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<td>CDP-1</td>
<td>1-1-10</td>
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<td>CDP-1</td>
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<td>3</td>
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<td>4</td>
<td>SPECIAL DETAILS</td>
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<tr>
<td>24 - 25</td>
<td>SUMMARY OF QUANTITIES AND REVISIONS</td>
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<td>PLANT SHEETS</td>
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# GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR COVERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.

2. ANY EQUIPMENT OF APPROPRIANCE 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.

3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 191.12 OF THE STANDARD SPECIFICATIONS.

4. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EROSION CONTROL MEASURES.

5. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

6. ANY REQUIRED EROSION CONTROL MEASURES FROM WASHING MATERIAL SHALL BE AT THE CONTRACTORS EXPENSE.

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**INDEX OF SHEETS, GOVERNMENT SPECIFICATIONS AND GENERAL NOTES**

**JACOBS**
TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON EASTBOUND LANES FORESLOPE

TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON WESTBOUND LANES FORESLOPE
WRSF AND EXIST. GUARDRAIL ON SAME SIDE OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

WRSF AND EXIST. GUARDRAIL ON OPPOSITE SIDES OF MEDIAN

SOLID SODDING DETAIL
GUARDRAIL INSTALLATION IN 60° MEDIAN AT OVERPASSES

NOTE: REFER TO PLANS SHEETS FOR PLACEMENT OF WIRE WIRE SAFETY FENCE ON EASTBOUND OR WESTBOUND FOREPINES.

SECTION A-A

SECTION B-B
NOTE 1:
WHERE VARIOUS DISTANCE ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.

NOTE 2:
ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES

MAINTENANCE OF TRAFFIC - ADVANCE SIGNS AT JOB ENDS
RT. LANE CLOSURE

NOTES:
1. Any work zone outside the limits of the lane closure area must have prior written approval of the Engineer and any traffic control devices required shall be provided at no additional cost to the Department.
2. Refer to [insert] maintenance of traffic for lane closure limitations and restrictions. Quantity of traffic control devices provided in the contract is the maximum number required for one lane closure.

MATCH LINE A

DIVERSION FOR LT. LANE WORK ZONE

MATCH LINE B

TRAFFIC DRUMS

26 TRAFFIC DRUMS

MMA LANE TAPER FOR LANE CLOSURE

20 FT. X 3' HD. EVENT SPACED ON TAPER

TRAFFIC DRUMS & RT. LANE

NOTE: MINIMUM LANE WIDTH ON MAINLINE DRIVEN
BASE AND SURFACING

<table>
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<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
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TOLERANCES:
- BASE OF EARTHWORK: 10 TCM
- ACHIM SURFACE COURSE (TCF): 5.76 TCM
- MAXIMUM NUMBER OF OVERTAKES = 115 FOR PS 64/22

GUARDRAIL

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TOLERANCES:
- GUARDRAIL (TYPE A): 11
- GUARDRAIL (TYPE B): 12
- TOTALS: 23
## SUMMARY OF QUANTITIES

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## REVISIONS

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SUMMARY OF QUANTITIES AND REVISIONS
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL TYPE 2 TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.

LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200 FT. CHANGE TO LAP IN DIRECTION OF TRAVEL.

METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL TYPE 2 TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.

LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200 FT. CHANGE TO LAP IN DIRECTION OF TRAVEL.

LEGEND

* TYPE BEAM GUARD RAIL TERMINAL
** GUARD RAIL TERMINAL (TYPE 2)

METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE 1)
(FULL SHOULDER WIDTH OR LESS BRIDGES)

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING OR-9
DETAILS OF WIDENING FOR GUARD RAIL

SECTION A-A

SECTION B-B

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

SHOULDER PER PROTECTION

MEDIAN PER PROTECTION

SLOPE AS SHOWN ON TYPICAL SECTION

NOTE: NORMAL SECTION TO BE ADJUSTED APPROX. 2'-6" EACH SIDE TO SUPPORT GUARD RAIL
THREE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST POSTS 1-7

W-BEAM TO THREE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST POST 8

NOTE:
These dimensions will need to be adjusted in the field to make the transition from 27 1/2" H.D. POST OF THREE BEAM TO 22 1/2" H.D. POST OF W-BEAM

THREE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUTS & WOOD POSTS POSTS 1-6

THREE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST POST 7

W-BEAM TO THREE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST POST 8

GENERAL NOTES:
Rail posts shall be set perpendicular to the roadway profile grade and vertically in cross section.

Wood posts & wood blocks shall be either yellow- or orange-colored or red felt tape 1/4" thick. Standard field note for color marking.

ARKANSAS STATE HIGHWAY COMMISSION
GUARD RAIL DETAILS

STANDARD DRAWING GR-10A
PLAN - GUARD RAIL TERMINAL (TYPE I)

SECTION

NOTE: SECTIONS 2 & 3 OF GUARD RAIL TERMINAL SPANS END AT THE POINT WHERE THE RAIL IS EXITED FROM THE RAILING AS SHOWN ON DETAIL SR-1.

ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE: SECTIONS 2 & 3 OF GUARD RAIL TERMINAL SPANS END AT THE POINT WHERE THE RAIL IS EXITED FROM THE RAILING AS SHOWN ON DETAIL SR-1.

SECTION

DETAIL OF TERMINAL ANCHOR POST (TYPE II)

NOTE: RAIL MEMBERS MAY BE BOLTED TO CHOCK AT TERMINAL ANCHOR AND THE TWO ANCHOR POSTS MUST BE REINFORCED WITH ANCHOR BOLTS PRIOR TO PLACING CONCRETE. ANCOR BOLTS 7 FT POST BY CONTRACTOR TO DESIRE.