

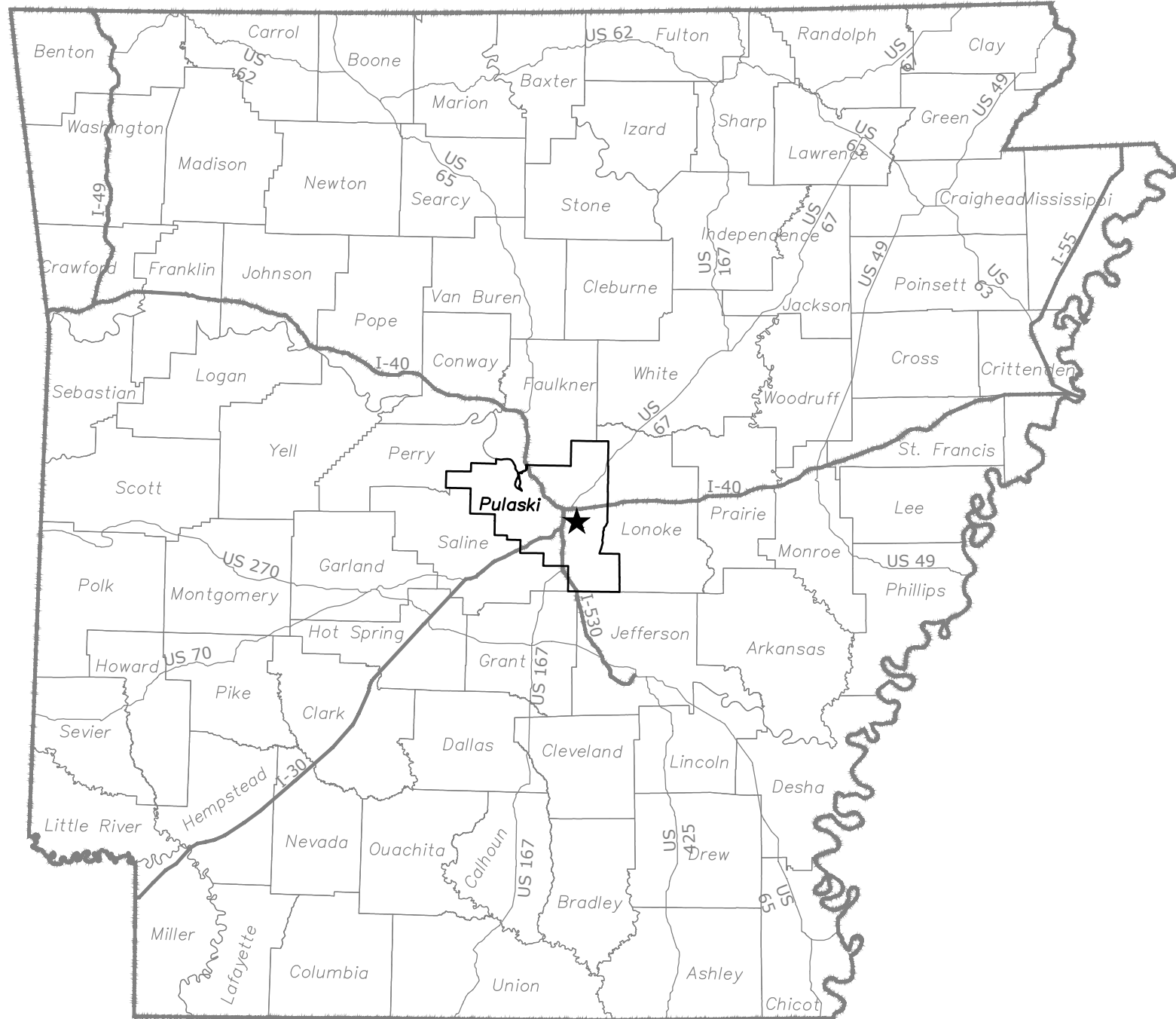
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ARDOT JOB 061696, SOUTHEAST TRAIL (PULASKI CO.) (S)

SOUTHEAST TRAIL

LITTLE ROCK, ARKANSAS

PULASKI COUNTY, ARKANSAS



LOCATION MAP

CONTACTS:

PULASKI COUNTY

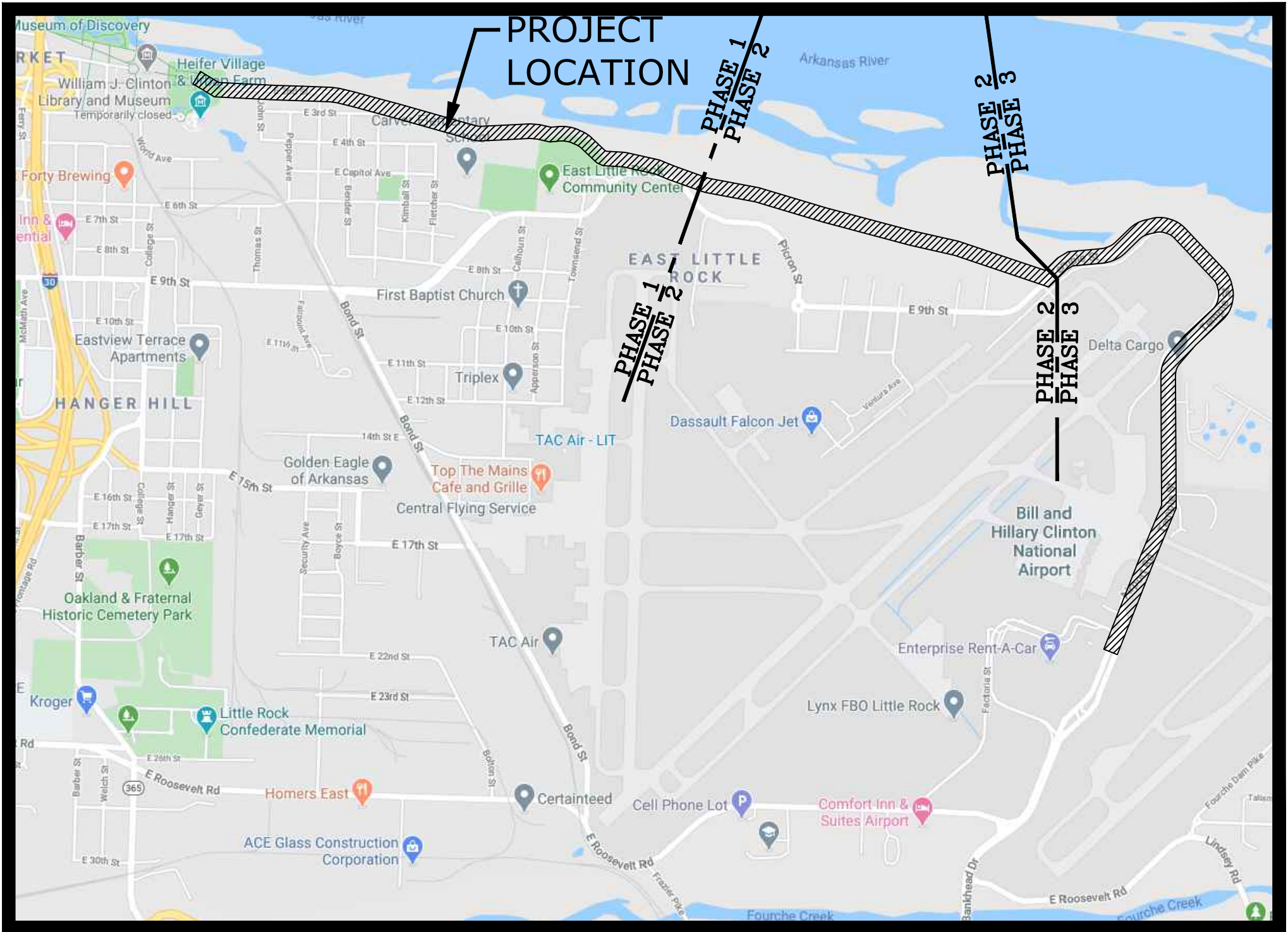
COUNTY JUDGE - BARRY HYDE, 501-340-8305
PUBLIC WORKS - STEVE BRUMMETT, 501-340-6400

CITY OF LITTLE ROCK

MAYOR - FRANK SCOTT JR., 501-371-4500
CITY MANAGER - BRUCE T. MOORE, 501-371-4510
DIRECTOR OF PARKS & RECREATION - JOHN ECKART, 501-371-6839
DIRECTOR OF PUBLIC WORKS - JON HONEYWELL, 501-371-4475

MCLELLAND CONSULTING ENGINEERS

PROJECT ENGINEER - DAN BERANEK, 501-371-0272 Ext. 1102
PROJECT MANAGER - BRETT BUDOLFSON, 501-371-0272 Ext. 1157
PROJECT DESIGNER - CALEB ZIMMERMAN, 501-371-0272 Ext. 1161



VICINITY MAP

PHASE 1
100% DESIGN
AUGUST 2022
MCE PROJECT NUMBER 20-5776

ARDOT JOB 061696, SOUTHEAST TRAIL (PULASKI CO.) (S)

INDEX TO DRAWINGS

- 1. COVER SHEET
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- 56.-57. CONNECTOR PROFILES
- 58.-69. GRADING AND DRAINAGE PLAN
- 70. ENLARGEMENT DETAILS
- 71.-88. TRAIL CROSS SECTIONS
- 89.-96. MISCELLANEOUS DETAILS

PROJECT PHASE NOTES:

PHASE 1 (STA 100+00.00 TO STA 162+82.87):
SHEETS 1-9, 21-25, 33-40, 56-62,
70-77, 89-96

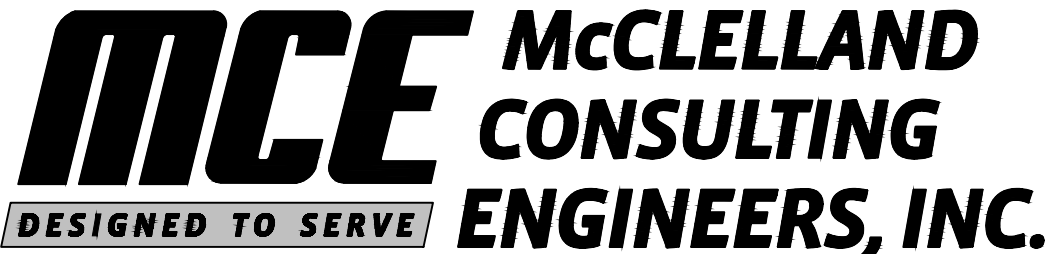
PHASE 2* (STA 162+82.87 TO STA
208+00.00):
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77-81, 89-96

PHASE 3* (STA 208+00.00 TO STA
287+13.04):
SHEETS 14-20, 28-32, 46-55, 65-69,
81-88, 89-96

*PHASE 2 AND PHASE 3 ARE NOT IN THIS
CONTRACT, AND WILL BE ADVERTISED
SEPARATELY AT A LATER DATE



REVISIONS		
REV	DATE	DESCRIPTION



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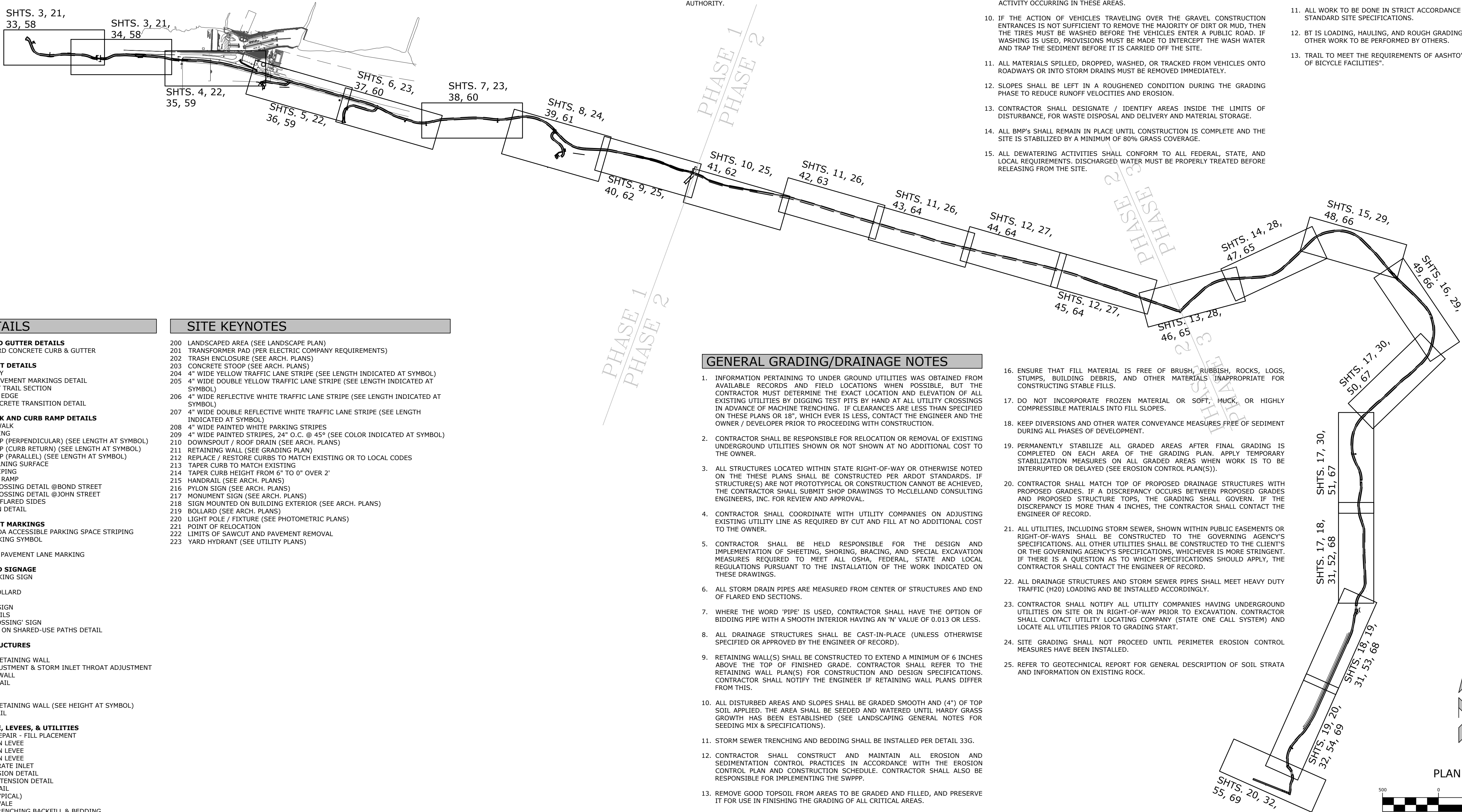


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SOUTHEAST TRAIL, PULASKI COUNTY, ARKANSAS MCE #20-5776 AUG 2022

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SITE DETAILS

20 SERIES: CURB AND GUTTER DETAILS

20A TYPE 'A' STANDARD CONCRETE CURB & GUTTER

21 SERIES: PAVEMENT DETAILS

21F ASPHALT OVERLAY
21H OBSTRUCTION PAVEMENT MARKINGS DETAIL
21I TYPICAL ASPHALT TRAIL SECTION
21J ASPHALT PAVING EDGE
21K ASPHALT TO CONCRETE TRANSITION DETAIL

22 SERIES: SIDEWALK AND CURB RAMP DETAILS

22A CONCRETE SIDEWALK
22C SIDEWALK JOINTING
22D PEDESTRIAN RAMP (PERPENDICULAR) (SEE LENGTH AT SYMBOL)
22E PEDESTRIAN RAMP (CURB RETURN) (SEE LENGTH AT SYMBOL)
22F PEDESTRIAN RAMP (PARALLEL) (SEE LENGTH AT SYMBOL)
22G DETECTABLE WARNING SURFACE
22H CROSSWALK STRIPING
22I ADA ACCESSIBLE RAMP
22K RAISED TRAIL CROSSING DETAIL @BOND STREET
22L RAISED TRAIL CROSSING DETAIL @JOHN STREET
22M BIKE RAMP WITH FLARED SIDES
22N DRIVEWAY APRON DETAIL

23 SERIES: PAVEMENT MARKINGS

23A 90° PARKING / ADA ACCESSIBLE PARKING SPACE STRIPING
23D ACCESSIBLE PARKING SYMBOL
23E STOP BAR
23N BICYCLE SHARED PAVEMENT LANE MARKING

24 SERIES: POST AND SIGNAGE

24A ACCESSIBLE PARKING SIGN
24B SIGN POST
24C SIGN POST W/ BOLLARD
24D 'STOP' SIGN
24E 'DO NOT ENTER' SIGN
24I TRAIL SIGN DETAILS
24K 'PEDESTRIAN CROSSING' SIGN
24Q SIGN PLACEMENT ON SHARED-USE PATHS DETAIL

25 SERIES: SITE STRUCTURES

25B BOLLARD
25H CAST-IN-PLACE RETAINING WALL
25I ROAD CREST ADJUSTMENT & STORM INLET THROAT ADJUSTMENT
25J CMU RETAINING WALL
25L PUMP HOUSE DETAIL

26 SERIES: FENCES

26F GUARDRAIL ON RETAINING WALL (SEE HEIGHT AT SYMBOL)
26L BASE PLATE DETAIL

GRADING, DRAINAGE, LEVEES, & UTILITIES

30A TYPICAL LEVEE REPAIR - FILL PLACEMENT
30B TYPICAL TRAIL ON LEVEE
30C TYPICAL TRAIL ON LEVEE
30D TYPICAL TRAIL ON LEVEE
30H RECTANGULAR GRATE INLET
31F MANHOLE EXTENSION DETAIL
31G WATER METER EXTENSION DETAIL
32F YARD DRAIN DETAIL
32G CROSS DRAIN (TYPICAL)
32H CROSS DRAIN SWALE
33G STORM SEWER TRENCHING BACKFILL & BEDDING

EROSION CONTROL

10A TREE PROTECTION FENCE
50A SILT FENCE
50B SILT SOCK
50D TEMPORARY GRATE INLET SEDIMENT FILTER
50J TEMPORARY ROCK CHECK DAM
50N TEMPORARY CONCRETE WASHOUT
50Q PERMANENT RIPRAP PAD

SITE KEYNOTES

200 LANDSCAPED AREA (SEE LANDSCAPE PLAN)
201 TRANSFORMER PAD (PER ELECTRIC COMPANY REQUIREMENTS)
202 TRASH ENCLOSURE (SEE ARCH. PLANS)
203 CONCRETE STOOP (SEE ARCH. PLANS)
204 4" WIDE YELLOW TRAFFIC LANE STRIPE (SEE LENGTH INDICATED AT SYMBOL)
205 4" WIDE DOUBLE YELLOW TRAFFIC LANE STRIPE (SEE LENGTH INDICATED AT SYMBOL)
206 4" WIDE REFLECTIVE WHITE TRAFFIC LANE STRIPE (SEE LENGTH INDICATED AT SYMBOL)
207 4" WIDE DOUBLE REFLECTIVE WHITE TRAFFIC LANE STRIPE (SEE LENGTH INDICATED AT SYMBOL)
208 4" WIDE PAINTED WHITE PARKING STRIPES
209 4" WIDE PAINTED STRIPES, 24" O.C. @ 45° (SEE COLOR INDICATED AT SYMBOL)
210 DOWNSPOUT / ROOF DRAIN (SEE ARCH. PLANS)
211 RETAINING WALL (SEE GRADING PLAN)
212 REPLACE / RESTORE CURBS TO MATCH EXISTING OR TO LOCAL CODES
213 TAPER CURB TO MATCH EXISTING
214 TAPER CURB HEIGHT FROM 6" TO 0" OVER 2'
215 HANDRAIL (SEE ARCH. PLANS)
216 PYLON SIGN (SEE ARCH. PLANS)
217 MONUMENT SIGN (SEE ARCH. PLANS)
218 SIGN MOUNTED ON BUILDING EXTERIOR (SEE ARCH. PLANS)
219 BOLLARD (SEE ARCH. PLANS)
220 LIGHT POLE / FIXTURE (SEE PHOTOMETRIC PLANS)
221 POINT OF RELOCATION
222 LIMITS OF SAWCUT AND PAVEMENT REMOVAL
223 YARD HYDRANT (SEE UTILITY PLANS)

GENERAL DEMOLITION NOTES

- ALL AREAS WITHIN THE LIMITS OF DISTURBANCE TO BE DEMOLISHED AND REMOVED UNLESS OTHERWISE NOTED ON THIS PLAN.
- THE CONTRACTOR IS REQUIRED TO NOTIFY THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS PRIOR TO EXCAVATING IN ORDER THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
- THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE TOPOGRAPHICAL SURVEY FOR REFERENCE. THE LOCATION OF KNOWN SUBSURFACE STRUCTURES, PIPES, POWER, GAS, PHONE, ETC. ARE SHOWN ON THE PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING INFORMATION AND SATISFYING HIMSELF TO AS TO THE LOCATION OF THE AFOREMENTIONED ITEMS, SHOWN AND NOT SHOWN. ALL REPAIRS OR RELOCATIONS NECESSARY SHALL BE MADE AS REQUIRED BY THE OWNER OF THE UTILITY OR STRUCTURE. THE COST OF SUCH REPAIRS OR RELOCATIONS NECESSARY SHALL BE BORNE BY THE CONTRACTOR.
- CONTRACTOR SHALL DISPOSE OF ALL MATERIALS RESULTING FROM DEMOLITION IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS THAT GOVERN SUCH OPERATIONS.
- ALL ABANDONED SERVICE LINES SHALL BE DISCONNECTED AND CAPPED PER UTILITY COMPANIES REQUIREMENTS. COORDINATE ALL DISCONNECTIONS WITH UTILITY COMPANIES.
- CONTRACTOR IS TO BRING TO THE ATTENTION OF THE CIVIL ENGINEER ANY AREA OF DEMOLITION IN QUESTION BEFORE PROCEEDING WITH WORK.
- CONTRACTOR TO REVIEW AND COORDINATE DEMOLITION LIMITS WITH PROPOSED CONSTRUCTION PLANS.
- EXISTING CLEAN TOPSOIL TO BE STOCKPILED FOR FUTURE USE ON THIS SITE AND IS TO BE COORDINATED BY THE GENERAL CONTRACTOR.
- ALL EXISTING WATER, GAS AND / OR ELECTRICAL METERS AS NOTED TO BE REMOVED WITHIN THE PROJECT AREA ARE TO BE RETURNED TO THE APPROPRIATE AUTHORITY.

GENERAL EROSION CONTROL NOTES

- CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AND CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DIRECTED BY PERMITTING AGENCY AND OWNER OR AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
- PERMIT FOR ANY CONSTRUCTION ACTIVITY MUST BE MAINTAINED ON SITE AT ALL TIMES.
- CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
- GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- ALL WASH WATER SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 14 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
- IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
- ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- CONTRACTOR SHALL DESIGNATE / IDENTIFY AREAS INSIDE THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.
- ALL BMP'S SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED BY A MINIMUM OF 80% GRASS COVERAGE.
- ALL DEWATERING ACTIVITIES SHALL CONFORM TO ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS. DISCHARGED WATER MUST BE PROPERLY TREATED BEFORE RELEASING FROM THE SITE.

GENERAL GRADING/DRAINAGE NOTES

- INFORMATION PERTAINING TO UNDER GROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS AND FIELD LOCATIONS WHEN POSSIBLE, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS IN ADVANCE OF MACHINE TRENCHING. IF CLEARANCES ARE LESS THAN SPECIFIED ON THESE PLANS OR 18", WHICH EVER IS LESS, CONTACT THE ENGINEER AND THE OWNER / DEVELOPER PRIOR TO PROCEEDING WITH CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION OR REMOVAL OF EXISTING UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AT NO ADDITIONAL COST TO THE OWNER.
- ALL STRUCTURES LOCATED WITHIN STATE RIGHT-OF-WAY OR OTHERWISE NOTED ON THE THESE PLANS SHALL BE CONSTRUCTED PER ARDOT STANDARDS. IF STRUCTURE(S) ARE NOT PROTOTYPICAL OR CONSTRUCTION CANNOT BE ACHIEVED, THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO MCLELLAND CONSULTING ENGINEERS, INC. FOR REVIEW AND APPROVAL.
- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES ON ADJUSTING EXISTING UTILITY LINE AS REQUIRED BY CUT AND FILL AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THE DESIGN AND IMPLEMENTATION OF SHEETING, SHORING, BRACING, AND SPECIAL EXCAVATION MEASURES REQUIRED TO MEET ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS PURSUANT TO THE INSTALLATION OF THE WORK INDICATED ON THESE DRAWINGS.
- ALL STORM DRAIN PIPES ARE MEASURED FROM CENTER OF STRUCTURES AND END OF FLARED END SECTIONS.
- WHERE THE WORD 'PIPE' IS USED, CONTRACTOR SHALL HAVE THE OPTION OF BIDDING PIPE WITH A SMOOTH INTERIOR HAVING AN "N" VALUE OF 0.013 OR LESS.
- ALL DRAINAGE STRUCTURES SHALL BE CAST-IN-PLACE (UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE ENGINEER OF RECORD).
- RETAINING WALL(S) SHALL BE CONSTRUCTED TO EXTEND A MINIMUM OF 6 INCHES ABOVE THE TOP OF FINISHED GRADE. CONTRACTOR SHALL REFER TO THE RETAINING WALL PLAN(S) FOR CONSTRUCTION AND DESIGN SPECIFICATIONS. CONTRACTOR SHALL NOTIFY THE ENGINEER IF RETAINING WALL PLANS DIFFER FROM THIS.
- ALL DISTURBED AREAS AND SLOPES SHALL BE GRADED SMOOTH AND (4") OF TOP SOIL APPLIED. THE AREA SHALL BE SEEDED AND WATERED UNTIL HARDY GRASS GROWTH HAS BEEN ESTABLISHED (SEE LANDSCAPING GENERAL NOTES FOR SEEDING MIX & SPECIFICATIONS).
- STORM SEWER TRENCHING AND BEDDING SHALL BE INSTALLED PER DETAIL 33G.
- CONTRACTOR SHALL CONSTRUCT AND MAINTAIN ALL EROSION AND SEDIMENTATION CONTROL PRACTICES IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND CONSTRUCTION SCHEDULE. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR IMPLEMENTING THE SWPPP.
- REMOVE GOOD TOPSOIL FROM AREAS TO BE GRADED AND FILLED, AND PRESERVE IT FOR USE IN FINISHING THE GRADING OF ALL CRITICAL AREAS.
- SCARIFY AREAS TO RECEIVE TOPSOIL TO A MINIMUM DEPTH OF 3 INCHES BEFORE PLACING TOPSOIL PER OWNER / DEVELOPER, CITY, AND / OR DOT STANDARDS AND SPECIFICATIONS.
- CLEAR AND GRUB AREAS TO BE FILLED, REMOVE TREES, VEGETATION, ROOTS, DEBRIS, AND OTHER MATERIALS THAT WOULD AFFECT THE STABILITY OF THE FILL.
- ENSURE THAT FILL MATERIAL IS FREE OF BRUSH, RUBBISH, ROCKS, LOGS, STUMPS, BUILDING DEBRIS, AND OTHER MATERIALS INAPPROPRIATE FOR CONSTRUCTING STABLE FILLS.
- DO NOT INCORPORATE FROZEN MATERIAL OR SOFT, MUCK, OR HIGHLY COMPRESSIBLE MATERIALS INTO FILL SLOPES.
- KEEP DIVERSIONS AND OTHER WATER CONVEYANCE MEASURES FREE OF SEDIMENT DURING ALL PHASES OF DEVELOPMENT.
- PERMANENTLY STABILIZE ALL GRADED AREAS AFTER FINAL GRADING IS COMPLETED ON EACH AREA OF THE GRADING PLAN. APPLY TEMPORARY STABILIZATION MEASURES ON ALL GRADED AREAS WHEN WORK IS TO BE INTERRUPTED OR DELAYED (SEE EROSION CONTROL PLAN(S)).
- CONTRACTOR SHALL MATCH TOP OF PROPOSED DRAINAGE STRUCTURES WITH PROPOSED GRADES. IF A DISCREPANCY OCCURS BETWEEN PROPOSED GRADES AND PROPOSED STRUCTURE TOPS, THE GRADING SHALL GOVERN. IF THE DISCREPANCY IS MORE THAN 4 INCHES, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD.
- ALL UTILITIES, INCLUDING STORM SEWER, SHOWN WITHIN PUBLIC EASEMENTS OR RIGHT-OF-WAYS SHALL BE CONSTRUCTED TO THE GOVERNING AGENCY'S SPECIFICATIONS. ALL OTHER UTILITIES SHALL BE CONSTRUCTED TO THE CLIENT'S OR THE GOVERNING AGENCY'S SPECIFICATIONS, WHICHEVER IS MORE STRINGENT. IF THERE IS A QUESTION AS TO WHICH SPECIFICATIONS SHOULD APPLY, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD.
- ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGLY.
- CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY (STATE ONE CALL SYSTEM) AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
- SITE GRADING SHALL NOT PROCEED UNTIL PERIMETER EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
- REFER TO GEOTECHNICAL REPORT FOR GENERAL DESCRIPTION OF SOIL STRATA AND INFORMATION ON EXISTING ROCK.

GENERAL SITE NOTES

- CONTRACTOR SHALL RETAIN A FULL SET OF LATEST APPROVED CONSTRUCTION PLANS ON SITE DURING CONSTRUCTION ACTIVITIES.
- CONSTRUCTION METHODS AND MATERIALS NOT SPECIFIED IN THESE PLANS ARE TO MEET OR EXCEED THE SITE WORK SPECIFICATIONS PROVIDED BY MCLELLAND CONSULTING ENGINEERS, INC. OR AS SPECIFIED BY THE OWNER'S RESIDENT REPRESENTATIVE.
- ALL CONSTRUCTION WORK AND UTILITY WORK OUTSIDE OF PROPERTY BOUNDARIES SHALL BE PERFORMED IN COOPERATION WITH AND IN ACCORDANCE WITH REGULATIONS OF THE AUTHORITIES CONCERNED.
- PUBLIC CONVENIENCE AND SAFETY: THE CONTRACTOR SHALL CONDUCT THE WORK IN A MANNER THAT WILL INSURE, AS FAR AS PRACTICABLE, THE LEAST OBSTRUCTION TO TRAFFIC AND SHALL PROVIDE FOR THE CONVENIENCE AND SAFETY OF THE GENERAL PUBLIC AND RESIDENTS ALONG AND ADJACENT TO HIGHWAYS IN THE CONSTRUCTION AREA IN AN ADEQUATE AND SATISFACTORY MANNER IN ACCORDANCE WITH ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- UNLESS OTHERWISE NOTED, ALL CURBING INDICATED SHALL BE 2'-0" CONCRETE CURB AND GUTTER.
- ALL DIMENSIONS, UNLESS OTHERWISE NOTED, ARE FROM THE FACE OF CURB, FACE OF BUILDING, OR CENTERLINE OF STRIPE.
- CONTRACTOR SHALL REFER TO PROJECT SPECIFICATIONS AND GEOTECHNICAL REPORT DETAILS FOR PAVING DESIGN AND PROPER MATERIALS.
- ALL RADII FOR CURBS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL RADII ON CURBS ARE 3'-0" UNLESS OTHERWISE NOTED.
- GENERAL CONTRACTOR SHALL COORDINATE AND COMPLY WITH ALL UTILITY COMPANIES INVOLVED IN PROJECT AND PAY ALL REQUIRED FEES AND COSTS.
- ALL WORK TO BE DONE IN STRICT ACCORDANCE WITH THE CITY OF LITTLE ROCK'S STANDARD SITE SPECIFICATIONS.
- BT IS LOADING, HAULING, AND ROUGH GRADING LEVEE FILL MATERIAL ONLY. ALL OTHER WORK TO BE PERFORMED BY OTHERS.
- TRAIL TO MEET THE REQUIREMENTS OF AASHTO'S "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES".

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



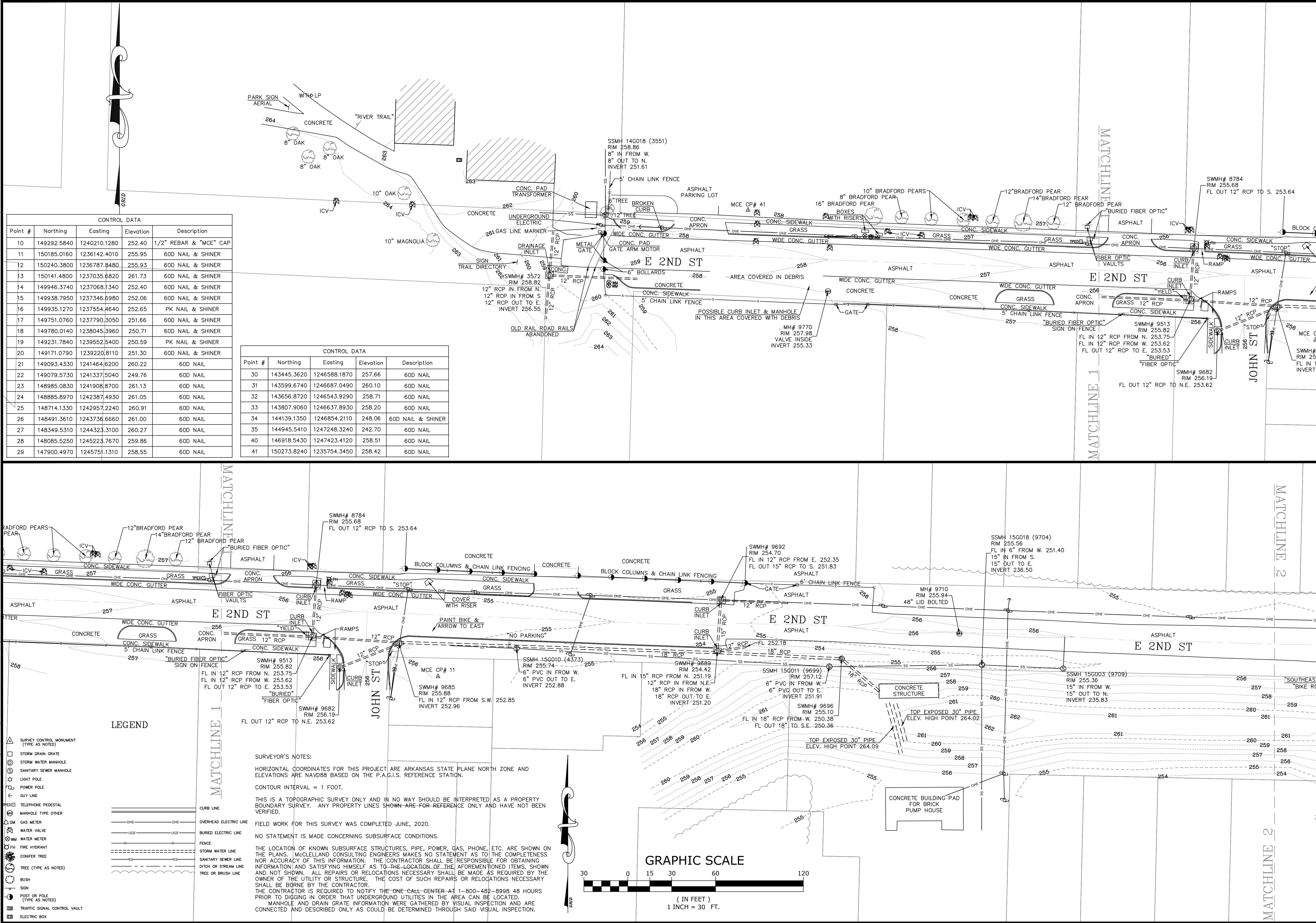
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		60% DESIGN DEVELOPMENT	8/21/2020	
		LEVEE DISTRICT CONCEPT	1/7/2021	
		90% DESIGN DEVELOPMENT	5/1/2021	
		100% DESIGN DEVELOPMENT	8/4/2022	

PROJECT OVERVIEW AND GENERAL NOTES

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=500'	JOB NUMBER: 20-5776

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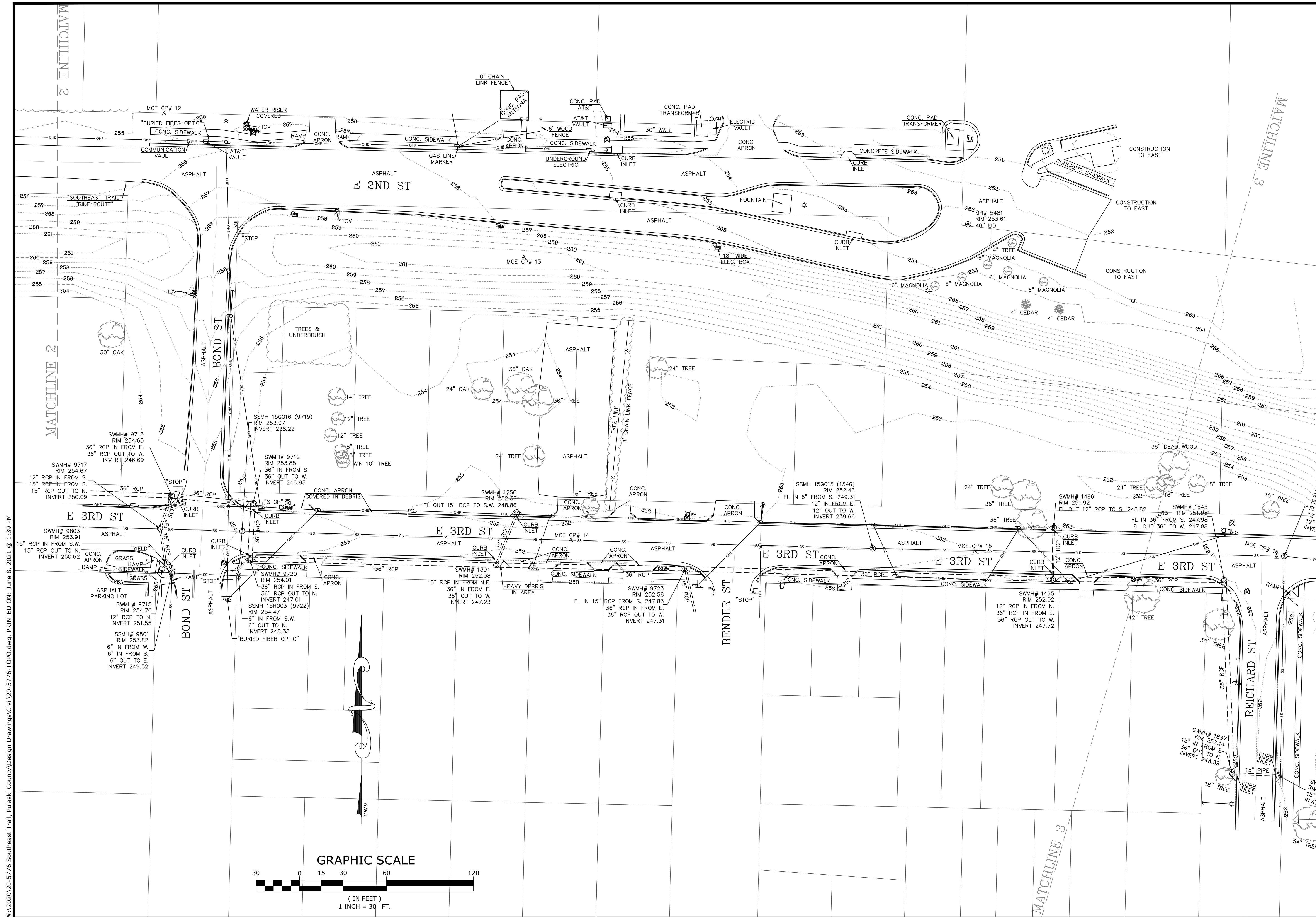
TOPOGRAPHIC SURVEY

SURVEY MANAGER: KLS DRAWN BY: JDM

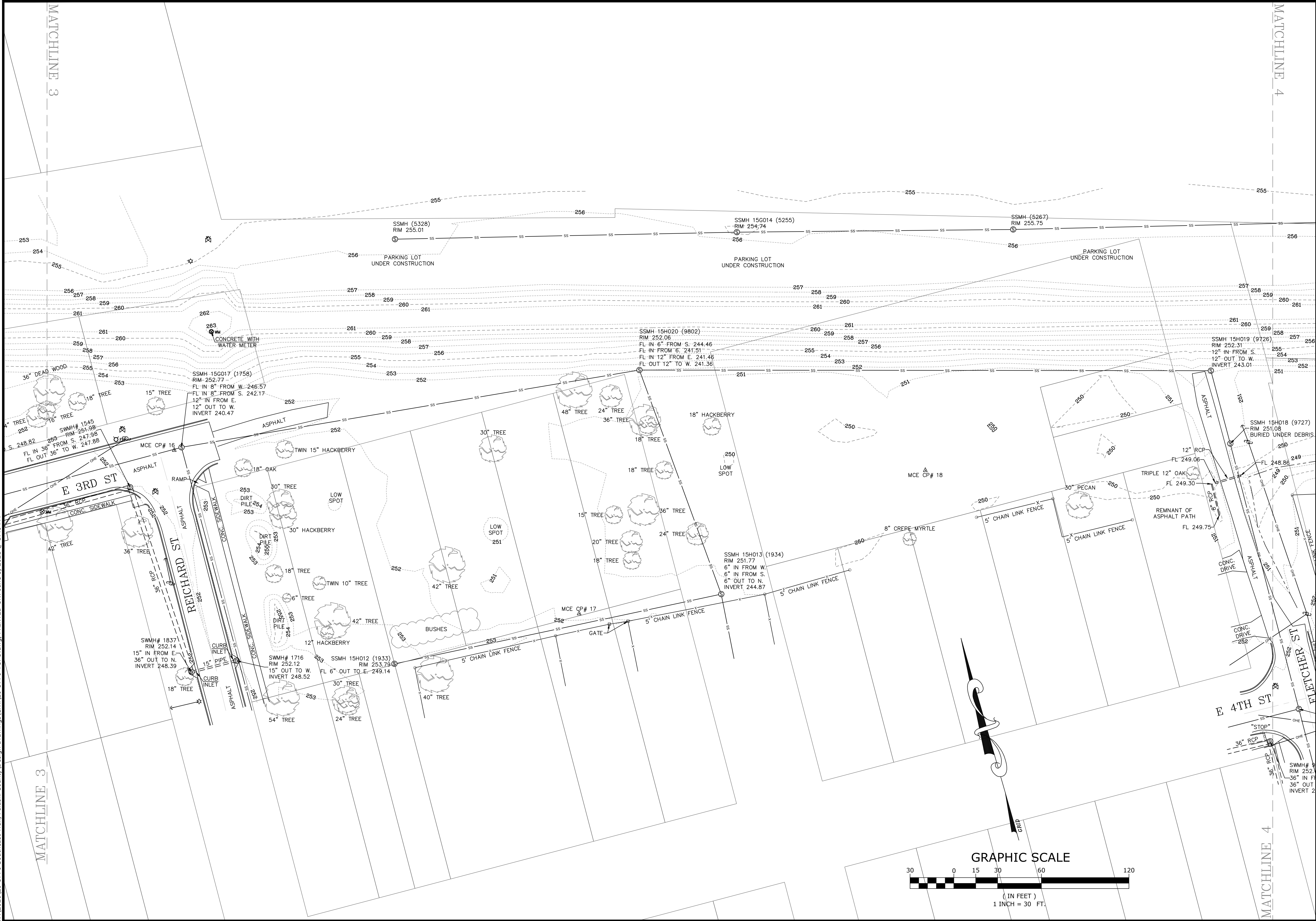
DATE: 06/25/2020 REVISION:

SCALE: 1" = 30' JOB NUMBER: 20-5776

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SOUTHEAST TRAIL
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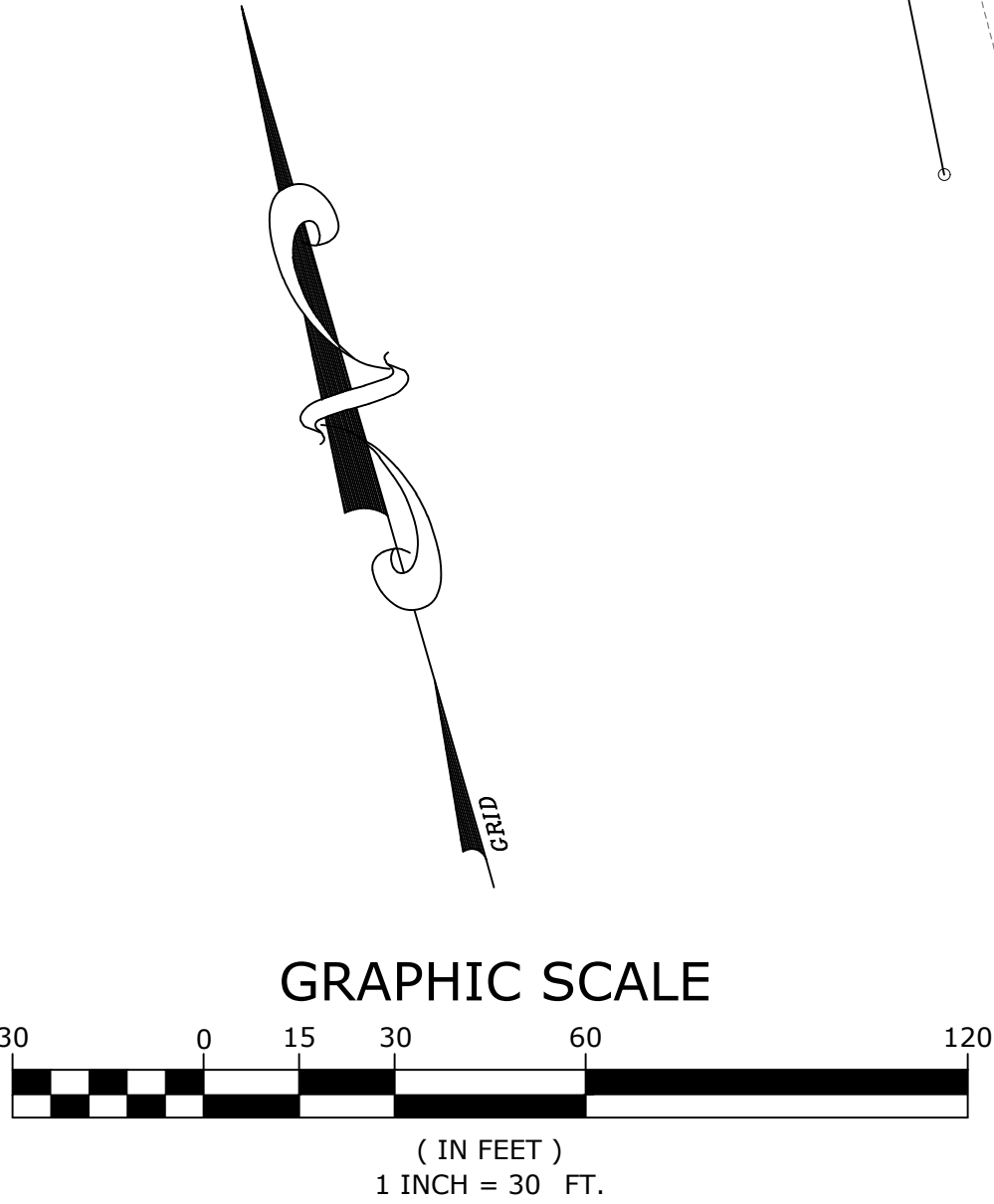
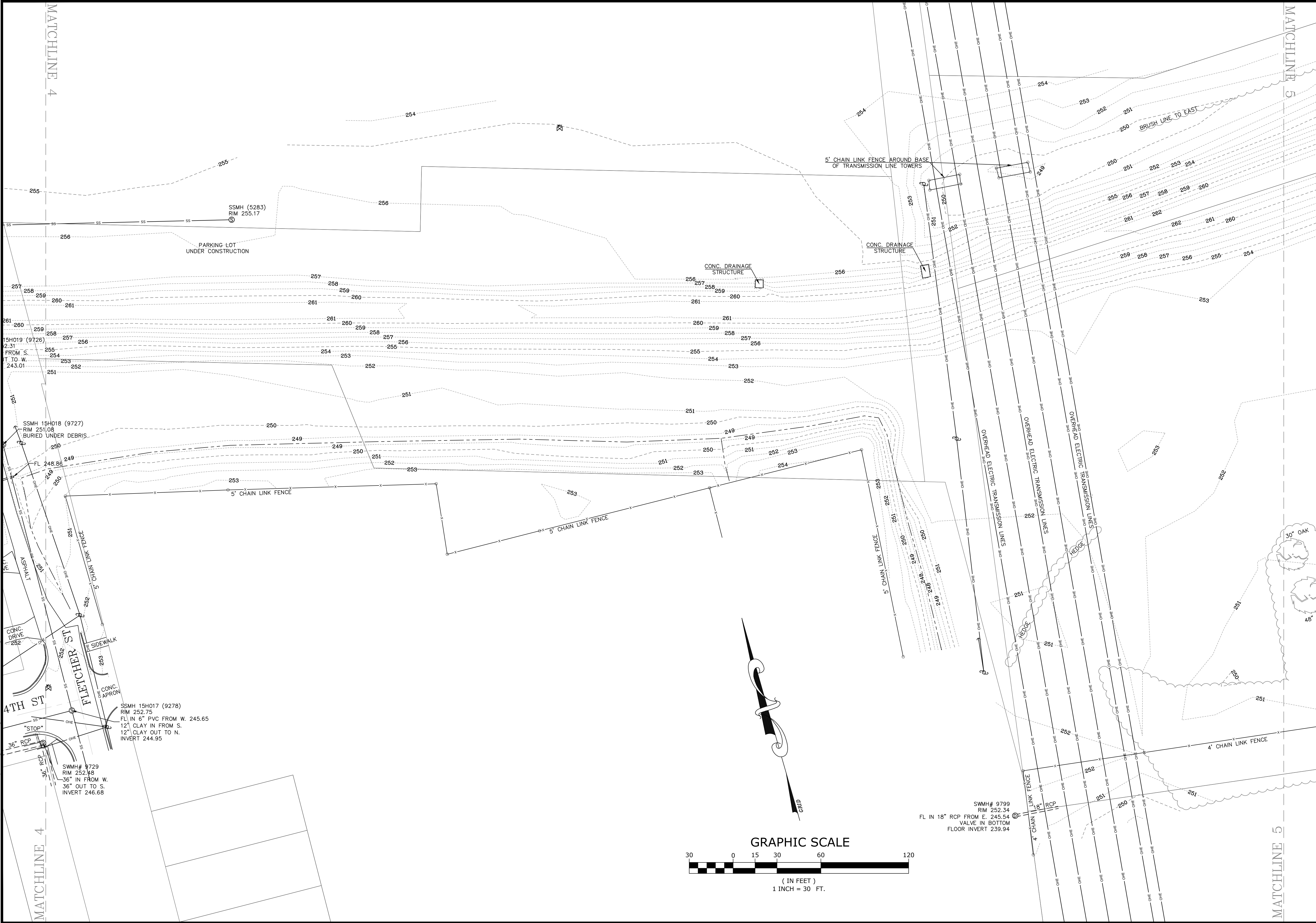
TOPOGRAPHIC
SURVEY

SURVEY MANAGER: KLS
DATE: 06/25/2020
SCALE: 1" = 30'

DRAWN BY: JDM
REVISION: 20-5776

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SOUTHEAST TRAIL

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TOPOGRAPHIC SURVEY

SURVEY MANAGER: KLS

DRAWN BY : JDM

DATE: 06/25/2020

REVISION:

SCALE: 1" = 30'

JOB NUMBER: 20-5776

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SOUTHEAST TRAIL

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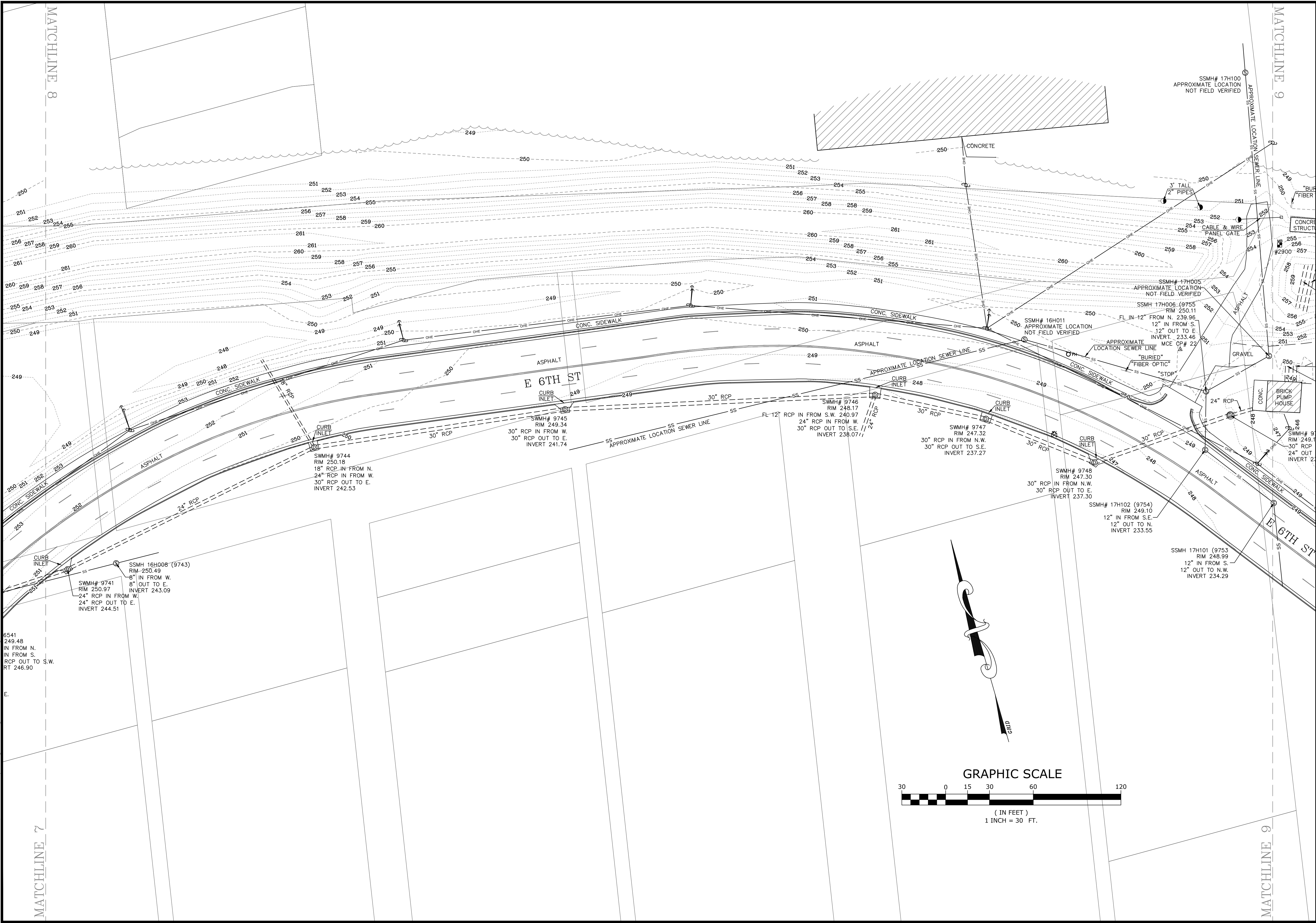
TOPOGRAPHIC SURVEY

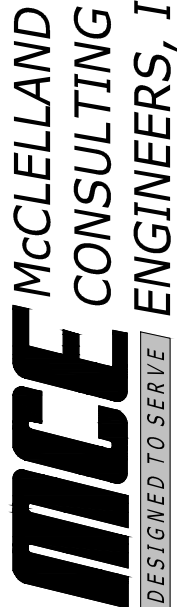
SURVEY MANAGER: KLS	DRAWN BY : JDM
DATE: 06/25/2020	REVISION:
SCALE: 1" = 30'	JOB NUMBER: 20-5776

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[illegible]

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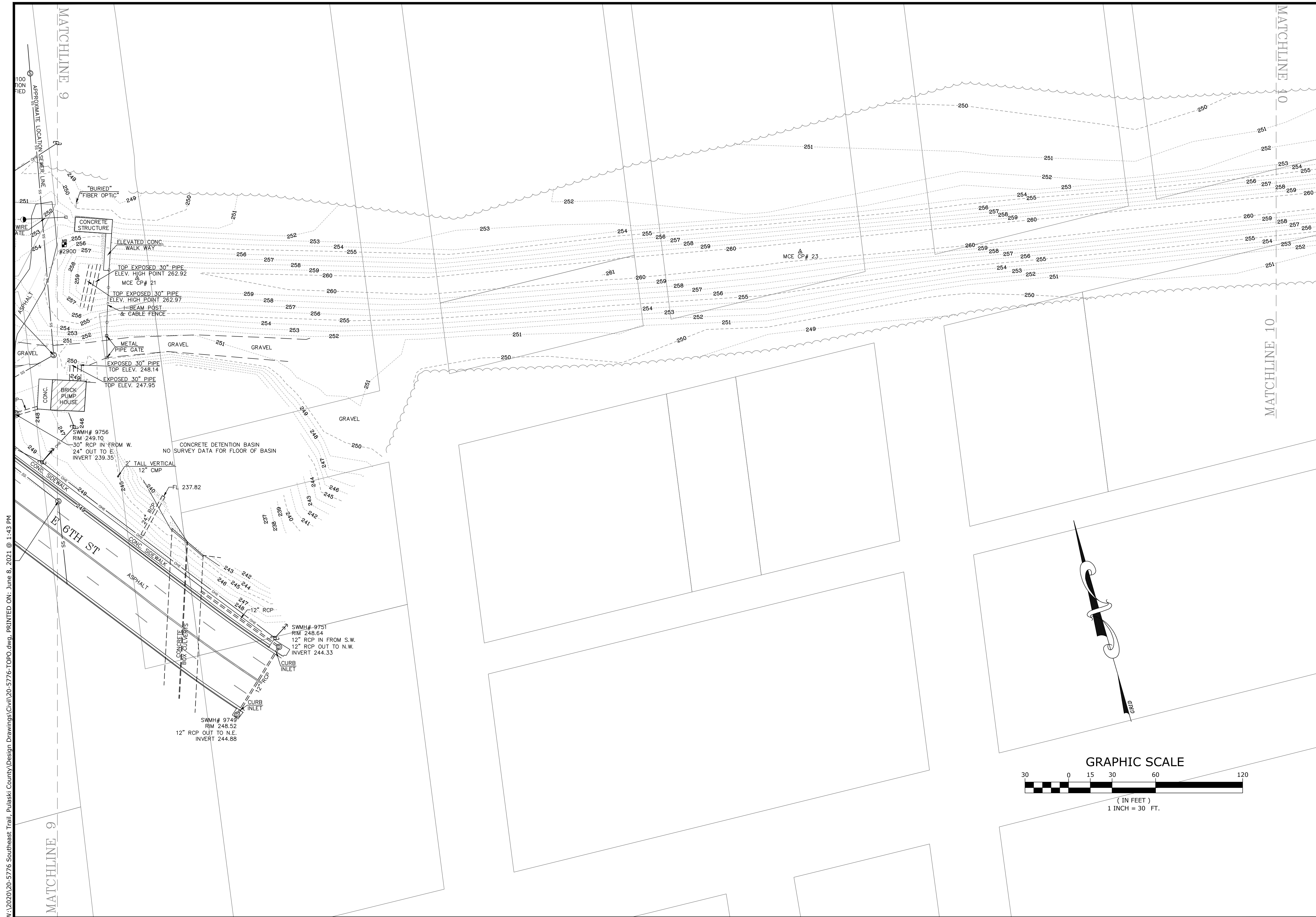
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REVISIONS	
REV	DESCRIPTION

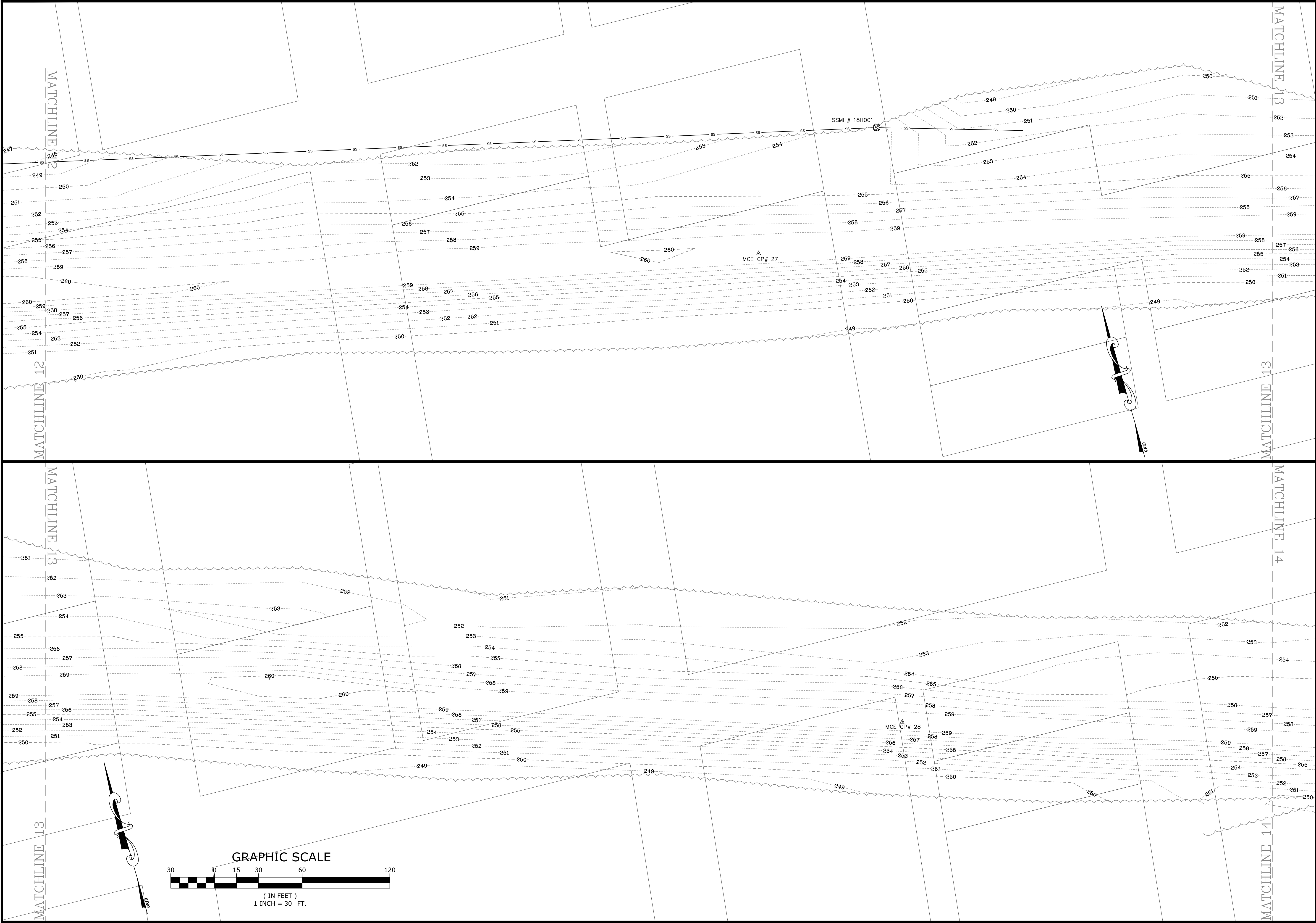
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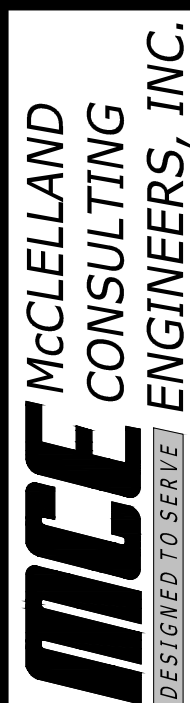
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DATE: 06/25/2020		REVISION:	
SCALE: 1" = 30'		JOB NUMBER: 20-5776	

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REV	DESCRIPTION

SURVEY MANAGER: KLS

DATE: 06/25/2020

SCALE: 1" = 30'

DRAWN BY: JDM

REVISION:

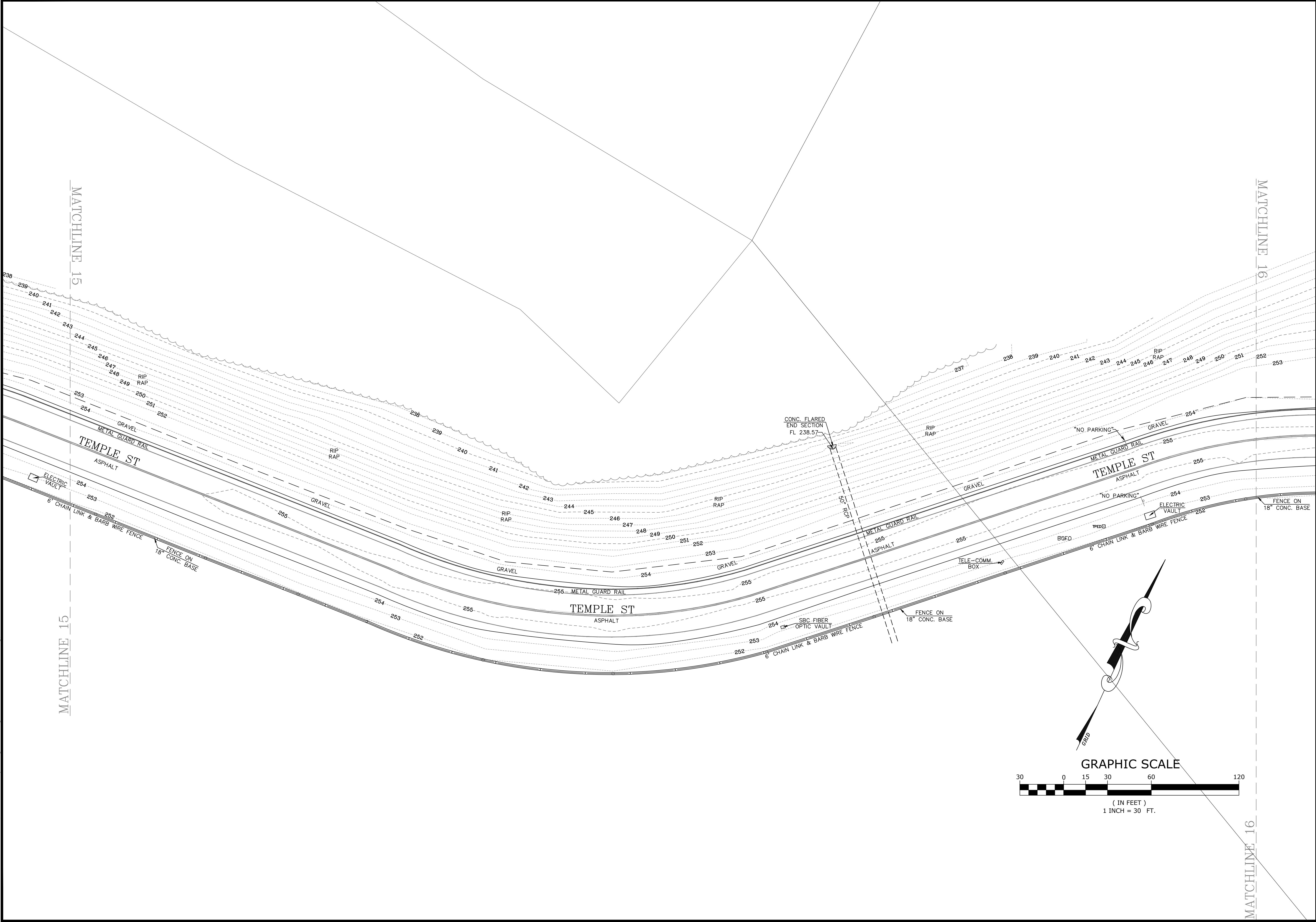
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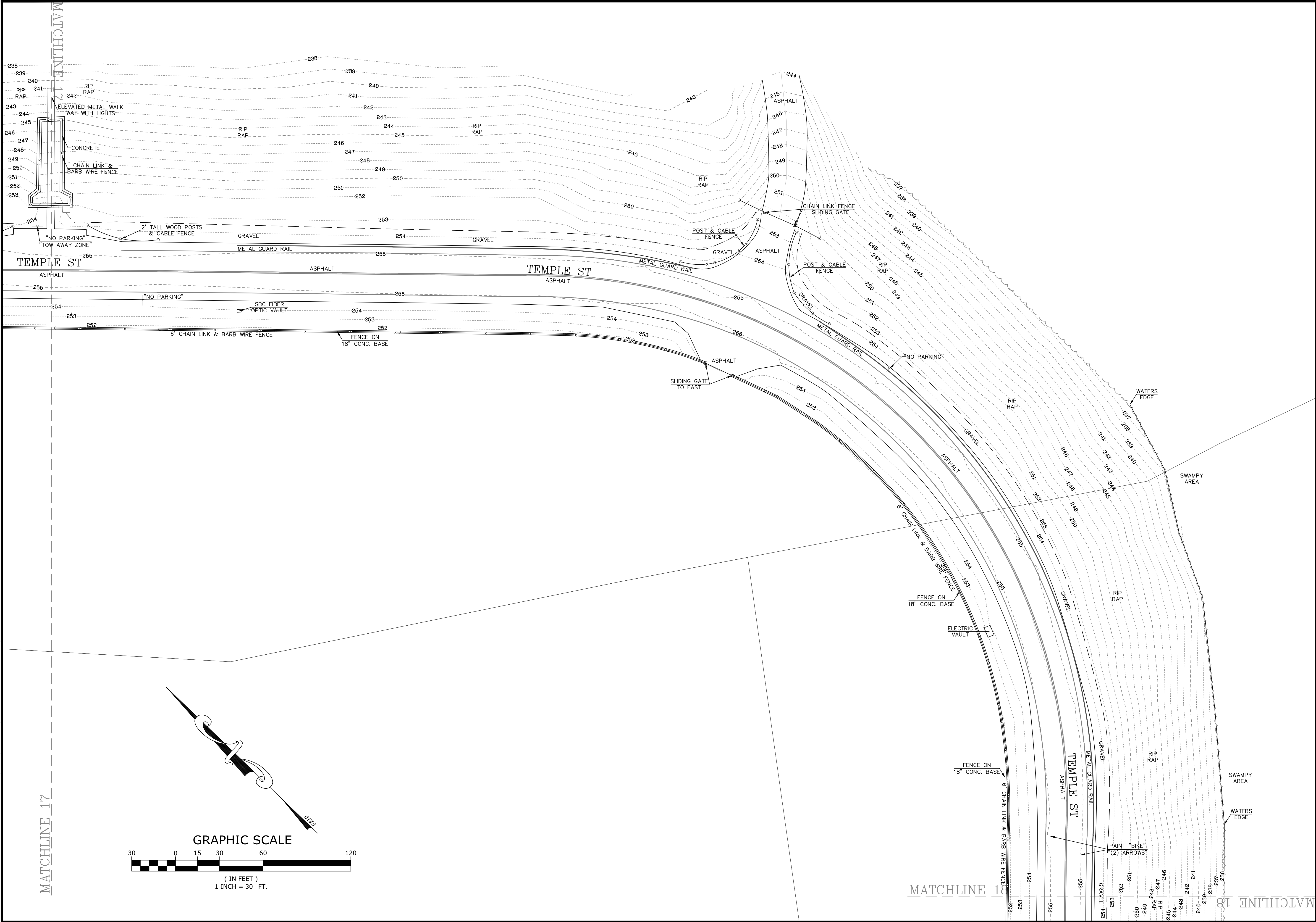
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REV	DATE	

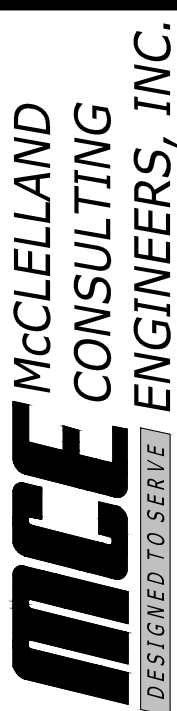
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SURVEY MANAGER: KLS	DRAWN BY : JDM
DATE: 06/25/2020	REVISION:
SCALE: 1" = 30'	JOB NUMBER: 20-5776

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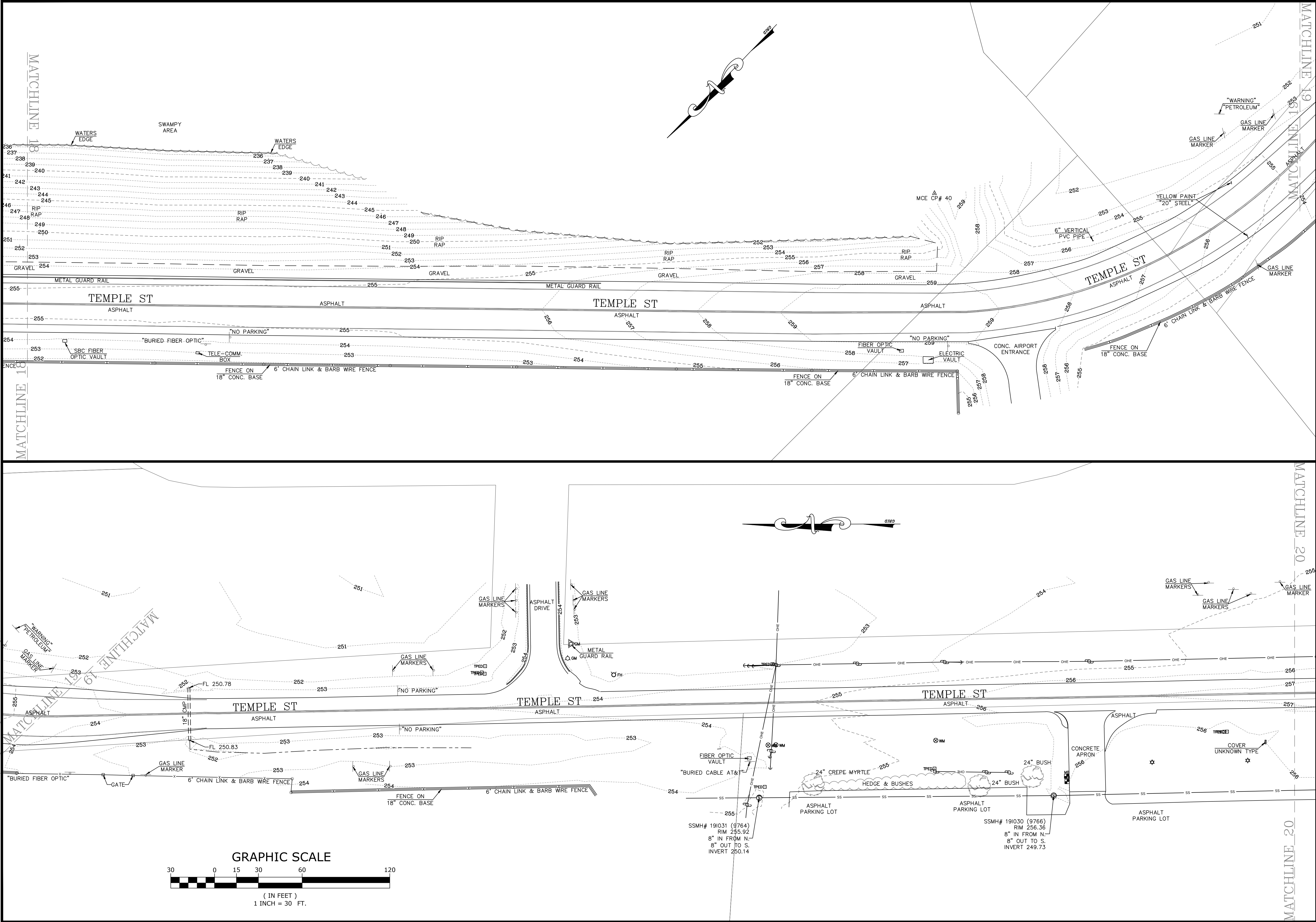
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SURVEY MANAGER: KLS
DATE: 06/25/2020
SCALE: 1" = 30'

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REVISION:
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TOPOGRAPHIC SURVEY

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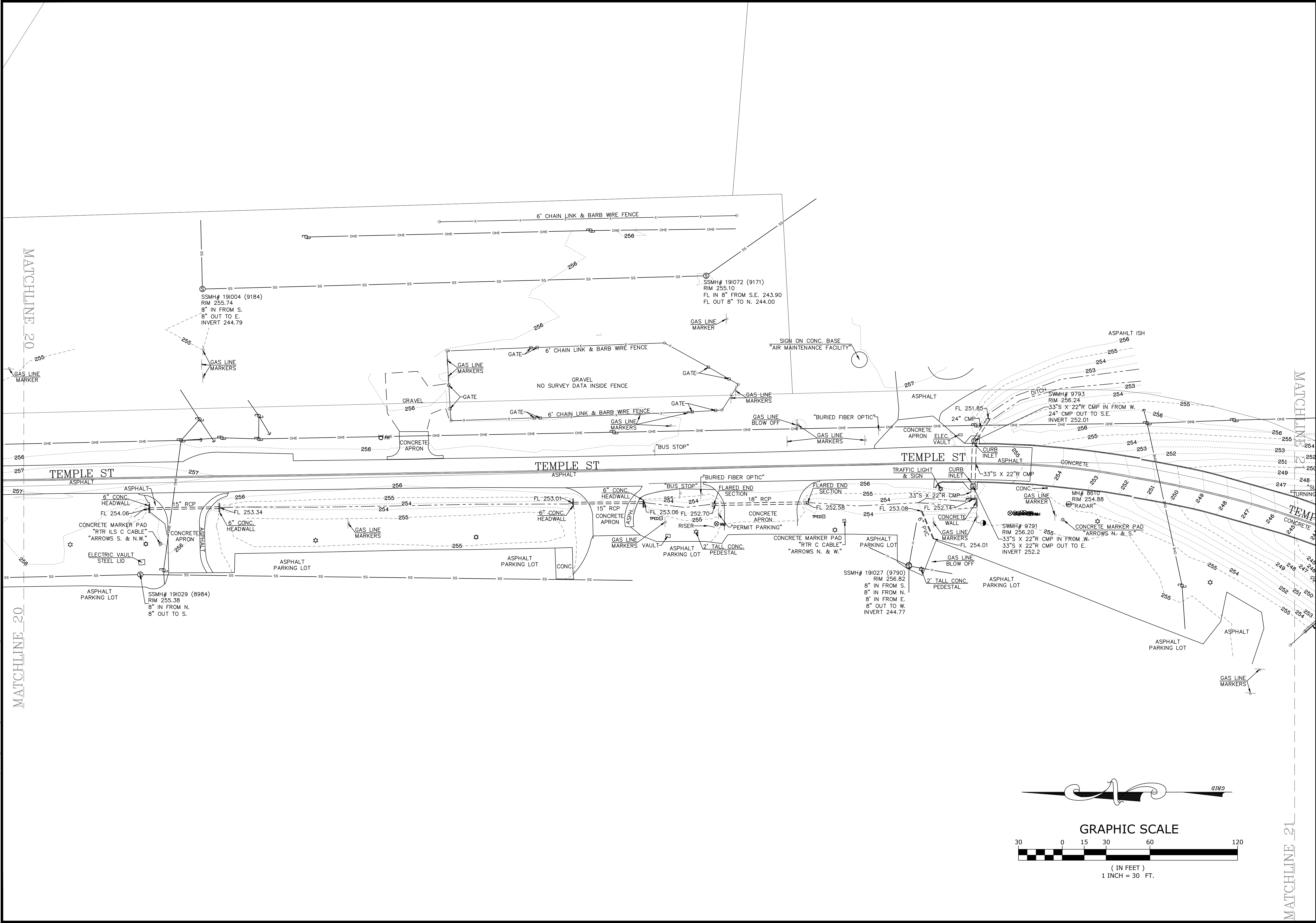
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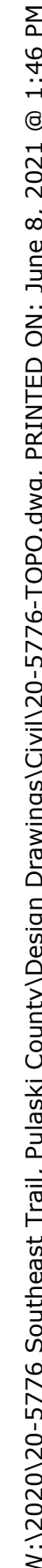
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DEMOLITION KEYNOTES

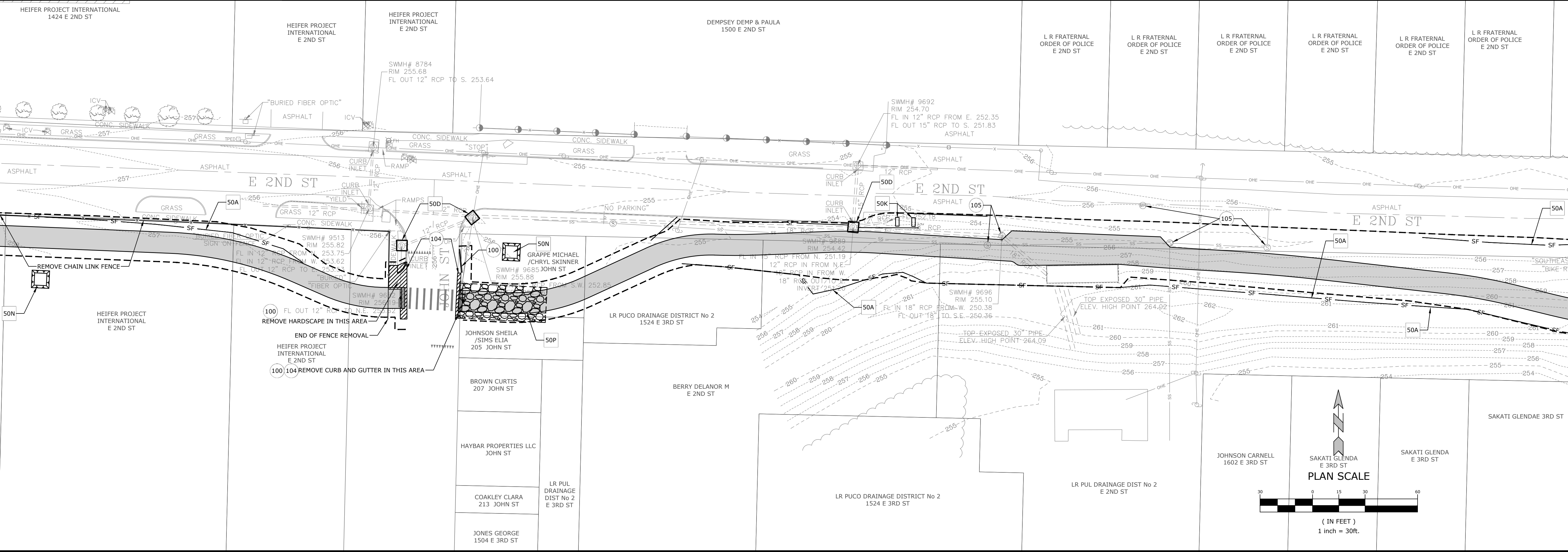
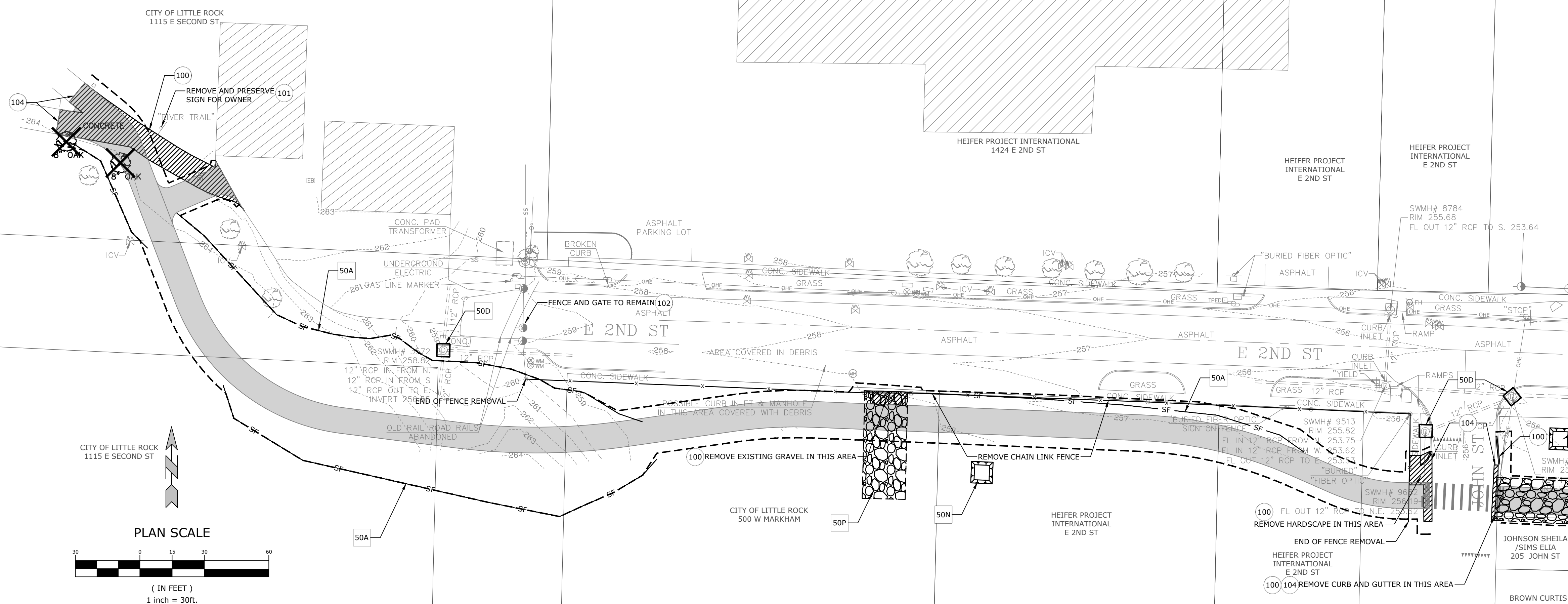
- 100 EXISTING TO BE REMOVED AND / OR DEMOLISHED
- 101 EXISTING TO BE SALVAGED AND RETURNED TO THE OWNER
- 102 EXISTING TO REMAIN
- 103 EXISTING TO BE RELOCATED
- 104 LIMITS OF SAWCUT AND PAVEMENT REMOVAL
- 105 PROTECT EXISTING STRUCTURES AND / OR PIPES DURING DEMOLITION AND CONSTRUCTION PHASES
- 106 LIMITS OF DISTURBANCE
- 107 CONTRACTOR TO COORDINATE W/ LOCAL UTILITY PROVIDER FOR REMOVAL / RELOCATION OF EXISTING UTILITY

EROSION CONTROL DETAILS

- 50A SILT FENCE
- 50B SILT SOCK
- 50C TEMPORARY CURB & AREA INLET SEDIMENT FILTER
- 50D TEMPORARY GRATE INLET, JUNCTION BOX, & OPEN LID SEDIMENT FILTER
- 50E TEMPORARY OUTFALL PROTECTION SEDIMENT FILTER
- 50F TEMPORARY GRATE INLET SEDIMENT FILTER IN PAVEMENT
- 50G TEMPORARY FLUME SEDIMENT FILTER
- 50H TEMPORARY EMBANKMENT & DIVERSION DITCH
- 50I TEMPORARY ROCK CHECK DAM
- 50K TEMPORARY STRAW BALE CHECK DAM
- 50L TEMPORARY SEDIMENT BASIN W/ RIP-RAP OUTLET
- 50M TEMPORARY SEDIMENT BASIN W/ RISER PIPE OUTLET
- 50N TEMPORARY CONCRETE WASHOUT
- 50P TEMPORARY STABILIZED CONSTRUCTION ENTRANCE
- 50Q PERMANENT RIP-RAP PAD
- 50R PERMANENT SLOPE STABILIZATION

PROPOSED LEGEND

- LIMITS OF PAVEMENT AND / OR STRUCTURE DEMOLITION
- TREE(S) TO BE REMOVED AND DISPOSED OF
- TREE PROTECTION
- LIMITS OF DEMOLITION
- LAYDOWN / STORAGE AREA
- DRAINAGE INLET PROTECTION 50D
- APPROXIMATE LIMITS OF EARTHWORK DISTURBANCE
- SILT FENCE 50A
- PROPOSED TRAIL



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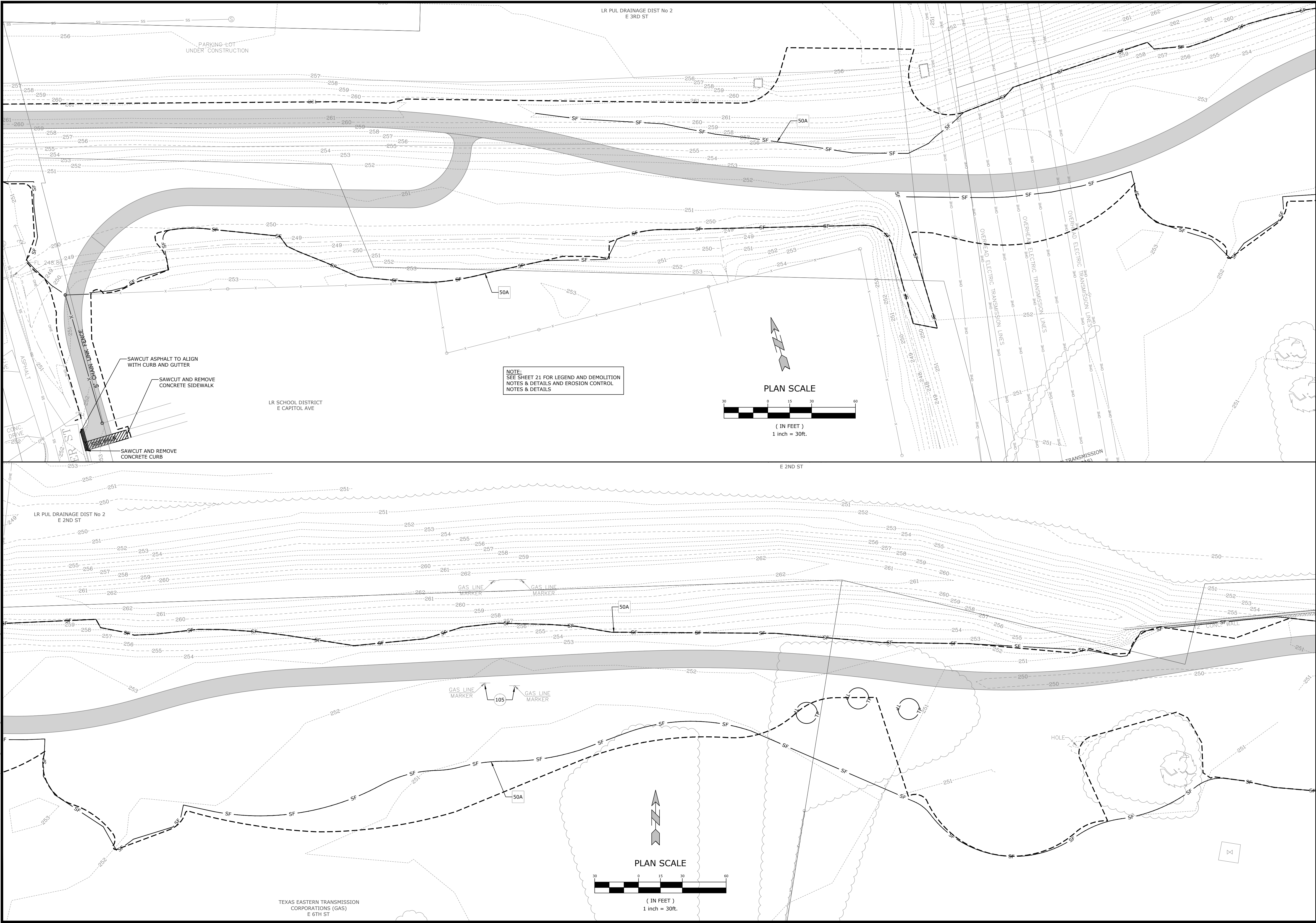
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	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT
	8/4/2022	100% DESIGN DEVELOPMENT

DEMOLITION AND EROSION CONTROL PLAN

DESIGNED BY: BB	DRAWN BY: CZ
DATE: AUG 2022	REVISION:
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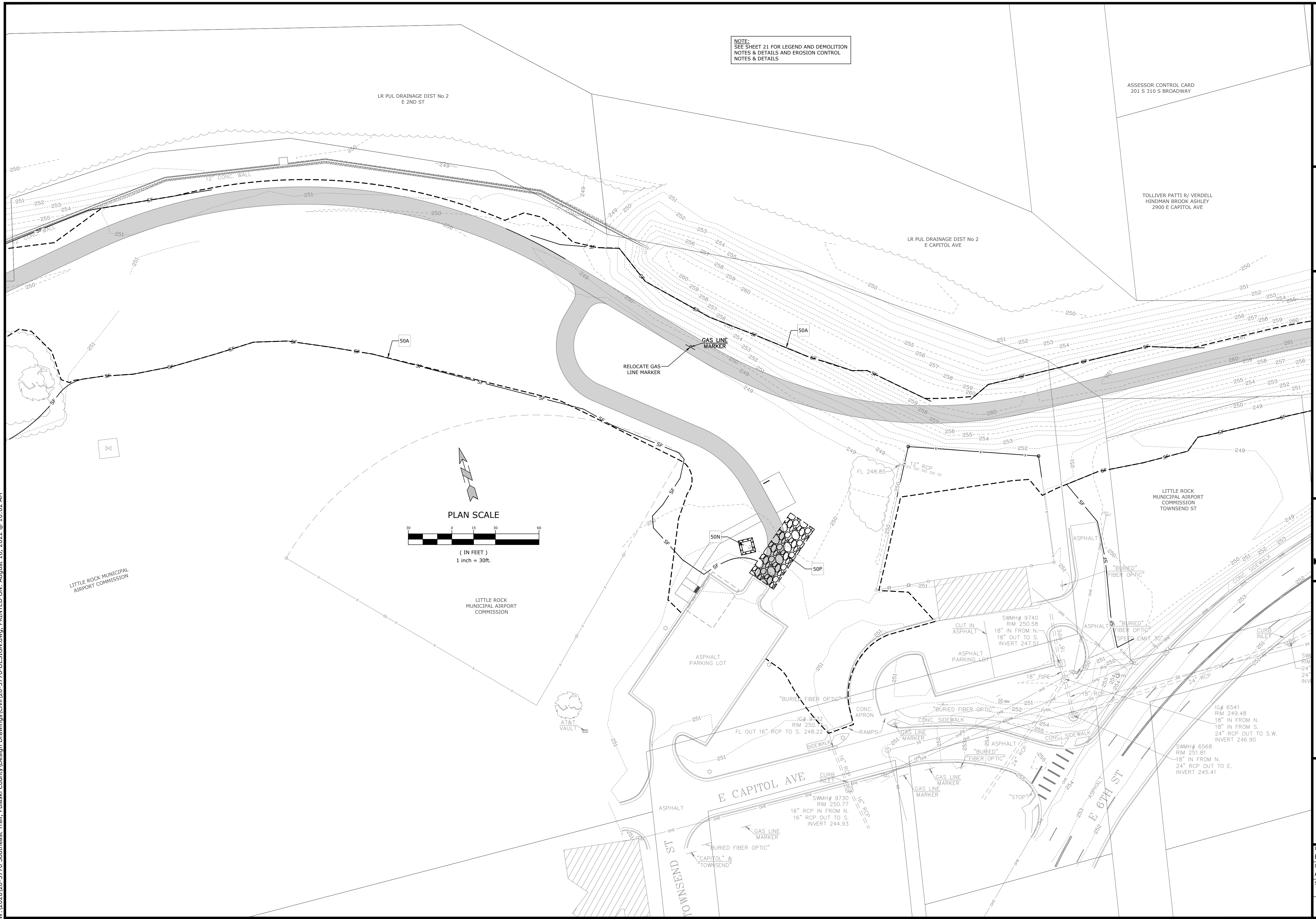
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REV	DATE	DESCRIPTION
	8/21/2020	60% DESIGN DEVELOPMENT
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	8/4/2022	100% DESIGN DEVELOPMENT

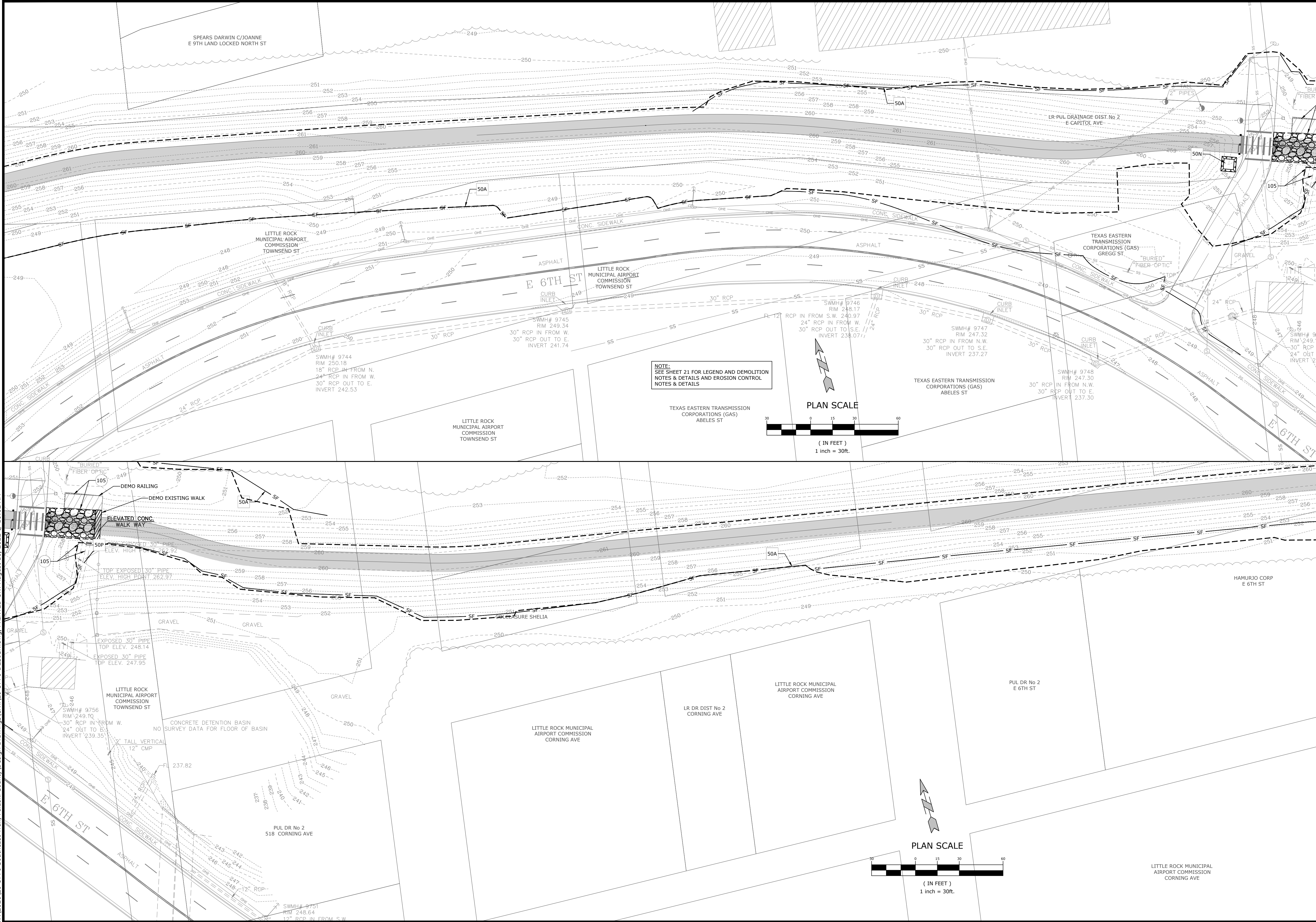
DEMOLITION
AND EROSION
CONTROL PLAN

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776

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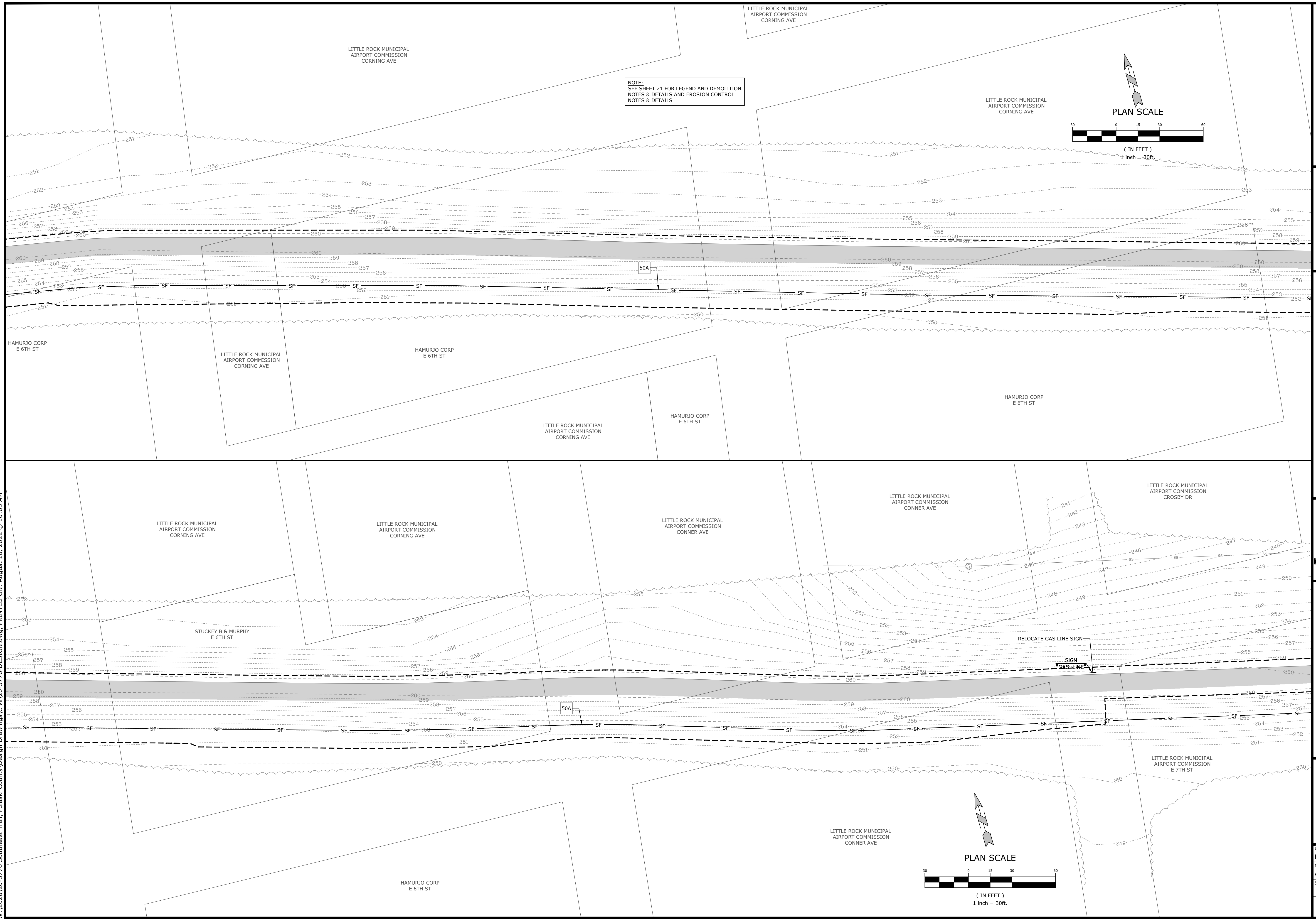
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REV	DESCRIPTION
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4	100% DESIGN DEVELOPMENT

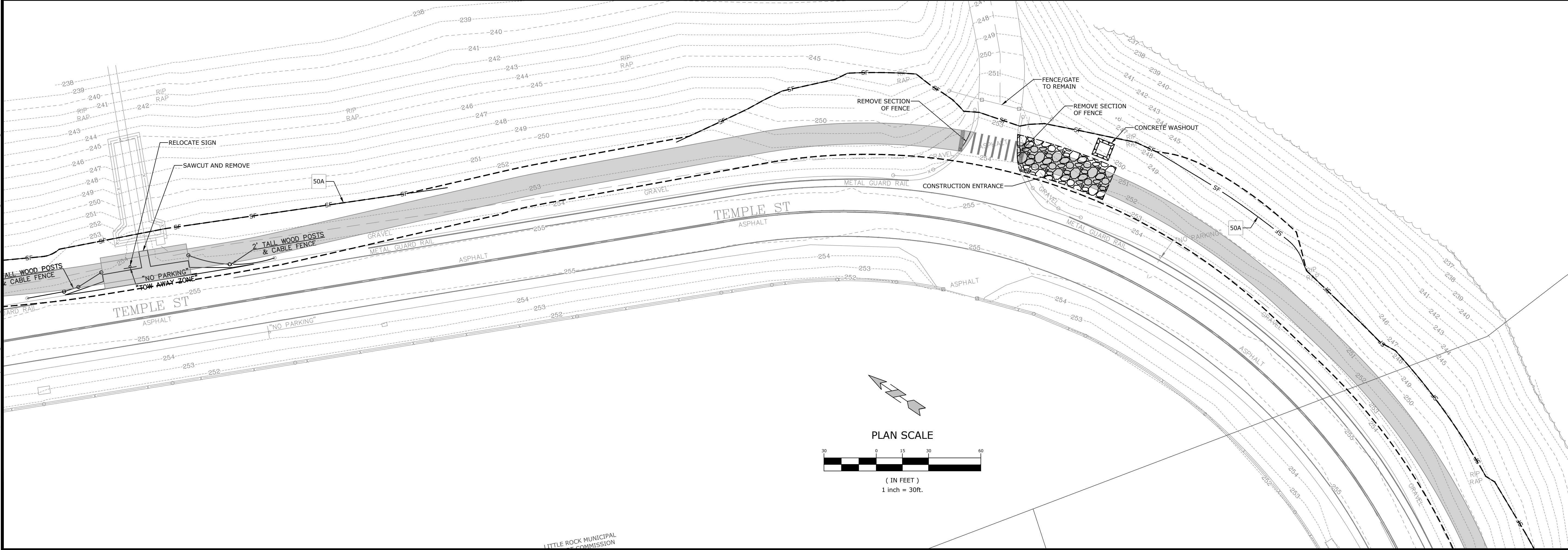
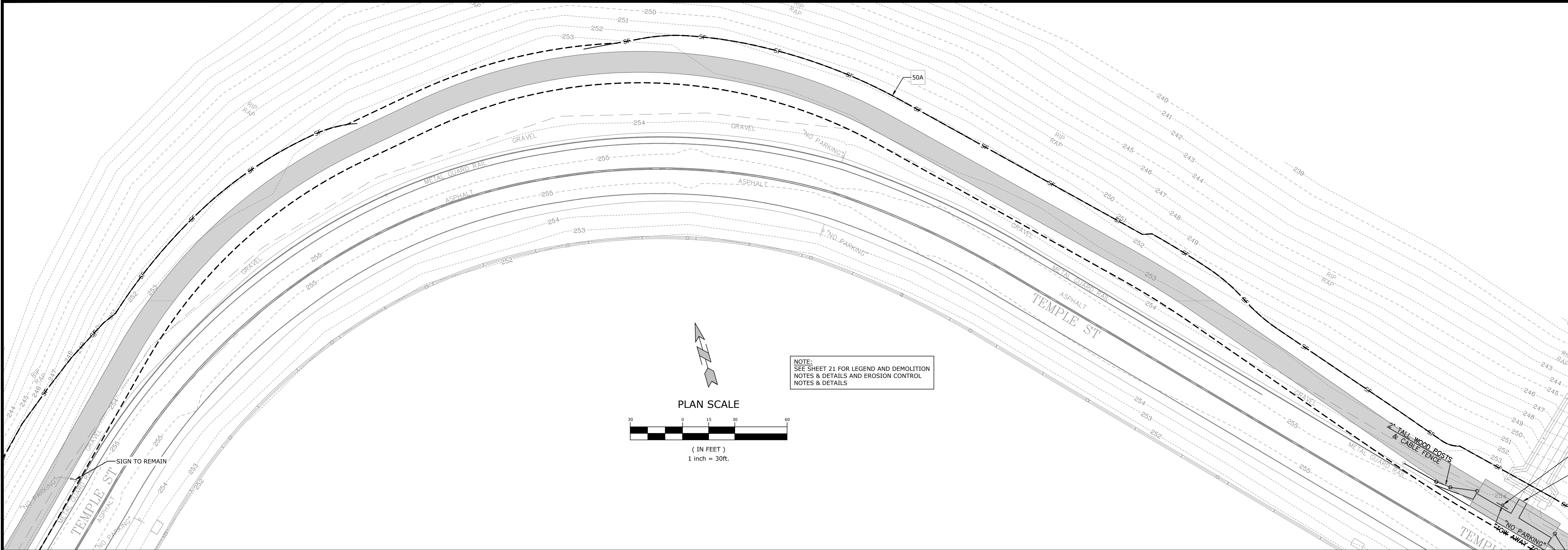
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SCALE: 1"=30'

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DESIGNED BY: BB
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SCALE: 1"=30'

DRAWN BY: CZ
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JOB NUMBER: 20-5776

DEMOLITION
AND EROSION
CONTROL PLAN

29



(IN FEET)
1 inch = 30ft.

NOTE:
SEE SHEET 21 FOR LEGEND AND DEMOLITION
NOTES & DETAILS AND EROSION CONTROL
NOTES & DETAILS

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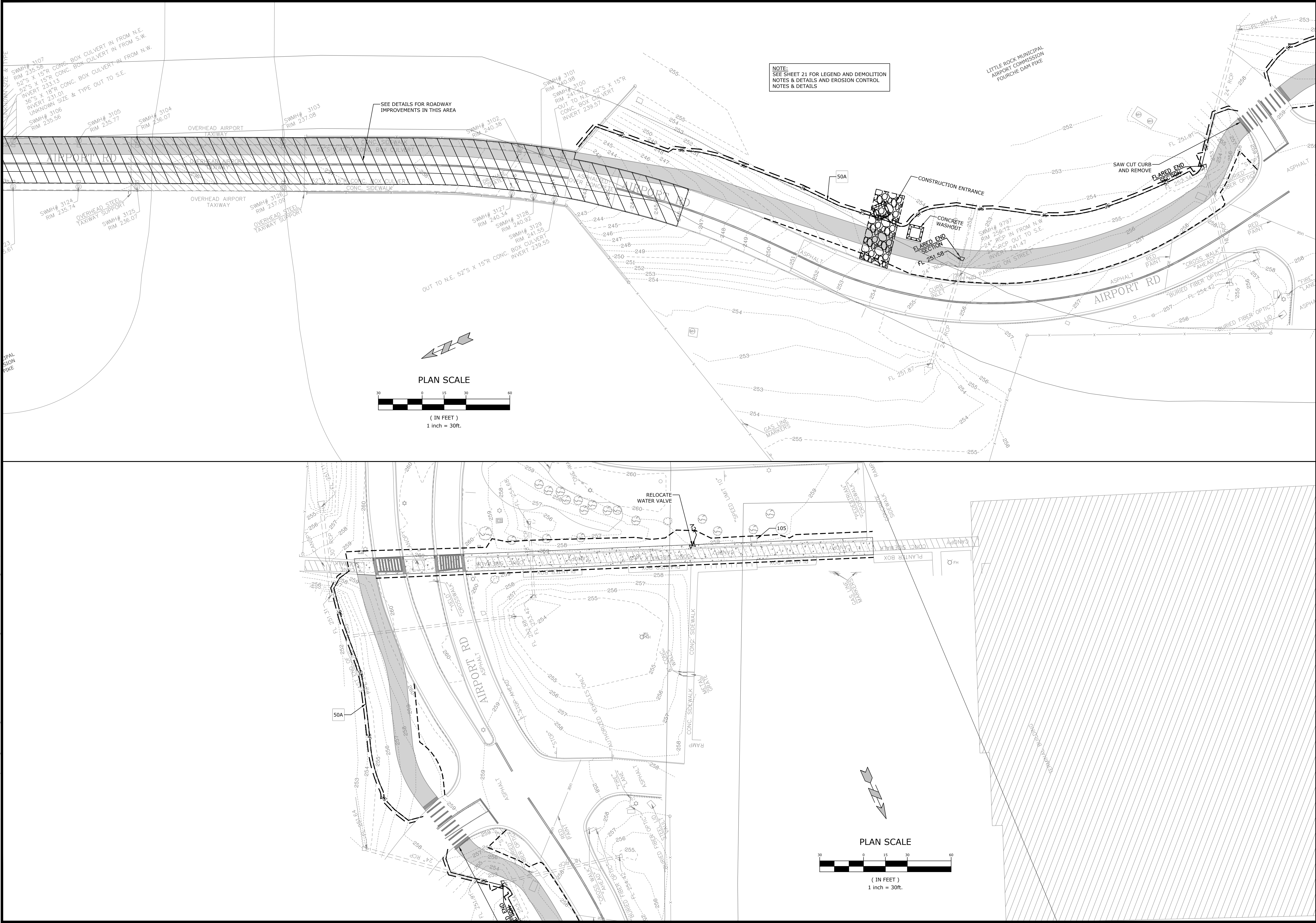
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DEMOLITION AND EROSION CONTROL PLAN

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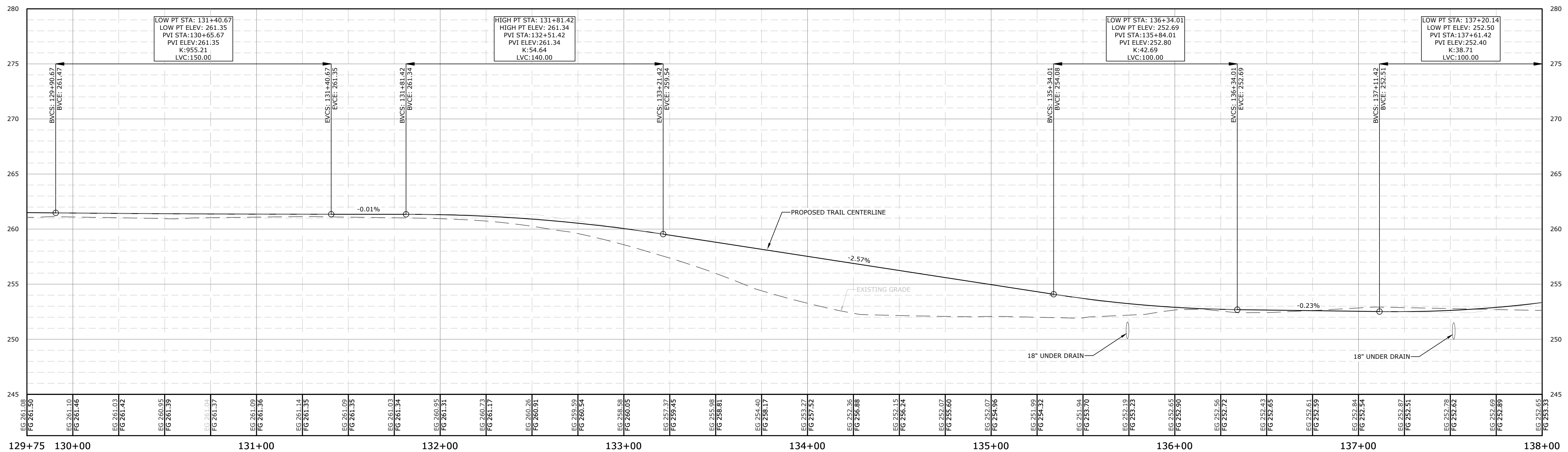
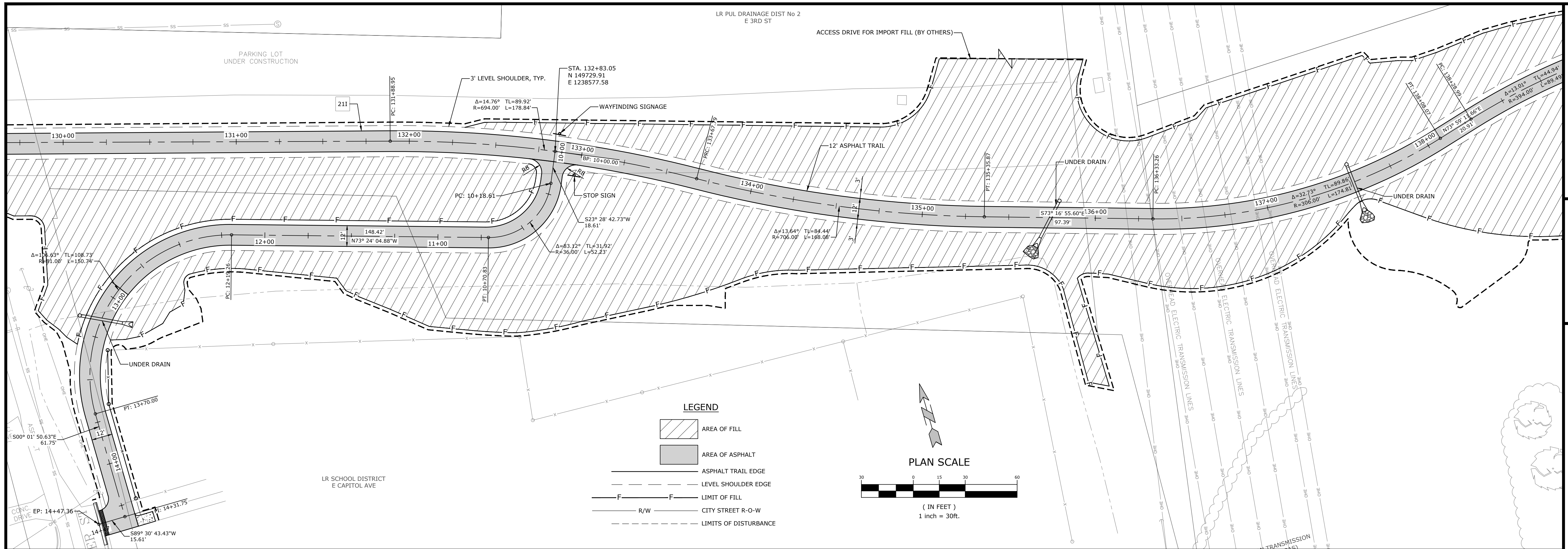
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DEMOLITION
AND EROSION
CONTROL PLAN

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776

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TRAIL CENTERLINE PROFILE

SCALE:
1"=30' HORIZ.
1"=5' VERT.

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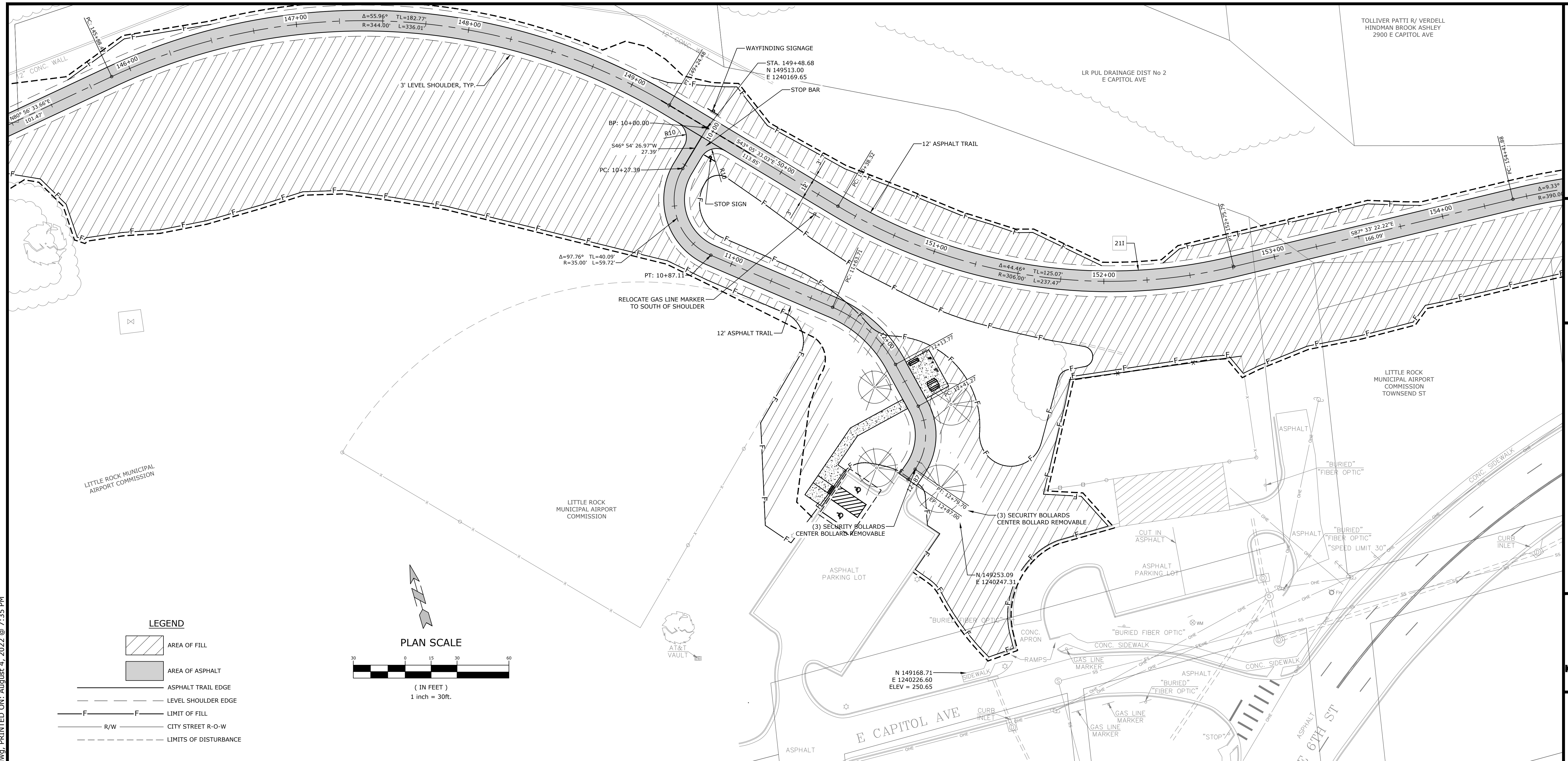


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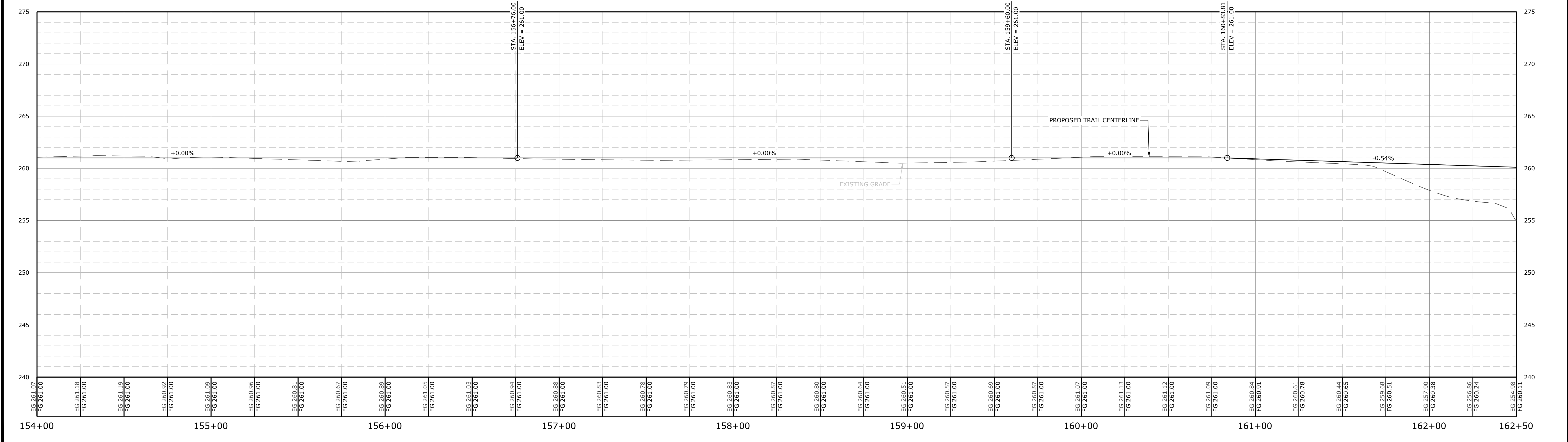
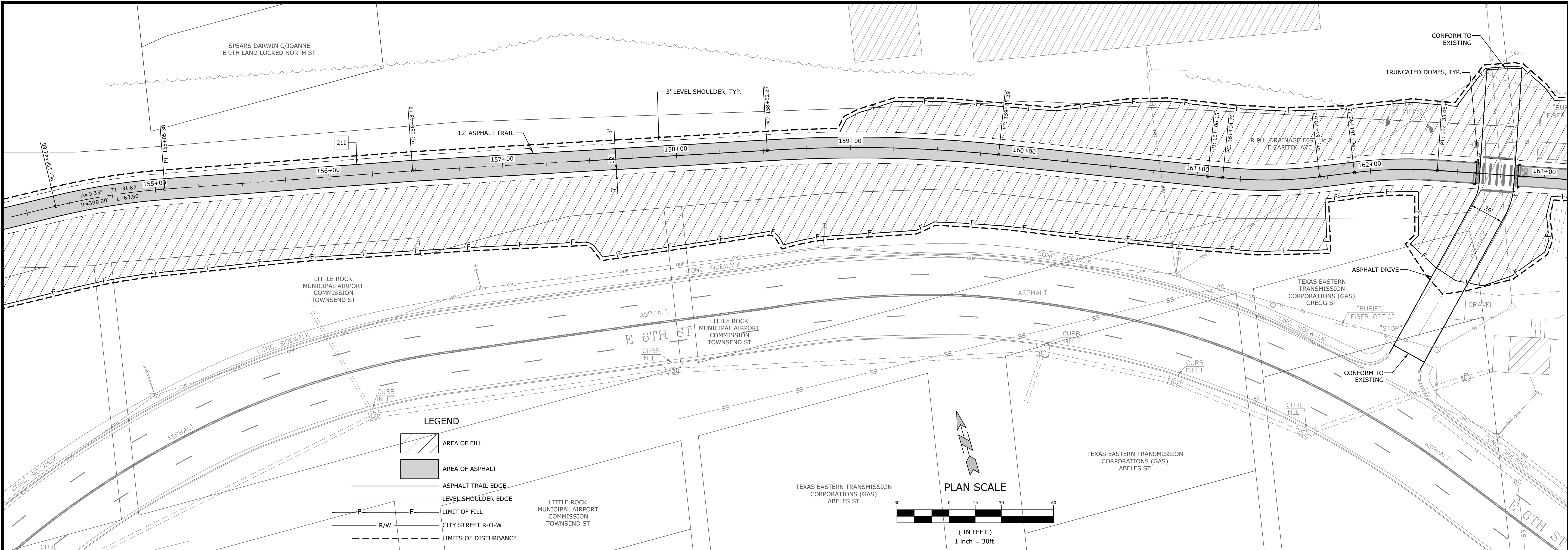
REVISIONS		
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1"=5' VERT.

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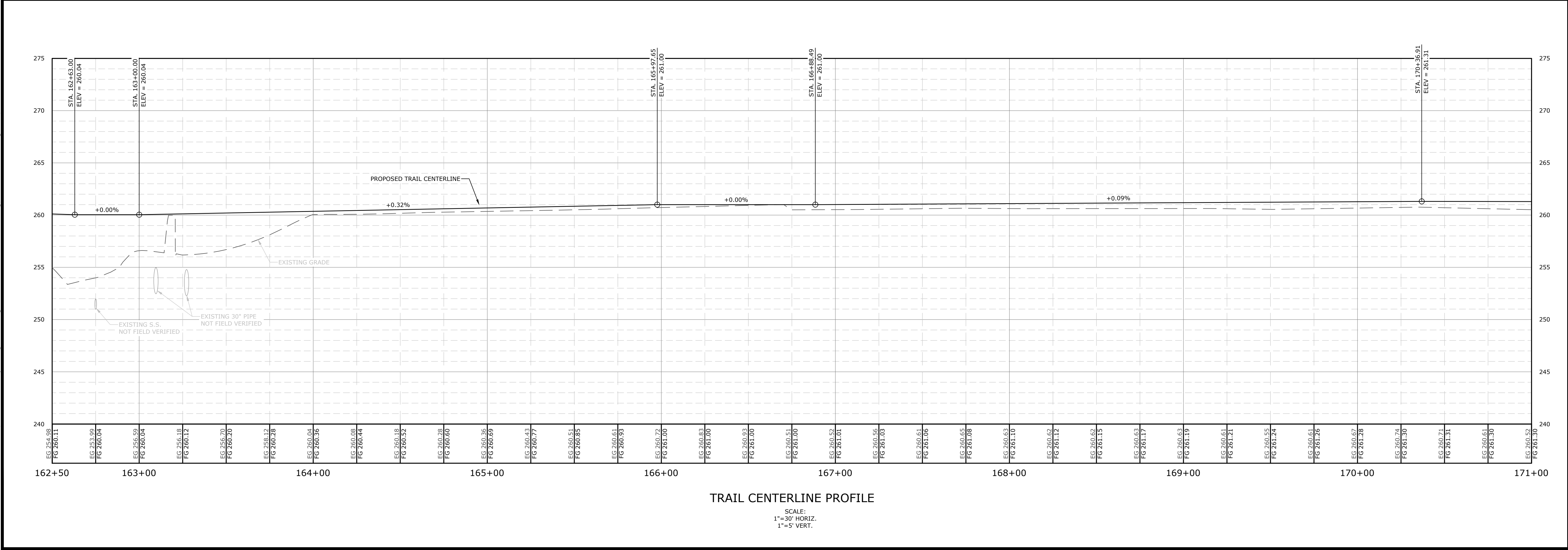
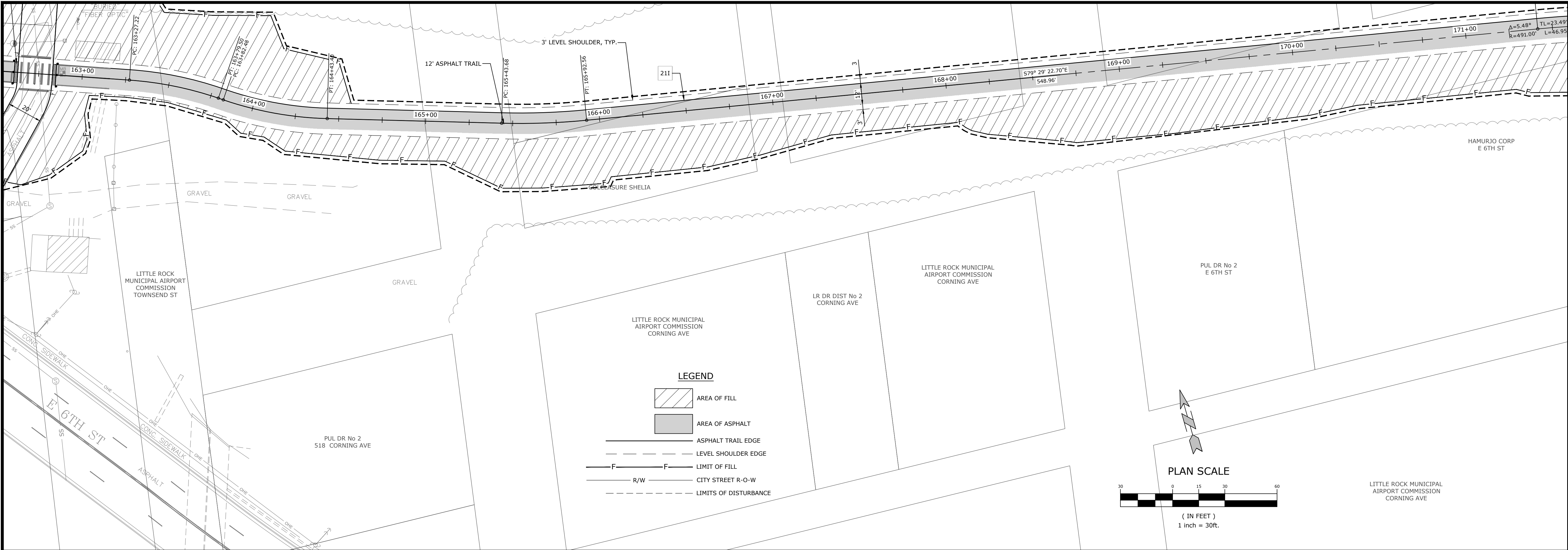
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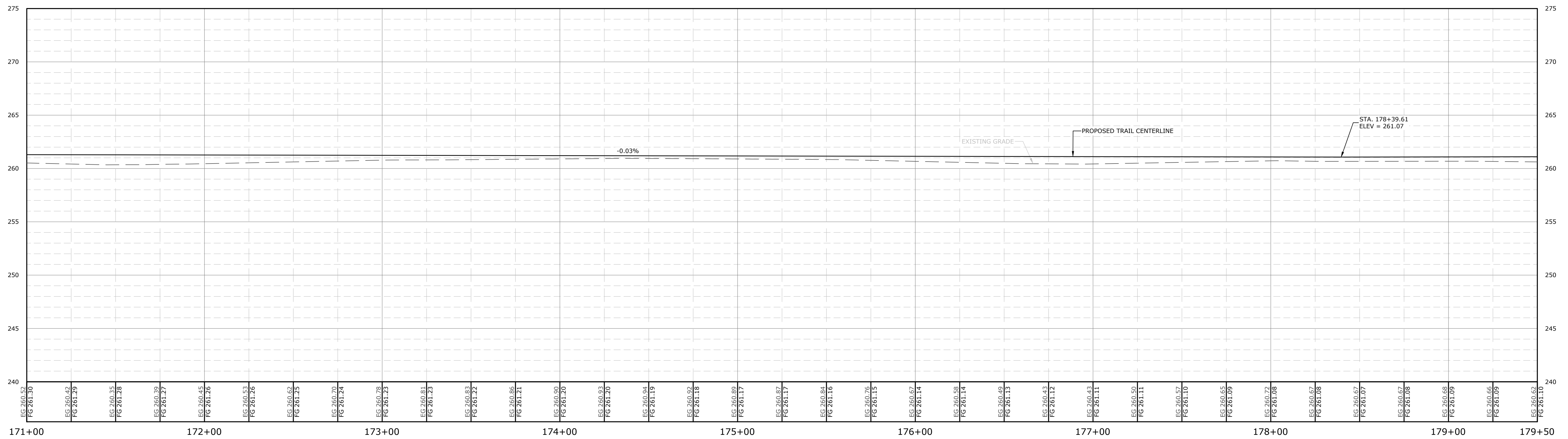
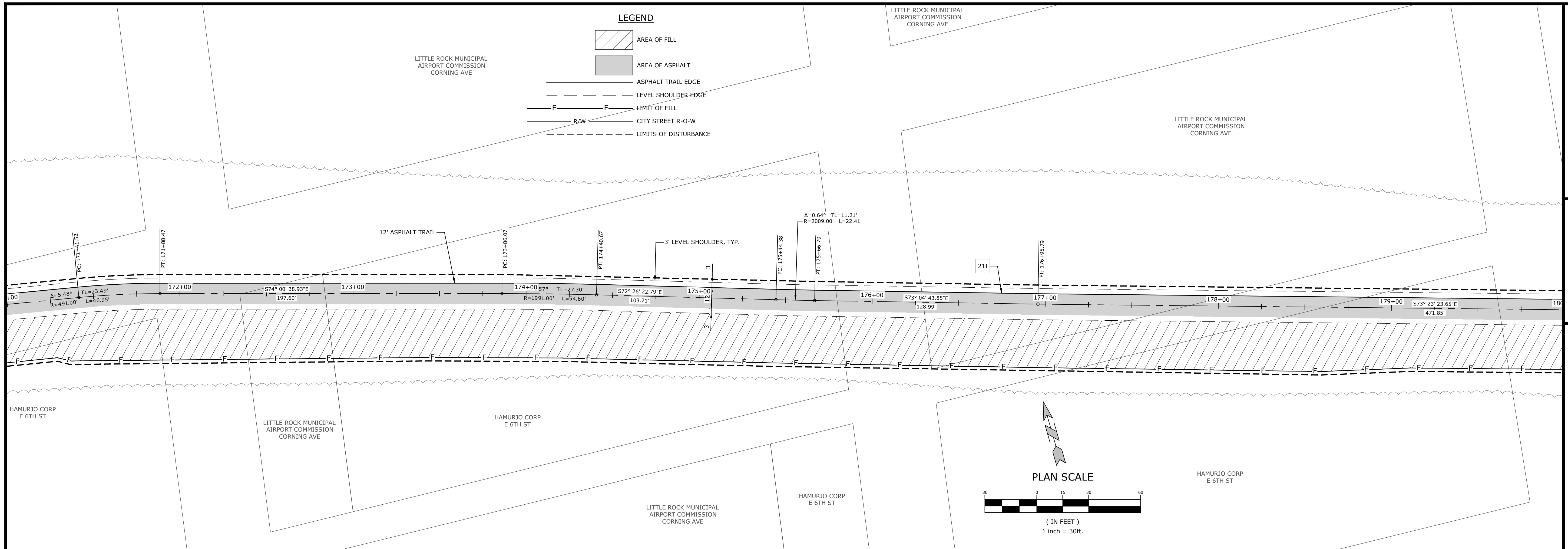
DATE:
AUG 2022

REVISION:

SCALE:
1"=30'

JOB NUMBER:
20-5776

41



TRAIL CENTERLINE PROFILE

SCALE:
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1"=5' VERT.

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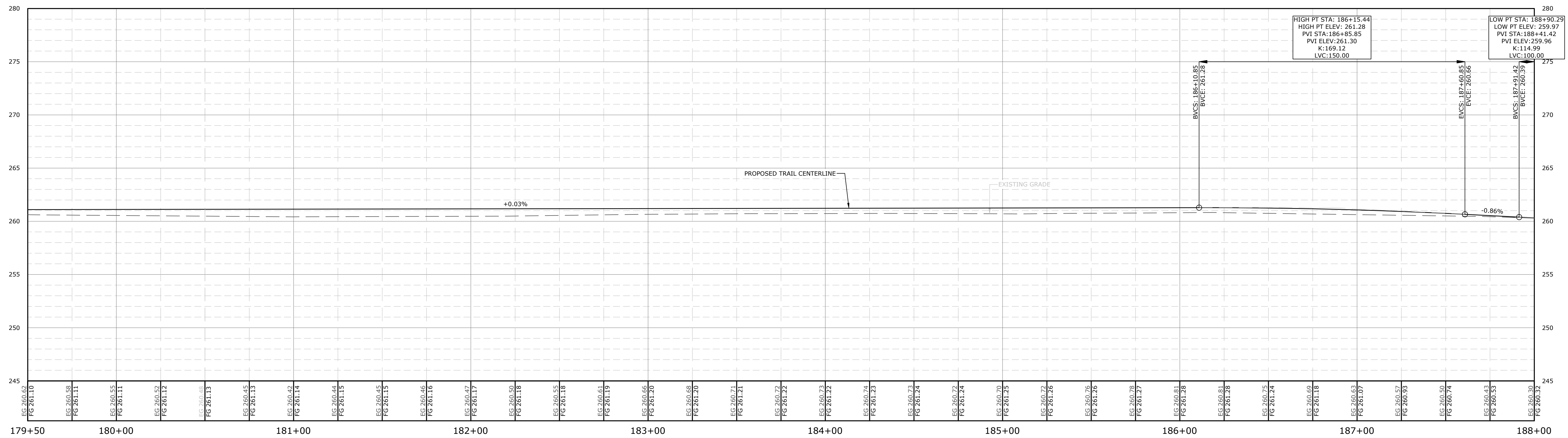
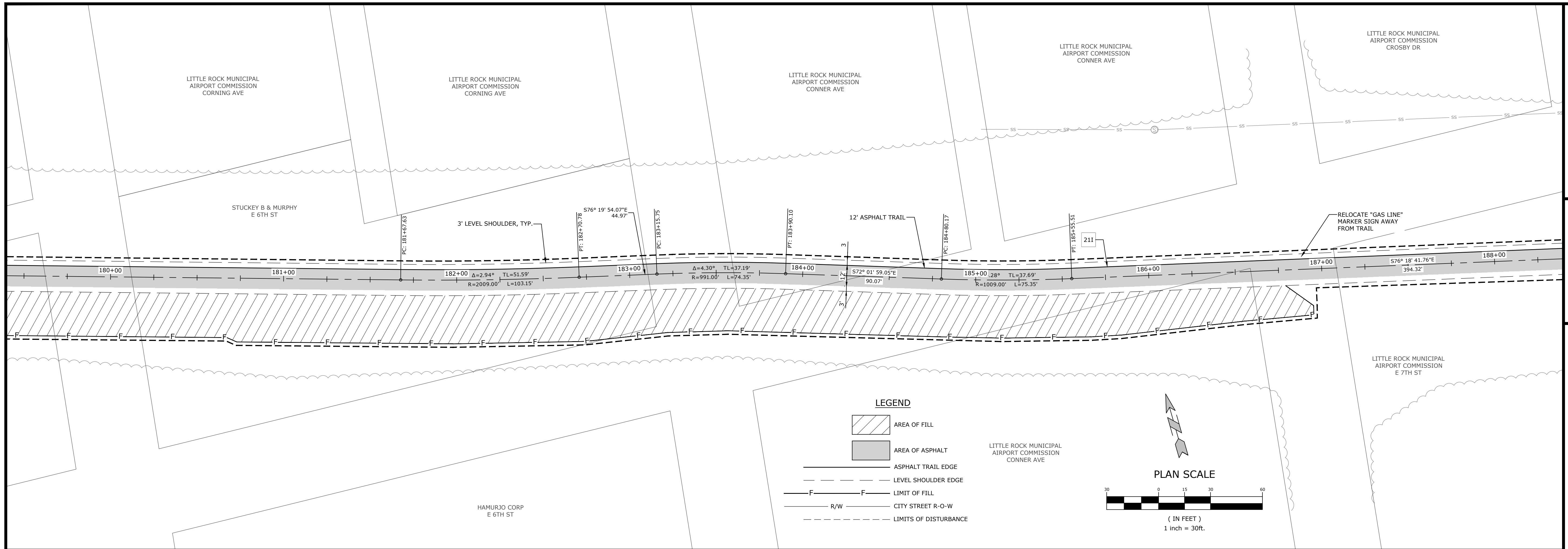
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	8/4/2022	100% DESIGN DEVELOPMENT

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DESIGNED BY: BB	DRAWN BY : CZ
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SCALE: 1"=30'	JOB NUMBER: 20-5776

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TRAIL CENTERLINE PROFILE

SCALE:
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1"=5' VERT.

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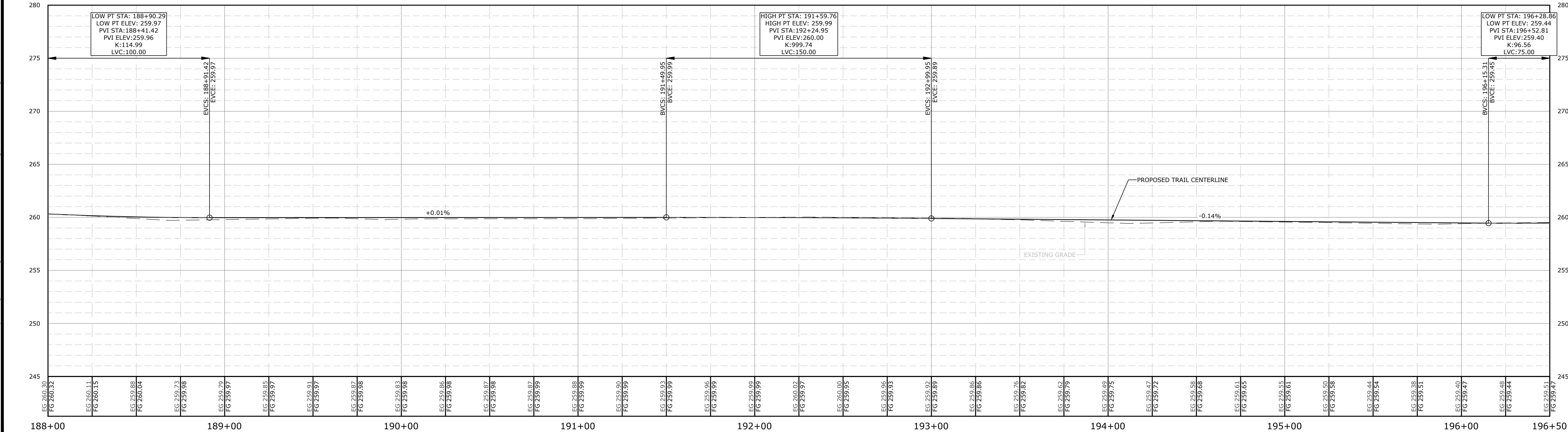
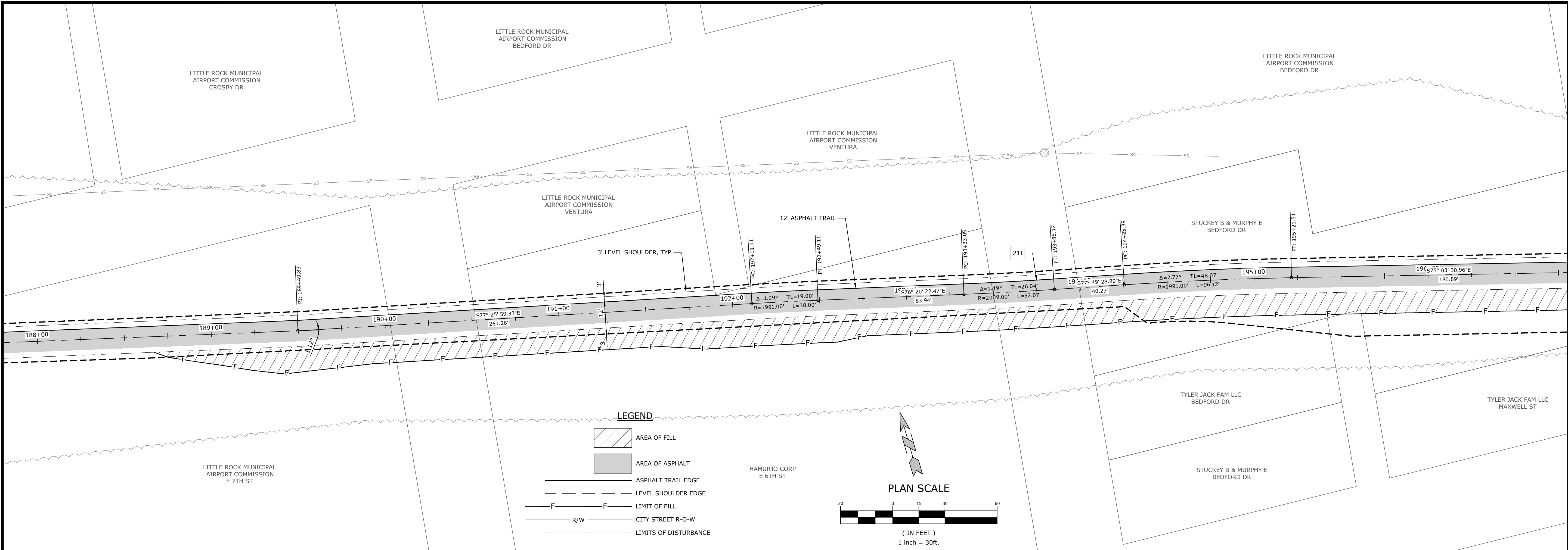
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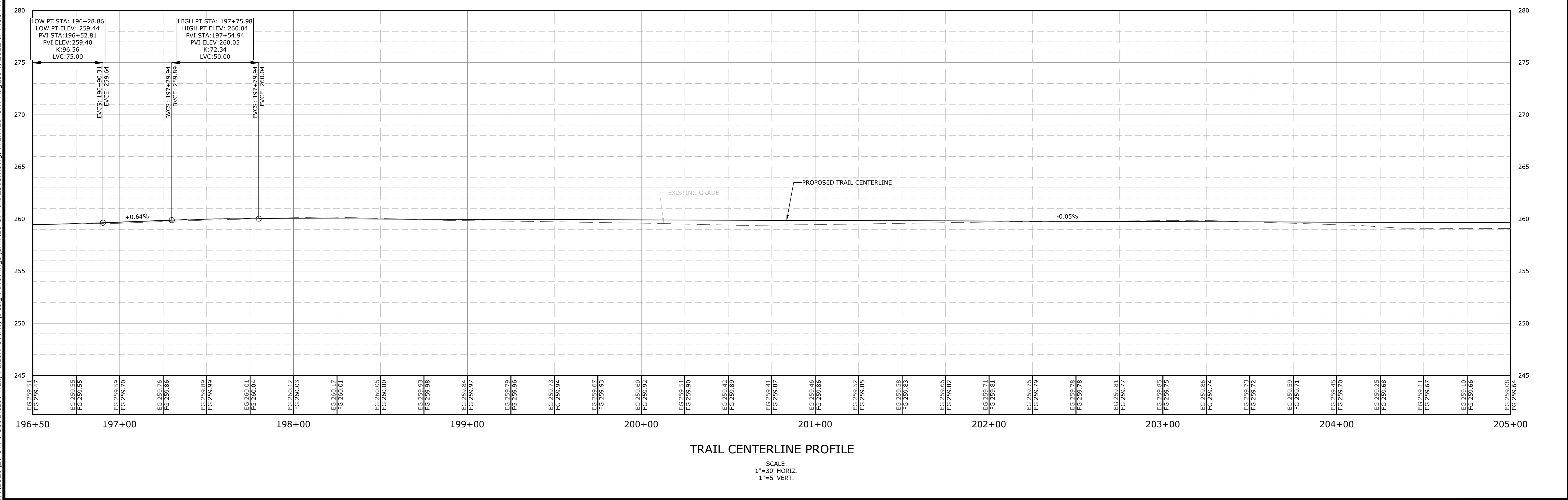
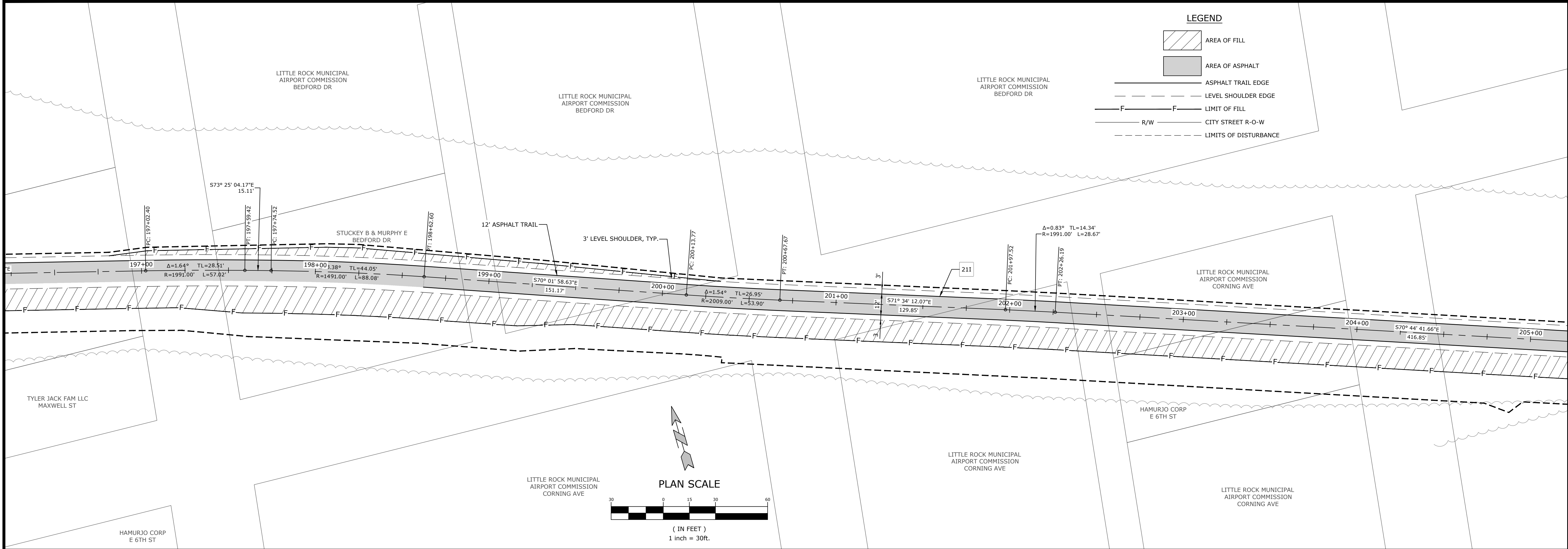
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REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT
	8/4/2022	100% DESIGN DEVELOPMENT

TRAIL PLAN
AND PROFILE

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776

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PULASKI COUNTY, ARKANSAS

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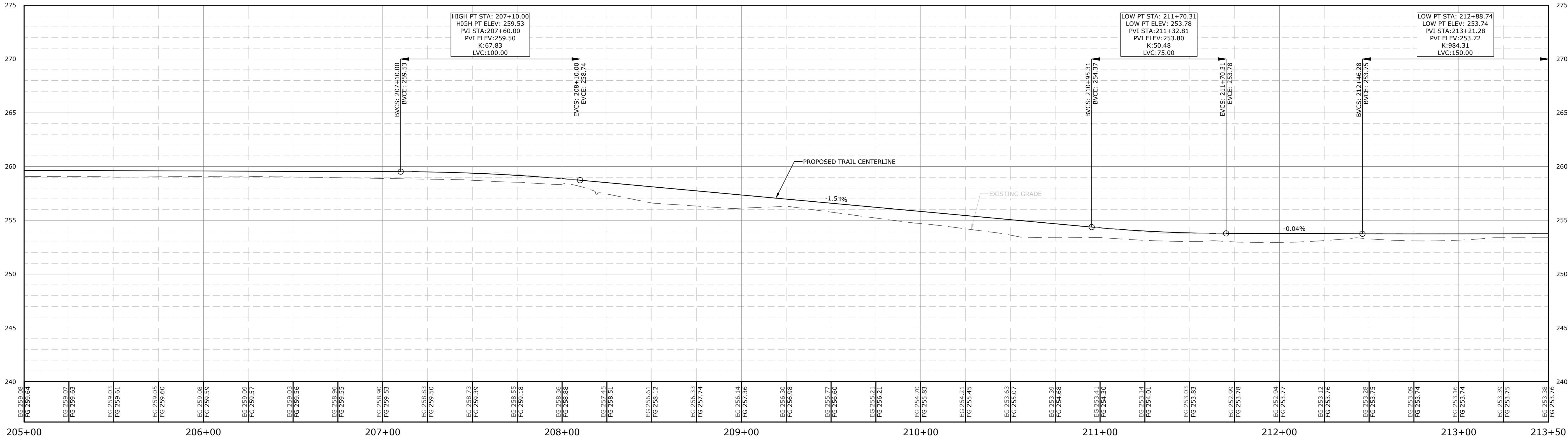
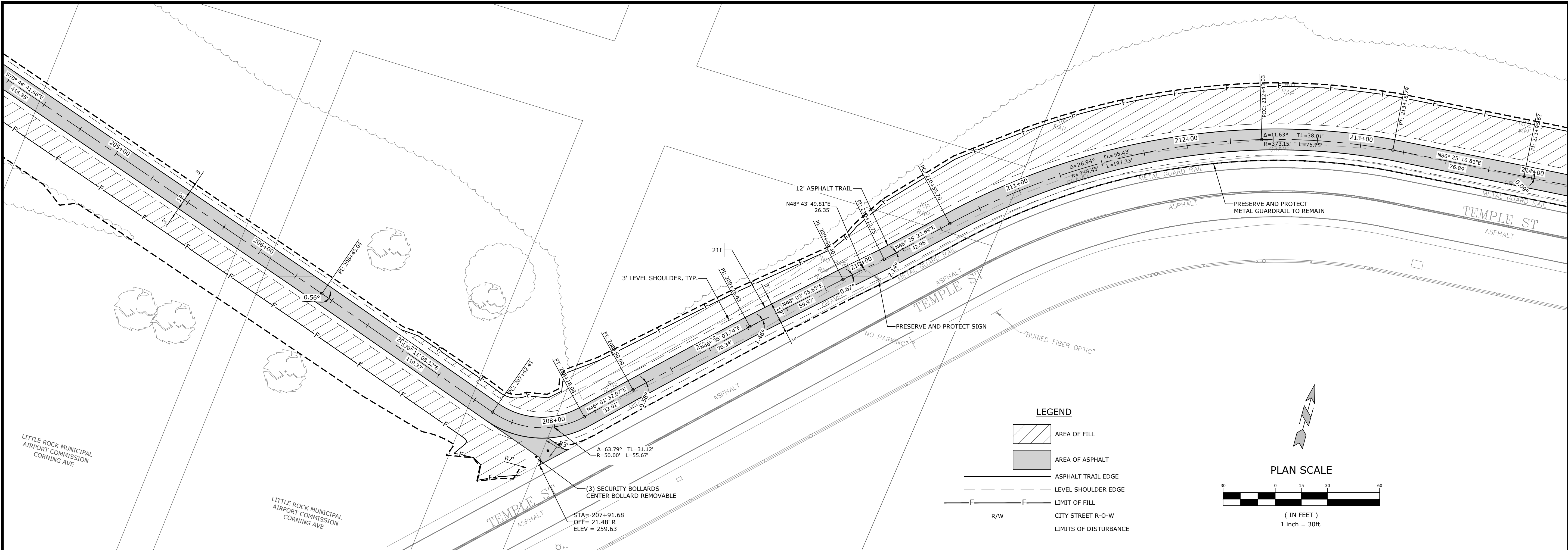
REVISIONS	
REV	DESCRIPTION
8/21/2020	60% DESIGN DEVELOPMENT
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TRAIL PLAN
AND PROFILE

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776

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TRAIL CENTERLINE PROFILE

SCALE:
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1"=5' VERT.

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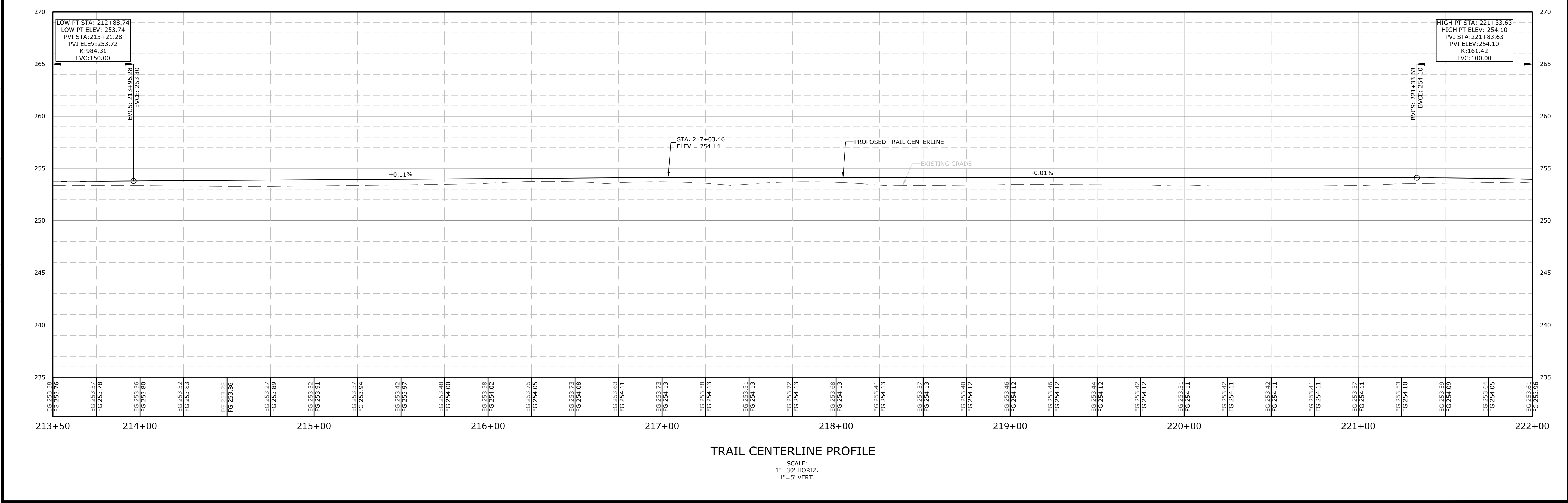
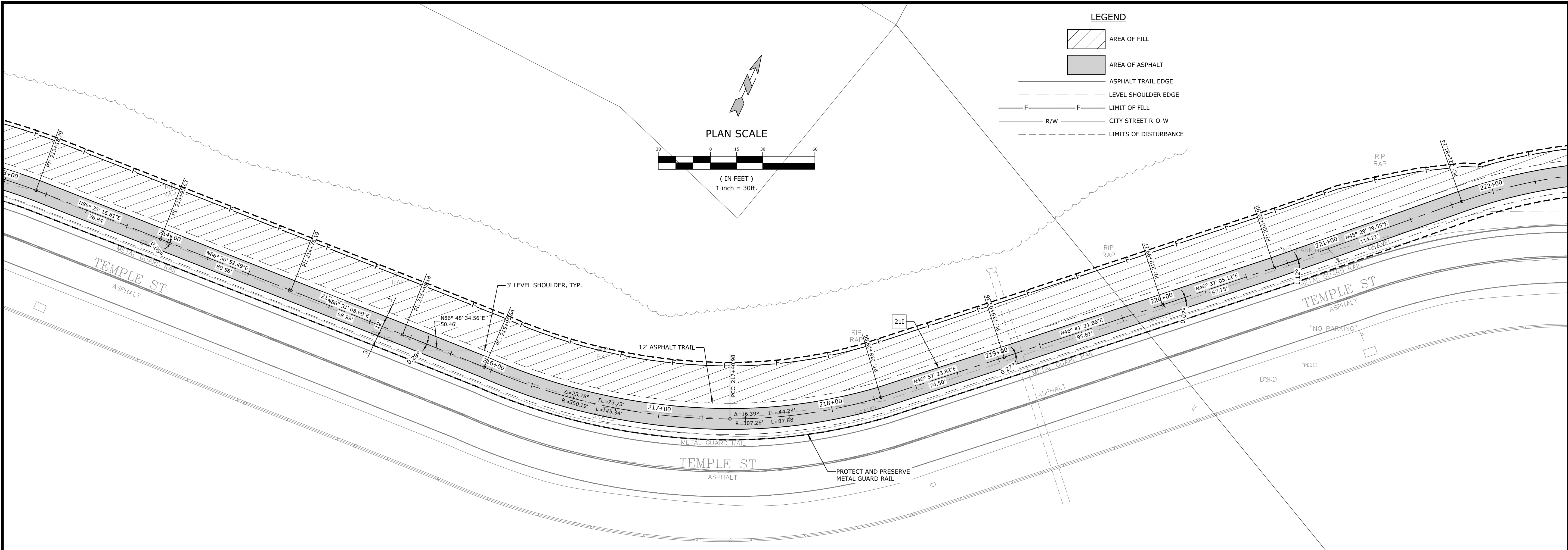
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REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
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TRAIL PLAN AND PROFILE	
DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776
46	

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2	LEVEE DISTRICT CONCEPT
3	90% DESIGN DEVELOPMENT
4	100% DESIGN DEVELOPMENT

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DATE:
AUG 2022

SCALE:
1"=30'

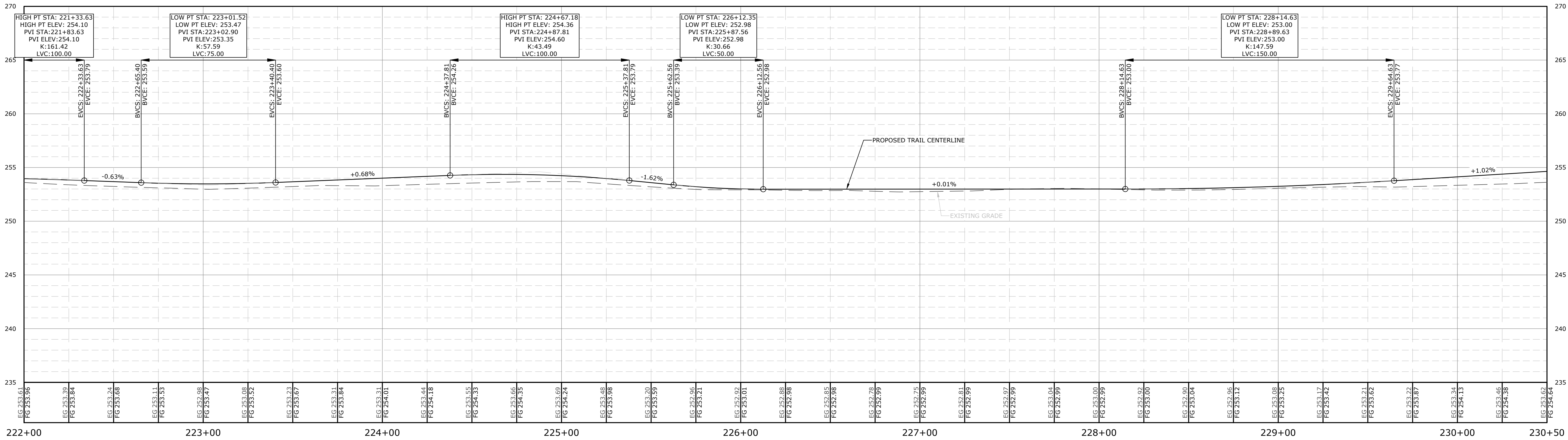
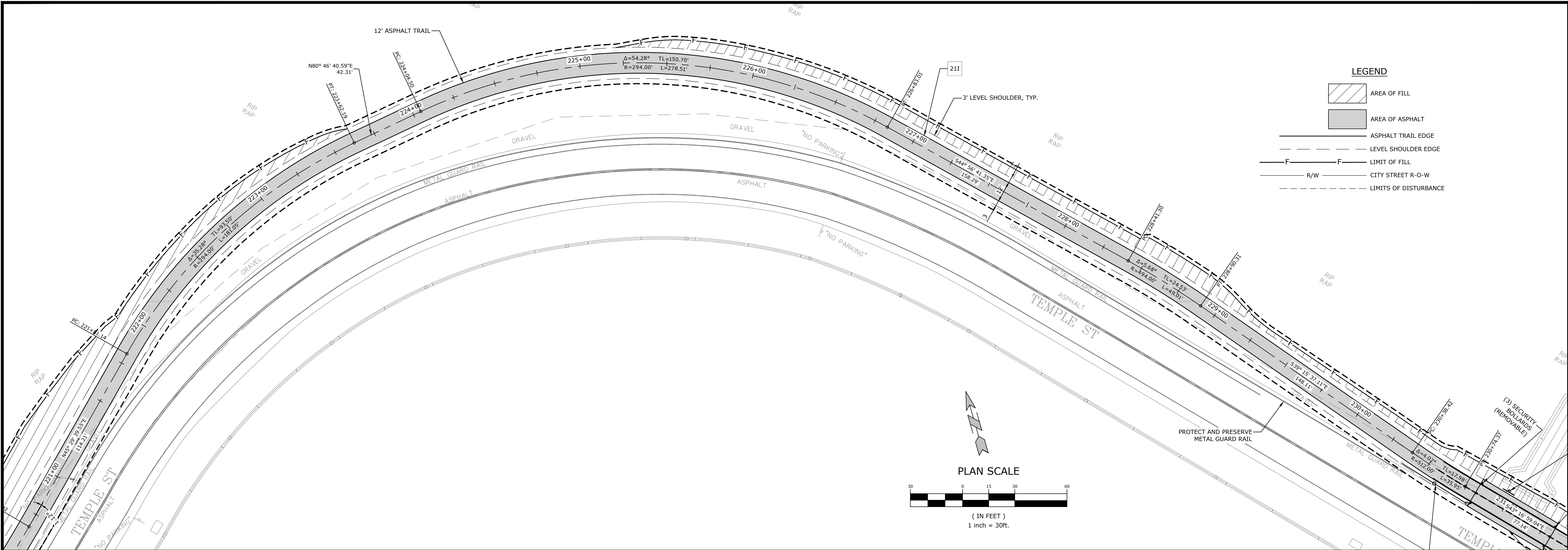
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JOB NUMBER:
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TRAIL CENTERLINE PROFILE

SCALE:
1"=30' HORIZ.
1"=5' VERT.

LEGEND

- AREA OF FILL
- AREA OF ASPHALT
- ASPHALT TRAIL EDGE
- LEVEL SHOULDER EDGE
- LIMIT OF FILL
- R/W
- CITY STREET R-O-W
- LIMITS OF DISTURBANCE

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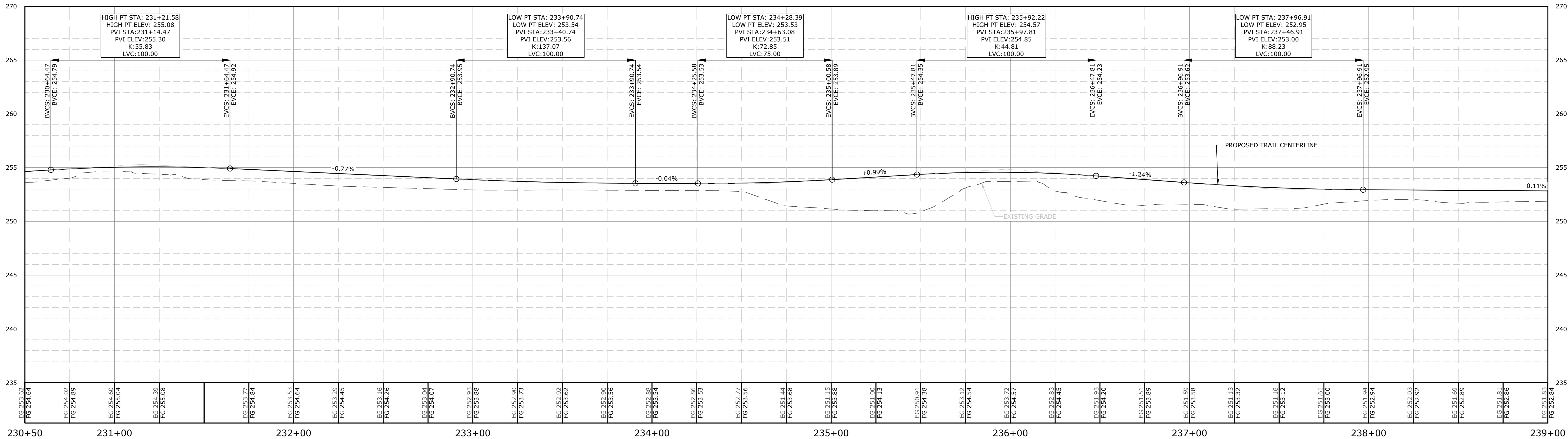
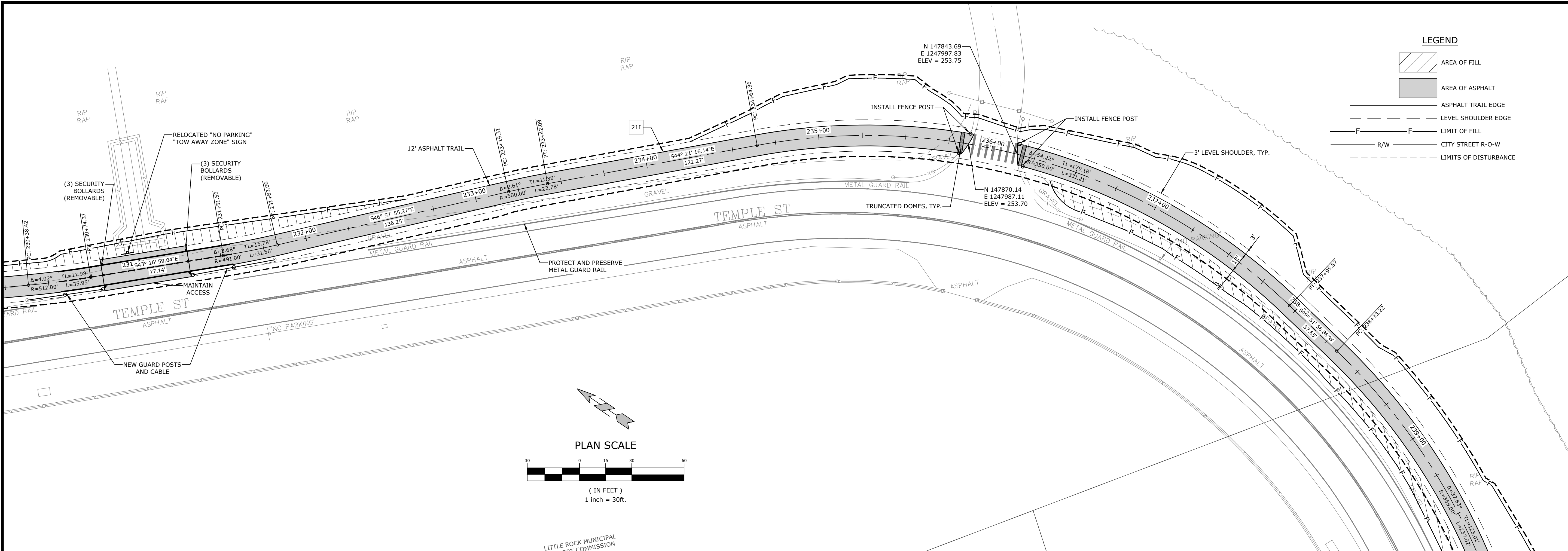
REVISIONS	
REV	DESCRIPTION
	60% DESIGN DEVELOPMENT
	LEVEE DISTRICT CONCEPT
	90% DESIGN DEVELOPMENT
	100% DESIGN DEVELOPMENT

TRAIL PLAN
AND PROFILE

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776

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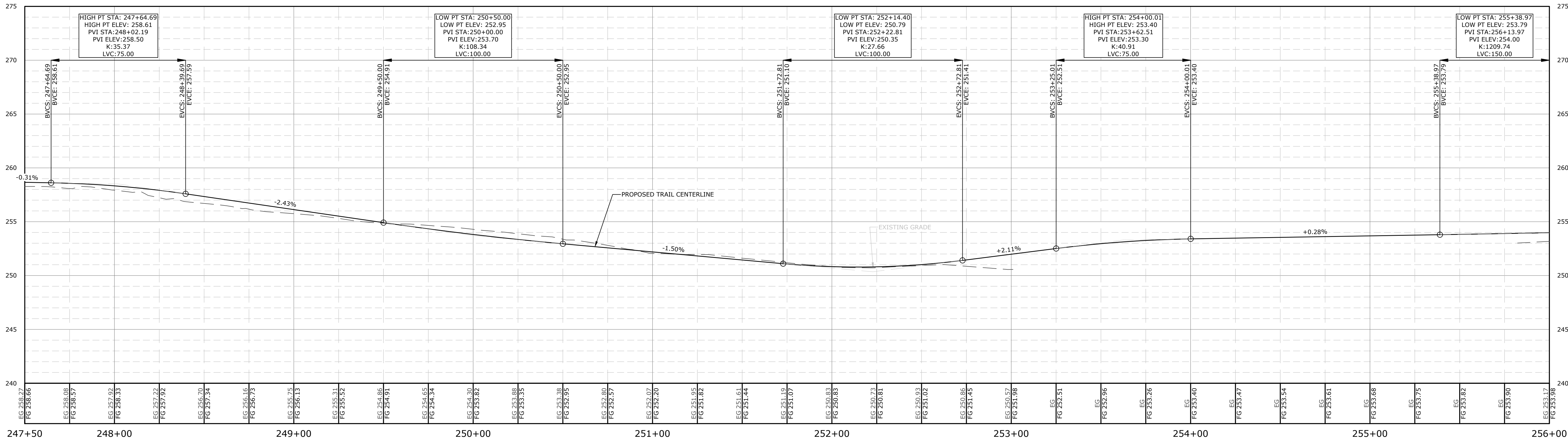
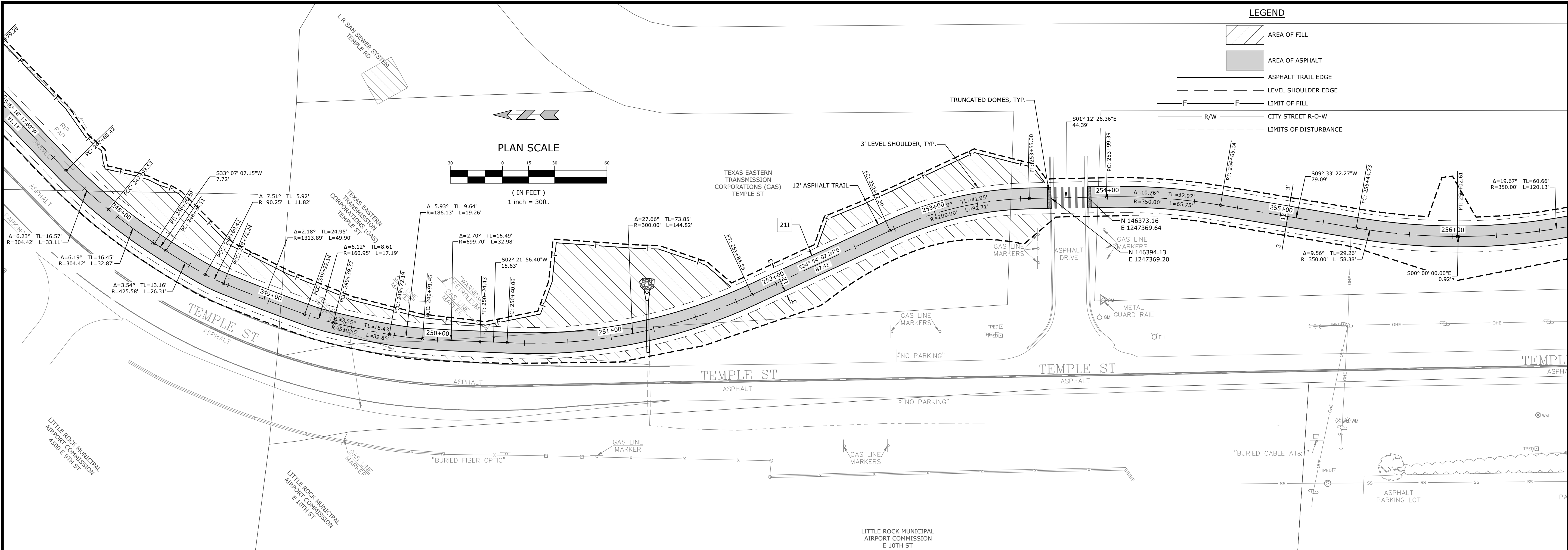
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TRAIL PLAN
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TRAIL CENTERLINE PROFILE

SCALE:
1"=30' HORIZ.
1"=5' VERT.

LEGEND

- AREA OF FILL
- AREA OF ASPHALT
- ASPHALT TRAIL EDGE
- LEVEL SHOULDER EDGE
- LIMIT OF FILL
- CITY STREET R-O-W
- LIMITS OF DISTURBANCE

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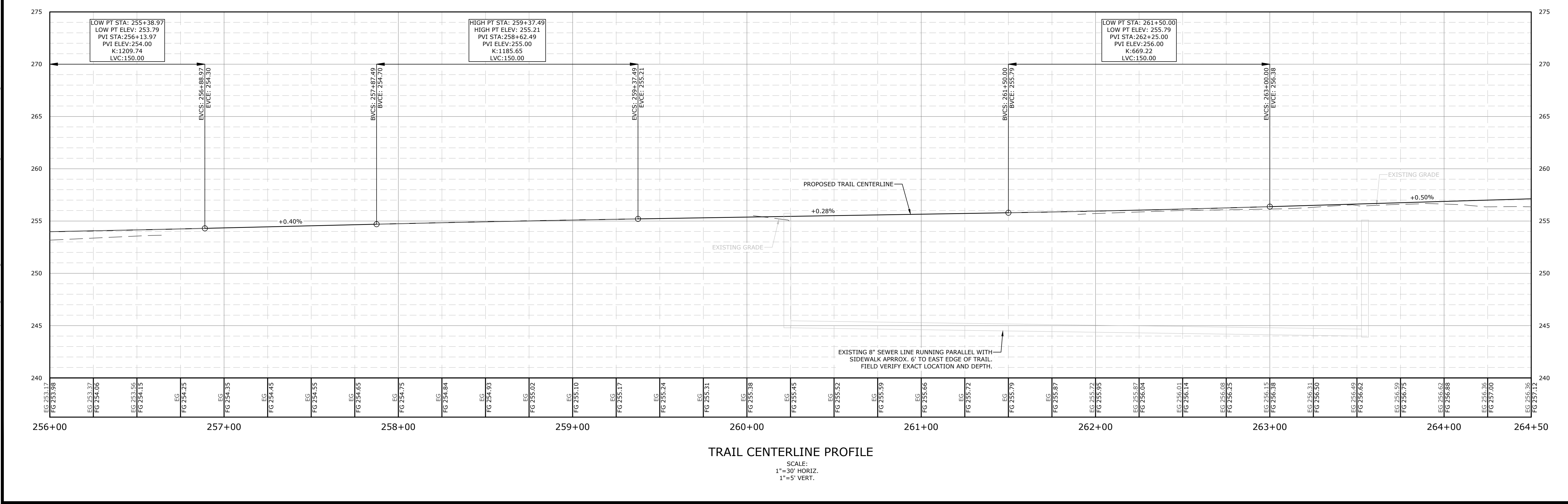
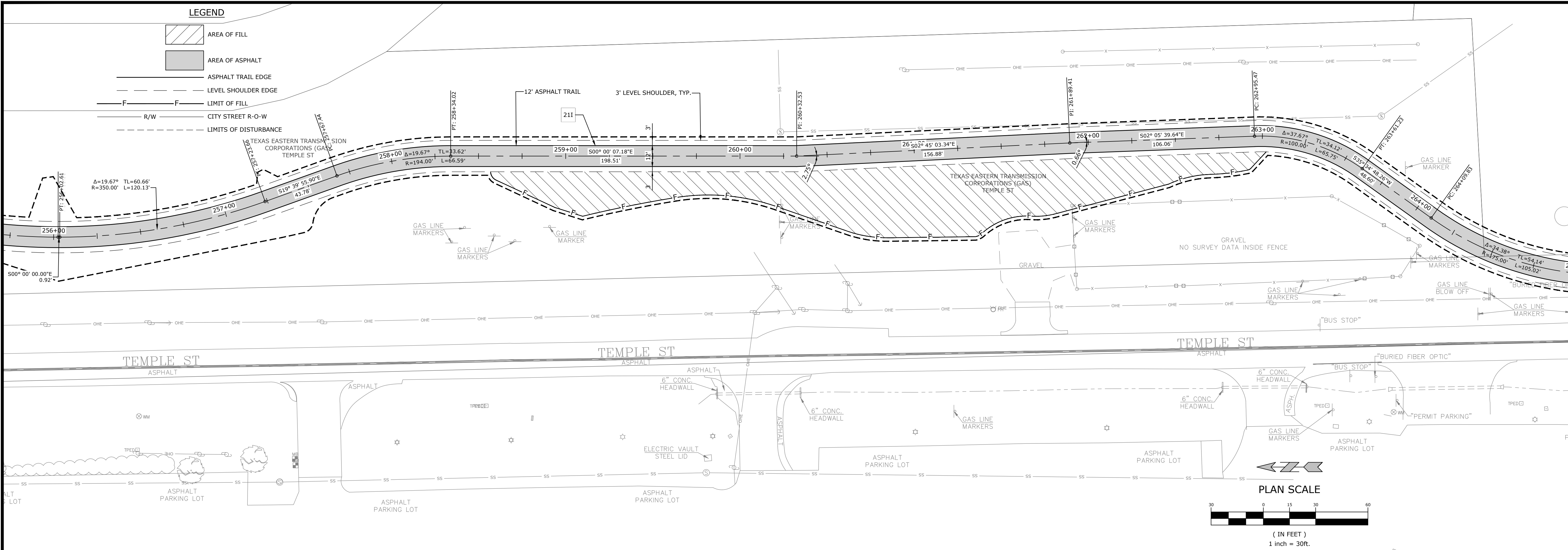
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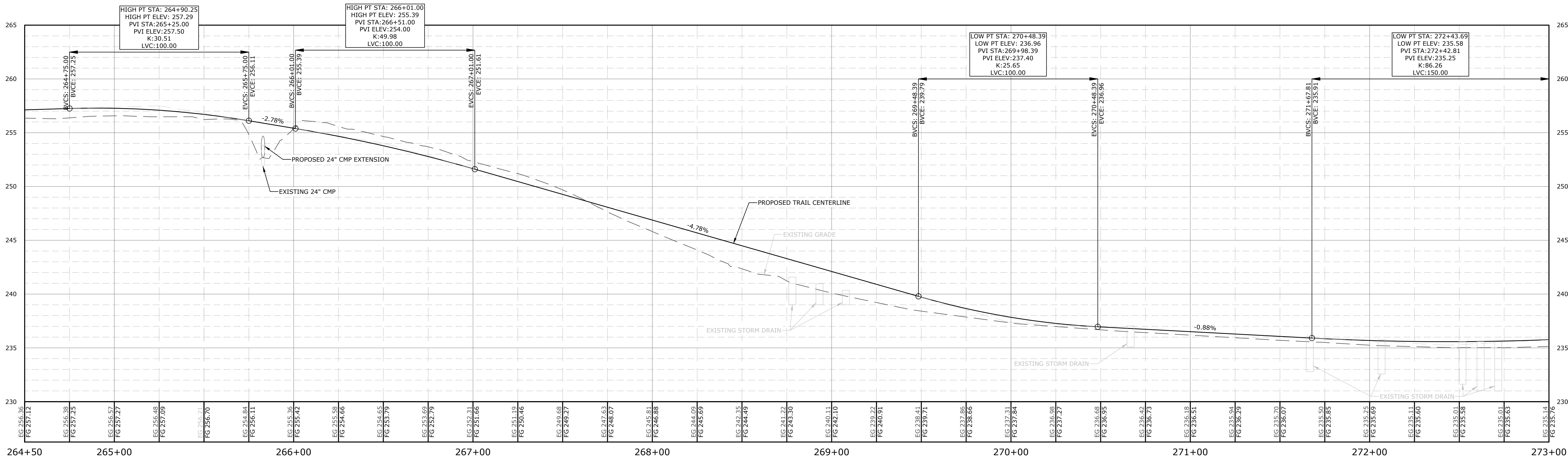
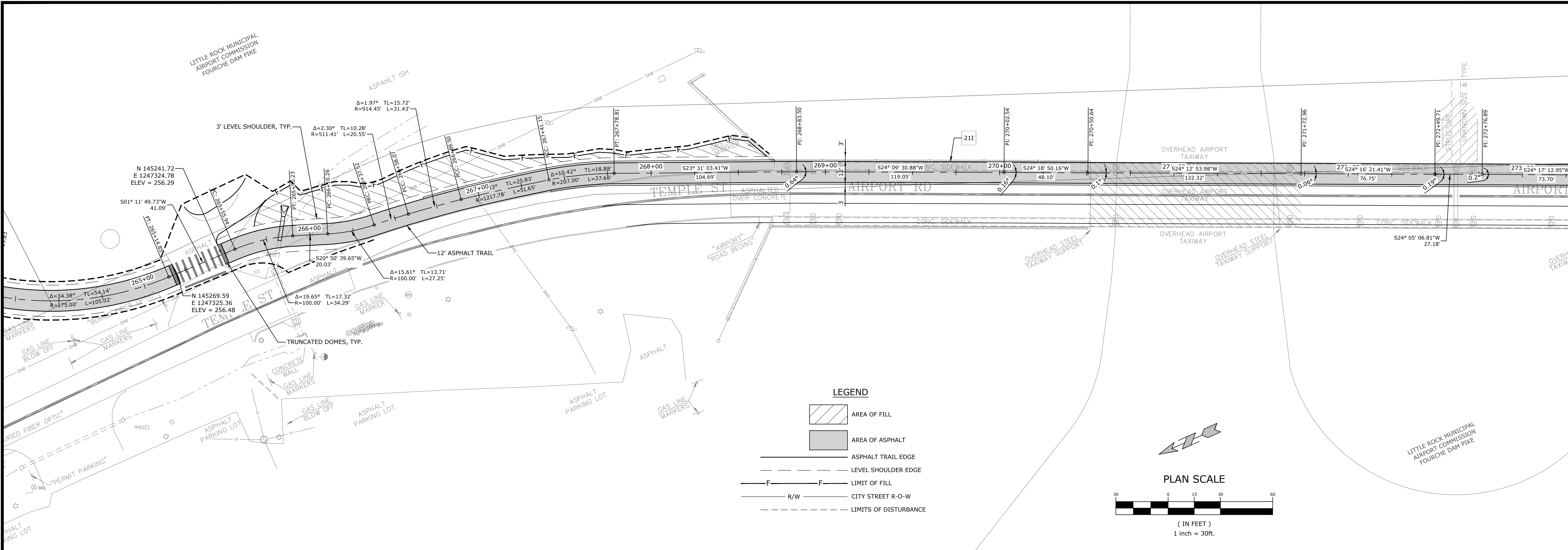
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TRAIL PLAN AND PROFILE

DESIGNED BY: BB	DRAWN BY: CZ
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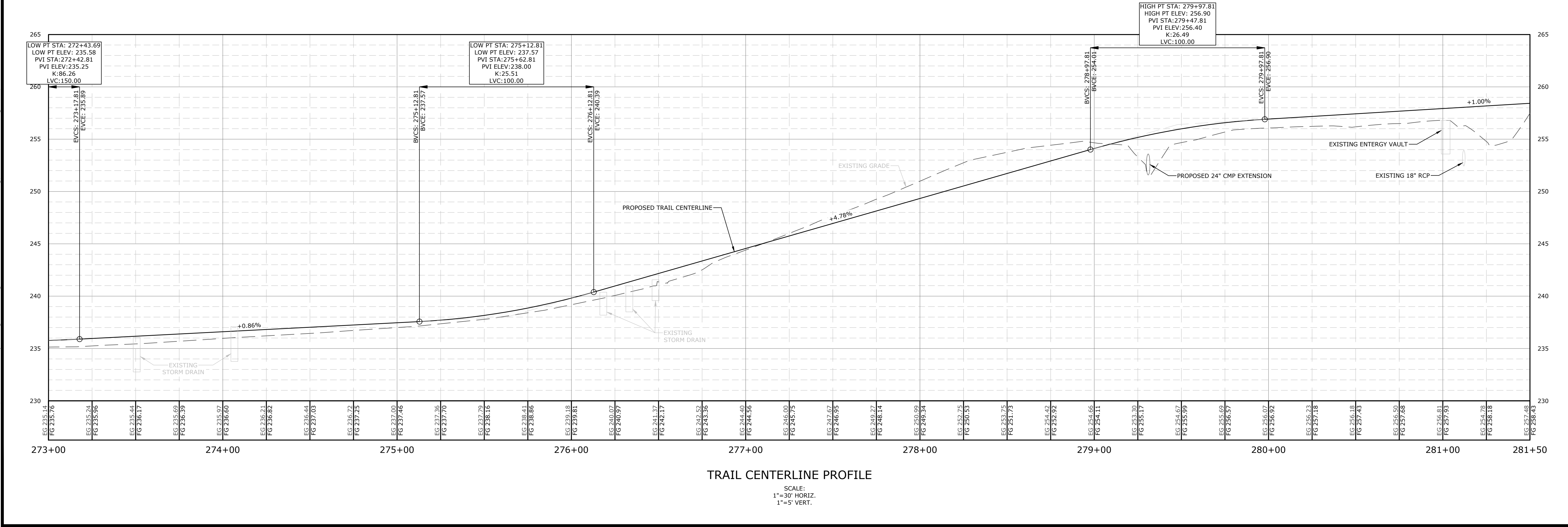
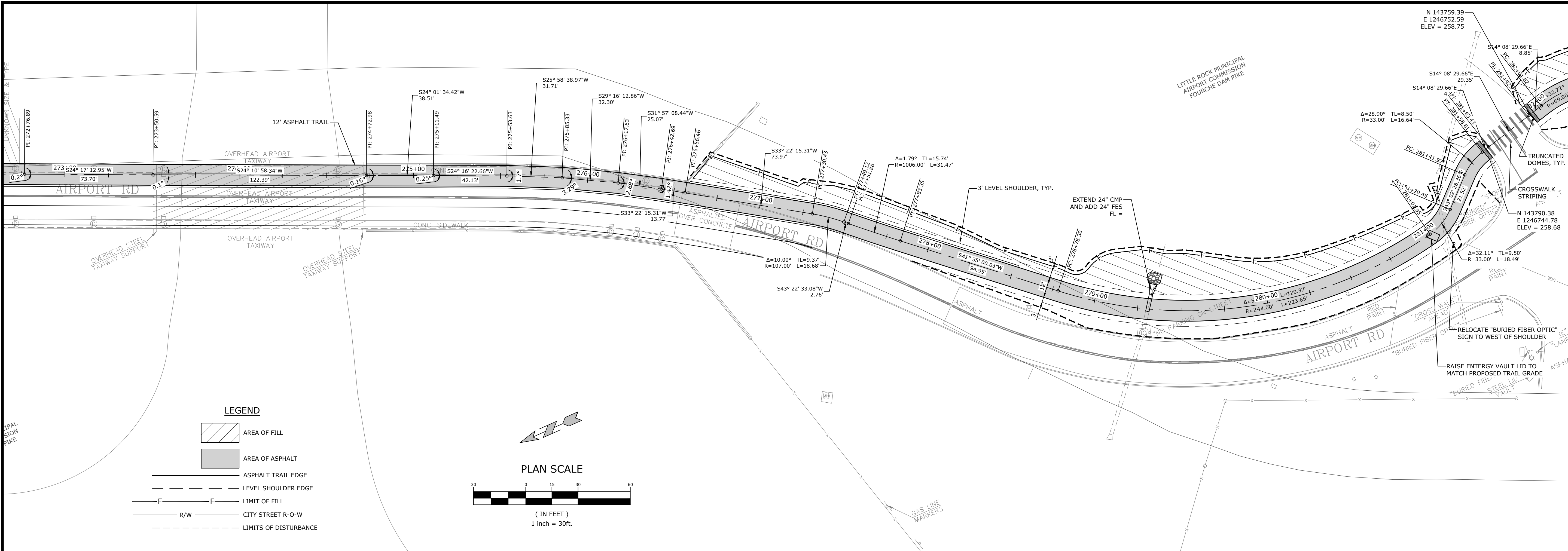
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TRAIL PLAN
AND PROFILE

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4	100% DESIGN DEVELOPMENT

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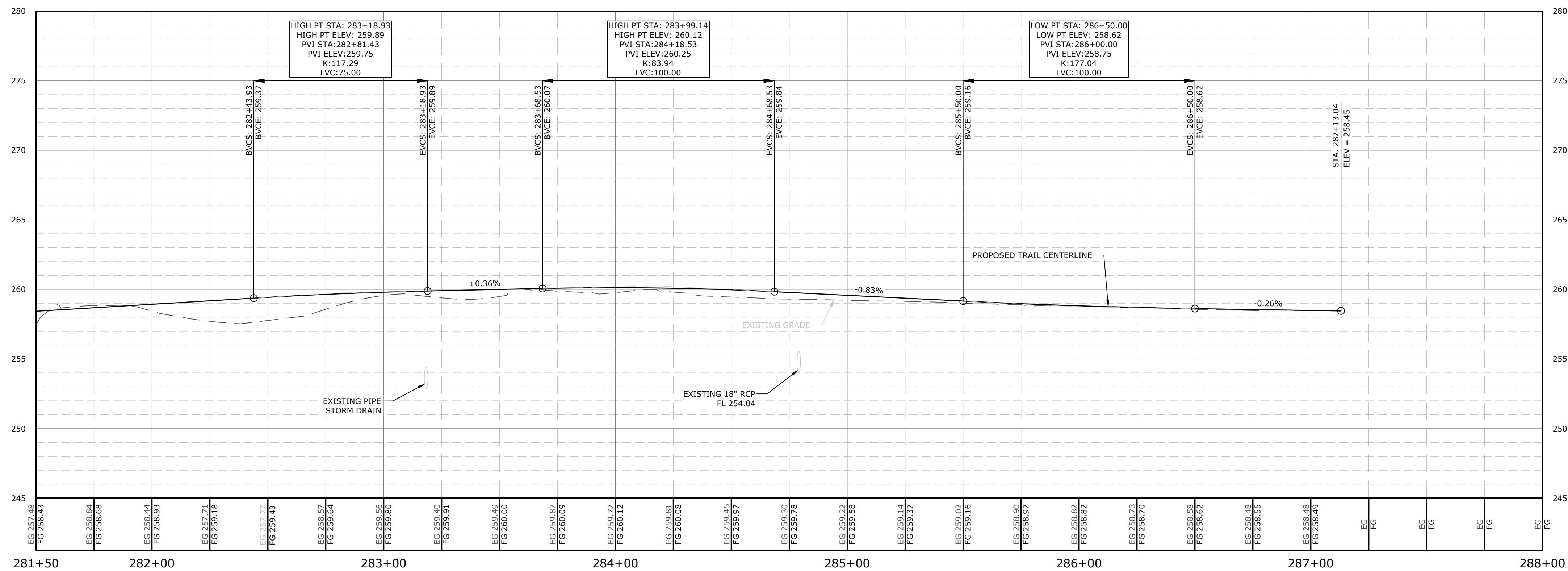
DATE:
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REVISION:

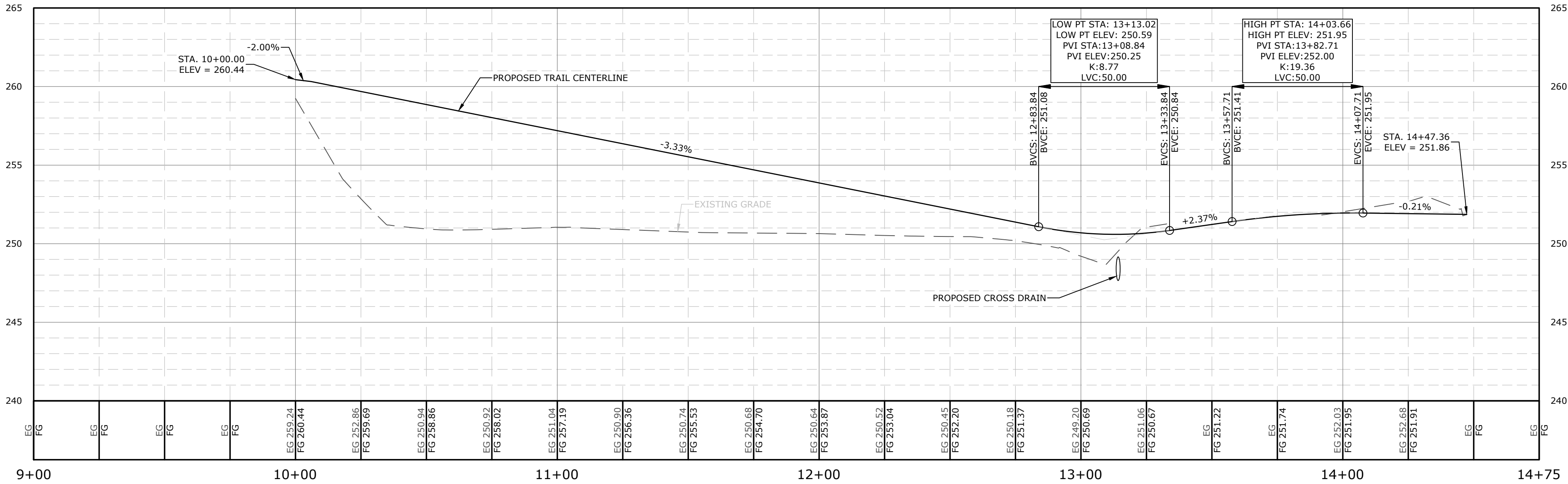
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JOB NUMBER:
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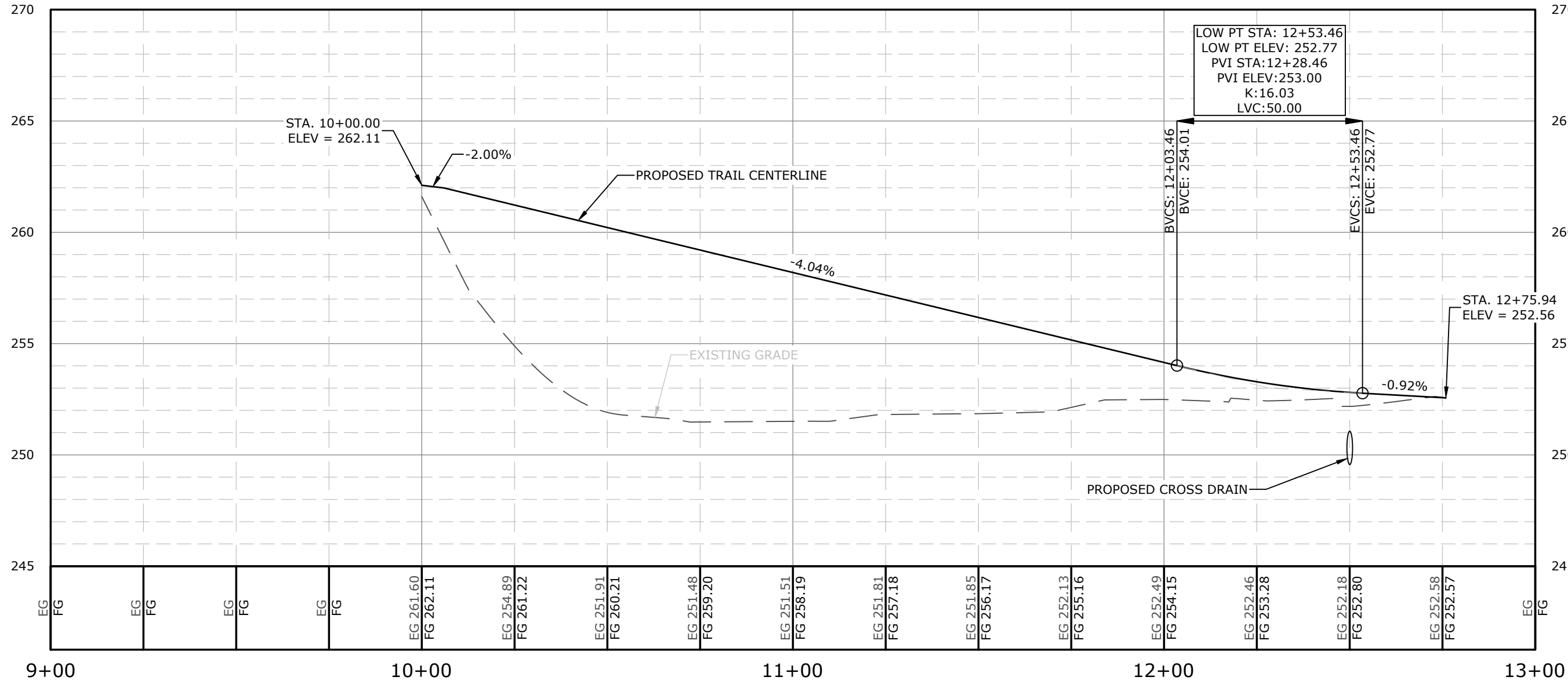


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FLETCHER STREET CONNECTOR PROFILE

SCALE:
1"=30' HORIZ.
1"=5' VERT.



3RD STREET CONNECTOR PROFILE

SCALE:
1"=30' HORIZ.
1"=5' VERT.



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REVISIONS		DATE	DESCRIPTION
REV		8/21/2020	60% DESIGN DEVELOPMENT
		1/7/2021	LEVEE DISTRICT CONCEPT
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		8/4/2022	100% DESIGN DEVELOPMENT

CONNECTOR PROFILES

DESIGNED BY:
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DATE:
AUG 2022

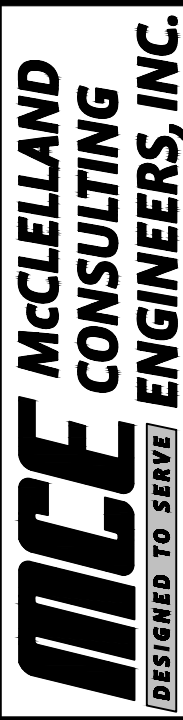
SCALE:
1"=30'

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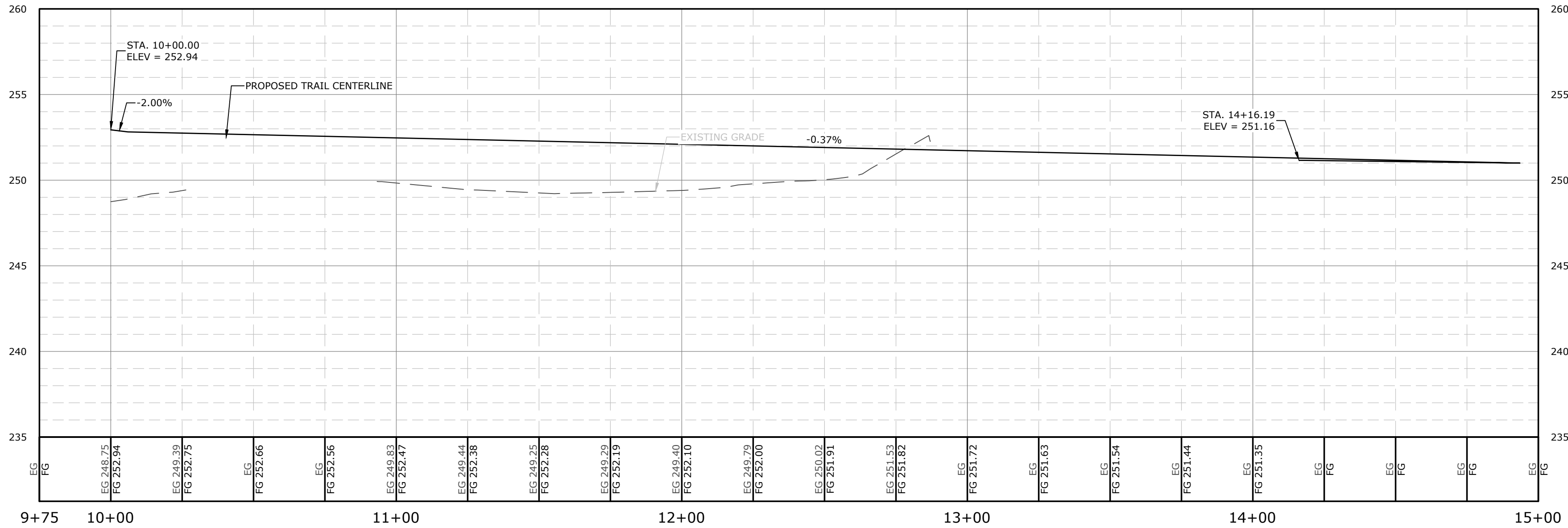
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APHALT PARKING LOT CONNECTOR PROFILE

SCALE:
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	8/4/2022	100% DESIGN DEVELOPMENT	

CONNECTOR
PROFILES

DESIGNED BY:
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DATE:
AUG 2022

SCALE:
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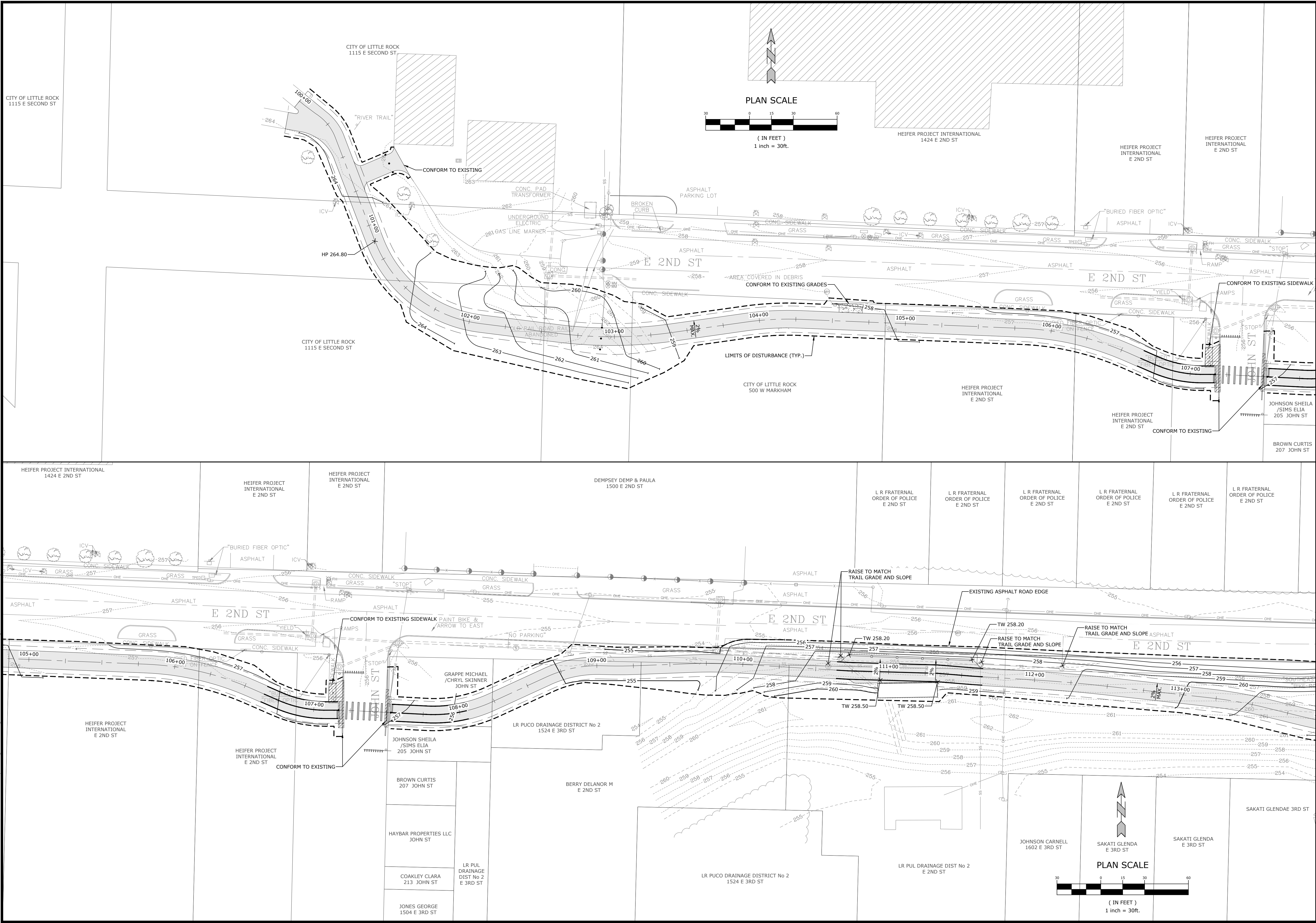
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	8/4/2022	100% DESIGN DEVELOPMENT

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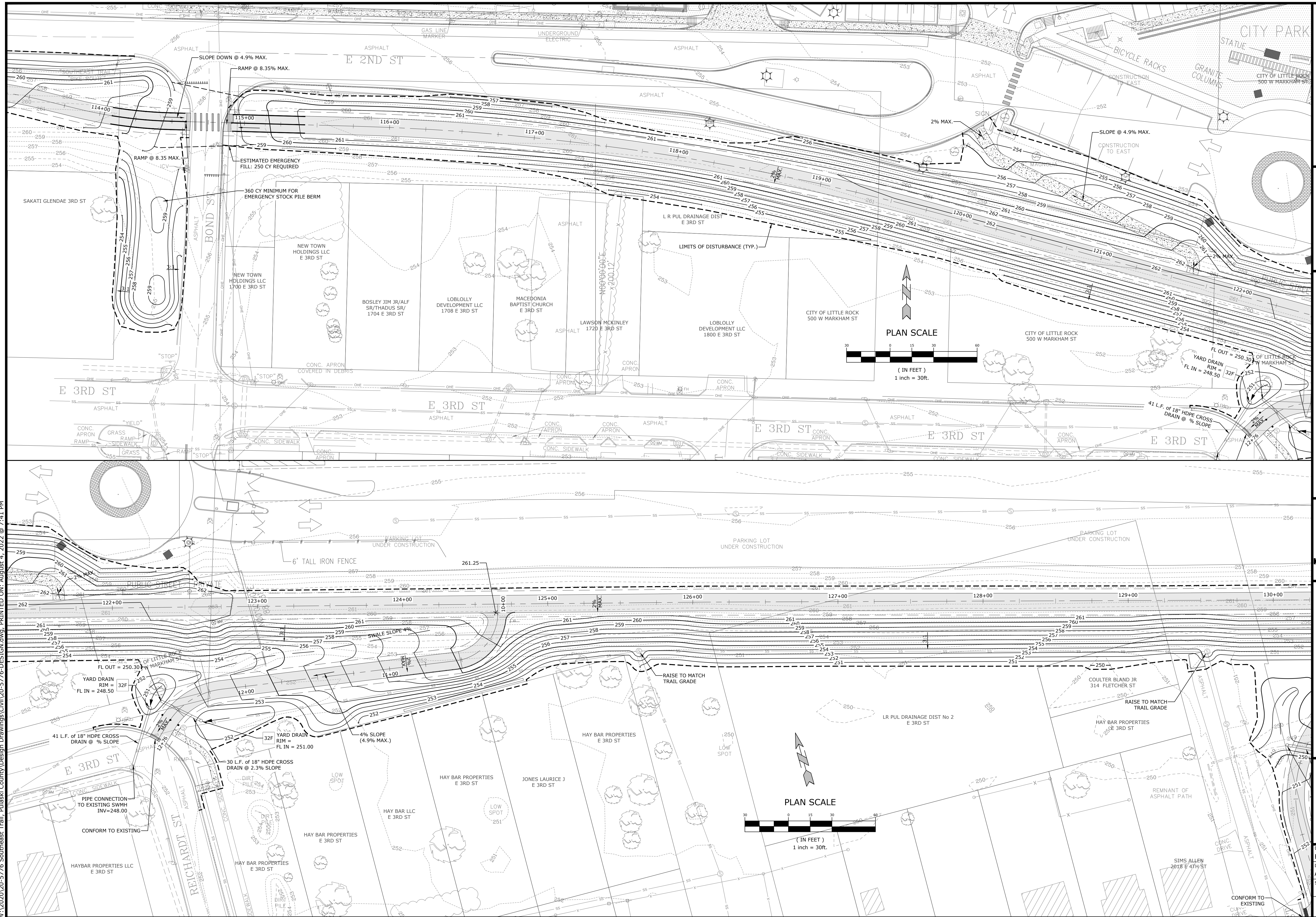
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REVISION:

SCALE:
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JOB NUMBER:
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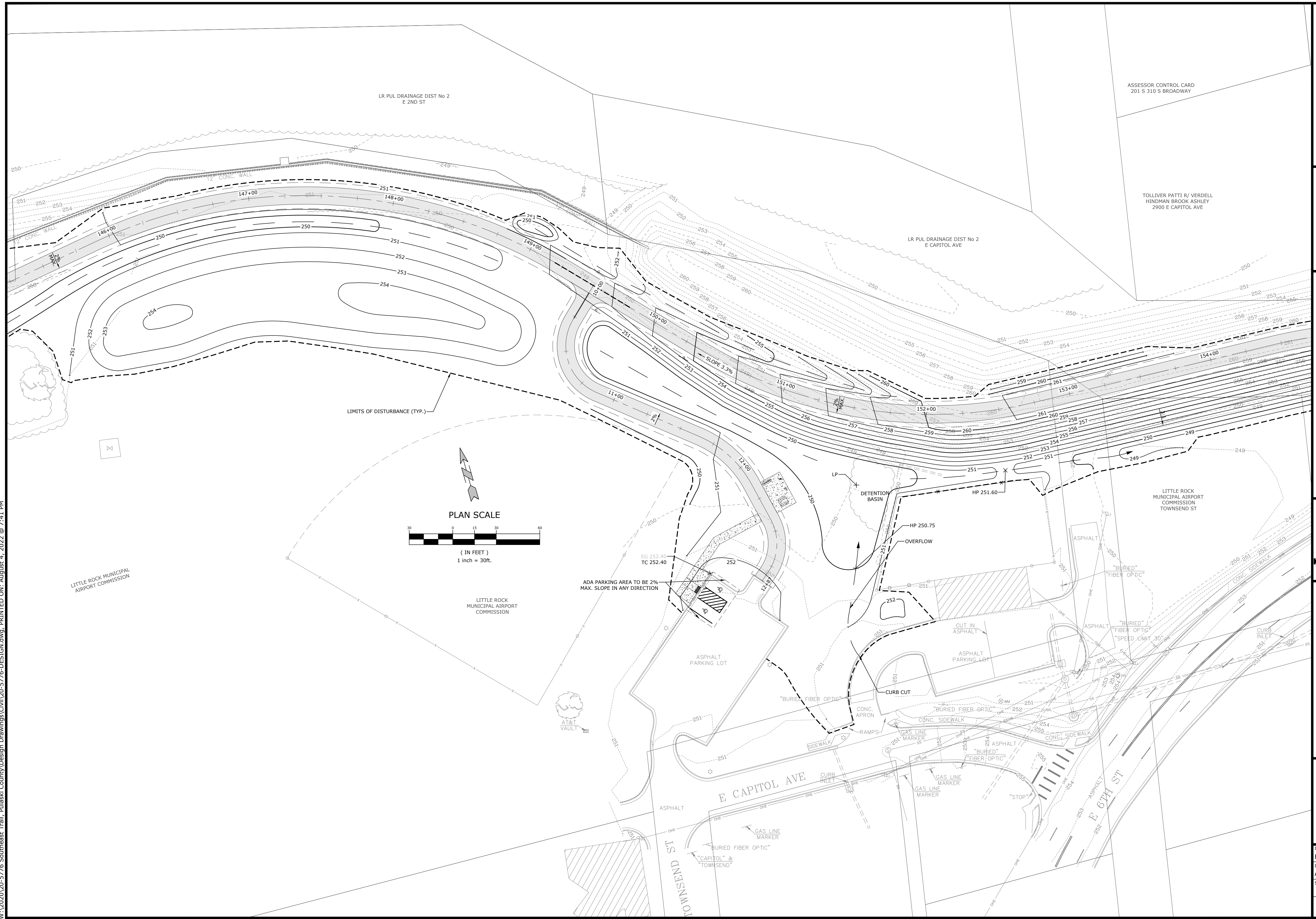
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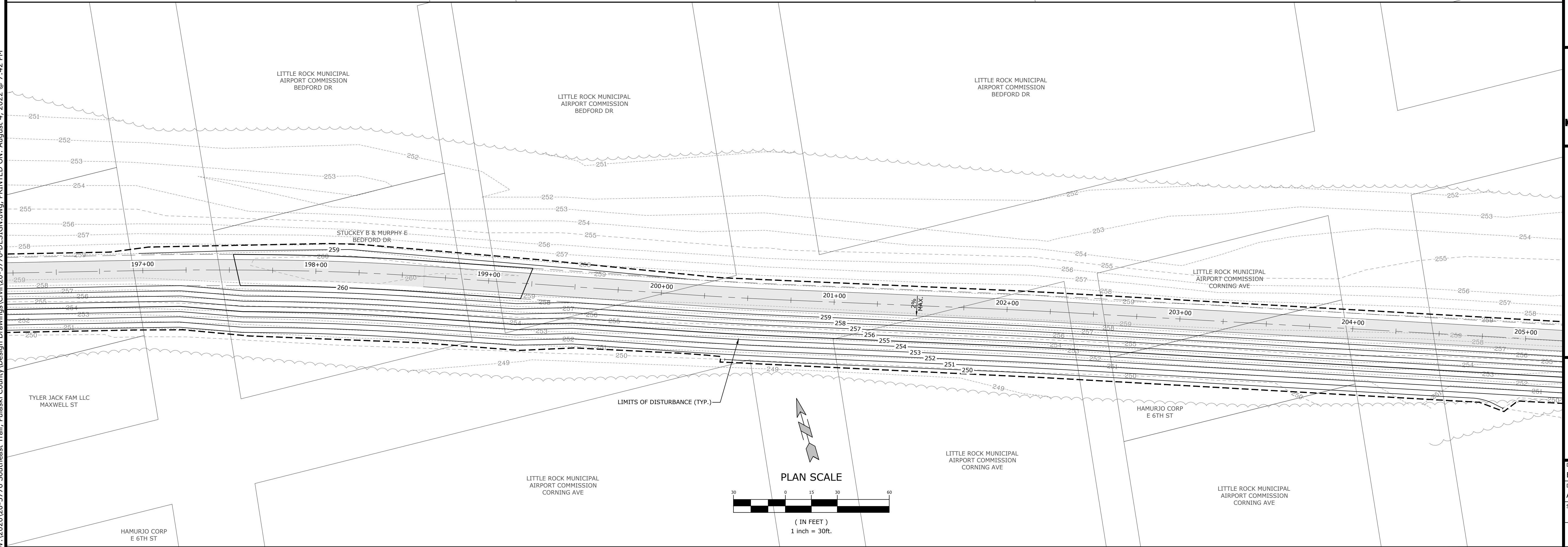
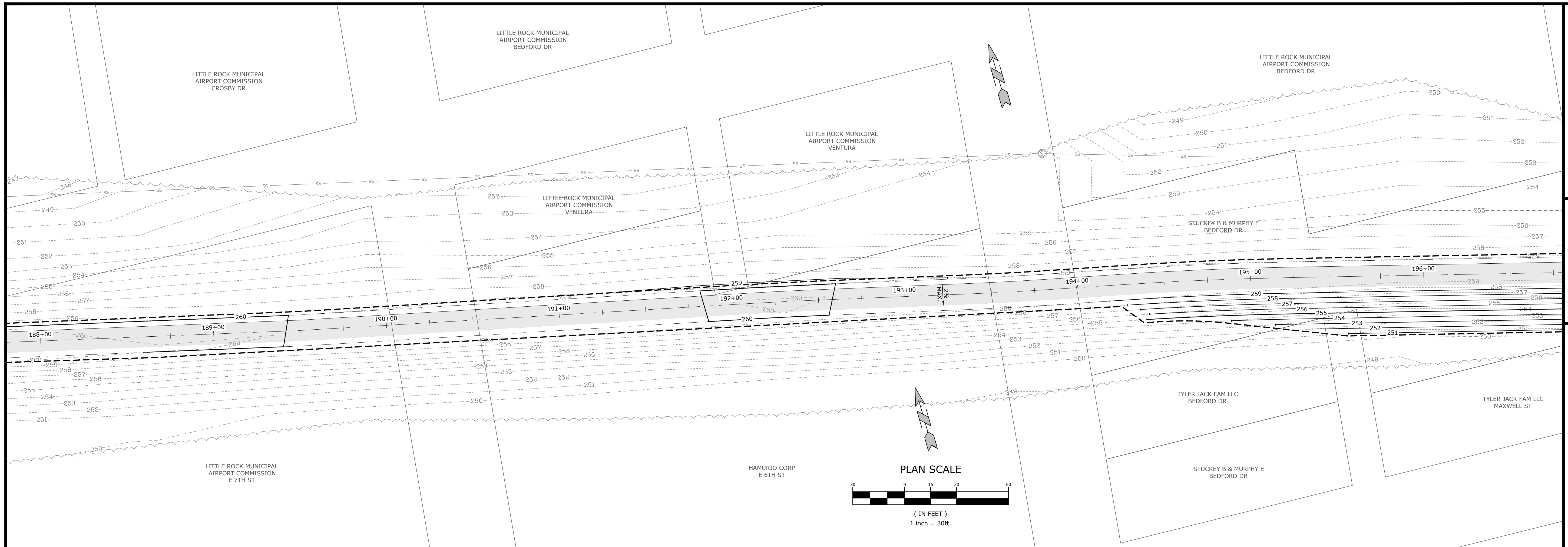


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	8/4/2022	100% DESIGN DEVELOPMENT

GRADING AND DRAINAGE PLAN

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776





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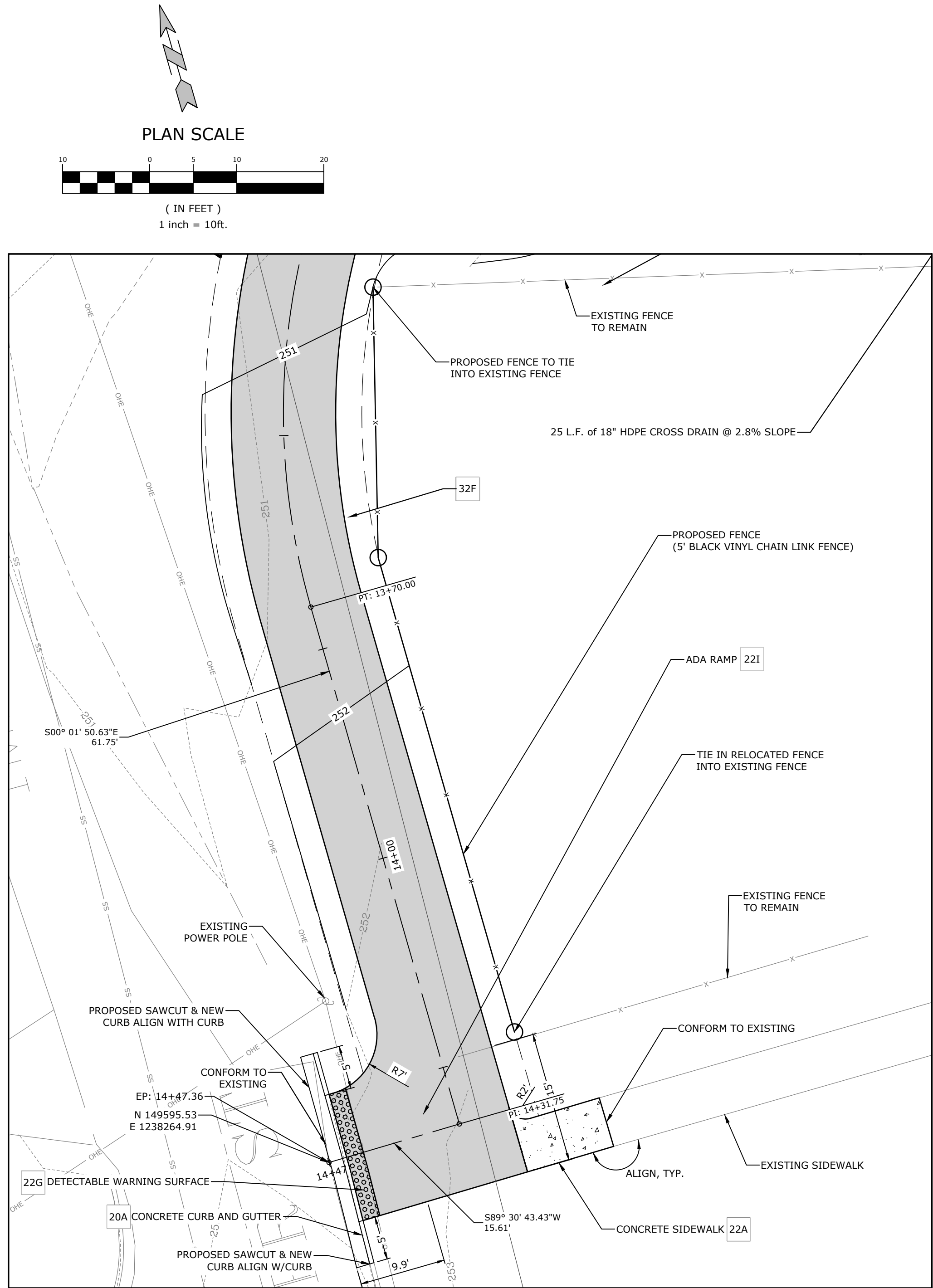
REVISIONS		
REV	DATE	DESCRIPTION
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	8/4/2022	100% DESIGN DEVELOPMENT

GRADING AND DRAINAGE PLAN

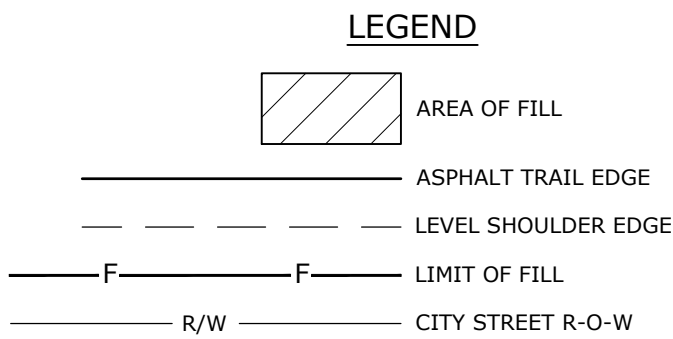
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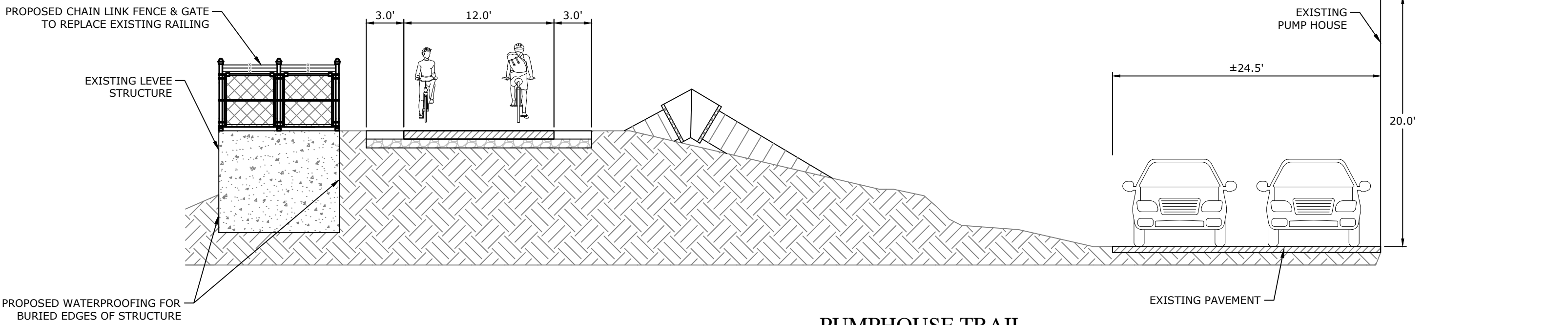
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FLETCHER ENTRY ENLARGEMENT DETAIL
1" = 10'



PUMPHOUSE TRAIL
ENLARGEMENT DETAIL
1" = 10'



PUMPHOUSE TRAIL
CROSS SECTION A-A
NTS

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PULASKI COUNTY, ARKANSAS



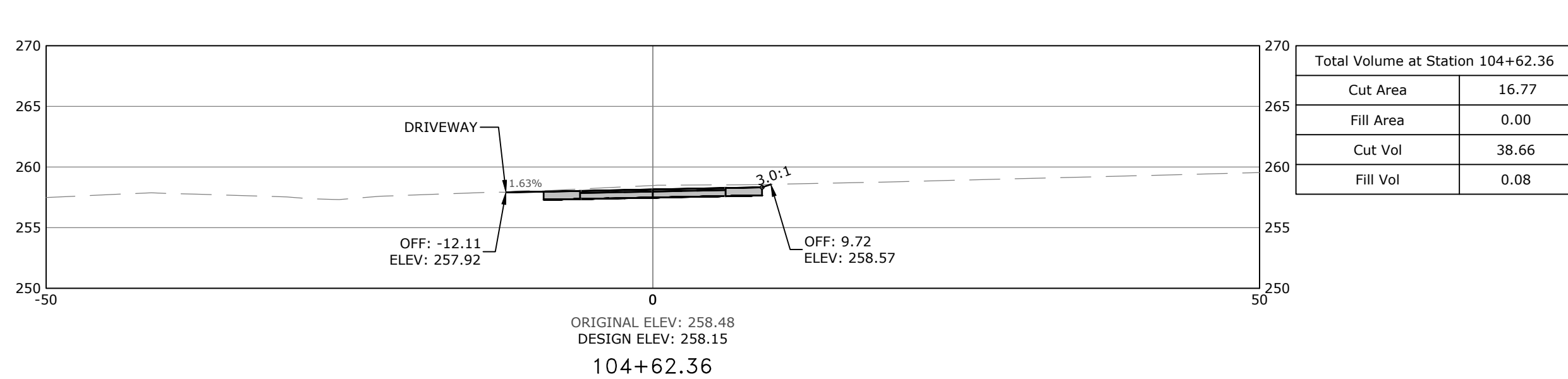
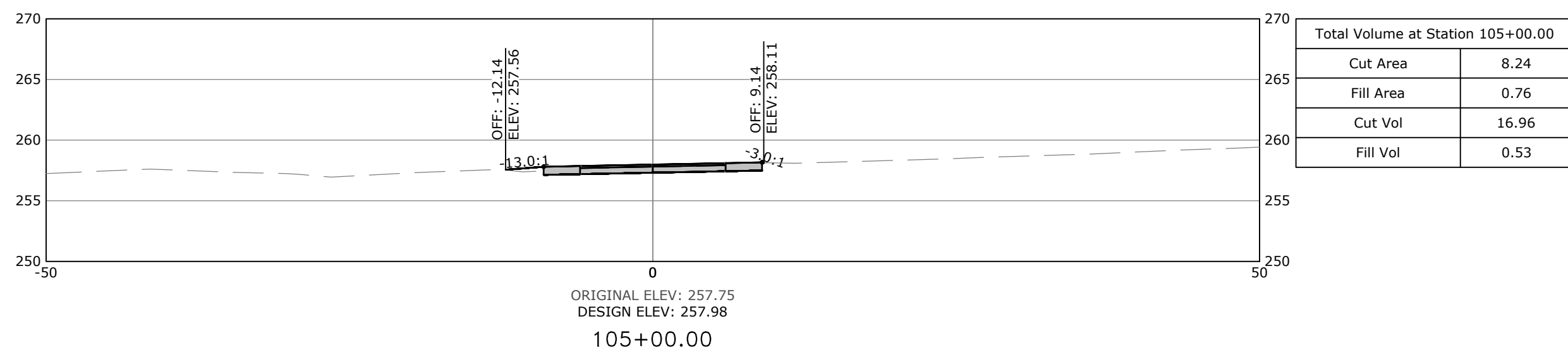
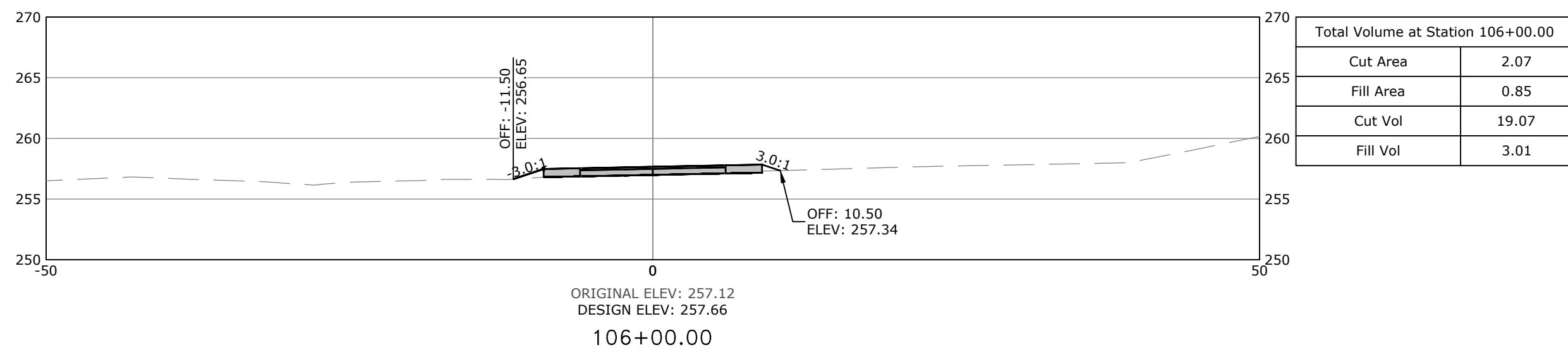
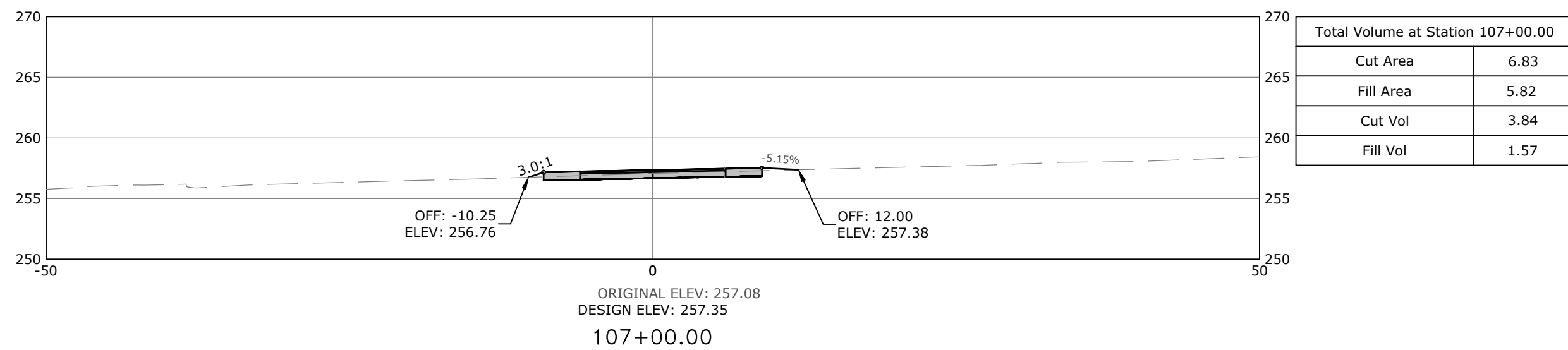
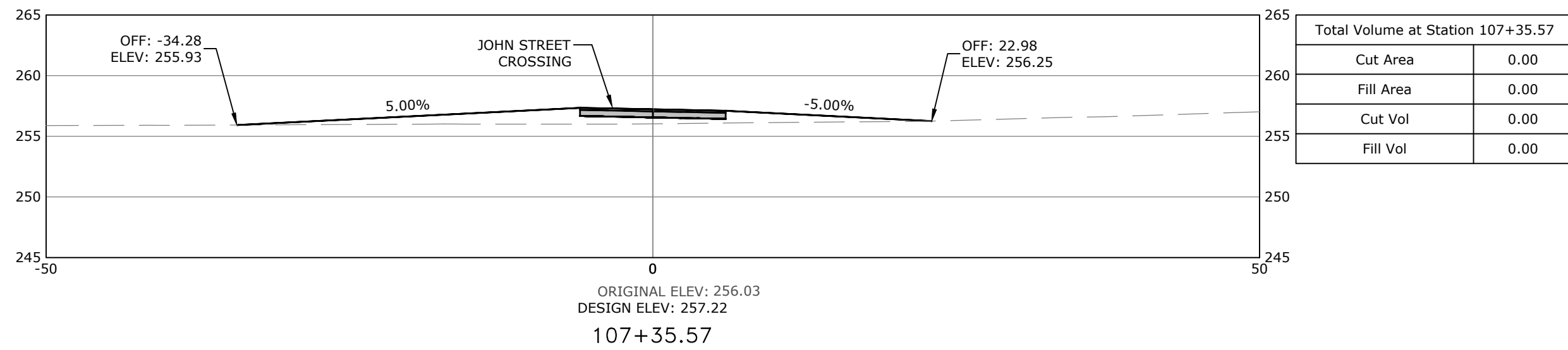
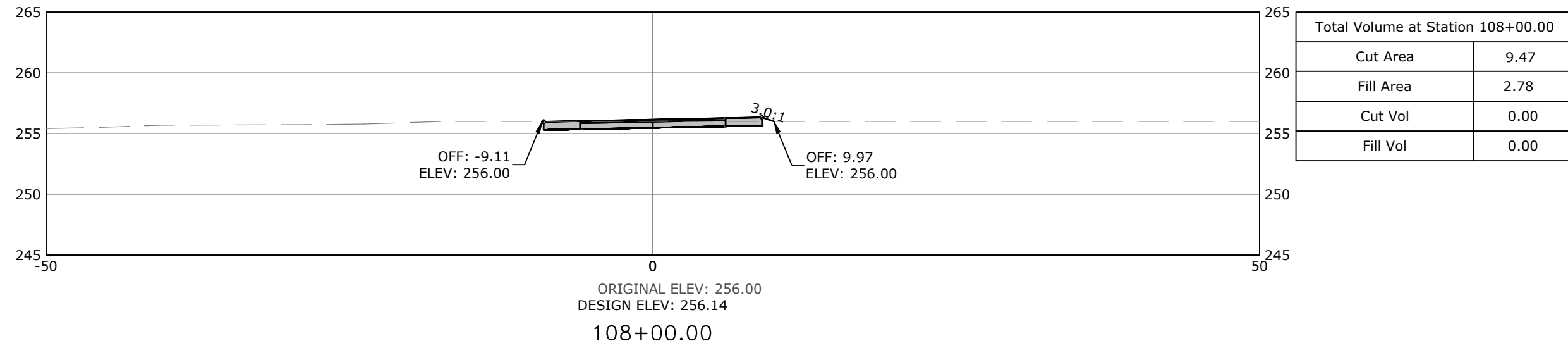
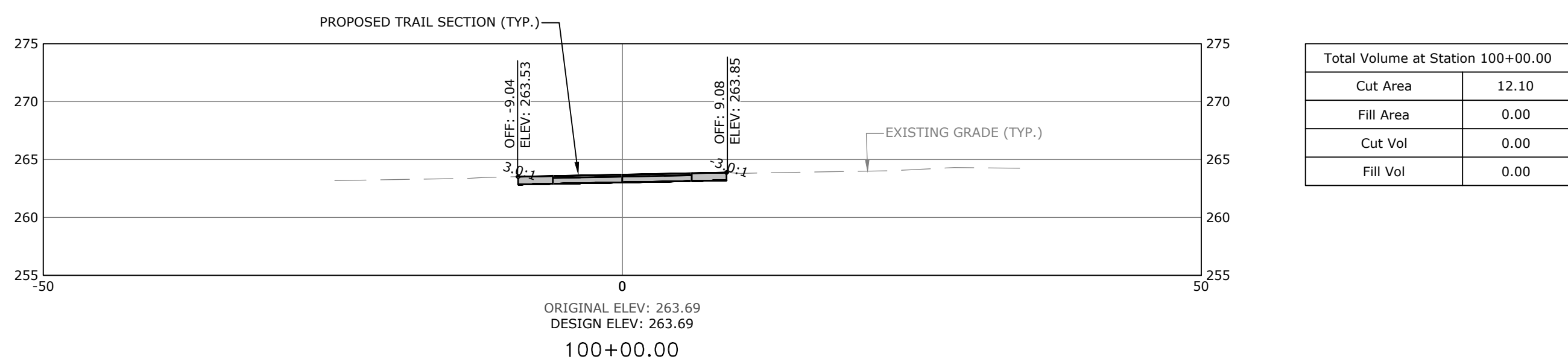
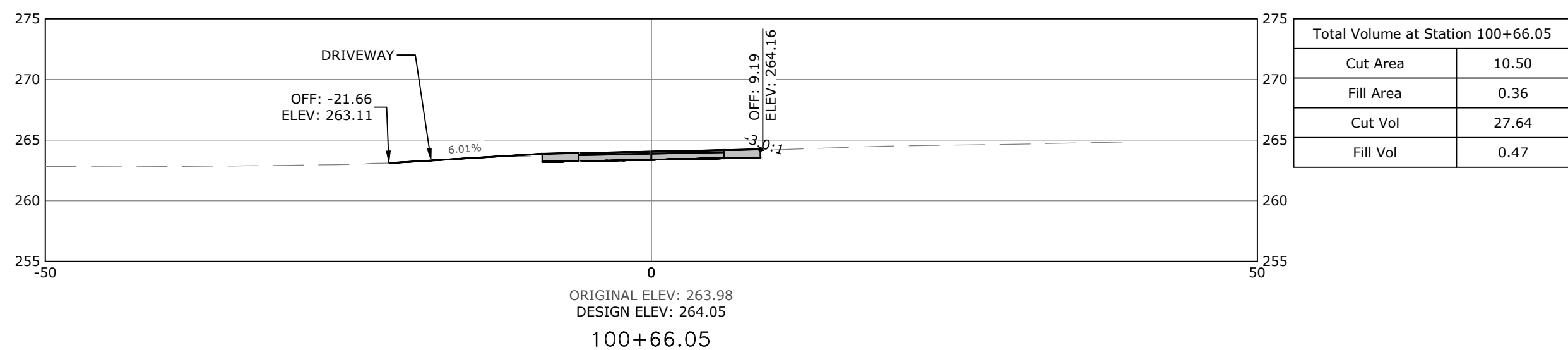
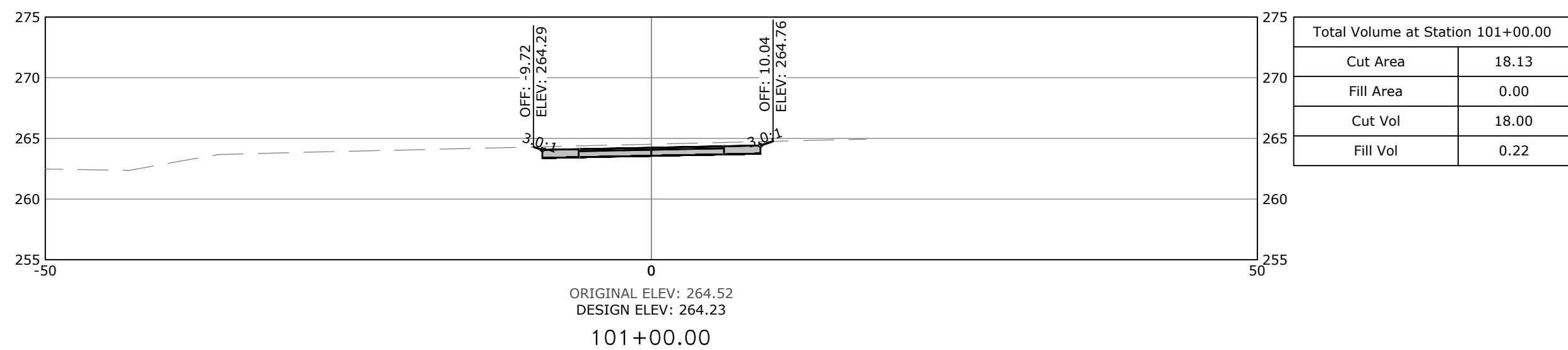
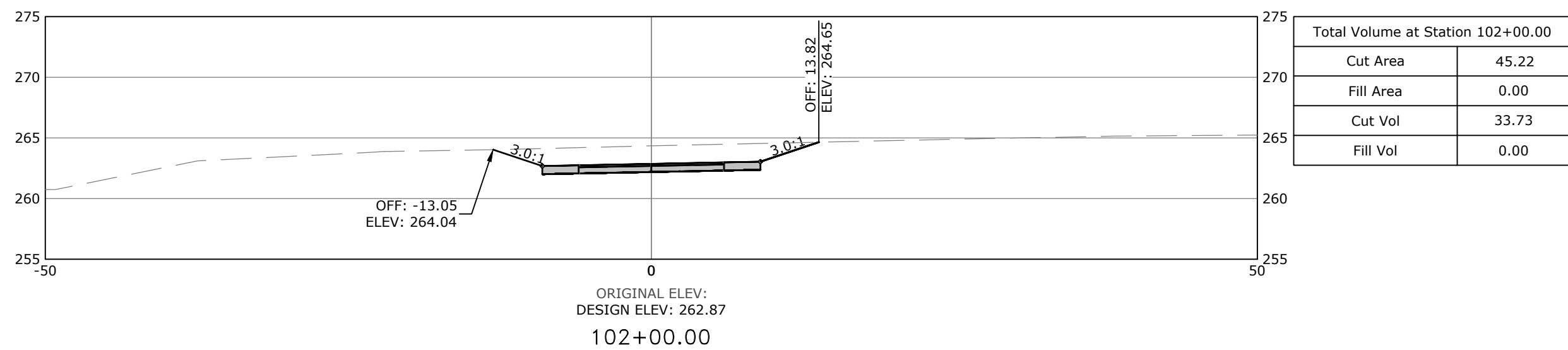
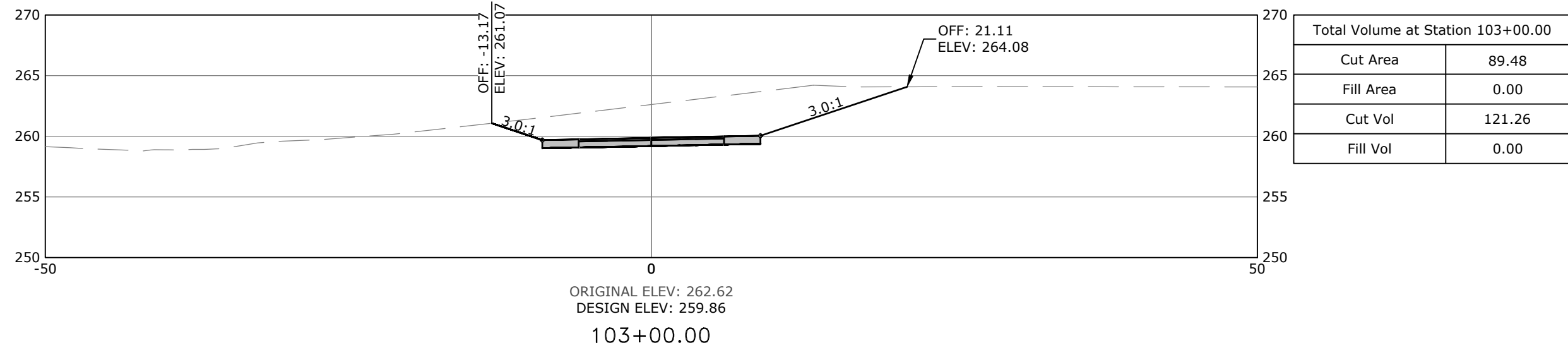
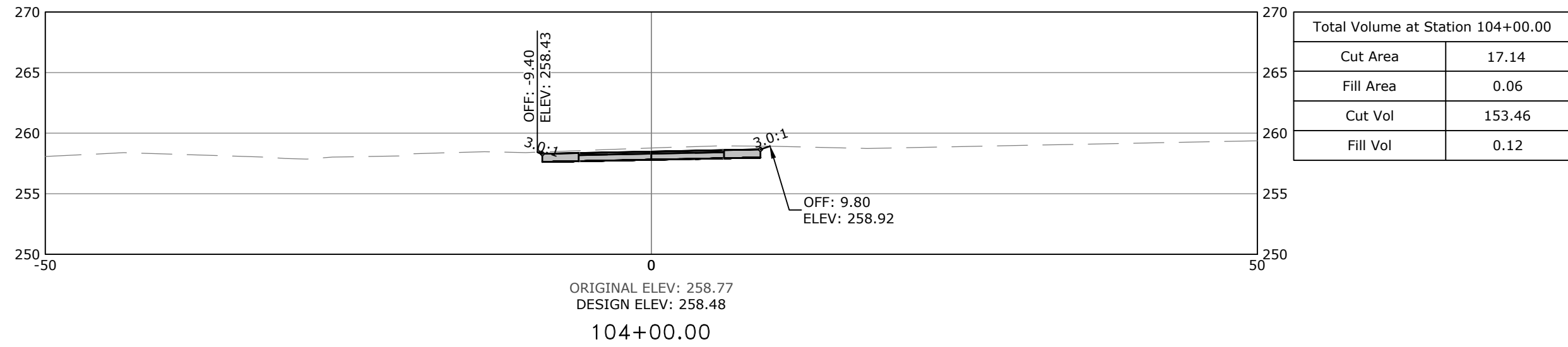
Know what's below.
Call before you dig.

REVISIONS	DATE	DESCRIPTION
REV	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT
	8/4/2022	100% DESIGN DEVELOPMENT

ENLARGEMENT
DETAILS

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: 1" = 30'	JOB NUMBER: 20-5776

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SCALE:
1"=10' HORIZ.
1"=10' VERT.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

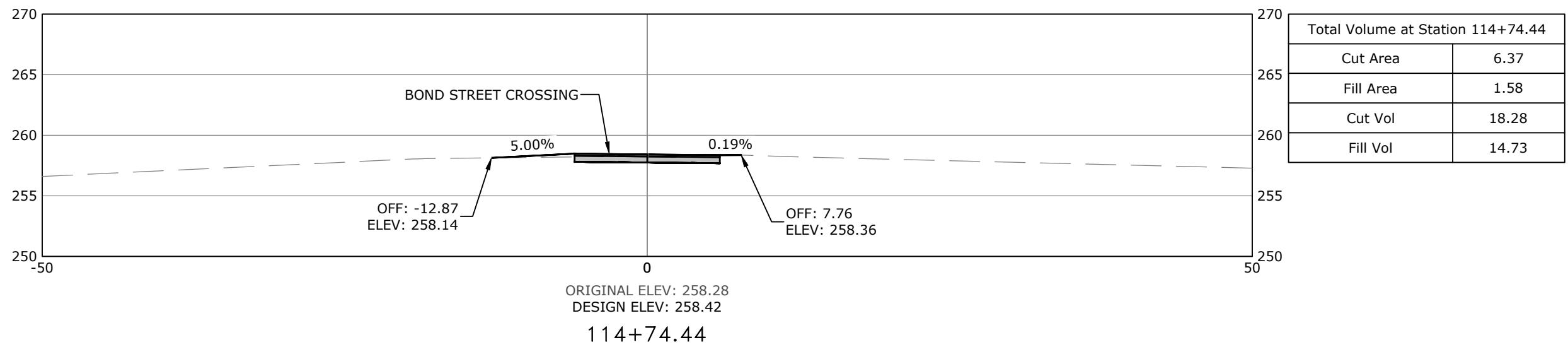
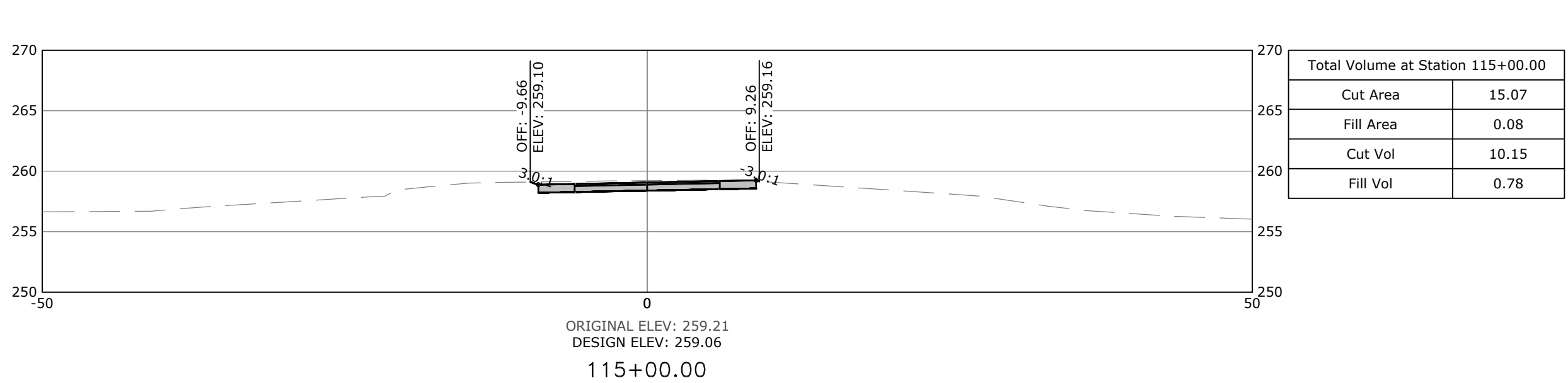
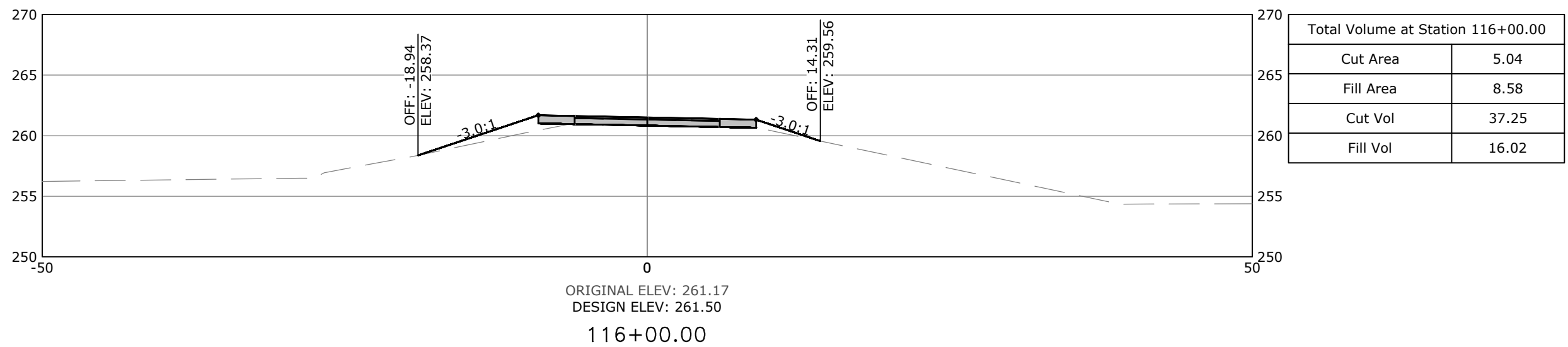
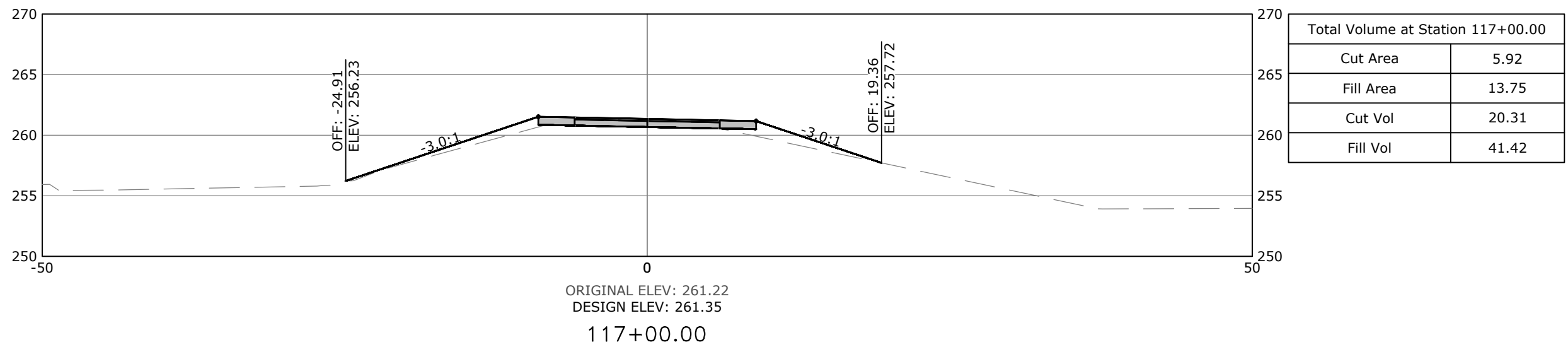
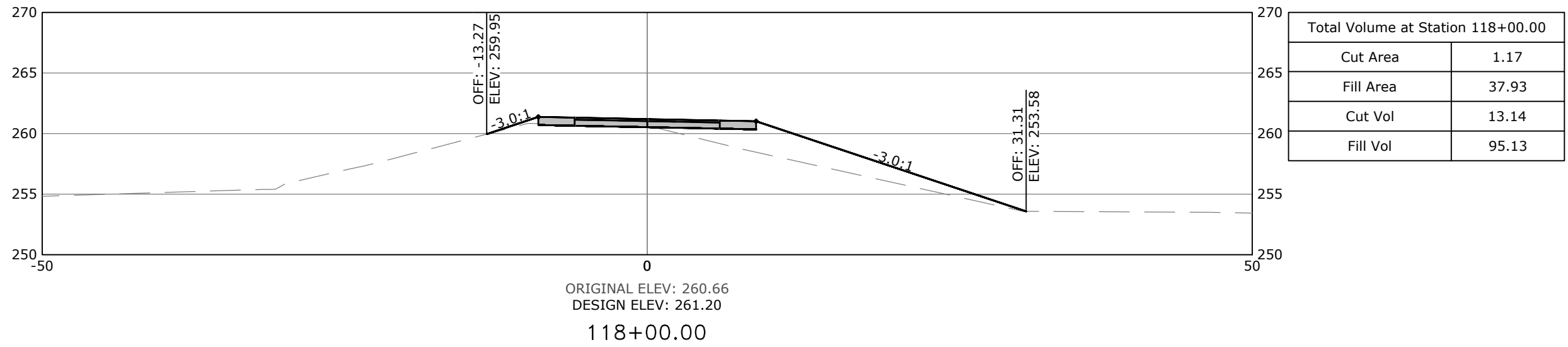
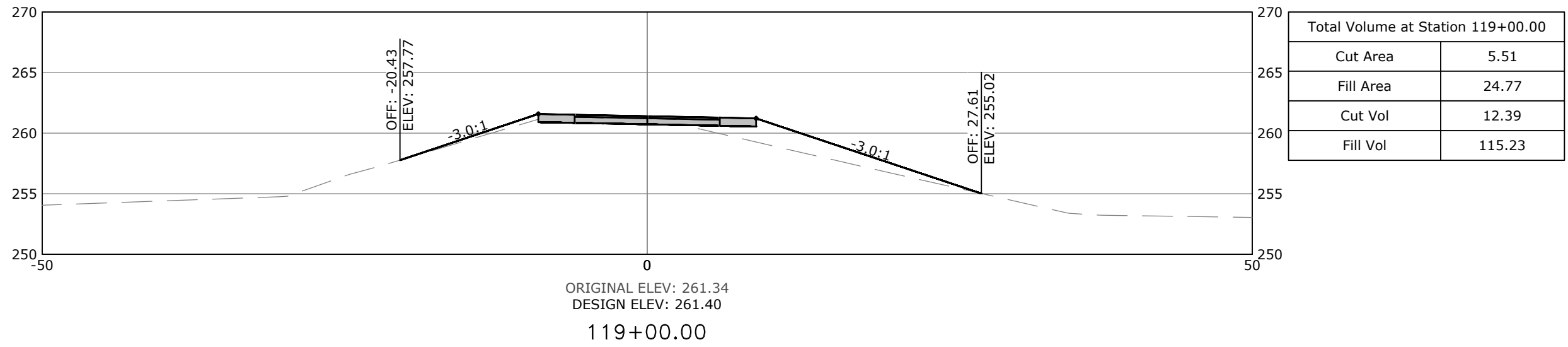
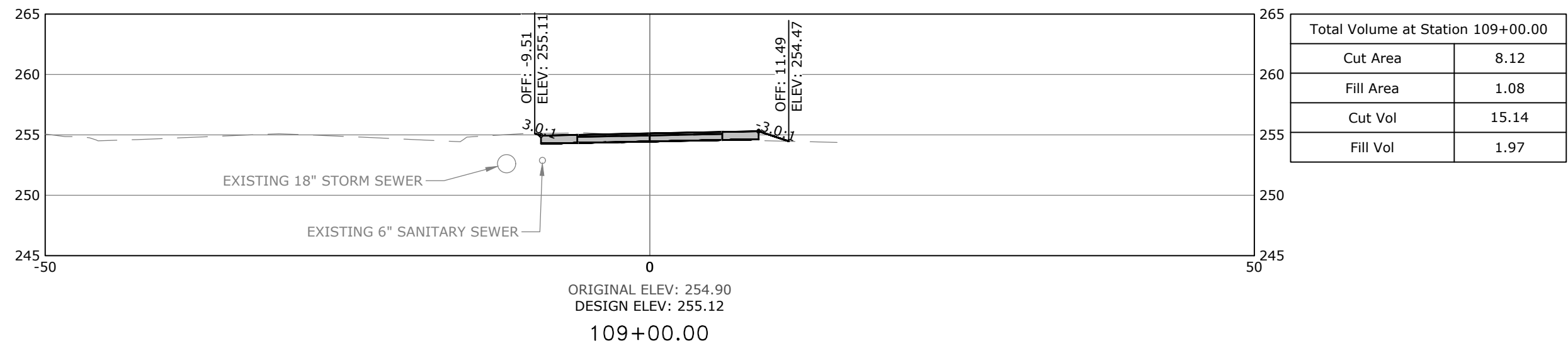
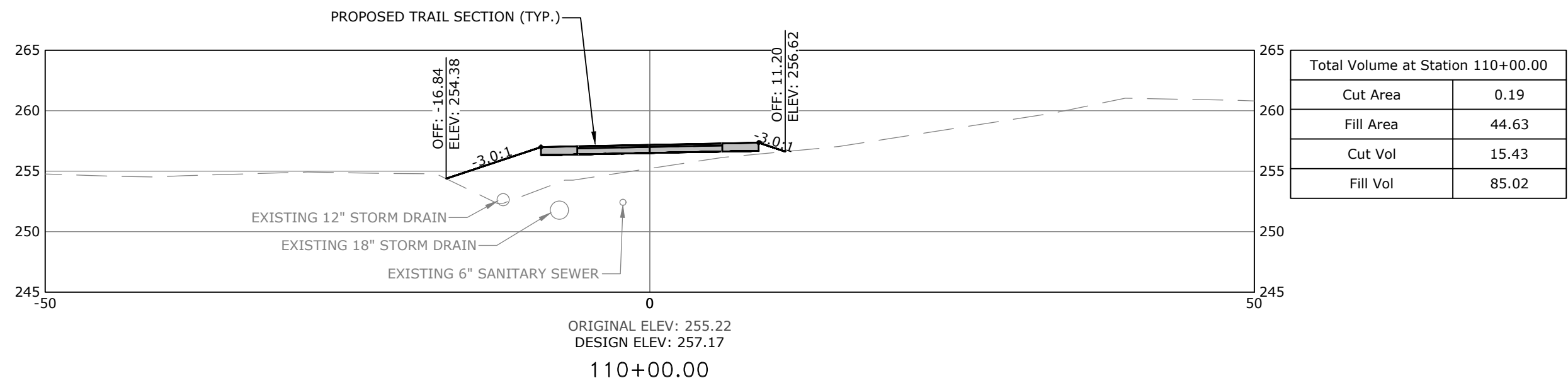
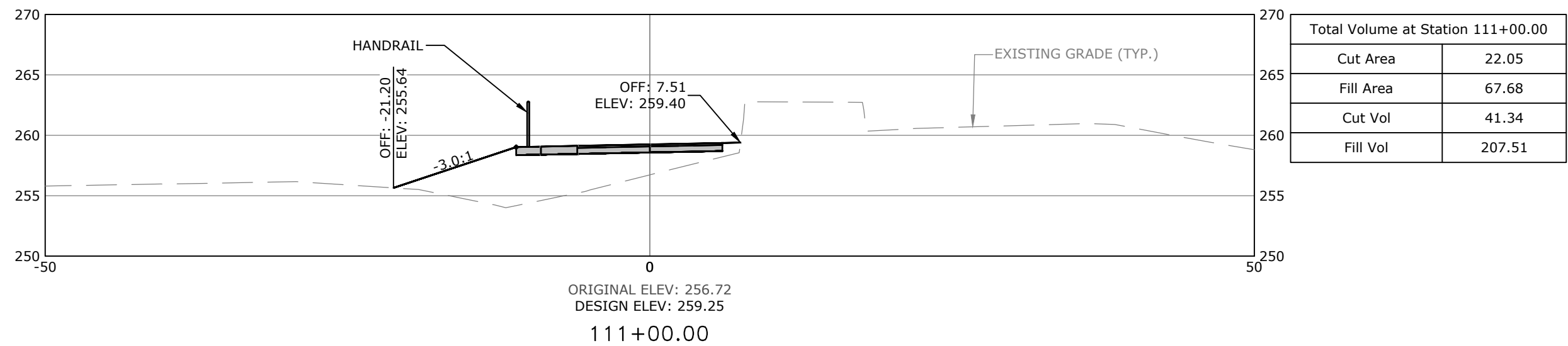
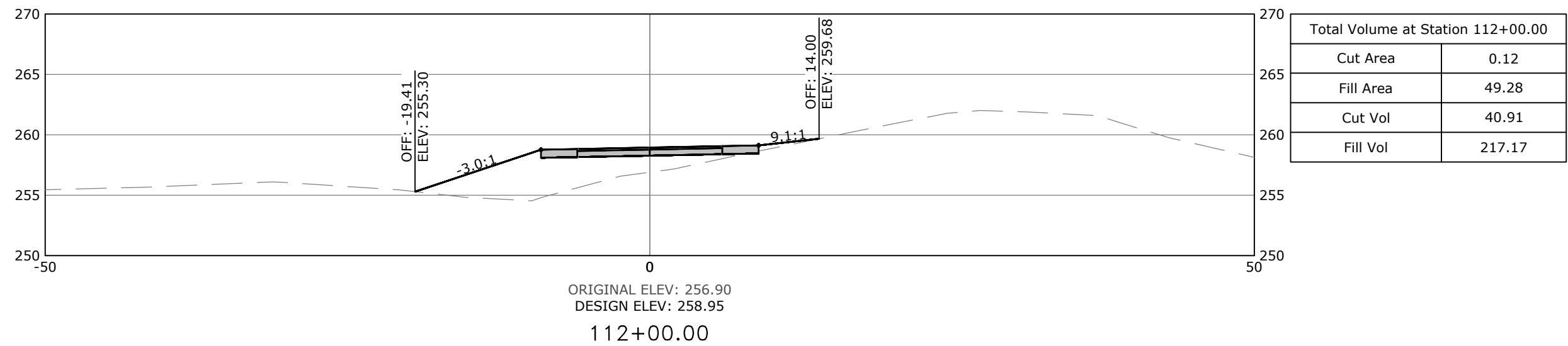
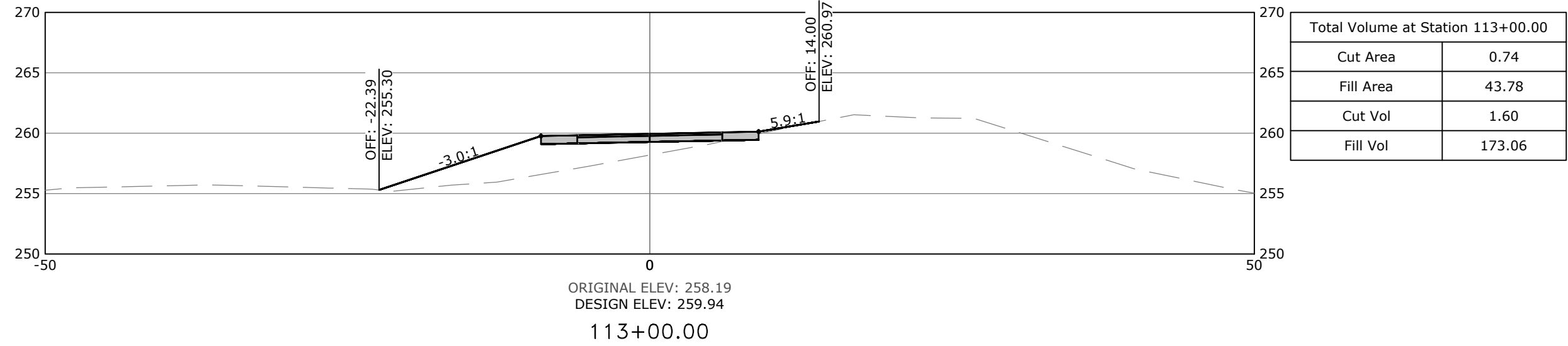
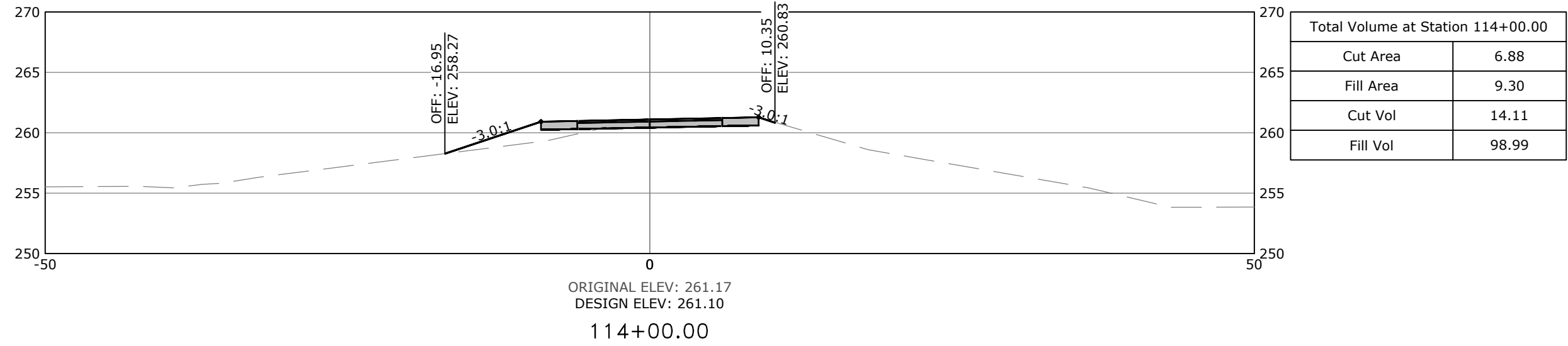
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Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 100+00
TO STA.
108+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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SCALE:
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1"=10' VERT.

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CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



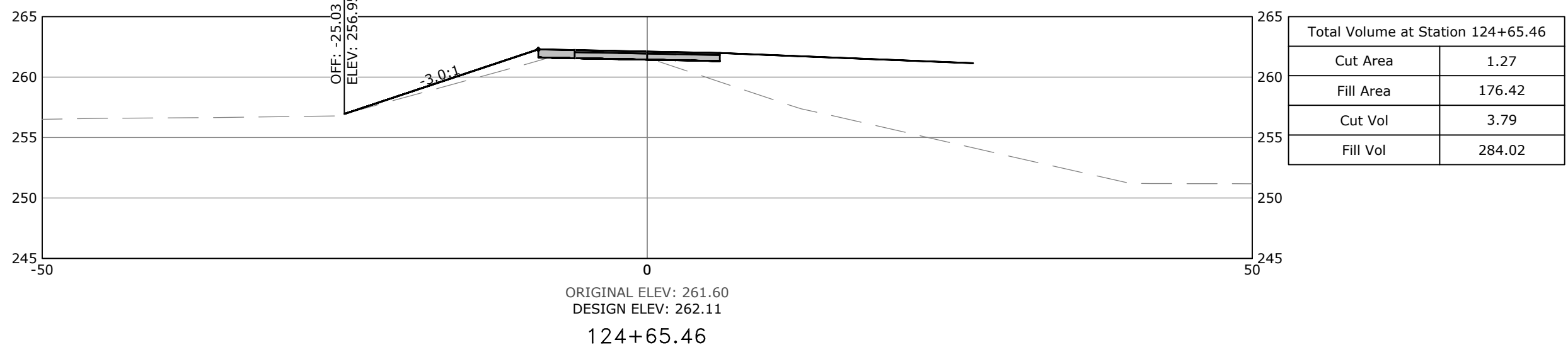
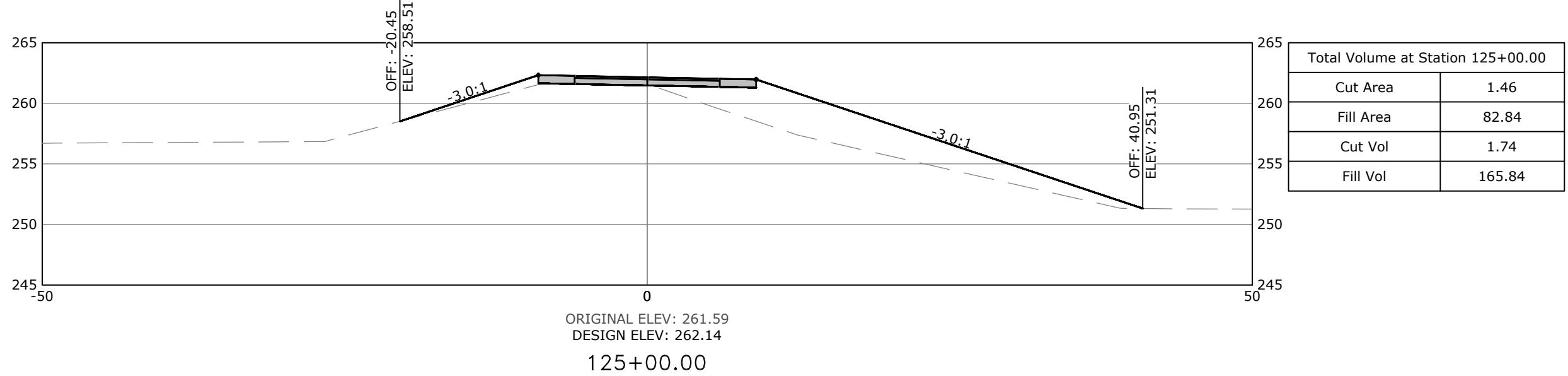
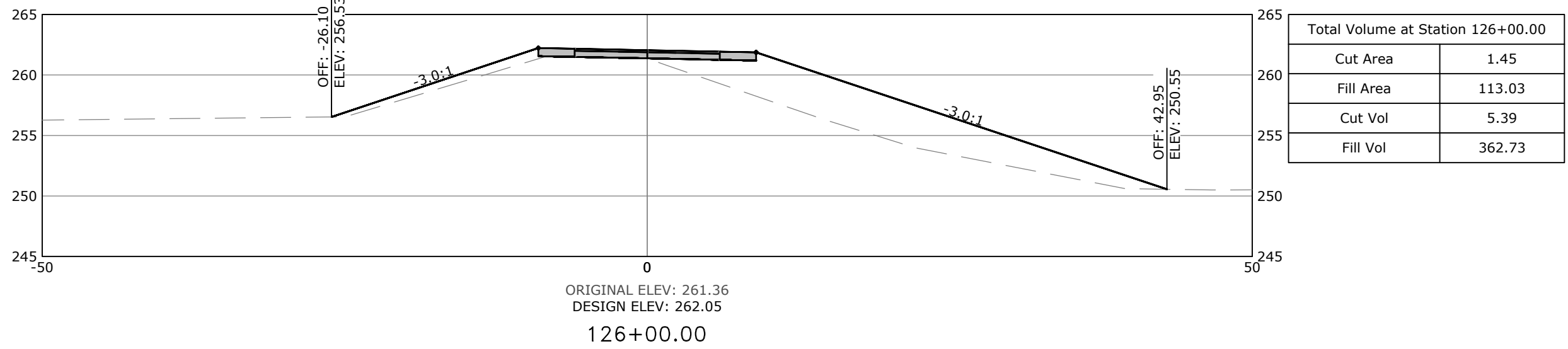
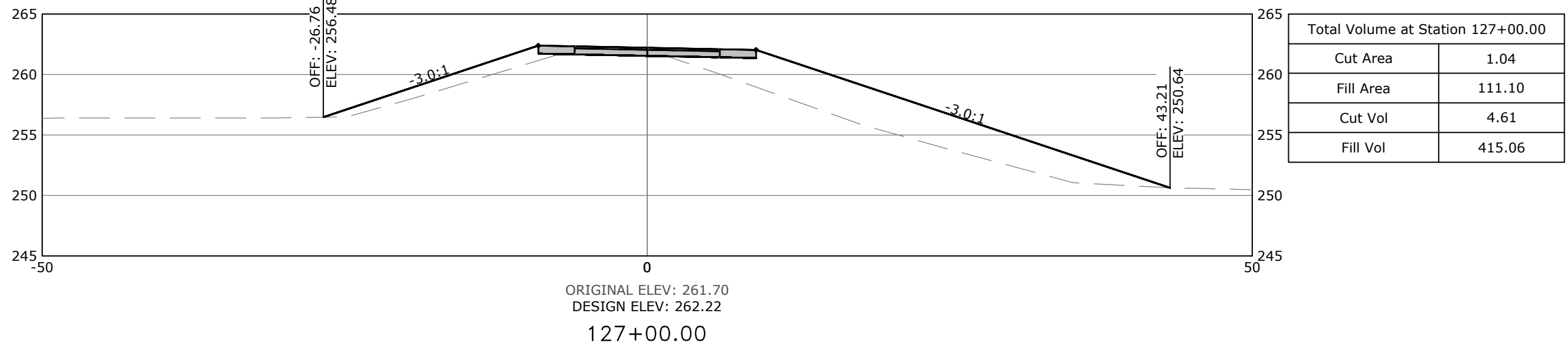
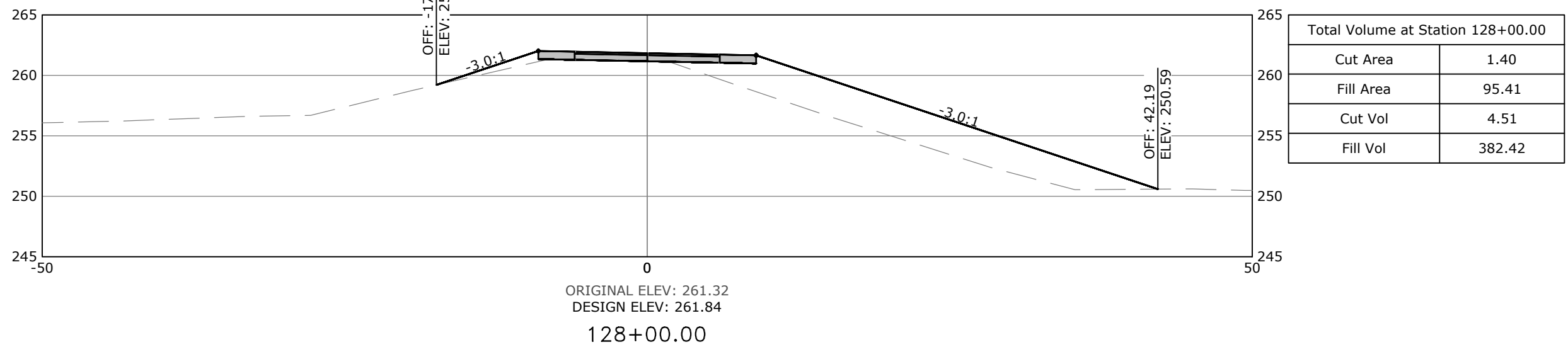
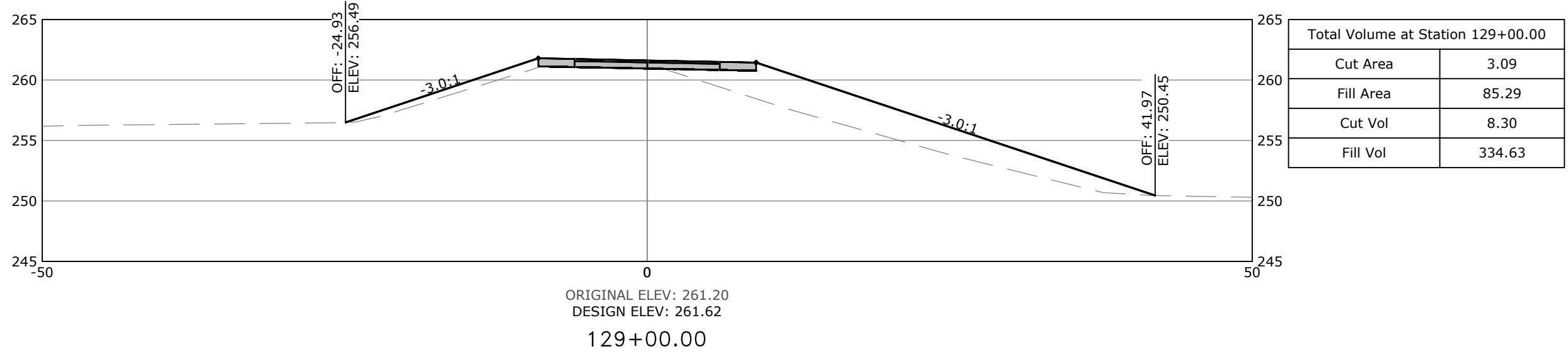
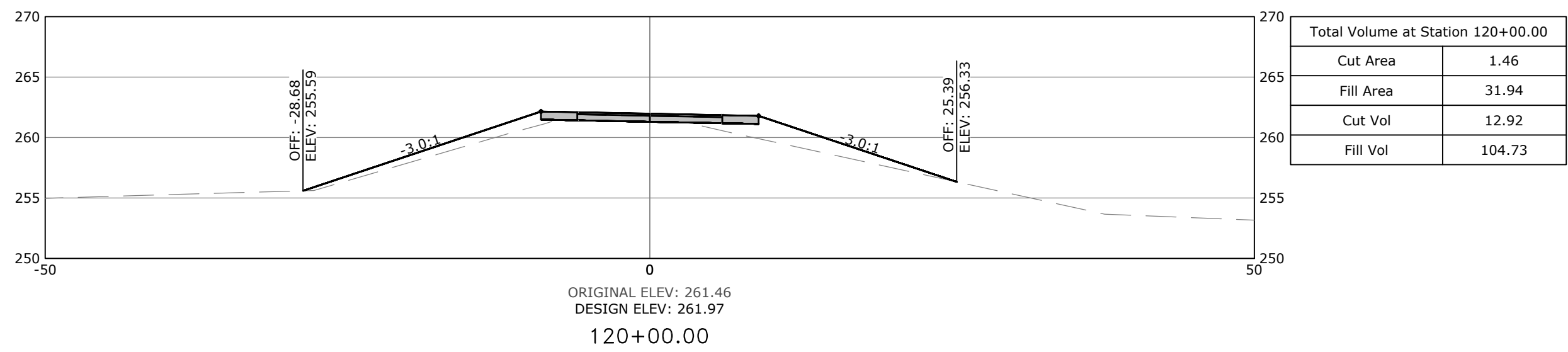
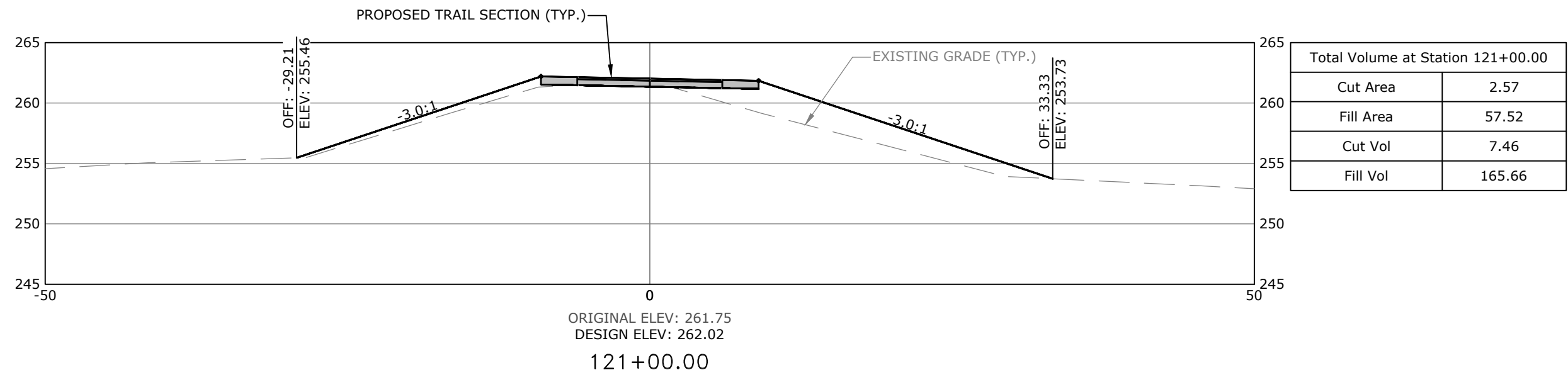
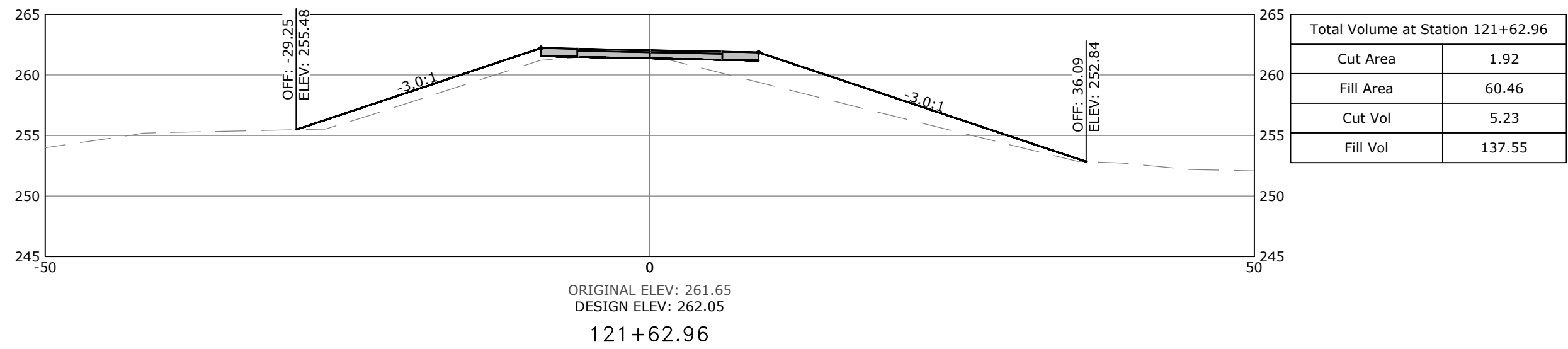
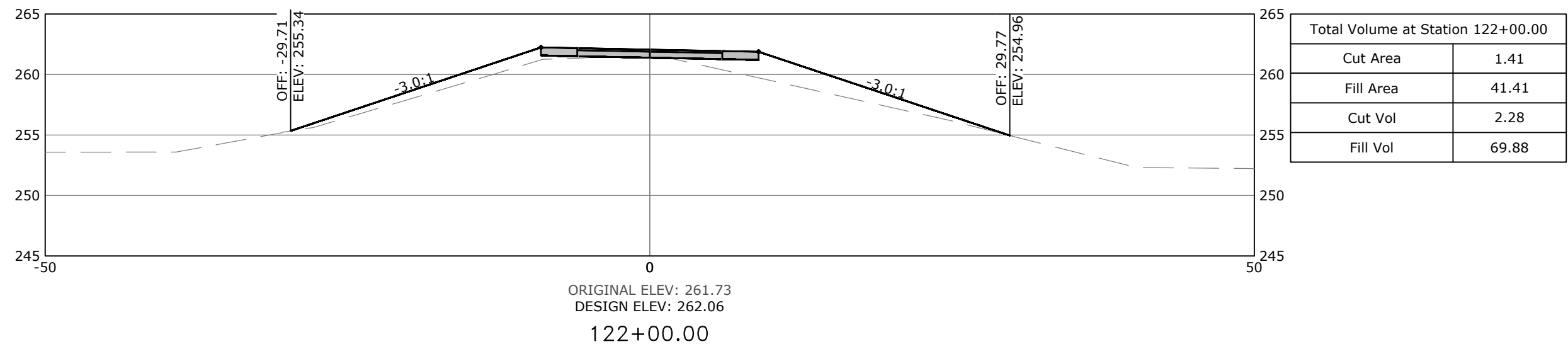
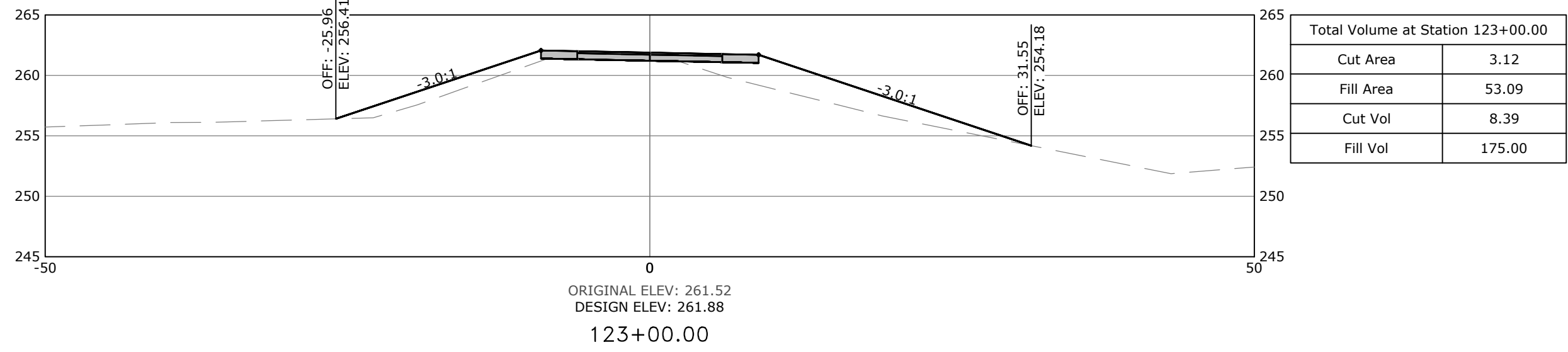
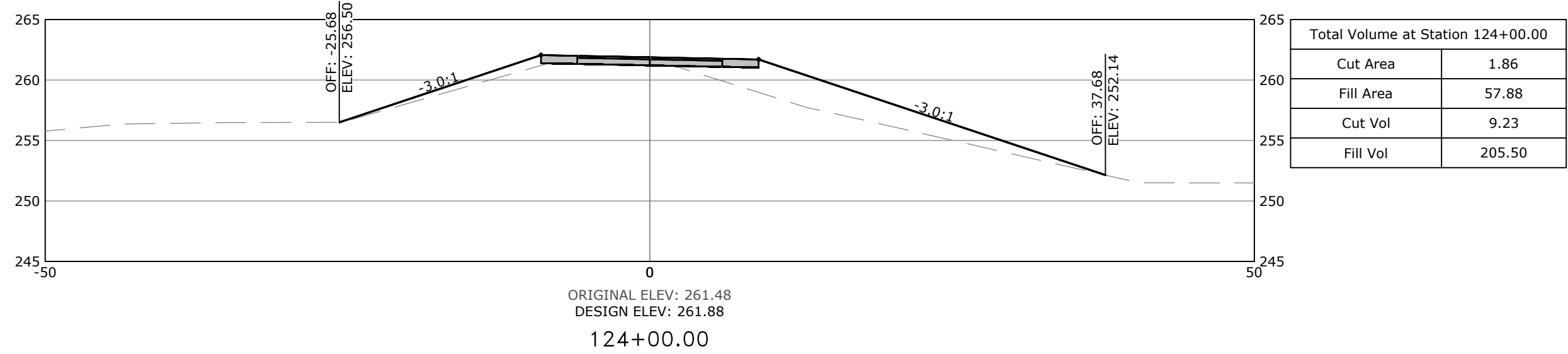
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 109+00
TO STA.
119+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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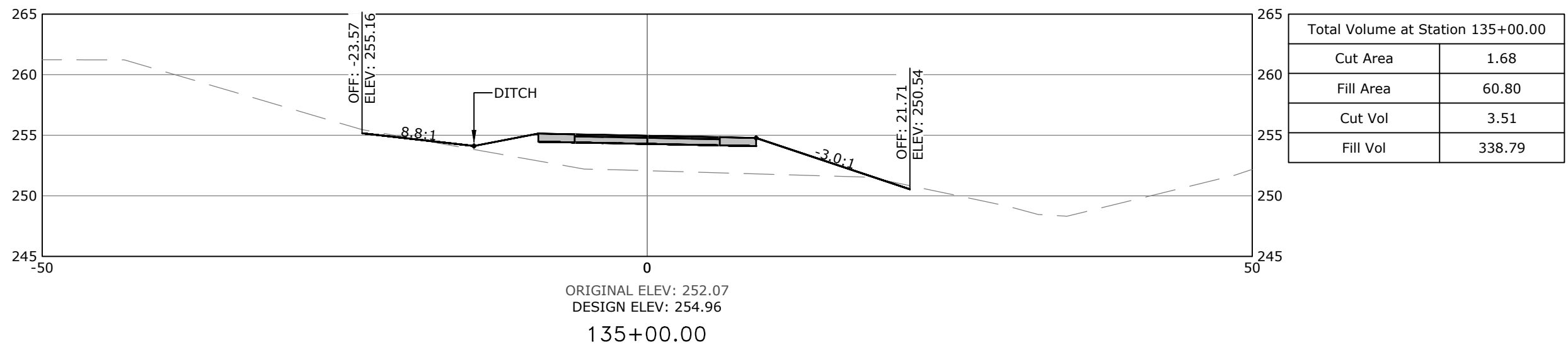
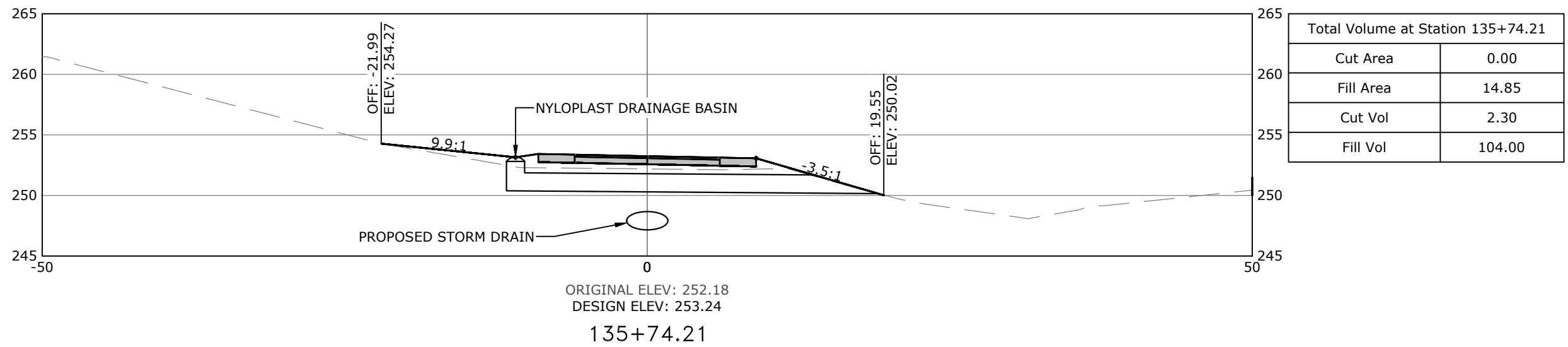
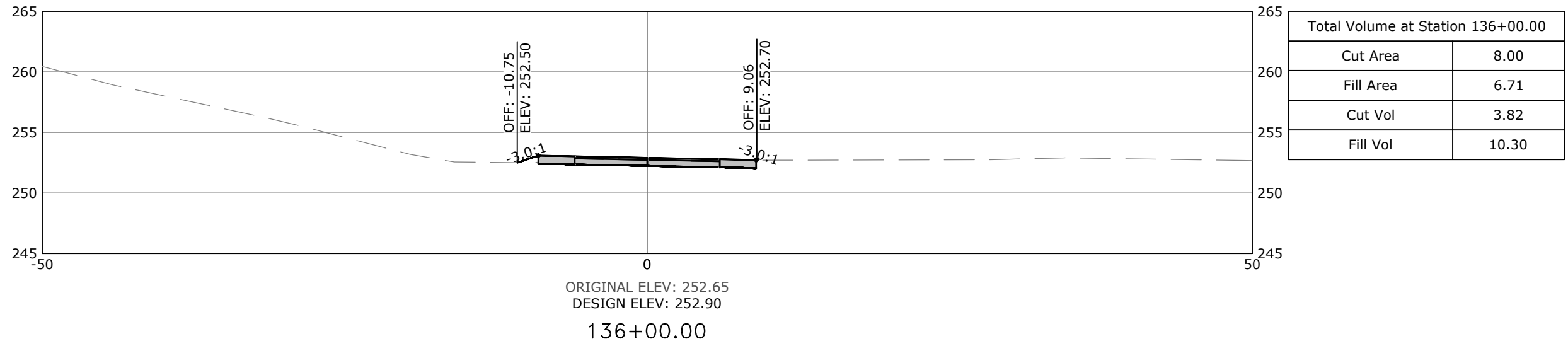
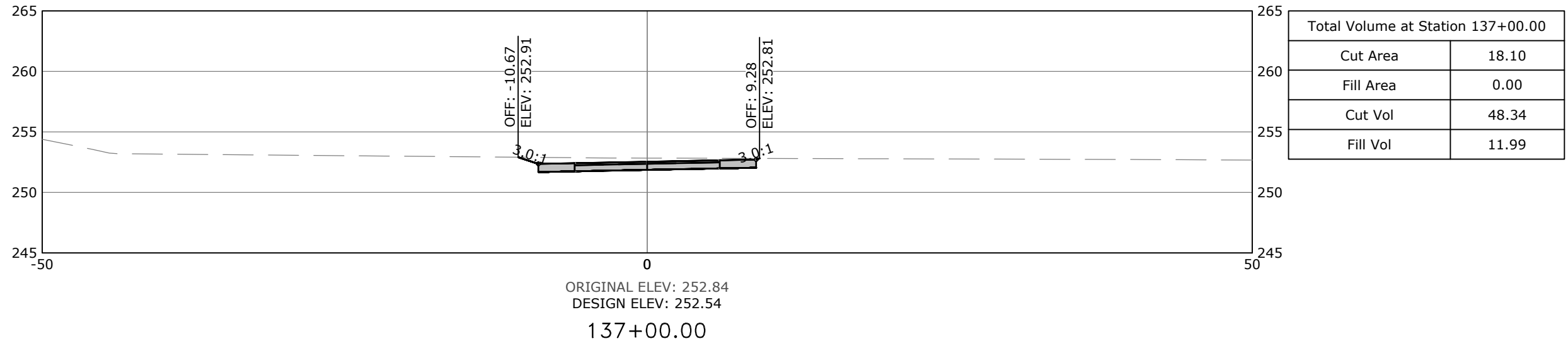
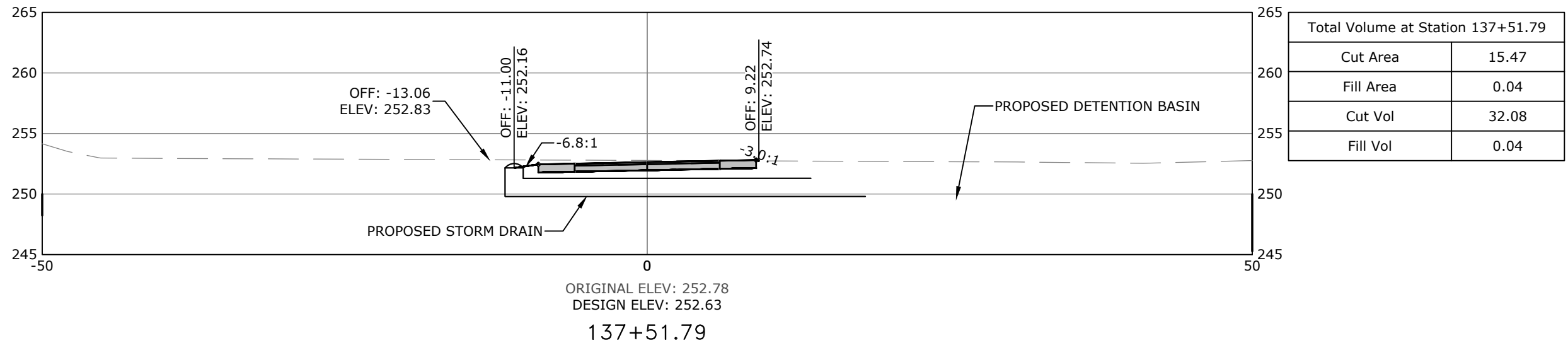
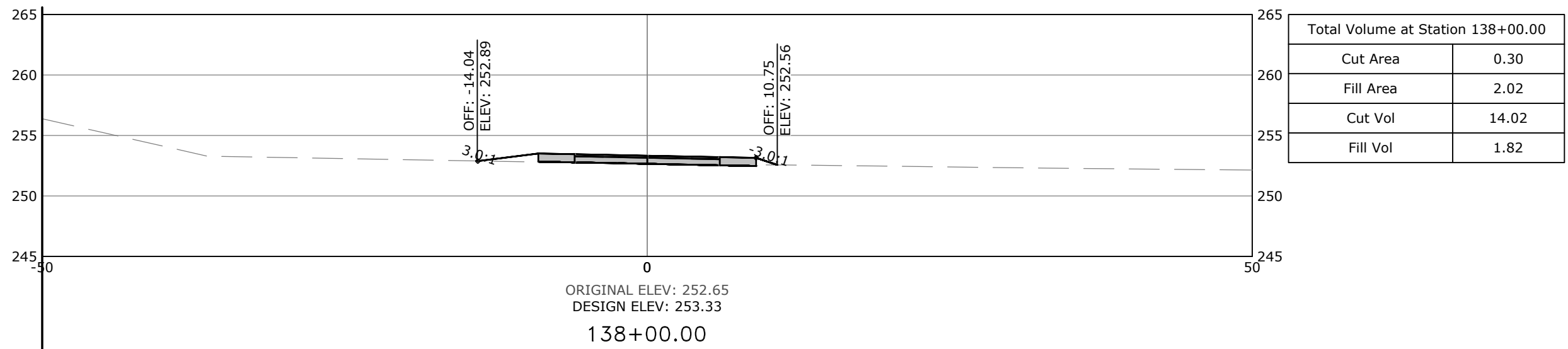
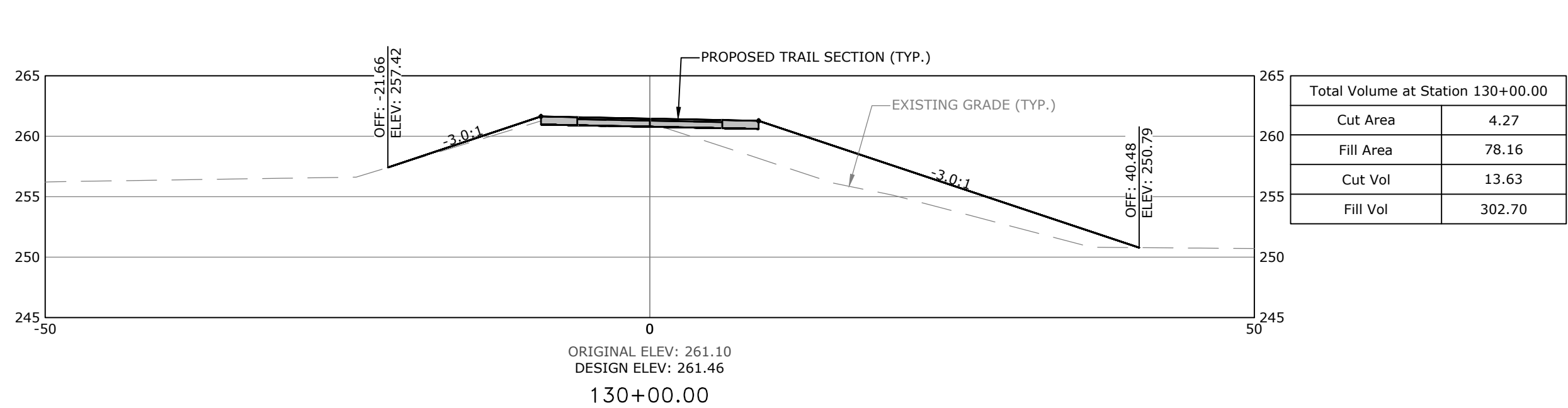
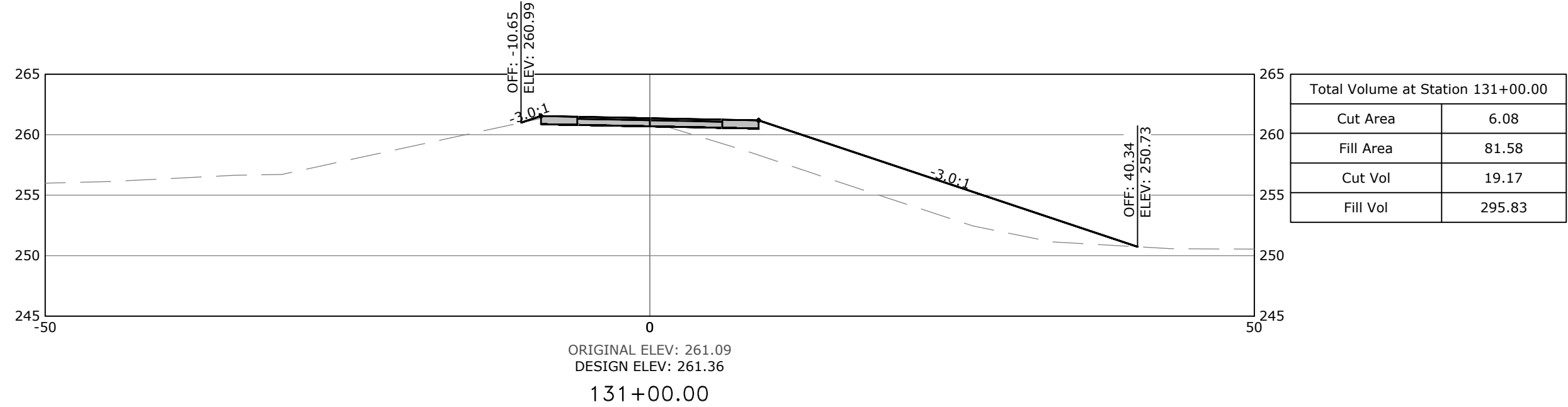
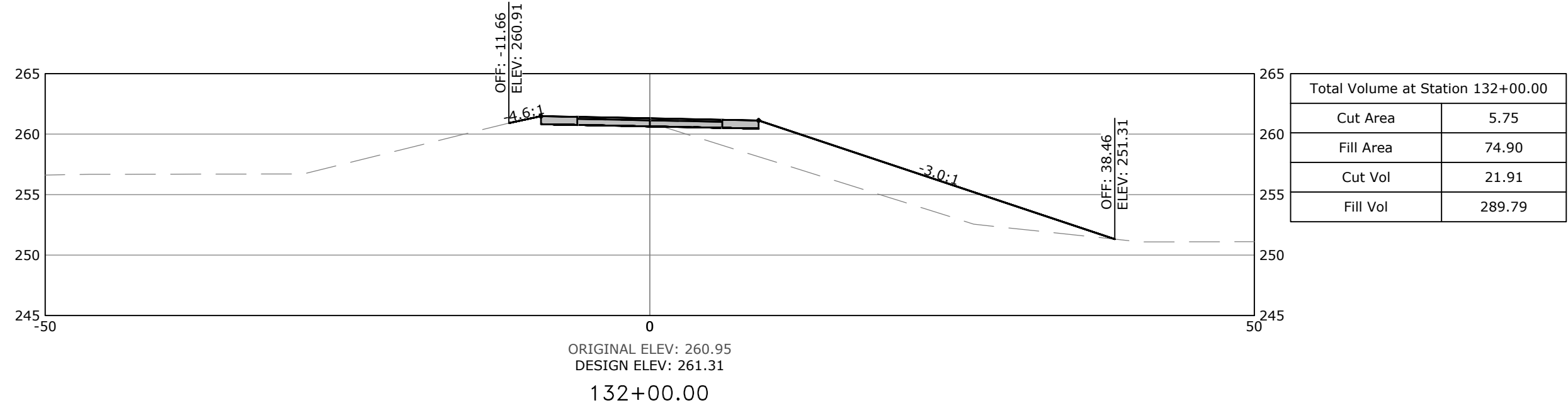
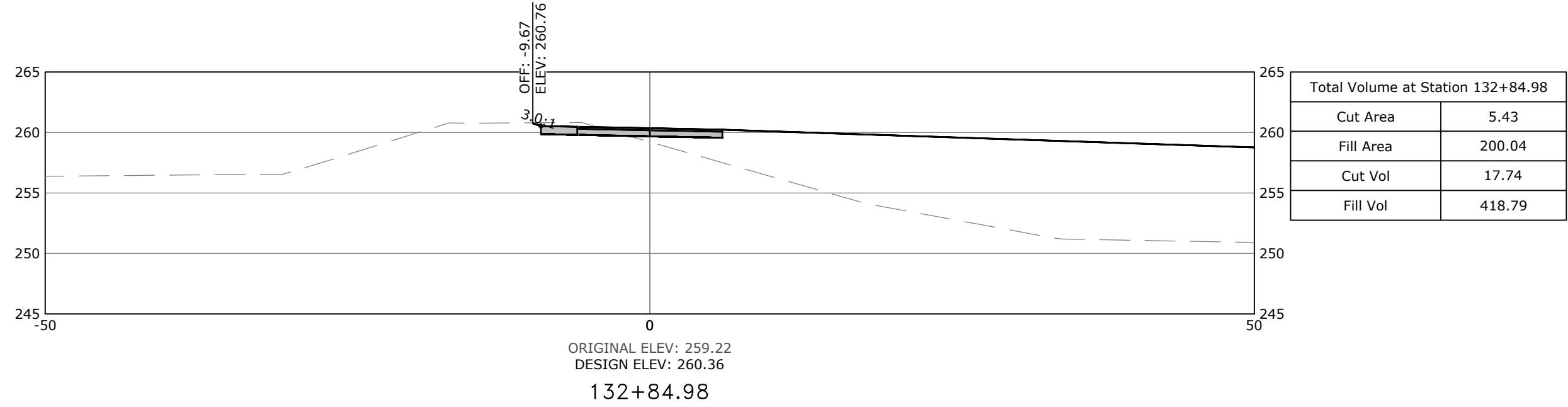
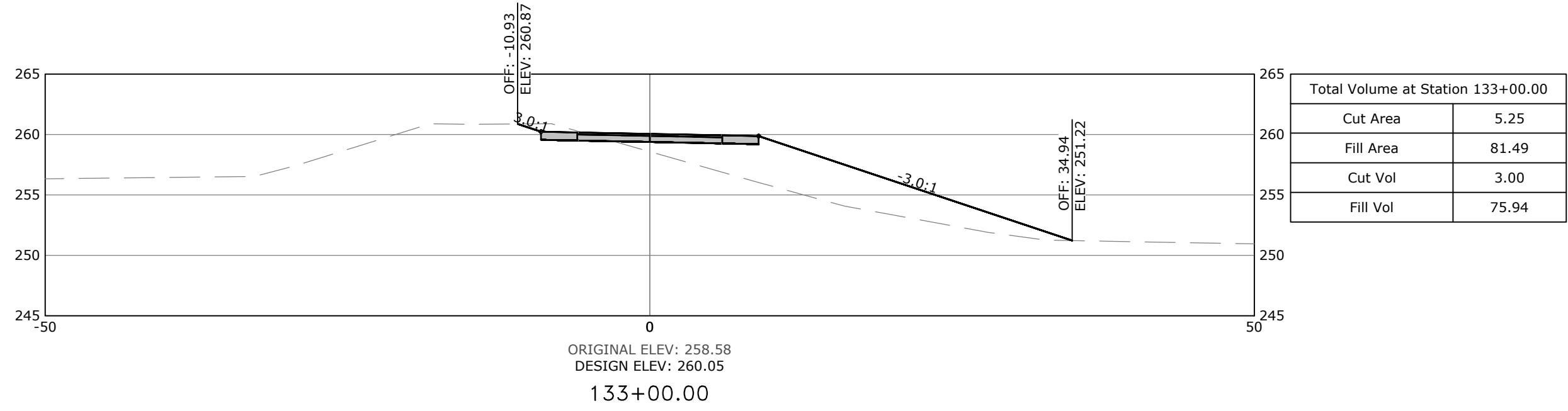
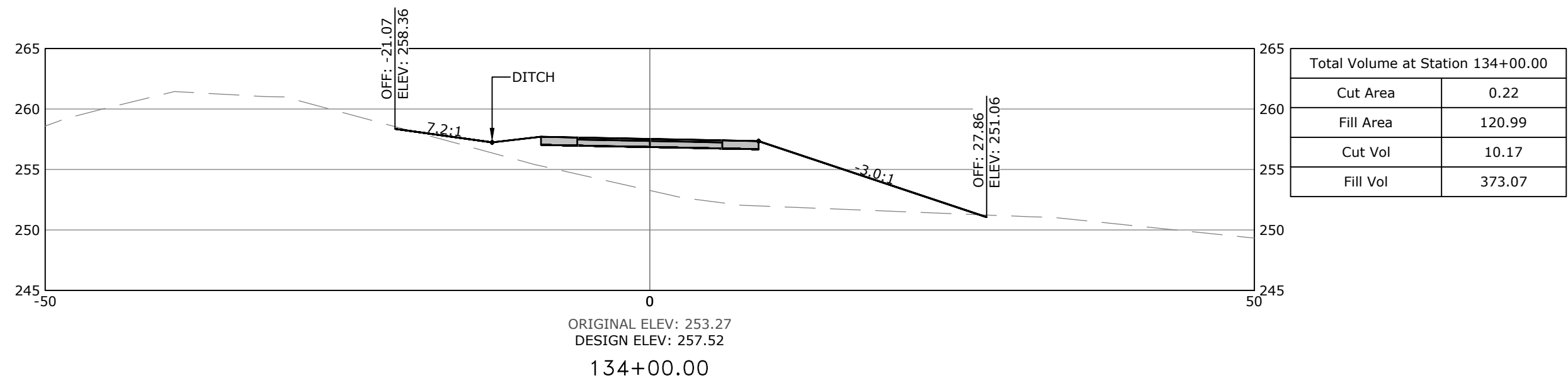


REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 120+00
TO STA.
129+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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1"=10' VERT.

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

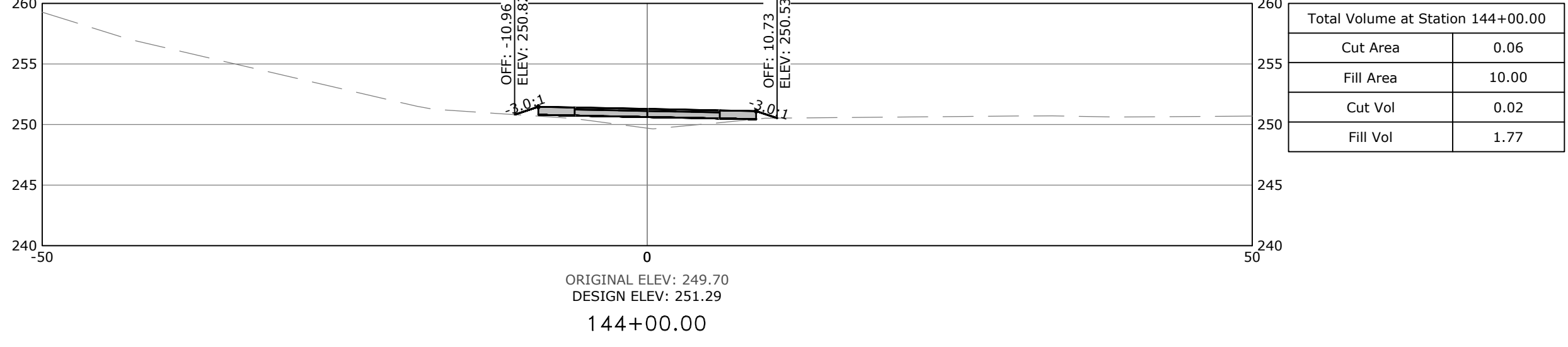
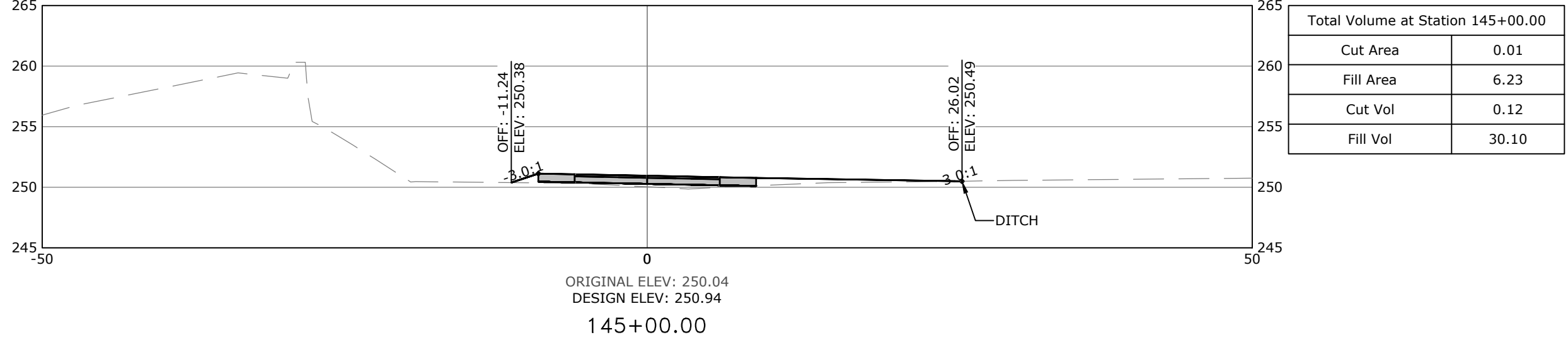
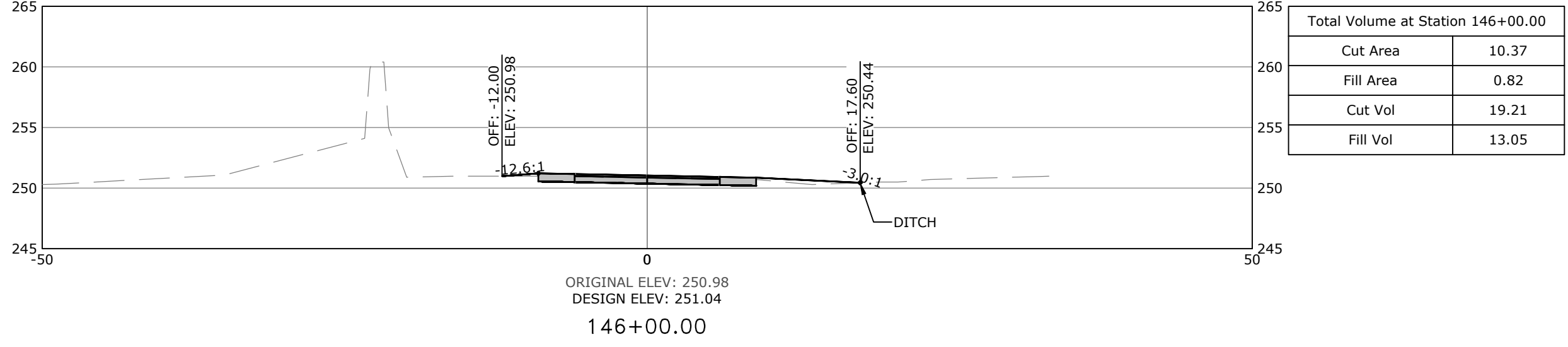
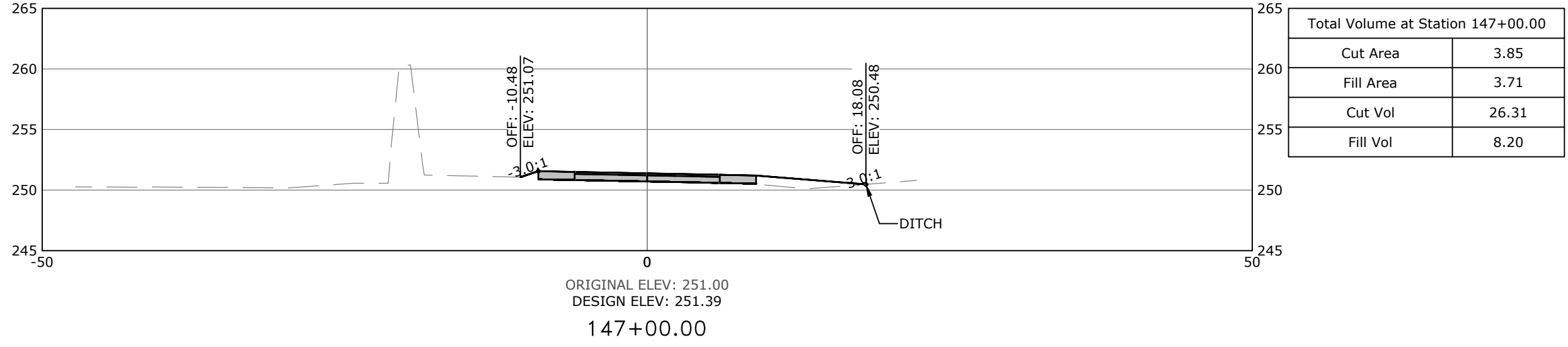
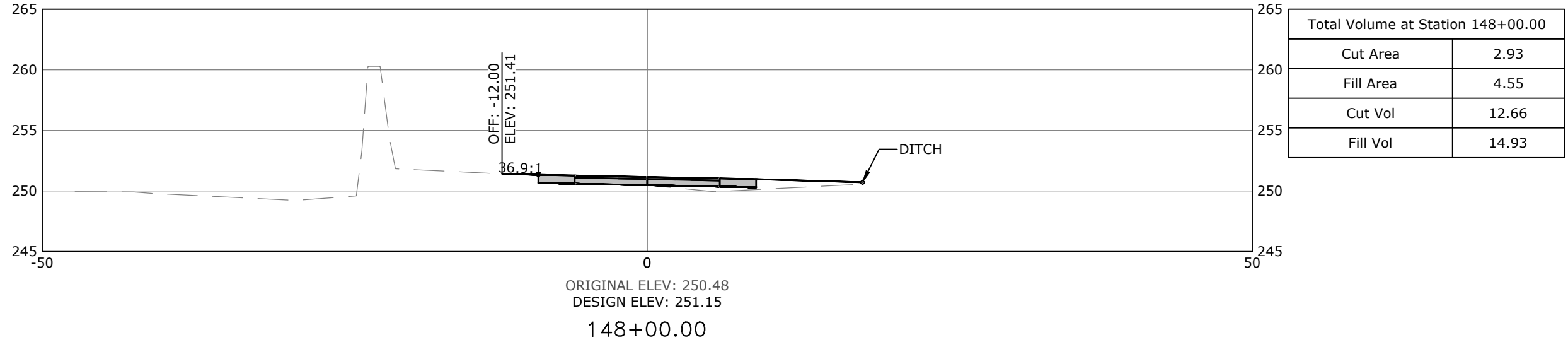
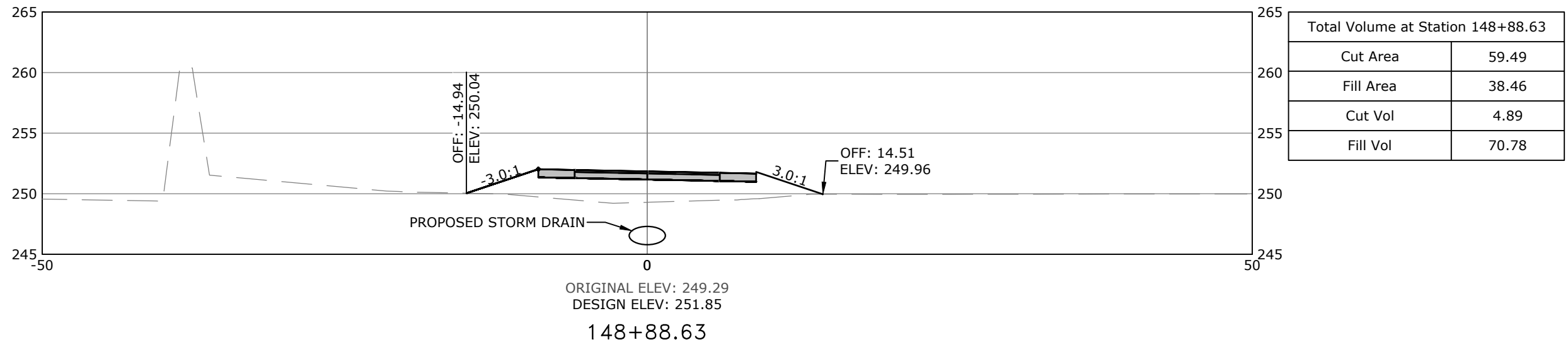
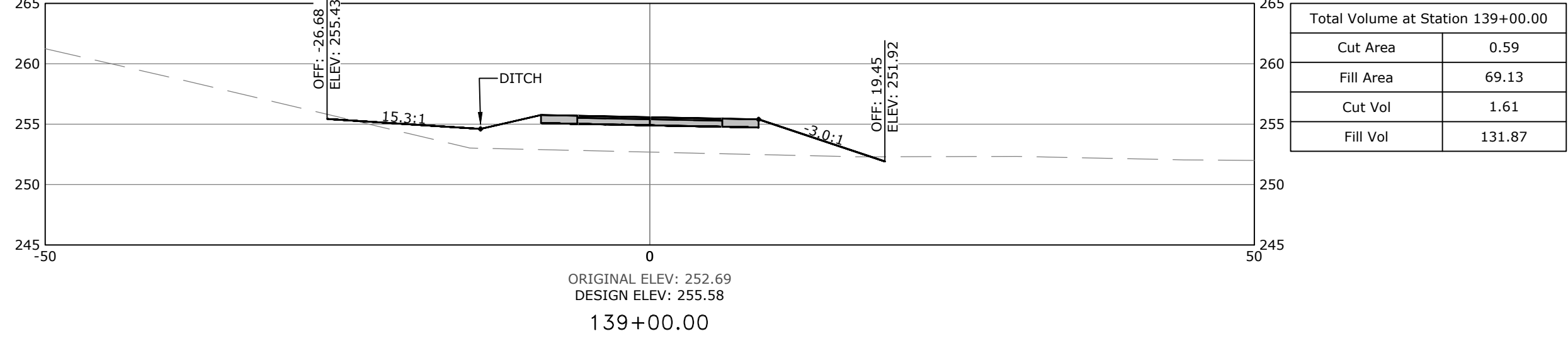
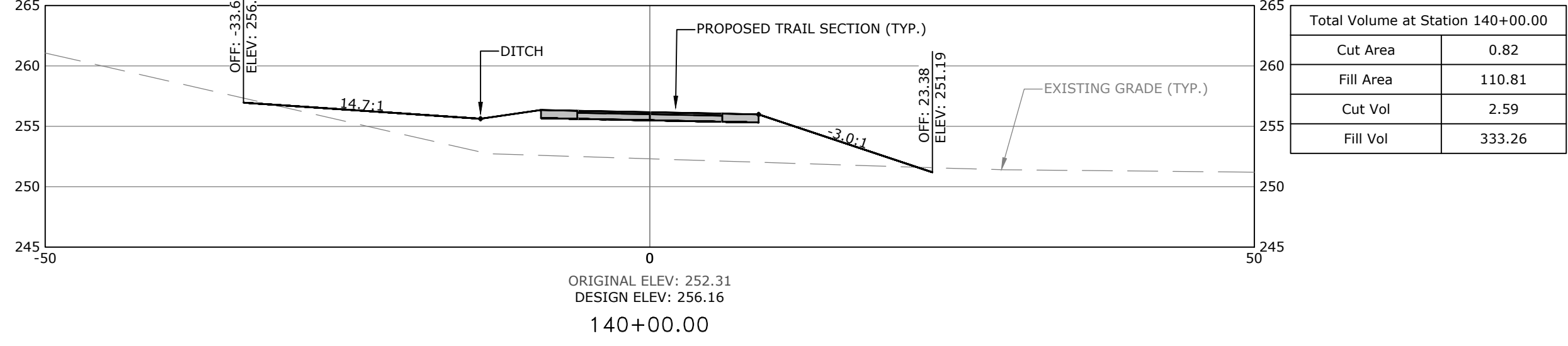
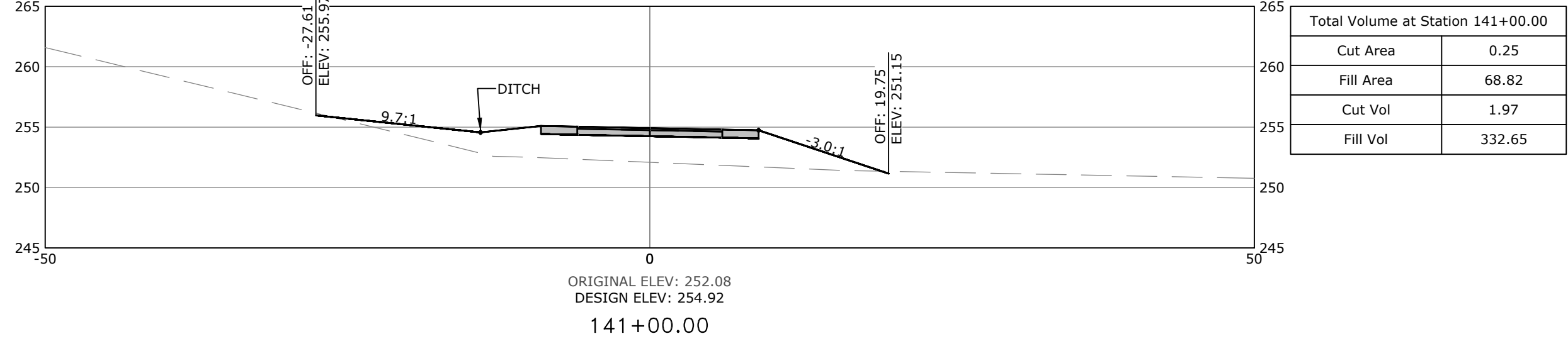
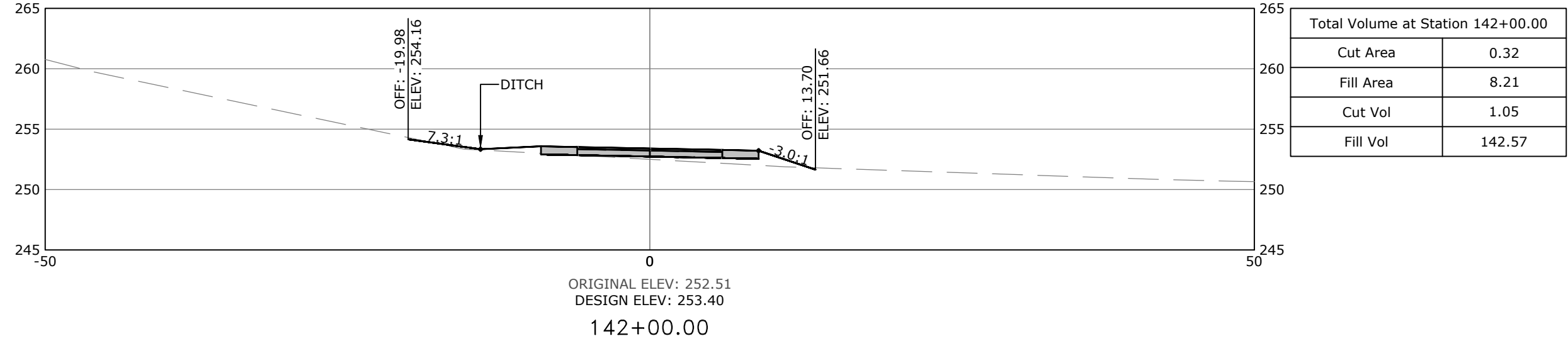
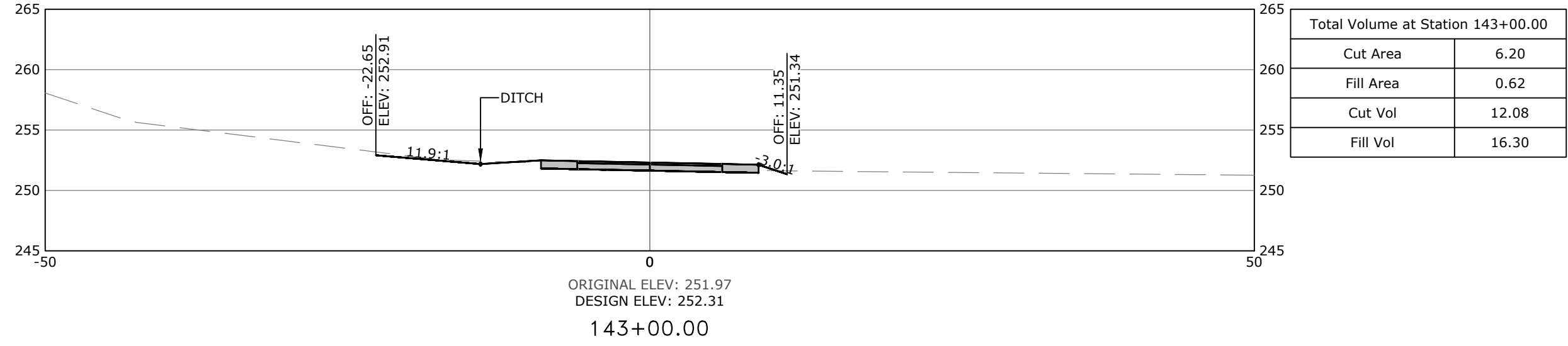
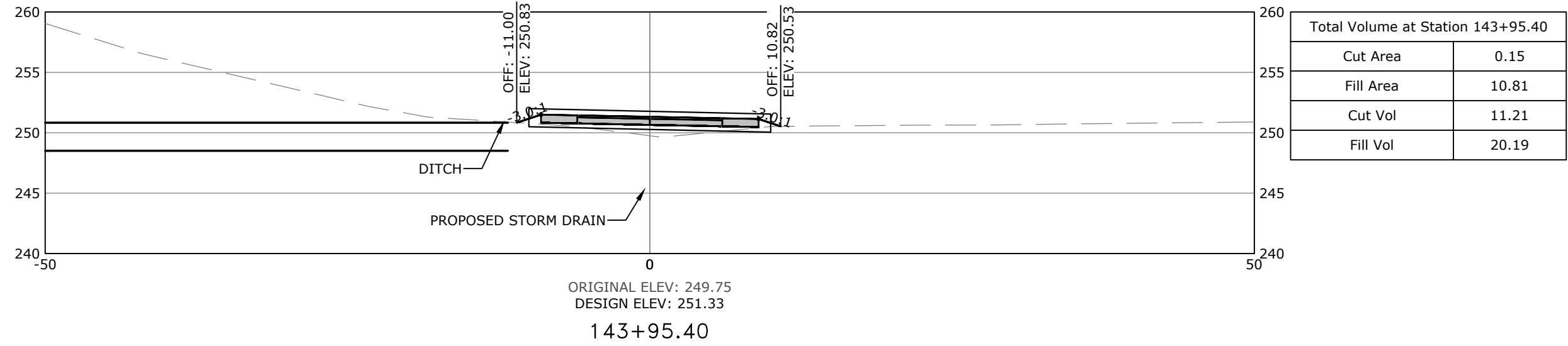
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Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 130+00
TO STA.
138+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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SCALE:
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1"=10' VERT.

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

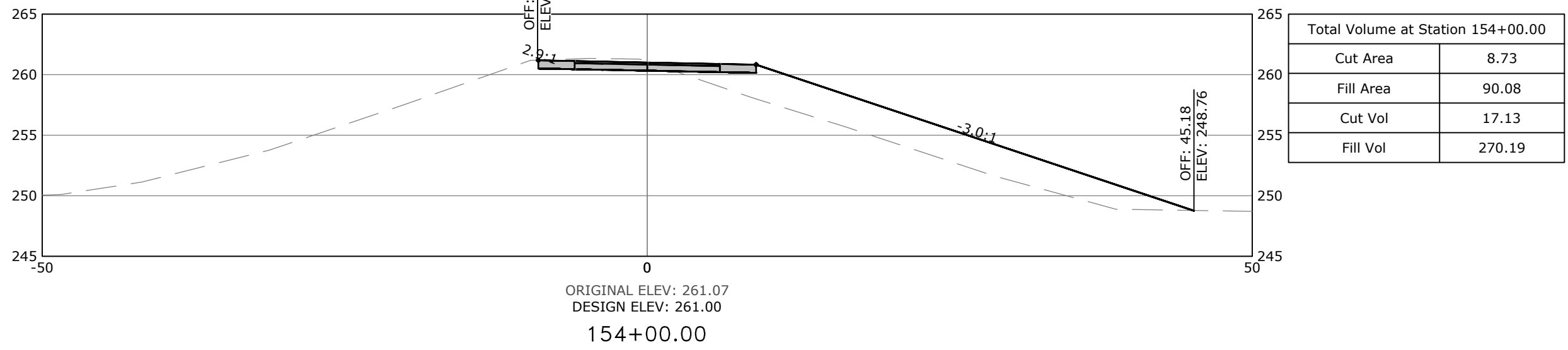
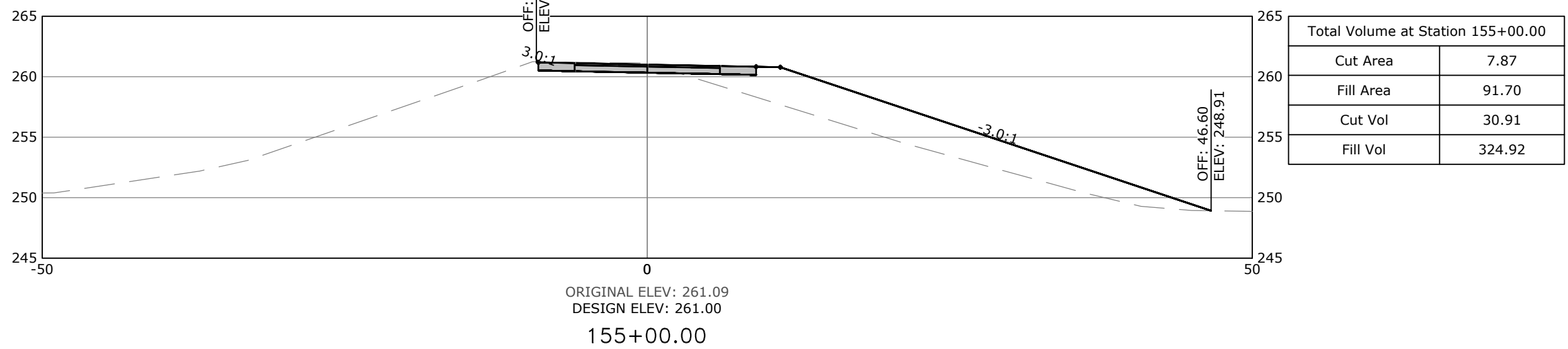
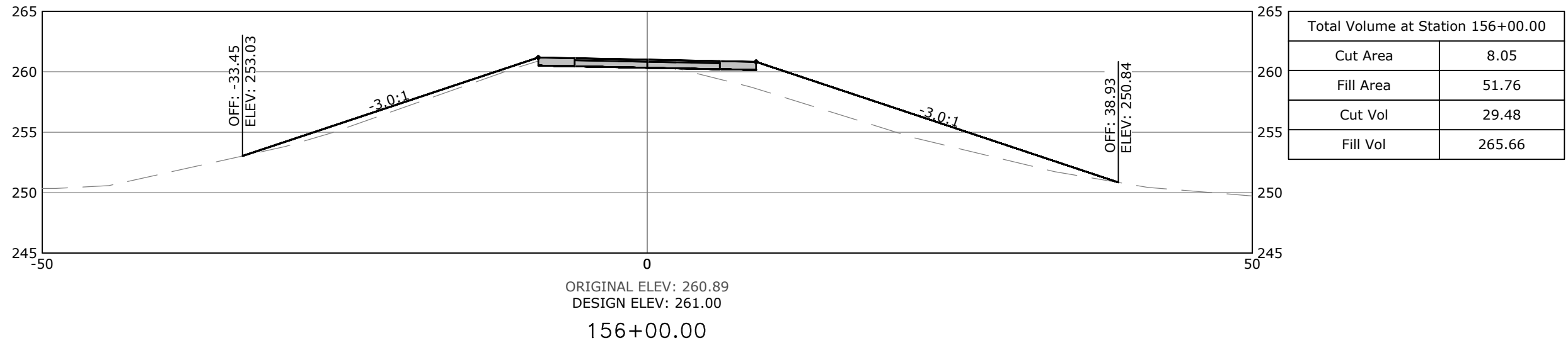
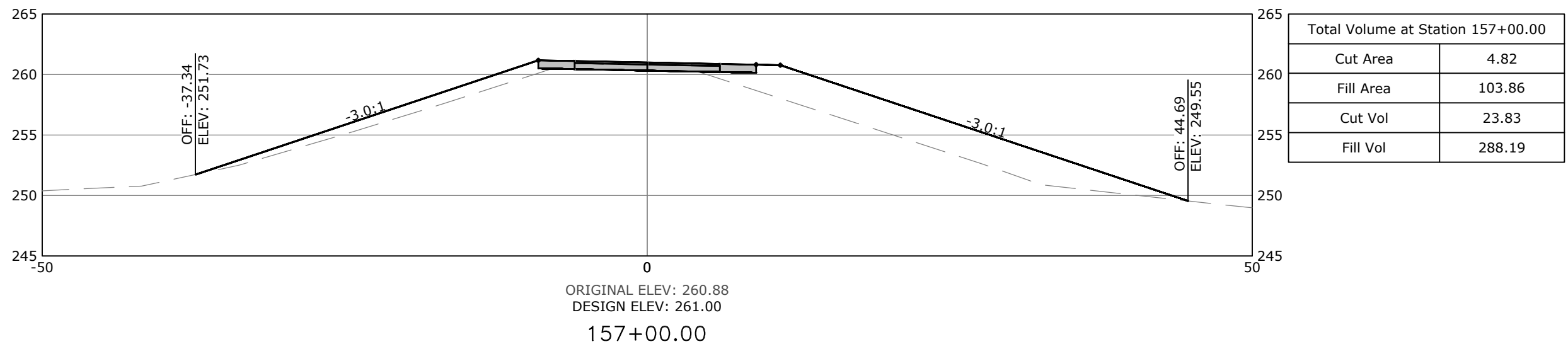
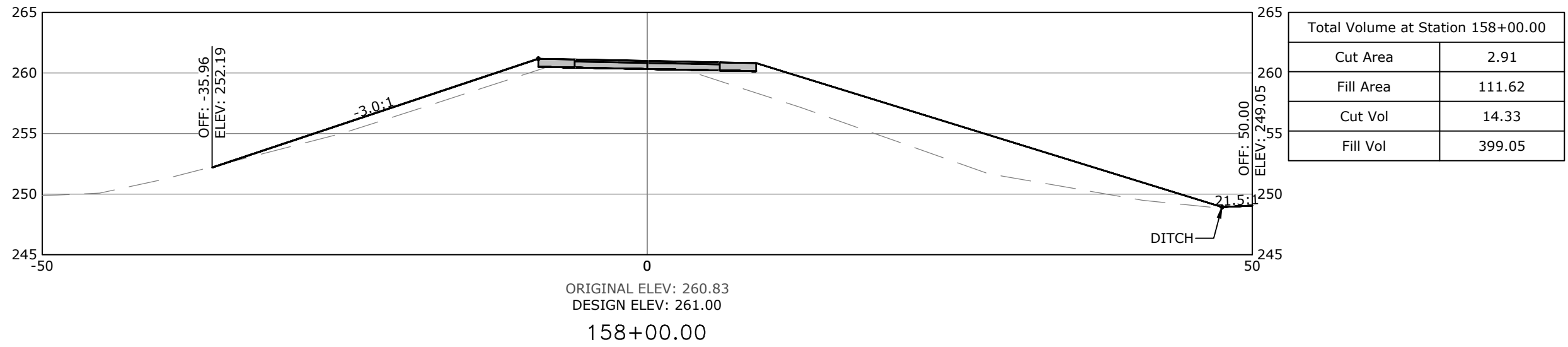
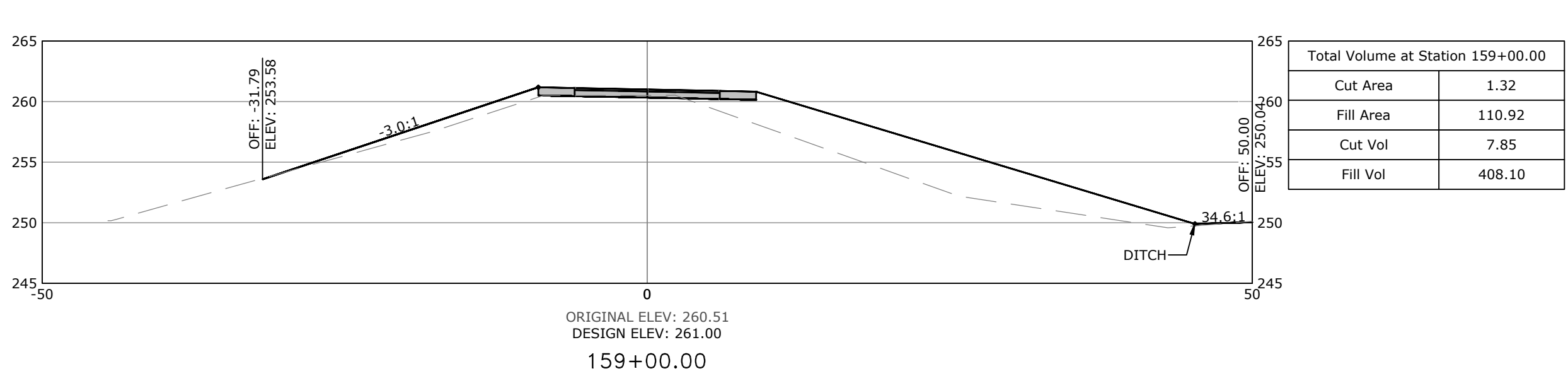
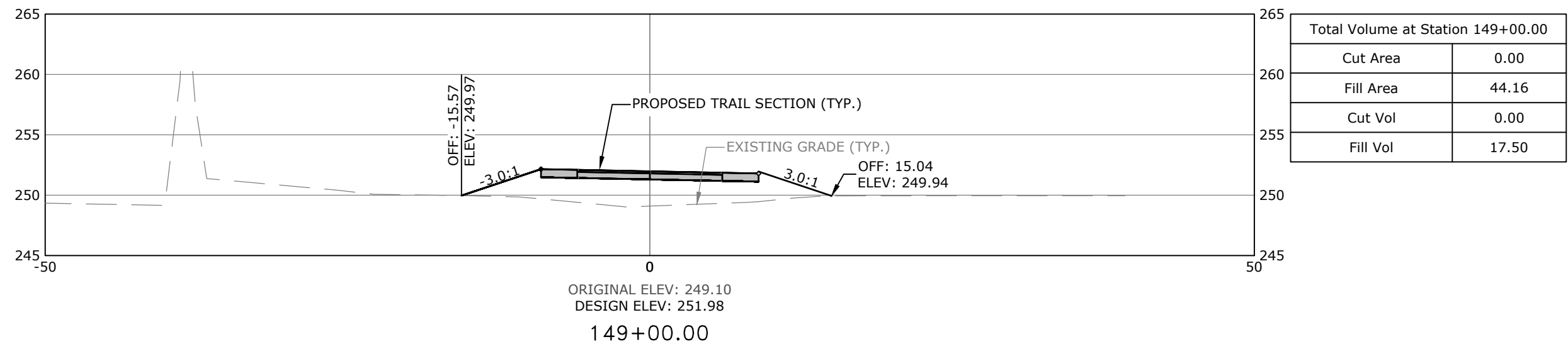
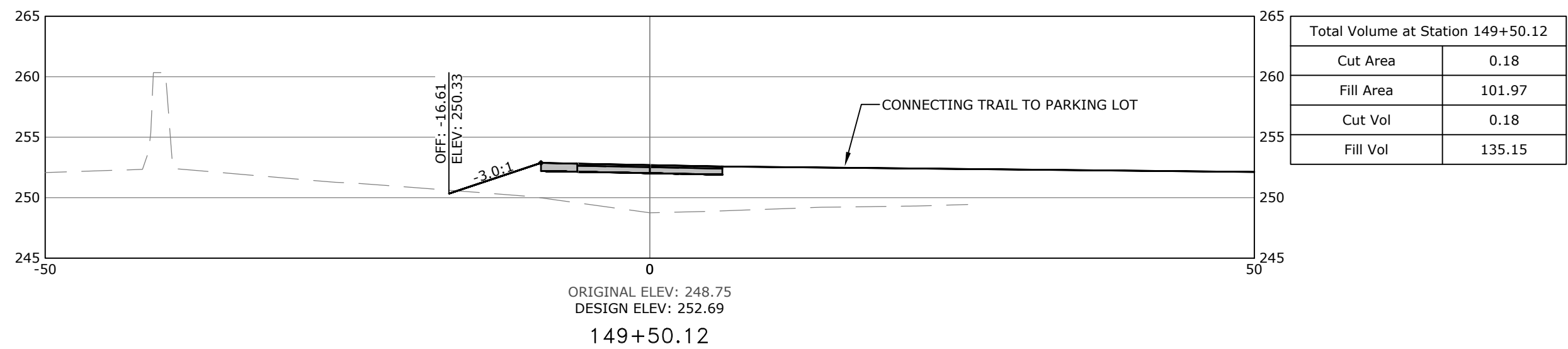
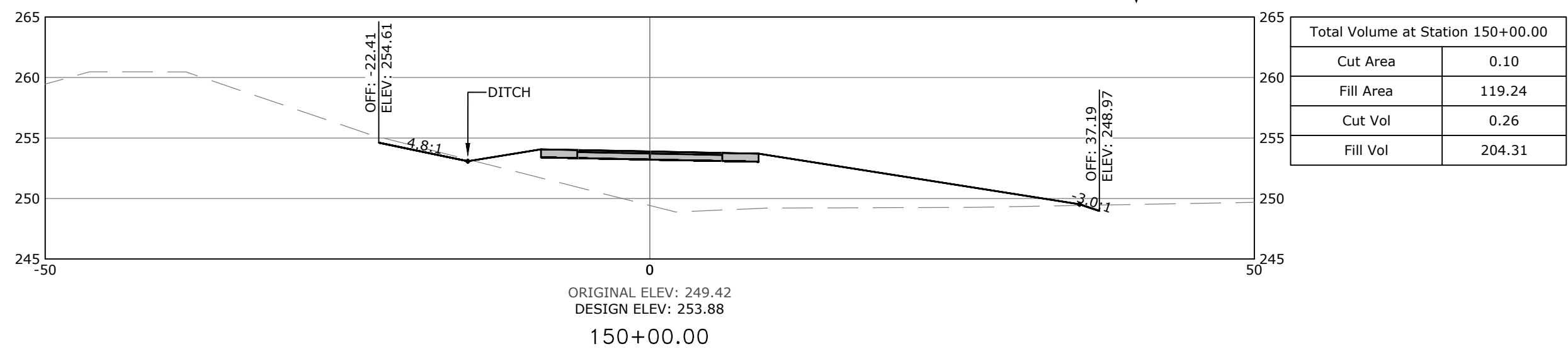
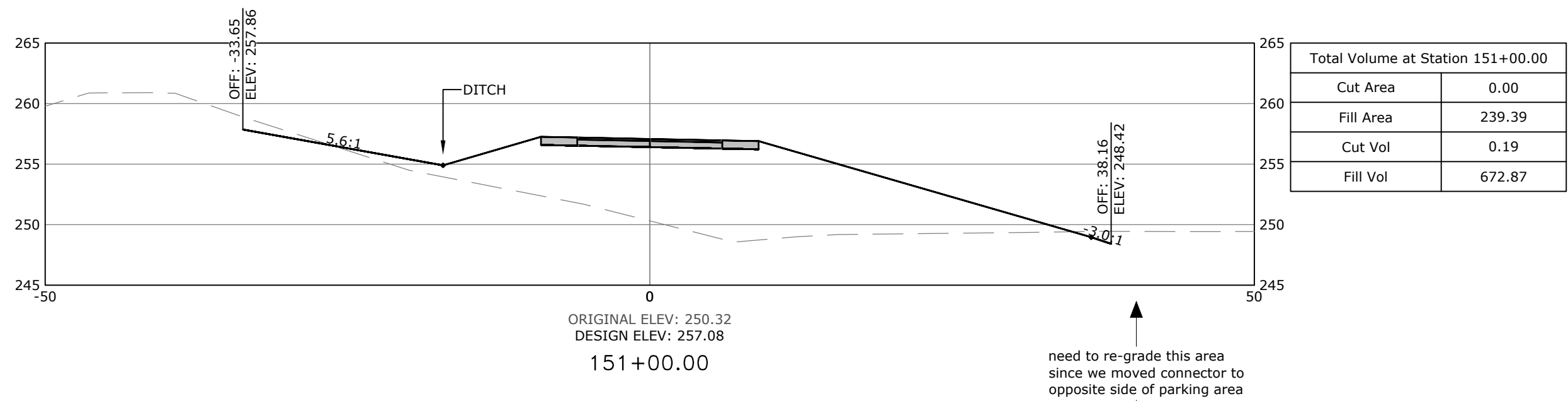
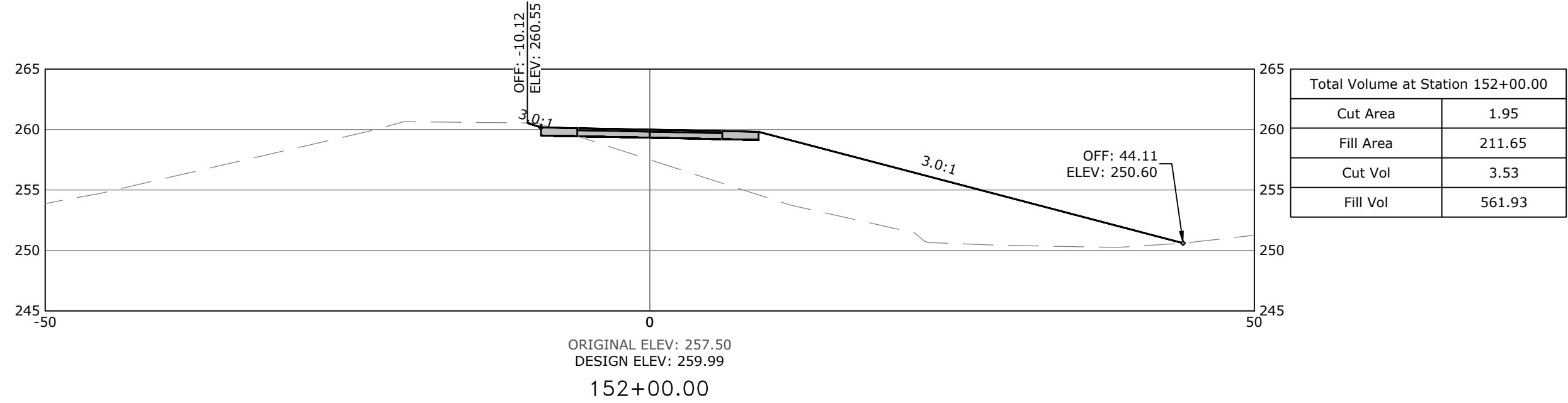
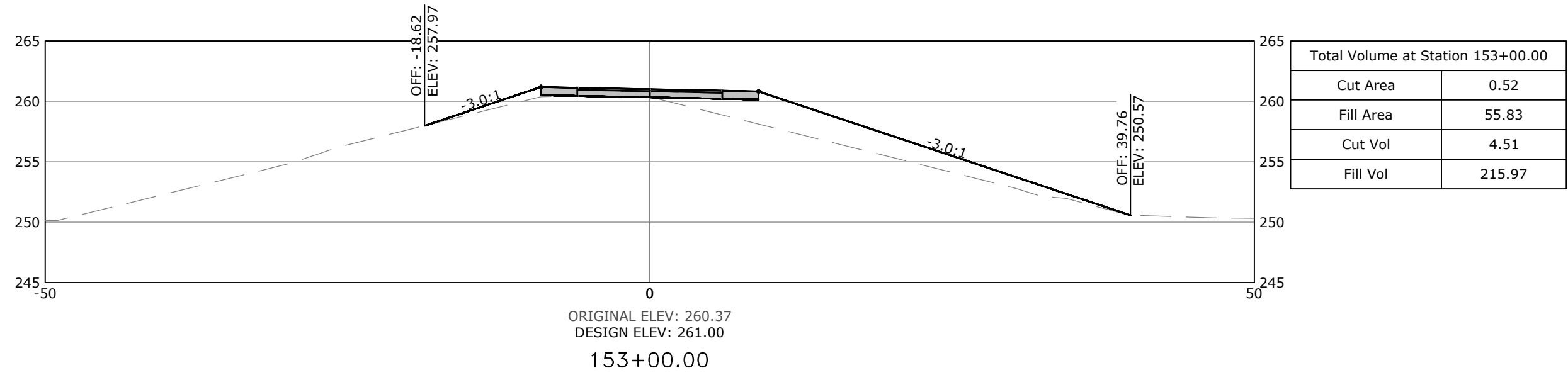


REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 139+00
TO STA.
148.88.63

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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1"=10' VERT.

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CONSTRUCTION

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

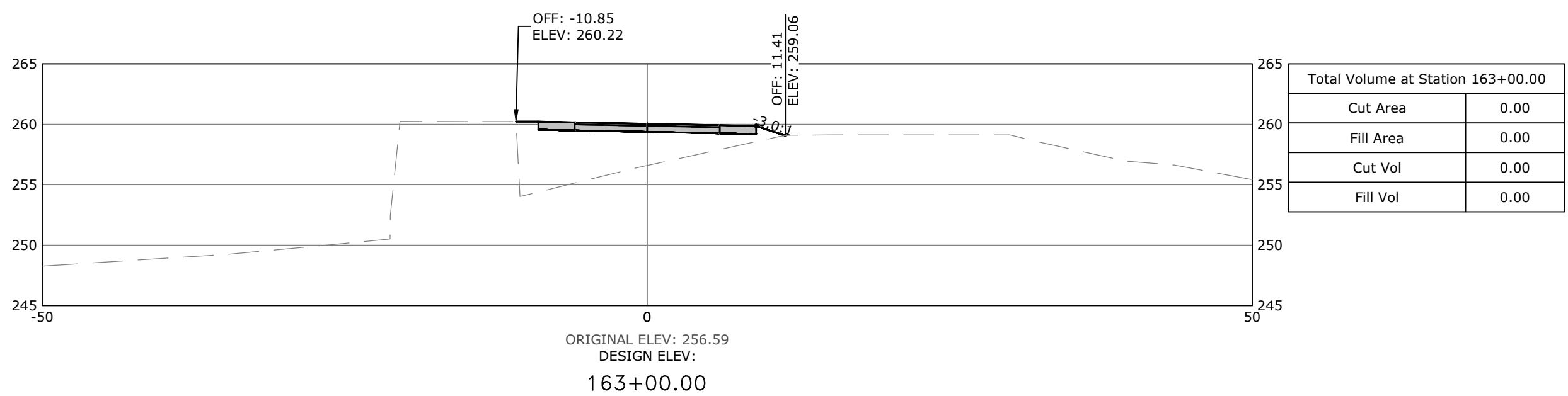
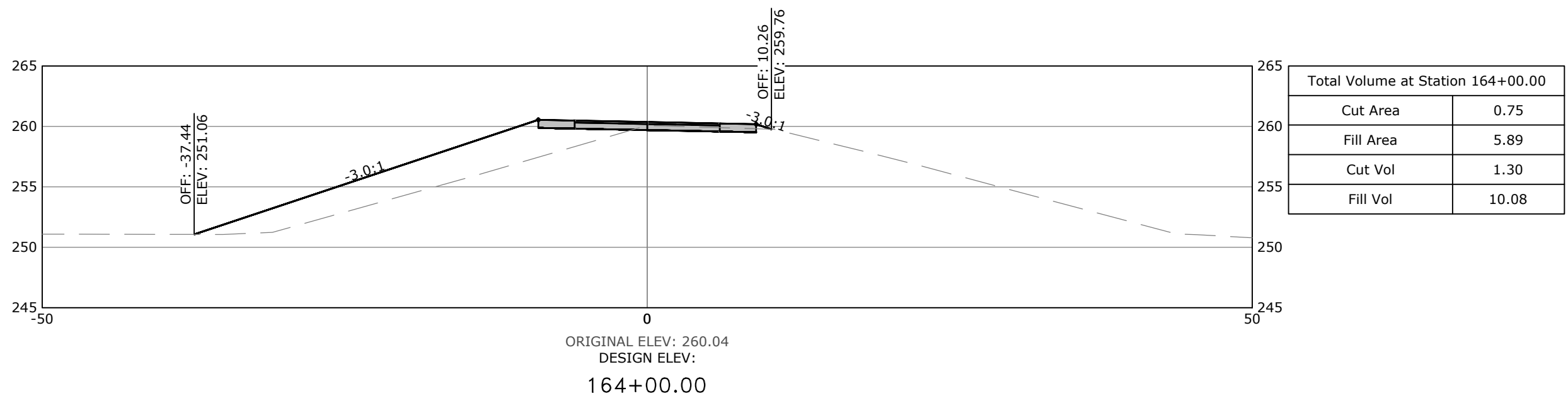
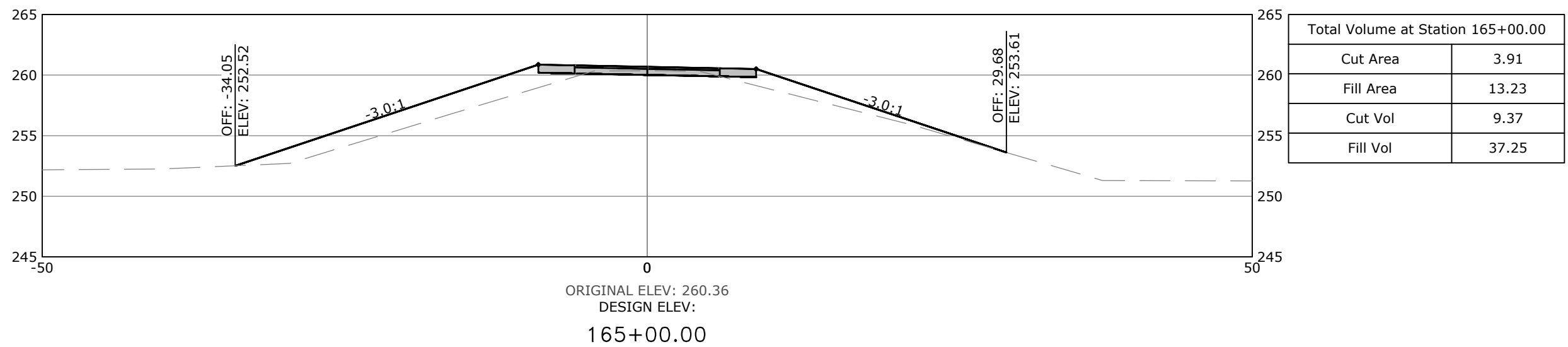
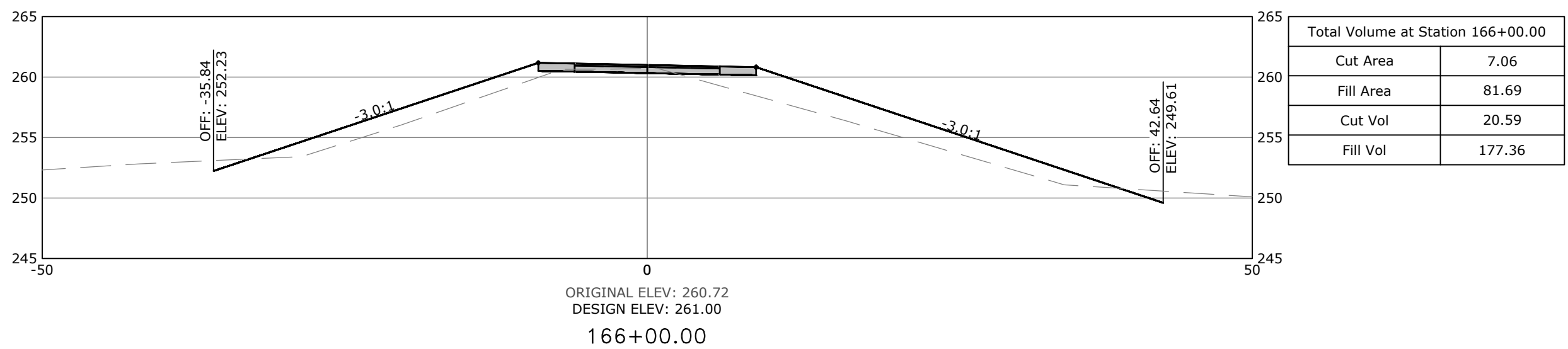
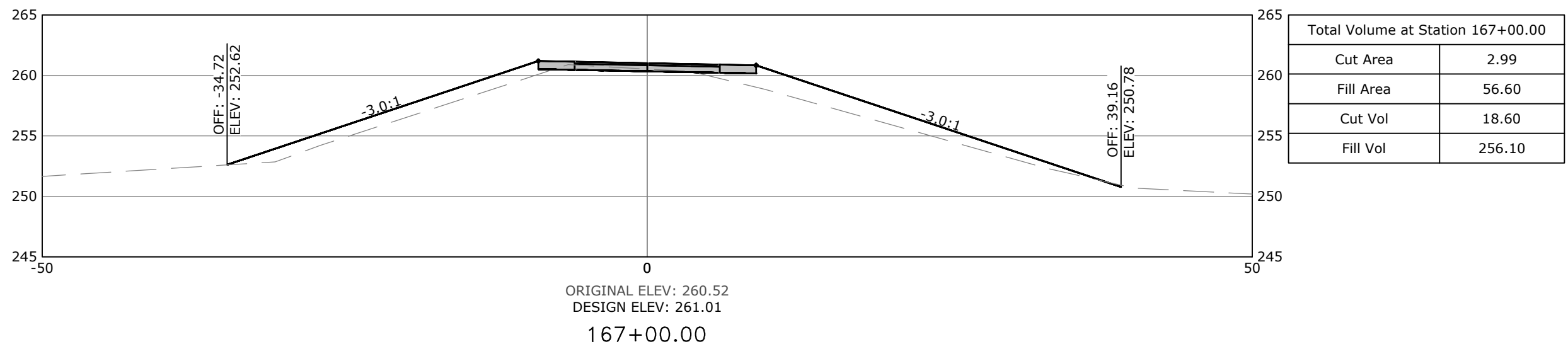
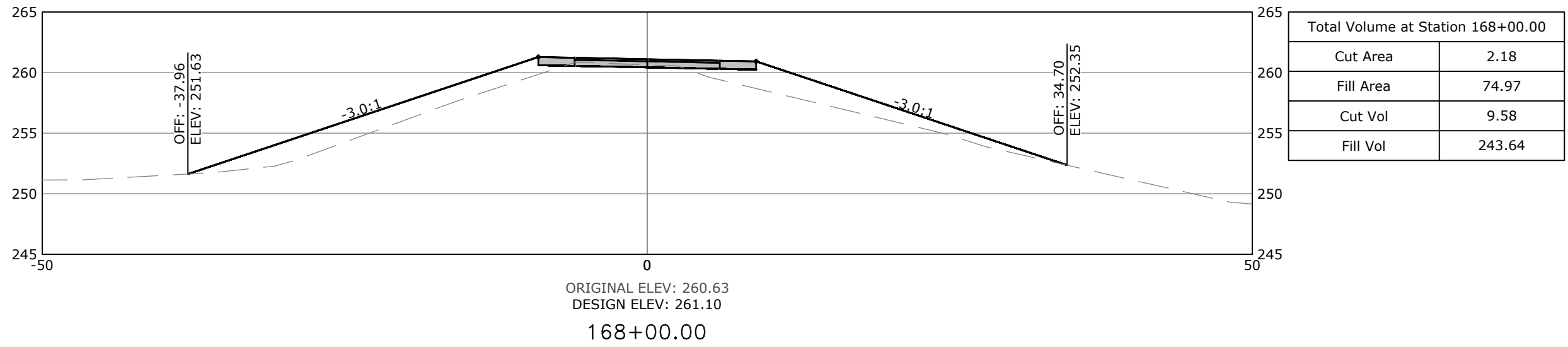
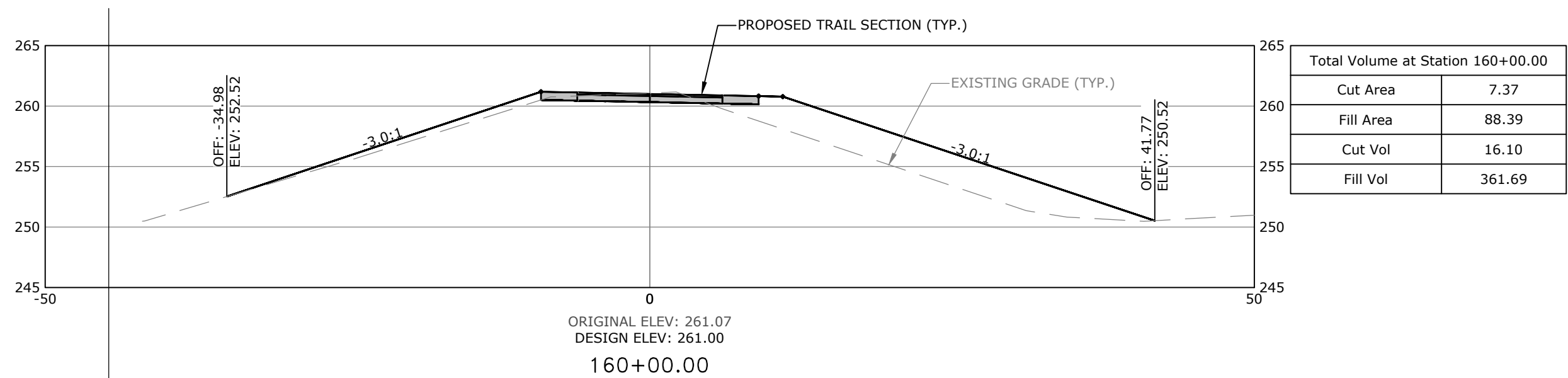
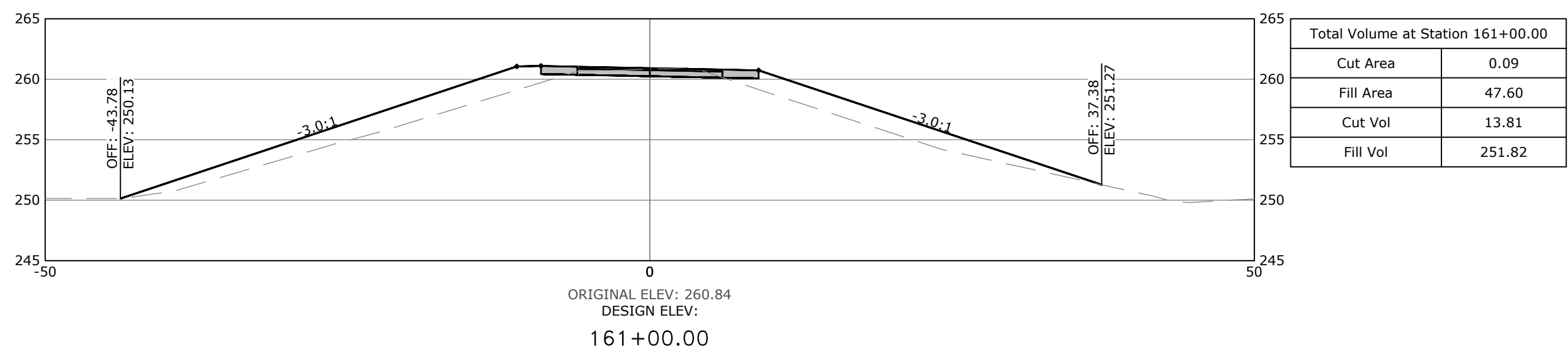
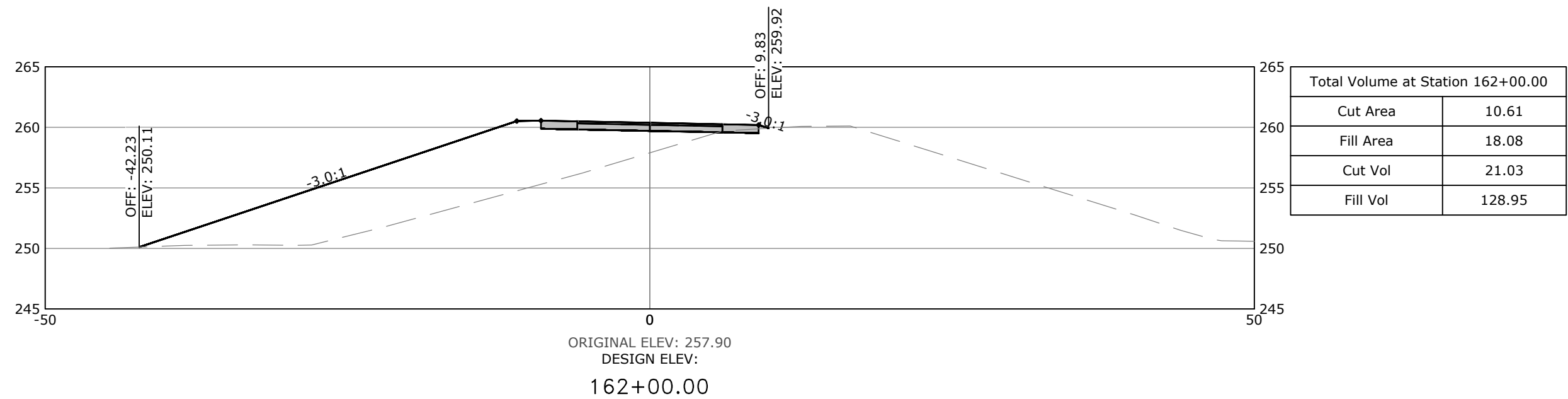
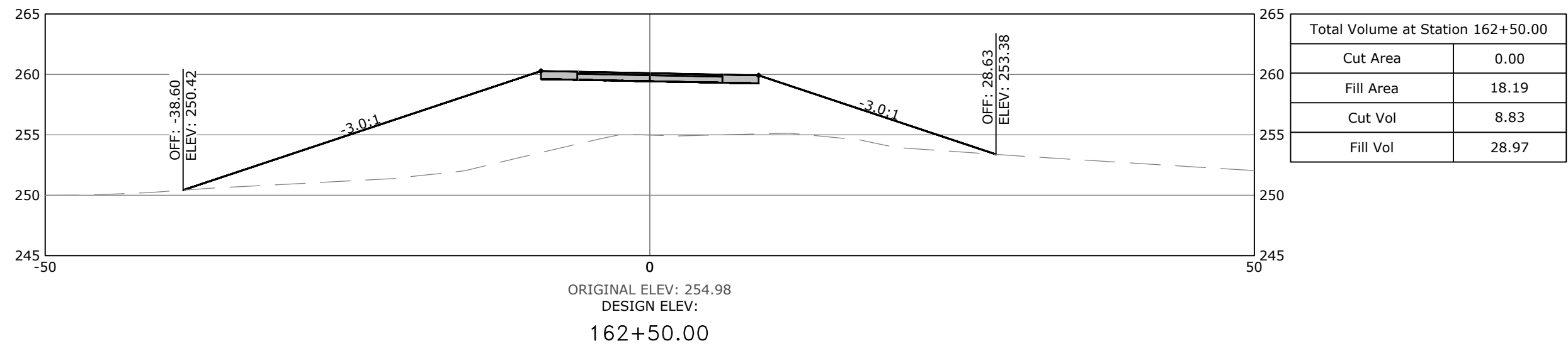
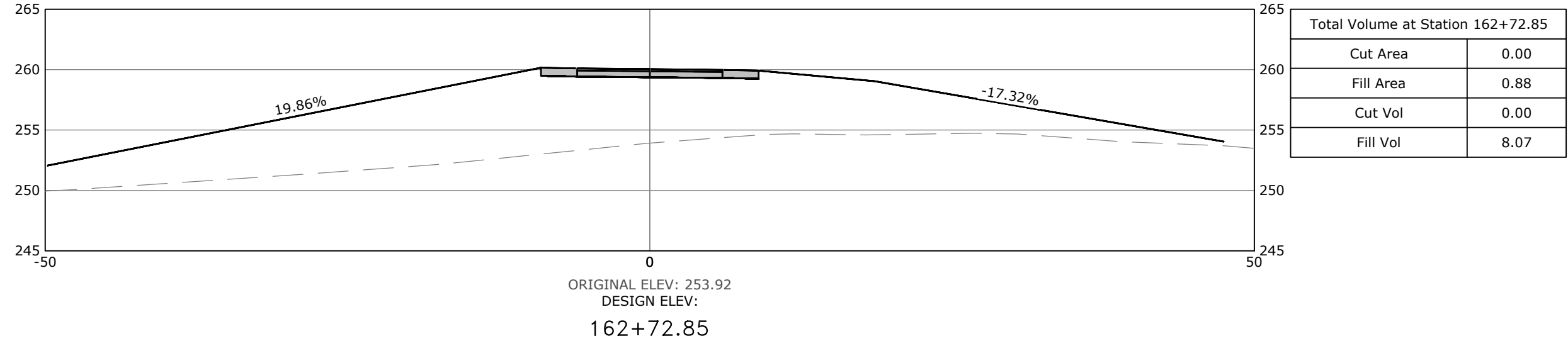
811
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 149+00
TO STA.
159+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-CROSS SECTIONS.dwg, PRINTED ON: August 5, 2022 @ 8:16 AM



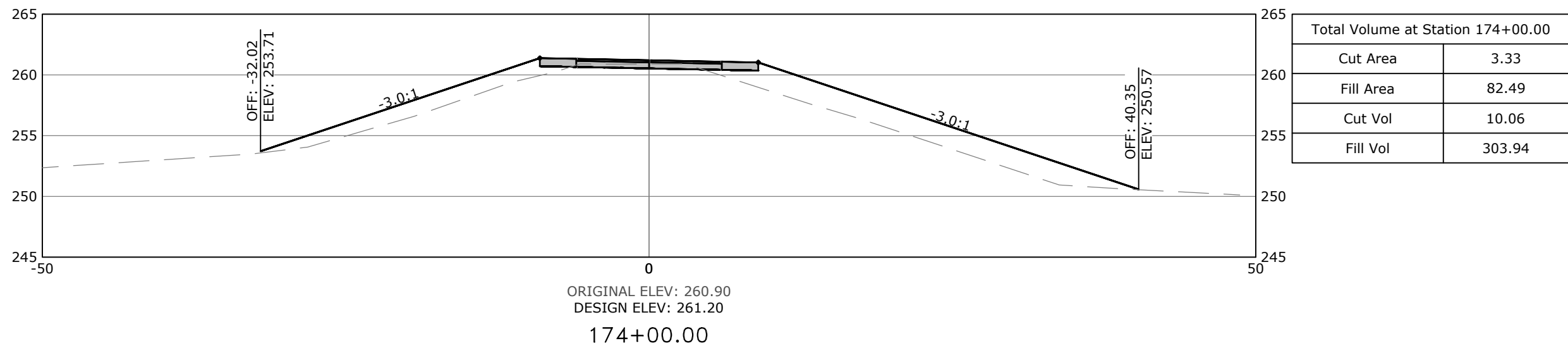
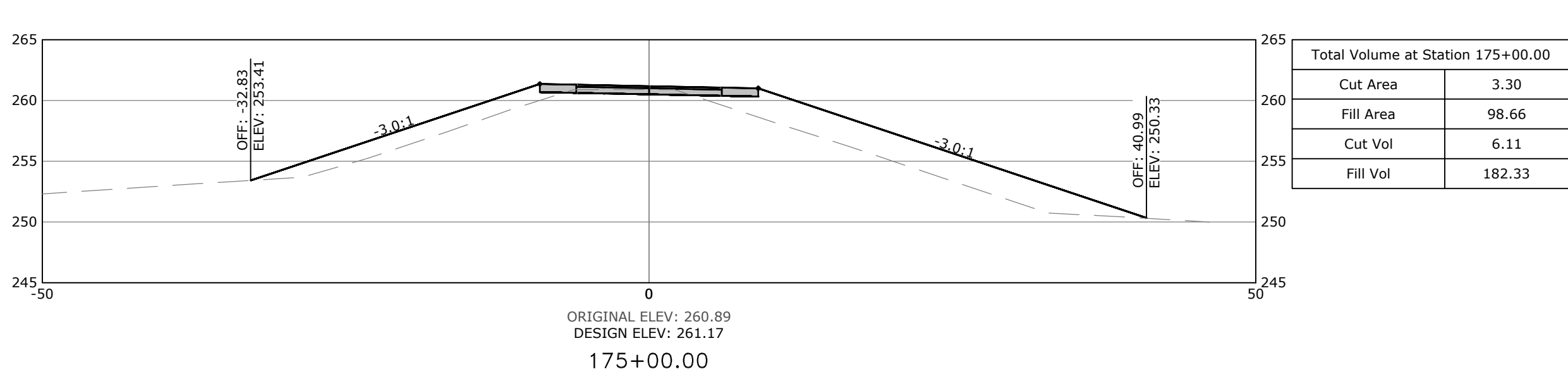
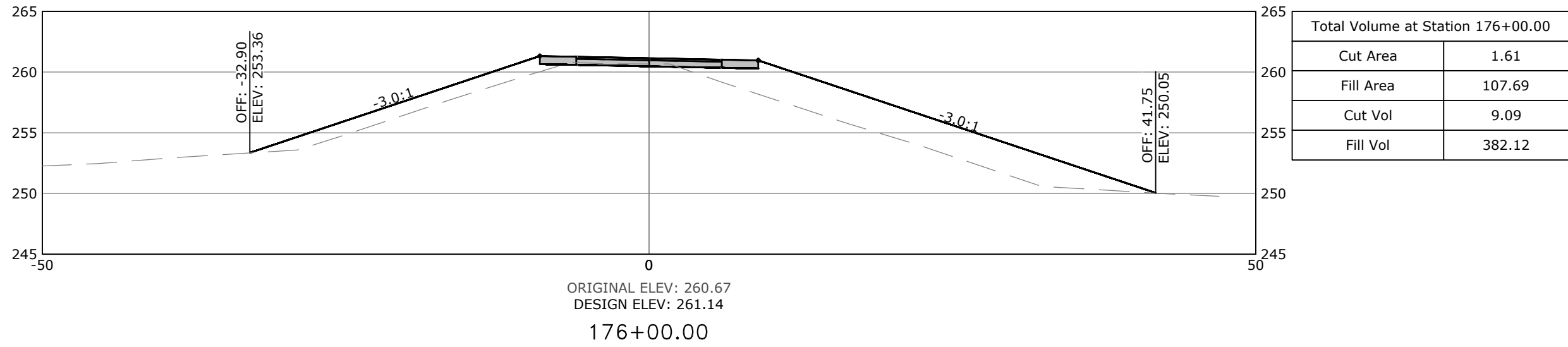
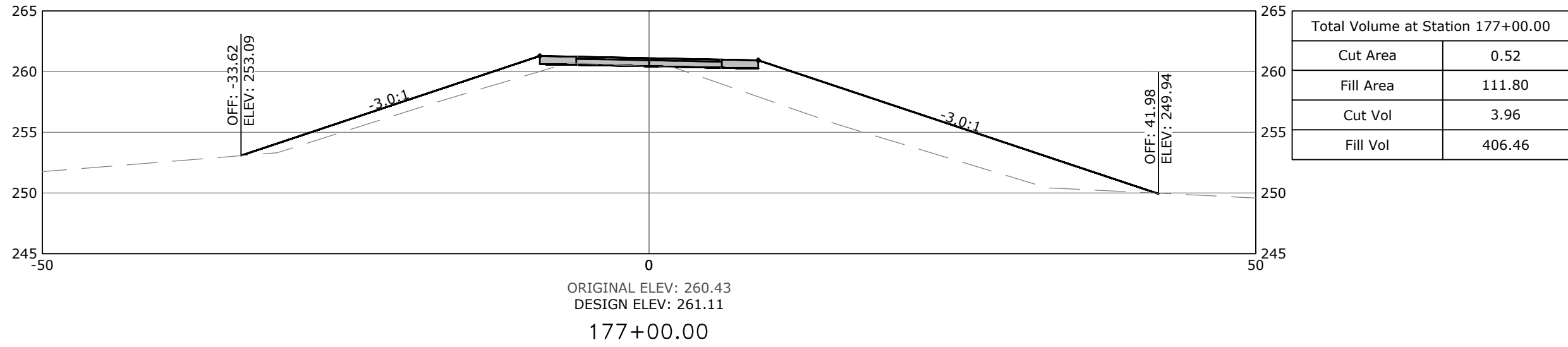
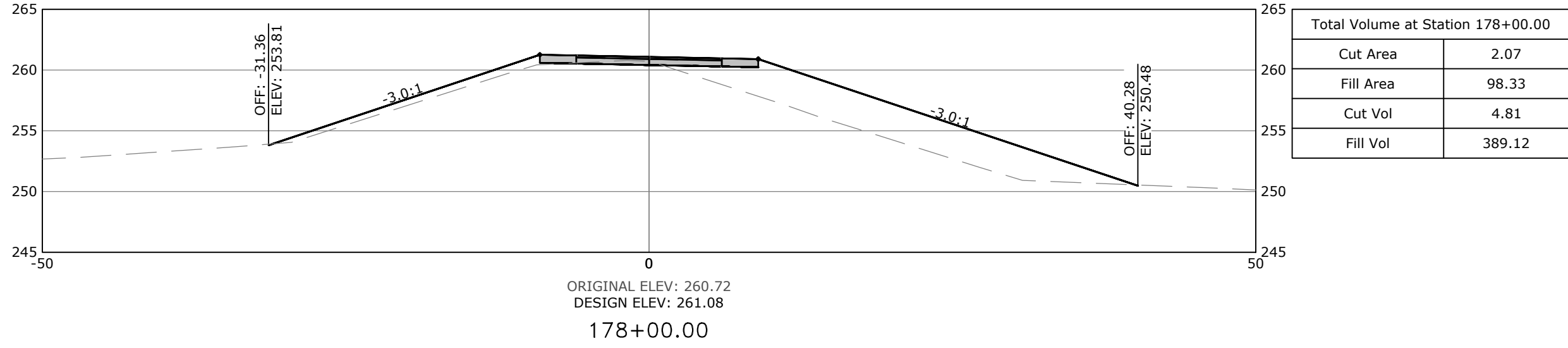
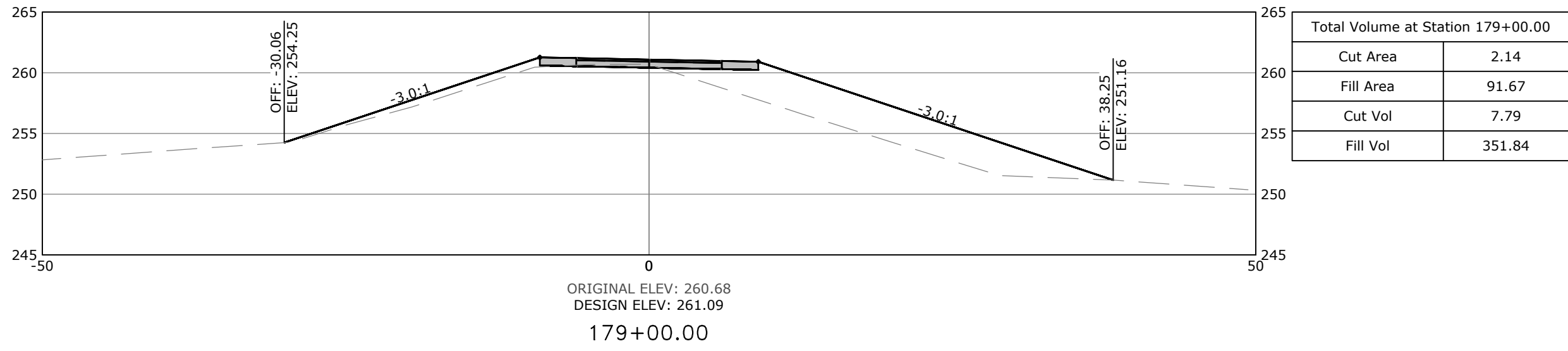
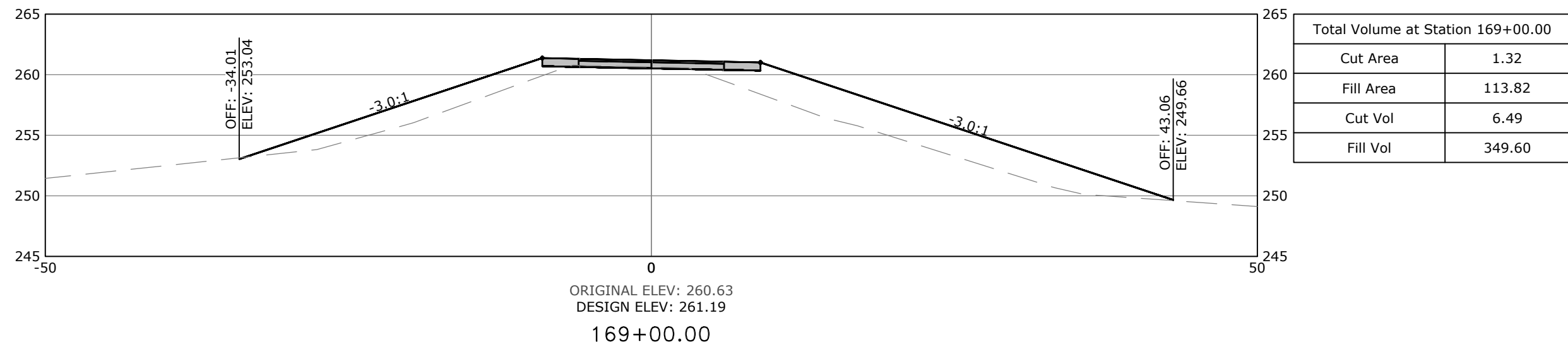
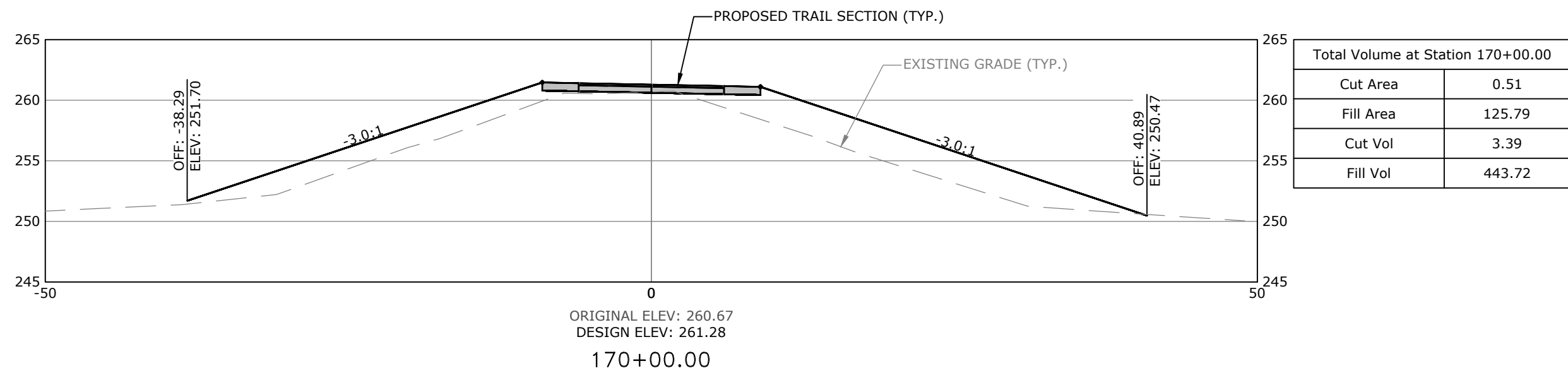
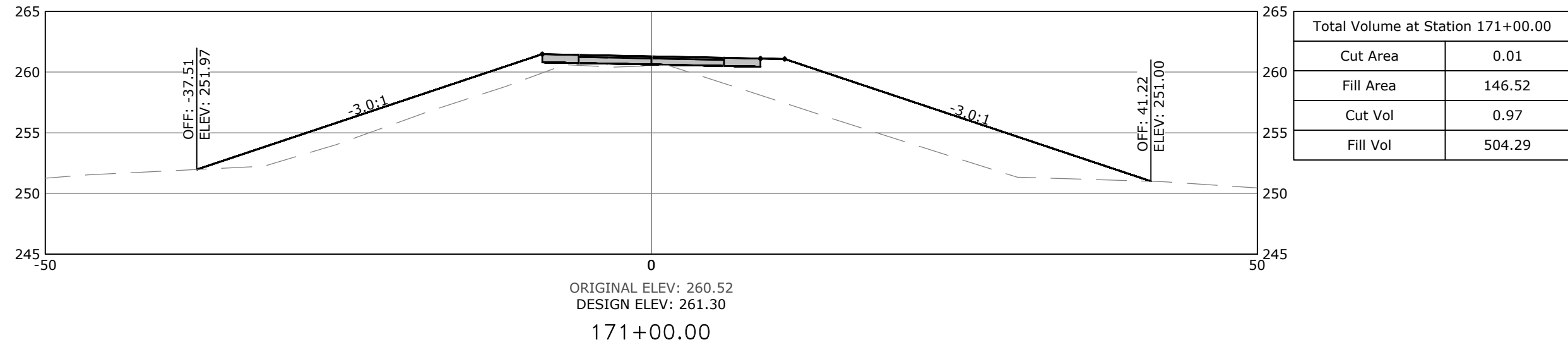
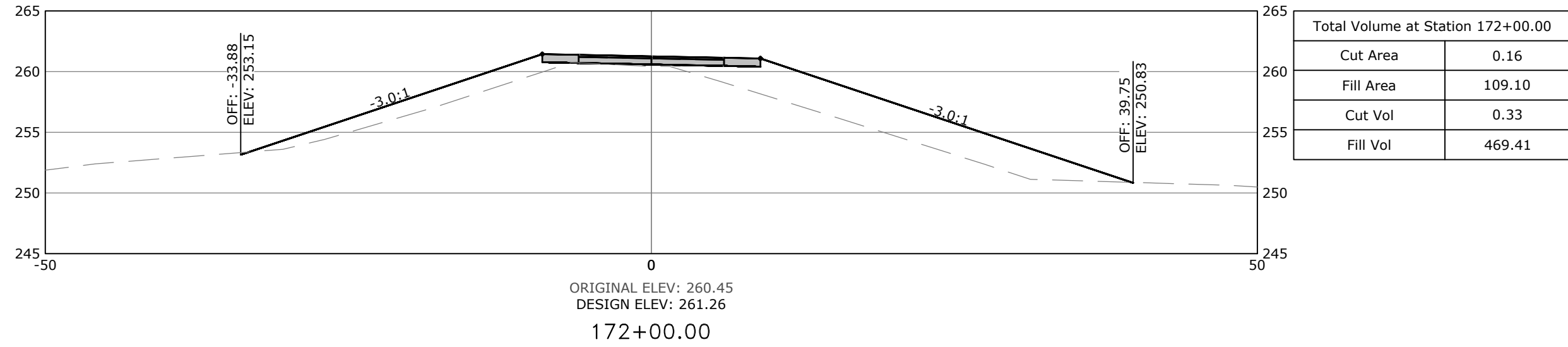
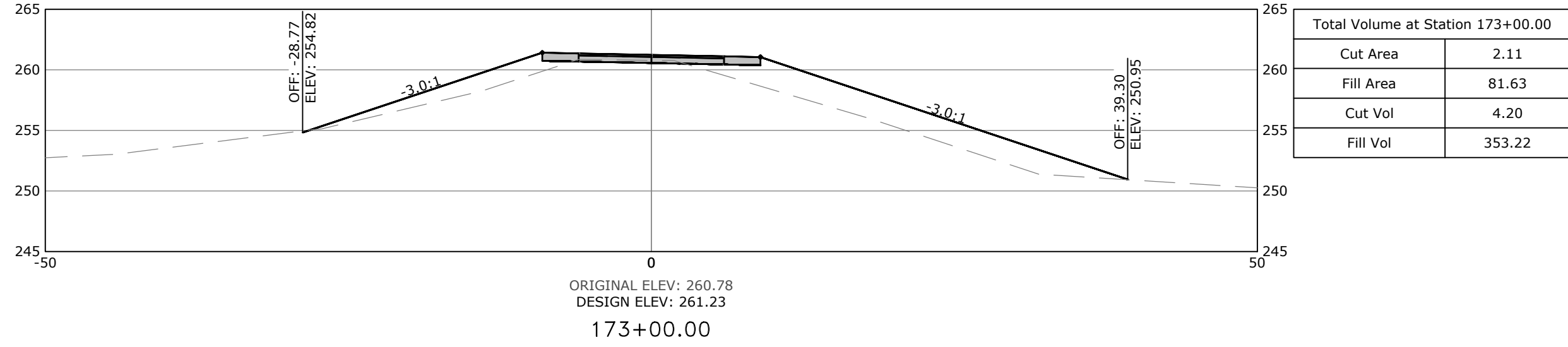
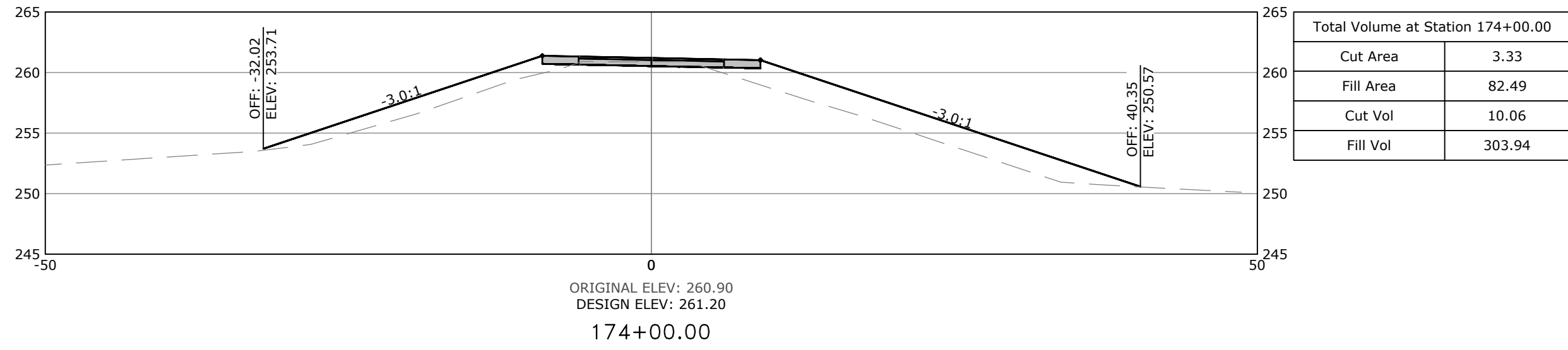
SCALE:
1"=10' HORIZ.
1"=10' VERT.

REVISIONS		DATE	DESCRIPTION
REV	8/21/2020	60% DESIGN DEVELOPMENT	
	1/7/2021	LEVEE DISTRICT CONCEPT	

CROSS
SECTIONS
STA. 160+00
TO STA.
168+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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SCALE:
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1"=10' VERT.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



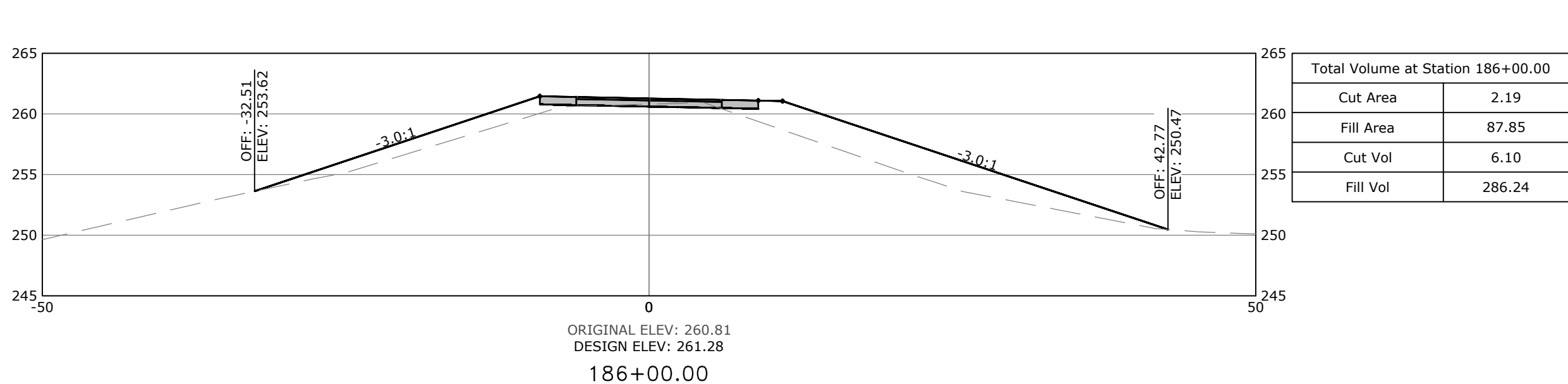
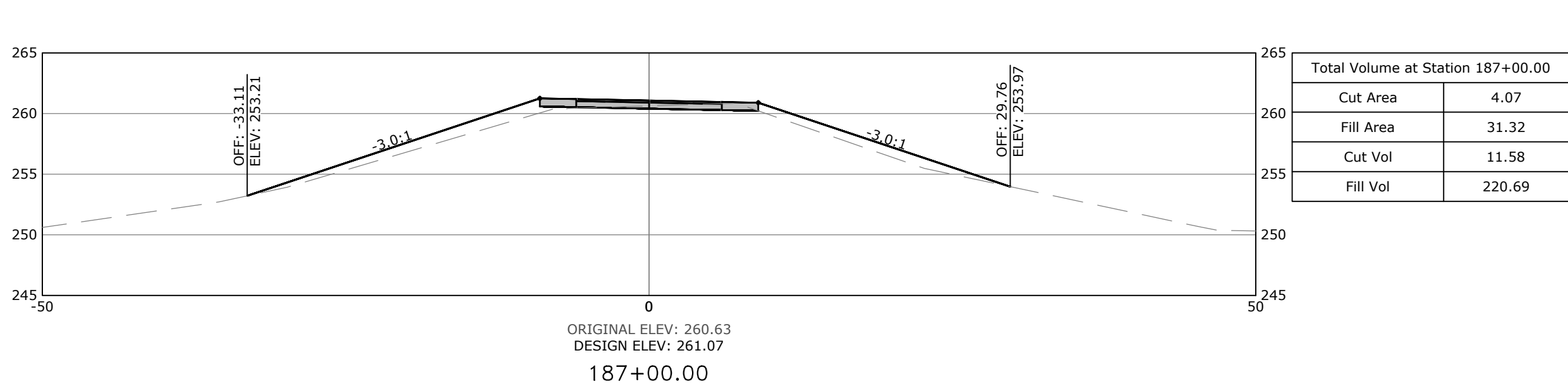
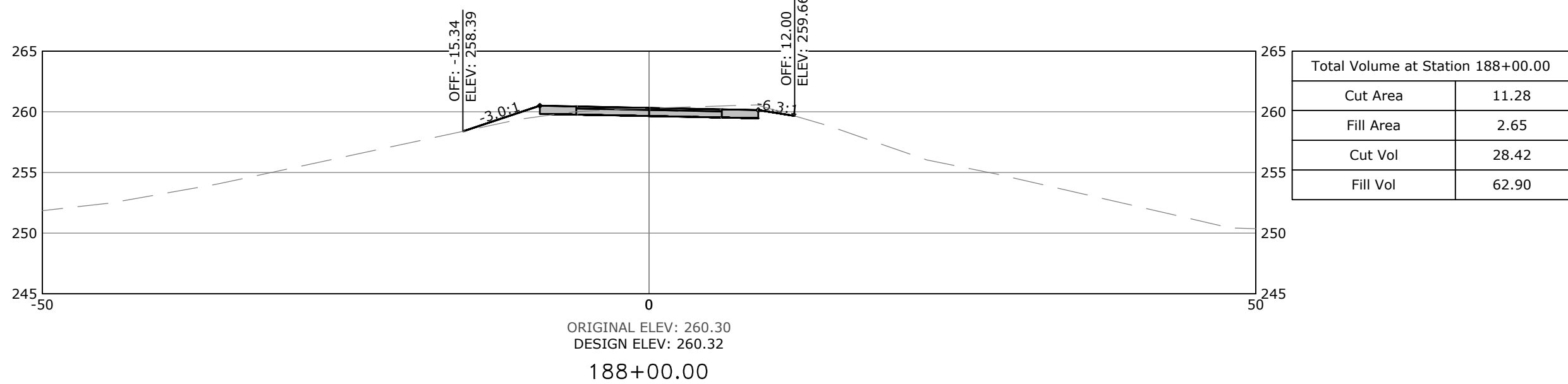
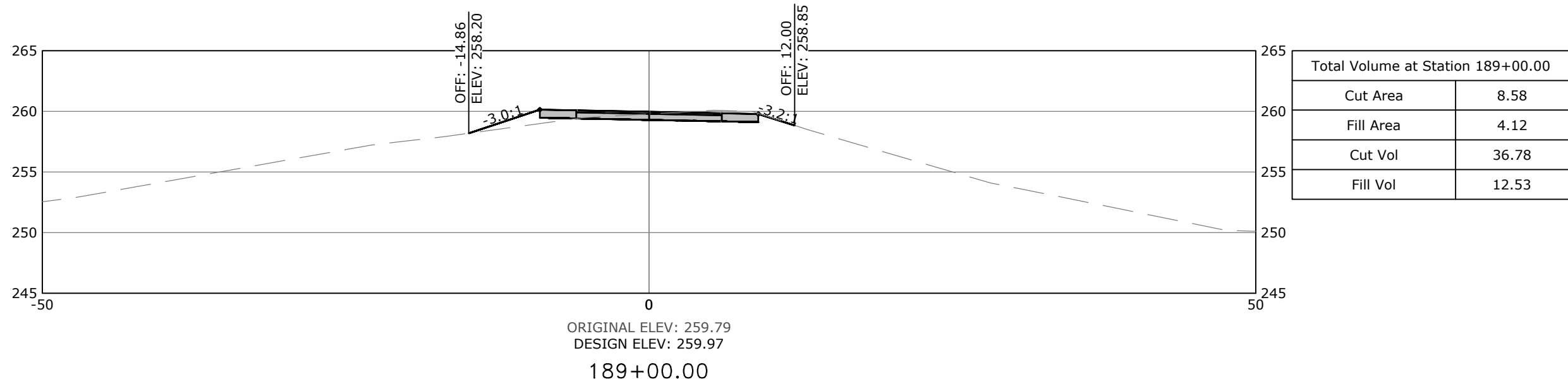
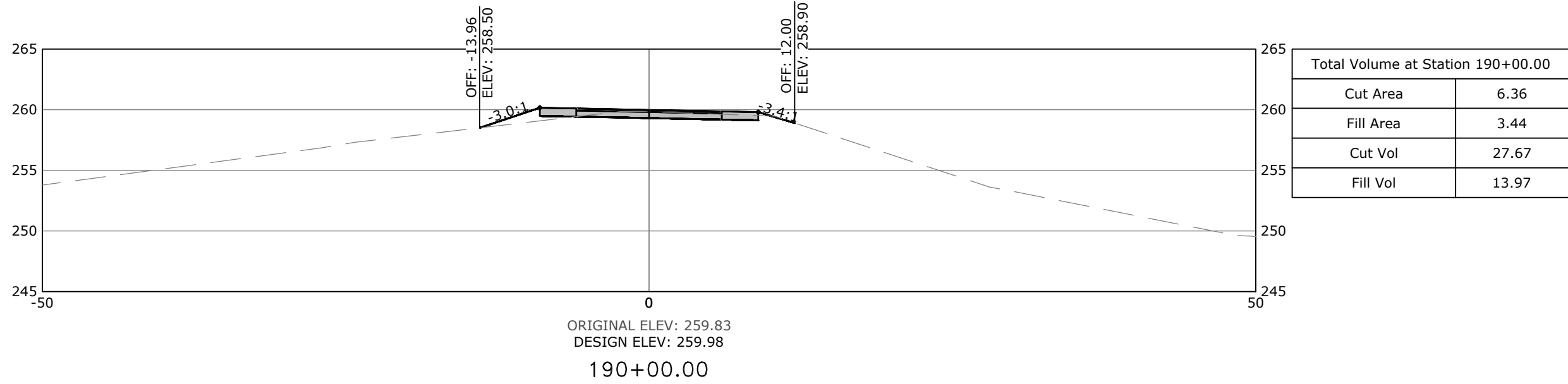
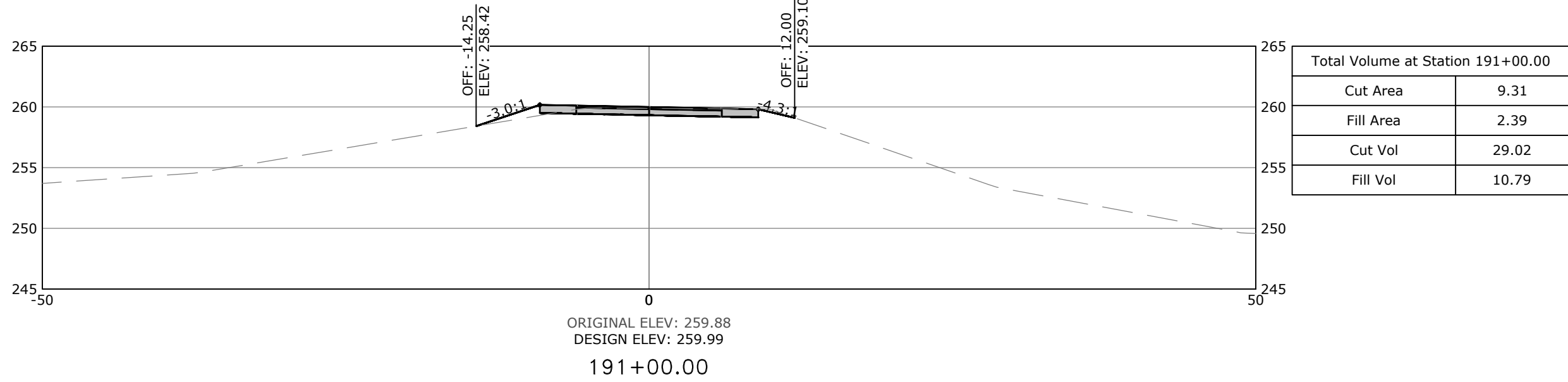
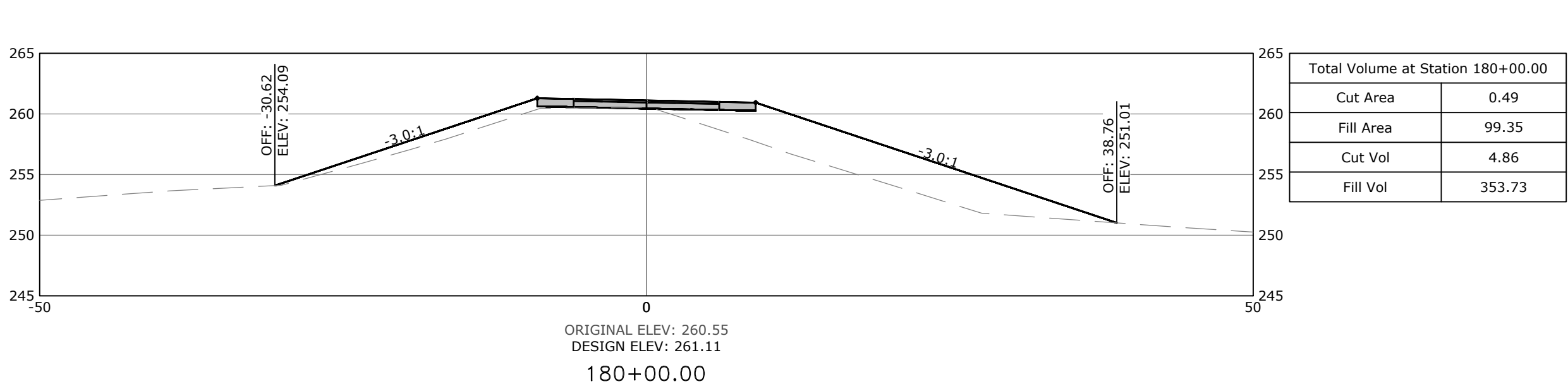
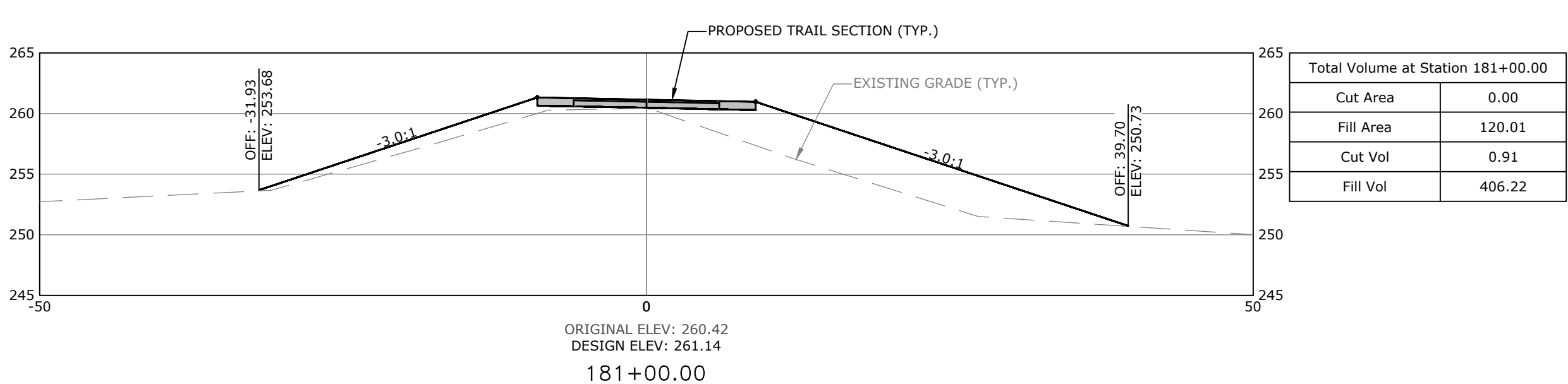
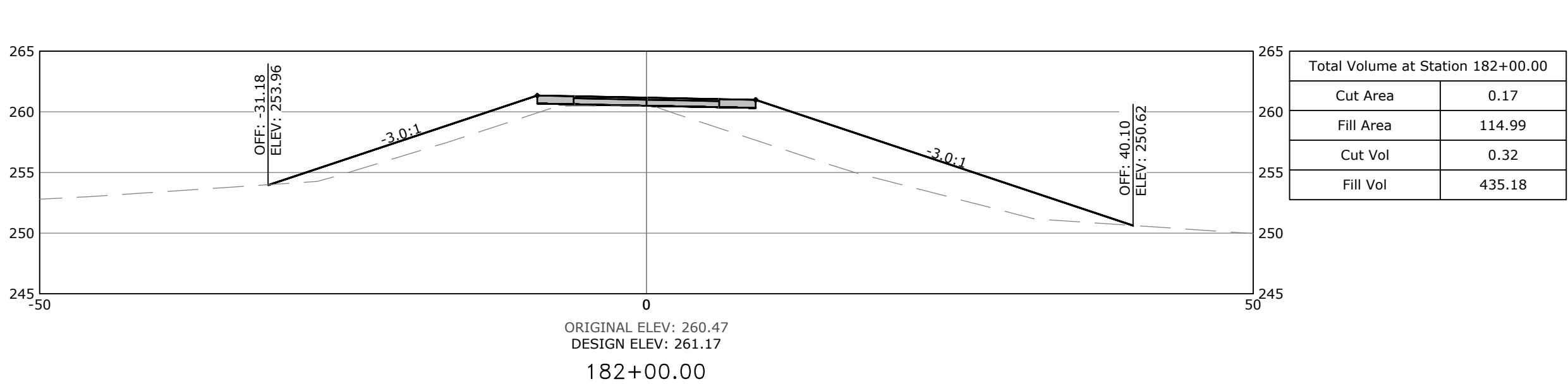
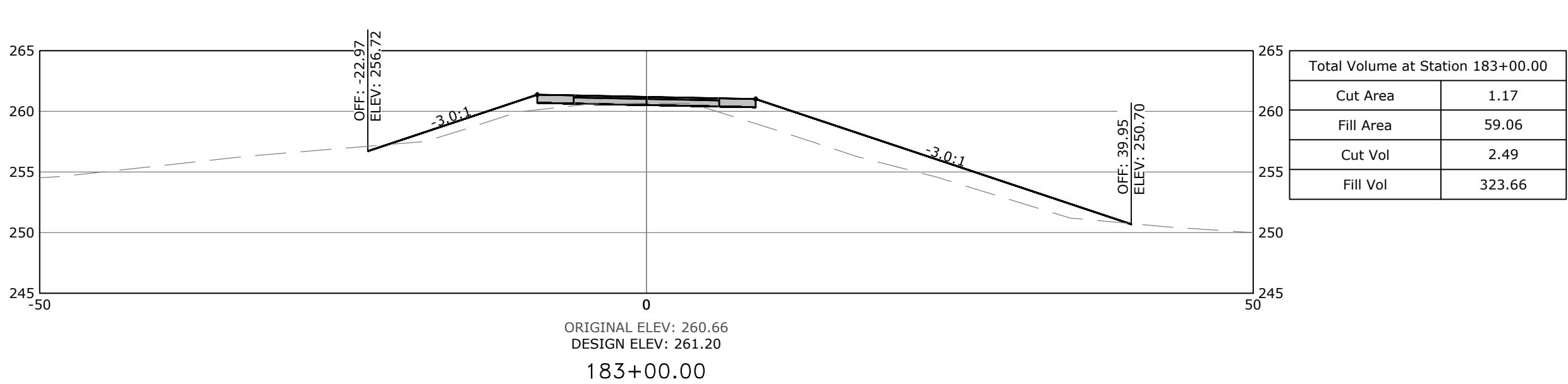
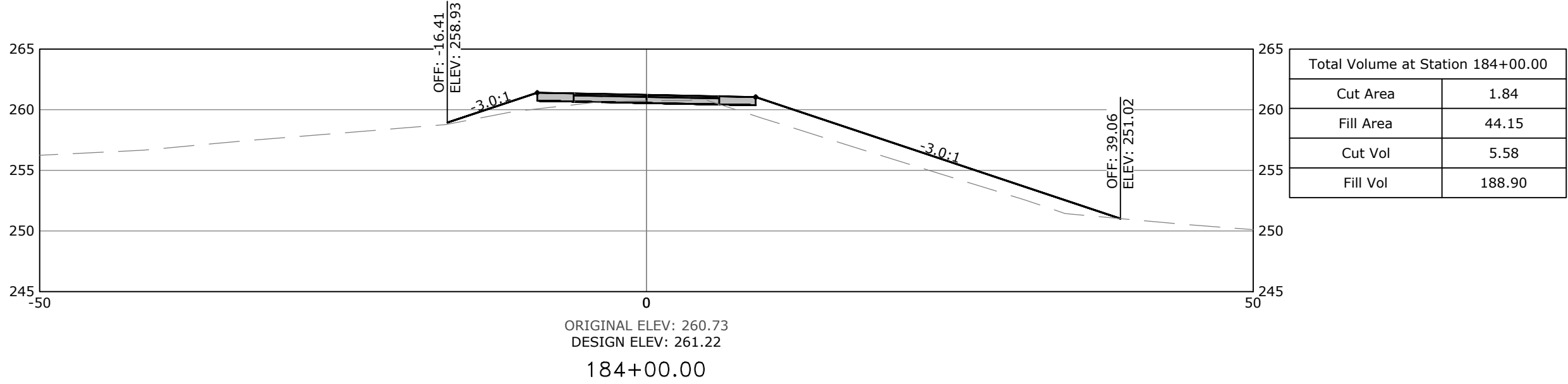
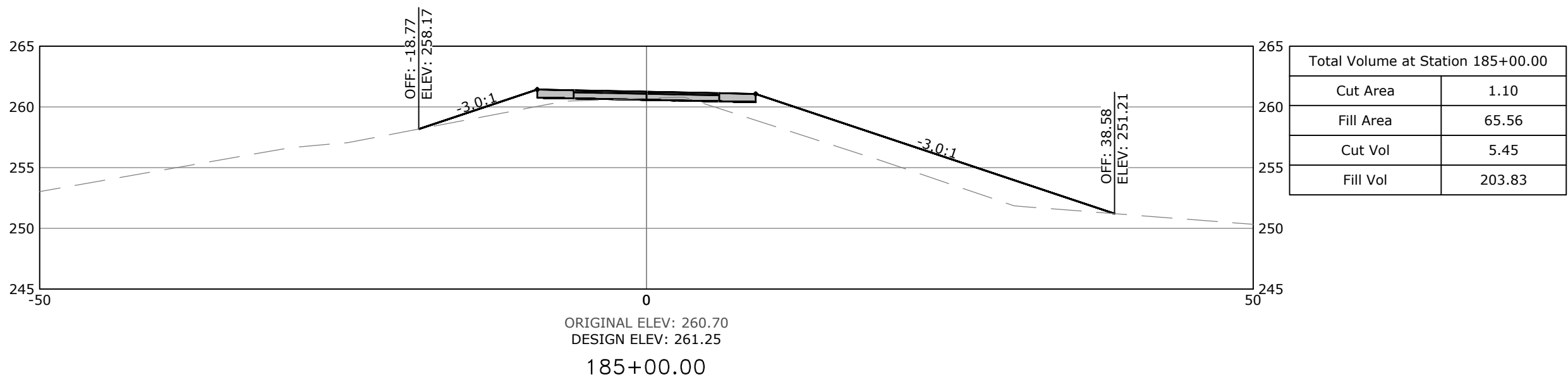
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 169+00
TO STA.
179+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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1"=10' VERT.

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NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

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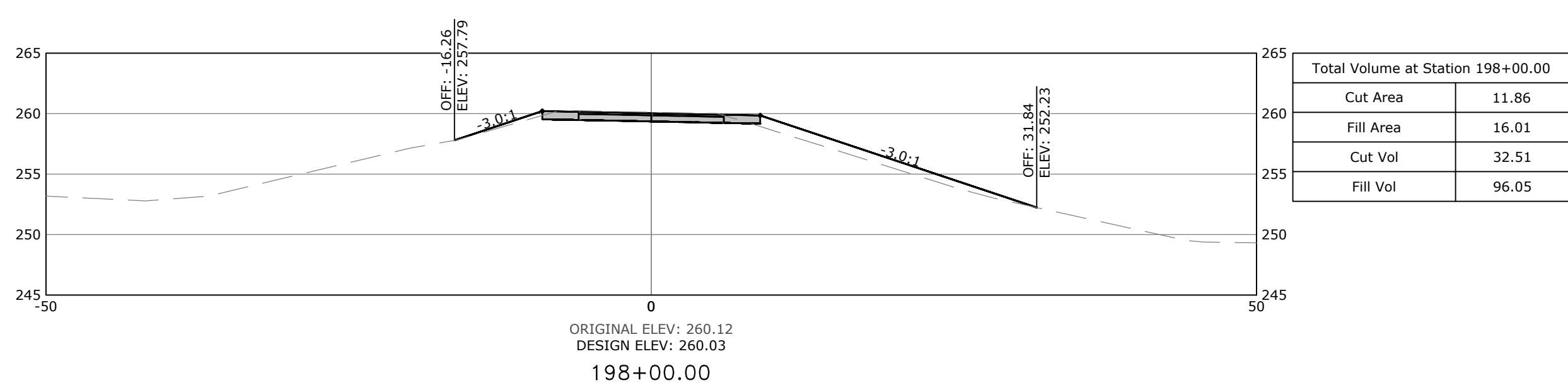
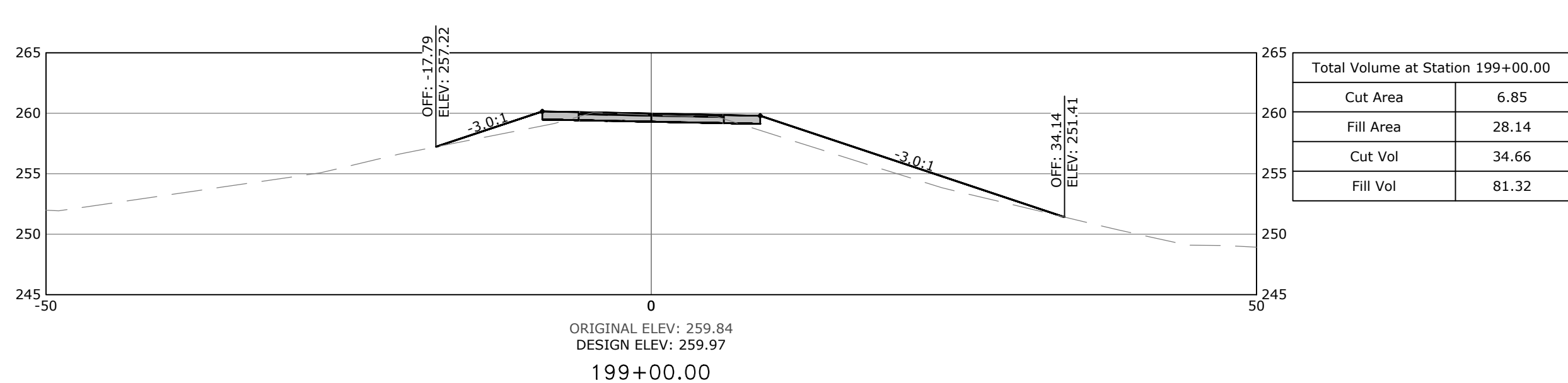
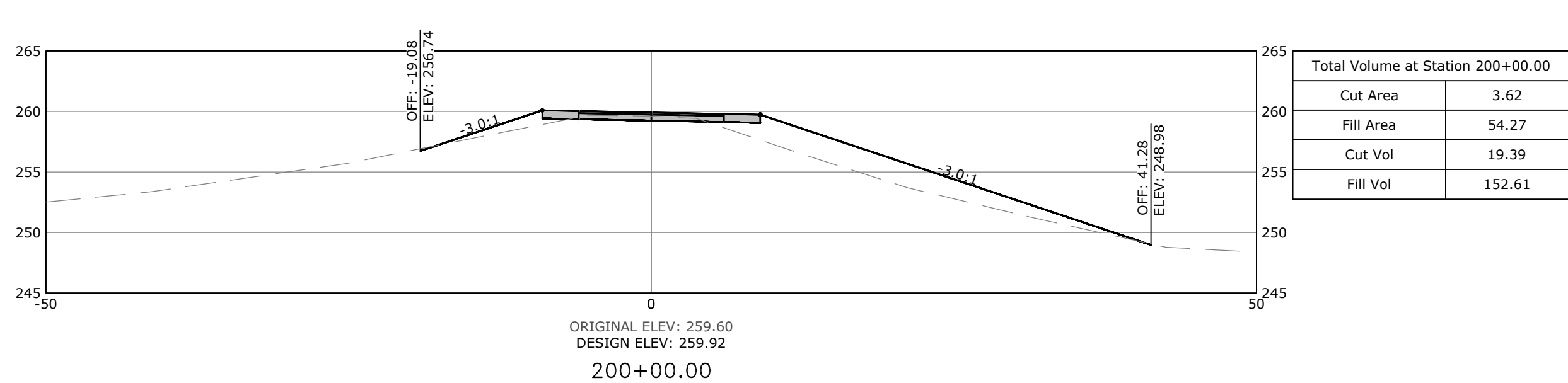
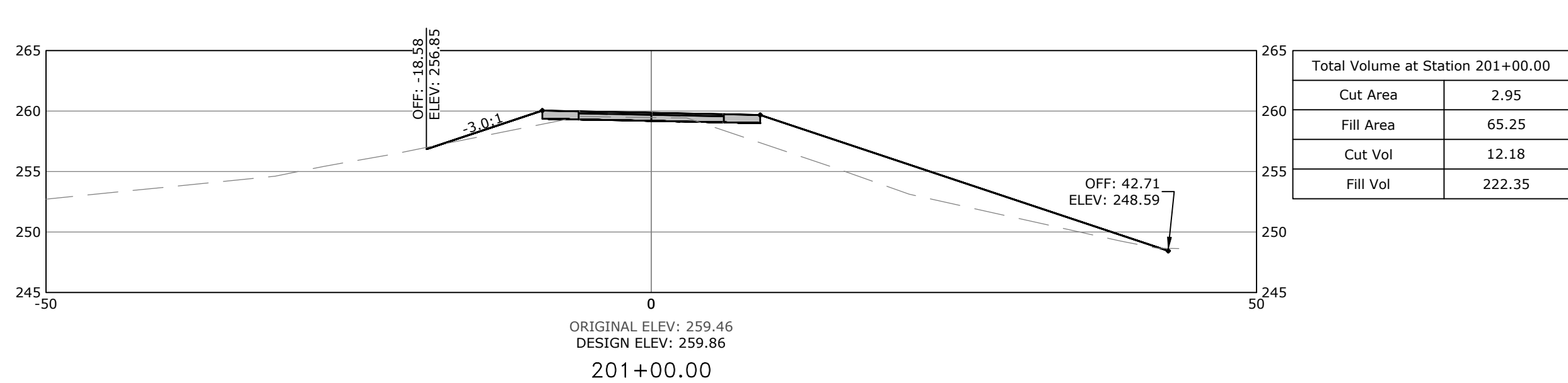
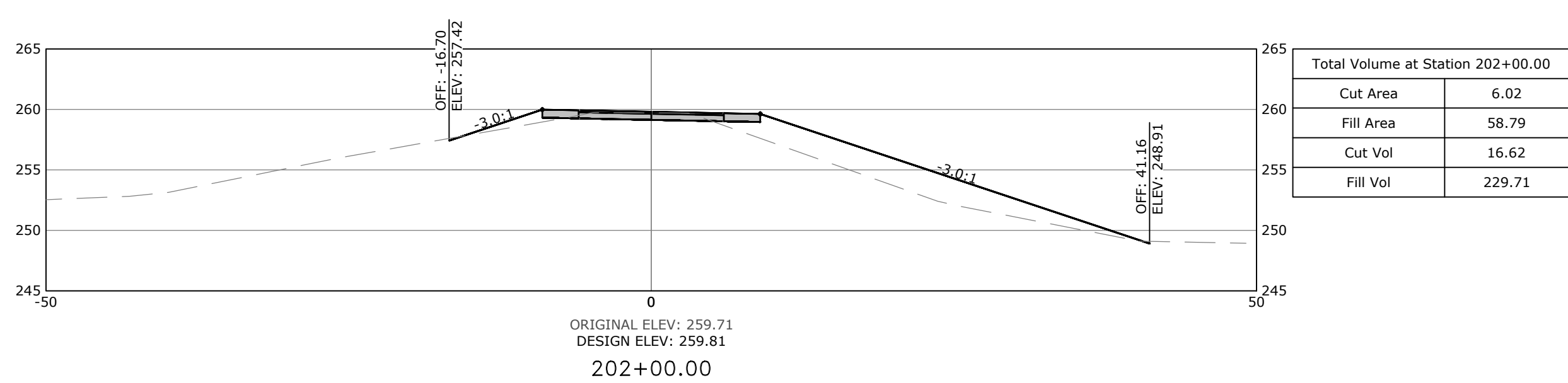
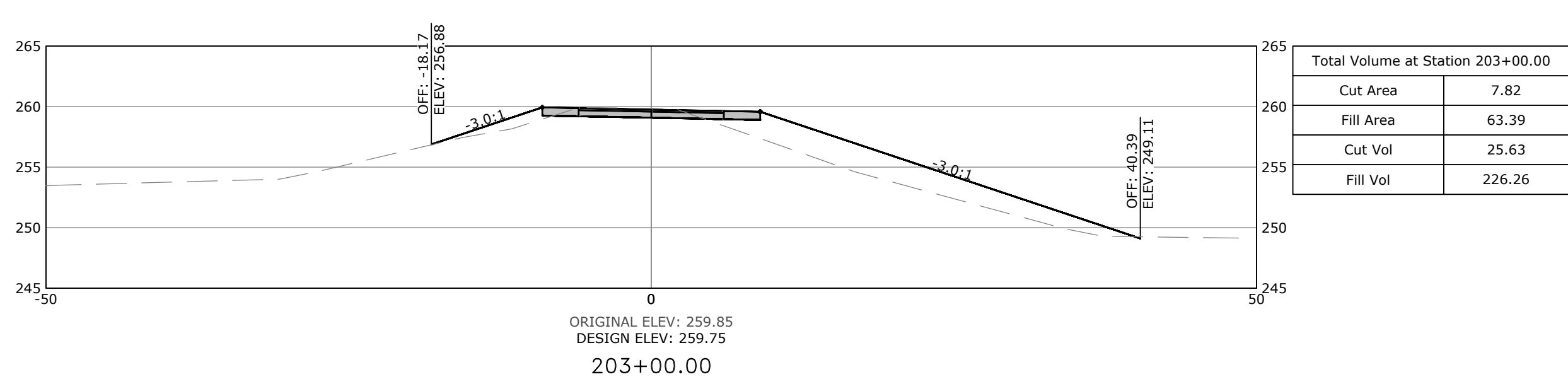
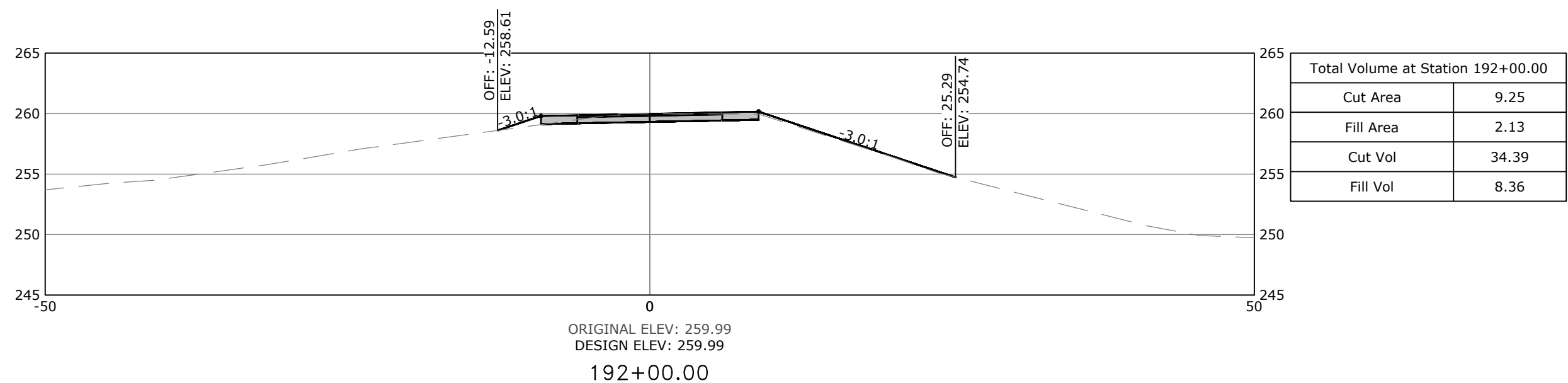
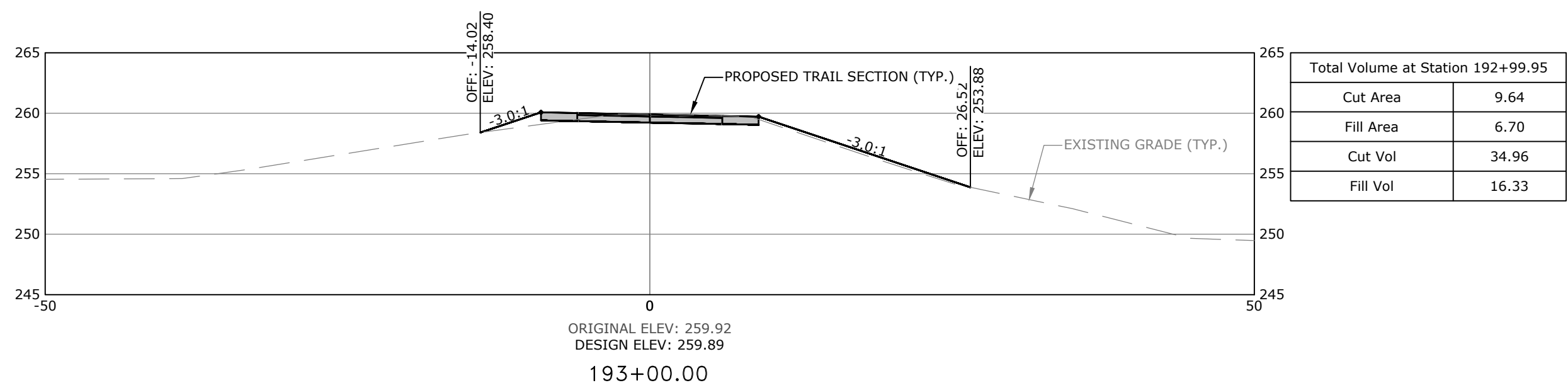
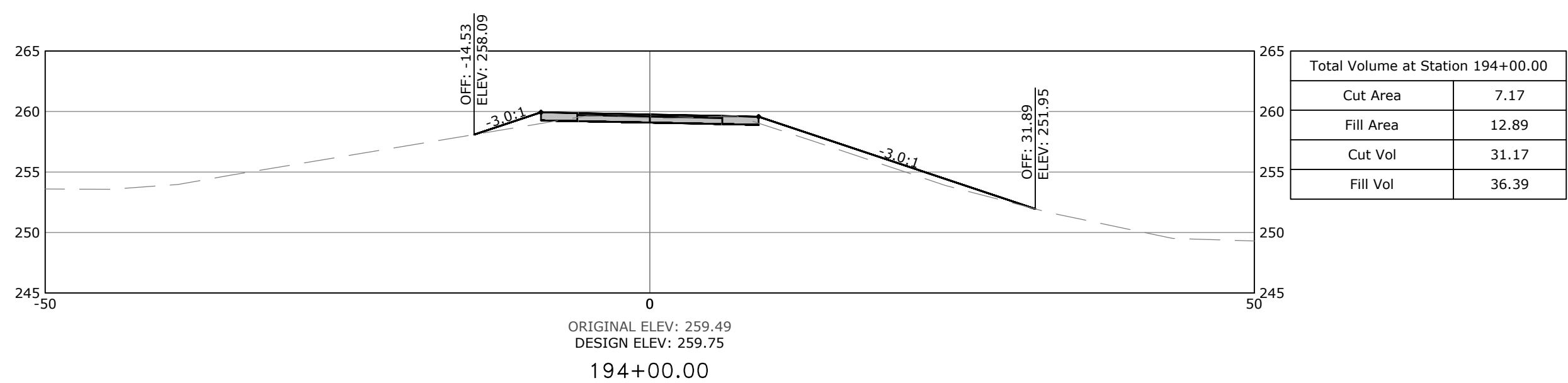
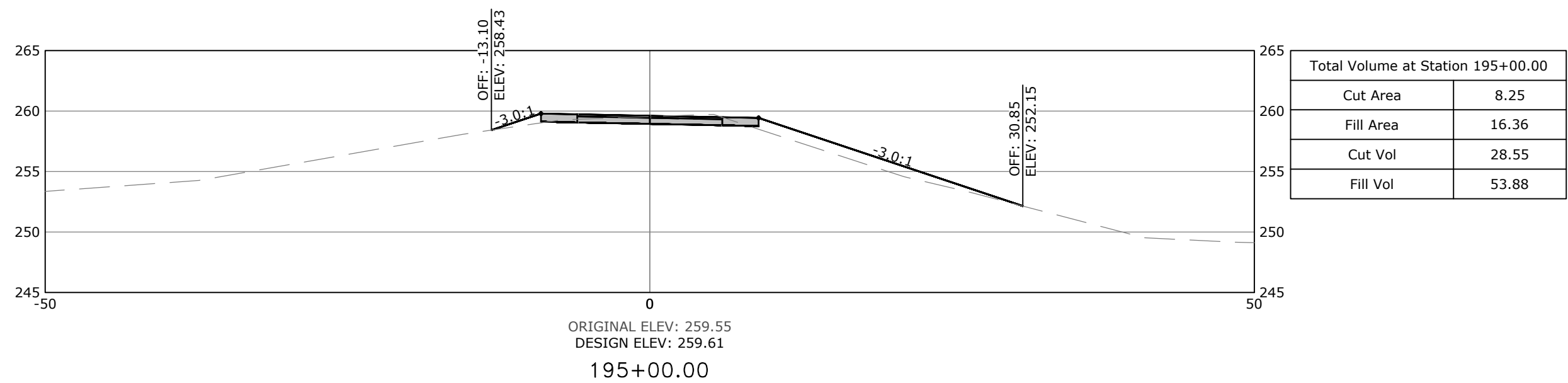
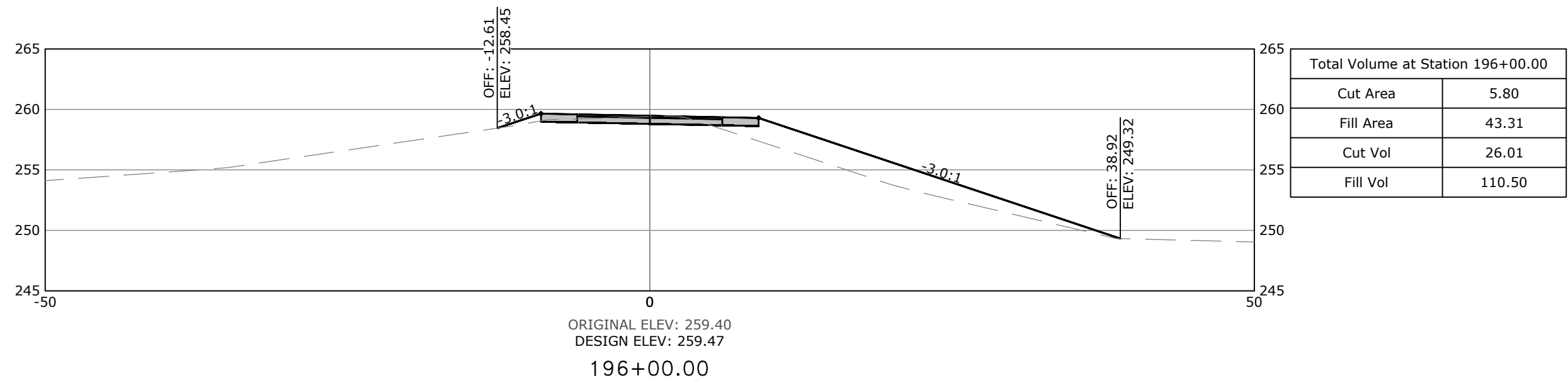
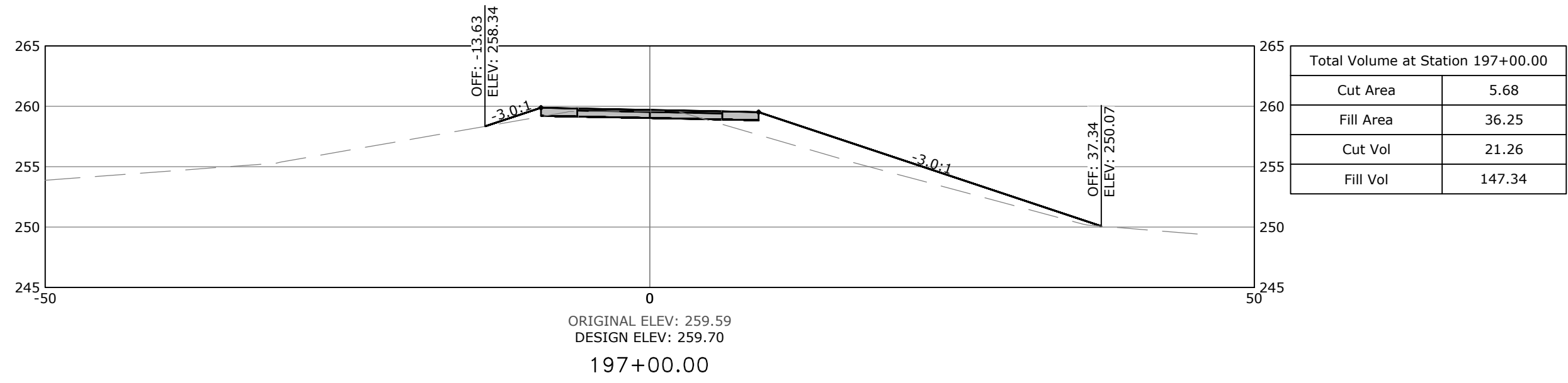
SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

811
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS SECTIONS STA. 180+00 TO STA. 191+00	
DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776
79	

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1"=10' VERT.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



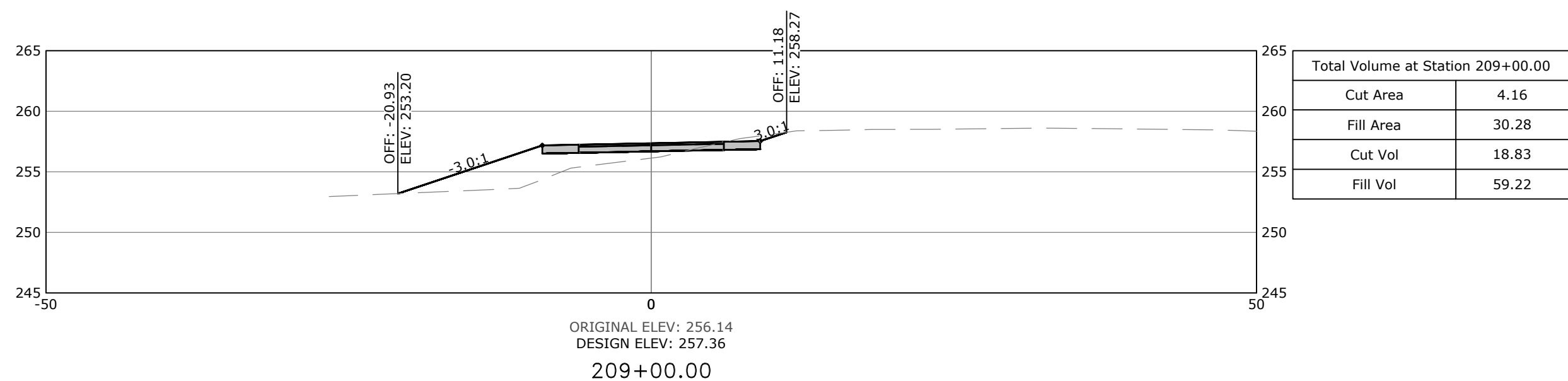
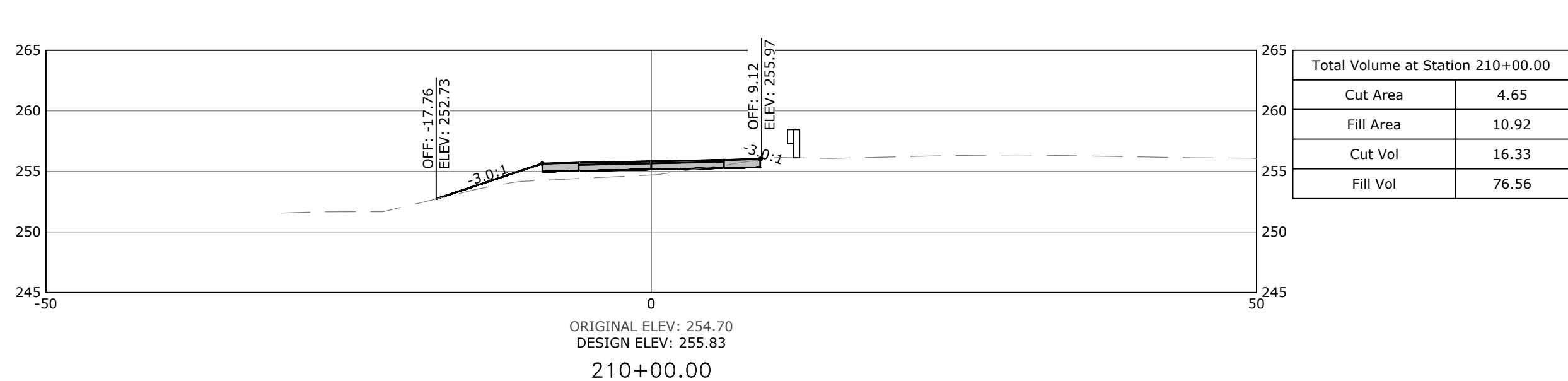
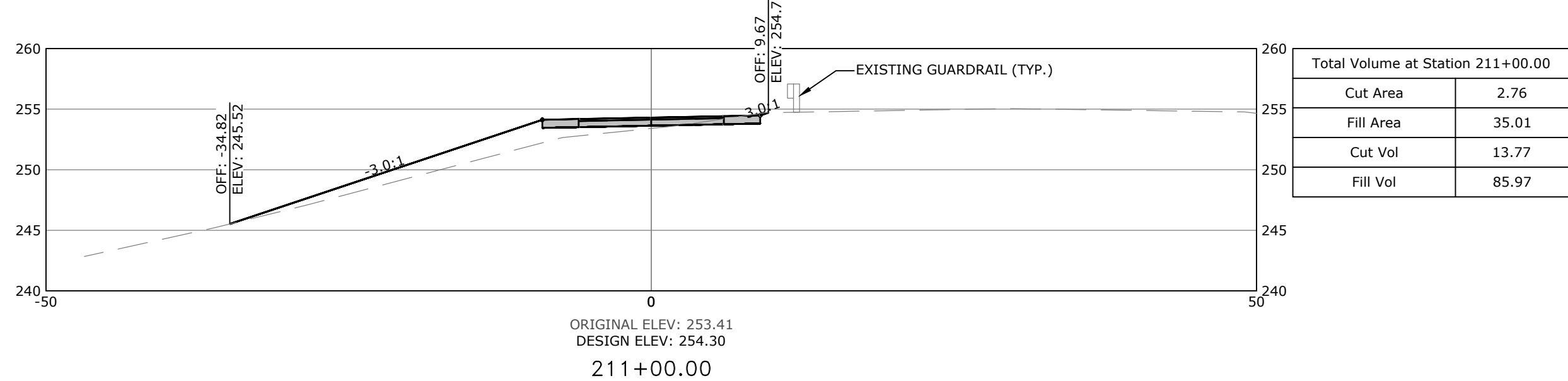
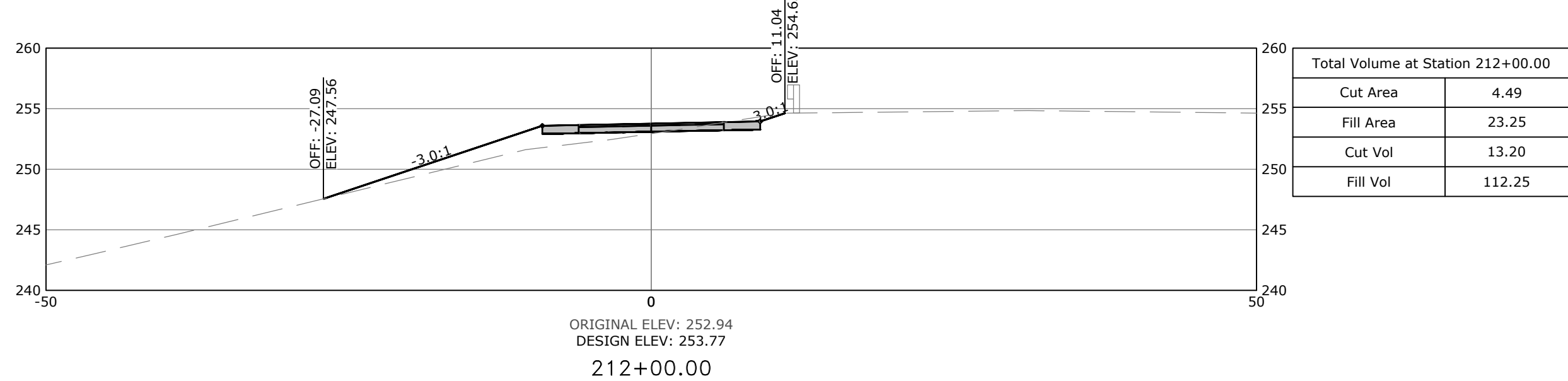
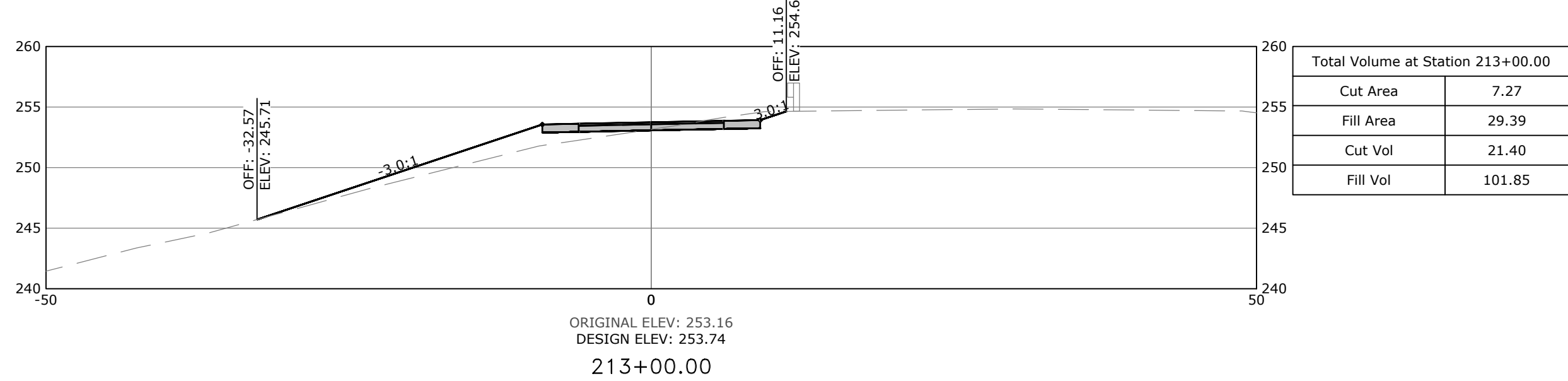
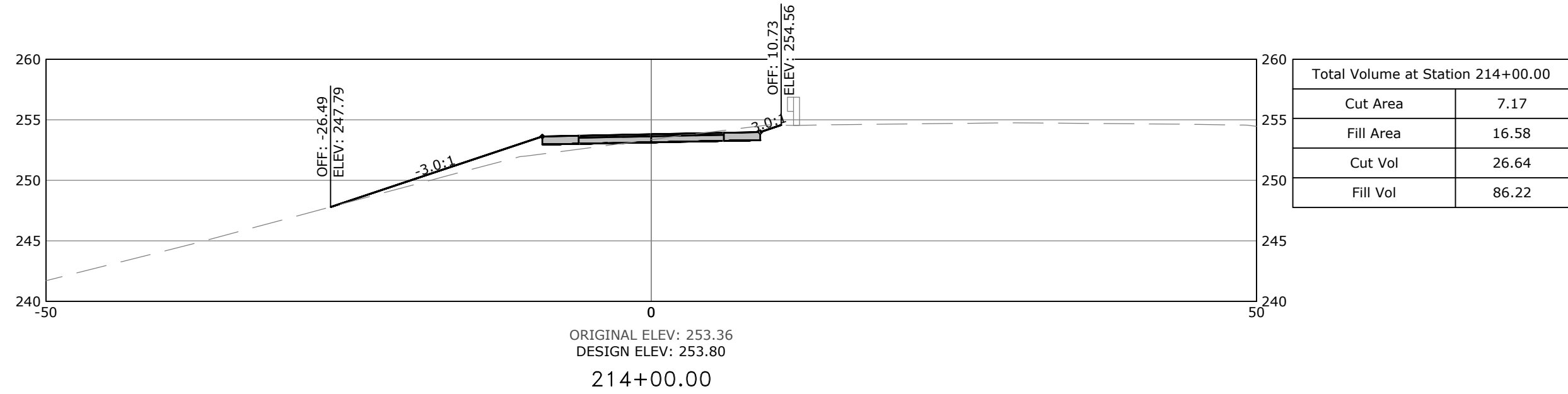
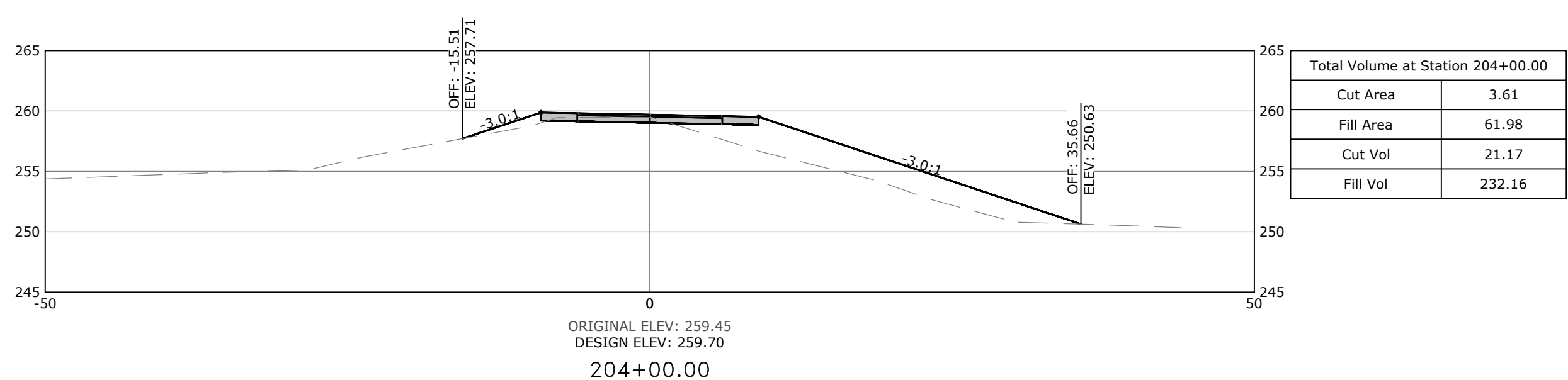
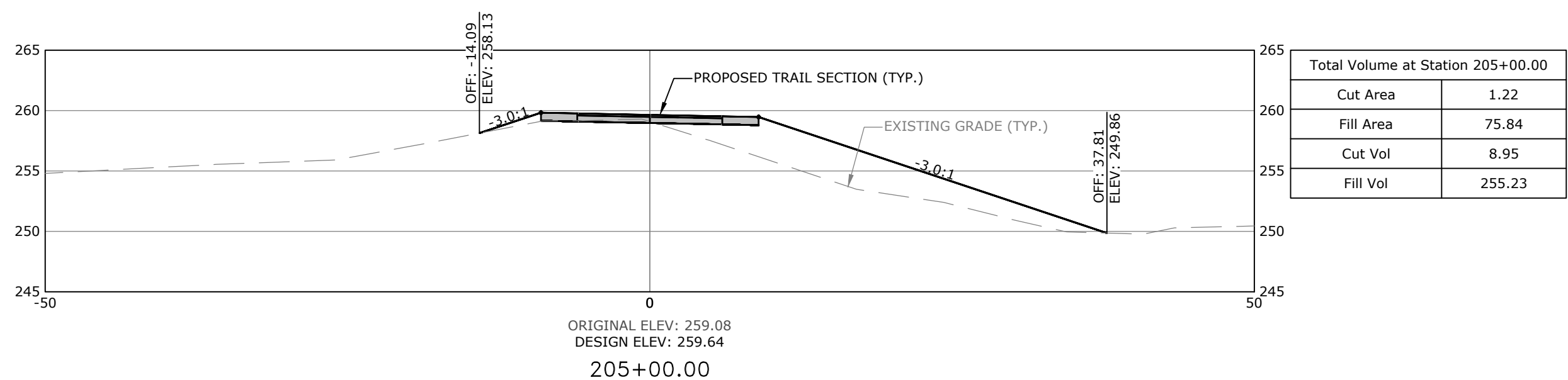
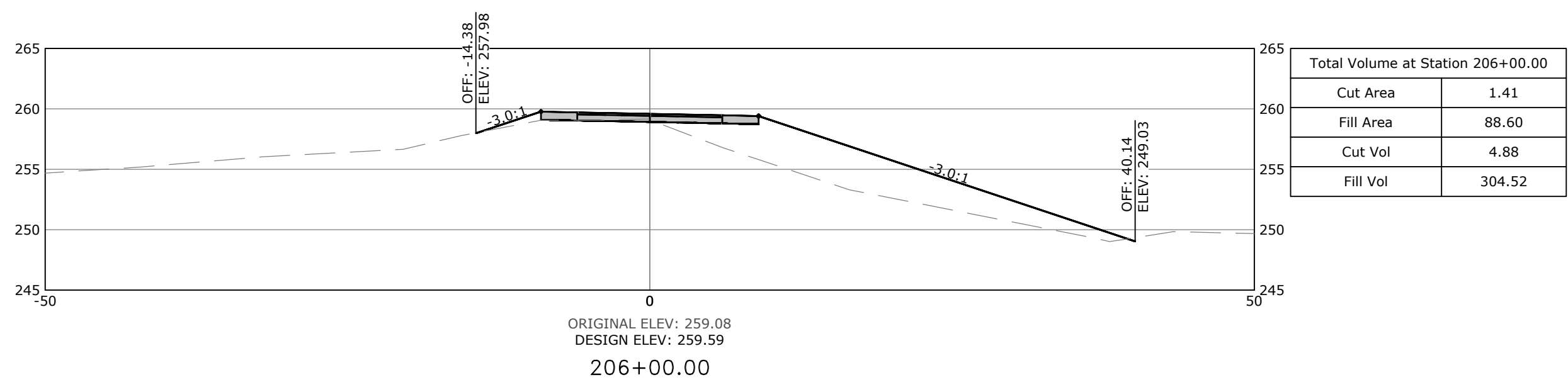
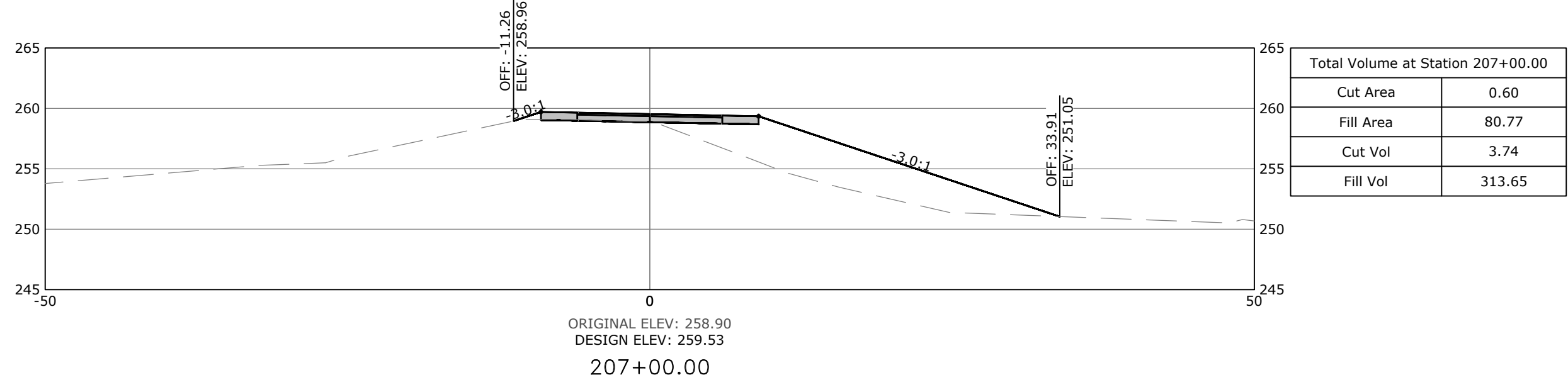
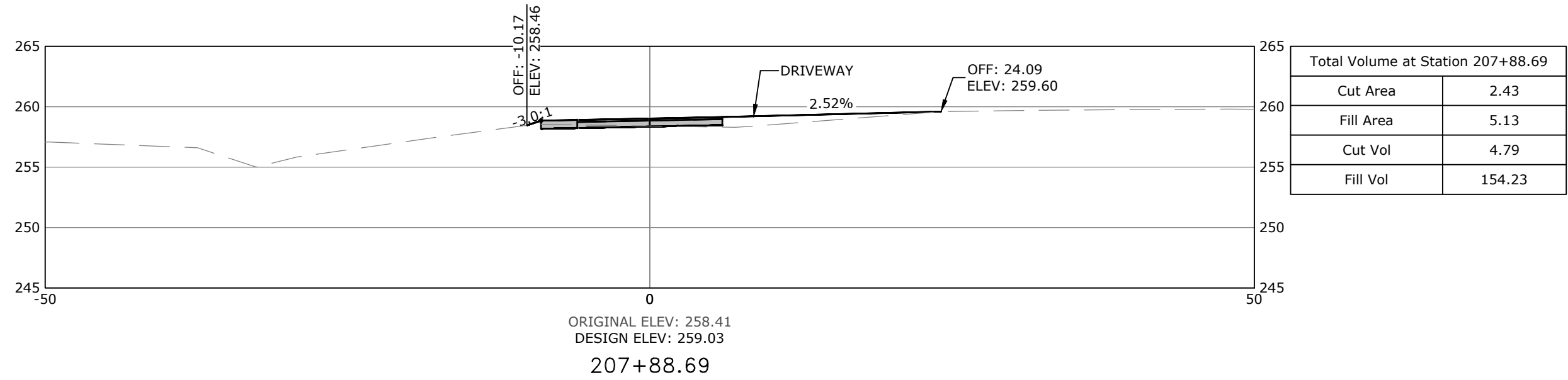
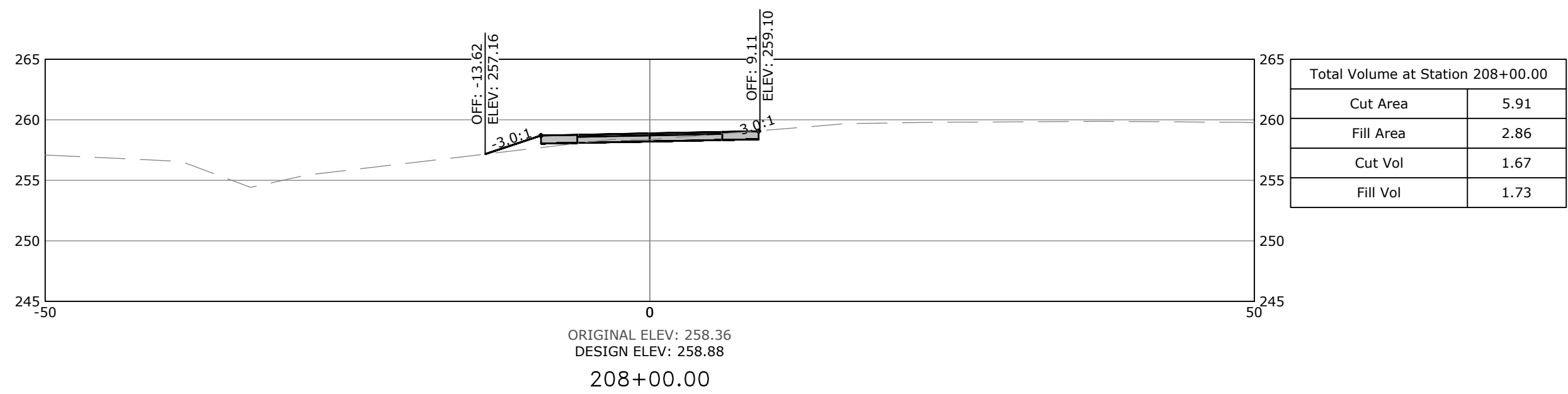
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 192+00
TO STA.
203+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

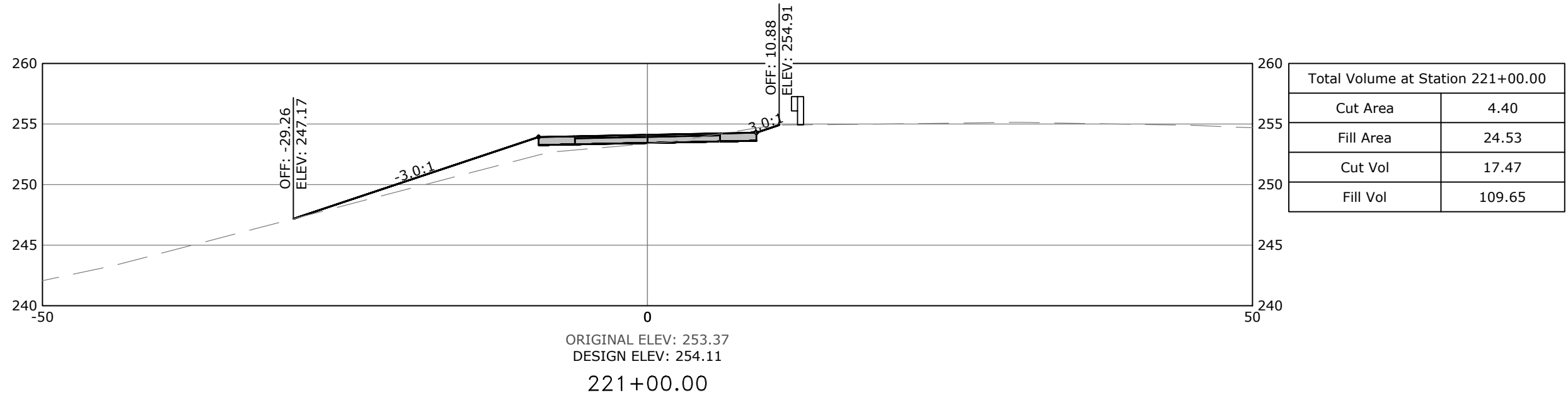
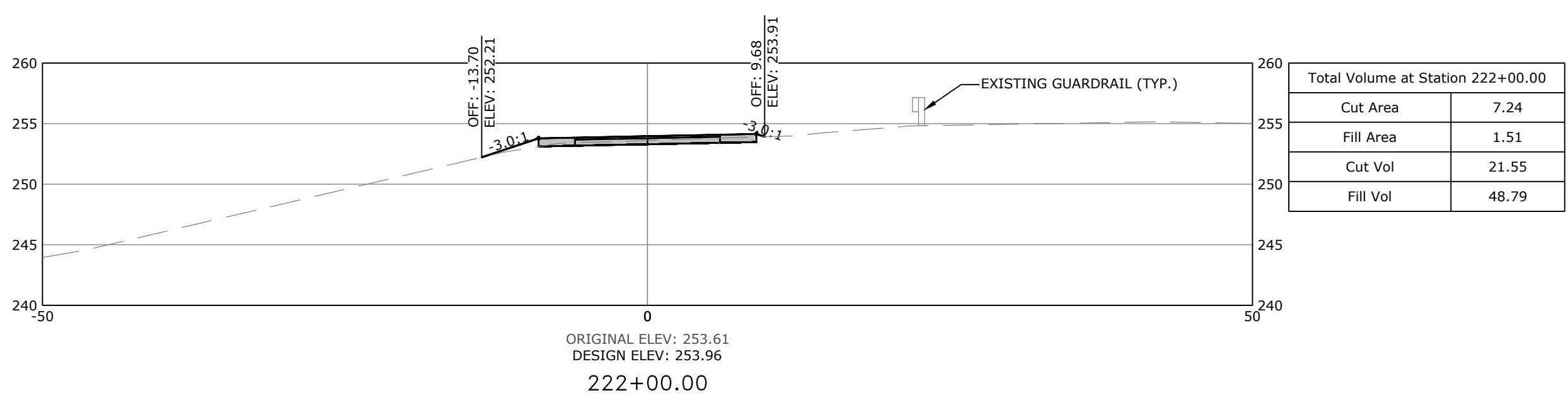
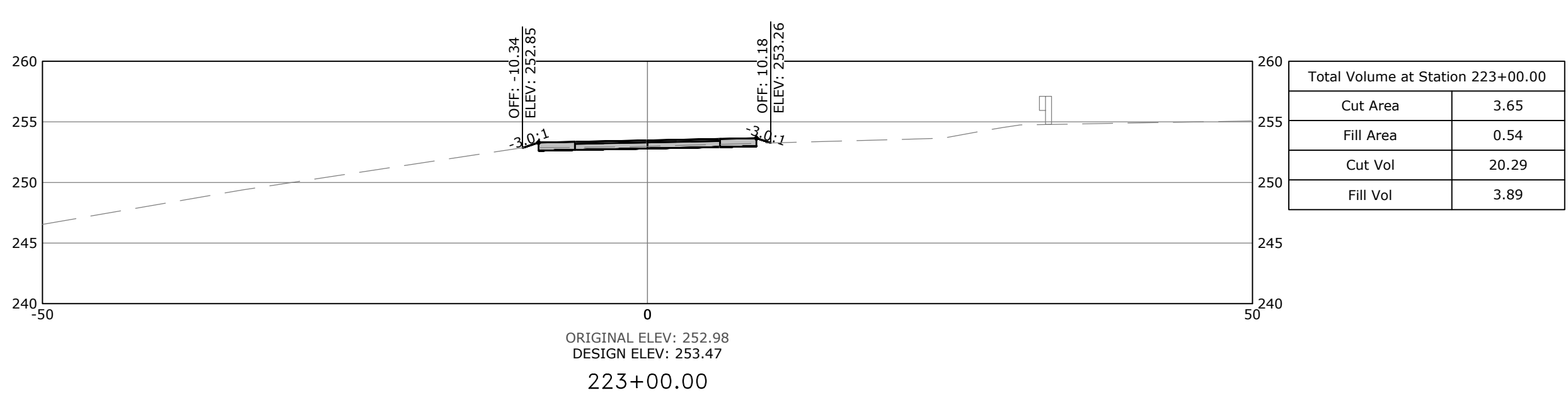
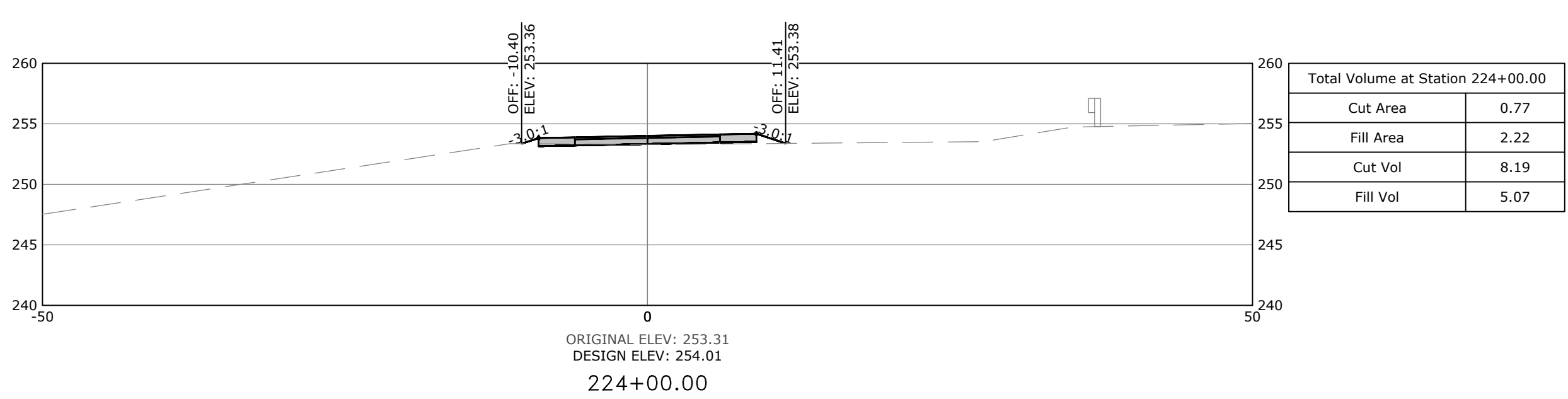
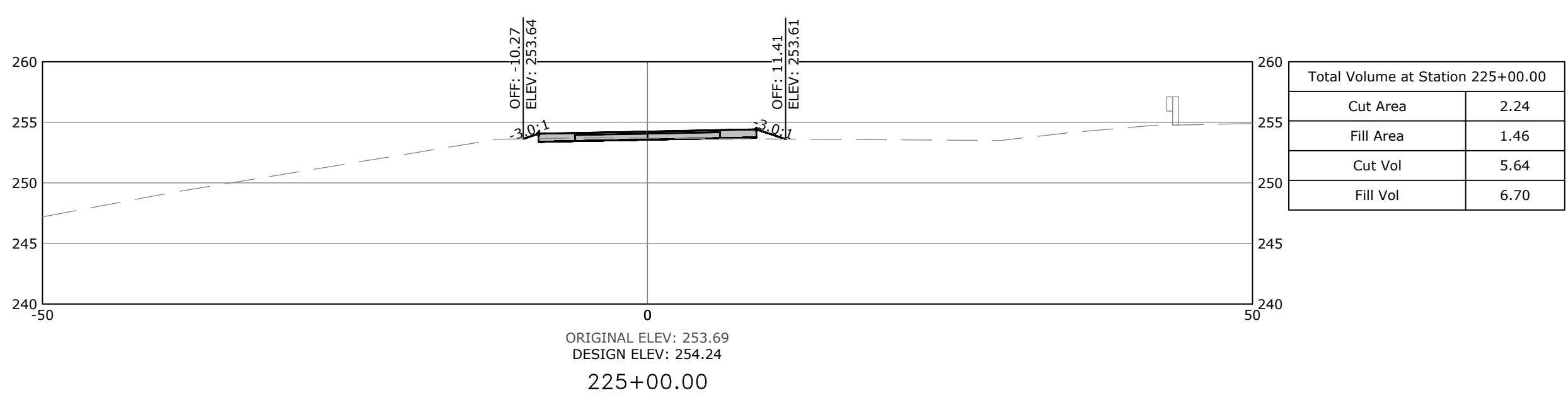
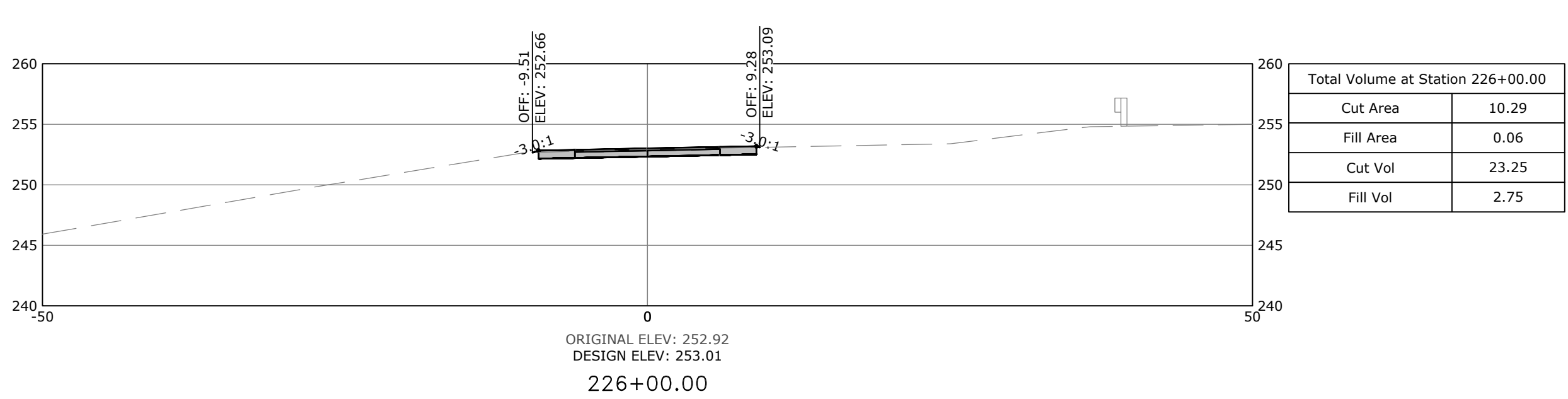
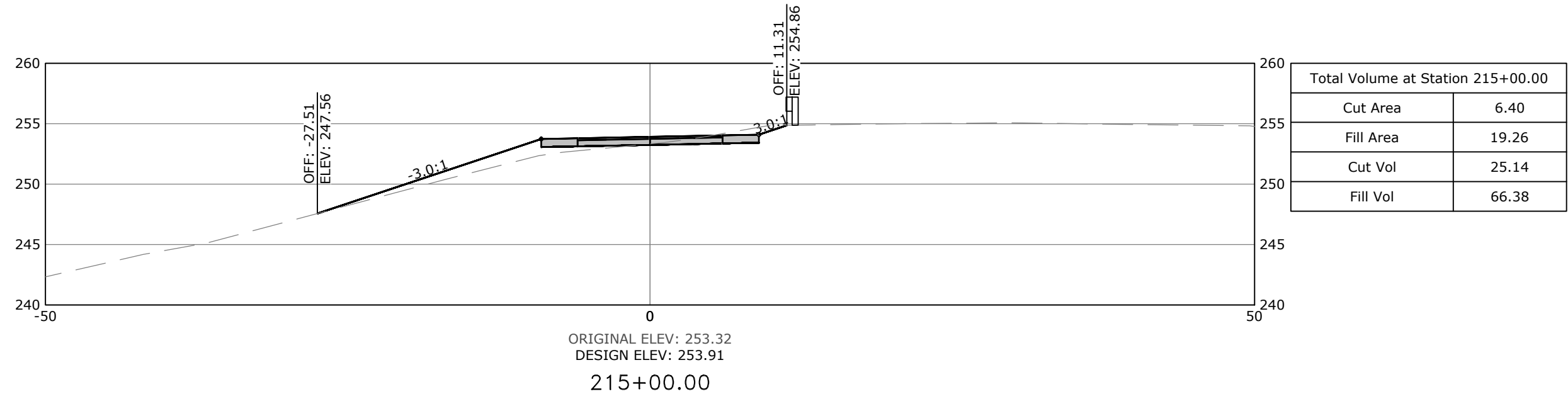
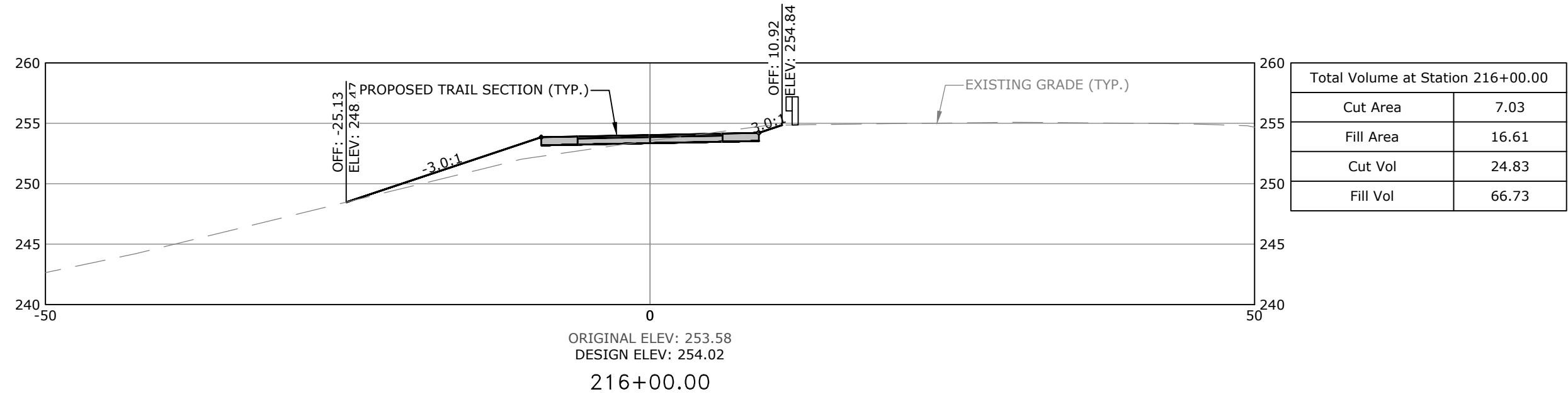
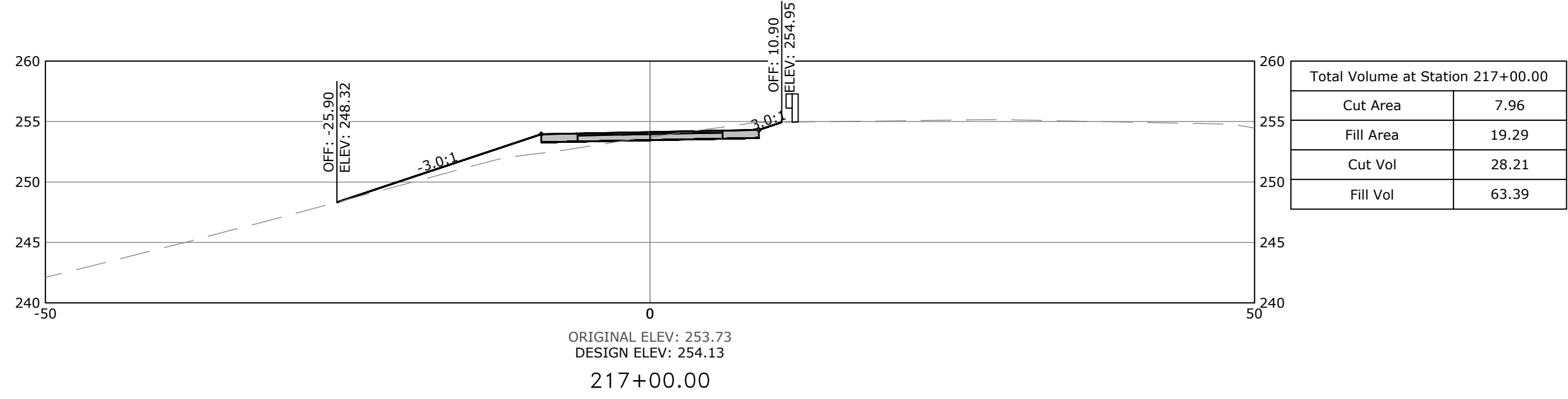
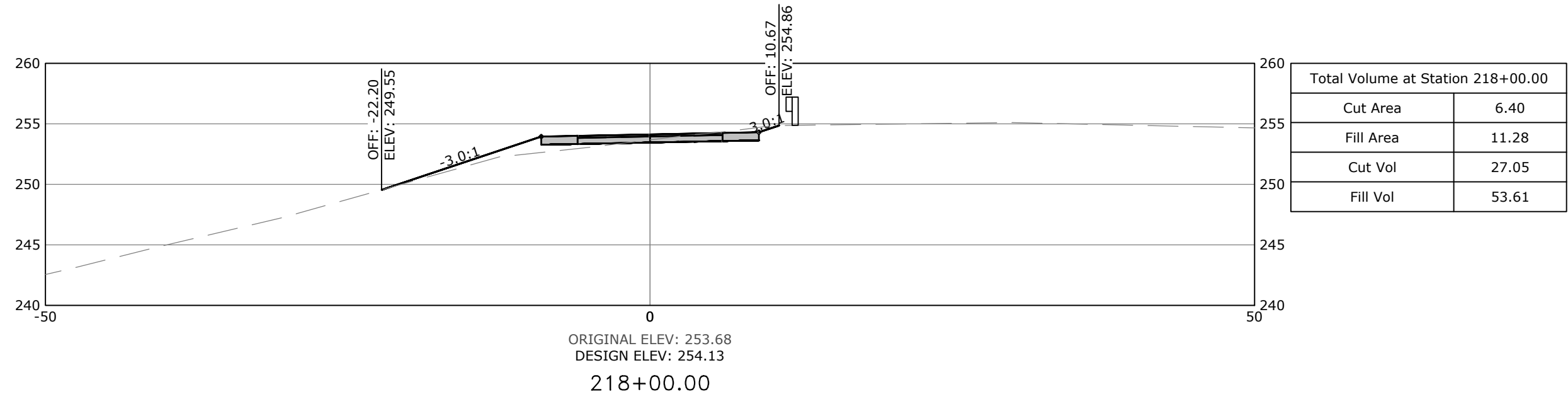
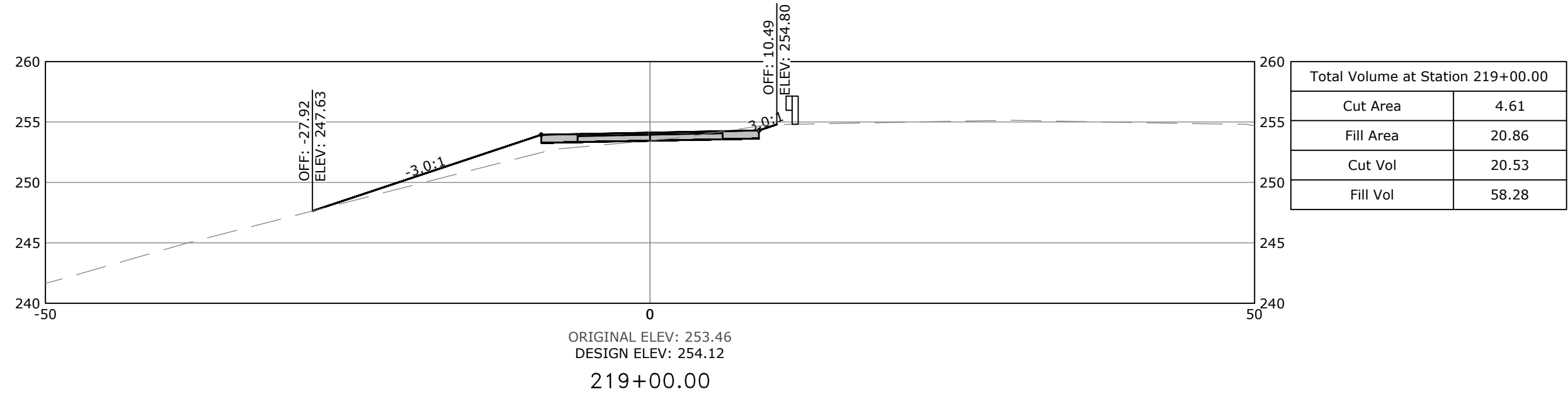
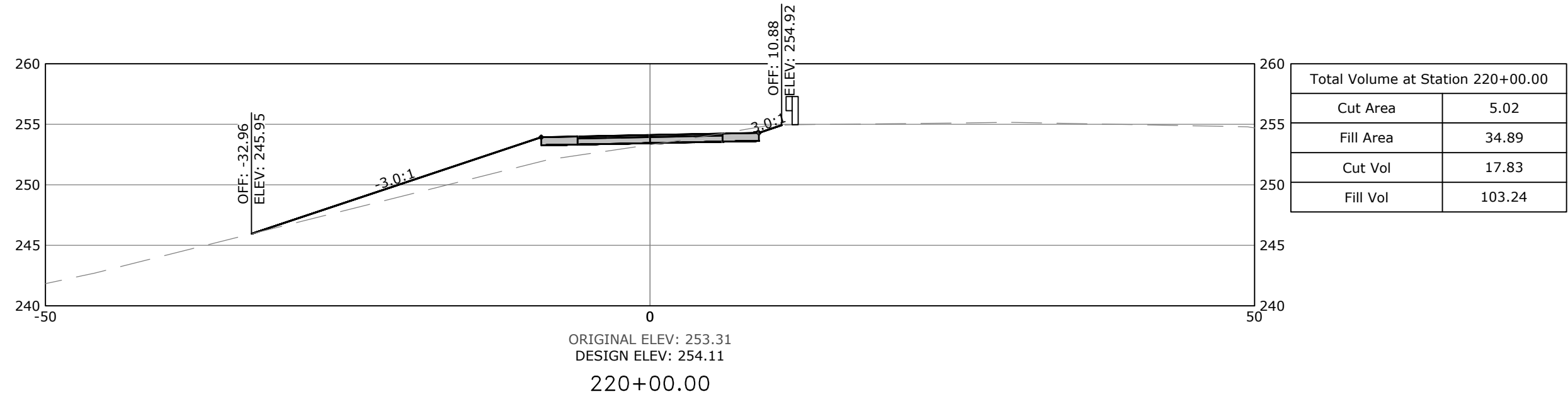
SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS SECTIONS STA. 204+00 TO STA. 214+00	
DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776
81	

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1"=10' VERT.

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

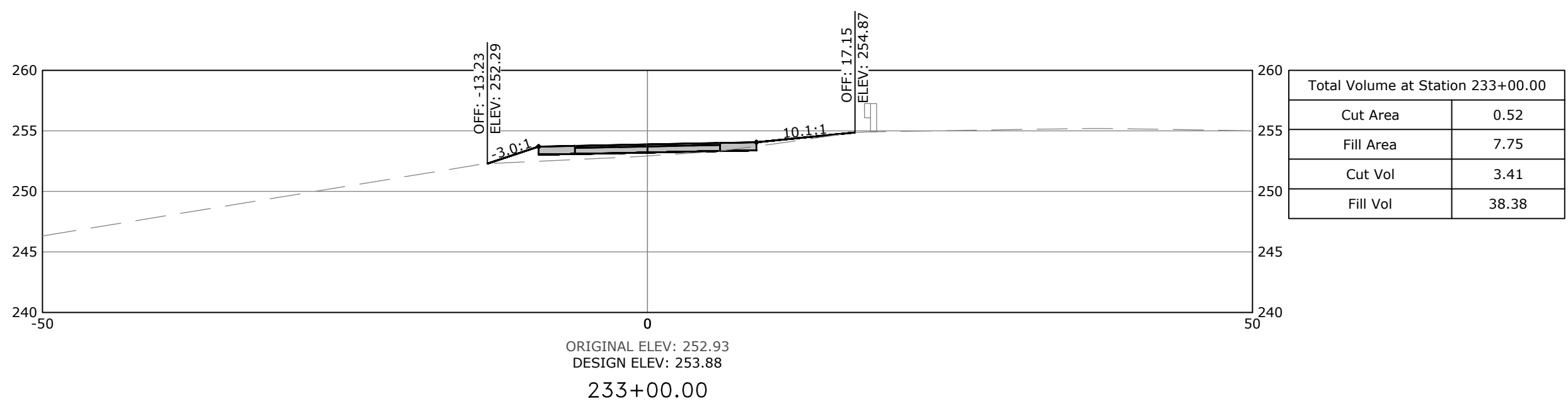
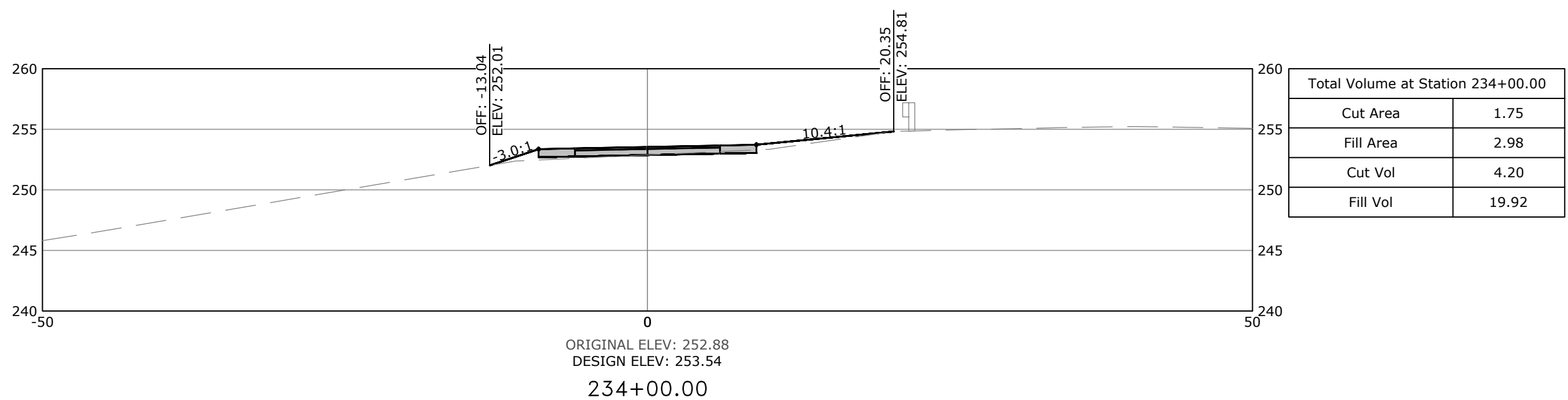
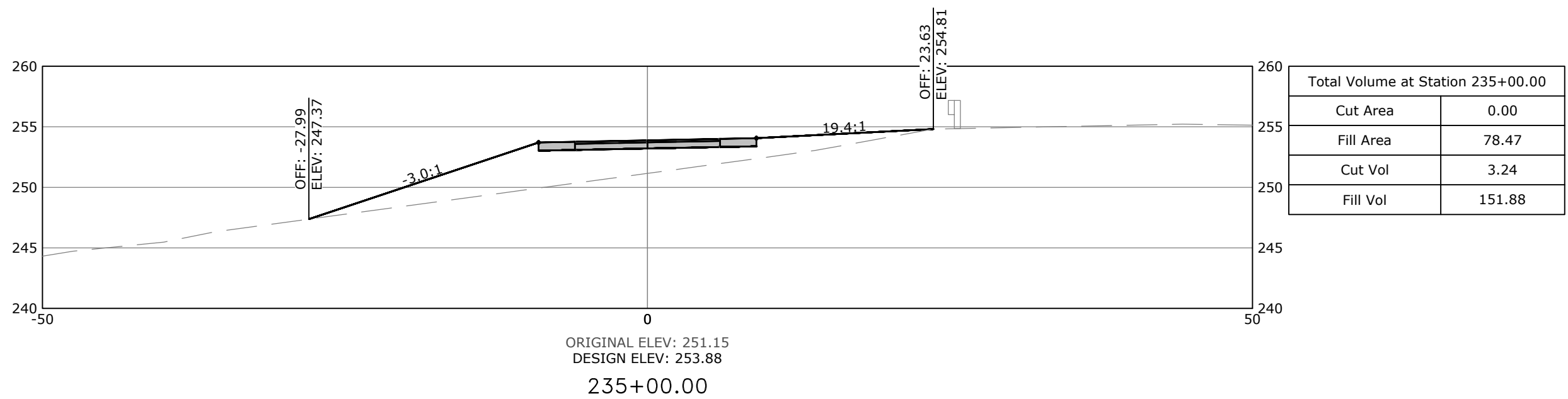
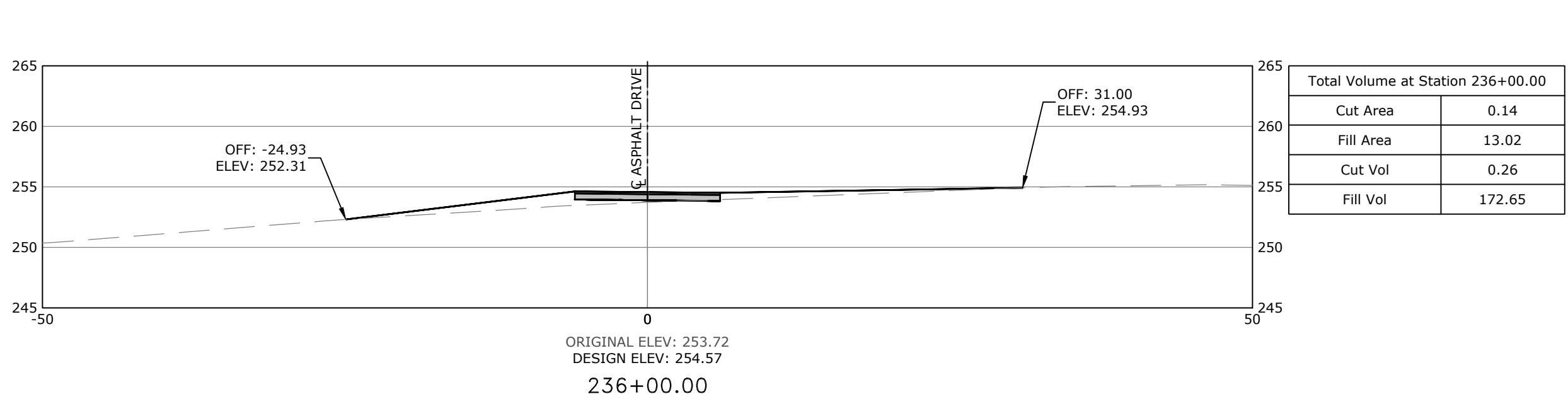
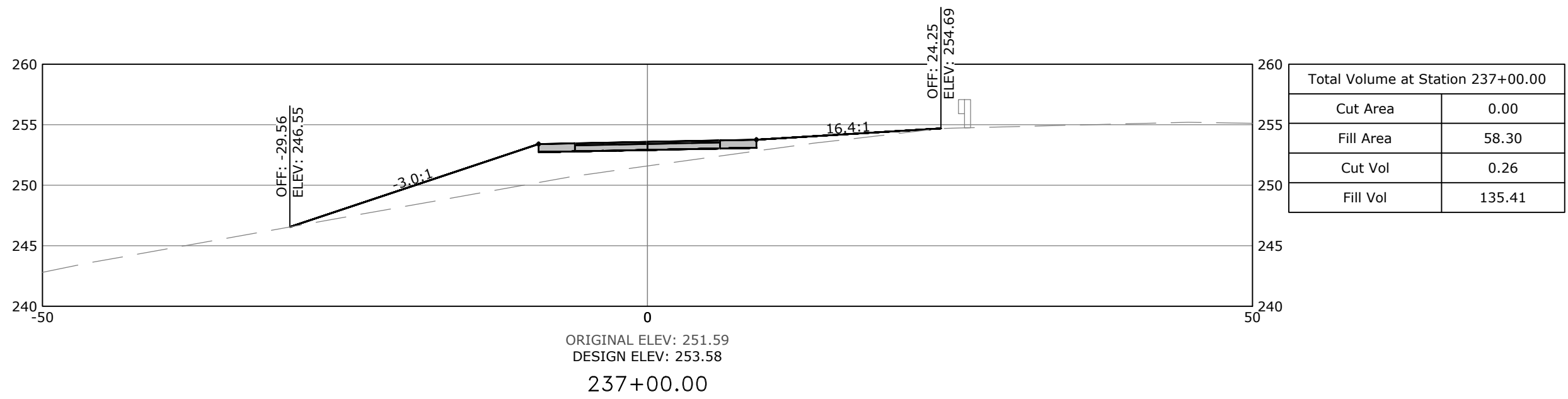
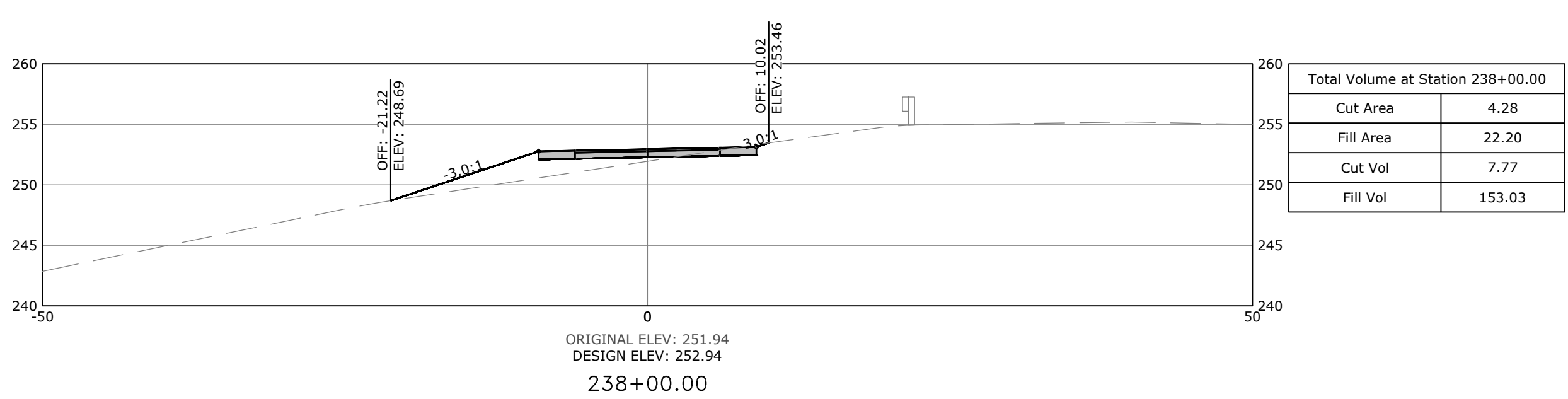
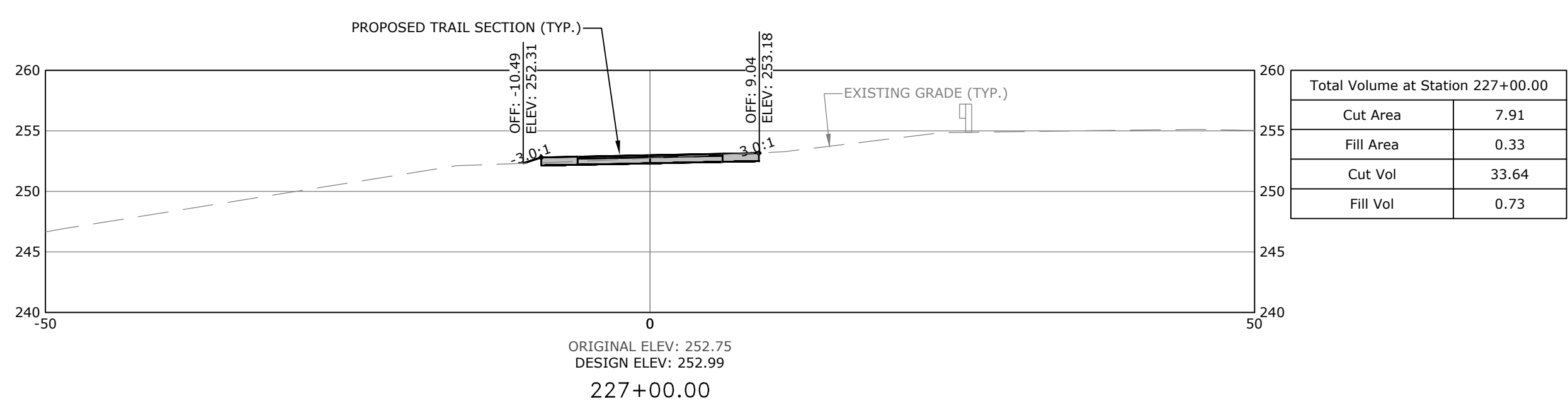
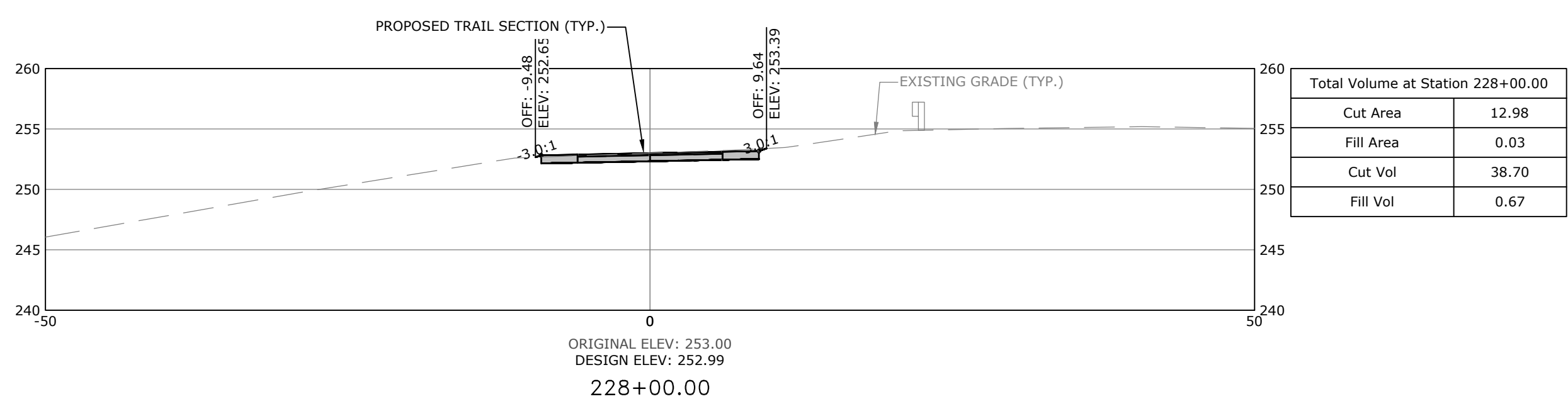
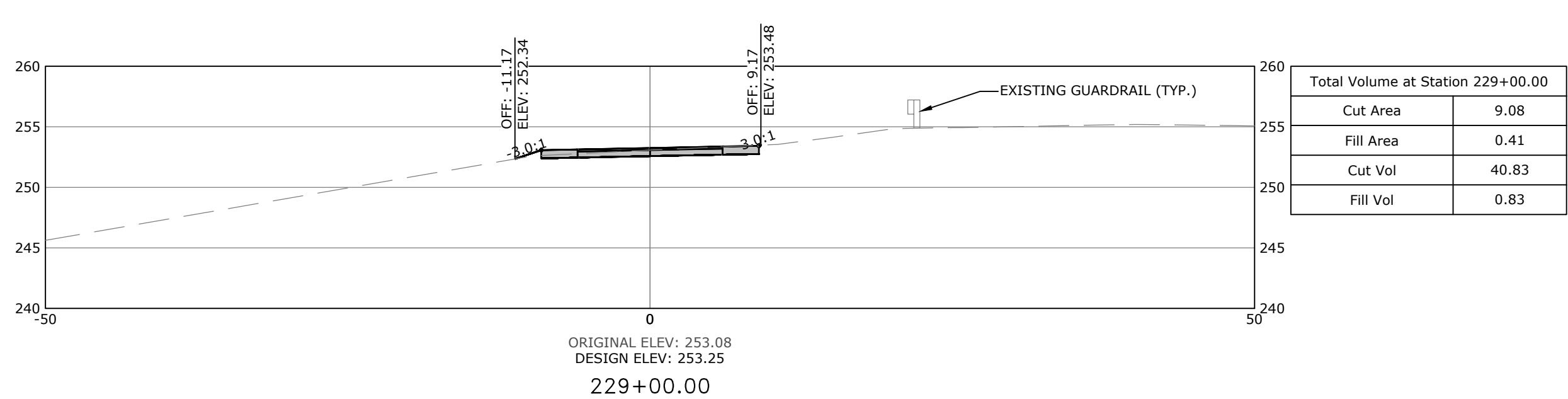
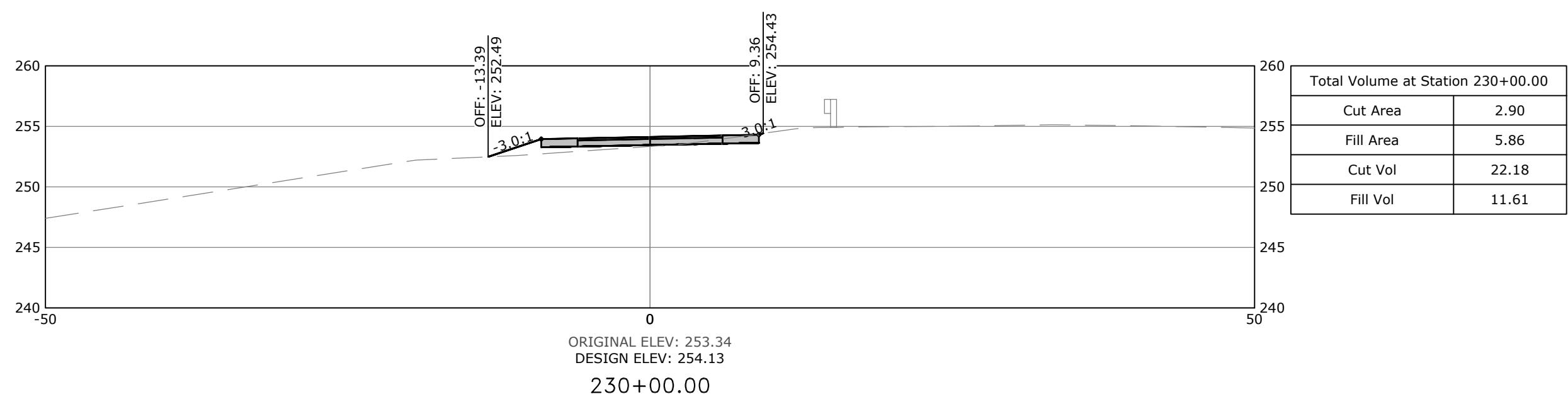
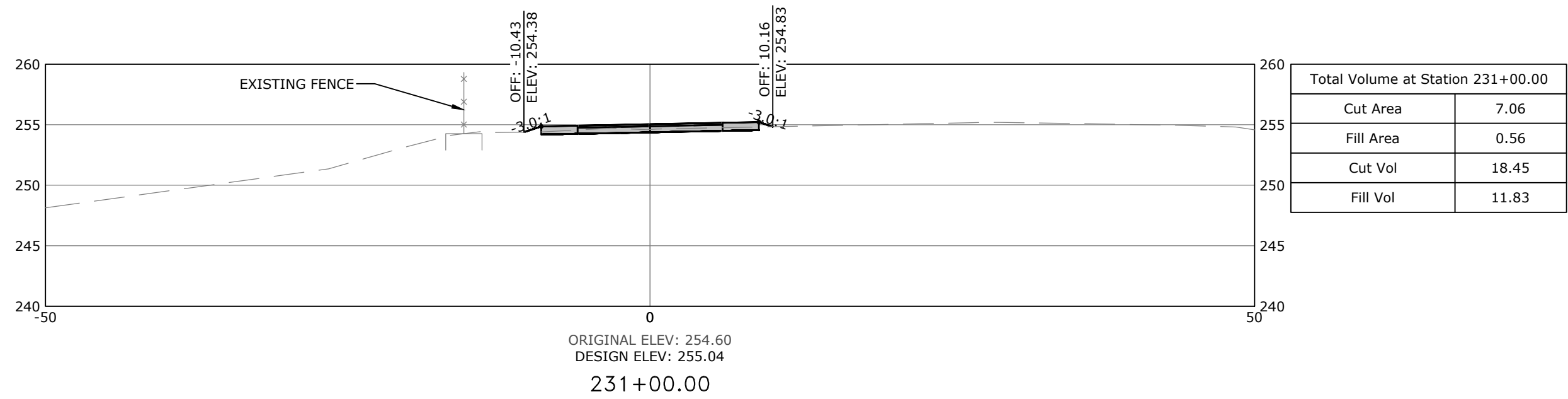
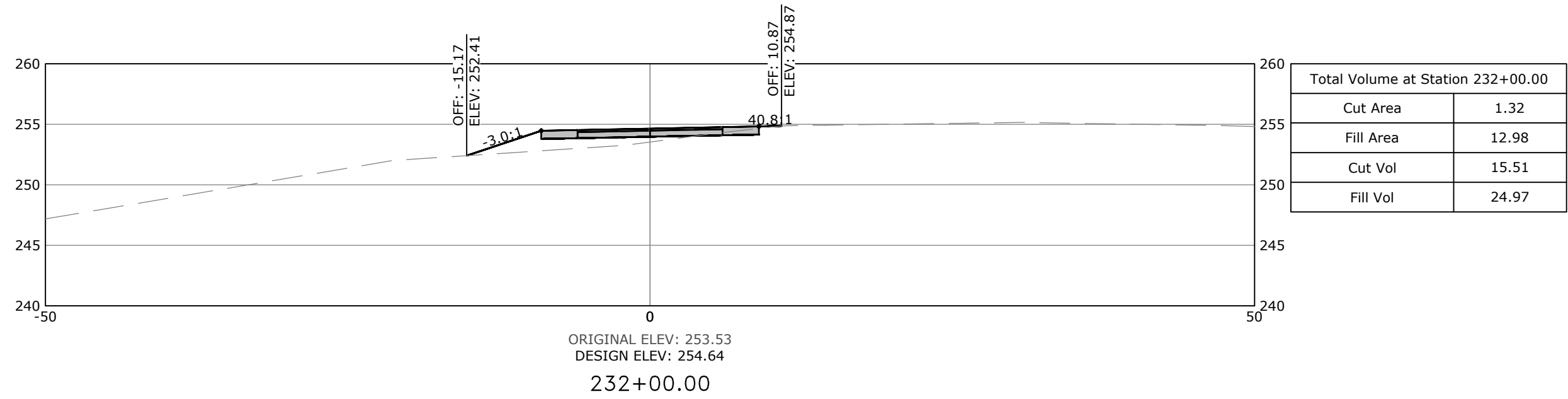
811
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 215+00
TO STA.
226+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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SCALE:
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1"=10' VERT.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

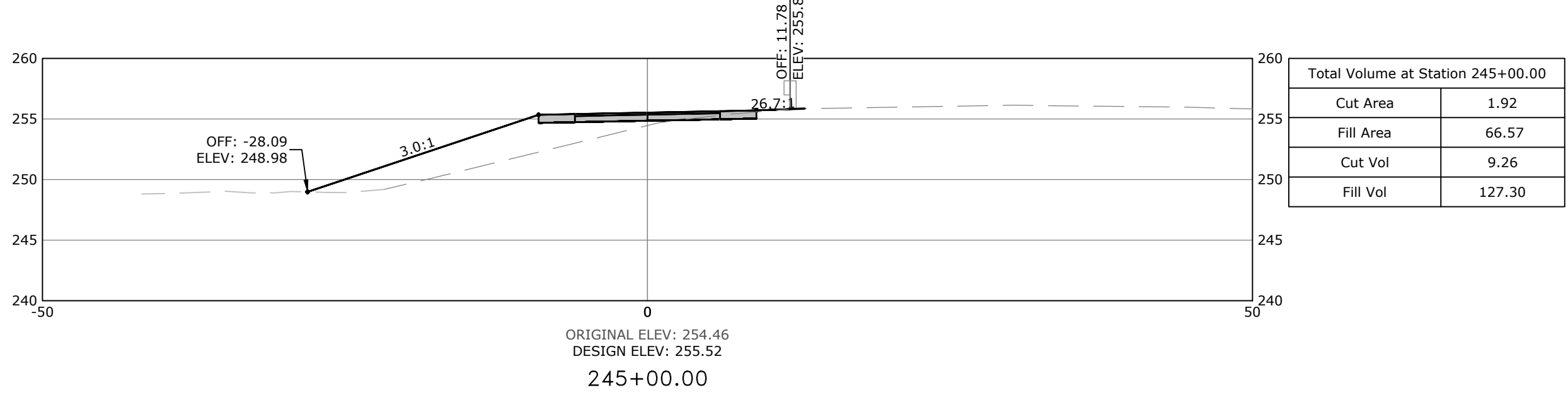
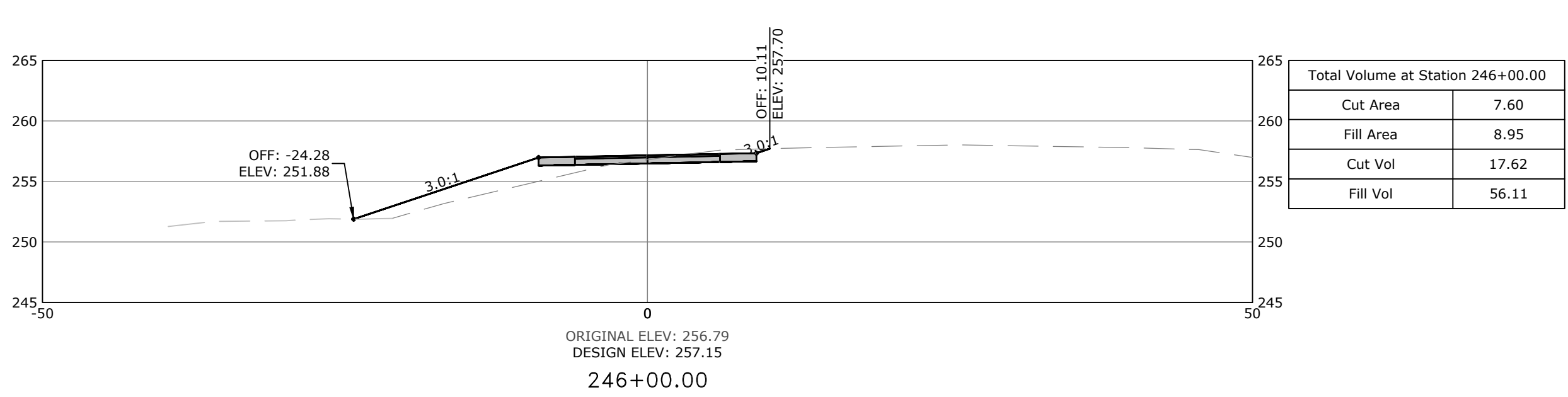
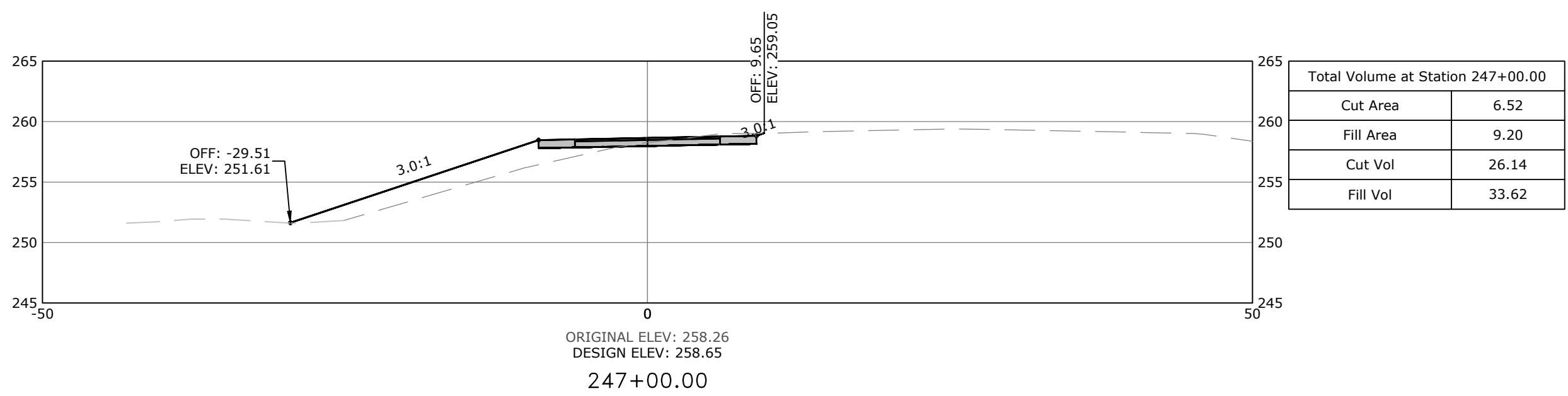
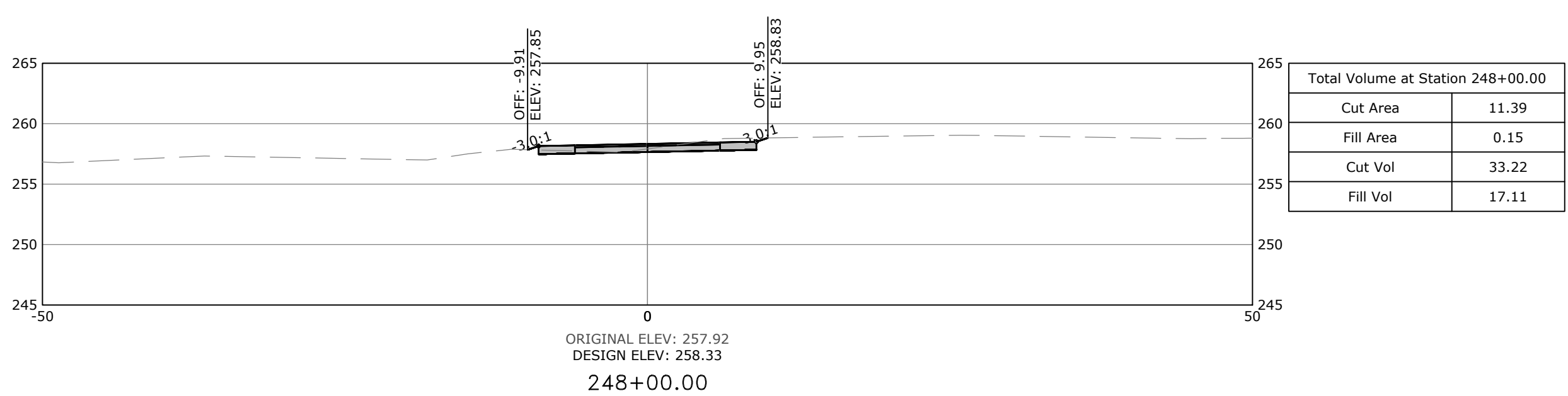
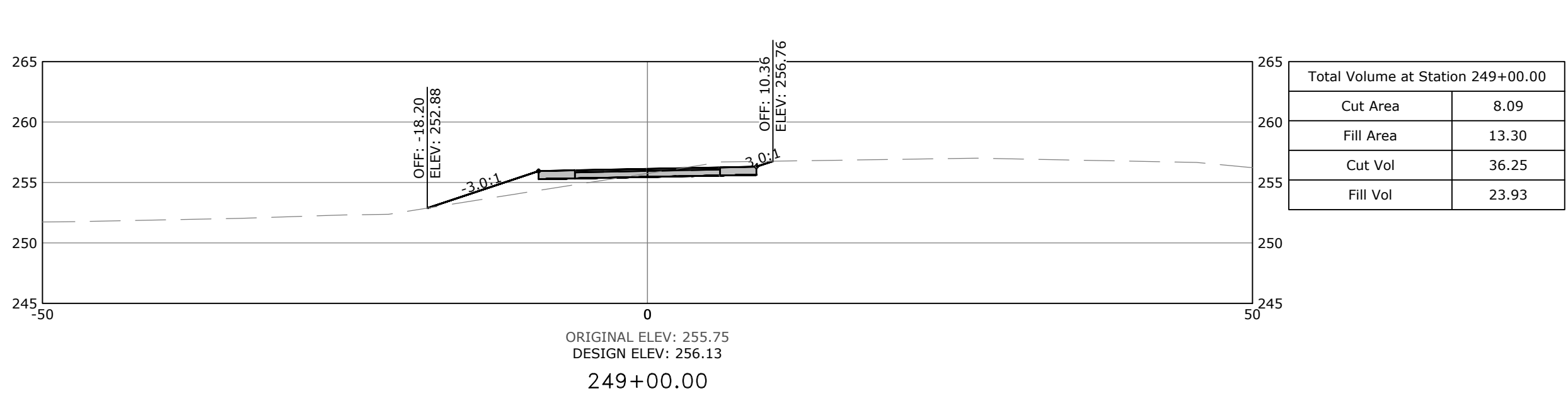
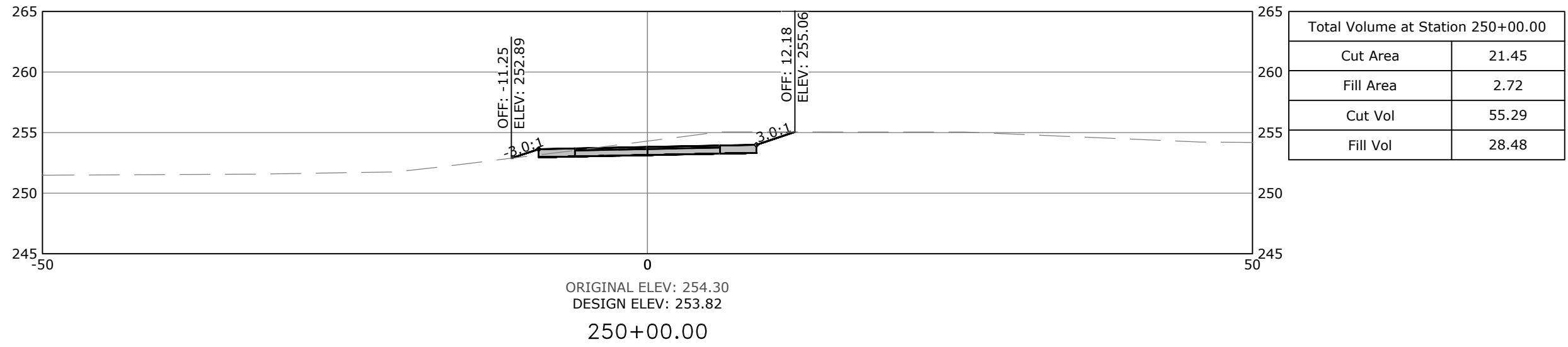
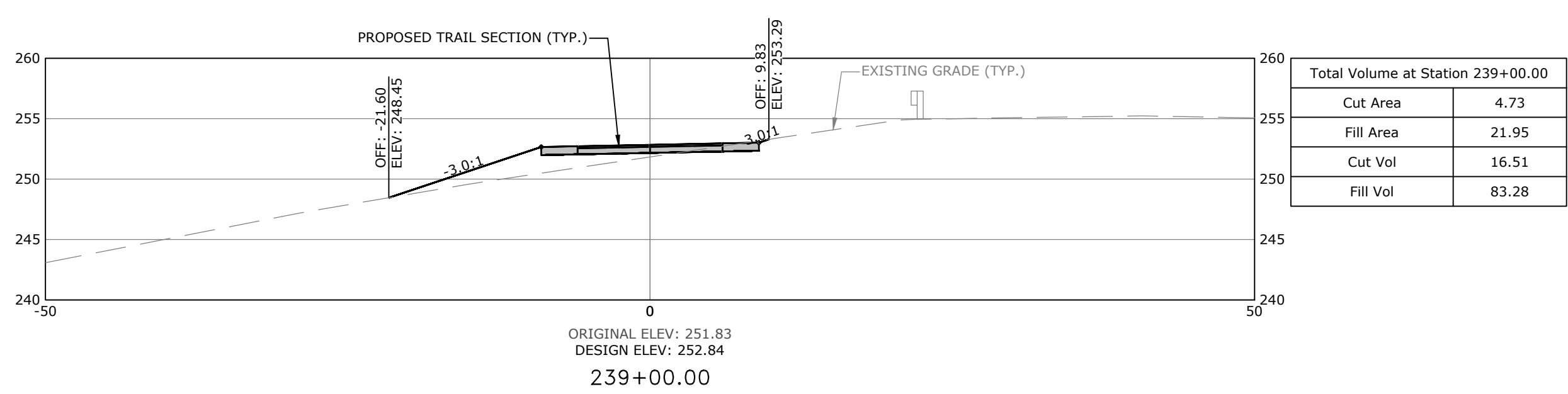
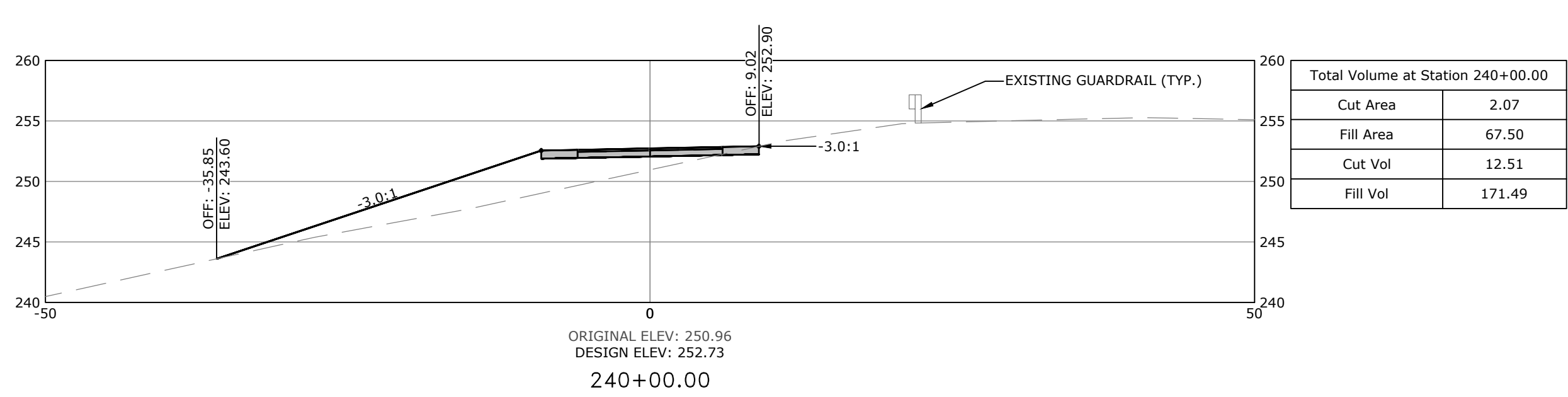
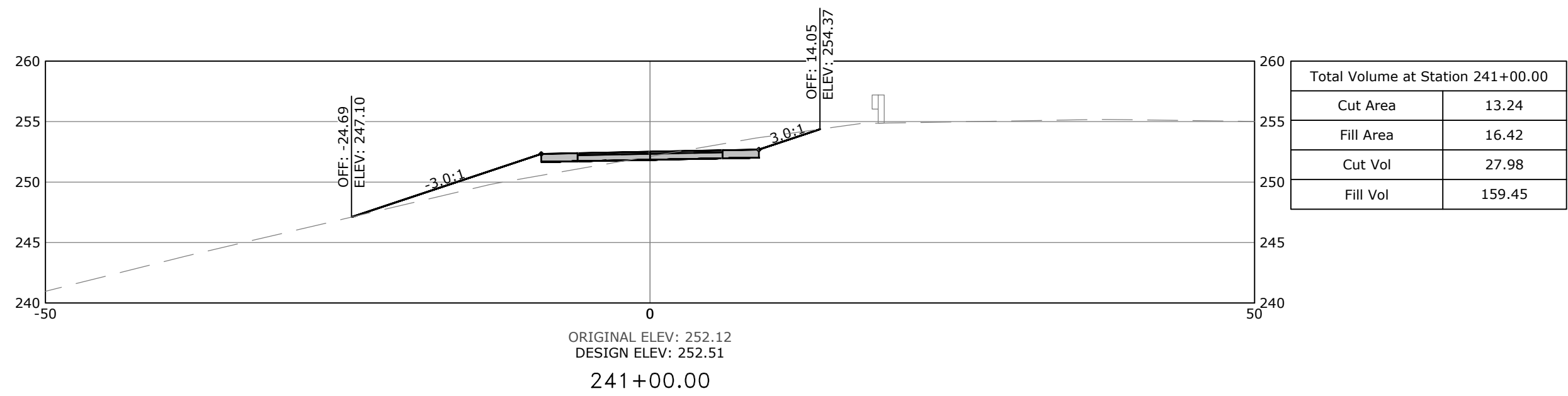
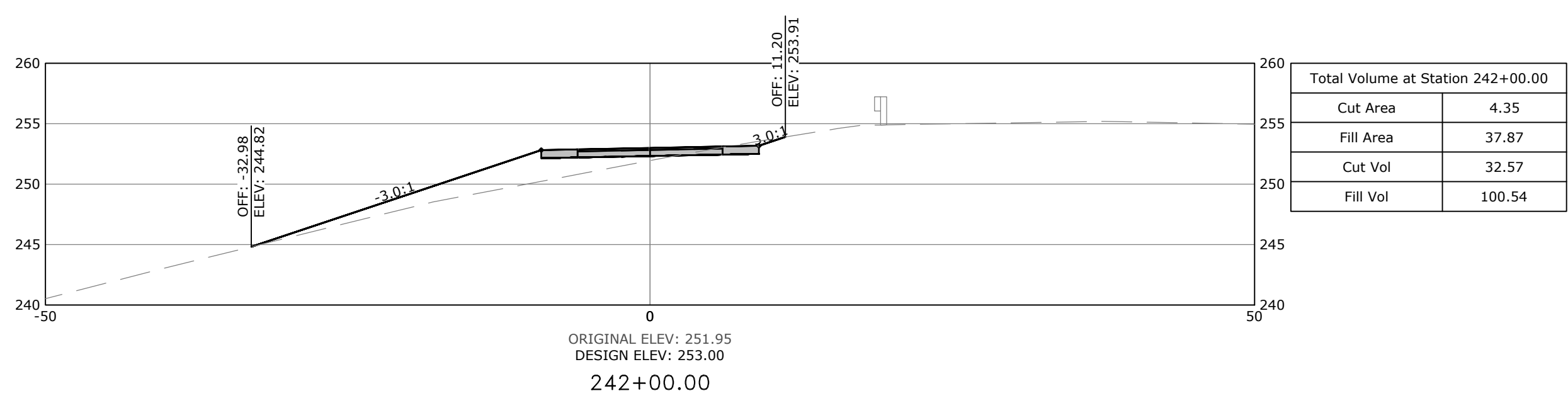
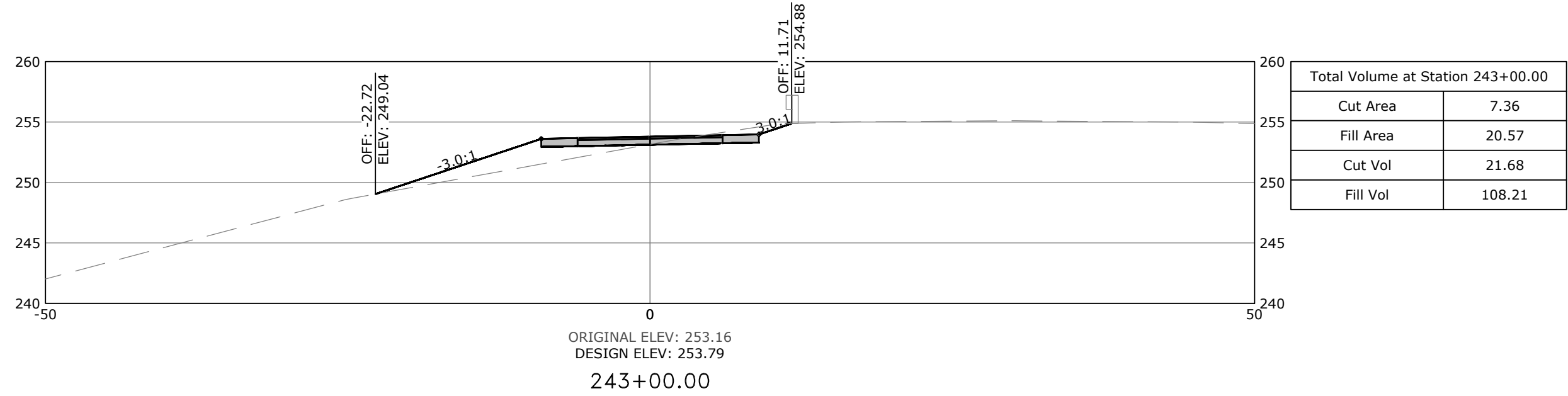
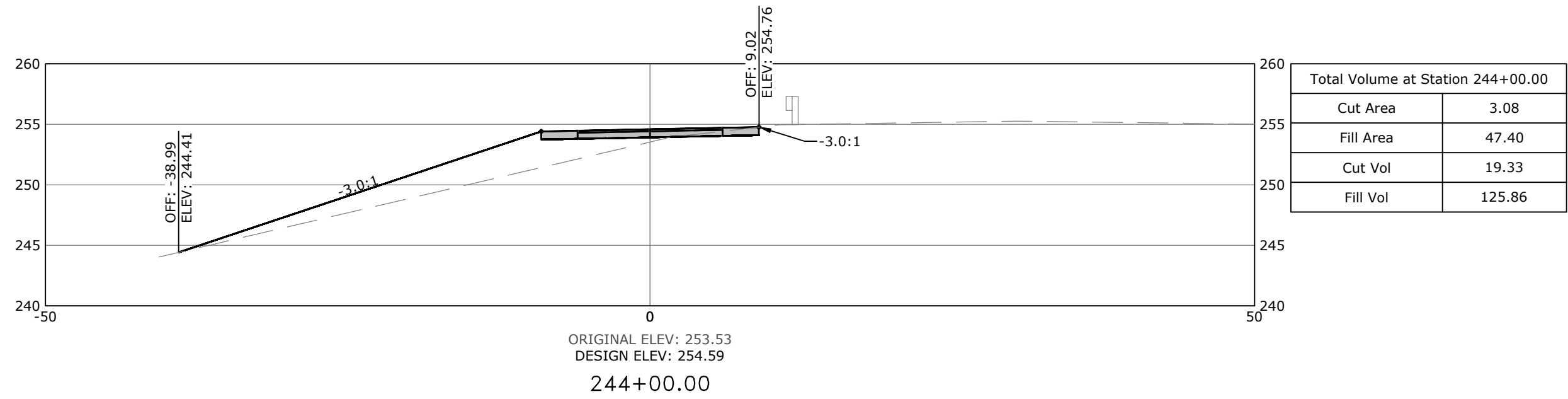
811
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 227+00
TO STA.
238+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-CROSS SECTIONS.dwg, PRINTED ON: August 5, 2022 @ 8:20 AM



SCALE:
1"=10' HORIZ.
1"=10' VERT.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



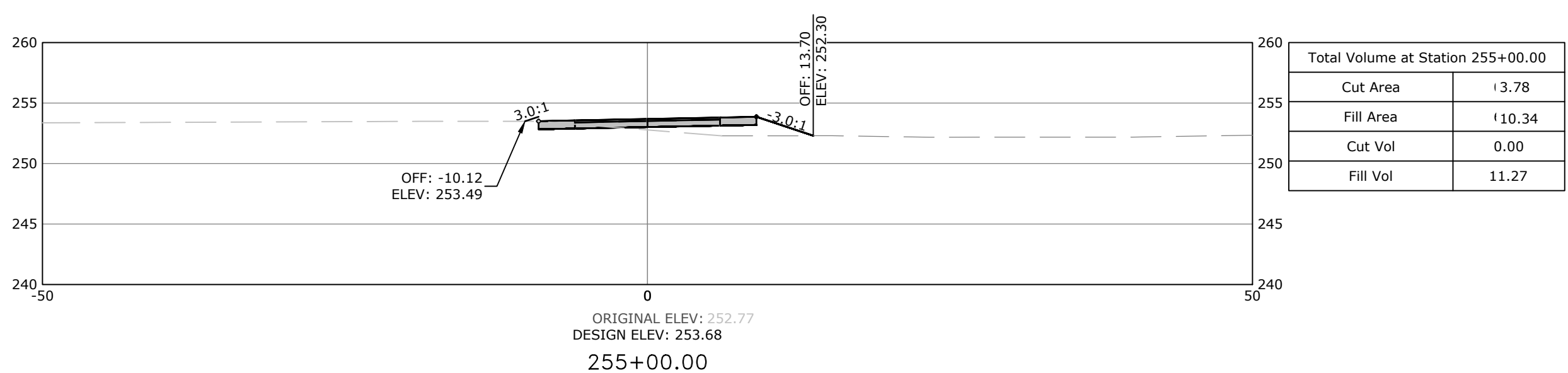
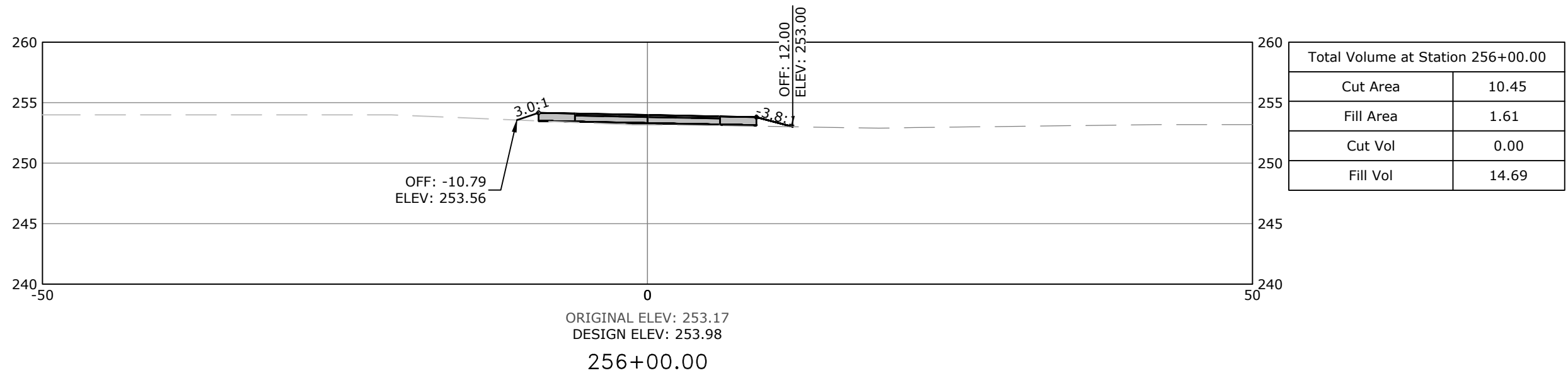
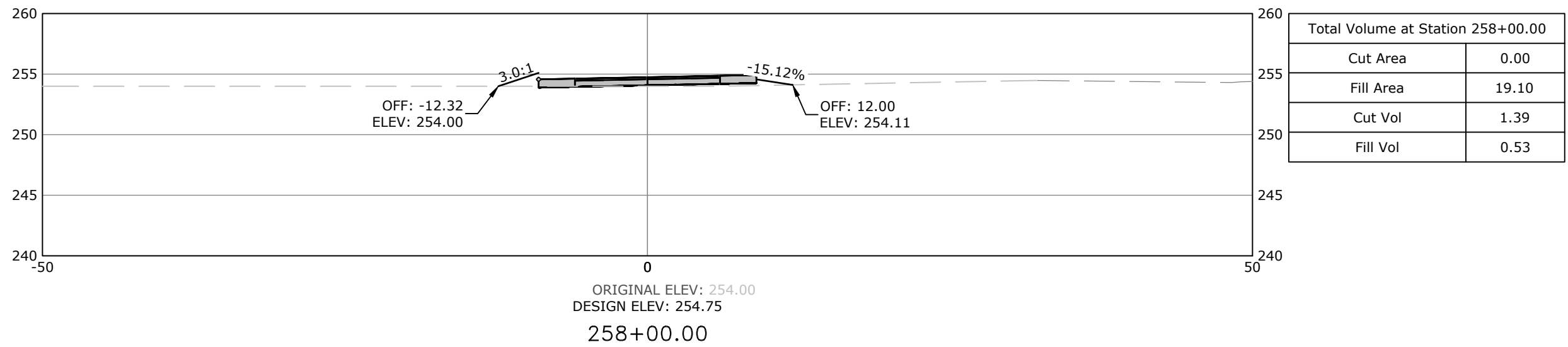
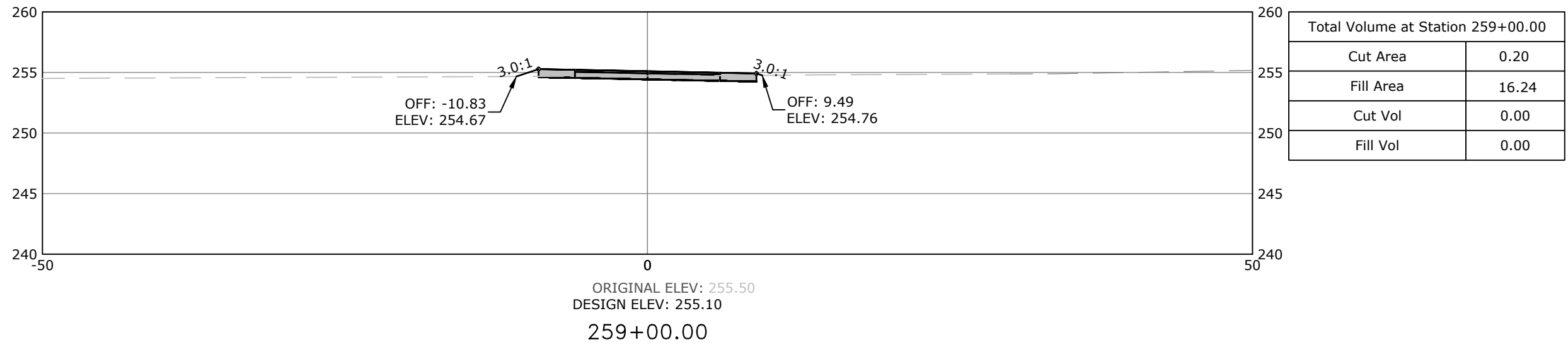
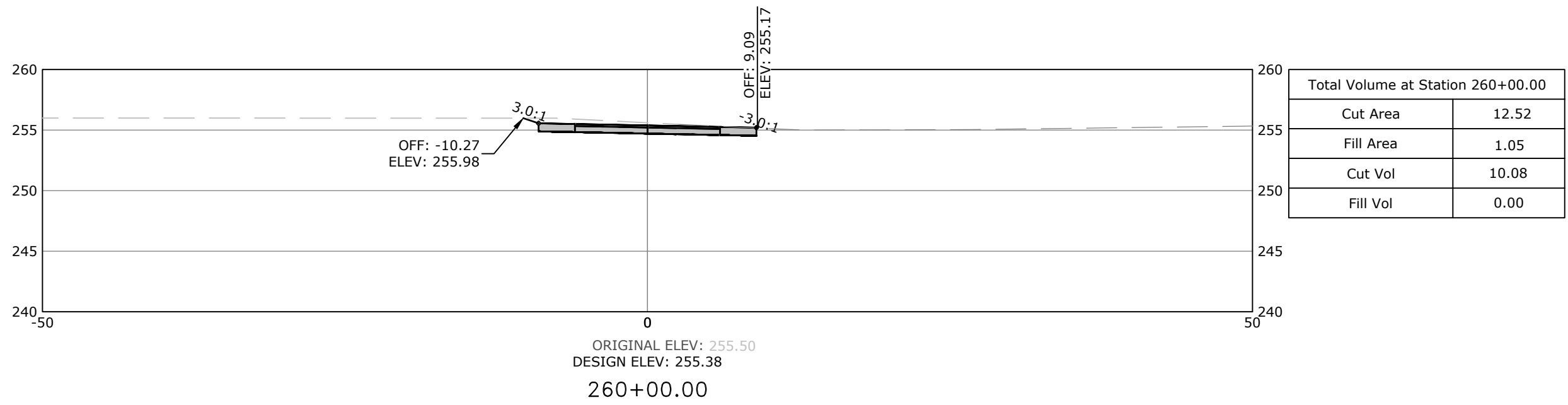
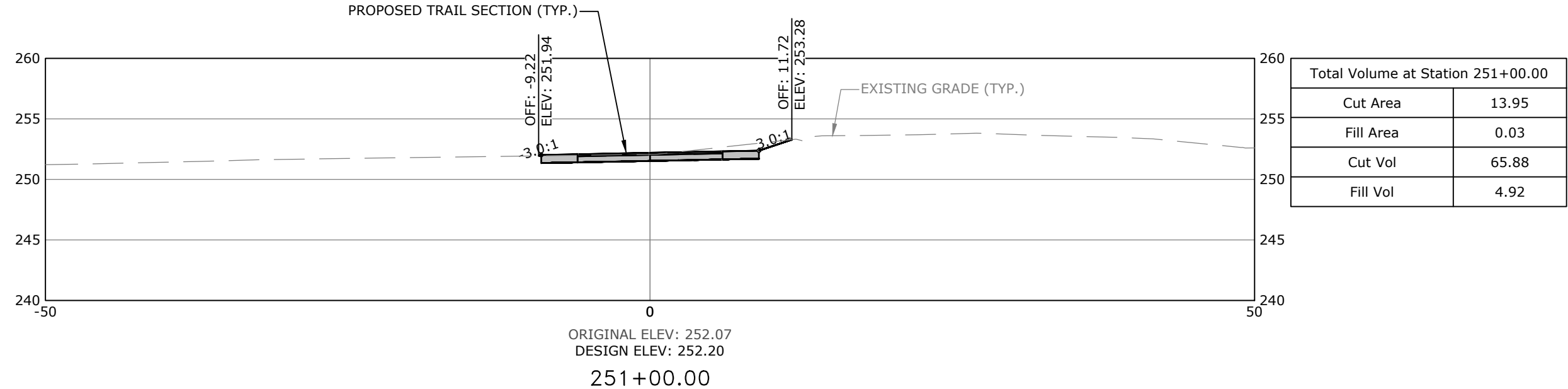
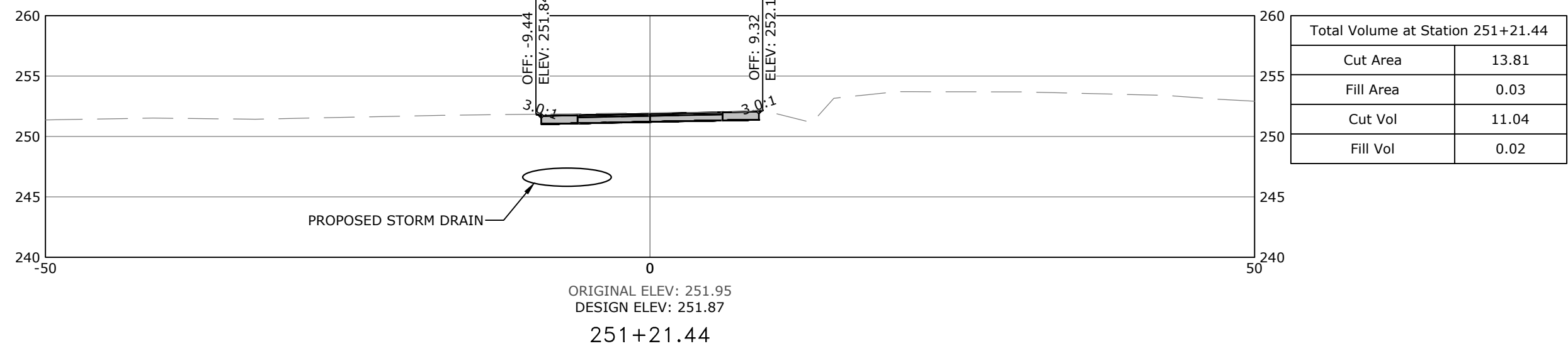
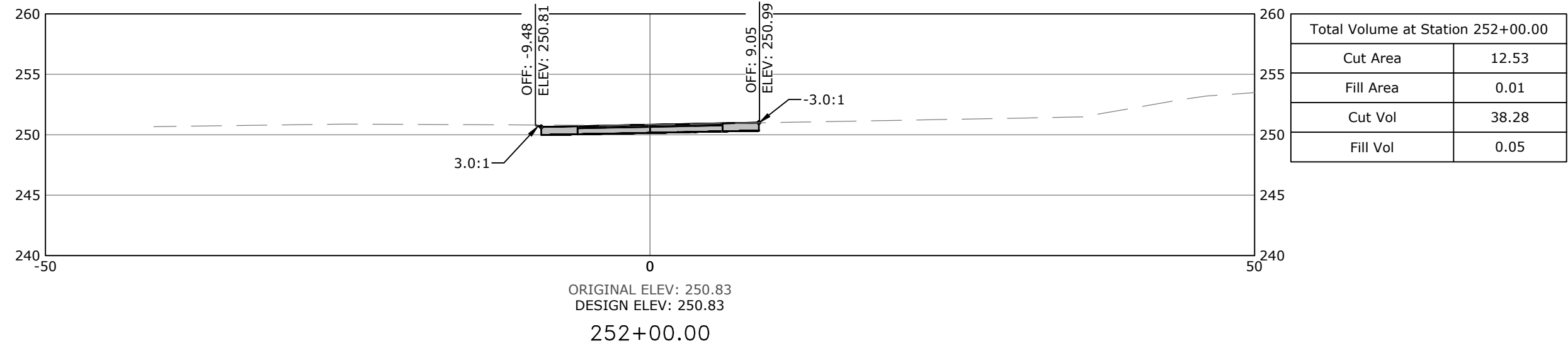
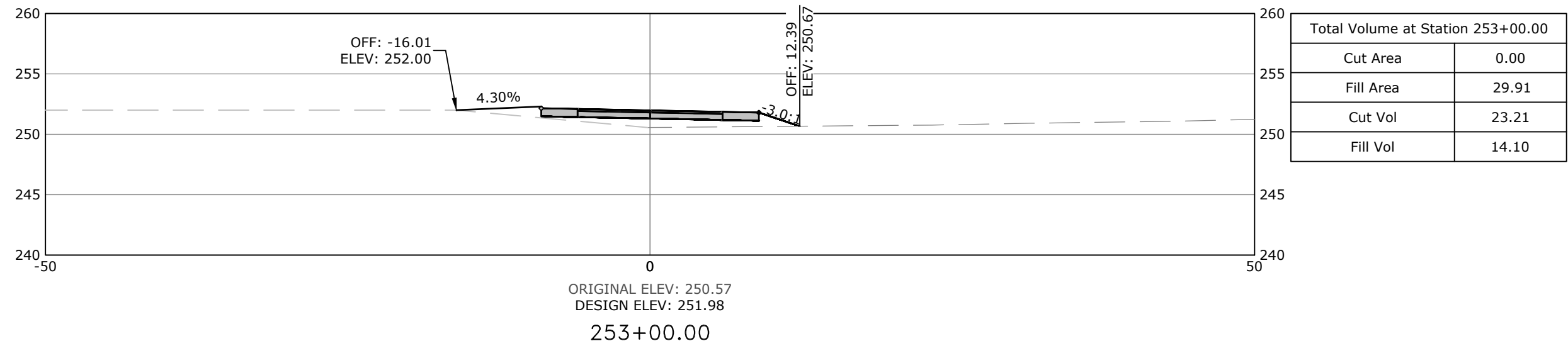
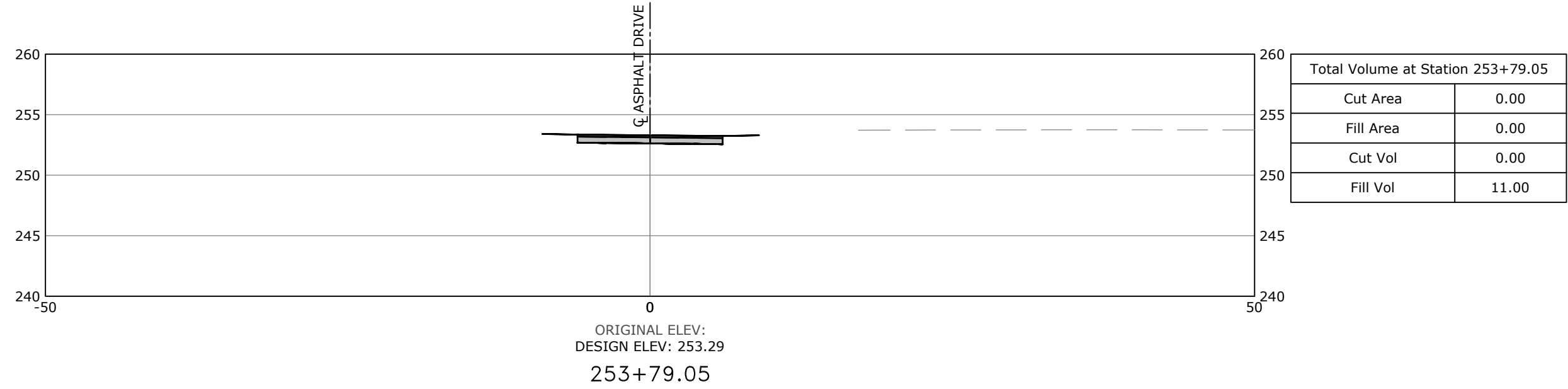
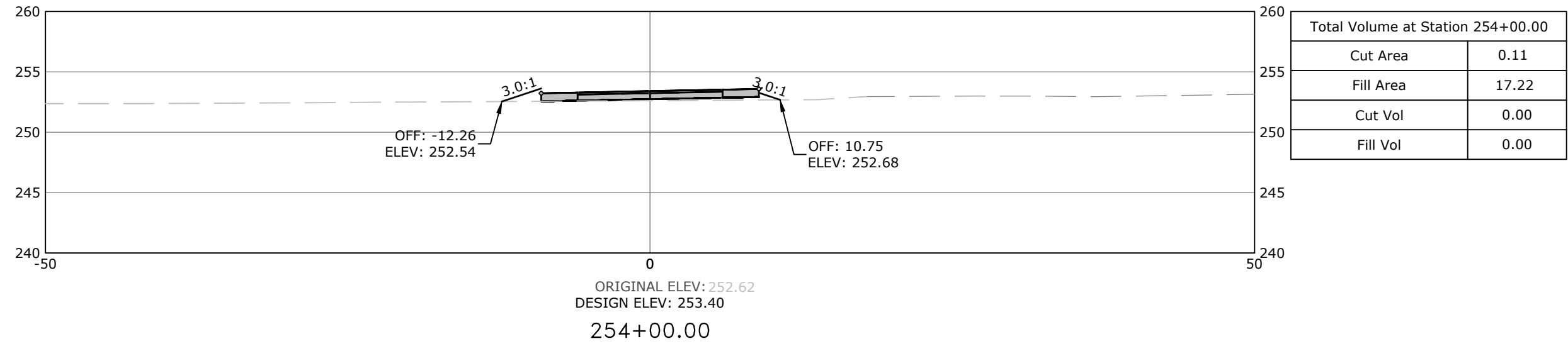
REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 239+00
TO STA.
250+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:

SCALE: AS SHOWN	JOB NUMBER: 20-5776
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SCALE:
1"=10' HORIZ.
1"=10' VERT.

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



Know what's below.
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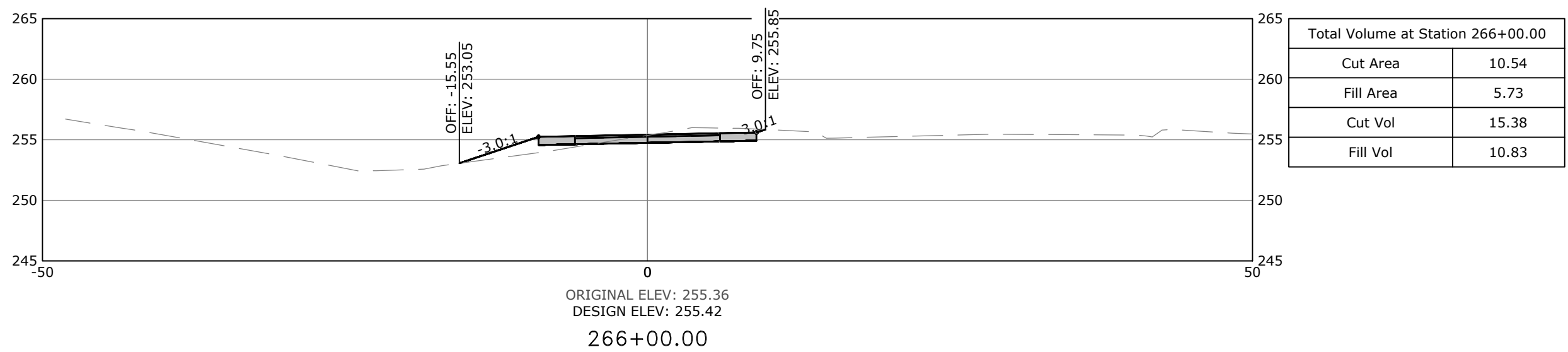
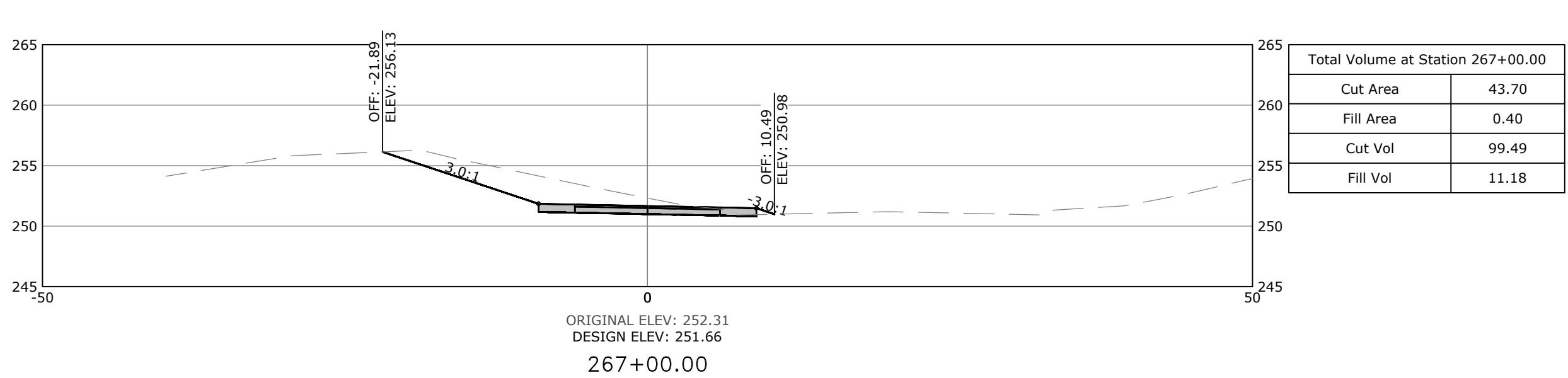
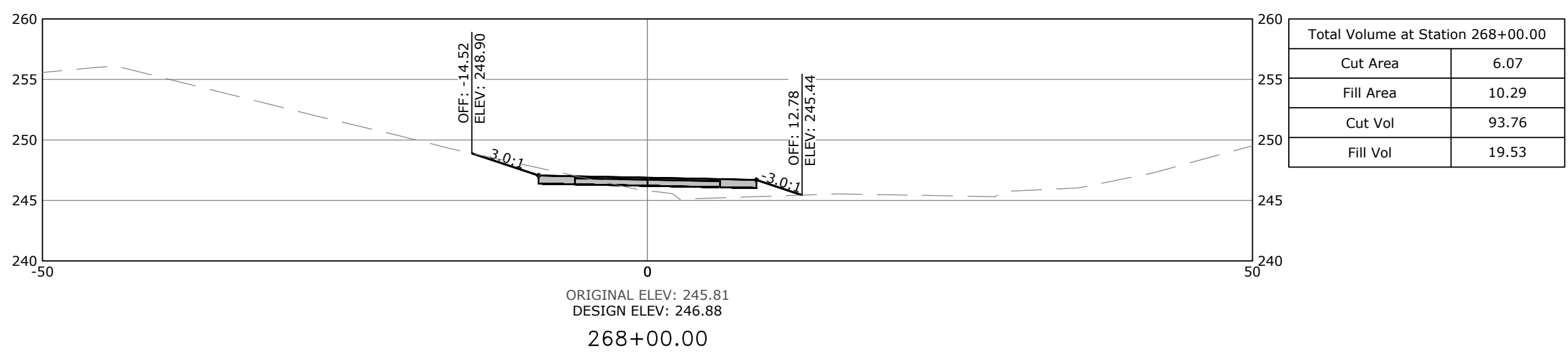
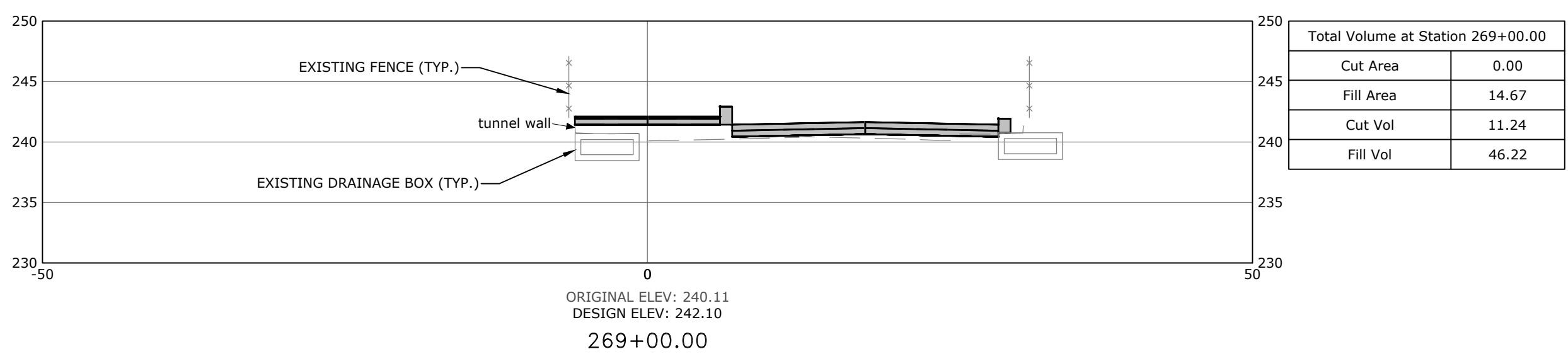
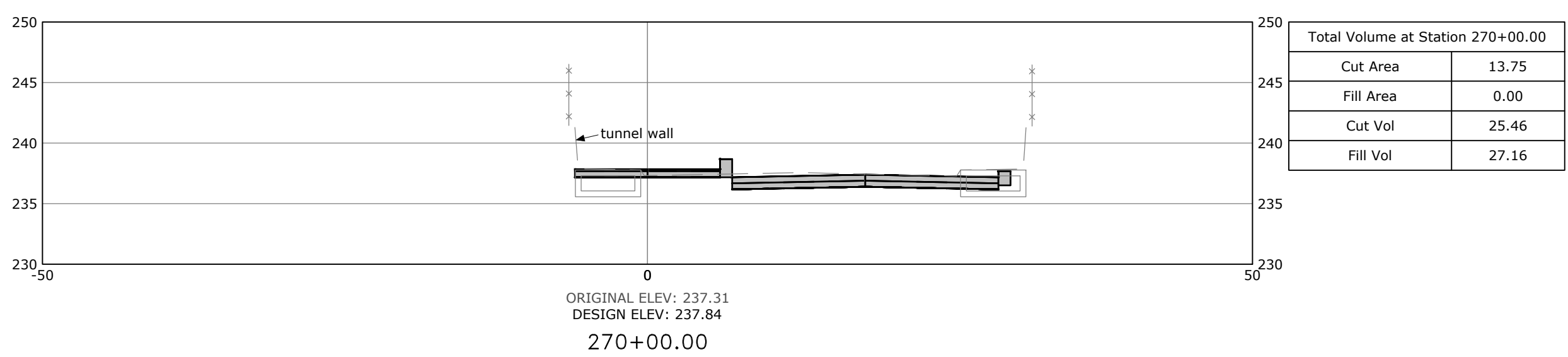
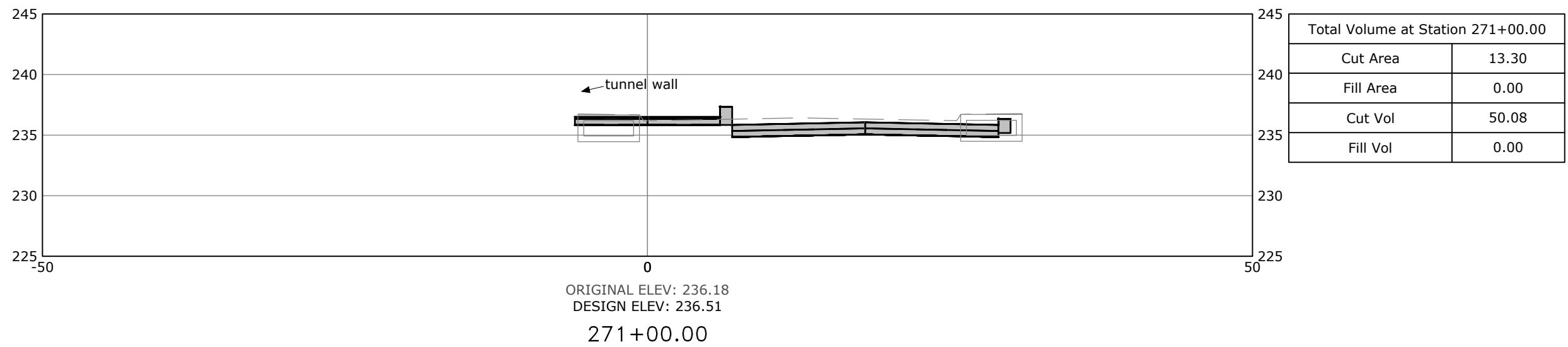
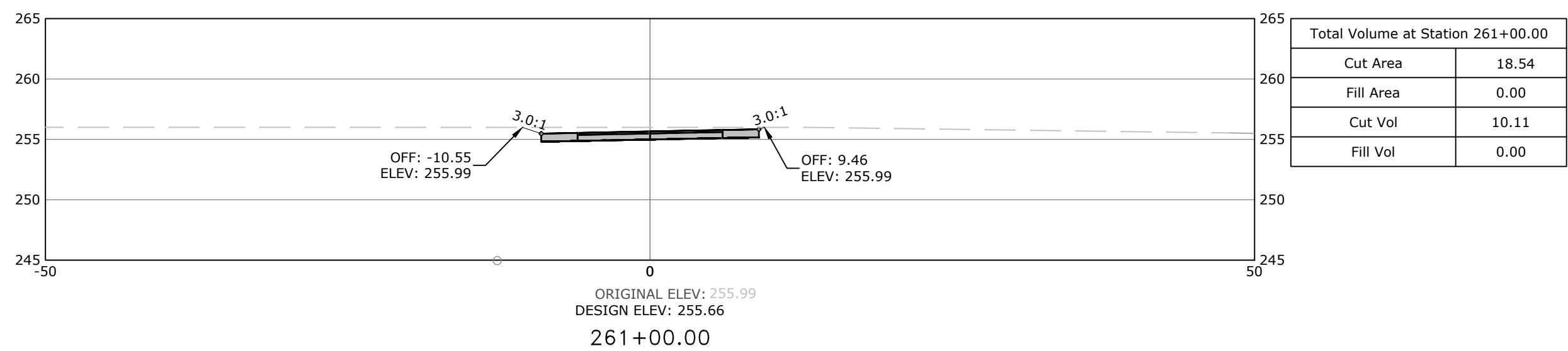
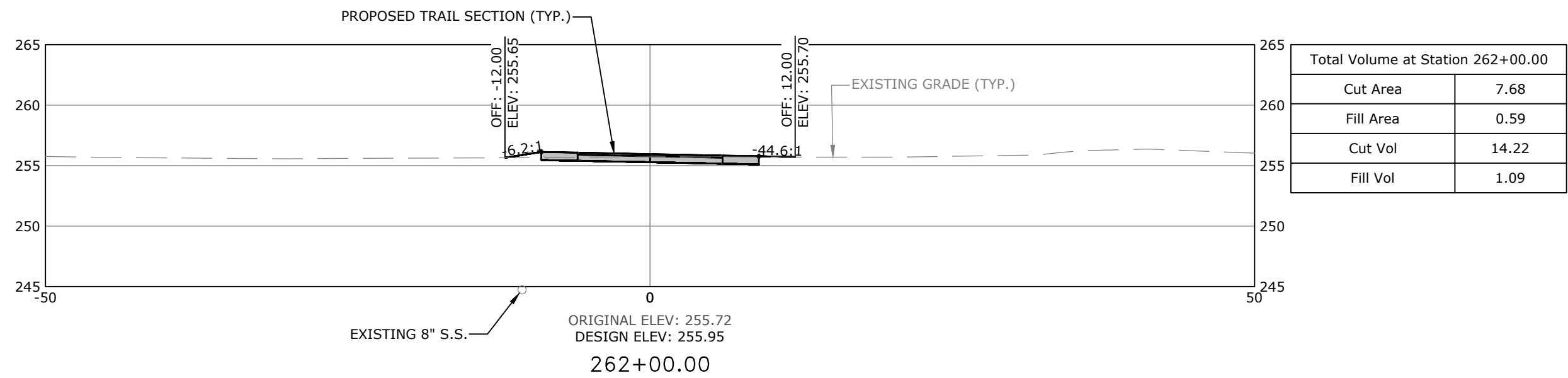
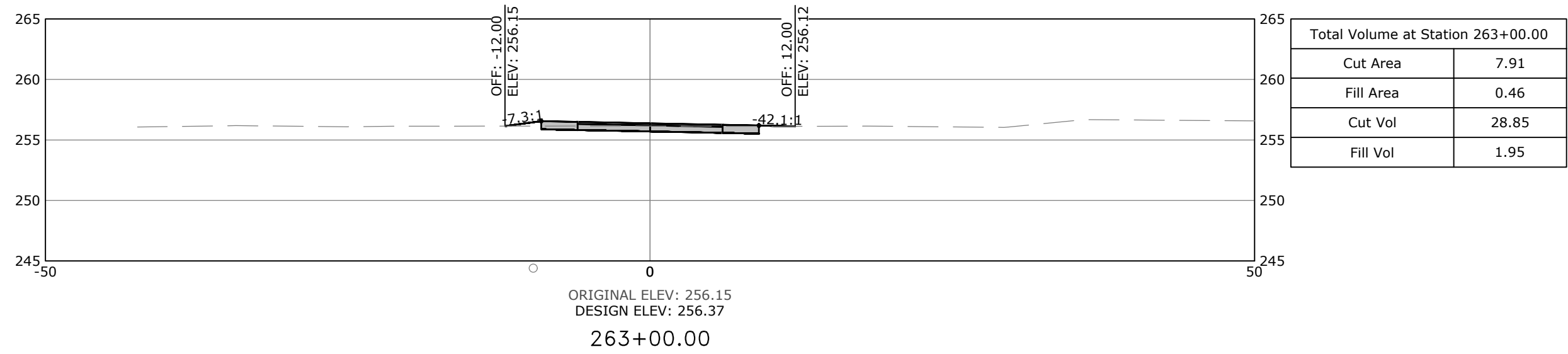
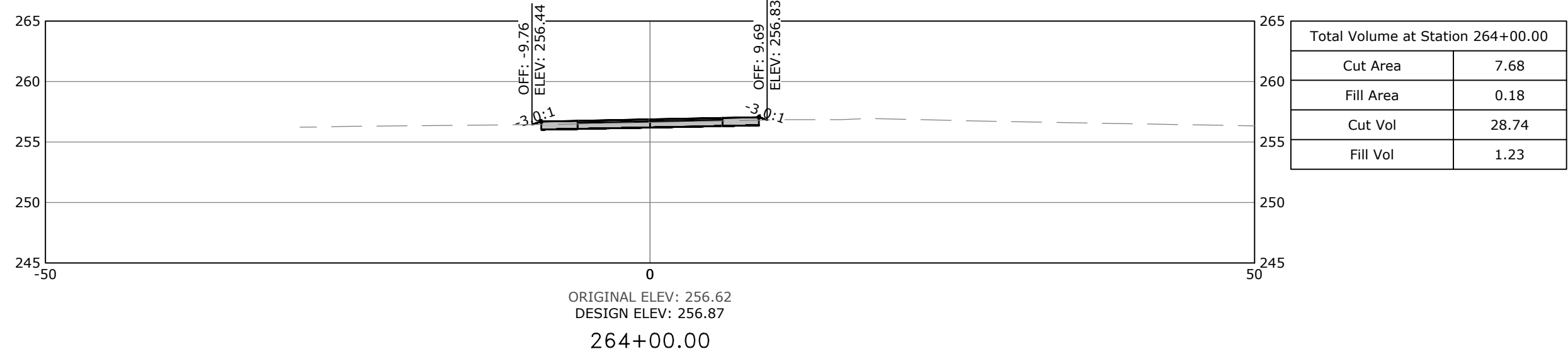
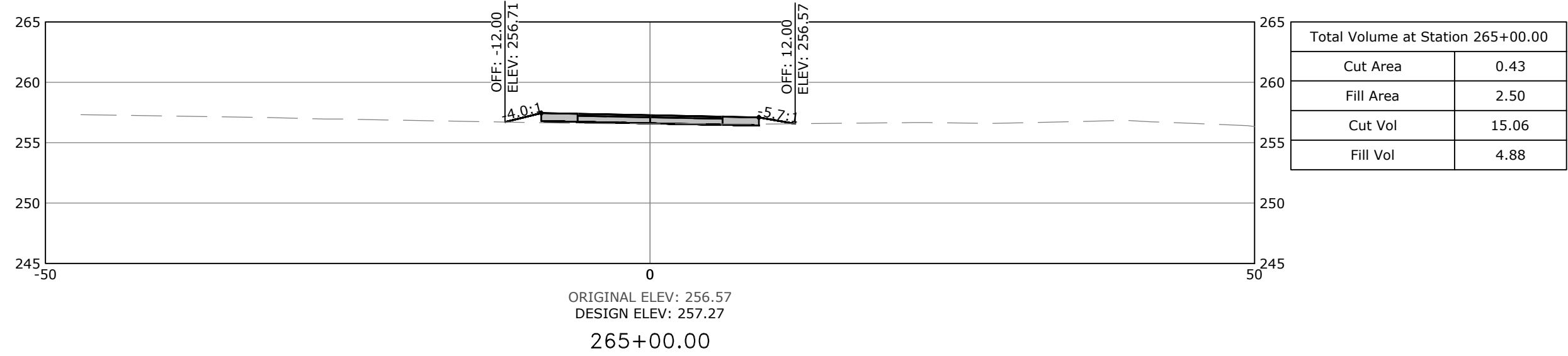
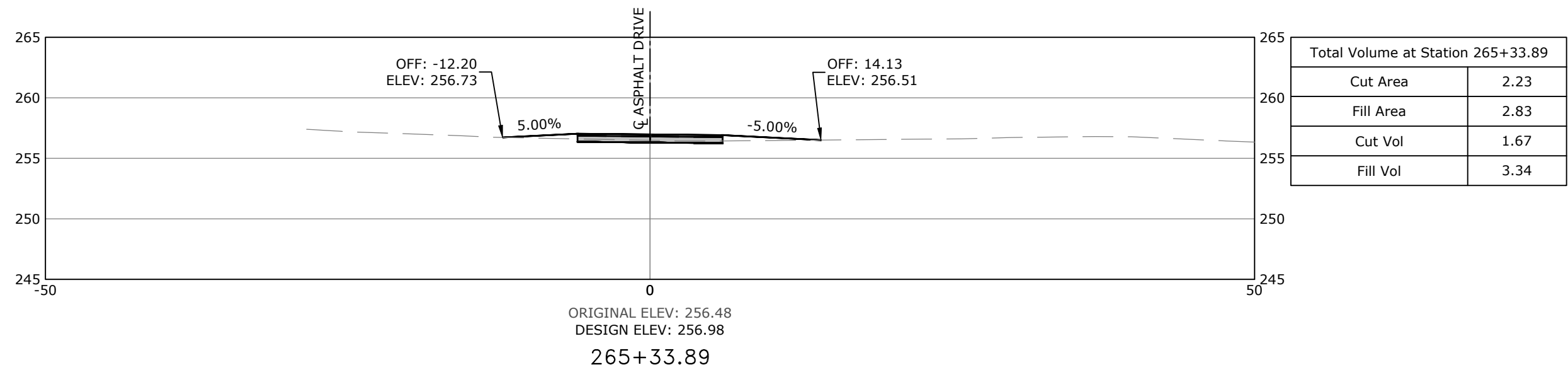
REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 251+00
TO STA.
260+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:

SCALE: AS SHOWN	JOB NUMBER: 20-5776
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SCALE:
1"=10' HORIZ.
1"=10' VERT.

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CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

811
Know what's below.
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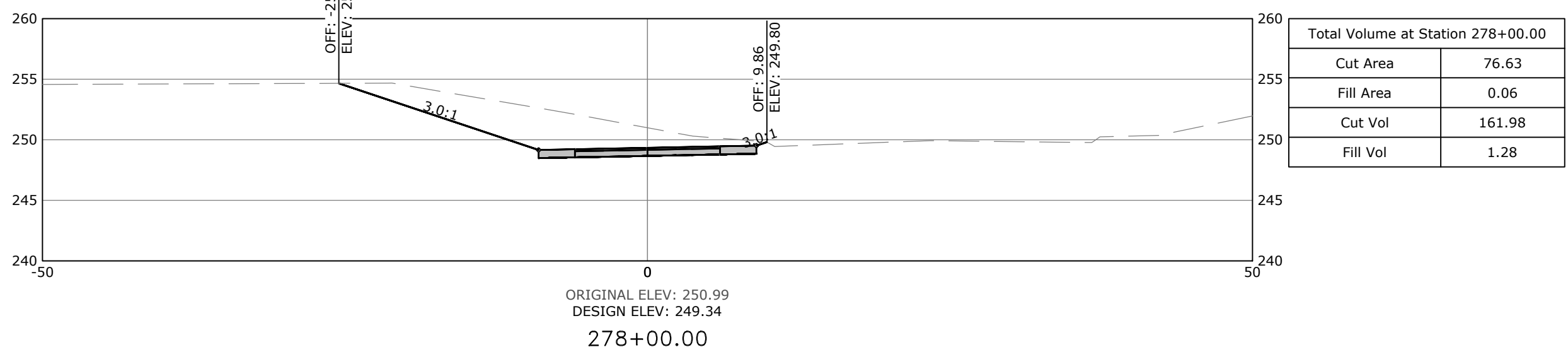
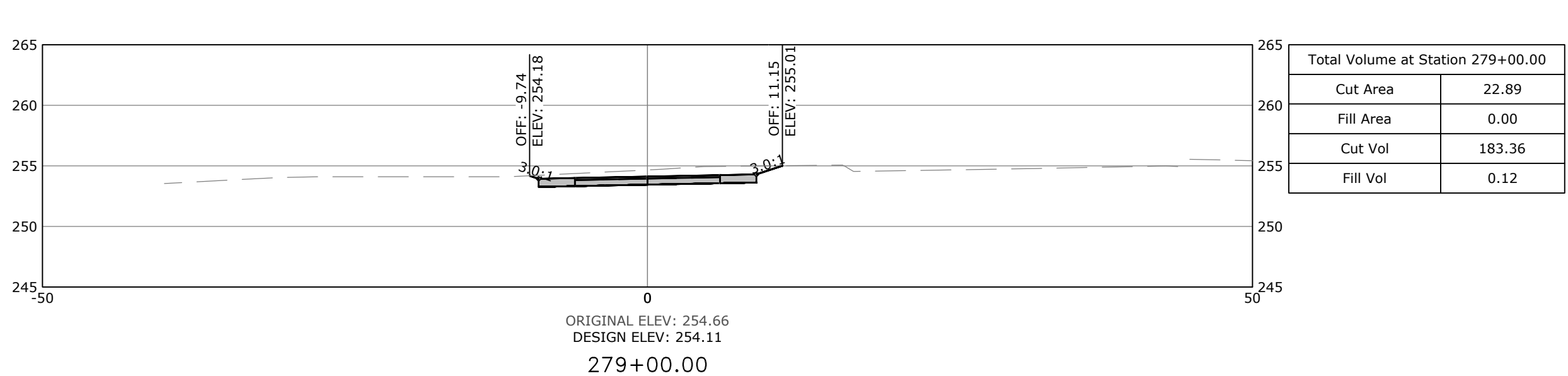
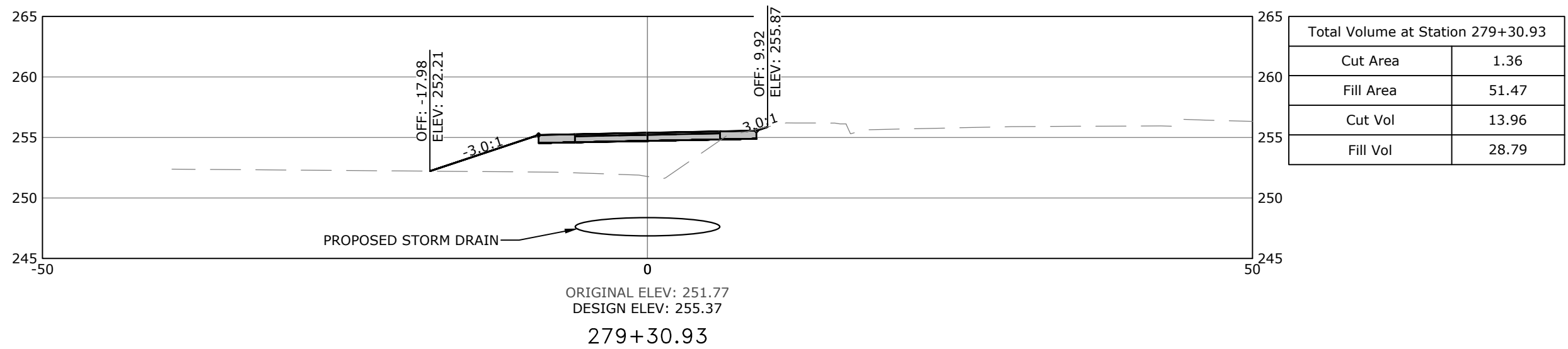
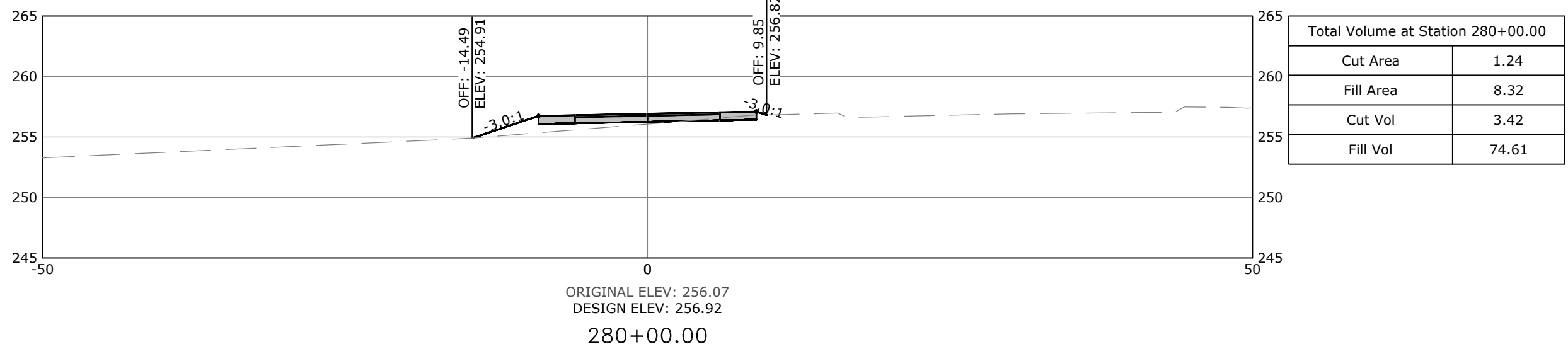
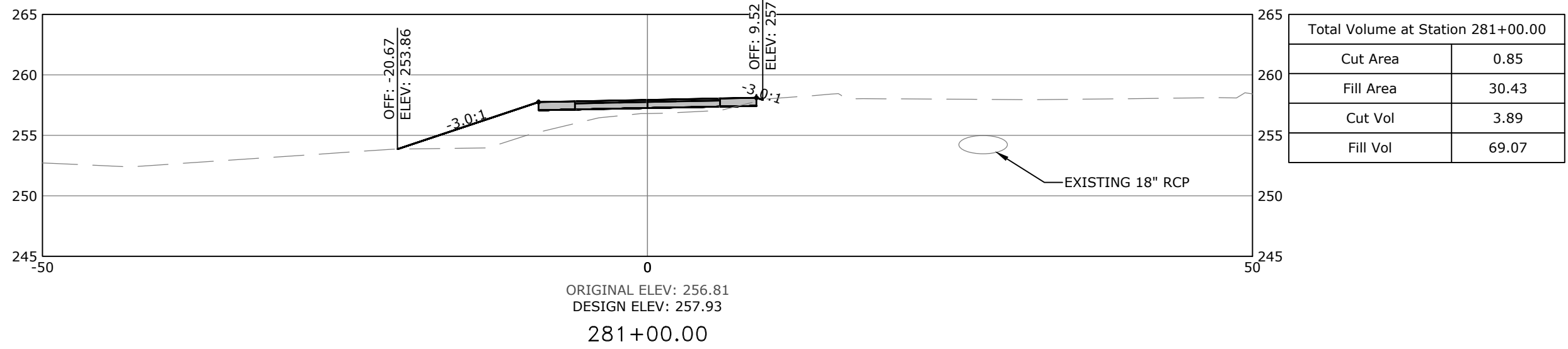
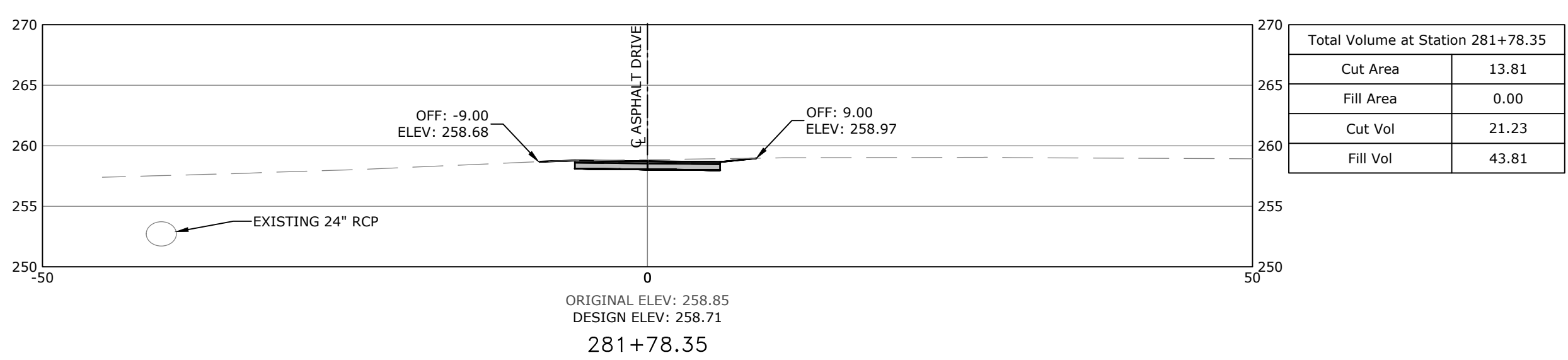
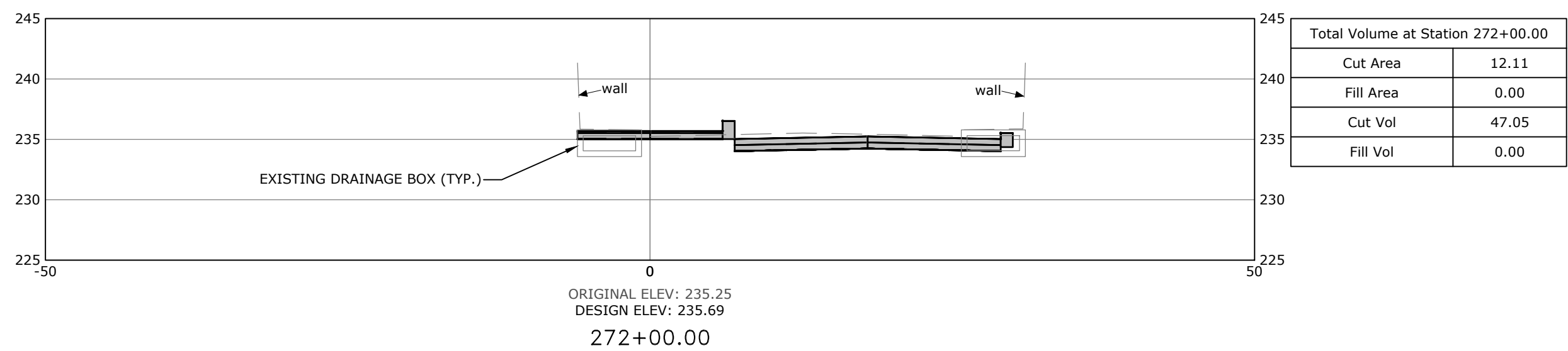
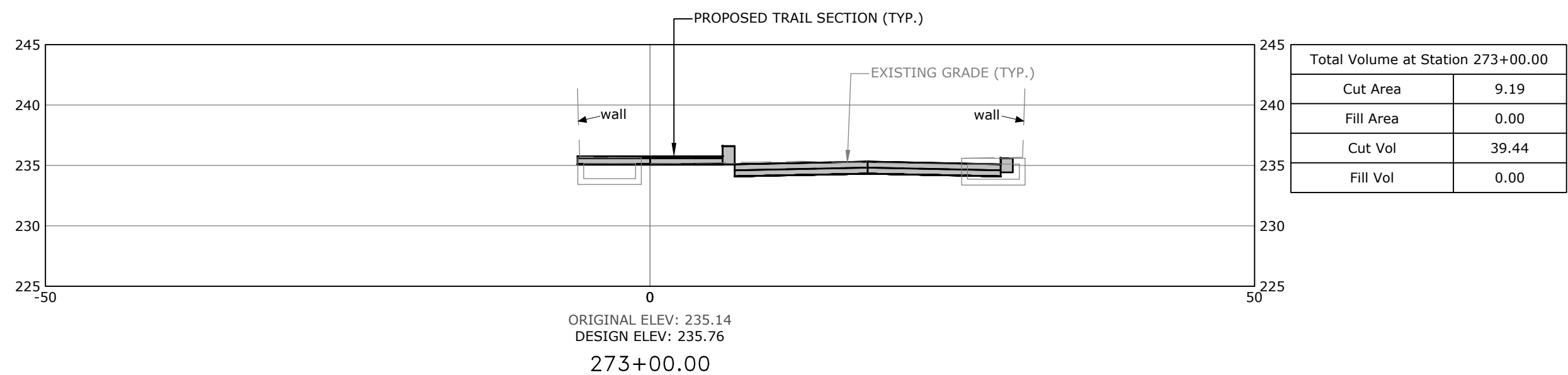
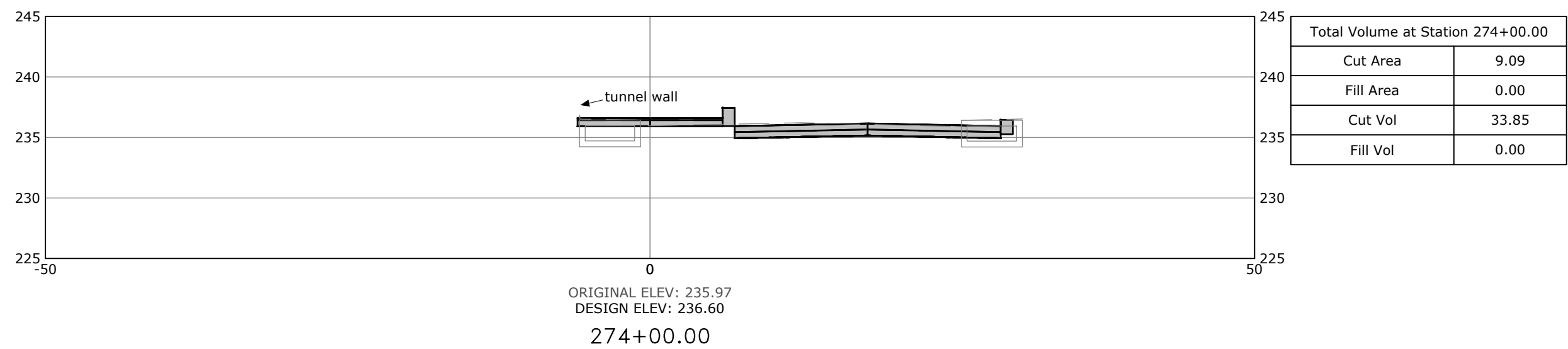
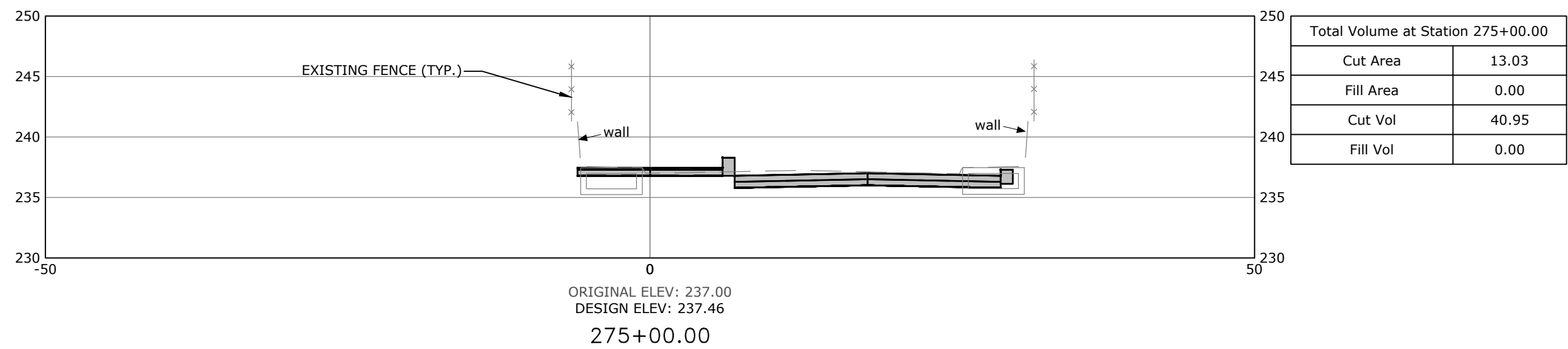
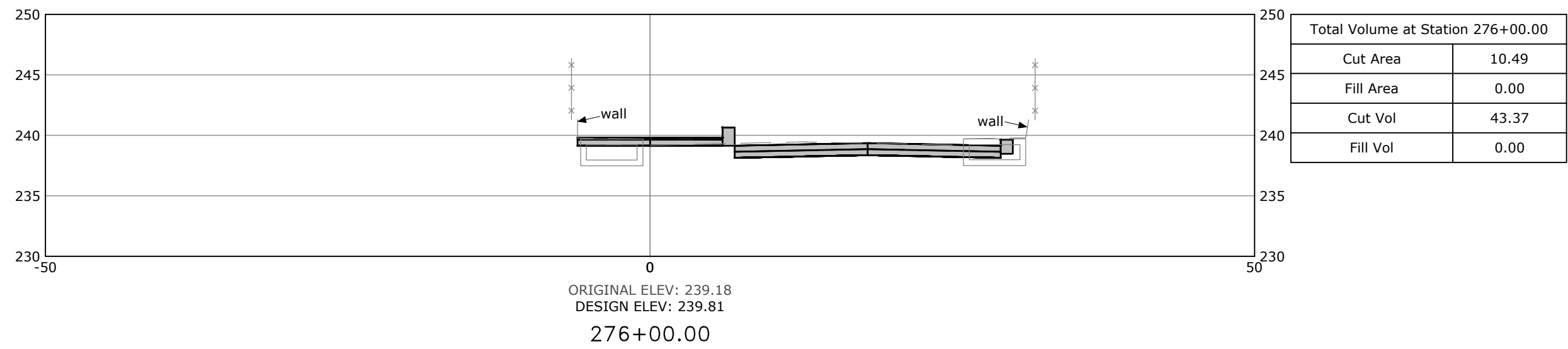
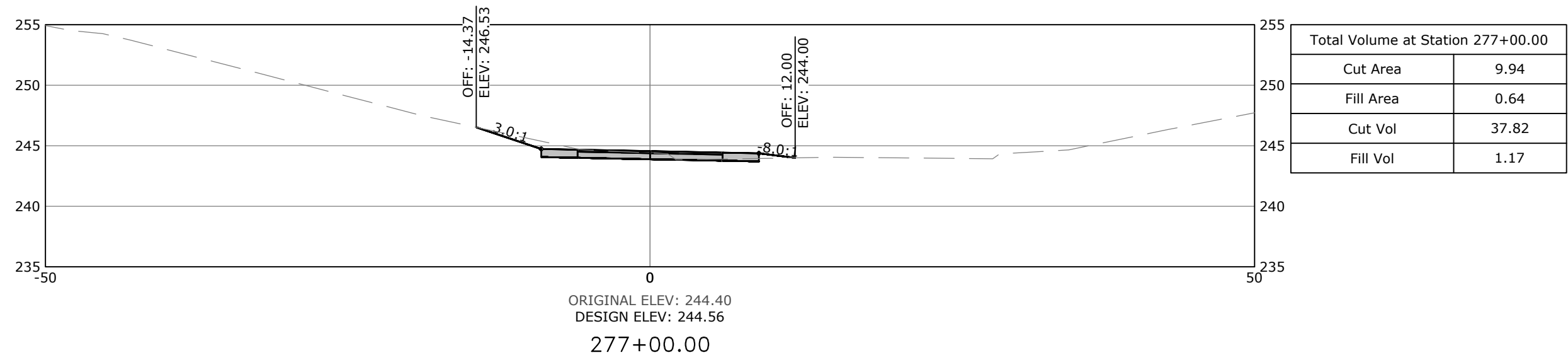
REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 261+00
TO STA.
271+00

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:

SCALE: AS SHOWN	JOB NUMBER: 20-5776
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SCALE:
1"=10' HORIZ.
1"=10' VERT.

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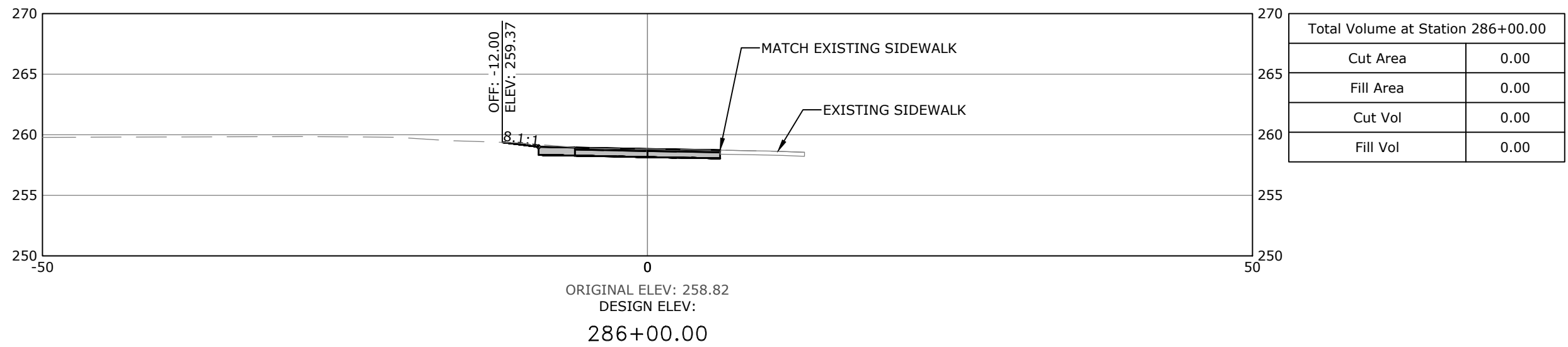
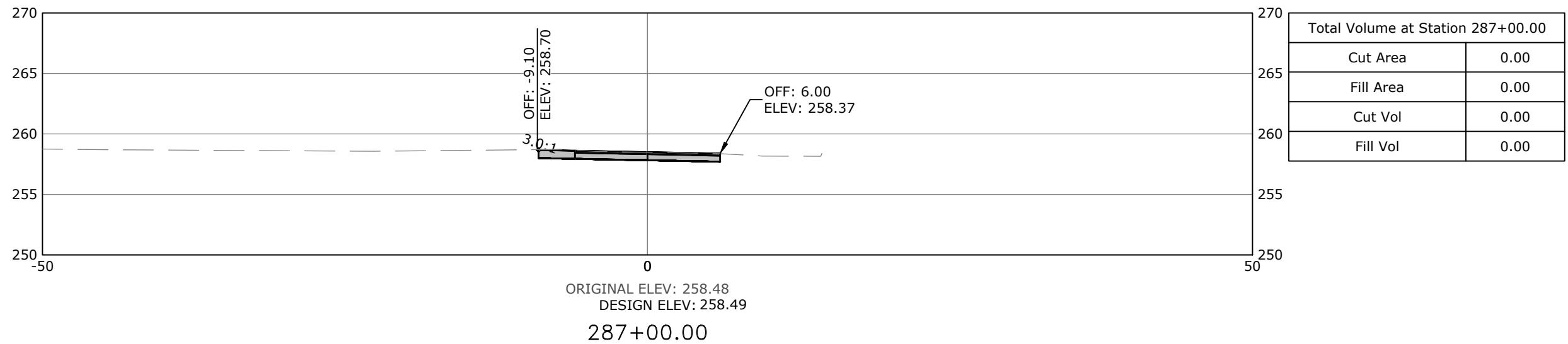
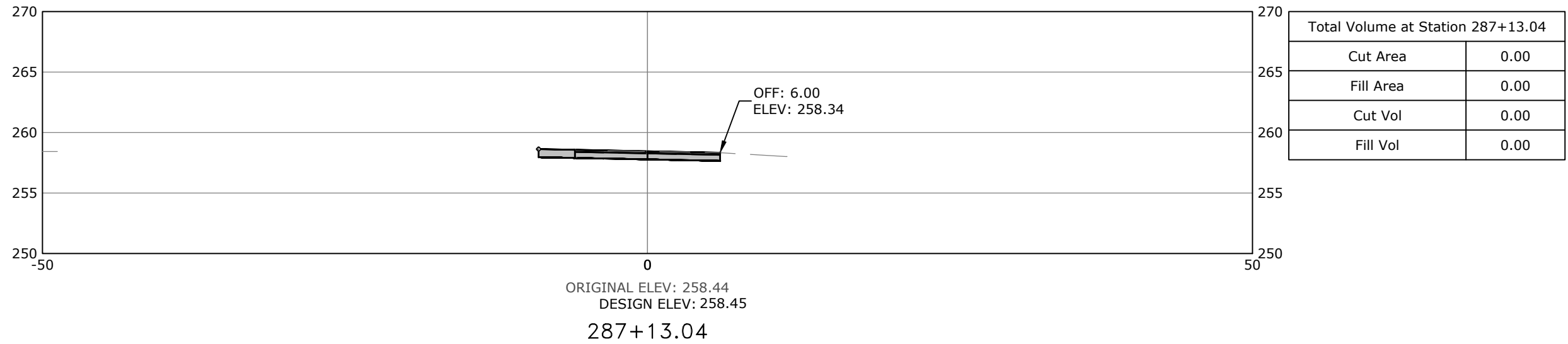
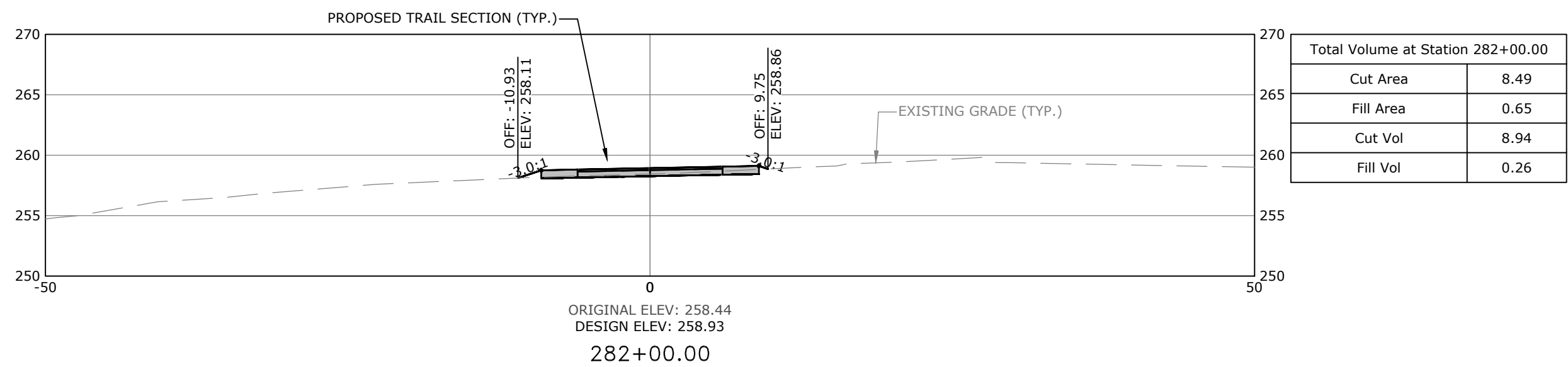
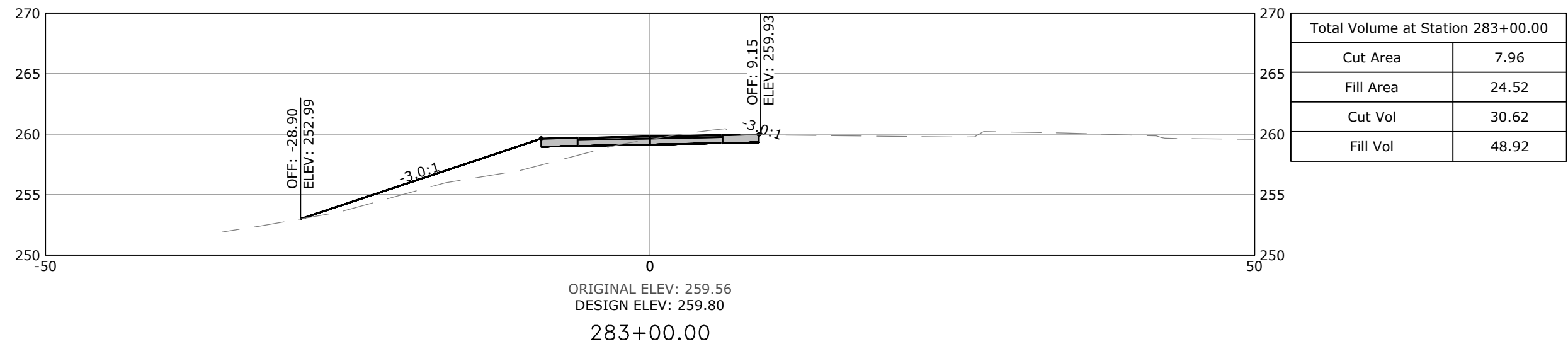
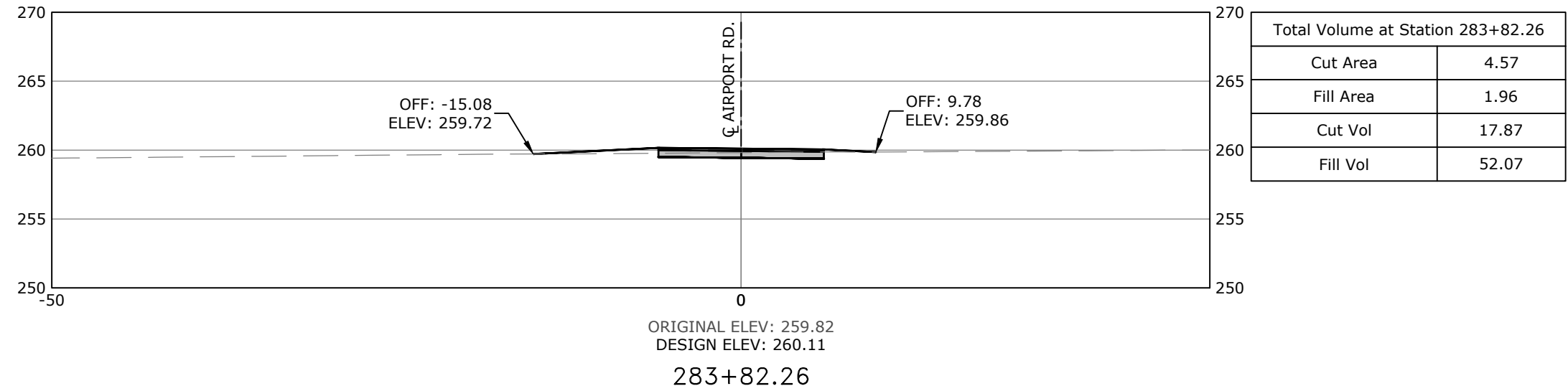
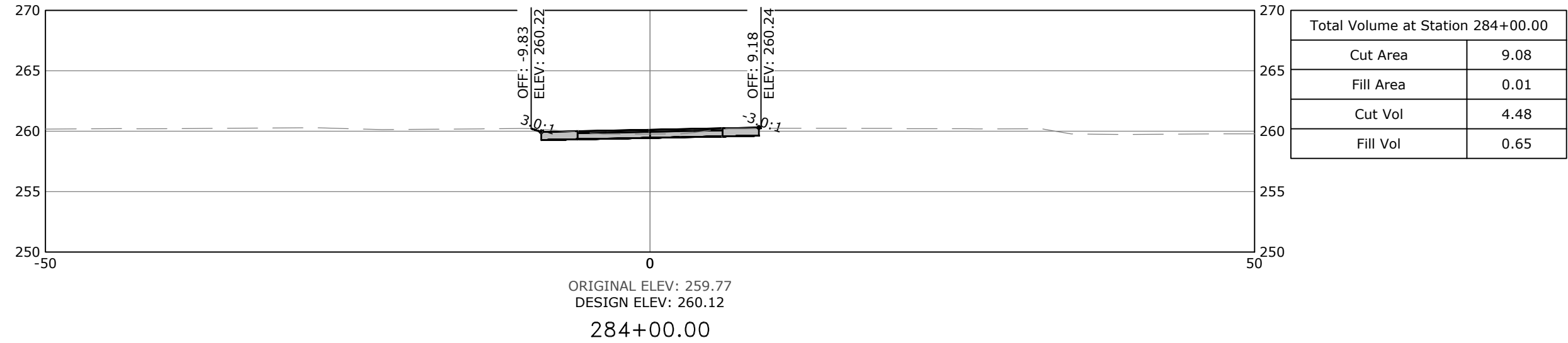
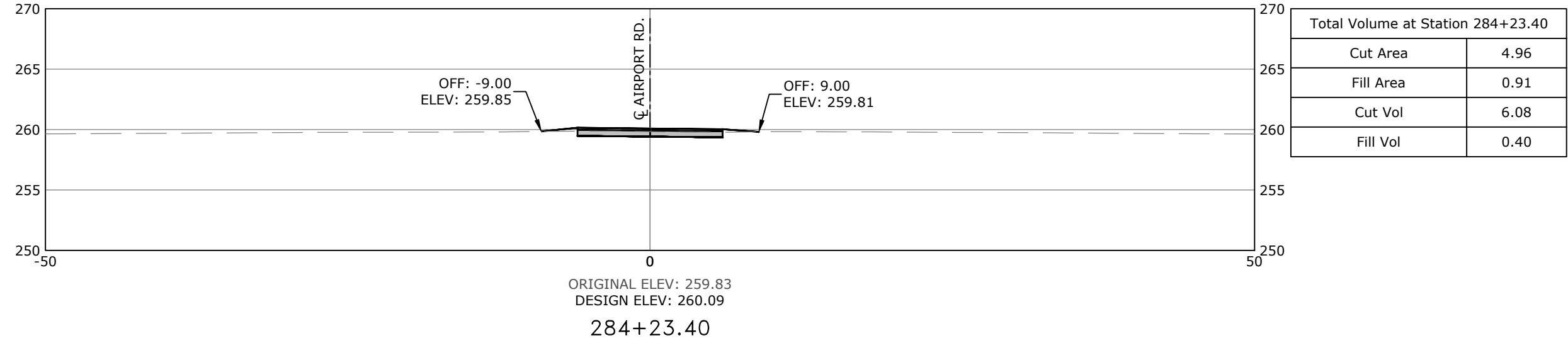
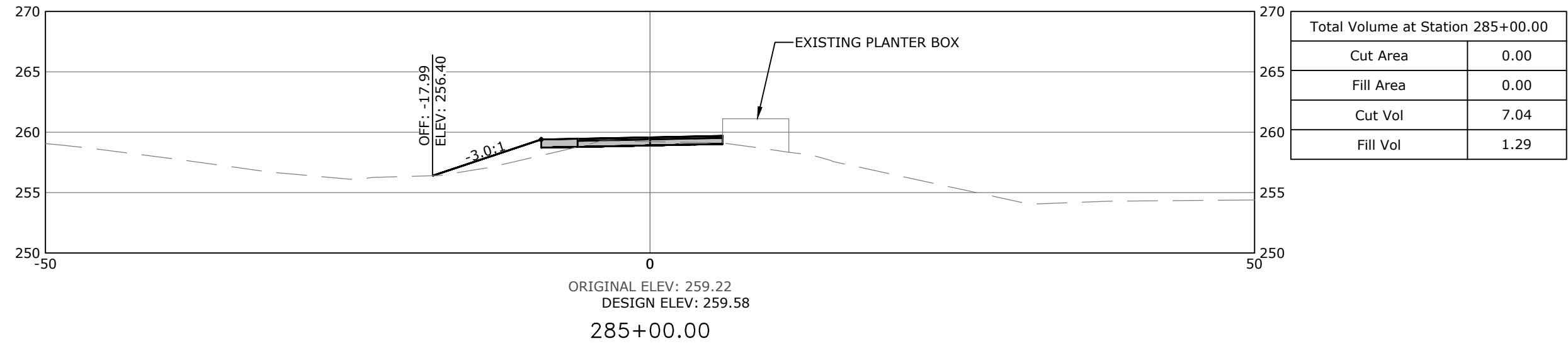
SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

811
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS SECTIONS STA. 272+00 TO STA. 281+78.35	
DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776
87	

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SCALE:
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1"=10' VERT.

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CONSTRUCTION

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



Know what's below.
Call before you dig.

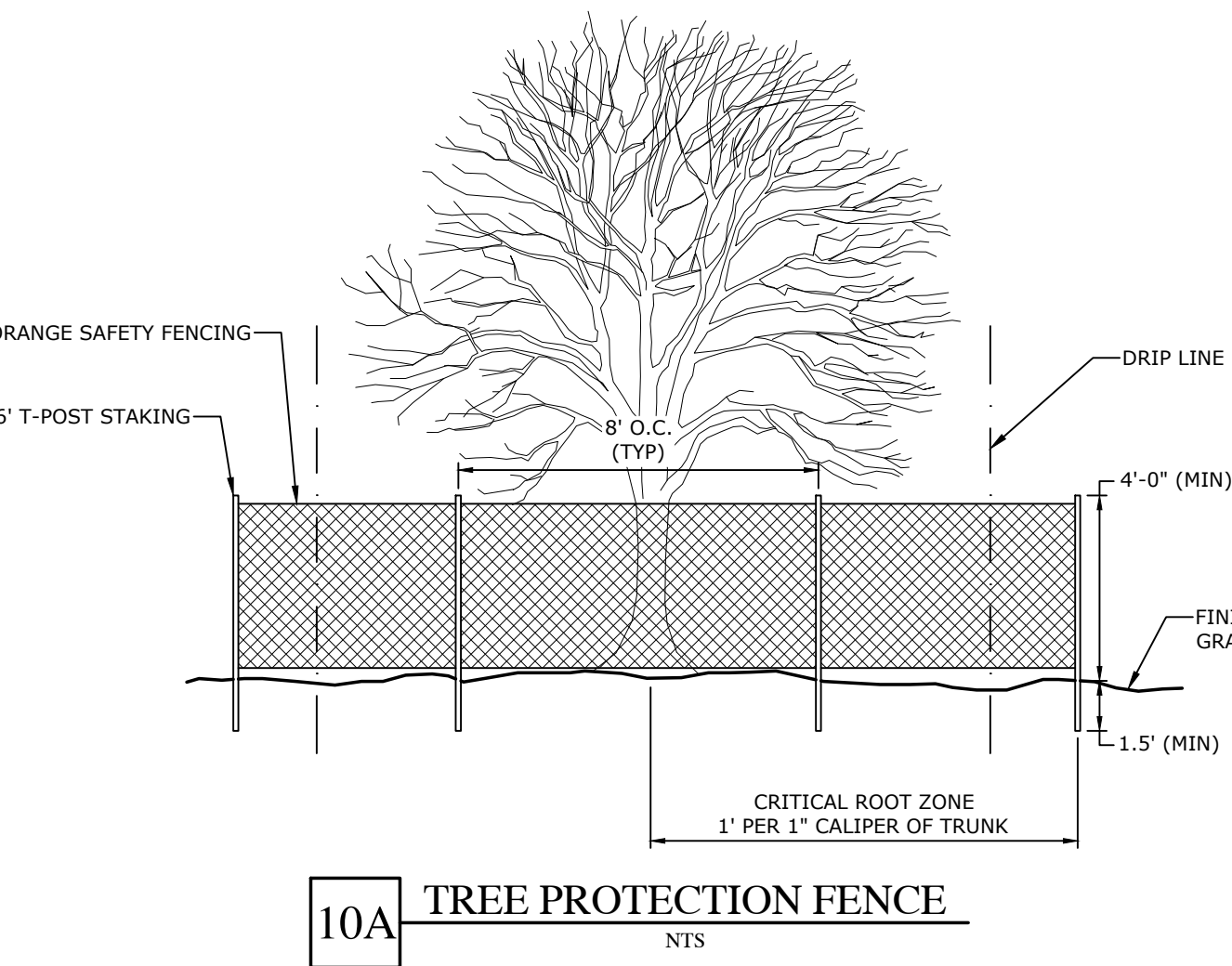
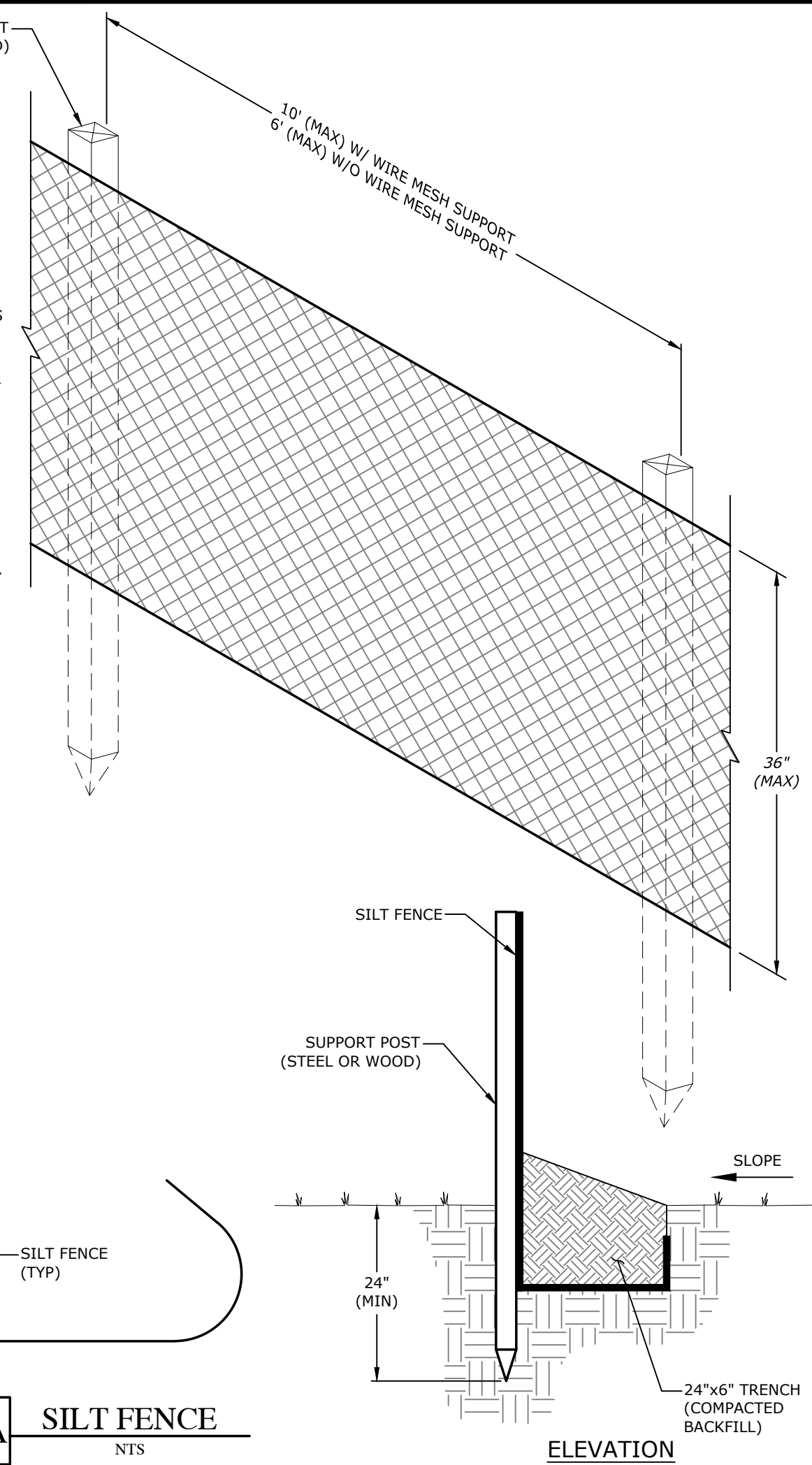
REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT

CROSS
SECTIONS
STA. 282+00
TO STA.
287+13.04

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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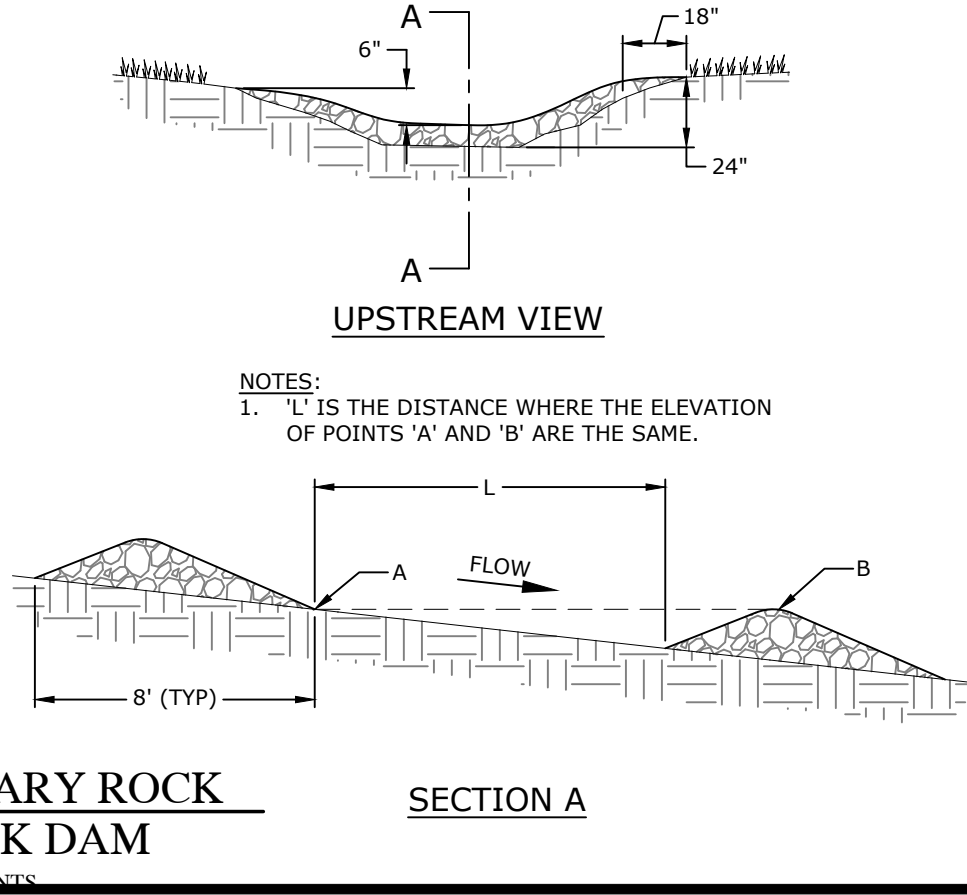
- NOTES:
1. THE SILT FENCE SHALL BE NO GREATER THAN 36" IN HEIGHT.
 2. THE SEDIMENT STORAGE SHALL BE NO GREATER THAN 18" IN HEIGHT.
 3. SILT FENCE SHALL NOT BE STAPLED OR TIED TO EXISTING TREES.
 4. SILT FENCE SHALL PARALLEL THE CONTOUR AS CLOSELY AS POSSIBLE.
 5. WHEN USING STANDARD STRENGTH GEOTEXTILE FABRIC FOR SILT FENCING, WIRE MESH SUPPORT WILL BE REQUIRED. MESH SUPPORT SHALL BE FASTENED TO THE UP-SLOPE SIDE OF THE SUPPORT POSTS USING 1" HEAVY DUTY WIRE STAPLES OR TIE WIRES. THE WIRE MESH SHALL EXTEND INTO THE TRENCH THE FULL 6" DEPTH, AND SHALL EXTEND ABOVE THE TRENCH NO GREATER THAN 36" IN HEIGHT.
 6. WHEN USING EXTRA STRENGTH GEOTEXTILE FABRIC FOR SILT FENCING WITHOUT WIRE MESH SUPPORT, THE FABRIC SHALL BE STAPLED OR WIRE TIED DIRECTLY TO THE SUPPORT POSTS. THE GEOTEXTILE FABRIC SHALL EXTEND INTO THE TRENCH THE FULL 6" DEPTH, AND SHALL EXTEND ABOVE THE TRENCH NO GREATER THAN 36" IN HEIGHT.
 7. WHEN POSSIBLE, SILT FENCE SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID JOINTS. HOWEVER, WHEN JOINTING BECOMES NECESSARY, THE FENCE SHALL BE SPLICED TOGETHER AT A SUPPORT POST ONLY, WITH A 6" MINIMUM OVERLAP OF THE PREVIOUS FENCE AND NEW FENCE. BOTH ENDS OF FENCE SHALL BE ATTACHED SECURELY TO THE SUPPORT POST.
 8. SUPPORT POSTS SHALL BE EVENLY SPACED W/ A MAXIMUM DISTANCE OF 10' BETWEEN EACH SUPPORT POST WHEN USING WIRE MESH SUPPORT. WHEN WIRE MESH SUPPORT IS NOT USED, SUPPORT POSTS SHALL BE NO MORE THAN 6' APART. EACH SUPPORT POST SHALL BE STAKED DOWN INTO THE GROUND A MINIMUM OF 24".
 9. AT THE END OF EACH ROW OF SILT FENCE, THE ENDS OF THE FENCE SHALL BE TURNED UPHILL. A 24" WIDE X 6" DEEP TRENCH SHALL BE EXCAVATED UP-SLOPE OF THE FENCE, ALONG THE LENGTH OF THE FENCE.
 10. TRENCH SHALL BE BACKFILLED AND SOIL COMPACTED OVER THE SILT FENCE.
 11. WHEN A SILT FENCE IS NEAR THE TOE OF A SLOPE, FENCE MUST BE SET 6' FROM SAID TOE.
 12. SILT FENCING MAY BE REMOVED ONCE IT IS NO LONGER NEEDED FOR EROSION CONTROL PURPOSES. HOWEVER, UP-SLOPE SOILS MUST BE PERMANENTLY STABILIZED PRIOR TO BEING REMOVED, AND ANY ACCUMULATED SEDIMENT HAS BEEN REMOVED.
 13. SILT FENCES SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINSTORM EVENT FOR ANY DAMAGE DONE TO THE SILT FENCE. ALL SEDIMENT SHALL BE REMOVED FROM THE FENCE WHEN IT REACHES ½ THE HEIGHT OF THE FENCE, OR 9" MAXIMUM. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE TO SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
 14. WHEN 'J' HOOKS ARE EMPLOYED, THERE SHALL BE AN OVERLAP OF 2' MIN. BETWEEN UPSLOPE 'J' HOOK AND THE BEGINNING OF THE DOWNSLOPE 'J' HOOK. EACH HOOK SHALL HAVE A RADIUS OF 3' MIN.



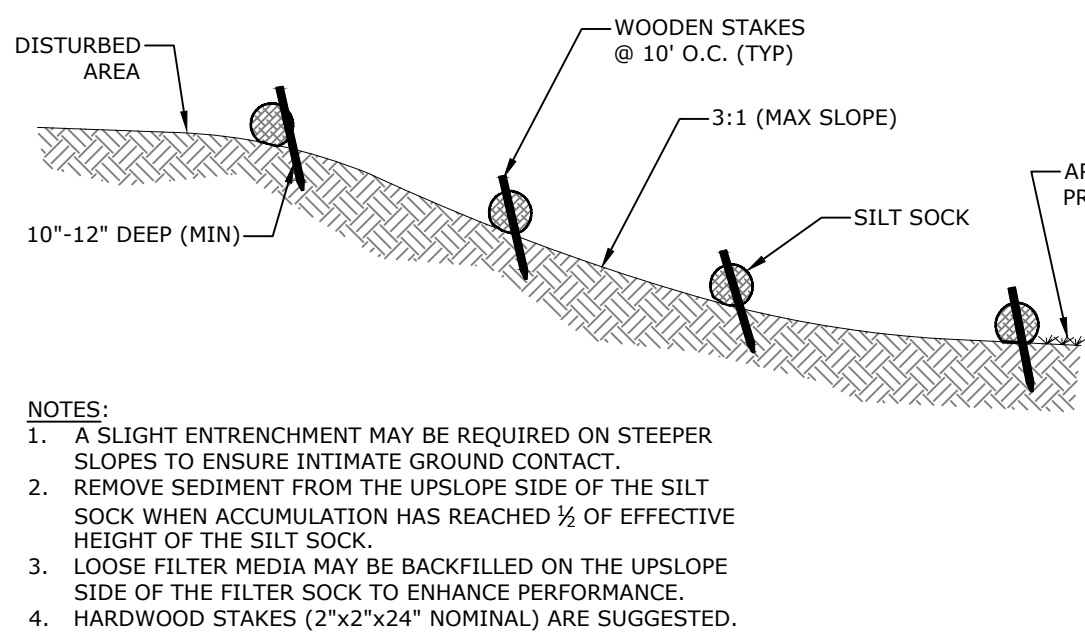
- NOTES:
1. CHECK DAM(S) SHALL BE CONSTRUCTED W/ ROCK SIZES BETWEEN 3" AND 15". THE SPILLWAY SHALL BE 6" (MIN) LOWER THAN ABUTMENT.
 2. MAXIMUM SPACING BETWEEN DAM(S) SHALL BE SUCH THAT THE TOE OF THE UPSLOPE DAM IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSLOPE DAM.
 3. EXTEND THE ABUTMENTS 18" INTO THE CHANNEL BANKS.

MAINTENANCE & INSPECTIONS:

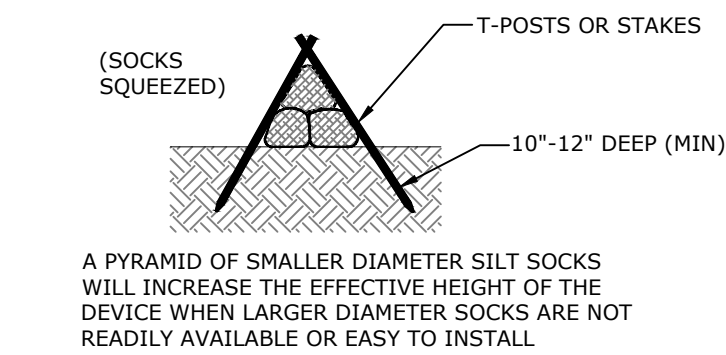
1. REMOVE ALL SEDIMENT FROM BEHIND ANY CHECK DAM(S) WHEN IT REACHES ¾ THE HEIGHT OF DAM(S), OR AS NEEDED. ALL REMOVED SEDIMENT SHALL BE LOCATED TO AN AREA THAT WILL NOT CONTRIBUTE TO SEDIMENT RUNOFF TO ANY OFFSITE AREA AND CAN BE PERMANENTLY STABILIZED.
2. ALL CHECK DAM(S) SHALL BE INSPECTED PERIODICALLY FOR DAMAGE AFTER ALL SIGNIFICANT STORM EVENTS (>1" IN 24 HRS) AND DURING WINTER MONTHS. REPAIRS SHALL BE MADE PROMPTLY TO BRING CHECK DAM(S) BACK TO A FUNCTIONAL STATE. ANY EROSION AROUND AND / OR UNDER THE DAM(S) SHALL BE REPAIRED IMMEDIATELY.
3. CONTRACTOR TO REMOVE ALL CHECK DAM(S) WHEN SITE STABILIZATION IS COMPLETE.



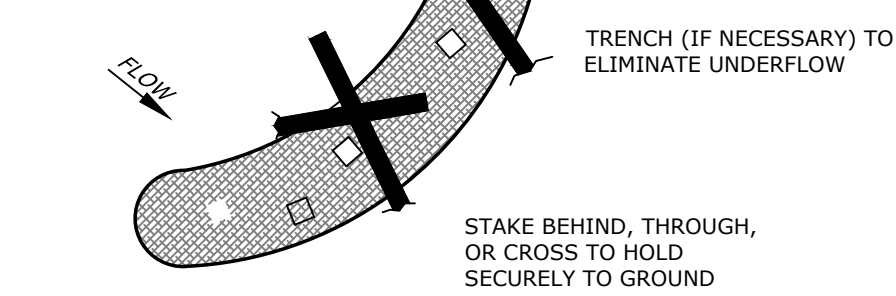
SLOPE INTERRUPTION



PYRAMID INSTALLATION STAKING



DITCH CHECK



INSTALL SILT SOCK PERPENDICULAR TO FLOW WITH ENDS CURLED SLIGHTLY UPSTREAM TO PREVENT HIGH WATER FROM GOING AROUND THE ENDS. SLOW AND SPREAD WATER TO REDUCE CHANNELING AND EROSION

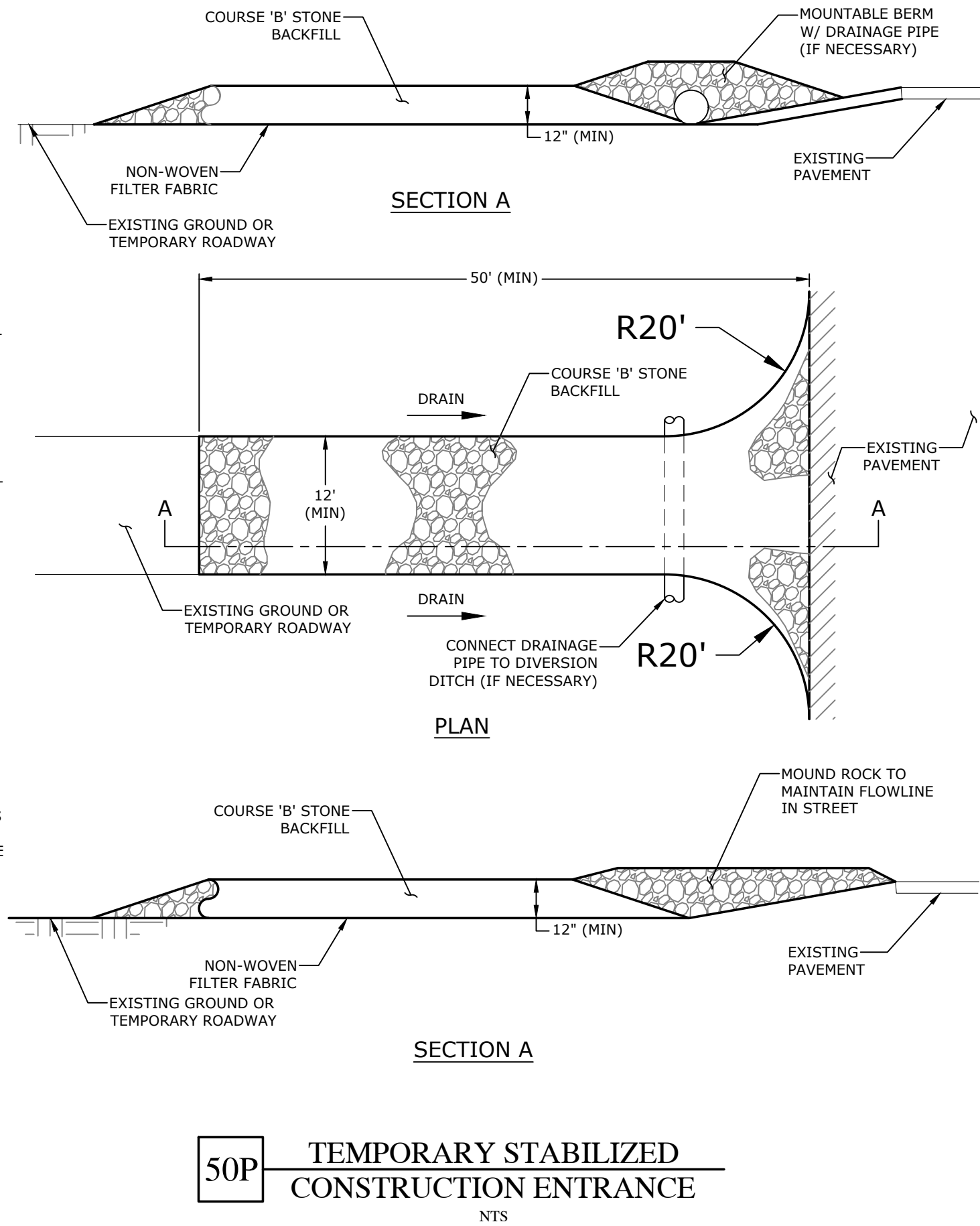
- NOTES:
1. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO EXITING ONTO PUBLIC RIGHT-OF-WAYS.
 2. CONSTRUCTION ENTRANCE(S) SHALL BE MAINTAINED TO WHERE TRACKING OF SEDIMENT IS PREVENTED FROM ENTERING INTO PUBLIC RIGHT-OF-WAYS. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO: ADDITIONAL TOP DRESSING OR REPAIR AND / OR CLEANING OUT OF ANY SEDIMENT TRAPPING MEASURES.
 3. IF WASHING IS REQUIRED, THIS MEASURE SHALL BE DONE IN A CRUSHED STONE STABILIZED AREA WHICH DRAINS INTO A SEDIMENT TRAP / BASIN.

MAINTENANCE & INSPECTIONS:

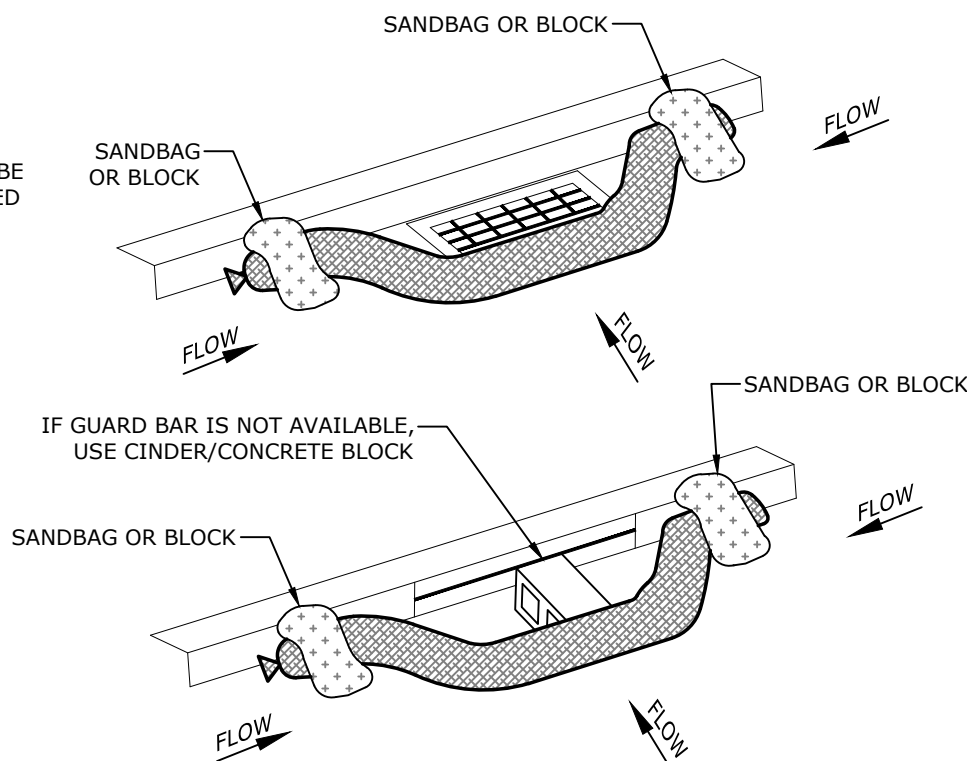
1. CONTRACTOR IS TO MAINTAIN THE GRAVEL ENTRANCE(S) IN SUCH CONDITION AS TO PREVENT MUD OR SEDIMENT FROM ENTERING PUBLIC RIGHT-OF-WAYS.
2. CONTRACTOR TO REPLACE GRAVEL WHEN VOIDS BETWEEN GRAVEL IS NO LONGER VISIBLE.
3. AFTER EACH SIGNIFICANT STORM EVENT (>1" / 24HRS), CONTRACTOR TO INSPECT ALL STRUCTURES USED TO TRAP SEDIMENT AND REMOVE SEDIMENT AS NECESSARY. ANY OBJECTIONABLE MATERIALS SPILLED, WASHED, OR TRACKED INTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY.
4. ALL SEDIMENT LOCATED ON PAVED ROADWAYS MUST BE REMOVED WITHIN 24 HOURS.

TEMPORARY CONSTRUCTION ENTRANCE SPECIFICATIONS:

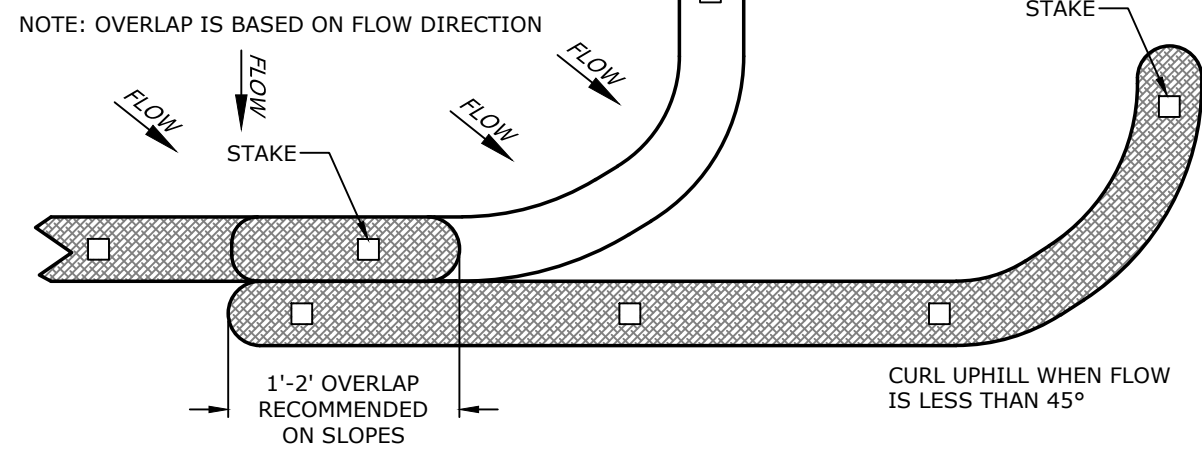
1. PAD THICKNESS SHALL NOT BE LESS THAN 12". NON-WOVEN FILTER FABRIC SHALL BE USED TO IMPROVE STABILITY OF THE PAD IN AREAS OF SEEPAGE OR FOUND TO BE IN A HIGH WATER TABLE AREA.
2. AGGREGATE SIZE WITHIN THE PAD SHALL BE 3"-6" STONE, SMOOTHED.
3. LENGTH OF THE ENTRANCE(S) SHALL BE AS NECESSARY, BUT NO LESS THAN 50' LONG.
4. WIDTH OF THE ENTRANCE(S) SHALL BE THE FULL WIDTH OF INGRESS / EGRESS, BUT NO LESS THAN 12' WIDE.
5. CONSTRUCTION ENTRANCE(S) SHALL BE LOCATED TO MINIMIZE SEDIMENT LEAVING THE SITE AND PROVIDE UTILITY BY ALL CONSTRUCTION VEHICLES. CONTRACTOR IS TO AVOID PLACING CONSTRUCTION ENTRANCE(S) AT STEEP GRADES AND / OR CURVES IN THE EXISTING ROAD.
6. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, STRAW BALES, OR OTHER APPROVED METHODS.
7. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY. PROVIDE DRAINAGE TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET.



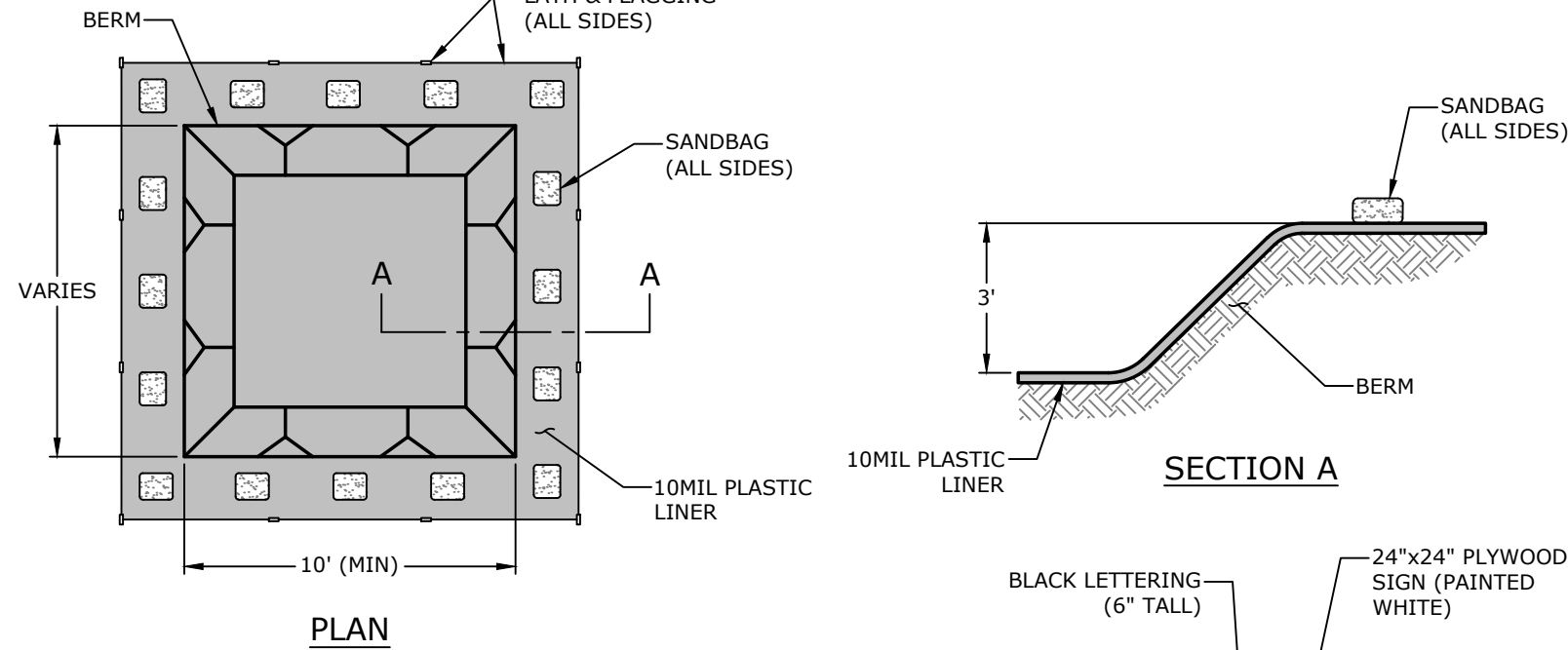
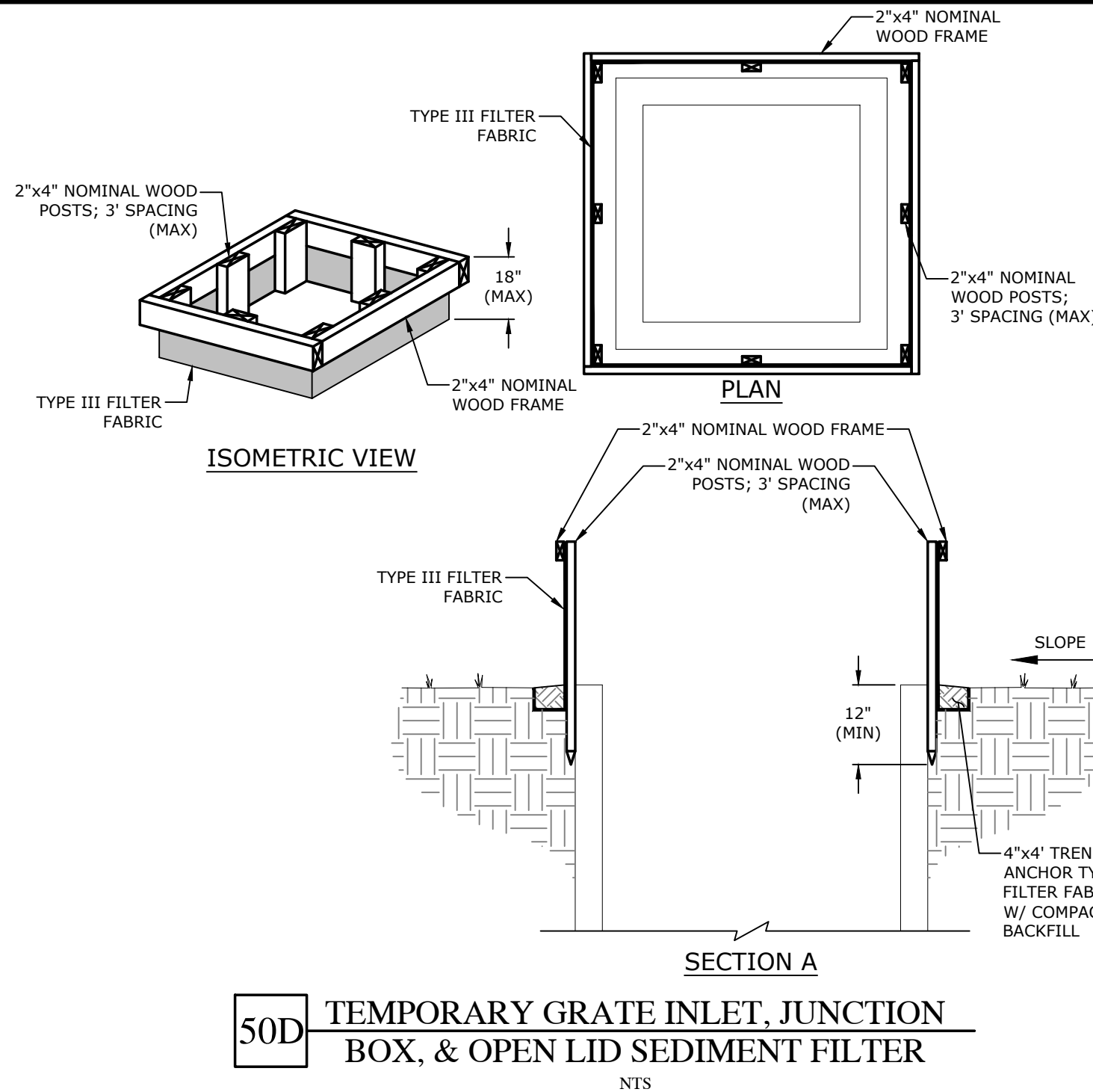
INLET PROTECTION



PERIMETER CONTROL & OVERLAPPING

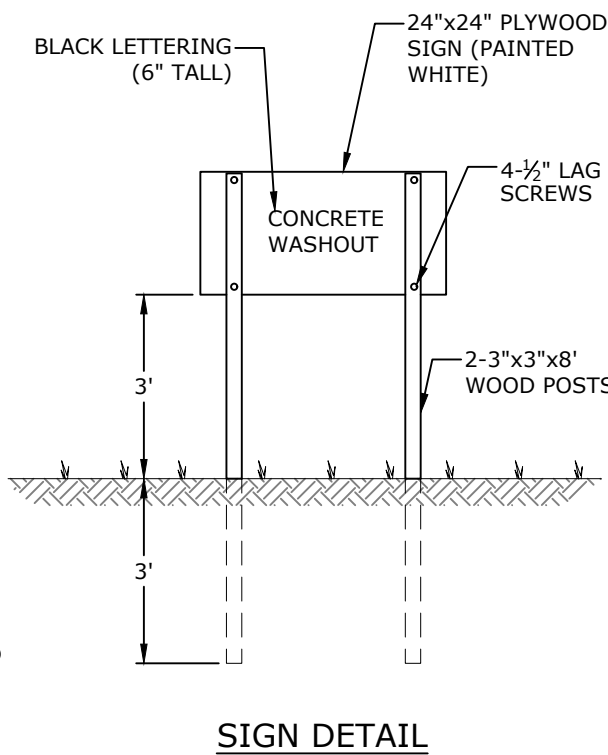


50B SILT SOCK NTS



- NOTES:
1. NO WASHING OUT OF CONCRETE TRUCKS OR WASHING OF SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO STORM DRAINS, OPEN DITCHES, STREETS, OR STREAMS IS ALLOWED.
 2. EXCESS CONCRETE IS NOT ALLOWED TO BE DUMPED ON-SITE, EXCEPT IN DESIGNATED TEMPORARY CONCRETE WASHOUT PIT AREAS.
 3. ON-SITE TEMPORARY CONCRETE WASHOUT AREAS WILL BE LOCATED AT LEAST 50 FEET FROM STORM DRAINS, OPEN DITCHES, OR WATER BODIES AS DETERMINED IN THE FIELD.
 4. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
 5. TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT QUANTITY AND SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.
 6. WASHOUT FACILITIES WILL BE CLEANED OUT ONCE THE WASHOUT IS 75% FULL.
 7. PLASTIC LINING MATERIAL WILL BE MINIMUM OF 10 MIL POLYETHYLENE SHEETING AND WILL BE FREE OF HOLES, TEARS, OR OTHER DEFECTS.
 8. WHEN WASHOUT FACILITIES ARE NO LONGER REQUIRED FOR WORK, THE HARDENED CONCRETE WILL BE REMOVED AND DISPOSED OF. MATERIALS USED TO CONSTRUCT TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE REMOVED FROM THE SITE AND DISPOSED OF.

50N TEMPORARY CONCRETE WASHOUT NTS



MCE McCLELLAND
DESIGNED TO SERVE
CONSULTING
ENGINEERS, INC.
7302 KANIS ROAD
LITTLE ROCK, ARKANSAS 72204
(501) 371-0272
HTTP://WWW.MCE.US.COM

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



Know what's below.
Call before you dig.

REV	DATE	DESCRIPTION
BB	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT

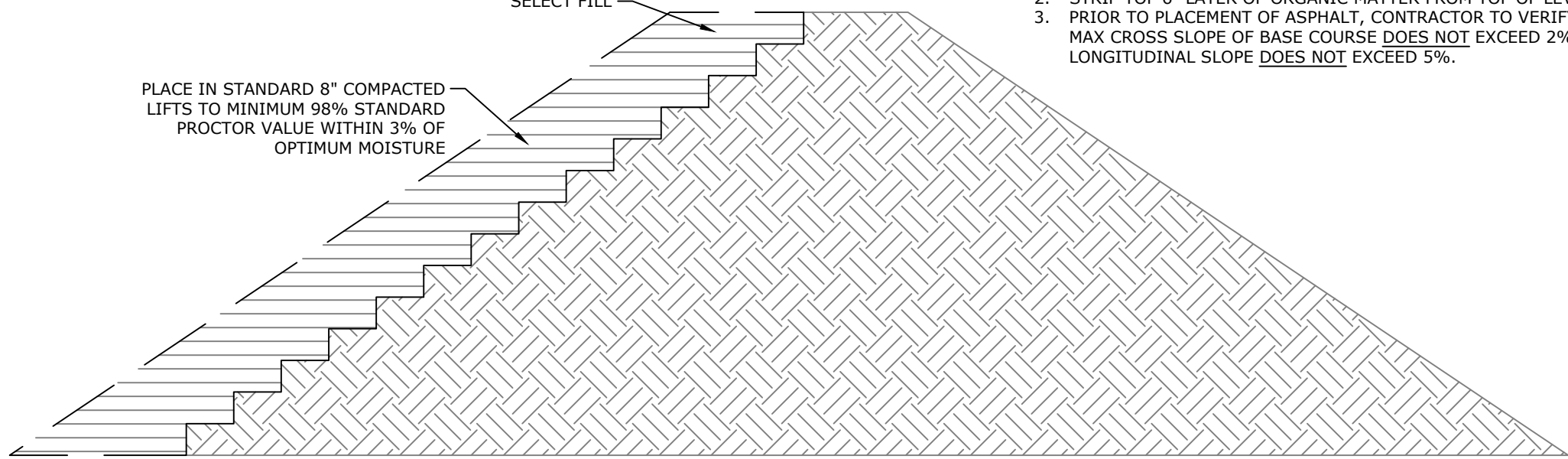
MISCELLANEOUS
DETAILS

DESIGNED BY:	DRAWN BY :
BB	CZ
DATE:	REVISION:
AUG 2022	
SCALE:	JOB NUMBER:
N.T.S.	20-5776

NOTES:
1. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
2. STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5%.

PLACE IN STANDARD 8" COMPACTED LIFTS TO MINIMUM 98% STANDARD PROCTOR VALUE WITHIN 3% OF OPTIMUM MOISTURE

SELECT FILL



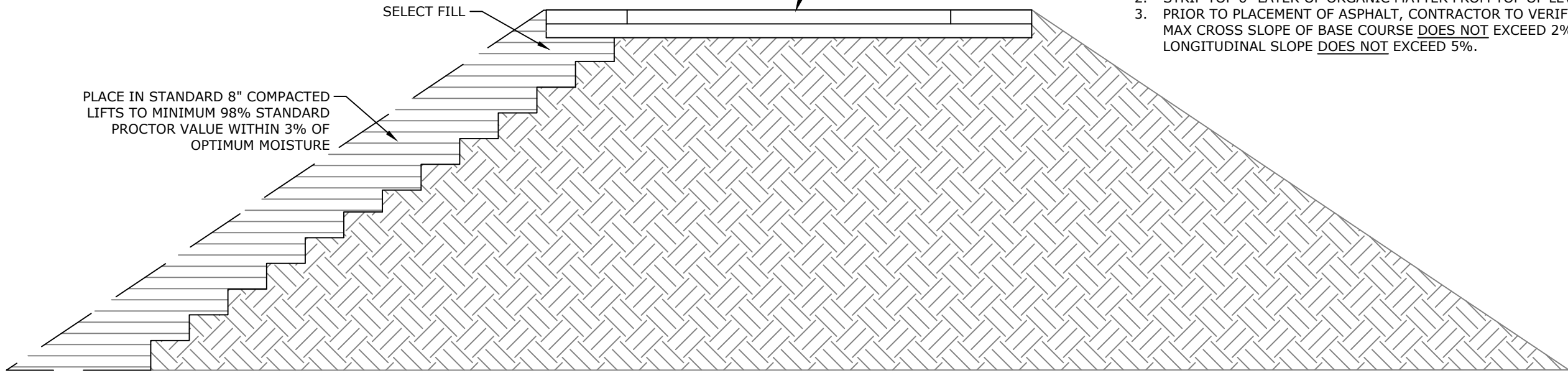
30A TYPICAL LEVEE REPAIR - FILL PLACEMENT
NTS

NOTES:
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211

SELECT FILL

PLACE IN STANDARD 8" COMPACTED LIFTS TO MINIMUM 98% STANDARD PROCTOR VALUE WITHIN 3% OF OPTIMUM MOISTURE



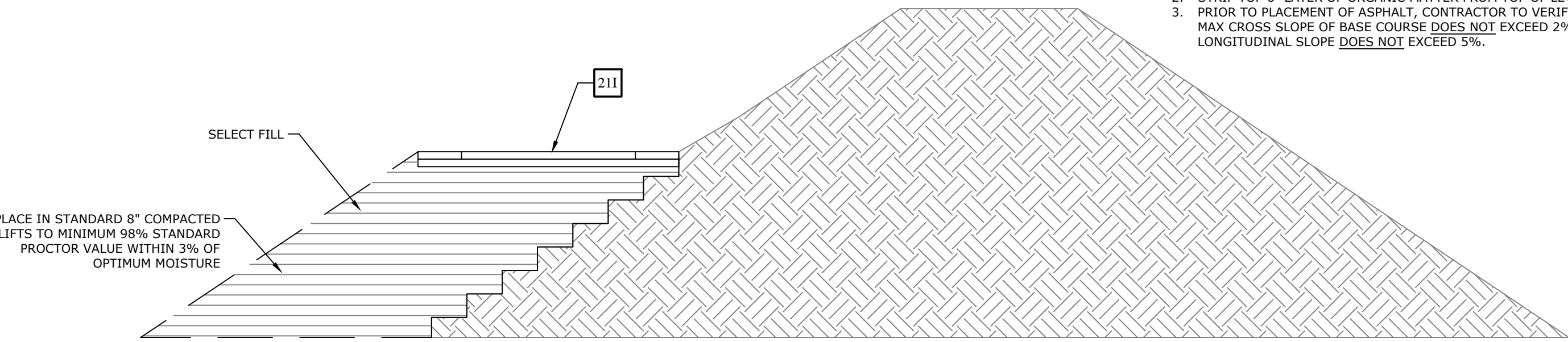
30B TYPICAL TRAIL FILL ON LEVEE
NTS

NOTES:
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3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5%.

211

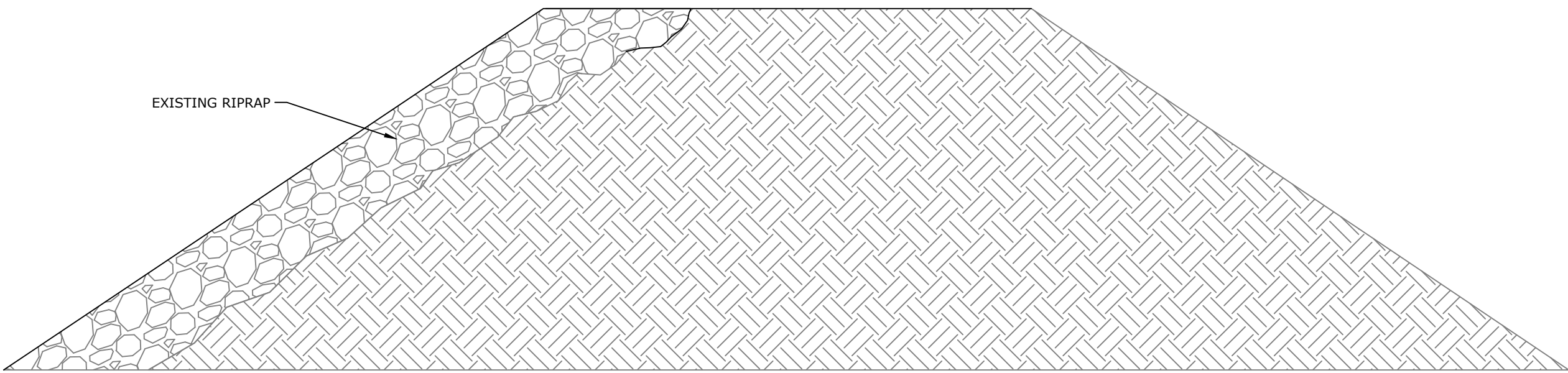
SELECT FILL

PLACE IN STANDARD 8" COMPACTED LIFTS TO MINIMUM 98% STANDARD PROCTOR VALUE WITHIN 3% OF OPTIMUM MOISTURE



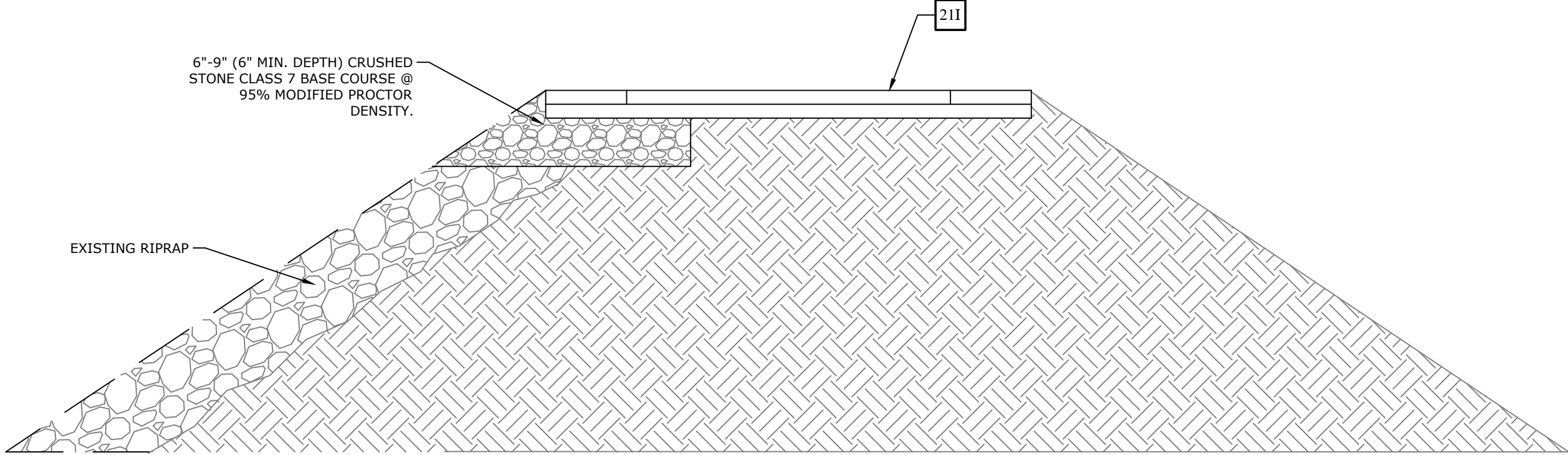
30C TYPICAL TRAIL ON LEVEE
NTS

EXISTING RIPRAP



6"-9" (6" MIN. DEPTH) CRUSHED STONE CLASS 7 BASE COURSE @ 95% MODIFIED PROCTOR DENSITY.

EXISTING RIPRAP



30D EXISTING RIPRAP ON LEVEE VS. TYPICAL TRAIL ON RIPRAP
NTS

NOTES:
1. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
2. STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5%.

211

BACKFILL REMAINING RIPRAP AREA WITH CLASS 7 BASE

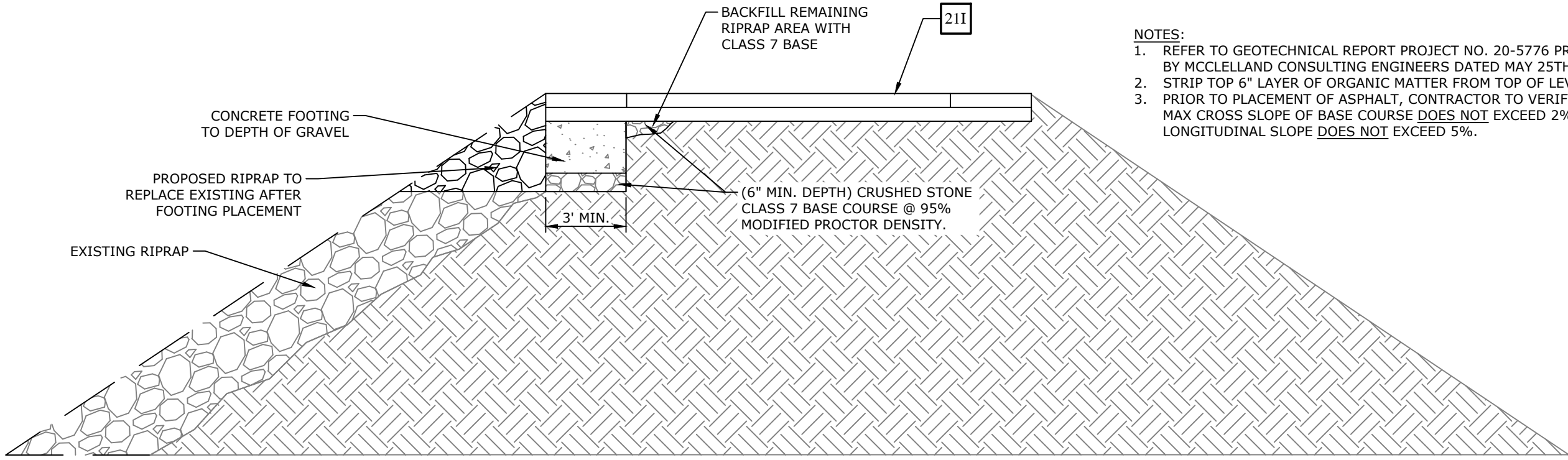
CONCRETE FOOTING TO DEPTH OF GRAVEL

PROPOSED RIPRAP TO REPLACE EXISTING AFTER FOOTING PLACEMENT

EXISTING RIPRAP

(6" MIN. DEPTH) CRUSHED STONE CLASS 7 BASE COURSE @ 95% MODIFIED PROCTOR DENSITY.

3' MIN.



30D EXISTING RIPRAP ON LEVEE VS. TYPICAL TRAIL ON RIPRAP
NTS

3'

12'

2% MAX CROSS SLOPE

3:1 MAX SLOPE

3:1 MAX SLOPE

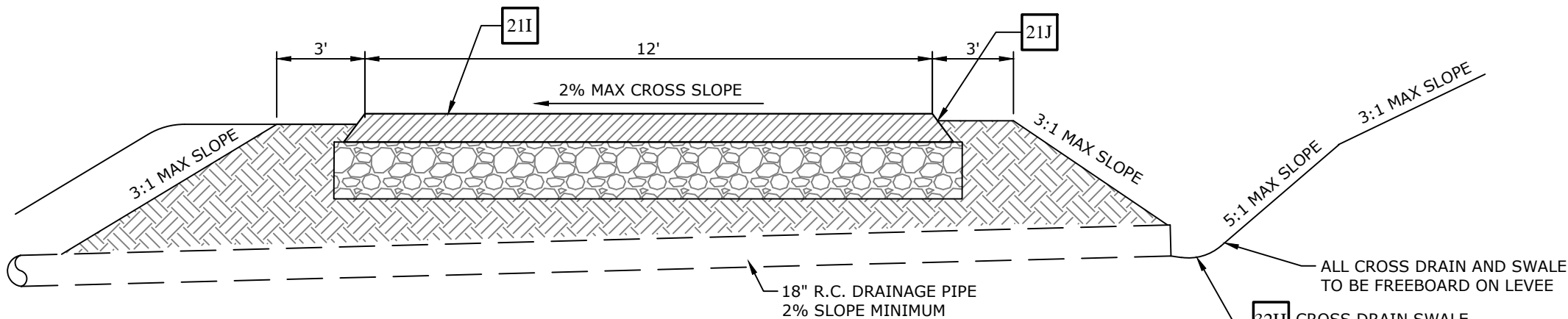
5:1 MAX SLOPE

3:1 MAX SLOPE

18" R.C. DRAINAGE PIPE 2% SLOPE MINIMUM

ALL CROSS DRAIN AND SWALE TO BE FREEBOARD ON LEVEE

CROSS DRAIN SWALE

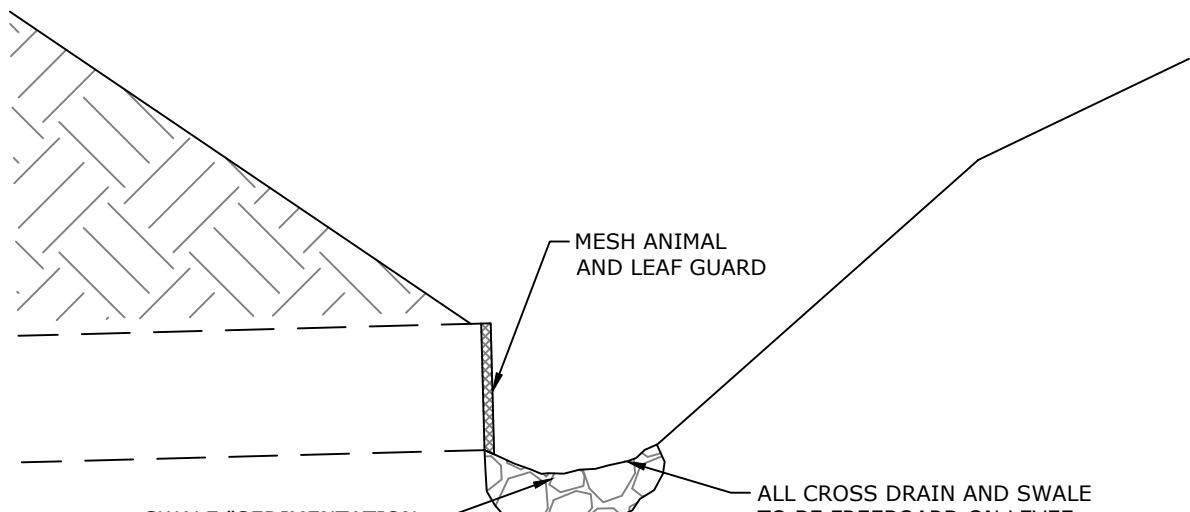


32G CROSS DRAIN (TYPICAL)
NTS

MESH ANIMAL AND LEAF GUARD

SWALE "SEDIMENTATION BASIN" WITH RIPRAP

ALL CROSS DRAIN AND SWALE TO BE FREEBOARD ON LEVEE



32H CROSS DRAIN SWALE DETAIL
NTS

RAISE TOP TO MATCH PROPOSED SLOPE & GRADE

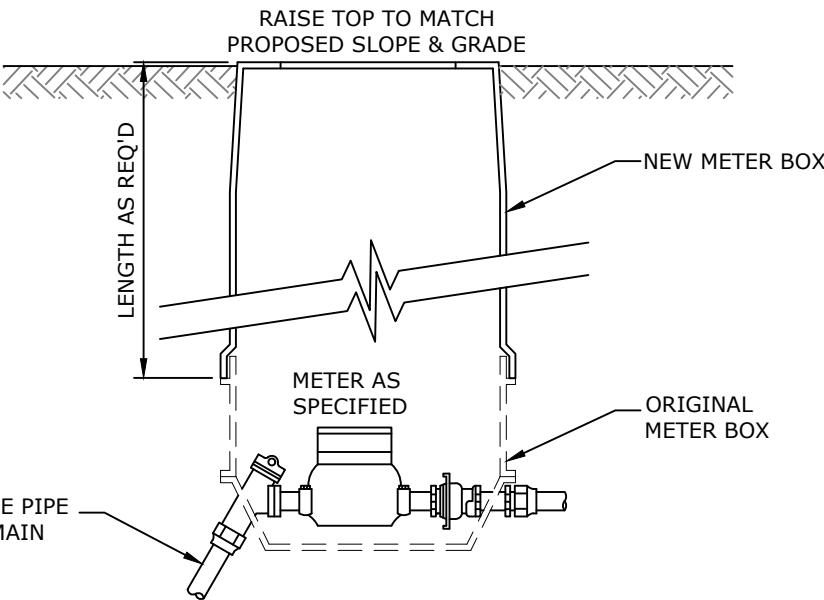
LENGTH AS REQ'D

NEW METER BOX

METER AS SPECIFIED

ORIGINAL METER BOX

SERVICE PIPE FROM MAIN



31G METER EXTENSION DETAIL
NTS

RAISE TOP TO MATCH PROPOSED SLOPE & GRADE

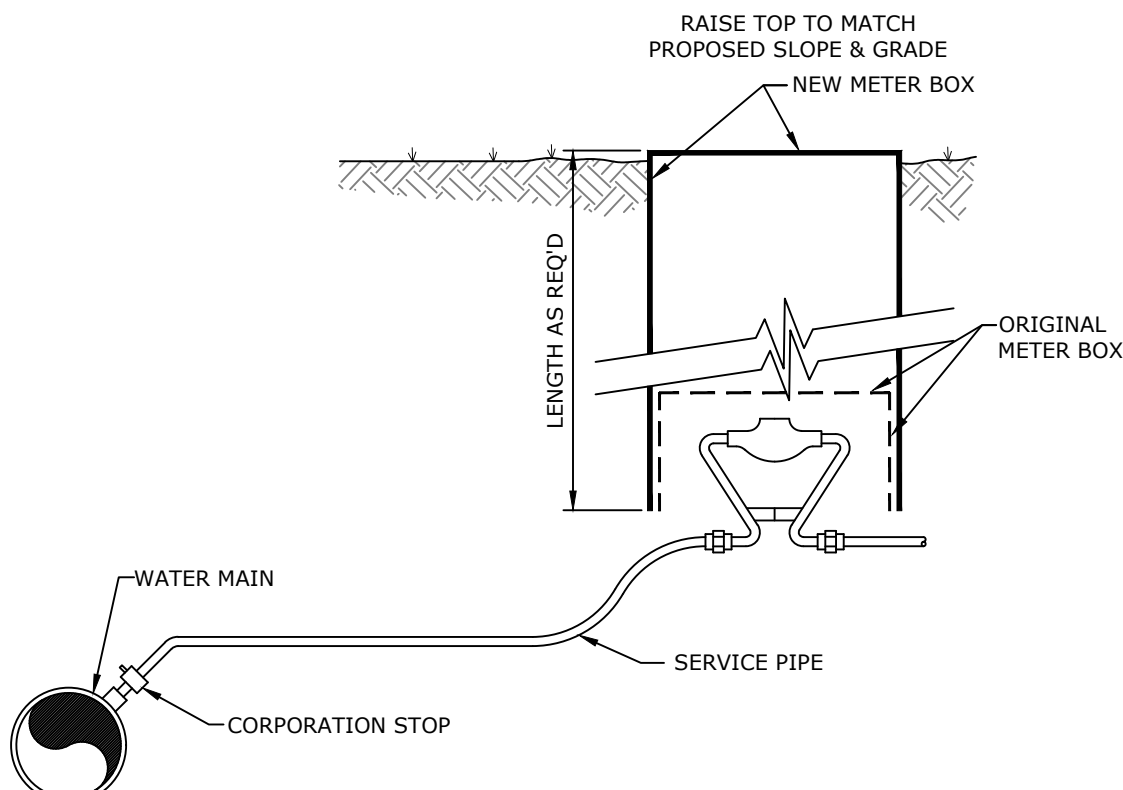
NEW METER BOX

ORIGINAL METER BOX

LENGTH AS REQ'D

WATER MAIN

SERVICE PIPE



31G METER EXTENSION DETAIL
NTS

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



Know what's below.
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REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT

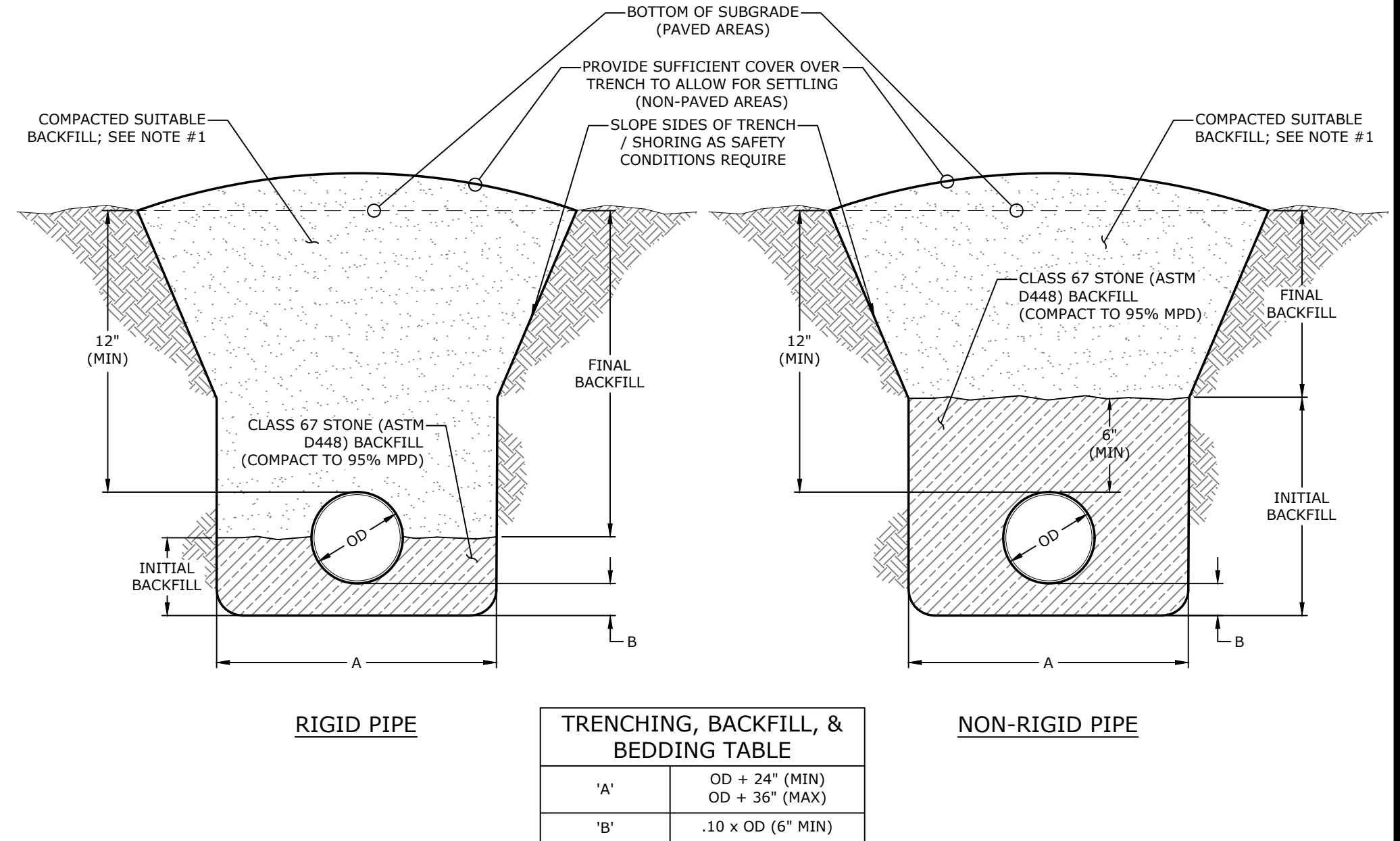
MISCELLANEOUS
DETAILS

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776



32H FLARED END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS

NTS



TRENCHING, BACKFILL, & BEDDING TABLE	
'A'	OD + 24" (MIN) OD + 36" (MAX)
'B'	.10 x OD (6" MIN)

33G STORM SEWER TRENCHING, BACKFILL, & BEDDING



A cross-sectional diagram of a wall joint repair. A horizontal crack in a wall is filled with a material labeled "JOINT FILLER MATERIAL". Above the crack, a "JOINT SEALER (PER SPECIFICATIONS)" is applied. The sealer has a thickness of $\frac{1}{8}"$ and is applied over a surface that is $R\frac{1}{8}"$ wide. The wall is labeled "WALL OR STRUCTURE".

20A TYPE 'A' STANDARD CONCRETE CURB & GUTTER

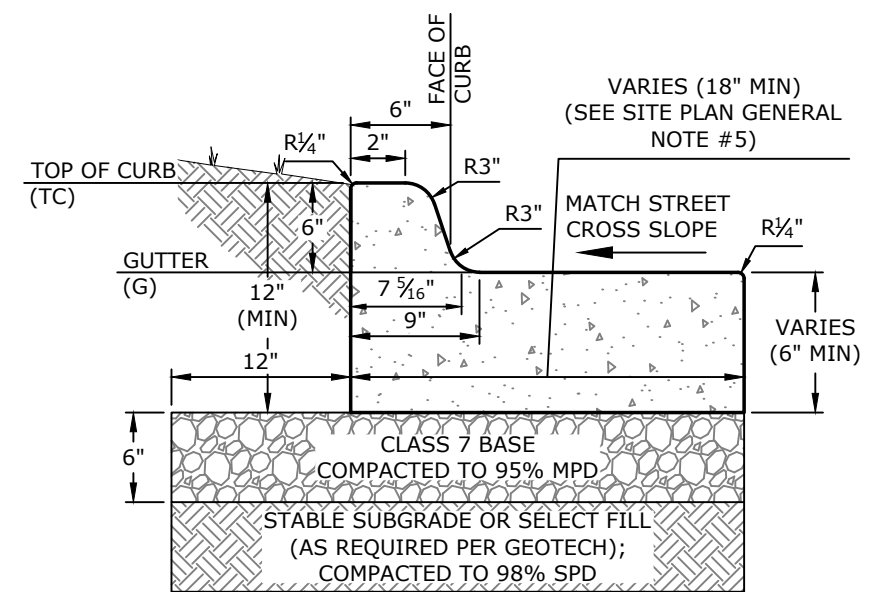
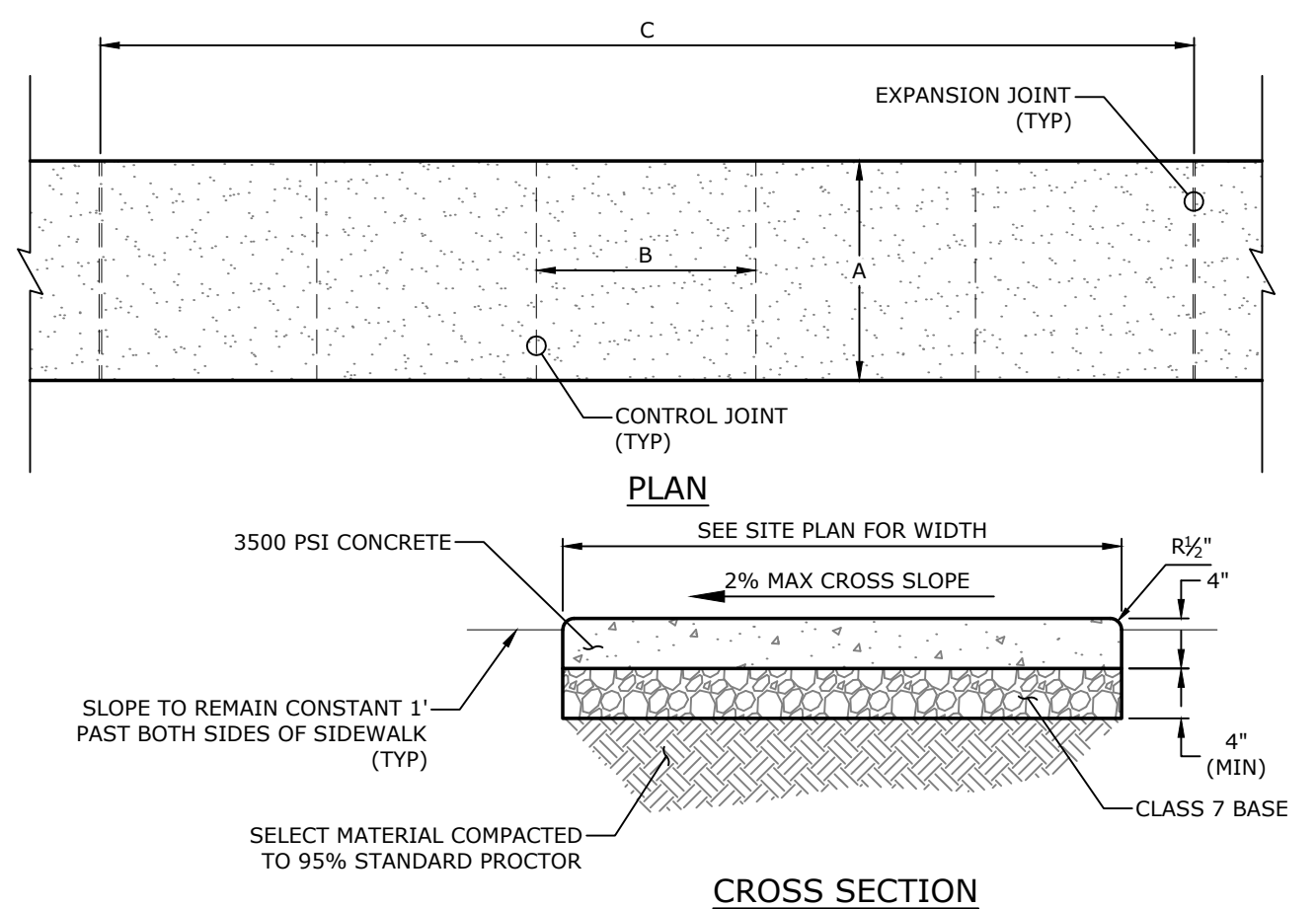


Diagram illustrating the cross-section of a curb and gutter detail. The curb is made of 3500 PSI concrete and has a slope of 2% max towards the drive. The curb height is 6 inches. The gutter is 6 inches wide. The drive surface is shown on the right. The curb is 1 1/2 inches thick. The gutter is 6 inches wide. The drive surface is shown on the right.

22A CONCRETE SIDEWALK



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CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



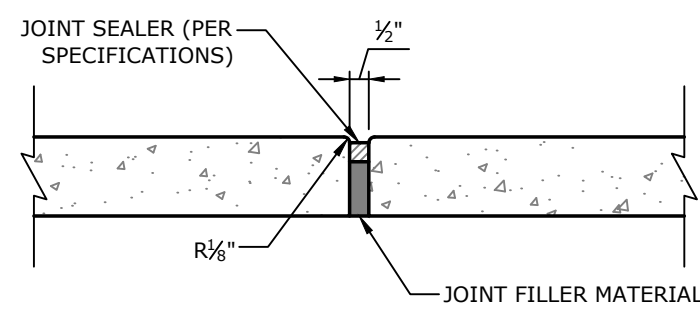
**Know what's below.
Call before you dig.**

REVISIONS		
REV	DATE	DESCRIPTION
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEEVE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT

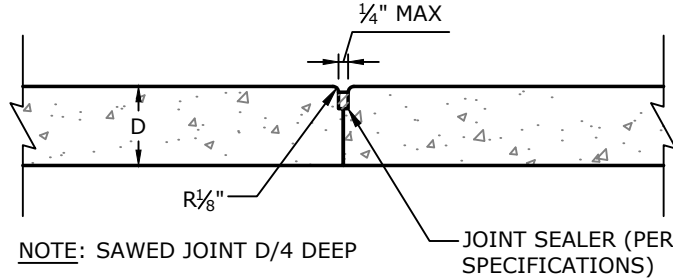
MISCELLANEOUS DETAILS

DESIGNED BY: BB	DRAWN BY : CZ
DATE: AUG 2022	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-WD1.dwg, PRINTED ON: August 5, 2022 @ 8:23 AM

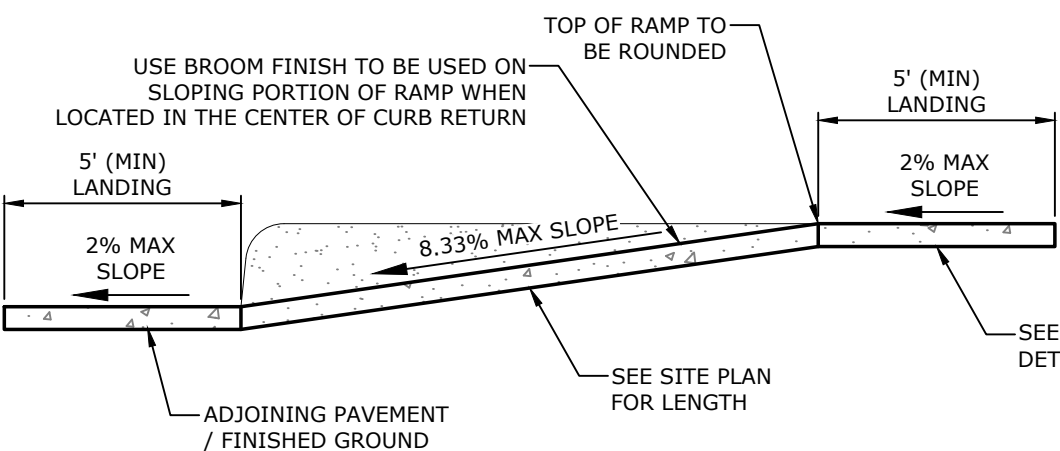


EXPANSION JOINT



CONTROL JOINT
(LONGITUDINAL OR TRANSVERSE)

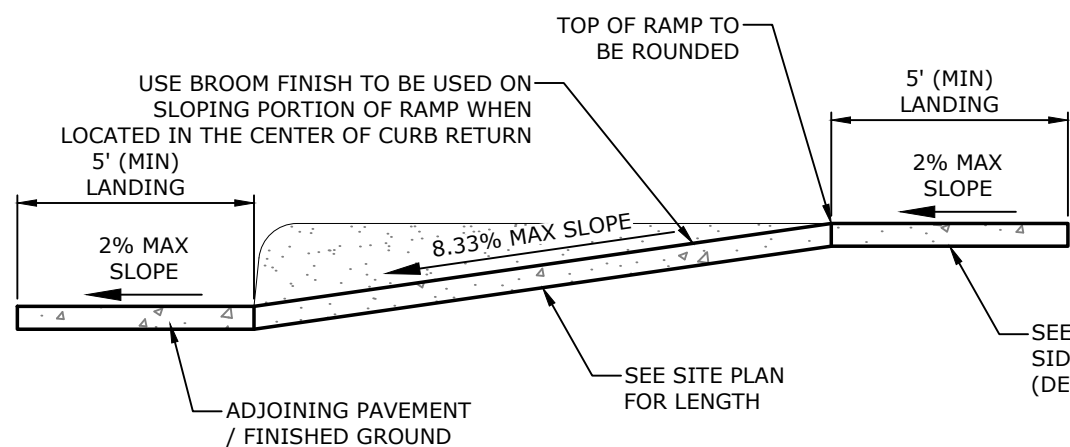
22C SIDEWALK JOINTING
N.T.S.



CROSS SECTION

- NOTES:
1. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
 2. THE BOTTOM OF THE RAMP SHALL BE FLUSH TO ADJOINING PAVEMENT AND HAVE NO LIP.
 3. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 8.33% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP.
 4. CONSTRUCT PER A.D.A. STANDARDS.
 5. CURING COMPOUND IS REQUIRED UNLESS TEMPERATURES STAY BELOW 50° FAHRENHEIT FOR 7 DAYS. CURING COMPOUND MUST BE COLORED WHITE, RED, OR PINK AND CLEAR CURING COMPOUND IS UNACCEPTABLE. IF CONCRETE IS NOT CURED WHEN REQUIRED, IT WILL BE CONSIDERED GROUNDS FOR REMOVAL AND REPLACEMENT.
 6. THE PLAN VIEW & CROSS SECTION SHOWN ON THIS DETAIL IS SCHEMATIC IN NATURE; CONTRACTOR SHALL REFER TO GRADING PLAN FOR EXACT RAMP CONFIGURATION(S).

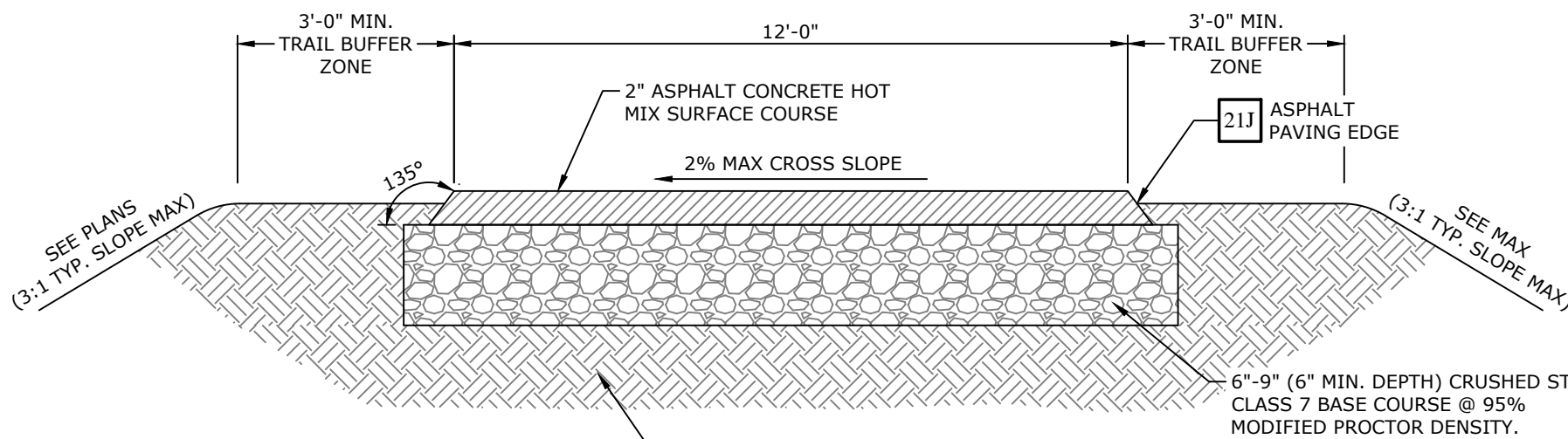
22D PEDESTRIAN RAMP
(PERPENDICULAR)
N.T.S.



CROSS SECTION

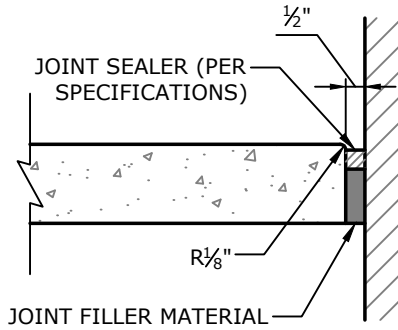
- NOTES:
1. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
 2. THE BOTTOM OF THE RAMP SHALL BE FLUSH TO ADJOINING PAVEMENT AND HAVE NO LIP.
 3. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 8.33% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP.
 4. CONSTRUCT PER A.D.A. STANDARDS.
 5. CURING COMPOUND IS REQUIRED UNLESS TEMPERATURES STAY BELOW 50° FAHRENHEIT FOR 7 DAYS. CURING COMPOUND MUST BE COLORED WHITE, RED, OR PINK AND CLEAR CURING COMPOUND IS UNACCEPTABLE. IF CONCRETE IS NOT CURED WHEN REQUIRED, IT WILL BE CONSIDERED GROUNDS FOR REMOVAL AND REPLACEMENT.
 6. THE PLAN VIEW & CROSS SECTION SHOWN ON THIS DETAIL IS SCHEMATIC IN NATURE; CONTRACTOR SHALL REFER TO GRADING PLAN FOR EXACT RAMP CONFIGURATION(S).

22E PEDESTRIAN RAMP
(CURB RETURN)
N.T.S.



- NOTES:
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 2. STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
 3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5%.
- 24" MINIMUM OF SUITABLY COMPACTED SUBGRADE OR SELECT FILL MATERIAL @ 98% STANDARD PROCTOR DENSITY. THIS SUBGRADE/FILL MATERIAL SHOULD EXTEND A MINIMUM OF ONE FOOT BEYOND THE PAVEMENT WIDTH DIMENSION ON BOTH SIDES OF THE TRAIL.

21I TYPICAL ASPHALT TRAIL SECTION
N.T.S.

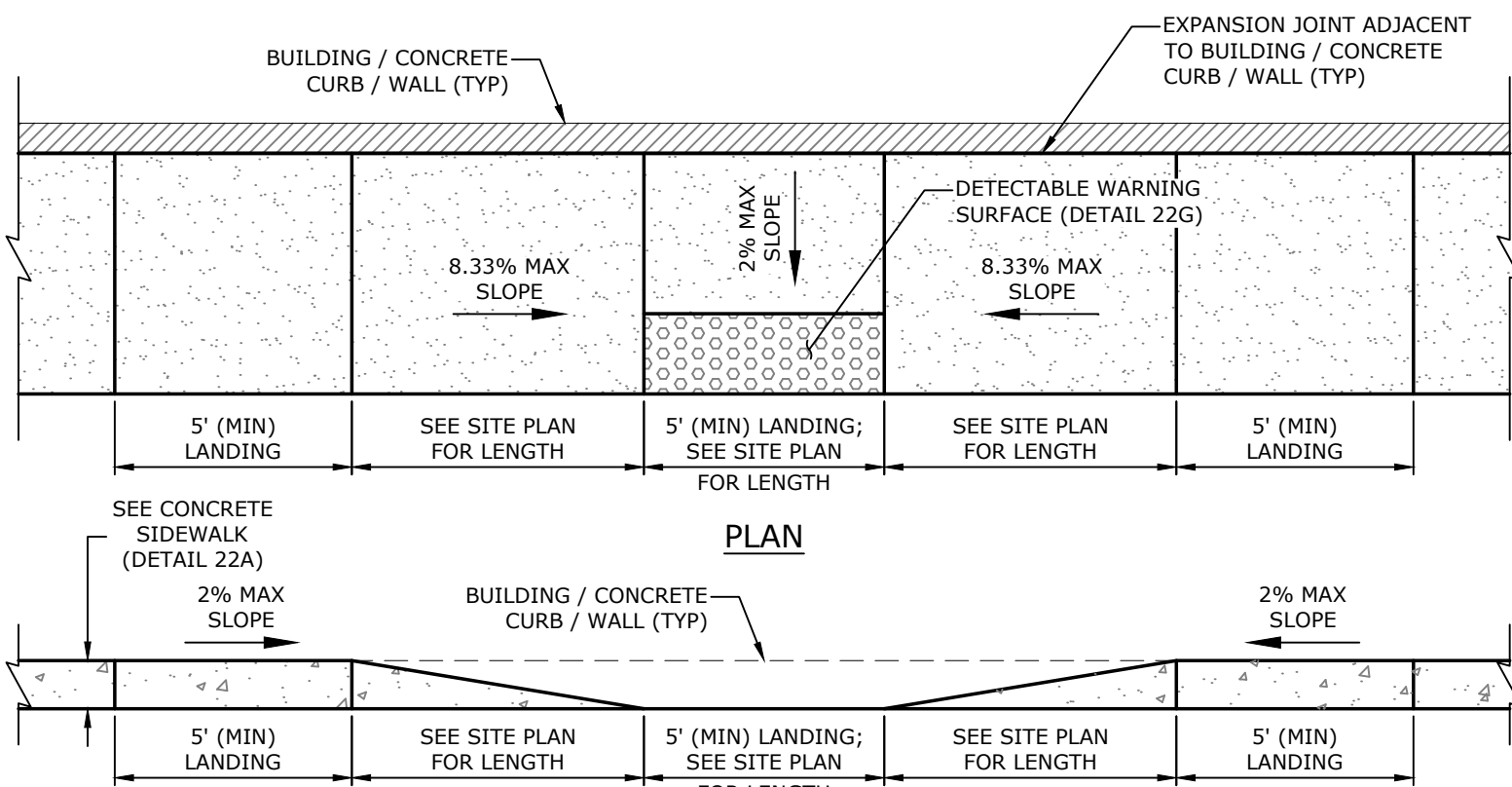


ISOLATION JOINT

WALL OR
STRUCTURE

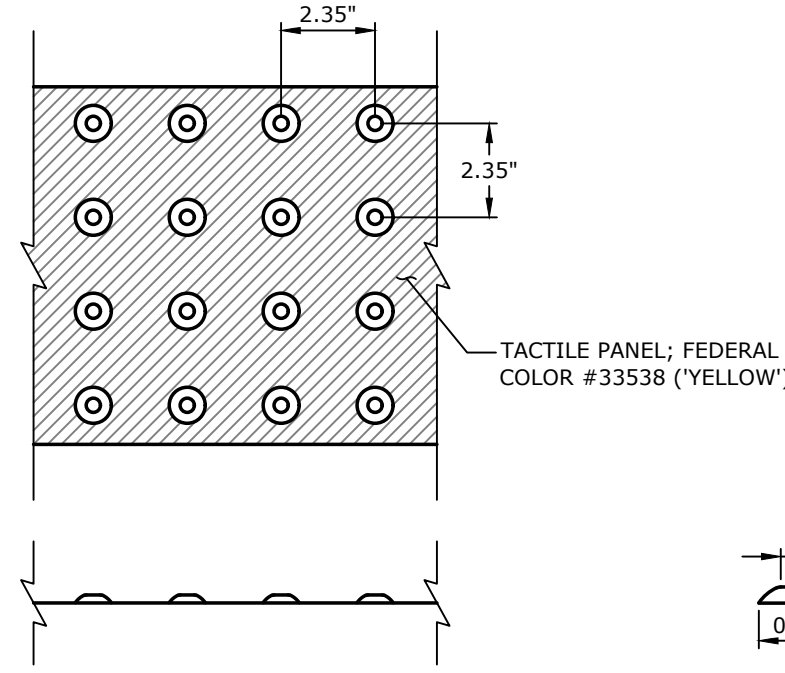
NOTES:

1. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. THE BOTTOM OF THE RAMP SHALL BE FLUSH TO ADJOINING PAVEMENT AND HAVE NO LIP.
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4. CONSTRUCT PER A.D.A. STANDARDS.
5. CURING COMPOUND IS REQUIRED UNLESS TEMPERATURES STAY BELOW 50° FAHRENHEIT FOR 7 DAYS. CURING COMPOUND MUST BE COLORED WHITE, RED, OR PINK AND CLEAR CURING COMPOUND IS UNACCEPTABLE. IF CONCRETE IS NOT CURED WHEN REQUIRED, IT WILL BE CONSIDERED GROUNDS FOR REMOVAL AND REPLACEMENT.
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CROSS SECTION

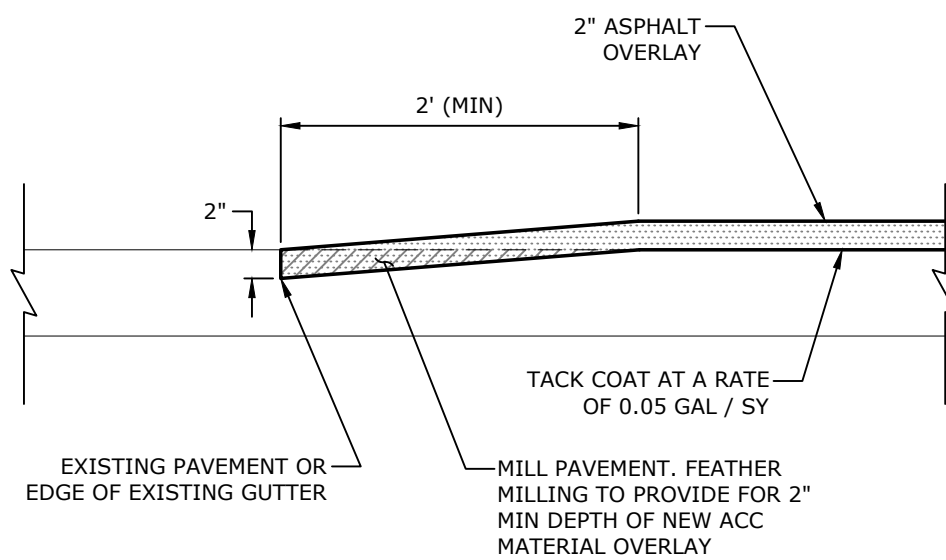
22F PEDESTRIAN RAMP
(PARALLEL)
N.T.S.



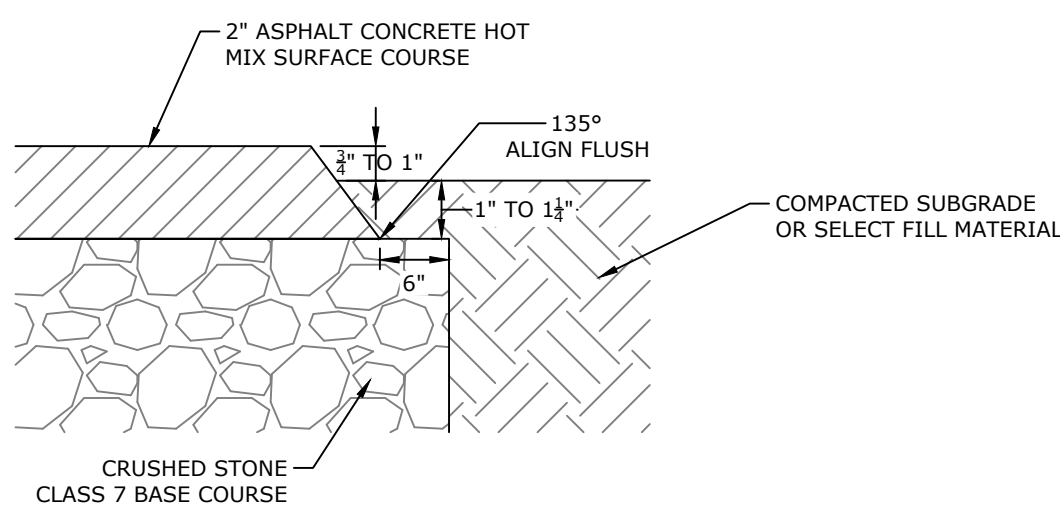
TRUNCATED DOME SPACING

TRUNCATED DOME SECTION

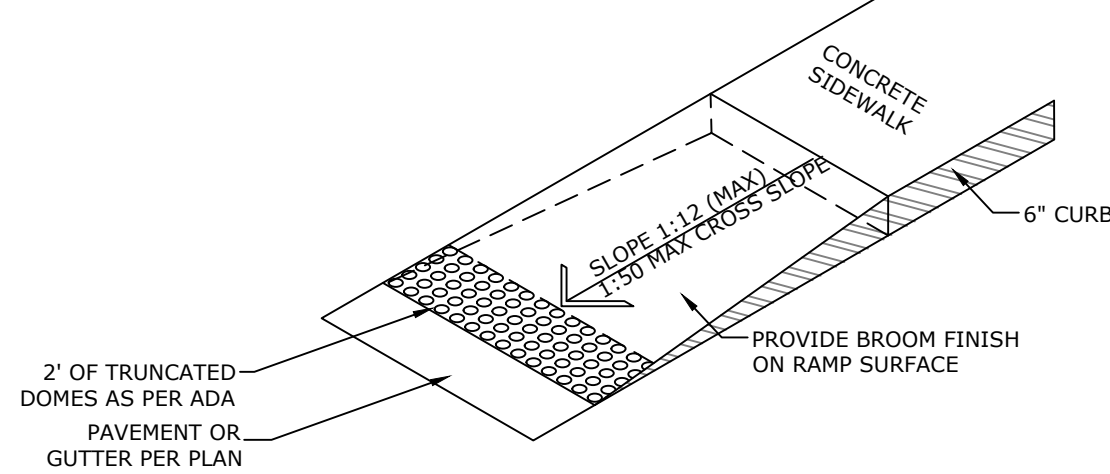
22G DETECTABLE
WARNING SURFACE
N.T.S.



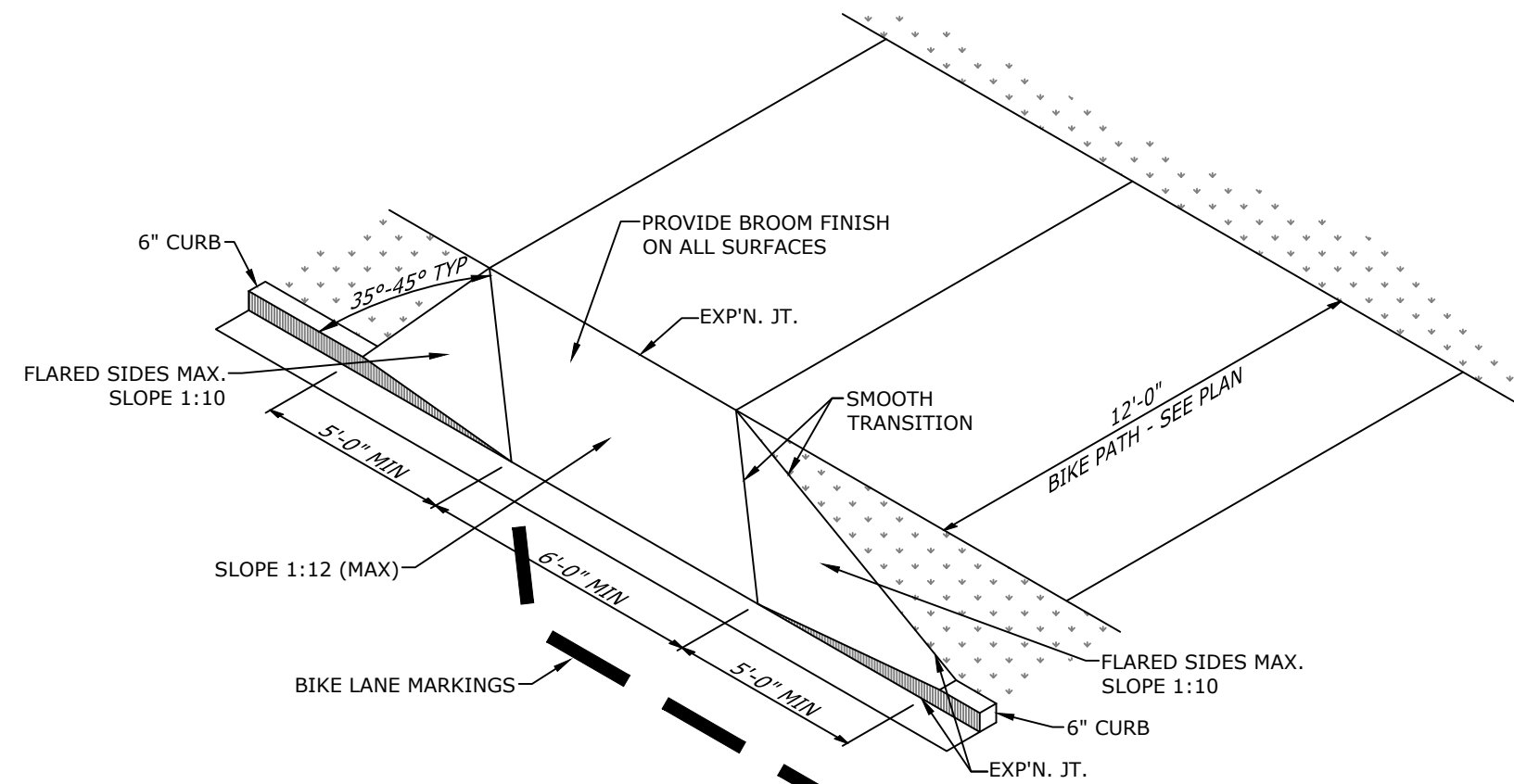
21F ASPHALT OVERLAY
N.T.S.



21J ASPHALT PAVING EDGE
N.T.S.

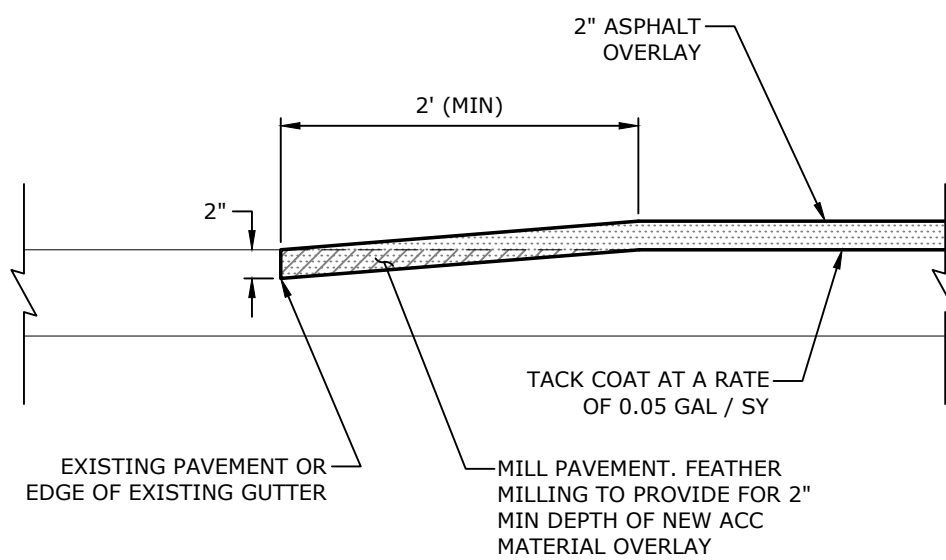


22I A.D.A. ACCESSIBLE RAMP DETAIL
N.T.S.

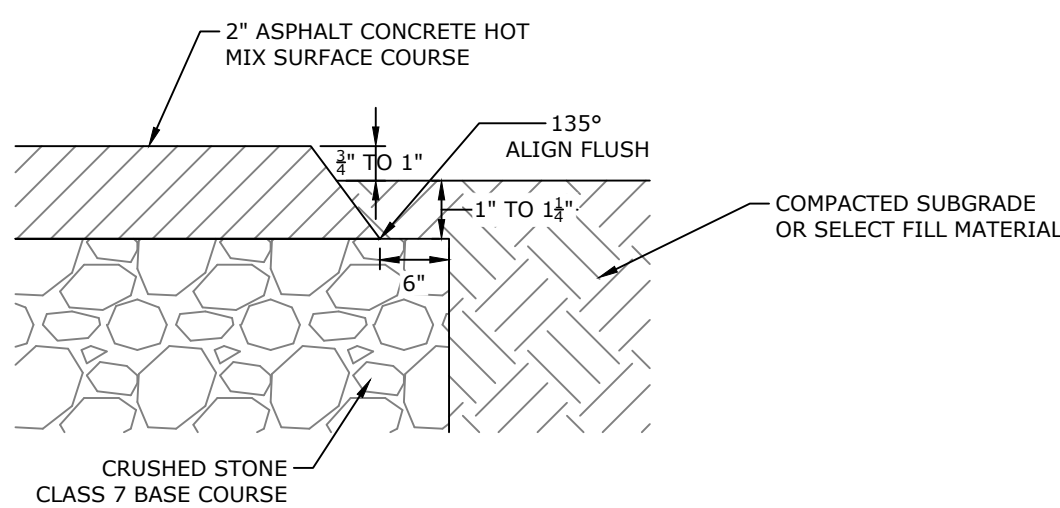


22M BIKE RAMP WITH FLARED SIDES
N.T.S.

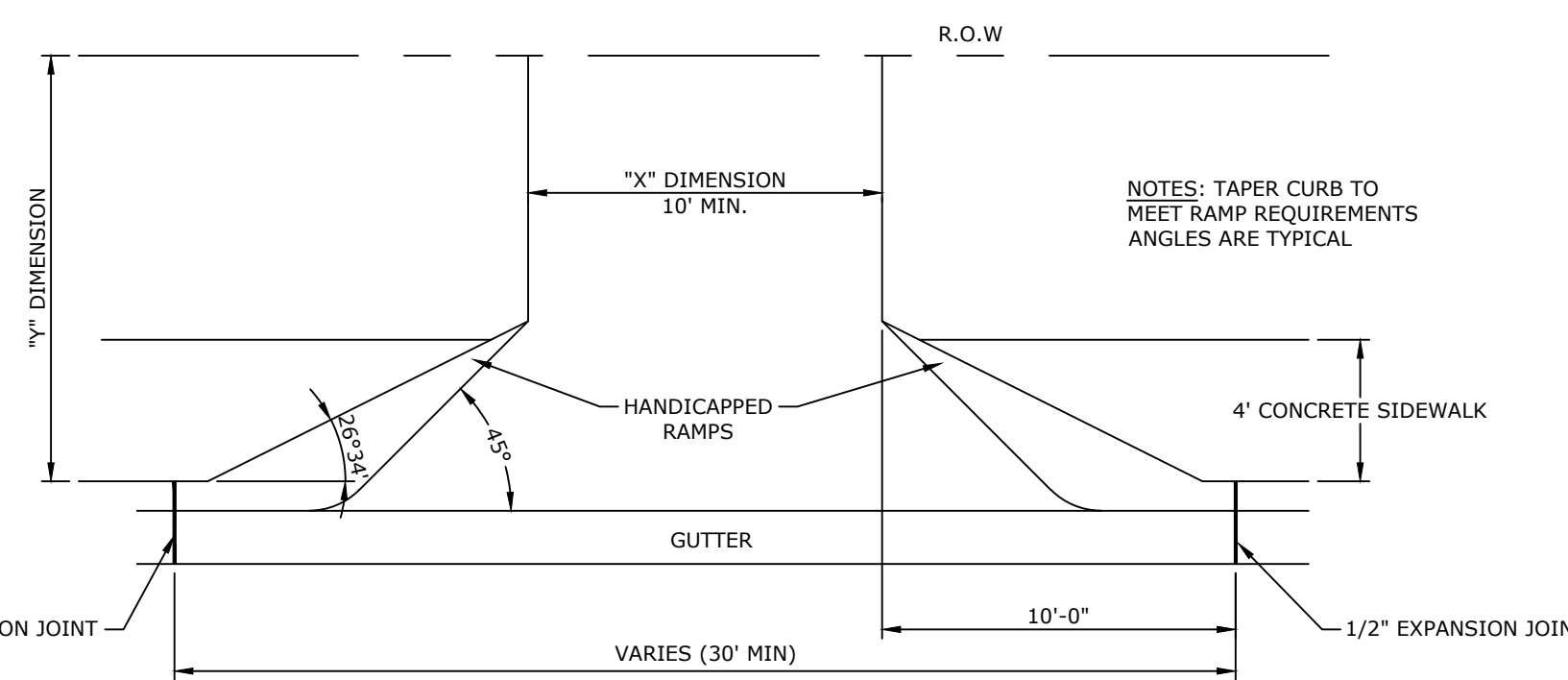
22G DETECTABLE
WARNING SURFACE
N.T.S.



21F ASPHALT OVERLAY
N.T.S.



21J ASPHALT PAVING EDGE
N.T.S.



22N DRIVEWAY APRON DETAIL
SIDEWALK BEHIND CURB
N.T.S.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

811
Know what's below.
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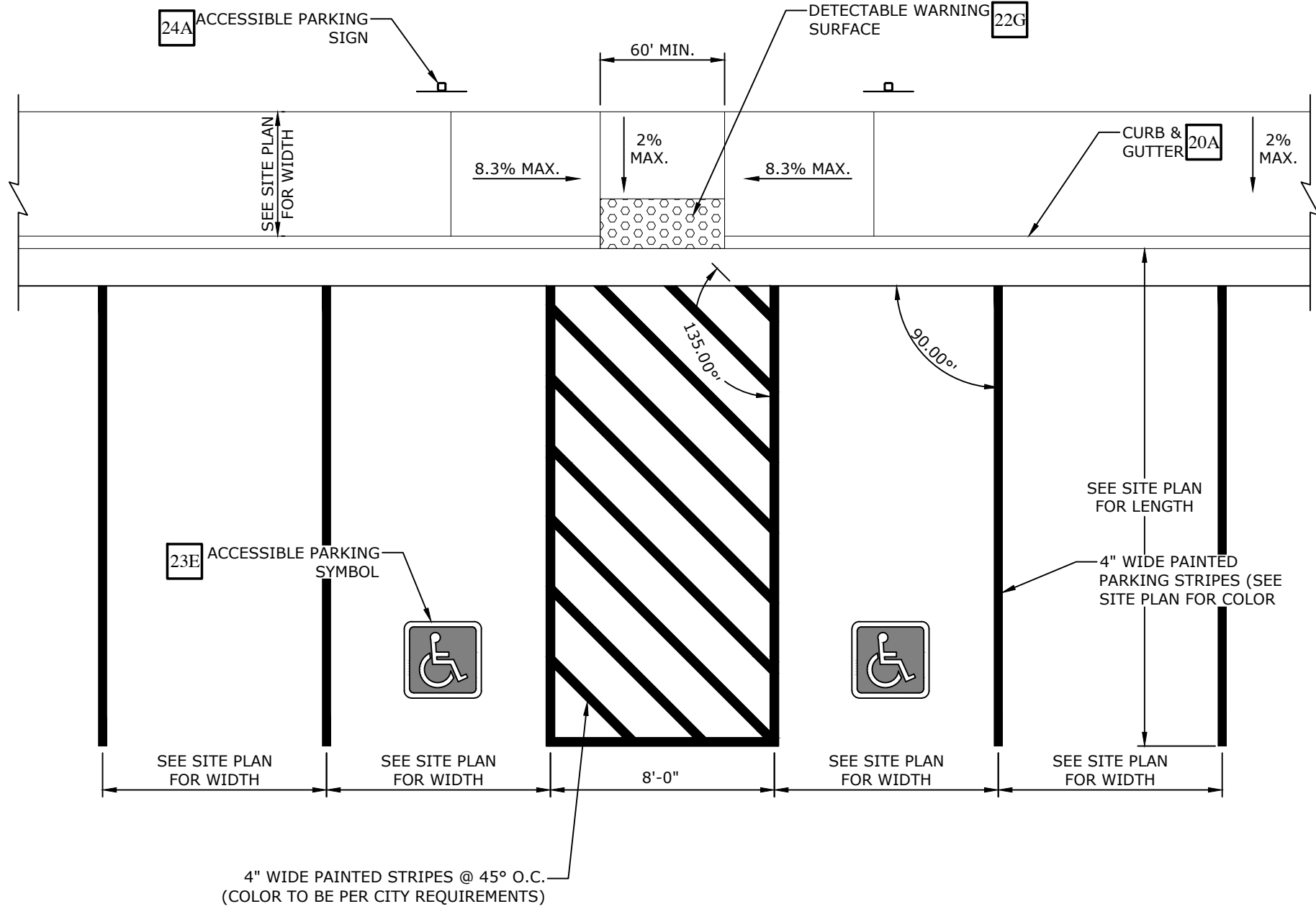
REV	REVISIONS		DATE	DESCRIPTION
	DATE	DESCRIPTION		
BB	8/21/2020	60% DESIGN DEVELOPMENT		
	1/7/2021	LEVEE DISTRICT CONCEPT		
	5/1/2021	90% DESIGN DEVELOPMENT		

MISCELLANEOUS
DETAILS

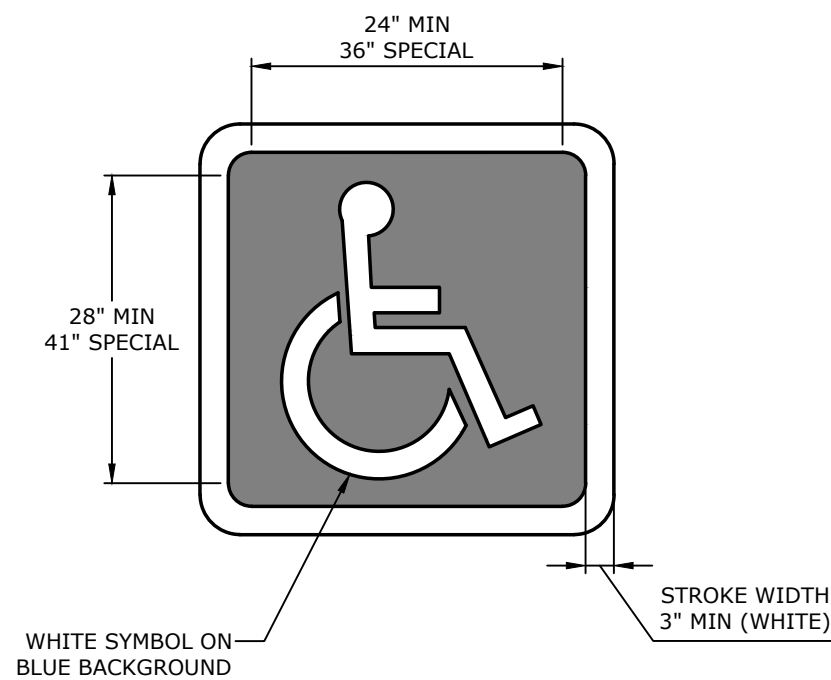
DESIGNED BY:	DRAWN BY :
BB	CZ
DATE:	REVISION:
AUG 2022	
SCALE:	JOB NUMBER:
N.T.S.	20-5776

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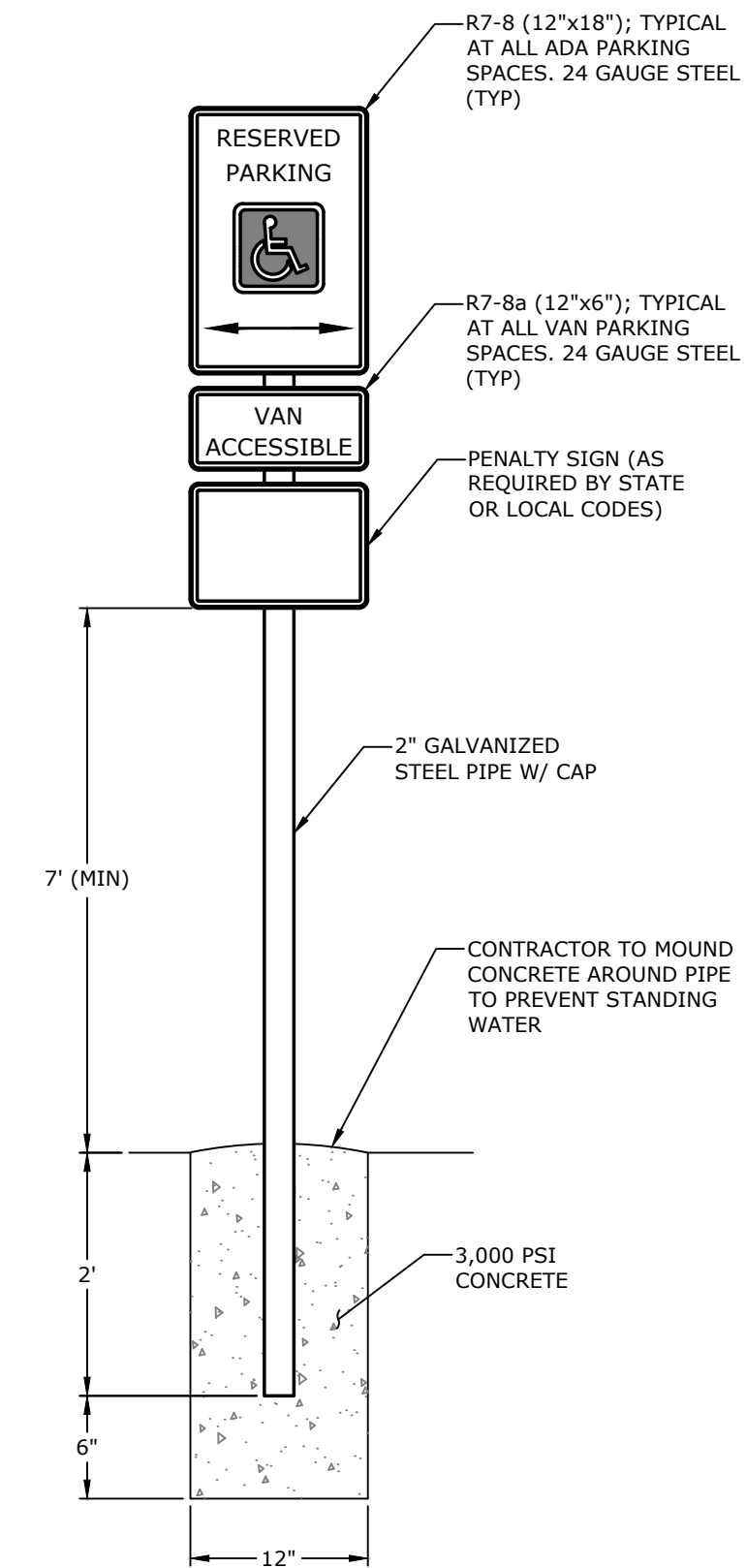
- NOTES:
1. REFER TO SITE PLAN FOR SPECIFIC LAYOUT OF STRIPING.
 2. ALL STRIPING MEASUREMENTS ARE TO CENTER OF STRIPE.
 3. REFER TO SITE PLAN FOR REFLECTIVE STRIPING PAINT COLOR.



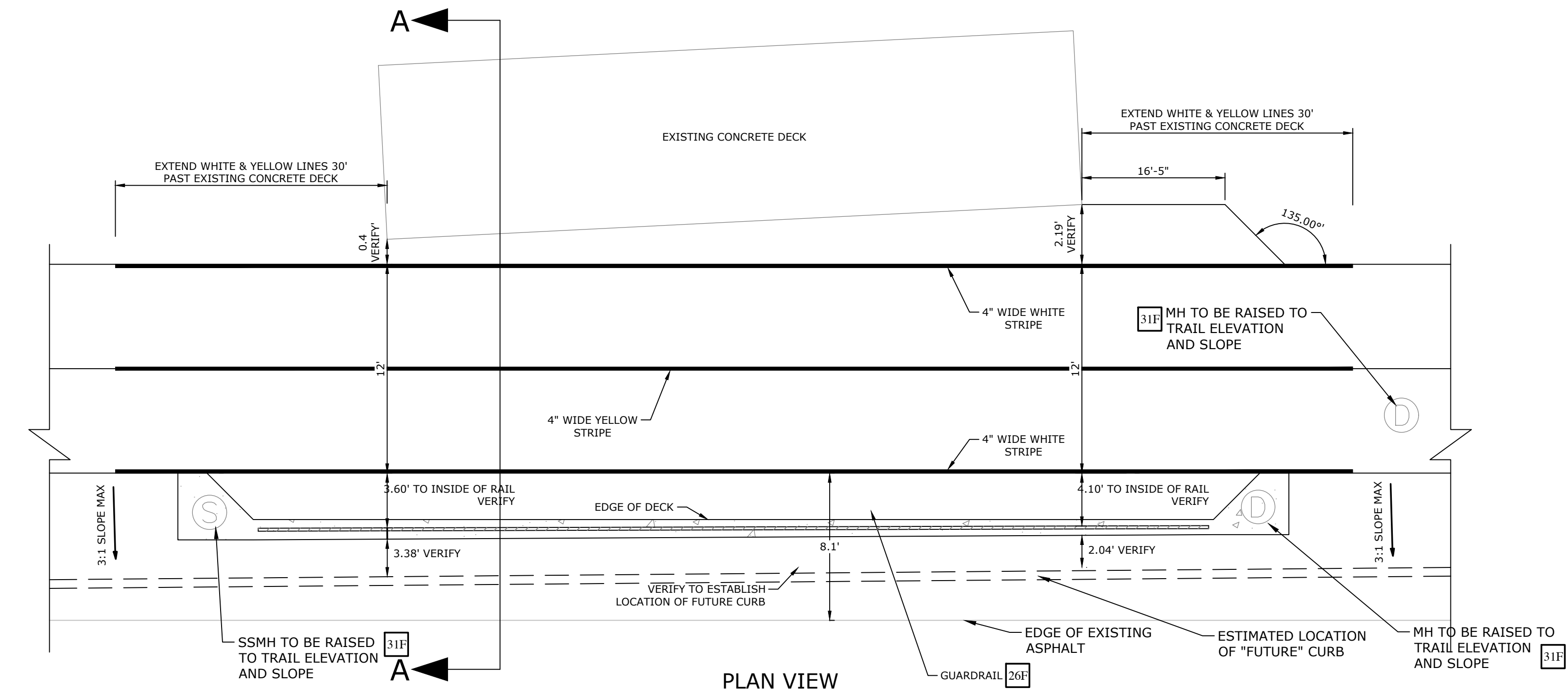
23A 90° PARKING / ADA ACCESSIBLE PARKING SPACE STRIPING
NTS



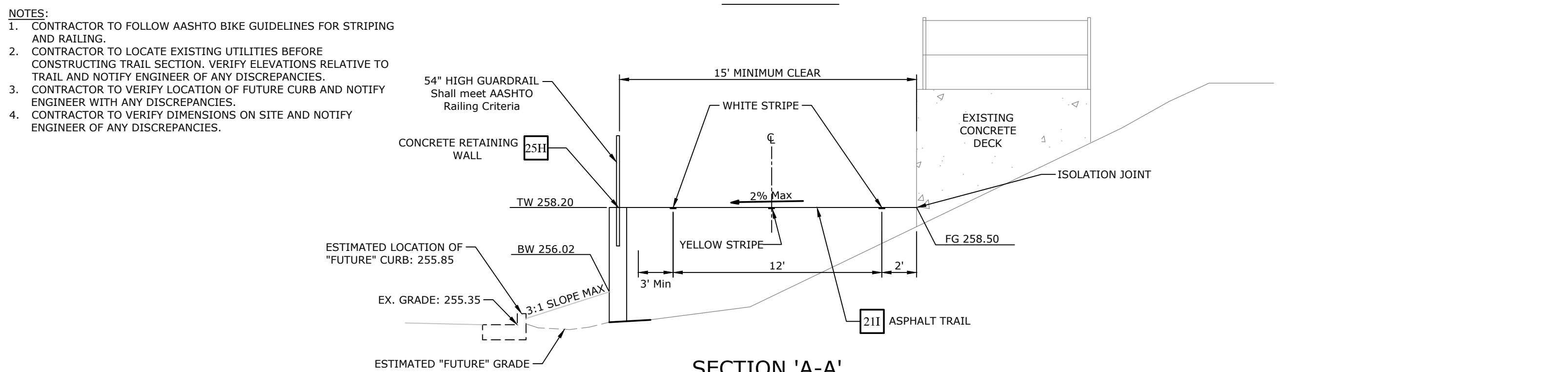
23D ACCESSIBLE PARKING SYMBOL
NTS



24A ACCESSIBLE PARKING SIGN
NTS

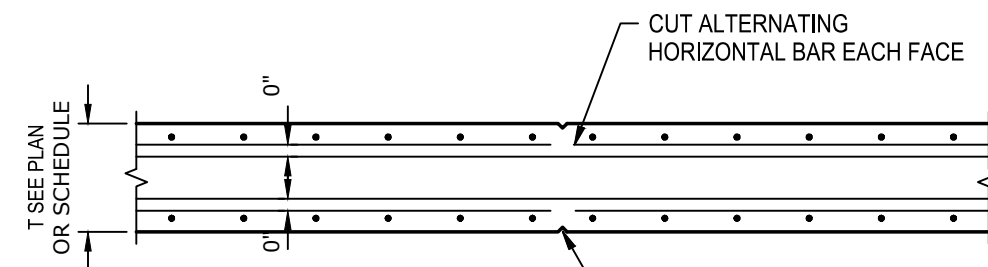


PLAN VIEW

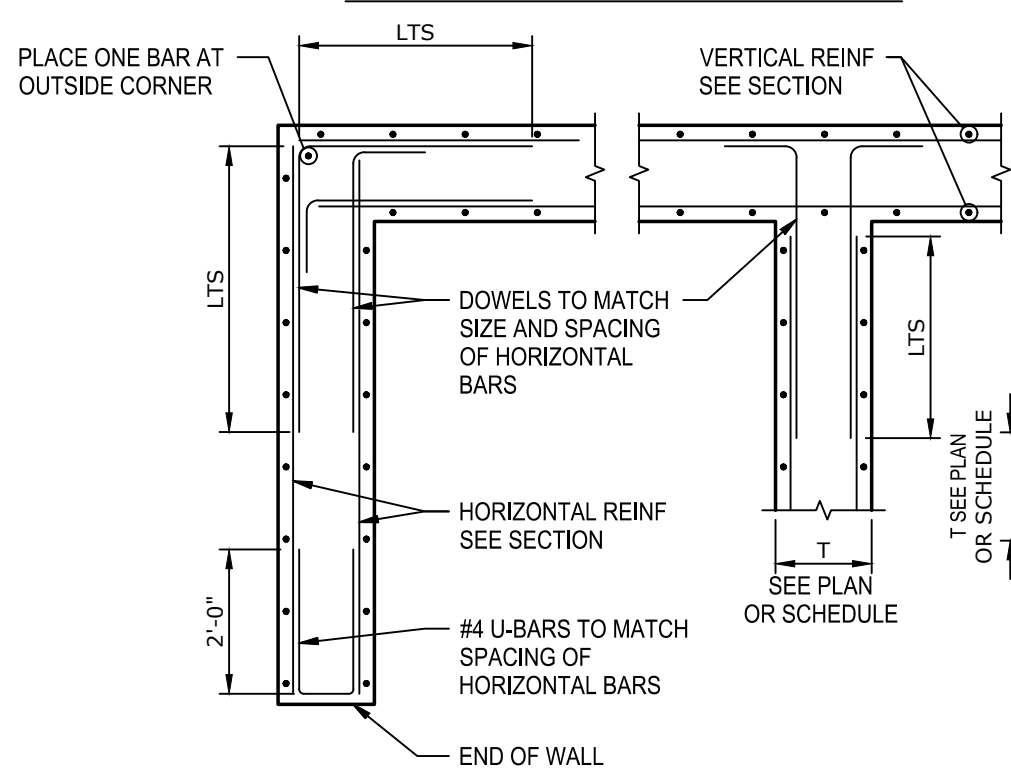


SECTION 'A-A'

25L PUMP HOUSE DETAIL
NTS



VERTICAL CONTRACTION JOINT - PLAN

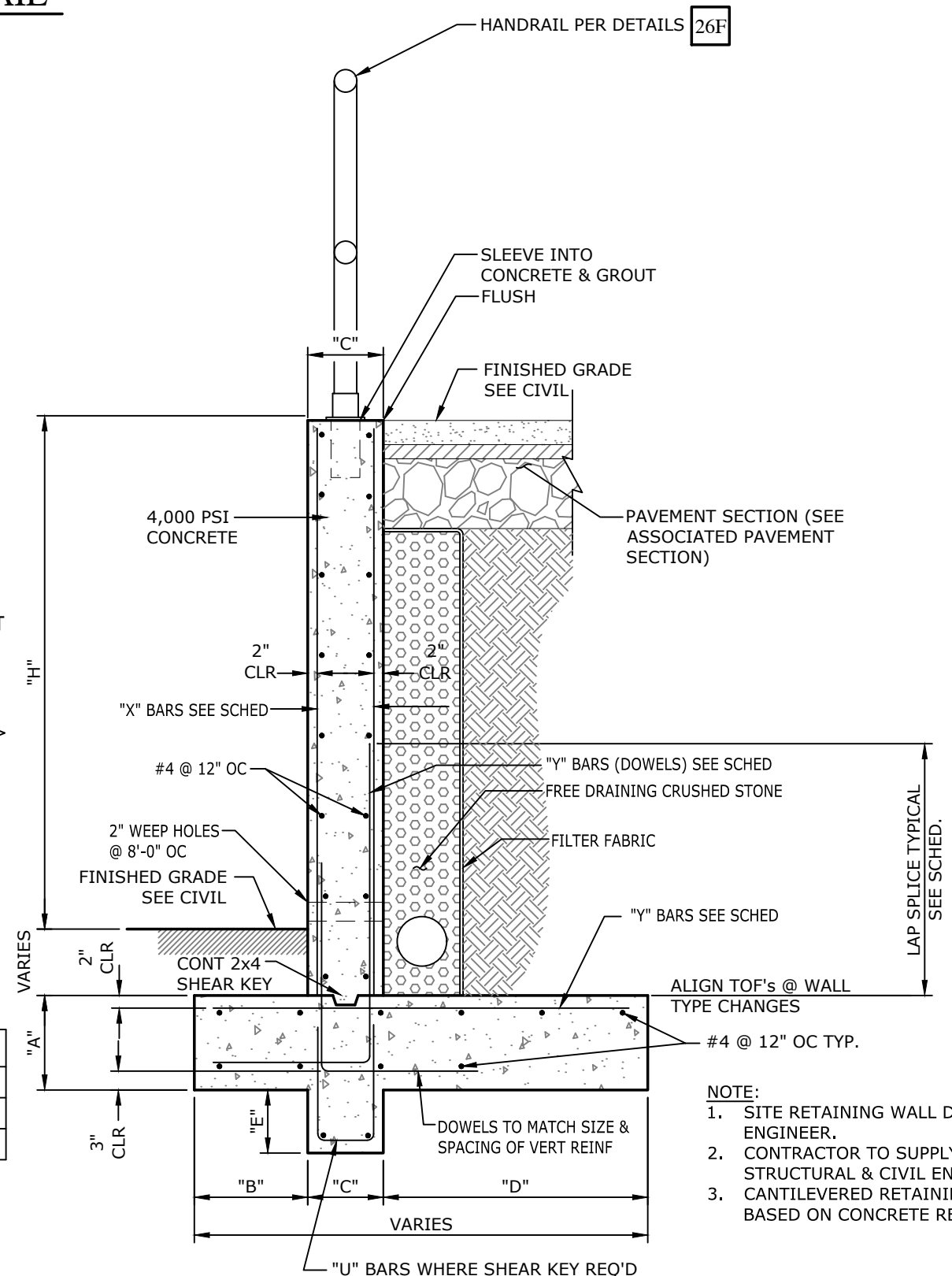


SITE RETAINING WALL - PLAN

RETAINING WALL SCHEDULE										
WALL MARK	"H" MAX	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "E"	"X" BARS	"Y" BARS	"U" BARS	SHEAR KEY
C	6'-0"	1'-0"	1'-3"	1'-0"	3'-3"	1'-6"	#4 @ 12"	#5 @ 12"	#4 @ 12"	YES
D	4'-0"	1'-0"	0'-9"	0'-10"	2'-0"	1'-0"	#4 @ 18"	#4 @ 12"	#4 @ 18"	YES

TYP RETAINING WALL DETAIL & SCHEDULE

25H REINFORCED CONCRETE RETAINING WALL
NTS



- NOTE:
1. SITE RETAINING WALL DETAIL PROVIDED BY STRUCTURAL ENGINEER.
 2. CONTRACTOR TO SUPPLY SHOP DRAWINGS FOR REVIEW BY STRUCTURAL & CIVIL ENGINEER PRIOR TO CONSTRUCTION.
 3. CANTILEVERED RETAINING WALLS DESIGN CRITERIA IS BASED ON CONCRETE REINFORCING STEEL INSTITUTE (CRSI)

REINFORCING BAR LAP SPICE SCHEDULE 4,000 psi CONCRETE		
BAR SIZE	BOTTOM BARS & WALLS	TOP BARS
#3	1'-10"	2'-4"
#4	2'-5"	3'-1"
#5	3'-0"	3'-11"
#6	3'-7"	4'-8"
#7	5'-3"	6'-9"
#8	6'-0"	7'-9"

LAP SCHEDULE APPLIES UNLESS SHOWN OTHERWISE ON DRAWINGS. TOP BARS HAVE 12" OR MORE OF CONCRETE BELOW.

PRELIMINARY
NOT FOR
CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS



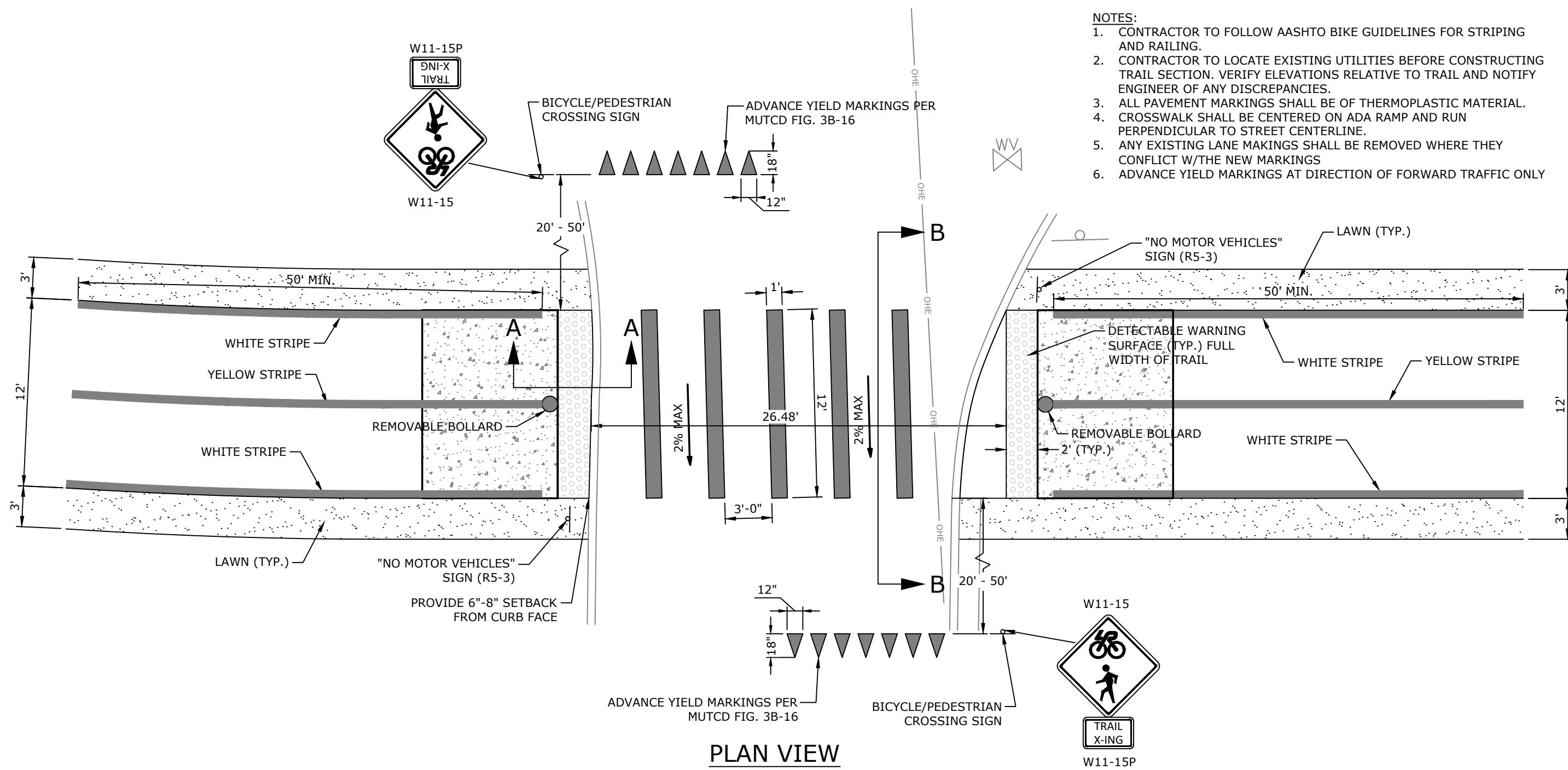
Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT

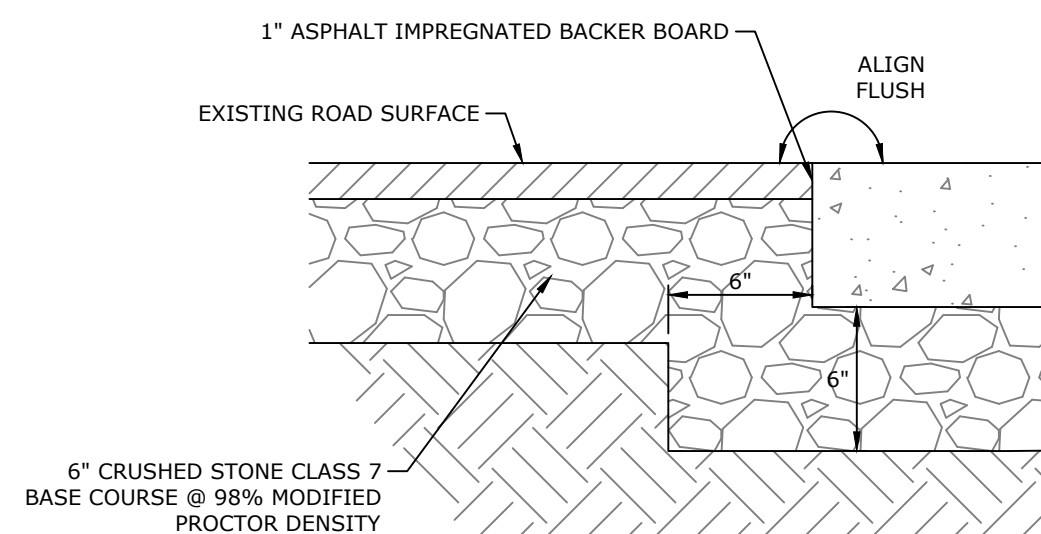
MISCELLANEOUS
DETAILS

DESIGNED BY: BB	DRAWN BY: CZ
DATE: AUG 2022	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776

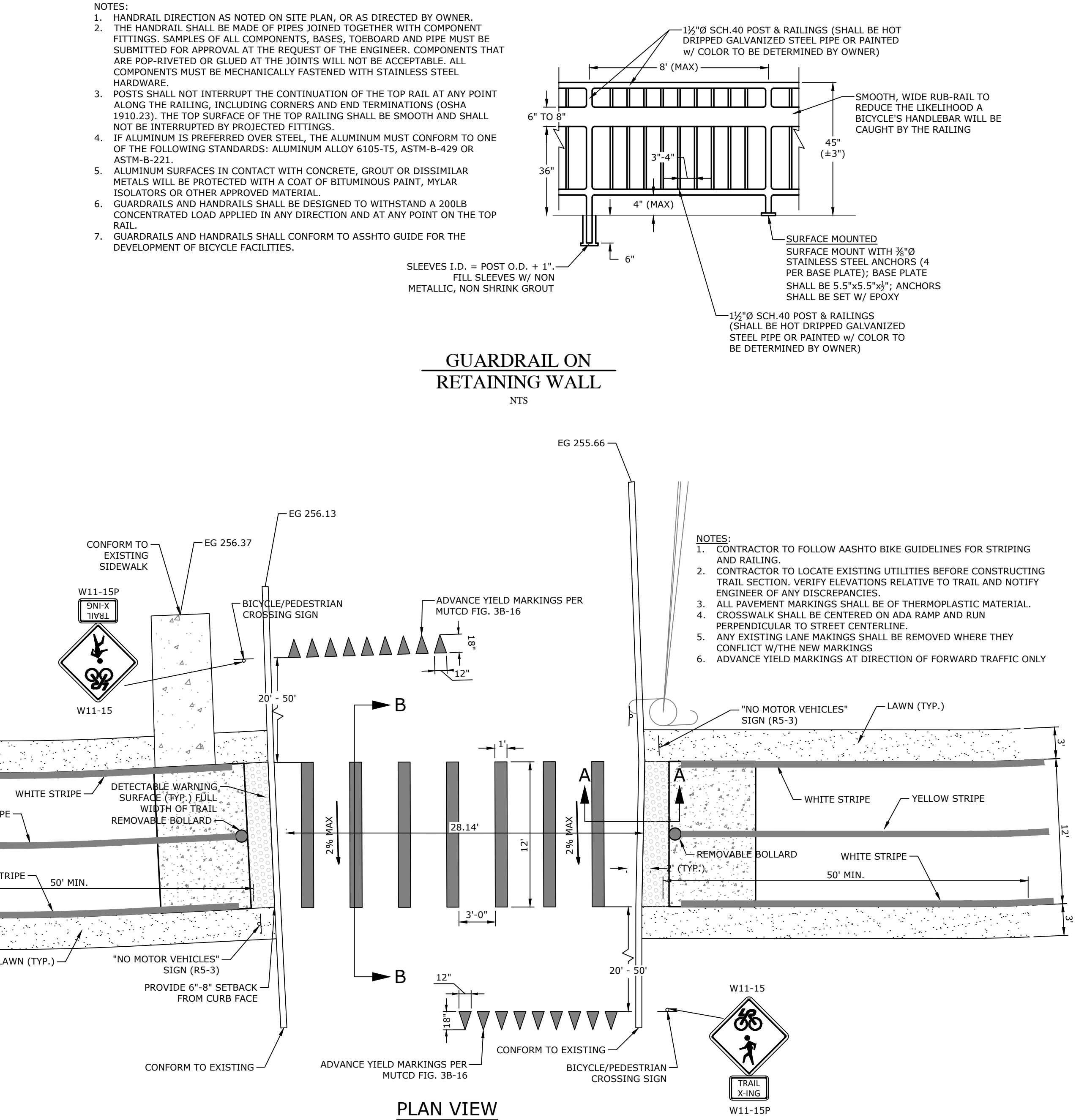
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**22K RAISED TRAIL CROSSING
DETAIL @ BOND STREET**
NTS



**21K ASPHALT TO CONCRETE
TRANSITION DETAIL**
NTS



**22L RAISED TRAIL CROSSING
DETAIL @ JOHN STREET**
NTS

**GUARDRAIL ON
RETAINING WALL**
NTS

- NOTES:
- HANDRAIL DIRECTION AS NOTED ON SITE PLAN, OR AS DIRECTED BY OWNER.
 - THE HANDRAIL SHALL BE MADE OF PIPES JOINED TOGETHER WITH COMPONENT FITTINGS. SAMPLES OF ALL COMPONENTS, BASES, TOEBOARD AND PIPE MUST BE SUBMITTED FOR APPROVAL AT THE REQUEST OF THE ENGINEER. COMPONENTS THAT ARE POP-RIVETED OR GLUED AT THE JOINTS WILL NOT BE ACCEPTABLE. ALL COMPONENTS MUST BE MECHANICALLY FASTENED WITH STAINLESS STEEL HARDWARE.
 - POSTS SHALL NOT INTERRUPT THE CONTINUATION OF THE TOP RAIL AT ANY POINT ALONG THE RAILING, INCLUDING CORNERS AND END TERMINATIONS (OSHA 1910.23). THE TOP SURFACE OF THE TOP RAILING SHALL BE SMOOTH AND SHALL NOT BE INTERRUPTED BY PROJECTED FITTINGS.
 - IF ALUMINUM IS PREFERRED OVER STEEL, THE ALUMINUM MUST CONFORM TO ONE OF THE FOLLOWING STANDARDS: ALUMINUM ALLOY 6105-T5, ASTM-B-429 OR ASTM-B-221.
 - ALUMINUM SURFACES IN CONTACT WITH CONCRETE, GROUT OR DISSIMILAR METALS WILL BE PROTECTED WITH A COAT OF BITUMINOUS PAINT, MYLAR ISOLATORS OR OTHER APPROVED MATERIAL.
 - GUARDRAILS AND HANDRAILS SHALL BE DESIGNED TO WITHSTAND A 200LB CONCENTRATED LOAD APPLIED IN ANY DIRECTION AND AT ANY POINT ON THE TOP RAIL.
 - GUARDRAILS AND HANDRAILS SHALL CONFORM TO ASSHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.

1 1/2" O SCH.40 POST & RAILINGS (SHALL BE HOT DRIPPED GALVANIZED STEEL PIPE OR PAINTED w/ COLOR TO BE DETERMINED BY OWNER)

8" (MAX)

6" TO 8"

36"

3"-4"

4" (MAX)

6"

SMOOTH, WIDE RUB-RAIL TO REDUCE THE LIKELIHOOD A BICYCLE'S HANDLEBAR WILL BE CAUGHT BY THE RAILING

45" (±3")

SURFACE MOUNTED SURFACE MOUNT WITH 3/8" O STAINLESS STEEL ANCHORS (4 PER BASE PLATE); BASE PLATE SHALL BE 5.5"x5.5"x1/4"; ANCHORS SHALL BE SET W/ EPOXY

1 1/2" O SCH.40 POST & RAILINGS (SHALL BE HOT DRIPPED GALVANIZED STEEL PIPE OR PAINTED w/ COLOR TO BE DETERMINED BY OWNER)

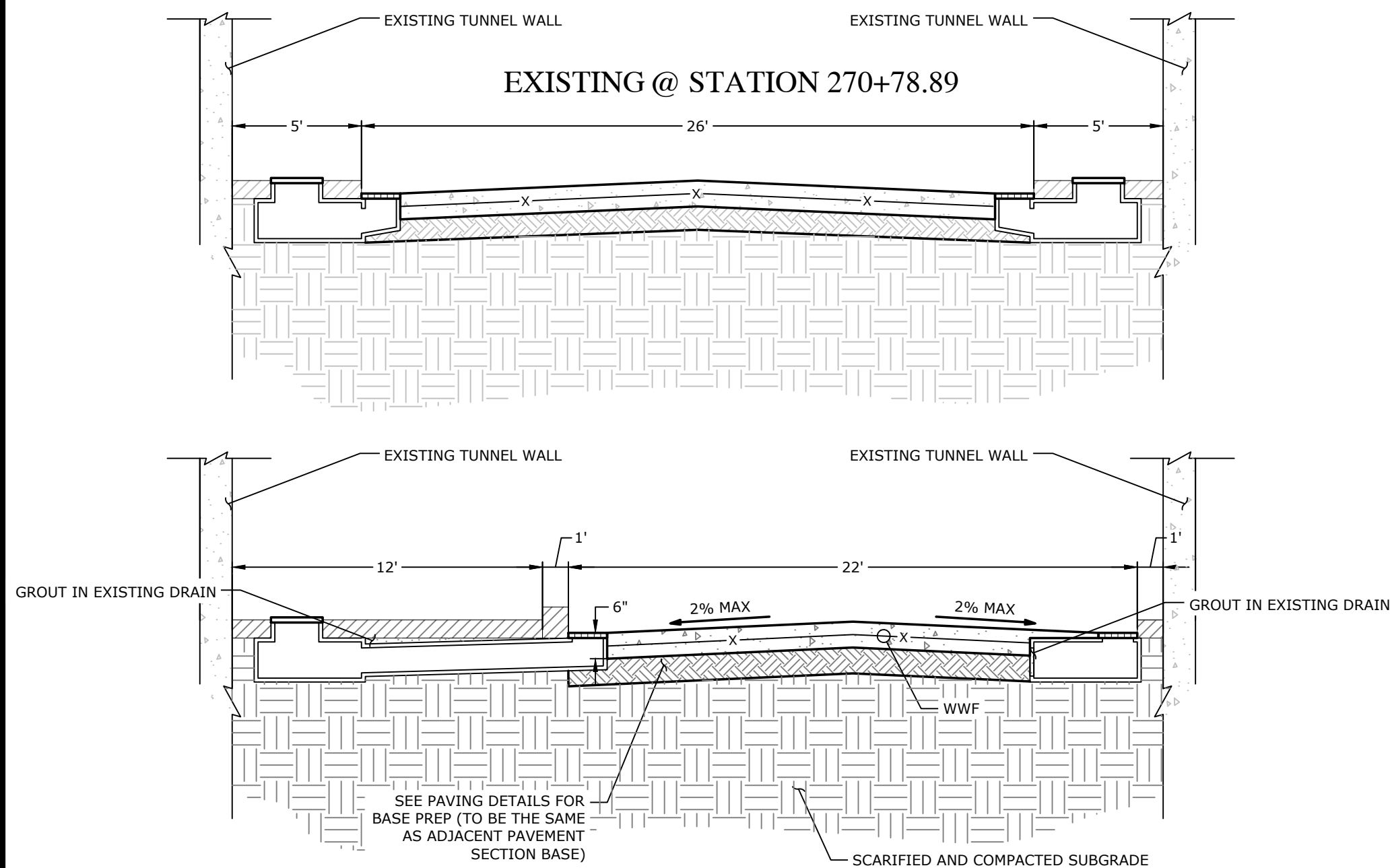
SLEEVES I.D. = POST O.D. + 1". FILL SLEEVES W/ NON METALLIC, NON SHRINK GROUT

- NOTES:
- CONTRACTOR TO FOLLOW AASHTO BIKE GUIDELINES FOR STRIPING AND RAILING.
 - CONTRACTOR TO LOCATE EXISTING UTILITIES BEFORE CONSTRUCTING TRAIL SECTION. VERIFY ELEVATIONS RELATIVE TO TRAIL AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
 - ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL.
 - CROSSWALK SHALL BE CENTERED ON ADA RAMP AND RUN PERPENDICULAR TO STREET CENTERLINE.
 - ANY EXISTING LANE MAKINGS SHALL BE REMOVED WHERE THEY CONFLICT W/THE NEW MARKINGS
 - ADVANCE YIELD MARKINGS AT DIRECTION OF FORWARD TRAFFIC ONLY

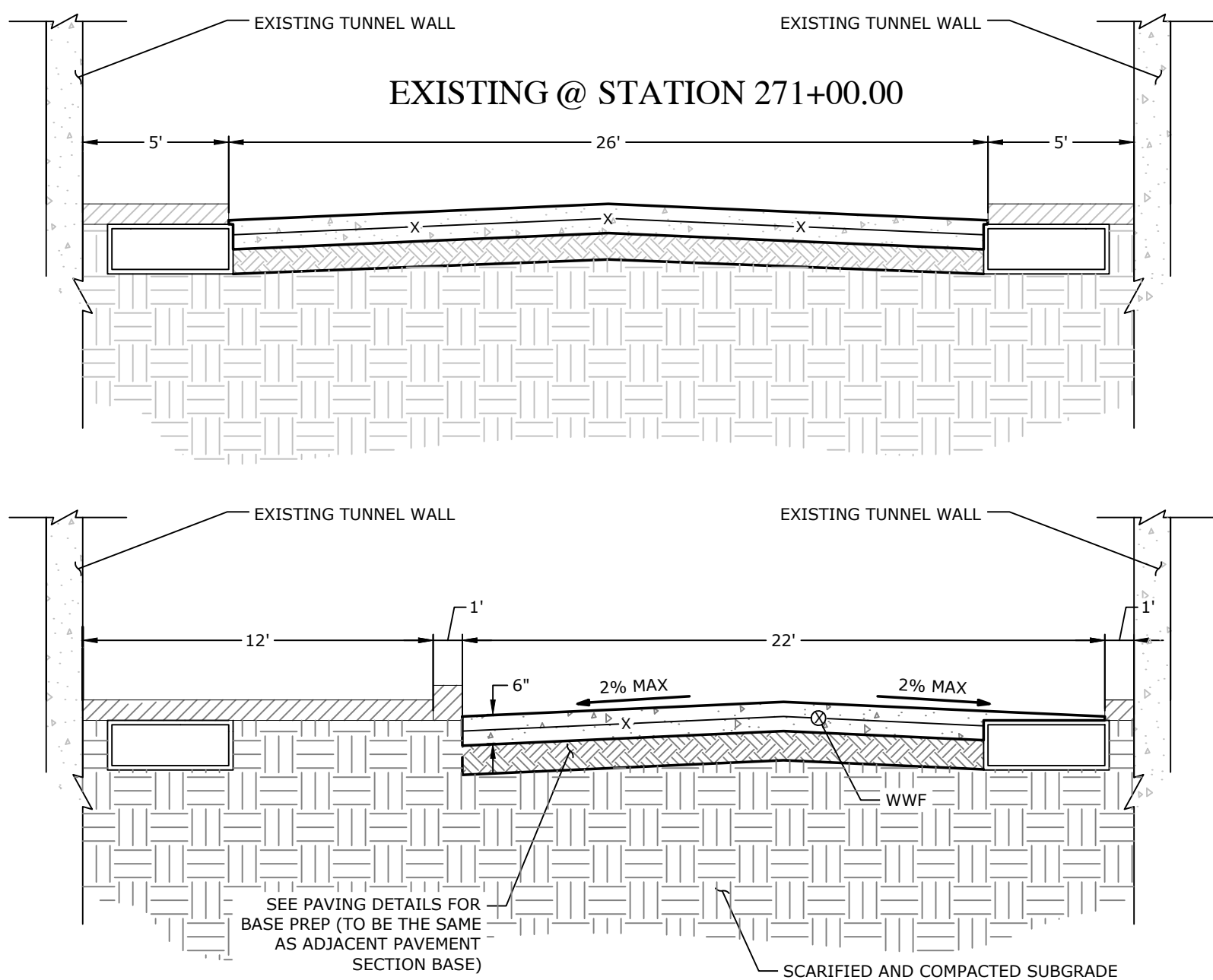
REVISIONS		DESCRIPTION
REV	DATE	
	8/21/2020	60% DESIGN DEVELOPMENT
	1/7/2021	LEVEE DISTRICT CONCEPT
	5/1/2021	90% DESIGN DEVELOPMENT

DESIGNED BY:	DRAWN BY :
BB	CZ
DATE:	REVISION:
AUG 2022	
SCALE:	JOB NUMBER:
N.T.S.	20-5776

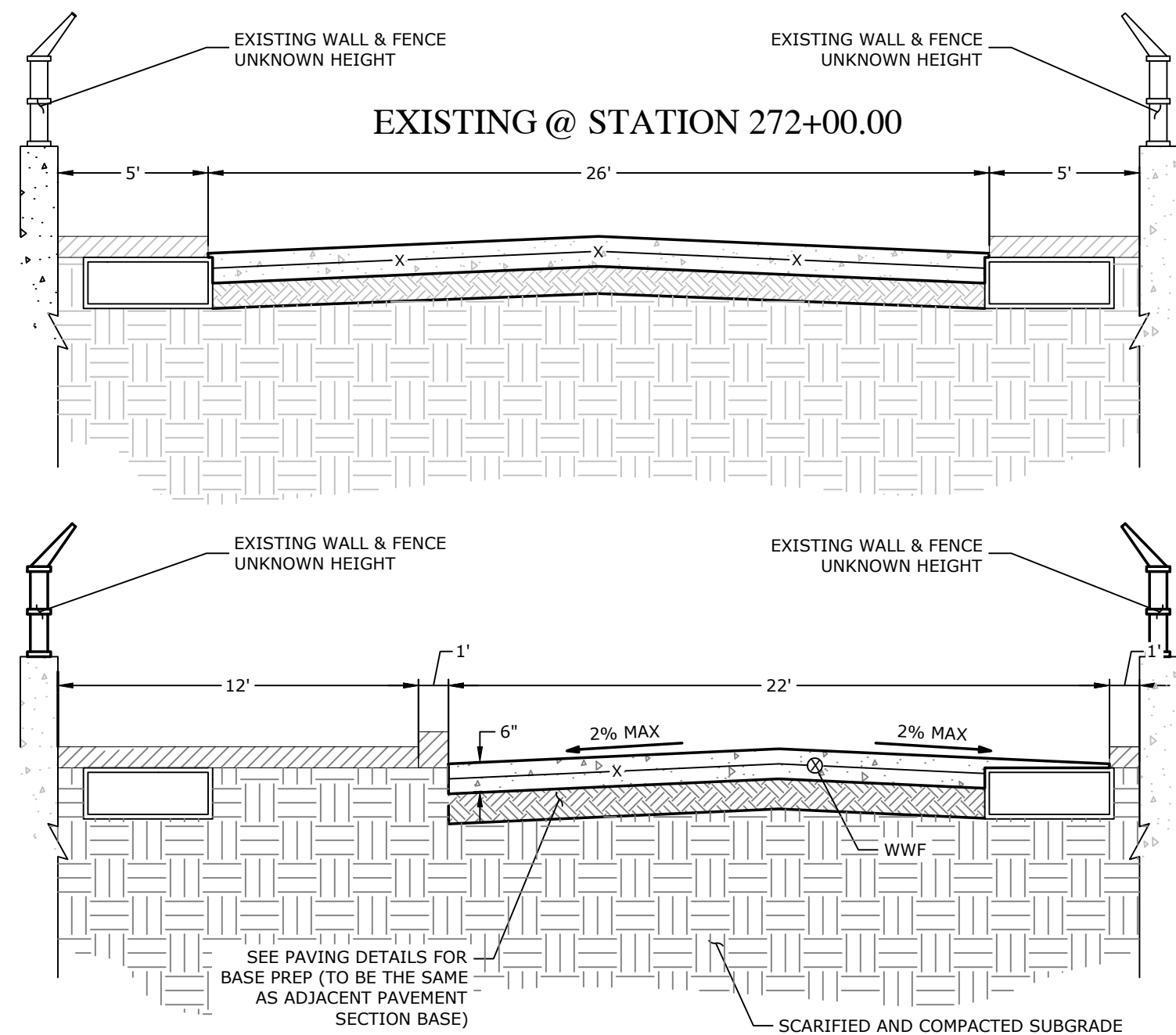
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25I.1 ROAD CREST ADJUSTMENT & STORM INLET THROAT ADJUSTMENT
NTS



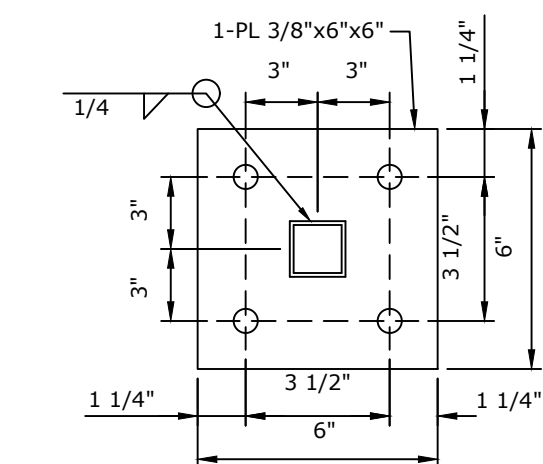
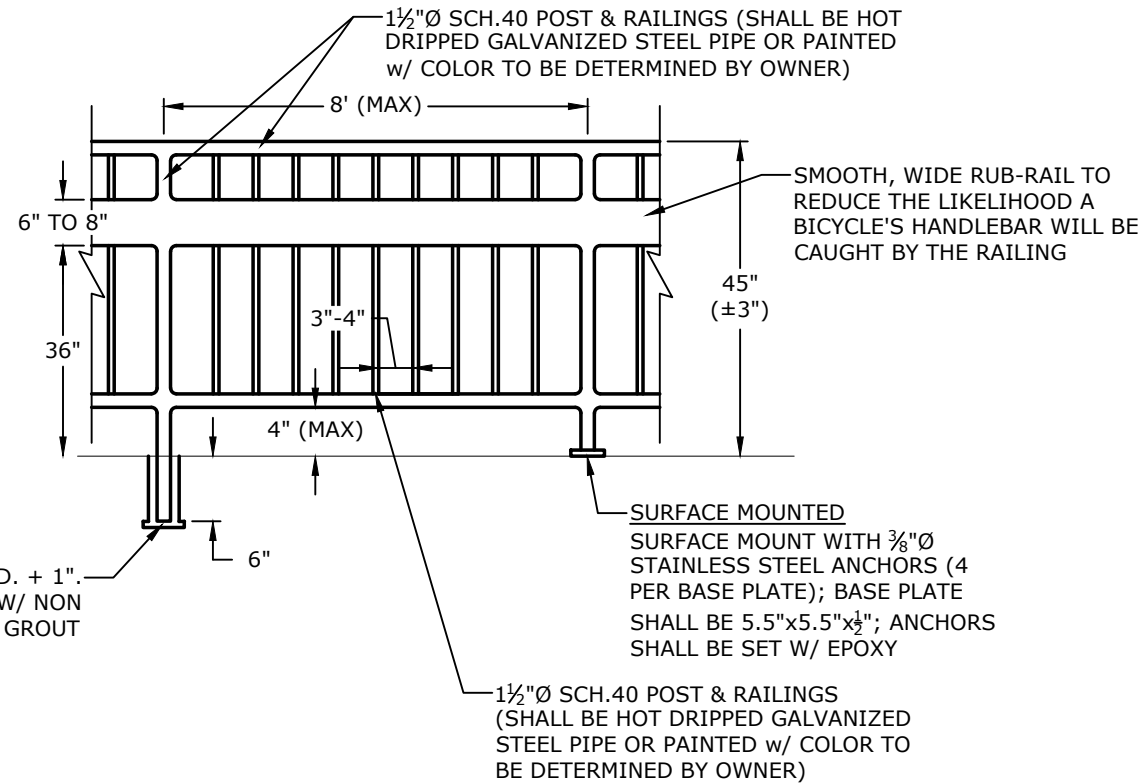
25I.2 ROAD CREST ADJUSTMENT & STORM INLET THROAT ADJUSTMENT
NTS



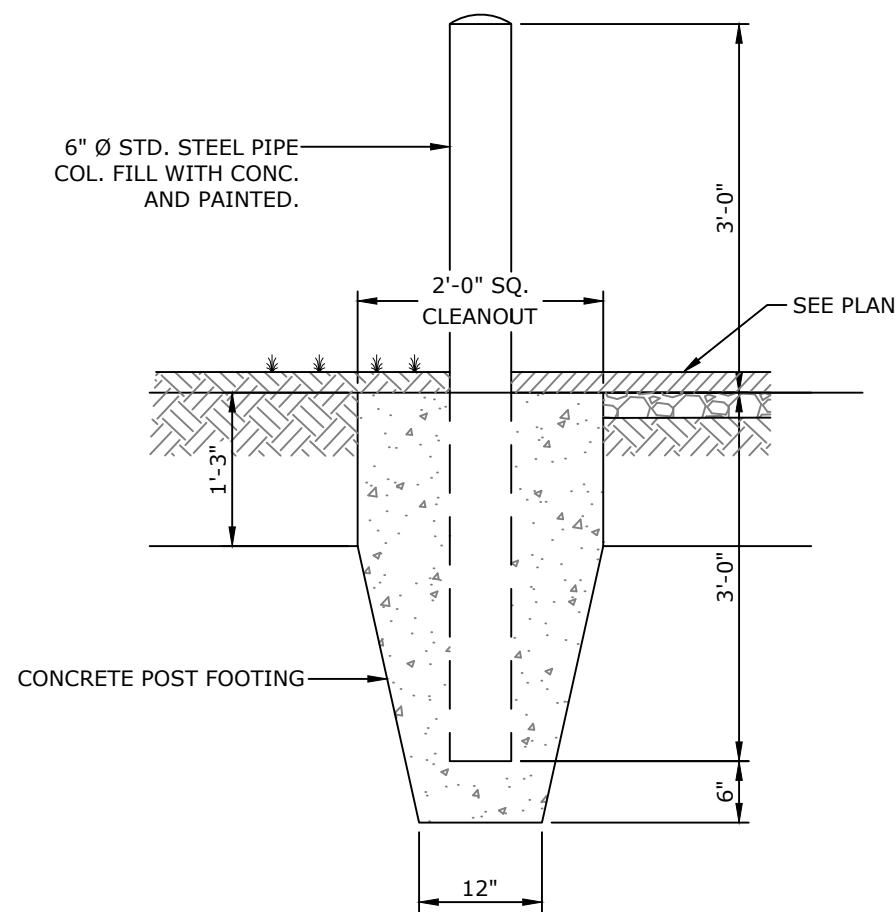
25I.3 ROAD CREST ADJUSTMENT & STORM INLET THROAT ADJUSTMENT
NTS

- NOTES:
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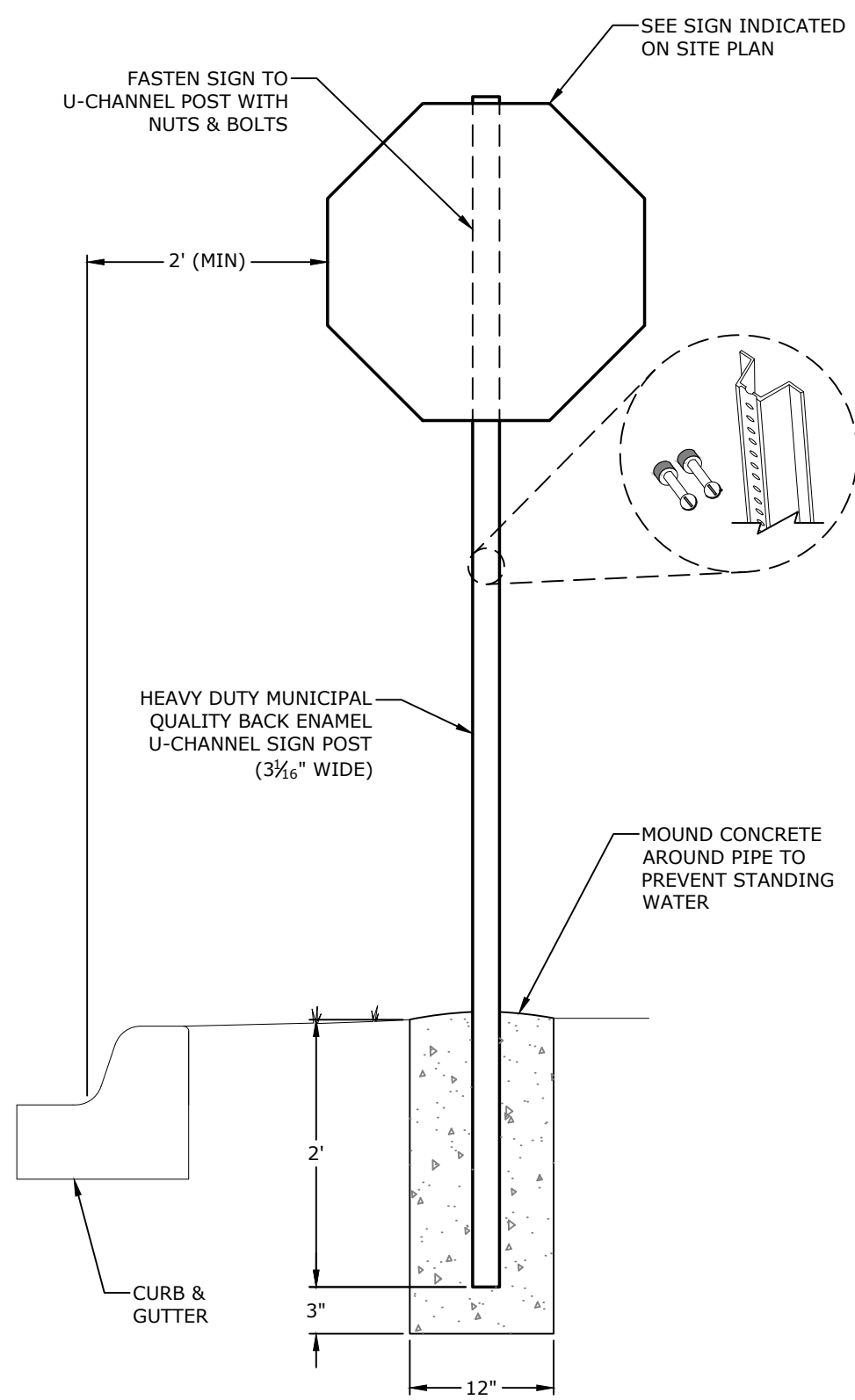
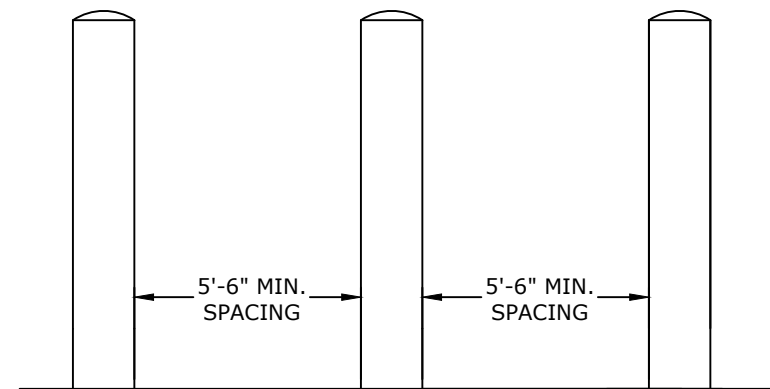
26F GUARDRAIL ON RETAINING WALL
NTS



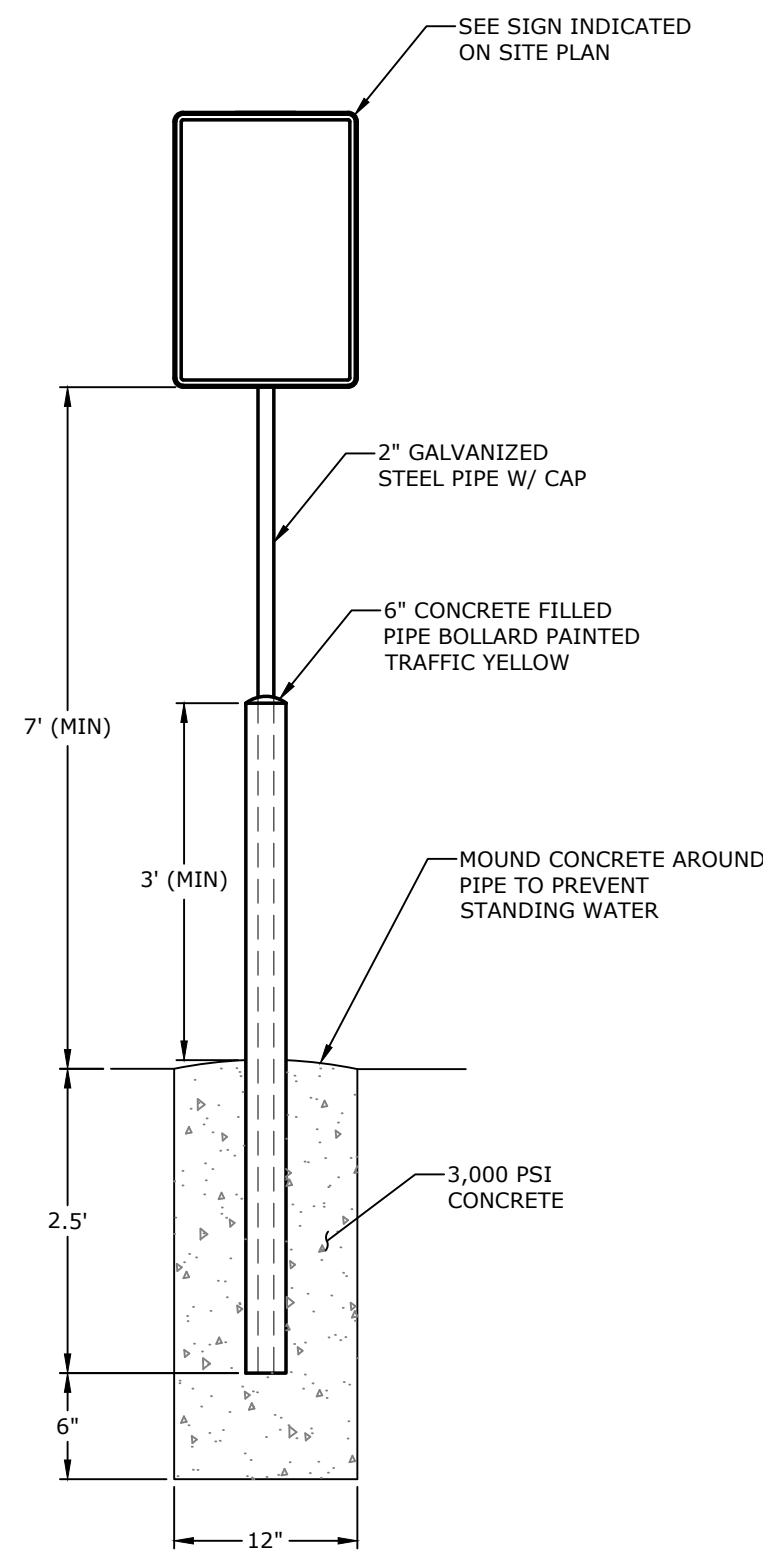
26L BASE PLATE DETAIL
N.T.S.



25B BOLLARD DETAIL
NTS



24B SIGN POST
NTS



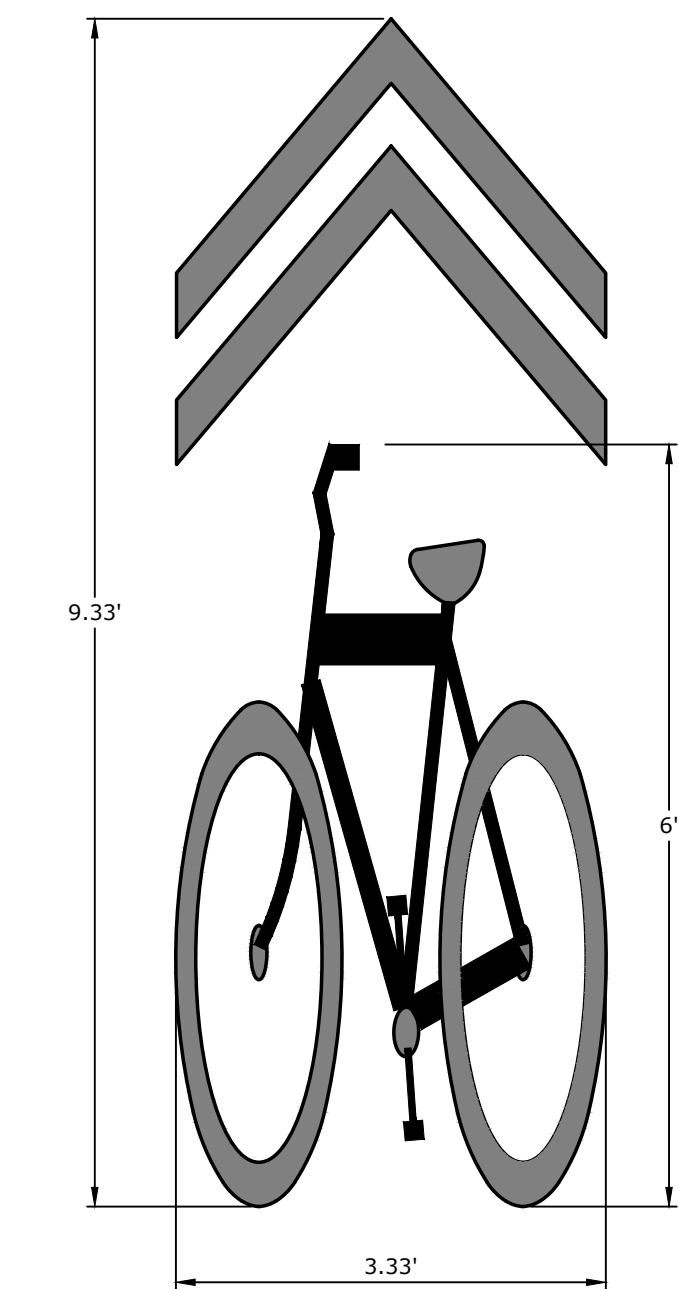
24C SIGN POST W/ BOLLARD
NTS

REVISIONS		DESCRIPTION
REV	DATE	
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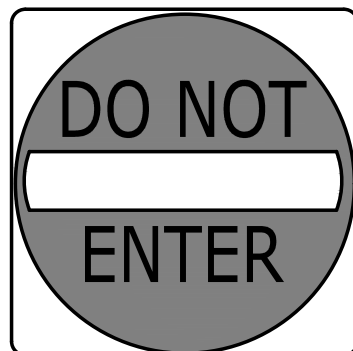


23N BICYCLE SHARED LANE PAVEMENT MARKING
NTS



R1-1
SINGLE LANE ROAD: 30"x30"
MULTI-LANE ROAD: 36"x36"

24D 'STOP' SIGN
NTS



R5-1
SINGLE LANE ROAD: 30"x30"
MULTI-LANE ROAD: 36"x36"

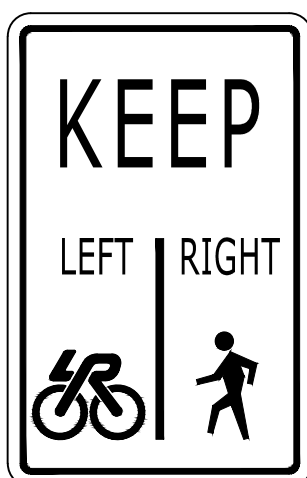
24E 'DO NOT ENTER' SIGN
NTS



BLACK TEXT ON
YELLOW BACKGROUND;
W11A-2 + W11-2P



W11-15P



R9-7



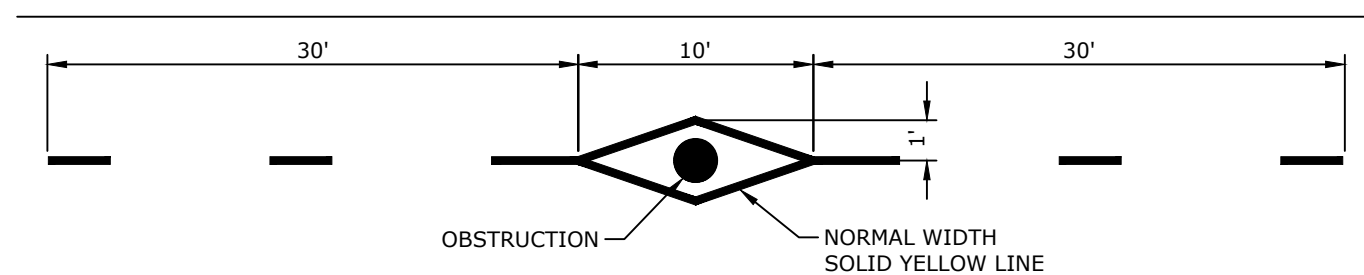
D1-3B



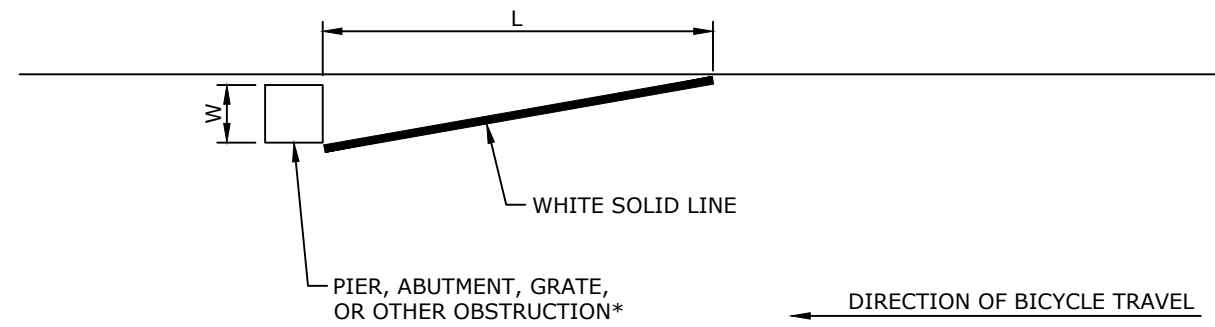
R1-1

24I TRAIL SIGN DETAILS
NTS

24K 'PEDESTRIAN CROSSING'
SIGN
NTS



A - OBSTRUCTION WITHIN THE PATH

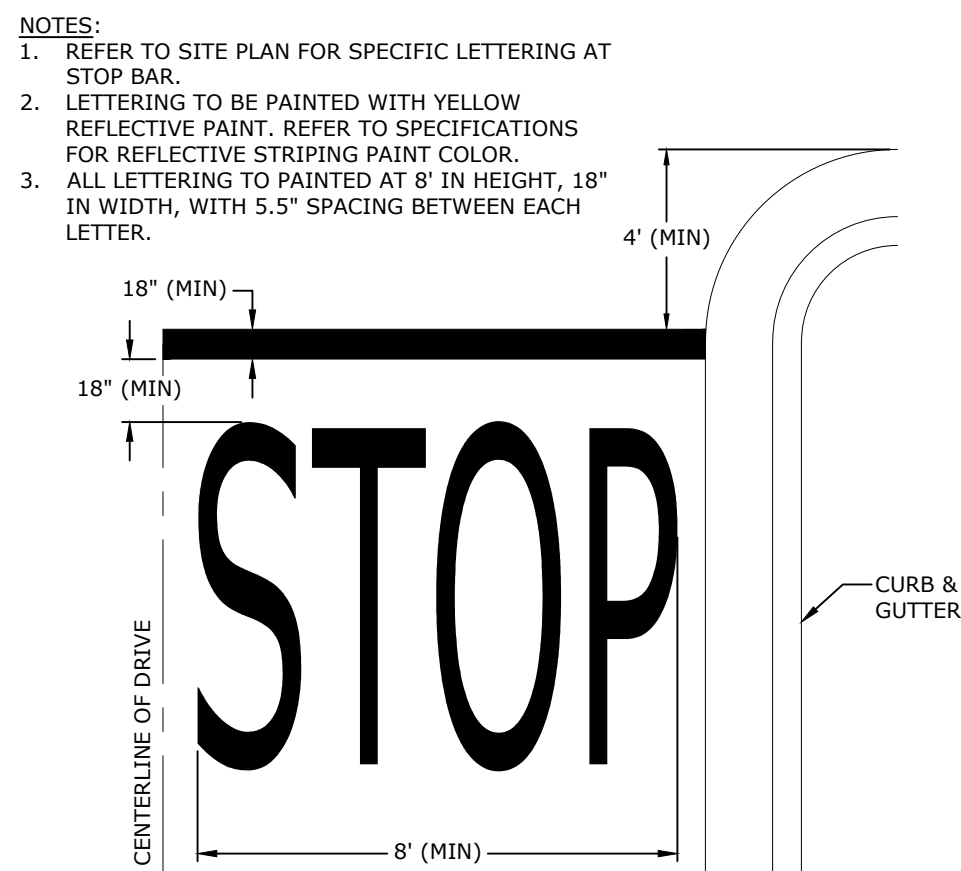


B - OBSTRUCTION AT EDGE OF PATH OR ROADWAY

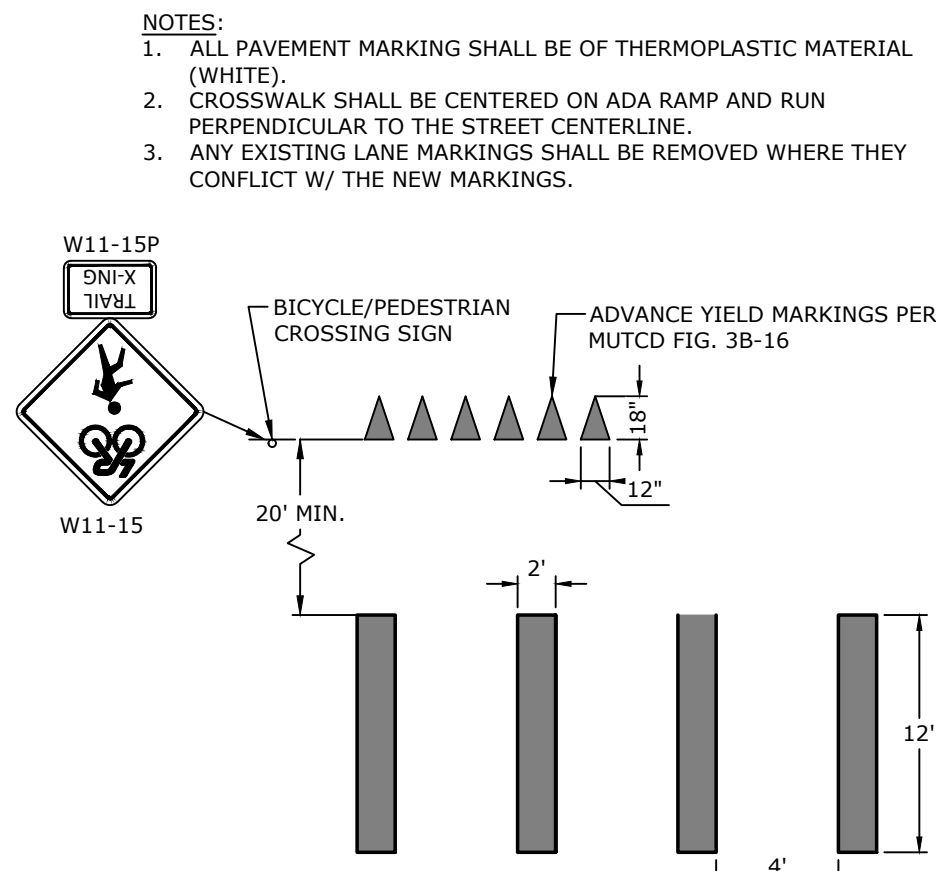
L = WS, WHERE W IS THE OFFSET IN FEET AND S IS BICYCLE APPROACH SPEED IN MPH

*PROVIDE AN ADDITIONAL FOOT OF OFFSET FOR A REAISED OBSTRUCTION AND USE THE FORMULA
L = (W+1) S FOR THE TAPER LENGTH
W11-15P

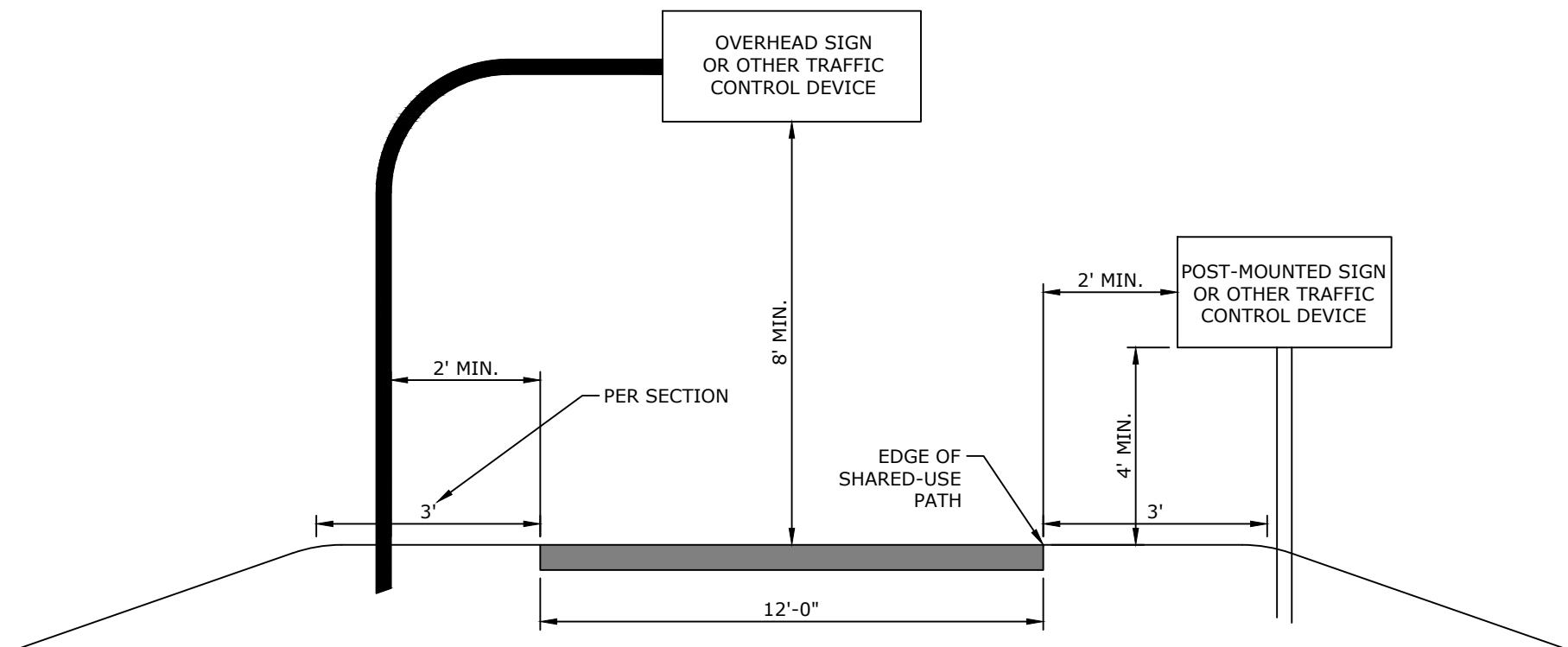
21H OBSTRUCTION PAVEMENT MARKINGS DETAIL
NTS



23E STOP BAR
NTS



22H BIKE TRAIL CROSSWALK STRIPING
NTS



24Q SIGN PLACEMENT ON SHARED-USE PATHS DETAIL
NTS

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