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ERRATA ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHW-1273 REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHW-1273 SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHW-1273 SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHW-1273 SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHW-1273 SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHW-1273 SUPPLEMENT - TRAINING PROGRAM - JOB BB0201
FHW-1273 SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHW-1273 SUPPLEMENT - WAGE RATE DETERMINATION
108-1 LIQUIDATED DAMAGES
410-1 CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1 RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1 MULCH COVER
JOB BB0201 ASSESSMENT OF WORKING DAYS - REVISED "CALENDAR DAY"
JOB BB0201 ASSESSMENT OF WORKING DAYS - SATURDAYS
JOB BB0201 AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB BB0201 BORROW
JOB BB0201 BRIDGE DECK REPAIR
JOB BB0201 BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0201 BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB0201 CHANNEL POST SIGN SUPPORT
JOB BB0201 CONCRETE DITCH PAVING
JOB BB0201 DISABLED BUSINESS ENTERPRISE BIDDERS RESPONSIBILITIES
JOB BB0201 EMPLOYMENT REPORTING
JOB BB0201 FURNISH AND OPERATION OF MOBILE SPEED NOTIFICATION SYSTEM
JOB BB0201 GOALS FOR DISABLED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0201 HIGH PERFORMANCE PAVEMENT MARKING
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JOB BB0201 LATEX MODIFIED CONCRETE OVERLAY
JOB BB0201 MAINTENANCE OF TRAFFIC
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JOB BB0201 MANDATORY USE OF INTERNET BIDDING
JOB BB0201 MODULAR CLARE SHIELD
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JOB BB0201 SEQUENCE OF CONSTRUCTION
JOB BB0201 SITE USE (A-C METHOD)
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JOB BB0201 VALUE ENGINEERING
JOB BB0201 WARM MIX ASPHALT
JOB BB0201 WEIGH IN MOTION SCALE
JOB BB0201 WELL HEAD PROTECTION
JOB BB0201 WIRE ROPE SAFETY FENCE END TERMINAL
JOB BB0201 WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB BB0201 WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS

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. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
5. 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 HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
7. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
8. 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 IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

GOVERNING SPECIFICATIONS & GENERAL NOTES

4-77-2015
LICENCED PROFESSIONAL ENGINEER

Arkansas State Highway Commission
NOTES:
1. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER ITEM NO. 20 - UNCLASSIFIED EXCAVATION.
2. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAMPLING ALONG A HEAT LINE, AFTER SANDING THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED ON A MARKET FOR USE BUT NOT TO BE ABANDONED OR ALLOWED TO REMAIN. ANY DAMAGE TO THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE LEFT OF CENTERLINE

TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE

SECTION OF APPROACH SLAB

DETAIL FOR THE MAINTENANCE OF EXISTING BREAKAWAY SIGN STRUCTURES
DETAILS OF RUMBLE STRIPS

LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

SECTION A-A

SECTION B-B

NOTES:
- LAZAGMENT OF RUMBLE STRIPS SHALL BE STRAIGHT AND
  OBTUSE APPROXIMATELY 45° FROM THE OUTER EDGE OF THE EDGE LINE.
- EDGE LINE TO BE 6" MIN. & 12" MAX. FOR CONCRETE INSTALLATION.
- EDGE LINE TO BE MILLED TO DESIRED PROFILE & SHAPE.
- THE 1/2" DEPTH SHALL APPLY FOR THE ENTIRE 4' LENGTH.
- SOME VARIATION TO TILT SHOULDER SLICE BREAKS MAY BE NEEDED.
- IN-DRIVE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLICES OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDER.

ELEVATION VIEW

DETAIL OF RUMBLE STRIP REMOVAL
IN INSIDE AND OUTSIDE SHOULDERS

PLAN VIEW

CONCRETE OR ASPHALT SHOULDER

PLAN VIEW

EDGE LINE

TRAVEL LANE

EDGE LINE

TRAVEL LANE

EDGE LINE

TRAVEL LANE

CONCRETE OR ASPHALT SHOULDER

ELEVATION VIEW

MINIMUM 5'

SECTION VIEW

MINIMUM THREAD DEPTH 7.5

ELEVATION VIEW

SCREW THREADS LEFT HAND/RIGHT HAND

NOTE: REFER TO "ARIZONA SAFETY FENCE (INFRA) SPECIFICATIONS" SPECIAL PROVISION FOR ADDITIONAL REQUIREMENTS.

THREADED TERMINAL DETAIL

SPECIAL DETAILS
NOTES FOR PIPE UNDERDRAINS

1. Geotextile fabric shall meet the requirements of Section 625 for Type C.

2. Aggregate base course shall be placed in accordance with the standard specifications.

3. Geotextile fabric shall be installed by the contractor. The dimensional tolerances shall be included in the price bid for "Geotextile Fabric (type C)"

4. Pipe underdrains shall be placed in accordance with the standard specifications.

5. Geotextile fabric shall be installed by the contractor. The dimensional tolerances shall be included in the price bid for "Geotextile Fabric (type C)"

6. Geotextile fabric shall be installed by the contractor. The dimensional tolerances shall be included in the price bid for "Geotextile Fabric (type C)"

7. Geotextile fabric shall be installed by the contractor. The dimensional tolerances shall be included in the price bid for "Geotextile Fabric (type C)"

8. Geotextile fabric shall be installed by the contractor. The dimensional tolerances shall be included in the price bid for "Geotextile Fabric (type C)"

SECTION A-A
FULL DEPTH CONSTRUCTION

SECTION A-A
RUBBLIZE & OVERLAY

SPECIAL DETAILS
DETAIL FOR SOLID SODDING AROUND DROP INLETS

SECTION DETAIL OF WIDENING FOR GUARDRAIL - INSIDE SHOULDER
REфер TO STANDARD DRAWINGS CR-8, CR-9, CR-24, CR-25, CR-26 FOR ADDITIONAL INFORMATION.

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS
REFER TO PLANS FOR RELATIVE PLACEMENT OF GUARDRAIL AND WIRE ROPE SAFETY FENCE AT EACH BRIDGE END.
DETAIL AT GRAVEL PIT RD OVERPASS

NOTE: REFER TO PLAN SHEETS
FOR PLACEMENT OF WIRE ROPE SAFETY FENCE
ON SOUTHBOUND OR NORTHBOUND FORECOURSES.

SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL
AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE
ACM SURFACE COURSE (1/2")
220 LBS PER SQ. YD &
TACK COAT (50 GAL PER SQ. YD).1

ACM SURFACE COURSE (1/2")
220 LBS PER SQ. YD &
TACK COAT (50 GAL PER SQ. YD).1

EXIST, PC, CONCRETE PAV., 1/8" (LT.J)
REMAN, COMPACT & OVERLAY

EXISTING CONCRETE PAVEMENT - REHABILITATE & RETAIN

EXISTING PC STABILIZED
BASE COURSE IN LTJ, RETAIN

ACM SURFACE COURSE (1/2")
220 LBS PER SQ. YD &
TACK COAT (50 GAL PER SQ. YD).1

ACM SURFACE COURSE (1/2")
220 LBS PER SQ. YD &
TACK COAT (50 GAL PER SQ. YD).1

SCAFFY EXIST.
PORTLAND CEMENT CONCRETE
PAVEMENT 1/2" AVG. DEPTH

EXIST, APPR. SLAB & CUTTERS

VAR

EXIST, BRIDGE DECK
REHABILITATE AND RAISE 1"

EXISTING APPROACH
SLABS (RECONSTRUCT) AND RAISE 1"

EXISTING CONCRETE PAVEMENT - REHABILITATE & RETAIN

PAVING TRANSITION AT INTERCHANGE RAMPS

NOTE:
PLACE AGGREGATE BASE COURSE (CLASS 7) TO RAISE THE GRADE OF THE RAMP SHOULDERS
IN THE PAVING TRANSITION AREAS.

PAVING TRANSITION AT SOUTH END
OF HWY. 104 BRIDGES
**Joint Configuration for Type 3 & 4 Joint Sealant**

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Note: Joints greater than 1/2" in width shall be sealed with Type 5 Joint Sealant.

**Joint Configuration for Type 5 Joint Sealant**

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*Contraction joints shall be sawed to min. width of 1/32".* *(Padding & longitudinal joints shall be sawed to min. width of existing width + 1/32" 0/16" on each side.)*

**Warping & Longitudinal Joints shall be sawed to min. width of existing width +1/8" 0/16" on each side.**

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**Details of Type A or Type B Joint Rehabilitation**

**Details of Type B Joint Rehabilitation**

**SPECIAL DETAILS**
STA 522+00 LT, 20 BAGS
SAND BAG DITCH CHECK (TYPE E-5)

existing R/W & C/A

STA 537+00 LT, 20 BAGS
SAND BAG DITCH CHECK (TYPE E-SI)

existing R/W & C/A

LEGEND

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<tr>
<th>REVISION</th>
<th>DESCRIPTION</th>
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<tr>
<td>E-5</td>
<td>SAND BAG DITCH CHECK</td>
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<tr>
<td>E-7</td>
<td>DROP INLET SLT FENCE</td>
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<td>E-11</td>
<td>SLT FENCE</td>
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</tbody>
</table>

STA 530+00 TO STA 535+00 LT, 400 LF, SLT FENCE (TYPE E-6)

existing R/W & C/A
**Summary of Sequence of Construction**

**Stage 1a Operations:**
- Install advance warning signs
- Close inside lane on main lanes
- Construct crosswalk, temporary ramps, and acceleration lanes in median area
- Trench & shoulder preparation on the inside southbound shoulder of the SB I-530 lanes

**Stage 1b Operations:**
- Close outside lane on main lanes
- Construct temporary ramps between main lanes and ramps

**Stage 2a Operations:**
- Install precast concrete barrier
- Route NB I-530 traffic through crossovers onto inside lanes of SB main lanes
- Reconstruct NB lanes, approach gutters & slabs, perform hydrodemolition operations in the areas shown
- Overlay temporary ramps where directed by engineer
- To match surface of reconstructed SB I-530 lanes

**Stage 2b Operations:**
- Retain stage 2a traffic path for NB I-530 traffic
- Alternate temporary ramps
- Overlay remaining temporary ramps where directed by engineer
- To match surface of reconstructions NB I-530 lanes
- Obiterate northbound temporary ramps between main lanes and ramps

**Stage 3a Operations:**
- Relocate precast concrete barrier to SB lanes
- Route SB I-530 traffic through crossovers onto inside lanes of NB main lanes
- Reconstruct SB lanes, approach gutters & slabs, perform hydrodemolition operations in the areas shown
- Overlay temporary ramps where directed by engineer
- To match surface of reconstructed SB I-530 lanes

**Stage 3b Operations:**
- Retain stage 2a traffic path for NB I-530 traffic
- Shift exit and entrance ramp traffic to alternate temporary ramps
- Reconstruct remaining sections of I-530 southbound lanes
- Obiterate southbound temporary ramps between main lanes and ramps

**Stage 4a Operations:**
- Shift SB traffic to outside SB lane
- Retain NB traffic in outside NB lane
- Remove precast concrete barrier and replace with traffic dividers
- Obiterate crossers and temporary ramps in median area
- Construct final grading in median area
- Place final lift of surface on inside lane and shoulder
- Construct mrip and guardrail on median side

**Stage 4b Operations:**
- Shift traffic to inside lanes of NB & SB lanes
- Place final lift of surface on outside lanes, shoulders, and ramps
- Construct guardrail, on outside shoulder side
- Final striping (see permanent pavement marking details)

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**Note:**
- These signs may be temporarily replaced by some of the advance signs for lane closures while work is underway in these areas.
NOTES:
1) SPECIAL SIGNS SHALL BE CONSTRUCTED USING WHITE TYPE ON BACKGROUND WITH BLACK TYPE V LEGEND AND BORDER.
2) PAYMENT FOR MOUNTING THE GUIDE SIGNS ON TEMPORARY SUPPORTS, RELOCATING THE SIGNS AS REQUIRED DURING VARIOUS STAGES OF CONSTRUCTION AND REMOVING THE SIGNS AFTER COMPLETION OF CONTRACT SHALL BE SUBJECT TO CHANGE BY STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
3) EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

WIDE LOAD DETOUR AND ALTERNATE ROUTE AND TEMPORARY SIGNS

MAINTENANCE OF TRAFFIC
STAGE 1A OPERATIONS:
INSTALL ADVANCE WARNING SIGNS
CLOSE INSIDE LANE ON MAIN LANES
CONSTRUCT CROSSOVERS, TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN AREA
TRENCH & SHOULDER PREPARATION OF THE INSIDE SOUTHBOUND SHOULDER OF THE SB L-530 LANES

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 1A OPERATIONS:
INSTALL ADVANCE WARNING SIGNS
CLOSE INSIDE LANE ON MAIN LANES
CONSTRUCT CROSSTABS, TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN AREA
TRENCH & SHOULDER PREPARATION OF THE INSIDE SOUTHBOUND SHOULDER OF THE SB I-390 LANES
STAGE 1A OPERATIONS:
INSTALL ADVANCE WARNING SIGNS
CLOSE INSIDE LANE ON MAIN LANES
CONSTRUCT CROSSOVERS, TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN AREA
TRENCH & SHOULDER PREPARATION OF THE INSIDE SOUTHBOUND SHOULDER OF THE SB I-530 LANES

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC STAGE 1A
STAGE 1A OPERATIONS:
INSTALL ADVANCE WARNING SIGNS
CLOSE INSIDE LANE ON MAIN LANES
CONSTRUCT CROSSTREES, TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN AREA
TRENCH & SHOULDER PREPARATION OF THE INSIDE SOUTHBOUND SHOULDER OF THE SB 530 LANES

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 1A OPERATIONS:
INSTALL ADVANCE WARNING SIGNS
CLOSE INSIDE LANE ON MAIN LANES
CONSTRUCT CROSSOVERS, TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN AREA
TRENCH & SHOULDER PREPARATION OF THE INSIDE SOUTHBOUND SHOULDER OF THE SB I-394 LANES
STAGE 1A OPERATIONS:
INSTALL ADVANCE WARNING SIGNS
CLOSE INSIDE LANE ON MAIN LAKES
CONSTRUCT CROSSOVERS, TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN AREA
TRENCH & SHOULDER PREPARATION OF THE INSIDE SOUTHBOUND SHOULDER OF THE SR 530 LANES

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 1B OPERATIONS:
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

LOCATION OF TRAFFIC DRUMS (1000 O.C.) 346 EACH - 169 ADDITIONAL DRUMS

DENOTES: CONSTRUCTION FOR MOT

ROAD CLOSURES

MAINTENANCE OF TRAFFIC STAGE 1B
STAGE 1B OPERATIONS:
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 1B
STAGE 1B OPERATIONS:
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 1B OPERATIONS:
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 1B OPERATIONS:
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS
STAGE 18 OPERATIONS:
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 2A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB I-530 TRAFFIC THROUGH CROSSEOVERS INTO INSIDE LINES OF SB MAIN LANES
RECONSTRUCT NB LAINES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

LOCATION OF TEMPORARY PRECAST CONCRETE BARRIERS, WALL FOR MAINTENANCE OF TRAFFIC, LEFT LANE LINES
TRANSITION STA 776+80.00 - STA 776+180.00

DENOTES: CONSTRUCTION FOR MOT

STANDARD DRAWING NO. 34-45-2 (48" X 30")
(2) 16" BARR. TYP. IRT.

ROAD CLOSED

(2) R11-2
(48" X 30")

ROAD CLOSED

(2) R11-2
(48" X 30")
(2) 16" BARR. TYP. IRT.

TRAFFIC DRUMS

CROSSOVER 1B
FURNISH & INSTALL 400 LF OF TEMP. PRECAST CONCRETE BARRIER (TERM WTH/A)
TRAFFIC DRUMS

(2) R11-2
(48" X 30")
(2) 16" BARR. TYP. IRT.

TRAFFIC DRUMS

CROSSOVER 1A
FURNISH & INSTALL 400 LF OF TEMP. PRECAST CONCRETE BARRIER (TERM WTH/A)
STAGE 2A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB I-530 TRAFFIC THROUGH CROSSOVERS ONGO INSIDE LANES OF SB MAIN LANES
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 2A
STAGE 2A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB I-530 TRAFFIC THROUGH CROSSOVERS ONTO INSIDE LANES OF SB MAIN LANES
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.
STAGE 2A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB I-530 TRAFFIC THROUGH CROSSOVERS ONTO INSIDE LANES OF SB MAIN LANES
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB-I-530 LANES.

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 2A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB I-530 TRAFFIC THROUGH CROSSOVERS ONTO INSIDE LANES OF SB MAIN LANES
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.
STAGE 2A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB 1-530 TRAFFIC THROUGH Crossovers onto INSIDE LANES OF SB MAIN LANES
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB 1-530 LANES.

LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WILL FOR MAINTENANCE OF TRAFFIC - 3" LOW LANES
STA 772+030- STA END PROJECT

DENOTES: CONSTRUCTION FOR MOT

ROAD CLOSED
1D R11-2
(48" X 30")
1D 10' BARR.
TYP. 8LT.

TRAFFIC DRUMS

STA 772+267.77 END WORK ZONE SEE DETAILS SHEET 42

MAINTENANCE OF TRAFFIC
STAGE 2A
STAGE 2B OPERATIONS:
RETAIN STAGE 2A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES.
OVERLAY REMAINING TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.
OBLITERATE NORTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 2B OPERATIONS:
RETAIN STAGE 2A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES.
OVERLAY REMAINING TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER.
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.
OBLITERATE NORTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS.
STAGE 2B OPERATIONS:
RETAIN STAGE 2A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES.
OVERLAY REMAINING TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.
OBLITERATE NORTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 2B
STAGE 2B OPERATIONS:
RETAIN STAGE 2A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS.
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES.
OVERLAY REMAINING TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.
OBитель NORTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 3A OPERATIONS:
RELOCATE PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB 1-530 TRAFFIC THROUGH CROSSOVERS ONTO INSIDE LANES OF NB MAIN LANES
RECONSTRUCT SB LANES APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED SB 1-530 LANES.

1234' TEMP. TAPER
TRAFFIC DRUMS

STAGE 3A
MAINTENANCE OF TRAFFIC
STAGE 3A OPERATIONS:
RELOCATE PRECAST CONCRETE BARRIER TO NB Lanes
ROUTE SB I-530 TRAFFIC THROUGH CROSSEOVERS ONTO INSIDE LANES OF NB MAIN LANES
RECONSTRUCT SB Lanes, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED SB I-530 LANES.
STAGE 3A OPERATIONS.
RELOCATE PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB 1-530 TRAFFIC THROUGH CROSSOVERS ONTO INSIDE LANES OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED SB 1-530 LANES.

DENOTES: CONSTRUCTION FOR MOT
STAGE 3A OPERATIONS:
RELOCATE PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSEOVERS ONTO INSIDE LANES OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SIGNALS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED SB I-530 LANES.

DENOTES: CONSTRUCTION
FOR MOT
STAGE 3A OPERATIONS:
RELOCATE PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSES ONTO INSIDE LANES OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SUABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED SB I-530 LANES.

DENOTES: CONSTRUCTION
FOR MOT
STAGE 3A OPERATIONS:
RELOCATE PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB 530 TRAFFIC THROUGH CROSSOVERS INTO INSIDE LANES OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, PERFORM HYDRODEMOLITION
OPERATIONS IN THE AREAS SHOWN
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED SB 530 LANES.

DENOTES: CONSTRUCTION FOR MOT
STAGE 3B OPERATIONS:
RETAIN STAGE 3A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SOUTHBOUND LANES.
OBITERATE SOUTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 3B OPERATIONS:
- RETAIN STAGE 3A TRAFFIC PATH FOR NB I-530 TRAFFIC
- SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
- RECONSTRUCT REMAINING SECTIONS OF I-530 SOUTHBOUND LANES
- OBITERATE SOUTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 3B OPERATIONS:

- RETAIN STAGE 3A TRAFFIC PATH FOR NB I-530 TRAFFIC
- SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
- RECONSTRUCT REMAINING SECTIONS OF I-530 SOUTHBOUND LANES.
- OBITERATE SOUTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC

STAGE 3B
STAGE 3B OPERATIONS:
RETAIN STAGE 3A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SOUTHBOUND LANES.
OBLETTERATE SOUTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT
STAGE 3B OPERATIONS:
- RETAIN STAGE 3A TRAFFIC PATH FOR NB I-530 TRAFFIC
- SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
- RECONSTRUCT REMAINING SECTIONS OF I-530 SOUTHBOUND LANES.
- OBLITERATE SOUTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 3B

TEMP. PRECAST CONCRETE BARRIER (RETAIN FROM PREVIOUS STAGES)

ROAD CLOSED

CROSSOVER 3B

189 TEMP. ACCEL. LANE

300 TEMP. TAPER

STA. 779+10.0

STA. 782+10.0

STA. 784+10.0

STA. 786+10.0

790

TRAFFIC DRUMS

CROSSOVER 4A

TRAFFIC DRUMS

(2) R11-2 (48" x 30")

10 TRAFFIC DRUMS AT 60 O.C.

(2) 6' BARR.

TEMP RAMP 1

ROAD CLOSED

ROAD CLOSED

(1) R11-2 (48" X 30")

(1) 6' BARR.

TYP. BRT.
STAGE 3B OPERATIONS:
RETAIN STAGE 3A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SOUTHBOUND LANES.
OBSTRUCT SOUTHBOUND TEMPORARY RAMPS BETWEEN MAIN LANES AND RAMPS

ROAD CLOSED
(1) R11-2
(48" X 30")
(1) 10' BAR, TYP. BLT.

ROAD CLOSING:
W20-1
(14" X 4"

400 LF OF TEMP PRECAST CONCRETE BARRIER (ITEM W1140) REMAIN IN PLACE

TRAFFIC DRUMS

STA 762-18.77 END WEB BR2001

RAMP 1

RAMP 2

CROSSOVER 6B

STA 782-53.38 END WEBL ZONE

MAINTENANCE OF TRAFFIC
STAGE 3B

DENOTES: CONSTRUCTION FOR MOT
STAGE 4A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PRECAST CONCRETE BARRIER AND REPLACE WITH TRAFFIC DRUMS
OBSTRUCT CROSSEY AND TEMPORARY RAMPS IN MEDIAN AREA
CONSTRUCT FINAL GRADING IN MEDIAN AREA
PLACE FINAL LIFT OF SURFACE ON INSIDE LANE AND SHOULDER
CONSTRUCT WSF AND GUARDRAIL ON MEDIAN SIDE

DENOTES: CONSTRUCTION FOR MOT

CONSTRUCTION PAVEMENT MARKINGS
SOUTHBOUND LAKES

LOCATION OF TRAFFIC DRUMS
FOR MAINTENANCE OF TRAFFIC
(LEFT MAN LANES)

CONSTRUCTION PAVEMENT MARKINGS
NORTHBOUND LAKES

LOCATION OF TRAFFIC DRUMS
FOR MAINTENANCE OF TRAFFIC
(RIGHT MAN LANES)

TRAFFIC DRUMS
- STA 438-60.63 - STA 785-53.78 SB WAR LAKES
- STA 783-33.25 - STA 785-53.78 SB WAR LAKES
- 2 ADDITIONAL DRUMS

TRAFFIC DRUMS
- 100' 3.75' EACH - 3 ADDITIONAL DRUMS

BRIDGE DECK & APPROACH SLABS SB WAR LAKES
- CONSTRUCTION PAVEMENT MARKINGS 740 LF
- BRIDGE DECK & APPROACH SLABS NR WAR LAKES
- CONSTRUCTION PAVEMENT MARKINGS 740 LF

STA 438-60.63 - STA 785-53.78 SB WAR LAKES
- CONSTRUCTION PAVEMENT MARKINGS 740 LF

CONSTRUCTION PAVEMENT MARKINGS 70,982 LF

SB WAR LAKES TEMPORARY PRECAST CONCRETE BARRIER
TO REMAIN IN PLACE 300 LF

SB WAR LAKES RELOCATE TEMPORARY PRECAST CONCRETE BARRIER 400 LF

STA 438-60.63 - STA 783-33.25 SB WAR LAKES
- REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS 2,990 LF

STA 447-68.51 BEGIN JOB BB2021

RELOCATION OF 400 LF OF TEMP PRECAST CONCRETE BARRIER (TERM W/10YR)

STA 438-60.53 BEGIN WORK ZONE

(2) 10' RPI-2
(14'8" X 30")

(2) 10' BARR, TYP. BLT.

ROAD CLOSED

400 LF OF TEMP PRECAST CONCRETE BARRIER (TERM W/10YR)

CROSSOVER 1A

CROSSOVER 1B

CROSSOVER 2A

CROSSOVER 2B

CROSSOVER 3A

CROSSOVER 3B

RAMP 1

RAMP 2

RAMP 3

RAMP 4

SECTIONS

(2) RPI-2
(14'8" X 30")

(2) 10' BARR, TYP. BLT.
STAGE 4A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PRECAST CONCRETE BARRIER AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE CROSSOVERS AND TEMPORARY RAMPS IN MEDIAN AREA
CONSTRUCT FINAL GRADING IN MEDIAN AREA
PLACE FINAL LIFT OF SURFACE ON INSIDE LANE AND SHOULDER
CONSTRUCT WRSF AND GUARDRAIL ON MEDIAN SIDE

1234 TEMP. ACCEL. LANE
300 TEMP. TAPER

(2) 18" BARR.
TYP. WLT.

MAINTENANCE OF TRAFFIC
STAGE 4A
STAGE 4A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PRECAST CONCRETE BARRIER AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE CROSSEVERS AND TEMPORARY RAMPS IN MEDIAN AREA
CONSTRUCT FINAL GRADING IN MEDIAN AREA
PLACE FINAL LIFT OF SURFACE ON INSIDE LANE AND SHOULDER
CONSTRUCT WRSF AND GUARDRAIL ON MEDIAN SIDE
STAGE 4A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PRECAST CONCRETE BARRIER AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE CROSSEOVERS AND TEMPORARY RAMPS IN MEDIAN AREA
CONSTRUCT FINAL GRADING IN MEDIAN AREA
PLACE FINAL LIFT OF SURFACE ON INSIDE LANE AND SHOULDER
CONSTRUCT WRSF AND GUARDRAIL ON MEDIAN SIDE

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 4A
STAGE 4A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PRECAST CONCRETE BARRIER AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE CROSSEOS AND TEMPORARY RAMPS IN MEDIAN AREA
CONSTRUCT FINAL GRADING IN MEDIAN AREA
PLACE FINAL LIFT OF SURFACE ON INSIDE LANE AND SHOULDER
CONSTRUCT WRFS AND GUARDRAIL ON MEDIAN SIDE

DENOTES: CONSTRUCTION FOR MOT
STAGE 4A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PRECAST CONCRETE BARRIER AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE CROSSEOVERS AND TEMPORARY RAMPS IN MEDIAN AREA
CONSTRUCT FINAL GRADING IN MEDIAN AREA
PLACE FINAL LIFT OF SURFACE ON INSIDE LANE AND SHOULDER
CONSTRUCT WRSF AND GUARDRAIL ON MEDIAN SIDE

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 4A
STAGE 4B OPERATIONS:
SHIFT TRAFFIC TO INSIDE LANES OF NB & SB LANES
PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES, SHOULDERS, AND RAMPS
CONSTRUCT GUARDRAIL ON OUTSIDE SHOULDER SIDE
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
(LEFT MAN LAINES)

LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
(RIGHT MAN LANES)

CONSTRUCTION PAVEMENT MARKINGS
SOUTHBOUND LANES
DRUMS
VARIES
WEST

CONSTRUCTION PAVEMENT MARKINGS
NORTHBOUND LANES
DRUMS
VARIES

DENOTES: CONSTRUCTION
FOR MOT
STAGE 4B OPERATIONS:
SHIFT TRAFFIC TO INSIDE LANES OF NB & SB LANES
PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES, SHOULDERS, AND RAMPS
CONSTRUCT GUARDRAIL ON OUTSIDE SHOULDER SIDE
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)
STAGE 4B OPERATIONS:
SHIFT TRAFFIC TO INSIDE LANES OF NB & SB LANES
PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES, SHOULDERS, AND RAMPS
CONSTRUCT GUARDRAIL ON OUTSIDE SHOULDER SIDE
FINAL STRIPING (SEE PERMANENT PavEMENT MARKING DETAILS)

MAINTENANCE OF TRAFFIC

DENOTES: CONSTRUCTION FOR MOT

MAINTENANCE OF TRAFFIC
STAGE 4B
STAGE 4B OPERATIONS:
SHIFT TRAFFIC TO INSIDE Lanes OF NB & SB LANES
PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES, SHOULDERS, AND RAMPS
CONSTRUCT GUARDRAIL ON OUTSIDE SHOULDER SIDE
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)
STAGE 4B OPERATIONS:
SHIFT TRAFFIC TO INSIDE LANES OF NB & SB LANES
PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES, SHOULDERS, AND RAMPS
CONSTRUCT GUARDRAIL ON OUTSIDE SHOULDER SIDE
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)
STAGE 4B OPERATIONS:
SHIFT TRAFFIC TO INSIDE LANES OF NB & SB LANES
PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES, SHOULDERS, AND RAMPS
CONSTRUCT GUARDRAIL ON OUTSIDE SHOULDER SIDE
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)
PERMANENT PAVEMENT MARKING DETAILS
EXIT 30
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[30] ClearviewHwy-5-W-R;
Arrow Custom - 29.0° 45°;

EXIT 27
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[27] ClearviewHwy-5-W-R;
Arrow Custom - 29.0° 45°;

EXIT 24
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[24] ClearviewHwy-5-W-R;
Arrow Custom - 29.0° 45°;

Gravel Pit Rd
Redfield
Little Rock
10 31

GM-530-35-489+00NB; 6.0" Radius, 2.0" Border, White on Green;
GM-530-35-465+00SB;
6.0' Radius, 2.0' Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[30] ClearviewHwy-5-W;
6.0' Radius, 2.0' Border, White on Green;
M1-6; [1] ClearviewHwy-5-W;
[MILE] ClearviewHwy-5-W;
Gravel Pit Road
1 MILE

6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [27] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Gravel Pit] ClearviewHwy-5-W; [Road] ClearviewHwy-5-W;

GM-530-35-604+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [27] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Gravel Pit] ClearviewHwy-5-W; [Road] ClearviewHwy-5-W;
Standard Arrow Custom 33.4" X 20.3" 45";
Gravel Pit Road
1 MILE

EXIT 27

JEFFERSON 4 COUNTY

GM-530-35-689+00SB;
6.0" Radius, 2.0" Border, White on Green;
(EXIT) ClearviewHwy-5-W; [27] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Gravel Pit] ClearviewHwy-5-W; [Road] ClearviewHwy-5-W;

Gravel Pit Road

EXIT 27

JEFFERSON 4 COUNTY

GM-530-35-637+00SB;
6.0" Radius, 2.0" Border, White on Green;
(EXIT) ClearviewHwy-5-W; [27] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Gravel Pit] ClearviewHwy-5-W; [Road] ClearviewHwy-5-W;
Standard Arrow Custom 33.4" X 20.3" 45°;
Exit 24
Jefferson
N.C.T.R.
1 MILE

GM-530-35-702+00NB;
6.0" Radius, 2.0" Border, White on Green;

Exit 24
Jefferson
N.C.T.R.

GM-530-35-755+00NB;
6.0" Radius, 2.0" Border, White on Green;
Standard Arrow Custom 33.4" X 20.3" 45°;
STA 447+69.51
BEGIN JOB BB0201
L.M. = 23.89

STA 436+50 TO STA 452+00
STA 618+00 TO STA 634+00

NOTE: EXISTING VERTICAL CLEARANCE UNDER BRIDGE W/LOG GT 18'-G'2" MB
ADDITIONAL CLEARANCE NV U/T VERTICAL CLEARANCE IS REQUIRED FOR FINISHED ROADS.

MAN LANE ST 820+00C
C.L. GRAVEL PIT REL STA 618+00

STA 618+99.99 END RAMP ON AB FRIELOP BEING GENERAL (L.M. 26.80)

STA 621+99.99 BEG RAMP ON AB RAMP BEING GENERAL (L.M. 26.80)

NP ROOF S/B (EAST) TYPE D G 4'-01"

NP ROOF S/B (WEST) TYPE D G 4'-01"

BELT 18'-10"-0'-25'-06"-100B
### Signing Summary of Quantities

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Item Description</th>
<th>Total</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>725</td>
<td>Guide Sign - Roadside Mounted (Demountable Legend)</td>
<td>1167</td>
<td>Sq. Ft.</td>
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<td>726</td>
<td>Standard Sign</td>
<td>492</td>
<td>Sq. Ft.</td>
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<tr>
<td>727</td>
<td>Exit Number Panel (Type A)</td>
<td>160</td>
<td>Sq. Ft.</td>
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<tr>
<td>SP</td>
<td>Omni-Directional Breakaway Sign Supports (Type G-2)</td>
<td>22</td>
<td>Each</td>
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<tr>
<td>SP &amp; 729</td>
<td>Channel Post Sign Support (Type U-1)</td>
<td>16</td>
<td>Each</td>
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<tr>
<td>730</td>
<td>Breakaway Sign Support (Type G-2)</td>
<td>8564</td>
<td>Pound</td>
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</table>

**Notes:**
- All existing guide signs shall be maintained in such a manner that the signs are fully visible, intact, and erect for the duration of the project, and shall be removed when their use is no longer required. Removal and disposal of roadside mounted signs, supports shall not be paid for separately but shall be considered subsidiary to other items in the contract.
- The existing signs and posts shall become the property of the contractor. The existing footings shall be removed and the holes filled with a suitable material and compacted.
- Existing logos will be relocated to the new logo sign by the contractor. The logo installation shall not be paid for separately but shall be considered subsidiary to other items in the contract.
- The clearview font shall follow the space tables for clearview and not SHS e- modified. This includes the use of clearview 5-W-R. For general guidance on letter and word spacing refer to the FHWA Clearview typeface supplement. (http://mutcd.fhwa.dot.gov)

**Main Lanes Signing Quantities**

<table>
<thead>
<tr>
<th>Sign No./Location</th>
<th>Structure Type</th>
<th>Guide Sign</th>
<th>Steel Sect.</th>
<th>Breakaway Sign Support</th>
<th>Sign Length</th>
<th>Sign Height</th>
<th>Sign Post Length</th>
<th>Stub Post</th>
<th>Footings</th>
<th>Sign Post &amp; Stub</th>
<th>Exit Number Panel</th>
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**Guide Signs Roadside Mounted Totals:**

| Totals: | 1,167.25 |

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**Main Lanes Signing Quantities**

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**Main Lanes Signing Quantities**

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### STANDARD SIGNS FLAT SHEET
#### OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS

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**TOTALS:** 22  457.62

### STANDARD SIGNS FLAT SHEET
#### CHANNEL POST SIGN SUPPORTS

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**TOTALS:** 16  34.56
### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

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<th>TRAFFIC VEHICLES</th>
<th>BARRIERS (TYPE &amp; DESCRIPTION)</th>
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### MAINTENANCE OF TRAFFIC ITEMS

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<th>MOTION DETECTION SYSTEM</th>
<th>TRAFFIC CONTROL SUPERVISION</th>
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### AUTOMATED WORK ZONE INFORMATION SYSTEM

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### Soil Stabilization

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### Removal and Disposal of Piping

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### Quantities

- Site 1: 30,000 sf
- Site 2: 100,000 sf
- Site 3: 500,000 sf

### Guardrail

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### Base and Surfacing - Guardrail Widening

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### Quantities

- Site 1: 500,000 sf
- Site 2: 2,000,000 sf
- Site 3: 10,000,000 sf

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**Note:** Quantities estimated. See section on the standards for additional information.
### BASE AND SURFACING - MAIN LANES

#### CHALET COATS

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### BASE AND SURFACING - ACCELERATION LANE AND RAMPS

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## SHOULDER RECONSTRUCTION

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**TOTAL:**

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## QUANTITIES

- **DATE:**
- **TIME:**
- **DAYS:**
- **STATE:**
- **COUNTY:**
- **TOWN:**
- **PLAN NO.:**

**April 20**

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**TOTAL**

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<td>LOCATION</td>
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<td>TERMINAL OF EXISTING PORTLAND CEMENT CONCRETE Pavement</td>
<td>REMOVAL OF EXISTING P.C. STABILIZED BASE &amp; F.E.C.</td>
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**NOTE:** Payment made for REMOVAL of FLEXIBLE PAVING MATERIALS WILL BE CONSIDERED SUBGRADE TO PRICE JOB FOR REMOVAL OF EXISTING ASPHALT OVERLAY.

* REMOVAL & RIPPAGE OF P.C. STABILIZED BASE & F.E.C. WILL BE PAID FOR AS UNCLASSIFIED DREDGAGE

* AQUACULTURE LAND & TEMPERED CALCULATED REMOVAL = 1.25 FROM THE SYSTEM LENGTH DIFFERENCE TO ACCOUNT FOR THE 3/4 TAPER WIDTH.

* REMOVAL ON A RAPID APPLICATION RATE OF 100 CY/HEIGHT DEPENDING ON SPECIFICATION SECTION 561 IS LEAVING A WORDLY SEVEN INCHES OF TREATED SUBGRADE.

* REMOVAL OF RAPID APPLICATION RATE OF 100 CY/HEIGHT DEPENDING ON SPECIFICATION SECTION 561 IS LEAVING A WORDLY SEVEN INCHES OF TREATED SUBGRADE.

* REMOVAL OF FLUORIDIZED ASPHALT AND OF THE SAME WILL BE SUBMITTED TO THE PRICE JOB FOR THE "REMOVAL OF EXISTING ASPHALT OVERLAY".

---

**QUANTITIES**
<table>
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<tr>
<th>ITEM NO.</th>
<th>GROOVING</th>
<th>CLASS 1</th>
<th>CLASS 2</th>
<th>REINFORCING</th>
<th>SILICONE</th>
<th>MODIFICATION</th>
<th>HYDRODIZATION</th>
<th>BRIDGE DECK</th>
<th>LATEX</th>
<th>MYRICLON</th>
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</table>

1) This quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.
Energy dissipators to be used for the entire length of ditch when slope of ditch paving exceeds 1%. The dissipators will not be paid for directly, but shall be considered to be included in the price bid for concrete ditch paving.

Number of elements per row varies with width of paving specified.

The full width of each section shall be poured monolithically.

Toe walls to be constructed full width at each end of ditch paving, and poured monolithically.

Solid soldier ditch paving to be placed within 14 days of ditch paving construction.

1'-wide transverse expansion joints shall be placed in concrete ditch paving at 48' intervals. The space shall be filled with approved joint filler compatible with asphalt mix.

TOE WALL DETAIL FOR CONCRETE DITCH PAVING

GENERAL NOTES:

The full width of each section shall be poured monolithically.

Toe walls to be constructed full width at each end of ditch paving, and poured monolithically.

Soldier soldier ditch paving to be placed within 14 days of ditch paving construction.

1' wide transverse expansion joints shall be placed in concrete ditch paving at 48' intervals. The space shall be filled with approved joint filler compatible with asphalt mix.

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1
**Case 1**

**Plan View Steel**

- Either nose configuration acceptable.

**Plan View Wood**

- Either nose configuration acceptable.

For varying earth slopes ranging from 0° to 25°, the depth of required driving is as follows:

- Zones A & B: Base 25° in V-form with earth excavation
- Zones C, D, E, & F: Deepened excavation, compacted to 95% maximum dry density per AASHTO T-236.

**Case 2**

**Detail of Guard Rail Placement Behind Curb (W-Beam)**

**Detail of Post Placement in Solid Rock (W-Beam)**

---

**ARKANSAS STATE HIGHWAY COMMISSION**

**GUARD RAIL DETAILS**

**STANDARD DRAWING GR-84**
METHOD OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

ONE-WAY TRAFFIC

TWO-WAY TRAFFIC

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

ONE-WAY TRAFFIC

TWO-WAY TRAFFIC

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

LEGEND

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING DR-9
EDGE OF TRAVELED WAY

TRAFFIC

A

B

EDGE OF SHOULDER

END TERMINAL

GUARD RAIL

SLOPE AS SHOWN ON TYPICAL SECTION

5'-6" NORMAL

5'-6" VARIABLE

5'-6" VARIABLE

NORMAL SHOULDER

NORMAL SHOULDER

SLOPE AS SHOWN ON TYPICAL SECTION

SECTION A-A

DETAILS OF WIDENING FOR GUARD RAIL

SECTION B-B

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.

NORMAL ROADWAY WIDTH

WIDTH OF SURFACING

WIDTH OF SURFACING

NORMAL ROADWAY WIDTH

SHOULDER PIER PROTECTION

5'-0" VARIABLE

5'-0" VARIABLE

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-9A
## Construction Sequence

1. Place all reinforcing material in place. Do not compact.
2. Install pipe in place.
3. Compact structural backfilling outside the middle third of the pipe.
4. Complete structural backfilling operation by working from side to side of the steel pipe using compaction equipment differentially wherever possible.

### Notes
- Structural backfill and structural bedding material will not be paid for separately, but compensation will be considered to be included in the price bid per linear foot of metal pipe.
- Type 1: Acrisol Base Course (Class 4, 5, or 6 for Type 1)
- Type 2: Selected Materials (Classes SH-1, SH-2, or SH-3) or Type 1 Installation Material 3.5'

### Embankment and Trench Installations

1. Structural backfill and structural bedding material shall be compacted to 95% of the maximum density according to the type or class of material used.
2. Installation type 2 may be used for corrugated steel or aluminum pipe rounds.
3. Installation type 1 shall be used for corrugated steel or aluminum pipe rounds with 3" x 5 1/2" corrugation. Installation type 2 shall be used for corrugated steel or aluminum pipe rounds with 3" x 4 1/2" corrugation.

### General Notes

1. Metal pipe Shall be covered by the Arkansas State Highway and Transportation Department standard specifications for highway construction without additions of special provisions and without special specifications.
2. Metal pipe shall be tested to ASTM F2261, F2262, or F2263 as required.

### Equivalents

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<thead>
<tr>
<th>Equivalent Height of Full-Wall Pipe</th>
<th>Steel</th>
<th>Aluminum</th>
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<td>0.075</td>
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<td>0.085</td>
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<table>
<thead>
<tr>
<th>Steel</th>
<th>Zinc Coated</th>
<th>Uncoated</th>
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<tbody>
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<td>0.064</td>
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### Details

- **Type 1**: Selected Materials (Classes SH-1, SH-2, or SH-3) or Type 1 Installation Material 3.5'
- **Type 2**: Acrisol Base Course (Class 4, 5, or 6 for Type 1)
## Super-elevation Table for One- Way Traffic

<table>
<thead>
<tr>
<th>Degree of Curve</th>
<th>20 MPH (LE)</th>
<th>30 MPH (LE)</th>
<th>40 MPH (LE)</th>
<th>50 MPH (LE)</th>
<th>60 MPH (LE)</th>
<th>70 MPH (LE)</th>
<th>80 MPH (LE)</th>
<th>90 MPH (LE)</th>
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</thead>
<tbody>
<tr>
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<tr>
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<td>250</td>
<td>0</td>
<td>250</td>
<td>0</td>
<td>250</td>
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<tr>
<td>1° 0'</td>
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<tr>
<td>0° 0'</td>
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<td>250</td>
<td>0</td>
<td>250</td>
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</tbody>
</table>

**General Notes**

1. For lanes with one-way traffic, the super-elevation shall be developed on the profile lane boundary.
2. Super-elevation values shown on the crown sections are values.
3. Values shown at 1 in 10 to be added or subtracted from the point of control.
4. Lengths for LE may be reduced in multiples of 25 ft or 50 ft.
5. Minimum super-elevation values may be used for ramps.
6. >4 lanes shall have additional additional transition lengths as shown.

### One-Way Traffic

**Super-elevation Formula:**

\[ S = \frac{L \times G}{L + L_c} \]

where:
- **S** = Super-elevation
- **L** = Length of super-elevation transition
- **G** = Vertical gradient
- **L_c** = Length of pavement

### Arkansass State Highway Commission

**Tables and Method of Super-elevation for One-Way Traffic**

**Standard Drawing SE-1**
4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (see BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD, ORIG, TC-4)

**Offset Distance for Two Way Traffic Only**

<table>
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<tr>
<th>Speed</th>
<th>Offset Distance</th>
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<td>45</td>
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If offset distance is not attainable, then use "Barrier Placement With Attenuator" Detail shown below.

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 Attenuator Barriers."
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. PLACE PERMANENT CONTROLS (E.G. SILT FENCES, DIVERSION DITCHES, SEDIMENT BARRIERS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

EXISTING GROUND
INTERCEPTOR OR DIVERSION DITCH
EXISTING GROUND

NOTE:
NUMBER OF PHASES WILL VARY. THESE 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 EQUAL INCREMENTS NOT TO EXCEED 20 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 FINAL PHASE OF EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING, SEDIMENT BARRIERS, OR OTHER DIVERSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT

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

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

CONSTRUCTION SEQUENCE
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.

NOTES:
PHASES SHOWN FOR ILLUSTRATION.

ARKANSAS STATE HIGHWAY COMMISSION
TEMPORARY EROSION CONTROL DEVICES
STANDARD DRAWING TEC-3