

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				1	ARK.			
				JOB NO.		110615	1	38
				(2) HWY. 33 STR. & APPRS. (S)				

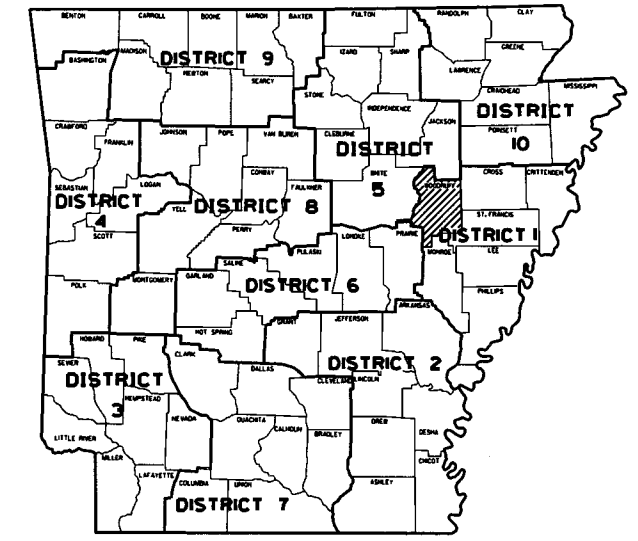
ARKANSAS DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION PLANS FOR STATE HIGHWAY

# HWY. 33 STR. & APPRS. (S)

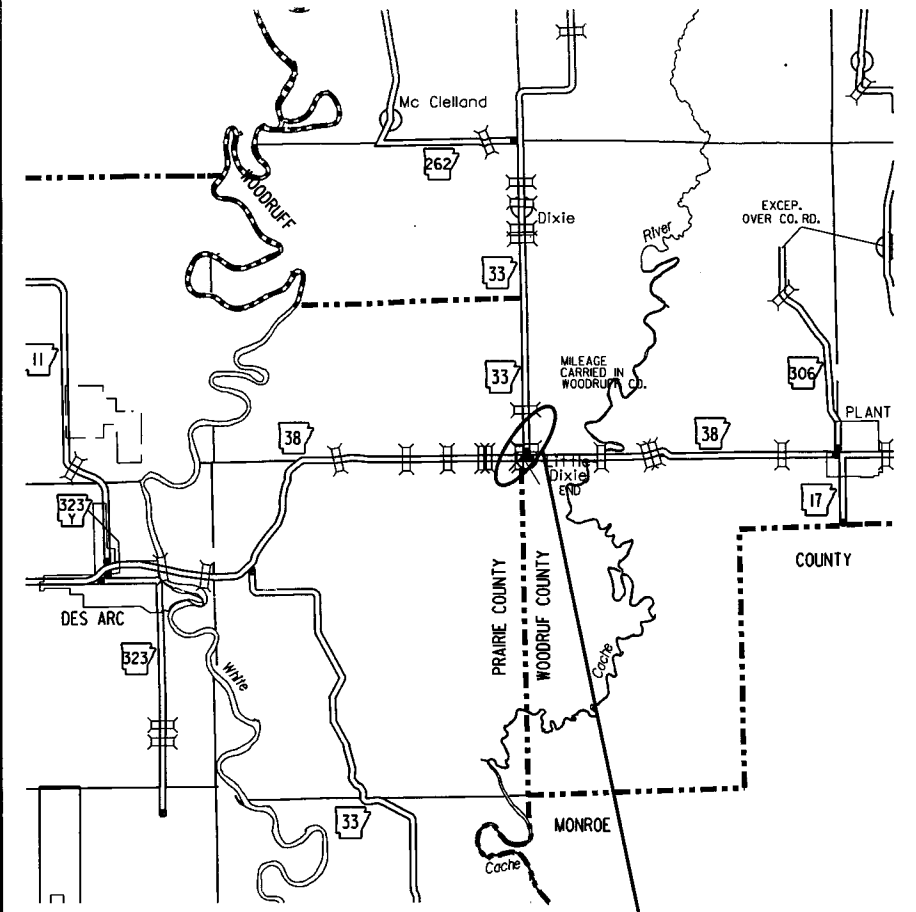
WOODRUFF COUNTY  
ROUTE 33 SECTION 7

## JOB 110615

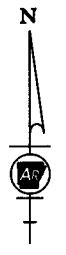
FED. AID PROJ. NHPP-0074(35)



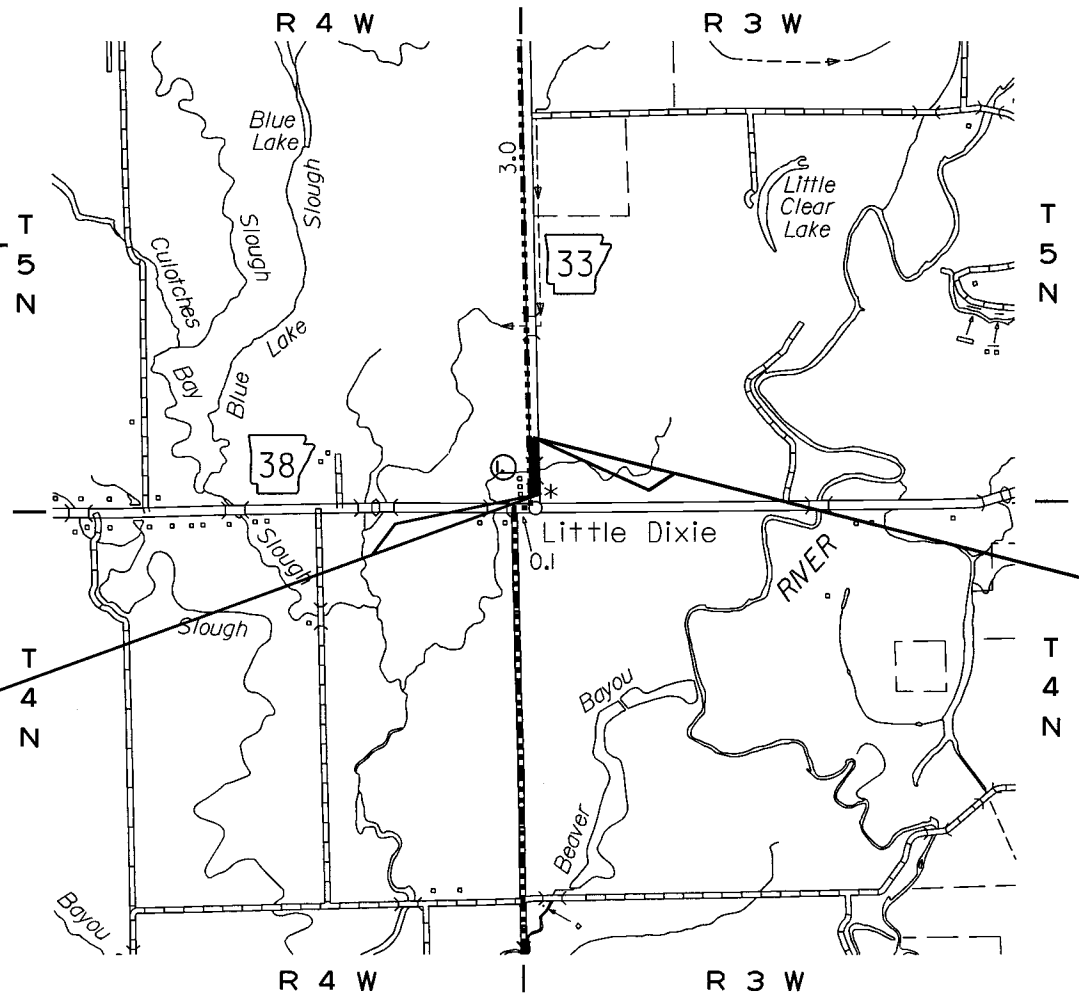
ARK. HWY. DIST. NO. 1



VICINITY MAP



NOT TO SCALE



PROJECT LOCATION  
T 5 N

T 5 N

STA. 106+70.00  
BEGIN JOB 110615  
LOG MILE 0.19

STA. 107+50.00  
END JOB 110615



**STRUCTURES OVER 20'-0" SPAN**

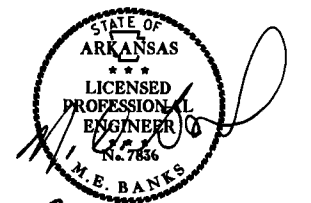
(L) STA. 107+00 CONSTRUCT  
DBL 10' x 6' x 60' R.C. BOX CULVERT  
WITH 20° RT. FWD. SKEW  
WITH 3d WINGS LT. AND RT.  
Q25= 301 CFS, D.A. = 1.88 SQ. MI.  
SPAN = 23'-2"

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35° 0' 35.8"	N 35° 0' 36.2"	N 35° 0' 36.6"
LONGITUDE	W 91° 21' 52.6"	W 91° 21' 52.6"	W 91° 21' 52.6"

	GROSS LENGTH OF PROJECT	NET	NET	NET	FEET OR	OR	MILES
	80.00	56.83	23.17	80.00	FEET	OR	MILES

P.E. 110615

APPROVED



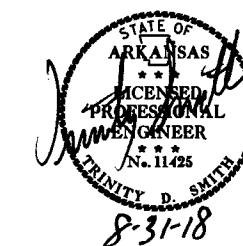
8-31-10  
DEPUTY DIRECTOR  
AND CHIEF ENGINEER

7/5/2017

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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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 - 12	SPECIAL DETAILS
13 - 16	TEMPORARY EROSION CONTROL DETAILS
17 - 19	MAINTENANCE OF TRAFFIC DETAILS
20	PERMANENT PAVEMENT MARKING DETAILS
21 - 25	QUANTITIES
26	SUMMARY OF QUANTITIES AND REVISIONS
27 - 28	SURVEY CONTROL DETAILS
29 - 30	PLAN AND PROFILE SHEETS
31 - 38	CROSS SECTIONS

### ROADWAY STANDARD DRAWINGS

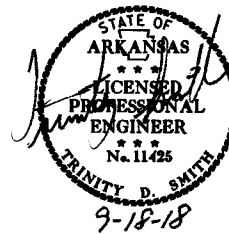
DRWG. NO.	TITLE	DATE
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	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	09-02-15
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	02-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	10-15-09
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

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② GOVERNING SPECS. AND GENERAL 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
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
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
606-1	PIPE CULVERTS FOR SIDE DRAINS
620-1	MULCH COVER
800-1	STRUCTURES
JOB 110615	BIDDING REQUIREMENTS AND CONDITIONS
JOB 110615	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 110615	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 110615	CARGO PREFERENCE ACT REQUIREMENTS
JOB 110615	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 110615	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 110615	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 110615	MANDATORY ELECTRONIC CONTRACT
JOB 110615	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 110615	NESTING SITES OF MIGRATORY BIRDS
JOB 110615	PLASTIC PIPE
JOB 110615	REMOVING AND STOCKPILING EXISTING AGGREGATE BASE COURSE (CLASS 7)
JOB 110615	SETTLEMENT AGREEMENTS
JOB 110615	SHORING FOR CULVERTS
JOB 110615	SOIL STABILIZATION
JOB 110615	STORM WATER POLLUTION PREVENTION PLAN
JOB 110615	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 110615	UTILITY ADJUSTMENTS
JOB 110615	WARM MIX ASPHALT

### GENERAL NOTES

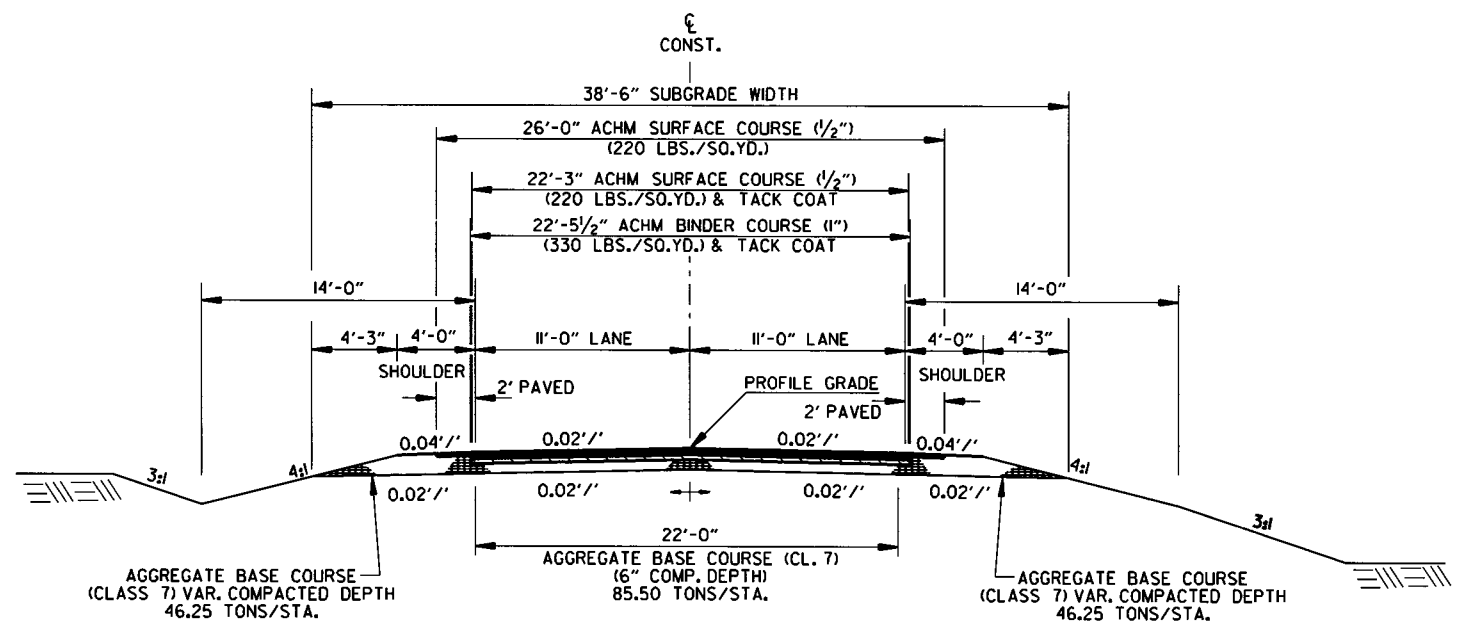
1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
5. 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.
6. 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.
7. 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.
8. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
9. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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								38

② TYPICAL SECTIONS OF IMPROVEMENT



HWY. 33 FULL DEPTH

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

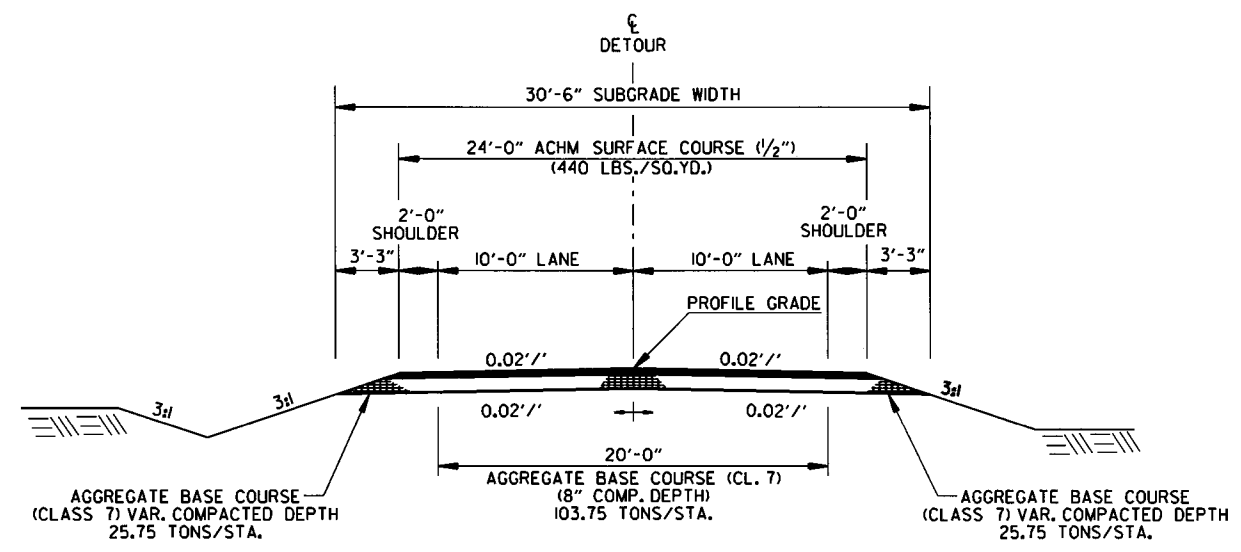
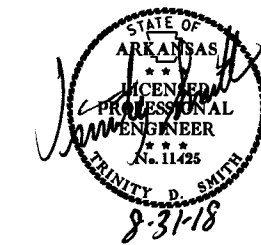
THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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

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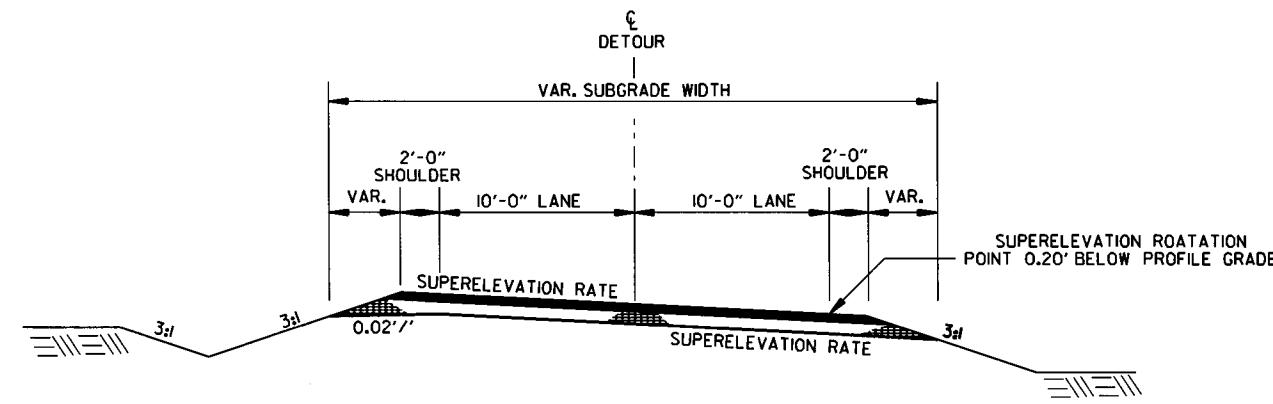
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2 TYPICAL SECTIONS OF IMPROVEMENT



DETOUR TANGENT

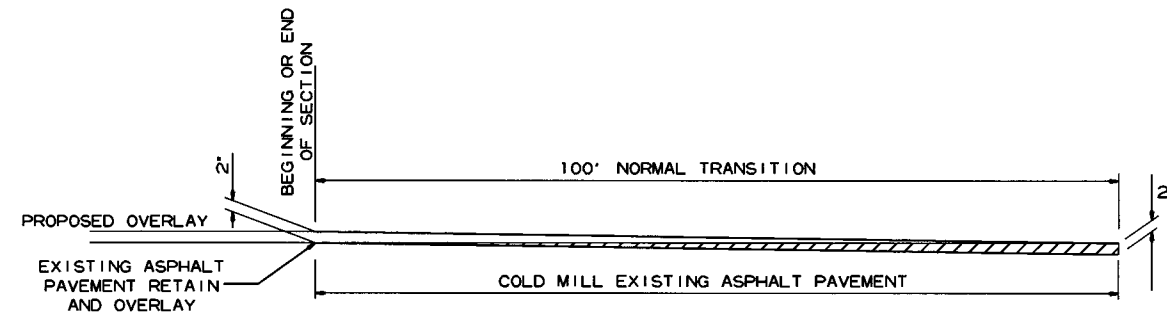
NOTES:  
 REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.  
 THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



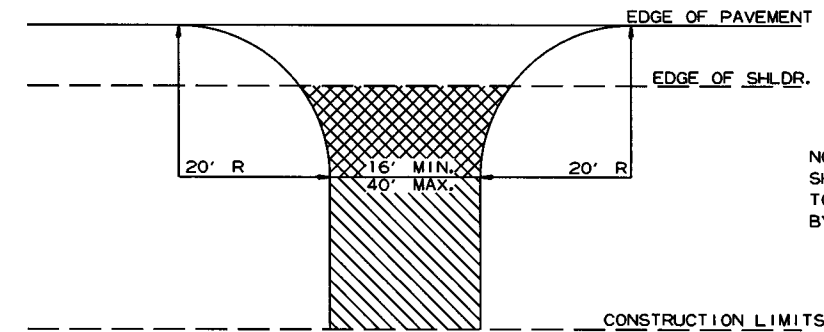
DETOUR SUPERELEVATION  
 (PAVEMENT SECTION IS SAME AS SHOWN ABOVE)

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② SPECIAL DETAILS



DETAIL FOR TRANSITIONS



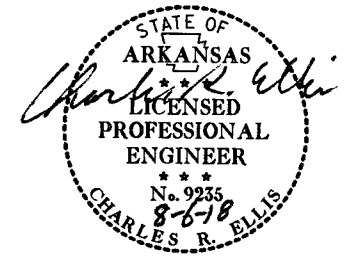
NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

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

DETAIL FOR DRIVEWAY TURNOUTS  
(COLLECTORS)

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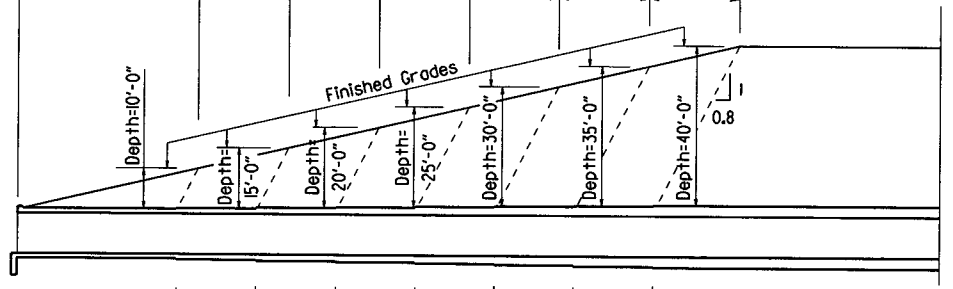
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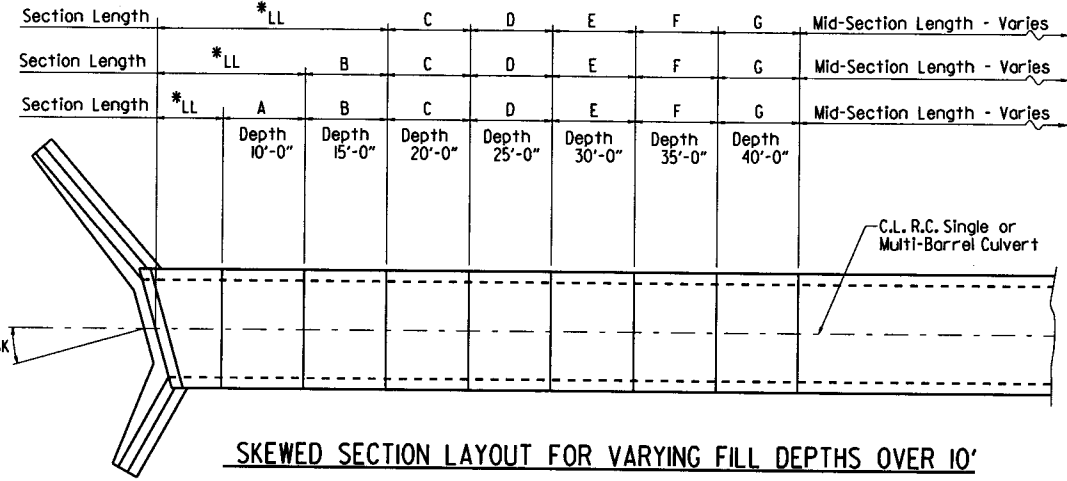
2:1 Slope	20'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
3:1 Slope	30'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
4:1 Slope	40'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"

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.



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



**LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'**  
Lengths for Non-Skewed Boxes

**SKewed SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'**

**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 5 with a minimum 28-day compressive strength of 3,500 psi and shall be poured in the dry. All exposed corners to have 3/4" 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.

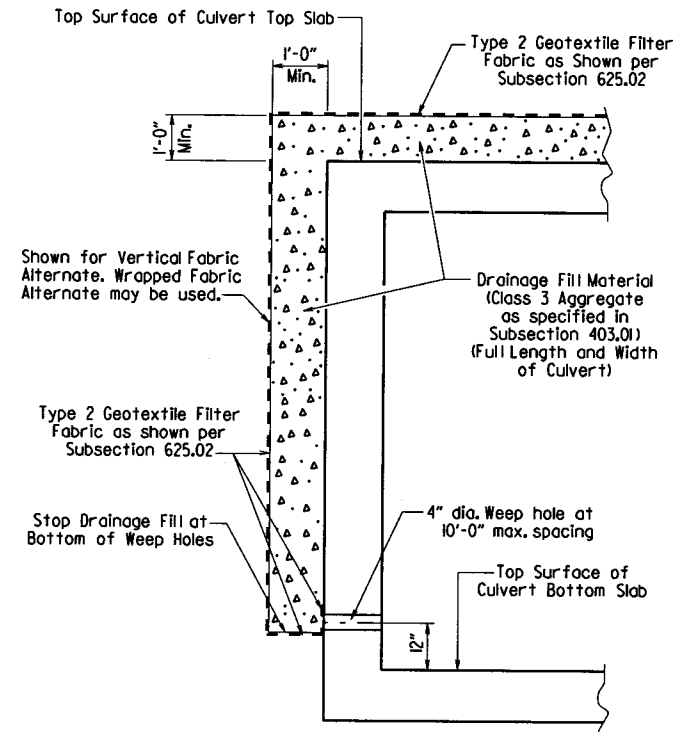
**Weep Holes** in wingwalls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. There shall be a minimum of two (2) weep holes in each wingwall. The drain opening shall be 4" diameter and shall be placed 12" above the top of the wingwall footing.

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 normal to the centerline of barrel and shall be keyed. Longitudinal reinforcing shall be continuous through joints unless shown otherwise. 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 5 Concrete.

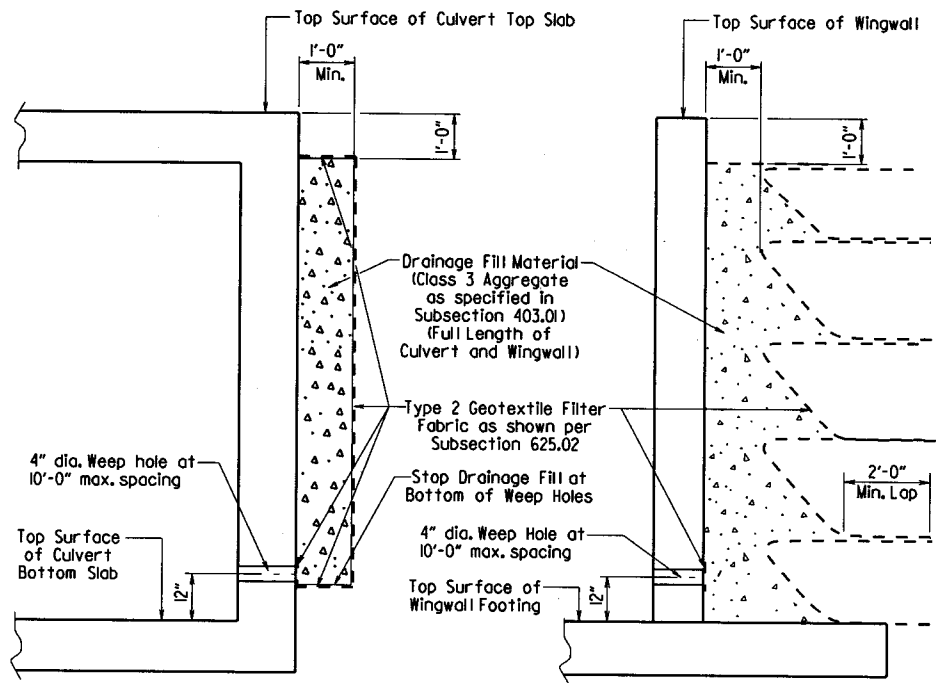
When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a fine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class 5 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.



**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)

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

**WINGWALL & CULVERT DRAINAGE DETAIL**

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

SPECIAL DETAILS



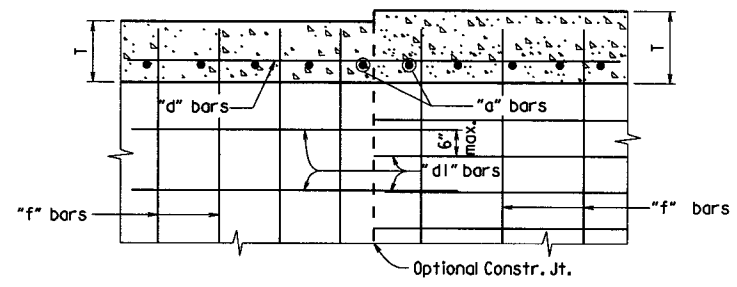
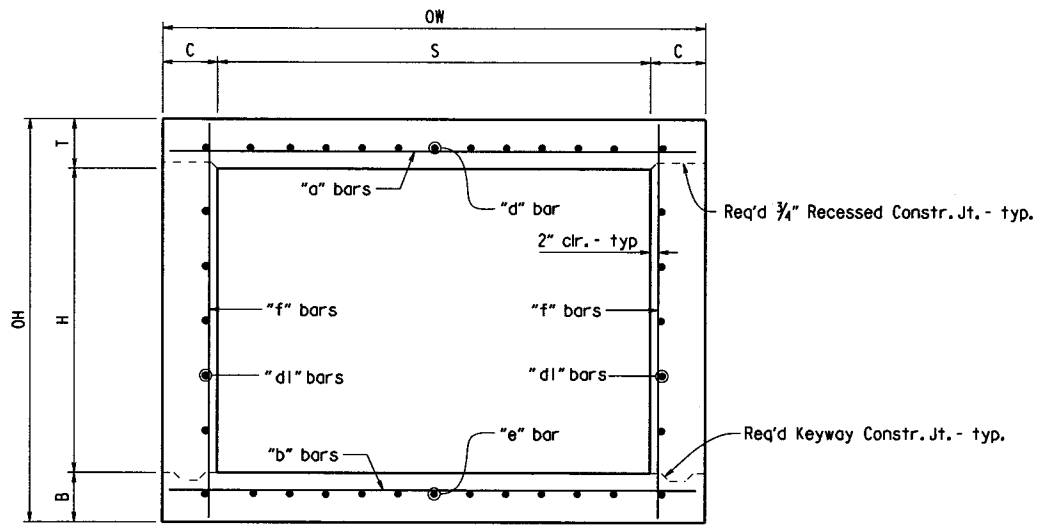
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① SPECIAL DETAILS



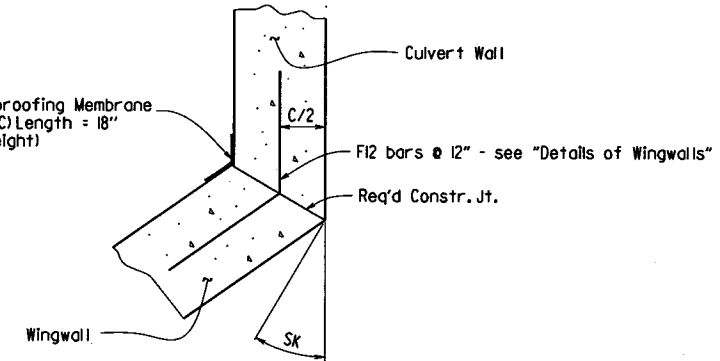
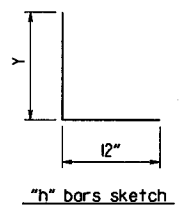
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



**LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS**

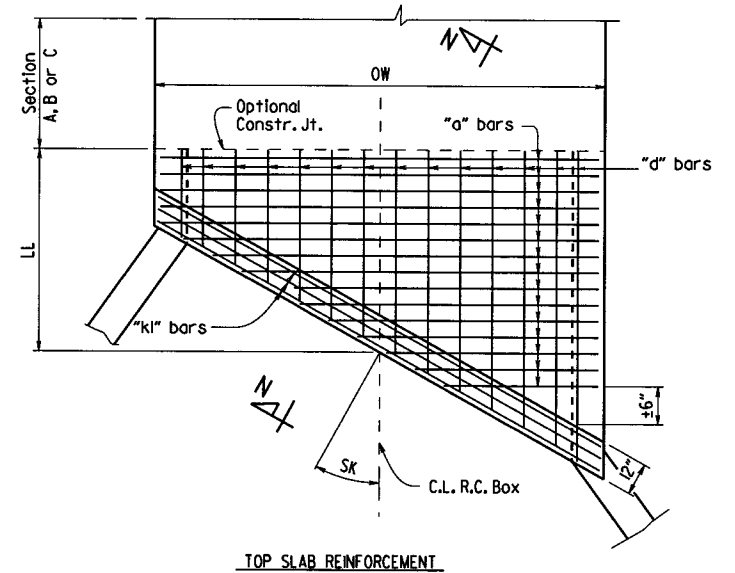
TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

**TYPICAL SECTION M-M**

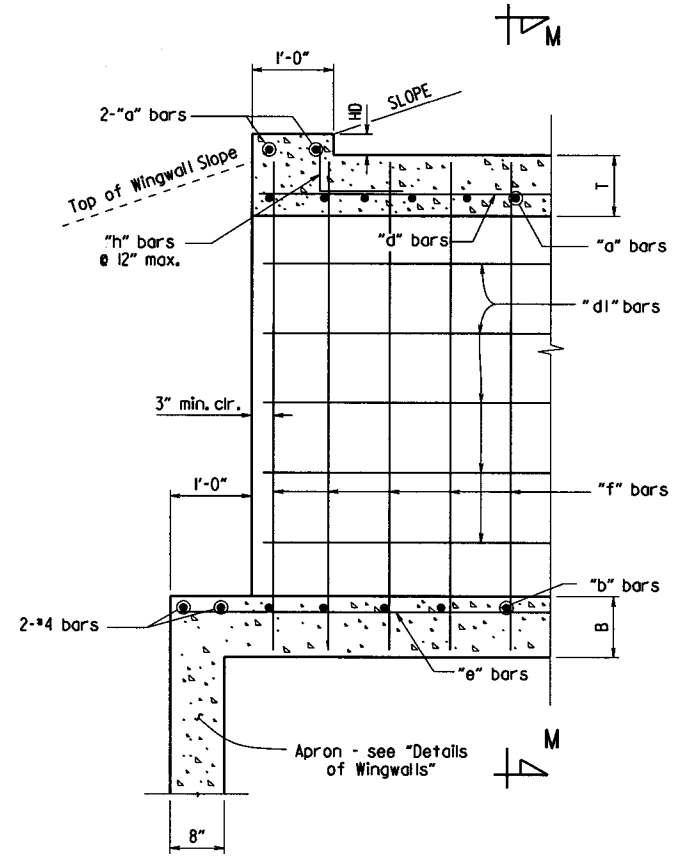


**WINGWALL ATTACHMENT**

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

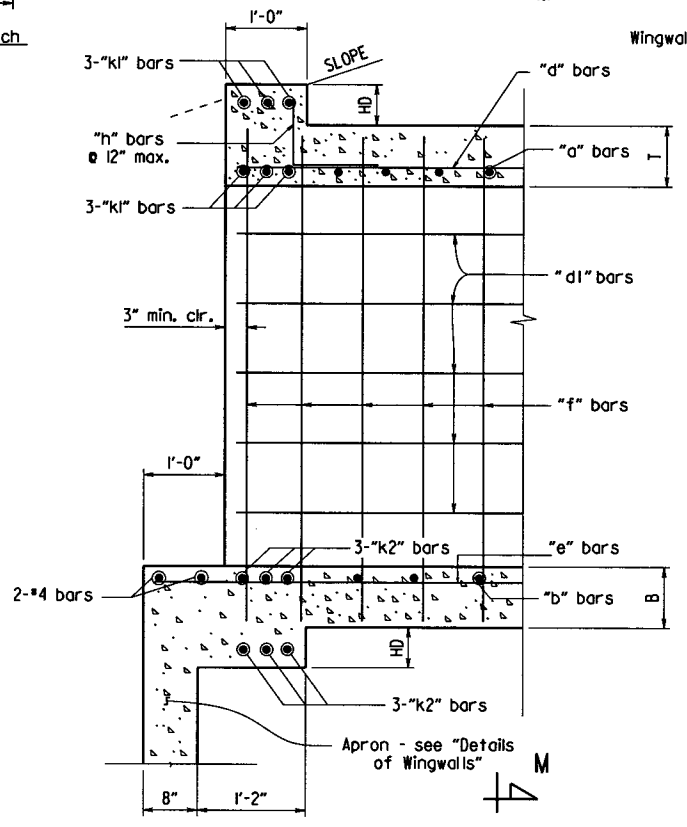


**TOP SLAB REINFORCEMENT**



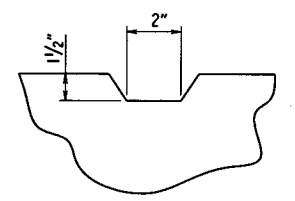
**PART LONGITUDINAL SECTION**

(Non-Skewed Ends)



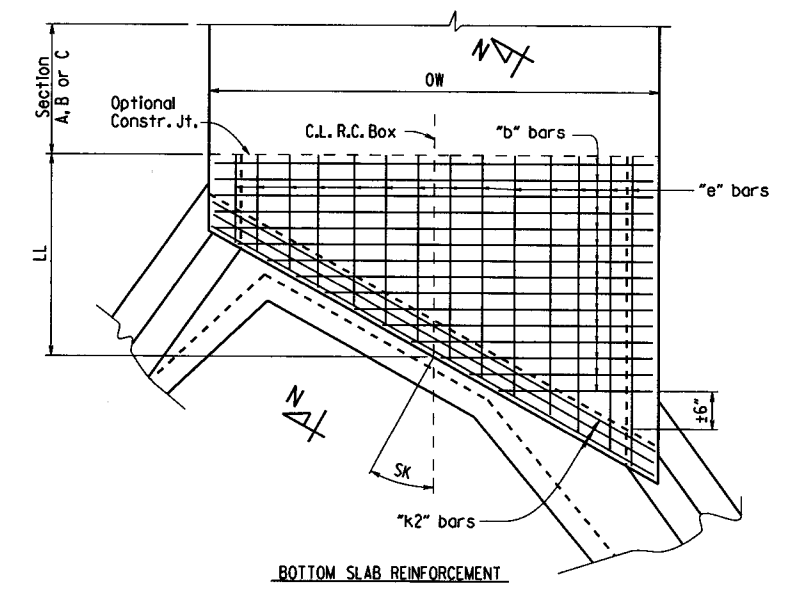
**PART LONGITUDINAL SECTION N-N**

(Skewed Ends)



**TYPICAL KEYWAY DETAIL**

(All Construction Joints)



**BOTTOM SLAB REINFORCEMENT**

**SKewed END SECTION DETAILS**

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

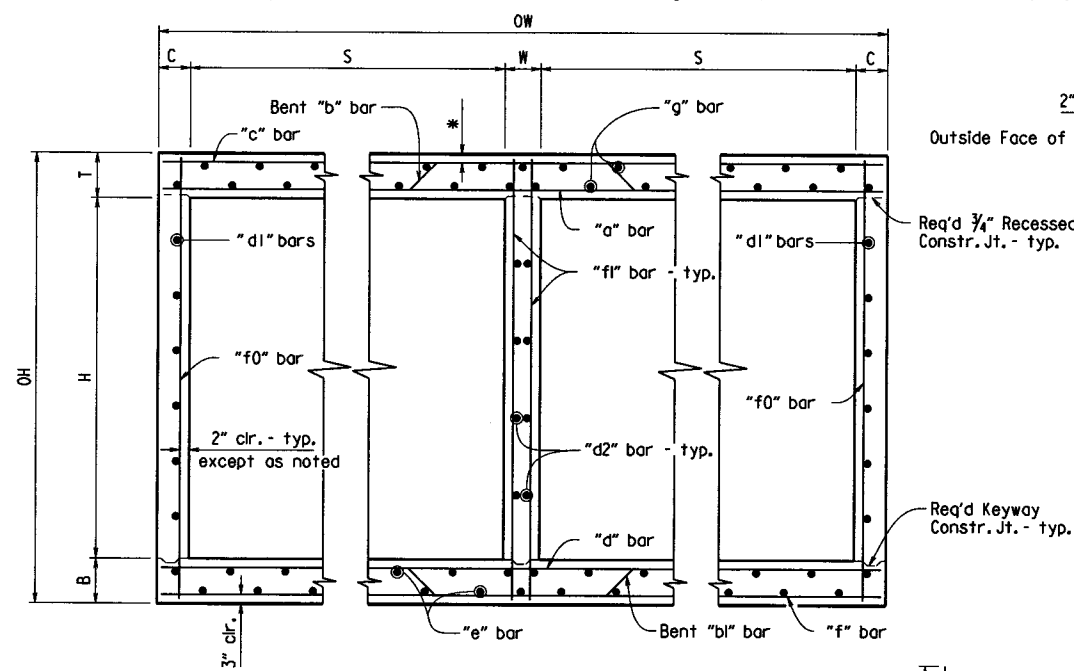
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\*2" clr. for fill depth (D) greater than 2 ft.  
 2 1/2" clr. for fill depth (D) equal to or less than 2 ft.

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

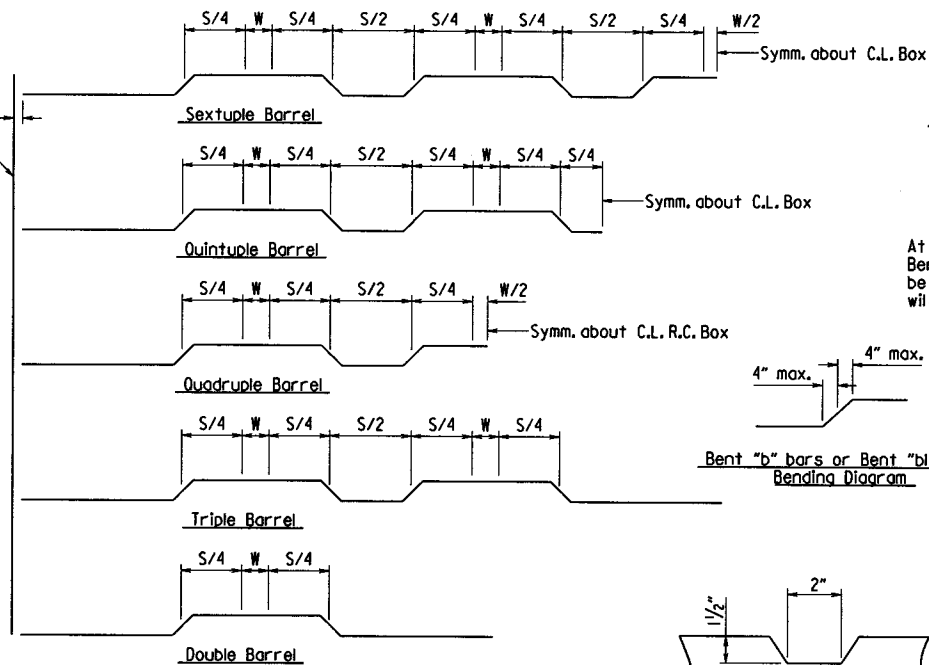
DATE REVISED	DATE FILMED	REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		9	38
JOB NO. 110615							SPECIAL DETAILS	



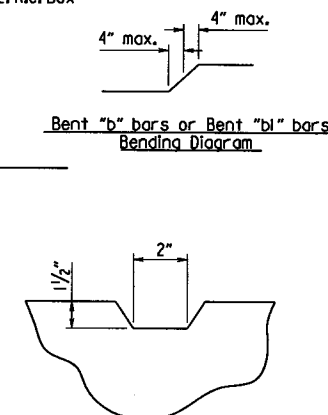
**TYPICAL SECTION M-M**

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

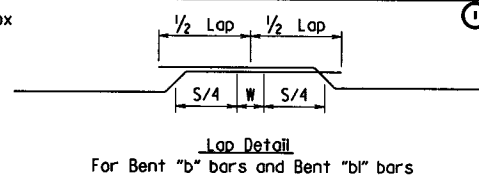
**Bottom Slab**  
 Straight "d" bars shall alternate with Bent "bl" bars in top.  
 Straight "f" bars shall alternate with Bent "bl" bars in bottom.



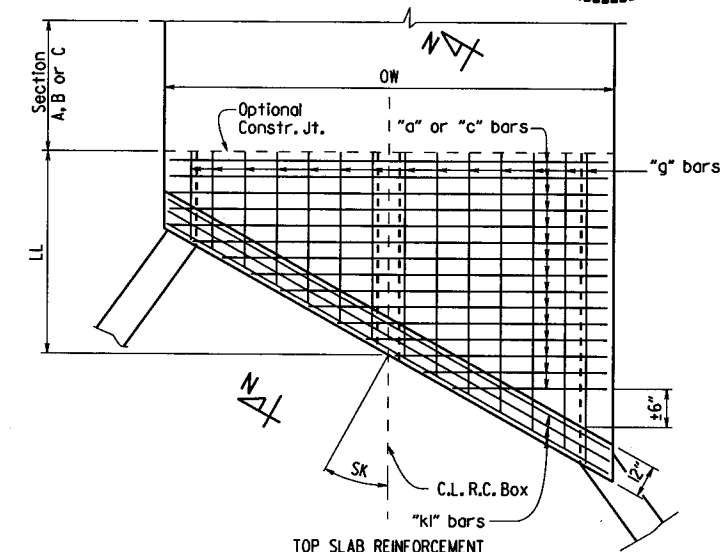
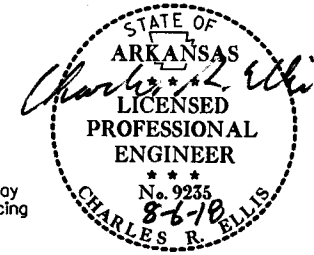
**Bent "b" bars or Bent "bl" bars sketch**



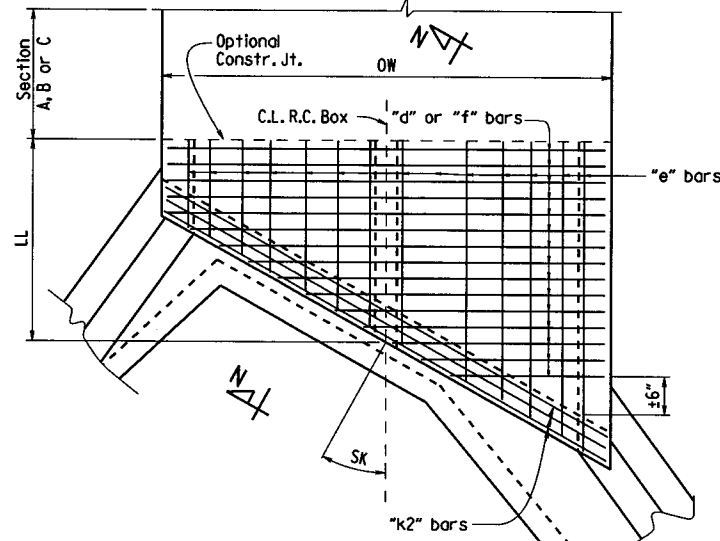
**TYPICAL KEYWAY DETAIL**  
 (All Construction Joints)



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.

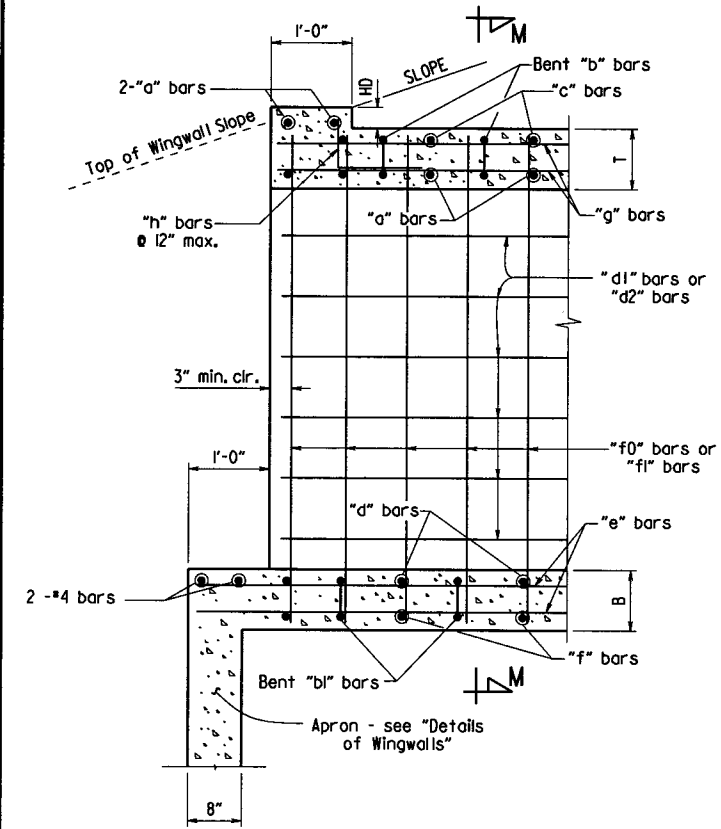


**TOP SLAB REINFORCEMENT**  
 Straight "c" bars in top.  
 Straight "a" bars in bottom.



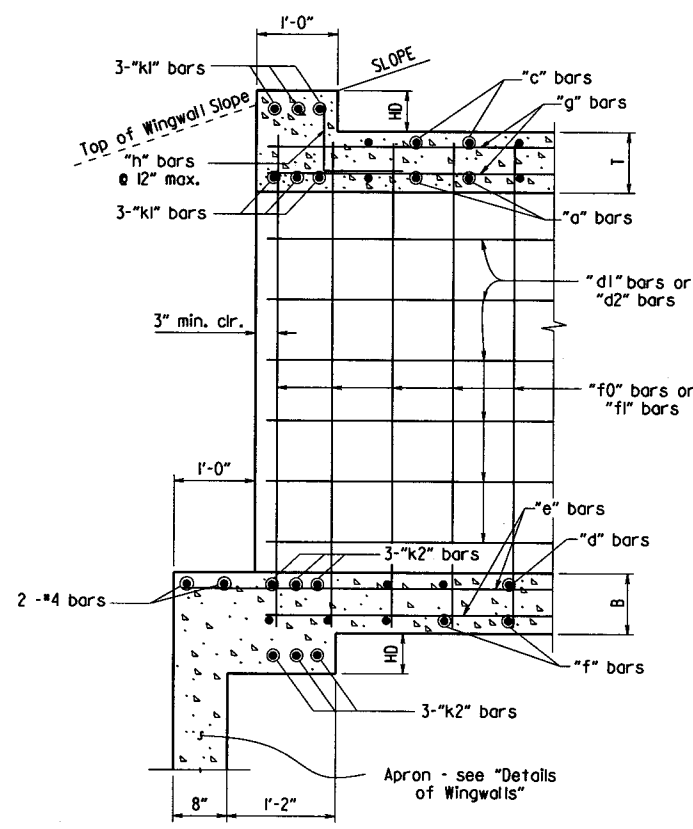
**BOTTOM SLAB REINFORCEMENT**  
 Straight "d" bars in top.  
 Straight "f" bars in bottom.

**SKewed END SECTION DETAILS**



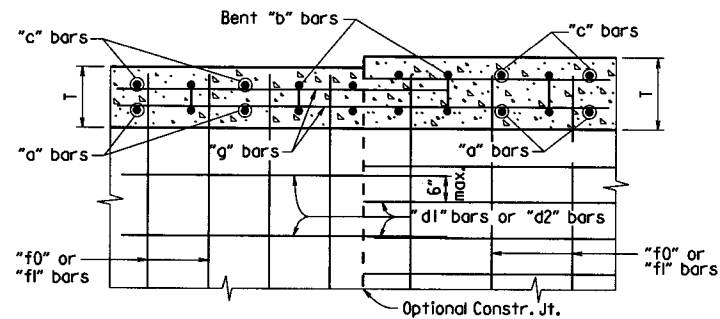
**PART LONGITUDINAL SECTION**

(Non-Skewed Ends)



**PART LONGITUDINAL SECTION N-N**

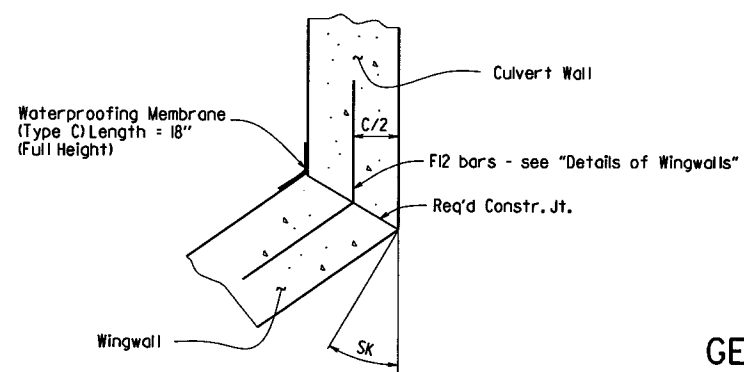
(Skewed Ends)



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



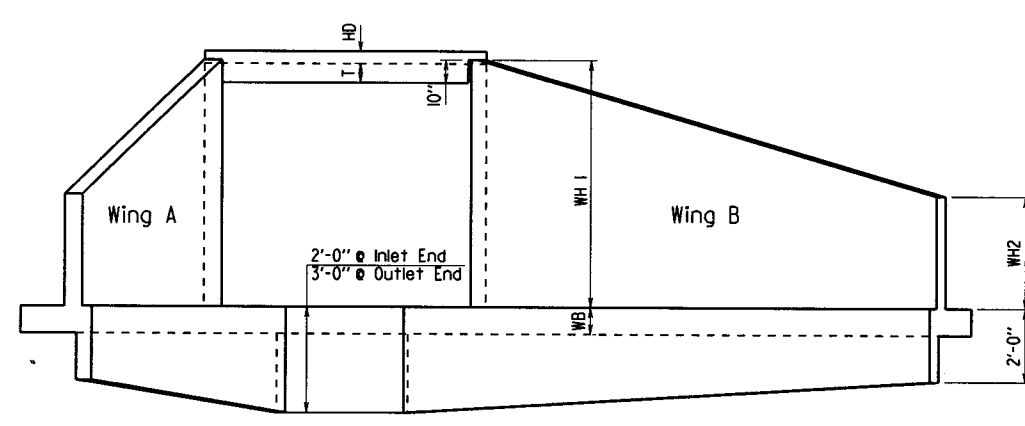
**WINGWALL ATTACHMENT**

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

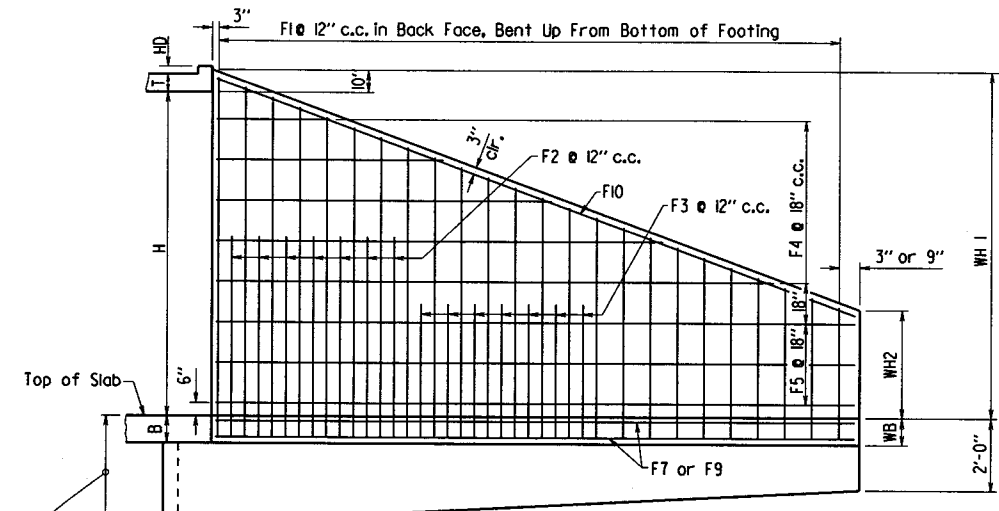
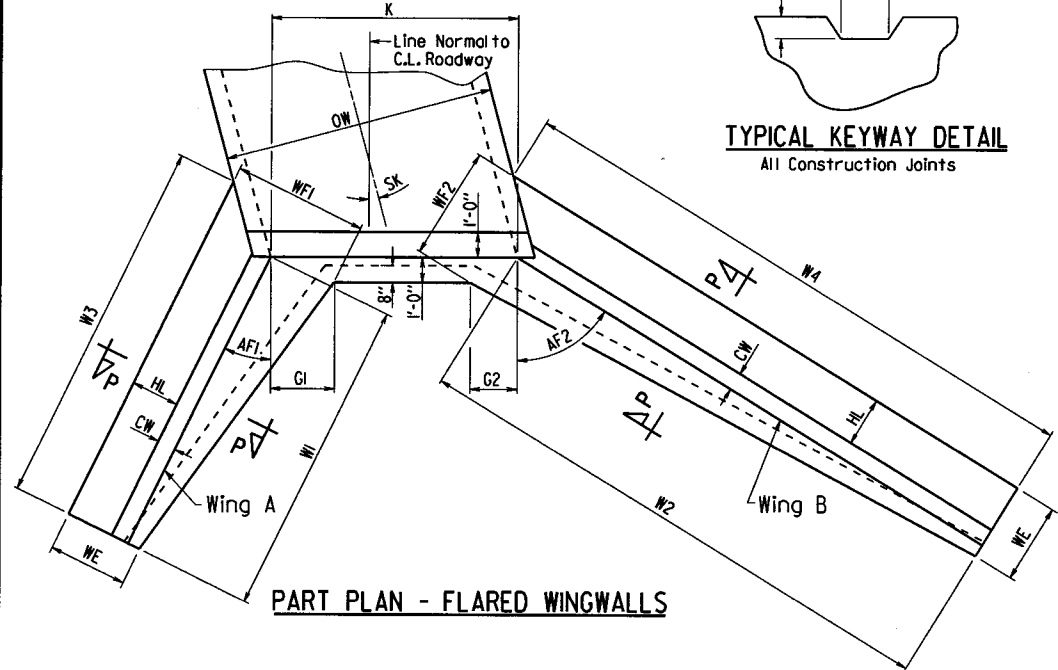
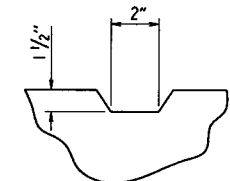
SHEET 3 OF 4  
 GENERAL DETAILS OF R.C. BOX CULVERT  
 DETAILS OF MULTI-BARREL  
 R.C. BOX CULVERT  
 SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		10	38
JOB NO. 110615							SPECIAL DETAILS	

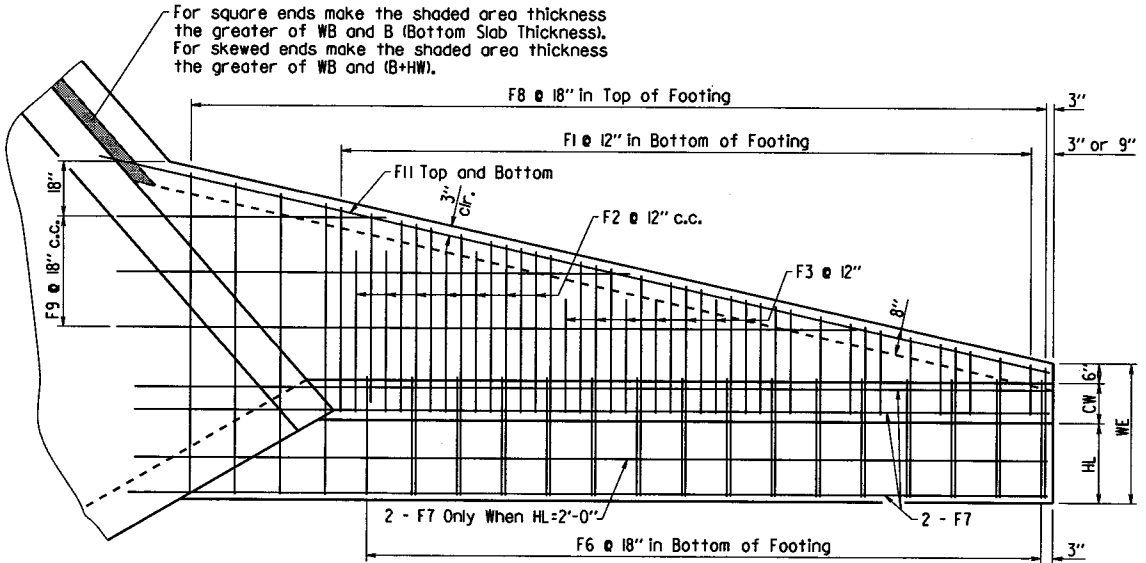


**END ELEVATION**  
Flared Wingwalls Shown

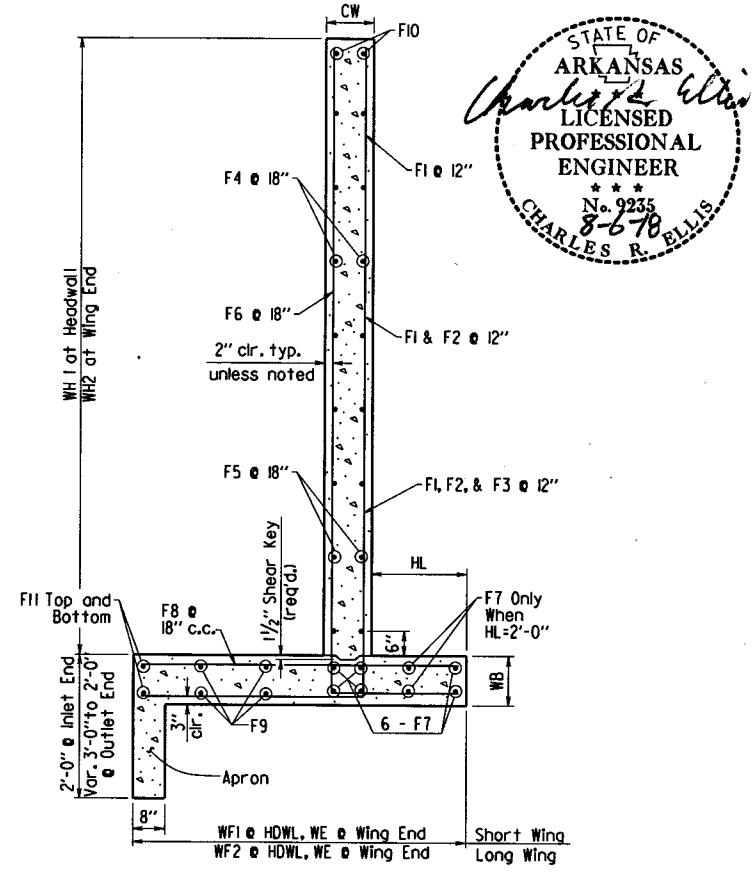
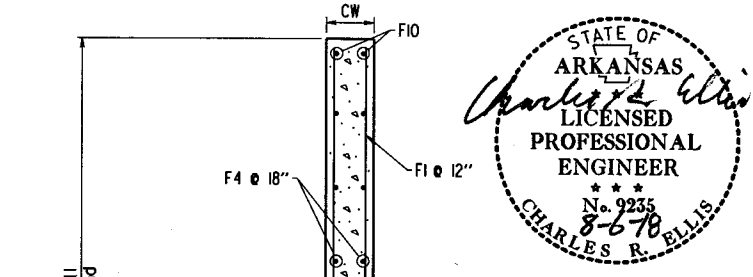


**WINGWALL ELEVATION**  
Showing Back Face Reinforcement

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

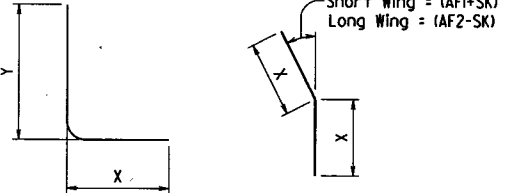


**PLAN - FLARED WINGWALLS**  
Showing Footing Reinforcement

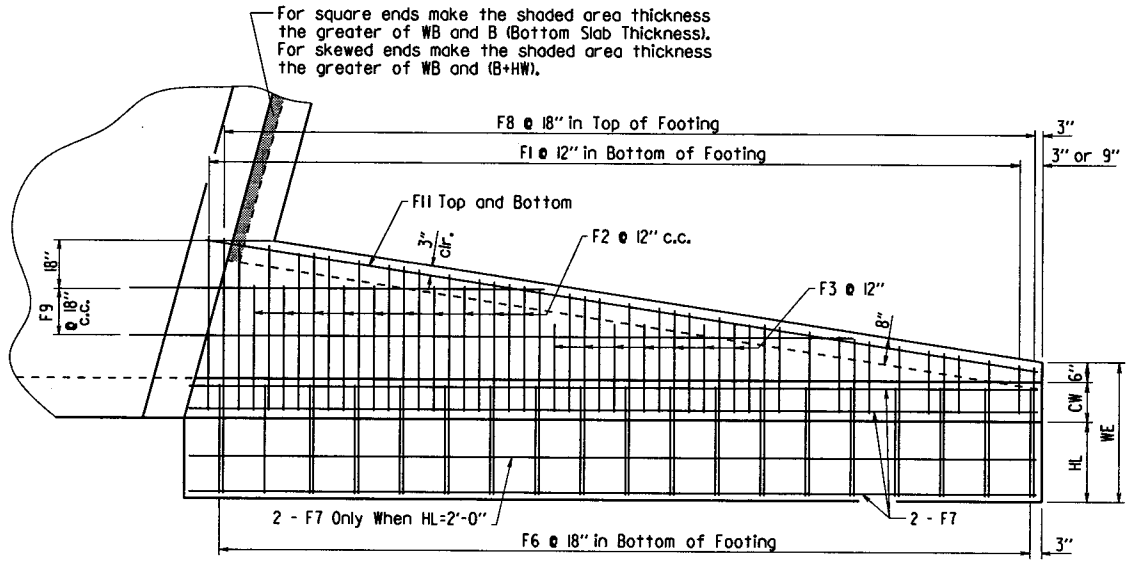
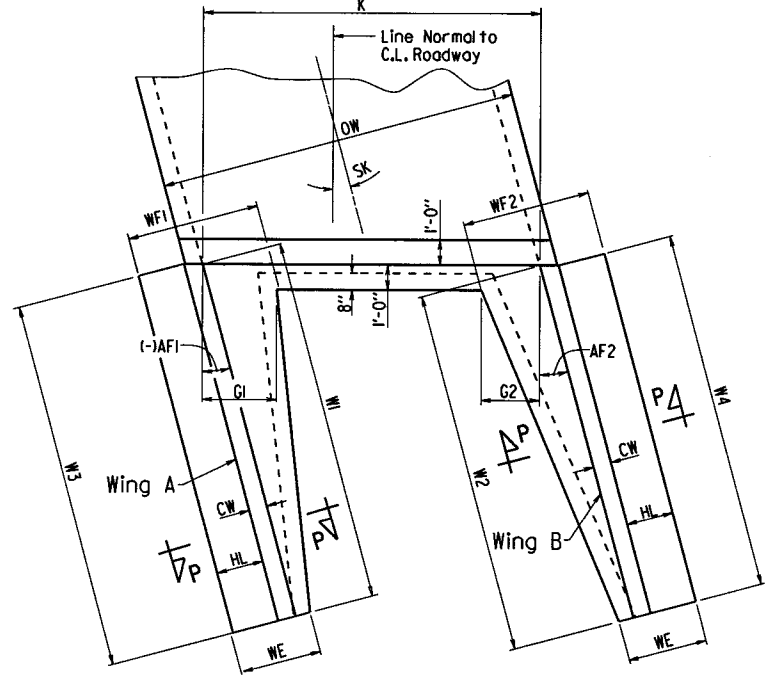


**WINGWALL SECTION P-P**

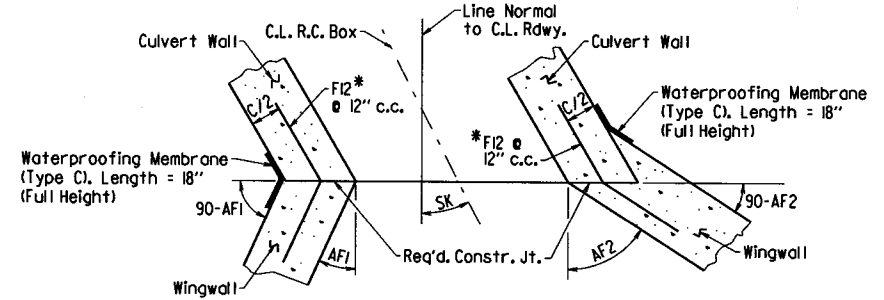
Short Wing = (AF1+SK)  
Long Wing = (AF2-SK)



\*F12 is a straight bar for parallel wingwalls



**PLAN - PARALLEL WINGWALLS**  
Showing Footing Reinforcement



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