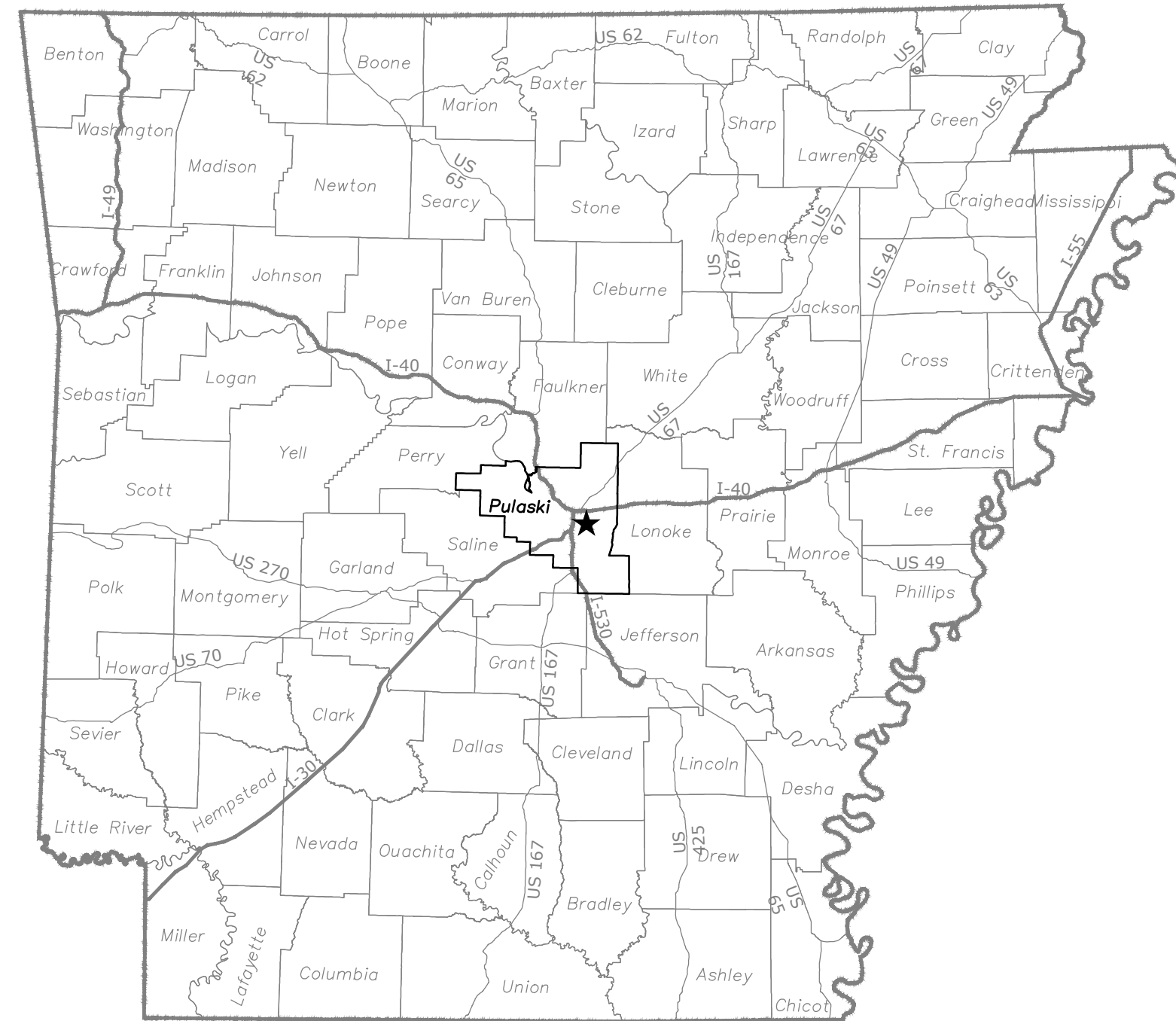


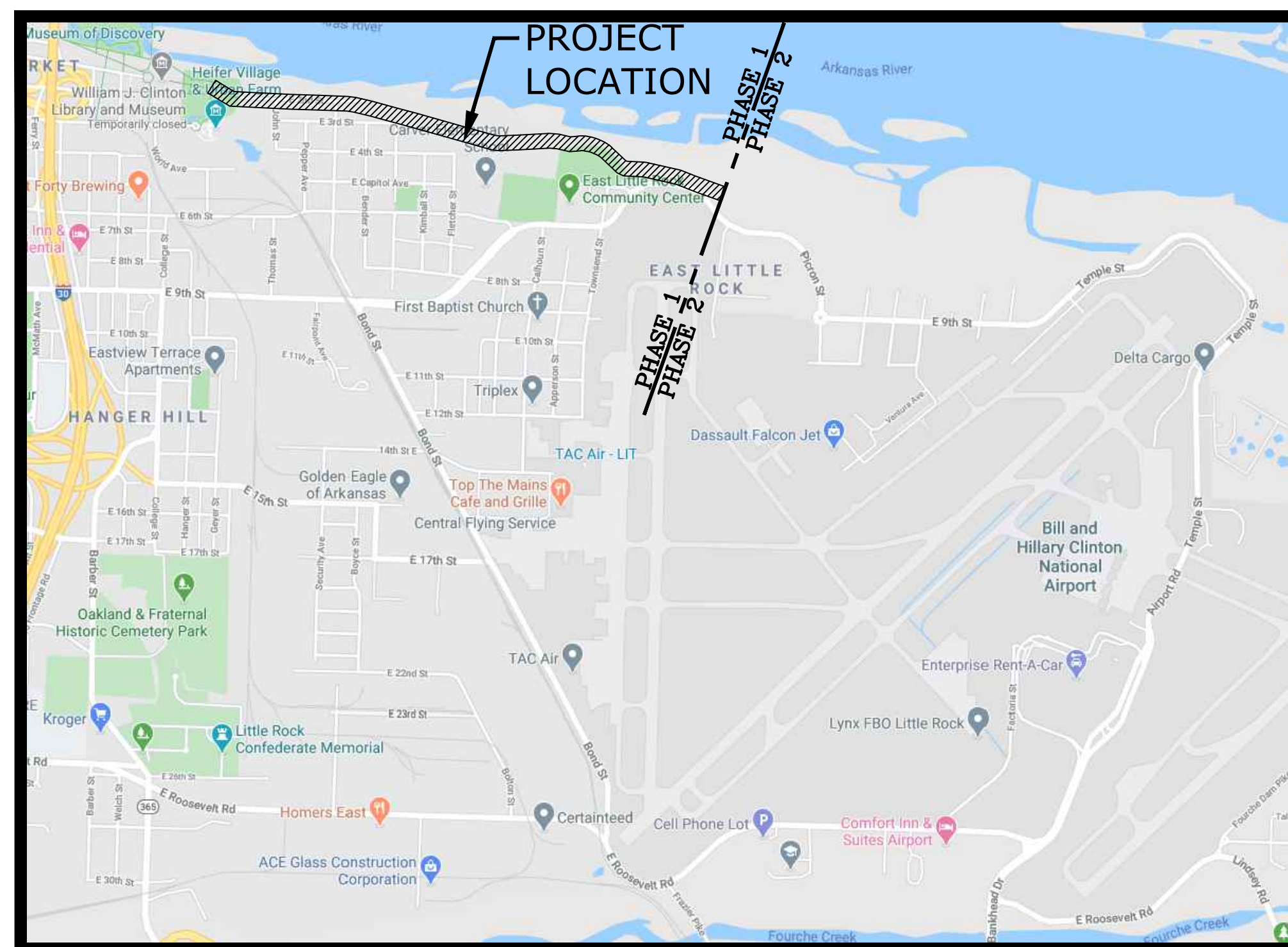
ARDOT JOB 061696, SOUTHEAST TRAIL (PULASKI CO.) (S)

SOUTHEAST TRAIL - PHASE I

LITTLE ROCK, ARKANSAS
PULASKI COUNTY, ARKANSAS



LOCATION MAP



VICINITY MAP

BID SET

July 18, 2024

MCE PROJECT NUMBER 20-5776

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

INDEX TO DRAWINGS

- 1 COVER
- 2 PROJECT OVERVIEW AND GENERAL NOTES
- 3-10 TOPOGRAPHIC SURVEY
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- 24-30 GRADING & DRAINAGE PLAN
- 31-37 TRAIL CROSS SECTIONS
- 38-45 MISCELLANEOUS DETAILS

CONTACTS:

PULASKI COUNTY

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

CITY OF LITTLE ROCK

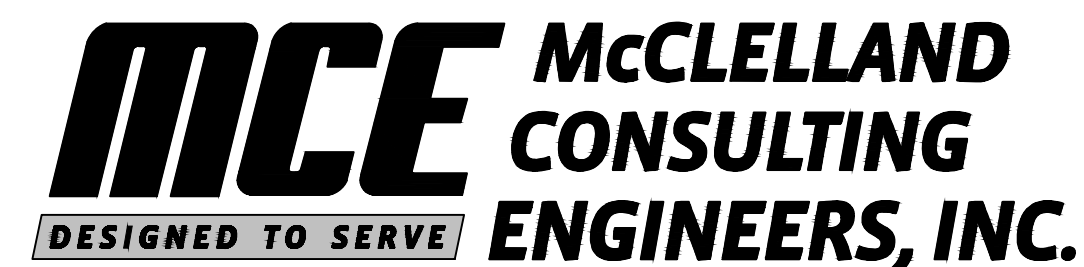
MAYOR - FRANK SCOTT JR., 501-371-4500
CITY MANAGER - BRUCE T. MOORE, 501-371-4510
DIRECTOR OF PARKS & RECREATION - JOHN ECKART, 501-371-6839
DIRECTOR OF PUBLIC WORKS - JON HONEYWELL, 501-371-4475

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



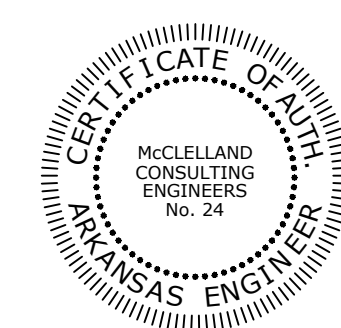
REVISIONS		
REV	DATE	DESCRIPTION



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LITTLE ROCK, ARKANSAS 72204
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LITTLE ROCK, AR • FAYETTEVILLE, AR • FORT SMITH, AR • ROGERS, AR



ORIGINAL SIGNATURE ON FILE

GENERAL DEMOLITION NOTES

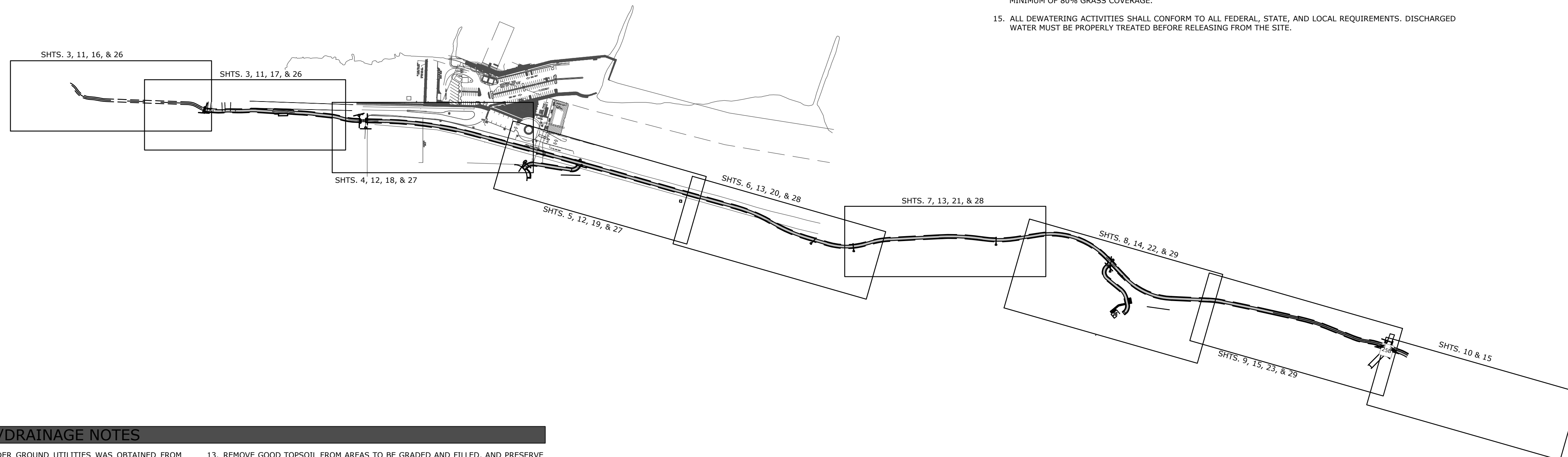
- ALL AREAS WITHIN THE LIMITS OF DISTURBANCE TO BE DEMOLISHED AND REMOVED UNLESS OTHERWISE NOTED ON THIS PLAN.
- THE CONTRACTOR IS REQUIRED TO NOTIFY THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS PRIOR TO EXCAVATING IN ORDER THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
- THIS PLAN SHOULD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

GENERAL EROSION CONTROL NOTES

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

GENERAL SITE NOTES

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



GENERAL GRADING/DRAINAGE NOTES

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

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ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS



REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

PROJECT OVERVIEW

DESIGNED BY: CZ	DRAWN BY : JDP
DATE: 7/18/2024	REVISION: BID SET
SCALE: 1" = 300'	JOB NUMBER: 20-5776

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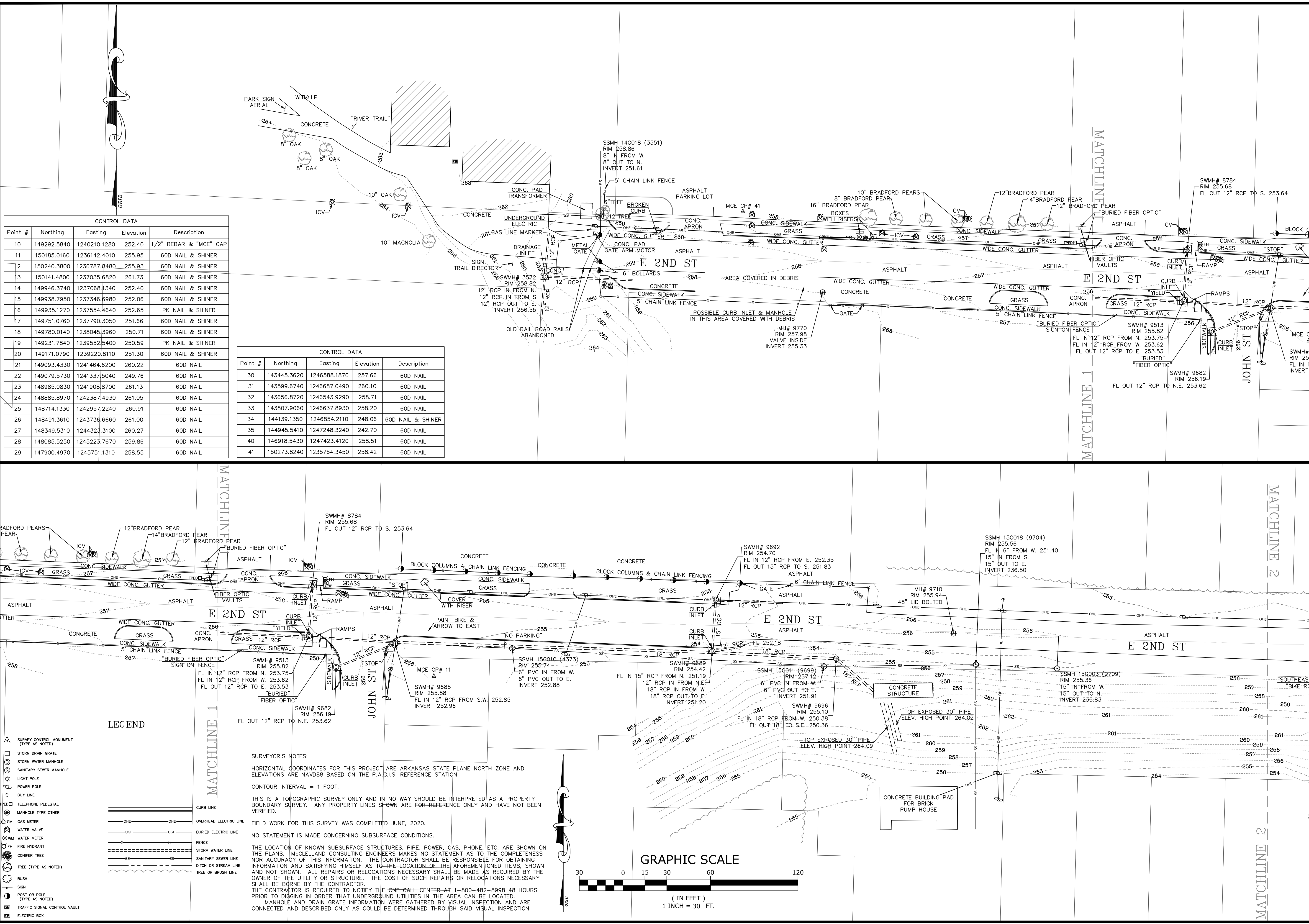
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REV	DATE	DESCRIPTION

TOPOGRAPHIC SURVEY

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



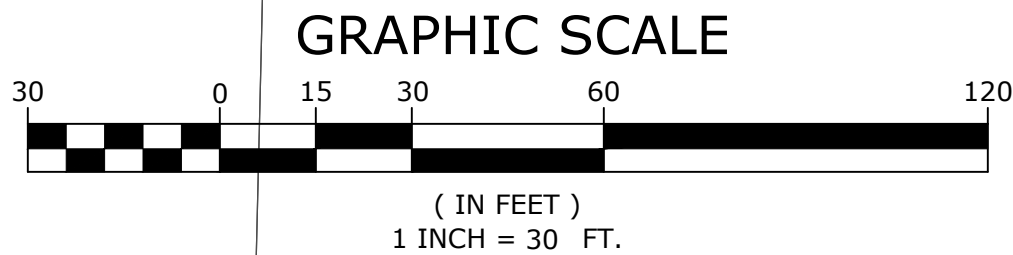
Point #	Northing	Easting	Elevation	Description
10	149292.5840	1240210.1280	252.40	1/2" REBAR & "MCE" CAP
11	150185.0160	1236142.4010	255.95	60D NAIL & SHINER
12	150240.3800	1236787.8480	255.93	60D NAIL & SHINER
13	150141.4800	1237035.6820	261.73	60D NAIL & SHINER
14	149946.3740	1237068.1340	252.40	60D 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

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

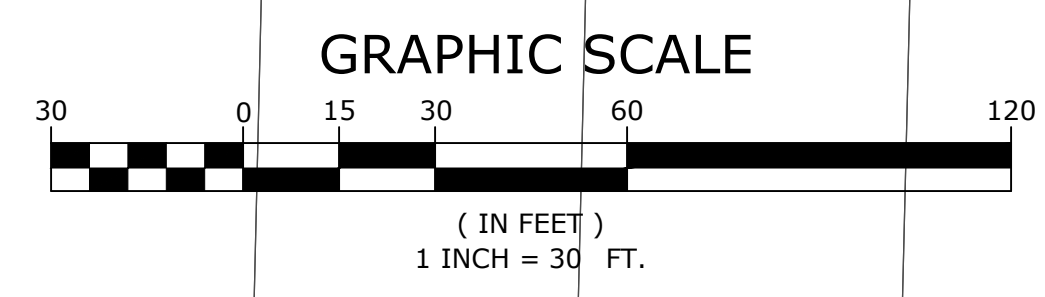
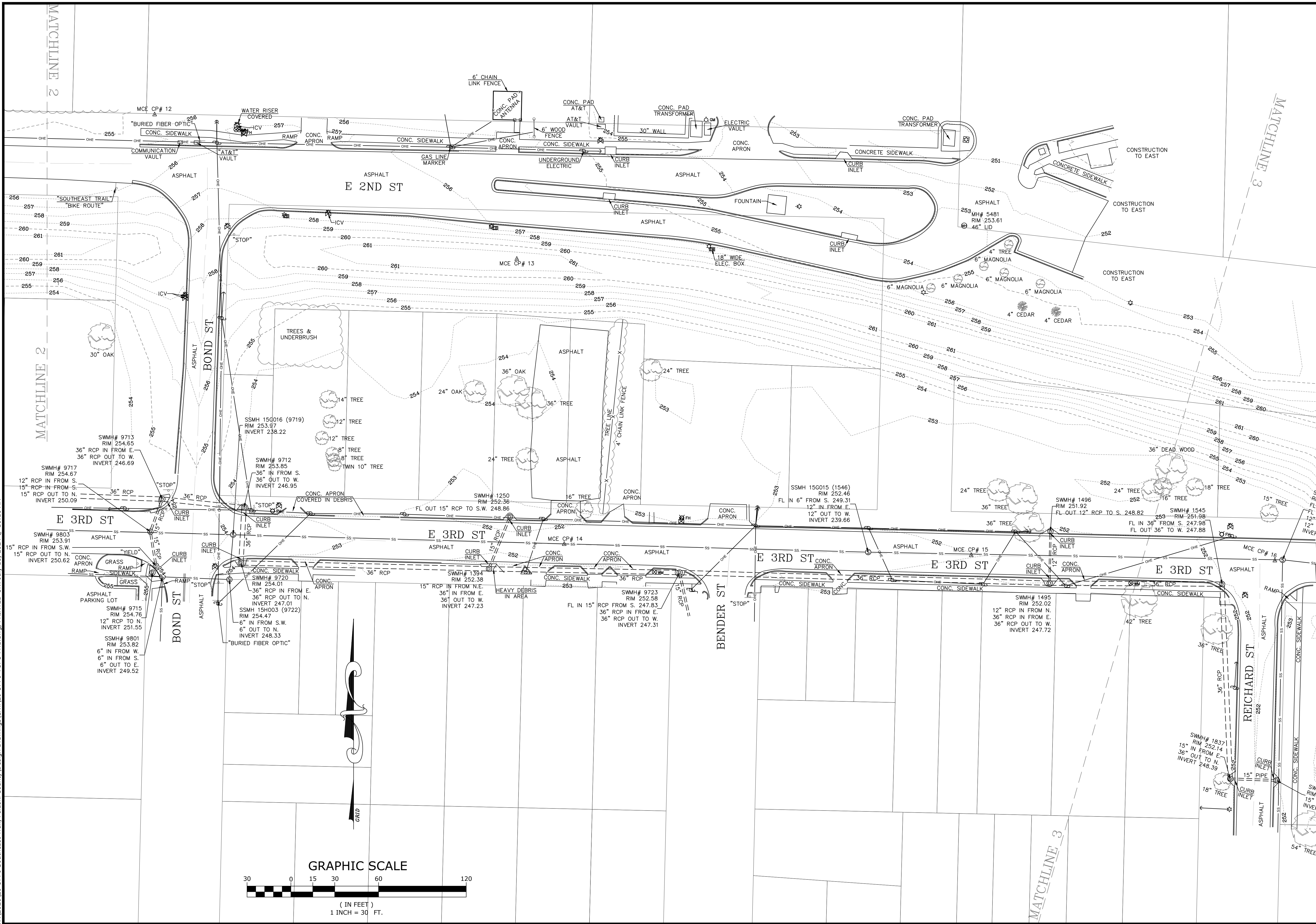
	SURVEY CONTROL MONUMENT (TYPE AS NOTED)
	STORM DRAIN GRATE
	STORM WATER MANHOLE
	SANITARY SEWER MANHOLE
	LIGHT POLE
	POWER POLE
	GUY LINE
	TELEPHONE PEDESTAL
	MANHOLE TYPE OTHER
	GAS METER
	WATER VALVE
	WATER METER
	FIRE HYDRANT
	CONFIR TREE
	TREE (TYPE AS NOTED)
	BUSH
	SIGN
	POST OR POLE (TYPE AS NOTED)
	TRAFFIC SIGNAL CONTROL VAULT
	ELECTRIC BOX

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, 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 AFORESAID 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 1-800-485-8998 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.



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PULASKI COUNTY, ARKANSAS



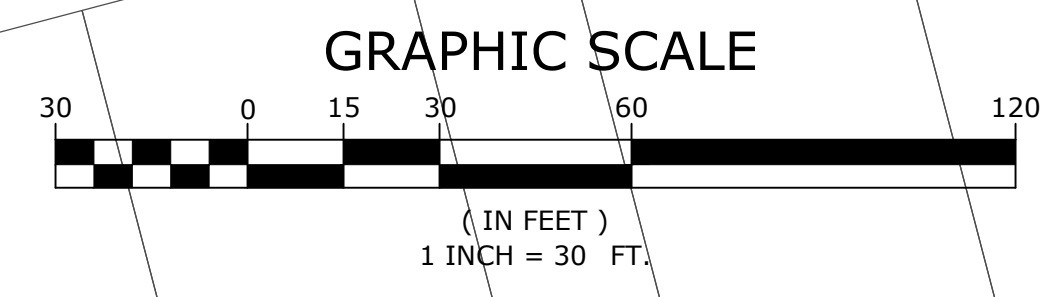
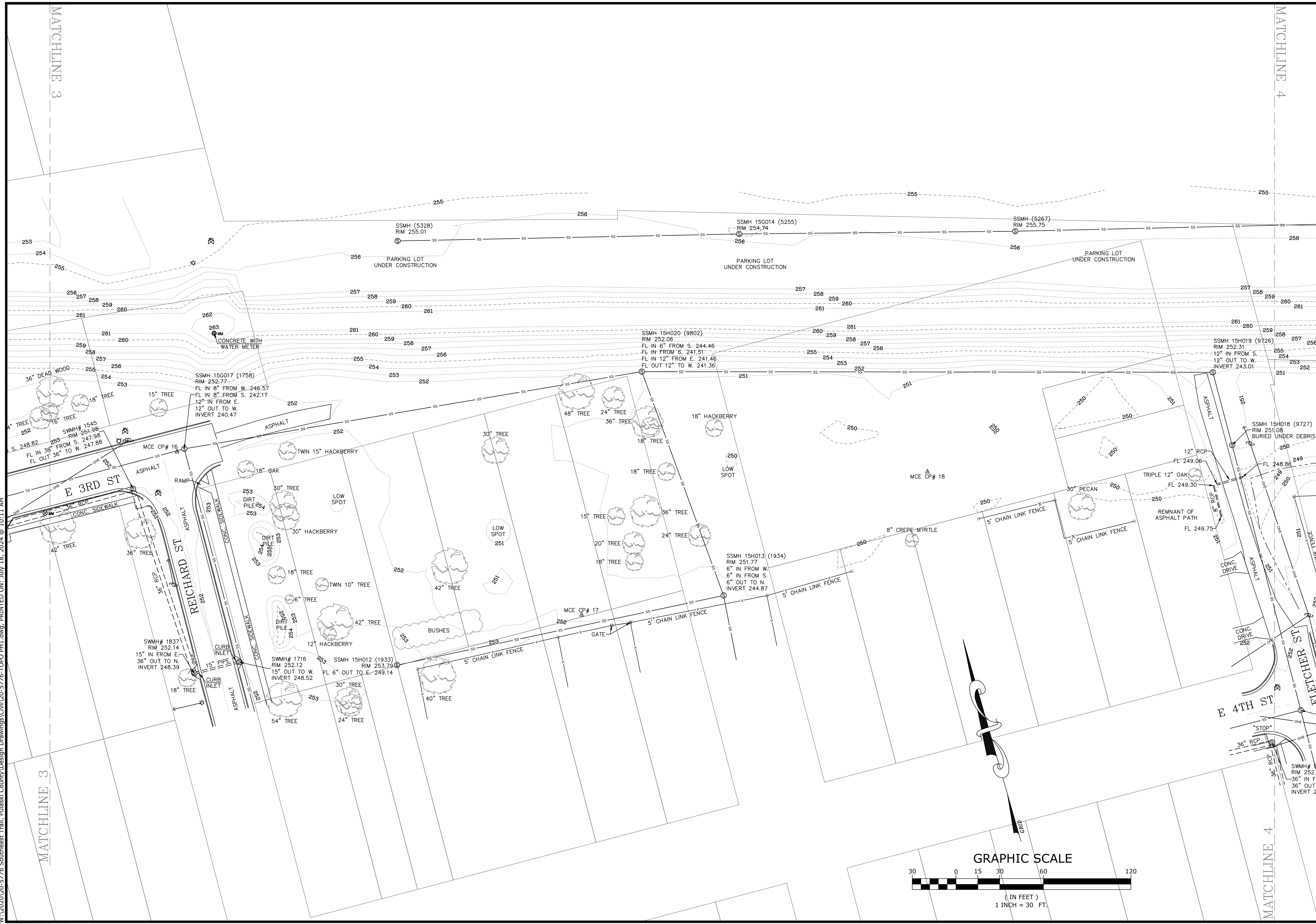
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TOPOGRAPHIC SURVEY

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

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SOUTHEAST TRAIL
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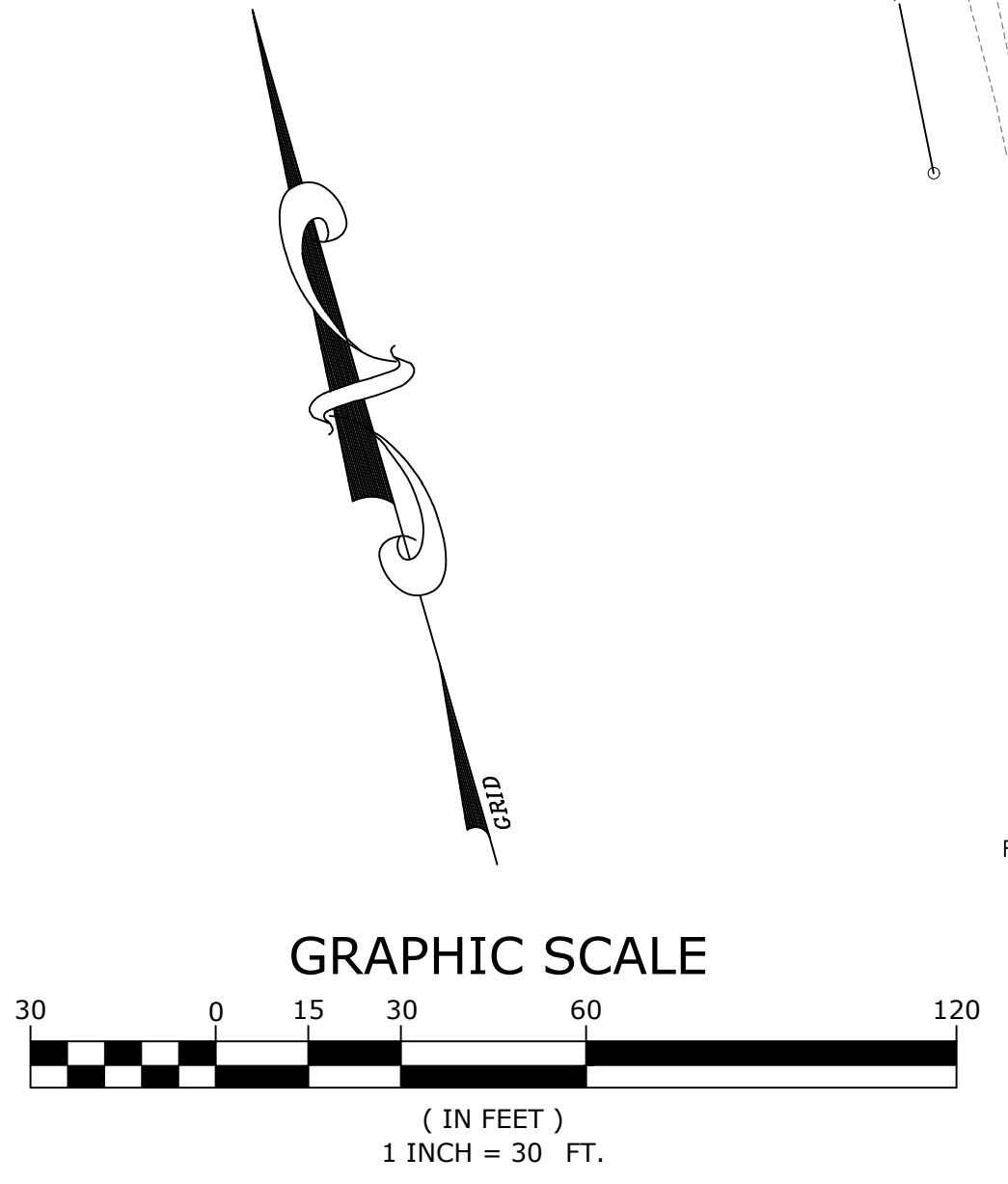
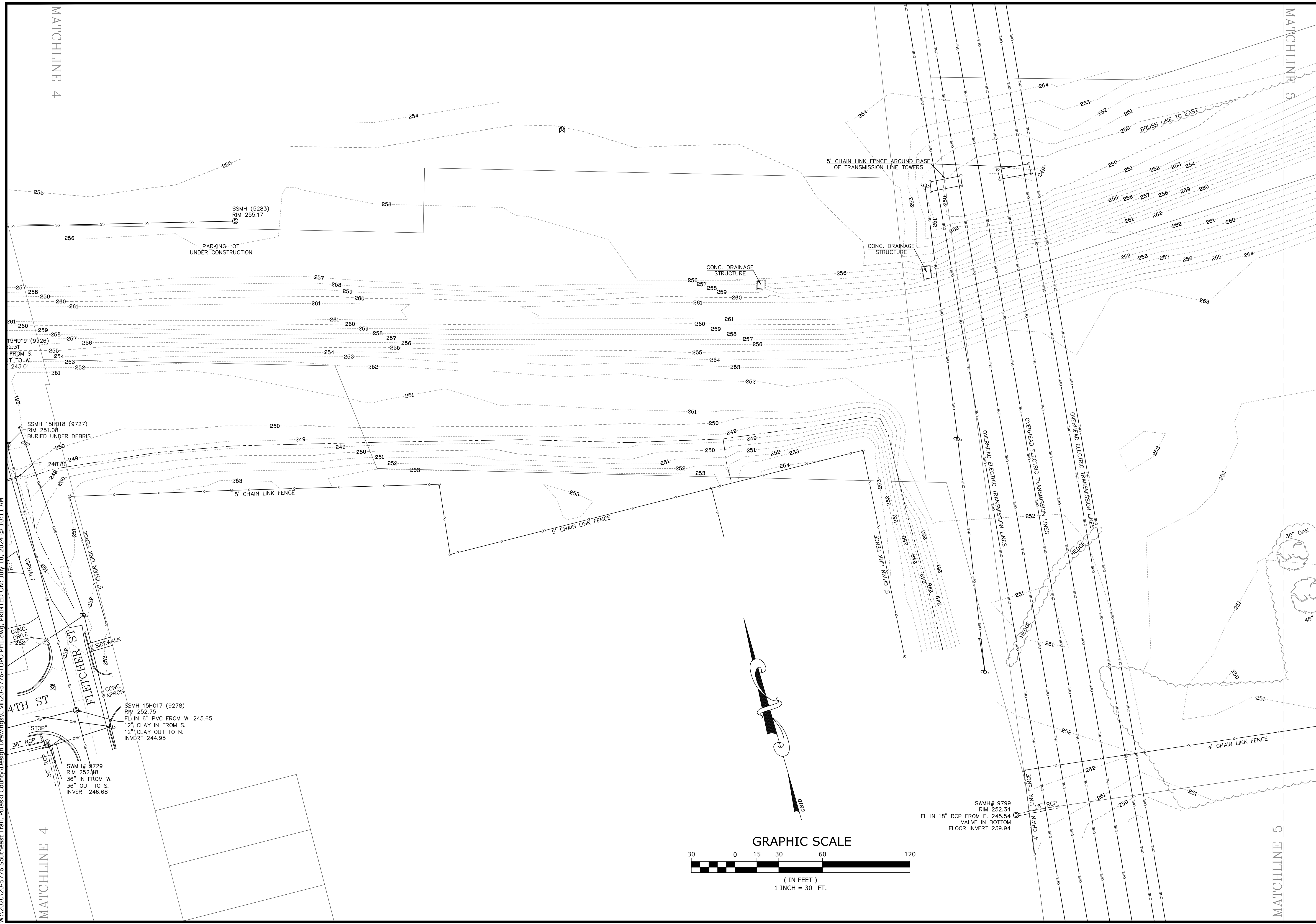
TOPOGRAPHIC SURVEY

REVISIONS

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SOUTHEAST TRAIL
 PULASKI COUNTY, ARKANSAS

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

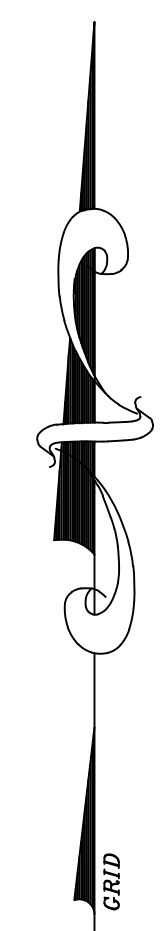
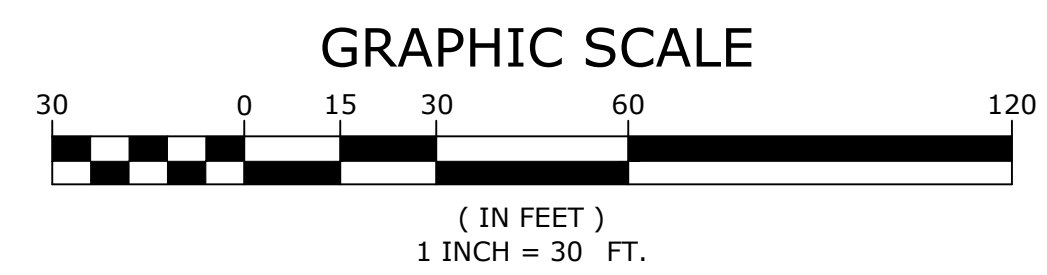
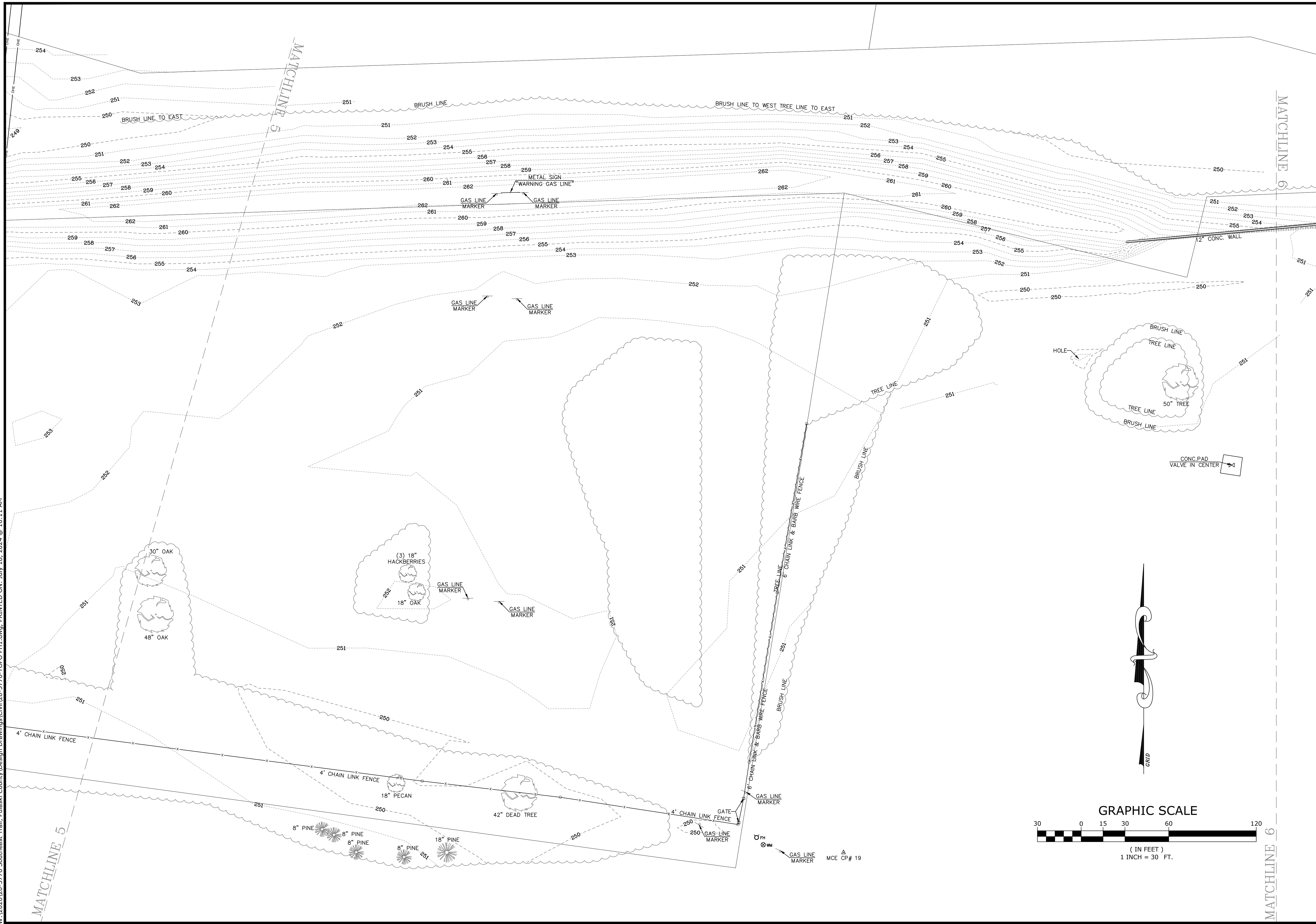
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DATE:	06/25/2020	REVISION:	
SCALE:	1" = 30'	JOB NUMBER:	20-5776

6

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SOUTHEAST TRAIL
 PULASKI COUNTY, ARKANSAS



REV	DATE	DESCRIPTION

TOPOGRAPHIC SURVEY

REVISIONS

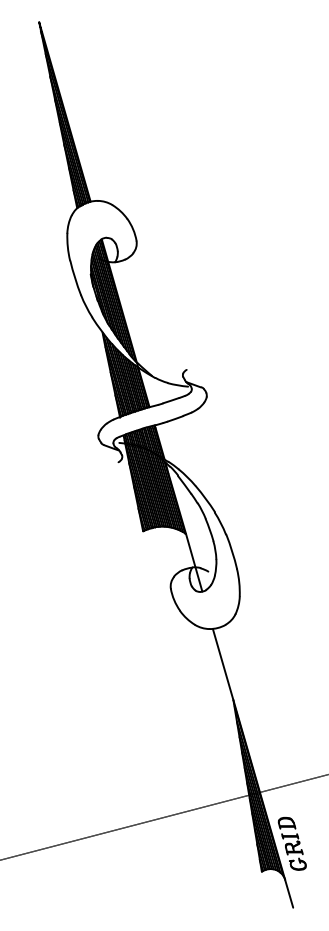
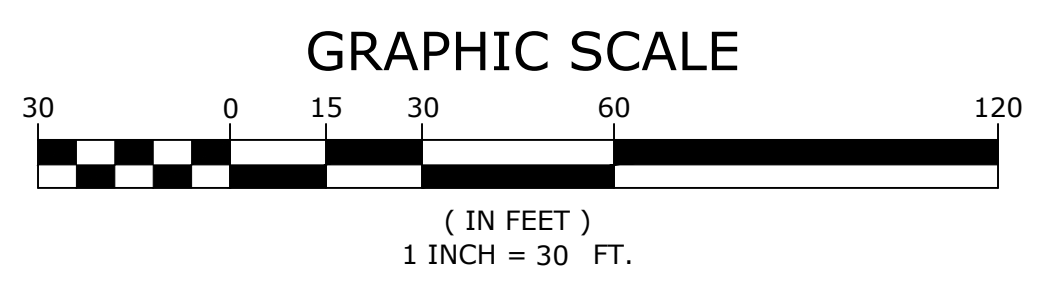
SURVEY MANAGER: KLS
 DATE: 06/25/2020
 SCALE: 1" = 30'

DRAWN BY: JDM
 REVISION:
 JOB NUMBER: 20-5776

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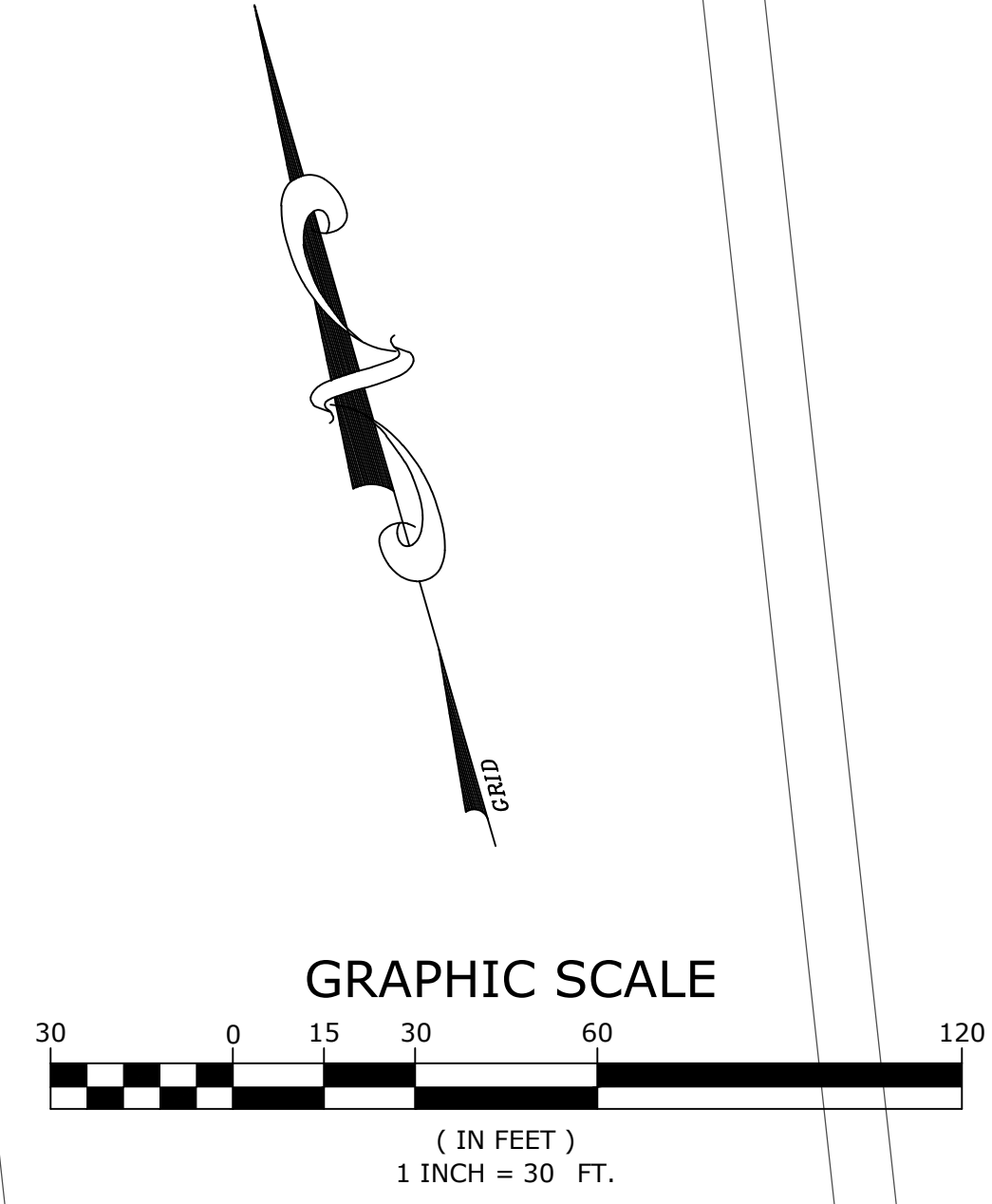
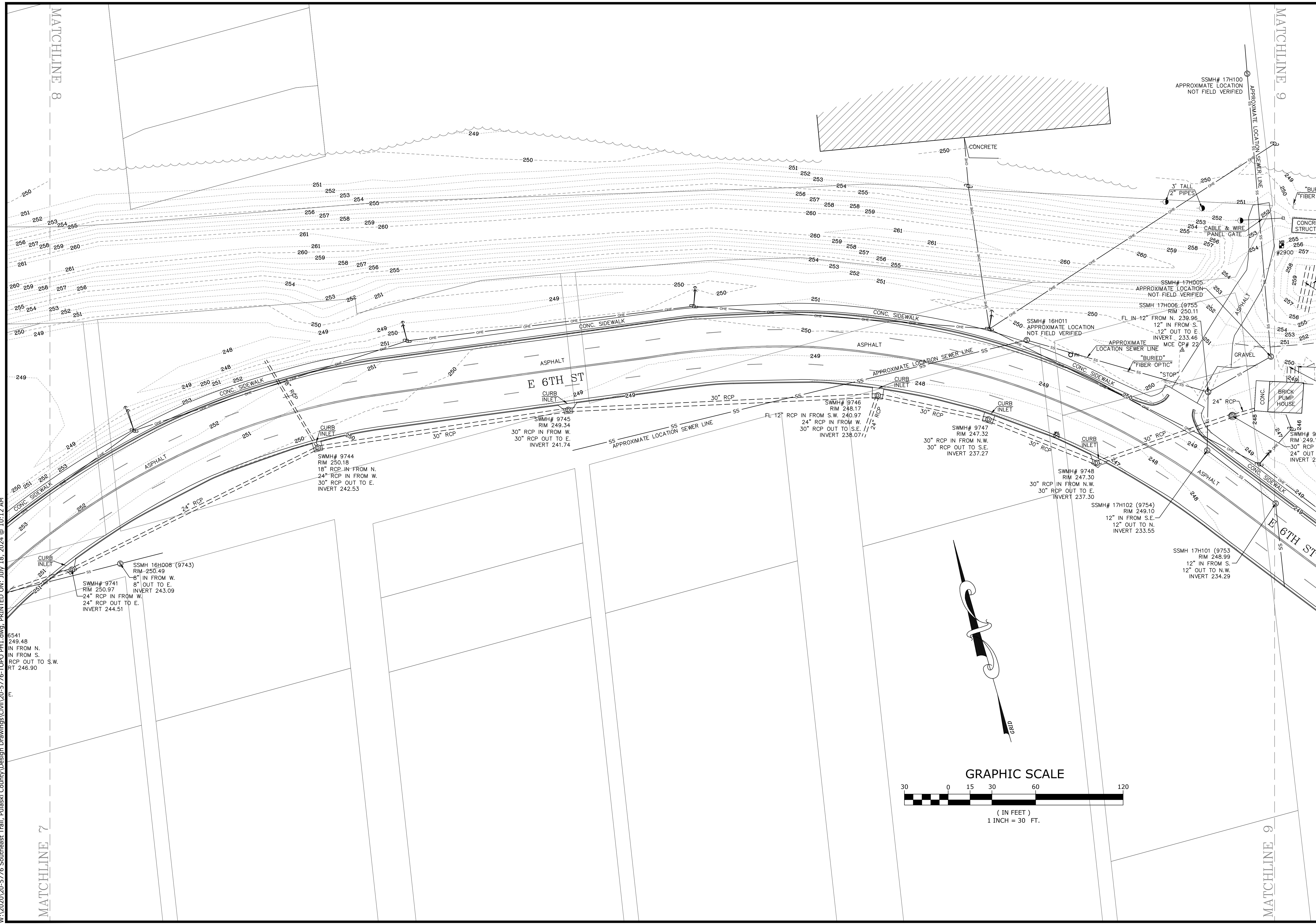
REV	DATE	DESCRIPTION

TOPOGRAPHIC SURVEY

SURVEY MANAGER: KLS DRAWN BY: JDM
 DATE: 06/25/2020 REVISION:
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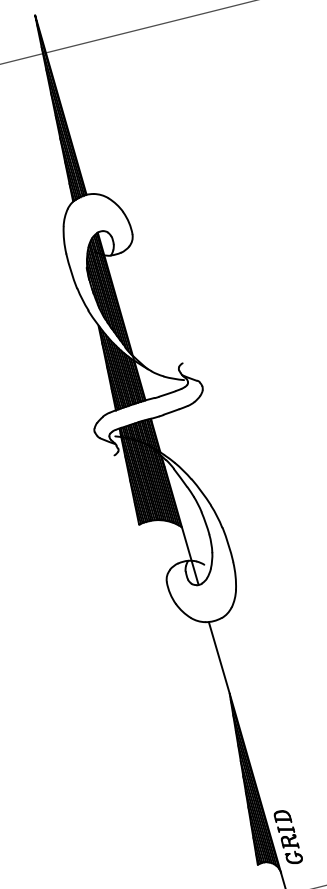
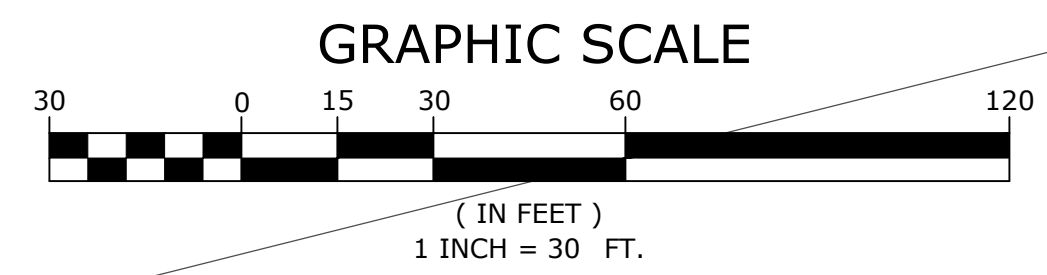
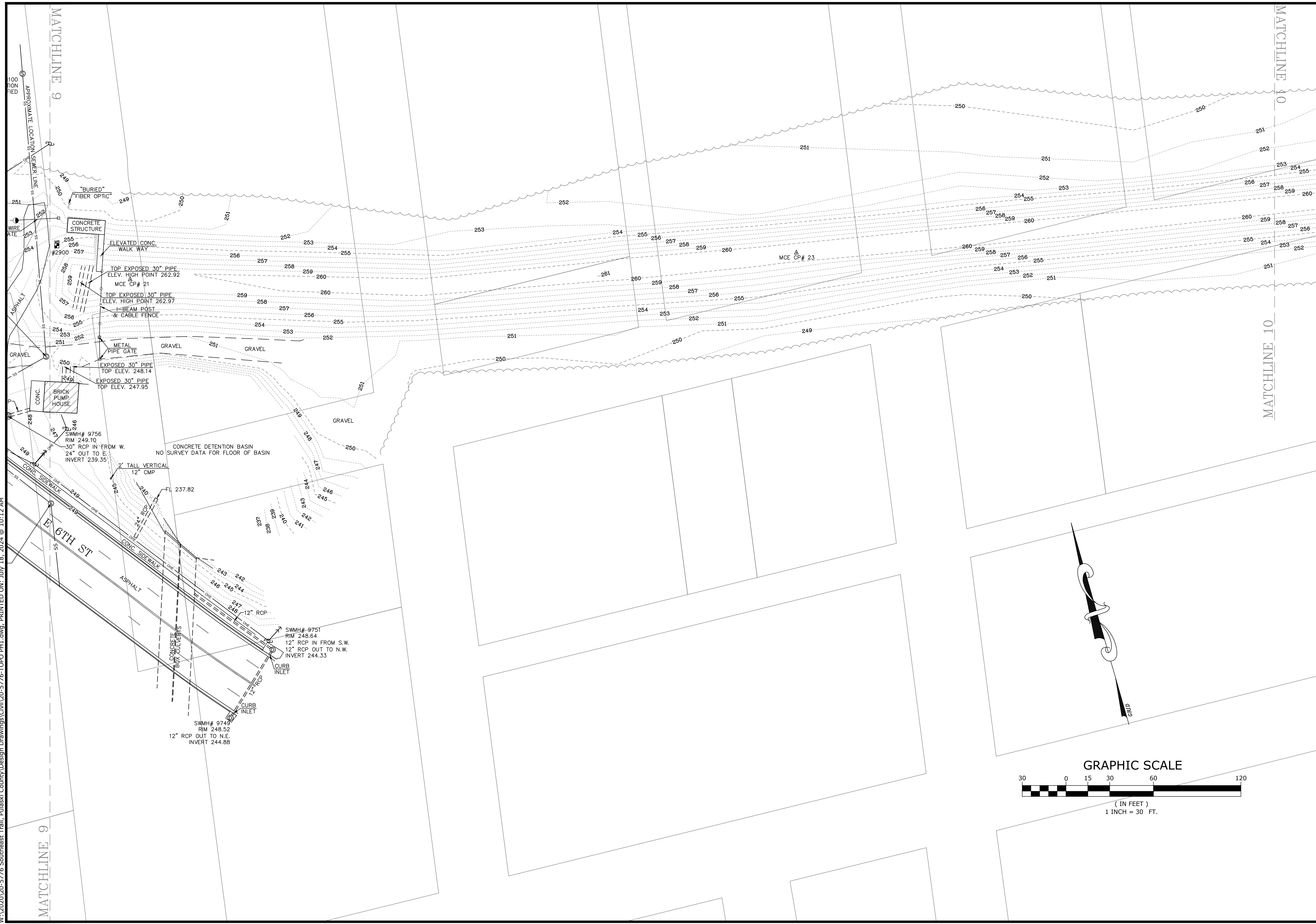
REV	DATE	DESCRIPTION

TOPOGRAPHIC SURVEY

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

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SOUTHEAST TRAIL
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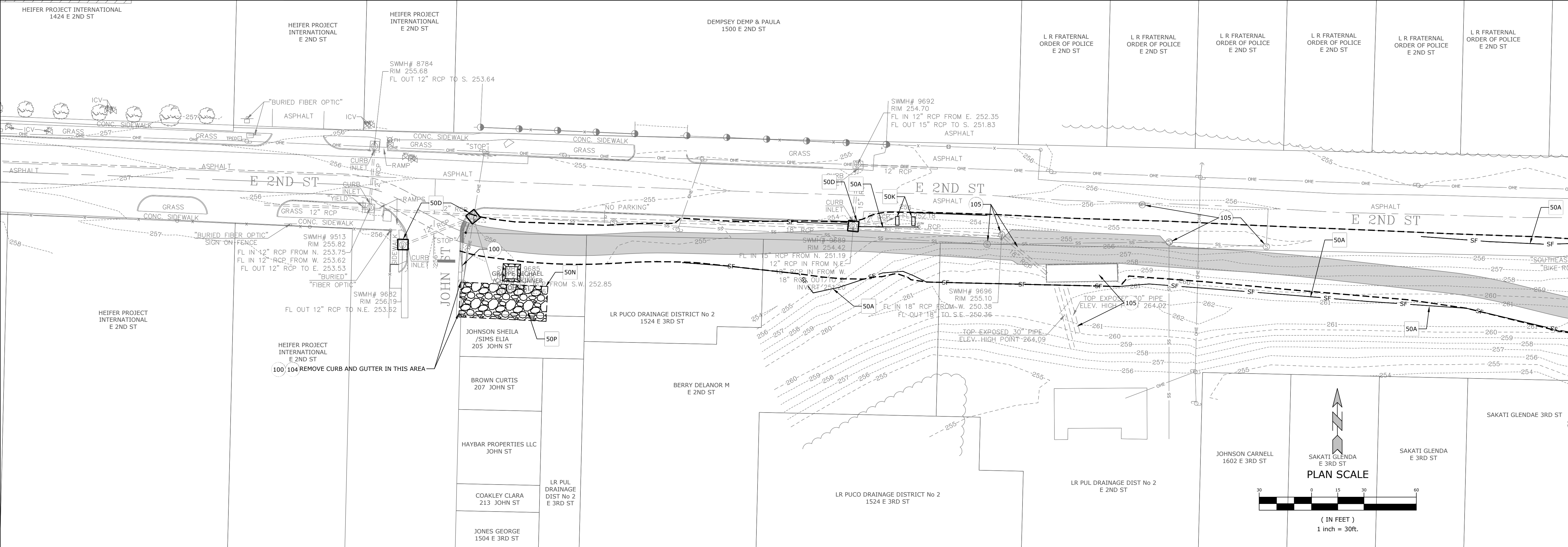
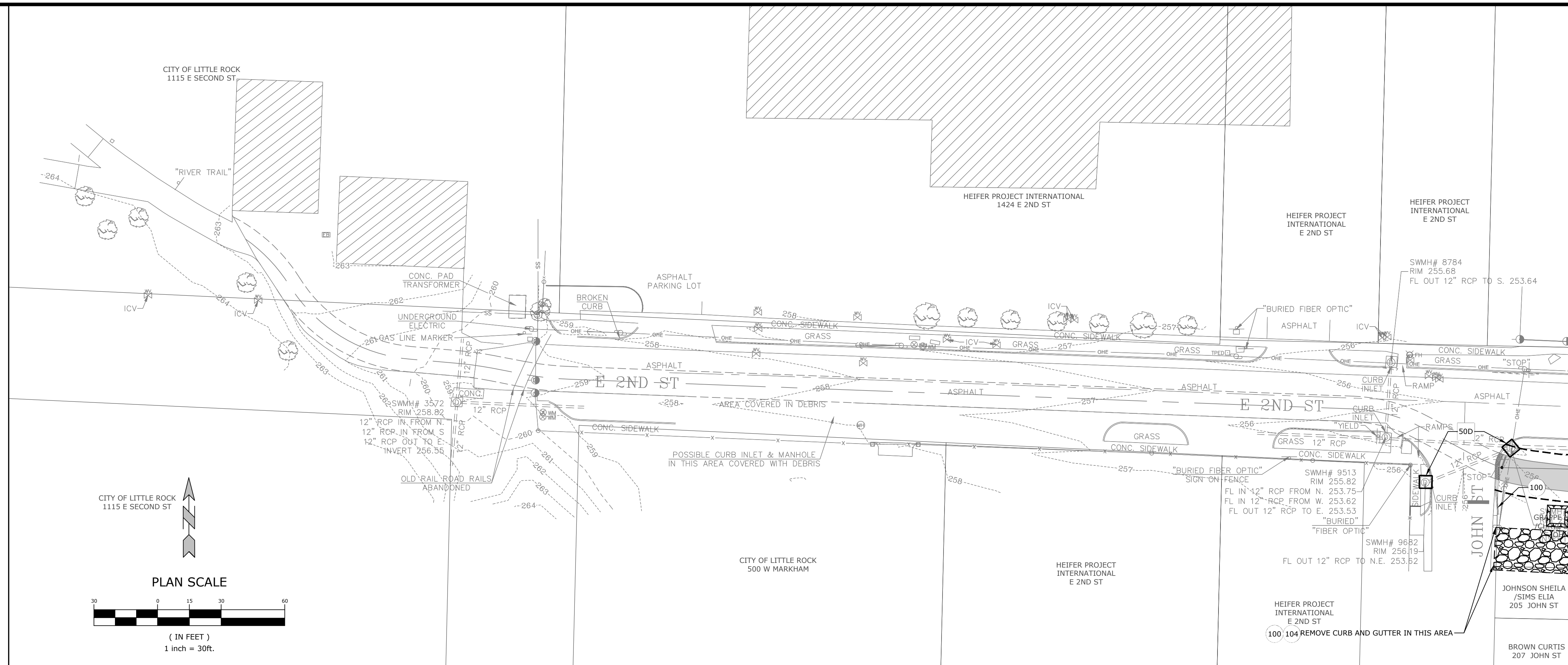
TOPOGRAPHIC SURVEY

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

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

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

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



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SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS



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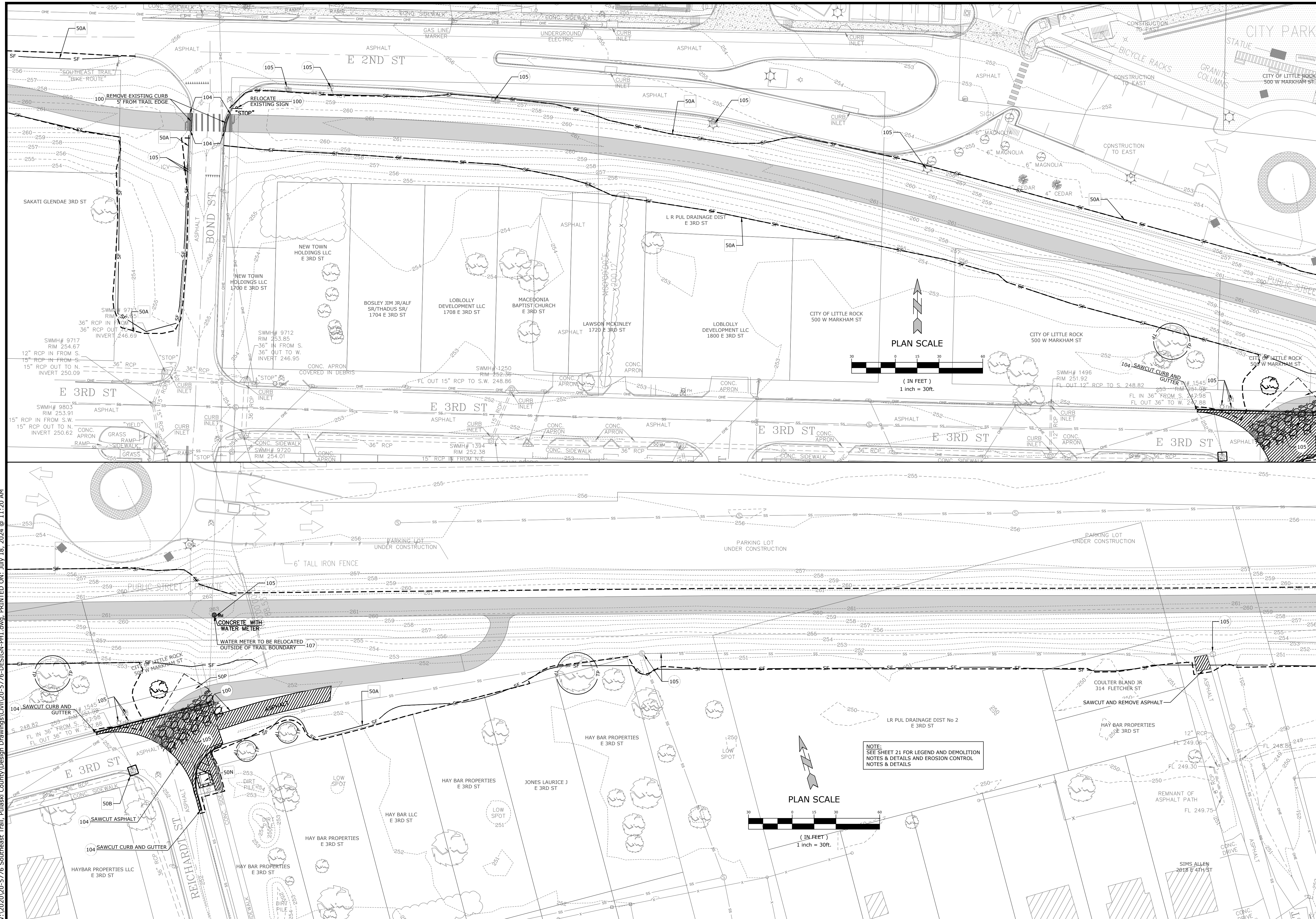
DEMOLITION & EROSION CONTROL PLAN I

DESIGNED BY:	CZ	DRAWN BY:	JDP
DATE:	7/18/2024	REVISION:	BID SET
SCALE:	1" = 30'	JOB NUMBER:	20-5776

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STATE OF ARKANSAS
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 No. 22771
 7/18/24
 B. R. ZIMMERMAN
 ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
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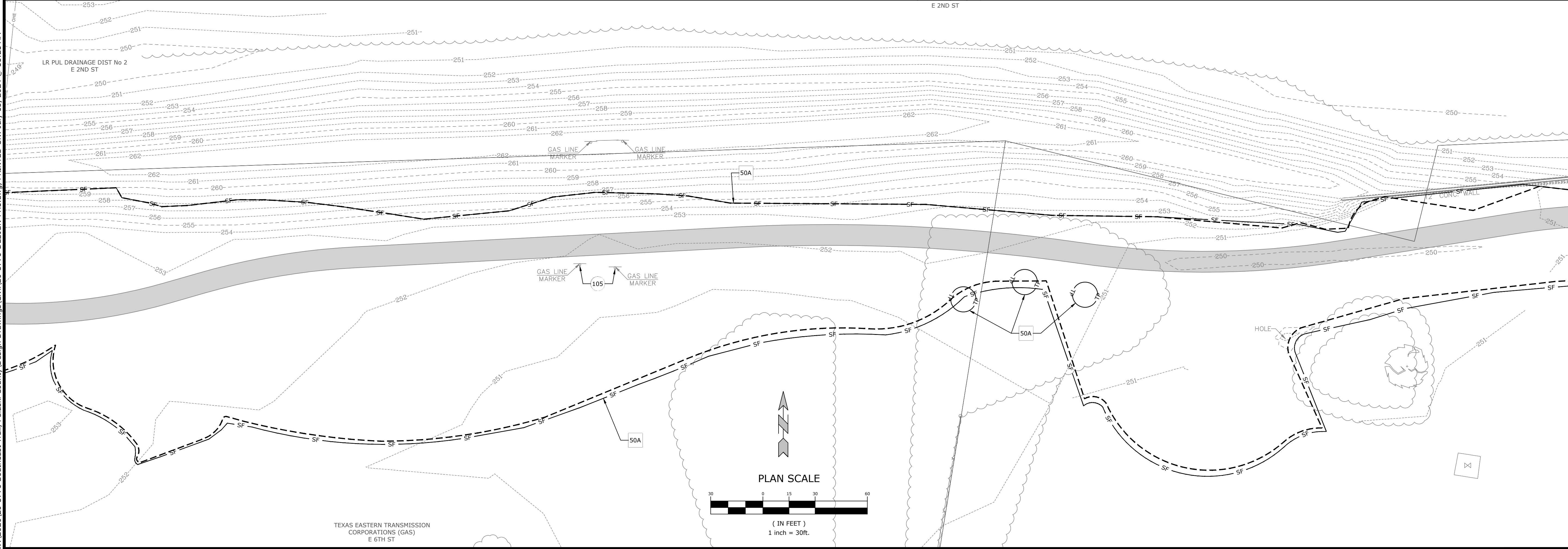
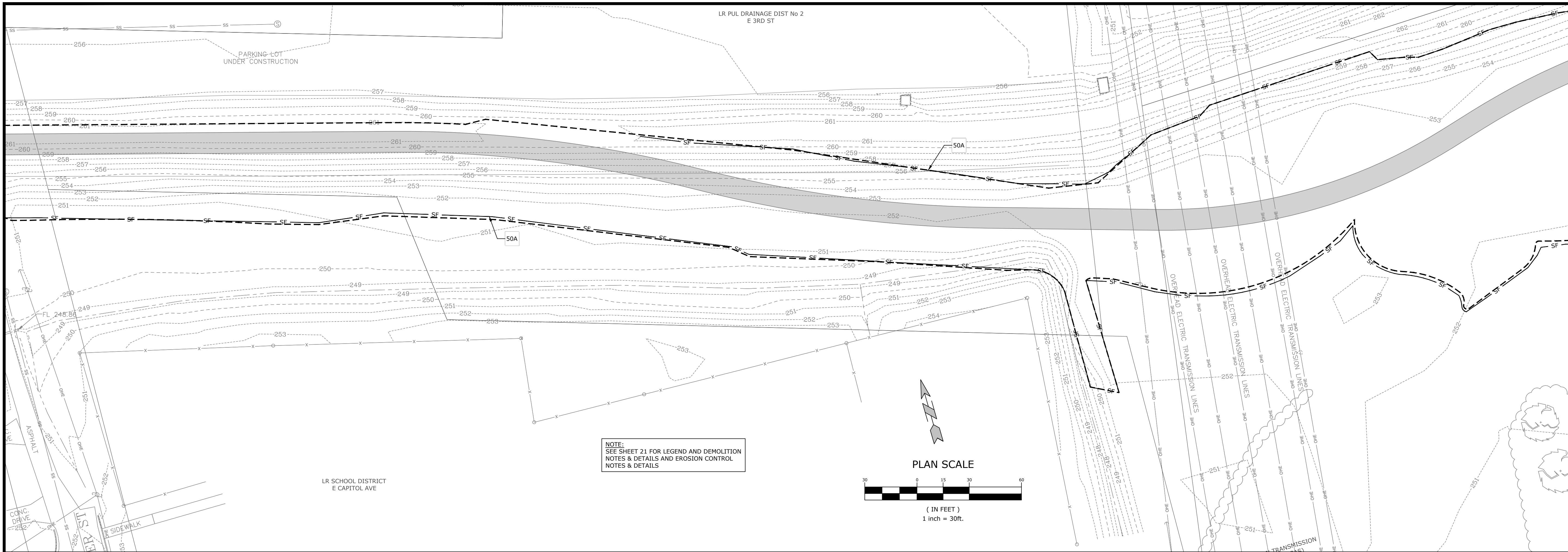
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DEMOLITION & EROSION CONTROL PLAN II

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
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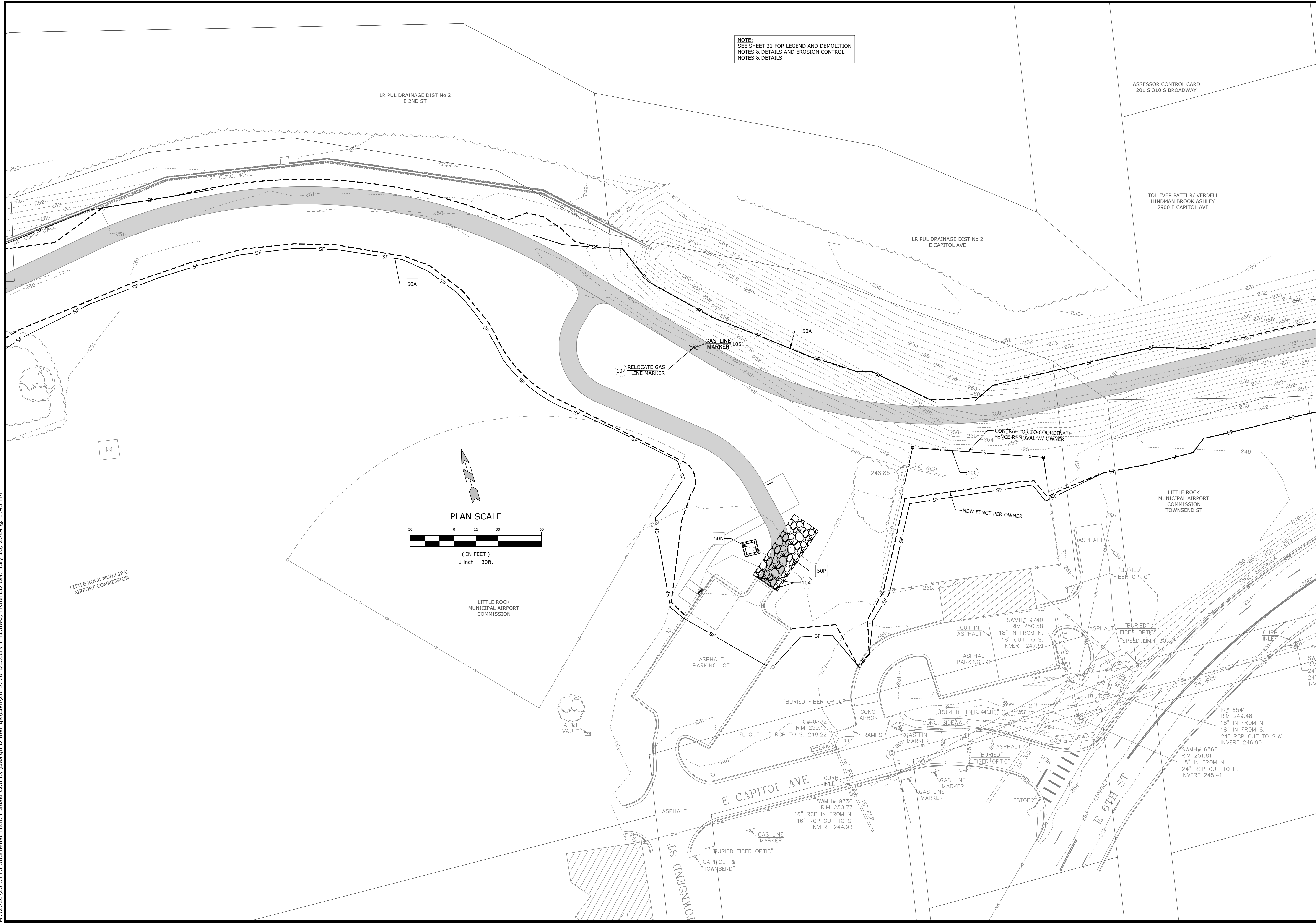
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DEMOLITION & EROSION CONTROL PLAN III

DESIGNED BY: CZ	DRAWN BY: JDP
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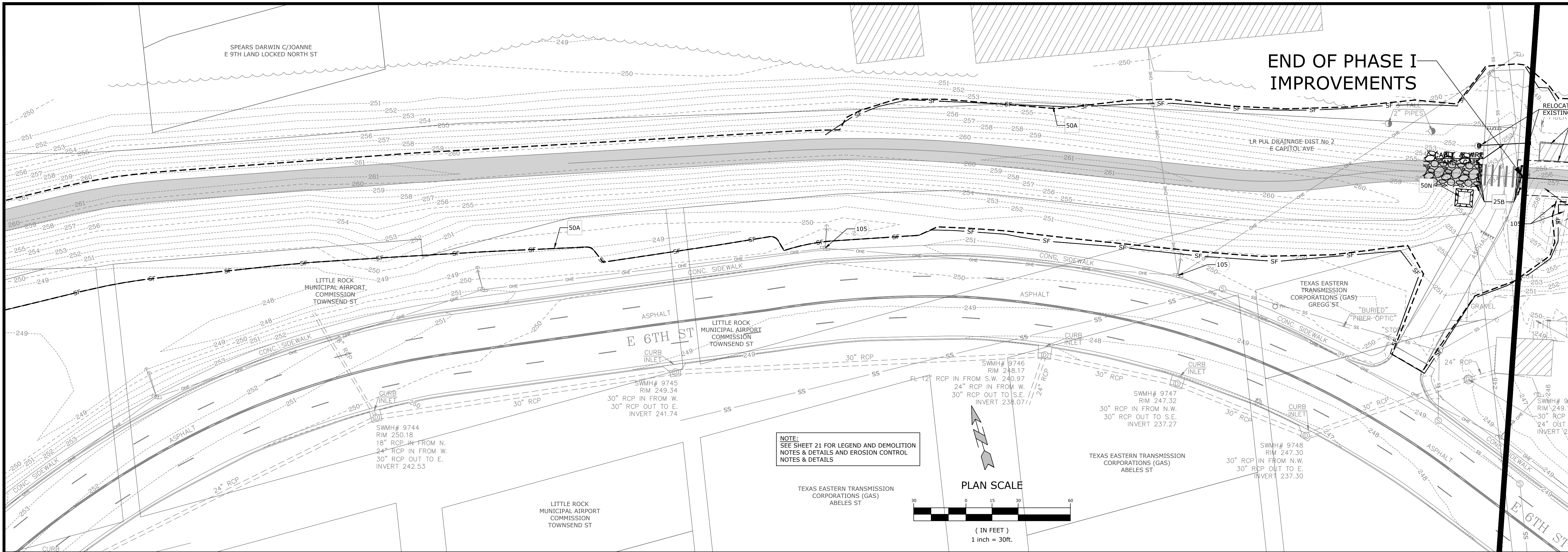
SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS



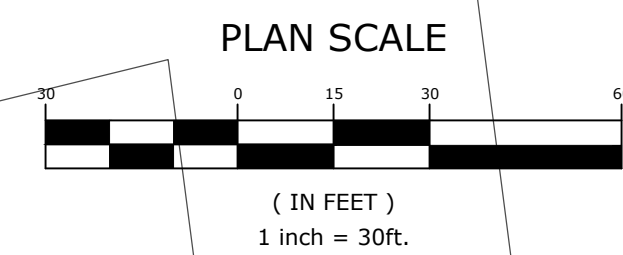
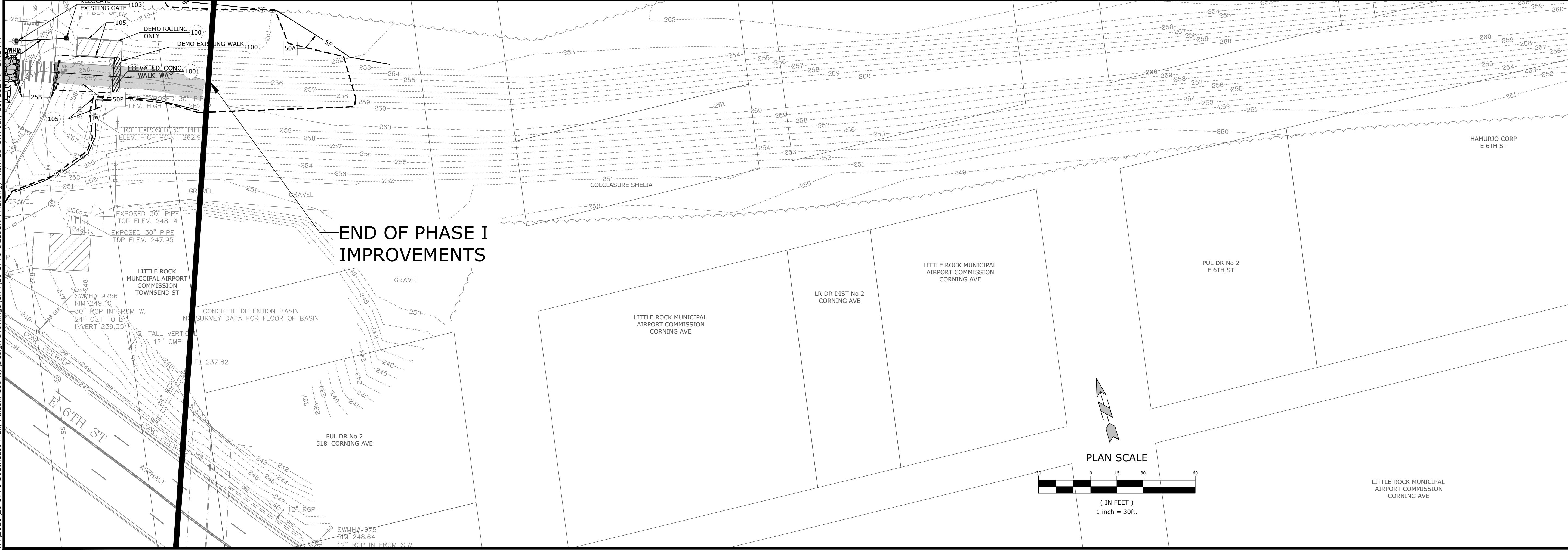
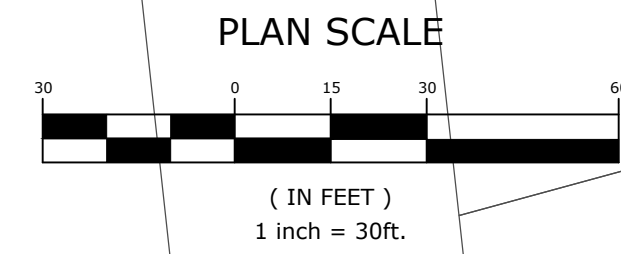
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DEMOLITION & EROSION CONTROL PLAN IV	
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DATE: 7/18/2024	REVISION: BID SET
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14	

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



END OF PHASE I IMPROVEMENTS

END OF PHASE I IMPROVEMENTS

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No. 22771
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B. ZIMMERMAN

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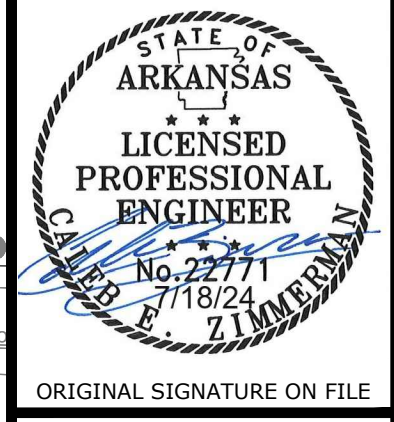
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DEMOLITION & EROSION CONTROL PLAN V

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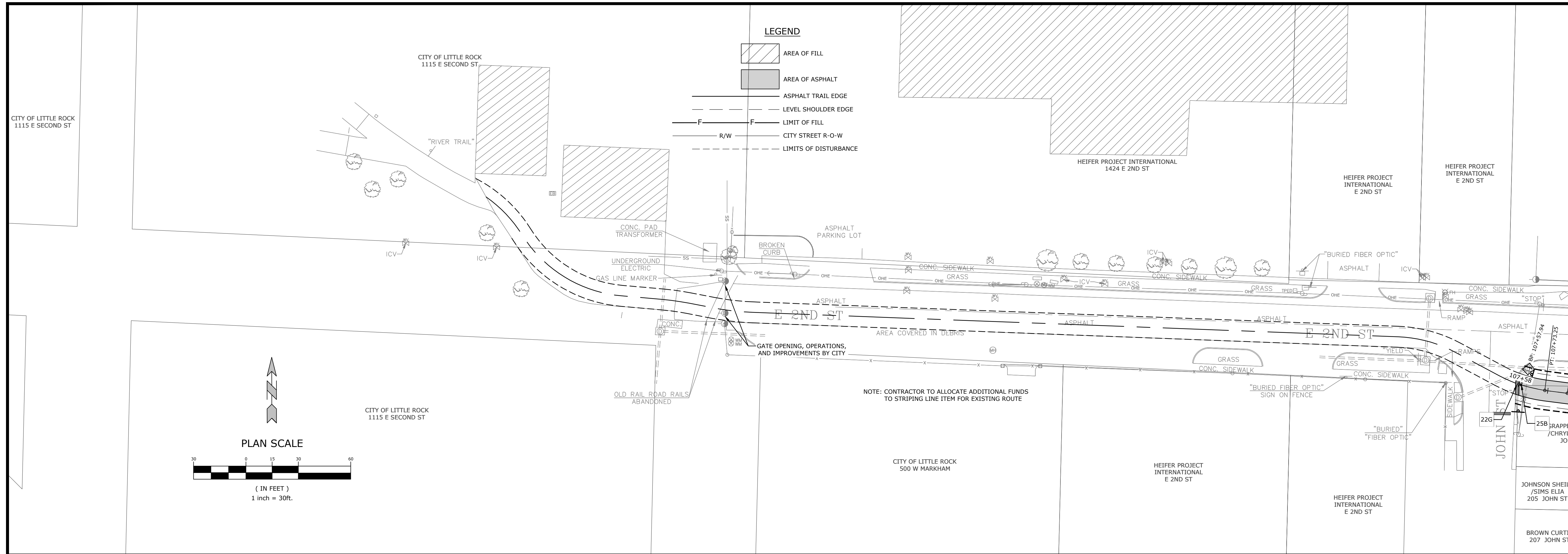
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 PULASKI COUNTY, ARKANSAS



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TRAIL PLAN & PROFILE I

DESIGNED BY: CZ	DRAWN BY: JDP
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LEGEND

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

PLAN SCALE

(IN FEET)
 1 inch = 30ft.

SITE DETAILS

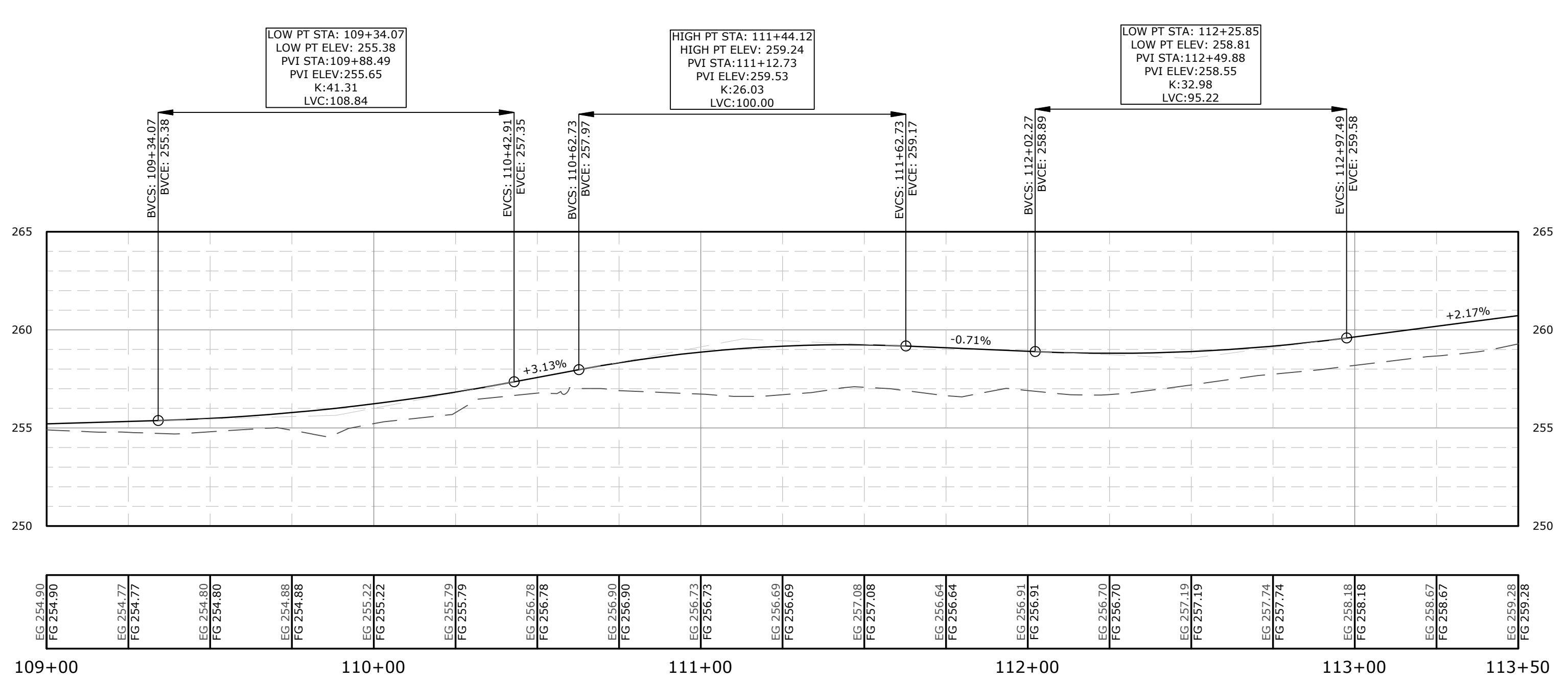
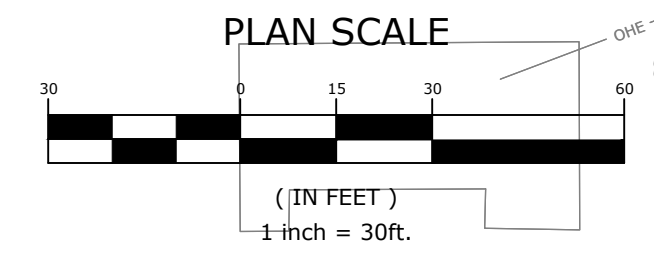
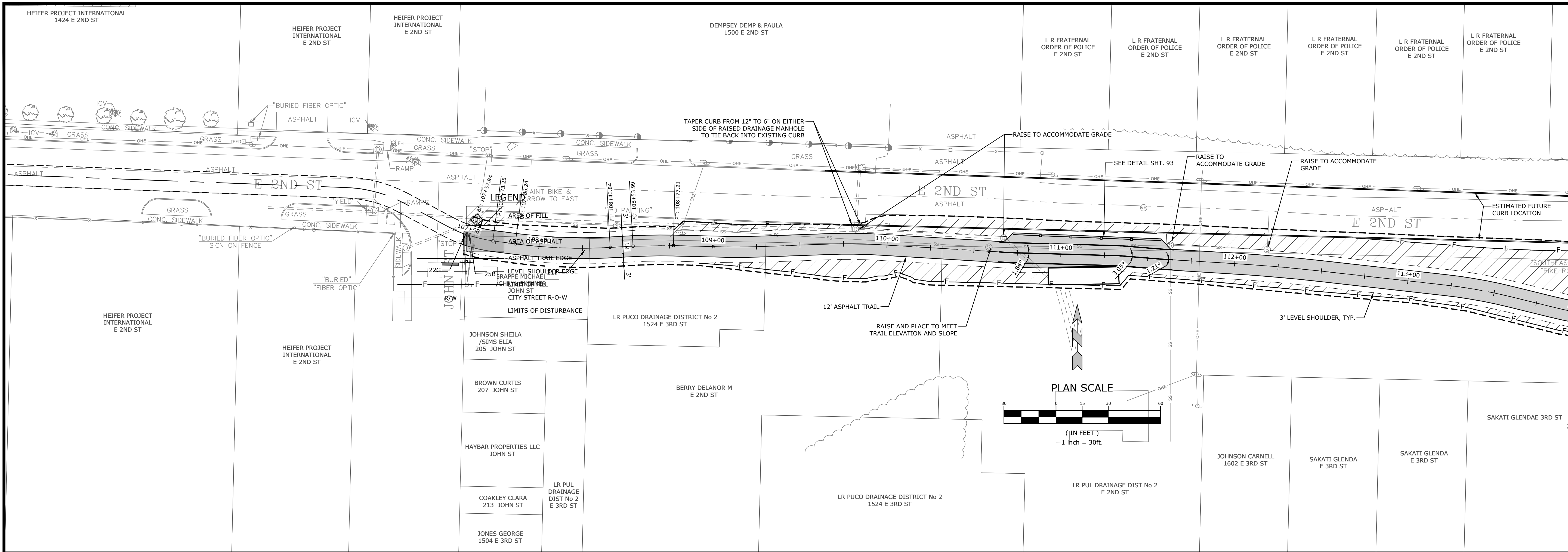
- 20 SERIES: CURB AND GUTTER DETAILS**
- 20A TYPE 'A' STANDARD CONCRETE CURB & GUTTER
- 21 SERIES: PAVEMENT DETAILS**
- 21A STANDARD DUTY ASPHALT PAVEMENT
 - 21C STANDARD DUTY CONCRETE PAVEMENT
 - 21D CONCRETE PAVEMENT DOWEL & JOINTING
 - 21F ASPHALT OVERLAY
 - 21H OBSTRUCTION PAVEMENT MARKINGS DETAIL
 - 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

SITE KEYNOTES

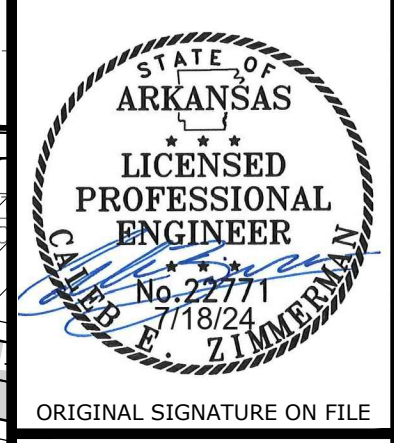
- 250 LANDSCAPED AREA (SEE LANDSCAPE PLAN)
 - 201 TRANSFORMER PAD (PER ELECTRIC COMPANY REQUIREMENTS)
 - 202 TRASH ENCLOSURE (SEE ARCH. PLANS)
 - 203 CONCRETE STOOP (SEE ARCH. PLANS)
 - 204 4" WIDE YELLOW TRAFFIC LANE STRIPE (SEE LENGTH INDICATED AT SYMBOL)
 - 205 4" WIDE DOUBLE YELLOW TRAFFIC LANE STRIPE (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)
- 25 SERIES: SITE STRUCTURES**
- 25B BOLLARD
 - 25D BIKE REPAIR STATION
 - 25E BIKE WHEEL CHOCK
 - 25H CAST-IN-PLACE RETAINING WALL
 - 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
 - 26K 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

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SOUTHEAST TRAIL - PHASE I
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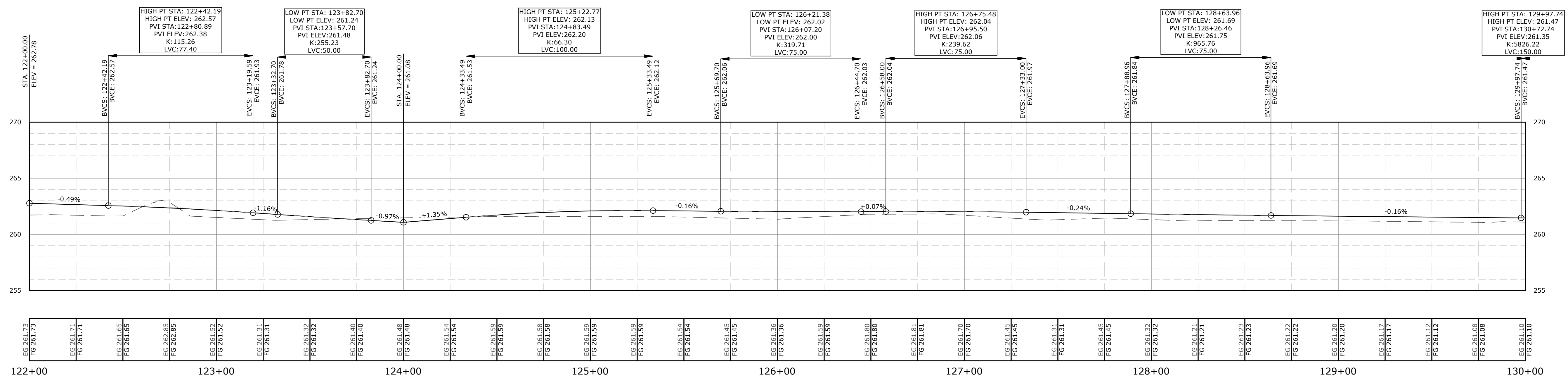
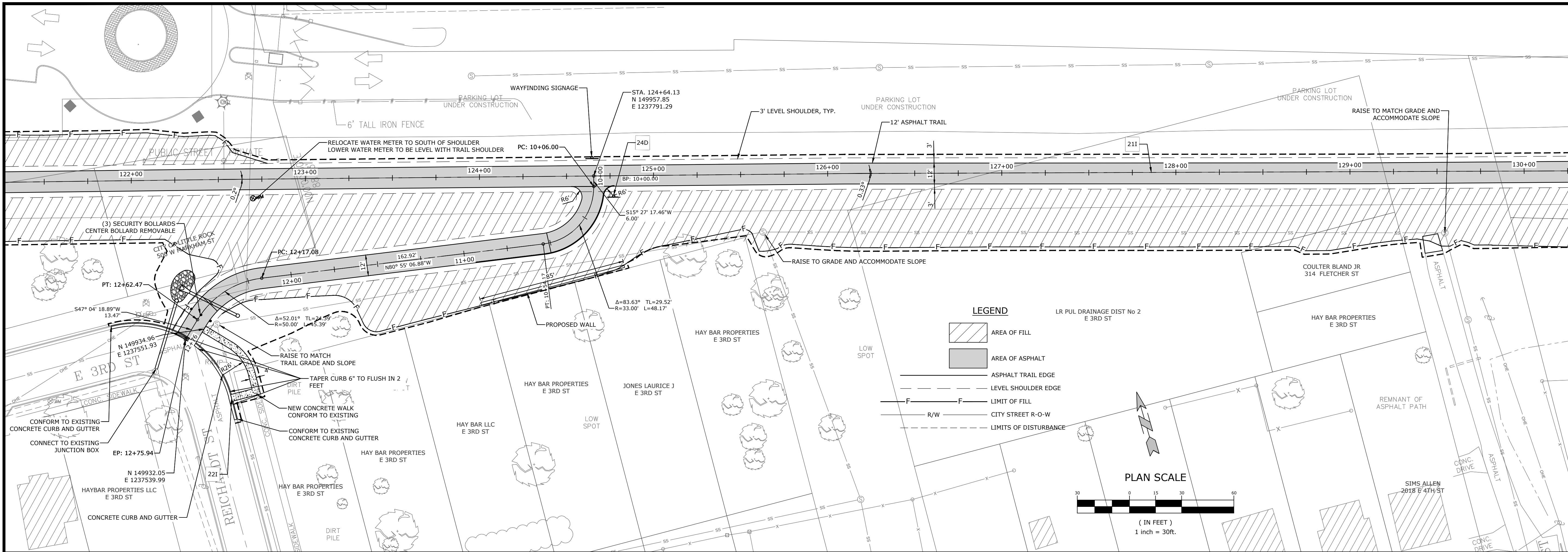


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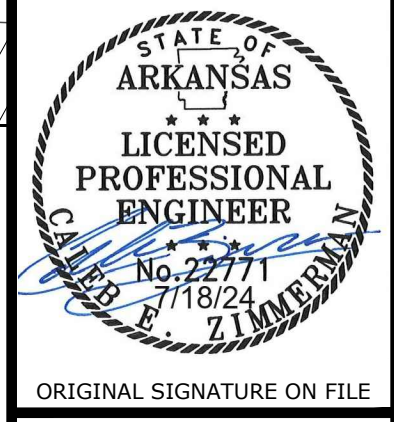
TRAIL PLAN & PROFILE II

DESIGNED BY: CZ
 DRAWN BY: JDP
 DATE: 7/18/2024
 REVISION: BID SET
 SCALE: 1" = 30'
 JOB NUMBER: 20-5776

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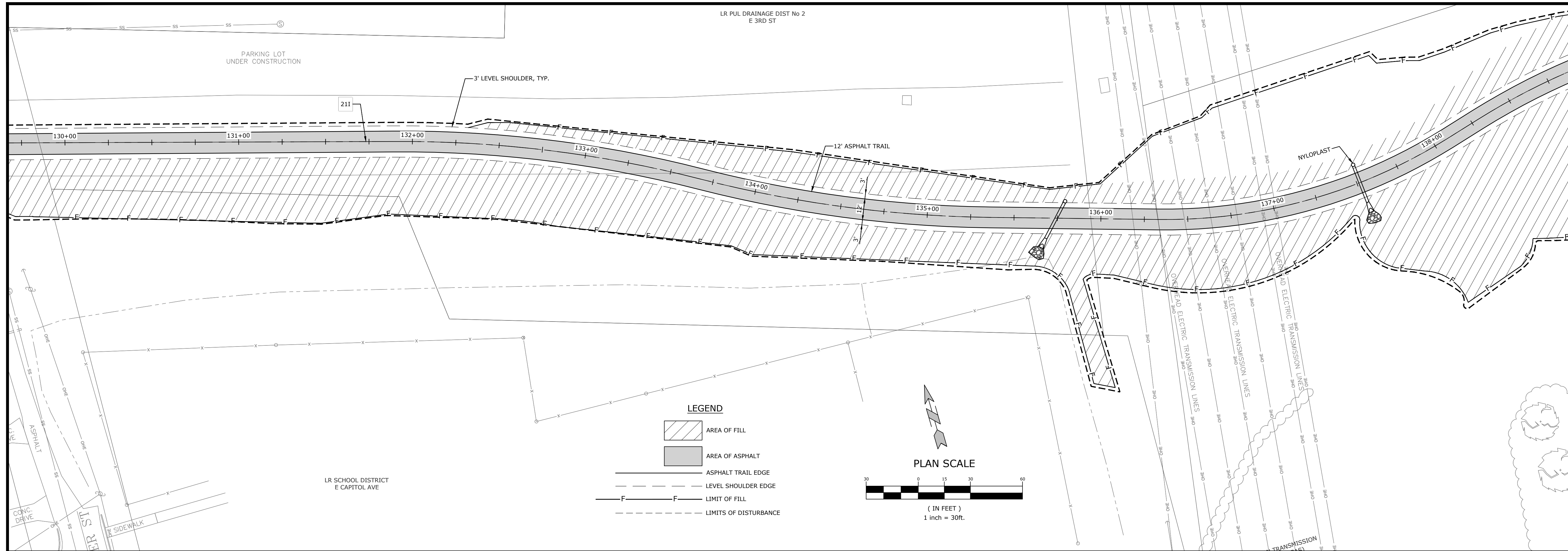
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TRAIL PLAN & PROFILE IV

DESIGNED BY: CZ	DRAWN BY: JDP
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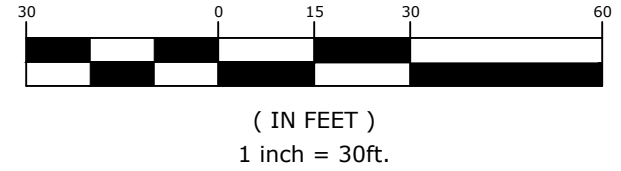
LR PUL DRAINAGE DIST No 2
E 3RD ST



LEGEND

- AREA OF FILL
- AREA OF ASPHALT
- ASPHALT TRAIL EDGE
- LEVEL SHOULDER EDGE
- LIMIT OF FILL
- LIMITS OF DISTURBANCE

PLAN SCALE



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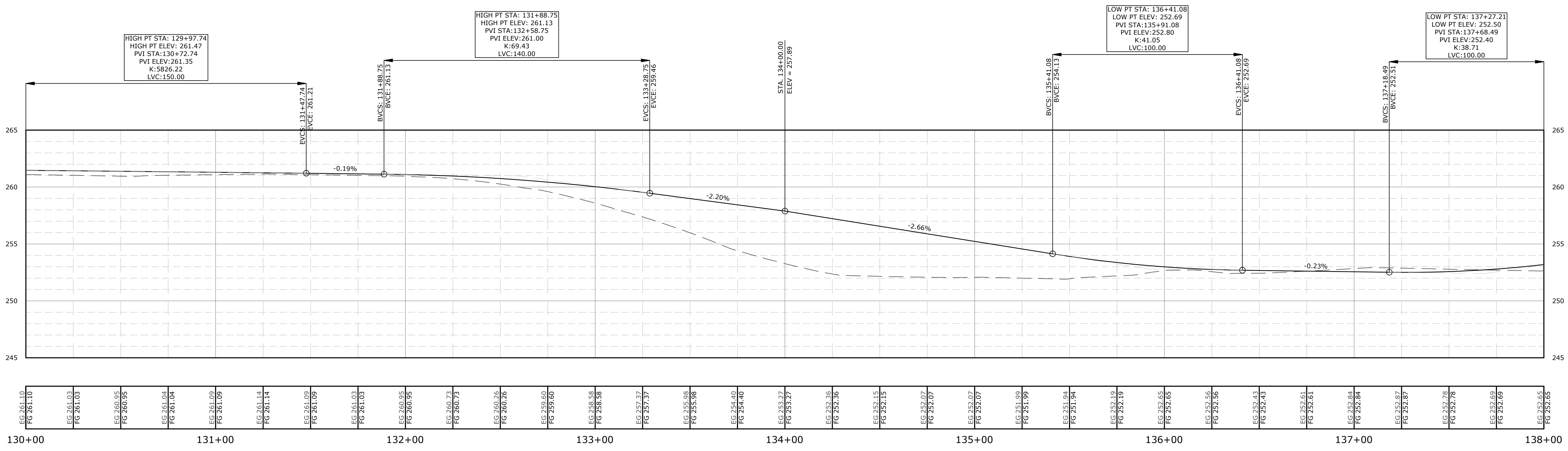
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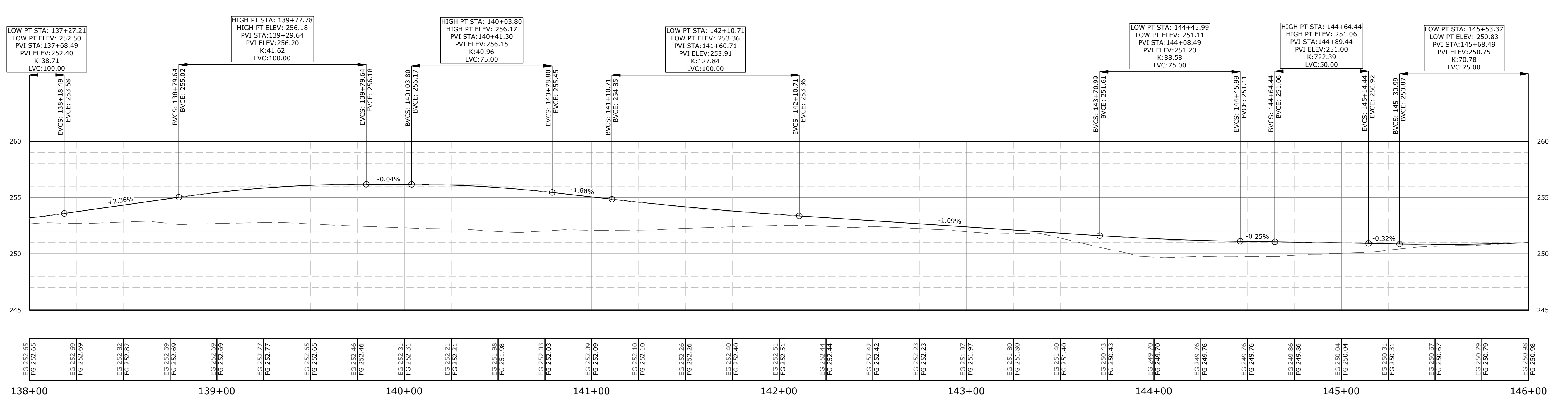
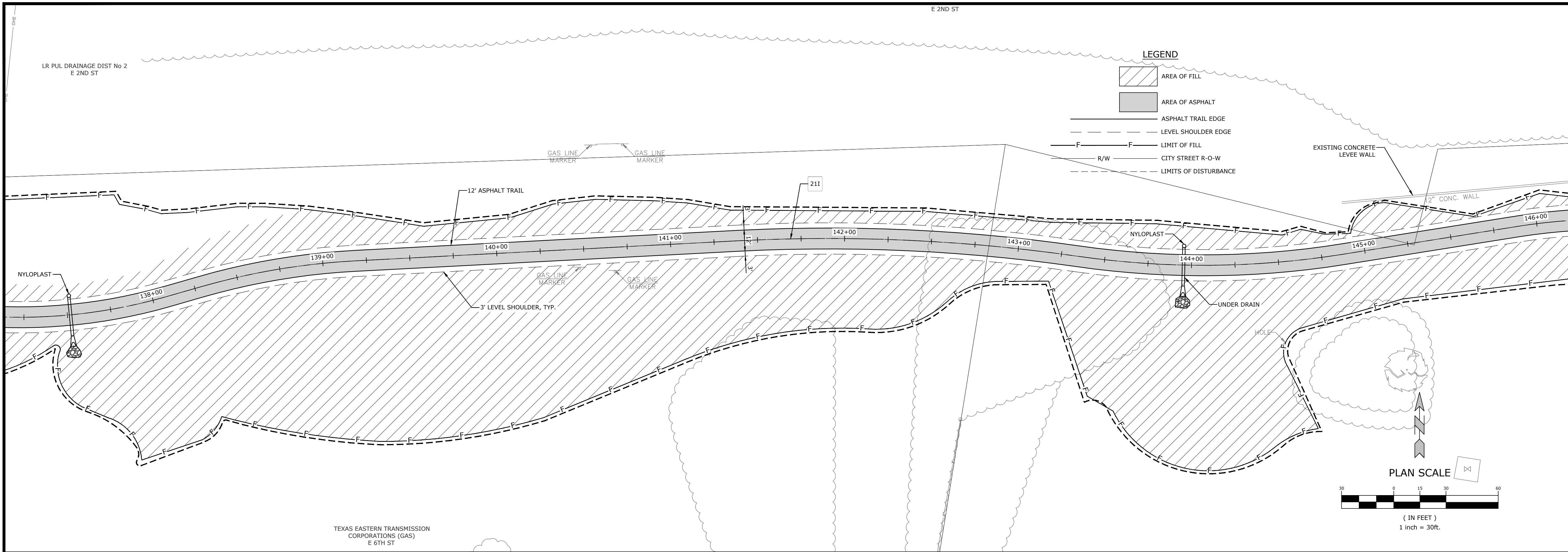
TRAIL PLAN & PROFILE V

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
SCALE: 1" = 30'	JOB NUMBER: 20-5776



EG 261.10 FG 261.10	EG 261.03 FG 261.03	EG 260.95 FG 260.95	EG 261.04 FG 261.04	EG 261.09 FG 261.09	EG 261.14 FG 261.14	EG 261.05 FG 261.05	EG 261.03 FG 261.03	EG 260.95 FG 260.95	EG 260.73 FG 260.73	EG 260.56 FG 260.56	EG 259.60 FG 259.60	EG 258.58 FG 258.58	EG 257.37 FG 257.37	EG 255.88 FG 255.88	EG 254.40 FG 254.40	EG 253.27 FG 253.27	EG 252.36 FG 252.36	EG 252.15 FG 252.15	EG 252.07 FG 252.07	EG 252.07 FG 252.07	EG 251.99 FG 251.99	EG 251.94 FG 251.94	EG 252.19 FG 252.19	EG 252.65 FG 252.65	EG 252.56 FG 252.56	EG 252.43 FG 252.43	EG 252.61 FG 252.61	EG 252.84 FG 252.84	EG 252.87 FG 252.87	EG 252.78 FG 252.78	EG 252.69 FG 252.69	EG 252.65 FG 252.65
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SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS

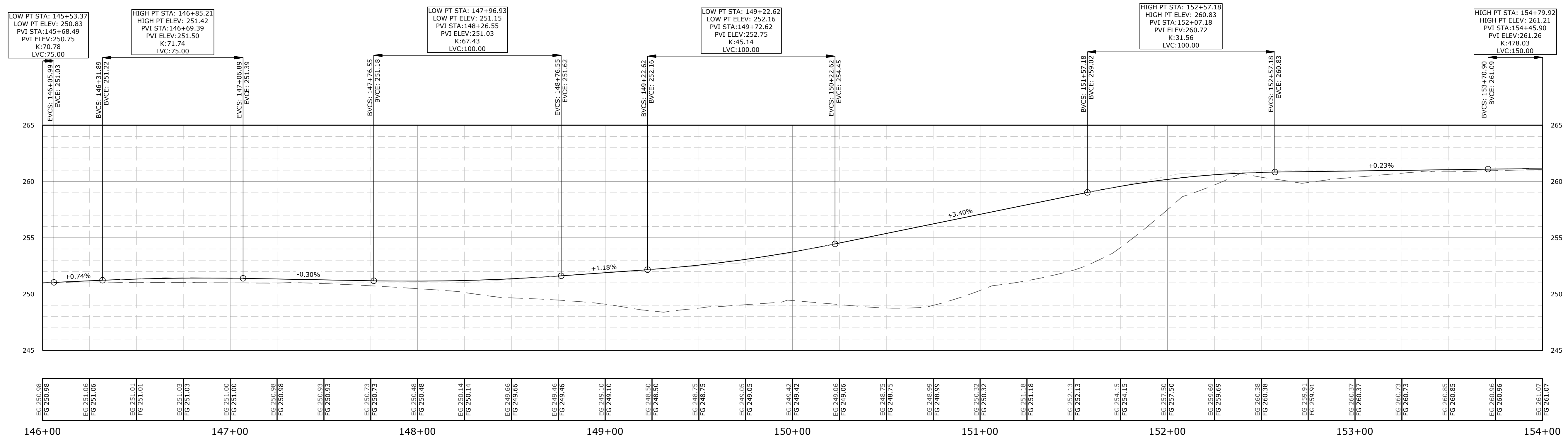
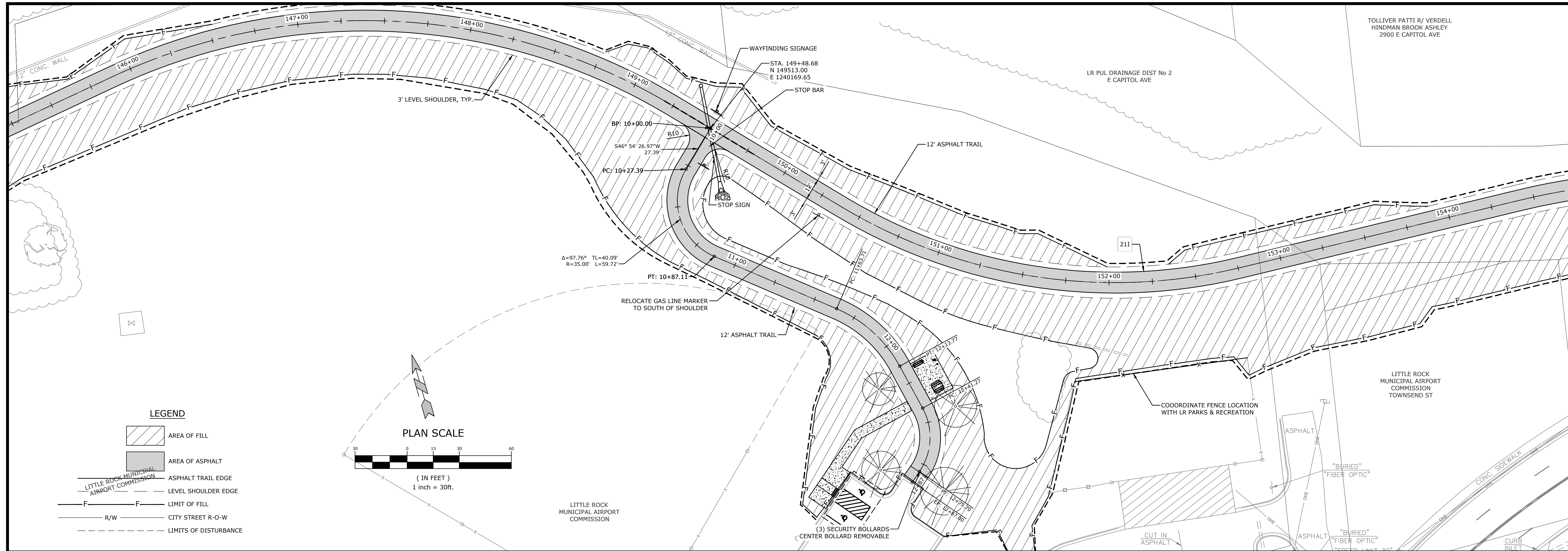
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TRAIL PLAN & PROFILE VI

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SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS

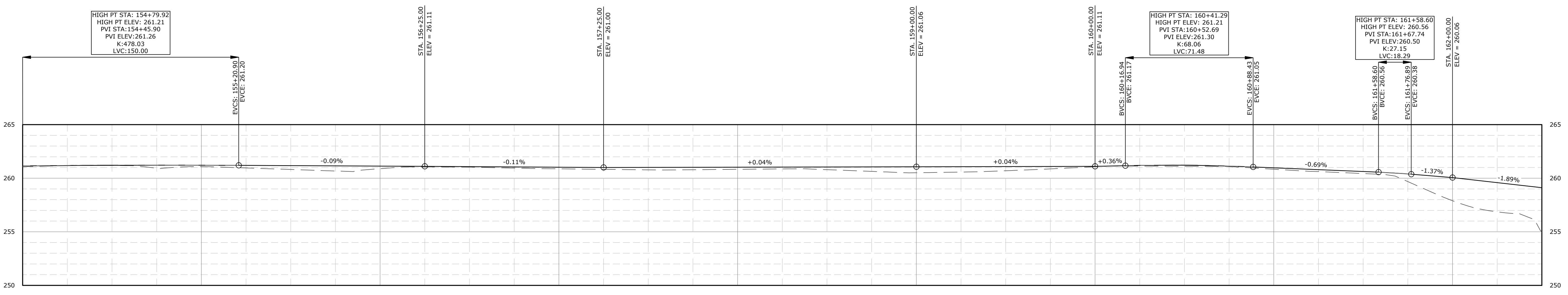
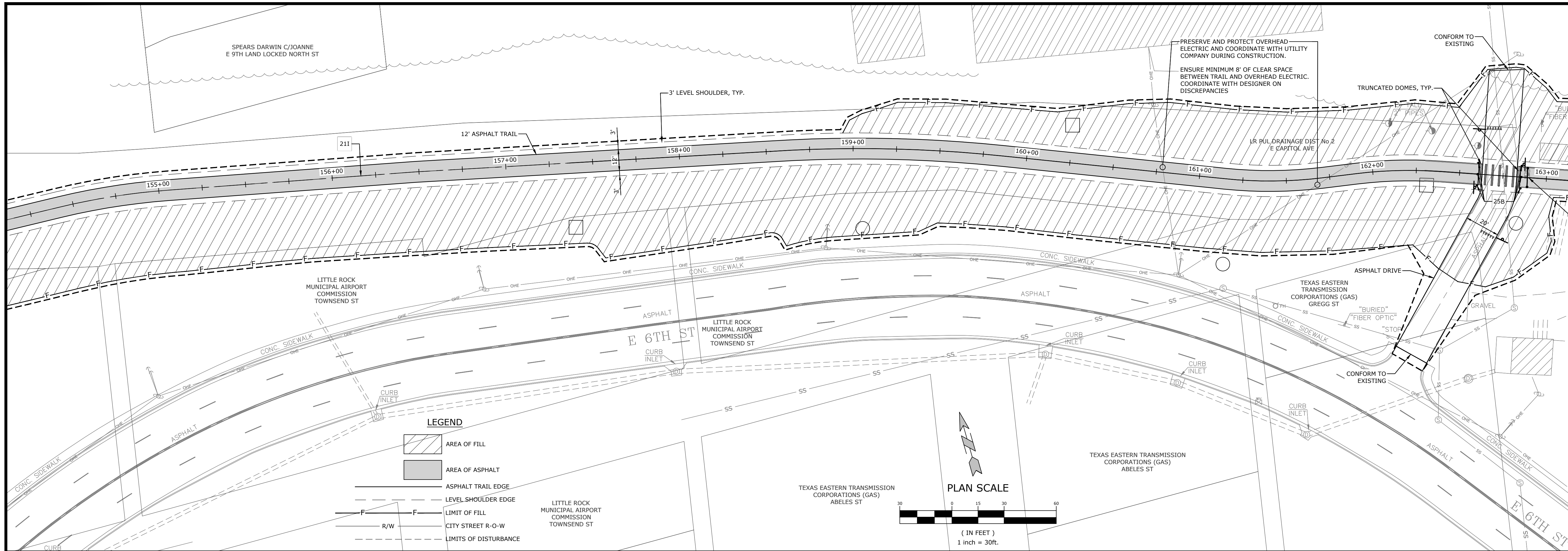
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REV	DESCRIPTION
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TRAIL PLAN & PROFILE VII

DESIGNED BY: CZ
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 DATE: 7/18/2024
 REVISION: BID SET
 SCALE: 1" = 30'
 JOB NUMBER: 20-5776

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EG 261.07 FG 261.07	EG 261.18 FG 261.18	EG 261.19 FG 261.19	EG 260.92 FG 260.92	EG 261.09 FG 261.09	EG 260.96 FG 260.96	EG 260.82 FG 260.82	EG 260.67 FG 260.67	EG 260.89 FG 260.89	EG 261.05 FG 261.05	EG 261.03 FG 261.03	EG 260.94 FG 260.94	EG 260.88 FG 260.88	EG 260.83 FG 260.83	EG 260.78 FG 260.78	EG 260.79 FG 260.79	EG 260.83 FG 260.83	EG 260.87 FG 260.87	EG 260.80 FG 260.80	EG 260.64 FG 260.64	EG 260.51 FG 260.51	EG 260.57 FG 260.57	EG 260.69 FG 260.69	EG 260.87 FG 260.87	EG 261.07 FG 261.07	EG 261.13 FG 261.13	EG 261.12 FG 261.12	EG 261.09 FG 261.09	EG 260.84 FG 260.84	EG 260.61 FG 260.61	EG 260.44 FG 260.44	EG 260.68 FG 260.68	EG 260.90 FG 260.90	EG 260.86 FG 260.86	EG 260.99 FG 260.99				
154+00		155+00		156+00		157+00		158+00		159+00		160+00		161+00		162+00	162+00																					

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SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS

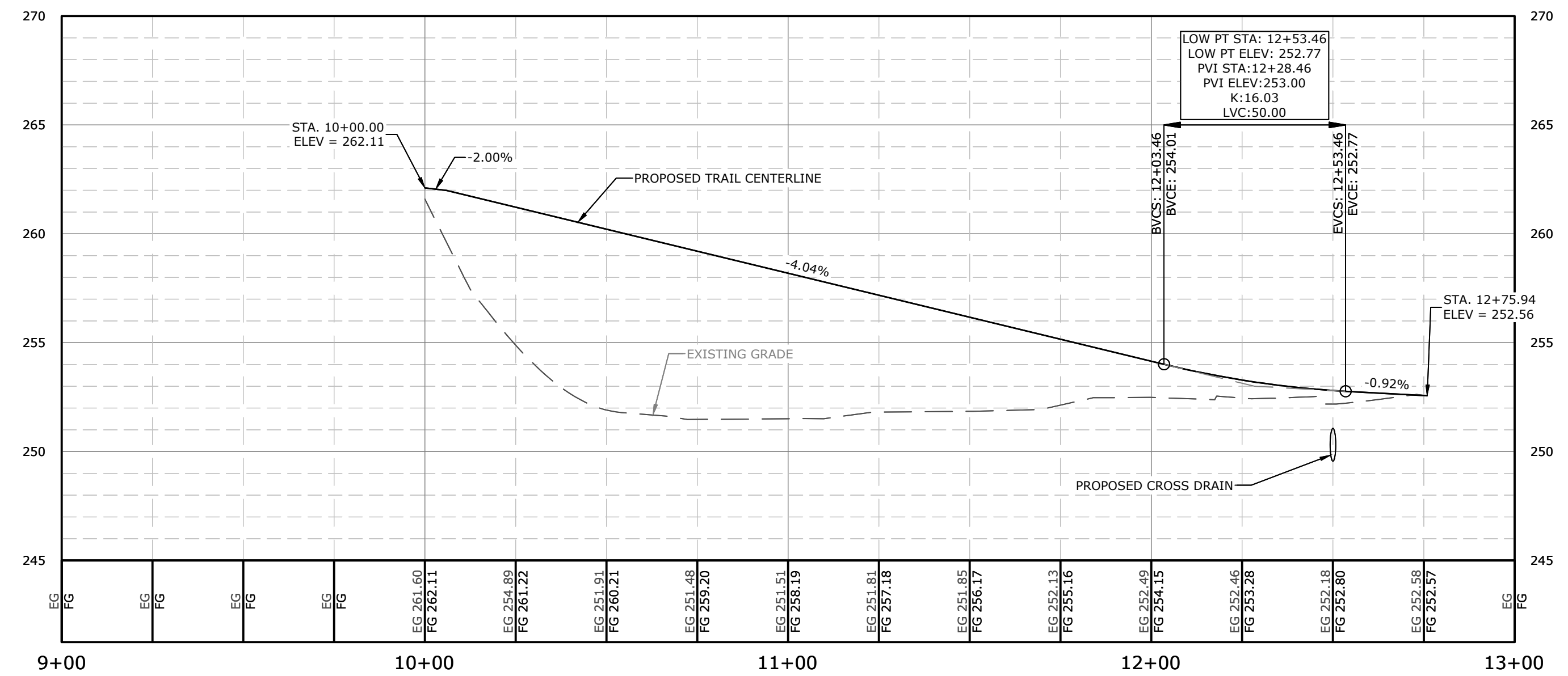
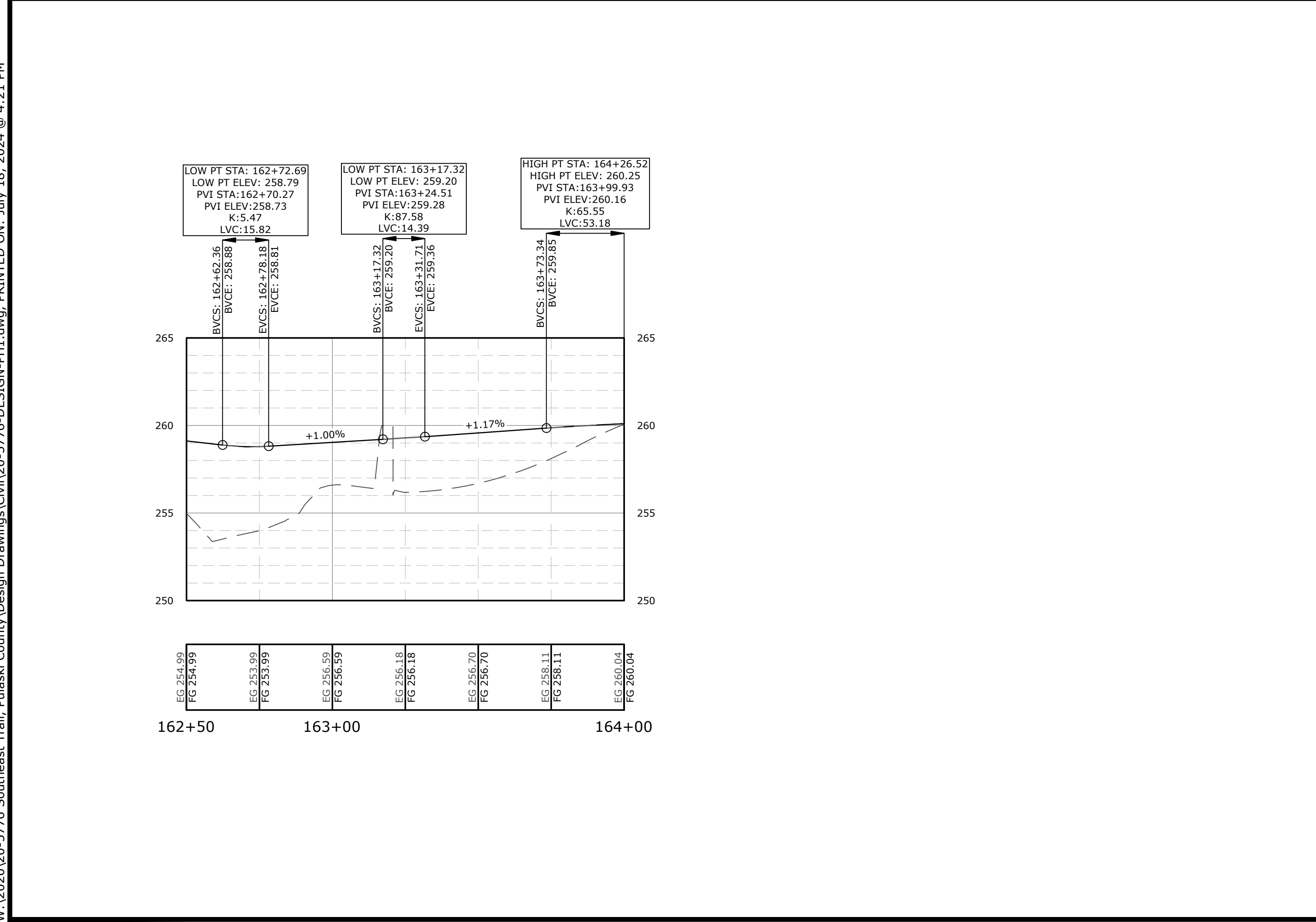
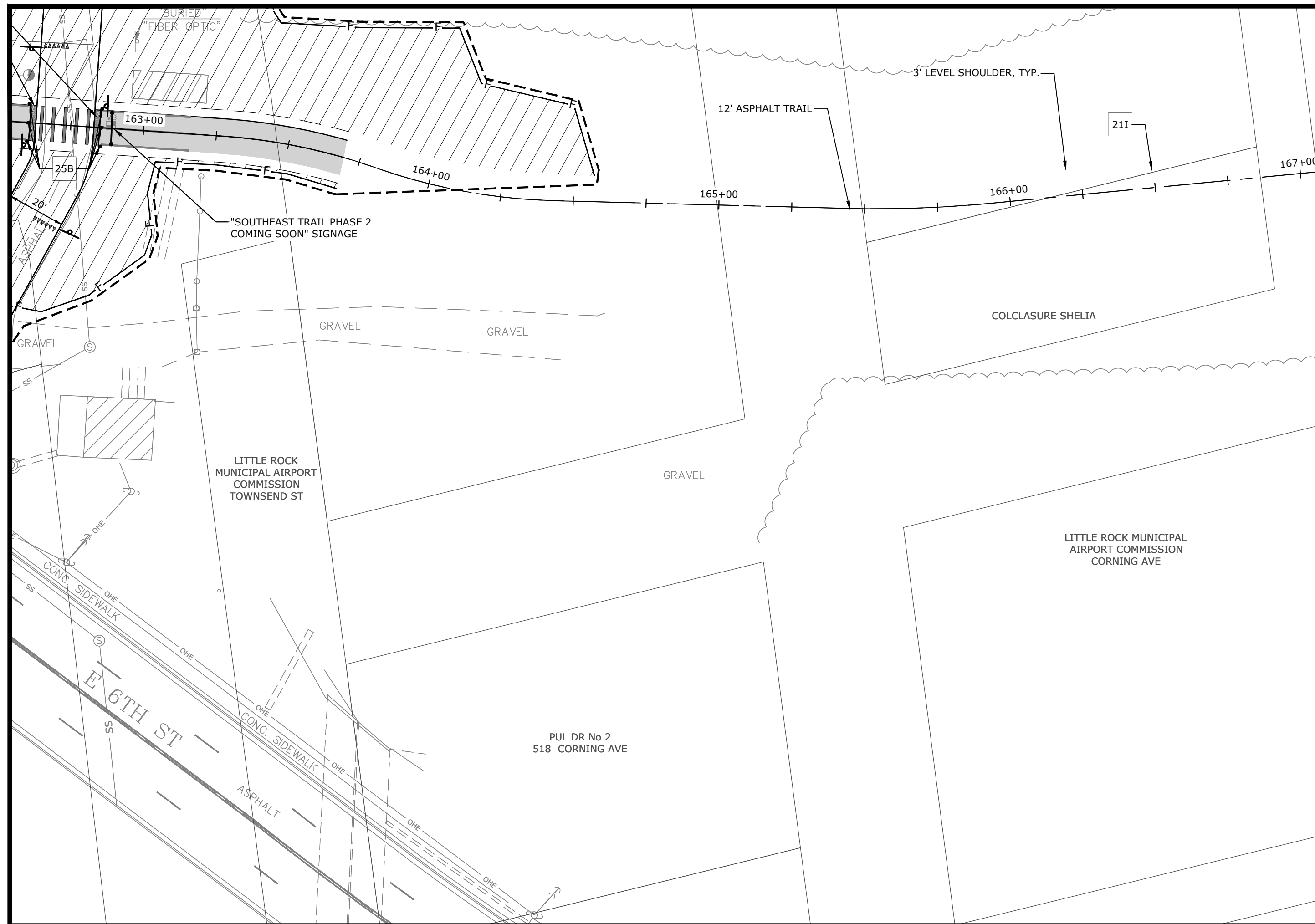
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TRAIL PLAN & PROFILE VIII

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3RD STREET CONNECTOR PROFILE

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



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SOUTHEAST TRAIL - PHASE I
PULASKI COUNTY, ARKANSAS



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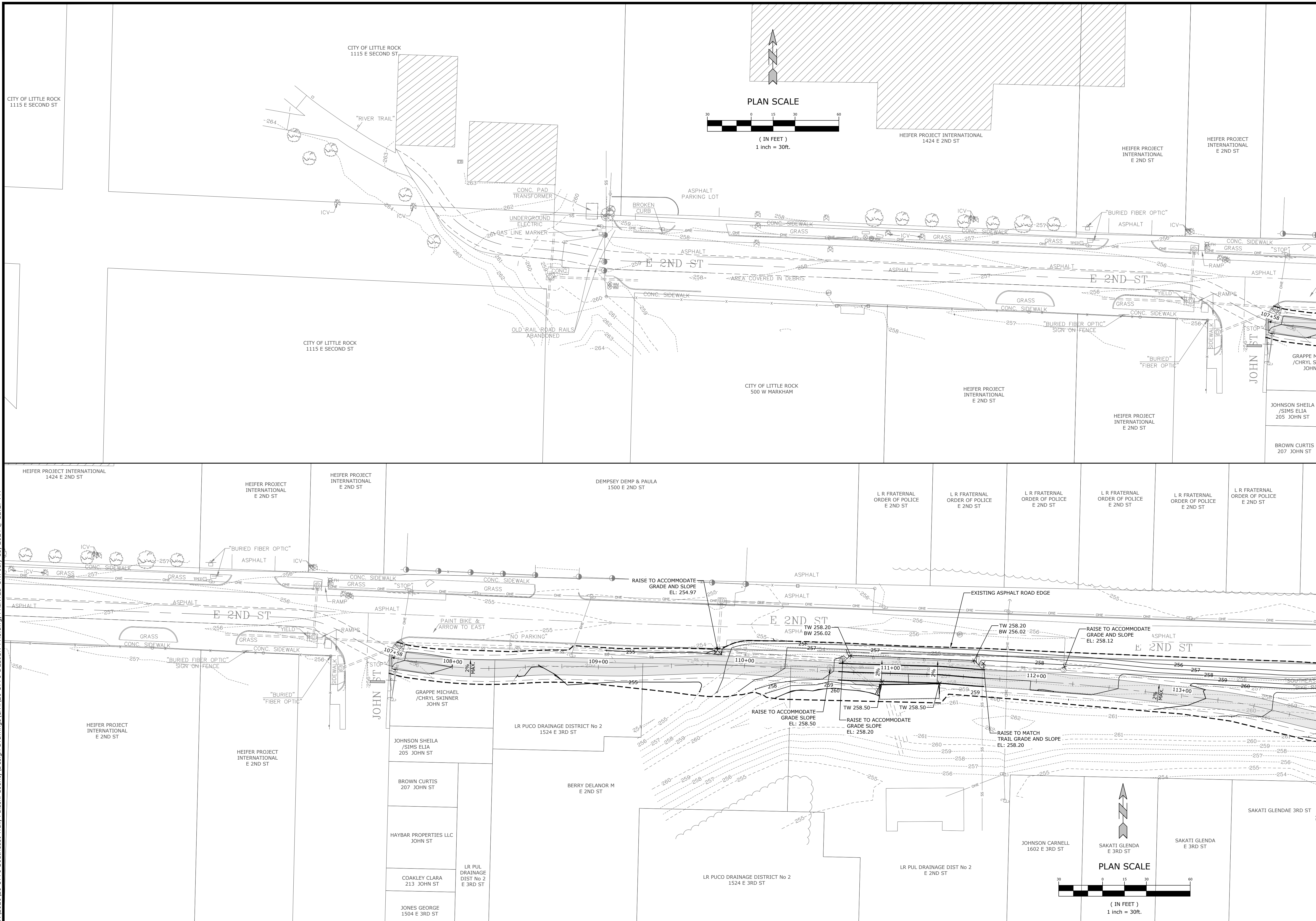
REV	DATE	DESCRIPTION
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CONNECTOR
PROFILES I

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SOUTHEAST TRAIL - PHASE I
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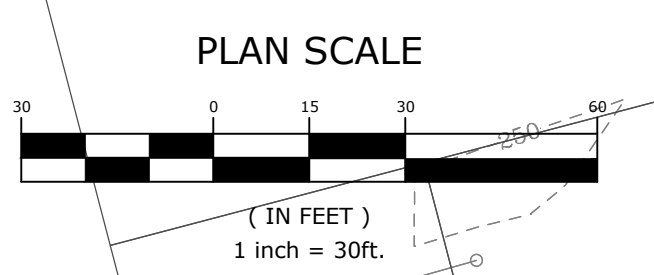
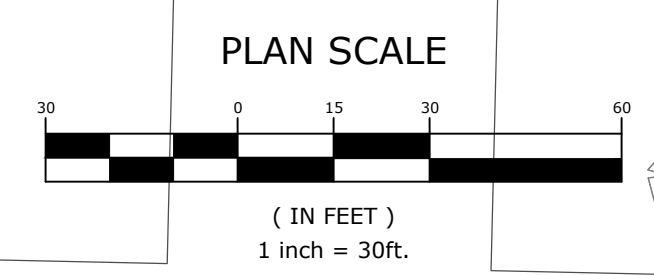
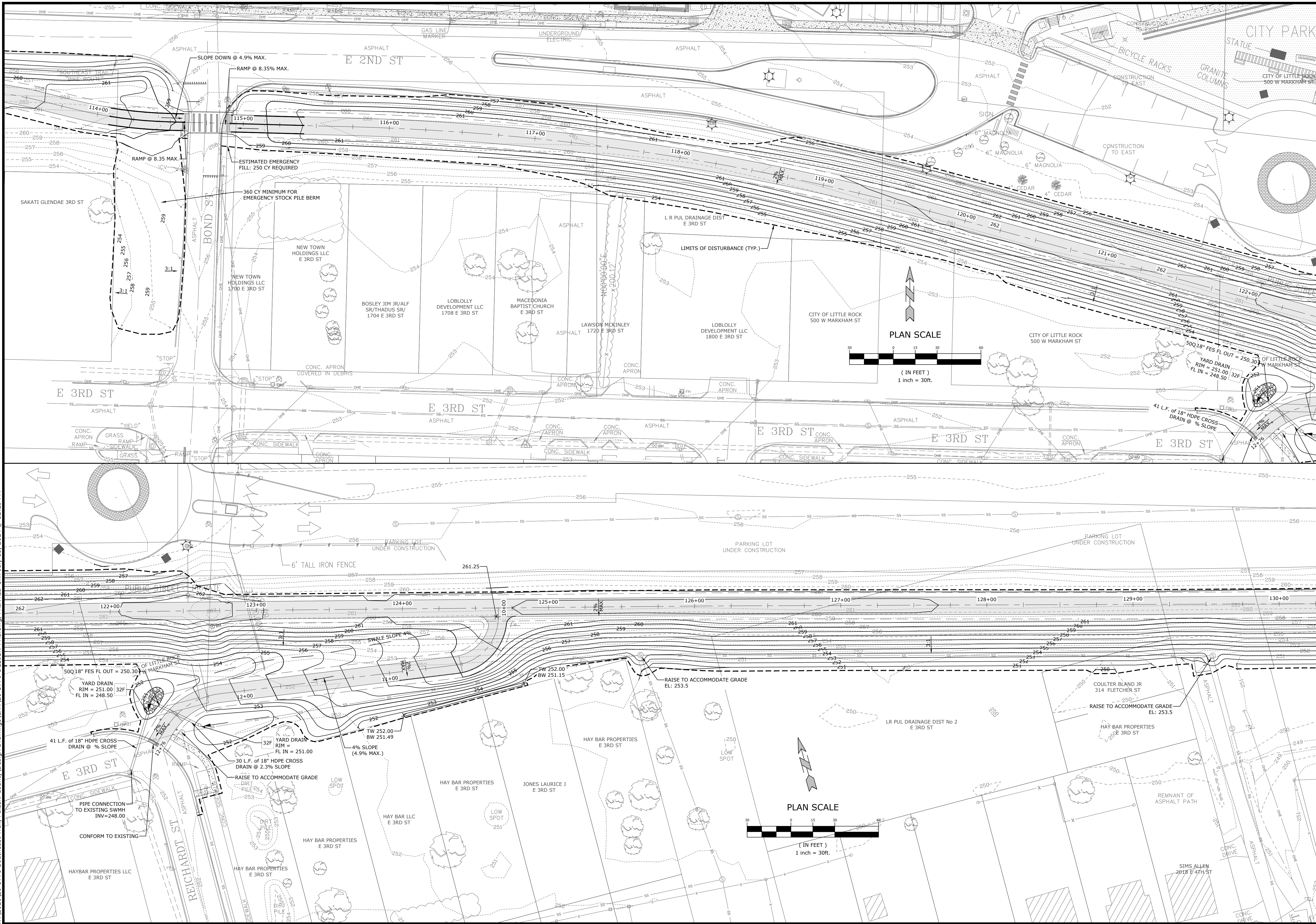
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	3/22/2023	ADVERTISING SET

GRADING & DRAINAGE PLAN I

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SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS

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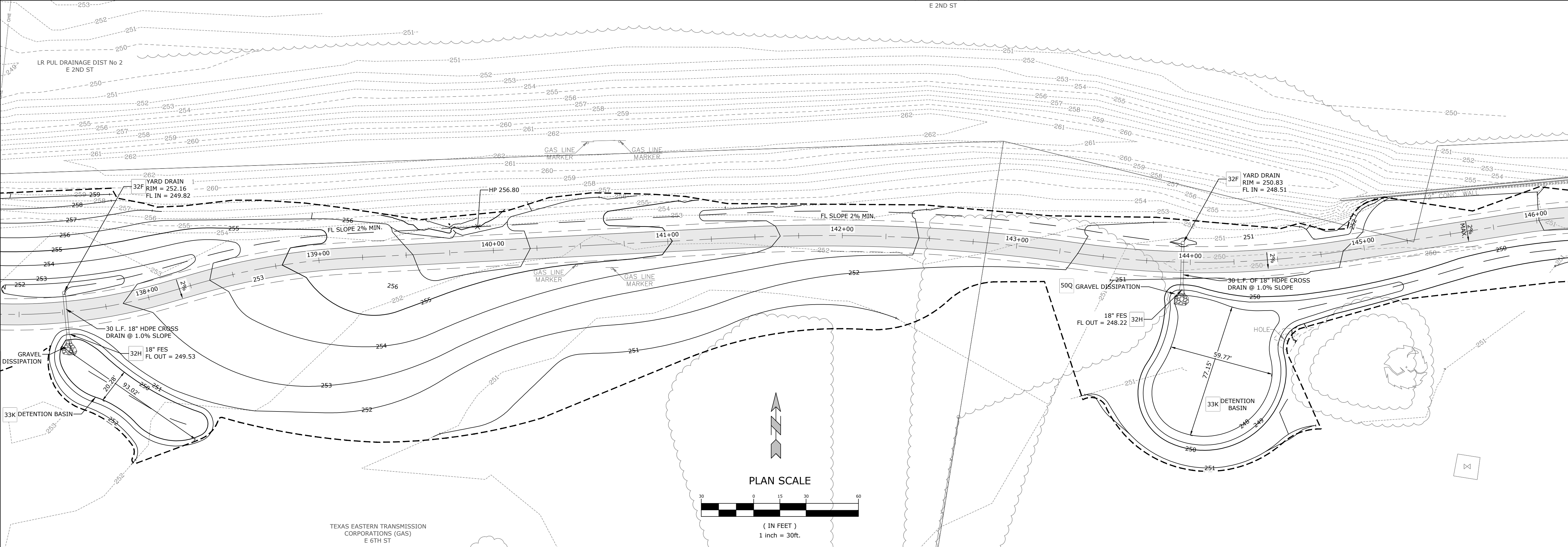
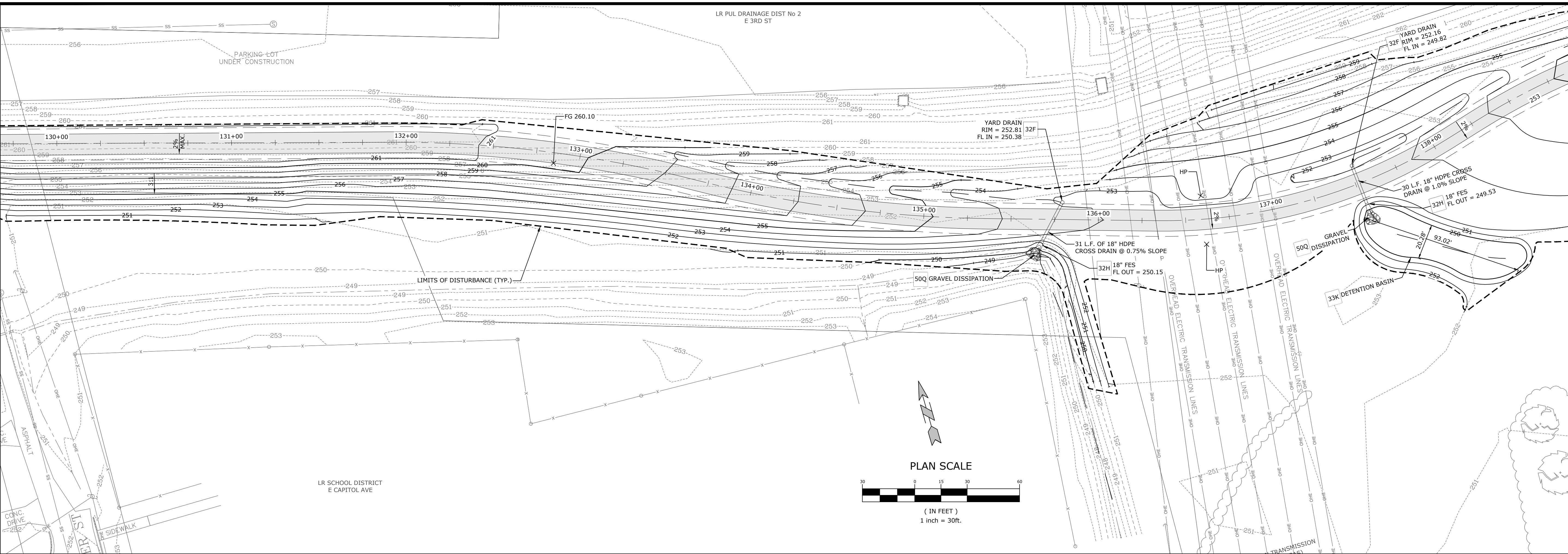
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GRADING & DRAINAGE PLAN II

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DATE:	7/18/2024	REVISION:	BID SET
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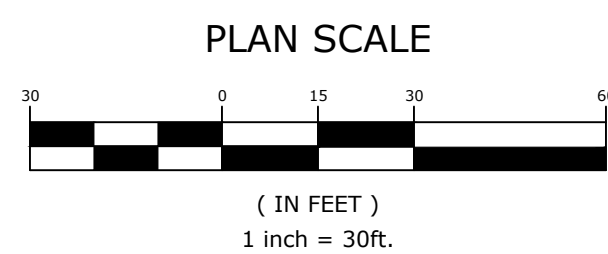
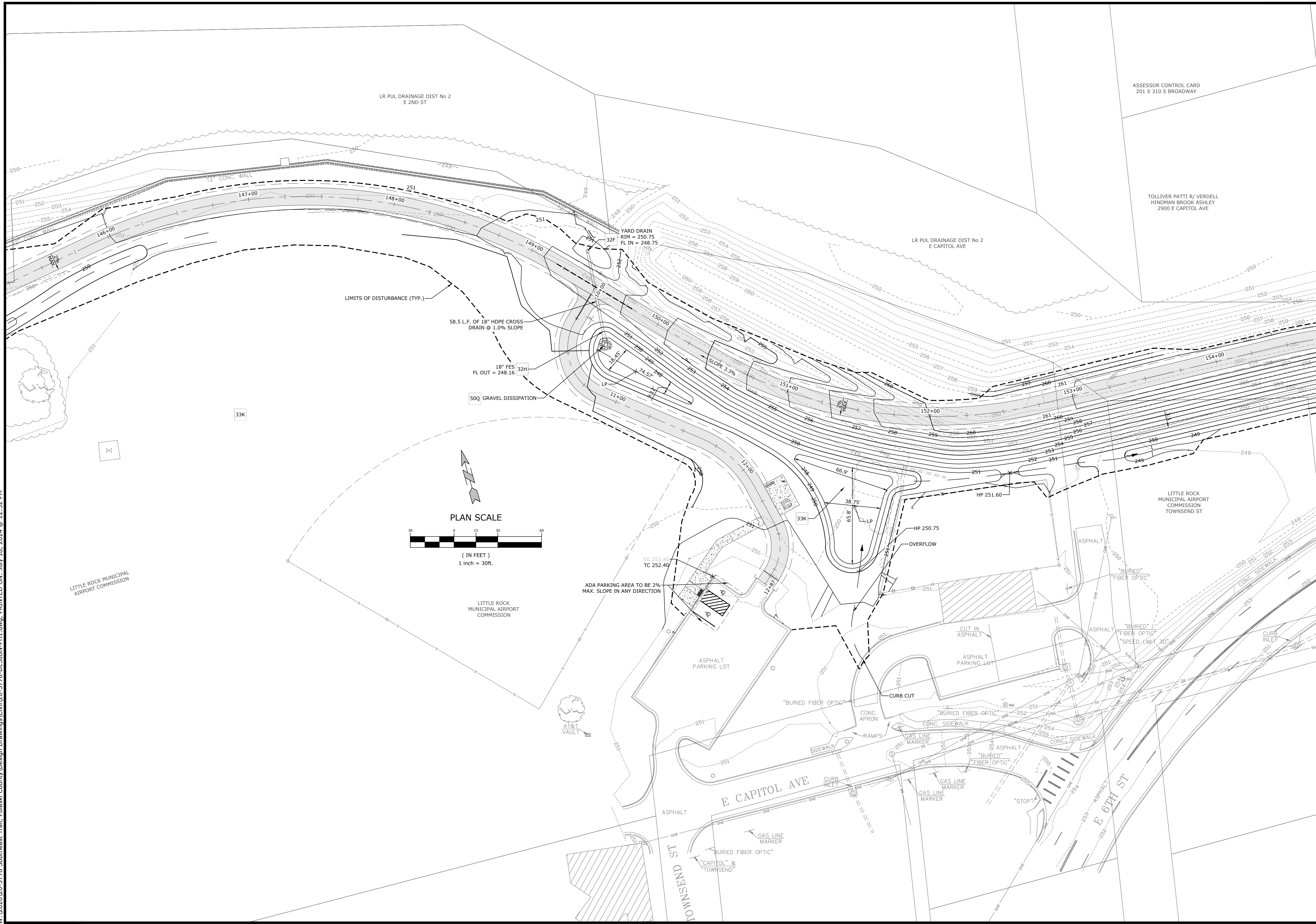
REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

GRADING & DRAINAGE PLAN III

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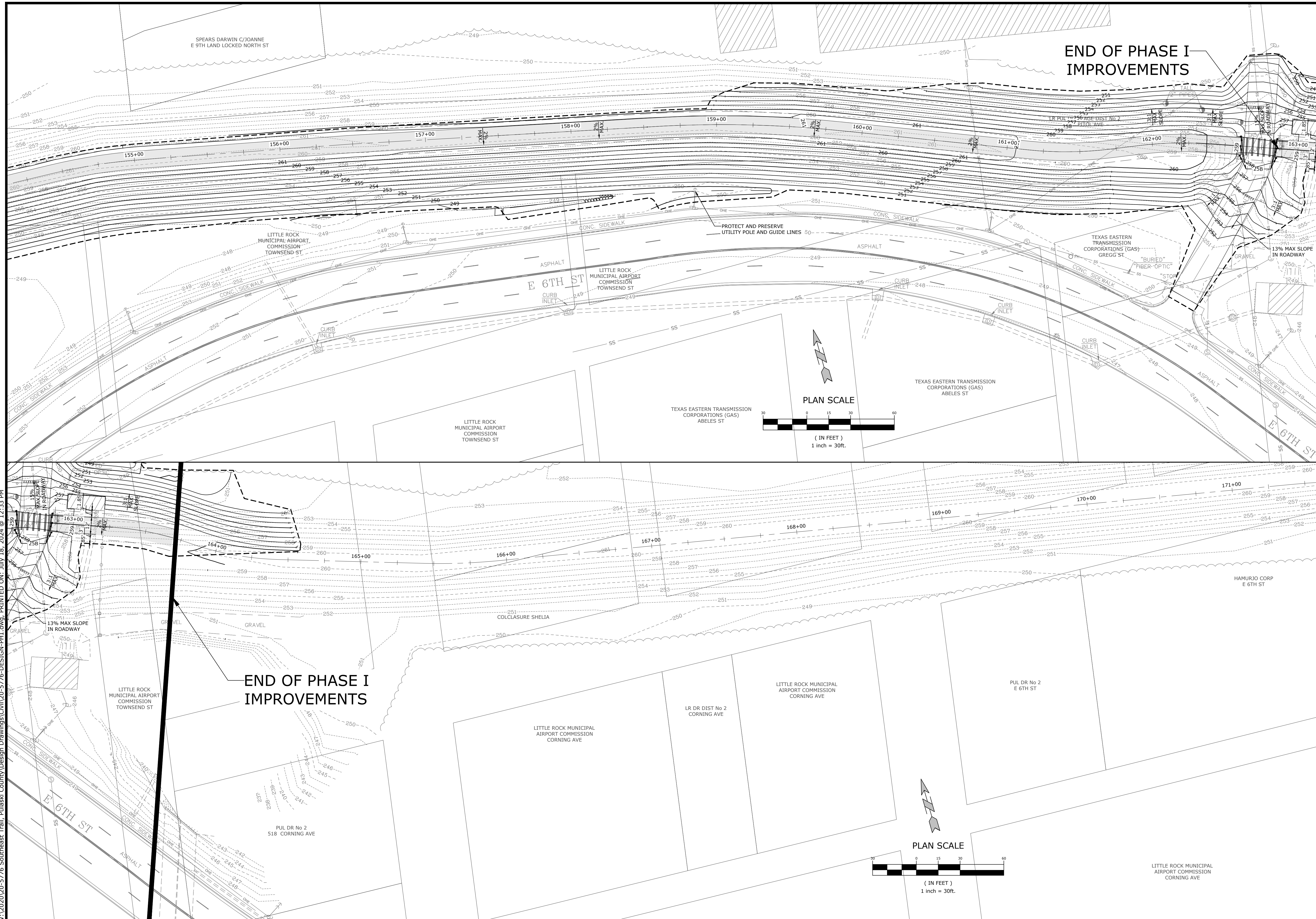


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	3/22/2023	ADVERTISING SET

GRADING & DRAINAGE PLAN IV

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END OF PHASE I IMPROVEMENTS

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 PULASKI COUNTY, ARKANSAS

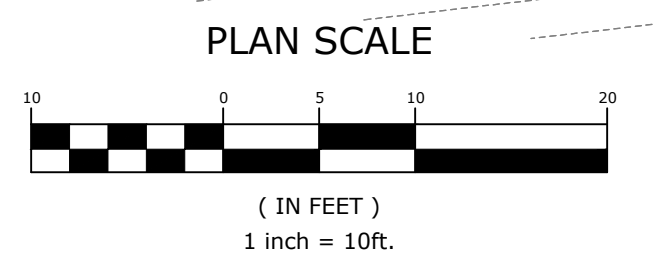
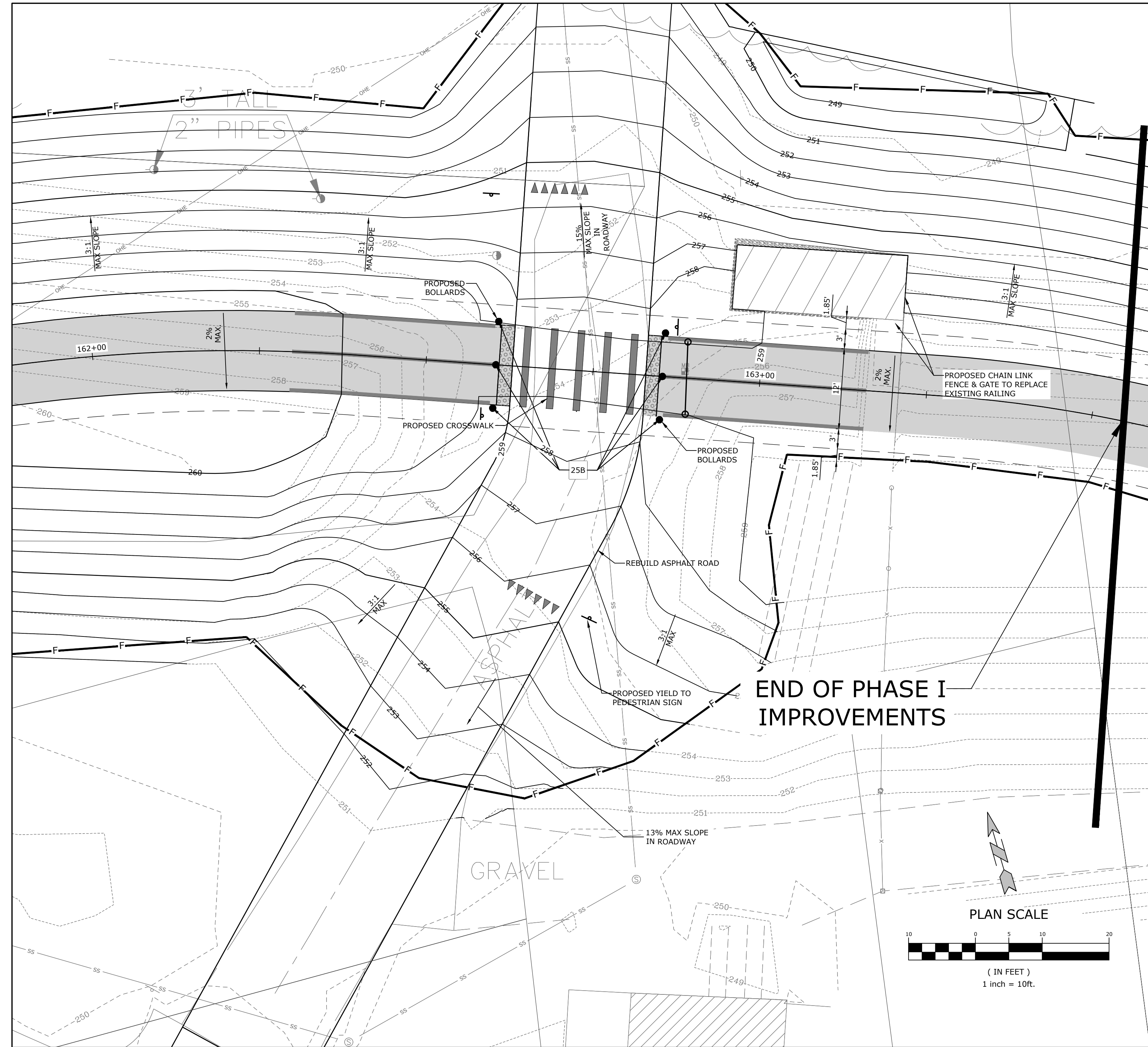
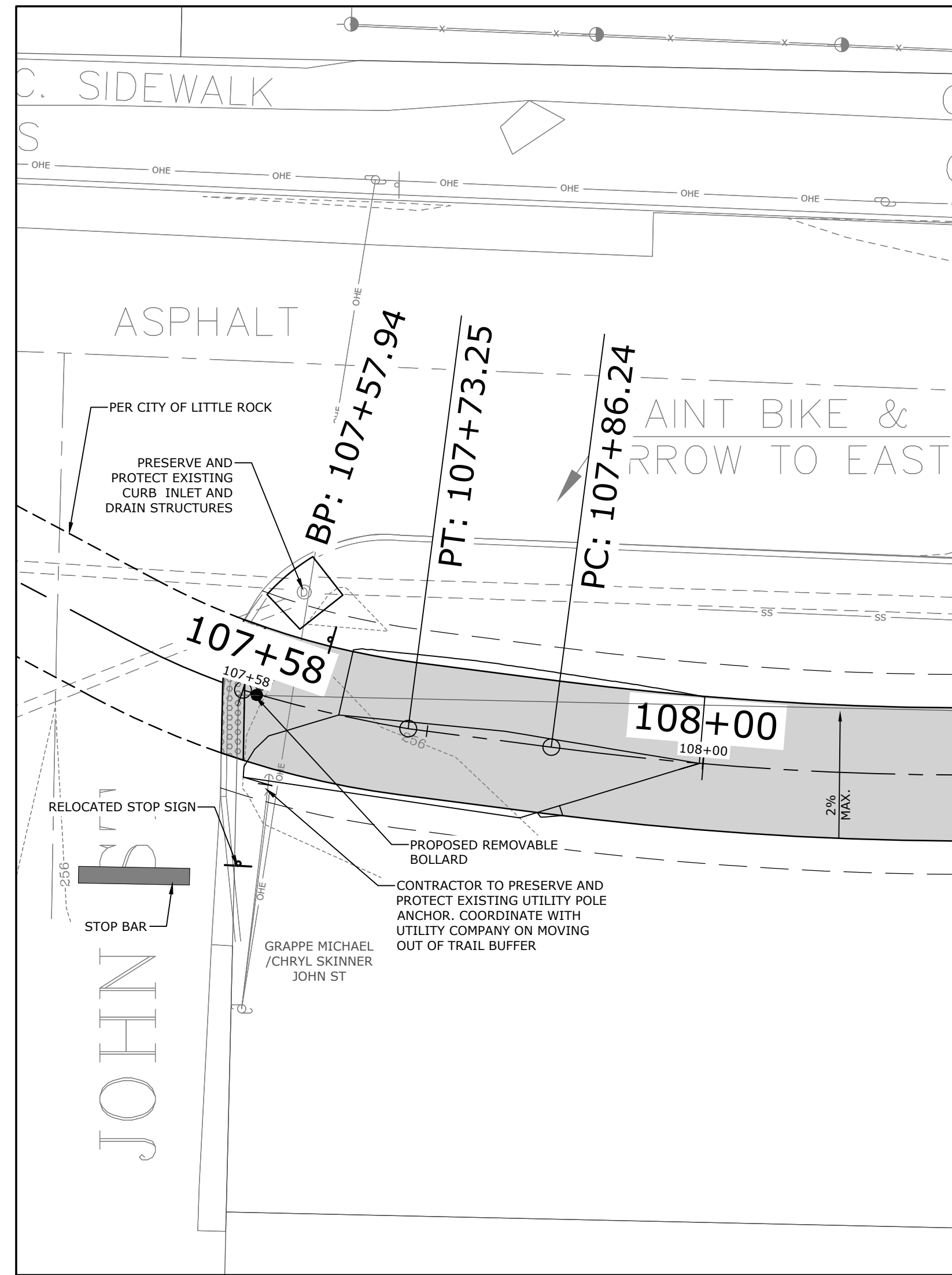
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GRADING & DRAINAGE PLAN V

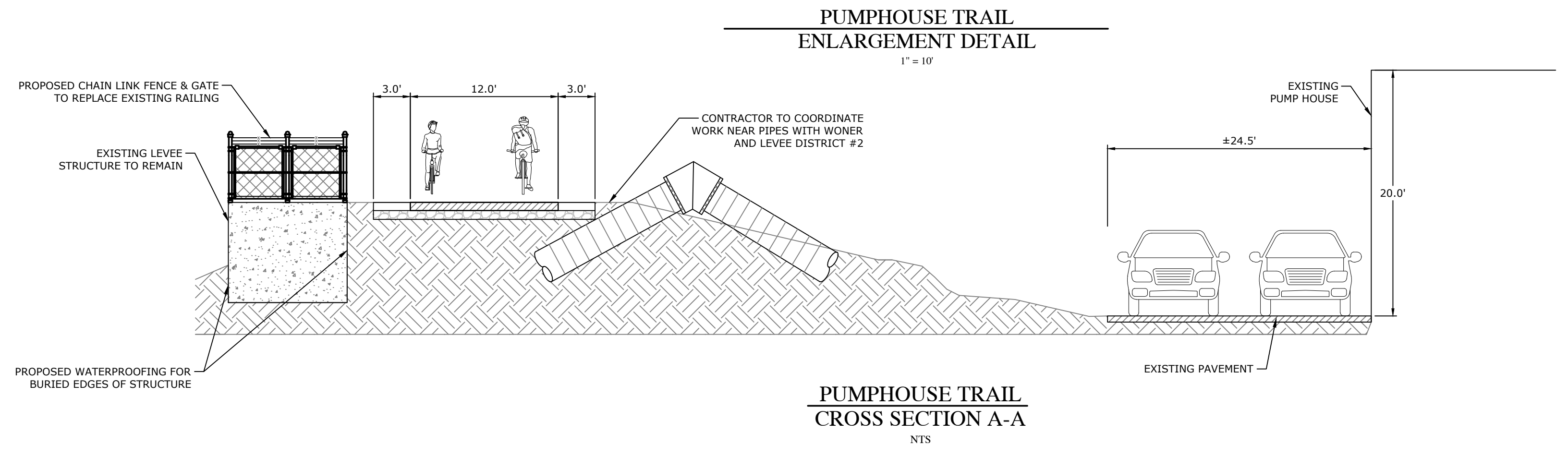
DESIGNED BY: CZ	DRAWN BY: JDP
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LEGEND

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



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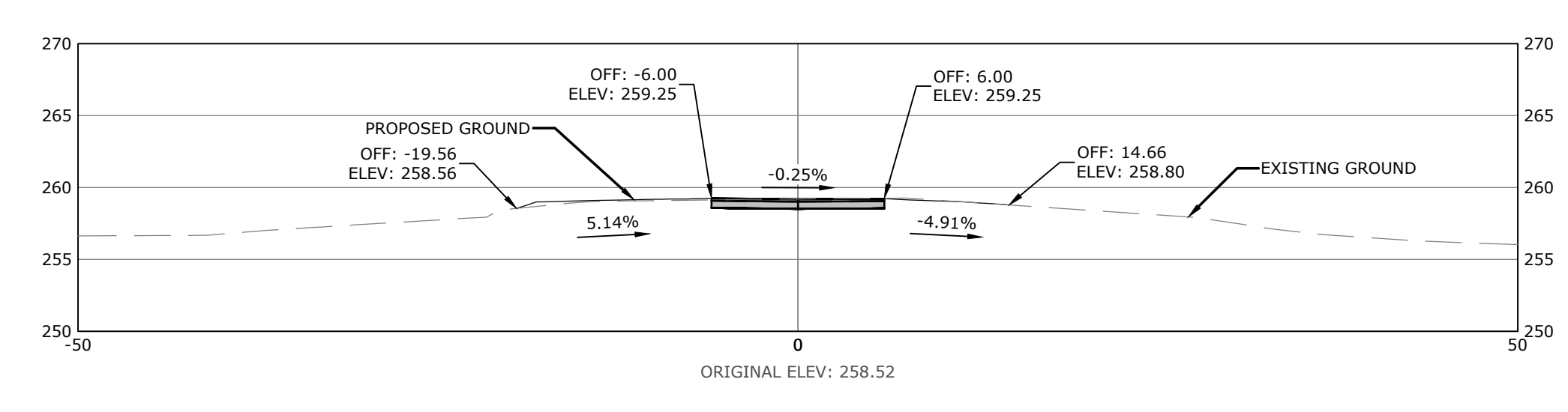
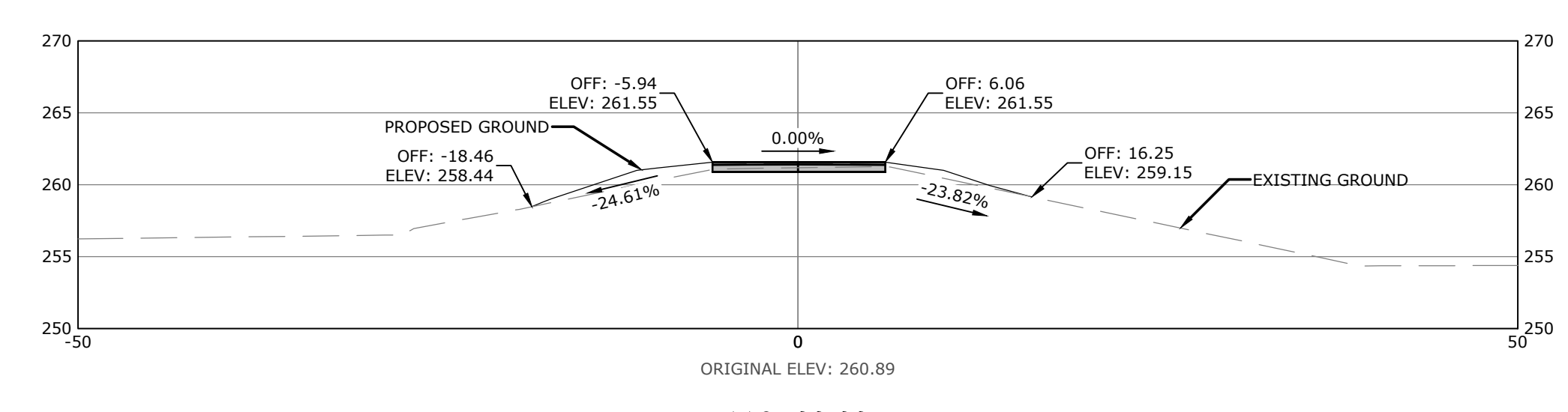
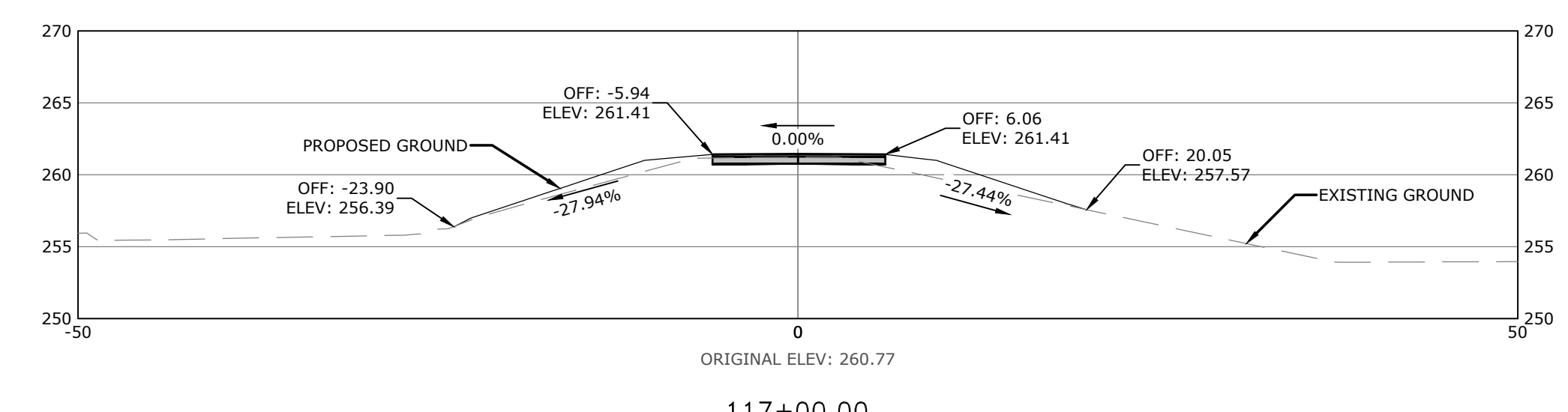
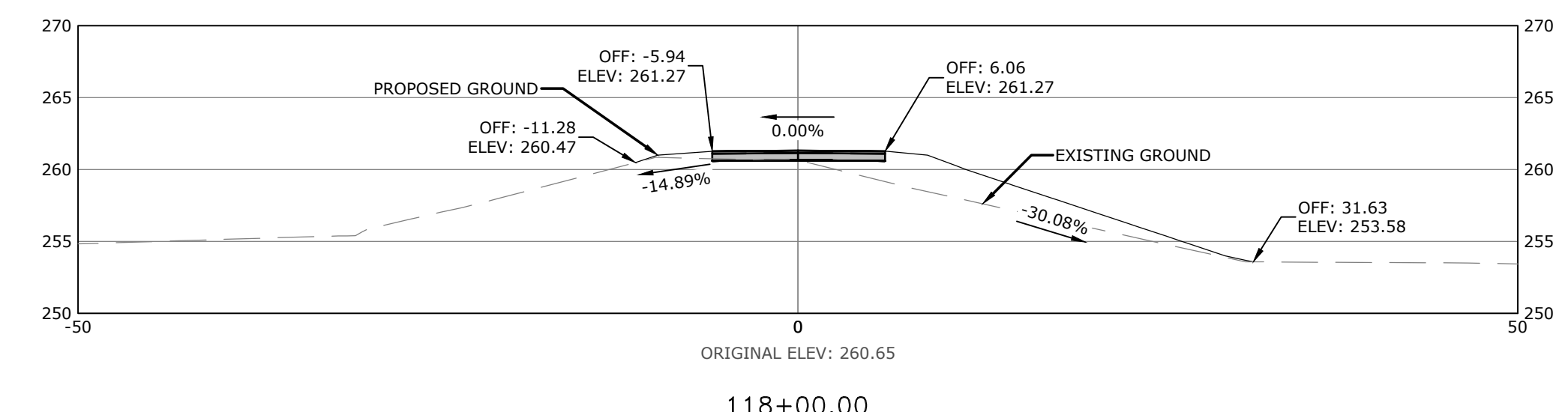
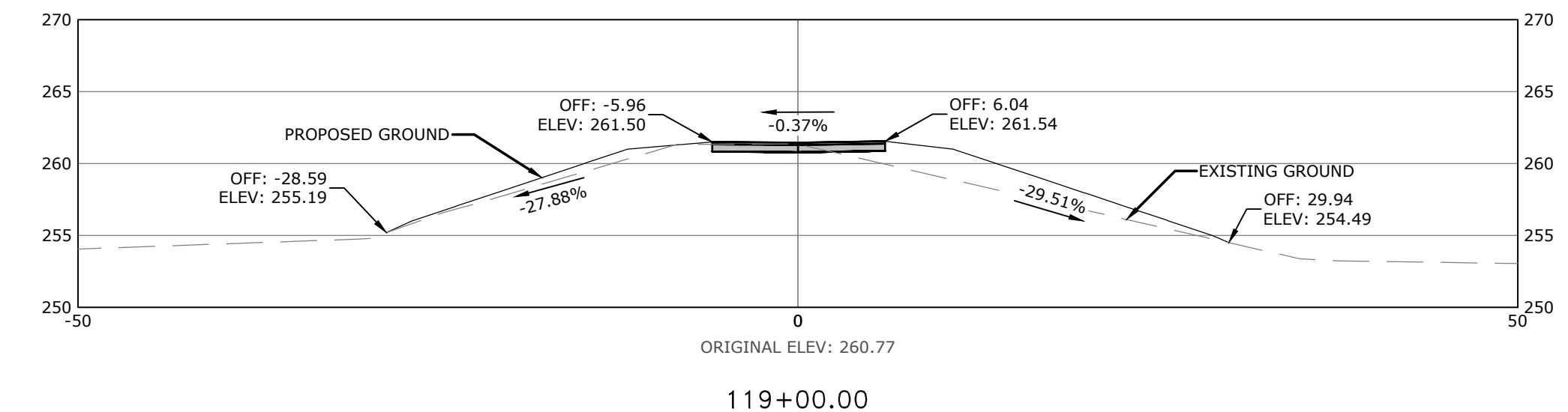
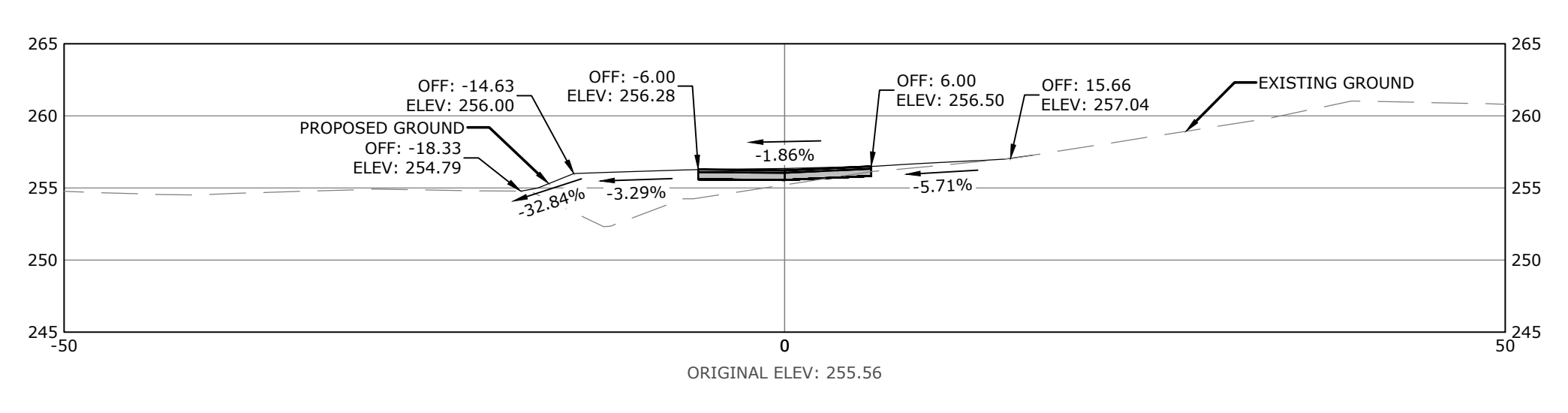
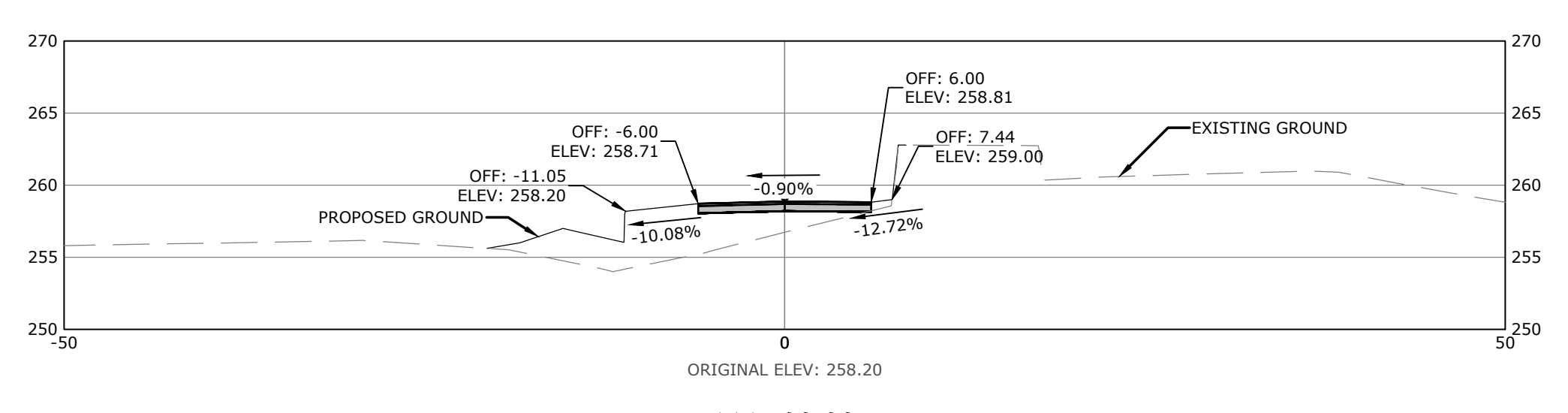
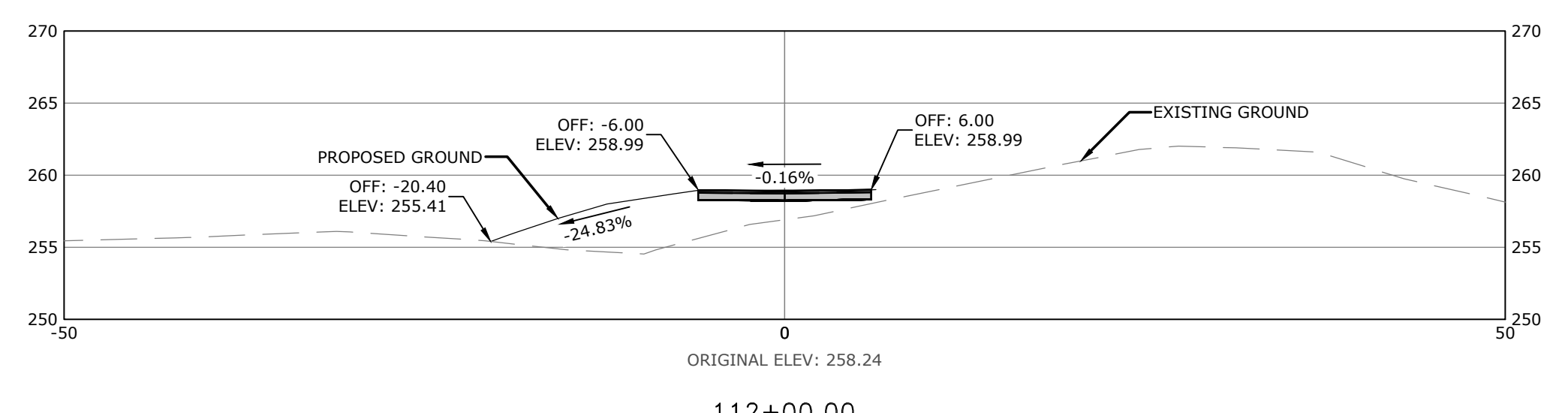
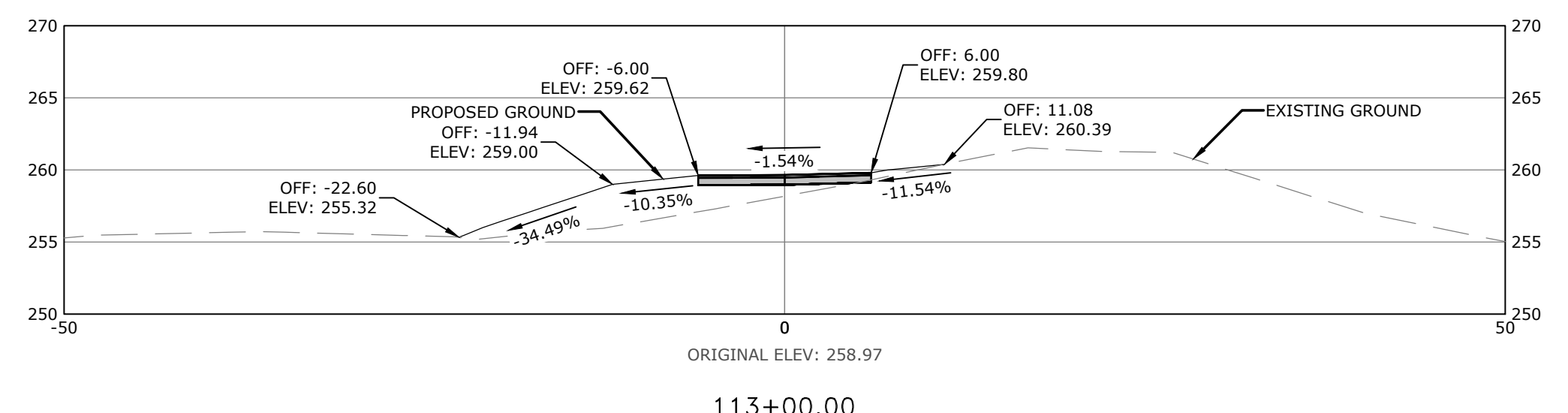
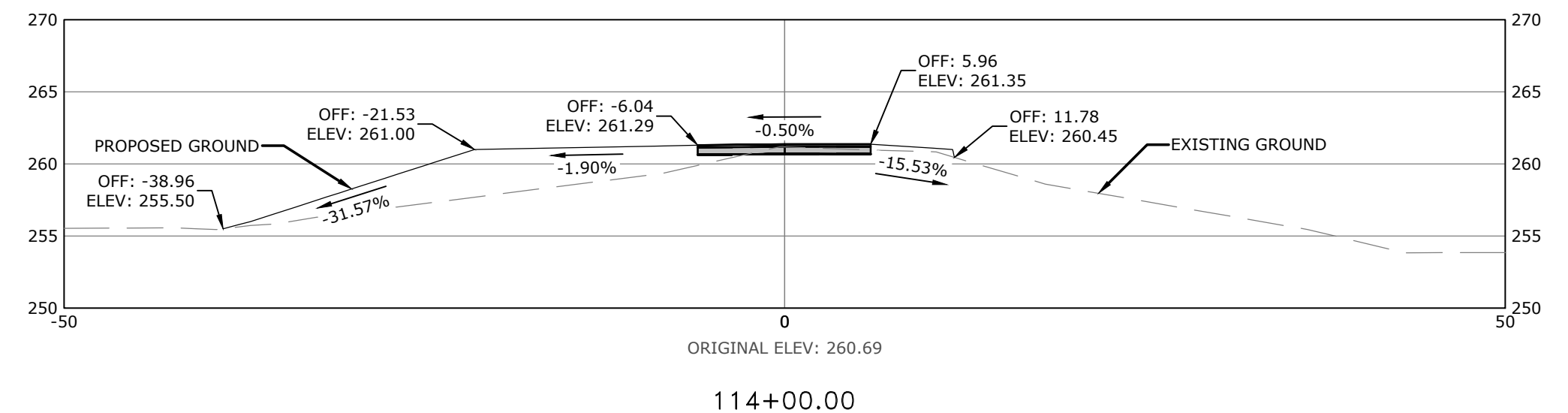


REVISIONS	DATE	DESCRIPTION
REV	3/22/2023	ADVERTISING SET

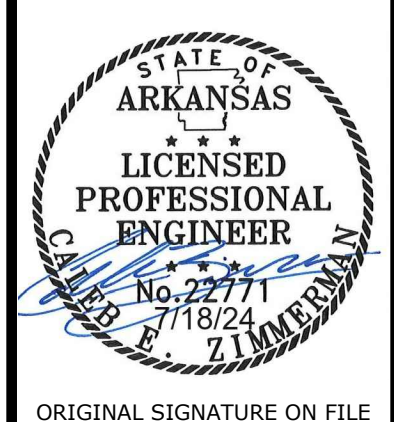
ENLARGEMENT DETAILS

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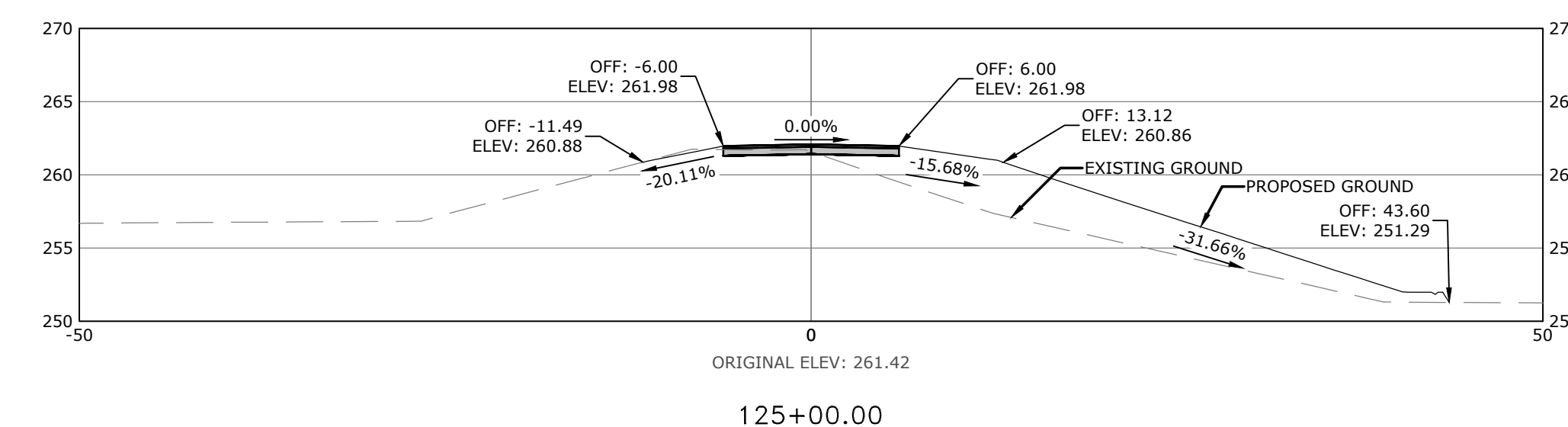
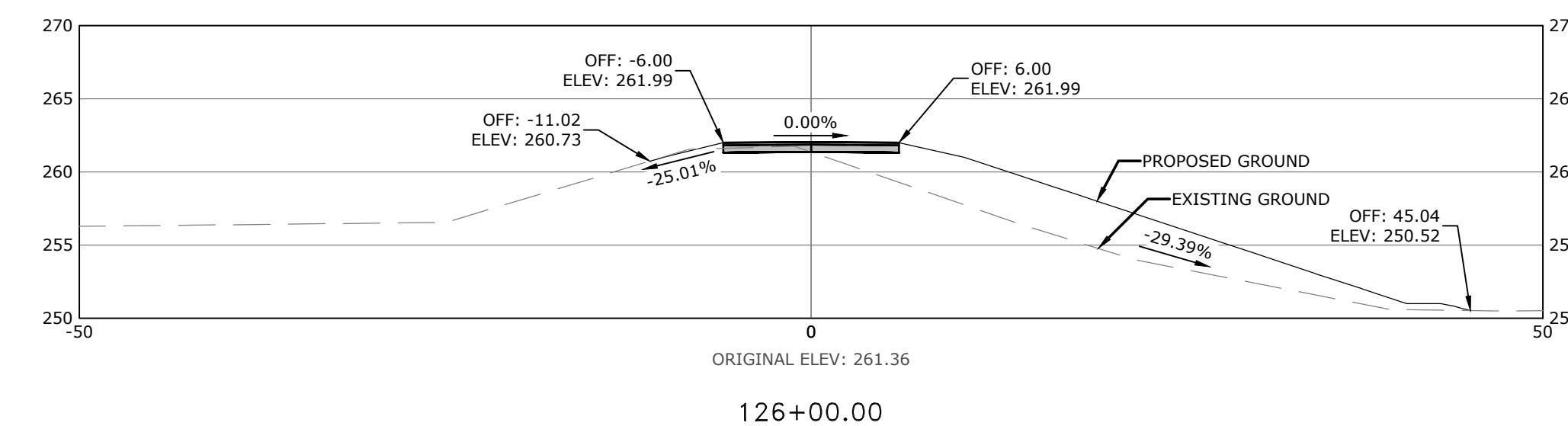
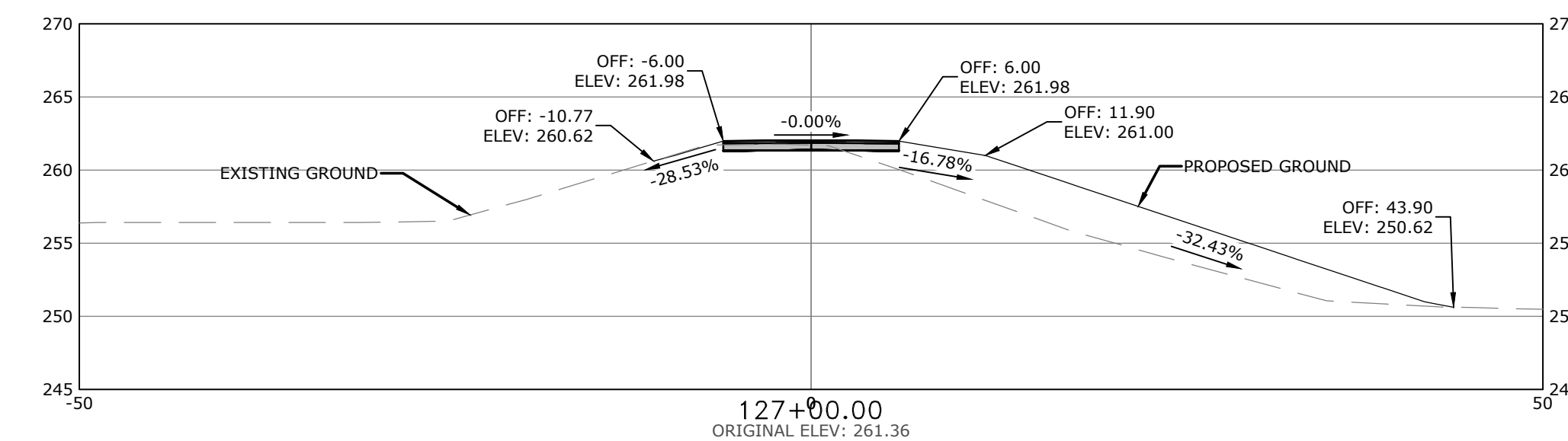
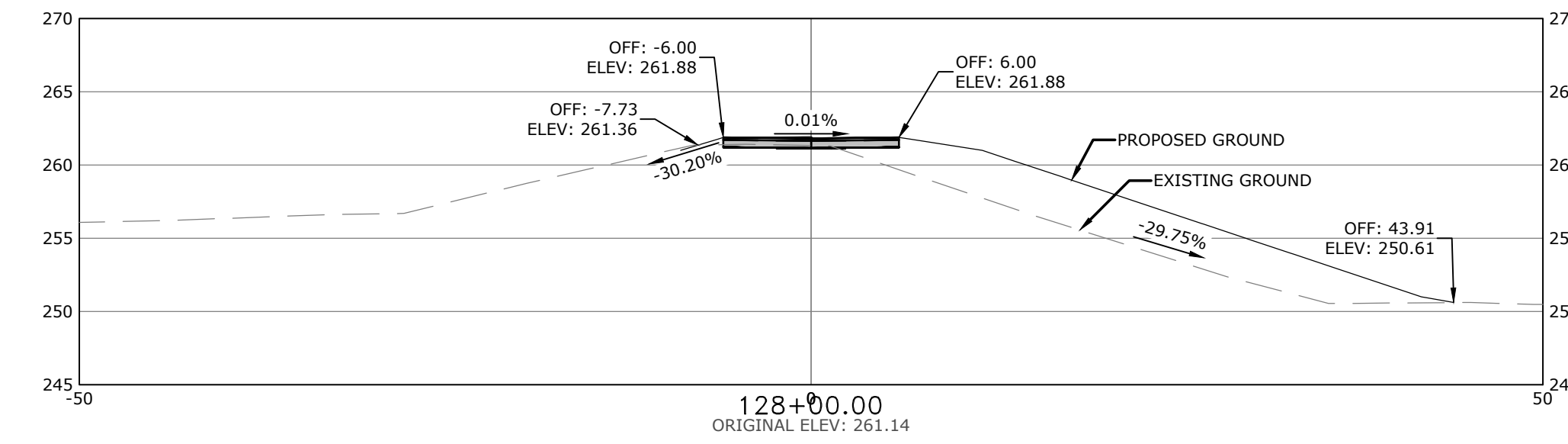
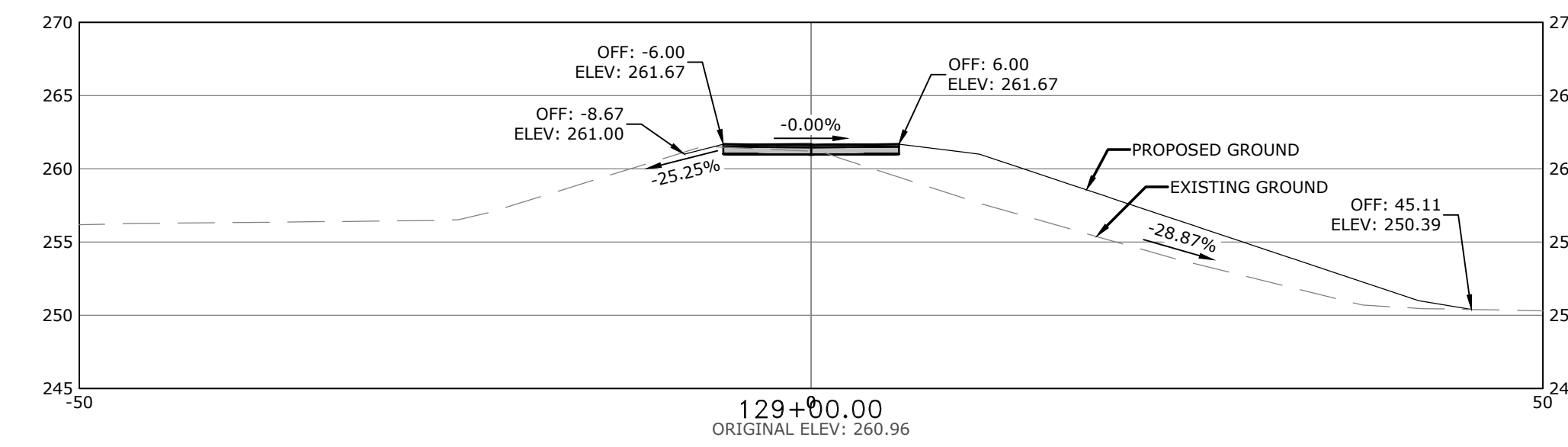
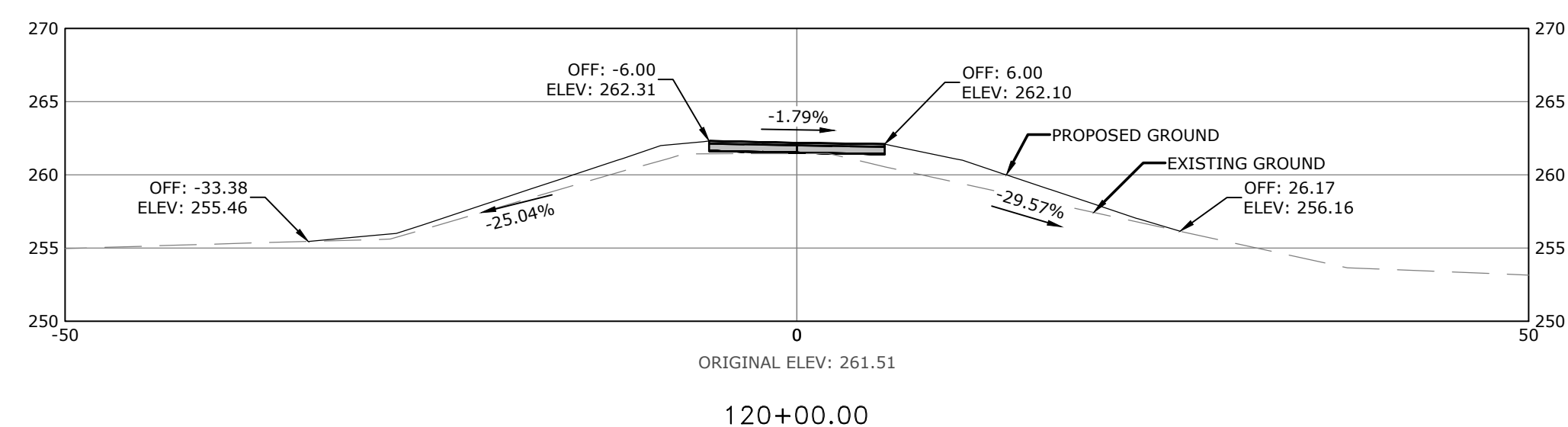
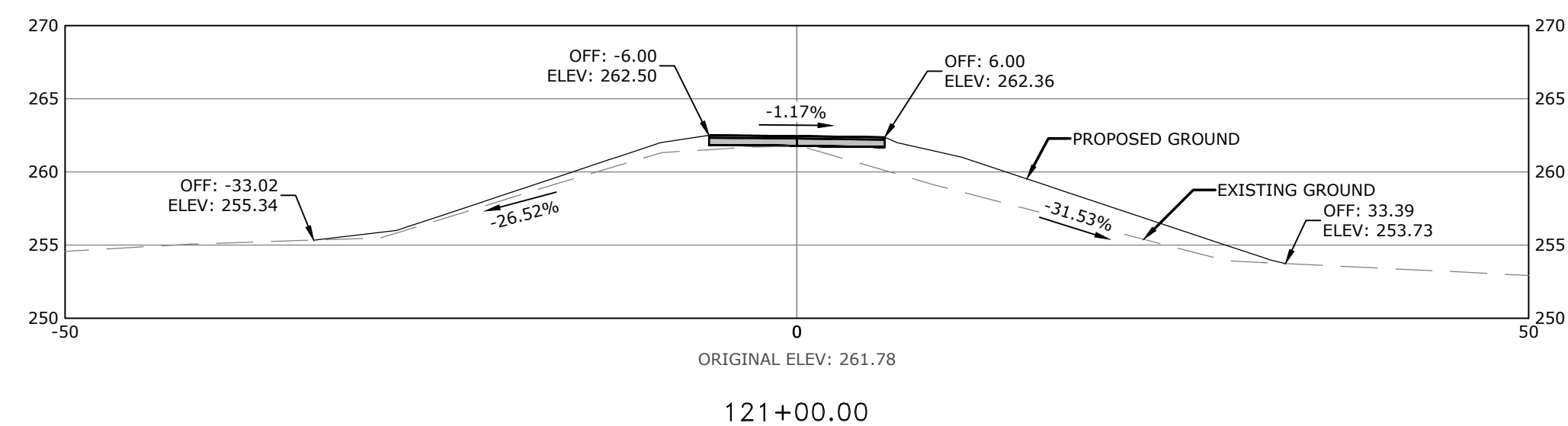
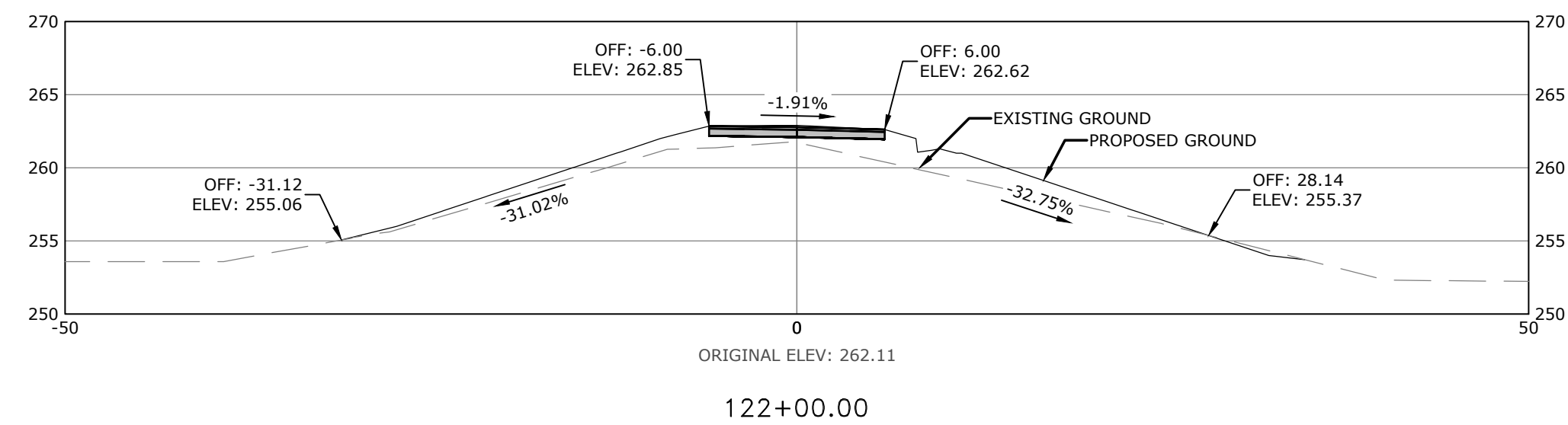
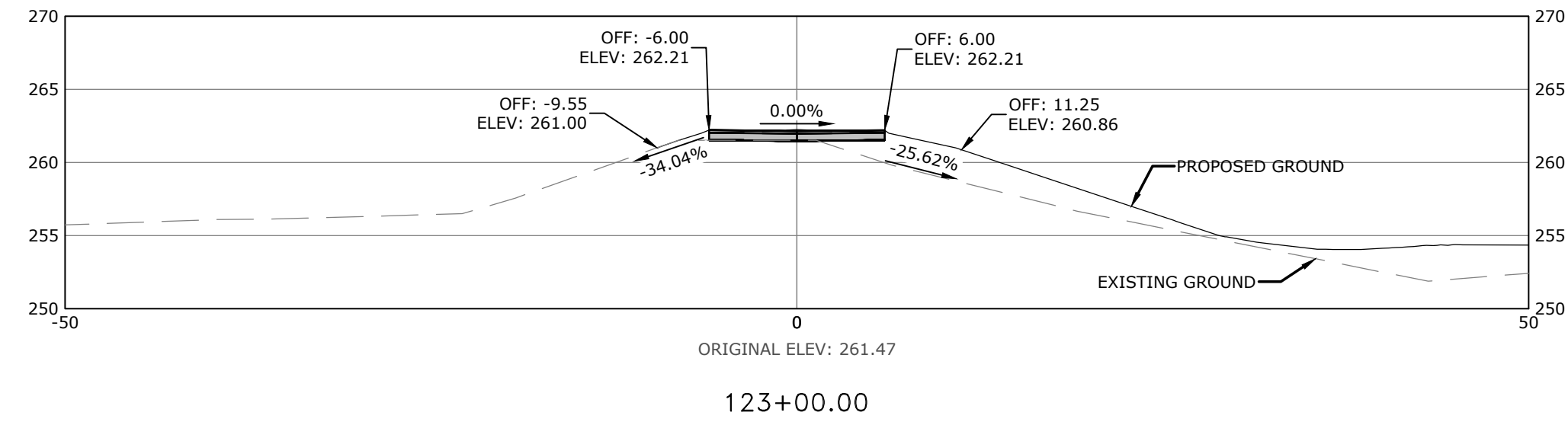
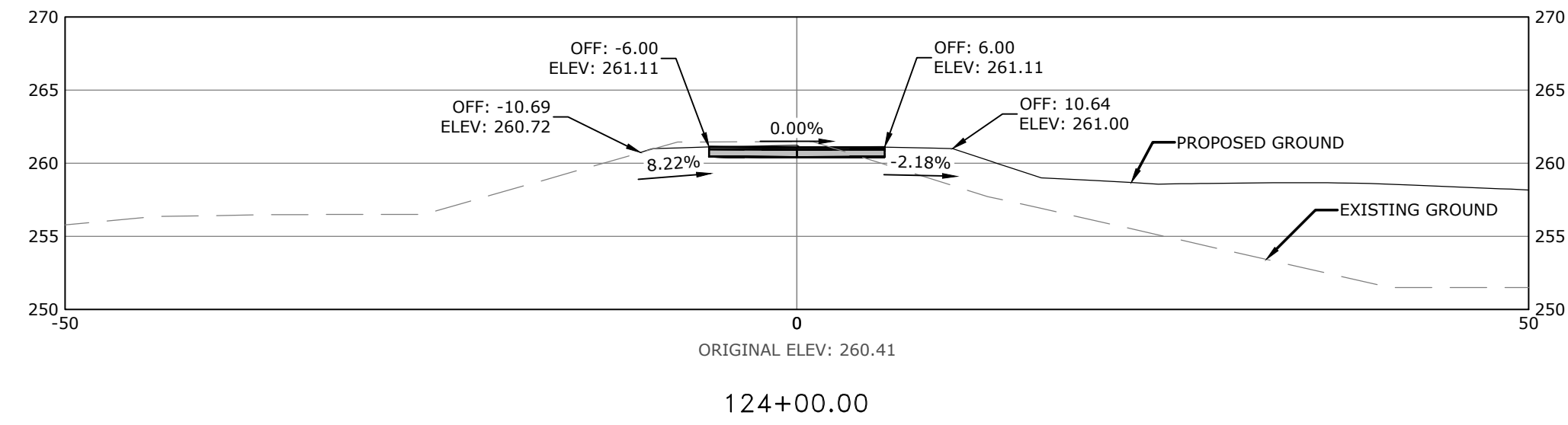


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TRAIL CROSS SECTIONS I

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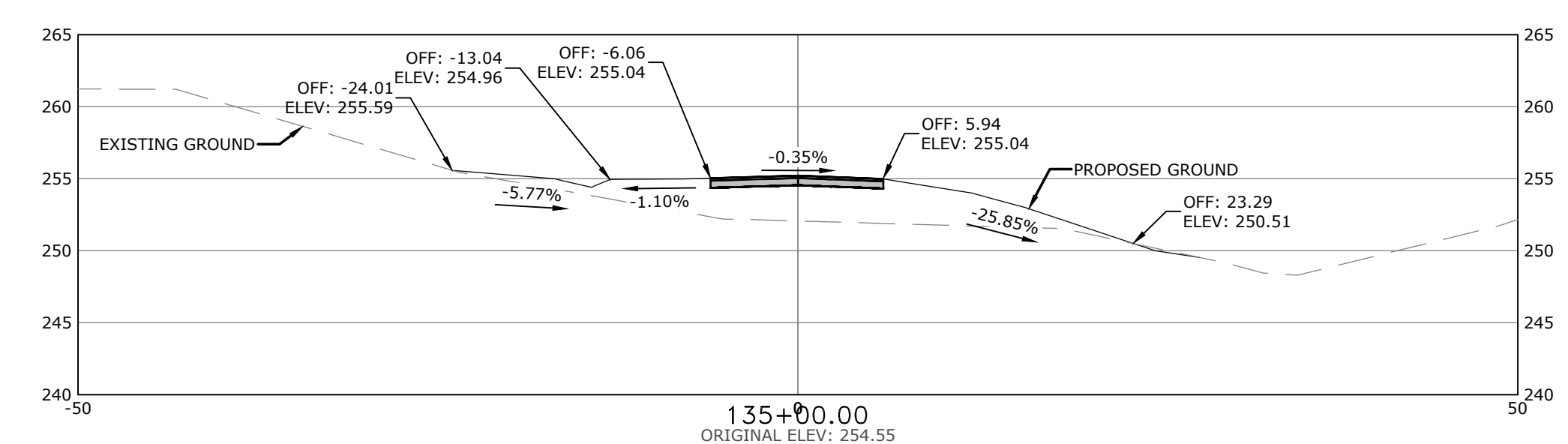
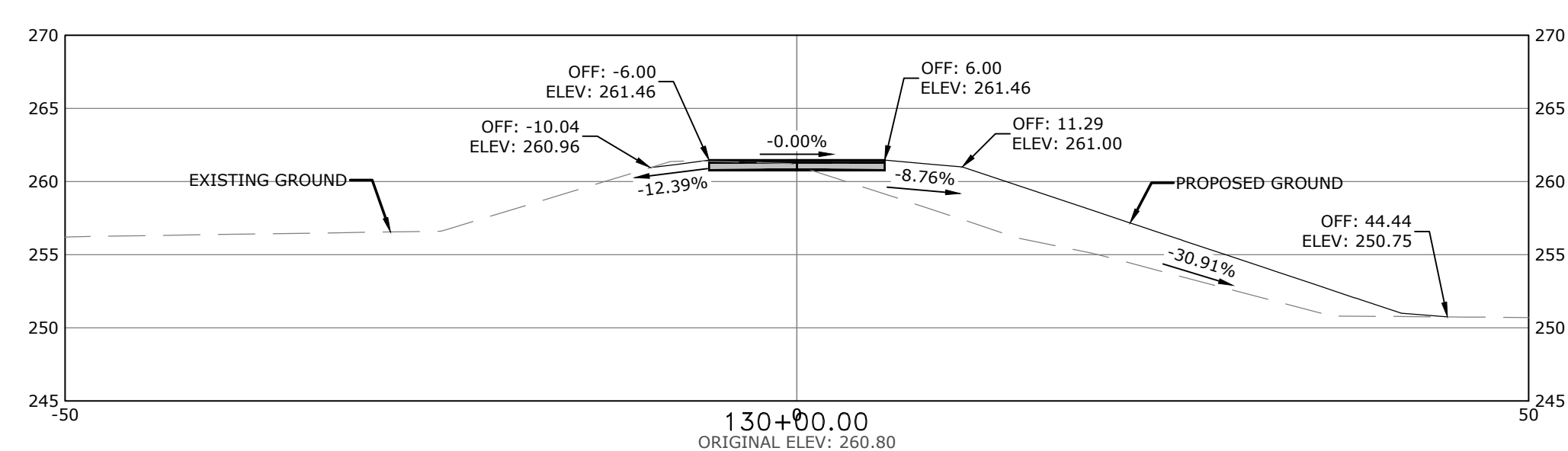
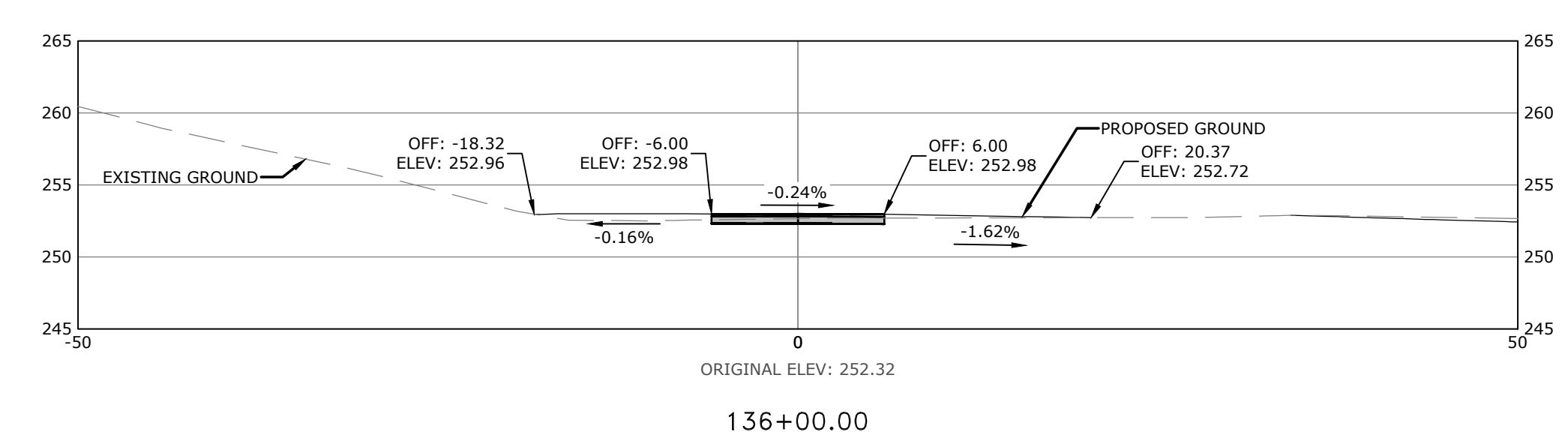
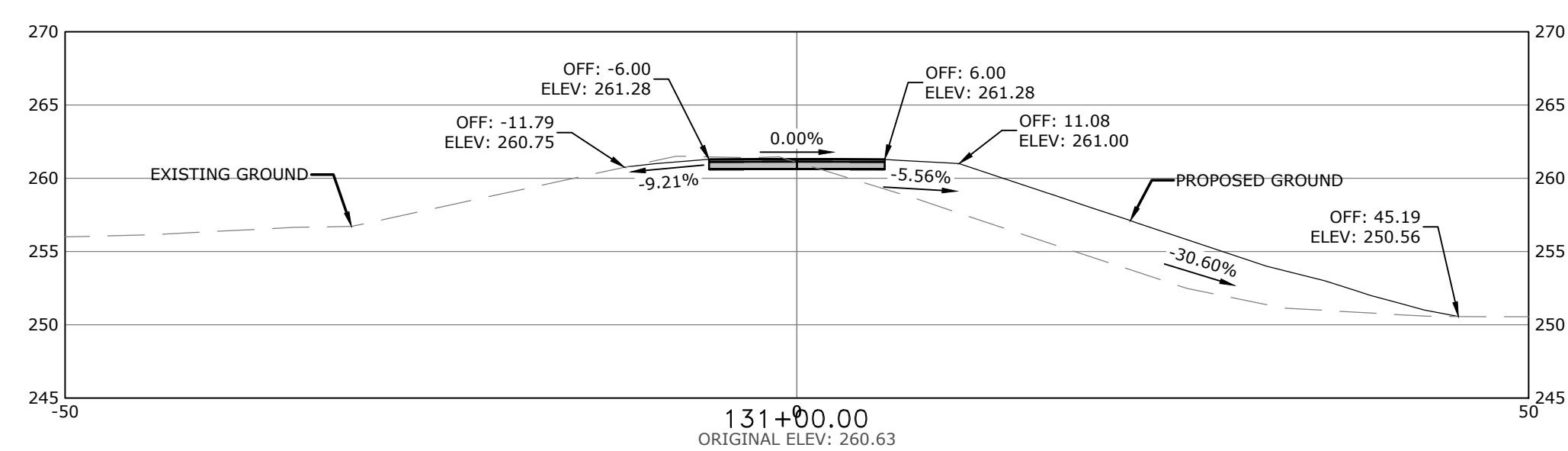
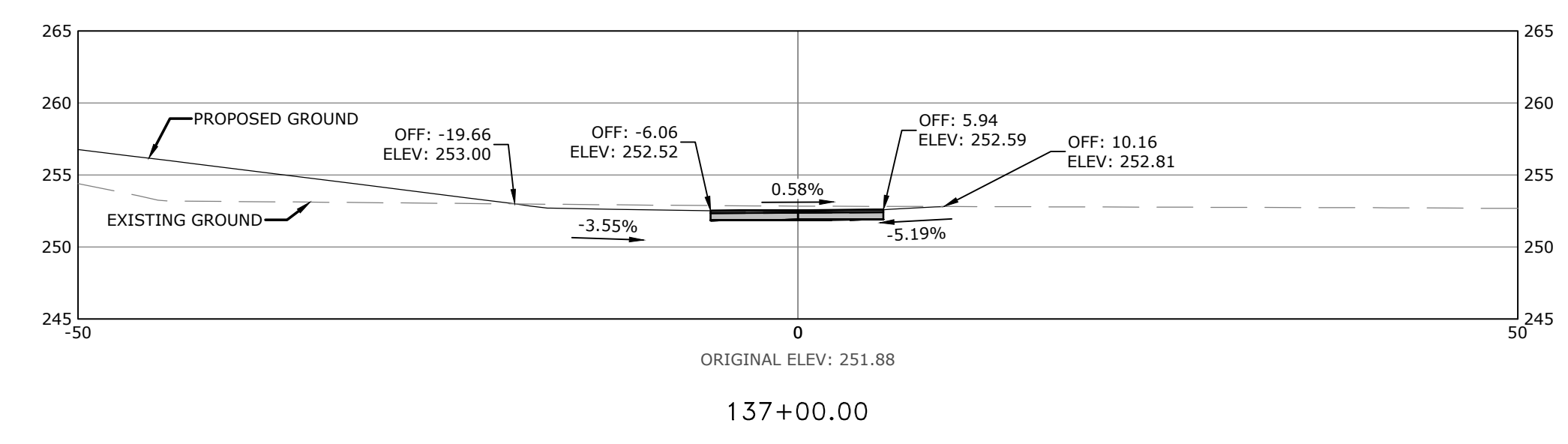
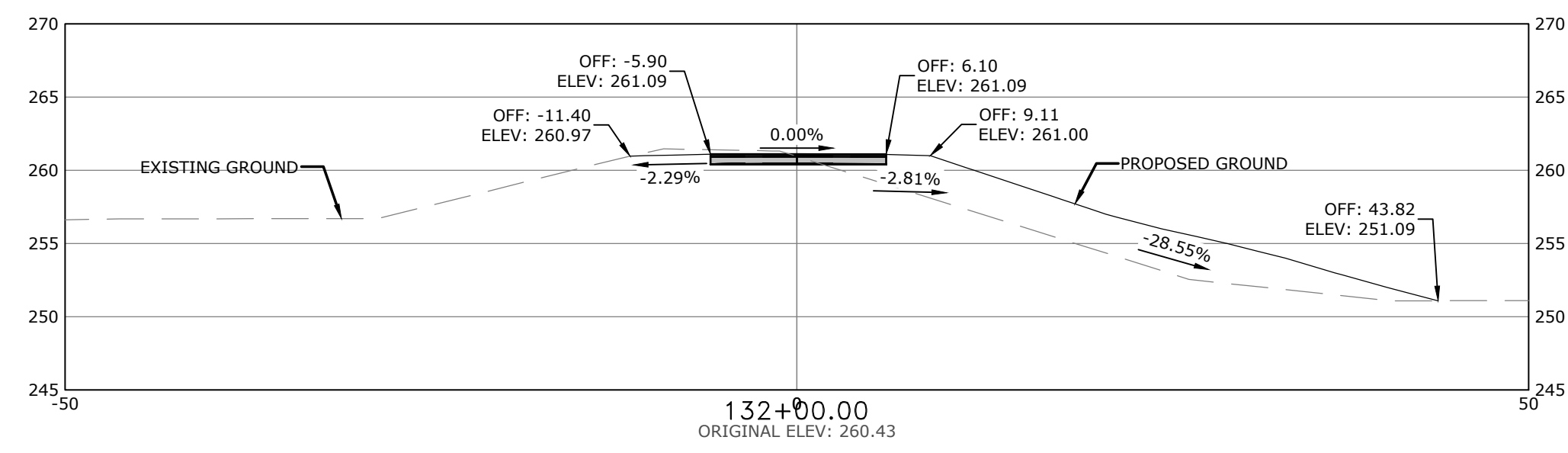
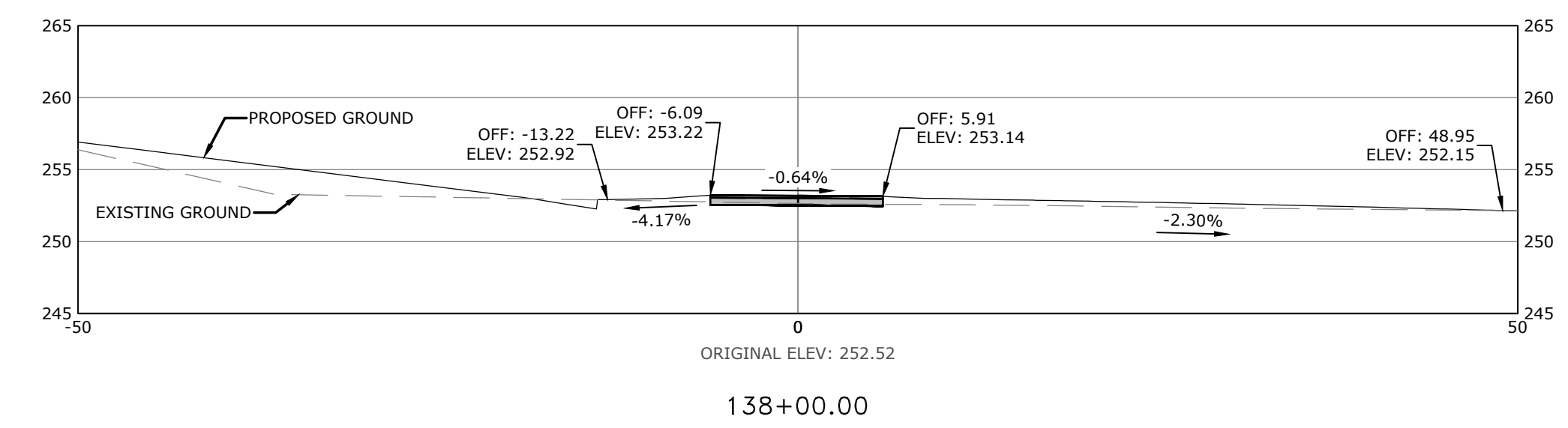
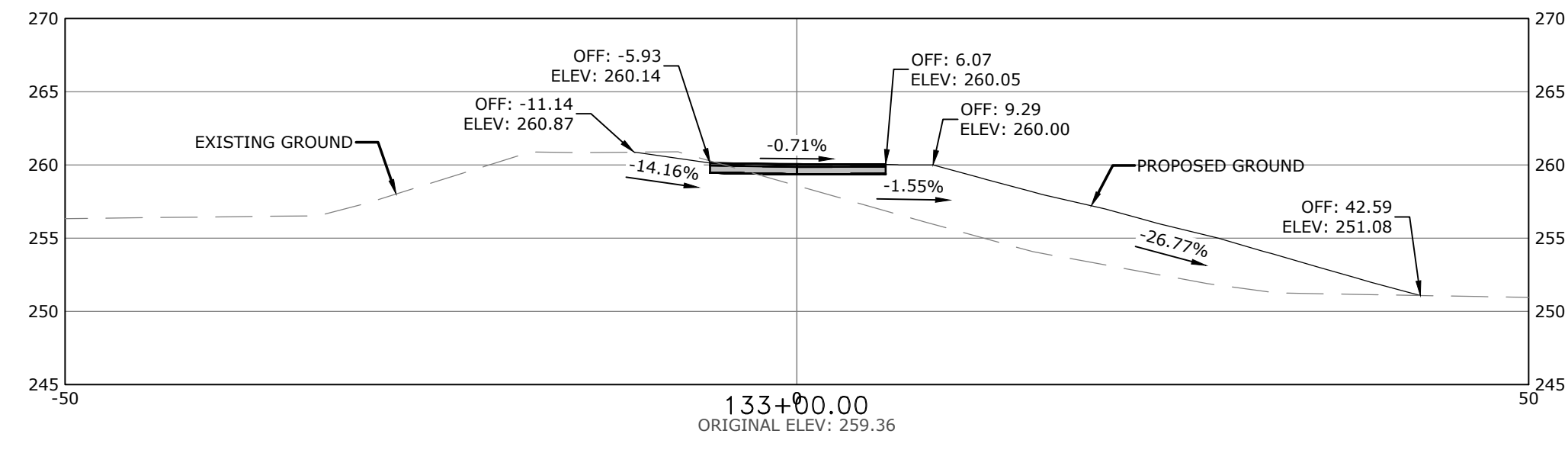
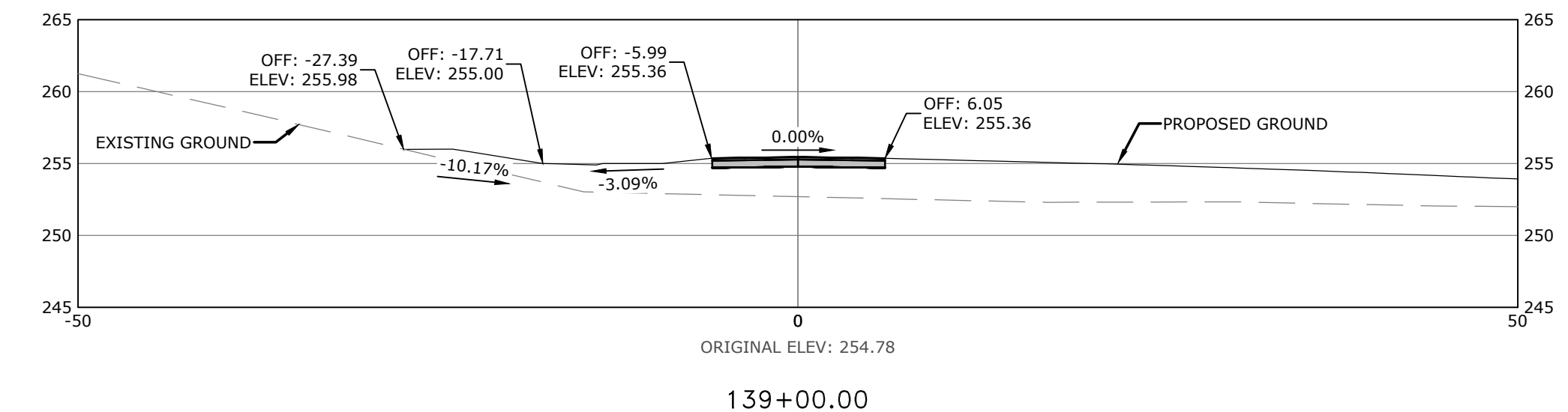
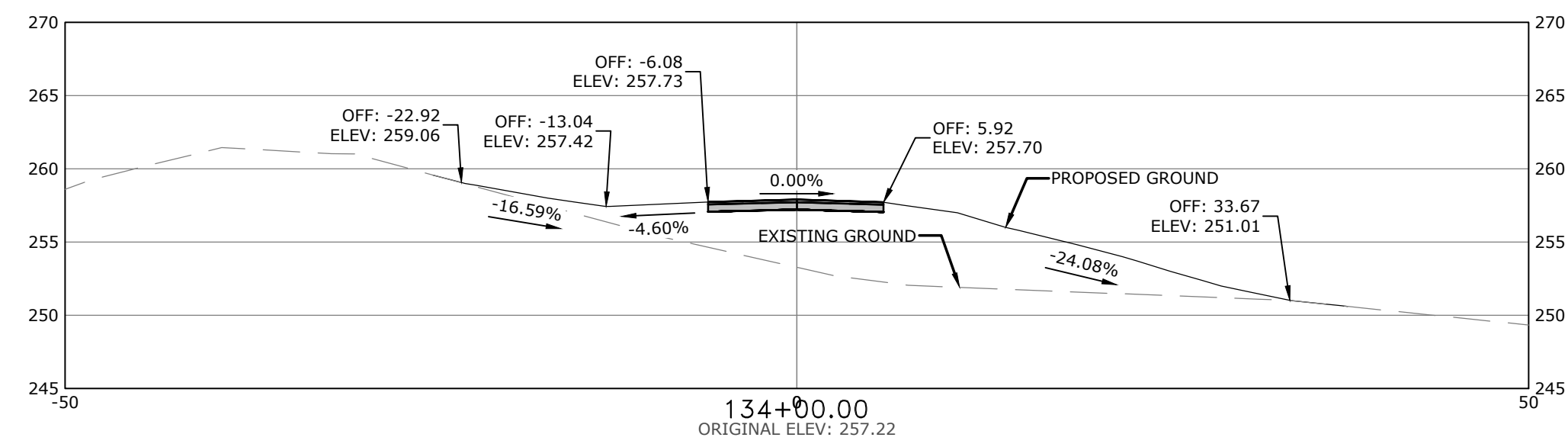


REV	DATE	DESCRIPTION
	3/22/2023	ADVERTISING SET

TRAIL CROSS SECTIONS II

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
SCALE: 1" = 30'	JOB NUMBER: 20-5776

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STATE OF ARKANSAS
 LICENSED PROFESSIONAL ENGINEER
 No. 22771
 7/18/24
 R. ZIMMERMAN
 ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS

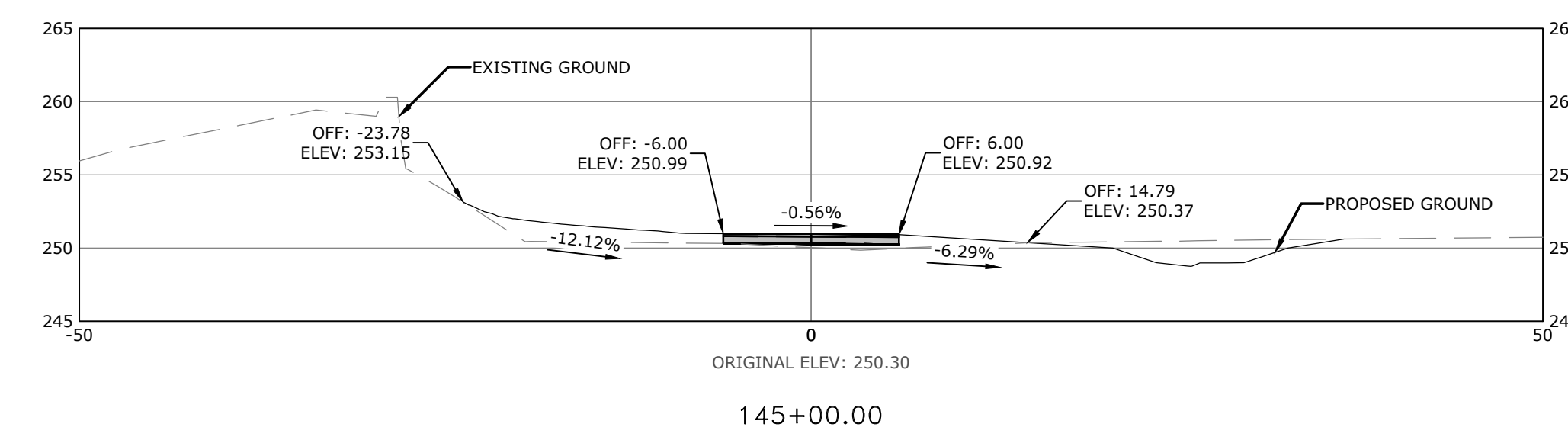
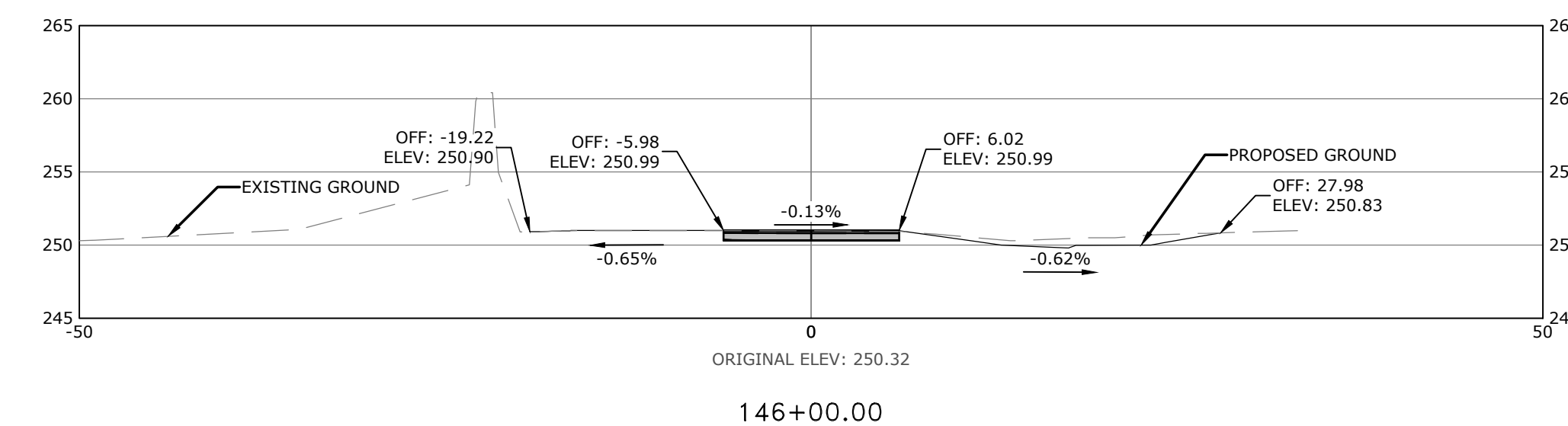
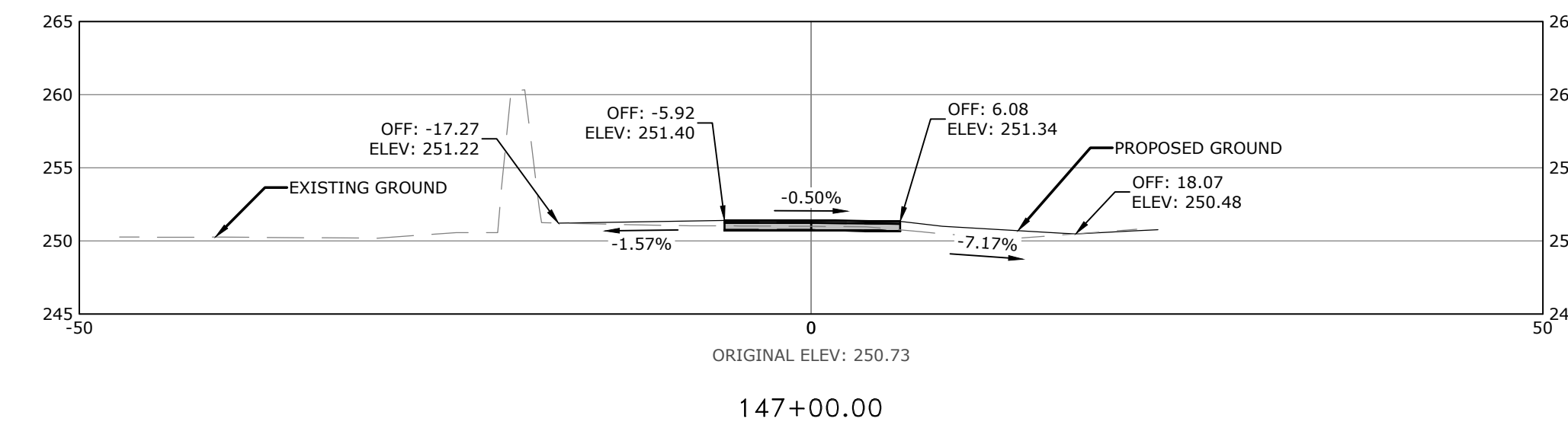
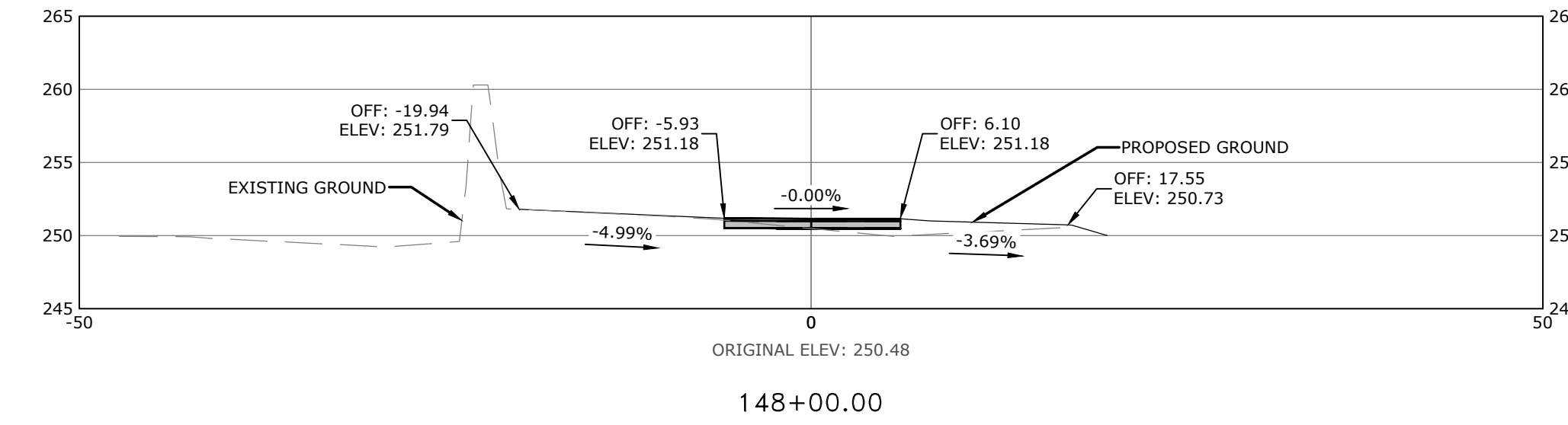
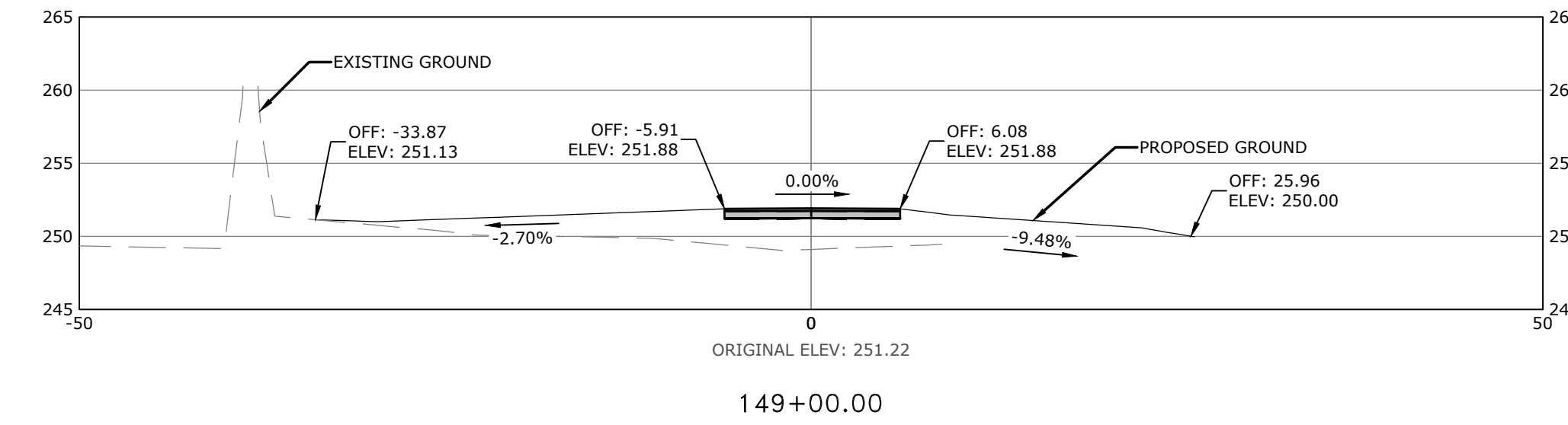
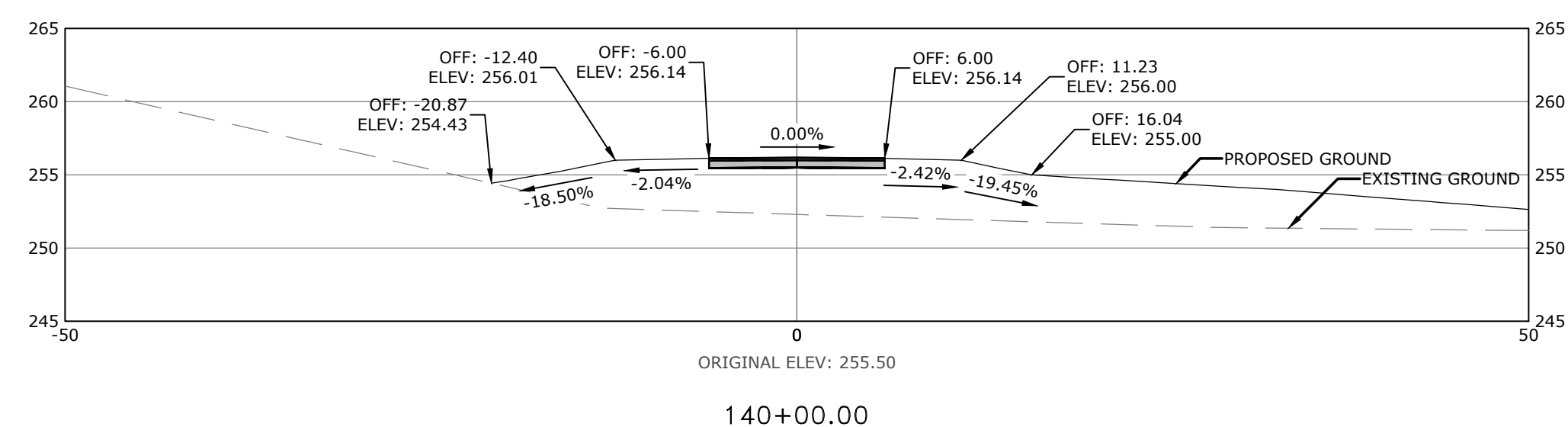
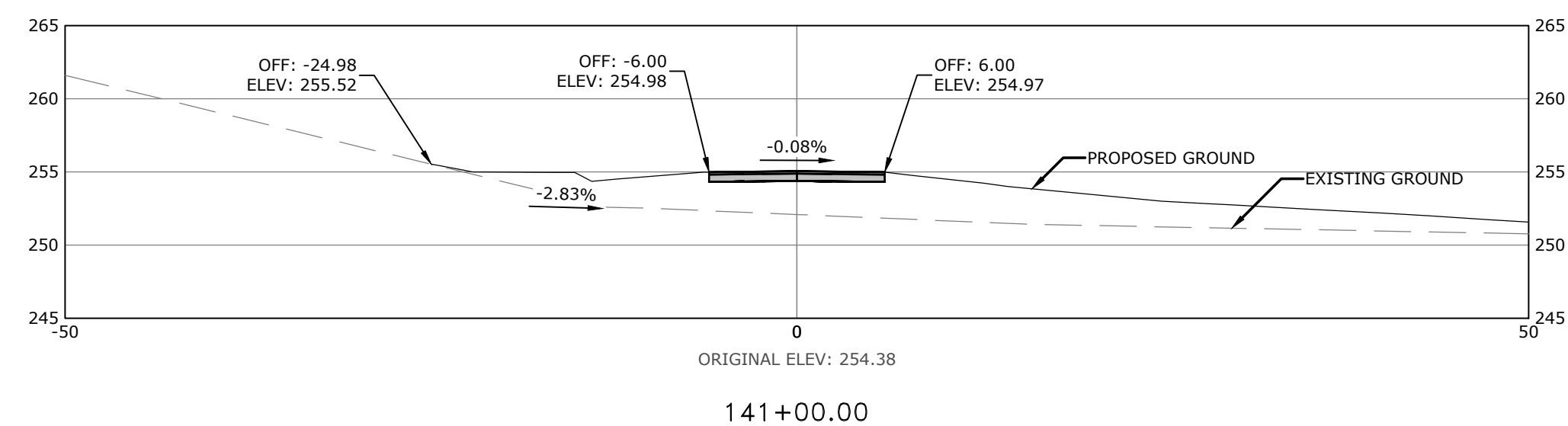
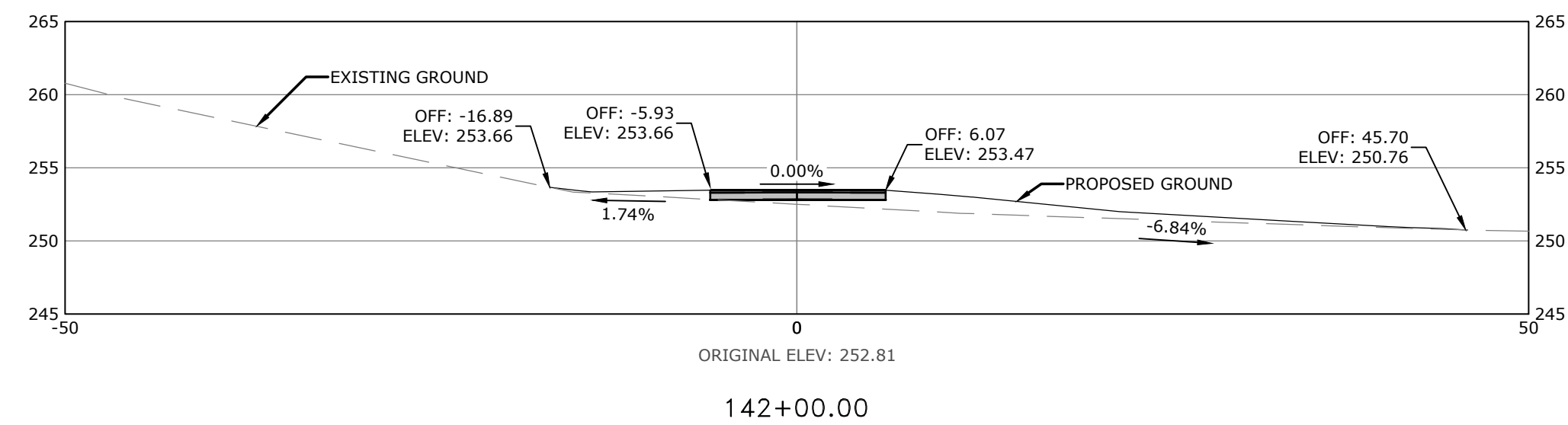
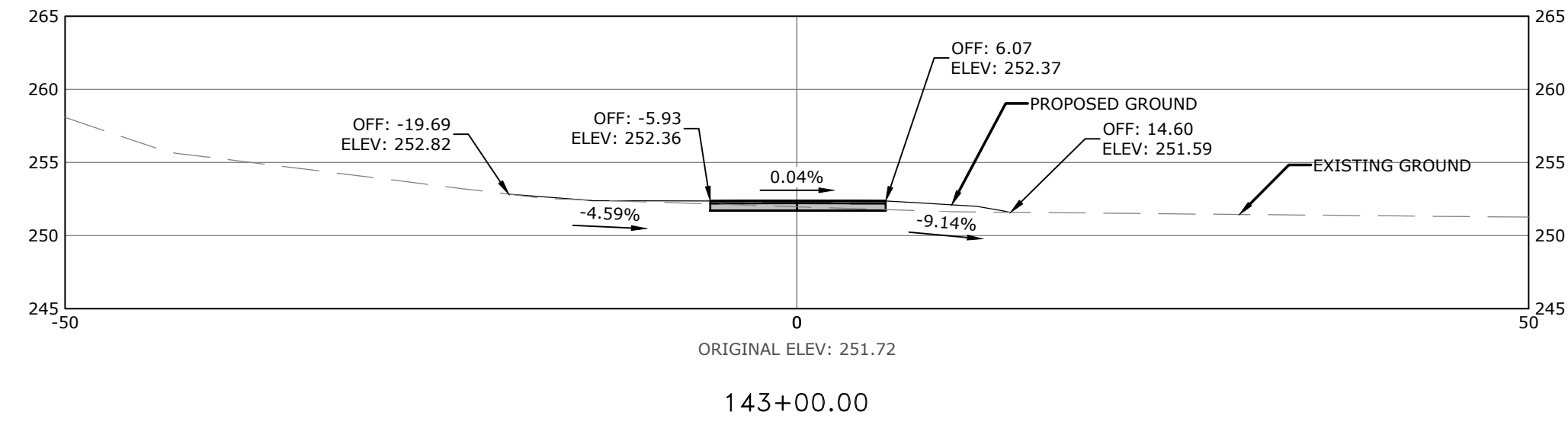
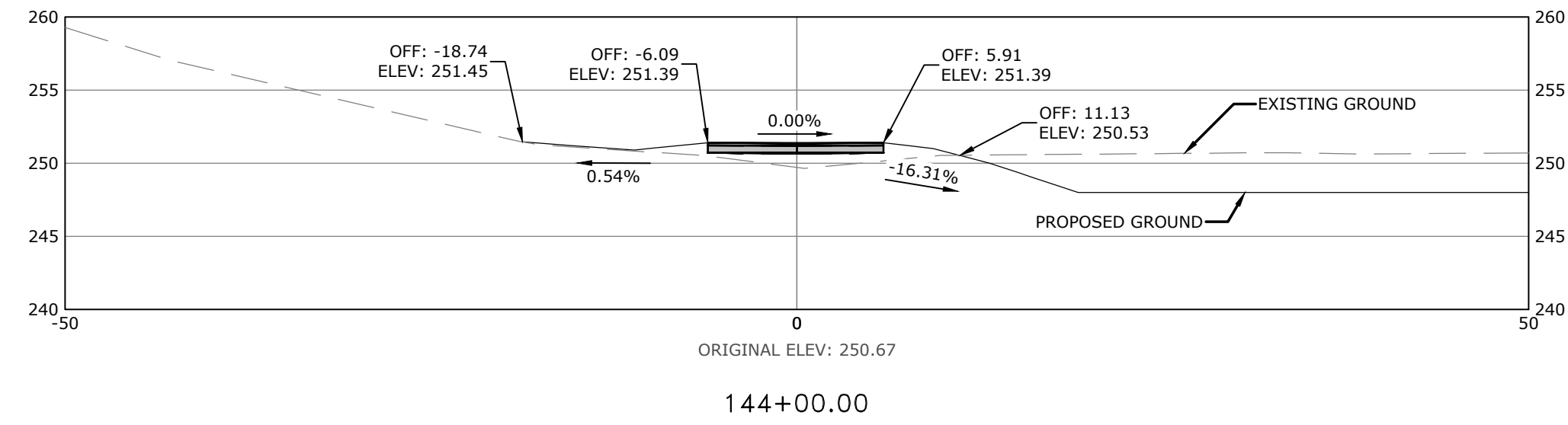
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TRAIL CROSS SECTIONS III

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

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PULASKI COUNTY, ARKANSAS

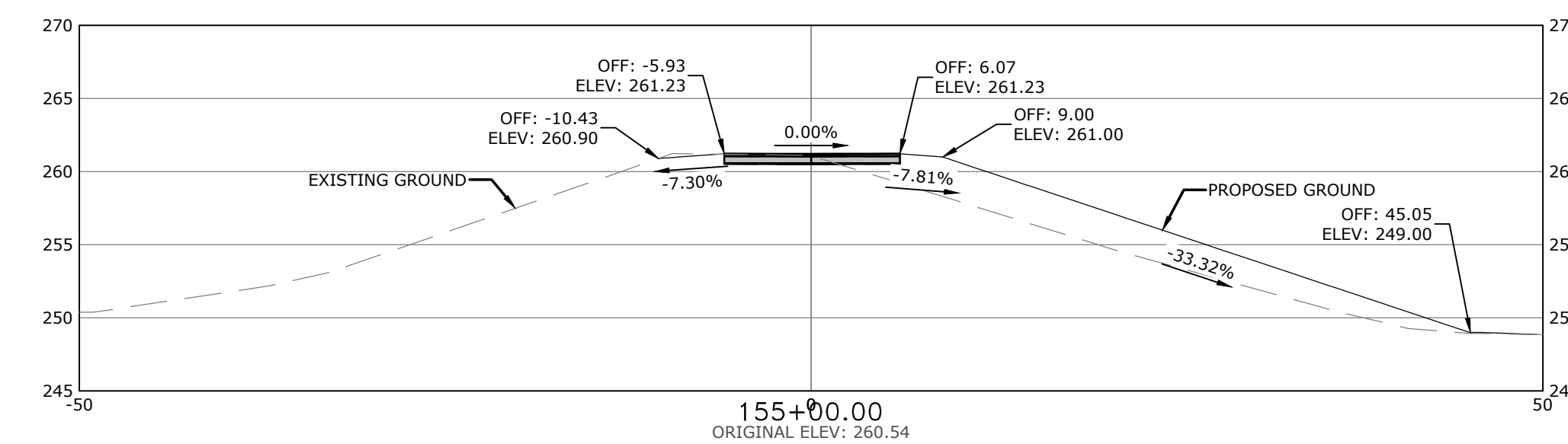
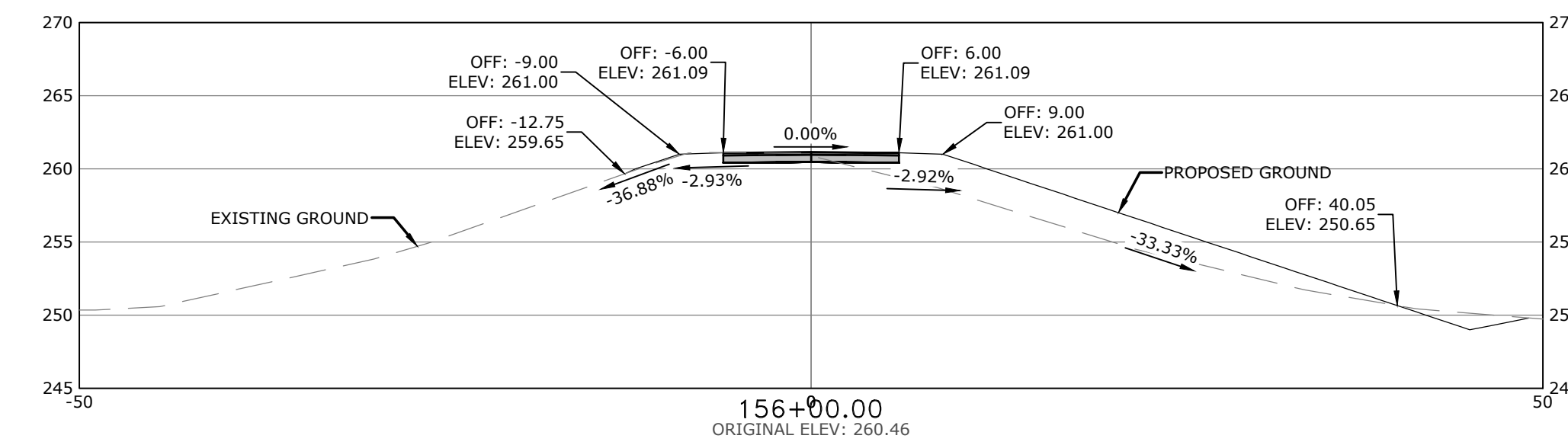
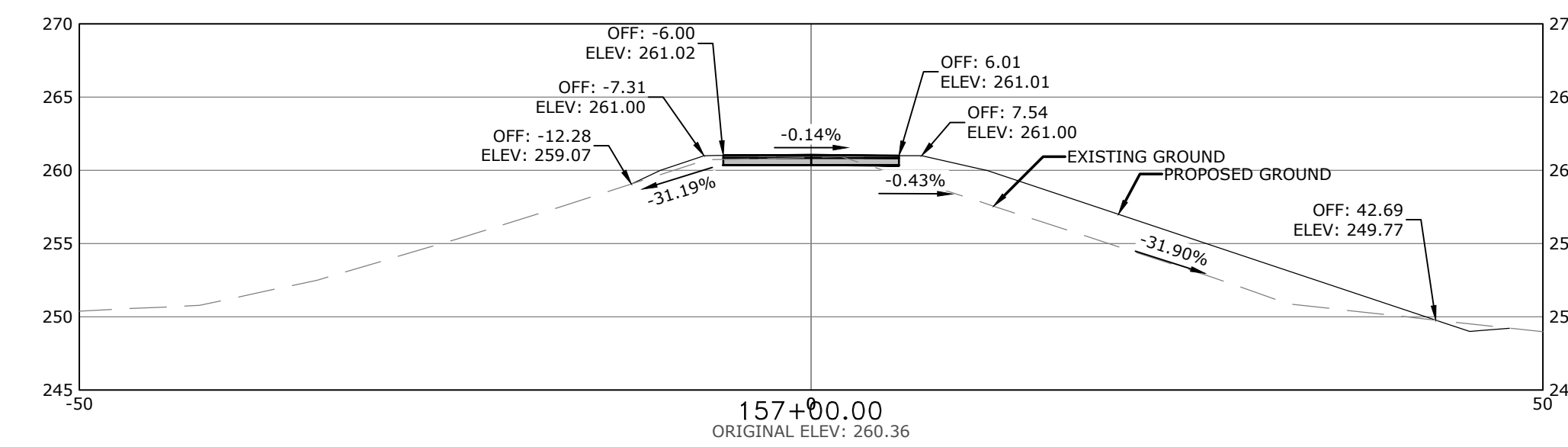
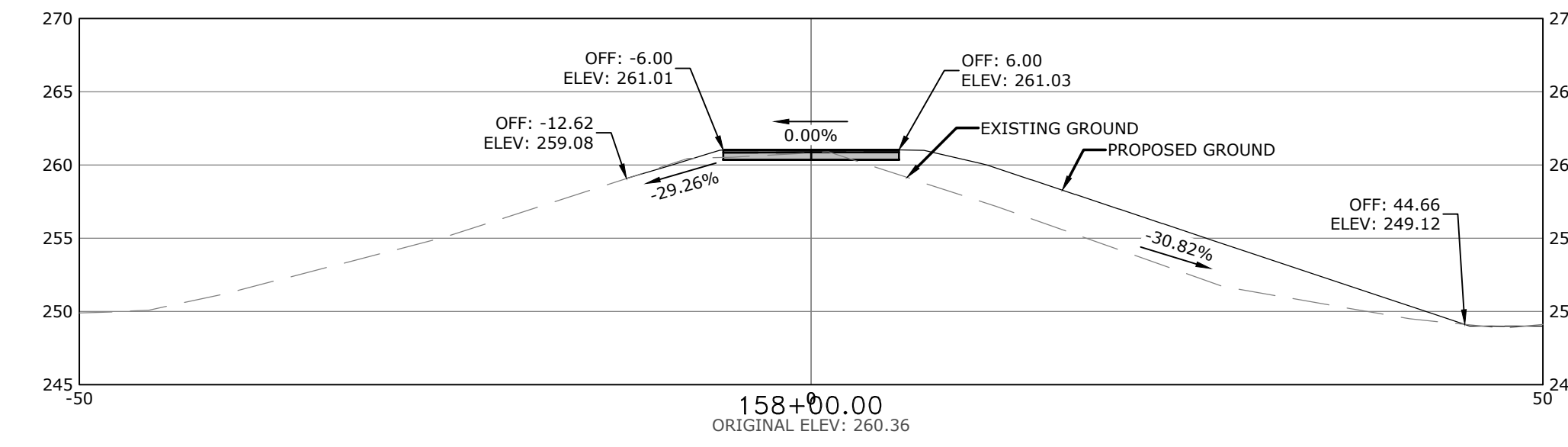
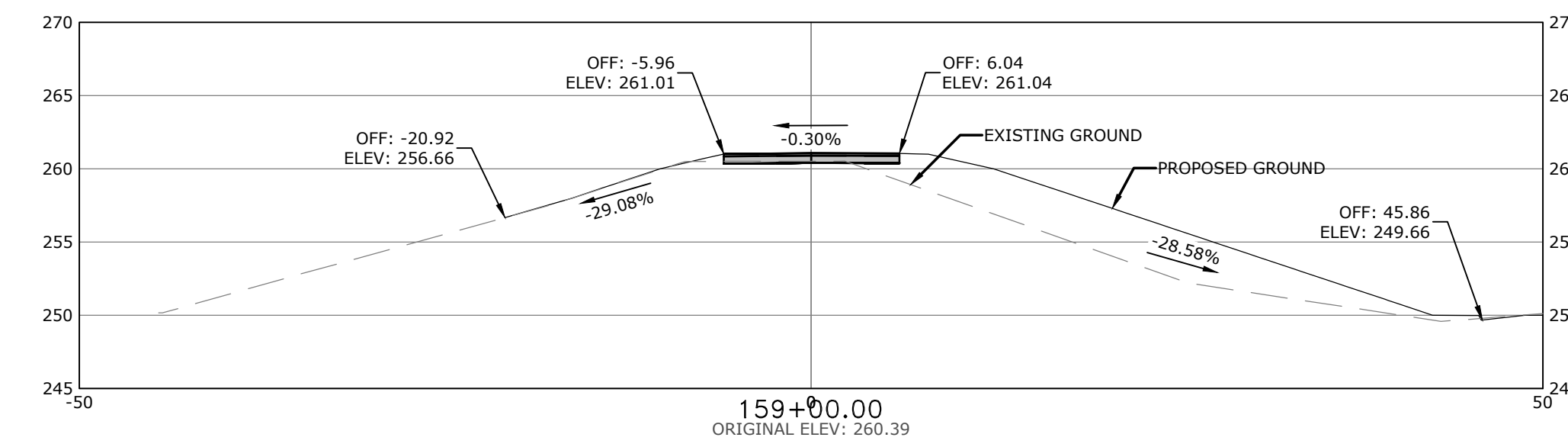
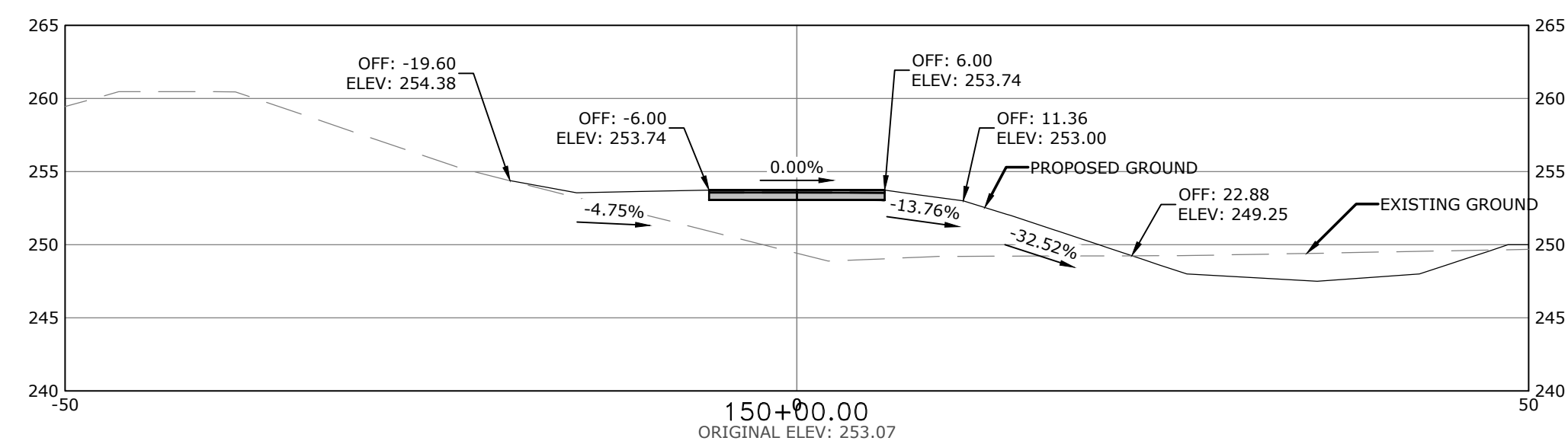
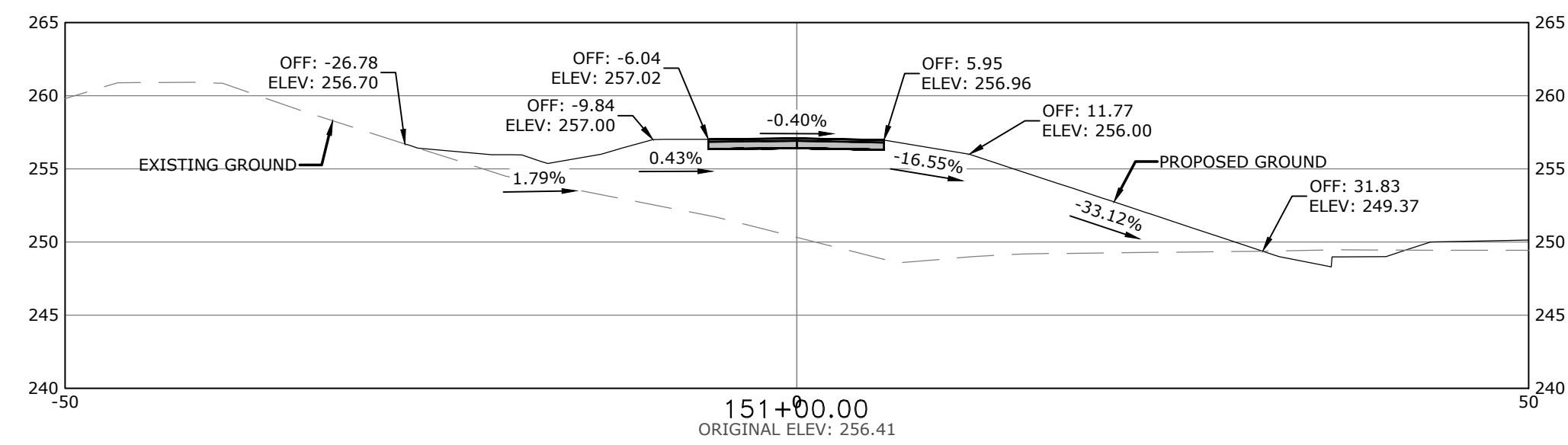
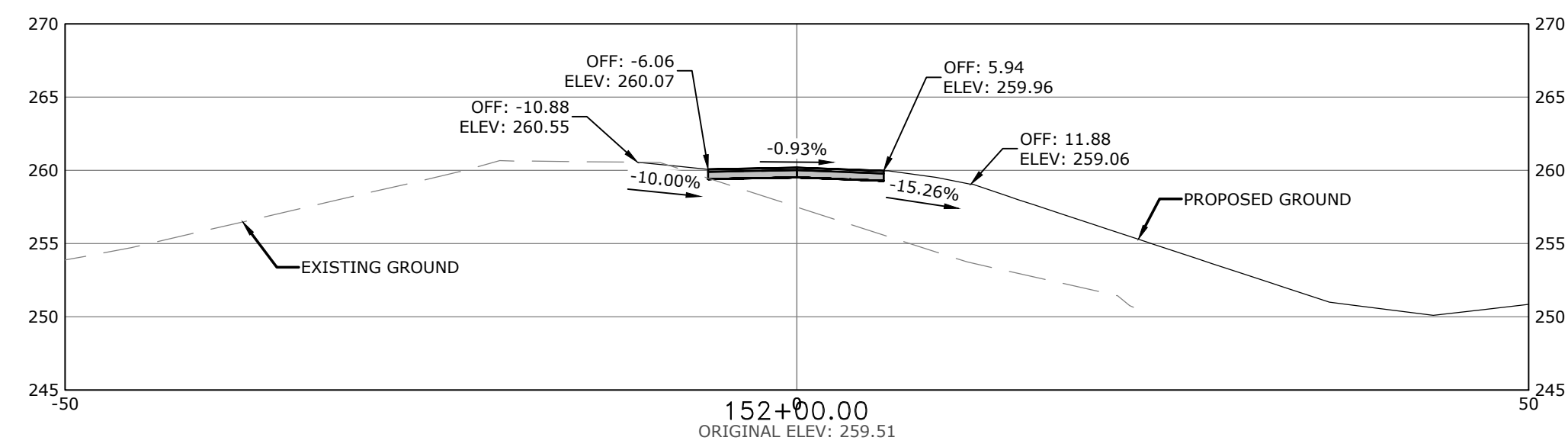
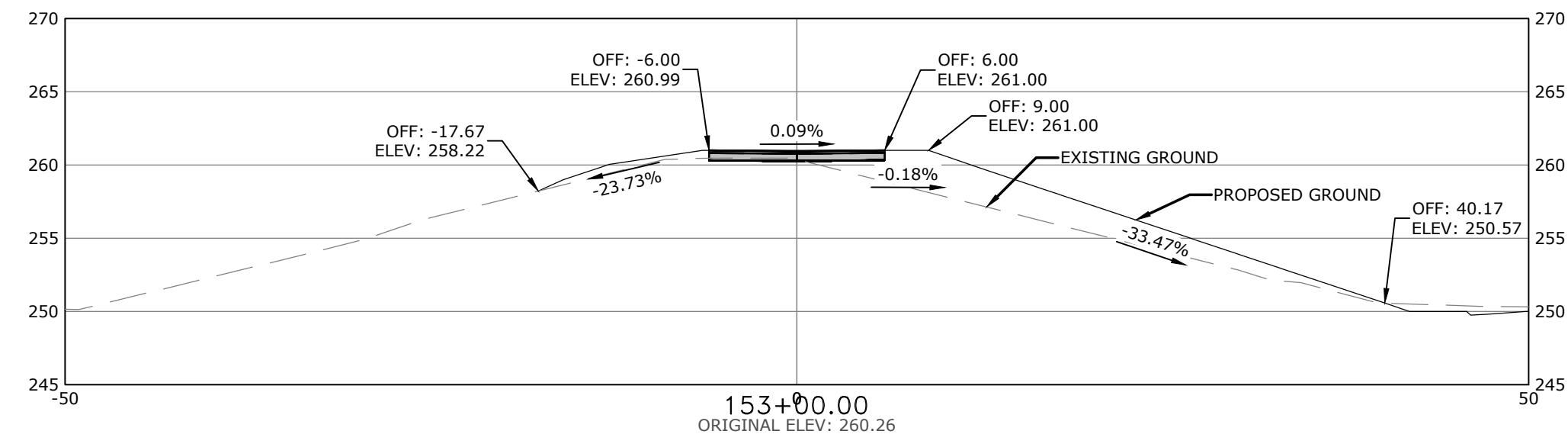
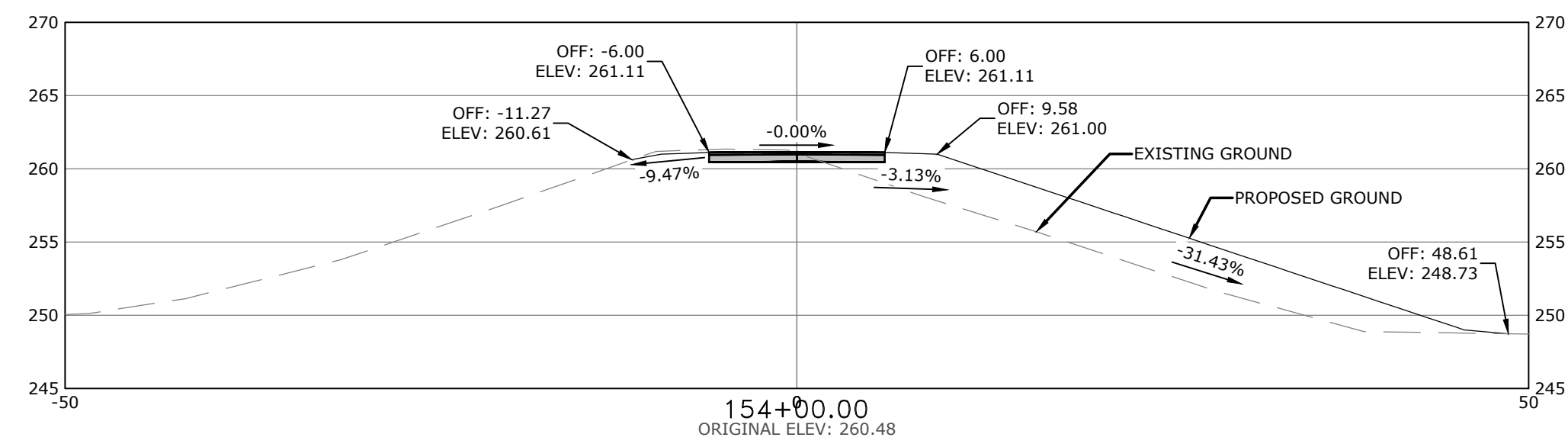


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TRAIL CROSS SECTIONS IV

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 PULASKI COUNTY, ARKANSAS

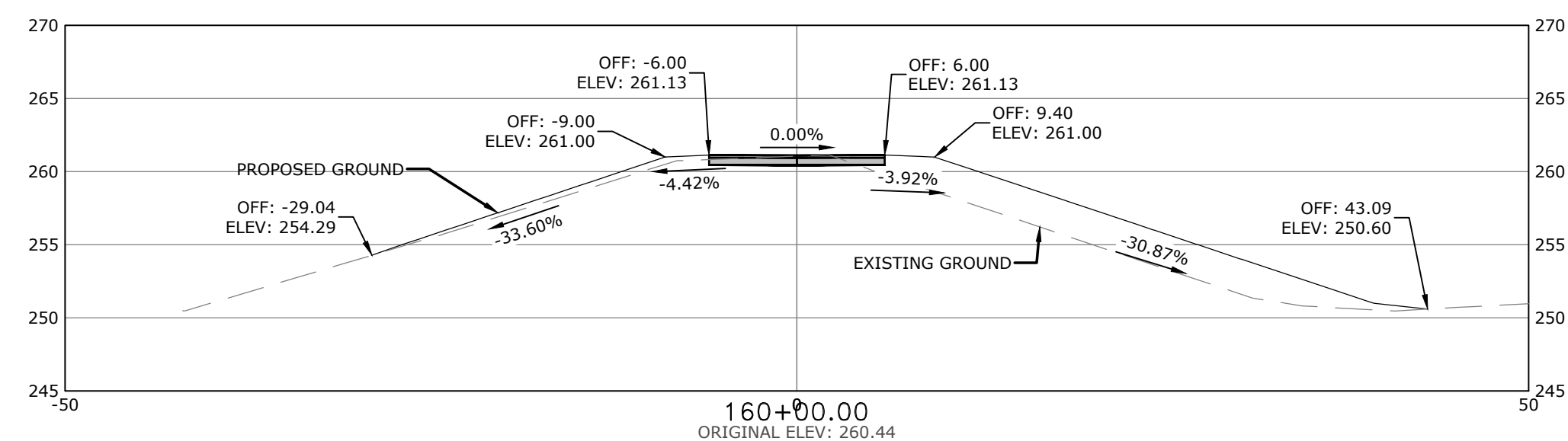
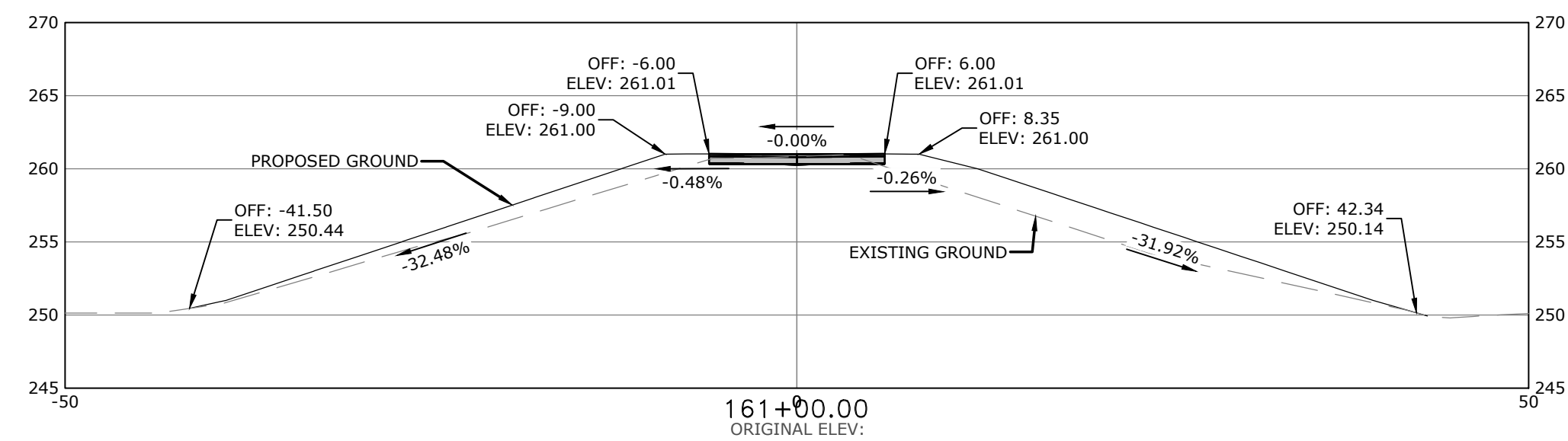
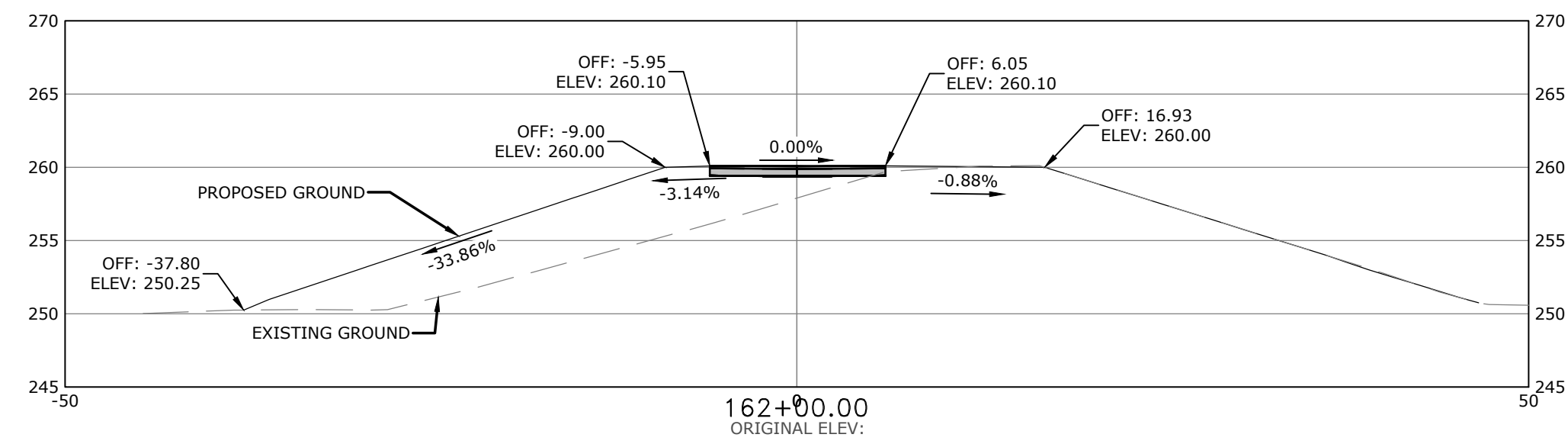
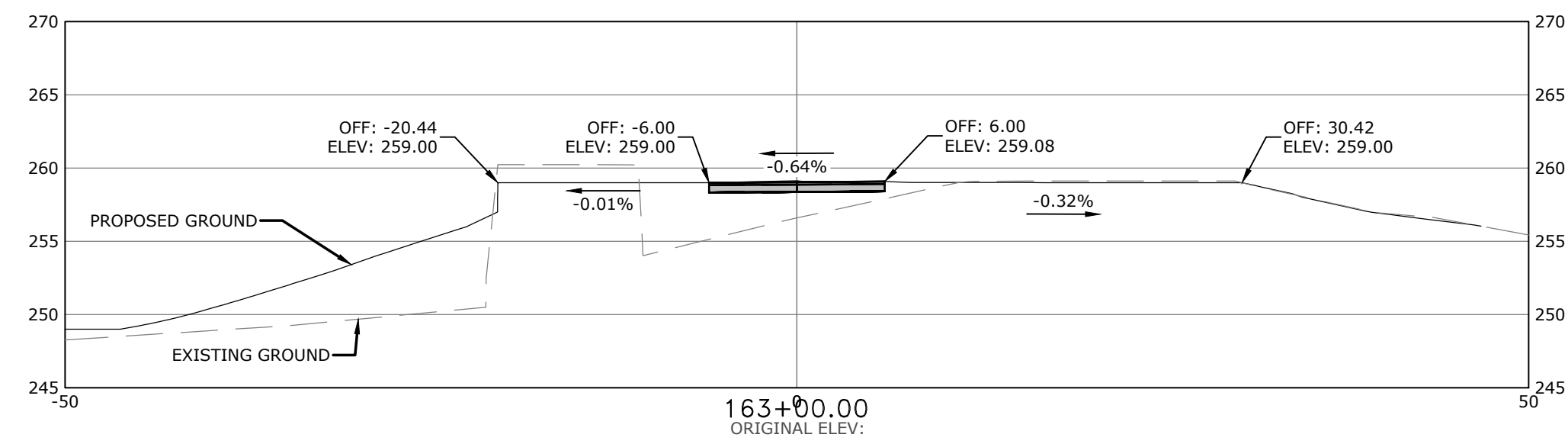
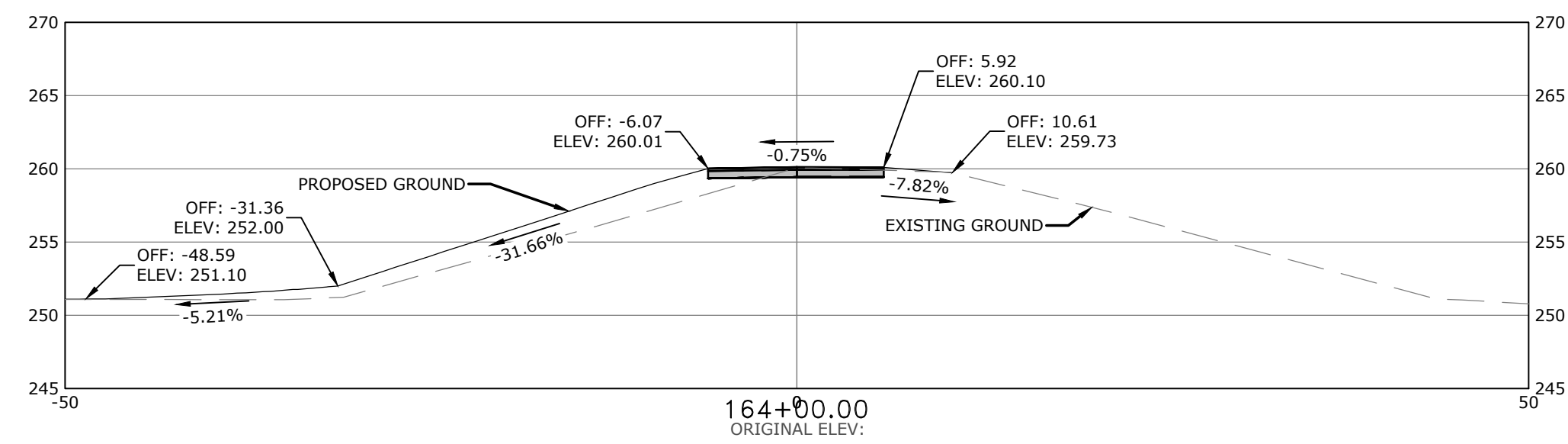


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TRAIL CROSS SECTIONS V

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
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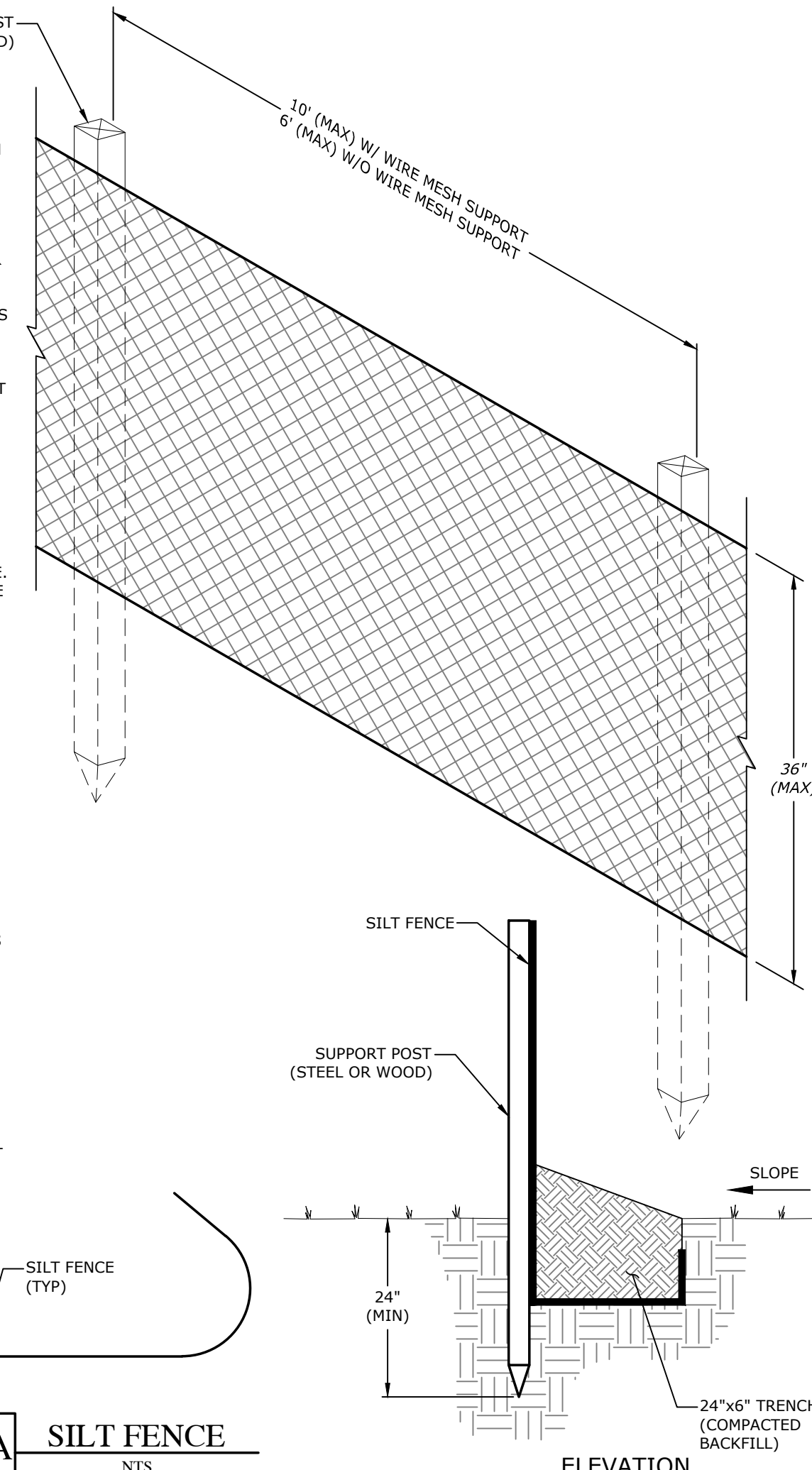


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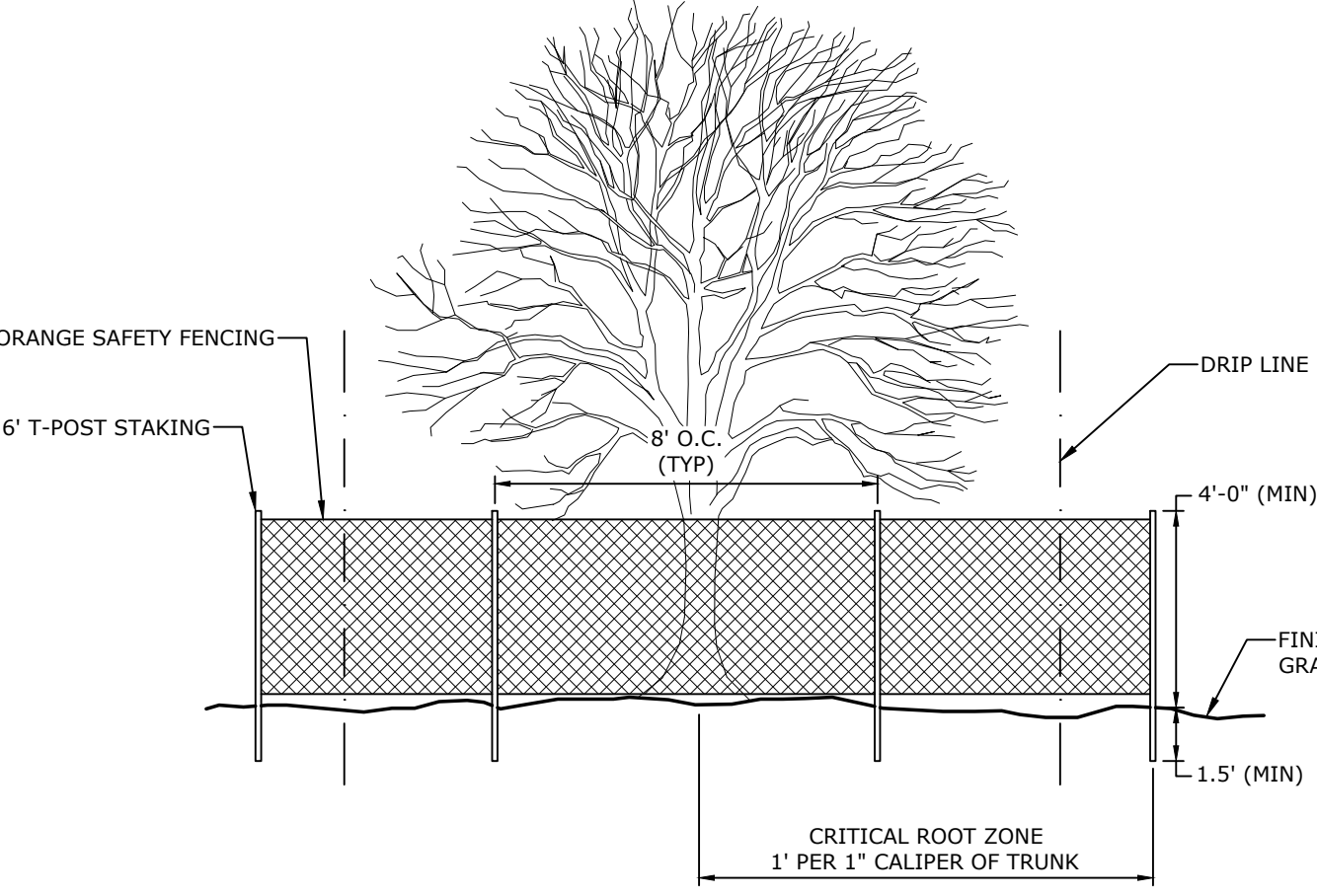
TRAIL CROSS SECTIONS VI

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
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- NOTES:**
1. THE SILT FENCE SHALL BE NO GREATER THAN 36" IN HEIGHT.
 2. THE SEDIMENT STORAGE SHALL BE NO GREATER THAN 18" IN HEIGHT.
 3. SILT FENCE SHALL NOT BE STAPLED OR TIED TO EXISTING TREES.
 4. SILT FENCE SHALL PARALLEL THE CONTOUR AS CLOSELY AS POSSIBLE.
 5. WHEN USING STANDARD STRENGTH GEOTEXTILE FABRIC FOR SILT FENCING, WIRE MESH SUPPORT WILL BE REQUIRED. MESH SUPPORT SHALL BE FASTENED TO THE UP-SLOPE SIDE OF THE SUPPORT POSTS USING 1" HEAVY DUTY WIRE STAPLES OR TIE WIRES. THE WIRE MESH SHALL EXTEND INTO THE TRENCH THE FULL 6" DEPTH, AND SHALL EXTEND ABOVE THE TRENCH NO GREATER THAN 36" IN HEIGHT.
 6. WHEN USING EXTRA STRENGTH GEOTEXTILE FABRIC FOR SILT FENCING WITHOUT WIRE MESH SUPPORT, THE FABRIC SHALL BE STAPLED OR WIRE TIED DIRECTLY TO THE SUPPORT POSTS. THE GEOTEXTILE FABRIC SHALL EXTEND INTO THE TRENCH THE FULL 6" DEPTH, AND SHALL EXTEND ABOVE THE TRENCH NO GREATER THAN 36" IN HEIGHT.
 7. WHEN POSSIBLE, SILT FENCE SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID JOINTS. HOWEVER, WHEN JOINTING BECOMES NECESSARY, THE FENCE SHALL BE SPLICED TOGETHER AT A SUPPORT POST ONLY, WITH A 6" MINIMUM OVERLAP OF THE PREVIOUS FENCE AND NEW FENCE. BOTH ENDS OF FENCE SHALL BE ATTACHED SECURELY TO THE SUPPORT POST.
 8. SUPPORT POSTS SHALL BE EVENLY SPACED W/ A MAXIMUM DISTANCE OF 10' BETWEEN EACH SUPPORT POST WHEN USING WIRE MESH SUPPORT. WHEN WIRE MESH SUPPORT IS NOT USED, SUPPORT POSTS SHALL BE NO MORE THAN 6' APART. EACH SUPPORT POST SHALL BE STAKED DOWN INTO THE GROUND A MINIMUM OF 24".
 9. AT THE END OF EACH ROW OF SILT FENCE, THE ENDS OF THE FENCE SHALL BE TURNED UPHILL. A 24" WIDE X 6" DEEP TRENCH SHALL BE EXCAVATED UP-SLOPE OF THE FENCE, ALONG THE LENGTH OF THE FENCE.
 10. TRENCH SHALL BE BACKFILLED AND SOIL COMPACTED OVER THE SILT FENCE.
 11. WHEN A SILT FENCE IS NEAR THE TOE OF A SLOPE, FENCE MUST BE SET 6' FROM SAID TOE.
 12. SILT FENCING MAY BE REMOVED ONCE IT IS NO LONGER NEEDED FOR EROSION CONTROL PURPOSES. HOWEVER, UP-SLOPE SOILS MUST BE PERMANENTLY STABILIZED PRIOR TO BEING REMOVED, AND ANY ACCUMULATED SEDIMENT HAS BEEN REMOVED.
 13. SILT FENCES SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINSTORM EVENT FOR ANY DAMAGE DONE TO THE SILT FENCE. ALL SEDIMENT SHALL BE REMOVED FROM THE FENCE WHEN IT REACHES 1/2 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.



50A SILT FENCE
NTS

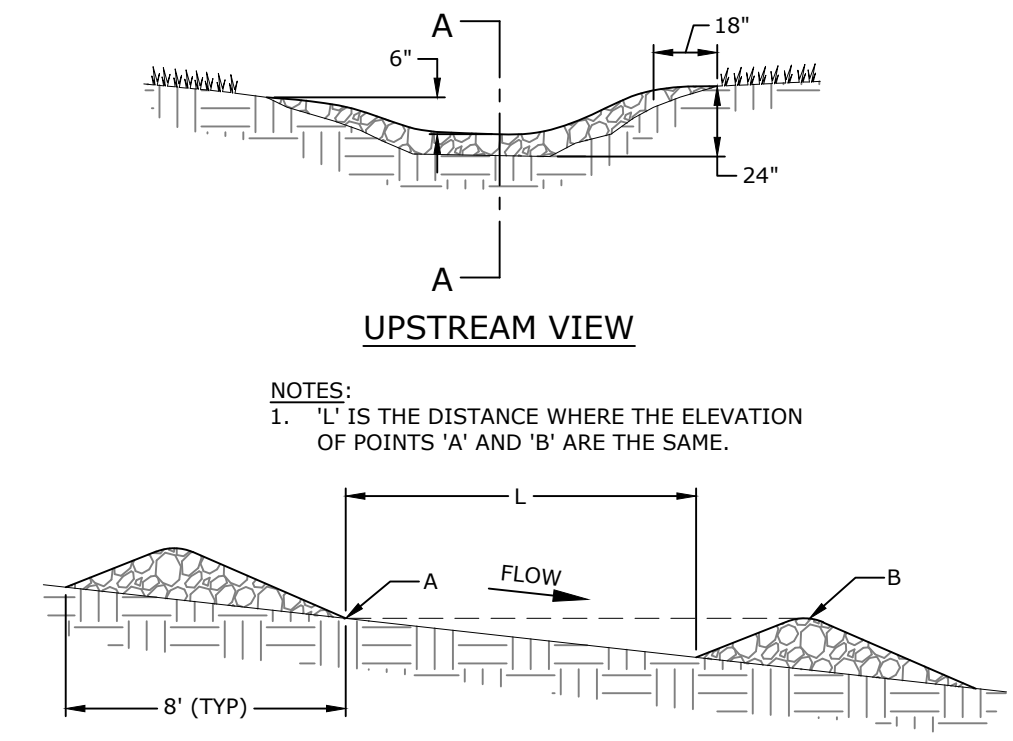


10A TREE PROTECTION FENCE
NTS

- 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.

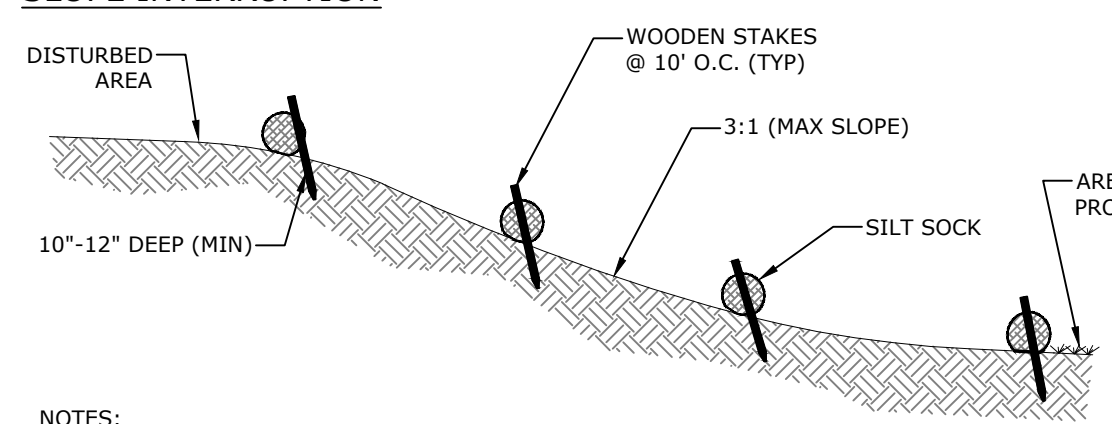
MAINTENANCE & INSPECTIONS:

1. REMOVE ALL SEDIMENT FROM BEHIND ANY CHECK DAM(S) WHEN IT REACHES 1/2 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.



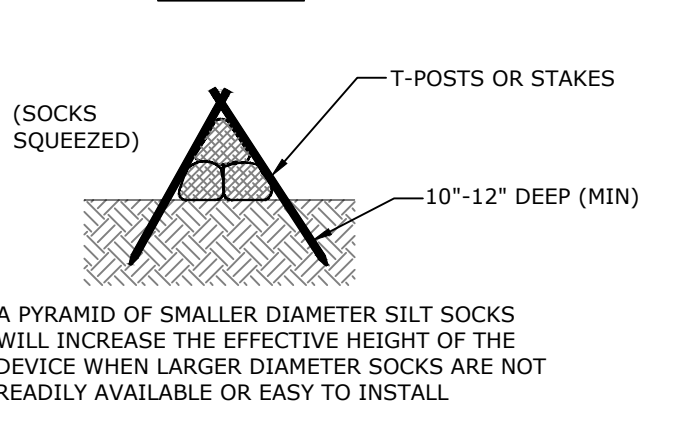
50J TEMPORARY ROCK CHECK DAM
NTS

SLOPE INTERRUPTION

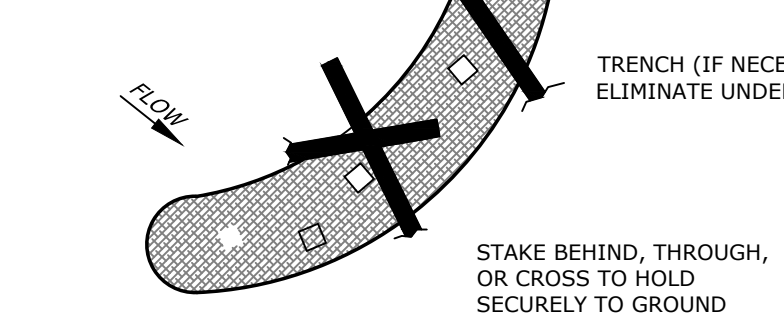


- NOTES:**
1. A SLIGHT ENTRENCHMENT MAY BE REQUIRED ON STEEPER SLOPES TO ENSURE INTIMATE GROUND CONTACT.
 2. REMOVE SEDIMENT FROM THE UPSLOPE SIDE OF THE SILT SOCK WHEN ACCUMULATION HAS REACHED 1/2 OF EFFECTIVE HEIGHT OF THE SILT SOCK.
 3. LOOSE FILTER MEDIA MAY BE BACKFILLED ON THE UPSLOPE SIDE OF THE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

PYRAMID INSTALLATION STAKING



DITCH CHECK



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

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

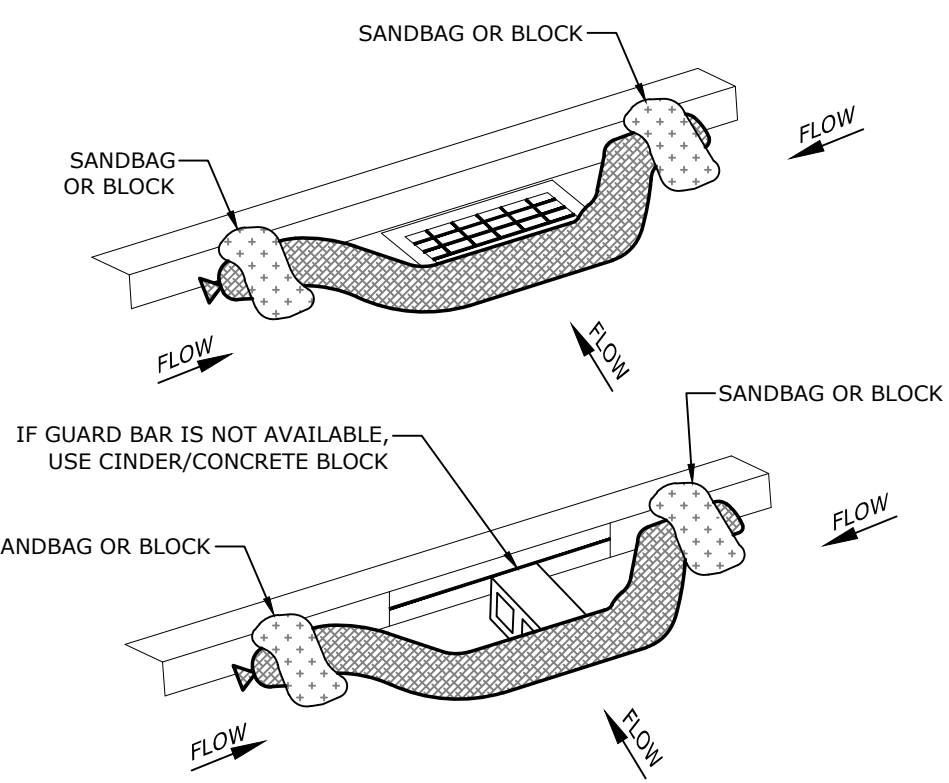
MAINTENANCE & INSPECTIONS:

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

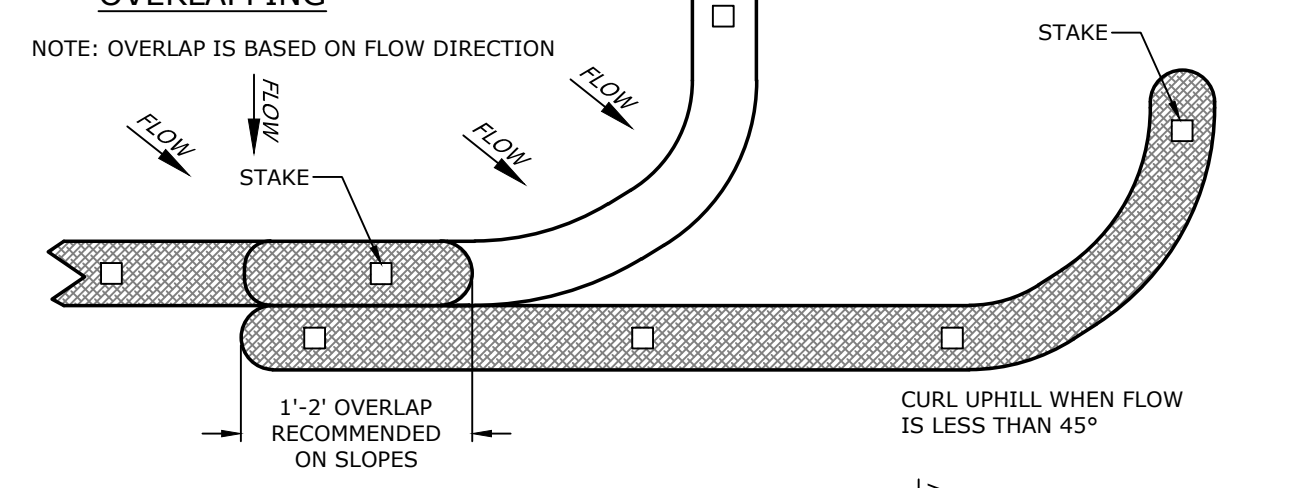
TEMPORARY CONSTRUCTION ENTRANCE SPECIFICATIONS:

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

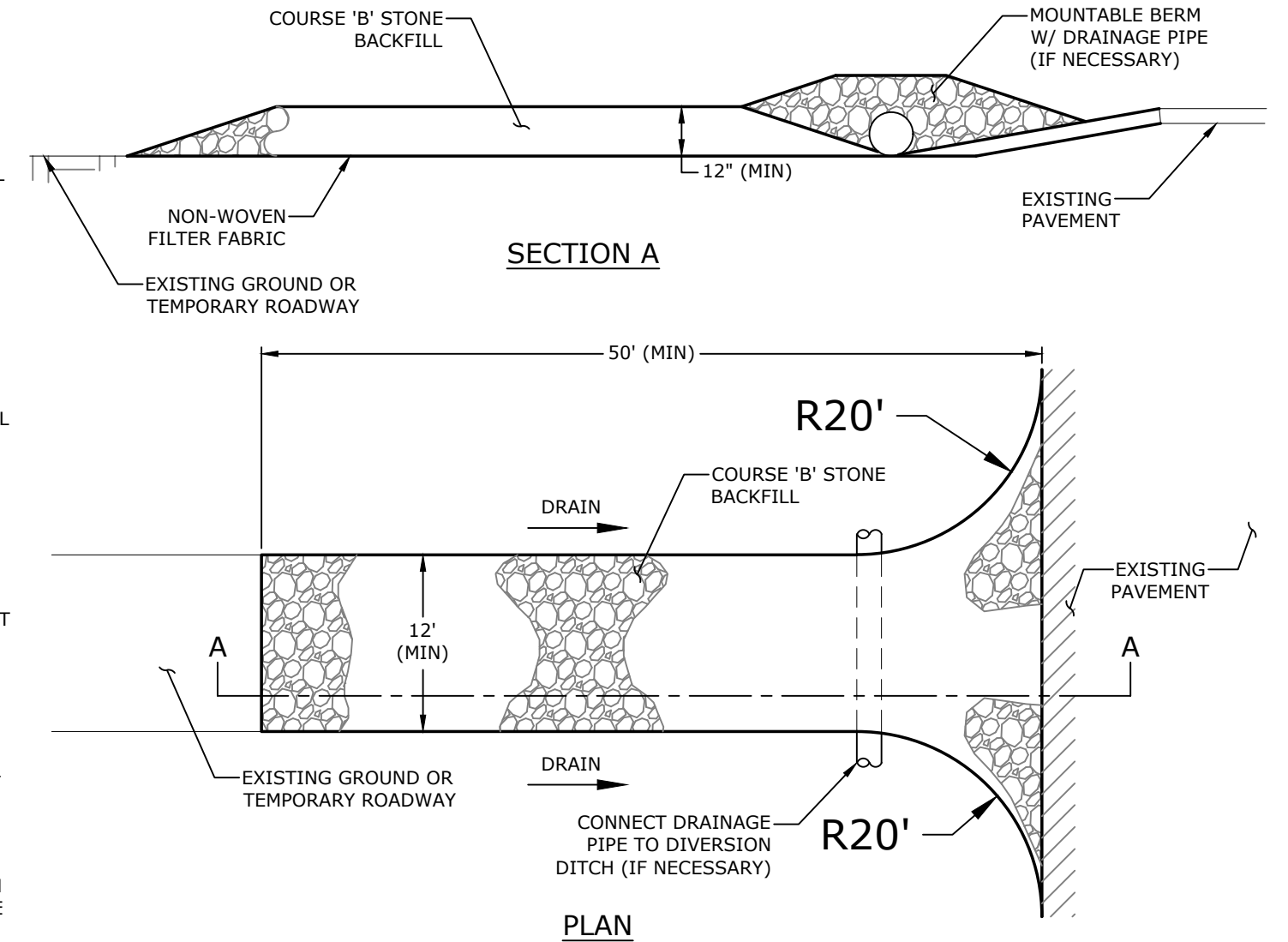
INLET PROTECTION



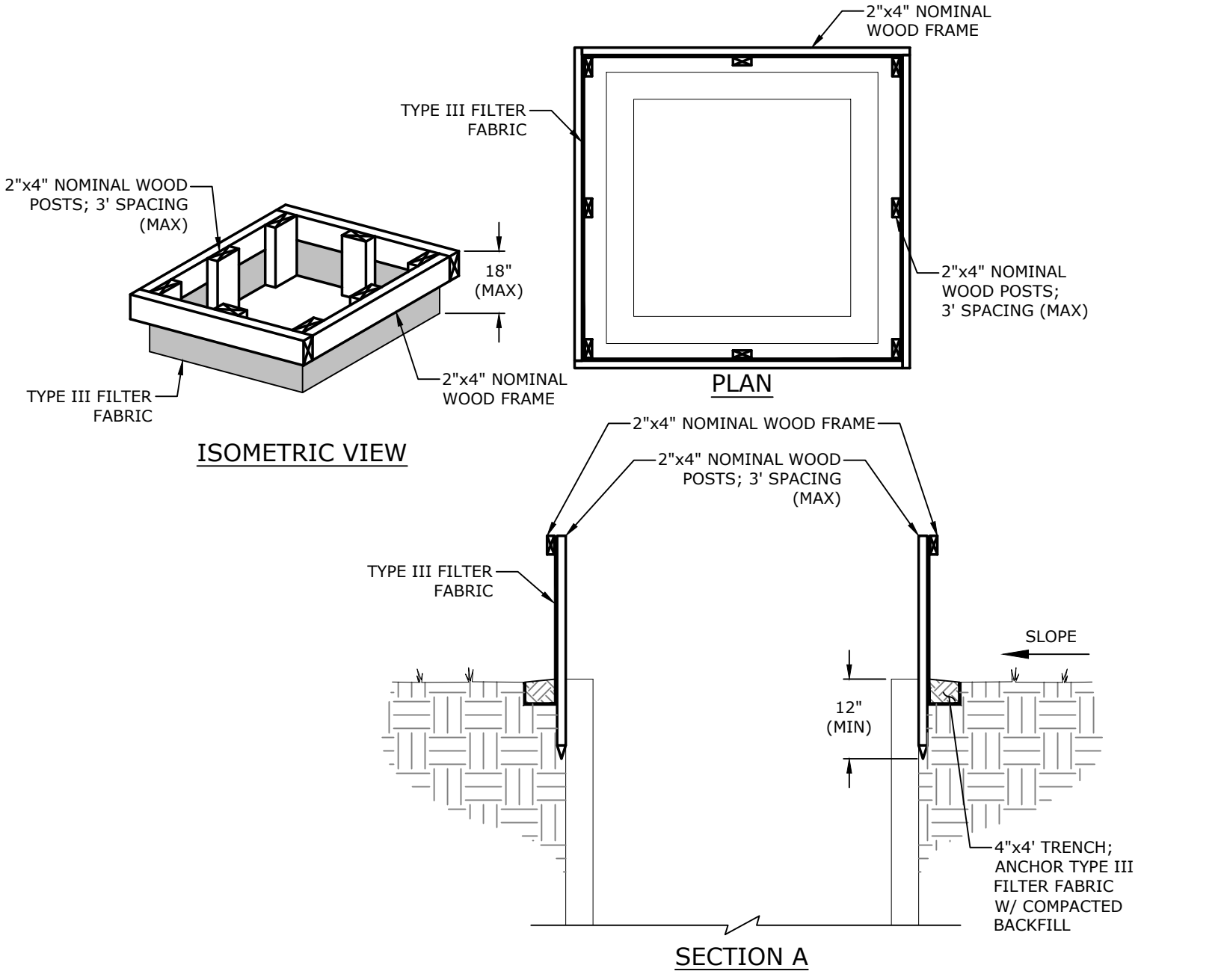
PERIMETER CONTROL & OVERLAPPING



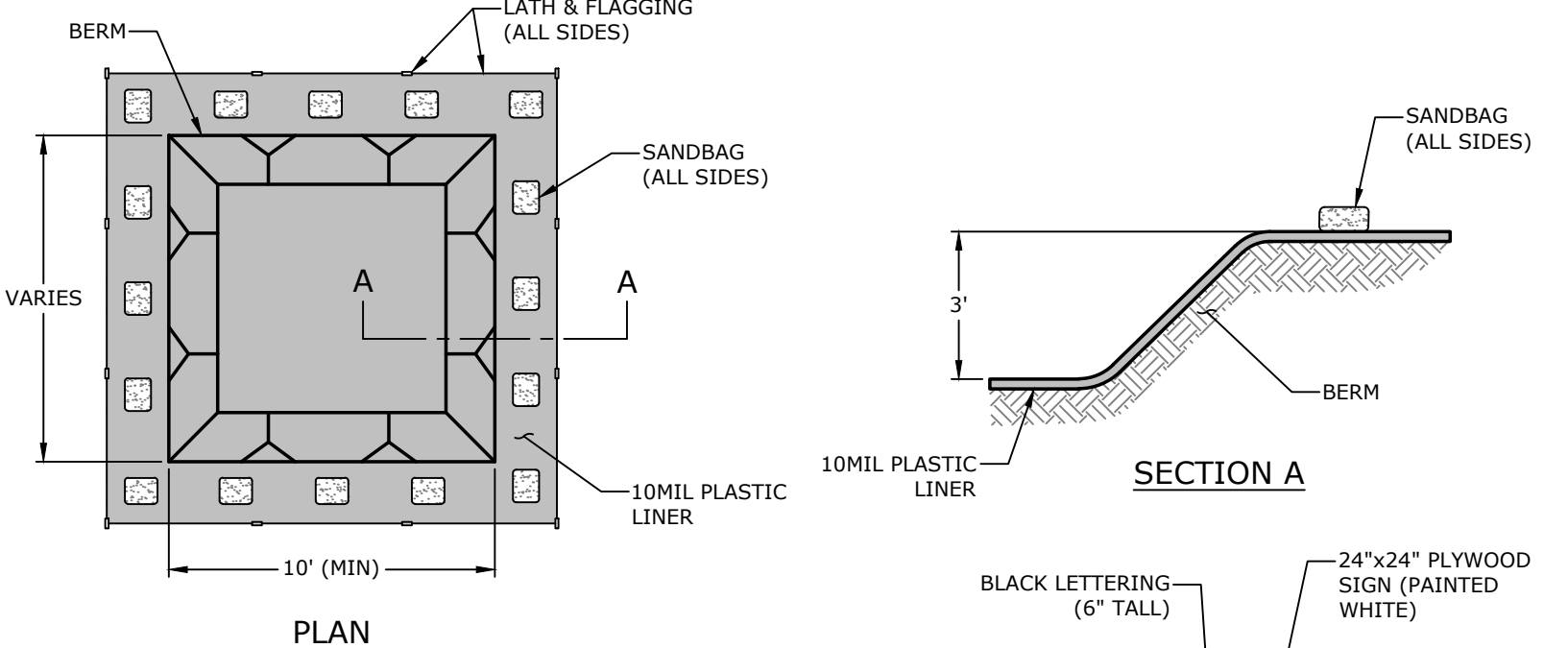
50B SILT SOCK
NTS



50P TEMPORARY STABILIZED CONSTRUCTION ENTRANCE
NTS

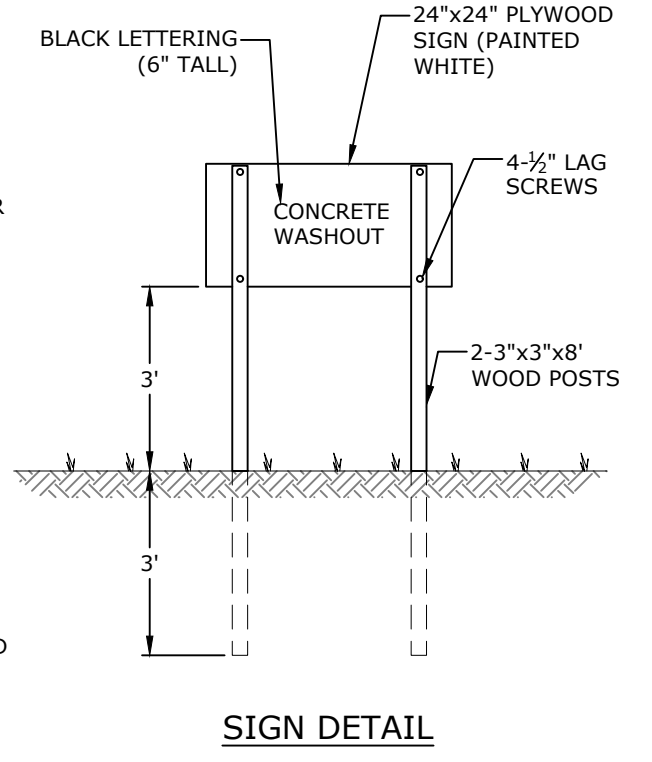


50D TEMPORARY GRATE INLET, JUNCTION BOX, & OPEN LID SEDIMENT FILTER
NTS



50N TEMPORARY CONCRETE WASHOUT
NTS

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



SIGN DETAIL

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22777
7/18/24
B. B. ZIMMERMAN
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
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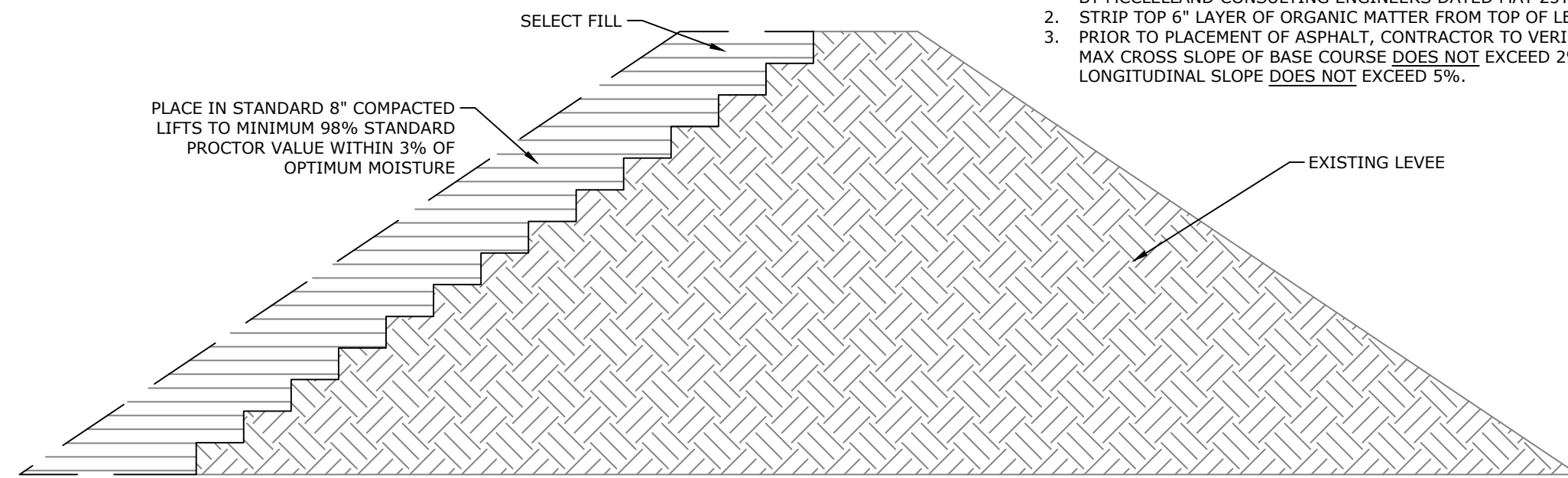
REVISIONS	DESCRIPTION
REV	DATE
	3/22/2023
	ADVERTISING SET

MISCELLANEOUS DETAILS I

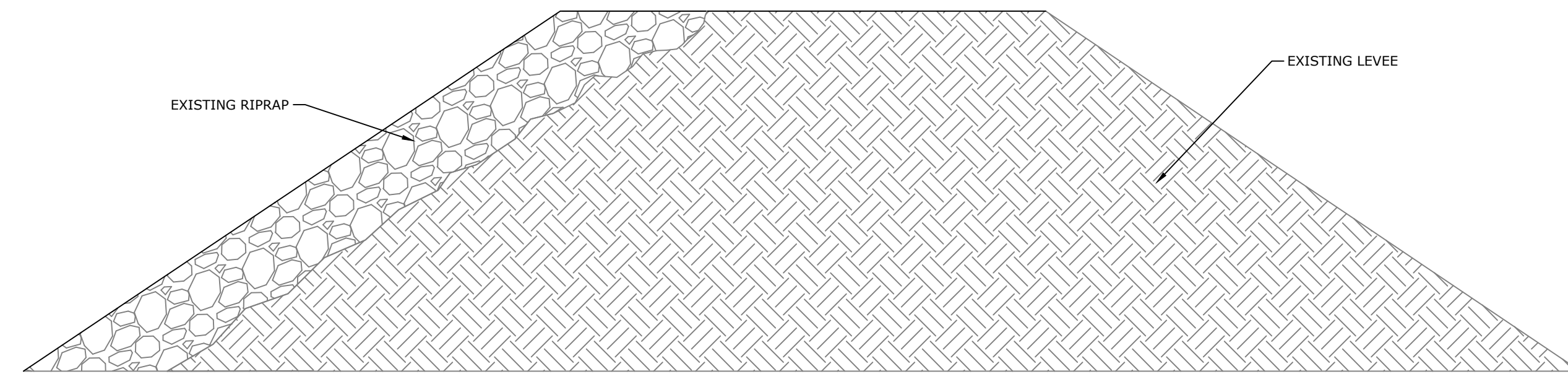
DESIGNED BY:	CZ	DRAWN BY:	JDP
DATE:	7/18/2024	REVISION:	BID SET
SCALE:	1" = 30'	JOB NUMBER:	20-5776

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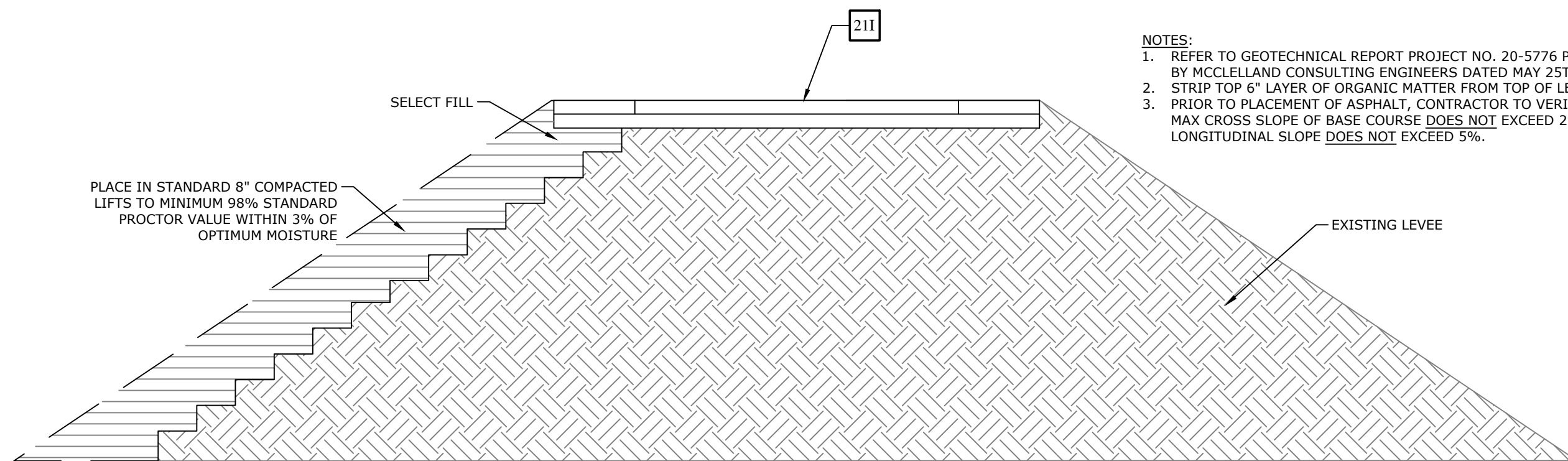
- NOTES:**
- REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
 - STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
 - PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND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



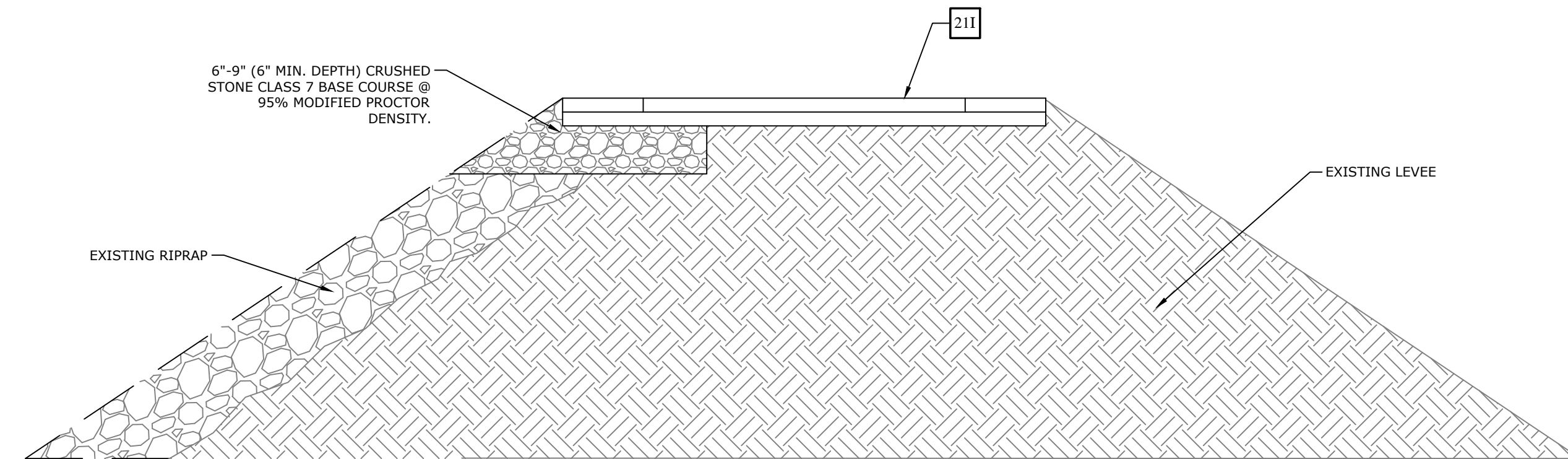
30A TYPICAL LEVEE REPAIR - FILL PLACEMENT
NTS



- NOTES:**
- REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
 - STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
 - 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%.

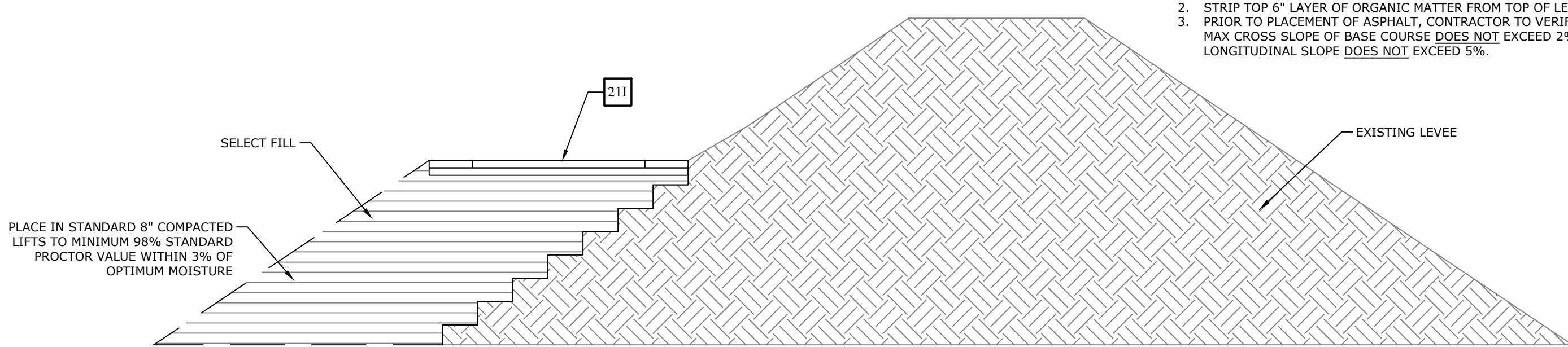


30B TYPICAL TRAIL FILL ON LEVEE
NTS

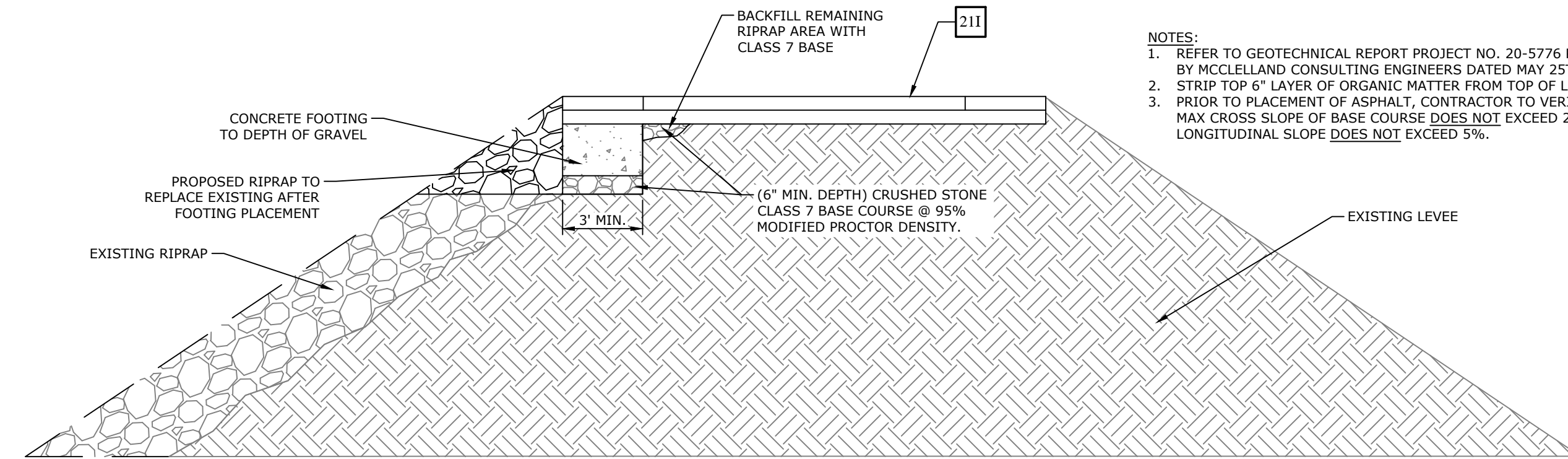


30D EXISTING RIPRAP ON LEVEE VS. TYPICAL TRAIL ON RIPRAP
NTS

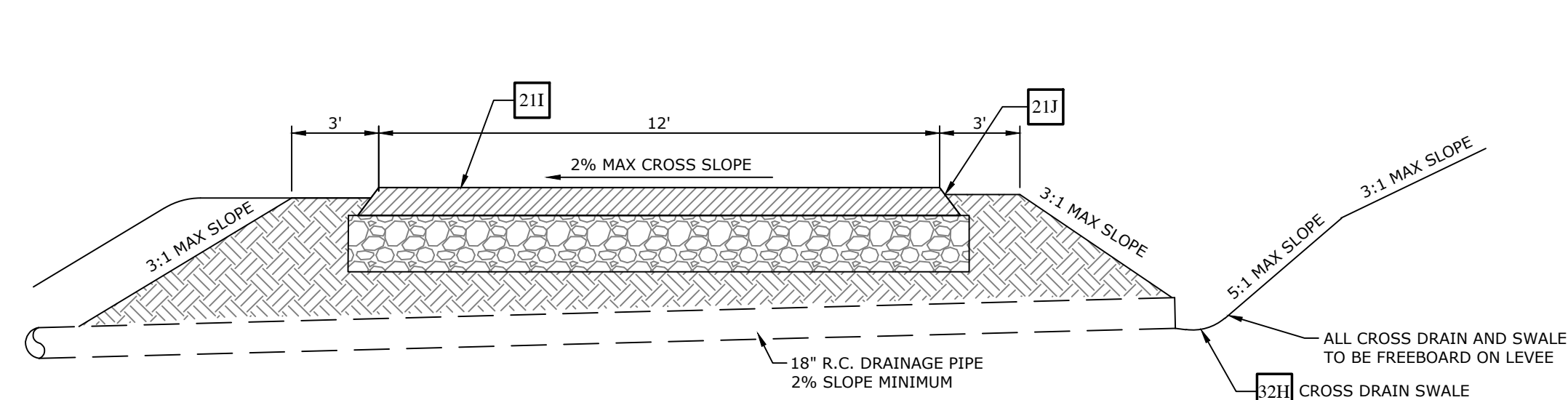
- NOTES:**
- REFER TO GEOTECHNICAL REPORT PROJECT NO. 20-5776 PREPARED BY MCCLELLAND CONSULTING ENGINEERS DATED MAY 25TH, 2021.
 - STRIP TOP 6" LAYER OF ORGANIC MATTER FROM TOP OF LEVEE.
 - PRIOR TO PLACEMENT OF ASPHALT, CONTRACTOR TO VERIFY THAT MAX CROSS SLOPE OF BASE COURSE DOES NOT EXCEED 2% AND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



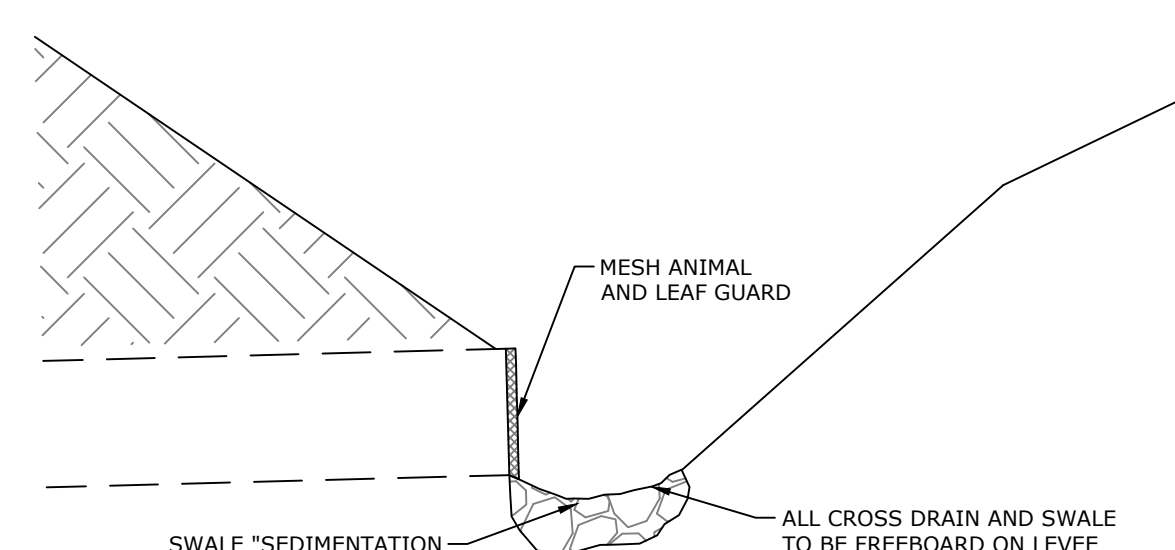
30C TYPICAL TRAIL ON LEVEE
NTS



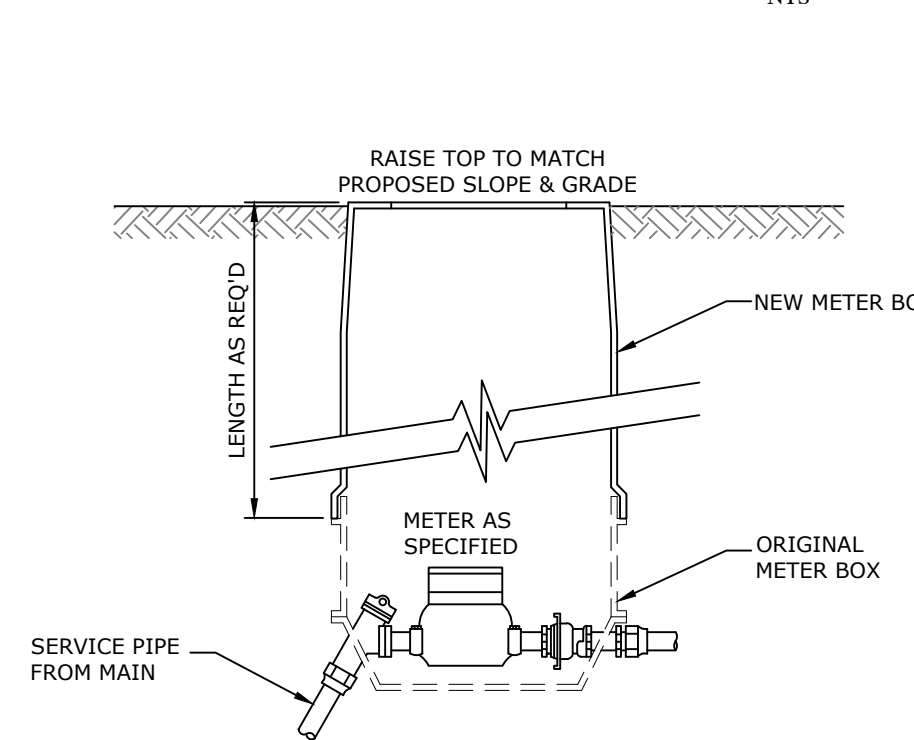
30D EXISTING RIPRAP ON LEVEE VS. TYPICAL TRAIL ON RIPRAP
NTS



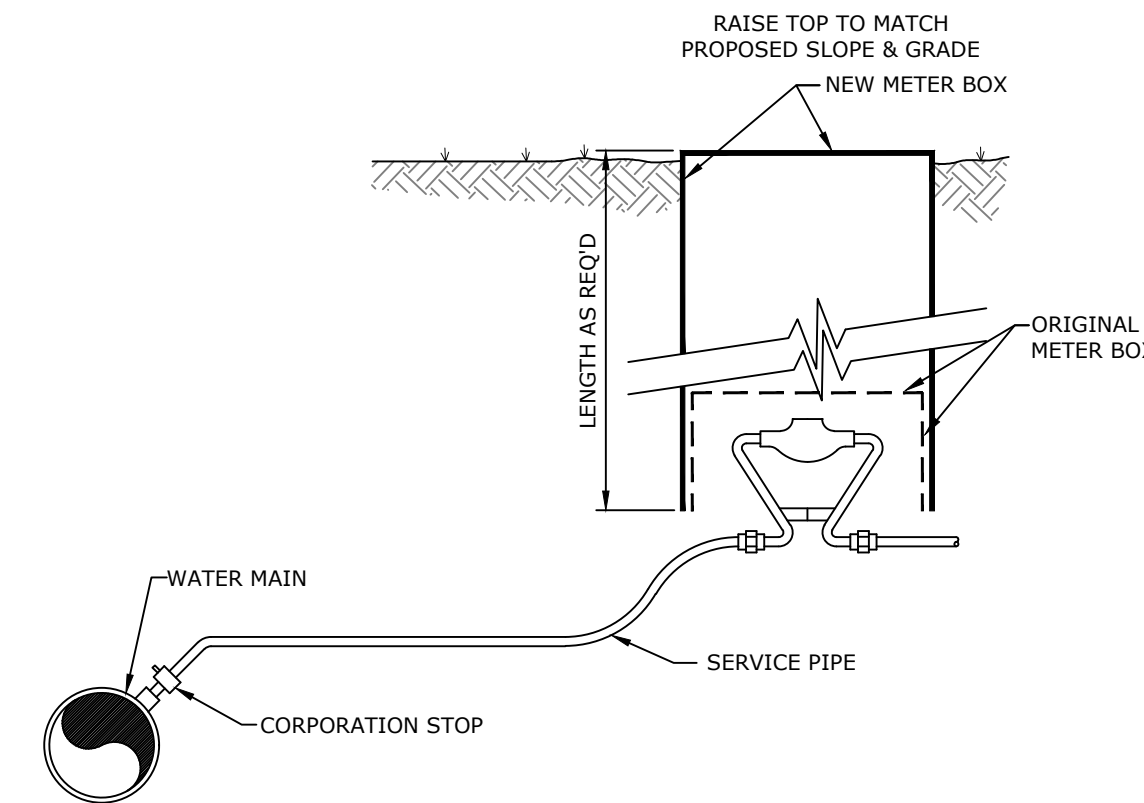
32G CROSS DRAIN (TYPICAL)
NTS



32H CROSS DRAIN SWALE DETAIL
NTS



31G METER EXTENSION DETAIL
NTS



31G METER EXTENSION DETAIL
NTS

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22777
7/18/24
R. ZIMMERMAN
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
PULASKI COUNTY, ARKANSAS

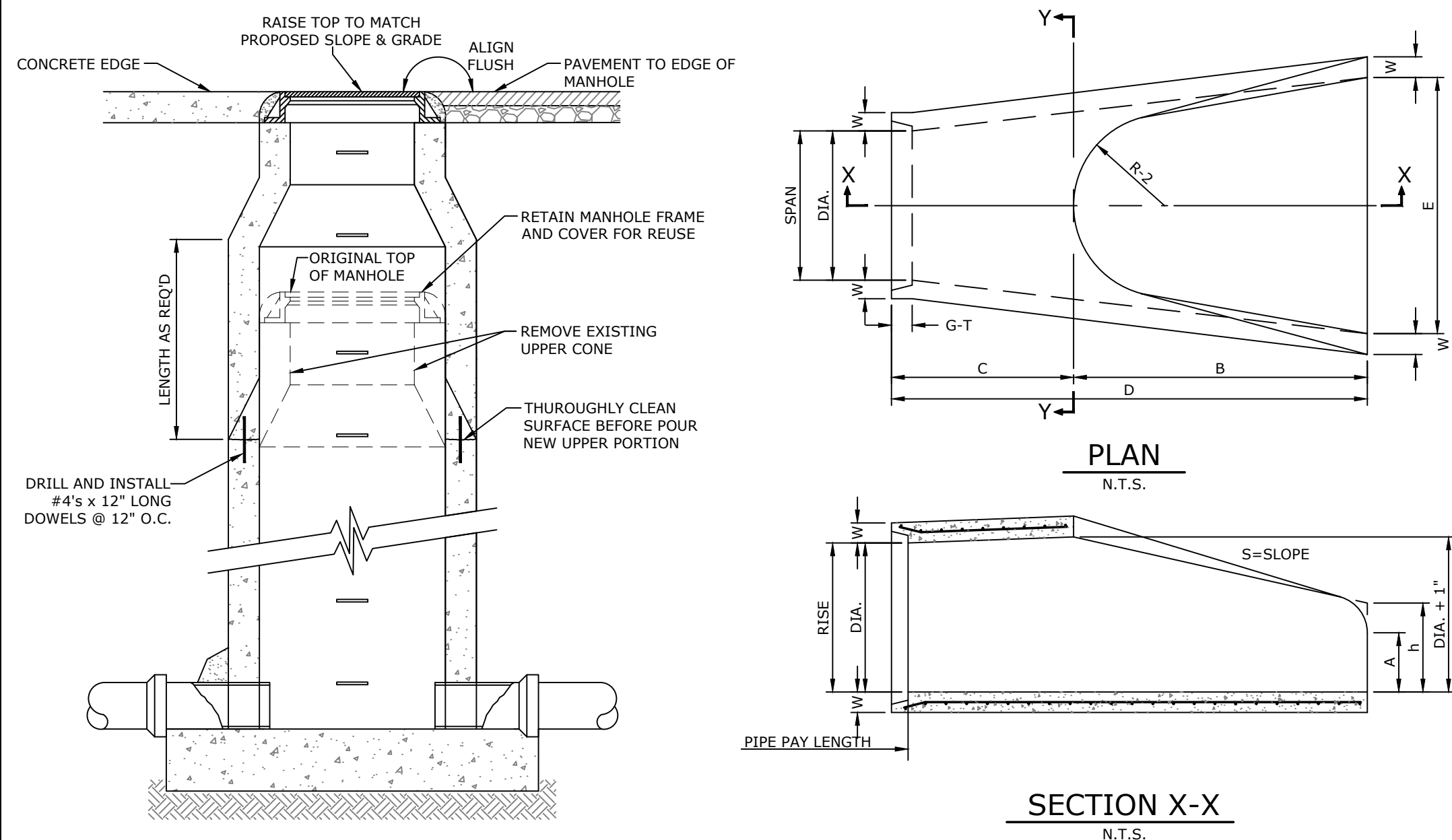
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	ADVERTISING SET	3/22/2023	

MISCELLANEOUS DETAILS II

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
SCALE: 1" = 30'	JOB NUMBER: 20-5776

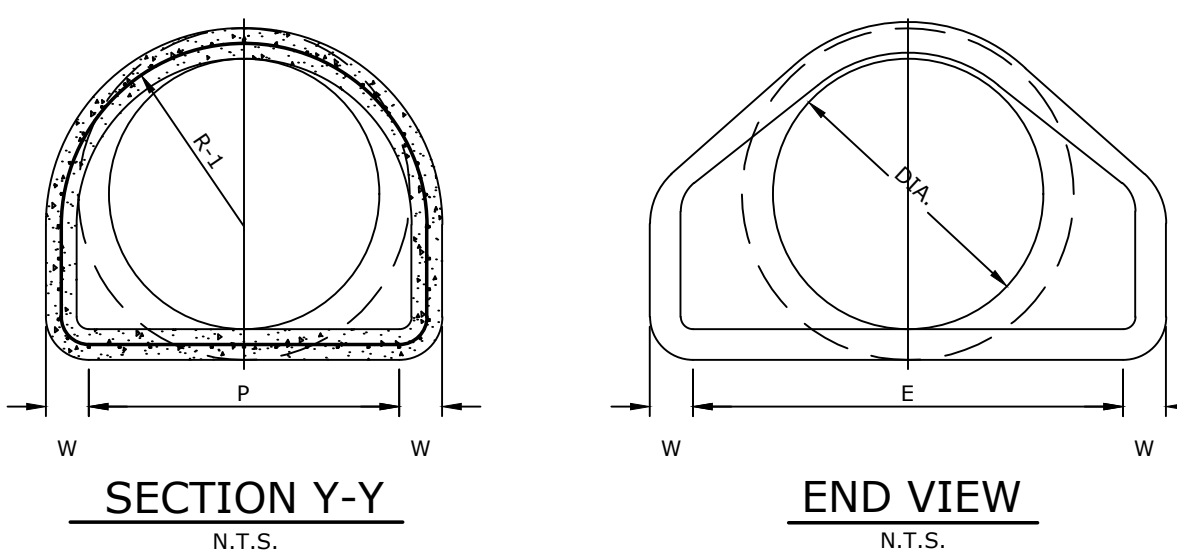
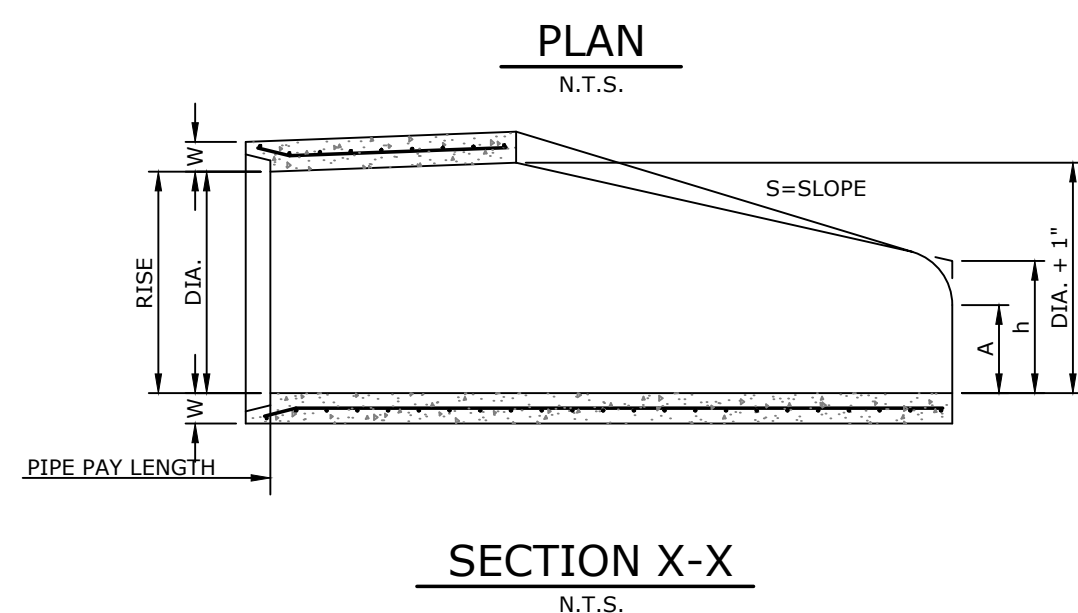
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31F MANHOLE EXTENSION DETAIL
NTS

TABLE OF DIMENSIONS

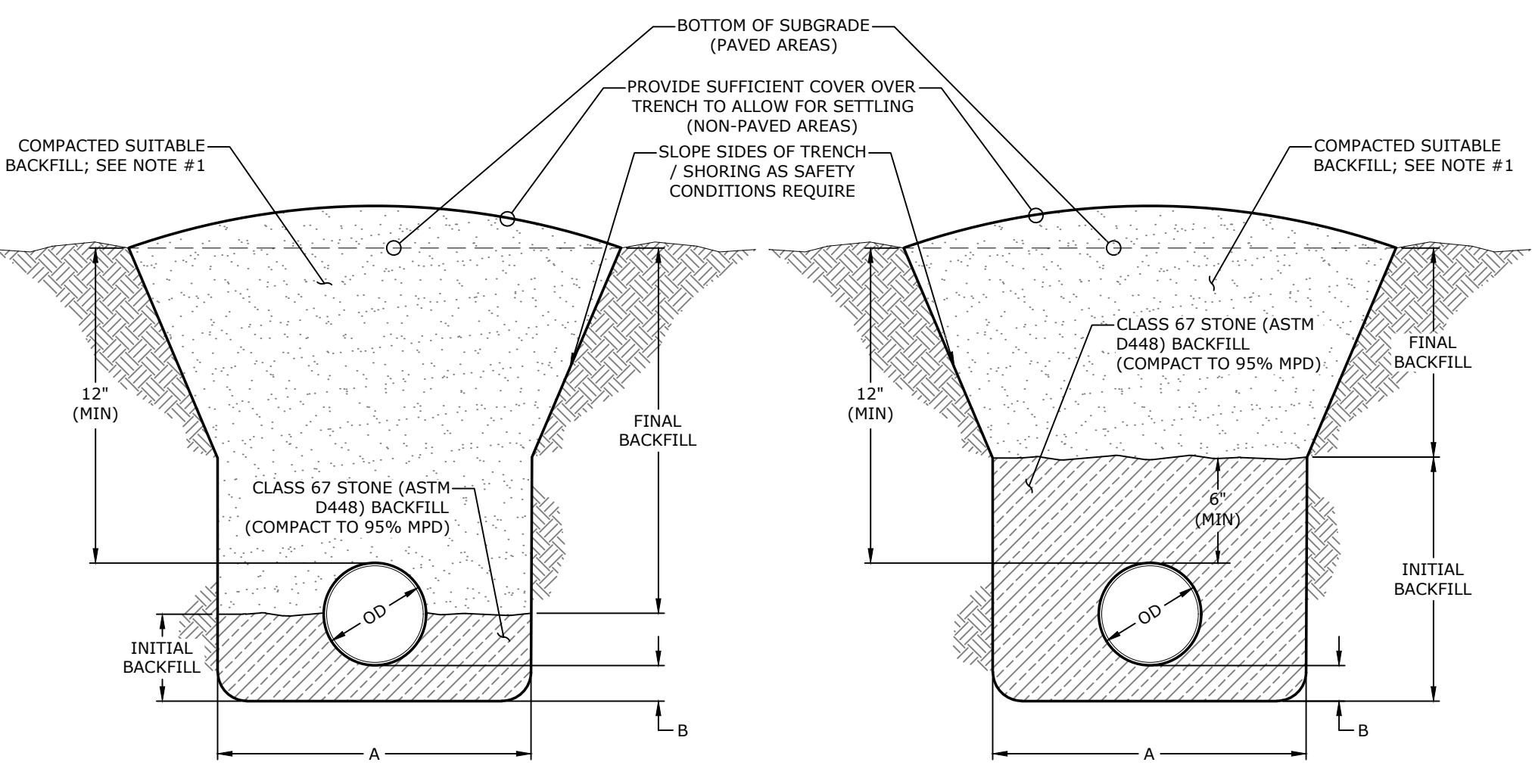
DIA.	WALL	A	B	C	D	E	S	DIA.+1"	P	R-1	R-2	G-T	WT.	h
12"	2"	4"	2'-0"	4'-1"	6'-1"	2'-0"	2.2:1	13"			9"		530	
18"	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15 1/2"	12"	2"	1000	1'-0 1/2"
24"	3"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	3:1	25"	33 3/16"	16 13/16"	14"	2 1/2"	1600	1'-1 1/2"
30"	3 1/2"	1'-0"	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'-11"	8'-2"	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"	58 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"



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].

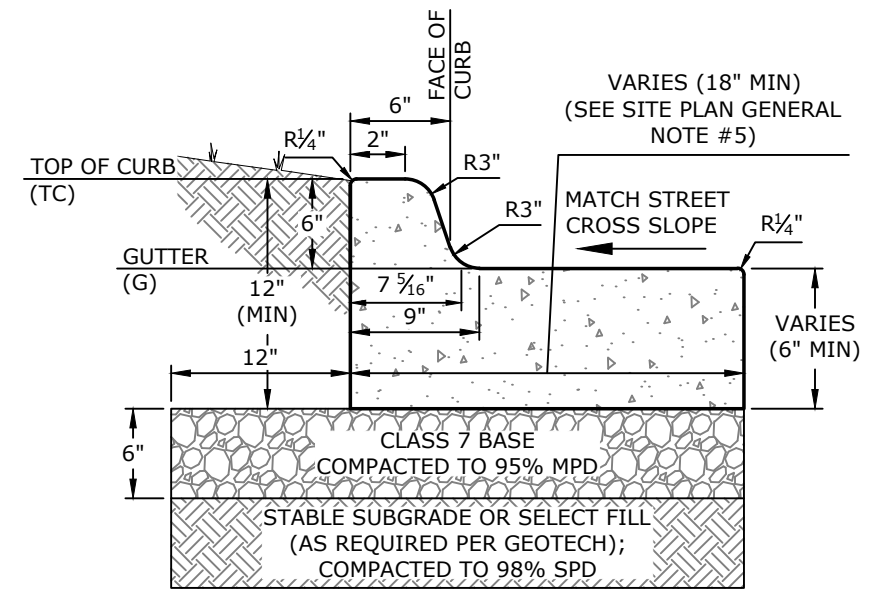
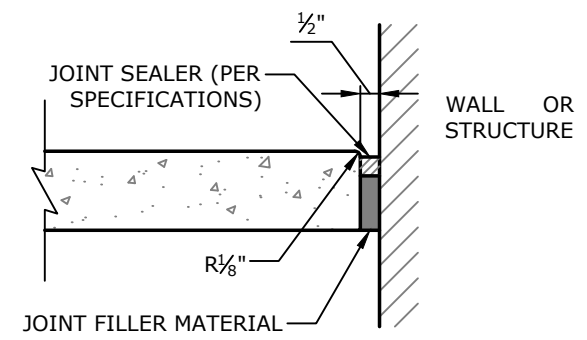


TRENCHING, BACKFILL, & BEDDING TABLE

'A'	OD + 24" (MIN) OD + 36" (MAX)
'B'	.10 x OD (6" MIN)

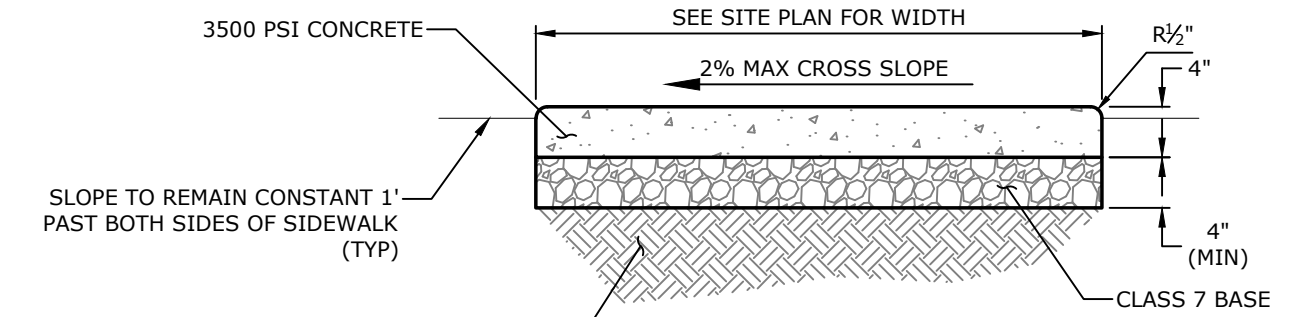
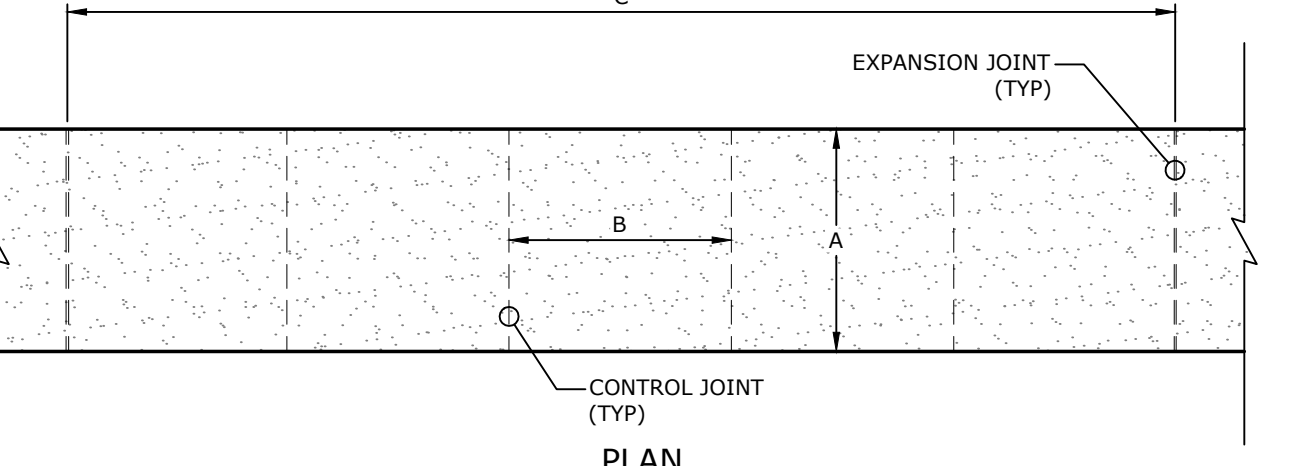
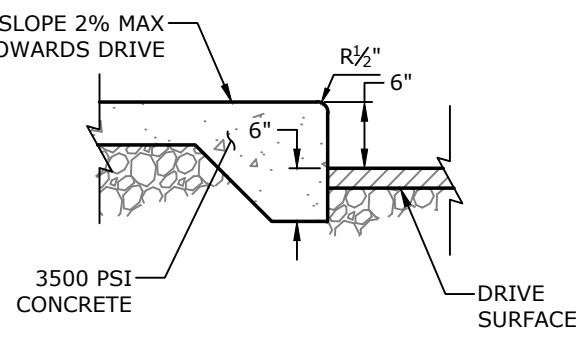
32G STORM SEWER TRENCHING, BACKFILL, & BEDDING
NTS

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.



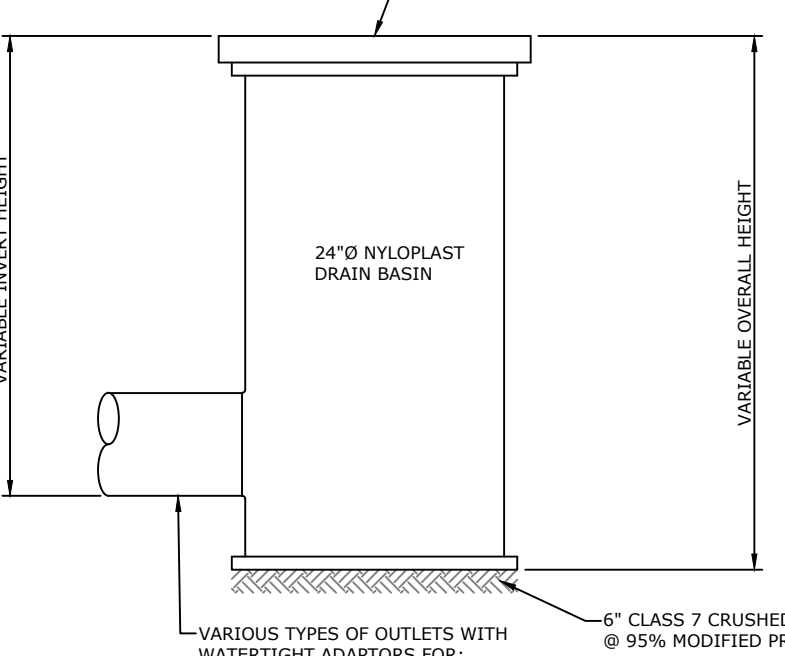
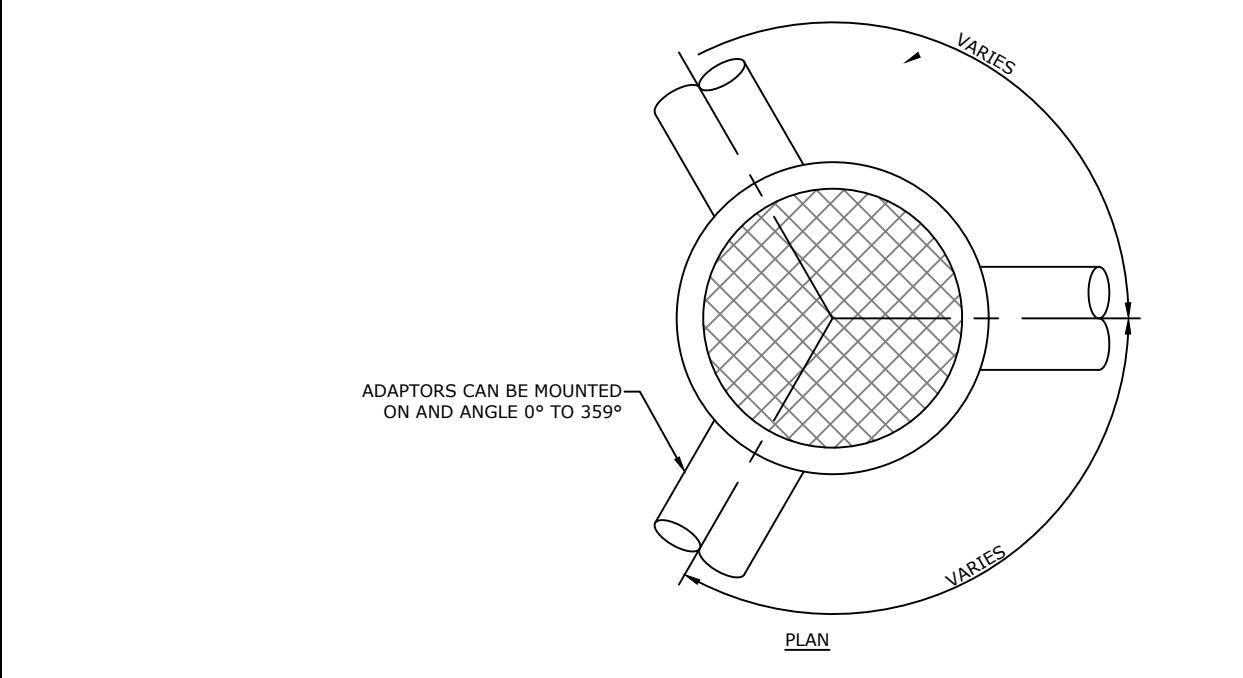
20A TYPE 'A' STANDARD CONCRETE CURB & GUTTER
NTS

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 FINISH 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).

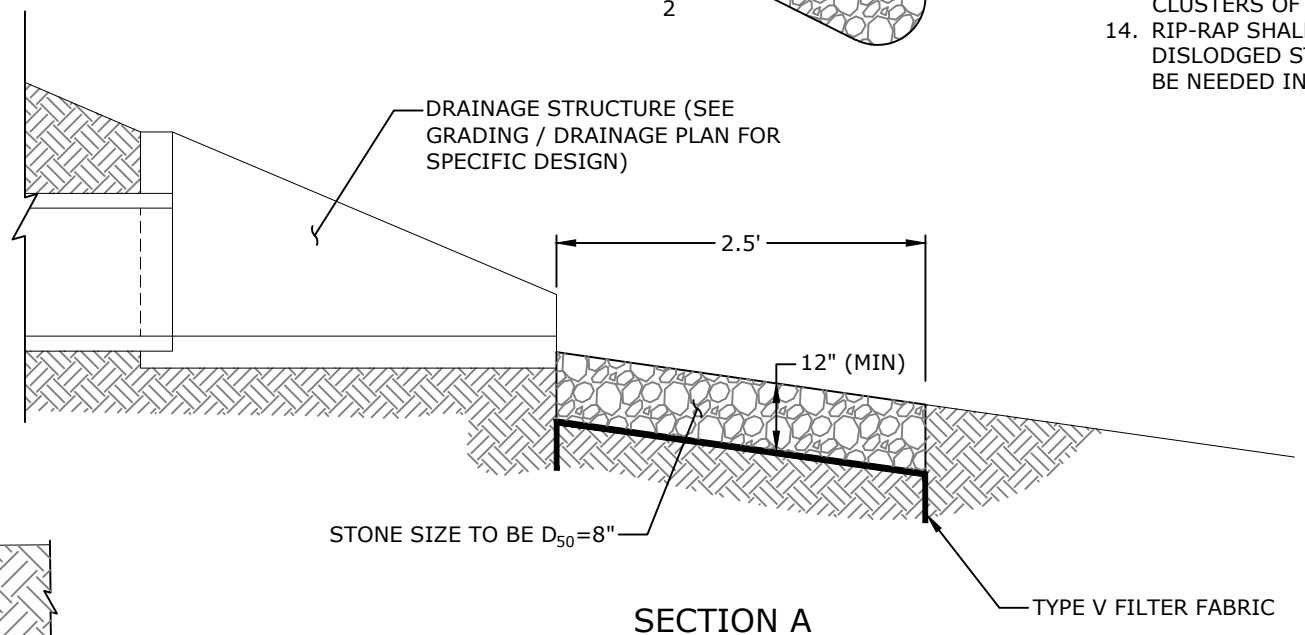
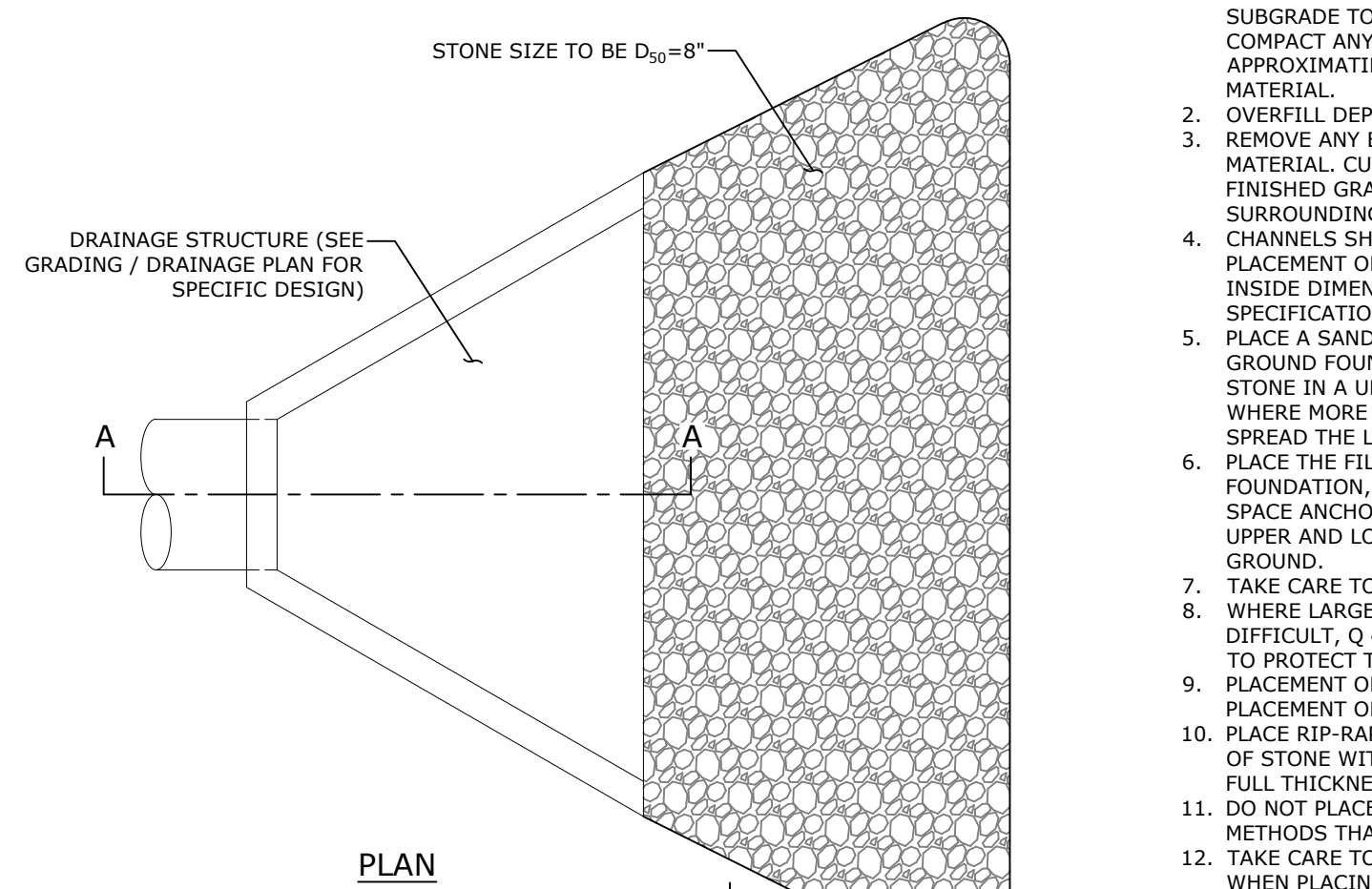


22A CONCRETE SIDEWALK
NTS

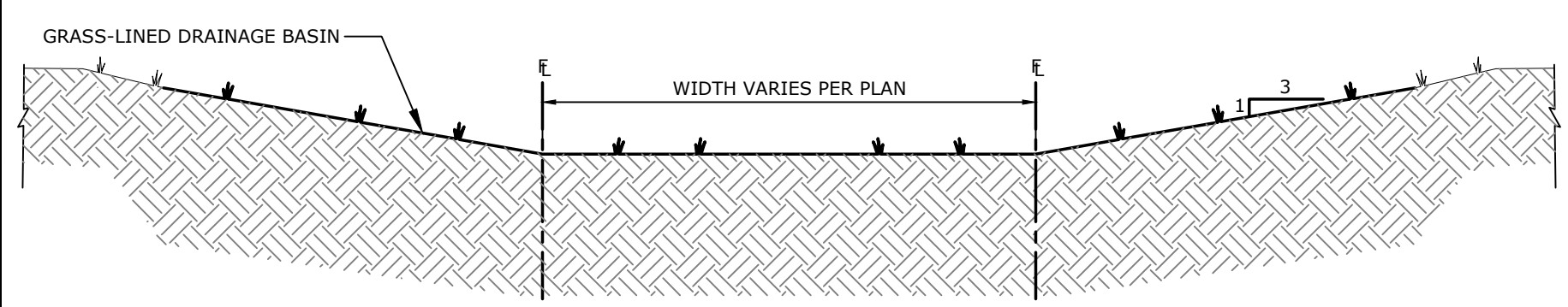
A	SEE SITE PLAN
B	A
C	Bx5



32F YARD DRAIN DETAIL
NTS



50Q PERMANENT RIP-RAP PAD
NTS



33K DRAINAGE BASIN
NTS

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LICENSED PROFESSIONAL ENGINEER
No. 22777
7/18/24
R. ZIMMERMAN
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
PULASKI COUNTY, ARKANSAS

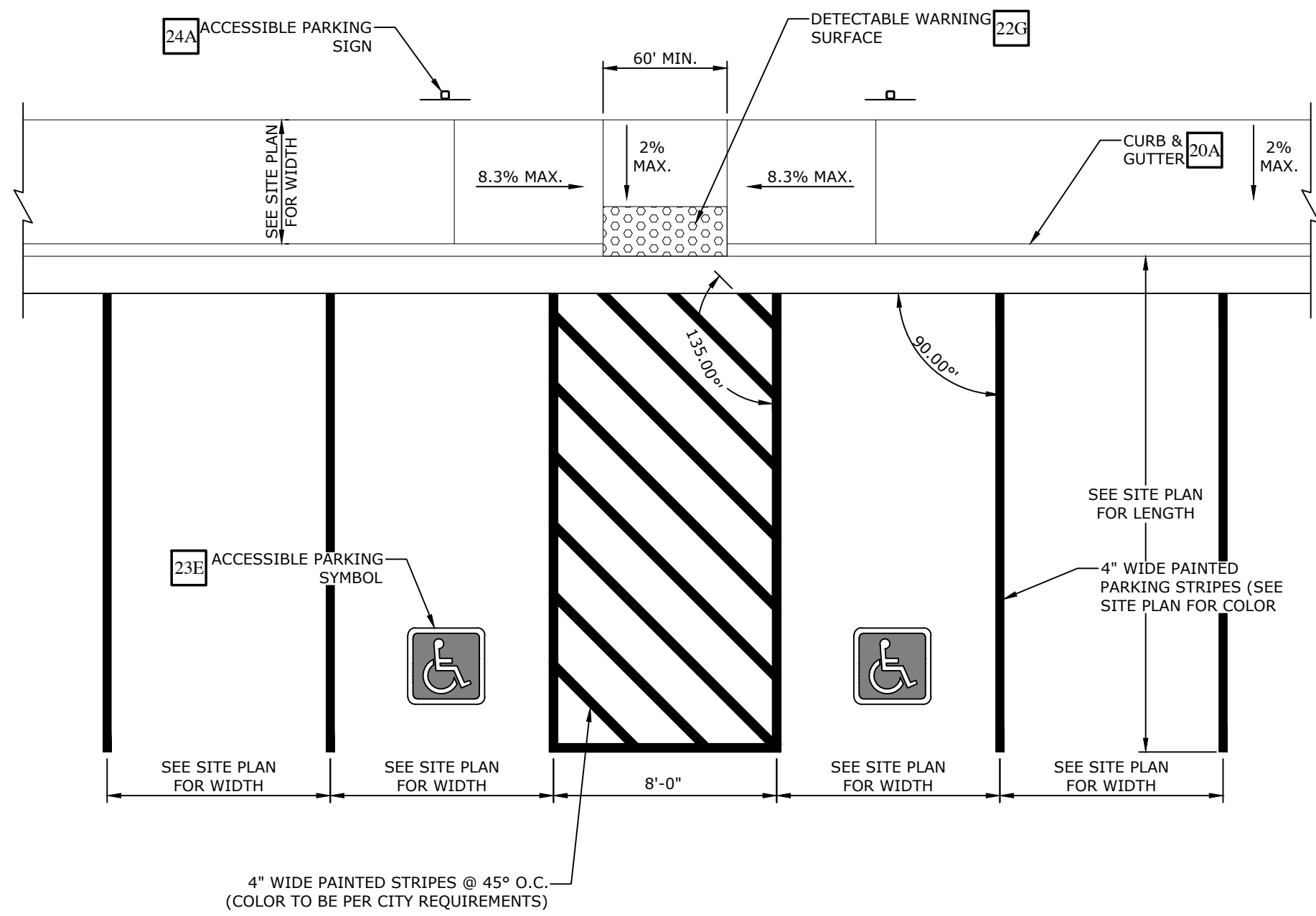
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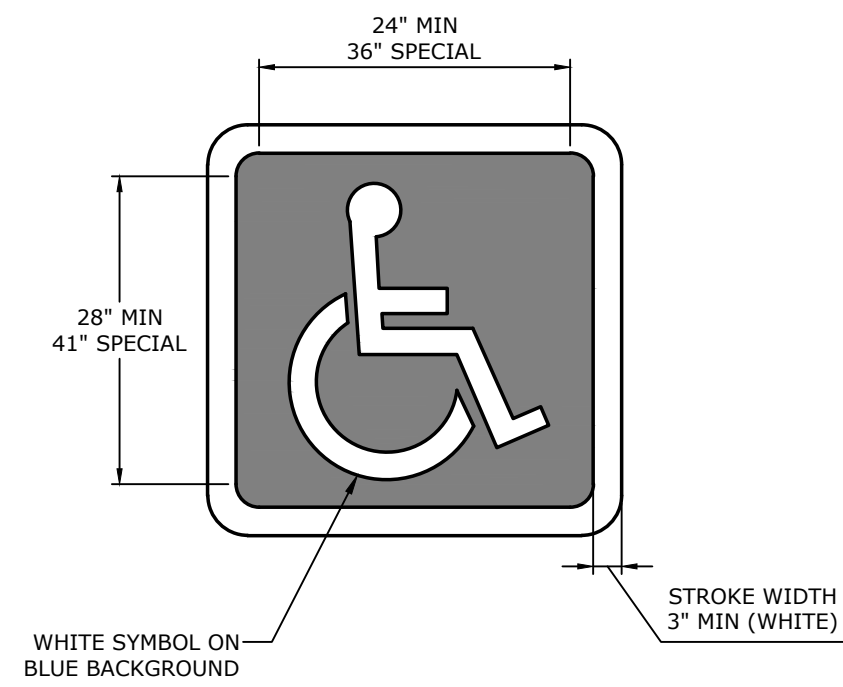
MISCELLANEOUS DETAILS III

DESIGNED BY: CZ
DATE: 7/18/2024
SCALE: 1" = 30'
DRAWN BY: JDP
REVISION: BID SET
JOB NUMBER: 20-5776

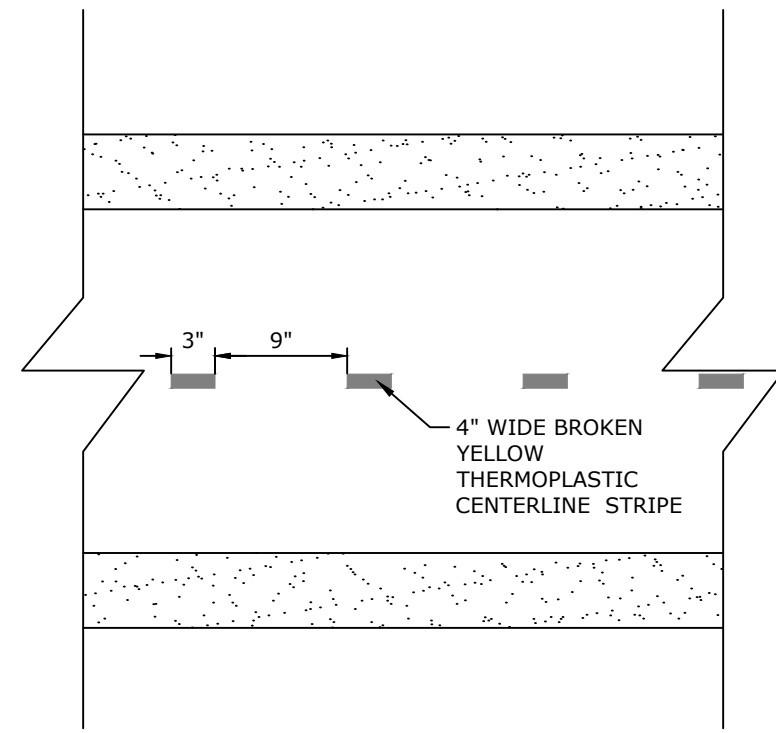
- NOTES:
 1. REFER TO SITE PLAN FOR SPECIFIC LAYOUT OF STRIPING.
 2. ALL STRIPING MEASUREMENTS ARE TO CENTER OF STRIPE.
 3. REFER TO SITE PLAN FOR REFLECTIVE STRIPING PAINT COLOR.



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

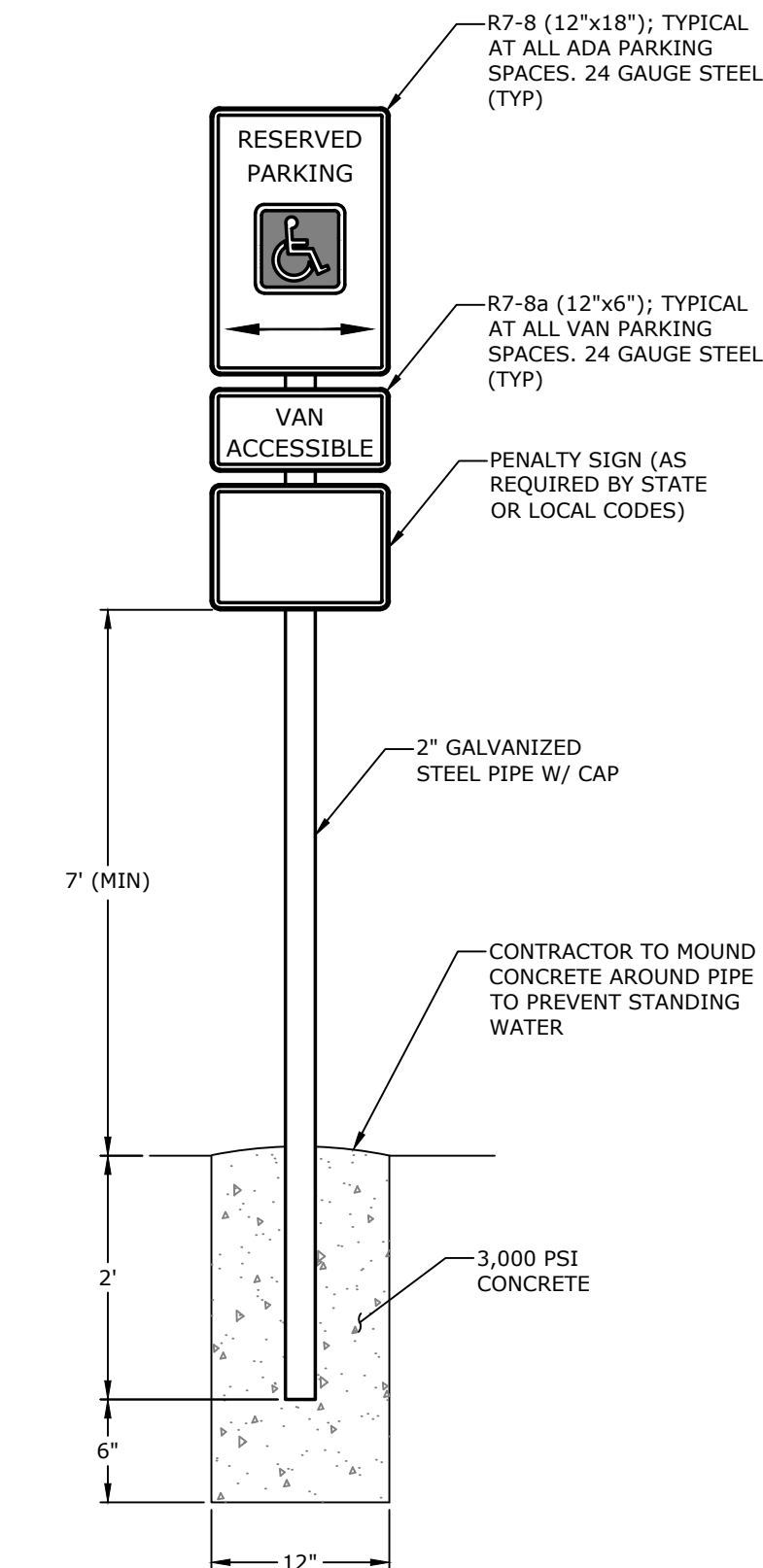


23D ACCESSIBLE PARKING SYMBOL
NTS

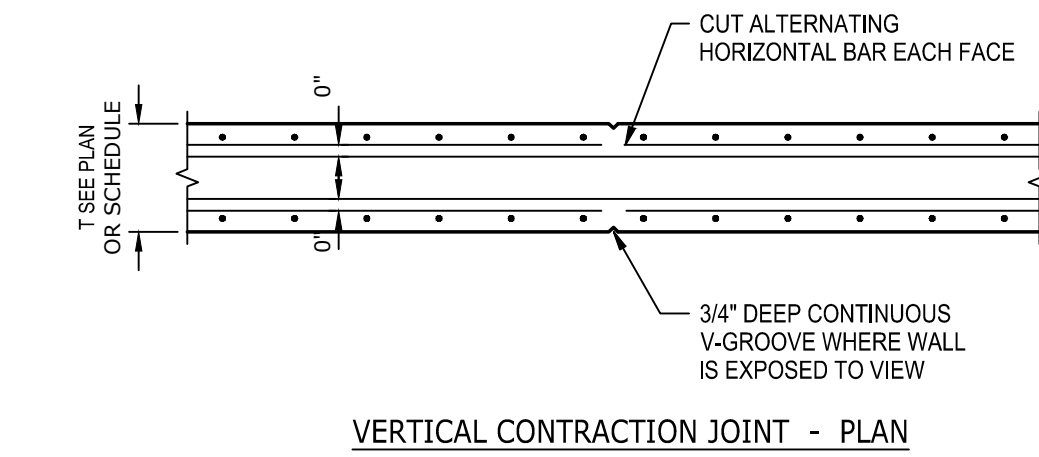


- NOTES:
 1. CENTERLINE TO BE PRESENT ON ALL PORTIONS OF TRAIL EXCEPT CROSSINGS AND INTERSECTIONS.

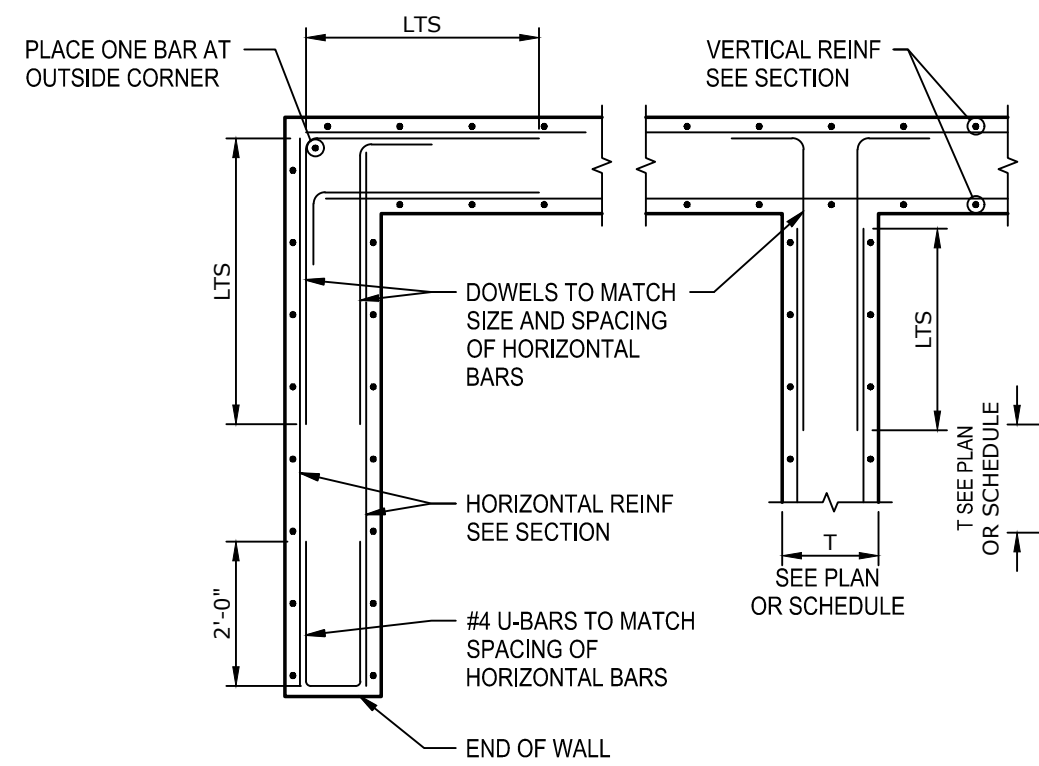
21K STANDARD TRAIL CENTERLINE
NTS



24A ACCESSIBLE PARKING SIGN
NTS

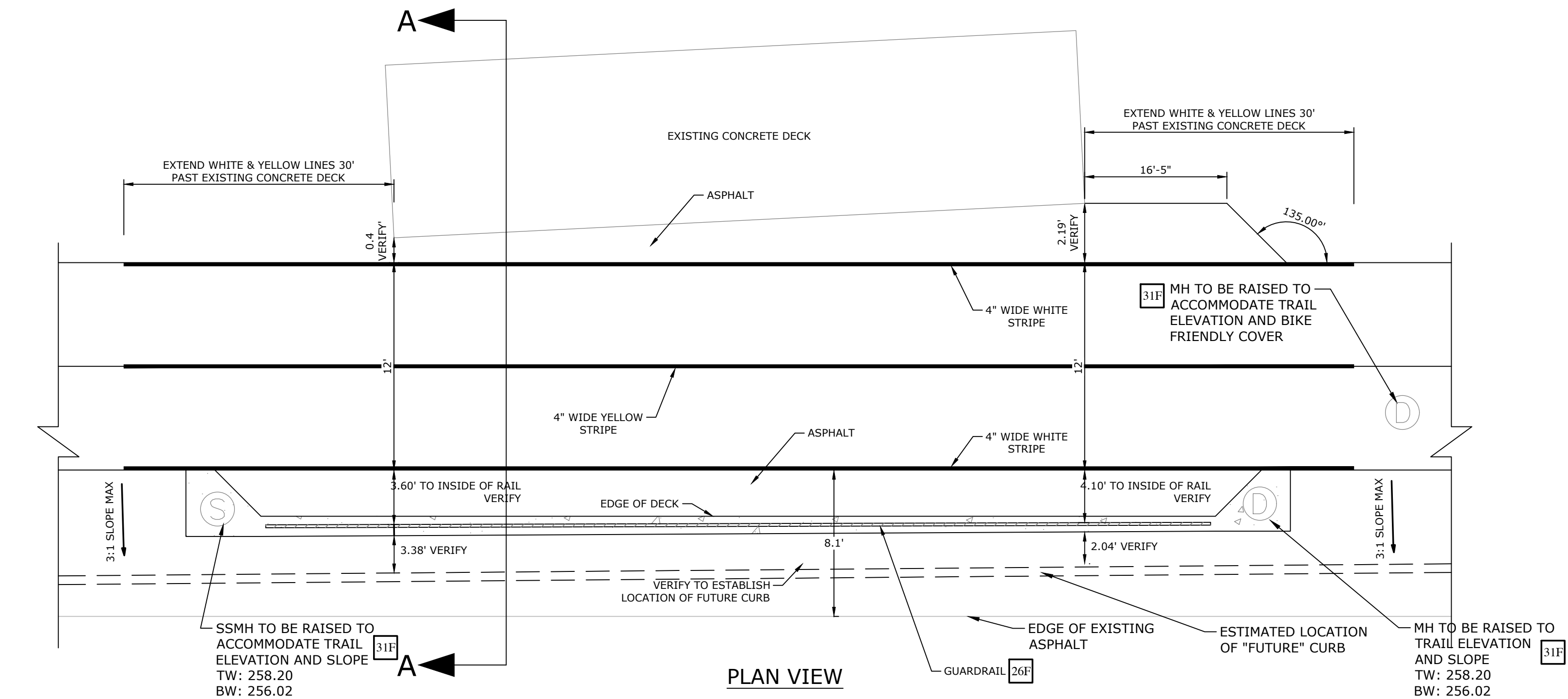


25L PUMP HOUSE DETAIL
NTS



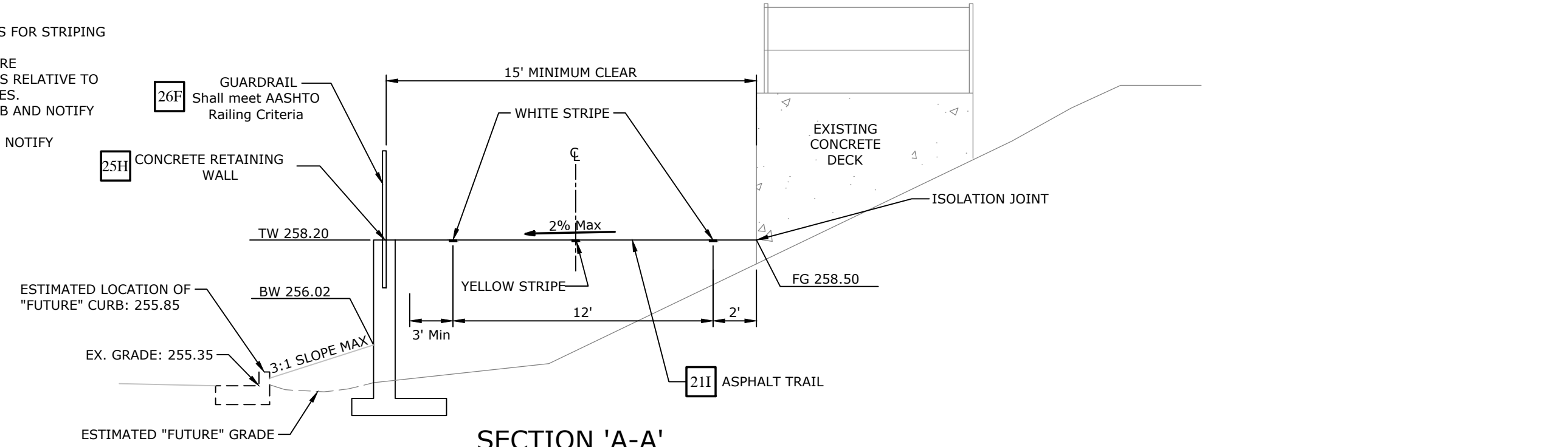
RETAINING WALL SCHEDULE										
WALL MARK	"H" MAX	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "E"	"X" BARS	"Y" BARS	"U" BARS	SHEAR KEY
C	6'-0"	1'-0"	1'-3"	1'-0"	3'-3"	1'-6"	#4 @ 12"	#5 @ 12"	#4 @ 12"	YES
D	4'-0"	1'-0"	0'-9"	0'-10"	2'-0"	1'-0"	#4 @ 18"	#4 @ 12"	#4 @ 18"	YES

25H REINFORCED CONCRETE RETAINING WALL
NTS

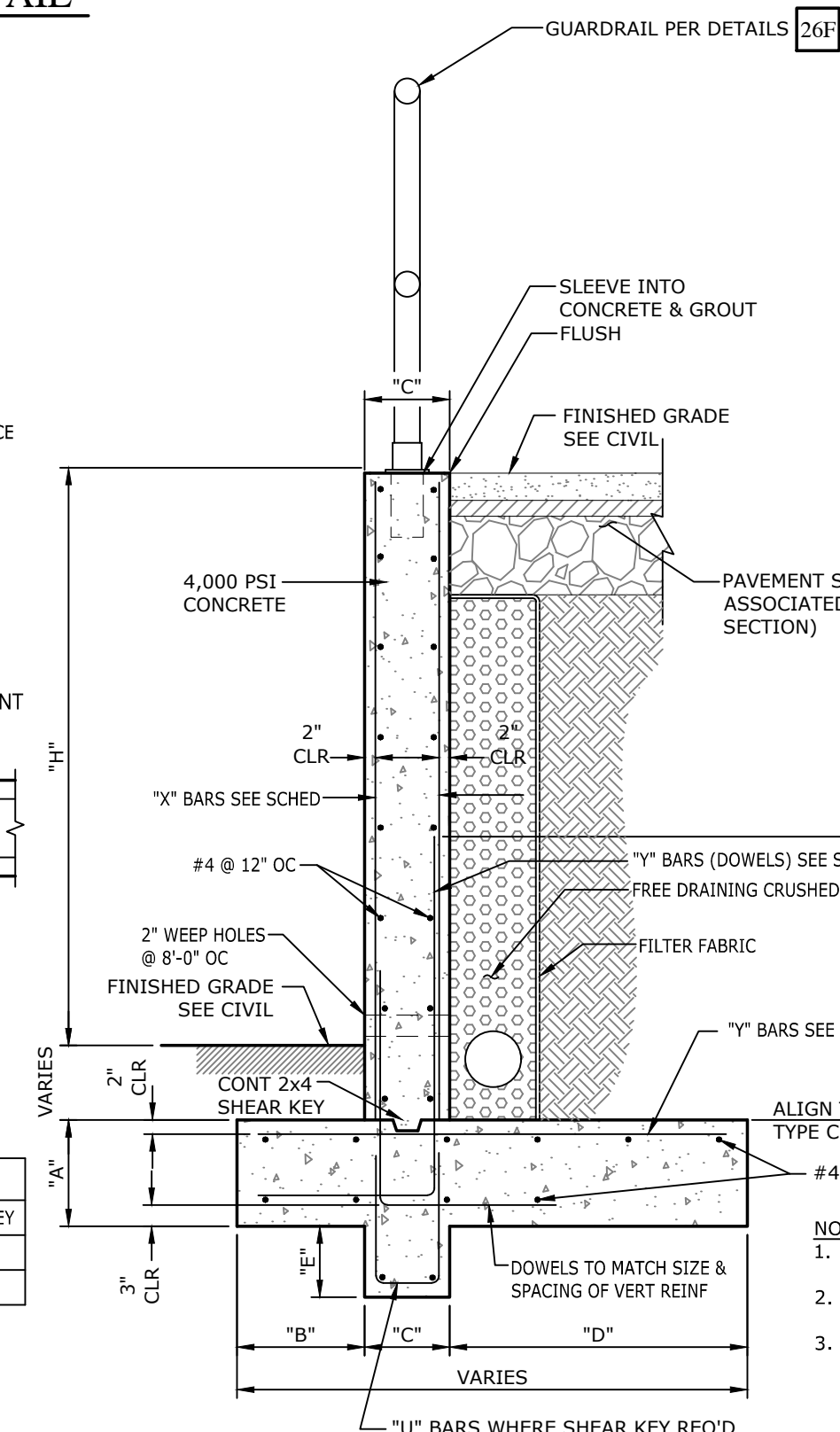


25I PLAN VIEW

- 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.



25J SECTION 'A-A'



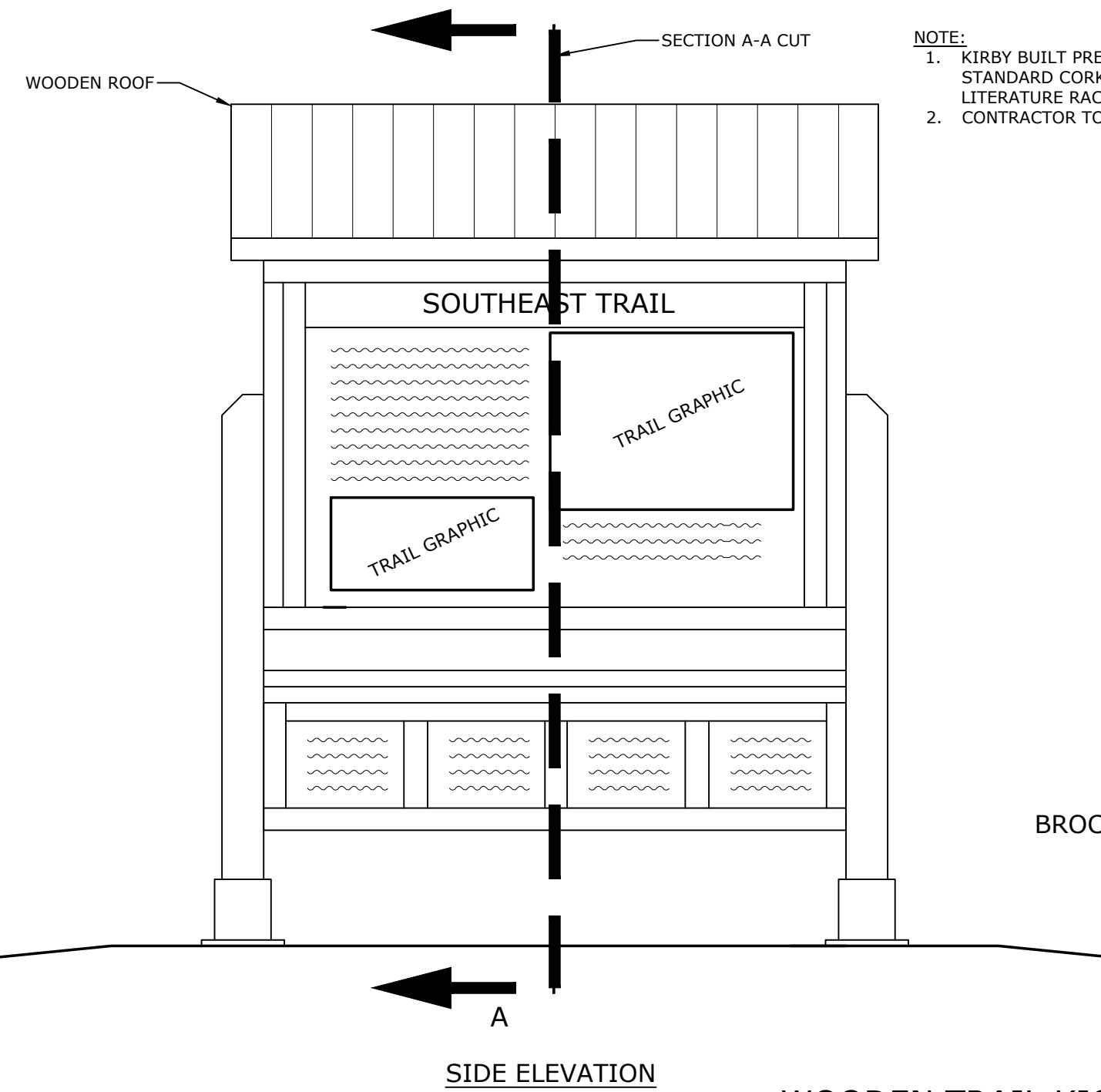
REINFORCING BAR LAP SPLICE SCHEDULE 4,000 PSI CONCRETE		
BAR SIZE	BOTTOM BARS & WALLS	TOP BARS
#3	1'-10"	2'-4"
#4	2'-5"	3'-1"
#5	3'-0"	3'-11"
#6	3'-7"	4'-8"
#7	5'-3"	6'-9"
#8	6'-0"	7'-9"

- 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)

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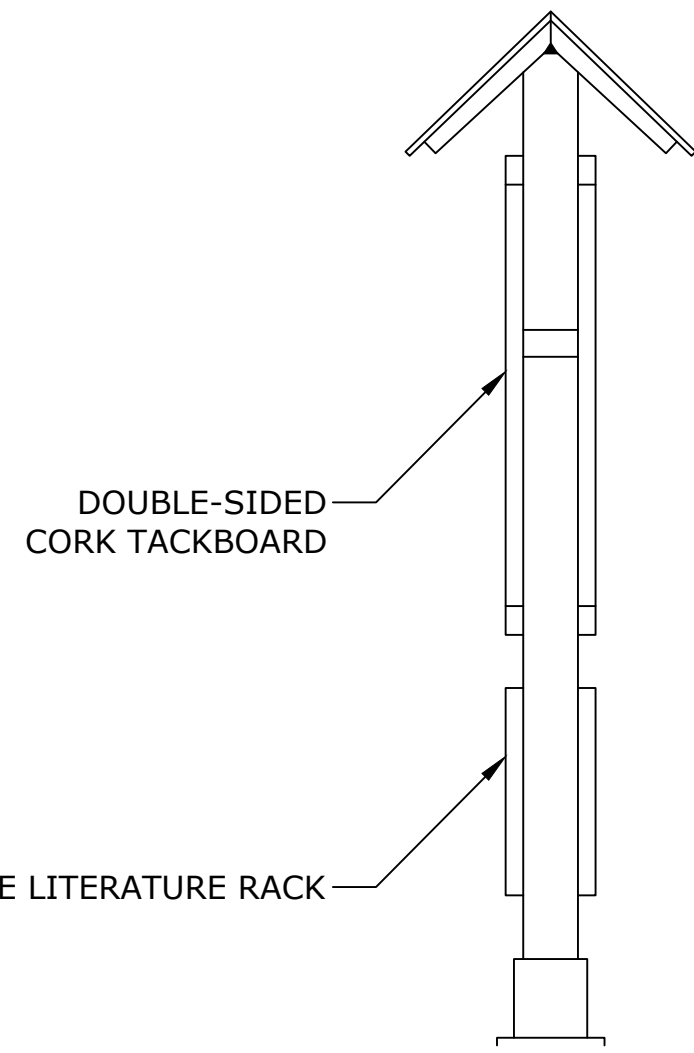
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WOODEN TRAIL KIOSK DETAIL

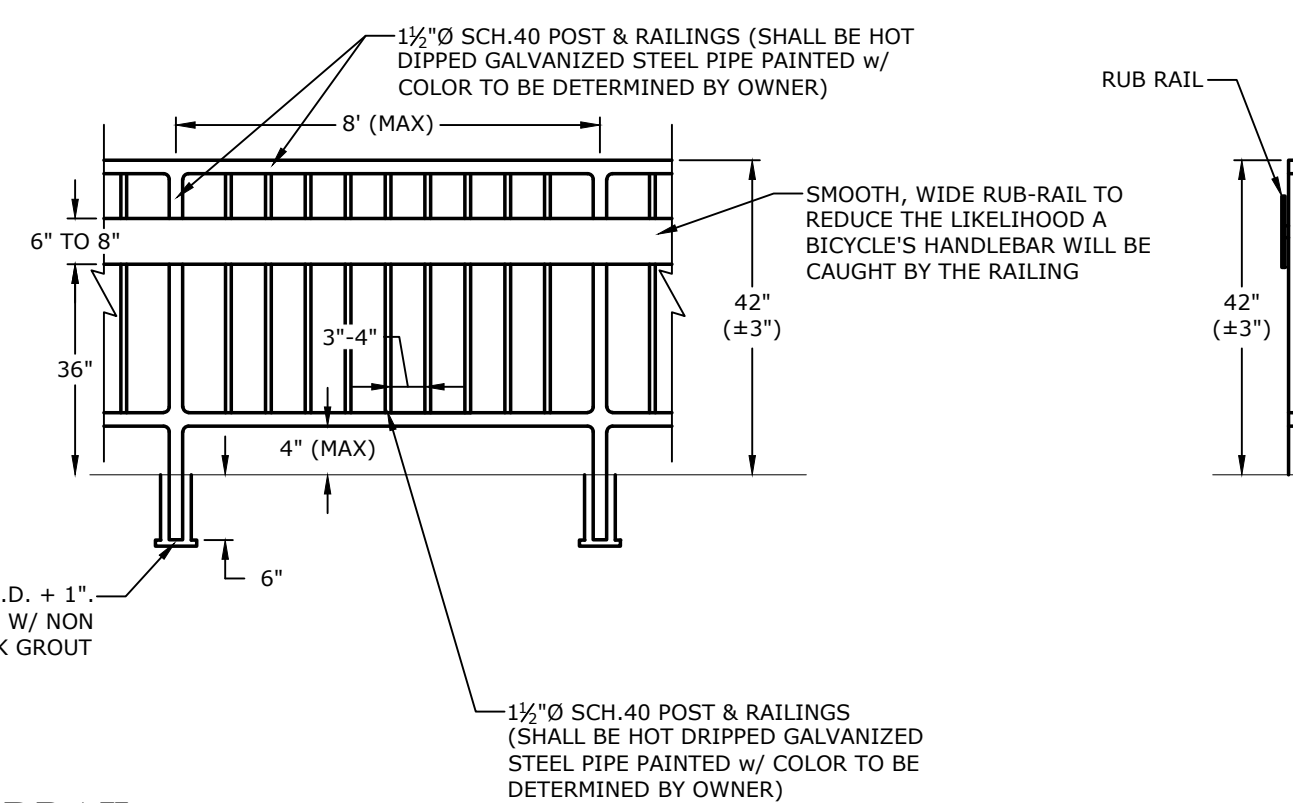
N.T.S.
KIRBY BUILT PRE-FAB MESSAGE BOARD UNIT (OR APPROVED EQUAL)

- NOTE:**
- 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
 - CONTRACTOR TO INSTALL PER MANUFACTURER SPECIFICATIONS.

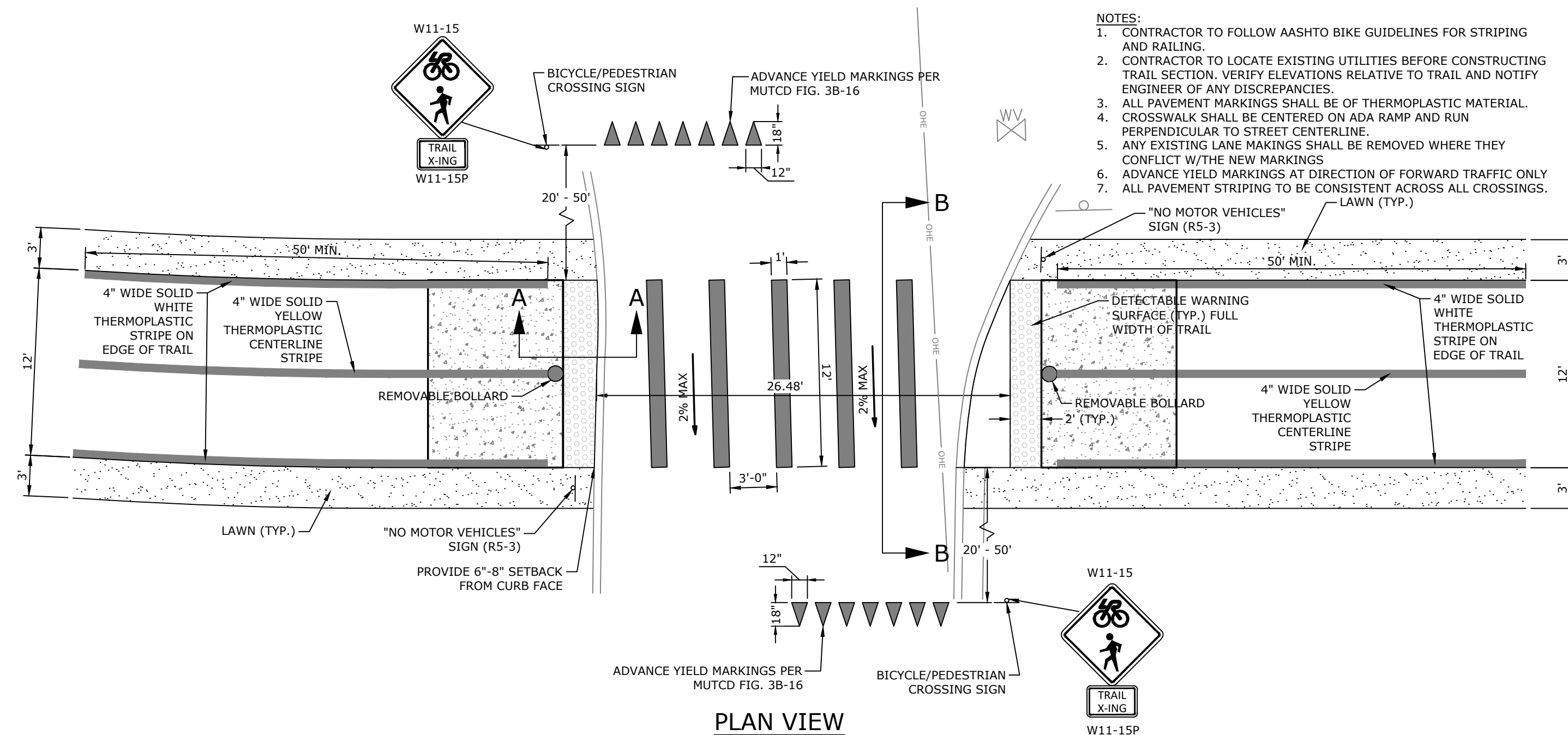


SECTION A-A ELEVATION

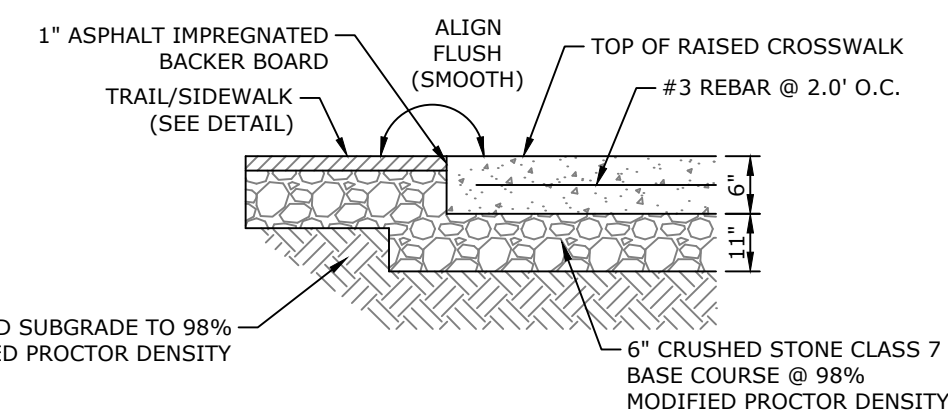
- NOTES:**
- HANDRAIL DIRECTION AS NOTED ON SITE PLAN, OR AS DIRECTED BY OWNER.
 - THE HANDRAIL SHALL BE MADE OF PIPES JOINED TOGETHER WITH COMPONENT FITTINGS. SAMPLES OF ALL COMPONENTS, BASES, TOEBOARD AND PIPE MUST BE SUBMITTED FOR APPROVAL AT THE REQUEST OF THE ENGINEER. COMPONENTS THAT ARE POP-RIVETED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



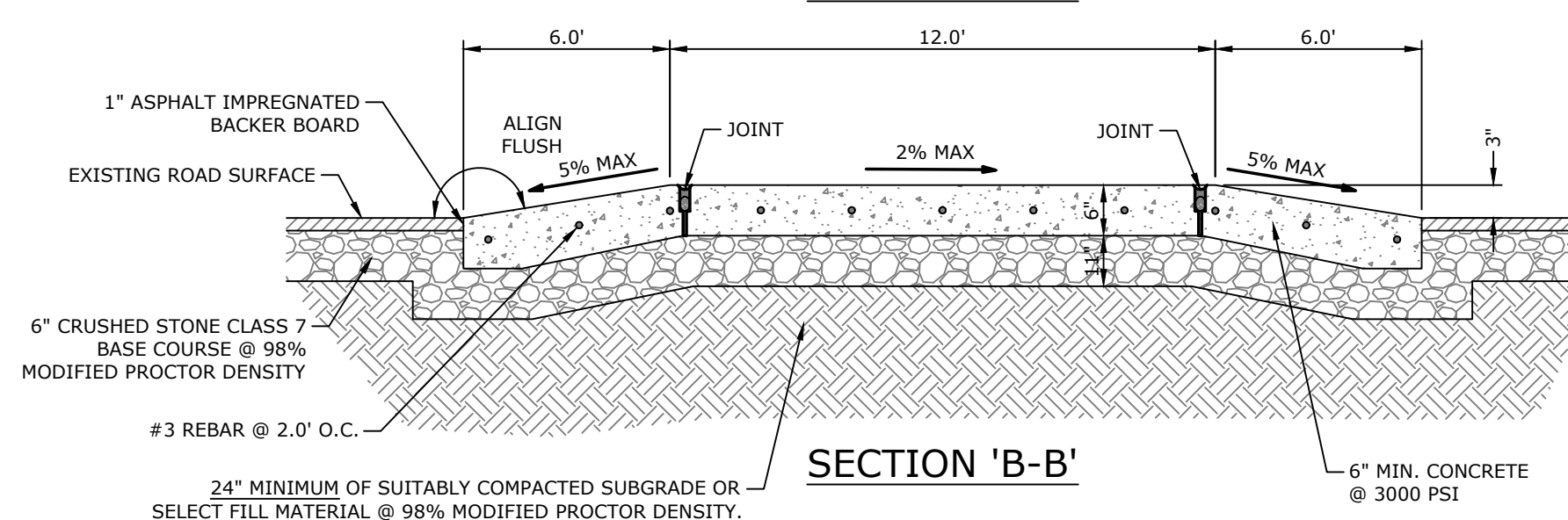
26F GUARDRAIL
N.T.S.



PLAN VIEW



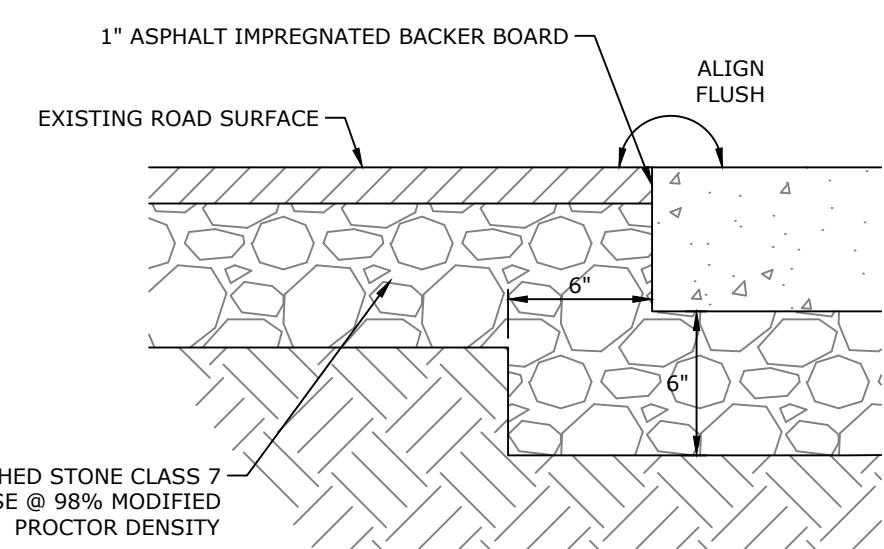
SECTION 'A-A'



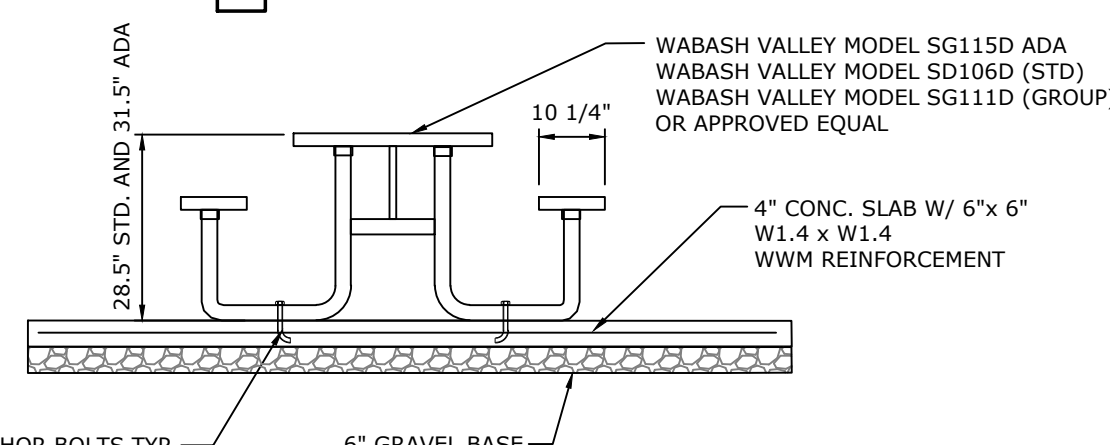
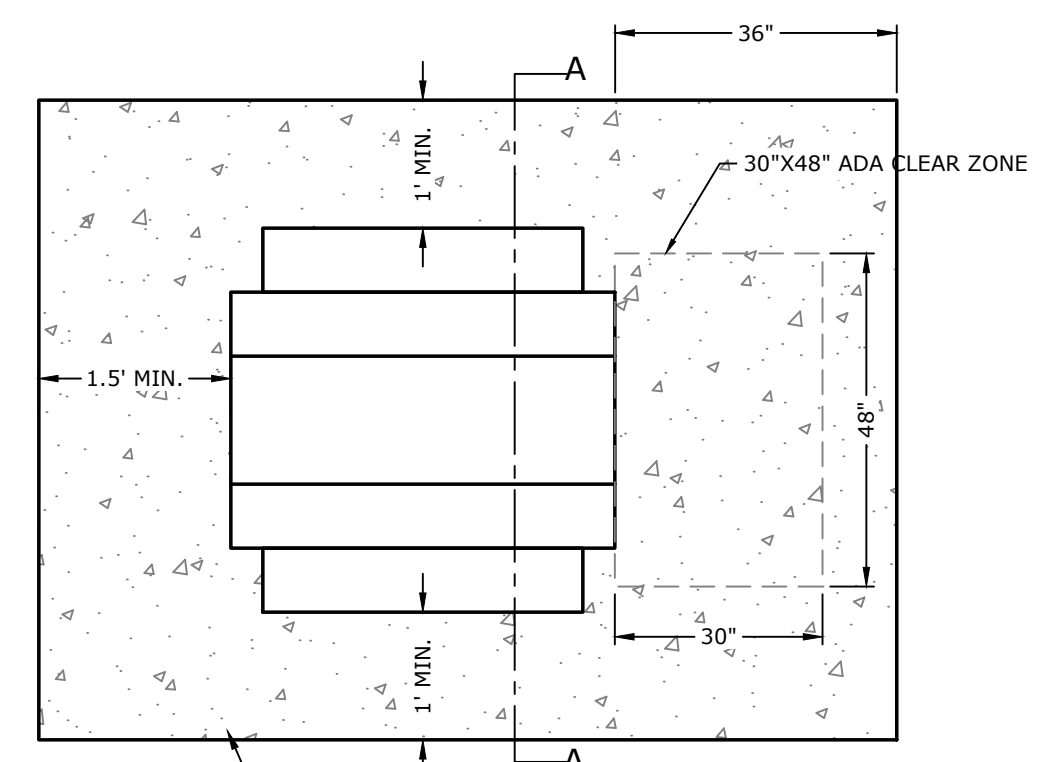
SECTION 'B-B'

22K RAISED TRAIL CROSSING DETAIL @ BOND STREET

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



21K ASPHALT TO CONCRETE TRANSITION DETAIL
N.T.S.



SECTION A-A

26J PICNIC TABLE & FOUNDATION LAYOUT
N.T.S.

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7302 KANIS ROAD
LITTLE ROCK, ARKANSAS 72204
(501) 371-0272
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22771
7/18/24
R. ZIMMERMAN
ORIGINAL SIGNATURE ON FILE

SOUTHEAST TRAIL - PHASE I
PULASKI COUNTY, ARKANSAS

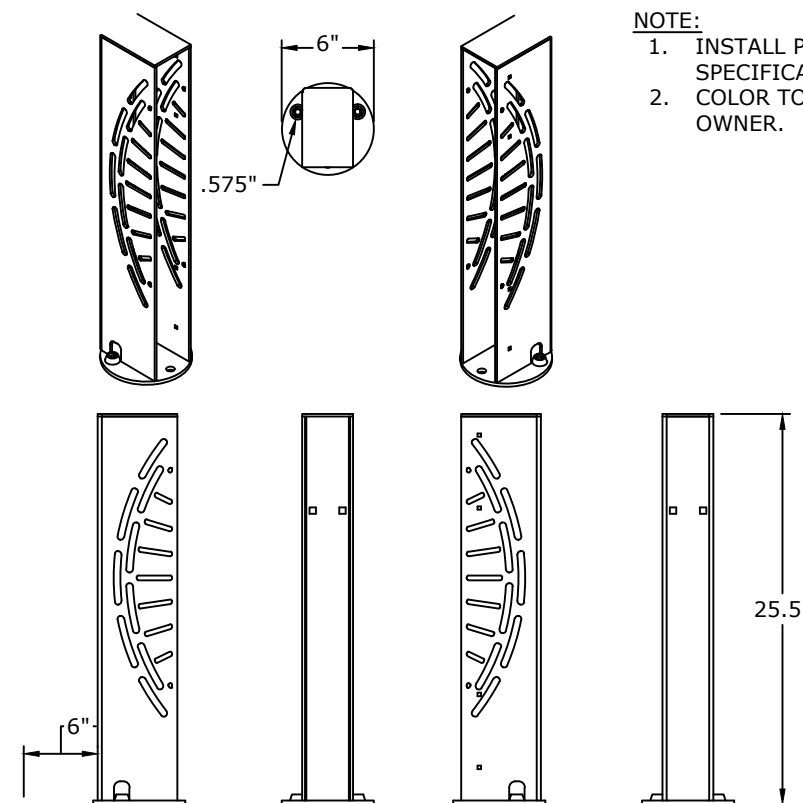
811
Know what's below. Call before you dig.

REVISIONS	DESCRIPTION	DATE
REV	ADVERTISING SET	3/23/2023

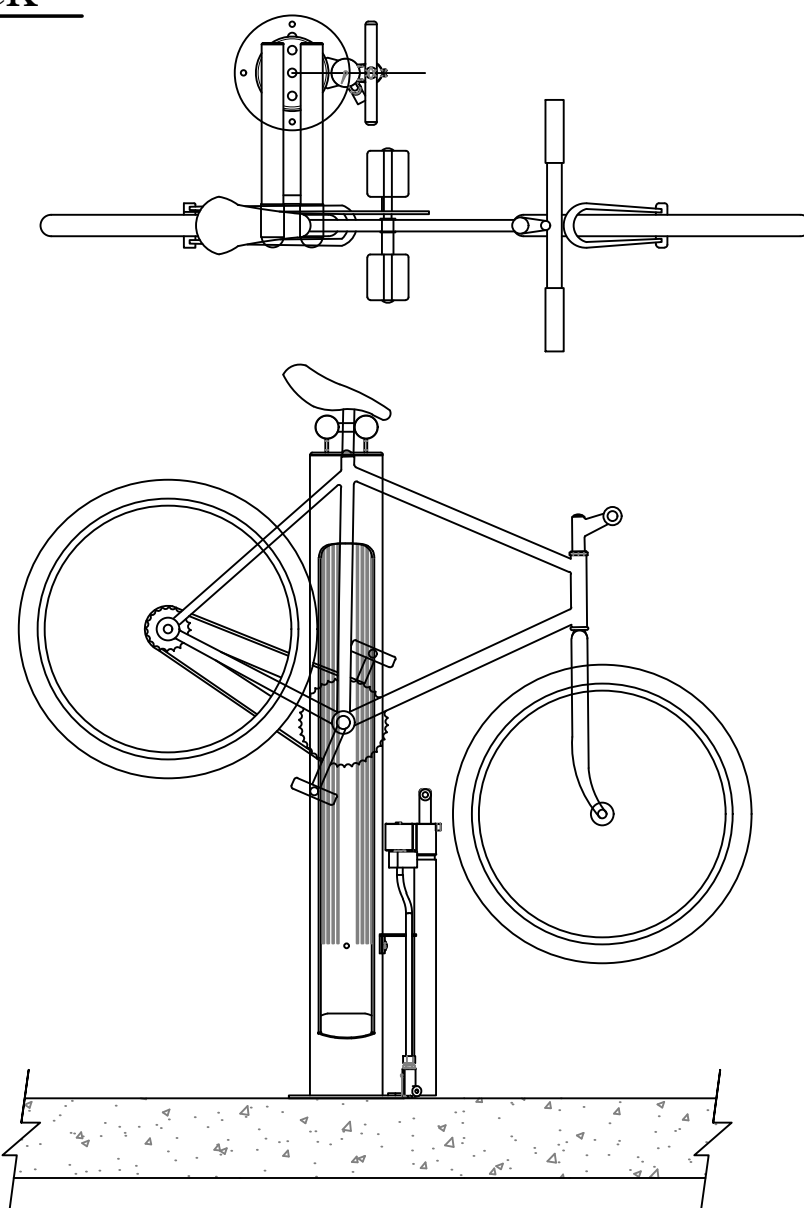
MISCELLANEOUS DETAILS VI

DESIGNED BY:	CZ	DRAWN BY:	JDP
DATE:	7/18/2024	REVISION:	BID SET
SCALE:	1" = 30'	JOB NUMBER:	20-5776

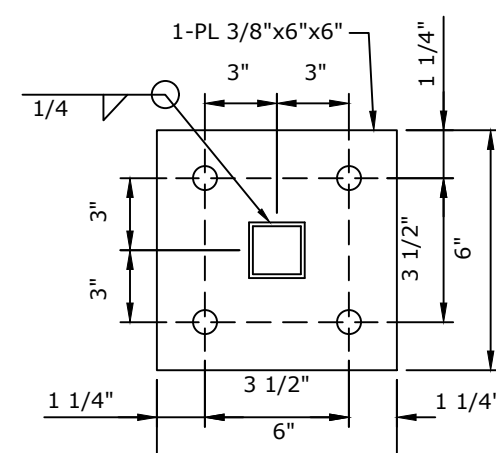
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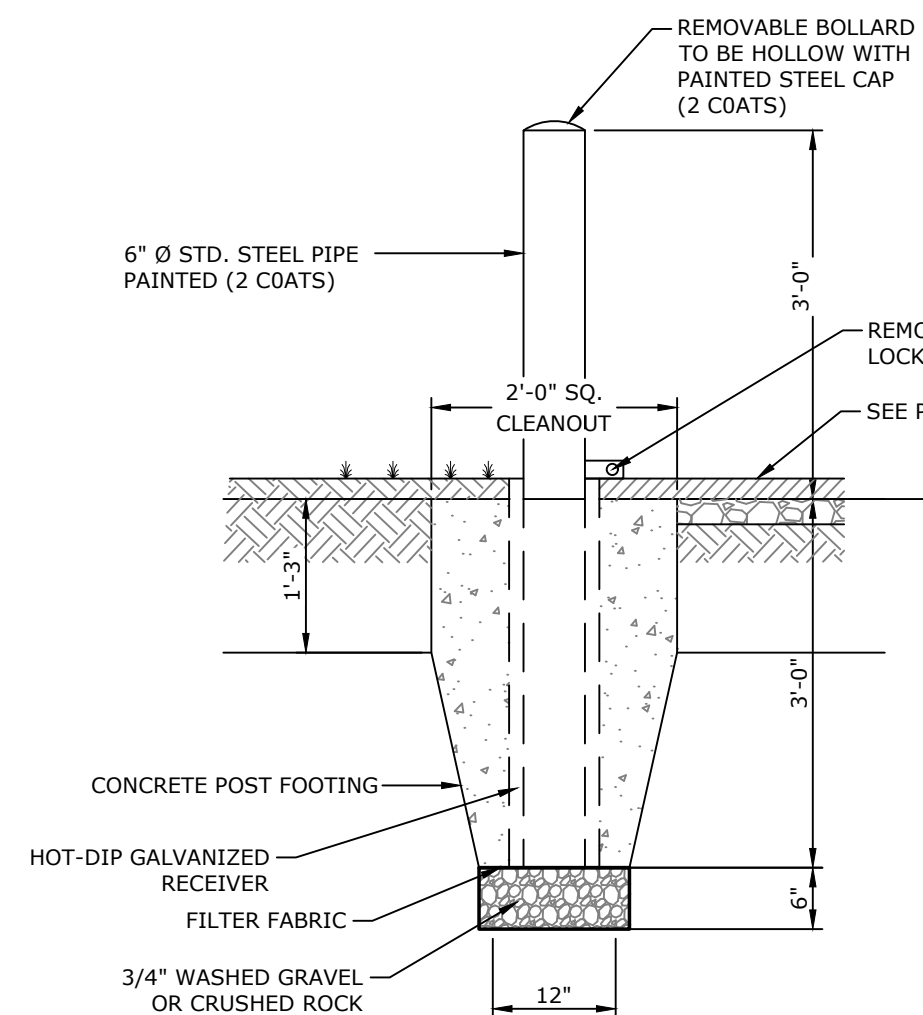
25E BIKE WHEEL CHOCK
NTS
(OR APPROVED EQUAL)



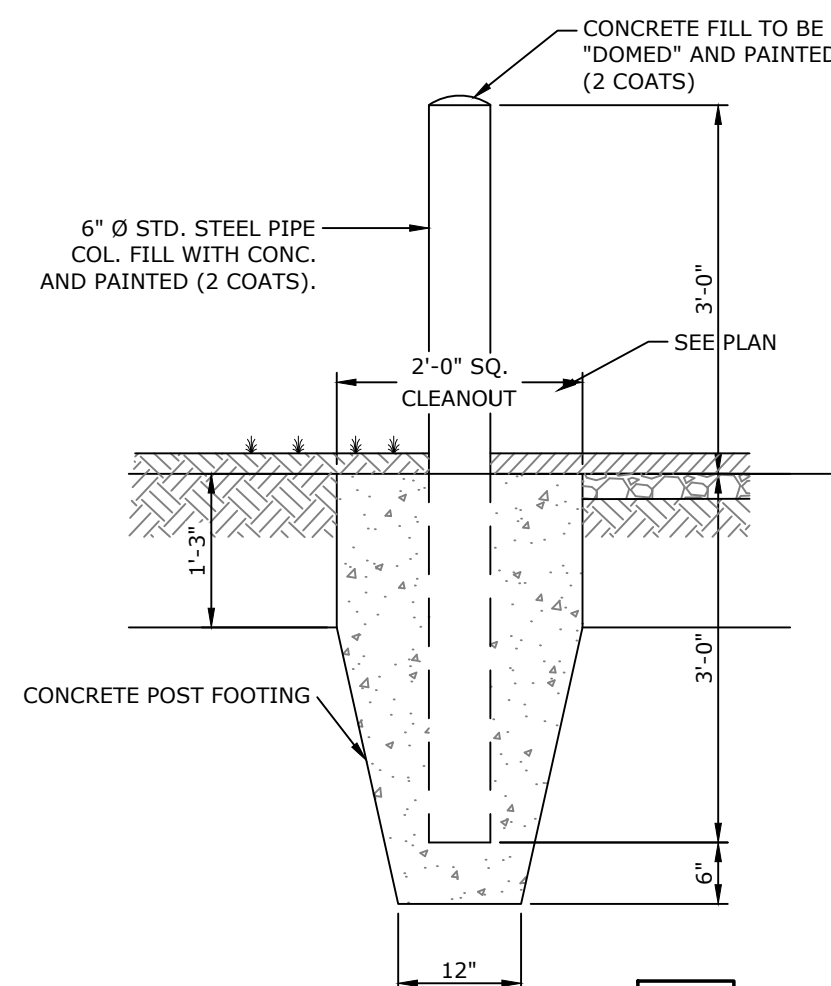
25D BIKE REPAIR STATION
NTS
(OR APPROVED EQUAL)



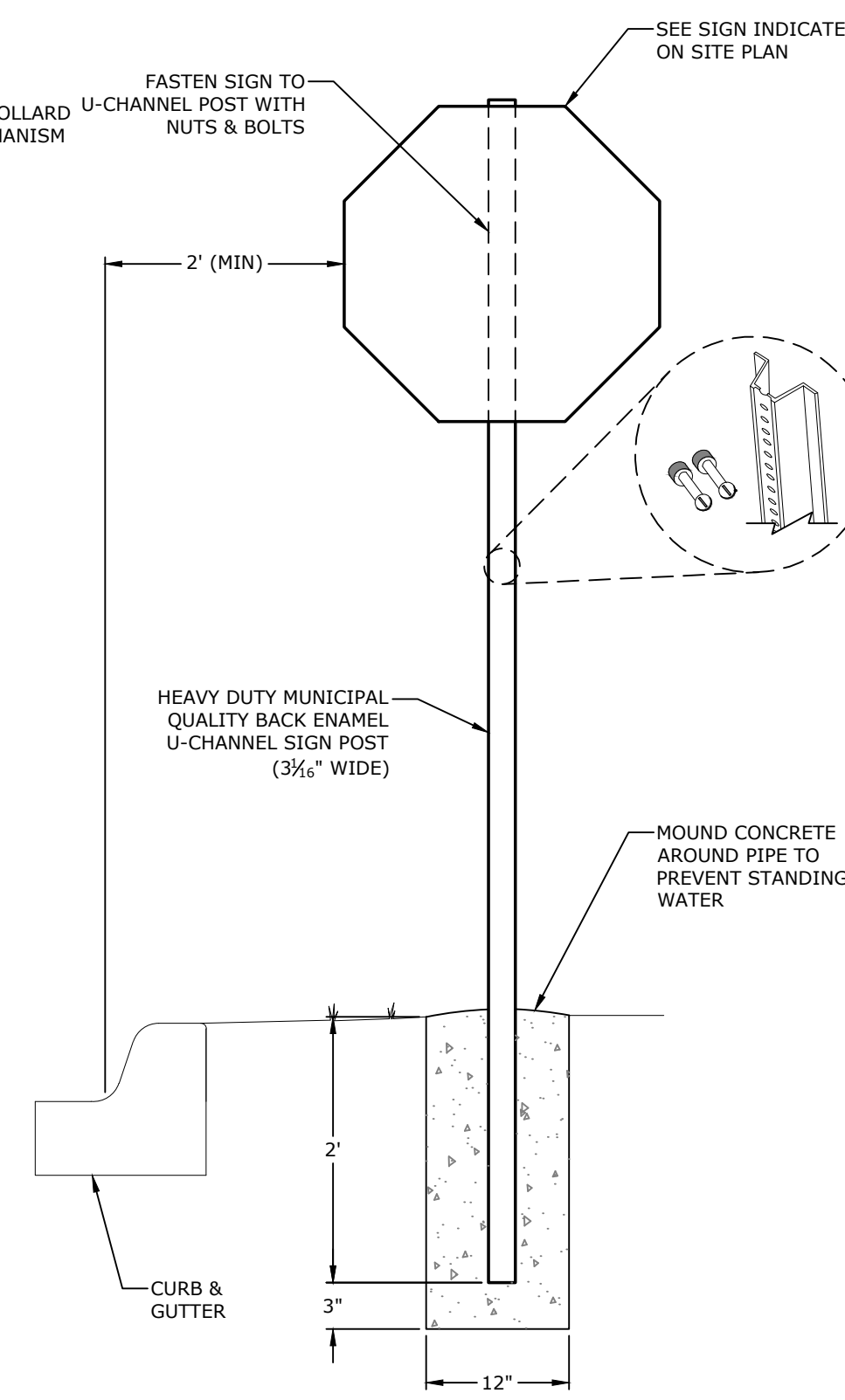
26L BASE PLATE DETAIL
N.T.S.



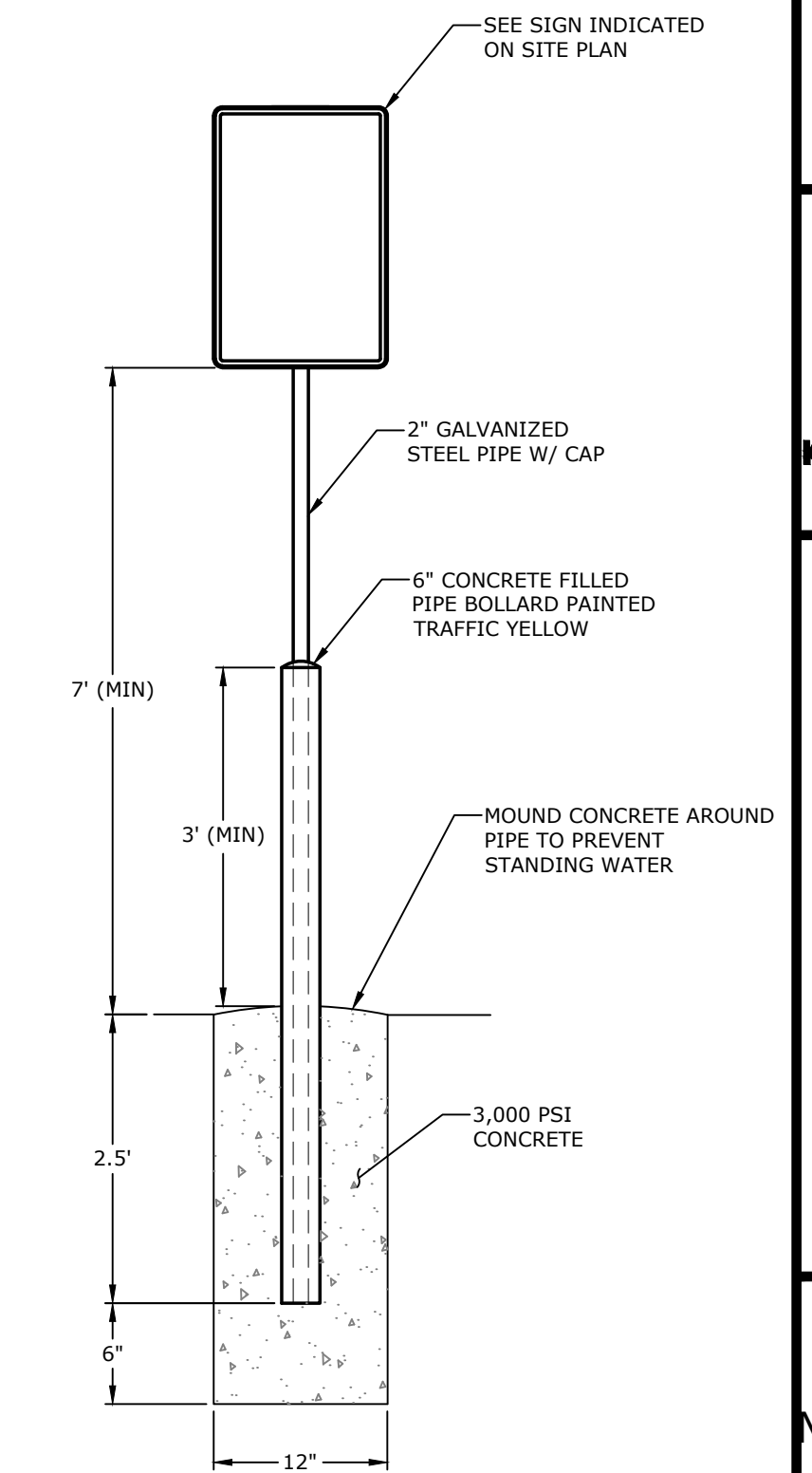
25B REMOVABLE BOLLARD DETAIL
NTS



25B BOLLARD DETAIL
NTS



24B SIGN POST
NTS



24C SIGN POST W/ BOLLARD
NTS



ORIGINAL SIGNATURE ON FILE

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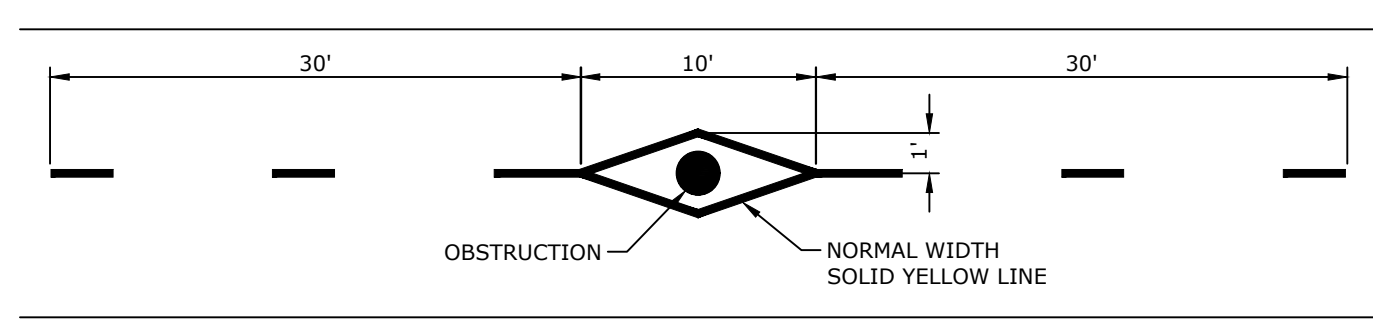
SOUTHEAST TRAIL - PHASE I
PULASKI COUNTY, ARKANSAS



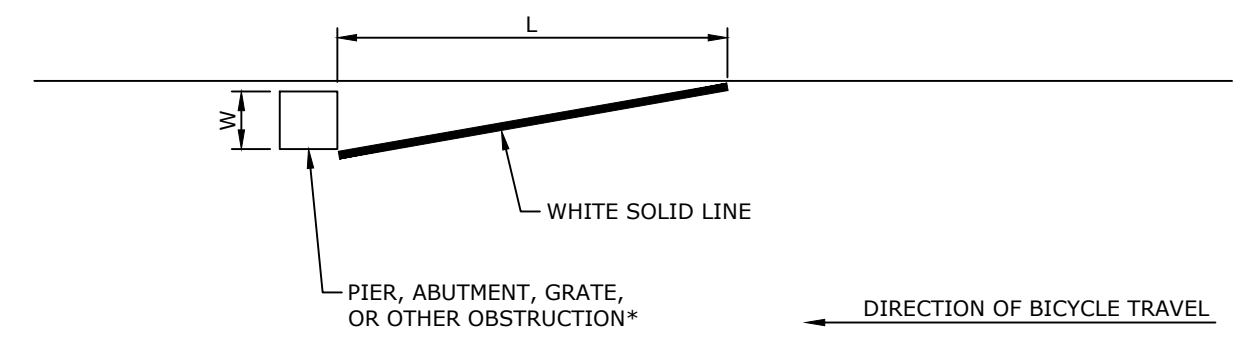
REVISIONS	DESCRIPTION	DATE
REV	ADVERTISING SET	3/23/2023

MISCELLANEOUS DETAILS VII

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
SCALE: 1" = 30'	JOB NUMBER: 20-5776



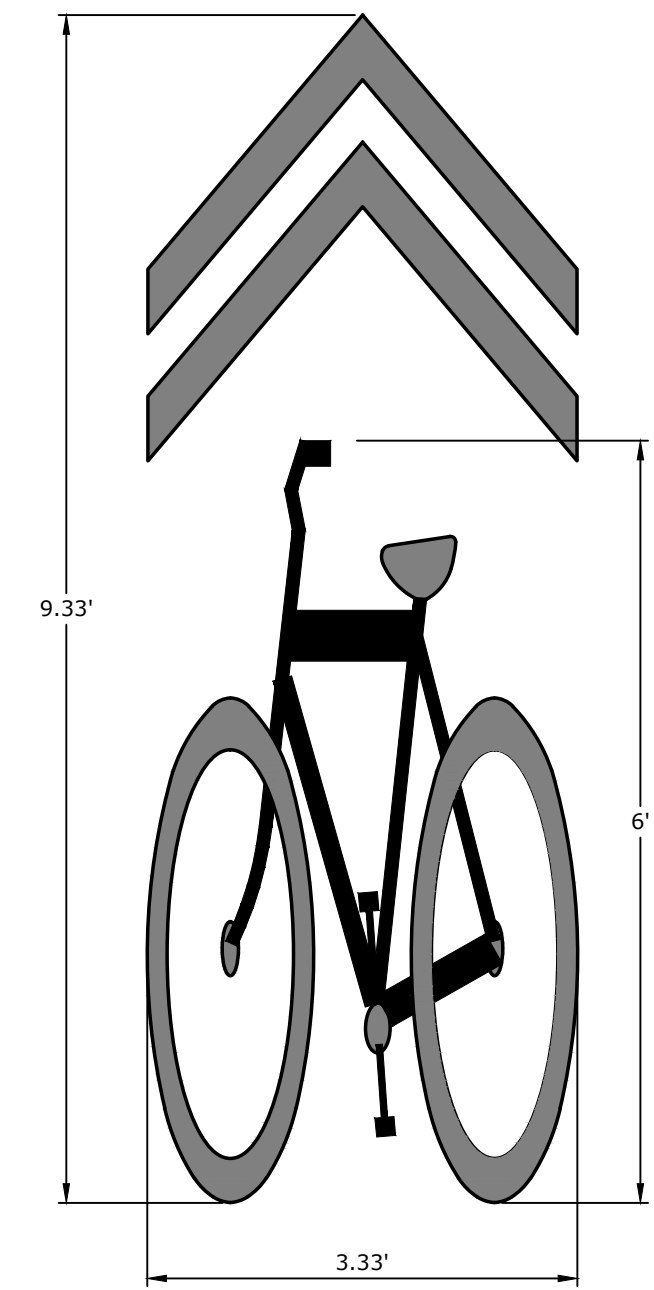
A - OBSTRUCTION WITHIN THE PATH



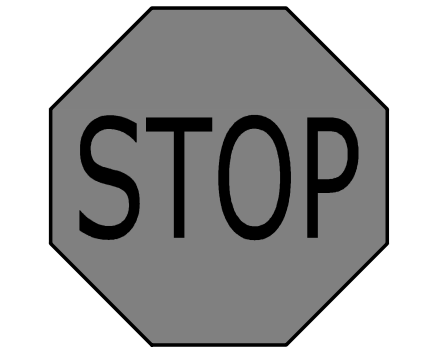
B - OBSTRUCTION AT EDGE OF PATH OR ROADWAY

L = WS, WHERE W IS THE OFFSET IN FEET AND S IS BICYCLE APPROACH SPEED IN MPH
 *PROVIDE AN ADDITIONAL FOOT OF OFFSET FOR A RAISED OBSTRUCTION AND USE THE FORMULA
 $L = (W + 1)S$ FOR THE TAPER LENGTH
 W11-15P

21H OBSTRUCTION PAVEMENT MARKINGS DETAIL
 NTS

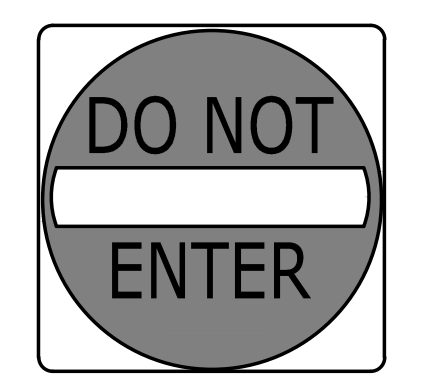


23N BICYCLE SHARED LANE PAVEMENT MARKING
 NTS



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

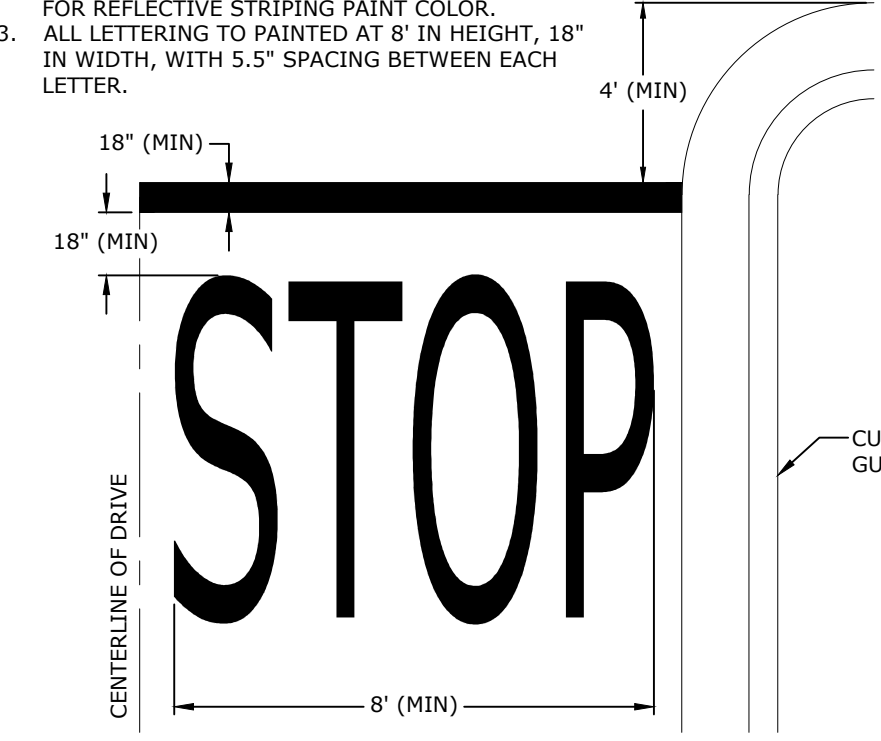
24D 'STOP' SIGN
 NTS



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

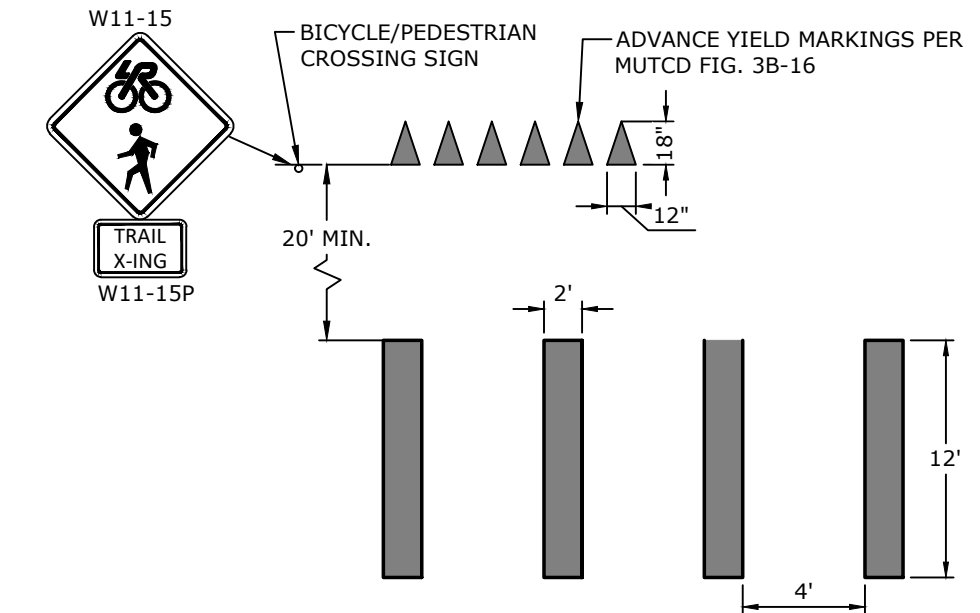
24E 'DO NOT ENTER' SIGN
 NTS

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



23E STOP BAR
 NTS

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



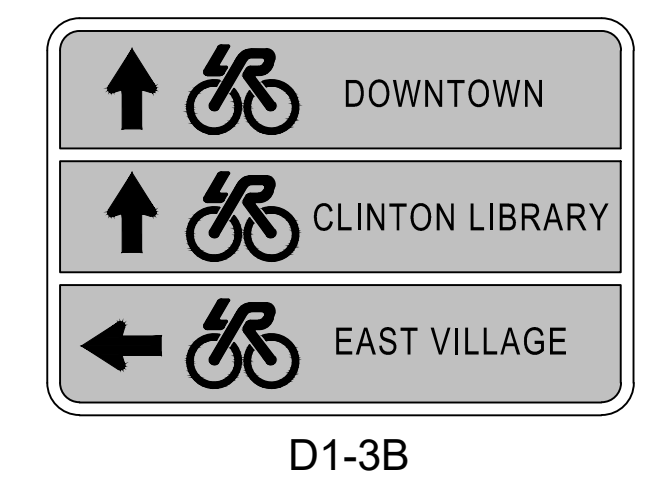
22H BIKE TRAIL CROSSWALK STRIPING
 NTS



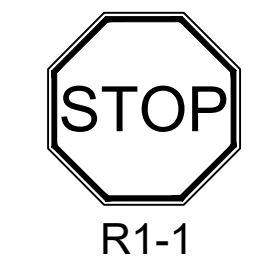
W11-15P
 TRAIL X-ING



R9-7



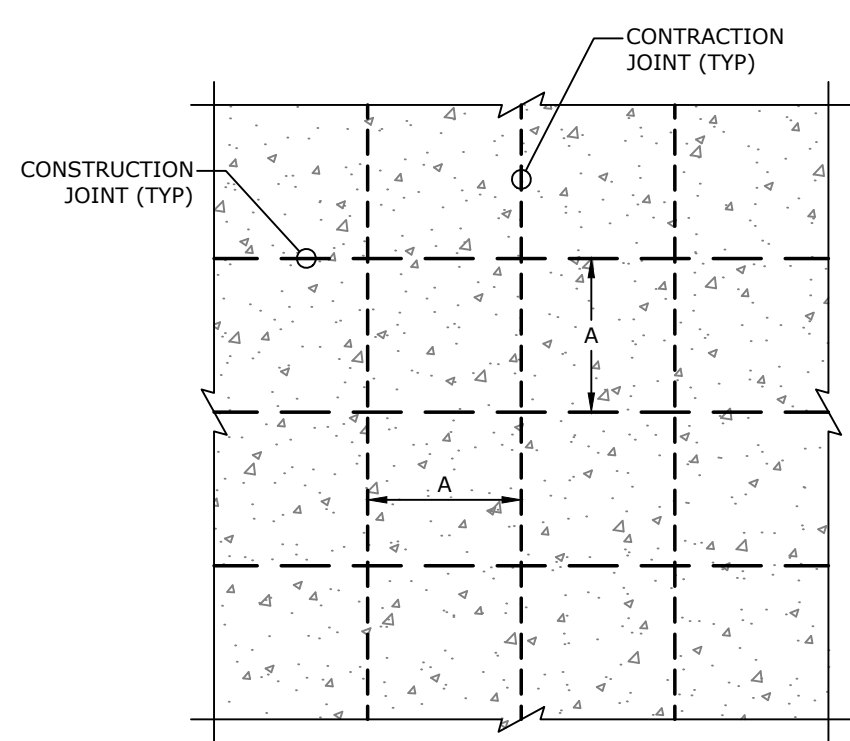
D1-3B



R1-1

24I TRAIL SIGN DETAILS
 NTS

- NOTES:
- DOWELS SHALL BE FULLY SHOP PAINTED WITH ONE COAT OF CORROSION INHIBITING PRIMER CONFORMING TO FEDERAL SPEC. TT-P-664D.
 - DOWELS SHALL BE SOLID SMOOTH STEEL BARS.
 - PRIOR TO INSTALLATION IN CONSTRUCTION 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.
 - ALL CONSTRUCTION JOINT DOWELS SHALL BE GANG-DRILLED AND EPOXY GROUTED. INSERTION EQUIPMENT WILL NOT BE ALLOWED.
 - 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. 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.
 - 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 1/4" PER 1' OF DOWEL BAR.
 - ALL LONGITUDINAL AND TRANSVERSE CONSTRUCTION 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - SEALANT RESERVOIR SHAPE FACTOR ('W' & 'D'), SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS.
 - 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).
 - THE PRE-FORMED JOINT SEAL IN CONSTRUCTION JOINTS SHALL BE INSTALLED IN ONE CONTINUOUS PIECE ACROSS THE PAVEMENT. THE CONSTRUCTION JOINT SEALANT SHALL BE INTERRUPTED AT EVERY TRANSVERSE JOINT.
 - ALL WORK AND MATERIALS REQUIRED FOR JOINTS IS INCIDENTAL TO PAVEMENT PAY ITEMS.
 - THE CONTRACTOR HAS THE OPTION TO POUR A MONOLITHIC SLAB IN WHICH ALL JOINTS WILL BE CONSTRUCTION JOINTS.

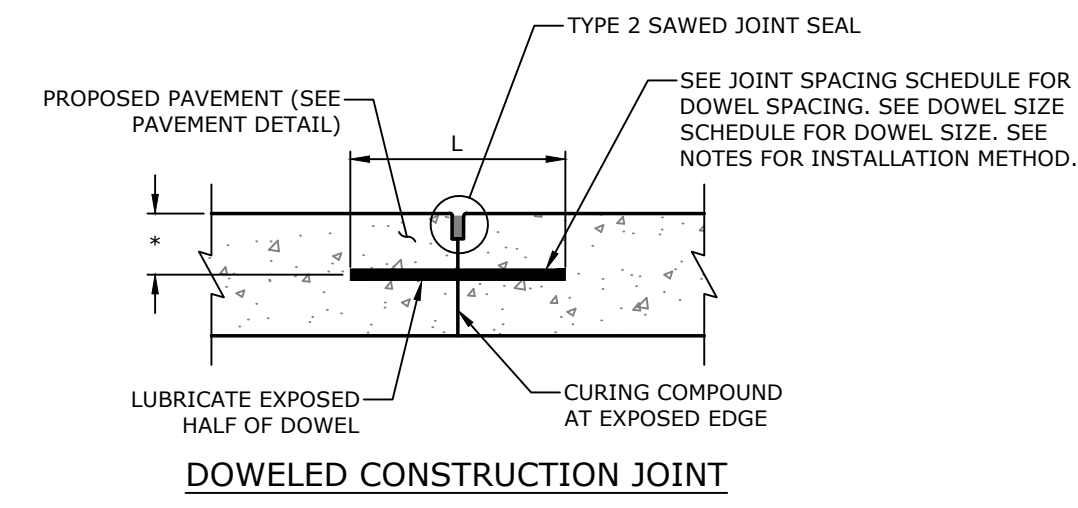


TYPICAL JOINT SPACING

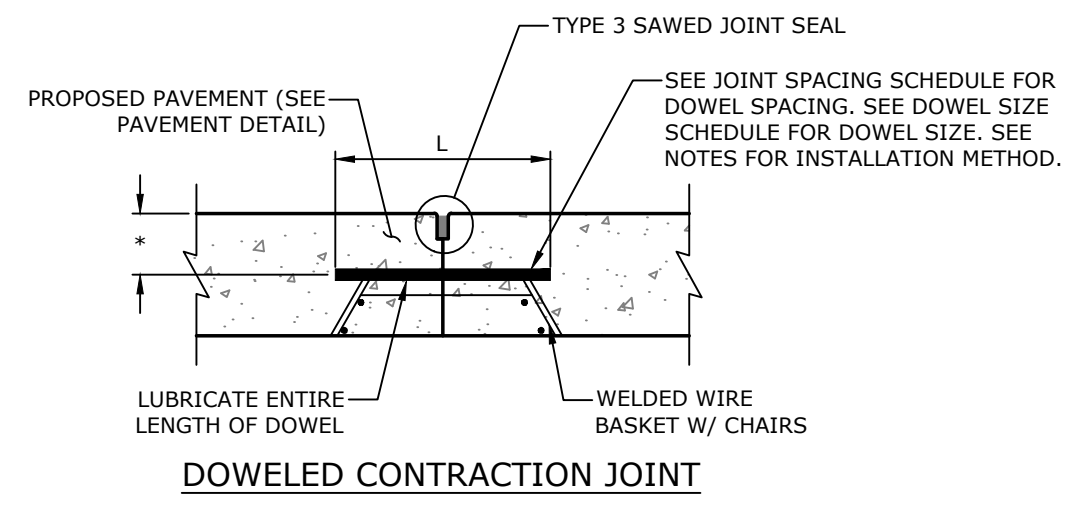
JOINT SPACING SCHEDULE	
PAVEMENT THICKNESS 'D'	'A'
≤ 3.5"	8'-6"
4" - 4.5"	10'
5" - 5.5"	12'-6"
6" OR GREATER	15'

DOWEL SIZE SCHEDULE*			
PAVEMENT THICKNESS 'D'	SIZE OF DOWEL 'Ø'	DOWEL EMBEDMENT 'L'	DOWEL LENGTH 'L'
≤ 5"	5/8" Ø	5"	12"
6" - 8"	5/8" Ø	6"	14"
9"	5/8" Ø	7"	16"

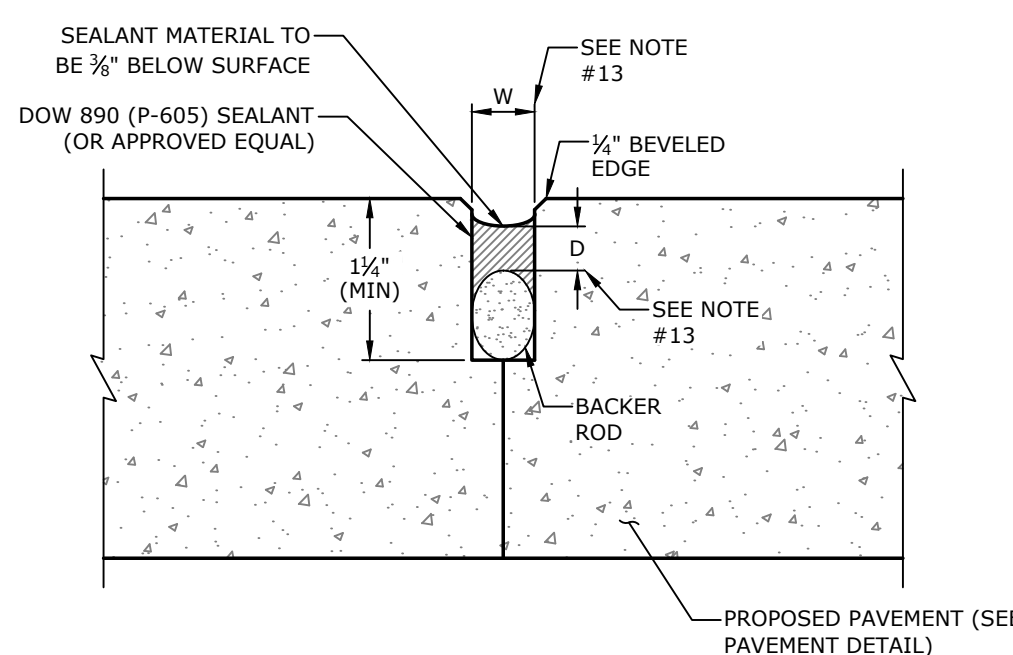
*DOWELS TO BE SPACED AT 18" O.C. (UNLESS OTHERWISE NOTED) IF NO REBAR IS USED



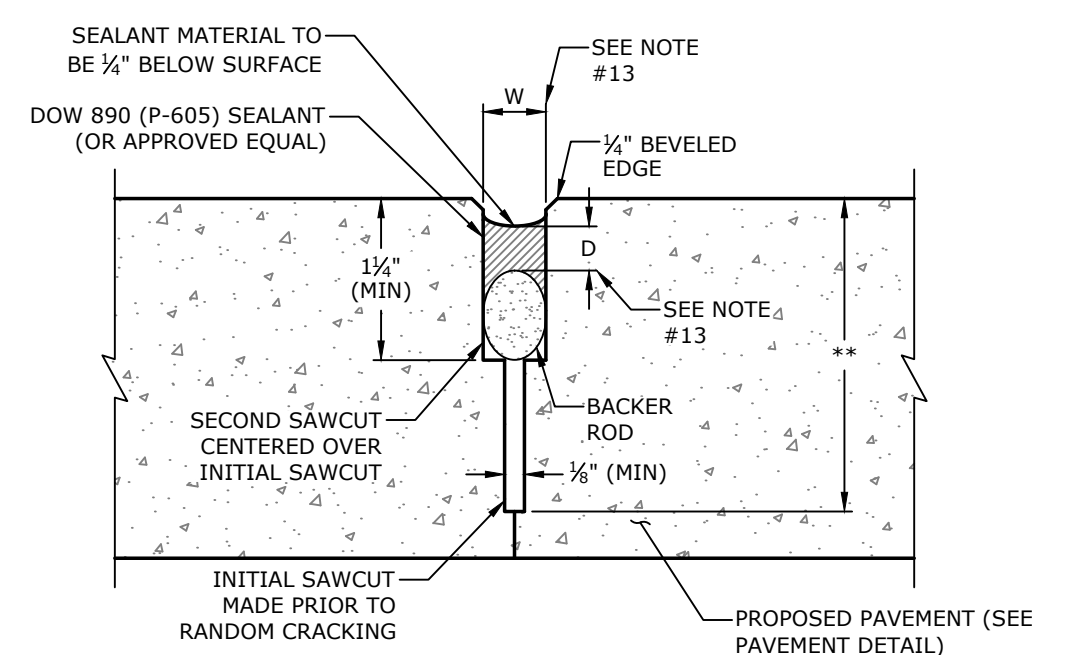
DOWELED CONSTRUCTION JOINT



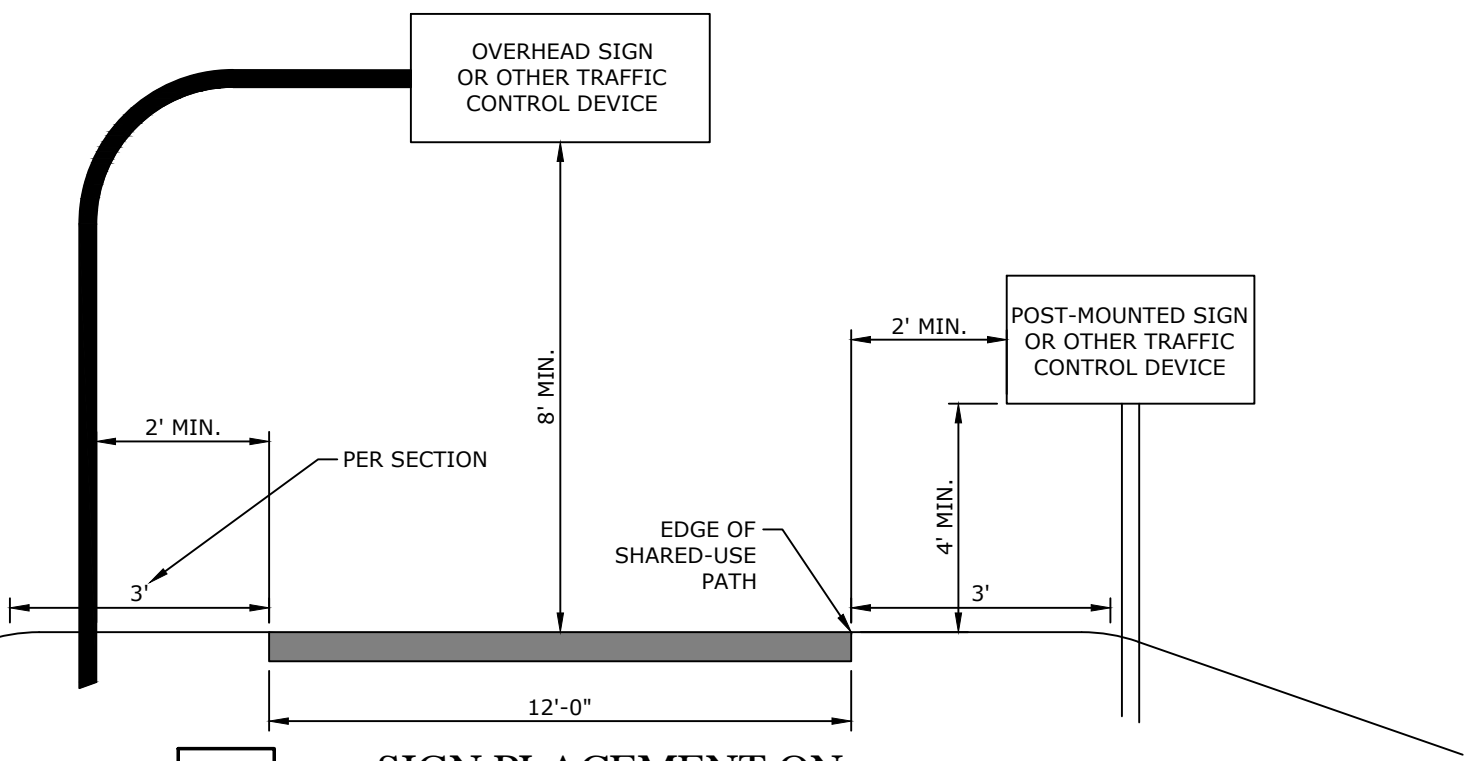
DOWELED CONTRACTION JOINT



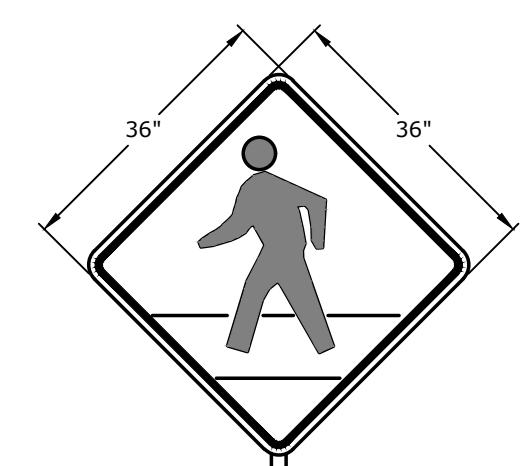
SAWED CONSTRUCTION JOINT SEAL - TYPE 2



SAWED CONSTRUCTION JOINT SEAL - TYPE 3



24Q SIGN PLACEMENT ON SHARED-USE PATHS DETAIL
 NTS



W11-2
 PED XING

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

24K 'PEDESTRIAN CROSSING' SIGN
 NTS

* - 0.5 x PAVEMENT THICKNESS (5/8"±)
 ** - 1/2 PAVEMENT THICKNESS (3/4"±)

21D CONCRETE PAVEMENT DOWEL & JOINTING
 NTS

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SOUTHEAST TRAIL - PHASE I
 PULASKI COUNTY, ARKANSAS



REV	DATE	DESCRIPTION
	3/23/2023	ADVERTISING SET

MISCELLANEOUS DETAILS VIII

DESIGNED BY: CZ	DRAWN BY: JDP
DATE: 7/18/2024	REVISION: BID SET
SCALE: 1" = 30'	JOB NUMBER: 20-5776