GOVERNING SPECIFICATIONS
ARKANSAS STATE HIGHWAY DEPARTMENT STANDARDS SPECIFICATIONS FOR HIGHWAY CONSTRUCTION EDITION OF 2014 AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS

GENERAL NOTES
1. GRADE LINE NOTES DENOTES GRASS 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 APPURTENANCES THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107 OF THE REAL ESTATE SPECIFICATIONS.
5. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND OBSERVATION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE MAINTAINED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE FARMERS HAVE GRASS. FENCES MAY BE CONSTRUCTED NEARLY ON A HILL WHERE THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
7. ALL EXISTING BASE AND ASPHALT PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE REMAND, 210 - UNCLASSIFIED EXCAVATION.
8. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A STRAIGHT 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 CONTRACTORS EXPENSE.

GOVERNING SPECIFICATIONS AND GENERAL NOTES
TYPICAL SECTION OF SHOULD RECONSTRUCTION
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. S199+00.00 TO STA. S208+00.00
STA. S215+56.00 TO STA. S224+75.00

RT. MAIN LANES
STA. S199+00.00 TO STA. S208+00.00
STA. S215+56.00 TO STA. S224+75.00
DETAIL OF MEDIAN CROSSING

SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWING, DPW-4090, FOR ADDITIONAL INFORMATION.

IMPACT ATTENUATION BARRIER

MEDIAN BARRIER WALL

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

NOTE: MIN LENGTH OF GUARDRAIL EXCEEDS 200'-0".
FLATTEN TAPER TO MAINTAIN 1'-4" OFFSET AT APPROACH END.
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

DETAILS OF RUMBLE STRIPS

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND
   CURVED, APPARENTLY AT RIGHT ANGLES TO THE EDGE LINE. THE OFFSETS
   MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE
   EDGE LINE AS WELL AS TO AVOID EXISTING LONGITUDINAL JOINS.

2. THE 3/8" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 8" LENGTH.
   SOME VARIATIONS TO SUIT SHOULDER SLOPE WHEREAS MAY BE NEEDED.

3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON GROOVE DETAIL APPROACH
   CUTTING OF AVOID TRANSVERSE JOINTS OF CONCRETE SHOULDER.

PLAN VIEW
STA 5296+00.00
BEGIN JOB BB0014
LOG MILE 264.47

ENVIRONMENTALLY SENSITIVE AREA
EXIST, R/W & C OF A

100 YR. FLOODPLAIN LIMIT

REVISIONS

DATE
REVISION

LEGEND

E-7
DROP INLET SILT FENCE

E-8
SLT FENCE

STA 5228+00.00
END JOB BB0014
LOG MILE 262.08

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION
NOTE THESE SIGNS MAY BE TEMPORARILY REPLACED BY SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES WHILE WORK IS UNDER WAY IN THESE AREAS.

ADVANCE SIGNS AT BEGINNING AND END OF JOB BB064 ALL STAGES
RT. LANE CLOSURE

SPEED LIMIT SIGN MAY ALSO PROVIDE
IXW ENTRANCE/EXIT RAMP
WITHIN THE WORK ZONE.

DIVERSION FOR RT. LANE WORK ZONE

DIVERSION FOR LT. LANE WORK ZONE

NOTE:
MAY MINIMUM 10 FT LANE WIDTH ON LANE REMAINING OPEN.
SEQUENCE OF CONSTRUCTION FOR BRIDGE CONSTRUCTION

STAGE 1
1. INSTALL ADVANCE WARNING SIGNS.
2. PLACE TEMPORARY TRAFFIC DIVERTING DEVICES, MARKS, AND BARRIERS IN OUTSIDE LANE AND SHOULDERS FOR M.O.T.
3. INSTALL GUARD RAIL.

STAGE 2
4. INSTALL CONSTRUCTION APPROACH AND PORTION OF BRIDGE IN MEDIAN.
5. INSTALL GUARD RAIL.

STAGE 3
6. REMOVE P.C.G.B. WALL.
7. PLACE TEMPORARY TRAFFIC DIVERTING DEVICES, MARKS, AND BARRIERS IN OUTSIDE LANE AND SHOULDERS FOR M.O.T.
8. REMOVE M.O.T. CONSTRUCTION APPROACH AND PORTION OF BRIDGE.
9. INSTALL GUARD RAIL.

STAGE 4
10. INSTALL CONSTRUCTION APPROACH AND PORTION OF BRIDGE IN MEDIAN.
11. INSTALL GUARD RAIL.

STAGE 5
12. AND INLAY A 4-Ft. Lift of Inside Lanes, Black Top, Paint Centerline, Install Shoulder, Install Guard Rail.
13. PLACE FINAL OUTSIDE LANE CONE STRIPING AND SKIP LANE.
### Construction Pavement Markings and Permanent Pavement Markings

<table>
<thead>
<tr>
<th>Description</th>
<th>Stage 1B</th>
<th>Stage 2</th>
<th>Stage 3</th>
<th>Stage 4</th>
<th>End of Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Removal of Permanent Pavement Markings</td>
<td>UNFT</td>
<td>UNFT</td>
<td>UNFT</td>
<td>UNFT</td>
<td>UNFT</td>
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<tr>
<td>Removal of Permanent Pavement Markings</td>
<td>10623</td>
<td>10623</td>
<td>10623</td>
<td>10623</td>
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<tr>
<td>Removal of Construction Temporary Markings</td>
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<tr>
<td>Removal of Construction Pavement Markings</td>
<td>0397</td>
<td>0397</td>
<td>0397</td>
<td>0397</td>
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</tr>
<tr>
<td>Hoisted Pavement Markers (type)</td>
<td>UNFT</td>
<td>UNFT</td>
<td>UNFT</td>
<td>UNFT</td>
<td>UNFT</td>
</tr>
<tr>
<td>Reflections of Permanent Pavement Markings (White)</td>
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<td>600</td>
<td>600</td>
<td>600</td>
<td>600</td>
</tr>
<tr>
<td>Reflections of Permanent Pavement Markings (Yellow)</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
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<tr>
<td>Reflections of Permanent Pavement Markings (White)</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
</tr>
<tr>
<td>Reflections of Permanent Pavement Markings (Yellow)</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
</tr>
</tbody>
</table>

**Totals:** 14820 20962 10623 13165 78 729 729 1460 7200

**Note:** This is a high-traffic volume road as defined in Section 86.48, Standard Specifications for Highway Construction, 2014 Edition.

### Advance Warning Signs and Devices

<table>
<thead>
<tr>
<th>Sign Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>102-1</td>
<td>D.O.W. WORK PAVEMENT</td>
</tr>
<tr>
<td>102-2</td>
<td>D.O.W. WORK SHOP</td>
</tr>
<tr>
<td>200-1</td>
<td>SPEED LIMIT ADVANCE</td>
</tr>
<tr>
<td>200-2</td>
<td>RADIANS FLARE WARNING</td>
</tr>
<tr>
<td>200-3</td>
<td>REDUCED SPEED LIMIT</td>
</tr>
<tr>
<td>300-1</td>
<td>FINGER IN WORK ZONES WHEN WORKERS ARE PRESENT</td>
</tr>
<tr>
<td>300-2</td>
<td>ENDBAR CLOSED</td>
</tr>
<tr>
<td>301-1</td>
<td>DOUBLE REVERSE CURVE TO LEFT</td>
</tr>
<tr>
<td>301-2</td>
<td>DOUBLE REVERSE CURVE TO RIGHT</td>
</tr>
<tr>
<td>302-1</td>
<td>ROAD WORK PAVEMENT</td>
</tr>
<tr>
<td>302-2</td>
<td>CURVE TO LEFT</td>
</tr>
<tr>
<td>303-1</td>
<td>ROAD WORK 128 FT.</td>
</tr>
<tr>
<td>303-2</td>
<td>ROAD WORK AHEAD</td>
</tr>
<tr>
<td>304-1</td>
<td>RIGHT LANE CLOSED 128 FT.</td>
</tr>
<tr>
<td>304-2</td>
<td>RIGHT LANE CLOSED TO MIL</td>
</tr>
<tr>
<td>305-1</td>
<td>LEFT LANE CLOSED 128 FT.</td>
</tr>
<tr>
<td>305-2</td>
<td>LEFT LANE CLOSED TO MIL</td>
</tr>
<tr>
<td>500-1</td>
<td>SPECIAL</td>
</tr>
</tbody>
</table>

**Total:** 150 32 18 20 104 194 194

### Asphalt Concrete Patching for Maintenance of Traffic

- **Location:** 19
- **Tack Coat:** 26

**Note:** Quantity estimated. See Section 86.48 of the Standard Specifications for Highway Construction, 2014 Edition.

### Automated Work Zone Information System

<table>
<thead>
<tr>
<th>Location</th>
<th>WARN Activation</th>
<th>WARN Operation</th>
<th>% Take-Off</th>
<th>% Closed Circuit</th>
<th>Variable Message Sign</th>
<th>Vehicle Detection System</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
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</tbody>
</table>

**Note:** Quantity estimated. See Section 86.48 of the Standard Specifications for Highway Construction, 2014 Edition.
### Topsoil Furnished and Placed

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>SIDE</th>
<th>LOCATION</th>
<th>CU. YD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>RIGHT MAIN LANES 1-4</td>
<td>71</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>RIGHT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>19</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>RIGHT MAIN LANES 1-4</td>
<td>24</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>71</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>RIGHT MAIN LANES 1-4</td>
<td>71</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>RIGHT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>19</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>19</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>RIGHT MAIN LANES 1-4</td>
<td>71</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>13</td>
</tr>
</tbody>
</table>

*Note: Quantities estimated. See Section 104.29 of the Std. Specs.*

### Earthwork

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION / DESCRIPTION</th>
<th>UNCLASSIFIED EARTH</th>
<th>COMPACTED EARTH</th>
<th>SOLID STABILIZATION</th>
<th>TON</th>
</tr>
</thead>
<tbody>
<tr>
<td>S20+00.00</td>
<td>C.L. BROWN-H.D.</td>
<td>3461</td>
<td>5508</td>
<td>6105</td>
<td>100</td>
</tr>
<tr>
<td>S20+00.00</td>
<td>C.L. BROWN-H.D.</td>
<td>5461</td>
<td>6105</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>S20+00.00</td>
<td>C.L. BROWN-H.D.</td>
<td>6105</td>
<td>100</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: Quantities estimated. See Section 104.29 of the Std. Specs.*

### Approach Slabs and Railings

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>SIDE</th>
<th>LOCATION</th>
<th>APPROACH SLABS</th>
<th>APPROACH GUTTERS</th>
<th>STEEL RAILING</th>
<th>REINFORCING BARS</th>
<th>EPOXY-FR. RAILING</th>
<th>AGGREGATE</th>
<th>BASE CB. (LBS/FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>LEFT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>18.15</td>
<td>300.35</td>
<td>3394</td>
<td>1168</td>
<td>1513</td>
<td>995</td>
<td></td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>LEFT MAIN LANES 1-4</td>
<td>18.15</td>
<td>300.35</td>
<td>3394</td>
<td>1168</td>
<td>1513</td>
<td>995</td>
<td></td>
</tr>
<tr>
<td>S20+00.00</td>
<td>S20+00.00</td>
<td>RIGHT</td>
<td>CENTERLINE 140</td>
<td>18.15</td>
<td>300.35</td>
<td>3394</td>
<td>1168</td>
<td>1513</td>
<td>995</td>
<td></td>
</tr>
</tbody>
</table>

*Total: 39.45, 72.75, 2076, 3956*
## Rumble Strips

<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Side</th>
<th>Location</th>
<th>in Asphalt</th>
<th>Elevation</th>
</tr>
</thead>
<tbody>
<tr>
<td>316R043</td>
<td>306R022</td>
<td>Left</td>
<td>Rumble Strip</td>
<td>1469.40</td>
<td>1041.97</td>
</tr>
<tr>
<td>316R043</td>
<td>306R022</td>
<td>Right</td>
<td>Rumble Strip</td>
<td>1469.40</td>
<td>1041.97</td>
</tr>
<tr>
<td>316R043</td>
<td>306R022</td>
<td>Left</td>
<td>Rumble Strip</td>
<td>1469.40</td>
<td>1041.97</td>
</tr>
<tr>
<td>316R043</td>
<td>306R022</td>
<td>Right</td>
<td>Rumble Strip</td>
<td>1469.40</td>
<td>1041.97</td>
</tr>
</tbody>
</table>

**Total:** 10627.34

## Permanent Erosion Control

<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Location / Description</th>
<th>Seeding</th>
<th>Lane</th>
<th>Mulch Cover</th>
<th>Water</th>
<th>Second Seeding Application</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Project 1: S.W. C.R. 1</td>
<td>Entire Project 1 + Seed 1 and Where Directed by the Engineer</td>
<td>0.30</td>
<td>0.20</td>
<td>0.35</td>
<td>0.35</td>
</tr>
</tbody>
</table>

**Total:** 1.06 | 0.50 | 0.35 | 0.35

### BASE OF ESTIMATE
- 2 Tons / Acre of Seeding
- 1250 G.A. / Acre of Temporary Seeding
- 1250 G.A. / Acre of Seeding

**Note:** The temporary erosion control devices shown above and on the plans shall be installed in such a sequence as to deter erosion and sedimentation on U.S. Waterways as explained by the National Pollutant Discharge Elimination System Permit.

### QUANTITIES ESTIMATED
See Section 148.63 of the Std. Spec.

## Temporary Erosion Control Items and Devices

### Station 1

<table>
<thead>
<tr>
<th>Location</th>
<th>Temporary Seeding</th>
<th>Mulch Cover</th>
<th>Water</th>
<th>Sand Bag Ditch Checks</th>
<th>Rock Ditch Checks</th>
<th>Drop Inlet Silt Fences</th>
<th>Silt Fence</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The temporary erosion control devices shown above and on the plans shall be installed in such a sequence as to deter erosion and sedimentation on U.S. Waterways as explained by the National Pollutant Discharge Elimination System Permit.

### QUANTITIES ESTIMATED
See Section 148.63 of the Std. Spec.

## Base and Surfacing - Temporary Portland Cement Concrete Pavement

<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Location</th>
<th>Length</th>
<th>Cement Stabilized Crushed Stone Base Course</th>
<th>ADM Surf. Course (SP)</th>
<th>Tack Coat 0.83 Gal.</th>
<th>Temporary Portland Cement Concrete Pavement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:**
- ADI IN Surf. Course (SP) = 24.9% Min. Aggr. + 5.7% Asphalt Binder
- Maximum Number of Openings = 110 for P.O. 32-

### QUANTITIES ESTIMATED
- 94.2% Min. Aggr. + 5.7% Asphalt Binder
- Maximum Number of Openings = 110 for P.O. 32-
- Cement Stabilized Crushed Stone Base Course = 24.9% Min. Aggr. + 5.7% Cement

---

COLO MILLING ASPHALT PAVEMENT

<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Location</th>
<th>Length</th>
<th>Avg. Width</th>
<th>SQ. YD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>316R043</td>
<td>306R022</td>
<td><em>FEATURE LANE</em></td>
<td>400.00</td>
<td>60.00</td>
<td>24,000</td>
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<tr>
<td>316R043</td>
<td>306R022</td>
<td>FEATURE LANE</td>
<td>400.00</td>
<td>60.00</td>
<td>24,000</td>
</tr>
<tr>
<td>316R043</td>
<td>306R022</td>
<td>FEATURE LANE</td>
<td>400.00</td>
<td>60.00</td>
<td>24,000</td>
</tr>
<tr>
<td>316R043</td>
<td>306R022</td>
<td>FEATURE LANE</td>
<td>400.00</td>
<td>60.00</td>
<td>24,000</td>
</tr>
</tbody>
</table>

**Total:** 121,071.25

**Note:** MILLING DEPTH 2" **NOTE: AVERAGE MILLING DEPTH 1"**

**Note:** The removal and disposal of Rumble Pavement materials will not be paid for directly, but will be considered included in the price bid for "Cold Milling Asphalt Pavement."
<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>LENGTH</th>
<th>AGGREGATE BASE COURSE (CLASS 7)</th>
<th>TACK COAT</th>
<th>ACHEM BASE COURSE (1:12)</th>
<th>ACHEM BINDER COURSE (&quot;)</th>
<th>ACHEM SURFACE COURSE (&quot;)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1108-30</td>
<td>LEFT MAN</td>
<td>1108-50</td>
<td>LEFT MAN</td>
<td>40.00</td>
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**Notes:**
- Bases of Estimate:
  - ACHEM SURFACE COURSE (") = 1.75 | 0.94 MN AGG | 8.5% ASPHALT BINDER | 1.0% ASPHALT COAT
  - ACHEM BINDER COURSE (") = 0.25 | 0.94 MN AGG | 8.5% ASPHALT BINDER | 1.0% ASPHALT COAT
  - ACHEM BASE COURSE (1:12) = 0.94 | 0.94 MN AGG | 8.5% ASPHALT BINDER | 1.0% ASPHALT COAT
  - MAXIMUM NUMBER OF ORICTIONS = 115 for PG 64-22
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**SUMMARY OF QUANTITIES**

**REVISIONS**

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BLACKFISH LAKE - FOR THE CONSTRUCTION OF TEMPORARY WORK RAMPS OR NAIL ROADS. THIS STREAM IS CLASSIFIED AS A 3 CPS STREAM.
THE STREAM BANK ELEVATIONS ARE 135.0 FT. SEE SECTION 110.06 (C)
FOR THE STANDARD SPECIFICATIONS REGARDING CONSTRUCTION OF TEMPORARY
FILLS WITHIN 10 CFS STREAM LIMITS.

BEGIN JOB BBD04
LOG MILE 261.47

STA. 5196+00.00

EXIST, R/W & C OF A

ENVIRONMENTALLY SENSITIVE AREA

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5196+00.00 TO STA. 5198+34, 85 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5200+00 TO STA. 5203+64, 75 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5216+00 TO STA. 5219+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5220+00 TO STA. 5223+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5226+00 TO STA. 5230+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5231+00 TO STA. 5235+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5235+00 TO STA. 5237+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5237+00 TO STA. 5240+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5241+00 TO STA. 5244+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5244+00 TO STA. 5247+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.

GUARDRAIL INSTALLATION

THREE BEAM GUARDRAIL

GUARDRAIL TERMINAL (TYPE 2)

GIVEN: STA. 5247+00 TO STA. 5250+00, 00 RT. OF R.M.L. 200 LFT. PER LFT.
**Bridge Dimensions**

**Stage 1**
- **Overall Dimensions:** 30'-0" (Stage 1 Construction)
- **Details:**
  - **Laned Width:** 14'-0"
  - **Lane Width:** 8'-0"
  - **Pavement:** 7'-0"

**Stage 2**
- **Overall Dimensions:** 47'-7" (Stage 2 Constructed)
- **Details:**
  - **Laned Width:** 14'-0"
  - **Lane Width:** 8'-0"
  - **Pavement:** 7'-0"

**Stage 3**
- **Overall Dimensions:** 47'-7" (Stage 3 Constructed)
- **Details:**
  - **Laned Width:** 14'-0"
  - **Lane Width:** 8'-0"
  - **Pavement:** 7'-0"

**Notes:**
- Details which relate to the maintenance of traffic are shown on Bridge Plans.
- Outline of existinglegacy is indicated by dotted lines. Heavy lines indicate new work.
- Temporary Barrier shall be attached to the bridge deck. For details, see State Spec 10-4.
Note Class I Protective Surface Treatment shall be applied to the roadway face and top of the transition rail to the top of the backwall.

GENERAL NOTES
- All concrete shall be Class "N" with a minimum 28 day compressive strength of 3,000 psi.
- Concrete shall be placed in the dry and exposed areas shall be chemically treated unless otherwise noted.
- If anchor bolts are drilled into cast-in place concrete, the reinforcing bars shall be properly placed to avoid damage.
- All reinforcing steel shall contain not less than 4% of steel Type A, Grade 60 (0.019" - 0.022" thick). All test reports shall be submitted for reinforcing steel.

The backwall adjacent to the required crown, joints shall not be poured until the structure is in place. Backwall may be placed prior to placing the adjacent concrete deck only if the optional backwall construction is used. See Deq. 5802 for "Expansion Joint Installation".

Structural steel in backwall shall be AR360 M, 270 C, 50M, and shall be painted for "Structural Steel: Paint: Marine 270 C".

For additional information see layout.

PLAN - STAGE 2 & 3 CONSTRUCTION

ELEVATION - STAGE 2 & 3 CONSTRUCTION
SECTION AT INTERMEDIATE BENT

Stage 1 Construction

Stage 2 Construction

Stage 3 Construction

For Stage Construction Details, see Drawing Nos. 55971 and 55972.

See Details on Drawing No. 55993.

Note:
See Drawing No. 55999 for "Section B-8".
See Drawing No. 55997 for "Section 5-9".

DETAIL OF WELD LOCATION
FOR EXPANSION DEVICE

No Scale
FRAMING PLAN

Before the Stage 2 deck pour, loosely install as many bolts as possible on both ends of the diaphragms in the key to the substructure of the Engineer. Install remainin g bolts and fully tighten all in diaphragms between Stage 1 and Stage 2 for Stage 2 construction to be complete.

Before the Stage 3 deck pour, loosely install as many bolts as possible on both ends of the diaphragm in the key to the substructure of the Engineer. Install remaining bolts and fully tighten all in diaphragms between Stage 2 and 3 only after deck pour for Stage 3 construction to be complete.

Note: BOLTS in diaphragm connections are to be installed and tightened in accordance with Construction Specifications. See No. 55994 for more details.
**TABLE OF FABRICATOR VARIABLES**

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<td>100 AL Jax</td>
<td>1</td>
<td>83</td>
<td>100</td>
<td>30</td>
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</tbody>
</table>

- **Maximum Load = Service Load**

---

**Elastic Comments**

- Thickness and location of elastomer.
- Elastomer cover on top and bottom.
- Number of elastomer layers.

**External Load Plate**

- Thickness under dead load.
- Load plate thickness.
- Load plate material.

**Anchor Bolt**

- Bolt size.
- Bolt sleeve size.
- Bolt sleeve material.
- Bolt sleeve thickness.

---

**General Notes**

- Elastomeric Bearings shall conform to Section 803 of the Standard Specifications and shall be paid for at the unit price listed for "Elastomeric Bearings".
- External load plates and shear blocks shall conform to AASHTO M 270, Grade 90, and will not be paid for separately, but will be included in the unit price listed for "Elastomeric Bearings".
- Anchor bolts, washers, and nuts shall conform to AASHTO B447, Grade 8, and shall be paid for at the unit price listed for "Anchor Bolts, Washers, and Nuts".

---

**Drawing Details**

- Bridge No.: 80010
- Location: 2 & 3
- Beams: AL Cap, AL Jax
- Maximum Load: 100 kips

---

**Sheets**

- **Sheet 2 of 2**
- **Bridge: Old Blackfish Lake Bridge**
- **Type:** St. Francis County
- **Route:** 40, Section 51
- **Owner:** Arkansas State Highway Commission
- **Drawing No.:** 80010

---

**Drawn By:**

- **T. S. Faber, P.E., 10/14/2012**
- **Checked By:**
- **Designed By:**
- **Scale:** 1" = 20'
- **Date of Drawing:** 10/14/2012
- **Date of Approval:** 11/12/2012
- **Drawing No.:** 50605

---

**1224 x 792 Image**

The image contains a detailed drawing of an elastomeric bearing system, including views of the front and side, as well as dimensions and notes indicating the placement and dimensions of various components such as load plates, anchor bolts, and load block sleeves. The drawing is marked as Sheet 2 of 2, indicating it is part of a larger set of design documents for the Old Blackfish Lake Bridge project.

---

**Legend**

- **Bearing No.**
- **Location**
- **Bearing Type**
- **No. of Bards**
- **Each Bards**
- **Maximum Load (kips)**
- **Elastomeric Bearing**
- **External Load Plate**
- **Anchor Bolt**
- **Sheet Metal Sleeve Size**
- **Steel Sleeve Material**
- **Bolt Size**

---

**Additional Notes**

- The drawing includes symbols and annotations for various components, such as the location of elastomeric bearings, external load plates, and anchor bolts, along with their respective dimensions and materials.

---

**Elastomeric Bearing**

- Thickness and location of elastomer.
- Elastomer cover on top and bottom.
- Number of elastomer layers.

---

**External Load Plate**

- Thickness under dead load.
- Load plate thickness.
- Load plate material.

---

**Anchor Bolt**

- Bolt size.
- Bolt sleeve size.
- Bolt sleeve material.
- Bolt sleeve thickness.
Note:
TheFragmentManager SHALL BE CUT IN PLACE IN
Stage 1 Approach Slab construction to
protect all concrete and connections of temporary barrier.
See Standard Drawing SD-14 for additional details.
The Surface Finish for Approach Slab shall match
that used on the Bridge Deck.

PLAN OF APPROACH SLAB
(Baselines shown Bridge shown Exit Bridge Shown)
(No Scale)

Note:
For Details of Approach
See Fig No. 5933C.
ARKANSAS HIGHWAY COMMISSION

JOHN ED REGENOLD - CHAIR

DICK TRAMMEL - VICE CHAIR

TOM SCHUECK

ROBERT S. MOORE, JR.

FRANK D. SCOTT, JR.

DIRECTOR - SCOTT E. BENNETT

DEPUTY DIRECTOR/CHIEF OPERATING OFFICER - LORIE H. TUDOR

DEPUTY DIRECTOR/CHIEF ENGINEER - EMANUEL BANKS

CONTRACTOR

COMPANY NAME

YEAR

TYPICAL BRIDGE NAME PLATE

Place the design line backing here using 3/4"-raised letters and numbers 1/8" high. Example: 05-94-93

Place the Year in which Contract was awarded here using 3/4"-raised numerals 1/8" high. Example: 1994

Place the name of the company awarded the construction contract here using 3/4"-raised letters and numbers 1/8" high. Example: ABD Constructors, Inc.

Place the Bridge number here using 3/4"-raised letters and numbers 1/8" high. Example: 06-94-93

STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE

ARKANSAS STATE HIGHWAY COMMISSION
WASHER PLATE
BASE PLATE

SECTION A-A

DETAILED OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

FOR DESIGN SPEEDS OF 50 MPH OR LESS
USE FACE OF CURB WITH FACE OF CURB.

FOR DESIGN SPEEDS OF 50 MPH OR MORE
USE CURB RAIL POSTS AGAINST SIDE OF CURB.

DETAILED OF CONNECTION

Case 1

Plan View Steel Posts
Other configurations available

Case 2

Plan View Wood Posts
Other configurations available

DETAILED OF POST PLACEMENT IN SOLID ROCK (W-BEAM)

ARKANSAS STATE HIGHWAY COMMISSION
GUARD RAIL DETAILS
STANDARD DRAWING GR-8A
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.

ONE-WAY TRAFFIC

TWO-WAY TRAFFIC

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.

TWO-WAY TRAFFIC

ONE-WAY TRAFFIC

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

ARCHARKansas State Highway Commission

Guard Rail Details

Standard Drawing GR-9
DETAILS OF WIDENING FOR GUARD RAIL

SECTION A-A

SECTION B-B

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO
BE WIDENED APPROX. 2'-6''
EACH SIDE TO SUPPORT GUARD RAIL.

NORMAL ROADWAY WIDTH

WIDTH OF SURFACING

NORMAL SHLD IR. SURF.

NORMAL SHLD IR. SURF.

NORMAL SHLD IR. SURF.

NORMAL SHLD IR. SURF.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-9A
THREE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE DRAWN IN G010 WHICH MEETS AND CONFORMS TO THE REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) STANDARD A10.11.15-1975. THE THREE BEAM RAIL SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.


4. THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTIONS, OTHER THAN THE SMOOTH RAILS BETWEEN SPRING LOADING POSTS, SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.

5. THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTIONS, OTHER THAN THE SMOOTH RAILS BETWEEN SPRING LOADING POSTS, SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.

6. THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTIONS, OTHER THAN THE SMOOTH RAILS BETWEEN SPRING LOADING POSTS, SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.

7. THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTIONS, OTHER THAN THE SMOOTH RAILS BETWEEN SPRING LOADING POSTS, SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.

8. THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTIONS, OTHER THAN THE SMOOTH RAILS BETWEEN SPRING LOADING POSTS, SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.

9. THE THREE BEAM RAIL, SPECIAL AND GUARD, AND ITS TRANSITION SECTIONS, OTHER THAN THE SMOOTH RAILS BETWEEN SPRING LOADING POSTS, SHALL BE ATTACHED TO THE BRIDGE ENDS OR TO THE GUARD RAILS AT EACH SPRING LOADING POST OR GUARD RAIL POST AND TRANSITION SECTIONS.
THREE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POSTS 1-7

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

NOTES:
The three end plates will need to be adjusted
in the field to make the transition from
the old style of three beam to the new
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 plane and
vertically in cross section.
Wood posts & wood blocks shall be either grade III structural or
bottom 8 ft. 4 in. No. 1-300'y southern pine.
### Table of Superelevation for One-Way Traffic

<table>
<thead>
<tr>
<th></th>
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<td>1/32 %</td>
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<td>1400</td>
<td>1200</td>
<td>1850</td>
<td>1650</td>
<td>2300</td>
<td>2050</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **D:** Maximum superelevation
- **N:** Normal crown
- **R:** Reverse crown
- **A:** Outer edge of pavement
- **B:** Median
- **C:** Outer edge of pavement

**Abbreviations:**
- NC: Normal Crown
- RC: Reverse Crown
- S: Superelevation
- L: Distance from beginning of superelevation transition
- N: Number of lanes
- M: Maximum rate of superelevation (ft) per ft
- L: Length of superelevation transition (ft)
- C: Normal Crown

**General Notes:**
1. On curves with one-way traffic, the superelevation shall be deemed to be the same as on the equivalent width of the roadway.
2. Superelevation values shown in the table are values shown in the table are used to be added to the width of control. In may be varied in multiples of 25 ft, or 30 ft, or 40 ft, as indicated in the table.
3. Lengths for transitions may be varied in multiples of 25 ft, or 30 ft, or 40 ft, as indicated in the table.
4. Minimum L values may be used for normal desirable values shall be permitted in multiples of 25 ft, or 30 ft, or 40 ft, as indicated in the table.
5. Edges of pavements, where more than 4 lanes shall have additional transition lengths as follows:

   - 6 LANE DIVIDED--------200 ft
   - 8 LANE DIVIDED--------300 ft

**Outlines:**
- ONE-WAY TRAFFIC
- SUPERELEVATION FORMULA: S = Lm / C
- OUTSIDE LANE
- NORMAL CROWN
- PROFILE GRADE & CONTROL POINT
- PROFILE GRADE & CONTROL POINT
- SUPERELEVATION FORMULA: S = Lm / C

---

**Arkansas State Highway Commission**

**Tables and Method of Superelevation for One-Way Traffic**

**Standard Drawing SE-1**

**Date:**

**Revision:**

**DateFiled:**
** BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET **

---

** BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET **

---

** SPECIAL END UNIT **

---

** BARRIER PLACEMENT WITH ATTENUATOR **

---

** SECTION J-J **

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** 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 (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

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** ARKANSAS STATE HIGHWAY COMMISSION **

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** STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER **

---

<table>
<thead>
<tr>
<th>STANDARD DRAWING TC-5</th>
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</table>
GENERAL NOTES

1. Silt fences shall be installed so that the bottom of the fence is at least 20 feet from the bottom of the ditch, and no fence shall be a minimum of 32 inches in height.

2. No bags shall be left between Boil.

3. Baled straw filter barriers implemented and accepted by the engineer and will be paid for at the contract unit price bid for baled straw ditch culvert.

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

GENERAL NOTES

Geotextile fabric shall be placed together with a sand seam. A sand or gravel blanket of additional material for drainage will not be made.

Baled straw Filter Barrier (E-21)

GENERAL NOTES

Geotextile fabric shall be placed together with a sand seam. A sand or gravel blanket of additional material for drainage will not be made.

TYPICAL SILT FENCE (E-3)

GENERAL NOTES

Geotextile fabric shall be placed together with a sand seam. A sand or gravel blanket of additional material for drainage will not be made.

ARIZONA STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE:
1. PLACE PERIMETER CONTROLS (i.e., SILT FENCES, DIVERSION DITCHES, SEEDING, BRUSH, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

EXISTING GROUND
INTERCEPTOR OR
DIVERSION DITCH

EXISTING GROUND

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

GENERAL NOTE
ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUIL. 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 SEEDING.
3. PERFORM PHASE 2 EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM PHASE 3 EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING, STABILIZE DITCH, CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEEDING BASINS OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT

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

PHASE 1 EMBANKMENT
PHASE 2 EMBANKMENT
PHASE 3 EMBANKMENT

SIDE DITCH
STABILIZE AS REQUIRED

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

CONSTRUCTION SEQUENCE
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEEDING BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, TEMPORARY DIVERSION DITCHES AND SLOPE GRADING. CONSTRUCTION CONTINUES AS EMBANKMENT IS TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 10 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, TEMPORARY DIVERSION DITCHES AND SLOPE GRADING. CONSTRUCTION CONTINUES AS EMBANKMENT IS TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 20 DAYS.
4. PLACE PHASE 3 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PLACE DIVERSION DITCHES AND SLOPE GRADING AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.
Steel Line Posts shall be painted or galvanized. Tubular end corner posts or diagonal braces must have corners or end fittings installed as specified on standard drawing WP-3. Iron links, approved alternating is acceptable. An essential tolerance in length of tubular or wood posts must be painted or galvanized.

The contractor shall furnish at least one sign with line post holes of a size length in order to provide sufficient set in soft ground or small depressions.

Drive-in gates, either single to 18' or corner posts to be provided by the contractor as specified on the right side of each through line mood at large culverts or bridge cross-fords, for use of maintenance personnel, construction workers, or as shown on plans or as designated by the engineer.

At stream crossings, the fence shall not be constructed across large streams, where the fence clearance to the water shall be shown on plans or as designated by the engineer. The clearance to the bridge structure and cross connection shall be constructed between the fence on each side of the roadway, where the clearance to the water shall be shown on plans or as designated by the engineer.

Splice for barbed wire between pull post assembly shall be by the use of a galvanized joining device.

Splice for wire work between pull post shall be by the method shown on the plans.

Staple at least two bottom and alternate wires after work is finished.

Arkansas State Highway Commission

WIRE FENCE
TYPE C AND D

STANDARD DRAWING WP-4