SPECIAL DETAILS

METHOD OF RAISING GRADE.

WIDENING FOR GUARDRAIL

DETAIL FOR TRANSITIONS

GUARDRAIL DETAIL FOR HWY. 212
STA. 654+94.50 TO STA. 664+375.0

NOTES:

(1) THIS DETAIL TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.

(2) QUANTITIES FOR METHOD OF GRADE RAISE USING ASPHALT WERE CALCULATED ON THIS PROJECT FOR ECONOMY. MAKE THE DISTANCE BETWEEN THE EXISTING ASPHALT PAVEMENT AND THE PROPOSED SUBGRADE WAS ONE FOOT OR LESS.

(3) IN LOCATIONS WHERE THE DISTANCE BETWEEN THE PROPOSED SUBGRADE AND THE EXISTING ASPHALT PAVEMENT IS MORE THAN ONE FOOT, SCARIFICATION OF THE EXISTING ASPHALT PAVEMENT WILL BE REQUIRED AS STATED IN SECTION 210, SUBSECTION 210.09, OF THE STANDARD SPECIFICATIONS.

Y:\Projects\ARDOT_166382_070415_Bayou Derriessix Bridges\Design\Civil\Drawings\070415_05_SD_001.dgn

WORKSPACE:
Scott Thorsberry
ARDOT
3:15:47 PM
10/26/2020
$ $ REVDATE

REVISED DATE:

PROFESSIONAL ENGINEER
ARKANSAS
LICENSED TO PRACTICE AS A PROFESSIONAL ENGINEER IN THE STATE OF ARKANSAS.

LH. PTO
COS
EXISTING CONSTRUCTION
AS PER ORIGINAL SECTION

SECTION OF APPROACH SLAB

EMBANKMENT DETAIL

STONE BASE FILL

STONE BASE FILL LOCATIONS

NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

SPECIAL DETAILS

NOTE: STREAM BANK ELEVATION IS 173 FT. MSL.

FILTER BLANKET

DUMPED RIPRAP & STONE BACKFILL

SEE PLAN AND PROFILE SHEETS FOR LIMITS OF DUMPED RIPRAP.

DETAIL FOR DRIVEWAY TURNOUTS (COLLECTORS)

NOTE: TEMPORARY RAMP FOR DETOUR 1 & 2.

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR WALL ROADS,

1. REFER TO SPECIAL DETAIL.

2. REFER TO TYPICAL SECTION.

NOTE: STREAM BANK ELEVATION IS 173 FT. MSL.

EMBANKMENT DETAIL

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR WALL ROADS.

NOTE: STREAM BANK ELEVATION IS 173 FT. MSL.

HORIZONTAL LIMITS

SURFACE

DUMPED RIPRAP & STONE BACKFILL

SECTION OF APPROACH SLAB

ADD. INFORMATION.

PERMIT REQUIREMENTS FOR

NOTE: SPECIAL DETAIL

FILTER BLANKET

DUMPED RIPRAP & STONE BACKFILL

SEE PLAN AND PROFILE SHEETS FOR LIMITS OF DUMPED RIPRAP.
TEMPORARY EROSION CONTROL DETAILS

CLEARING AND GRUBBING

THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND APPROPRIATE TO THE CONDITI0NS.

THE DEVICES ARE TO BE INSTALLED IN AN AREA ZONE FOR CONTROL EROSION.

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES.

THESE DEVICES SHALL BE LEFT IN PLACE AS PLACED DURING APPROPRIATE STAGES.

TEMPORARY EROSION CONTROL GENERAL NOTES

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES.

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REF. TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

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REF. TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

THE DEVICES ARE TO BE INSTALL
TEMPORARY EROSION CONTROL DETAILS

LEGEND

- DUMPED RIPRAP
- SAND BAG DITCH CHECKS
- ROCK DITCH CHECKS
- T临时防洪堤

- NOTES
  - DUMPED RIPRAP AS REQUIRED
  - SAND BAG DITCH CHECKS
  - ROCK DITCH CHECKS
  - T临时防洪堤

STAGE 1A

TEMPORARY EROSION CONTROL DETAILS

REVISION

- [REVISION]

NOTE

- REFER TO SPECIAL DETAILS FOR DUMPED RIPRAP LOCATION AND ELEVATION PLACEMENT ON SHEETS OF DESIGN.

DATE

- [DATE]

STATION

- [STATION]

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PROFESSIONAL ENGINEER

- [PROFESSIONAL ENGINEER]
REVISIONS

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LEGEND

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STAGE 1A
TEMPORARY EROSION CONTROL DETAILS

NOTE: REFER TO SPECIAL DETAILS FOR LOCATION AND ELEVATION OF DUMPED RIPRAP ON SLOPES OF DETOUR 1

N 74°55'00"E
110+00

PREVENTION PLAN”

STORM WATER POLLUTION TO SPECIAL PROVISION

25' BUFFER ZONE, REFER

EROSION CONTROL MEASURES TO BE
SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

REFER TO SECTION 110 OF THE STANDARD
IN THAT AREA BEGINS.

ONLY WHEN THE SOIL DISTURBING ACTIVITY
THE DEVICES ARE TO BE INSTALLED IN AN AREA
TO MAXIMIZE THEIR EFFECTIVENESS.

IF AND WHERE DIRECTED BY THE ENGINEER
PLANS ARE ESTIMATED AND MAY BE ALTERED
EROSION CONTROL DEVICES SHOWN IN THE
THE QUANTITIES AND LOCATIONS OF THE
EROSION CONTROL DEVICES SHOWN IN THE
PLANS ARE ESTIMATED AND MAY BE ALTERED
WHERE DIRECTED BY THE ENGINEER.
THE GROOVE IS TO BE INSTALLED IN AN AREA
THROUGHOUT STAGE 1 AND STAGE 2 OR UNTIL
CLEARING AND GRUBBING SHALL REMAIN IN PLACE
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EROSION CONTROL MEASURES TO BE
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EROSION CONTROL MEASURES INSTALLED IN
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MEASURES TO BE
FOOT OF EROSION.
BEGIN JOB 070415
L.M. 2.55

REVISIONS

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LEGEND

- Sandbag Storm Ditch Checks
- Rock Storm Ditch Checks
- Sediment Fence
- Silt Fence
- Rock Ditch Checks
- Sandbag Ditch Checks

TEMPORARY EROSION CONTROL GENERAL NOTES

The quantities and locations of the erosion control devices shown in the plans and estimates may be altered in and with written consent by the Engineer.

The devices are to be installed in an area free from any soil disturbing activity in that area alone.

Note to section 6 of the stamped specifications for additional requirements.

Erosion control measures to be placed during appropriate stages. These devices shall be left in place as long as required to control erosion.

Erosion control measures installed in cleaning and grading shall remain in place throughout the project and stage 3 on final sheet stabilization.

PROJECT IS COMPLETE.
SHEETS AND WILL REMAIN IN PLACE AFTER ARE SHOWN ON THE PLAN AND PROFILE ON THE RIGHT AND LEFT OF HWY. 212.
TEMPORARY EROSION CONTROL DETAILS

LEGEND

- ROCK DITCH CHECKS
- EROSION CONTROL MEASURES INSTALLED IN AREA
- TEMP. DETOUR REMOVAL
- PERMANENT DUMP RIPRAP

NOTATION:
- Quantities for dumped riprap on the right and left of Hwy. 212 are shown on the plan and profile sheets, and shall remain in place after project is complete.

EROSION CONTROL MEASURES TO BE INSTALLED IN AREA
- NOTE: Quantities for dumped riprap on the right and left of Hwy. 212 are shown on the plan and profile sheets, and shall remain in place after project is complete.

SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- REFER TO SECTION 110 OF THE STANDARD IN THAT AREA BEGINS.

EROSION CONTROL DEVICES SHOWN IN THE QUANTITIES AND LOCATIONS OF THE DEVICES ARE TO BE INSTALLED IN AN AREA
- ONLY WHEN THE SOIL DISTURBING ACTIVITY TO MAXIMIZE THEIR EFFECTIVENESS.
- IF AND WHERE DIRECTED BY THE ENGINEER PLANS ARE ESTIMATED AND MAY BE ALTERED

FINAL STABILIZATION.
- THOUGHOUT STAGE 1 AND STAGE 2 OR UNTIL CLEARING AND GRUBBING SHALL REMAIN IN PLACE
- EROSION CONTROL MEASURES INSTALLED IN LONG AS REQUIRED TO CONTROL EROSION.

THESE DEVICES SHALL BE LEFT IN PLACE AS PLACED DURING APPROPRIATE STAGES.
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REVISED DATE
- SHEETS AND WILL REMAIN IN PLACE AFTER

SILT FENCE
- INSTALLATION
- STA. 99+50 TO STA. 101+80
- STA. 102+00 TO STA. 104+90
- STA. 104+15 TO STA. 105+15

LEGEND

- ROCK DITCH CHECKS
- EROSION CONTROL MEASURES INSTALLED IN AREA
- TEMP. DETOUR REMOVAL
- PERMANENT DUMP RIPRAP

NOTE: Quantities for dumped riprap on the right and left of Hwy. 212 are shown on the plan and profile sheets, and shall remain in place after project is complete.

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- STA. 104+15 TO STA. 105+15

NOTE: Quantities for dumped riprap on the right and left of Hwy. 212 are shown on the plan and profile sheets, and shall remain in place after project is complete.
**Temporary Erosion Control Details**

**General Note:**

The quantities and locations of the erosion control devices shown in the plans are estimated and may be altered if and where directed by the Engineer. The Engineer may change the proposed locations of the devices to meet requirements in an area not shown or where the soil disturbing activity has begun.

Refer to section 6 of the standards specifications for additional requirements, erosion control measures to be placed during appropriate stages, and the types of devices that will be used. The devices shall be installed in place as soon as permitted to control erosion.

**Legend:**

- **+** Temporary Silt Fence
- **T** Rock Screen Checks
- **O** Silt Fence
- **T** Permanent Silt Fence

**Stage 2C**

**Temporary Erosion Control Details**

**Sheet No.**

- 110+40 to 113+75
- 114+50 to 117+25

**Legend:**

- **+** Temporary Silt Fence
- **T** Rock Screen Checks
- **O** Silt Fence
- **T** Permanent Silt Fence

**Note:** Quantities for dumped riprap on the right and left of HWY. 212 shall remain in place after the project is complete.

**Revision Details:**

- STA. 110+00.00 to STA. 114+50
- STA. 114+50 to STA. 120+25
- STA. 108+00 to STA. 113+75

**Details:**

- **RT.** Rock Screen Checks
- **VAR** Temporary Detour Removal

**END JOB 070415**
CONSTRUCTION SEQUENCE

STAGE 2A:
SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AND CONSTRUCT BRIDGE NO. 070469 AS SHOWN IN THE STAGE 1A MAINTENANCE OF TRAFFIC PLANS.

STAGE 1B:
MAINTENANCE OF TRAFFIC PLANS. CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS FOR MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCT TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 1A MAINTENANCE OF TRAFFIC PLANS.

SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AND CONSTRUCT BRIDGE NO. 070469 AND REMOVE TEMPORARY DETOUR 1.

STAGE 2B:
SHIFT TRAFFIC TO TEMPORARY DETOUR 2 AND CONSTRUCT BRIDGE NO. 070470 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

SHIFT TRAFFIC TO TEMPORARY DETOUR 2 AND CONSTRUCT BRIDGE NO. 070470 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 2B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2C:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070470 AND REMOVE TEMPORARY DETOUR 2.

CONSTRUCT REMAINDER OF ROADWAY TIES, GUARDRAIL, FINAL OVERLAY, FINAL AND REMOVE TEMPORARY DETOUR 2.

SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE

STAGE 2:
CONSTRUCT REMAINDER OF ROADWAY, GLASS-RAIL, FINAL ELEVATION, FINAL GRADING AND FINISHING, INSTALL TRAFFIC SIGNS FOR PROJECT AS SHOWN IN STAGE 2C MAINTENANCE OF TRAFFIC PLANS.

LEGEND

P TEMPORARY WARNING SIGN

DO NOT PASS RIGHT SHOULDER CLOSED

MAINTENANCE OF TRAFFIC DETAILS

ADVANCE WARNING DETAILS

ALL SITES - ALL STAGES
CONSTRUCTION SEQUENCE

STAGE 1A:
CLEANING AND CLEAVING OPERATIONS MAY BEGUN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATION SHOWN ON THE ADVANCE WARNING DETAILS FOR MAINTENANCE OF TRAFFIC PLANS.
CONSTRUCT TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 1A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2A:
SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AND CONSTRUCT BRIDGE NO. 070469 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070470 AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2C:
SHIFT TRAFFIC TO TEMPORARY DETOUR 2 AND CONSTRUCT BRIDGE NO. 070470 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 2C MAINTENANCE OF TRAFFIC PLANS.

STAGE 3:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070469 AND REMOVE TEMPORARY DETOUR 2.
CONSTRUCT REMAINDER OF ROADWAY TIES, GUARDRAIL, FINAL OVERLAY, FINAL AND REMOVE TEMPORARY DETOUR 2.
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE.

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATION SHOWN IN THE ADVANCE WARNING DETAILS FOR MAINTENANCE OF TRAFFIC PLANS.
CLEARING AND GRUBBING OPERATIONS MAY BEGUN IF AND WHERE DIRECTED BY THE ENGINEER.

STAGE 1A - TEMP. DETOUR 1 - NOTCH & WIDEN
MAINTENANCE OF TRAFFIC
TYPICAL SECTION
STA. 21+20.00 TO STA. 24+39.51

STAGE 1A - TEMP. DETOUR 1
MAINTENANCE OF TRAFFIC
TYPICAL SECTION
STA. 10+00.00 TO STA. 13+40.00

STAGE 1A - TEMP. DETOUR 1
MAINTENANCE OF TRAFFIC
TYPICAL SECTION
STA. 13+40.00 TO STA. 21+20.00

Y:
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D e s i g n 
C I V I L 
D r a w i n g s 
R 0 7 0 4 1 5 _ 0 6 _ M O T _ 0 0 2 . d g n

W O R K S P A C E :
S c o t t . T h o r n s b e r r y
A R D O T
3 : 1 5 :
3 9  P M
1 0 / 2 6 / 2 0 2 0

$ R E V D A T E $
R E V I S E D  D A T E :
1 0 - 2 7 - 2 0 2 0
MAINTENANCE OF TRAFFIC DETAILS

ARK.

STATE SHEET NO. 18

FED. AID PROJ. NO. FED. RD. DIST. NO.

JOB NO. 070415

DATE REVISED DATE FILMED

MAINTENANCE OF TRAFFIC DETAILS

STAGE 1A

@ 40' O.C.

9 TRAFFIC DRUMS @ 40' O.C.

9 TRAFFIC DRUMS

C.L. HWY. 212 (48" X 30") (1) R11-2 ROAD CLOSED

TYP. III LT. (16') BARR.

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

TYP. III RT. (16') BARR.

TEMP. CONSTRUCTION LIMITS

C.L. TEMP. DETOUR 1 STA. 98+03.04

C.L. TEMP. DETOUR 1 STA. 10+00.00 = BEGIN TEMP DETOUR 1

C.L. HWY. 212 STA. 112+34.98

C.L. TEMP. DETOUR 1 STA. 24+39.51 = END TEMP DETOUR 1

LEGEND

STAGE CONSTRUCTED AREA

TRAFFIC DRUM

TYPE 3 BARRICADE

TRAFFIC FLOW ARROWS

STAGE 1A

MAINTENANCE OF TRAFFIC DETAILS

MAINTENANCE OF TRAFFIC PLANS.

GRADING, AND DRAINAGE UNDER TRAFFIC FOR PROJECT AS SHOWN IN STAGE 2C

CONSTRUCT REMAINDER OF ROADWAY TIES, GUARDRAIL, FINAL OVERLAY, FINAL AND REMOVE TEMPORARY DETOUR 2.

SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE

STAGE 2C:

STAGE 2B MAINTENANCE OF TRAFFIC PLANS.

AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE

SHIFT TRAFFIC TO TEMPORARY DETOUR 2 AND CONSTRUCT BRIDGE NO. 070470

STAGE 2B:

STAGE 2A:

STAGE 1B MAINTENANCE OF TRAFFIC PLANS.

OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE

SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AND CONSTRUCT BRIDGE NO. 070469

STAGE 1B:

STAGE 1A:

CONSTRUCTION SEQUENCE

CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED

BY THE ENGINEER.
CONSTRUCTION SEQUENCE

STAGE 1A:
CLEARING AND GRAVING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATIONS LISTED IN THE ADVANCE WARNING DETAILS FOR MAINTENANCE OF TRAFFIC PLANS.
CONSTRUCT TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 1A MAINTENANCE OF TRAFFIC PLANS.

STAGE 1B:
SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AND CONSTRUCT BRIDGE NO. 070415 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 1B MAINTENANCE OF TRAFFIC PLANS.

STAGE 1C:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070415 AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 1C MAINTENANCE OF TRAFFIC PLANS.

STAGE 2A:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070415 AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 1B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070415 AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2C:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070415 AND REMOVE TEMPORARY DETOUR 2.
CONSTRUCT REMAINDER OF ROADWAY TIES, GUARDRAIL, FINAL OVERLAY, FINAL GRADING, AND DRAINAGE UNDER TRAFFIC FOR PROJECT AS SHOWN IN STAGE 2C MAINTENANCE OF TRAFFIC PLANS.
CONSTRUCTION SEQUENCE

STAGE 1A:
- Clearing and grubbing operations may begin if and where directed by the engineer.
- Install advance warning signs and die road work signs at the locations listed on the advance warning panels for maintenance of traffic plans.
- Construct temporary detour 1 as shown in the Stage 1A maintenance of traffic plans.

STAGE 1B:
- Shift traffic to temporary detour 1 and construct bridge No. 070469 and portions of proposed roadway and drainage as shown in the Stage 1A maintenance of traffic plans.

STAGE 2A:
- Shift traffic to newly constructed roadway and bridge and remove temporary detour 1.
- Construct temporary detour 2 as shown in the Stage 2A maintenance of traffic plans.

STAGE 2B:
- Shift traffic to temporary detour 2 and construct bridge No. 070470 and portions of proposed roadway and drainage as shown in the Stage 2A maintenance of traffic plans.

STAGE 2C:
- Shift traffic to newly constructed roadway and bridge and remove temporary detour 2.
- Construct remainder of roadway ties, guardrail, final overlay, final grading, and drainage under traffic for project as shown in Stage 2C maintenance of traffic plans.

STAGE 2A - HWY. 212 MAINTENANCE OF TRAFFIC TYPICAL SECTION
STA. 20+00.00 TO STA. 22+30.00

TYPICAL SECTION
MAINTENANCE OF TRAFFIC
TEMP. DETOUR 2 - NOTCH AND WIDEN
STAGE 2A
STA. 31+60.00 TO 34+61.79

TYPICAL SECTION
MAINTENANCE OF TRAFFIC
TEMP. DETOUR 2 - NOTCH AND WIDEN
STAGE 2A
STA. 108+20.00 TO STA. 110+00.00

TYPICAL SECTION
MAINTENANCE OF TRAFFIC
TEMP. DETOUR 2 - NOTCH AND WIDEN
STAGE 2A
STA. 110+00.00 TO STA. 118+50.00

TYPICAL SECTION
MAINTENANCE OF TRAFFIC
TEMP. DETOUR 2 - NOTCH AND WIDEN
STAGE 2A
RT. OF C.L.
STA. 20+00.00 TO STA. 22+30.00
CONSTRUCTION SEQUENCE

STAGE 1A:
SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 1A MAINTENANCE OF TRAFFIC PLANS.
CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS FOR MAINTENANCE OF TRAFFIC PLANS.

STAGE 1B:
SHIFT TRAFFIC TO TEMPORARY DETOUR 1 AND CONSTRUCT BRIDGE NO. 070469 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 1B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2A:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070469 AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2C:
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 2.
CONSTRUCT REMAINDER OF ROADWAY TIES, GUARDRAIL, FINAL OVERLAY, FINAL GRADING, AND DRAINAGE UNDER TRAFFIC FOR PROJECT AS SHOWN IN STAGE 2C MAINTENANCE OF TRAFFIC PLANS.

MAINTENANCE OF TRAFFIC DETAILS

CONSTRUCTION SEQUENCE

STAGE 2A:
SHIFT TRAFFIC TO NEARLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070469, AND REMOVE TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B:
SHIFT TRAFFIC TO NEARLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2C:
SHIFT TRAFFIC TO NEARLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 2.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2C MAINTENANCE OF TRAFFIC PLANS.

LEGEND

- REMOVAL
- STAGE CONSTRUCTION AREA
- TRAFFIC DRAW
- TYPE 3 BARRICADE
- TRAFFIC FLOW ARROWS

CONSTRUCTION SEQUENCE

STAGE 2A:
SHIFT TRAFFIC TO NEARLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070469 AND REMOVE TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B:
SHIFT TRAFFIC TO NEARLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 1.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2C:
SHIFT TRAFFIC TO NEARLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 2.
CONSTRUCT TEMPORARY DETOUR 2 AS SHOWN IN THE STAGE 2C MAINTENANCE OF TRAFFIC PLANS.
CONSTRUCTION SEQUENCE

STAGE 1A:
Clearing and grubbing operations may begin if and where directed by the Engineer.
Install advance warning signs and end road work signs at the locations listed on the advance warning details for maintenance of traffic plans.

STAGE 1B:
Shift traffic to temporary detour 1 and construct bridge no. 070459 and portions of proposed roadway and drainage as shown in the stage 1A maintenance of traffic plans.

STAGE 1C:
Shift traffic to newly constructed roadway and bridge no. 070459 and remove temporary detour 1.

STAGE 1D:
Construct temporary detour 2 as shown in the stage 1C maintenance of traffic plans.

STAGE 2A:
Shift traffic to newly constructed roadway and bridge no. 070459 and portions of proposed roadway and drainage as shown in the stage 2A maintenance of traffic plans.

STAGE 2B:
Shift traffic to temporary detour 2 and construct bridge no. 070470 and portions of proposed roadway and drainage as shown in the stage 2A maintenance of traffic plans.

STAGE 2C:
Shift traffic to newly constructed roadway and bridge no. 070470 and remove temporary detour 2.
Construct remainder of roadway ties, guardrail, final overlay, final grading, and drainage under traffic for project as shown in stage 2C maintenance of traffic plans.

PROPOSED HWY. 212

MOT - 008.dgn

STAGE 2B - HWY. 212
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STAGE 2B MANTEYNCE OF TRAFFIC DETAILS
CONSTRUCTION SEQUENCE

STAGE 1A
CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS FOR MAINTENANCE OF TRAFFIC PLANS.
CONSTRUCT TEMPORARY DETOUR AS SHOWN IN THE STAGE 1A MAINTENANCE OF TRAFFIC PLANS.

STAGE 1B
SHIFT TRAFFIC TO TEMPORARY DETOUR AND CONSTRUCT BRIDGE NO. 070469 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 1B MAINTENANCE OF TRAFFIC PLANS.

STAGE 2A
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE NO. 070469
CONSTRUCT TEMPORARY DETOUR 1 AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B
SHIFT TRAFFIC TO TEMPORARY DETOUR 2 AND CONSTRUCT BRIDGE NO. 070470 AND PORTIONS OF PROPOSED ROADWAY AND DRAINAGE AS SHOWN IN THE STAGE 2B MAINENANCE OF TRAFFIC PLANS.

STAGE 2C
SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY AND BRIDGE AND REMOVE TEMPORARY DETOUR 2.
CONSTRUCT REMAINDER OF ROADWAY TIES, GUARDRAIL, FINAL OVERLAY, FINAL GRADE, AND DRAINAGE UNDER TRAFFIC FOR PROJECT AS SHOWN IN STAGE 2C MAINTENANCE OF TRAFFIC PLANS.

MAINTENANCE OF TRAFFIC DETAILS
LEGEND

- **Removal**
- **Stage Const./Area**
- **Traffic Flow Arrows**

CONSTRUCTION SEQUENCE

**STAGE 1A:**
Clearing and grubbing operations may begin if and where directed by the engineer.
Install advance warning signs and end road work signs at the locations listed on the advance warning details for maintenance of traffic plans.
Construct temporary detour 1 as shown in the stage 1A maintenance of traffic plans.

**STAGE 1B:**
Shift traffic to newly constructed roadway and bridge No. 070469 and remove temporary detour 1.

**STAGE 2A:**
Shift traffic to newly constructed roadway and bridge No. 070470 and remove temporary detour 2.

**STAGE 2B:**
Shift traffic to newly constructed roadway and bridge and remove temporary detour 2.
Construct remainder of roadway ties, guardrail, final overlay, final maintenance of traffic plans.

**STAGE 2C:**
Shift traffic to newly constructed roadway and bridge and remove temporary detour 2.
Construct remainder of proposed roadway and drainage as shown in the maintenance of traffic details.

FILMED DATE: 10-21-2020
REVISED DATE: 3:16:07 PM
JOB NO.: 070415
STATE NO.: 18633
FED. RD. PROJ. NO.: 7545
FED. AID PROJ. NO.: 7545
DIST. NO.: 07045
REVS: 1
SHEETS: 26
TOTAL SHEETS: 26

M.A. No. 18633
PROFESSIONAL ENGINEER No. 18633
PERMANENT PAVEMENT MARKING DETAILS

BEGIN JOB 070415

101+00.00 (STA.

L.M. 2.55

NOTE: THE 6" YELLOW REFLECTORIZED PAINT STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE COMPLETION OF THE PAINT STRIPING. CONTACT THE MAINTENANCE DIVISION FOR THE ZONING OF PROJECTS.

THE 6" YELLOW REFLECTORIZED PAINT STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE COMPLETION OF THE PAINT STRIPING. CONTACT THE MAINTENANCE DIVISION FOR THE ZONING OF PROJECTS.
PERMANENT PAVEMENT MARKING DETAILS

END JOB 070415
STA. 120+00.00

C.L. HWY. 212

RAISED PAVEMENT MARKER (TYPE II) YELLOW/YELLOW
15 EACH
2400 L.F.

6" WHITE REFLECTORIZED PAINT
2400 L.F.

6" YELLOW REFLECTORIZED PAINT

PERMANENT STRIPING QUANTITIES

AT 80' SPACING (TYP.)

II YELLOW/YELLOW R.P.M.
DOUBLE YELLOW REFLECTORIZED PAINT WITH TYPE
6" CONTINUOUS
WHITE REFLECTORIZED PAINT EDGE LINE
6" CONTINUOUS

THE ZONING OF PROJECT.

AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE
PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION
THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE
BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.  THE
THE 6" YELLOW REFLECTORIZED PAINT STRIPING QUANTITY HAS BEEN ESTIMATED

NOTE:

Y:

THE 6" YELLOW REFLECTORIZED PAVEMENT MARKER HAS BEEN ESTIMATED
BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.  THE
PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE
BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.  THE
THE 6" YELLOW REFLECTORIZED PAINT STRIPING QUANTITY HAS BEEN ESTIMATED

NOTE:

Y:
### ADVANCE WARNING SIGNS AND DEVICES

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<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>STAGE 1A</th>
<th>STAGE 1B</th>
<th>STAGE 2A</th>
<th>STAGE 2B</th>
<th>TOTAL SIGNS REQUIRED</th>
<th>TRAFFIC DRUMS</th>
<th>BARRIACDES (TYPE 16)</th>
<th>FURNISHING &amp; INSTALLING PRICED CONC. BARRIERS</th>
<th>RELOCATING PRECAST CONCRETE BARRIER</th>
<th>TEMPORARY IMPACT ATTENUATION BARRIERS</th>
<th>TEMP. IMPACT ATTENU. BARR.</th>
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<td></td>
</tr>
<tr>
<td>W16-1</td>
<td>Right Lane</td>
<td>26&quot; x 20&quot;</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
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</tr>
<tr>
<td>W17-1</td>
<td>Left Lane</td>
<td>26&quot; x 20&quot;</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<td></td>
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</tr>
</tbody>
</table>

### NOTES:
- This is a low traffic volume road as defined in Section 35.1.3. Standard specifications for roadway construction.
- Signs will be left and where directed by the engineer.
- **W** indicates work zone signage.
- **P** indicates permanent signage.

### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>STAGE 1A</th>
<th>STAGE 1B</th>
<th>STAGE 2A</th>
<th>STAGE 2B</th>
<th>END OF JOB</th>
<th>REMOVAL OF PERMANENT PAINT MARKINGS</th>
<th>CONSTRUCTION PAINT MARKINGS</th>
<th>REFLECTIVE CONSTRUCTION PAINT MARKINGS</th>
<th>RAISED PAVEMENT MARKERS</th>
<th>REFLECTORIZED PAVEMENT MARKERS</th>
</tr>
</thead>
<tbody>
<tr>
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<td>36&quot;</td>
<td>36&quot;</td>
<td>36&quot;</td>
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<td>36&quot;</td>
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<td>36&quot;</td>
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<td>36&quot;</td>
<td>36&quot;</td>
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<td>36&quot;</td>
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<tr>
<td>PAVEMENT MARKINGS</td>
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<td>26&quot;</td>
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<td>26&quot;</td>
<td>26&quot;</td>
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<tr>
<td>RAISED PAVEMENT MARKERS</td>
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<td>26&quot;</td>
<td>26&quot;</td>
<td>26&quot;</td>
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<td>26&quot;</td>
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<td>26&quot;</td>
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<tr>
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</tbody>
</table>

### NOTES:
- This is a low traffic volume road as defined in Section 35.1.3. Standard specifications for roadway construction.
- The 6" yellow striping quantity has been estimated based on double yellow centerline stripe for the entire project.
- The project must be marked for passing passing zones prior to the placement of any final striping.
- Contact the maintenance division after the final lift of surface course has been placed to schedule the zonings of the project.
### GUARDRAIL

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>GUARDRAIL (Type A)</th>
<th>GUARDRAIL TERMINAL (Type B)</th>
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<tr>
<td>H060000</td>
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<td>H060250</td>
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</tr>
<tr>
<td>H060500</td>
<td>119+00</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>H060750</td>
<td>119+83.5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>H061000</td>
<td>121+23</td>
<td>0</td>
<td>0</td>
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</table>

**Note:** The quantity shown above for the removal and disposal of Guardrail will include the removal and disposal of all Guardrail, timbering, and temporary anchorage posts.

### REMOVAL AND DISPOSAL OF GUARDRAIL

<table>
<thead>
<tr>
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<th>REMOVAL AND DISPOSAL</th>
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**Note:** The quantity shown above includes the removal and disposal of all Guardrail, timbering, and temporary anchorage posts.

### COLD MILLING ASPHALT PAVEMENT

<table>
<thead>
<tr>
<th>Station</th>
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<th>Avail. Width</th>
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<tr>
<td>H061000</td>
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<td>32</td>
<td>222.45</td>
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</table>

**Note:** Average Milling Depth: 4

### ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

<table>
<thead>
<tr>
<th>Location</th>
<th>Width</th>
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**Note:** Average Depth: 4

### EARTHWORK

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<tr>
<th>Station</th>
<th>Location</th>
<th>UNCLASIFIED EXCAVATION</th>
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<tr>
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</tbody>
</table>

**Note:** The temporary erosion control devices shown above and on the plans shall be installed in such a sequence so as to be in accordance with the requirements for installation of erosion control in such a sequence as shown above and on the plans.

### CLEARING AND GRUBBING

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>CLEARING</th>
<th>GRUBBING</th>
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</thead>
<tbody>
<tr>
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<td>H060250</td>
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</tr>
<tr>
<td>H060500</td>
<td>119+00</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>H060750</td>
<td>119+83.5</td>
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</tr>
<tr>
<td>H061000</td>
<td>121+23</td>
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**Note:** Refer to bridge drawings for details of type special approach slabs.

### APPROACH GUTTERS AND SLABS

<table>
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<th>Location</th>
<th>APPROACH GUTTERS (TYPE C)</th>
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<tr>
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<td>119+00</td>
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<tr>
<td>H061000</td>
<td>121+23</td>
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</table>

**Note:** Filter blanket shall be geotextile fabric (Type E).

### DUMPED RIPRAP AND FILTER BLANKET

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>DUMPED RIPRAP</th>
<th>FILTER BLANKET</th>
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<td>119+00</td>
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<tr>
<td>H060750</td>
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**Note:** Refer to section 114.01 of the Standard Specifications.

### EROSION CONTROL

<table>
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<td>119+00</td>
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<tr>
<td>H060750</td>
<td>119+83.5</td>
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<tr>
<td>H061000</td>
<td>121+23</td>
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</tr>
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</table>

**Note:** Water of Estimate: 3 Tons/m³ Acre of Sediment.

### QUANTITIES

- QUANTITIES
- UNREVIEWED
- UNDERDRAIN
- FILTERS
- DUMPED RIPRAP
- QUICK EROSION SLOPES

**Note:** The temporary erosion control devices shown above and on the plans shall be installed in such a sequence so as to be in accordance with the requirements for installation of erosion control in such a sequence as shown above and on the plans. Refer to Sections 114.01 of the Standard Specifications.

**Note:** Quantities estimated. See Section 114.01 of the Standard Specifications.
### Driveways & Turnouts

<table>
<thead>
<tr>
<th>Station</th>
<th>Bed</th>
<th>Location</th>
<th>Length</th>
<th>ACQM Surface Course (1&quot;)</th>
<th>AGGREGATE COURSES (CLASS 1)</th>
<th>Tack Coat</th>
<th>ACQM Base Course (1&quot;)</th>
<th>ACQM Binder Course (3&quot;)</th>
<th>ACQM Surface Course (1/2&quot;)</th>
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</thead>
<tbody>
<tr>
<td>STATION</td>
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<td>LOCATION</td>
<td>LENGTH</td>
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<td>TACK</td>
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### Bench Marks

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### Base and Surfacing

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<th>Location</th>
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<th>ACQM Base Course (1&quot;)</th>
<th>ACQM Binder Course (3&quot;)</th>
<th>ACQM Surface Course (1/2&quot;)</th>
</tr>
</thead>
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<td>LENGTH</td>
<td>AGGREGATE BASE COURSE (CLASS 1)</td>
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<td>APPROX. STATION</td>
<td>OFFSET</td>
<td>ELEVATION</td>
<td>WATER CONTENT</td>
<td>SOIL CLASSIFICATION</td>
<td>DEPTH</td>
<td>LIQUID LIMIT</td>
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<td>CH</td>
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<td>93</td>
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</tbody>
</table>

SOIL BORING LOG

SUMMARY SOIL CLASSIFICATION TEST RESULTS - BAYOU DERRISEAUX CROSSING

*SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AND FROM SURFACE INDICATIONS AND TESTS. FOR CO2 LIMITS SHOWN, THESE DATA ARE SHOWN FOR INDICATIVE PURPOSES ONLY. THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS ANY CONDUCT BY SAME DIFFERENT FROM THE ABOVE TABULATIONS.*
<table>
<thead>
<tr>
<th>BRIDGE NO.</th>
<th>UNIT OF STRUCTURE</th>
<th>DESCRIPTION OF BRIDGE (GRADE A, TYPE D)</th>
<th>SURFACE TREATMENT</th>
<th>STRUCTURAL STEEL</th>
<th>END BENT NO.</th>
<th>INTERMEDIATE BENT NO.</th>
<th>END BENT NO.</th>
<th>END BENT NO.</th>
<th>END BENT NO.</th>
<th>INTERMEDIATE BENT NO.</th>
<th>INTERMEDIATE BENT NO.</th>
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<tbody>
<tr>
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<td>340</td>
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1. Steel plate: conformed to ASTM A572, Grade 50.
### SUMMARY OF QUANTITIES

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### REVISIONS

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<th>DATE</th>
<th>REVISION</th>
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**Details:**
- **Item:** Description of the quantity and revision details.
- **Quantity:** Specific numerical values associated with the item.
- **Unit:** Units of measurement for the quantity provided.

**Revisions:**
- **Date:** Date of revision.
- **Revision:** Details of the revision made.
- **Sheet Number:** Sheet number for reference.

---

**Summary of Quantities and Revisions:**
- **Job No.:** Identification number for the job.
- **Other:** Additional information relevant to the job.
- **Sheet:** Total sheets covered in the document.
- **Revision:** Recorded revisions for the document.
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

CONVERGENCE ANGLE: 00-07-38 LEFT AT LT: 34-24-45 N LG: 092-14-00 W

DETERMINED FROM GPS CONTROL POINTS: BASED ON STATIC GPS PTS 1 - 5

ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE

BASIS OF BEARING:

REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL

IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.

REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL

AT A SPECIFIC POINT.

VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE

HORIZONTAL DATUM: NAD 83 (1997)

GRID COORDINATES ARE STORED UNDER FILE NAME s070415gi.ctl

GRID DISTANCE = GROUND DISTANCE X CAF.

THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.

A PROJECT CAF OF 0.9999096019 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.

USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT

*(standard markings common to all caps), or as indicated

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped

GRID ENDS WITH 000000 TO 000000 TO DETERMINE THE INDIVIDUAL POINTS.

THE 000000 FOR STAKING IS USED TO DETERMINE THE GRID END POINTS, WHICH IS THE GRID END POINT OF THE INDIVIDUAL POINT.

USE 000000 FOR STAKING FOR THE PROJECT.

THIS GRID IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.

GRID ENDS WITH 000000 TO 000000 TO DETERMINE THE INDIVIDUAL POINTS.

THE 000000 FOR STAKING IS USED TO DETERMINE THE GRID END POINTS, WHICH IS THE GRID END POINT OF THE INDIVIDUAL POINT.

USE 000000 FOR STAKING FOR THE PROJECT.

GRID ENDS WITH 000000 TO 000000 TO DETERMINE THE INDIVIDUAL POINTS.

THE 000000 FOR STAKING IS USED TO DETERMINE THE GRID END POINTS, WHICH IS THE GRID END POINT OF THE INDIVIDUAL POINT.

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USE 000000 FOR STAKING FOR THE PROJECT.

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THE 000000 FOR STAKING IS USED TO DETERMINE THE GRID END POINTS, WHICH IS THE GRID END POINT OF THE INDIVIDUAL POINT.

USE 000000 FOR STAKING FOR THE PROJECT.
BEGIN JOB 070415
STA. 101+00.00
8000
8002
2900.00' N74°55'00"E
3 9 8 .5 1'
N 6 7 °5 5 '0 0 "E
SURVEY CONTROL DETAILS

8018
8020
END JOB 070415

STA. 120+00.00
END JOB 070415

CAP STAMPED PN: 4212
PD: STANDARD ARDOT
PN: 4

CAP STAMPED PN: 5212
PD: STANDARD ARDOT
PN: 5

115
+ 0 0
12
+ 0 0
0

STA. 120+67.71
C.L. HWY. 212
STA. 34+61.79 = C.L. TEMP. DETOUR 2

NO SUPER
P.T. = 34+51.04
P.C. = 32+72.39
L = 178.65'
T = 89.50'
D
P.I. = 33+61.89
C.L. TEMP. DETOUR 2

PROJECT: ARDOT_166382_070415_Bayou_Derries_Bridges
DESIGN: CIVIL
DRAWINGS: 070415_11_SC_004.dgn

WORKSPACE: Scott.Throrsberry

ARDOT

3:16:18 PM
10/26/20

$ $ REV DATE $ $

REVISED DATE:

PROFESSIONAL ENGINEER
ARKANSAS

LICENSED

NO. 10887
BORING LEGEND

1. Compacted Concrete - 7 inches, ABC- CLAY XCL-brick red, and gravel, dark brown and greyish brown
2. BORNE CLAY WITH Silt XCL-brick red, brown and grey, medium stiff
3. BORNE CLAY XCL-brick red, brown and grey, medium stiff
4. SANDY CLAY XCL - brown and grey, fine to coarse grained, medium dense to very dense, travel gravel below about 30 feet
5. SANDY CLAY XCL - brown and grey, fine to coarse grained, medium dense, travel gravel below about 30 feet
6. SANDY CLAY XCL - brown and grey, very dense, travel gravel below about 30 feet
7. SANDY LEAN CLAY XCL - brown and grey, medium stiff
8. LEAN CLAY WITH SAND (CL) - brown and grey, medium stiff
9. ASPHALT CEMENT CONCRETE - 6 inches, FILL- LEAN CLAY (CL) - dark brown and reddish brown
10. BORNE CLAY WITH SAND (CH) - gray, very stiff to hard, increasing sand seams below about 93.5 feet
11. SANDY LEAN CLAY (CL) - gray, very stiff
12. LEAN CLAY WITH SAND (CL) - trace gravel, brown and grey, medium stiff
13. SILTY SAND (SM) - fine grained, brown and grey, medium dense to loose
14. TSUNA BEACH SAND (SF) - fine to coarse grained, brown, medium dense to very dense
15. SANDY FAT CLAY (CH) - gray, very stiff, sand seams below about 48.5 feet
16. POORLY GRADED SAND WITH SILT (SP-SM) - fine to coarse grained, brown, medium dense, travel gravel below about 32 feet
17. SANDY FAT CLAY (CH) - gray, stiff to very stiff

ELEVATION OF SOIL BORINGS

Boring No. B1

- Boring No. B1
- Boring No. B1

Proposed Grade 4 + L Storm
BAR LIST

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<thead>
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<td>S402E</td>
<td>6'-7&quot;</td>
<td>2&quot; 0&quot;</td>
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<td>S403E</td>
<td>9'-0&quot;</td>
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<td>S404E</td>
<td>11'-2&quot;</td>
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Notes:
- All bars designated with an "E" suffix are to be epoxy coated.
- See "ROUNDING DETAIL" on Std. Dwg. No. 55007.
- See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.
- See "DETAIL B" for details of Concrete Parapet Rail. See Std. Dwg. No. 55007.
- See "WELD TABLE", "DETAIL A", and "DETAIL B" for details of "INTEGRAL W-BEAM UNIT".
TABLE OF DEAD LOAD DEFORMATIONS (INCHES)

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Notes:
1. For additional details of pipe underdrain system, see Section 61.1. Pipe underdrains, outlet protection, pipe-to-granular material contact, other covers, and polyethylene sheeting from board shall be considered subsidiary to the unit price bid for "uncluded excavation for structural bridge".
2. Slope to drain of 2% will not be measured or paid for separately, but will be considered subsidiary to the unit price bid for "uncluded excavation for structural bridge".

DEAD LOAD DEFORMATION DIAGRAM

Notes:
- Curve for Dead Load Deflection plot terminates at 0'-0" distance.
- Definition shown in View A-A on Proj. No. 61304.
- "C.L. 0'-0" Anchor Bolt" is not included in span quantities.
- Negative sign (-) indicates point above chord.

CONSTRUCTION SEQUENCE

- Pours with the same number may be placed simultaneously or separately.
- Hour must be placed before pour 0'-0" following.
- In all pour illustrations before the end of a pour, the end of the pour is shown at the beginning of the next pour.
- Hour must be placed before pour 0'-0" following.

For additional details of pipe underdrain system, see Section 61.1. Pipe underdrains, outlet protection, pipe-to-granular material contact, other covers, and polyethylene sheeting from board shall be considered subsidiary to the unit price bid for "uncluded excavation for structural bridge".

DEAD LOAD DEFLECTION DIAGRAM

Notes:
- Curve for Dead Load Deflection plot terminates at 0'-0" distance.
- Definition shown in View A-A on Proj. No. 61304.
- "C.L. 0'-0" Anchor Bolt" is not included in span quantities.
- Negative sign (-) indicates point above chord.
1'-0" = 1'-0"
2'-9" = 2'-9"
1'-7" = 1'-7"
1" min. clr.
2" clr.
3"..." (Bent 1)
3'-5..." (Bent 4)
Varies 10" to 12"
Varies 0" to 2'-5"
Varies 1'-7" to 0"
1" min. clr.
..." = 1'-0"
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..." = 1'-0"
VIEW A-A

VIEW B-B

SECTION C-C

SECTION D-D

Screed Rail Support Detail

Notes:
The screed rail supports shall be centered over the beam web and centered between adjacent rows of shear connectors.
The pipe shall be centered with proper vertical position and not be allowed to extend to the limit of the concrete.

End Diaphragm shall match plan dimensions.

The screed rail supports shall be centered over the beam web and centered between adjacent rows of shear connectors.

Welding shall be done by a certified welder.

Note:

For additional details of pipe underdrain see Std. Dwg. PU-1 and Section 611. Pipe underdrains, outlet protectors, granular materials, drain pipe, filter fabric and polystyrene foam boards shall be designed or sized for separate boues.

The pipe shall be free of dirt, grease, rust, or other foreign substance before the deck is poured.

The pipe shall not interfere with proper vertical position and centered between adjacent rows of shear connectors.

The screed rail supports shall be centered over the beam web and centered between adjacent rows of shear connectors.

Welding shall be done by a certified welder.

Note:

For additional details of pipe underdrain see Std. Dwg. PU-1 and Section 611. Pipe underdrains, outlet protectors, granular materials, drain pipe, filter fabric and polystyrene foam boards shall be designed or sized for separate boues.

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For additional details of pipe underdrain see Std. Dwg. PU-1 and Section 611. Pipe underdrains, outlet protectors, granular materials, drain pipe, filter fabric and polystyrene foam boards shall be designed or sized for separate boues.

The pipe shall be free of dirt, grease, rust, or other foreign substance before the deck is poured.

The pipe shall not interfere with proper vertical position and centered between adjacent rows of shear connectors.

The screed rail supports shall be centered over the beam web and centered between adjacent rows of shear connectors.

Welding shall be done by a certified welder.
GENERAL NOTES

- Surface finish for Approach Slabs to match that required in Section 504 of the Standard Specifications.
- Approaches Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.
- Reinforcement Steel shall conform to AASHTO M 314, Type A with Mill Test Reports, Gr. 60 (fy = 60,000 psi).

REMARKS

- Approach Slab Width
- 44.90'
- 22'-0"

DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

- Joint Filler
- Type 1 - AASHTO M153

QUANTITIES FOR ONE SPECIAL APPROACH SLAB

<table>
<thead>
<tr>
<th>BAR LIST FOR ONE TYPE SPECIAL APPROACH SLAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAX</td>
</tr>
<tr>
<td>5401</td>
</tr>
<tr>
<td>5402</td>
</tr>
<tr>
<td>5501</td>
</tr>
<tr>
<td>5502</td>
</tr>
<tr>
<td>5701</td>
</tr>
</tbody>
</table>

DETAILS OF TYPE SPECIAL APPROACH SLAB
<table>
<thead>
<tr>
<th>Section</th>
<th>Area Cut (SQ. FT.)</th>
<th>Area Fill (SQ. FT.)</th>
<th>Volume Cut (CU. YD.)</th>
<th>Volume Fill (CU. YD.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>STG. 1A</td>
<td>0</td>
<td>48</td>
<td>0</td>
<td>65</td>
</tr>
<tr>
<td>STG. 1B</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>STG. 2B</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>STG. 2C</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>STG. 2A</td>
<td>672</td>
<td>48</td>
<td>998</td>
<td>65</td>
</tr>
</tbody>
</table>

DATA:
- STA 105+00 TO STA 105+00
- TEMP. DETOUR 1
- HWY. 212 C.L.

DRAWING:
- STA 17+00.76
- TEMP. DETOUR 1
- 3:1
- 2:1
- 0.062'

PROJECT:
- ARDOT_166382_070415_Bayouderrissex Bridges Design
- CPRS3.001.png
- WORKSPACE: Scott. Thorsberry
- REVDATE: 10/26/2020
- REVISED DATE: 3:16:36 PM
STA 121+00 TO STA 121+00

20' EXIST. PAVEMENT
END 100' TRANSITION

STG. 1A AREA CUT = 0 SQ. FT.
STG. 1A AREA FILL = 0 SQ. FT.
STG. 1A VOLUME CUT = 0 CU. YD.
STG. 1A VOLUME FILL = 0 CU. YD.

STG. 1B AREA CUT = 0 SQ. FT.
STG. 1B AREA FILL = 0 SQ. FT.
STG. 1B VOLUME CUT = 0 CU. YD.
STG. 1B VOLUME FILL = 0 CU. YD.

STG. 2A AREA CUT = 0 SQ. FT.
STG. 2A AREA FILL = 0 SQ. FT.
STG. 2A VOLUME CUT = 0 CU. YD.
STG. 2A VOLUME FILL = 0 CU. YD.

STG. 2B AREA CUT = 0 SQ. FT.
STG. 2B AREA FILL = 0 SQ. FT.
STG. 2B VOLUME CUT = 0 CU. YD.
STG. 2B VOLUME FILL = 0 CU. YD.

STG. 2C AREA CUT = 0 SQ. FT.
STG. 2C AREA FILL = 0 SQ. FT.
STG. 2C VOLUME CUT = 0 CU. YD.
STG. 2C VOLUME FILL = 0 CU. YD.
GENERAL NOTES
These GENERAL NOTES are applicable unless otherwise shown in the Plan Details, Special Provisions, or Supplemental Specifications.
CONSTRUCTION SPECIFICATIONS
DESIGN SPECIFICATIONS See Bridge Manual.

SUPERSTRUCTURE NOTES:

MATERIALS AND STRENGTH:

Class 55/60 Concrete
Reinforcing Steel: Grade 60, ASTM A 706 Type I, Grade 55, Type II
Structural Steel: ASTM A 992
Structural Steel: ASTM A 690
Structural Steel: ASTM A 709
See Plan Details for Grade of Structural Steel required.

CONCRETE:
All concrete shall be Class 55/60 with a minimum 28-day compressive strength of 4,200 psi. Concrete shall be placed in the dry and all exposed concrete shall be finished with 2 inches or more, unless otherwise noted.

The superstructure beam design is made by use of computerized design software and uses the best practices for strength and structural integrity. These practices are intended to minimize deflection and allow for efficient use of materials.

The beam design is based on the assumption that the beam will be supported at the supports and is subject to the loads shown on the plans. The concrete shall be placed in accordance with the Standard Specifications for Highway Construction 2018 Edition, without applicable Supplemental Specifications and Special Provisions, Section and Subsection refer to the Standard Specifications.

STRUCTURAL STEEL-CONCRETE:

All beams and padstone plates and all diaphragms and connecting plates attached to horizontally curved beams are designed for live load and carriageway stresses. The design includes a factor of safety of 3.5 and all exposed concrete shall be finished with 2 inches or more, unless otherwise noted.

All beams in continuous spans and simple spans with field connections shall be located in the structure at the locations specified in the project plans. The beam deflections and stresses shall be determined in accordance with the appropriate provisions of the Standard Specifications for Highway Construction 2018 Edition, without applicable Supplemental Specifications and Special Provisions, Section and Subsection refer to the Standard Specifications.

All beams in simple spans without field connections shall be located in the structure at the locations specified in the project plans. The beam deflections and stresses shall be determined in accordance with the appropriate provisions of the Standard Specifications for Highway Construction 2018 Edition, without applicable Supplemental Specifications and Special Provisions, Section and Subsection refer to the Standard Specifications.

Structural Steel-Plate Girders:

All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706. All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706.

All structural steel shall be Grade 55/60 conforming to ASTM A 706. Grade 55/60 steel shall not be used in structural steel members and shall not be used in structural steel connections. All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706.

All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706. All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706.

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All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706. All structural steel used in the project shall conform to Grade 55/60 or Grade 60/60, Type I, ASTM A 706.
NOTES: GUARDRAIL WITH GUARDRAIL TERMINAL TYPE 1 TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.

50:1 OR FLATTER

150' MIN.

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

50:1 OR FLATTER

150' MIN.

METHODS OF INSTALLATION OF GUARDRAIL AT LESS THAN FULL SHOULDERT WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

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

LEGEND

- TIME-DEAD GUARDRAIL TERMINAL
- GUARDRAIL TERMINAL (TYPE 2)

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

ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING DR-8
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

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:

STEEL POSTS SHALL NOT WAVE MORE THAN 1.0 IN. VERTICALLY IN CROSS SECTION.

WOOD POSTS & WOOD BLOCKS SHALL BE OF EITHER DENSE NO. 1 STRUCTURAL OR BETTER WOOD OR NO. 1 SOUTHERN PINE.

03-30-00 DRAWN & ISSUED

08-22-02 REVISED LIP CURB NOTE

07-14-10 REVISED POST 8 DIMENSIONS

11-07-19 RENAMED GUARDRAIL DETAILS

11-29-07 ADDED PLASTIC BLOCKOUTS

10-19-01 REVISED GUARDRAIL HEIGHT, CHANGED GUARDRAIL DETAILS

STD. DWG. NUMBER FROM GR-10A TO GR-11

STANDARD DRAWING GR-II

ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS
THREE BEAM GUARDRAIL CONNECTION AT BRIDGE ENDS

ARJARKANS STATE HIGHWAY COMMISSION
GUARDRAIL DETAILS

STANDARD DRAWING GR-12
### Corrugated Steel Pipe (Round)

<table>
<thead>
<tr>
<th>Pipe Diameter (Inches)</th>
<th>Metal Thickness (Inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
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</tr>
<tr>
<td>1.25</td>
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<tr>
<td>1.5</td>
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<tr>
<td>2.75</td>
<td>0.100</td>
</tr>
<tr>
<td>3.0</td>
<td>0.105</td>
</tr>
</tbody>
</table>

### Corrugated Aluminum Pipe (Round)

<table>
<thead>
<tr>
<th>Pipe Diameter (Inches)</th>
<th>Metal Thickness (Inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>0.063</td>
</tr>
<tr>
<td>1.25</td>
<td>0.068</td>
</tr>
<tr>
<td>1.5</td>
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<tr>
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<tr>
<td>2.5</td>
<td>0.093</td>
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<tr>
<td>2.75</td>
<td>0.098</td>
</tr>
<tr>
<td>3.0</td>
<td>0.103</td>
</tr>
</tbody>
</table>

### Equivalent Metal Thicknesses and Gauges

<table>
<thead>
<tr>
<th>Steel</th>
<th>Diameter (Inches)</th>
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</thead>
<tbody>
<tr>
<td>STEEL</td>
<td>1.0</td>
</tr>
<tr>
<td>ALUMINUM</td>
<td>1.0</td>
</tr>
</tbody>
</table>

### Construction Sequence

1. Place structural bedding material to grade, do not compact.
2. Where possible, structural bedding under the proper lifts of the pipe. Do not begin structural bedding before placing the first pipe. Use of the pipe may not exceed structural bedding material of the same lift.

### General Notes

- **Construction:** Placement of steel or aluminum pipe with 3" x 1" corrugation.
- **Installation Type 1 or 2:** May be used for corrugated steel or aluminum pipe arches.
- ** предусматривает использование в строительстве металлических труб с корытообразным сечением 3" x 1".

### Installation Type

- **Type 1:** Requires state standard structure for installation, structural bedding, and structural backfill material.
- **Type 2:** Requires state standard structure for installation, structural bedding, and structural backfill material.

### Embankment and Trench Installations

- **Embankment:** Structural backfill, embankment, and other structural bedding material shall be compacted to 95% of the maximum density for the type of material used.
- **Structural Backfill:** Materials and installations shall conform to section 606 and (2010) with 2010 interims.
- **Pipe:** May be used for corrugated steel or aluminum pipe arches with 3" x 1" corrugation.
1. Refer to the striping details for pavement marking line width.

2. This drawing shall be used in conjunction with the latest revised edition 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.

**NOTE:**
- "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
- With the latest revised addition of the products list.
- Made by referring to the ARDOT qualified approval for similar markers may be made of referring to the latest approved products list.

**Pavement Edge Line Marking**

**Detail of Standard Raised Pavement Markers**

**Pavement Marking Details**

**Standard Drawing PM-1**

*Arkansas State Highway Commission*
NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE 1. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE TRENCH AT THE TOP.

3. THE WIDTH OF THE TRENCH AT THE BOTTOM SHALL BE 48" FOR "4" PIPE UNDERDRAINS." GRANULAR MATERIAL SHALL BE WRAPPED ALL AROUND & LAPED AT TOP OF EXISTING SLOPE.

4. THE LOCATION OF ALL UNDERDRAIN OUTLET PROTECTORS SHALL BE INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS." GRANULAR MATERIAL, LENGTH & GRADE SHALL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTIONS 611 & 613 OF THE STANDARD SPECIFICATIONS.

5. THE LOCATION OF ALL EXISTING "4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP OUTLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO EXISTING "4" PIPE UNDERDRAINS." SHALL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT FOR REMOVAL OF EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

NOTE: EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP OUTLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO EXISTING 4" PIPE UNDERDRAINS." SHALL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

NOTE: EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP OUTLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO EXISTING 4" PIPE UNDERDRAINS." SHALL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

NOTE: EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP OUTLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO EXISTING 4" PIPE UNDERDRAINS." SHALL BE MEASURED AND PAID FOR AT THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
### General Notes
1. On pavement with two-way traffic, the superelevation shall be resolved on the inside pavement edge unless otherwise noted on the plans.
2. Superelevation tables shown on the cross sections are valid for the point of control.
3. For lane widths of 25 ft or 58 ft, use the simplified calculation.
4. Pavements wider than 2 lanes shall have additional transition lengths as follows:

<table>
<thead>
<tr>
<th>Lane Width</th>
<th>Transition Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>40</td>
</tr>
<tr>
<td>4</td>
<td>60</td>
</tr>
</tbody>
</table>

5. Notes maintain normal crown on edges until superelevation exceeds 0.25 ft.

### Superelevation Table for Two-Way Traffic

<table>
<thead>
<tr>
<th>Dec. Curve</th>
<th>25 MPH</th>
<th>30 MPH</th>
<th>35 MPH</th>
<th>40 MPH</th>
<th>45 MPH</th>
<th>50 MPH</th>
<th>55 MPH</th>
<th>60 MPH</th>
<th>65 MPH</th>
<th>70 MPH</th>
<th>75 MPH</th>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE RESOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS.
2. SUPERELEVATION TABLES SHOWN ON THE CROSS SECTIONS ARE VALID FOR THE POINT OF CONTROL.
3. LENGTHS MAY BE ROUNDED IN MULTIPLES OF 25 FT OR 50 FT.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

<table>
<thead>
<tr>
<th>Lane Width</th>
<th>Transition Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>40</td>
</tr>
<tr>
<td>4</td>
<td>60</td>
</tr>
</tbody>
</table>

5. NOTES MAINTAIN NORMAL CROWN ON EDGES UNTIL SUPERELEVATION EXCEEDS 0.25 FT.
No Scale

** Offset Distance for Two Way Traffic Only

<table>
<thead>
<tr>
<th>Speed</th>
<th>Offset Distance (FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 60</td>
<td>12</td>
</tr>
<tr>
<td>40</td>
<td>8</td>
</tr>
<tr>
<td>30</td>
<td>6</td>
</tr>
<tr>
<td>25</td>
<td>5</td>
</tr>
<tr>
<td>20</td>
<td>4</td>
</tr>
<tr>
<td>0-20</td>
<td>3</td>
</tr>
</tbody>
</table>

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

Special End Unit

Taper Rate 10:1

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."
NOTE: SIZE OF BASIN TO BE DETERMINED BY VOLUME REQUIRED HOWEVER A MINIMUM LENGTH-TO-WIDTH RATIO OF 2:1 SHALL BE USED.

NOTE: SIZE OF BASIN TO BE DETERMINED BY VOLUME REQUIRED HOWEVER A MINIMUM LENGTH-TO-WIDTH RATIO OF 2:1 SHALL BE USED.

NOTE: A T-SECTION SHALL BE USED AT THE INLET FOR TWO-DIRECTIONAL FLOW. AN ELBOW SHALL BE USED FOR ONE-DIRECTIONAL FLOW.

SLOPE DRAIN (E-12)

FLOW

SLOPE DRAIN (E-12)

FLOW

SEDIMENT BASIN (E-14)

COMPACTED SOIL
DITCH BLOCK

"L" GREATER THAN OR EQUAL TO "2W"

"W"

SIDE SLOPES

SEDIMENT BASIN (E-14)

COMPACTED SOIL
DITCH BLOCK

ANCHOR STAKES
DUMPED RIPRAP
AS NEEDED

SMALLER THAN 0.5" ROCK FILTER (6" MIN. THICKNESS)
NON-PERFORATED PIPE WITH ANTI-SEEP COLLAR
GEOTEXTILE FABRIC (TYPE 5)
PROFILES VIEW

FLOW

FLOW

HORIZONTAL TAN OR "L"

LEVEL TO 90

FLOW

FLOW
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES, DIVERSION DITCHES, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

APPLICATION OF MATERIALS
1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES, DIVERSION DITCHES, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

EXISTING GROUND
INTERCEPTOR OR DIVERSION DITCH

EXISTING GROUND

CONSTRUCTION SEQUENCE
1. EXCUTATE 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. COMPLETE EMBANKMENT, PLACE PERMANENT OR TEMPORARY SEEDING.

EMBANKMENT

EXISTING GROUND
SIDE DITCH

SIDE DITCH

EMBANKMENT

EXISTING GROUND

CONSTRUCTION SEQUENCE
1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES, DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.
3. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
4. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
5. PLACE PHASE 3 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
6. COMPLETE EMBANKMENT, PLACE PERMANENT OR TEMPORARY SEEDING.

GENERAL NOTE
1. 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 25 FEET, MEASURED VERTICALLY.
2. 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 25 FEET, MEASURED VERTICALLY.
3. ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

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

GENERAL NOTE
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. COMPLETE EMBANKMENT.
4. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
5. COMPLETE EMBANKMENT.
6. PLACE PHASE 3 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
7. COMPLETE EMBANKMENT.
8. PLACE FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
9. COMPLETE EMBANKMENT.

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