ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR PROPOSED COUNTY ROAD

BURLINGTON NORTHERN SANTA FE RAILWAY (BONO) (S)
COUNTY ROAD 27 (CCR 352)
CRAIGHEAD COUNTY
JOB BR1610
FED. AID PROJ. STPB-0016(62)

STUCTURES OVER 20'-0" SPAN

STA. 118+75.02
END JOB BR1610

PROJECT COORDINATES

BEGIN MID-POINT END
LAT. N35°7'31" N35°7'31/4" N35°7'31/8"
LONG. W90°4'7/6" W90°4'6/2" W90°4'6/8"

DESIGN TRAFFIC DATA

2036 ADT: 640
2036 ADT: 120
2036 TRUCK: 12%
DIRECTIONAL DISTRIBUTION: 0.60
TRUCK: 12%
DESIGN SPEED: 40 MPH

GROSS LENGTH OF PROJECT GROSS PROJECTS
875.02 875.02
FEET 6" 0.355 MILES
NET: ROADS 250.39 0.323
NET: BRIDGES 156.44 0.233
NET: PROJECTS 875.02 0.355

APPROVED

DEPUTY DIRECTOR
AND CHIEF ENGINEER

8-17-96
TYPICAL SECTION OF IMPROVEMENT - COUNTY ROAD TURNOUT

DETAIL OF SURFACING FOR PRIVATE ENTRANCE
### CLEARING AND GRUBBING

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**TOTAL:** 2.7 2.7

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**TOTALS:** 4 200 4

### TEMPORARY EROSION CONTROL

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**TOTALS:** 6.76 6.76 13.52 24 98.9 847.2

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**TOTALS:** 84 172 172 2 13 16 0.2

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**TOTALS:** 3726 3726

### OBLITERATION OF ABANDONED ROADWAY

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**TOTALS:** 102 0.08 0.04 0.04 0.4

**BASES OF ESTIMATE:**
- WATER: 0.4 GALLONS PER ACRE TEMORARY EROSION CONTROL
- PERMANENT SEEDING:
- USE: 7
- BASES OF ESTIMATE:
- TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLAN WILL BE INSTALLED IN SUCH A SEQUENCE AS TO ENSURE EROSION CONTROL COMPLIANCE OF 0.1 MI WADEY VS 0.1 MI WADEY AS EXPLAINED IN THE NIDAL POLICY DISCHARGE COMPLIANCE SYSTEM PLAN.
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**Notes:**
- Steel shell piles shall conform to ASTM A250, Grade 3, 5' x 45 kvs.

**Jeff Covay**
Design Section Supervisor

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**SCHEDULE OF BRIDGE QUANTITIES - BURLINGTON NORTHERN SANTA FE RAILWAY (BN/SF) RAILWAY**

**CRAIGHEAD COUNTY COUNTY ROAD NO. 27 (CR 352)**

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

**DESIGN NO. 04935**

**DRAWING NO. 57529**

**STATE OF ARKANSAS**

**REGISTERED PROFESSIONAL ENGINEER**

**G.S. COVAY**

**DESIGNED BY: 04/19/20**

**DRAWN BY: 04/19/20**

**CHECKED BY: 04/19/20**

**SIGNED OFF: 04/25/20**

**SCALE: 1/2" = 1'-0"**
### SUMMARY OF QUANTITIES

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**REVISIONS**

- DATE | F E V I S I O N | S H E E T NO.
- 4/21/16 | ORDERED DESCRIPTION OF GEOSYNTHETIC | 1
- 6/11/16 | COMPLETE DESCRIPTION OF GEOSYNTHETIC | 1
- 7/18/16 | CONSTRUCTION | 1

* * DENOTES ALTERNATE BIO ITEMS.
NOTES:

- For details of gusset plates, see Fig. 4.05.
- For details of anchor bolts and gussets, see CIPNo. 2.
- For details of anchor bolts, see CIPNo. 3.

**PLAN OF FOOTING**

**PLAN - CONCRETE RESTRAINER**

**SECTION G-G - CONCRETE RESTRAINER**

**SECTION C-C**

**SECTION F-F - CONCRETE RESTRAINER**

**GENERAL NOTES**

- All concrete shall be C3S with a minimum 28-day compressive strength 3100 psi. Concrete shall consist of Portland cement and an aggregate of crushed stone with a maximum size of 3/4 inch.
- All reinforcing steel shall conform to A542 Grade 50 and A615 Grade 60. If anchor bolts are drilled into cap, top reinforcing bars shall be properly placed to avoid damage.
- For additional information, see Layout.
The external load plates may not be accurately aligned with respect to X and Y values shown in the "Table of Fabricator Variables".

External load plates of expansion bearings to the beam or girder will be aligned as shown in the directions of average and temperature during the 24 hour period immediately preceding winding. The vertical and horizontal deflection of the expansion joint is a function of the temperature and the length of the joint. It will be adjusted to ensure the expansion joint is in line and in proper position with the beam or girder before winding begins.

Specifications:

- ELASTOMERIC BEARING
- ANCHOR BOLT

**Table of Fabricator Variables**

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<th>Anchor Bolt</th>
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**Anchor Bolt**

- Anchor Bolts shall be in place and grouted into place.
- If anchor Bolts are to be in place and grouted into place, the anchor Bolts shall be in place and grouted into place.
- The anchor Bolts shall be accurately drilled into the concrete. Bolts placed in drilled holes shall be accurately set and fixed using a 2% approved epoxy or nitrile grout that complies with the Joint Consolidated Sheet Metal Seals.

**General Notes**

- All measurements shall conform to Section 908 and shall be paid for at the unit price bid for "Elastomeric Bearings".
- External load plates shall conform to ASME 270 Grade 30. Pipe sleeves shall be ASTM A500 Grade B, and shall be galvanized to conform to ASTM A53 Grade C, or ASTM A653 Grade 50.
- External load plates shall be completely fabricated from the specified material and shall be cleared before installing the elastomeric bearing. The surface of the bearing shall be cleaned in accordance with Subsection 808D.1. Other surfaces shall be cleaned in accordance with Subsection 808A.1. Any surface shall be brushed to smooth in accordance with Subsection 808D.1.
- Anchor Bolts, Washers, and Nuts shall conform to Subsection 807.4. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". The anchor bolts shall be circular with rounded points anditched as shown in the drawings.
- Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Place, Grade SAE 4130, Dr. 50", "External load plates will not be measured and paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
- Bearings shall be seated in accordance with Subsection 808D. Any work and materials are considered incidental to the unit price bid for "Elastomeric Bearings" and will not be paid for directly.
NOTE: Anchor bolts not shown.

SECTION A-A
Section taken normal to Conc. Diaphragm

SECTION B-B
Section taken normal to Conc. Diaphragm

SECTION C-C
Section taken normal to Conc. Diaphragm

SECTION D-D
Section taken normal to Conc. Diaphragm

NOTE: 3/8" styrofoam shall be used as a bond breaker between the concrete restrainer and the concrete diaphragm and may remain in place. Passageways will not be cut for access but will be completed adjacent to the Reinforced Concrete Bridge.

SKETCH OF LONGITUDINAL RESTRAINERS AT INTERMEDIATE BENTS

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

NOTE: Anchor bolts not shown.

VIEW H-H

VIEW I-I

VIEW J-J

VIEW K-K

VIEW L-L

PLAN OF LONGITUDINAL RESTRAINER

3/8" measured along plate

3/8" measured along plate

Measured along face of plate

Longitudinal restrainer should be fabricated to account for grade such that the final position of this plate will be vertical.

Stop weld 3/8" from end of clip

Rest longitudinal restrainer after deck has been poured.

CONTINUOUS PLATE GRIDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION

ROUTE

SECTION

LONGITUDINAL RESTRAINER

DATE

ARCHITECTURAL ENGINEER

SHEET 2 OF 7

DETAILS OF 290'-0"
**NOTE:** Section taken perpendicular to CL Joint.

**SECTION THRU JOINT AT TYPE C END BENT**

**Concrete Depth as recommended by the expandant manufacturer**

- **CL Joint Vertical**
  - Note: 6" dia.
- Poured Silicone Joint Segment
- Backer Rod - Use diameter specified by expandant manufacturer of the type of sealant.

**DETAIL OF Poured Silicone Joint**

- **End of Order Vertical**
  - Note: 6" dia.
- **CL Joint Vertical**
  - Note: 6" dia.

**CHANNEL CONNECTION DETAIL**

**JOINT SEAL PLACEMENT AT CURB**

**EXTRACTION DEVICE INSTALLATION AT END BENTS**

The Contractor may elect to install the expansion device using one of the following two alternatives:

1. **Concrete open pour adjacent to joint shall be placed before the end bent backfill is placed.** After the end bent backfill frame is in place and the grinders are in place, the backfill is placed. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the joint. Immediately prior to placing the backfill concrete, the blocking shall be removed and the opening adjusted for temperature and grade.

2. **The backfill shall be poured to the optional construction joint after grinders are installed.** The backfill expansion device shall be increased and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the joint. Immediately prior to placing the remainder of the backfill concrete, the blocking shall be removed and the opening adjusted for temperature and grade.

**SILOANE JOINT DATA**

<table>
<thead>
<tr>
<th>&quot;A&quot; Perpendicular to joint at 24 hour Average Temperature</th>
<th>&quot;B&quot; Perpendicular to joint at 24 hour Average Temperature</th>
<th>&quot;C&quot;</th>
<th>Bumper Plate Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>40°F</td>
<td>60°F</td>
<td>80°F</td>
<td>1.5&quot; x 1.5&quot;</td>
</tr>
</tbody>
</table>

**CONCRETE PLACEMENT PROCEDURE**

**NOTE:** The Contractor shall verify separation of the backer rod from the joint opening after the joint material has set.
LONGITUDINAL VIEW OF CHAIN LINK FENCE

SECTION Y-Y

SECTION X-X

DETAILS OF ALTERNATE POST ANCHOR SYSTEM

DETAILS OF CHAIN LINK FENCE

NOTES:
- Fence layout shall conform to the vertical and horizontal bridge alignments. Fence posts shall be cast place in vertical position. Parapet roll concrete shall be in place before protecting and securing fabric to posts.
- Cast-in-place anchor bolts shall be of stainless steel or high-strength steel. Stainless steel anchor bolts shall conform to ASTM A449 or ASTM A576, Grade 80, with a minimum tensile strength of 200,000 psi. High-strength steel anchor bolts shall conform to ASTM A490 or ASTM A485, Grade 80, in accordance with ASTM A490.
- Nuts and bolts shall conform to ASTM A194 Grade 8 Steel. Nuts shall conform to American Standard Course Series, Class 2, Type 4, A307 or A325. Bolts shall be of high-strength steel conforming to ASTM A490, Grade 80, in accordance with ASTM A490 or of stainless steel conforming to ASTM A276 or A276-Type 302.
- Shop drawings showing details of the fence shall be submitted and approved before fabrication is begun.
- Base plates shall not be placed upon areas that are improperly finished, deformed, or irregular. Neoprene pad and template plates shall not be used directly but shall be considered incidental to the unit price bid for Item "I" Chain Link Fence.

Note: Chain Link Fence attached to bridge shall be paid for as "I" Steel Chain Link Fence. For additional details of Chain Link Fence see Standard Drawing W-9.
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) is to be installed only at locations shown on plans.

- **VARIABLE**: Lap of Guard Rail shall be as shown for a distance of up to 25' change to lap in direction of travel.

**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) is to be installed only at locations shown on plans.

**ONE-WAY TRAFFIC**

**TWO-WAY TRAFFIC**

LEGEND

- **THREE BEAM GUARD RAIL TERMINAL**: Guard Rail Termina (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 GR-9**
THREE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

CONNECTOR PLATE

CONNECTOR PLATE SHALL BE ASHFD MILD OR 51-70 AND SHALL BE GALVANIZED.

NOTE:

STANDARD SPECIFICATIONS, CONNECTOR PLATES TO BE BOLTED TO SPECIAL END SHOE.

NOTE:

THREE BEAM GUARD RAIL, POST ENFORCED 6" HORIZONTAL.

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THREE BEAM GUARD RAIL, POST MUST BE W/ EMB. 6" HORIZONTAL.

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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

*NOTE:
These dimensions ALL need to be adjusted
in the road to make the transition from
70 1/2" post 0" to three beam 102" and 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
shall fall in Cross Section.
Wood posts & Wood blocks shall be either Grade No. 3 Structural or
Better 574 (cedar or No. 100) of Southern Pine.
### CONSTRUCTION SEQUENCE

1. Place structural bedding material to grade. Do not compact.
2. Install pipe to design elevation.
3. Backfill soil beyond the outside diameter of the pipe, unless otherwise specified by the engineer.
4. Place and compact the backfill area up to the middle of the pipe.
5. Complete backfill, according to subsection specifications.

**NOTES**
- Haunch 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 concrete pipe.
- When computing length of pipe, do not deduct the thickness of the concrete bedding.
- See General Notes regarding length of pipe for excavation.
**Installation Type**

- **Type 1**: Material requirements for structural backfill and structural bedding
- **Type 2**: Selected materials

**General Notes**

1. Pipe shall conform to AASHTO A 249. Class D. Drainage installation shall conform to BSC Special Protection.
3. The maximum allowable trench width shall be the minimum width plus a sufficient width to ensure working room to properly and safely place and compact bedding and other backfill materials.
4. Impervious Material: Should be placed as directed by the engineer. At the end of the culvert to prevent loss of structural bedding when pervious material is used for structural bedding and/or backfill.
5. When directed by the engineer, unsuitable material that is encountered at the bottom of the excavated area shall be removed and replaced with structural bedding. Any unsuitable material at the bottom of the excavated area, the engineer may direct the quantity of material required to backfill. The selected pipe and/or structural bedding shall meet the quantity of material required to backfill. For undisturbed area up to the selected pipe bedding pay limit designated above will be measured and paid for as "selected pipe bedding."
6. When the existing material excavated for the pipe trench is determined by the engineer to be unsuitable for backfilling the pipe, the area of the area classified as unsuitable structural bedding/maximum material. Where material excavated is unsuitable material, it is not suitable for backfilling. The engineer may make this determination in accordance with the principles of geotechnical engineering. It should be kept in mind that the engineer may not be able to determine the suitability of the material for backfilling. The engineer may utilize the use of "selected pipe bedding."
7. If pipe types that are not smooth on the outside or pressure or profile wall backfill openings should be installed that will permit the flexure of the construction on profile surface.
8. PVC pipes of diameters other than shown will not be allowed.
CONCRETE PAVEMENT

BROKEN LINE STRIPING

CONTINUOUS YELLOW

EDGE OF PAVEMENT

CONTINUOUS WHITE

2" FOR ASPHALT OR CONCRETE
4" FOR BITUMINOUS SURFACE TREATMENT

RAISED PAVEMENT MARKER (TP)

PRismatic REFLECTOR

4.5" x 0.52" REFLECTOR

NOTE:
THE RED LENS OF THE
TYPE 1 PAVEMENT
MARKERS SHALL
FACE THE APPROPRIATE
TRAFFIC MOVEMENT.

SOLID LINE STRIPING ON CONCRETE PAVEMENT

SOLID LINE STRIPING ON ASPHALT PAVEMENT

ASPHALT PAVEMENT

CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

CROSSWALK AND STOPBAR DETAILS

NOTE:
1. REFER TO THE STRIPE DETAILS FOR
PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION
WITH THE LATEST REvised ADDITION OF THE
"MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED
ON AN 80 FEET SPACING UNLESS OTHERWISE
SHOWN IN THE PLANS.

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

REVIEWED LINE WIDTHS, SPACING & MARKERS
9-02-04 REvised DETAIL OF STANDARD
RAISED PAVEMENT MARKERS
0-01-17 PEtITION GENERAL NOTES & REMOVABLE PAVEMENT MARKERS
0-01-03 REvised NOTE 2 & GENERAL
0-01-03 PEtITION DETAIL A & STANDARD MILL
0-02-00 REvised DETAIL OF PAVEMENT
RAISED PEAVEMENT MARKERS
9-25-98 ADDITIONAL NOTES & NEEDED TOTAL
12-30-88 STANDARD DRAWING PM-1

S-12-R
### Superelevation Table for Two-Way Traffic

<table>
<thead>
<tr>
<th>Degree of Curve</th>
<th>0%</th>
<th>1%</th>
<th>2%</th>
<th>3%</th>
<th>4%</th>
<th>5%</th>
<th>6%</th>
<th>8%</th>
<th>10%</th>
<th>12%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Desirable</td>
<td>000</td>
<td>000</td>
<td>000</td>
<td>000</td>
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<td>000</td>
<td>000</td>
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</tr>
</tbody>
</table>

**Remarks:**

- Normal Crown
- Levees, Dams, etc.
- Extra Superelevation at Normal Crown Slope
- Rate of Superelevation ft per ft,
- Angle of Superelevation Transition ft.
- Distance from Beginning of Superelevation Transition
- For Use of Table above 15 ft, normal crown pt. 2 ft width of Subgrade ft.
- Normal Crown ft.

### General Notes

1. On pavements with two-way traffic, the superelevation shall be resolved on the inside pavement edge unless otherwise noted on the plans.
2. Superelevation values shown on the plans are for the edge of the traveled way. Additional superelevation shall be provided in multiples of 25 ft, or 50 ft. to meet superelevation calculations.
3. Pavements wider than 2 lanes shall have additional transition lengths as follows:

### Standard Method when Superelevation Revolves Around Center Line

- Inside Pavement or Subgrade Edge
- Outside Pavement or Subgrade Edge

**Superelevation Formula:**

\[
\text{Superelevation} = \left( \frac{D}{L} \right) \times 100
\]

**Standard Drawing SE-Z**

**Arkansas State Highway Commission**

**Tables and Method of Superelevation for Two-Way Traffic**
GENERAL NOTES:
1. All traffic control devices used on road construction shall conform to the latest edition of the Manual on Uniform Traffic Control Devices as published by the American Association of State Highway and Transportation Officials.
2. Traffic control devices shall be set up and maintained to ensure safe passage for all vehicles. The devices shall be properly installed and maintained to ensure their effectiveness and visibility.
3. Existing signs and construction signs shall be yellow and black, and shall be placed at the appropriate positions as indicated in the chart. The signs shall be properly illuminated to ensure their visibility.
4. Road construction signs shall be placed at the appropriate positions as indicated in the chart. The signs shall be properly illuminated to ensure their visibility.
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29. Road construction signs shall be placed at the appropriate positions as indicated in the chart. The signs shall be properly illuminated to ensure their visibility.
30. Road construction signs shall be placed at the appropriate positions as indicated in the chart. The signs shall be properly illuminated to ensure their visibility.
GENERAL NOTES
1. STRAW BALEs SHALL BE INSTALLED SO THAT THE ENDINGS ARE
   INSERTED UNDER THE DITCH BANK, AND THE TOPS
   ARE PLACED UNDER THE EARTH IN MANNER SHOWN. THE BALEs SHALL BE IN ALIGNED
   ROWS AND NOT CROSS-WAYS.
2. NO GAPS SHALL BE LEFT BETWEEN BALEs.
3. BAILED STRAW FILTER BARRIERS ARE COMPLETED AND ACCEPTED
   WILL BE PREPARED BY THE MAINTAINER AS DESIGNED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT
   UNIT PRICE BID PER BALE FOR BAILED STRAW FILTER BARRIER.

WATTLE DITCH CHECK (E-1)

DROP INLET SILT FENCE (E-7)

SILT FENCE ON R/W FENCE (E-41)

GENERAL NOTES
SILT FENCE SHALL BE INSTALLED TOGETHER WITH A STRAW BALE
   FILTER BARRIER, PREVENTING PLACEMENT OF ADDITIONAL MATERIAL FOR SURFACED
   ROADWAYS WILL NOT BE MADE.

SAND BAG DITCH CHECK (E-51)

SILT FENCE (E-11)

GENERAL NOTES
SILT FENCE SHALL BE INSTALLED TOGETHER WITH A STRAW BALE
   FILTER BARRIER, PREVENTING PLACEMENT OF ADDITIONAL MATERIAL FOR SURFACED
   ROADWAYS WILL NOT BE MADE.
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. PLACE PERIMETER CONTROLS (LVL, SILT FENCES, DECOMPOSITION GROUNDS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

EXISTING GROUND

GENERAL NOTE
ALL CUT SLOPES SHALL BE DEPRESSED PERMANENTLY SECTIONS AND WELDED AS
THE NEW INTERCEPTOR DITCH SHOWN, OR EMBANKED AND STABILIZED IN
SMALL INCREMENTS NOT TO EXCEED 5 FT. (1.5 M) HORIZONTALLY.

CONSTRUCTION SEQUENCE
1. EXCAVATE AND STABILIZE INTERCEPTOR MAJOR OR INTERCEPT 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 EXCAVATION. PLACE PERMANENT SEEDING. EMBANKMENT, STABILIZE INTERCEPT DITCHES, SHOW DITCHES OR OTHER EMBANKMENT CONTROL DITCHES AS REQUIRED.

EMBANKMENT

GENERAL NOTE

CONSTRUCTION SEQUENCE
1. PERFORM INTERCEPT DITCHES, EMBANKMENT RACING SILT FENCES, OR OTHER EMBANKMENT CONTROL DITCHES AS REQUIRED.
2. PLACE EMBANKMENT MATERIAL WITH PERMANENT OR TEMPORARY SEEDING.
3. PLACEMENT OF EMBANKMENTS IS TO BE TEMPORARY, HANDMADE FOR A PERIOD OF TIME GREATER THAN 30 DAYS.
4. PLACE PERMANENT EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE INTERCEPT DITCHES AND SLIP DRAINS OF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY, HANDMADE FOR A PERIOD OF TIME GREATER THAN 30 DAYS.
5. PLACE FINAL PHASE OF EMBANKMENT, KNOCK AWAY OR PERMANENT SEEDING, EMBANKMENT MATERIALS ARE EMBANKED AND STABILIZED UNTIL EXTERIOR SLOPES STABILIZED.

ARKANSAS STATE HIGHWAY COMMISSION
TEMPORARY EROSION CONTROL DEVICES

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<td>STANDARD DRAWING TEC-3</td>
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