INDEX OF SHEETS

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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 - 22  MAINTENANCE OF TRAFFIC DETAILS
23 - 34  PERMANENT PAVEMENT MARKING DETAILS
25 - 28  QUANTITIES
29  SUMMARY OF QUANTITIES AND REVISIONS
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ROADWAY STANDARD DRAWINGS

DRWG.NO. TITLE DATE
CDP-1  CONCRETE DITCH PAVING  12-08-16
PCC-1  PRECAST CONCRETE BOX CULVERTS  01-25-15
PCC-2  CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING  02-27-14
PCM-1  METAL PIPE CULVERT FILL HEIGHTS & BEDDING  02-27-14
PM-1  PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)  02-27-14
PMP-1  PLASTIC PIPE CULVERT (PVC PIPE)  02-27-14
PM-2  PAVEMENT MARKING DETAILS  06-01-17
PL-1  DETAILS OF PIPE UNDERBASIN  12-06-16
RCC-1  REINFORCED CONCRETE BOX CULVERT DETAILS  07-26-12
RCC-2  EXCAVATION PAYLIMS, BACKFILL, & SODDING FOR BOX CULVERTS  11-25-02
SE-1  TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC  10-18-96
SC-1  DETAILS OF SPECIAL ITEMS  10-25-15
TC-1  STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION  04-15-17
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  09-03-94
TEC-3  TEMPORARY EROSION CONTROL DEVICES  11-03-94
WF-2  WIRE FENCE TYPE A AND B  04-20-79
WF-4  WIRE FENCE TYPE C AND D  08-22-02
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. MAIL BOXES 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 IN Tially, 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 THE PROJECT, AND IN NO WAY IS 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 SAVING ALONG A HEAT LINE. AFTER SAVING, 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 CONTRACTORS EXPENSE.

11. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONAL 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.
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 EXISTING ASPHALT PAVEMENT TO BE REMOVED
  FROM THE REMAINING PAVEMENT SHALL BE SEPARATED
  BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE
  REMAINING PAVEMENT TO BE REMOVED SHALL BE
  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.

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

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

DETAIL FOR DRIVeway TURNOUTS (COLLECTORS)

ASPHALT CONCRETE HOT MIX SURFACE
COURSE (220 LBS. PER SQ. YD.)
AGGREGATE BASE COURSE (CLASS 7)
(1/2") COMP. DEPTH IF CONFORM TO EXISTING DRIVEWAY.

AGGREGATE BASE COURSE (CLASS 7)
(1/2") COMP. DEPTH FOR WIDTH OF COUNTY ROAD.

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

DETAIL FOR COUNTY ROAD TURNOUTS
OPEN SHOULDER SECTION

CONSTRUCTION LIMITS

DETAIL FOR TRANSITIONS

EXISTING ASPHALT
Pavement RETAIN AND OVERLAY

NEW MIX LAYER

100' NORMAL TRANSITION

SPECIAL DETAILS
**OUTLET SLOPE SECTIONS**

<table>
<thead>
<tr>
<th>R.C. BOX SECTION</th>
<th>DEPTH (ft.)</th>
<th>CLEAR SPAN (ft.)</th>
<th>EROSION (ft.)</th>
<th>CLEAN HEIGHT (ft.)</th>
<th>SLOPE</th>
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<table>
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<th>SECTION LENGTH</th>
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**OUTLET SKEWED END SECTION**

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<th>DEPTH (ft.)</th>
<th>CLEAR SPAN (ft.)</th>
<th>EROSION (ft.)</th>
<th>CLEAN HEIGHT (ft.)</th>
<th>SLOPE</th>
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<th>TOP SLAB THK</th>
<th>SIDE WALL THK</th>
<th>INTERIOR WALL THK</th>
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**OUTLET WINGWALL TABLE**

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<th>WING</th>
<th>WING A</th>
<th>BAR SIZE</th>
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<th>WING</th>
<th>BAR SIZE</th>
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**OUTLET WINGWALL TABLE**

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<th>WING</th>
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<th>BAR SIZE</th>
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<tr>
<th>WING</th>
<th>BAR SIZE</th>
<th>BAR SPACING</th>
<th>LENGTH</th>
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</table>

**DETAILS OF R.C. BOX CULVERT**

<table>
<thead>
<tr>
<th>CU YO'S</th>
<th>CLASS &quot;S&quot; CONCRETE</th>
<th>LB'S</th>
</tr>
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</table>

| REMAINING STEEL (S.G.50) | |

<table>
<thead>
<tr>
<th>LB'S</th>
</tr>
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</table>
Notes: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.

SPECIAL DETAILS

PART LONGITUDINAL SECTION
Non-Skewed End

PART LONGITUDINAL SECTION N-N
Skewed End

GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF SINGLE BARREL
R.C. BOX CULVERT
SPECIAL DETAILS
CLEARING AND GRUBBING - SITE NO. 2
TEMPORARY EROSION CONTROL DETAILS

DATE OF REVISION

REVISION

LEGEND
- ROCK DITCH CHECKS
- SAND BAG DITCH CHECKS
- SILT FENCE

STA. 220+86.00
BEGIN SITE 2
LOG MILE 18.25

STA. 221+90.00
END SITE 2
& JOB 061460
SEQUENCE OF CONSTRUCTION

STAGE 1

ESTABLISH DETOUR ROUTES.
CLOSE THE FIRST SITE ACCORDING TO THE REQUIREMENTS OF THE MOT.
REMOVE EXISTING BRIDGE AT THE FIRST SITE.
CONSTRUCT A BOX CULVERT AT THE FIRST SITE.
OPEN THE ROAD AT THE FIRST SITE.
CLOSE THE SECOND SITE ACCORDING TO THE REQUIREMENTS OF THE MOT.
REMOVE EXISTING BRIDGE AT THE SECOND SITE.
CONSTRUCT A BOX CULVERT AT THE SECOND SITE.
OPEN THE ROAD AT THE SECOND SITE.

END OF JOB

INSTALL FINAL LIFT OF SURFACE.
INSTALL FINAL STRIPING.

2. ROAD CLOSED 2.55 MILES AHEAD
LOCAL TRAFFIC ONLY

MAINTENANCE OF TRAFFIC DETAILS
SEQUENCE OF CONSTRUCTION

STAGE 1


2. REMOVE EXISTING BRIDGE AT THE FIRST SITE.

3. CONSTRUCT R.C. BOX CULVERT AT THE FIRST SITE. OPEN THE ROAD AT THE FIRST SITE.

4. REMOVE EXISTING BRIDGE AT THE SECOND SITE.

5. CONSTRUCT R.C. BOX CULVERT AT THE SECOND SITE. OPEN THE ROAD AT THE SECOND SITE.

END OF JOB

INSTALL FINAL LIFT OF SURFACE. INSTALL FINAL STRIPING.
SEQUENCE OF CONSTRUCTION

STAGE I:

ESTABLISH DETOUR ROUTES.
CLOSE THE FIRST SITE ACCORDING TO THE REQUIREMENTS OF THE MOIT SP.
REMOVE EXISTING BRIDGE AT THE FIRST SITE.
CONSTRUCT R.C. BOX CULVERT AT THE FIRST SITE.
OPEN THE ROAD AT THE FIRST SITE.
CLOSE THE SECOND SITE ACCORDING TO THE REQUIREMENTS OF THE MOIT SP.
REMOVE EXISTING BRIDGE AT THE SECOND SITE.
CONSTRUCT R.C. BOX CULVERT AT THE SECOND SITE.
OPEN THE ROAD AT THE SECOND SITE.

END OF JOB:
INSTALL FINAL LIFT OF SURFACE.
INSTALL FINAL STRIPING.
SEQUENCE OF CONSTRUCTION

STAGE I

- Establish detour routes.
- Close the first site according to the requirements of the mot.
- Open the road at the first site.
- Construct R.C. box culvert at the first site.
- Open the road at the first site.

- Close the second site according to the requirements of the mot.
- Remove existing bridge at the second site.
- Open the road at the second site.

END OF JOB

- Install final lift of surface.
- Install final striping.

NOTE:

- Turnouts and private drives shall be modified where necessary to meet local conditions as directed by the Engineer.

SITE NO. 1

MAINTENANCE OF TRAFFIC DETAILS
SEQUENCE OF CONSTRUCTION

STAGE I

- EXTEND DETOUR ROUTES
- CLOSE THE FIRST SITE ACCORDING TO THE REQUIREMENTS OF THE MOT SP
- REMOVE EXISTING BRIDGE AT THE FIRST SITE
- CONSTRUCT R.C. BOX CULVERT AT THE FIRST SITE
- OPEN THE ROAD AT THE FIRST SITE
- CLOSE THE SECOND SITE ACCORDING TO THE REQUIREMENTS OF THE MOT SP
- REMOVE EXISTING BRIDGE AT THE SECOND SITE
- CONSTRUCT R.C. BOX CULVERT AT THE SECOND SITE
- OPEN THE ROAD AT THE SECOND SITE

END OF JOB

- INSTALL FINAL LIFT OF SURFACE
- INSTALL FINAL STRIPING

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

STAGE I

1. Establish detour routes.
2. Close the first site according to the requirements of the MTO.
3. Permit detour traffic until the first site is open.
4. Open the road at the first site.
5. Close the second site according to the requirements of the MTO.
6. Construct R.C. box culvert at the second site.
7. Open the road at the second site.

END OF JOB

1. Install final lift of surface.
2. Install final striping.

THERMOPLASTIC PAVEMENT MARKINGS (MAIN L L A N E S )
STA. 0+00.00 TO STA. 2+00.00
6" YEL/YEL CENTERLINE + 586 LIN. FT.
6" WHT. EDG. LINE + 586 LIN. FT.

RAISED PAVEMENT MARKERS
STA. 0+00.00 TO STA. 4+90.00
TYPE E15E/YEL BD'GC' = 5 EACH
SEQUENCE OF CONSTRUCTION

STAGE 1

- Establish detour routes.
- Close the first site according to the requirements of the WOT SP.
- Remove existing bridge at the first site.
- Construct RC box culvert at the first site.
- Open the road at the first site.
- Construct RC box culvert at the second site.
- Open the road at the second site.
- Close the second site according to the requirements of the WOT SP.
- Remove existing bridge at the second site.
- Construct RC box culvert at the second site.
- Open the road at the second site.

END OF JOB

- Install final lift of surface.
- Install final striping.
### Advance Warning Signs and Devices

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>STAGE 1</th>
<th>END OF JOB</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
<th>TRAFFIC DRUMS</th>
<th>BARRICADES (TYPE II)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>LIN FT.</td>
<td>SQ FT.</td>
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<td></td>
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<td>EACH</td>
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<tr>
<td>W02-1</td>
<td>ROAD WORK 1500 FT.</td>
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<td>ROAD WORK 1500 FT.</td>
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<td>W02-7</td>
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<td>R01-3S</td>
<td>ROAD CLOSED - LOCAL TRAFFIC ONLY</td>
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<td>R11-3S</td>
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<tr>
<td>M4-1S</td>
<td>DETOUR</td>
<td>24&quot;x12&quot;</td>
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<td>TOTALS</td>
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</table>

**Note:** This is a high traffic volume road as defined in section 604.03, standard specifications for highway construction. Only one site may be closed at a time. Quantities are provided for one site only and must be relocated for use at second site.

### Permanent Pavement Markings

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>STAGE 1</th>
<th>END OF JOB</th>
<th>RAISED PAVEMENT MARKERS</th>
<th>THERMOPLASTIC PAVEMENT MARKING</th>
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<td>TYPE II</td>
<td>WHITE</td>
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<td>RAISED PAVEMENT MARKERS TYPE I (YELLOW/YELLOW)</td>
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**Note:** This is a high traffic volume road as defined in section 604.03, standard specifications for highway construction. 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.
<table>
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<tr>
<th>STATION</th>
<th>LOCATION / DESCRIPTION</th>
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<th>CLASSIFIED EXCAVATION</th>
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* Quantity estimated. See Section 104.03 of the Std. Specs.

Note: Earthwork quantities shown above shall be paid as plan quantities.

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Cold Milling Asphalt Paving

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Total: 808.00
..AS TO BASE SEE QUANTITIES

NOTE: WATER...SAND WATER...............
ROCK DITCH,
LIME TO BE USED ARCHM SURFACE COURSE (1/2").....................9s.1%
SEE SECTION 104.03 OF THE STD.

QUANTITY ESTIMATED MAXIMUM NUMBER OF BASIS OF ESTIMATE:
ENTIRE PROJECT TEMPORARY DRIVES 100.00
STATION LOCATION TEMPORARY CLEARING ENTIRE CLEARING TAGE
STATION FT IllfIII TAGE Illlill
112+40 220+75 LT HWY. 84 SITE NO. 1 112+40 220+75 LT HWY. 84 SITE NO. 1
112+45 220+75 RT HWY. 84 SITE NO. 1 112+45 220+75 RT HWY. 84 SITE NO. 1

TOTALS:
112+40 220+75 112+45 220+75 55 1
55 1

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

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

REMOVAL AND DISPOSAL OF FENCE

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TOTALS:

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*DEOTES ALTERNATE BID ITEM.

FENCING

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

DRIVEWAYS & TURNOUTS

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<th>STATION</th>
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<th>ASSEMBLE BASE COURSE (CLASS 7)</th>
<th>SIDE DRAINS</th>
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TOTALS:

452.81 49.73 284.82 60 48

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

* FOR INFORMATION ONLY.
### BASE AND SURFACING

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<th>ACHM BINDER COURSE (1&quot;)</th>
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**BASE OF ESTIMATE:**
- ACHM SURFACE COURSE (1")...95.1% MIN. AGGR. 4.9% ASPHALT BINDER
- ACHM BINDER COURSE (1")...48.0% MIN. AGGR. 4.0% ASPHALT BINDER
- MAXIMUM NUMBER OF GALLONS = 110 FOR PG 64-22
- TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

### STRUCTURES

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**BASE 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.
### SUMMARY OF QUANTITIES

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### STRUCTURES OVER 20' SPAN

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* denotes alternate bid items.

### REVISIONS

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<tr>
<th>DATE</th>
<th>REVISION</th>
<th>SHEET NUMBER</th>
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**SUMMARY OF QUANTITIES AND REVISIONS**

---

R061460.DDN
9/5/2019
**SURVEY CONTROL COORDINATES**

**Project Name:** s061460  
**Date:** 12/1/2016  
**Coordinate System:** ARKANSAS STATE PLANE - SOUTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.  
**Units:** U.S. SURVEY FOOT

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**SURVEY CONTROL DETAILS**

**Note:** Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped (standard markings common to all caps), or as indicated (other markings indicated in the point description of the individual point).  
USE CAPS - 1.0 FOR STAKEOUT FOR THIS PROJECT.  
A PROJECT CAF OF 0.000000003 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 s061460g卜.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 - 0302-SOUTH ZONE  
DETERMINED FROM GPS CONTROL POINTS 300013-300013A.  
CONVERGENCE ANGLE: 00-29-40, 45 LEFT AT LT 34-21-27.  
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.
TOE WALL DETAIL FOR CONCRETE DITCH PAVING

ENERGY DISSIPATORS

GENERAL NOTES:

1. THE FULL WIDTH OF EACH SECTION SHALL BE Poured MONOLITHICALLY.
2. TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING AND Poured MONOLITHICALLY.
3. SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.
4. 1'-WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 40 INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1
CONSTRUCTION SEQUENCE

1. Place structural bedding material to grade, do not compact.
2. Compact structural bedding outside the middle third of the pipe.
3. Complete structural backfill operations by working from side to side, using equipment capable of differential compaction.
4. Earthwork on each side not to exceed 24 inches on 1:3 slope of the pipe.

NOTE: Structural backfill and structural bedding material shall not be placed 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

METALS THICKNESS AND GAUGES

STEEL CAN BE 0.064 OR 0.060 UNLESS OTHERWISE SPECIFIED.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL COMFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS AND SPECIFICATIONS APPLICABLE TO SUCH WORK. DRAWINGS AND SPECIFICATIONS REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.

2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO ASHTO LRD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION 1987.

3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND 608 OF THE SPECIFICATION.

4. ALL Pipe SHALL BE PROTECTED DURING CONSTRUCTION TO A COVER SUFFICIENT TO PREVENT DAMAGE FROM MANUFACTURER.

5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MINIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR THE PIPE TO BE INSTALLED.

6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN CENTER LINES OF PIPE. (SEE FIGURE 3-1 FOR MINIMUM TRENCH FLANKS AND SECTION AS SHOWN.)


8. PIPE SPECIFICATIONS ESTABLISHED FOR THE PIPE MATERIALS TO BE DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE AREA IDENTIFIED AS STRUCTURAL BACKFILL. MATERIALS OF STEEL OR SCULP WAR, OTHER THAN METAL PIPE MATERIALS FROM THE SIGNED EXCAVATION WILL BE USED BY THE ENGINEER.

9. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
INSTALLATION

**MATERIAL REQUIREMENTS FOR TYPE**

**TYPE 2** - SELECTED MATERIALS CLASS 5W, SM-2, OR SM-4

1. Aggregate base course class C, 5, 6, or 7 may be used in lieu of selected materials.
2. Structural bedding material shall have a maximum particle size of 5 inches. These materials shall be free of organic material, stones larger than 1/2 inch in diameter, and frozen lumps.
3. Structural backfill and structural bedding material shall not be placed if the peat soil is contaminated or compacted to the extent of 1 foot per linear foot of pipe.

**MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES**

- **CONSTRUCTION LOADS**
- **MINIMUM COVER FOR CONSTRUCTION LOADS**

Minimum cover shall be measured from top of pipe to top of maintained construction roadway surface. The surface shall be maintained.

**MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"**

- **TRENCH WIDTH (FOOT)"H" - 5'-0" "H" - 6'-0" "H" - 7'-0" "H" - 8'-0" "H" - 9'-0"

<table>
<thead>
<tr>
<th>DIAMETER</th>
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<th>8&quot;</th>
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<tr>
<td>12&quot;</td>
<td>6</td>
<td>7</td>
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</tr>
<tr>
<td>18&quot;</td>
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<tr>
<td>36&quot;</td>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
</tbody>
</table>

**GENERAL NOTES**

2. The maximum allowable trench width shall be the minimum width plus sufficient width to ensure working room to properly and safely place and compact material and other backfill materials.
3. The minimum cover for construction loads shall be the minimum cover plus a sufficient width to ensure working room to properly and safely place and compact material and other backfill materials.
4. Structural backfill material shall be placed as directed by the engineer. The ends of the pipe shall not be covered with non-compacted material.
5. Structural backfill material shall be placed as directed by the engineer. The ends of the pipe shall not be covered with non-compacted material.
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26. Structural backfill material shall be placed as directed by the engineer. The ends of the pipe shall not be covered with non-compacted material.
27. Structural backfill material shall be placed as directed by the engineer. The ends of the pipe shall not be covered with non-compacted material.
INSTALLATION

SELECTED MATERIALS

CLASS SM, SM-2, OR SM-4

** AGGRAVATE BASE COURSE CLASS 4 A, B, C, OR D MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM-4 WILL NOT BE ALLOWED.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING

MATERIAL FROM THE ROADWAY SHALL MEET THE REQUIREMENTS FOR IMPERVIOUS MATERIAL.

PLASTIC PIPE CULVERT MATERIALS SHALL MEET THE REQUIREMENTS SPECIFIED IN THE PROPERLY SELECTED PIPE MATERIAL AND MANUFACTURER'S RECOMMENDATIONS.

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

TRENCH WIDTH

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

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<th>WIDTH FOR H2</th>
<th>WIDTH FOR H3</th>
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MINIMUM COVER FOR CONSTRUCTION LOADS

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MULTIPLE INSTALLATION OF PVC PIPES

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<td>3'</td>
</tr>
<tr>
<td>10</td>
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GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO LRD BURTON PIPE INSTALLATION REQUIREMENTS AS SHOWN.

2. PLASTIC PIPE CONSTRUCTION SEQUENCE CONFORM TO AASHTO LRD DESIGN SPECIFICATIONS, FOURTH EDITION.

3. STRUCTURAL BEDDING PLUS A SUITABLE WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT MOLDING AND OTHER BACKFILL MATERIAL.

4. IMPERVIOUS MATERIAL SHOULDN'T BE PLACED AS DIRECTED BY THE ENGINEER AT THE GIFTS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING MATERIALS.


6. WHEN THE CULVERT CONSTRUCTION INSTALLATION USES INPLUMBING OR PROFILAL BACKFILL, GRADING SHOULDN'T BE PLACED AS DIRECTED BY THE ENGINEER AT THE GIFTS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING MATERIALS.

7. FOR PIPE TYPES THAT ARE NOT SHOWN ON THE OUTSIDE CORRUGATION OF PROFILE PIPELINES, BACKFILL GRADING SHOULD BE SHOWN ON THE OUTSIDE CORRUGATION OF PROFILE PIPELINES.

8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.

9. JOINTS FOR PVC PIPES AND JOINTS FOR PVC PIPES SHALL BE SELECTED IN THE PROPERLY SELECTED PIPE MATERIAL AND MANUFACTURER'S RECOMMENDATIONS.

10. JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE, DO NOT COMPACT.

2. INSTALL PIPE TO GRADE.

3. COMACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.

4. THE STRUCTURAL BEDDING SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 2'-0" AT THEBOTTOM THAT ARE TO BE INSTALLED IN EVENLY LAYERS AND SHALL ANCHOR TO THE ELEVATION OF THE MINIMUM COVER.

5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, INCLUDING COMPACTION TO ACHIEVE THE FINAL GRADE.

6. الجنوبiah STANDARDS AND RECOMMENDATIONS FOR THE USE OF RESTRAINTS, INCLUDING COMPACTION TO ACHIEVE THE FINAL GRADE.

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2
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 FOOT SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

CONCRETE PAVEMENT

**BROKEN LINE STRIPING**

- Continuous Yellow
- Skip Yellow
- Center Line
- Raise PAVEMENT MARKER (Typ.)

ASPHALT PAVEMENT

**BROKEN LINE STRIPING**

- Continuous Yellow
- Skip Yellow
- Center Line
- Raise PAVEMENT MARKER (Typ.)

**SOLID LINE STRIPING ON CONCRETE PAVEMENT**

- Continuous Yellow
- Skip Yellow
- Center Joint
- Raise PAVEMENT MARKER (Typ.)

**SOLID LINE STRIPING ON ASPHALT PAVEMENT**

- Continuous Yellow
- Skip Yellow
- Center Line
- Raise PAVEMENT MARKER (Typ.)

**STRIPING AT ADJACENT NO PASSING LANES**

- White Yield Line
- Perpendicular to Entry Lane
- Direction of Travel

**YIELD LINE DETAIL**

- 1/0" white yield line

**CROSSWALK AND STOPBAR DETAILS**

- 12" stopbar offset stopbar 4' from crosswalk
- 12" crosswalk strip 10 ft. wide = Places 1 ft. 12" Offset near edge of crosswalk 3 ft. min. from lane edge

**DETAIL OF STANDARD RAISED PAVEMENT MARKERS**

- Type II
- Red/Clear or Yellow/Yellow
- Skip Yellow
- Center Joint

**WOOD CROSSWALK & STOPBAR DETAIL**

- 1-02-31
- Length of Standard Raised Pavement Markers
- 1-02-31
- Rev. Notes Added 1-02-31
- 1-02-31
- Dimensions 1-02-31

**AKRON STATE HIGHWAY COMMISSION**

**PAVEMENT MARKING DETAILS**

**STANDARD DRAWING PM-1**
1. **Geotextile Fabric** shall meet the requirements of Section 1.1. Payment for geotextile fabric and granular filter material shall be included in the price bid per lineal foot for "4" pipe underdrains in accordance with Section 1.1.

2. "4" non-perforated schedule 40 PVC pipe laterals with outlet protectors shall be installed as shown herein. Laterals will be measured and paid for by the unit in accordance with Section 1.1 of the standard specifications. Underdrain outlet protectors will be measured and paid for by the unit in accordance with Section 1.1 of the standard specifications.

3. Existing "4" pipe laterals 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 underdrain.

4. The location of all laterals shall be marked with 4" x 12" permanent pavement marking tape (type 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 for removal 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-I, and omit the caisson hole or 2) Install an outlet protector with a single hole.
REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS 5 WITH A MINIMUM 28 DAY COMpressive STRENGTH OF 3500 PSI.
REINFORCING STEEL SHALL BE ASTM A302B M 310 or M 55, GRADE 60.
CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBJECT TO THE BID ITEM "CLASS 5 CONCRETE".

WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 85 OF THE STANDARD SPECIFICATIONS.

WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDESWALLS 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 FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUES BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSMANUAL SHALL BE MINUS 0 TO PLUS 3/8 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 MINERAL WALLE MAY HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCEMENT 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 FOUNDING.

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

REINFORCED CONCRETE BOX CULVERT HEADWALL MODIFICATIONS

Notes for all skewed R.C. Box Culverts the length "K" of the modified headwall shall be equal to the roadway length "PL", the ends of the headwall shall be constructed parallel to the skew angle of the box culvert.

RC. BOX CULVERT HEADWALL MODIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1
PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.
### SUPERELEVATION TABLE FOR TWO-WAY TRAFFIC

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<th>60 MPH</th>
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</table>

**ABBREVIATIONS:**
- **NC** - NORMAL CROWN
- **RC** - REVERSE CROWN
- **MC** - MIXED CROWN
- **C** - CENTER LINE
- **L** - INNER LANE
- **R** - OUTER LANE
- **F** - FACE EDGE
- **E** - EDGE OF SUPERELEVATION TRANSITION
- **A** - LENGTH OF SUPERELEVATION TRANSITION
- **B** - WIDTH OF SUBGRADE
- **C** - NORMAL CROWN
- **D** - MAX. SUPERELEVATION
- **E** - MAX. SUPERELEVATION
- **F** - MAX. SUPERELEVATION
- **G** - MAX. SUPERELEVATION
- **H** - MAX. SUPERELEVATION
- **I** - MAX. SUPERELEVATION
- **J** - MAX. SUPERELEVATION
- **K** - MAX. SUPERELEVATION
- **L** - MAX. SUPERELEVATION
- **M** - MAX. SUPERELEVATION
- **N** - MAX. SUPERELEVATION
- **O** - MAX. SUPERELEVATION
- **P** - MAX. SUPERELEVATION
- **Q** - MAX. SUPERELEVATION
- **R** - MAX. SUPERELEVATION
- **S** - MAX. SUPERELEVATION
- **T** - MAX. SUPERELEVATION
- **U** - MAX. SUPERELEVATION
- **V** - MAX. SUPERELEVATION
- **W** - MAX. SUPERELEVATION
- **X** - MAX. SUPERELEVATION
- **Y** - MAX. SUPERELEVATION
- **Z** - MAX. SUPERELEVATION
- **AA** - MAX. SUPERELEVATION
- **BB** - MAX. SUPERELEVATION
- **CC** - MAX. SUPERELEVATION
- **DD** - MAX. SUPERELEVATION
- **EE** - MAX. SUPERELEVATION
- **FF** - MAX. SUPERELEVATION
- **GG** - MAX. SUPERELEVATION
- **HH** - MAX. SUPERELEVATION
- **II** - MAX. SUPERELEVATION
- **JJ** - MAX. SUPERELEVATION
- **KK** - MAX. SUPERELEVATION
- **LL** - MAX. SUPERELEVATION
- **MM** - MAX. SUPERELEVATION
- **NN** - MAX. SUPERELEVATION
- **OO** - MAX. SUPERELEVATION
- **PP** - MAX. SUPERELEVATION
- **QQ** - MAX. SUPERELEVATION
- **RR** - MAX. SUPERELEVATION
- **SS** - MAX. SUPERELEVATION
- **TT** - MAX. SUPERELEVATION
- **UU** - MAX. SUPERELEVATION
- **VV** - MAX. SUPERELEVATION
- **WW** - MAX. SUPERELEVATION
- **XX** - MAX. SUPERELEVATION
- **YY** - MAX. SUPERELEVATION
- **ZZ** - MAX. SUPERELEVATION

**GENERAL NOTES:**
1. On pavements with single-lane traffic, the super-elevation shall be revolved on the inside pavement edge unless otherwise noted on the plans.
2. Super-elevation values shown on the cross sections are added to or subtracted from the point of control.
3. Lengths for L may be increased in multiples of 25 ft. or 50 ft.
4. Different surface width/lane combinations shall have additional transition lengths as follows:
   - 2 LANE UNDECKED: 600 ft.
   - 3 LANE UNDECKED: 660 ft.
   - 4 LANE UNDECKED: 720 ft.

**NOTES:****
- Maintain normal crown on inside until super-elevation exceeds 0.50.
- Rate of super-elevation shall be determined on straight line method using applicable L.
- Super-elevation in degrees is calculated by using the formula: \[ \frac{\text{Rate of Super-elevation (in per cent)} \times \text{Length of Subgrade (in feet)}}{100} \]
DETAILS OF CONCRETE STEPS & WALKS

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 9" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.

2. TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 9" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.

2. TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. Place perimeter controls (e.g., Silt fences, diversion ditches), sediment basins, etc.
2. Perform clearing and grubbing operation.

EXCAVATION

- Existing ground
- Interceptor on diversion ditch
- Existing ground

Note: Number of phases will vary, three phases shown for illustration.

GENERAL NOTE
All cut slopes shall be seeded, prepared, and mulched as the work progresses. Sides 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 fencing.
3. Perform Phase 2 excavation, place permanent or temporary fencing.
4. Perform final Phase of excavation, place permanent or temporary fencing, stabilize ditches, construct ditch checks, diversion ditches, sediment basins, or other erosion control devices as required.

EMBANKMENT

- Diversion ditch to be in place until slope is completely stabilized.

GENERAL NOTE
All embankment slopes shall be dressed, prepared, seeded, and mulched as the work progresses. Sides shall be excavated 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.
3. Place Phase 2 embankment with permanent or temporary seeding. Permanent 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 if embankment construction is to be temporarily abandoned for a period of greater than 21 days.
5. Place final Phase of embankment with permanent or temporary seeding, place diversion ditches and slope drains and maintain until entire slope is stabilized.
GENERAL NOTES:

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

WHEN A FENCE LINE APPROACHES A DITCH, GULLY OR DEPRESSION, THE LAST POST ON LEVEL GROUND SHALL BE PLACED CLOSE ENOUGH TO THE POST IN THE DEPRESSION WITHOUT TOUCHING THE GROUND.

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

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

ARKANSAS STATE HIGHWAY COMMISSION
WIRE FENCE WATER GAPS
STANDARD DRAWING WF-2