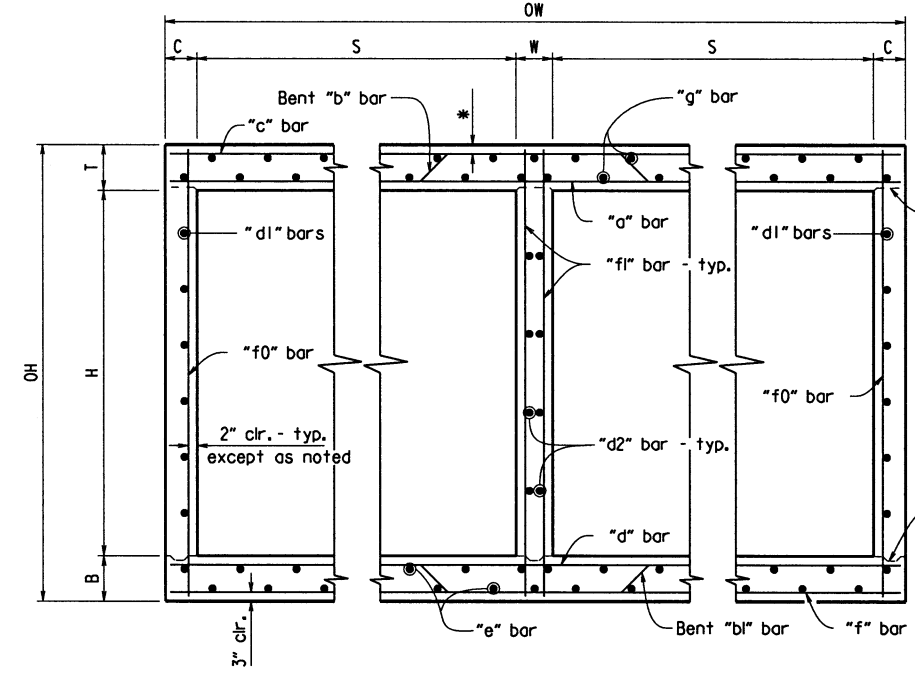
DATE REVISED	DATE FILMED	REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		12	36
JOB NO. 070417							12	36

SPECIAL DETAILS



*2" clr. for fill depth (D) greater than 2 ft.
 2 1/2" 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.

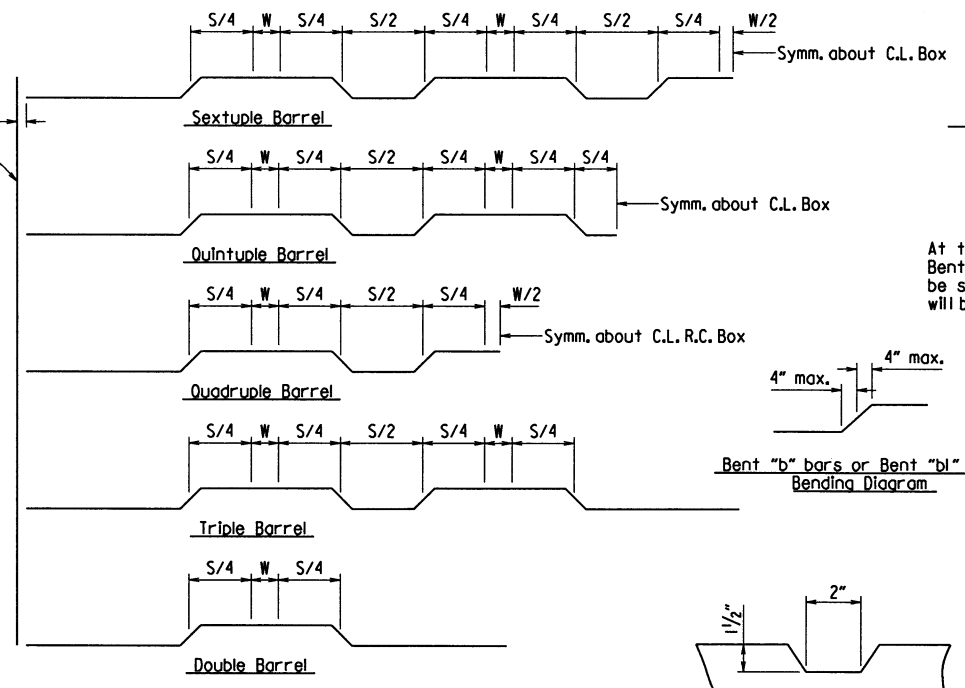


TYPICAL SECTION M-M

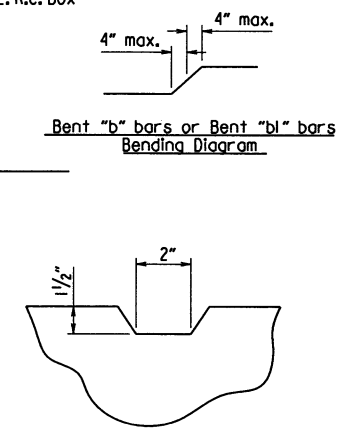
Top Slab
 Straight "c" bars shall alternate with Bent "b" bars in top.
 Straight "a" bars shall alternate with Bent "b" bars in bottom.

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

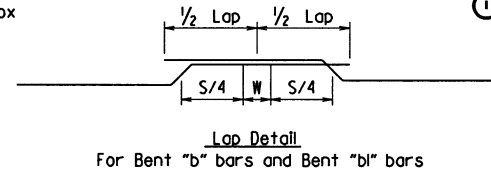
2" clr. - typ.
 Outside Face of R.C. Box
 Req'd 3/4" Recessed Constr. Jt. - typ.
 Req'd Keyway Constr. Jt. - typ.



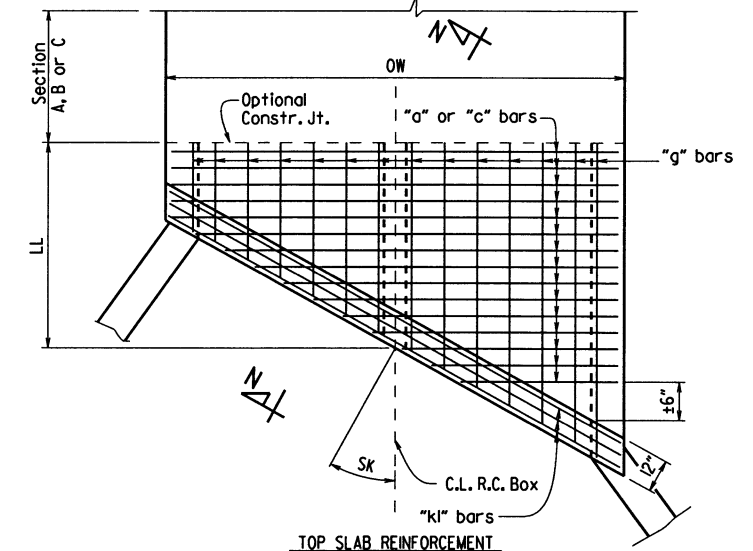
Bent "b" bars or Bent "bl" bars sketch



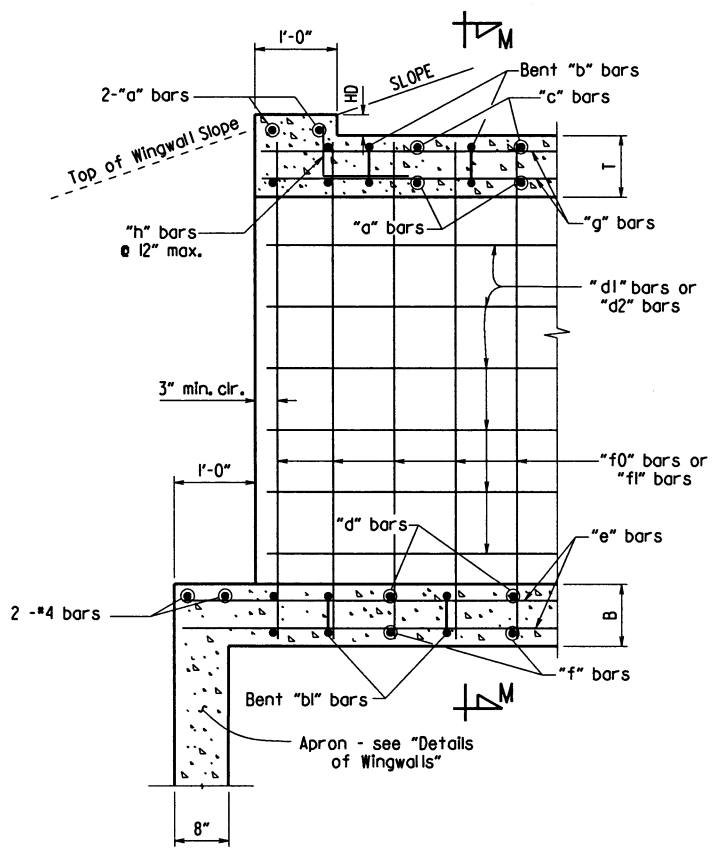
TYPICAL KEYWAY DETAIL
 (All Construction Joints)



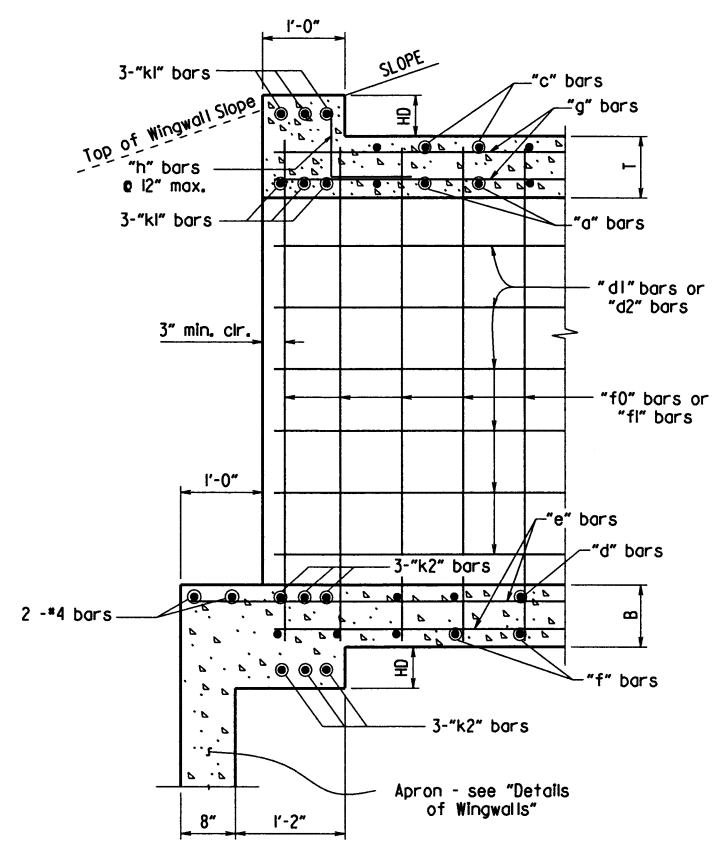
At the Contractor's option in lieu of providing Bent "b" or Bent "bl" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "bl" bar.



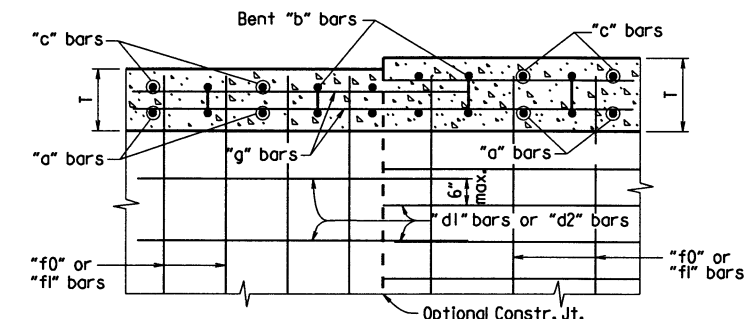
TOP SLAB REINFORCEMENT
 Straight "c" bars in top.
 Straight "a" bars in bottom.



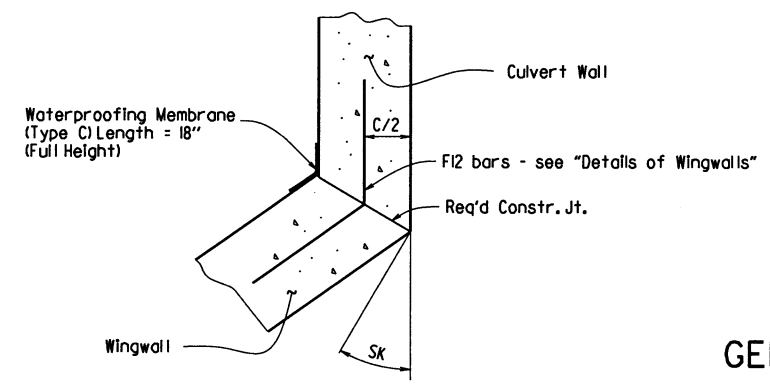
PART LONGITUDINAL SECTION
 (Non-Skewed Ends)



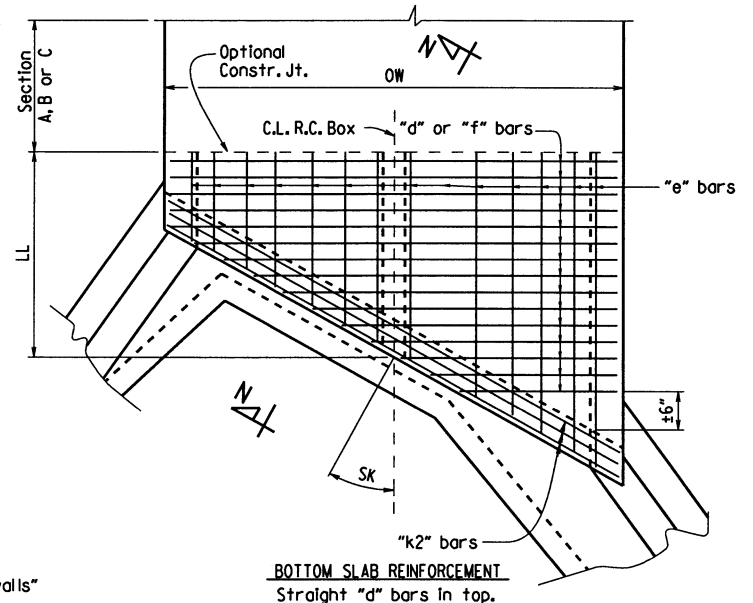
PART LONGITUDINAL SECTION N-N
 (Skewed Ends)



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.



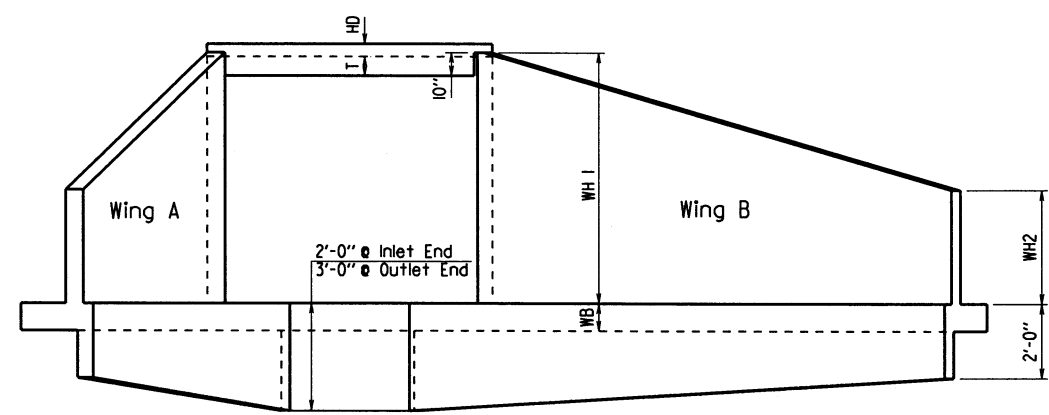
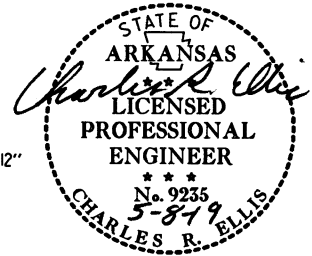
SKewed END SECTION DETAILS
BOTTOM SLAB REINFORCEMENT
 Straight "d" bars in top.
 Straight "f" bars in bottom.

SHEET 3 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF MULTI-BARREL R.C. BOX CULVERT
SPECIAL DETAILS

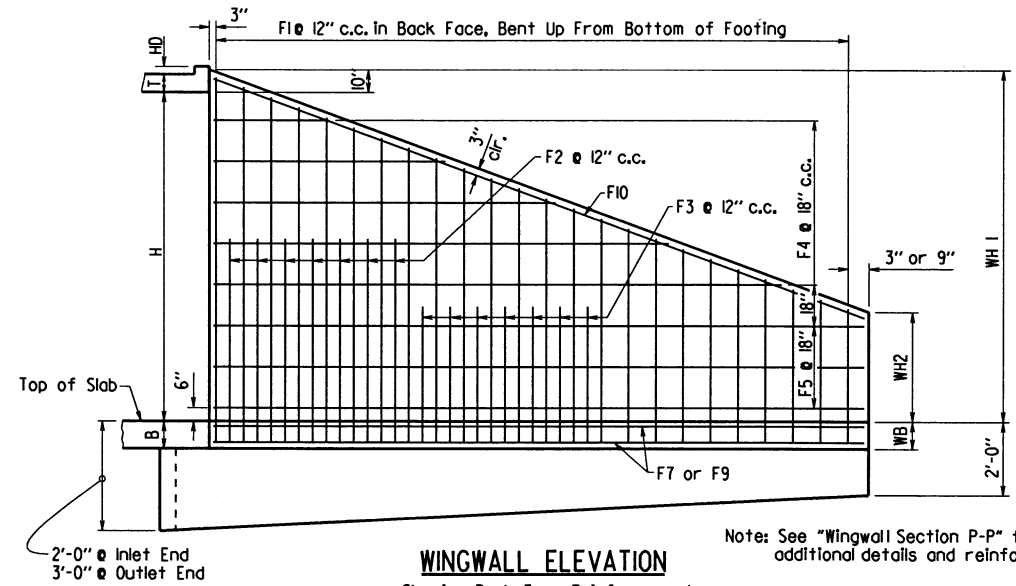
b070417_culvert.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	070417	13	36	

① SPECIAL DETAILS

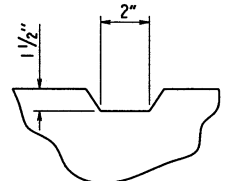


END ELEVATION
Flared Wingwalls Shown



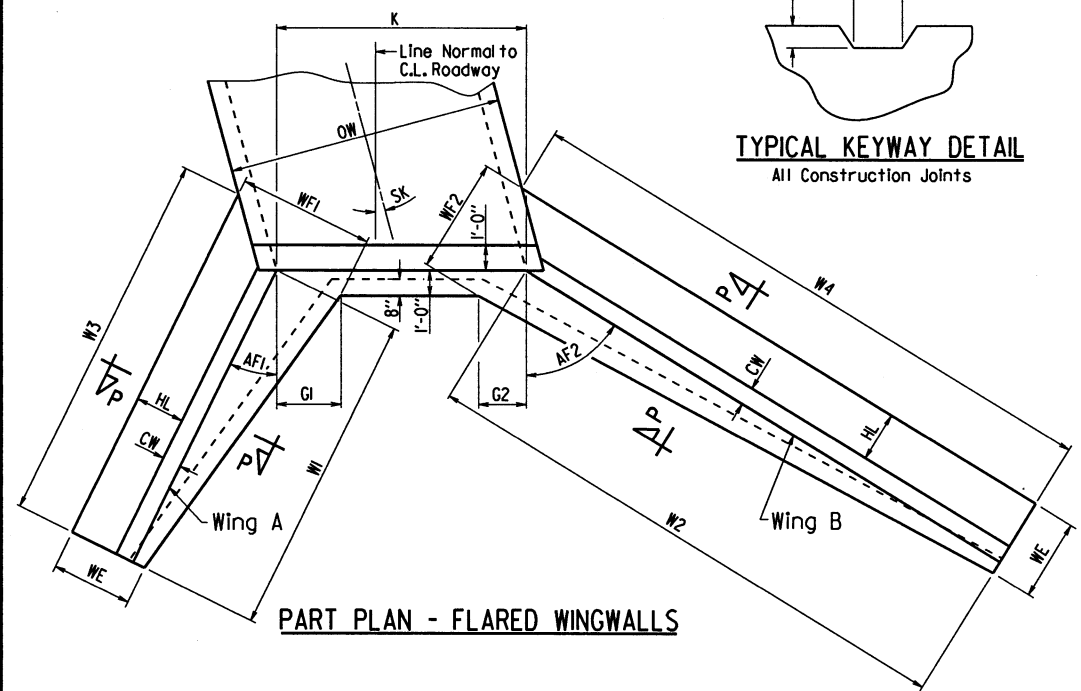
WINGWALL ELEVATION
Showing Back Face Reinforcement

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

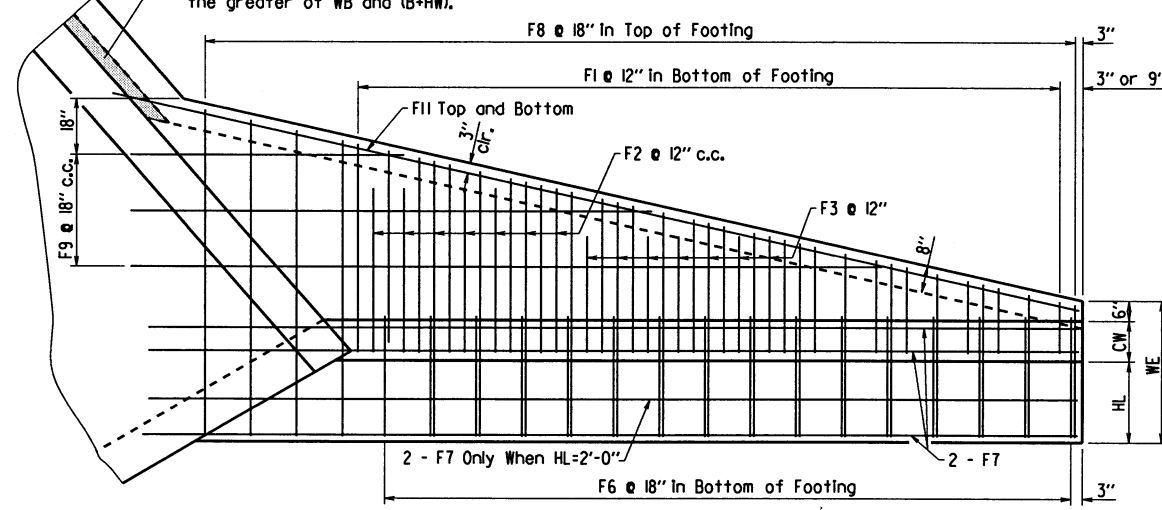


TYPICAL KEYWAY DETAIL
All Construction Joints

For square ends make the shaded area thickness the greater of WB and B (Bottom Slab Thickness).
For skewed ends make the shaded area thickness the greater of WB and (B+HW).

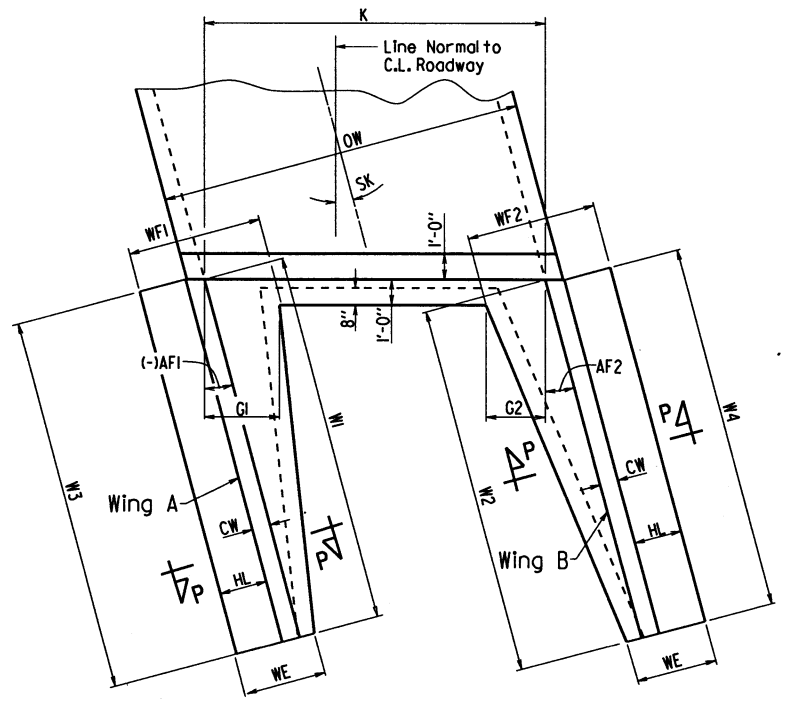


PART PLAN - FLARED WINGWALLS

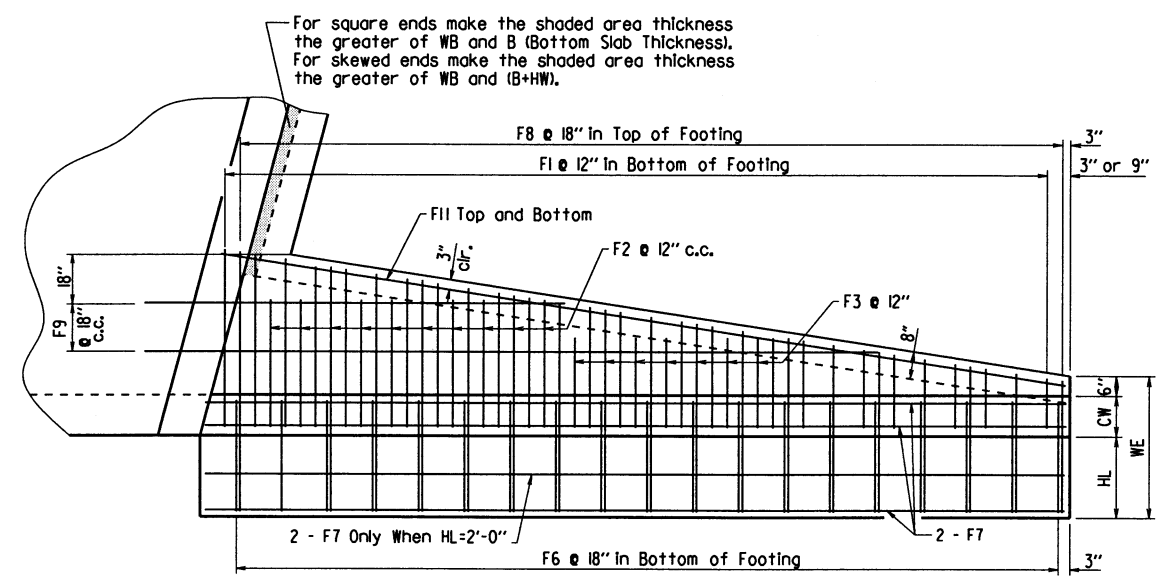


PLAN - FLARED WINGWALLS
Showing Footing Reinforcement

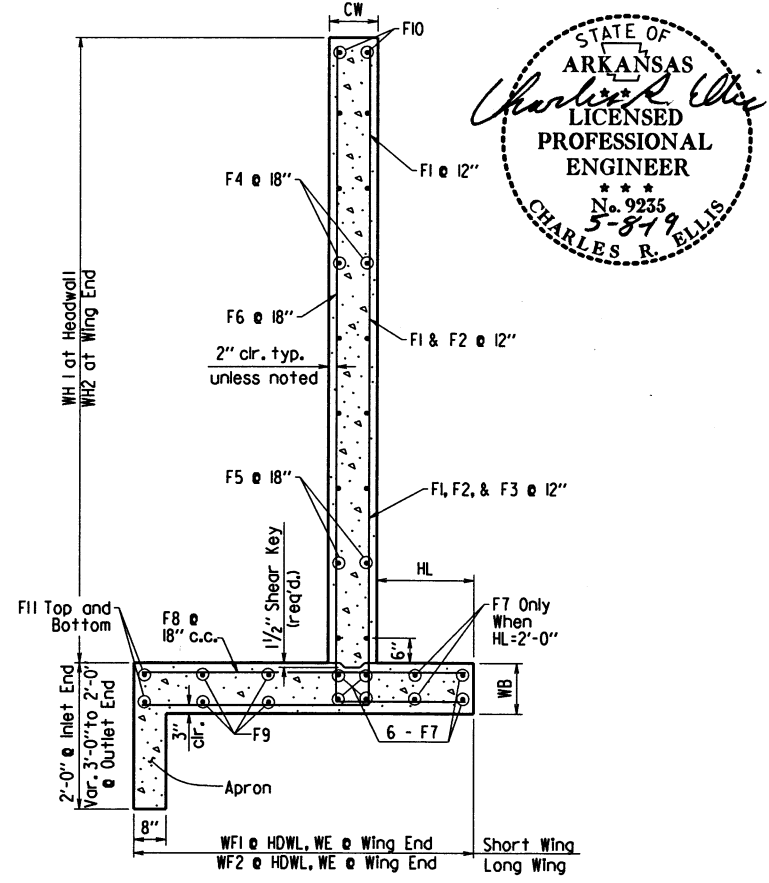
For square ends make the shaded area thickness the greater of WB and B (Bottom Slab Thickness).
For skewed ends make the shaded area thickness the greater of WB and (B+HW).



PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS
Showing Footing Reinforcement

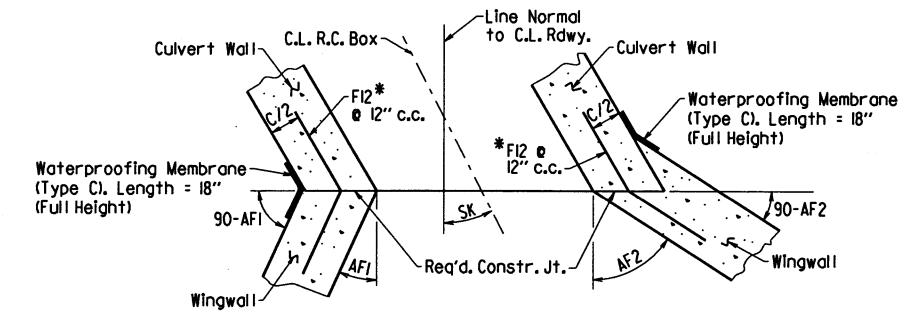


WINGWALL SECTION P-P

Short Wing = (AF1+SK)
Long Wing = (AF2-SK)

F1, F2, F3, & F6 BARS *F12 BAR

*F12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS
Flared Wingwalls Shown

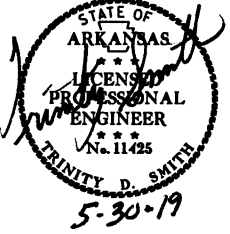
SHEET 4 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF WINGWALLS
SPECIAL DETAILS

b070417.culvert.dgn

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	070417		14	36

QUANTITIES :
 CLEARING AND GRUBBING STAGE
 SILT FENCE (E-11) = 2025 LIN. FT.

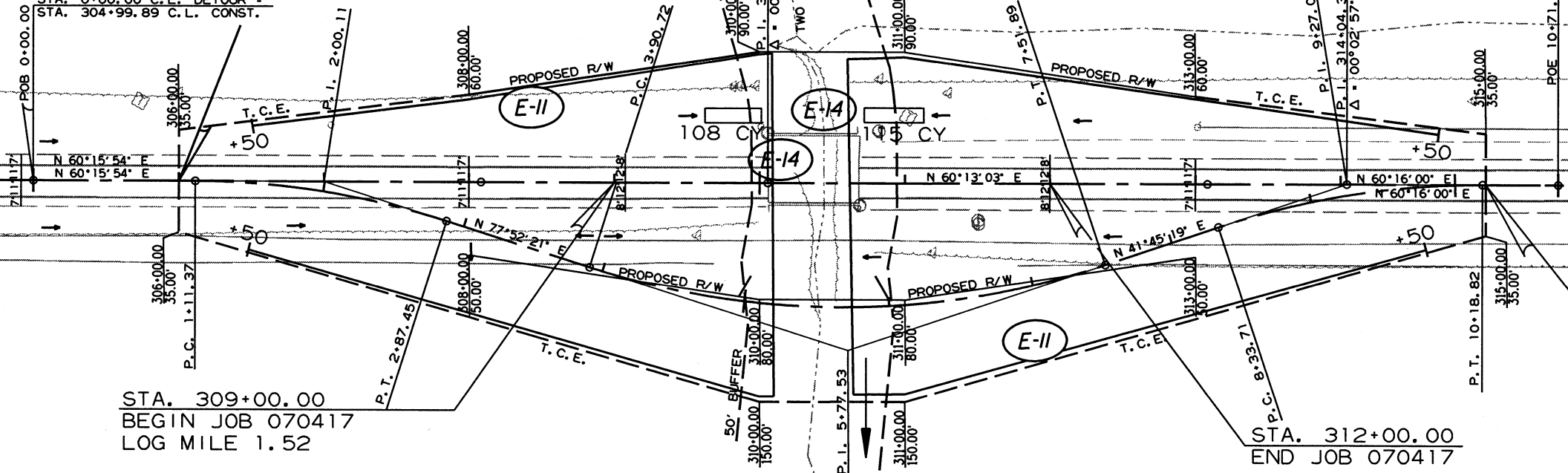
② TEMPORARY EROSION CONTROL DETAILS



STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST
 BEGIN DETOUR

0
 305

STA. 0+00.00 C.L. DETOUR =
 STA. 304+99.89 C.L. CONST.



STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

STA. 312+00.00
 END JOB 070417

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN
XX CY FT

REVISION BOX

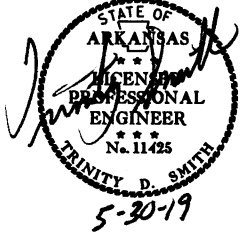
DATE OF REVISION	REVISION

3/15/2019 R070417.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	070417
							SHEET NO.	15
							TOTAL SHEETS	36

QUANTITIES :
 STAGE 1
 SAND BAGS (E-5) = 66 BAGS
 SILT FENCE (E-11) = 110 LIN. FT.

② TEMPORARY EROSION CONTROL DETAILS



STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST
 BEGIN DETOUR

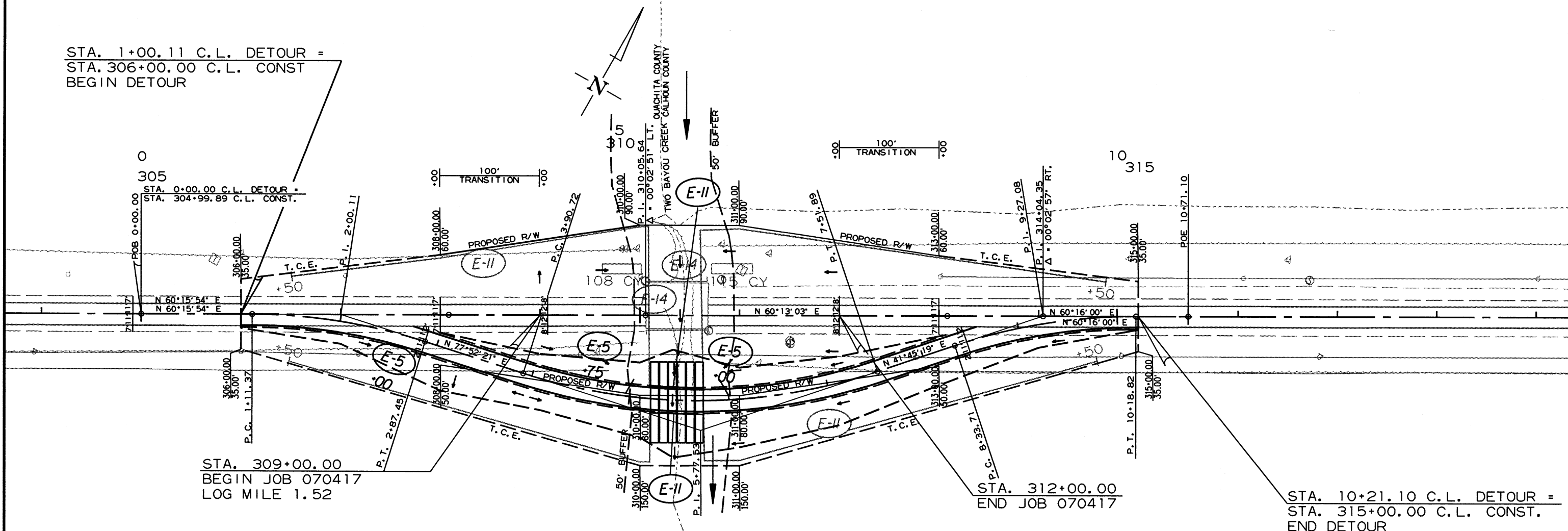
0
 305

STA. 0+00.00 C.L. DETOUR =
 STA. 304+99.89 C.L. CONST.

STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

STA. 312+00.00
 END JOB 070417

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR



REVISION BOX

DATE OF REVISION	REVISION

LEGEND

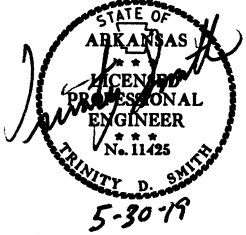
- = SAND BAG DITCH CHECKS
- = SILT FENCE
- = SEDIMENT BASIN
XX CU FT

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QUANTITIES :
 STAGE 2
 SAND BAGS (E-5) = 132 BAGS
 SILT FENCE (E-11) = 965 LIN. FT.

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				6	ARK.			
JOB NO. 070417							16	36

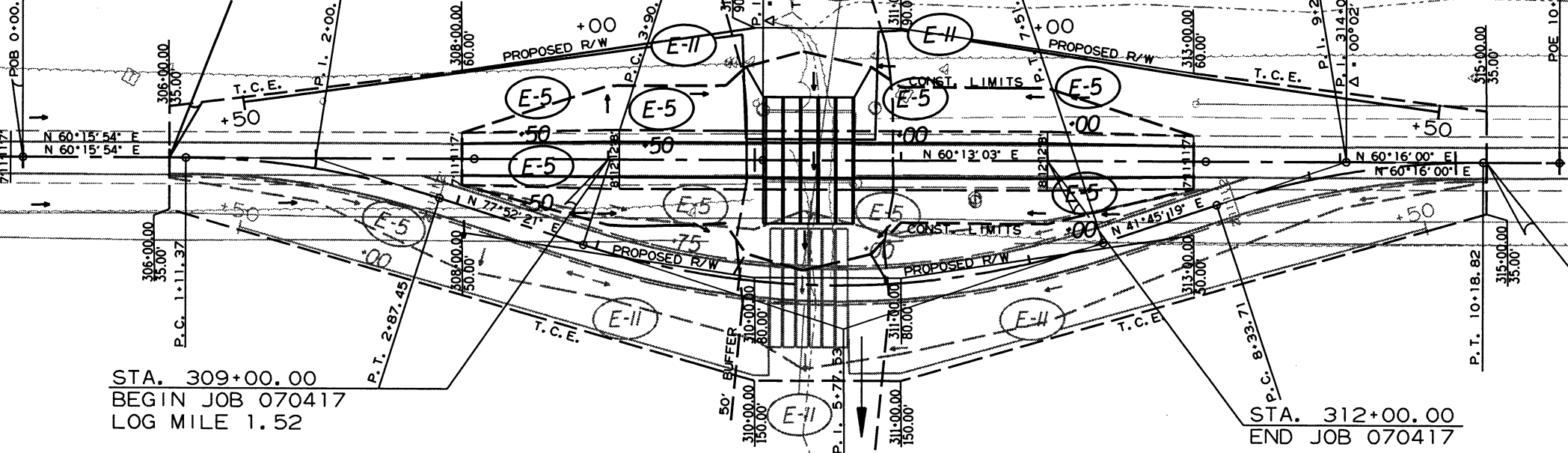
② TEMPORARY EROSION CONTROL DETAILS



STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST
 BEGIN DETOUR

0
 305

STA. 0+00.00 C.L. DETOUR =
 STA. 304+99.89 C.L. CONST.



STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

STA. 312+00.00
 END JOB 070417

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN

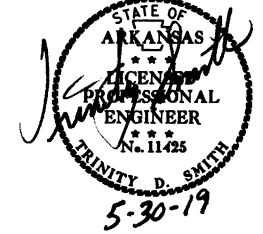
REVISION BOX

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		17	36
				JOB NO. 070417				

QUANTITIES :
 STAGE 3
 SILT FENCE (E-11) = 470 LIN. FT.

② TEMPORARY EROSION CONTROL DETAILS

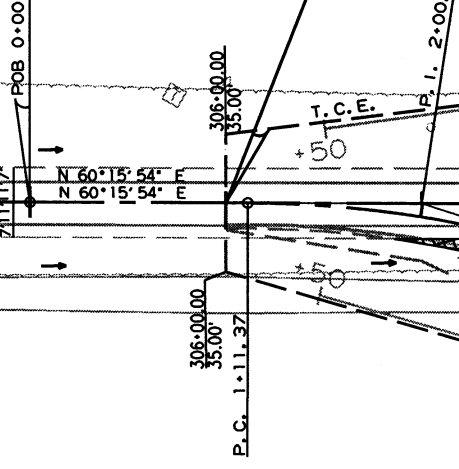


OBLITERATION

STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST
 BEGIN DETOUR

0
 305

STA. 0+00.00 C.L. DETOUR =
 STA. 304+99.89 C.L. CONST.



100' TRANSITION

100' TRANSITION

10
 315

STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

STA. 312+00.00
 END JOB 070417

REVISION BOX

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR

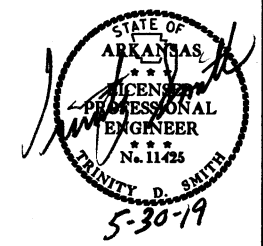
LEGEND

- = SAND BAG DITCH CHECKS
- = SILT FENCE
- = SEDIMENT BASIN

DATE OF REVISION	REVISION

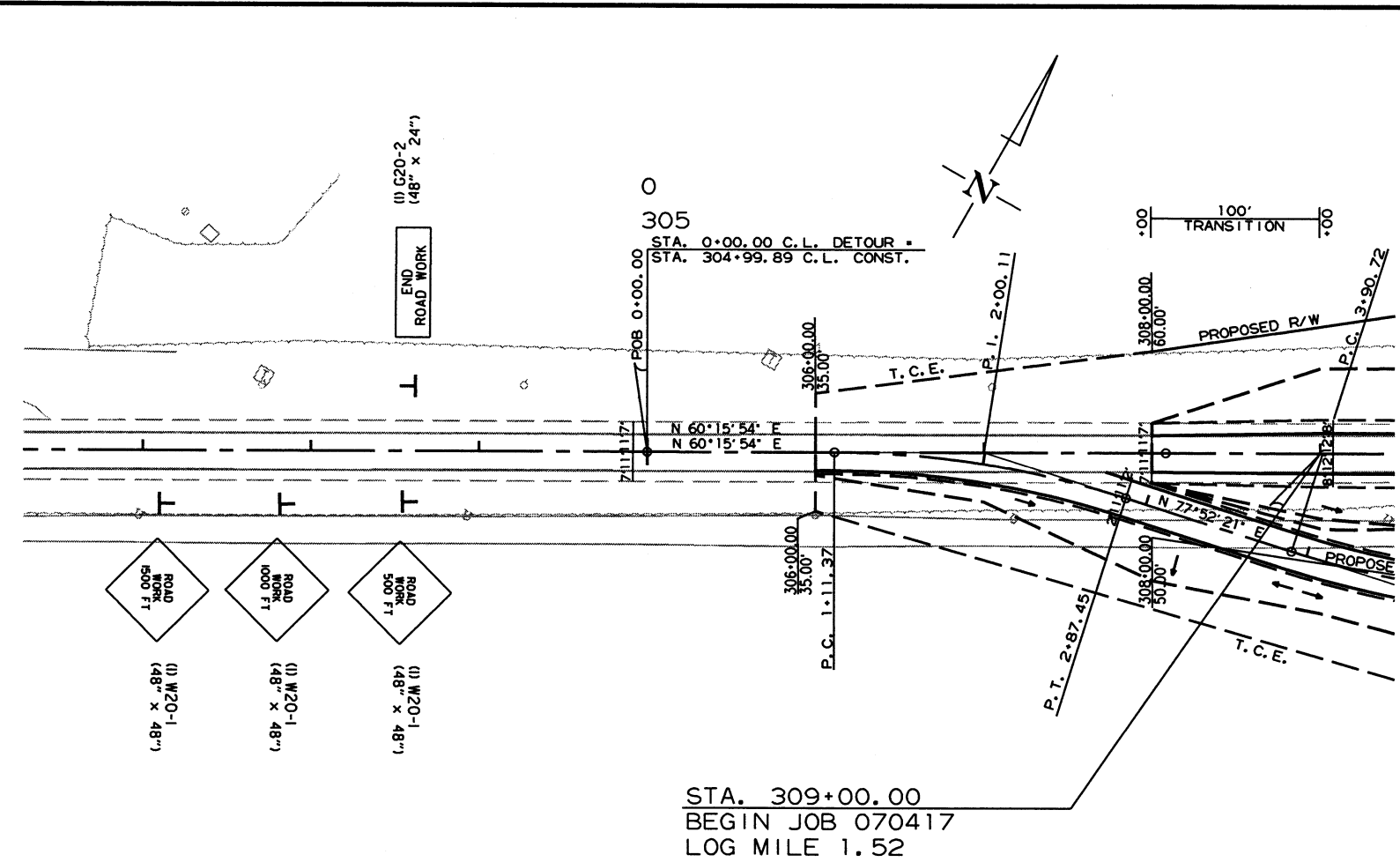
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	070417		18	36

② MAINTENANCE OF TRAFFIC

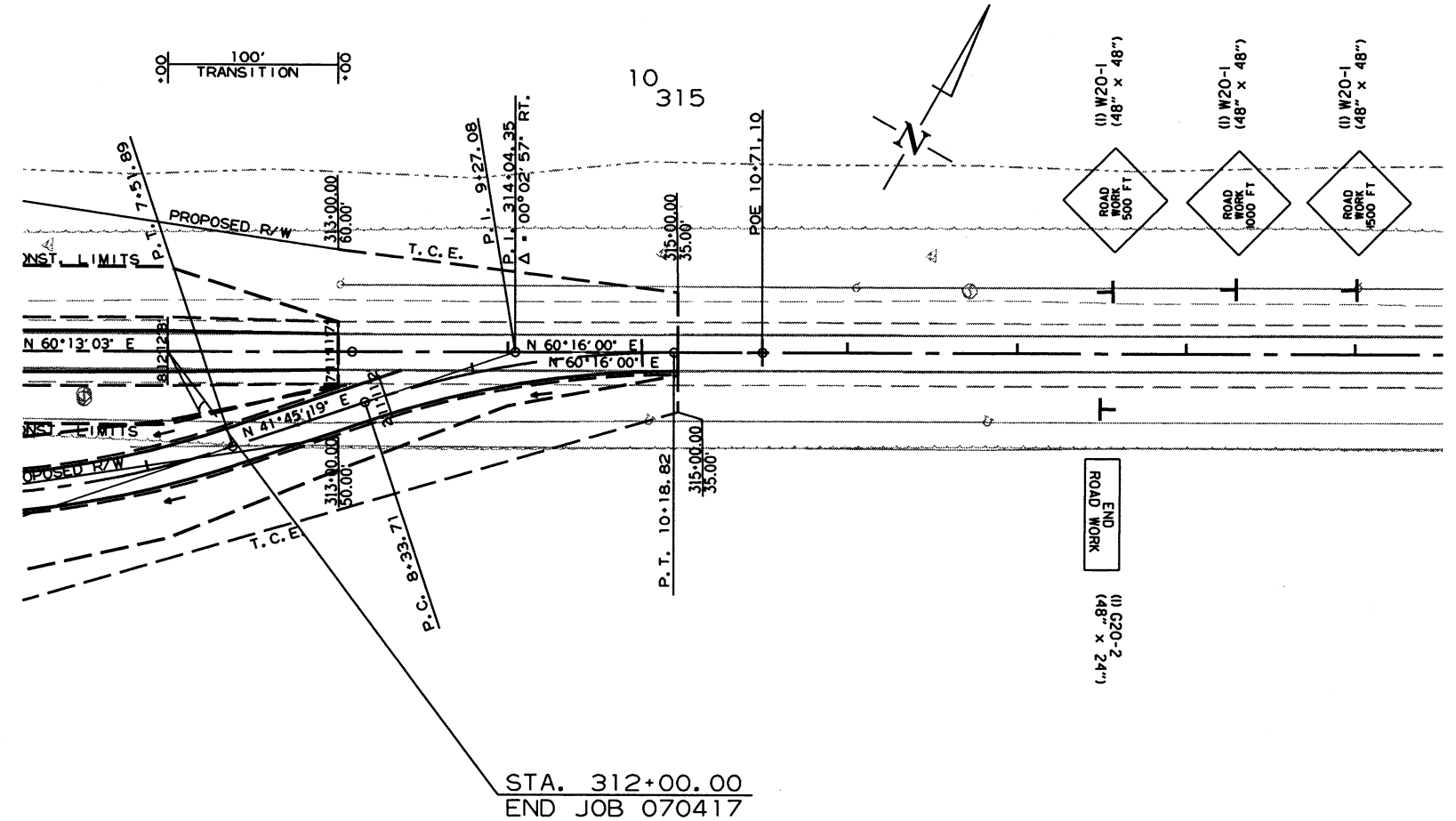


RIGHT SHOULDER CLOSED
(2) W21-5a (36" X 36")
IF AND WHERE DIRECTED BY THE ENGINEER.

DO NOT PASS
(2) R4-1 (24" X 30")
IF AND WHERE DIRECTED BY THE ENGINEER.



STA. 309+00.00
BEGIN JOB 070417
LOG MILE 1.52



STA. 312+00.00
END JOB 070417

SEQUENCE OF CONSTRUCTION:

STAGE 1:
MAINTAIN TRAFFIC ON EXISTING PAVEMENT.
APPLY LEVELING, AS NEEDED.
BUILD DETOUR AND DRAINAGE STRUCTURE.

STAGE 2:
SHIFT TRAFFIC TO DETOUR.
REMOVE EXISTING BRIDGE STRUCTURE.
NOTCH AND WIDEN LT. & RT. OF EXISTING PAVEMENT.
BUILD R.C. BOX CULVERT. (EXCEPT WINGS ON RT.)

STAGE 3:
PLACE FINAL 2" OF SURFACE.
INSTALL PERMANENT PAVEMENT MARKINGS.
SHIFT TRAFFIC BACK TO MAIN LANES.
OBLITERATE DETOUR.
CONSTRUCT WINGS ON RT.

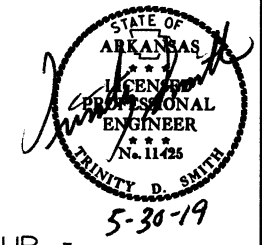
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ALL STAGES
MAINTENANCE OF TRAFFIC

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				6	ARK.		19	36
				JOB NO. 070417				

② MAINTENANCE OF TRAFFIC

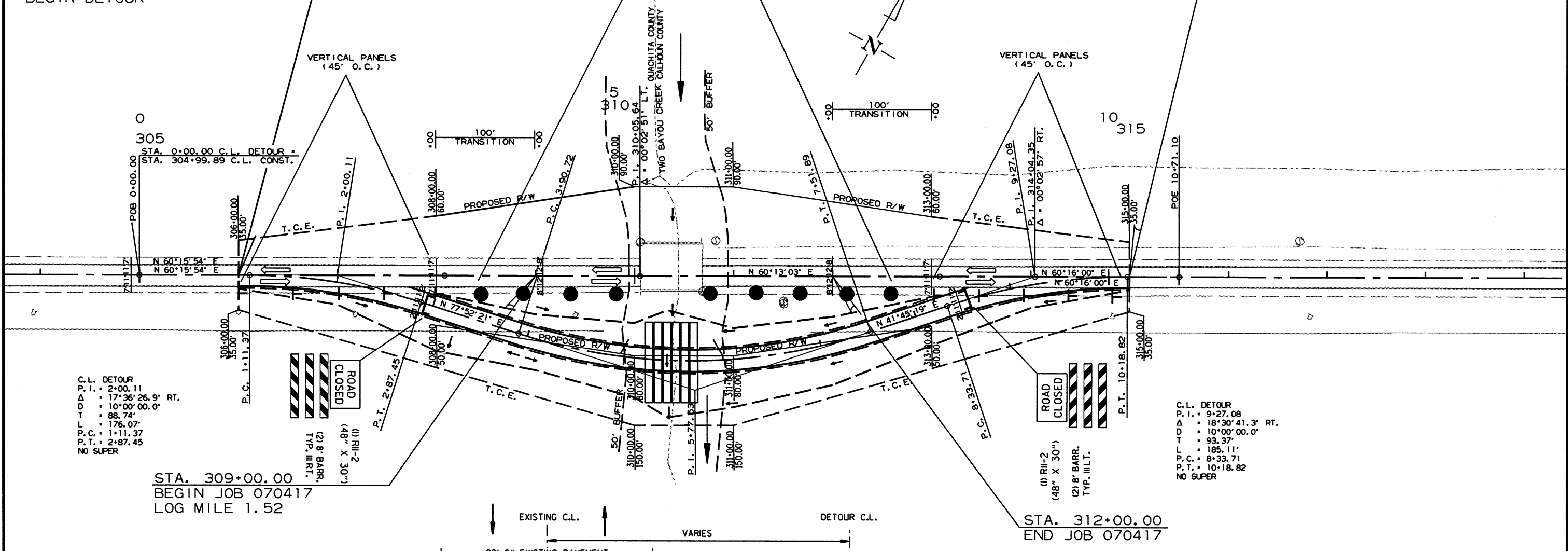


QUANTITIES:
 STAGE I:
 VERTICAL PANELS = 10 EACH (45' O.C.)
 TRAFFIC DRUMS = 9 EACH (45' O.C.)
 TYPE III BARRICADES 8'
 LT. = 2 EACH
 RT. = 2 EACH
 CONSTRUCTION PAVEMENT MARKINGS
 6" WHITE = 1800 LIN. FT.
 6" DBL. YELLOW = 1800 LIN. FT.

C.L. DETOUR
 P.I. = 5+77.53
 Δ = 36°07'01.6" LT.
 D = 10°00'00.0"
 T = 186.81'
 L = 361.17'
 P.C. = 3+90.72
 P.T. = 7+51.89
 e = 0.100'/'
 Ls = 275.00'

STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST.
 BEGIN DETOUR

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR

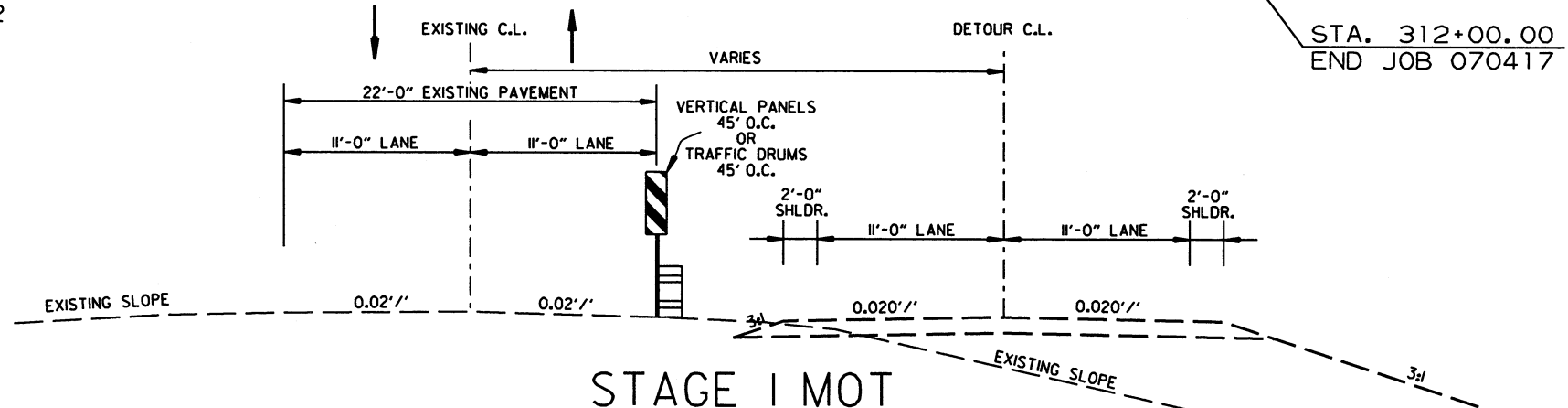


C.L. DETOUR
 P.I. = 2+00.11
 Δ = 17°36'26.9" RT.
 D = 10°00'00.0"
 T = 88.74'
 L = 176.07'
 P.C. = 1+11.37
 P.T. = 2+87.45
 NO SUPER

STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

C.L. DETOUR
 P.I. = 9+27.08
 Δ = 18°30'41.3" RT.
 D = 10°00'00.0"
 T = 93.37'
 L = 185.11'
 P.C. = 8+33.71
 P.T. = 10+18.82
 NO SUPER

STA. 312+00.00
 END JOB 070417



STAGE I MOT
 VERTICAL PANELS
 STA. 306+00.00 - STA. 308+00.00
 STA. 313+00.00 - STA. 315+00.00
 TRAFFIC DRUMS
 STA. 308+00.00 - STA. 313+00.00

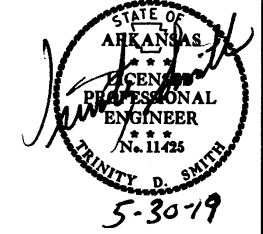
STAGE I
 MAINTENANCE OF TRAFFIC

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				6	ARK.				
							JOB NO. 070417	20	36

② MAINTENANCE OF TRAFFIC



QUANTITIES:
 STAGE 2:
 TRAFFIC DRUMS = 21 EACH (45' O.C.)
 TYPE III BARRICADES 8'
 LT. = 2 EACH
 RT. = 2 EACH

CONSTRUCTION PAVEMENT MARKINGS
 6" WHITE = 1850 LIN. FT.
 6" DBL. YELLOW = 1850 LIN. FT.

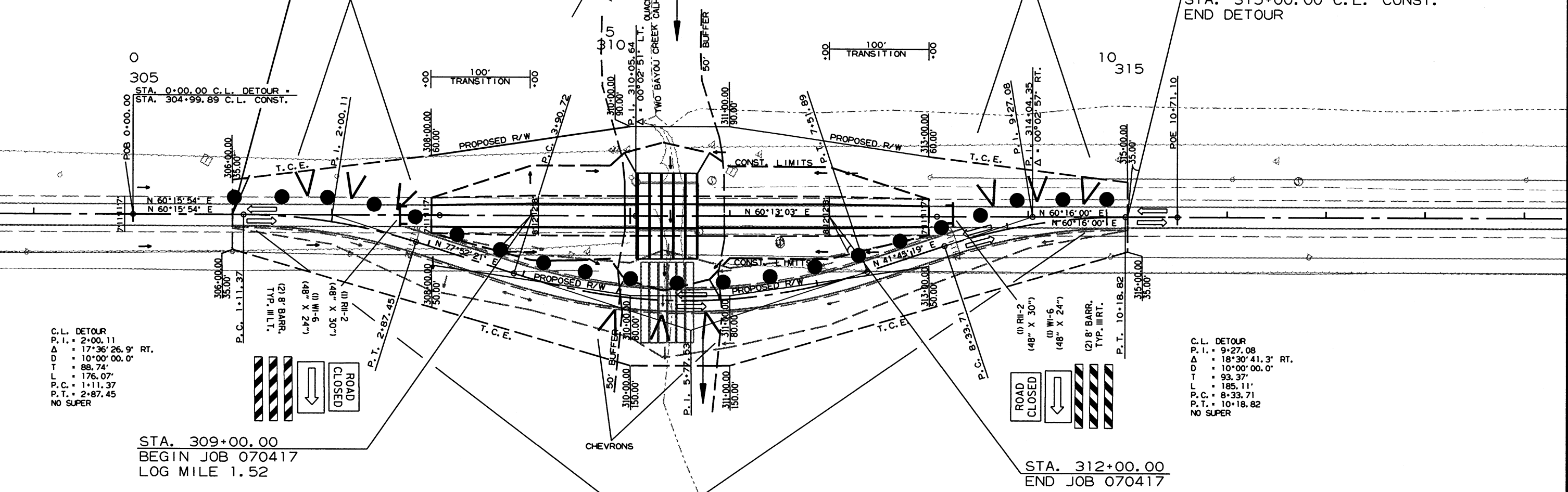
RAISED PAVEMENT MARKINGS
 YELLOW/YELLOW = 13 EACH

REMOVAL OF PERMANENT PAVEMENT MARKINGS
 STA. 306+00.00 TO STA. 308+00.00 = 800 LIN. FT.
 STA. 313+00.00 TO STA. 315+00.00 = 800 LIN. FT.

C.L. DETOUR
 P.I. = 5+77.53
 Δ = 36°07'01.6" LT.
 D = 10°00'00.0"
 T = 186.81'
 L = 361.17'
 P.C. = 3+90.72
 P.T. = 7+51.89
 e = 0.1007'
 Ls = 275.00'

STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST
 BEGIN DETOUR

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR

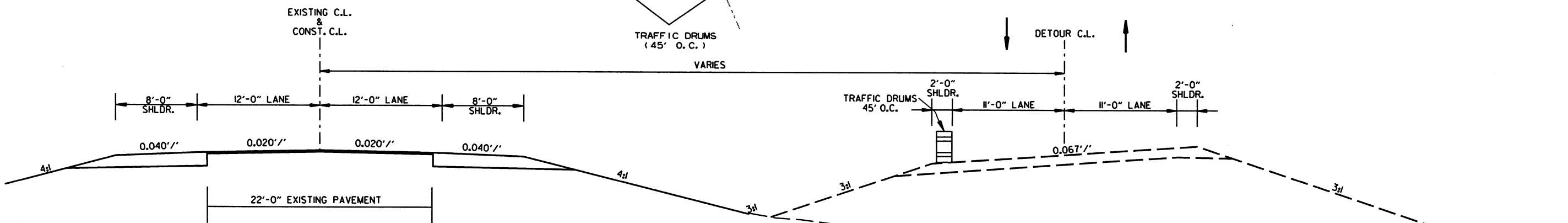


C.L. DETOUR
 P.I. = 2+00.11
 Δ = 17°36'26.9" RT.
 D = 10°00'00.0"
 T = 88.74'
 L = 176.07'
 P.C. = 1+11.37
 P.T. = 2+87.45
 NO SUPER

C.L. DETOUR
 P.I. = 9+27.08
 Δ = 18°30'41.3" RT.
 D = 10°00'00.0"
 T = 93.37'
 L = 185.11'
 P.C. = 8+33.71
 P.T. = 10+18.82
 NO SUPER

STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

STA. 312+00.00
 END JOB 070417



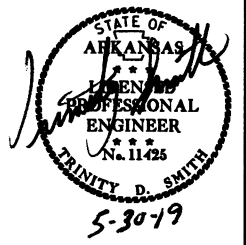
STAGE 2 MOT
 STA. 308+00.00 - STA. 313+00.00

STAGE 2
 MAINTENANCE OF TRAFFIC

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		21	36
JOB NO. 070417							21	36

② MAINTENANCE OF TRAFFIC



QUANTITIES:
 STAGE 3:
 TRAFFIC DRUMS = 18 EACH (45' O.C.)
 TYPE III BARRICADES 8'
 LT. = 2 EACH
 RT. = 2 EACH

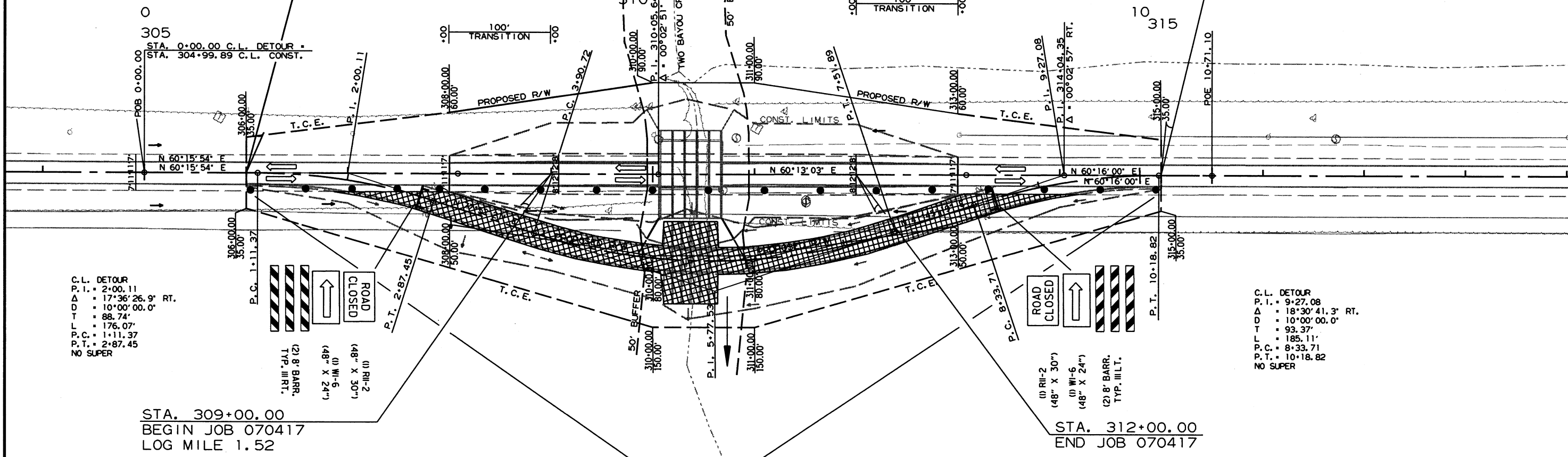
CONSTRUCTION PAVEMENT MARKINGS
 6" WHITE
 STA. 306+00.00 TO STA. 308+00.00 ON RT. = 200 LIN. FT.
 STA. 313+00.00 TO STA. 315+00.00 ON RT. = 200 LIN. FT.
 REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS
 STA. 306+00.00 TO STA. 308+00.00 = 800 LIN. FT.
 STA. 313+00.00 TO STA. 315+00.00 = 800 LIN. FT.



C.L. DETOUR
 P.I. = 5+77.53
 Δ = 36°07'01.6" LT.
 D = 10°00'00.0"
 T = 186.81'
 L = 361.17'
 P.C. = 3+90.72
 P.T. = 7+51.89
 e = 0.100' /'
 Ls = 275.00'

STA. 1+00.11 C.L. DETOUR =
 STA. 306+00.00 C.L. CONST
 BEGIN DETOUR

STA. 10+21.10 C.L. DETOUR =
 STA. 315+00.00 C.L. CONST.
 END DETOUR

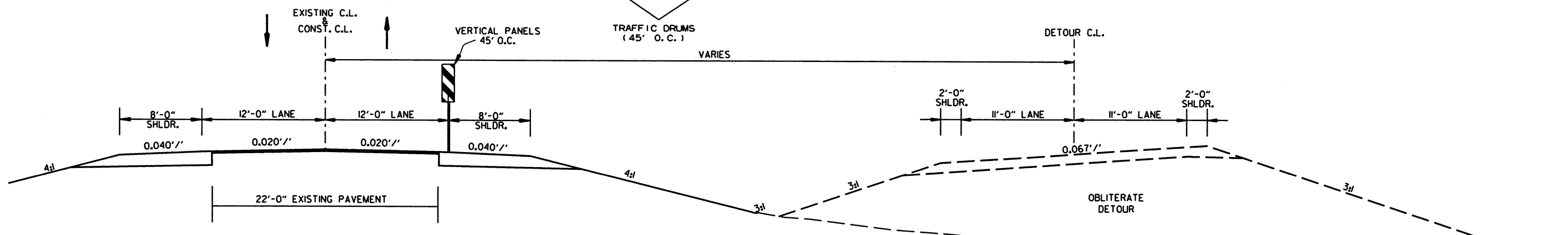


C.L. DETOUR
 P.I. = 2+00.11
 Δ = 17°36'26.9" RT.
 D = 10°00'00.0"
 T = 88.74'
 L = 176.07'
 P.C. = 1+11.37
 P.T. = 2+87.45
 NO SUPER

C.L. DETOUR
 P.I. = 9+27.08
 Δ = 18°30'41.3" RT.
 D = 10°00'00.0"
 T = 93.37'
 L = 185.11'
 P.C. = 8+33.71
 P.T. = 10+18.82
 NO SUPER

STA. 309+00.00
 BEGIN JOB 070417
 LOG MILE 1.52

STA. 312+00.00
 END JOB 070417



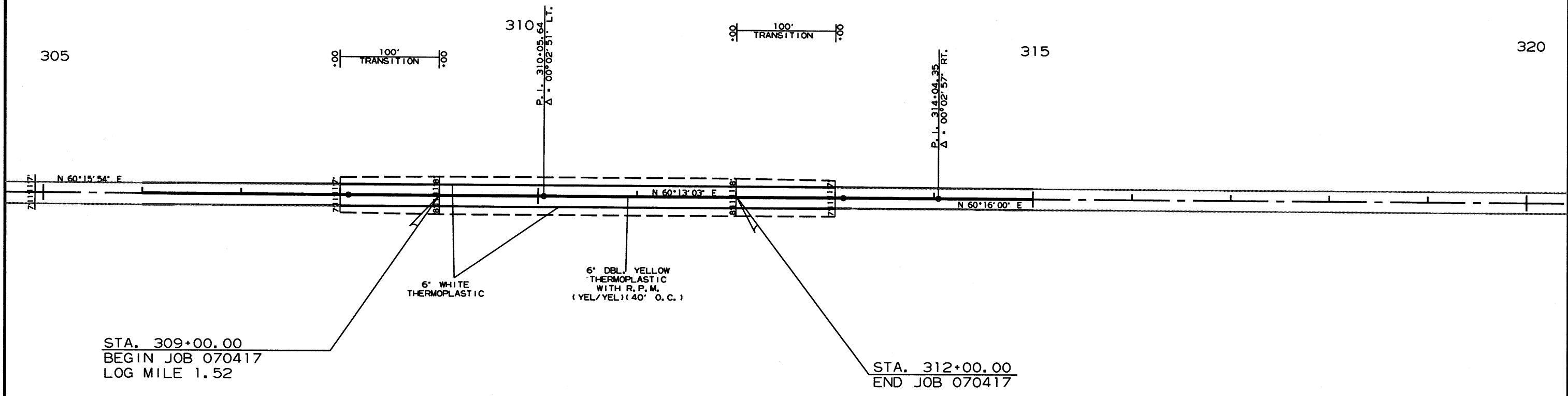
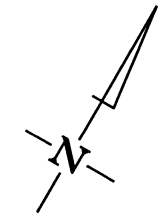
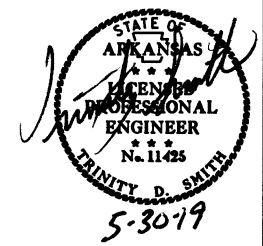
STAGE 3 MOT
 STA. 306+00.00 - STA. 315+00.00

STAGE 3
 MAINTENANCE OF TRAFFIC

5/15/2019
 R070417.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	070417		22	36

② PERMANENT PAVEMENT MARKING DETAILS



QUANTITIES:

THERMOPLASTIC PAVEMENT MARKINGS
 6" WHITE = 1800 LIN. FT.
 6" YELLOW = 1800 LIN. FT.

RAISED PAVEMENT MARKINGS
 YELLOW/YELLOW = 23 EACH

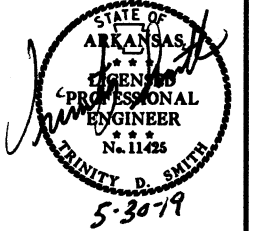
THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN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

PERMANENT PAVEMENT MARKING DETAILS

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				6	ARK.			
				JOB NO.	070417		23	36

② QUANTITIES



CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	THERMOPLASTIC PAVEMENT MARKING	
								TYPE II (YEL/YEL) EACH	6"	
									WHITE	YELLOW
LIN. FT. - EACH				LIN. FT.		LIN. FT.		LIN. FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS					1600					
CONSTRUCTION PAVEMENT MARKINGS	3600	3700	400			7700				
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS			1600				1600			
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)	13	13		23				49		
THERMOPLASTIC PAVEMENT MARKING WHITE (6")				1800					1800	
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")				1800						1800
TOTALS:					1600	7700	1600	49	1800	1800

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

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

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	BARRICADES (TYPE III)		
								NO.	SQ. FT.			EACH	LIN. FT.	
													RIGHT	LEFT
W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2		2	2	32.0					
W20-1	ROAD WORK 1000 FT.	48"x48"	2	2	2		2	2	32.0					
W20-1	ROAD WORK 500 FT.	48"x48"	2	2	2		2	2	32.0					
G20-2	END ROAD WORK	48"x24"	2	2	2		2	2	16.0					
R11-2	ROAD CLOSED	48"x30"	2	2	2		2	2	20.0					
W1-6	LARGE ARROW	48"x24"		2	2		2	2	16.0					
W1-8	CHEVRONS	18"x24"		18	2		18	18	54.0					
R4-1	DO NOT PASS	24"x30"	2	2	2		2	2	10.0					
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	2	2	2		2	2	18.0					
	VERTICAL PANELS		10				10			10				
	TRAFFIC DRUMS		9	21	18		21				21			
	TYPE III BARRICADE-RT. (8')		2	2	2		2					16		
	TYPE III BARRICADE-LT. (8')		2	2	2		2						16	
TOTALS:								230.0		10	21	16	16	

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

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QUANTITIES