Arkansas Department of Transportation
Construction Plans for State Highway

Ditch No. 43

Str. & Apprs. (S)
Mississippi County
Route 181 Section 2
Federal Aid Proj. NHPP-0047(54)

Job 100839

Not to Scale

Vicinity Map

Structures Over 20'-0' Span

1. STA. 110+48 Construct
   Tri. 9' x 9' x 72'. R.C. Box Culvert
   With 3' Wings L.L. & R.T.
   025' 837 CF's D.A. = 6.1 Sq. Miles
   Span Length = 30.33'

Design Traffic Data

- Design Year: 2038
- 2018 ADT: 800
- 2028 ADT: 965
- 2038 ADT: 106
- Conceptual Distribution: 60%
- Trucks: 20%
- Design Speed: 55 MPH

Approved

Deputy Director
and Chief Engineer

ARK., HWY., DIST., NO. 10

No. 10

Ditch No. 43 Str. & Apprs. (S)
### INDEX OF SHEETS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TITLE SHEET</td>
</tr>
<tr>
<td>2</td>
<td>INDEX OF SHEETS AND STANDARD DRAWINGS</td>
</tr>
<tr>
<td>3</td>
<td>GOVERNING SPECIFICATIONS AND GENERAL NOTES</td>
</tr>
<tr>
<td>4</td>
<td>TYPICAL SECTIONS OF IMPROVEMENT</td>
</tr>
<tr>
<td>5</td>
<td>SPECIAL DETAILS</td>
</tr>
<tr>
<td>6 - 11</td>
<td>TEMPORARY EROSION CONTROL DETAILS</td>
</tr>
<tr>
<td>12 - 13</td>
<td>PERMANENT PAVEMENT MARKING DETAILS</td>
</tr>
<tr>
<td>14</td>
<td>QUANTITIES</td>
</tr>
<tr>
<td>15</td>
<td>SUMMARY OF QUANTITIES AND REVISIONS</td>
</tr>
<tr>
<td>16 - 18</td>
<td>SURVEY CONTROL DETAILS</td>
</tr>
<tr>
<td>19</td>
<td>PLAN AND PROFILE SHEETS</td>
</tr>
<tr>
<td>20 - 21</td>
<td>CROSS SECTIONS</td>
</tr>
</tbody>
</table>

### ROADWAY STANDARD DRAWINGS

<table>
<thead>
<tr>
<th>DRWG.No.</th>
<th>TITLE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>PBC-1</td>
<td>PRECAST CONCRETE BOX CULVERTS</td>
<td>01-28-15</td>
</tr>
<tr>
<td>PM-1</td>
<td>PAVEMENT MARKING DETAILS</td>
<td>06-01-17</td>
</tr>
<tr>
<td>PUI-1</td>
<td>DETAILS OF PIPE UNDERDRAIN</td>
<td>12-08-16</td>
</tr>
<tr>
<td>RCB-1</td>
<td>REINFORCED CONCRETE BOX CULVERT DETAILS</td>
<td>07-26-12</td>
</tr>
<tr>
<td>RCB-2</td>
<td>EXCAVATION PAY LIMIT, BACKFILL, &amp; SOLID SODDING FOR BOX CULVERTS</td>
<td>11-20-03</td>
</tr>
<tr>
<td>ST-1</td>
<td>DETAILS OF SPECIAL ITEMS</td>
<td>09-12-13</td>
</tr>
<tr>
<td>TC-1</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>04-13-17</td>
</tr>
<tr>
<td>TC-2</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>04-02-15</td>
</tr>
<tr>
<td>TC-3</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>09-02-15</td>
</tr>
<tr>
<td>TEC-1</td>
<td>TEMPORARY EROSION CONTROL DEVICES</td>
<td>11-18-17</td>
</tr>
<tr>
<td>TEC-2</td>
<td>TEMPORARY EROSION CONTROL DEVICES</td>
<td>06-02-94</td>
</tr>
<tr>
<td>TEC-3</td>
<td>TEMPORARY EROSION CONTROL DEVICES</td>
<td>11-03-94</td>
</tr>
</tbody>
</table>
GOVERNING SPECIFICATIONS

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

ERRATA:
1. ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
2. FHWA-1273, REQUIRED CONTRACT PROVISIONS FOR HIGHWAY-AD CONSTRUCTION CONTRACTS
3. FHWA-1273, SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
4. FHWA-1273, SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
5. FHWA-1273, SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
6. FHWA-1273, SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
7. FHWA-1273, SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AD PROJECTS

JOB: 100839
1. CONTRACTORS LICENSE
2. DEPARTMENT NAME CHANGE
3. ISSUANCE OF PROPOSALS
4. LIQUIDATED DAMAGES
5. WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
6. AGGREGATE BASE COURSE
7. TACK COATS
8. DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
9. PERCENT AIR Voids FOR ACBM MIX DESIGNS
10. LIQUID ANTI-STRIP ADDITIVE
11. CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
12. RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
13. MULCH COVER
14. STRUCTURES
15. RISING REQUIREMENTS AND CONDITIONS
16. BROADCAST INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
17. CARGO PREFERENCE ACT REQUIREMENTS
18. DISADVANTAGED BUSINESS ENTERPRISE BIDDERS RESPONSIBILITIES
19. GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
20. MAINTENANCE OF TRAFFIC
21. MANDATORY ELECTRONIC CONTRACT
22. MANDATORY ELECTRONIC DOCUMENT SUBMittal
23. NESTING SITES OF MIGRATORY BIRDS
24. SETTLEMENT AGREEMENTS
25. SHORING FOR CULVERTS
26. SOIL STABILIZATION
27. SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
28. UTILITY ADJUSTMENTS
29. WARM MIX ASPHALT

GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARVESTED 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 A MANNERS OR IN A MANNER BEYOND THE CONTRACTOR AT HIS OWN EXPENSE. MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
8. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONALM 14 PERMIT REFER TO SECTION 119 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.
9. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
10. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A MORTAR 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.
NOTES:

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

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.
NOTE: Turnouts shall be modified where necessary to meet local conditions as directed by the Engineer.

NOTE: Refer to plan sheets for width of county road.

DETAIL FOR COUNTY ROAD TURNOUTS
OPEN SHOULDER SECTION

ADAM SURFACE COURSE (1/2"
1,200 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH

DETAIL FOR DRIVEWAY TURNOUTS
(COLLECTORS)

AGGREGATE BASE COURSE (1/2"
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY

AGGREGATE BASE COURSE (CLASS 7)
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY
The image contains a detailed technical drawing and table for a R.C. box culvert. The drawing illustrates various sections and details, including slopes, skewed end sections, and wingwall tables. The table provides specific measurements and specifications for different parts of the culvert, such as concrete class, reinforcing steel, and footing lengths. The overall purpose is to provide a clear and precise design for the construction of a box culvert.
NOTES: When top of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.

**TYPICAL SECTION M-M**

- "n" bars - "d" bars
- "f" bars
- "q" bars
- "dl" bars
- "e" bars
- "h" bars
- "a" bar

**TYPICAL KEYWAY DETAIL**

- Apron - see "Details of Wingwell" for additional information and wingwell details.

**WINGWALL ATTACHMENT**

- See "Details of Wingwell" for additional information and wingwell details.

**PART LONGITUDINAL SECTION**

- Non-Skewed End

**PART LONGITUDINAL SECTION N-N**

- Skewed End

**LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS**

- Top slab shown, bottom slab similar.

**GENERAL NOTES**


**LONGITUDINAL SECTION N-N**

- Optional Constr. Jt.

**APRON CONSTRUCTION**

- Wingwell

**CONCRETE WALL**

- 1/2" bars = 1/2" see "Details of Wingwell"

**REINFORCED SLAB**

- See "Details of Wingwell" for additional information and wingwell details.

**TYPICAL KEYWAY DETAIL**

- Apron - see "Details of Wingwell" for additional information and wingwell details.

**SPECIAL DETAILS**

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

- Part Longitudinal Section

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

- Part Longitudinal Section N-N

**SKewed END SECTION DETAILS**

- Part Longitudinal Section

**SPECIAL DETAILS**

- Licensed Professional Engineer

- 5-27-80
TYPICAL SECTION M-M

Top Bar
Straight "b" bars 2 alternates with Bent "b" bars in top.
Straight "b" bars 2 alternates with Bent "b" bars in bottom.

Bottom Bar
Straight "b" bars 2 alternates with Bent "b" bars in top.
Straight "b" bars 2 alternates with Bent "b" bars in bottom.

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

TYPICAL KEYWAY DETAIL

Top Slab Length, Sketch at individual sections shall be maintained which may result in nonparallel bar ties.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

SPECIAL DETAILS

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SHEET 3 OF 4
LEGEND

- Sand Bag Ditch Checks
- Silt Fence

CLEARING AND GRUBBING
SAND BAG DITCH CHECKS (E-5)
6 LOCATIONS - 135 BAGS
SILT FENCE (E-111)
12 LOCATIONS - 211 LIN. FT.

STA. 110+00.00
BEGIN JOB 100839
L.M. 1.49

STA. 111+00.00
END JOB 100839

TEMPORARY EROSION CONTROL DETAILS
CLEARING AND GRUBBING STAGE
LEGEND

- Sand Bag Ditch Checks
- Silt Fence

STAGE 1
SAND BAG DITCH CHECKS (E-5)
4 LOCATIONS + 88 BAGS
SILT FENCE (E-111)
12 LOCATIONS + 188 L.F. FT.

STA. 110+00.00
BEGIN JOB 100839
L.M. 1.49

STA. 111+00.00
END JOB 100839

REVISIONS
DATE OF
REVISION
REVISION

TEMPORARY EROSION CONTROL DETAILS
STAGE 1
NOTICE: CONTACT MAINTENANCE DIVISION TO DETERMINE NO PASSING ZONE.

QUANTITIES:

- REFLECTORIZED PAINT PAVEMENT MARKING
  - 6' YELLOW SOLID + 600 LIN. FT.
  - 6' WHITE SOLID + 600 LIN. FT.
- RAISED PAVEMENT MARKERS (TYPE III) (60' O.C.)
  - YELLOW/YELLOW + 4 EACH

NOTE: CONTACT MAINTENANCE DIVISION TO DETERMINE NO PASSING ZONE.

PERMANENT PAVEMENT MARKING DETAILS
### Advance Warning Signs and Devices

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>END OF JOB</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1-1</td>
<td>ROAD WORK AHEAD</td>
<td>48&quot;x60&quot;</td>
<td>2</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>M1-2</td>
<td>END ROAD WORK</td>
<td>48&quot;x60&quot;</td>
<td>2</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>M1-3</td>
<td>ROAD CLOSED TO THREE TRAFFIC</td>
<td>48&quot;x60&quot;</td>
<td>2</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>M1-4</td>
<td>STATE HIGHWAY 111 CLOSED</td>
<td>24&quot;x60&quot;</td>
<td>12</td>
<td>12</td>
<td>48</td>
</tr>
<tr>
<td>M1-5</td>
<td>NORTH</td>
<td>24&quot;x60&quot;</td>
<td>8</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>M1-6</td>
<td>SOUTH</td>
<td>24&quot;x60&quot;</td>
<td>4</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>M6</td>
<td>DETOUR</td>
<td>24&quot;x60&quot;</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>M6</td>
<td>DETOUR WITH ARROW LEFT</td>
<td>24&quot;x60&quot;</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>M6</td>
<td>DETOUR WITH ARROW RIGHT</td>
<td>24&quot;x60&quot;</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>M1-7</td>
<td>BARRIERS</td>
<td>24&quot;x60&quot;</td>
<td>4</td>
<td>4</td>
<td>8</td>
</tr>
</tbody>
</table>

#### Type III Barricades
- 8 each
- Type III - RT.
- Type III - LT.

#### Permanent Pavement Markings

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>END OF JOB</th>
<th>RAISED PAVEMENT MARKERS</th>
<th>REFLECTORIZED PAINT PAVEMENT MARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raised Pavement Markers Type III (W/ Manhole)</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>ReflectORIZED Paint Pavement Marking White (W)</td>
<td>800</td>
<td>800</td>
<td>800</td>
</tr>
<tr>
<td>ReflectORIZED Paint Pavement Marking Yellow (Y)</td>
<td>800</td>
<td>800</td>
<td>800</td>
</tr>
</tbody>
</table>

**Note:**
- This is a low traffic volume road as defined in Section 604.03, Standard Specifications for Highway Construction.
- The project must be marked for passing 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.
### Soil Log

<table>
<thead>
<tr>
<th>Station</th>
<th>Latitude (N)</th>
<th>Longitude (W)</th>
<th>Location</th>
<th>Depth</th>
<th>Plasticity Index</th>
<th>Atterberg Limits</th>
<th>Classification</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>10042</td>
<td>35° 45' 0&quot;</td>
<td>85° 30' 0&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10043</td>
<td>35° 45' 0&quot;</td>
<td>85° 30' 0&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10044</td>
<td>35° 45' 0&quot;</td>
<td>85° 30' 0&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Bench Marks

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Bench Mark</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>11048</td>
<td>E.T. HEADRJL</td>
<td>E.T. HEADRJL</td>
<td>EACH</td>
</tr>
</tbody>
</table>

**Note:** Shown for information only. Bench marks shall be furnished and placed by state forces.

### Clearing and Grubbing

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Clearance</th>
<th>Grubbing</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>11032</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Removal and Disposal of Guardrail

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Guardrail</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>11044</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The quantity shown above for the removal and disposal of guardrail shall include the removal and disposal of all guardrail terminal ends and terminal anchor posts.

### Removal of Existing Bridge Structure

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td>27.26' x 4.20' WOOD PIER BRIDGE NO. M2203</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 1.90

### Earthwork

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Description</th>
<th>Quantity (Yds³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 6" Pipe Underdrain

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Description</th>
<th>Quantity (Ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Asphalt Concrete Patching for Maintenance of Traffic

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Description</th>
<th>Quantity (Gallon)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### ACHM Patching of Existing Roadway

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Description</th>
<th>Quantity (Gallon)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Driveways & Turnouts

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Location</th>
<th>Width</th>
<th>Aggregate Base Course</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td>S</td>
<td></td>
<td>50</td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 101.48

### Quantities

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Description</th>
<th>Quantity (Gallon)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11033</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 50

**Note:** The quantities shown above shall be paid as plan quantities.

---

### Asphalts

- **PC-6422**
- **PG-6422**
- **ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC**
- **ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC**
- **ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC**
- **ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC**

---

### Water

- **Pipes**
- **Underdrains**

---

### Earthwork

- **SOIL STATION LOCATION**
- **SOIL STATION LOCATION**
- **SOIL STATION LOCATION**

---

### Roads

- **R-740**
- **R-740**
- **R-740**

---

### Materials

- **AGGREGATE**
- **BASE**
- **SUBBASE**

---

### Elevations

- **ESTABLISHMENT**
- **ELEVATION**
- **ELEVATION**

---

### Surveys

- **PROPERTY SURVEY**
- **ENGINEER**
- **ENGINEER**

---

### Clearance

- **CLEARANCE**
- **CLEARANCE**
- **CLEARANCE**

---

### Other

- **OTHER**
- **OTHER**
- **OTHER**
### Erosion Control

<table>
<thead>
<tr>
<th>STATION LOCATION</th>
<th>SEEDING</th>
<th>LIME</th>
<th>MULCH</th>
<th>WATER</th>
<th>SECOND SEEDING APPLICATION</th>
<th>TEMPORARY SEEDING</th>
<th>MULCH</th>
<th>WATER</th>
<th>SAND</th>
<th>BAG</th>
<th>SILT</th>
<th>FENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ACRES</td>
<td>TON</td>
<td>ACRE</td>
<td>MGAL</td>
<td>ACRE</td>
<td>TON</td>
<td>ACRE</td>
<td>MGAL</td>
<td>TON</td>
<td>LB.</td>
<td>YD.</td>
<td>FT.</td>
</tr>
<tr>
<td>ENTRY PROJECT CLEARING &amp; GRUBBING</td>
<td>0.65</td>
<td>1.90</td>
<td>0.93</td>
<td>35.7</td>
<td>0.30</td>
<td>1.53</td>
<td>32</td>
<td>159</td>
<td>25</td>
<td>15</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>ENTRY PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER</td>
<td>0.30</td>
<td>1.50</td>
<td>0.35</td>
<td>35.7</td>
<td>0.30</td>
<td>1.53</td>
<td>32</td>
<td>159</td>
<td>25</td>
<td>15</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>0.95</td>
<td>2.80</td>
<td>2.50</td>
<td>100</td>
<td>0.55</td>
<td>2.80</td>
<td>159</td>
<td>458</td>
<td>25</td>
<td>15</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

### Structures Over 20'-0" Span

<table>
<thead>
<tr>
<th>STATION</th>
<th>DESCRIPTION</th>
<th>SPAN</th>
<th>HEIGHT</th>
<th>LENGTH</th>
<th>CONCRETE ROADWAY REINF. ROADWAY</th>
<th>SWG. NOS.</th>
</tr>
</thead>
<tbody>
<tr>
<td>100.00'</td>
<td>CONSTRUCT TTS 8 9 X 9 7/2 R/C BOX CROSS</td>
<td>9</td>
<td>1/2</td>
<td>100.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100.00'</td>
<td>CONSTRUCT TTS 8 9 X 9 7/2 R/C BOX CROSS</td>
<td>9</td>
<td>1/2</td>
<td>100.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Base and Surfacing

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION LOCATION</th>
<th>LENGTH</th>
<th>AGGREGATE BASE CLASS A-65.7</th>
<th>TACK COAT</th>
<th>ACW/M Binder Course</th>
<th>ACW/M Surface Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FEET</td>
<td>TON / STATION</td>
<td>TON</td>
<td>AVG. WDT</td>
<td>SQ.YD</td>
<td>GALLONS / SQ.YD</td>
</tr>
<tr>
<td>100.00'</td>
<td>100.00</td>
<td>100.00</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>100.00'</td>
<td>100.00</td>
<td>100.00</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

### QUANTITIES

- **Base of Estimate:** 12.6 GAL / SQ YD of Sodding
## SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>201</td>
<td>CLEARING</td>
<td>1</td>
<td>STATION</td>
</tr>
<tr>
<td>202</td>
<td>CALIBRERING</td>
<td>1</td>
<td>STATION</td>
</tr>
<tr>
<td>203</td>
<td>REMOVAL AND DISPOSAL OF GUARDRAILS</td>
<td>109</td>
<td>LN FT</td>
</tr>
<tr>
<td>204</td>
<td>LIMESTONE</td>
<td>200</td>
<td>TON</td>
</tr>
<tr>
<td>205</td>
<td>MINERAL AGGREGATE (CLASS 1) SD</td>
<td>50</td>
<td>TON</td>
</tr>
<tr>
<td>206</td>
<td>MINERAL AGGREGATE (CLASS 2)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>207</td>
<td>ASPHALT EMULSION (TYPE 1)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>208</td>
<td>ASPHALT EMULSION (TYPE 2)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>209</td>
<td>ASPHALT EMULSION (TYPE 3)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>210</td>
<td>ASPHALT EMULSION (TYPE 4)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>211</td>
<td>ASPHALT EMULSION (TYPE 5)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>212</td>
<td>ASPHALT EMULSION (TYPE 6)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>213</td>
<td>ASPHALT EMULSION (TYPE 7)</td>
<td>100</td>
<td>TON</td>
</tr>
<tr>
<td>214</td>
<td>ASPHALT EMULSION (TYPE 8)</td>
<td>100</td>
<td>TON</td>
</tr>
</tbody>
</table>

## REVISIONS

<table>
<thead>
<tr>
<th>DATE</th>
<th>REVISION</th>
<th>SHEET NUMBER</th>
</tr>
</thead>
</table>

### STRUCTURES OVER 2F SPAN

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>225</td>
<td>REMOVAL OF EXISTING BRIDGE STRUCTURES [G]</td>
<td>1.00</td>
<td>LUMP SUM</td>
</tr>
<tr>
<td>226</td>
<td>IN-LAID EXISTING TRENCH STRUCTURES [ROADWAY]</td>
<td>101</td>
<td>DRL</td>
</tr>
<tr>
<td>227</td>
<td>CLASS I CONCRETE [ROADWAY]</td>
<td>102</td>
<td>DRL</td>
</tr>
<tr>
<td>228</td>
<td>REINFORCING STEEL [ROADWAY (GRADE 60)]</td>
<td>103</td>
<td>DRL</td>
</tr>
</tbody>
</table>

### SUMMARY OF QUANTITIES AND REVISIONS
SURVEY CONTROL COORDINATES

Project name: s100839
Date: 6/30/2016
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON STATIC OBSERVATIONS AT PNTS 1-5 PROJECTED TO GROUND.
Units: U. S. SURVEY FOOT

<table>
<thead>
<tr>
<th>Point Name</th>
<th>Northing</th>
<th>Easting</th>
<th>Elev.</th>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>509699.3324</td>
<td>1884448.1973</td>
<td>230.696</td>
<td>CTL</td>
<td>AHTD STD. MON. STAMPED PN 1 OSCEOLA</td>
</tr>
<tr>
<td>2</td>
<td>509699.851</td>
<td>1884415.3813</td>
<td>231.496</td>
<td>CTL</td>
<td>AHTD STD. MON. STAMPED PN 2 OSCEOLA</td>
</tr>
<tr>
<td>3</td>
<td>510482.9827</td>
<td>1884379.9255</td>
<td>233.006</td>
<td>CTL</td>
<td>AHTD STD. MON. STAMPED PN 3 OSCEOLA</td>
</tr>
<tr>
<td>4</td>
<td>511271.4257</td>
<td>1884362.6683</td>
<td>239.440</td>
<td>TBM</td>
<td>AHTD STD. MON. STAMPED PN 4 OSCEOLA</td>
</tr>
<tr>
<td>5</td>
<td>511985.2246</td>
<td>1884359.3059</td>
<td>230.264</td>
<td>TBM</td>
<td>AHTD STD. MON. STAMPED PN 5 OSCEOLA</td>
</tr>
<tr>
<td>900</td>
<td>510456.0788</td>
<td>1884393.6885</td>
<td>231.704</td>
<td>TBM</td>
<td>CUT SQUARE IN NW CORNER OF BRIDGE 181-2 OSCEOLA</td>
</tr>
<tr>
<td>901</td>
<td>511985.8097</td>
<td>1884366.3785</td>
<td>230.507</td>
<td>TBM</td>
<td>CUT SQUARE IN NE CORNER OF BRIDGE 181-2 OSCEOLA</td>
</tr>
</tbody>
</table>

*Note*: Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped (standard markings common to all caps), or as indicated (other markings indicated in the point description of the individual point).

USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.

A PROJECT CAF OF 0.9999990305 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.

GRID DISTANCE = GROUND DISTANCE X CAF.

GRID COORDINATES ARE STORED UNDER FILE NAME s100839g.ctl

HORIZONTAL DATUM: NAD 83 (1997)

VERTICAL DATUM: NAVO 88

POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL

IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED,

REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL.

BASIS OF BEARING:

ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE

DETERMINED FROM GPS CONTROL POINTS BASED ON STATIC OBSERVATIONS AT PNTS 1-5

CONVERGENCE ANGLE: 01-07-16 RIGHT AT LT: N 35-43-13,28 L:W 090-04-23,42

GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.
STA. 110+00 CONSTRUCT
Tri. 9' x 9' x 72' R.C. BOX CULVERT
ON RT. + 65 CU. YDS.
CHANNEL CHANGE + 1206 CU. YDS.
D.A. = 1024.44, T.S. = 837 C.F.S.
SPAN LENGTH = 30.32"
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

CONCRETE PAVEMENT

BROKEN LINE STRIPING

CONTINUOUS YELLOW

 Skip Yellow

 RAISED PAVEMENT MARKER (TYPE 1)

 ASPHALT PAVEMENT

BROKEN LINE STRIPING

CONTINUOUS YELLOW

 Skip Yellow

 RAISED PAVEMENT MARKER (TYPE 1)

SOLID LINE STRIPING ON CONCRETE PAVEMENT

CONTINUOUS YELLOW

 Skip Yellow

 RAISED PAVEMENT MARKER (TYPE 1)

SOLID LINE STRIPING ON ASPHALT PAVEMENT

CONTINUOUS YELLOW

 Skip Yellow

 RAISED PAVEMENT MARKER (TYPE 1)

CONCRETE PAVEMENT

SOLID LINE STRIPING AT ADJACENT NO PASSING LANES

CONTINUOUS WHITE

 YIELD LINE DETAIL

WHITE YIELD LINE PERPENDICULAR TO ENTRY LANE

DIRECTION OF TRAVEL

YIELD LINE DETAIL

CROSSWALK AND STOPBAR DETAILS

CONTINUOUS WHITE

OMIT BROKEN LINE STRIPING

ASPHALT PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

CONTINUOUS WHITE

OMIT BROKEN LINE STRIPING

WHITE YIELD LINE PERPENDICULAR TO ENTRY LANE

DIRECTION OF TRAVEL

YIELD LINE DETAIL

CONTINUOUS YELLOW

RAISED PAVEMENT MARKER (TYPE 1)

CROSSWALK AND STOPBAR DETAILS

CONCRETE PAVEMENT

OMIT BROKEN LINE STRIPING

CONTINUOUS WHITE

CONTINUOUS WHITE

Pavement Edge Line Marking

CONTINUOUS WHITE

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

CONTINUOUS WHITE

OMIT BROKEN LINE STRIPING

CONTINUOUS WHITE

FAVORABLE

PLANS

STANDARD DRAWING PM-1

ARKANSAS STATE HIGHWAY COMMISSION
NOTE:
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE A MINIMUM OF 4" THICK AND SHALL COMPLY WITH THE SPECIFICATIONS OF THE ENGINEER.
2. GRAVEL MATERIAL SHALL BE PLACED UNDER THE GEOTEXTILE FABRIC AND ALIGNED FOR EQUALLY DISTRIBUTED LOAD.
3. TO THE WIDTH OF THE TRENCH AT THE TOP.

PLAN VIEW

SIDE VIEW

DETAILED PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 6.2.1 FOR TYPE 1, PAYMENT FOR GEOTEXTILE FABRIC AND GRAVEL MATERIAL SHALL BE INCLUDED IN THE PRICE AS PER LM. For "p" pipe underdrains in accordance with Section 6.2.1.
2. NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREIN. LATERALS WILL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 6.2.1.
3. EXISTING "p" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE AS PER "p" PIPE UNDERDRAINS.
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH "p" X "p" PERMANENT PAINTING TAPE (TYPE 3M®) AT THE OUTSIDE EDGE OF THE SHOULDER. PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE AS PER THE VARIOUS CONTRACT ITEMS.
5. PAYMENT FOR THE ROENT SCREEN SHALL BE INCLUDED IN THE PRICE AS PER EACH "p" UNDERDRAIN OUTLET PROTECTORS.
6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS.
7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING 60-104-48 OR INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOE.
REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 P.S.I. REINFORCING STEEL SHALL BE ASTM A 615 M 35 OR M 55, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND DRAIN LINES, SHALL BE SUBMITTED TO THE BID ITEM, "CLASS S CONCRETE".

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

MEMBRANE 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 TOPOLOGIES FOR REINFORCING STEEL WILL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUS BAR SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSMANUAL SHALL BE MINUS 1/8 TO PLUS 1/4 INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 16'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DIAMETER SHALL BE 4" AND SHALL BE PLACED 2" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 16'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IIN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 2" ABOVE THE TOP OF THE WINGWALL FOOTING.

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

REINFORCED CONCRETE BOX CULVERT HEADWALL MODIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1
SOLID SODDING
R.C. BOX CULVERT

PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

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

LONGITUDINAL SECTION
BACKFILL DETAILS FOR BOX CULVERT

SECTION A-A
DETAILS THROUGH EXISTING CHANNELS

SECTION B-B
DETAILS FOR NEW CHANNELS

GENERAL NOTES:
ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE. EXCAVATION FOR STRUCTURES SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURABLE EXCAVATION SHOWN IN SECTION C-C ABOVE. AS SUBSIDIARY WILL NOT BE PAYABLE EXCAVATION, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

EXCAVATION PAY LIMITS, BACKFILL & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2

ARKANSAS STATE HIGHWAY COMMISSION
Sediment Basin with Riprap Outlet (E-10B)

Sediment Basin with Pipe Outlet (E-10B)

Sediment Basin with Riprap Outlet (E-10B)

Sediment Basin (E-14)

Profile View

Slope Drain (E-12)

Diversion Ditch (E-Bi)

Notes:
- Size of basin to be determined by volume required; however, a minimum length-to-width ratio of 2:1 shall be used.
- Flow to be 1:1 or flatter.
- Riprap to be compacted soil.
- Drainage pipe to be 1/2" perforated anti-seep collar.
CLEARING AND GRUBBING

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

EXCAVATION

EXISTING GROUND
INTERCEPTOR OR DIVERSION DITCH
EXISTING GROUND

NOTE: NUMBER OF PHASES WILL VARY, ILLUSTRATION SHOWN FOR ILLUSTRATION.

CONSTRUCTION SEQUENCE
1. Excavate and stabilize interceptor and/or diversion ditches.
2. Perform Phase 1 excavation. Place permanent or temporary seeding.
3. Perform Phase 2 excavation. Place permanent or temporary seeding.

GENERAL NOTE
All cut slopes shall be dressed, prepared, seeded, and mulched as the work progresses. Slopes shall be excavated and stabilized in equal increments not to exceed 25 feet measured vertically.

EMBANKMENT

EMBANKMENT TO BE IN PLACE UNTIL SLOPE IS COMPLETELY STABILIZED.

NOTE: NUMBER OF PHASES WILL VARY, ILLUSTRATION SHOWN FOR ILLUSTRATION.

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.
4. Place final phase of embankment with permanent or temporary seeding. Provide diversion ditches and slope drains if embankment construction is to be temporarily abandoned for a period greater than 21 days.
5. Place final phase of embankment with permanent or temporary seeding. Provide diversion ditches and slope drains and maintain until entire slope is stabilized.

GENERAL NOTE
All embankment slopes shall be dressed, prepared, seeded, and mulched as the work progresses. Slopes shall be constructed and stabilized in equal increments not to exceed 25 feet measured vertically.