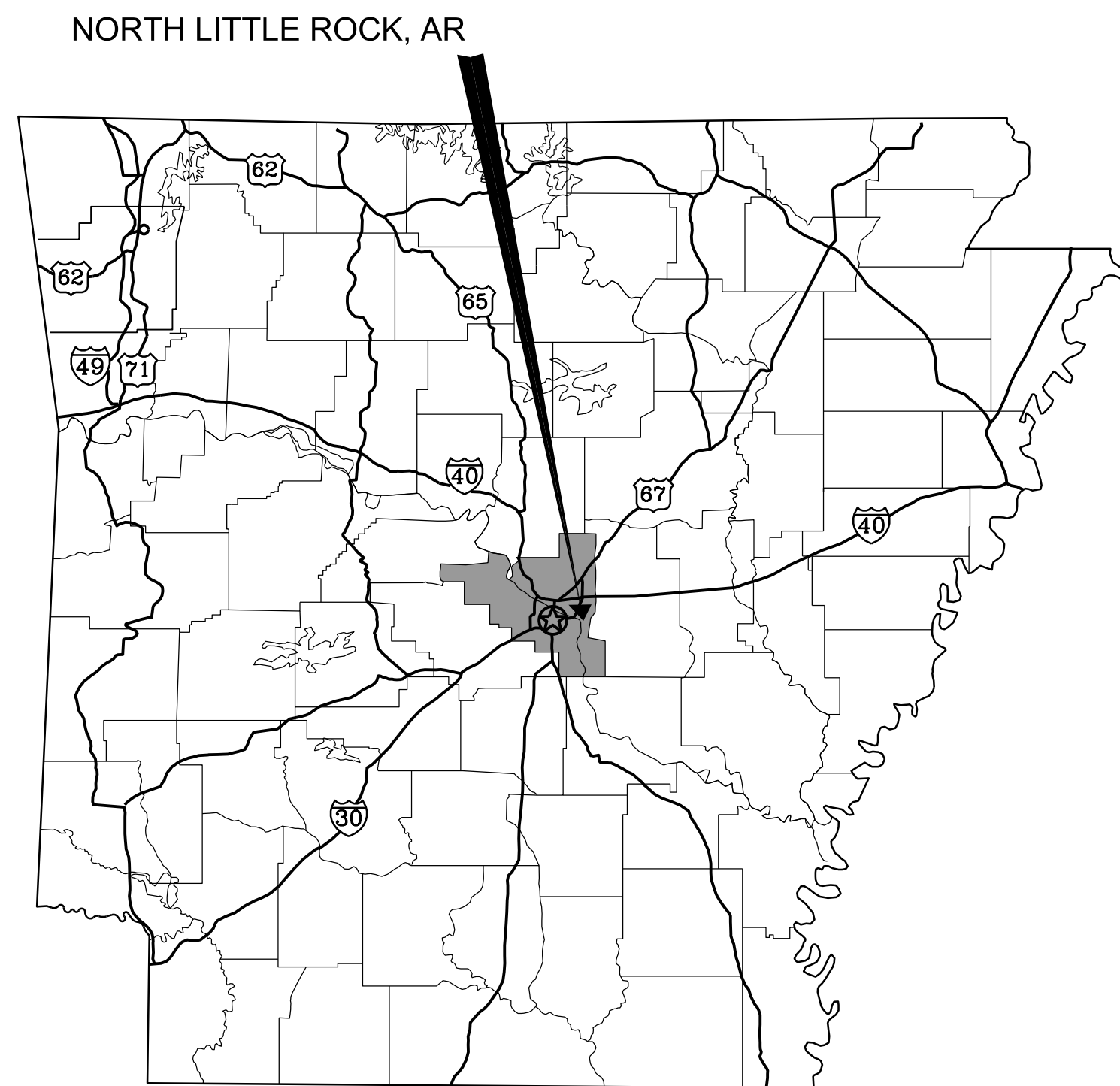
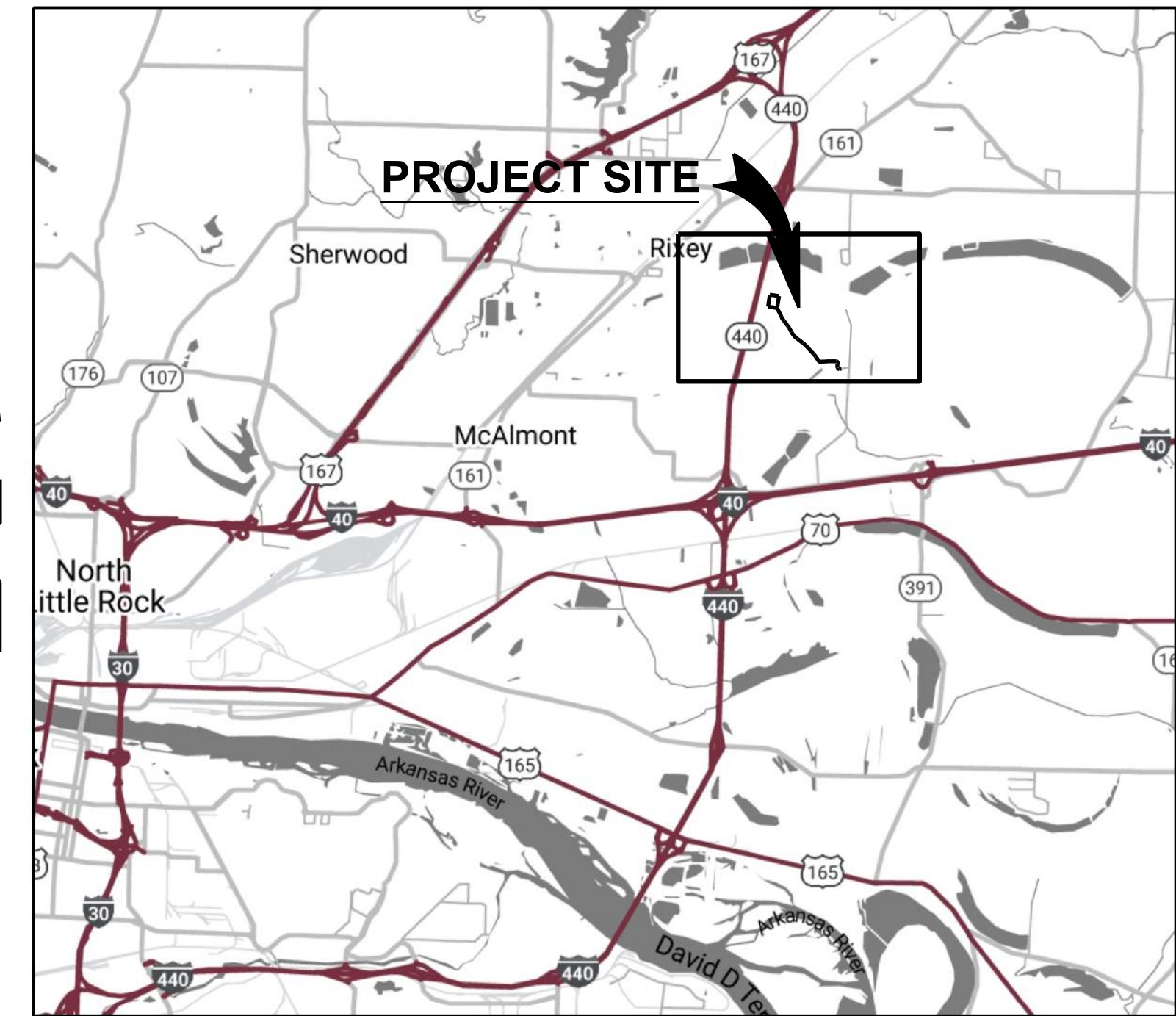


APPENDIX C
SITE LAYOUT PLANS

LIT VORTAC RELOCATION ACCESS DRIVE AND SITE GRADING LITTLE ROCK PORT AUTHORITY PULASKI COUNTY, ARKANSAS



LOCATION MAP



VICINITY MAP
NO SCALE

**GARVER PROJECT NO. 15017248
NOVEMBER 2020**



4701 Northshore Drive
North Little Rock, AR 72118
(501) 376-3633

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REV.	DATE	DESCRIPTION	BY

LITTLE ROCK PORT
AUTHORITY
LITTLE ROCK, ARKANSAS

LIT VORTAC RELOCATION
ACCESS DRIVE AND
SITE GRADING

COVER SHEET

JOB NO.: 15017248
DATE: NOV. 2020
DESIGNED BY: CMC
DRAWN BY: JAW

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G-001

SHEET
NUMBER 1



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LITTLE ROCK, ARKANSAS

LIT VORTAC RELOCATION
ACCESS DRIVE AND
SITE GRADING

GENERAL NOTES,
INDEX OF SHEETS, AND
LEGEND

JOB NO.: 15017248
 DATE: NOV. 2020
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G-002

SHEET NUMBER
2

SHEET INDEX		
SHEET NO.	TITLE	DRAWING NO.
1	COVER SHEET	G-001
2	INDEX OF SHEETS, GENERAL NOTES, AND LEGEND	G-002
3	PROJECT LAYOUT	G-101
4	TYPICAL SECTIONS OF IMPROVEMENT	C-101
5	SPECIAL DETAILS	C-201
6	TEMPORARY EROSION CONTROL NOTES, LEGEND, AND REVISION BOX	C-301
7 - 9	TEMPORARY EROSION CONTROL PLANS	C-302 TO C-304
10	MAINTENANCE OF TRAFFIC PLANS	C-401
11 - 14	SURVEY CONTROL DETAILS	C-501 TO C-504
15	GRADING PLAN - VORTAC PAD	C-601
16	FENCE PLAN	C-602
17 - 21	PLAN AND PROFILE - ACCESS DRIVE	C-701 TO C-705
CX1 - CX8	CROSS SECTIONS - ACCESS DRIVE	C-801 TO C-808

ARDOT STANDARD DRAWINGS		
TITLE	DRAWING NO.	DATE
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	11-07-19
TEMPORARY EROSION CONTROL DEVICES	TEC-1	11-16-17
WIRE FENCE TYPE A AND B	WF-1	8-22-02

GENERAL NOTES:

- CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS; HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY. ARKANSAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ARKANSAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-482-8998. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM. THE LOCATION OF THE EXISTING UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE, AND ARE THE LOCATIONS AT THE TIME OF DESIGN.
- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PROPERTY CORNERS (IRON PINS) OR OTHER MONUMENTS LOCATED WITHIN THE PROPOSED CONSTRUCTION SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE AHTD STANDARD SPECIFICATIONS.
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF ALL UTILITIES, WATER LINES AND SANITARY SEWER LINES PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL MAINTAIN ALL NECESSARY FENCING AND GATES DURING CONSTRUCTION IN ORDER TO CONTAIN LIVESTOCK.

LEGEND

- | | | | |
|--|-----------------------|--|--|
| | CONTROL POINTS | | EXISTING CENTERLINE |
| | SIGN | | EXISTING MAJOR CONTOUR |
| | GAS METER | | EXISTING MINOR CONTOUR |
| | SANITARY MANHOLE | | EXISTING STRUCTURE |
| | WATER VALVE | | EXISTING TOB/TOS |
| | WATER METER | | EXISTING GRAVEL DRIVE |
| | STORM DRAIN MANHOLE | | EXISTING DITCH TOPO |
| | TELEPHONE RISER | | EXISTING STORM DRAIN |
| | ELECTRIC JUNCTION BOX | | EXISTING VEGETATION LINE |
| | FIBER OPTIC MANHOLE | | EXISTING EASEMENT |
| | UTILITY POLE | | EXISTING PROPERTY LINE |
| | GUY ANCHOR | | EXISTING RIGHT-OF-WAY (ESTIMATED) |
| | LIGHT POLE | | EXISTING WATER UTILITY |
| | | | EXISTING OVERHEAD ELECTRIC UTILITY |
| | | | EXISTING UNDERGROUND ELECTRIC UTILITY |
| | | | EXISTING GAS UTILITY |
| | | | EXISTING SANITARY UTILITY |
| | | | EXISTING UNDERGROUND COMMUNICATION UTILITY |
| | | | PROPOSED CONSTRUCTION EASEMENT |
| | | | PROPOSED PERMANENT EASEMENT |
| | | | PROPOSED PROPERTY LINE |
| | | | PROPOSED RIGHT-OF-WAY |
| | | | PROPOSED OVERHEAD ELECTRIC UTILITY |
| | | | PROPOSED UNDERGROUND ELECTRIC UTILITY |
| | | | PROPOSED UNDERGROUND COMMUNICATION UTILITY |
| | | | PROPOSED PAVEMENT MARKING |
| | | | PROPOSED CENTERLINE |
| | | | PROPOSED STRUCTURE |
| | | | PROPOSED STORM DRAIN |
| | | | PROPOSED TOP-OF-BANK |
| | | | PROPOSED TOE-OF-SLOPE |
| | | | PROPOSED SPECIAL DITCH |
| | | | PROPOSED SILT FENCE |
| | | | PROPOSED DISTURBED AREA BOUNDARY |

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 WORKSPACE\Garver\2012
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GENERAL NOTES:
 PARCEL AREA: 100 AC.
 VORTAC LATITUDE: N 34°48'36.36"
 VORTAC LONGITUDE: W 92°09'07.44"
 VORTAC ELEVATION: 248.58'
 500-YR FLOOD ELEVATION: 248.00'
 ELECTRIC UTILITY: ENTERGY
 COMMUNICATION UTILITY: AT&T

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REV.	DATE	DESCRIPTION	BY

LITTLE ROCK PORT
 AUTHORITY
 LITTLE ROCK, ARKANSAS

LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

PROJECT LAYOUT

JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
 DRAWN BY: JAW

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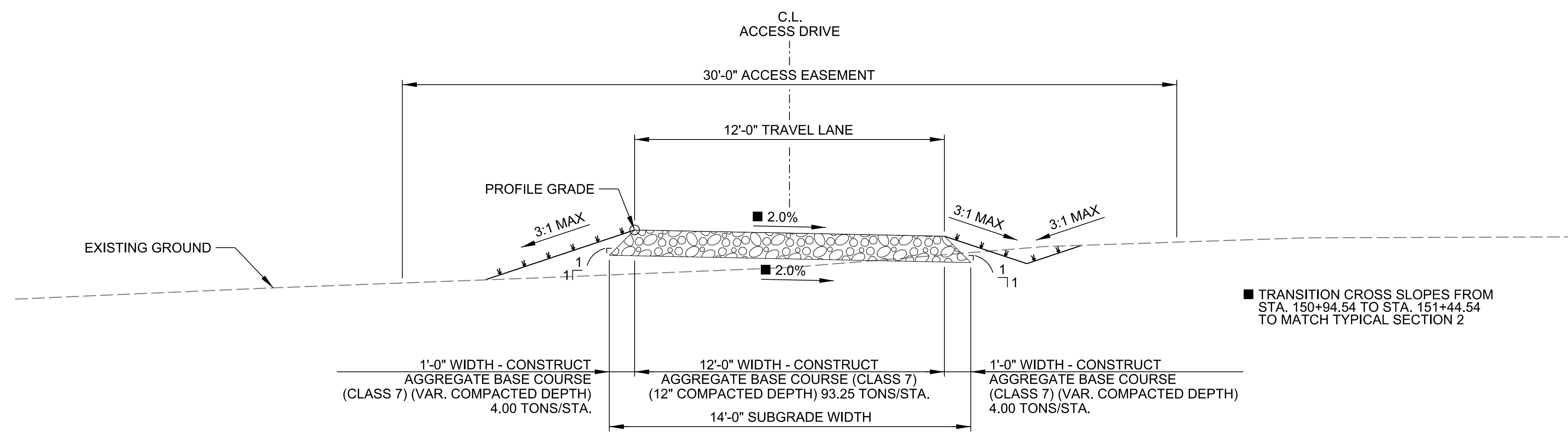
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G-101

SHEET NUMBER
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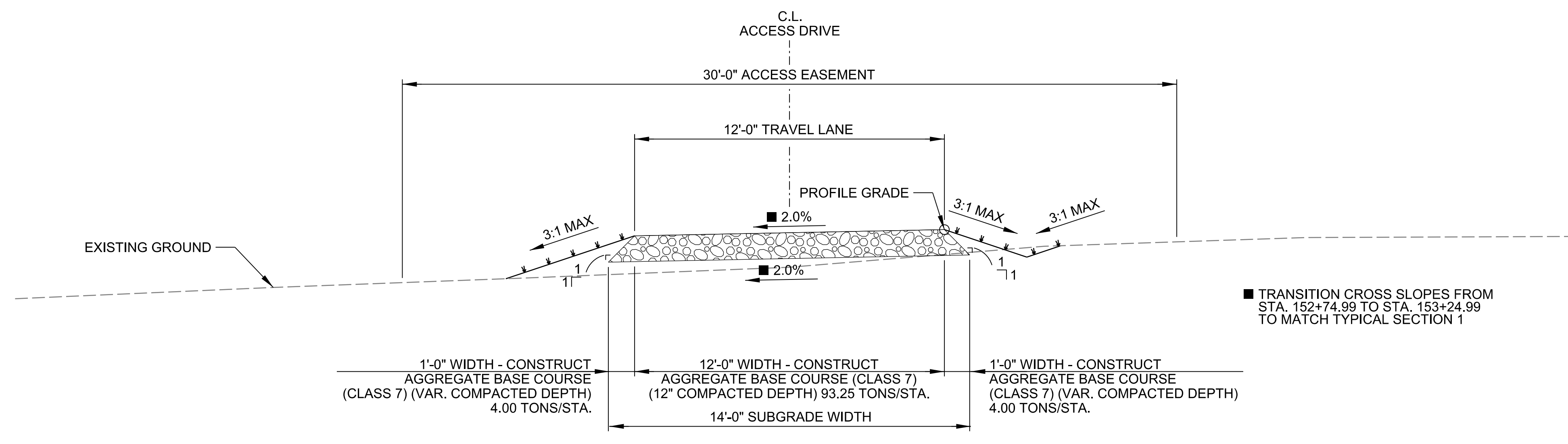


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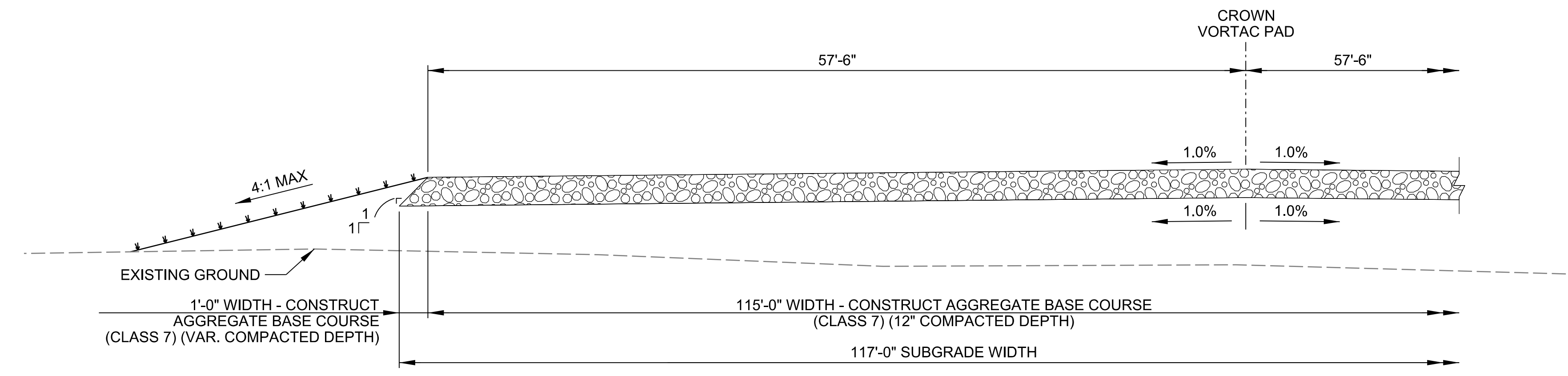
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1 ACCESS DRIVE TYPICAL SECTION 1
 C-101 ACCESS DRIVE: STA. 101+02.84 TO STA. 151+44.54
 STA. 153+24.99 TO STA. 155+10.00



2 ACCESS DRIVE TYPICAL SECTION 2
 C-101 ACCESS DRIVE: STA. 151+44.54 TO STA. 153+24.99



3 VORTAC PAD DETAIL
 C-101 NO SCALE

BY	DESCRIPTION	DATE	REV.

LITTLE ROCK PORT AUTHORITY
 LITTLE ROCK, ARKANSAS
 LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

TYPICAL SECTIONS OF IMPROVEMENT

JOB NO.: 15017248
 DATE: NOV. 2020
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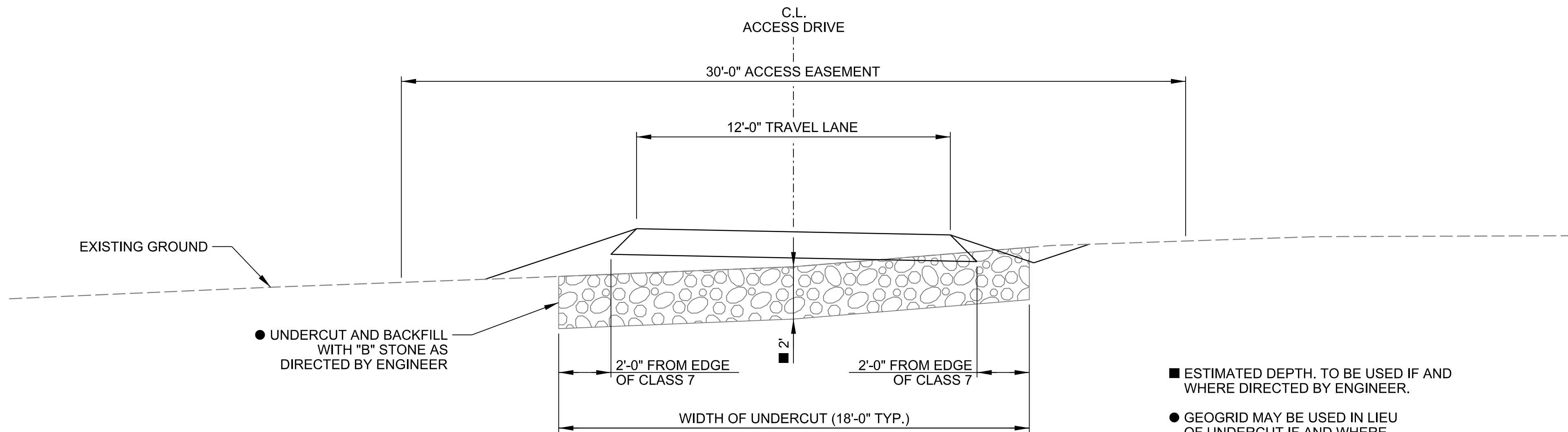
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SHEET NUMBER
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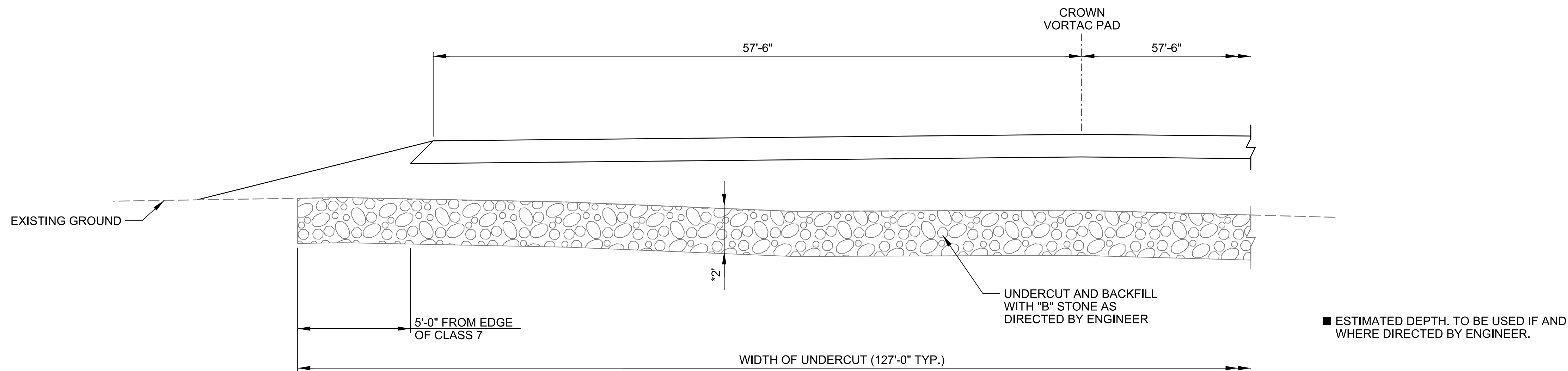


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1
 C-201 **DETAIL OF UNDERCUT FOR ACCESS DRIVE**
 ACCESS DRIVE: STA. 101+02.84 TO STA. 155+10.00



2
 C-101 **DETAIL OF UNDERCUT FOR VORTAC PAD**
 NO SCALE

REV.	DATE	DESCRIPTION	BY

LITTLE ROCK PORT AUTHORITY
 LITTLE ROCK, ARKANSAS
 LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

SPECIAL DETAILS

JOB NO.: 15017248
 DATE: NOV. 2020
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C-201

SHEET NUMBER
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LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

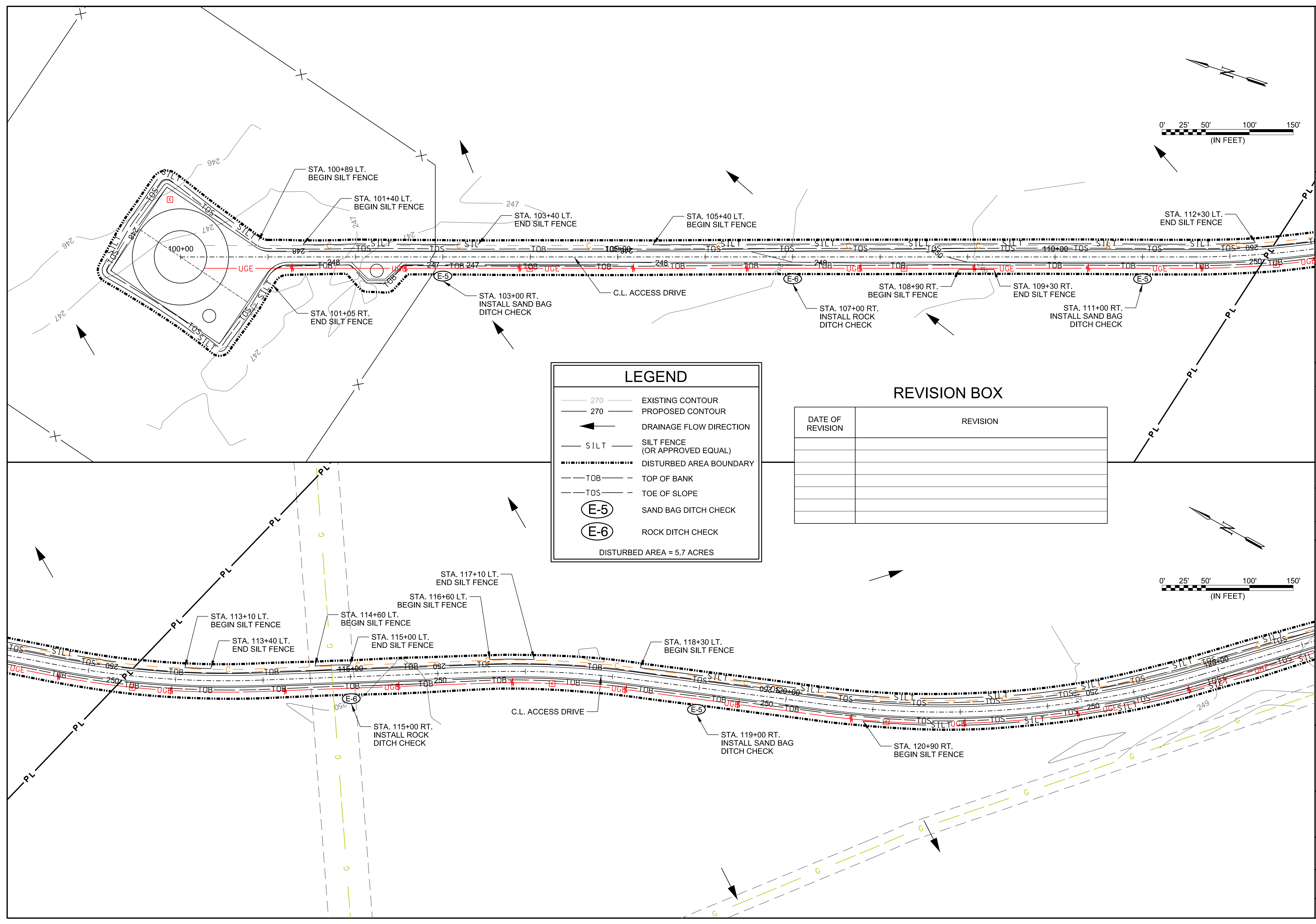
TEMPORARY EROSION CONTROL PLANS

JOB NO.: 15017248
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DRAWING NUMBER
C-302

SHEET NUMBER
7



LEGEND

- 270 — EXISTING CONTOUR
- 270 — PROPOSED CONTOUR
- ← DRAINAGE FLOW DIRECTION
- SILT — SILT FENCE (OR APPROVED EQUAL)
- - - - - DISTURBED AREA BOUNDARY
- - - - - TOB — TOP OF BANK
- - - - - TOS — TOE OF SLOPE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK

DISTURBED AREA = 5.7 ACRES

REVISION BOX

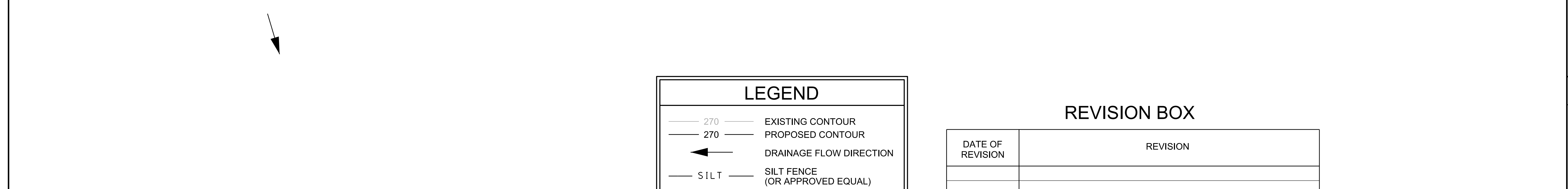
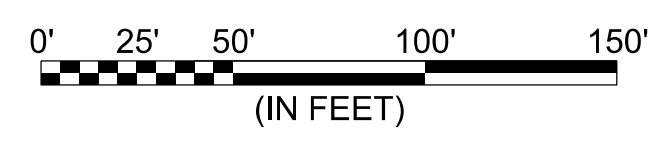
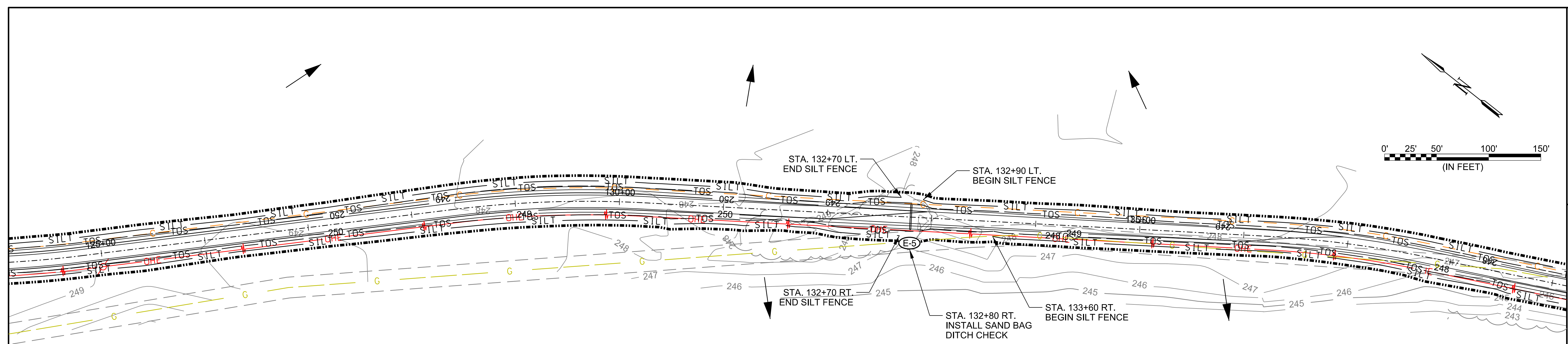
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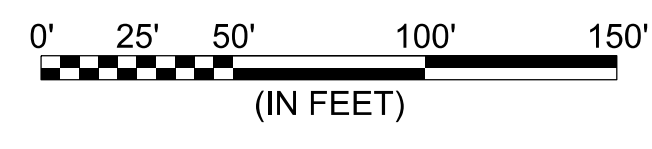
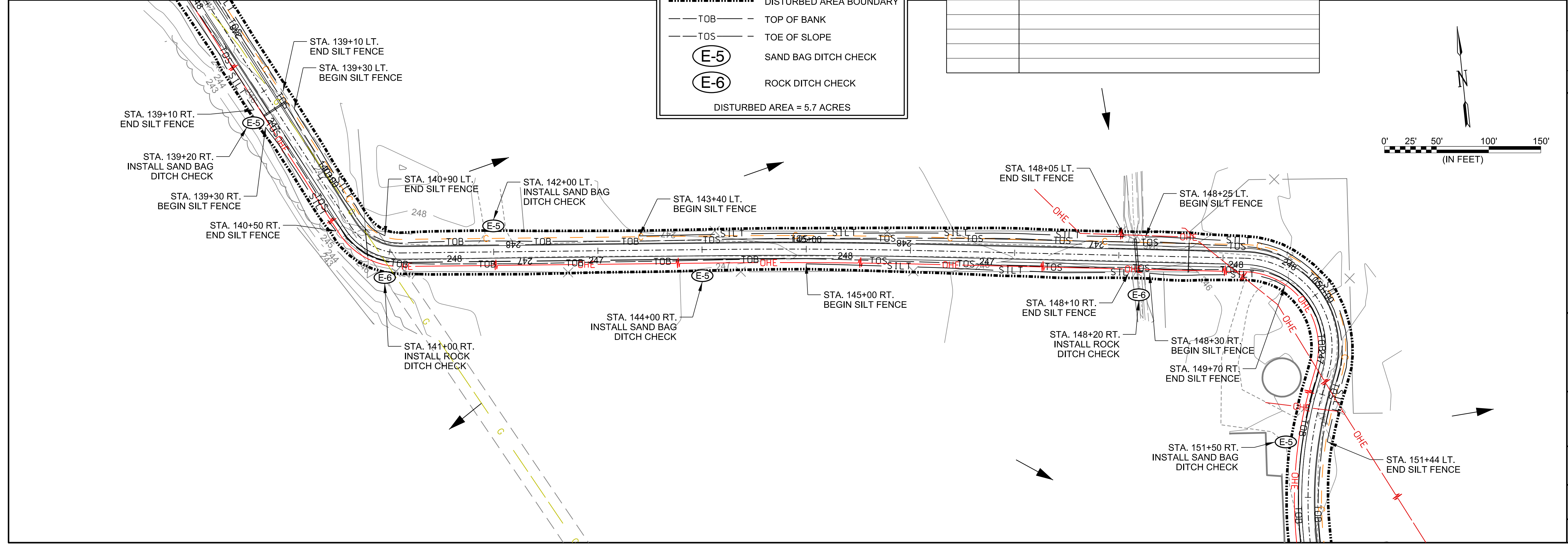
LEGEND

- 270 — EXISTING CONTOUR
- 270 — PROPOSED CONTOUR
- ← DRAINAGE FLOW DIRECTION
- SILT — SILT FENCE (OR APPROVED EQUAL)
- — — — — DISTURBED AREA BOUNDARY
- TOB — TOP OF BANK
- TOS — TOE OF SLOPE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK

DISTURBED AREA = 5.7 ACRES

REVISION BOX

DATE OF REVISION	REVISION



BY	DESCRIPTION	DATE	REV.

LITTLE ROCK PORT AUTHORITY
 LITTLE ROCK, ARKANSAS

LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

TEMPORARY EROSION CONTROL PLANS

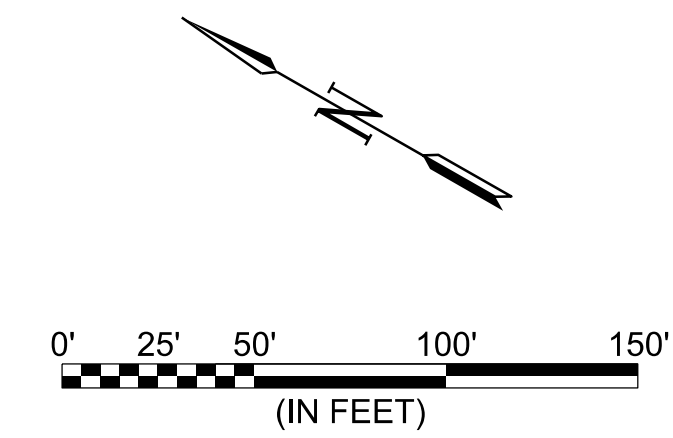
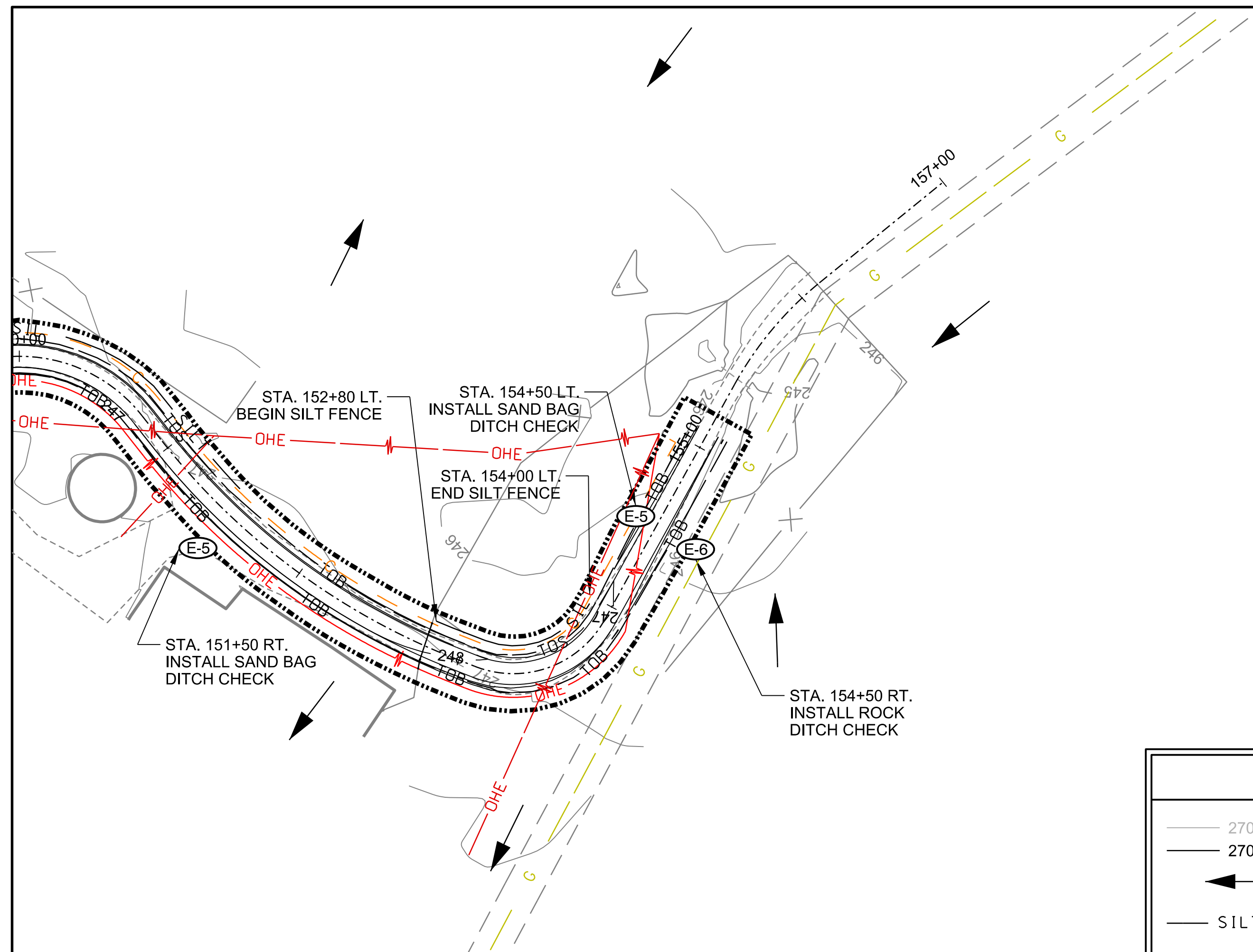
JOB NO.: 15017248
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C-303

SHEET NUMBER
8

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LEGEND	
— 270 —	EXISTING CONTOUR
— 270 —	PROPOSED CONTOUR
←	DRAINAGE FLOW DIRECTION
— SILT —	SILT FENCE (OR APPROVED EQUAL)
-----	DISTURBED AREA BOUNDARY
--- TOB ---	TOP OF BANK
--- TOS ---	TOE OF SLOPE
(E-5)	SAND BAG DITCH CHECK
(E-6)	ROCK DITCH CHECK
DISTURBED AREA = 5.7 ACRES	

REVISION BOX	
DATE OF REVISION	REVISION

BY	DESCRIPTION	DATE	REV.

LITTLE ROCK PORT AUTHORITY
 LITTLE ROCK, ARKANSAS
 LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

TEMPORARY EROSION CONTROL PLANS

JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
 DRAWN BY: AMW

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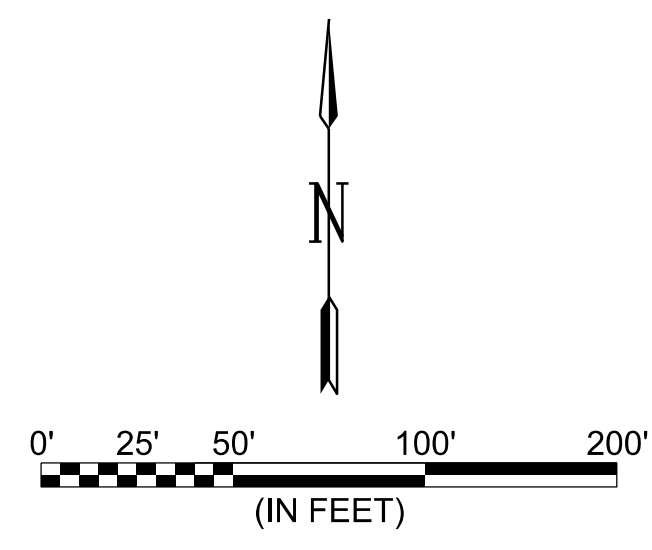
DRAWING NUMBER
C-304
 SHEET NUMBER
 9



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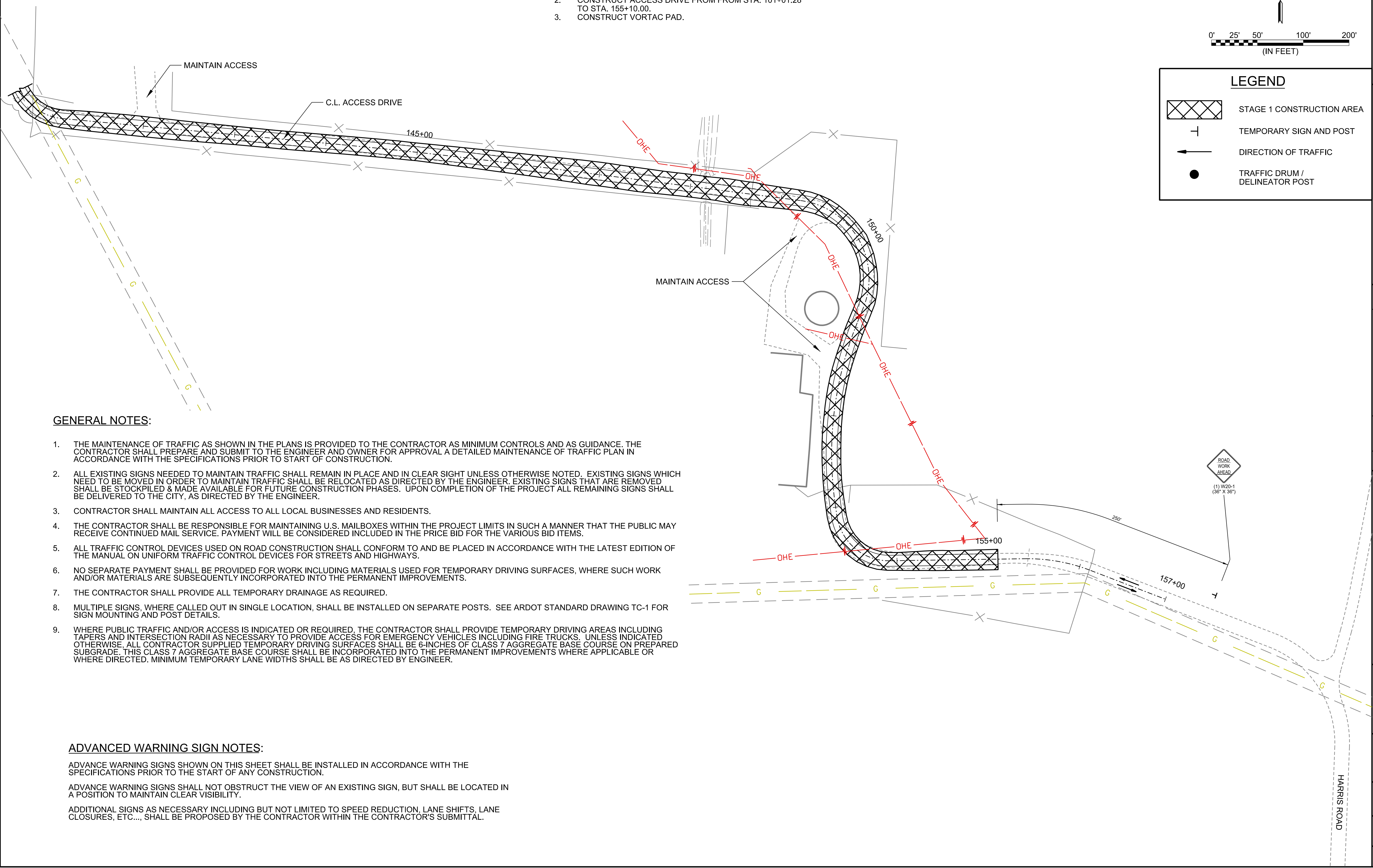
STAGE 1
 CONSTRUCTION SEQUENCE NOTES

1. MAINTAIN ACCESS TO PROPERTY OWNER'S BUILDINGS AND FACILITIES.
2. CONSTRUCT ACCESS DRIVE FROM FROM STA. 101+01.28 TO STA. 155+10.00.
3. CONSTRUCT VORTAC PAD.



LEGEND

- [Cross-hatched box] STAGE 1 CONSTRUCTION AREA
- [T-shaped symbol] TEMPORARY SIGN AND POST
- [Arrow] DIRECTION OF TRAFFIC
- [Black dot] TRAFFIC DRUM / DELINEATOR POST



GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED. EXISTING SIGNS WHICH NEED TO BE MOVED IN ORDER TO MAINTAIN TRAFFIC SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS THAT ARE REMOVED SHALL BE STOCKPILED & MADE AVAILABLE FOR FUTURE CONSTRUCTION PHASES. UPON COMPLETION OF THE PROJECT ALL REMAINING SIGNS SHALL BE DELIVERED TO THE CITY, AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN ALL ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. NO SEPARATE PAYMENT SHALL BE PROVIDED FOR WORK INCLUDING MATERIALS USED FOR TEMPORARY DRIVING SURFACES, WHERE SUCH WORK AND/OR MATERIALS ARE SUBSEQUENTLY INCORPORATED INTO THE PERMANENT IMPROVEMENTS.
7. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
8. MULTIPLE SIGNS, WHERE CALLED OUT IN SINGLE LOCATION, SHALL BE INSTALLED ON SEPARATE POSTS. SEE ARDOT STANDARD DRAWING TC-1 FOR SIGN MOUNTING AND POST DETAILS.
9. WHERE PUBLIC TRAFFIC AND/OR ACCESS IS INDICATED OR REQUIRED, THE CONTRACTOR SHALL PROVIDE TEMPORARY DRIVING AREAS INCLUDING TAPERS AND INTERSECTION RADII AS NECESSARY TO PROVIDE ACCESS FOR EMERGENCY VEHICLES INCLUDING FIRE TRUCKS. UNLESS INDICATED OTHERWISE, ALL CONTRACTOR SUPPLIED TEMPORARY DRIVING SURFACES SHALL BE 6-INCHES OF CLASS 7 AGGREGATE BASE COURSE ON PREPARED SUBGRADE. THIS CLASS 7 AGGREGATE BASE COURSE SHALL BE INCORPORATED INTO THE PERMANENT IMPROVEMENTS WHERE APPLICABLE OR WHERE DIRECTED. MINIMUM TEMPORARY LANE WIDTHS SHALL BE AS DIRECTED BY ENGINEER.

ADVANCED WARNING SIGN NOTES:

ADVANCE WARNING SIGNS SHOWN ON THIS SHEET SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO THE START OF ANY CONSTRUCTION.

ADVANCE WARNING SIGNS SHALL NOT OBSTRUCT THE VIEW OF AN EXISTING SIGN, BUT SHALL BE LOCATED IN A POSITION TO MAINTAIN CLEAR VISIBILITY.

ADDITIONAL SIGNS AS NECESSARY INCLUDING BUT NOT LIMITED TO SPEED REDUCTION, LANE SHIFTS, LANE CLOSURES, ETC..., SHALL BE PROPOSED BY THE CONTRACTOR WITHIN THE CONTRACTOR'S SUBMITTAL.

60% DESIGN SUBMITTAL
 NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	BY

LITTLE ROCK PORT AUTHORITY
 LITTLE ROCK, ARKANSAS

LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

MAINTENANCE OF
 TRAFFIC PLANS

JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
 DRAWN BY: JAW

BAR IS ONE INCH ON ORIGINAL DRAWING
 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-401

SHEET NUMBER
 10

JAWellenberger 11/13/2020 10:11:53
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CAUTION:

Underground Utilities exist within and adjacent to the limits of construction and an attempt has been made to locate these Utilities on the plans. However, all existing utilities may not be shown and the actual locations of the utilities may vary from the locations shown. Prior to beginning any type of excavation, the Contractor shall contact the utilities involved and make arrangements for the location of the utilities on the ground. The Contractor shall maintain the utility location markings until they are no longer necessary.

Arkansas State Law, the Underground Facilities Damage Prevention Act, requires two working days advance notification through the Arkansas One-Call System Center before excavating using mechanized equipment or explosives (except in the case of an emergency). The One-Call System phone number is 1-800-482-8998. The Contractor is advised that there is a severe penalty for not making this call. Not all Utility Companies are members of the Arkansas One-Call System; therefore, the Contractor is advised to contact all non-member utilities, as well as the One-Call System.

SURVEY CONTROL COORDINATES

Project Name: 1501-7248 LRPA - LIT VORTAC Relocation
 Date: 6/9/2020
 Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
 Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	170026.3444	1268641.2143	247.8965	GPS	2.5"ALM MON
2	169971.0701	1269187.5272	245.8211	GPS	2.5"ALM MON
3	169341.3745	1269988.6371	246.9040	GPS	2.5"ALM MON
4	168735.5190	1269982.8705	245.2667	GPS	2.5"ALM MON
5	169744.9413	1269492.1789	246.9104	GPS	60 D NAIL
6	173389.4544	1266817.8655	246.6380	GPS	2.5"ALM MON
7	173271.8411	1267009.9027	246.7784	GPS	2.5"ALM MON

Note - 2.5" ALM MON = Standard - 3/4" Rebar with 2.5" Aluminum Cap stamped "GARVER CONTROL" and appropriate point number "#"
 ALL DISTANCES ARE GROUND.
 USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
 A PROJECT CAF OF 1.00002114 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
 THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
 GRID DISTANCE = GROUND DISTANCE X CAF.
 HORIZONTAL DATUM: NAD 83 (1997)
 VERTICAL DATUM: NAVD 88 COMPUTED USING GEOID18.

BASIS OF BEARING:
 ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
 DETERMINED FROM GPS CONTROL POINTS: 1 AND 2
 CONVERGENCE ANGLE: 0-05-05 LEFT AT PN: 1
 GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

PN:1
 LT:34-48-01.4 LG:092-08-43.6
 GRID NORTHING:184680.6385 GRID EASTING:1243170.2330
 GROUND NORTHING:184680.4768 GROUND EASTING:1243169.1445

ACCESS DRIVE COORDINATES			
STATION	TYPE	NORTHING	EASTING
100+00.00	POB	173564.9466	1266657.8841
111+57.74	PC	172463.4401	1267014.3246
112+77.65	PI	172349.3544	1267051.2420
113+96.51	PT	172246.6399	1267113.1143
116+50.04	PC	172029.4702	1267243.9312
117+38.05	PI	171954.0795	1267289.3444
118+25.65	PT	171872.1384	1267321.4653
120+42.90	PC	171669.8713	1267400.7541
122+65.06	PI	171463.0328	1267481.8348
124+80.67	PT	171307.2682	1267640.2447
128+39.18	PC	171055.9018	1267895.8798
129+31.97	PI	170990.8462	1267962.0402
130+24.27	PT	170915.1218	1268015.6615
136+20.47	PC	170428.5584	1268360.2019
136+98.73	PI	170364.6877	1268405.4294
137+76.70	PT	170294.7766	1268440.6063
140+53.27	PC	170047.7136	1268564.9200
140+84.99	PI	170019.3785	1268579.1773
141+11.21	PT	170016.4205	1268610.7589
144+17.26	PC	169987.8807	1268915.4721
145+16.60	PI	169978.6163	1269014.3859
146+15.93	PT	169965.9284	1269112.9191
149+21.15	PC	169926.9483	1269415.6338
150+13.95	PI	169912.7964	1269525.5354
150+77.39	PT	169810.0703	1269483.9904
150+95.18	PC	169793.5787	1269477.3207
151+98.07	PI	169698.1928	1269438.7442
152+96.19	PT	169596.3361	1269453.2987
153+09.31	PC	169583.3483	1269455.1545
153+59.76	PI	169533.4054	1269462.2909
153+92.04	PT	169534.1637	1269512.7354
155+39.48	PC	169536.3800	1269660.1661
155+76.48	PI	169536.9362	1269697.1614
156+12.58	PT	169523.6365	1269731.6879
157+00.00	POE	169492.2123	1269813.2663



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REV.	DATE	DESCRIPTION	BY

LITTLE ROCK PORT AUTHORITY
 LITTLE ROCK, ARKANSAS

LIT VORTAC RELOCATION
 ACCESS DRIVE AND
 SITE GRADING

SURVEY CONTROL DETAILS

JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
 DRAWN BY: JAW

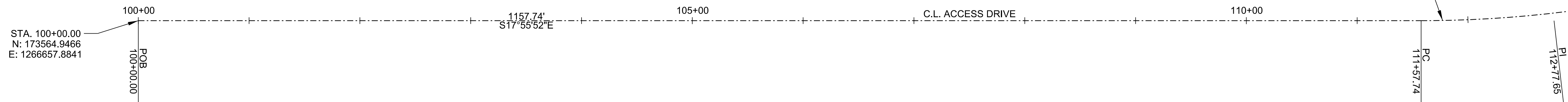
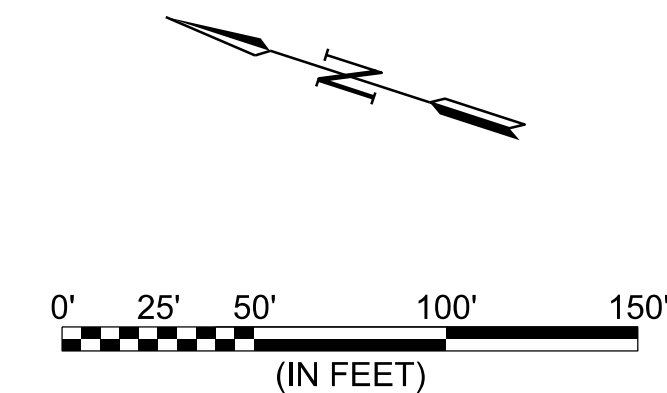
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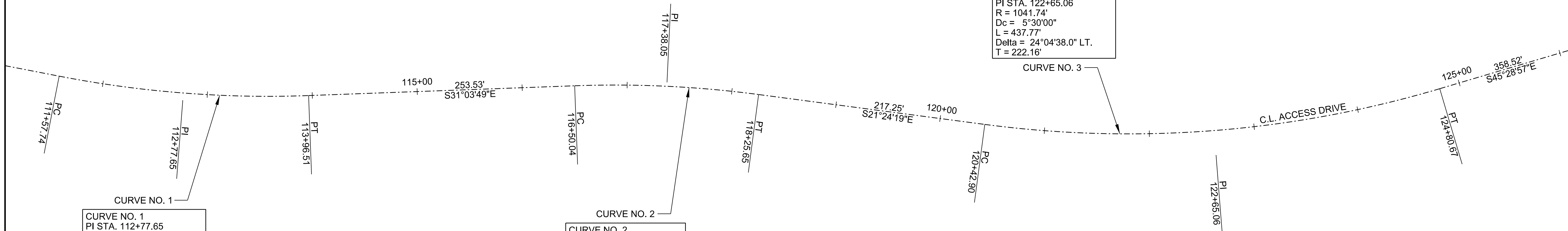
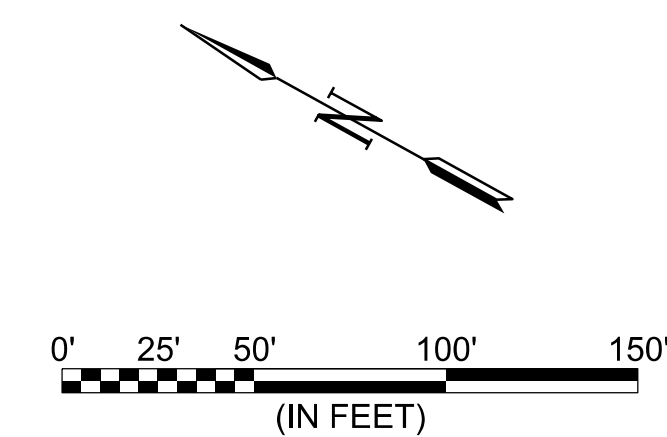


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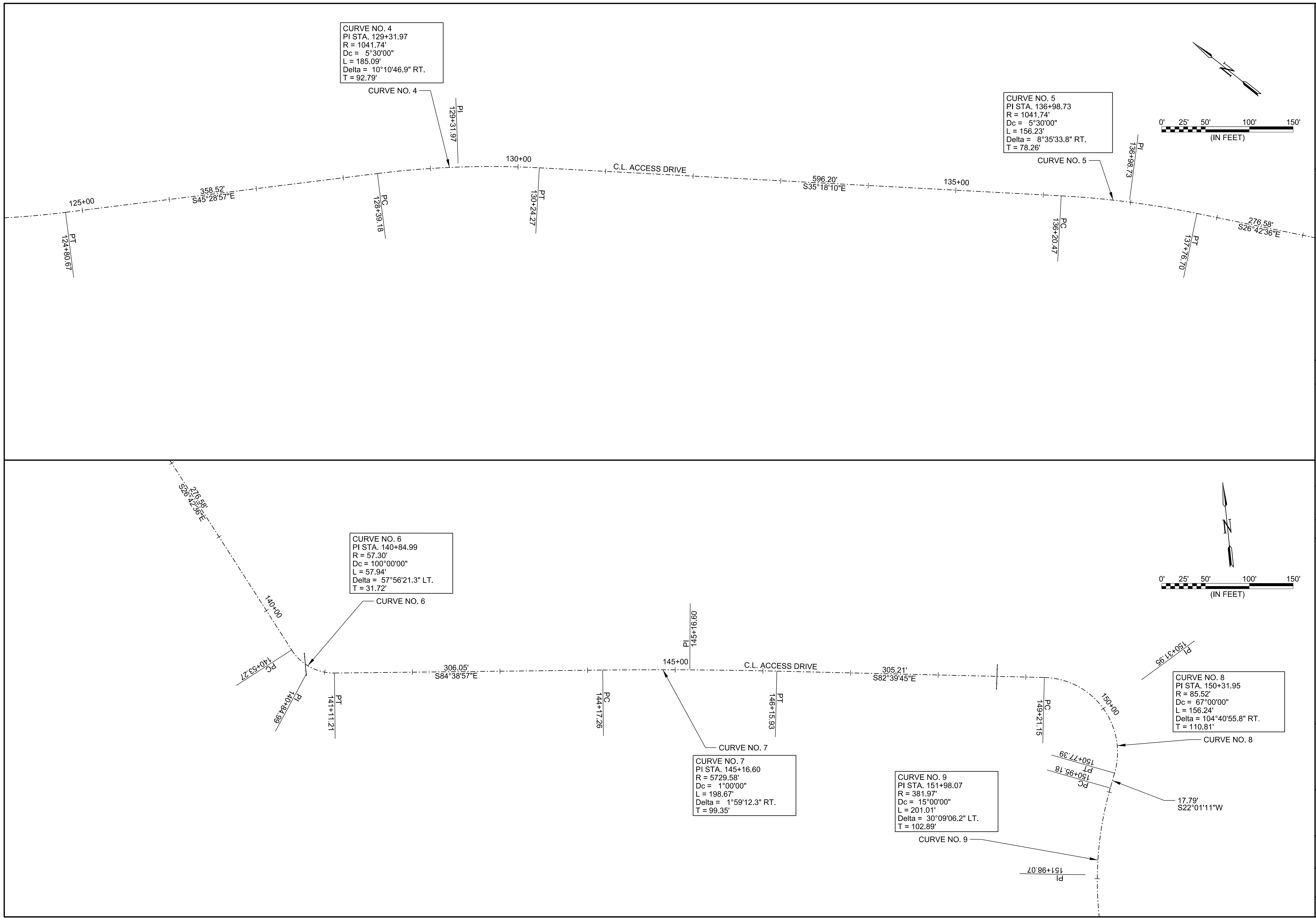
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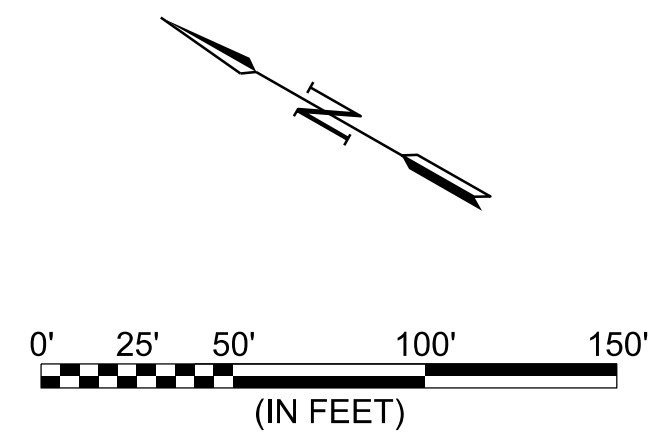
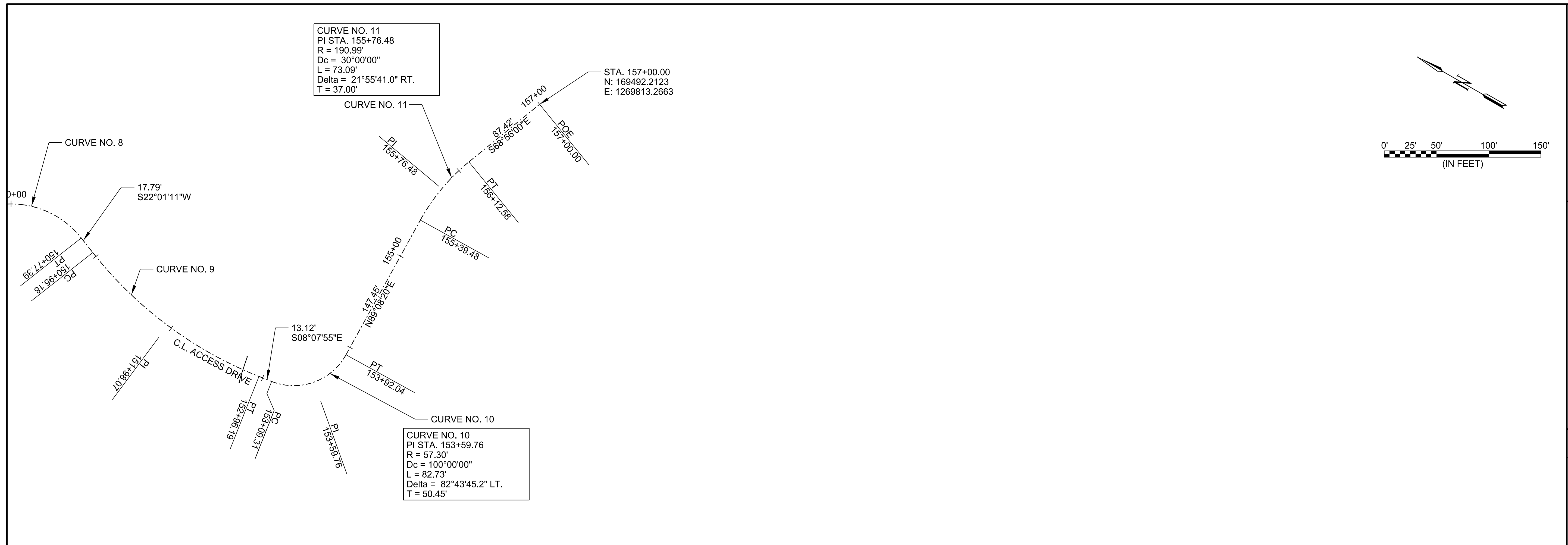
**SURVEY CONTROL
 DETAILS**

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 DATE: NOV. 2020
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SURVEY CONTROL
 DETAILS

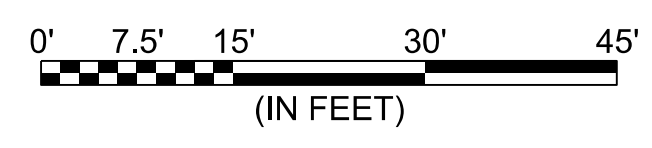
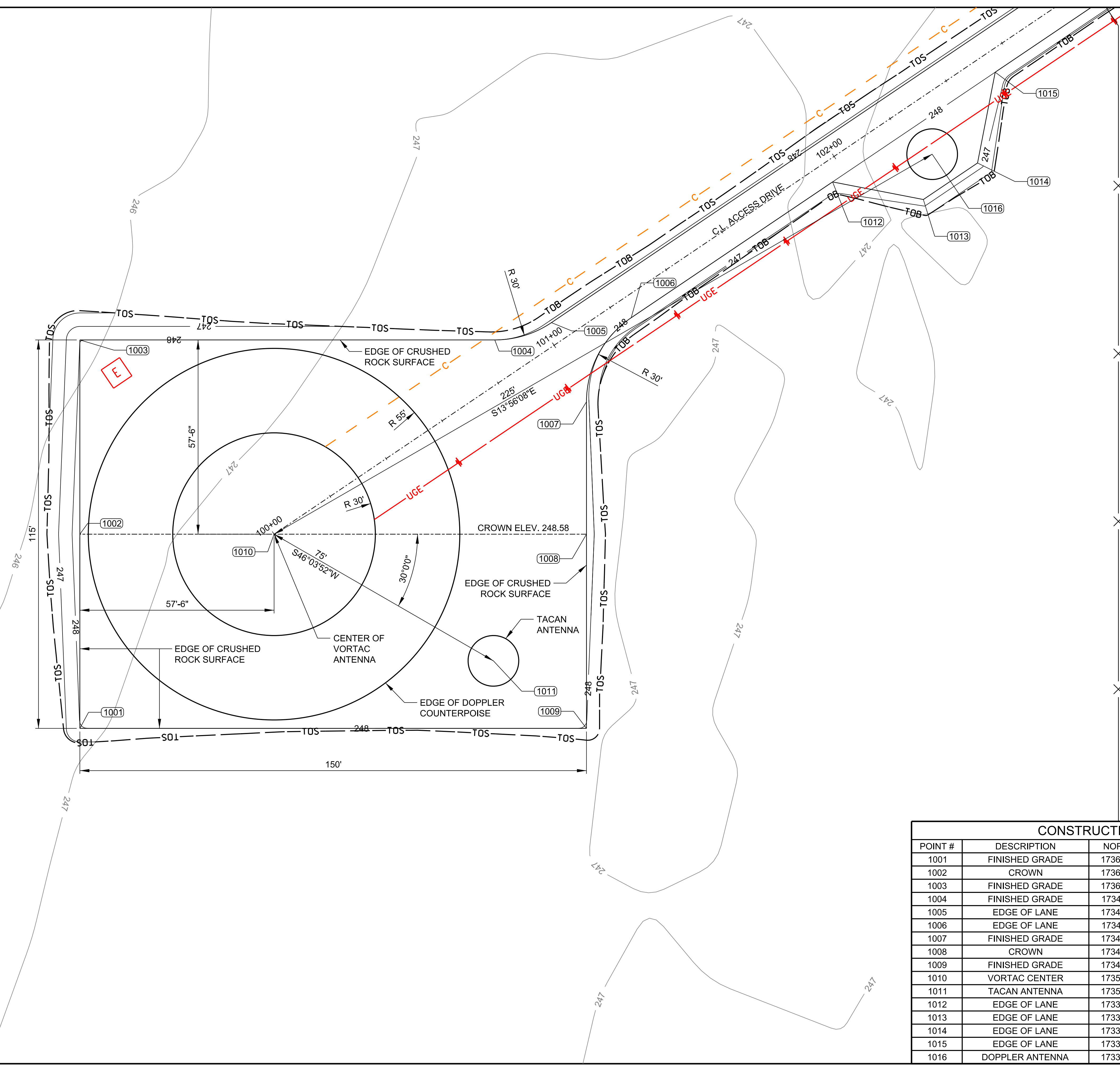
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LIT VORTAC RELOCATION
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CONSTRUCTION POINTS				
POINT #	DESCRIPTION	NORTHING	EASTING	ELEVATION
1001	FINISHED GRADE	173636.1126	1266618.5408	248.00
1002	CROWN	173620.2013	1266673.7954	248.58
1003	FINISHED GRADE	173604.2899	1266729.0501	248.00
1004	FINISHED GRADE	173486.2281	1266695.0526	248.00
1005	EDGE OF LANE	173468.6903	1266695.3383	248.24
1006	EDGE OF LANE	173445.6211	1266690.1907	248.00
1007	FINISHED GRADE	173465.2134	1266669.9495	248.18
1008	CROWN	173476.0586	1266632.2876	248.58
1009	FINISHED GRADE	173491.9700	1266577.0329	248.00
1010	VORTAC CENTER	173564.9466	1266657.8841	248.58
1011	TACAN ANTENNA	173512.9080	1266603.8750	248.20
1012	EDGE OF LANE	173377.1737	1266712.3399	248.00
1013	EDGE OF LANE	173352.7975	1266699.8828	247.61
1014	EDGE OF LANE	173334.3809	1266705.8423	247.61
1015	EDGE OF LANE	173321.9237	1266730.2184	248.00
1016	DOPPLER ANTENNA	173346.5690	1266712.0708	248.00

GRADING PLAN -
 VORTAC PAD

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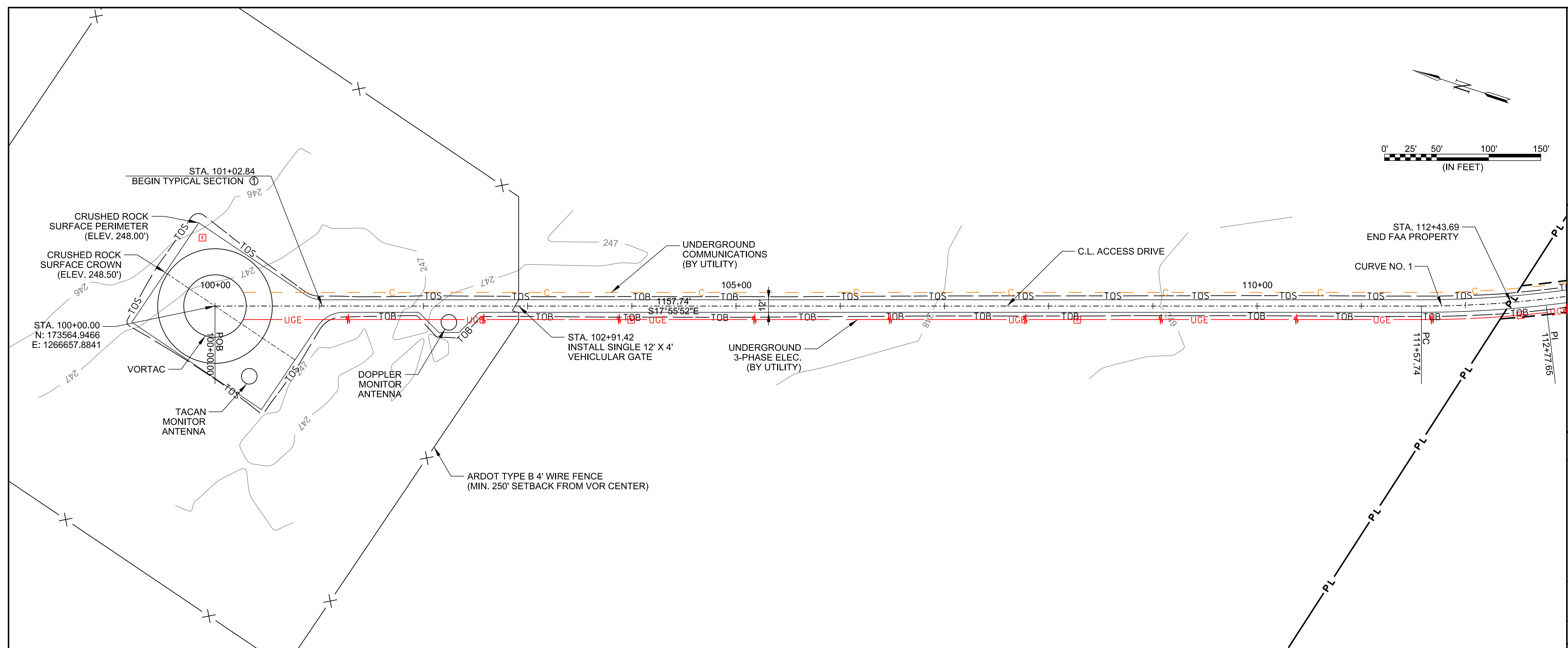
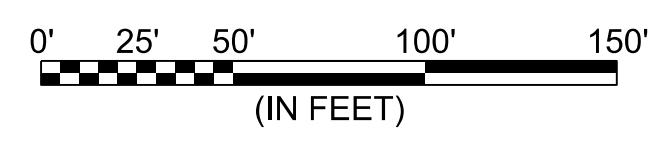
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C-601

SHEET NUMBER
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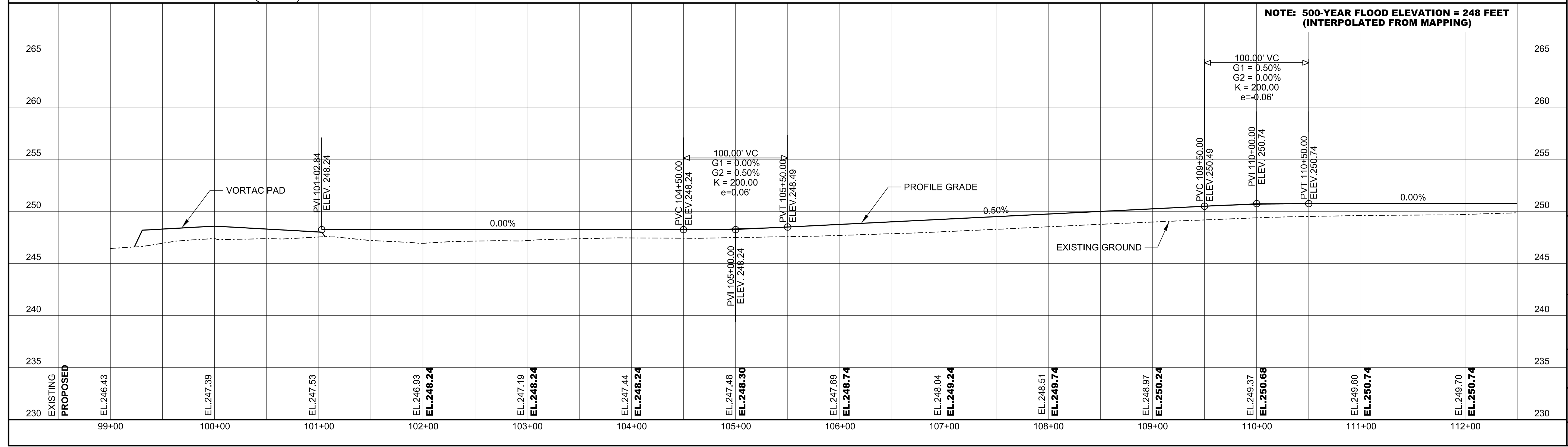


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PLAN AND PROFILE

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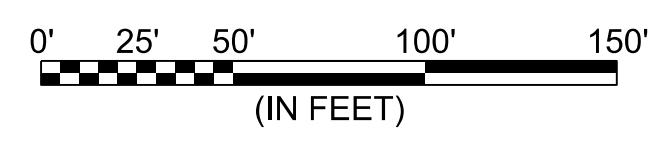
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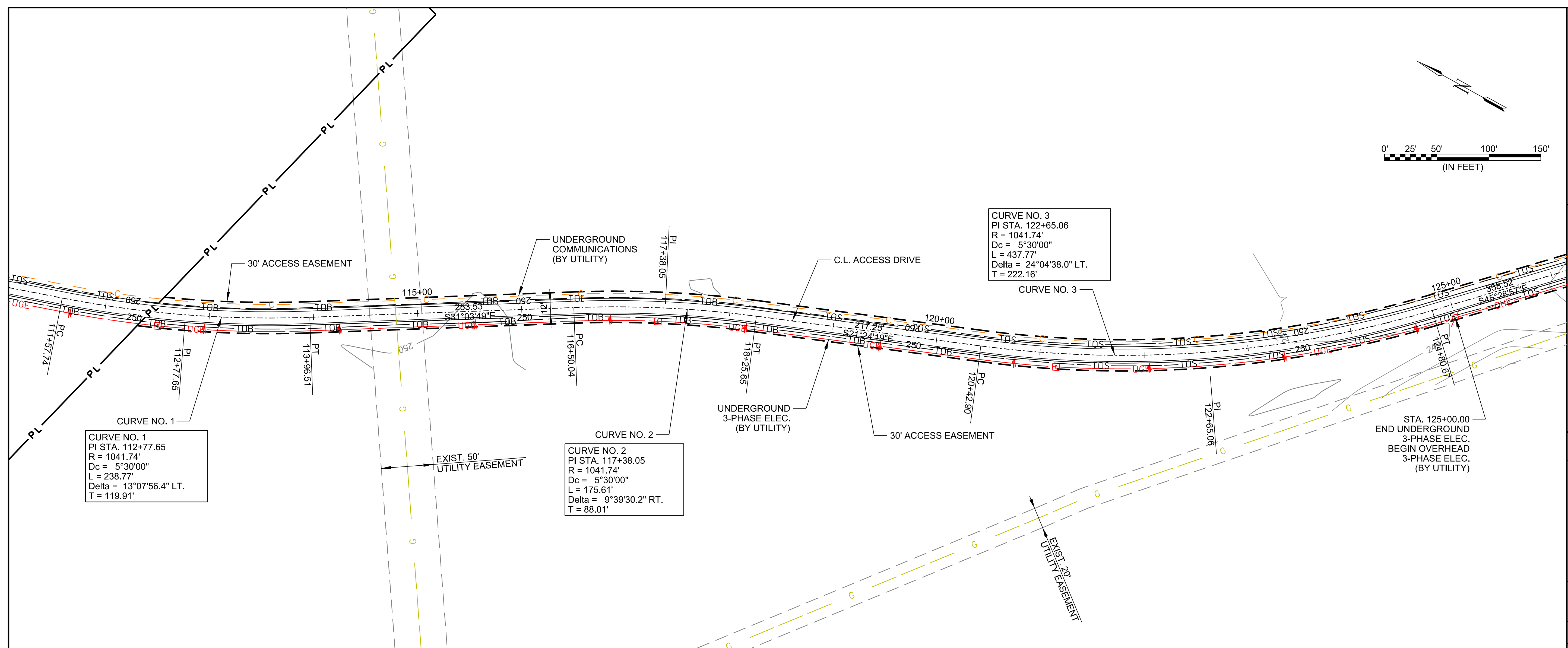
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(IN FEET)



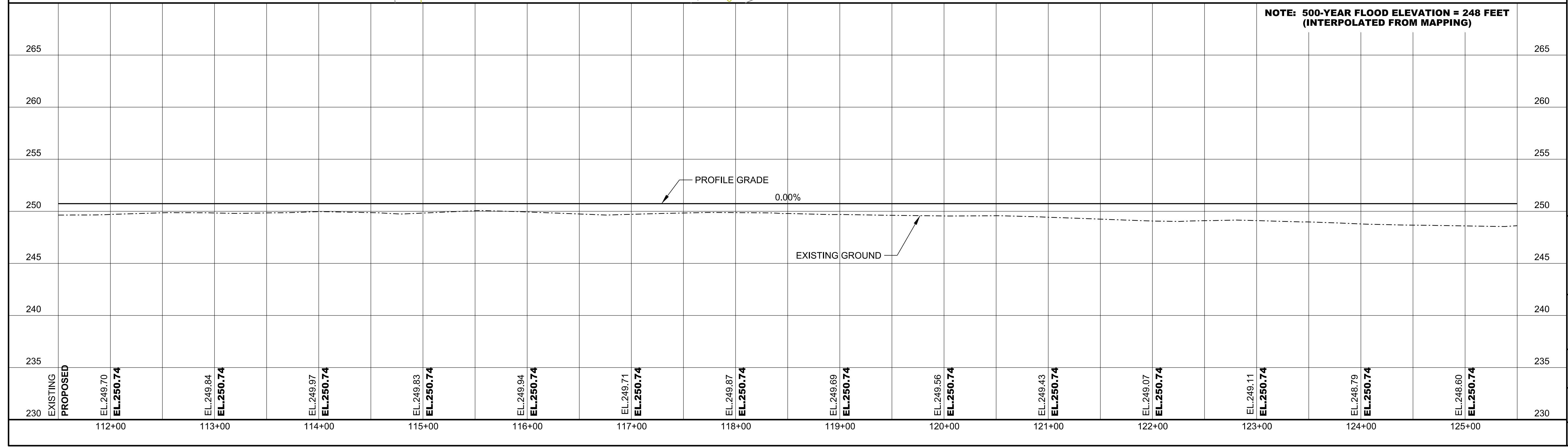
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 PI STA. 112+77.65
 R = 1041.74'
 Dc = 5°30'00"
 L = 238.77'
 Delta = 13°07'56.4" LT.
 T = 119.91'

CURVE NO. 2
 PI STA. 117+38.05
 R = 1041.74'
 Dc = 5°30'00"
 L = 175.61'
 Delta = 9°39'30.2" RT.
 T = 88.01'

CURVE NO. 3
 PI STA. 122+65.06
 R = 1041.74'
 Dc = 5°30'00"
 L = 437.77'
 Delta = 24°04'38.0" LT.
 T = 222.16'

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NOTE: 500-YEAR FLOOD ELEVATION = 248 FEET (INTERPOLATED FROM MAPPING)

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 LIT VORTAC RELOCATION

PLAN AND PROFILE

JOB NO.: 15017248
 DATE: OCT. 2020
 DESIGNED BY: CMC
 DRAWN BY: JAW

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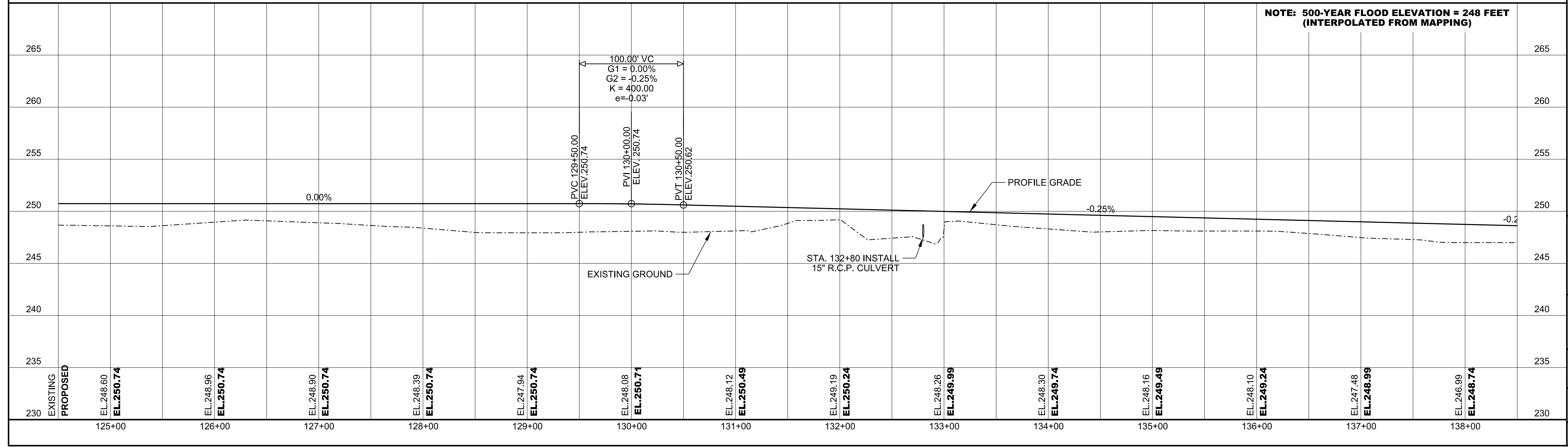
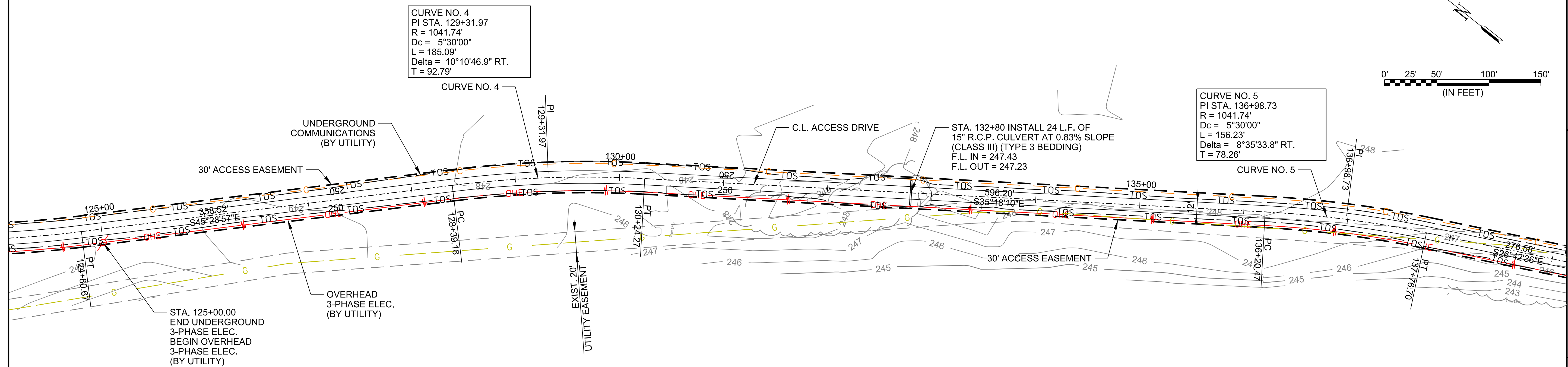
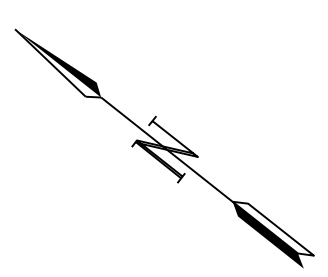
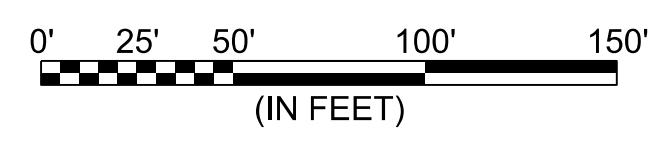
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SHEET NUMBER
18

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PLAN AND PROFILE

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DRAWING NUMBER
C-703

SHEET NUMBER
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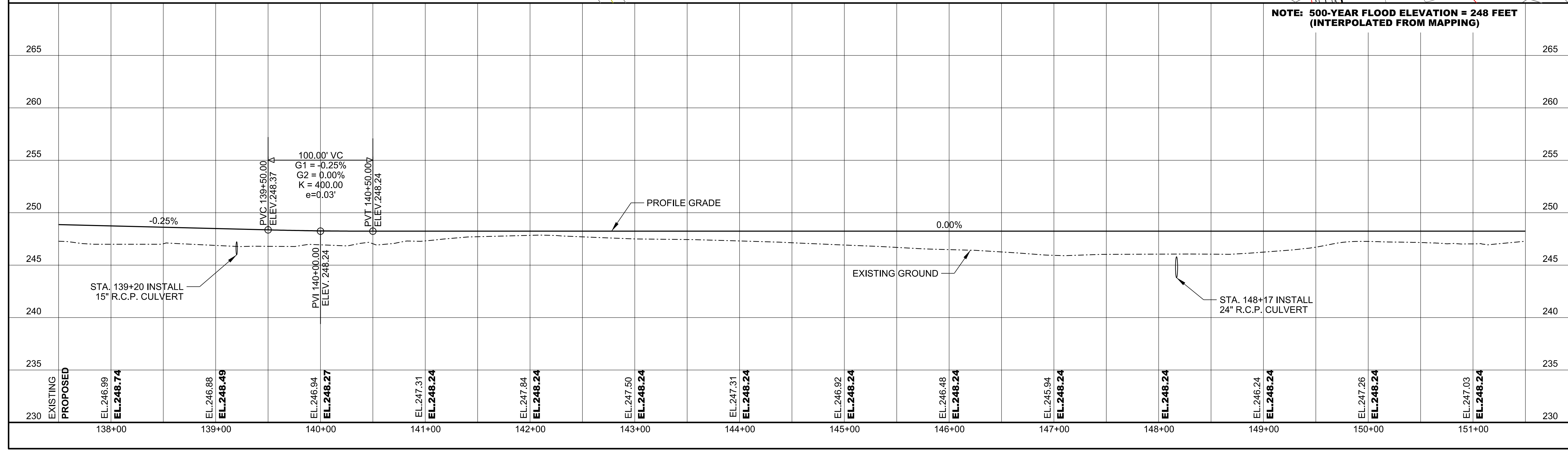
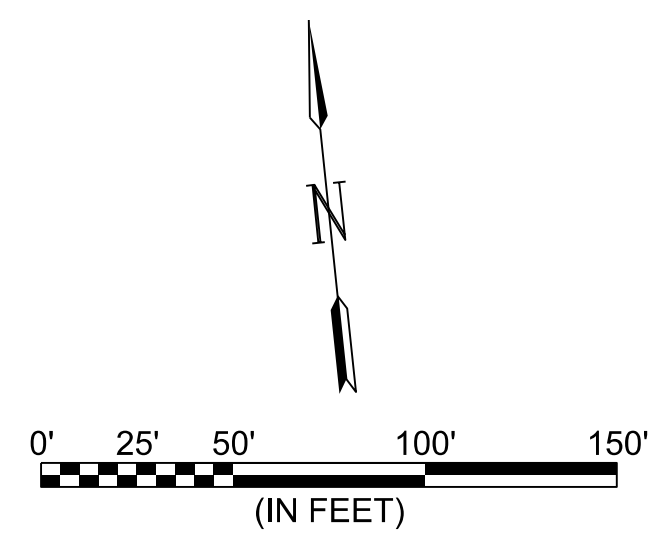
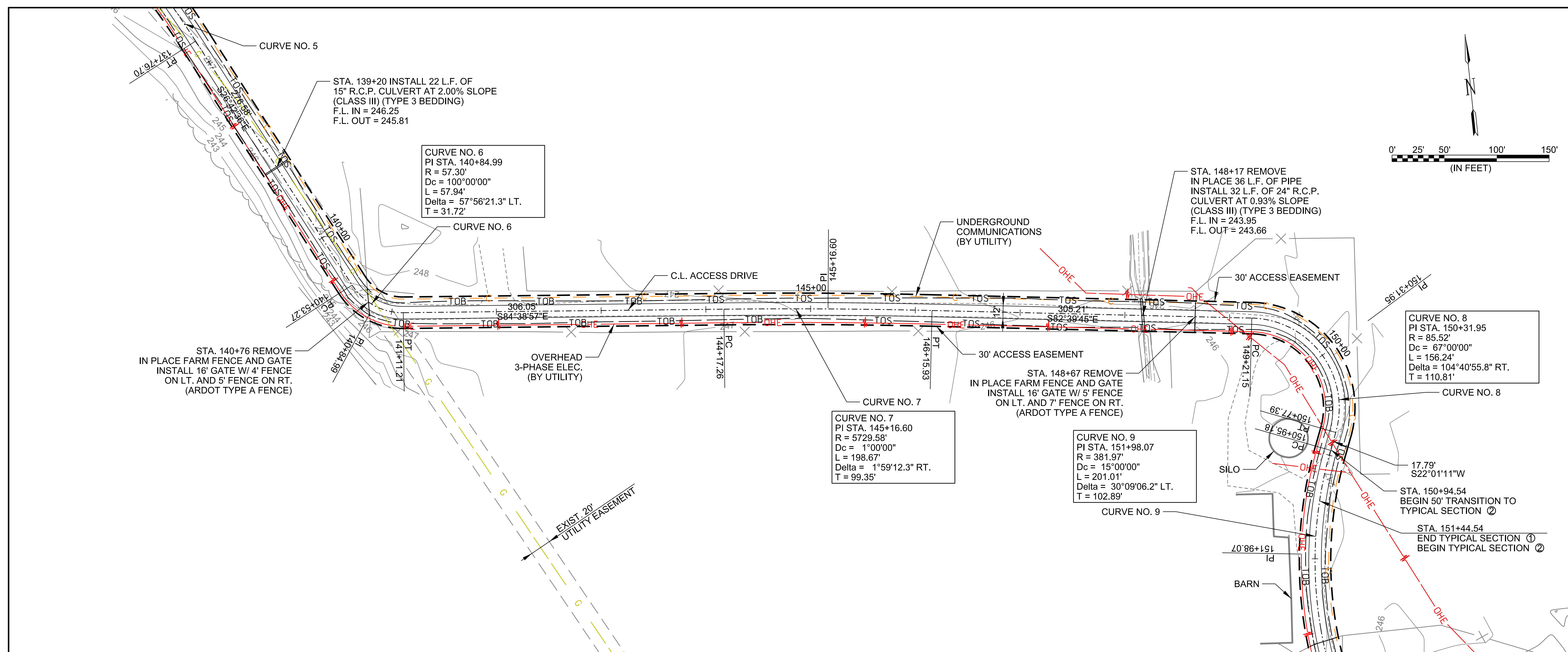
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PLAN AND PROFILE

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 DATE: OCT. 2020
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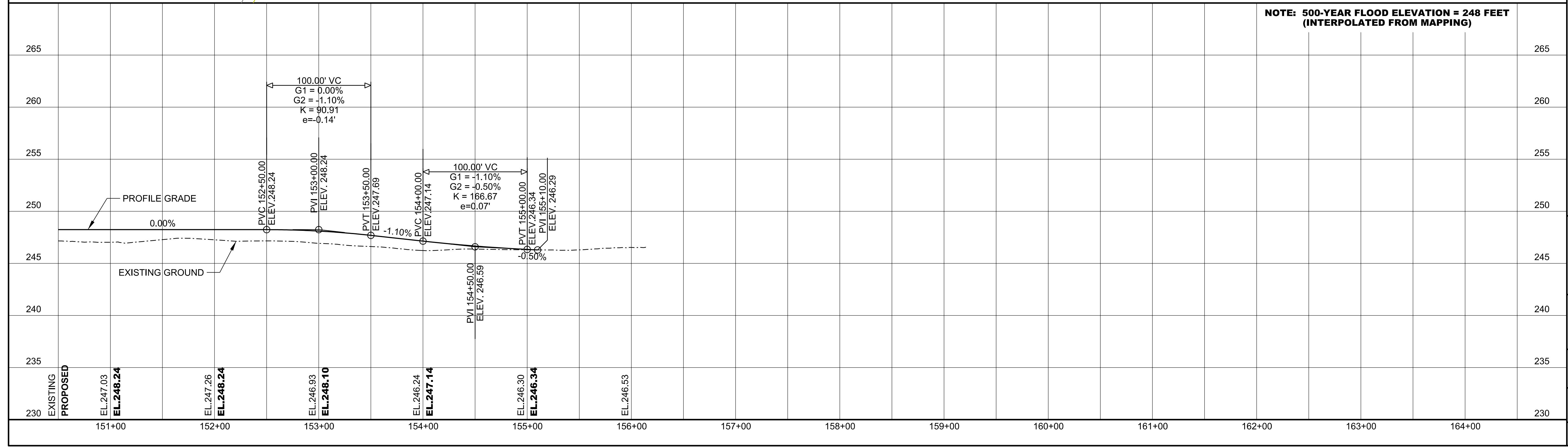
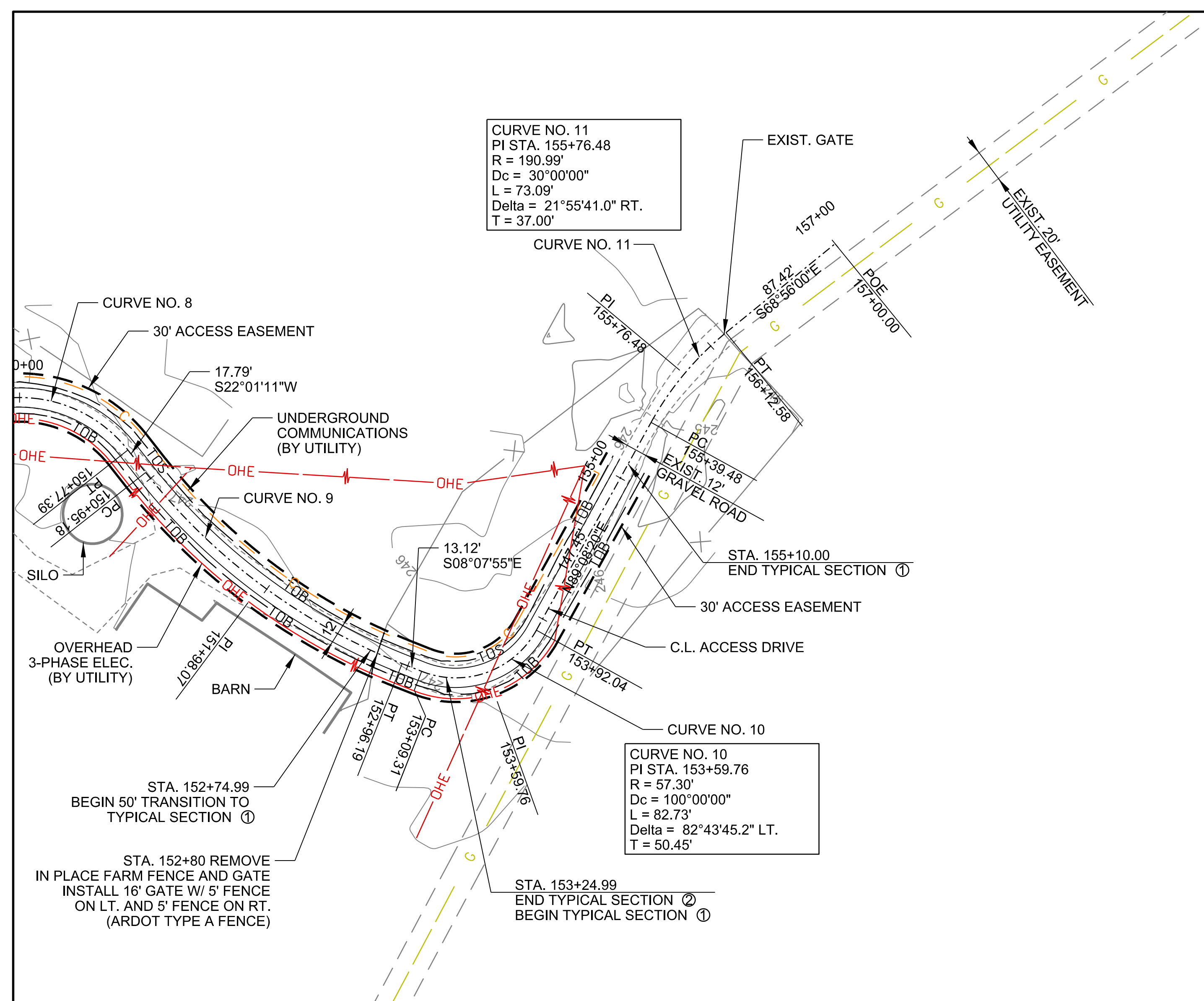
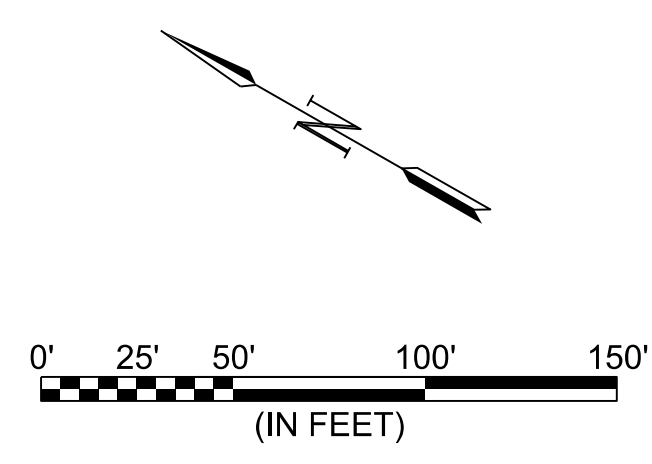
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PLAN AND PROFILE

JOB NO.: 15017248
 DATE: OCT. 2020
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SHEET NUMBER
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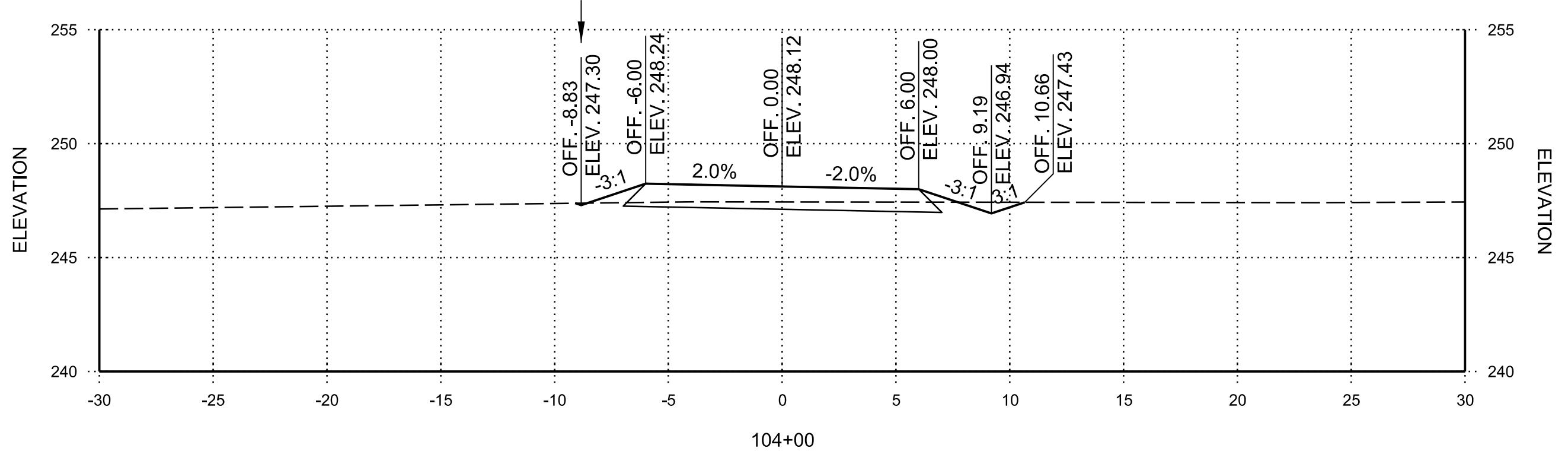
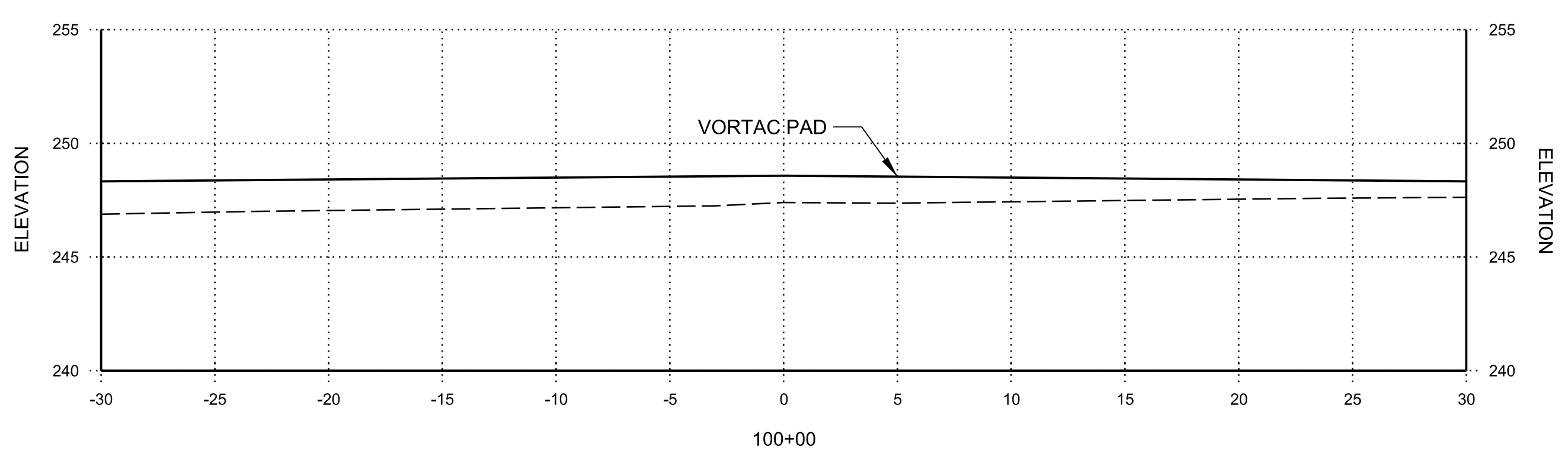
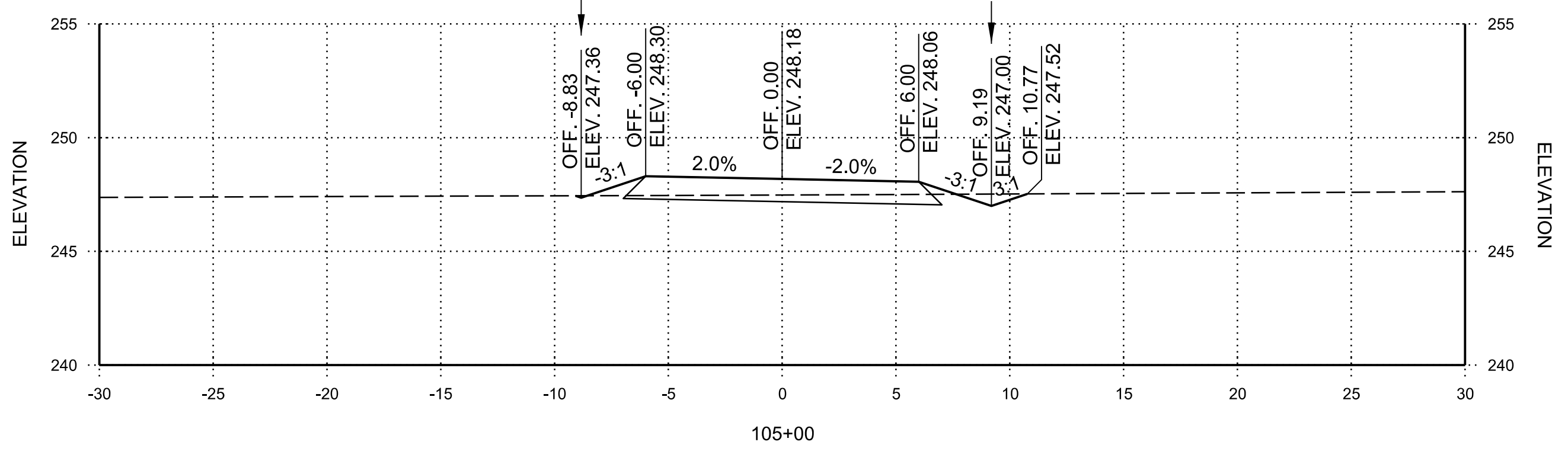
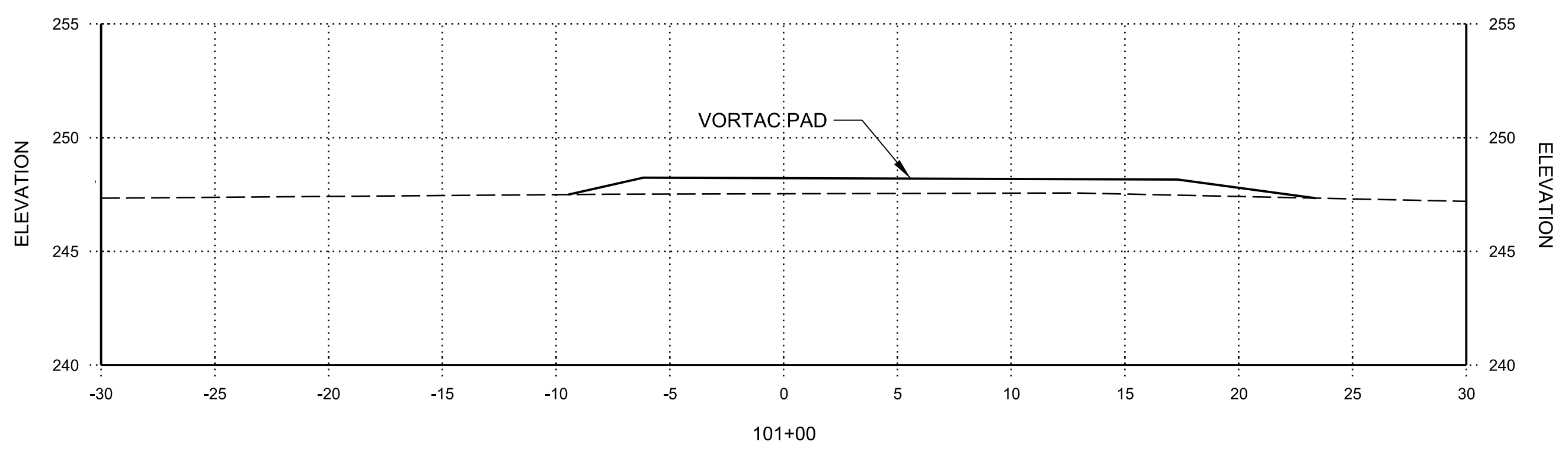
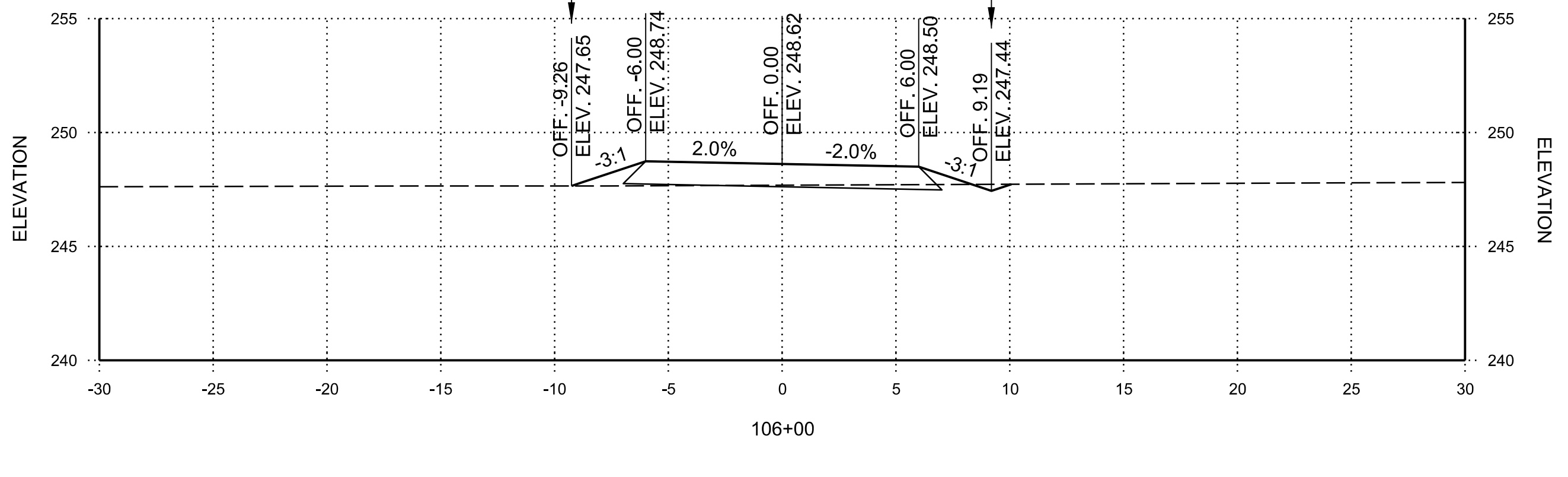
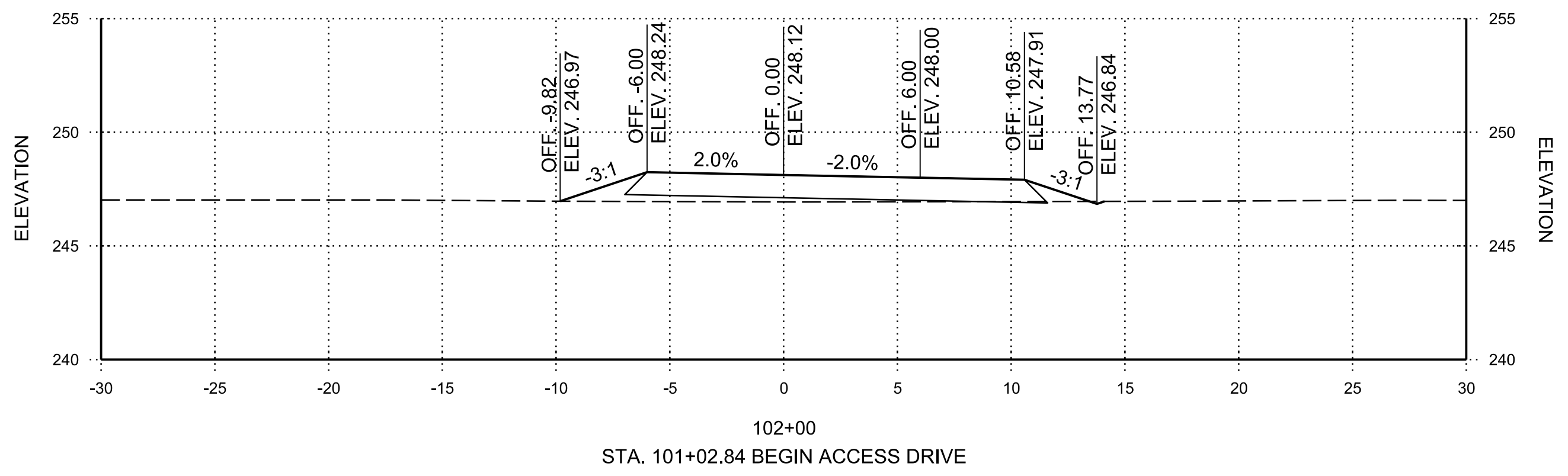
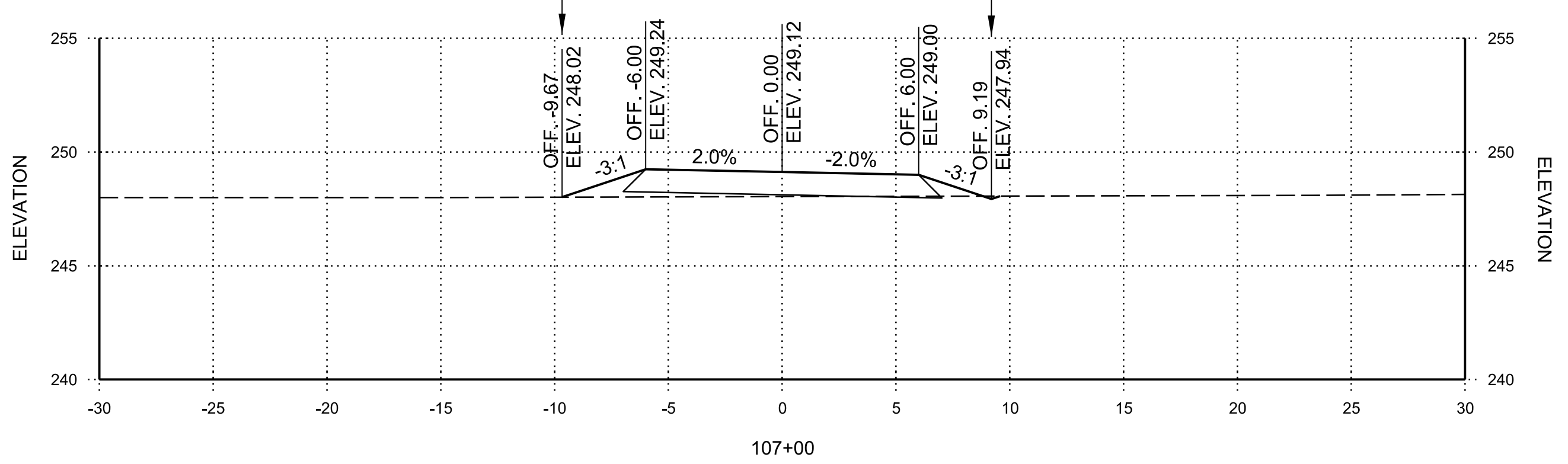
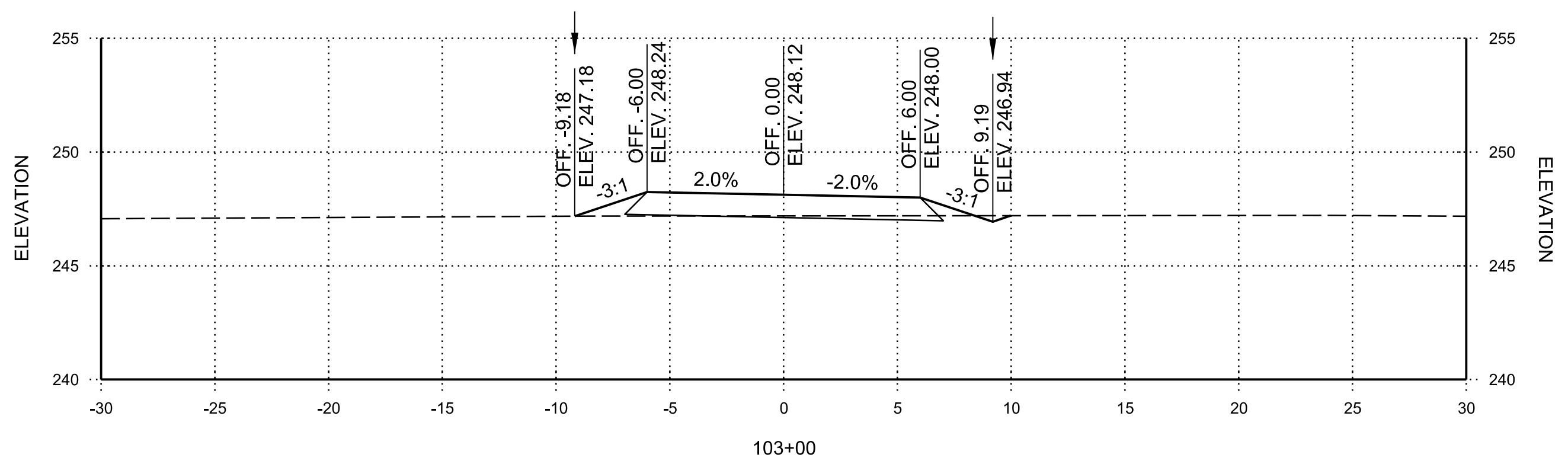
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JOB NO.: 15017248
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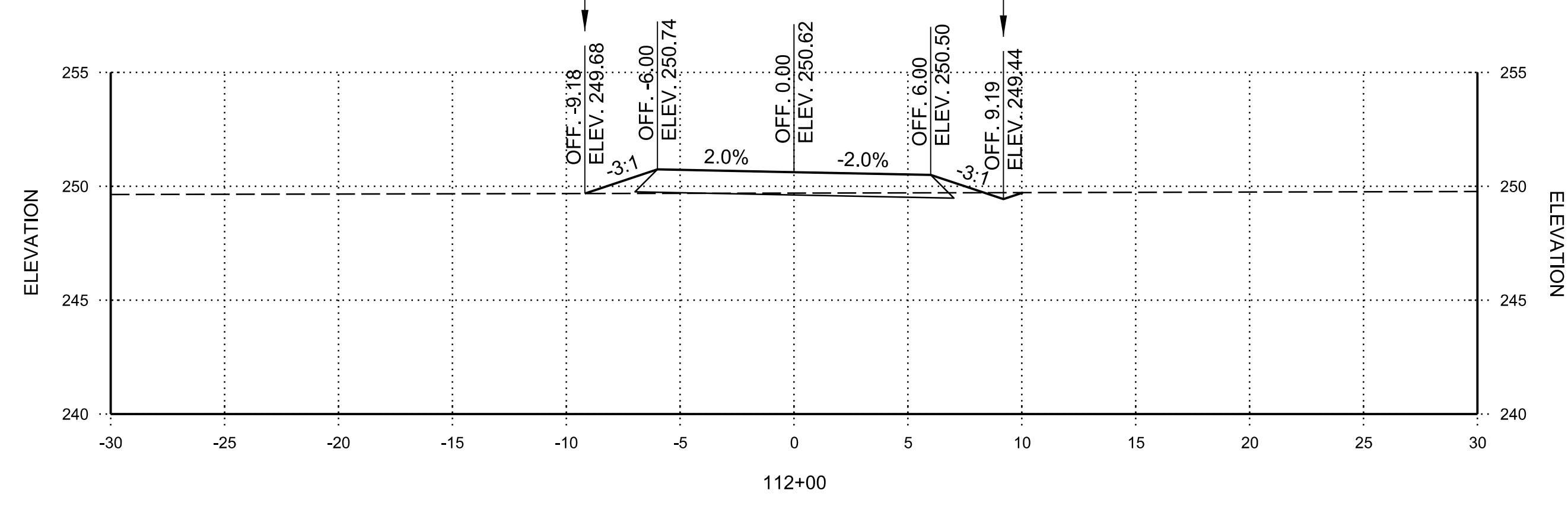
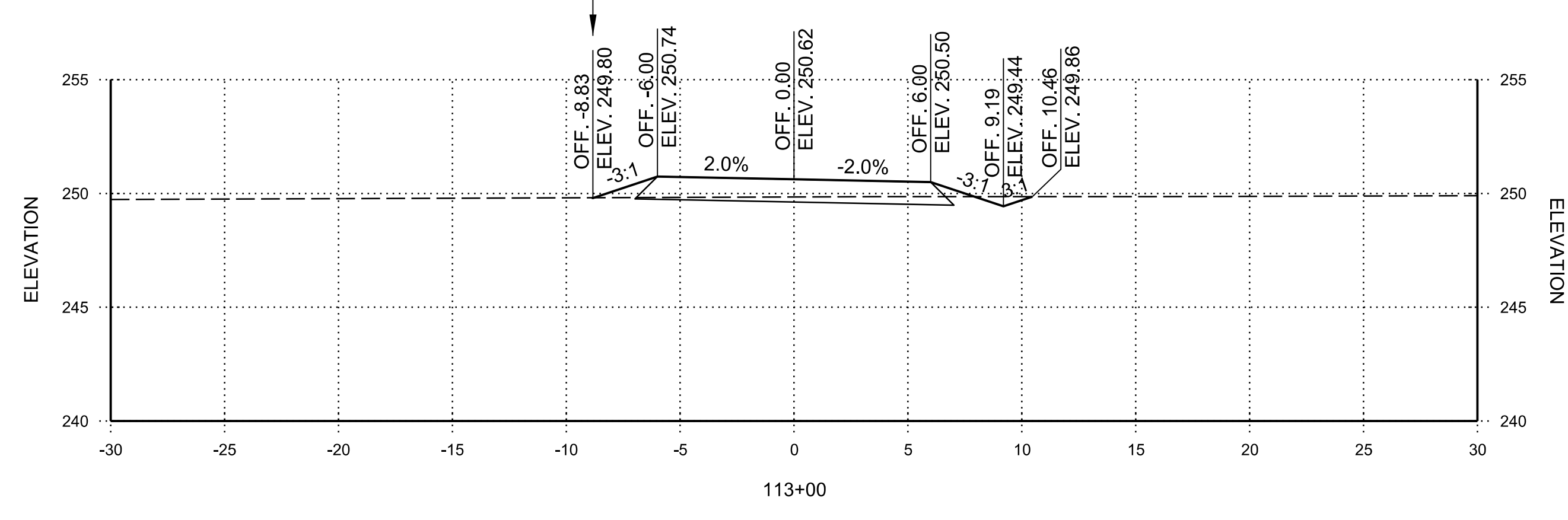
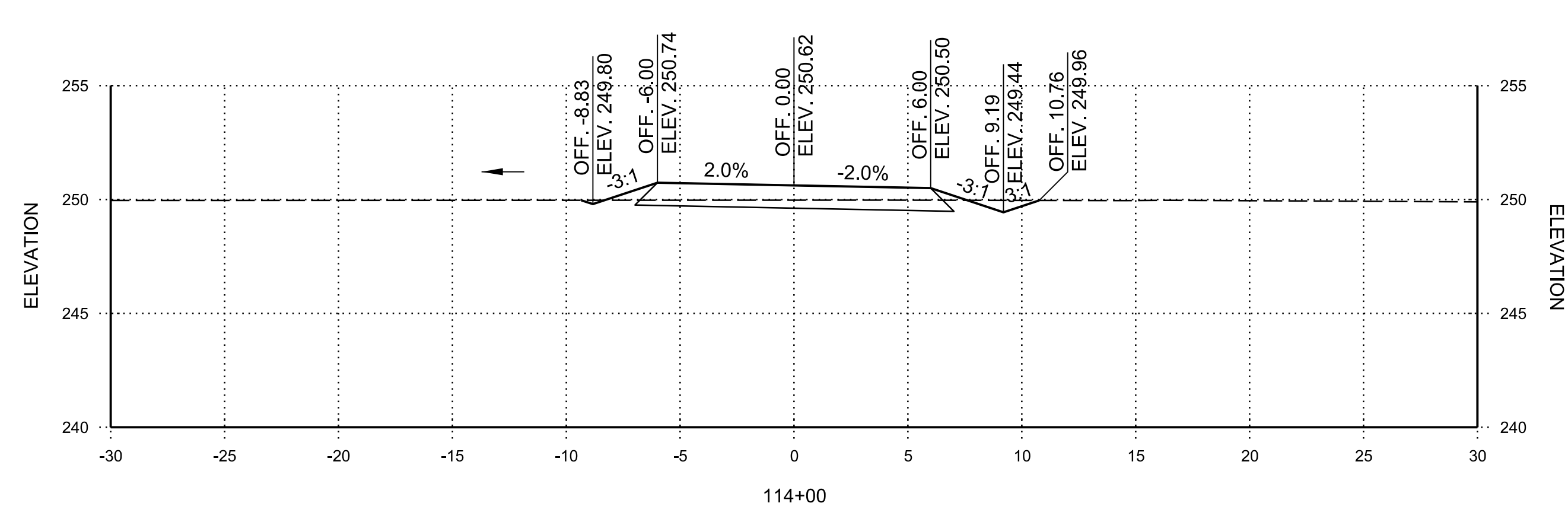
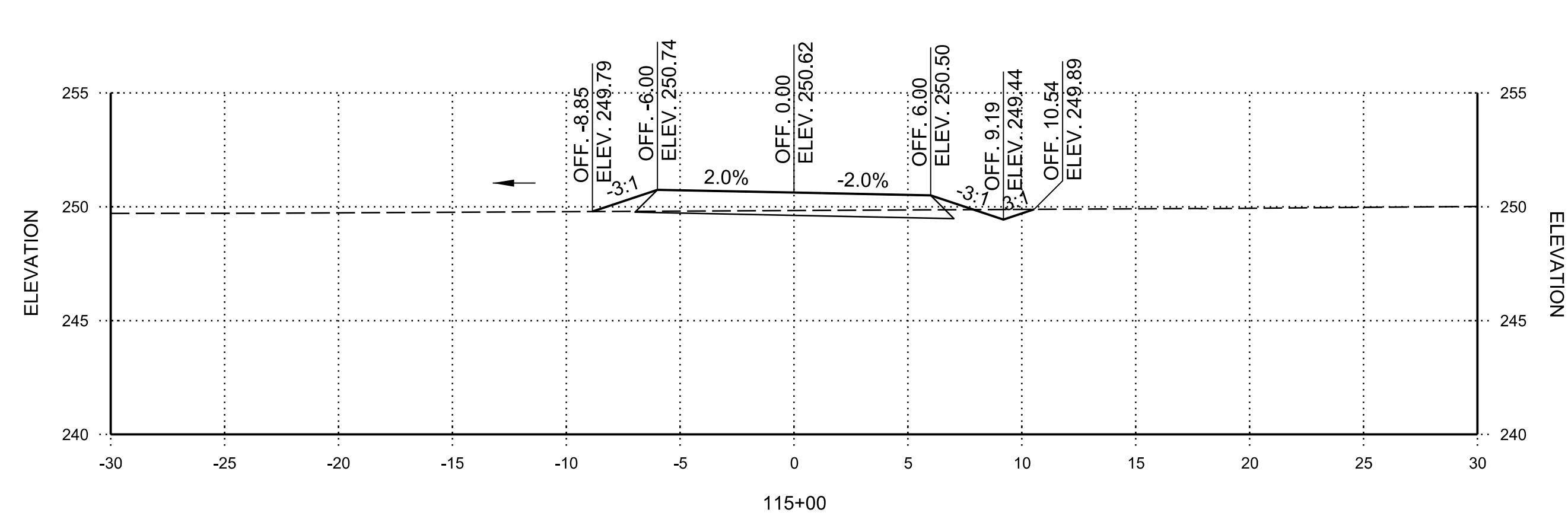
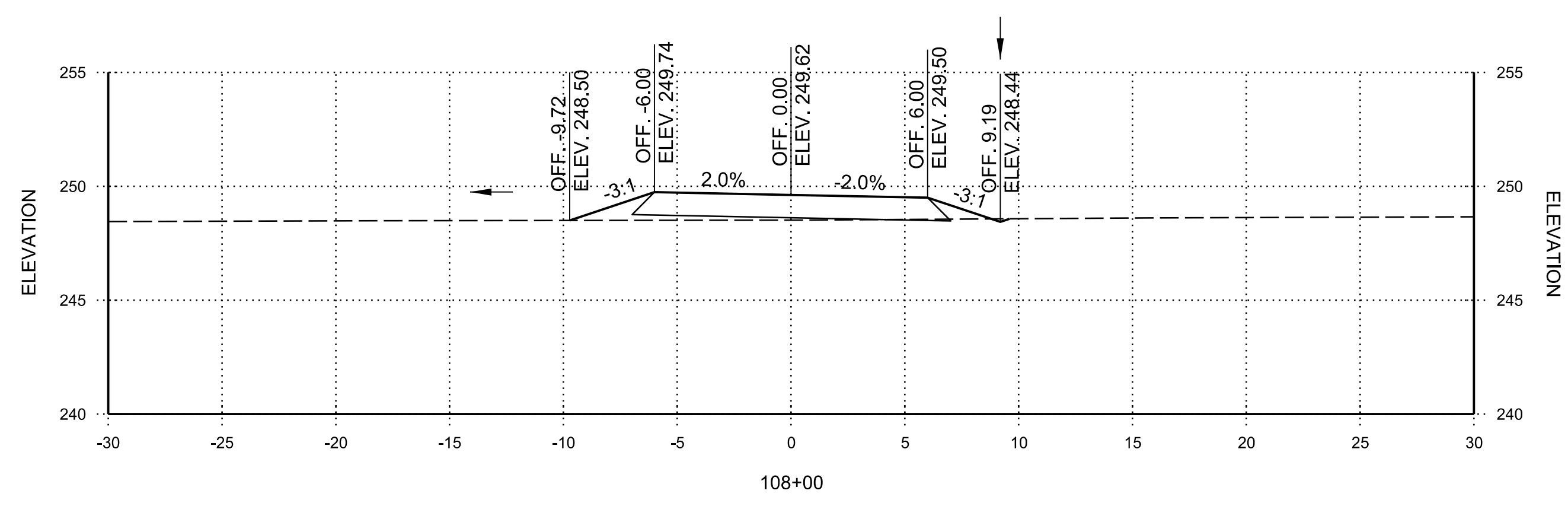
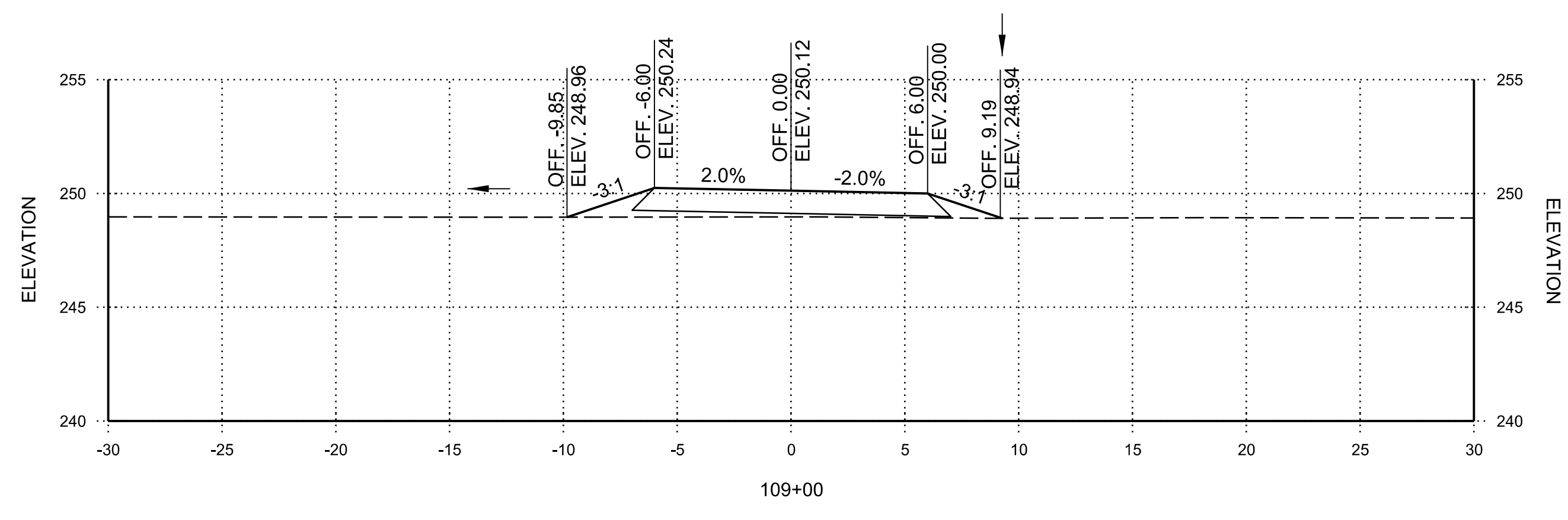
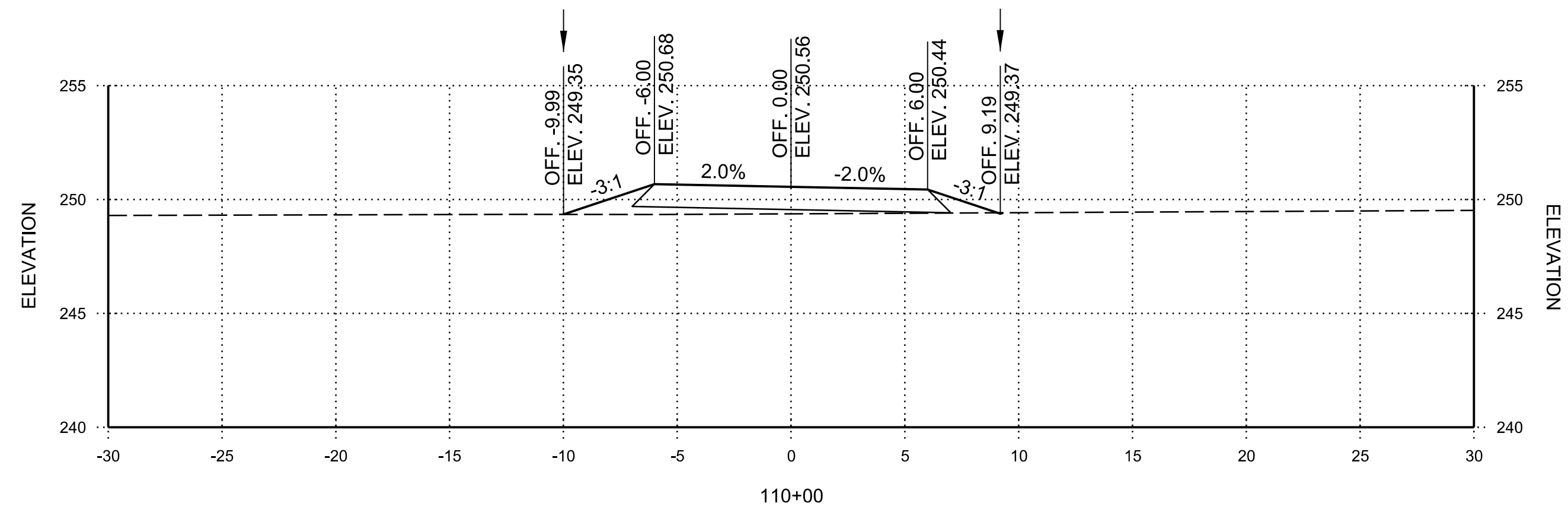
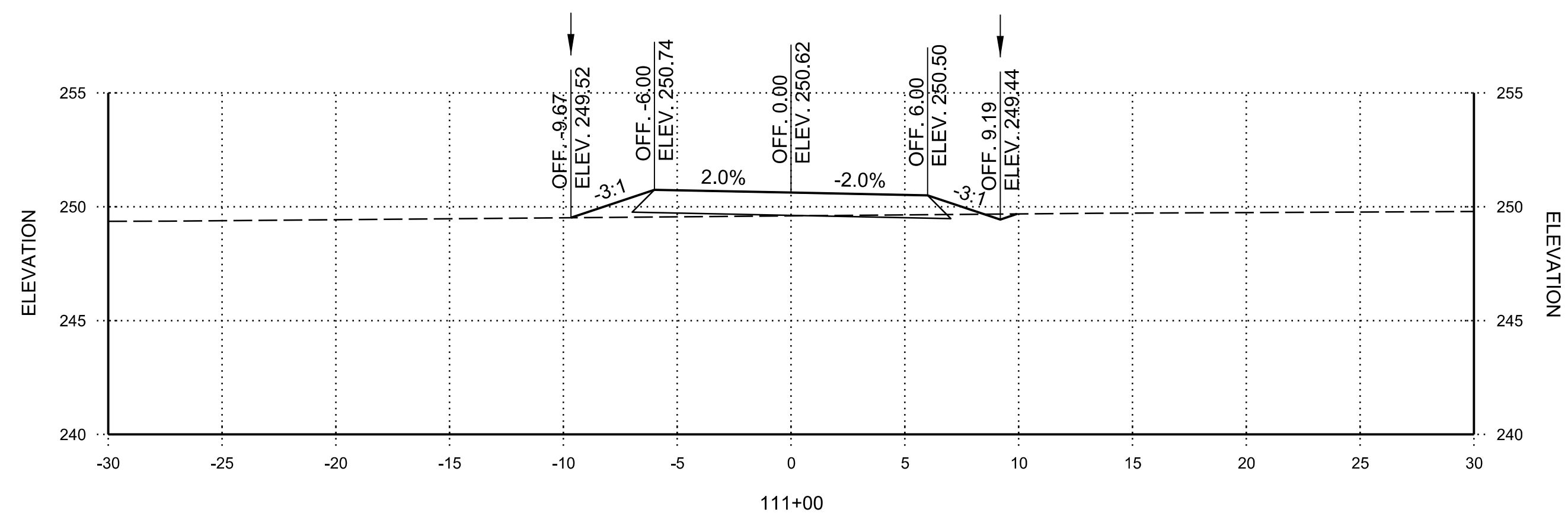
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STA. 108+00 TO STA. 115+00



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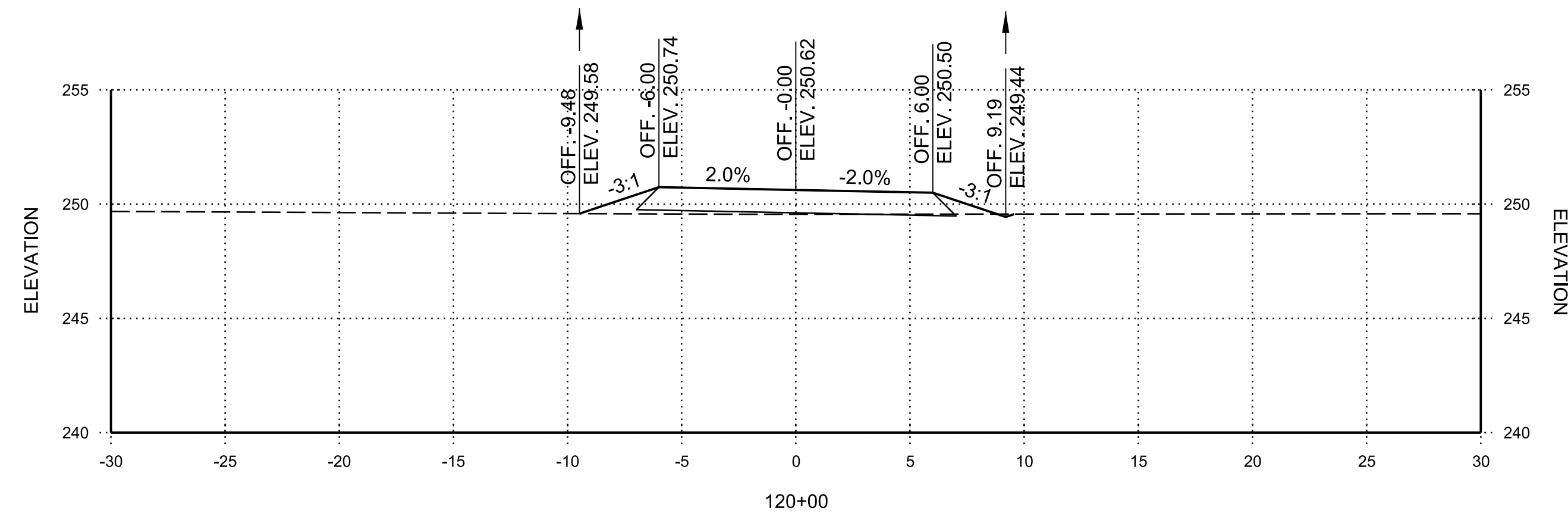
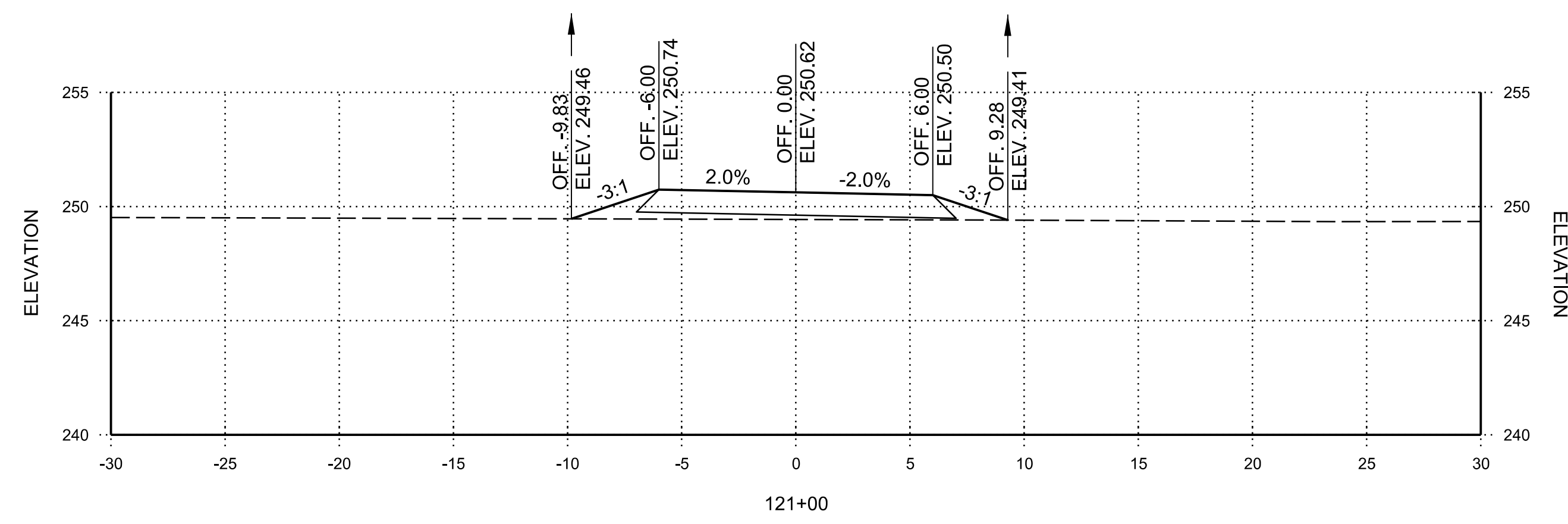
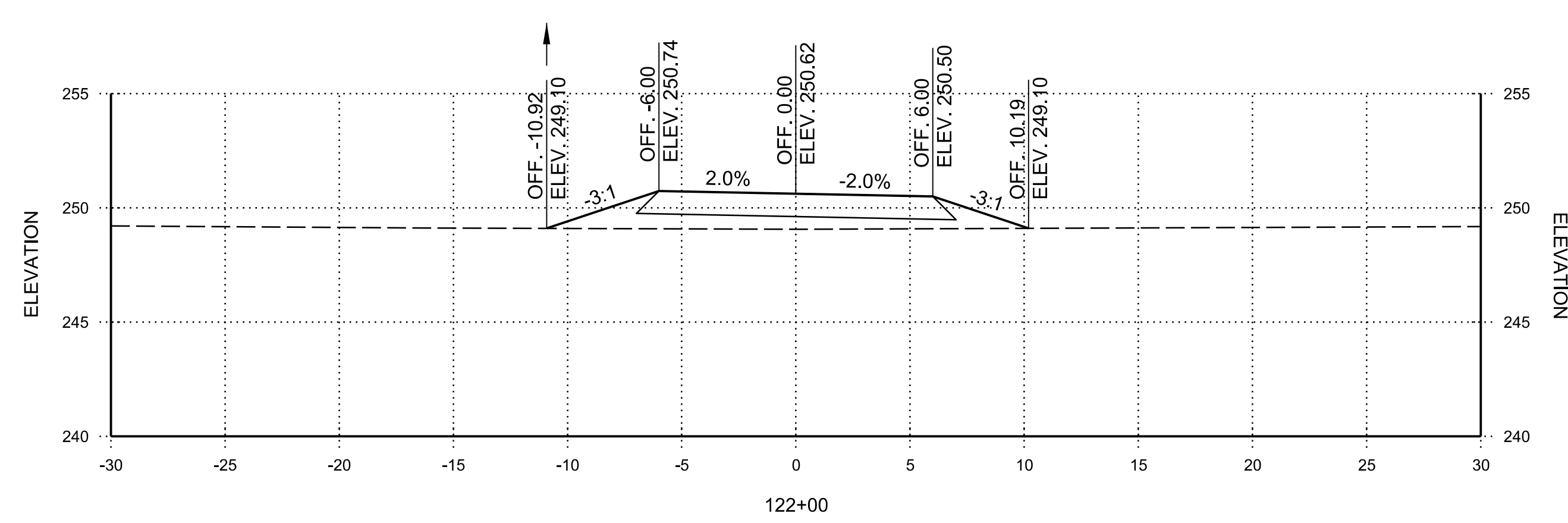
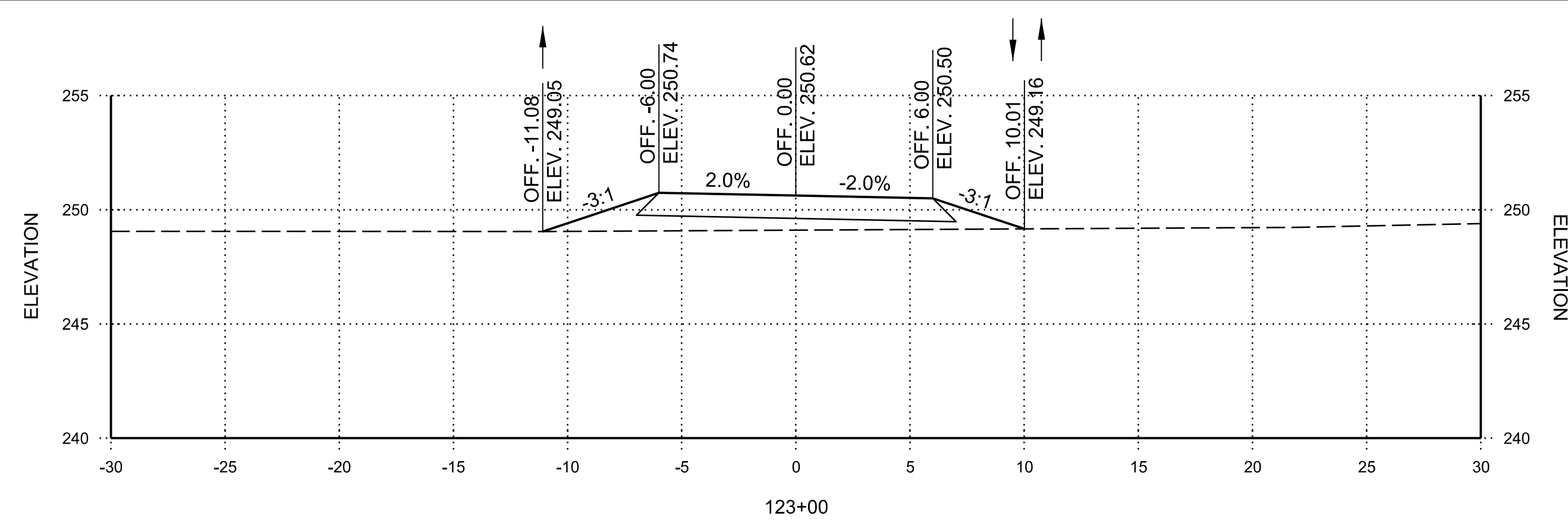
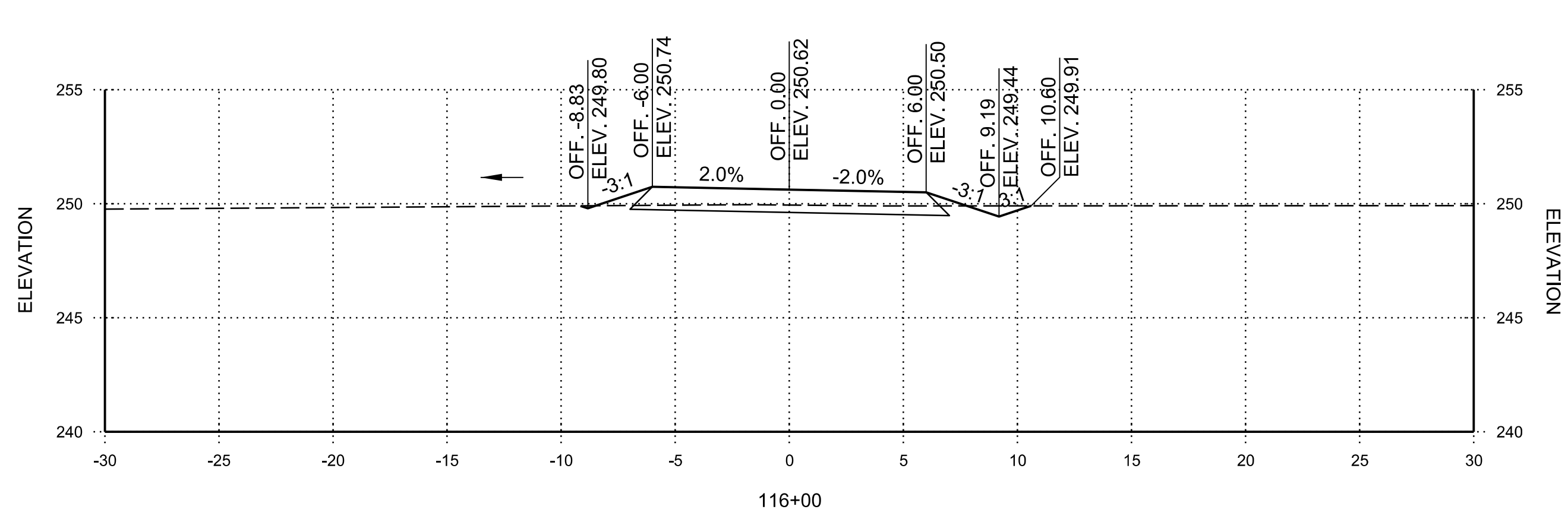
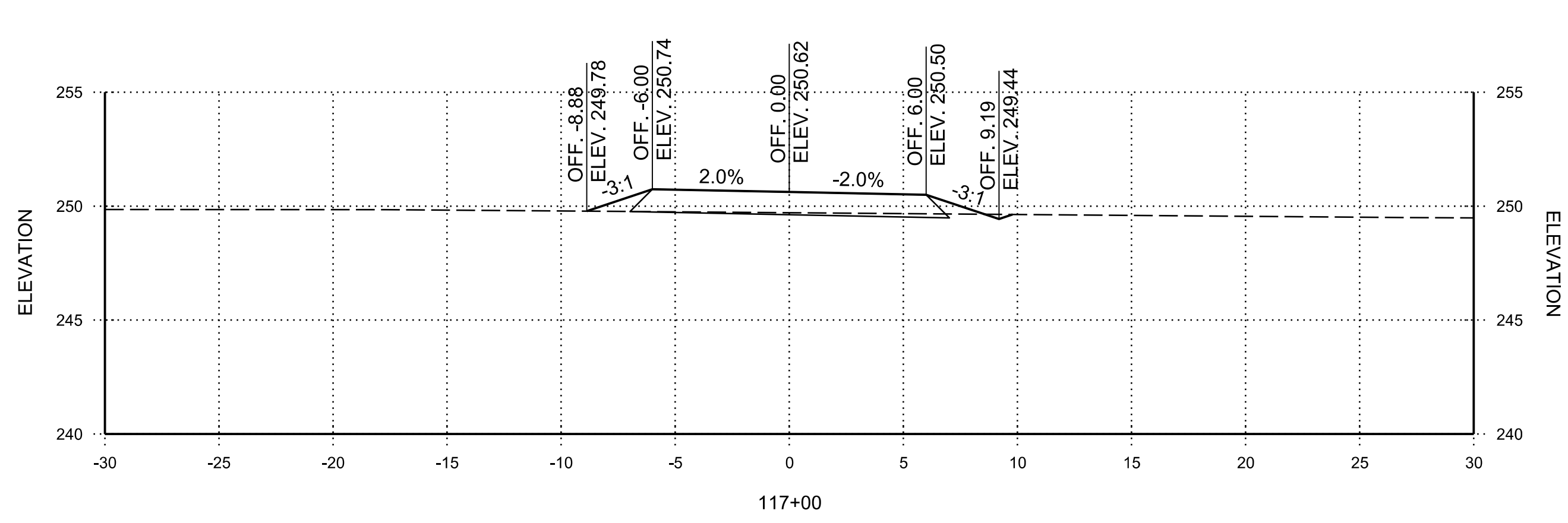
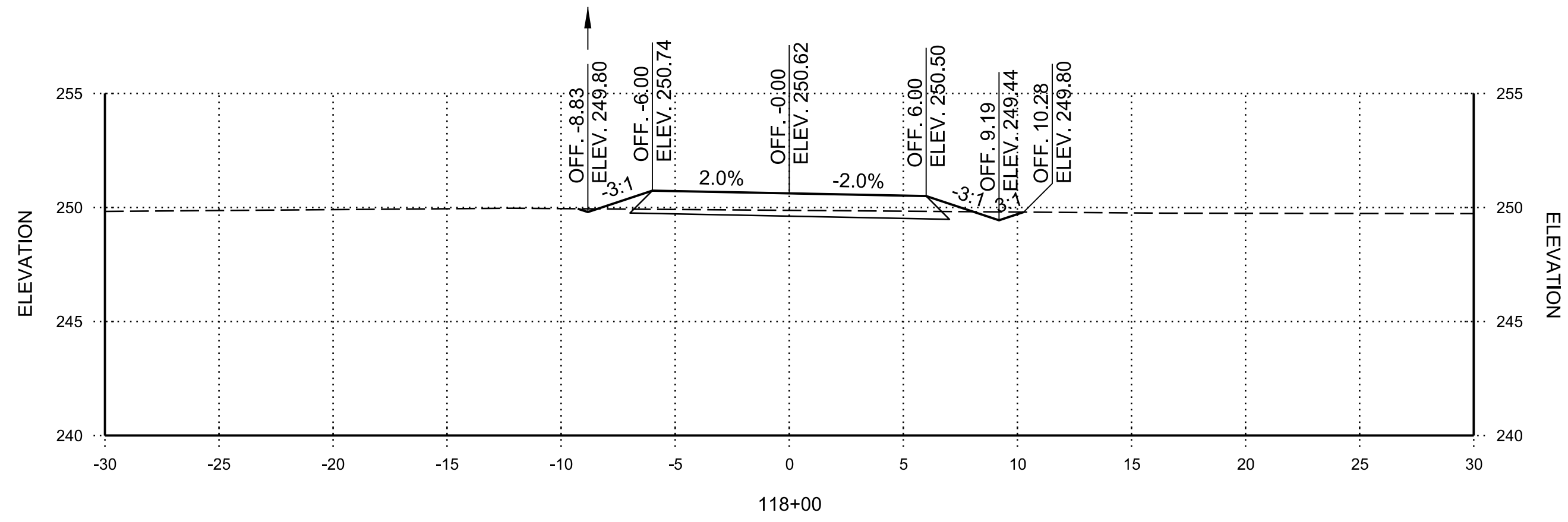
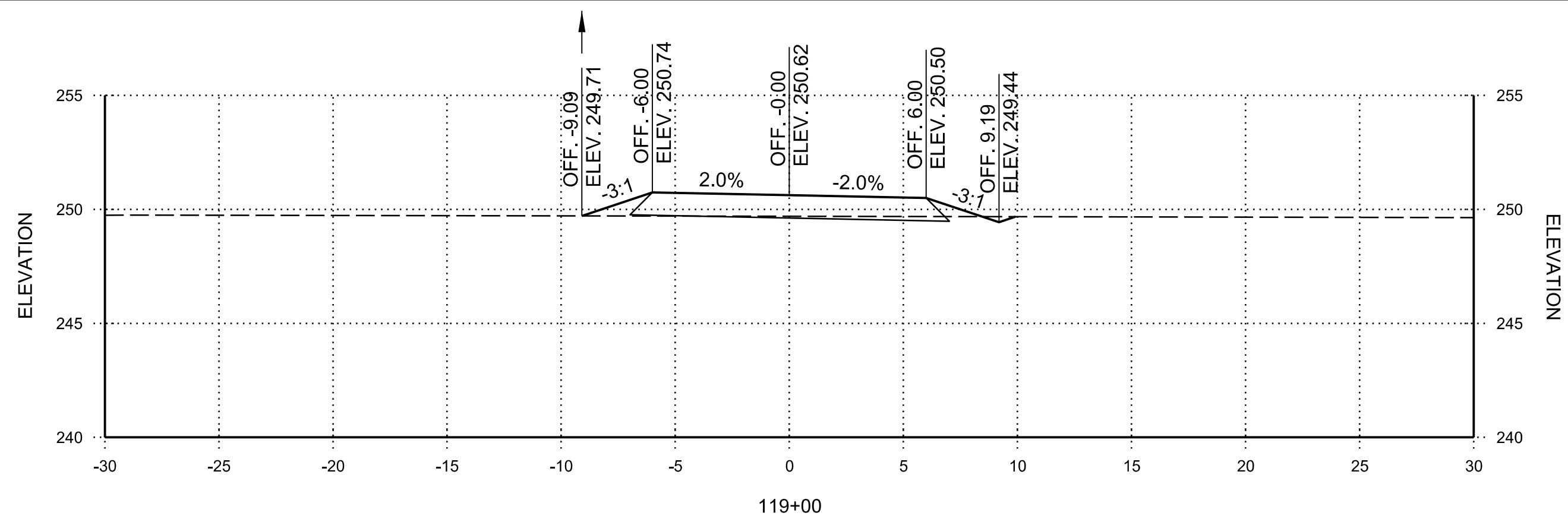
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C-802

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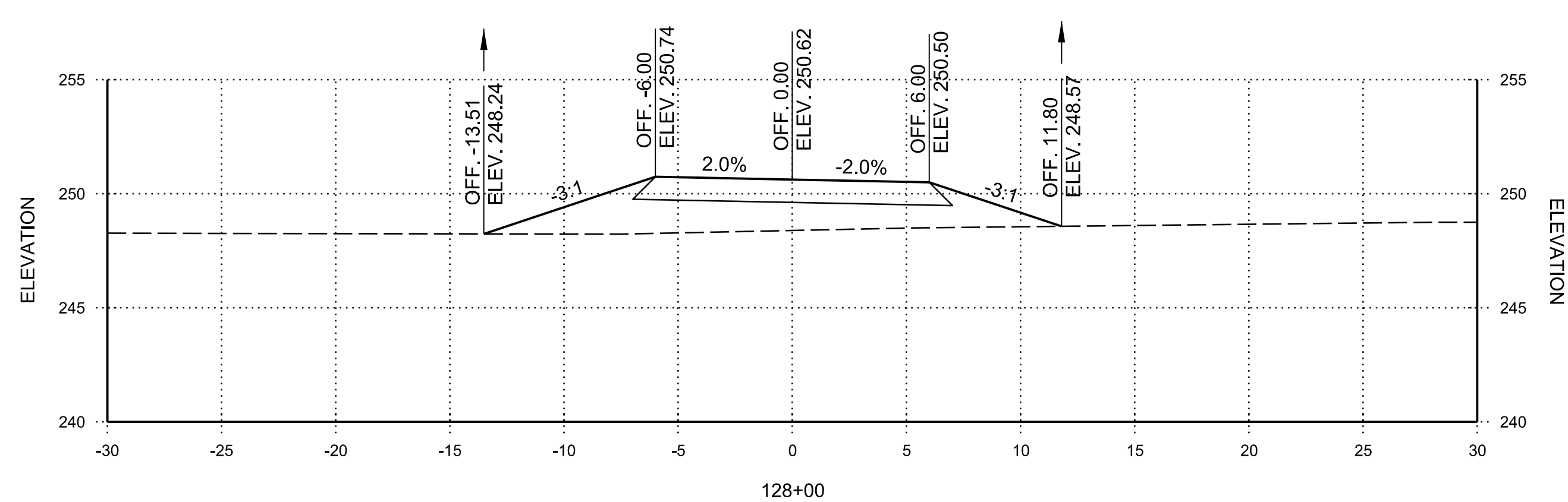
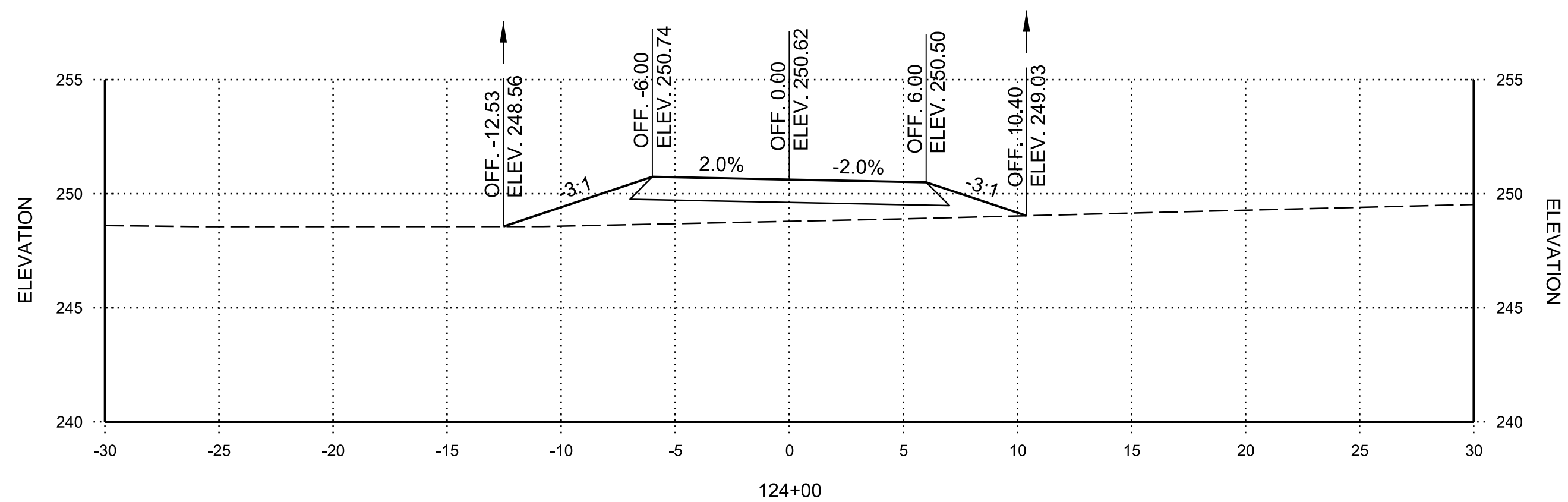
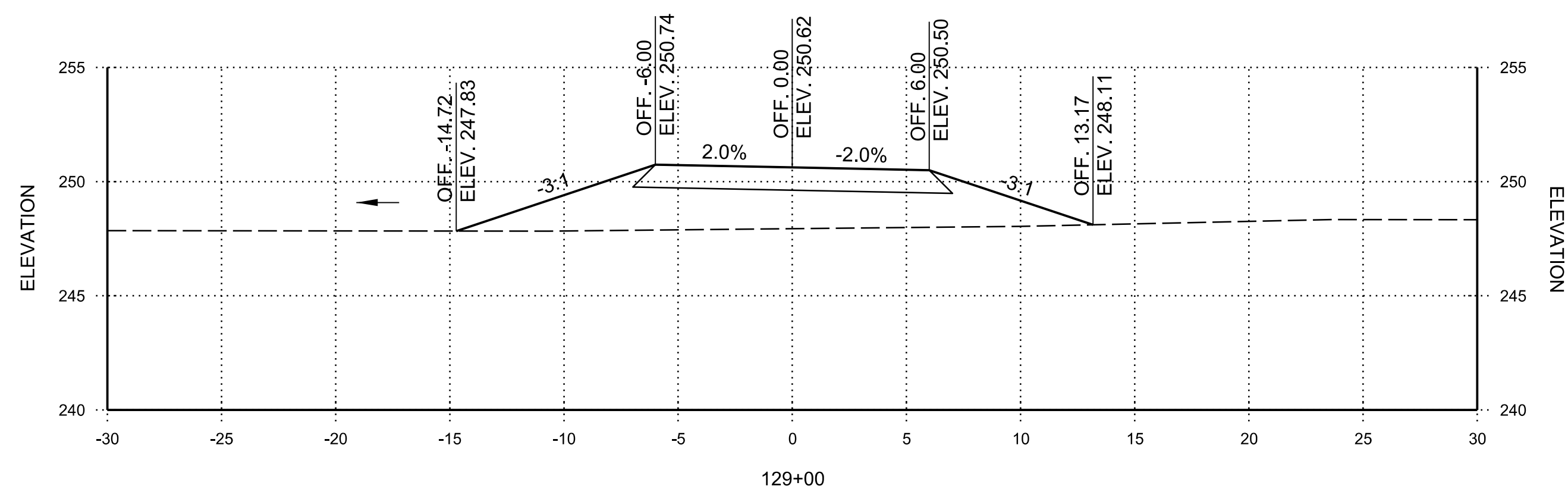
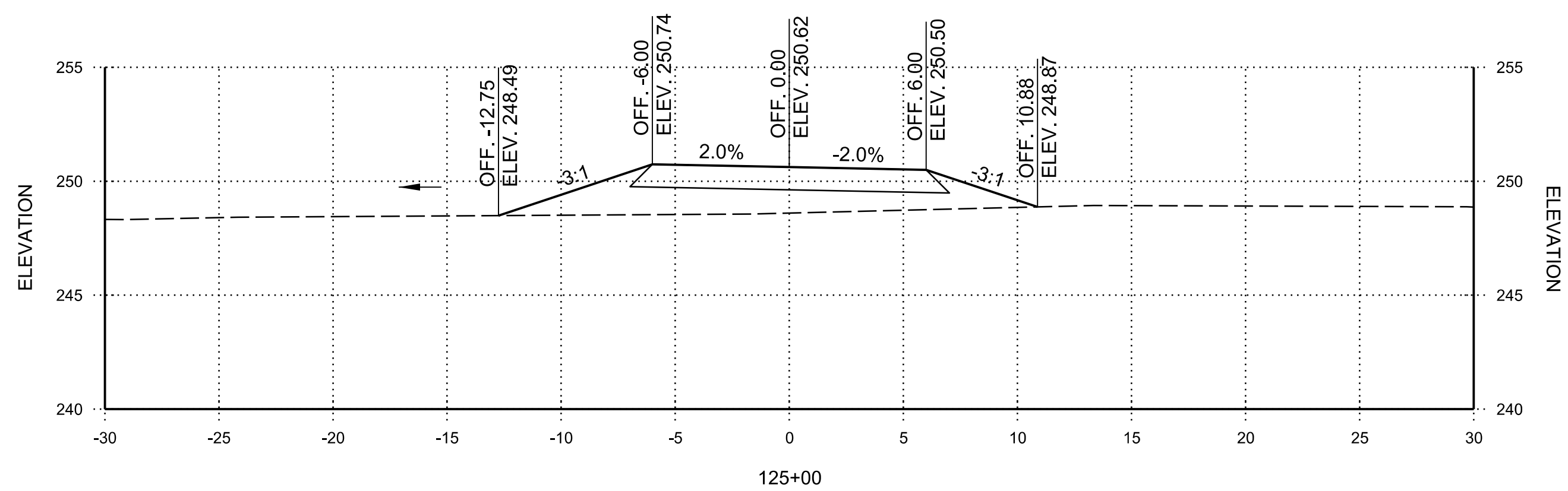
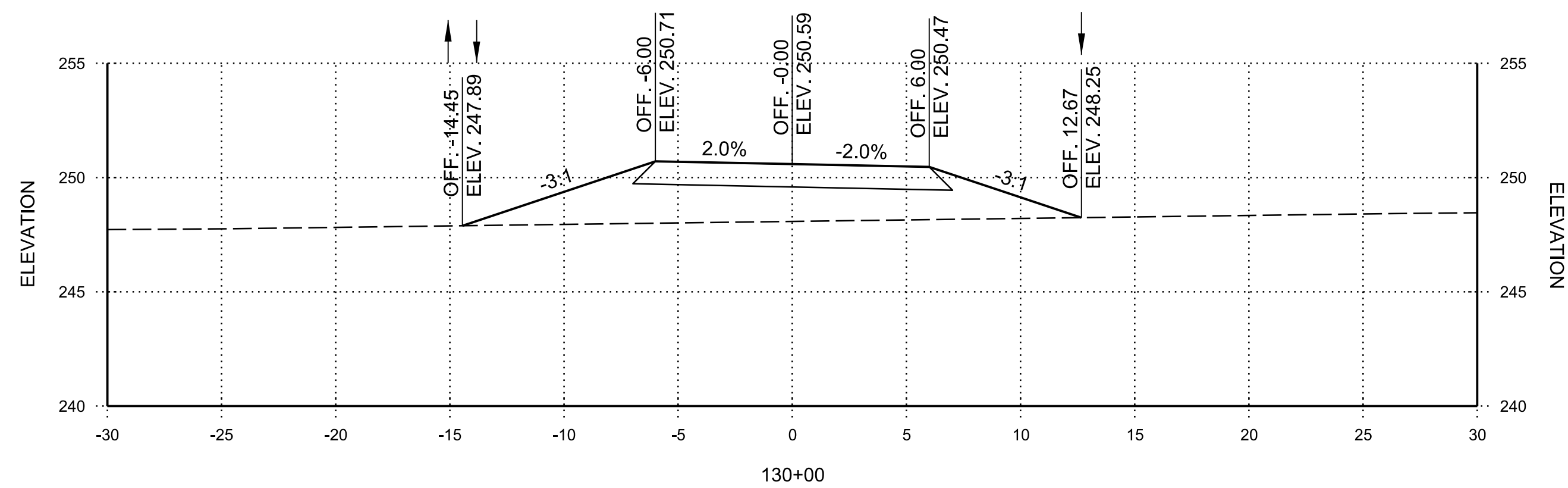
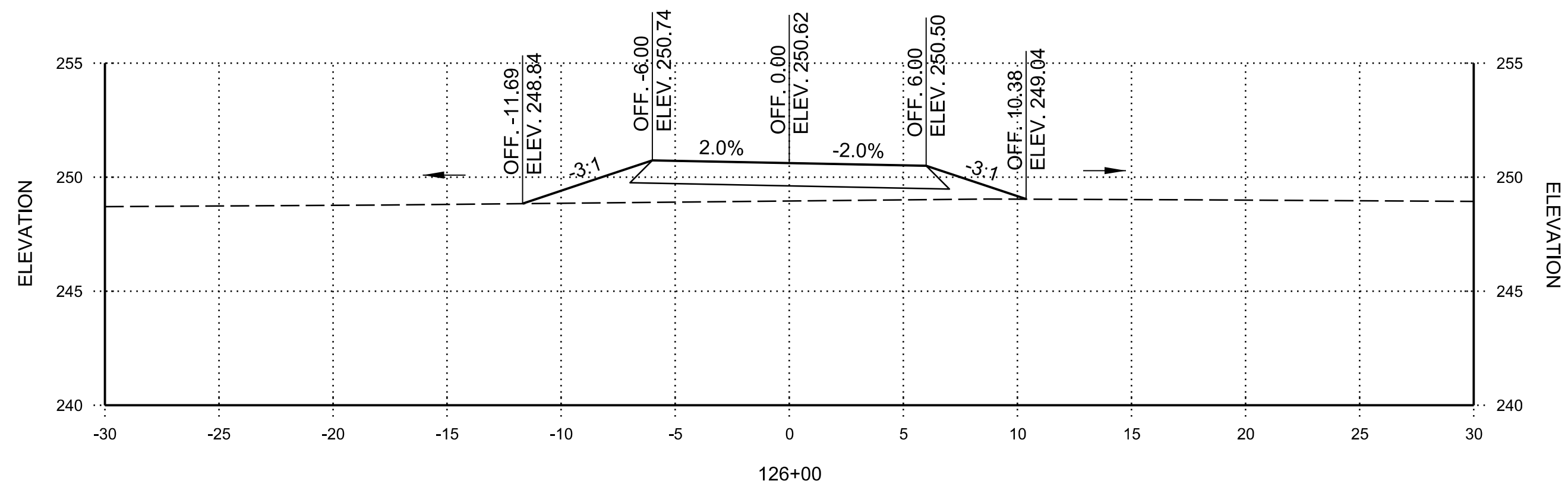
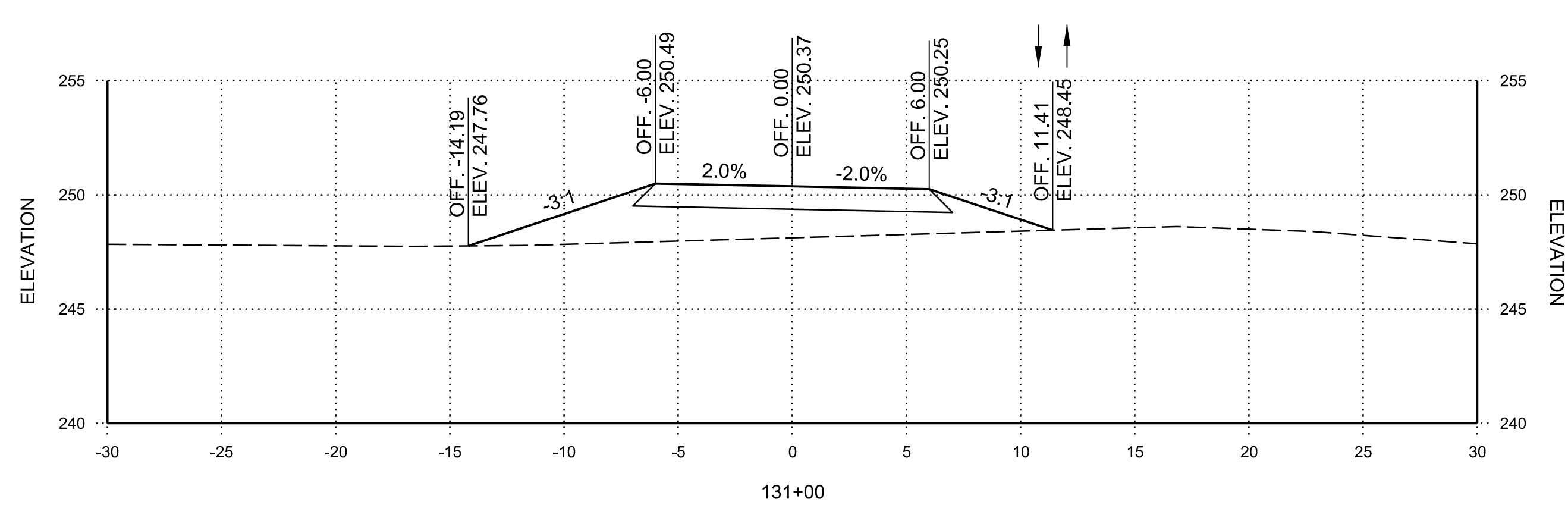
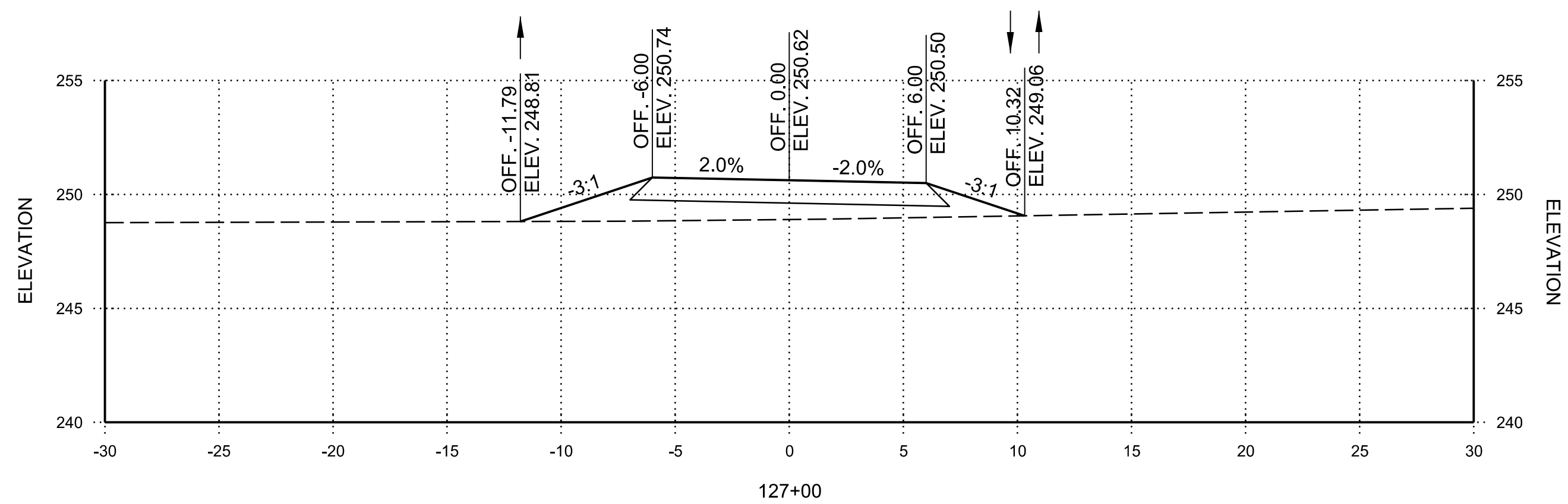
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STA. 124+00 TO STA. 131+00



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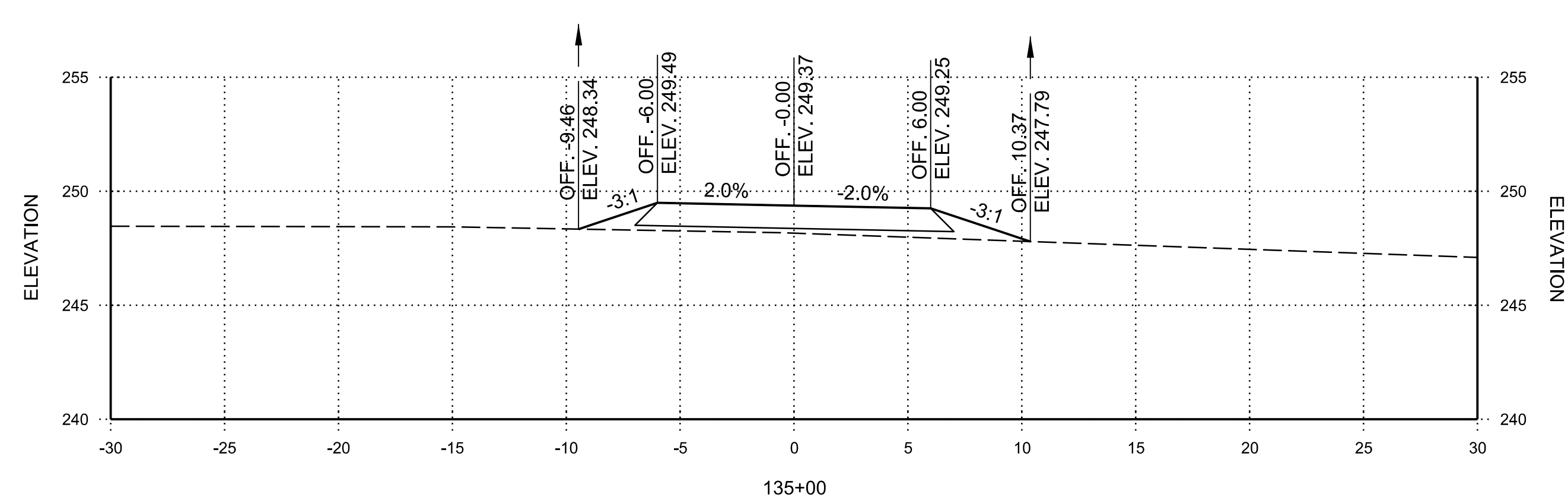
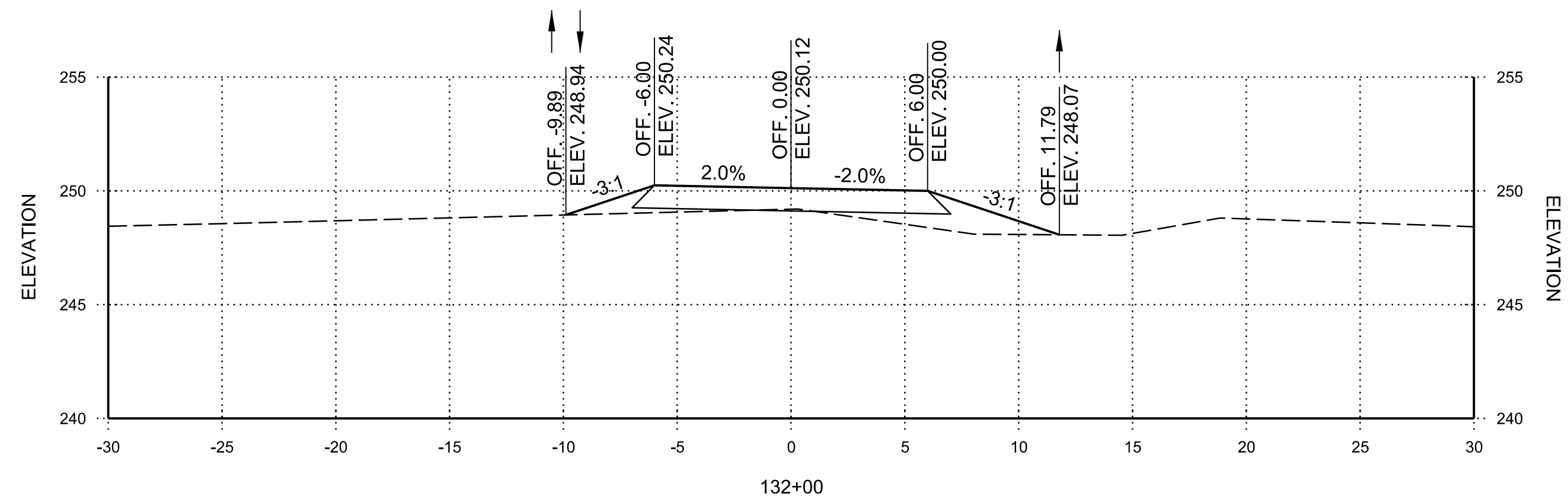
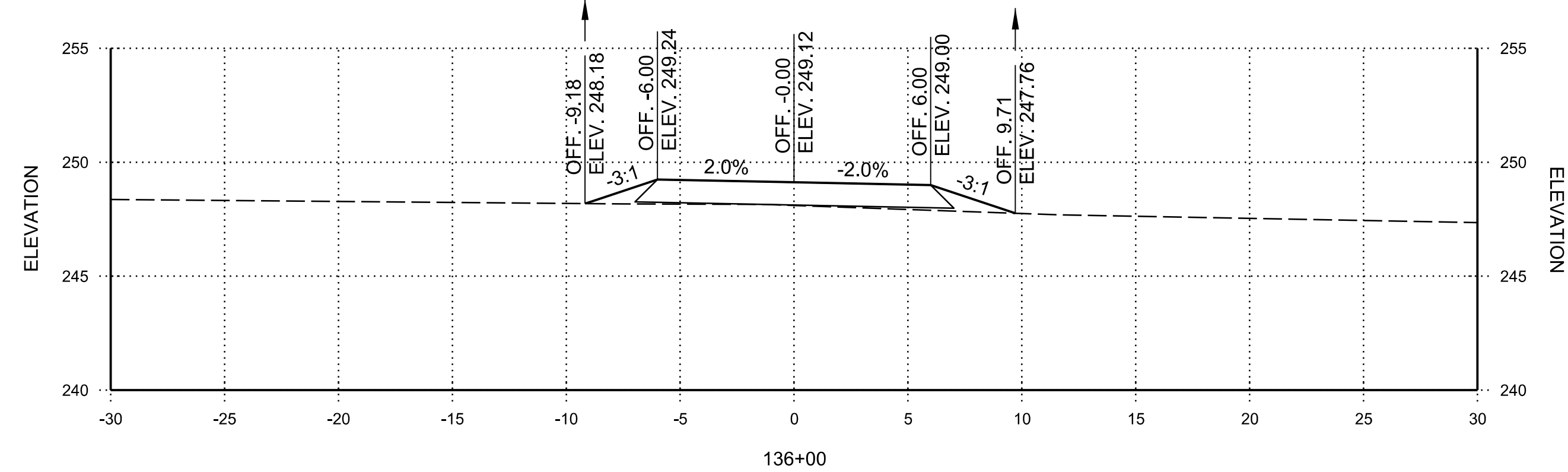
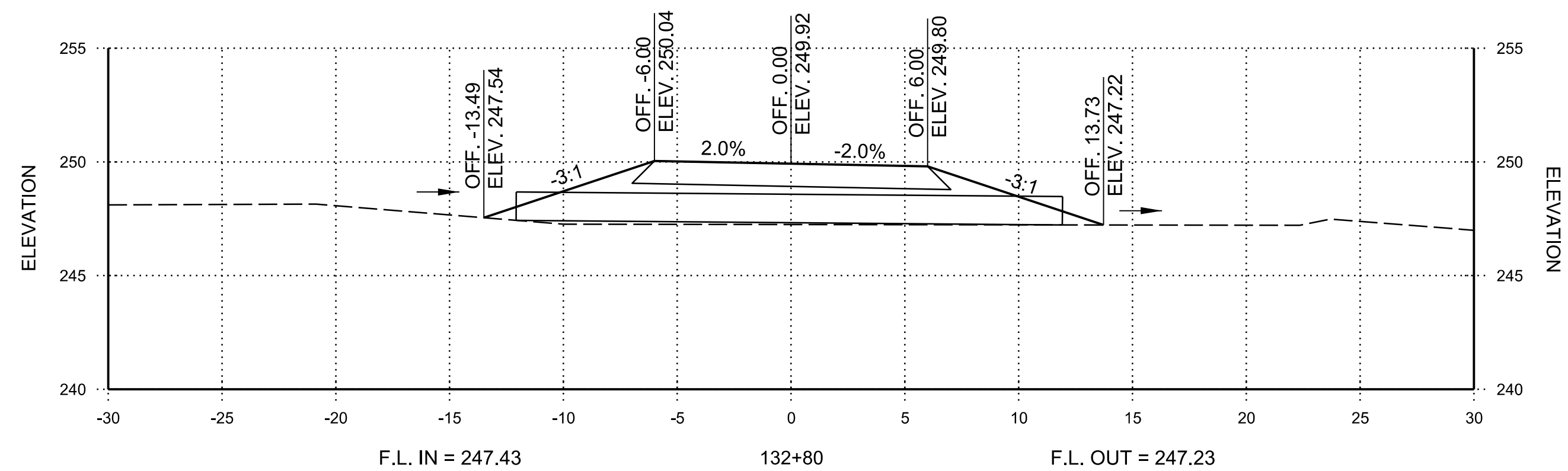
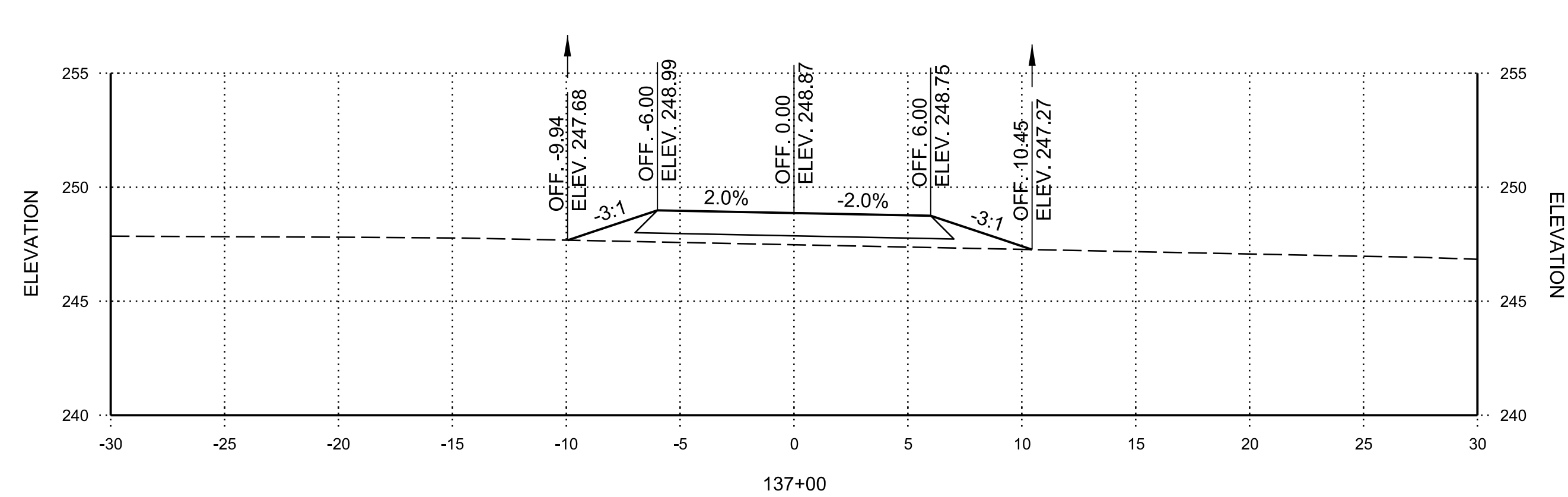
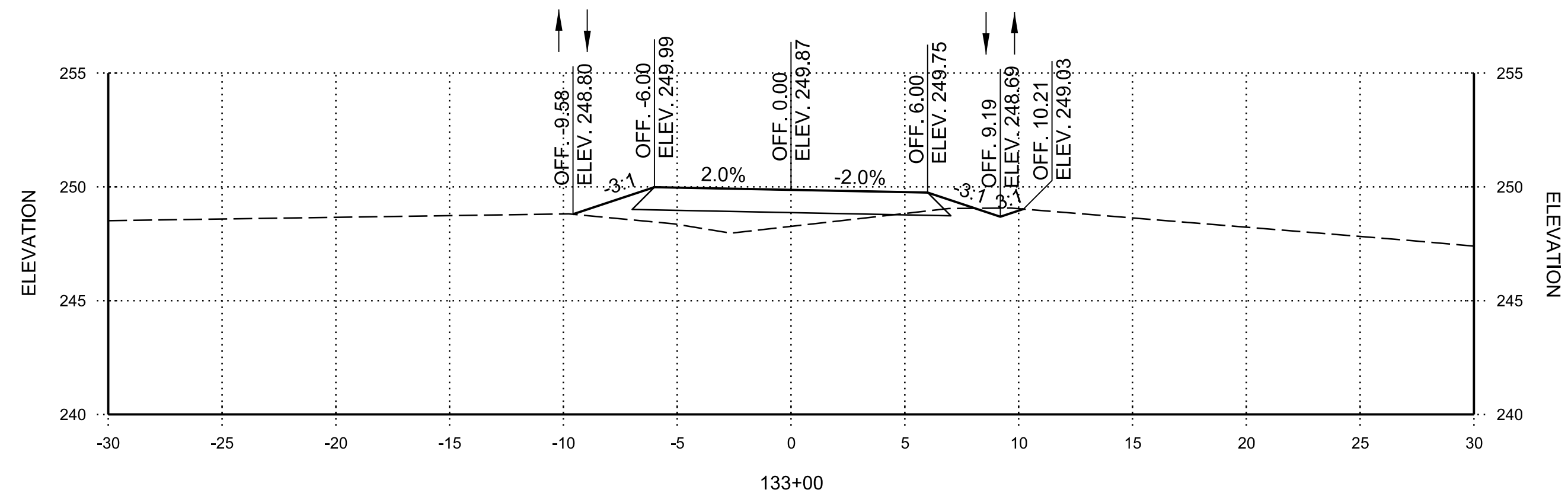
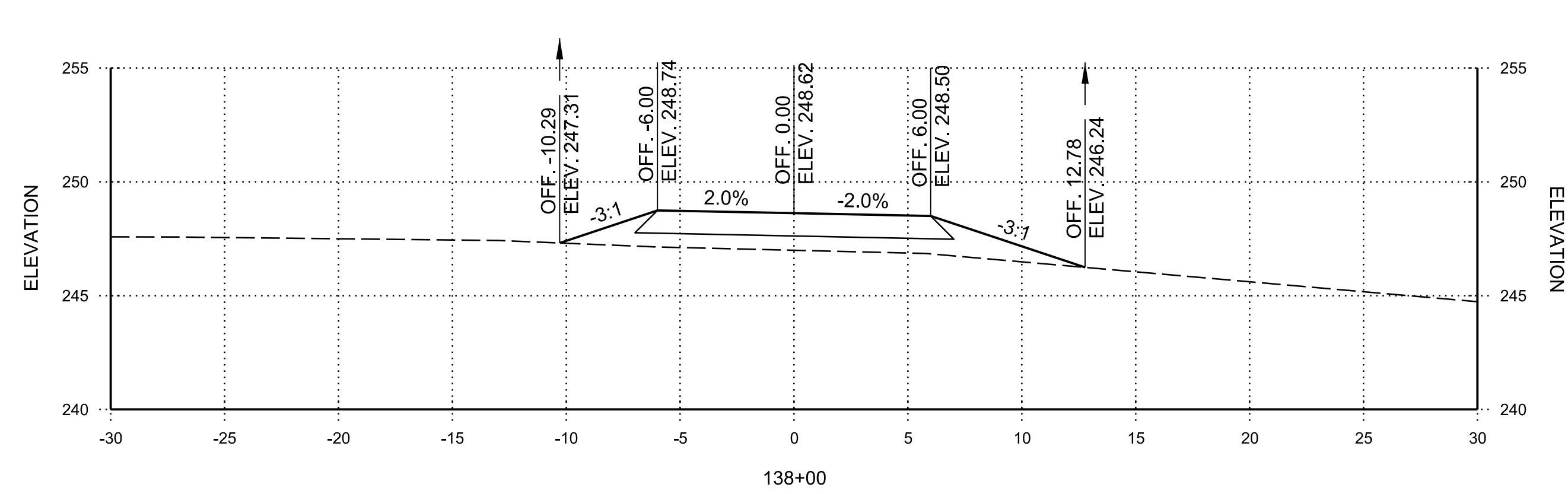
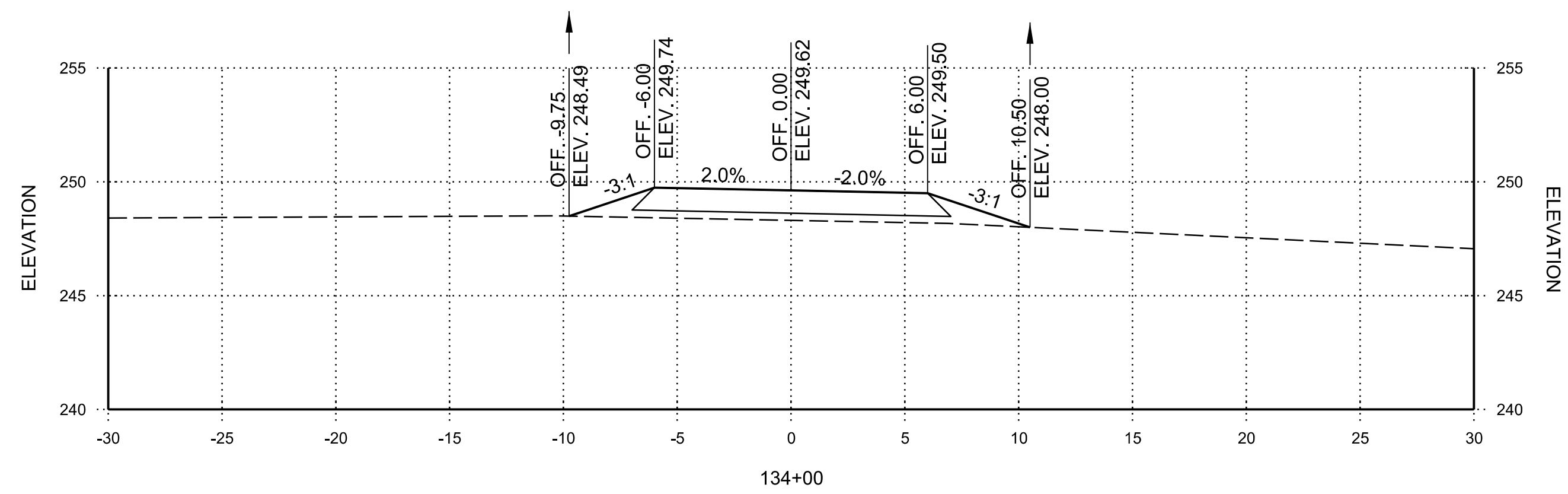
JOB NO.: 15017248
 DATE: NOV. 2020
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C-804

SHEET
 NUMBER **CX-4**



STA. 132+80 INSTALL 24 L.F. OF
 15" R.C.P. CULVERT AT 0.84% SLOPE
 (CLASS III) (TYPE 3 BEDDING)

STA. 132+00 TO STA. 138+00



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CROSS SECTIONS -
 ACCESS DRIVE

JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
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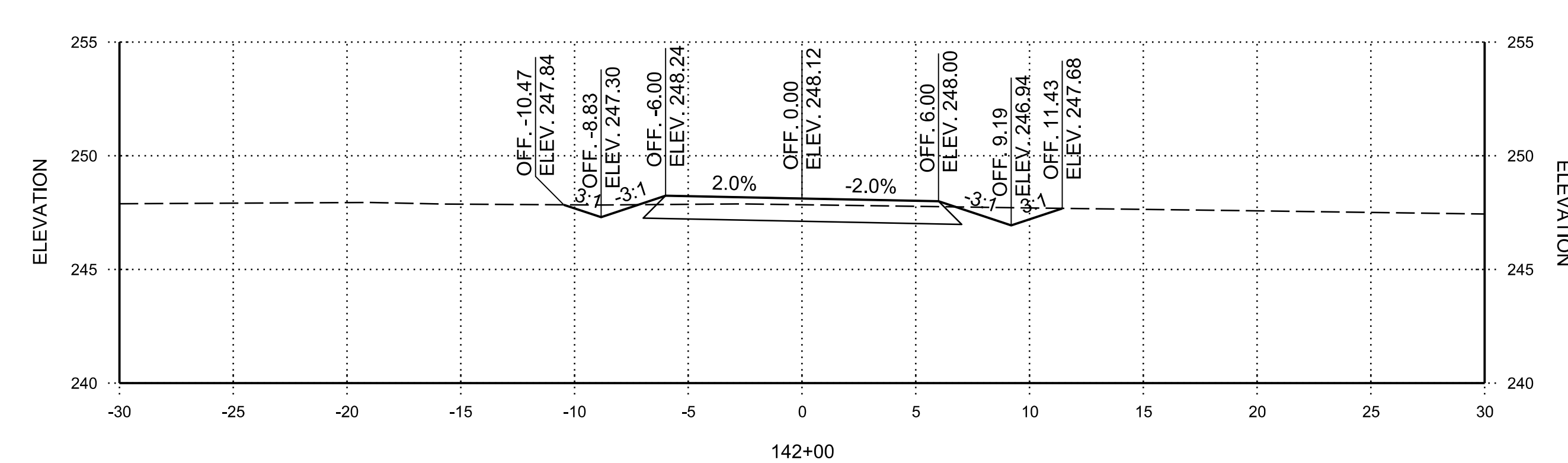
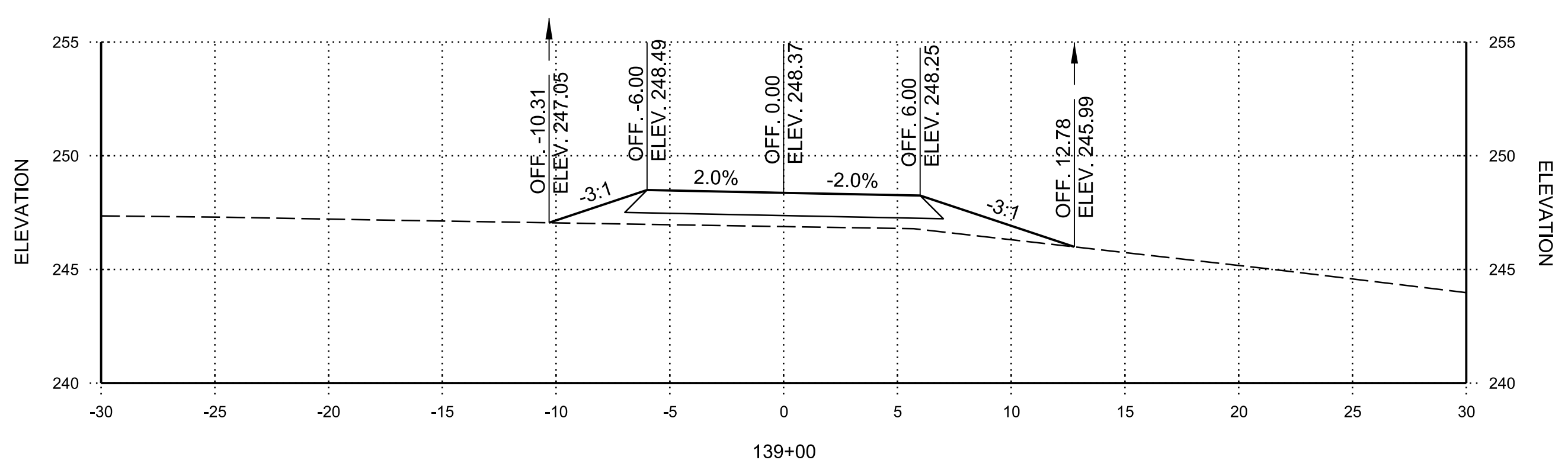
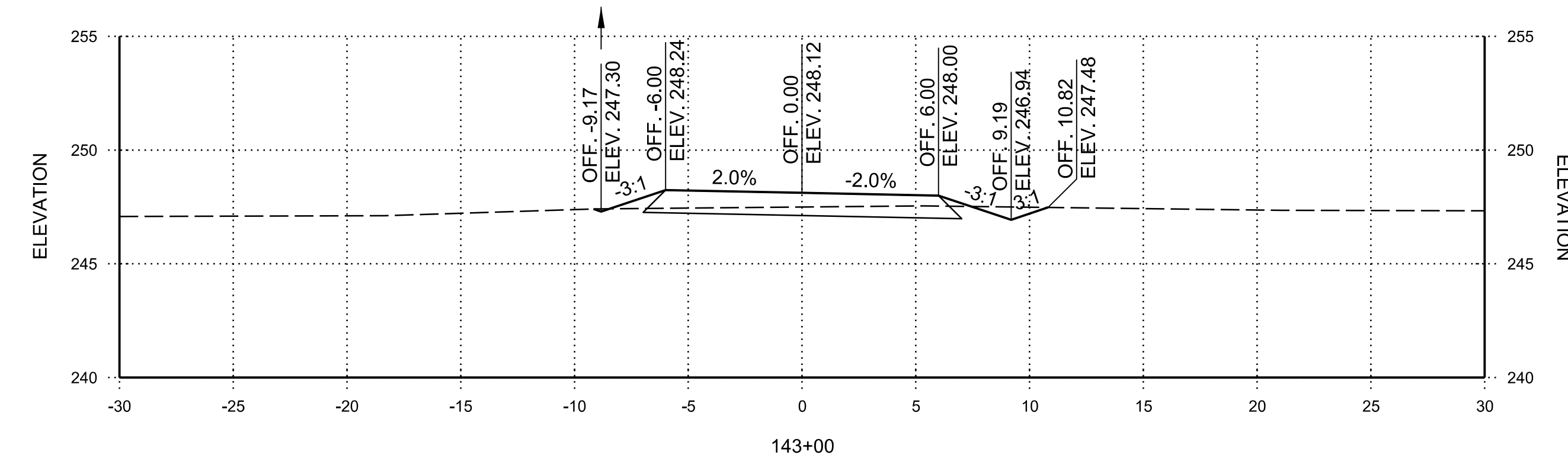
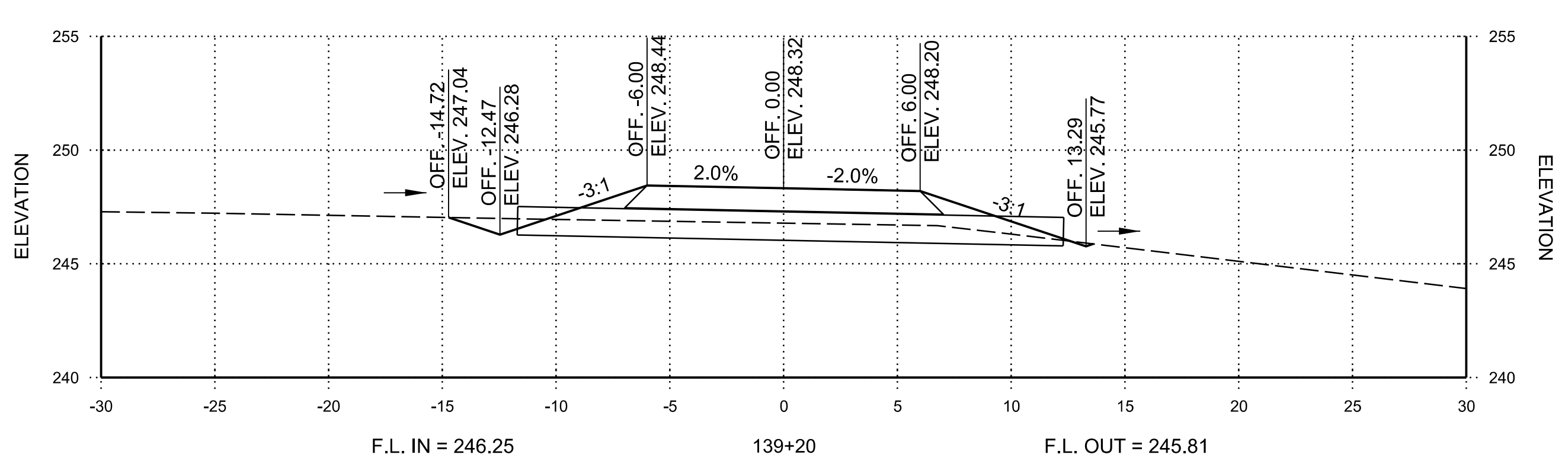
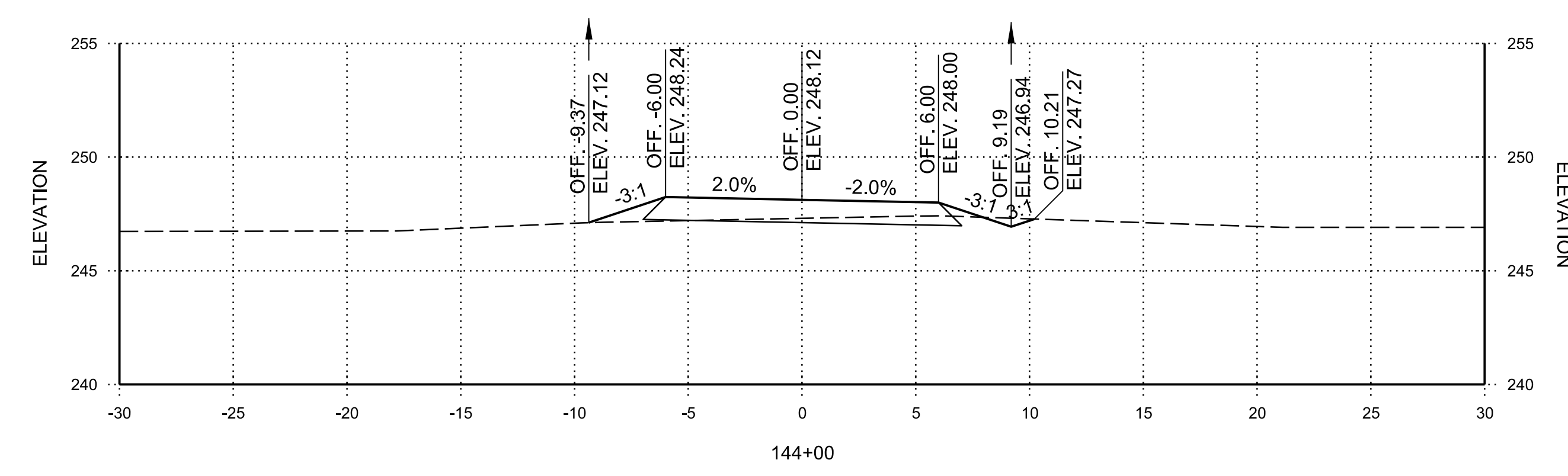
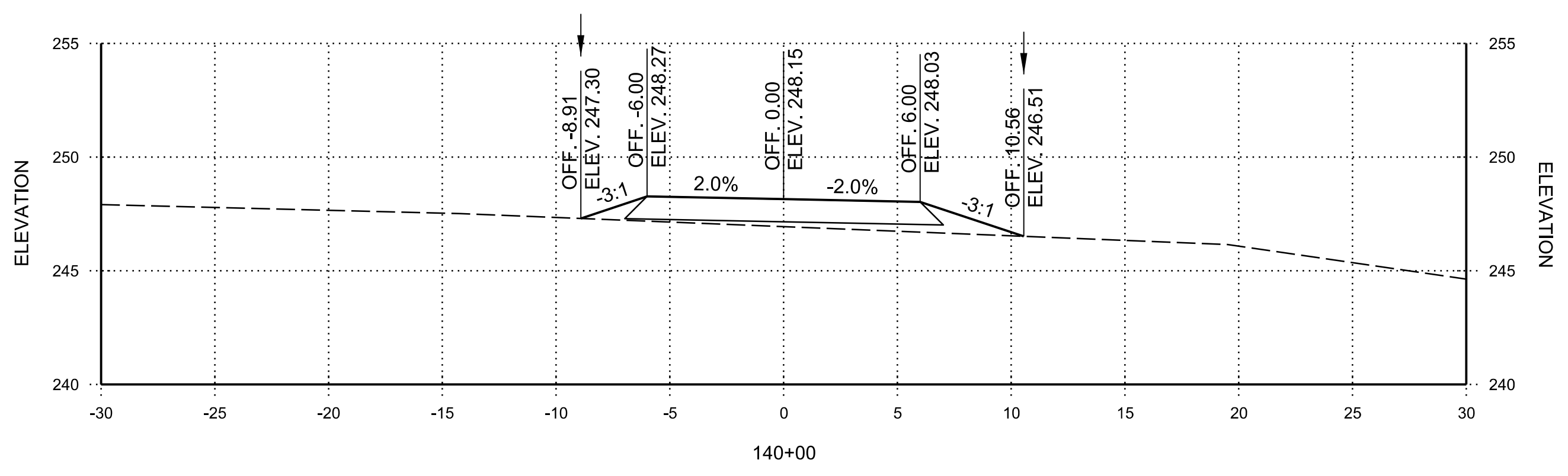
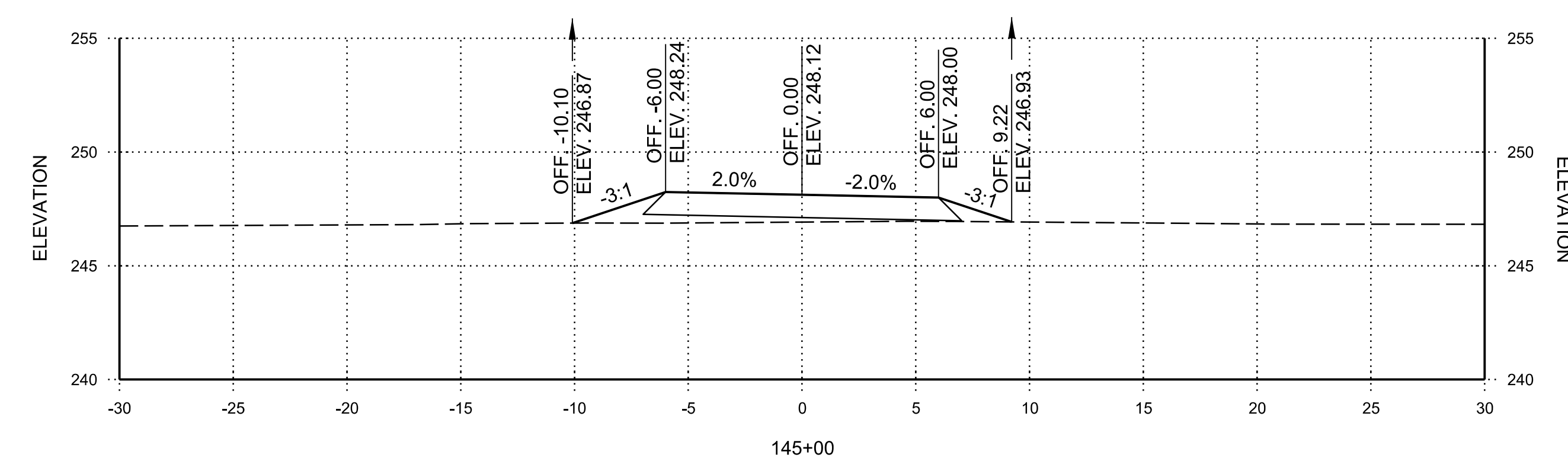
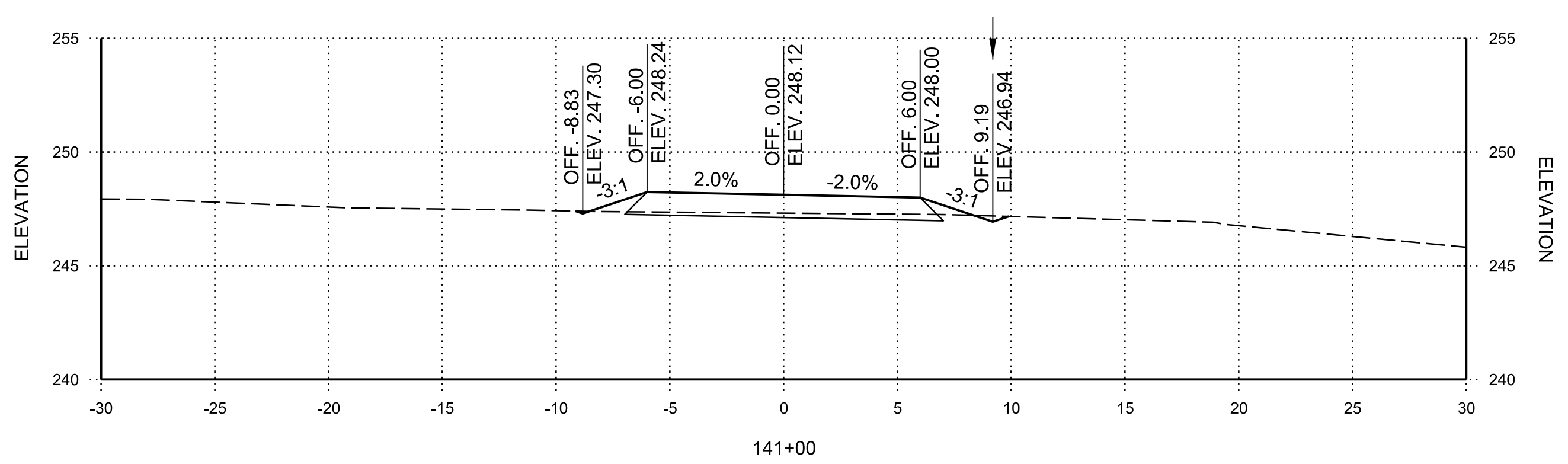
CROSS SECTIONS -
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JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
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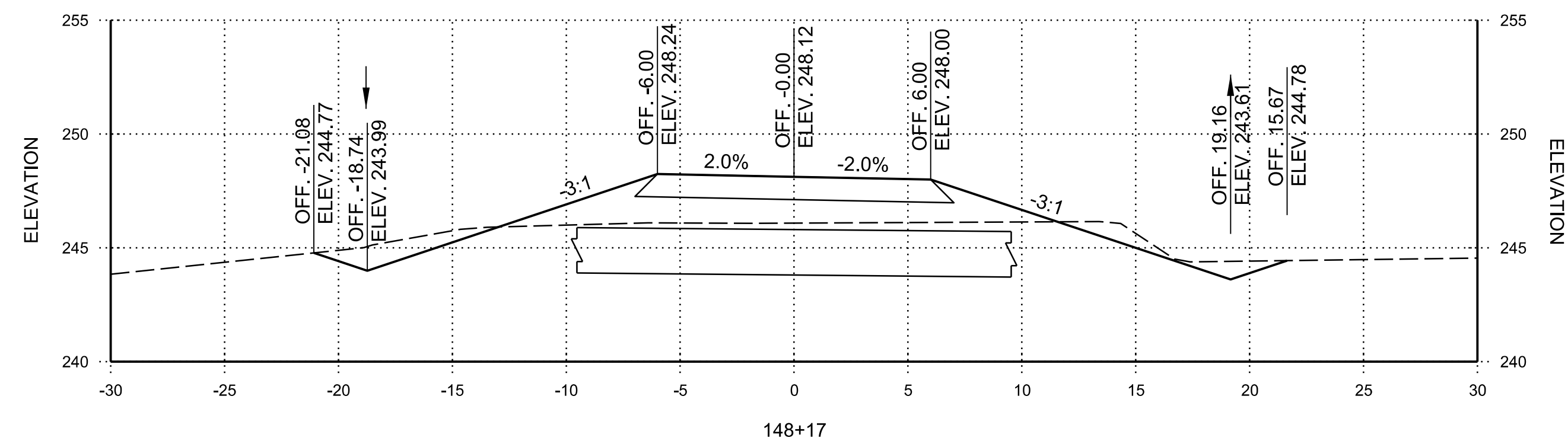
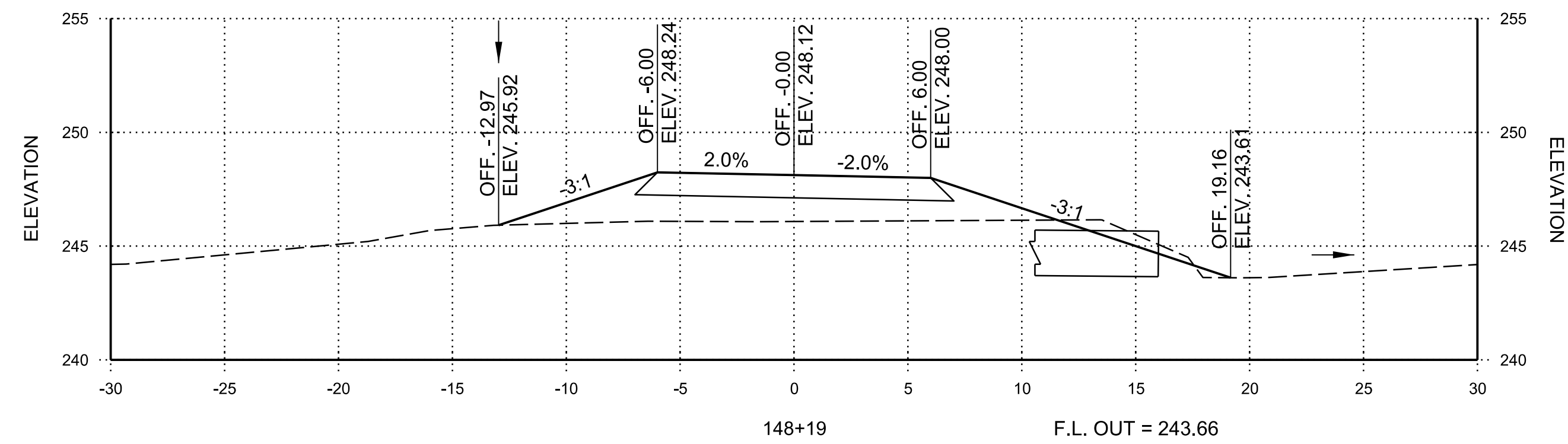
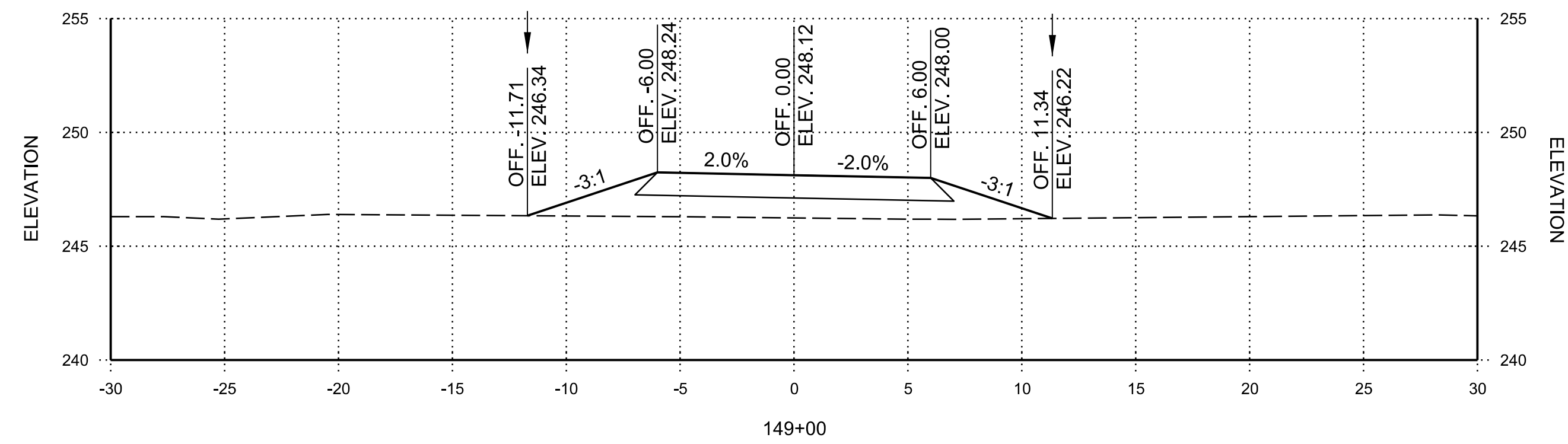
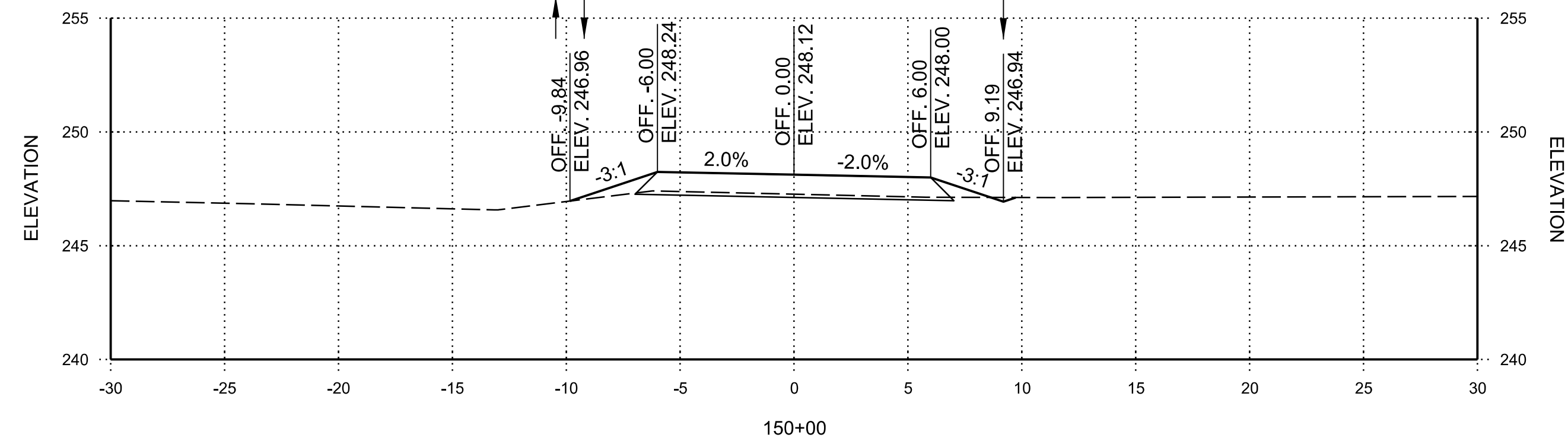
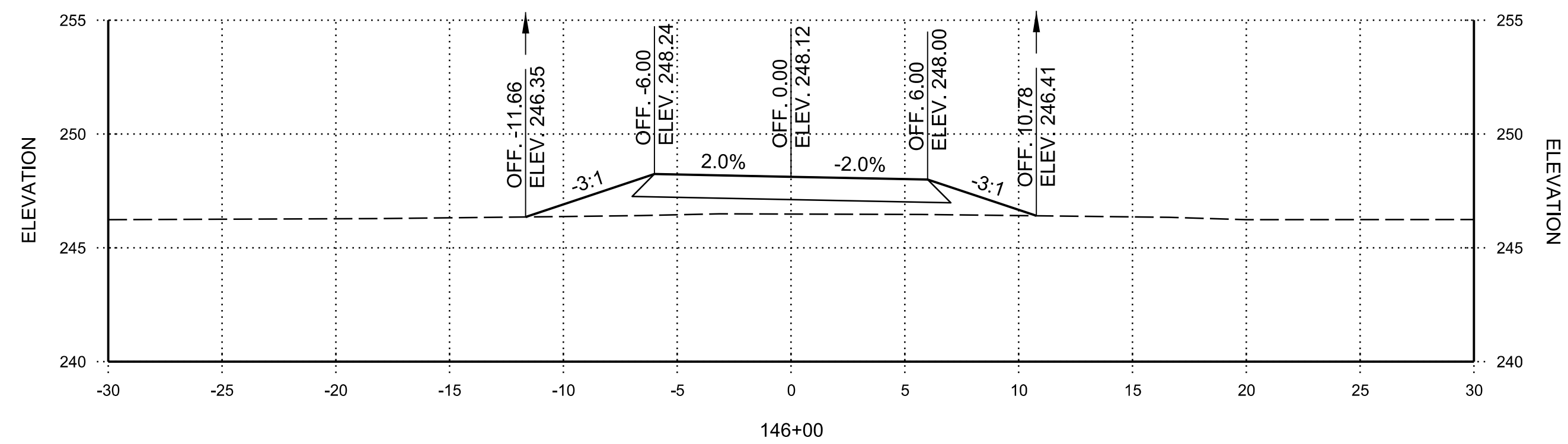
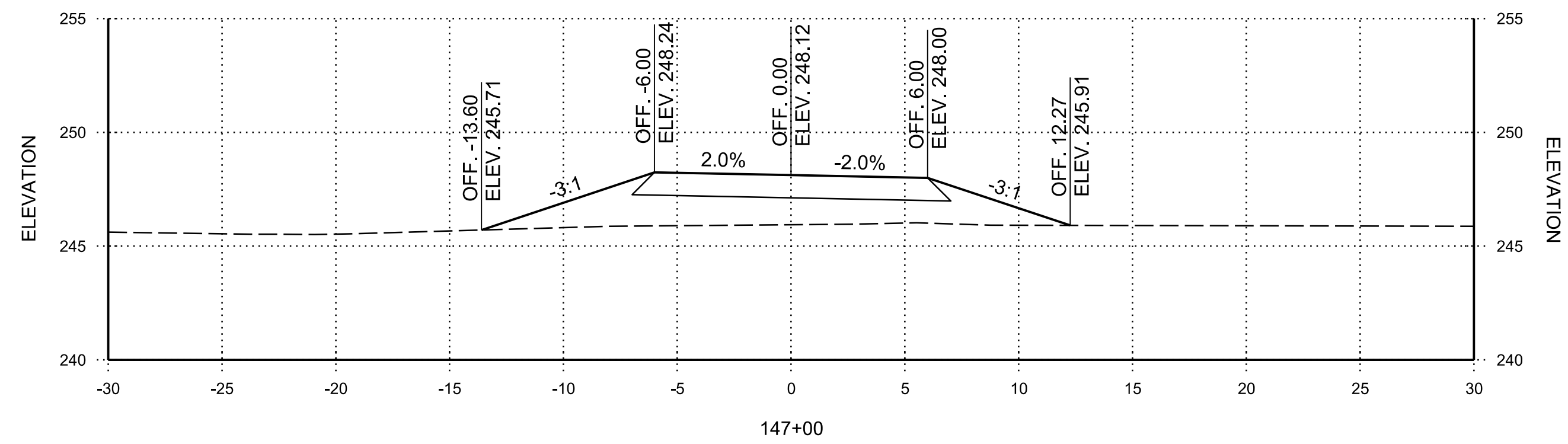
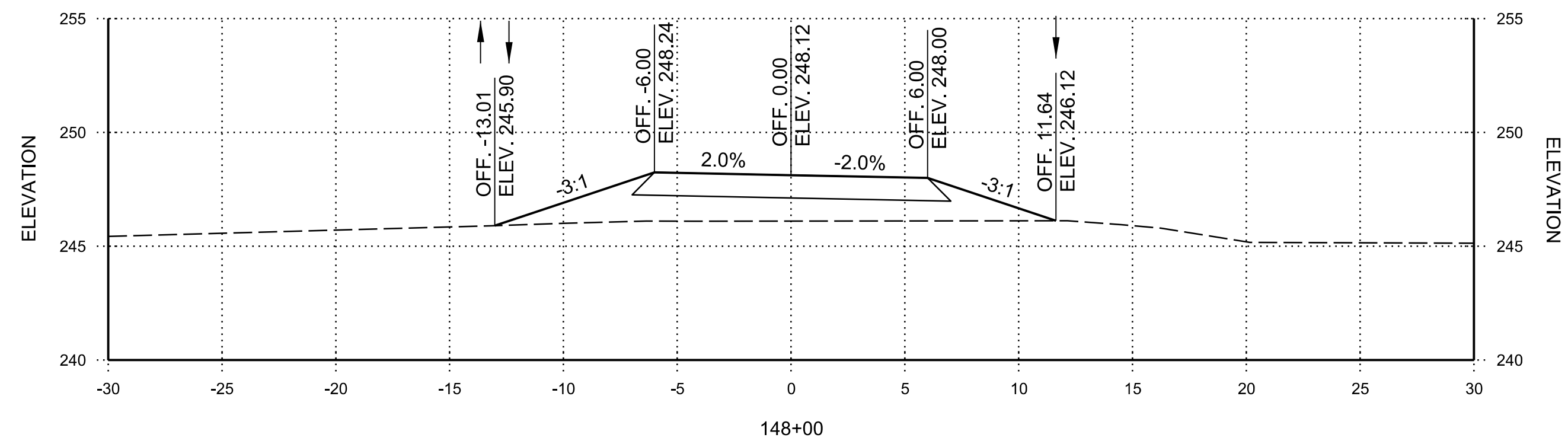
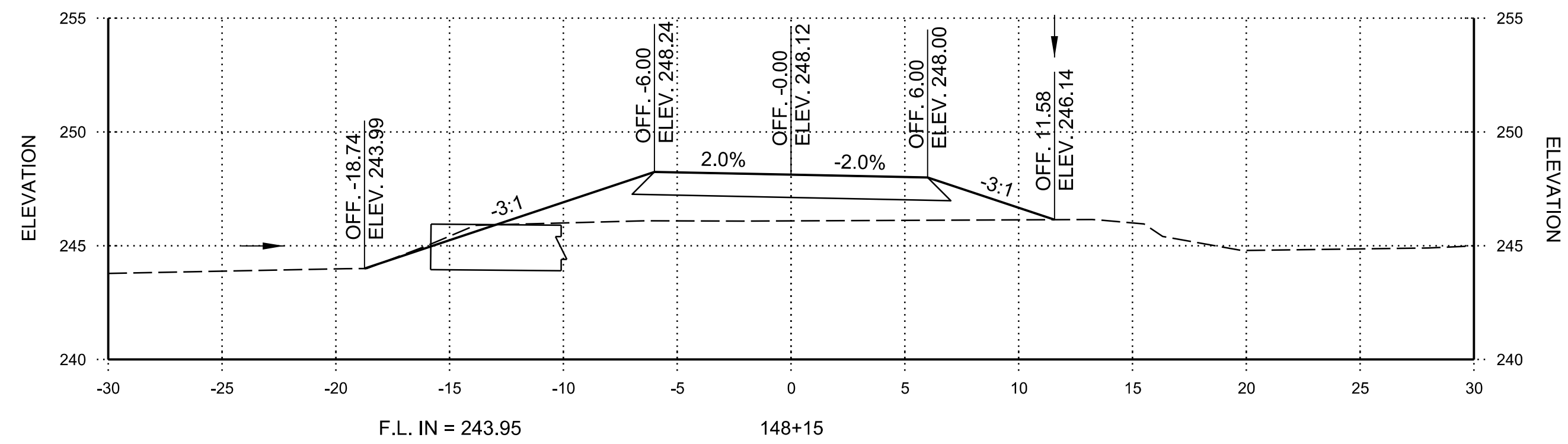
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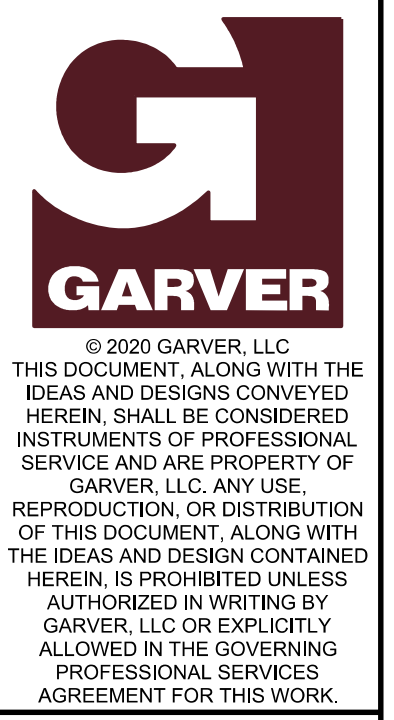


STA. 139+00 TO STA. 145+00



STA. 148+17
 STA. 148+17 INSTALL 32 L.F. OF
 24\"/>

STA. 146+00 TO STA. 150+00



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JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
 DRAWN BY: JAW

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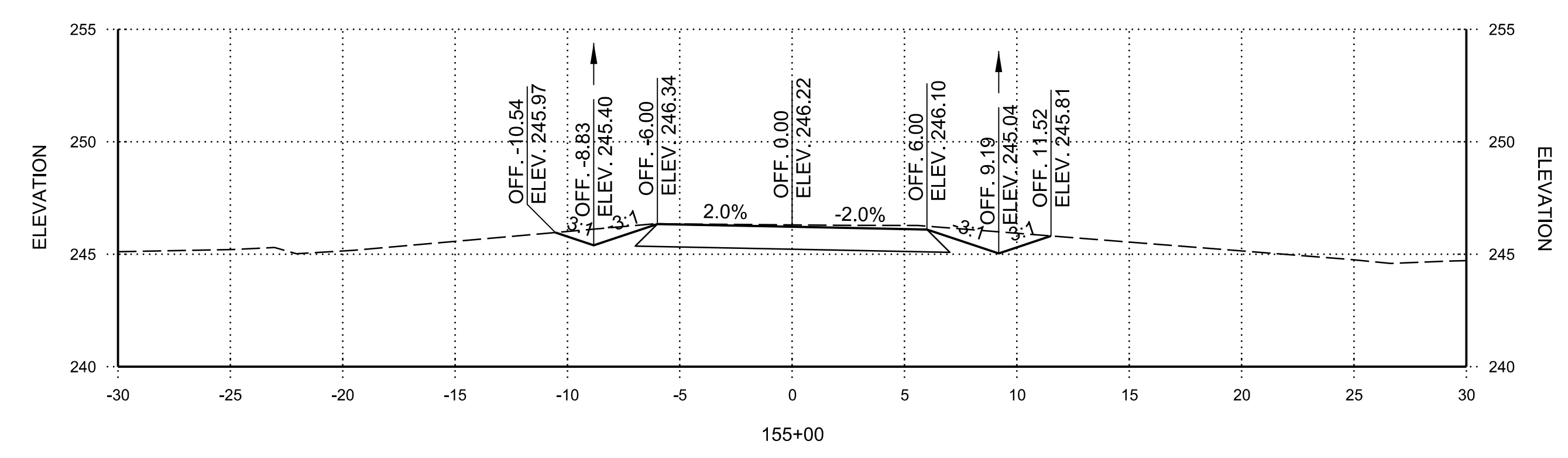
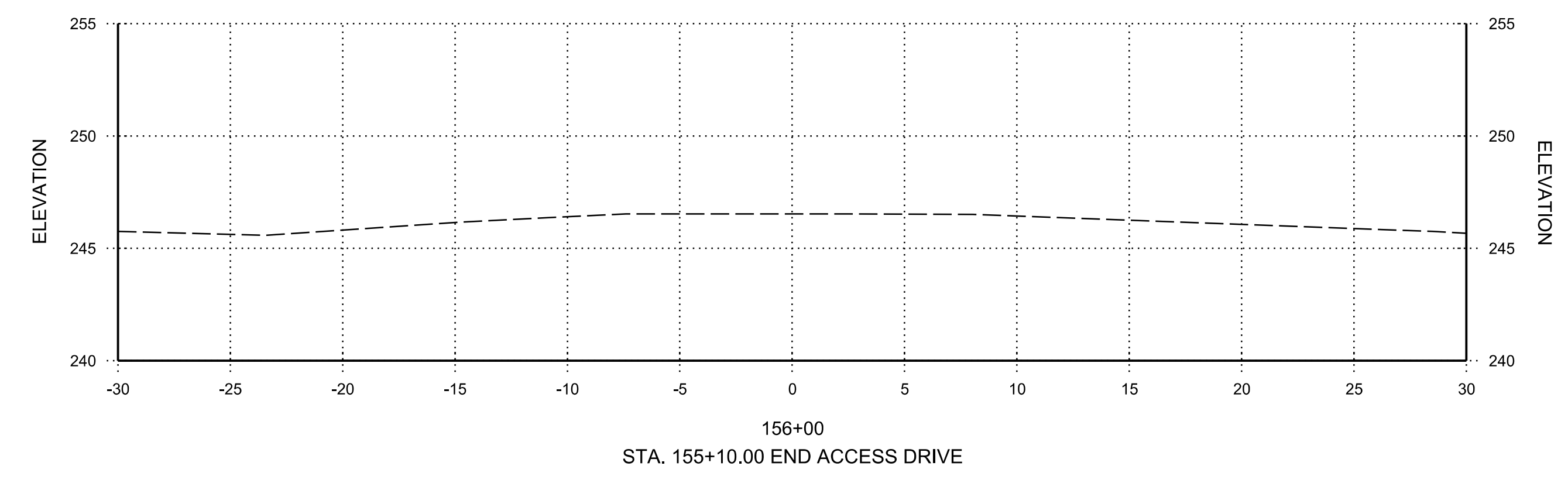
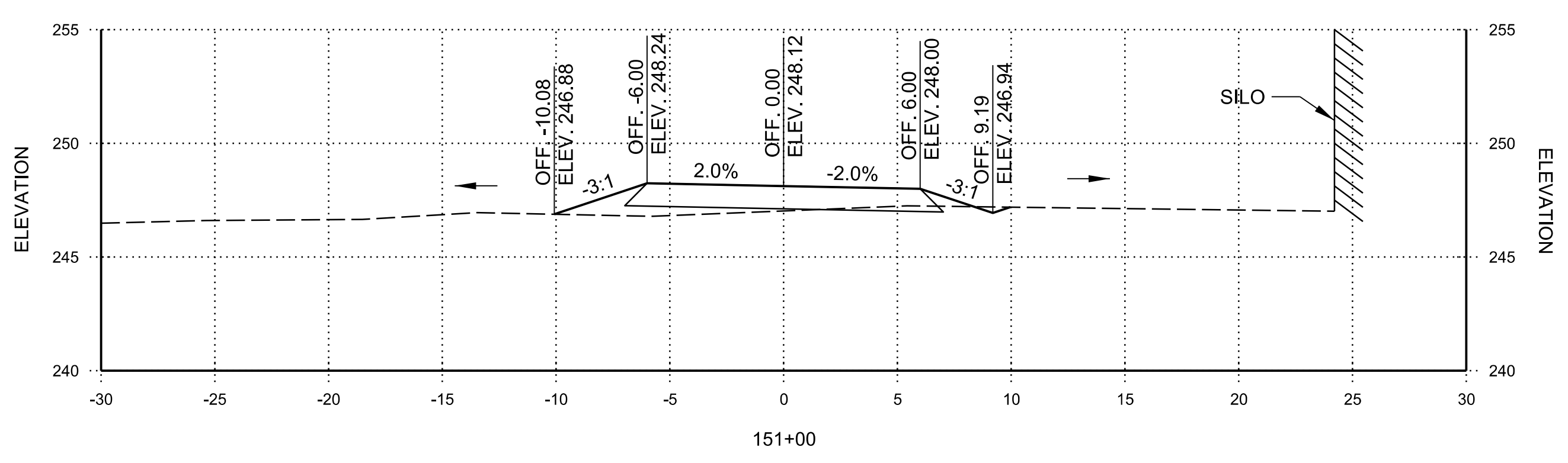
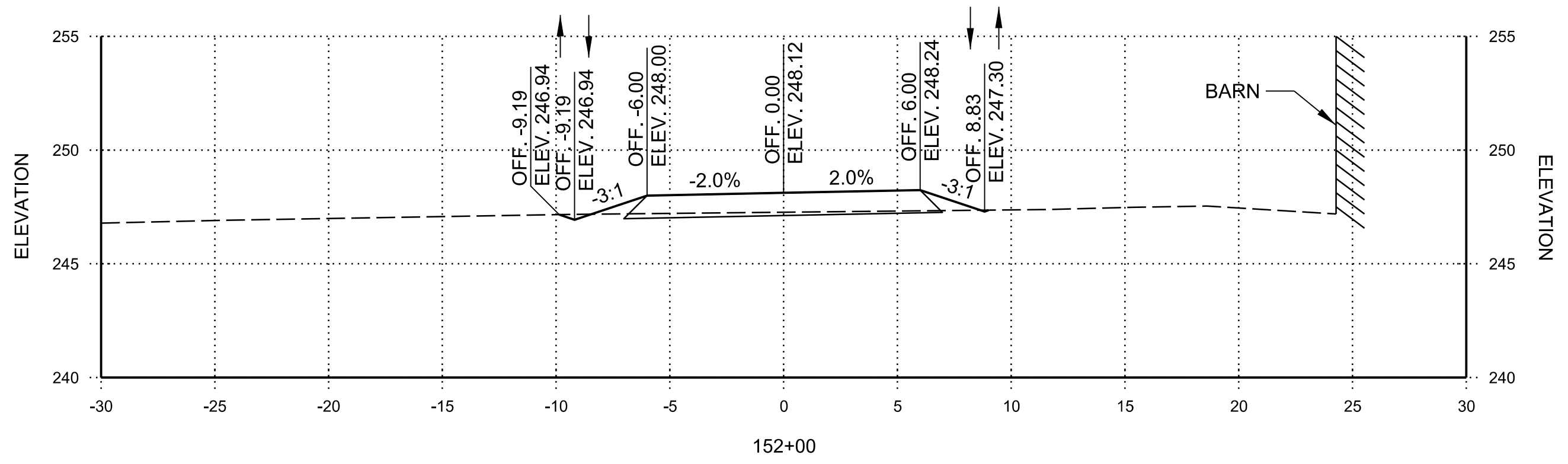
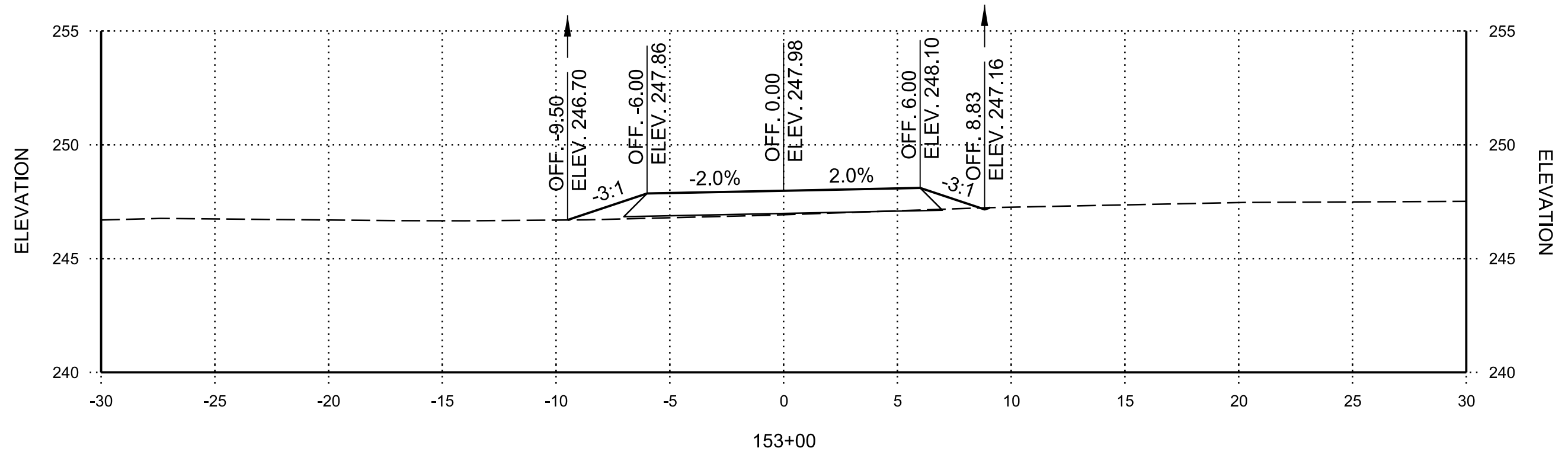
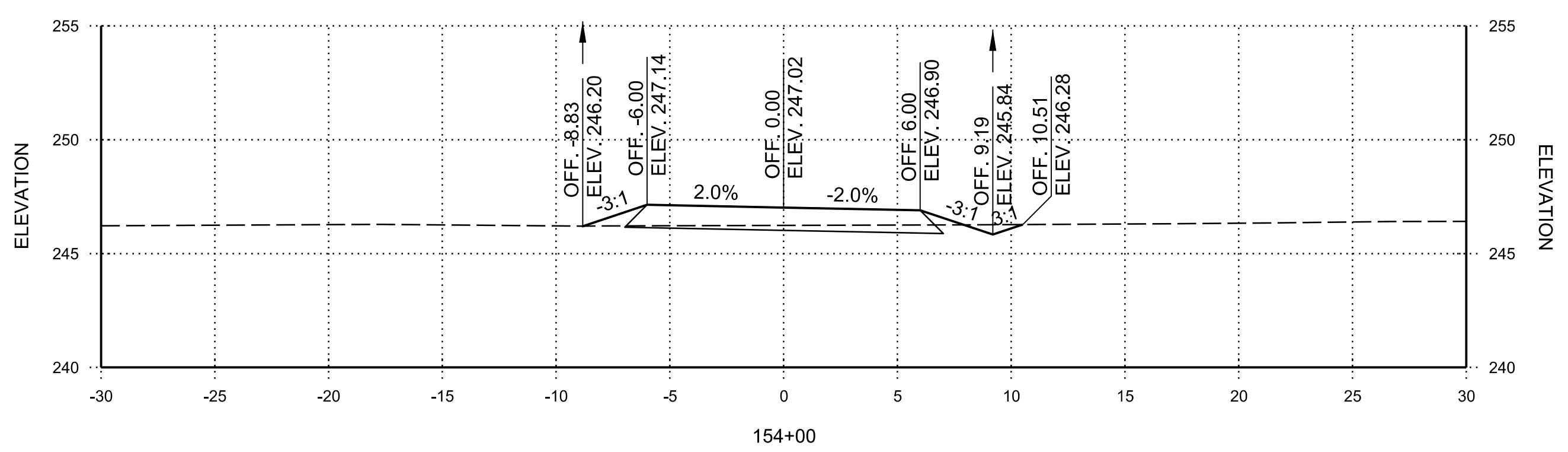


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 ACCESS DRIVE AND
 SITE GRADING

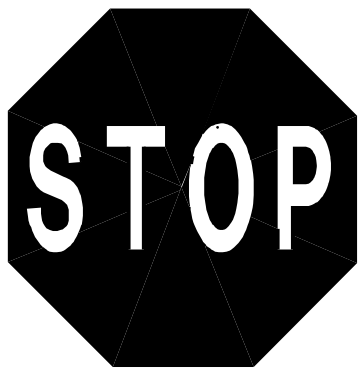
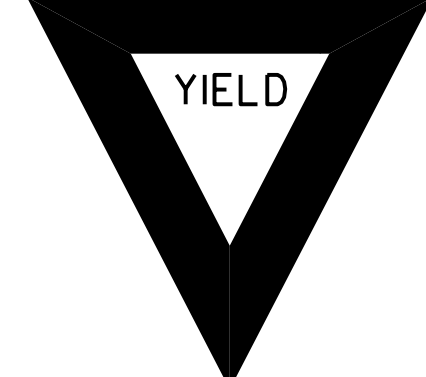
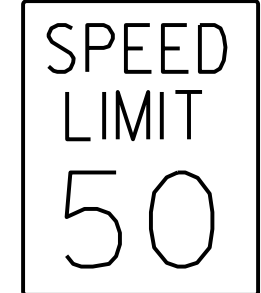
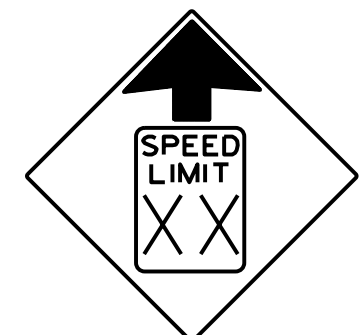
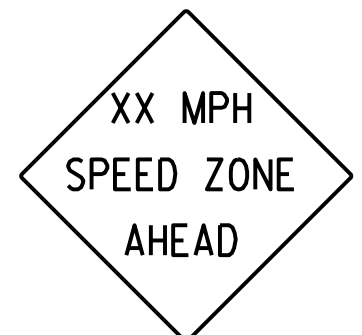
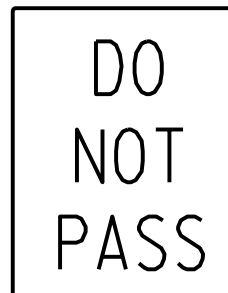



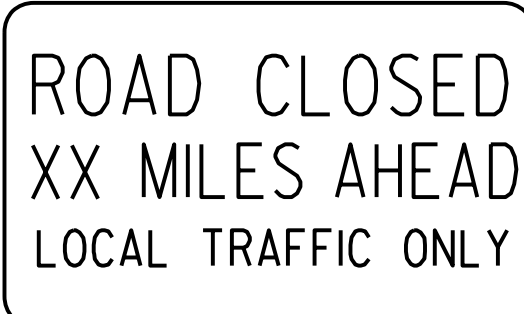
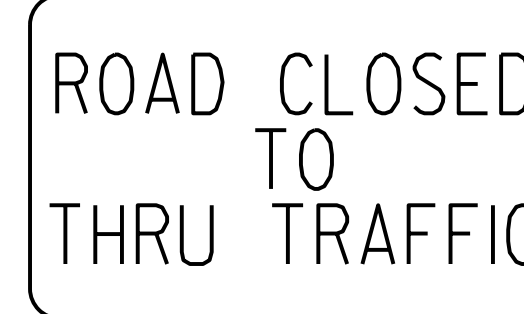
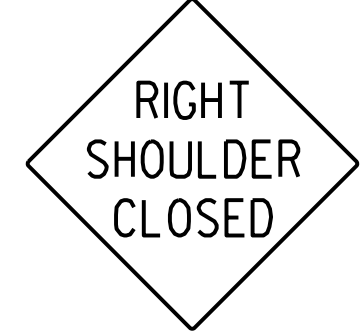
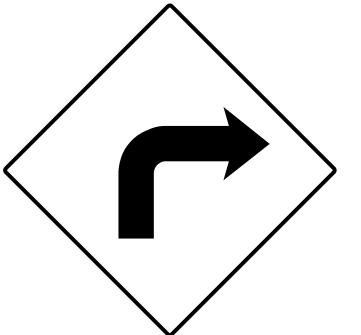
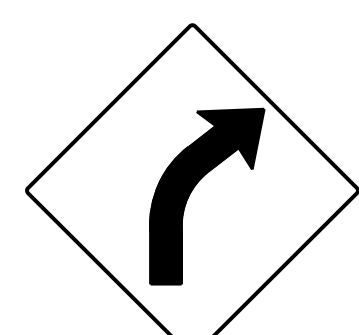
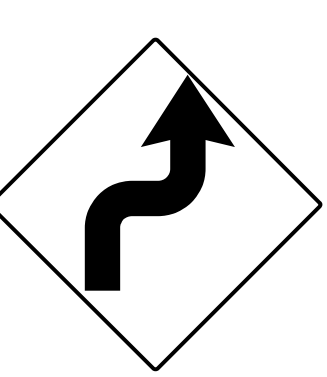
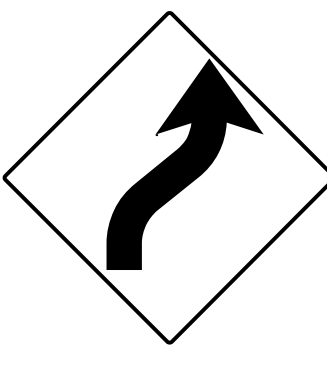
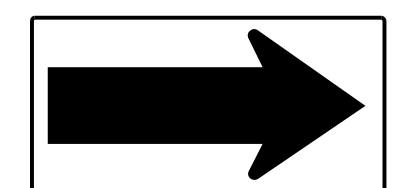
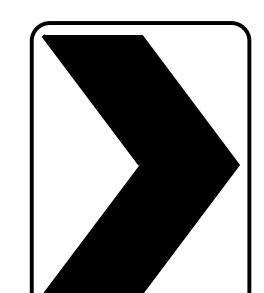
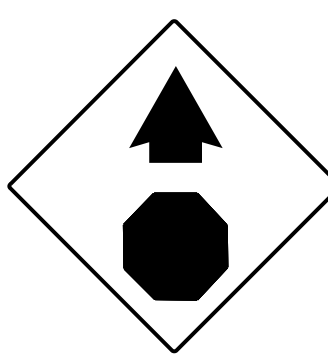
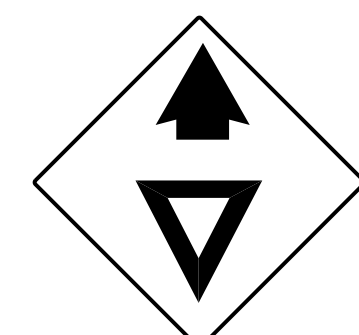
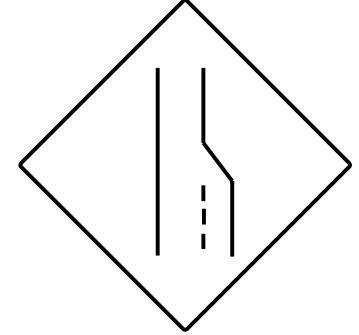

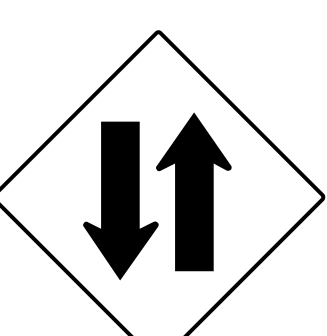
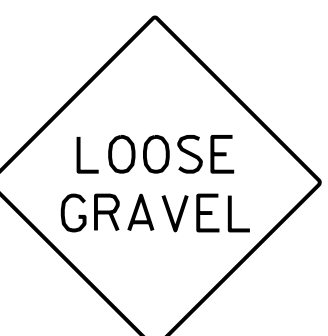
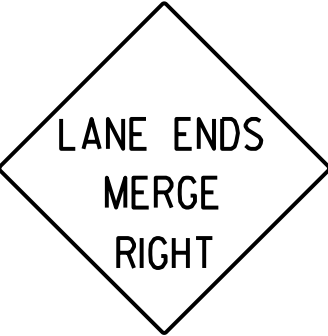


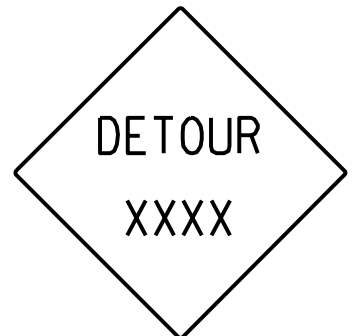
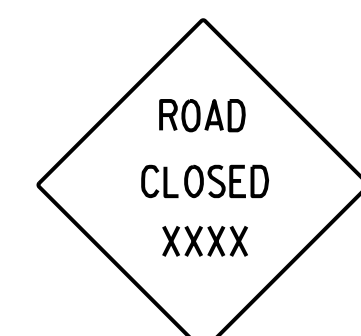

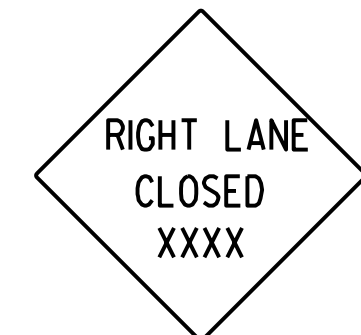
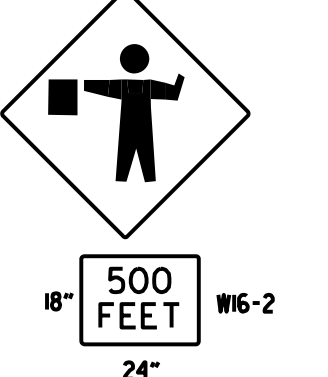

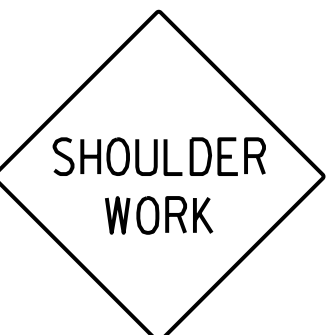
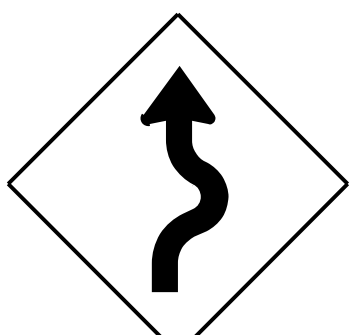
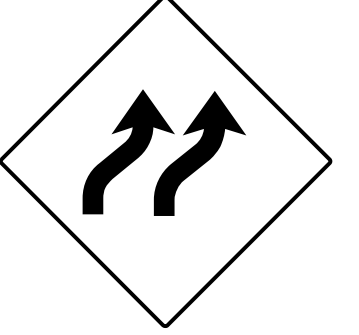

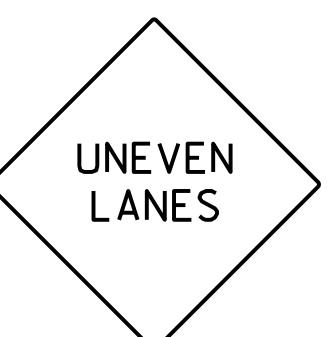
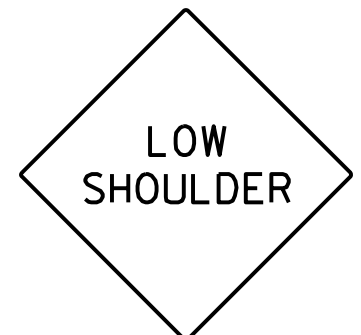

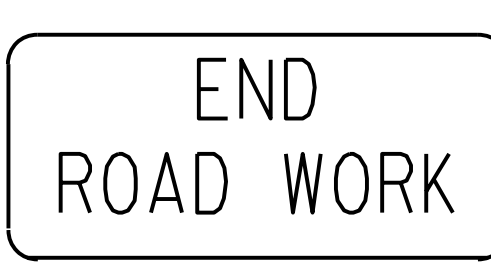
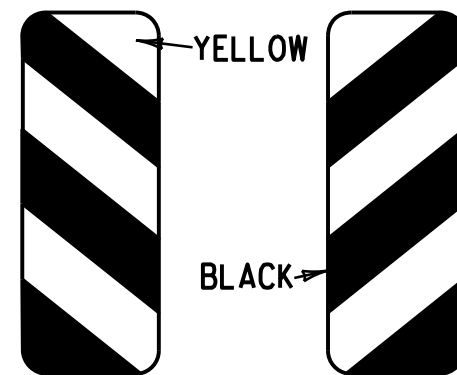
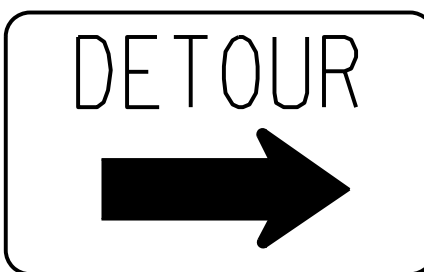

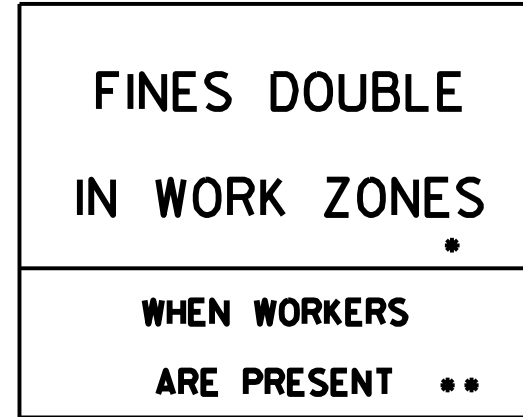
CROSS SECTIONS -
 ACCESS DRIVE

JOB NO.: 15017248
 DATE: NOV. 2020
 DESIGNED BY: CMC
 DRAWN BY: JAW

BAR IS ONE INCH ON
 ORIGINAL DRAWING
 0 1" IF NOT ONE INCH ON THIS SHEET,
 ADJUST SCALES ACCORDINGLY.
 DRAWING NUMBER
C-808
 SHEET NUMBER
CX-8



STA. 151+00 TO STA. 156+00

<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>18" 500 FEET 24" W16-2</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 SQ. 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.

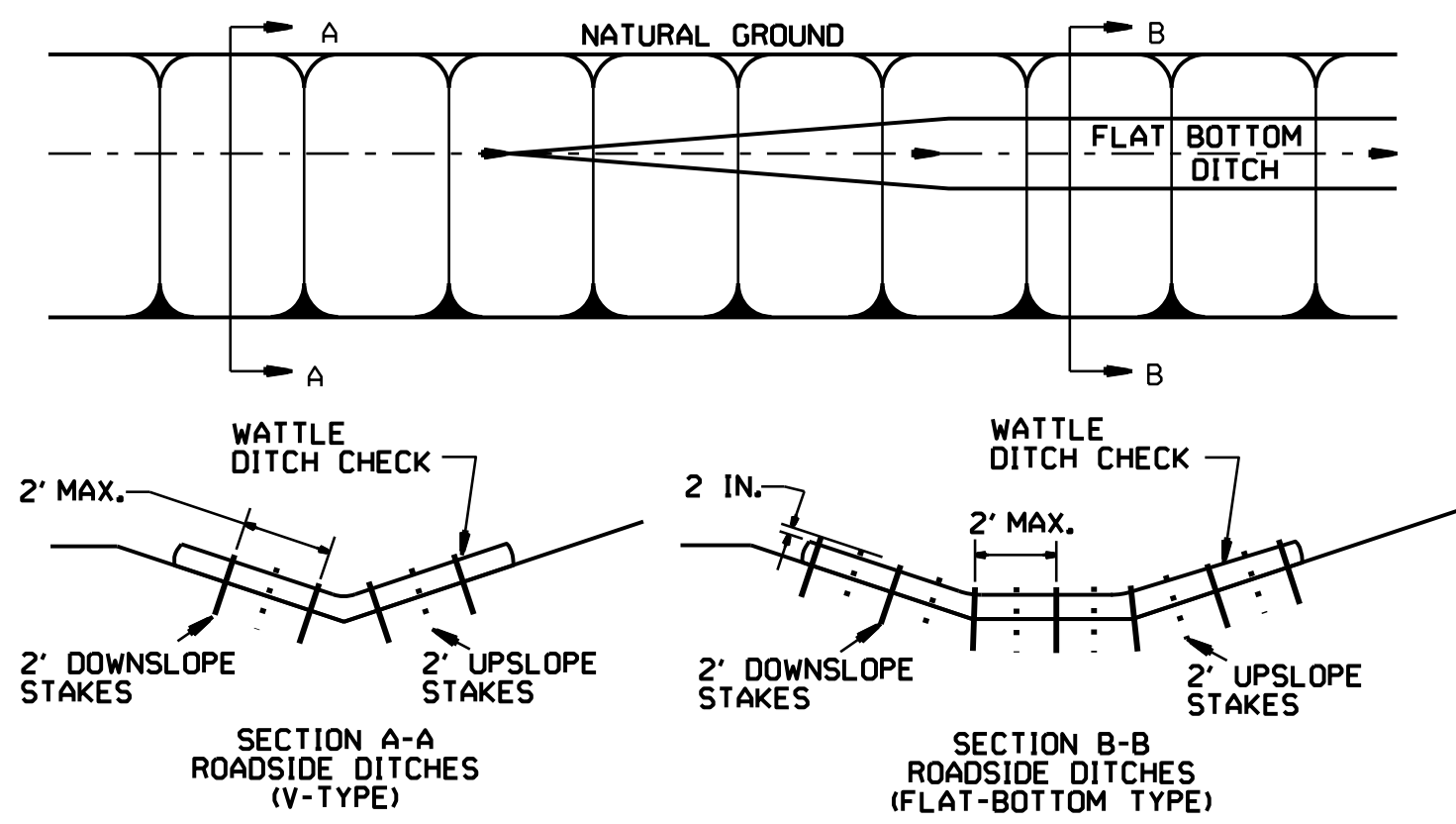
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	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	

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1

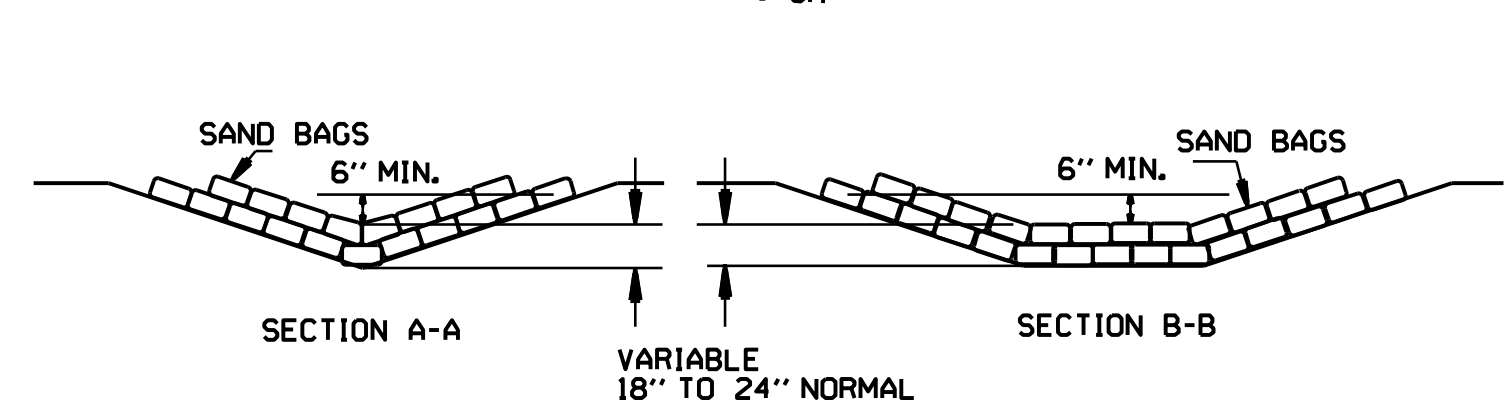
GENERAL NOTES

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

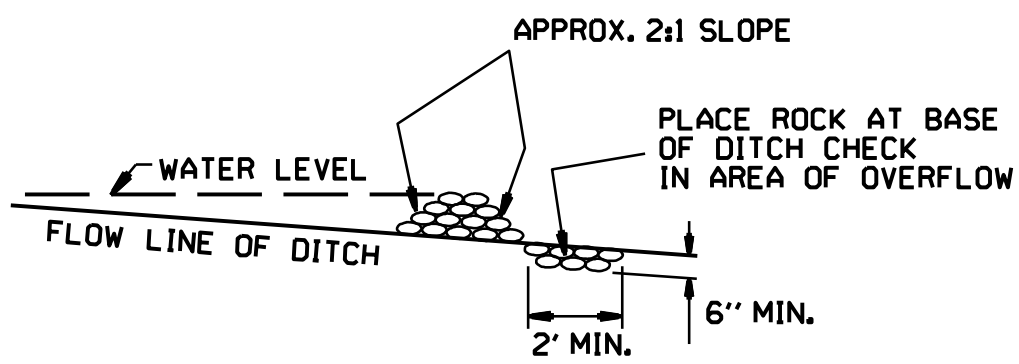


WATTLE DITCH CHECK (E-1)

NUMBER OF SAND BAGS AND ARRANGEMENT VARIABLE WITH ON-SITE CONDITIONS. PLACE SAND BAGS AT BASE OF DITCH CHECK IN AREA OF OVERFLOW.

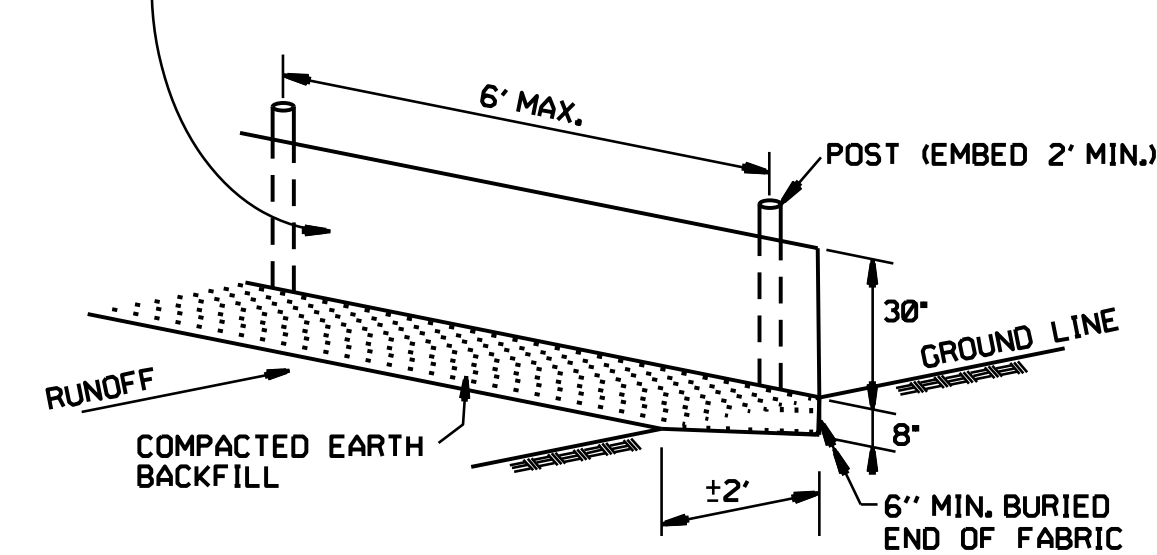


SAND BAG DITCH CHECK (E-5)

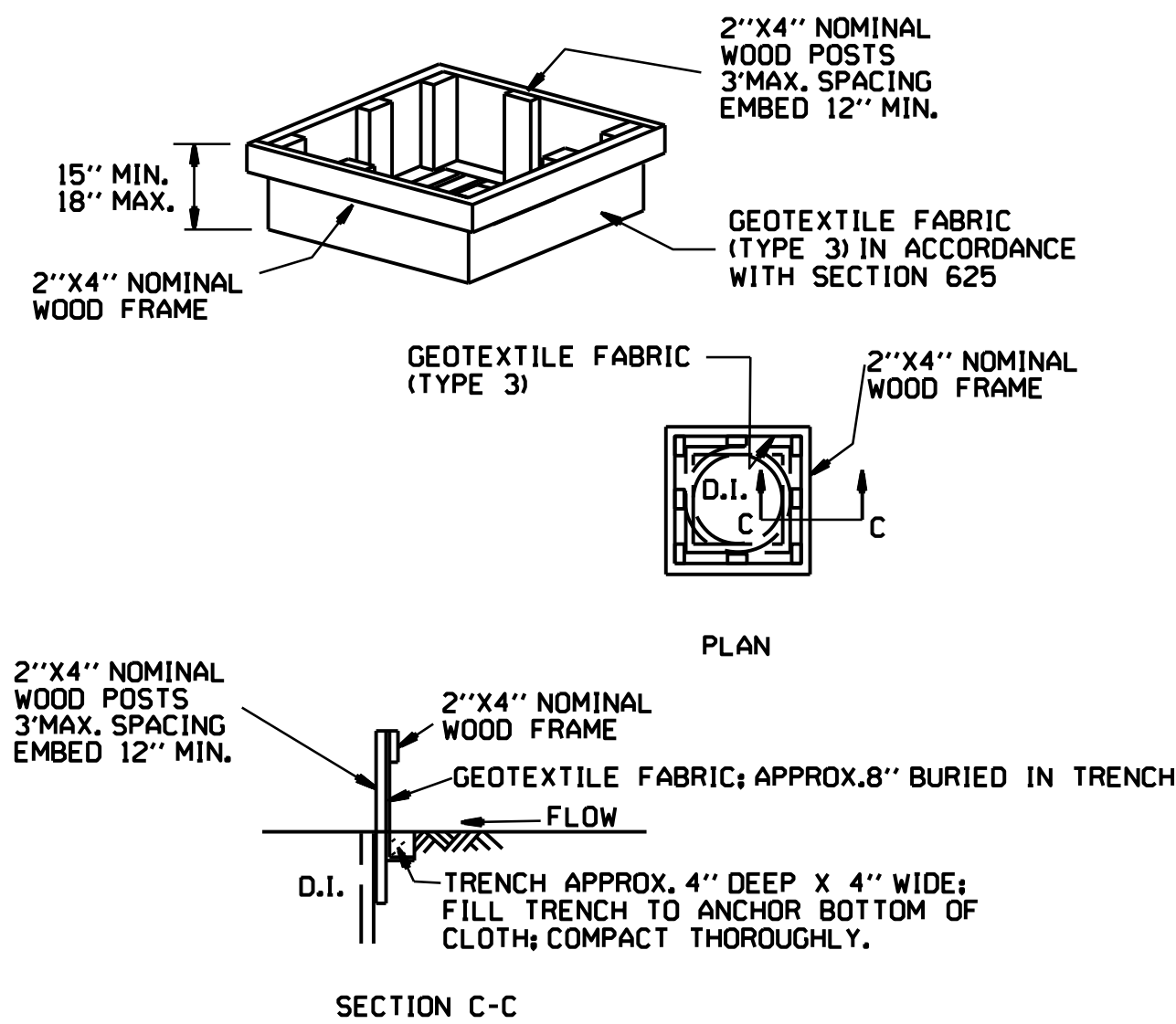


ROCK DITCH CHECK (E-6)

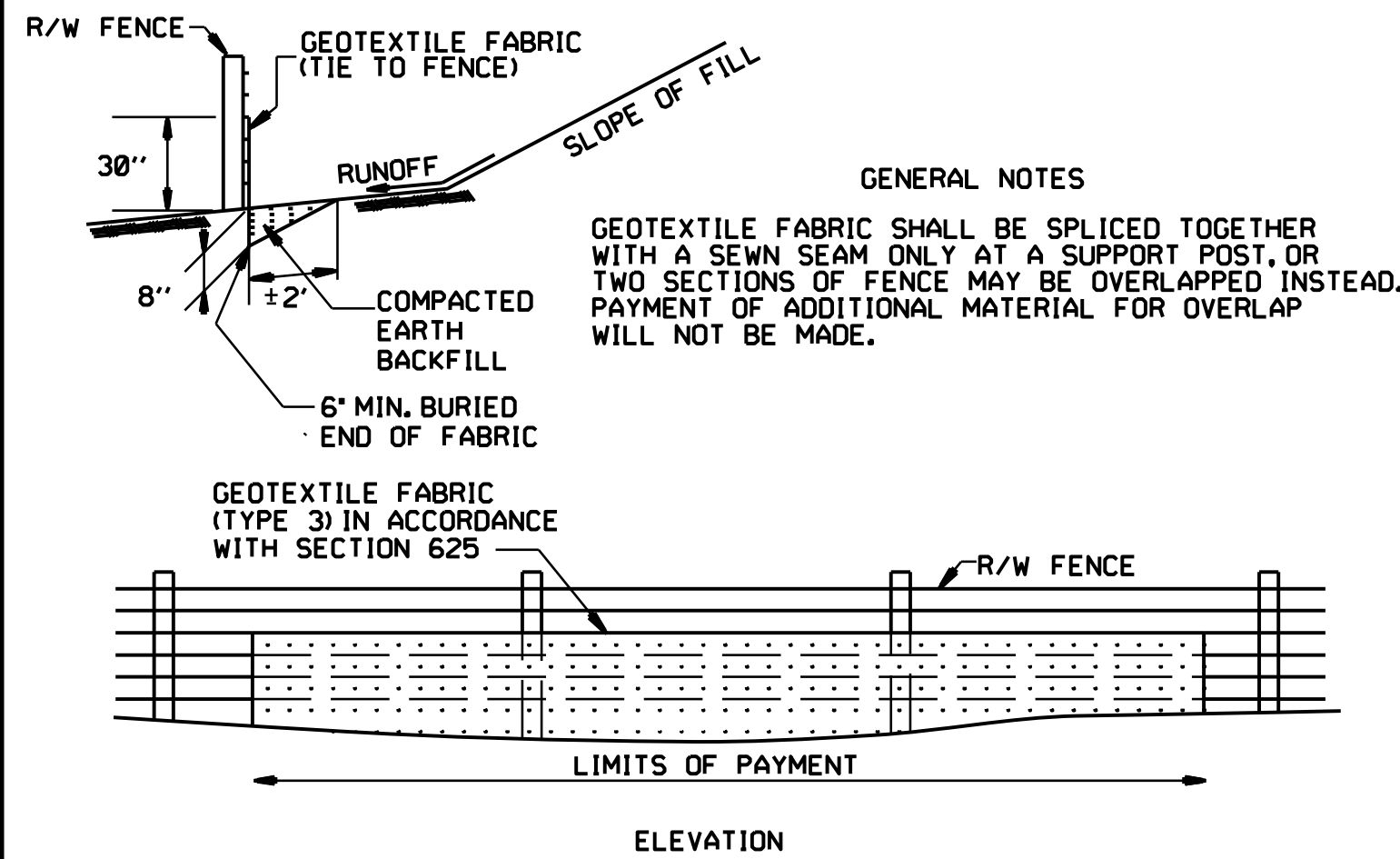
GENERAL NOTES
 GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625
 GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILTS FENCE (E-11)

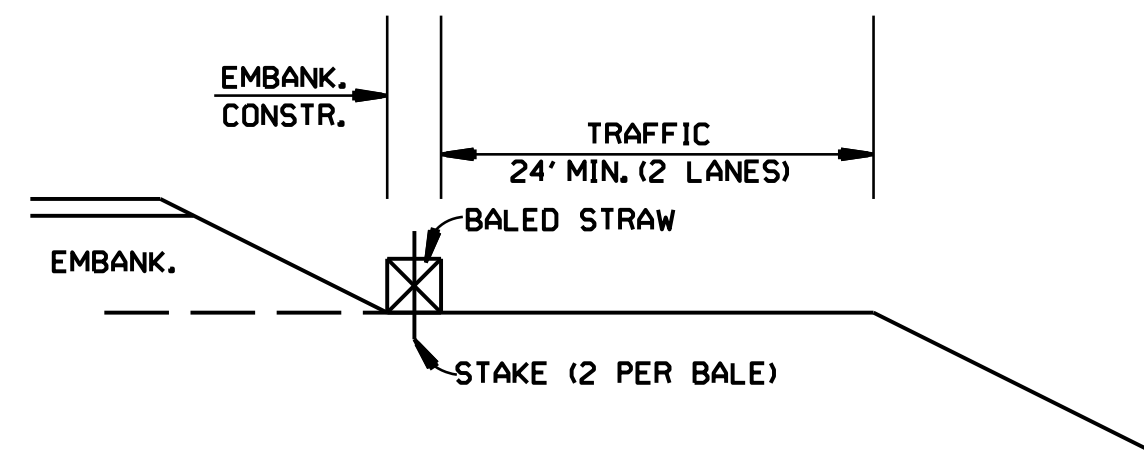


DROP INLET SILTS FENCE (E-7)

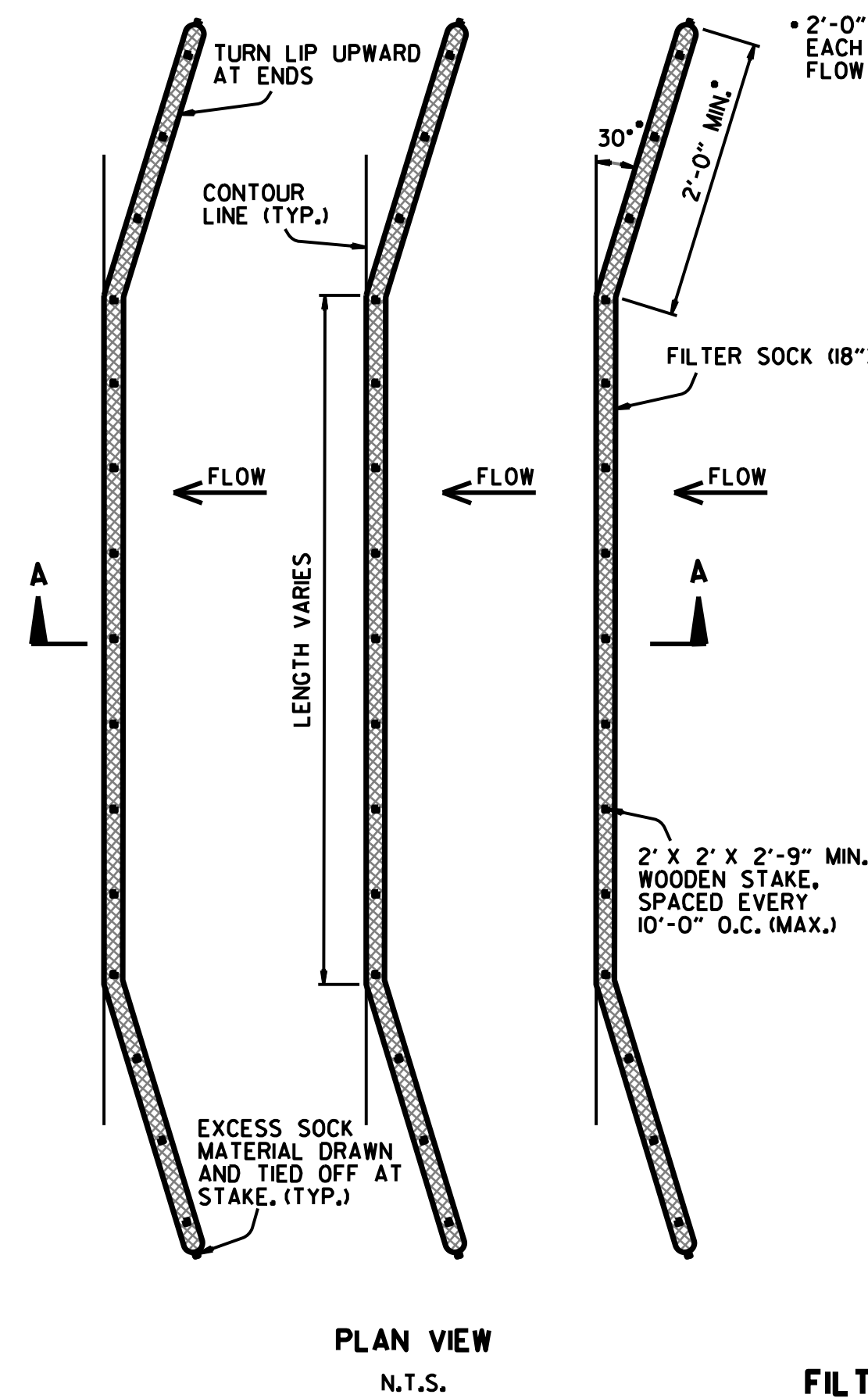


SILTS FENCE ON R/W FENCE (E-4)

GENERAL NOTES
 1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
 2. NO GAPS SHALL BE LEFT BETWEEN BALES.
 3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.

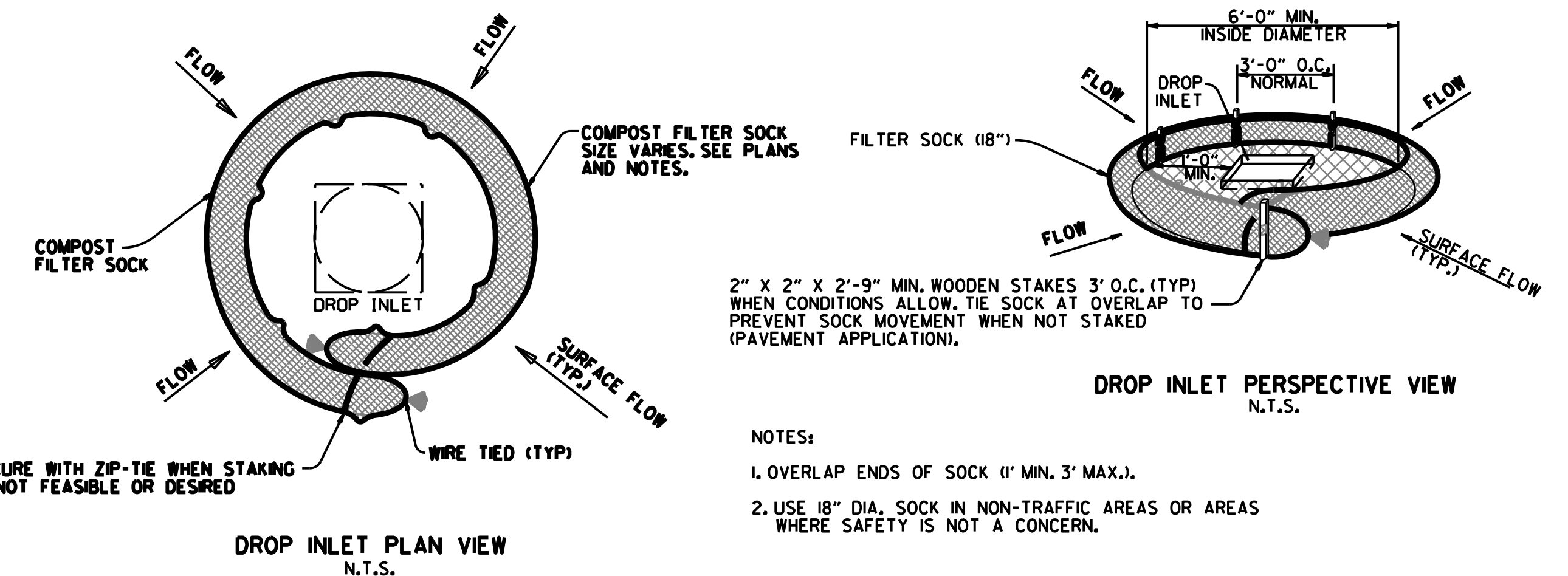


BALED STRAW FILTER BARRIER (E-2)



FILTER SOCK ALONG SLOPE (E-3)

NOTES:
 1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.
 2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES. AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.
 3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18")."
 4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.
 5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

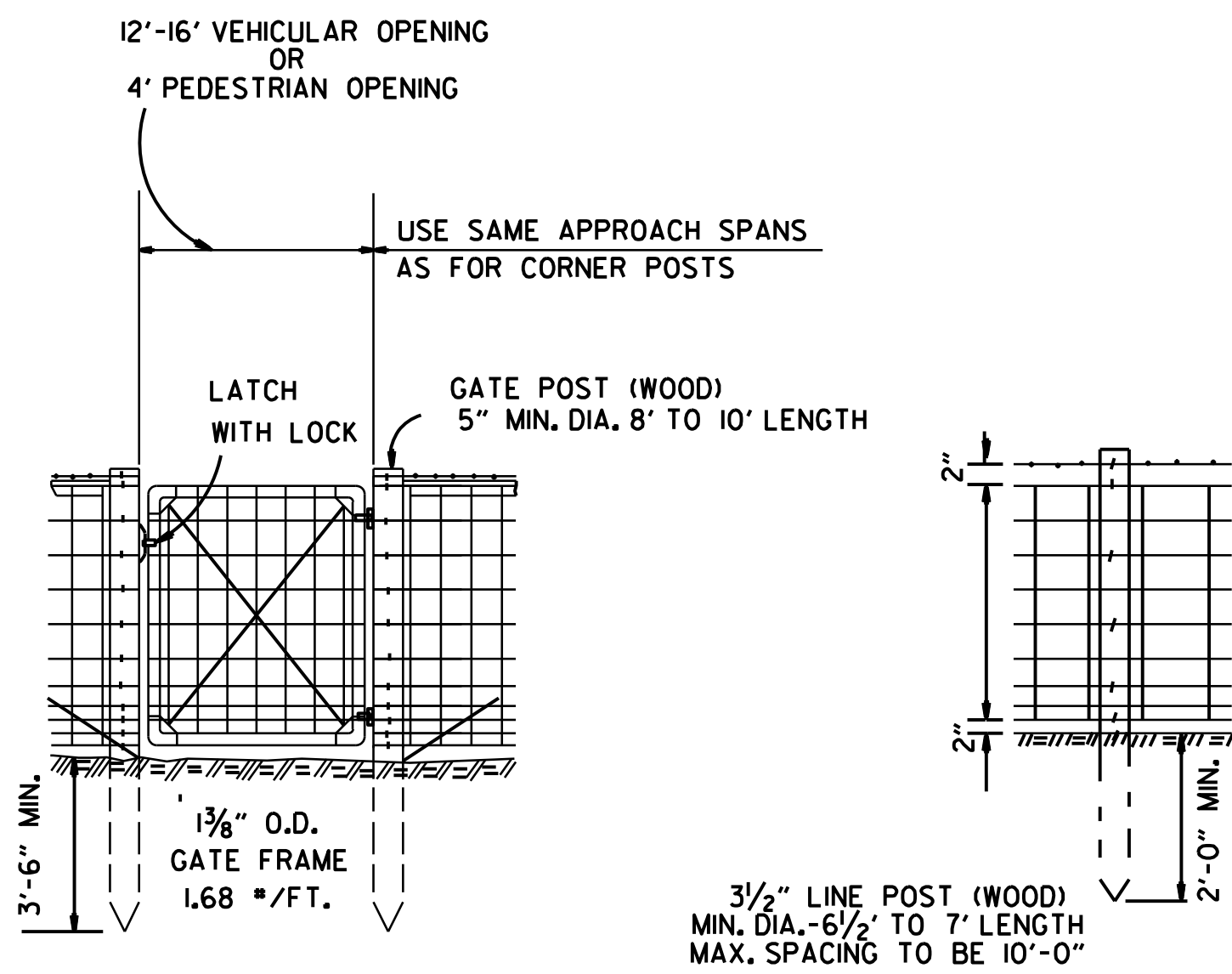


COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

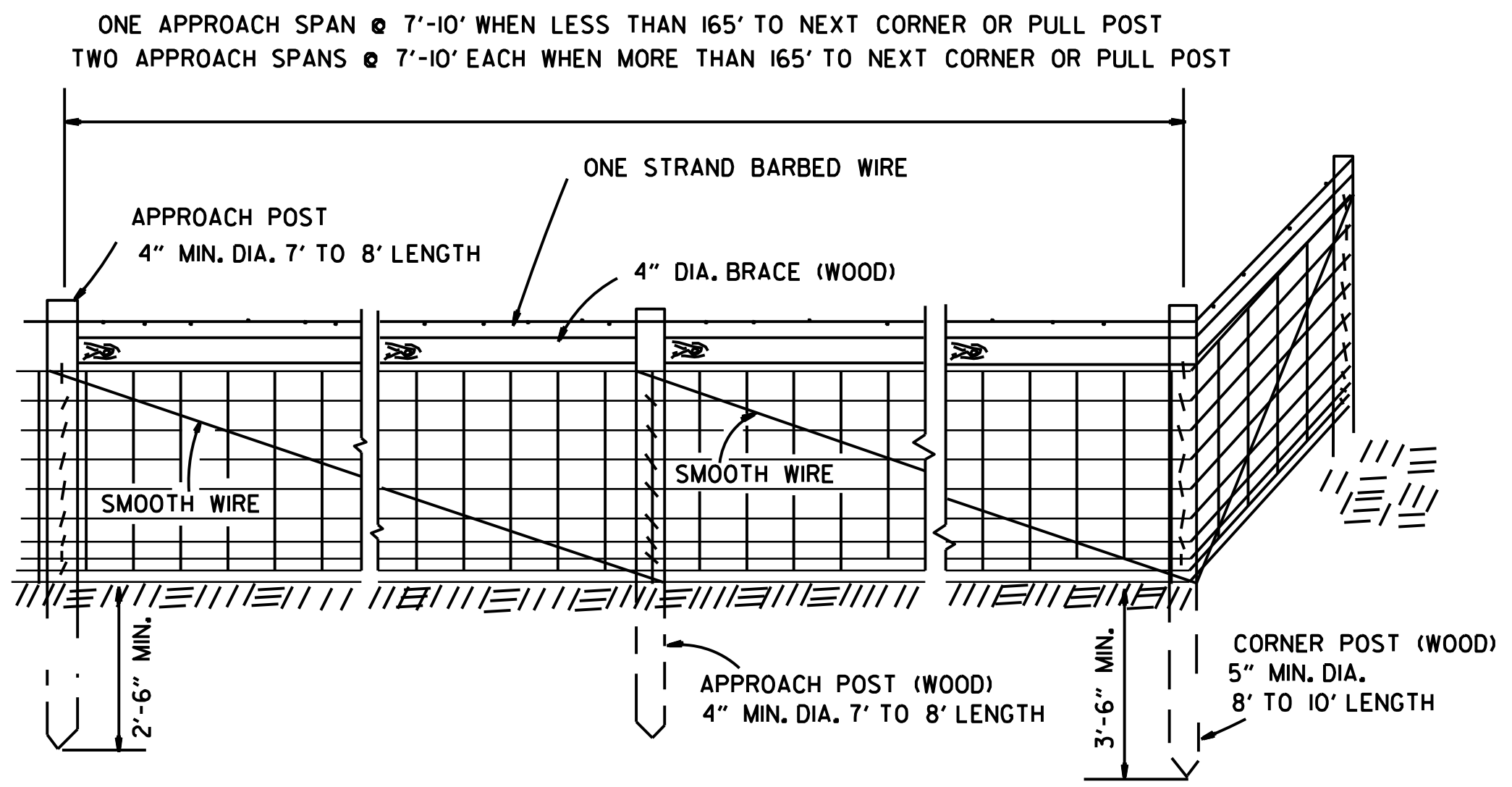
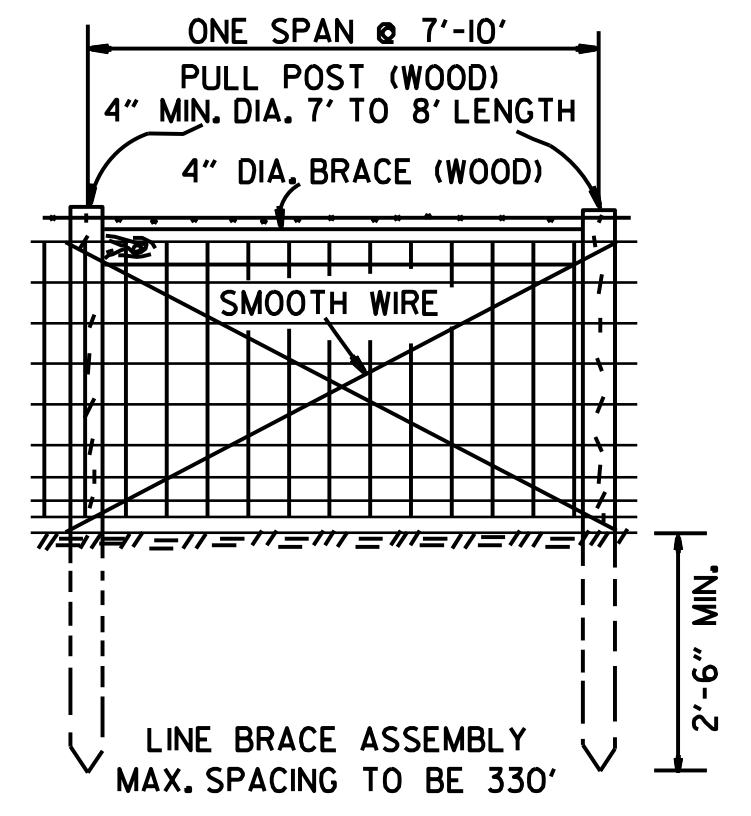
NOTES:
 1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).
 2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILTS FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" 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.	298-7-28-76
DATE	REVISION	FILMED

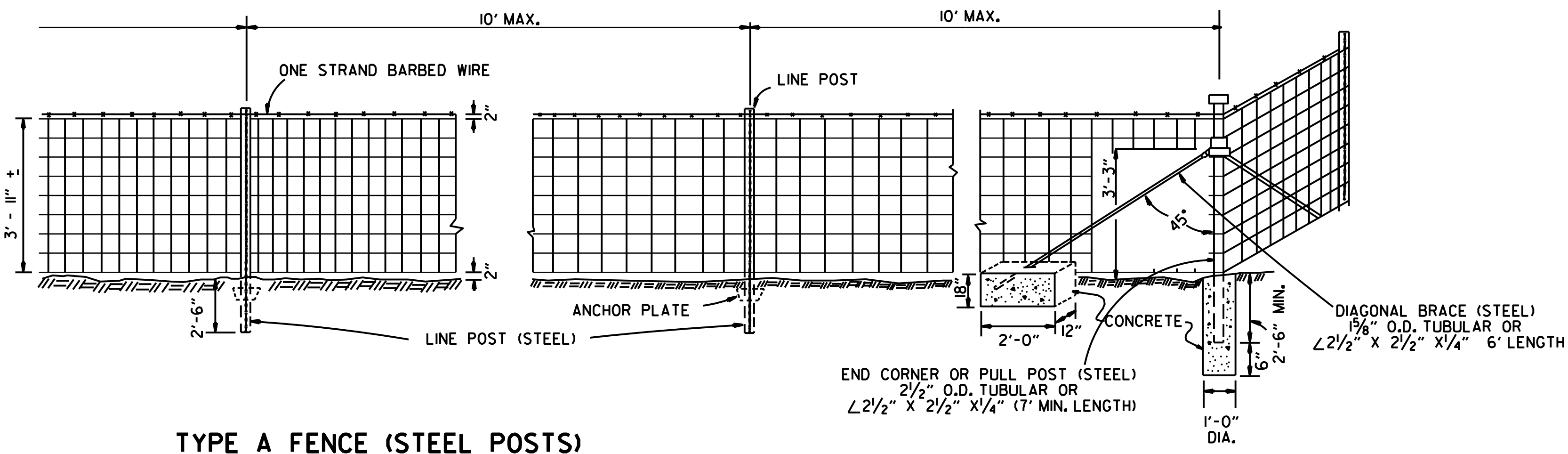
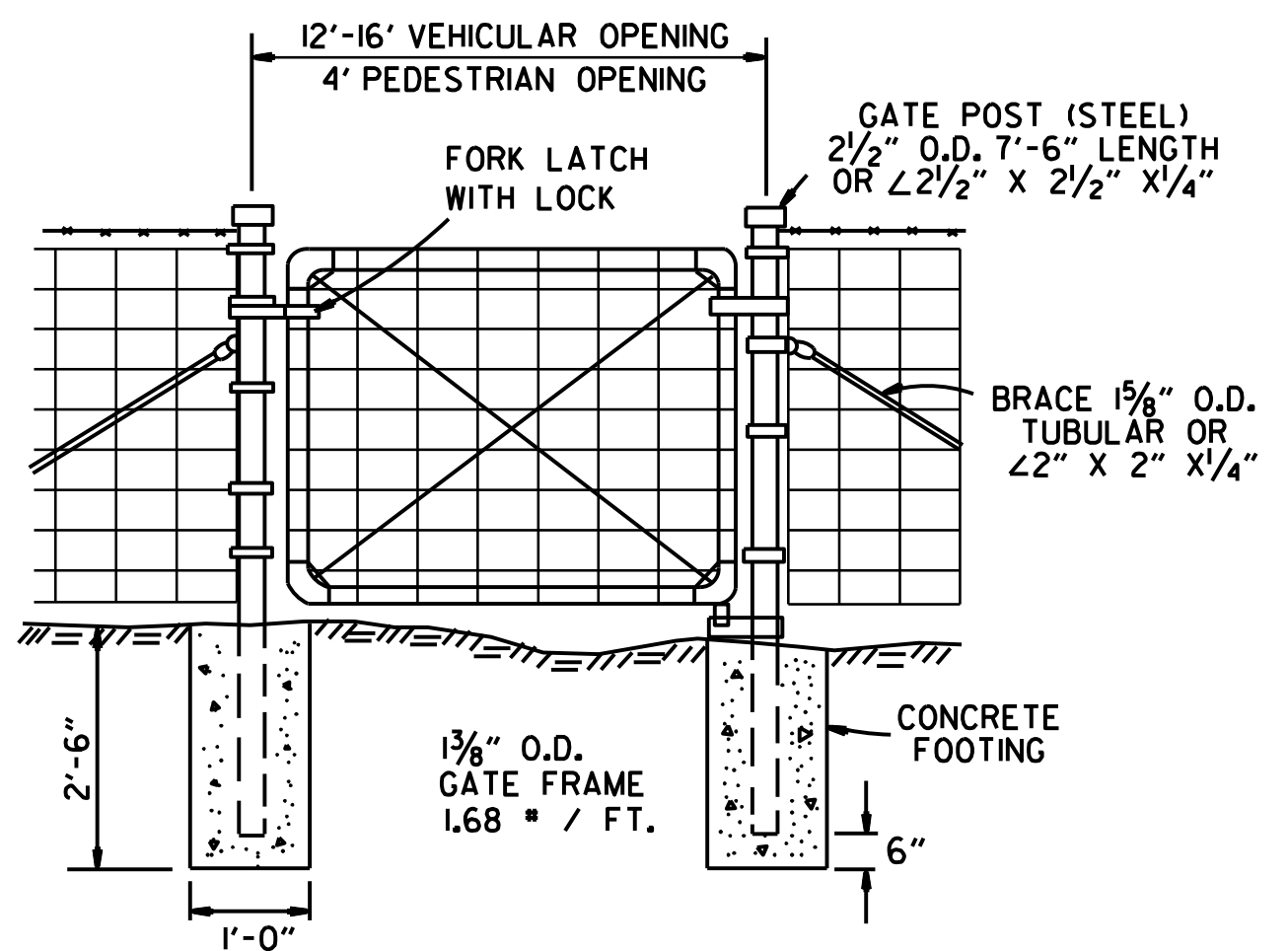
ARKANSAS STATE HIGHWAY COMMISSION
 TEMPORARY EROSION CONTROL DEVICES
 STANDARD DRAWING TEC-1



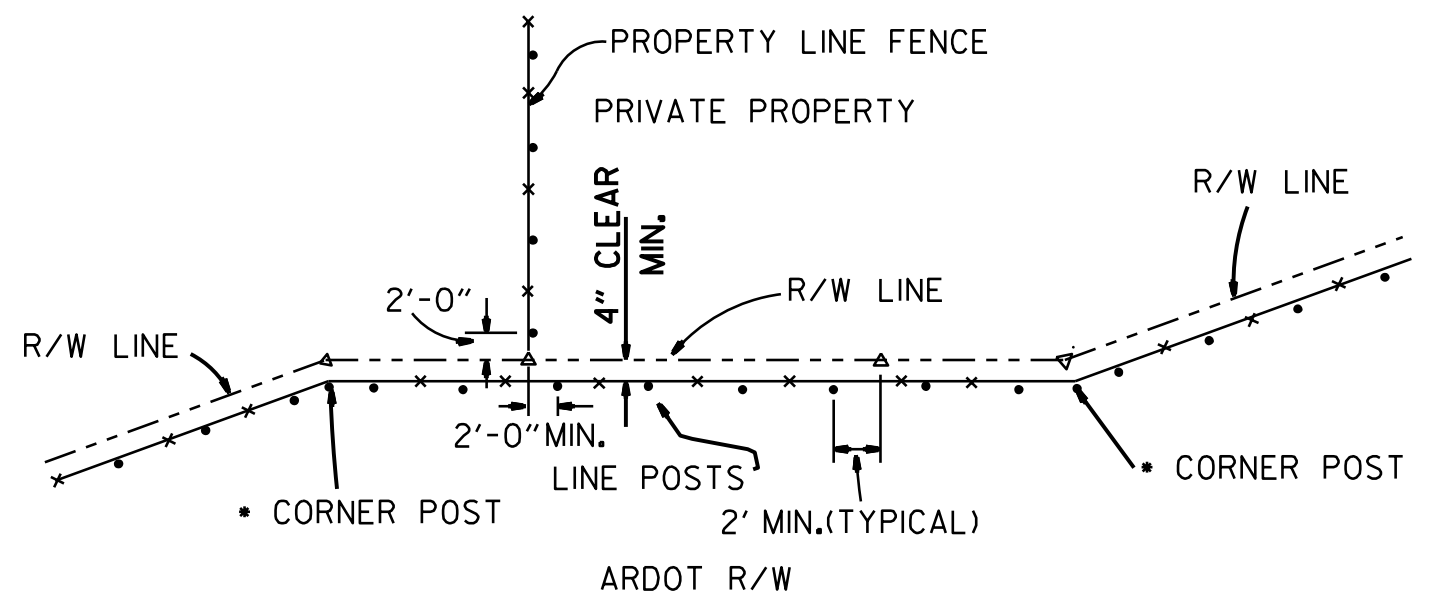
NOTE: STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.



TYPE A FENCE (WOOD POSTS)



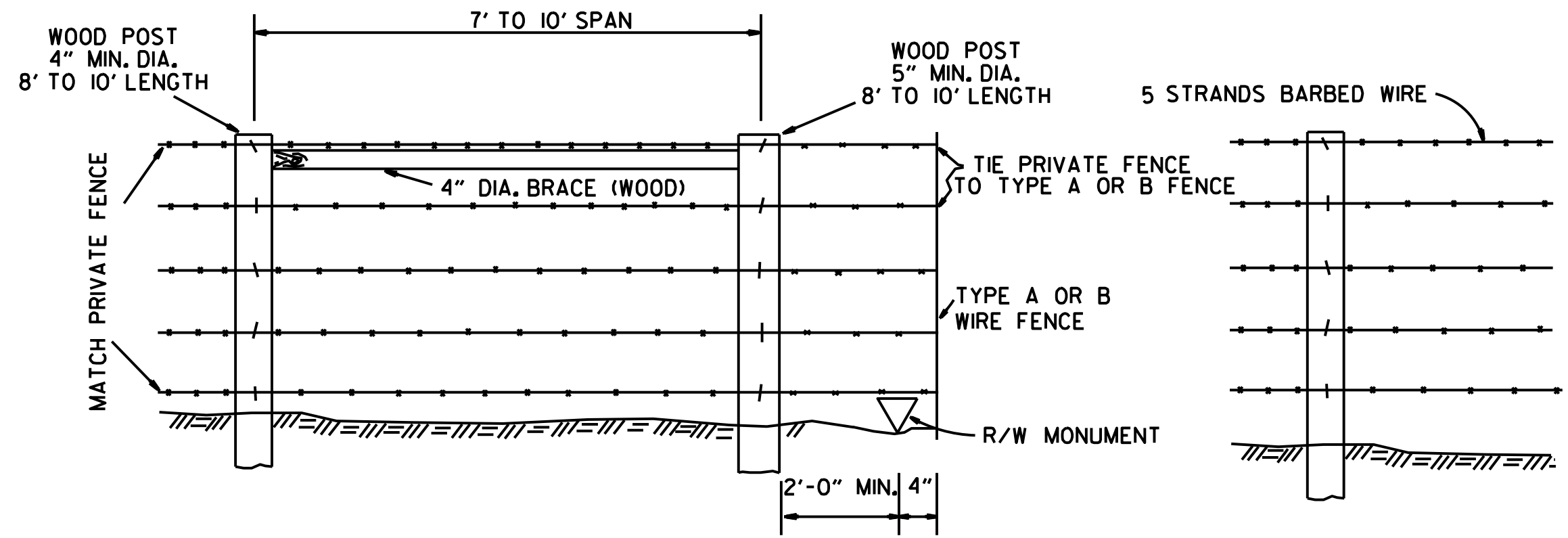
TYPE A FENCE (STEEL POSTS)



*NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

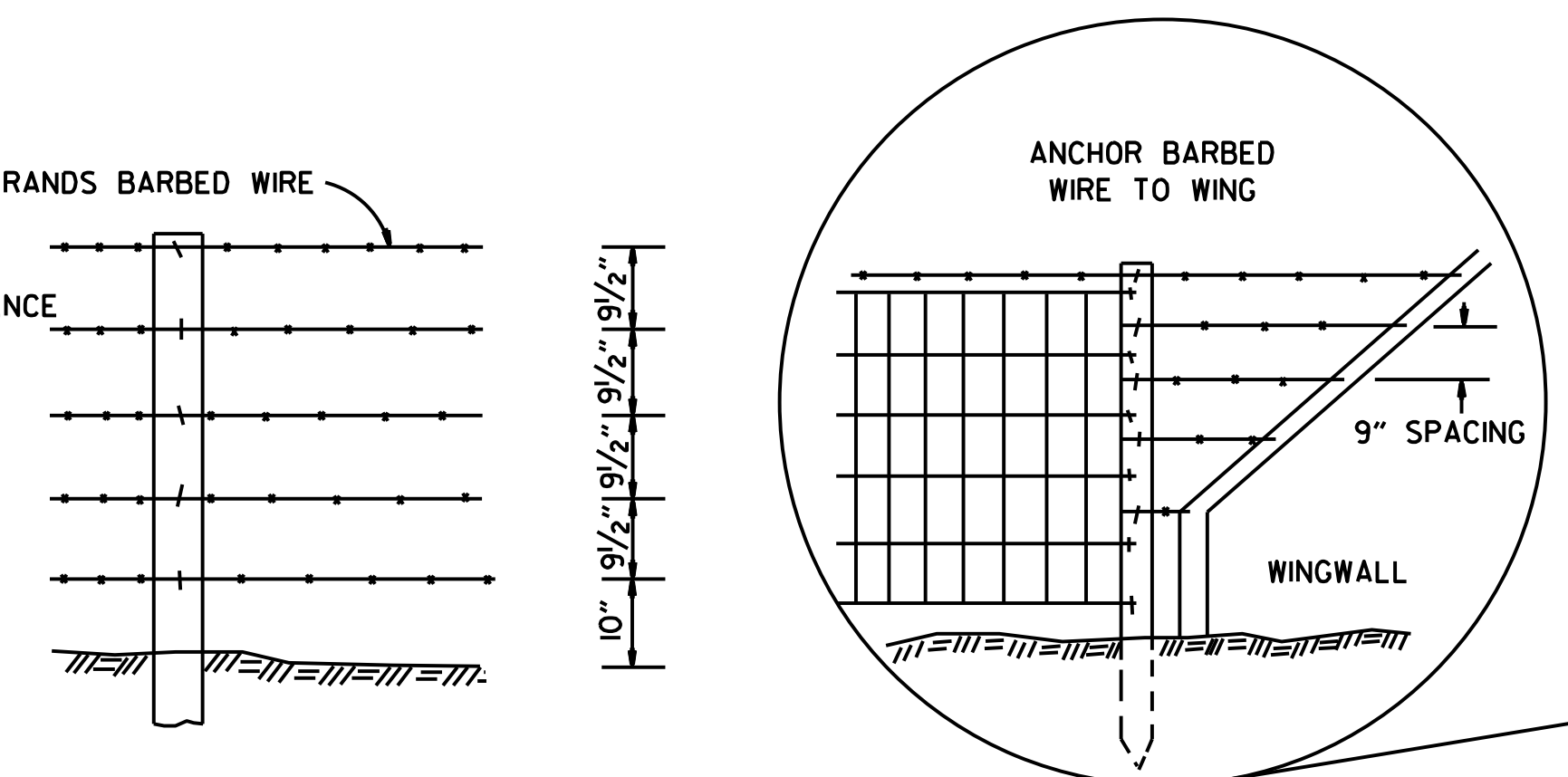
△ - R/W MONUMENTS
• - FENCE POSTS

RIGHT-OF-WAY FENCE LOCATION



WHERE EXISTING PRIVATE FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN WITH TYPE A FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.

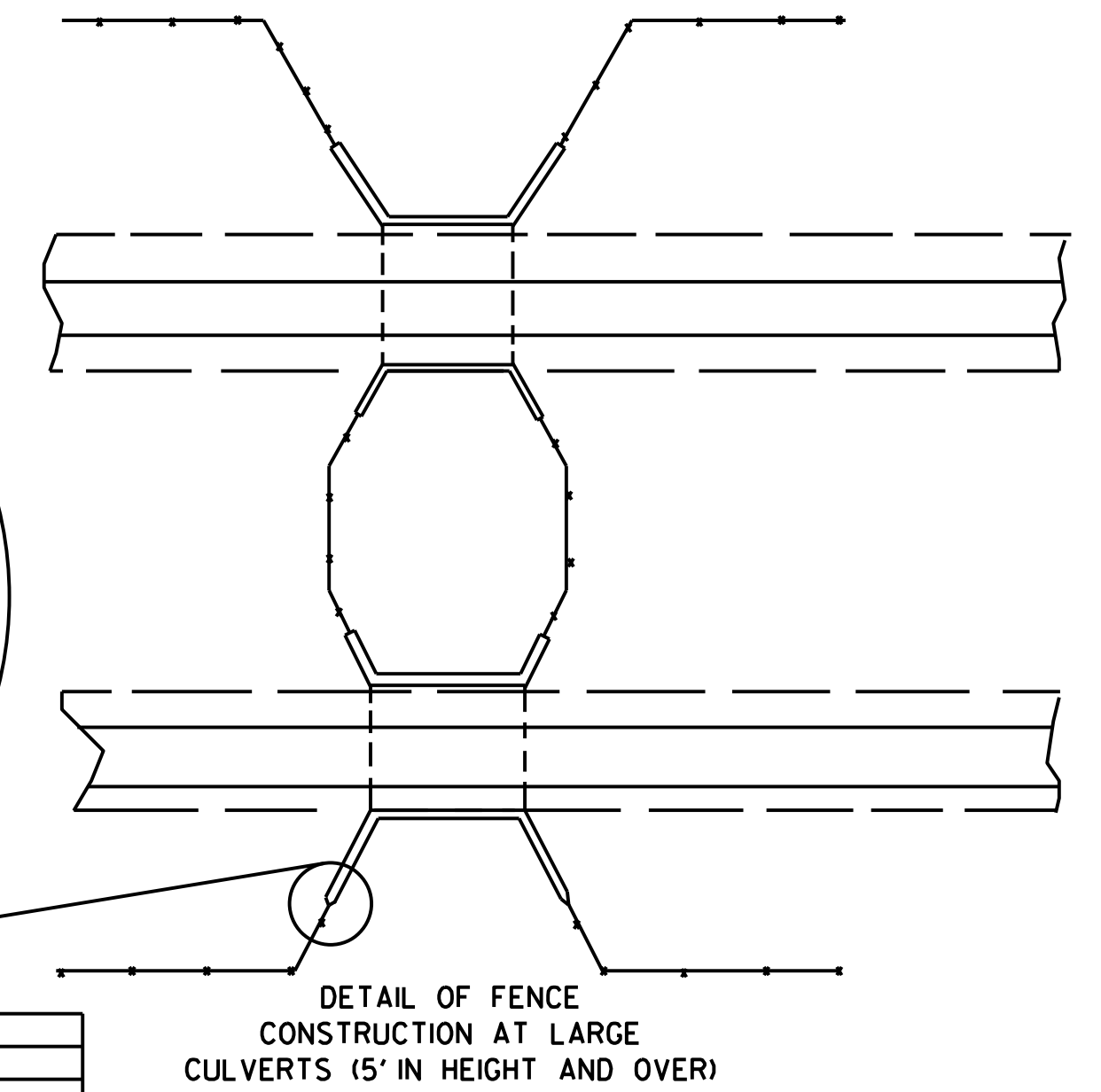
PRIVATE FENCE TERMINAL INSTALLATION



SPACING AND SIZE OF POSTS FOR TYPE B FENCE SHALL BE THE SAME AS TYPE A FENCE.

TYPE B FENCE

GENERAL NOTES:
 STEEL LINE POSTS SHALL BE GALVANIZED, 7 FT. IN LENGTH.
 TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK).
 THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF WOOD LINE POSTS OF 7' LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.
 GATE HINGES AND LATCHES TO BE OF A TYPE APPROVED BY THE ENGINEER. DRIVEWAY GATES, EITHER SINGLE 12' OR 16' OR DOUBLE 6' TO 8' OPENINGS OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE FOR USE BY MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER.
 AT STREAM CROSSINGS THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF BANK TO THE BRIDGE STRUCTURE, A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO THE BRIDGE ABUTMENTS OR CULVERT WINGWALLS.
 SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.
 SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD" AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP, THE LOOPS SHALL BE CONNECTED, AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRE A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.



DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)

DATE	REVISION	DATE FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	ADDED CORNER POST NOTE	6-2-94
8-5-93	REVISED R-O-W LOCATION DETAIL	8-5-93
10-1-92	ADDED STAPLE NOTE	
8-2-90	REV'D PULL POST LENGTH	
11-30-89	DELETED CLASS CONC.	
7-15-88	ADDED SPLICE NOTES	
7-15-88	ADDED HEIGHT DIMENSION	
4-3-87	REVISED VARIOUS NOTES AND GENERAL NOTES	
11-1-84	MAX. POST SPACING	
1-4-83	MIN. DIA. LINE POST	
10-2-72	REVISED & REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION
 WIRE FENCE
 TYPE A AND B
 STANDARD DRAWING WF-1