NOTES:
RECORD ALL PACKET FOR ELEVATION FROM THE HORIZONTAL PLANE. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

IT IS INTENDED THAT THE SUBGRADE SHALL BE PADDED IN CONFORMANCE WITH THE LINES. THE SLOPES SHOWN ARE FIXED. NOT THE PLANNED SLOPES. A TOLERANCE OF PLUS OR MINUS ONE-TENTH FOOT WILL BE ALLOWED.
ROAD CLOSED DETAIL

TO BE USED WHERE EXISTING ROADS WILL BE PERMANENTLY CLOSED. SEE PLAN SHEETS FOR LOCATIONS. SEE STD. DSC. GP-7 FOR MORE DETAILS.

COMPACTED EMBANKMENT (SPECIAL) DETAIL

QUANTITY AND PAY ITEM COMPACTED EMBANKMENT (SPECIAL) INCLUDES GEOSYNTHETIC INTERNAL REINFORCEMENT, GP-7, AND COMPACTED EMBANKMENT MATERIAL AS SPECIFIED IN THE GEOSYNTHETIC INTERNAL REINFORCED EMBANKMENT CONSTRUCTION SPECIAL PROVISION.
CURB AND GUTTER DETAILS

TO BE USED ALONG THE APPROACH SLABS. SEE PLAN SHEETS FOR LOCATIONS.

SECTION OF APPROACH SLAB

CURB AND GUTTER DETAILS

TO BE USED WHERE EXISTING ROADS WILL BE PERMANENTLY CLOSED. SEE PLAN SHEETS FOR LOCATION.
LEGEND

- D-F: Silt Fence
- D-T: Drop Meat Silt Fence

STA 655+75
E-T Drop Meat
Silt Fence = 25 LIN FT.

STA 56+38 to STA 69+44
E-VS Silt Fence = 800 LIN FT.

STA 58+30.00
END JOB 100705

NOTE: PAVEMENT FEATURES SHOWN ARE FOR INFORMATION ONLY AND WILL BE CONSTRUCTED UNDER JOB 007450.

TEMPORARY EROSION CONTROL DETAILS
MAINTENANCE OF TRAFFIC

TOWN OF GROTON

EDIT NO: 000705

4 APR

17 3-4-20

000705

11 91

MAINTENANCE OF TRAFFIC DETAILS

STA 144+90.00 - STA 145+30 CLOSE EAST LEG OF 5.5TH ST. AND SYCAMORE ST.
WHILE MAINTAINING TRAFFIC ON S. BROADWAY UNDER BRIDGE, CLOSE SOUTH LEG OF S. END ST. AND EXISTING HWY. B.
NARROW HWY. B LANES AND SHAFT TRAFFIC TO LT. SIDE WITH 2-2' LAKES.
CONSTRUCT HWY. B BRIDGE AND APPROACHES.

32 TRAFFIC DRUMS
20 GK SIDE ROADS

NOTE: PAVEMENT FEATURES SHOWN ARE FOR INFORMATION ONLY AND WILL BE CONSTRUCTED UNDER JOB 100740.
**Erosion Control**

**PERMANENT EROSION CONTROL**

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>SEEDING</th>
<th>MULCH</th>
<th>WATER</th>
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<tr>
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**TEMPORARY EROSION CONTROL**

<table>
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<th>STATION</th>
<th>LOCATION</th>
<th>SEEDING</th>
<th>MULCH</th>
<th>WATER</th>
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</thead>
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<td>10.00</td>
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**SOIL LOG**

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<th>STATION</th>
<th>LOCATION</th>
<th>DEPTH</th>
<th>LIMIT</th>
<th>PLASTICITY INDEX</th>
<th>MP</th>
<th>CLASSIFICATION</th>
<th>COLOR</th>
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<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
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**CLEARING AND GRUBBING**

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<th>STATION</th>
<th>LOCATION</th>
<th>CLEARING</th>
<th>GRUBBING</th>
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<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
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**BENCH MARKS**

<table>
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<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>BENCH MARKS</th>
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<tr>
<td>0.00</td>
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**REMOVAL AND DISPOSAL OF PIPE CULVERTS AND JUNCTION BOXES**

<table>
<thead>
<tr>
<th>STATION</th>
<th>DESCRIPTION</th>
<th>PIPE CULVERTS</th>
<th>JUNCTION BOXES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
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**ADVANCE WARNING SIGNS AND DEVICES LEFT IN PLACE**

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>ENTIRE JOB</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
<th>TRAFFIC DRUMS</th>
<th>BARRIACDES (TYPE E)</th>
<th>FURNISHING &amp; INSTALLING Precast Concrete Barrier</th>
</tr>
</thead>
<tbody>
<tr>
<td>W301</td>
<td>Road Work Ahead</td>
<td>84&quot; X 108&quot;</td>
<td>11</td>
<td>11</td>
<td>170.0</td>
<td></td>
<td></td>
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<tr>
<td>W302</td>
<td>Zone Road Work</td>
<td>84&quot; X 108&quot;</td>
<td>11</td>
<td>11</td>
<td>170.0</td>
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<td></td>
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<tr>
<td>R312</td>
<td>Road Closed</td>
<td>84&quot; X 108&quot;</td>
<td>5</td>
<td>5</td>
<td>50.0</td>
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<td></td>
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<tr>
<td>R313</td>
<td>Major Closure</td>
<td>108&quot; X 108&quot;</td>
<td>11</td>
<td>11</td>
<td>170.0</td>
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<td></td>
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<tr>
<td>W310</td>
<td>Road Work Ahead</td>
<td>84&quot; X 108&quot;</td>
<td>1</td>
<td>1</td>
<td>15.0</td>
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<tr>
<td>SAFETY</td>
<td>SAFETY</td>
<td>SAFETY</td>
<td>SAFETY</td>
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**TRAFFIC DRUMS**

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>TYPE E BARRICADE-LT (2)</th>
<th>TYPE E BARRICADE-LT (16)</th>
<th>FURNISHING AND INSTALLING Precast Concrete Barrier</th>
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<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>413</td>
</tr>
</tbody>
</table>

**TOTALS**

|                      | 380.0 | 56 | 31 | 122 | 413 |

**CONSTRUCTION PAVEMENT MARKINGS**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>ENTIRE JOB</th>
<th>REMOVAL OF PERMANENT PAVEMENT MARKINGS</th>
<th>CONSTRUCTION PAVEMENT MARKINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**TOTALS**

|                      | 0.00       | 0.00                                   | 0.00                           |

**QUANTITIES**

Note: All items will be left in place after completion of Job 10705.
### REMOVAL AND DISPOSAL OF ITEMS

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>CURB AND GUTTER</th>
<th>CONCRETE PAVEMENT</th>
<th>WALKS</th>
<th>SIGN FOUNDATIONS</th>
<th>SWIRN</th>
<th>WOOD PILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>144-00</td>
<td>CONCRETE SLAB ON L.</td>
<td>123</td>
<td>90</td>
<td></td>
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<tr>
<td>144-40</td>
<td>CONCRETE SLAB ON L.</td>
<td>755</td>
<td>75</td>
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<tr>
<td>144-57</td>
<td>CONCRETE SLAB ON L.</td>
<td>755</td>
<td>75</td>
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<td></td>
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<tr>
<td>145-00</td>
<td>CONCRETE SLAB ON L.</td>
<td>511</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>145-41</td>
<td>CONCRETE SLAB OUTSIDE AND WALL ON L.</td>
<td>323</td>
<td>403</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>145-61</td>
<td>CONCRETE SLAB ON L.</td>
<td>298</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>146-00</td>
<td>PRIVATE POWER POLE</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>146-30</td>
<td>PRIVATE POWER POLE</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>146-77</td>
<td>SWIRN/VA 2-7 ONS.</td>
<td>1</td>
<td></td>
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<tr>
<td>147-03</td>
<td>HWI ENCROACHMENTS</td>
<td>2</td>
<td></td>
<td></td>
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<tr>
<td>147-43</td>
<td>HWI ENCROACHMENTS</td>
<td>2</td>
<td></td>
<td></td>
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<tr>
<td>151-61</td>
<td>CURB ON 2ND STREET</td>
<td>310</td>
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**TOTALS:**
- 633
- 460
- 1

- Quantity Estimated
- See Section 104.03 of the Std. Specs

### STRUCTURES

<table>
<thead>
<tr>
<th>STATION</th>
<th>DESCRIPTION</th>
<th>RENFORCED CONCRETE PIPE</th>
<th>CULVERT STORM</th>
<th>DRAIN ALTERNATIVES 1 &amp; 2</th>
<th>DROP INLETS</th>
<th>JUNCT. Box</th>
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<tbody>
<tr>
<td></td>
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<td>FEET</td>
<td>FEET</td>
<td>FEET</td>
<td>FEET</td>
<td>FEET</td>
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<tr>
<td>144-01</td>
<td>DROP INLET ON L.</td>
<td>30</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
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<tr>
<td>144-47</td>
<td>JUNCTION BOX ON L.</td>
<td>12</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>150-75</td>
<td>DROP INLET ON RT.</td>
<td>12</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>150-76</td>
<td>DROP INLET ON RT.</td>
<td>12</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
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</tbody>
</table>

**TOTALS:**
- 74
- 42
- 2
- 2
- 1

- Note: For C. Pipe Culvert Installations Use Type 2 Bedding Unless Otherwise Specified.

### APPROACH SLABS

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>APPROACH SLABS (TYPE SPECIAL)</th>
<th>REINFORCING STEEL (OR SOL) (CLASS 7)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td>144-01</td>
<td>144-01</td>
<td>920</td>
<td>35</td>
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<tr>
<td>150-07</td>
<td>150-07</td>
<td>900</td>
<td>35</td>
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</tbody>
</table>

**TOTALS:**
- 35
- 35

- Note: For M. Pipe Culvert Installations Use Type 2 Bedding Unless Otherwise Specified.

### CONCRETE COMBINATION CURB AND GUTTER AND AGGREGATE BASE

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>STANDARD SIGN</th>
<th>CHANNEL POST SIGN SUPPORT (TYPE C)</th>
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<tbody>
<tr>
<td>U13.3</td>
<td>19TH STREET 2ND ST.</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>U13.3</td>
<td>2ND ST. AND ASH ST.</td>
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<td>U13.3</td>
<td>2ND ST.</td>
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</table>

**TOTALS:**
- 27
- 12

- Note: See Section 104.03 of the Std. Specs

### QUANTITIES

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<th>QUADRAIL (TYPE C)</th>
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<tr>
<td>144-00</td>
<td>19TH ST.</td>
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<tr>
<td>144-40</td>
<td>19TH ST.</td>
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<td>145-00</td>
<td>19TH ST.</td>
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**TOTALS:**
- 36

- Note: Quarters are estimated.

### CONCRETE WALLS

<table>
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<th>LENGTH</th>
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<td>LEFT FT.</td>
<td>SQ. FT.</td>
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<tr>
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<td>19TH ST.</td>
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<td>20</td>
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<tr>
<td>144-41</td>
<td>19TH ST.</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>150-01</td>
<td>19TH ST.</td>
<td>20</td>
<td>20</td>
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</table>

**TOTAL:**
- 60
### SURVEY CONTROL COORDINATES

**Project Name:** ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL

**Coordinate System:** PROJECTED TO GROUND, UNTITLED US SURVEY FOOT

<table>
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<tr>
<th>Point</th>
<th>HWP NO.</th>
<th>Type</th>
<th>Station</th>
<th>Northing</th>
<th>Easting</th>
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<td>1980069</td>
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<td>PM 005</td>
<td>586653</td>
<td>4656</td>
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<td>PM 006</td>
<td>586653</td>
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<td>1980072</td>
<td>PBM</td>
<td>PM 008</td>
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<td>4656</td>
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<td>5</td>
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<td>PM 011</td>
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<td>4656</td>
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<td>9</td>
<td>1980077</td>
<td>PBM</td>
<td>PM 013</td>
<td>586653</td>
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<td>4656</td>
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<td>PBM</td>
<td>PM 020</td>
<td>586653</td>
<td>4656</td>
</tr>
</tbody>
</table>

**Note:** Refer to the standard markings common to all control, as indicated in the point description of the individual point.

**Reference Points (100 Series):** To be used to establish control of the original points listed above, if they have been destroyed. Reference points are not to be used for vertical control.

**Basis of Bearing:** ADVANCE'S E.23167.00 GRID BEARINGS - 0301-NORTH ZONE

**HWP ANGLES:** 470008, 470033, 470033

**CONVERSION ANGLES:** 0112536, 0311256, 0311256

**GRID AZIMUTH:** ASTROPHYSICAL AZIMUTH - CONVERSION ANGLES.
NOTE:
FOR R.C.P. PIPE INSTALLATIONS USE TYPE 1 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR C.A.M. PIPE INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.
CONCRETE FILLED STEEL SHELL PILES

GENERAL NOTES FOR CONCRETE FILLED STEEL SHELL PILES

Steel shell shall conform to ASTM A250, Grade 3 (fy = 35,000 psi).
Concrete used for filling of steel shell shall be Class S with a minimum 28-day compressive strength, fcy = 3,000 psi and shall be poured in the dry.

See Bridge Layout for size and connected length of steel angles and for additional driving information.

Concrete, structural steel, and reinforcing steel including welding will not be paid for separately, but will be considered subsidiary to the item "Steel Shell Piling".

TABLE OF VARIABLES

<table>
<thead>
<tr>
<th>BRIDGE NUMBER</th>
<th>OUTSIDE DIAMETER</th>
<th>NOMINAL SHELL</th>
<th>PLATE</th>
<th>PILE STRAPS</th>
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</thead>
<tbody>
<tr>
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<td>(&quot;&quot;&quot;)</td>
<td>(&quot;&quot;&quot;)</td>
<td>(&quot;&quot;&quot;)</td>
<td>(&quot;&quot;&quot;)</td>
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<tr>
<td>07204</td>
<td>24&quot;</td>
<td>0.50&quot;</td>
<td>2&quot;</td>
<td>3 x 5/8 x 2&quot;</td>
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PLAN OF TRANSITIONAL APPROACH RAILING

ELEVATION OF TRANSITIONAL APPROACH RAILING

SECTION B - B

SECTION C - C

VIEW A - A

Transitional Approach Railings shall be placed at end of turnout wing at locations shown on the layout.

Transitioned ends of railings shall be chamfered 45° unless otherwise noted.

Class 5 Painted Finish shall be applied to the backs and sides of all sections of railings. See Subsection 601.35.3.1 for Painted Finish details.

Transitional Approach Railings shall be furnished with a Class 5 Texture Painted Finish and shall be installed in accordance with the provisions of Subsection 601.35.3.1 for Painted Finish.

Transitional Approach Railings shall be furnished with a Class 5 Painted Finish and shall be installed in accordance with the provisions of Subsection 601.35.3.1 for Painted Finish.

Reinforcing steel shall be furnished with a Class 5 Painted Finish and shall be installed in accordance with the provisions of Subsection 601.35.3.1 for Painted Finish.

For information only, the schedule of quantities per rail unit is as follows:

<table>
<thead>
<tr>
<th>Class</th>
<th>Reinforcing Steel</th>
<th>Textured Coating Finish</th>
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</thead>
<tbody>
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<td>420 Cu.Ft.,</td>
<td>30,000 Lbs.</td>
<td>55.3 Sq.Ft.</td>
</tr>
</tbody>
</table>

Note: Sidewalk not shown for clarity.

PICTORIAL OF TRANSITIONAL APPROACH RAILING

NOTES:
- Railings on each side of roadway are opposite end to each other.
- Transitioned ends of railings shall be chamfered 45° unless otherwise noted.
- Class 5 Painted Finish shall be applied to the backs and sides of all sections of railings. See Subsection 601.35.3.1 for Painted Finish details.
- Reinforcing steel shall be furnished with a Class 5 Painted Finish and shall be installed in accordance with the provisions of Subsection 601.35.3.1 for Painted Finish.
- Transitioned Approach Railings shall be furnished with a Class 5 Painted Finish and shall be installed in accordance with the provisions of Subsection 601.35.3.1 for Painted Finish.
General Notes:

Bent enhancement shall be applied to the exposed surfaces of all intermediate bents in accordance with Special Provision "Architectural Finish" and as shown in the plans. Corners shall be taken with form line #91 on proper finish with architectural quality of the bent finish specified. Corners shall be taken to provide concrete sufficiently to ensure no voids occur within panel form.

Where form line panels require modification to conform to the location, dimensions and line shown in the plans the Contractor shall provide a line relief matching that of the underlined form line. Payment for bent enhancement shall be in accordance with Special Provision "Architectural Finish".

No adjustments will be made to concrete volume due to the use of "Architectural Finish." Class "F" Concrete shall be measured in accordance with subsection 05220260. Corners shall be taken in placing concrete to avoid segregation and to eliminate raw lines.

Class "F" Textured Curbing Finish shall be applied to bridge surfaces as specified in Special Provision "Textured Curbing Finish" and in accordance with subsection 05220265.

For details and dimensions not shown, see 92486615073 thru 92486615074.

DETAILS OF BENT ENHANCEMENT
LONGITUDINAL RESTRAINER DETAILS - BENTS 2 & 9
No Scale

1. Spot weld 3/8" from clip
2. Longitudinal restrainer shall be fabricated to account for grade so the final position of this plate will be vertical.

LONGITUDINAL RESTRAINER DETAILS - BENTS 3 & 8
No Scale

1. Spot weld 3/8" from clip
REINFORCING PLAN & DECK POURING SEQUENCE

NOTE: Hours with the same number may be poured simultaneously or
successively. All hours (1) must be placed before Hours (2) to
avoid 48 hour delays between the end of the pour and the
start of the next pour. 12 hours shall elapse between the end
of a pour and the start of an adjacent pour. Any rolling or slabs
pouring hour before the entire slab unit has been placed must
be approved by the Engineer, a minimum of 12 hours shall
elapse between the end of the pour of the slab and the start of
pouring of the following slab. The Contractor must obtain
approval from the Engineer for any deviations from the
pouring sequence shown.

See Type 5,6, or 6 joint Soders. See subsection 22.06.02.04 (C) for
located at the center of the slab. Slab joints shall extend to the
outside edge of the slab. Slab joints shall not be required in
areas where the slab is poured. Slab joints shall extend to the
outside edge of the slab and shall be located before
purple piping is placed. Slab joints shall be placed at the
intersection of all pouring sequence construction joints and
required slab joint locations. The joint soder shall
either the top of the slab. Slab joints shall be located in the
surface and placed around S500E.

DETAIL A
No Scale

S500E and S50E

DET A
No Scale

SLAB REINFORCING

DETAILED SLAB REINFORCING

SHEET 5 OF 8
DETAILS OF 285'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
ROUTE
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:
FILING DATE:
CHECKED BY:
DESIGNED BY:
M. L. DOHERR
BRIDGE NO. 07004 DRAWING NO. 50322
PARTIAL REINFORCING PLAN & DECK POURING SEQUENCE

**NOTES:**
- The roll for the transparent screen shall be supported directly over the exterior girders, or as an alternative, the roll may be supported by the overhang brackets if the above system is used.
- The stirring system may be extended to 35° and 40° to assist in capturing the sides of the exterior girders at the location of the rear shears or in the alternate bracket arrangement shown below as is used.
- The alternate bracket arrangement shall extend down to the junction of the web and bottom flange. The alternate bracket arrangement shall be extended to the interior for superior connection points shown on Drawing No. 5240. No additional brackets or wedges shall be needed for the alternate bracket arrangement shown below.
- The brackets shall be installed in a manner that avoids any tabs or gouges in the flange, web or web.

**SHEET 7 OF 12**

**DETAILS OF 430°-O CONTINUOUS COMPOSITE PLATE ORDER UNIT**

**ROUTE SEC.**

**ARKANSAS STATE HIGHWAY COMMISSION**

**SCEED RAIL SUPPORT**

**No Scale**

**LITTLE ROCK, ARK.**

**DRAWN BY:**

**DESIGNED BY:**

**ENRICO F. LIPPI**

**BROOKES NO. 07024**

**DRAWING NO. 5242**

**DRAWN:**

**DESIGNED:**

**REVISED:**

**ISSUED:**

**PRINTING:**

**PRINTED:**
### TABLE OF DEAD LOAD DEFLECTIONS (INCHES)

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<th>STRUCTURAL STEEL+Shk</th>
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### DEAD LOAD DEFLECTION DIAGRAM

No Scale

### NOTES

- For Dead Load Deflection see Vertical curve T 1/8" premature.
- All figures shown are from a straight line bearing for CL bearing.
- Vertical curve corrections not included. Negative sign indicates point above shown.
Section A-A

Scale 1" = 1'-0"

Wire shall be smooth 9 gauge and contain to ACME N900 Class 3 galvanized and deoxidized.

All joints shall be brazed as required to prevent cracking. All open joints shall be brazed as soon as practical to a minimum width of 1/8".

To control cracking before brazing all joints must be ground before the concrete is set. Sawing of the joints must be controlled as it will follow the ground joint.

The estimated percent shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth uniform appearance and finish. Exposed surfaces shall be given a Class 3, Textured Coating.

For actual placement of reinforcing, see parapet details.

Bare designated with an "E" suffix are epoxy coated.
NOTES:

Fence layout shall conform to the vertical and horizontal bridge alignments. Fence posts shall be set plumb from vertical parapet rail centerline. The posts shall be set before stretching and securing fabric to posts.

Coast to coast anchor bolts shall be of stainless steel or high-strength steel. Stainless steel anchor bolts shall conform to ASTM A193 or ASTM G-100-05 with a minimum yield strength of 65,000 psi. High-strength steel anchor bolts shall conform to ASTM A325 or ASTM A490 Grades BC. In accordance with ASTM A325 or A490, Class 40 or 50, Class 10.9.

All bolts shall conform to ASTM A325, Grade 5, 1/4-20 x 1-1/2" bolts, or ASTM A490, Grade 5, 1/4-20 x 1-1/2" bolts.

Threaded bolts shall meet the requirements of ASME B18.2.1 and ASME B18.3.3.1, Class 40 or Class 50.

Washers shall be stainless steel and conform to the requirements of ASTM A202 or ASTM A722 with a minimum yield strength of 36,000 psi or high-strength steel conforming to ASTM A325 or ASTM A490, Class 40 or 50.

Base plates shall be not less than 0.1875" thick and have dimensions meeting the requirements of ASME B16.32.1. A Type A base plate shall be used. The base plate shall be welded to the post and then painted with M20 Paint.

Details of Alternate Post Anchor System (Epoxy Adhesive Anchors)

The Alternate Post Anchor System shall be incorporated in accordance with the manufacturer's recommendations.

Wiring of stainless steel and galvanized washers will not be permitted.
RAIL POST SPACING DETAIL
(Horizontal dimensions are done face of Rail and do not include a vertical curve correction.)

Drill and Tap for Hex Nut ⅜" Set Screw installed to interference in both sides of member.

ALTERNATE INSTALLATION

splice detail

Drill and Tap Back of Rail Member for ⅜" Square Head Set Screw, Square Head Plate, or Square Head Bolt to prevent thermal expansion and contraction.

DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

For details of post and rail not shown, see alternate for cost in place bolts.

Alternating Steel Tube Rail Bolt

1/4" Washer Single Bolt

DETAILS OF POST ANCHOR SYSTEM (CAST IN PLACE BOLTS)
NOTES:

For location of Deck Drains, see Superstructure Details.

Drain location may be adjusted to clear drainpipe connections and avoid reinforcing bars.

Sheet Fabricators shall be furnished in accordance with AASHTO M252 or AHRPA Class 43 or 56.

Structural Steel in Deck drains shall not be paid for directly but considered subsidiary to the item "Structural Steel in Span Supports" with STK 50ksi.

Top Reinforcement steel in the Deb shall be cut as required to install deck drains. Five M 4 x 5'-6" straight bars (42 per foot) shall be placed on each side of the drain.

Battered Element Reinforcement in the Deb shall be cut as required to install deck drains. Add two M 4 x 9'-6" straight bars (42 per foot) per side on each side of the drain.

Add one M 4 x 9'-6" straight bar to the top and bottom of reinforcement at 45° angle to each corner of Deck drain (total 8 Bars per Drain).

Refer all other damaged epoxy bars according to the Standard Construction Specifications.

All additional reinforcing steel placed around deck joints shall be epoxy coated and shall not be paid for directly but shall be considered subsidiary to the item "Epoxy Coated Reinforcing Steel Grade 60."

For additional notes see Sheet No. 5202.

NOTES A Pre-Manufactured Grate or Grate and Frame may be submitted for approval of the Engineer in place of the steel fabrication shown in the Plans. Grates shall have an AASHTO M252-AHRPA Type 5 or 6 Configuration and shall be designed for a 5,000 lbs. wheel load.

BAR LIST FOR ONE DRAIN

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<td>8</td>
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SHEET 1 OF 2
DETAILS OF DECK DRAINS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: M.P.
CHECKED BY: J.K.
PRINTED: B.R.00100.dn.png
DRAWING NO: 07240
DRAWING NO: 5229
TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

<table>
<thead>
<tr>
<th>Work</th>
<th>No.</th>
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<th>Concrete No.</th>
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<td>50'</td>
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<td>30'</td>
<td>75'</td>
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<td>33</td>
<td>50'</td>
<td>150'</td>
<td>30'</td>
<td>75'</td>
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<td>8</td>
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<td>30'</td>
<td>75'</td>
<td>150'</td>
<td>22'</td>
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</table>

NOTES:
- The Contractor's option; two 4 ft bars may be substituted for two 6 ft bars. 5403 will be 6 ft long. 2403 will be 5 ft long.
- Reinforcing steel shall conform to ASTM A 615 for Grade 60 or Grade 70.
- 2404 shall be Grade 60 for 30 ft long bars.
- Approach Slabs shall be measured and paid for in accordance with Section 6 of the Standard Specifications. Joint Sealer not included in the pay except for "Approach Slab.

GENERAL NOTES:
- Concrete shall be Type II or III (F 1 = 4000 psi).
- Reinforcing steel shall conform to ASTM A 615 for Grade 60 or Grade 70.
- Approach Slabs shall be measured and paid for in accordance with Section 6 of the Standard Specifications.
- Joint Sealer not included in the pay except for "Approach Slab.

SECTION B-B

SECTION A-A

DETAIL OF DUMMY GROOVED JOINT

SECTION C-C
ARKANSAS HIGHWAY COMMISSION
R. MADISON MURPHY - CHAIR
JOHN ED REGENOLD - VICE CHAIR
JOHN BURKHALTER
DICK TRAMMEL
TOM SCHUECK
DIRECTOR - DAN FLOWERS
DEPUTY DIRECTOR/CHIEF ENGINEER - FRANK VOZEL
CONTRACTOR
COMPANY NAME
YEAR

TYPICAL BRIDGE NAME PLATE

GENERAL NOTES
Note: Plans shall be executed in black and shall be signed by the architect and the engineer.

Diagram details include:
- Lines 1, 2, and 3
- Scale of 1:20
- Dimensioning in feet and inches
- Material requirements
- Installation instructions

Details of standard type D bridge name plate:
- Route
- Arkansas State Highway Commission
- Little Rock, AR
- Drawn by: CLD
- Checked by: CLD
- Date: 8-29-80
- Sheet: 1 of 1
- Scale: 1/4" = 1'-0"
- Bridge No.: 2307
CONCRETE COMBINATION CURB AND GUTTER

DETAILED OF GUTTER SLOPE
GUTTER SHALL BE CONSTRUCTED ON 0% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.

LONGITUDINAL SECTION

ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB

CONCRETE CURB

DETAILS OF MODIFIED CURB

ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

STANDARD DRAWING CG-1
CONCRETE PAVEMENT

BROKEN LINE STRIPING

ASPHALT PAVEMENT

SOLID LINE STRIPING ON CONCRETE PAVEMENT

SOLID LINE STRIPING ON ASPHALT PAVEMENT

ASPHALT PAVEMENT

CONCRETE PAVEMENT

NOTES:
1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 76 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISION ADDITION OF THE "MARKING ON UNIFORM TRAFFIC CONTROL DEVICES.
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 48 FEET SPACINGS UNLESS OTHERWISE SHOWN ON THE PLANS.

2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT

PADMENT LUG LINE MARKING

GENERAL NOTES:
THIS DRAWING IS CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE CONTRACTOR.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERENCING TO THE ARMS QUALIFIED PRODUCTS LIST.

CROSSWALK AND STOPBAR DETAILS

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

12/27/92 REVISED GENERAL NOTES & REVISIONS TO CHANGABLE PAVEMENT MARKING

1/11/84 REVISED NOTE 2 & GENERATING NOTES

8-22-82 CHANGABLE PAVEMENT & STANDARD DRAWING PM-1

11-27-78 REVISED PAVEMENT NOTES & GENERATING NOTES

1-28-78 CHANGABLE PAVEMENT

1-5-80 CHANGABLE PAVEMENT
A typical application of traffic control devices on a single highway where the entire roadway is closed is provided.

(B) Typical application - 3 lane divided roadway where one roadway is closed.

(C) Typical application - 4 lane undivided roadway where half of the roadway is closed.

Typical advance warning sign placement:

- "Wiper" indicates
  - Left for speeds of 60 mph or over,
  - Right for speeds of 60 mph or under,
  - "Wiper" indicates
- "Short" indicates
  - In minimum length of wiper,
  - Numerical value of posted speed limit in feet prior to wiper or with percent speed,
  - Units of "wiper/short"

Guideline Notes:

1. Advisory speed posted on RH-1 or RH-2 curve warning signs to be determined at site. Use RH-2 when speed is greater than 40 mph and 0.5" when 40 mph or less.
2. When the existing speed limit is greater than the speed posted, the speed posted should not be less than 5 mph or less than the existing speed limit as determined.
3. Additions to existing speed limit signs should be installed on a smooth plane of slope, with the existing signs retained and the speed limit signs being added.
4. The maximum speed between the left and right motorway should be maintained at 70 mph but not less than 50 mph.
5. Beyond the area of 50 mph the speed limit should be achieved at 70 mph.
6. Warning signs should be positioned as indicated by speed posted on roads or highways where posted speed limit is greater than 40 mph and 0.5" when 40 mph or less.
7. Traffic signs should be installed on or adjacent to the shoulder and on the side of the roadway.
8. The sign should be mounted with the bottom edge of the sign flush with or adjacent to the shoulder.
9. The sign should be positioned so that it is easily seen along the traffic line of the device.
4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL). BRIDGE DECKS STD. DRWG. TC-41

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

** Offset Distance for Two Way Traffic Only

<table>
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<td>3.5&quot;</td>
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** Offset Distance Traffic Only

Barrier shall be downsloped to pavement when the dimension is less than 4" - 0" and the dimension is greater than 24 inches.

SECTION J-J

BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

** Offset Distance Traffic Only

Offset Distance Table

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<td>12</td>
</tr>
<tr>
<td>3.5&quot;</td>
<td>6</td>
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</tbody>
</table>

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

BARRIER PLACEMENT WITH ATTENUATOR

** Offset Distance Traffic Only

** Min. 3"-0" from Edge of Travel Lane to Nearest Edge of Attenuator

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION - PRECAST BARRIER

STANDARD DRAWING TC-5
GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bails shall be offset by a minimum of 12" and
the bottom of the bails shall be 36" long.
2. The bailed straw bales shall be driven into the ground a minimum of 4'
and no gaps shall be left between bales.

BAILED STRAW DITCH CHECK (E-12)

DROP INLET SILT FENCE (E-7)

NUMBER OF SAND BAGS
WITH NO SUBMERGED ROCKS

WATER LEVEL

PLUSE SAND BAGS IN AREA OF Silt FENCE

SAND BAGS

CETTEX FABRIC (TYPE B)

WATER LEVEL

PLACE ROCK AT BASE

ROCK FENCE (E-6)

SECTION A-B

SECTION B-C

SECTION A-B

SECTION B-C

SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bales shall be offset by a minimum of 12" and
the bottom of the bales shall be 36" long.
2. No gaps shall be left between bales.

3. Bailed straw filter barriers shall be installed and accepted
by the engineer and shall be placed at the head of the
ditch. Bailed straw filter barriers shall consist of a
minimum of 5 layers of bales.

BAILED STRAW FILTER BARRIER (E-20)

SILT FENCE (E-13)

GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bales shall be offset by a minimum of 12" and
the bottom of the bales shall be 36" long.
2. No gaps shall be left between bales.

3. Bailed straw filter barriers shall be installed and accepted
by the engineer and shall be placed at the head of the
ditch. Bailed straw filter barriers shall consist of a
minimum of 5 layers of bales.

BAILED STRAW FILTER BARRIER (E-20)

SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bales shall be offset by a minimum of 12" and
the bottom of the bales shall be 36" long.
2. No gaps shall be left between bales.

3. Bailed straw filter barriers shall be installed and accepted
by the engineer and shall be placed at the head of the
ditch. Bailed straw filter barriers shall consist of a
minimum of 5 layers of bales.

BAILED STRAW FILTER BARRIER (E-20)

SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bales shall be offset by a minimum of 12" and
the bottom of the bales shall be 36" long.
2. No gaps shall be left between bales.

3. Bailed straw filter barriers shall be installed and accepted
by the engineer and shall be placed at the head of the
ditch. Bailed straw filter barriers shall consist of a
minimum of 5 layers of bales.

BAILED STRAW FILTER BARRIER (E-20)

SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bales shall be offset by a minimum of 12" and
the bottom of the bales shall be 36" long.
2. No gaps shall be left between bales.

3. Bailed straw filter barriers shall be installed and accepted
by the engineer and shall be placed at the head of the
ditch. Bailed straw filter barriers shall consist of a
minimum of 5 layers of bales.

BAILED STRAW FILTER BARRIER (E-20)

SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES
1. Bailed straw bales shall be installed so that the bales are
aligned within the ditch waterway. The edges of the top and
bottom of the bales shall be offset by a minimum of 12" and
the bottom of the bales shall be 36" long.
2. No gaps shall be left between bales.

3. Bailed straw filter barriers shall be installed and accepted
by the engineer and shall be placed at the head of the
ditch. Bailed straw filter barriers shall consist of a
minimum of 5 layers of bales.
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

PHASE 1 EXCAVATION

PHASE 2 EXCAVATION

NUMBER OF PHASES WILL VARY, NUMBERS SHOWN FOR ILLUSTRATION.

GENERAL NOTE
ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED AND MAINTAINED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FT. MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE
1. Excavate and stabilize interceptor and/or diversion ditches.
2. Perform phase 1 excavation, place permanent or temporary seeding.
3. Perform phase 2 excavation, place permanent or temporary seeding.
4. Perform final phase of excavation, place permanent or temporary erosion control devices as required.
5. Excavate and stabilize on other erosion control devices as required.

EMBANKMENT

DIVERSION DITCH TO BE IN PLACE UNTIL SLOPE IS COMPLETELY STABILIZED.

PHASE 2 EMBANKMENT

PHASE 1 EMBANKMENT

SIDE DITCH STABILIZE AS REQUIRED

GENERAL NOTE
ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED AND MAINTAINED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FT. MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE
1. Construct diversion ditches, ditch controls, sediment basins, silt fences, on other erosion control devices as specified.
2. Place phase 1 embankment with permanent or temporary seeding.
3. Provide diversion ditches and side ditches if embankment construction is to be temporarily abandoned for a period of greater than 21 days.
4. Place phase 2 embankment with permanent or temporary seeding.
5. Provide diversion ditches and side ditches if embankment construction is to be temporarily abandoned for a period of greater than 21 days.
6. Place final, phase of embankment with permanent or temporary seeding. Provide diversion ditches and side ditches and maintenance until entire slope is stabilized.