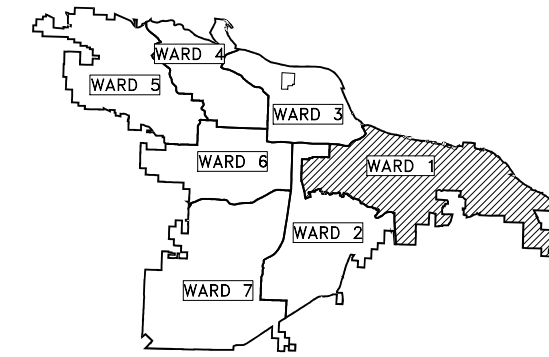
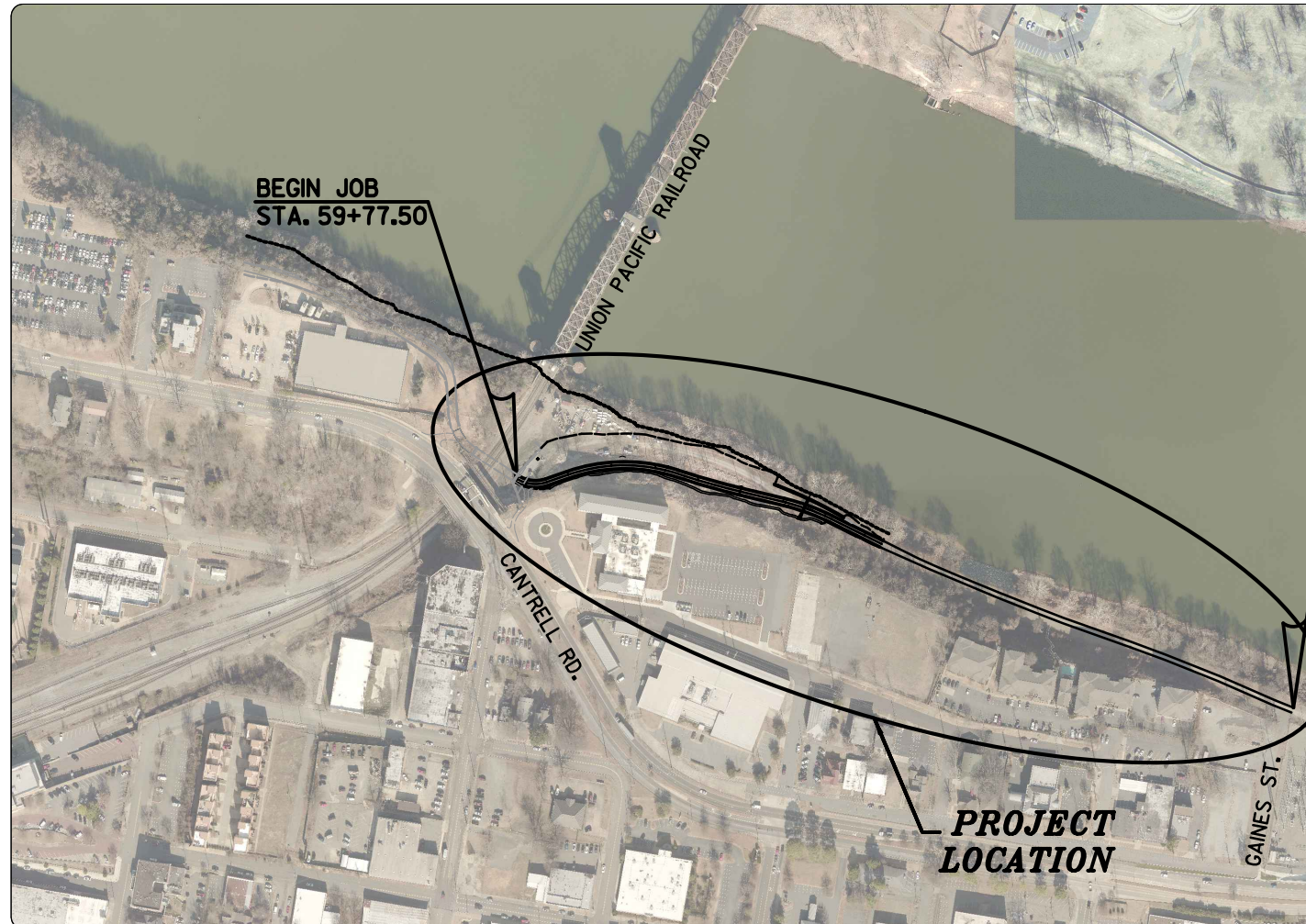


LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S) LITTLE ROCK, ARKANSAS JOB 061623



PROJECT LOCATION - WARD 1

SHEET NO.	TITLE
C-01	COVER SHEET
C-02	LEGEND AND QUANTITIES
C-03	TYPICAL SECTIONS
C-04	SPECIAL DETAILS
C-05 - C-06	TEMPORARY EROSION CONTROL SHEETS
C-07 - C-08	FIELD TIES / LAYOUT SHEETS
C-09	PLAN AND PROFILE 1 ARKANSAS RIVER TRAIL
C-10	PLAN AND PROFILE 2 ARKANSAS RIVER TRAIL
C-11 - C-20	ARKANSAS RIVER TRAIL CROSS SECTIONS



DEPARTMENT OF PUBLIC WORKS
CIVIL ENGINEERING
701 WEST MARKHAM STREET
LITTLE ROCK, ARKANSAS 72201



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www.jacobs.com

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CITY OF LITTLE ROCK, ARKANSAS
LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
COVER SHEET

DEPARTMENT OF PUBLIC WORKS
CIVIL ENGINEERING
701 W. MARKHAM
LITTLE ROCK, ARKANSAS 72201

REVISED
60% SUBMITTAL

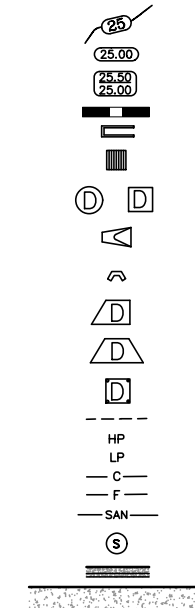
DRAWN BY	RFR
DESIGNED	RFR
CHECKED	BAP
DATE	07 / 18 / 24
SCALE	NTS
PROJECT NO.	061623
SHEET NO.	C-01

EXISTING

PROPOSED


- IRON ROD ○ IR
- PK NAIL ○ PK
- R.R. SPIKE ○ RR(Sp)
- CONC. MONUMENT □ CM
- WATER VALVE X WV
- WATER METER □ WM
- FIRE HYDRANT ∩ FH
- GAS METER □ GM
- GAS VALVE ⊗ GV
- CLEAN-OUT ○ CO
- GUARD POST (BOLLARD) ● GP
- SIGN POST T
- BENCHMARK +
- STORM SEWER MANHOLE (D)
- SANITARY SEWER MANHOLE (S)
- TELEPHONE MANHOLE (T)
- ELECTRIC MANHOLE (E)
- TELEPHONE BOX □
- ELECTRIC BOX □
- CABLE BOX □
- UTILITY POLE e
- GUY WIRE *
- LIGHT POLE ☆
- POST OR POLE (TYPE AS NOTED) ●
- MAILBOX □
- DECIDUOUS TREE (circle with radiating lines)
- EVERGREEN/CONIFEROUS TREE (circle with vertical lines)
- BUSH (cloud shape)
- PROPERTY LINE (long dashed line)
- SETBACK LINE (short dashed line)
- EASEMENT LINE (dash-dot line)
- CURB (double line)
- FENCE (line with X's)
- OVERHEAD ELECTRIC (line with OE)
- OVERHEAD TELEPHONE (line with OT)
- OVERHEAD CABLE (line with OC)
- UNDERGROUND TELEPHONE (line with UGT)
- UNDERGROUND ELECTRIC (line with UGE)
- UNDERGROUND CABLE (line with UGC)
- WATER LINE (line with 8"W)
- SEWER LINE (line with 8"SS)
- GAS LINE (line with 4"G)
- STORM SEWER/CULVERT (line with 24" CMP/RCP/DIP)
- EDGE OF WOODS (wavy line)
- CONTOUR LINE (dashed line with 650)

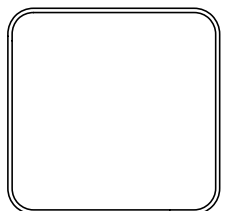
- PROPOSED CONTOUR (line with 25)
- PROPOSED SPOT ELEVATION (circle with 25.00)
- PROPOSED SPOT CURB ELEVATION (circle with 25.00)
- STORM SEWER - PIPE (line with 12)
- STORM SEWER - MITERED END SECTION (line with 12)
- STORM SEWER - GRATE INLET (line with 12)
- STORM SEWER - JUNCTION BOX (line with 12)
- STORM SEWER - FLARED END SECTION (line with 12)
- STORM SEWER - HEADWALL (line with 12)
- STORM SEWER - SINGLE WING (line with 12)
- STORM SEWER - DOUBLE WING (line with 12)
- STORM SEWER - AREA INLET (line with 12)
- GRADE BREAK LINE (line with 12)
- HIGH POINT (HP)
- LOW POINT (LP)
- CUT LINE (line with C)
- FILL LINE (line with F)
- SANITARY SEWER PIPE (line with SAN)
- SANITARY SEWER MANHOLE (S)
- PROPOSED CURB (line with 12)
- PROPOSED CONCRETE (line with 12)
- CONSTRUCTION - ENTRANCE/EXIT (line with 12)
- CHECK DAM (line with 12)
- DIVERSION BERM (line with 12)
- DOWNDRAIN STRUCTURE - TEMPORARY (line with 12)
- ROCK DAM (line with 12)
- SEDIMENT BARRIER - SILT FENCE (line with 12)
- SEDIMENT BARRIER - GRAVEL RING (line with 12)
- SEDIMENT BARRIER - BLOCK & GRAVEL (line with 12)
- SEDIMENT BARRIER - BLOCK (line with 12)
- TEMPORARY SEDIMENT BASIN (line with 12)
- SILT FENCE - TYPE A (line with 12)
- SILT FENCE - TYPE B (line with 12)
- SILT FENCE - TYPE C (line with 12)
- STORM DRAIN OUTLET PROTECTION (line with 12)
- SURFACE ROUGHENING (line with 12)
- DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION (TS1)
- DISTURBED AREA STABILIZATION - TEMPORARY GRASSING (TS2)
- DISTURBED AREA STABILIZATION - PERMANENT GRASSING (TS3)
- MATTING/BLANKETS (Mb)



REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
LEGEND AND QUANTITIES



 DEPARTMENT OF PUBLIC WORKS
 CIVIL ENGINEERING
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 LITTLE ROCK, ARKANSAS 72201



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DESIGNED RFR
CHECKED BAP
DATE 07 / 18 / 24
SCALE NTS
PROJECT NO. 061623
SHEET NO. C-02

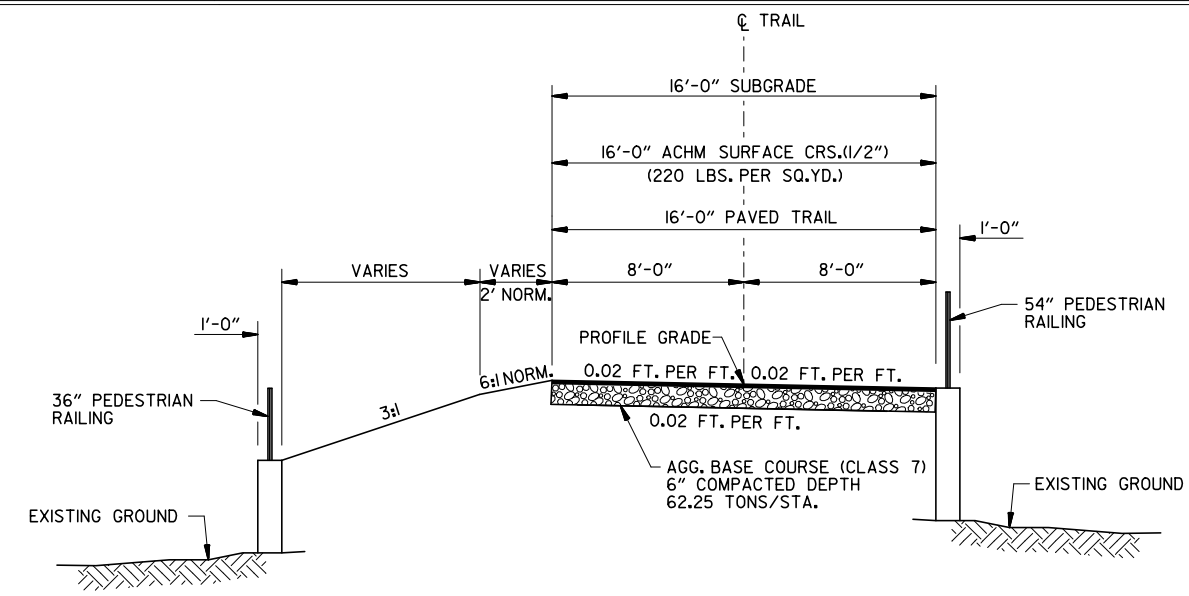
REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 TYPICAL SECTION SHEET 1

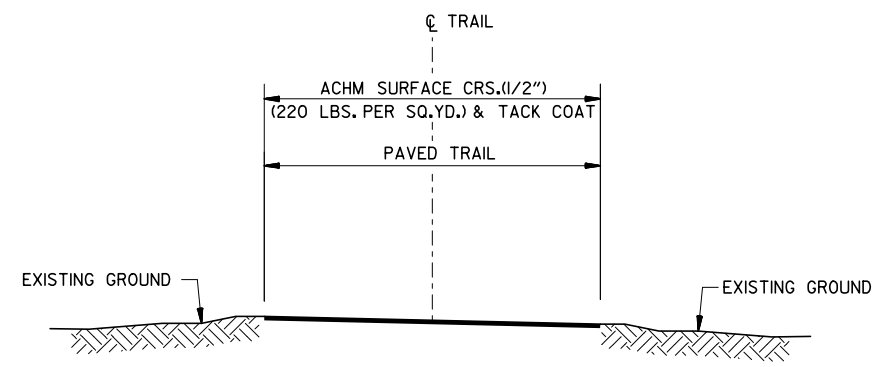

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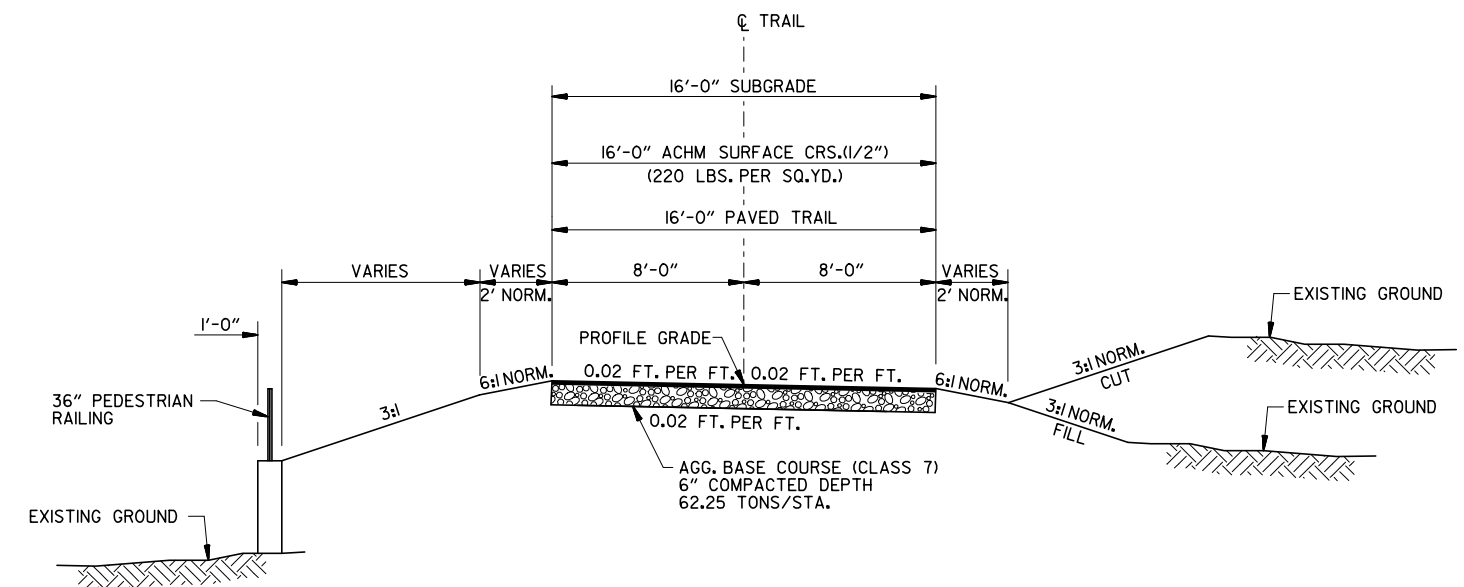
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 RFR
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 SCALE
 1" = 8'
 PROJECT NO.
 061623
 SHEET NO.
C-3



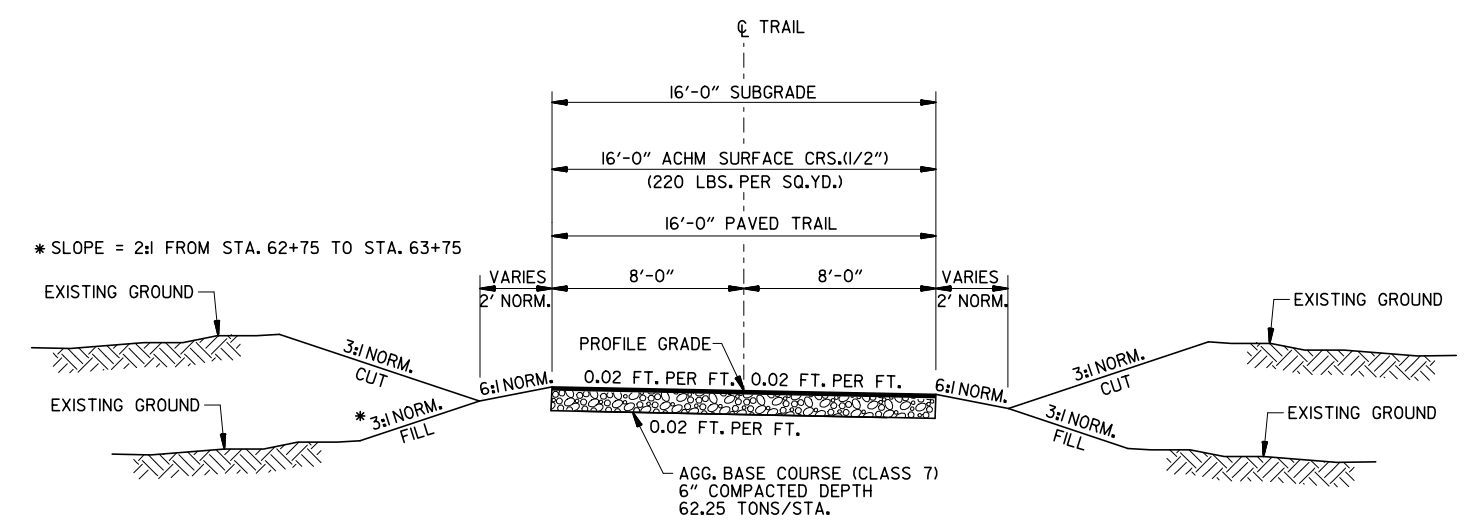
TRAIL TANGENT SECTION W/ WALLS LT. & RT.
 STA. 67+05.00 TO STA. 67+85.00



TRAIL OVERLAY SECTION
 STA. 68+44.02 TO 78+44.02



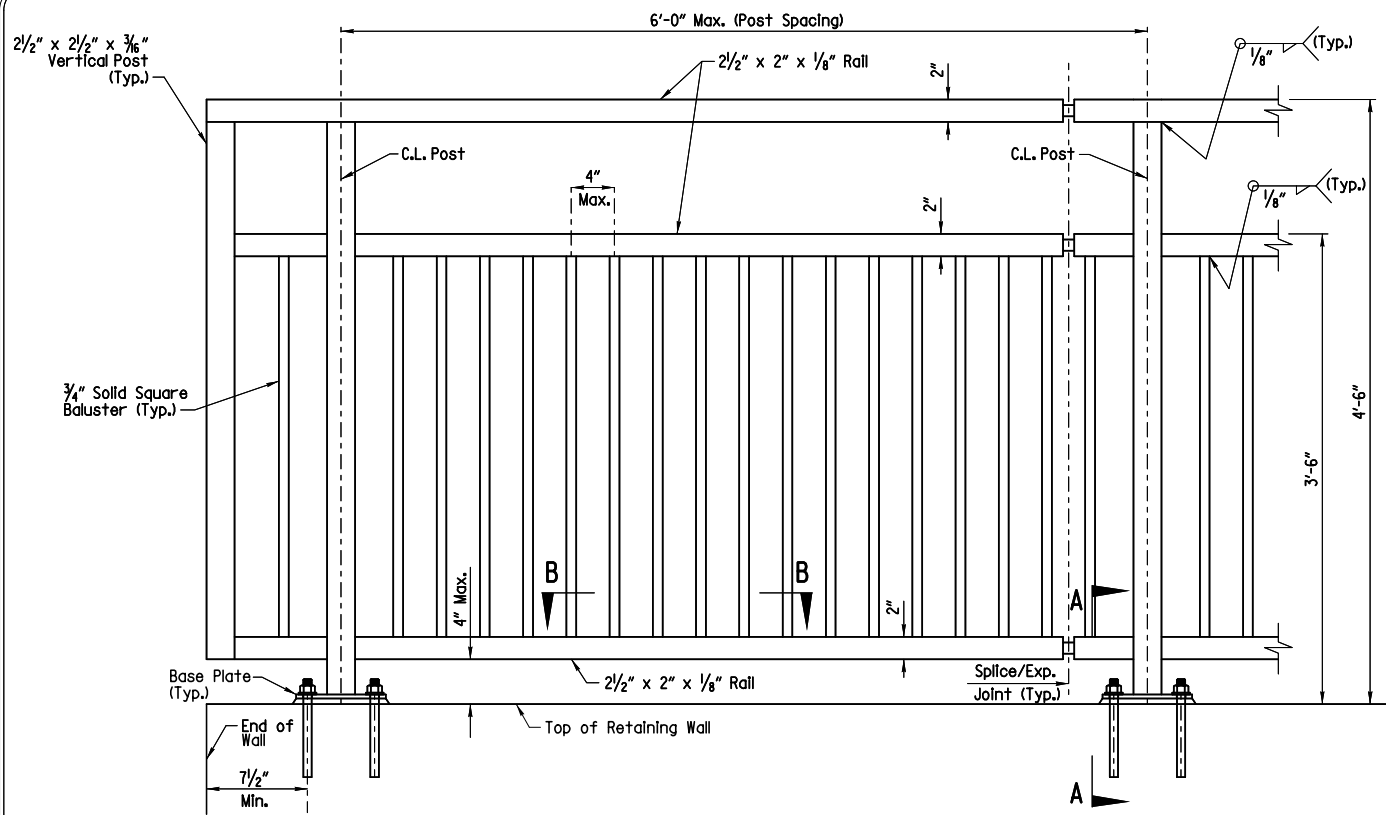
TRAIL TANGENT SECTION W/ WALL LT.
 STA. 65+72.35 TO STA. 67+05.00



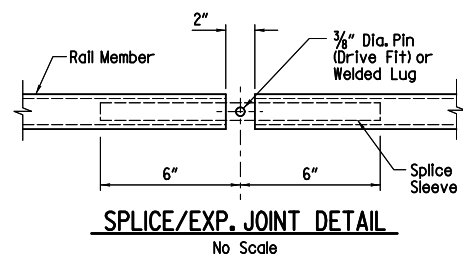
TRAIL TANGENT SECTION
 STA. 59+77.50 TO STA. 65+72.35
 STA. 67+85.00 TO STA. 68+44.02

NOTES:
 TYPICAL SECTIONS SHOWN LOOKING AHEAD STATION
 REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 SUBGRADE CROSS SLOPE TO MATCH FINISHED GRADE CROSS SLOPE UNLESS OTHERWISE STATED.
 FOR CROSS SLOPES, SEE PLAN & PROFILE SHEETS AND CROSS SECTIONS. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

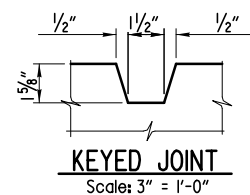
* SLOPE = 2:1 FROM STA. 62+75 TO STA. 63+75



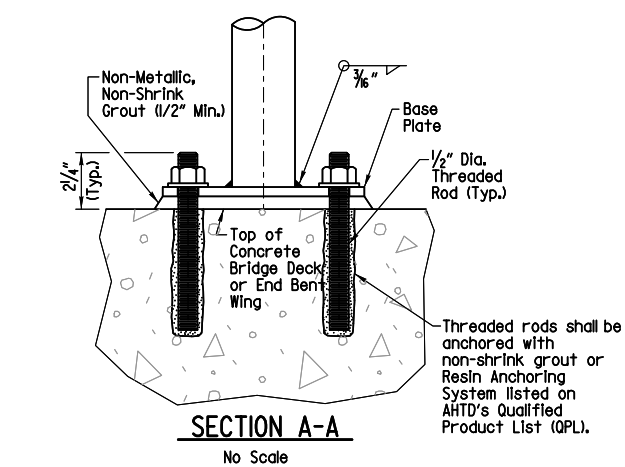
PART ELEVATION OF 54" PEDESTRIAN RAILING
No Scale



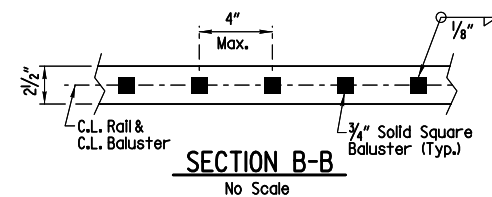
Note: Provide Splice/Exp. Joints in rail members at a 60'-0" maximum. Provide Splice/Exp. Joints in rail members at bridge expansion joints at Bents 1, 4, 7 & 9. It is necessary to maintain a minimum of three attached posts within a section of railing between splices unless otherwise approved by the Engineer. Locate centerline of Splice/Exp. Joints within 1'-0" of posts. Splice sleeve outside dimension shall be 1/8" smaller than rail member inside dimension. Minimum sleeve wall thickness = 0.1943".



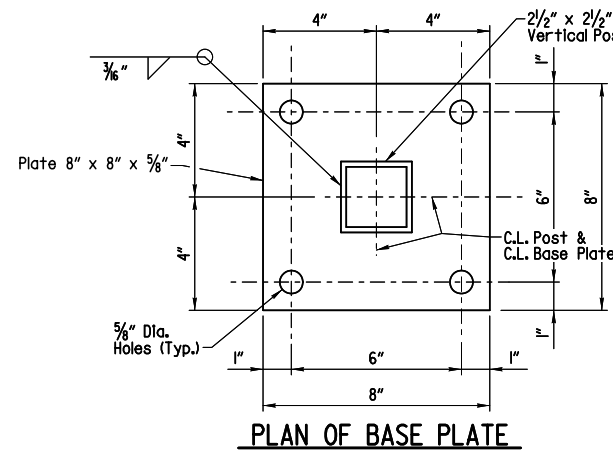
Notes:
The Block-Out may be eliminated at the contractor's election. If Block-Out is eliminated, reinforcement shall be as shown except plan reinforcement may be cut to clear pipe.
Additional reinforcement required for Block-Out is not included in estimated quantities and will be considered subsidiary to "Reinforcing Steel - Roadway (Gr. 60).



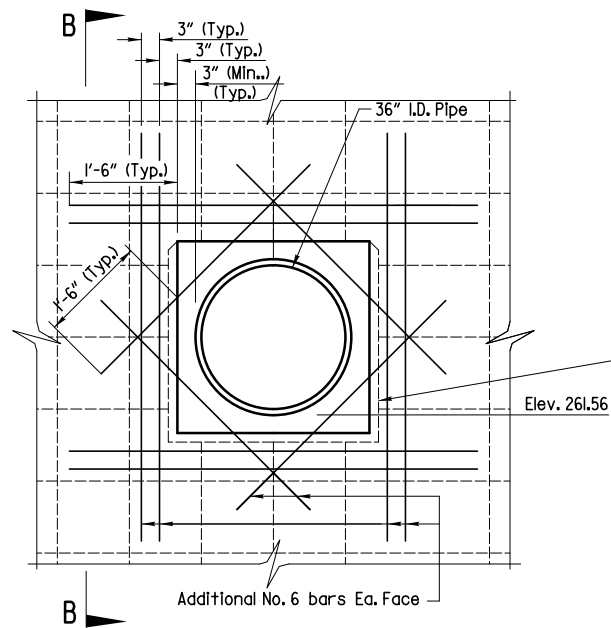
SECTION A-A
No Scale



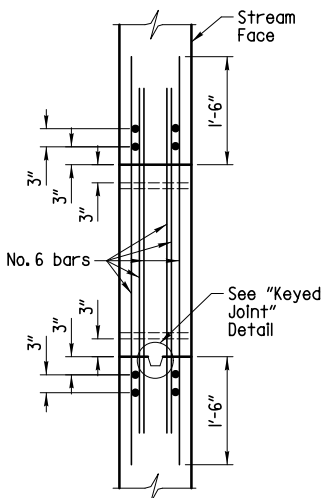
SECTION B-B
No Scale



PLAN OF BASE PLATE
No Scale



PART ELEVATION OF WALL AT 36" R.C. PIPE IN WALL
No Scale



SECTION B-B
No Scale

RAILING GENERAL NOTES

Tubing for Railing and Posts shall be ASTM A500, Grade B steel (Fy=46,000 psi).

Structural Steel for balusters and base plates shall be ASTM A709 Grade 36 (Fy=36,000 psi) or Grade 50 (Fy=50,000 psi).

Threaded rods to be included in unit price bid for Pedestrian Railing.

Railing posts shall be vertical. Grout of 1/2" minimum thickness shall be placed under the base plates to provide for vertical alignment of posts. All horizontal rails shall match the slope of the finished grade.

Place vent holes as required to prevent accumulation of water inside railing tubes.

Shop drawings of the Pedestrian Railing, including base plates and threaded rods, shall be submitted to the Engineer for approval prior to fabrication.

All railings shall have a smooth outside surface with no protrusions or depressions. All ends of tubes shall be closed and ground smooth.

Drilled holes for the threaded rod anchors shall not affect the integrity of the reinforcing bars in the concrete deck and end bent wings.

Pullout strength of threaded rod and non-shrink grout or Resin Anchoring System shall be a minimum of 5000 lb. Embedment and installation of anchors shall be in accordance with manufacturer's recommendations.

All balusters, posts, rails and base plates shall be galvanized after fabrication and in accordance with ASTM A123.

All threaded rods, hardened washers and nuts shall be galvanized in accordance with ASTM A153.

Precautions shall be taken with the galvanizing to ensure that the rail components are not water or chromate quenched after galvanizing.

Repair of damaged areas of hot-dip galvanized coatings shall be in accordance with ASTM A780.

Galvanized surfaces to be coated shall be prepared in accordance with Subsection 807.87.

All balusters, posts, rails and other components of the rail shall be coated in accordance with Section 807.75 of the Standard Specifications which includes prime, tie and finish coats. Color of the finish shall be Brown (Federal Standard 595 Color 30045) or as approved by the Engineer.

During the coating of the rail components, all surfaces of concrete and other areas not to receive the coating shall be protected from drippings of coating material and overspray. All coating material on surfaces not to be coated shall be immediately cleaned to remove all coating material to the satisfaction of the Engineer.

At the option of the Contractor, the tie coat and finish field coats may be applied in the shop. The Contractor shall exercise extreme care during all phases of loading, hauling, handling and erection of the rail to minimize damage and shall be fully responsible for all repairs and cleaning of the coating systems as required by the Engineer. Exposed threaded rods shall be field coated with a paint closely matching the color of the rail.

The contract unit price per linear foot for Pedestrian Railing shall include furnishing, coating and erecting the railing complete with 1/2" Dia. threaded rods, washers, hex nuts and anchor system.

Measurement of Pedestrian Railing is to the nearest linear foot measured parallel to grade from end of railing to end of railing. See Roadway Plans for quantities.

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 SPECIAL DETAILS

DEPARTMENT OF PUBLIC WORKS
 CIVIL ENGINEERING
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PROJECT NO. 061623
SHEET NO. C - 04

REVISIONS	DATE

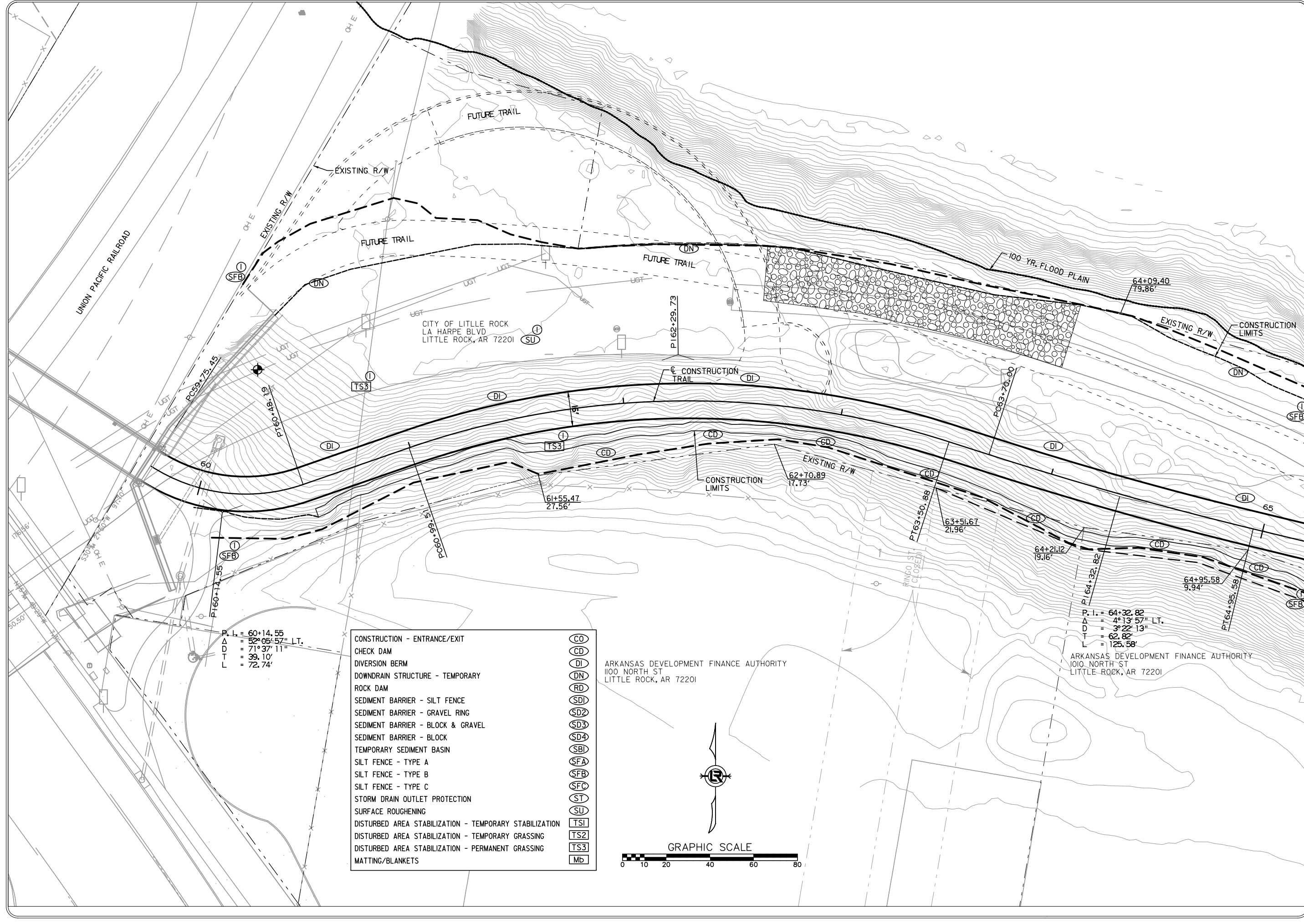
CITY OF LITTLE ROCK, ARKANSAS
 LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 TEMPORARY EROSION CONTROL PLAN

DEPARTMENT OF PUBLIC WORKS
 CIVIL ENGINEERING
 701 W. MARKHAM
 LITTLE ROCK, ARKANSAS 72201

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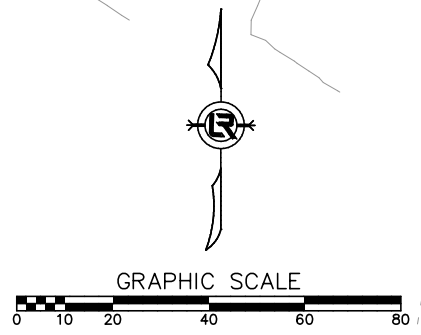
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 RFR
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 07 / 18 / 24
 SCALE
 1" = 40'
 PROJECT NO.
 061623
 SHEET NO.
C - 05



P.L. = 60+14.55
 Δ = 52°06'57" LT.
 D = 71°37'11"
 T = 39.10'
 L = 72.74'

CONSTRUCTION - ENTRANCE/EXIT	(CO)
CHECK DAM	(CD)
DIVERSION BERM	(DI)
DOWNDRAIN STRUCTURE - TEMPORARY	(DN)
ROCK DAM	(RD)
SEDIMENT BARRIER - SILT FENCE	(SD1)
SEDIMENT BARRIER - GRAVEL RING	(SD2)
SEDIMENT BARRIER - BLOCK & GRAVEL	(SD3)
SEDIMENT BARRIER - BLOCK	(SD4)
TEMPORARY SEDIMENT BASIN	(SBI)
SILT FENCE - TYPE A	(SFA)
SILT FENCE - TYPE B	(SFB)
SILT FENCE - TYPE C	(SFC)
STORM DRAIN OUTLET PROTECTION	(ST)
SURFACE ROUGHENING	(SU)
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	(TS1)
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	(TS2)
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	(TS3)
MATTING/BLANKETS	(Mb)

ARKANSAS DEVELOPMENT FINANCE AUTHORITY
 1100 NORTH ST
 LITTLE ROCK, AR 72201




P.I. = 64+32.82
 Δ = 4°13'57" LT.
 D = 3°22'13"
 T = 62.82'
 L = 125.58'

ARKANSAS DEVELOPMENT FINANCE AUTHORITY
 1010 NORTH ST
 LITTLE ROCK, AR 72201

REVISIONS	DATE

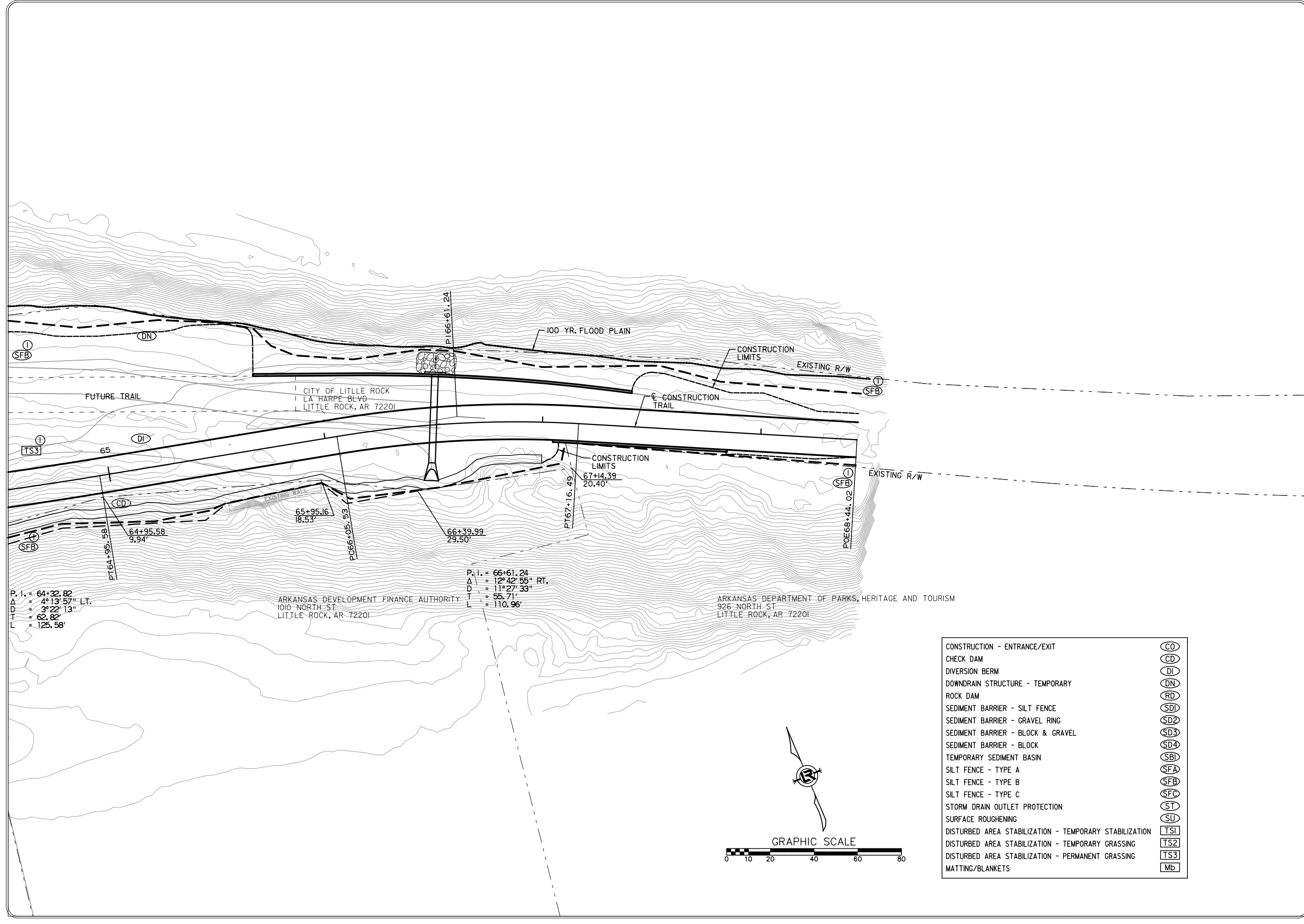
CITY OF LITTLE ROCK, ARKANSAS
 LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 TEMPORARY EROSION CONTROL PLAN

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 1" = 40'
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 SHEET NO.
C-06



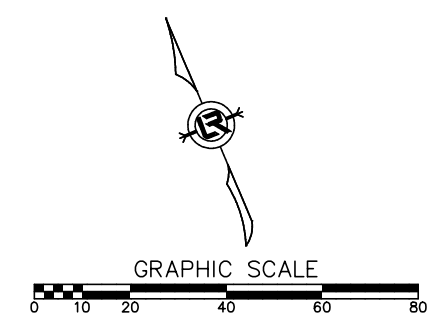
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 Δ = 4° 13' 57" LT.
 D = 3° 22' 13"
 T = 62.82'
 L = 125.58'

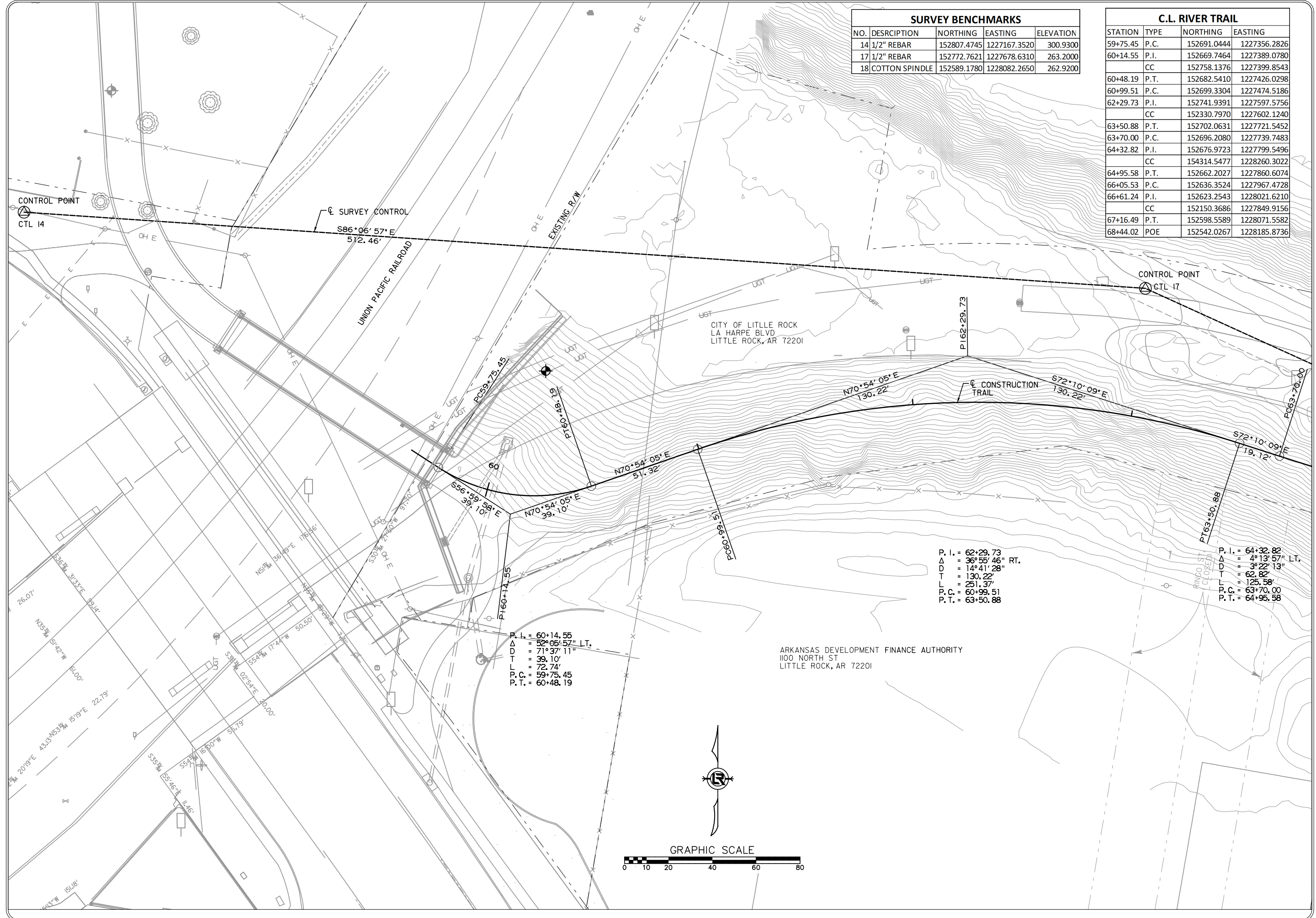
ARKANSAS DEVELOPMENT FINANCE AUTHORITY
 1010 NORTH ST
 LITTLE ROCK, AR 72201

P.I. = 66+61.24
 Δ = 12° 42' 55" RT.
 D = 11° 27' 33"
 T = 55.71'
 L = 110.96'

ARKANSAS DEPARTMENT OF PARKS, HERITAGE AND TOURISM
 926 NORTH ST
 LITTLE ROCK, AR 72201

CONSTRUCTION - ENTRANCE/EXIT	(CO)
CHECK DAM	(CD)
DIVERSION BERM	(DI)
DOWNDRAIN STRUCTURE - TEMPORARY	(DN)
ROCK DAM	(RD)
SEDIMENT BARRIER - SILT FENCE	(SD1)
SEDIMENT BARRIER - GRAVEL RING	(SD2)
SEDIMENT BARRIER - BLOCK & GRAVEL	(SD3)
SEDIMENT BARRIER - BLOCK	(SD4)
TEMPORARY SEDIMENT BASIN	(SBI)
SILT FENCE - TYPE A	(SFA)
SILT FENCE - TYPE B	(SFB)
SILT FENCE - TYPE C	(SFC)
STORM DRAIN OUTLET PROTECTION	(ST)
SURFACE ROUGHENING	(SU)
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	(TS1)
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	(TS2)
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	(TS3)
MATTING/BLANKETS	(MB)






SURVEY BENCHMARKS				
NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
14	1/2" REBAR	152807.4745	1227167.3520	300.9300
17	1/2" REBAR	152772.7621	1227678.6310	263.2000
18	COTTON SPINDLE	152589.1780	1228082.2650	262.9200

C.L. RIVER TRAIL			
STATION	TYPE	NORTHING	EASTING
59+75.45	P.C.	152691.0444	1227356.2826
60+14.55	P.I.	152669.7464	1227389.0780
	CC	152758.1376	1227399.8543
60+48.19	P.T.	152682.5410	1227426.0298
60+99.51	P.C.	152699.3304	1227474.5186
62+29.73	P.I.	152741.9391	1227597.5756
	CC	152330.7970	1227602.1240
63+50.88	P.T.	152702.0631	1227721.5452
63+70.00	P.C.	152696.2080	1227739.7483
64+32.82	P.I.	152676.9723	1227799.5496
	CC	154314.5477	1228260.3022
64+95.58	P.T.	152662.2027	1227860.6074
66+05.53	P.C.	152636.3524	1227967.4728
66+61.24	P.I.	152623.2543	1228021.6210
	CC	152150.3686	1227849.9156
67+16.49	P.T.	152598.5589	1228071.5582
68+44.02	POE	152542.0267	1228185.8736

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 FIELD TIES / LAYOUT SHEET 1


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 CIVIL ENGINEERING
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 LITTLE ROCK, ARKANSAS 72201

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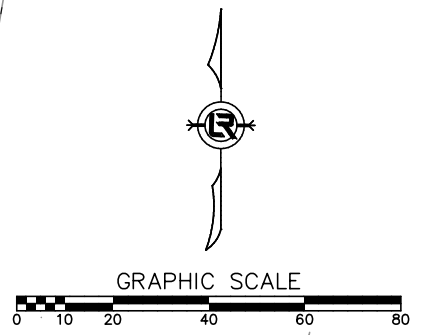
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 DESIGNED
 RFR
 CHECKED
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 DATE
 07 / 18 / 24
 SCALE
 1" = 40'
 PROJECT NO.
 061623
 SHEET NO.
C - 07

P.I. = 60+14.55
 Δ = 52°06'57" LT.
 D = 71°37'11"
 T = 39.10'
 L = 72.74'
 P.C. = 59+75.45
 P.T. = 60+48.19

P.I. = 62+29.73
 Δ = 36°55'46" RT.
 D = 14°41'28"
 T = 130.22'
 L = 251.37'
 P.C. = 60+99.51
 P.T. = 63+50.88

P.I. = 64+32.82
 Δ = 4°13'57" LT.
 D = 3°22'13"
 T = 62.82'
 L = 125.58'
 P.C. = 63+70.00
 P.T. = 64+95.58



ARKANSAS DEVELOPMENT FINANCE AUTHORITY
 1100 NORTH ST
 LITTLE ROCK, AR 72201



REVISIONS	DATE

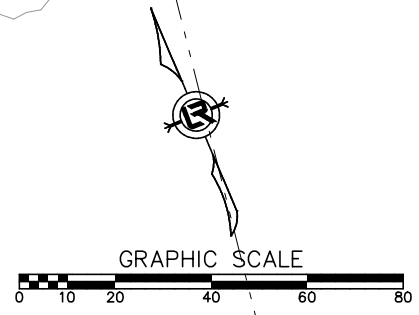
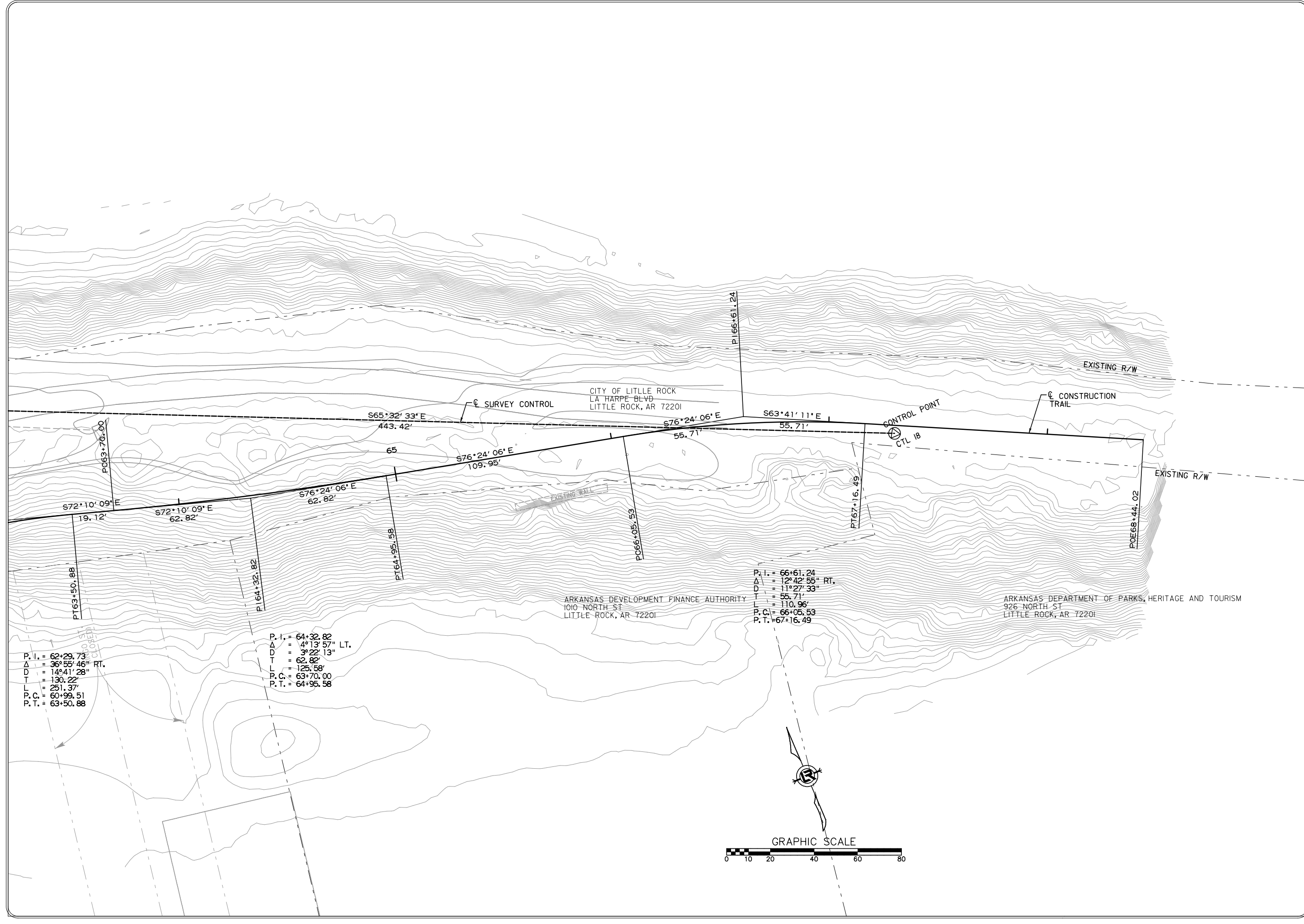
CITY OF LITTLE ROCK, ARKANSAS
 LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 FIELD TIES / LAYOUT SHEET 2

DEPARTMENT OF PUBLIC WORKS
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 LITTLE ROCK, ARKANSAS 72201


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 SHEET NO.
C-08



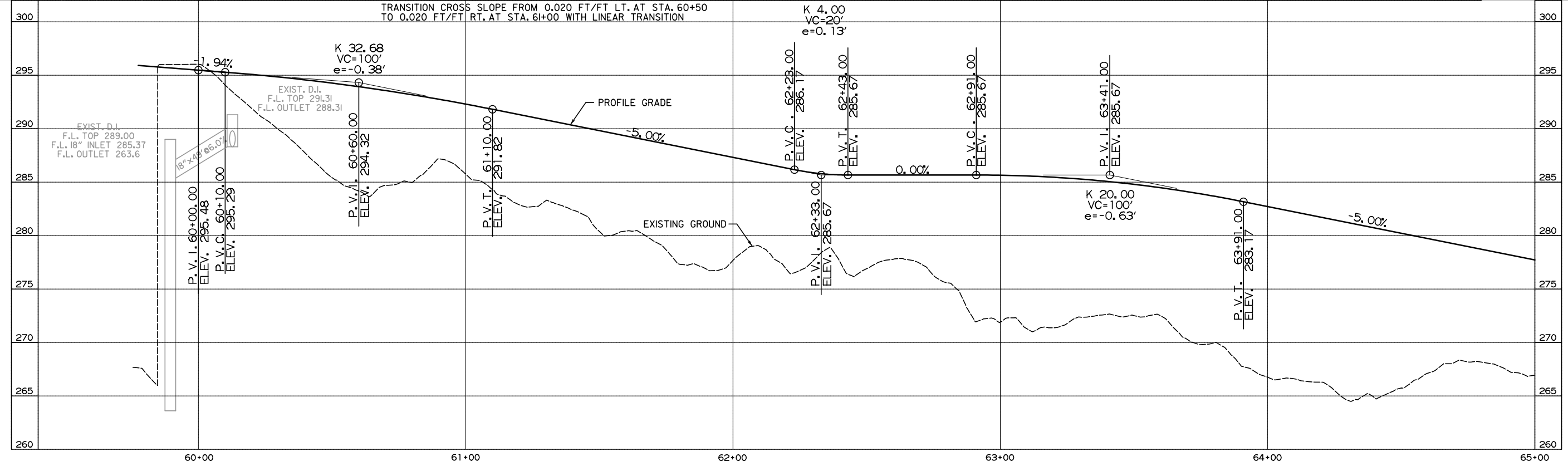
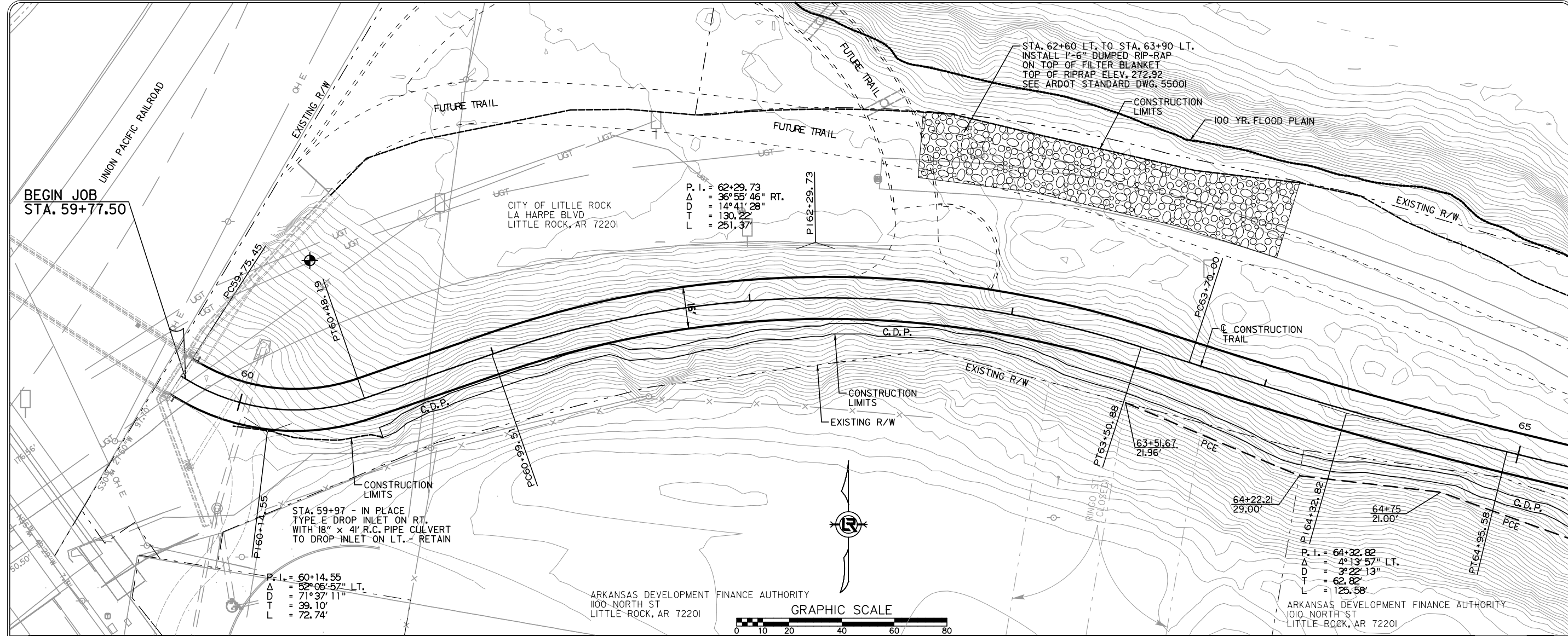
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PLAN & PROFILE
ARKANSAS RIVER TRAIL SHEET 1


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PROJECT NO.
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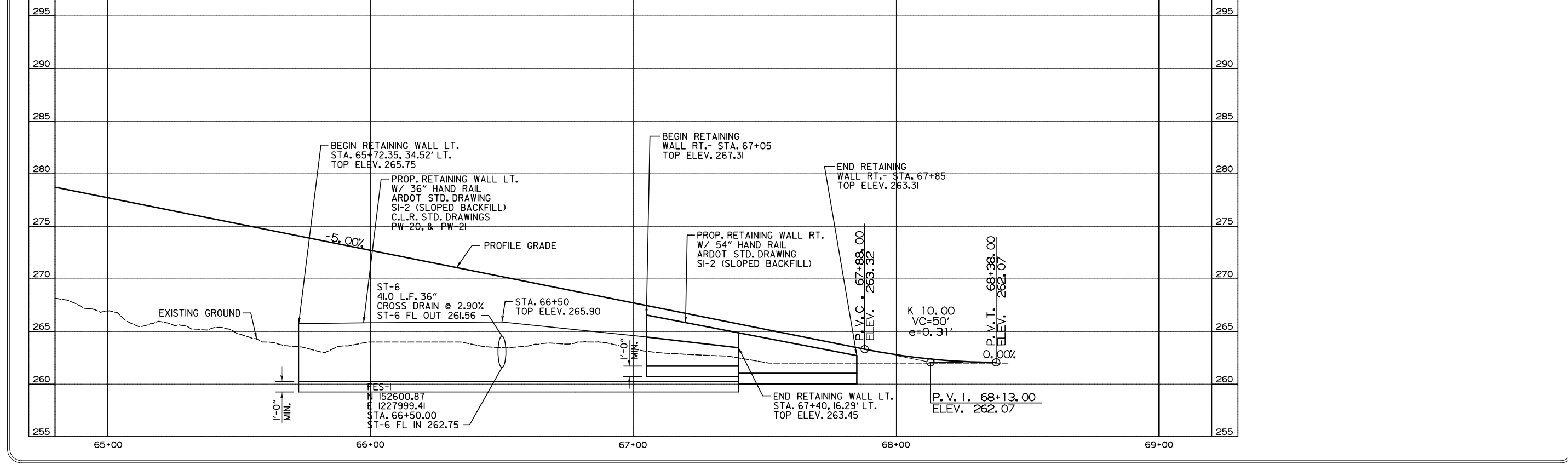
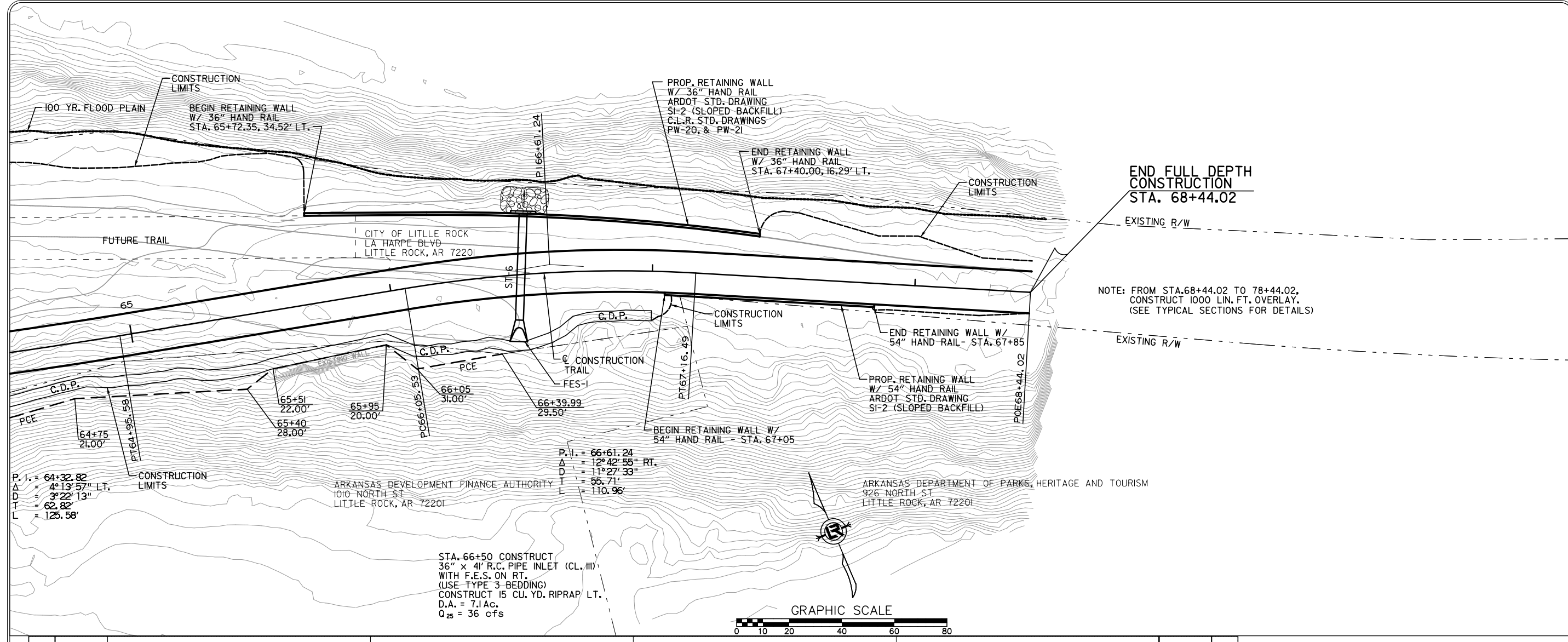
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LITTLE ROCK CENTRAL HIGH CORRIDOR PH. 1 (S)
 PLAN & PROFILE
 ARKANSAS RIVER TRAIL SHEET 2


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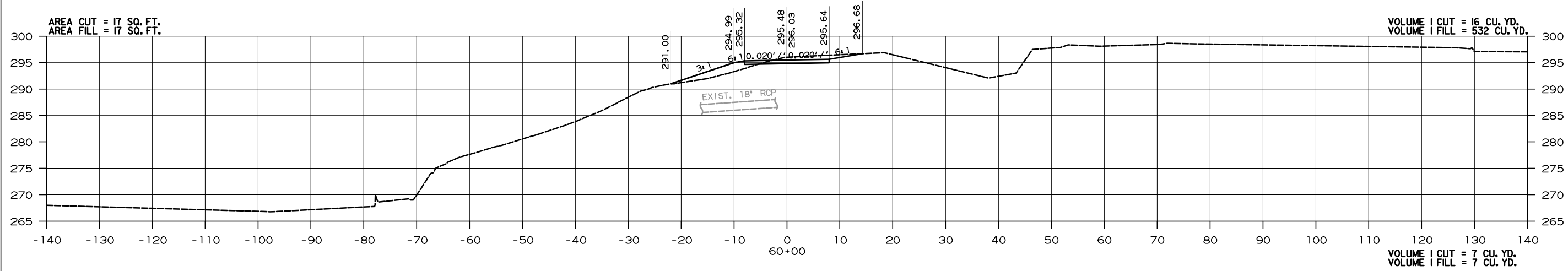
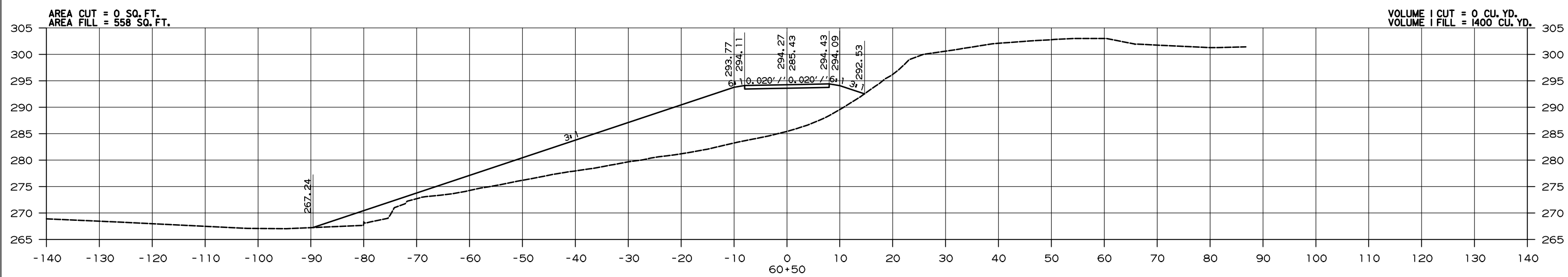
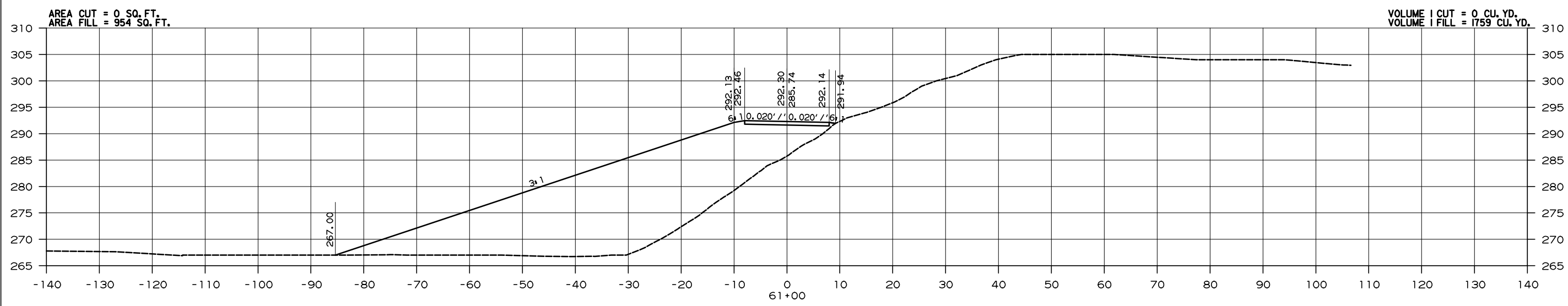
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 SHEET NO.
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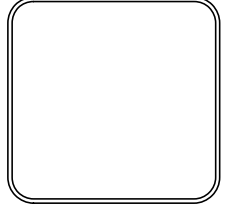

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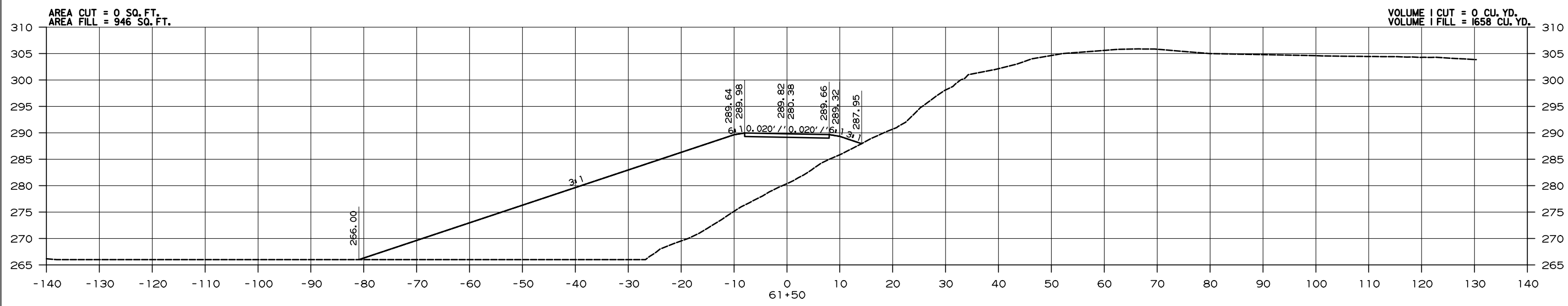
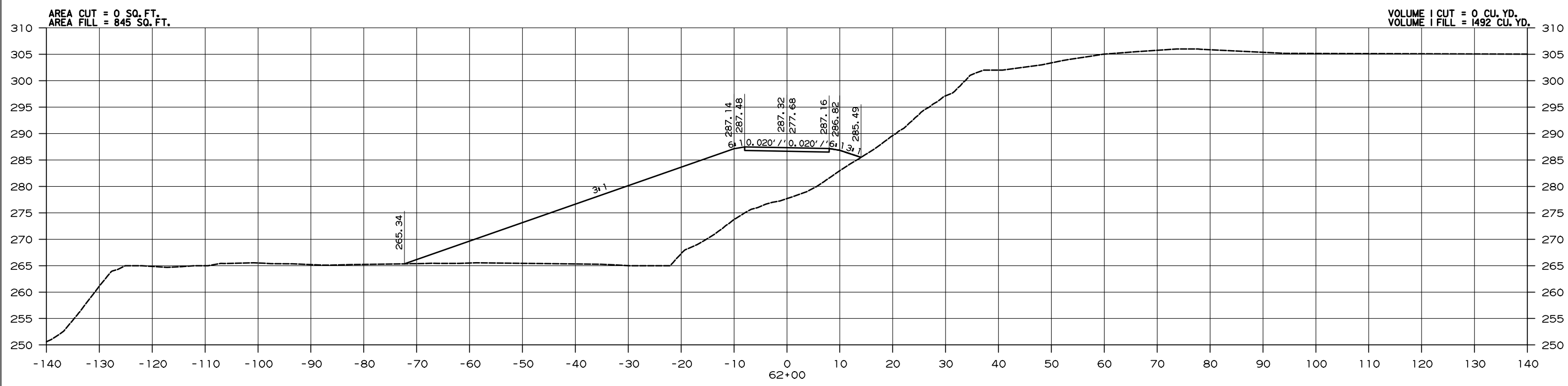
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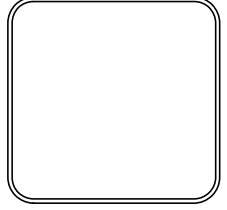
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 SHEET NO.
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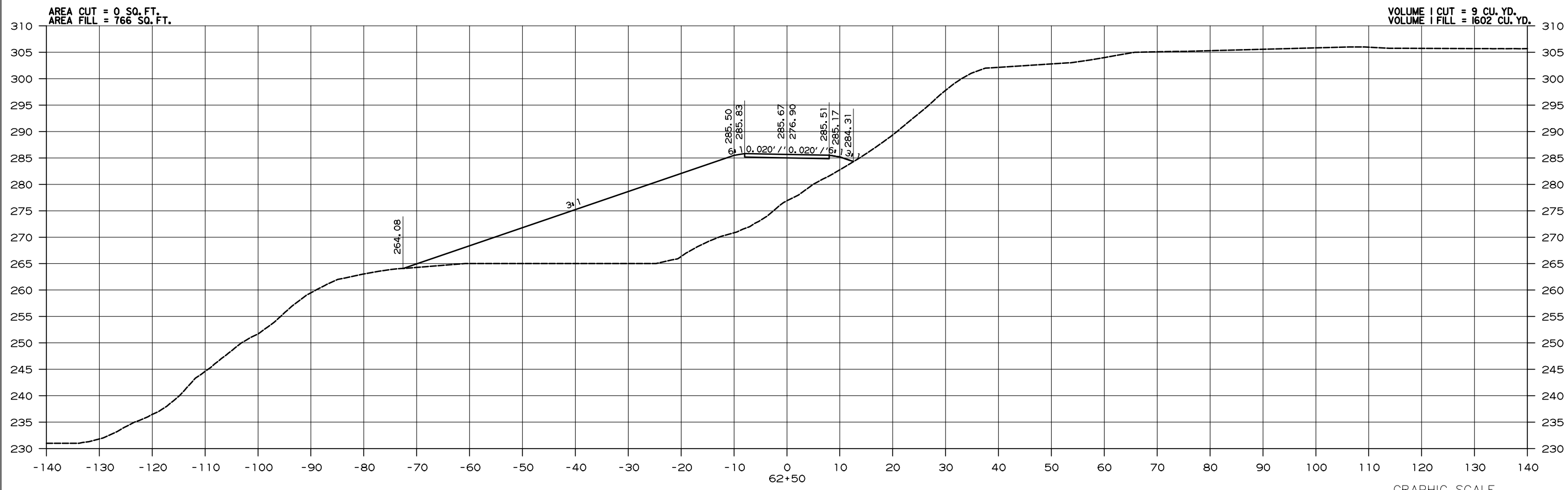
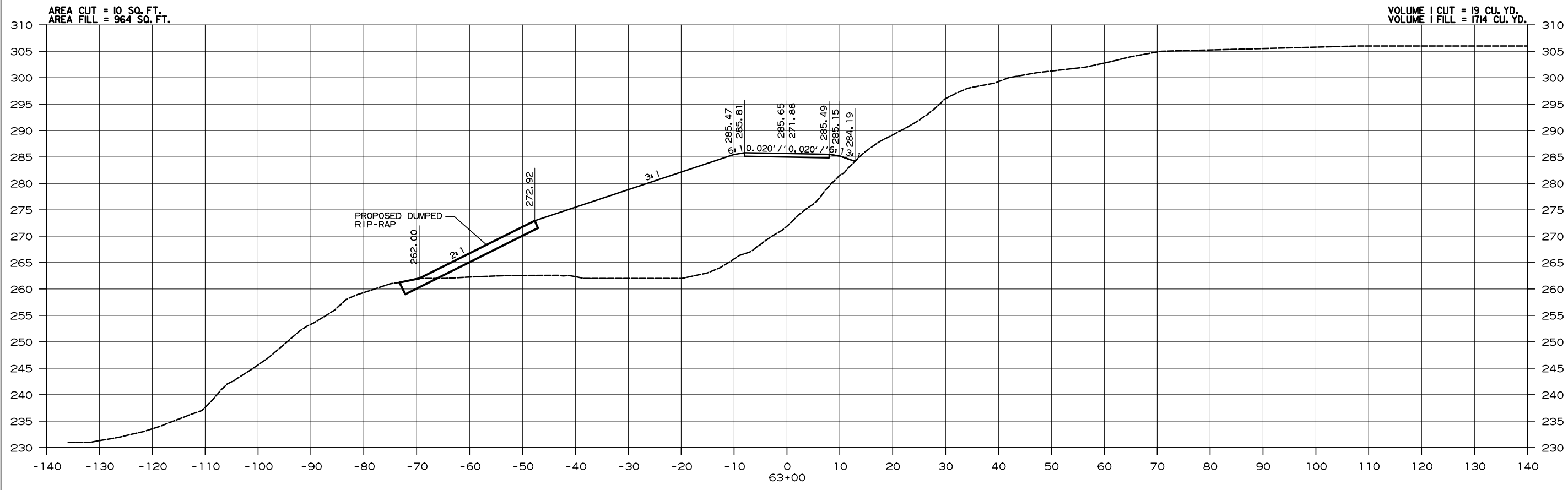
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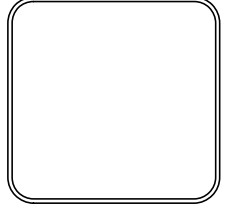


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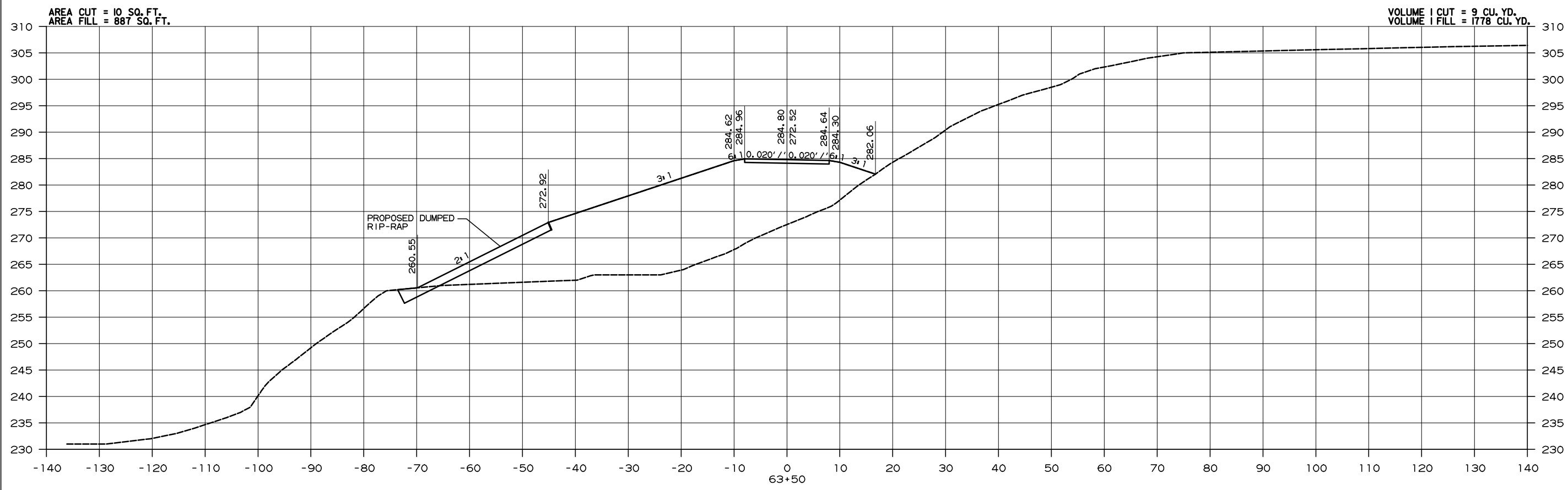
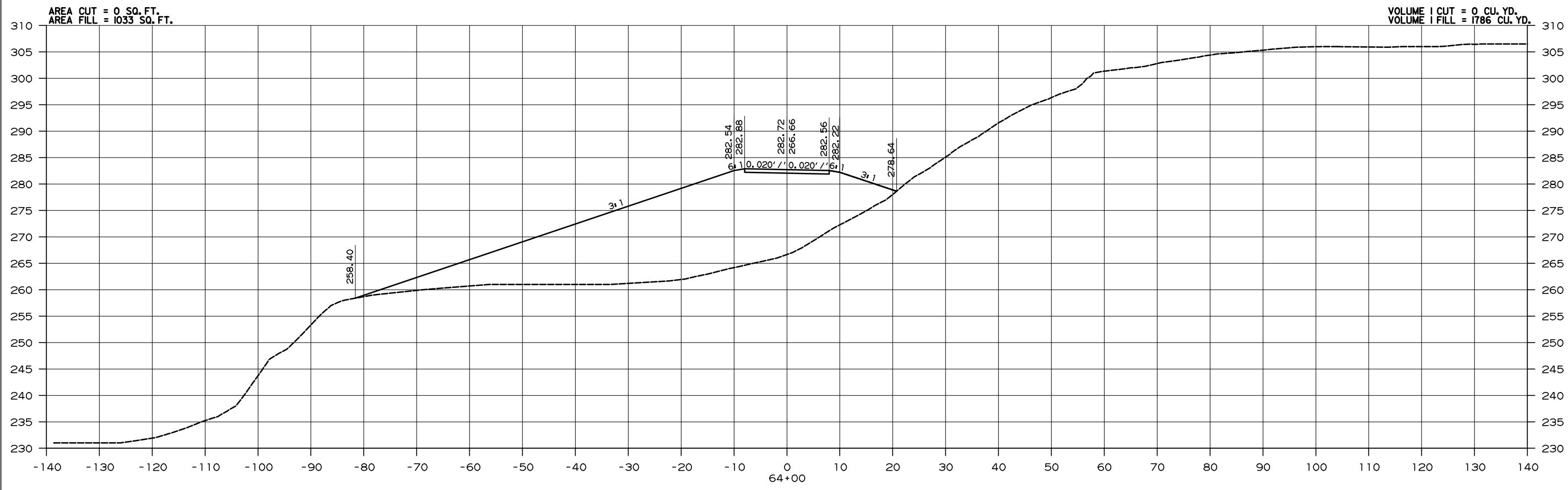
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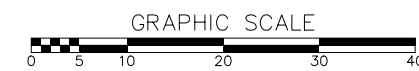
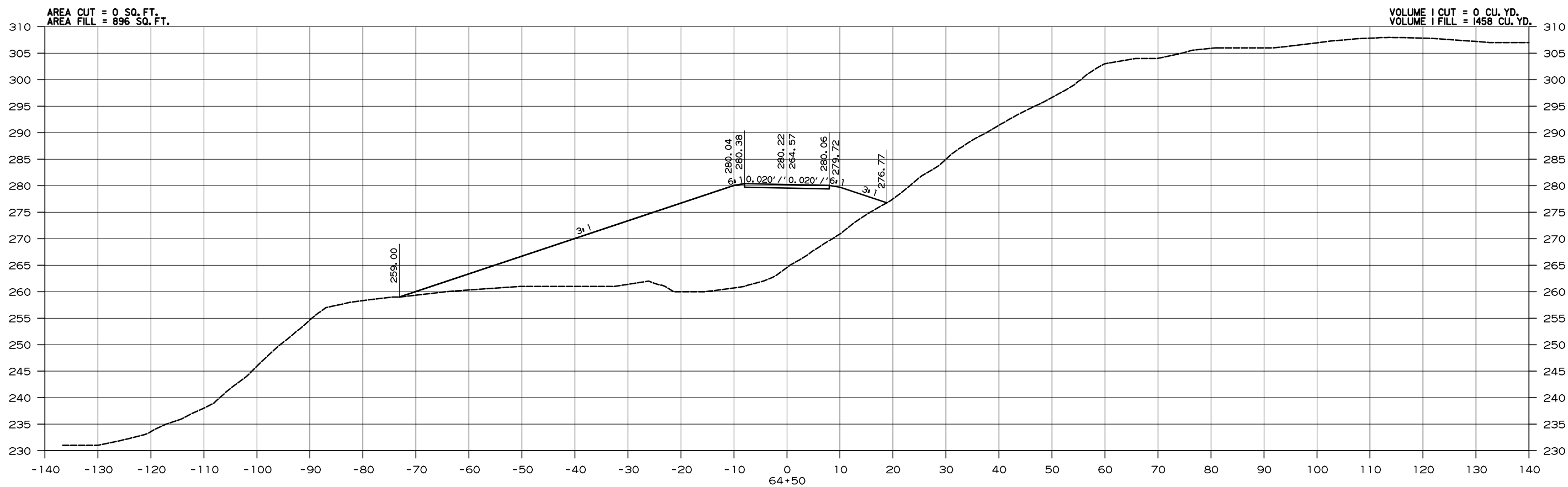
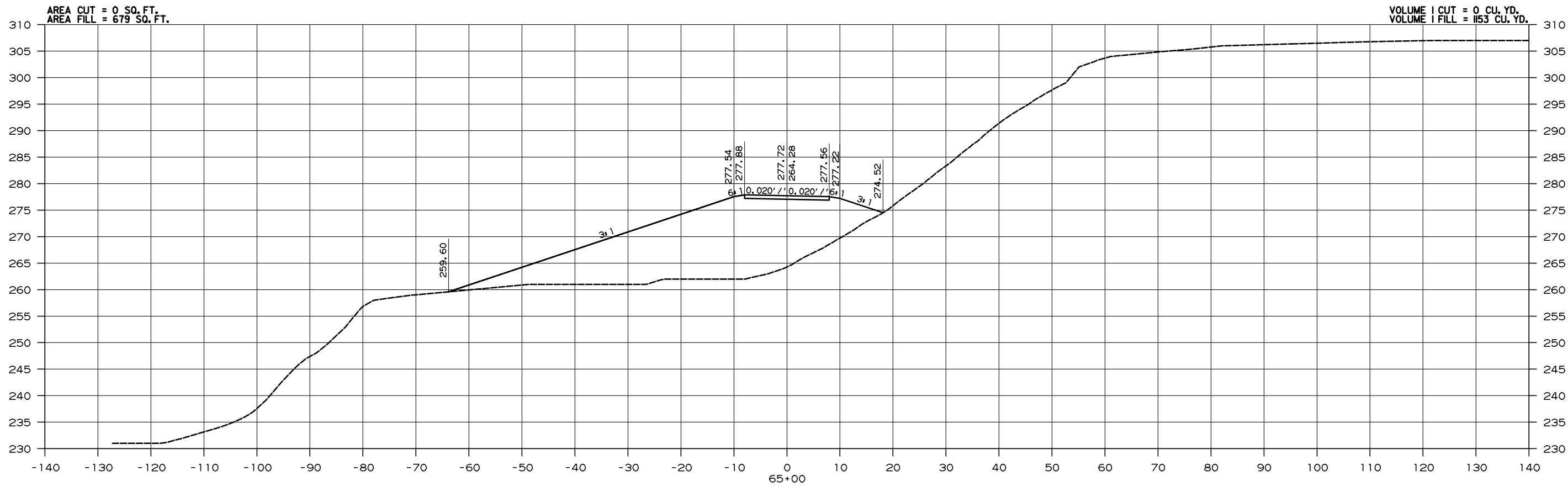


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SHEET NO. C-14

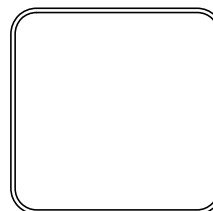




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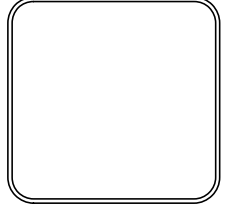


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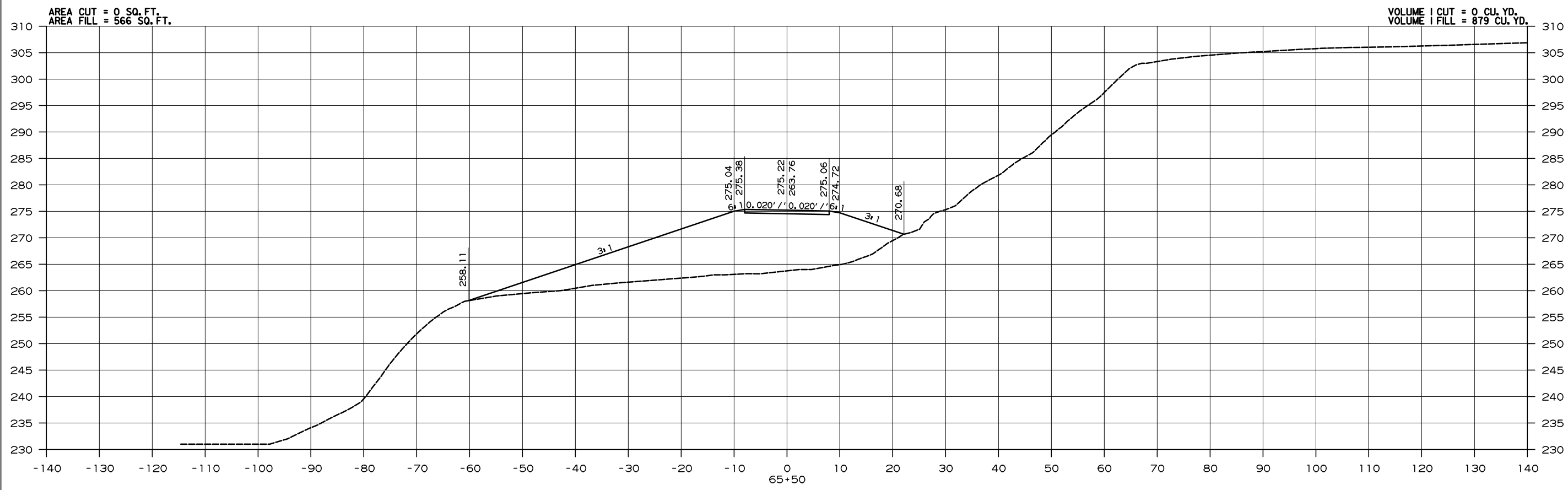
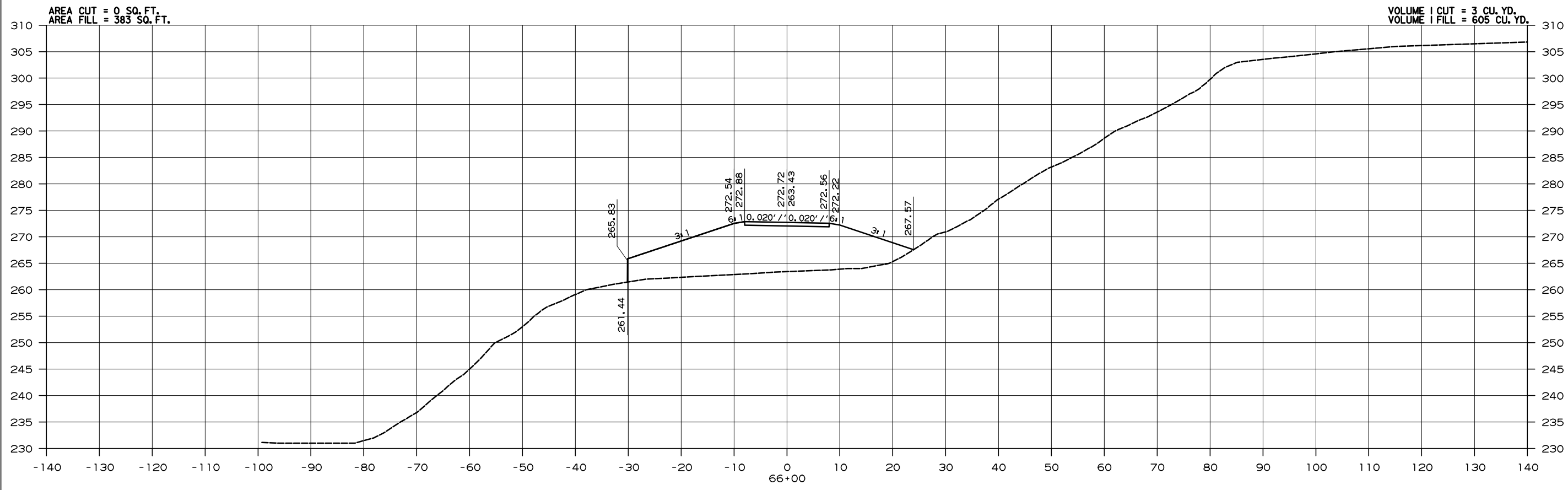
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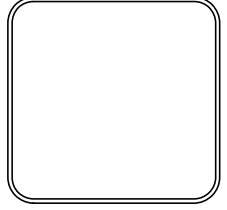
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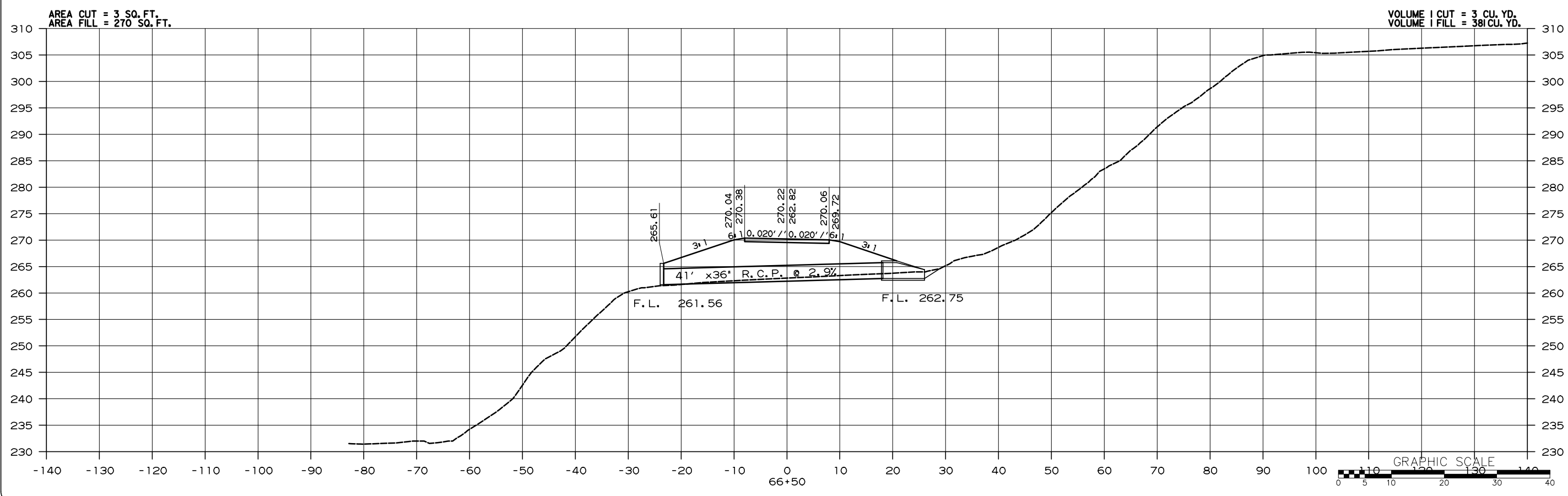
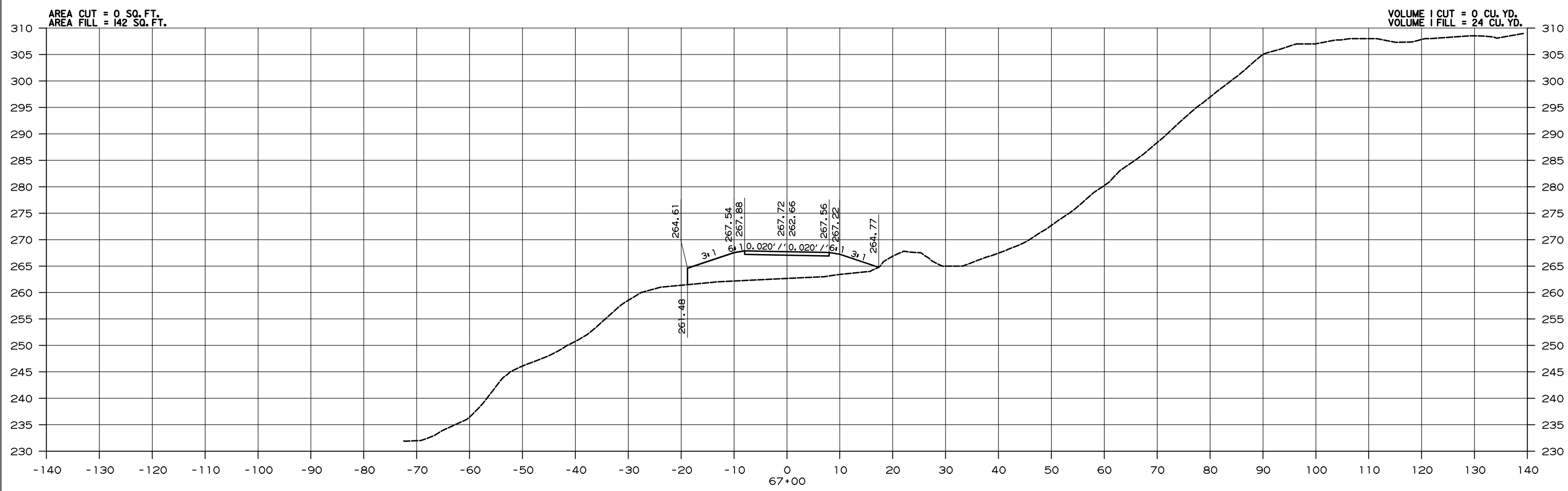
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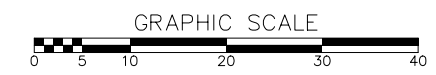
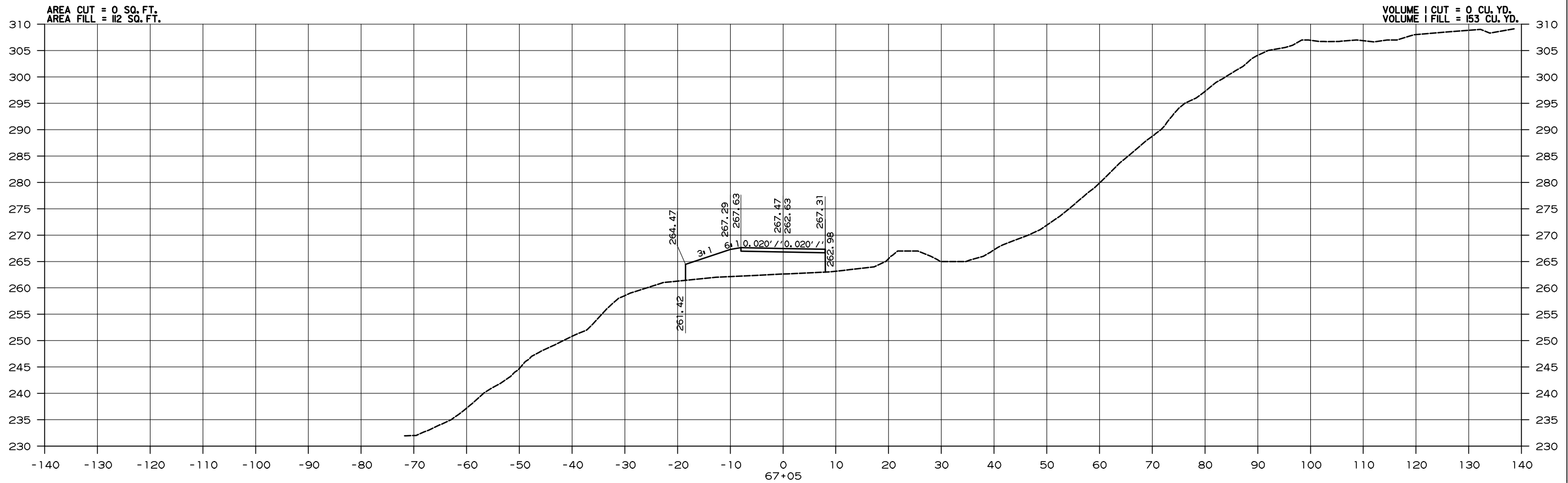
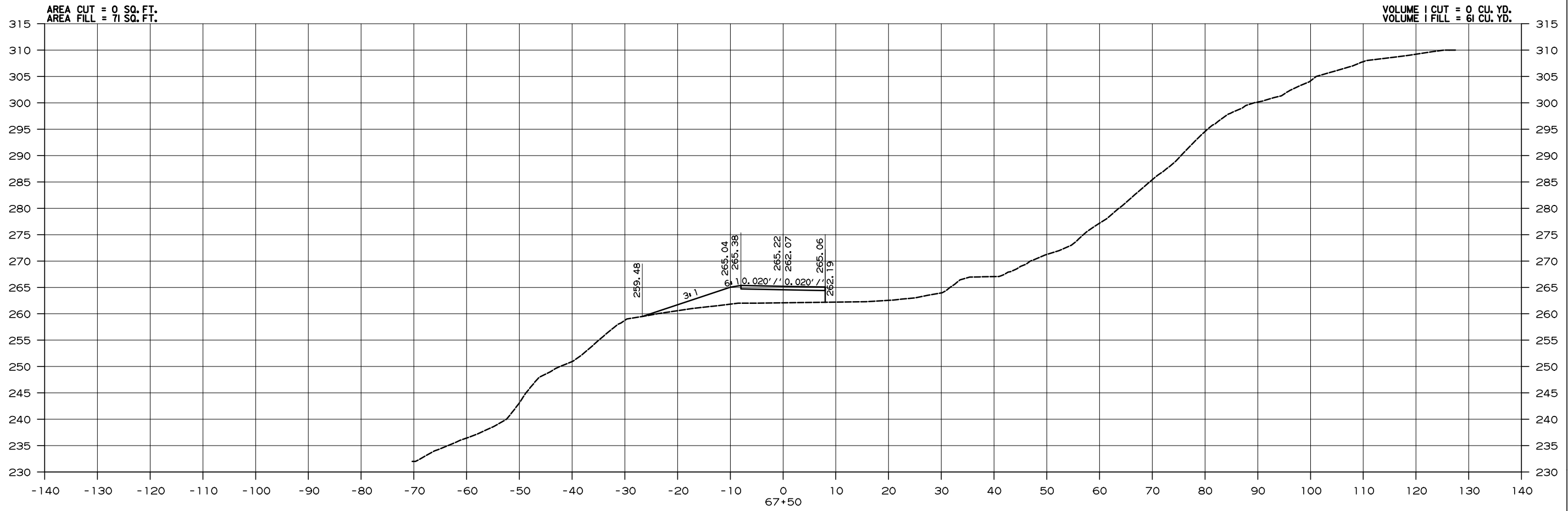
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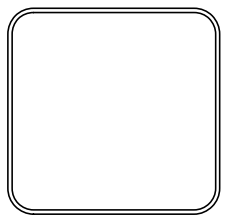




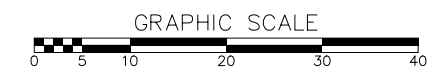
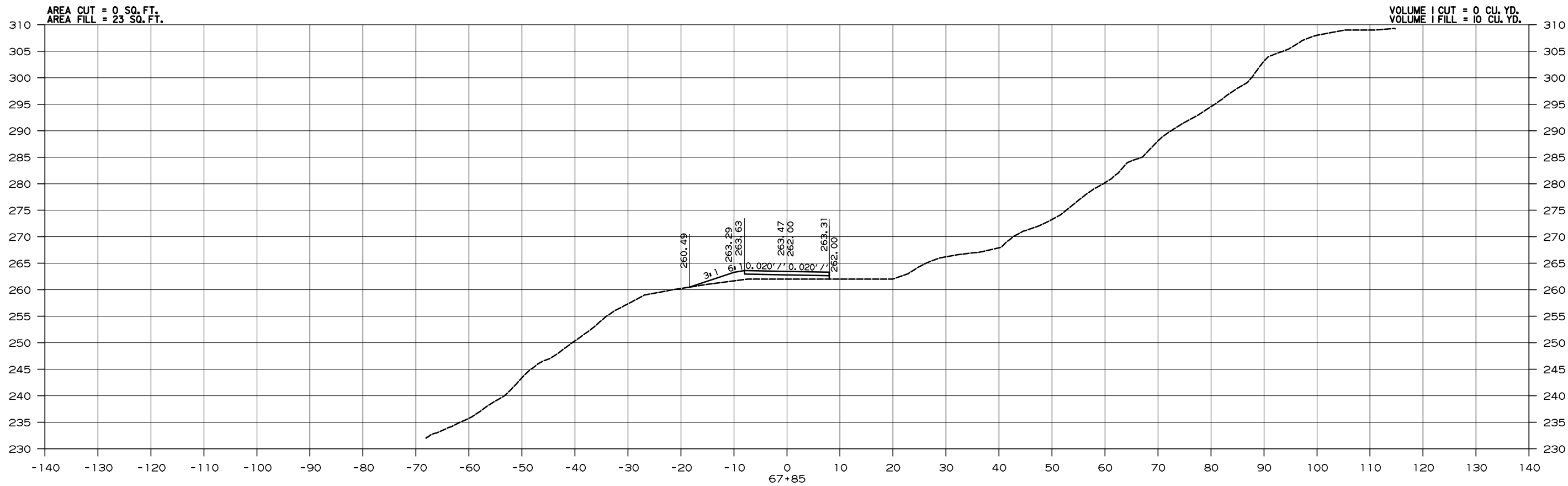
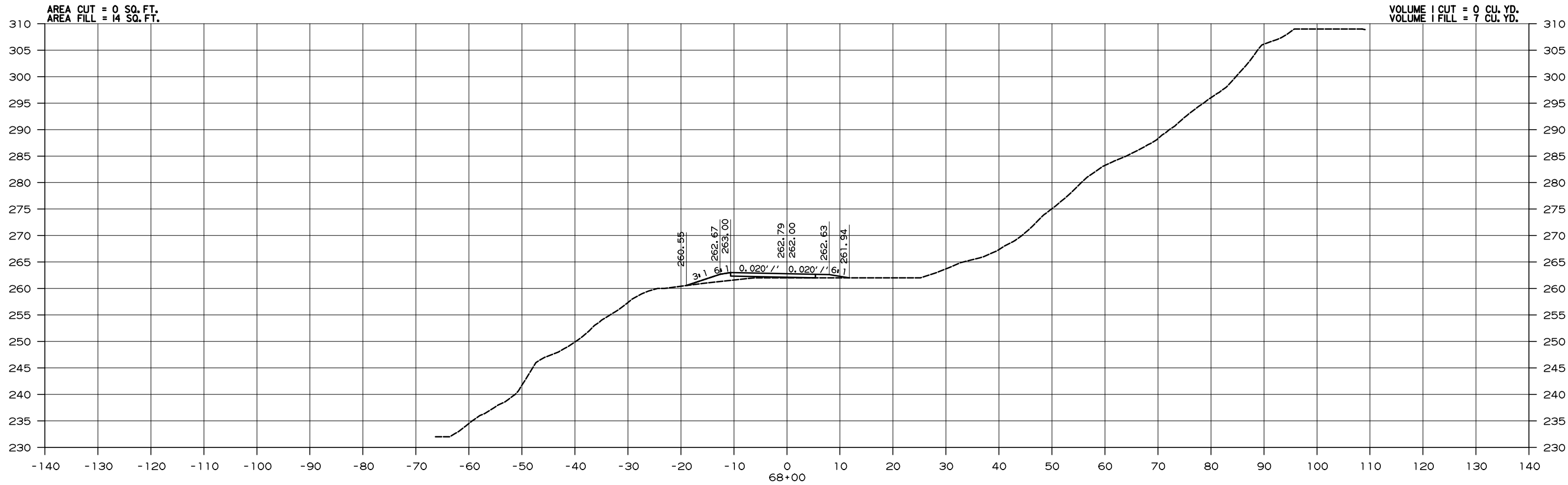
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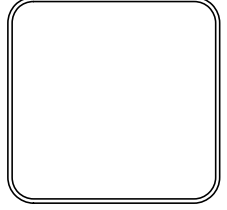
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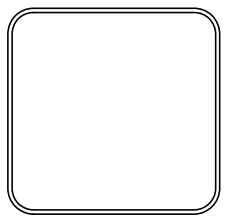


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