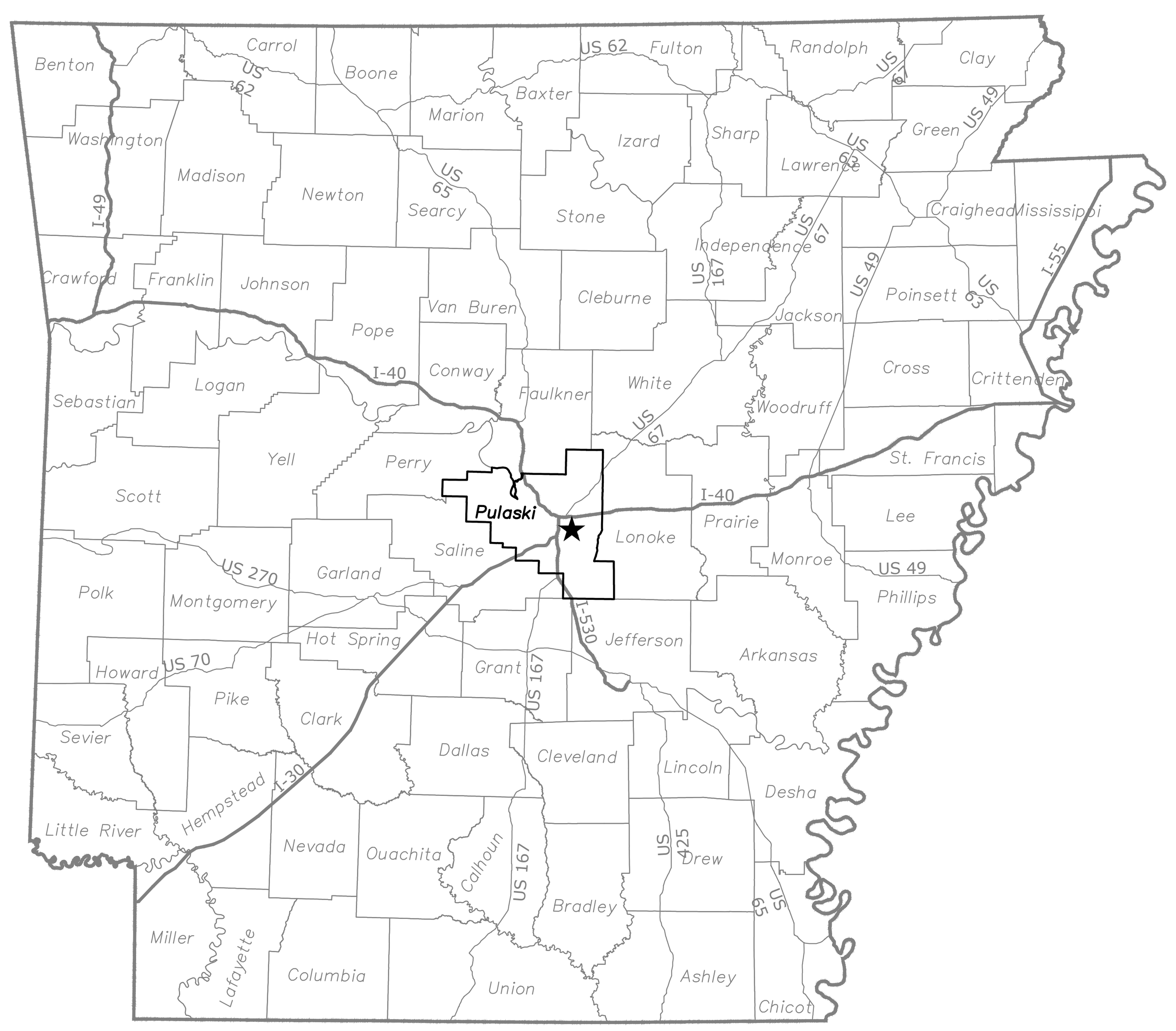
ARDOT JOB 061696, SOUTHEAST TRAIL (PULASKI CO.) (S)

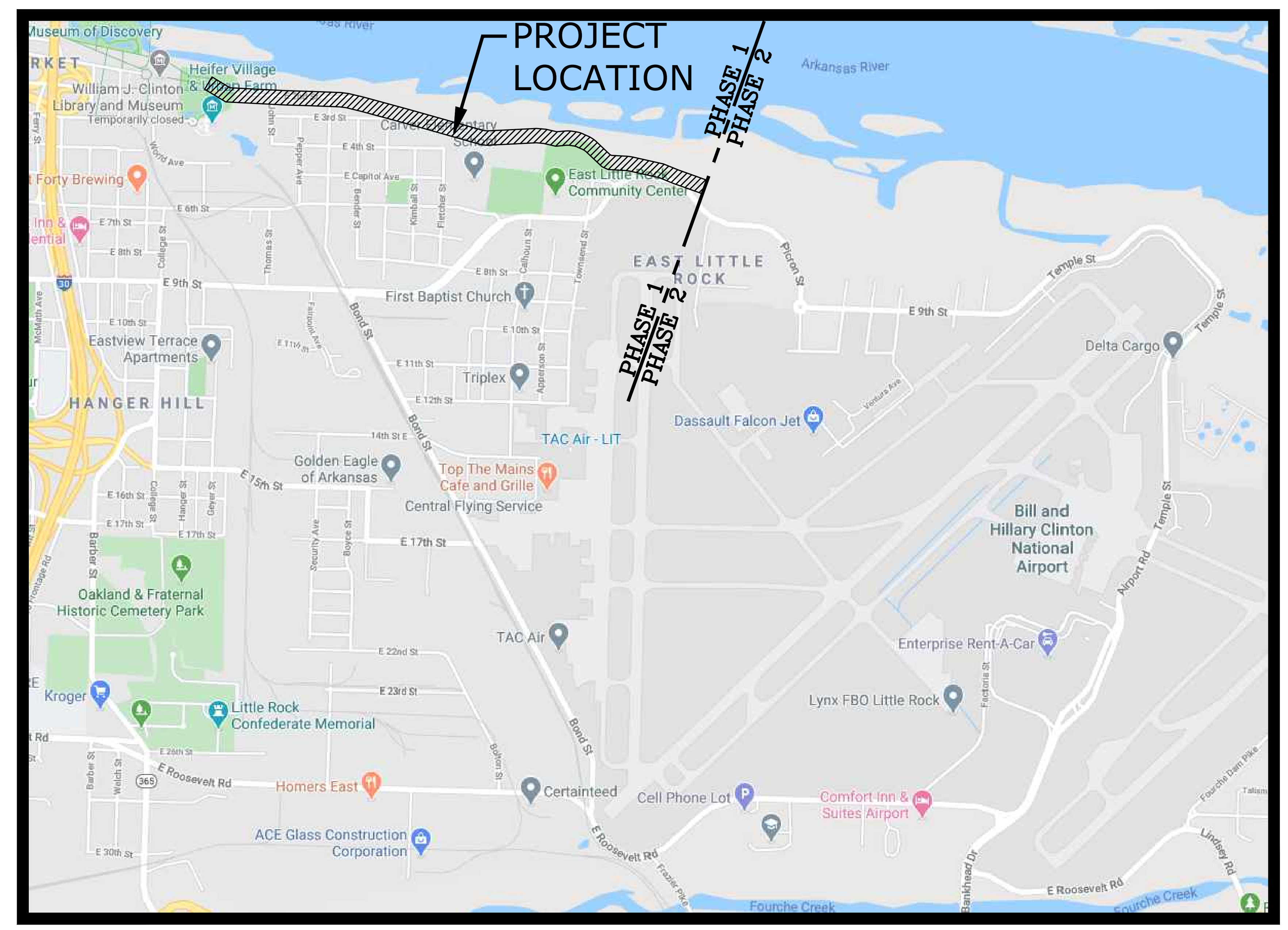
SOUTHEAST TRAIL - PHASE 1

LITTLE ROCK, ARKANSAS

PULASKI COUNTY, ARKANSAS



LOCATION MAP



VICINITY MAP

PHASE 1
BID SET
MARCH 2023
MCE PROJECT NUMBER 20-5776

INDEX TO DRAWINGS

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
MCCLELLAND 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

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

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

REVISIONS		
REV	DATE	DESCRIPTION

CITY OF LITTLE ROCK

MCE McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
http://www.mce.us.com
7302 KANIS ROAD
LITTLE ROCK, ARKANSAS 72204
501-371-0272

PULASKI COUNTY

CERTIFICATE OF AUTH. McCLELLAND CONSULTING ENGINEERS No. 24 ARKANSAS ENGINEER

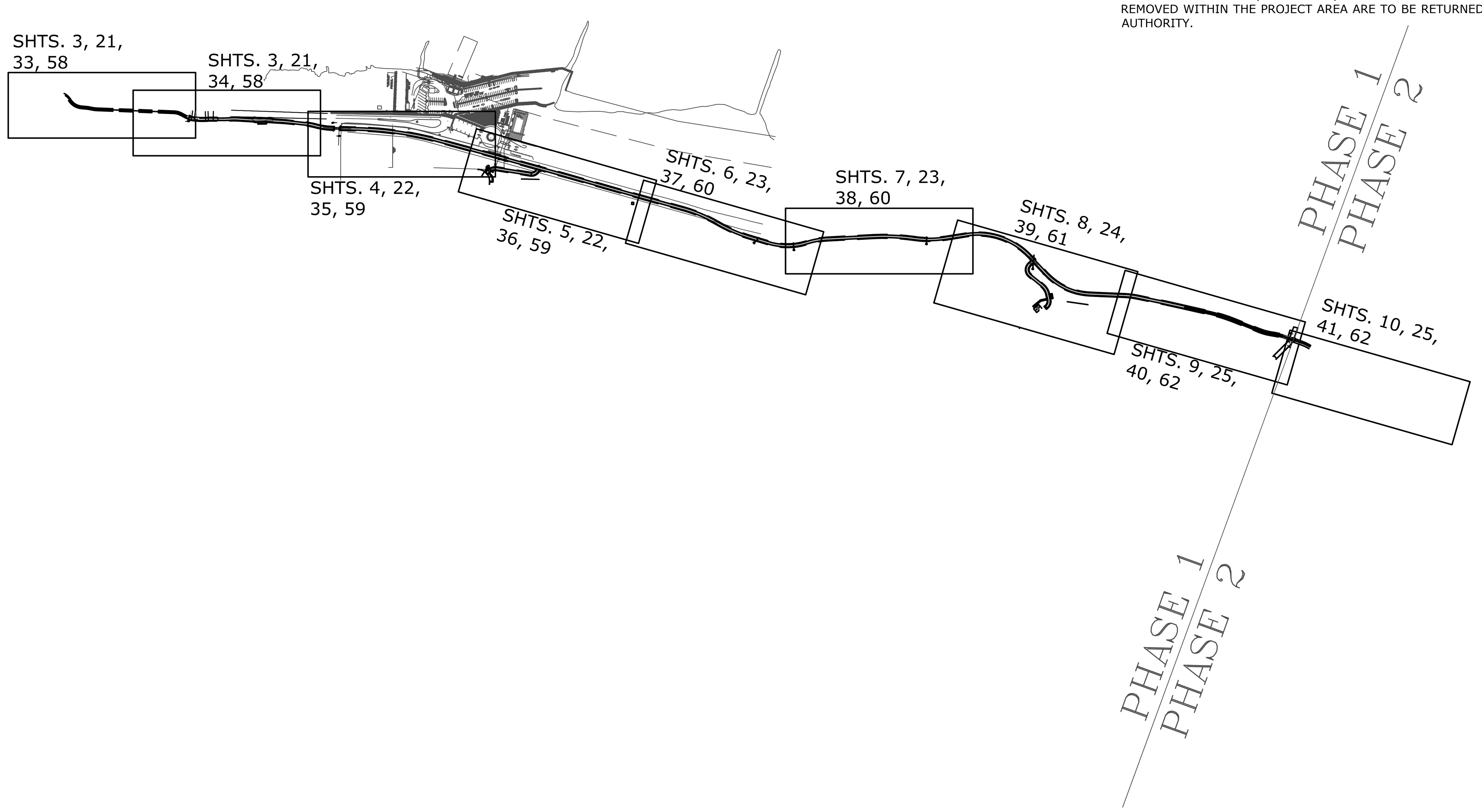
Licensed Landscape Architect BRETT BUDOLFSON 9510 Arkansas

ORIGINAL SIGNATURE ON FILE

LITTLE ROCK, AR • FAYETTEVILLE, AR • FORT SMITH, AR • TULSA, OK

SOUTHEAST TRAIL, PULASKI COUNTY, ARKANSAS MCE #20-5776 MAR 2023

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-CVR-PH1.dwg, PRINTED ON: March 22, 2023 @ 5:19 PM



GENERAL DEMOLITION NOTES

1. ALL AREAS WITHIN THE LIMITS OF DISTURBANCE TO BE DEMOLISHED AND REMOVED UNLESS OTHERWISE NOTED ON THIS PLAN.
2. 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.
3. 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.
4. CONTRACTOR SHALL DISPOSE OF ALL MATERIALS RESULTING FROM DEMOLITION IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS THAT GOVERN SUCH OPERATIONS.
5. ALL ABANDONED SERVICE LINES SHALL BE DISCONNECTED AND CAPPED PER UTILITY COMPANIES REQUIREMENTS. COORDINATE ALL DISCONNECTIONS WITH UTILITY COMPANIES.
6. CONTRACTOR IS TO BRING TO THE ATTENTION OF THE CIVIL ENGINEER ANY AREA OF DEMOLITION IN QUESTION BEFORE PROCEEDING WITH WORK.
7. CONTRACTOR TO REVIEW AND COORDINATE DEMOLITION LIMITS WITH PROPOSED CONSTRUCTION PLANS.
8. EXISTING CLEAN TOPSOIL TO BE STOCKPILED FOR FUTURE USE ON THIS SITE AND IS TO BE COORDINATED BY THE GENERAL CONTRACTOR.
9. 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

1. 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.
2. PERMIT FOR ANY CONSTRUCTION ACTIVITY MUST BE MAINTAINED ON SITE AT ALL TIMES.
3. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
4. 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.
5. ALL WASH WATER SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
12. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
13. CONTRACTOR SHALL DESIGNATE / IDENTIFY AREAS INSIDE THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.
14. ALL BMP's SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED BY A MINIMUM OF 80% GRASS COVERAGE.
15. ALL DEWATERING ACTIVITIES SHALL CONFORM TO ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS. DISCHARGED WATER MUST BE PROPERLY TREATED BEFORE RELEASING FROM THE SITE.

GENERAL SITE NOTES

1. CONTRACTOR SHALL RETAIN A FULL SET OF LATEST APPROVED CONSTRUCTION PLANS ON SITE DURING CONSTRUCTION ACTIVITIES.
2. CONSTRUCTION METHODS AND MATERIALS NOT SPECIFIED IN THESE PLANS ARE TO MEET OR EXCEED THE SITE WORK SPECIFICATIONS PROVIDED BY McCLELLAND CONSULTING ENGINEERS, INC. OR AS SPECIFIED BY THE OWNER'S RESIDENT REPRESENTATIVE.
3. 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.
4. 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.
5. UNLESS OTHERWISE NOTED, ALL CURBING INDICATED SHALL BE 2'-0" CONCRETE CURB AND GUTTER.
6. ALL DIMENSIONS, UNLESS OTHERWISE NOTED, ARE FROM THE FACE OF CURB, FACE OF BUILDING, OR CENTERLINE OF STRIPE.
7. CONTRACTOR SHALL REFER TO PROJECT SPECIFICATIONS AND GEOTECHNICAL REPORT DETAILS FOR PAVING DESIGN AND PROPER MATERIALS.
8. ALL RADII FOR CURBS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
9. ALL RADII ON CURBS ARE 3'-0" UNLESS OTHERWISE NOTED.
10. GENERAL CONTRACTOR SHALL COORDINATE AND COMPLY WITH ALL UTILITY COMPANIES INVOLVED IN PROJECT AND PAY ALL REQUIRED FEES AND COSTS.
11. ALL WORK TO BE DONE IN STRICT ACCORDANCE WITH THE CITY OF LITTLE ROCK'S STANDARD SITE SPECIFICATIONS.
12. BT IS LOADING, HAULING, AND ROUGH GRADING LEVEE FILL MATERIAL ONLY. ALL OTHER WORK TO BE PERFORMED BY OTHERS.
13. TRAIL TO MEET THE REQUIREMENTS OF AASHTO'S "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES".

GENERAL GRADING/DRAINAGE NOTES

1. 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.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION OR REMOVAL OF EXISTING UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AT NO ADDITIONAL COST TO THE OWNER.
3. 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 McCLELLAND CONSULTING ENGINEERS, INC. FOR REVIEW AND APPROVAL.
4. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES ON ADJUSTING EXISTING UTILITY LINE AS REQUIRED BY CUT AND FILL AT NO ADDITIONAL COST TO THE OWNER.
5. 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.
6. ALL STORM DRAIN PIPES ARE MEASURED FROM CENTER OF STRUCTURES AND END OF FLARED END SECTIONS.
7. 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.
8. ALL DRAINAGE STRUCTURES SHALL BE CAST-IN-PLACE (UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE ENGINEER OF RECORD).
9. 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.
10. 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).
11. STORM SEWER TRENCHING AND BEDDING SHALL BE INSTALLED PER DETAIL 33G.
12. 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.
13. REMOVE GOOD TOPSOIL FROM AREAS TO BE GRADED AND FILLED, AND PRESERVE IT FOR USE IN FINISHING THE GRADING OF ALL CRITICAL AREAS.
14. 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.
15. CLEAR AND GRUB AREAS TO BE FILLED, REMOVE TREES, VEGETATION, ROOTS, DEBRIS, AND OTHER MATERIALS THAT WOULD AFFECT THE STABILITY OF THE FILL.
16. ENSURE THAT FILL MATERIAL IS FREE OF BRUSH, RUBBISH, ROCKS, LOGS, STUMPS, BUILDING DEBRIS, AND OTHER MATERIALS INAPPROPRIATE FOR CONSTRUCTING STABLE FILLS.
17. DO NOT INCORPORATE FROZEN MATERIAL OR SOFT, MUCK, OR HIGHLY COMPRESSIBLE MATERIALS INTO FILL SLOPES.
18. KEEP DIVERSIONS AND OTHER WATER CONVEYANCE MEASURES FREE OF SEDIMENT DURING ALL PHASES OF DEVELOPMENT.
19. 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)).
20. 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.
21. 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.
22. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGLY.
23. 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.
24. SITE GRADING SHALL NOT PROCEED UNTIL PERIMETER EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
25. REFER TO GEOTECHNICAL REPORT FOR GENERAL DESCRIPTION OF SOIL STRATA AND INFORMATION ON EXISTING ROCK.

PLAN SCALE

500 0 250 500 1000

(IN FEET)
1 inch = 500ft.

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

Licensed Landscape Architect BRETT BUDOLFSON 9540 Arkansas

ORIGINAL SIGNATURE ON FILE

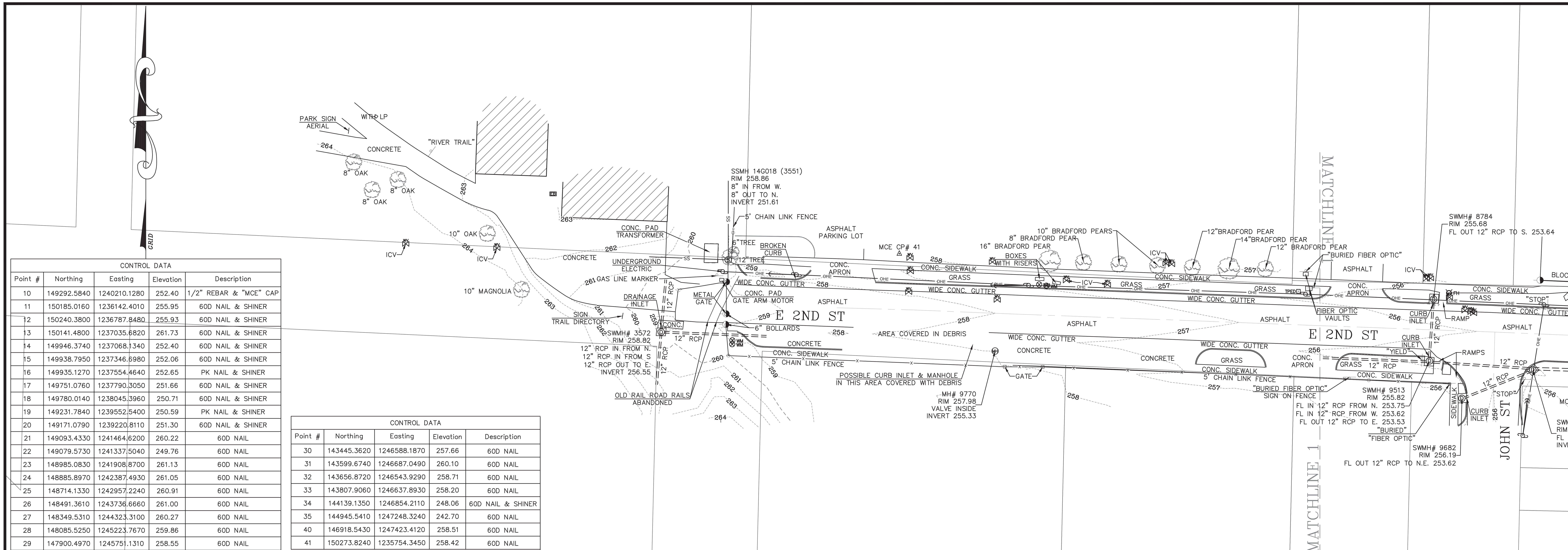
SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

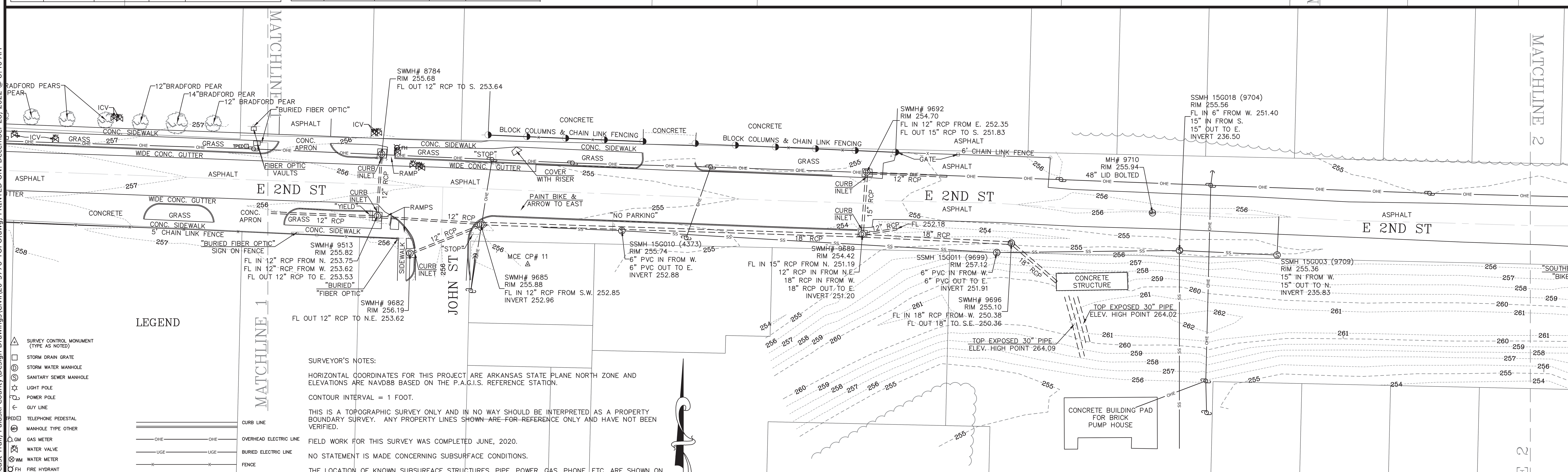
PROJECT OVERVIEW AND GENERAL NOTES

DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: 1"=500'	JOB NUMBER: 20-5776



CONTROL DATA				
Point #	Northing	Easting	Elevation	Description
10	149292.5840	1240210.1280	252.40	1/2" REBAR & "MCE" CAP
11	150185.0160	1236142.4010	255.95	60D NAIL & SHINER
12	150240.3800	1236787.8480	255.93	60D NAIL & SHINER
13	150141.4800	1237035.6820	261.73	60D NAIL & SHINER
14	149946.3740	1237068.1340	252.40	60D NAIL & SHINER
15	149938.7950	1237346.6980	252.06	60D NAIL & SHINER
16	149935.1270	1237554.4640	252.65	PK NAIL & SHINER
17	149751.0760	1237790.3050	251.66	60D NAIL & SHINER
18	149780.0140	1238045.3960	250.71	60D NAIL & SHINER
19	149231.7840	1239552.5400	250.59	PK NAIL & SHINER
20	149171.0790	1239220.8110	251.30	60D NAIL & SHINER
21	149093.4330	1241464.6200	260.22	60D NAIL
22	149079.5730	1241337.5040	249.76	60D NAIL
23	148985.0830	1241908.8700	261.13	60D NAIL
24	148885.8970	1242387.4930	261.05	60D NAIL
25	148714.1330	1242957.2240	260.91	60D NAIL
26	148491.3610	1243736.6660	261.00	60D NAIL
27	148349.5310	1244323.3100	260.27	60D NAIL
28	148085.5250	1245223.7670	259.86	60D NAIL
29	147900.4970	1245751.1310	258.55	60D NAIL

CONTROL DATA				
Point #	Northing	Easting	Elevation	Description
30	143445.3620	1246588.1870	257.66	60D NAIL
31	143599.6740	1246687.0490	260.10	60D NAIL
32	143656.8720	1246543.9290	258.71	60D NAIL
33	143807.9060	1246637.8930	258.20	60D NAIL
34	144139.1350	1246854.2110	248.06	60D NAIL & SHINER
35	144945.5410	1247248.3240	242.70	60D NAIL
40	146918.5430	1247423.4120	258.51	60D NAIL
41	150273.8240	1235754.3450	258.42	60D NAIL



LEGEND

- SURVEY CONTROL MONUMENT (TYPE AS NOTED)
- STORM DRAIN GRATE
- STORM WATER MANHOLE
- SANITARY SEWER MANHOLE
- LIGHT POLE
- POWER POLE
- GUY LINE
- TPED TELEPHONE PEDESTAL
- MH MANHOLE TYPE OTHER
- GM GAS METER
- WV WATER VALVE
- WM WATER METER
- FH FIRE HYDRANT
- CONIFER TREE
- TREE (TYPE AS NOTED)
- BUSH
- SIGN
- POST OR POLE (TYPE AS NOTED)
- SB TRAFFIC SIGNAL CONTROL VAULT
- EB ELECTRIC BOX
- CURB LINE
- OHE OVERHEAD ELECTRIC LINE
- UGE BURIED ELECTRIC LINE
- FENCE
- STORM WATER LINE
- SS SANITARY SEWER LINE
- DITCH OR STREAM LINE
- TREE OR BRUSH LINE

SURVEYOR'S NOTES:

HORIZONTAL COORDINATES FOR THIS PROJECT ARE ARKANSAS STATE PLANE NORTH ZONE AND ELEVATIONS ARE NAVD88 BASED ON THE P.A.G.I.S. REFERENCE STATION.

CONTOUR INTERVAL = 1 FOOT.

THIS IS A TOPOGRAPHIC SURVEY ONLY AND IN NO WAY SHOULD BE INTERPRETED AS A PROPERTY BOUNDARY SURVEY. ANY PROPERTY LINES SHOWN ARE FOR REFERENCE ONLY AND HAVE NOT BEEN VERIFIED.

FIELD WORK FOR THIS SURVEY WAS COMPLETED JUNE, 2020.

NO STATEMENT IS MADE CONCERNING SUBSURFACE CONDITIONS.

THE LOCATION OF KNOWN SUBSURFACE STRUCTURES, PIPE, POWER, GAS, PHONE, ETC. ARE SHOWN ON THE PLANS. McCLELLAND CONSULTING ENGINEERS MAKES NO STATEMENT AS TO THE COMPLETENESS NOR ACCURACY OF THIS INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING INFORMATION AND SATISFYING HIMSELF 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.
THE CONTRACTOR IS REQUIRED TO NOTIFY THE ONE CALL CENTER AT 1-800-482-8998 48 HOURS PRIOR TO DIGGING IN ORDER THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
MANHOLE AND DRAIN GRATE INFORMATION WERE GATHERED BY VISUAL INSPECTION AND ARE CONNECTED AND DESCRIBED ONLY AS COULD BE DETERMINED THROUGH SAID VISUAL INSPECTION.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 INCH = 30 FT.

MCE DESIGNED TO SERVE
McCLELLAND CONSULTING ENGINEERS, INC.
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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

REV	DATE	DESCRIPTION
REVISIONS		

TOPOGRAPHIC SURVEY

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

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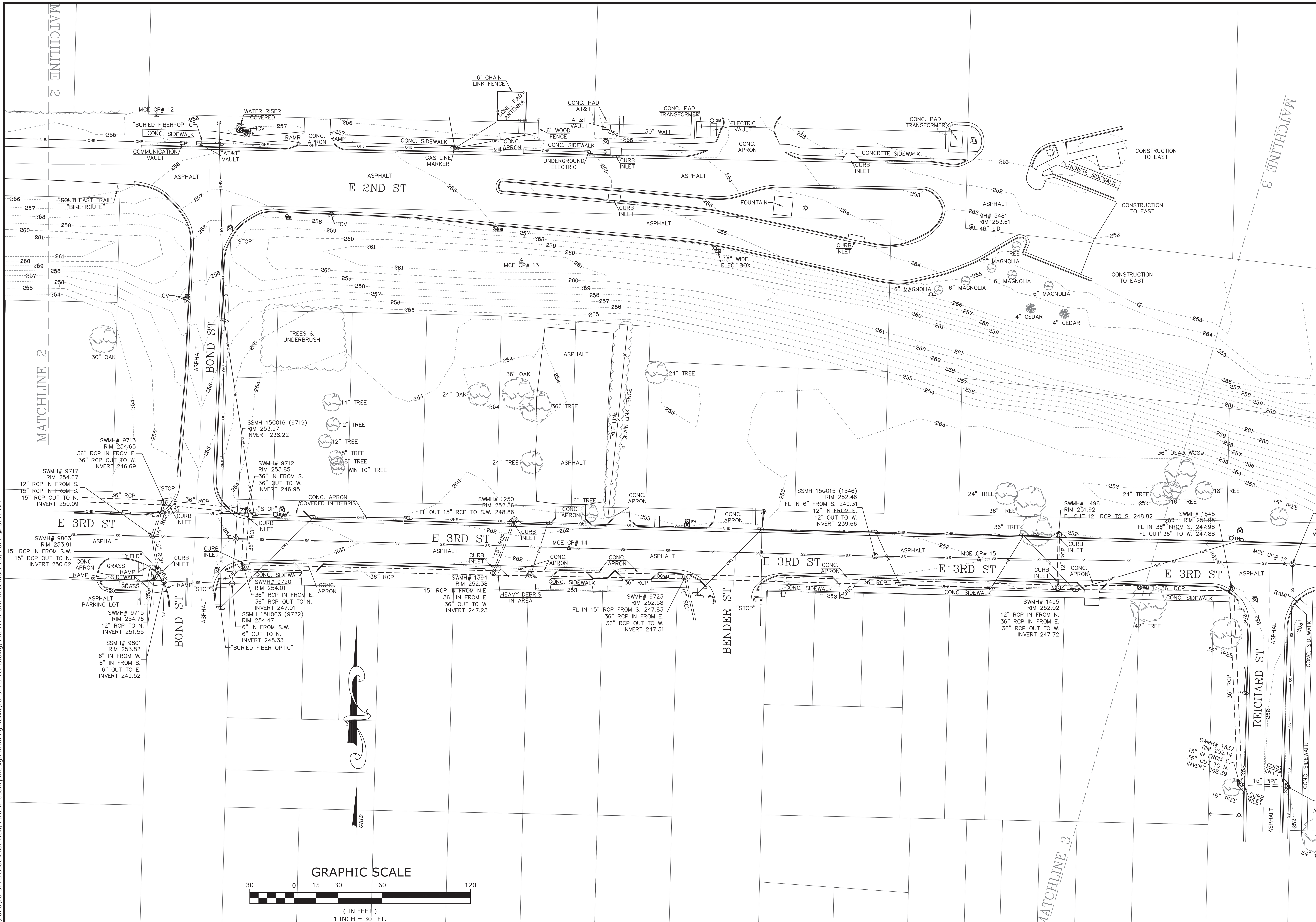

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1" = 30'	20-5776

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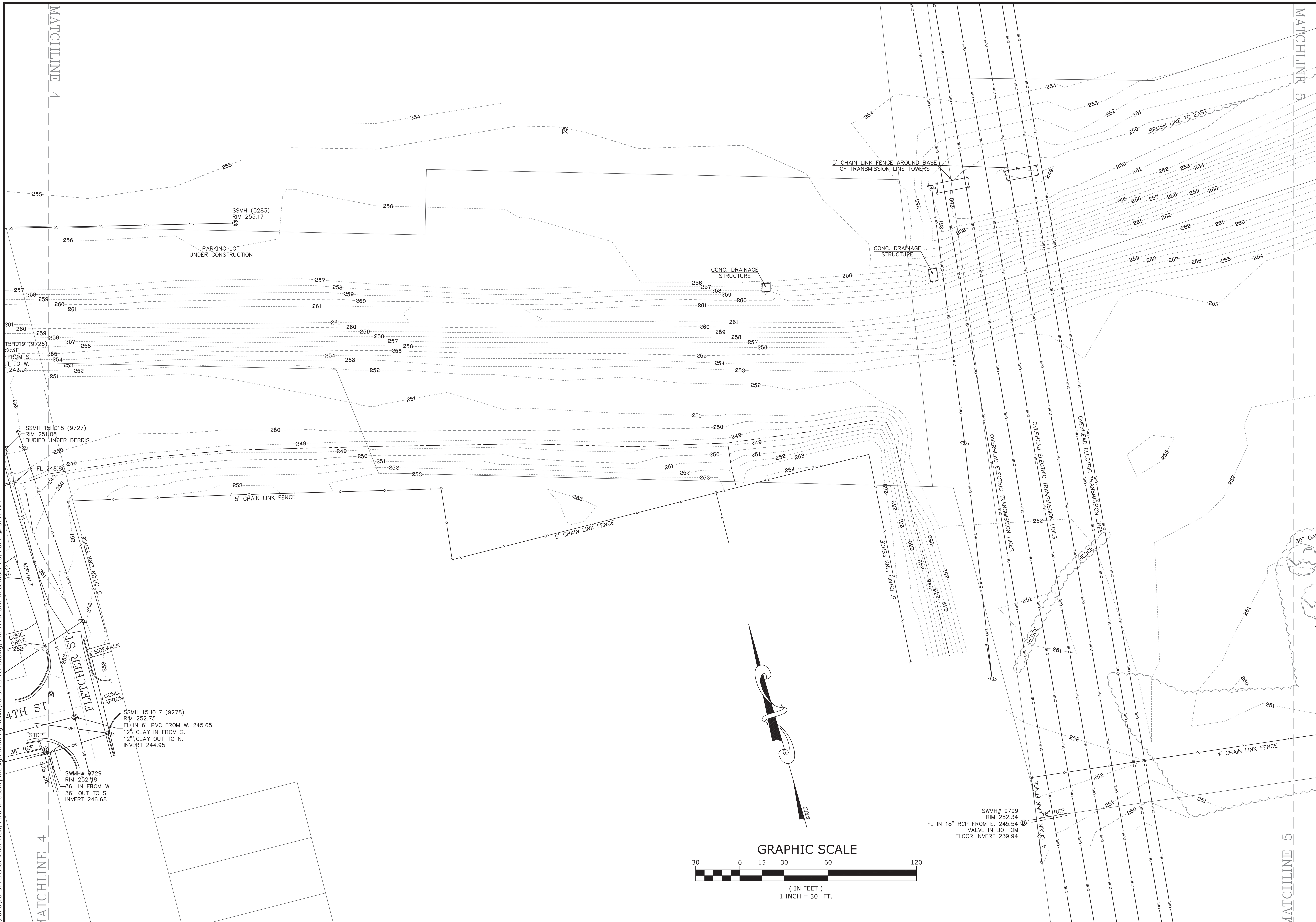

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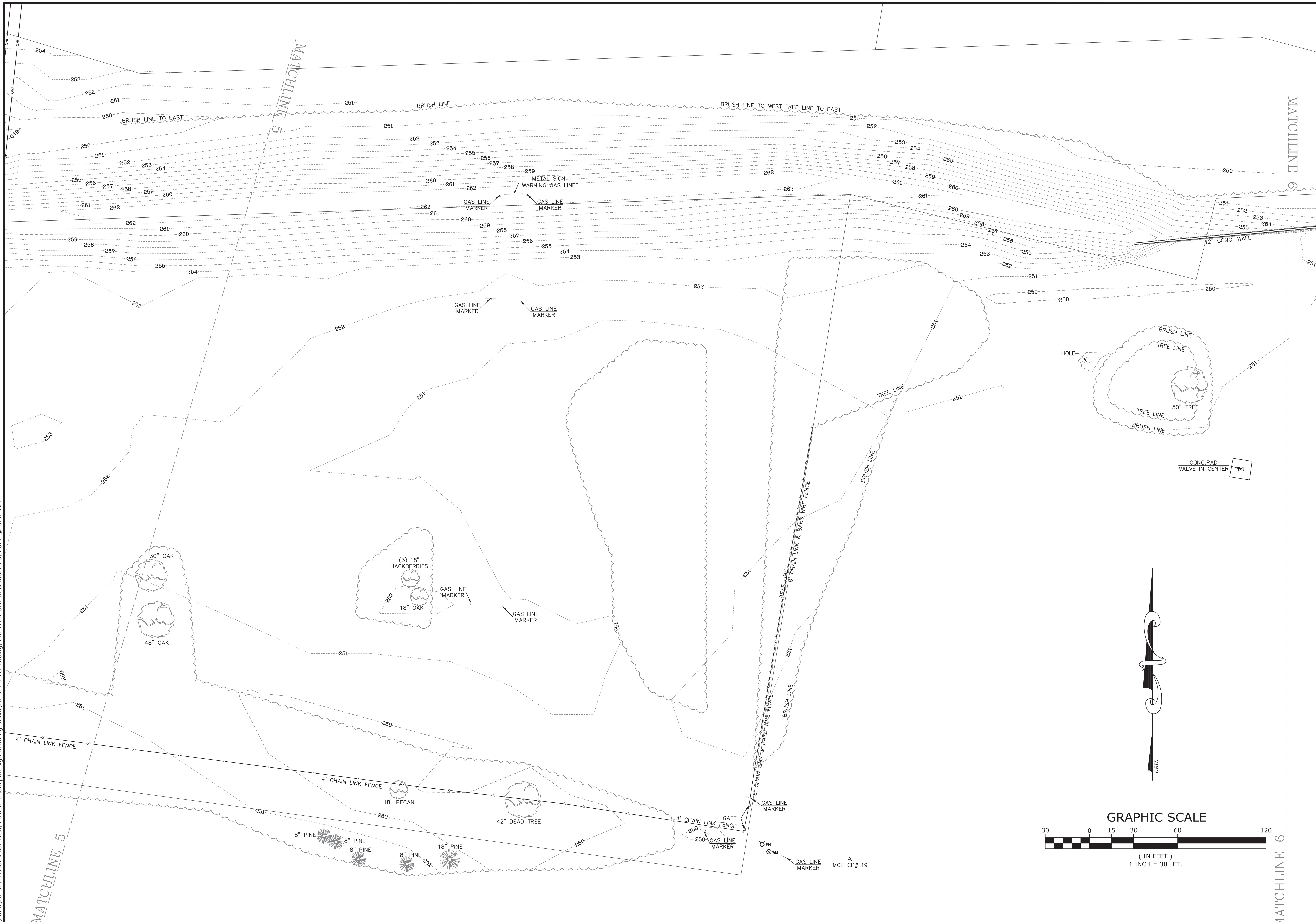

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DATE: 06/25/2020	REVISION:
SCALE: 1" = 30'	JOB NUMBER: 20-5776

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SOUTHEAST TRAIL
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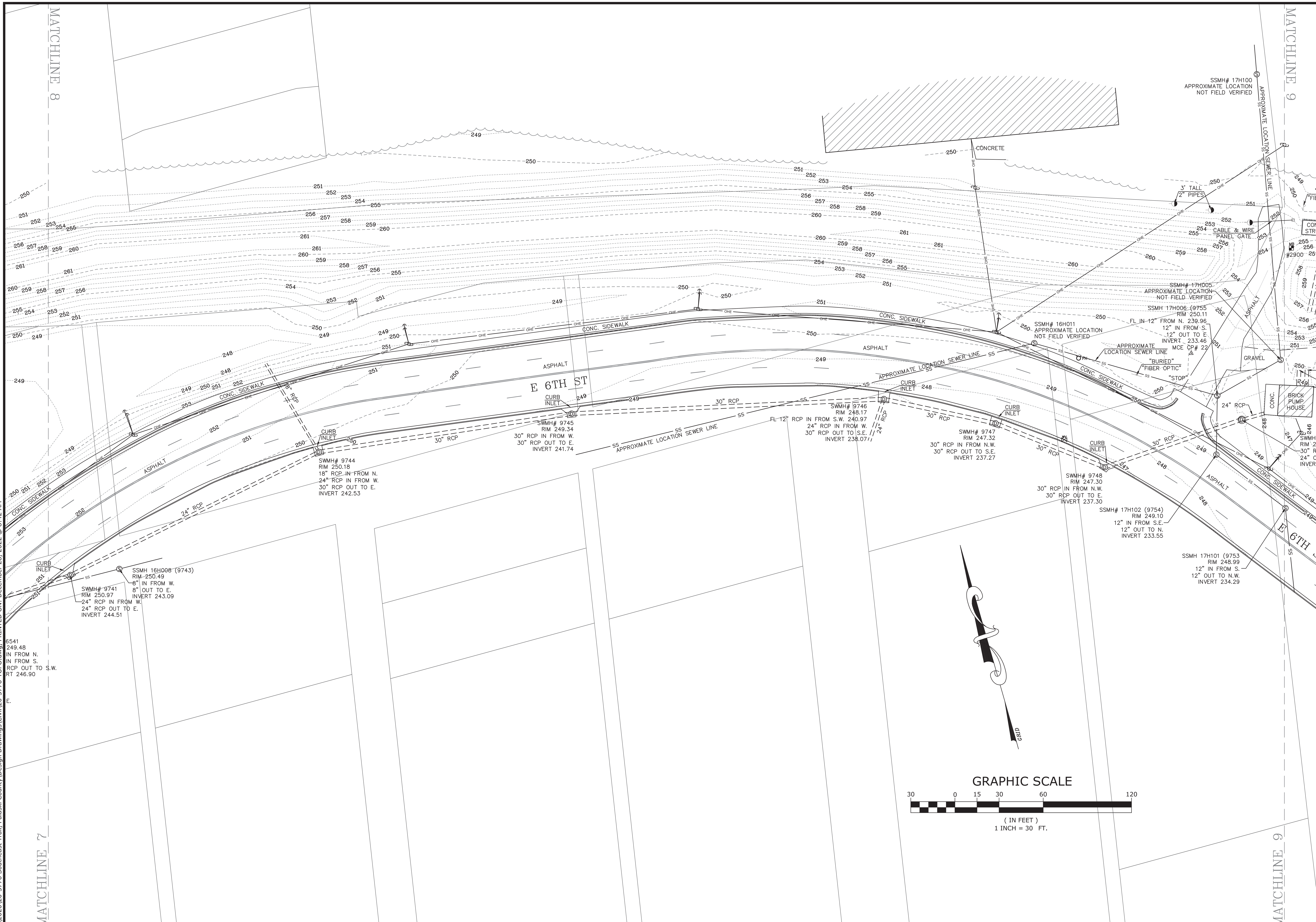
REV	DATE	DESCRIPTION

TOPOGRAPHIC SURVEY

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



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TOPOGRAPHIC SURVEY

SURVEY MANAGER: KLS	DRAWN BY : JDM
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DEMOLITION KEYNOTES

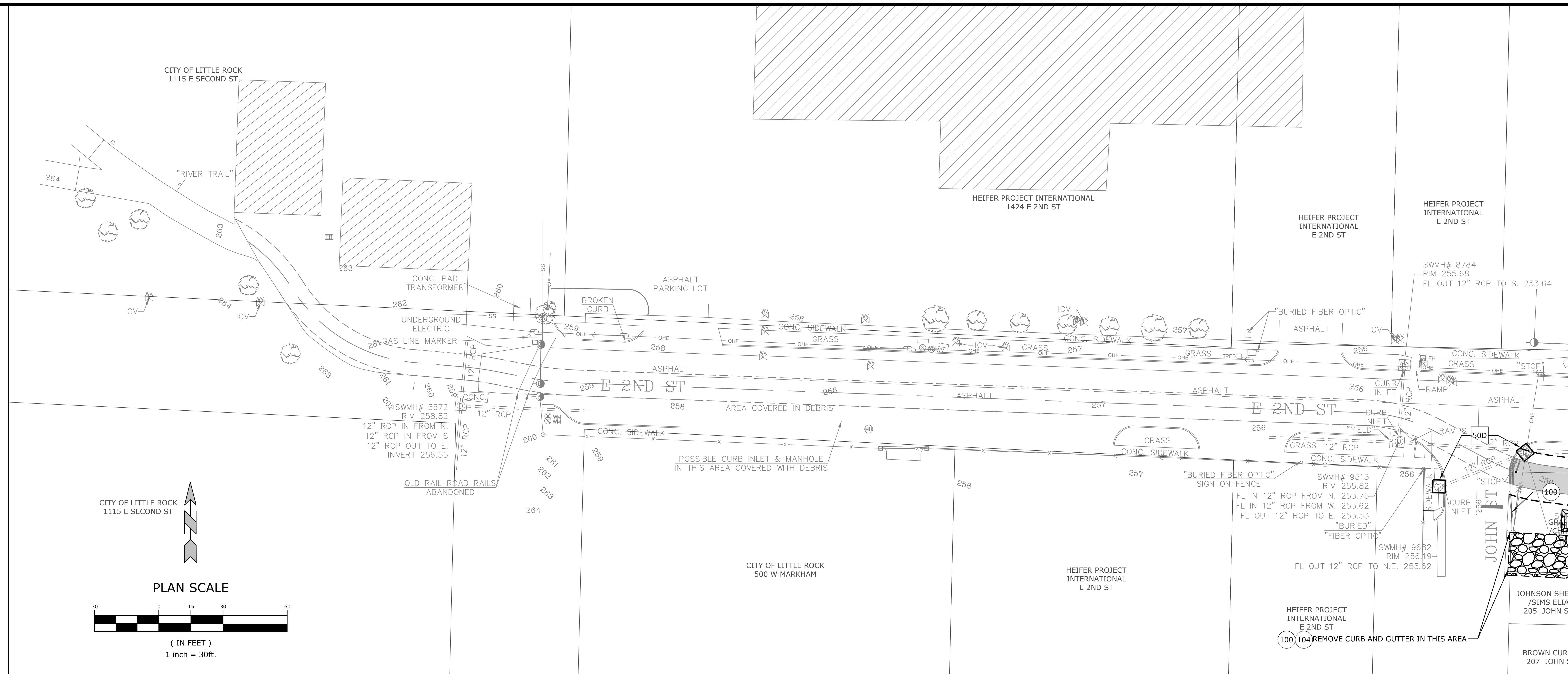
- 100 EXISTING TO BE REMOVED AND / OR DEMOLISHED
- 101 EXISTING TO BE SALVAGED AND RETURNED TO THE OWNER
- 102 EXISTING TO REMAIN
- 103 EXISTING TO BE RELOCATED
- 104 LIMITS OF SAWCUT AND PAVEMENT REMOVAL
- 105 PROTECT EXISTING STRUCTURES AND / OR PIPES DURING DEMOLITION AND CONSTRUCTION PHASES
- 106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

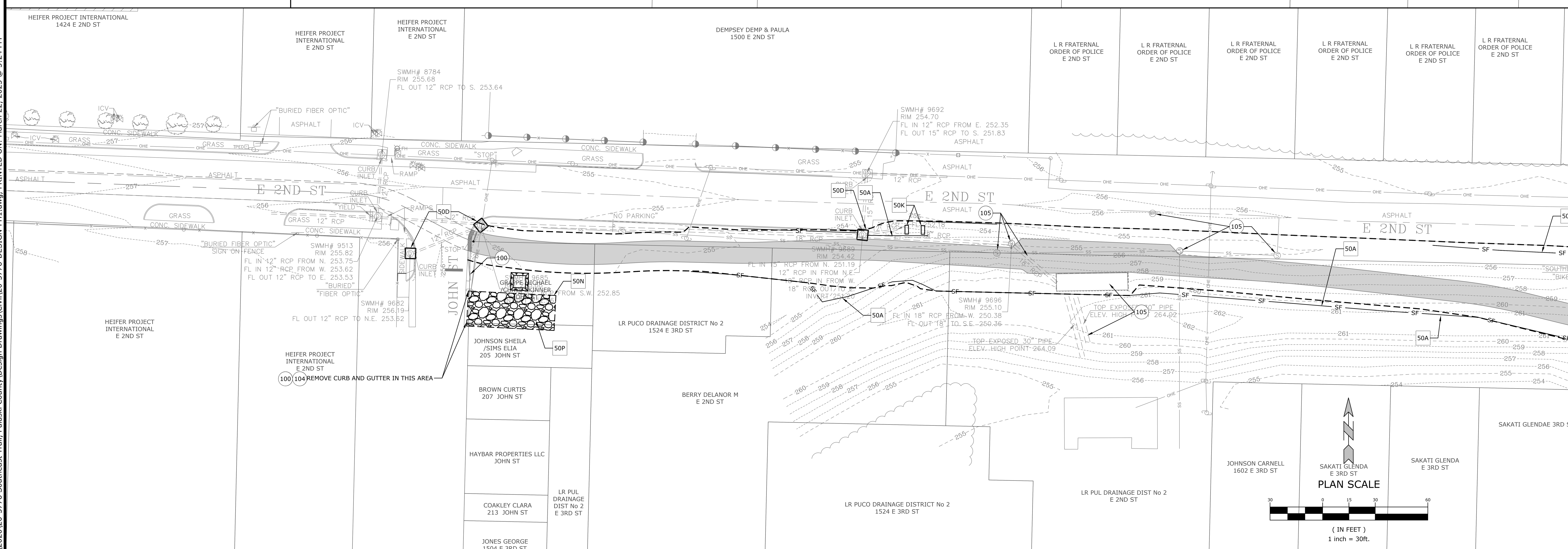
EROSION CONTROL DETAILS

- 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
- 50J 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
- TP — TREE PROTECTION
- LIMITS OF DEMOLITION
- LAYDOWN / STORAGE AREA
- DRAINAGE INLET PROTECTION 50D
- APPROXIMATE LIMITS OF EARTHWORK DISTURBANCE
- SF — SILT FENCE 50A
- PROPOSED TRAIL





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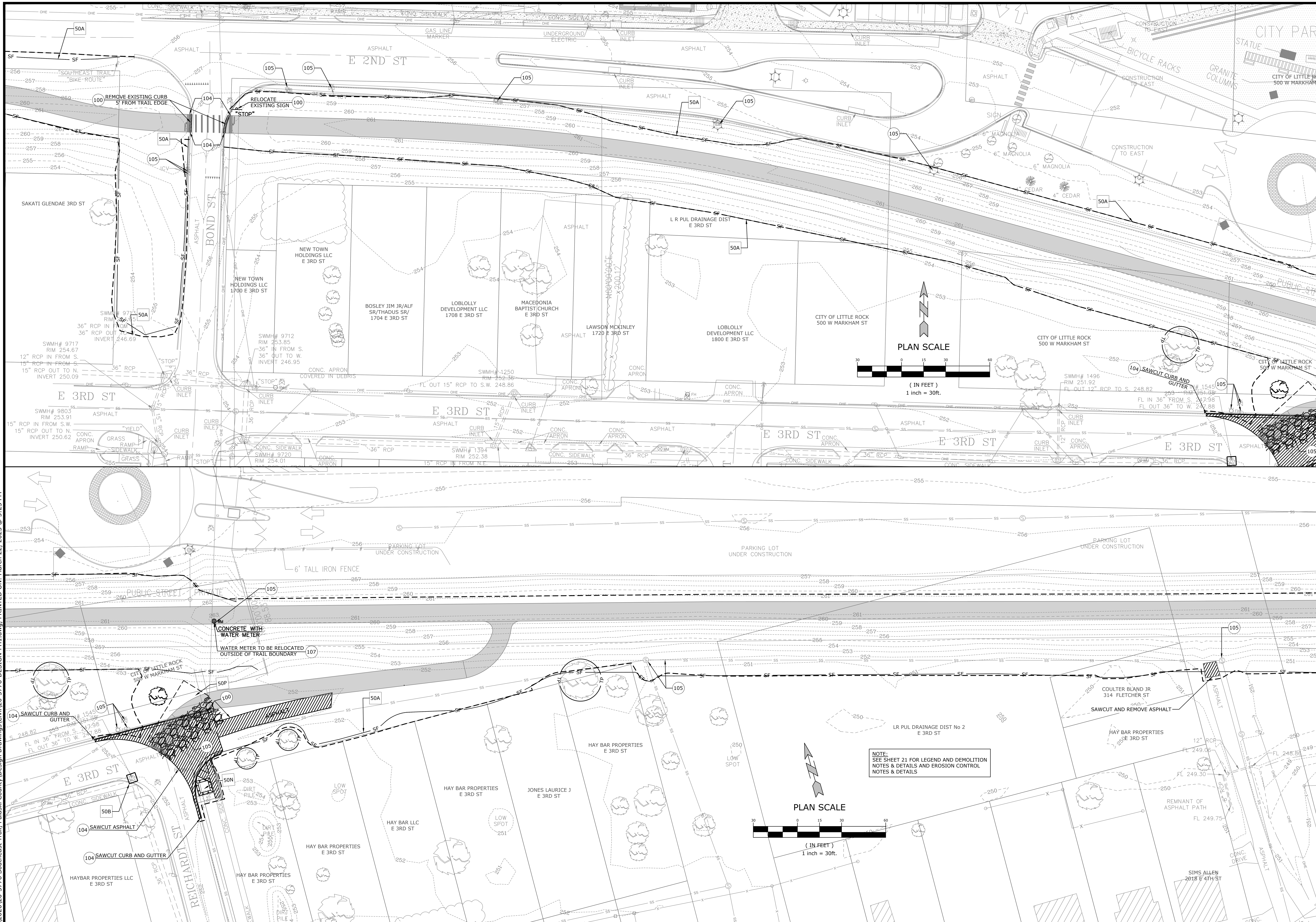
DEMOLITION AND EROSION CONTROL PLAN

DESIGNED BY: BB	DRAWN BY: CZ
DATE: MAR 2023	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776



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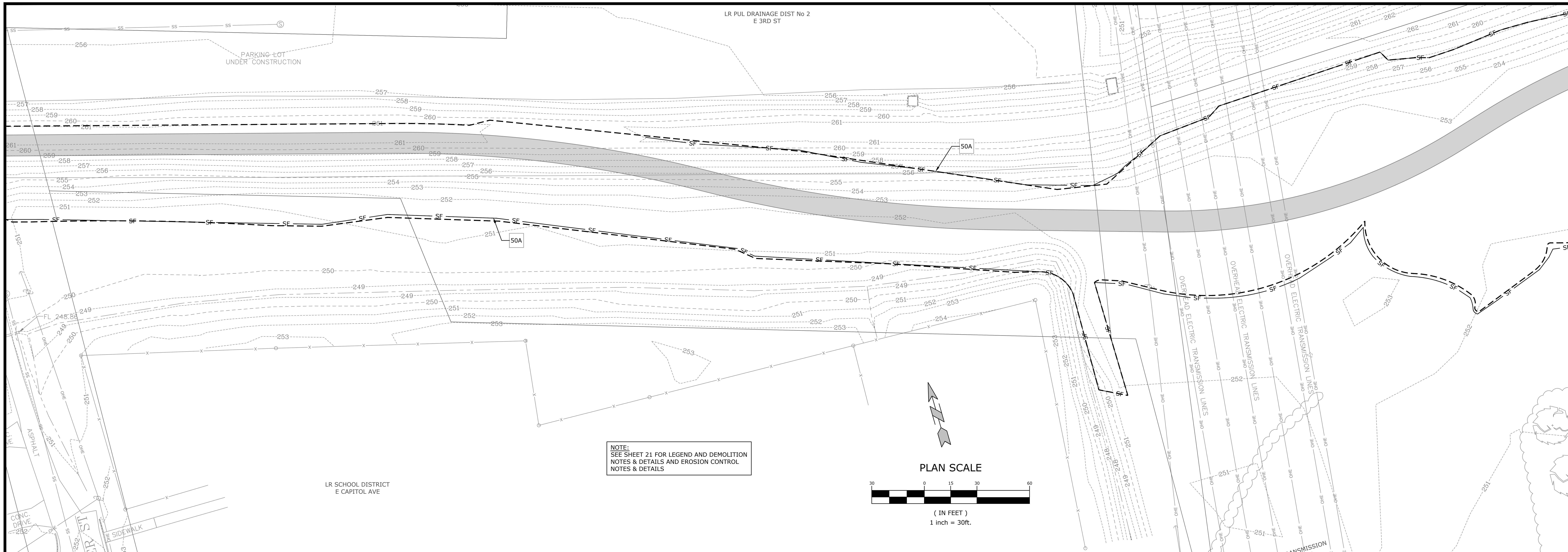

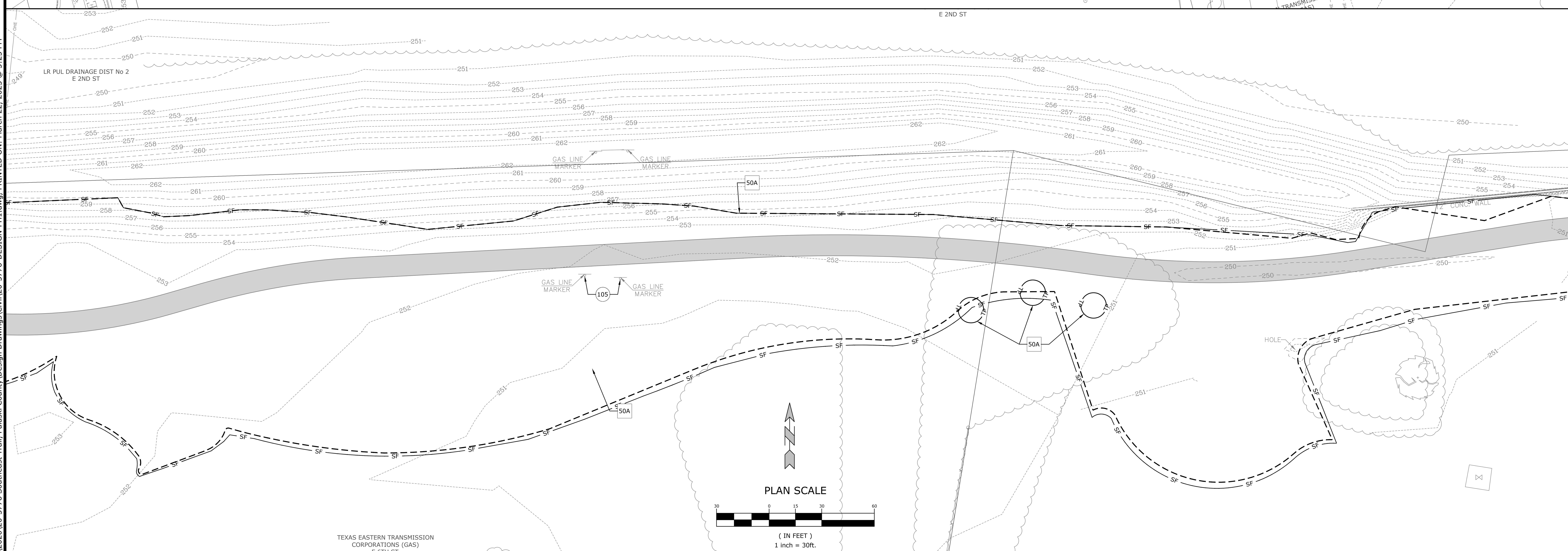

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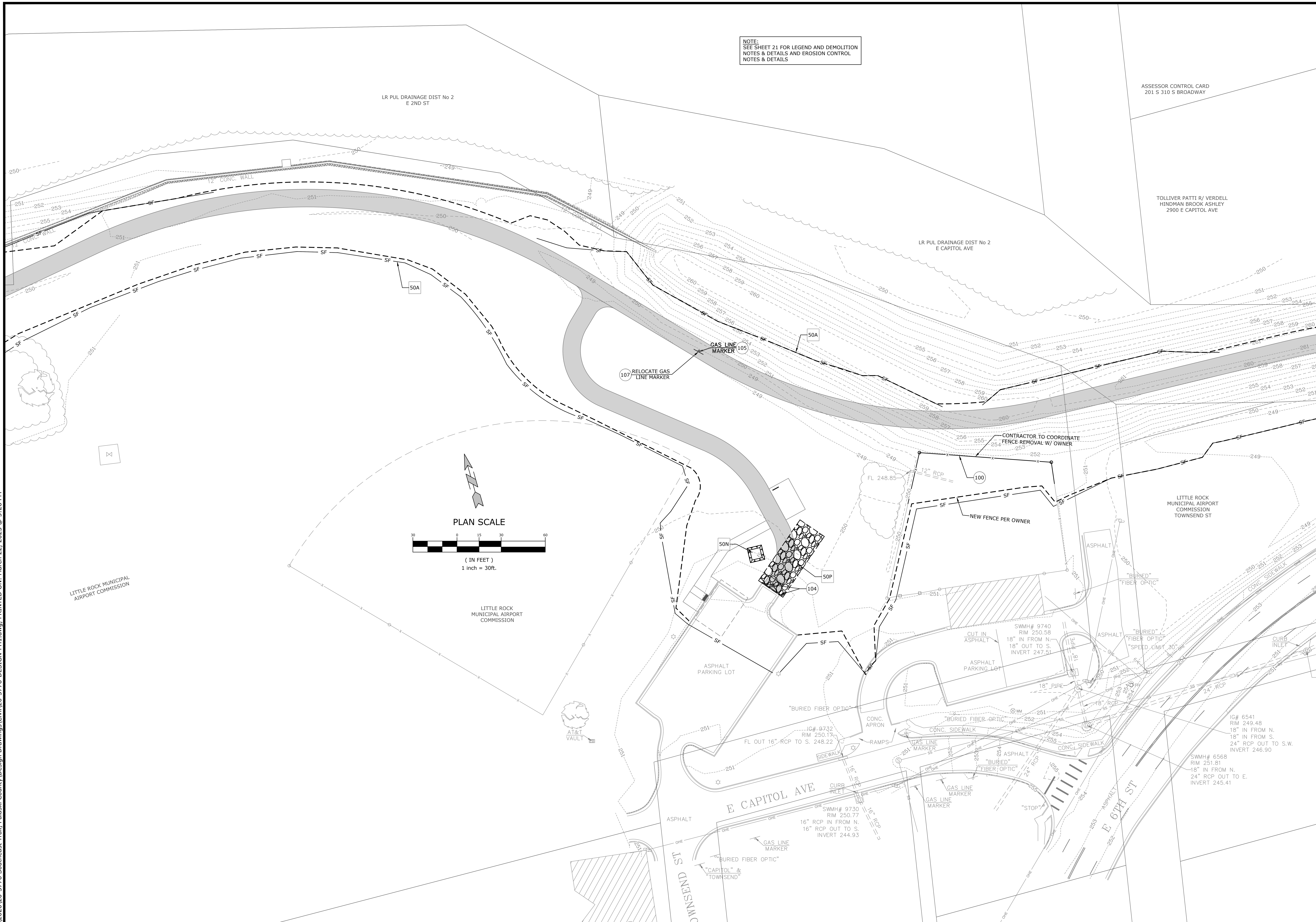

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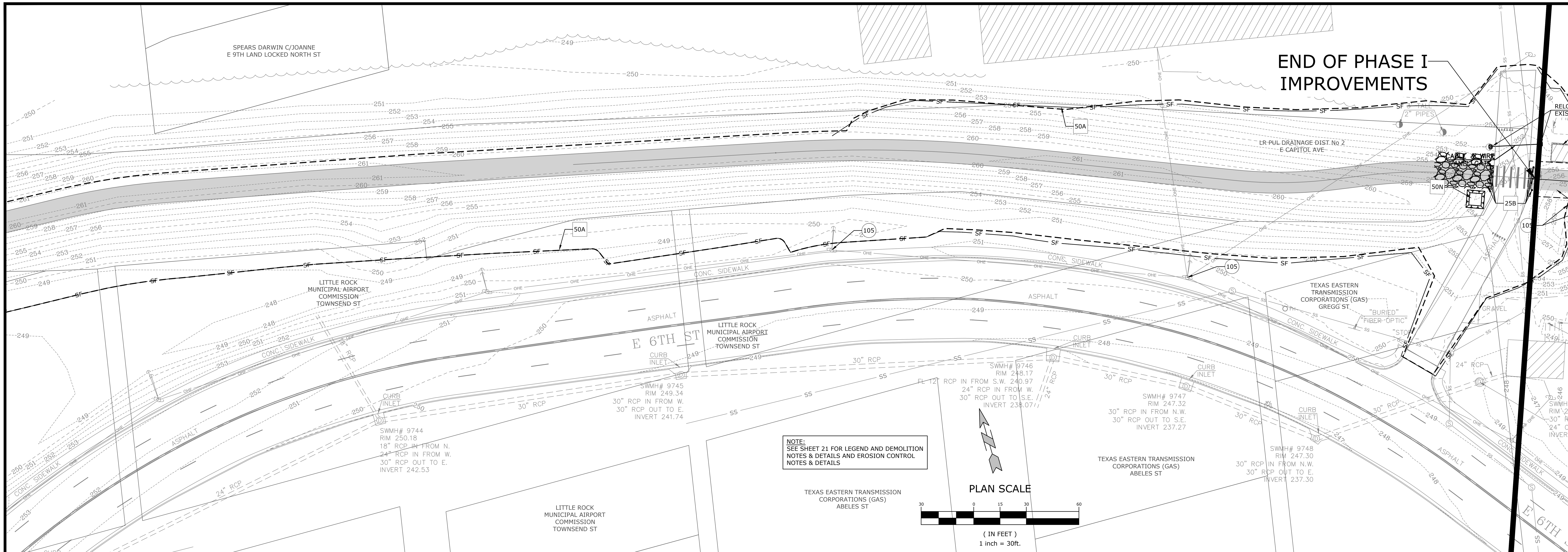

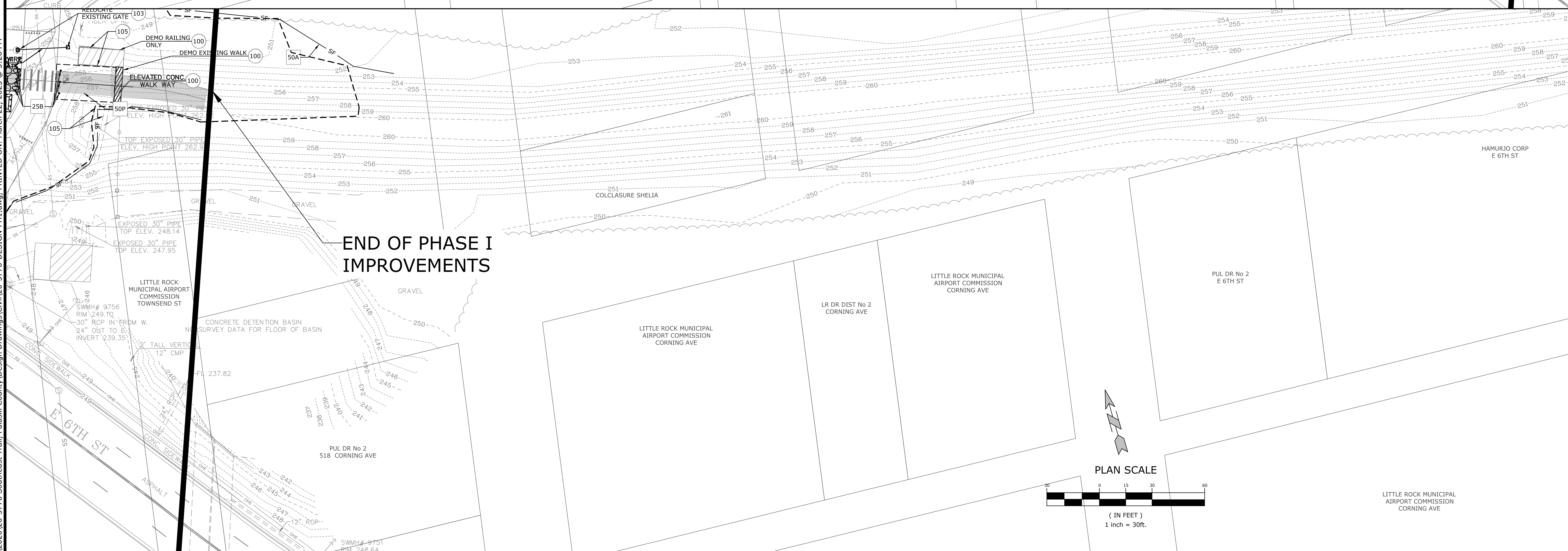

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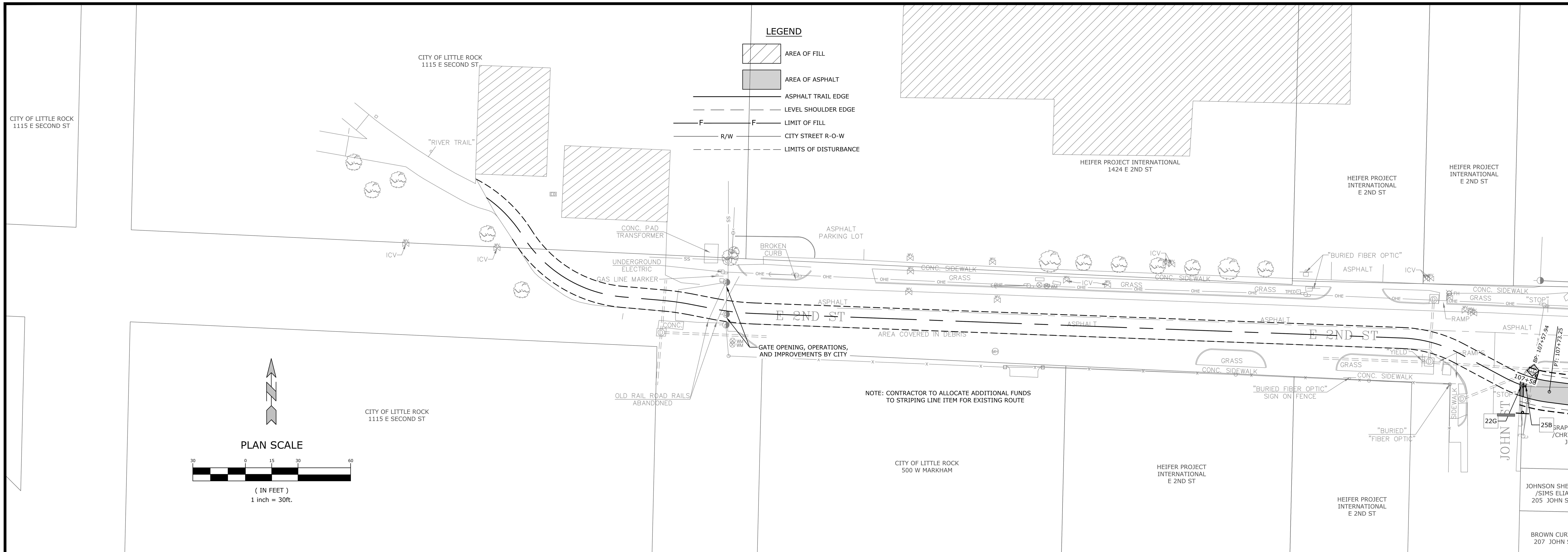

SITE DETAILS

20 SERIES: CURB AND GUTTER DETAILS
20A TYPE 'A' STANDARD CONCRETE CURB & GUTTER

21 SERIES: PAVEMENT DETAILS
21A STANDARD DUTY ASPHALT PAVING
21C STANDARD DUTY CONCRETE PAVING
21D CONCRETE PAVEMENT DOWEL, & JOINTING
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 & REMOVABLE BOLLARD DETAILS
25D BIKE REPAIR STATION
25H BIKE WHEEL CHOCK
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)
26J PICNIC TABLE & FOUNDATION LAYOUT
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)

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TRAIL PLAN AND PROFILE

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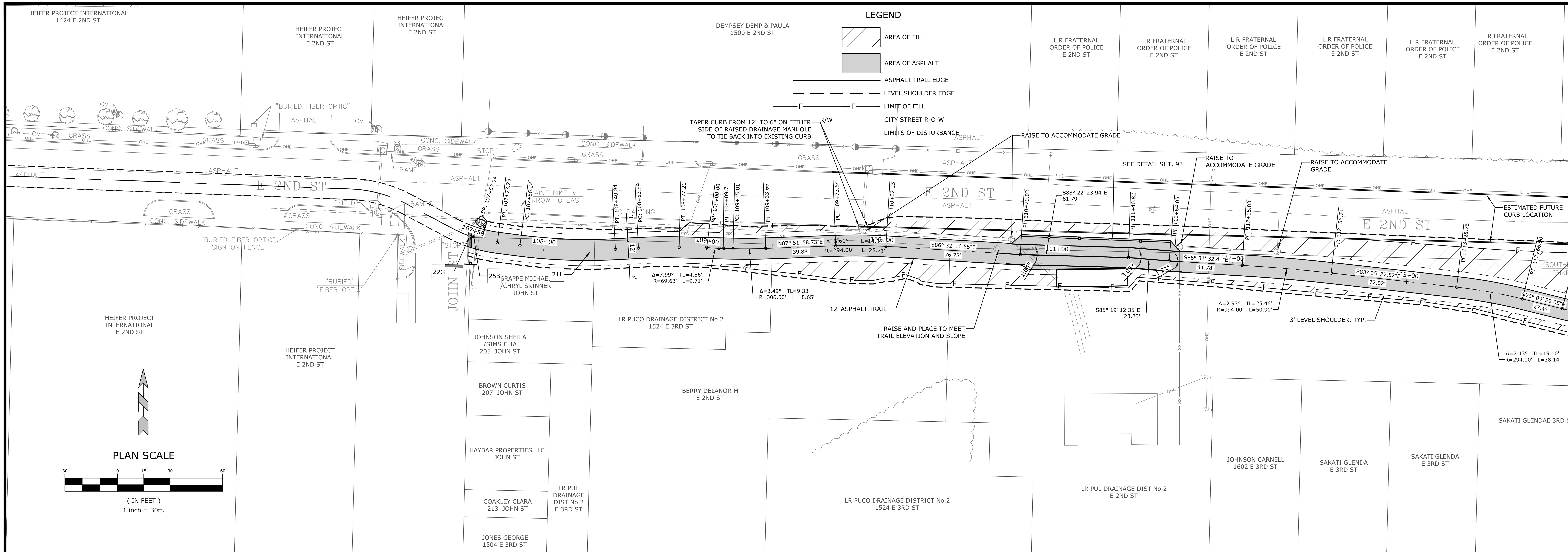

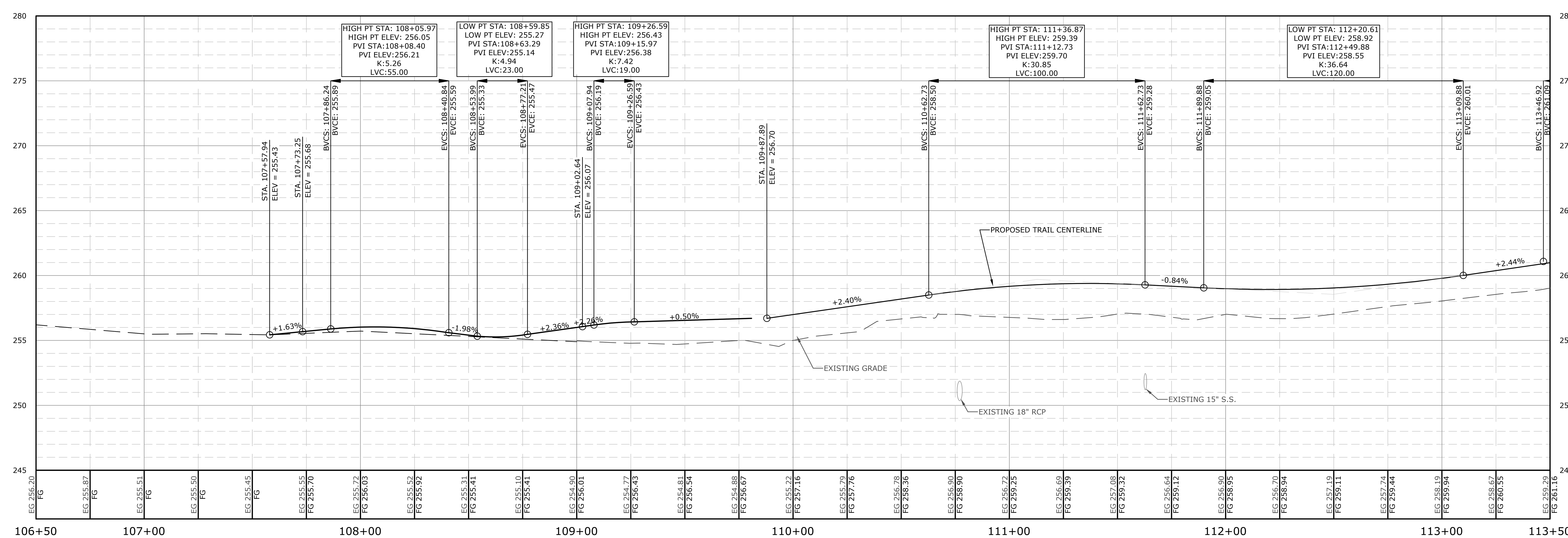

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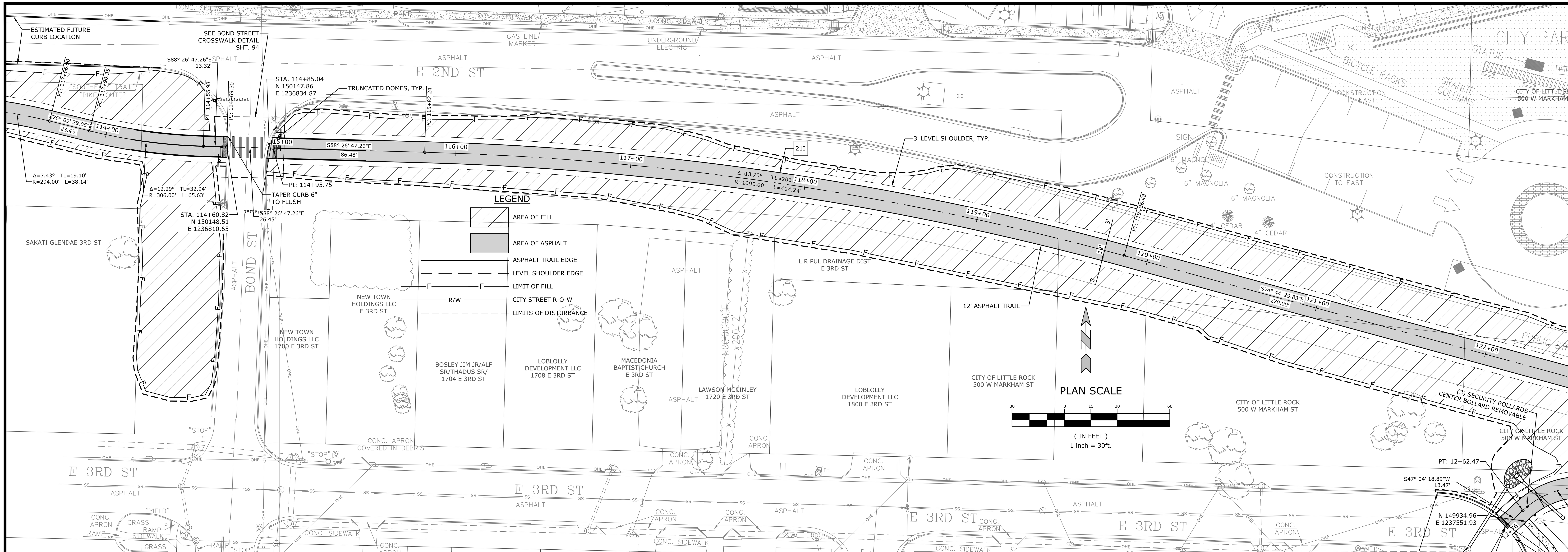

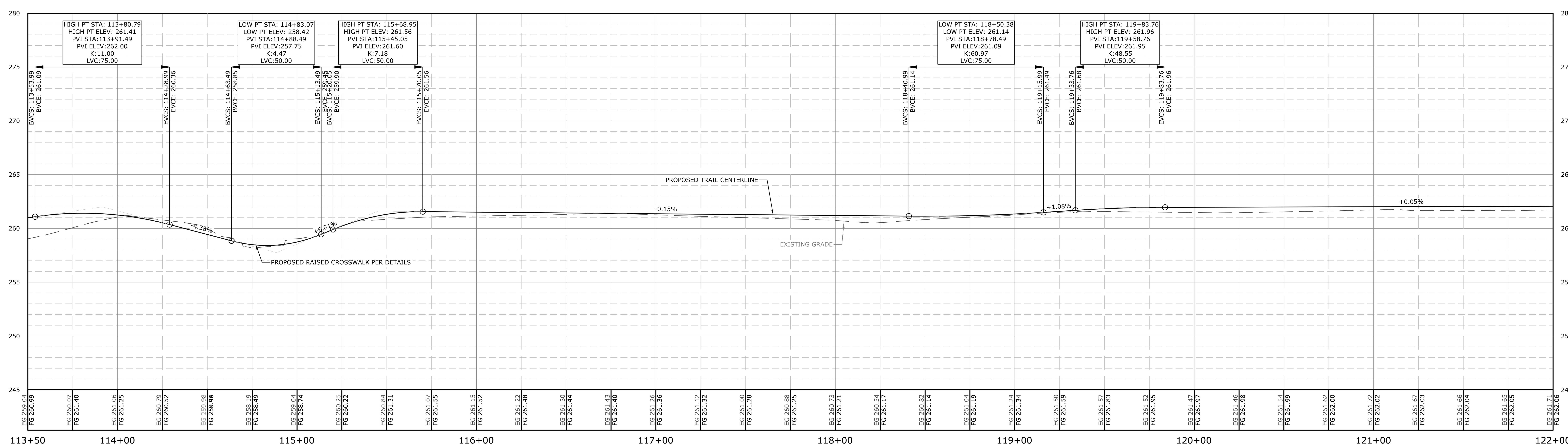

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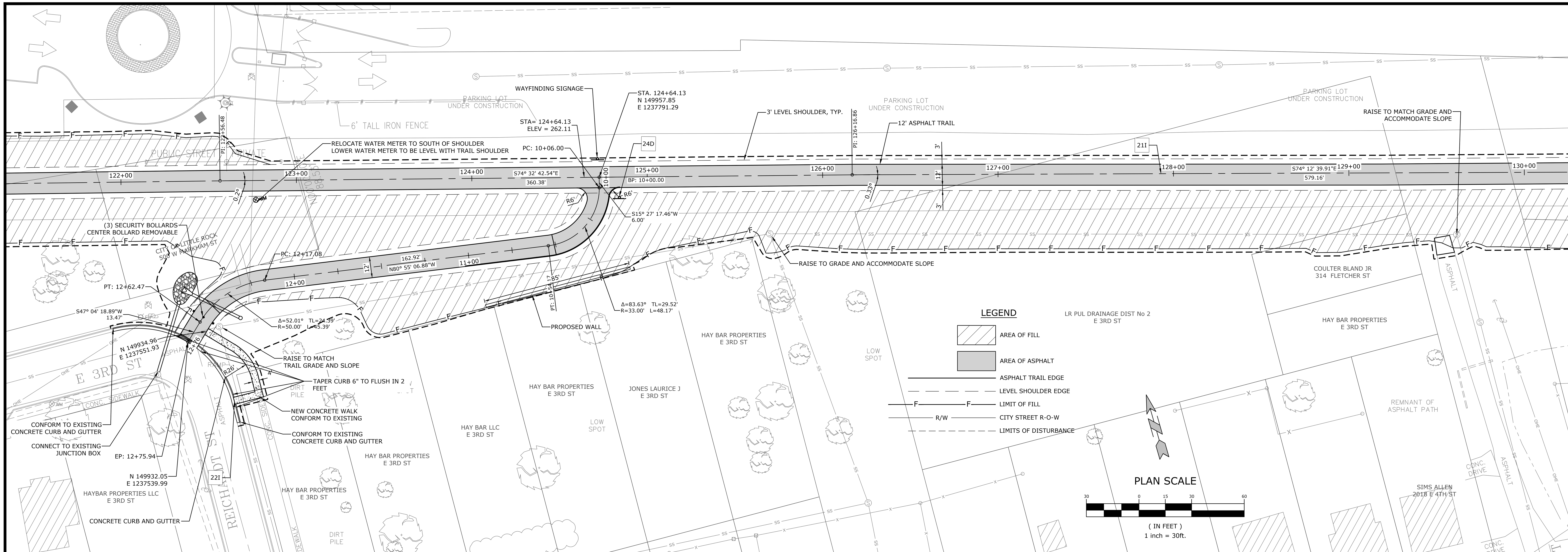

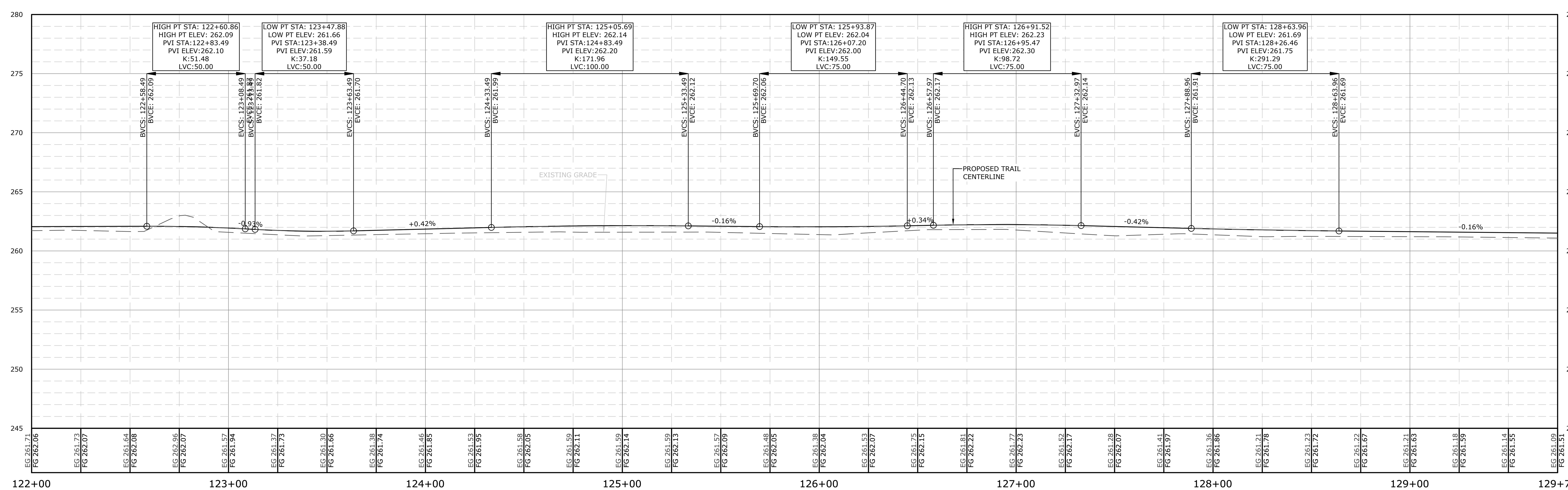

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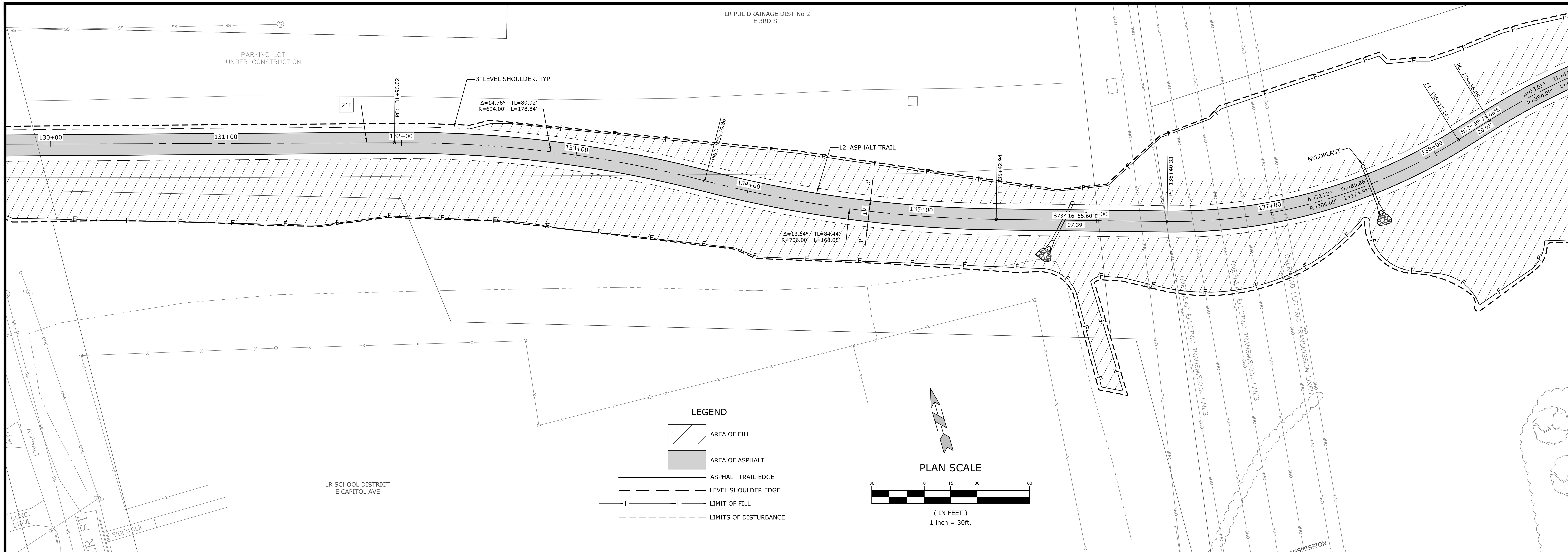

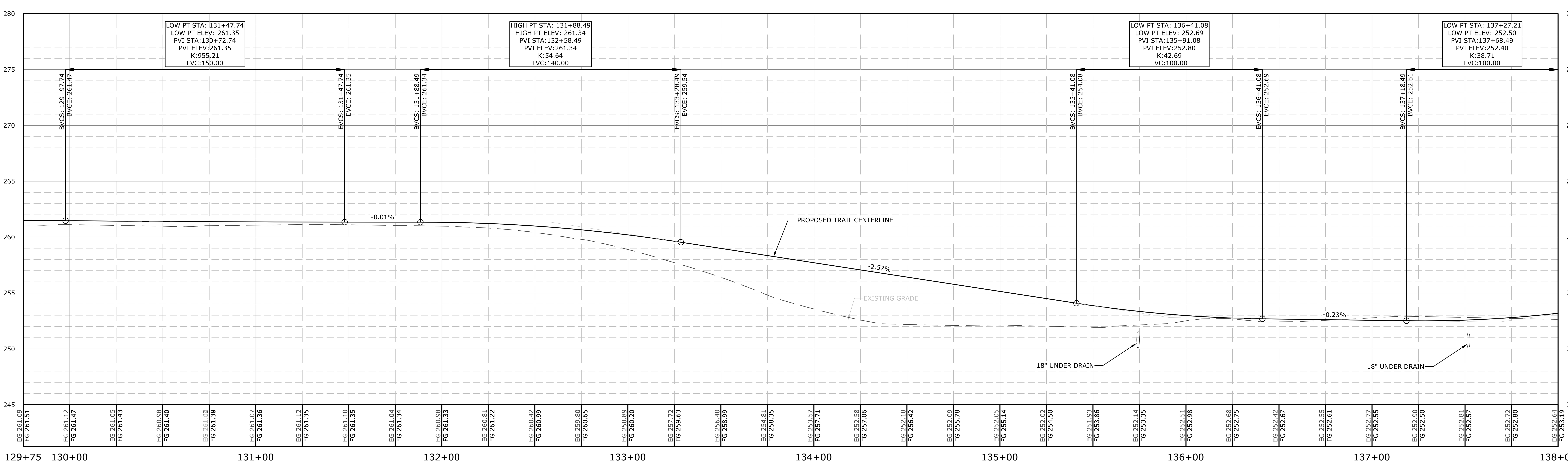

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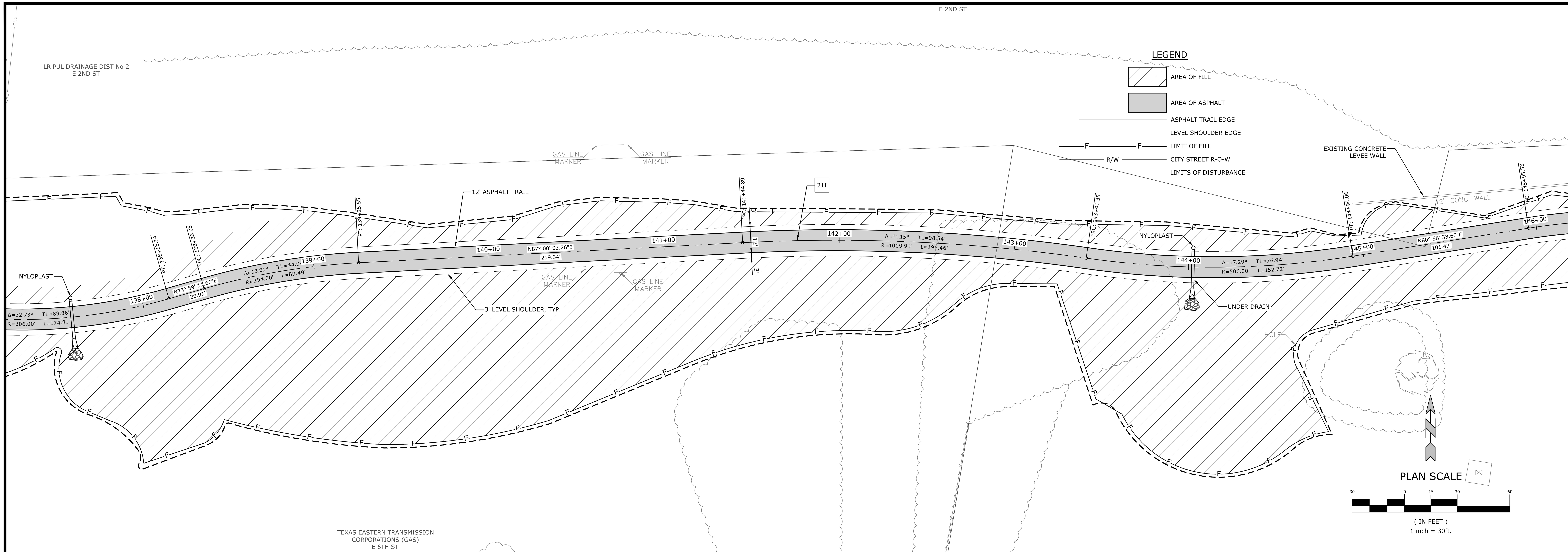

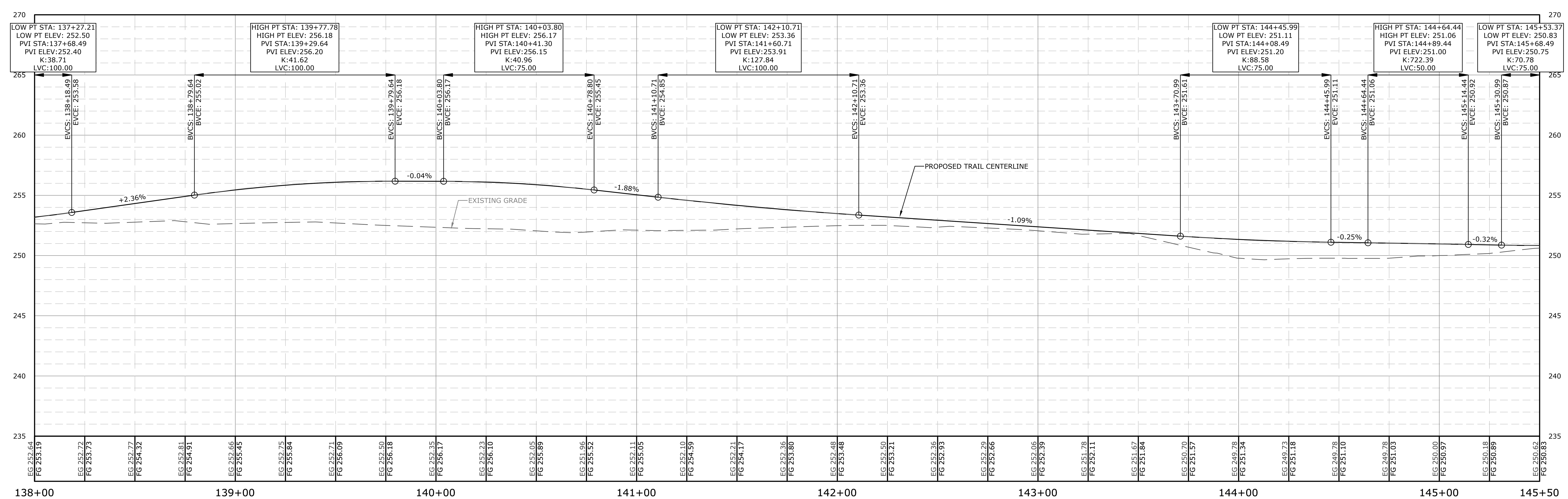

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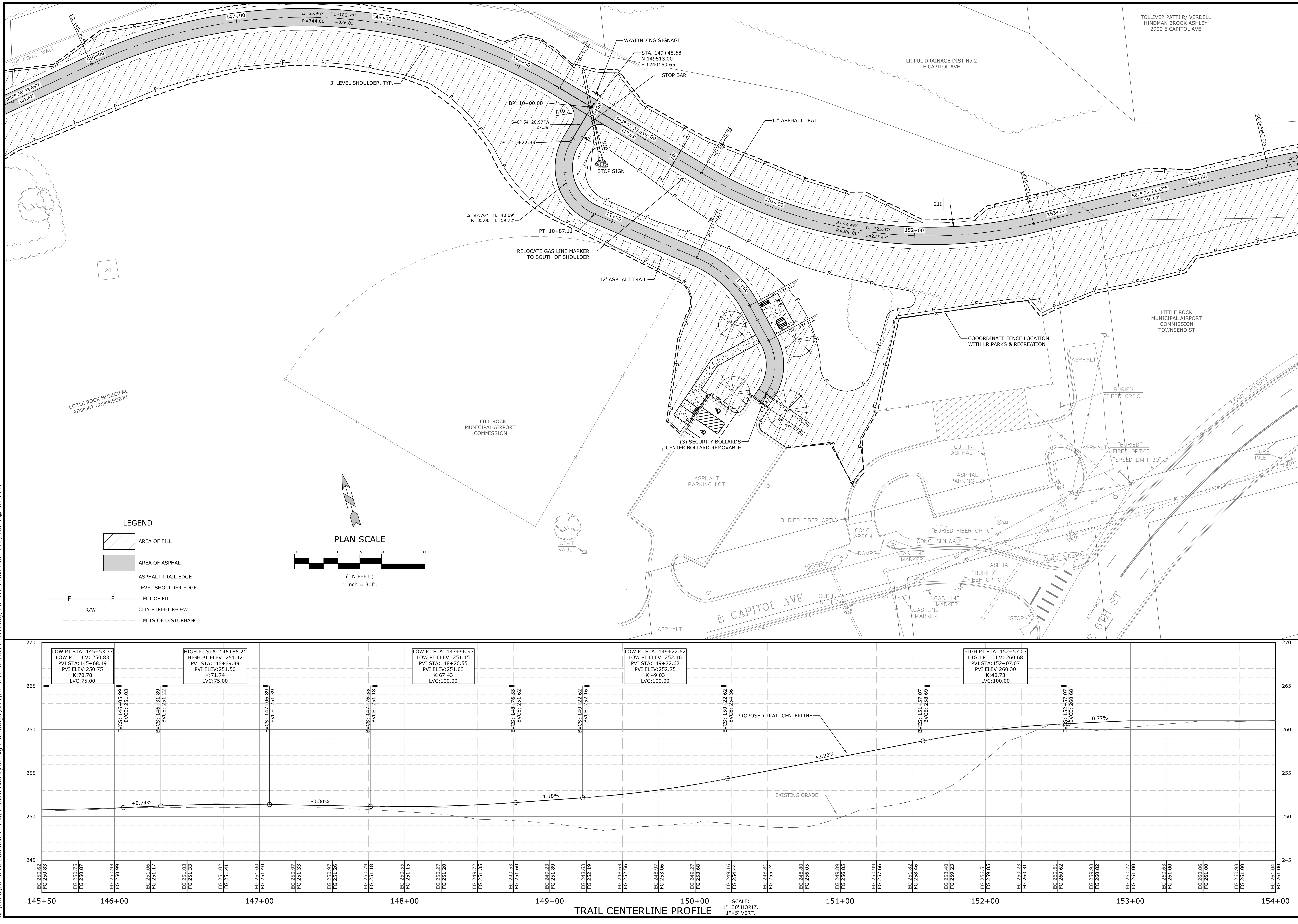

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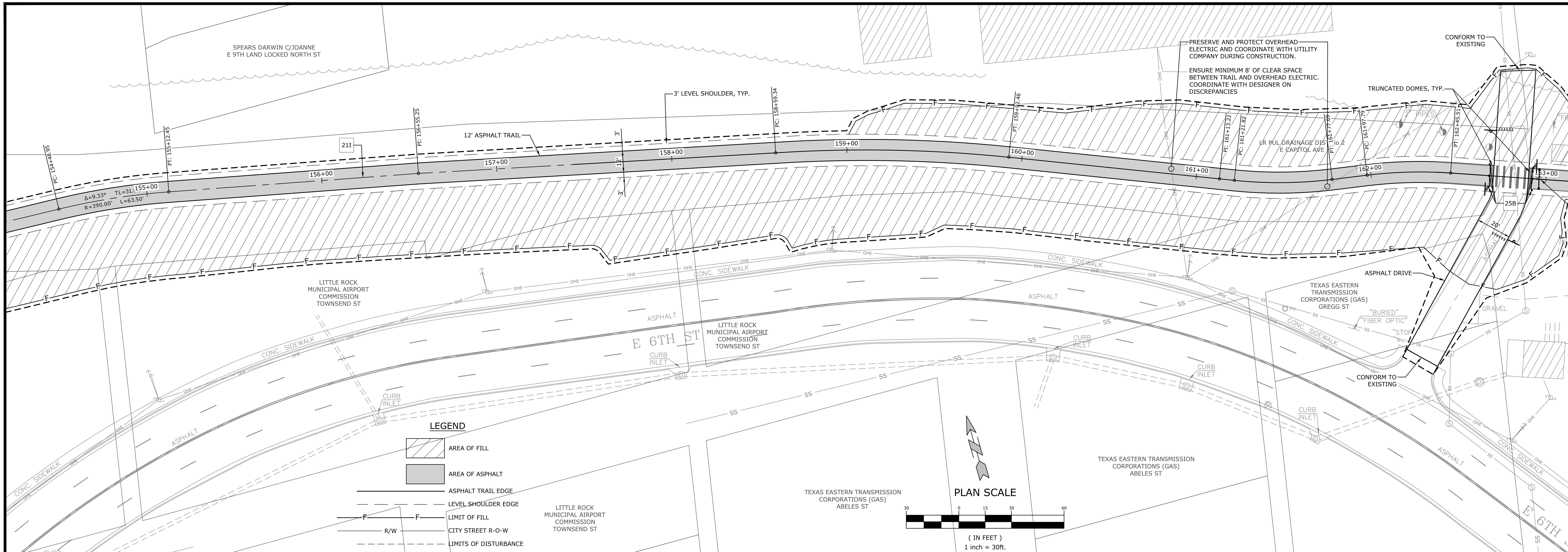

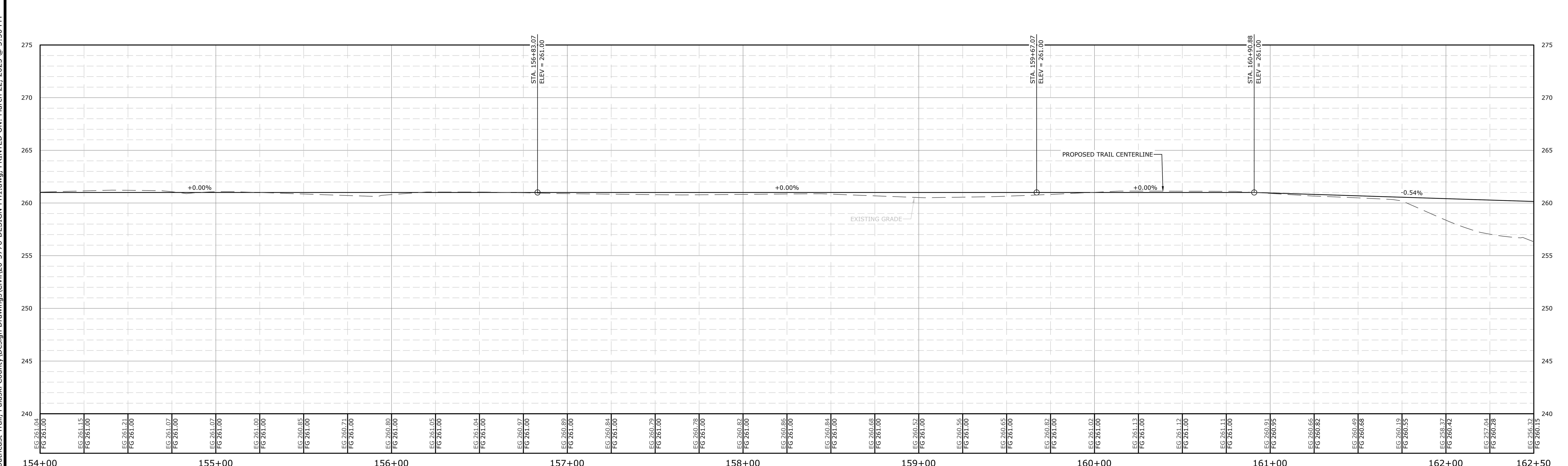

TRAIL CENTERLINE PROFILE

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

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9540
Arkansas

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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

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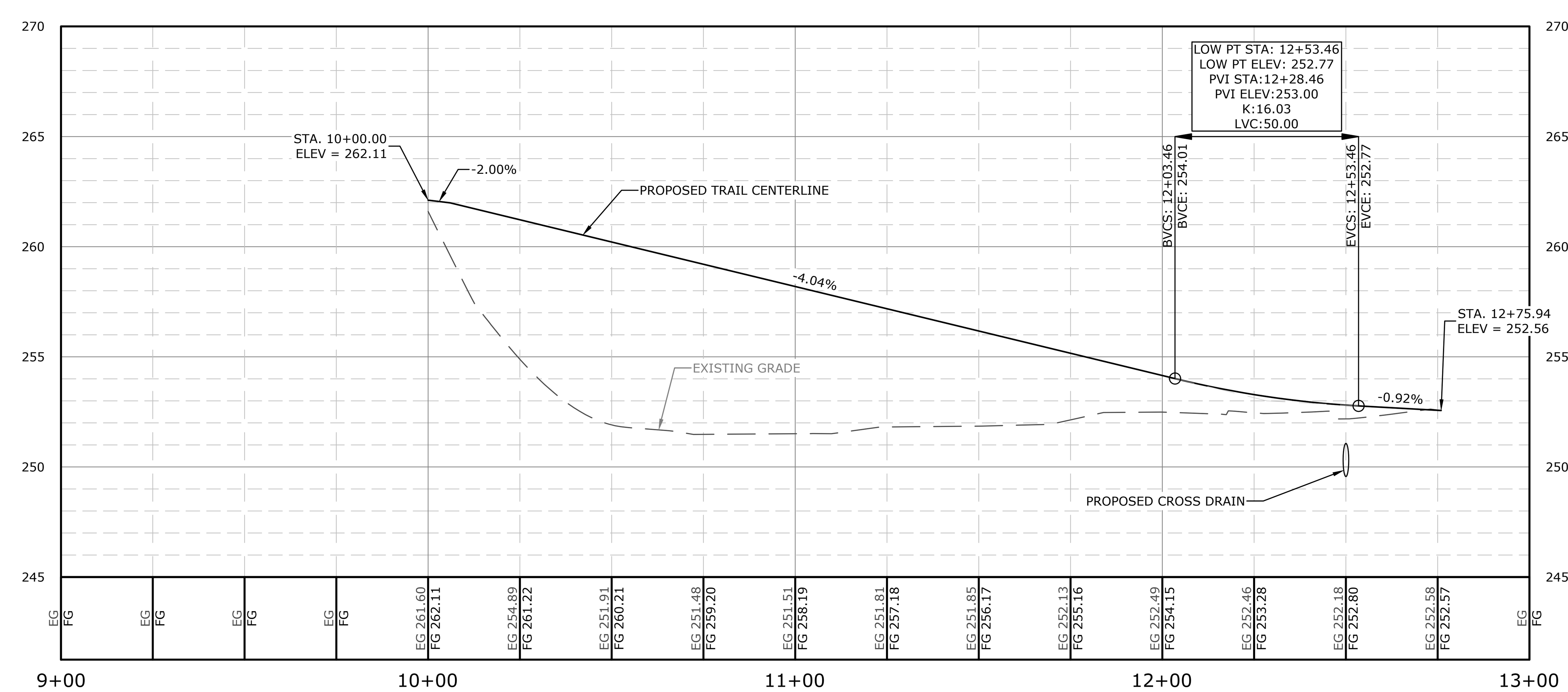
REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

TRAIL PLAN AND PROFILE

DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776



3RD STREET CONNECTOR PROFILE

SHEETS 35 - 36
SCALE:
1"=30' HORIZ.
1"=5' VERT.

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CONNECTOR PROFILES

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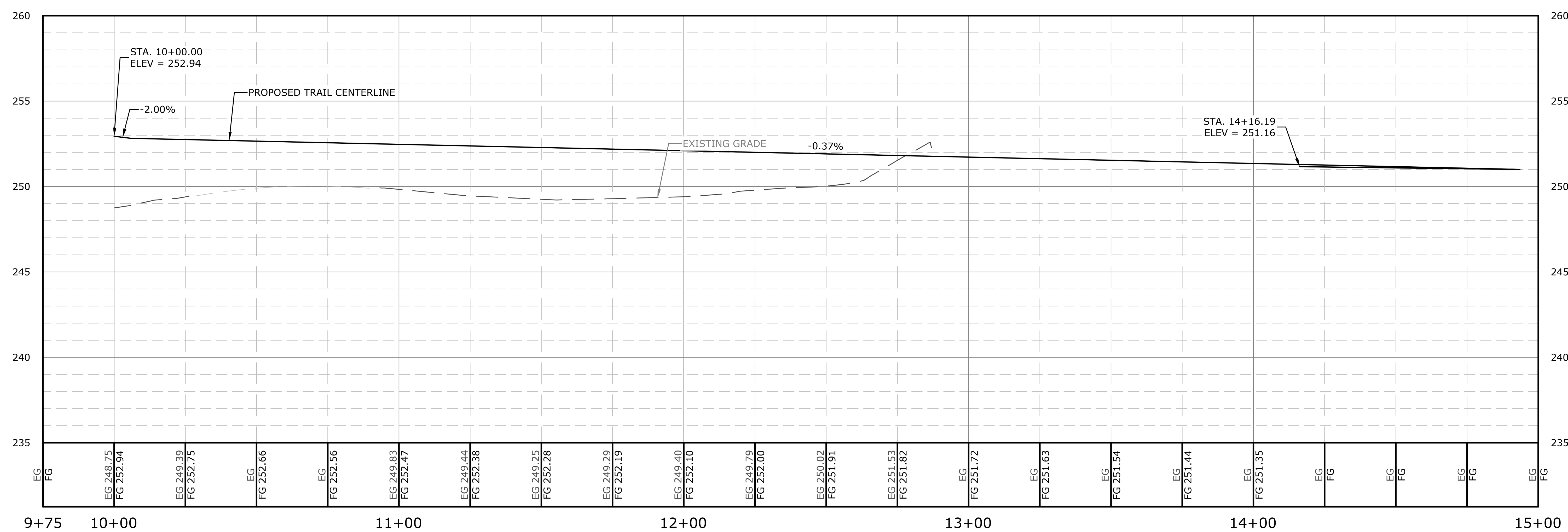
SCALE: 1"=30'	JOB NUMBER: 20-5776



ASPHALT PARKING LOT CONNECTOR PROFILE

SHEET 39
SCALE:
1"=30' HORIZ.
1"=5' VERT.

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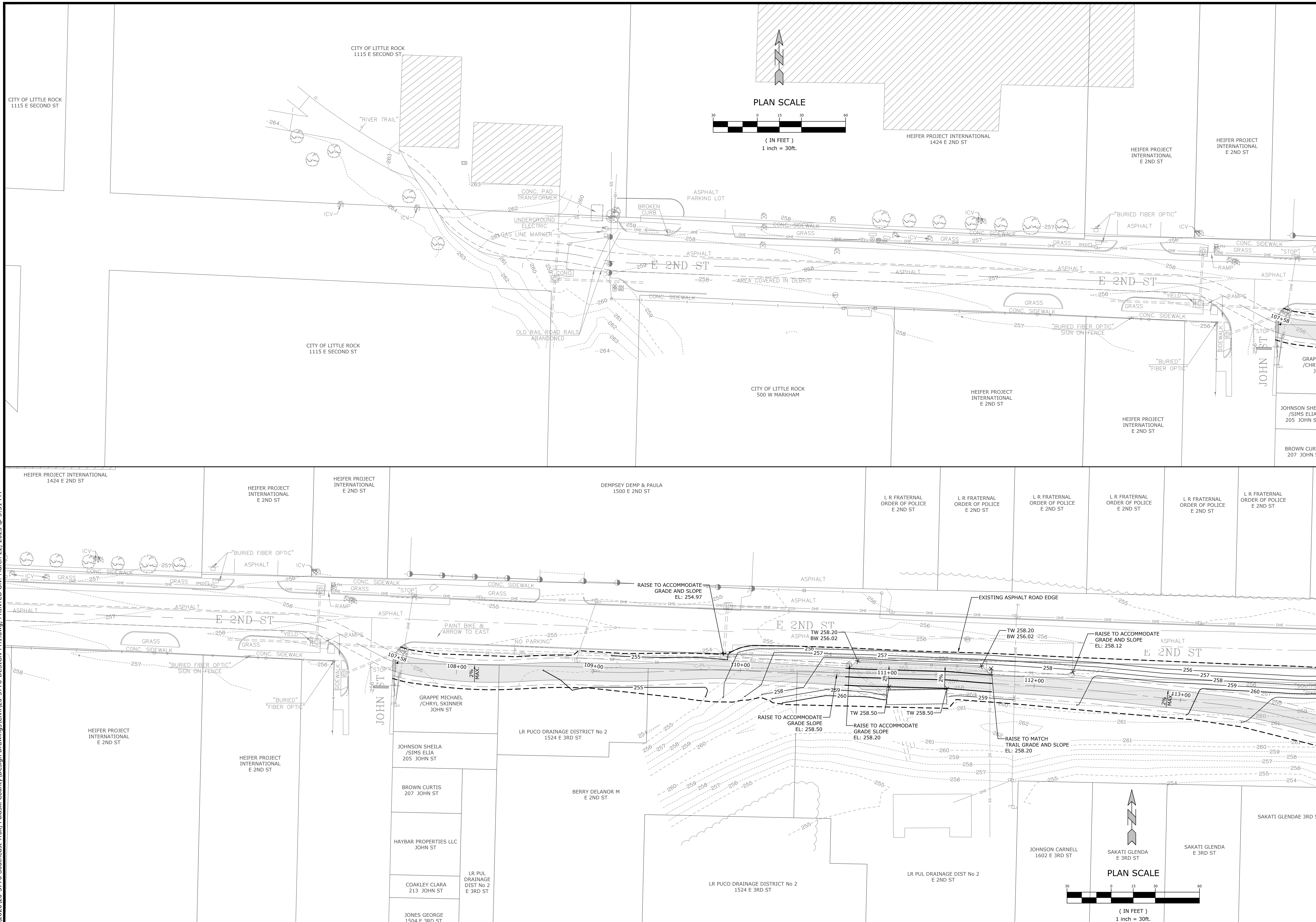
DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776



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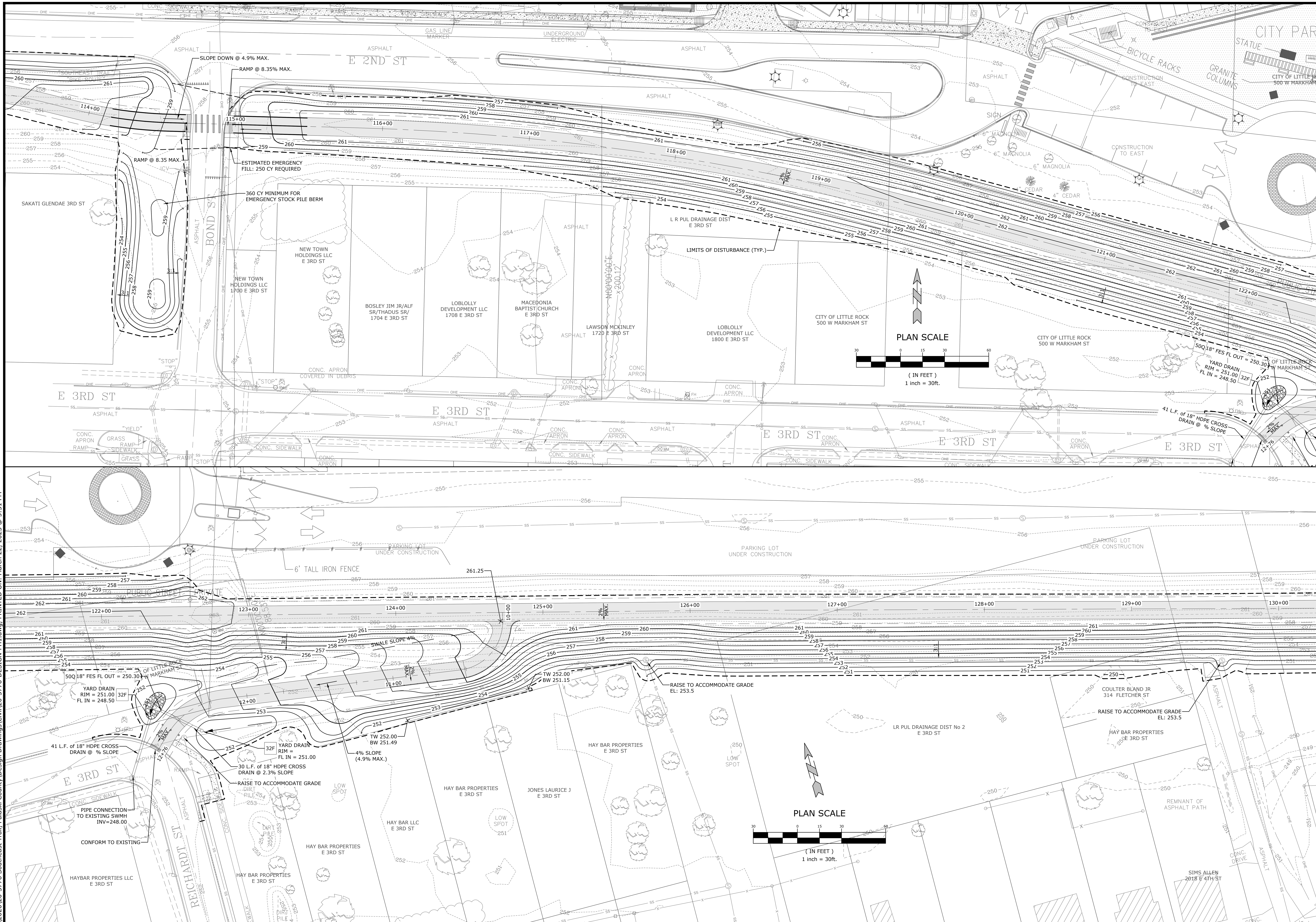
GRADING AND DRAINAGE PLAN

DESIGNED BY: BB	DRAWN BY: CZ
DATE: MAR 2023	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776



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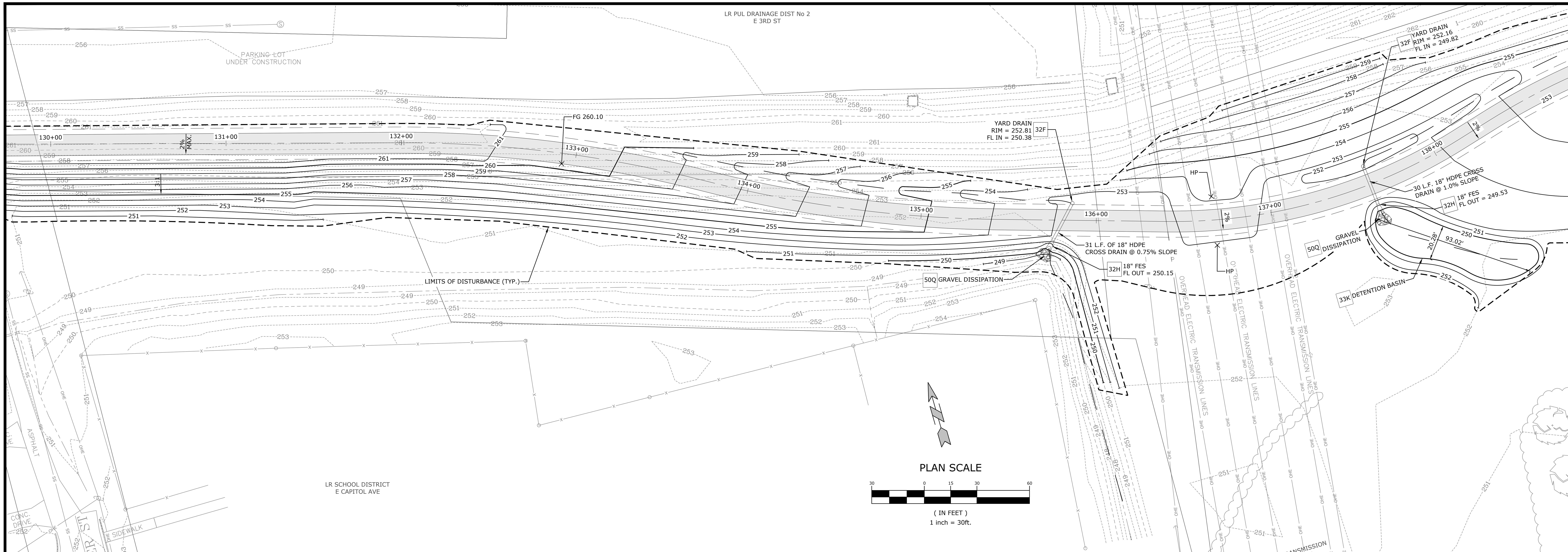
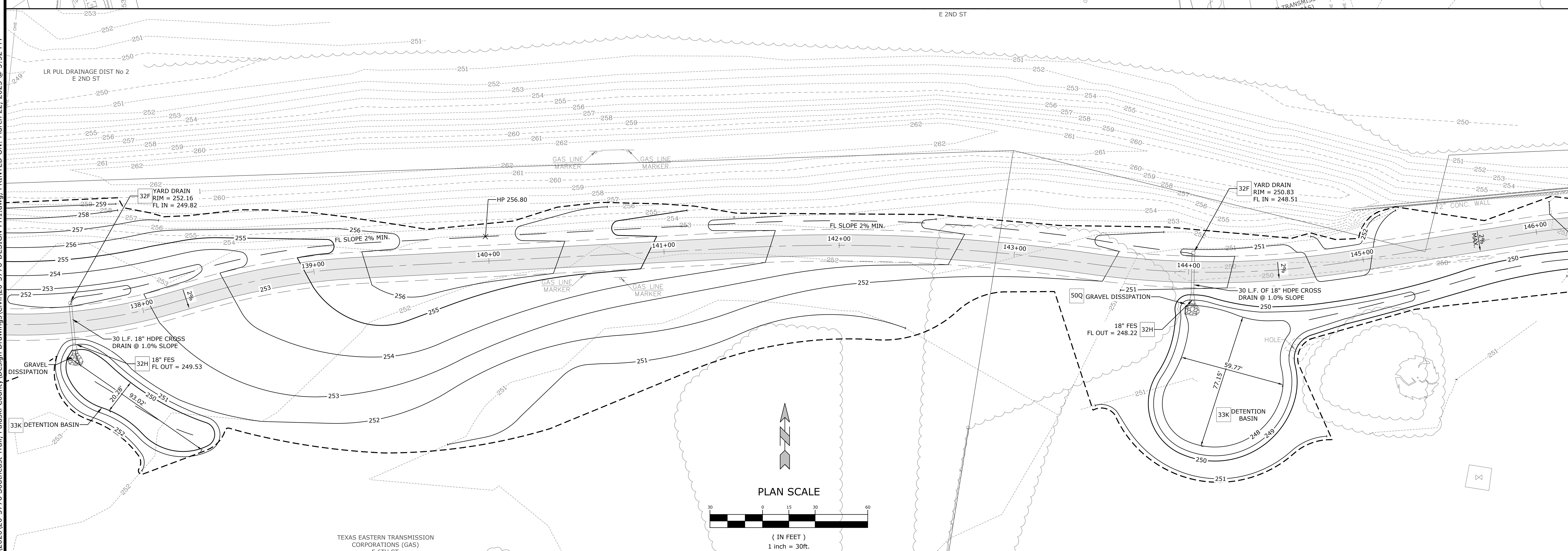
SCALE: 1"=30'	JOB NUMBER: 20-5776





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GRADING & DRAINAGE PLAN

DESIGNED BY:	DRAWN BY :
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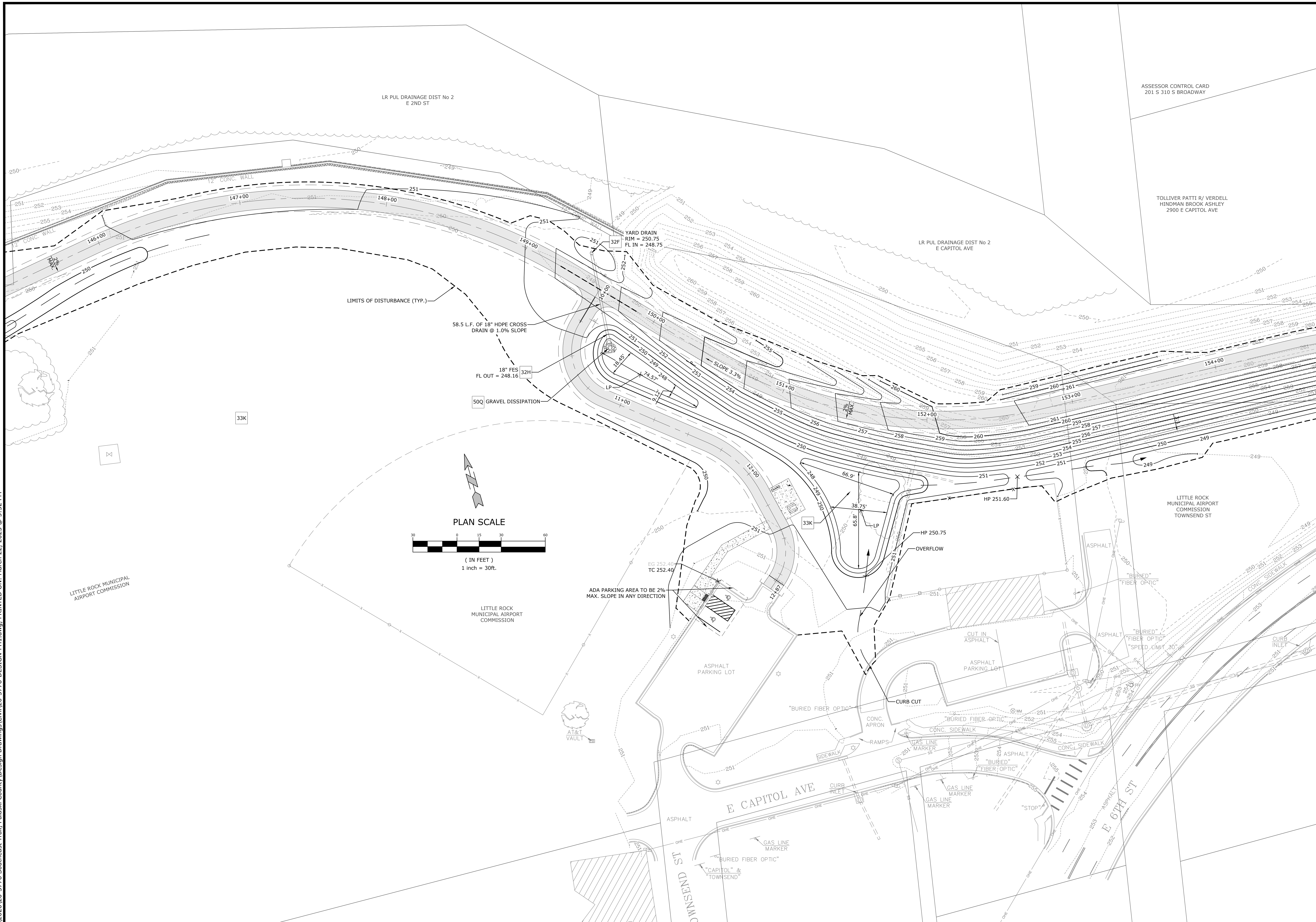
MAR 2023	
SCALE:	JOB NUMBER:
1"=30'	20-5776



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GRADING AND DRAINAGE PLAN

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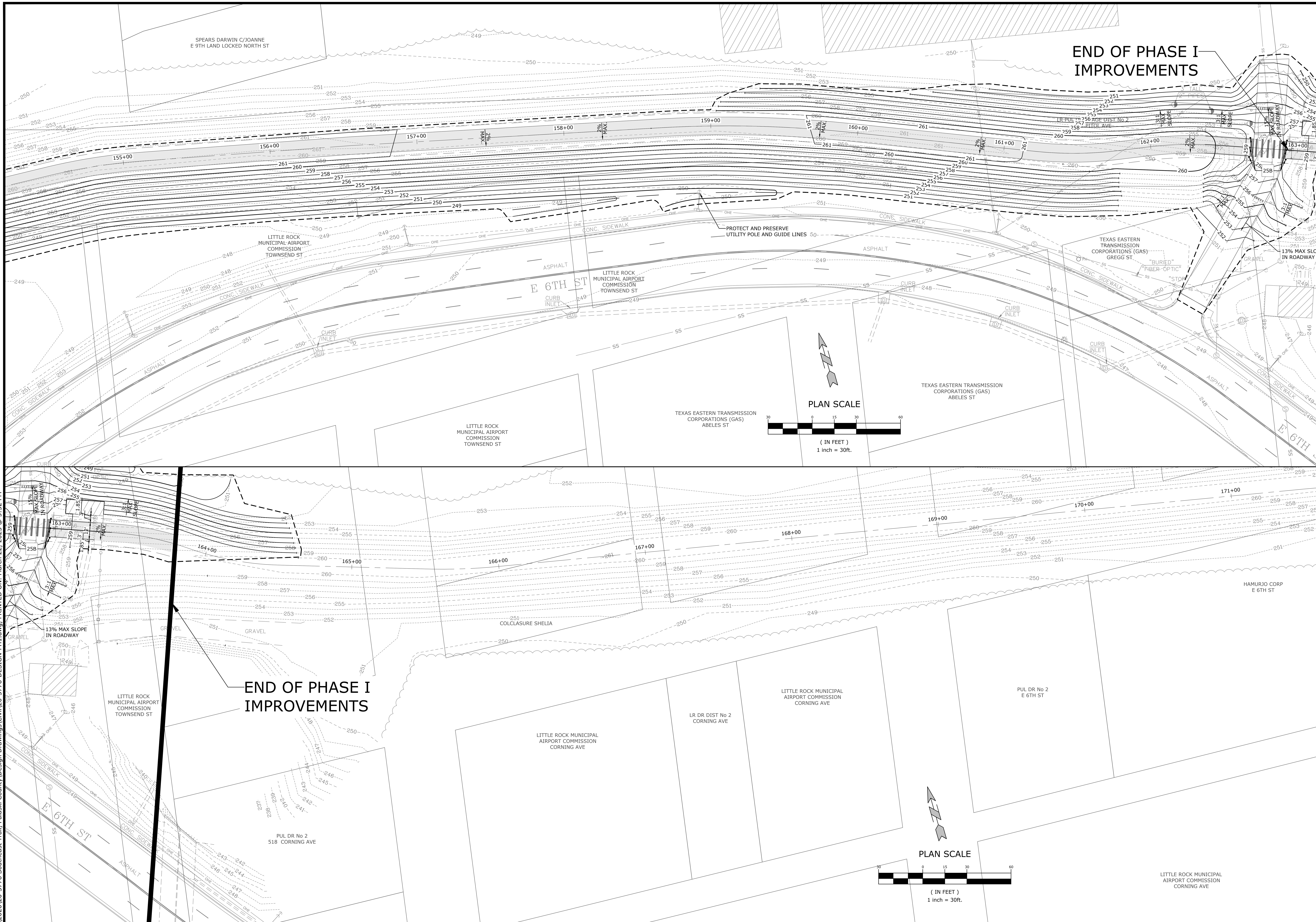
DATE: MAR 2023	REVISION:
SCALE: 1"=30'	JOB NUMBER: 20-5776



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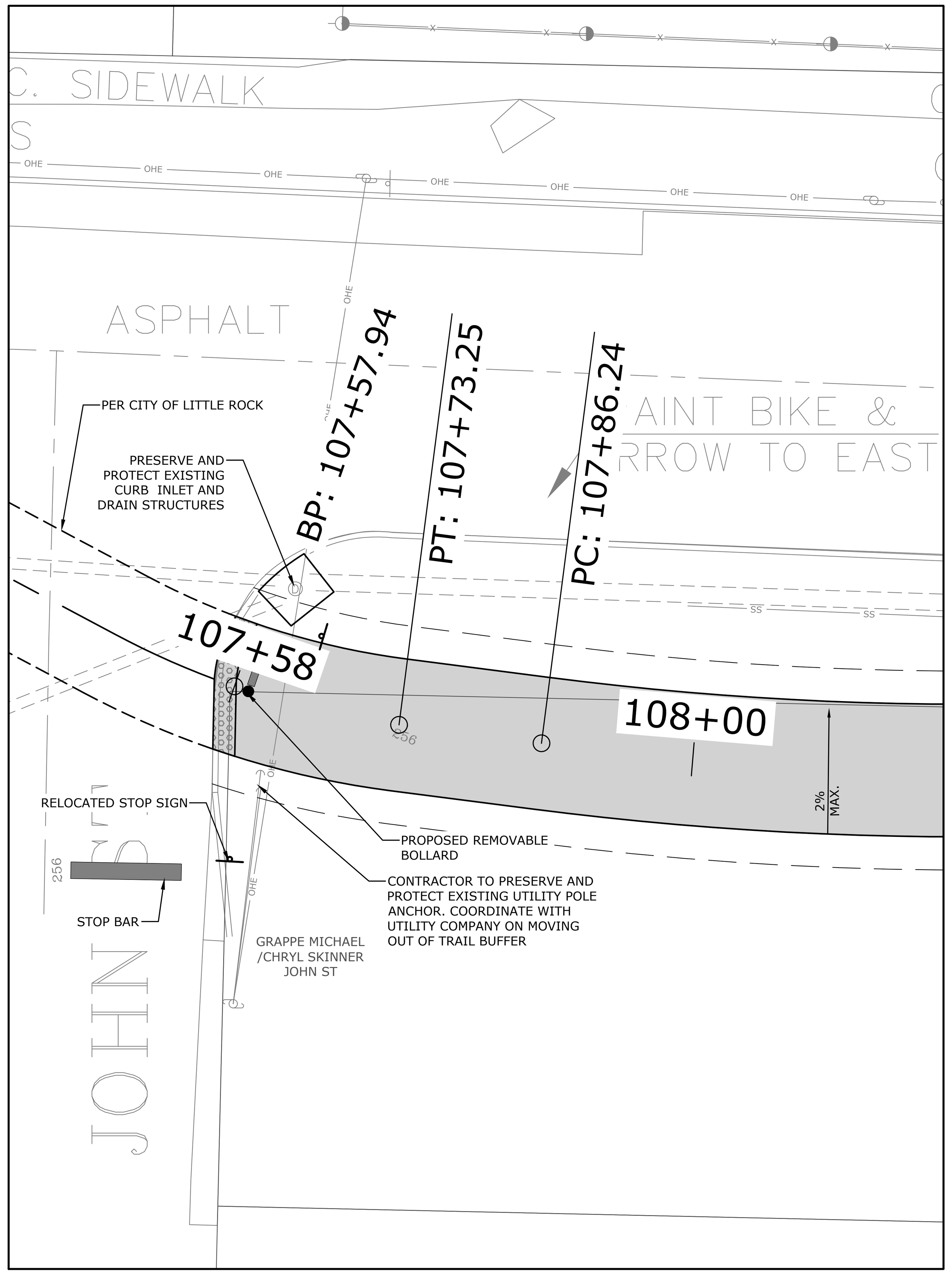
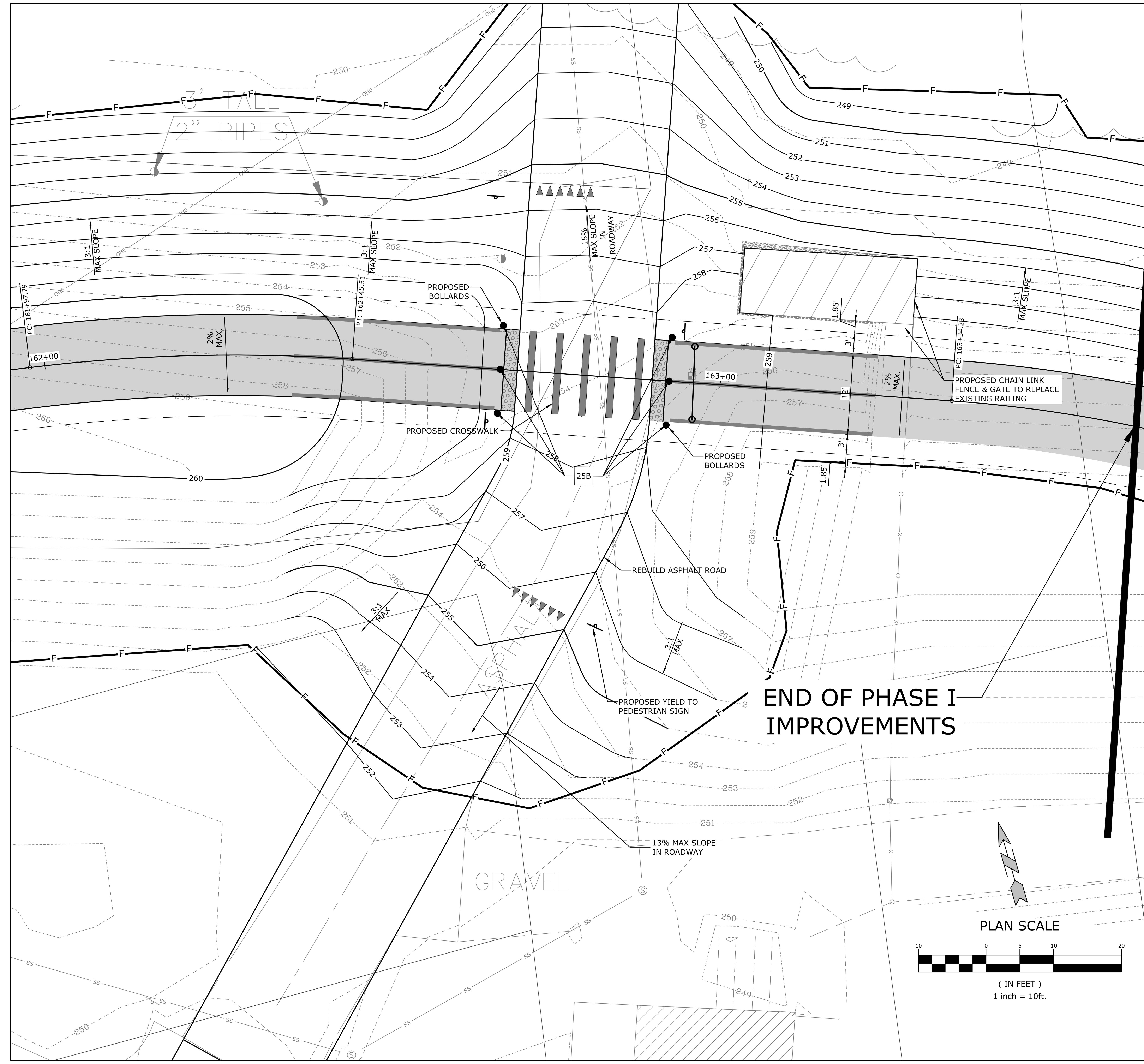
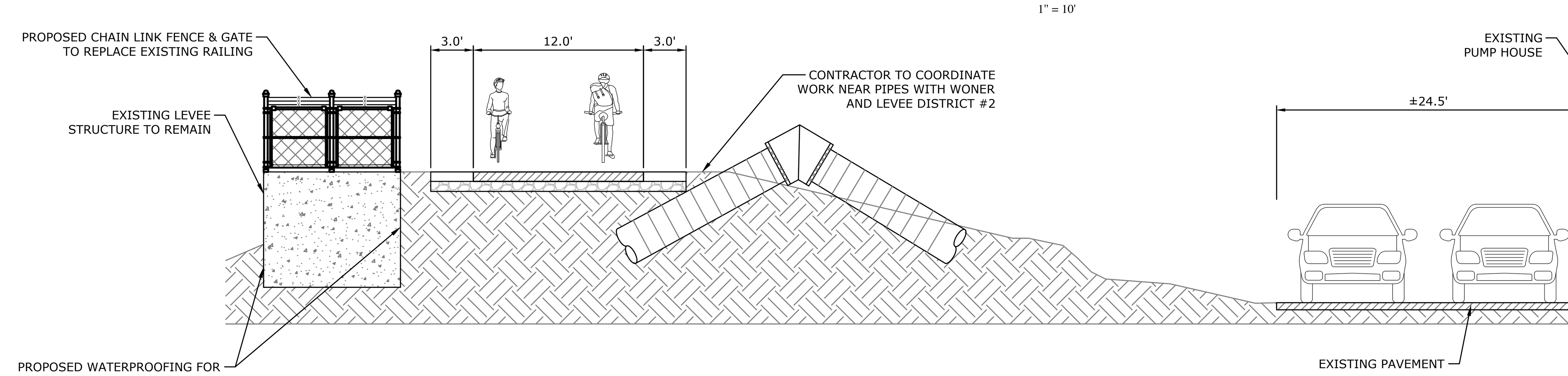




PUMPHOUSE TRAIL
ENLARGEMENT DETAIL
1" = 10'



PUMPHOUSE TRAIL
CROSS SECTION A-A
NTS

LEGEND

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

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ENLARGEMENT DETAILS

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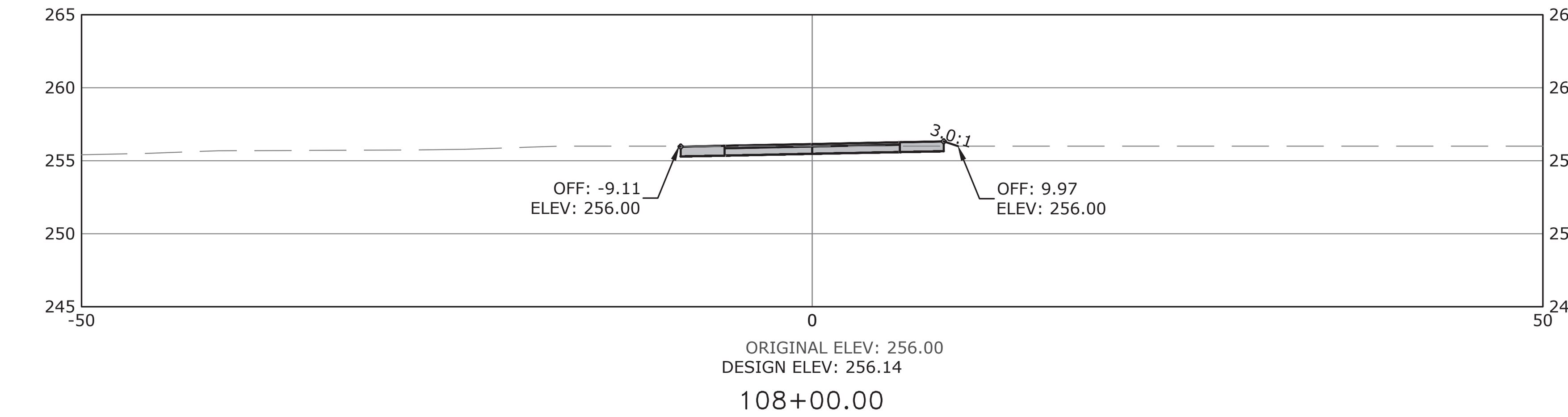
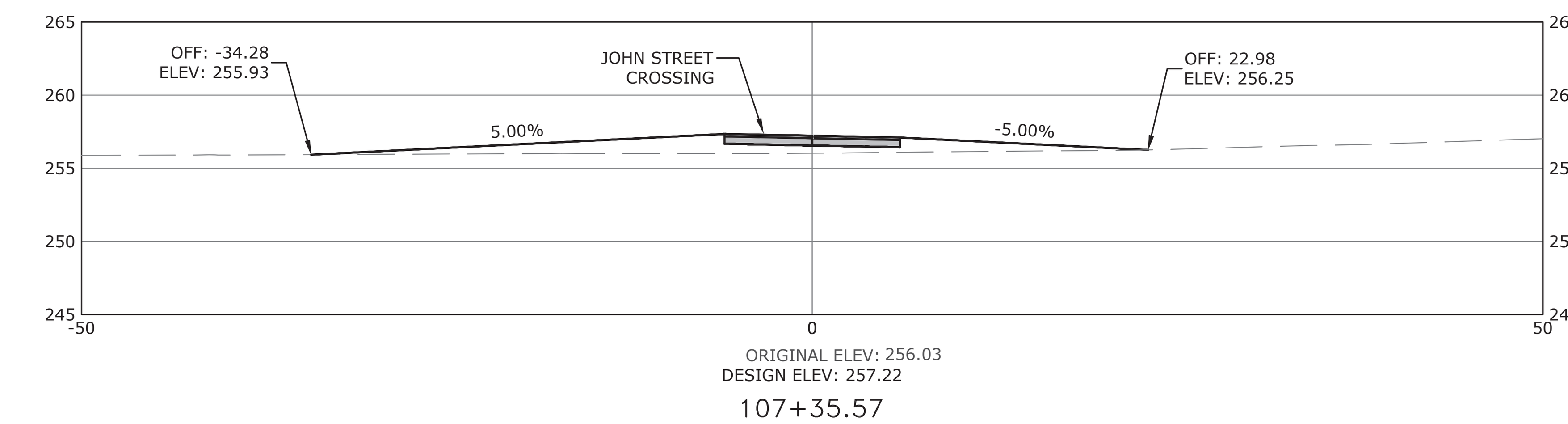
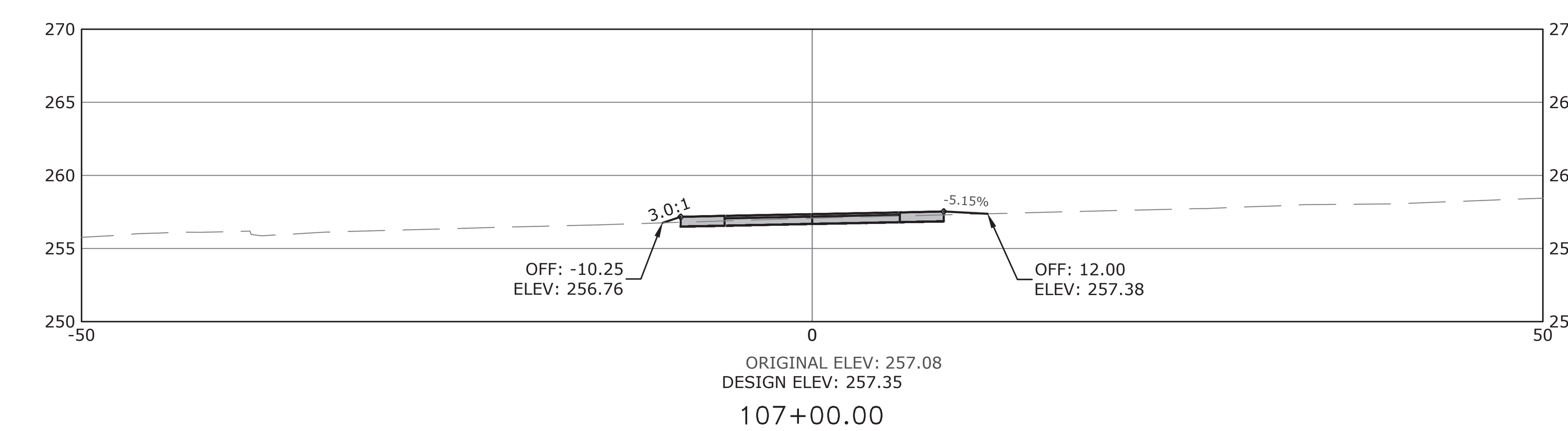
SCALE: 1"=30'	JOB NUMBER: 20-5776



Total Volume at Station 108+00.00	
Cut Area	9.47
Fill Area	2.78
Cut Vol	0.00
Fill Vol	0.00



Total Volume at Station 107+35.57	
Cut Area	0.00
Fill Area	0.00
Cut Vol	0.00
Fill Vol	0.00



Total Volume at Station 107+00.00	
Cut Area	6.83
Fill Area	5.82
Cut Vol	3.84
Fill Vol	1.57

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

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REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

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

DESIGNED BY: BB	DRAWN BY: CZ
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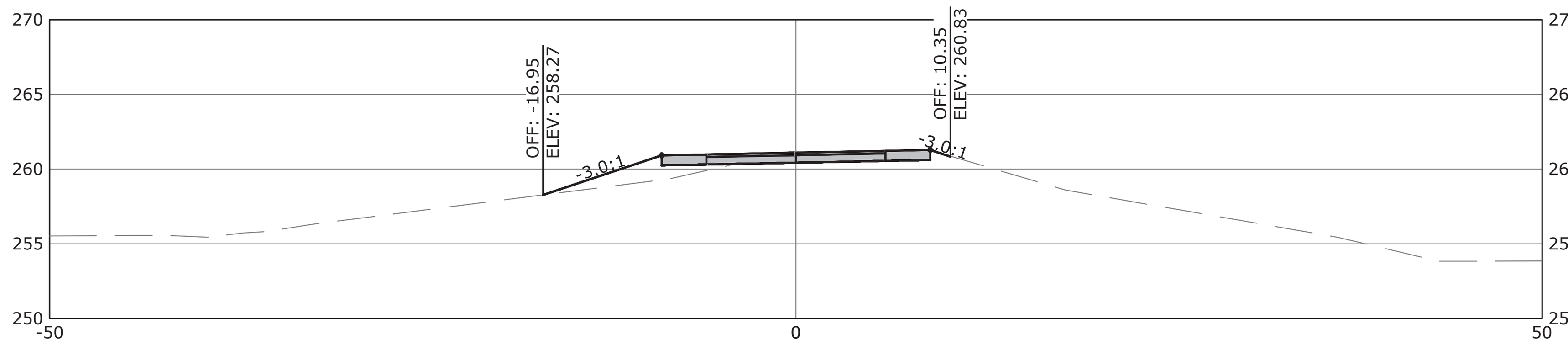
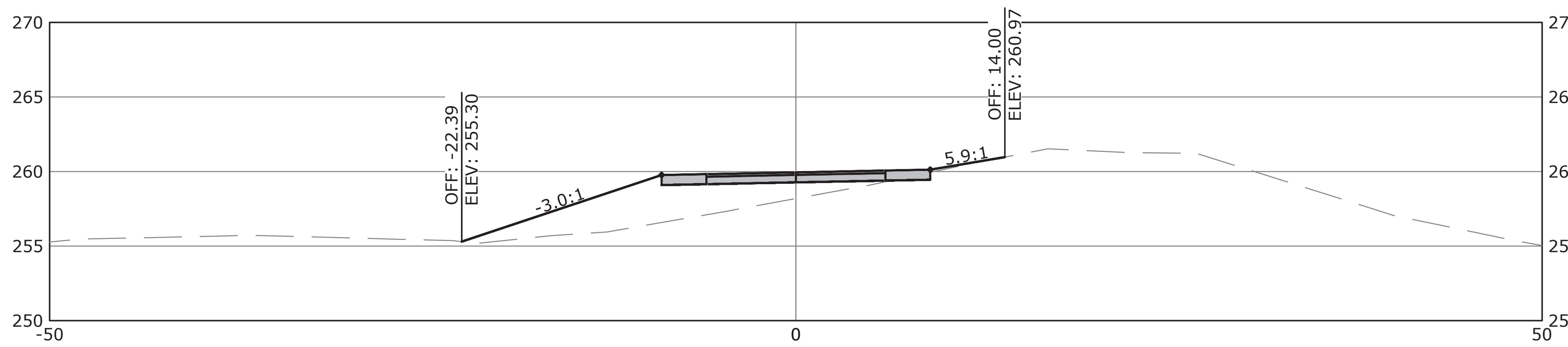
SCALE: AS SHOWN	JOB NUMBER: 20-5776



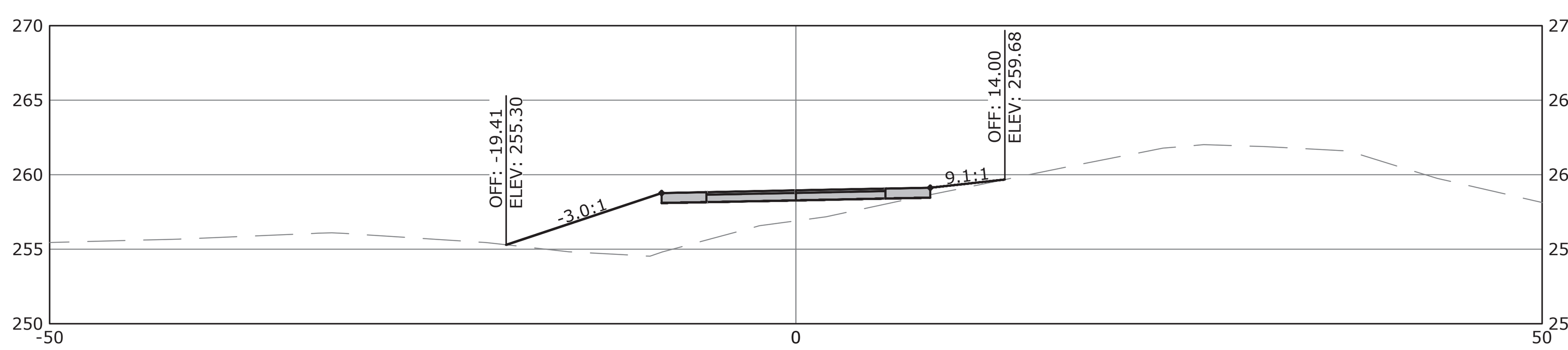
ORIGINAL ELEV: 261.17
DESIGN ELEV: 261.10
114+00.00

Total Volume at Station 114+00.00	
Cut Area	6.88
Fill Area	9.30
Cut Vol	14.11
Fill Vol	98.99



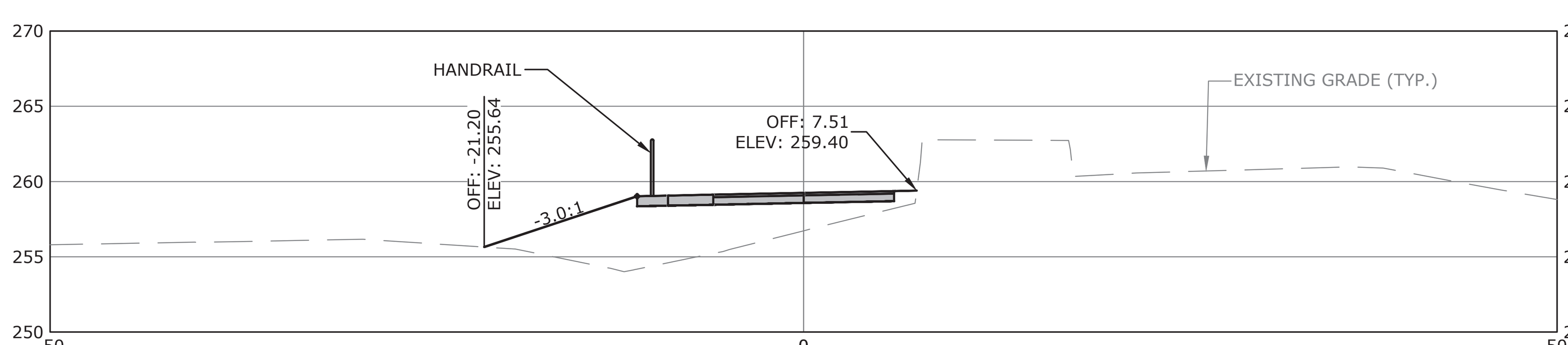
ORIGINAL ELEV: 258.19
DESIGN ELEV: 259.94
113+00.00

Total Volume at Station 113+00.00	
Cut Area	0.74
Fill Area	43.78
Cut Vol	1.60
Fill Vol	173.06



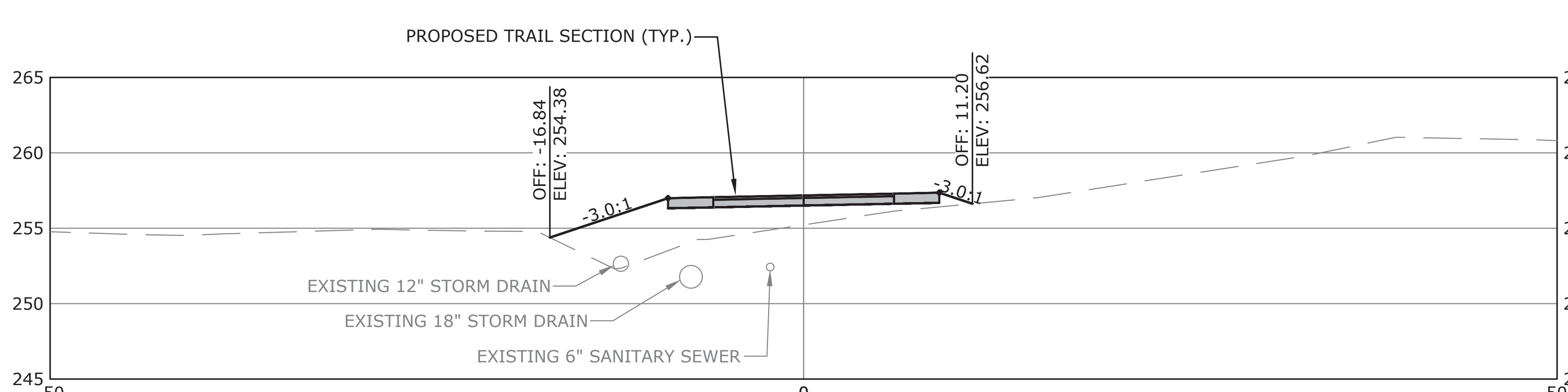
ORIGINAL ELEV: 256.90
DESIGN ELEV: 258.95
112+00.00

Total Volume at Station 112+00.00	
Cut Area	0.12
Fill Area	49.28
Cut Vol	40.91
Fill Vol	217.17



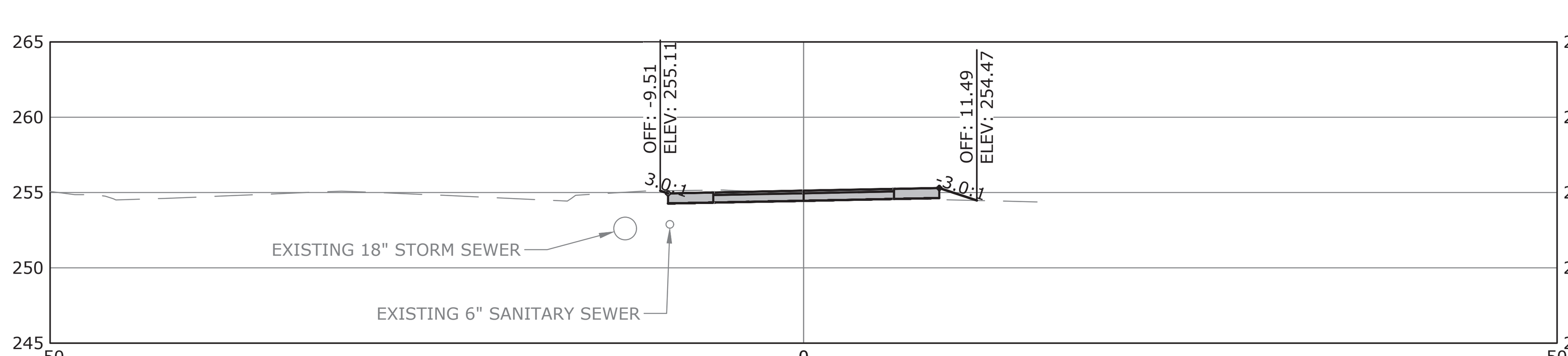
ORIGINAL ELEV: 256.72
DESIGN ELEV: 259.25
111+00.00

Total Volume at Station 111+00.00	
Cut Area	22.05
Fill Area	67.68
Cut Vol	41.34
Fill Vol	207.51



ORIGINAL ELEV: 255.22
DESIGN ELEV: 257.17
110+00.00

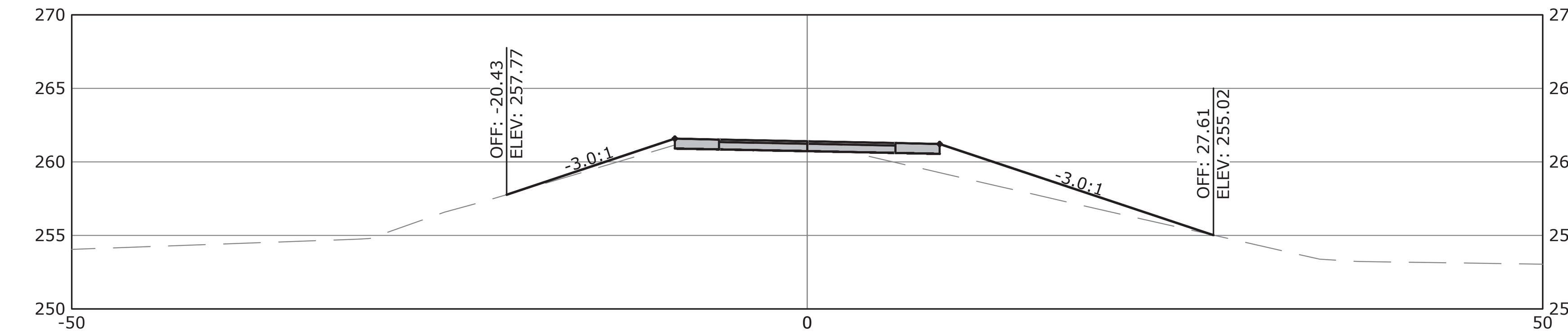
Total Volume at Station 110+00.00	
Cut Area	0.19
Fill Area	44.63
Cut Vol	15.43
Fill Vol	85.02



ORIGINAL ELEV: 254.90
DESIGN ELEV: 255.12
109+00.00

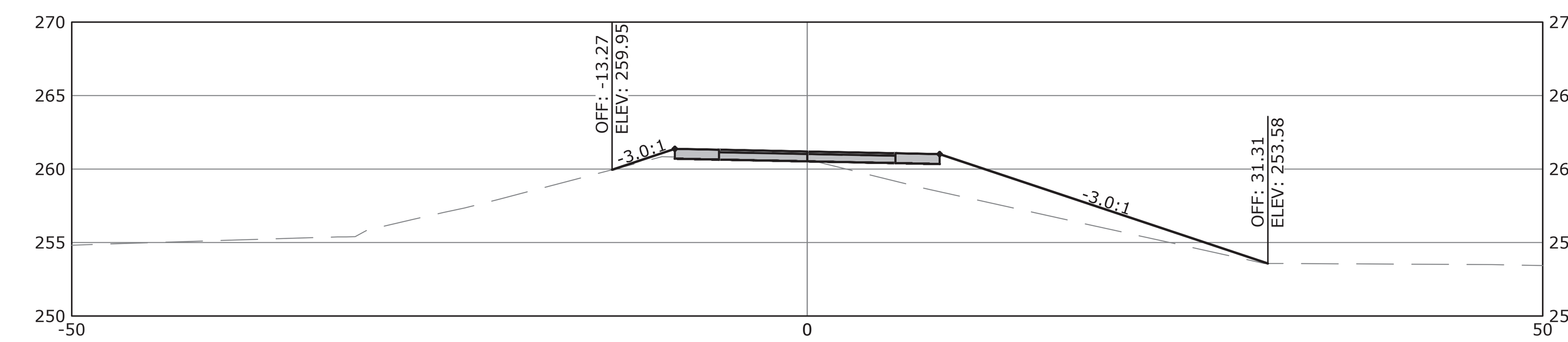
Total Volume at Station 109+00.00	
Cut Area	8.12
Fill Area	1.08
Cut Vol	15.14
Fill Vol	1.97

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



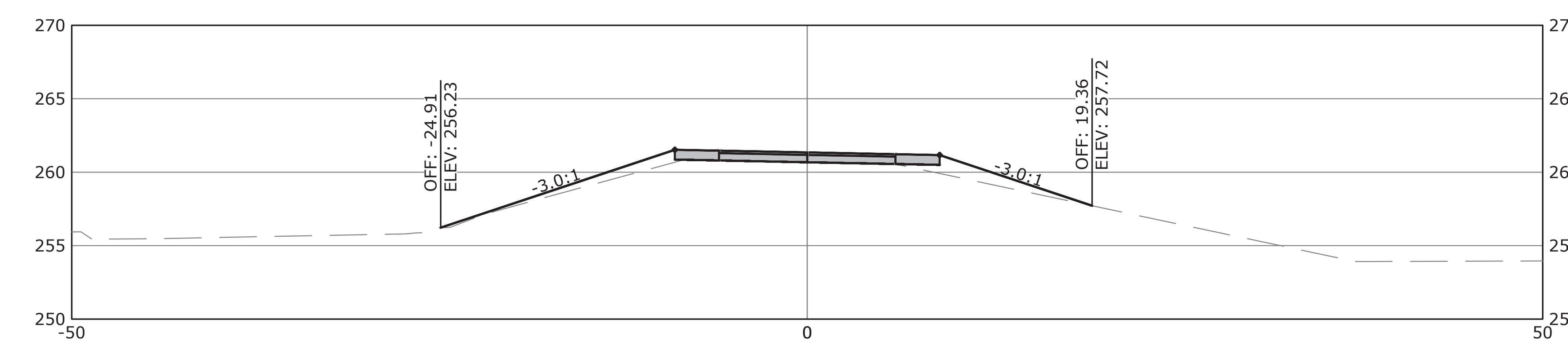
ORIGINAL ELEV: 261.34
DESIGN ELEV: 261.40
119+00.00

Total Volume at Station 119+00.00	
Cut Area	5.51
Fill Area	24.77
Cut Vol	12.39
Fill Vol	115.23



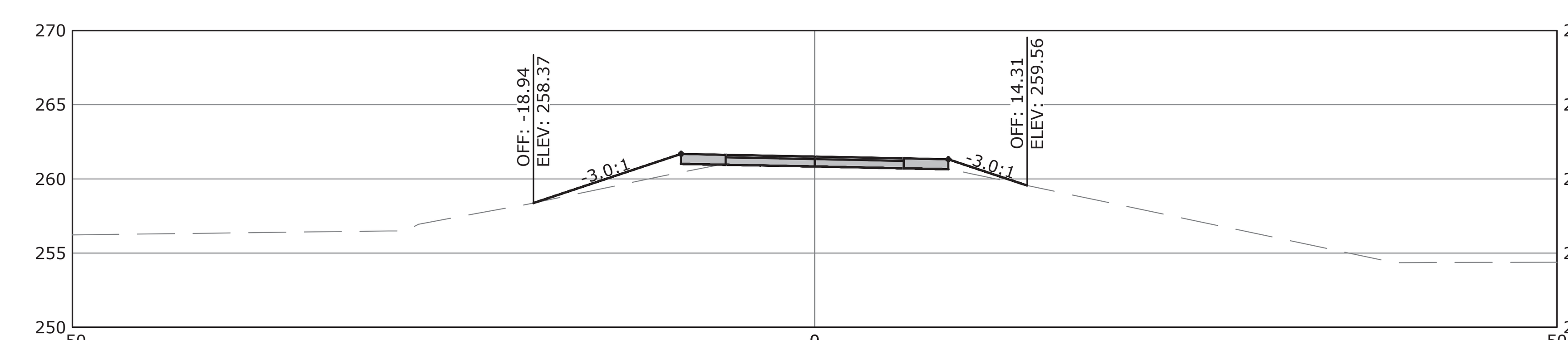
ORIGINAL ELEV: 260.66
DESIGN ELEV: 261.20
118+00.00

Total Volume at Station 118+00.00	
Cut Area	1.17
Fill Area	37.93
Cut Vol	13.14
Fill Vol	95.13



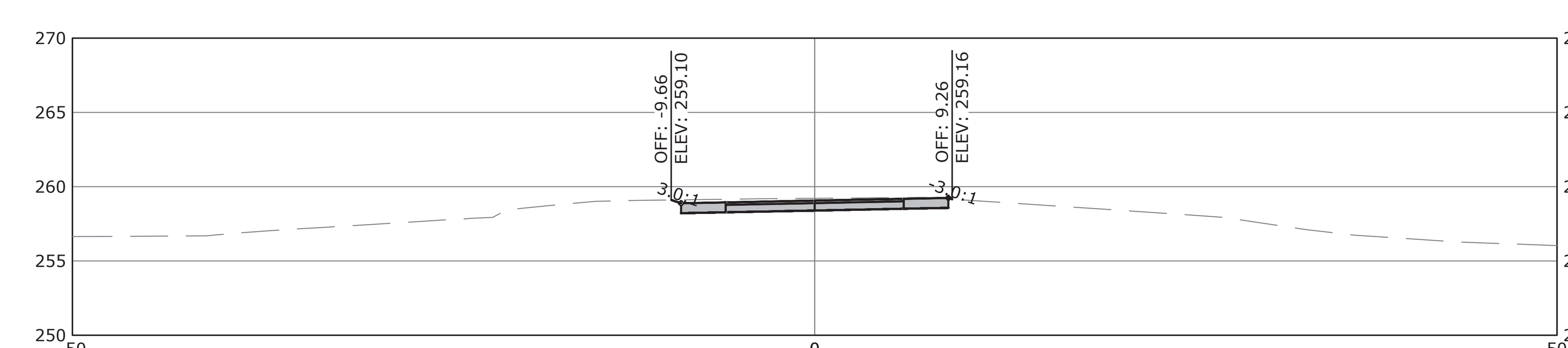
ORIGINAL ELEV: 261.22
DESIGN ELEV: 261.35
117+00.00

Total Volume at Station 117+00.00	
Cut Area	5.92
Fill Area	13.75
Cut Vol	20.31
Fill Vol	41.42



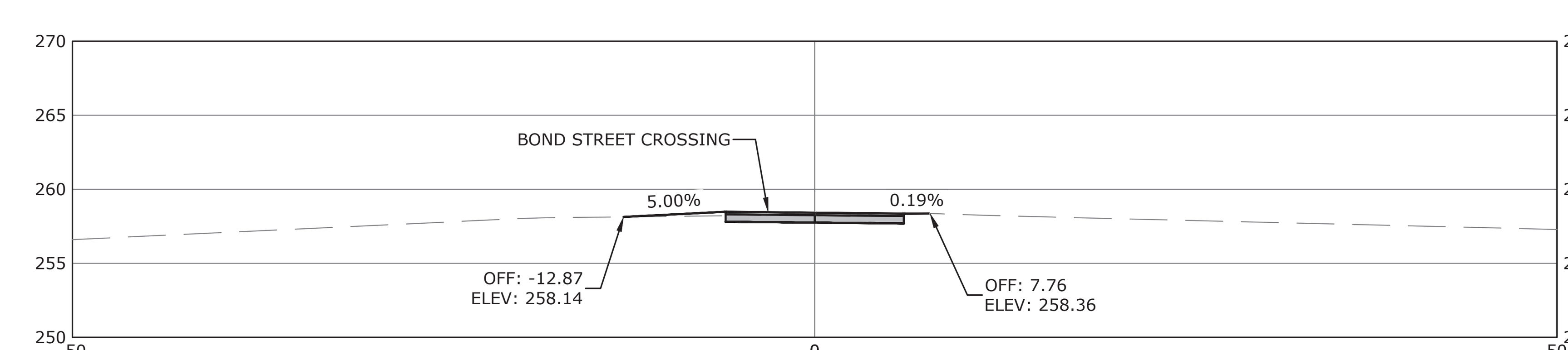
ORIGINAL ELEV: 261.17
DESIGN ELEV: 261.50
116+00.00

Total Volume at Station 116+00.00	
Cut Area	5.04
Fill Area	8.58
Cut Vol	37.25
Fill Vol	16.02



ORIGINAL ELEV: 259.21
DESIGN ELEV: 259.06
115+00.00

Total Volume at Station 115+00.00	
Cut Area	15.07
Fill Area	0.08
Cut Vol	10.15
Fill Vol	0.78



ORIGINAL ELEV: 258.28
DESIGN ELEV: 258.42
114+74.44

Total Volume at Station 114+74.44	
Cut Area	6.37
Fill Area	1.58
Cut Vol	18.28
Fill Vol	14.73

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REVISIONS

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

DESIGNED BY: BB	DRAWN BY : CZ
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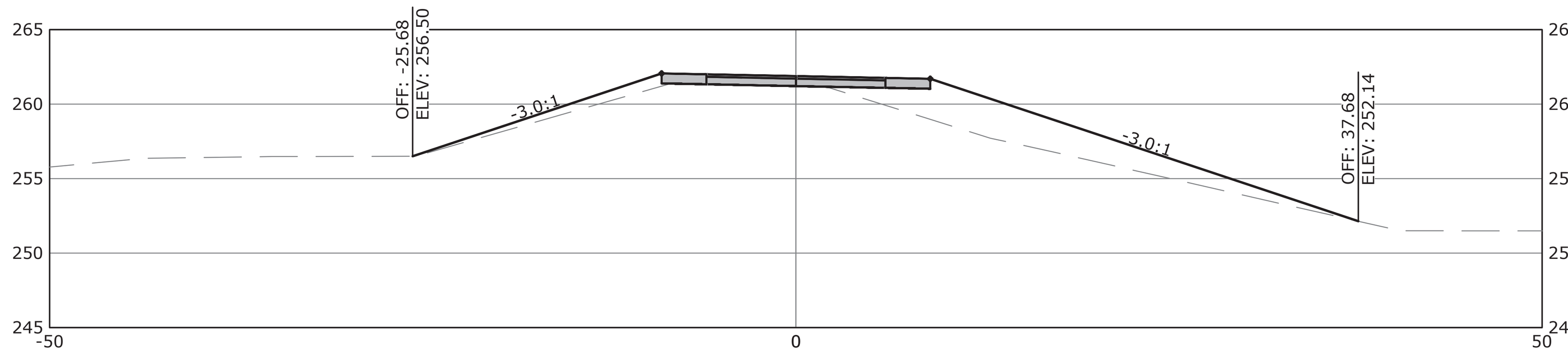
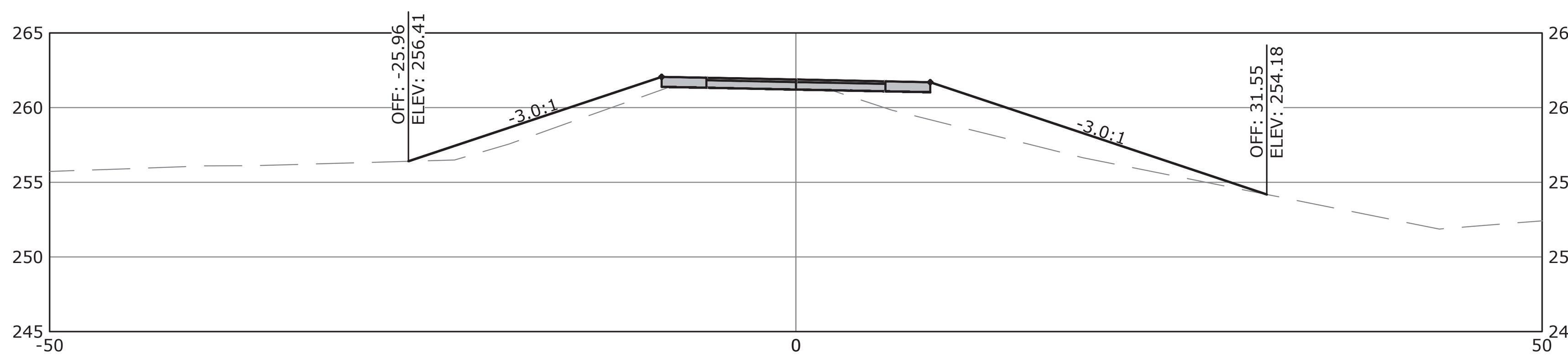
SCALE: AS SHOWN	JOB NUMBER: 20-5776



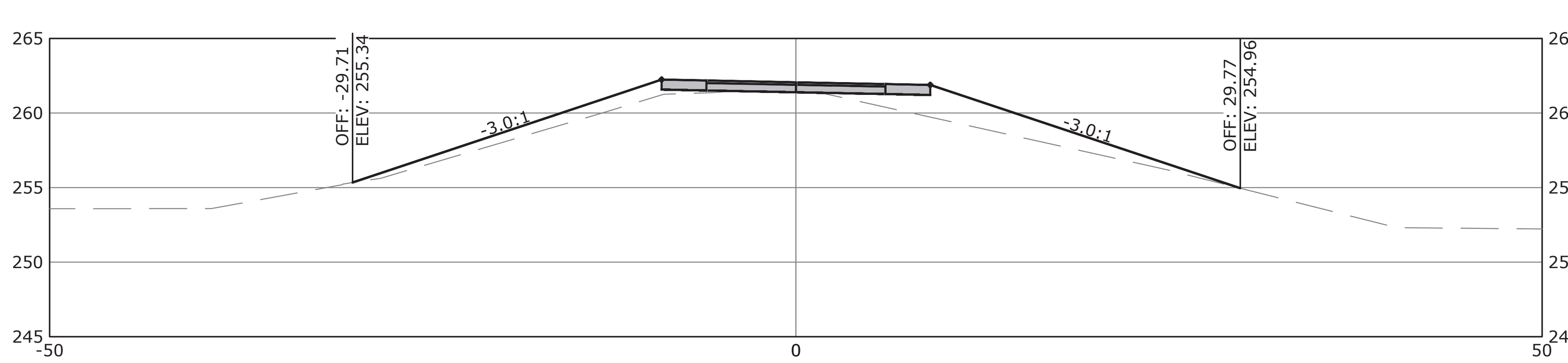
ORIGINAL ELEV: 261.48
DESIGN ELEV: 261.88
124+00.00

Total Volume at Station 124+00.00	
Cut Area	1.86
Fill Area	57.88
Cut Vol	9.23
Fill Vol	205.50



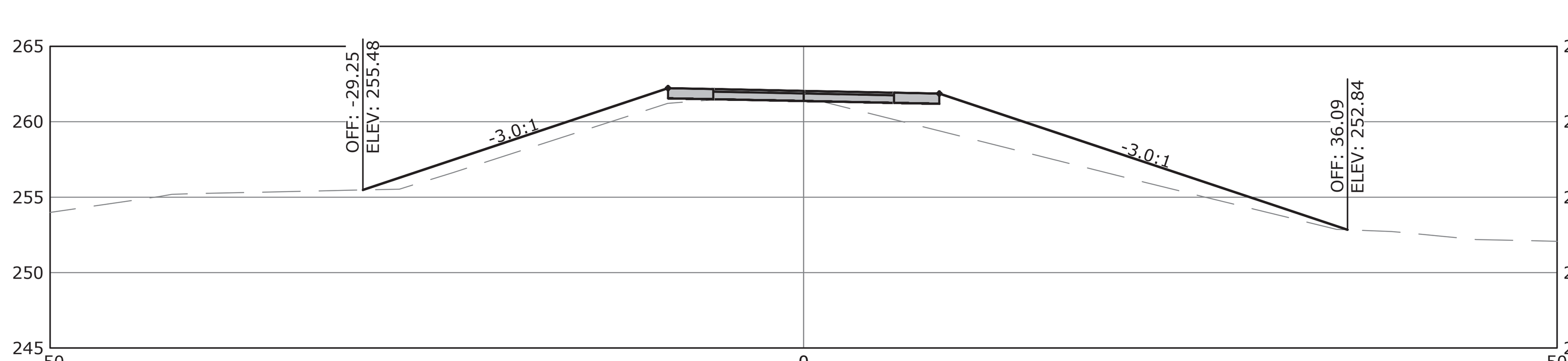
ORIGINAL ELEV: 261.52
DESIGN ELEV: 261.88
123+00.00

Total Volume at Station 123+00.00	
Cut Area	3.12
Fill Area	53.09
Cut Vol	8.39
Fill Vol	175.00



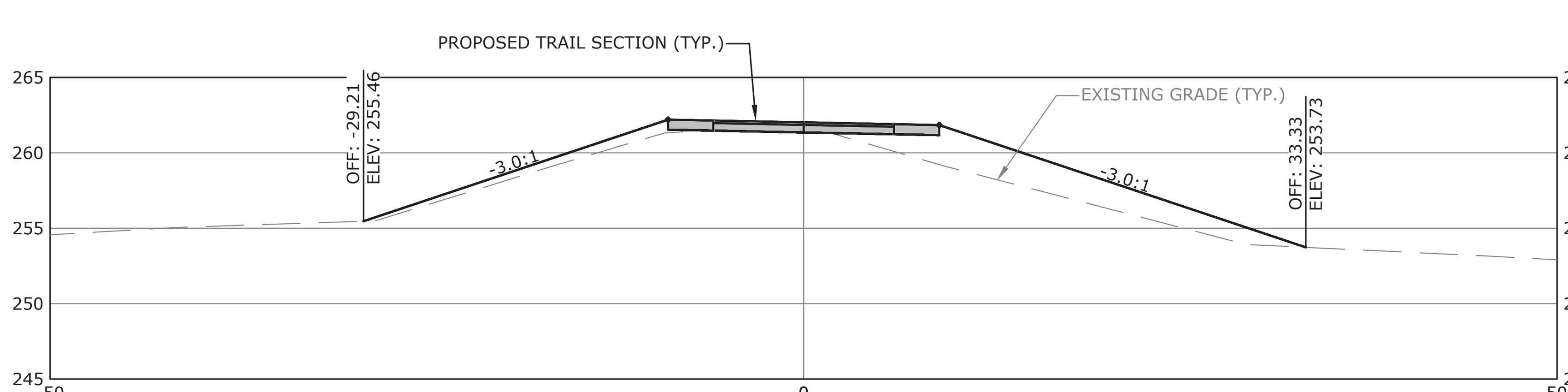
ORIGINAL ELEV: 261.73
DESIGN ELEV: 262.06
122+00.00

Total Volume at Station 122+00.00	
Cut Area	1.41
Fill Area	41.41
Cut Vol	2.28
Fill Vol	69.88



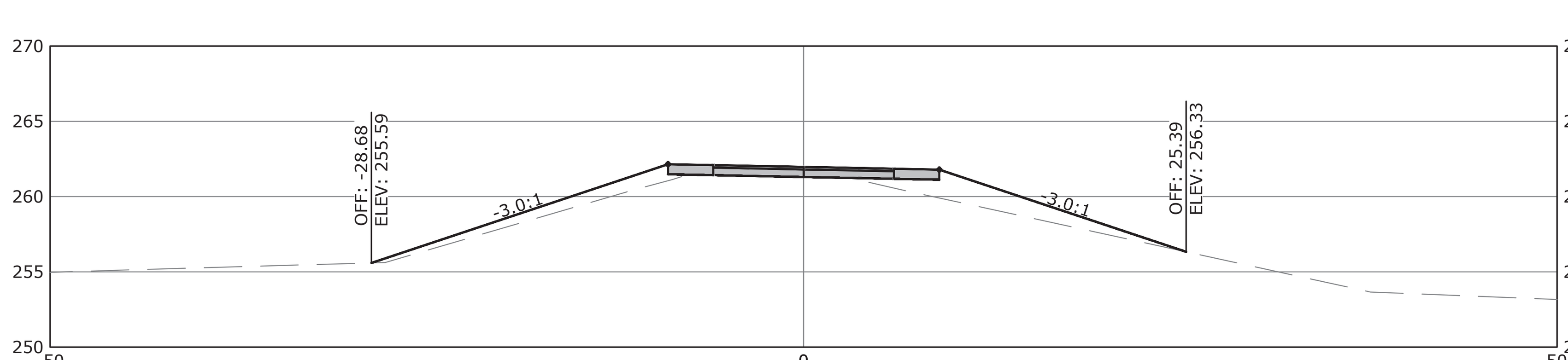
ORIGINAL ELEV: 261.65
DESIGN ELEV: 262.05
121+62.96

Total Volume at Station 121+62.96	
Cut Area	1.92
Fill Area	60.46
Cut Vol	5.23
Fill Vol	137.55



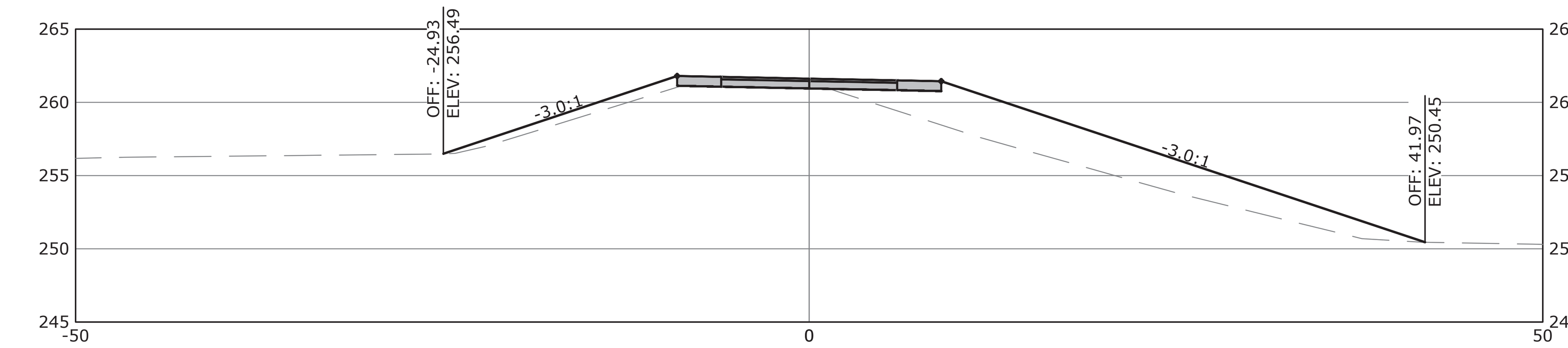
ORIGINAL ELEV: 261.75
DESIGN ELEV: 262.02
121+00.00

Total Volume at Station 121+00.00	
Cut Area	2.57
Fill Area	57.52
Cut Vol	7.46
Fill Vol	165.66



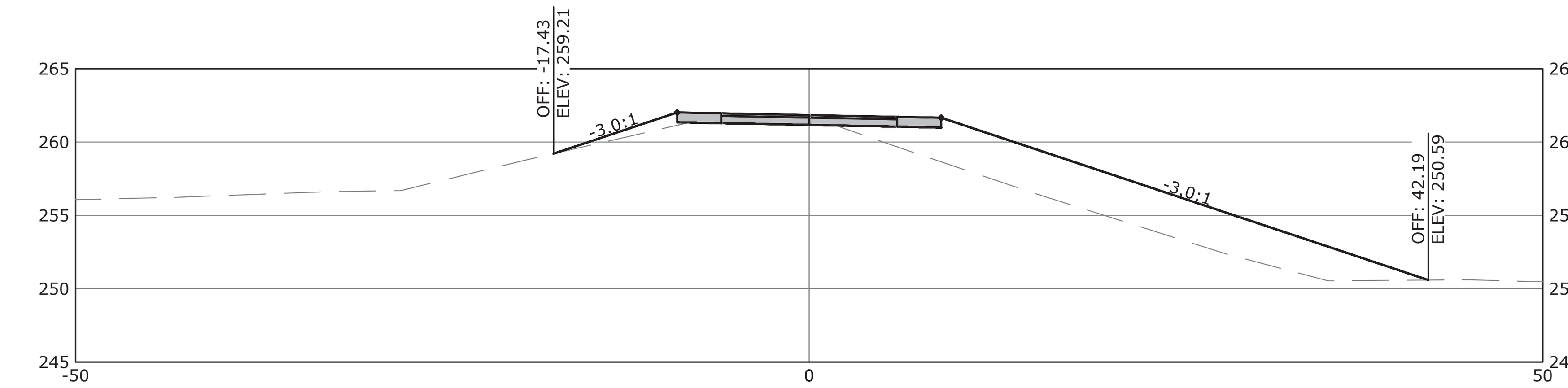
ORIGINAL ELEV: 261.46
DESIGN ELEV: 261.97
120+00.00

Total Volume at Station 120+00.00	
Cut Area	1.46
Fill Area	31.94
Cut Vol	12.92
Fill Vol	104.73



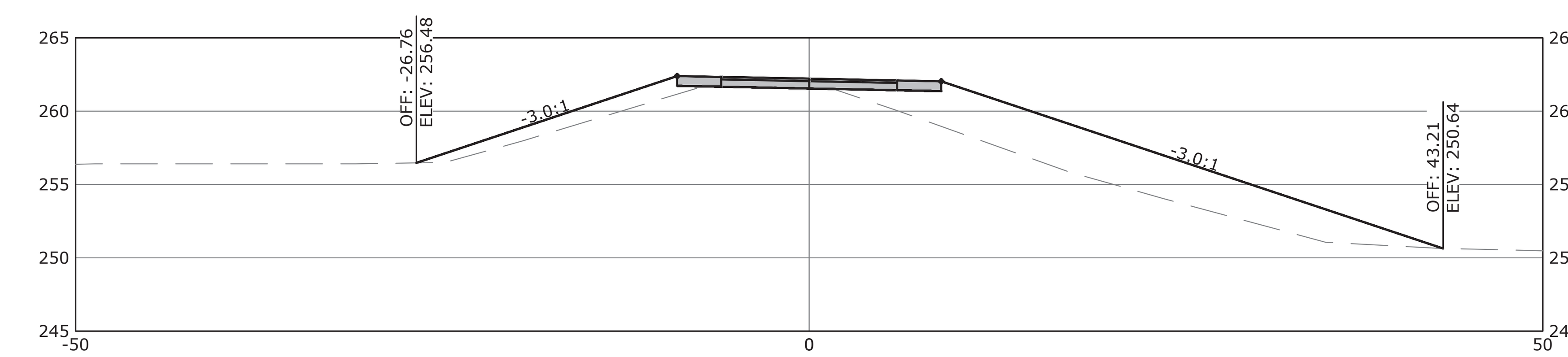
ORIGINAL ELEV: 261.20
DESIGN ELEV: 261.62
129+00.00

Total Volume at Station 129+00.00	
Cut Area	3.09
Fill Area	85.29
Cut Vol	8.30
Fill Vol	334.63



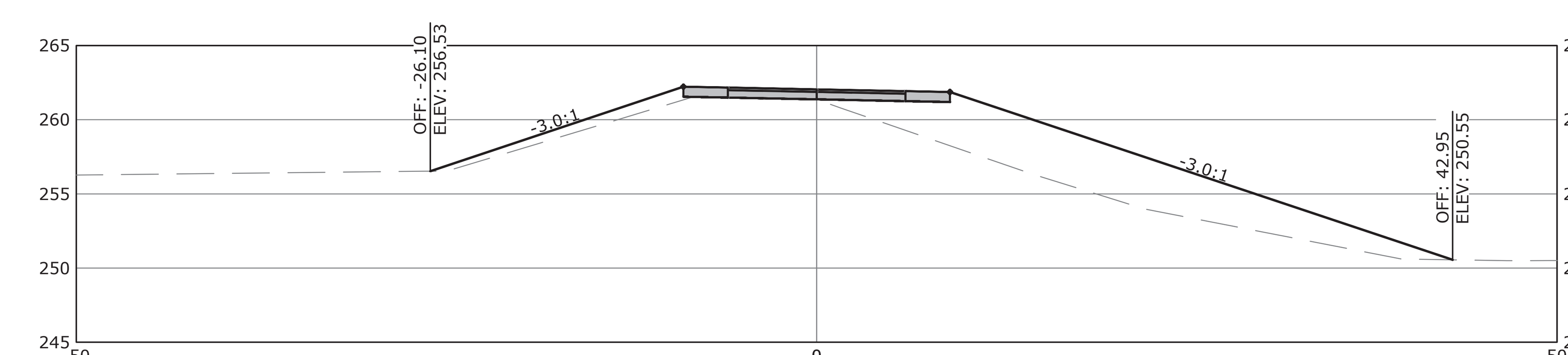
ORIGINAL ELEV: 261.32
DESIGN ELEV: 261.84
128+00.00

Total Volume at Station 128+00.00	
Cut Area	1.40
Fill Area	95.41
Cut Vol	4.51
Fill Vol	382.42



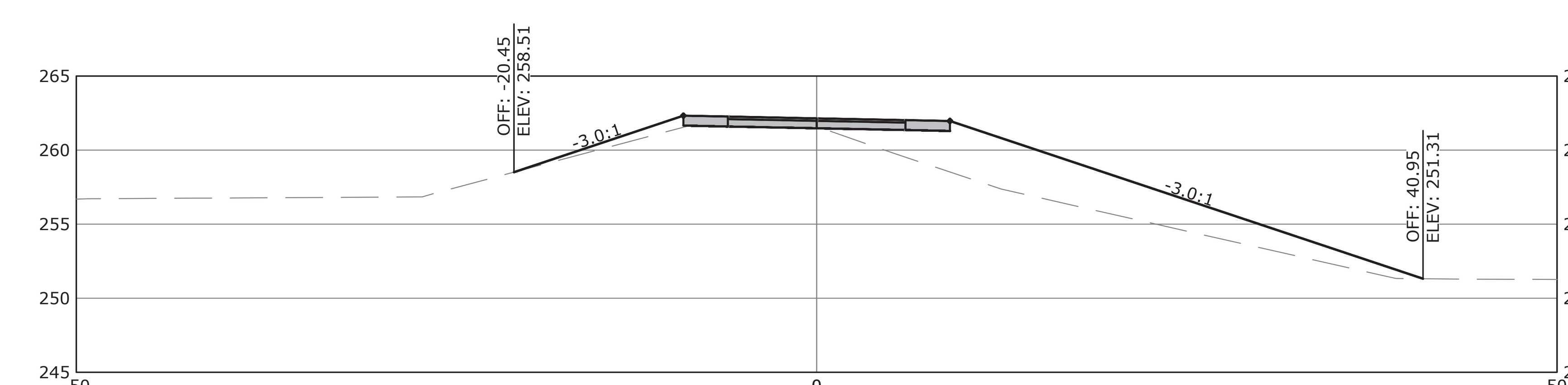
ORIGINAL ELEV: 261.70
DESIGN ELEV: 262.22
127+00.00

Total Volume at Station 127+00.00	
Cut Area	1.04
Fill Area	111.10
Cut Vol	4.61
Fill Vol	415.06



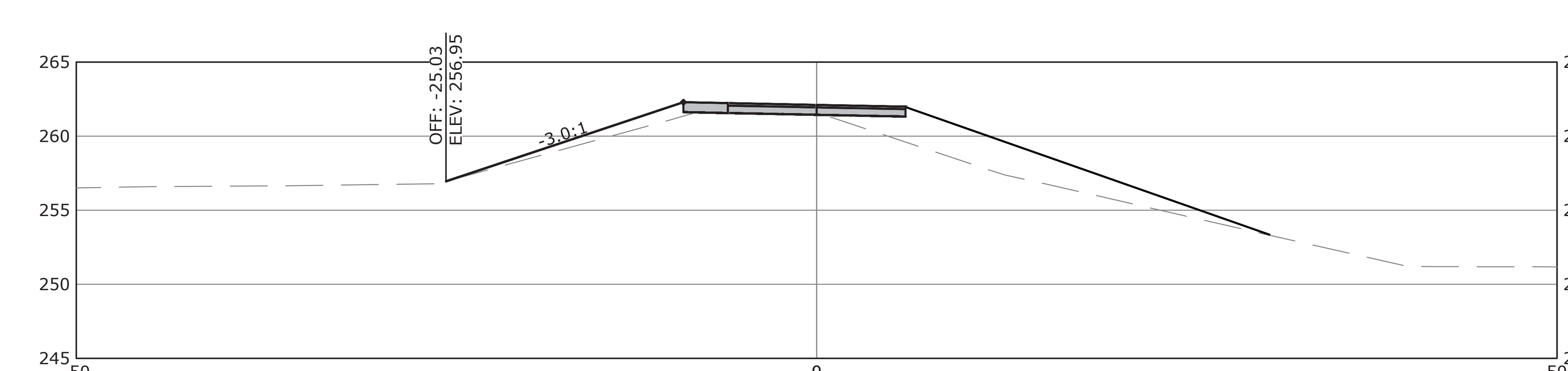
ORIGINAL ELEV: 261.36
DESIGN ELEV: 262.05
126+00.00

Total Volume at Station 126+00.00	
Cut Area	1.45
Fill Area	113.03
Cut Vol	5.39
Fill Vol	362.73



ORIGINAL ELEV: 261.59
DESIGN ELEV: 262.14
125+00.00

Total Volume at Station 125+00.00	
Cut Area	1.46
Fill Area	82.84
Cut Vol	1.74
Fill Vol	165.84



ORIGINAL ELEV: 261.60
DESIGN ELEV: 262.11
124+65.46

Total Volume at Station 124+65.46	
Cut Area	1.27
Fill Area	176.42
Cut Vol	3.79
Fill Vol	284.02

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

MCE McCLELLAND CONSULTING ENGINEERS, INC.
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Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

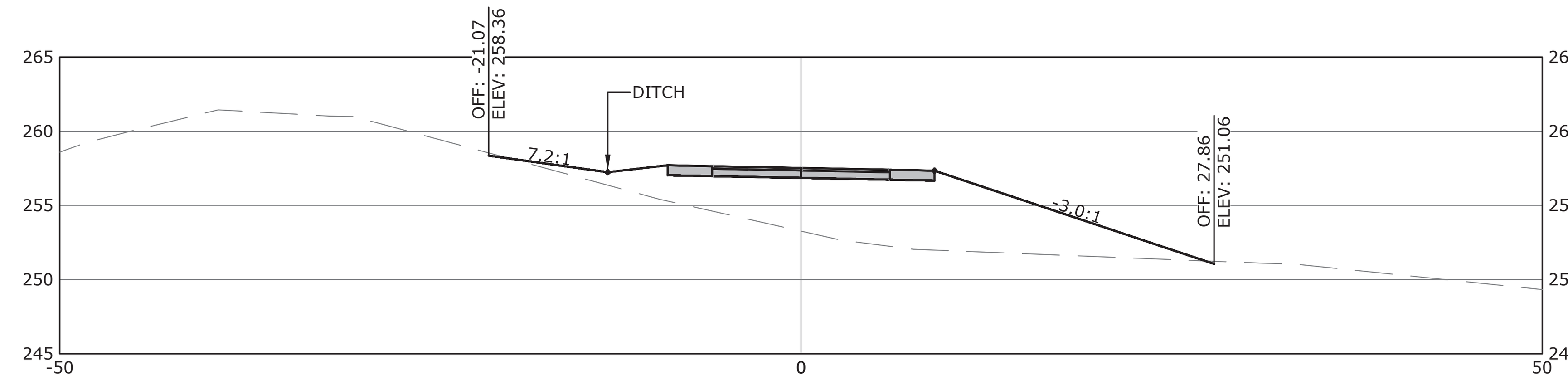
REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

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

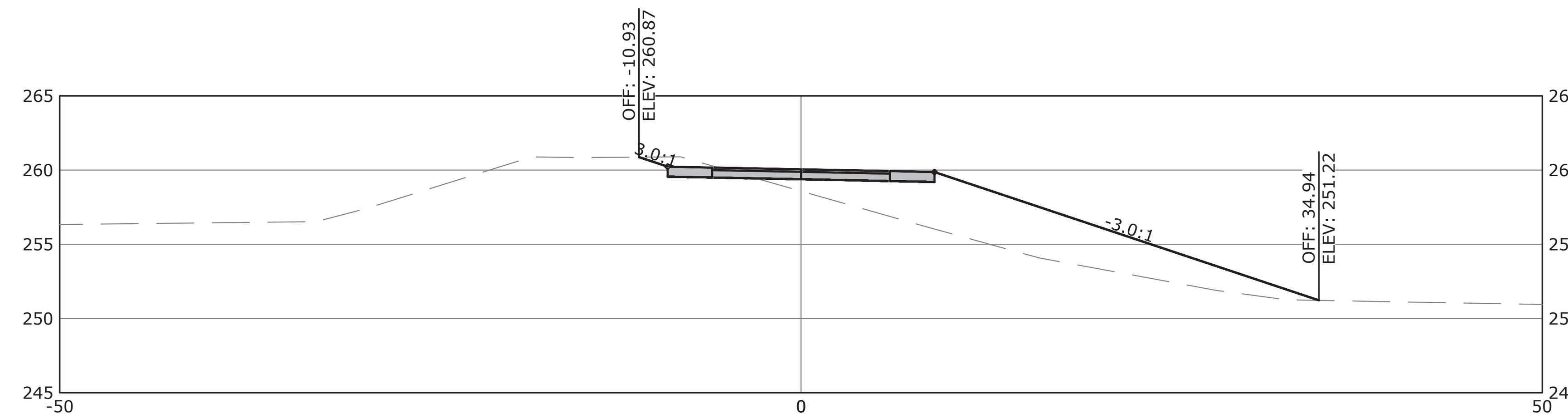
DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-CROSS SECTIONS.dwg, PRINTED ON: August 5, 2022 @ 8:13 AM



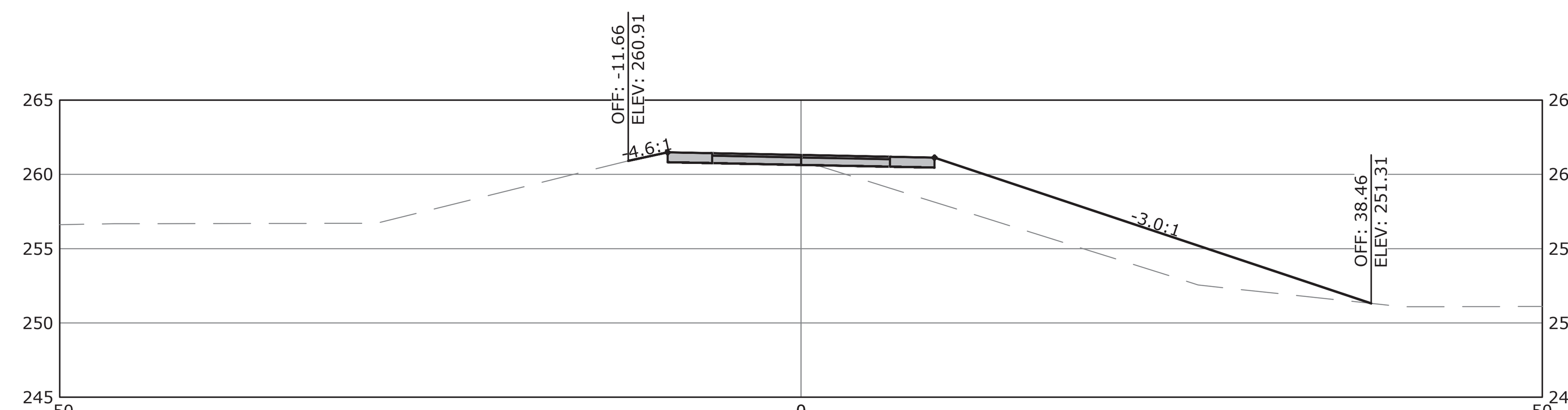
ORIGINAL ELEV: 253.27
DESIGN ELEV: 257.52
134+00.00

Total Volume at Station 134+00.00	
Cut Area	0.22
Fill Area	120.99
Cut Vol	10.17
Fill Vol	373.07



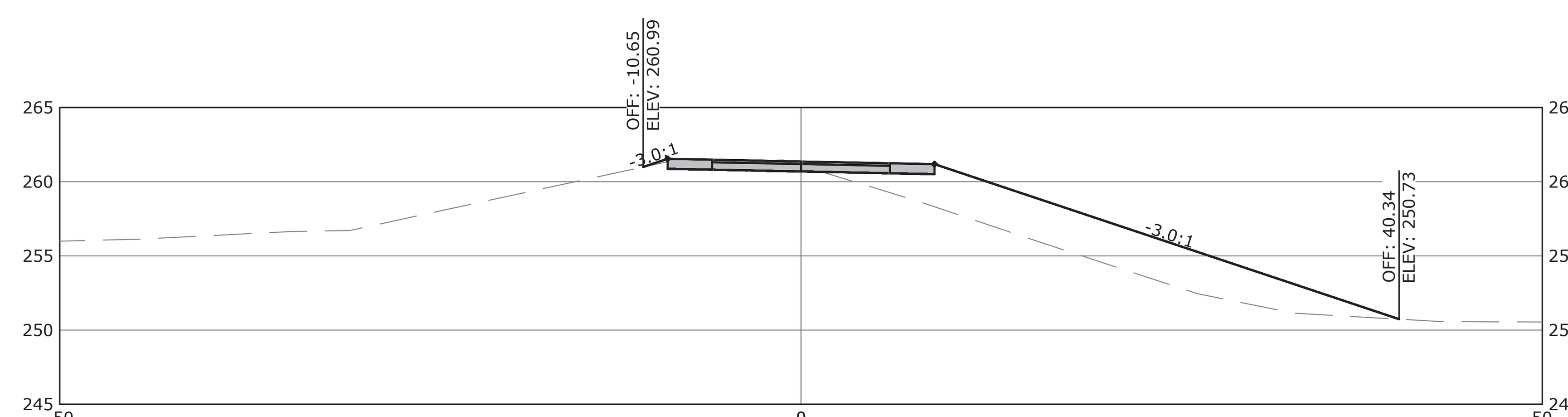
ORIGINAL ELEV: 258.58
DESIGN ELEV: 260.05
133+00.00

Total Volume at Station 133+00.00	
Cut Area	5.25
Fill Area	81.49
Cut Vol	3.00
Fill Vol	75.94



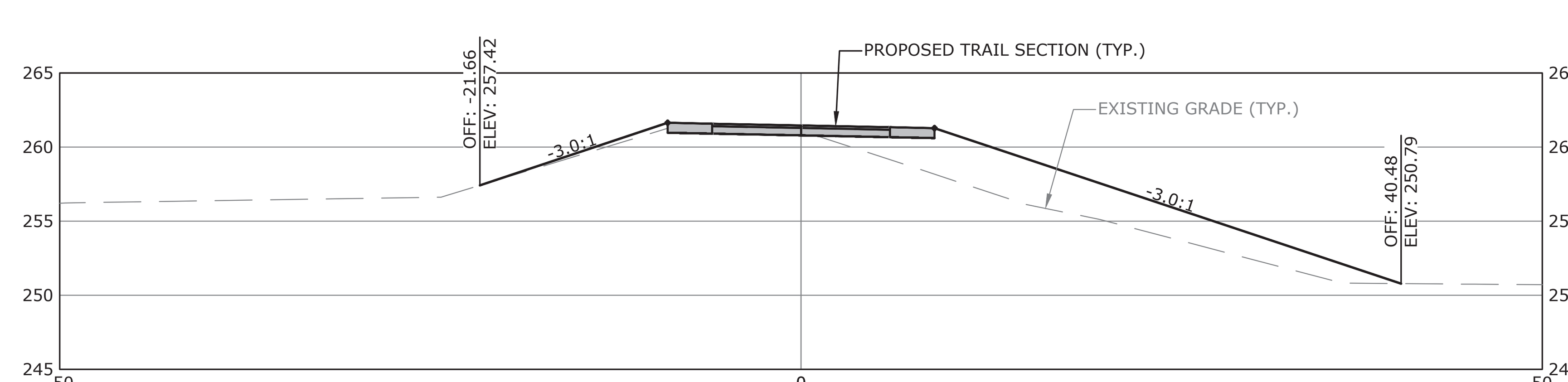
ORIGINAL ELEV: 260.95
DESIGN ELEV: 261.31
132+00.00

Total Volume at Station 132+00.00	
Cut Area	5.75
Fill Area	74.90
Cut Vol	21.91
Fill Vol	289.79



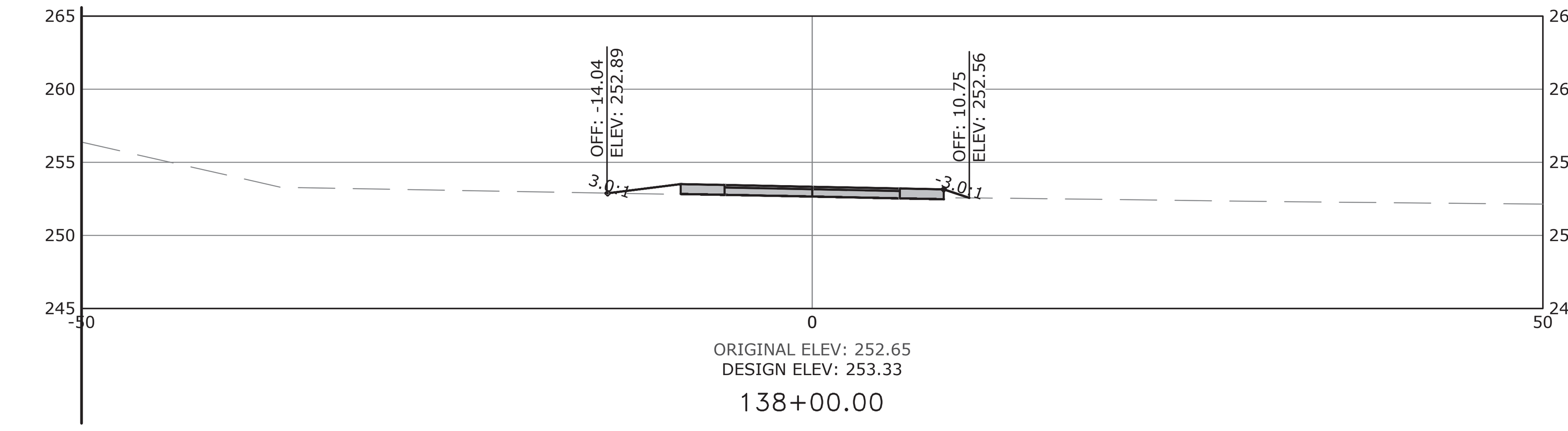
ORIGINAL ELEV: 261.09
DESIGN ELEV: 261.36
131+00.00

Total Volume at Station 131+00.00	
Cut Area	6.08
Fill Area	81.58
Cut Vol	19.17
Fill Vol	295.83



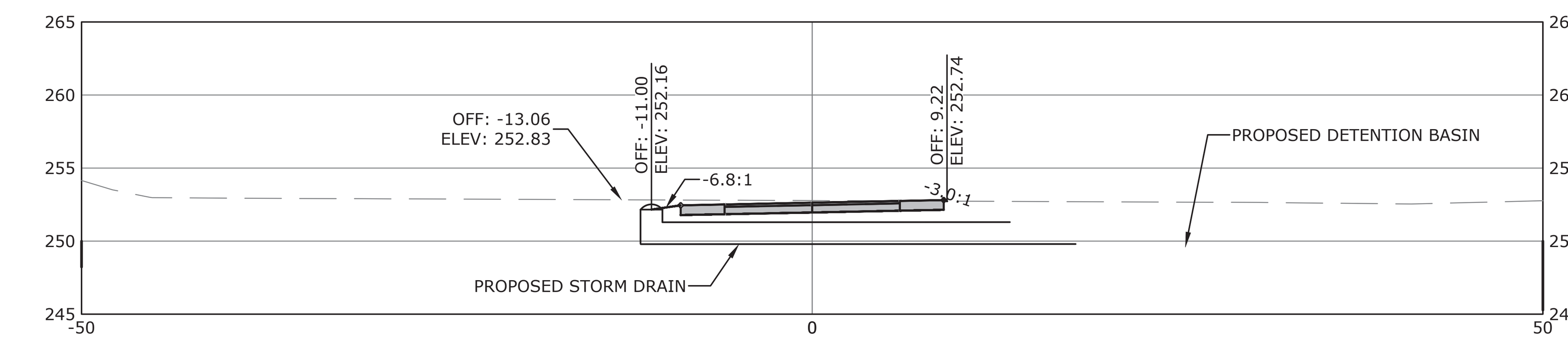
ORIGINAL ELEV: 261.10
DESIGN ELEV: 261.46
130+00.00

Total Volume at Station 130+00.00	
Cut Area	4.27
Fill Area	78.16
Cut Vol	13.63
Fill Vol	302.70



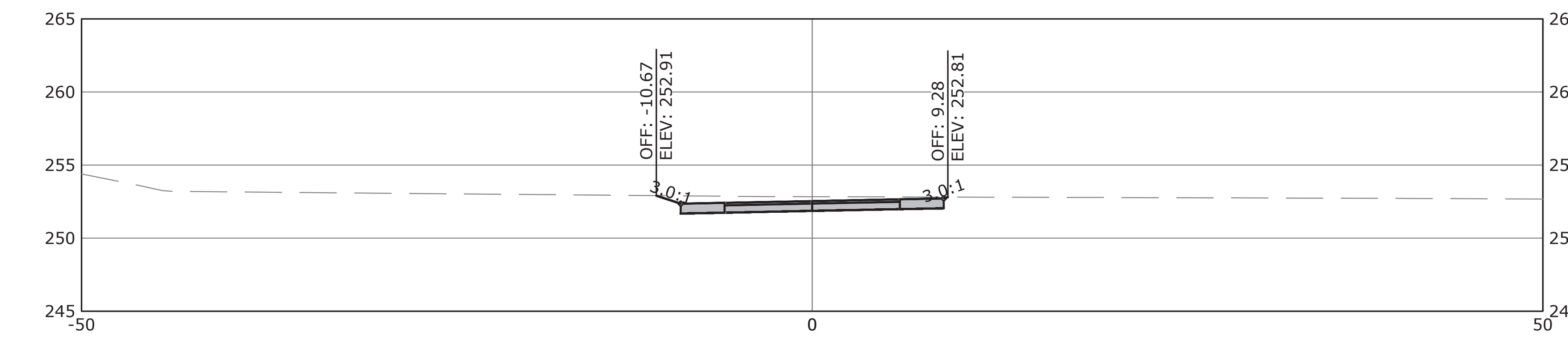
ORIGINAL ELEV: 252.65
DESIGN ELEV: 253.33
138+00.00

Total Volume at Station 138+00.00	
Cut Area	0.30
Fill Area	2.02
Cut Vol	14.02
Fill Vol	1.82



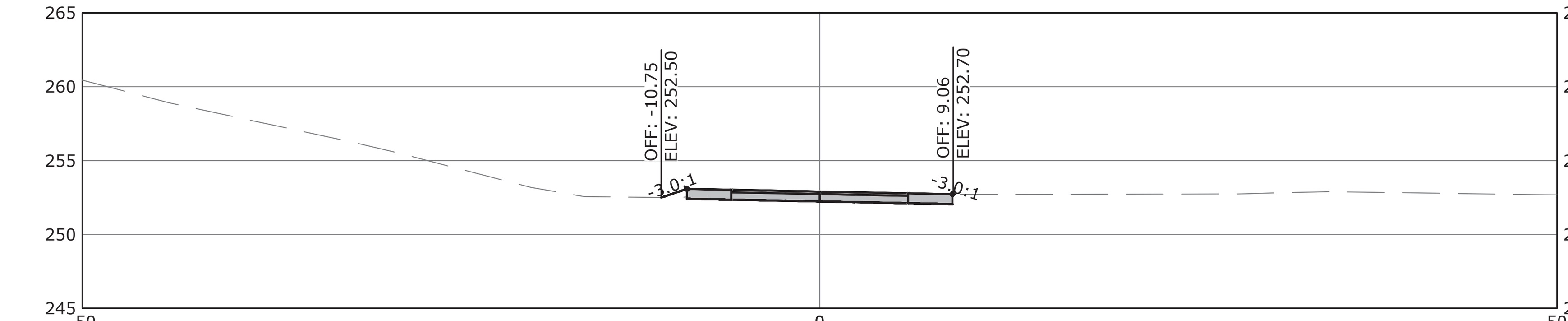
ORIGINAL ELEV: 252.78
DESIGN ELEV: 252.63
137+51.79

Total Volume at Station 137+51.79	
Cut Area	15.47
Fill Area	0.04
Cut Vol	32.08
Fill Vol	0.04



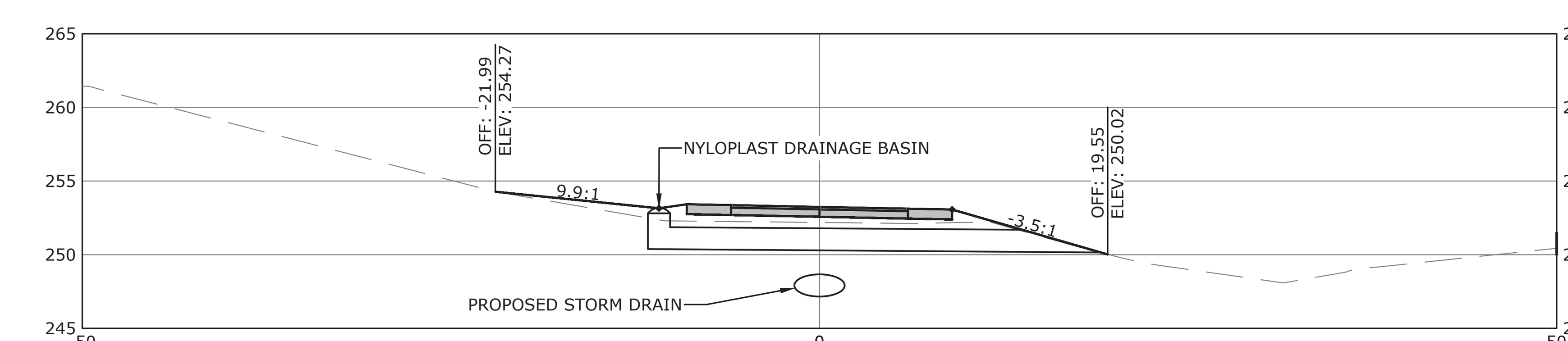
ORIGINAL ELEV: 252.84
DESIGN ELEV: 252.54
137+00.00

Total Volume at Station 137+00.00	
Cut Area	18.10
Fill Area	0.00
Cut Vol	48.34
Fill Vol	11.99



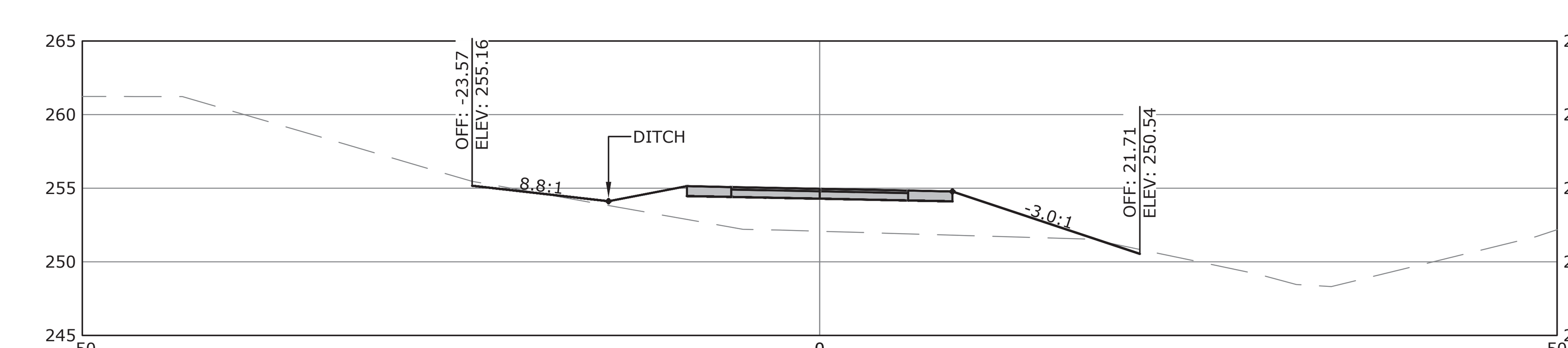
ORIGINAL ELEV: 252.65
DESIGN ELEV: 252.90
136+00.00

Total Volume at Station 136+00.00	
Cut Area	8.00
Fill Area	6.71
Cut Vol	3.82
Fill Vol	10.30



ORIGINAL ELEV: 252.18
DESIGN ELEV: 253.24
135+74.21

Total Volume at Station 135+74.21	
Cut Area	0.00
Fill Area	14.85
Cut Vol	2.30
Fill Vol	104.00



ORIGINAL ELEV: 252.07
DESIGN ELEV: 254.96
135+00.00

Total Volume at Station 135+00.00	
Cut Area	1.68
Fill Area	60.80
Cut Vol	3.51
Fill Vol	338.79

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

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-CROSS SECTIONS.dwg, PRINTED ON: August 5, 2022 @ 8:14 AM

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Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas

ORIGINAL SIGNATURE ON FILE

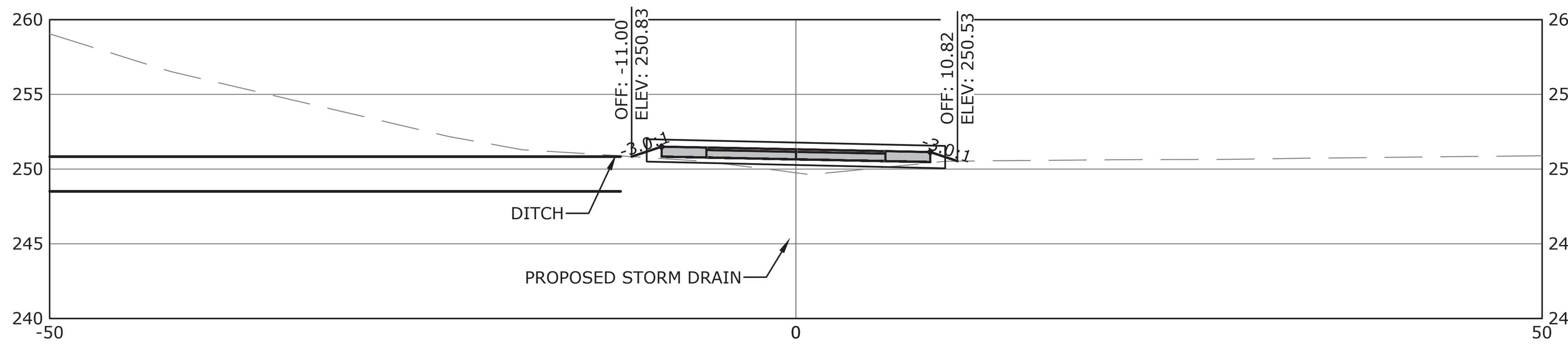
SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

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

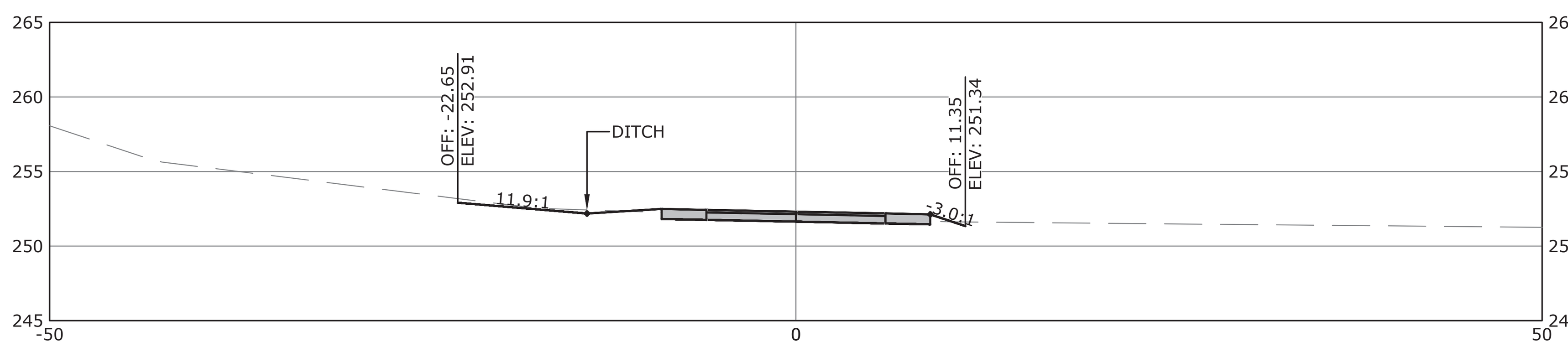
DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776



ORIGINAL ELEV: 249.75
DESIGN ELEV: 251.33

143+95.40

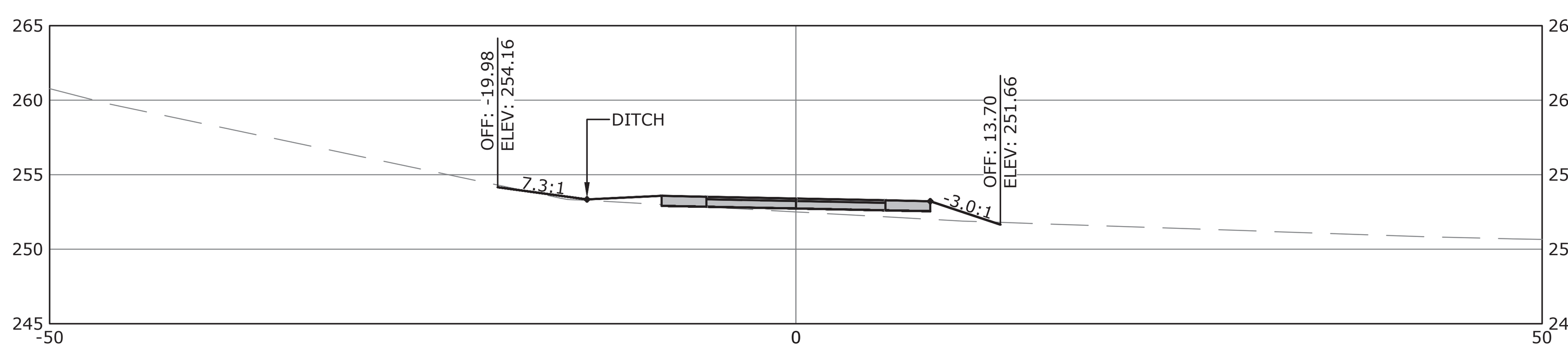
Total Volume at Station 143+95.40	
Cut Area	0.15
Fill Area	10.81
Cut Vol	11.21
Fill Vol	20.19



ORIGINAL ELEV: 251.97
DESIGN ELEV: 252.31

143+00.00

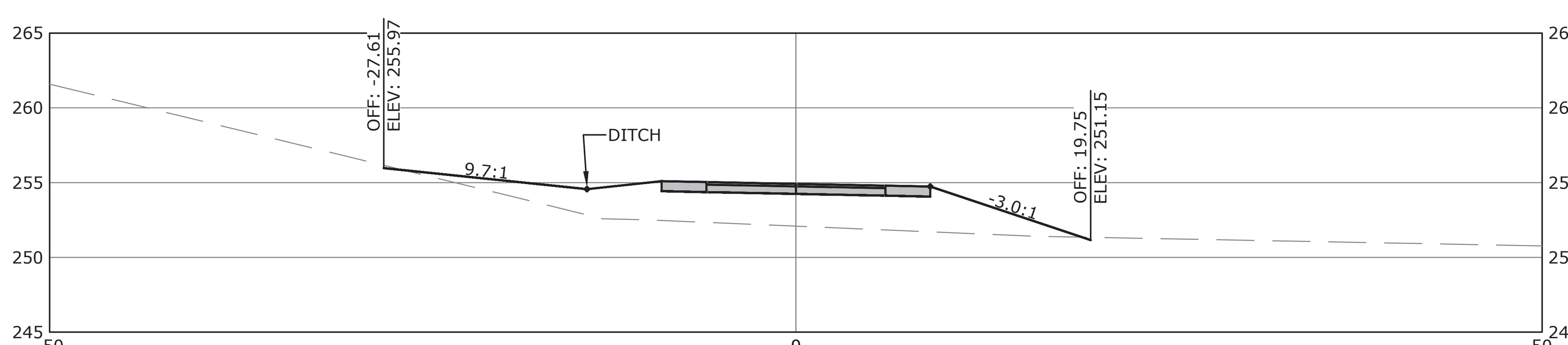
Total Volume at Station 143+00.00	
Cut Area	6.20
Fill Area	0.62
Cut Vol	12.08
Fill Vol	16.30



ORIGINAL ELEV: 252.51
DESIGN ELEV: 253.40

142+00.00

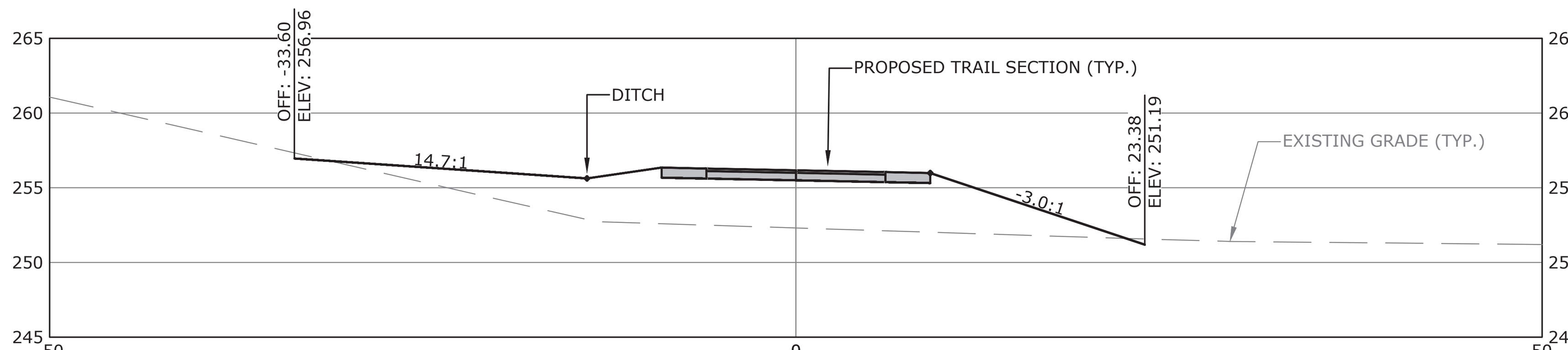
Total Volume at Station 142+00.00	
Cut Area	0.32
Fill Area	8.21
Cut Vol	1.05
Fill Vol	142.57



ORIGINAL ELEV: 252.08
DESIGN ELEV: 254.92

141+00.00

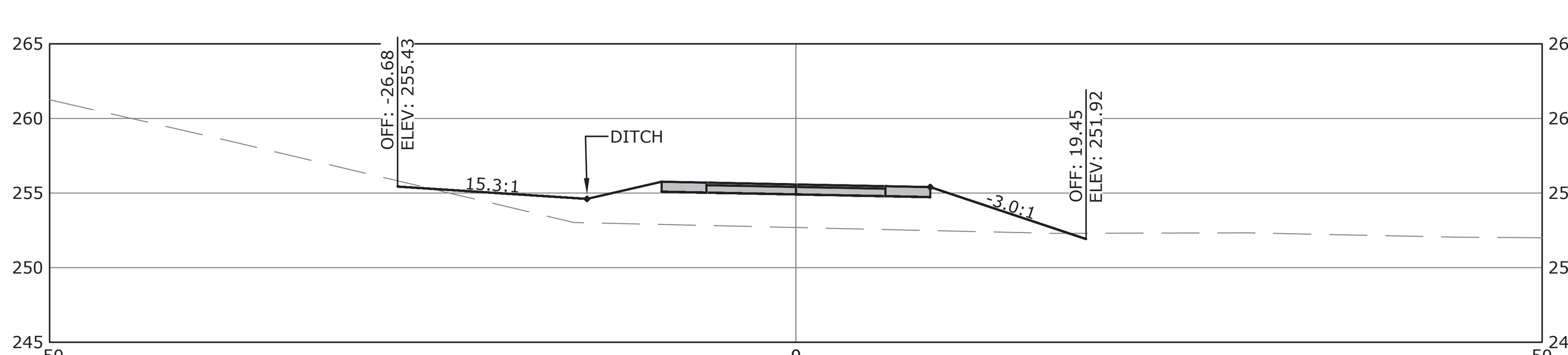
Total Volume at Station 141+00.00	
Cut Area	0.25
Fill Area	68.82
Cut Vol	1.97
Fill Vol	332.65



ORIGINAL ELEV: 252.31
DESIGN ELEV: 256.16

140+00.00

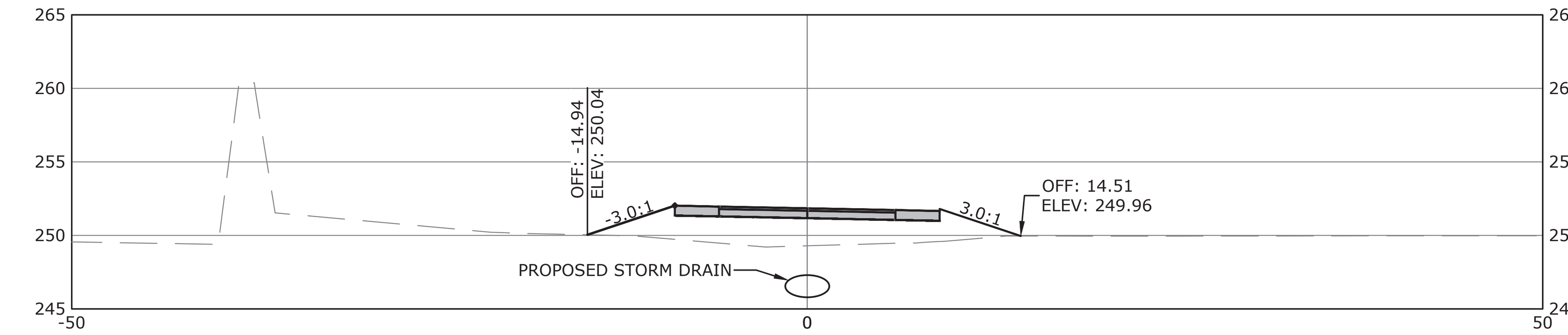
Total Volume at Station 140+00.00	
Cut Area	0.82
Fill Area	110.81
Cut Vol	2.59
Fill Vol	333.26



ORIGINAL ELEV: 252.69
DESIGN ELEV: 255.58

139+00.00

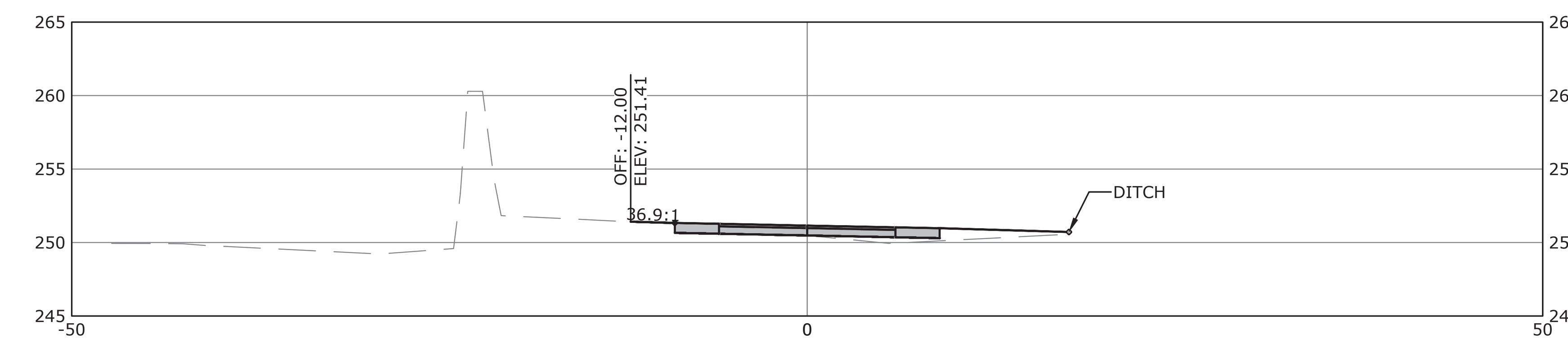
Total Volume at Station 139+00.00	
Cut Area	0.59
Fill Area	69.13
Cut Vol	1.61
Fill Vol	131.87



ORIGINAL ELEV: 249.29
DESIGN ELEV: 251.85

148+88.63

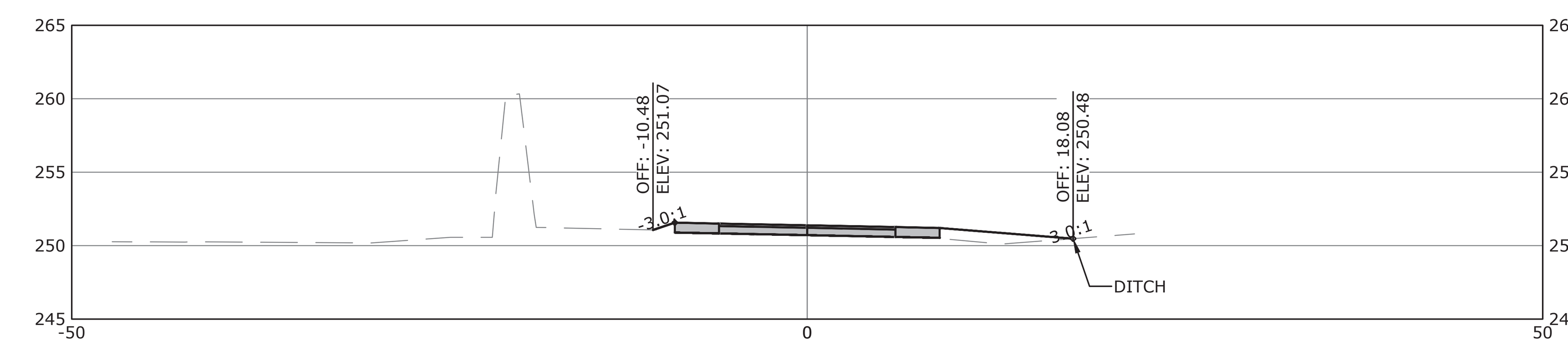
Total Volume at Station 148+88.63	
Cut Area	59.49
Fill Area	38.46
Cut Vol	4.89
Fill Vol	70.78



ORIGINAL ELEV: 250.48
DESIGN ELEV: 251.15

148+00.00

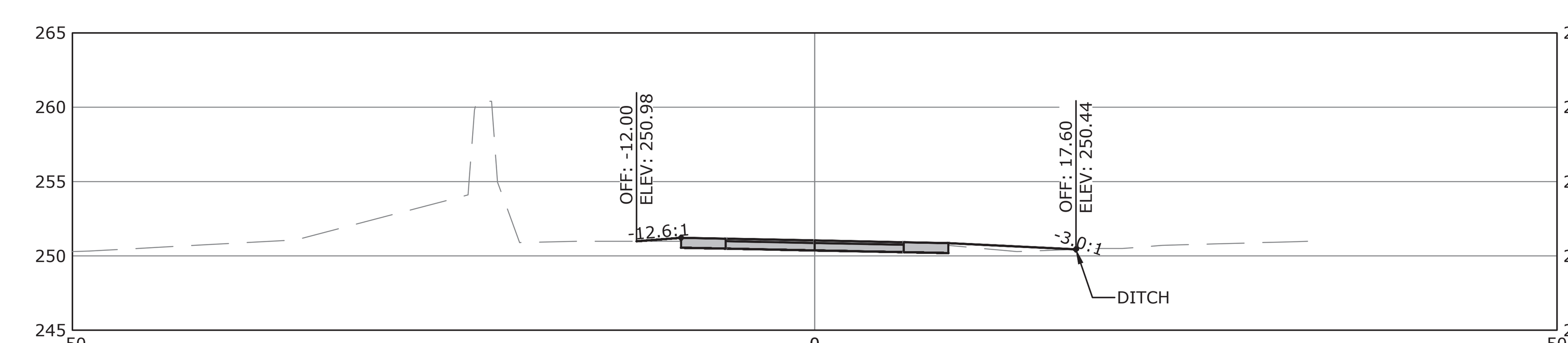
Total Volume at Station 148+00.00	
Cut Area	2.93
Fill Area	4.55
Cut Vol	12.66
Fill Vol	14.93



ORIGINAL ELEV: 251.00
DESIGN ELEV: 251.39

147+00.00

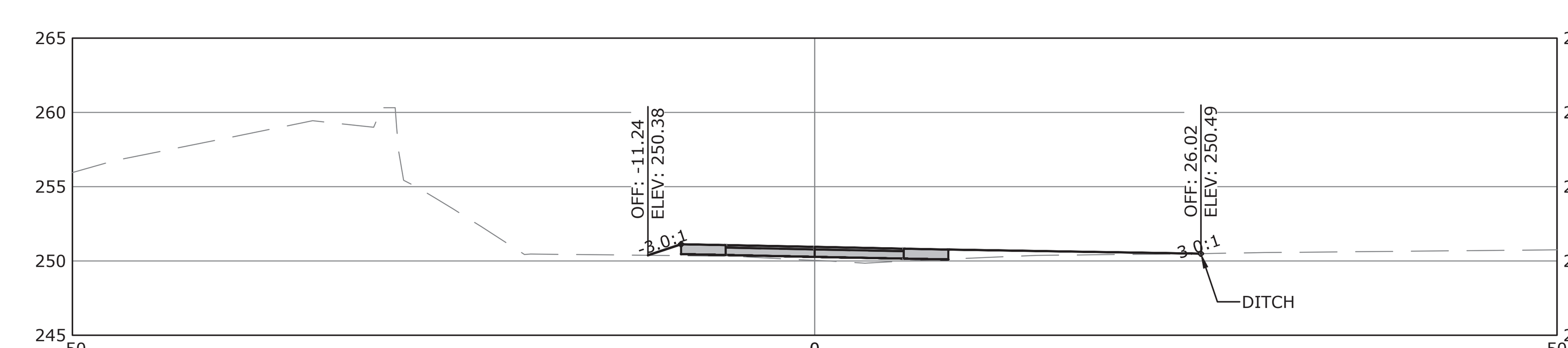
Total Volume at Station 147+00.00	
Cut Area	3.85
Fill Area	3.71
Cut Vol	26.31
Fill Vol	8.20



ORIGINAL ELEV: 250.98
DESIGN ELEV: 251.04

146+00.00

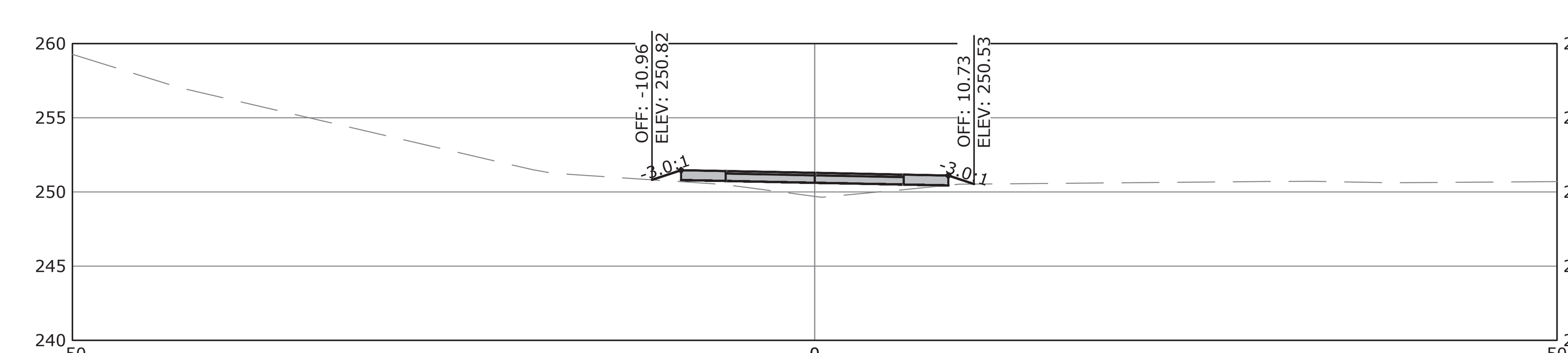
Total Volume at Station 146+00.00	
Cut Area	10.37
Fill Area	0.82
Cut Vol	19.21
Fill Vol	13.05



ORIGINAL ELEV: 250.04
DESIGN ELEV: 250.94

145+00.00

Total Volume at Station 145+00.00	
Cut Area	0.01
Fill Area	6.23
Cut Vol	0.12
Fill Vol	30.10



ORIGINAL ELEV: 249.70
DESIGN ELEV: 251.29

144+00.00

Total Volume at Station 144+00.00	
Cut Area	0.06
Fill Area	10.00
Cut Vol	0.02
Fill Vol	1.77

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

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

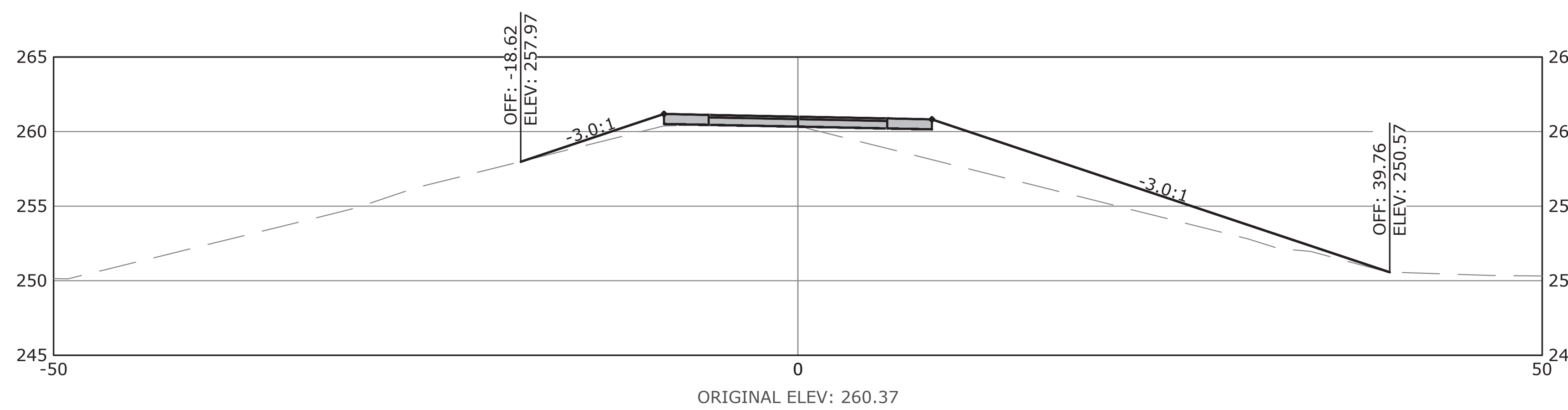
REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

CROSS SECTIONS
STA. 139+00
TO STA.
148.88.63

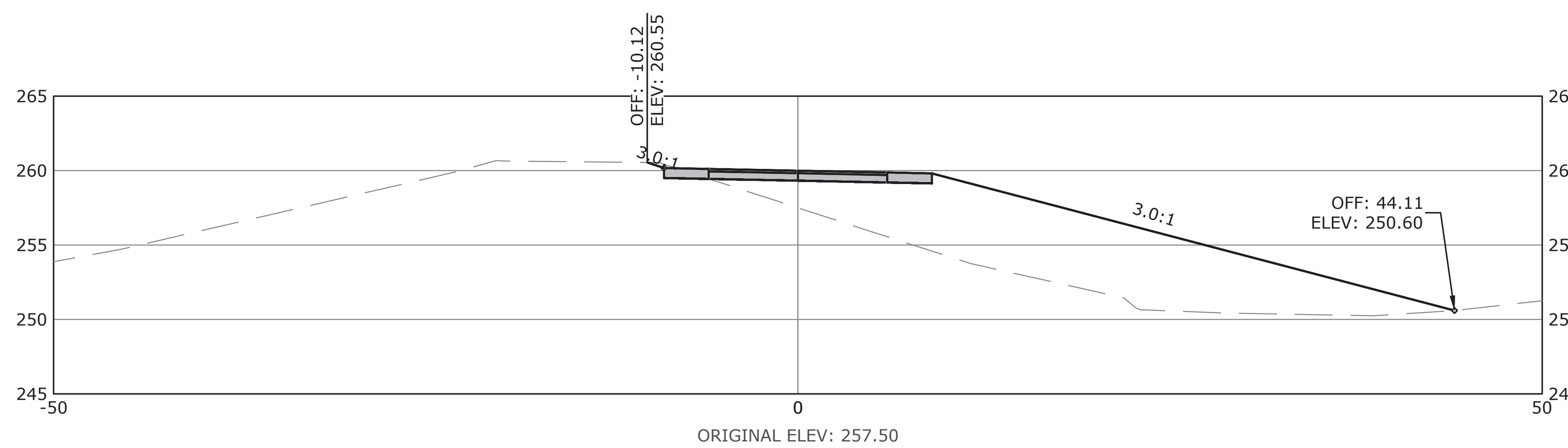
DESIGNED BY: BB	DRAWN BY: CZ
DATE: MAR 2023	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

Total Volume at Station 153+00.00	
Cut Area	0.52
Fill Area	55.83
Cut Vol	4.51
Fill Vol	215.97



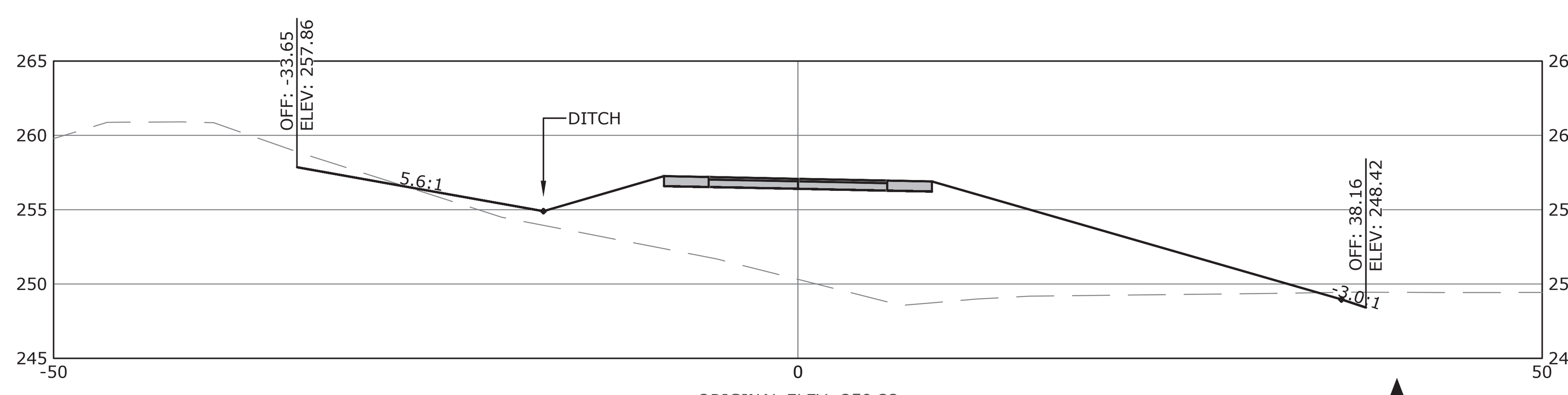
ORIGINAL ELEV: 260.37
DESIGN ELEV: 261.00
153+00.00

Total Volume at Station 152+00.00	
Cut Area	1.95
Fill Area	211.65
Cut Vol	3.53
Fill Vol	561.93



ORIGINAL ELEV: 257.50
DESIGN ELEV: 259.99
152+00.00

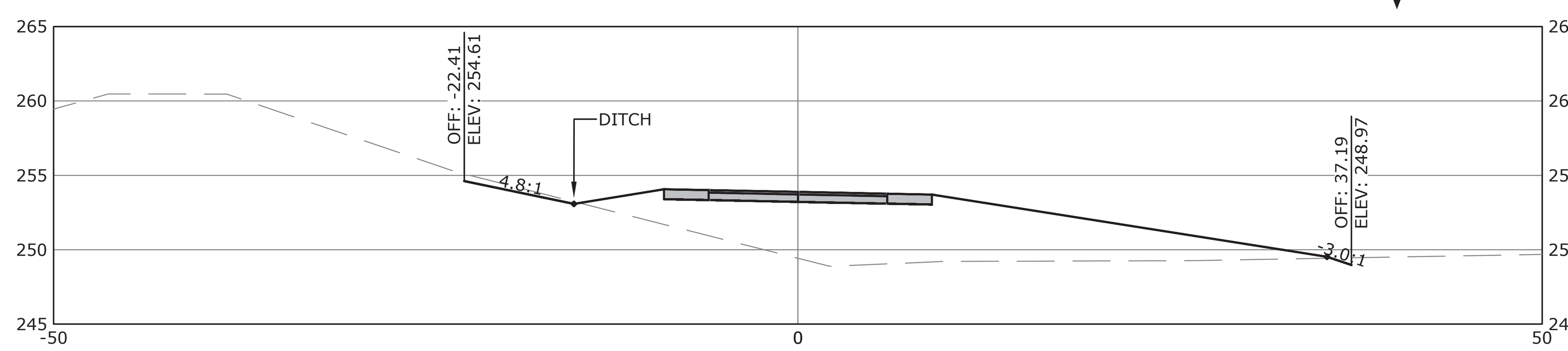
Total Volume at Station 151+00.00	
Cut Area	0.00
Fill Area	239.39
Cut Vol	0.19
Fill Vol	672.87



ORIGINAL ELEV: 250.32
DESIGN ELEV: 257.08
151+00.00

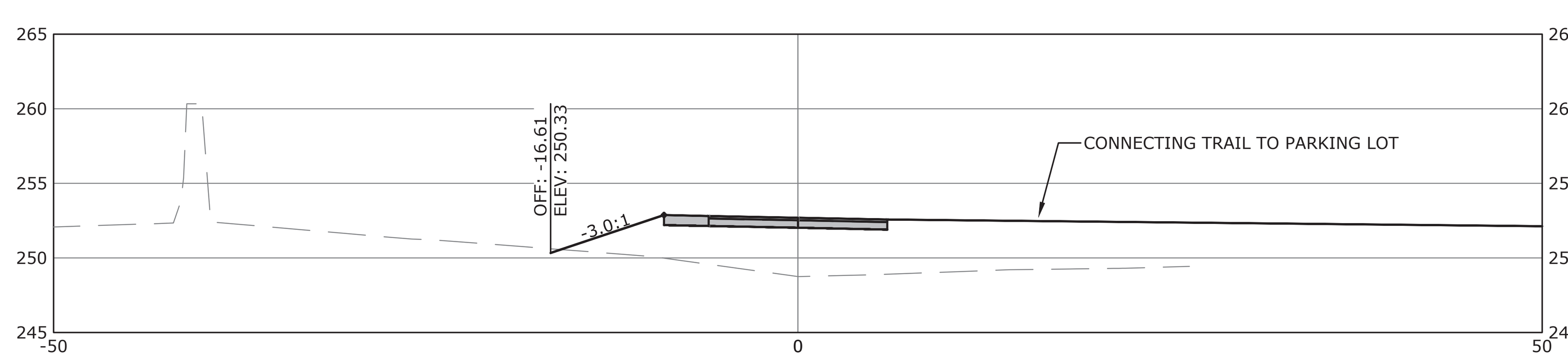
need to re-grade this area
since we moved connector to
opposite side of parking area

Total Volume at Station 150+00.00	
Cut Area	0.10
Fill Area	119.24
Cut Vol	0.26
Fill Vol	204.31



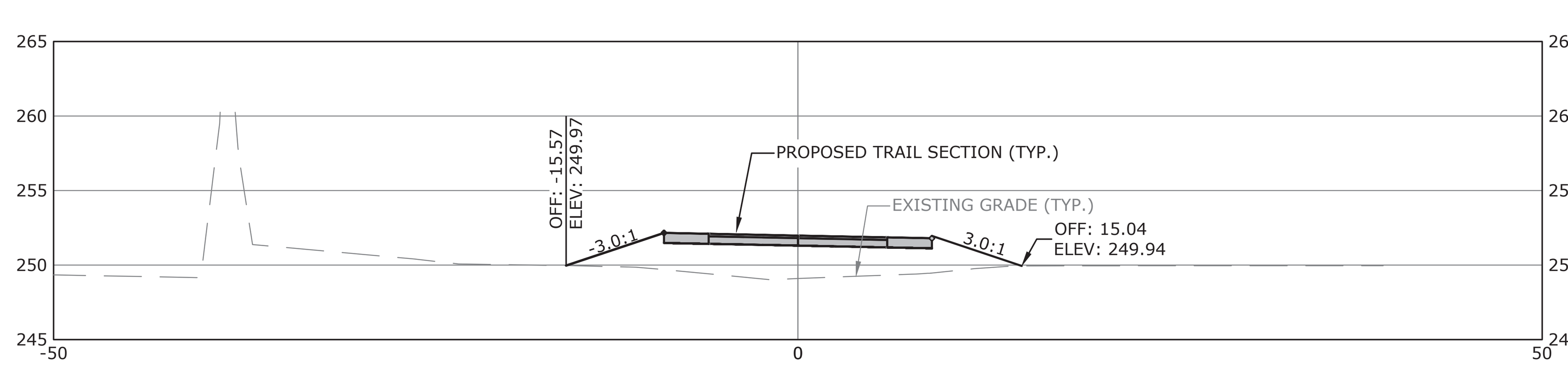
ORIGINAL ELEV: 249.42
DESIGN ELEV: 253.88
150+00.00

Total Volume at Station 149+50.12	
Cut Area	0.18
Fill Area	101.97
Cut Vol	0.18
Fill Vol	135.15



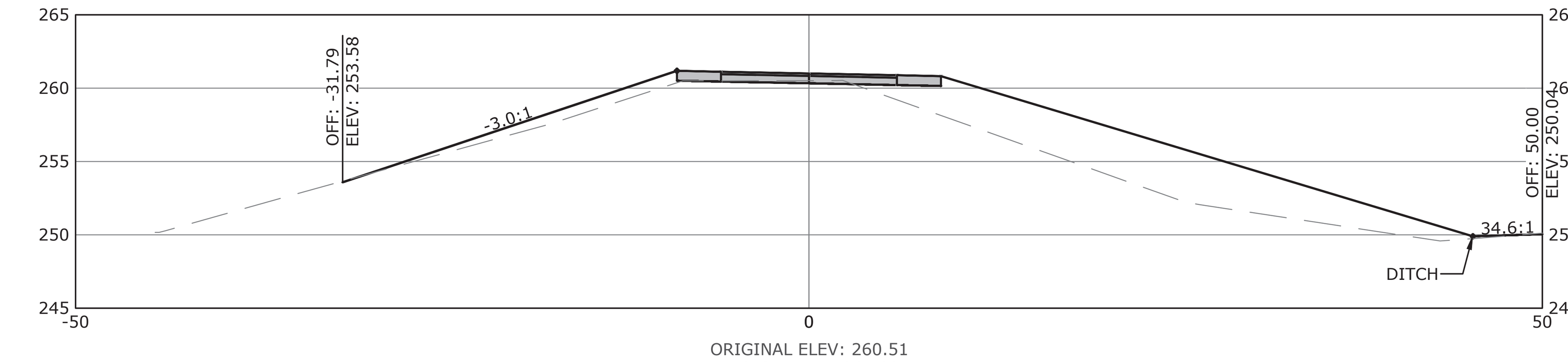
ORIGINAL ELEV: 248.75
DESIGN ELEV: 252.69
149+50.12

Total Volume at Station 149+00.00	
Cut Area	0.00
Fill Area	44.16
Cut Vol	0.00
Fill Vol	17.50



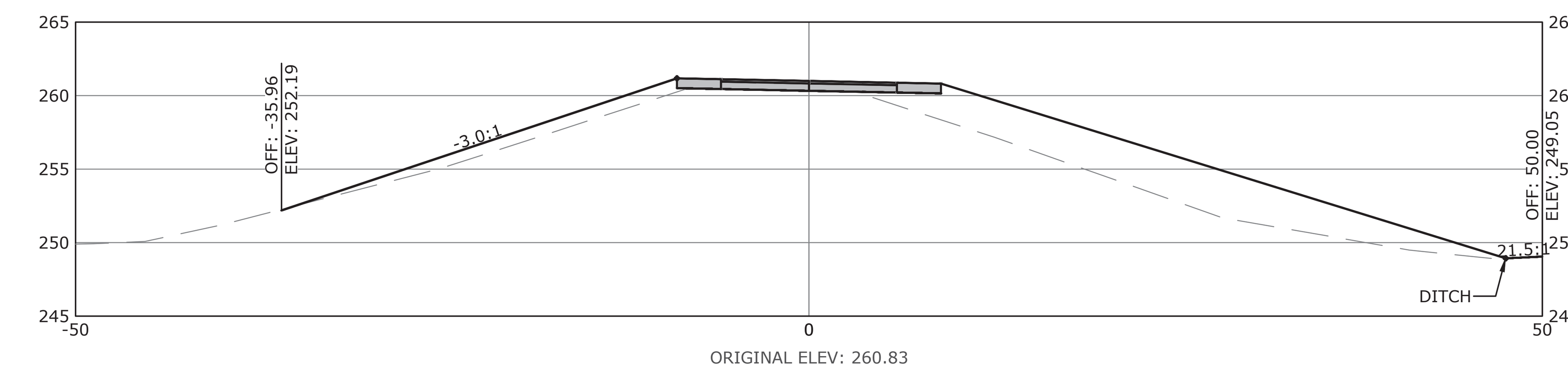
ORIGINAL ELEV: 249.10
DESIGN ELEV: 251.98
149+00.00

Total Volume at Station 159+00.00	
Cut Area	1.32
Fill Area	110.92
Cut Vol	7.85
Fill Vol	408.10



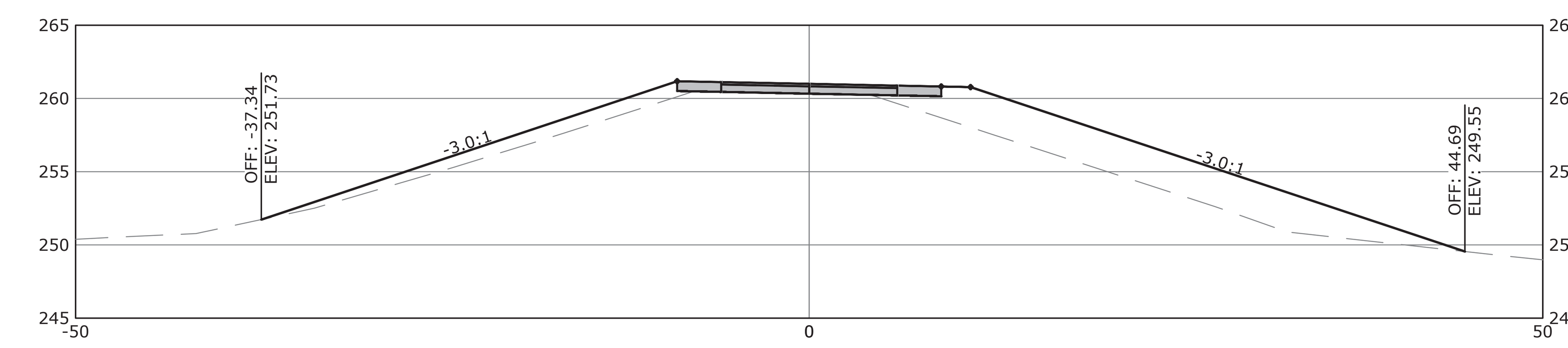
ORIGINAL ELEV: 260.51
DESIGN ELEV: 261.00
159+00.00

Total Volume at Station 158+00.00	
Cut Area	2.91
Fill Area	111.62
Cut Vol	14.33
Fill Vol	399.05



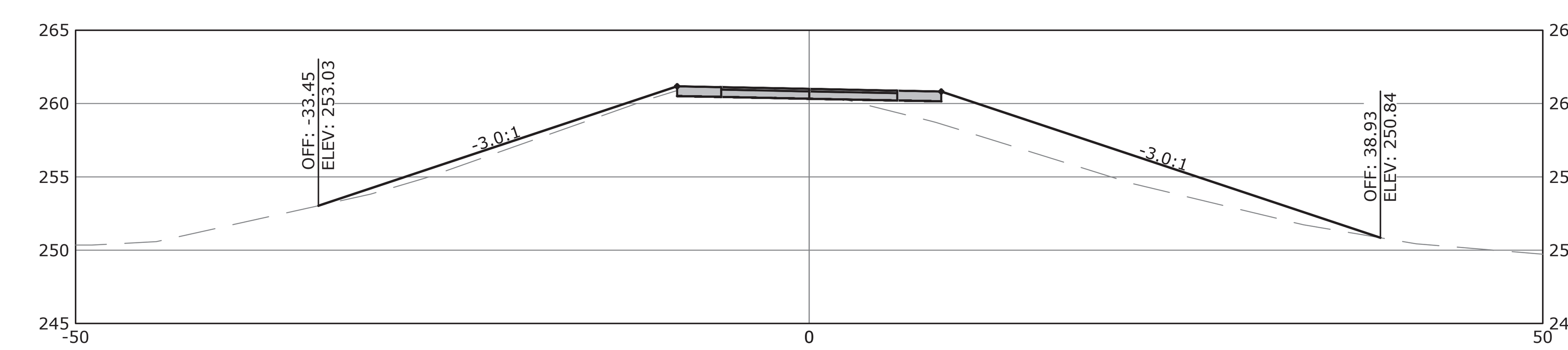
ORIGINAL ELEV: 260.83
DESIGN ELEV: 261.00
158+00.00

Total Volume at Station 157+00.00	
Cut Area	4.82
Fill Area	103.86
Cut Vol	23.83
Fill Vol	288.19



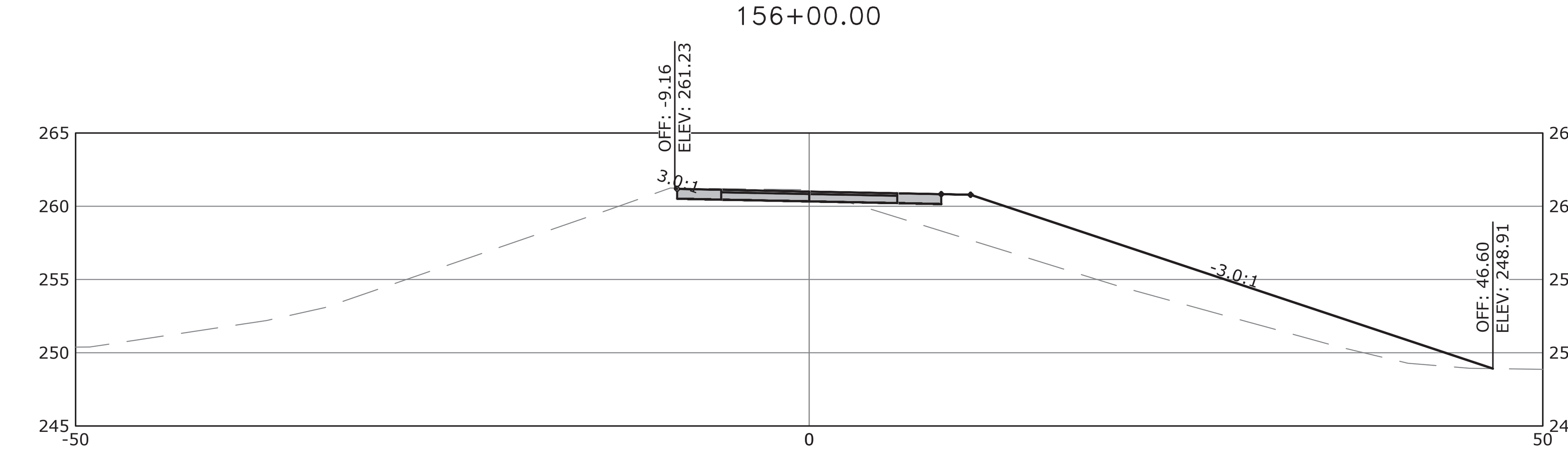
ORIGINAL ELEV: 260.88
DESIGN ELEV: 261.00
157+00.00

Total Volume at Station 156+00.00	
Cut Area	8.05
Fill Area	51.76
Cut Vol	29.48
Fill Vol	265.66



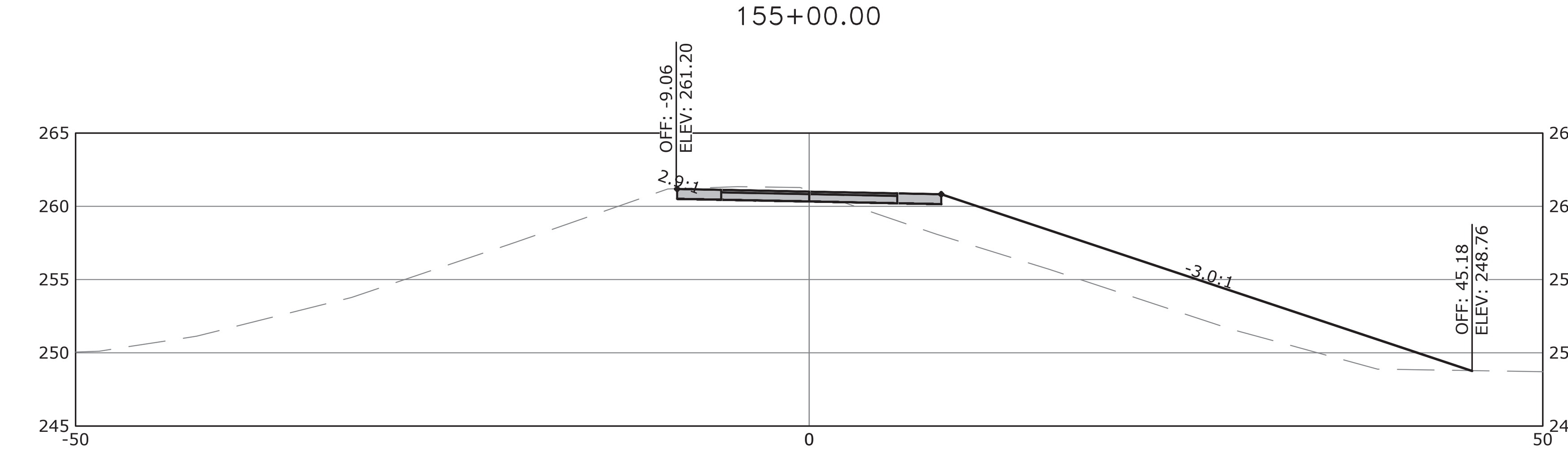
ORIGINAL ELEV: 260.89
DESIGN ELEV: 261.00
156+00.00

Total Volume at Station 155+00.00	
Cut Area	7.87
Fill Area	91.70
Cut Vol	30.91
Fill Vol	324.92



ORIGINAL ELEV: 261.09
DESIGN ELEV: 261.00
155+00.00

Total Volume at Station 154+00.00	
Cut Area	8.73
Fill Area	90.08
Cut Vol	17.13
Fill Vol	270.19



ORIGINAL ELEV: 261.07
DESIGN ELEV: 261.00
154+00.00

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

W:\2020\20-5776 Southeast Trail, Pulaski County\Civil\20-5776-CROSS SECTIONS.dwg, PRINTED ON: August 5, 2022 @ 8:15 AM

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

Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas
ORIGINAL SIGNATURE ON FILE

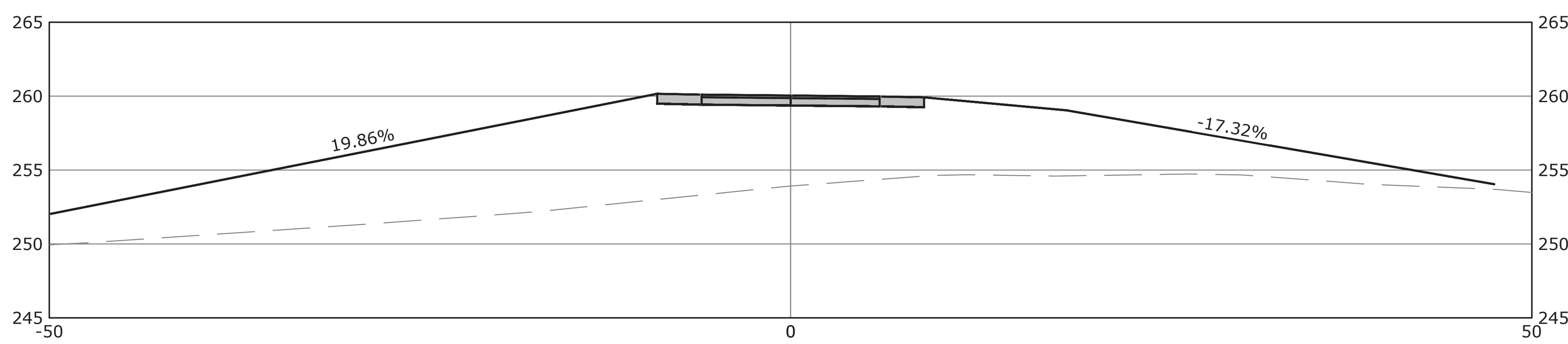
SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

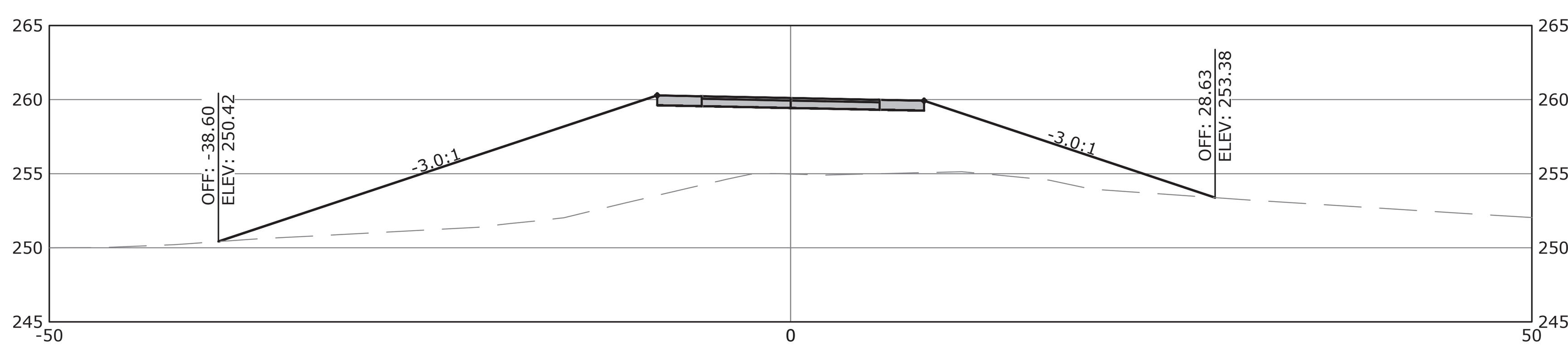
CROSS SECTIONS STA. 149+00 TO STA. 159+00

DESIGNED BY: BB	DRAWN BY: CZ
DATE: MAR 2023	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776



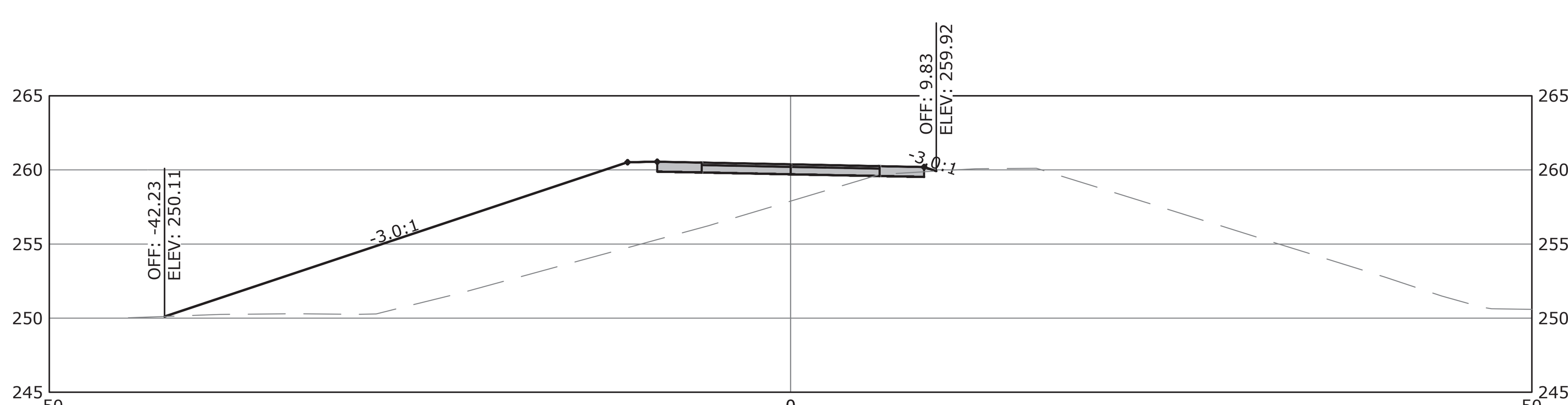
ORIGINAL ELEV: 253.92
DESIGN ELEV:
162+72.85

Total Volume at Station 162+72.85	
Cut Area	0.00
Fill Area	0.88
Cut Vol	0.00
Fill Vol	8.07



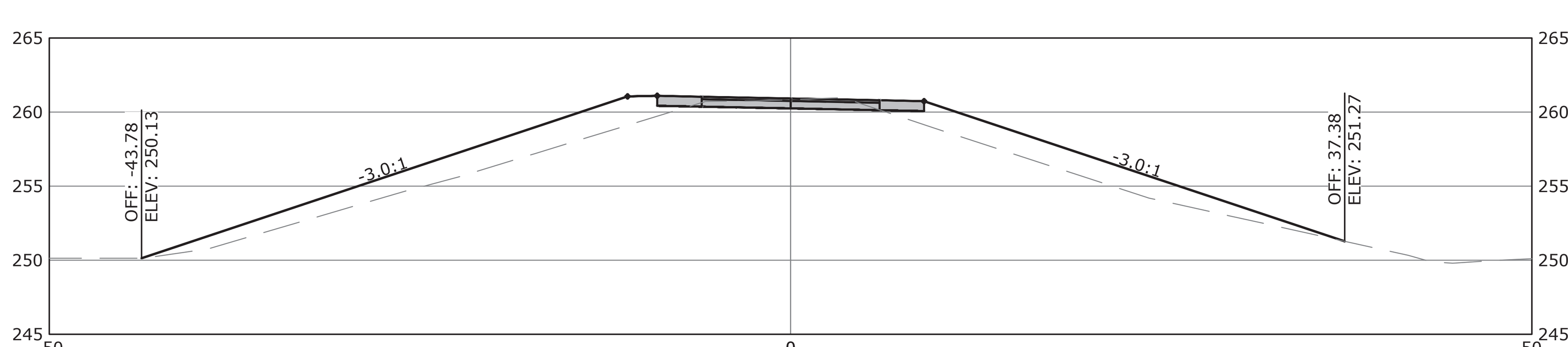
ORIGINAL ELEV: 254.98
DESIGN ELEV:
162+50.00

Total Volume at Station 162+50.00	
Cut Area	0.00
Fill Area	18.19
Cut Vol	8.83
Fill Vol	28.97



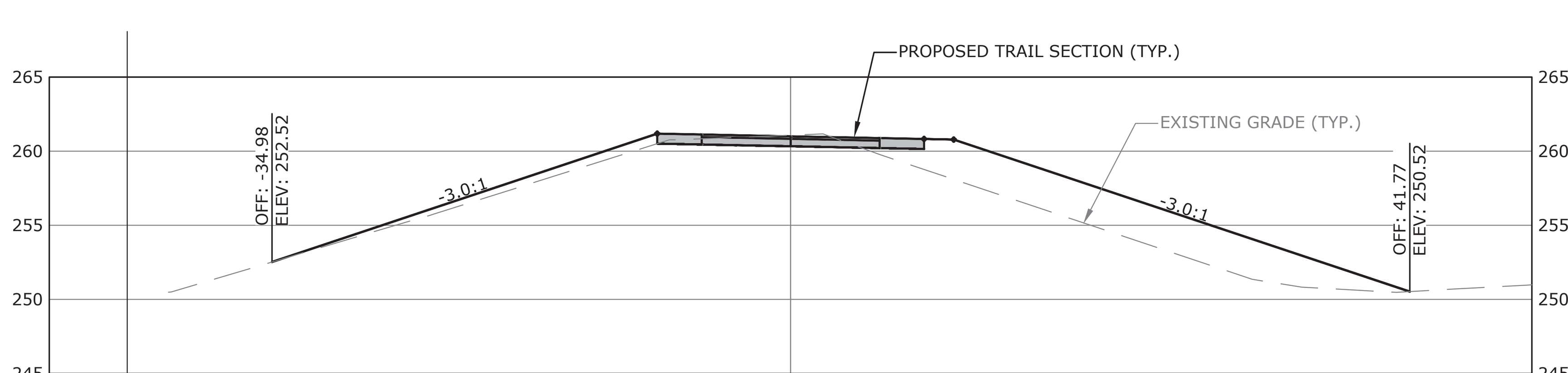
ORIGINAL ELEV: 257.90
DESIGN ELEV:
162+00.00

Total Volume at Station 162+00.00	
Cut Area	10.61
Fill Area	18.08
Cut Vol	21.03
Fill Vol	128.95



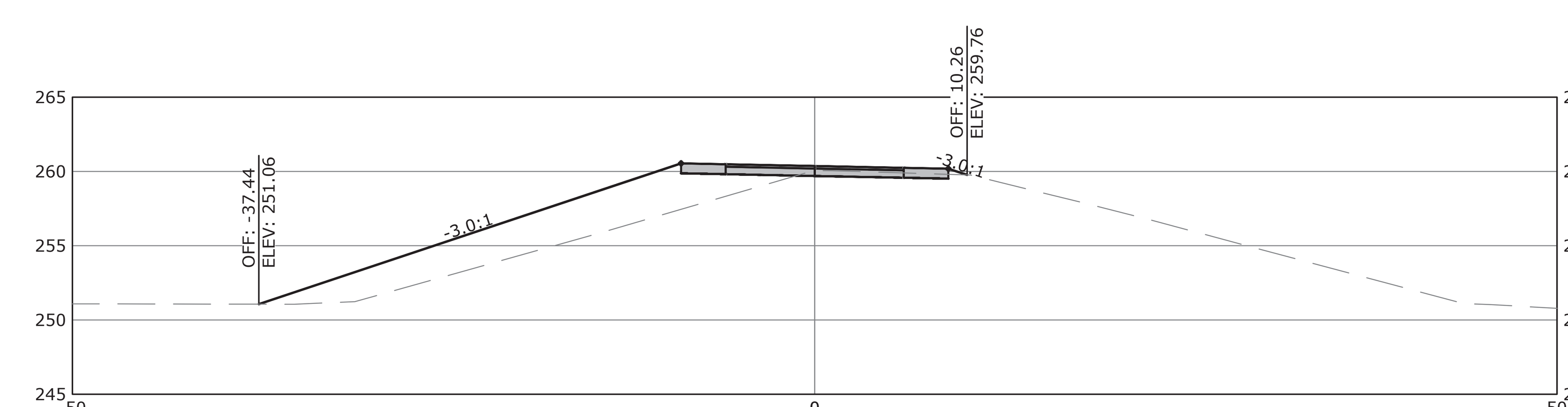
ORIGINAL ELEV: 260.84
DESIGN ELEV:
161+00.00

Total Volume at Station 161+00.00	
Cut Area	0.09
Fill Area	47.60
Cut Vol	13.81
Fill Vol	251.82



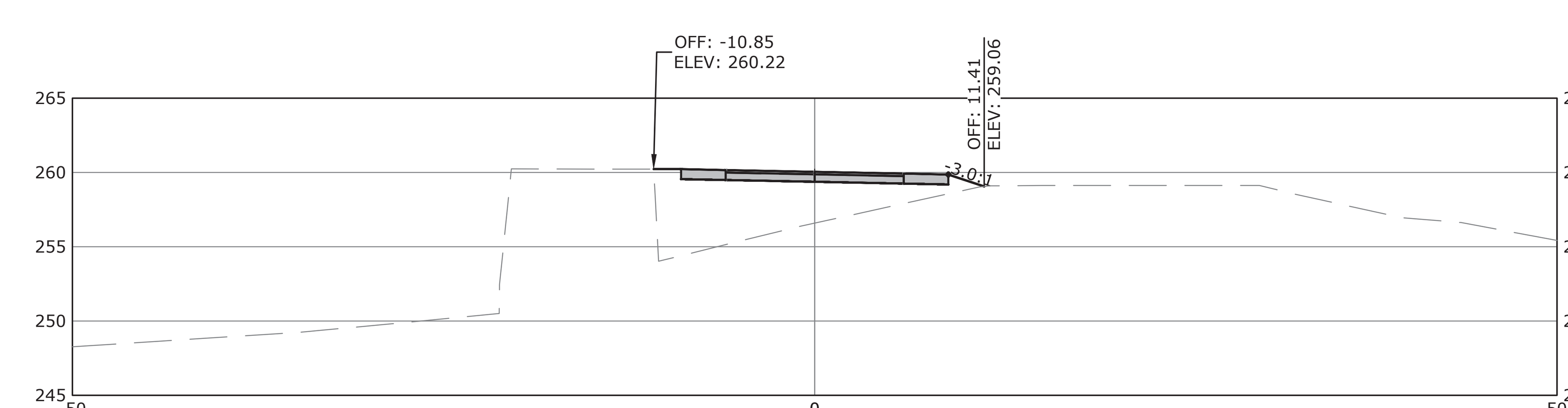
ORIGINAL ELEV: 261.07
DESIGN ELEV: 261.00
160+00.00

Total Volume at Station 160+00.00	
Cut Area	7.37
Fill Area	88.39
Cut Vol	16.10
Fill Vol	361.69



ORIGINAL ELEV: 260.04
DESIGN ELEV:
164+00.00

Total Volume at Station 164+00.00	
Cut Area	0.75
Fill Area	5.89
Cut Vol	1.30
Fill Vol	10.08



ORIGINAL ELEV: 256.59
DESIGN ELEV:
163+00.00

Total Volume at Station 163+00.00	
Cut Area	0.00
Fill Area	0.00
Cut Vol	0.00
Fill Vol	0.00

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

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

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

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

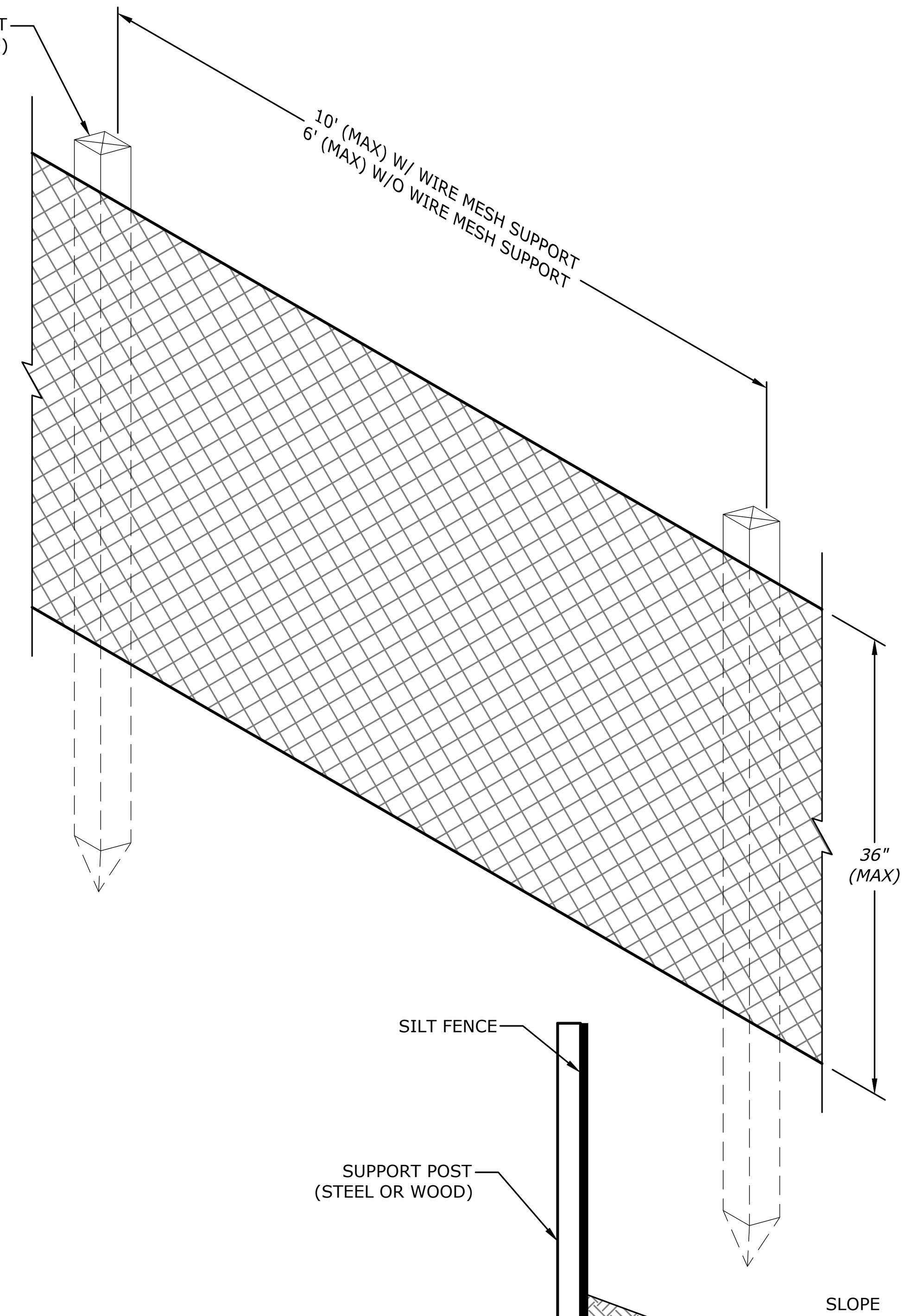
REVISIONS

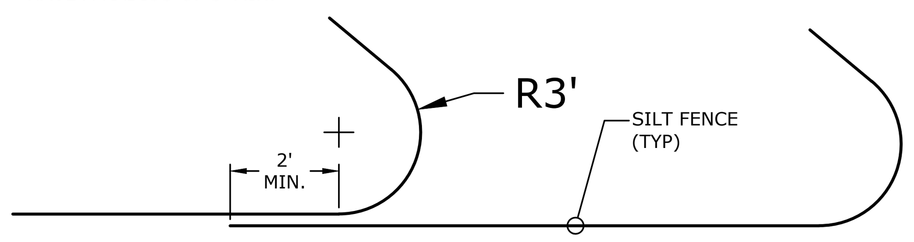
REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

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

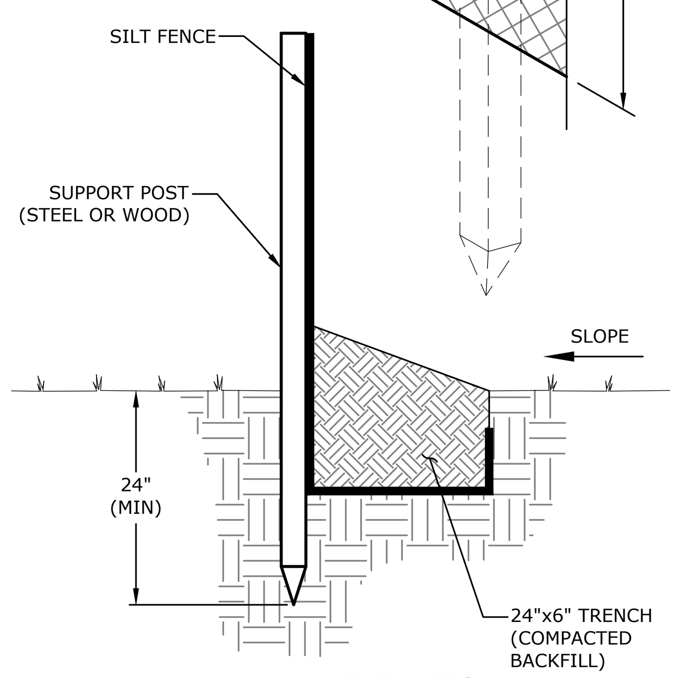
DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: AS SHOWN	JOB NUMBER: 20-5776

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 ⅓ 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.





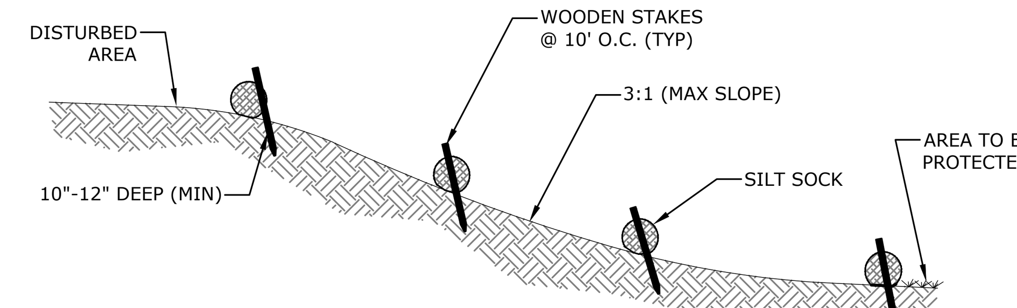
J-HOOKS



ELEVATION

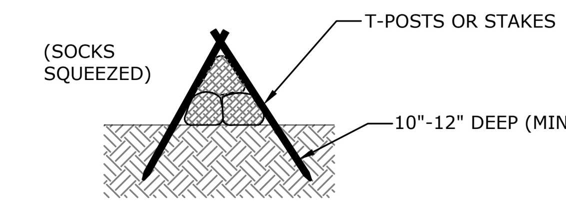
50A SILT FENCE
NTS

SLOPE INTERRUPTION



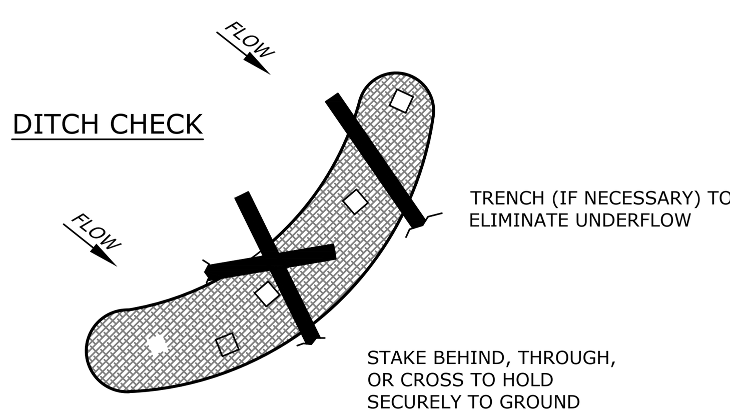
NOTES:
1. A SLIGHT ENTRENCHMENT MAY BE REQUIRED ON STEEPER SLOPES TO ENSURE INTIMATE GROUND CONTACT.
2. REMOVE SEDIMENT FROM THE UPSLOPE SIDE OF THE SILT SOCK WHEN ACCUMULATION HAS REACHED ½ OF EFFECTIVE HEIGHT OF THE SILT SOCK.
3. LOOSE FILTER MEDIA MAY BE BACKFILLED ON THE UPSLOPE SIDE OF THE FILTER SOCK TO ENHANCE PERFORMANCE.
4. HARDWOOD STAKES (2"x2"x24" NOMINAL) ARE SUGGESTED.

PYRAMID INSTALLATION STAKING



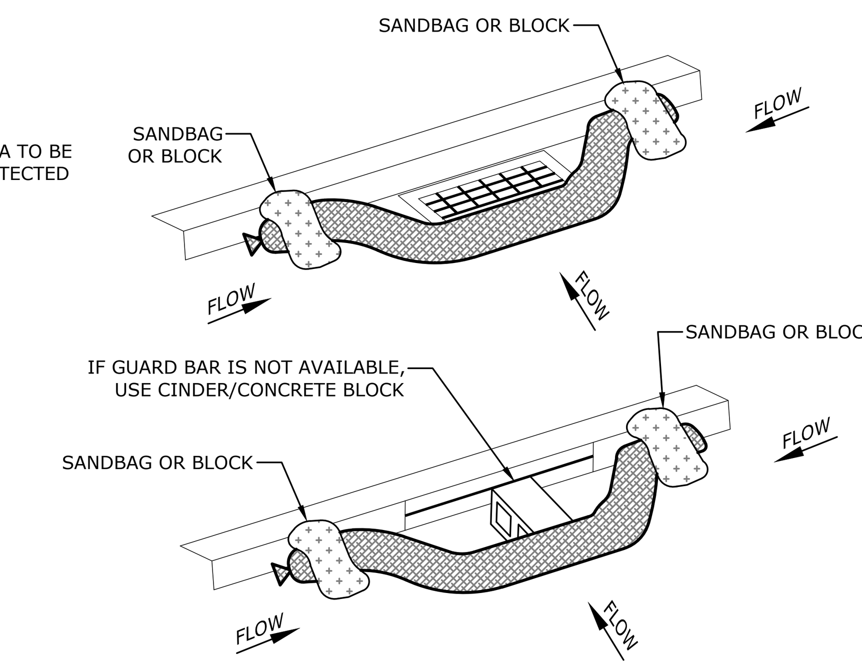
A PYRAMID OF SMALLER DIAMETER SILT SOCKS WILL INCREASE THE EFFECTIVE HEIGHT OF THE DEVICE WHEN LARGER DIAMETER SOCKS ARE NOT READILY AVAILABLE OR EASY TO INSTALL

DITCH CHECK

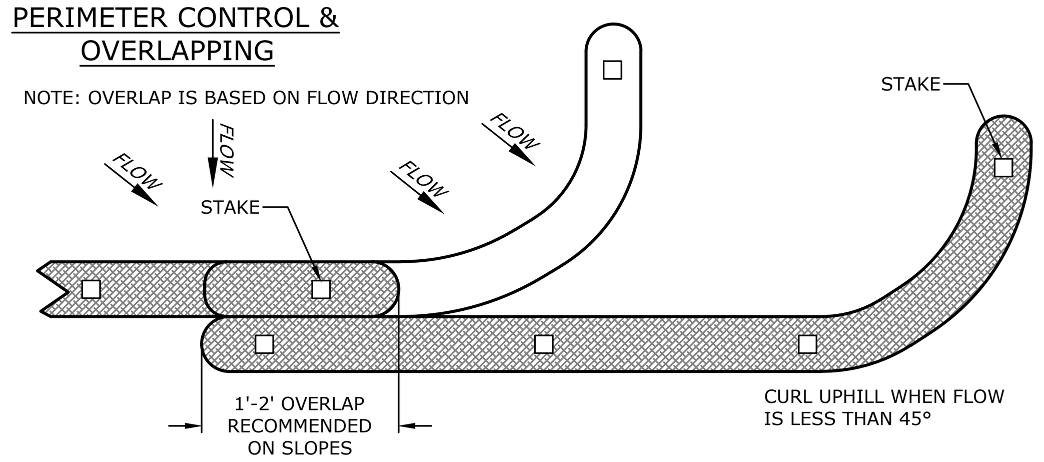


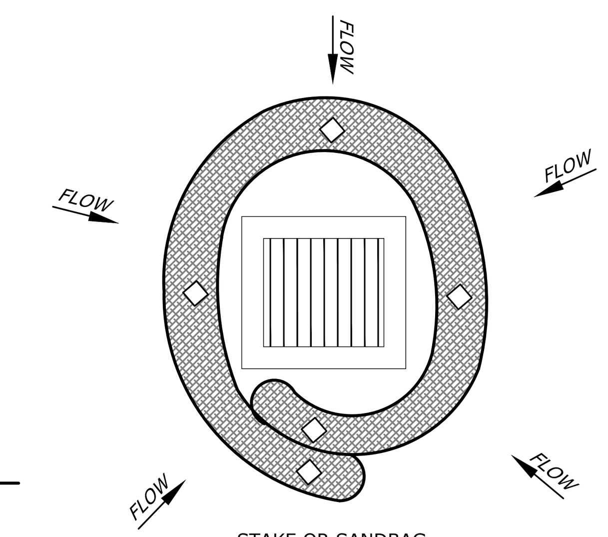
INSTALL SILT SOCK PERPENDICULAR TO FLOW WITH ENDS CURLED SLIGHTLY UPSTREAM TO PREVENT HIGH WATER FROM GOING AROUND THE ENDS. SLOW AND SPREAD WATER TO REDUCE CHANNELING AND EROSION

INLET PROTECTION

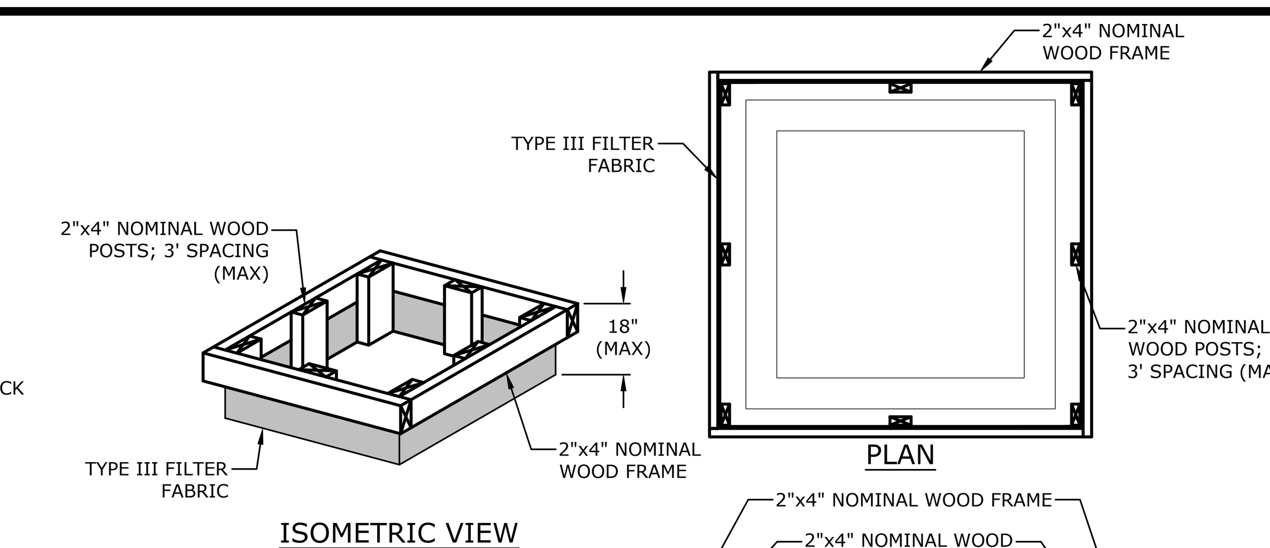


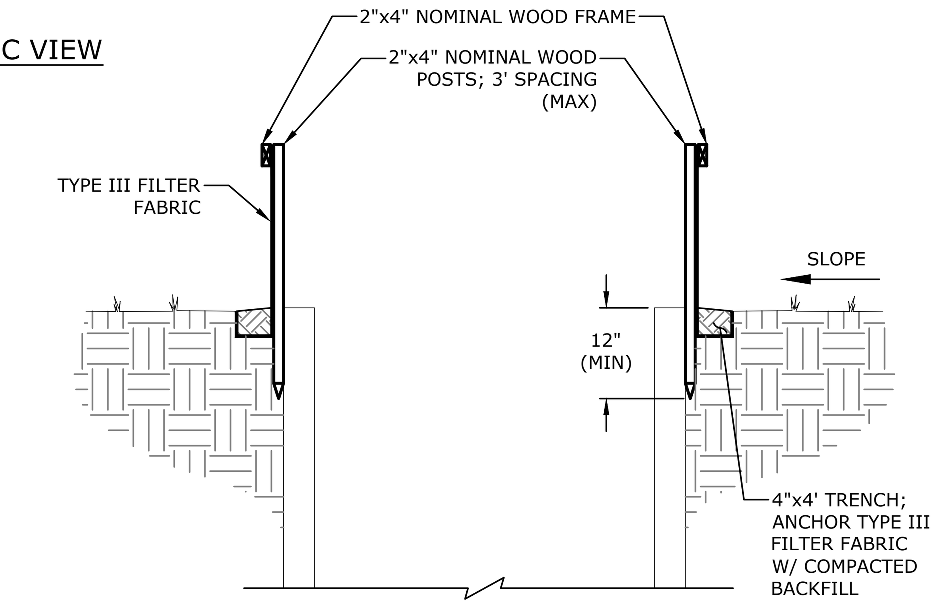
PERIMETER CONTROL & OVERLAPPING





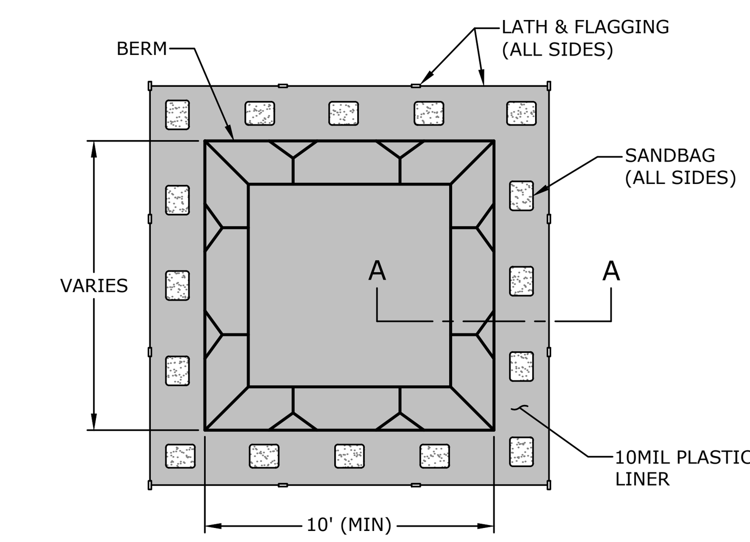
50B SILT SOCK
NTS



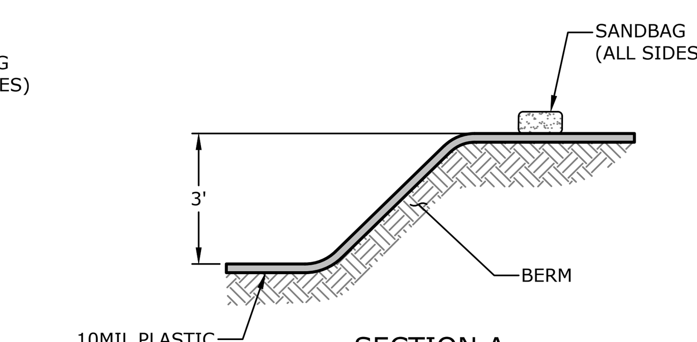


SECTION A

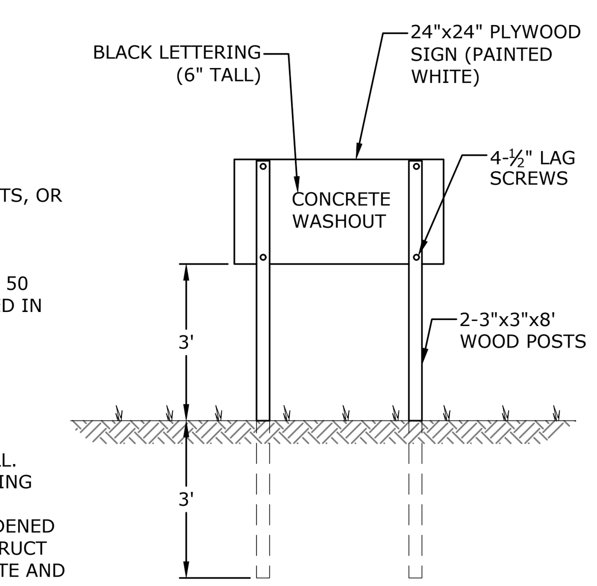
50D TEMPORARY GRATE INLET, JUNCTION BOX, & OPEN LID SEDIMENT FILTER
NTS



PLAN



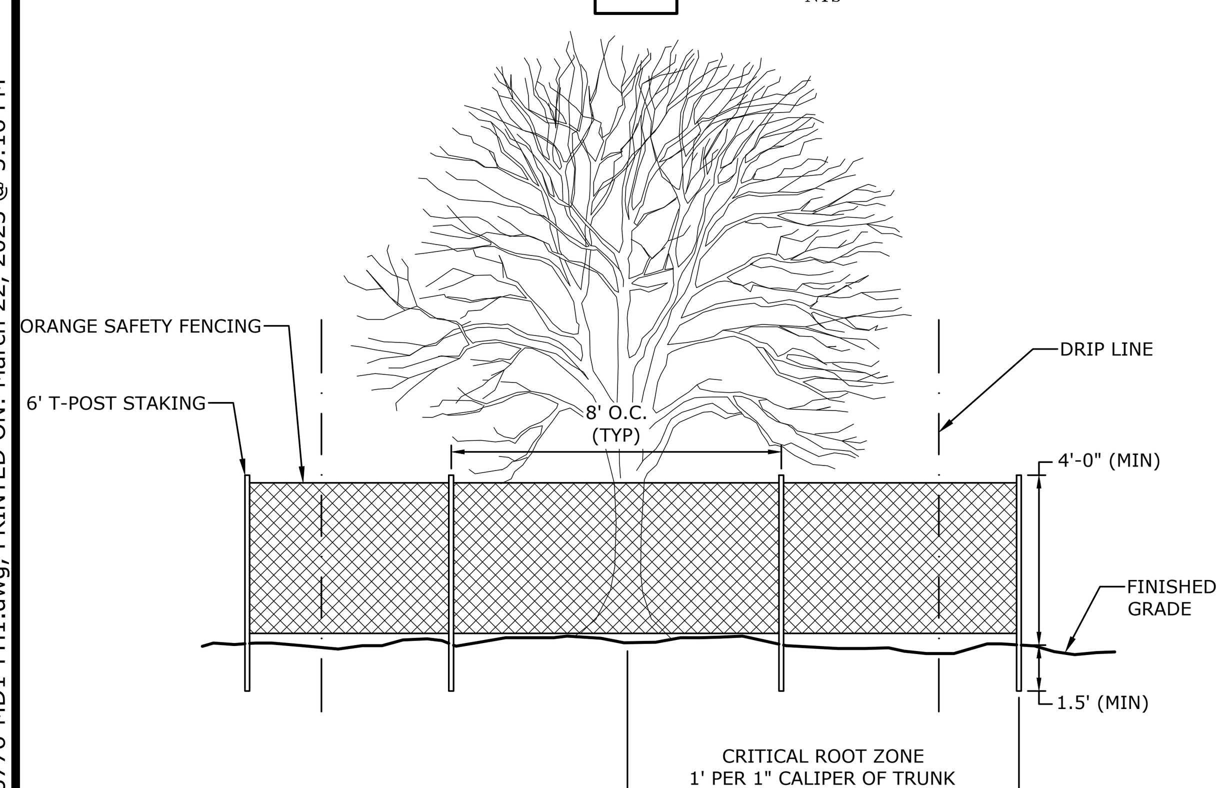
SECTION A



SIGN DETAIL

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.

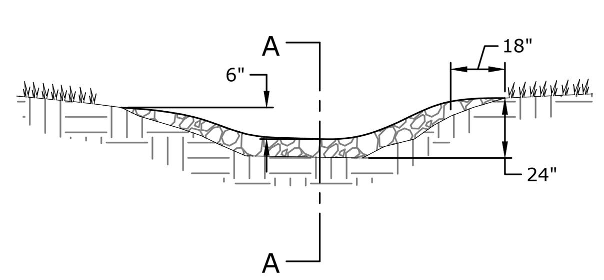
50N TEMPORARY CONCRETE WASHOUT
NTS



10A TREE PROTECTION FENCE
NTS

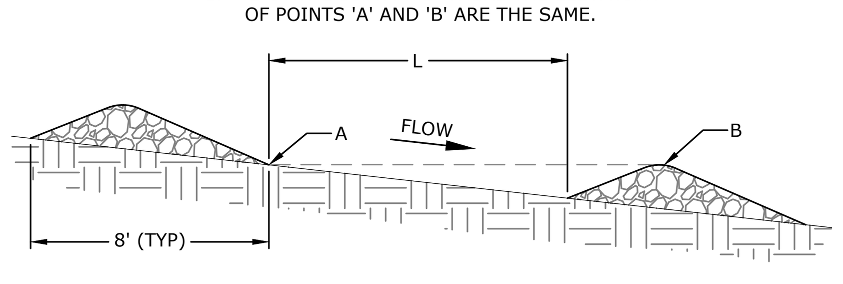
NOTES:
1. CHECK DAM(S) SHALL BE CONSTRUCTED W/ ROCK SIZES BETWEEN 3" AND 15". THE SPILLWAY SHALL BE 6" (MIN) LOWER THAN ABUTMENT.
2. MAXIMUM SPACING BETWEEN DAM(S) SHALL BE SUCH THAT THE TOE OF THE UPSTREAM DAM IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM DAM.
3. EXTEND THE ABUTMENTS 18" INTO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

MAINTENANCE & INSPECTIONS:
1. REMOVE ALL SEDIMENT FROM BEHIND ANY CHECK DAM(S) WHEN IT REACHES ⅔ 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.



UPSTREAM VIEW

NOTES:
1. 'L' IS THE DISTANCE WHERE THE ELEVATION OF POINTS 'A' AND 'B' ARE THE SAME.



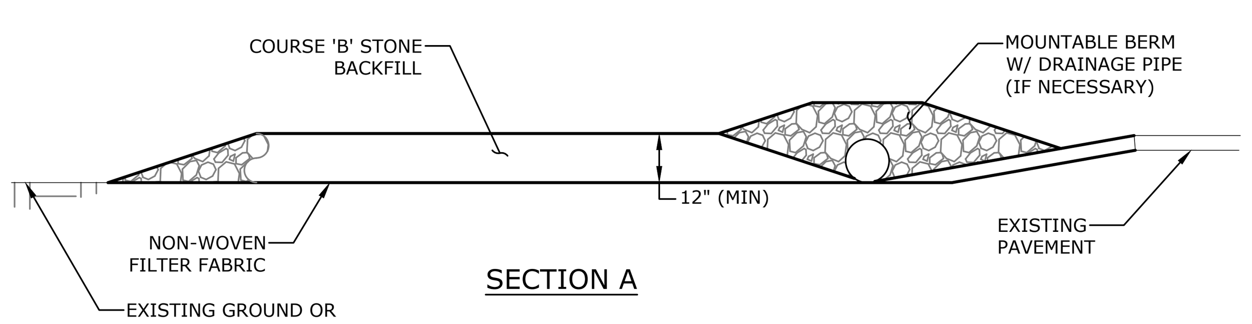
SECTION A

50J TEMPORARY ROCK CHECK DAM
NTS

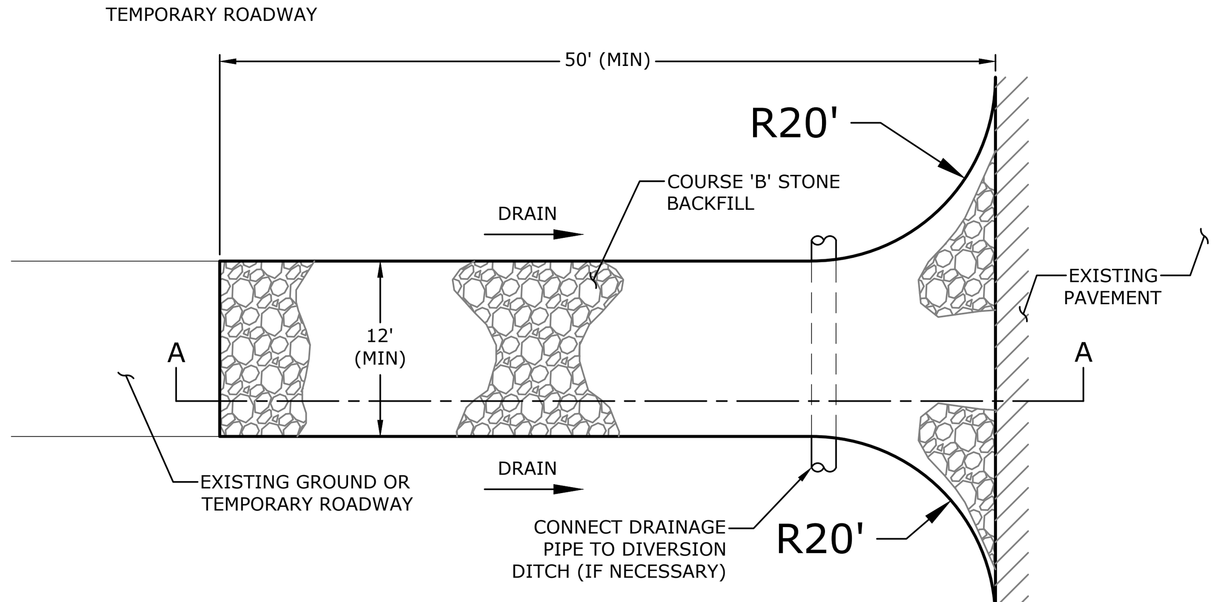
NOTES:
1. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO EXITING ONTO PUBLIC RIGHT-OF-WAYS.
2. CONSTRUCTION ENTRANCE(S) SHALL BE MAINTAINED TO WHERE TRACKING OF SEDIMENT IS PREVENTED FROM ENTERING INTO PUBLIC RIGHT-OF-WAYS. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO: ADDITIONAL TOP DRESSING OR REPAIR 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.

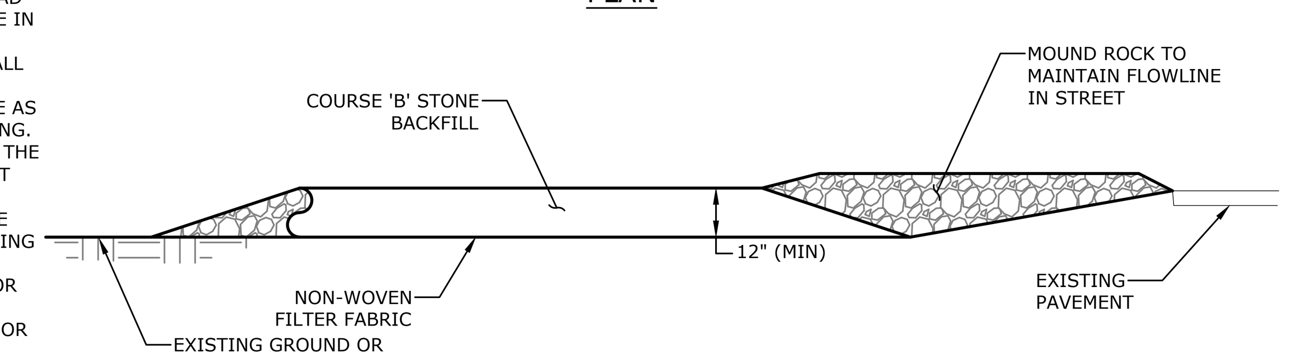
TEMPORARY CONSTRUCTION ENTRANCE SPECIFICATIONS:
1. PAD THICKNESS SHALL NOT BE LESS THAN 12". NON-WOVEN FILTER FABRIC SHALL BE USED TO IMPROVE STABILITY OF THE PAD IN AREAS OF SEEPAGE OR FOUND TO BE IN A HIGH WATER TABLE AREA.
2. AGGREGATE SIZE WITHIN THE PAD SHALL BE 3"-6" STONE, SMOOTHED.
3. LENGTH 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.



SECTION A



PLAN



SECTION A

50P TEMPORARY STABILIZED CONSTRUCTION ENTRANCE
NTS

McCLELLAND CONSULTING ENGINEERS, INC.
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SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

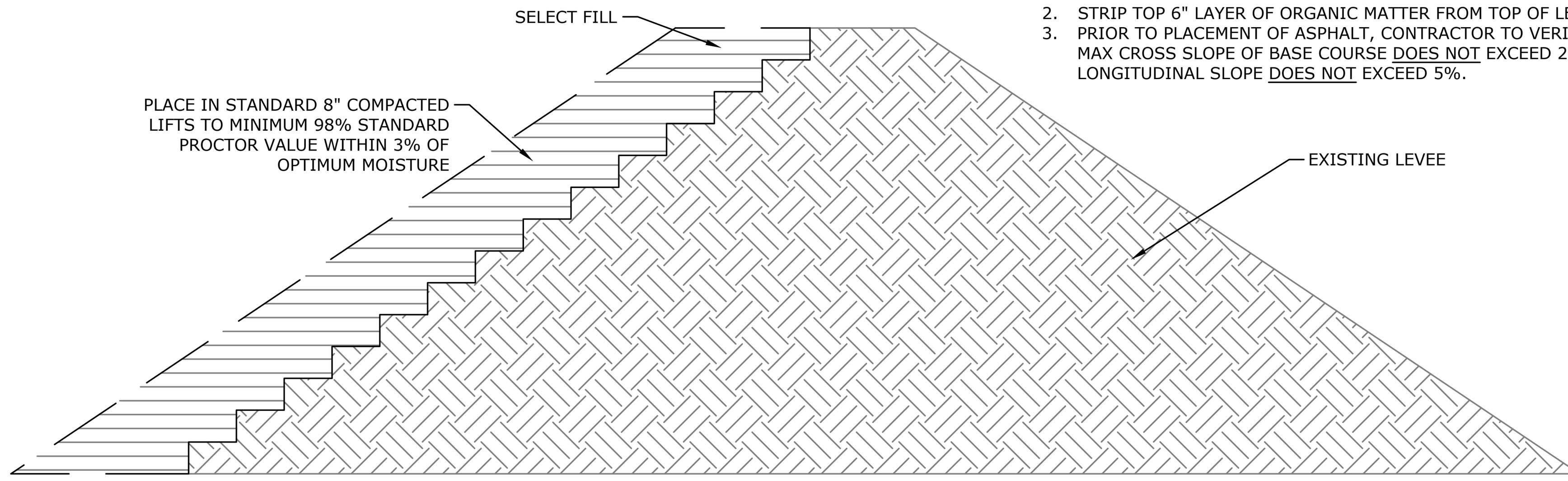
REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

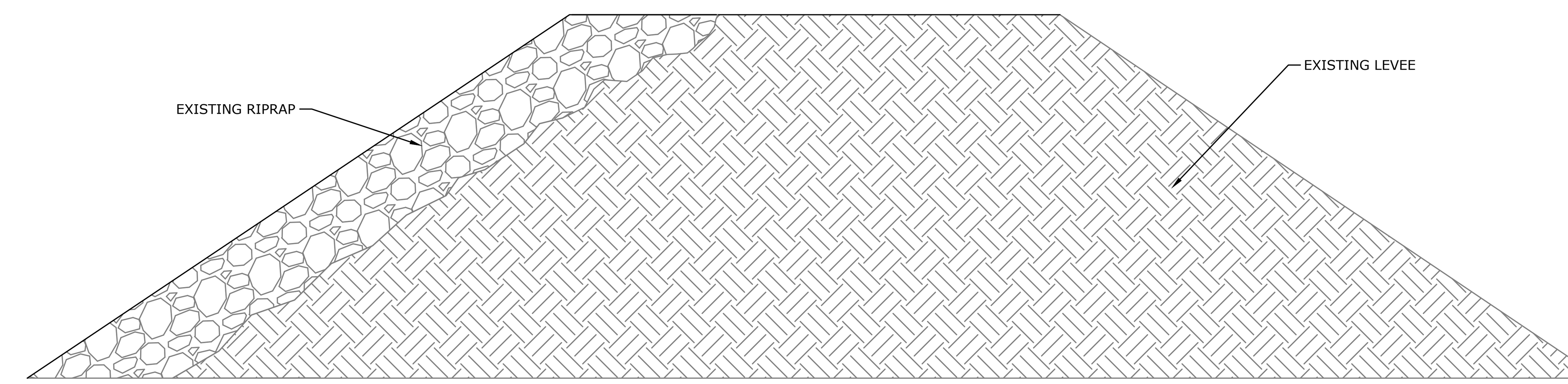
MISCELLANEOUS DETAILS

DESIGNED BY:	DRAWN BY :
BB	CZ
DATE: MAR 2023	REVISION:
SCALE: N.T.S.	JOB NUMBER: 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%.



30A TYPICAL LEVEE REPAIR - FILL PLACEMENT
NTS



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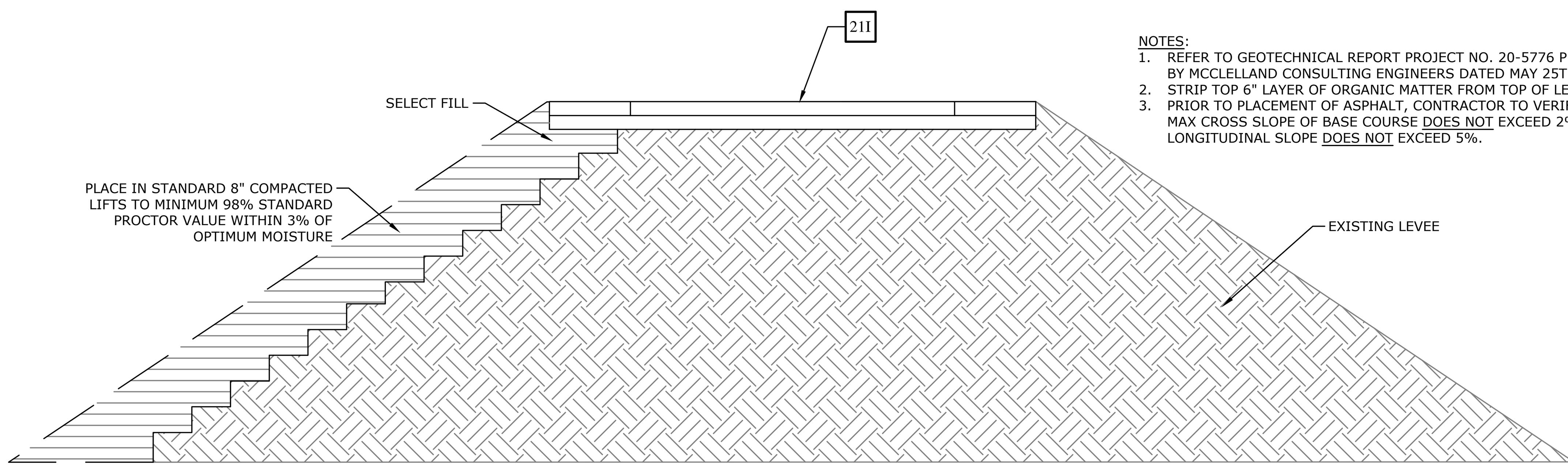
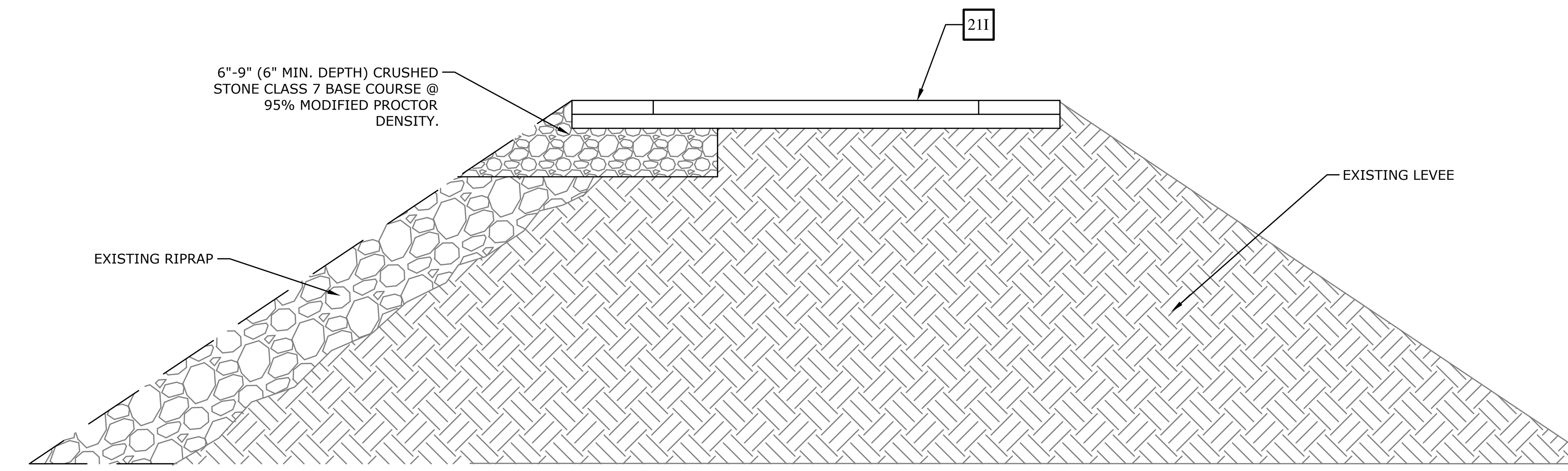


30B TYPICAL TRAIL FILL ON LEVEE
NTS



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

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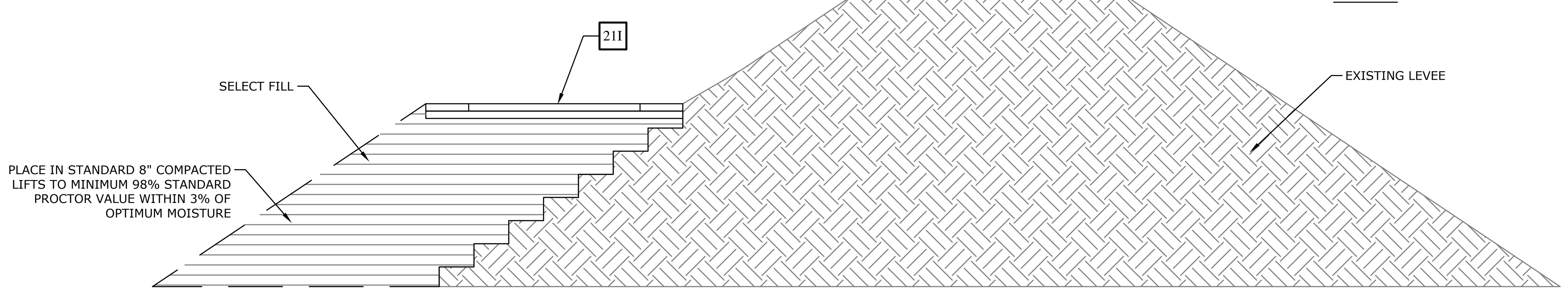
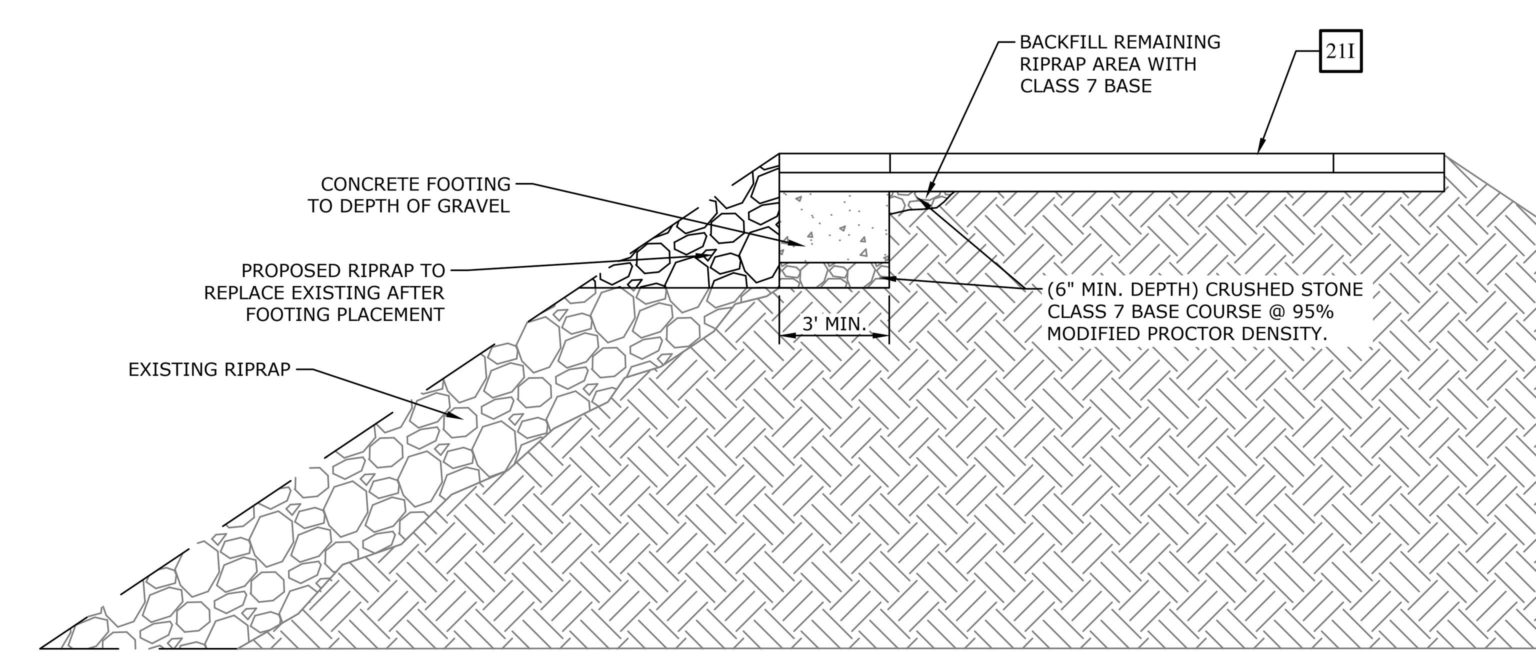
3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5%.

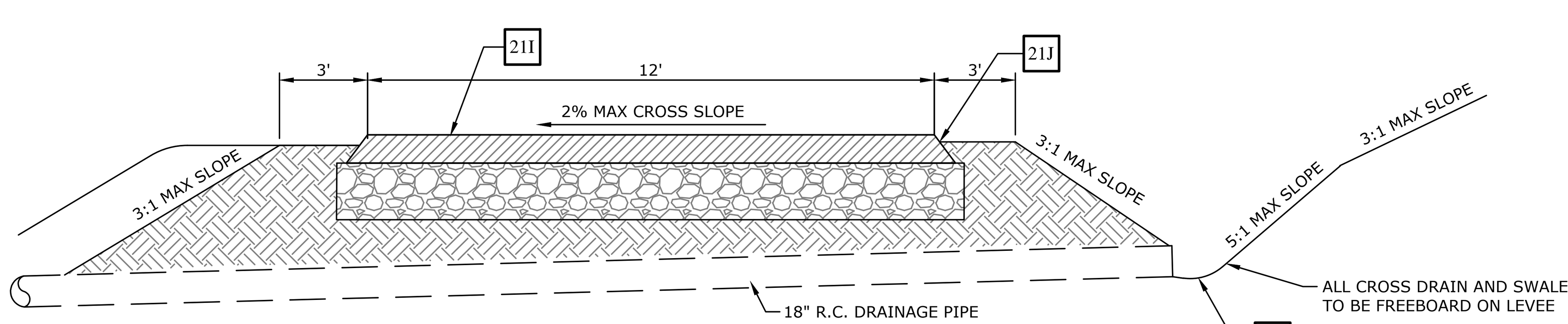


30C TYPICAL TRAIL ON LEVEE
NTS

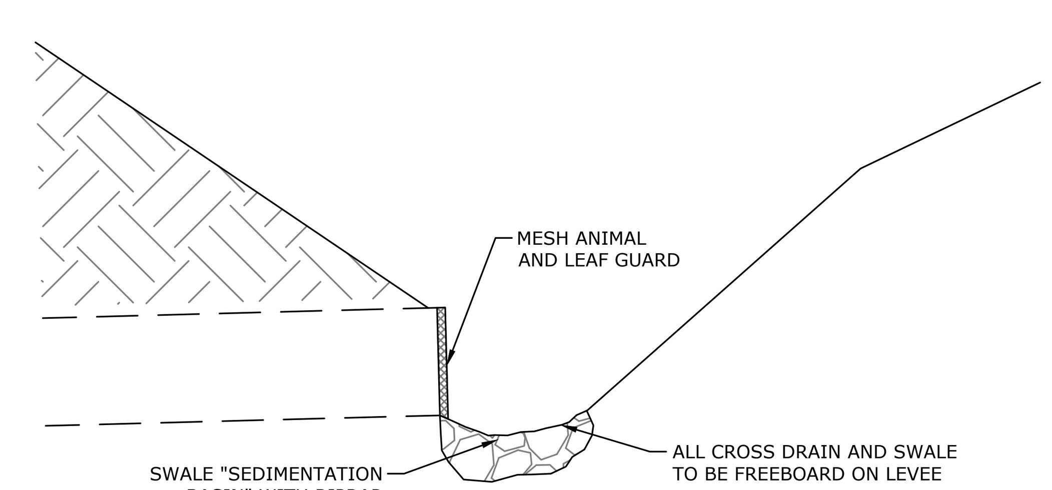
NOTES:
1. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
2. STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL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



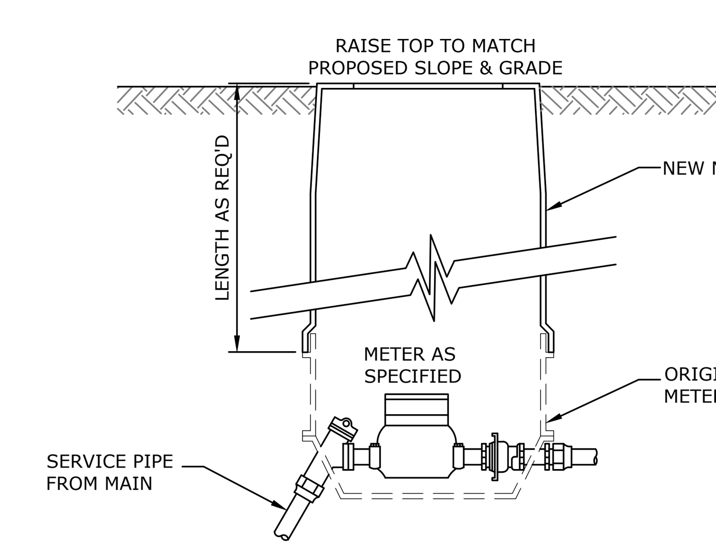
30D EXISTING RIPRAP ON LEVEE VS. TYPICAL TRAIL ON RIPRAP
NTS



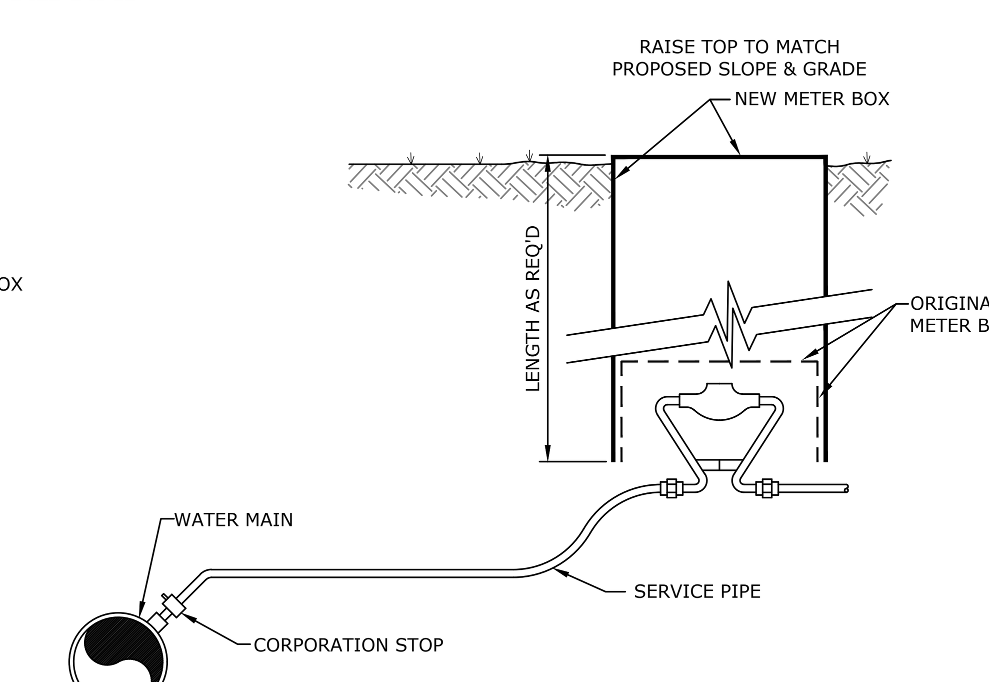
32G CROSS DRAIN (TYPICAL)
NTS



32H CROSS DRAIN SWALE DETAIL
NTS



31G METER EXTENSION DETAIL
NTS



31G METER EXTENSION DETAIL
NTS

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

Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

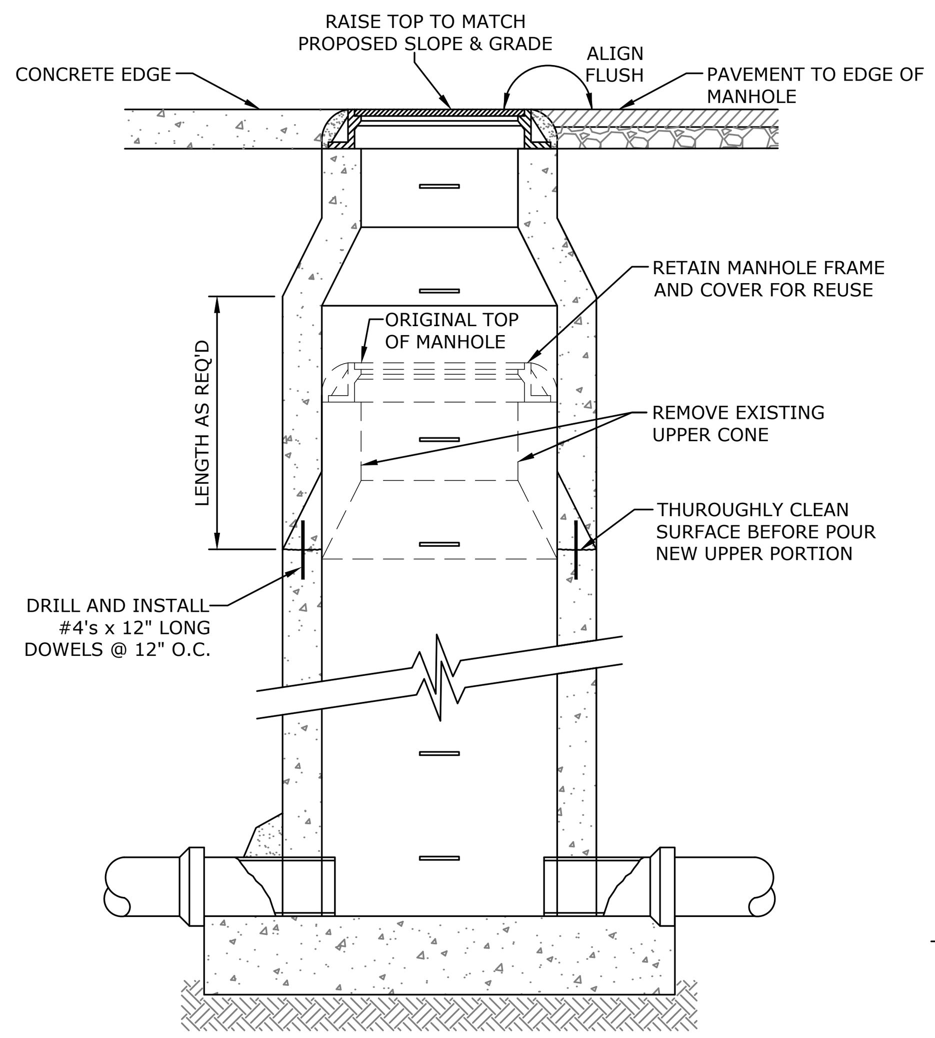
REVISIONS

REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

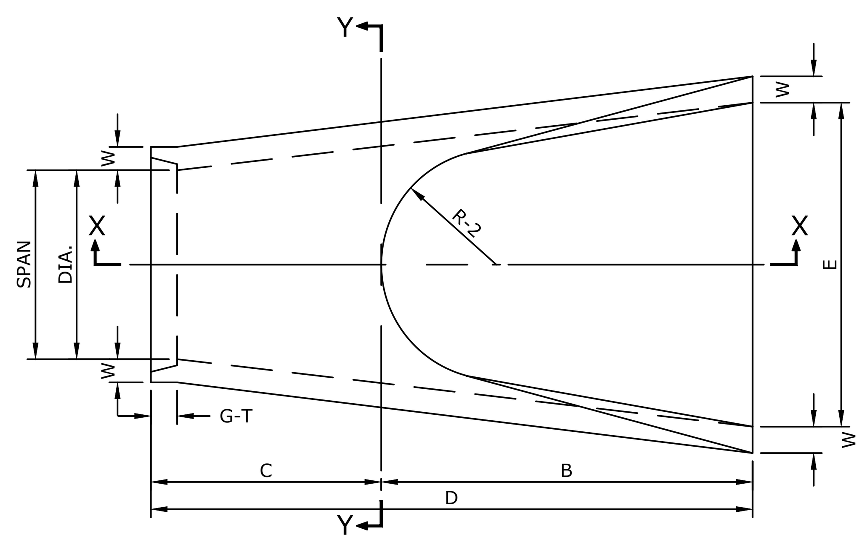
MISCELLANEOUS DETAILS

DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776

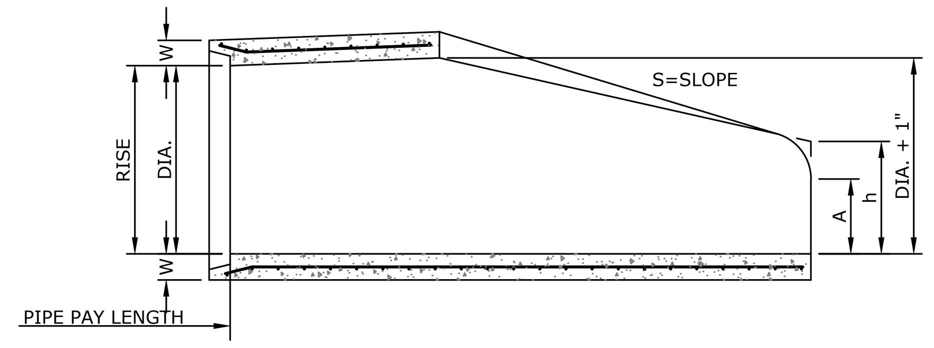
W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-MD1-PH1.dwg, PRINTED ON: March 22, 2023 @ 5:16 PM



31F MANHOLE EXTENSION DETAIL
NTS



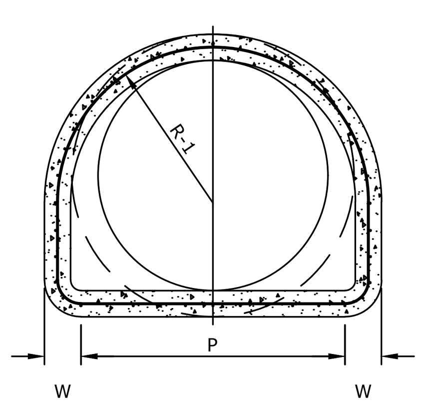
PLAN
N.T.S.



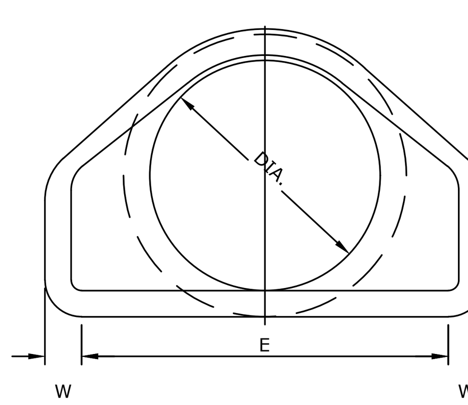
SECTION X-X
N.T.S.

TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA.+1"	P	R-1	R-2	G-T	WT.	h
12"	2"	4"	2'-0"	4'-1"	6'-1"	2'-0"	2.2:1	13"			9"		530	
18"	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15 1/2"	12"	2"	1000	1'-0 1/2"
24"	3"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	3:1	25"	33 3/16"	16 13/16"	14"	2 1/2"	1600	1'-1 1/2"
30"	3 1/2"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3:1	31"	37"	18 1/2"	15"	3 1/4"	1940	1'-4 5/8"
36"	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	3:1	37"	47 13/16"	24 5/16"	20"	3 1/2"	4100	1'-8"
42"	4 1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53 7/8"	27 1/2"	22"	3 1/2"	5380	2'-2 1/2"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56 1/2"	28 1/2"	22"	3 1/2"	6550	2'-6"
54"	5 1/2"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65 1/2"	33 1/8"	24"	4"	8750	2'-10 1/2"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72 1/2"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 15/16"	24"	5"	13250	4'-6"



SECTION Y-Y
N.T.S.

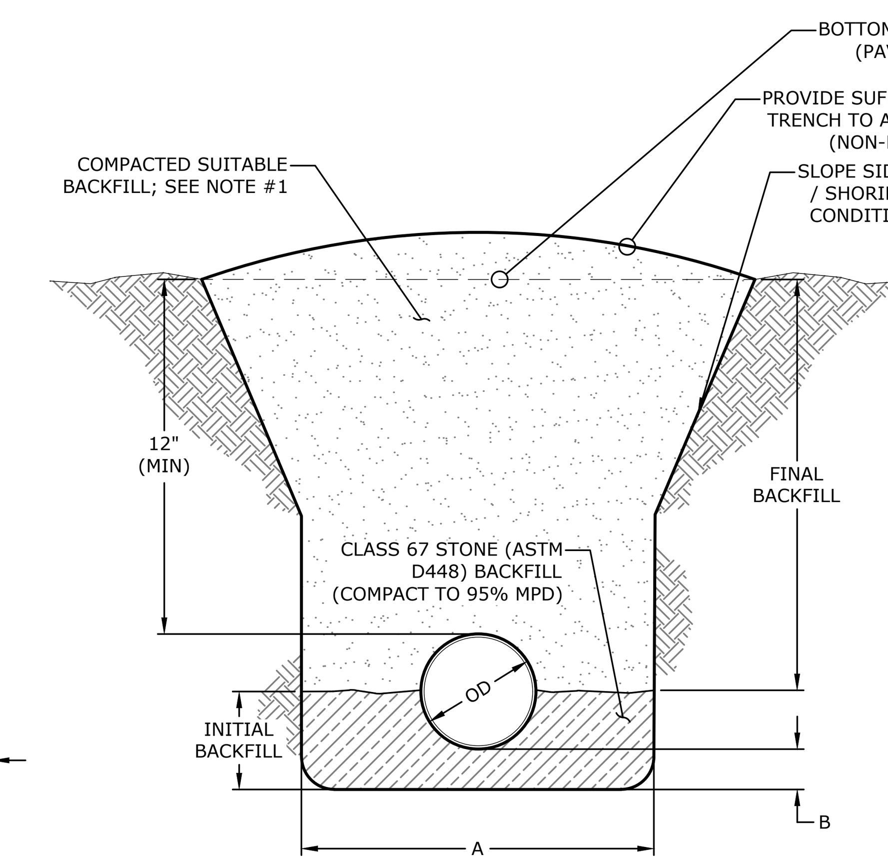


END VIEW
N.T.S.

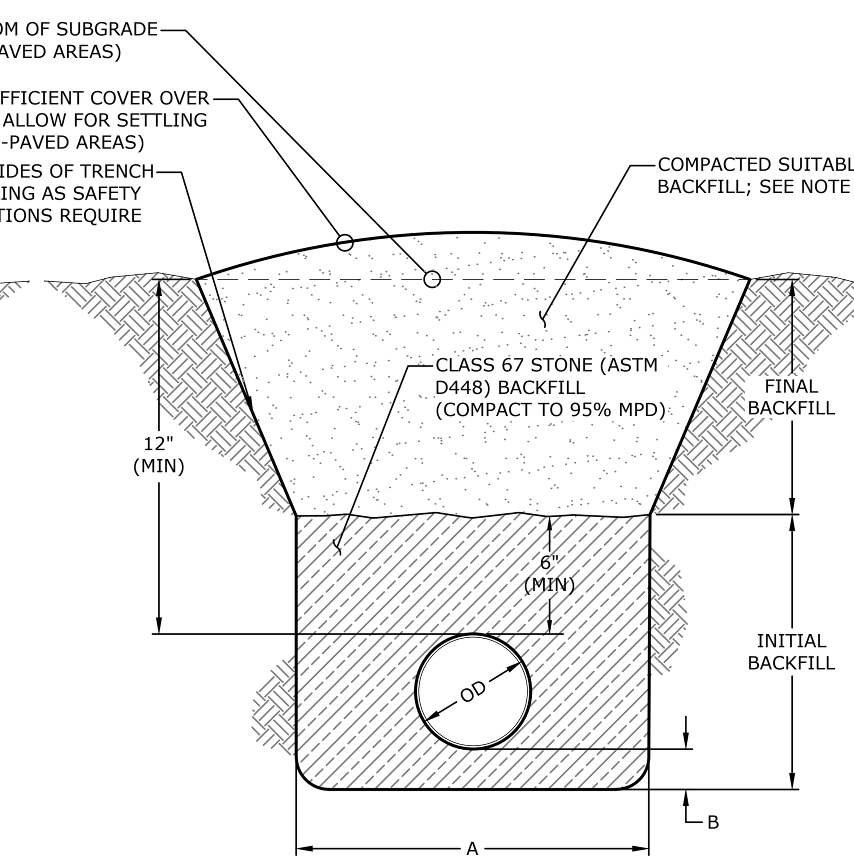
NOTE: TONGUE END ON UPSTREAM SECTION
GROOVED END ON DOWNSTREAM SECTION

32H FLARED END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS
NTS

NOTES:
1. FOR AREAS WHERE PIPE IS LOCATED UNDER NON-PAVED AREAS, BACKFILL SHALL BE COMPACTED SUITABLE NATIVE MATERIAL (DO NOT INCORPORATE FROZEN MATERIAL OR SOFT, MUCK, OR HIGHLY COMPRESSIBLE MATERIALS INTO FILL). FOR AREAS WHERE PIPE IS LOCATED UNDER PAVED AREAS, BACKFILL SHALL BE SELECT FILL COMPACTED PER THE GEOTECHNICAL REPORT PROJECT NO. [PROJECT #] PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED [REPORT DATE].



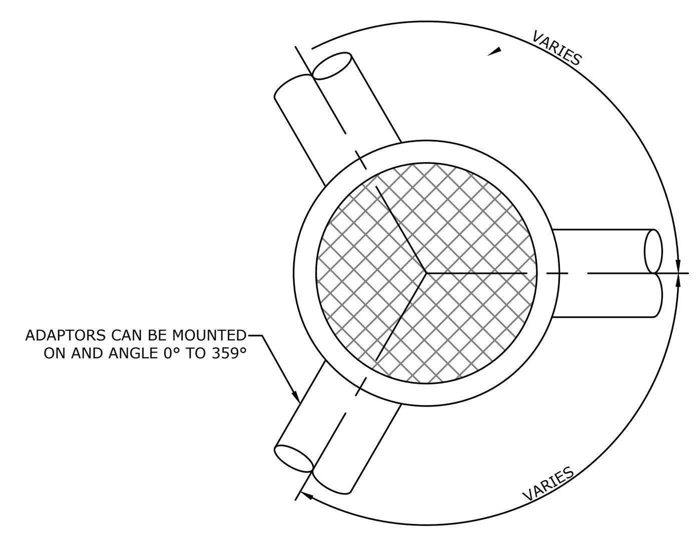
RIGID PIPE



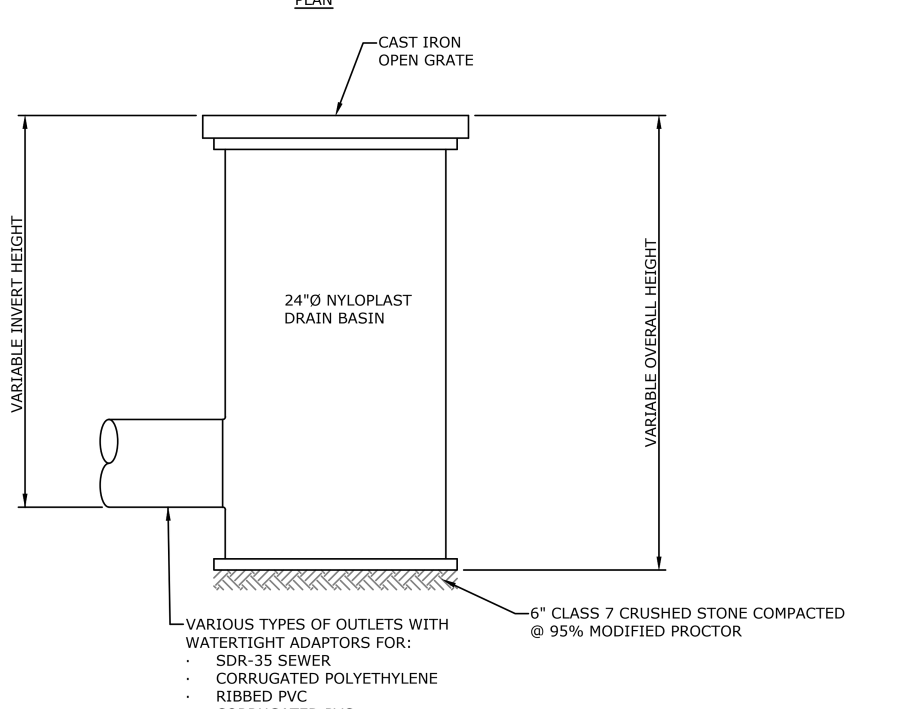
NON-RIGID PIPE

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

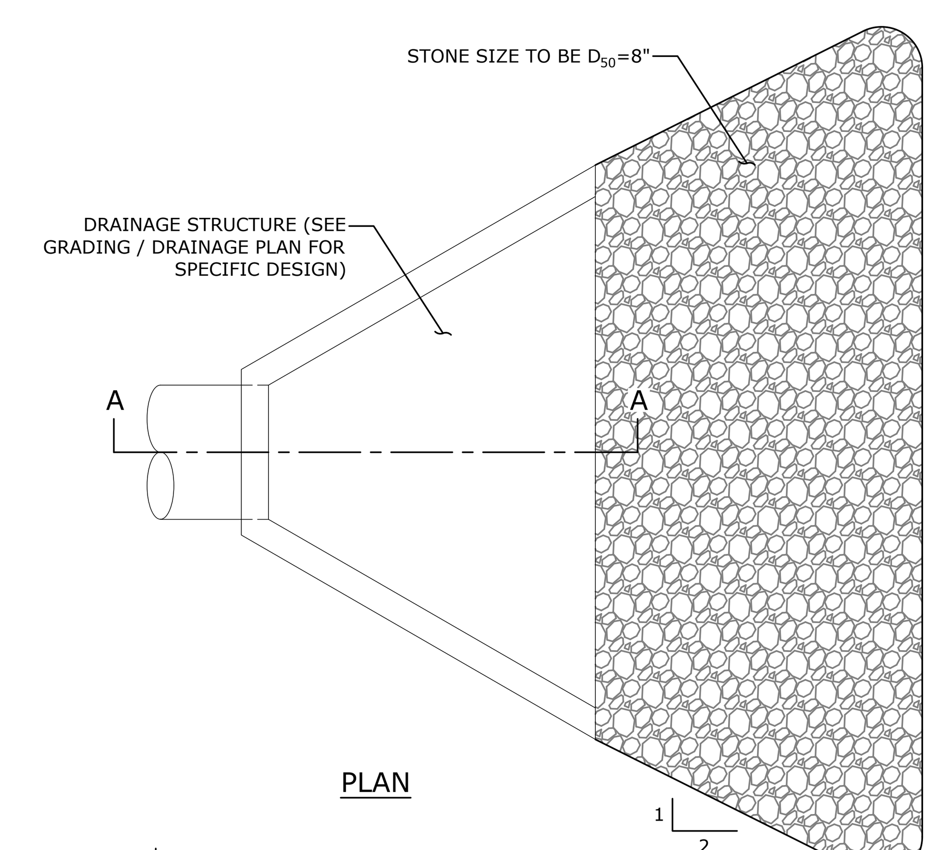
33G STORM SEWER TRENCHING, BACKFILL, & BEDDING
NTS



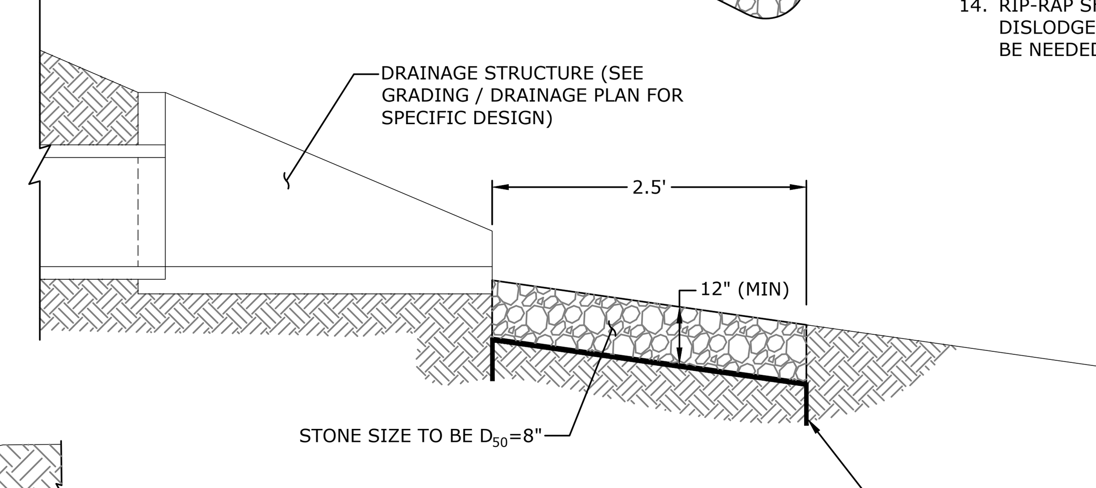
PLAN



32F YARD DRAIN DETAIL
NTS



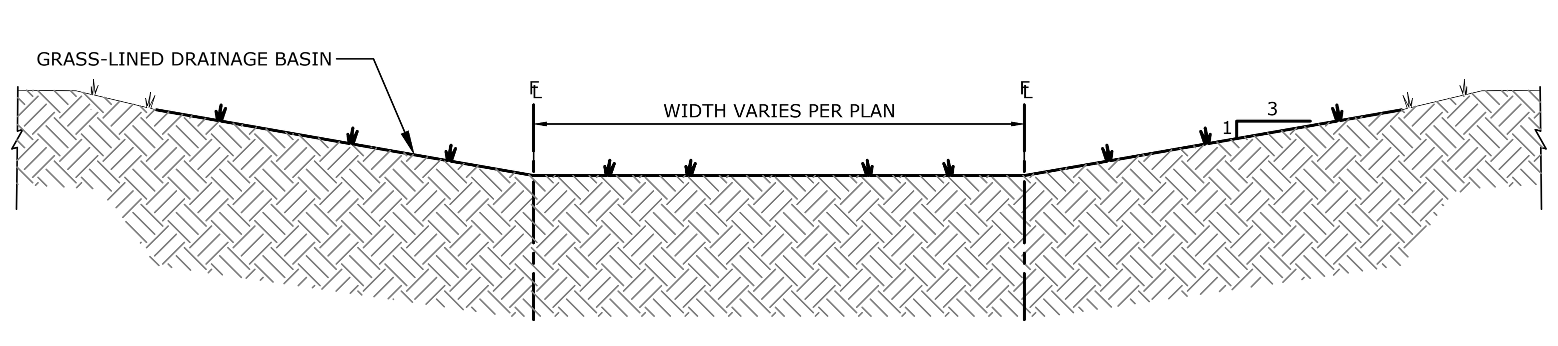
PLAN



SECTION A

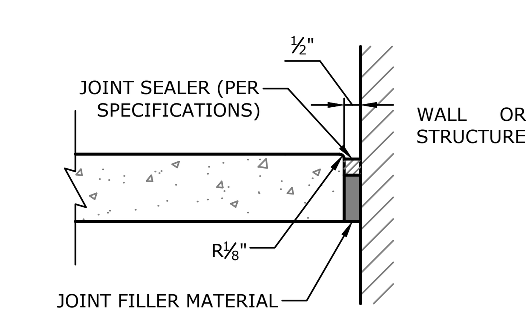
50Q PERMANENT RIP-RAP PAD

NOTES:
1. PRIOR TO LAYING RIP-RAP & FILTER FABRIC, PREPARE THE SUBGRADE TO THE GRADES SHOWN ON THE GRADING PLAN. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO A DENSITY APPROXIMATING THAT OF THE SURROUNDING UNDISTURBED MATERIAL.
2. OVERFILL DEPRESSIONS W/ RIP-RAP.
3. REMOVE ANY BRUSH, TREES, STUMPS, AND OTHER OBJECTIONABLE MATERIAL. CUT THE SUBGRADE SUFFICIENTLY DEEP SO THAT THE FINISHED GRADE OF THE RIP-RAP SHALL BE THE ELEVATION OF THE SURROUNDING AREA.
4. CHANNELS SHALL BE EXCAVATED SUFFICIENTLY TO ALLOW PLACEMENT OF RIP-RAP IN SUCH A MANNER SO THE FINISHED INSIDE DIMENSIONS AND GRADE OF THE RIP-RAP MEET DESIGN SPECIFICATIONS.
5. PLACE A SAND AND FILTER BLANKET DOWN IMMEDIATELY AFTER GROUND FOUNDATION IS PREPARED. FOR GRAVEL, SPREAD FILTER STONE IN A UNIFORM LAYER W/ A MINIMUM THICKNESS OF 6". WHERE MORE THAN ONE LAYER OF FILTER MATERIAL IS USED, SPREAD THE LAYERS W/ MINIMAL MIXING.
6. PLACE THE FILTER FABRIC DIRECTLY ON THE PREPARED FOUNDATION, OVERLAPPING THE EDGES BY AT LEAST 12", AND SPACE ANCHOR PINS EVERY 3' ALONG THE OVERLAP. BURY THE UPPER AND LOWER ENDS OF THE CLOTH 12 MINIMUM INTO THE GROUND.
7. TAKE CARE TO NOT DAMAGE CLOTH DURING PLACEMENT OF RIP-RAP.
8. WHERE LARGE STONES ARE USED OR MACHINE PLACEMENT IS DIFFICULT, Q 4" LAYER OF FINE GRAVEL OR SAND MAY BE NEEDED TO PROTECT THE FILTER FABRIC.
9. PLACEMENT OF RIP-RAP SHOULD IMMEDIATELY FOLLOW AFTER PLACEMENT OF THE FILTER.
10. PLACE RIP-RAP SO THAT IT FORMS A DENSE, WELL-GRADED MASS OF STONE WITH A MINIMUM OF VOIDS. PLACE THE RIP-RAP TO ITS FULL THICKNESS IN ONE OPERATION.
11. DO NOT PLACE RIP-RAP BY DUMPING THROUGH CHUTES OR OTHER METHODS THAT CAUSE SEGREGATION OF STONE SIZES.
12. TAKE CARE TO NOT DISLODGE THE UNDERLYING BASE OR FILTER WHEN PLACING RIP-RAP STONES.
13. FINISHED SLOPE SHALL BE FREE OF POCKETS OF SMALL STONES OR CLUSTERS OF LARGE STONES.
14. RIP-RAP SHALL BE INSPECTED PERIODICALLY FOR SCOUR OR DISLODGED STONES. CONTROL OF WEED AND BRUSH GROWTH MAY BE NEEDED IN SOME LOCATIONS.

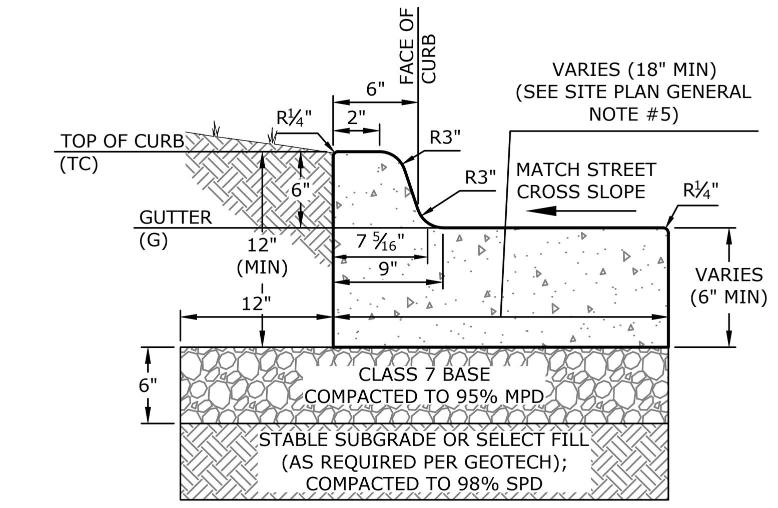


33K DRAINAGE BASIN
NTS

NOTES:
1. CONCRETE FOR CURB AND GUTTER TO BE CLASS A WITH A COMPRESSIVE STRENGTH OF 3,500 PSI AT 28 DAYS (MIN).
2. ALL CURB AND GUTTER SHALL HAVE A BROOMED FINISH UNLESS OTHERWISE SPECIFIED.
3. SAW CUT JOINTS AT 15' O.C. SEAL WITH ONE PART COLD APPLIED SILICONE JOINT SEALER OR OTHER APPROVED SEALANT. ALL JOINTS TO BE SEALED PRIOR TO FINAL ASPHALT PLACEMENT.
4. PROVIDE 1/2" PREFORMED ISOLATION JOINT MATERIAL (ASPHALT IMPREGNATED FIBERBOARD OR OTHER APPROVED MATERIAL) AT STATIONARY STRUCTURES, (DROP INLETS, END OF CURBS, DRIVEWAYS - SEE DETAIL) OR AS DIRECTED BY ENGINEER.
5. WHEN CURB / GUTTER IS USED IN ROADWAY OR DRIVEWAY, 12" BASE BEHIND CURB SHALL BE REQUIRED. WHEN CURB / GUTTER IS USED IN PARKING LOTS, 12" BASE BEHIND CURB NOT REQUIRED - UNLESS 5:1 OR STEEPER SLOPE AWAY FROM BACK OF CURB IS PRESENT.

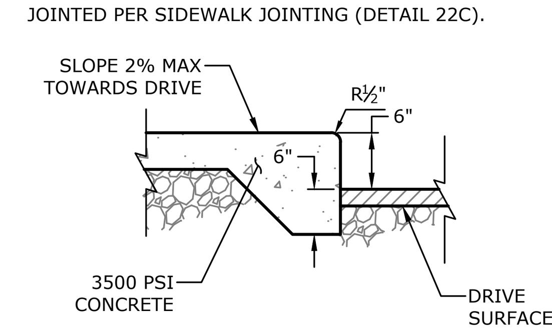


ISOLATION JOINT



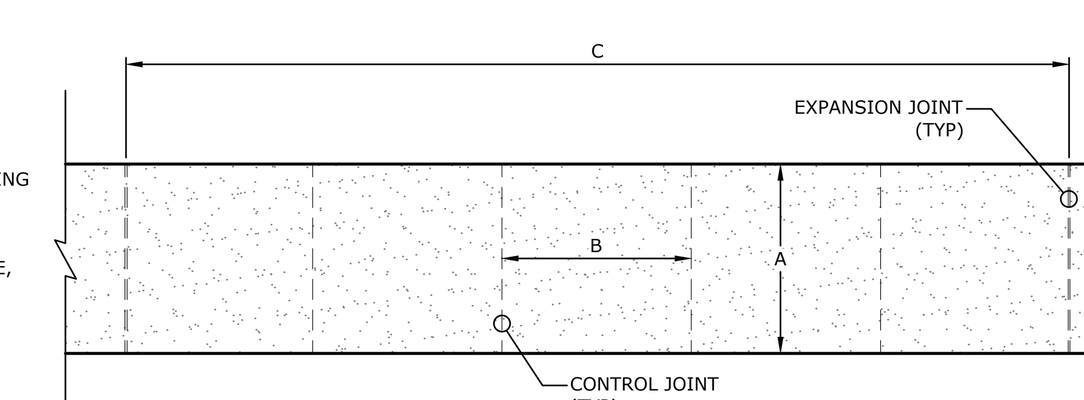
20A TYPE 'A' STANDARD CONCRETE CURB & GUTTER
NTS

NOTES:
1. CONCRETE FOR SIDEWALK TO BE CLASS A WITH A COMPRESSIVE STRENGTH OF 3,500 PSI AT 28 DAYS (MIN).
2. ALL SIDEWALKS SHALL HAVE A BROOMED FINISHED UNLESS OTHERWISE SPECIFIED.
3. ALL JOINTING TO BE LOCATED PER SIDEWALK JOINTING (DETAIL 22C)
4. 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.
5. ALL CONTROL JOINTING TO BE SAWCUT OR TOOLED JOINTED PER SIDEWALK JOINTING (DETAIL 22C).

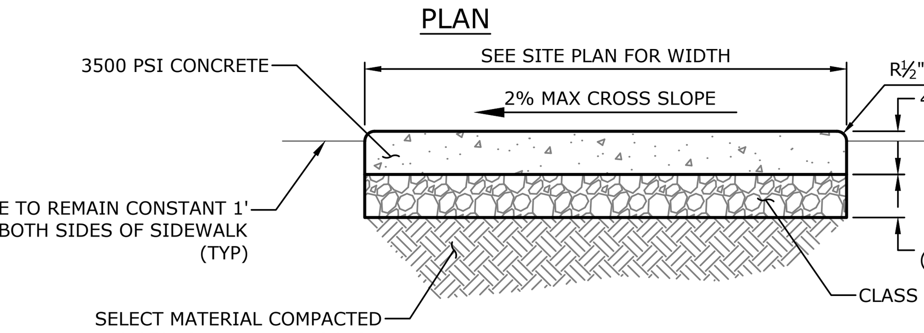


SIDEWALK ADJACENT TO DRIVE SURFACES

A	SEE SITE PLAN
B	A
C	Bx5



PLAN



CROSS SECTION

22A CONCRETE SIDEWALK
NTS

MCE McCLELLAND CONSULTING ENGINEERS, INC.
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Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

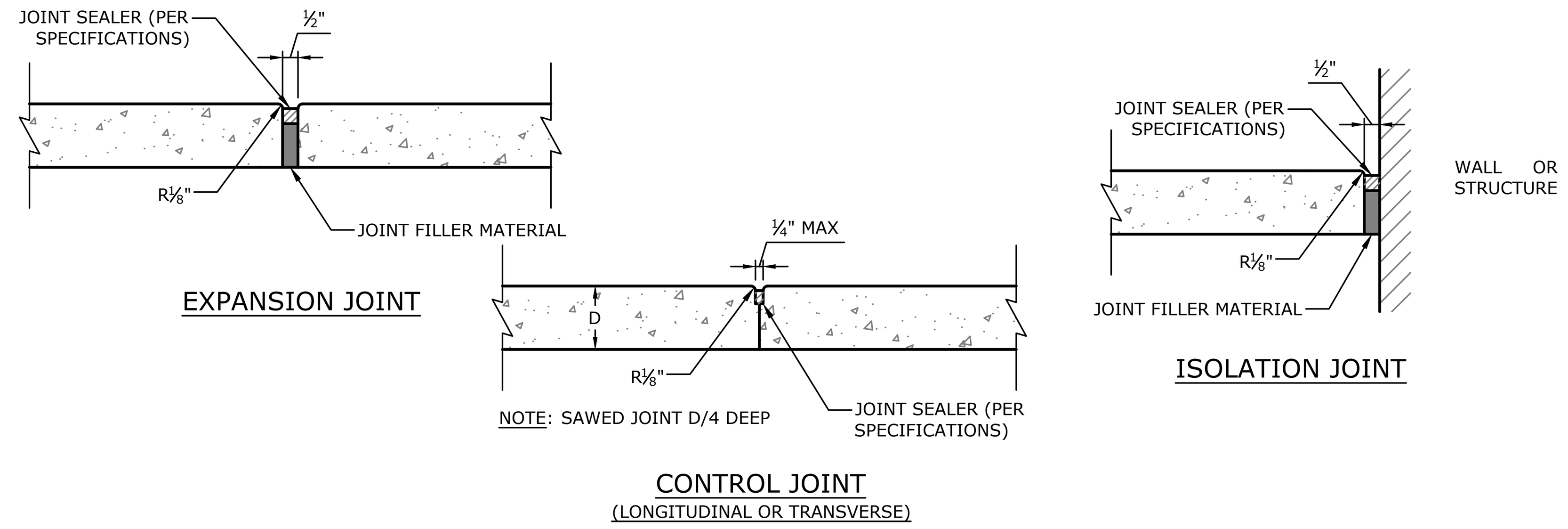
Know what's below. Call before you dig.

REVISIONS

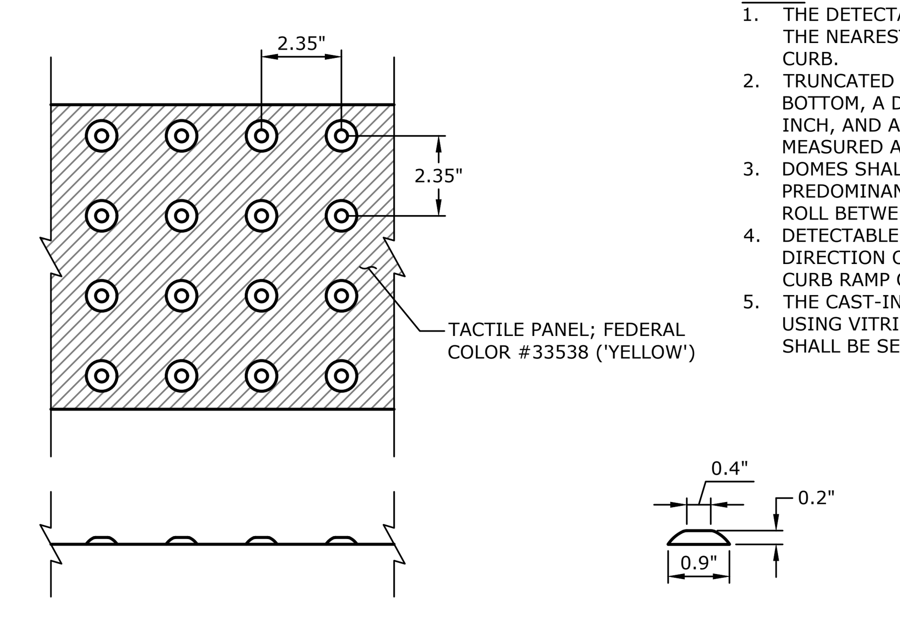
REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

MISCELLANEOUS DETAILS

DESIGNED BY: BB	DRAWN BY: CZ
DATE: MAR 2023	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776

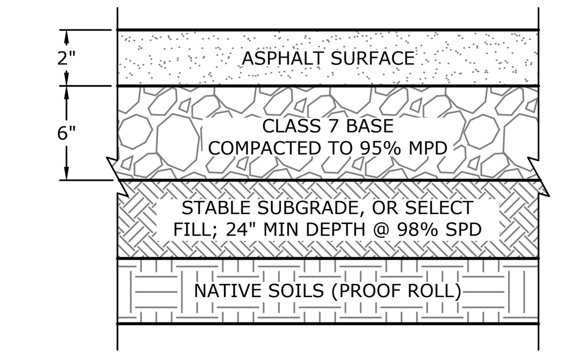


22C SIDEWALK JOINTING
NTS



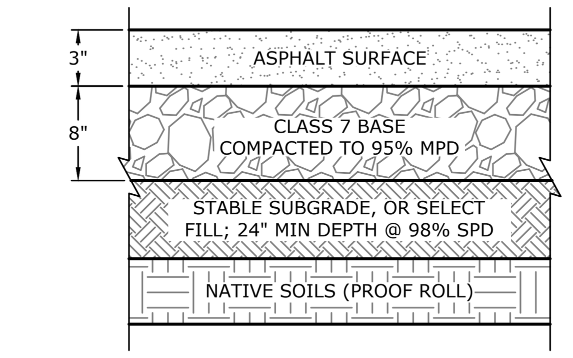
NOTES:
1. THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS LOCATED AT THE BACK OF CURB.
2. TRUNCATED DOMES SHALL HAVE A DIAMETER OF 0.9 INCH AT THE BOTTOM, A DIAMETER OF 0.4 INCH AT THE TOP, A HEIGHT OF 0.2 INCH, AND A CENTER-TO-CENTER SPACING OF 2.35 INCHES MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE. (MIN 4')
5. THE CAST-IN-PLACE TACTILE PANELS SHALL BE MANUFACTURED USING VITRIFIED POLYMER COMPOSITE MATERIAL. THE PANELS SHALL BE SET INTO WET CONCRETE.

22G DETECTABLE WARNING SURFACE
NTS



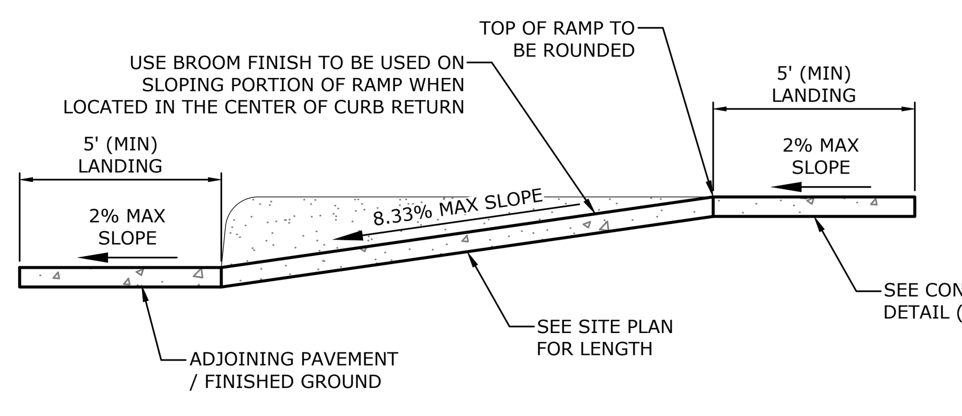
NOTES:
1. MATERIALS TO BE COMPACTED AT OPTIMAL MOISTURE CONTENT BASED UPON GEOTECHNICAL RECOMMENDATIONS.
2. ACHM SURFACE COURSE SHALL ADHERE TO SPECIFICATIONS 32 12 16.
3. BASE COURSE SHALL ADHERE TO SPECIFICATIONS 32 11 16.
4. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
5. SELECT FILL MATERIAL TO BE COMPACTED TO 98% SPD AT ±3% OPTIMUM MOISTURE CONTENT. NATIVE SUBGRADE SOILS TO BE VERIFIED BY PROOF ROLLING. FINAL RECOMMENDATION FOR SELECT FILL MATERIAL THICKNESS SHOULD BE PROVIDED BY REPRESENTATIVE OF GEOTECHNICAL ENGINEER BASED ON CONDITIONS AT THE TIME OF CONSTRUCTION.

21A STANDARD DUTY ASPHALT PAVING
NTS

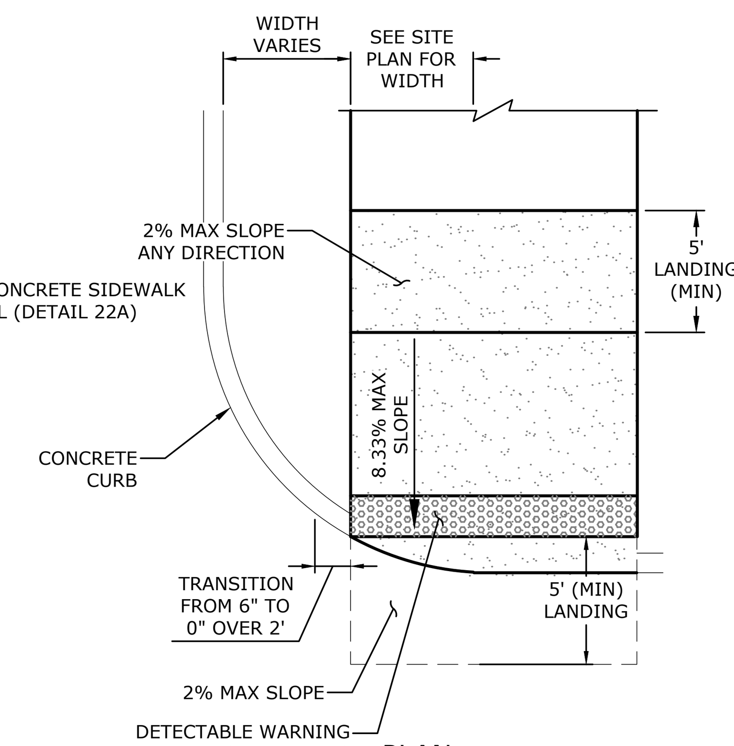


NOTES:
1. MATERIALS TO BE COMPACTED AT OPTIMAL MOISTURE CONTENT BASED UPON GEOTECHNICAL RECOMMENDATIONS.
2. ACHM SURFACE COURSE SHALL ADHERE TO SECTION 407, TABLE 407-1 (TYPE II), AHTD STANDARD SPECIFICATIONS, 1996 EDITION.
3. ACHM BINDER COURSE SHALL ADHERE TO SECTION 406, TABLE 406-1 (TYPE II), AHTD STANDARD SPECIFICATIONS, 1996 EDITION.
4. BASE COURSE SHALL ADHERE TO SECTION 303, AHTD STANDARD SPECIFICATIONS, 2014 EDITION.
5. REFER TO GEOTECHNICAL REPORT PROJECT NO. 22-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25th, 2021.
6. ASPHALT SURFACE TO INCLUDE ALL ASPHALT SURFACE COURSES, BINDERS, TACK COATS, ETC.

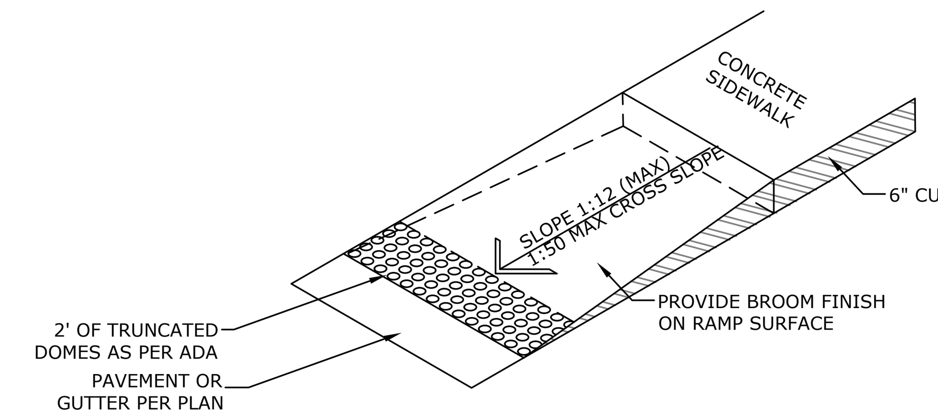
21B HEAVY DUTY ASPHALT PAVING
NTS



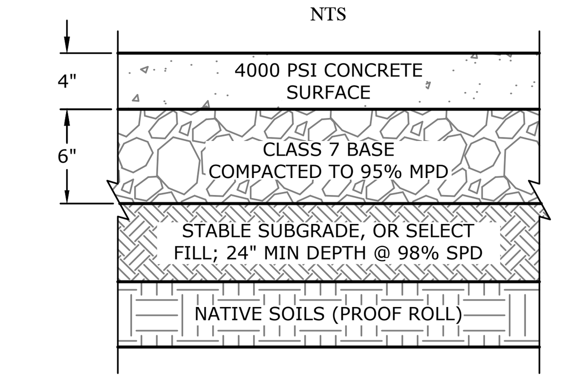
NOTES:
1. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. THE BOTTOM OF THE RAMP SHALL BE FLUSH TO ADJOINING PAVEMENT AND HAVE NO LIP.
3. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 8.33% AT CURB TO CONFORM WITH LONGITUDINAL 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)
NTS

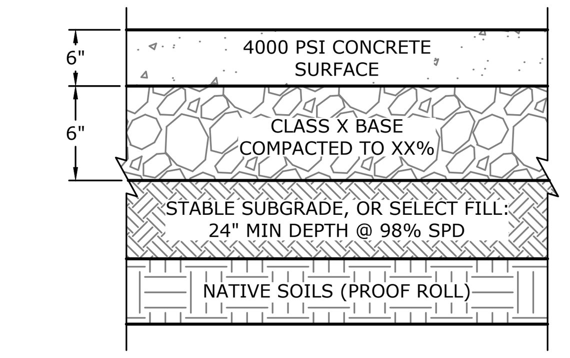


22I A.D.A. ACCESSIBLE RAMP DETAIL
N.T.S.



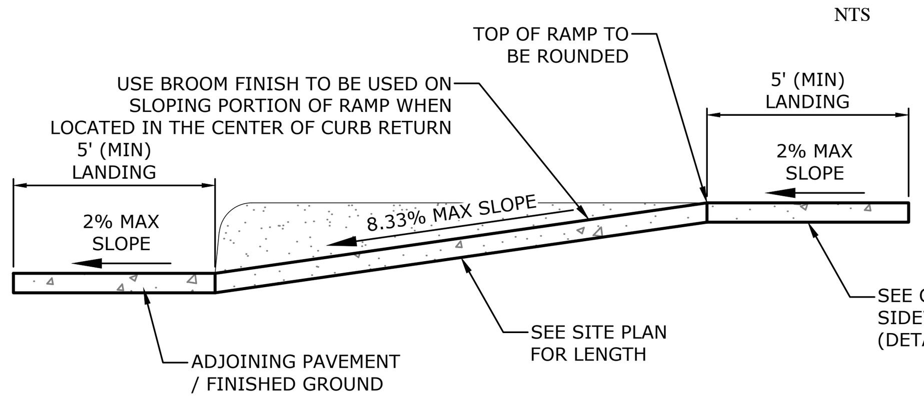
NOTES:
1. MATERIALS TO BE COMPACTED AT OPTIMAL MOISTURE CONTENT BASED UPON GEOTECHNICAL RECOMMENDATIONS.
2. BASE COURSE SHALL ADHERE TO SPECIFICATIONS 32 11 16.
3. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
4. SELECT FILL MATERIAL TO BE COMPACTED TO 98% SPD AT ±3% OPTIMUM MOISTURE CONTENT. NATIVE SUBGRADE SOILS TO BE VERIFIED BY PROOF ROLLING. FINAL RECOMMENDATION FOR SELECT FILL MATERIAL THICKNESS SHOULD BE PROVIDED BY REPRESENTATIVE OF GEOTECHNICAL ENGINEER BASED ON CONDITIONS AT THE TIME OF CONSTRUCTION.

21C STANDARD DUTY CONCRETE PAVING
NTS

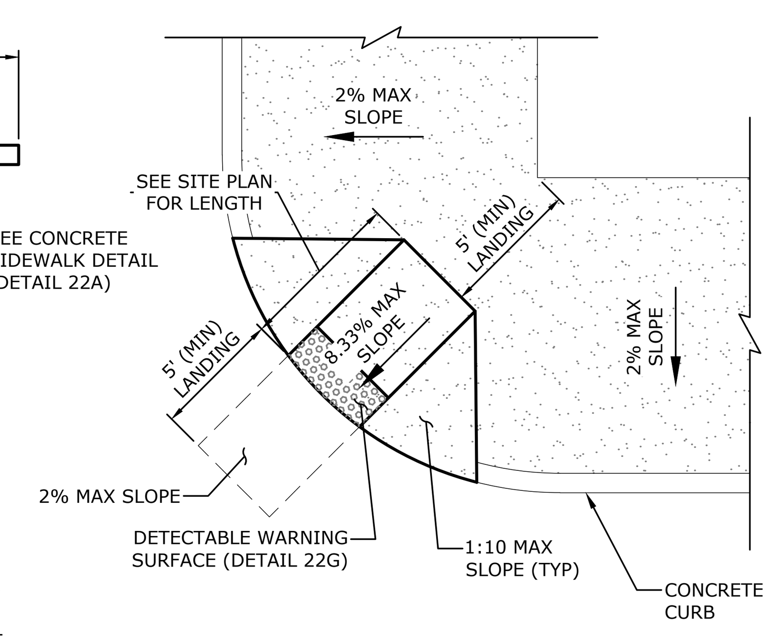


NOTES:
1. MATERIALS TO BE COMPACTED AT OPTIMAL MOISTURE CONTENT BASED UPON GEOTECHNICAL RECOMMENDATIONS.
2. BASE COURSE SHALL ADHERE TO SECTION 303, AHTD STANDARD SPECIFICATIONS, 2014 EDITION.
3. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.

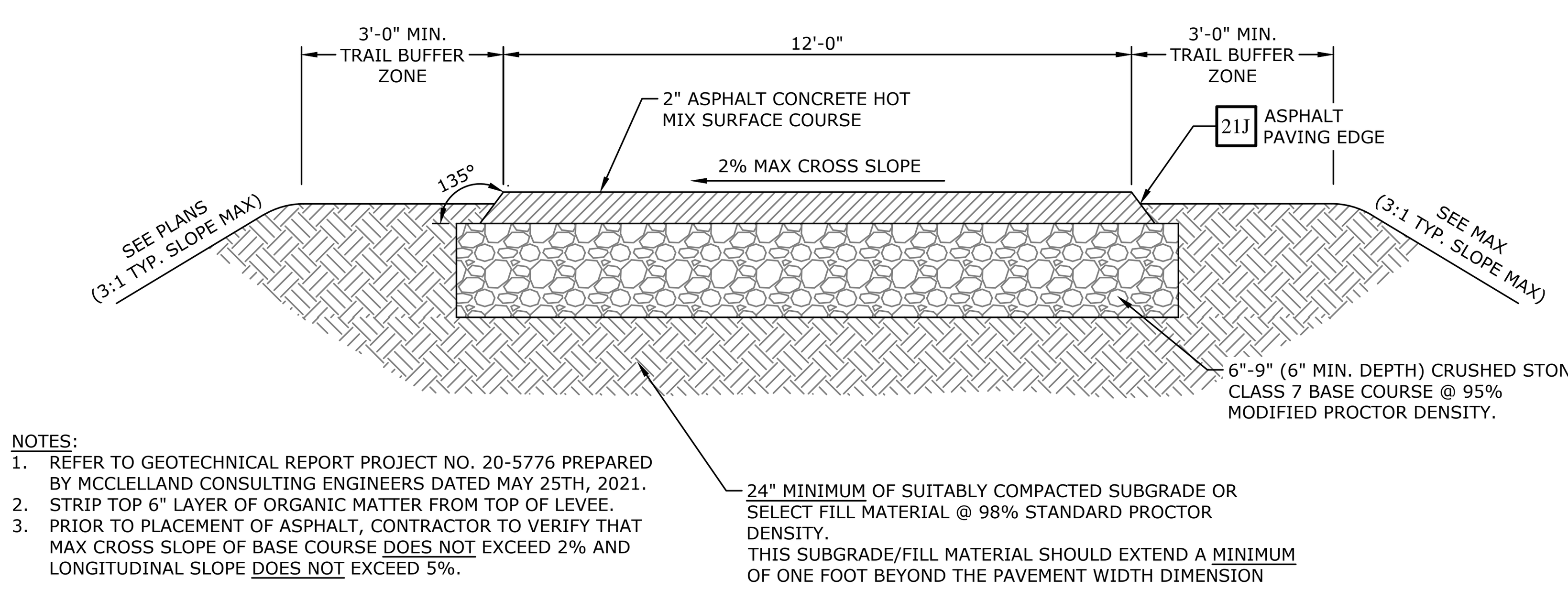
21D HEAVY DUTY CONCRETE PAVING
NTS



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).

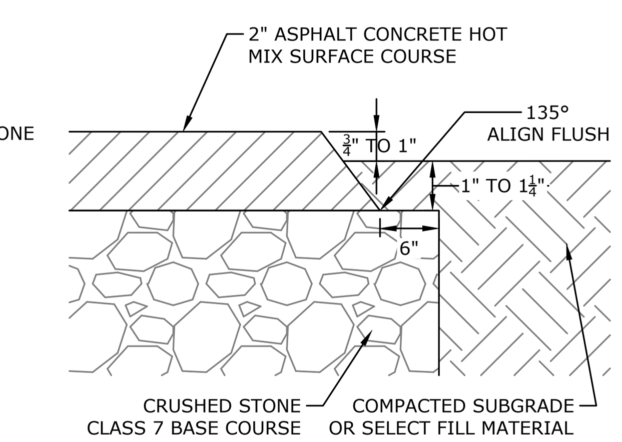


22E PEDESTRIAN RAMP (CURB RETURN)
NTS

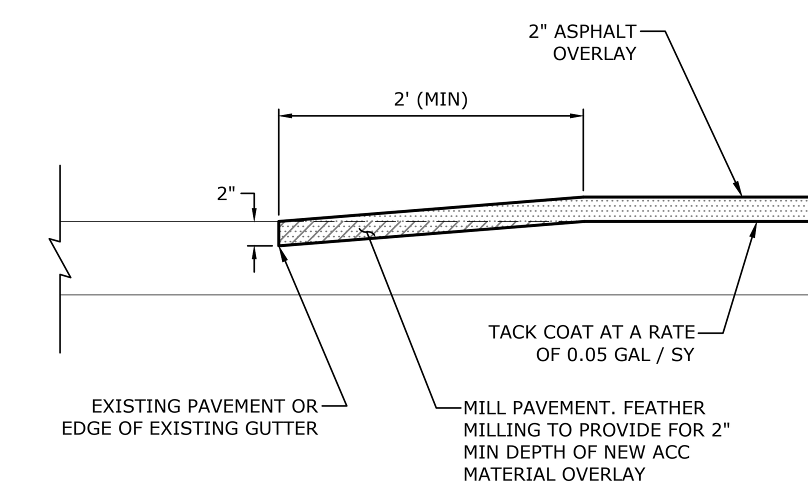


NOTES:
1. REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
2. STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
3. PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND LONGITUDINAL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

21I TYPICAL ASPHALT TRAIL SECTION
NTS

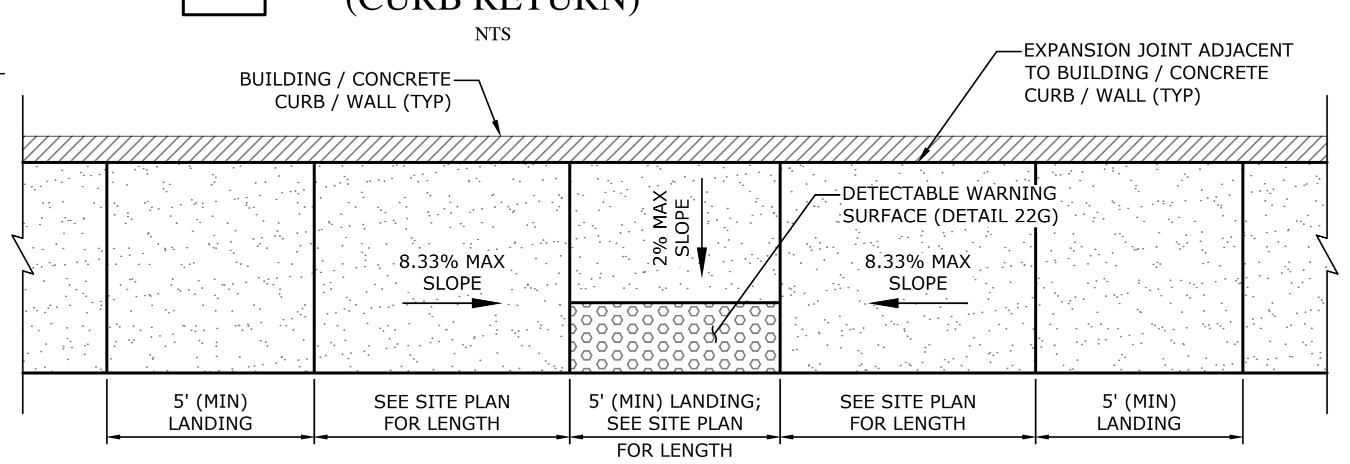


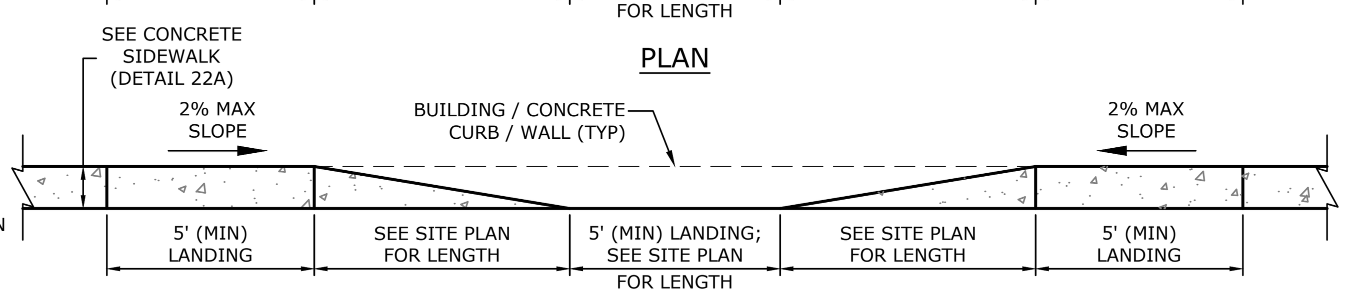
21J ASPHALT PAVING EDGE
N.T.S.



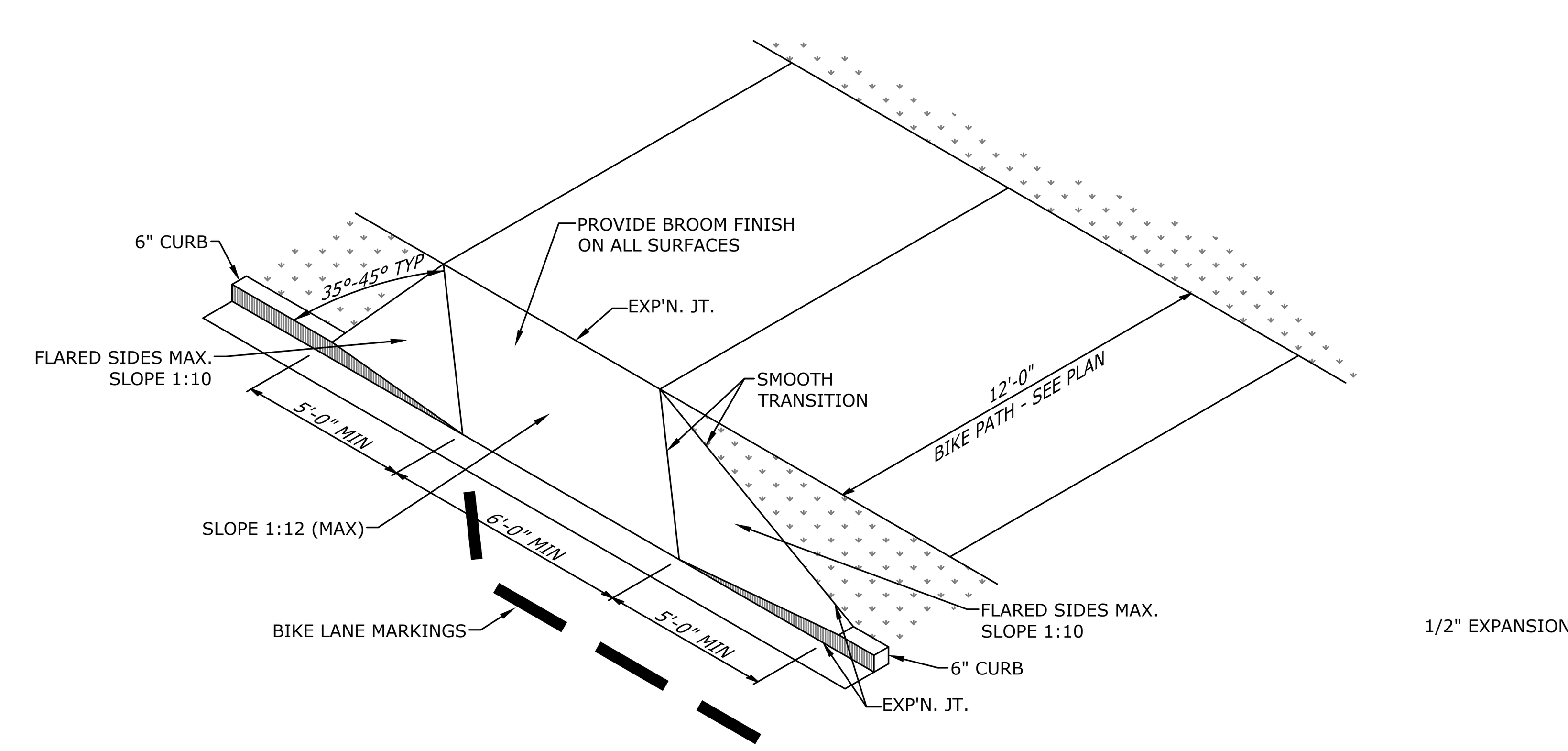
21F ASPHALT OVERLAY
NTS

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).

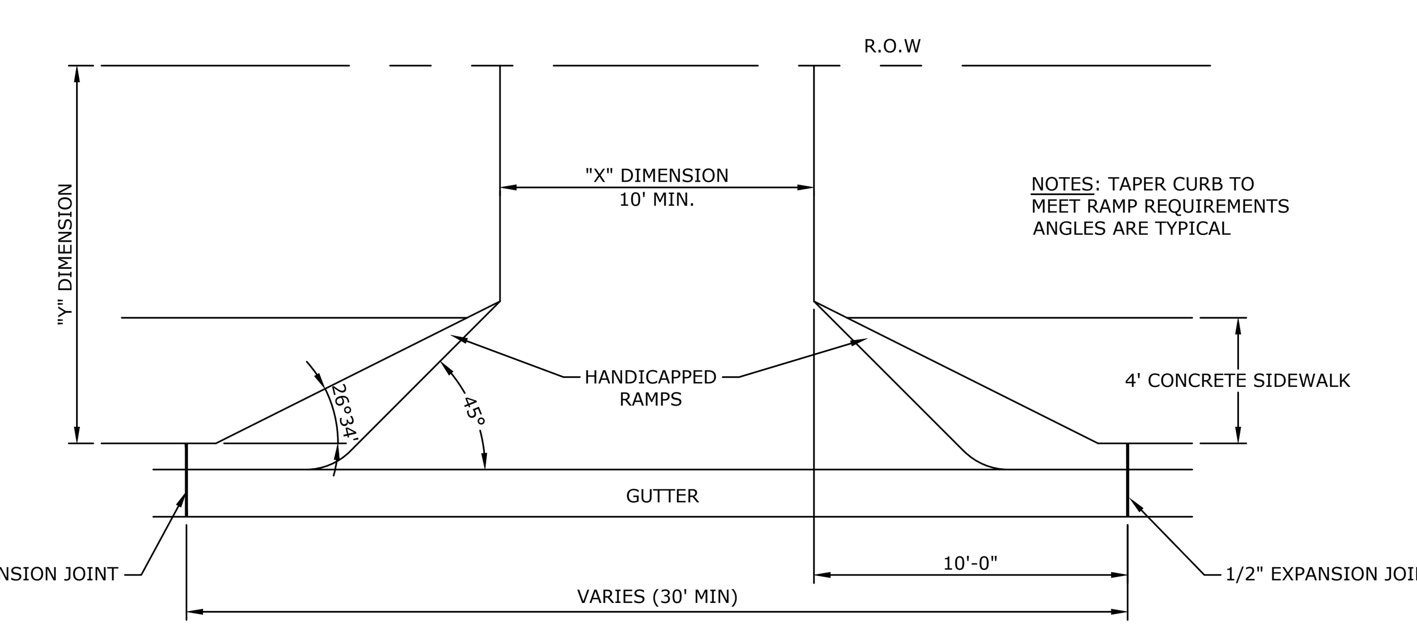




22F PEDESTRIAN RAMP (PARALLEL)
NTS



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



22N DRIVEWAY APRON DETAIL
SIDEWALK BEHIND CURB
NTS

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Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

REVISIONS

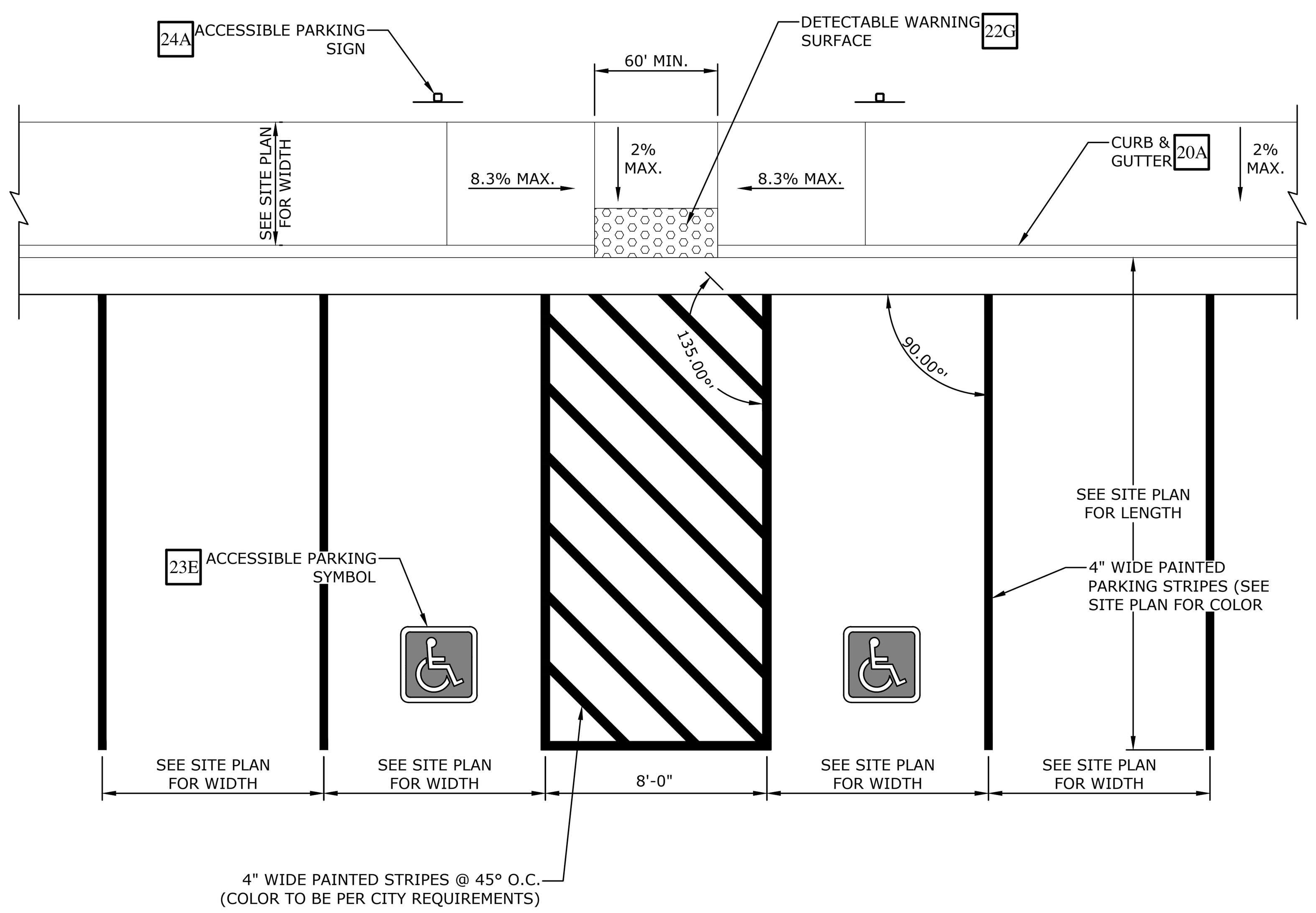
REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

MISCELLANEOUS DETAILS

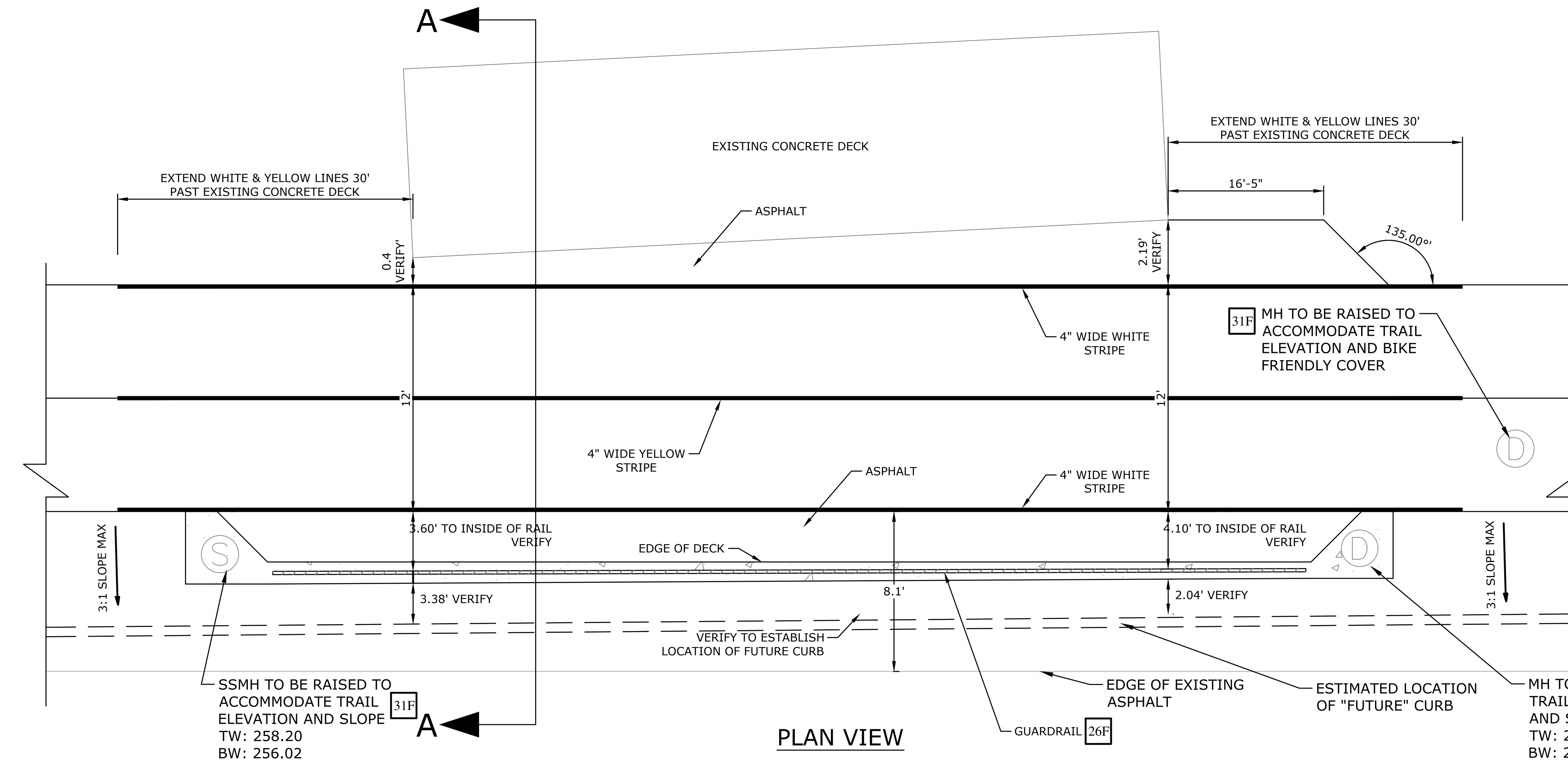
DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776

W:\2020\20-5776 Southeast Trail, Pulaski County\Design Drawings\Civil\20-5776-MD1-PH1.dwg, PRINTED ON: March 22, 2023 @ 5:17 PM

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.

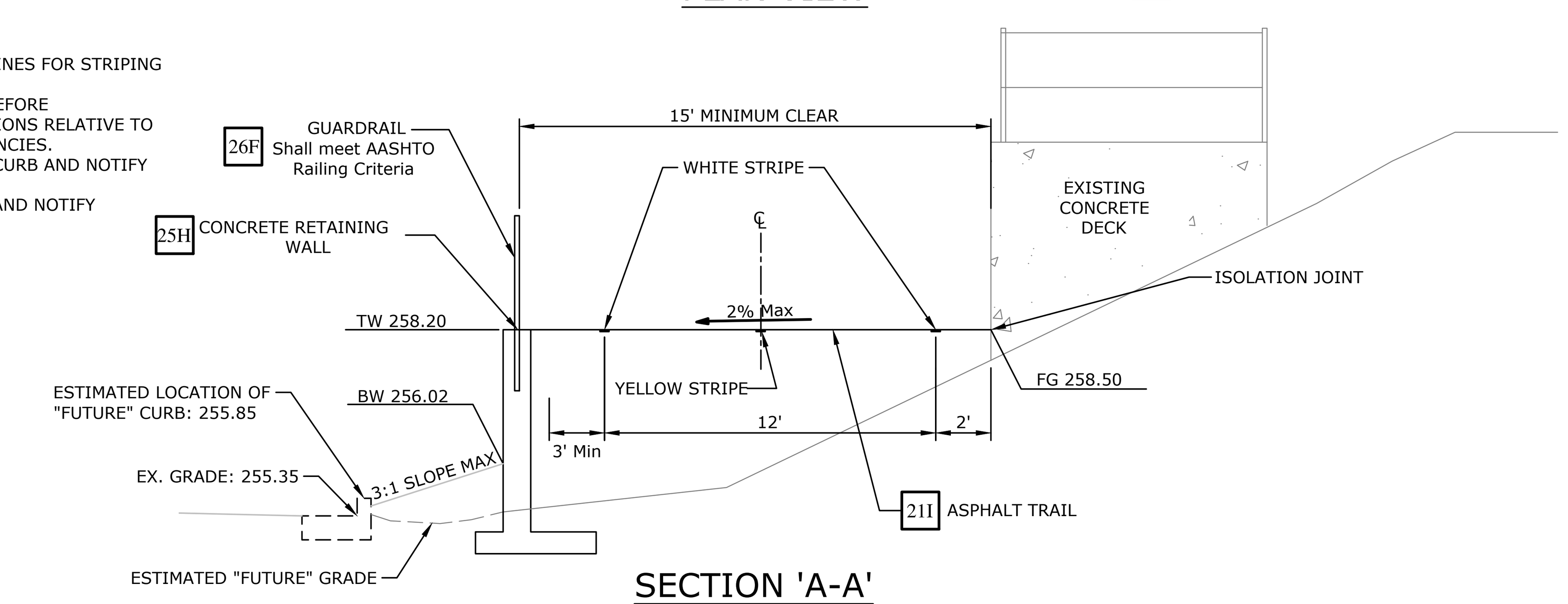


23A 90° PARKING / ADA ACCESSIBLE PARKING SPACE STRIPING
NTS



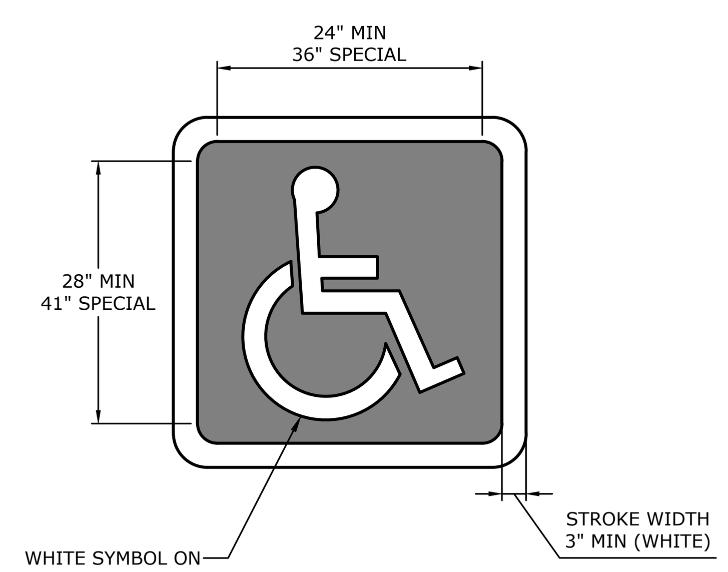
PLAN VIEW

NOTES:
1. CONTRACTOR TO FOLLOW AASHTO BIKE GUIDELINES FOR STRIPING AND RAILING.
2. CONTRACTOR TO LOCATE EXISTING UTILITIES BEFORE CONSTRUCTING TRAIL SECTION. VERIFY ELEVATIONS RELATIVE TO TRAIL AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
3. CONTRACTOR TO VERIFY LOCATION OF FUTURE CURB AND NOTIFY ENGINEER WITH ANY DISCREPANCIES.
4. CONTRACTOR TO VERIFY DIMENSIONS ON SITE AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

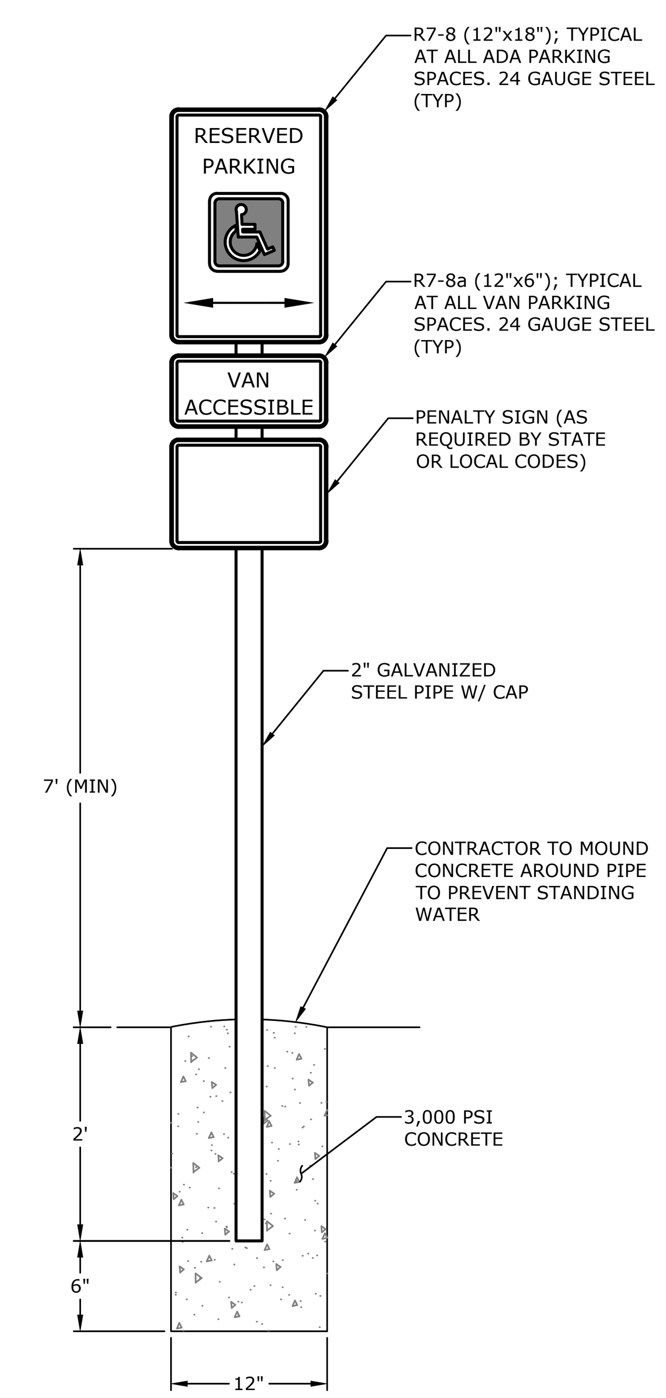


SECTION 'A-A'

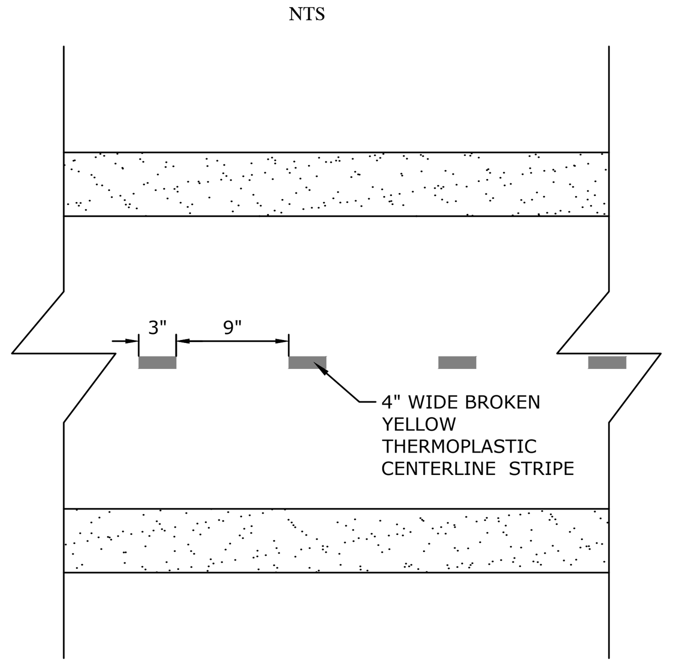
25L PUMP HOUSE DETAIL
NTS



23D ACCESSIBLE PARKING SYMBOL
NTS

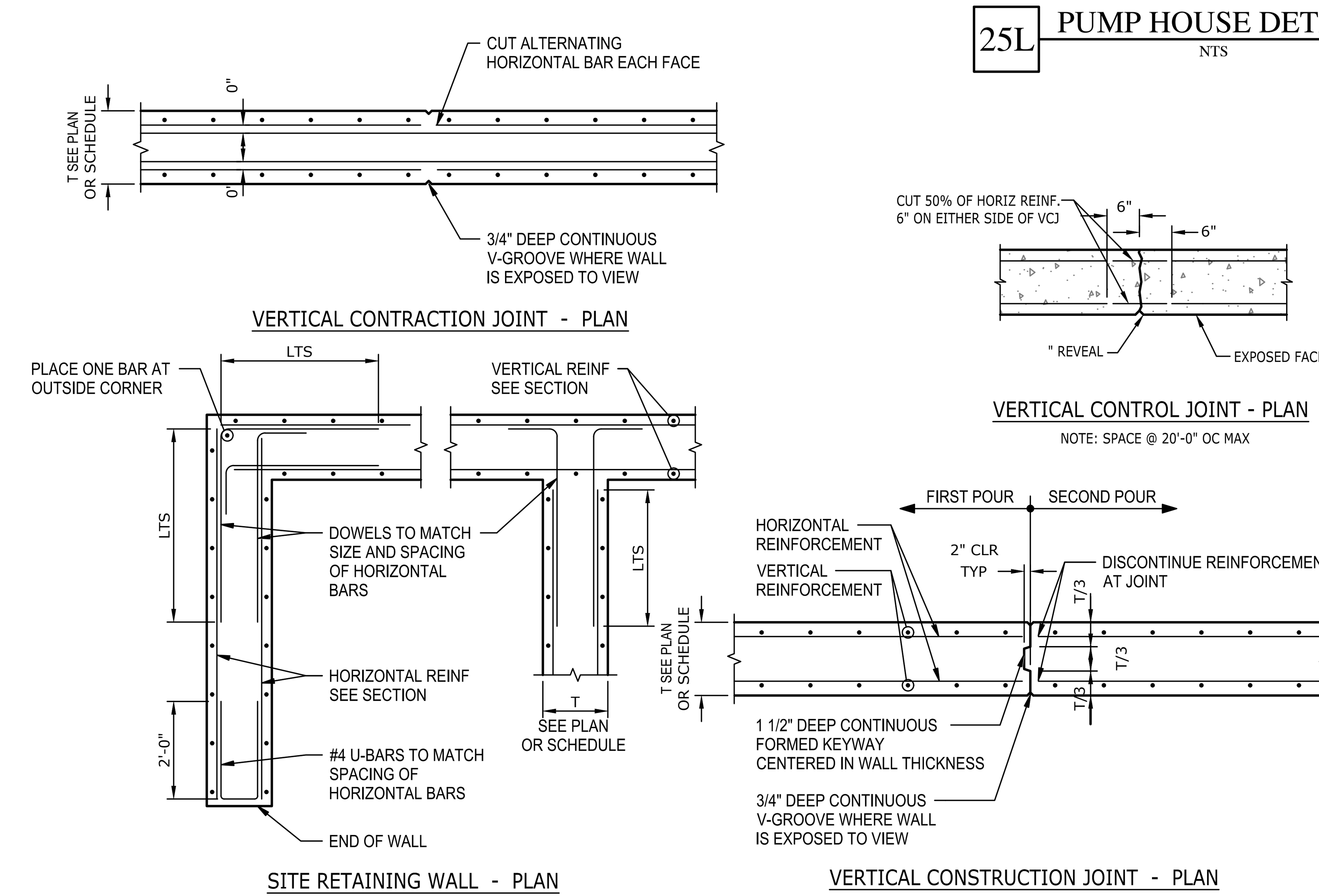


24A ACCESSIBLE PARKING SIGN
NTS



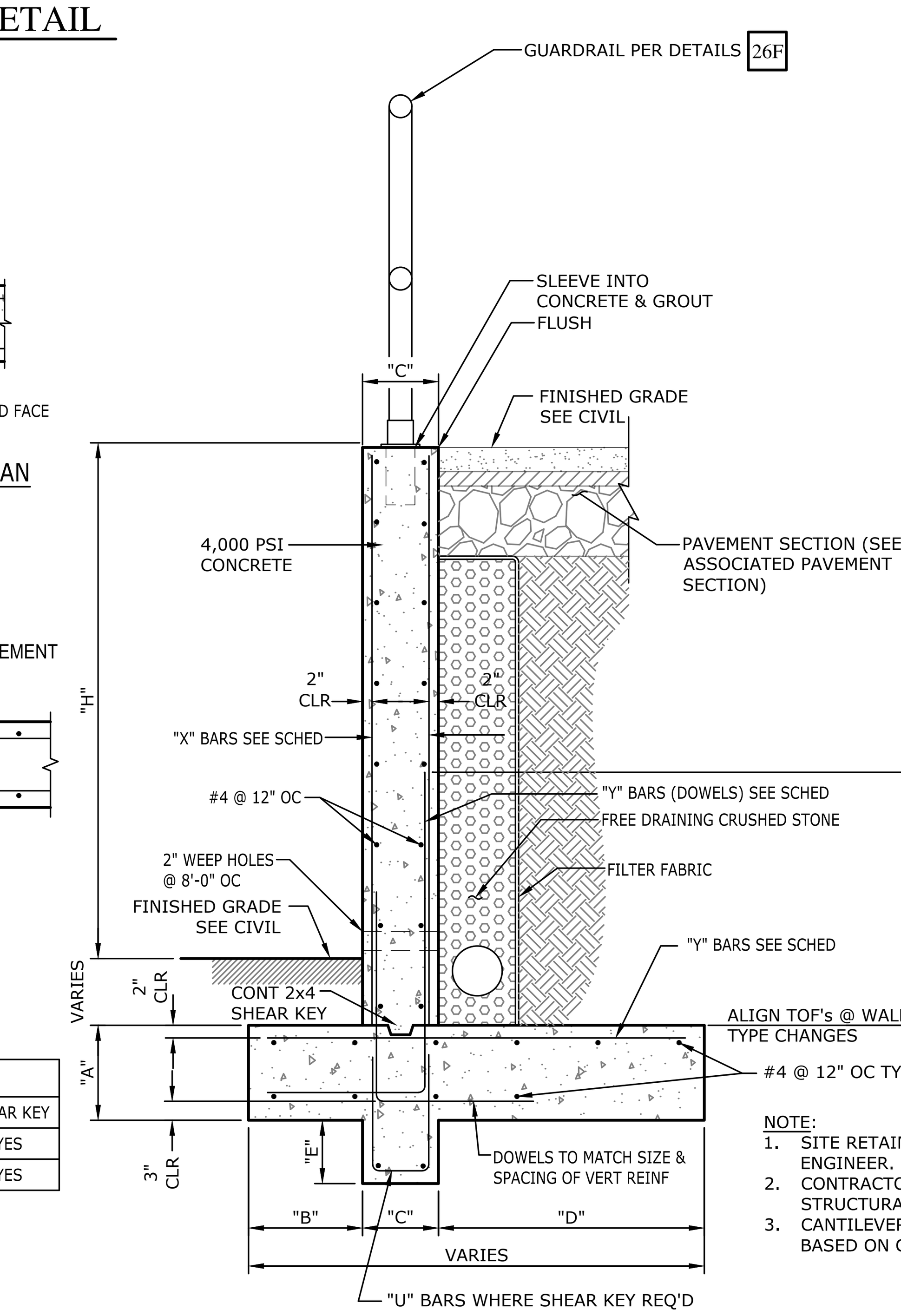
NOTES:
1. CENTERLINE TO BE PRESENT ON ALL PORTIONS OF TRAIL EXCEPT CROSSINGS AND INTERSECTIONS.

21K STANDARD TRAIL CENTERLINE
NTS



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



REINFORCING BAR LAP SPLICE 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.

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)

25H REINFORCED CONCRETE RETAINING WALL
NTS

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Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

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REVISIONS		
REV	DATE	DESCRIPTION
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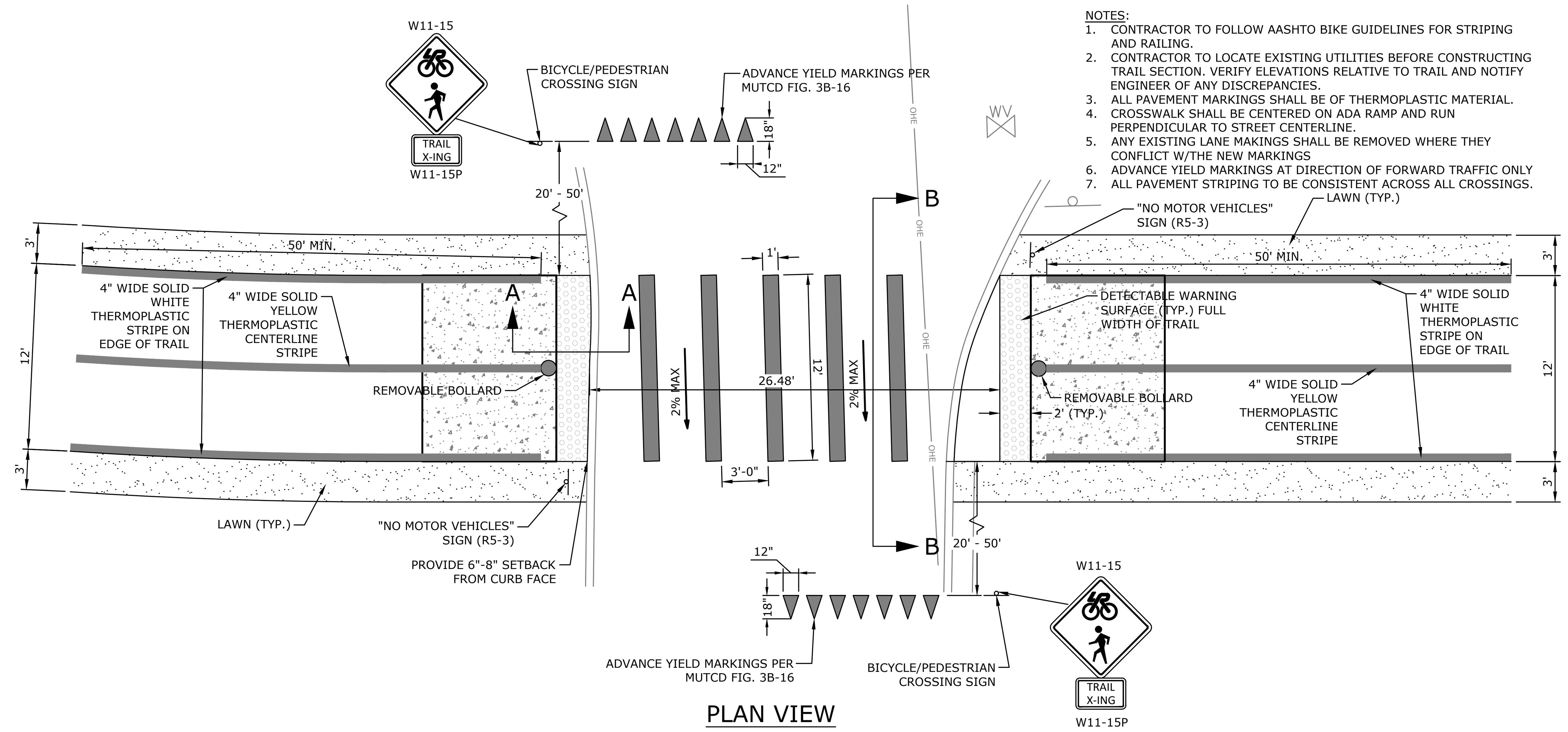
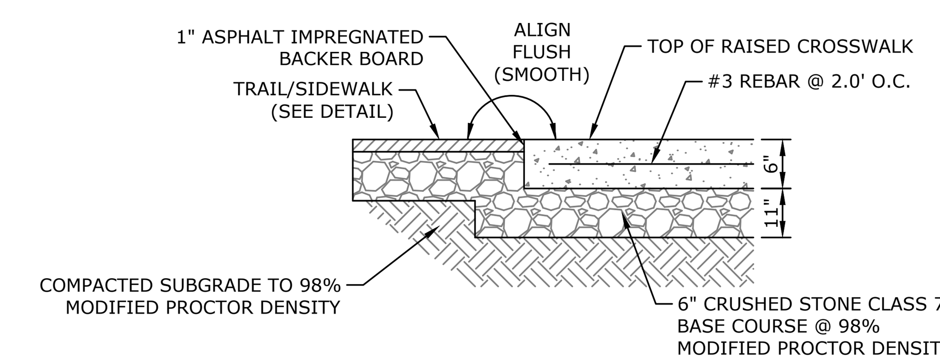
MISCELLANEOUS DETAILS

DESIGNED BY: BB	DRAWN BY: CZ
DATE: MAR 2023	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776

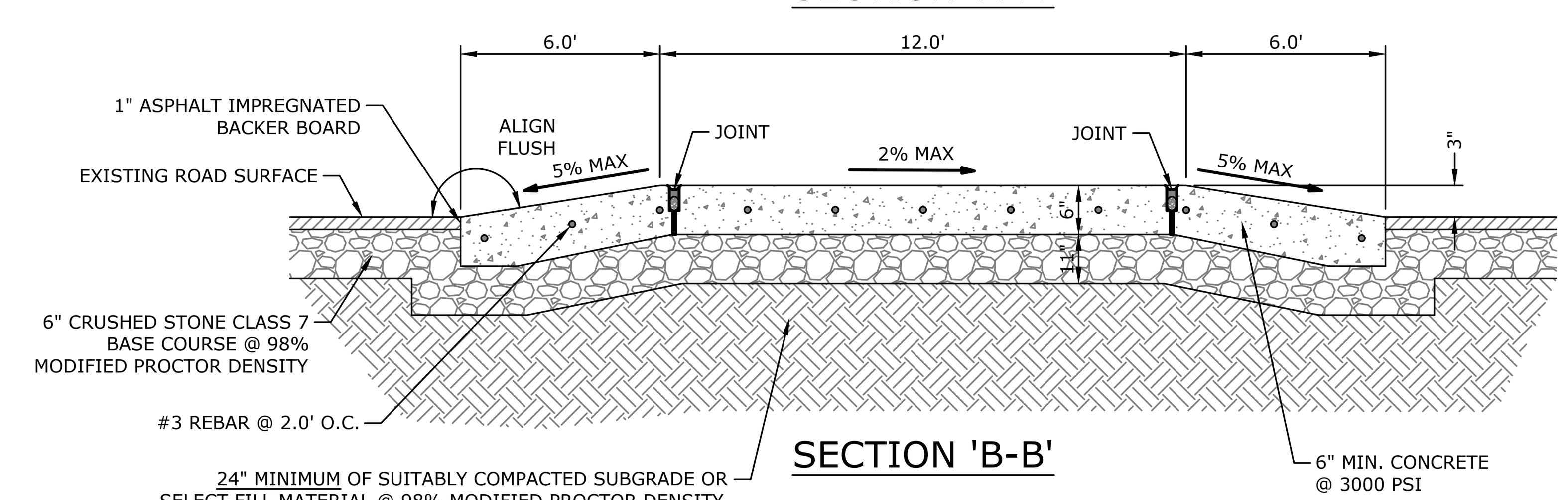


NOTES:
1. CONTRACTOR TO FOLLOW AASHTO BIKE GUIDELINES FOR STRIPING AND RAILING.
2. CONTRACTOR TO LOCATE EXISTING UTILITIES BEFORE CONSTRUCTING TRAIL SECTION. VERIFY ELEVATIONS RELATIVE TO TRAIL AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
3. ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL.
4. CROSSWALK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

PLAN VIEW



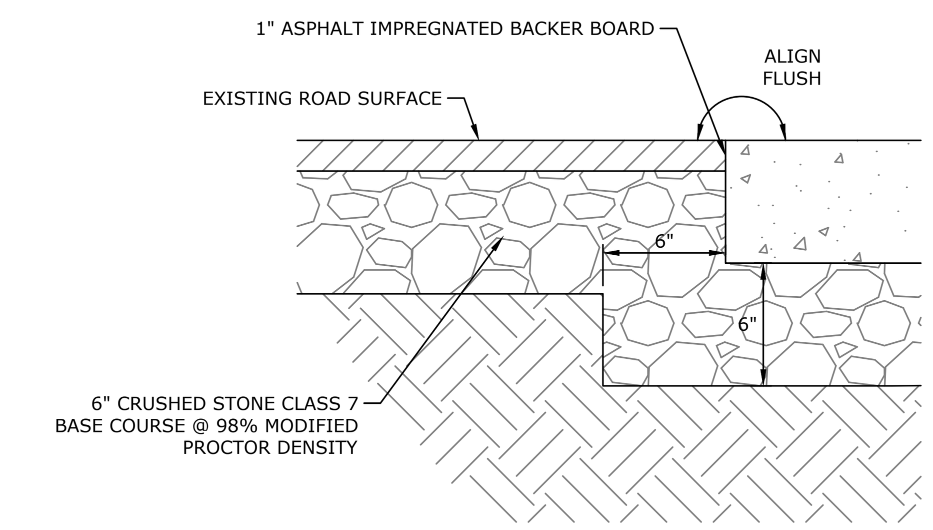
SECTION 'A-A'



SECTION 'B-B'

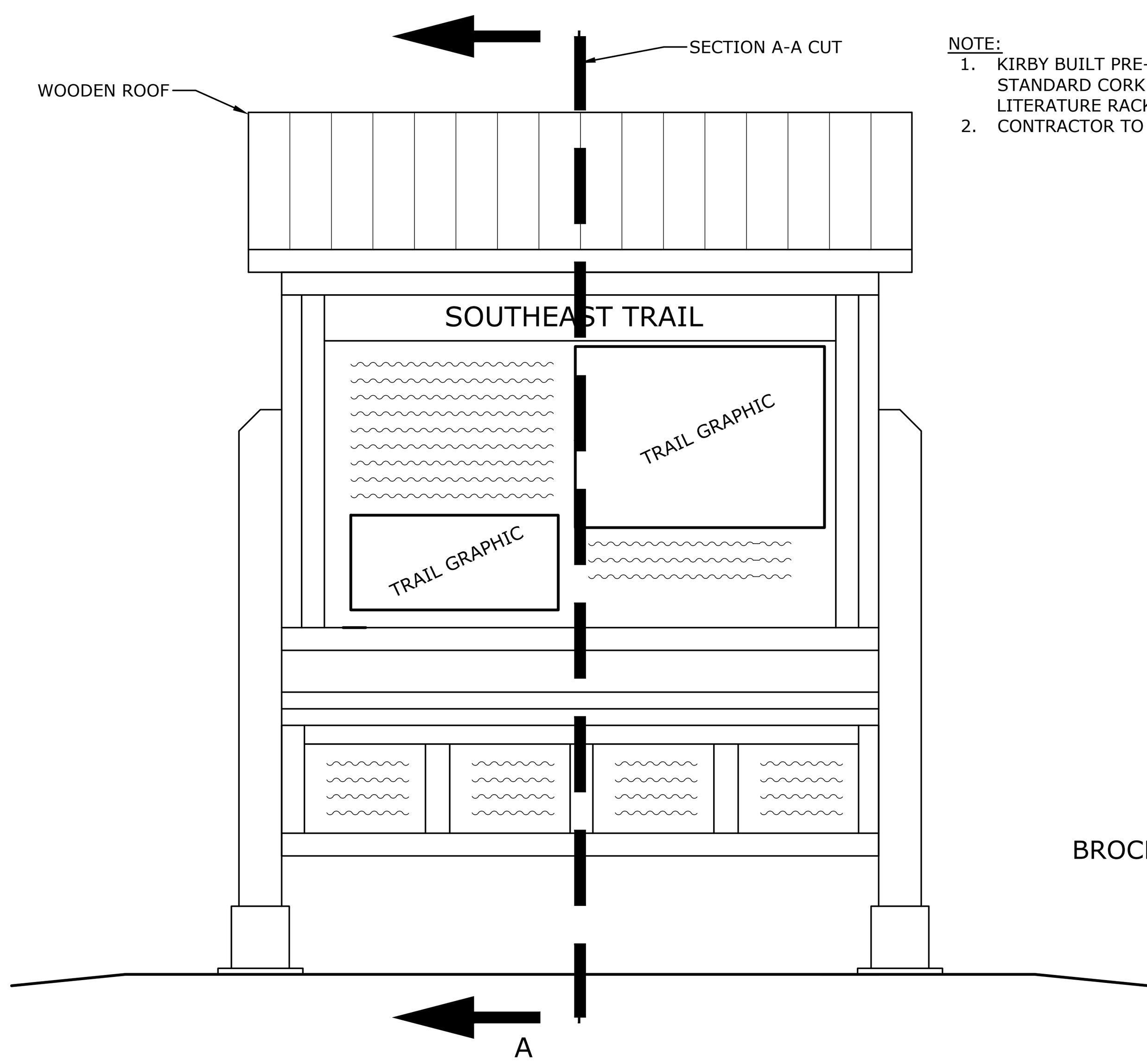
24" MINIMUM OF SUITABLY COMPACTED SUBGRADE OR SELECT FILL MATERIAL @ 98% MODIFIED PROCTOR DENSITY.

22K RAISED TRAIL CROSSING DETAIL @BOND STREET



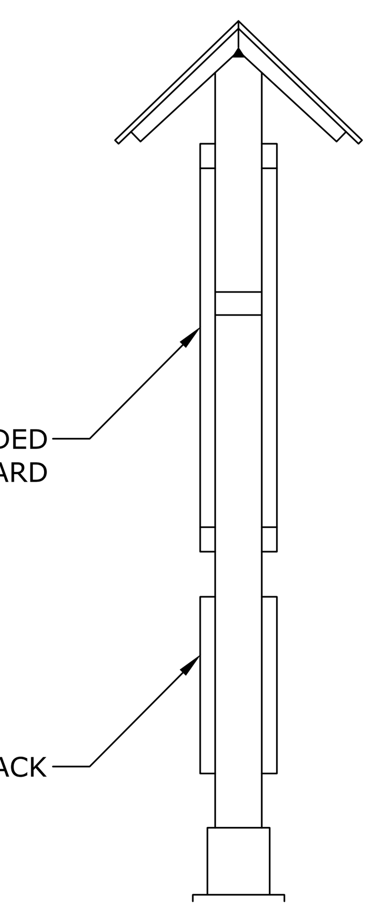
21K ASPHALT TO CONCRETE TRANSITION DETAIL

NTS



SIDE ELEVATION

NOTE:
1. KIRBY BUILT PRE-FAB MESSAGE BOARD UNIT: LARGE HORIZONTAL MESSAGE CENTER (GRAY, STANDARD CORK TACKBOARD, DOUBLE SIDED, SURFACE MOUNT) WITH BROCHURE LITERATURE RACK AT BASE, OR APPROVED EQUAL.
2. CONTRACTOR TO INSTALL PER MANUFACTURER SPECIFICATIONS.



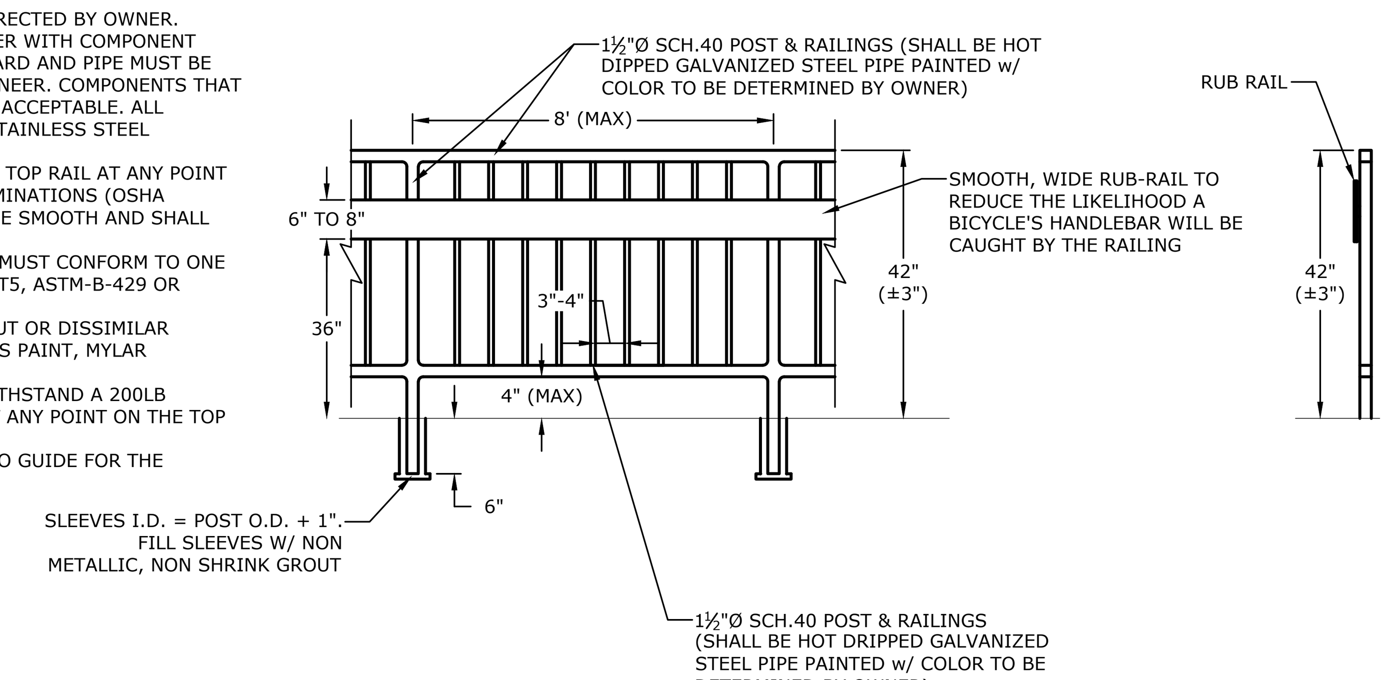
SECTION A-A ELEVATION

WOODEN TRAIL KIOSK DETAIL

N.T.S.

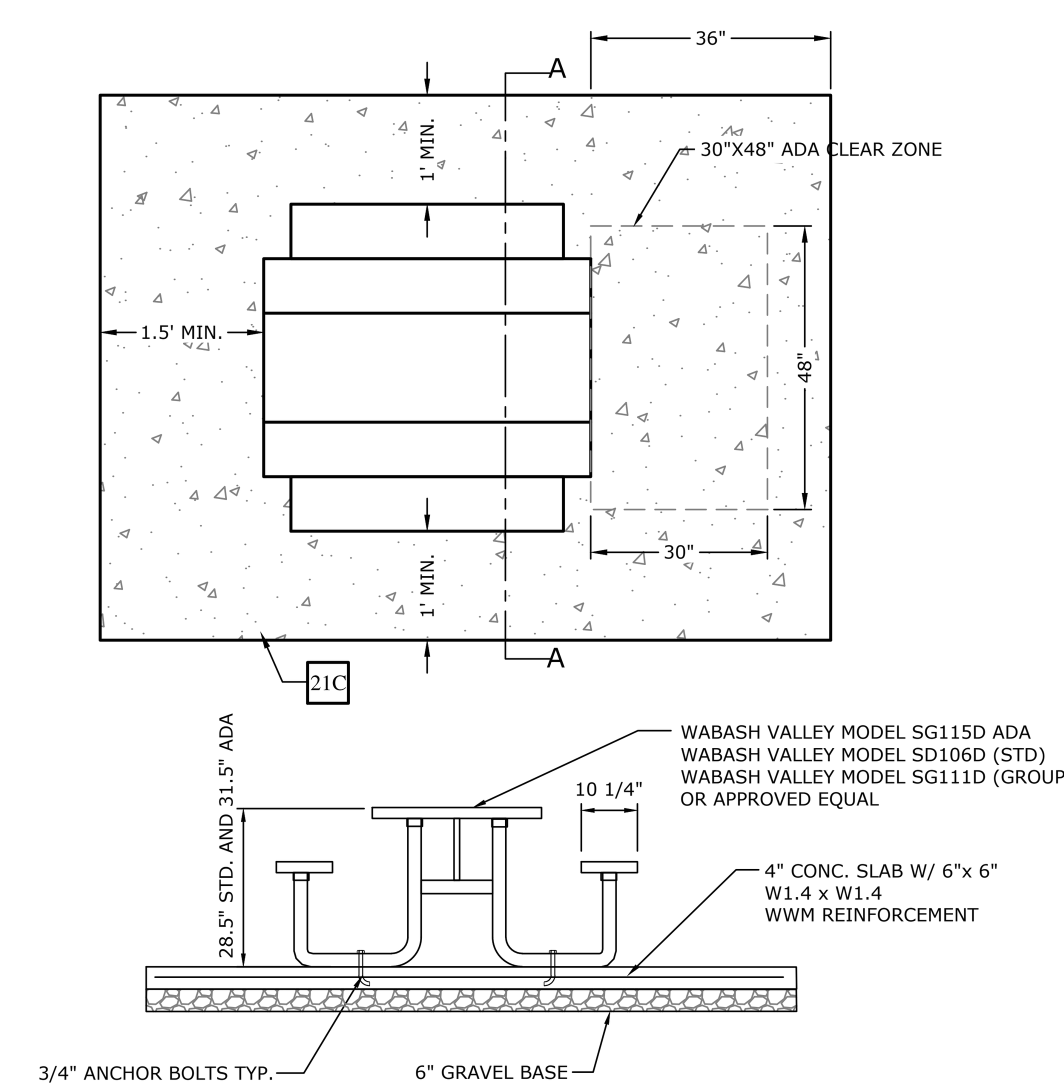
KIRBY BUILT PRE-FAB MESSAGE BOARD UNIT (OR APPROVED EQUAL)

NOTES:
1. HANDRAIL DIRECTION AS NOTED ON SITE PLAN, OR AS DIRECTED BY OWNER.
2. 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.
3. 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.
4. 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.
5. 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.
6. GUARDRAILS AND HANDRAILS SHALL BE DESIGNED TO WITHSTAND A 200LB CONCENTRATED LOAD APPLIED IN ANY DIRECTION AND AT ANY POINT ON THE TOP RAIL.
7. GUARDRAILS AND HANDRAILS SHALL CONFORM TO ASSHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.



26F GUARDRAIL

NTS



SECTION A-A

26J PICNIC TABLE & FOUNDATION LAYOUT

NTS

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Licensed Landscape Architect
BRETT BUDOLFSON
9540
Arkansas

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL

PULASKI COUNTY, ARKANSAS

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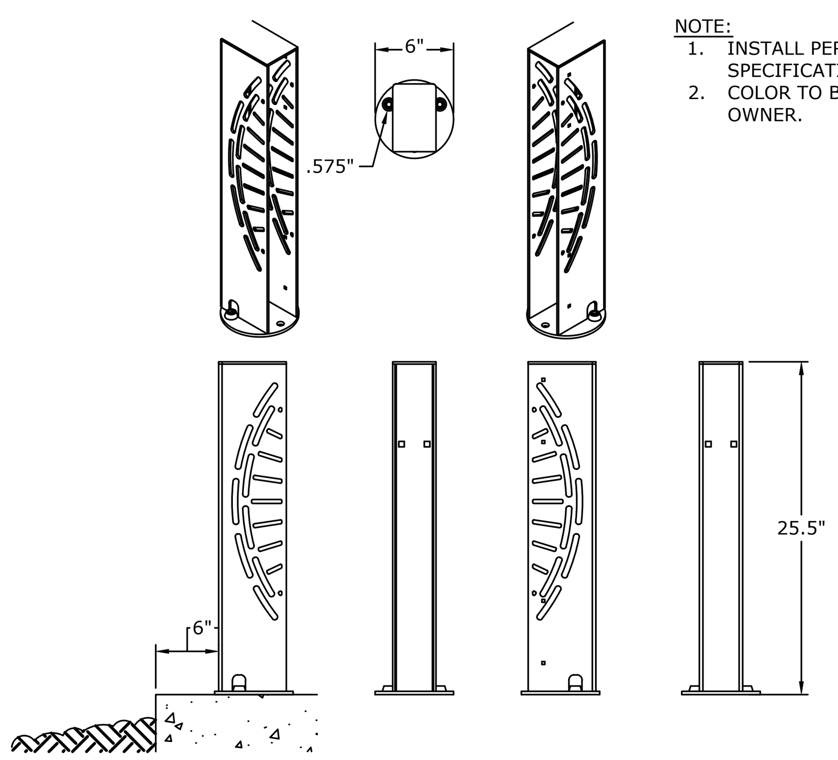
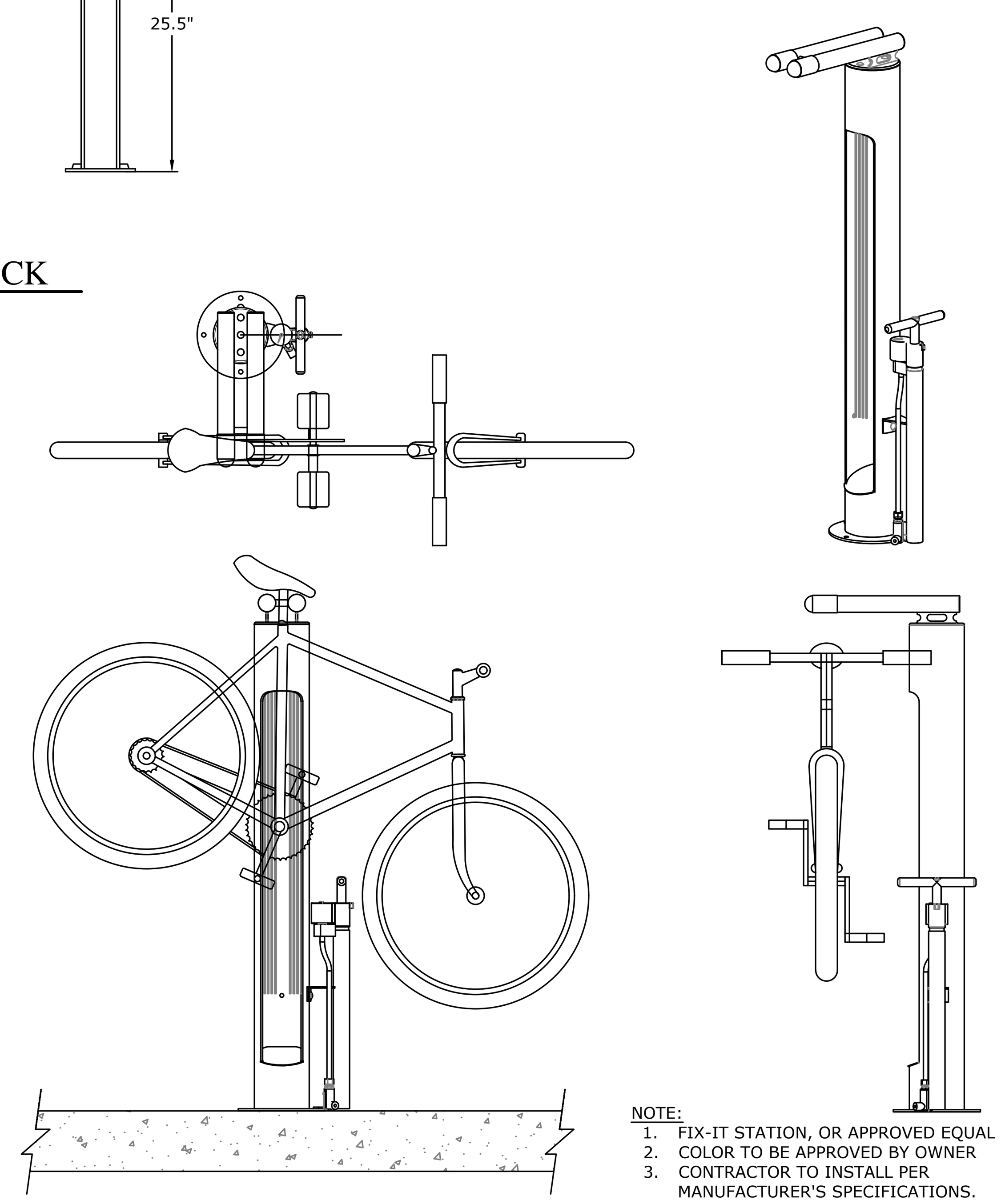


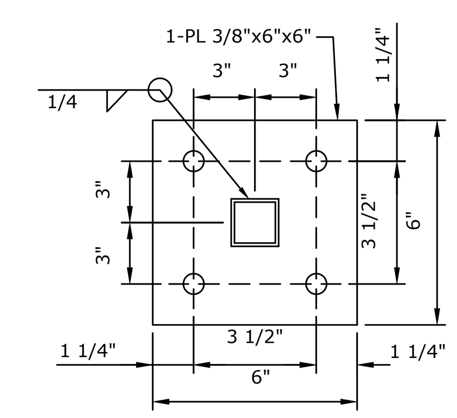
NOTE:
1. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
2. COLOR TO BE APPROVED BY OWNER.

25E BIKE WHEEL CHOCK
NTS
(OR APPROVED EQUAL)

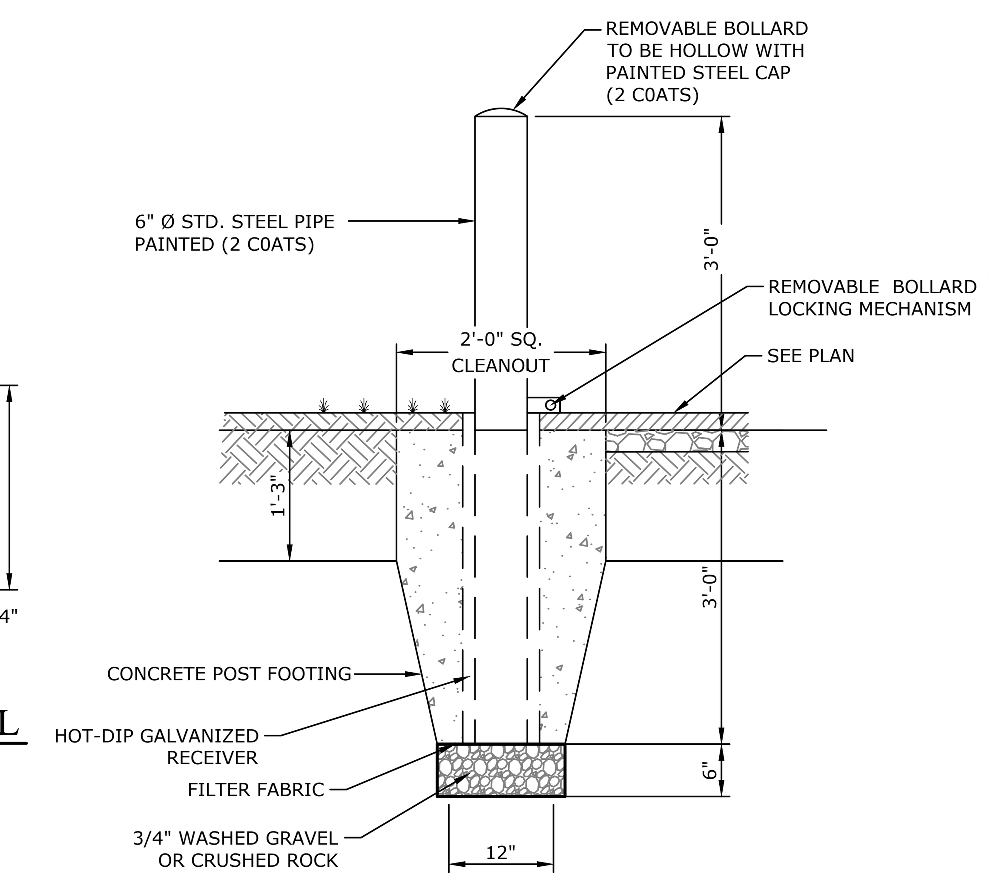


NOTE:
1. FIX-IT STATION, OR APPROVED EQUAL
2. COLOR TO BE APPROVED BY OWNER
3. CONTRACTOR TO INSTALL PER MANUFACTURER'S SPECIFICATIONS.

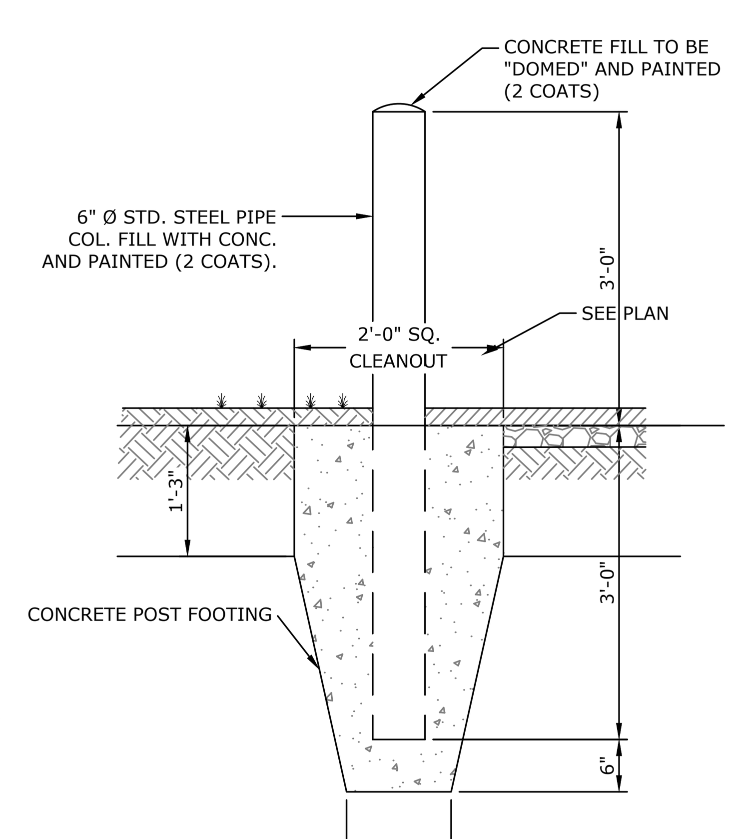
25D BIKE REPAIR STATION
NTS
(OR APPROVED EQUAL)

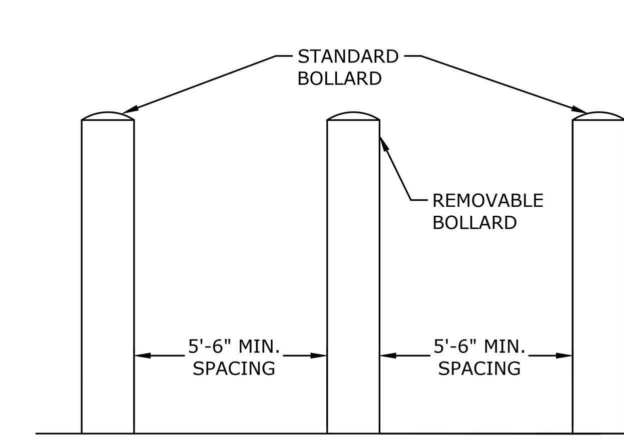


26L BASE PLATE DETAIL
N.T.S.

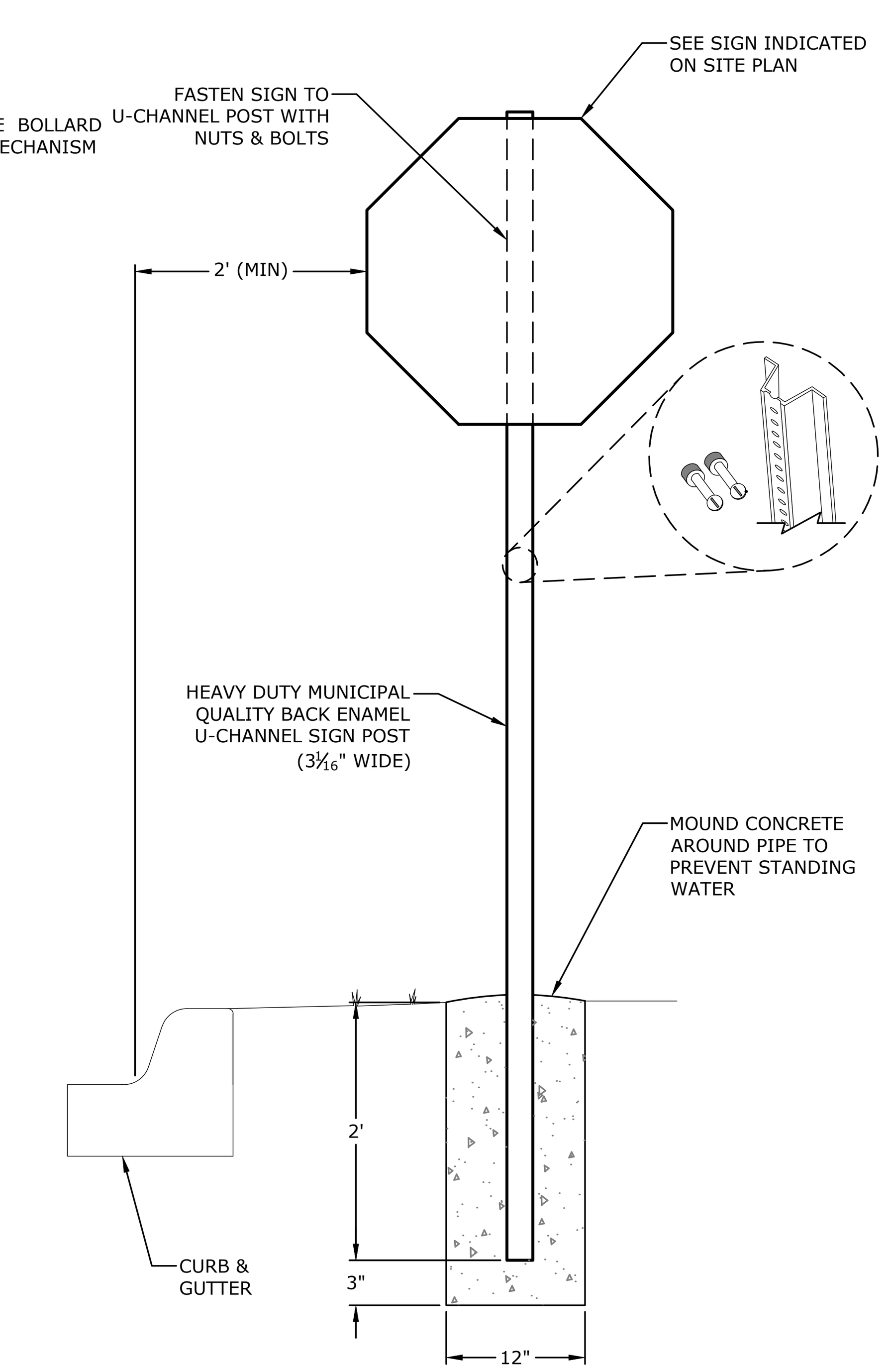


25B REMOVABLE BOLLARD DETAIL
NTS

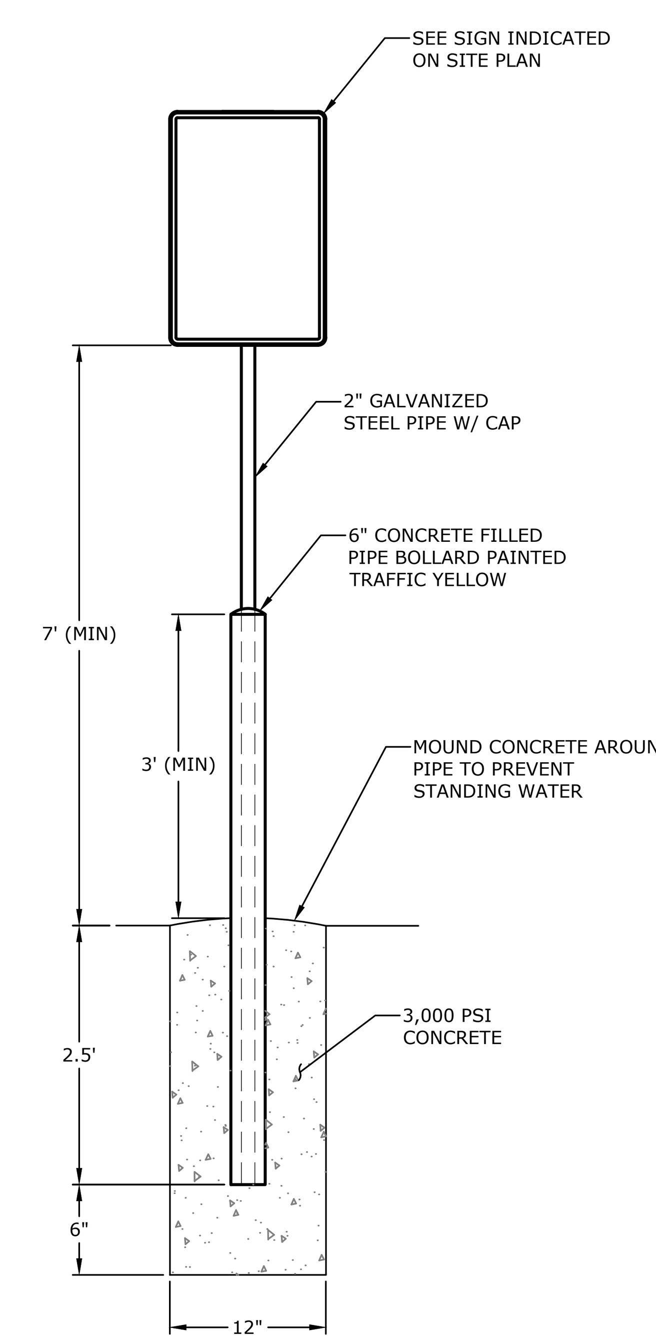




25B BOLLARD DETAIL
NTS



24B SIGN POST
NTS



24C SIGN POST W/ BOLLARD
NTS

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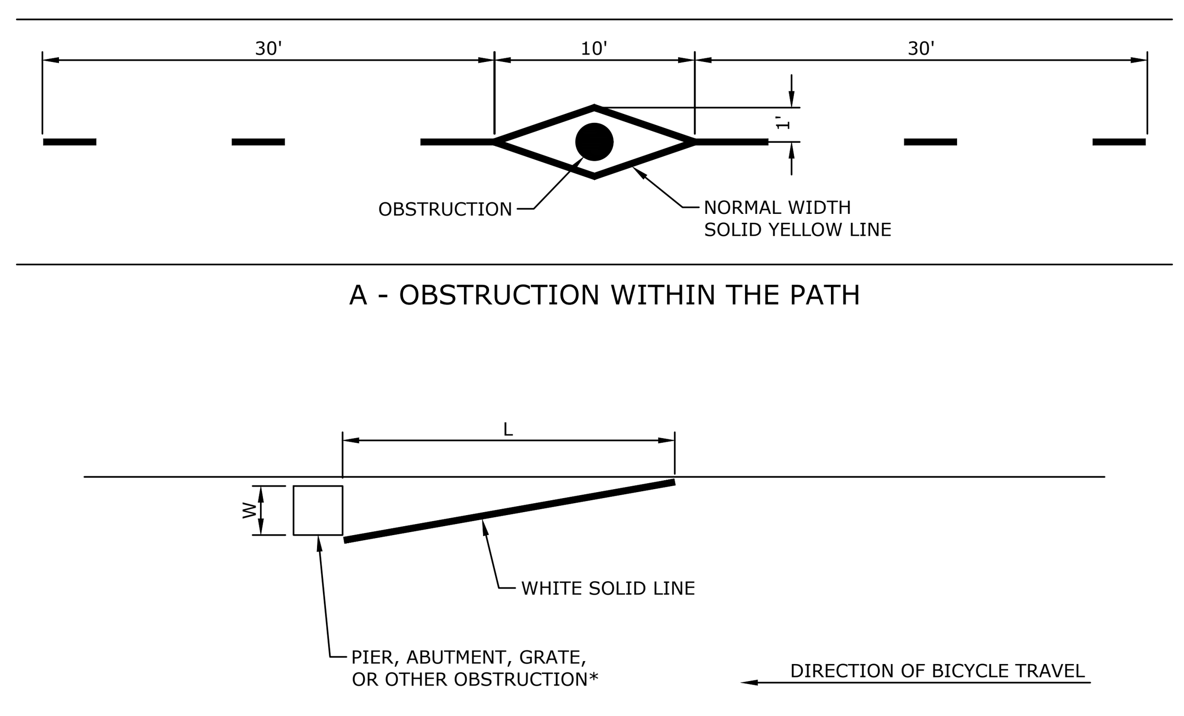
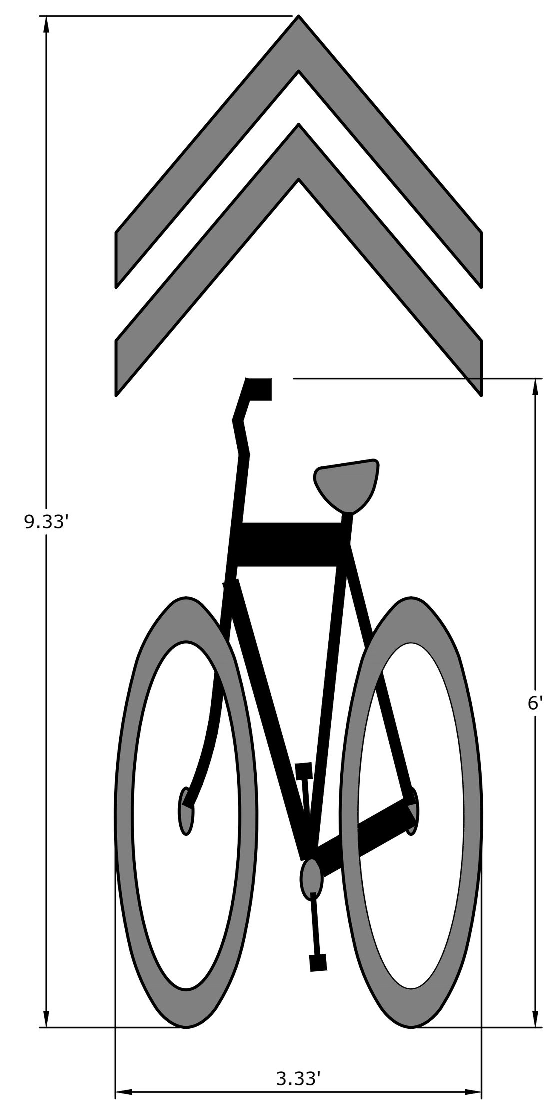


L = WS, WHERE W IS THE OFFSET IN FEET AND S IS BICYCLE APPROACH SPEED IN MPH

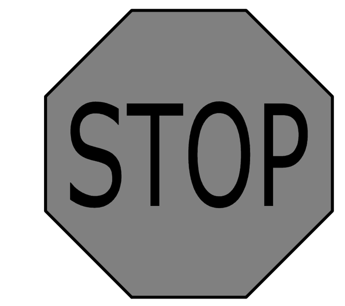
*PROVIDE AN ADDITIONAL FOOT OF OFFSET FOR A REAISED OBSTRUCTION AND USE THE FORMULA L = (W+1) S FOR THE TAPER LENGTH

W11-15P

21H OBSTRUCTION PAVEMENT MARKINGS DETAIL
NTS

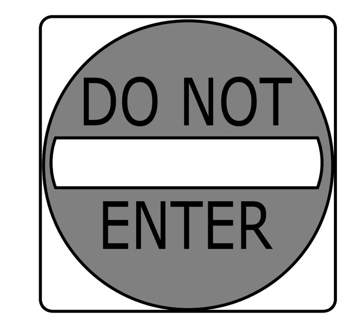


23N BICYCLE SHARED LANE PAVEMENT MARKING
NTS



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

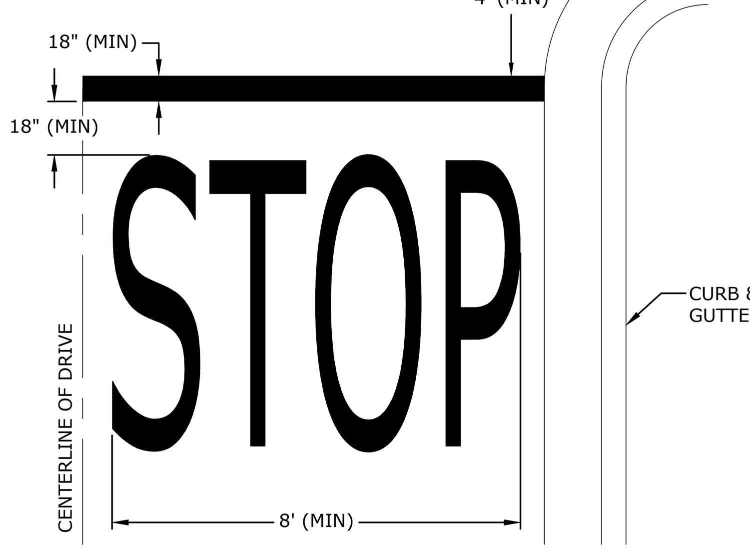
24D 'STOP' SIGN
NTS



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

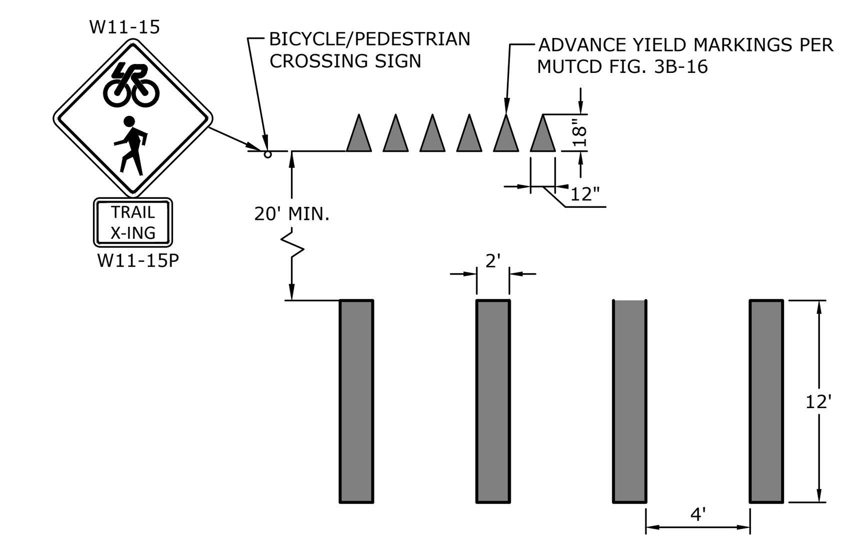
24E 'DO NOT ENTER' SIGN
NTS

NOTES:
1. REFER TO SITE PLAN FOR SPECIFIC LETTERING AT STOP BAR.
2. LETTERING TO BE PAINTED WITH YELLOW REFLECTIVE PAINT. REFER TO SPECIFICATIONS FOR REFLECTIVE STRIPING PAINT COLOR.
3. ALL LETTERING TO PAINTED AT 8' IN HEIGHT, 18" IN WIDTH, WITH 5.5" SPACING BETWEEN EACH LETTER.

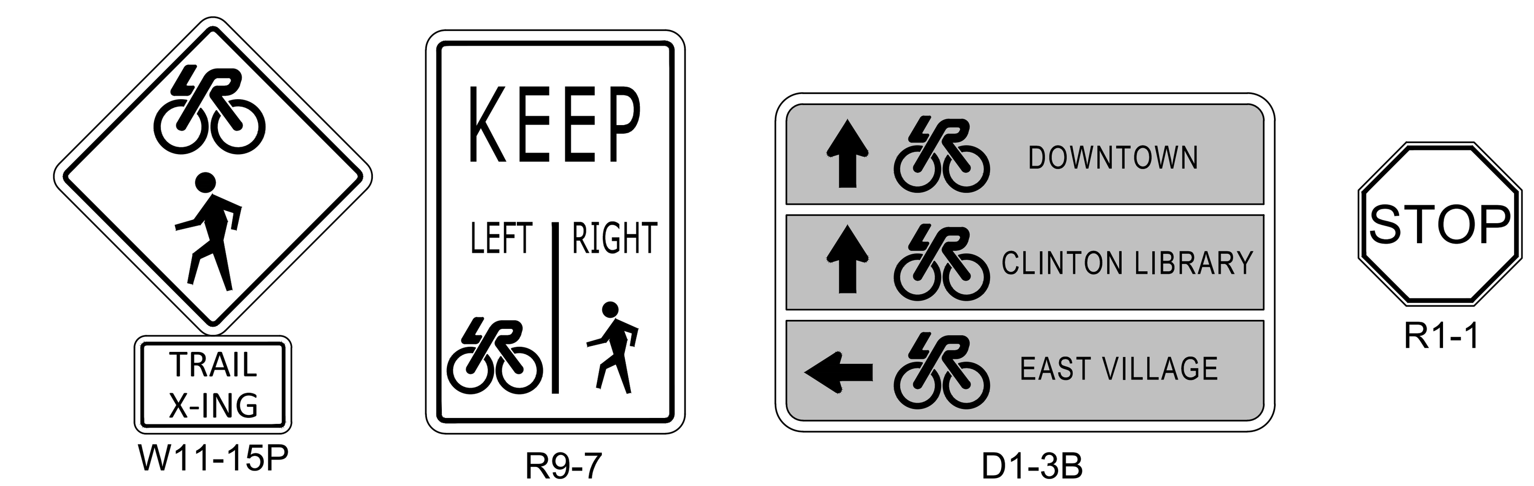


23E STOP BAR
NTS

NOTES:
1. ALL PAVEMENT MARKING SHALL BE OF THERMOPLASTIC MATERIAL (WHITE).
2. CROSSWALK SHALL BE CENTERED ON ADA RAMP AND RUN PERPENDICULAR TO THE STREET CENTERLINE.
3. ANY EXISTING LANE MARKINGS SHALL BE REMOVED WHERE THEY CONFLICT W/ THE NEW MARKINGS.

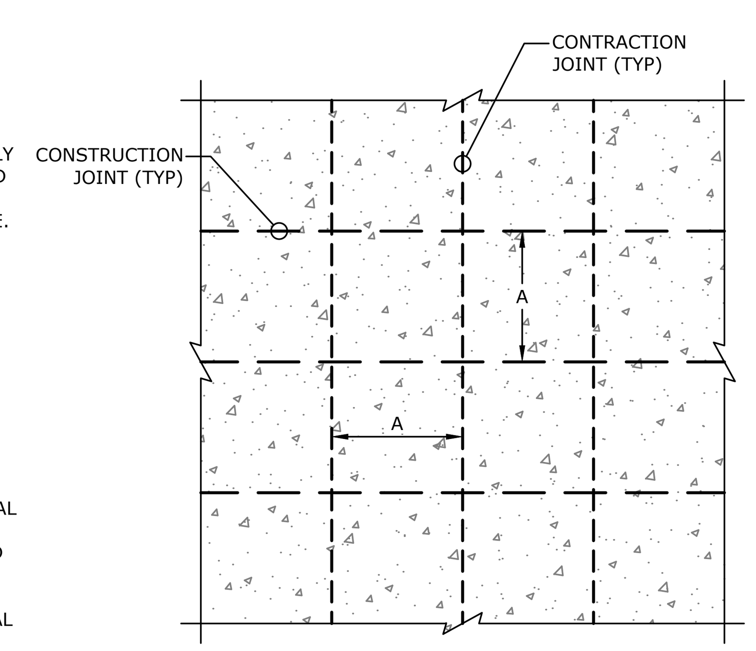


BIKE TRAIL
22H CROSSWALK STRIPING
NTS



24I TRAIL SIGN DETAILS
NTS

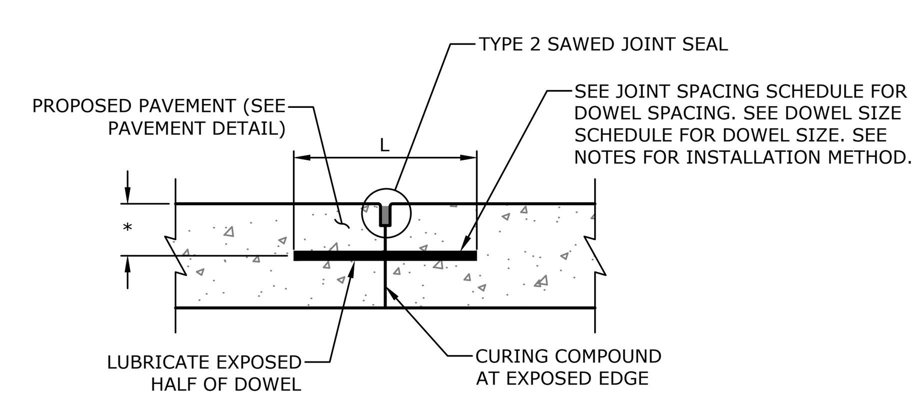
NOTES:
1. DOWELS SHALL BE FULLY SHOP PAINTED WITH ONE COAT OF CORROSION INHIBITING PRIMER CONFORMING TO FEDERAL SPEC. TT-P-664D.
2. DOWELS SHALL BE SOLID SMOOTH STEEL BARS.
3. PRIOR TO INSTALLATION IN CONTRACTION JOINTS, DOWELS SHALL BE LIGHTLY GREASED WITH A THIN COAT OF HIGH MELTING POINT GREASE (OR APPROVED EQUAL) AS INDICATED. IN THE CONSTRUCTION JOINTS, ONLY THE FREE END SHALL BE GREASED, AND ONLY AFTER INSERTION AND GROUTING INTO PLACE.
4. ALL CONSTRUCTION JOINT DOWELS SHALL BE GANG-DRILLED AND EPOXY GROUTED. INSERTION EQUIPMENT WILL NOT BE ALLOWED.
5. DRILLING METHOD FOR DOWELS SHALL BE CAPABLE OF MAINTAINING DRILL HOLES PARALLEL TO THE CONCRETE SURFACE AND NORMAL TO THE JOINT LINES. DRILL HOLES SHALL BE ACCURATELY LAID OUT SO THAT THE MAXIMUM HORIZONTAL DEVIATION DOES NOT EXCEED 1". DRILL HOLE DIAMETER TO BE OF SUFFICIENT SIZE TO ACCEPT THE TYPE AND SIZE OF DOWEL REQUIRED.
6. AFTER DRILLING IS COMPLETE AND PRIOR TO THE INSTALLATION OF THE DOWELS, THE HOLES SHALL BE THOROUGHLY CLEANED TO REMOVE DRILLING DUST, CONCRETE CHIPS, AND / OR ANY OTHER MATERIAL DETRIMENTAL TO DEVELOPING BOND.
7. EPOXY GROUT SHALL BE INJECTED UNIFORMLY INTO THE DOWEL HOLE (CONTRACTOR SHALL NOT DIP AND INSERT DOWEL) AND SUFFICIENT MATERIAL SHALL BE PLACED IN THE HOLE SO THAT A SLIGHT AMOUNT WILL BE FORCED OUT FROM AROUND THE DOWEL WHEN THE DOWEL IS INSERTED AND TAPPED TO THE CORRECT POSITION (SMALL WEDGES MAY BE USED TO SUPPORT THE DOWEL IN CORRECT ALIGNMENT UNTIL THE MATERIAL HARDENS). THE TOLERANCE FOR DOWEL ALIGNMENT IN EITHER THE HORIZONTAL OR VERTICAL PLANE IS ¼" PER 1' OF DOWEL BAR.
8. ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINT TIE BARS AND DOWELS SHALL BE INSTALLED USING AN ENGINEER-APPROVED WELDED BASKET ASSEMBLY ANCHORED TO THE BASE WITH A MINIMUM OF 4 GALVANIZED STRAPS AND NAILS (PER ASSEMBLY); POSITION ANCHOR STRAPS ON ALTERNATING SIDES OF THE BASKET ASSEMBLY.
9. A TRANSVERSE CONSTRUCTION JOINT SHALL BE INSTALLED AT A PLANNED JOINT WHEN PAVING OPERATIONS ARE INTERRUPTED FOR MORE THAN 30 MINUTES. IF THE INTERRUPTION OCCURS BETWEEN PLANNED JOINTS, THE FRESH CONCRETE SHALL BE REMOVED BACK TO THE PREVIOUSLY INSTALLED JOINT. UNLESS OTHERWISE APPROVED, NO JOINTS WILL BE ALLOWED BETWEEN THE JOINTS SHOWN ON THE JOINTING PLAN.
10. EDGES OF CONCRETE SLABS SHALL BE COVERED WITH AN APPROVED CURING MATERIAL AT THE SAME TIME AS THE SURFACE IS CURING. AT FORMED LOCATIONS, SLAB SIDES SHALL BE CURED WHEN FORMS ARE REMOVED.
11. IN THICKENED EDGE AREAS WHERE DOWELS OR REINFORCING STEEL IS REQUIRED, PROVIDE ADDITIONAL SUPPORT (AS APPROVED BY THE ENGINEER) TO MAINTAIN THE SAME DEPTH FROM THE SURFACE AS FOR TYPICAL 6" CONCRETE PAVEMENT.
12. CONCRETE IN REINFORCED PANELS SHALL BE PLACED IN ONE COURSE. ALL WELDED WIRE FABRIC (WWF) SHALL BE INSTALLED USING ENGINEER APPROVED HI-CHAIRS ANCHORED TO THE CRUSHED AGGREGATE BASE COURSE (3' ON CENTER MAX). THE WWF SHALL RETAIN ITS SPECIFIED POSITION DURING CONCRETE PLACEMENT. WWF VIBRATED DOWN FROM THE TOP AFTER CONCRETE IS PLACED WILL NOT BE ALLOWED.
13. SEALANT RESERVOIR SHAPE FACTOR ('W & 'D'), SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS.
14. ALL JOINT SEALANT RESERVOIRS SHOWN ON THIS SHEET SHALL BE VERIFIED BY THE SEALANT MANUFACTURER PRIOR TO CONSTRUCTION (REFER TO SECTION P-605 OF THE SPECIFICATIONS FOR FURTHER INFORMATION).
15. THE PRE-FORMED JOINT SEAL IN CONTRACTION JOINTS SHALL BE INSTALLED IN ONE CONTINUOUS PIECE ACROSS THE PAVEMENT. THE CONSTRUCTION JOINT SEALANT SHALL BE INTERRUPTED AT EVERY TRANSVERSE JOINT.
16. ALL WORK AND MATERIALS REQUIRED FOR JOINTS IS INCIDENTAL TO PAVEMENT PAY ITEMS.
17. THE CONTRACTOR HAS THE OPTION TO POUR A MONOLITHIC SLAB IN WHICH ALL JOINTS WILL BE CONTRACTION JOINTS.



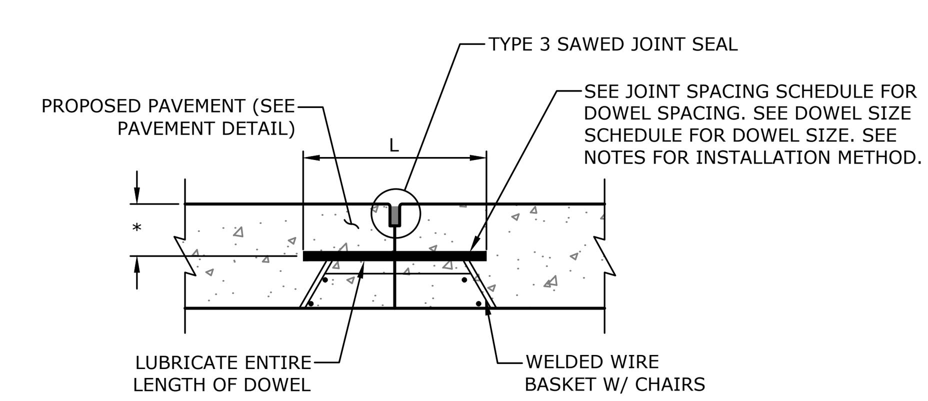
TYPICAL JOINT SPACING

JOINT SPACING SCHEDULE	
PAVEMENT THICKNESS 'D'	'A'
≤ 3.5"	8'-6"
4" - 4.5"	10'
5" - 5.5"	12'-6"
6" OR GREATER	15'

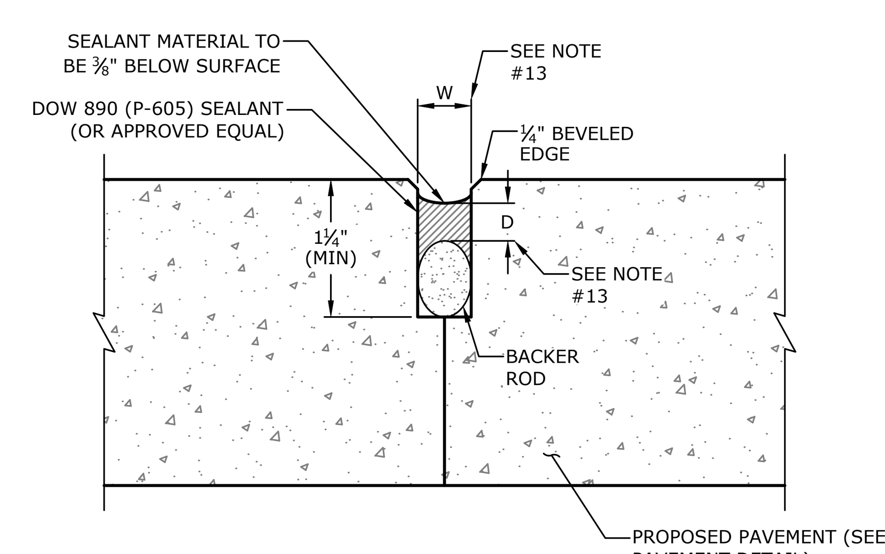
DOWEL SIZE SCHEDULE*			
PAVEMENT THICKNESS 'D'	SIZE OF DOWEL 'Ø'	DOWEL EMBEDMENT	DOWEL LENGTH 'L'
≤ 5"	D⁄8"Ø	5"	12"
6" - 8"	D⁄8"Ø	6"	14"
9"	D⁄8"Ø	7"	16"
*DOWELS TO BE SPACED AT 18" O.C. (UNLESS OTHERWISE NOTED) IF NO REBAR IS USED			



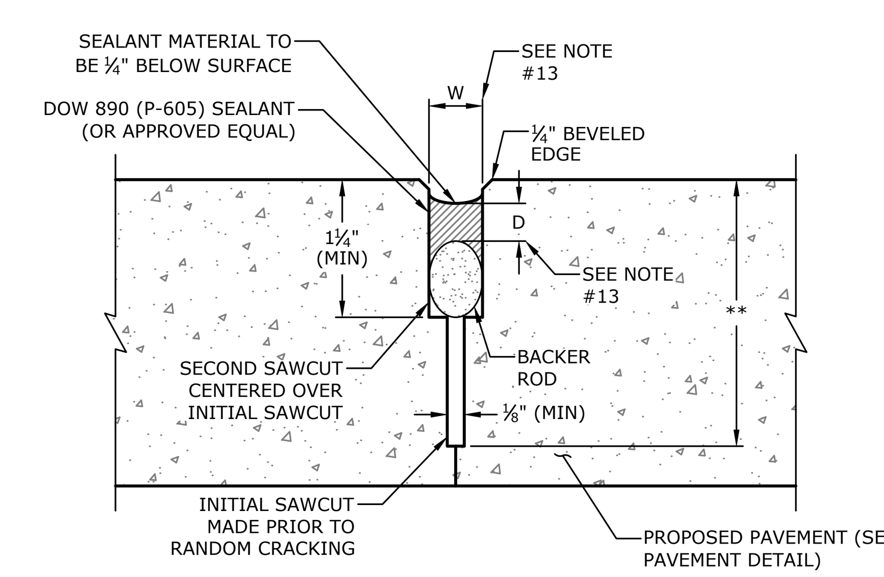
DOWELED CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT



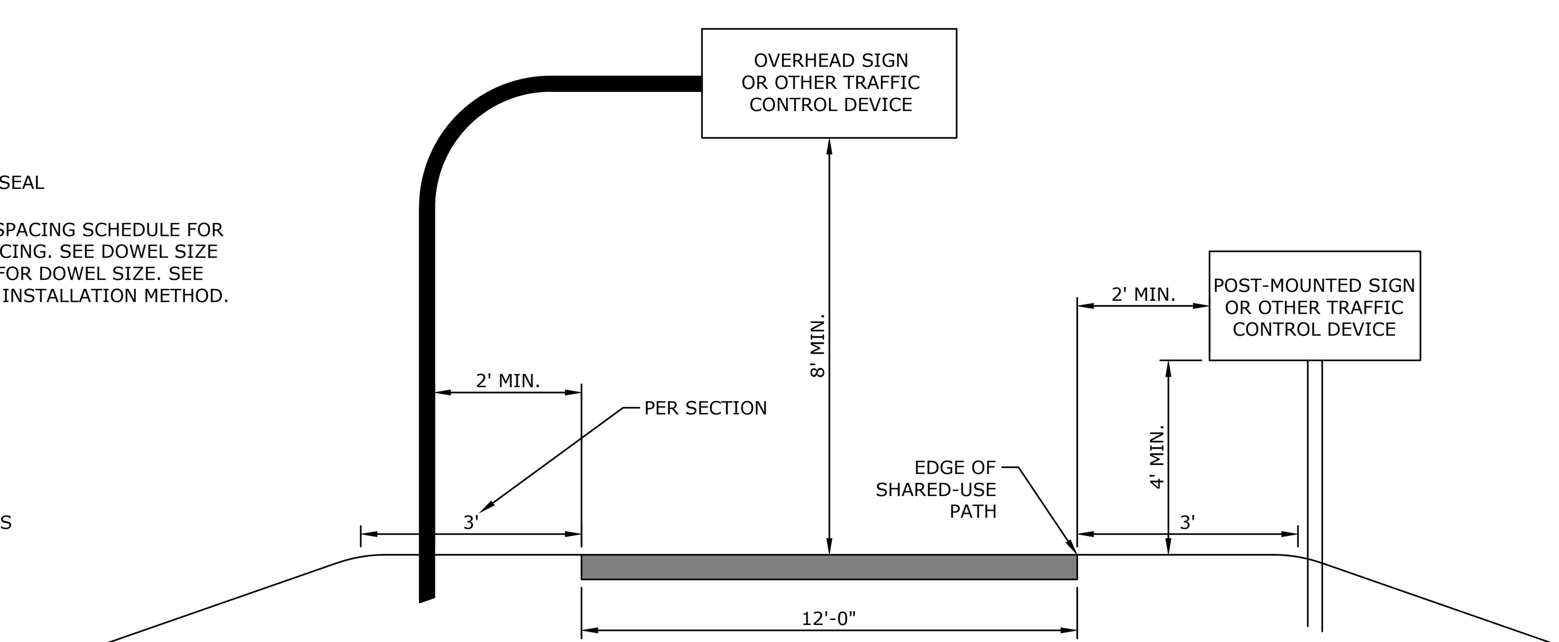
SAWED CONSTRUCTION JOINT SEAL - TYPE 2



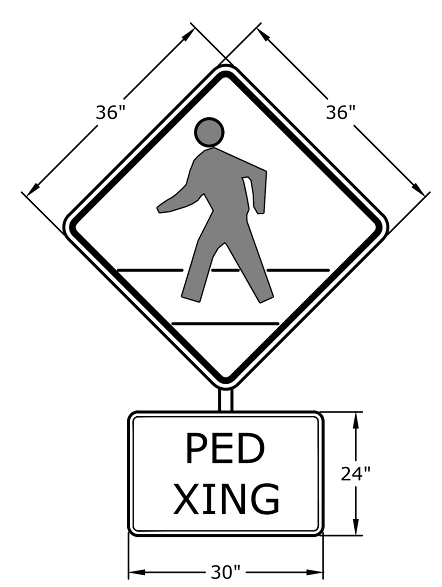
SAWED CONSTRUCTION JOINT SEAL - TYPE 3

21D CONCRETE PAVEMENT DOWEL & JOINTING
NTS

* - 0.5 x PAVEMENT THICKNESS (½"±)
** - ⅓ PAVEMENT THICKNESS (¼"±)



24Q SIGN PLACEMENT ON SHARED-USE PATHS DETAIL
NTS



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

24K 'PEDESTRIAN CROSSING' SIGN
NTS

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

Licensed Landscape Architect
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Arkansas

ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL
PULASKI COUNTY, ARKANSAS

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REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

REVISIONS

MISCELLANEOUS DETAILS

DESIGNED BY: BB	DRAWN BY : CZ
DATE: MAR 2023	REVISION:
SCALE: N.T.S.	JOB NUMBER: 20-5776