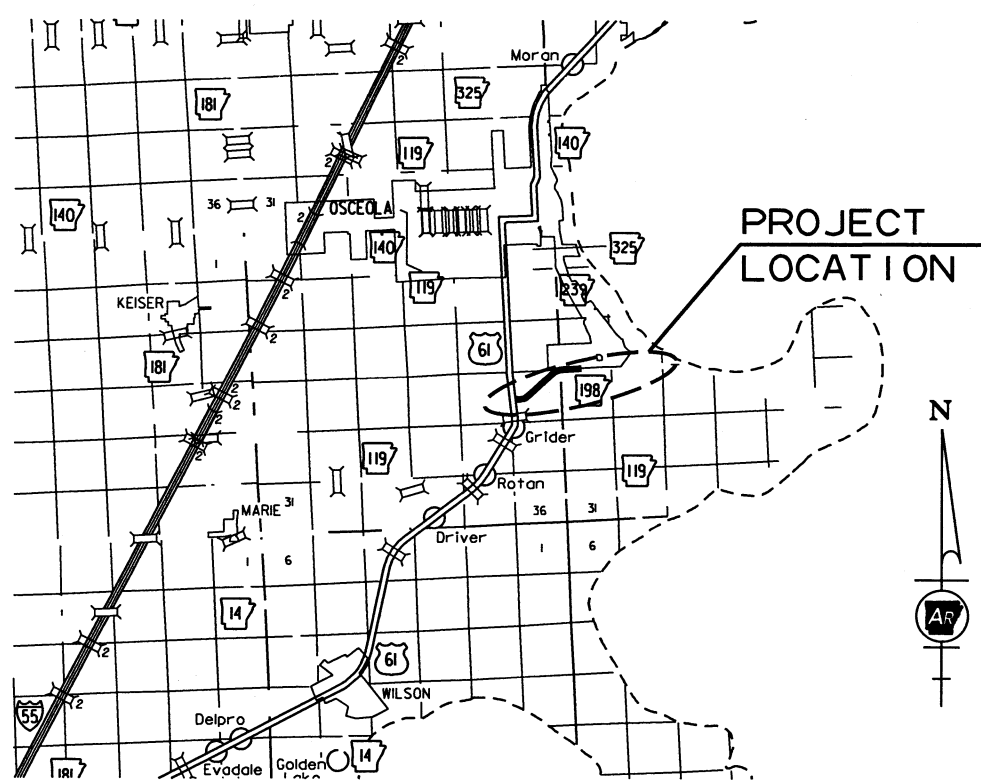


ARKANSAS DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION PLANS FOR STATE HIGHWAY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	100980		1	26

② HWY. 61 - CO. RD. 623 (S)



VICINITY MAP

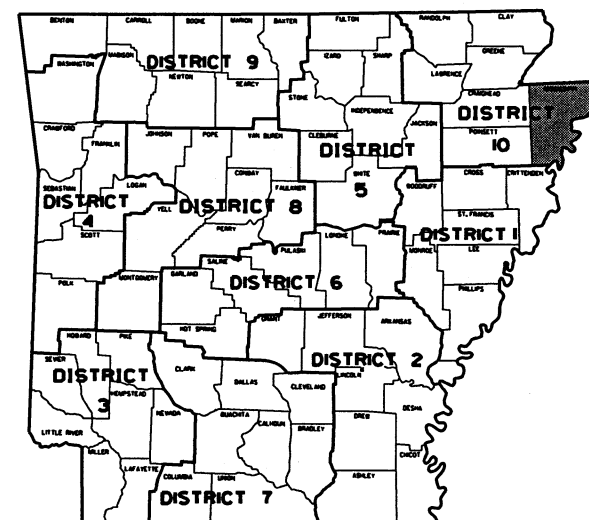
PROJECT LOCATION  
**HWY. 61 - CO. RD. 623 (S)**

MISSISSIPPI COUNTY

ROUTE 198 SECTION 10

**JOB 100980**

FED. AID PROJ. STPR-0047(79)



ARK. HWY. DIST. NO. 10

DESIGN TRAFFIC DATA

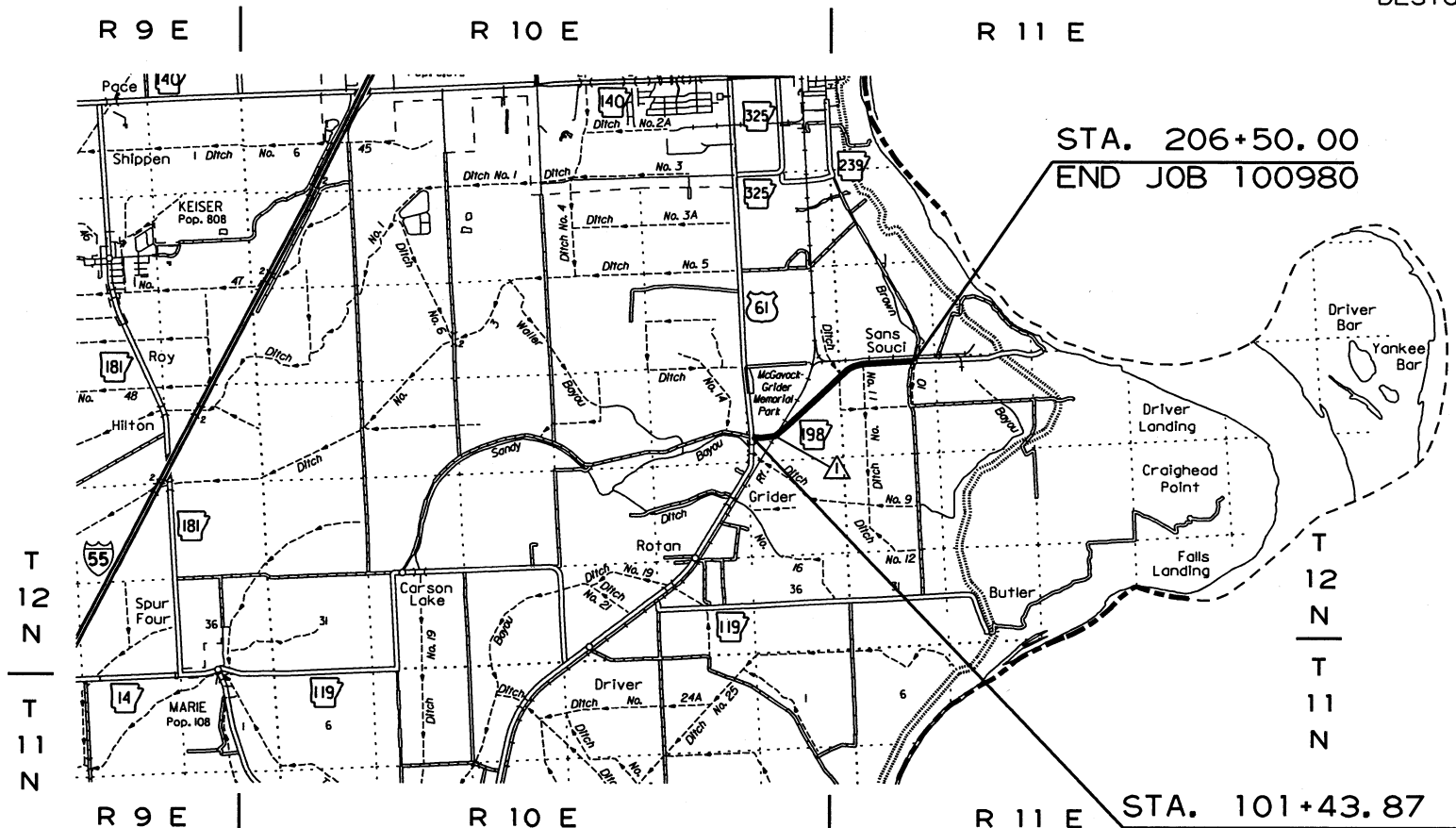
DESIGN YEAR	2039
2019 ADT	3400
2039 ADT	4100
2039 DHV	451
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	17%
DESIGN SPEED	55 MPH

NOT TO SCALE

EXCEPTIONS TO JOB 100980

▲ STA. 112+83.00 - STA. 113+25.00

TOTAL LENGTH OF EXCEPTIONS  
42.00' MEASURED ALONG CENTERLINE



APPROVED



6-5-19  
DEPUTY DIRECTOR  
AND CHIEF ENGINEER

BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 35°38'35"	LATITUDE = N 35°39'00"	LATITUDE = N 35°39'15"
LONGITUDE = W 89°58'51"	LONGITUDE = W 89°57'58"	LONGITUDE = W 89°56'59"

GROSS LENGTH OF PROJECT	10506.13	FEET	OR	1.990	MILES
NET " " ROADWAY	10464.13	" "	" "	1.982	" "
NET " " BRIDGES	0.00	" "	" "	0.000	" "
NET " " PROJECT	10464.13	" "	" "	1.982	" "

STA. 101+43.87  
BEGIN JOB 100980  
LOG MILE 0.03

11/8/2011

ZBORGER.CEL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						100980	2	26

② INDEX OF SHEETS AND STANDARD DRAWINGS



**INDEX OF SHEETS**

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 8	TYPICAL SECTIONS OF IMPROVEMENT
9 - 12	SPECIAL DETAILS
13 - 16	TEMPORARY EROSION CONTROL DETAILS
17	MAINTENANCE OF TRAFFIC DETAILS
18	PERMANENT PAVEMENT MARKING DETAILS
19 - 21	QUANTITIES
22	SUMMARY OF QUANTITIES AND REVISIONS
23 - 26	PLAN SHEETS

**ROADWAY STANDARD DRAWINGS**

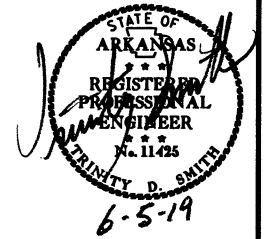
DRWG. NO.	TITLE	DATE
CG-1	CURBING DETAILS	11-29-07
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	02-27-14
PM-1	PAVEMENT MARKING DETAILS	06-01-17
RRS-1	PAVEMENT MARKING FOR RAILROAD CROSSING	12-08-16
RRX-3	RAILROAD-HIGHWAY GRADE CROSSING SIGNALS (FLASHING LIGHT TYPE)	04-10-03
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TEC-4	TEMPORARY EROSION CONTROL DEVICES	07-26-12

6/4/2019

R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						100980	3	26

2 GOVERNING SPECIFICATIONS AND GENERAL NOTES



### GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

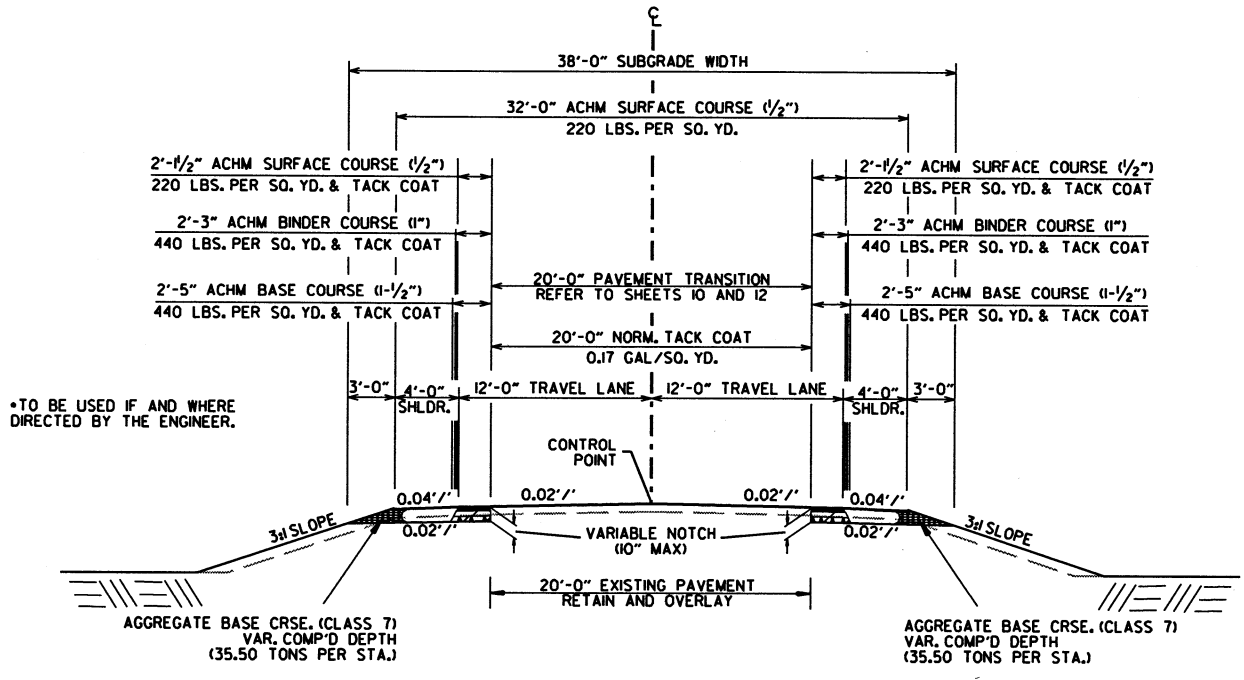
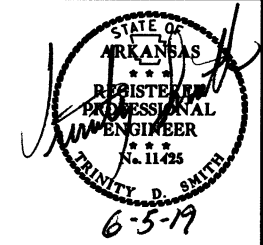
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
505-1	PORTLAND CEMENT CONCRETE DRIVEWAY
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1	MULCH COVER
621-1	FILTER SOCKS
634-1	CURBING
JOB 100980	ARCHEOLOGICAL MONITORING
JOB 100980	BIDDING REQUIREMENTS AND CONDITIONS
JOB 100980	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 100980	CARGO PREFERENCE ACT REQUIREMENTS
JOB 100980	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 100980	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 100980	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY
JOB 100980	MANDATORY ELECTRONIC CONTRACT
JOB 100980	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 100980	PARTNERING REQUIREMENTS
JOB 100980	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 100980	RESTRAINING CONDITIONS
JOB 100980	SOIL STABILIZATION
JOB 100980	STORM WATER POLLUTION PREVENTION PLAN
JOB 100980	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 100980	UTILITY ADJUSTMENTS
JOB 100980	VALUE ENGINEERING
JOB 100980	WARM MIX ASPHALT

### GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- 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.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- 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 ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						100980	4	26

② TYPICAL SECTIONS OF IMPROVEMENT



\*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

HWY. 198  
NOTCH AND WIDEN SECTION

STA. 101+43.27 TO STA. 102+43.27  
STA. 200+50.00 TO STA. 206+50.00

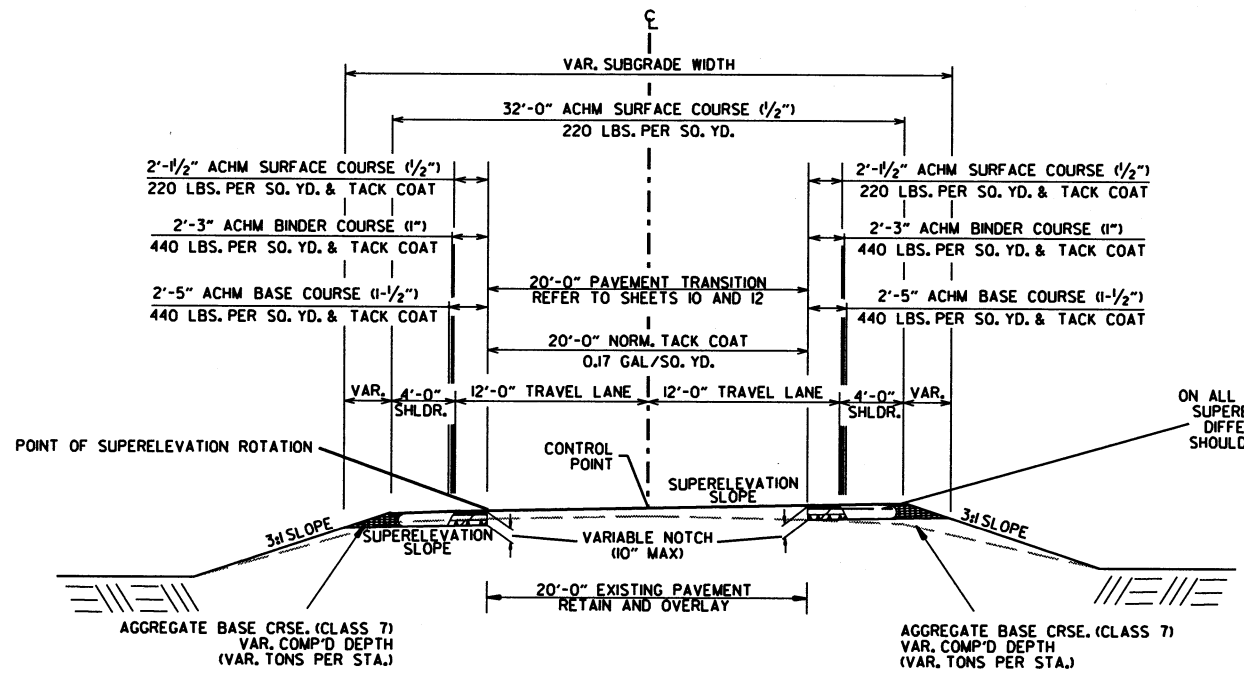
NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

WITH APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.



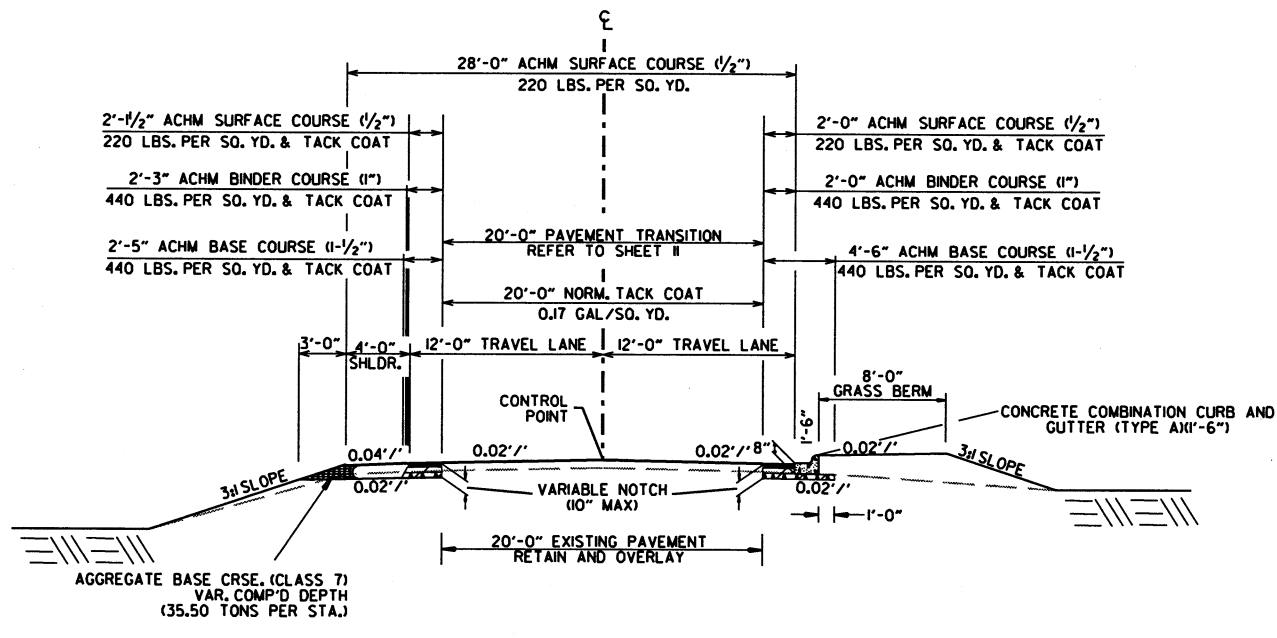
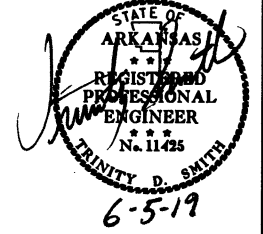
HWY. 198  
NOTCH AND WIDEN SECTION  
(SUPERELEVATION)

6/4/2019

R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						100980	5	26

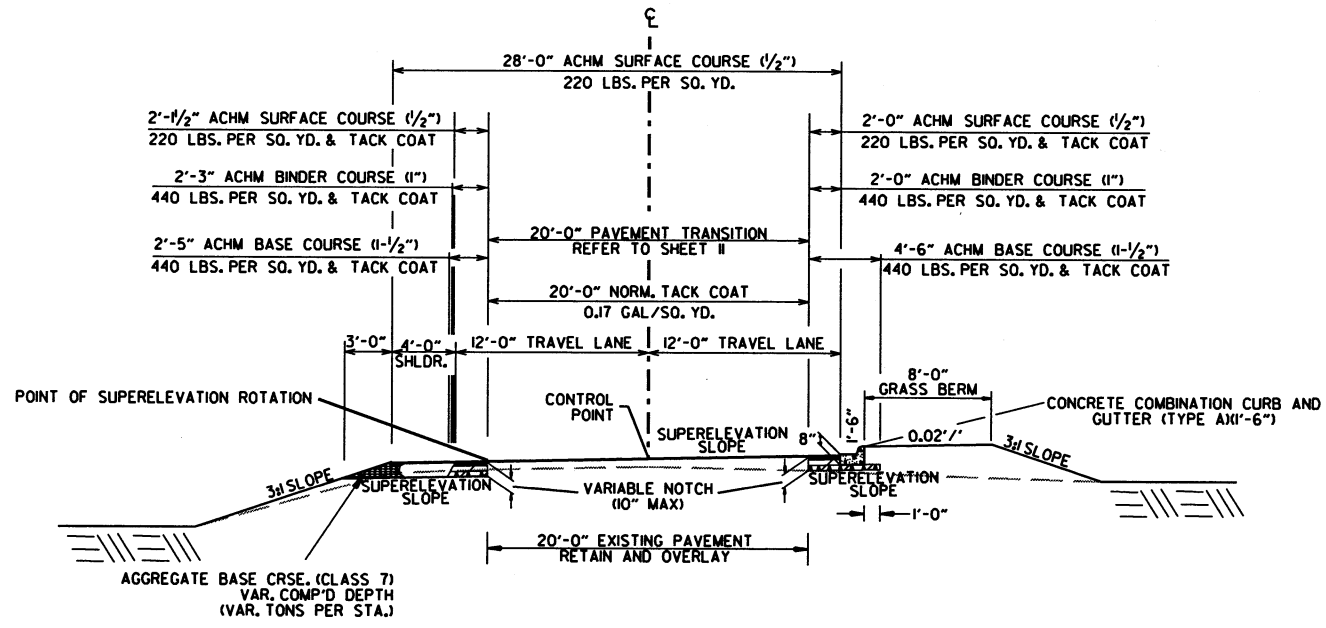
2 TYPICAL SECTIONS OF IMPROVEMENT



HWY. 198  
NOTCH AND WIDEN SECTION  
STA. 110+95.00 TO STA. 112+45.00

NOTES:

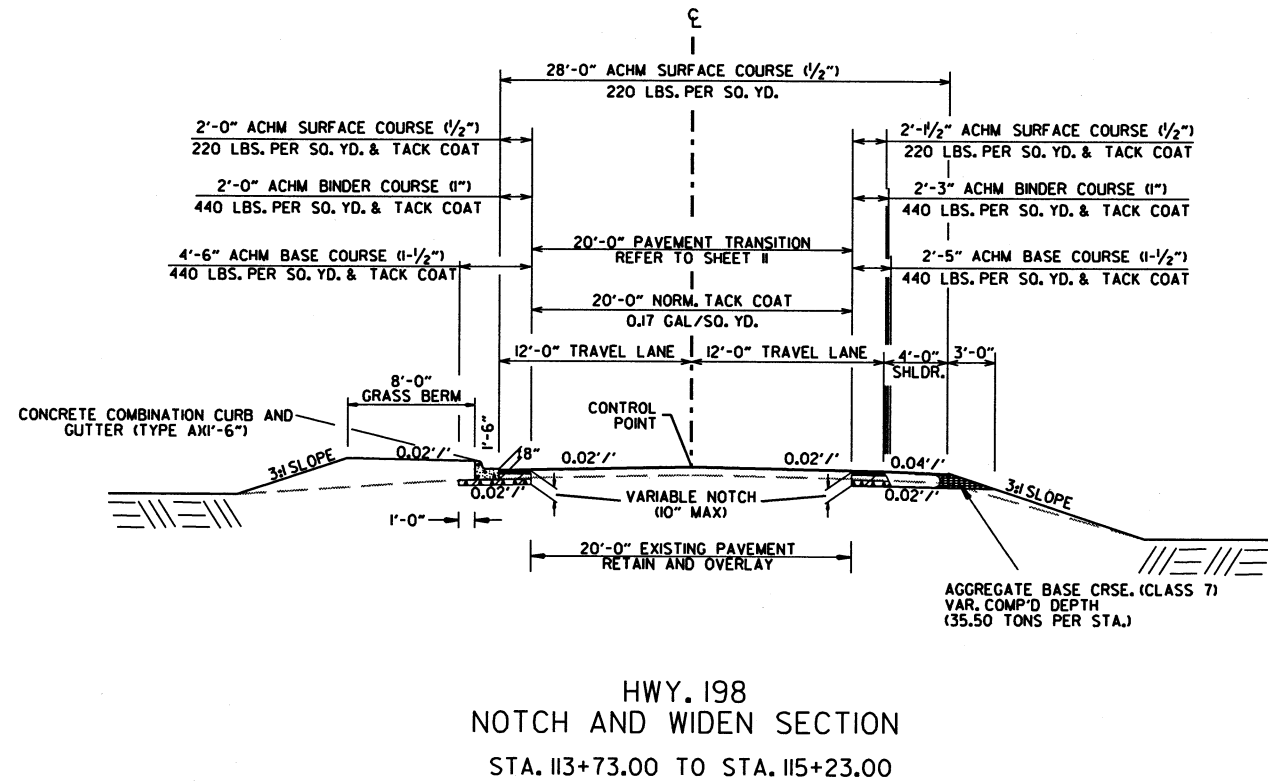
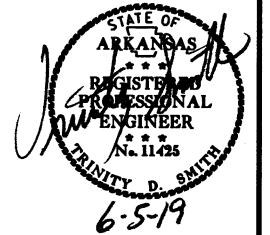
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.
- THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
- WITH APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.
- PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.



HWY. 198  
NOTCH AND WIDEN SECTION  
(SUPERELEVATION)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						100980	6	26

② TYPICAL SECTIONS OF IMPROVEMENT



NOTES:

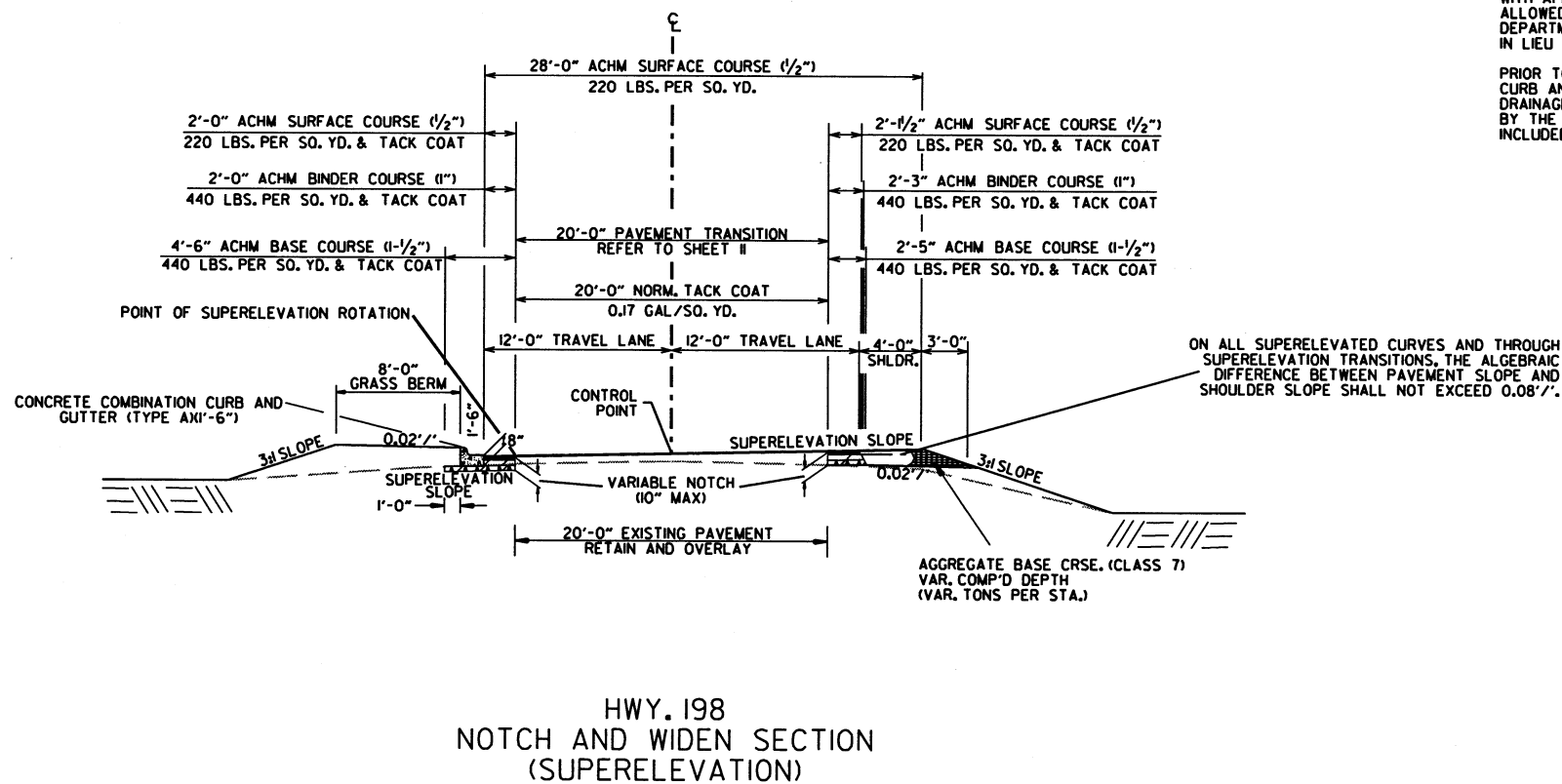
THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

WITH APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

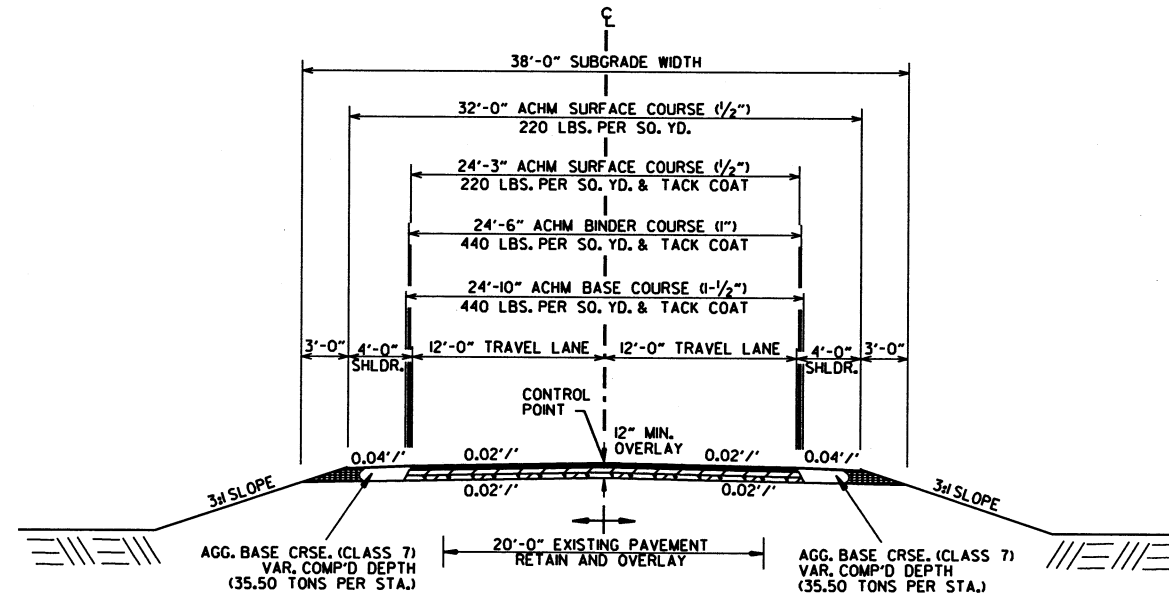
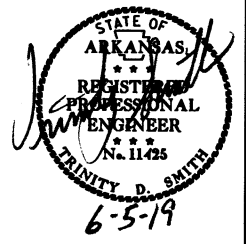
PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.



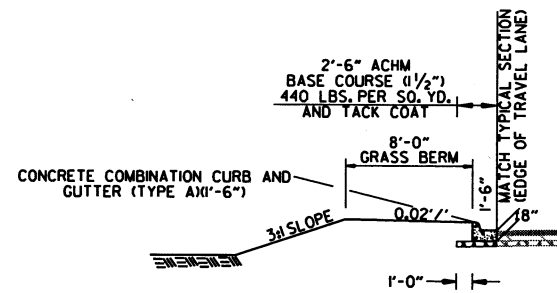
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	100980		7	26

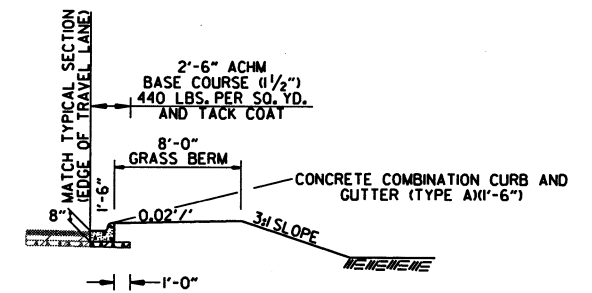
2 TYPICAL SECTIONS OF IMPROVEMENT



HWY. 198  
OVERLAY SECTION  
STA. 102+43.27 TO STA. 110+95.00  
STA. 115+23.00 TO STA. 200+50.00

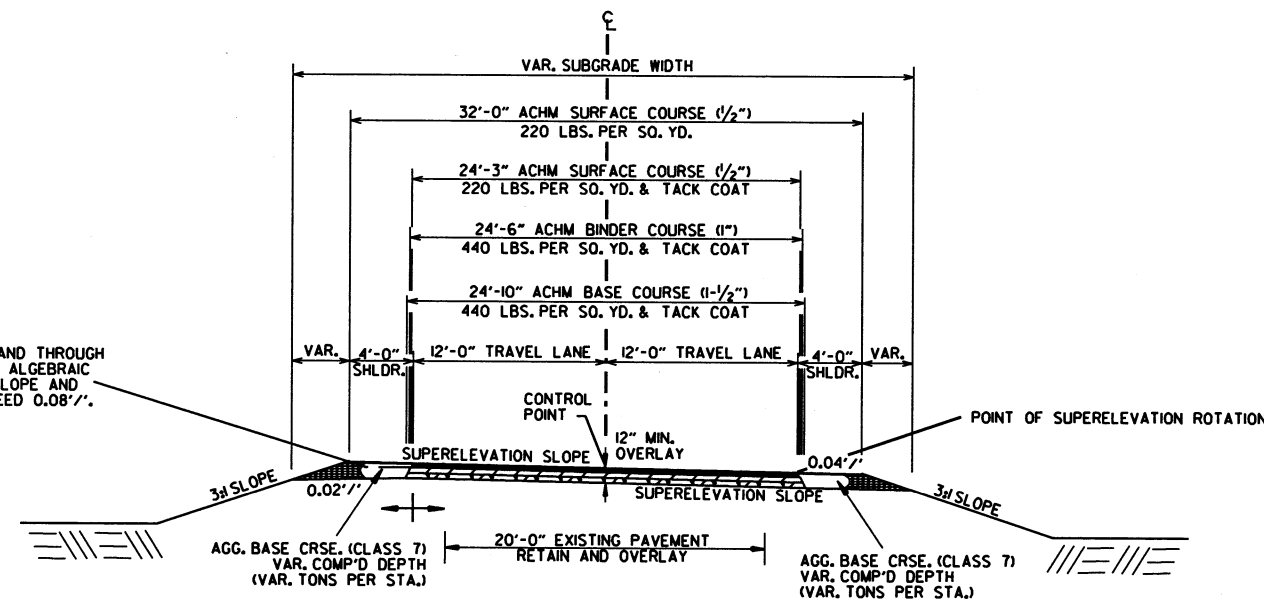


STA. 115+23.00 TO STA. 116+76.00



STA. 109+87.00 TO STA. 110+95.00

ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.



HWY. 198  
OVERLAY SECTION  
(SUPERELEVATION)

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

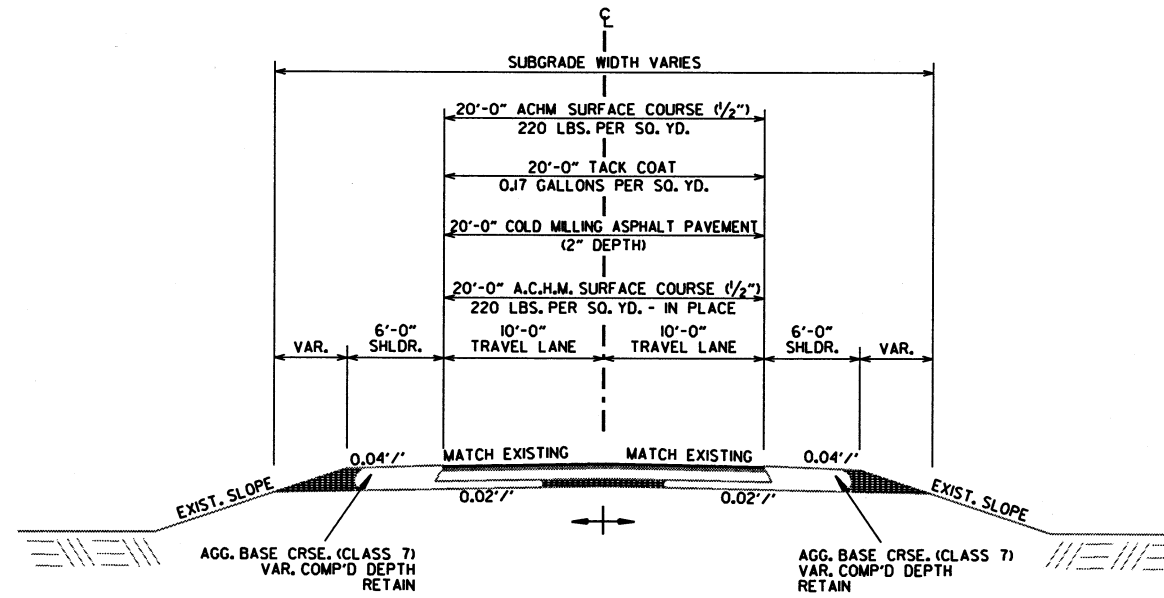
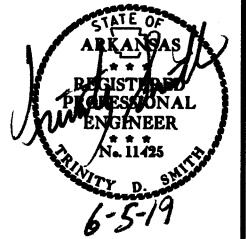
THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

WITH APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

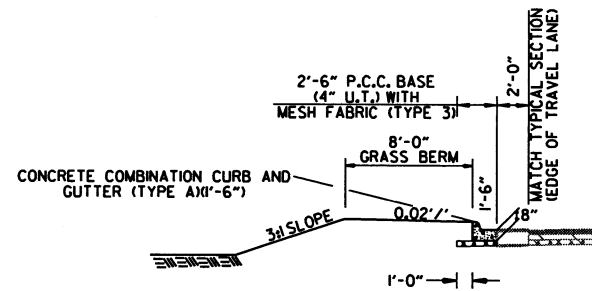
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		8	26
				JOB NO.	100980			

2 TYPICAL SECTIONS OF IMPROVEMENT

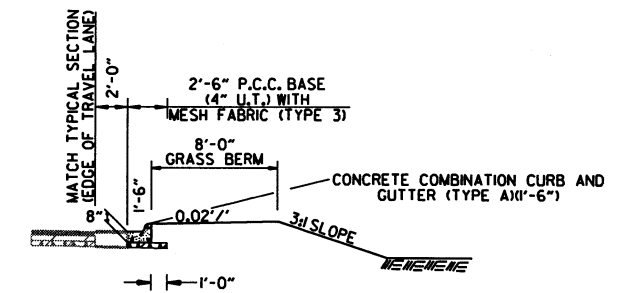


HWY. 198  
MILL AND INLAY SECTION  
STA. 112+45.00 TO STA. 112+83.00  
STA. 113+25.00 TO STA. 113+73.00

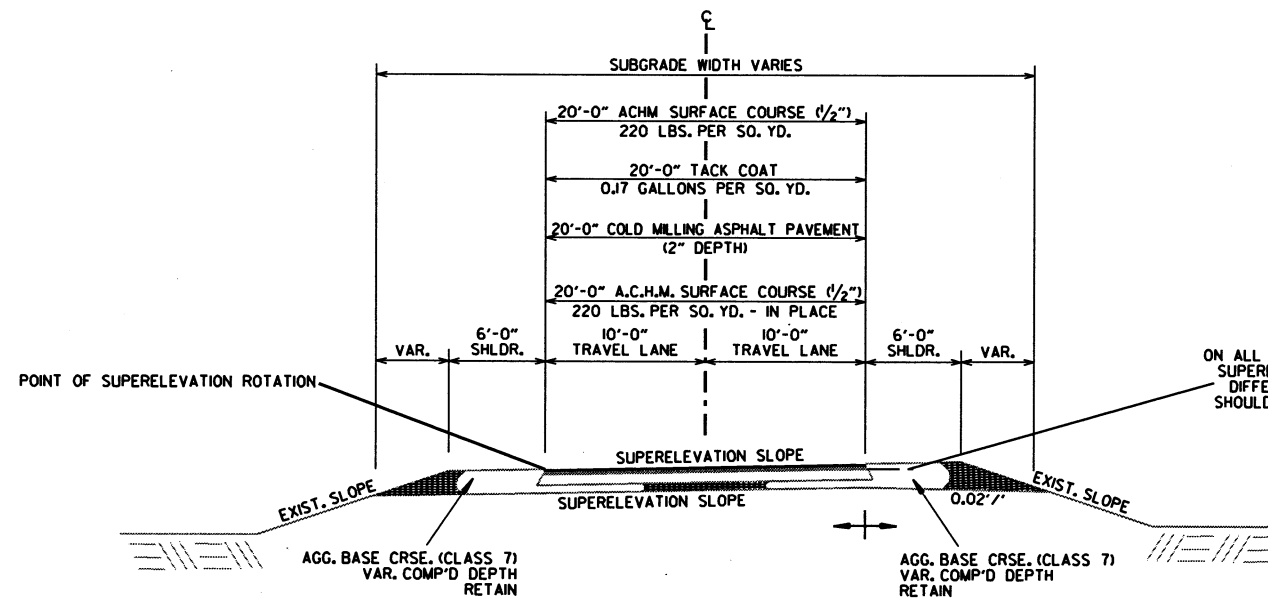
NOTES:  
PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.



STA. 112+48.00 TO STA. 112+88.00



STA. 113+15.00 TO STA. 113+65.00



ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

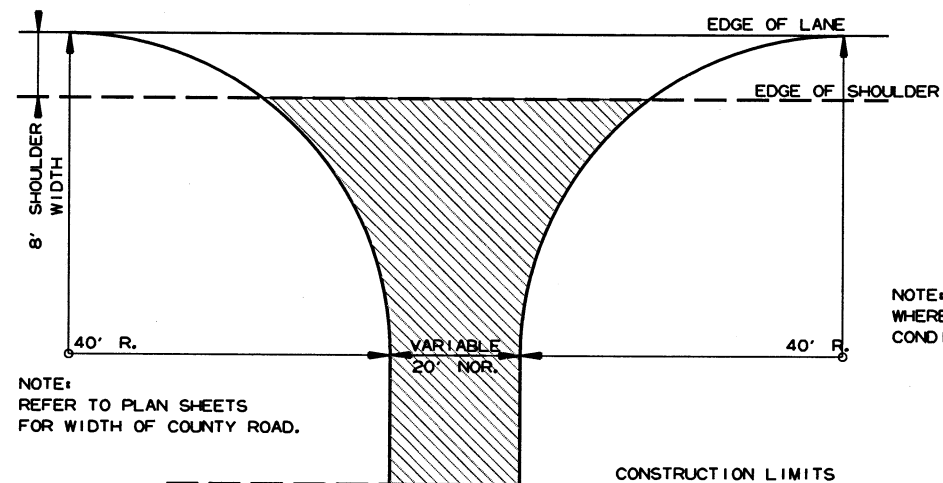
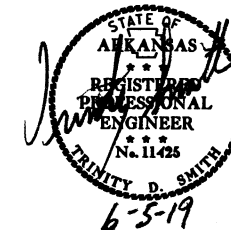
6/4/2019

R100980.DGN




DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 100980	9	26

② SPECIAL DETAILS

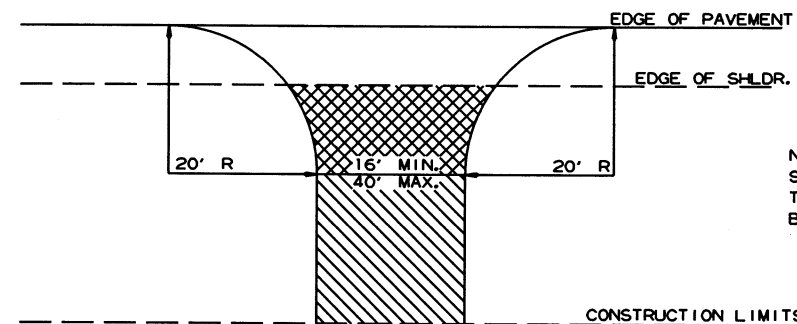


NOTE:  
REFER TO PLAN SHEETS  
FOR WIDTH OF COUNTY ROAD.


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


 ACHM SURFACE COURSE (1/2")  
(220 LBS. PER SQ. YD.) AND  
AGGREGATE BASE COURSE (CLASS 7)  
7" COMP. DEPTH

DETAIL FOR COUNTY ROAD TURNOUTS  
OPEN SHOULDER SECTION



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

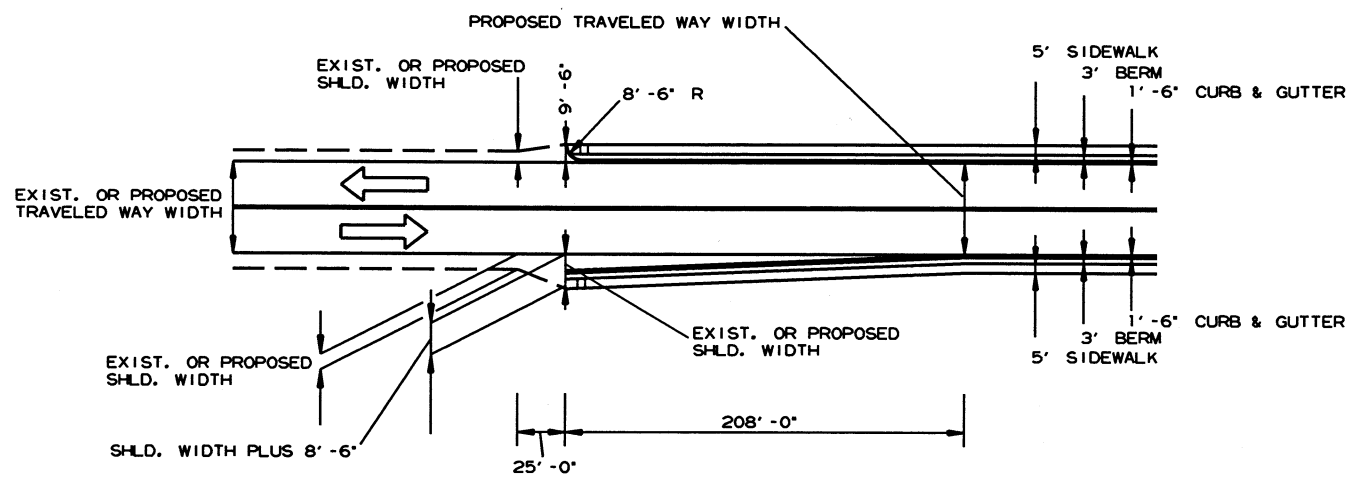
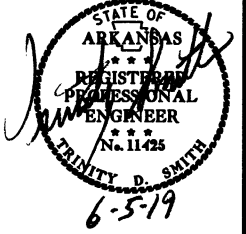
 ASPHALT CONCRETE HOT MIX SURFACE  
COURSE (220 LBS. PER SQ. YD.)  
AGGREGATE BASE COURSE (CLASS 7)  
7" COMP. DEPTH IF ASPHALT DRIVE EXIST OR  
6" CONCRETE IF CONCRETE DRIVE EXIST.

 AGGREGATE BASE COURSE (CLASS 7)  
9" COMP. DEPTH OR CONFORM  
TO EXISTING DRIVEWAY

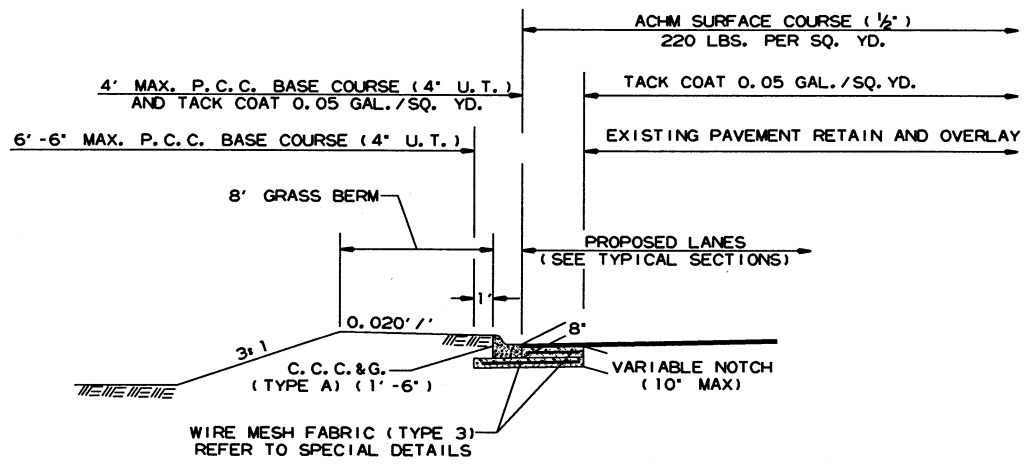
DETAIL FOR DRIVEWAY TURNOUTS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		10	26
				JOB NO.		100980		

2 SPECIAL DETAILS

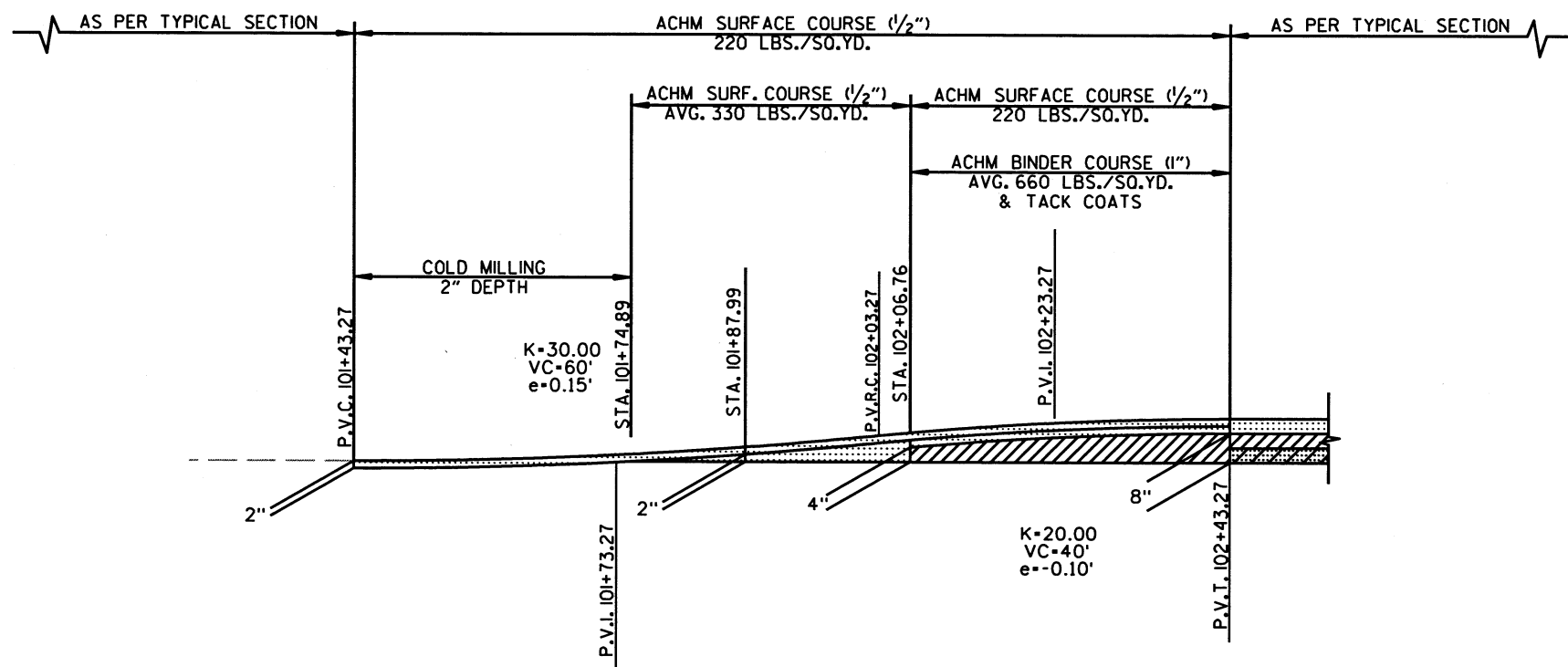


TRANSITION FROM OPEN SHOULDER TO CURB & GUTTER SECTION

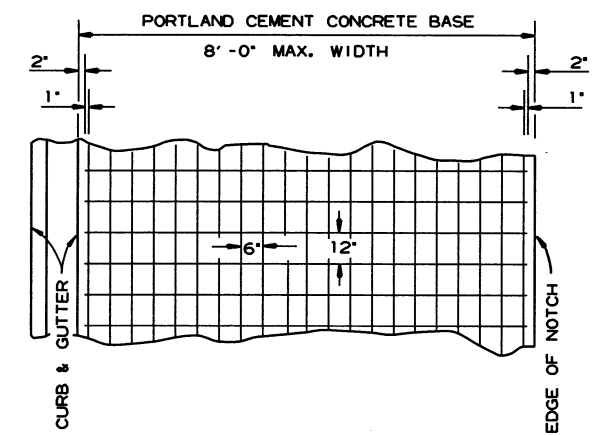


P.C.C. BASE WIDENING DETAIL

P.C.C. BASE WIDENING TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.



PAVEMENT TRANSITION AT BEGINNING OF JOB



6' X 12' MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ. YD.

NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (4' U.T.)

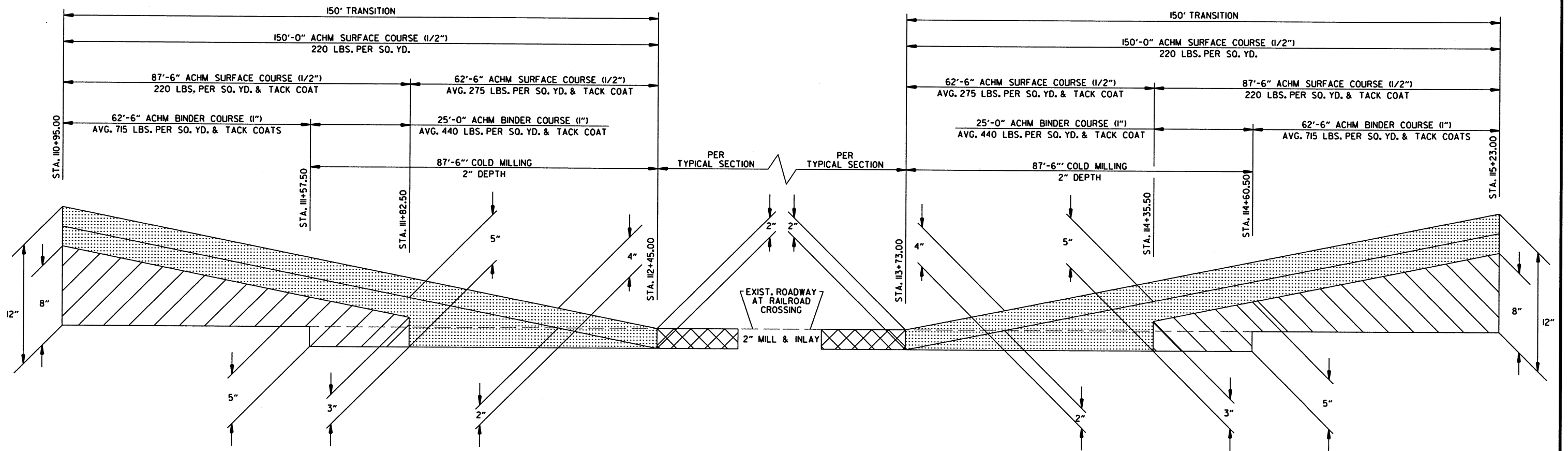
DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)

6/4/2019

R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 100980	11	26

② SPECIAL DETAILS



PAVEMENT TRANSITIONS AT RAILROAD CROSSING

STA. 110+95.00 TO STA. 115+23.00

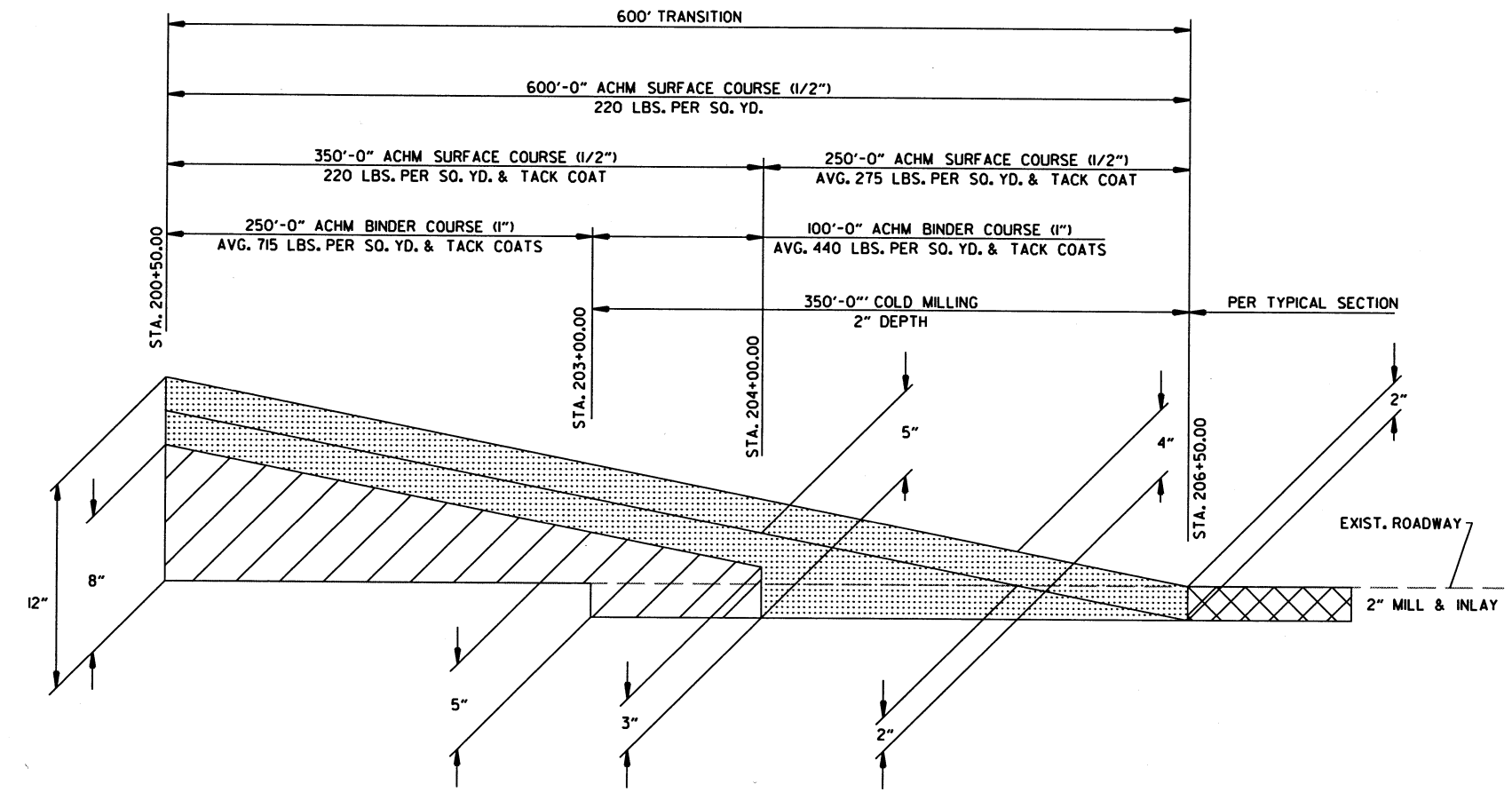
6/4/2019

R100980.DGN

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	100980		12	26

② SPECIAL DETAILS



PAVEMENT TRANSITION AT END OF JOB

STA. 200+50.00 TO STA. 206+50.00

6/4/2019  
R100980.DCN

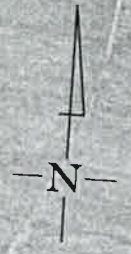
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-17-19				6	ARK.		13	26
				JOB NO. 100980				

② TEMPORARY EROSION CONTROL DETAILS

I-MY. 198  
 P.I. = 106+06.07  
 $\Delta$  = 35°09'53" LT.  
 D = 10'45'00"  
 T = 168.89'  
 L = 327.11'  
 PC = 111+62.37  
 PT = 114+89.48  
 MATCH EXIST. SUPERELEVATION



I-MY. 198  
 P.I. = 106+06.07  
 $\Delta$  = 12°12'49" LT.  
 D = 4'00'00"  
 T = 153.25'  
 L = 305.34'  
 PC = 104+52.82  
 PT = 107+58.16  
 MATCH EXIST. SUPERELEVATION



STA. 101+43.87  
 BEGIN JOB 100980  
 LOG MILE 0.03

LEGEND

(E-5) = SAND BAG DITCH CHECKS

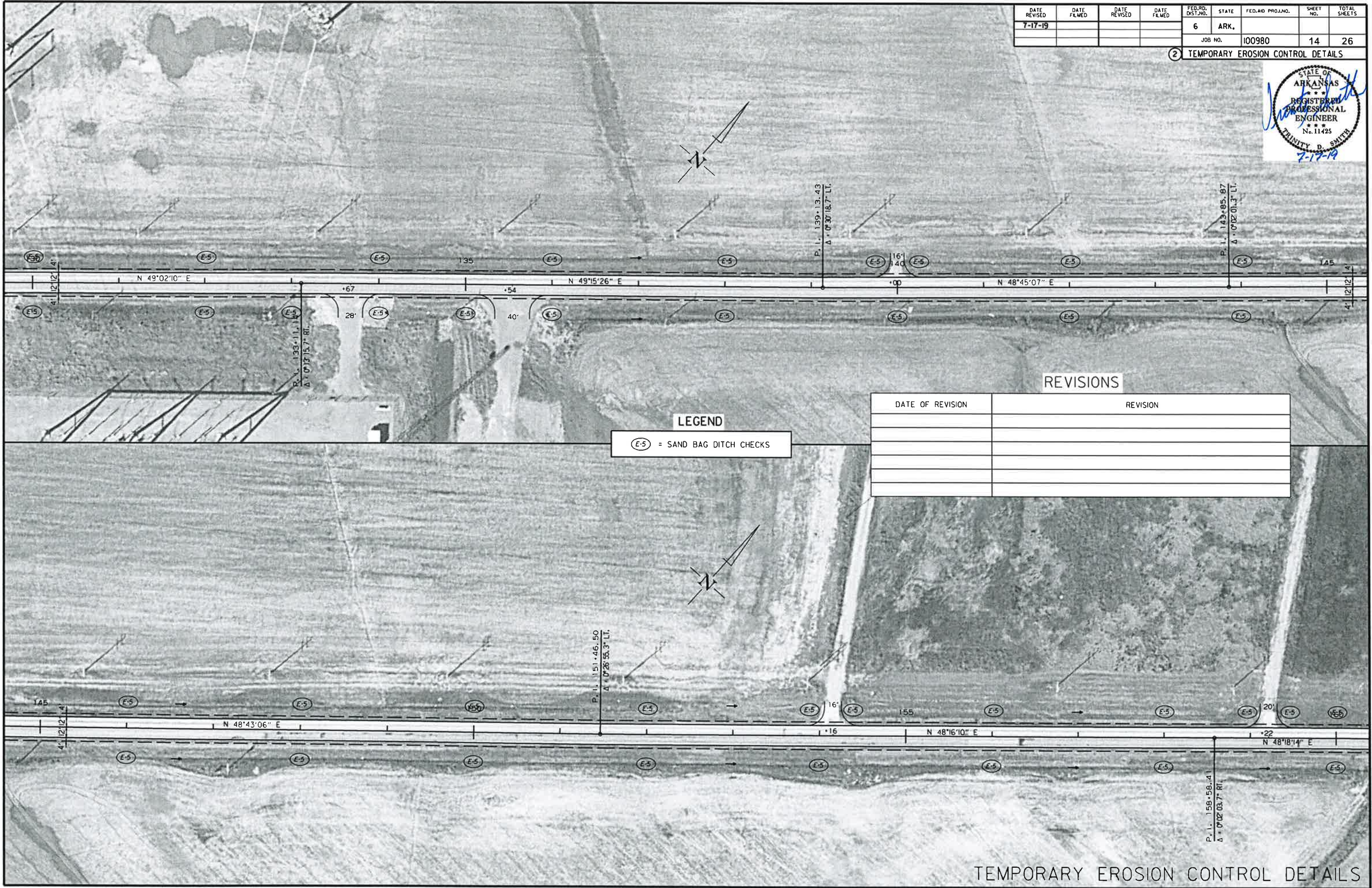
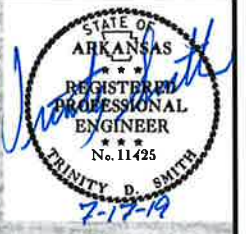
REVISIONS

DATE OF REVISION	REVISION



DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-17-19				6	ARK.			
							14	26

② TEMPORARY EROSION CONTROL DETAILS



**LEGEND**  
 (E-5) = SAND BAG DITCH CHECKS

**REVISIONS**

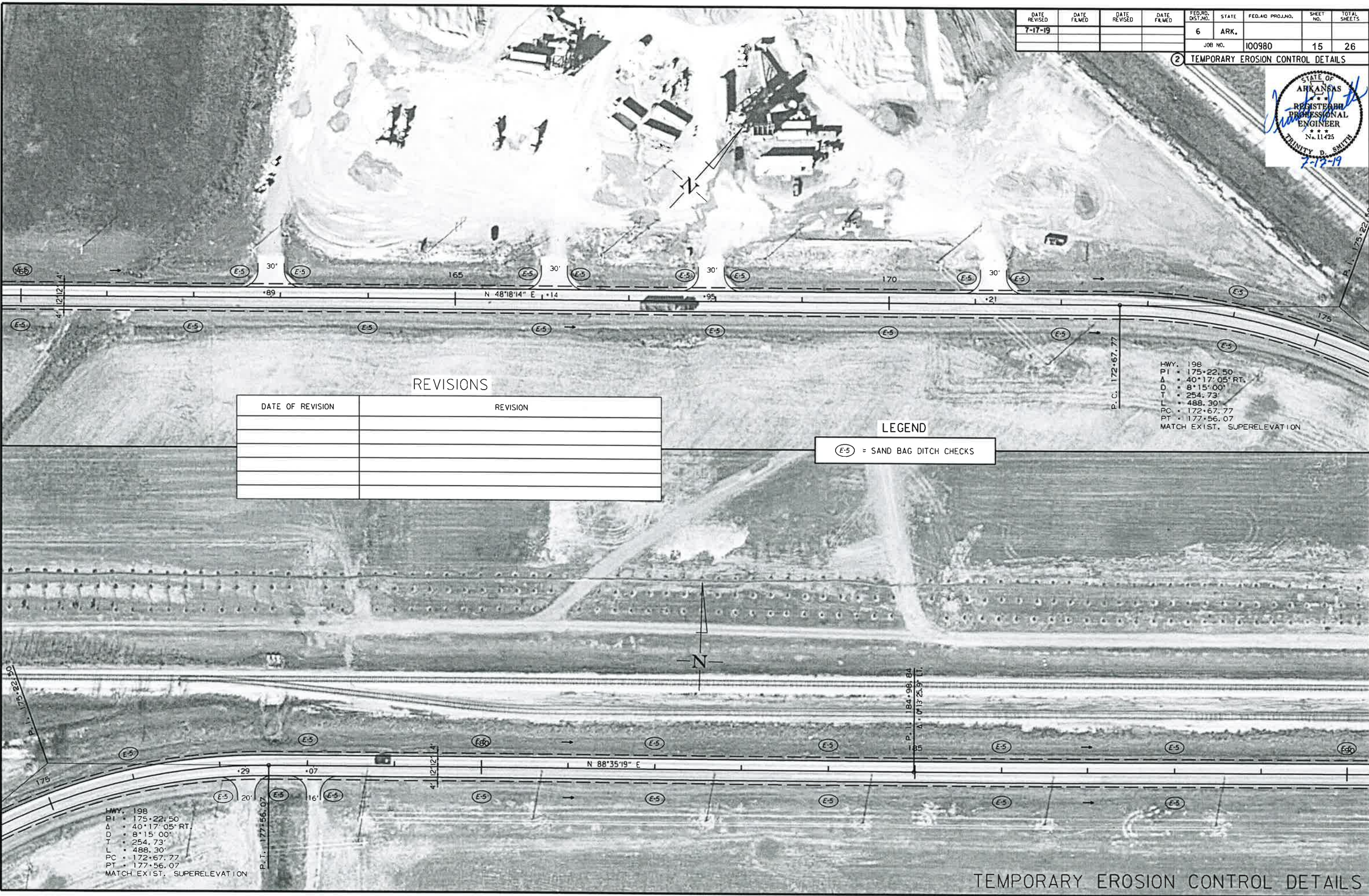
DATE OF REVISION	REVISION

7/17/2019  
 R100980.DGN

TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-17-19				6	ARK.			
JOB NO. 100980							15	26

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE OF REVISION	REVISION

**LEGEND**  
 (E-5) = SAND BAG DITCH CHECKS

HWY. 198  
 P.I. = 175+22.50  
 Δ = 40°17'05" RT.  
 D = 8°15'00"  
 T = 254.73'  
 L = 488.30'  
 P.C. = 172+67.77  
 P.T. = 177+56.07  
 MATCH EXIST. SUPERELEVATION

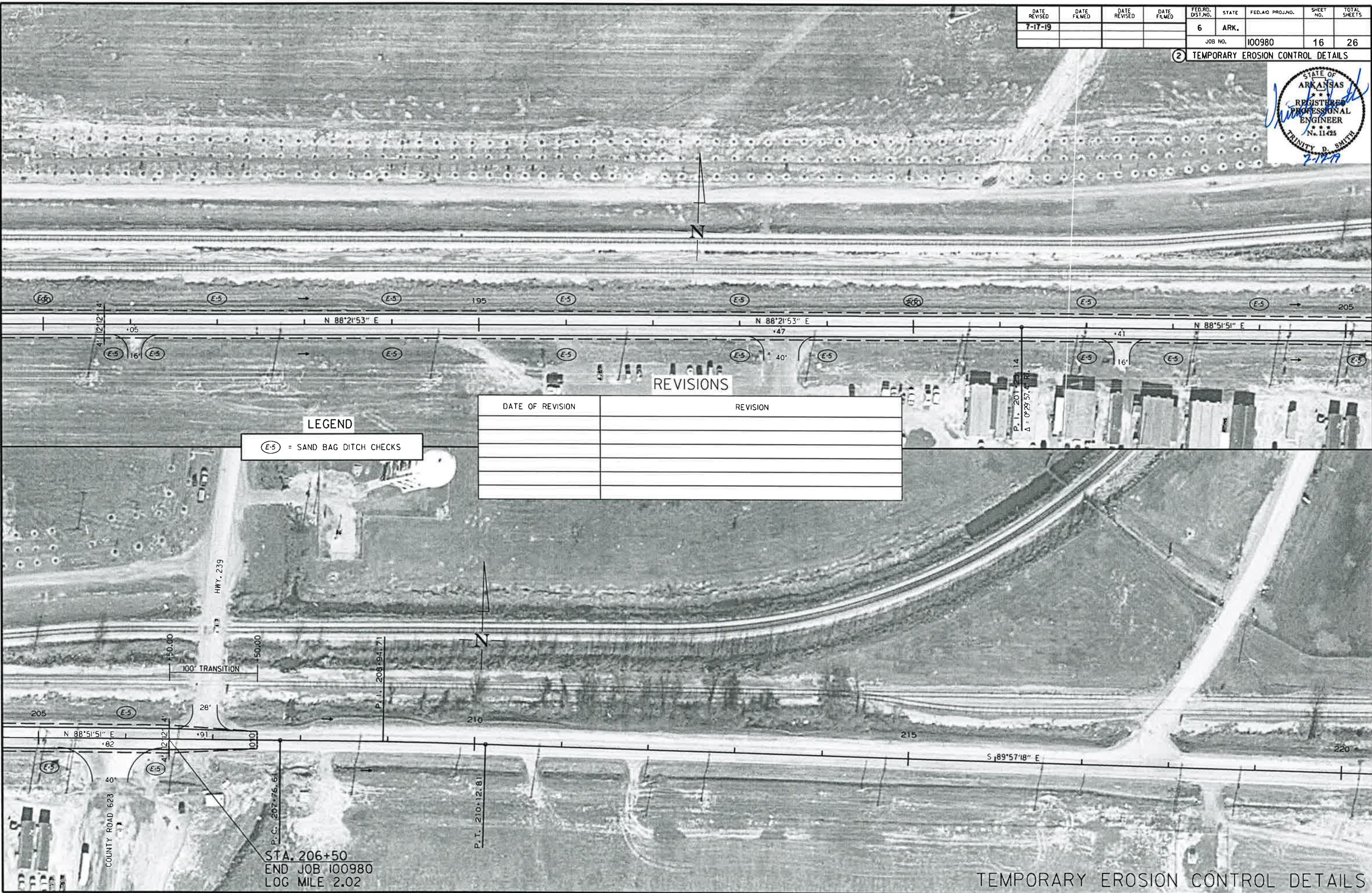
HWY. 198  
 P.I. = 175+22.50  
 Δ = 40°17'05" RT.  
 D = 8°15'00"  
 T = 254.73'  
 L = 488.30'  
 P.C. = 172+67.77  
 P.T. = 177+56.07  
 MATCH EXIST. SUPERELEVATION

TEMPORARY EROSION CONTROL DETAILS

7/17/2019  
 R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-17-19				6	ARK.		16	26
				JOB NO.		100980	16	26

2 TEMPORARY EROSION CONTROL DETAILS



LEGEND

(E-5) = SAND BAG DITCH CHECKS

REVISIONS

DATE OF REVISION	REVISION

7/17/2019  
R100980.DGN

STA. 206+50  
END JOB 100980  
LOG MILE 2.02



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		17	26
				JOB NO.		100980	17	26

② MAINTENANCE OF TRAFFIC DETAILS



- DO NOT PASS** (2) R4-1 (24" X 30") ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
- BUMP** (2) W8-1 (30" X 30") ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
- RIGHT SHOULDER CLOSED** (2) W21-50 36"X36" ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

CONSTRUCTION SEQUENCE:

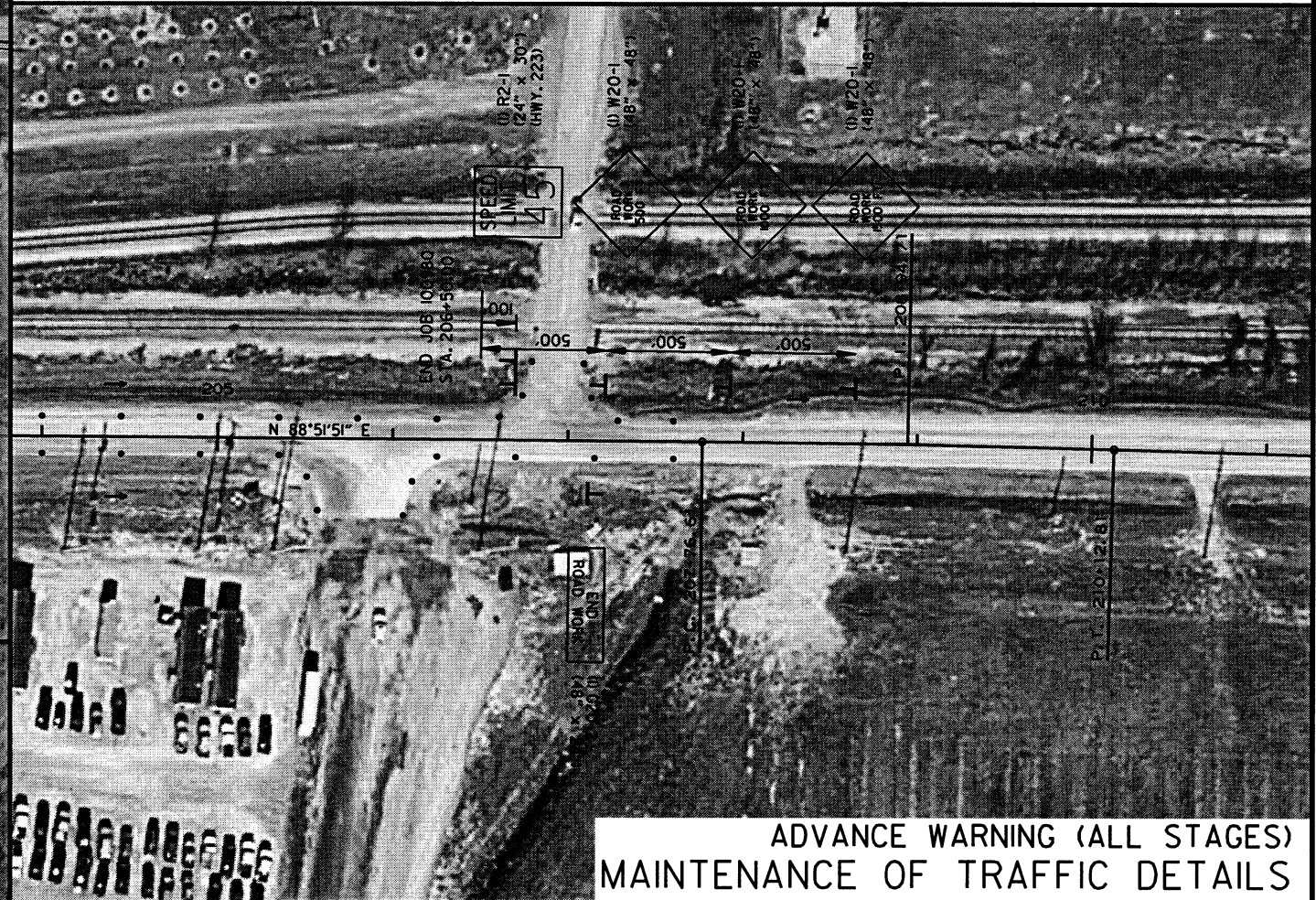
INSTALL ADVANCE WARNING SIGNS AND USE TRAFFIC DRUMS TO DELINEATE THE WORK ZONE AND NECESSARY DRIVEWAYS.

USE METHOD OF RAISING GRADE TO CONSTRUCT PROPOSED ROADWAY THROUGH THE FIRST LAYER OF SURFACE COURSE FROM STA. 102+43.27 TO STA. 110+95.00 AND STA. 115+23.00 TO STA. 200+50.00.

CONSTRUCT PROPOSED ROADWAY THROUGH THE FIRST LAYER OF SURFACE COURSE FOR PAVEMENT TRANSITIONS FOR THE FOLLOWING STATIONS:  
 STA. 101+43.27 TO STA. 102+43.27  
 STA. 110+95.00 TO STA. 112+45.00  
 STA. 113+73.00 TO STA. 115+23.00  
 STA. 200+50.00 TO STA. 206+50.00

PERFORM COLD MILLING AND PLACE THE FINAL LIFT OF ACHM SURFACE COURSE.

INSTALL PERMANENT PAVEMENT MARKINGS.



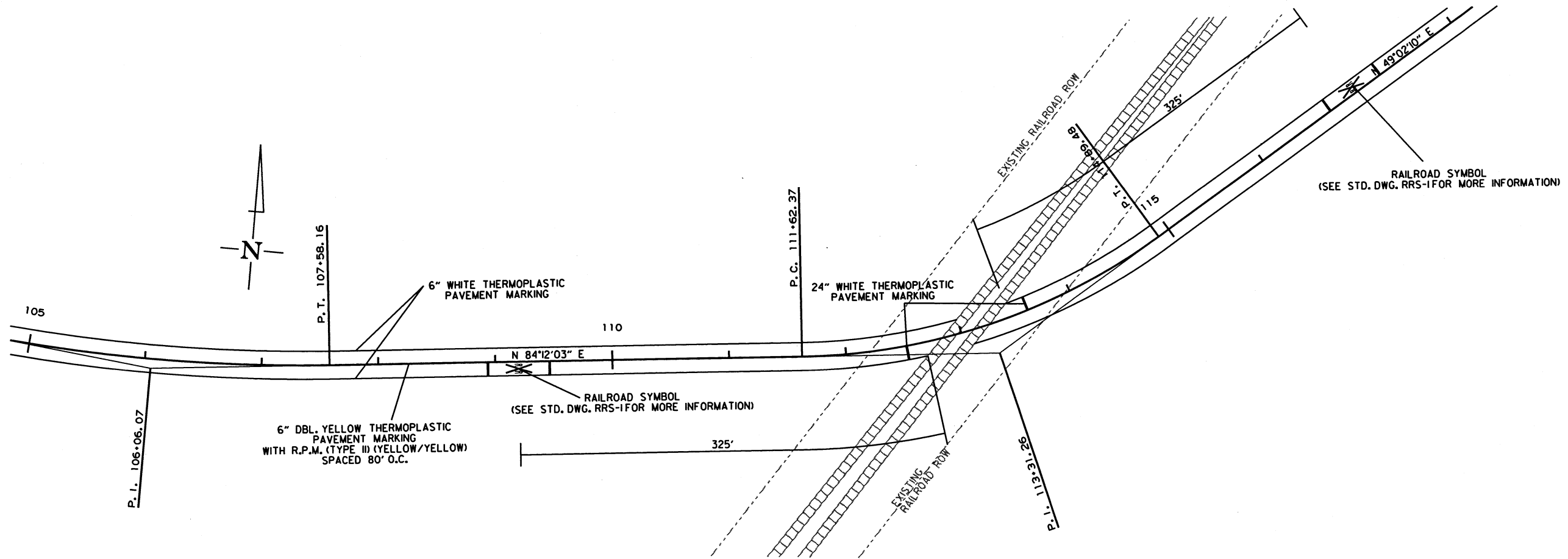
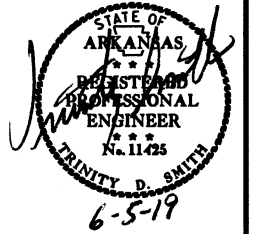
ADVANCE WARNING (ALL STAGES)  
 MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		18	26
				JOB NO.		100980	18	26

② PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS

THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 21493 LIN. FT.  
 THERMOPLASTIC PAVEMENT MARKING YELLOW (6") = 21339 LIN. FT.  
 THERMOPLASTIC PAVEMENT MARKING WHITE (24") = 84 LIN. FT.  
 THERMOPLASTIC PAVEMENT MARKING (RAILROAD EMBLEMS) = 2 EA.  
 RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) = 132 EA.



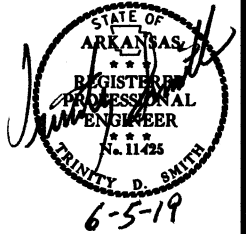
NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFE OF SURFACE COURSE HAS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

6/4/2019  
 R100980.DGN

PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. PROJ. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		19	26
				JOB NO.	100980			

2 QUANTITIES



CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	END OF JOB LIN. FT. - EACH	CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	CONSTRUCTION PAVEMENT MARKINGS RAILROAD EMBLEMS EACH	RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) EACH	THERMOPLASTIC PAVEMENT MARKING			
					6"		24"	RAILROAD EMBLEMS EACH
					WHITE	YELLOW	WHITE	
CONSTRUCTION PAVEMENT MARKINGS	42916	42916						
CONSTRUCTION PAVEMENT MARKINGS (RAILROAD EMBLEMS)	2		2					
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	132			132				
THERMOPLASTIC PAVEMENT MARKING WHITE (6")	21493				21493			
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	21339					21339		
THERMOPLASTIC PAVEMENT MARKING WHITE (24")	84						84	
THERMOPLASTIC PAVEMENT MARKING (RAILROAD EMBLEMS)	2							2
<b>TOTALS:</b>		<b>42916</b>	<b>2</b>	<b>132</b>	<b>21493</b>	<b>21339</b>	<b>84</b>	<b>2</b>

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

NOTE: THE 6" YELLOW 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 PLACEMENT OF ANY FINAL STRIPING.  
CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE PROJECT LIN. FT. - EACH	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS EACH
					NO.	SQ. FT.	
W20-1	ROAD WORK 1500 FT.	48"x48"	3	3	3	48.0	
W20-1	ROAD WORK 1000 FT.	48"x48"	3	3	3	48.0	
W20-1	ROAD WORK 500 FT.	48"x48"	3	3	3	48.0	
G20-2	END ROAD WORK	48"x24"	3	3	3	24.0	
R4-1	DO NOT PASS	24"x30"	2	2	2	10.0	
R2-1	SPEED LIMIT 45 MPH	24"x30"	2	2	2	10.0	
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	2	2	2	18.0	
W8-1	BUMP	30"x30"	2	2	2	12.5	
	TRAFFIC DRUMS			616			616
<b>TOTALS:</b>						<b>218.5</b>	<b>616</b>

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

THE QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS FOR BOTH SIDES OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB.  
THIS IS THE MAXIMUM NUMBER OF TRAFFIC DRUMS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

\* QUANTITY ESTIMATED.  
SEE SECTION 104.03 OF THE STD. SPECS.  
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

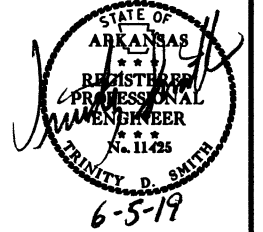
6/4/2019

R100980.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		20	26
				JOB NO. 100980				

2 QUANTITIES



**EARTHWORK**

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.	CU. YD.	TON
101+43	112+45	STAGE 1-MAIN LANES	50	1430	
113+73	206+50	STAGE 2-MAIN LANES	60	12025	
ENTIRE PROJECT	APPROACHES			435	
ENTIRE PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER				50
<b>TOTALS:</b>			<b>110</b>	<b>13890</b>	<b>50</b>

\* QUANTITY ESTIMATED.  
SEE SECTION 104.03 OF THE STD. SPECS.

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.

**ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC**

LOCATION	TON	TACK COAT GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50	100
<b>TOTALS:</b>	<b>50</b>	<b>100</b>

BASIS OF ESTIMATE:  
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE  
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

**ACHM PATCHING OF EXISTING ROADWAY**

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50
<b>TOTAL:</b>	<b>50</b>

NOTE: QUANTITY ESTIMATED.  
SEE SECTION 104.03 OF THE STD. SPECS.

**CONCRETE COMBINATION CURB AND GUTTER**

STATION	STATION	LOCATION	TYPE A (1' 6") LIN. FT.
109+87	112+45	RT. OF HWY. 198	258
113+15	113+65	RT. OF HWY. 198	50
112+48	112+88	LT. OF HWY. 198	40
113+73	116+76	LT. OF HWY. 198	303
<b>TOTAL:</b>			<b>651</b>

**COLD MILLING ASPHALT PAVEMENT**

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
100+11.61	101+43.27	HWY. 198	VAR.	837.52
101+43.27	101+74.89	HWY. 198	20.00	70.27
111+57.50	112+83.00	HWY. 198	20.00	278.89
113+25.00	114+60.50	HWY. 198	20.00	301.11
203+00.00	207+50.00	HWY. 198	20.00	1000.00
<b>TOTAL:</b>				<b>2487.79</b>

NOTE: AVERAGE MILLING DEPTH 2".

**EROSION CONTROL MATTING**

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
100+11.61	112+88.00	LT. OF HWY. 198	1276.39	1134.57
113+73.00	206+50.00	LT. OF HWY. 198	9277.00	8246.22
100+11.61	112+45.00	RT. OF HWY. 198	1233.39	1096.35
113+15.00	206+50.00	RT. OF HWY. 198	9335.00	8297.78
<b>TOTAL:</b>				<b>18774.92</b>

NOTE: AVERAGE WIDTH = 8'-0"

**EROSION CONTROL**

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL								
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20") DITCH CHECKS (E-1)	18" FILTER SOCK (E-3)	SAND BAG DITCH CHECKS (E-5)	TRIANGULAR SILT DIKE	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	LIN. FT.	LIN. FT.	BAG	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE PROJECT	HWY. 198	10.75	21.50	10.75	1096.5	10.75	10.75	10.75	219.3			2662			121	
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.69	5.38	2.69	274.4	2.69	2.69	54.9	1000	1000	666	1000	500	19	
<b>TOTALS:</b>			<b>13.44</b>	<b>26.88</b>	<b>13.44</b>	<b>1370.9</b>	<b>13.44</b>	<b>13.44</b>	<b>274.2</b>	<b>1000</b>	<b>1000</b>	<b>3328</b>	<b>1000</b>	<b>500</b>	<b>140</b>	

BASIS OF ESTIMATE:  
LIME .....2 TONS / ACRE OF SEEDING  
WATER.....102.0 M.G. / ACRE OF SEEDING  
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING  
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

\*QUANTITIES ESTIMATED.  
SEE SECTION 104.03 OF THE STD. SPECS.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-17-19				6	ARK.			
						JOB NO. 100980	22	26

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
210	UNCLASSIFIED EXCAVATION	110	CU. YD.
210	COMPACTED EMBANKMENT	13890	CU. YD.
SP & 210	SOIL STABILIZATION	50	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	7170	TON
309	PORTLAND CEMENT CONCRETE BASE (4" UNIFORM THICKNESS)	25	SQ. YD.
SS & 401	TACK COAT	8316	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	5611	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")	228	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	5870	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	251	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	7245	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	389	TON
412	COLD MILLING ASPHALT PAVEMENT	2488	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	50	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	50	TON
SS & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	713.60	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	219	SQ. FT.
SS & 604	TRAFFIC DRUMS	616	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	42916	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS (RAILROAD EMBLEMS)	2	EACH
620	LIME	27	TON
620	SEEDING	13.44	ACRE
SS & 620	MULCH COVER	26.88	ACRE
620	WATER	1645.1	M. GAL.
621	TEMPORARY SEEDING	13.44	ACRE
621	SILT FENCE	5000	LIN. FT.
621	SAND BAG DITCH CHECKS	3328	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	306	CU. YD.
SS & 621	FILTER SOCK (18")	1000	LIN. FT.
621	WATTLE (20")	1000	LIN. FT.
621	TRIANGULAR SILT DIKE	1000	LIN. FT.
623	SECOND SEEDING APPLICATION	13.44	ACRE
626	EROSION CONTROL MATTING (CLASS 3)	18775	SQ. YD.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	651	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	21493	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (24")	84	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	21339	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (RAILROAD EMBLEMS)	2	EACH
721	RAISED PAVEMENT MARKERS (TYPE II)	132	EACH

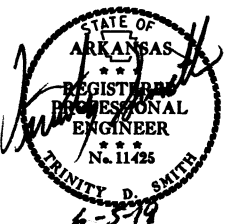
REVISIONS

DATE	REVISION	SHEET NUMBER
7/17/2019	REVISED TEMPORARY EROSION CONTROL DETAILS, REVISED "STORM WATER POLLUTION PREVENTION PLAN" SPECIAL PROVISION.	13-16,22

7/17/2019  
R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	100980	23

2 PLAN SHEETS



STA. 106+26 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

DENOTES AREA FOR MILL AND INLAY

HWY. 198  
P.T. = 106+06.07  
Δ = 12°12'49" LT.  
D = 4°00'00"  
T = 153.25'  
L = 305.34'  
P.C. = 104+52.82  
P.T. = 107+58.16  
MATCH EXIST. SUPERELEVATION

STA. 114+43 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

HWY. 198  
P.T. = 113+31.26  
Δ = 35°09'53" LT.  
D = 10°45'00"  
T = 168.89'  
L = 327.11'  
P.C. = 111+62.37  
P.T. = 114+89.48  
MATCH EXIST. SUPERELEVATION

STA. 100+43.87  
BEGIN JOB 100980  
LOG MILE 0.03

STA. 105+86 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 112+83.00  
BEGIN EXCEPTION

STA. 113+25.00  
END EXCEPTION

STA. 123+70 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 126+50 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE  
STA. 127+06 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE  
STA. 127+51 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 129+38 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

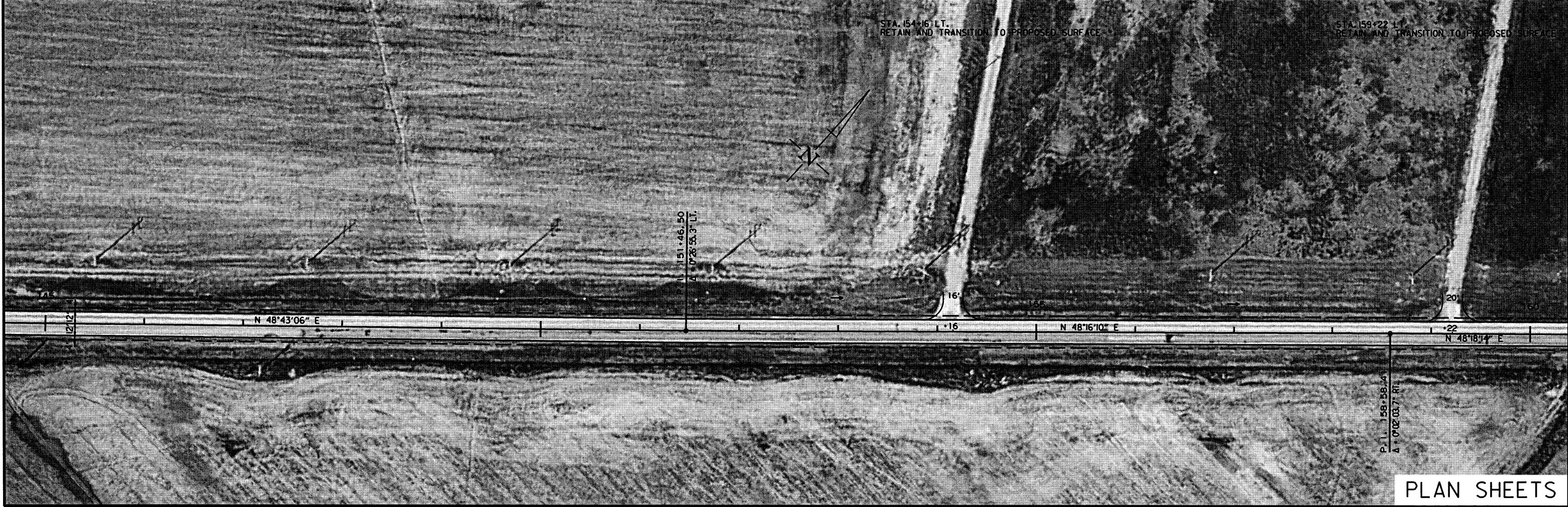
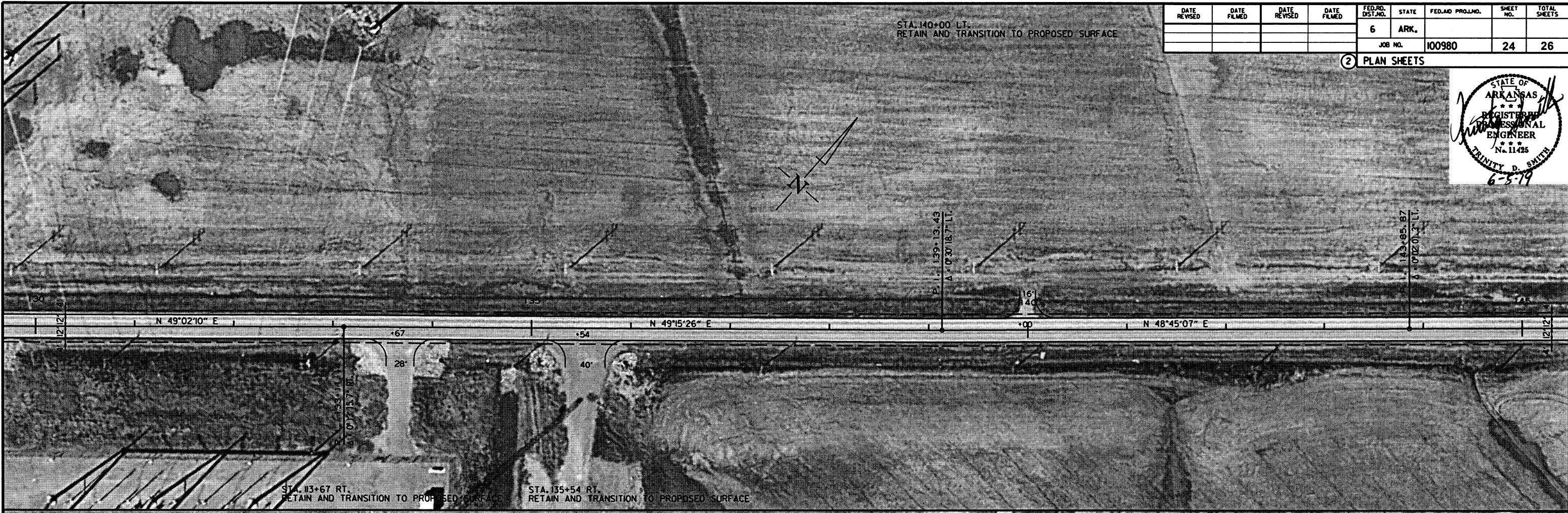
PLAN SHEETS

6/4/2019

R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 100980	24	26

② PLAN SHEETS



PLAN SHEETS



STA. 162+89 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

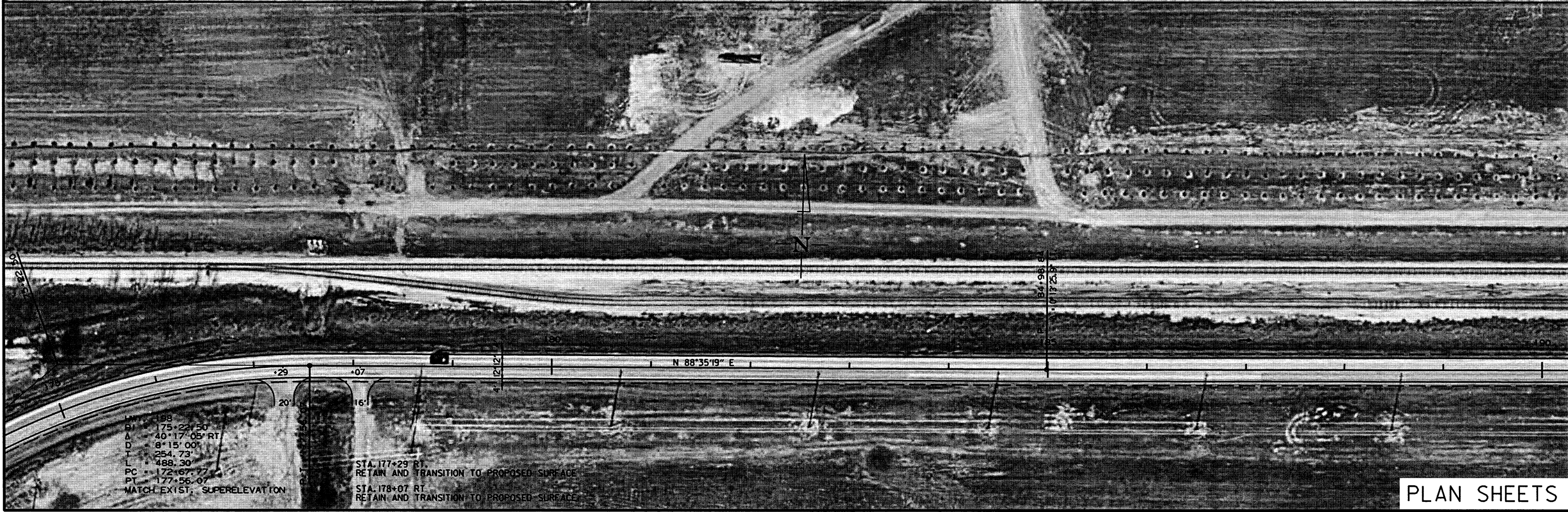
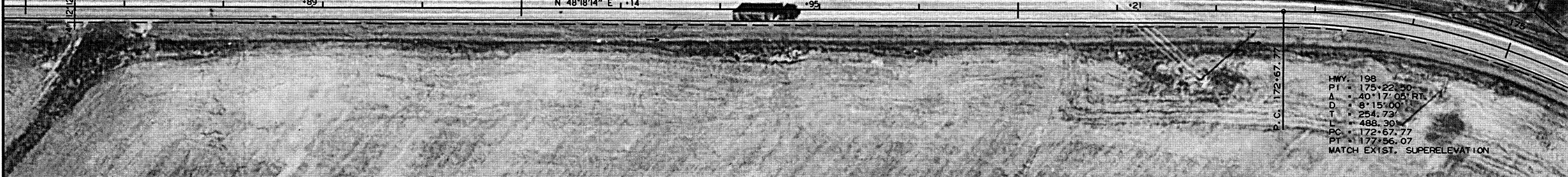
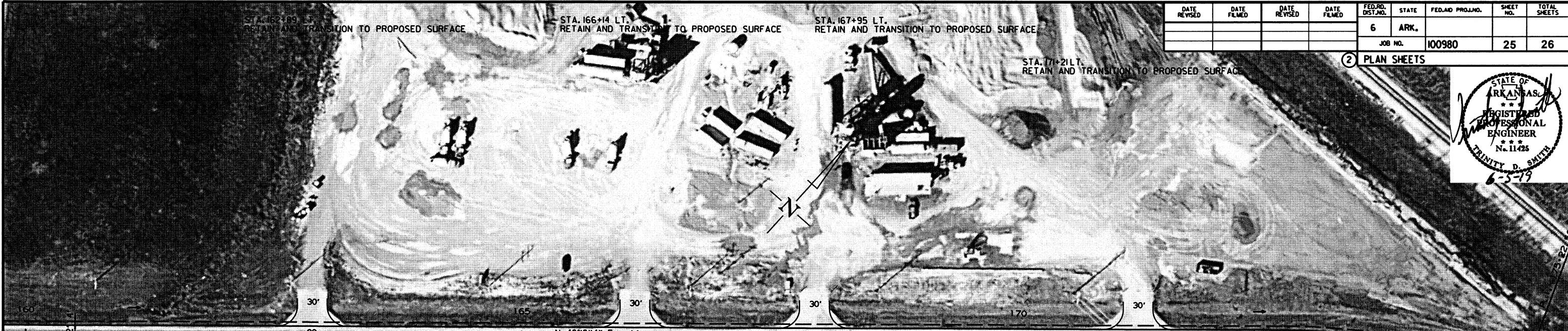
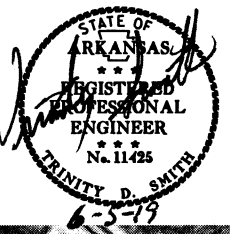
STA. 166+14 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 167+95 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 171+21 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 100980							25	26

2 PLAN SHEETS



HWY. 198  
 PI = 175+22.50  
 Δ = 40°17'05" RT  
 D = 8°15'00"  
 T = 254.73'  
 L = 488.30'  
 PC = 172+67.77  
 PT = 177+56.07  
 MATCH EXIST. SUPERELEVATION

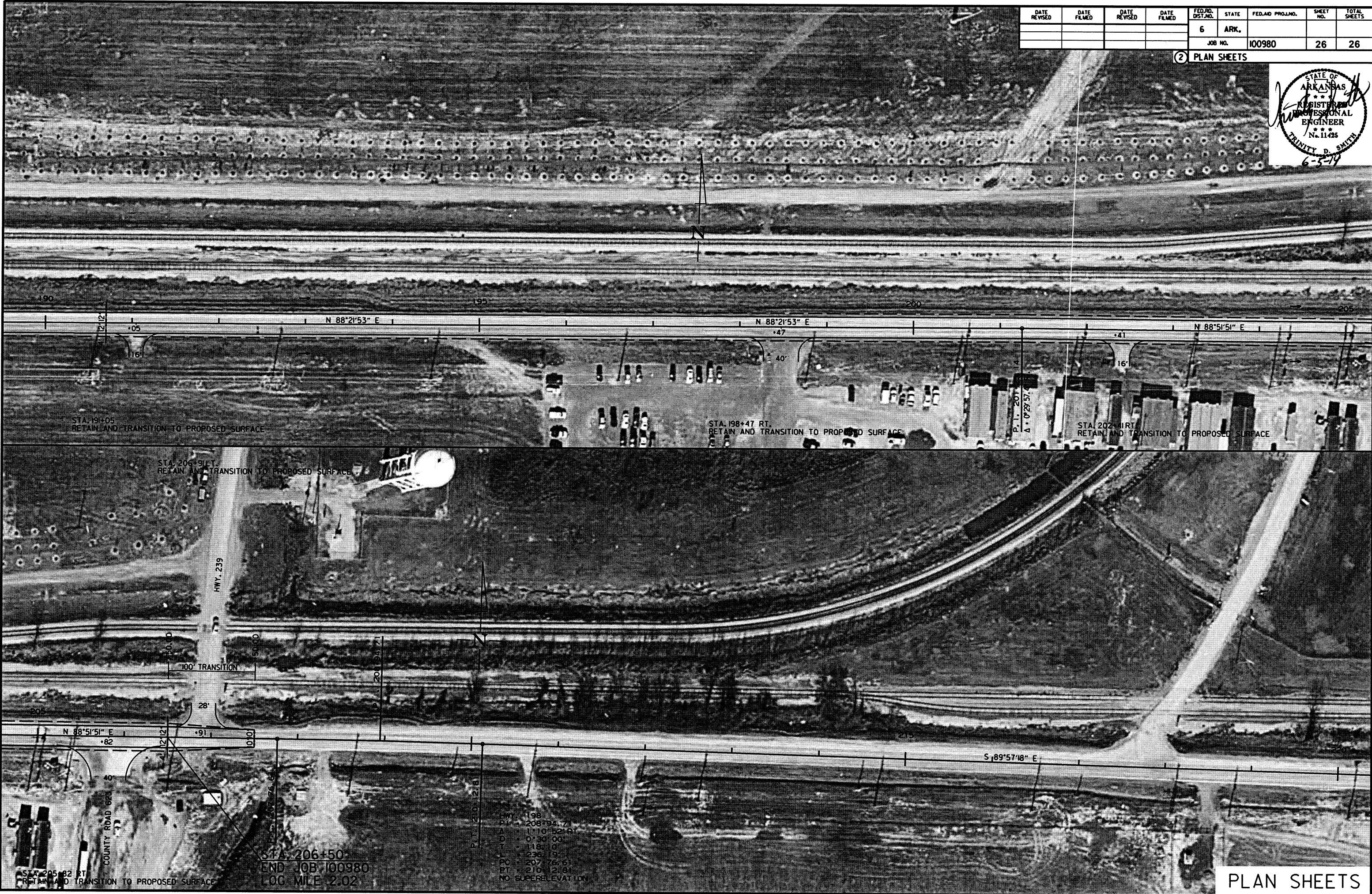
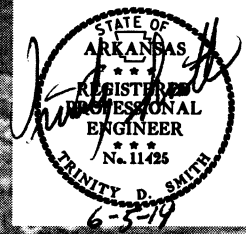
STA. 177+29 RT.  
 RETAIN AND TRANSITION TO PROPOSED SURFACE  
 STA. 178+07 RT.  
 RETAIN AND TRANSITION TO PROPOSED SURFACE

PLAN SHEETS

6/4/2019 R100980.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	100980		26	26

2 PLAN SHEETS



STA. 191+05  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 198+47 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 202+11 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

STA. 206+91 LT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

HWY. 239

100' TRANSITION

HWY. 198  
PI = 208+94.71  
A = 1°10'52\"/>

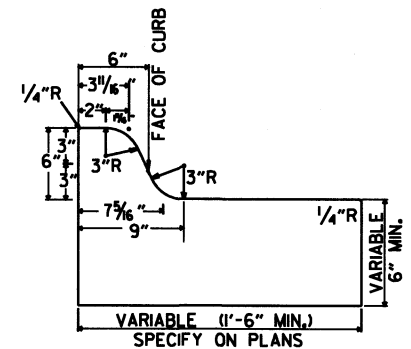
STA. 206+50  
END JOB 100980  
LOG MILE 2.02

STA. 205+82 RT.  
RETAIN AND TRANSITION TO PROPOSED SURFACE

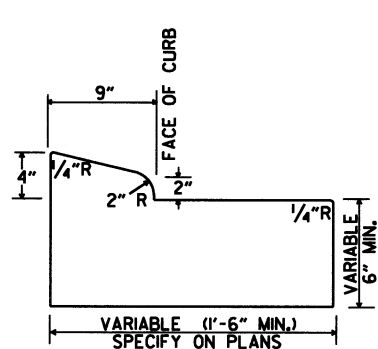
PLAN SHEETS

6/4/2019

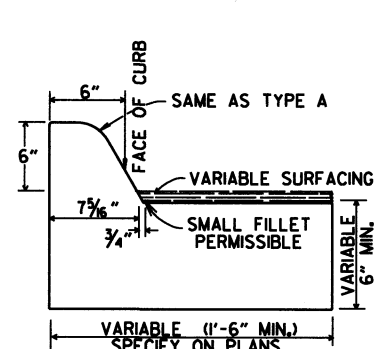
R100980.DGN



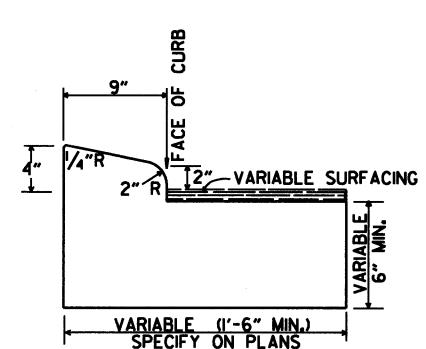
TYPE A



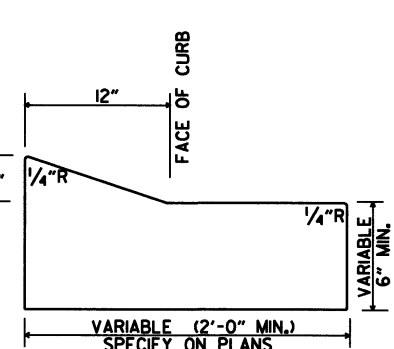
TYPE B-1



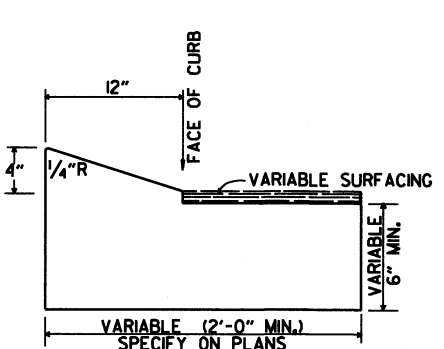
TYPE C



TYPE B-2

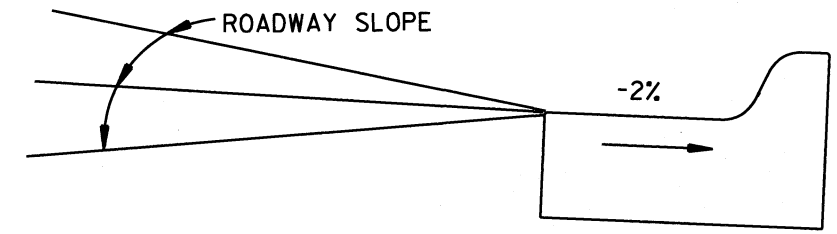


TYPE E-1

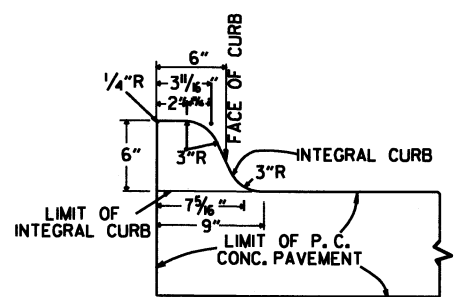


TYPE E-2

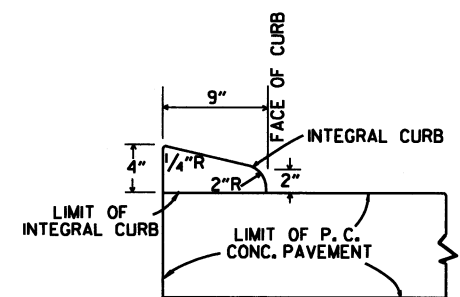
CONCRETE COMBINATION CURB AND GUTTER



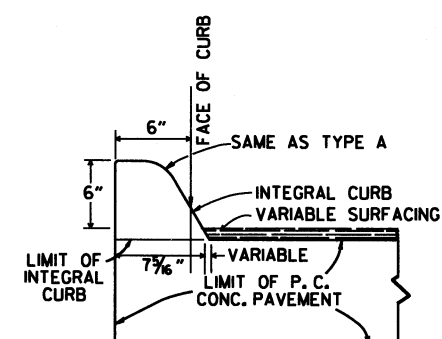
DETAIL OF GUTTER SLOPE  
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

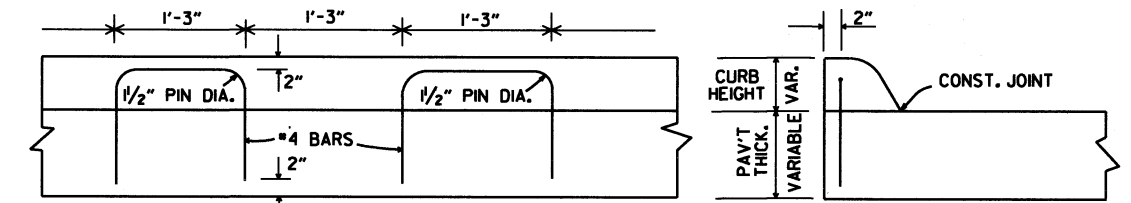


TYPE B



TYPE C

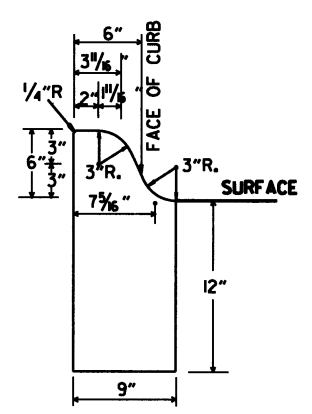
INTEGRAL CURB



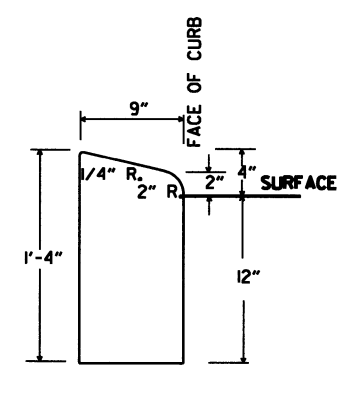
LONGITUDINAL SECTION

ELEVATION

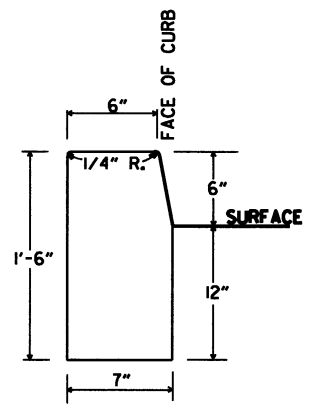
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



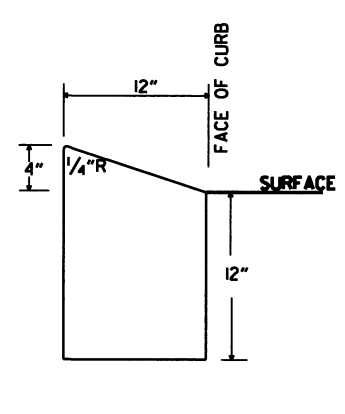
TYPE A



TYPE B

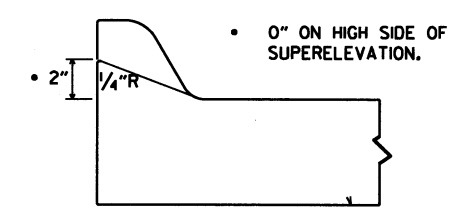


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

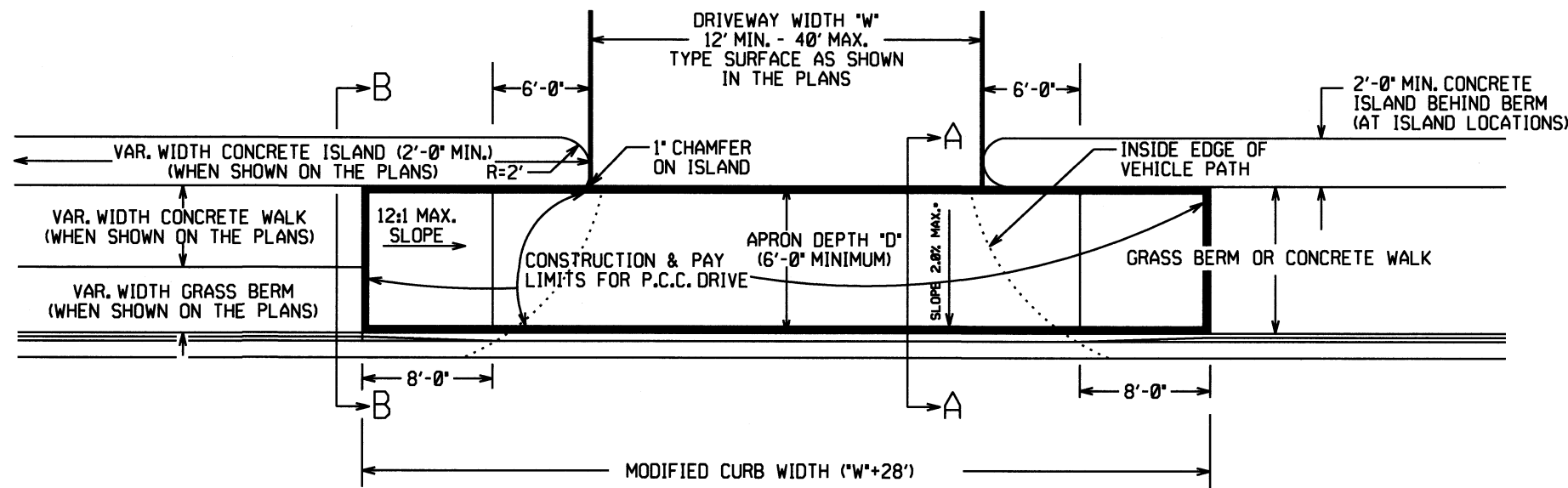
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
8-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
8-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIABLE DEPTH TYPE A & B 1	11-30-89
7-6-88	REVISED MODIFIED CURB	630-7-6-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	52-10-2-72

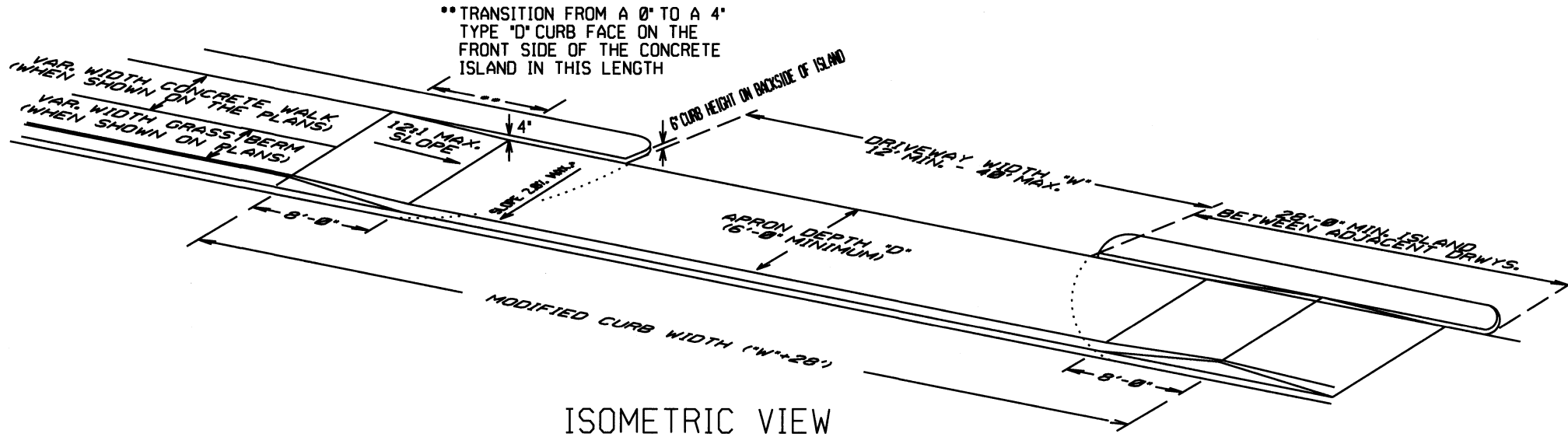
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

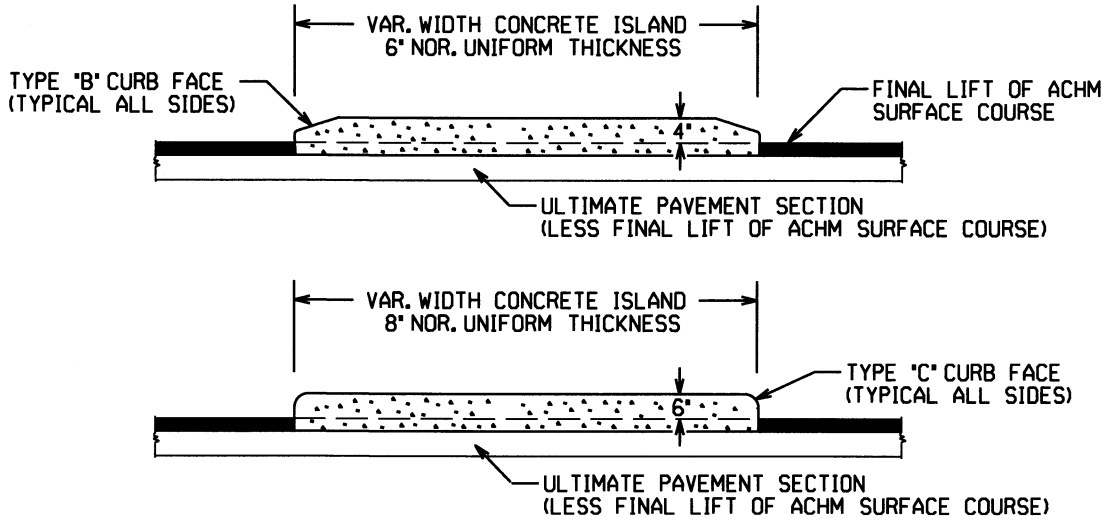
STANDARD DRAWING CG-1



PLAN VIEW

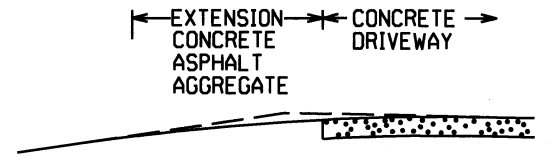


ISOMETRIC VIEW



CURBED ISLANDS FOR CHANNELIZATION

REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

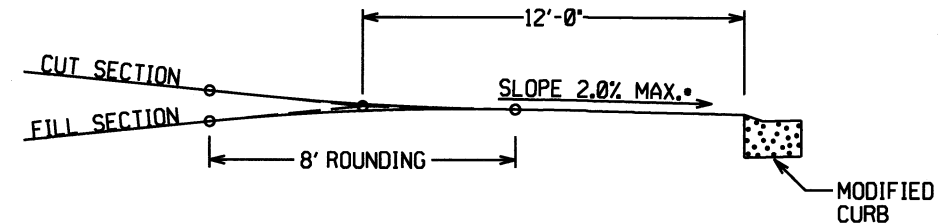


EXTENSION TYPICAL SECTIONS

- 1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY
- 2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")  
4" ACHM BINDER COURSE (1/1") OR  
4" ACHM BASE COURSE (1-1/2")
- 3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")  
7" AGGREGATE BASE COURSE
- 4: AGGREGATE - 6" AGGREGATE BASE COURSE

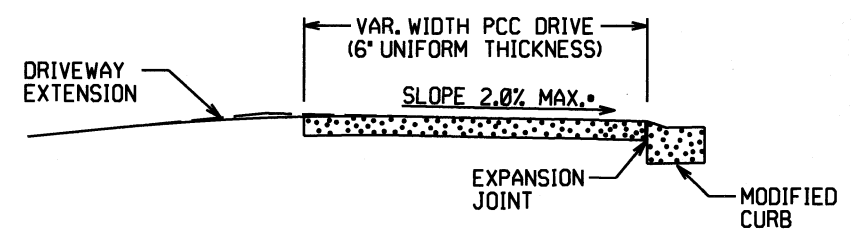
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

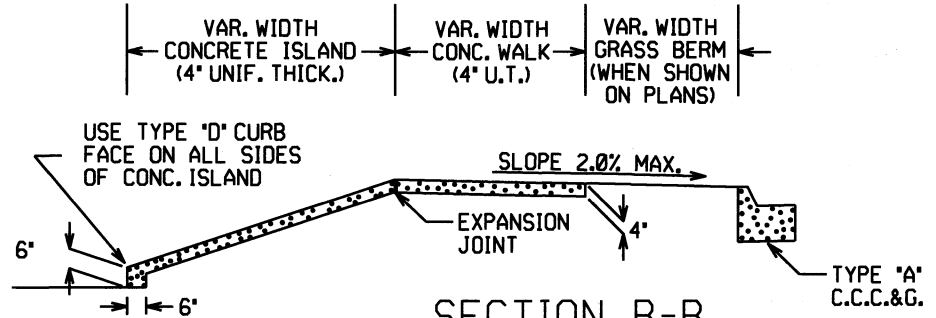


DRIVEWAY VERTICAL ALIGNMENT DETAILS

NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



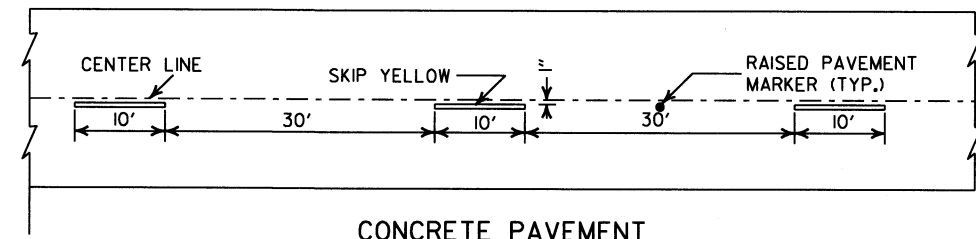
SECTION A-A



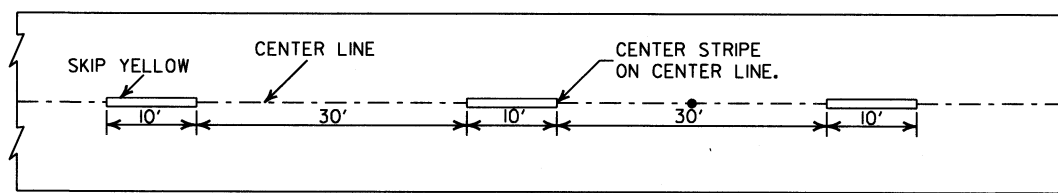
SECTION B-B  
CURBED ISLAND BEHIND WALK

DATE	REV	DATE FILMED	DESCRIPTION
2-27-14			REVISED PLAN & ISOMETRIC VIEW
11-29-07			ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05			REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02			ADDED ISLAND DETAILS & NOTES
3-30-00			REV. MOD. CURB WIDTH & TRANS. NOTE
11-19-98			REVISED NOTES
11-18-98			REDRAWN AND REISSUED

ARKANSAS STATE HIGHWAY COMMISSION  
DETAILS OF DRIVEWAYS & ISLANDS  
STANDARD DRAWING DR-1

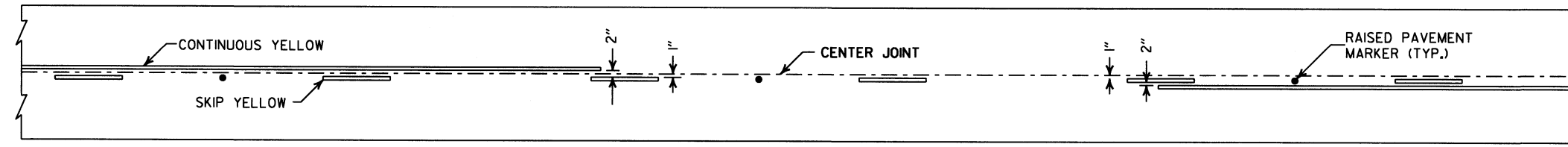


CONCRETE PAVEMENT

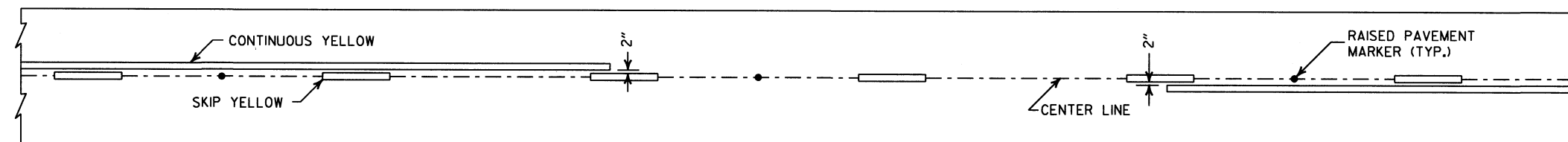


ASPHALT PAVEMENT

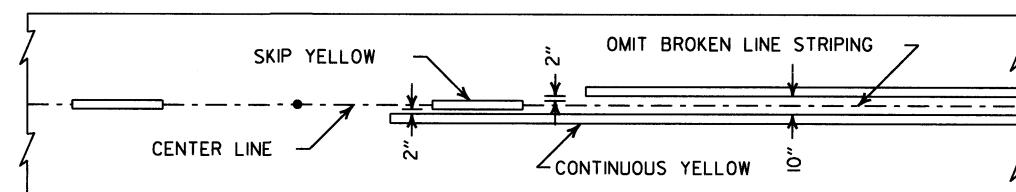
**BROKEN LINE STRIPING**



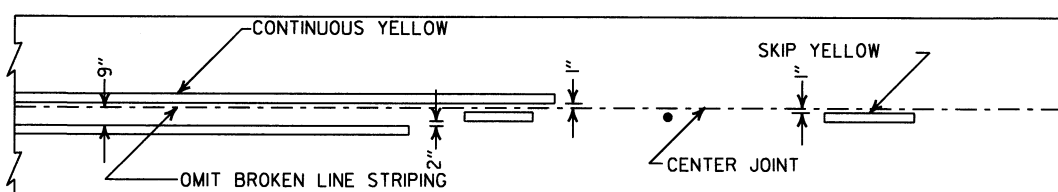
**SOLID LINE STRIPING ON CONCRETE PAVEMENT**



**SOLID LINE STRIPING ON ASPHALT PAVEMENT**

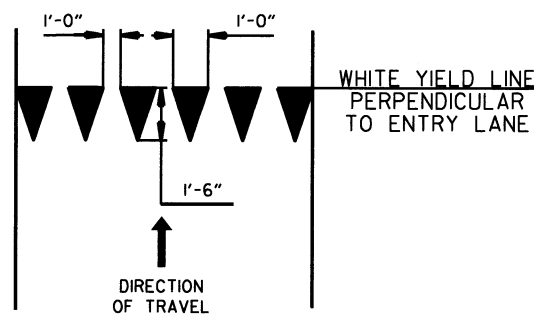


ASPHALT PAVEMENT

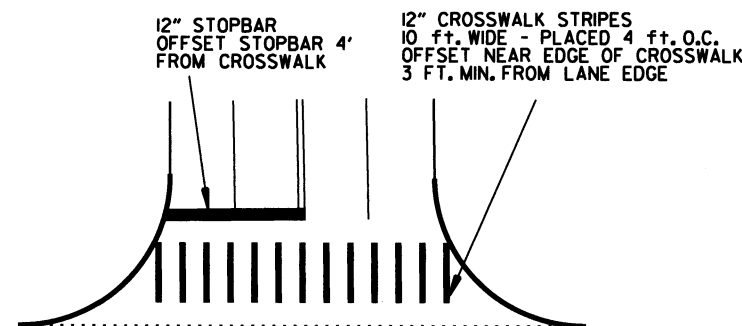


CONCRETE PAVEMENT

**STRIPING AT ADJACENT NO PASSING LANES**



**YIELD LINE DETAIL**

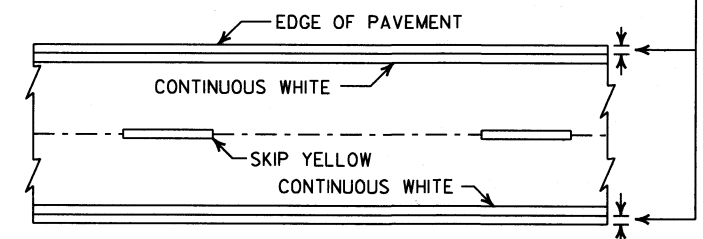


**CROSSWALK AND STOPBAR DETAILS**

NOTES:

1. REFER TO THE STRIPING 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.

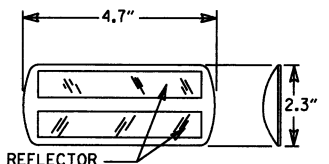
2" FOR ASPHALT OR CONCRETE PAVEMENT  
6" FOR BITUMINOUS SURFACE TREATMENT



**PAVEMENT EDGE LINE MARKING**

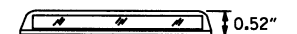
NOTE:  
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II  
RED/CLEAR OR  
YELLOW/YELLOW



PRISMATIC REFLECTOR

NOTE:  
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.



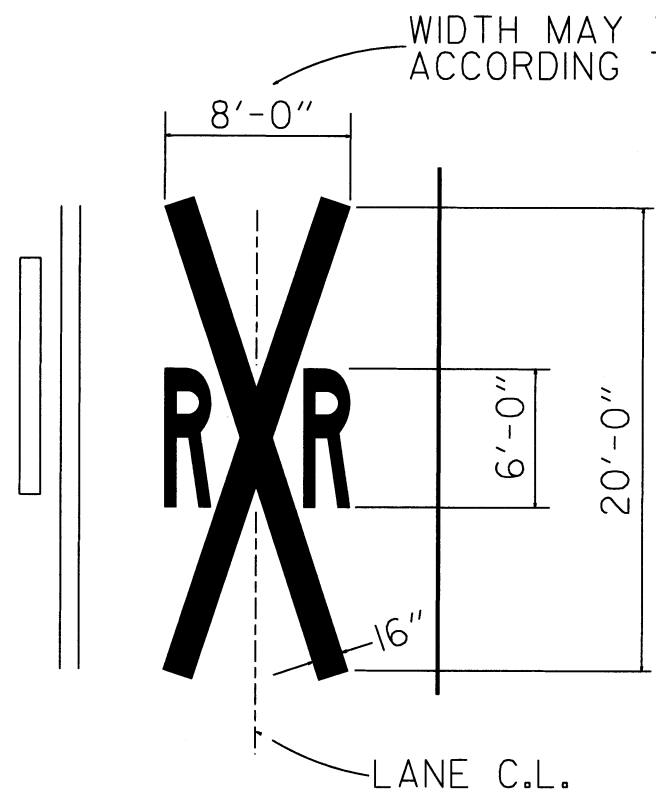
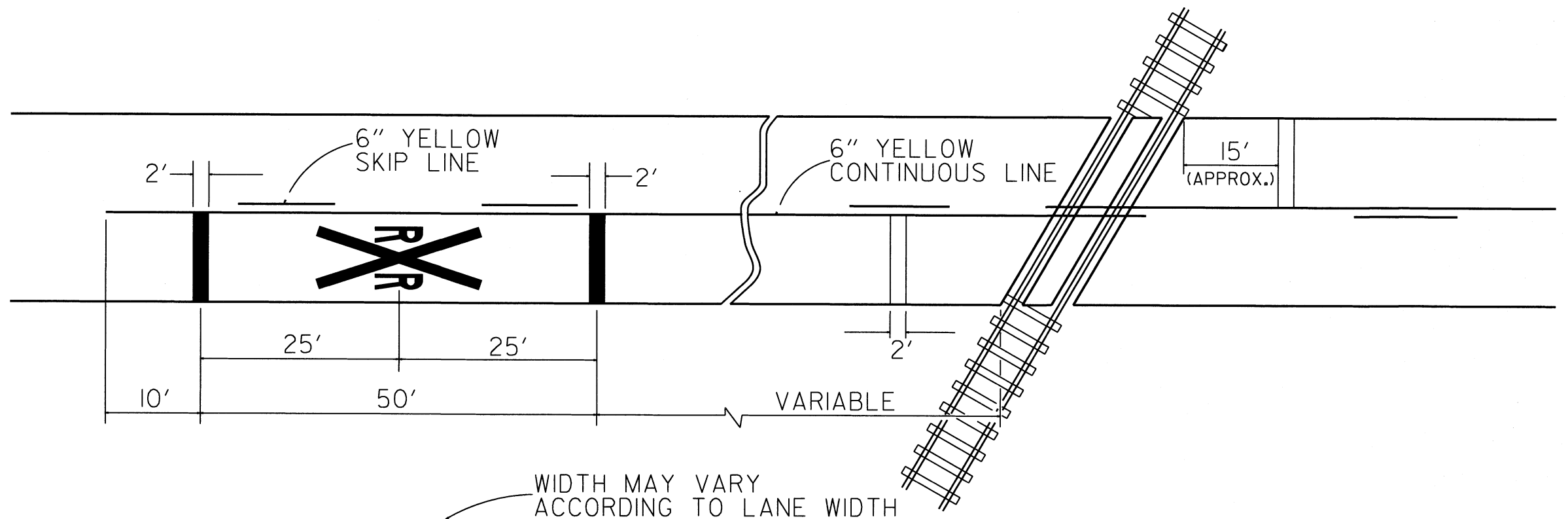
**DETAIL OF STANDARD RAISED PAVEMENT MARKERS**

6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAVT. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

**PAVEMENT MARKING DETAILS**

STANDARD DRAWING PM-1



DETAIL OF PAVEMENT MARKINGS  
FOR RAILROAD CROSSING

PAVEMENT MARKING TO BE  
SYMMETRICAL ABOUT RAILROAD

NOTES:  
THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC APPROACHING, BUT PROBABLY SHOULD BE NOT LESS THAN 50 FEET.

A THREE LANE ROADWAY SHOULD BE MARKED WITH A CENTERLANE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RXR SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR RXR SYMBOLS DETAILS.

DATE	REVISION	DATE FILMED
12-8-16	REVISED CENTERLINE LABELS	
11-20-08	CORRECTED SPELLING	
4-10-03	REVISED NOTES	
3-2-81	DELETED LETTER & ADDED NOTE	684-3-2-81
7-20-79	STOP LINE CHGD. TO PERP.	636-8-30-79
4-23-75	SHEET RENUMBER	697-4-20-79
4-23-75	REDRAWN	860-4-23-75

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING  
FOR RAILROAD CROSSING

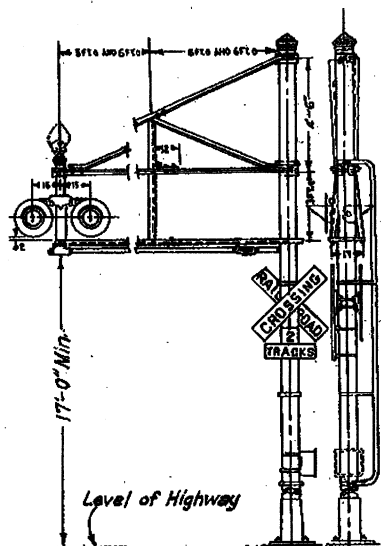
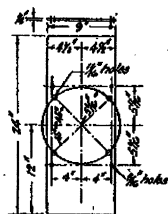
STANDARD DRAWING RRS-1

A.A.R. Drawg #16421  
RAILROAD CROSSING SIGN

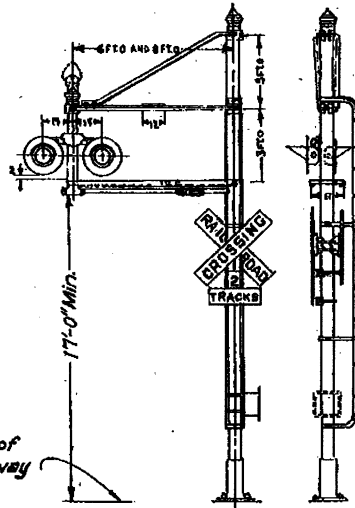


**ALTERNATE TYPE  
90° CROSSING SIGN  
REFLECTOR TYPE**

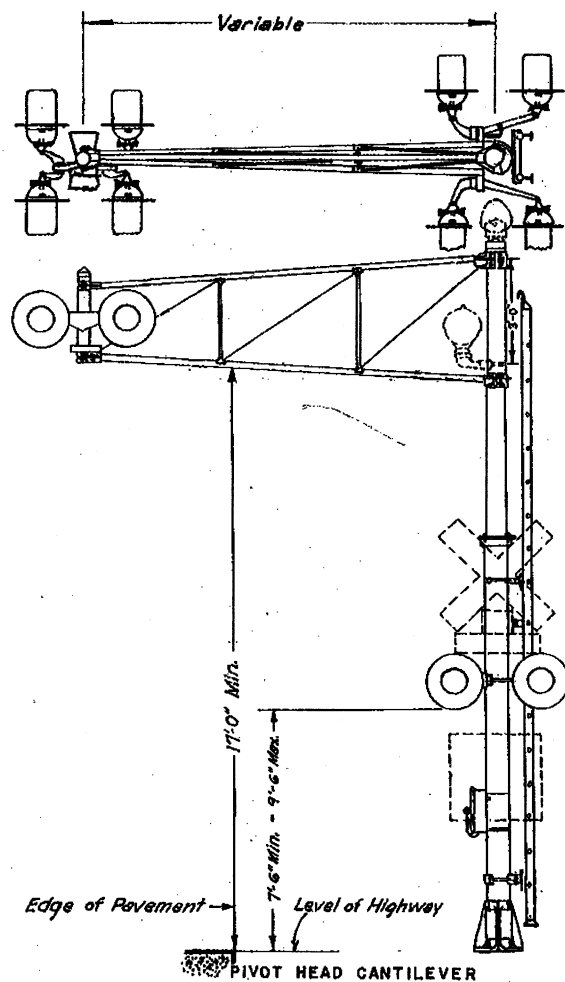
For Details See  
A.A.R. Signal Section Specifications  
No. 1642-B  
(To Be Used When Specified  
on Plans)



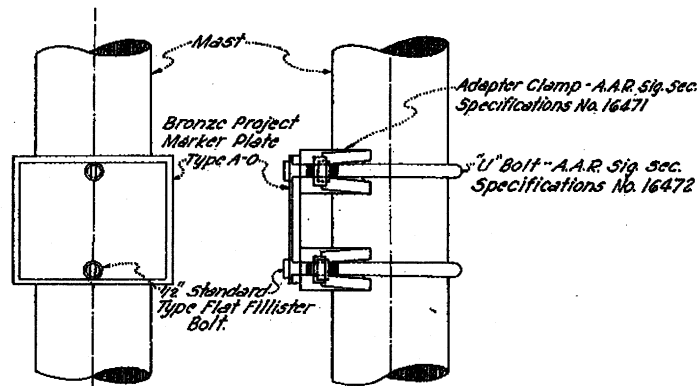
10 to 12 ft. STEEL CANTILEVER



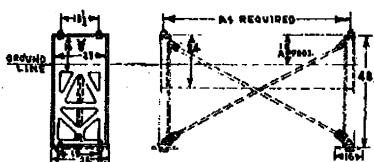
6 to 8 ft. STEEL CANTILEVER



PIVOT HEAD CANTILEVER

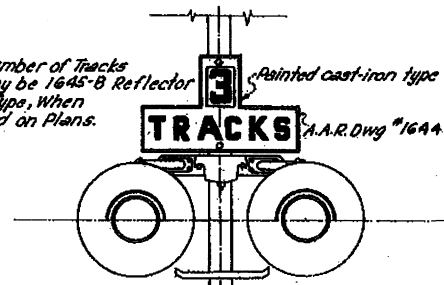


METHOD OF FASTENING BRONZE  
PROJECT MARKER PLATE TO MAST



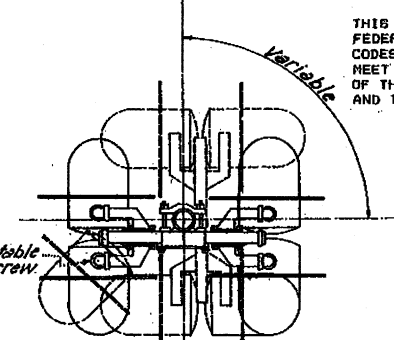
CAST IRON FOUNDATION

Note: Number of Tracks  
sign may be 1645-B Reflector  
Button Type, When  
Specified on Plans.

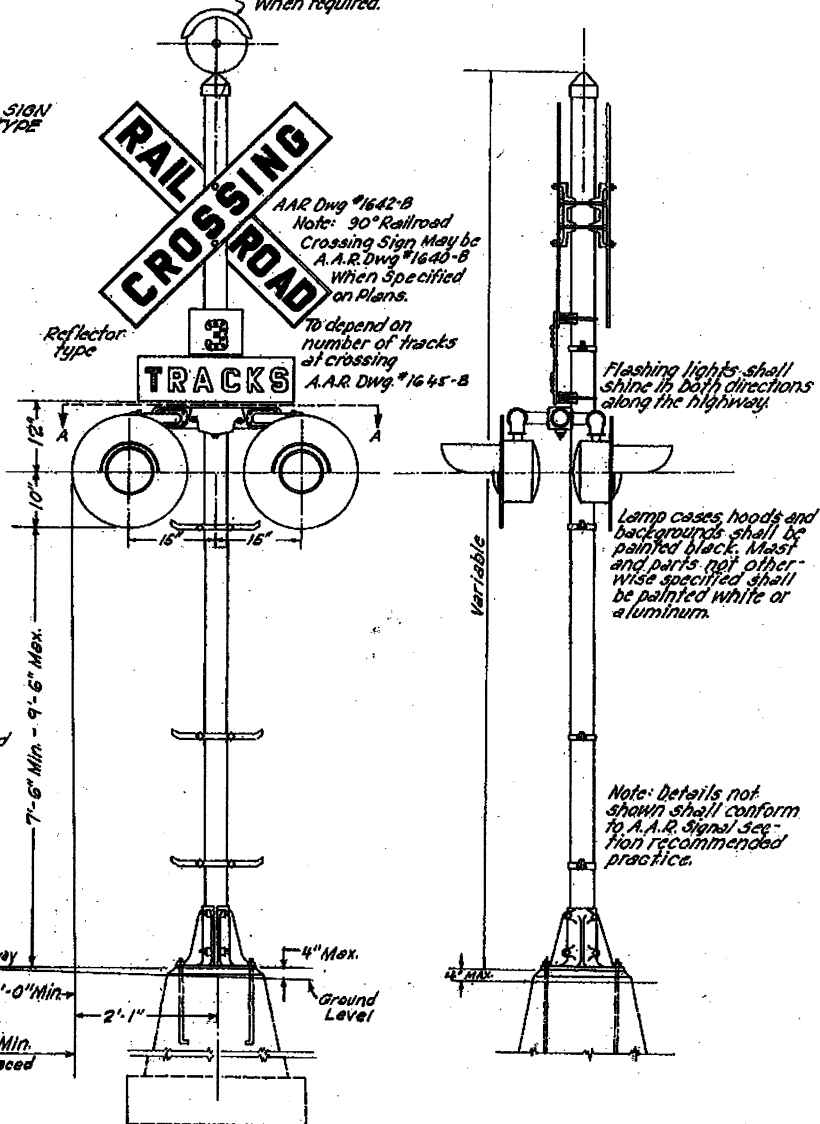


ALTERNATE SIGN TYPES

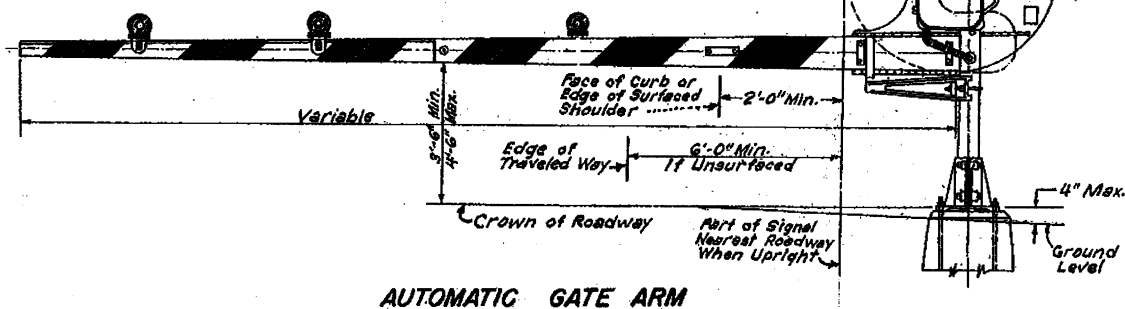
90° CROSSING SIGN  
CAST IRON TYPE



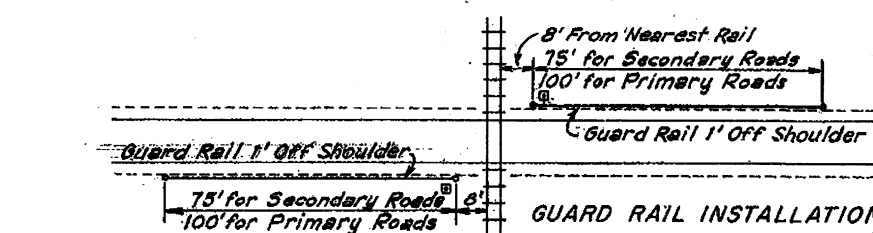
PLAN BELOW A-A  
WHEN TWO SIGNAL UNITS ARE USED



HIGHWAY CROSSING SIGNAL  
FLASHING LIGHT TYPE

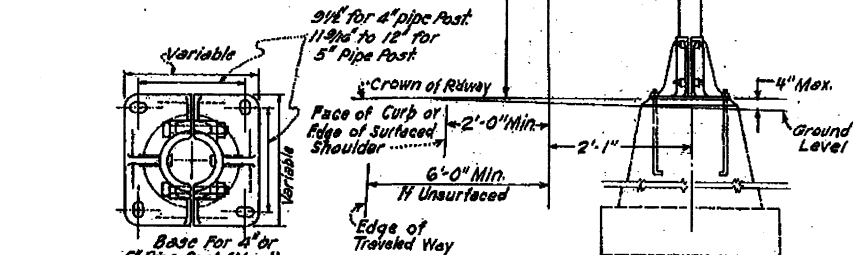


AUTOMATIC GATE ARM



GUARD RAIL INSTALLATION

NOTE:  
GUARD RAIL TO BE INSTALLED BY STATE  
FORCES OR OTHERS WHEN DESIGN SPEED  
IS 50 MPH OR GREATER AND THE ADT  
IS 750 OR GREATER, OR AS DIRECTED  
BY THE ENGINEER.




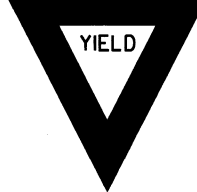







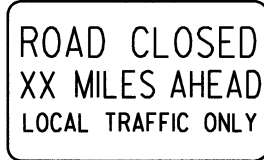
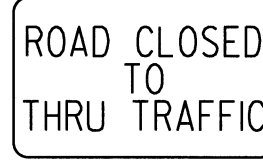





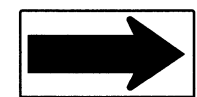

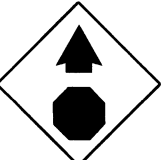
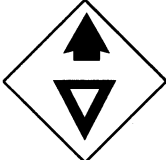
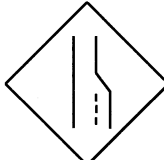

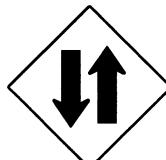















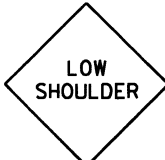
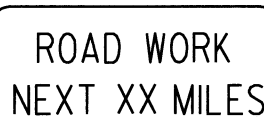
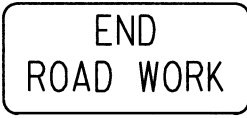
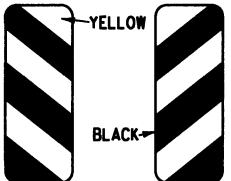
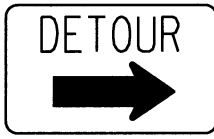

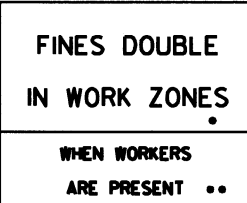
DATE	REVISION	DATE FILMED	DATE	REVISION	DATE FILMED
7-14-78	GR Installation & Note Added		75A-7-14-78		
10-1-78	Governing Specifications Revised		801-10-1-78		
6-10-75	Governing Specifications Added		905-6-10-75		
10-25-74	Clearance Distance Revised		7A-7-10-25-74		
1-12-73	Min. Changed on Cantilever		638-2-13-73		
6-3-70	Added Guard Fence Note		672-6-15-70		
12-5-69	Added Guard Fence Installation		773-12-5-69		
9-10-69	Redrawn				

GOVERNING SPECIFICATIONS  
ARKANSAS STATE HIGHWAY COMMISSION STANDARD  
SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST  
EDITION  
AND THE FOLLOWING:

THIS FACILITY SHALL COMPLY WITH APPLICABLE  
FEDERAL, STATE, AND LOCAL LAWS, REGULATIONS,  
CODES, AND STANDARDS AND SHOULD, AS A MINIMUM,  
MEET THE SPECIFICATIONS AND DESIGN STANDARDS  
OF THE AMERICAN RAILWAY ENGINEERING ASSOCIATION  
AND THE ASSOCIATION OF AMERICAN RAILROADS.

ARKANSAS STATE HIGHWAY COMMISSION  
RAILROAD-HIGHWAY GRADE CROSSING  
SIGNALS (FLASHING LIGHT TYPE)

DRWG. NO. RR-X-3

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

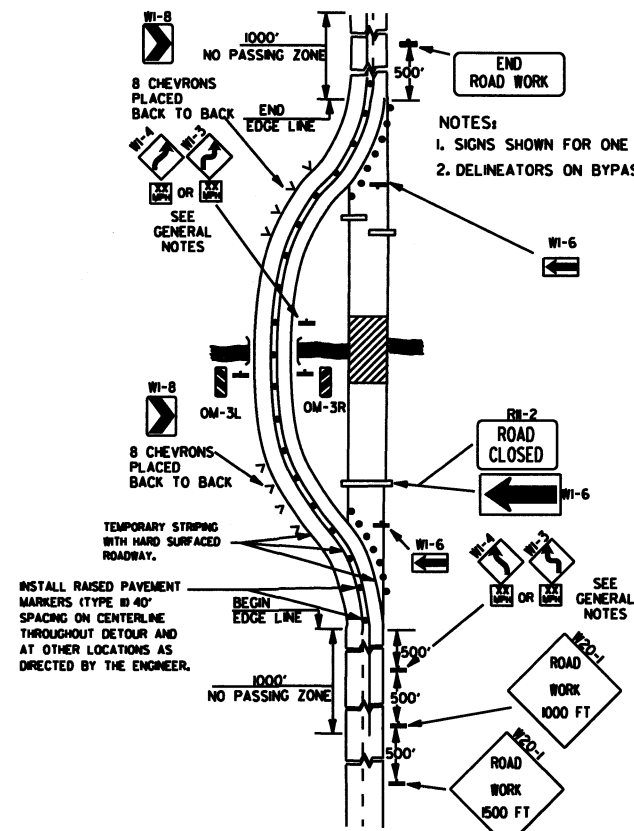
ADVANCE DISTANCES (XXXX)

500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

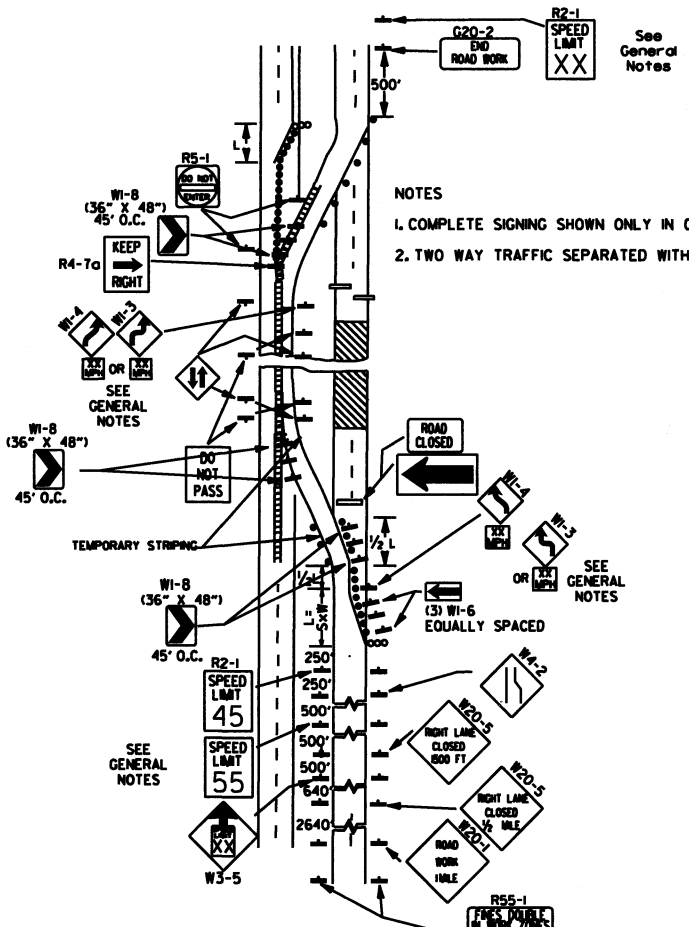
- GENERAL NOTES:
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
  - TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
  - EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
  - SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
  - SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
  - POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
  - ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
  - FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
  - MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
  - R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-5	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
1-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
1-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
1-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
1-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

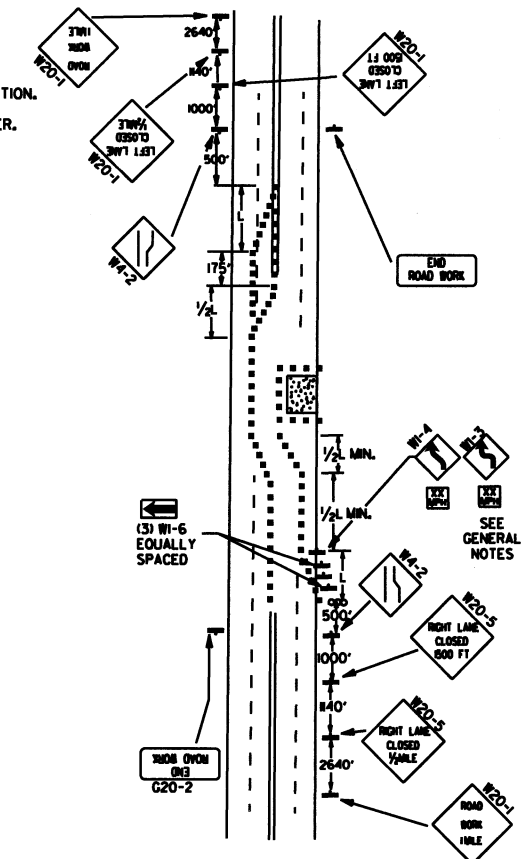




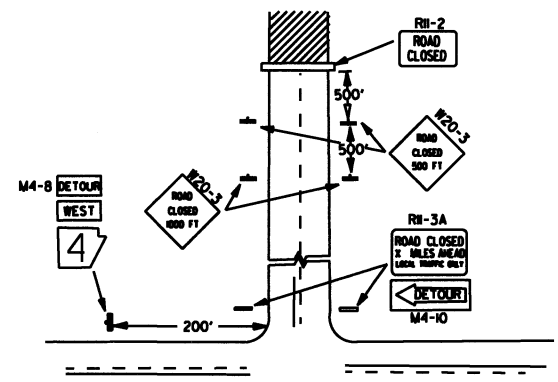
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.

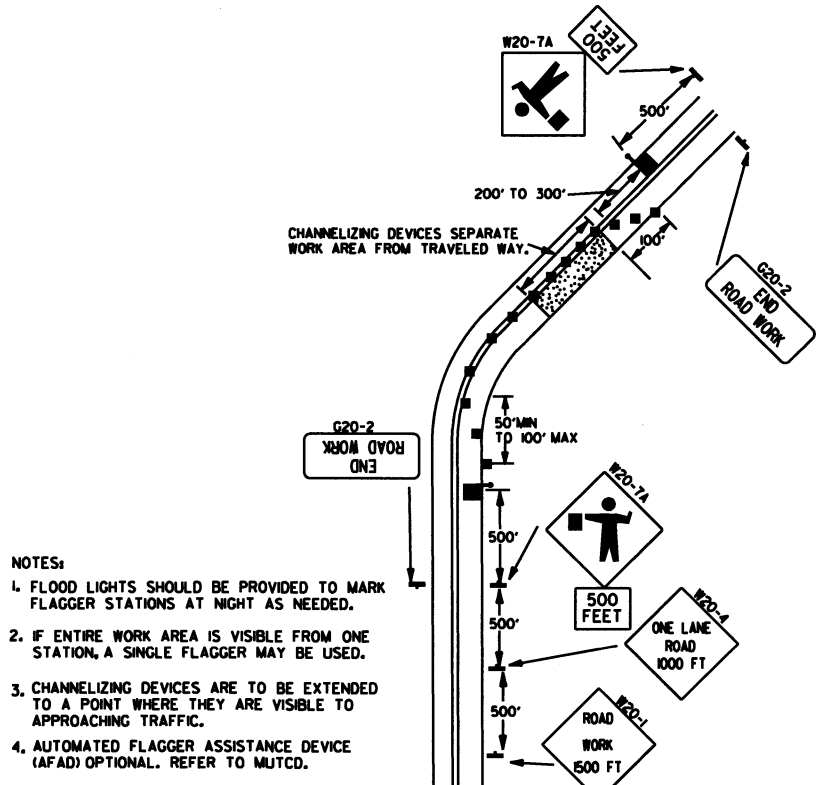


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



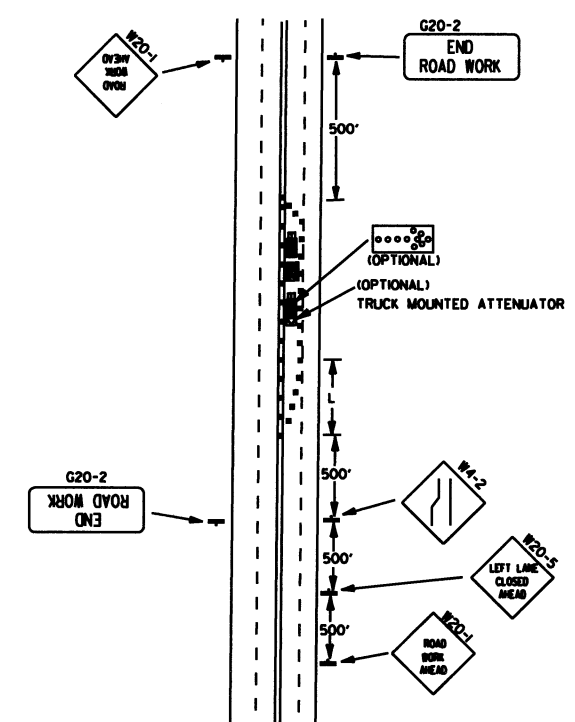
NOTES:  
 1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.  
 2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

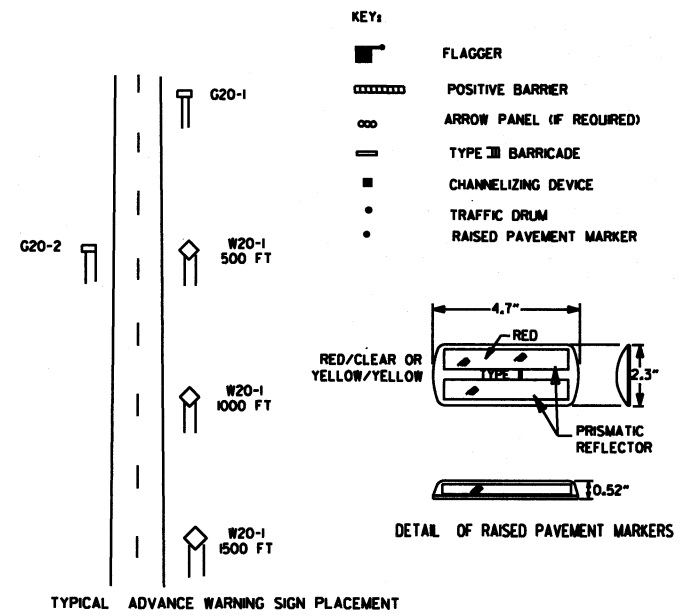


NOTES:  
 1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.  
 2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.  
 3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.  
 4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



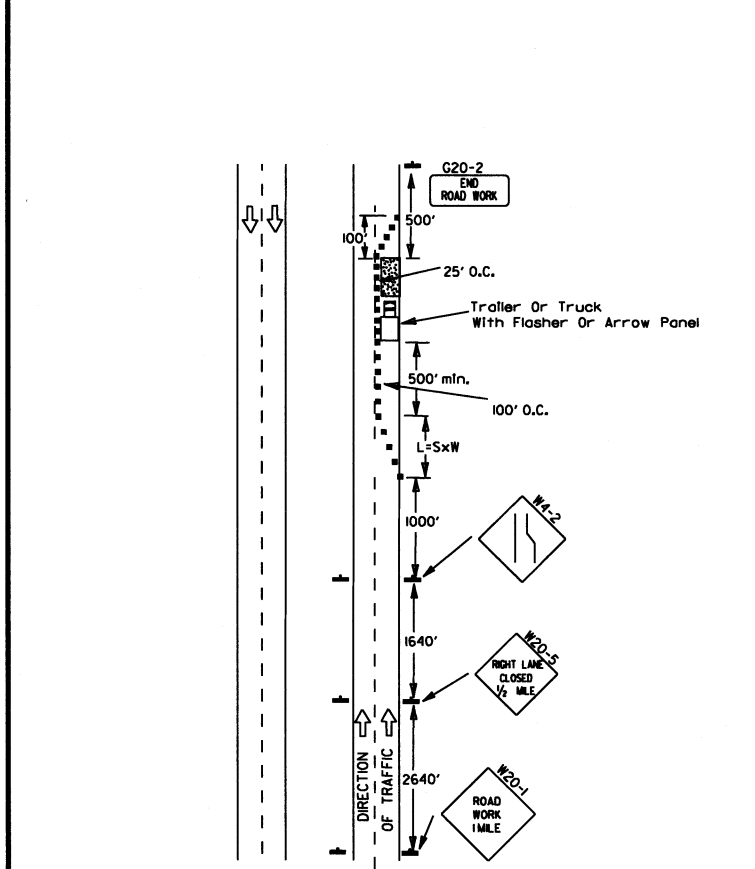
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.



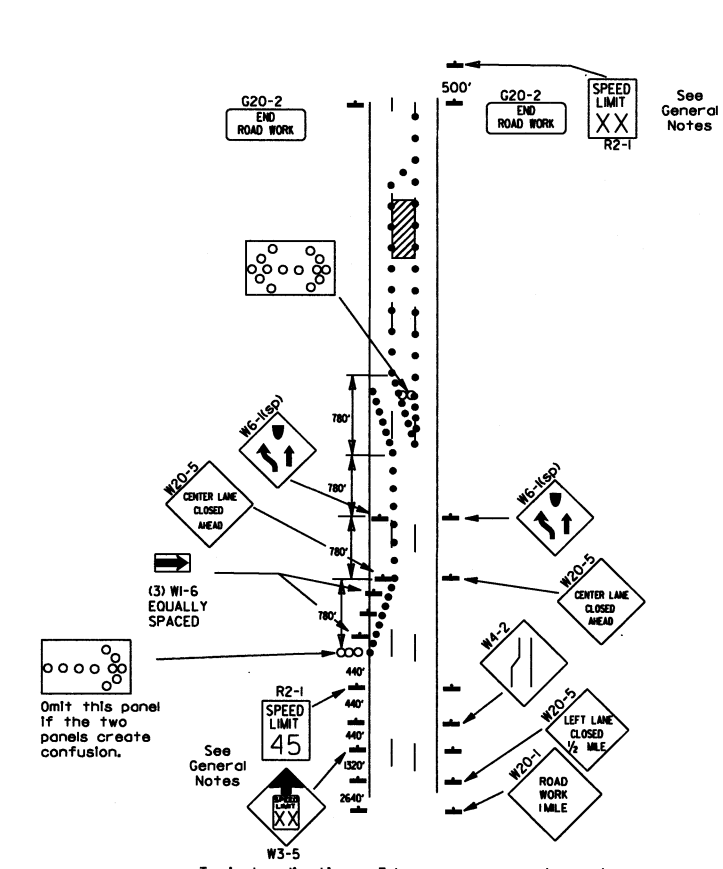
TAPER FORMULAE:  
 $L = SXW$  FOR SPEEDS OF 45MPH OR MORE.  
 $L = \frac{WS^2}{60}$  FOR SPEEDS OF 40MPH OR LESS.  
 WHERE:  
 L = MINIMUM LENGTH OF TAPER.  
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.  
 W = WIDTH OF OFFSET.

- GENERAL NOTES:  
 1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.  
 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-K55 SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-KXX SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.  
 3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-K65 SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-KXX SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.  
 4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.  
 5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.  
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.  
 7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.  
 8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

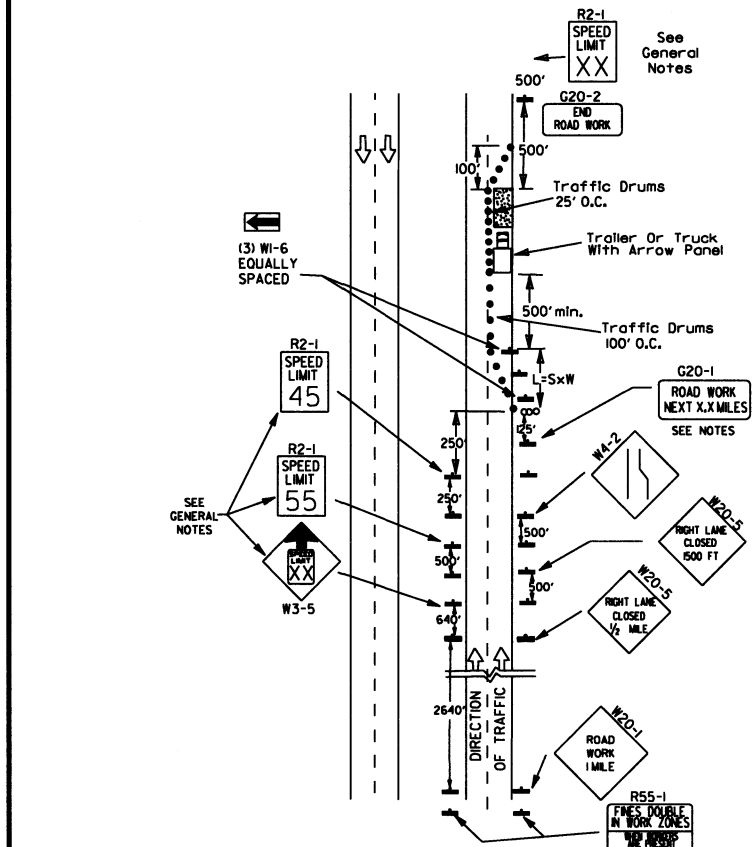
9-2-85	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-83	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-8-80	ADDED (AFAD)	
1-20-08	REVISED SIGN DESIGNATIONS	
1-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILED



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.

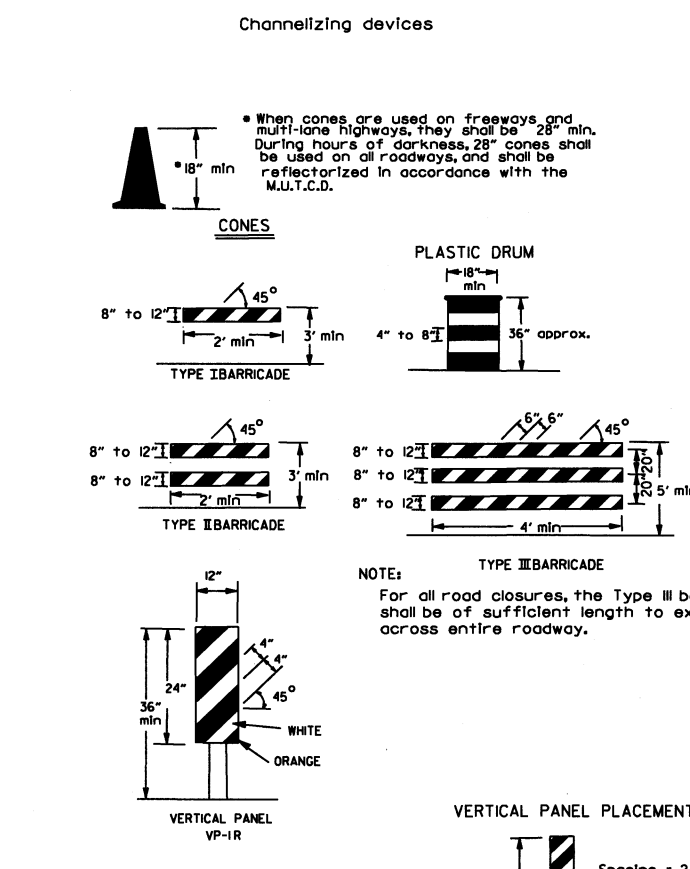


(B) Typical application - 3-lane oneway roadway where center lane is closed.



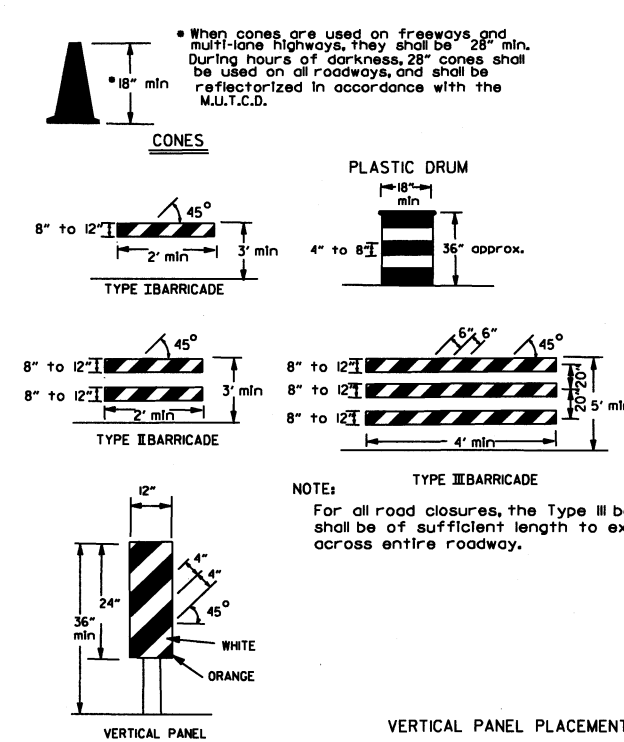
(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

- KEY:**
- Arrow Panel (if Required)
  - Channelizing Device
  - Traffic drum
- GENERAL NOTES:**
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
  2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1(45) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
  3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-1(55) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
  4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
  5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
  6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
  7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1(1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
  8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
  9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
  10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.



(D) Typical application - closing multiple lanes of a multilane highway.

Channelizing devices

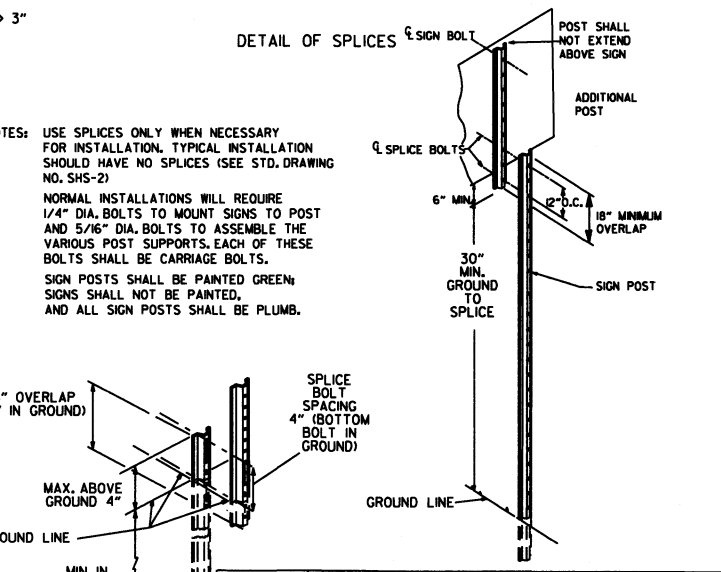
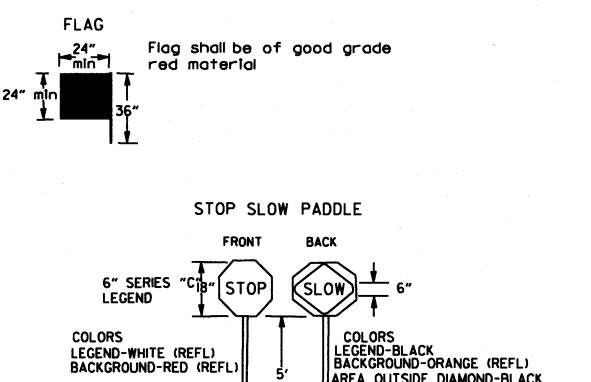
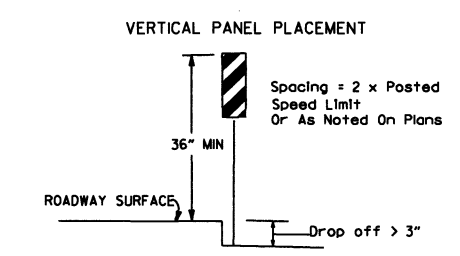


**TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS**

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

\* When shown on the plans concrete barrier will be used.  
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

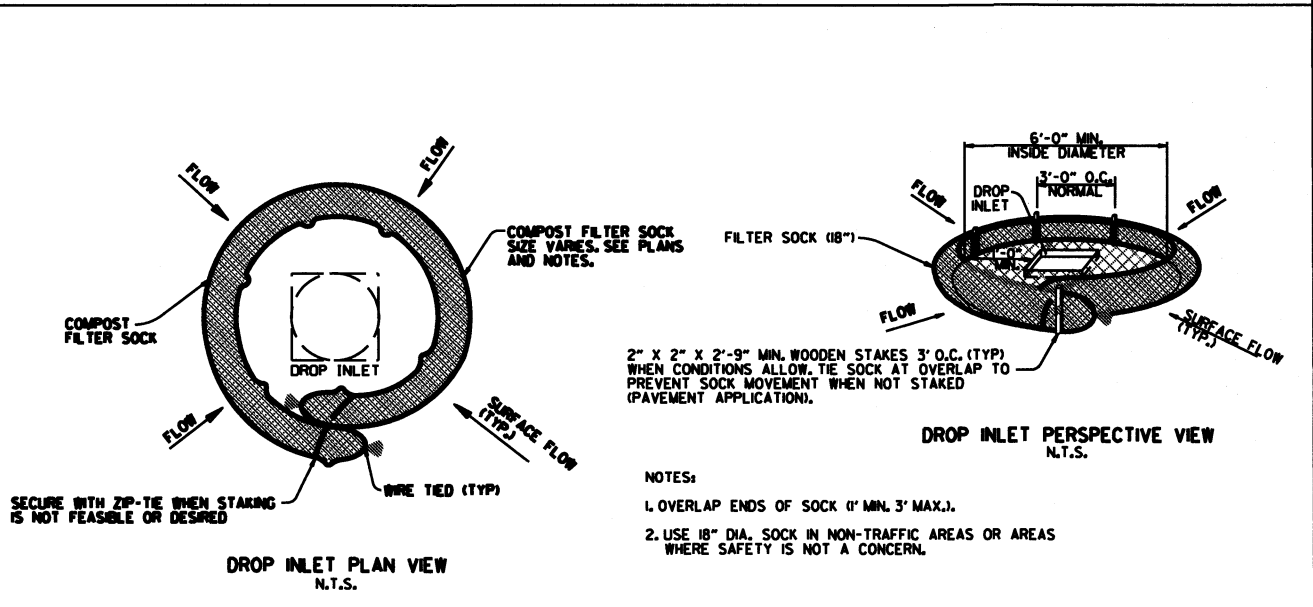
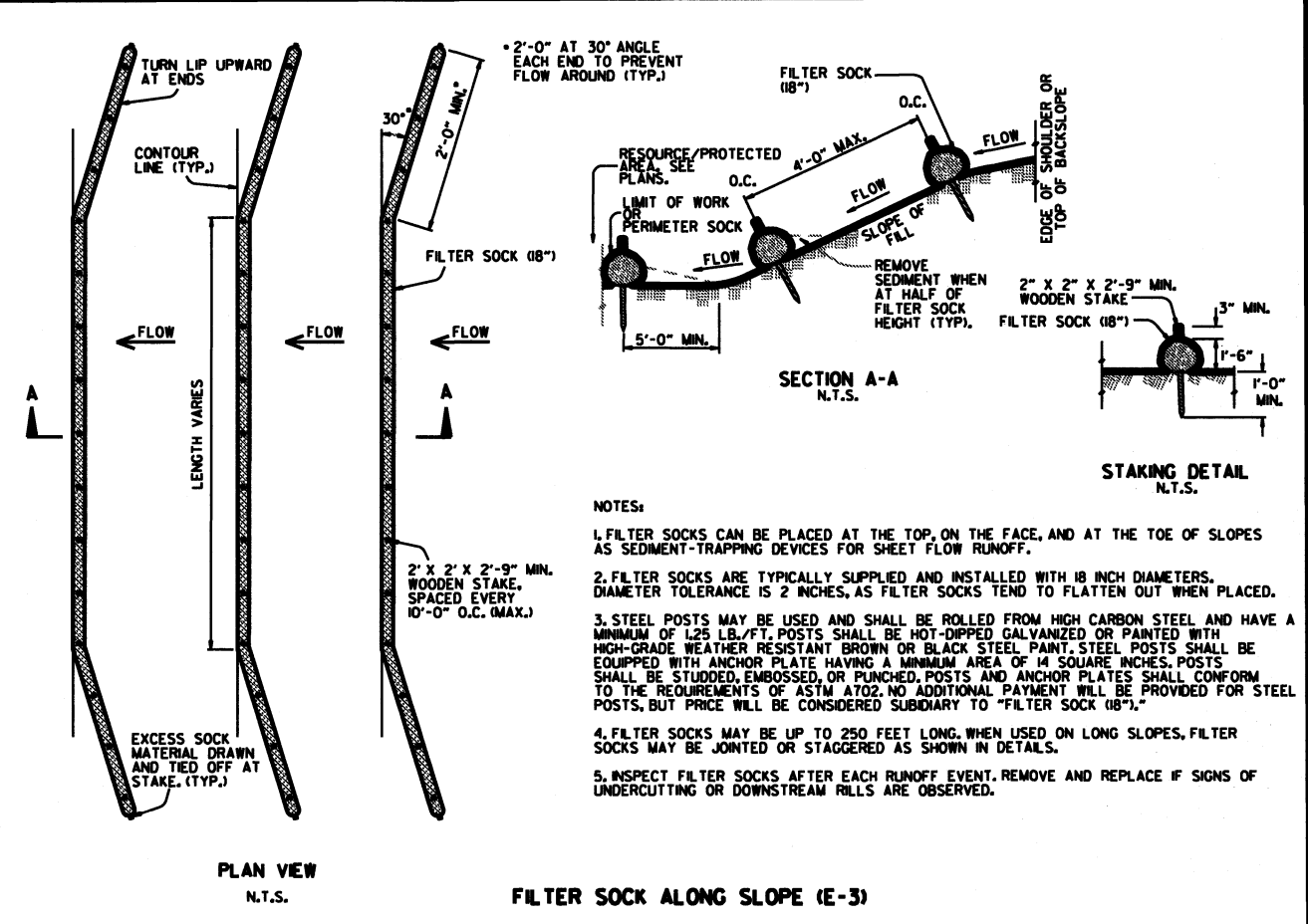
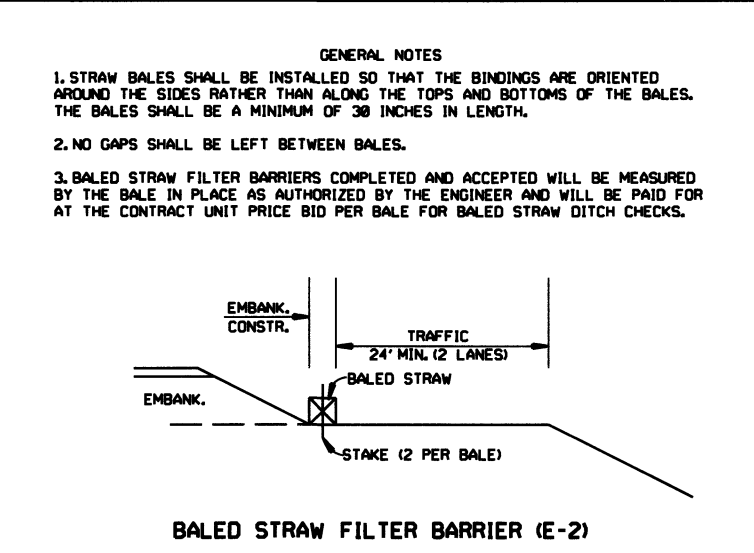
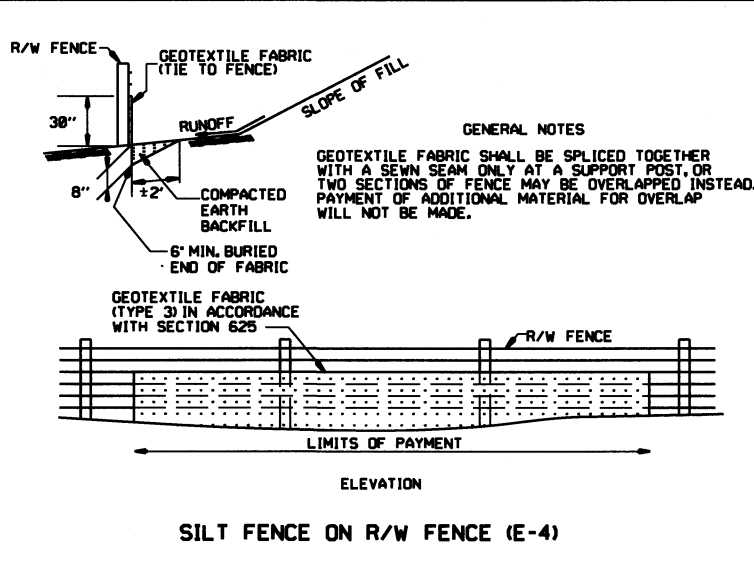
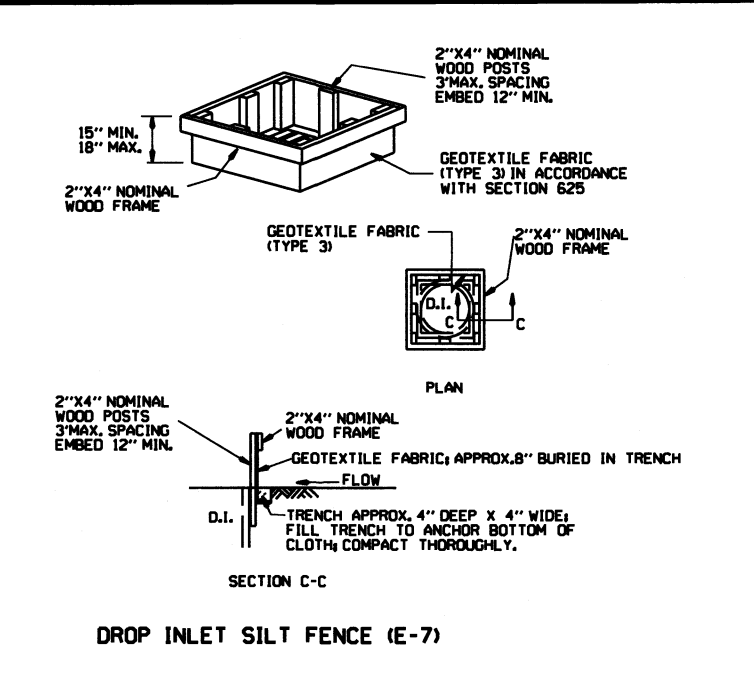
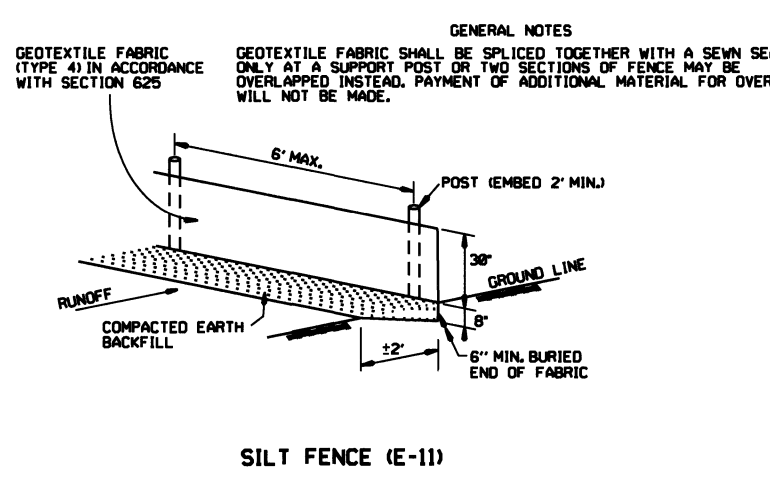
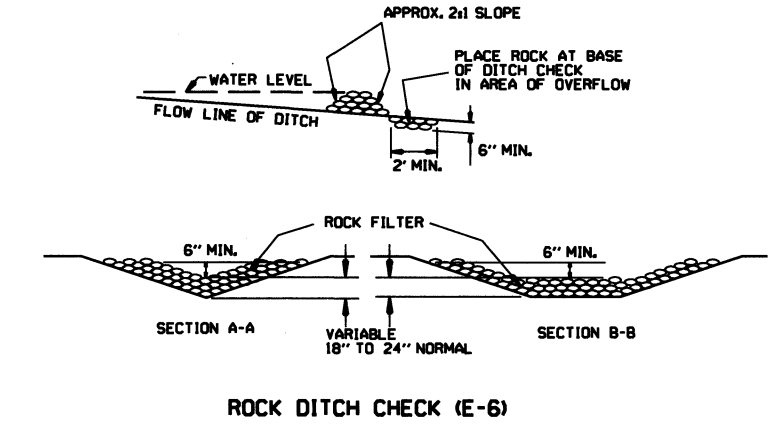
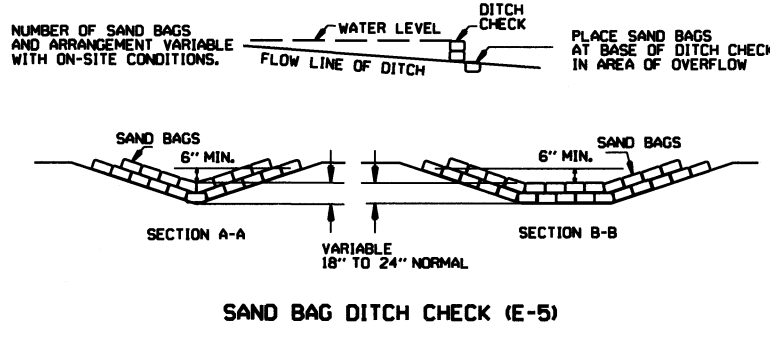
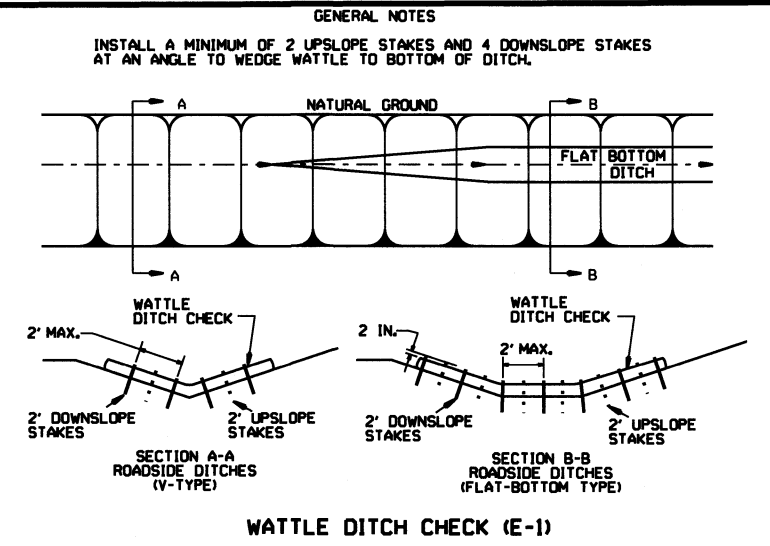
**NOTE:**  
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



**NOTES:**

- USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)
- NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.
- SIGN POSTS SHALL BE PAINTED GREEN. SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

DATE	REVISION	FILMED
9-2-85	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP1) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	



DATE	REVISION	ISSUED R.D.M.	298-7-28-76
11-16-17	ADDED FILTER SOCK E-3 AND E-13		
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK		
8-18-98	ADDED NOTES		
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)		
07-20-95	REVISED SILT FENCE E-4 AND E-11		7-20-95
07-15-94	REV. E-4 & E-11 MIN. 1 1/2" BURIED END OF FABRIC		
06-02-94	REVISED E-1, 4, 7 & 11 DELETED E-2 & 3		6-2-94
04-01-93	REDRAWN		
10-01-92	REDRAWN		
08-02-76	ISSUED R.D.M.		

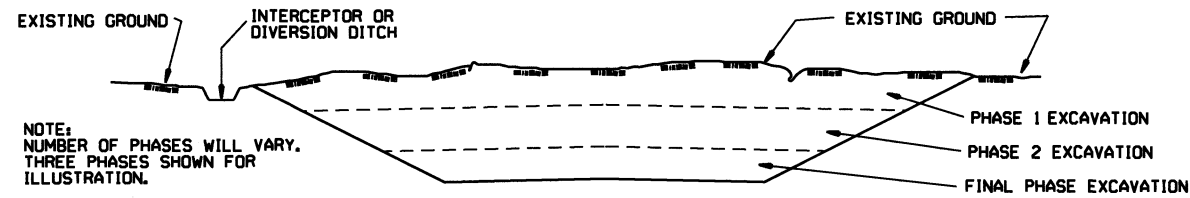
ARKANSAS STATE HIGHWAY COMMISSION  
TEMPORARY EROSION CONTROL DEVICES  
STANDARD DRAWING TEC-1

## CLEARING AND GRUBBING

### CONSTRUCTION SEQUENCE

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

## EXCAVATION



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

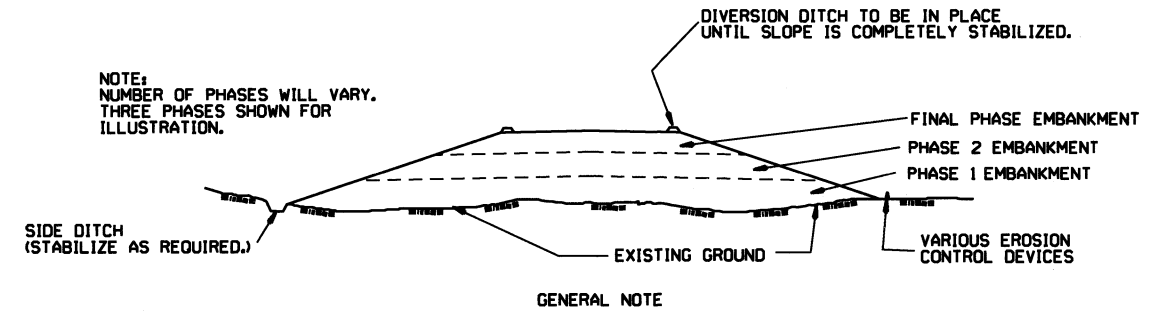
### GENERAL NOTE

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

### CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

## EMBANKMENT



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

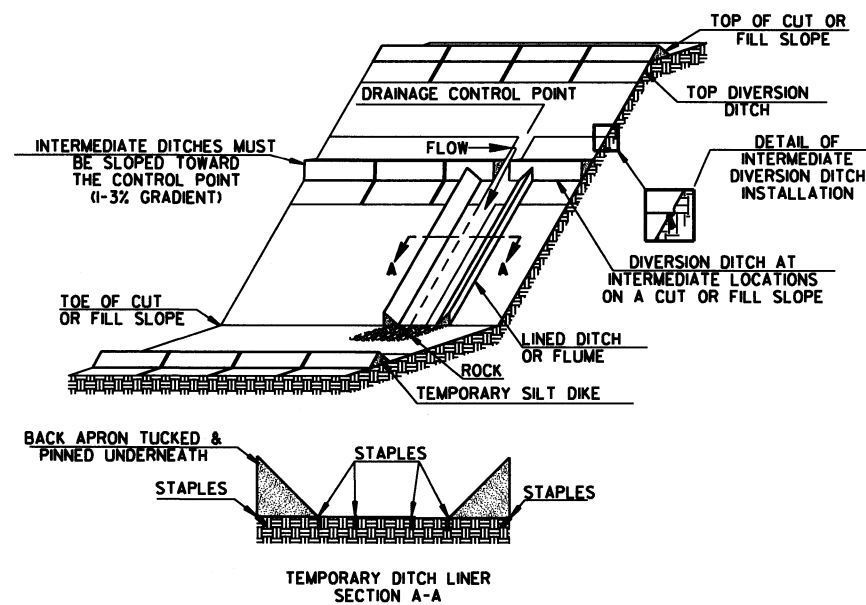
### GENERAL NOTE

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

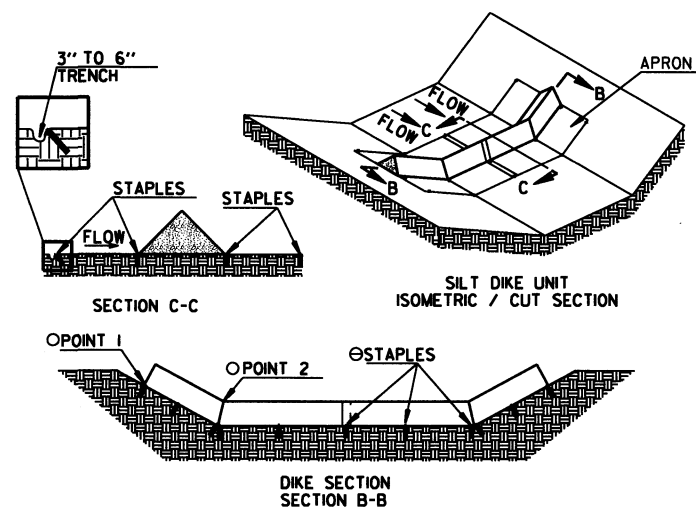
### CONSTRUCTION SEQUENCE

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. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

ARKANSAS STATE HIGHWAY COMMISSION		
TEMPORARY EROSION CONTROL DEVICES		
STANDARD DRAWING TEC-3		
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED



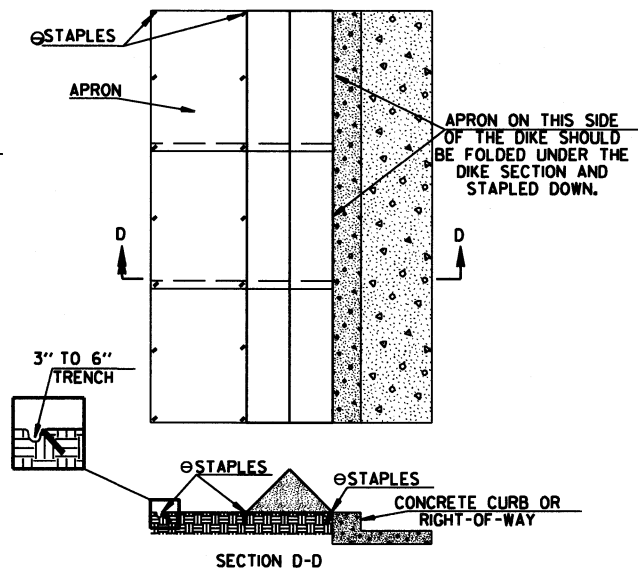
TRIANGULAR SILT DIKE INSTALLATION FOR DIVERSION DITCH AND/OR DITCH LINER



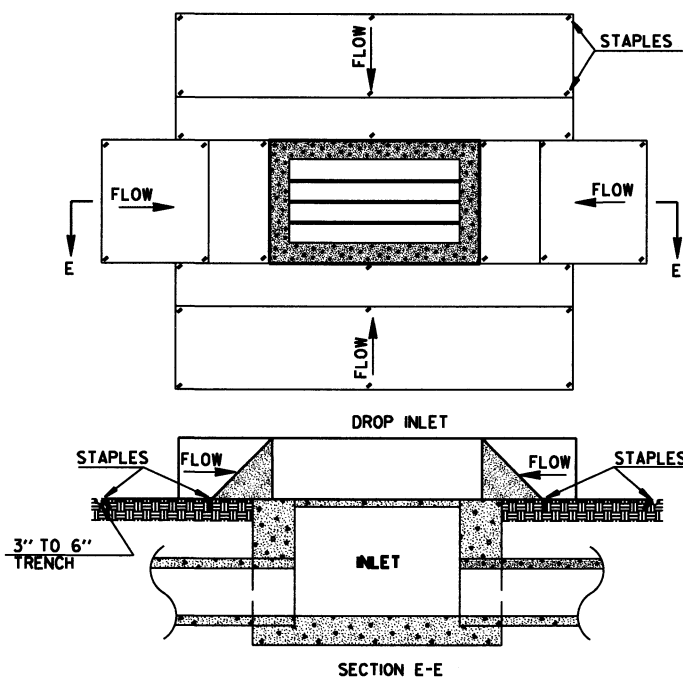
TRIANGULAR SILT DIKE INSTALLATION FOR ROADWAY DITCH OR DRAINAGE DITCH

○ POINT "1" MUST BE HIGHER THAN POINT "2" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

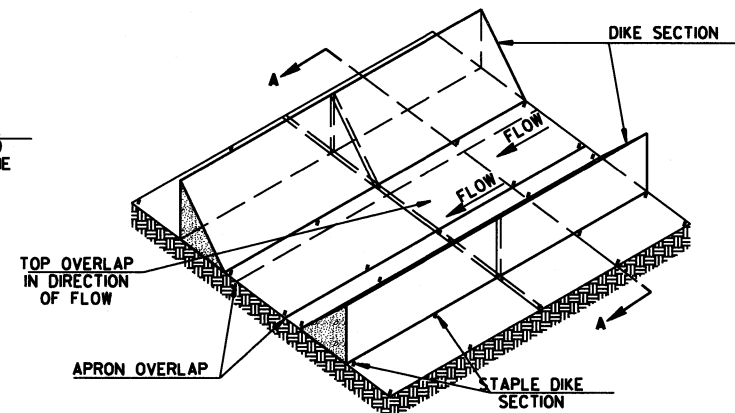
⊙ STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE UNIT AS SHOWN ON THE DIAGRAM.



TRIANGULAR SILT DIKE INSTALLATION FOR CONTINUOUS BARRIER



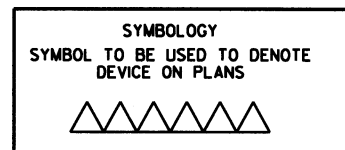
TRIANGULAR SILT DIKE INSTALLATION FOR DROP INLETS



TRIANGULAR SILT DIKE INSTALLATION FOR TEMPORARY DITCH LINER

GENERAL NOTES

1. THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, AND MAINTAINING THE TRIANGULAR SILT DIKE. THE DIKES SHALL BE USED AS A CONTINUOUS LINE BARRIER AT THE TOE OF SLOPE OR ACROSS THE ROADWAY DITCH TO CONTAIN SEDIMENT AND MINIMIZE EROSION, OR AS DIRECTED BY THE ENGINEER. THESE DIKES SHALL BE INSTALLED AND LOCATED AS SOON AS CONSTRUCTION WILL ALLOW OR AS DIRECTED BY THE ENGINEER.
2. TRIANGULAR SILT DIKE SHALL BE TRIANGULAR SHAPED HAVING A HEIGHT OF AT LEAST 8" TO 10" IN THE CENTER WITH EQUAL SIDES AND A 16" TO 20" BASE. THE TRIANGULAR SHAPED INNER MATERIAL SHALL BE URETHANE FOAM. THE OUTER COVER SHALL BE A WOVEN GEOTEXTILE FABRIC PLACED AROUND THE INNER MATERIAL & ALLOWED TO EXTEND BEYOND BOTH SIDES OF THE TRIANGLE 24" TO 36". THIS FABRIC SHOULD BE MILDEW RESISTANT, ROT-PROOF AND RESISTANT TO HEAT AND ULTRAVIOLET RADIATION MEETING REQUIREMENTS FOR SEDIMENT CONTROL IN AASHTO M288. THE DIKES SHALL BE ATTACHED TO THE GROUND WITH WIRE STAPLES. THE STAPLES SHALL BE NO. 11 GAUGE WIRE AND BE AT LEAST 6" TO 8" LONG. STAPLES SHALL BE PLACED AS SHOWN ON THESE DETAILS.
3. THE CONTRACTOR SHALL INSPECT ALL DIKES AFTER EACH RAINFALL EVENT OF AT LEAST 0.5" OR GREATER. ANY DEFICIENCIES OR DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR. ACCUMULATED SILT OR DEBRIS SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. IF THE DIKES ARE DAMAGED OR INADVERTENTLY MOVED DURING THE SILT REMOVAL PROCESS, THE CONTRACTOR SHALL IMMEDIATELY REPLACE AFTER DAMAGE OCCURS.
3. ACCEPTED TRIANGULAR SILT DIKE, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR TRIANGULAR SILT DIKE. PRICE BID WILL INCLUDE THE COST OF FURNISHING THE DIKES, INSTALLING, MAINTAINING AND REMOVAL WHEN DIRECTED BY THE ENGINEER.



NOTE: SILT DIKE SHOULD ONLY BE USED FOR DROP INLETS IN SUMP LOCATIONS.

		ARKANSAS STATE HIGHWAY COMMISSION	
		TEMPORARY EROSION CONTROL DEVICES	
		STANDARD DRAWING TEC-4	
7-26-12	REVISED GENERAL NOTE 2.		
12-15-11	ISSUED		
DATE	REVISION		FILMED