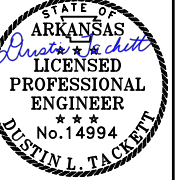
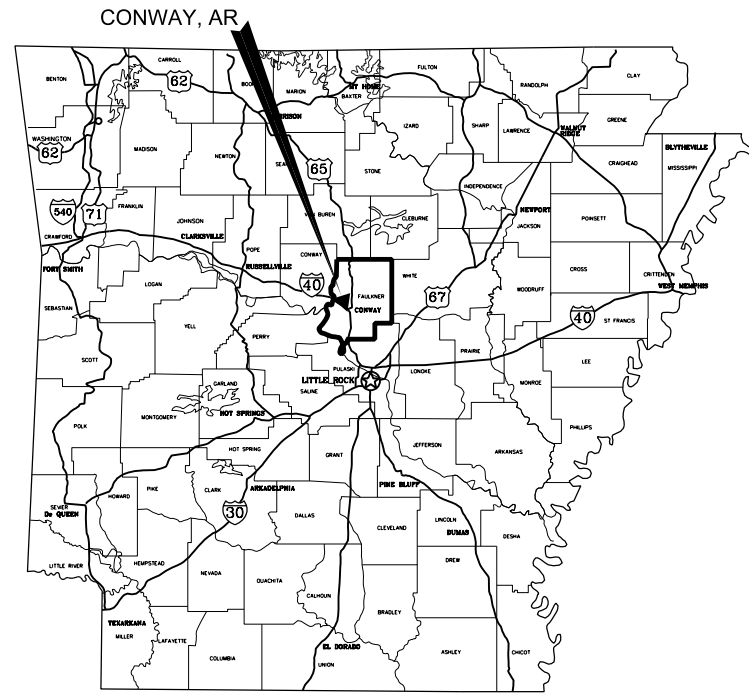


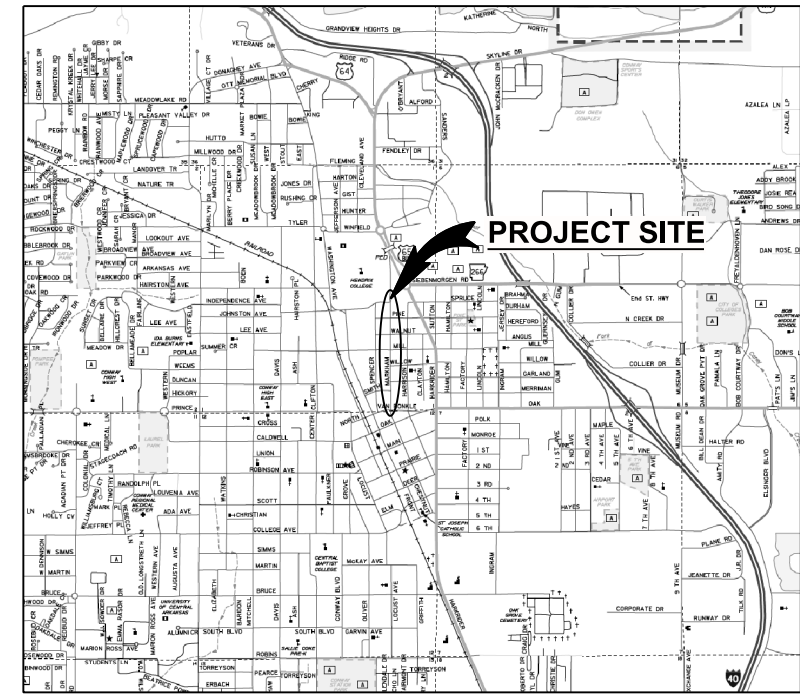
MARKHAM ST. JUMP START IMPVTS. (CONWAY) (S) F.A.P. STPU-9095(33) ARDOT JOB 080566



Digitally Signed 02/25/2019



LOCATION MAP



VICINITY MAP
NO SCALE



METROPLAN
SMART PLANNING MAKES SMART PLACES.

GARVER PROJECT NO. 16017122
FEBRUARY 2019



831 Parkway
Suite C
Conway, AR 72034
(501) 537-3293

DESIGN TRAFFIC DATA

DESIGN YEAR ----- 2037
2017 ADT ----- 5,000
2037 ADT ----- 5,800
2037 DHV ----- 460
DIRECTIONAL DISTRIBUTION --- -0.70
TRUCKS ----- 2%
DESIGN SPEED ----- 30 MPH

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES.

**MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)**

COVER SHEET

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-001

SHEET NUMBER
1

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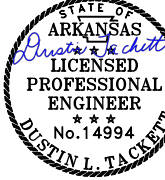
INDEX OF SHEETS			
SHEET NO.	TITLE	DRAWING NO.	DATE
1	COVER SHEET	G-001	
2	INDEX OF SHEETS, GENERAL NOTES AND LEGEND	G-002	
3-9	TYPICAL SECTIONS	C-101 TO C-107	
10-13	LAYOUT DETAILS	C-201 TO C-204	
14-15	INTERSECTION DETAILS	C-205 TO C-206	
16-22	MISCELLANEOUS DETAILS	C-207 TO C-213	
23	SOIL BORING LOG	C-214	
24-26	TEMPORARY EROSION CONTROL PLAN	C-301 TO C-303	
27-34	MAINTENANCE OF TRAFFIC PLAN	C-401 TO C-408	
35-36	SURVEY CONTROL DETAILS	C-501 TO C-502	
37-42	PLAN AND PROFILE - MARKHAM ST.	C-601 TO C-606	
43-46	DRAINAGE PLAN AND PROFILE - MARKHAM ST.	C-701 TO C-704	
47-49	PAVEMENT MARKING AND SIGNING PLAN	C-801 TO C-803	
50	PAVEMENT MARKING AND SIGNING DETAILS	C-804	
51	ELECTRICAL LEGEND	E-001	
52-55	ELECTRICAL INFRASTRUCTURE PLAN	E-201 TO E-204	
56-57	ELECTRICAL DETAILS	E-501 TO E-502	
58	IRRIGATION DETAILS	I-101	
59-61	IRRIGATION PLAN	I-201 TO I-203	
62	LANDSCAPE GENERAL NOTES	L-001	
63	LANDSCAPE DETAILS	L-101	
64-66	LANDSCAPE PLAN	L-201 TO L-203	
67	CURBING DETAILS	CG-1	11/29/07
68	DETAILS OF DROP INLETS (TYPE MO)	FPC-9M	8/22/02
69	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	FPC-9S	7/26/12
70	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	PCC-1	2/27/14
71	STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES	SHS-1	9/12/13
72	U-CHANNEL POST ASSEMBLIES	SHS-2	2/27/14
73	DETAILS OF SPECIAL ITEMS	SI-1	10/25/18
74	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	4/13/17
75	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9/2/15
76	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	9/2/15
77	TEMPORARY EROSION CONTROL DEVICES	TEC-1	11/16/17
CX1-CX11	MARKHAM STREET CROSS SECTIONS	CX-01 TO CX-11	

LEGEND

⊕	BOREHOLE	---	EXISTING CENTERLINE
⊙	CONTROL POINTS	---	EXISTING MAJOR CONTOUR
+	SIGN	---	EXISTING MINOR CONTOUR
☐	GAS METER	---	EXISTING STRUCTURE
⊕	SANITARY MANHOLE	---	EXISTING FENCE
+	WATER VALVE	---	EXISTING STORM DRAIN
⊕	WATER METER	---	EXISTING TREE LINE
⊕	STORM DRAIN MANHOLE	---	EXISTING PROPERTY LINE
⊕	TELEPHONE RISER	---	EXISTING RIGHT-OF-WAY
⊕	ELECTRIC JUNCTION BOX	---	EXISTING EASEMENT
⊕	FIBER OPTIC MANHOLE	---	EXISTING GAS UTILITY
⊕	UTILITY POLE	---	EXISTING SANITARY UTILITY
+	GUY ANCHOR	---	EXISTING WATER UTILITY
⊕	LIGHT POLE	---	EXISTING UNDERGROUND TELEPHONE UTILITY
		---	EXISTING OVERHEAD ELECTRIC UTILITY
		---	PROPOSED TEMP. CONST. EASEMENT
		---	PROPOSED PERMANENT EASEMENT
		---	PROPOSED CENTERLINE
		---	PROPOSED STORM DRAIN
		---	PROPOSED TOP-OF-BANK
		---	PROPOSED TOE-OF-SLOPE
		---	PROPOSED SPECIAL DITCH
		---	PROPOSED SILT FENCE

GENERAL NOTES:

- CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS; HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY. ARKANSAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ARKANSAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-482-8998. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM. THE LOCATION OF THE EXISTING UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE, AND ARE THE LOCATIONS AT THE TIME OF DESIGN.
- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.



Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS. (CONWAY) (S)

INDEX OF SHEETS, GENERAL NOTES AND LEGEND

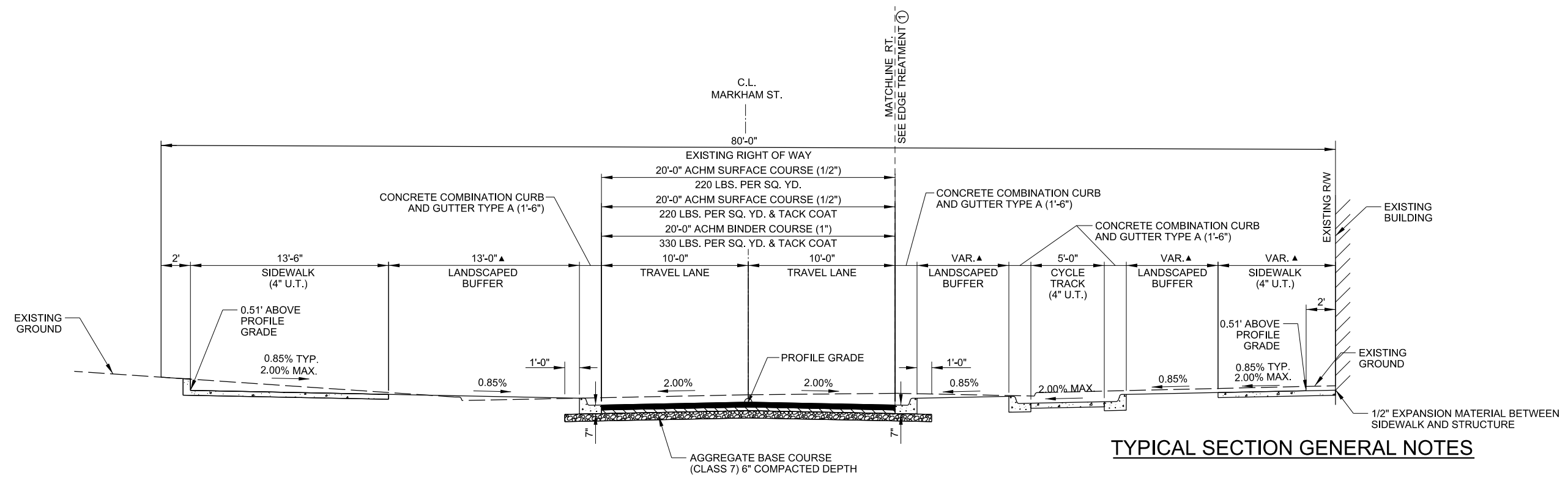
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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DRAWING NUMBER
G-002
 SHEET NUMBER
2



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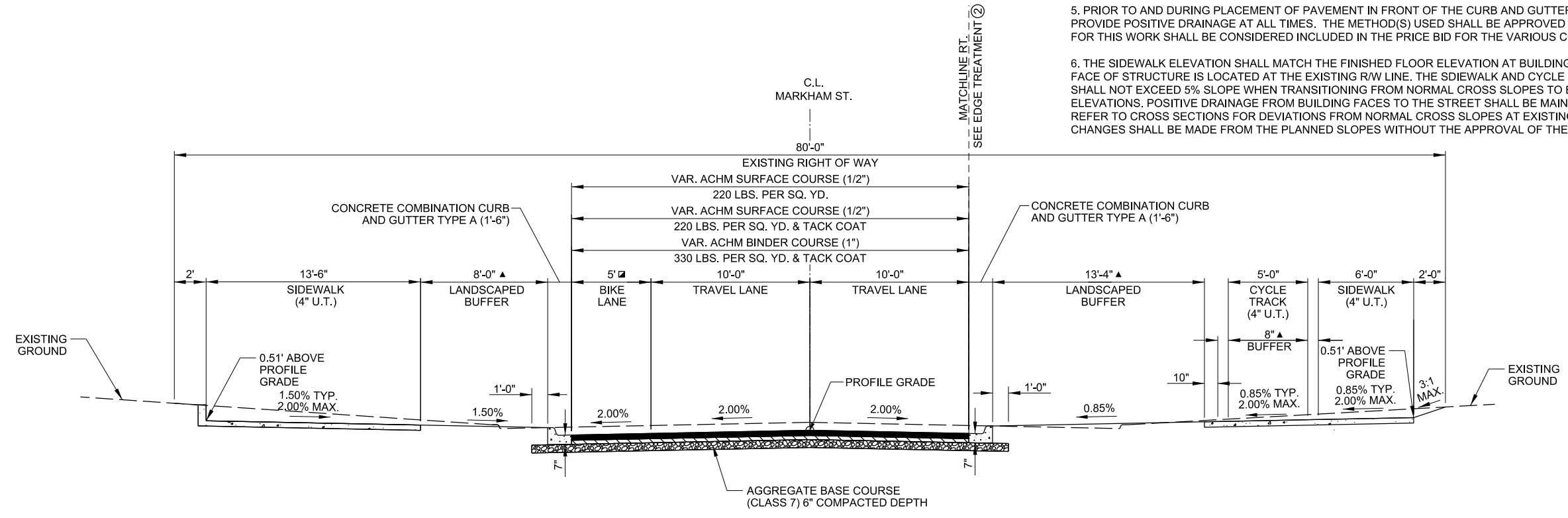


▲ SEE LAYOUT DETAILS FOR VARIATIONS

TYPICAL SECTION - MARKHAM ST.
STA. 27+05.00 TO STA. 27+50.00

TYPICAL SECTION GENERAL NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGG. 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.
3. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.
4. THE EXISTING PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
5. PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.
6. THE SIDEWALK ELEVATION SHALL MATCH THE FINISHED FLOOR ELEVATION AT BUILDING ENTRY POINTS WHEN THE FACE OF STRUCTURE IS LOCATED AT THE EXISTING R/W LINE. THE SIDEWALK AND CYCLE TRACK LONGITUDINAL GRADE SHALL NOT EXCEED 5% SLOPE WHEN TRANSITIONING FROM NORMAL CROSS SLOPES TO EXISTING FINISHED FLOOR ELEVATIONS. POSITIVE DRAINAGE FROM BUILDING FACES TO THE STREET SHALL BE MAINTAINED AT ALL LOCATIONS. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL CROSS SLOPES AT EXISTING BUILDING LOCATIONS. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.



■ STA. 27+50.00 TO STA. 27+59.67 - TRANSITION 0'-0" TO 1'-4"
▲ SEE LAYOUT DETAILS FOR VARIATIONS

TYPICAL SECTION - MARKHAM ST.
STA. 27+50.00 TO STA. 27+59.67
STA. 30+31.98 TO STA. 30+82.72

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

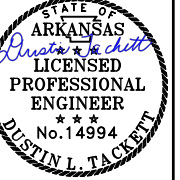
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

TYPICAL SECTIONS
(SHEET 1 OF 7)

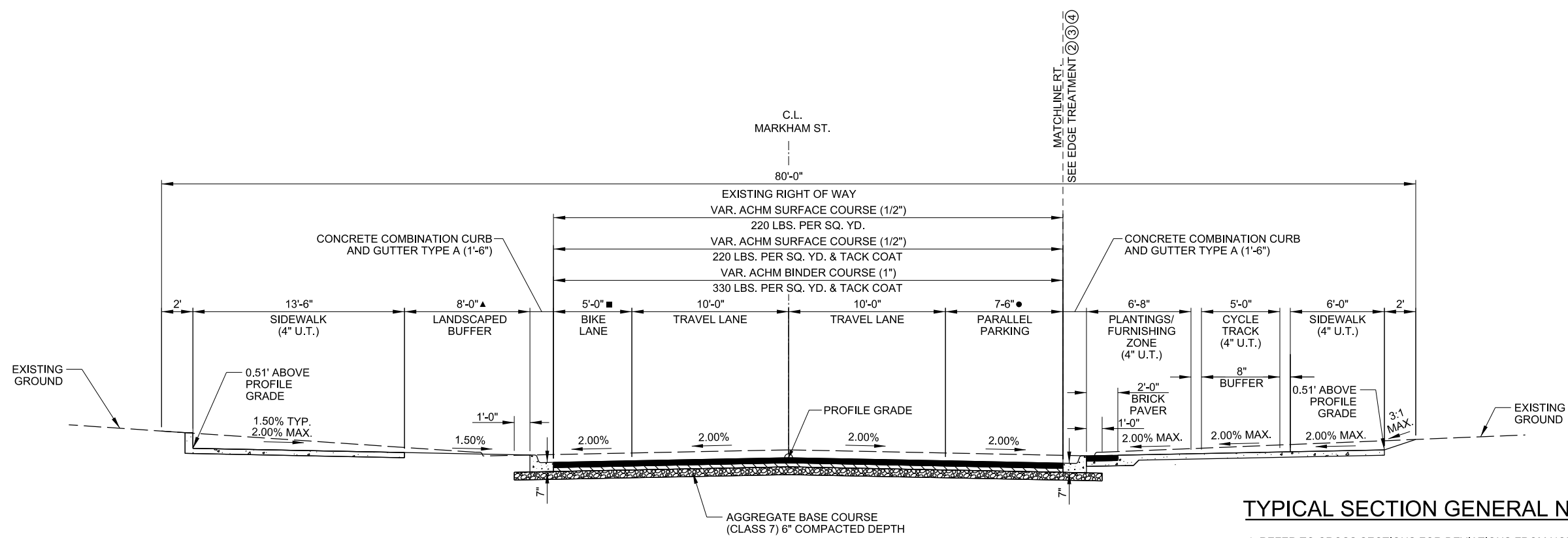
JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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C-101
SHEET NUMBER
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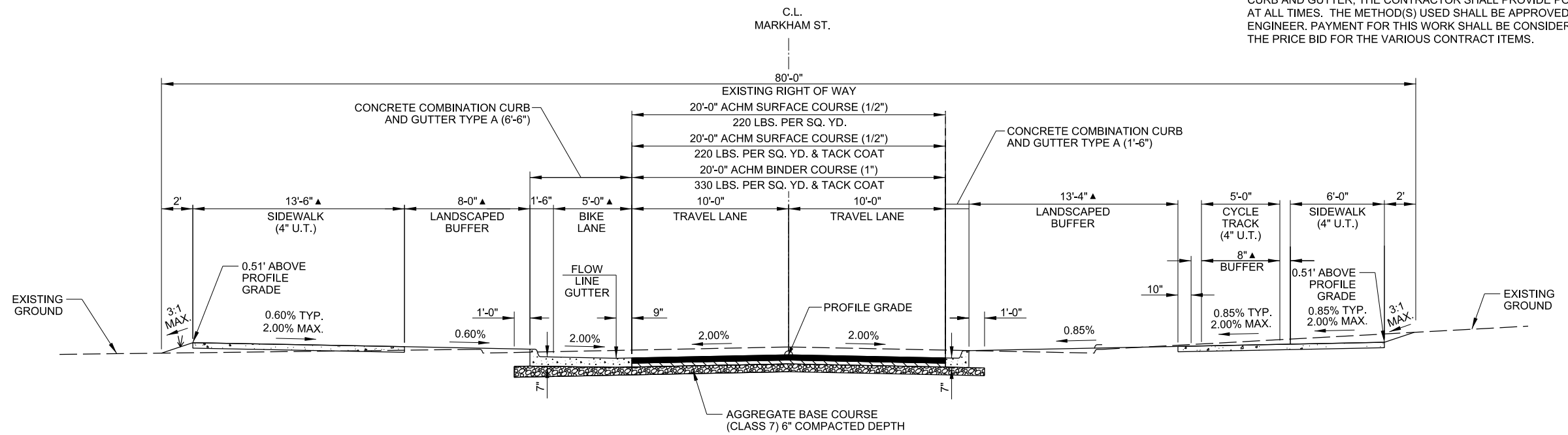


- STA. 27+59.67 TO STA. 27+85.00 - TRANSITION 1'-4" TO 5'-0"
- STA. 27+59.67 TO STA. 27+67.17 - TRANSITION 0'-0" TO 7'-6"
- ▲ STA. 30+24.48 TO STA. 30+31.98 - TRANSITION 7'-6" TO 0'-0"
- ▲ SEE LAYOUT DETAILS FOR VARIATIONS

TYPICAL SECTION - MARKHAM ST.
STA. 27+59.67 TO STA. 30+31.98

TYPICAL SECTION GENERAL NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
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TYPICAL SECTION - MARKHAM ST.
STA. 30+82.72 TO STA. 31+32.32

▲ SEE LAYOUT DETAILS FOR VARIATIONS

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

TYPICAL SECTIONS
(SHEET 2 OF 7)

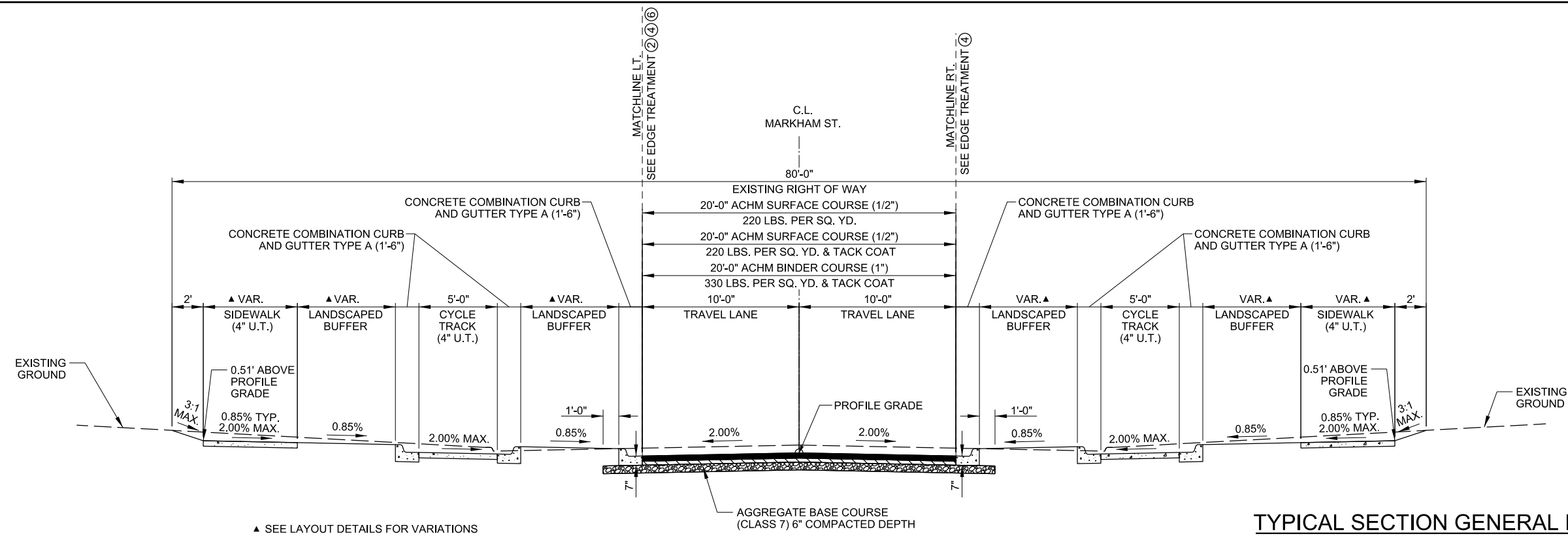
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DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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DRAWING NUMBER
C-102
SHEET NUMBER
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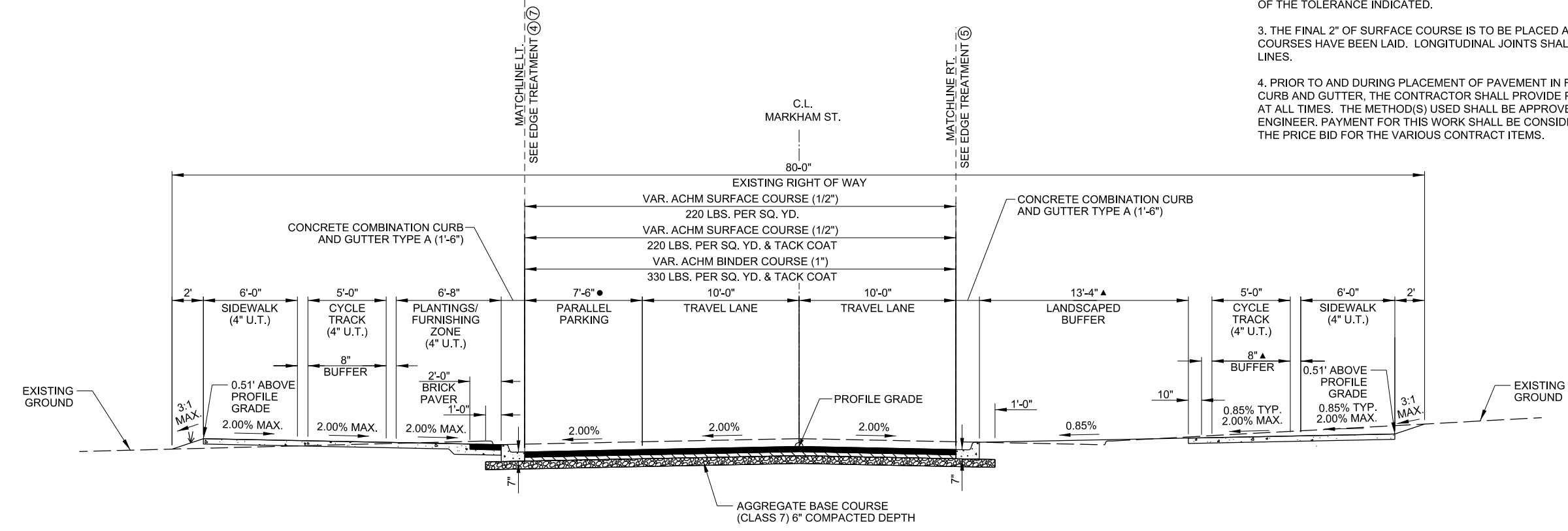


TYPICAL SECTION - MARKHAM ST.

STA. 31+32.32 TO STA. 31+58.56
 STA. 33+00.83 TO STA. 33+14.22
 STA. 35+03.89 TO STA. 35+17.33
 STA. 36+41.09 TO STA. 36+67.31
 STA. 38+25.43 TO STA. 38+51.70

TYPICAL SECTION GENERAL NOTES

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TYPICAL SECTION - MARKHAM ST.

STA. 31+58.56 TO STA. 31+72.09
 STA. 33+14.22 TO STA. 33+27.08
 STA. 34+91.08 TO STA. 35+03.89

- STA. 31+58.56 TO STA. 31+66.09 - TRANSITION 0'-0" TO 7'-6"
- STA. 33+14.22 TO STA. 33+21.72 - TRANSITION 0'-0" TO 7'-6"
- STA. 34+96.39 TO STA. 35+03.89 - TRANSITION 7'-6" TO 0'-0"
- ▲ SEE LAYOUT DETAILS FOR VARIATIONS

REV.	DATE	DESCRIPTION

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

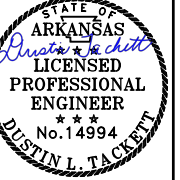
TYPICAL SECTIONS
 (SHEET 3 OF 7)

JOB NO.: 1601722
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

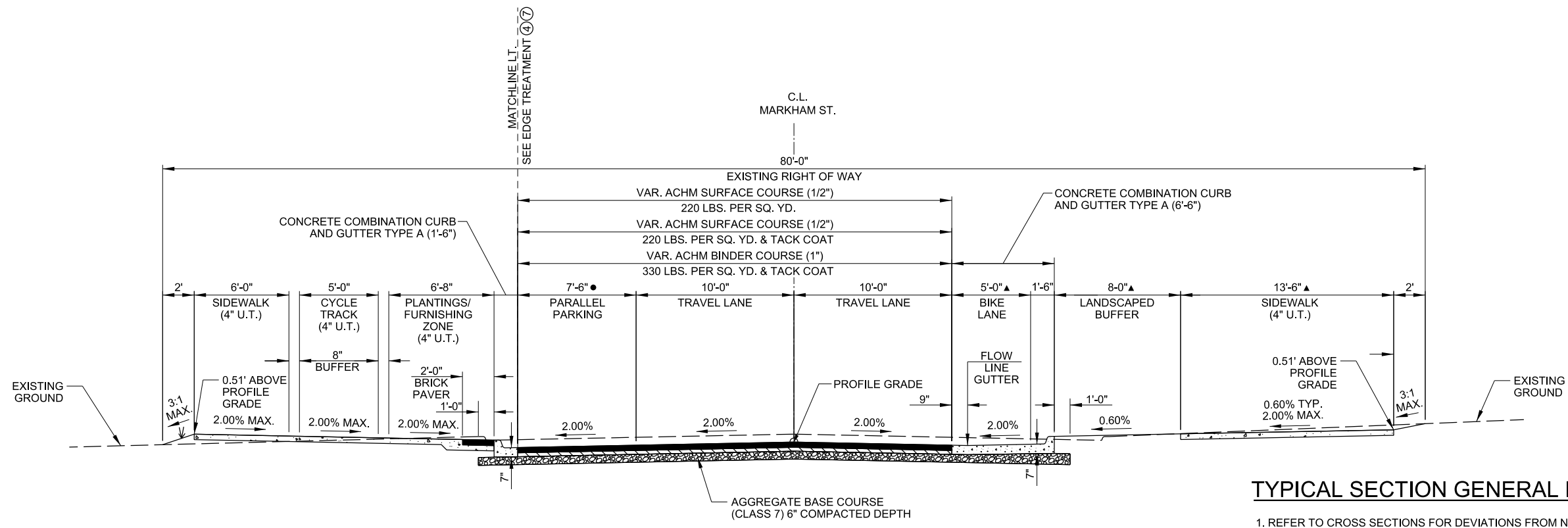
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SHEET NUMBER
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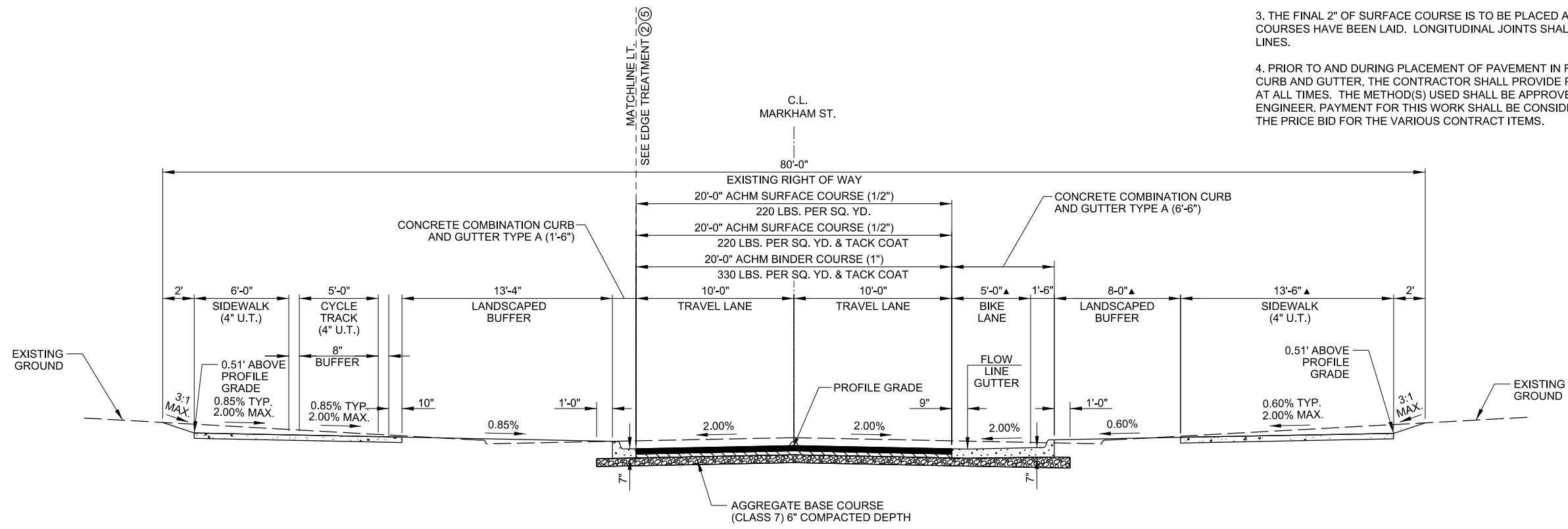


● STA. 32+43.83 TO STA. 32+51.33 - TRANSITION 7'-6" TO 0'-0"

TYPICAL SECTION - MARKHAM ST.
STA. 31+72.09 TO STA. 32+51.33

TYPICAL SECTION GENERAL NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
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TYPICAL SECTION - MARKHAM ST.
STA. 32+51.33 TO STA. 33+00.83
STA. 35+17.33 TO STA. 36+41.04
STA. 38+51.70 TO STA. 38+71.55

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

TYPICAL SECTIONS
(SHEET 4 OF 7)

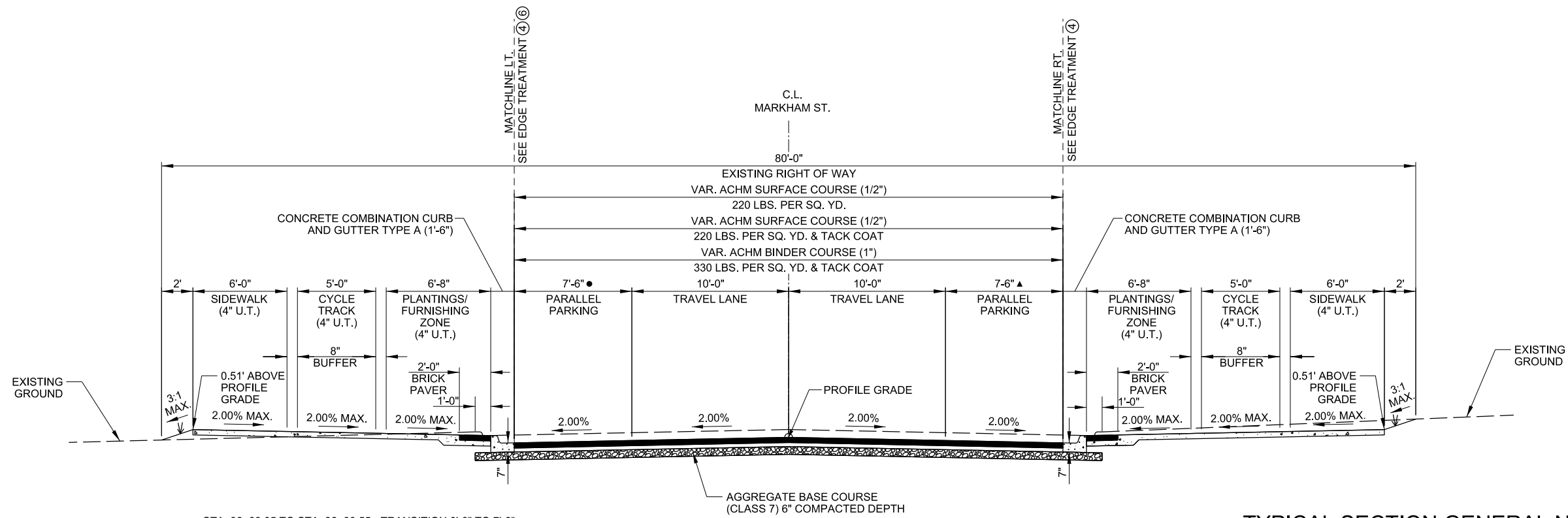
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DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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DRAWING NUMBER
C-104
SHEET NUMBER
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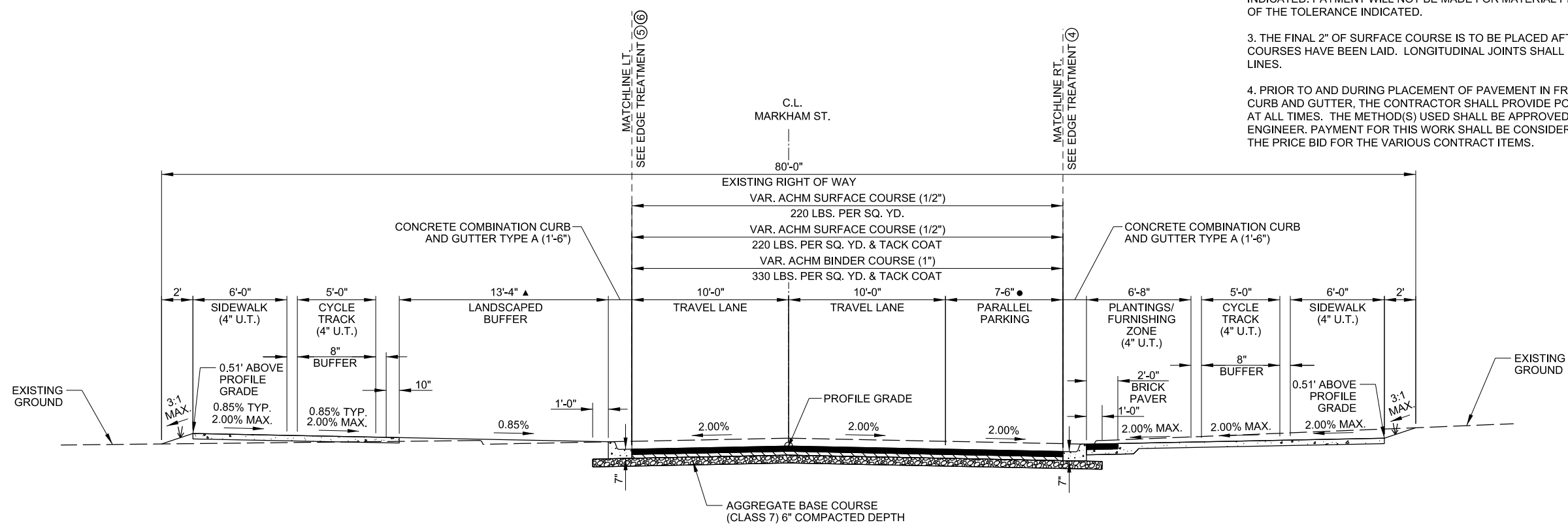
- STA. 36+83.05 TO STA. 36+90.55 - TRANSITION 0'-0" TO 7'-6"
- STA. 38+07.72 TO STA. 38+15.22 - TRANSITION 7'-6" TO 0'-0"
- ▲ STA. 33+27.08 TO STA. 33+34.58 - TRANSITION 0'-0" TO 7'-6"
- ▲ STA. 34+83.58 TO STA. 34+91.08 - TRANSITION 7'-6" TO 0'-0"

TYPICAL SECTION - MARKHAM ST.

STA. 33+27.08 TO STA. 34+91.08
STA. 36+83.05 TO STA. 38+15.22

TYPICAL SECTION GENERAL NOTES

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TYPICAL SECTION - MARKHAM ST.

STA. 36+67.31 TO STA. 36+83.05
STA. 38+15.22 TO STA. 38+25.43

- STA. 36+67.31 TO STA. 36+74.81 - TRANSITION 0'-0" TO 7'-6"
- STA. 38+17.93 TO STA. 38+25.43 - TRANSITION 7'-6" TO 0'-0"

▲ SEE LAYOUT DETAILS FOR VARIATIONS

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

TYPICAL SECTIONS (SHEET 5 OF 7)

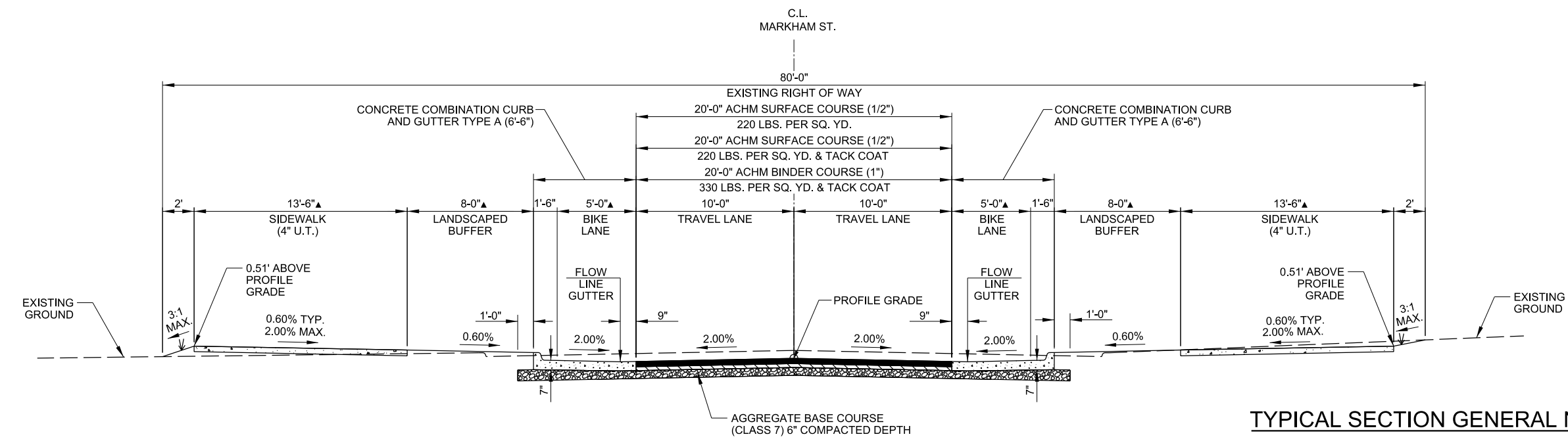
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DESIGNED BY: DLT
DRAWN BY: DLT

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DRAWING NUMBER
C-105
SHEET NUMBER
7



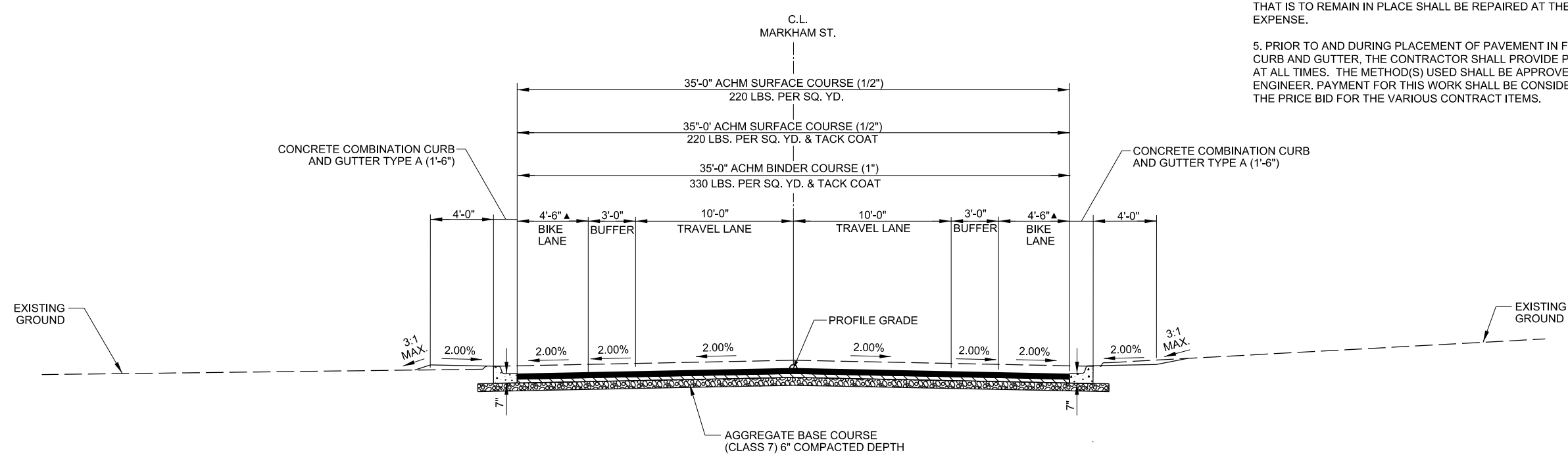
Digitally Signed 02/25/2019



TYPICAL SECTION - MARKHAM ST.
STA. 38+71.55 TO STA. 39+49.10

TYPICAL SECTION GENERAL NOTES

- REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGG. 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.
- THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.



TYPICAL SECTION - MARKHAM ST.
STA. 39+49.10 TO STA. 42+35.00

▲ SEE LAYOUT DETAILS FOR VARIATIONS

REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

TYPICAL SECTIONS
(SHEET 6 OF 7)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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DRAWING NUMBER
C-106

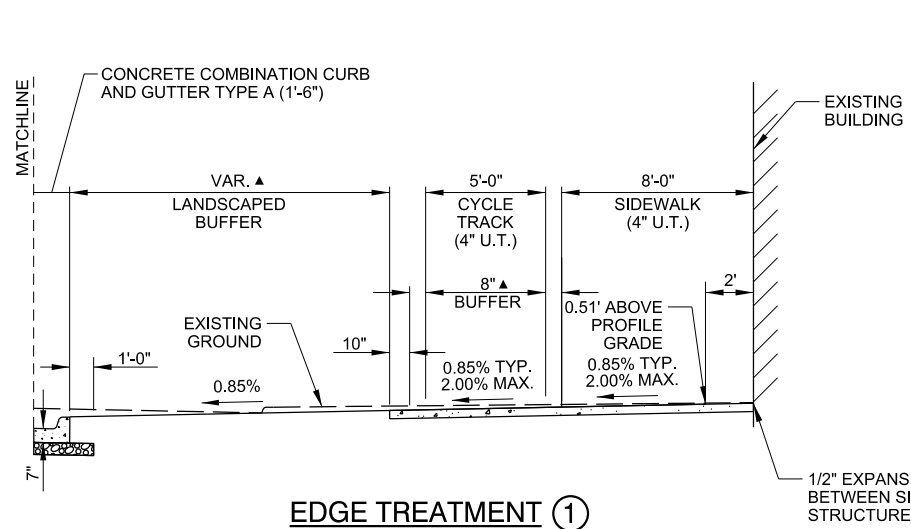
SHEET NUMBER
8



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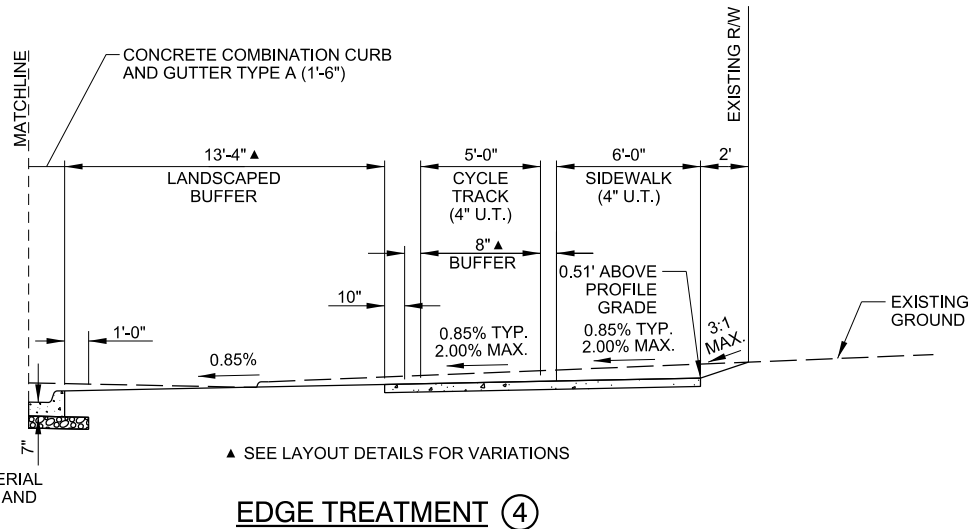
TYPICAL SECTION GENERAL NOTES

- REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE SIDEWALK ELEVATION SHALL MATCH THE FINISHED FLOOR ELEVATION AT BUILDING ENTRY POINTS WHEN THE FACE OF STRUCTURE IS LOCATED AT THE EXISTING R/W LINE. THE SIDEWALK AND CYCLE TRACK LONGITUDINAL GRADE SHALL NOT EXCEED 5% SLOPE WHEN TRANSITIONING FROM NORMAL CROSS SLOPES TO EXISTING FINISHED FLOOR ELEVATIONS. POSITIVE DRAINAGE FROM BUILDING FACES TO THE STREET SHALL BE MAINTAINED AT ALL LOCATIONS. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL CROSS SLOPES AT EXISTING BUILDING LOCATIONS. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.



EDGE TREATMENT ①

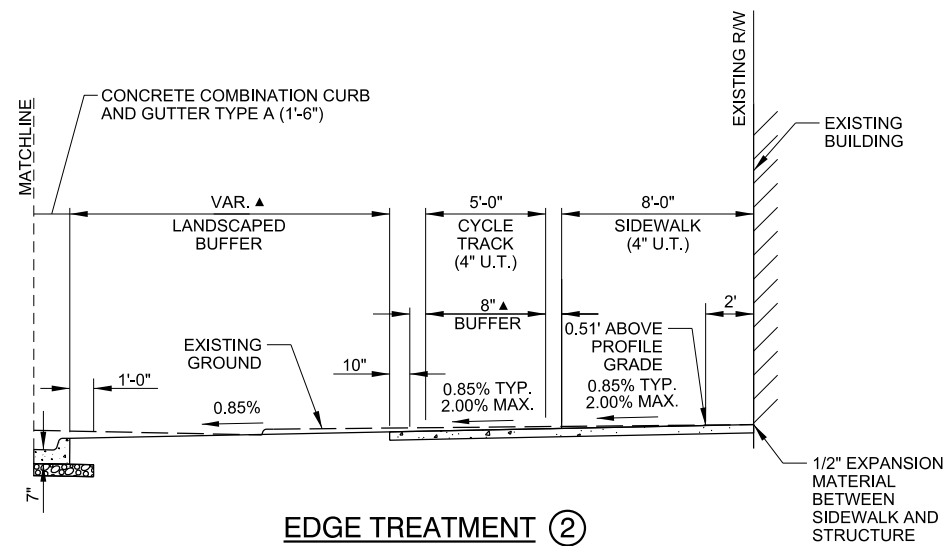
STA. 27+49.71 TO STA. 27+50.00
 ▲ SEE LAYOUT DETAILS FOR VARIATIONS



EDGE TREATMENT ④

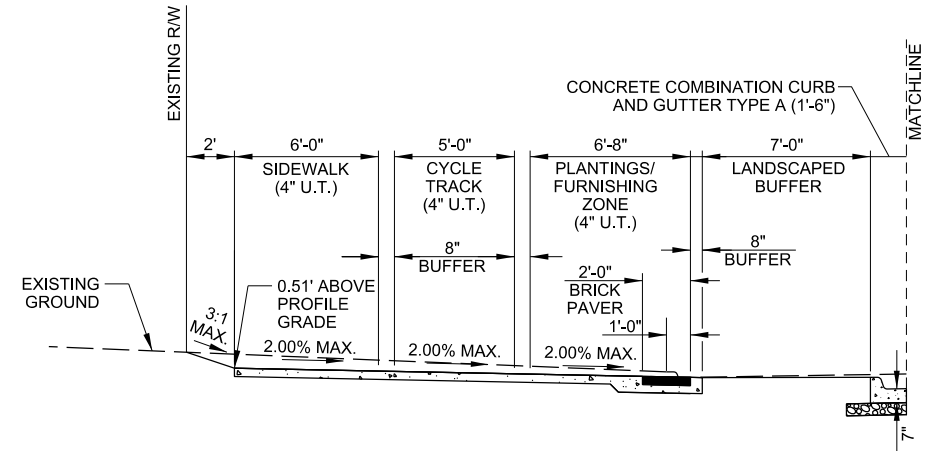
▲ SEE LAYOUT DETAILS FOR VARIATIONS

STA. 30+24.27 TO STA. 30+31.98
 STA. 31+32.32 TO STA. 31+55.85
 STA. 31+48.57 TO STA. 31+66.30 (LEFT SIDE)
 STA. 32+43.62 TO STA. 32+51.33 (LEFT SIDE)
 STA. 33+00.83 TO STA. 33+21.93 (LEFT SIDE)
 STA. 33+27.08 TO STA. 33+34.79
 STA. 34+83.37 TO STA. 34+91.08
 STA. 34+96.18 TO STA. 35+17.33 (LEFT SIDE)
 STA. 36+41.04 TO STA. 36+90.75 (LEFT SIDE)
 STA. 36+57.29 TO STA. 36+75.02
 STA. 38+17.73 TO STA. 38+35.46
 STA. 38+26.67 TO STA. 38+55.30 (LEFT SIDE)



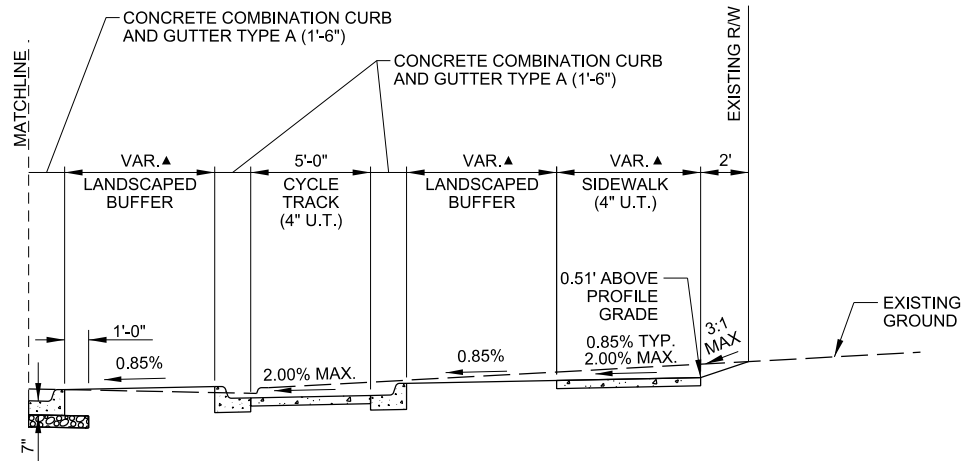
EDGE TREATMENT ②

STA. 27+50.00 TO STA. 27+67.38
 STA. 36+14.63 TO STA. 36+48.83 (LEFT SIDE)
 ▲ SEE LAYOUT DETAILS FOR VARIATIONS



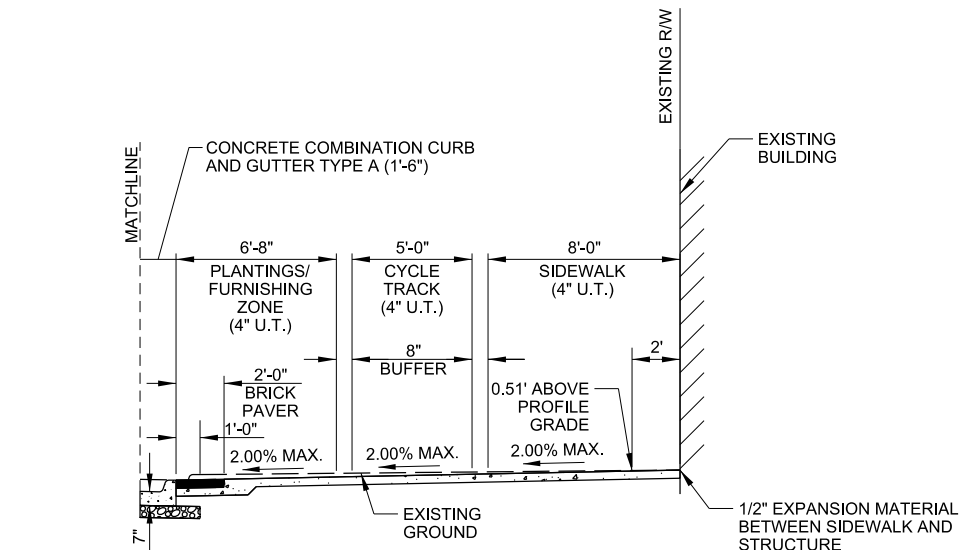
EDGE TREATMENT ⑥

STA. 38+07.51 TO STA. 38+26.67



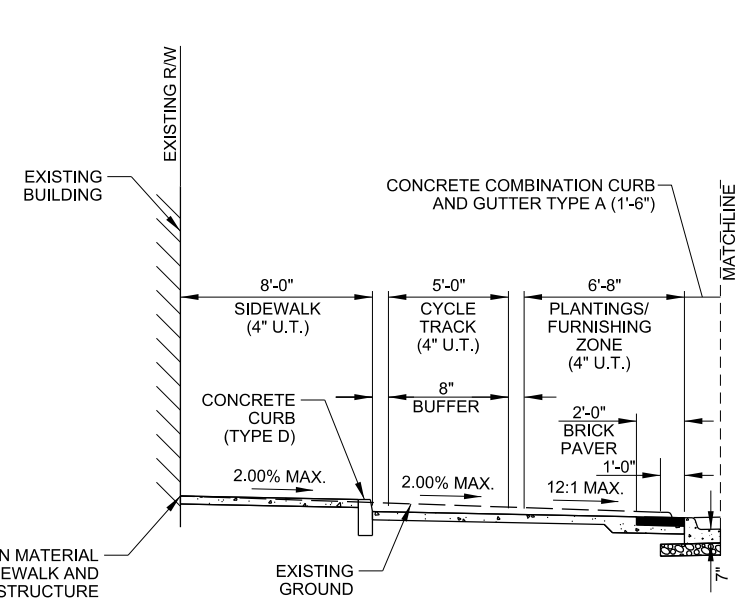
EDGE TREATMENT ⑤

STA. 31+58.56 TO STA. 31+72.09
 STA. 33+14.22 TO STA. 33+17.07
 STA. 35+01.09 TO STA. 35+03.89
 STA. 38+55.30 TO STA. 38+71.55 (LEFT SIDE)



EDGE TREATMENT ③

STA. 27+67.38 TO STA. 27+76.59



EDGE TREATMENT ⑦

STA. 31+68.80 TO STA. 32+41.12

REV.	DATE	DESCRIPTION

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

TYPICAL SECTIONS
 (SHEET 7 OF 7)

JOB NO.: 1601722
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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DRAWING NUMBER
C-107

SHEET NUMBER
9

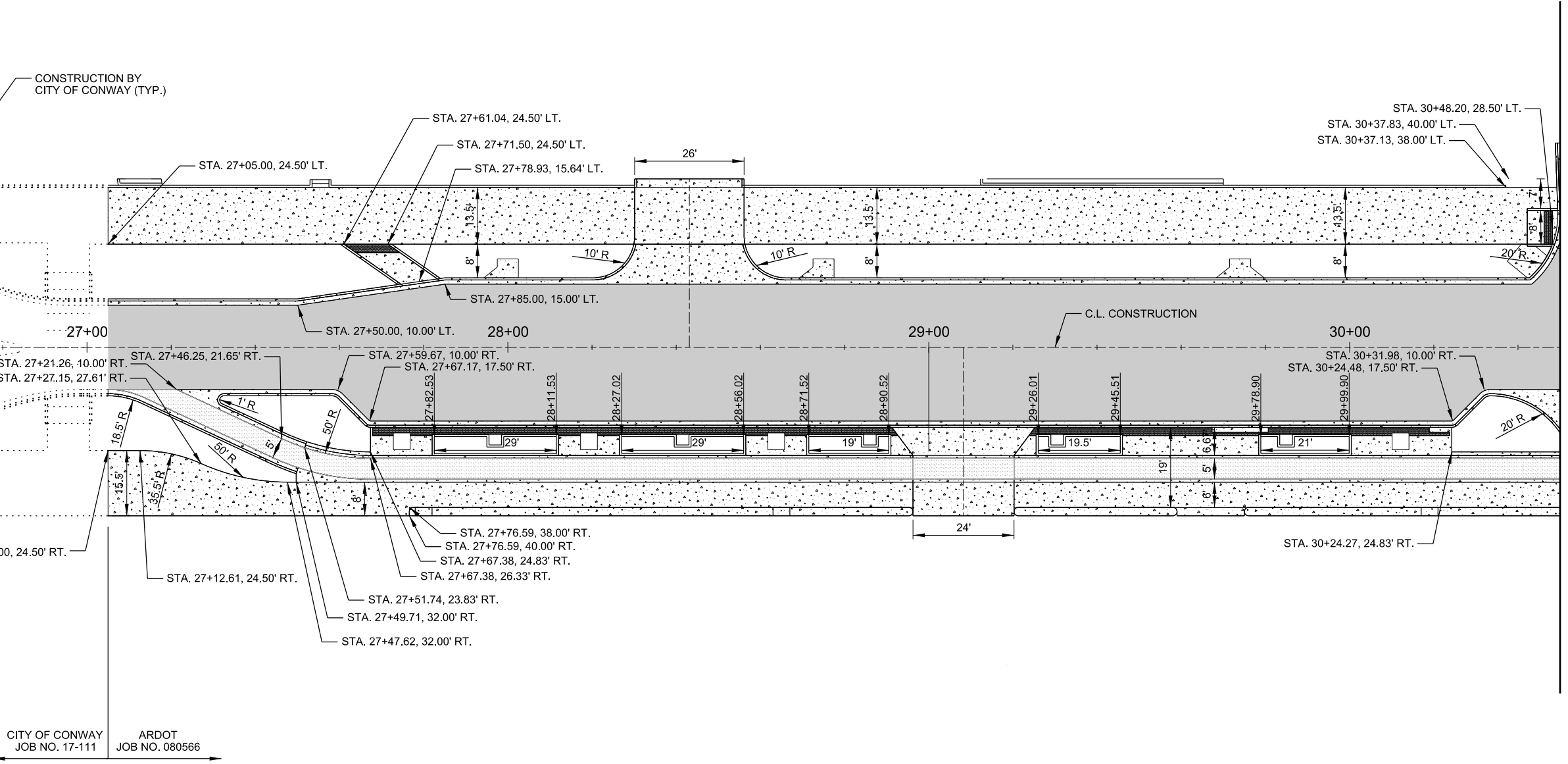
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LEGEND

- ACHM
- SIDEWALK
- CYCLE TRACK
- BRICK PAVERS

NOTE:
TRUNCATED DOME PAVERS
SHALL BE USED AT BIKE AND
ACCESS RAMPS



CONSTRUCTION BY
CITY OF CONWAY (TYP.)

MATCH LINE STA. 30+50



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REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

LAYOUT DETAILS
(SHEET 1 OF 4)

JOB NO.: 1601722
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

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DRAWING NUMBER
C-201
SHEET NUMBER **10**

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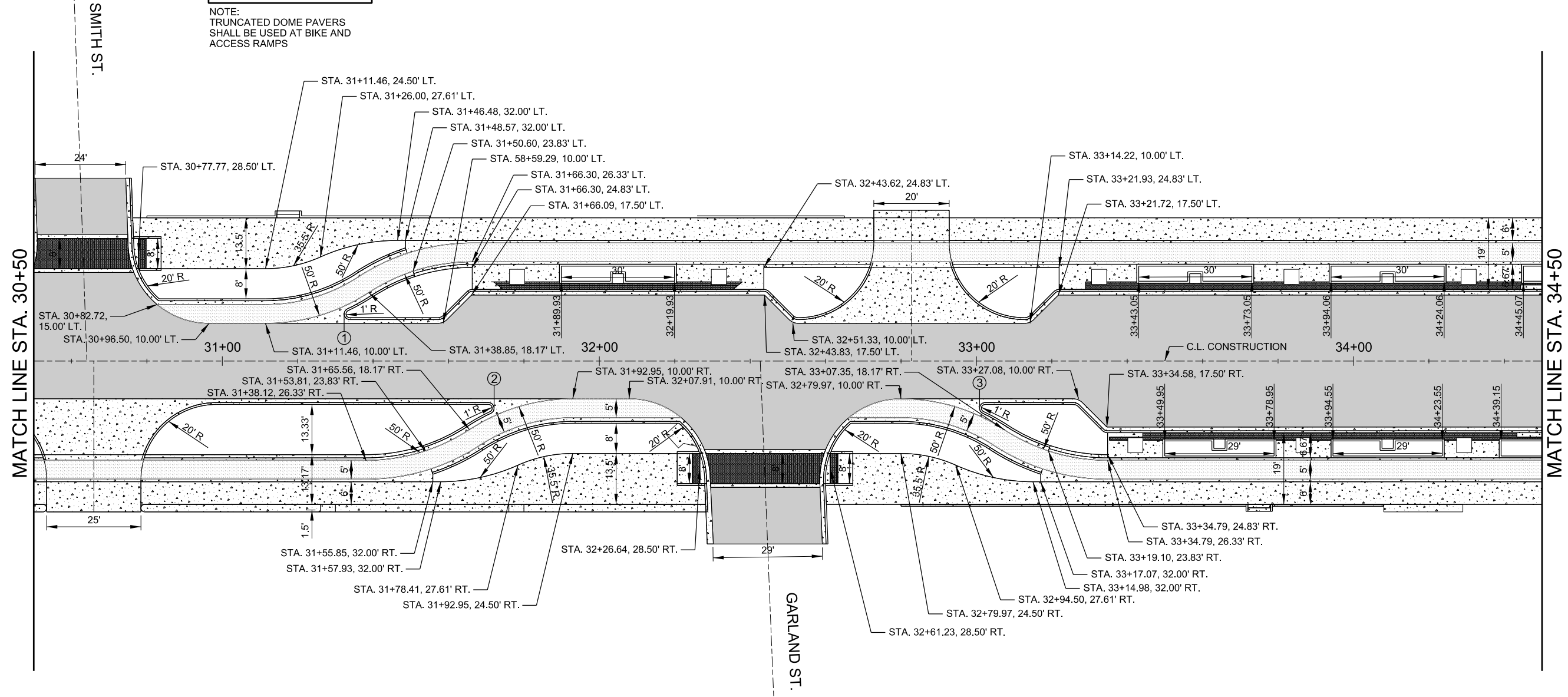


LEGEND

- ACHM
- SIDEWALK
- CYCLE TRACK
- BRICK PAVERS

- CURB NOSE LOCATION**
- ① 31+32.32
 - ② 31+72.09
 - ③ 33+00.83

NOTE:
 TRUNCATED DOME PAVERS
 SHALL BE USED AT BIKE AND
 ACCESS RAMPS



CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 ARKANSAS-ENGINEERS

STATE OF ARKANSAS
 JUSTIN L. TACKETT
 LICENSED PROFESSIONAL ENGINEER
 No. 14994

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REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

LAYOUT DETAILS
 (SHEET 2 OF 4)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

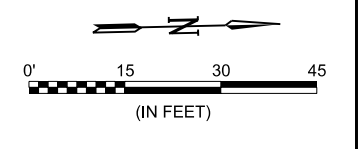
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DRAWING NUMBER
C-202

SHEET NUMBER
11

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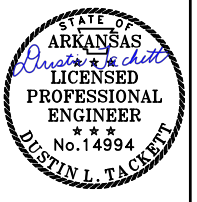
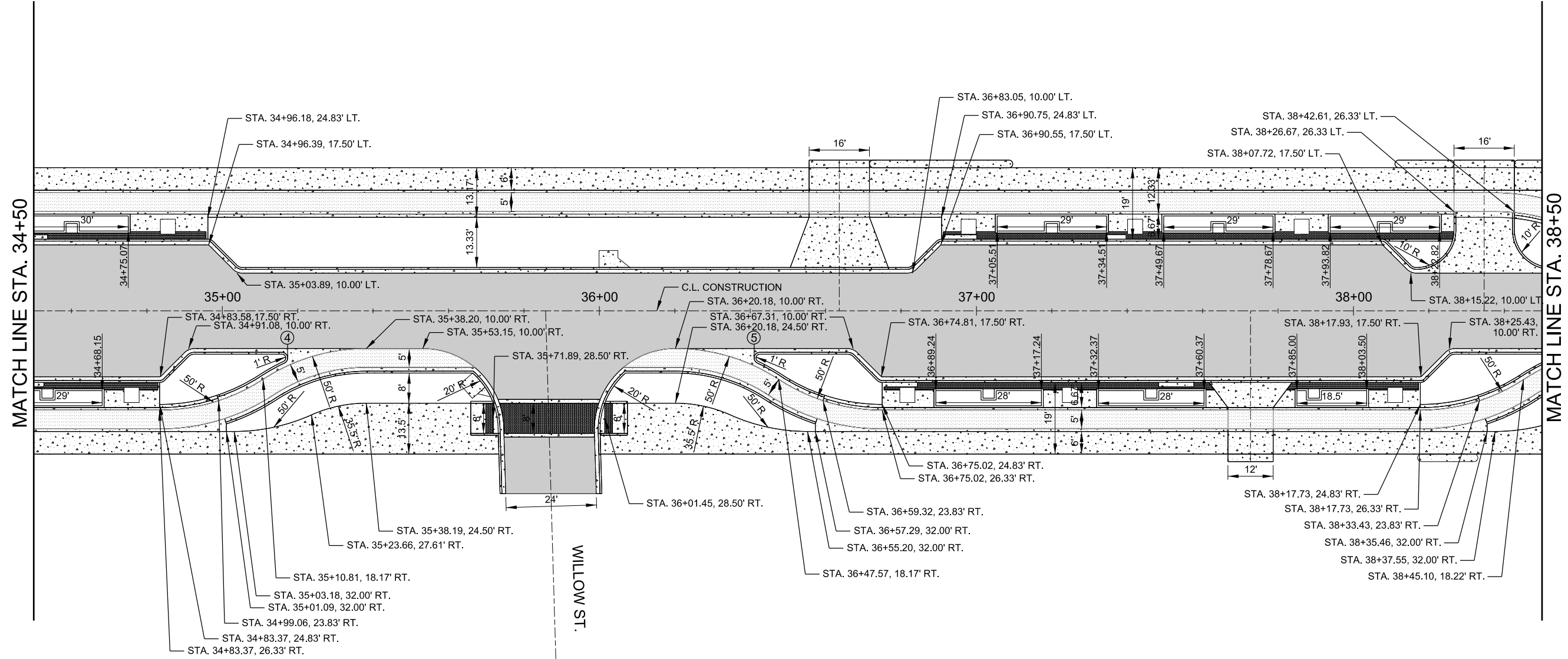
LEGEND

- ACHM
- SIDEWALK
- CYCLE TRACK
- BRICK PAVERS

NOTE:
 TRUNCATED DOME PAVERS
 SHALL BE USED AT BIKE AND
 ACCESS RAMPS

CURB NOSE LOCATION

- ④ 35+17.33
- ⑤ 36+41.04



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REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

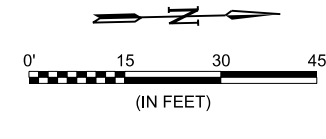
LAYOUT DETAILS
 (SHEET 3 OF 4)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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DRAWING NUMBER
C-203
 SHEET NUMBER **12**

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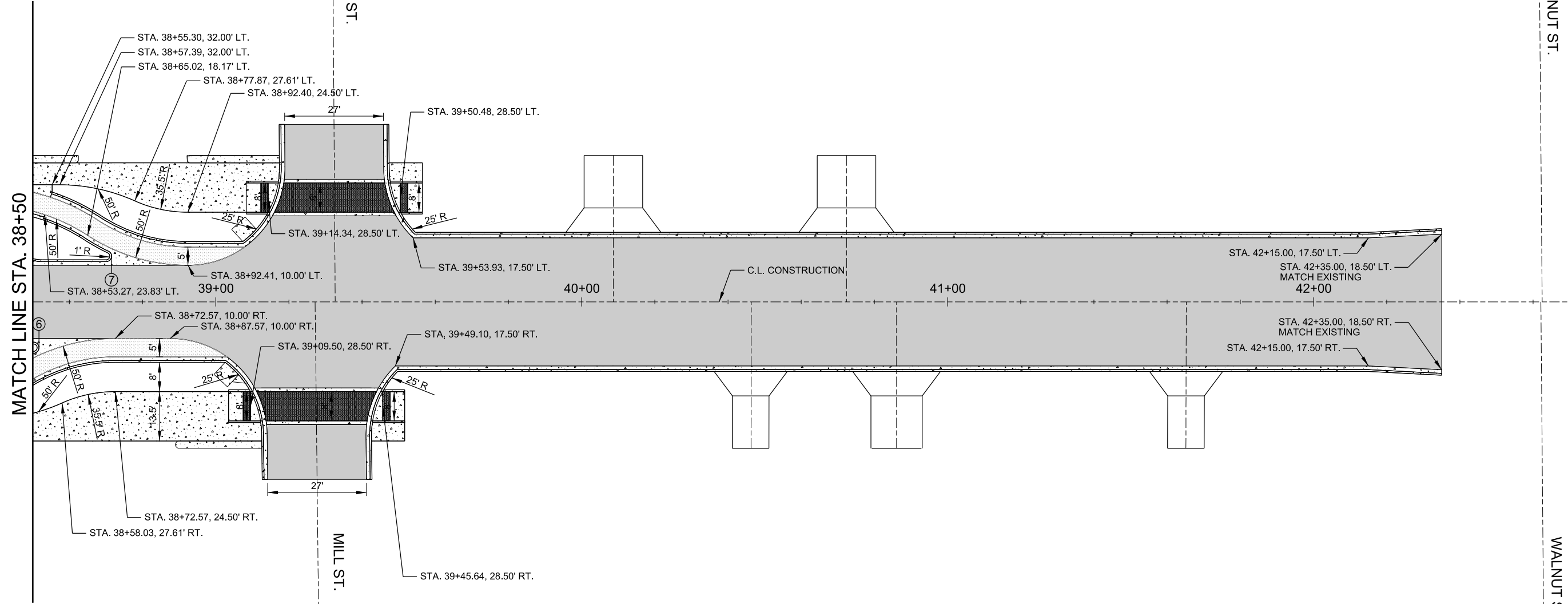
LEGEND

- ACHM
- SIDEWALK
- CYCLE TRACK
- BRICK PAVERS

NOTE:
 TRUNCATED DOME PAVERS
 SHALL BE USED AT BIKE AND
 ACCESS RAMPS

CURB NOSE LOCATION

- ⑥ 38+51.70
- ⑦ 38+71.55



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REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

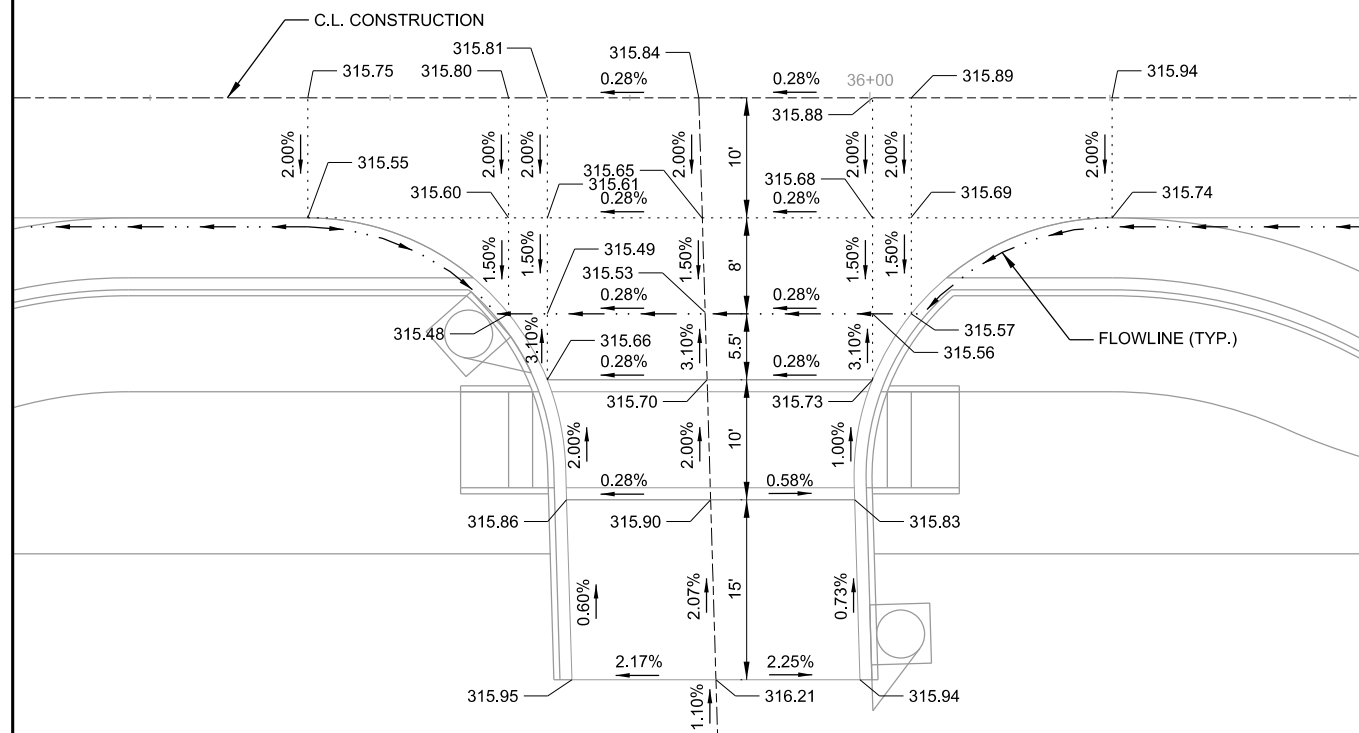
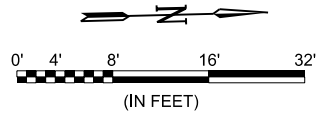
MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

LAYOUT DETAILS
 (SHEET 4 OF 4)

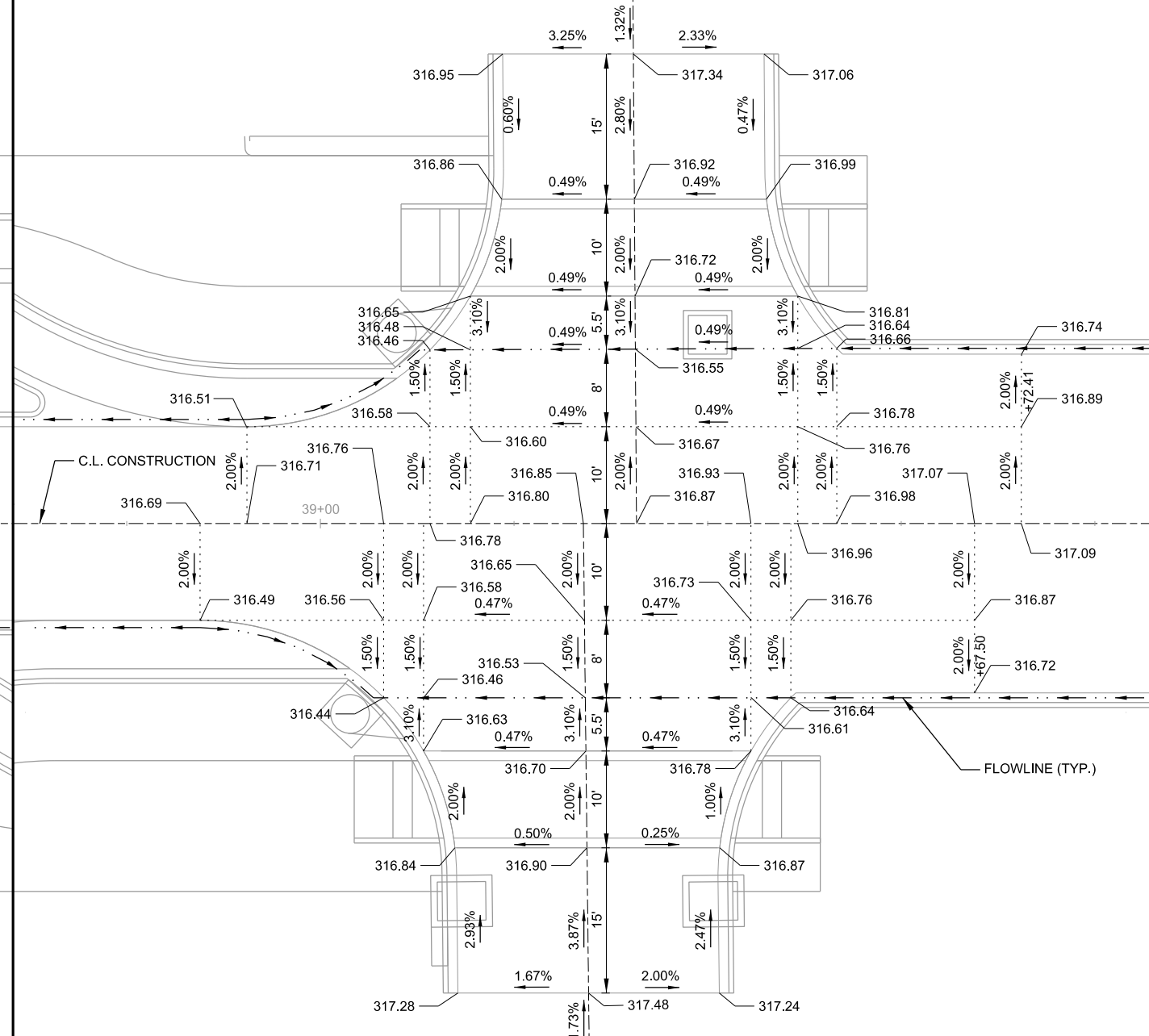
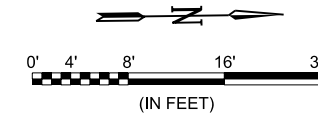
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 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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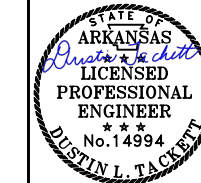
DRAWING NUMBER
C-204
 SHEET NUMBER **13**



WILLOW STREET INTERSECTION



MILL STREET INTERSECTION



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METROPLAN
 LITTLE ROCK, ARKANSAS

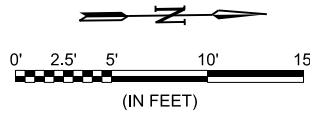
MARKHAM ST. - JUMP START IMPVTS. (CONWAY) (S)

INTERSECTION DETAILS (SHEET 2 OF 2)

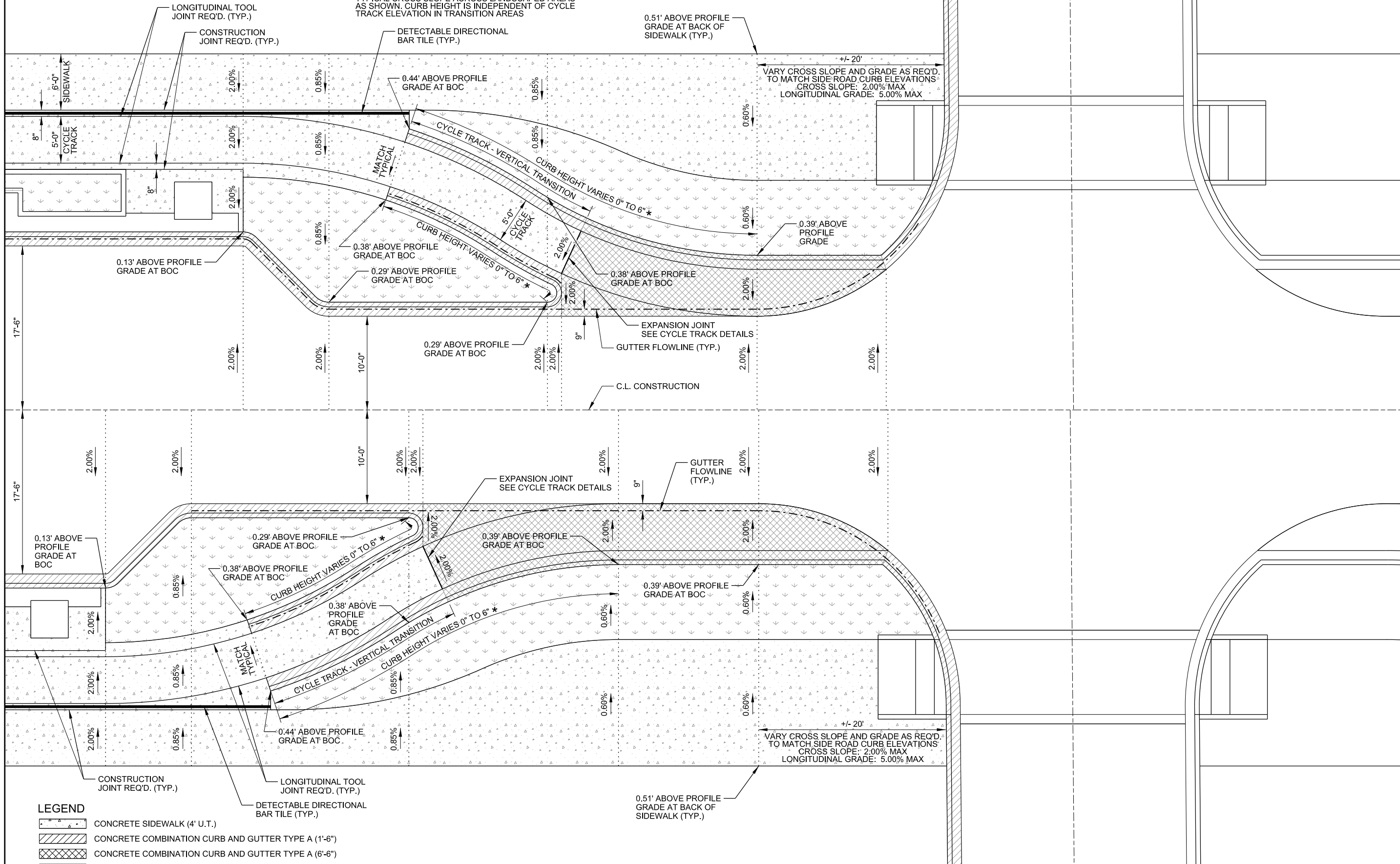
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 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
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DRAWING NUMBER
C-206
 SHEET NUMBER
15



* TOP OF CURB ELEVATIONS SHALL BE SET TO MAINTAIN TYPICAL CROSS SLOPE ACROSS LANDSCAPED AREAS AS SHOWN. CURB HEIGHT IS INDEPENDENT OF CYCLE TRACK ELEVATION IN TRANSITION AREAS



- LEGEND**
- CONCRETE SIDEWALK (4' U.T.)
 - CONCRETE COMBINATION CURB AND GUTTER TYPE A (1'-6")
 - CONCRETE COMBINATION CURB AND GUTTER TYPE A (6'-6")
 - LANDSCAPED AREA

CYCLE TRACK TRANSITION DETAIL



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REV.	DATE	DESCRIPTION	BY



METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

MISCELLANEOUS
DETAILS
(SHEET 1 OF 7)

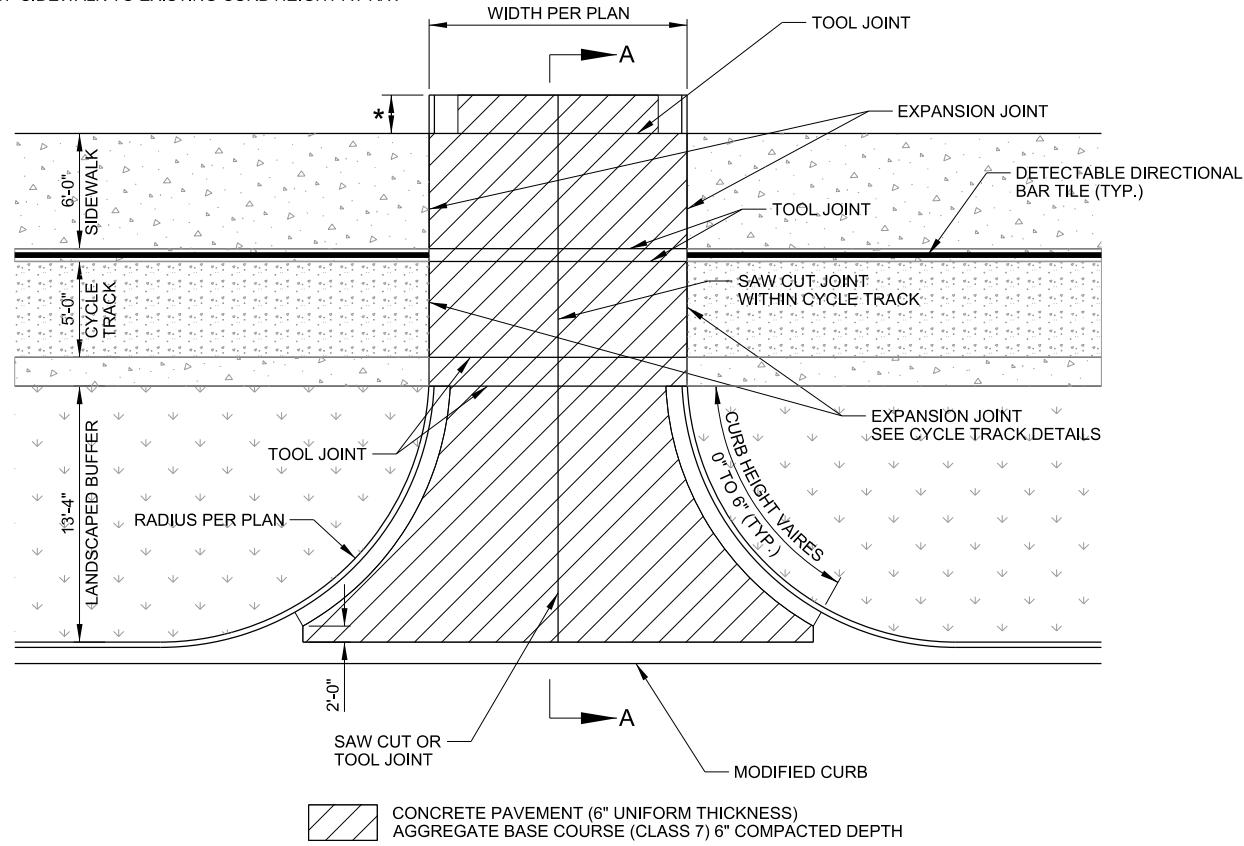
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DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

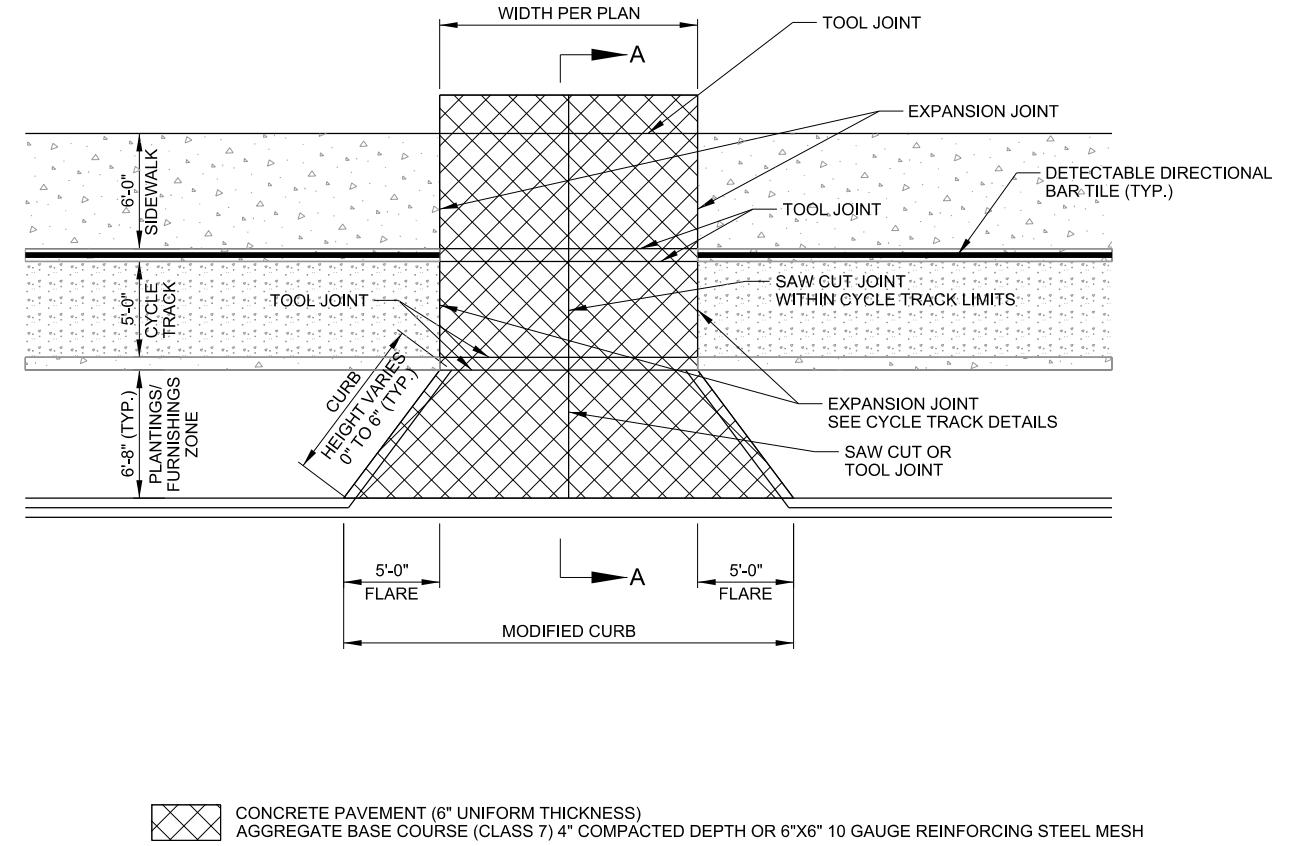
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207

SHEET NUMBER
16

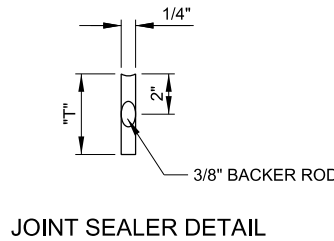
* TRANSITION CURB HEIGHT FROM 0" AT BACK EDGE OF SIDEWALK TO EXISTING CURB HEIGHT AT R/W



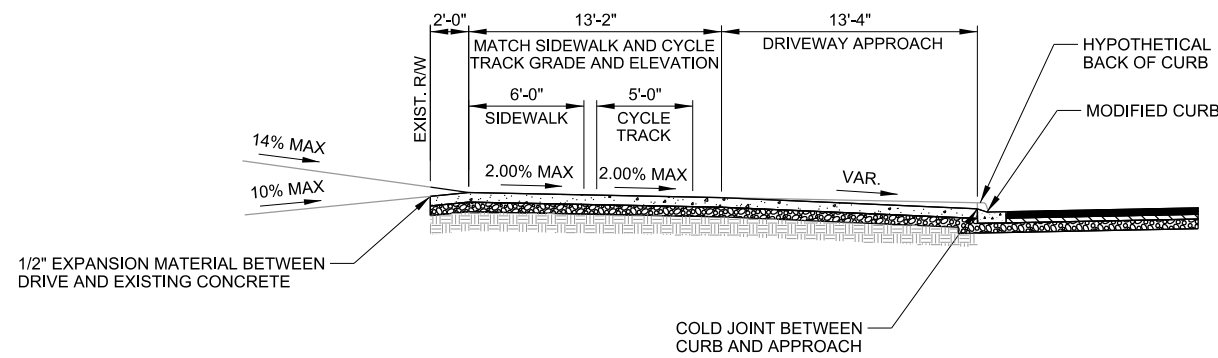
PLAN VIEW



PLAN VIEW



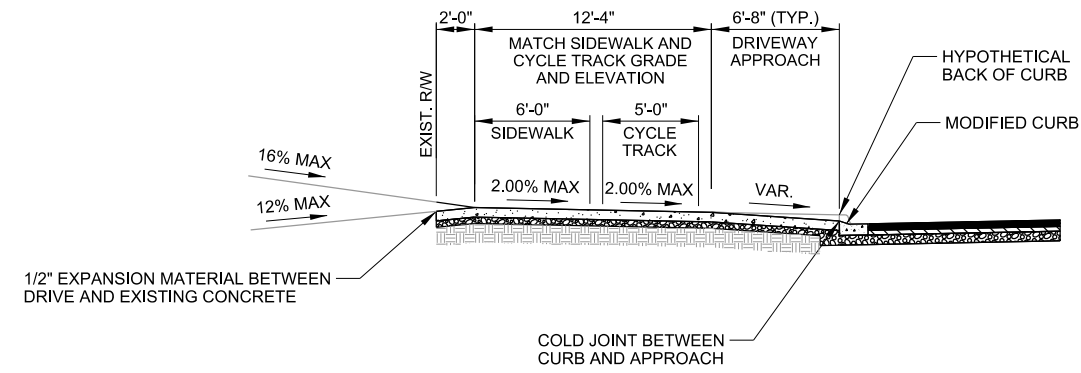
JOINT SEALER DETAIL



SECTION A-A

CONCRETE DRIVEWAY (TYPE I) DETAIL

N.T.S.



SECTION A-A

CONCRETE DRIVEWAY (TYPE II) DETAIL

N.T.S.

NOTES:

1. FULL DEPTH EXPANSION JOINTS (FOUR INCHES) SHALL BE PROVIDED AT THE EDGE OF THE SIDEWALK OPPOSITE THE STREET.
2. CONCRETE TO BE SAW-CUT OR PLACE A TOOL JOINT AT THE CENTER OF DRIVE AND SEALED. IF POSSIBLE CONTRACTOR SHALL TRY TO ALIGN THE JOINT AT THE CENTER OF THE DRIVE WITH THE A JOINT IN THE ADJACENT SIDEWALK.
3. ALL WORK SHALL COMPLY WITH SECTION 505 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION, 2014 EDITION



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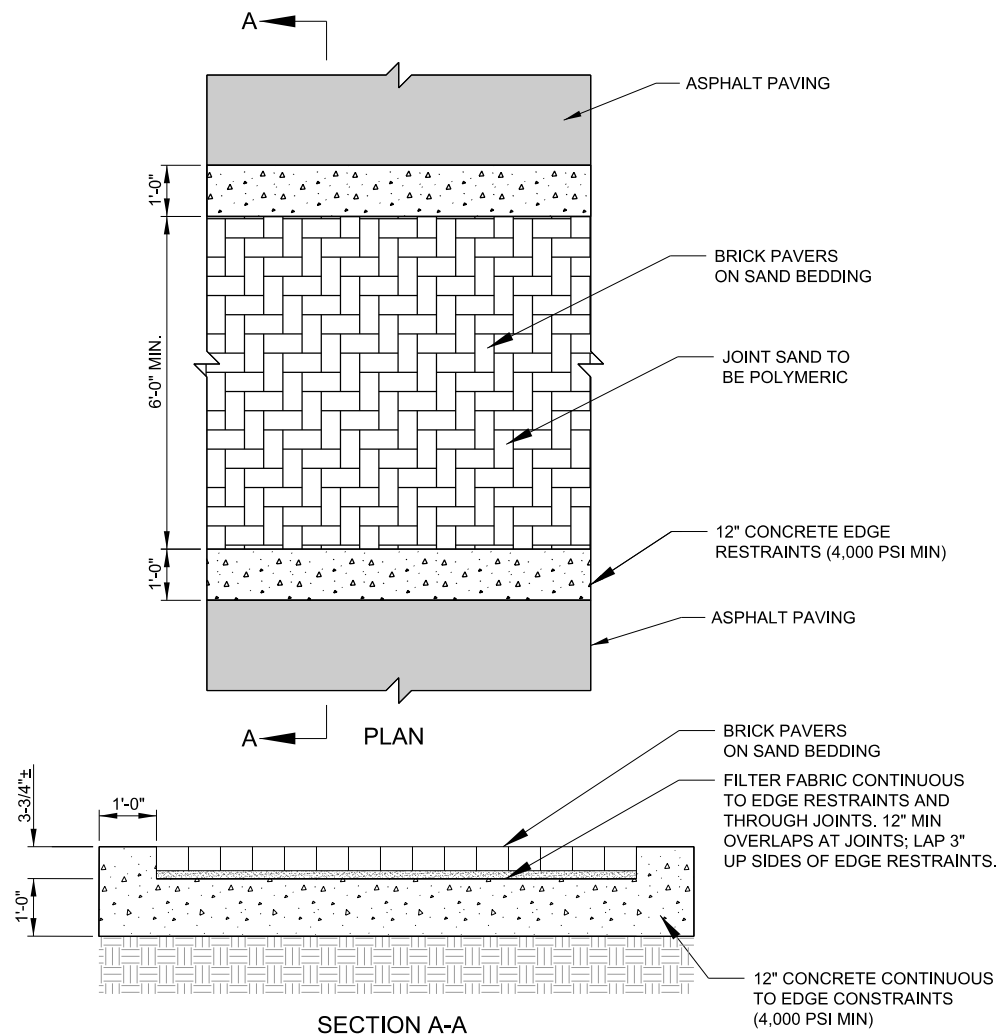
METROPLAN
LITTLE ROCK, ARKANSAS
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

MISCELLANEOUS
DETAILS
(SHEET 2 OF 7)

JOB NO.: 1601722
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

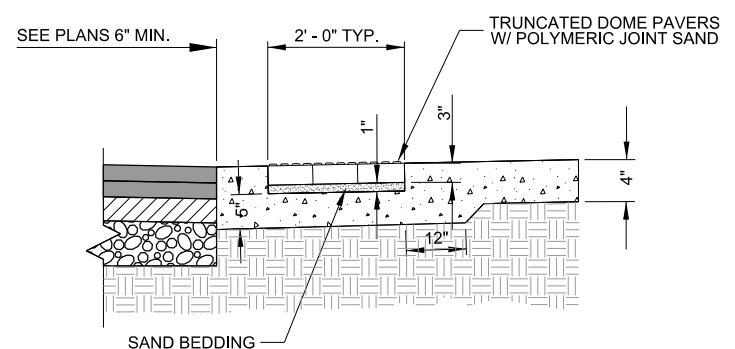
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C-208
SHEET NUMBER **17**



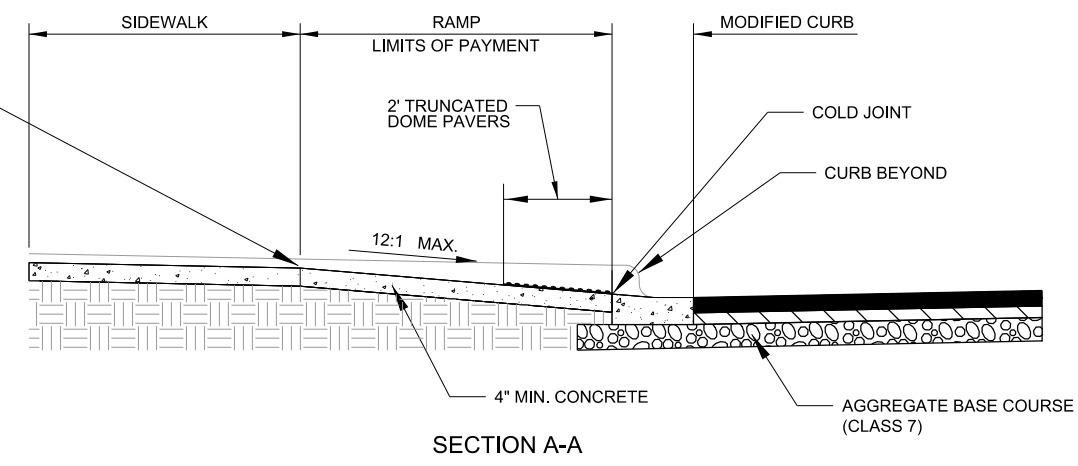
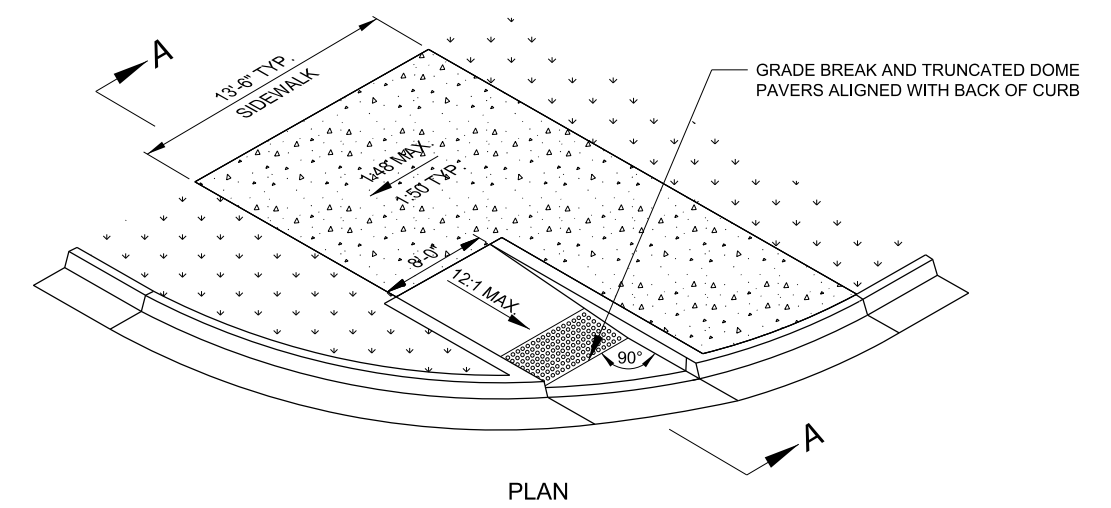
- NOTES
- PAVERS TO BE SURROUNDED WITH 1'-0" CONCRETE BAND FOR EDGE RESTRAINT.
 - JOINT SAND SHALL BE POLYMERIC.
 - PAVER SHALL BE PINE HALL ENGLISH EDGE HEAVY DUTY RED (4"x8"x2-3/4") OR APPROVED EQUAL.
 - SAND BEDDING FOR PAVERS TO BE MAX. 1" TO MIN. 1/2" THICK SAND.

BRICK PAVER CROSSWALKS
N.T.S.



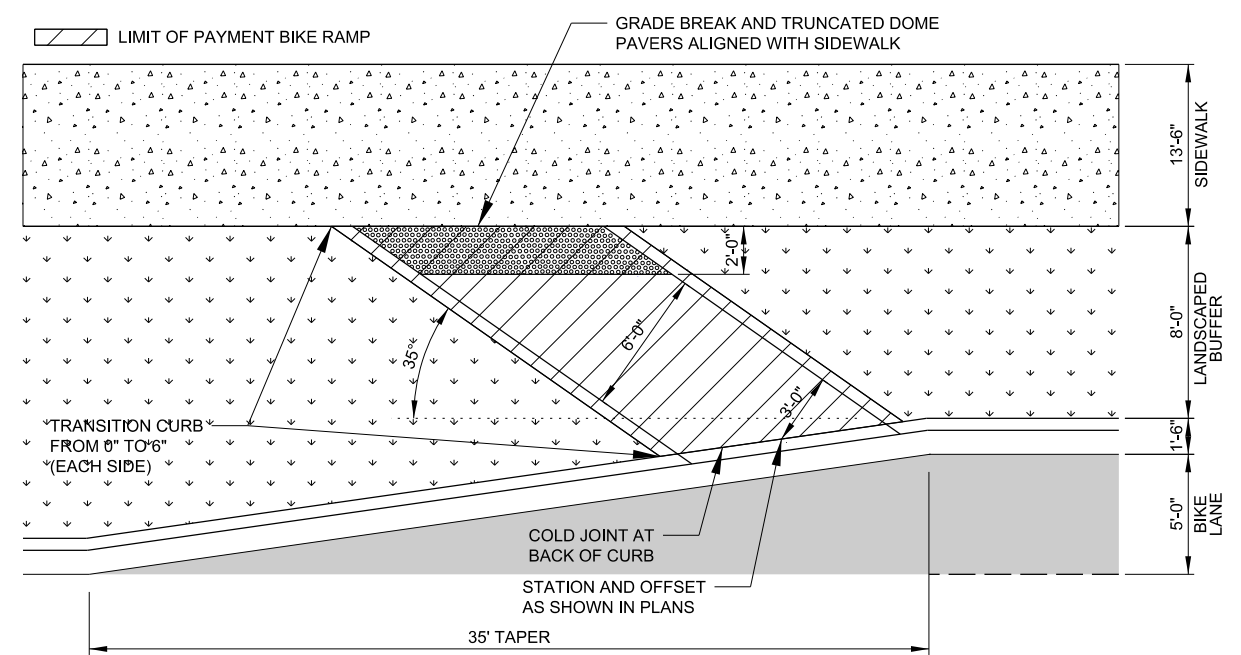
- NOTES:
- PAVERS TO BE SURROUNDED WITH 6" MIN. CONCRETE BAND FOR EDGE RESTRAINT.
 - JOINT SAND SHALL BE POLYMERIC.
 - TRUNCATED DOME PAVERS TO BE PINE HALL 4"x8" TRUNCATED ADA RED 360 OR APPROVED EQUAL.
 - SAND BEDDING FOR PAVERS TO BE MAX. 1" TO MIN. 1/2" THICK SAND.

TRUNCATED DOME PAVERS
N.T.S.



- NOTES:
- ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH SECTION 633 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.
 - FULL DEPTH EXPANSION JOINTS (FOUR INCHES) SHALL BE PROVIDED AT THE EDGE OF THE SIDEWALK AND RAMP.
 - ALL SIDEWALKS AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH A BROOM FINISH.

ACCESS RAMP DETAIL
N.T.S.



BIKE RAMP DETAIL
N.T.S.



REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

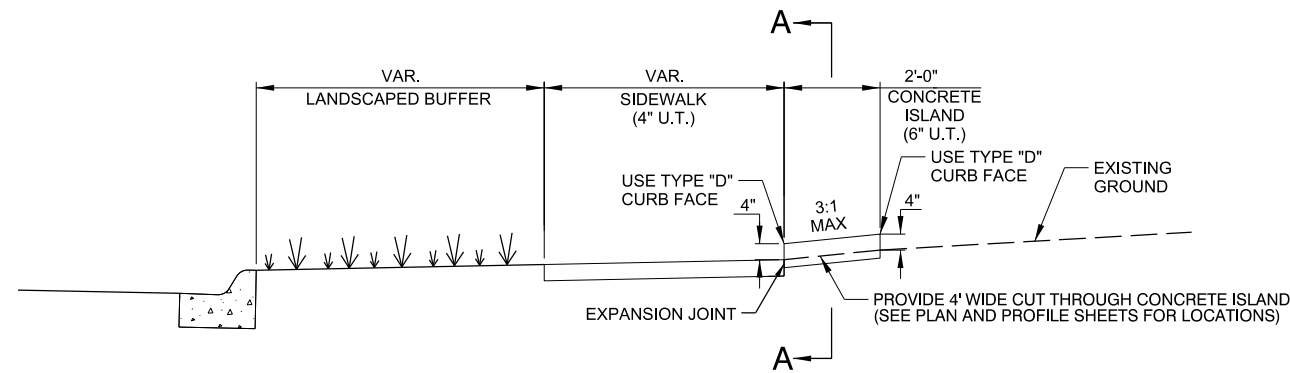
MISCELLANEOUS
DETAILS
(SHEET 3 OF 7)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

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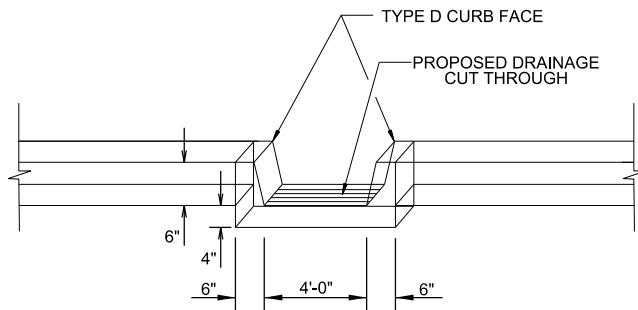
DRAWING NUMBER
C-209

SHEET NUMBER
18



NOTES:

1. SEE PLAN AND PROFILE SHEETS FOR ISLAND LOCATIONS. THE EXISTING PAVEMENT SHALL BE SAWCUT ALONG A NEAT LINE AT THE BACK SIDE OF THE CONCRTE ISLAND.
2. USE TYPE "D" CURB FACE
3. A 2" RADIUS SHALL BE CONSTRUCTED AT ISLAND TERMINATION POINTS WITH DRIVEWAYS AND STRUCTURES AS SHOWN IN THE PLANS.



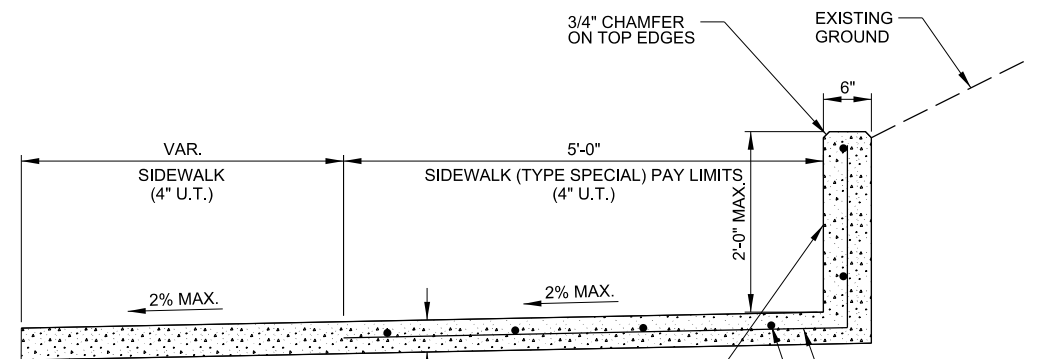
NOTE:

DRAINAGE CUT THROUGH ISLAND SHALL BE POURED MONOLITHICALLY. ALL MATERIALS REQUIRED TO CONSTRUCT DRAINAGE CUT THROUGH ISLAND SHALL BE INCLUDED IN THE PRICE BID FOR "CONCRETE ISLAND BEHIND WALK (6\"/>

SECTION A-A

CURBED ISLAND BEHIND WALK DETAIL

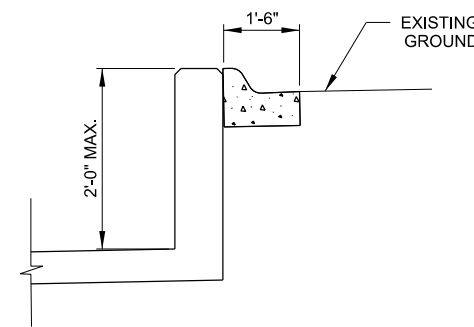
N.T.S.



NOTE: CONTROL JOINT AT 10'-0" O.C. TO MATCH SIDEWALK JOINTS. EXPANSION JOINTS AT 60' O.C. TO MATCH SIDEWALK EXPANSION JOINTS.

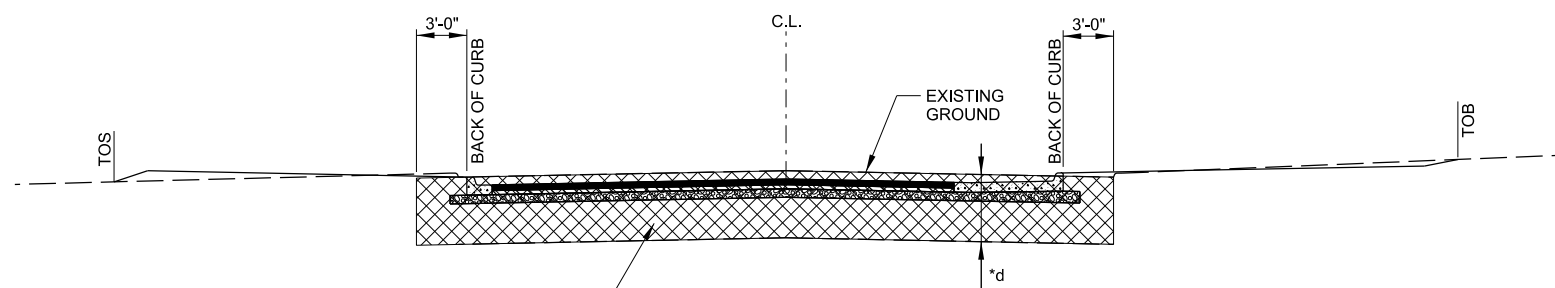
NOTE:

SEE PLAN AND PROFILE SHEETS FOR LOCATIONS



SIDEWALK (TYPE SPECIAL I) DETAIL

N.T.S.

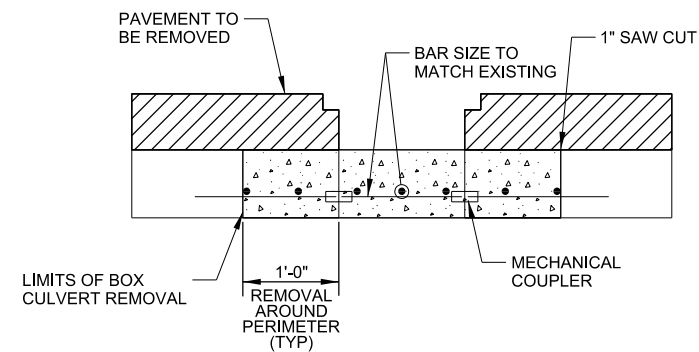


UNDERCUT AND BACKFILL AS DIRECTED BY THE ENGINEER

* 2' - 4' ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. 7,836 CU. YDS. HAS BEEN INCLUDED IN THE UNIT PRICE SCHEDULE.

UNDERCUT DETAIL

N.T.S.



NOTE:

EXISTING INLET PATCH WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE OF "SITE PREPARATION"

EXISTING INLET PATCH DETAIL

N.T.S.



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REV.	DATE	DESCRIPTION	BY

METROPLAN
SMART PLANNING MAKES SMART PLACES

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

MISCELLANEOUS
DETAILS
(SHEET 4 OF 7)

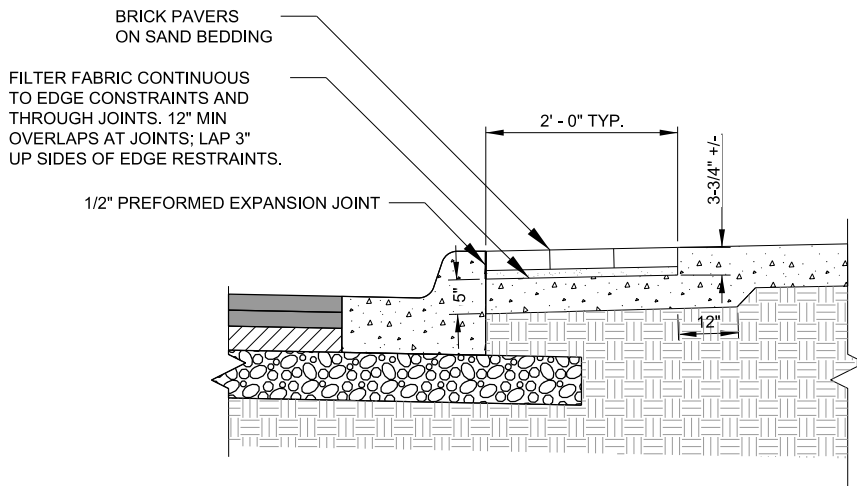
JOB NO.: 1601722
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

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DRAWING NUMBER

C-210

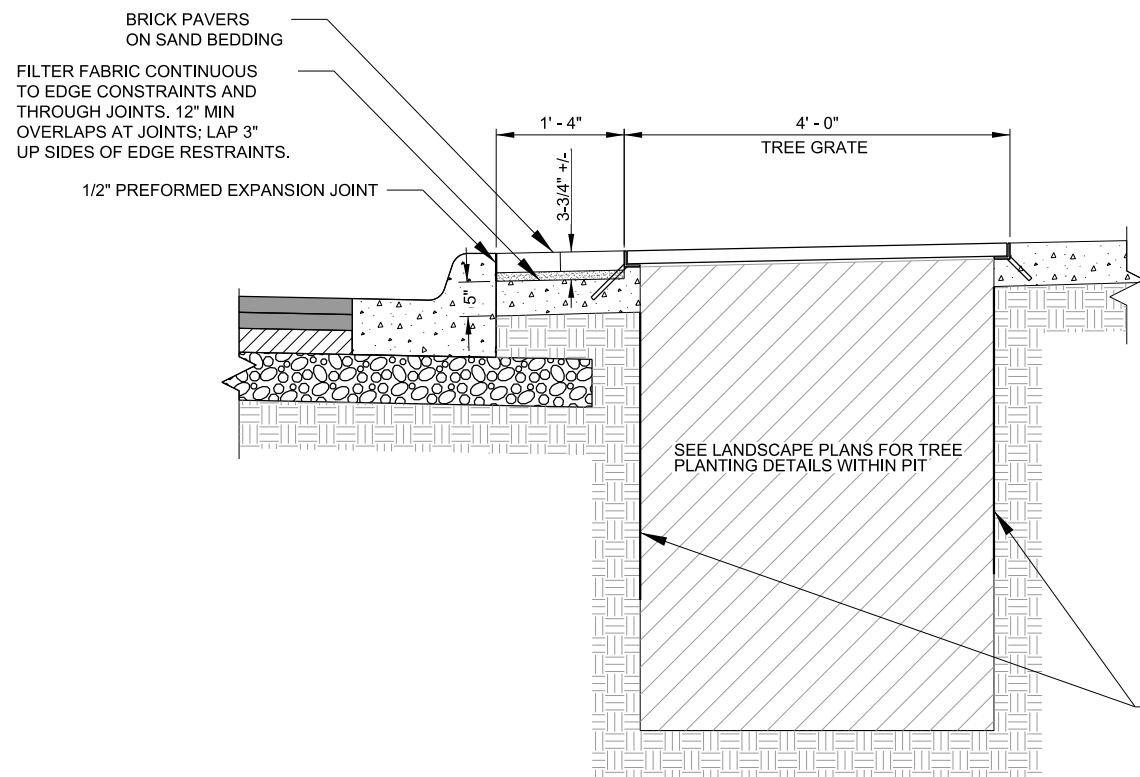
SHEET NUMBER **19**



BRICK PAVER STEP-OUT ZONE DETAIL
N.T.S.

NOTES:

1. PAVERS TO BE SURROUNDED WITH 6" MIN. CONCRETE BAND FOR EDGE RESTRAINT NEAR PLANTING BEDS.
2. JOINT SAND SHALL BE POLYMERIC.
3. PAVER SHALL BE PINE HALL ENGLISH EDGE RED (4"x8"x2-1/4") OR APPROVED EQUAL.
4. SAND BEDDING FOR PAVERS TO BE MAX. 1" TO MIN. 1/2" THICK SAND.

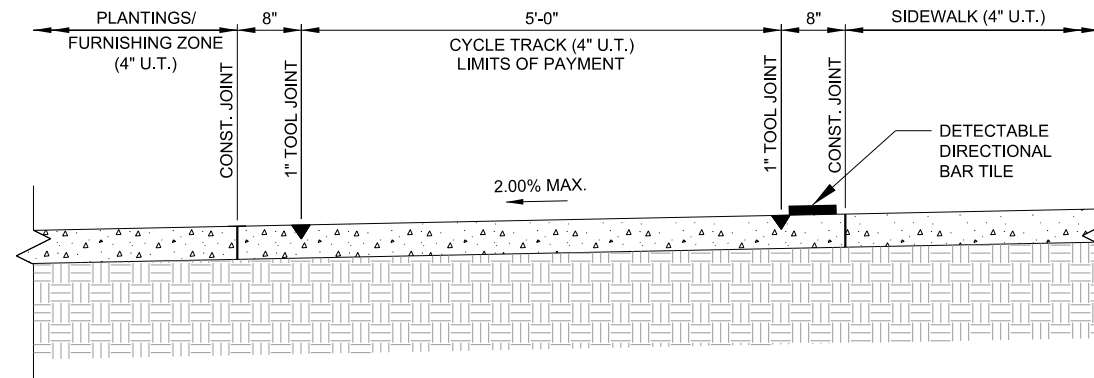


TREE GRATE DETAIL
N.T.S.

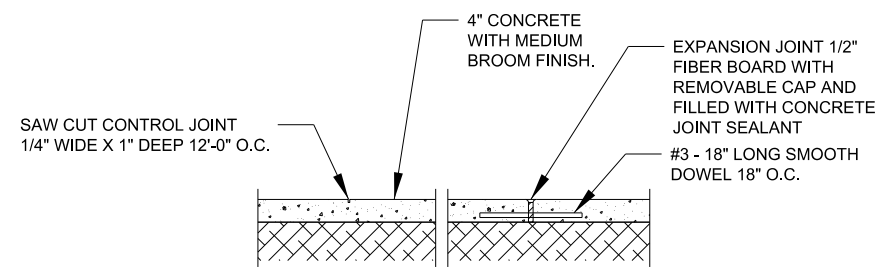
NOTES:

1. TREE GRATES SHALL BE NEENAH BOULEVARD COLLECTION, R-8708, OR APPROVED EQUAL.
2. ROOT BARRIER PANELS SHALL BE NDS EP-3650 OR APPROVED EQUAL. PANELS SHALL BE PLACED ON TWO SIDES OF TREE PIT ADJACENT TO BACK OF CURB AND CYCLE TRACK.
3. TREE PIT EXCAVATION WITHIN TREE GRATES WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE OF "TREE GRATES".
4. SEE LANDSCAPE PLANS FOR TREE PLANTING DETAILS.

ROOT BARRIER PANELS
(EAST AND WEST SIDES OF TREE PIT)
NDS EP-3650, OR APPROVED EQUAL



SECTION THROUGH JOINTS
N.T.S.



CONCRETE CYCLE TRACK CONSTRUCTION NOTES:

1. ALL WORK SHALL COMPLY WITH SECTIONS 303 & 633 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
2. FULL DEPTH EXPANSION JOINTS WITH DOWELS ARE REQUIRED AT THE END OF EACH DAYS POUR, ADJACENT TO ALL EXISTING CONCRETE, LOCATIONS ABUTTING PROPOSED DRIVEWAYS, AND TRANSITIONS FROM CYCLE TRACK TO CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (6'-6") AS SHOWN ON THE CYCLE TRACK TRANSITION DETAIL.
3. ONE-QUARTER DEPTH (ONE INCH) SAW-CUT JOINTS SHALL BE PLACED IN CONCRETE AT REGULAR INTERVALS MATCHING THE WIDTH, BUT NOT TO EXCEED 12 FEET APART. JOINTS SHALL BE PLACED 24 HOURS AFTER CONCRETE HAS BEEN FINISHED UNLESS APPROVED BY THE ENGINEER.
4. ALL EXPANSION JOINTS AND SAW JOINTS SHALL BE SEALED WITH JOINT SEALANT MEETING THE REQUIREMENTS SET FORTH IN THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

CONCRETE CYCLE TRACK DETAIL
N.T.S.



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REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

MISCELLANEOUS
DETAILS
(SHEET 5 OF 7)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

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DRAWING NUMBER
C-211
SHEET NUMBER **20**



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REV.	DATE	DESCRIPTION	BY

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LITTLE ROCK, ARKANSAS

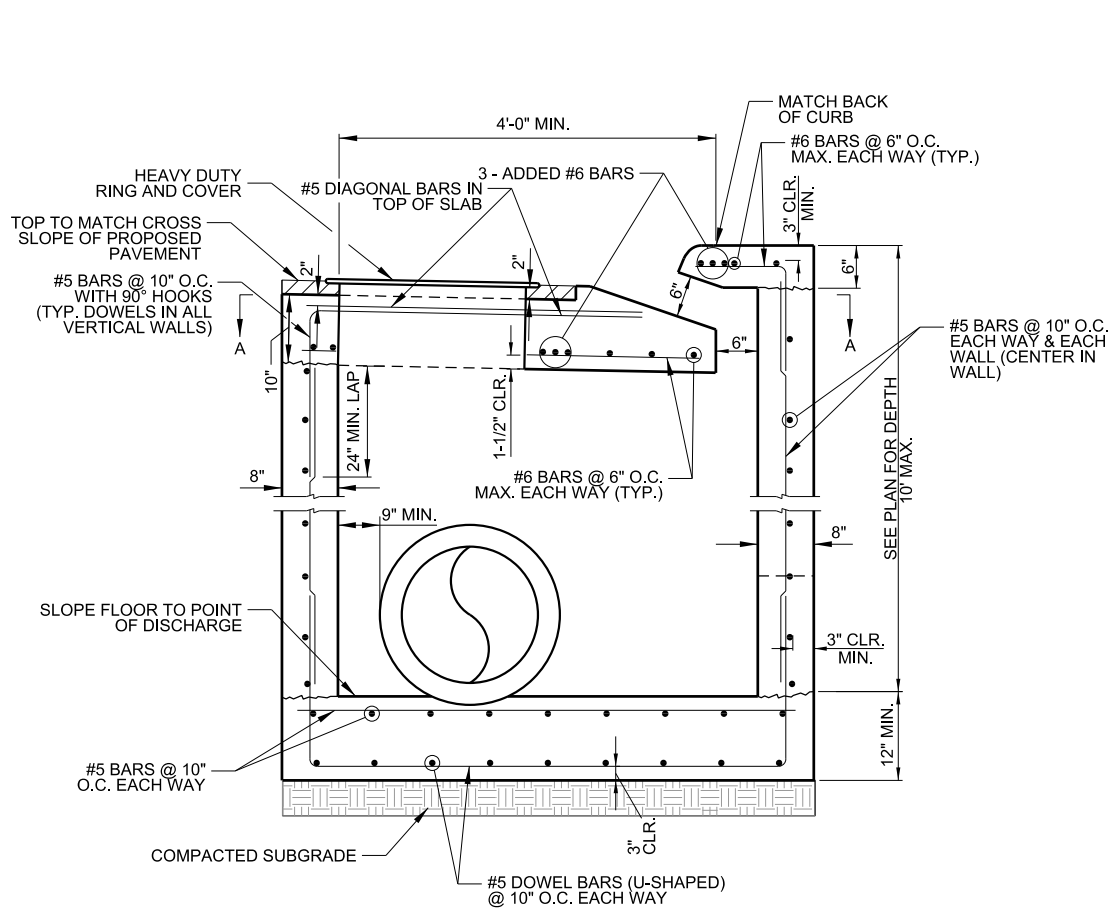
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

MISCELLANEOUS
DETAILS
(SHEET 6 OF 7)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

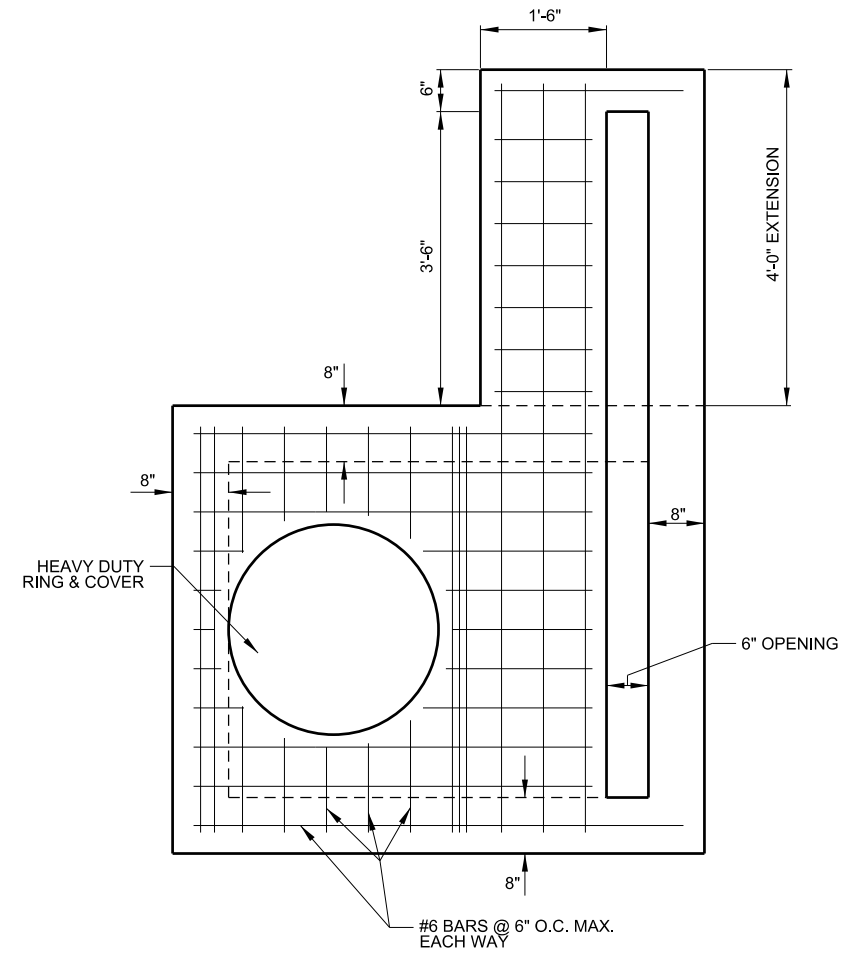
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-212
SHEET NUMBER **21**



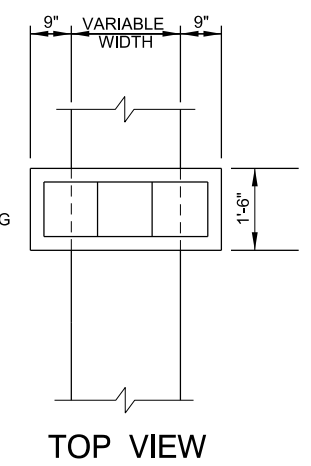
- NOTE:
1. HEAVY DUTY RING AND COVER TO BE EAST JORDAN V-1600-2 & 1348A OR APPROVED EQUAL.
 2. ALL EXPOSED CORNERS SHALL HAVE 3/4" CHAMFER.
 3. ALL REINFORCING BARS SHALL BE GRADE 60.
 4. ALL WORK SHALL COMPLY WITH SECTION 609 OF THE ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

REVERSE THROAT CURB INLET
N.T.S.

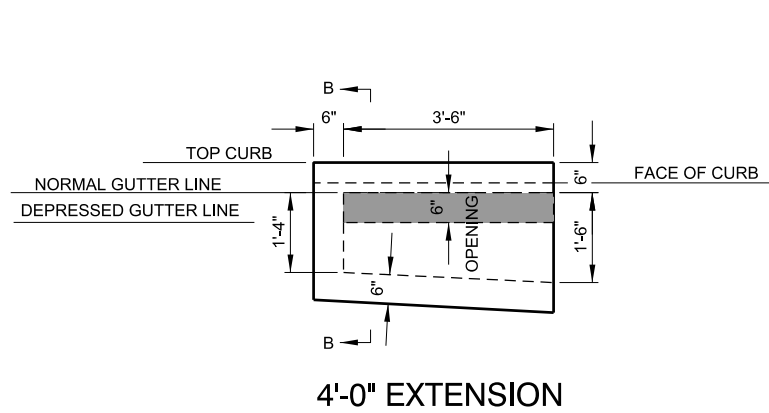


SECTION A-A
(SHOWING BOTTOM MAT OF TOP SLAB)

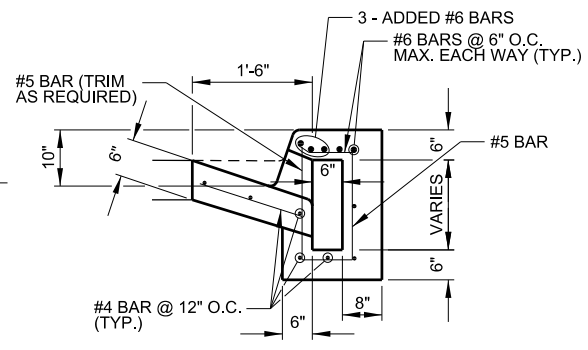
NO. 4 BARS AT 12" HORIZONTAL SPACING



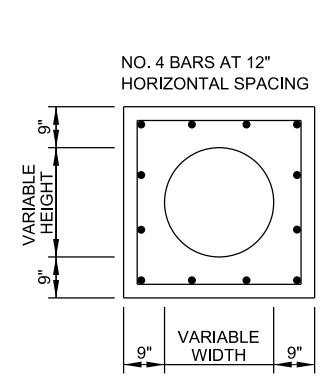
TOP VIEW



REVERSE THROAT EXTENSION DETAIL
N.T.S.



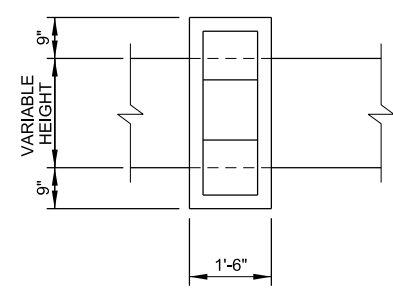
SECTION B-B



FRONT VIEW

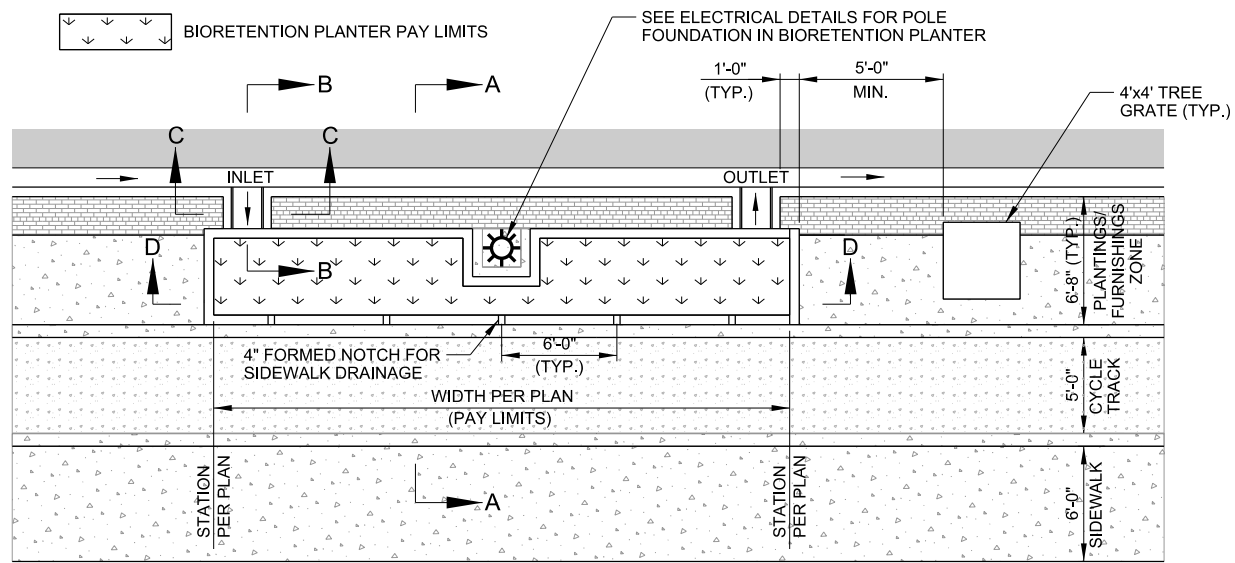
MIN 3" COVER

NO. 4 BARS AT 12" VERTICAL SPACING

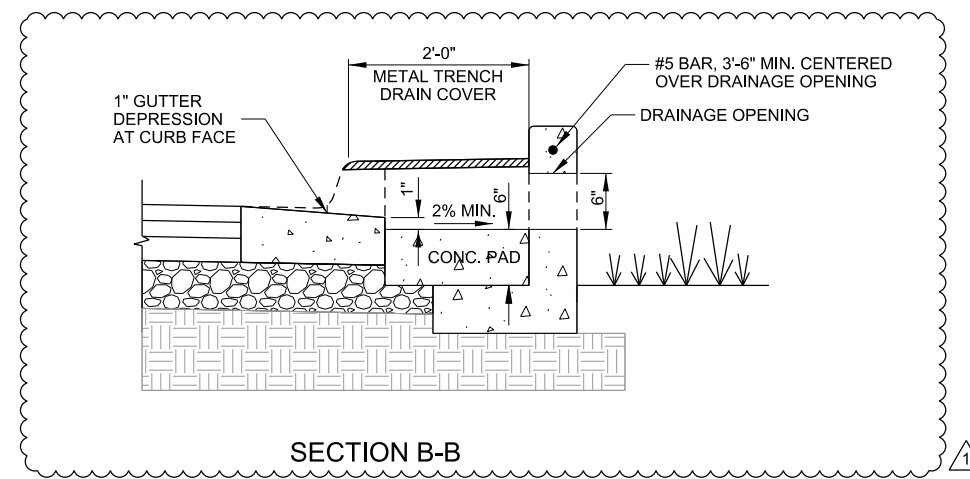


SIDE VIEW

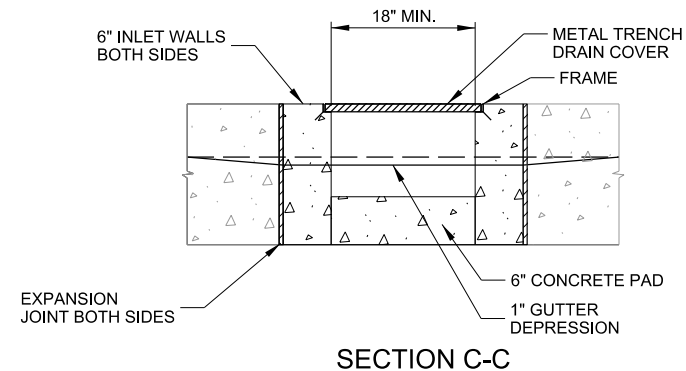
PIPE EXTENSION REINFORCED CONCRETE COLLAR DETAIL
N.T.S.



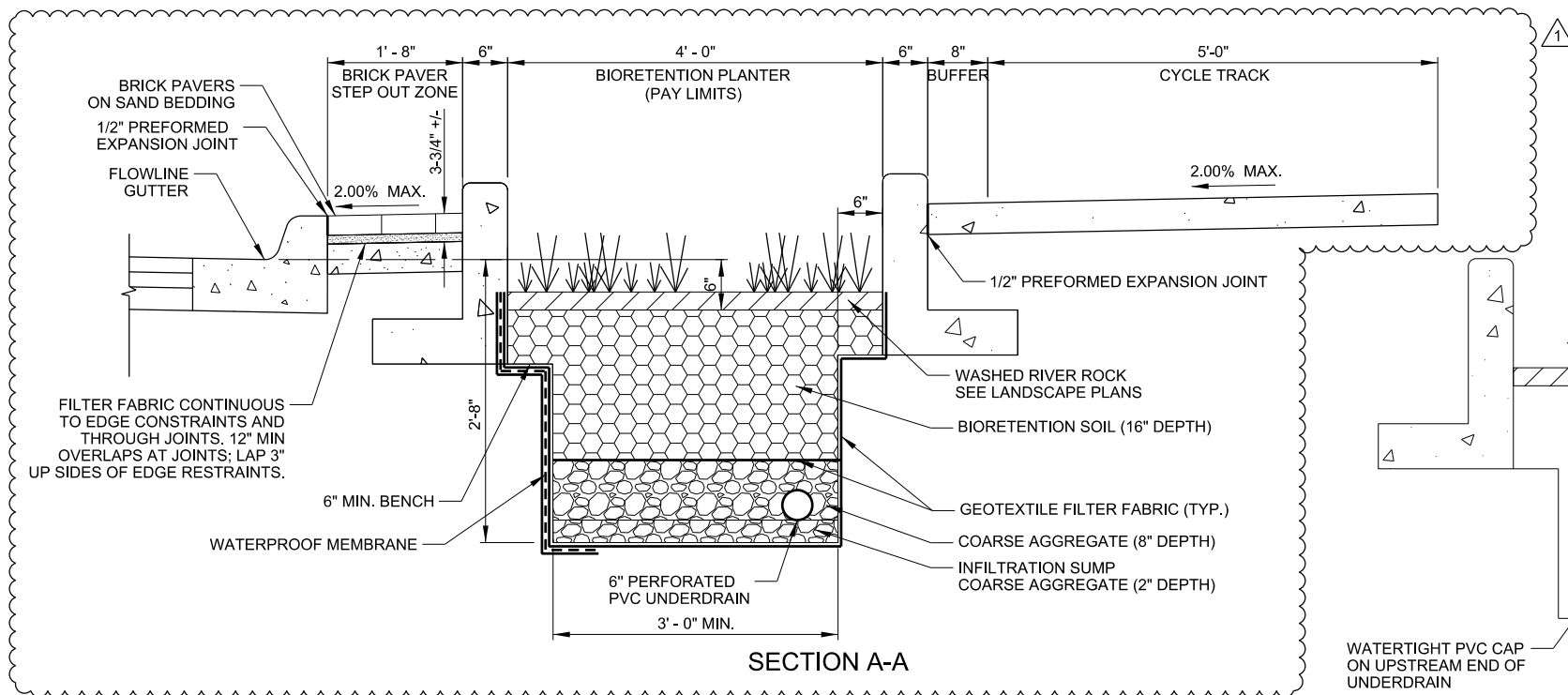
PLAN VIEW



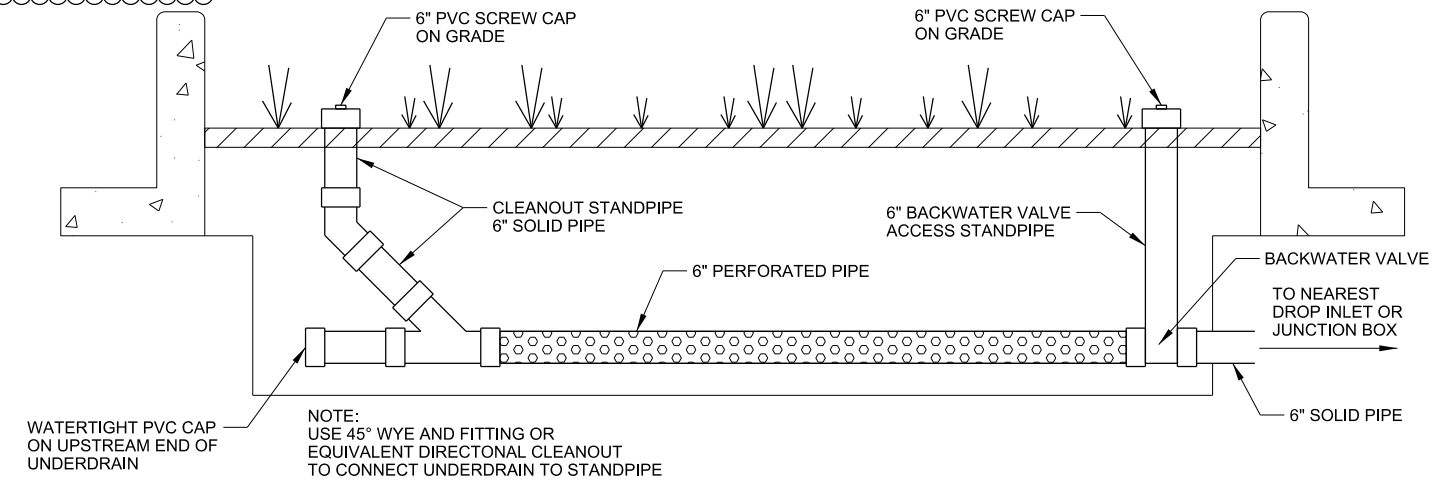
SECTION B-B



SECTION C-C



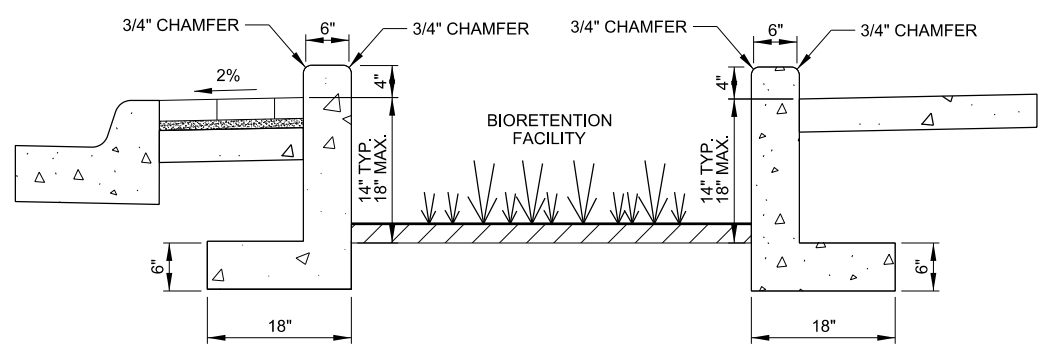
SECTION A-A



SECTION D-D

BIORETENTION PLANTER DETAIL

N.T.S.



L - WALL DETAIL

N.T.S.

NOTES:

1. A MINIMUM OF ONE CLEANOUT, LOCATED AT THE UPSTREAM END OF THE UNDERDRAIN SYSTEM, SHALL BE INSTALLED FOR EACH CONNECTION TO THE PROPOSED STORM SEWER SYSTEM. CLEANOUT SPACING ALONG THE UNDERDRAIN SYSTEM SHALL NOT EXCEED 100 FEET.
2. ONE BACKWATER VALVE SHALL BE LOCATED AT THE DOWNSTREAM END OF THE UNDERDRAIN SYSTEM PRIOR TO CONNECTION TO THE PROPOSED STORM SEWER SYSTEM.
3. ALL CLEANOUT AND BACKWATER VALVE ACCESS STANDPIPES SHALL BE LOCATED WITHIN THE BIORETENTION PLANTERS AND SHALL BE CAPPED AT AN ELEVATION CORRESPONDING TO THE TOP OF THE WASHED RIVER ROCK LAYER.
4. A MAXIMUM OF THREE BIORETENTION PLANTERS MAY BE CONNECTED IN A SERIES BY ONE PVC UNDERDRAIN SYSTEM PRIOR TO CONNECTION TO THE PROPOSED STORM SEWER SYSTEM.
5. SOLID PIPE SHALL BE USED FOR STANDPIPES AND PORTIONS OF THE UNDERDRAIN SYSTEM LOCATED OUTSIDE OF THE BIORETENTION PLANTER LIMITS. PERFORATED PIPE SHALL ONLY BE USED WITHIN THE LIMITS OF THE BIORETENTION PLANTERS.
6. ALL PLANTINGS AND MULCH WITHIN THE BIORETENTION PLANTERS WILL BE PAID FOR AS TREES, PLANTS, AND GROUND COVER.
7. INLET AND OUTLET LOCATIONS MAY BE MODIFIED AS DIRECTED BY THE ENGINEER WHEN IN CONFLICT WITH PROPOSED DROP INLETS OR OTHER OBSTRUCTIONS.
8. ALL FITTINGS SHALL BE LONG SWEEP 90° OR 45° FOR CONNECTION TO THE PROPOSED STORM SEWER SYSTEM TO FACILITATE FUTURE CLEANOUT OPERATIONS.
9. FINISH ALL EXPOSED CONCRETE SURFACES.
10. TRENCH GRATES AND FRAMES SHALL BE NEENAH R-4999-FX BOLTED TRENCH GRATE, TYPE D SOLID LID, OR APPROVED EQUAL. FRAME END PIECES SHALL BE PLACED AT THE CURB FACE.
11. FILTER FABRIC SHALL BE NON-WOVEN GEOTEXTILE COMPLYING WITH SECTION 625, TYPE 1. THE GEOTEXTILE FABRIC SHALL HAVE A MINIMUM FLOW RATE OF 110 GAL./MIN./SQ.FT.
12. WATERPROOF MEMBRANE SHALL BE A 30 MIL. PVC FABRICATED LINER.



REV.	DATE	DESCRIPTION
1	07-08-2019	

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

MISCELLANEOUS DETAILS (SHEET 7 OF 7)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

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

DRAWING NUMBER
C-213

SHEET NUMBER
22

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WORKSPACE:Garver_2012
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SOIL BORING LOG											
BORING NO.	APPROX. STATION (ft)	OFFSET (ft)	SAMPLE DEPTH (ft)	WATER CONTENT (%)	ATTERBERG LIMITS			Percent Retained on No. 4, %	Percent Passing No. 200, %	UNIFIED CLASS.	AASHTO CLASS.
					LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX				
1	28+93	20' RT.	1-2	28	32	19	13	---	80	CL	A-6
1	31+52	5' LT.	4.5-5.5	13	39	24	15	---	---	SHALE	
2	31+93	10' LT.	1-2	23	33	19	14	6	65	CL	A-6
3	38+38	10' RT.	0.5-1.5	26	27	21	6	---	87	CL-ML	A-4
3	38+75	39' RT.	4.5-5.5	21	42	24	18	7	77	CL	A-7-6
4	40+08	1' LT.	1-2	24	36	19	17	15	65	CL	A-6
4	47+15	24' LT.	4.5-5.5		39	19	20	---	---	CL	A-6
5	48+70	21' RT.	2.5-3.5	31	56	24	32	---	95	CH	A-7-6
6	48+98	54' RT.	1-2	28	45	20	25	---	88	CL	A-7-6

SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATION OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY. THE OWNER WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.



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REV.	DATE	DESCRIPTION	BY

M
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 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

SOIL BORING LOG

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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DRAWING NUMBER
C-214

SHEET NUMBER
23

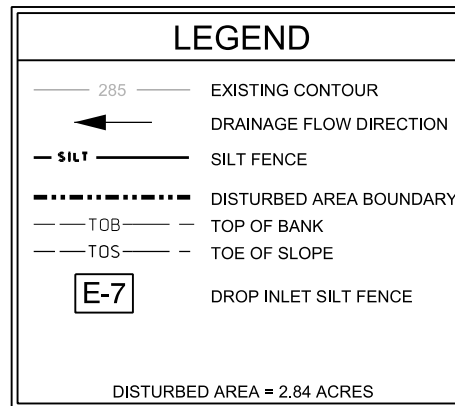
EROSION CONTROL NOTES

1. THE SYMBOLS SHOWN IN THE SHEET REPRESENT EROSION CONTROL DEVICES AS DETAILED IN THE AHTD STANDARD ROADWAY DRAWINGS. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED. NO WORK OR EROSION CONTROL DEVICES SHALL BE PLACED OUTSIDE THE EXISTING RIGHT OF WAY.
2. ALL DISTURBED AREAS CONTAINING EXPOSED SOIL SHALL RECEIVE TEMPORARY EROSION AND SEDIMENT CONTROL APPLICATIONS. CONTRACTOR MAY CHOOSE TO UTILIZE ALTERNATIVE EROSION CONTROL PRODUCTS SUCH AS WATTLES AS APPROVED BY THE ENGINEER.
3. SILT FENCE SHALL BE PLACED PRIOR TO THE CLEARING AND GRUBBING OPERATIONS.
4. SEE AHTD STANDARD DRAWING TEC-1 FOR TEMPORARY EROSION CONTROL DEVICES.
5. POST-GRADING SLOPES WILL NOT BE SIGNIFICANTLY STEEPER THAN EXISTING GRADES.
6. LOCATION OF OFFSITE STORAGE OF MATERIALS IS TO BE DETERMINED BY THE CONTRACTOR. THE SWPPP WILL BE UPDATED ACCORDINGLY.
7. PAVED CONSTRUCTION ENTRANCES/EXITS EXIST ALONG THE PROPOSED ROUTE.
8. CURB OPENINGS FOR BIORETENTION PLANTERS SHALL BE BLOCKED DURING CONSTRUCTION TO PREVENT STORMWATER INFLOW PRIOR TO FINAL PAVING OPERATIONS

SEQUENCE OF CONSTRUCTION OF E & SC FEATURES

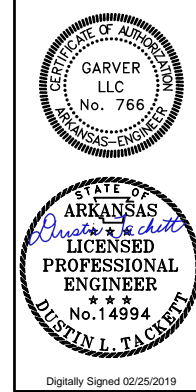
1. INSTALL SILT FENCE / WATTLES.
2. CLEAR / GRUB ACTIVITIES.

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.



REVISION BOX

DATE OF REVISION	REVISION



REV.					
DATE					
DESCRIPTION					
BY					

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

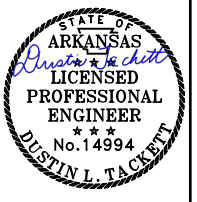
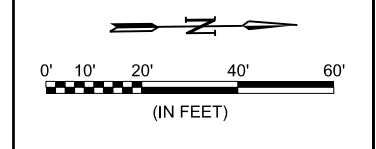
TEMPORARY EROSION
CONTROL PLAN -
(SHEET 1 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

BAR IS ONE INCH ON ORIGINAL DRAWING
 0 1" 1"
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DRAWING NUMBER
C-301
 SHEET NUMBER 24

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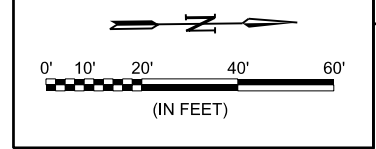
Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY

LEGEND

- 285 — EXISTING CONTOUR
- ← DRAINAGE FLOW DIRECTION
- SILT - SILT FENCE
- - - - - DISTURBED AREA BOUNDARY
- - - - - TOB - TOP OF BANK
- - - - - TDS - TOE OF SLOPE
- [E-7] DROP INLET SILT FENCE

DISTURBED AREA = 2.84 ACRES



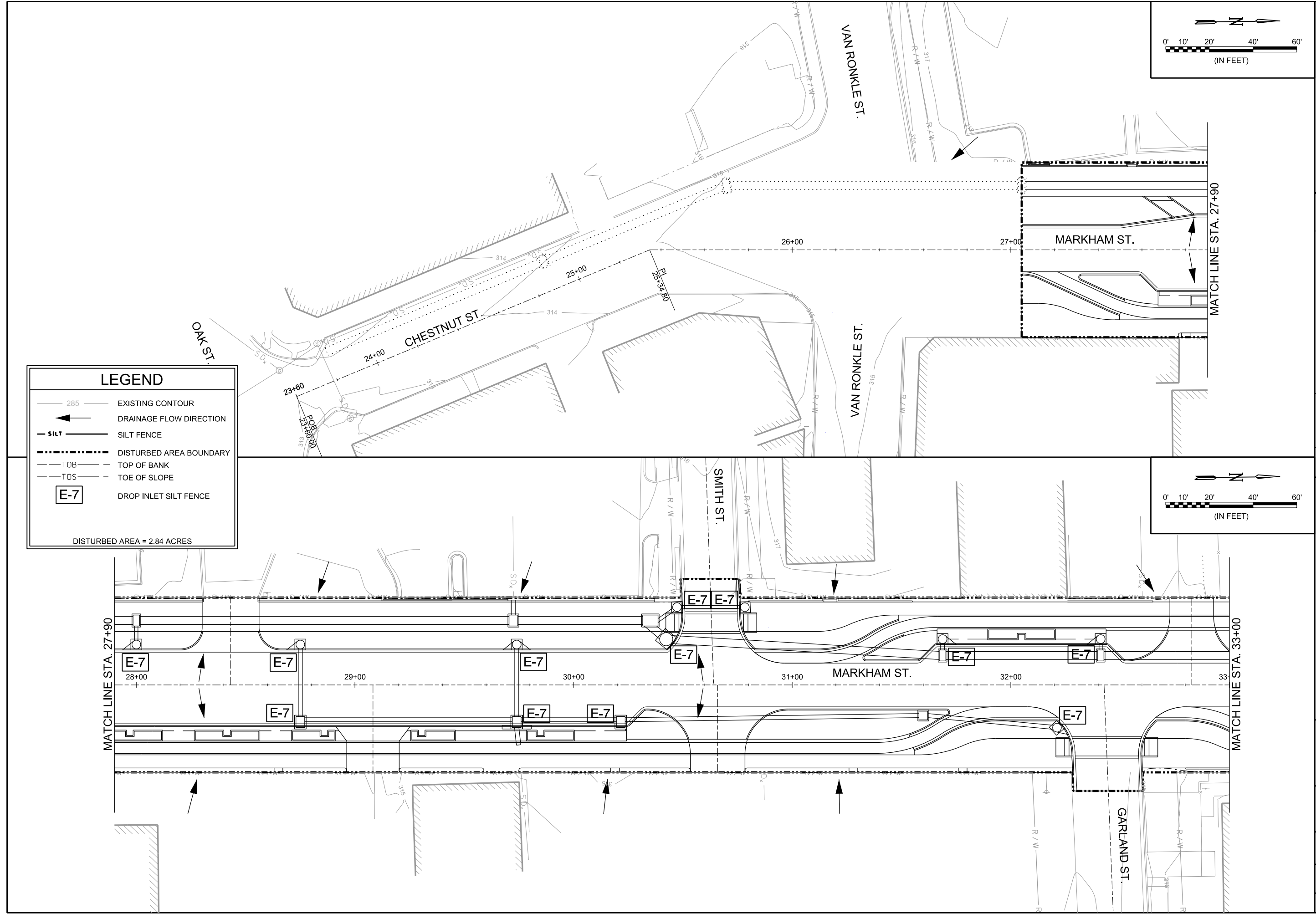
METROPLAN
 LITTLE ROCK, ARKANSAS
 MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

TEMPORARY EROSION
 CONTROL PLAN -
 (SHEET 2 OF 3)

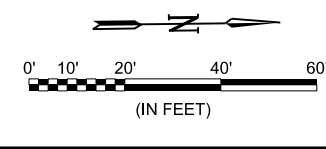
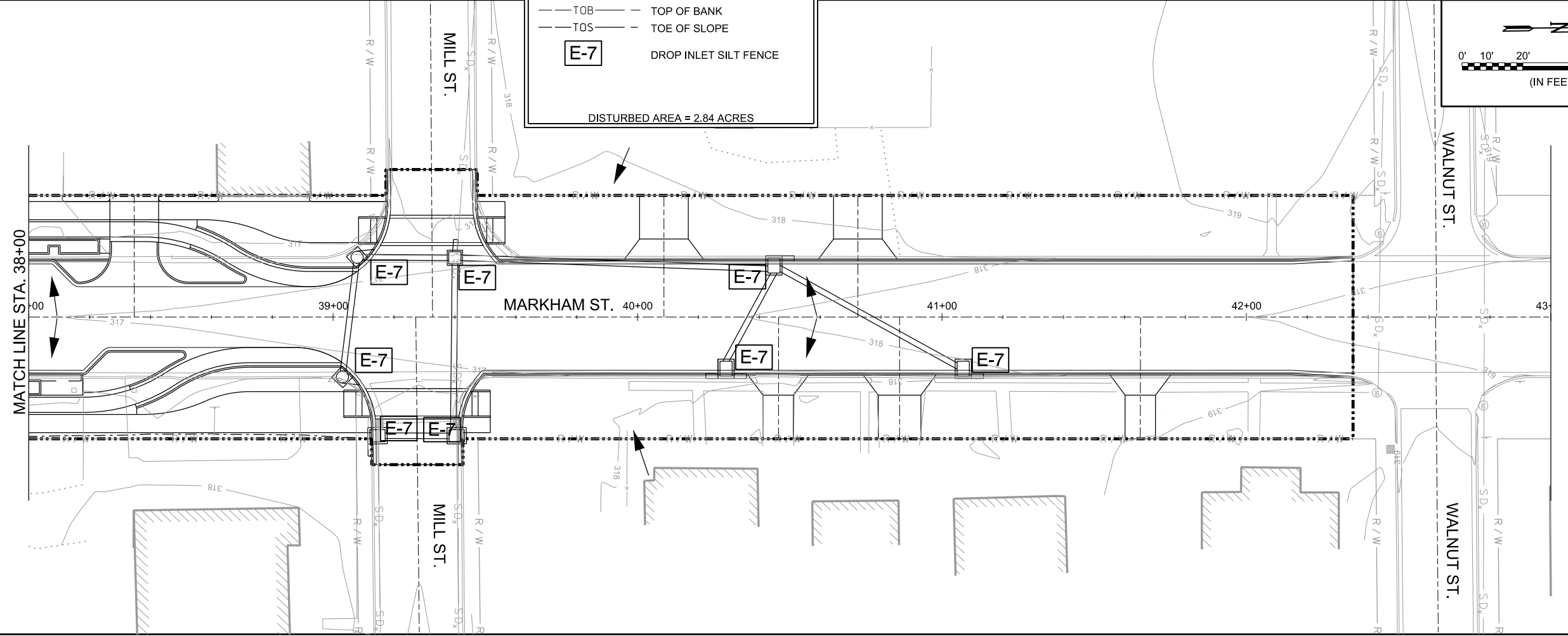
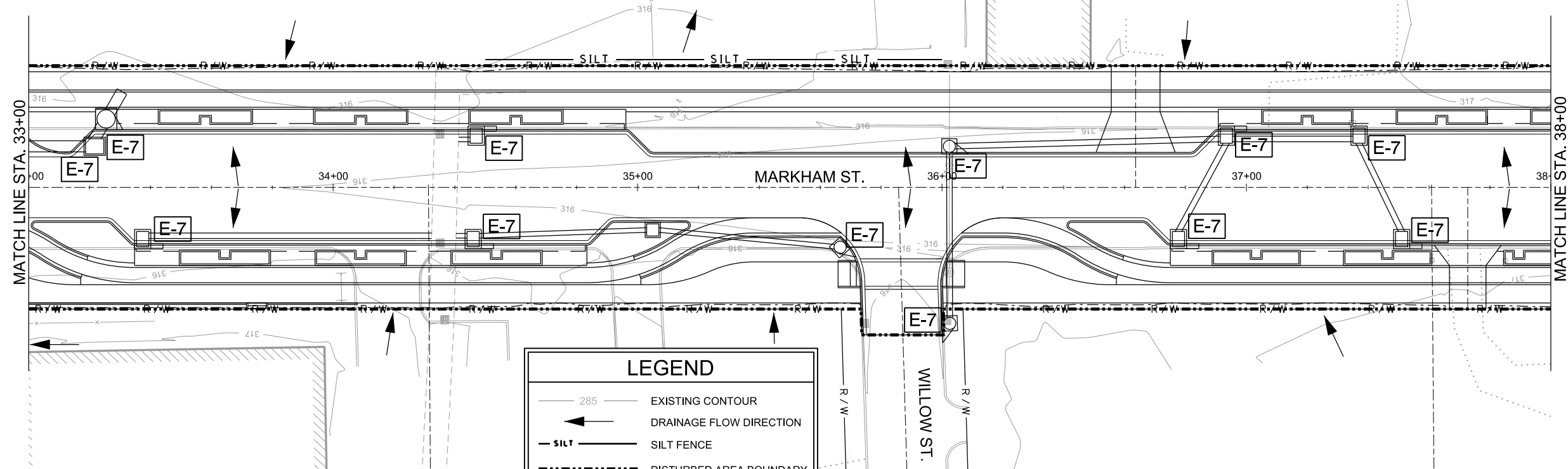
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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 ORIGINAL DRAWING
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DRAWING NUMBER
C-302
 SHEET NUMBER
25



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LEGEND

- EXISTING CONTOUR
- DRAINAGE FLOW DIRECTION
- SILT FENCE
- DISTURBED AREA BOUNDARY
- TOP OF BANK
- TOE OF SLOPE
- DROP INLET SILT FENCE

DISTURBED AREA = 2.84 ACRES

GARVER
 LLC
 No. 766
 KANSAS ENGINEERS

STATE OF ARKANSAS
 Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994
 JUSTIN L. TACKETT

Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY

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METROPOLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

TEMPORARY EROSION
 CONTROL PLAN -
 (SHEET 3 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

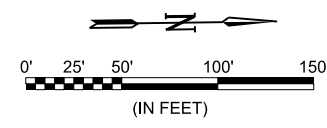
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DRAWING NUMBER
C-303

SHEET NUMBER
26

PHASE 1 CONSTRUCTION SEQUENCE

1. PLACE LANE CLOSURE AND DETOUR DEVICES FOR EXISTING TRAFFIC ON MARKHAM ST. BETWEEN VAN RONKLE ST. AND GARLAND ST.
2. CONSTRUCT MARKHAM ST. IMPROVEMENTS INCLUDING UNDERCUT EXCAVATION AND BACKFILL, DRAINAGE, AGGREGATE BASE COURSE, AND CURB AND GUTTER (WHEN ADJACENT TO THE 10' TRAVEL LANES) FROM VAN RONKLE ST. TO GARLAND ST. WHILE MAINTAINING ACCESS FOR LOCAL BUSINESSES FROM SIDE STREETS.



GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS SHOWN.
4. CONTRACTOR SHALL, AT A MINIMUM, MAINTAIN ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS AT THE PROPOSED ACCESS LOCATIONS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
7. TWO CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. MESSAGE SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE COVER OVER CROSSING DRAINAGE PIPES FOR TEMPORARY LOCAL TRAFFIC PRIOR TO FINAL PAVING.
9. CONTRACTOR SHALL NOTIFY THE ENGINEER (ONE WEEK IN ADVANCE, MINIMUM) PRIOR TO ADVANCING TO SUBSEQUENT PHASES OF CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.



Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
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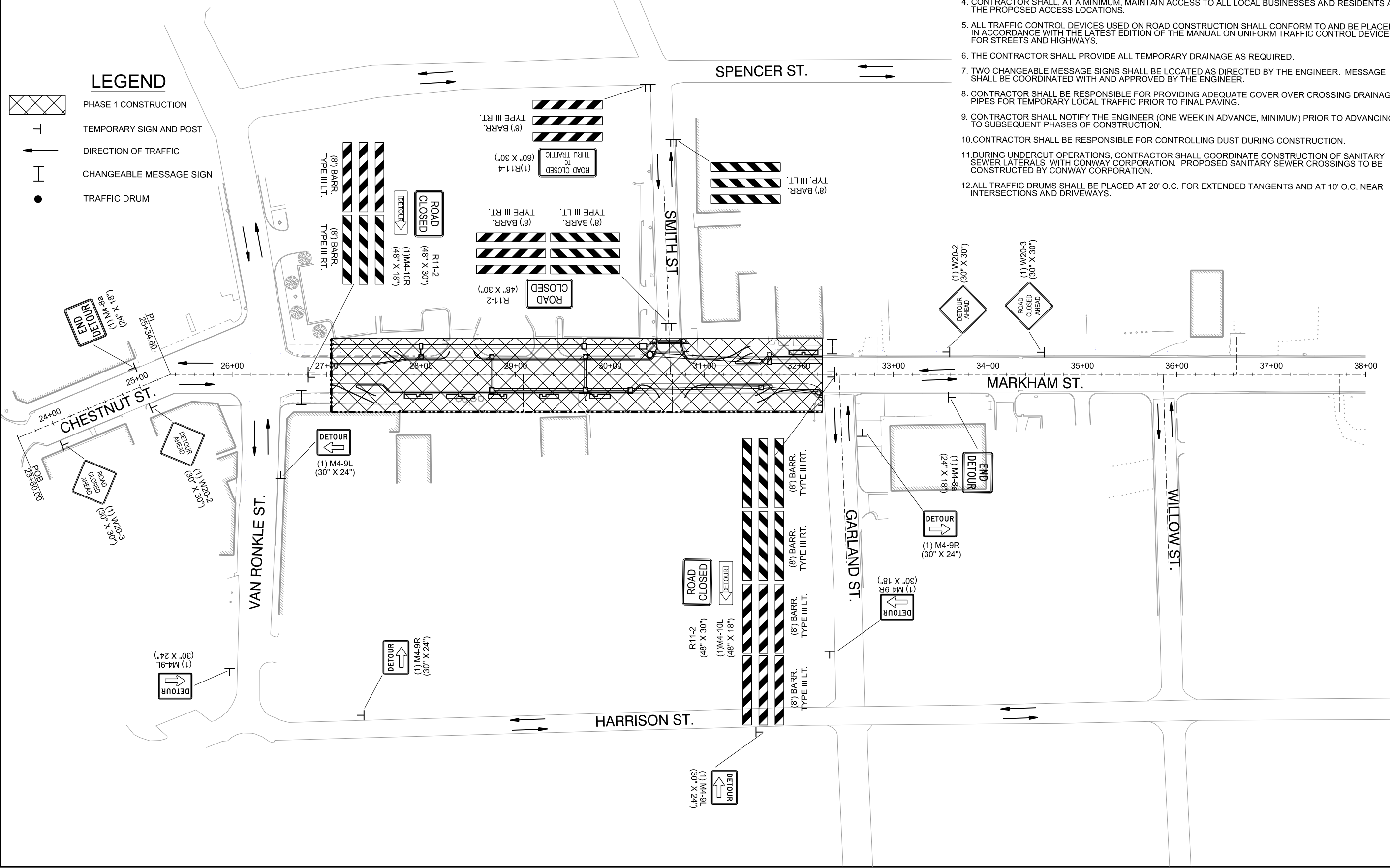
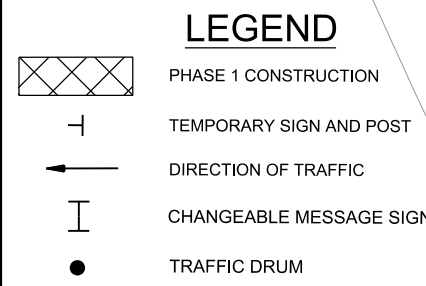
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

MAINTENANCE OF TRAFFIC PLAN - PHASE 1

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

BAR IS ONE INCH ON ORIGINAL DRAWING
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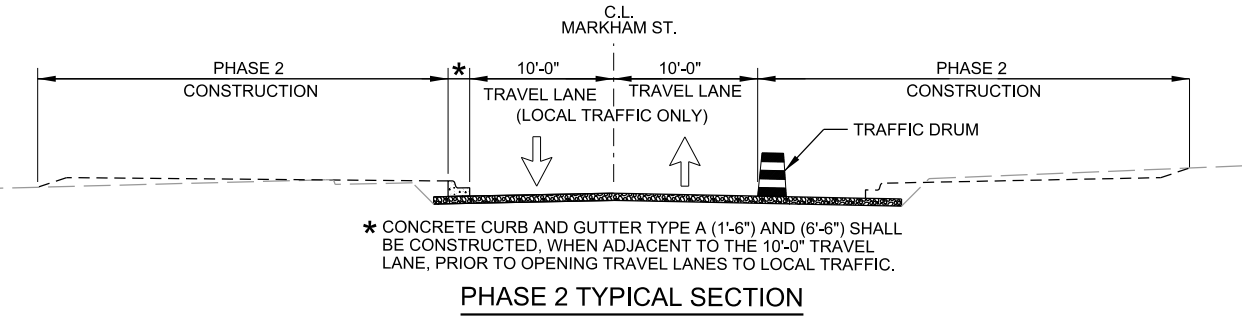
DRAWING NUMBER
C-401
SHEET NUMBER
27



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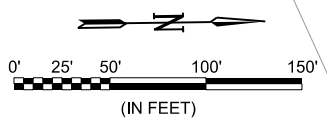
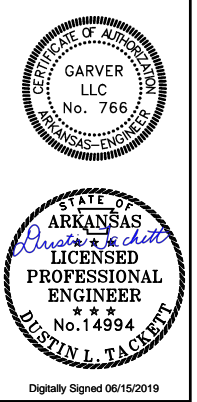
PHASE 2 CONSTRUCTION SEQUENCE

1. PLACE AND/OR RELOCATE LANE CLOSURE AND DETOUR DEVICES FOR EXISTING TRAFFIC ON MARKHAM ST. BETWEEN VAN RONKLE ST. AND WILLOW ST.
2. OPEN STAGE 1 TRAVEL LANES TO LOCAL TRAFFIC.
3. CONSTRUCT MARKHAM ST. IMPROVEMENTS INCLUDING UNDERCUT EXCAVATION AND BACKFILL, DRAINAGE, AGGREGATE BASE COURSE, AND CURB AND GUTTER (WHEN ADJACENT TO THE 10' TRAVEL LANES) FROM GARLAND ST. TO WILLOW ST. WHILE MAINTAINING ACCESS FOR LOCAL BUSINESSES FROM SIDE STREETS.



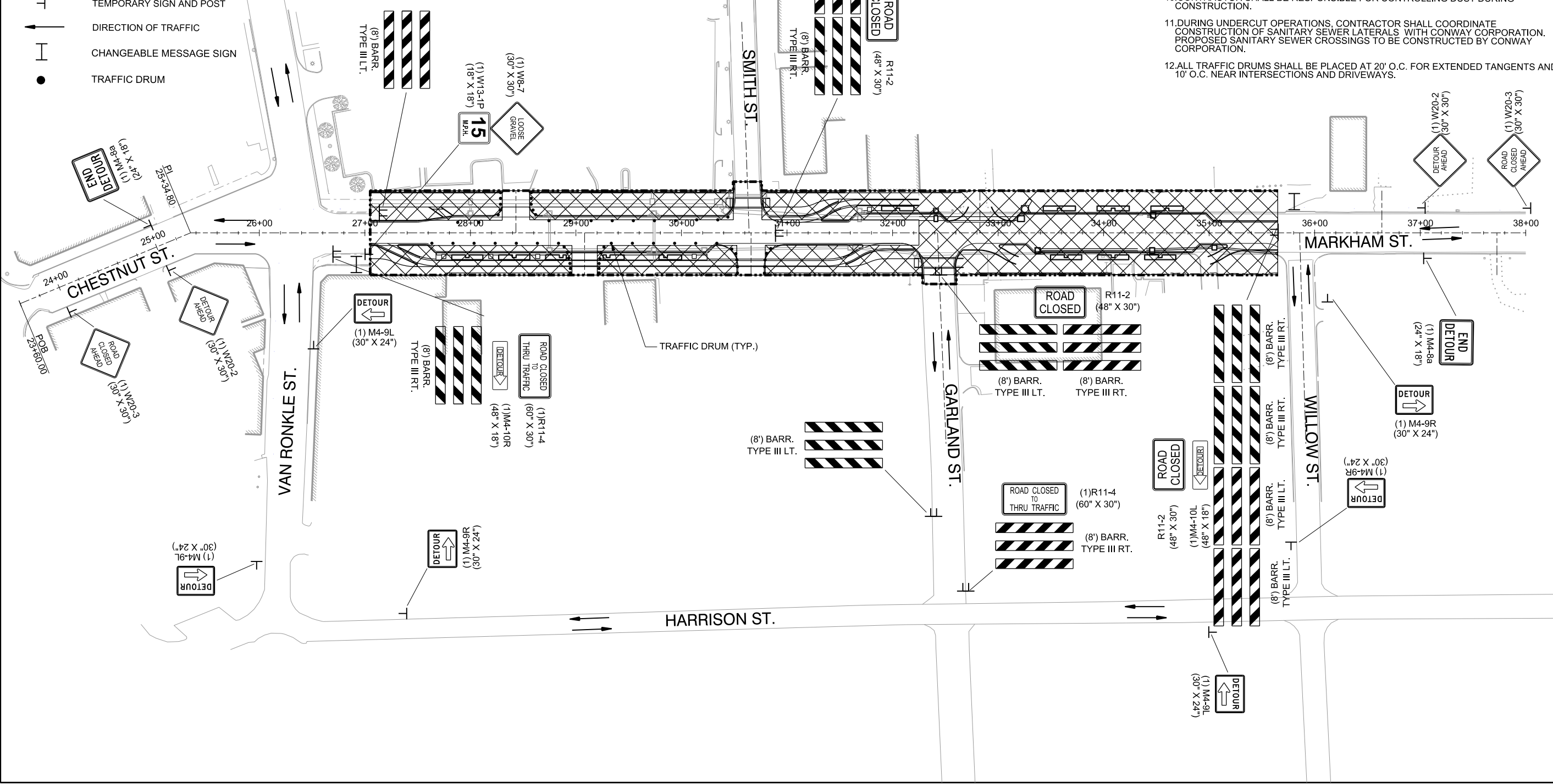
GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS SHOWN.
4. CONTRACTOR SHALL, AT A MINIMUM, MAINTAIN ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS AT THE PROPOSED ACCESS LOCATIONS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
7. TWO CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. MESSAGE SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE COVER OVER CROSSING DRAINAGE PIPES FOR TEMPORARY LOCAL TRAFFIC PRIOR TO FINAL PAVING.
9. CONTRACTOR SHALL NOTIFY THE ENGINEER (ONE WEEK IN ADVANCE, MINIMUM) PRIOR TO ADVANCING TO SUBSEQUENT PHASES OF CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.



LEGEND

- PHASE 2 CONSTRUCTION
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- CHANGEABLE MESSAGE SIGN
- TRAFFIC DRUM



REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS. (CONWAY) (S)

MAINTENANCE OF TRAFFIC PLAN - PHASE 2

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

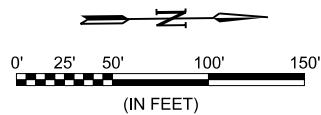
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DRAWING NUMBER
C-402

SHEET NUMBER
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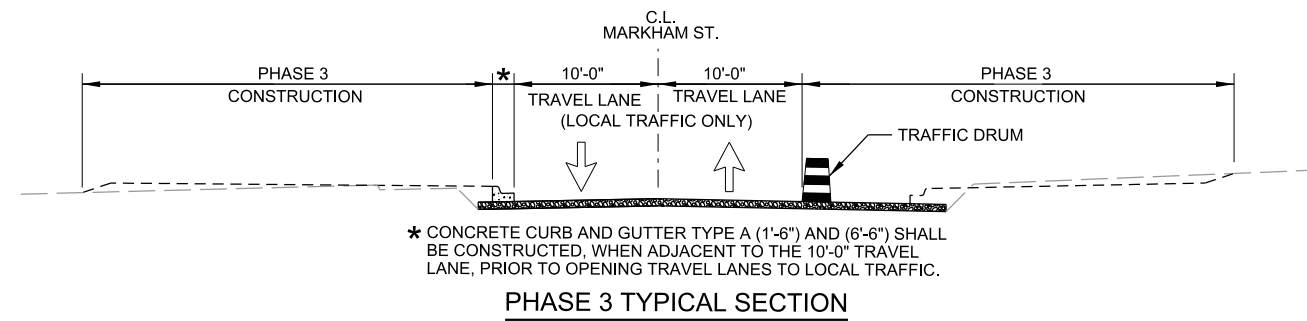
PHASE 3 CONSTRUCTION SEQUENCE

1. PLACE AND/OR RELOCATE LANE CLOSURE AND DETOUR DEVICES FOR EXISTING TRAFFIC ON MARKHAM ST. BETWEEN VAN RONKLE ST. AND MILL ST.
2. OPEN PHASE 2 TRAVEL LANES TO LOCAL TRAFFIC.
3. CONSTRUCT MARKHAM ST. IMPROVEMENTS, INCLUDING UNDERCUT EXCAVATION AND BACKFILL, DRAINAGE, AGGREGATE BASE COURSE, AND CURB AND GUTTER (WHEN ADJACENT TO THE 10' TRAVEL LANES), FROM WILLOW ST. TO MILL ST. WHILE MAINTAINING ACCESS FOR LOCAL BUSINESSES.



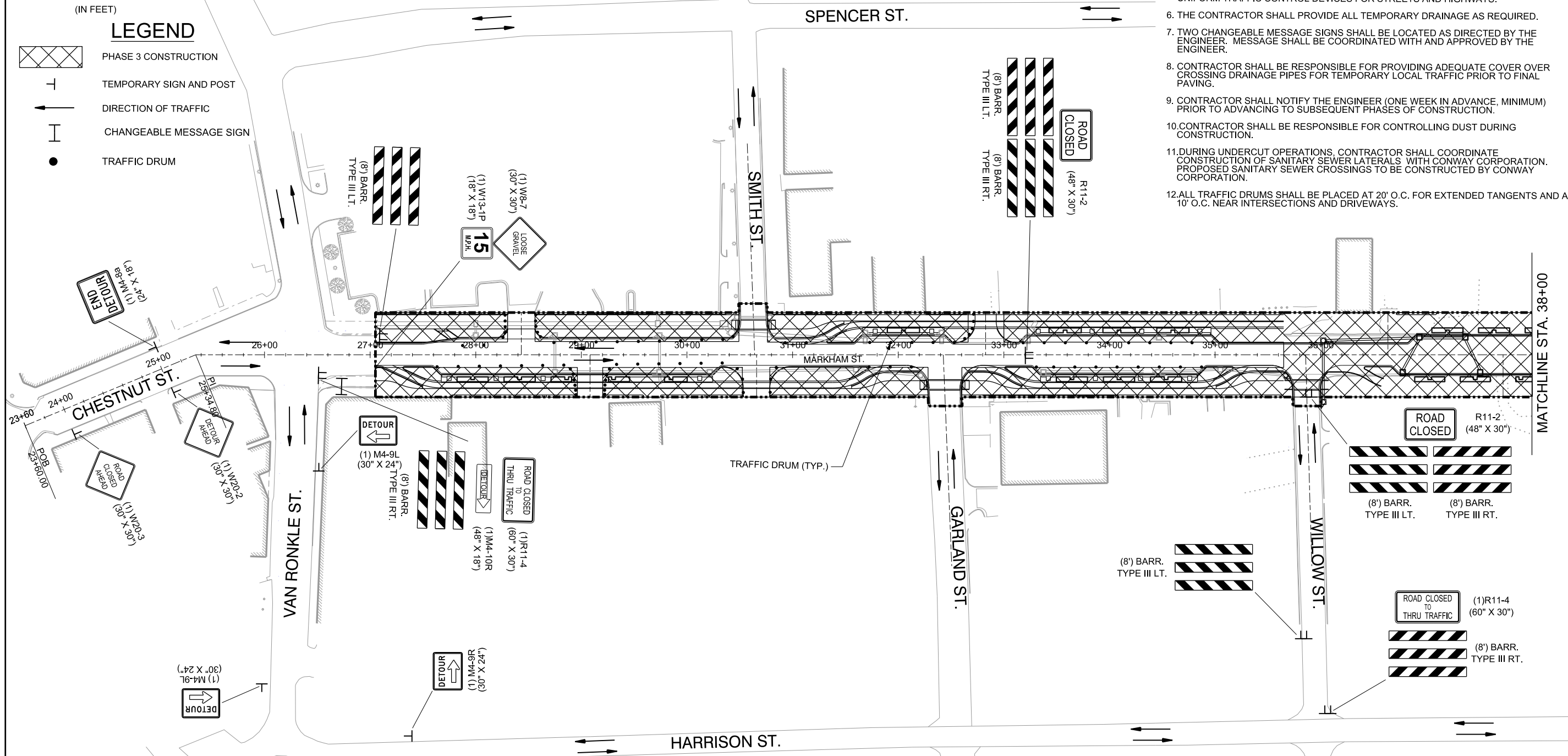
LEGEND

- PHASE 3 CONSTRUCTION
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- CHANGEABLE MESSAGE SIGN
- TRAFFIC DRUM



GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS SHOWN.
4. CONTRACTOR SHALL, AT A MINIMUM, MAINTAIN ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS AT THE PROPOSED ACCESS LOCATIONS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
7. TWO CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. MESSAGE SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE COVER OVER CROSSING DRAINAGE PIPES FOR TEMPORARY LOCAL TRAFFIC PRIOR TO FINAL PAVING.
9. CONTRACTOR SHALL NOTIFY THE ENGINEER (ONE WEEK IN ADVANCE, MINIMUM) PRIOR TO ADVANCING TO SUBSEQUENT PHASES OF CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.



CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 ARKANSAS-ENGINEER

STATE OF ARKANSAS
 Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994

Digitally Signed 06/15/2019

REV.	DATE	DESCRIPTION

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

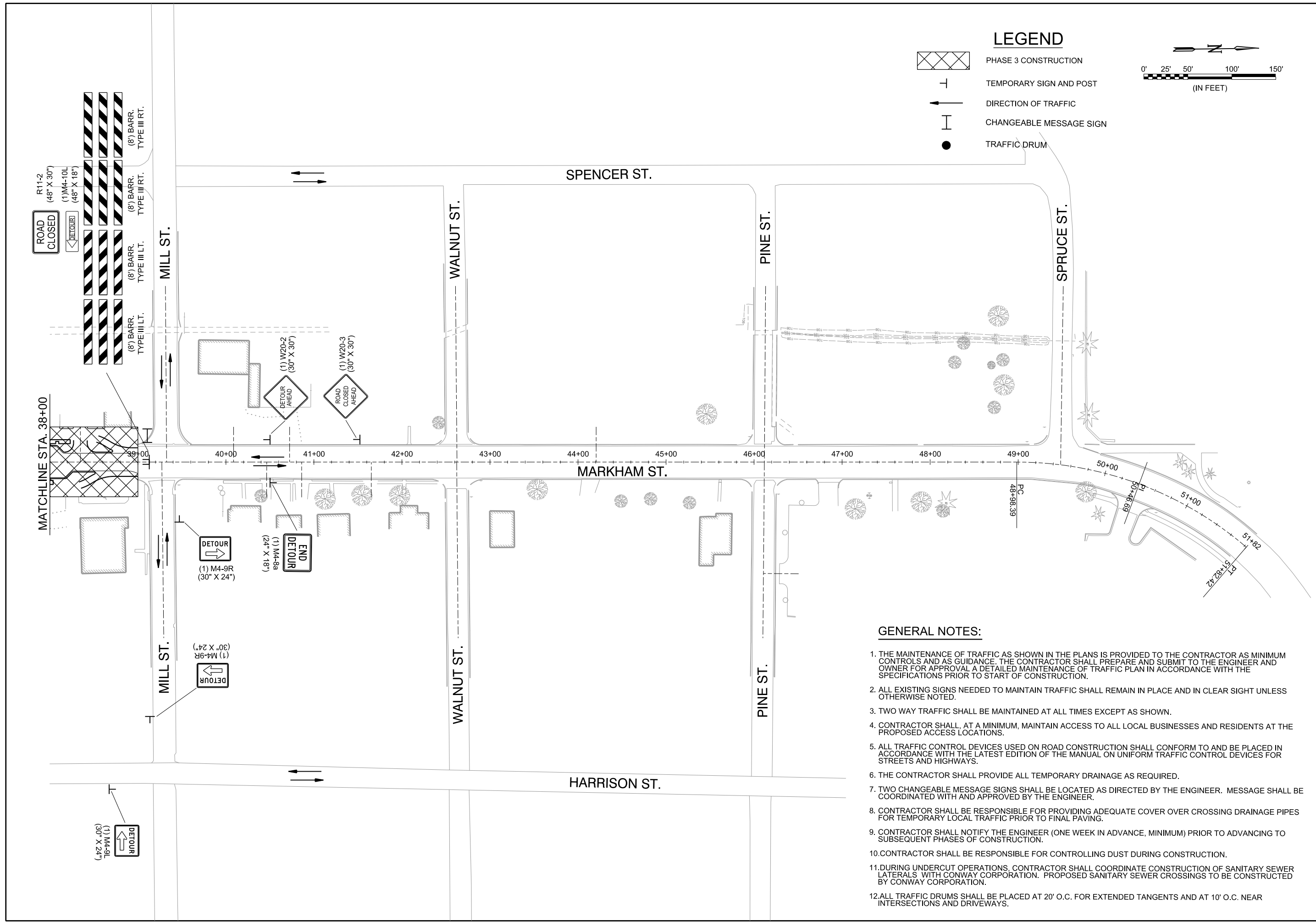
MAINTENANCE OF TRAFFIC PLAN - PHASE 3 (SHEET 1 OF 2)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM






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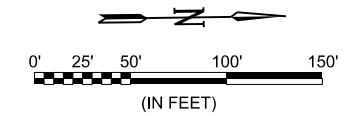
DRAWING NUMBER
C-403

SHEET NUMBER
29



LEGEND

-  PHASE 3 CONSTRUCTION
-  TEMPORARY SIGN AND POST
-  DIRECTION OF TRAFFIC
-  CHANGEABLE MESSAGE SIGN
-  TRAFFIC DRUM



CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 ARKANSAS-ENGINEERS

STATE OF ARKANSAS
 Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994

Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY

M
 METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS SHOWN.
4. CONTRACTOR SHALL, AT A MINIMUM, MAINTAIN ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS AT THE PROPOSED ACCESS LOCATIONS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
7. TWO CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. MESSAGE SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE COVER OVER CROSSING DRAINAGE PIPES FOR TEMPORARY LOCAL TRAFFIC PRIOR TO FINAL PAVING.
9. CONTRACTOR SHALL NOTIFY THE ENGINEER (ONE WEEK IN ADVANCE, MINIMUM) PRIOR TO ADVANCING TO SUBSEQUENT PHASES OF CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 (SHEET 2 OF 2)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

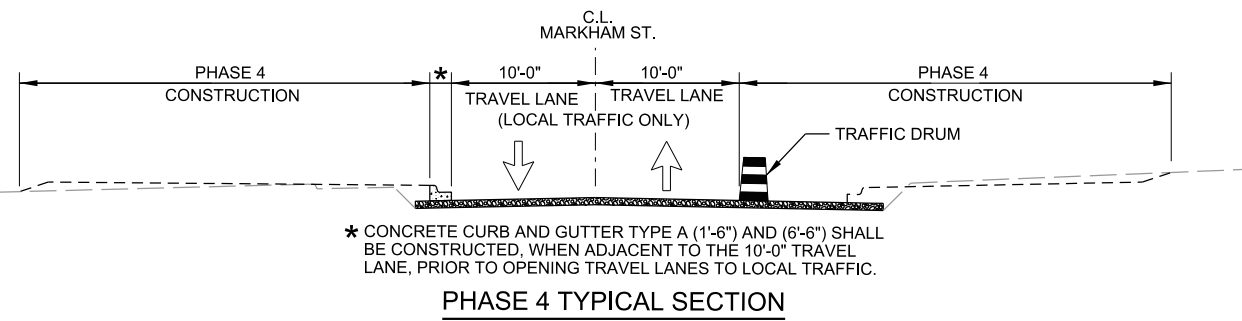
BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
C-404

SHEET NUMBER
30

PHASE 4 CONSTRUCTION SEQUENCE

1. PLACE AND/OR RELOCATE LANE CLOSURE AND DETOUR DEVICES FOR EXISTING TRAFFIC ON MARKHAM ST. BETWEEN VAN RONKLE ST. AND WALNUT ST.
2. OPEN PHASE 3 TRAVEL LANES TO LOCAL TRAFFIC.
3. CONSTRUCT MARKHAM ST. IMPROVEMENTS, INCLUDING UNDERCUT EXCAVATION AND BACKFILL, DRAINAGE, AGGREGATE BASE COURSE, AND CURB AND GUTTER (WHEN ADJACENT TO THE 10' TRAVEL LANES), FROM MILL ST. TO WALNUT ST. WHILE MAINTAINING ACCESS FOR LOCAL BUSINESSES AND RESIDENTIAL TRAFFIC.

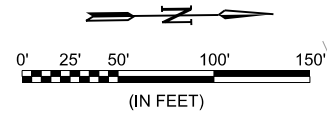


* CONCRETE CURB AND GUTTER TYPE A (1'-6" AND 6'-6") SHALL BE CONSTRUCTED, WHEN ADJACENT TO THE 10'-0" TRAVEL LANE, PRIOR TO OPENING TRAVEL LANES TO LOCAL TRAFFIC.

PHASE 4 TYPICAL SECTION

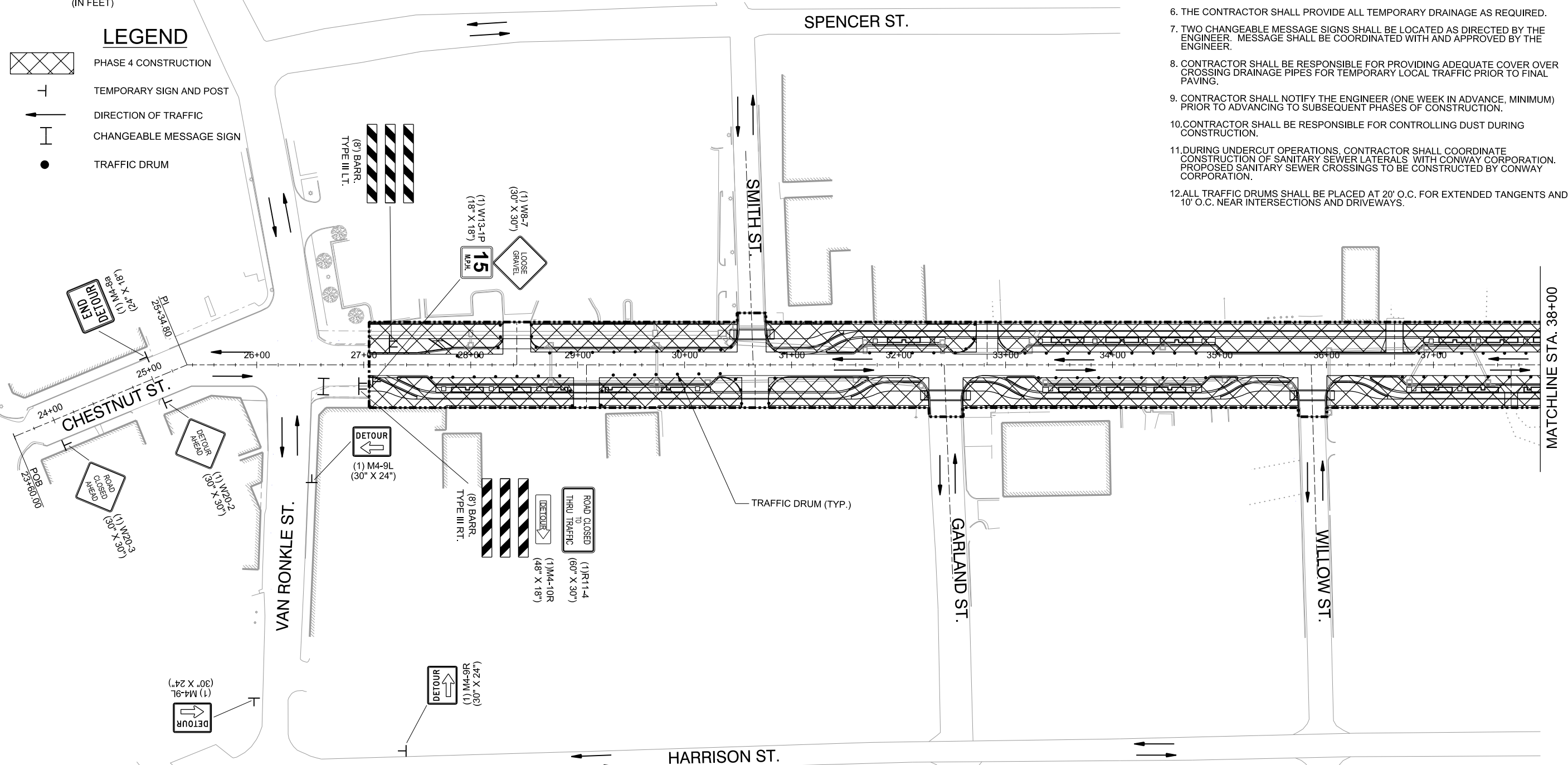
GENERAL NOTES:

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10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.



LEGEND

- PHASE 4 CONSTRUCTION
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- CHANGEABLE MESSAGE SIGN
- TRAFFIC DRUM



CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
Justin L. Tackett
LICENSED PROFESSIONAL ENGINEER
No. 14994
Digitally Signed 06/15/2019

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

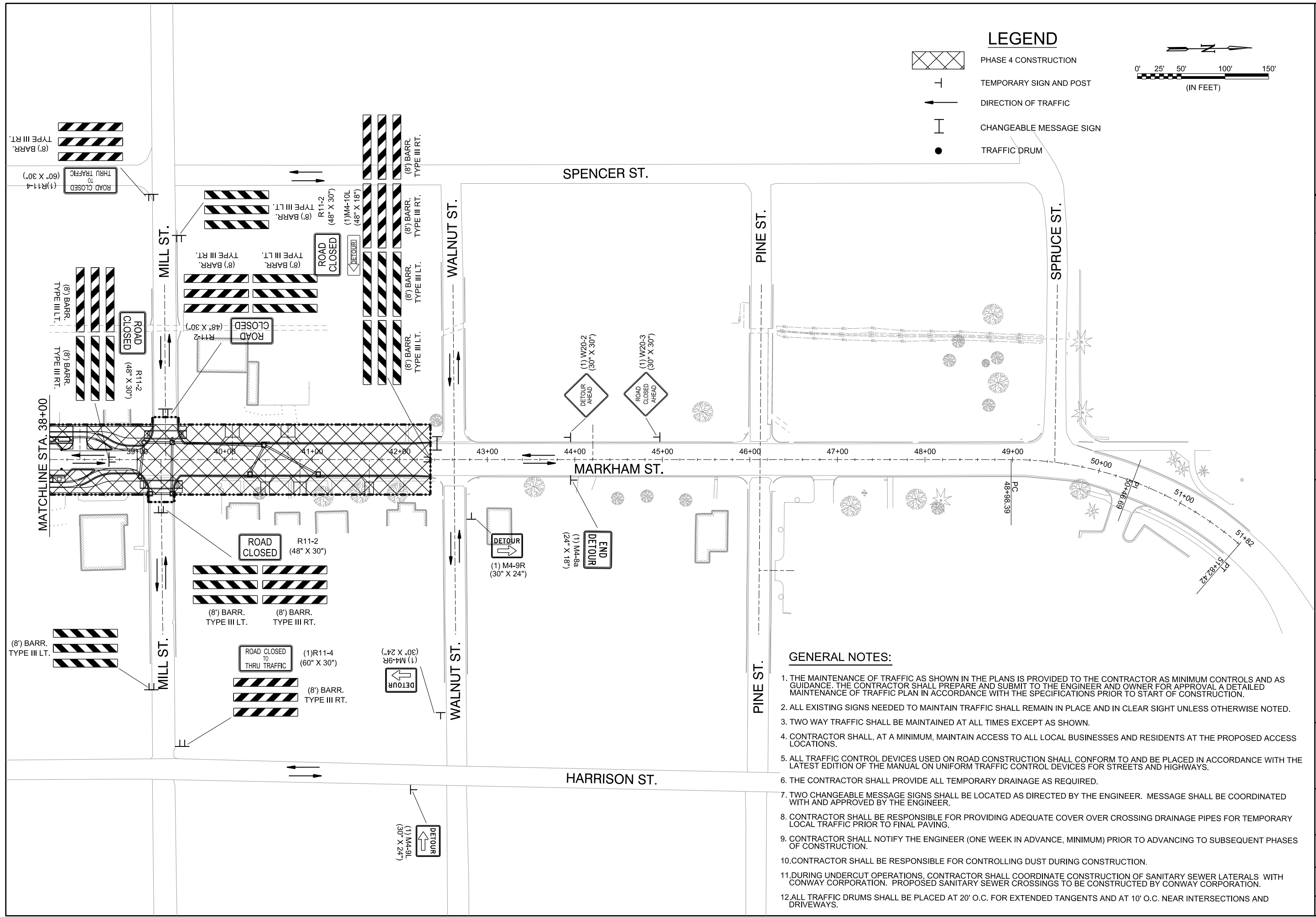
MAINTENANCE OF TRAFFIC PLAN - PHASE 4 (SHEET 1 OF 2)

JOB NO.: 1601722
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM






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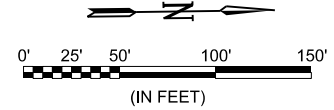
DRAWING NUMBER
C-405

SHEET NUMBER
31



LEGEND

-  PHASE 4 CONSTRUCTION
-  TEMPORARY SIGN AND POST
-  DIRECTION OF TRAFFIC
-  CHANGEABLE MESSAGE SIGN
-  TRAFFIC DRUM



CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 KANSAS-ENGINEER

STATE OF ARKANSAS
 Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994

Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY

M METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

- #### GENERAL NOTES:
1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
 2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
 3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS SHOWN.
 4. CONTRACTOR SHALL, AT A MINIMUM, MAINTAIN ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS AT THE PROPOSED ACCESS LOCATIONS.
 5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
 7. TWO CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. MESSAGE SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.
 8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE COVER OVER CROSSING DRAINAGE PIPES FOR TEMPORARY LOCAL TRAFFIC PRIOR TO FINAL PAVING.
 9. CONTRACTOR SHALL NOTIFY THE ENGINEER (ONE WEEK IN ADVANCE, MINIMUM) PRIOR TO ADVANCING TO SUBSEQUENT PHASES OF CONSTRUCTION.
 10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
 11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
 12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.

MAINTENANCE OF TRAFFIC PLAN - PHASE 4 (SHEET 2 OF 2)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

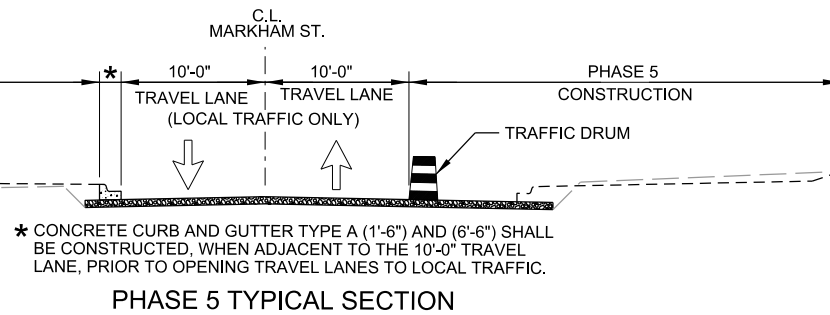
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DRAWING NUMBER
C-406

SHEET NUMBER
32

PHASE 5 CONSTRUCTION SEQUENCE

1. PLACE AND/OR RELOCATE LANE CLOSURE AND DETOUR DEVICES FOR EXISTING TRAFFIC ON MARKHAM ST. BETWEEN VAN RONKLE ST. AND WALNUT ST.
2. OPEN PHASE 4 TRAVEL LANES TO LOCAL TRAFFIC.
3. CONSTRUCT MARKHAM ST. PAVING AND REMAINING IMPROVEMENTS BEHIND THE BACK OF CURB FROM VAN RONKLE ST. TO WALNUT ST. WHILE MAINTAINING ACCESS FOR LOCAL BUSINESS AND RESIDENTIAL TRAFFIC.

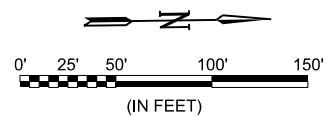


* CONCRETE CURB AND GUTTER TYPE A (1'-6" AND 6'-6") SHALL BE CONSTRUCTED, WHEN ADJACENT TO THE 10'-0" TRAVEL LANE, PRIOR TO OPENING TRAVEL LANES TO LOCAL TRAFFIC.

PHASE 5 TYPICAL SECTION

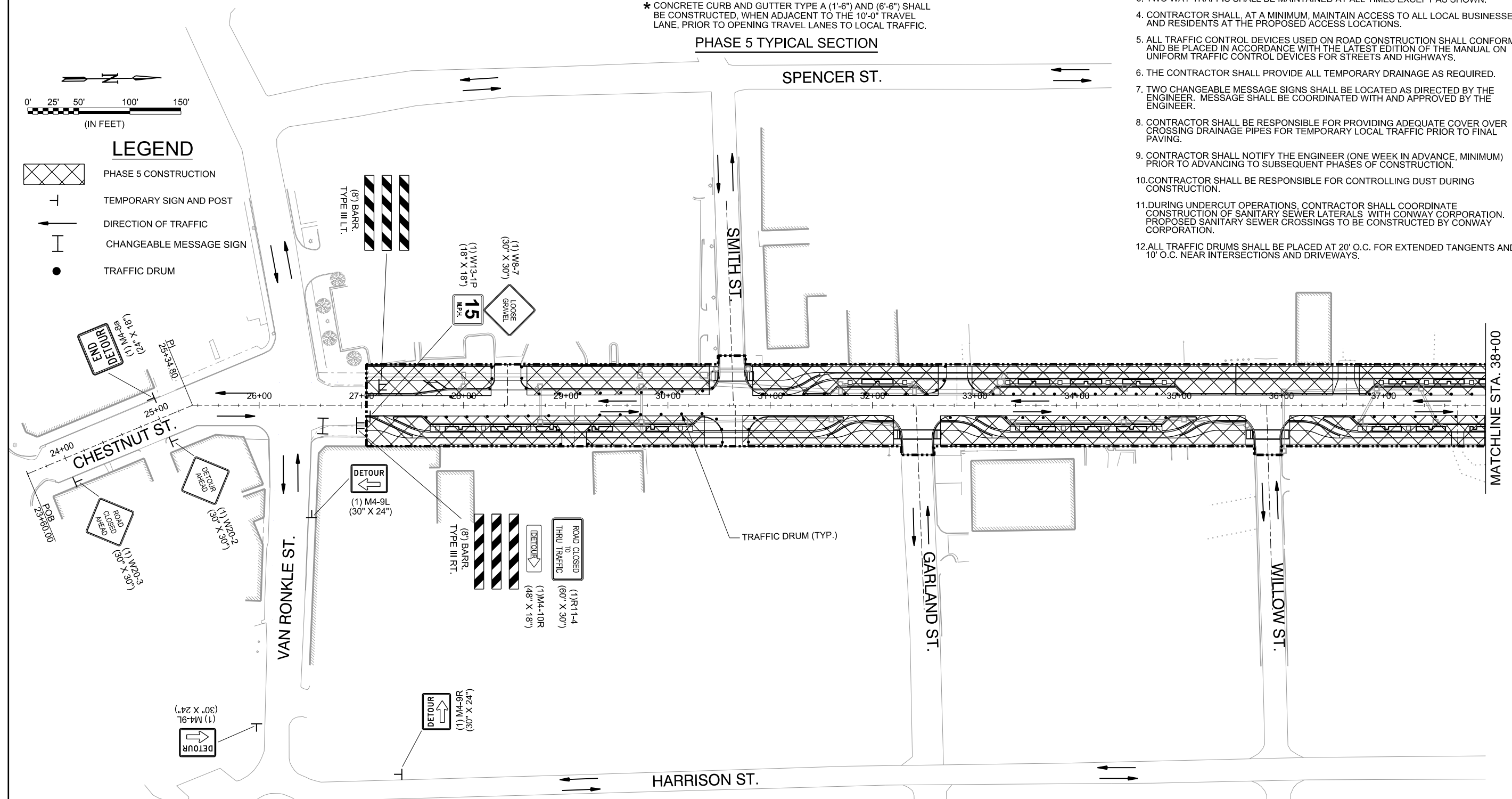
GENERAL NOTES:

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12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.



LEGEND

- PHASE 5 CONSTRUCTION
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- CHANGEABLE MESSAGE SIGN
- TRAFFIC DRUM



CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 ARKANSAS - ENGINEER

STATE OF ARKANSAS
 Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994
 Digitally Signed 06/15/2019

REV.	DATE	DESCRIPTION

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

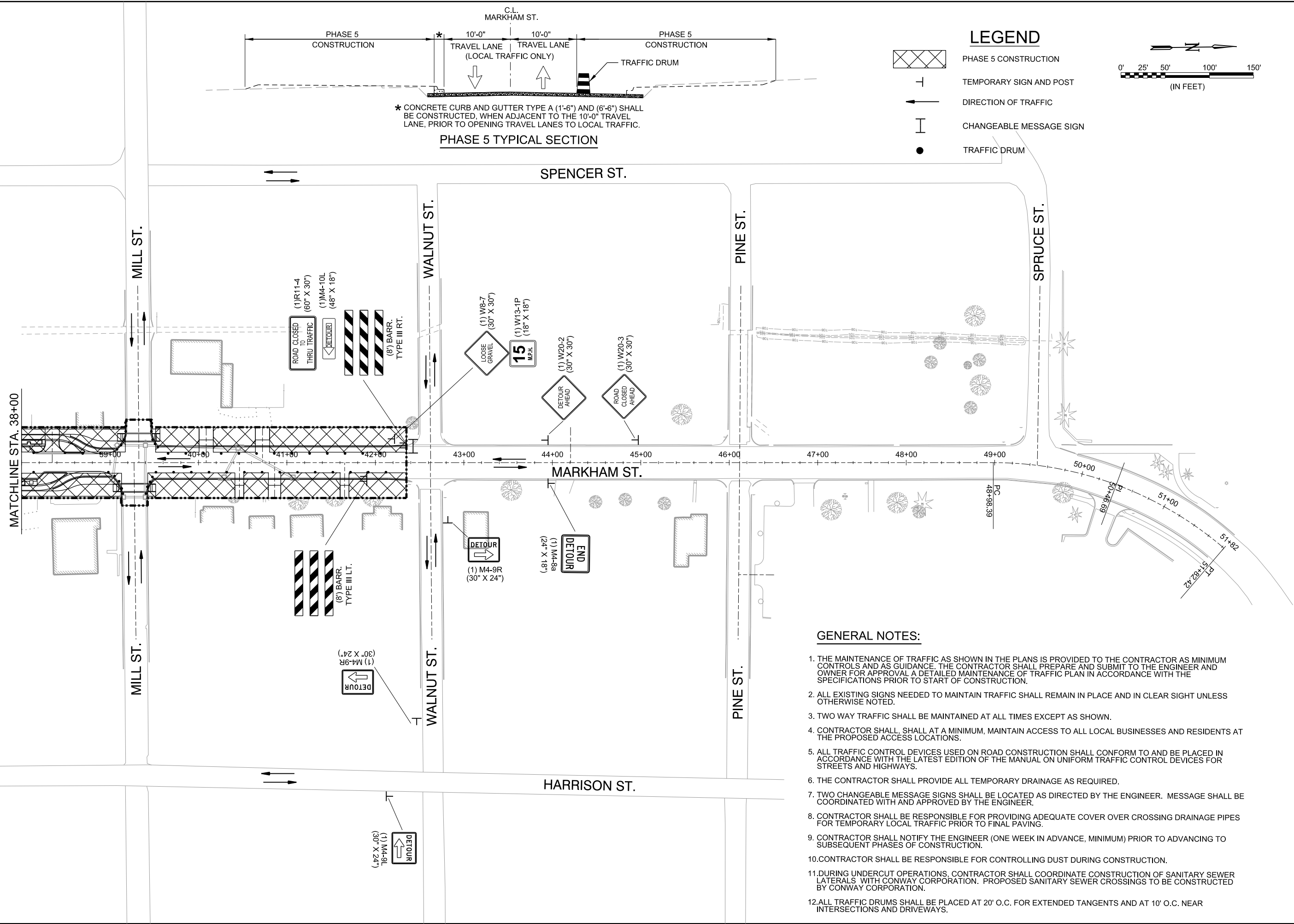
MAINTENANCE OF TRAFFIC PLAN - PHASE 5 (SHEET 1 OF 2)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
C-407






SHEET NUMBER
33

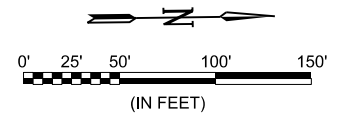


* CONCRETE CURB AND GUTTER TYPE A (1'-6" AND 6'-6") SHALL BE CONSTRUCTED, WHEN ADJACENT TO THE 10'-0" TRAVEL LANE, PRIOR TO OPENING TRAVEL LANES TO LOCAL TRAFFIC.

PHASE 5 TYPICAL SECTION

LEGEND

-  PHASE 5 CONSTRUCTION
-  TEMPORARY SIGN AND POST
-  DIRECTION OF TRAFFIC
-  CHANGEABLE MESSAGE SIGN
-  TRAFFIC DRUM



CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 ARKANSAS ENGINEERS

STATE OF ARKANSAS
 Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994
 JUSTIN L. TACKETT

Digitally Signed 06/15/2019

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

MAINTENANCE OF TRAFFIC PLAN - PHASE 5 (SHEET 2 OF 2)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

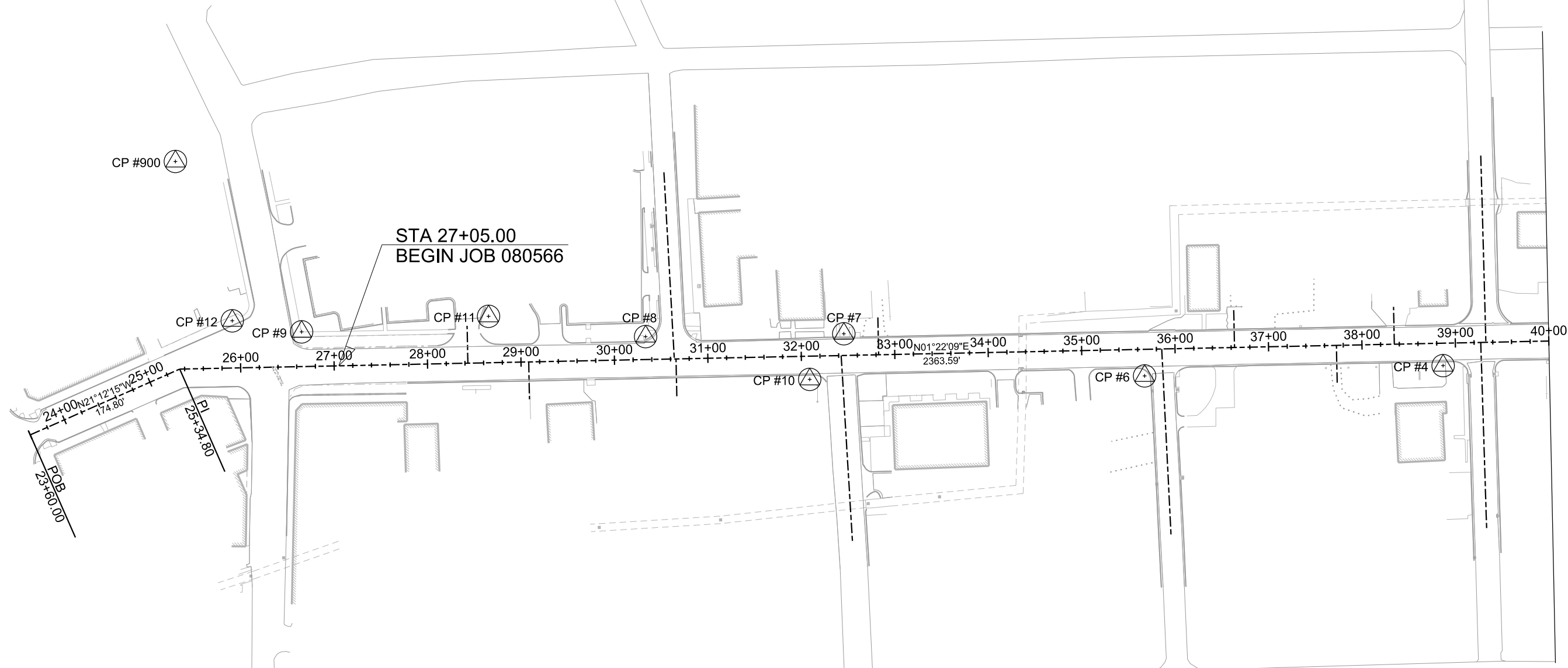
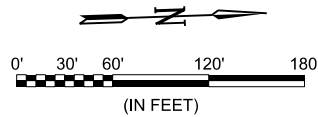
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DRAWING NUMBER
C-408

SHEET NUMBER
34

GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS SHOWN.
4. CONTRACTOR SHALL, SHALL AT A MINIMUM, MAINTAIN ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS AT THE PROPOSED ACCESS LOCATIONS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
7. TWO CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. MESSAGE SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE COVER OVER CROSSING DRAINAGE PIPES FOR TEMPORARY LOCAL TRAFFIC PRIOR TO FINAL PAVING.
9. CONTRACTOR SHALL NOTIFY THE ENGINEER (ONE WEEK IN ADVANCE, MINIMUM) PRIOR TO ADVANCING TO SUBSEQUENT PHASES OF CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION.
11. DURING UNDERCUT OPERATIONS, CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER LATERALS WITH CONWAY CORPORATION. PROPOSED SANITARY SEWER CROSSINGS TO BE CONSTRUCTED BY CONWAY CORPORATION.
12. ALL TRAFFIC DRUMS SHALL BE PLACED AT 20' O.C. FOR EXTENDED TANGENTS AND AT 10' O.C. NEAR INTERSECTIONS AND DRIVEWAYS.



SURVEY CONTROL POINTS						
POINT No.	NORTHING	EASTING	STATION	OFFSET	ELEVATION	DESCRIPTION
1	278648.7543	1180804.5440	49+37.96	32.95' RT.	324.38	ALUM MON
2	278311.3588	1180716.3212	45+95.23	45.40' LT.	321.28	ALUM MON
3	277994.1745	1180718.8025	42+78.20	35.34' LT.	318.85	ALUM MON
4	277601.0704	1180768.7705	38+86.40	24.01' RT.	316.89	ALUM MON
6	277281.4684	1180765.5827	35+66.81	28.46' RT.	316.32	ALUM MON
7	276961.9434	1180706.2449	32+45.96	23.22' LT.	315.58	ALUM MON
8	276749.9097	1180699.8631	30+33.83	24.54' LT.	315.43	ALUM MON
9	276382.4461	1180678.4300	26+65.96	37.18' LT.	316.46	ALUM MON
10	276923.3318	1180753.3805	32+08.49	24.82' RT.	315.59	60D NAIL
100	279056.7880	1181770.3510	N/A	N/A	330.24	CAGIS 1004, 3" ALM CAP SET IN CONCRETE POST
101	278270.5040	1180411.5370	45+47.10	349.12' LT.	323.04	CAGIS 1004-01, 3 1/2" ALM CAP SET IN CONCRETE POST
102	278251.1531	1179853.4530	45+14.42	906.58' LT.	337.23	CAGIS 1004-02, 3 1/2" ALM CAP SET IN CONCRETE POST
106	279055.4410	1181465.6650	N/A	N/A	337.11	CAGIS 1004-06, 3/8" REBAR WITH 2 1/2" ALM CAP SET IN CONCRETE POST
900	276255.6334	1180490.2224	N/A	N/A	315.14	TBM - CHISELED SQUARE

COORDINATES FOR ALL POINTS ARE GRID

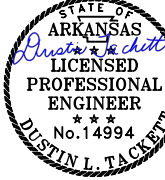
HORIZONTAL DATUM: NAD 83 (1997) HARN
 VERTICAL DATUM: NAVD 88

CONTROL POINT 100 = CAGIS CONTROL POINT 1004
 CONTROL POINT 101 = CAGIS CONTROL POINT 1004-01

ELEVATIONS ARE BASED OFF OF CONTROL POINT 101

BASIS OF BEARINGS:
 ARKANSAS STATE PLANE GRID BEARINGS - ZONE 0301 - ARKANSAS NORTH ZONE
 DETERMINED FROM CAGIS CONTROL POINTS 1004 AND 1004-01
 CONVERGENCE ANGLE: 00°15'14.34" LEFT AT CAGIS CONTROL POINT 1004
 GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE

MARKHAM STREET COORDINATES			
STATION	TYPE	NORTHING	EASTING
23+60.00	POB	276087.4659	1180775.6928
25+34.80	PI	276250.4317	1180712.4694
48+98.39	PC	278613.3422	1180768.9476
50+46.69	PI	278761.6014	1180772.4913
51+82.42	PT	278871.7171	1180871.8285



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REV.	DATE	DESCRIPTION	BY

METROPLAN
 SMART PLANNING MAKES SMART PLACES

LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

SURVEY CONTROL
 DETAILS
 (SHEET 1 OF 2)

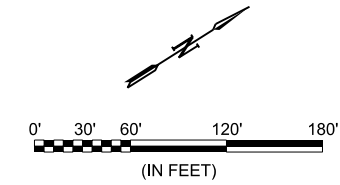
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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DRAWING NUMBER
C-501
 SHEET NUMBER **35**

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CP #102



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STA 51+82.42
END JOB 080566



REV.	DATE	DESCRIPTION	BY

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LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

SURVEY CONTROL
DETAILS
(SHEET 2 OF 2)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: MJM

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DRAWING NUMBER
C-502
SHEET NUMBER **36**

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CP #100

RAMP		
LOCATION	TYPE	AREA (SQ. YD.)
27+77 LT.	BIKE	12.02

CONCRETE STEPS			
STATION	SIDE	WIDTH (FT.)	AREA (SQ. YD.)
27+55.50	LT.	4.00	1.02

CONCRETE ISLAND BEHIND WALK			
STATION	STATION	SIDE	AREA (SQ. YD.)
27+76.59	28+96.26	RT.	26.52

SIDEWALK (TYPE SPECIAL I)			
STATION	STATION	SIDE	AREA (SQ. YD.)
27+05.00	27+53.00	LT.	26.67
27+58.00	28+30.14	LT.	40.08

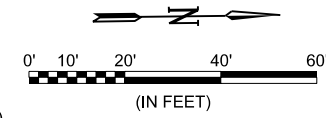
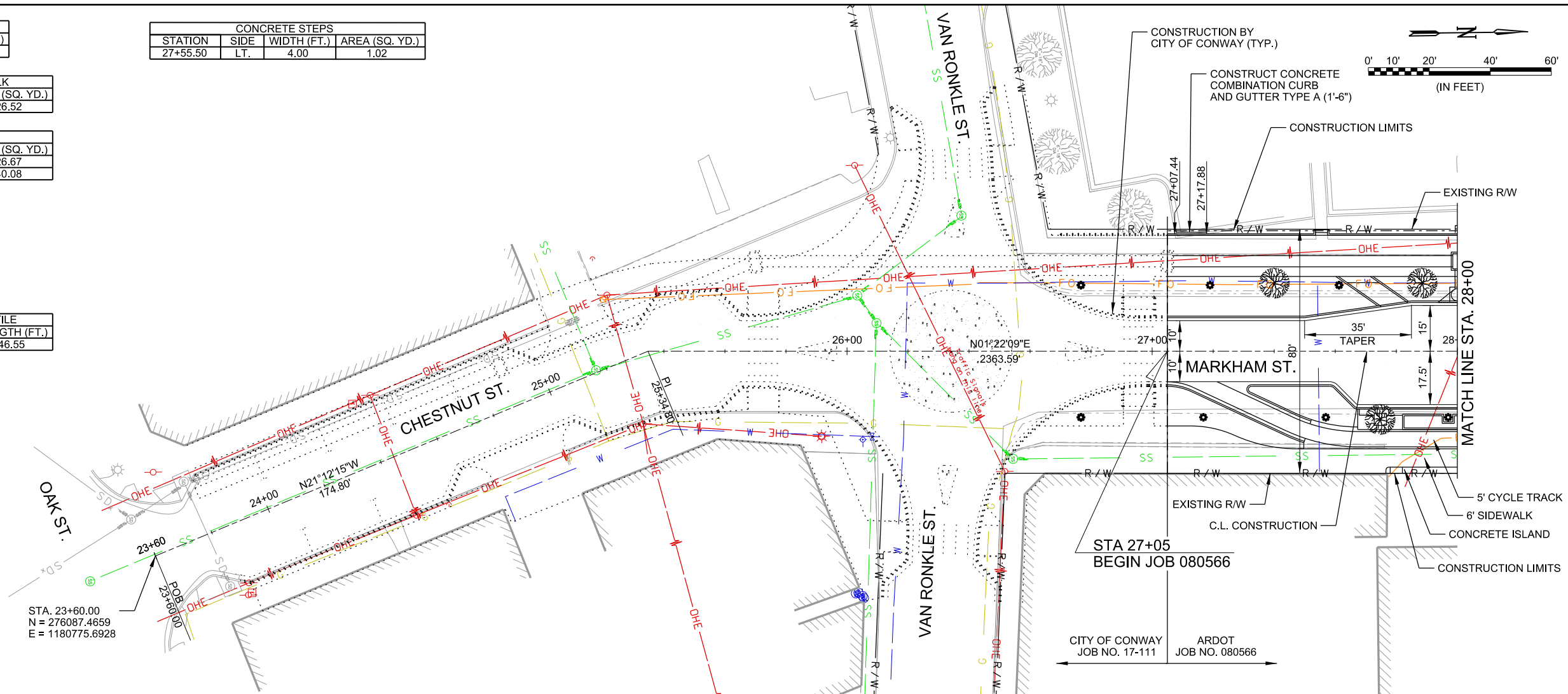
TREE GRATES	
STATION	OFFSET
27+74.78	22.33' RT.

DRAINAGE CUT THROUGH ISLAND		
LOCATION	SIDE	WIDTH
27+80.00	RT.	4'-0"

DETECTABLE DIRECTIONAL BAR TILE			
STATION	STATION	SIDE	LENGTH (FT.)
27+49.71	28+96.26	RT.	146.55

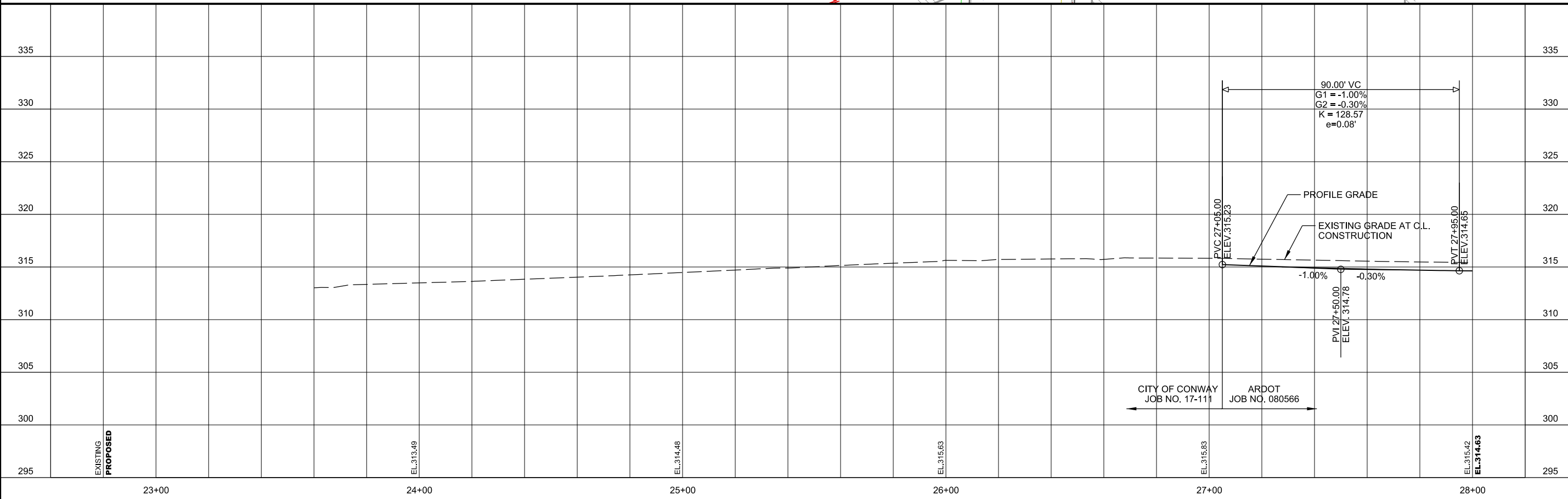


SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.



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REV.	DATE	DESCRIPTION



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METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

PLAN AND PROFILE -
MARKHAM ST.
(SHEET 1 OF 6)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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DRAWING NUMBER
C-601

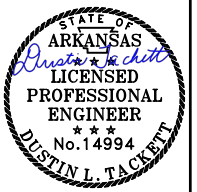
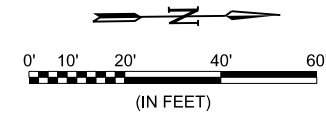
SHEET NUMBER
37

TREE GRATES	
STATION	OFFSET
28+19.28	22.33' RT.
28+63.77	22.33' RT.
30+12.09	22.33' RT.
31+78.16	22.33' LT.
32+31.69	22.33' LT.

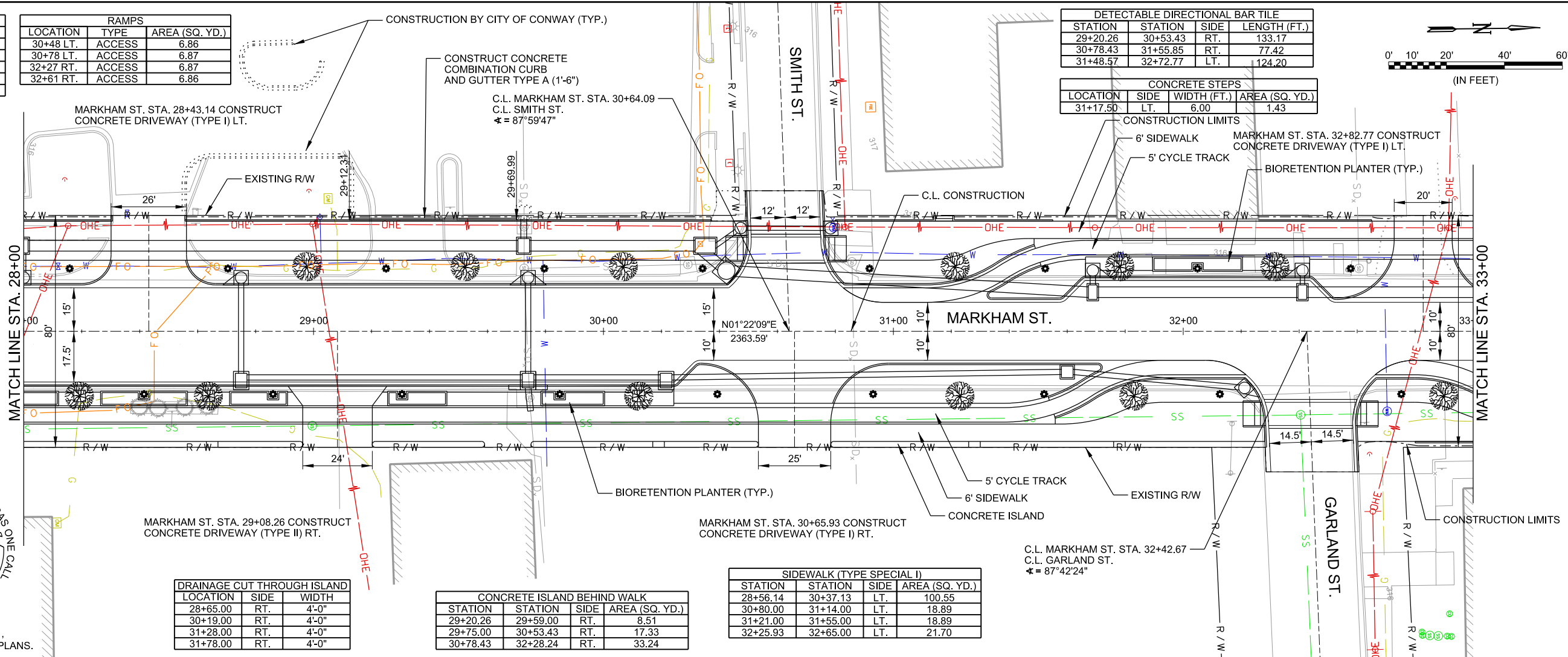
RAMPS		
LOCATION	TYPE	AREA (SQ. YD.)
30+48 LT.	ACCESS	6.86
30+78 LT.	ACCESS	6.87
32+27 RT.	ACCESS	6.87
32+61 RT.	ACCESS	6.86

DETECTABLE DIRECTIONAL BAR TILE			
STATION	STATION	SIDE	LENGTH (FT.)
29+20.26	30+53.43	RT.	133.17
30+78.43	31+55.85	RT.	77.42
31+48.57	32+72.77	LT.	124.20

CONCRETE STEPS			
LOCATION	SIDE	WIDTH (FT.)	AREA (SQ. YD.)
31+17.50	LT.	6.00	1.43



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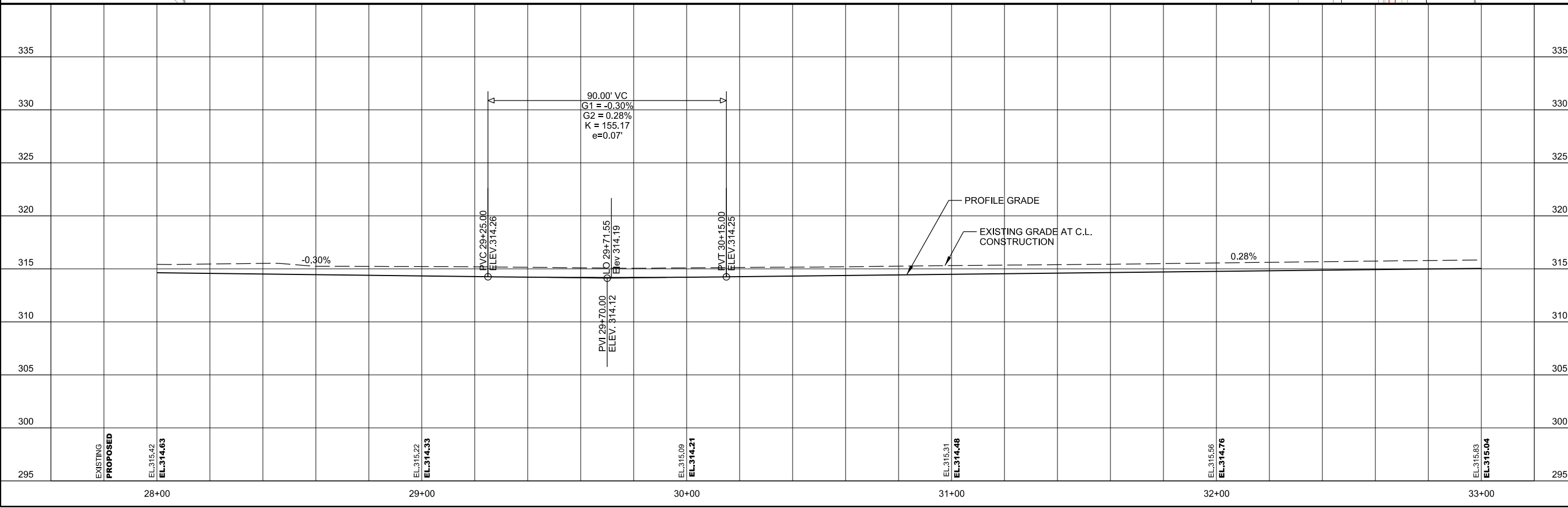
DRAINAGE CUT THROUGH ISLAND		
LOCATION	SIDE	WIDTH
28+65.00	RT.	4'-0"
30+19.00	RT.	4'-0"
31+28.00	RT.	4'-0"
31+78.00	RT.	4'-0"

CONCRETE ISLAND BEHIND WALK			
STATION	STATION	SIDE	AREA (SQ. YD.)
29+20.26	29+59.00	RT.	8.51
29+75.00	30+53.43	RT.	17.33
30+78.43	32+28.24	RT.	33.24

SIDEWALK (TYPE SPECIAL I)			
STATION	STATION	SIDE	AREA (SQ. YD.)
28+56.14	30+37.13	LT.	100.55
30+80.00	31+14.00	LT.	18.89
31+21.00	31+55.00	LT.	18.89
32+25.93	32+65.00	LT.	21.70



SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.



BY	DESCRIPTION	DATE	REV.

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

PLAN AND PROFILE - MARKHAM ST.
(SHEET 2 OF 6)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: DLT
DRAWN BY: DLT

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DRAWING NUMBER
C-602

SHEET NUMBER
38

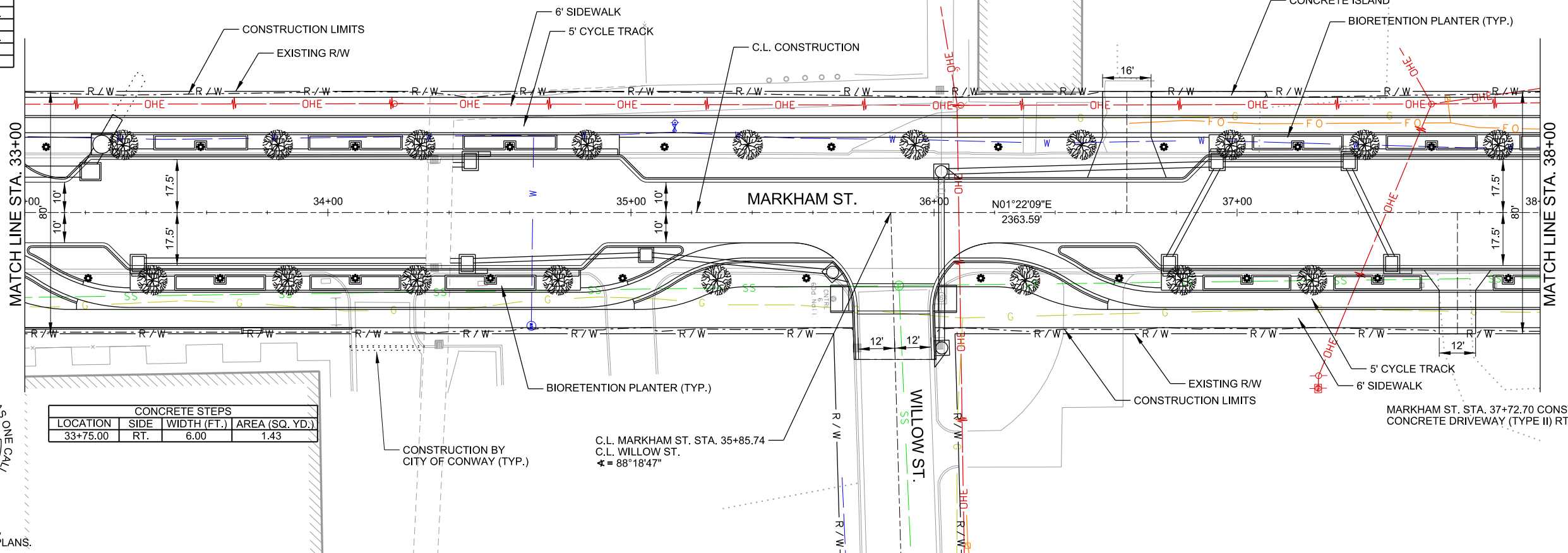
TREE GRATES	
STATION	OFFSET
33+32.54	22.33' LT.
33+42.15	22.33' RT.
33+83.55	22.33' LT.
33+86.75	22.33' RT.
34+29.35	22.33' RT.
34+30.56	22.33' LT.
34+75.95	22.33' RT.
34+85.57	22.33' LT.
36+81.67	22.33' RT.
36+97.94	22.33' LT.
37+24.80	22.33' RT.
37+42.09	22.33' LT.
37+86.24	22.33' LT.

CONCRETE ISLAND BEHIND WALK			
STATION	STATION	SIDE	AREA (SQ. YD.)
36+71.63	37+09.63	LT.	8.35

SIDEWALK (TYPE SPECIAL I)			
STATION	STATION	SIDE	AREA (SQ. YD.)
32+80.00	33+71.50	RT.	50.83
33+78.50	34+08.00	RT.	16.39

RAMPS		
LOCATION	TYPE	AREA (SQ. YD.)
35+72 RT.	ACCESS	6.87
36+01 RT.	ACCESS	6.86

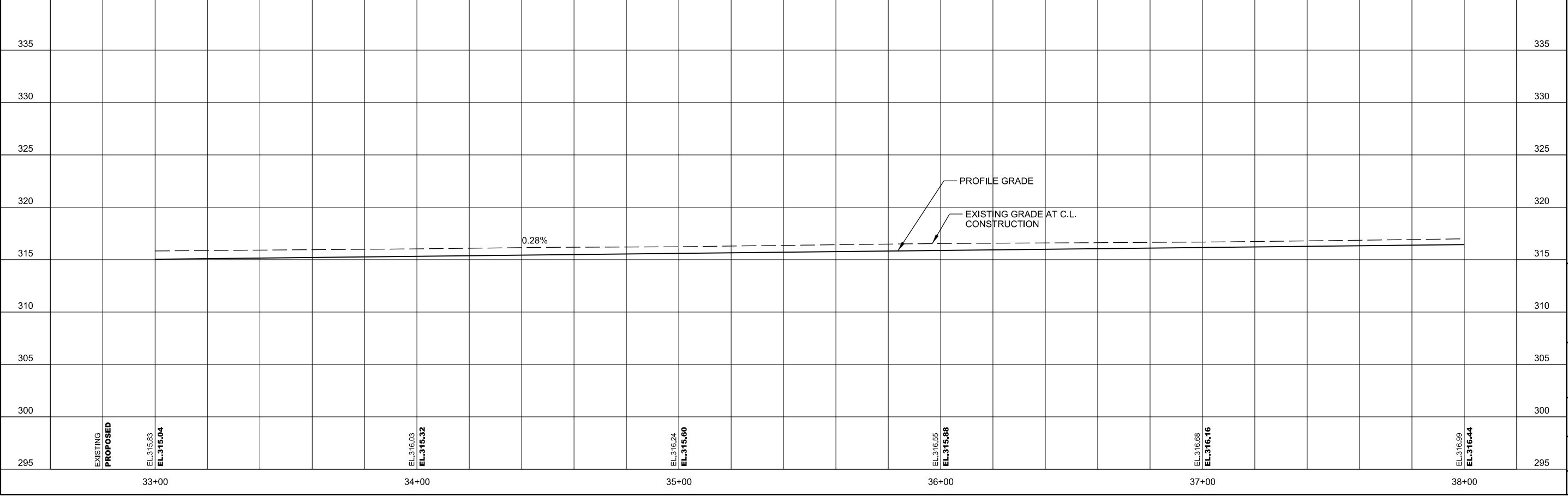
DETECTABLE DIRECTIONAL BAR TILE			
STATION	STATION	SIDE	LENGTH (FT.)
32+92.77	36+55.63	LT.	362.86
33+17.07	35+01.09	RT.	184.02
36+57.29	37+66.70	RT.	109.41
36+71.63	38+26.67	LT.	155.04



CONCRETE STEPS			
LOCATION	SIDE	WIDTH (FT.)	AREA (SQ. YD.)
33+75.00	RT.	6.00	1.43



SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.



REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

PLAN AND PROFILE -
MARKHAM ST.
(SHEET 3 OF 6)

JOB NO.: 1601722
DATE: FEBRUARY 2019
DESIGNED BY: DLT
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DRAWING NUMBER
C-603

SHEET NUMBER
39

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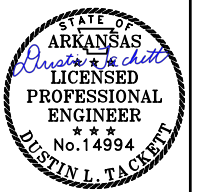
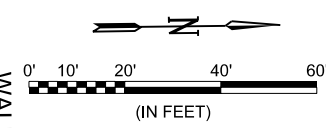
TREE GRATES	
STATION	OFFSET
38+11.06	22.33' RT.

RAMPS			
LOCATION	TYPE	AREA (SQ. YD.)	
39+10 RT.	ACCESS	7.59	
39+14 LT.	ACCESS	7.59	
39+46 RT.	ACCESS	7.59	
39+50 LT.	ACCESS	7.59	

CONCRETE STEPS			
LOCATION	SIDE	WIDTH (FT.)	AREA (SQ. YD.)
38+65.00	LT.	4.00	2.08

CONCRETE ISLAND BEHIND WALK			
STATION	STATION	SIDE	AREA (SQ. YD.)
38+11.00	38+26.67	LT.	3.39
38+42.67	38+62.42	LT.	4.33
38+92.19	39+17.40	LT.	5.58

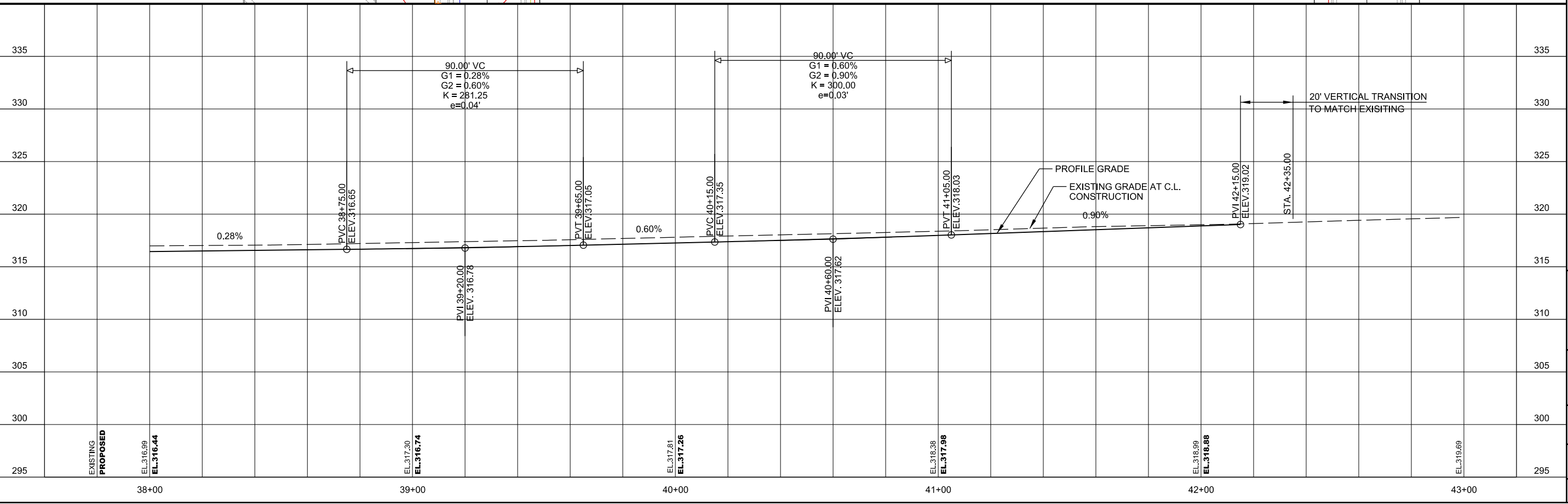
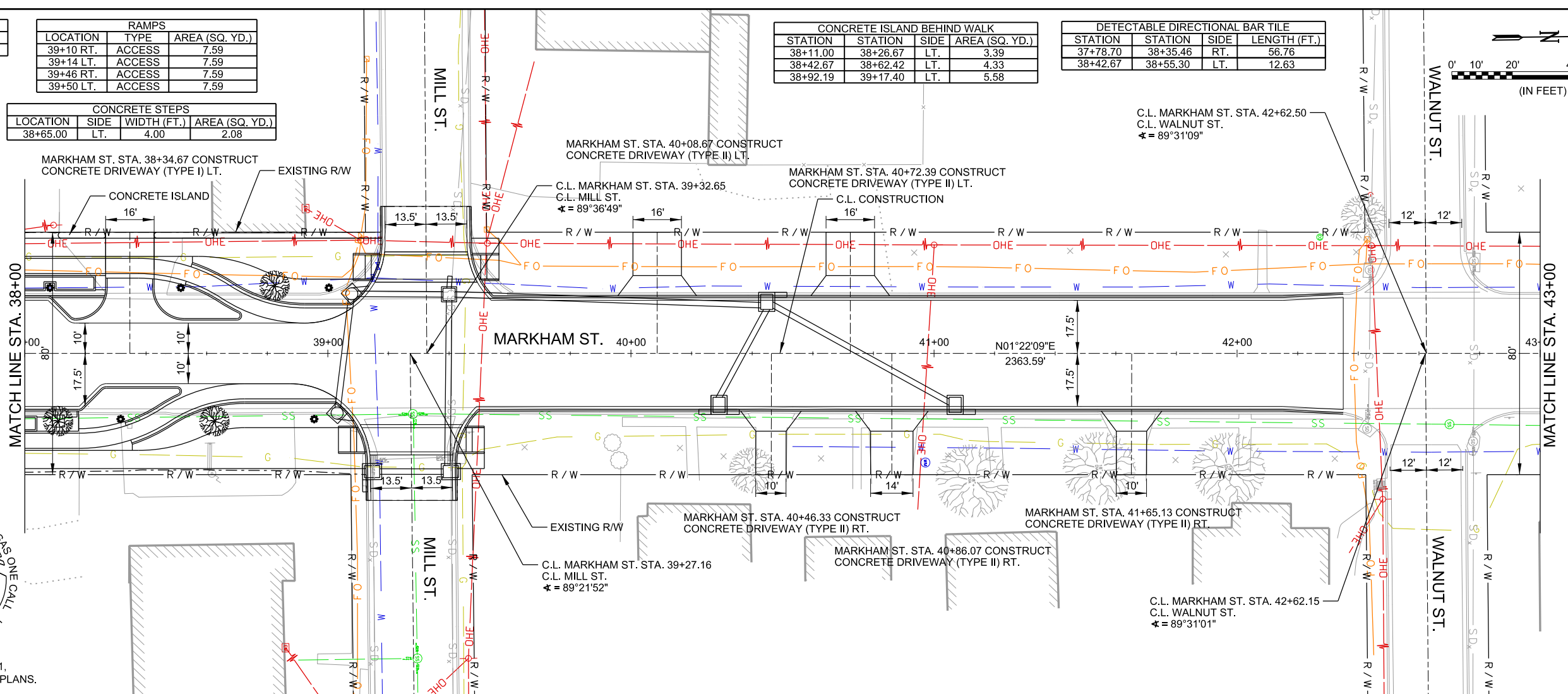
DETECTABLE DIRECTIONAL BAR TILE			
STATION	STATION	SIDE	LENGTH (FT.)
37+78.70	38+35.46	RT.	56.76
38+42.67	38+55.30	LT.	12.63



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SEE GENERAL NOTE 1,
DRAWING G-002 OF THESE PLANS.



REV.	DATE	DESCRIPTION

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 METROPLAN
 LITTLE ROCK, ARKANSAS
 MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

PLAN AND PROFILE -
 MARKHAM ST.
 (SHEET 4 OF 6)

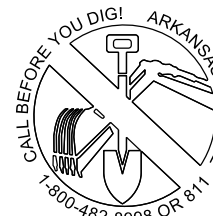
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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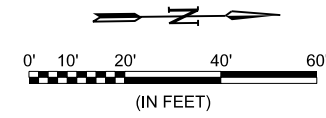
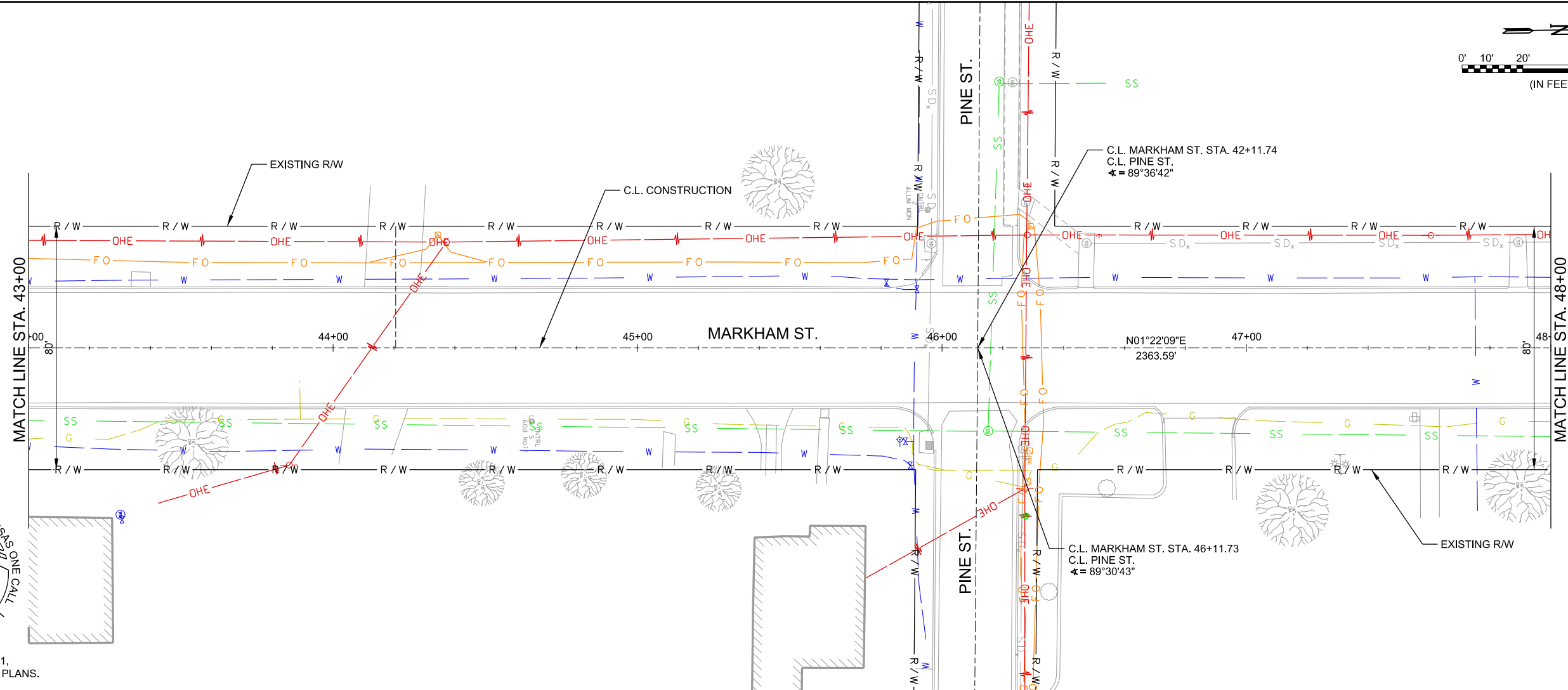
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40

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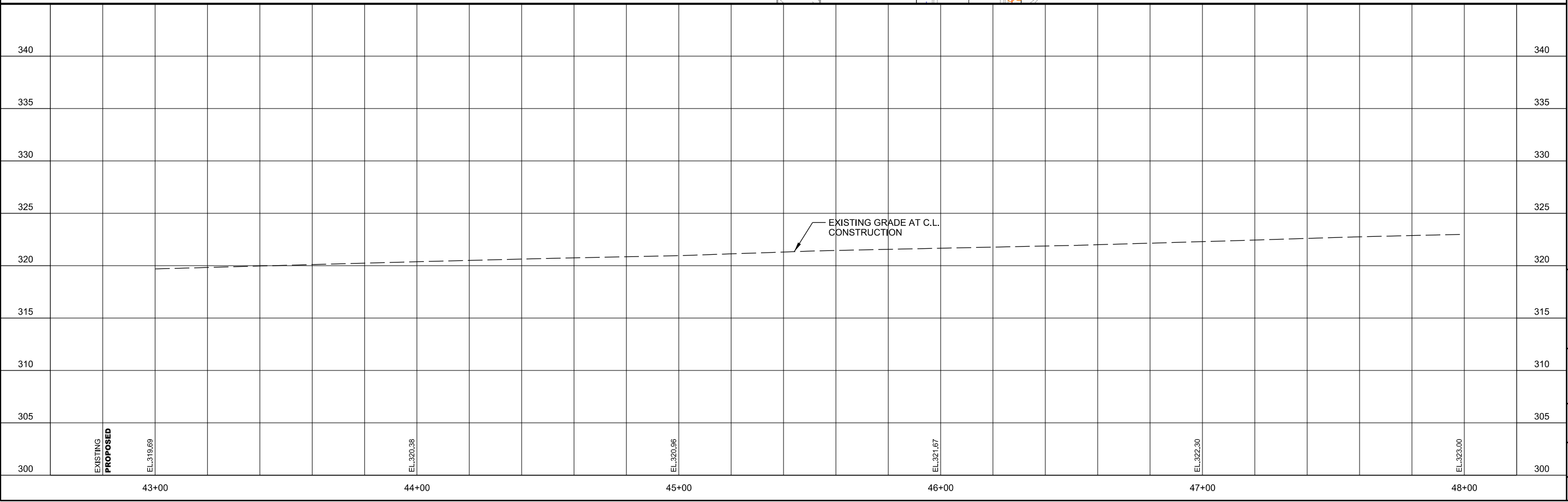
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REV.	DATE	DESCRIPTION	BY



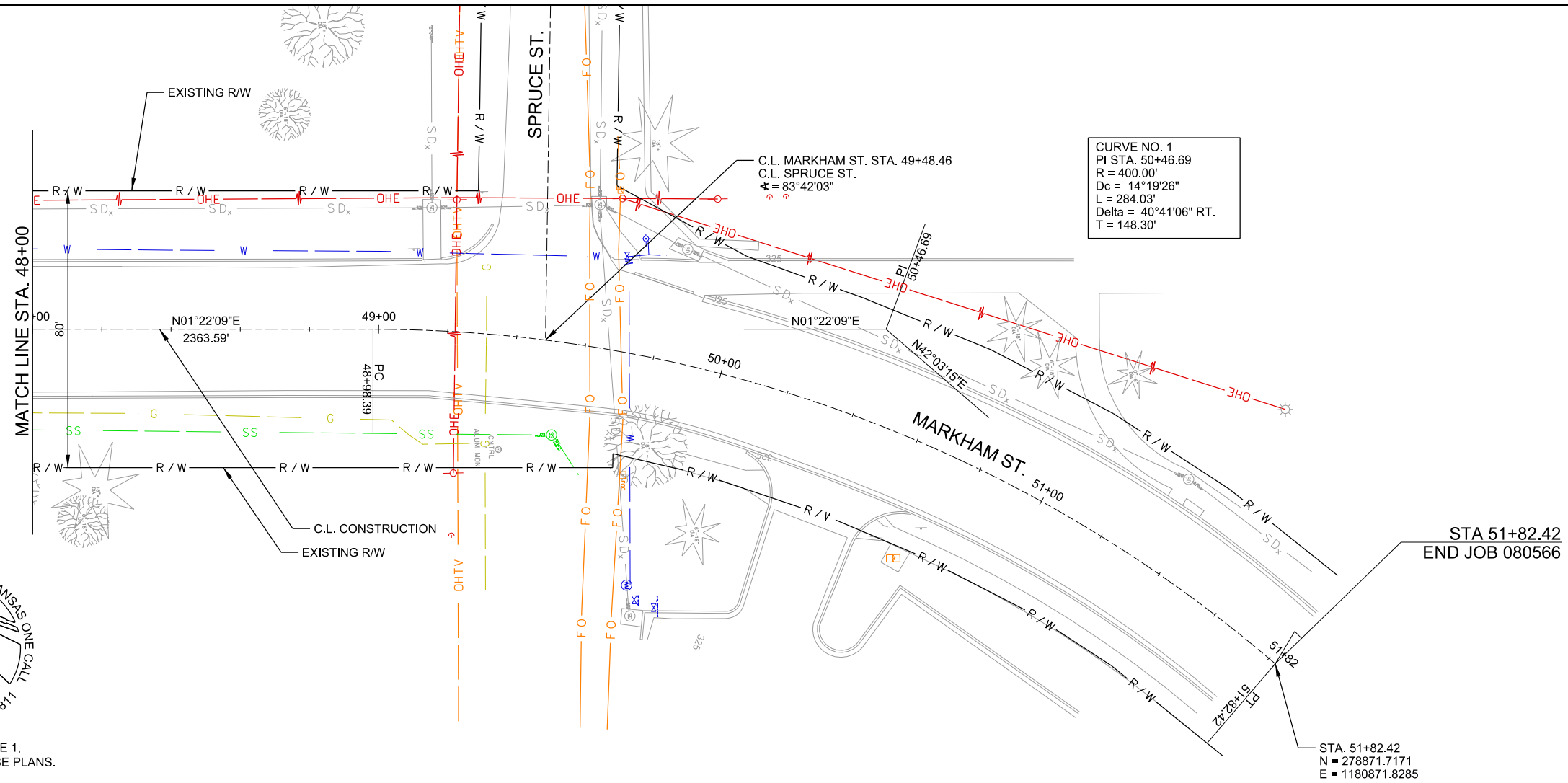
MARKHAM ST. - JUMP START IMPVTS. (CONWAY) (S)	
PLAN AND PROFILE - MARKHAM ST. (SHEET 5 OF 6)	
JOB NO.: 16017122 DATE: FEBRUARY 2019 DESIGNED BY: DLT DRAWN BY: DLT	
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DRAWING NUMBER C-605	
SHEET NUMBER 41	

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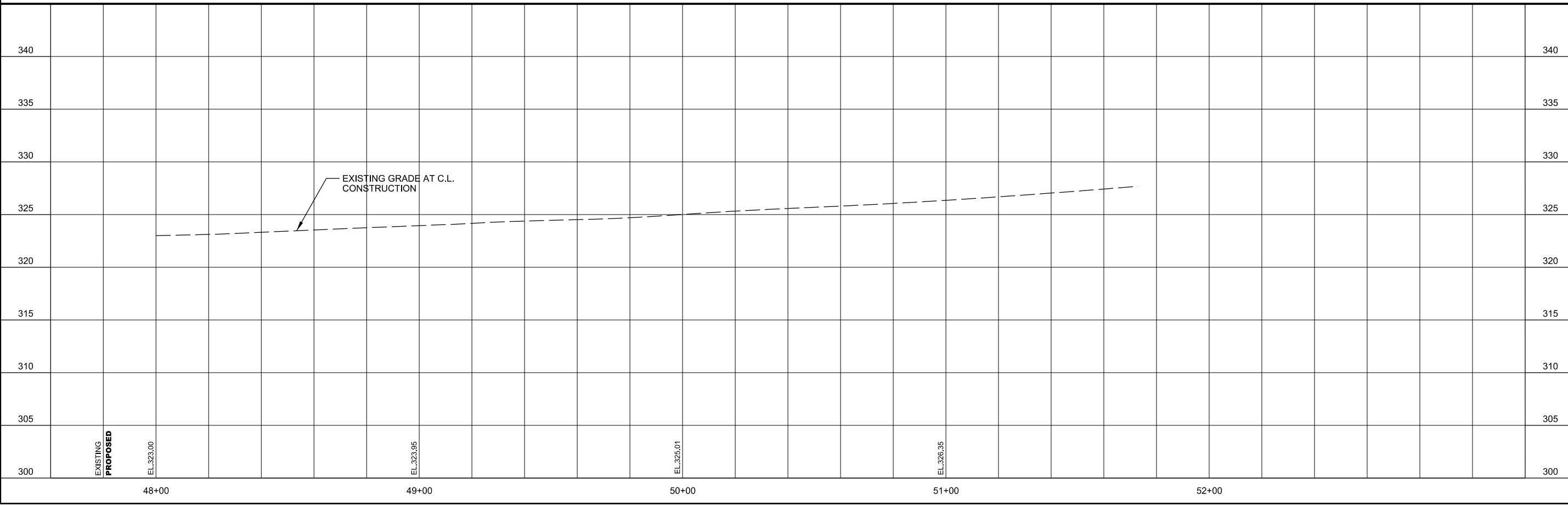


SEE GENERAL NOTE 1,
 DRAWING G-002 OF THESE PLANS.



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REV.	DATE	DESCRIPTION	BY



METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

PLAN AND PROFILE -
 MARKHAM ST.
 (SHEET 6 OF 6)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

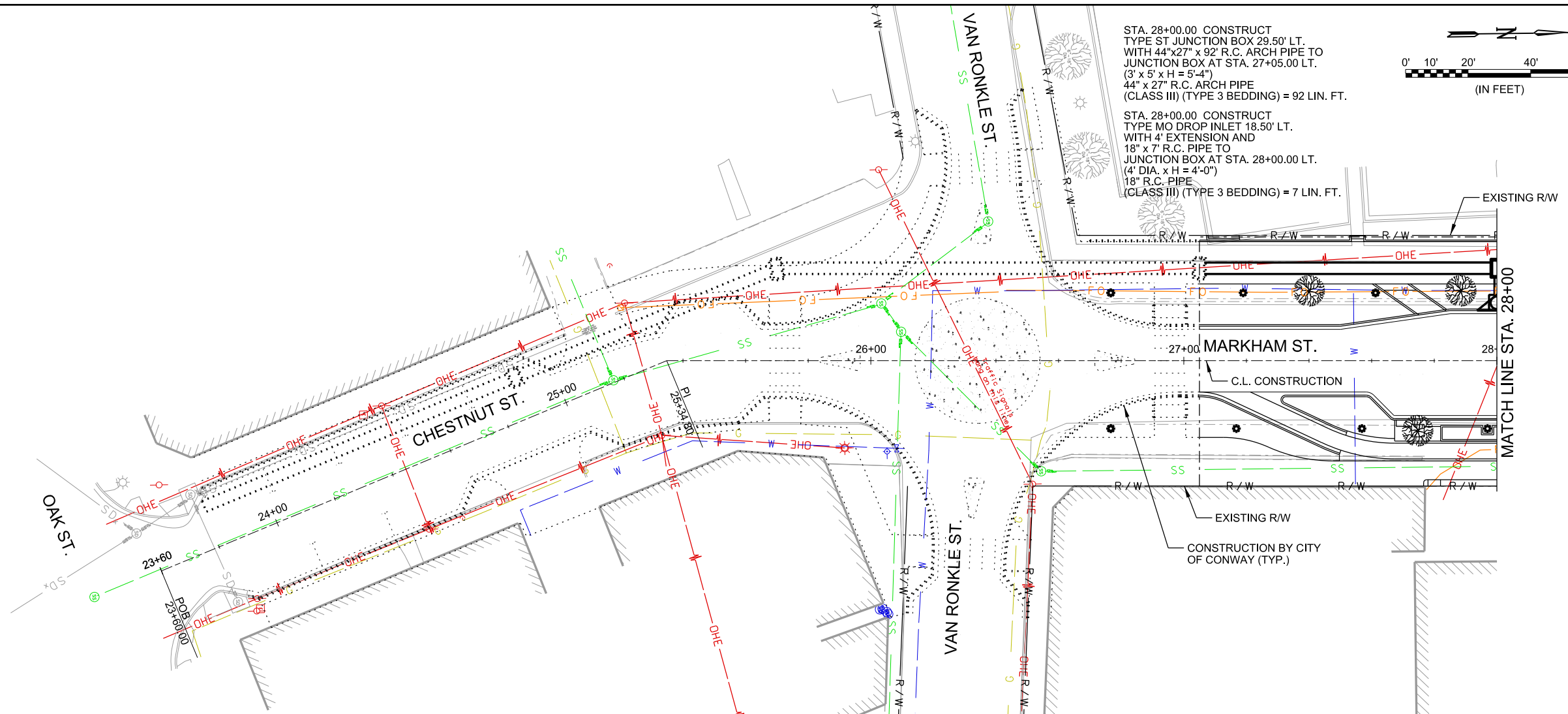
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DRAWING NUMBER
C-606

SHEET NUMBER
42

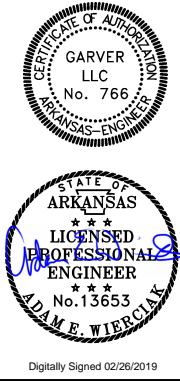


SEE GENERAL NOTE 1,
DRAWING G-002 OF THESE PLANS.

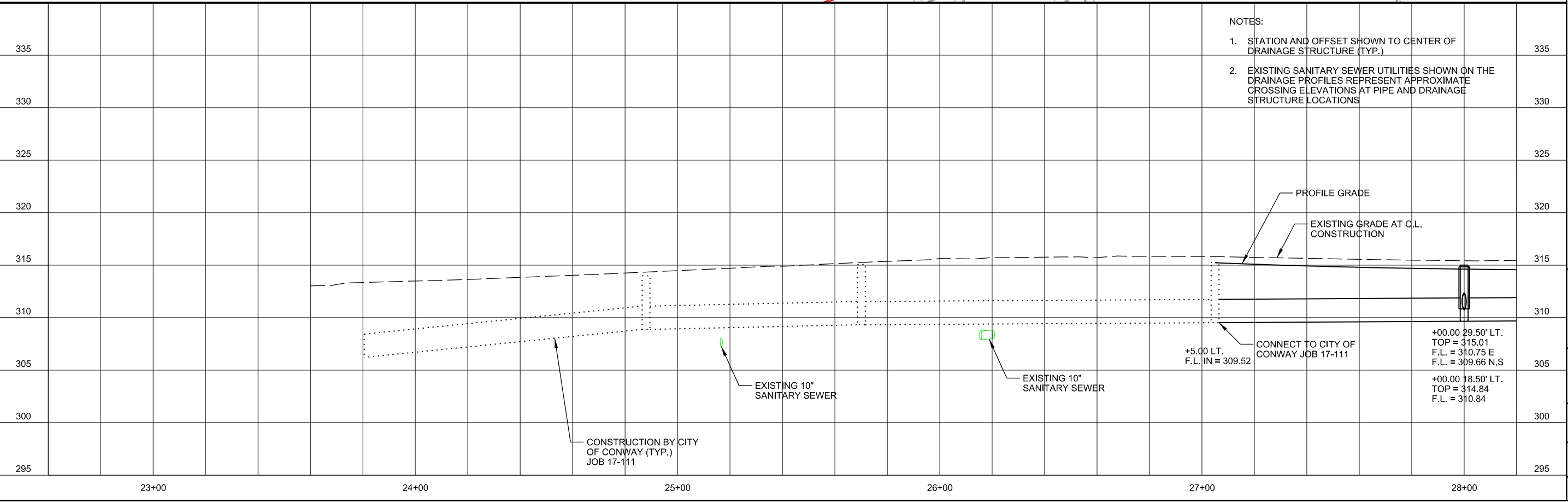


STA. 28+00.00 CONSTRUCT
TYPE ST JUNCTION BOX 29.50' LT.
WITH 44"x27" x 92' R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 27+05.00 LT.
(3' x 5' x H = 5'-4")
44" x 27" R.C. ARCH PIPE
(CLASS III) (TYPE 3 BEDDING) = 92 LIN. FT.

STA. 28+00.00 CONSTRUCT
TYPE MO DROP INLET 18.50' LT.
WITH 4' EXTENSION AND
18" x 7" R.C. PIPE TO
JUNCTION BOX AT STA. 28+00.00 LT.
(4' DIA. x H = 4'-0")
18" R.C. PIPE
(CLASS III) (TYPE 3 BEDDING) = 7 LIN. FT.



REV.	DATE	DESCRIPTION	BY



- NOTES:
1. STATION AND OFFSET SHOWN TO CENTER OF DRAINAGE STRUCTURE (TYP.)
 2. EXISTING SANITARY SEWER UTILITIES SHOWN ON THE DRAINAGE PROFILES REPRESENT APPROXIMATE CROSSING ELEVATIONS AT PIPE AND DRAINAGE STRUCTURE LOCATIONS

PROFILE GRADE
EXISTING GRADE AT C.L. CONSTRUCTION

+5.00 LT.
F.L. IN = 309.52

CONNECT TO CITY OF CONWAY JOB 17-111

+00.00 29.50' LT.
TOP = 315.01
F.L. = 310.75 E
F.L. = 309.66 N.S

+00.00 18.50' LT.
TOP = 314.84
F.L. = 310.84

M
METROPLAN
SMART PLANNING MAKES SMART PLANS

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

DRAINAGE PLAN AND PROFILE -
MARKHAM ST.
(SHEET 1 OF 4)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: AEW
DRAWN BY: AEW

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DRAWING NUMBER
C-701

SHEET NUMBER
43

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STA. 28+75.00 CONSTRUCT
TYPE MO DROP INLET 18.50' LT.
WITH 4' EXTENSION AND
22" x 14" x 31' R.C. ARCH PIPE TO
DROP INLET AT STA. 28+75.00 RT.
(4' DIA. x H = 2'-10")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 31 LIN. FT.

STA. 29+72.50 COORDINATE
CONSTRUCTION OF
TYPE ST DROP INLET 41.00' LT.
WITH CITY OF CONWAY
JACOB REYNOLDS (501) 733-6078

STA. 29+72.50 CONSTRUCT
TYPE ST JUNCTION BOX 29.50' LT.
WITH 44" x 27" x 169' R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 28+00.00 LT.
ADD 24" x 8' R.C. PIPE STUB
(4' x 5' x H = 4'-8")
44" x 27" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 169 LIN. FT.

STA. 30+35.15 CONSTRUCT
TYPE ST JUNCTION BOX 29.50' LT.
WITH 44" x 27" x 57' R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 29+72.50 LT.
(7' x 5' x H = 4'-8")
44" x 27" R.C. ARCH PIPE
(CLASS III) (TYPE 3 BEDDING) = 57 LIN. FT.

STA. 30+42.39 CONSTRUCT
TYPE MO DROP INLET 20.93' LT.
WITH 44" x 27" x 9' R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 30+35.15 LT.
(6' DIA. x H = 4'-6")
44" x 27" R.C. ARCH PIPE
(CLASS III) (TYPE 3 BEDDING) = 9 LIN. FT.

STA. 30+47.33 CONSTRUCT
TYPE MO DROP INLET 35.62' LT.
WITH 18" x 9' R.C. PIPE TO
JUNCTION BOX AT STA. 30+35.15 LT.
(4' DIA. x H = 4'-0")
18" R.C. PIPE
(CLASS III) (TYPE 3 BEDDING) = 9 LIN. FT.

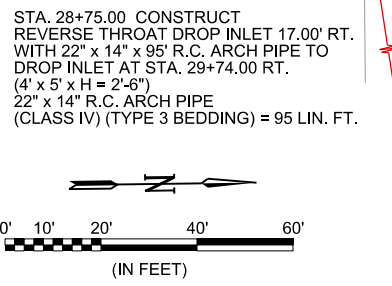
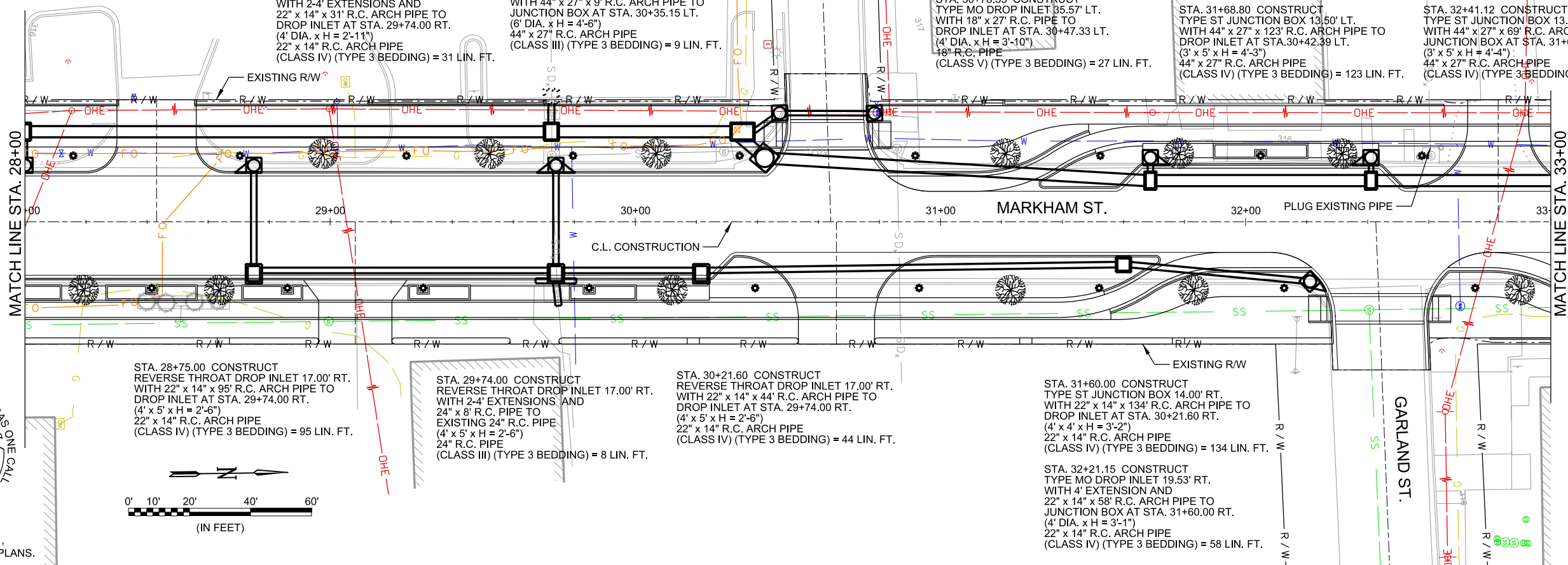
STA. 30+78.35 CONSTRUCT
TYPE MO DROP INLET 35.57' LT.
WITH 18" x 27' R.C. PIPE TO
DROP INLET AT STA. 30+47.33 LT.
(4' DIA. x H = 3'-10")
18" R.C. PIPE
(CLASS V) (TYPE 3 BEDDING) = 27 LIN. FT.

STA. 31+68.80 CONSTRUCT
TYPE MO DROP INLET 21.00' LT.
WITH 4' EXTENSION AND
18" x 3' R.C. PIPE TO
JUNCTION BOX AT STA. 31+68.80 LT.
(4' DIA. x H = 3'-9")
18" R.C. PIPE
(CLASS V) (TYPE 3 BEDDING) = 3 LIN. FT.

STA. 31+68.80 CONSTRUCT
TYPE ST JUNCTION BOX 13.50' LT.
WITH 44" x 27" x 123' R.C. ARCH PIPE TO
DROP INLET AT STA. 30+42.39 LT.
(3' x 5' x H = 4'-3")
44" x 27" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 123 LIN. FT.

STA. 32+41.12 CONSTRUCT
TYPE MO DROP INLET 21.00' LT.
WITH 4' EXTENSION AND
18" x 3' R.C. PIPE TO
JUNCTION BOX AT STA. 32+41.12 LT.
(4' DIA. x H = 3'-11")
18" R.C. PIPE
(CLASS V) (TYPE 3 BEDDING) = 3 LIN. FT.

STA. 32+41.12 CONSTRUCT
TYPE ST JUNCTION BOX 13.50' LT.
WITH 44" x 27" x 69' R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 31+68.80 LT.
(3' x 5' x H = 4'-4")
44" x 27" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 69 LIN. FT.



SEE GENERAL NOTE 1,
DRAWING G-002 OF THESE PLANS.

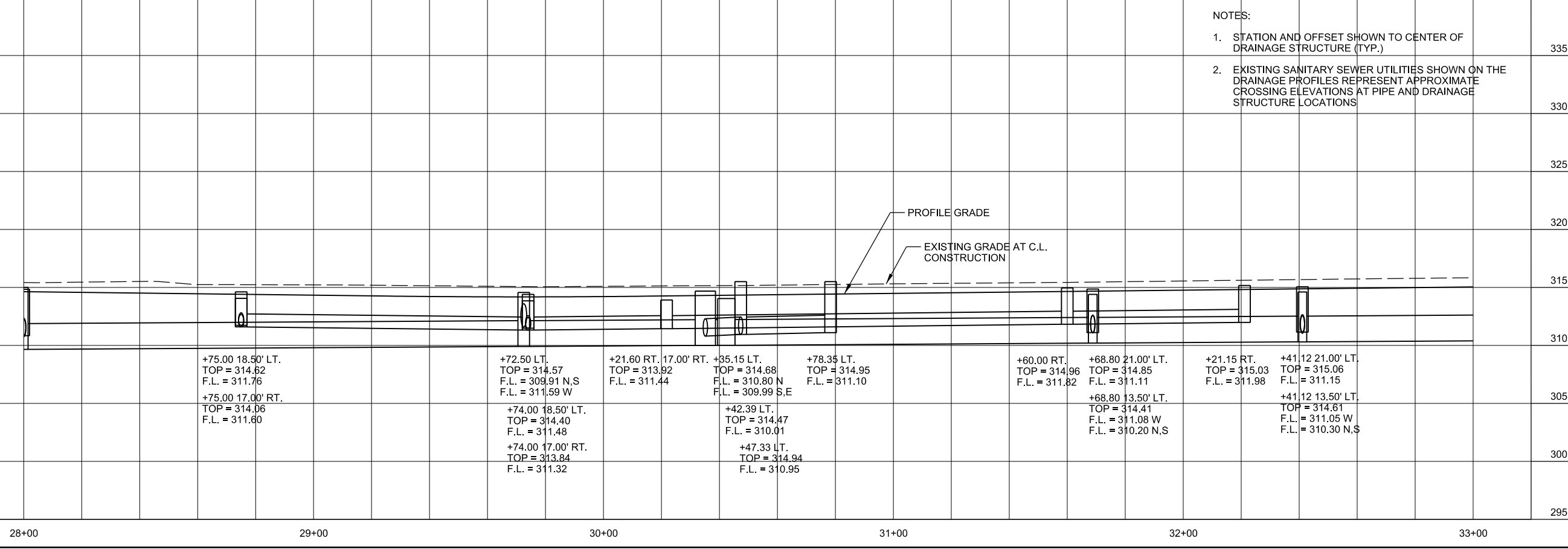
CERTIFICATE OF APPROVAL
GARVER
LLC
No. 766
ARKANSAS-ENGINEERS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

Digitally Signed 02/26/2019

REV.	DATE	DESCRIPTION	BY

- NOTES:
- STATION AND OFFSET SHOWN TO CENTER OF DRAINAGE STRUCTURE (TYP.)
 - EXISTING SANITARY SEWER UTILITIES SHOWN ON THE DRAINAGE PROFILES REPRESENT APPROXIMATE CROSSING ELEVATIONS AT PIPE AND DRAINAGE STRUCTURE LOCATIONS



METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

DRAINAGE PLAN AND PROFILE -
MARKHAM ST.
(SHEET 2 OF 4)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: AEW
DRAWN BY: AEW

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DRAWING NUMBER
C-702

SHEET NUMBER
44

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STA. 33+25.43 CONSTRUCT
TYPE MO DROP INLET 22.50' LT.
WITH 4" x 27" x 6" R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 33+21.68 LT.
AND 44" x 27" x 8" R.C. ARCH PIPE STUB
(6" DIA. x H = 4'-11")
44" x 27" R.C. ARCH PIPE
(CLASS III) (TYPE 3 BEDDING) = 14 LIN. FT.

STA. 33+30.62 COORDINATE
CONSTRUCTION OF
44" x 27" R.C. ARCH PIPE EXTENSION
WITH CITY OF CONWAY
JACOB REYNOLDS (501) 733-6078

STA. 33+21.68 CONSTRUCT
TYPE ST JUNCTION BOX 13.50' LT.
WITH 44" x 27" x 76" R.C. ARCH PIPE TO
JUNCTION BOX AT STA. 32+41.12 LT.
(6' x 5' x H = 4'-5")
44" x 27" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 76 LIN. FT.

STA. 34+47.00 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' LT.
WITH 4" EXTENSION AND
18" x 4" R.C. PIPE TO
EXISTING BOX CULVERT
(4' x 5' x H = 2'-9")
18" R.C. PIPE
(CLASS V) (TYPE 3 BEDDING) = 4 LIN. FT.

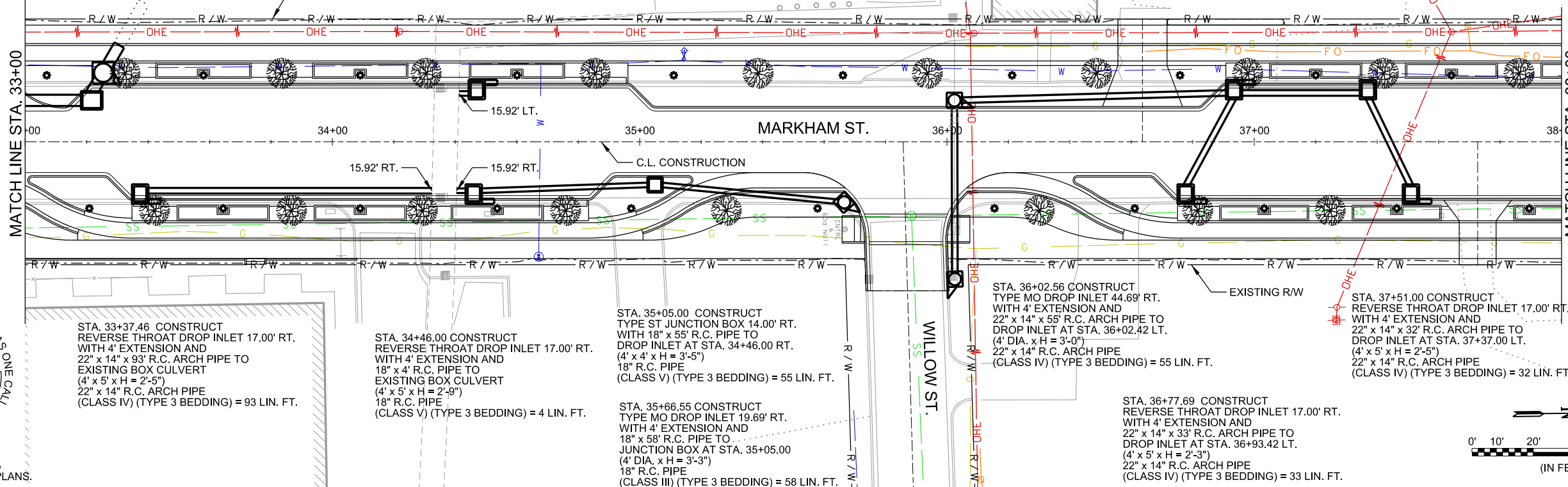
STA. 36+02.42 CONSTRUCT
TYPE MO DROP INLET 13.50' LT.
WITH 4" EXTENSION
CONNECT TO EXISTING 18" PIPE
(4" DIA. x H = 3'-1")

STA. 36+93.42 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' LT.
WITH 4" EXTENSION AND
22" x 14" x 37" R.C. ARCH PIPE TO
INLET AT STA. 36+02.42 LT.
(4' x 5' x H = 2'-5")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 87 LIN. FT.

STA. 37+37.00 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' LT.
WITH 22" x 14" x 40" R.C. ARCH PIPE TO
DROP INLET AT STA. 36+93.42 LT.
(4' x 5' x H = 2'-5")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 40 LIN. FT.

MATCH LINE STA. 33+00

MATCH LINE STA. 38+00



STA. 33+37.46 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' RT.
WITH 4" EXTENSION AND
22" x 14" x 93" R.C. ARCH PIPE TO
EXISTING BOX CULVERT
(4' x 5' x H = 2'-5")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 93 LIN. FT.

STA. 34+46.00 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' RT.
WITH 4" EXTENSION AND
18" x 4" R.C. PIPE TO
EXISTING BOX CULVERT
(4' x 5' x H = 2'-9")
18" R.C. PIPE
(CLASS V) (TYPE 3 BEDDING) = 4 LIN. FT.

STA. 35+05.00 CONSTRUCT
TYPE ST JUNCTION BOX 14.00' RT.
WITH 18" x 55" R.C. PIPE TO
DROP INLET AT STA. 34+46.00 RT.
(4' x 4' x H = 3'-5")
18" R.C. PIPE
(CLASS V) (TYPE 3 BEDDING) = 55 LIN. FT.

STA. 35+66.55 CONSTRUCT
TYPE MO DROP INLET 19.69' RT.
WITH 4" EXTENSION AND
18" x 58" R.C. PIPE TO
JUNCTION BOX AT STA. 35+05.00
(4" DIA. x H = 3'-3")
18" R.C. PIPE
(CLASS III) (TYPE 3 BEDDING) = 58 LIN. FT.

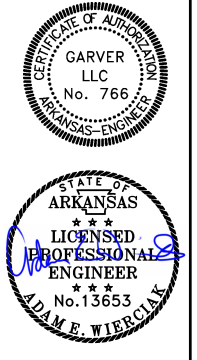
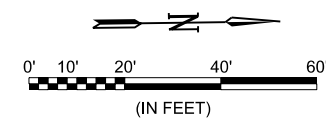
STA. 36+02.56 CONSTRUCT
TYPE MO DROP INLET 44.69' RT.
WITH 4" EXTENSION AND
22" x 14" x 55" R.C. ARCH PIPE TO
DROP INLET AT STA. 36+02.42 LT.
(4" DIA. x H = 3'-0")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 55 LIN. FT.

STA. 36+77.69 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' RT.
WITH 4" EXTENSION AND
22" x 14" x 33" R.C. ARCH PIPE TO
DROP INLET AT STA. 36+93.42 LT.
(4' x 5' x H = 2'-3")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 33 LIN. FT.

STA. 37+51.00 CONSTRUCT
REVERSE THROAT DROP INLET 17.00' RT.
WITH 4" EXTENSION AND
22" x 14" x 32" R.C. ARCH PIPE TO
DROP INLET AT STA. 37+37.00 LT.
(4' x 5' x H = 2'-5")
22" x 14" R.C. ARCH PIPE
(CLASS IV) (TYPE 3 BEDDING) = 32 LIN. FT.



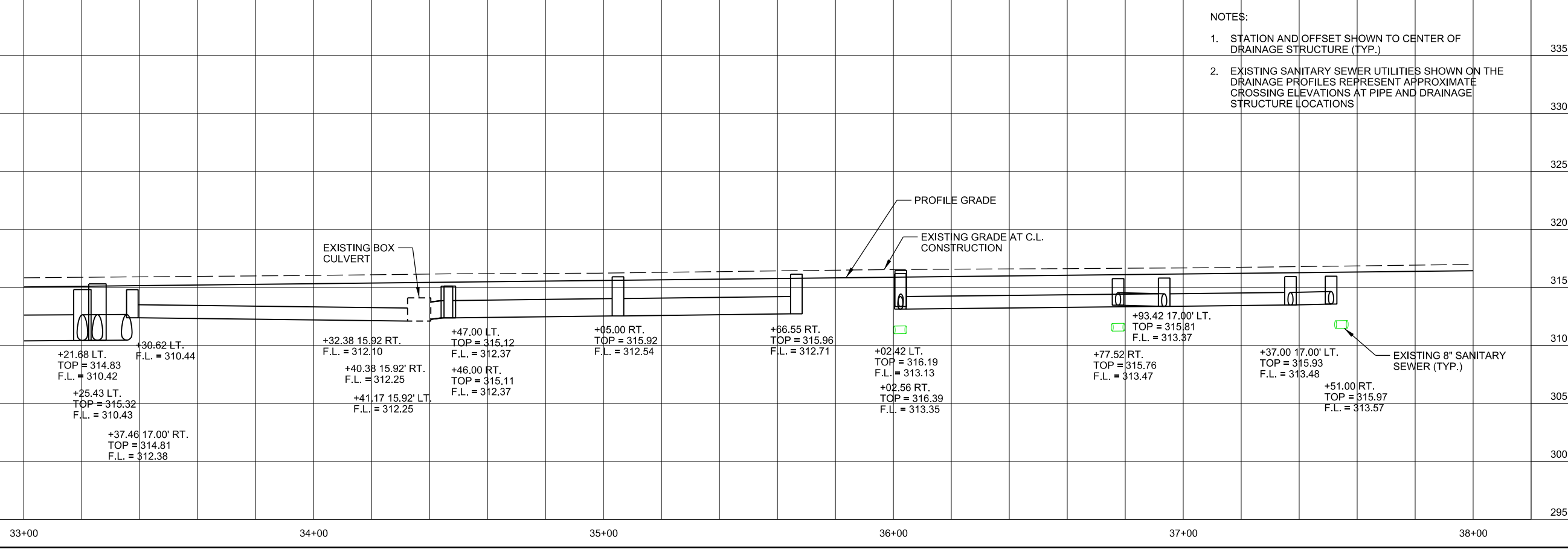
SEE GENERAL NOTE 1,
DRAWING G-002 OF THESE PLANS.



Digitally Signed 02/26/2019

REV.	DATE	DESCRIPTION

- NOTES:
- STATION AND OFFSET SHOWN TO CENTER OF DRAINAGE STRUCTURE (TYP.)
 - EXISTING SANITARY SEWER UTILITIES SHOWN ON THE DRAINAGE PROFILES REPRESENT APPROXIMATE CROSSING ELEVATIONS AT PIPE AND DRAINAGE STRUCTURE LOCATIONS



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LITTLE ROCK, ARKANSAS

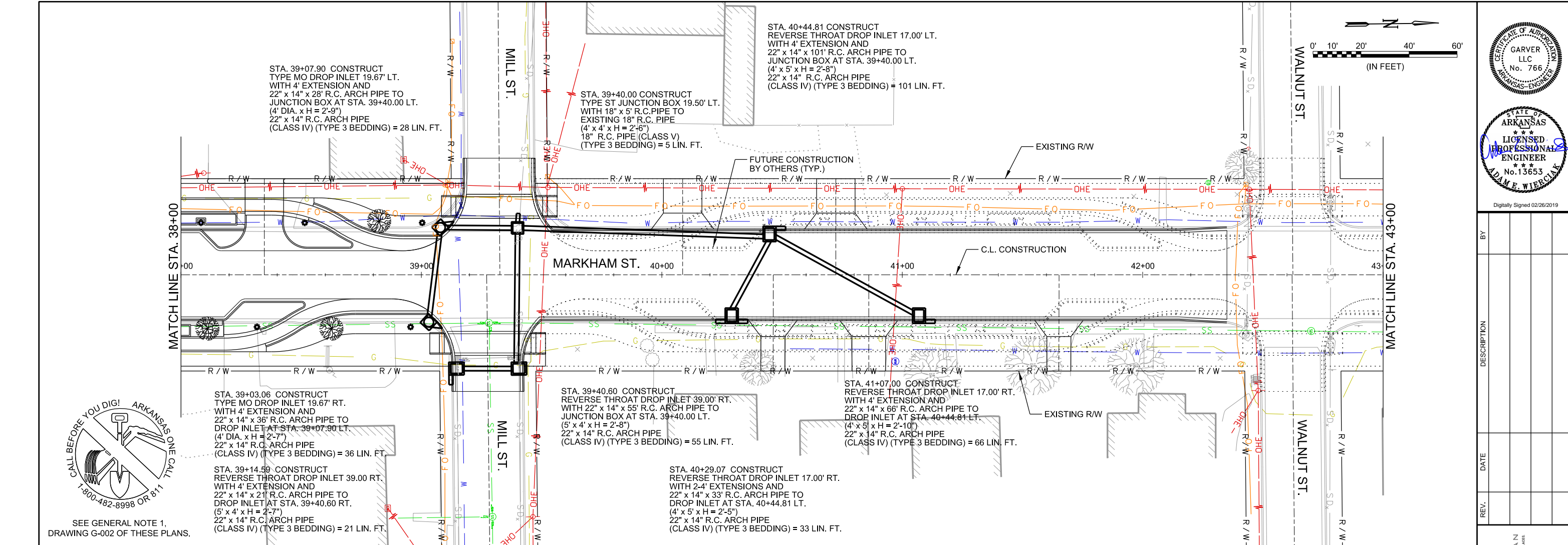
MARKHAM ST. - JUMP START IMPVTS.
(CONWAY) (S)

DRAINAGE PLAN AND
PROFILE -
MARKHAM ST.
(SHEET 3 OF 4)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: AEW
DRAWN BY: AEW

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DRAWING NUMBER
C-703
SHEET NUMBER
45



SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.

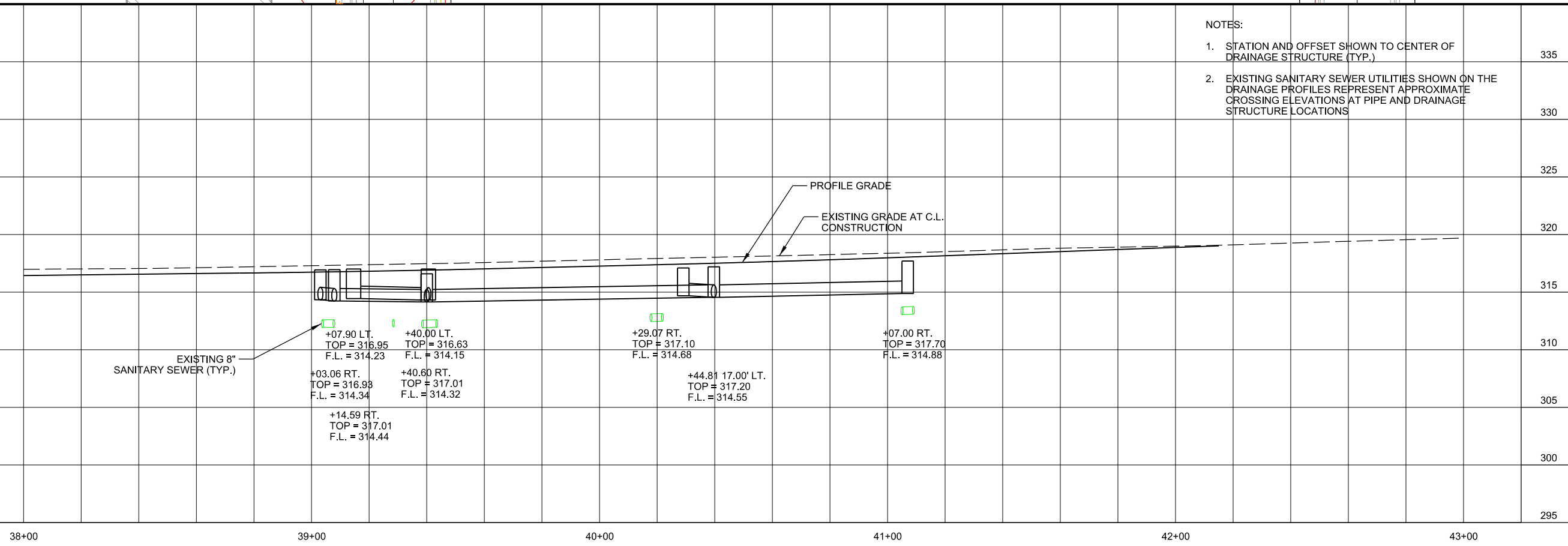


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REV.	DATE	DESCRIPTION	BY

- NOTES:
- STATION AND OFFSET SHOWN TO CENTER OF DRAINAGE STRUCTURE (TYP.)
 - EXISTING SANITARY SEWER UTILITIES SHOWN ON THE DRAINAGE PROFILES REPRESENT APPROXIMATE CROSSING ELEVATIONS AT PIPE AND DRAINAGE STRUCTURE LOCATIONS

M
 METROPLAN
SMART PLANNING MAKES SMART PLACES
 LITTLE ROCK, ARKANSAS
 MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)



DRAINAGE PLAN AND PROFILE - MARKHAM ST. (SHEET 4 OF 4)

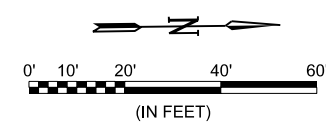
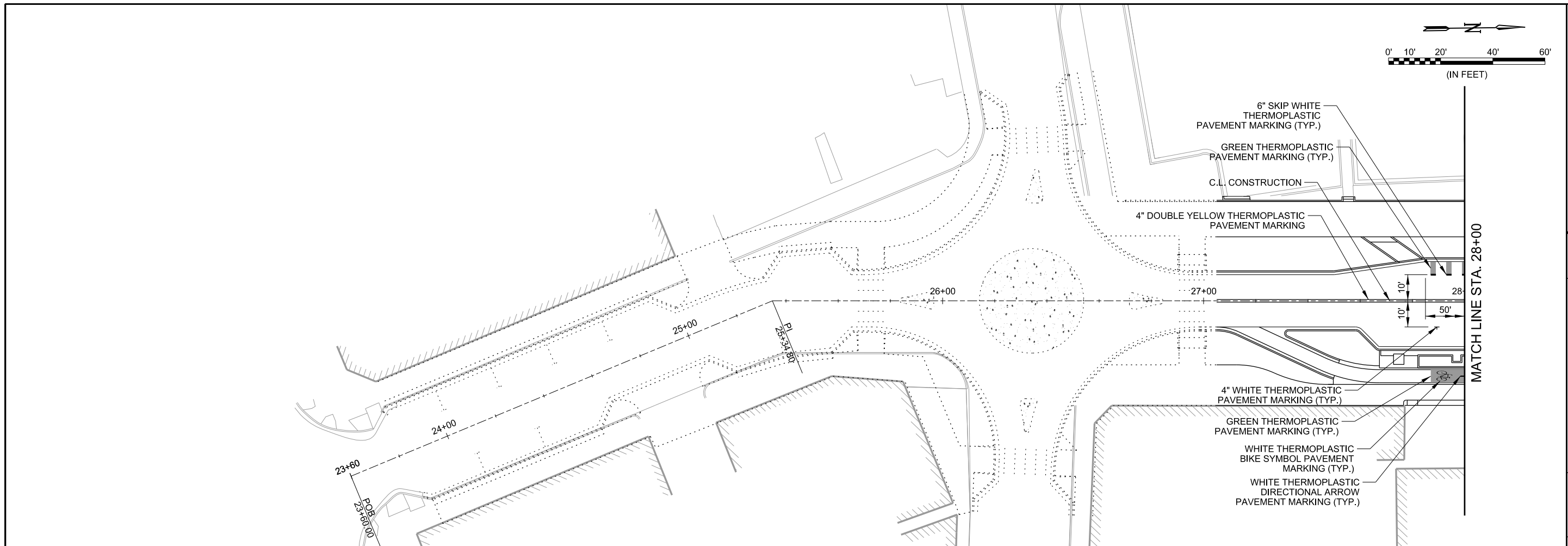
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: AEW
 DRAWN BY: AEW

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DRAWING NUMBER
C-704
 SHEET NUMBER
46

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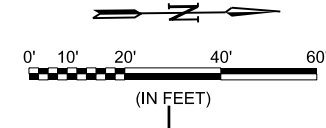
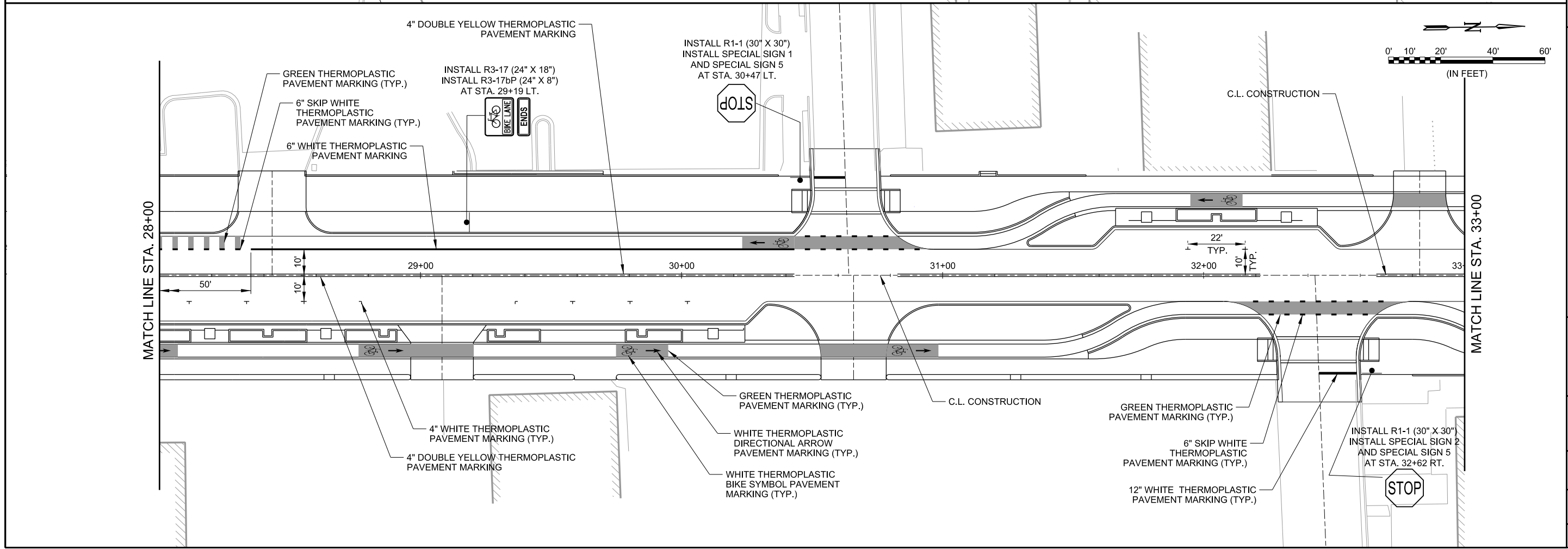


CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 KANSAS-ENGINEER

STATE OF ARKANSAS
Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994

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REV.	DATE	DESCRIPTION	BY



METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

PAVEMENT MARKING
 AND SIGNING PLANS
 (SHEET 1 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

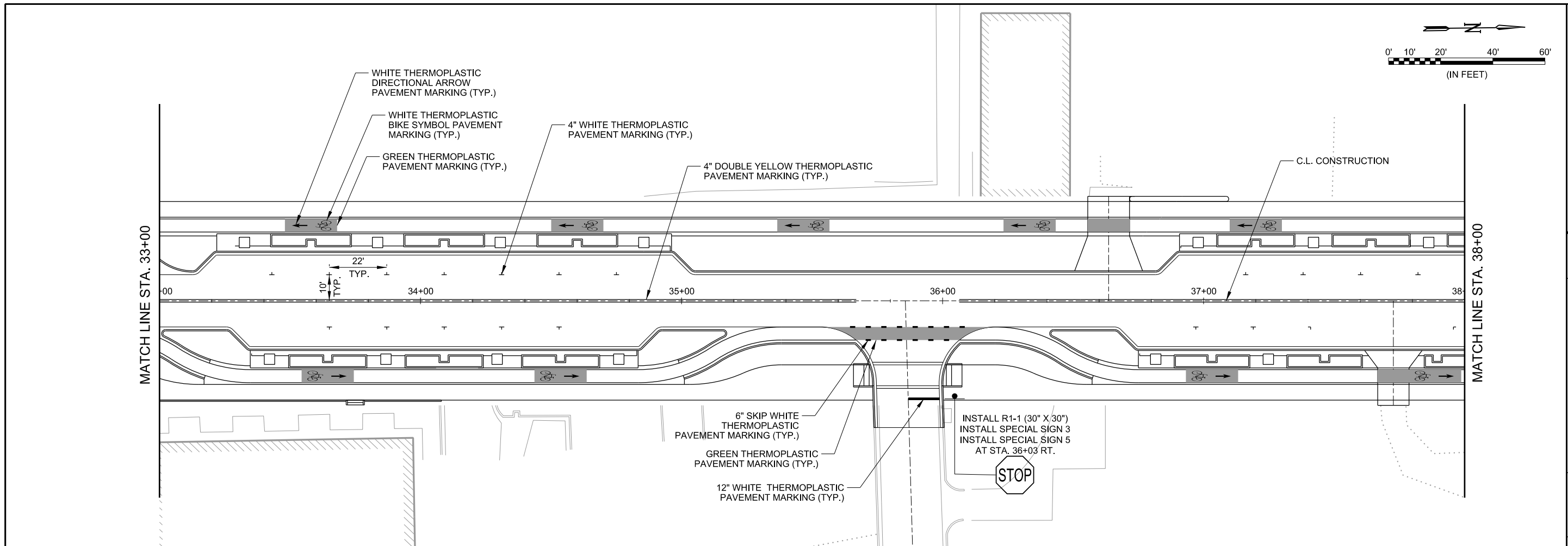
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DRAWING NUMBER
C-801

SHEET NUMBER
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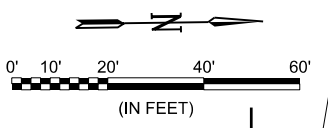
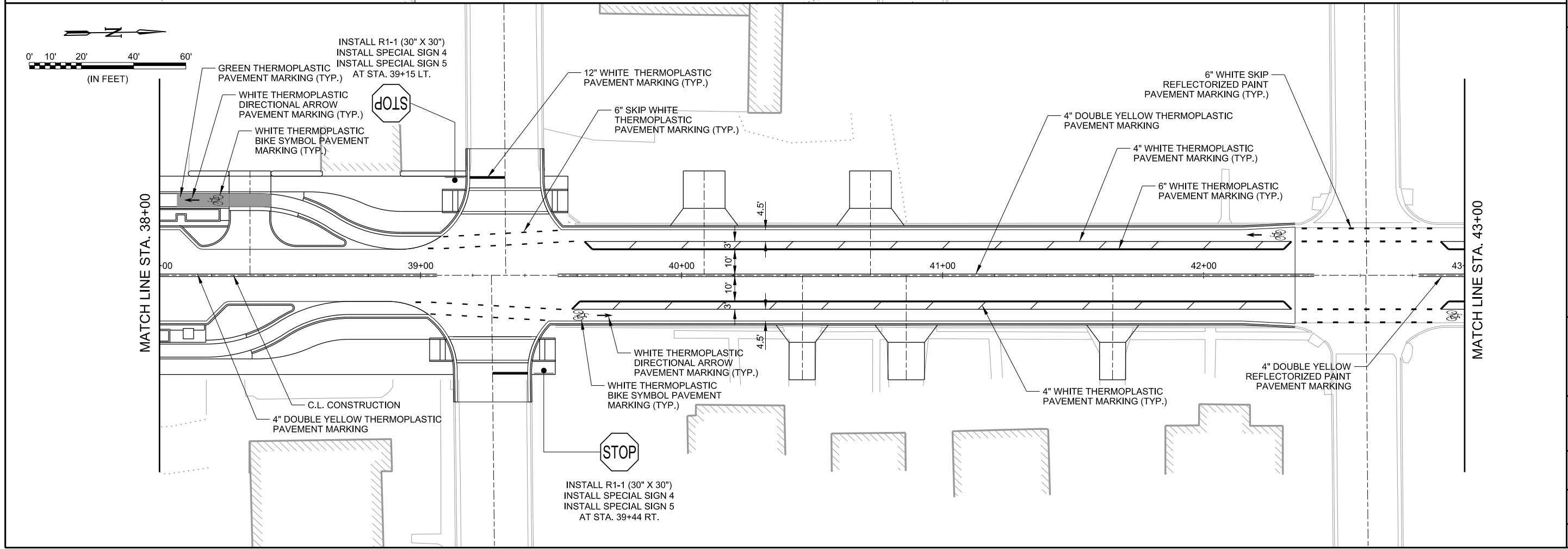


CERTIFICATE OF AUTHORIZATION
 GARVER
 LLC
 No. 766
 KANSAS-ENGINEER

STATE OF ARKANSAS
Justin L. Tackett
 LICENSED PROFESSIONAL ENGINEER
 No. 14994
 JUSTIN L. TACKETT

Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY



METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

PAVEMENT MARKING
 AND SIGNING PLANS
 (SHEET 2 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

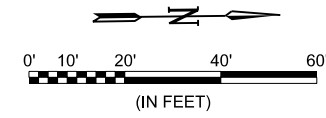
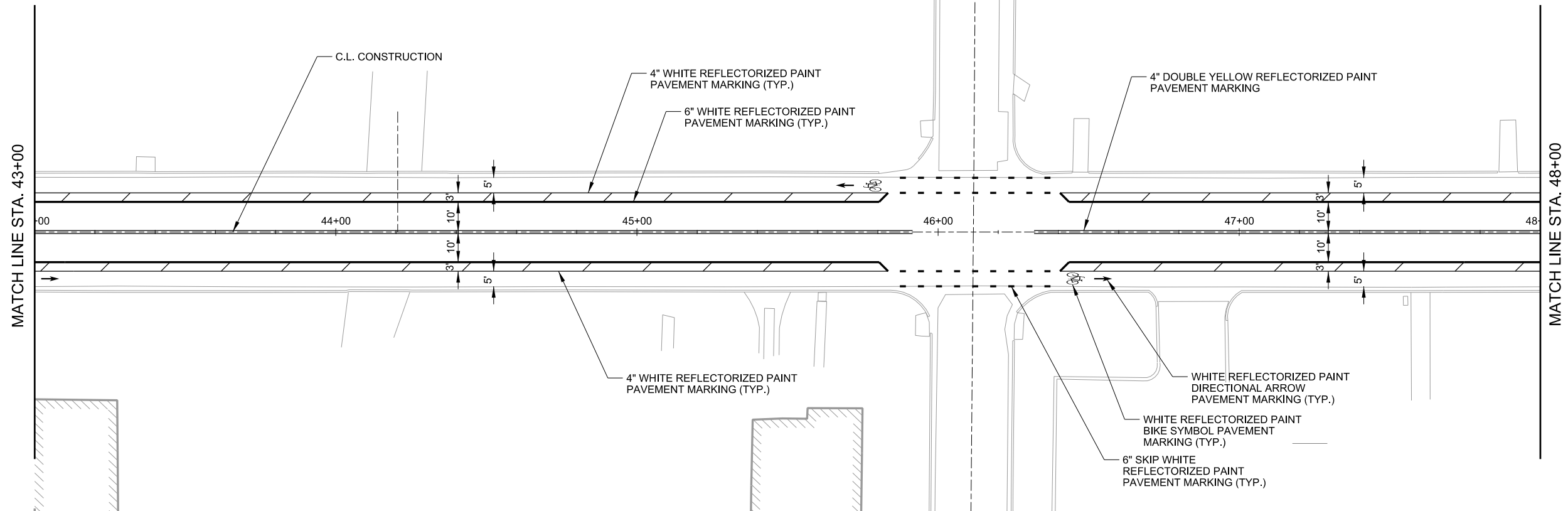
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DRAWING NUMBER
C-802

SHEET NUMBER
48

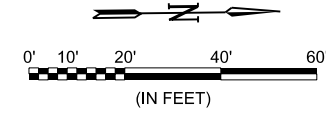
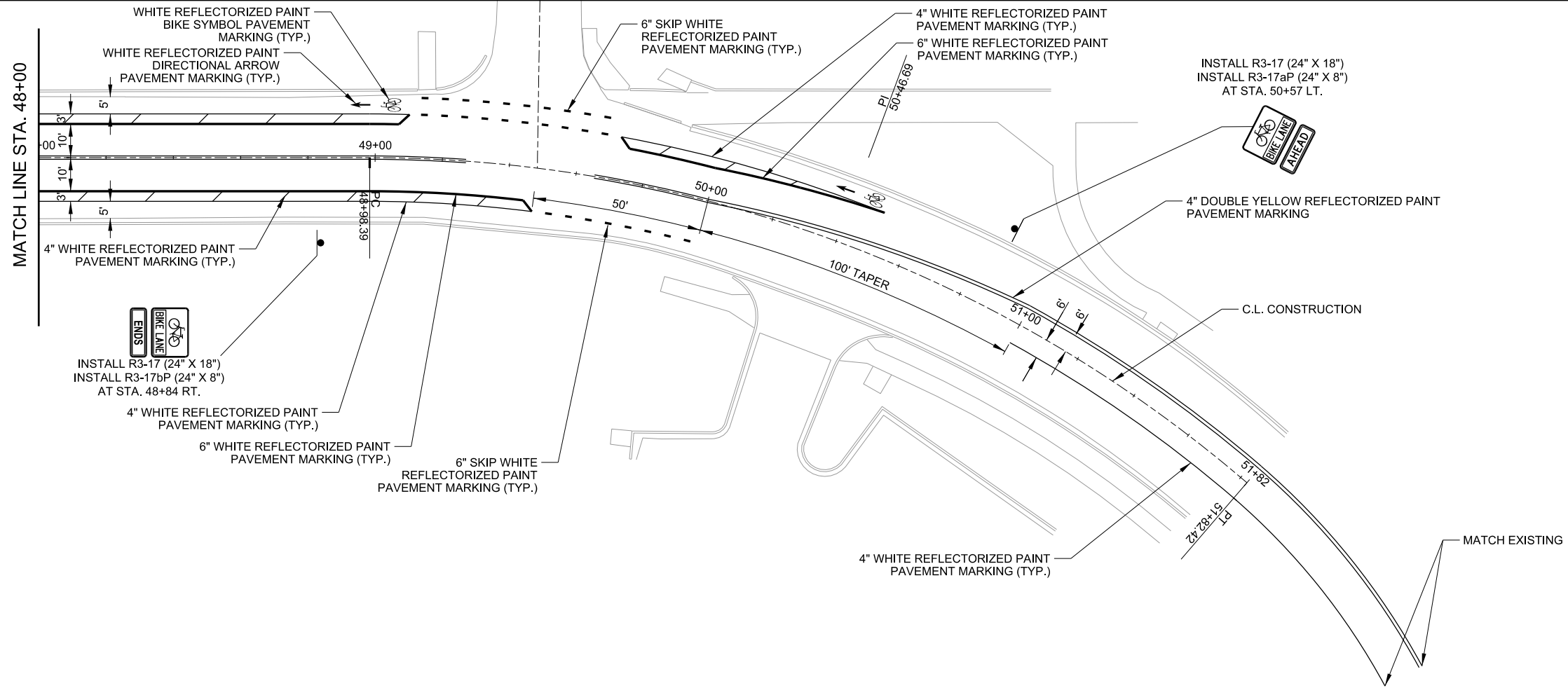
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REV.	DATE	DESCRIPTION	BY



METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

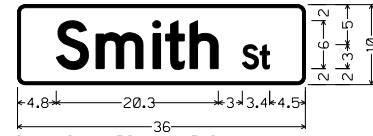
PAVEMENT MARKING
 AND SIGNING PLAN
 (SHEET 3 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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

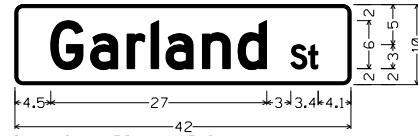
DRAWING NUMBER
C-803

SHEET NUMBER
49



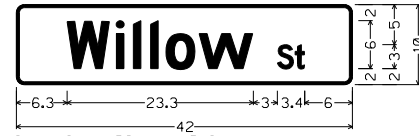
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 1.0" Radius, 0.4" Border, White on Green;
 [Smith] D 2K; [St] D 2K;

SPECIAL SIGN 1



Identifier : D3-1(1)_VARx8*;
 1.0" Radius, 0.4" Border, White on Green;
 [Garland] D 2K; [St] D 2K;

SPECIAL SIGN 2



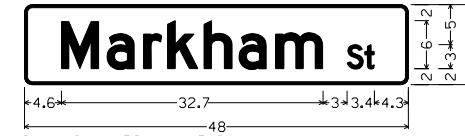
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 [Willow] D 2K; [St] D 2K;

SPECIAL SIGN 3



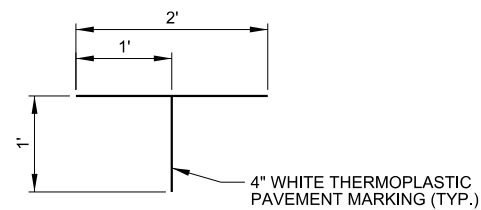
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 [Mill] D 2K; [St] D 2K;

SPECIAL SIGN 4

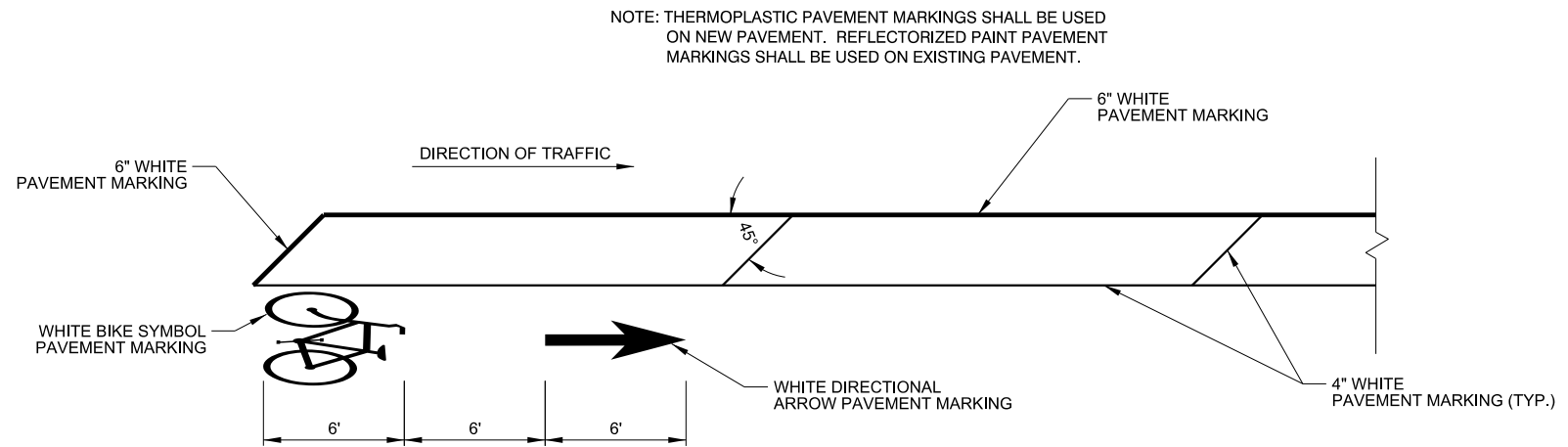


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 [Markham] D 2K; [St] D 2K;

SPECIAL SIGN 5

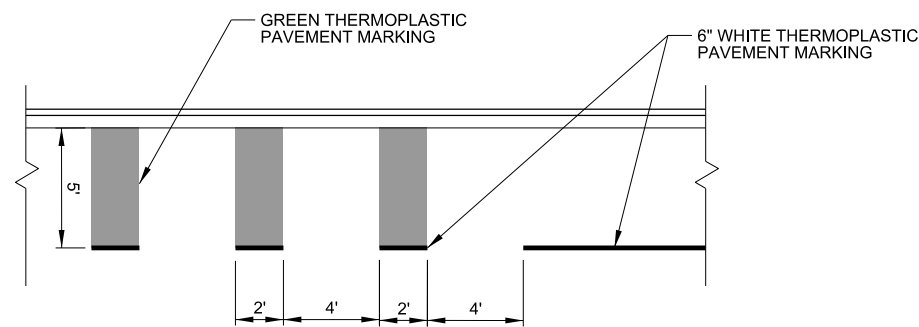


PARALLEL PARKING PAVEMENT MARKING DETAILS

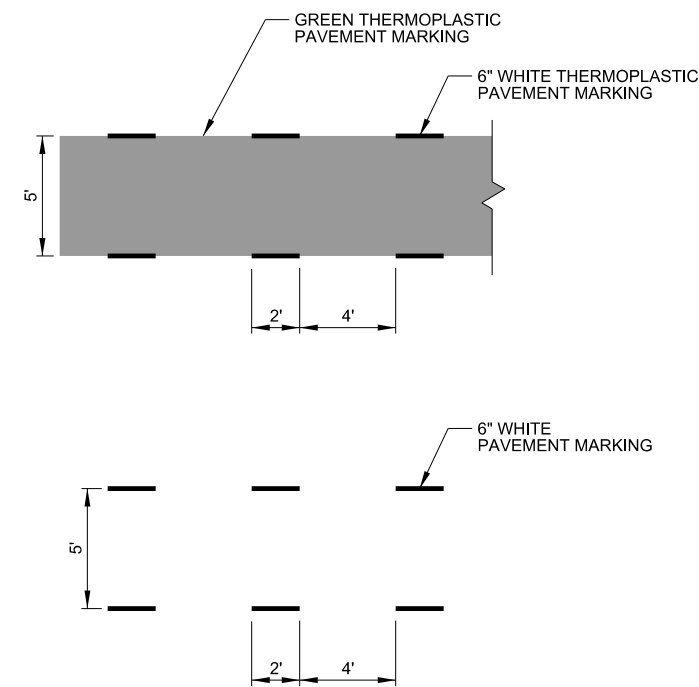


NOTE: THERMOPLASTIC PAVEMENT MARKINGS SHALL BE USED ON NEW PAVEMENT. REFLECTORIZED PAINT PAVEMENT MARKINGS SHALL BE USED ON EXISTING PAVEMENT.

BIKE LANE BUFFER PAVEMENT MARKING DETAIL



END BIKE LANE PAVEMENT MARKING DETAIL



BIKE LANE AT INTERSECTIONS PAVEMENT MARKING DETAILS



Digitally Signed 02/25/2019

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

PAVEMENT MARKING AND SIGNING DETAILS

JOB NO.: 1601722
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: MJM

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

DRAWING NUMBER
C-804
 SHEET NUMBER **50**

ELECTRICAL SYMBOLS LEGEND

*	NEW POLE FOUNDATION, LUMINAIRE AND POLE TO BE INSTALLED BY CONWAY CORPORATION. SEE NOTES, PLANS, AND SCHEDULES FOR MORE INFORMATION.
PB	PULLBOX, SIZE AS NOTED IN PLANS AND DETAILS.
SP	SERVICE POINT, REFER TO ONE-LINE DIAGRAMS FOR MORE INFORMATION.
—	CONDUIT AS NOTED IN NOTES AND SCHEDULES. WIRE TO BE INSTALLED BY CONWAY CORPORATION.
⊕	3/4" x 10' COPPER CLAD GROUND ROD.
PEC	WATERPROOF PHOTOELECTRIC CONTROL
M	METER TO BE PROVIDED BY CONWAY CORPORATION
⊕	LIGHTING CONTACTOR
SPD	SURGE PROTECTIVE DEVICE WITH INDICATING LIGHTS
20A/1P	CIRCUIT BREAKER, TRIP RATING AND POLE NUMBER SHOWN
D	20 AMP DUPLEX RECEPTACLE, WITH GROUND WIRE

GENERAL NOTES:

- SOME SYMBOLS OR ABBREVIATIONS MAY APPEAR ON THIS SHEET BUT NOT BE UTILIZED ON THE PROJECT.
- LEGEND SHOWS EXAMPLE IDENTIFIERS, REFER TO NOTES AND PLANS FOR MORE INFORMATION.
- ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARDS AND DETAILS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.
- CONDUIT INSTALLED UNDER ROADWAY SECTIONS SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINEES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD MAY BE USED.
- CONTRACTOR SHALL USE HDPE OR PVC FOR BORING. SECTIONAL PVC SHALL BE UL LISTED AND MARKED FOR USE IN DIRECTIONAL BORING.

ABBREVIATIONS

A	AMP	LO	LUGS ONLY
AIC	AMPS INTERRUPTING CAPACITY	LOR	LOCAL-OFF-REMOTE
AUX	AUXILIARY	LSI	LONG, SHORT, INSTANTANEOUS
BKR	BREAKER	LSIG	LONG, SHORT, INSTANTANEOUS, GROUND
C	CONDUIT	LV	LOW VOLTAGE
CB	CIRCUIT BREAKER	MCB	MAIN CIRCUIT BREAKER
CGRS	PVC COATED GALVANIZED RIGID STEEL	MIN	MINIMUM
DEB	DIRECT EARTH BURIED	MLO	MAIN LUGS ONLY
EC	EMPTY OR EMBEDDED CONDUIT	N	NEUTRAL
EG	EQUIPMENT GROUND	PEC	PHOTO ELECTRIC CELL
EMT	ELECTRICAL METALLIC TUBING	PNL	PANEL
FDS	FUSED DISCONNECT SWITCH	PVC	SCHEDULE 40 POLYVINYL CONDUIT
GFCI	GROUND FAULT CIRCUIT INTERRUPTER	RECPT	RECEPTACLE
GND	GROUND	SE	SERVICE ENTRANCE
GRS	GALVANIZED RIGID STEEL	SN	SOLID NEUTRAL
HOA	HAND-OFF-AUTO	SPD	SURGE PROTECTIVE DEVICE
HR	HOURLY	SS	STAINLESS STEEL
JB	JUNCTION BOX	STA	STATION
KVA	KILOVOLT-AMPERE	SW	SWITCH
KVAR	KILOVOLT-AMPERE, REACTIVE	TC	TIME CLOCK
KW	KILOWATT	TR	TAMPER RESISTANT
		UG	UNDERGROUND
		UGE	UNDERGROUND ELECTRIC
		UGP	UNDERGROUND PRIMARY
		UGS	UNDERGROUND SECONDARY
		UON	UNLESS OTHERWISE NOTED
		V	VOLT
		VA	VOLT-AMP
		WP	WEATHERPROOF
		XFMR	TRANSFORMER

FIXTURE LOCATION SCHEDULE

STATION	OFFSET	FOUNDATION TYPE
26+76.67	21.67 RT.	TYPE I
26+76.67	21.67 LT.	TYPE I
27+16.79	21.67 RT.	TYPE I
27+18.96	21.67 LT.	TYPE I
27+56.91	21.67 RT.	TYPE I
27+61.25	21.67 LT.	TYPE I
27+97.03	21.67 RT.	TYPE III
28+15.84	21.67 LT.	TYPE I
28+41.52	21.67 RT.	TYPE III
28+70.43	21.67 LT.	TYPE I
28+86.02	21.67 RT.	TYPE II
29+25.02	21.67 LT.	TYPE I
29+30.51	21.67 RT.	TYPE III
29+79.61	21.67 LT.	TYPE I
29+84.90	21.67 RT.	TYPE III
30+34.20	21.67 LT.	TYPE I
30+39.29	21.67 RT.	TYPE I
30+81.77	21.67 LT.	TYPE I
30+93.02	21.67 RT.	TYPE I
31+52.02	21.67 RT.	TYPE I
31+52.39	21.67 LT.	TYPE I
32+04.93	21.67 LT.	TYPE III
32+12.64	21.67 RT.	TYPE I
32+57.77	21.67 LT.	TYPE I
32+75.23	21.67 RT.	TYPE I
33+07.04	21.67 LT.	TYPE I
33+20.89	21.67 RT.	TYPE I
33+58.05	21.67 LT.	TYPE III
33+64.45	21.67 RT.	TYPE III
34+09.05	21.67 RT.	TYPE III
34+09.06	21.67 LT.	TYPE III
34+53.65	21.67 RT.	TYPE III
34+60.07	21.67 LT.	TYPE III
34+97.27	21.67 RT.	TYPE II
35+11.08	21.67 LT.	TYPE I
35+57.89	21.67 RT.	TYPE II
35+66.14	21.67 LT.	TYPE I
36+15.45	21.67 RT.	TYPE II
36+21.21	21.67 LT.	TYPE I
36+61.11	21.67 RT.	TYPE II
36+75.86	21.67 LT.	TYPE I
37+03.24	21.67 RT.	TYPE III
37+20.01	21.67 LT.	TYPE III
37+46.37	21.67 RT.	TYPE III
37+64.17	21.67 LT.	TYPE III
37+89.50	21.67 RT.	TYPE III
38+08.32	21.67 LT.	TYPE III
38+31.64	21.67 RT.	TYPE II
38+51.48	21.67 LT.	TYPE I
38+95.50	21.67 RT.	TYPE II
39+00.34	21.67 LT.	TYPE I



Digitally Signed 02/22/2019

REV.	DATE	DESCRIPTION	BY



METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL LEGEND

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: NAH
DRAWN BY: CJH

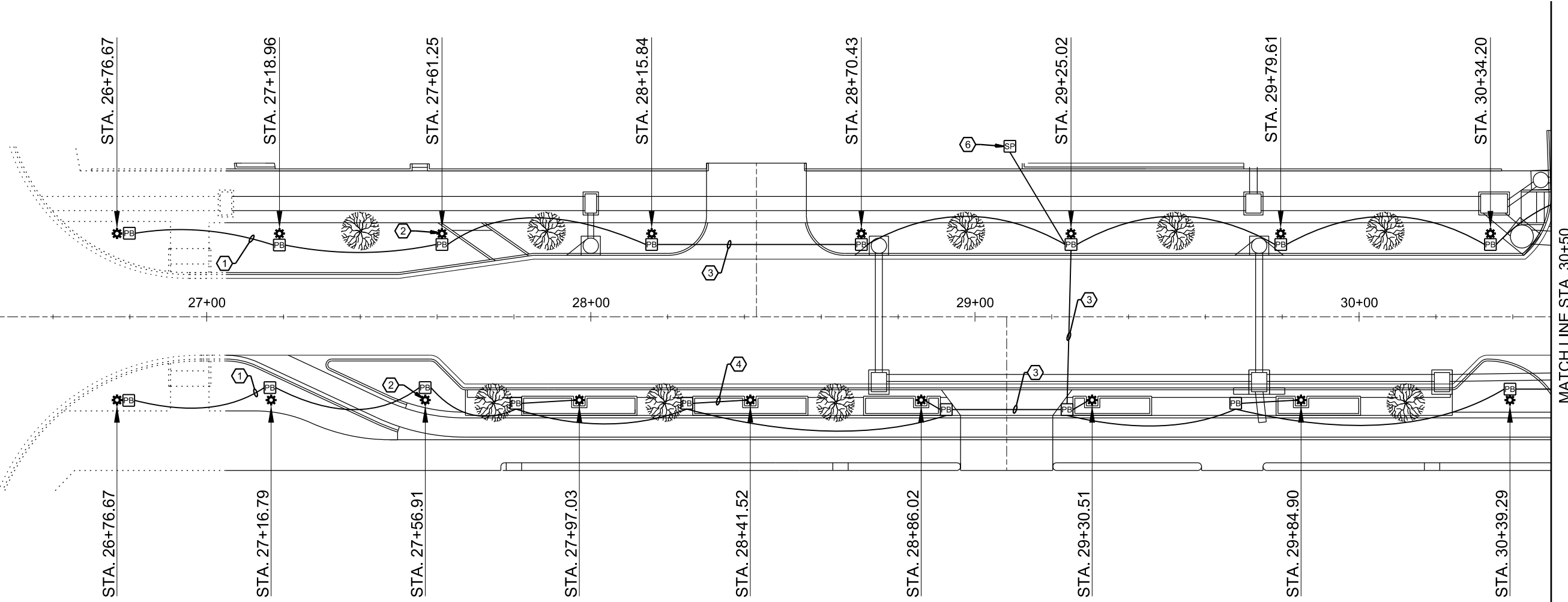
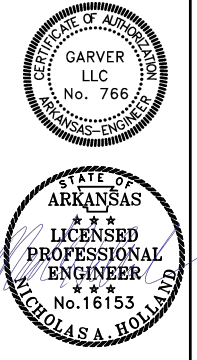
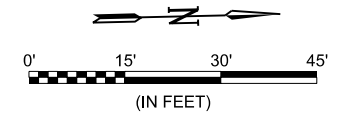
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DRAWING NUMBER
E-001

SHEET NUMBER
51

GENERAL NOTES:

1. LIGHTING POLES, LUMINAIRES, AND WIRING SHALL BE PROVIDED AND INSTALLED BY CONWAY CORPORATION.
2. LIGHTING SHALL BE CONNECTED TO NEW SERVICE POINTS FOR CONTROLS AND POWER, COORDINATE FINAL LOCATIONS WITH ENGINEER AND UTILITY.
3. COORDINATE ALL WORK WITH THE ROADWAY, LANDSCAPING, AND IRRIGATION PLANS. CONDUIT ROUTING AS SHOWN IS APPROXIMATE WITH THE INTENT OF AVOIDING LANDSCAPING AND DRAINAGE SYSTEMS. CONTRACTOR SHALL COORDINATE LOCATION AND ROUTING OF CONDUIT WITH ENGINEER AND OTHER TRADES SUCH THAT THERE ARE MINIMUM CONFLICTS.
4. EXPOSED CONDUIT SHALL BE PVC COATED GALVANIZED RIGID STEEL. CONDUIT BURIED BELOW ROADWAY AND DRIVEWAYS SHALL BE SCHEDULE 40 PVC. CONDUIT BURIED BELOW ROADWAY AND DRIVEWAYS SHALL BE SCHEDULE 80 PVC.
5. PROVIDE PULLROPE WITH 3' SLACK THROUGH ALL HANDHOLES, JUNCTION BOXES, AND PULLBOXES. (TYPICAL)



KEYED NOTES:

- 1 PROVIDE AND INSTALL NEW 2" PVC SCHEDULE 40 CONDUIT, BETWEEN PULLBOXES. PROVIDE AND INSTALL PULLROPE FOR FUTURE USE. (TYPICAL)
- 2 PROVIDE AND INSTALL NEW POLE FOUNDATION, SEE FIXTURE LOCATION SCHEDULE AND DETAILS FOR ADDITIONAL INFORMATION (TYPICAL). CONTRACTOR SHALL FIELD VERIFY POLE FOUNDATION TYPES AND LOCATIONS WITH CONSTRUCTION OBSERVER PRIOR TO CONSTRUCTION.
- 3 PROVIDE AND INSTALL NEW 2" PVC SCHEDULE 80 CONDUIT, BETWEEN PULLBOXES. PROVIDE AND INSTALL PULLROPE FOR FUTURE USE.
- 4 PROVIDE AND INSTALL NEW 1-1/2" PVC SCHEDULE 40 CONDUIT FROM PULLBOX TO POLE FOUNDATION, SEE DETAILS FOR ADDITIONAL INFORMATION. (TYPICAL)
- 5 PROVIDE AND INSTALL NEW GFCI/WP RECEPTACLE CO-LOCATED WITHIN NEW IRRIGATION BACKFLOW PREVENTER ENCLOSURE. REFER TO IRRIGATION PLANS FOR ADDITIONAL INFORMATION.
- 6 PROVIDE AND INSTALL NEW POWER SERVICE PEDESTAL, MILBANK STYLE OR APPROVED EQUAL. REFER TO DETAILS FOR ADDITIONAL INFORMATION.

REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL
INFRASTRUCTURE
PLAN (SHEET 1 OF 4)

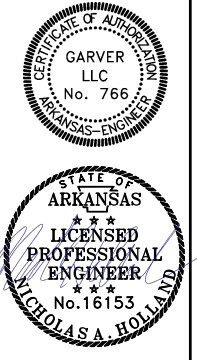
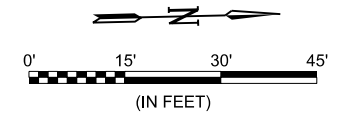
JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: NAH
DRAWN BY: CJH

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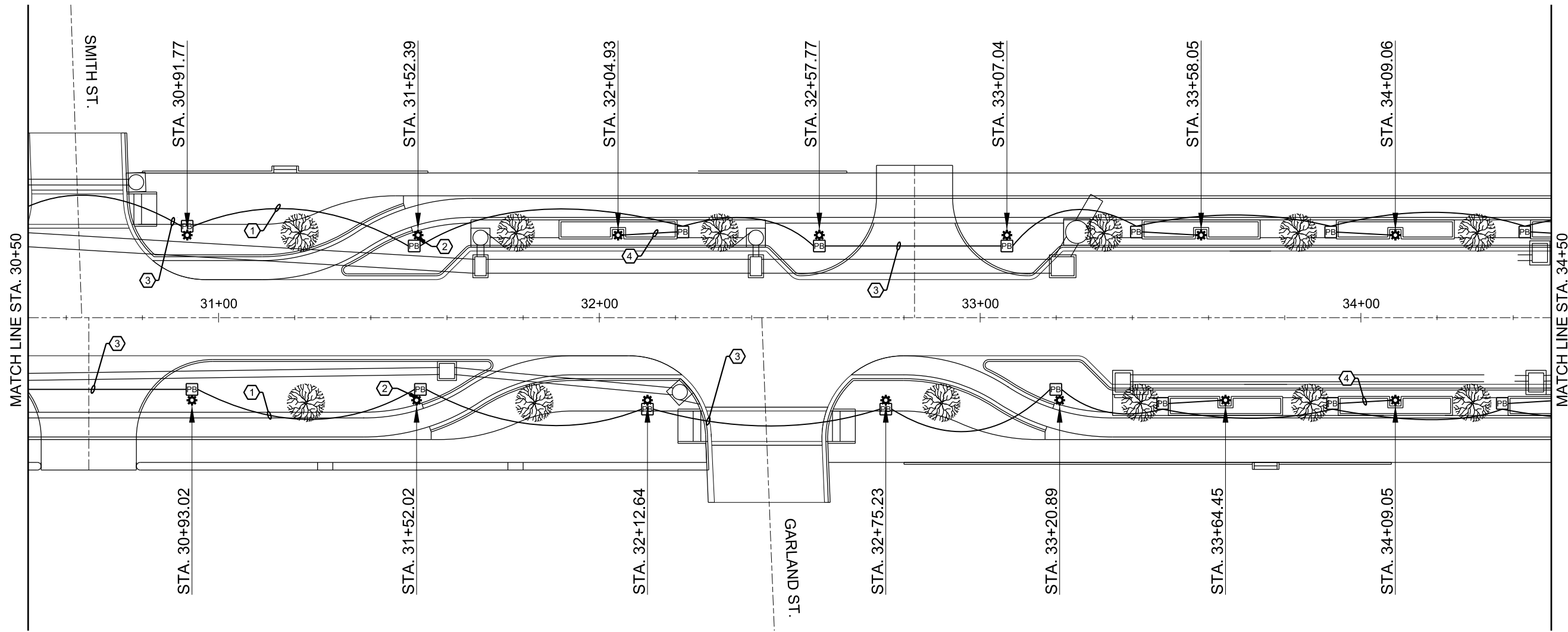
DRAWING NUMBER
E-201
SHEET NUMBER **52**

GENERAL NOTES:

- LIGHTING POLES, LUMINAIRES, AND WIRING SHALL BE PROVIDED AND INSTALLED BY CONWAY CORPORATION.
- LIGHTING SHALL BE CONNECTED TO NEW SERVICE POINTS FOR CONTROLS AND POWER, COORDINATE FINAL LOCATIONS WITH ENGINEER AND UTILITY.
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- PROVIDE PULLROPE WITH 3' SLACK THROUGH ALL HANDHOLES, JUNCTION BOXES, AND PULLBOXES. (TYPICAL)



Digitally Signed 02/22/2019



KEYED NOTES:

- PROVIDE AND INSTALL NEW 2" PVC SCHEDULE 40 CONDUIT, BETWEEN PULLBOXES. PROVIDE AND INSTALL PULLROPE FOR FUTURE USE. (TYPICAL)
- PROVIDE AND INSTALL NEW POLE FOUNDATION, SEE FIXTURE LOCATION SCHEDULE AND DETAILS FOR ADDITIONAL INFORMATION (TYPICAL). CONTRACTOR SHALL FIELD VERIFY POLE FOUNDATION TYPES AND LOCATIONS WITH CONSTRUCTION OBSERVER PRIOR TO CONSTRUCTION.
- PROVIDE AND INSTALL NEW 2" PVC SCHEDULE 80 CONDUIT, BETWEEN PULLBOXES. PROVIDE AND INSTALL PULLROPE FOR FUTURE USE.
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- PROVIDE AND INSTALL NEW POWER SERVICE PEDESTAL, MILBANK STYLE OR APPROVED EQUAL. REFER TO DETAILS FOR ADDITIONAL INFORMATION.

REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL
INFRASTRUCTURE
PLAN (SHEET 2 OF 4)

JOB NO.: 1601722
DATE: FEBRUARY 2019
DESIGNED BY: NAH
DRAWN BY: CJH

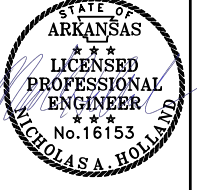
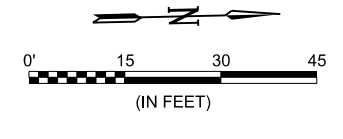
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DRAWING NUMBER
E-202
SHEET NUMBER **53**

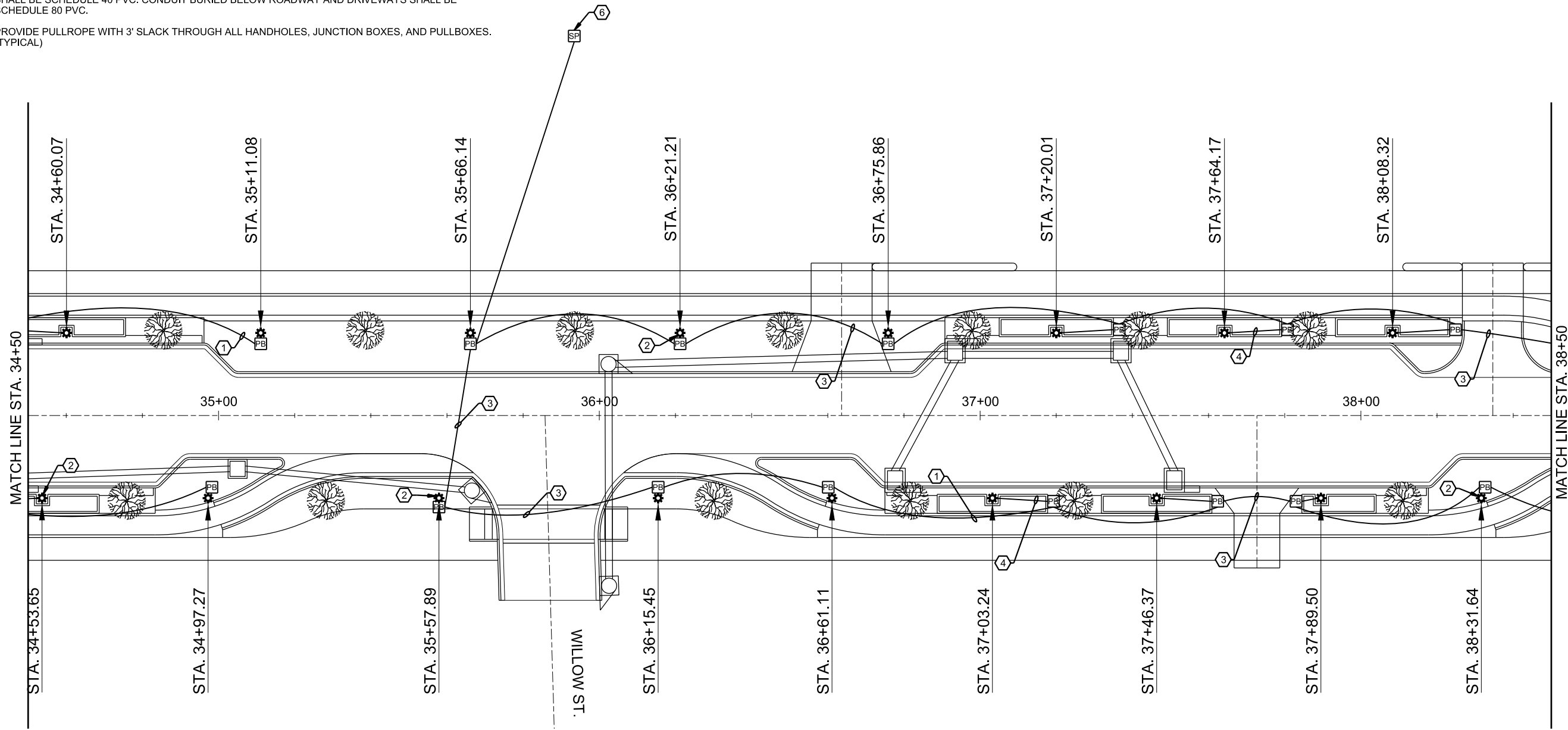
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GENERAL NOTES:

1. LIGHTING POLES, LUMINAIRES, AND WIRING SHALL BE PROVIDED AND INSTALLED BY CONWAY CORPORATION.
2. LIGHTING SHALL BE CONNECTED TO NEW SERVICE POINTS FOR CONTROLS AND POWER, COORDINATE FINAL LOCATIONS WITH ENGINEER AND UTILITY.
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Digitally Signed 02/22/2019



KEYED NOTES:

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REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL
INFRASTRUCTURE
PLAN (SHEET 3 OF 4)

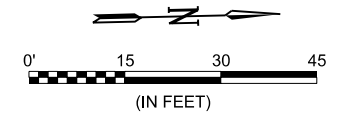
JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: NAH
DRAWN BY: CJH

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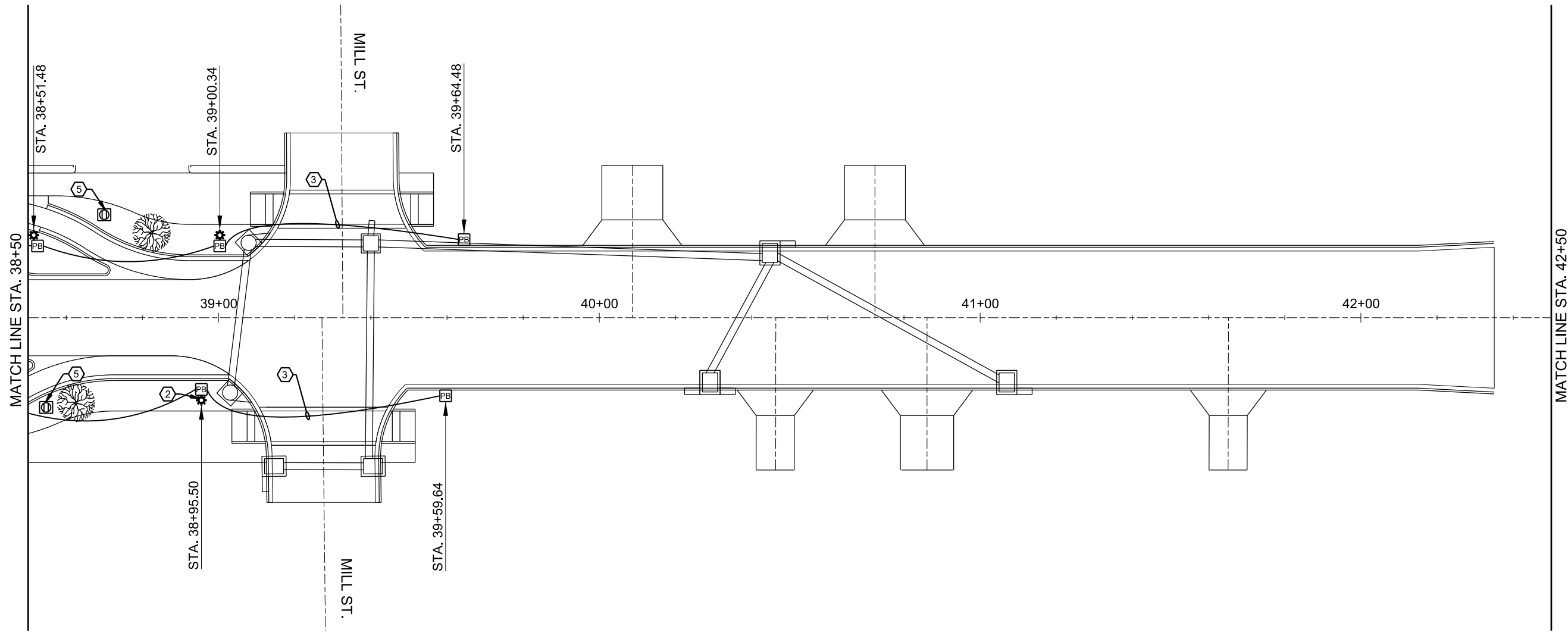
DRAWING NUMBER
E-203
SHEET NUMBER **54**

GENERAL NOTES:

1. LIGHTING POLES, LUMINAIRES, AND WIRING SHALL BE PROVIDED AND INSTALLED BY CONWAY CORPORATION.
2. LIGHTING SHALL BE CONNECTED TO NEW SERVICE POINTS FOR CONTROLS AND POWER, COORDINATE FINAL LOCATIONS WITH ENGINEER AND UTILITY.
3. COORDINATE ALL WORK WITH THE ROADWAY, LANDSCAPING, AND IRRIGATION PLANS. CONDUIT ROUTING AS SHOWN IS APPROXIMATE WITH THE INTENT OF AVOIDING LANDSCAPING AND DRAINAGE SYSTEMS. CONTRACTOR SHALL COORDINATE LOCATION AND ROUTING OF CONDUIT WITH ENGINEER AND OTHER TRADES SUCH THAT THERE ARE MINIMUM CONFLICTS.
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5. PROVIDE PULLROPE WITH 3' SLACK THROUGH ALL HANDHOLES, JUNCTION BOXES, AND PULLBOXES. (TYPICAL)



Digitally Signed 02/22/2019



KEYED NOTES:

- 1 PROVIDE AND INSTALL NEW 2" PVC SCHEDULE 40 CONDUIT, BETWEEN PULLBOXES. PROVIDE AND INSTALL PULLROPE FOR FUTURE USE. (TYPICAL)
- 2 PROVIDE AND INSTALL NEW POLE FOUNDATION, SEE FIXTURE LOCATION SCHEDULE AND DETAILS FOR ADDITIONAL INFORMATION (TYPICAL). CONTRACTOR SHALL FIELD VERIFY POLE FOUNDATION TYPES AND LOCATIONS WITH CONSTRUCTION OBSERVER PRIOR TO CONSTRUCTION.
- 3 PROVIDE AND INSTALL NEW 2" PVC SCHEDULE 80 CONDUIT, BETWEEN PULLBOXES. PROVIDE AND INSTALL PULLROPE FOR FUTURE USE.
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- 6 PROVIDE AND INSTALL NEW POWER SERVICE PEDESTAL, MILBANK STYLE OR APPROVED EQUAL. REFER TO DETAILS FOR ADDITIONAL INFORMATION.

REV.	DATE	DESCRIPTION	BY

METROPLAN
LITTLE ROCK, ARKANSAS

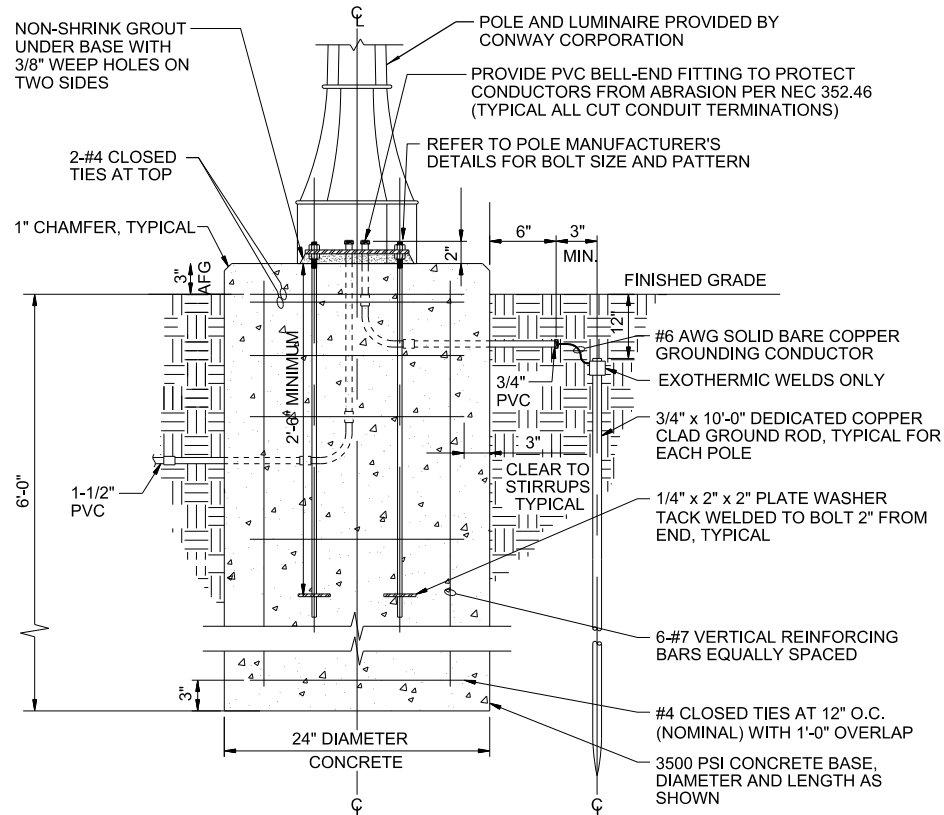
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL INFRASTRUCTURE PLAN (SHEET 4 OF 4)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: NAH
DRAWN BY: CJH

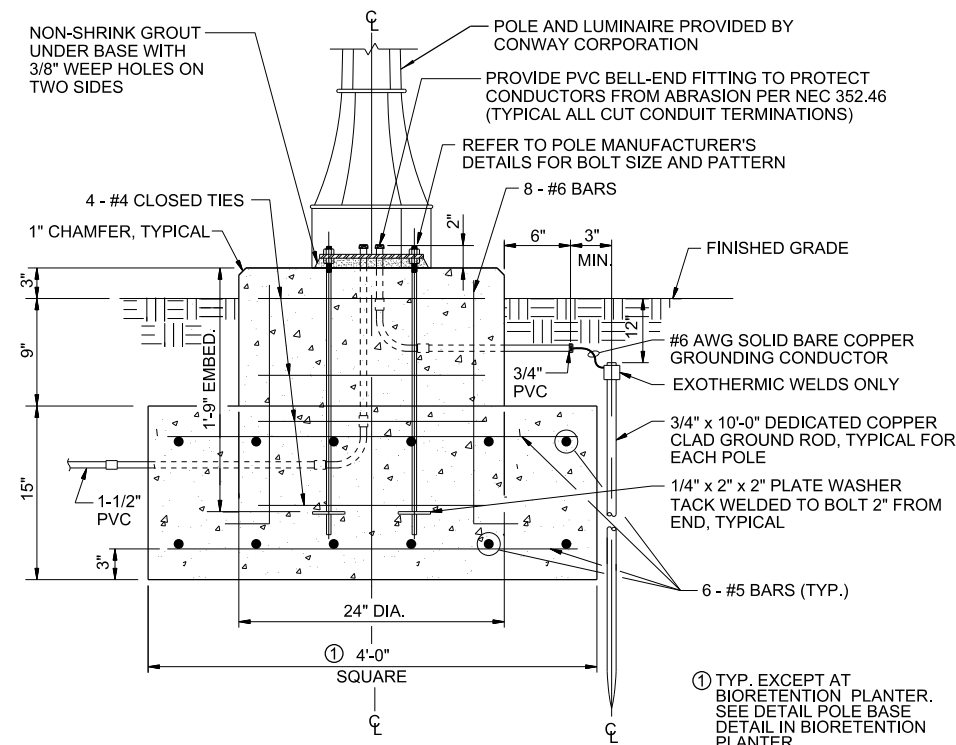
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-204
SHEET NUMBER
55



TYPE I POLE FOUNDATION DETAIL

SCALE: NONE

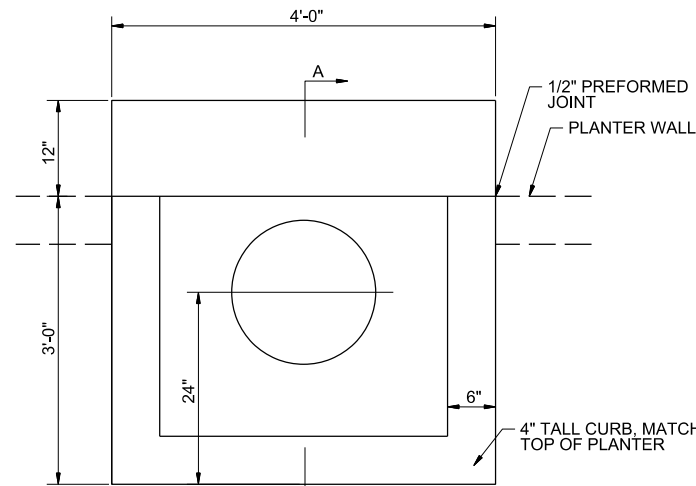


TYPE II POLE FOUNDATION DETAIL

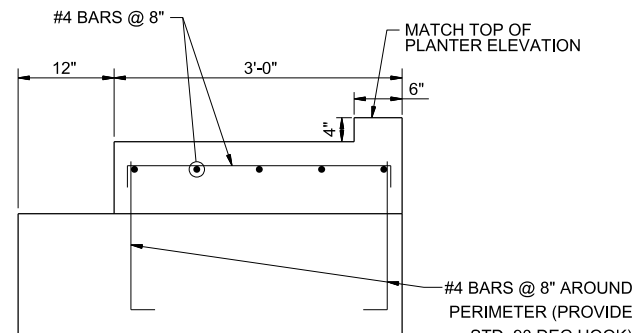
SCALE: NONE

NOTES:

1. ALL HARDWARE SHALL BE CORROSION RESISTANT, GALVANIZED RIGID STEEL.
2. CONSTRUCT FOUNDATION IN ACCORDANCE WITH POLE MANUFACTURER'S GUIDELINES, INSTALLING BOLT TEMPLATE LEVELING UNIT, ANCHOR BOLTS, FULL BASE-PLATE BOLT COVER, AND ACCESSORIES FOR A COMPLETE INSTALLATION. COORDINATE WITH CONWAY CORPORATION FOR POLE MANUFACTURER'S DATA AS REQUIRED.
3. USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
4. PROVIDE NEW INSULATED GROUNDING BUSHING, BONDED TO DEDICATED #6 AWG ALUMINUM GROUND WIRE FOR EACH POLE FOUNDATIONS GROUND ROD. COORDINATE WITH CONWAY CORPORATION ON FINAL CONNECTIONS OF GROUNDING BUSHINGS AND OTHER ITEMS TO POLE GROUND ROD.
5. WHERE POLE FOUNDATION IS ON A SLOPED SURFACE PROVIDE 1' FLAT GRADE EARTH BEFORE RETURNING TO SLOPE. COORDINATE WITH ROADWAY PLANS.



PLAN VIEW

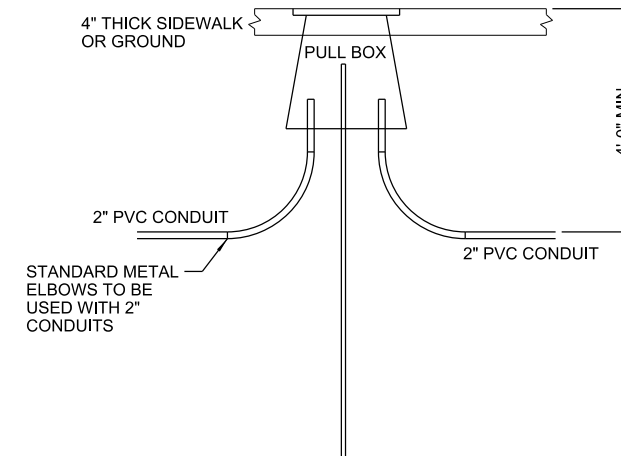


SECTION A-A

NOTE:
FOOTING REINFORCING AND ANCHOR BOLT DETAILS SIMILAR TO SPREAD TYPE POLE FOOTING DETAIL SHOWN THIS SHEET.

TYPE III POLE FOUNDATION DETAIL

SCALE: NONE

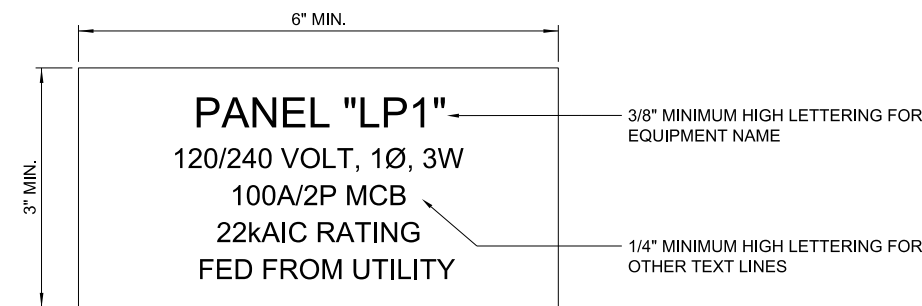


PULL BOX NOTES:

1. PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY ENGINEER.
2. PULL BOX SHALL BE NEW BASIS MODEL #PCA13241800019, 13 x 24 x 18, TIER 22 TYPE OR QUAZITE MODEL #PG1324BA18, WITH PG1324HHT09P LID; OR APPROVED EQUAL PULL BOX AS PERMITTED AND APPROVED BY CONWAY CORPORATION.
3. PULL BOX LID SHALL UTILIZE PENTA HEAD STYLE BOLTS.
4. PROVIDE MINIMUM 3' SLACK PULL ROPE IN EACH PULL BOX.
5. EXACT LOCATION OF EACH PULL BOX SHALL BE APPROVED BY CONWAY CORPORATION AND ENGINEER PRIOR TO INSTALLATION.

PULL BOX DETAIL

SCALE: NONE



EQUIPMENT NAMEPLATE NOTES:

1. INSTALL 2-PLEX ACRYLIC, WHITE ON BLACK CORE, MULTIPLE LINES TEXT, CUSTOM ENGRAVED NAME PLATES.
2. MOUNT WITH STAINLESS STEEL SCREWS.
3. SEAL SCREW HOLES WITH SILICONE RUBBER.
4. NAMEPLATE INFORMATION SHALL INCLUDE:
 - A. IDENTIFICATION NAME
 - B. VOLTAGE SYSTEM
 - C. AMPACITY RATING AND TYPE
 - D. EQUIPMENT AIC RATING
 - E. FEEDER DESCRIPTION

TYPICAL ENGRAVED NAMEPLATE AND SIGNAGE DETAIL

SCALE: NONE



Digitally Signed 02/22/2019

REV.	DATE	DESCRIPTION

METROPLAN
SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL DETAILS
(SHEET 1 OF 2)

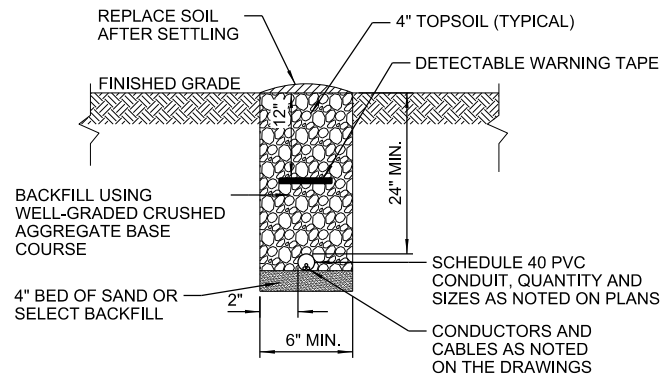
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DRAWN BY: CJH

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

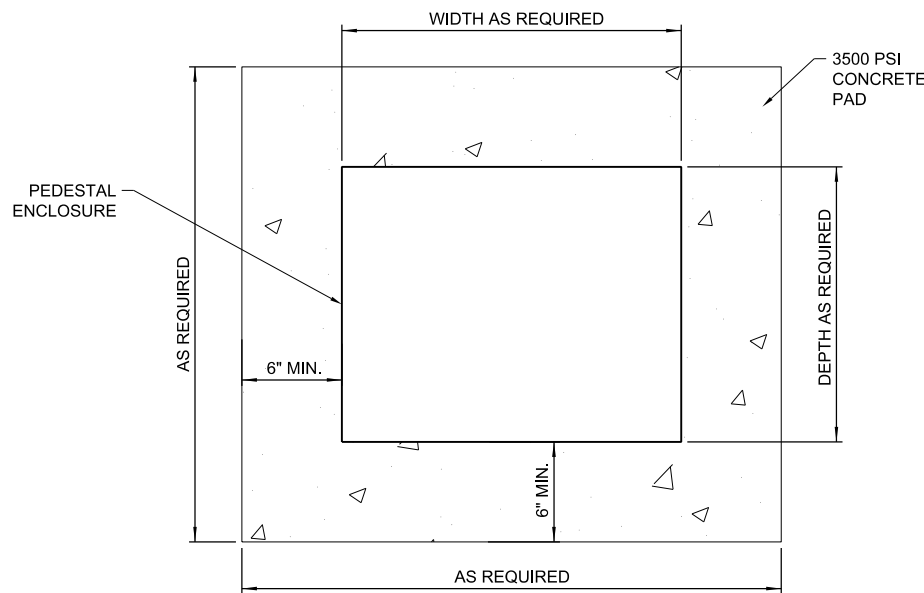
DRAWING NUMBER

E-501

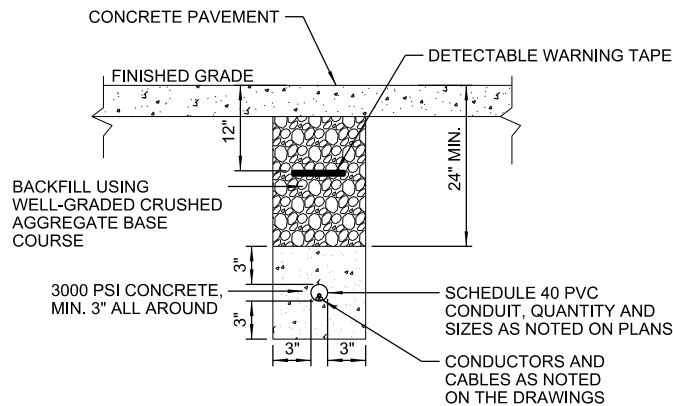
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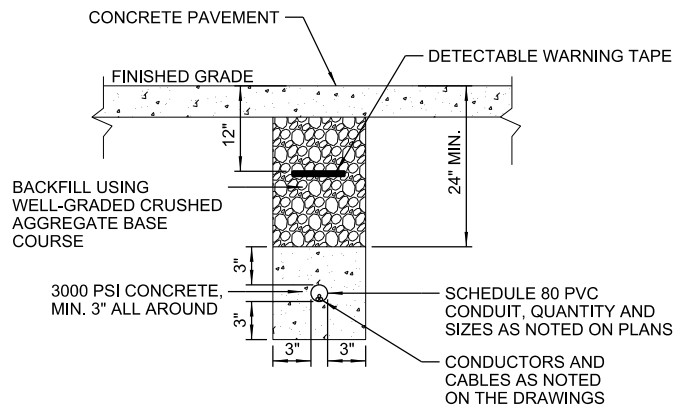
NON-ENCASED DUCT DETAIL
SCALE: NONE



OVERHEAD VIEW



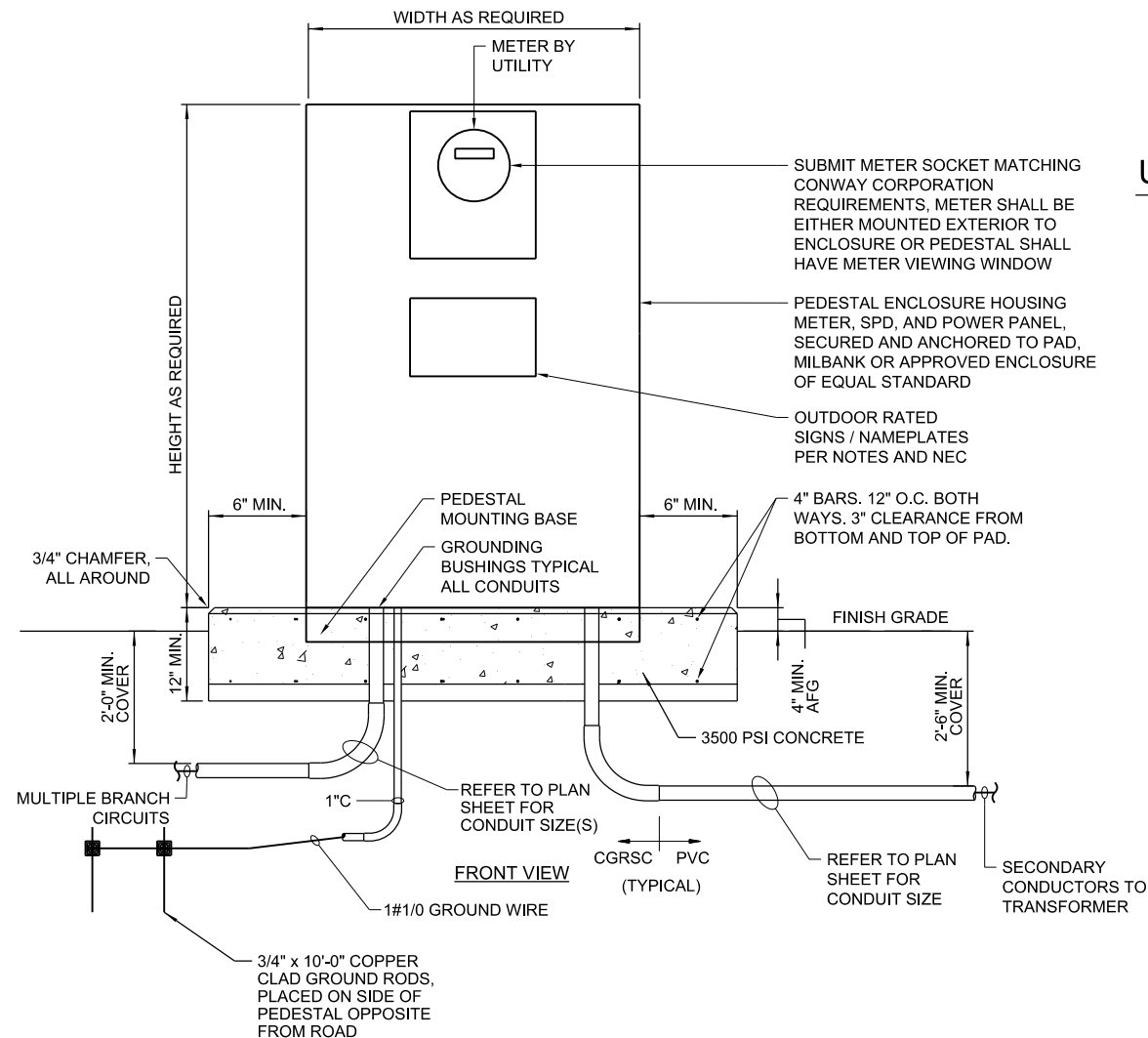
CONCRETE ENCASED DUCT DETAIL (NON-VEHICULAR)
SCALE: NONE



CONCRETE ENCASED DUCT DETAIL (VEHICULAR)
SCALE: NONE

NOTES:

1. CONDUIT AND CONDUCTOR INSTALLATION ON TRANSFORMER SIDE OF METER SHALL CONFORM WITH ELECTRICAL UTILITY STANDARDS.
2. COORDINATE LAYOUT WITH UTILITY PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL PAY ALL FEES AS REQUIRED BY UTILITY.



POWER PEDESTAL DETAIL
SCALE: NONE



GENERAL NOTES:

1. POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
2. COMMUNICATION MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH ORANGE BACKGROUND AND BLACK LETTERING, "TELEPHONE LINE" OR "FIBER OPTIC LINE" RESPECTIVELY.
3. TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND / OR EXCEEDING ALL INDUSTRY STANDARDS.

UNDERGROUND DETECTABLE WARNING TAPE

SCALE: NONE

PEDESTAL NOTES:

1. INSTALL ALL NAMEPLATES AND WARNING SIGNS IN ACCORDANCE WITH NEC AND NFPA 70E REQUIREMENTS.
2. INSTALL NAMEPLATES AND WARNING SIGNS ON ALL ELECTRICAL EQUIPMENT, INCLUDING BUT NOT LIMITED TO, SWITCHBOARDS, PANELBOARDS, TRANSFORMERS, SWITCHES, CONTROL PANELS, AND MOTOR CONTROL CENTERS.
3. EXTERIOR EQUIPMENT SHALL HAVE WEATHER-RESISTANT, NON-FADING NAMEPLATES AND SIGNAGE.
4. REFER TO SPECIFICATIONS FOR ADDITIONAL NAMEPLATE AND SIGNAGE REQUIREMENTS.
5. THE FOLLOWING NAMEPLATES SHALL BE INCLUDED:
 - A. EQUIPMENT NAMEPLATE PER DETAIL AND NEC
 - B. CONDUCTOR COLOR CODING IDENTIFICATION NAMEPLATE PER NEC ARTICLES 200.6, 210.5 AND 215.12; VERIFY IDENTIFICATION SCHEME WITH AHJ AND ENGINEER
 - C. ARC FLASH HAZARD WARNING SIGN PER NEC ARTICLE 110.16 AND NFPA 70E
 - D. AVAILABLE FAULT CURRENT SIGN INCLUDING DATE CALCULATED, PER NEC ARTICLE 110.24 (THIS IS CALCULATED VALUE, NOT EQUIPMENT RATING)
 - E. ARC FLASH BOUNDARY, SHOCK HAZARD, AND PPE REQUIREMENT WARNING SIGN PER NEC AND NFPA 70E
 - F. WHEN REQUIRED, PROVIDE HIGHLEG IDENTIFICATION SIGN OR UNGROUNDED SYSTEM SIGN BY NEC ARTICLE 408.3(F)



Digitally Signed 02/22/2019

REV.	DATE	DESCRIPTION	BY

METROPLAN
SMART PLANNING MAKES SMART PLACES

METROPLAN
LITTLE ROCK, ARKANSAS

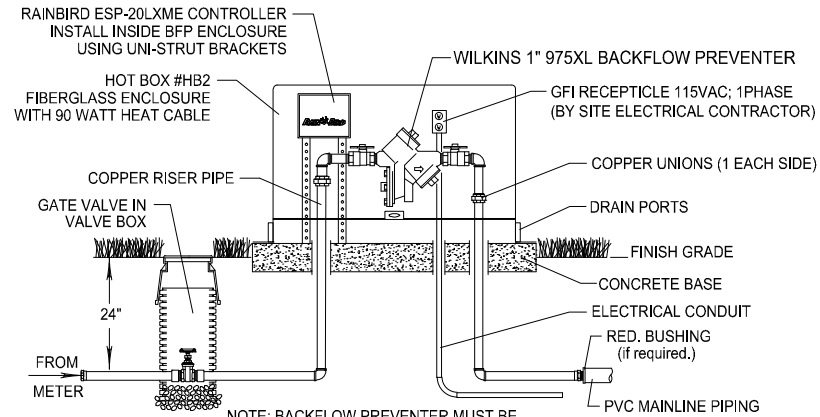
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

ELECTRICAL DETAILS
(SHEET 2 OF 2)

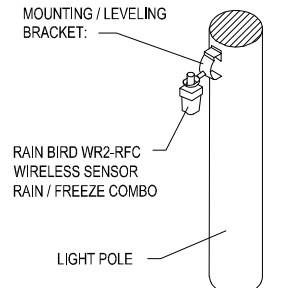
JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: NAH
DRAWN BY: CJH

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

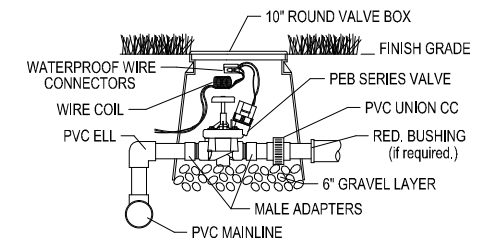
DRAWING NUMBER
E-502
SHEET NUMBER **57**



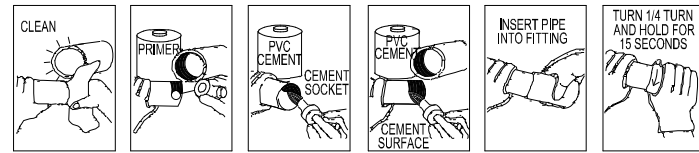
1 INSTALLATION DETAIL
RP-TYPE BFP / IRRIGATION CONTROLLER



2 INSTALLATION DETAIL
RAIN / FREEZE SENSOR

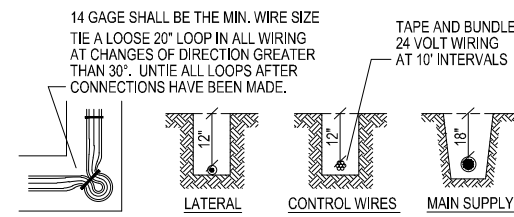


3 INSTALLATION DETAIL
ZONE VALVE ASSEMBLY



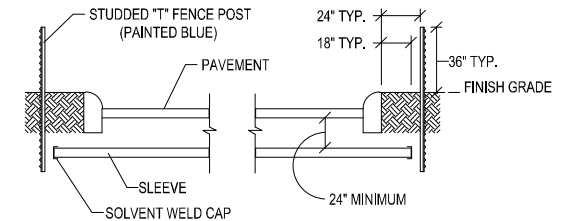
NOTES:
NEVER LAY PVC PIPE WHEN THERE IS WATER IN THE TRENCH
NEVER LAY PVC PIPE WHEN THE TEMPERATURE IS 32°F OR BELOW

4 INSTALLATION DETAIL
PVC ASSEMBLING

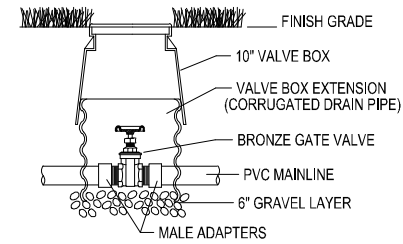


NOTES: BACKFILL MATERIAL SHALL BE FREE FROM ROCKS OR HEAVY UNSUITABLE SUBSTANCES WHICH COULD DAMAGE THE PIPE OR CREATE UNUSUAL SETTLING PROBLEMS. BACKFILL SHALL BE DONE IN SIX INCH LAYERS AND TAMPED DOWN AFTER EACH LAYER IS PUT BACK TO PREVENT EXCESSIVE SETTLING.

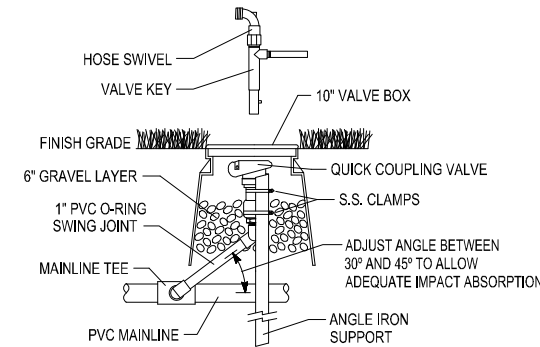
5 INSTALLATION DETAIL
MAINLINE, LATERAL & WIRING



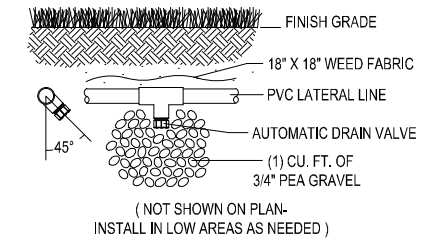
6 INSTALLATION DETAIL
TYPICAL SLEEVING



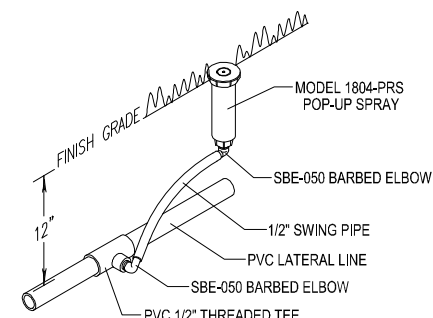
7 INSTALLATION DETAIL
ISOLATION GATE VALVE



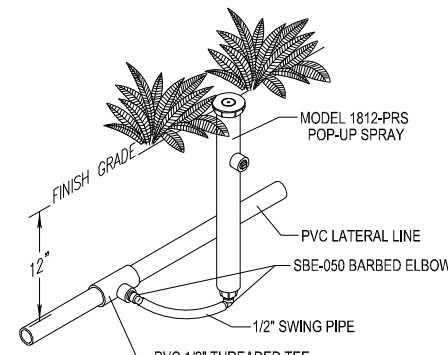
8 INSTALLATION DETAIL
QUICK COUPLING VALVE



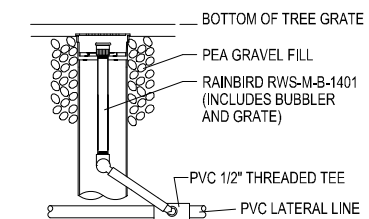
9 INSTALLATION DETAIL
AUTOMATIC DRAIN VALVE



10 INSTALLATION DETAIL
4\"/>



11 INSTALLATION DETAIL
12\"/>



INSTALL 2 PER TREE ON
OPPOSITE SIDES OF ROOTBALL.

12 INSTALLATION DETAIL
ROOT WATERING SYSTEM



REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

IRRIGATION DETAILS

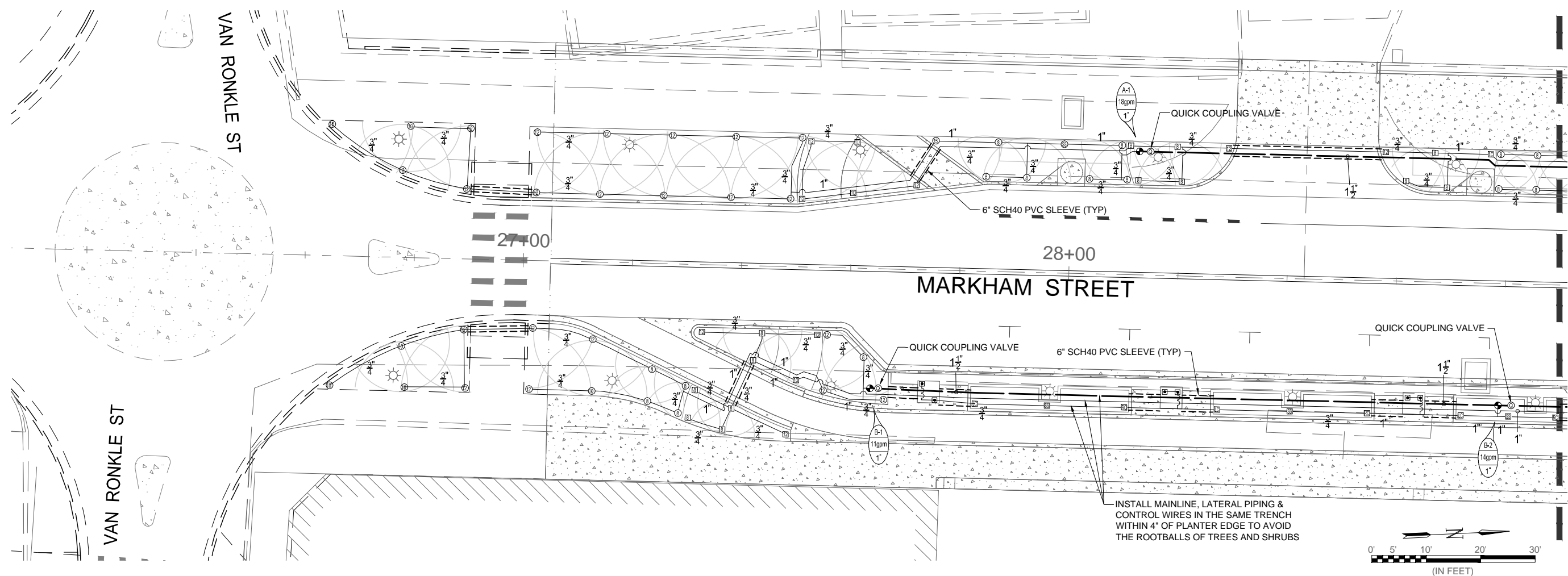
JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: MDL
DRAWN BY: MDL

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
I-101

SHEET NUMBER **58**

\$\$\$USER\$\$\$ \$\$\$DATE\$\$\$ \$\$\$TIME\$\$\$
\$\$\$WORKSPACE\$\$\$ \$\$\$WORKSPACE\$\$\$
\$\$\$FILES\$\$\$



SLEEVING / BORING NOTES

COORDINATE EXACT LOCATION OF SLEEVES WITH GENERAL CONTRACTOR.

ALL SLEEVING UNDER DRIVEWAYS, SIDEROADS AND SIDEWALKS SHALL BE BURIED A MIN. OF 24" BELOW THE FINISHED GRADE.

ENDS OF SLEEVES SHALL EXTEND 12" PAST THE EDGES OF ALL PAVING AND CURBS AND BE CLEARLY MARKED FOR FUTURE USE BY THE SPRINKLER SYSTEM CONTRACTOR.

BELOW EXISTING DRIVES, BORE & REAM FOR SLEEVES AS NOTED ON THE DRAWING OR AS MAY BE REQUIRED FOR ACCESS.

BORING SHALL BE DONE BY THE DIRECTIONAL BORING METHOD.

DRY BORES SHALL BE CONDUCTED IN A MANNER CONSISTENT WITH INDUSTRY ACCEPTED PRACTICES THAT MINIMIZE ANNULAR VOIDS AND OVER-BREAKS AND PROTECT THE INTEGRITY OF GROUND COVER, SURFACES AND STRUCTURES. IN NO CASE SHALL OVERBORE EXCEED 5 PERCENT OF THE PIPE DIAMETER. THE USE OF WATER UNDER PRESSURE GREATER THAN 10 POUNDS PER SQUARE INCH TO JET A HOLE AHEAD OF THE BIT IS NOT PERMITTED.

WET BORING IS NOT ALLOWED.

GENERAL NOTES

CONTRACTOR SHALL INSTALL ALL EQUIPMENT PER MANUFACTURER'S CURRENT SPECIFICATIONS AND RECOMMENDATIONS.

COORDINATE EXACT LOCATION OF WATER METERS, BACKFLOW PREVENTERS, CONTROLLERS AND RAIN/FREEZE SENSORS WITH THE ENGINEER AND OWNER. PROVIDE GFI OUTLET WITH 115VAC; 1PHASE POWER AT THE BFP / CONTROLLER ENCLOSURES AS SHOWN ON DETAIL #1.

CONTRACTOR SHALL CAREFULLY VERIFY A MINIMUM DYNAMIC WATER PRESSURE OF 75psi @ 25gpm AT EACH WATER METER. CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER IF WATER PRESSURE IS LESS THAN OR SIGNIFICANTLY HIGHER THAN NOTED.

WHEN TRENCHING UNDER THE DRIPLINE OF EXISTING TREES EXTREME CARE MUST BE GIVEN TO AVOID ROOT DAMAGE. IF AT ALL POSSIBLE AVOID TRENCHING INSIDE THE DRIPLINE BY GOING AROUND THE TREE RATHER THAN UNDER IT. INSTALL PIPING AND SPRINKLERS ON THE INSIDE OF NEW CURBLINES IF POSSIBLE. IF TRENCHING MUST OCCUR UNDER THE DRIPLINE, USE EITHER TUNNELING OR HAND-DIGGING METHODS RATHER THAN A MECHANICAL TRENCHER. MINIMIZE THE IMPACT OF ROOT SEVERING BY AVOIDING CONSTRUCTION DURING HOT, DRY WEATHER, KEEPING TREES WELL WATERED BEFORE AND AFTER DIGGING AND COVERING ROOTS WITH SOIL OR MULCH AS SOON AS POSSIBLE.

CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGES CAUSED TO ALL UTILITIES (BOTH OVERHEAD AND BELOWGROUND) DURING THE IRRIGATION INSTALLATION. CONTRACTOR SHALL SEEK THE ASSISTANCE AT LOCAL UTILITIES AND THE OWNER IN THE LOCATION OF THE UTILITIES PRIOR TO PERFORMING TRENCHING OPERATIONS IN THE WORKING AREA.

THE IRRIGATION DESIGN IS DIAGRAMMATIC. THE INTENT OF THE DRAWINGS IS TO SHOW THE GENERAL LAYOUT AND LOGIC OF THE SYSTEM. SCALED MEASUREMENTS MAY NOT BE ACCURATE. ACTUAL LOCATIONS AND QUANTITIES OF PIPE AND FITTINGS MAY VARY DUE TO FIELD ADJUSTMENTS FOR EXISTING CONDITIONS AND OTHER OBSTRUCTIONS TO PROVIDE THE PROPER AND INTENDED COVERAGE.

ALL PVC MAINLINE PIPING SHALL BE PVC SCH40. ALL LATERAL PIPING SHALL BE PVC CL200. ALL PVC FITTINGS SHALL BE SCH40 PVC TYPE 1 AND MUST BE OF DOMESTIC MANUFACTURE. PVC SOLVENT CEMENT AND PRIMER SHALL BE AS RECOMMENDED / APPROVED BY THE MANUFACTURER OF THE PIPE.

QUANTITIES ARE SHOWN FOR CONVENIENCE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CALCULATE ALL MATERIALS NECESSARY FOR A COMPLETE IRRIGATION SYSTEM.

IRRIGATION LEGEND

- 2 [Symbol] 1" IRRIGATION WATER METER (25gpm @ 75 psi REQUIRED)
 - 2 [Symbol] 1" WILKINS #975XL RP-TYPE BACKFLOW PREVENTER
 - 4 [Symbol] 1-1/2" BRONZE ISOLATION GATE VALVE
 - 21 [Symbol] RAINBIRD 100PEB ZONE VALVE with FLO CONTROL
 - 14 [Symbol] RAINBIRD 3RC QUICK COUPLING VALVE (PROVIDE 4 KEYS)
 - 2 [Symbol] RAINBIRD ESP-20LXME (20) STATION IRRIGATION CONTROLLER
 - 2 [Symbol] RAINBIRD WR2 - WIRELESS RAIN / FREEZE SENSOR
 - 116 [Symbol] RAINBIRD 1804-PRS 4" POP-UP TURF SPRAY with 8-HE-VAN NOZZLE
 - 10 [Symbol] RAINBIRD 1804-PRS 4" POP-UP TURF SPRAY with 10-HE-VAN NOZZLE
 - 78 [Symbol] RAINBIRD 1804-PRS 4" POP-UP TURF SPRAY with 12-HE-VAN NOZZLE
 - 3 [Symbol] RAINBIRD 1804-PRS 4" POP-UP TURF SPRAY with 15-HE-VAN NOZZLE
 - 2 [Symbol] RAINBIRD 1804-PRS 4" POP-UP TURF SPRAY with 15SST NOZZLE
 - 71 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 8-HE-VAN NOZZLE
 - 28 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 10-HE-VAN NOZZLE
 - 43 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 12-HE-VAN NOZZLE
 - 4 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 15-HE-VAN NOZZLE
 - 18 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 15SST NOZZLE
 - 21 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 15SST NOZZLE
 - 20 [Symbol] RAINBIRD 1812-PRS 12" POP-UP SHRUB SPRAY with 15SST NOZZLE
 - 30 [Symbol] RAINBIRD RWS-M-B-1401 ROOT WATERING SYSTEM FOR TREE GRATES
- _____ CLASS 200 PVC LATERAL PIPING
 _____ SCHEDULE 40 PVC MAINLINE PIPING
 - - - - - SCHEDULE 40 PVC SLEEVING

REV.	DATE	DESCRIPTION

METROPLAN
LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

IRRIGATION PLAN -
(SHEET 1 OF 3)

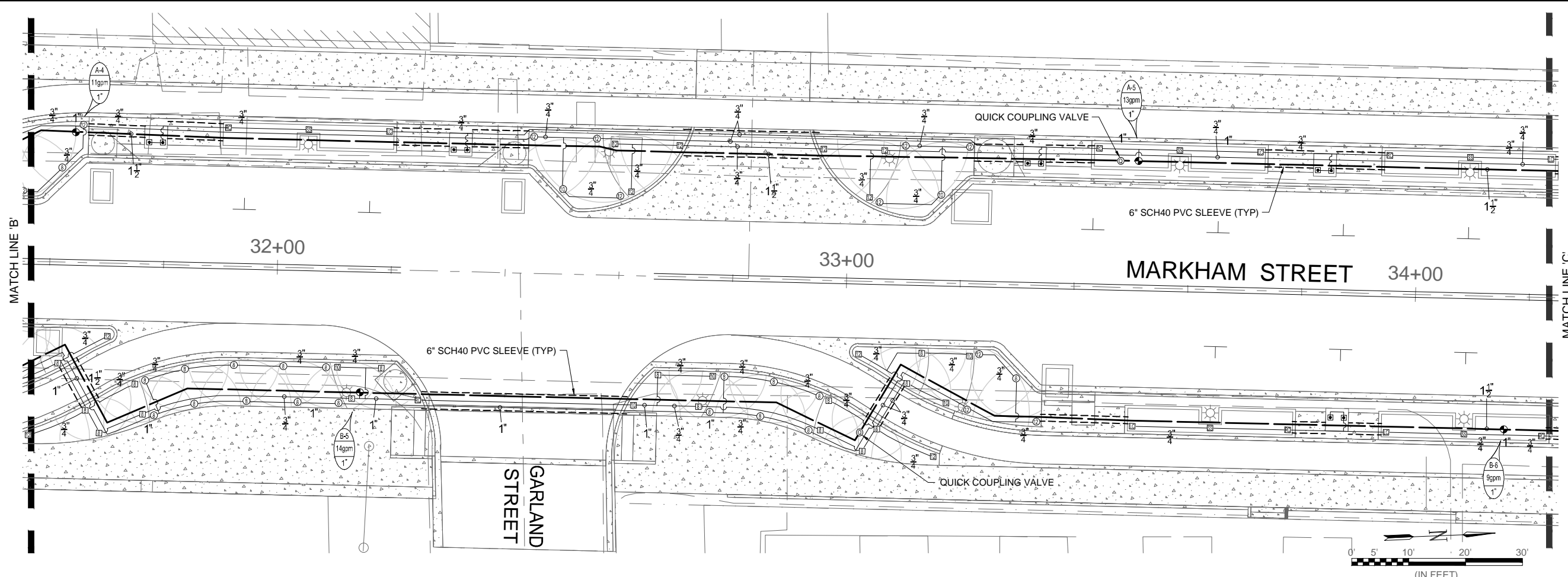
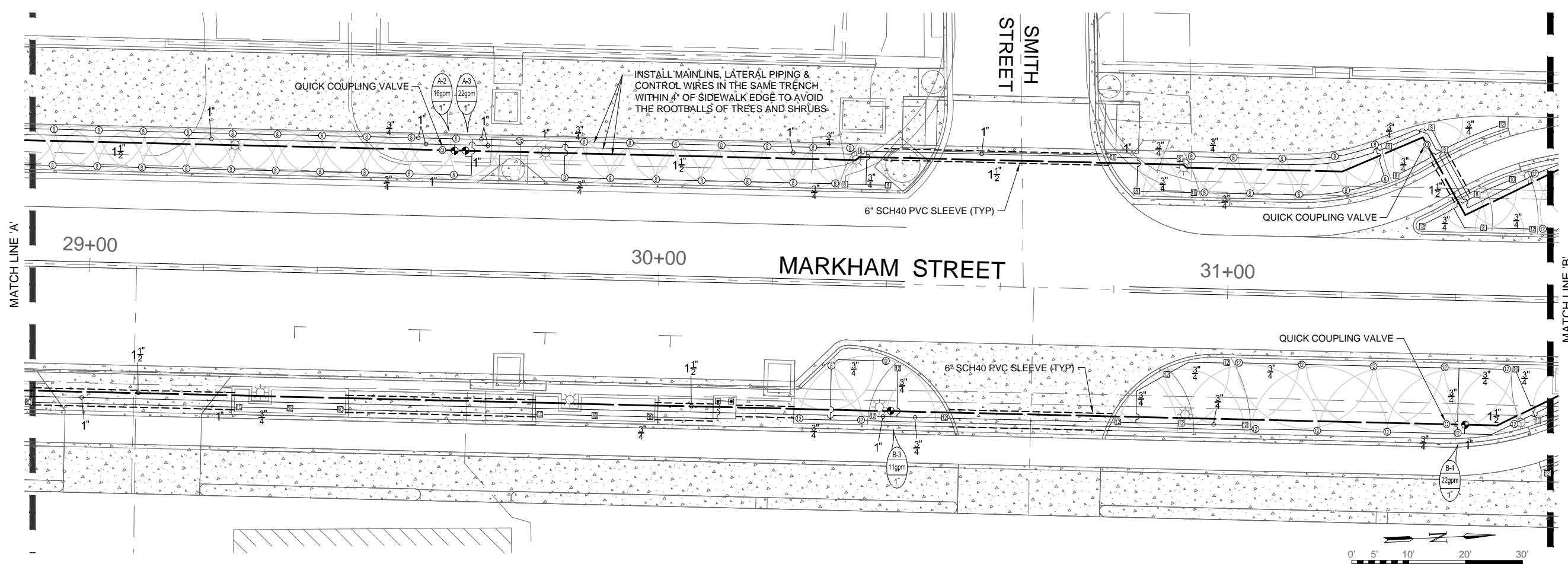
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: MDL
 DRAWN BY: MDL

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

DRAWING NUMBER
I-201

SHEET NUMBER **59**

\$\$\$USER\$\$\$ \$\$\$DATE\$\$\$ \$\$\$TIME\$\$\$
 WORKSPACE: \$\$\$WORKSPACE\$\$\$
 \$\$\$FILES\$\$\$



REV.	DATE	DESCRIPTION	BY

M
METROPLAN
 SMART PLANNING. SMART DESIGN. SMART PRACTICE.
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

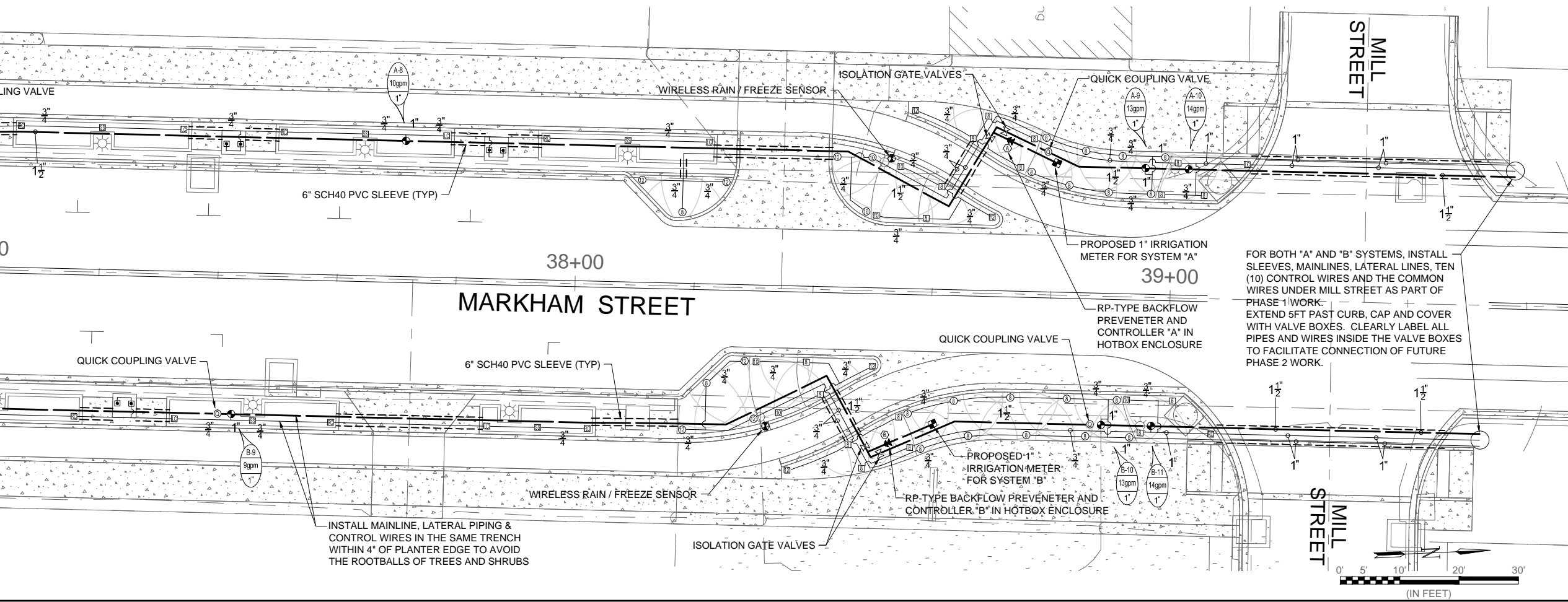
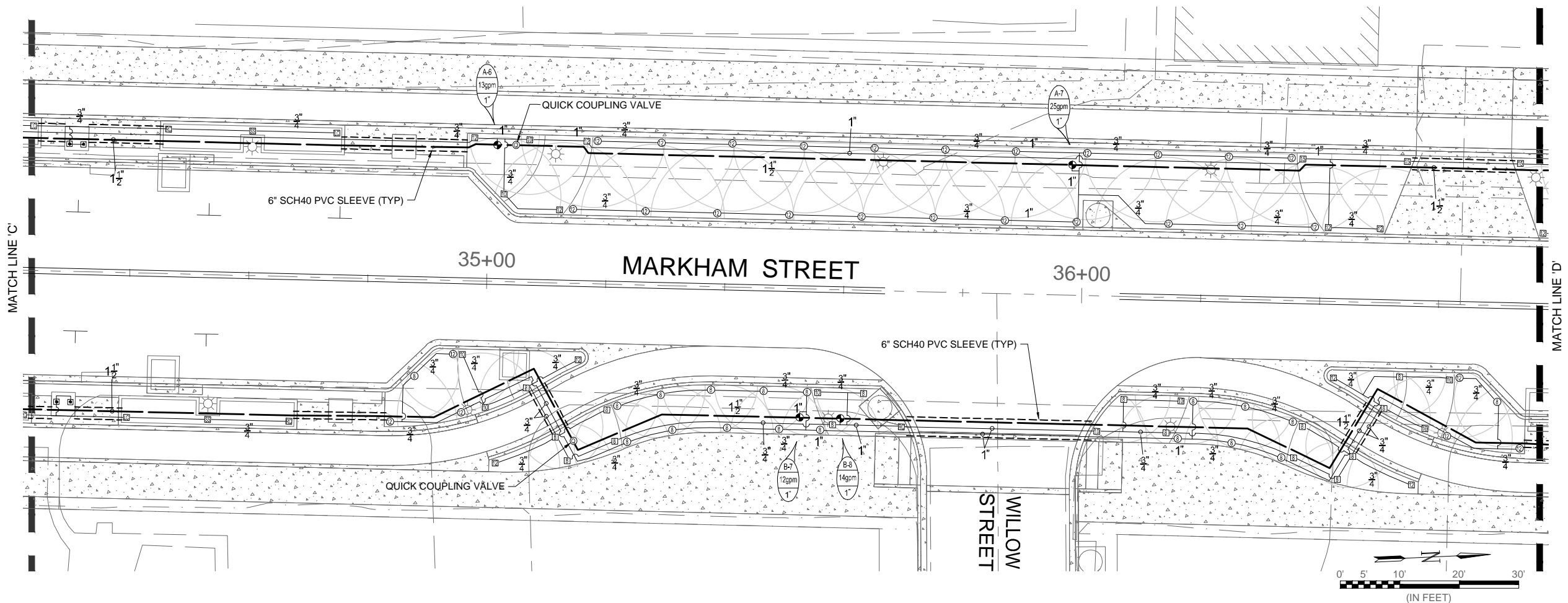
IRRIGATION PLAN -
 (SHEET 2 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: MDL
 DRAWN BY: MDL

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

DRAWING NUMBER
I-202
 SHEET NUMBER **60**

\$\$\$USER\$\$\$ \$\$\$DATE\$\$\$ \$\$\$TIME\$\$\$
 \$\$\$WORKSPACE\$\$\$ \$\$\$WORKSPACES\$\$\$
 \$\$\$FILES\$\$\$



INSTALL MAINLINE, LATERAL PIPING & CONTROL WIRES IN THE SAME TRENCH WITHIN 4" OF PLANTER EDGE TO AVOID THE ROOTBALLS OF TREES AND SHRUBS

FOR BOTH "A" AND "B" SYSTEMS, INSTALL SLEEVES, MAINLINES, LATERAL LINES, TEN (10) CONTROL WIRES AND THE COMMON WIRES UNDER MILL STREET AS PART OF PHASE 1 WORK. EXTEND 5FT PAST CURB, CAP AND COVER WITH VALVE BOXES. CLEARLY LABEL ALL PIPES AND WIRES INSIDE THE VALVE BOXES TO FACILITATE CONNECTION OF FUTURE PHASE 2 WORK.

REV.	DATE	DESCRIPTION

M
METROPLAN
SMART PAVING. SMART PLAZAS.
LITTLE ROCK, ARKANSAS
MARKHAM ST. JUMP START IMPVTS.
(CONWAY) (S)

IRRIGATION PLAN -
(SHEET 3 OF 3)

JOB NO.: 16017122
DATE: FEBRUARY 2019
DESIGNED BY: MDL
DRAWN BY: MDL

BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.
DRAWING NUMBER
I-203
SHEET NUMBER **61**

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DL Tackett
 WORKSPACE: Garver_2012
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 2/25/2019 11:41:34 PM

PLANT MATERIALS SCHEDULE

ITEM	SIZE AND DESCRIPTION
Trees / Avenue Street Tree	
*1. Willow Oak Quercus phellos	Specimen; height min. 14'-16"; 3"-3 1/2" min. caliper; spread min. 5'-6"; trees well branched, well balanced all sides; trees well matched; trees to have strong central leaders; B&B. Note: Trees to have forms adaptable to pruning for pedestrian and vehicular clearance.
Shrubs / Flowering	
*2. 'Little Henry' Dwarf Sweetspire Itea virginica 'Sprich' #10,988	Height min. 15"-18"; spread min. 15"-18"; full, well branched; 3 gal.
Ornamental Grasses	
*4. Pink Muhly Grass Muhlenbergia capillaris	Full clump; height min. 15"-18"; spread min. 15"-18"; well rooted; 3 gal.
Bioretention Grasses	
*5. 'The Blues' Little Bluestem Schizachyrium scoparium 'The Blues'	Full clump; height min. 14"-16"; spread min. 12"-14"; well rooted; 3 gal.
*6. Soft Rush Juncus effusus	Full clump; height min. 14"-16"; spread min. 12"-14"; well rooted; 3 gal.
Perennials	
*7. Goldsturm Rudbeckia Rudbeckia fulgida 'Goldsturm'	Full clump; height 12"-15"; rooted; 1 gal.
Turf	
8. 'Tifway 419' Bermuda Cynodon dactylon x C. transvaalensis germplasma 'Tifway 419' Solid Sod	Solid sod, free of weeds, debris, insects and other grasses.

*Note: Upon approval of a bid, submit pictures of representative samples from the nurseries supplying the plant materials, to the Engineer for review. Approval of submittals does not preclude rejection on site after planting of materials not meeting the specifications.

*Note: Requests for substitutions must be submitted and approved prior to "Bid" Date by Engineer.

*Note: Do not substitute B&B materials for materials designated to be containerized. B&B materials will not be accepted for these items. Note requirements for specimen quality and well matched, well balanced trees for tree species.

*Note: Plant acceptance for shrubs shall be based on meeting the size specification rather than the container size. The container size specified is the minimum size acceptable.

*Note: All plant material used shall comply with the latest amended edition of the 'American Standards for Nursery Stock'.

Note: Caliper of trees to be measured 12" above grade at installation.

GENERAL NOTES

- Stake the location of all trees and mass planting areas and obtain approval of the General Contractor and Engineer prior to installation. Tree locations may be adjusted based on the exterior light standard locations, power poles, security camera locations and signage, as applicable.
- Trees shall be selected with forms adaptable to placement adjacent to sidewalks and/or vehicular use areas. Trees shall have forms and clear trunks adaptable to future pruning for pedestrian and vehicular clearance.
- Provide a minimum 3'-0" diameter mulch ring with a 4" mulch saucer for all trees located in turf and mass planting areas. Provide 3" depth of mulch inside the saucers. Review subsurface drainage conditions. Install trees "high" if necessary due to subsurface conditions.
- Provide a 3" minimum depth of shredded hardwood mulch in all mass shrub and ornamental grasses planting beds excluding in bioretention areas. Provide a 2" minimum depth of shredded hardwood mulch in all perennial beds. Finished grades of the mulch shall be 1/2" below the finished grade of adjacent paving, edging or curbing. Submit a sample of the mulch for approval by the Owner and Engineer prior to installation. Provide 3" depth 'washed' river rock mulch in bioretention planters. Refer to Civil drawing, sheet C-213. Submit sample of 'washed' river rock for approval of Engineer and Owner prior to installation.
- Provide 4" x 1/8" steel landscape edging with stakes between all turf areas and perennials or shrub beds. No edging shall be installed between the different types of shrub material. Taper-off or pound down corner of steel edging.
- Refer to the Drawings for the plantings of 'Little Henry' Virginia Sweetspire. Set the shrubs in mass plantings 2'-6" on center, staggered rows, unless otherwise noted. Provide consistent spacing in the mass plantings. Define the outside edges of any mass plantings and work inward. Set the first row of shrubs 24" from any edging or paving or other shrub mass.
- Ornamental Grasses: Refer to the Drawings for the mass planting of Pink Muhly Grass. Set the ornamental grasses 2'-6" on center, staggered rows, unless otherwise noted. Define the outside edges or any mass plantings and work inward. Set the first row 18" from any edging or paving or other shrub mass.
- Bioretention Grasses: Refer to the Drawings for the mass planting of 'The Blues' Little Bluestem. Set the Little Bluestem grasses 2'-6" on center in staggered rows. Set the first row 18" from planter edges. Refer to the Drawings for the mass planting of Soft Rush. Set the Soft Rush grasses 18" on center in staggered row. Set the first row 18" from planter edges.
- Refer to Civil drawing, sheet C-213 for Bioretention planter. The Landscape Contractor to provide 'washed' river rock mulch in bioretention planters. Confirm finished grades for the top of mulch in bioretention planters with General Contractor prior to installation of plants and placing 'washed' river rock. All other work within bioretention planters by General Contractor with exception of planting ornamental grasses and placing 'washed' river rock. Washed river rock shall be approximately 2" - 3" in size. Submit sample of 'washed' river rock for approval of Engineer and Owner prior to installation. Provide minimum 3" depth of 'washed' river rock.
- Perennials: Refer to the Drawings for the plantings of Goldsturm Rubeckia. Set the perennials plants equally spaced in staggered rows 18" on center. Set the first row of plants 18" from any edging or paving or shrub mass.
- All exterior mass planting and perennials beds are to be full with material equally spaced, at the designated "on-center" spacing, at the time of planting.
- Exterior shrubs and perennials quantities shown on this plan are the minimum required quantities. The Landscape Contractor is responsible to verify quantities indicated on the plans. All exterior mass shrub planting areas and perennials beds are to be full with material equally spaced at the designated "on-center" spacing, at times of planting. Beds which are not full at the time of planting based on the designated spacing, shall have additional material added at no expense to the Owner. Additional materials shall be added prior to the completion date.
- All solid sod shall be 'Tifway 419' Bermuda. Provide positive drainage in all turf areas. Solid sod to be laid on a smooth uniform grade with all joints tight and even.
- Contractor shall calculate all square footage of sod areas.
- Begin maintenance immediately after planting. Maintain plant materials by watering, pruning, cultivating, and fertilizing as required for healthy growth. Restore planting saucers. Tighten and repair stake and guy supports and reset trees and shrubs to proper grades or vertical position as required. Provide positive chemical, insect and disease control as indicated by inspection. Fertilize plants as required by good horticultural practice. Provide and replace mulch in planting beds and inside the saucers as necessary. Remove trash from planting and lawn areas at least once a week. Weed shrub and groundcover beds as required to maintain a neat appearance. Mow and edge lawns at least once each week during the growing season. Bag and remove clippings from the project site. Monitor operation and coverage of the irrigation system.
- All container grown material shall be thoroughly hand watered upon arrival, while in the containers, before planting. Protect the tree trunks at all times during the removal from delivery trailer.
- Prune any trees as requested by the Engineer, General Contractor or Owner.
- Review existing utilities and new utility plans, as applicable, prior to installing the plant materials. Do not install trees or shrubs over underground drainage structures, utilities or directly under overhead power lines. Make minor adjustments in tree locations if necessary. Coordinate revised locations with the Engineer and General Contractor.
- Coordinate the installation of the landscape with the installation of the site lighting, as applicable. Minor adjustments in the field may be made as required to position the trees between the light standards. Stake the locations of all trees and obtain approval of Engineer and General Contractor prior to installation.
- Landscape Contractor to secure any permits, including franchise agreements, required for planting and irrigation in public right-of-way, when applicable, prior to commencing work. Coordinate with General Contractor and Engineer as necessary. Pull all required permits.



REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

LANDSCAPE
 GENERAL NOTES

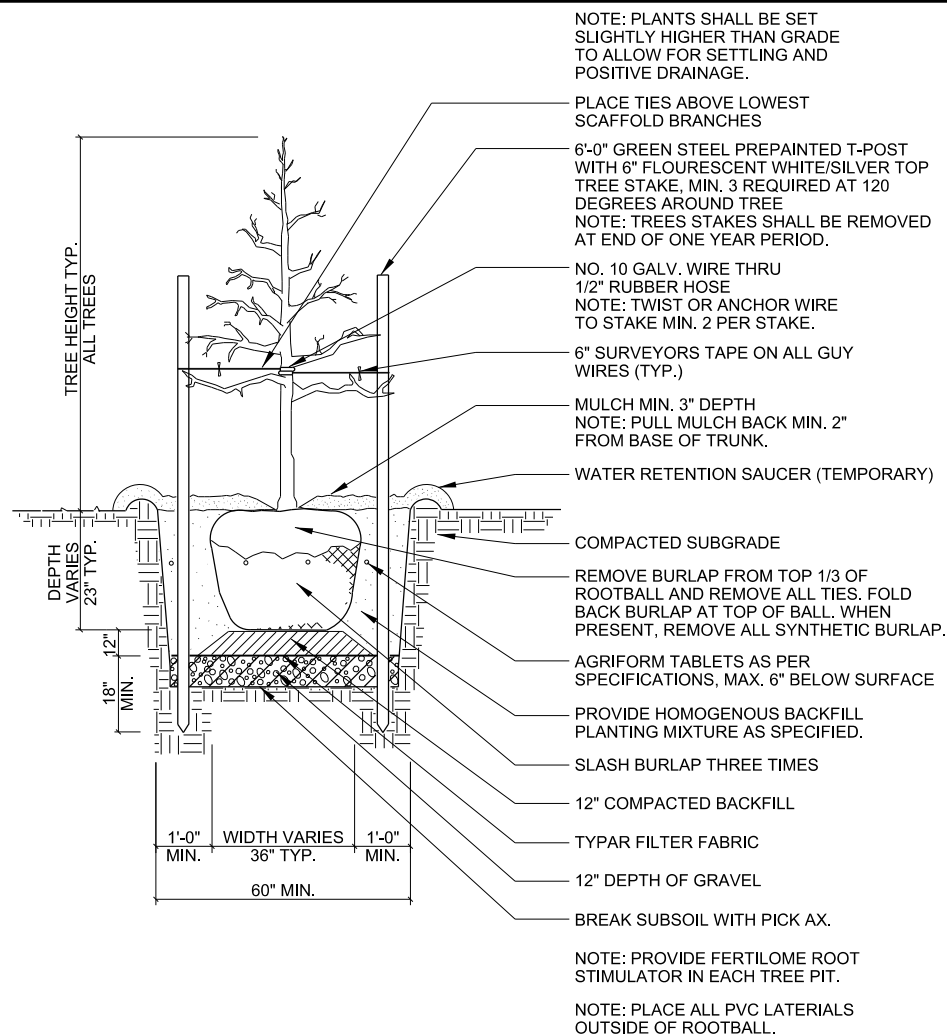
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: CBD
 DRAWN BY: LCJ

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

DRAWING NUMBER
L-001

SHEET NUMBER **62**

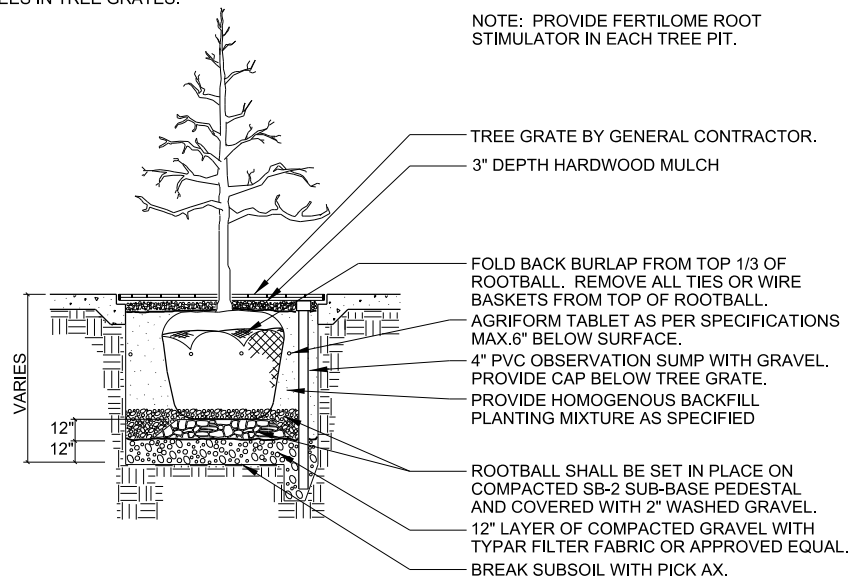
DL Tacklett
 WORKSPACE: Garver_2012
 L:\2016\16017122 - Conway - Markham Street\Drawings\CM\SH-101-L.S.dgn
 2/25/2019 11:41:38 PM



1 TREE PLANTING / STAKING DETAIL
 NO SCALE (FOR TREES IN MASS PLANTING AND TURF AREAS)

NOTE: TREE GRATES TO BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR. REFER TO CIVIL DRAWING, SHEET C-211, FOR TREE GRATE AND PIT.
 NOTE: NO GUYING TO BE PROVIDED FOR TREES IN TREE GRATES.

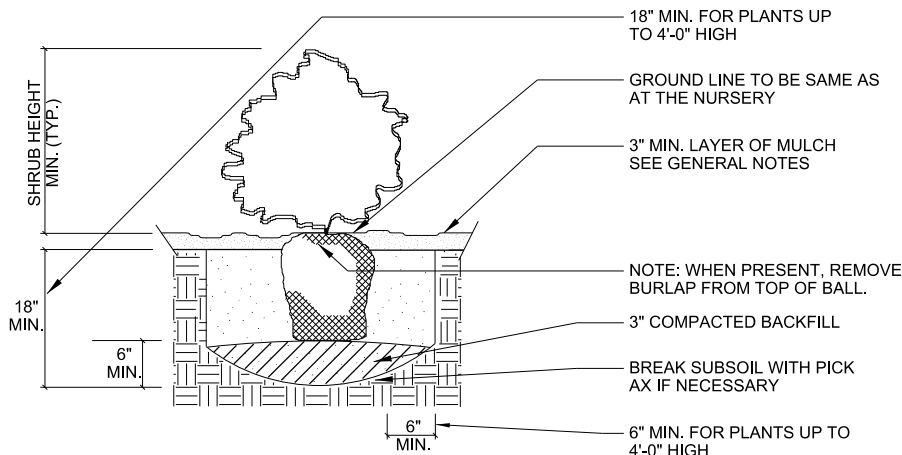
NOTE: COORDINATE INSTALLATION OF IRRIGATION WITH INSTALLATION OF TREES.
 NOTE: PLACE ALL PVC LATERALS FOR SPRINKLER SYSTEM OUTSIDE OF ROOTBALL.
 NOTE: PROVIDE FERTILOME ROOT STIMULATOR IN EACH TREE PIT.



2 TREE PLANTING IN TREE GRATE DETAIL
 NO SCALE

NOTES:

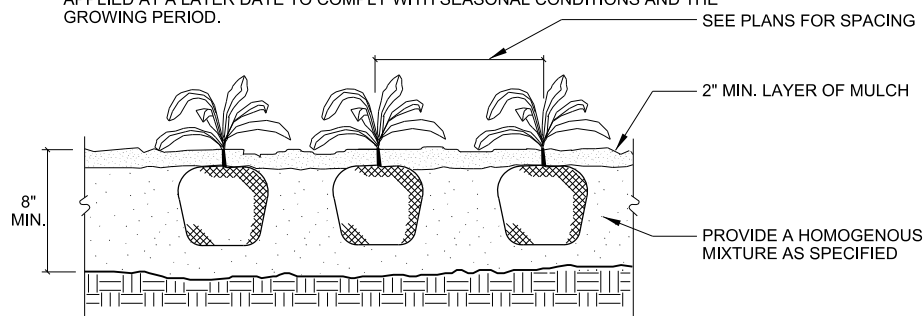
1. PROVIDE HOMOGENOUS BACKFILL PLANTING MIXTURE AS SPECIFIED. PROVIDE FERTILOME ROOT STIMULATOR OR APPROVED EQUAL IN PITS. APPLY BALAN PRE-EMERGENT WEED CONTROL OR APPROVED EQUAL TREATMENT ON ALL SHRUB BEDS.
2. PROVIDE AGRIFORM TABLETS AS PER MANUFACTURERS RECOMMENDATIONS.
3. PROVIDE WEED CONTROL AND/OR FERTILIZER AS SPECIFIED. WEED CONTROL AND FERTILIZER MAY BE APPLIED AT A LATER DATE TO COMPLY WITH SEASONAL CONDITIONS AND THE GROWING PERIOD.



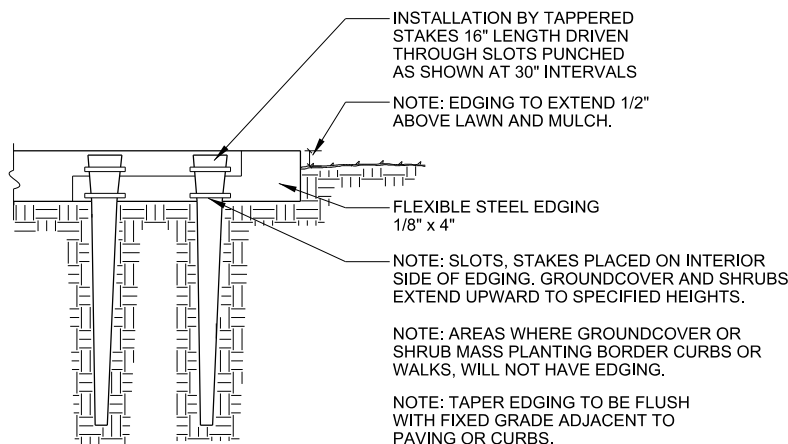
3 SHRUB AND ORNAMENTAL GRASS PLANTING DETAIL
 NO SCALE

NOTES:

1. PROVIDE HOMOGENOUS BACKFILL PLANTING MIXTURE AS SPECIFIED. PROVIDE FERTILOME ROOT STIMULATOR OR APPROVED EQUAL IN PITS.
2. PROVIDE AGRIFORM TABLETS AS PER MANUFACTURERS RECOMMENDATIONS.
3. APPLY BALAN PRE-EMERGENT WEED CONTROL OR APPROVED EQUAL TREATMENT ON ALL PERENNIAL BEDS. WEED CONTROL AND FERTILIZER MAY BE APPLIED AT A LATER DATE TO COMPLY WITH SEASONAL CONDITIONS AND THE GROWING PERIOD.



4 PERENNIAL PLANTING DETAIL
 NO SCALE



5 STEEL EDGING DETAIL
 NO SCALE



REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

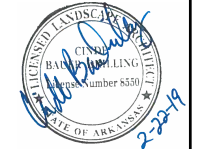
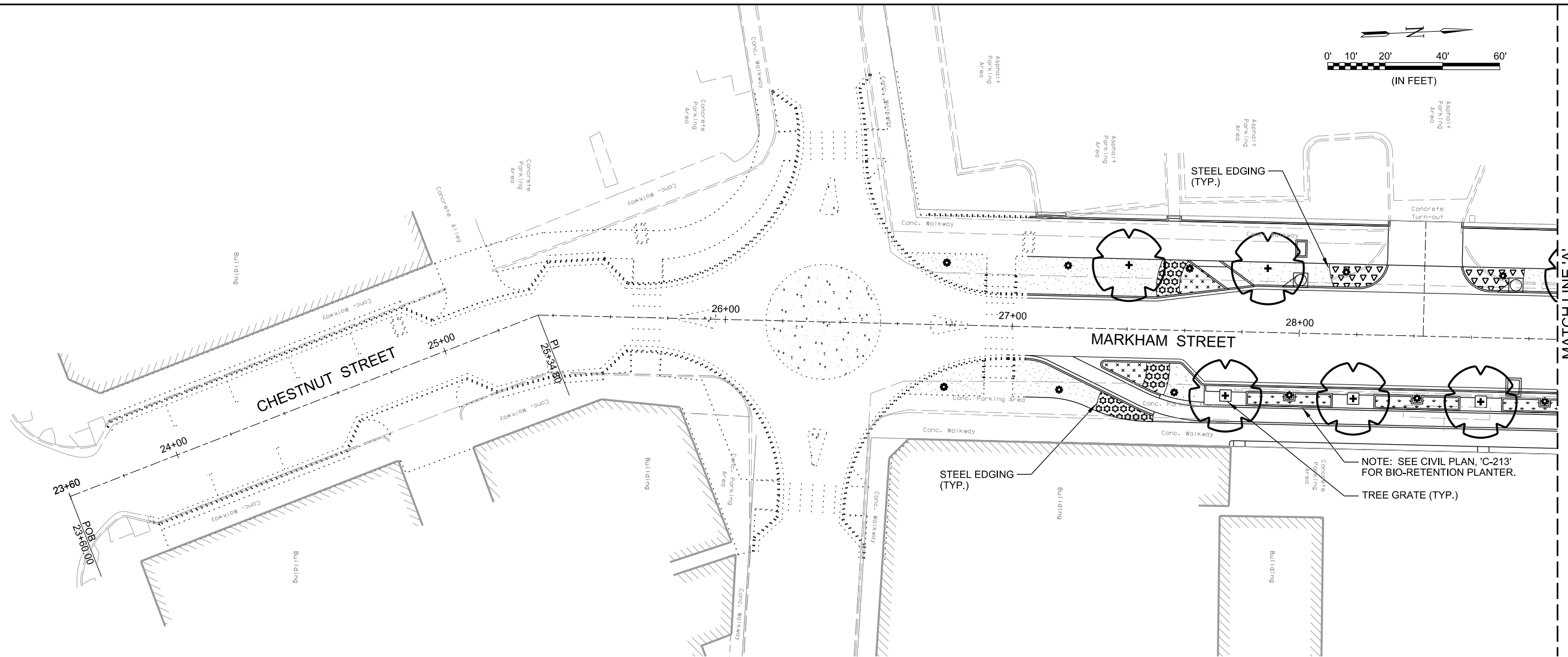
LANDSCAPE DETAILS

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: CBD
 DRAWN BY: LCJ

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

DRAWING NUMBER
L-101

SHEET NUMBER
63



REV.	DATE	DESCRIPTION	BY

NOTES:

- THE LISTED QUANTITIES ARE PROVIDED FOR ESTIMATING PURPOSES ONLY. ESTIMATED QUANTITIES OF MASS PLANTING AREAS ARE BASED ON DESIGNATED ON-CENTER SPACING PER SQUARE FOOTAGE. ALL MASS PLANTING BEDS SHALL BE FULL UPON COMPLETION OF LANDSCAPE INSTALLATION BASED ON THE ON-CENTER SPACING. THE NUMBER OF PLANT MATERIAL SYMBOLS (CIRCLES) SHOWN ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER ESTIMATED QUANTITIES SHOWN ABOVE. CONFIRM ALL QUANTITIES.
- ALL NEW LANDSCAPE AREAS SHALL HAVE AN AUTOMATIC IRRIGATION SYSTEM.
- REFER TO CIVIL SHEET, C-211, FOR TREE GRATE DETAIL AND DETAIL, 2 / L-101 FOR TREE PLANTING IN TREE GRATES.

LEGEND:

SYMBOL	DESCRIPTION	QUANTITY
	AVENUE STREET TREE: WILLOW OAK	5
	'LITTLE HENRY' VIRGINIA SWEETSPIRE MASS PLANTING 2'-6" O.C. (TYP.)	40
	PINK MUHLY GRASS MASS PLANTING 2'-6" O.C. (TYP.)	45
	SOFT RUSH MASS PLANTING 18" O.C. (TYP.)	125
	'GOLDSTURM' RUDBECKIA MASS PLANTING 18" O.C. (TYP.)	80
	'TIFWAY 419' BERMUDA SOLID SOD	

METROPLAN
 LITTLE ROCK, ARKANSAS

METROPLAN
 SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

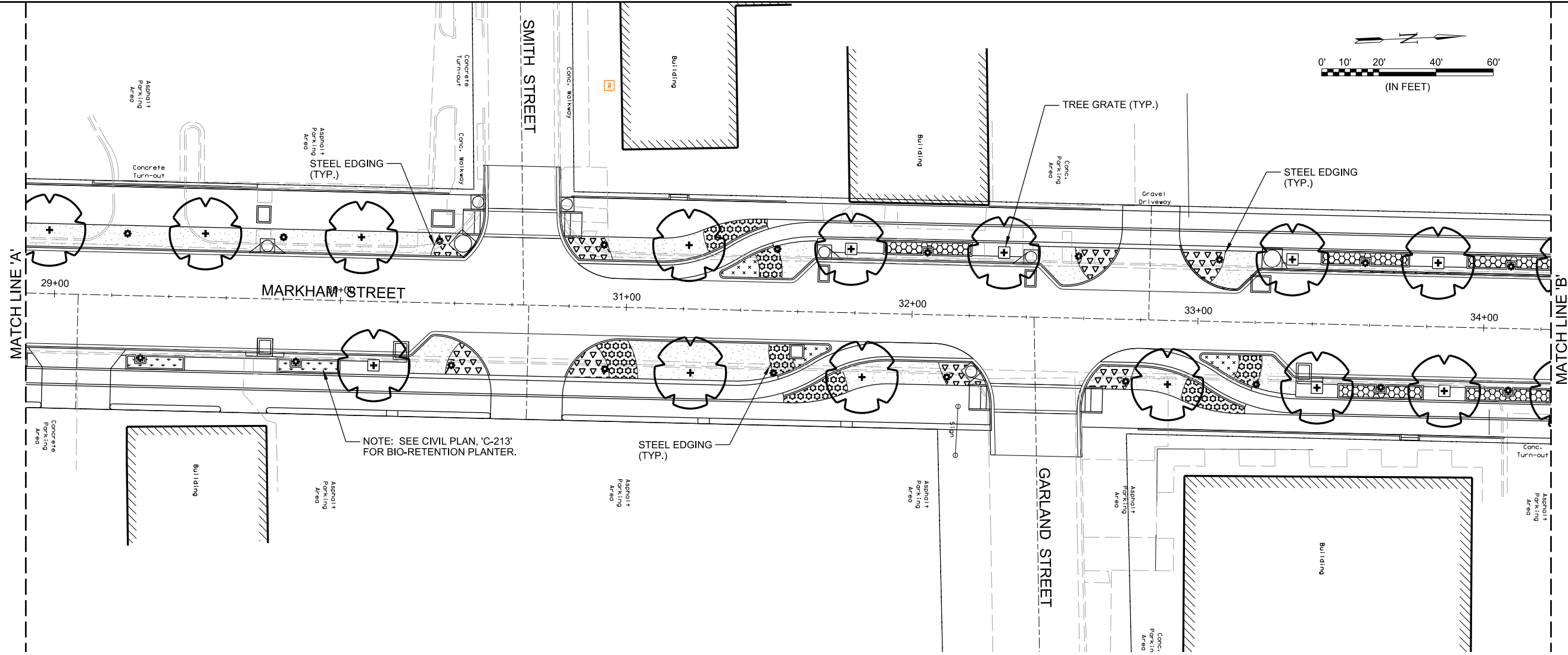
LANDSCAPE PLAN -
 (SHEET 1 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: CBD
 DRAWN BY: LCJ

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

DRAWING NUMBER
L-201

SHEET NUMBER **64**



NOTE: SEE CIVIL PLAN, 'C-213' FOR BIO-RETENTION PLANTER.

NOTES:

1. THE LISTED QUANTITIES ARE PROVIDED FOR ESTIMATING PURPOSES ONLY. ESTIMATED QUANTITIES OF MASS PLANTING AREAS ARE BASED ON DESIGNATED ON-CENTER SPACING PER SQUARE FOOTAGE. ALL MASS PLANTING BEDS SHALL BE FULL UPON COMPLETION OF LANDSCAPE INSTALLATION BASED ON THE ON-CENTER SPACING. THE NUMBER OF PLANT MATERIAL SYMBOLS (CIRCLES) SHOWN ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER ESTIMATED QUANTITIES SHOWN ABOVE. CONFIRM ALL QUANTITIES.
2. ALL NEW LANDSCAPE AREAS SHALL HAVE AN AUTOMATIC IRRIGATION SYSTEM.
3. REFER TO CIVIL SHEET, C-211, FOR TREE GRATE DETAIL AND DETAIL, 2 / L-101 FOR TREE PLANTING IN TREE GRATES.

LEGEND:

SYMBOL	DESCRIPTION	QUANTITY
	AVENUE STREET TREE: WILLOW OAK	14
	'LITTLE HENRY' VIRGINIA SWEETSPIRE MASS PLANTING 2'-6" O.C. (TYP.)	115
	PINK MUHLY GRASS MASS PLANTING 2'-6" O.C. (TYP.)	120
	'THE BLUES' LITTLE BLUESTEM MASS PLANTING 2'-6" O.C. (TYP.)	90
	SOFT RUSH MASS PLANTING 18" O.C. (TYP.)	80
	'GOLDSTURM' RUDBECKIA MASS PLANTING 18" O.C. (TYP.)	80
	'TIFWAY 419' BERMUDA SOLID SOD	



REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

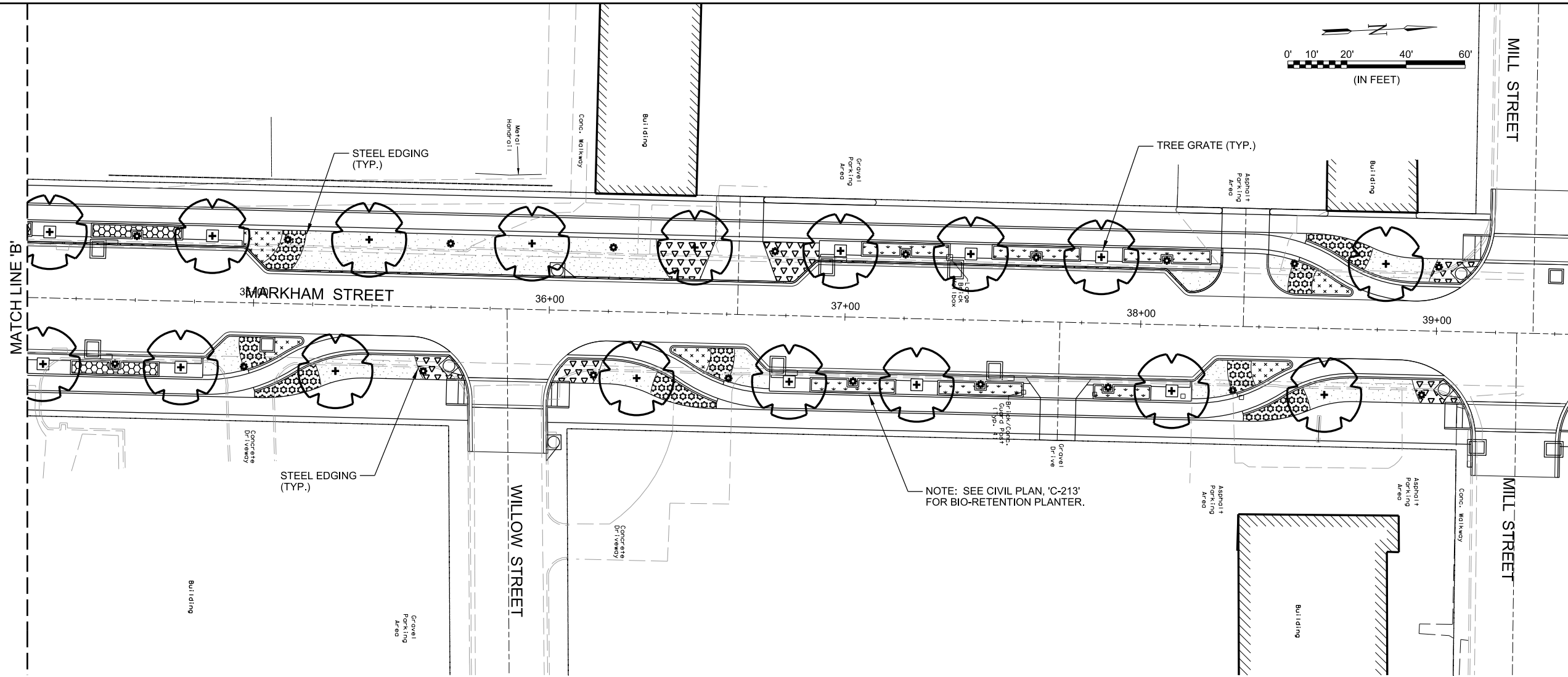
LANDSCAPE PLAN - (SHEET 2 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: CBD
 DRAWN BY: LCJ

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

DRAWING NUMBER
L-202
 SHEET NUMBER **65**

MATCH LINE 'B'



NOTES:

1. THE LISTED QUANTITIES ARE PROVIDED FOR ESTIMATING PURPOSES ONLY. ESTIMATED QUANTITIES OF MASS PLANTING AREAS ARE BASED ON DESIGNATED ON-CENTER SPACING PER SQUARE FOOTAGE. ALL MASS PLANTING BEDS SHALL BE FULL UPON COMPLETION OF LANDSCAPE INSTALLATION BASED ON THE ON-CENTER SPACING. THE NUMBER OF PLANT MATERIAL SYMBOLS (CIRCLES) SHOWN ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER ESTIMATED QUANTITIES SHOWN ABOVE. CONFIRM ALL QUANTITIES.
2. ALL NEW LANDSCAPE AREAS SHALL HAVE AN AUTOMATIC IRRIGATION SYSTEM.
3. REFER TO CIVIL SHEET, C-211, FOR TREE GRATE DETAIL AND DETAIL, 2 / L-101 FOR TREE PLANTING IN TREE GRATES.

LEGEND:

	QUANTITY
AVENUE STREET TREE: WILLOW OAK	17
'LITTLE HENRY' VIRGINIA SWEETSPIRE MASS PLANTING 2'-6" O.C. (TYP.)	110
PINK MUHLY GRASS MASS PLANTING 2'-6" O.C. (TYP.)	145
'THE BLUES' LITTLE BLUESTEM MASS PLANTING 2'-6" O.C. (TYP.)	35
SOFT RUSH MASS PLANTING 18" O.C. (TYP.)	265
'GOLDSTURM' RUDBECKIA MASS PLANTING 18" O.C. (TYP.)	160
'TIFWAY 419' BERMUDA SOLID SOD	



REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

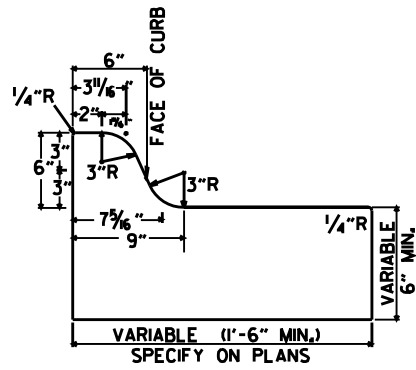
LANDSCAPE PLAN -
 (SHEET 3 OF 3)

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: CBD
 DRAWN BY: LCJ

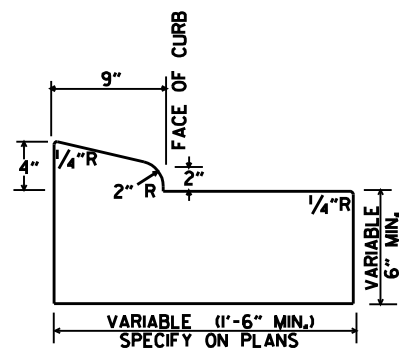
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 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
L-203

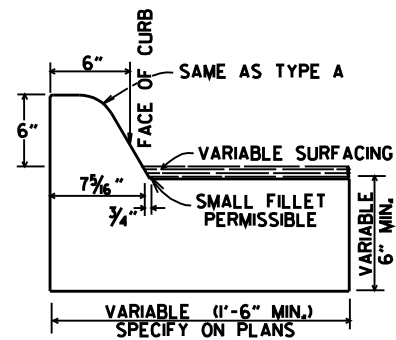
SHEET NUMBER
66



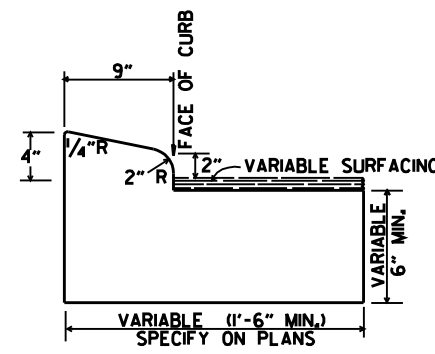
TYPE A



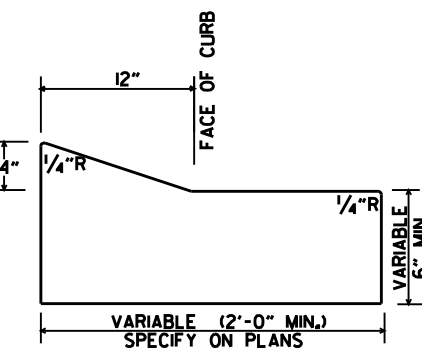
TYPE B-1



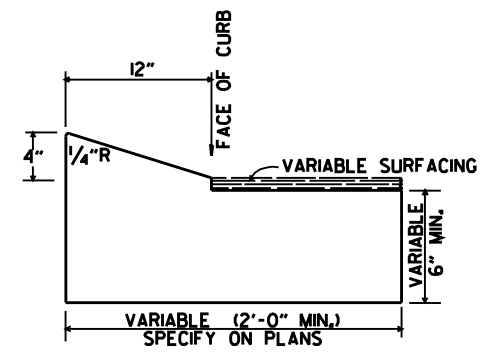
TYPE C



TYPE B-2

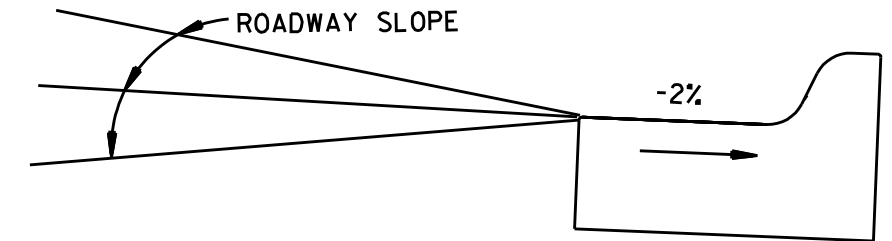


TYPE E-1

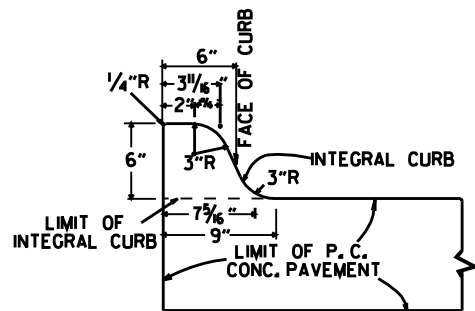


TYPE E-2

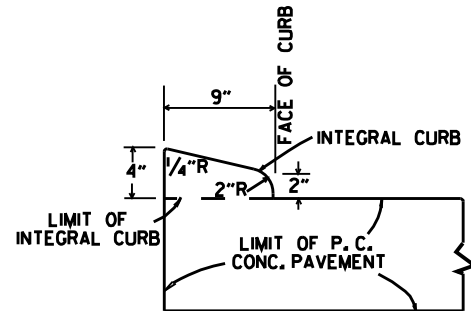
CONCRETE COMBINATION CURB AND GUTTER



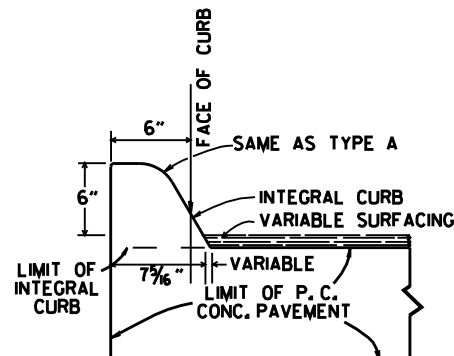
DETAIL OF GUTTER SLOPE
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

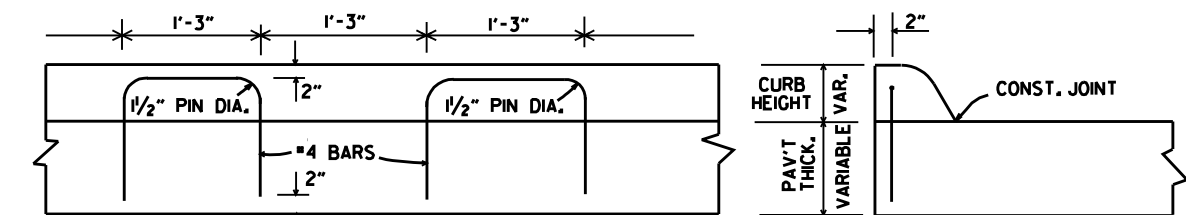


TYPE B



TYPE C

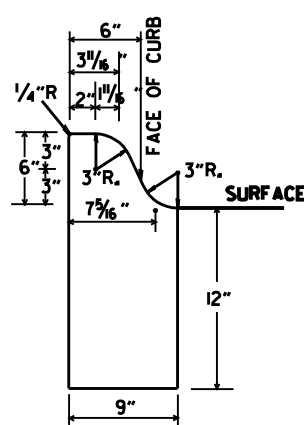
INTEGRAL CURB



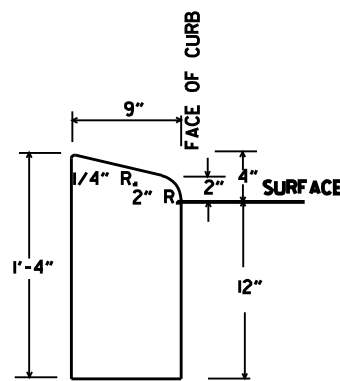
LONGITUDINAL SECTION

ELEVATION

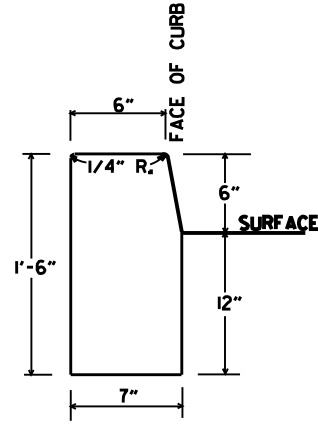
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



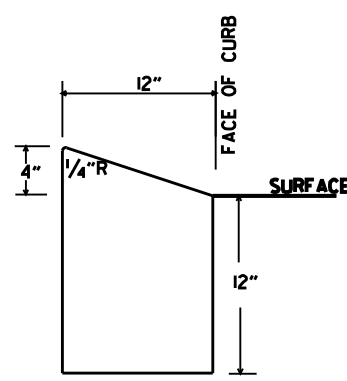
TYPE A



TYPE B

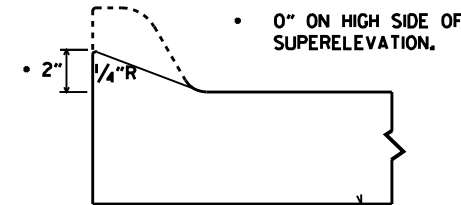


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

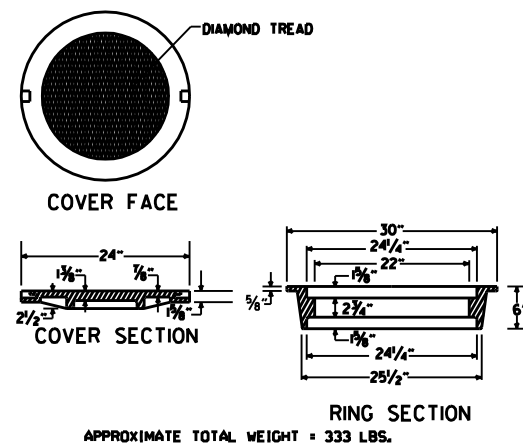
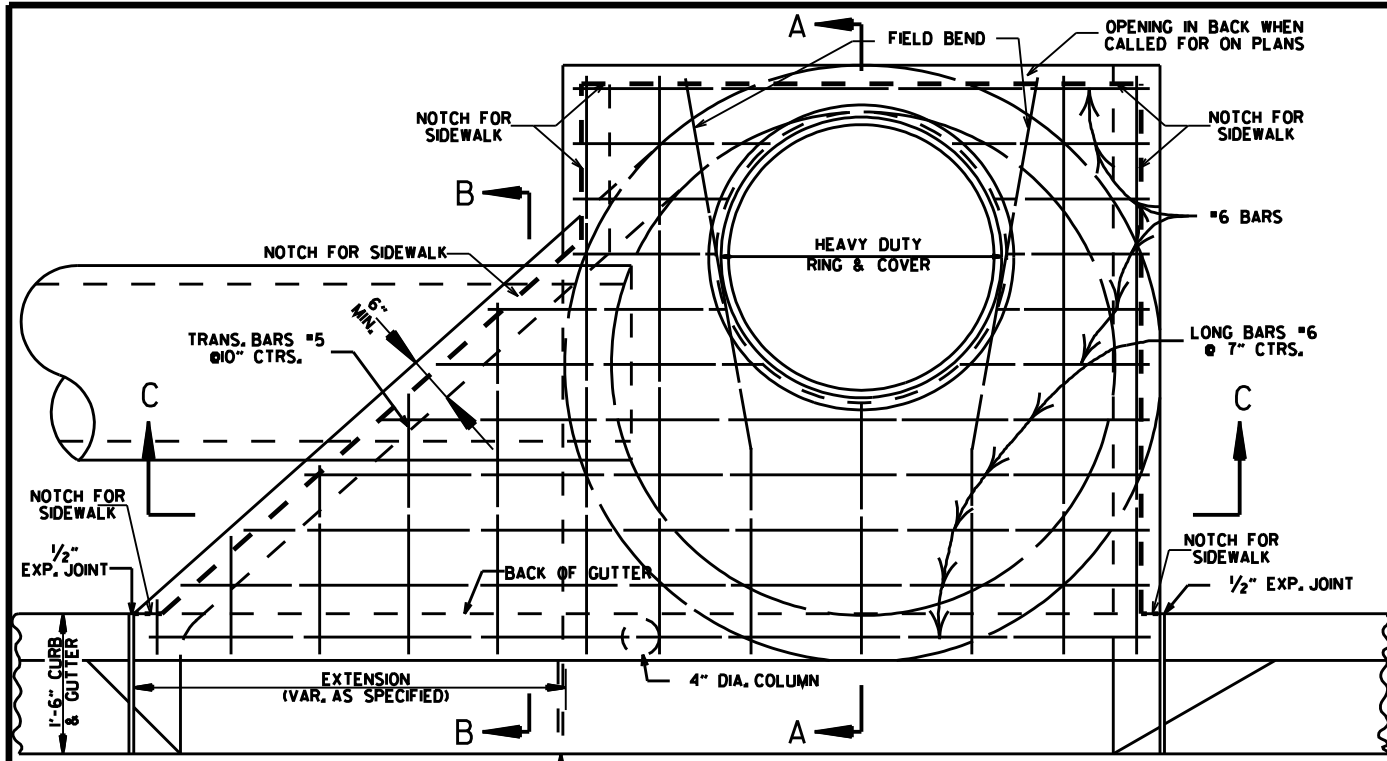
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIABLE DEPTH TYPE A & B 1	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

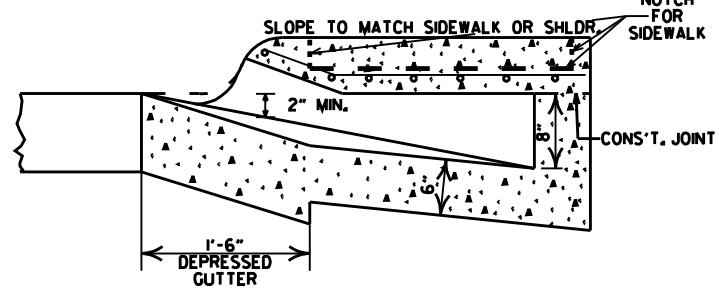
CURBING DETAILS

STANDARD DRAWING CG-1

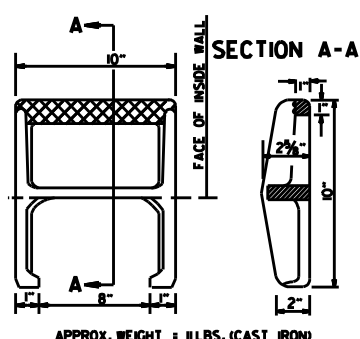


HEAVY DUTY RING & COVER

- APPROXIMATE TOTAL WEIGHT = 333 LBS.
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
 2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
 3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



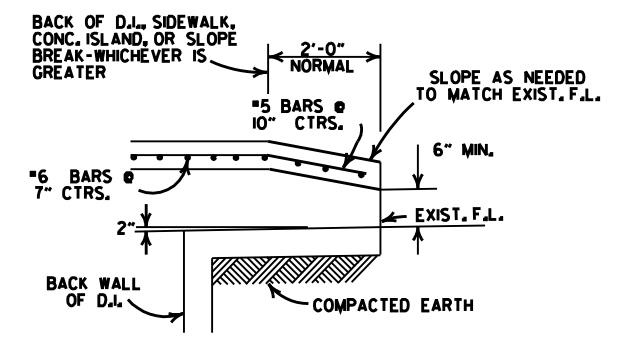
SECTION B-B



APPROX. WEIGHT = #LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

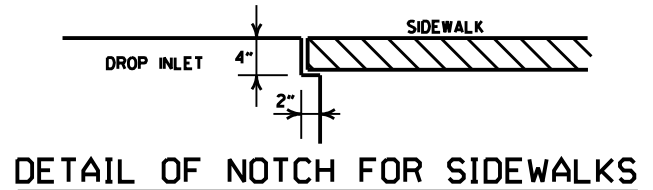


BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).

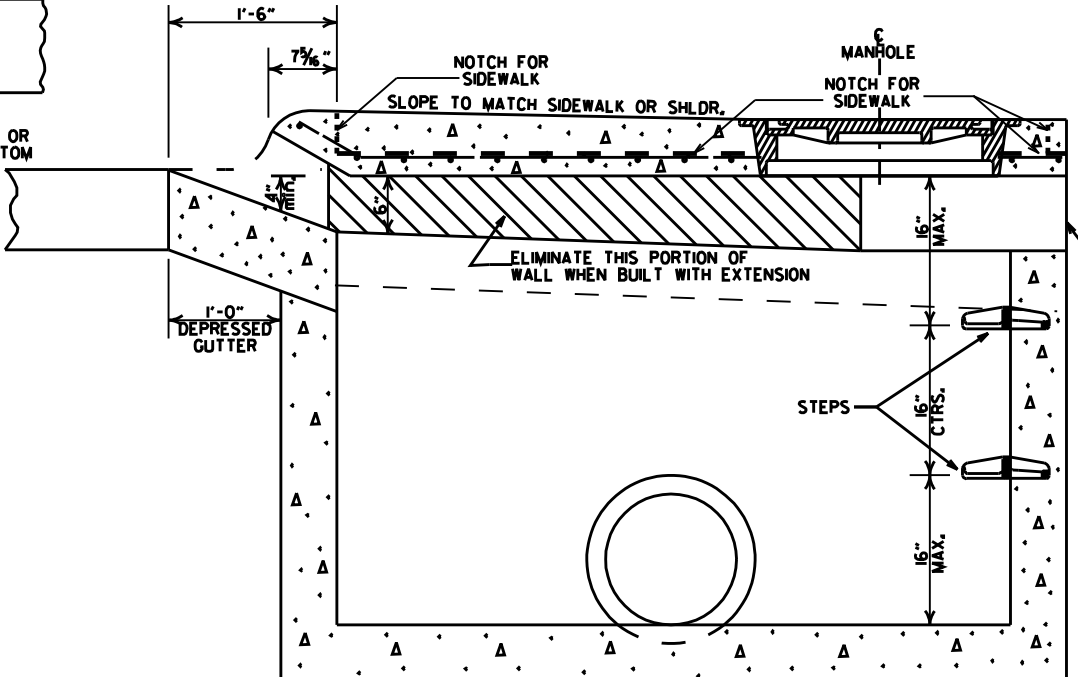
- GENERAL NOTES:
1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
 2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
 3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1/2" COVER.
 4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
 5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
 6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
 7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
 8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
 9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
 10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
 11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
 12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
 13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

LEAVE OPENING IN BACK WHEN CALLED FOR ON PLANS REFER TO BACK OPENING DETAIL

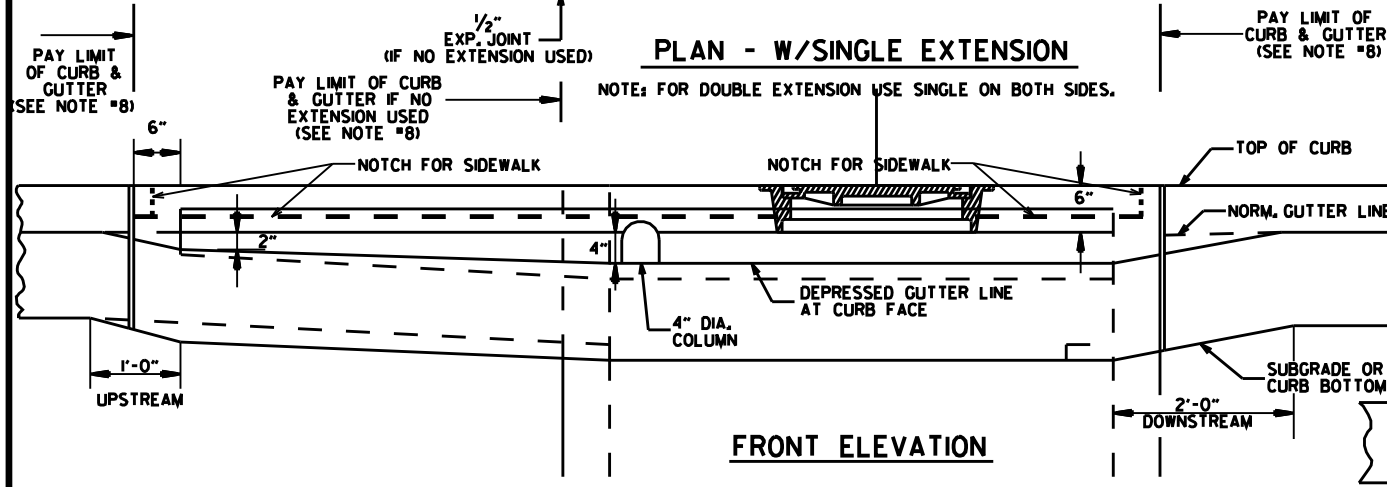


DETAIL OF NOTCH FOR SIDEWALKS

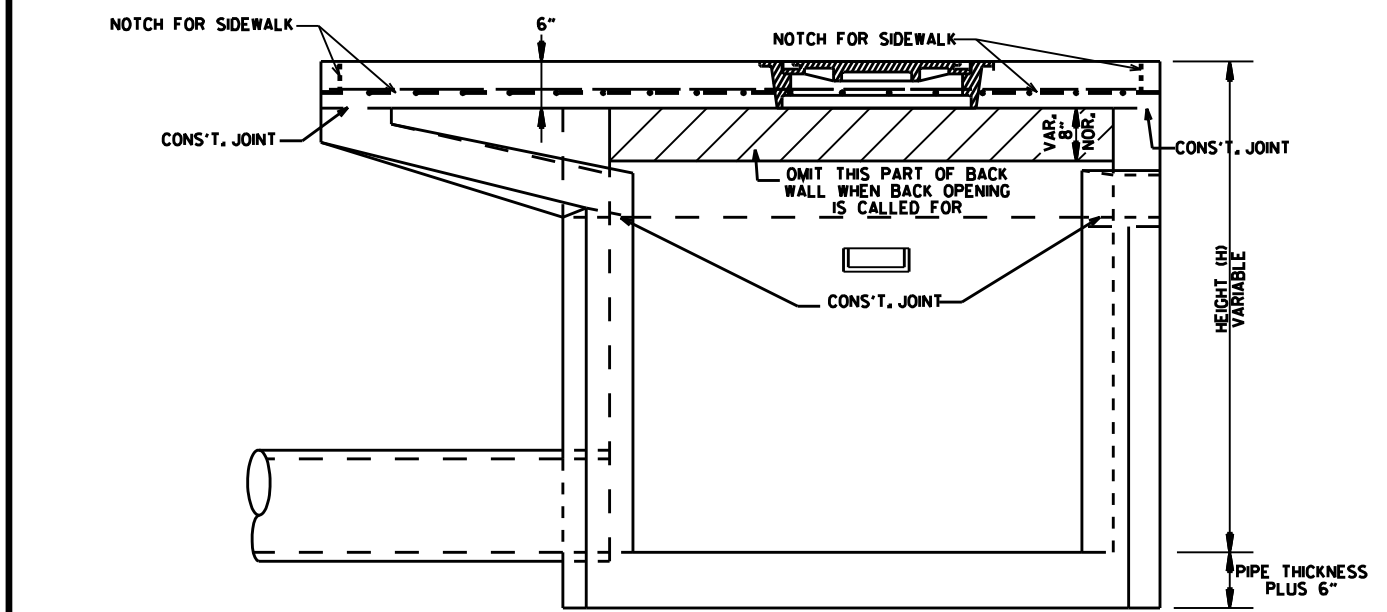
DETAIL OF STEP FOR DROP INLET



SECTION A-A



FRONT ELEVATION



SECTION C-C

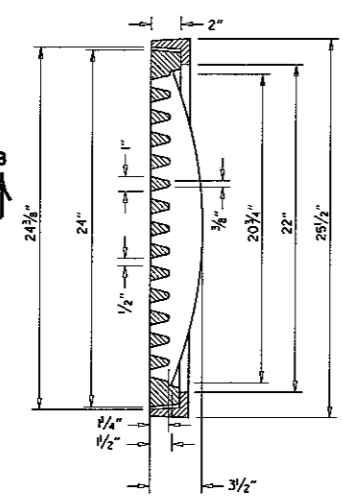
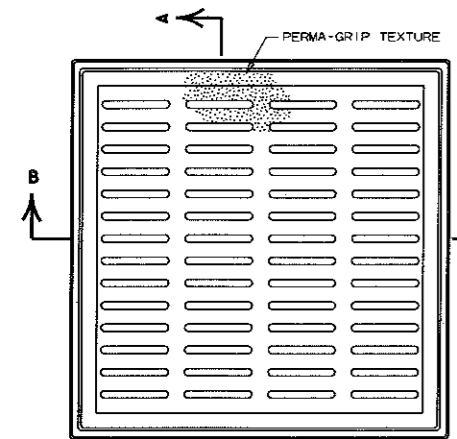
MINIMUM WALL THICKNESS			
DIA. OF D.I.	DIA. OF OUTLET PIPE	CAST IN PLACE	PRECAST
4" LD.	12" THRU 27"	6"	5"
5" LD.	30" THRU 42"	8"	6"
6" LD.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE FILED
11-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
11-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE B, RING PLAN DET., REV. PICTURE FOR COVER AND DETAIL OF STEP FOR DROP INLET	
10-12-96	ADDED NOTE 11 BY ADD. OPENING DIMENSION	
11-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
12-2-95	TYPE C TO MO (OPEN BACK DETAIL)	
11-15-94	REVISED GENERAL NOTES	11-15-94
11-15-94	REV. BACK OPEN DETAIL & NOTE	4-1-94
11-15-94	REVISED NOTES 11/2 & ADDED BACK OPEN DETAIL	8-15-94
11-10-89	ADDED NOTE NO. 12	11-30-89
11-21-89	ADDED NOTE & MINIMUM WALL THICKNESS	11-21-89
11-15-89	ADDED EXTENT NOTE TO SECTION A-A	11-15-89
11-15-89	MODIFIED WALL THICKNESS	11-15-89
11-15-89	ISSUED	11-15-89

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

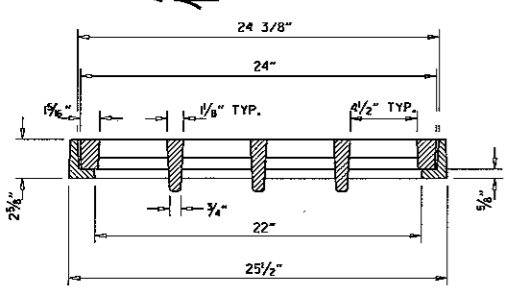
STANDARD DRAWING FPC-9M



SECTION A-A

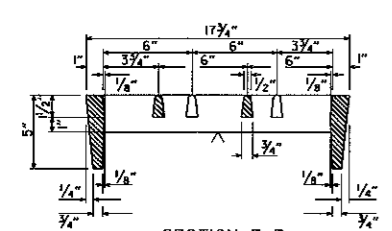
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE 1/2" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 21 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

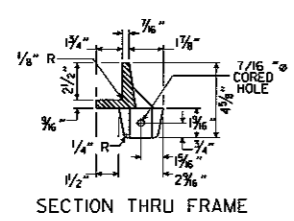


SECTION B-B

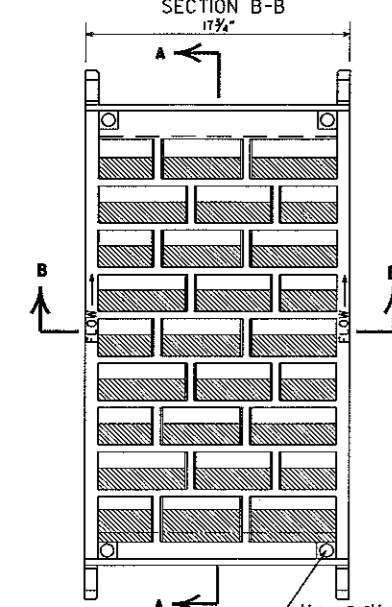
DETAILS OF PEDESTRIAN GRATE AND FRAME



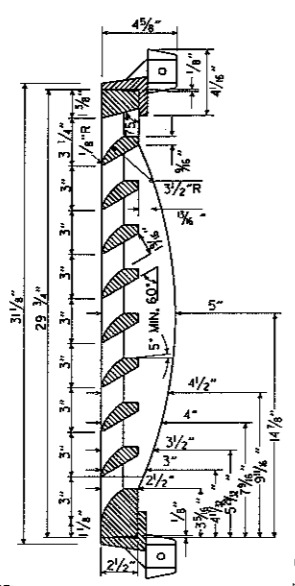
SECTION B-B



SECTION THRU FRAME



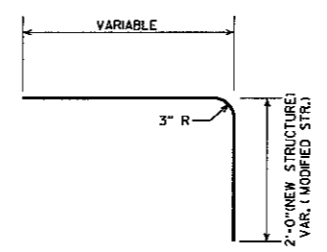
DETAILS OF RIBBED VANE GRATE AND FRAME



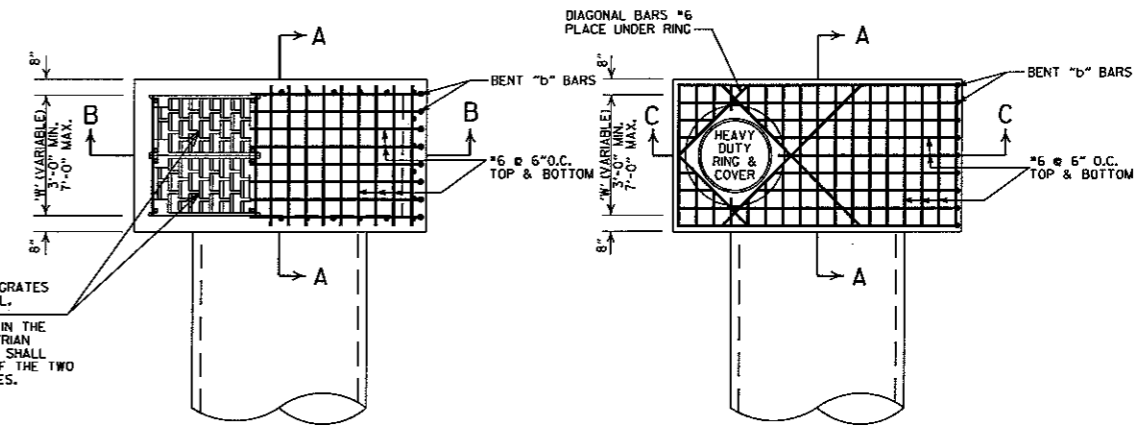
SECTION A-A

GENERAL NOTES (RIBBED VANE GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.

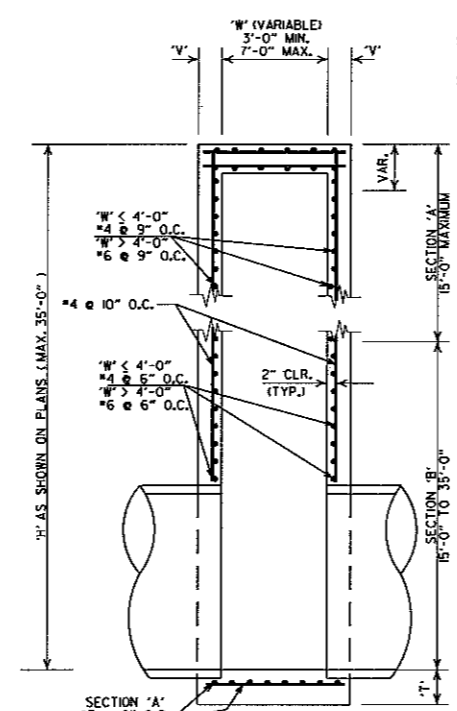


DETAIL OF BENT "b" BAR



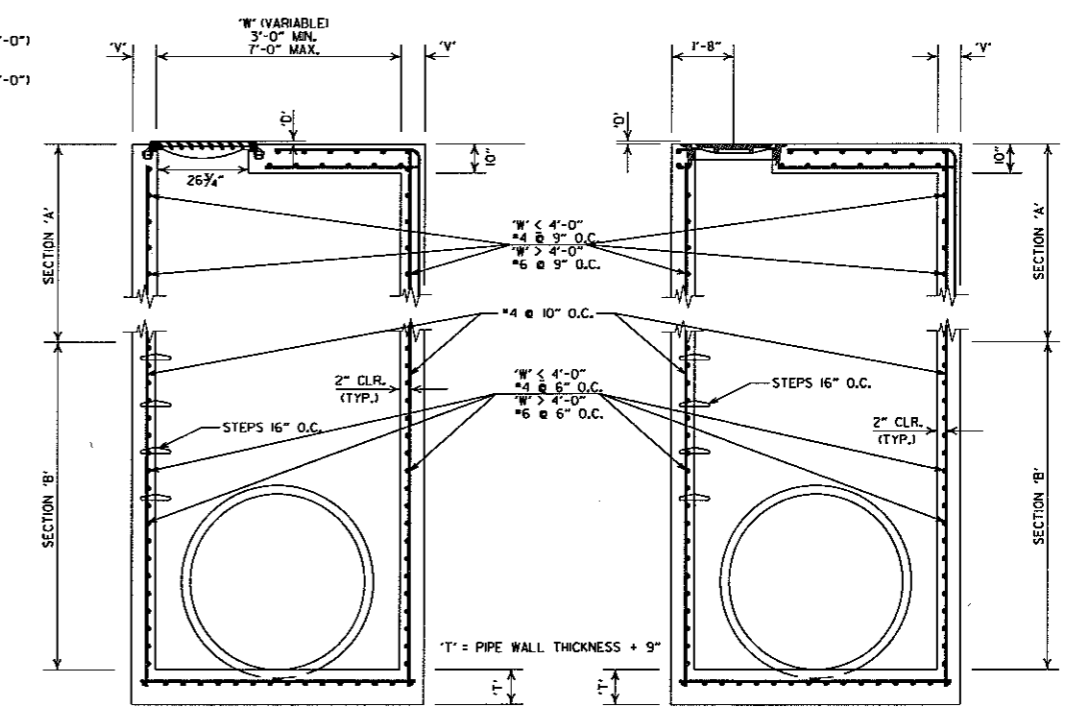
TWO RIBBED VANE GRATES WITH FRAME NORMAL.
WHEN CALLED FOR IN THE PLANS, ONE PEDESTRIAN GRATE WITH FRAME SHALL BE USED IN LIEU OF THE TWO RIBBED VANE GRATES.

SECTION 'A'
'V' = 8"
SECTION 'B' (W < 4'-0")
'V' = 8"
SECTION 'B' (W > 4'-0")
'V' = 10"



SECTION A-A

DETAILS OF DROP INLET (TYPE ST)



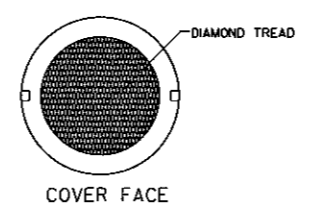
SECTION B-B

SECTION C-C

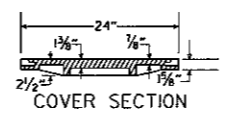
DETAILS OF JUNCTION BOX (TYPE ST)

- GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)
1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACQU SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
 2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
 3. ALL EXPOSED CORNERS ARE TO HAVE A 3/4" CHAMFER.

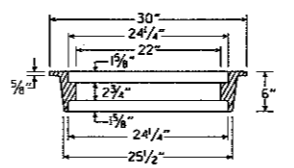
- GENERAL NOTES (HEAVY DUTY RING & COVER)
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
 2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
 3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
 4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.



COVER FACE



COVER SECTION



RING SECTION
HEAVY DUTY RING & COVER

APPROXIMATE TOTAL WEIGHT = 333 LBS.

DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER, ADDED AASHTO REF, REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

STANDARD DRAWING FPC-95



REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43¾	44	26¾	27
42	51¾	51	31¾	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87¾	87
120	154	154	96¾	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(x).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

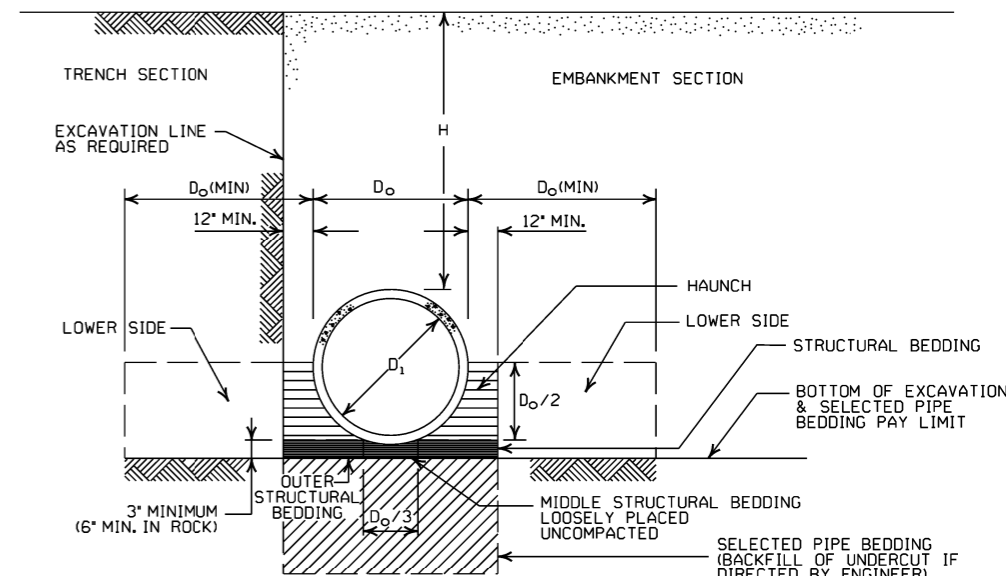
- LEGEND -

- D₁ = NORMAL INSIDE DIAMETER OF PIPE
- D_o = OUTSIDE DIAMETER OF PIPE
- H = FILL COVER HEIGHT OVER PIPE (FEET)
- MIN. = MINIMUM
- UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS, UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE			
	CLASS III	CLASS IV	CLASS V	CLASS V
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16



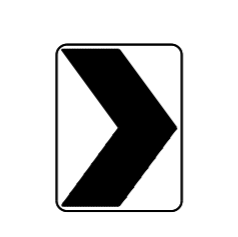






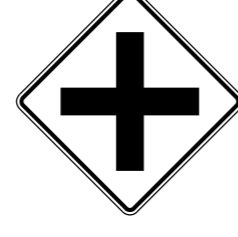



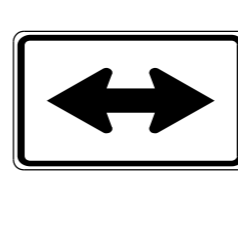


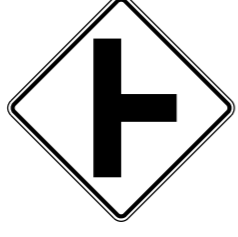



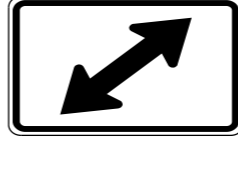

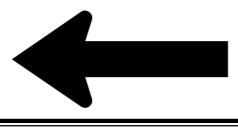
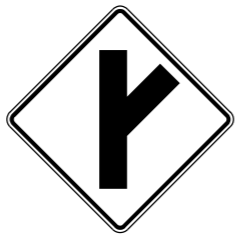

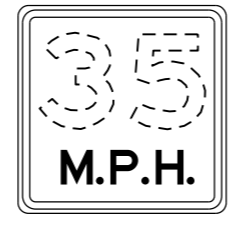
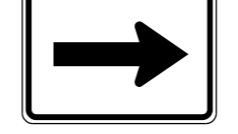
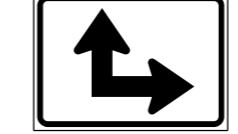

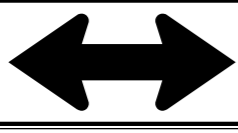


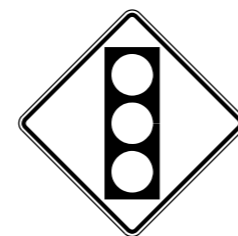
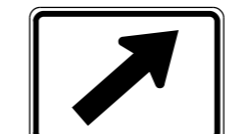
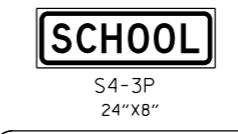
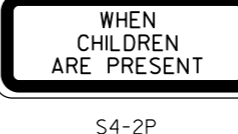
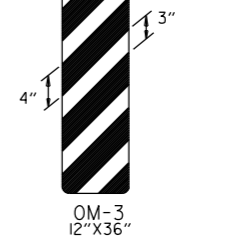
NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

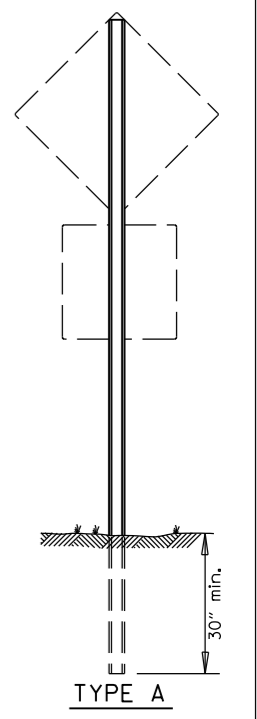
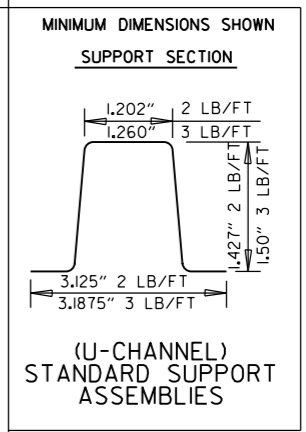
DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

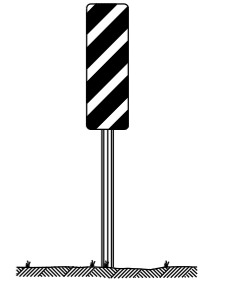
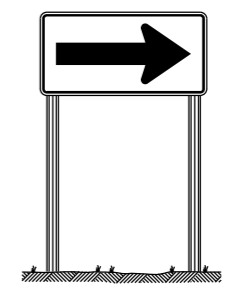
STANDARD DRAWING PCC-1

 RI-1 30"x30"	 WI-3 30"x30" (LT. OR RT.)	 WI-8 18"x24"	 W2-5 30"x30"	 W3-1 36"x36"	 W5-1 36"x36"	 M6-3 21"x15"
 RI-2 36"x36"x36"	 WI-4 30"x30" (LT. OR RT.)	 W2-1 30"x30"	 SI-1 36"x36"	 W3-2 36"x36"	 MI-6 24"x24" County Route Marker	 M6-4 21"x15"
 R2-1 24"x30"	 WI-5 30"x30" (LT. OR RT.)	 W2-2 30"x30"	 W5-2 36"x36"	 W8-3 36"x36"	 RI-3P 18"x6"	 M6-5 21"x15"
 WI-1 30"x30" (LT. OR RT.)	 WI-6 48"x24"	 W2-3 30"x30" (LT. OR RT.)	 W5-3 36"x36"	 WI3-IP 18"x18"	 M6-1 21"x15"	 M6-6 21"x15"
 WI-2 30"x30" (LT. OR RT.)	 WI-7 48"x24"	 W2-4 30"x30"	 W10-1 36" DIAMETER	 W3-3 36"x36"	 M6-2 21"x15"	 S4-3P 24"x8"
					 S4-2P 24"x10"	 OM-3 12"x36" (LT. OR RT.)



(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B

TYPE C

MINIMUM WEIGHT

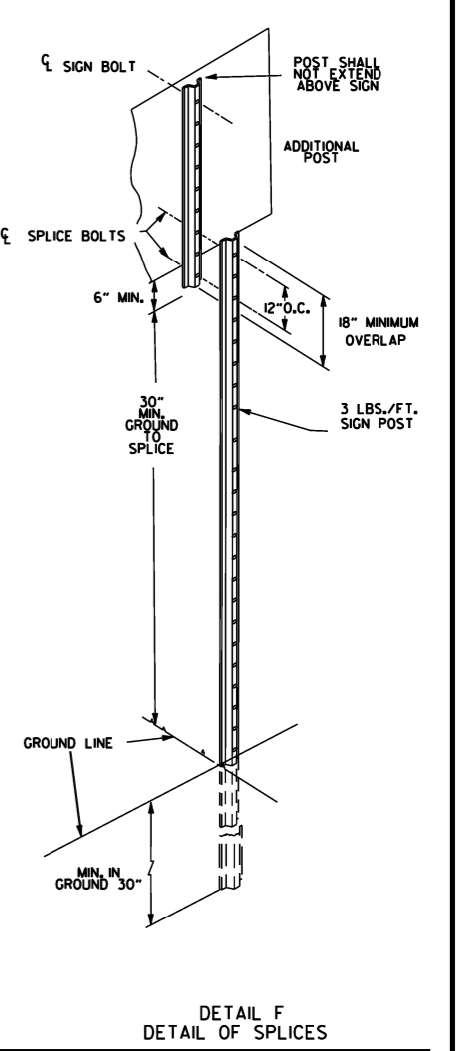
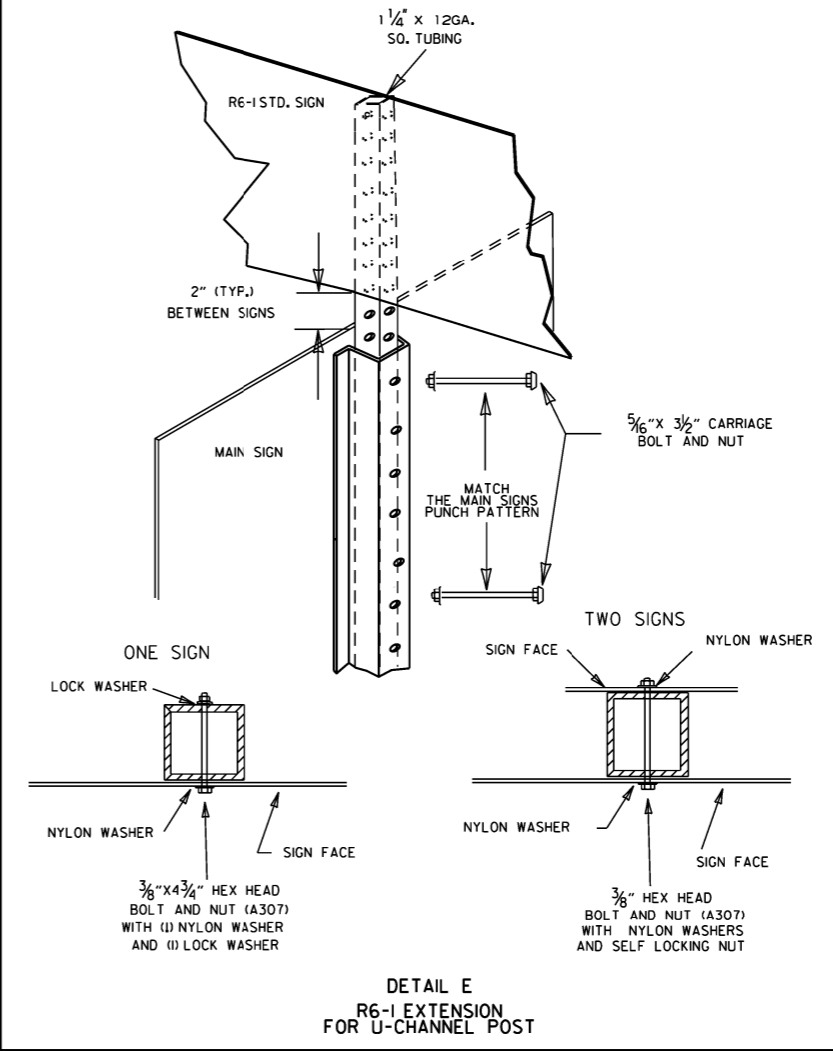
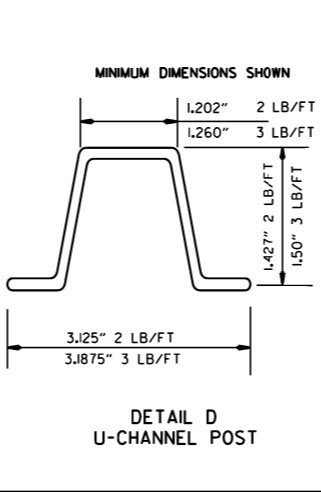
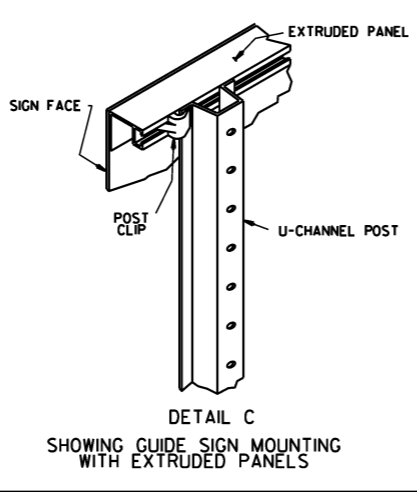
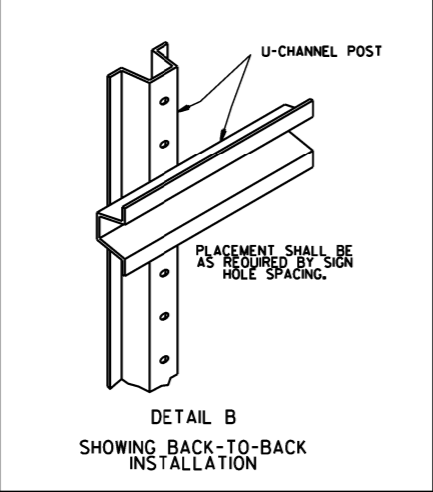
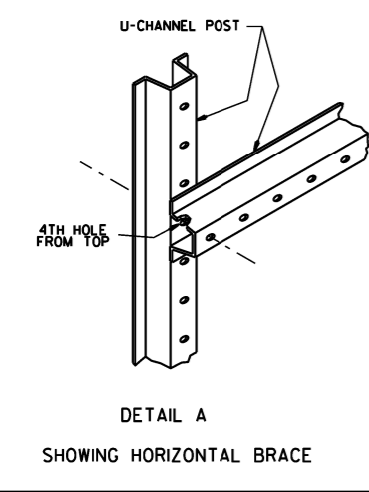
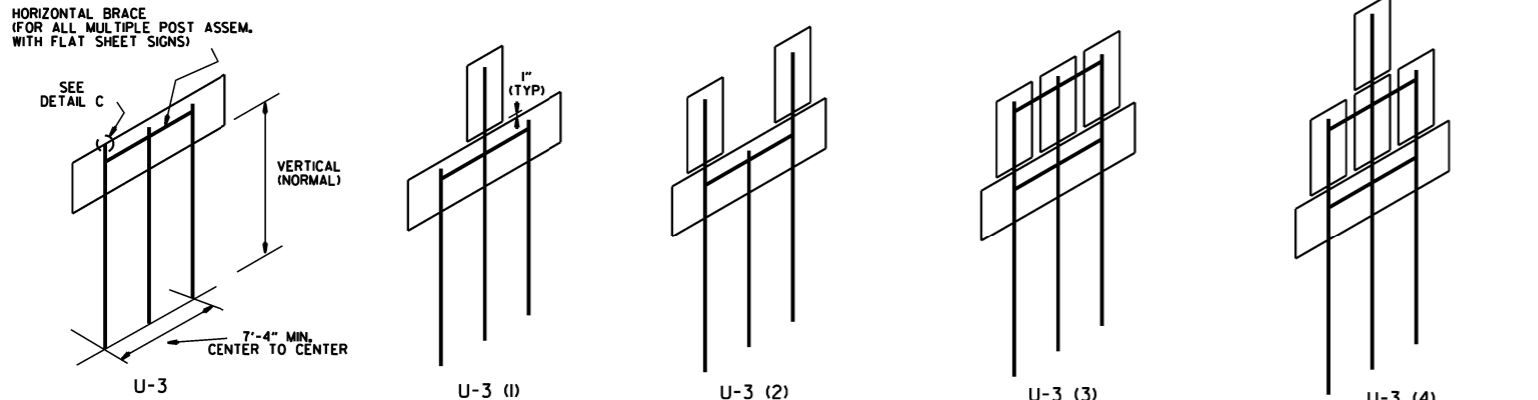
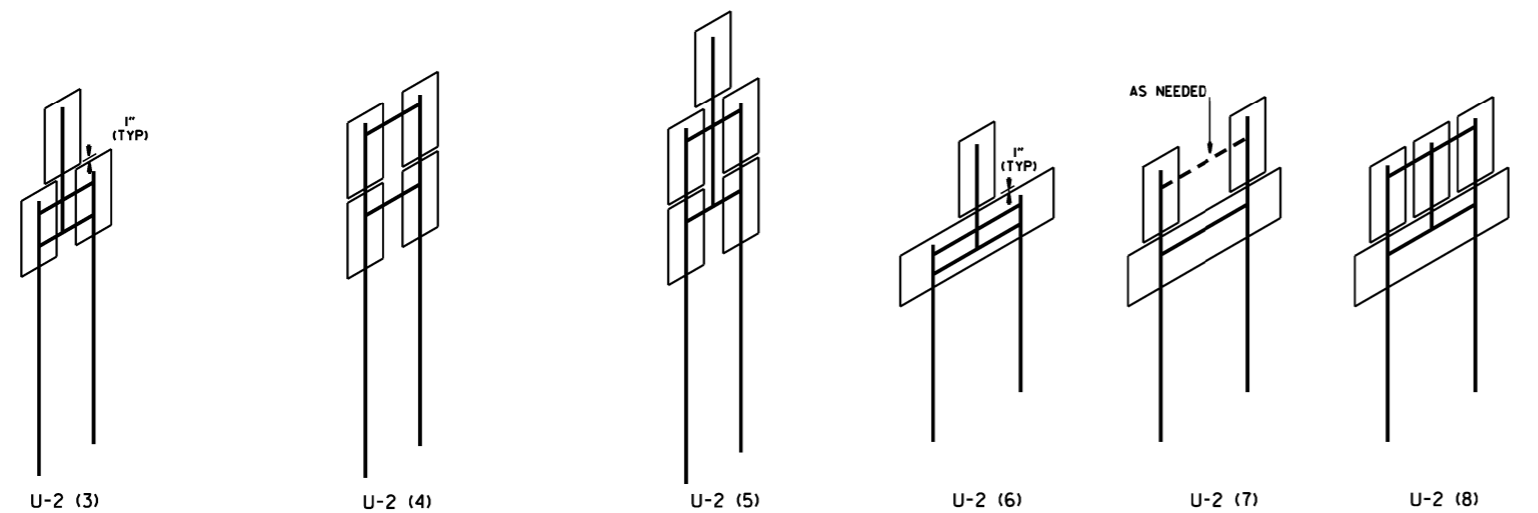
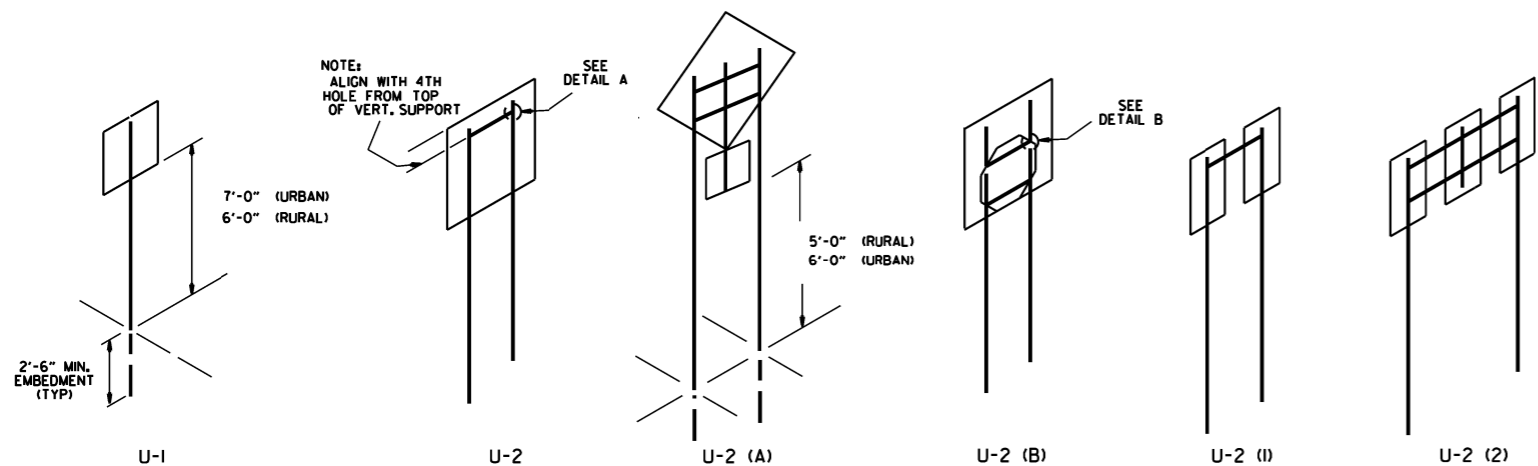
TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI-4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72
DATE	REVISION	DATE FILMED

SUPPORT ASSEMBLIES

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD HIGHWAY SIGNS
AND SUPPORT ASSEMBLIES
STANDARD DRAWING SHS-1



NOTES:

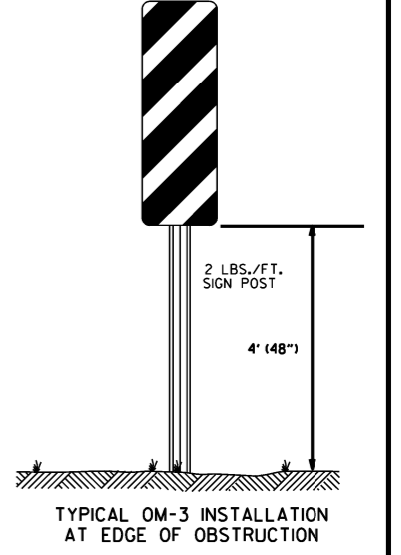
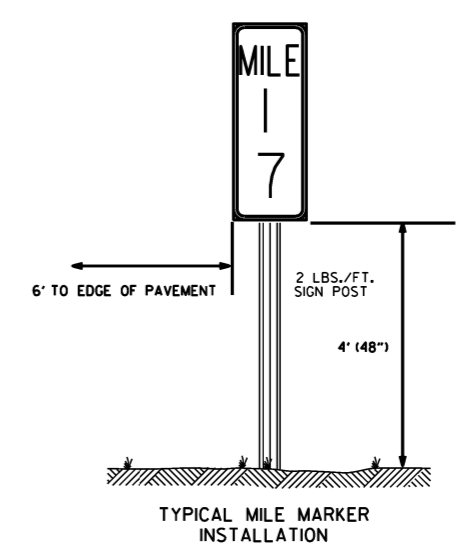
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

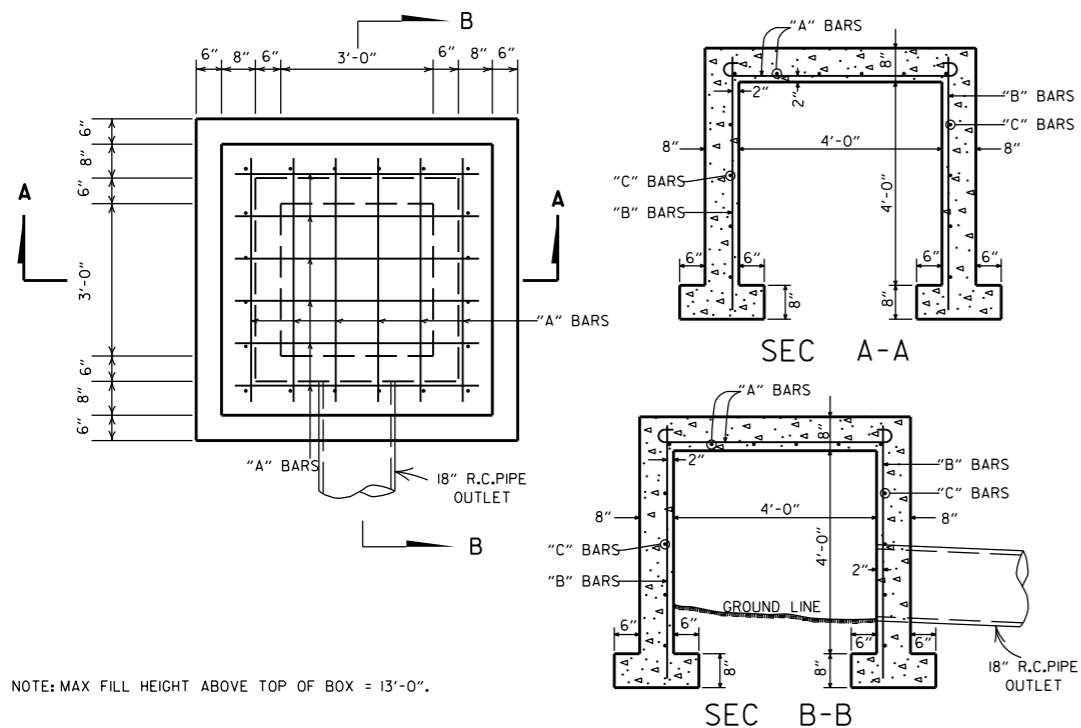
NORMAL INSTALLATIONS WILL REQUIRE 3/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.

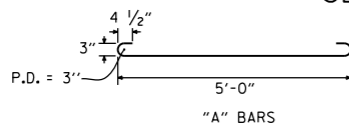


ARKANSAS STATE HIGHWAY COMMISSION		
U-CHANNEL POST ASSEMBLIES		
STANDARD DRAWING SHS-2		
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-2(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95
DATE	REVISION	FILMED



NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".

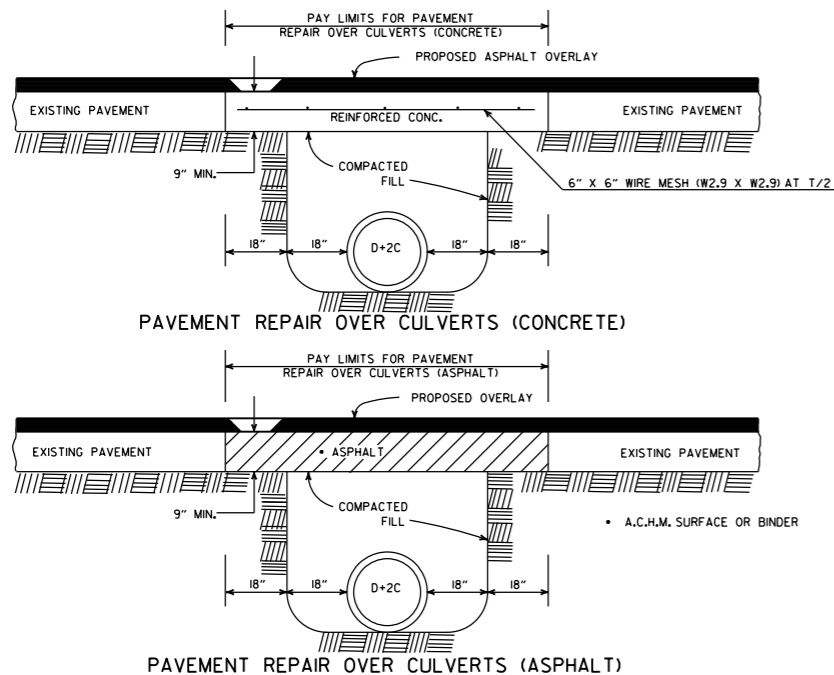
STEEL SCHEDULE			
BARS	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 1/2"
"C"	16	5'-0"	12"



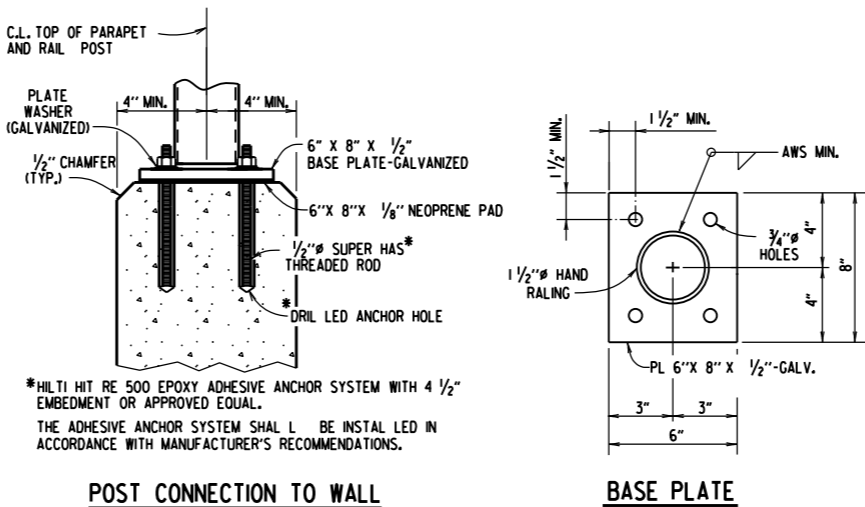
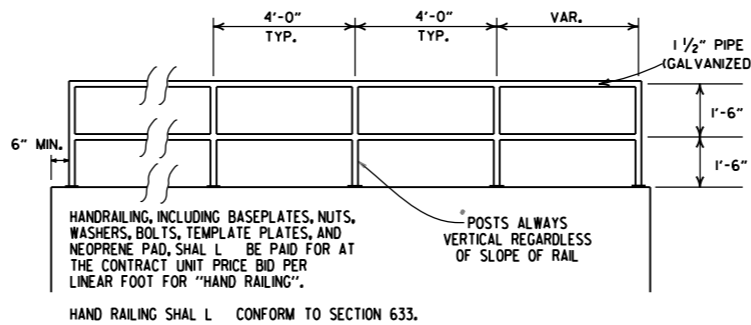
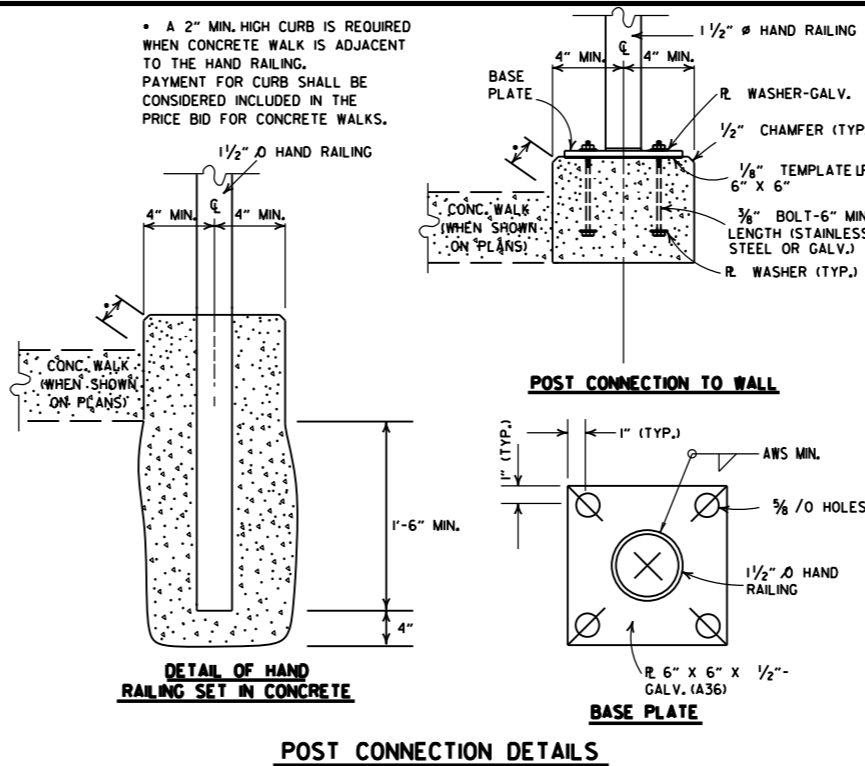
QUANTITIES
 "A" BARS
 CONCRETE 3.31 CU. YDS.
 REINFORCING STEEL 168 LB.

GENERAL NOTE:
 THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX

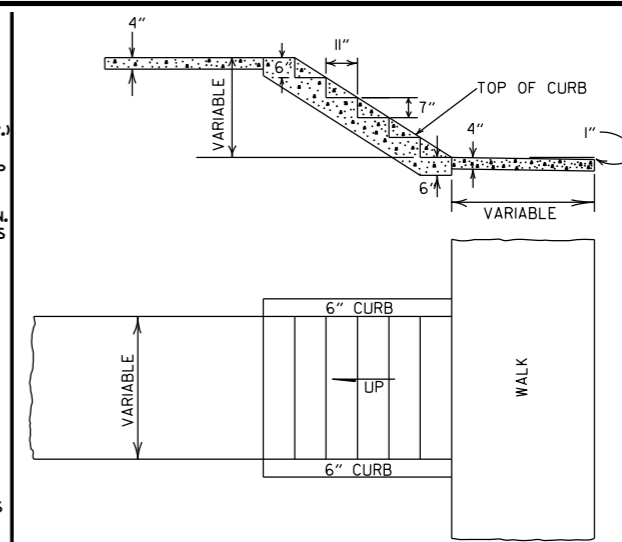


DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS



DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

HAND RAILING DETAILS



DETAILS OF CONCRETE STEPS & WALKS


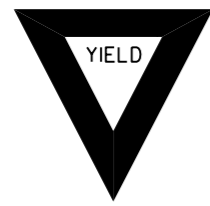







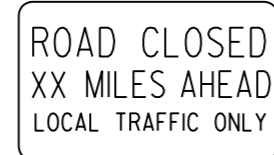
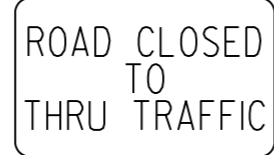

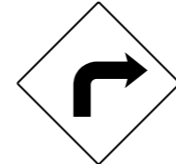



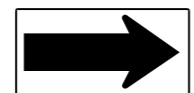

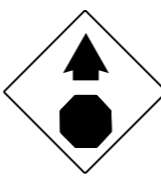
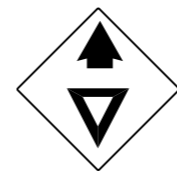
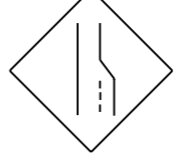

















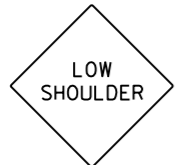
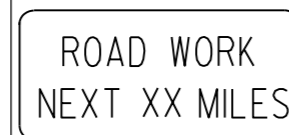
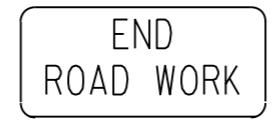
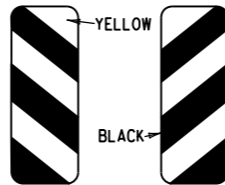


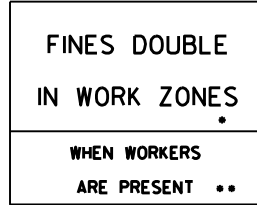
GENERAL NOTES
 1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
 2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

DATE	REVISION	DATE FILMED
10-25-18	REVISED DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS	
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONG SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-96	ADD WEEP HOLE; REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR	649-7-15-88
11-1-84	ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS	
1-4-83	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
	ELIMINATED CONG. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET & PAVEMENT REPAIR	674-4-20-79
2-2-76	12" MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI - 1

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>18" 500 FEET 24" W16-2</p> <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

ADVANCE DISTANCES
(XXXX)

500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

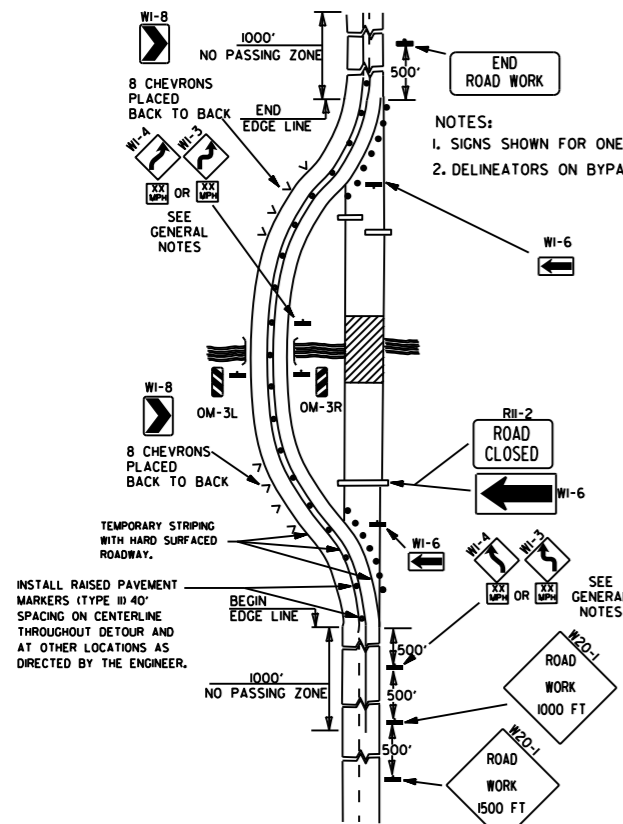
GENERAL NOTES:

- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
- EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
- POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
- ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
- R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

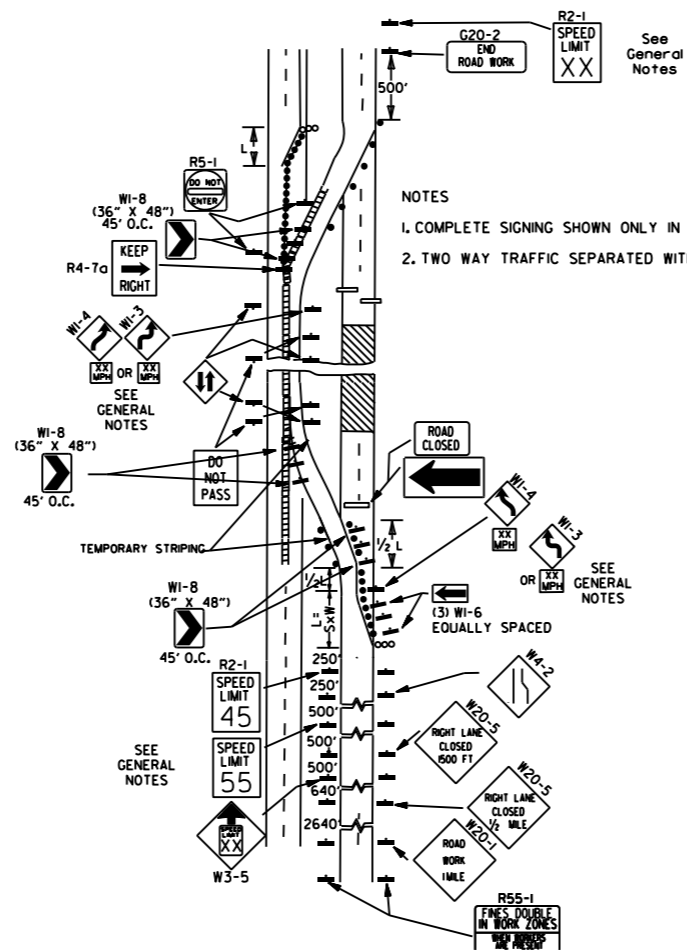
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

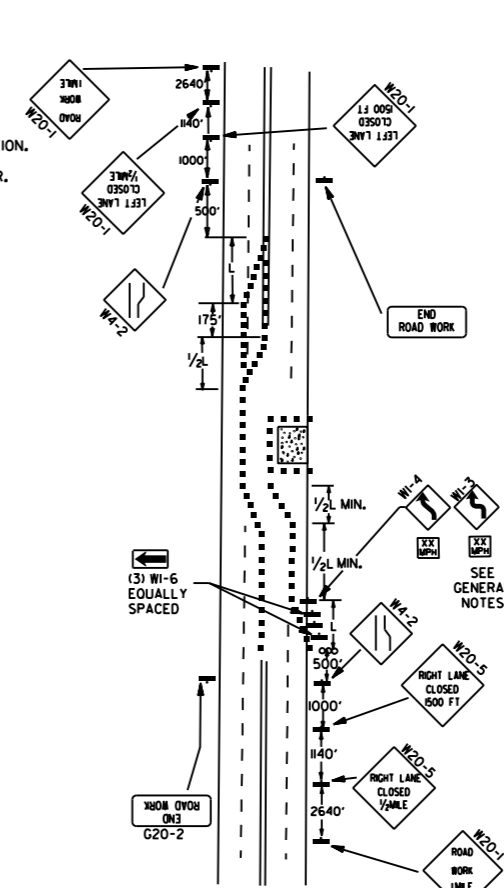
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



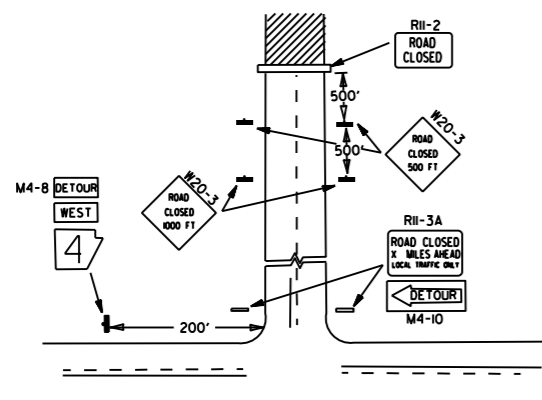
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.

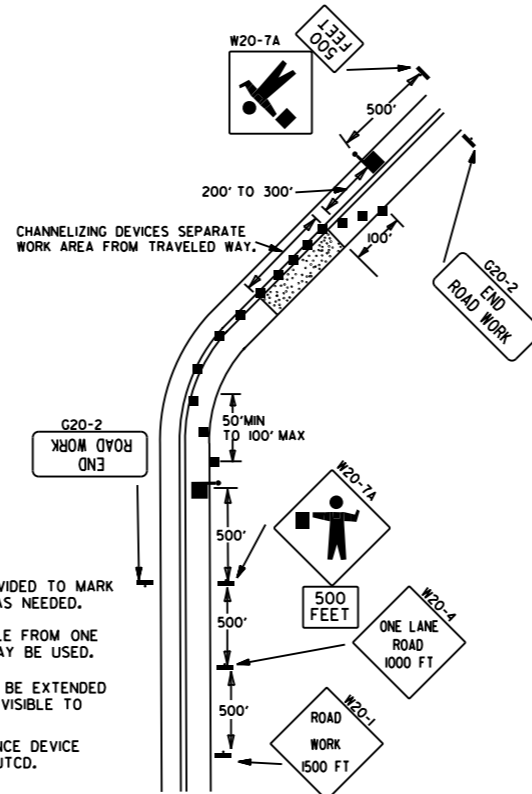


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



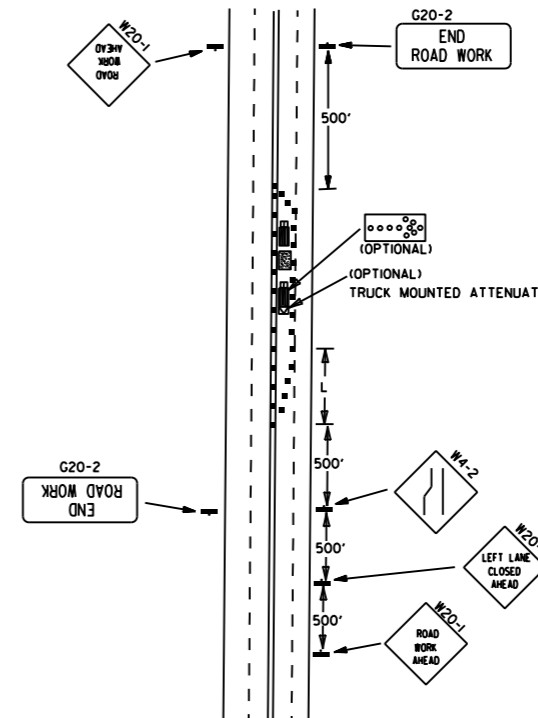
NOTES:
 1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
 2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

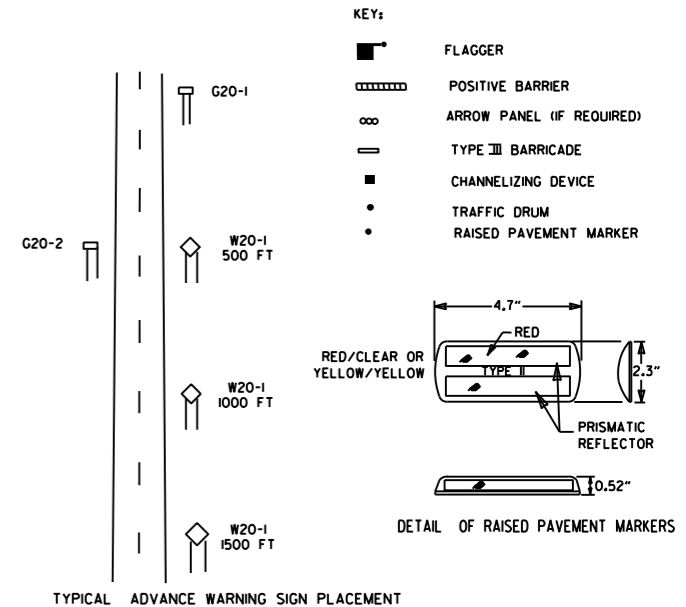


NOTES:
 1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
 2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
 3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
 4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

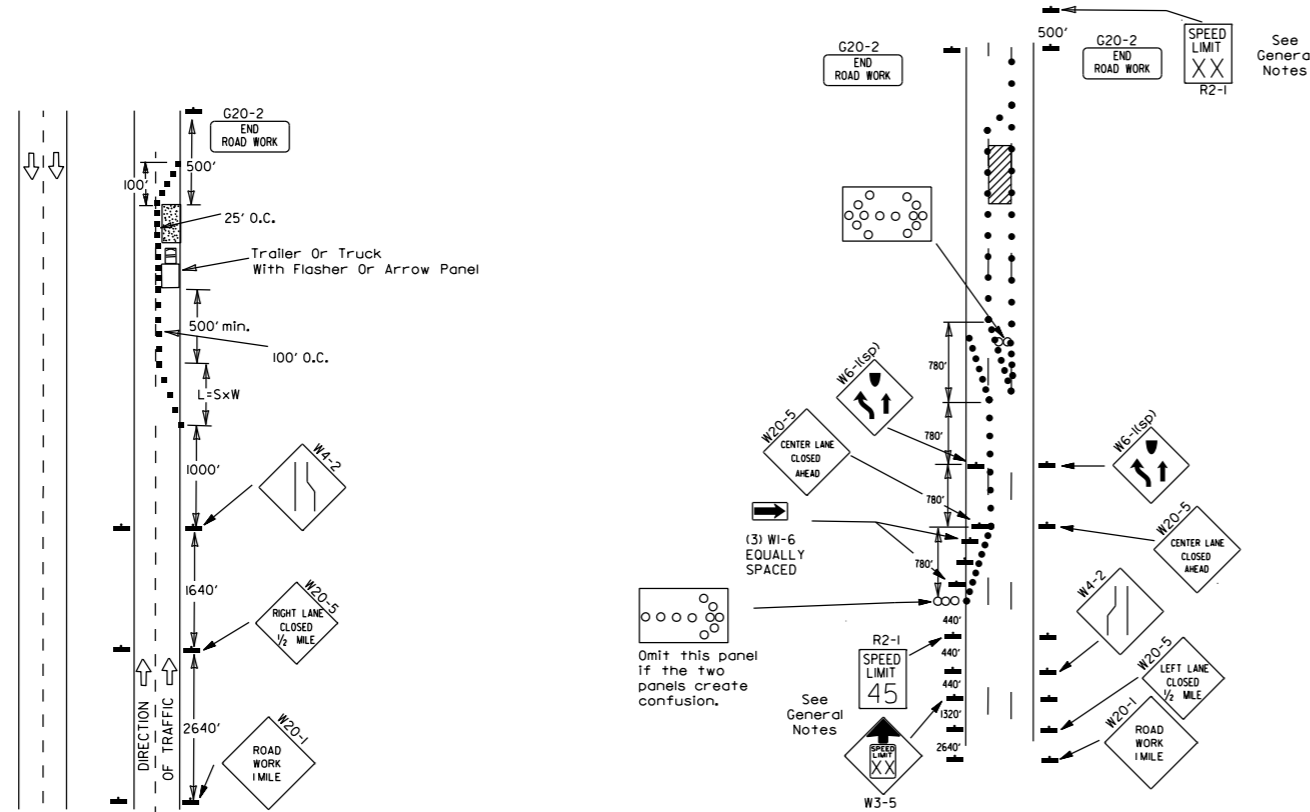


TAPER FORMULAE:
 $L = SXW$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W = WIDTH OF OFFSET.

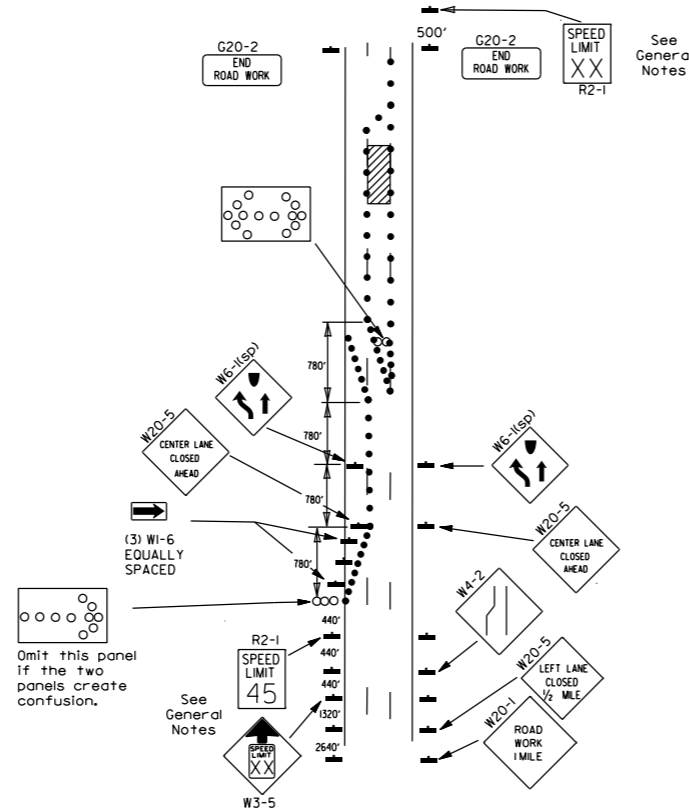
- GENERAL NOTES:
 1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(K55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(K45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
 5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
 8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

Channelizing devices



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.

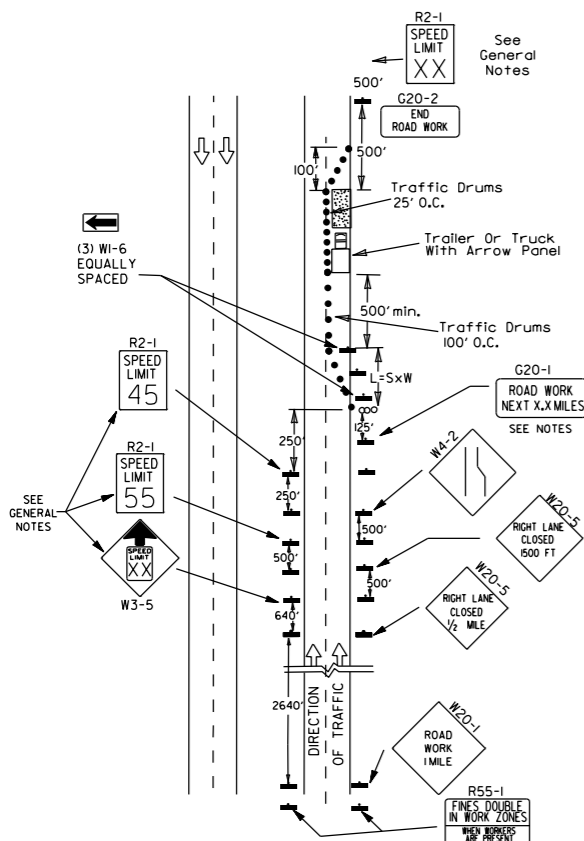


(B) Typical application - 3-lane oneway roadway where center lane is closed.

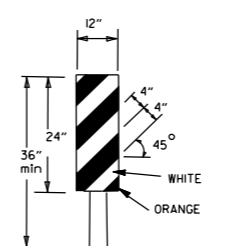
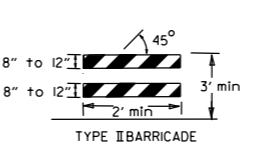
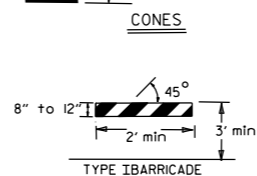
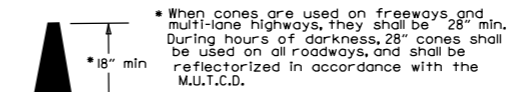
- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

GENERAL NOTES:

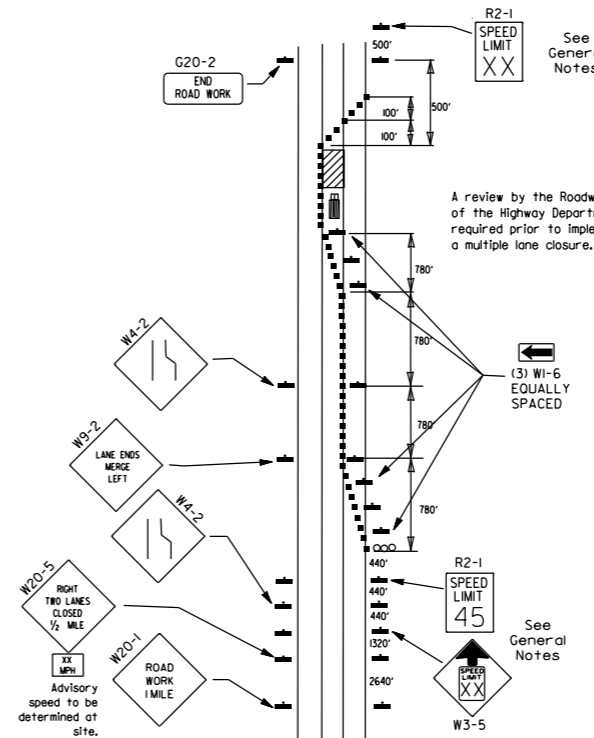
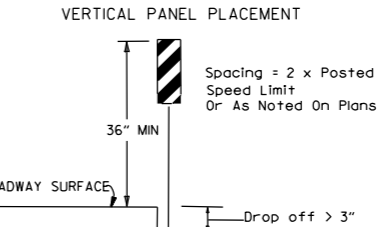
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1(45) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-1(55) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1(1/2 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.



NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.

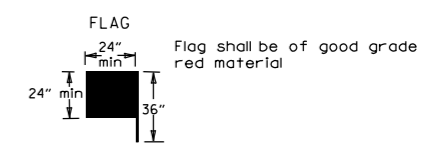


(D) Typical application - closing multiple lanes of a multilane highway.

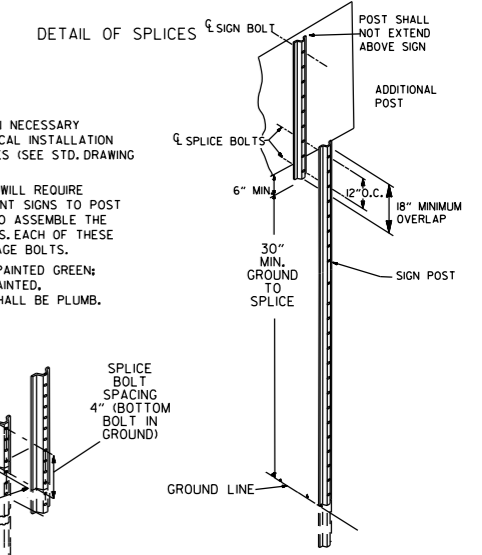
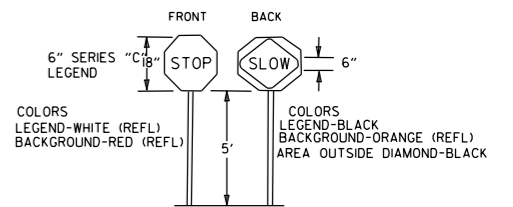
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

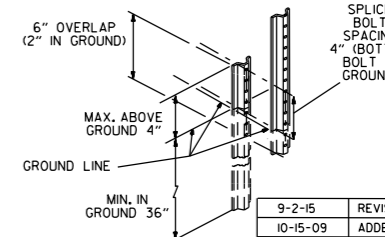
* When shown on the plans concrete barrier will be used. When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



STOP SLOW PADDLE



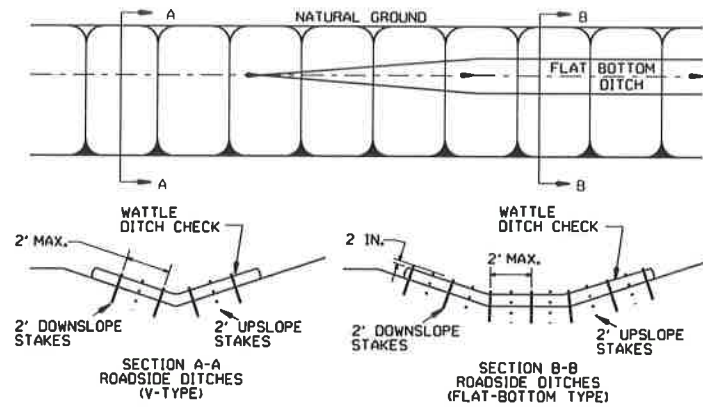
NOTES:
USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)
NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.
SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

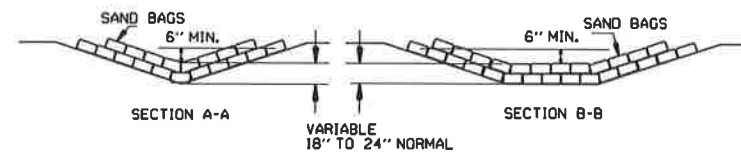
GENERAL NOTES

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

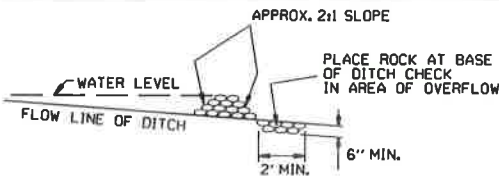


WATTLE DITCH CHECK (E-1)

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

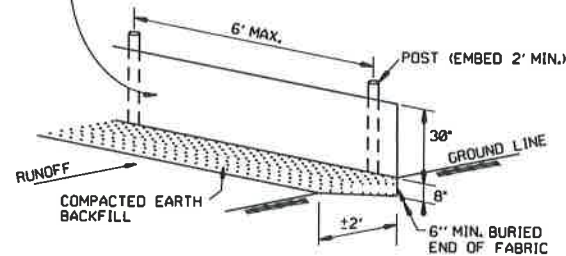


SAND BAG DITCH CHECK (E-5)

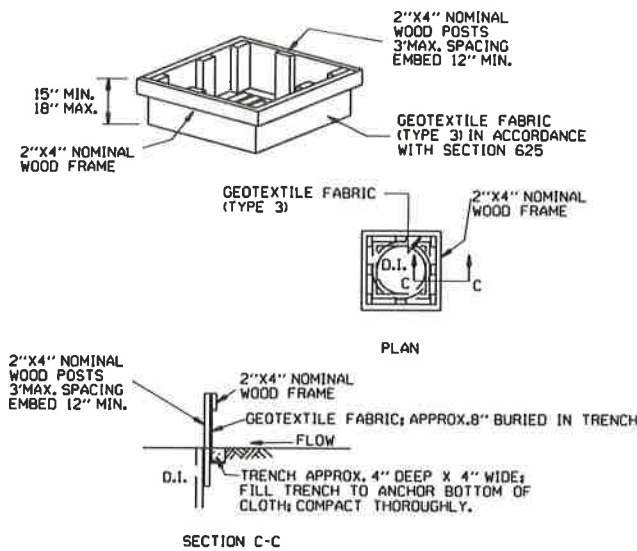


ROCK DITCH CHECK (E-6)

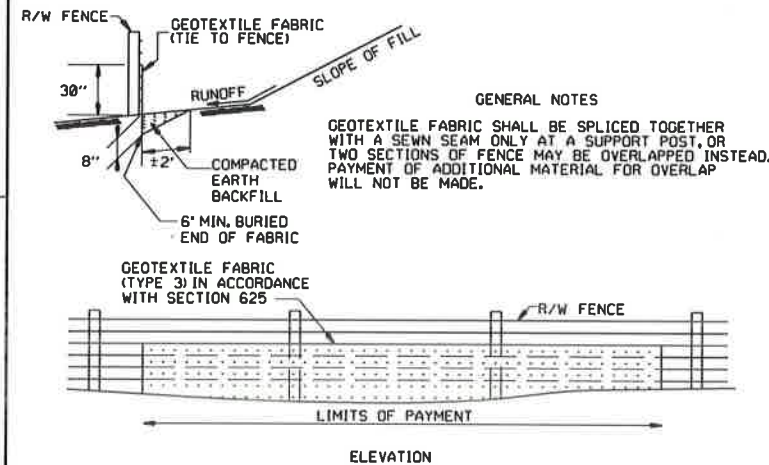
GENERAL NOTES
 GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625
 GEOTEXTILE FABRIC SHALL BE SPICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)

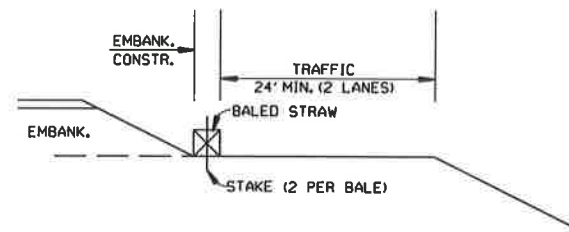


DROP INLET SILTS FENCE (E-7)

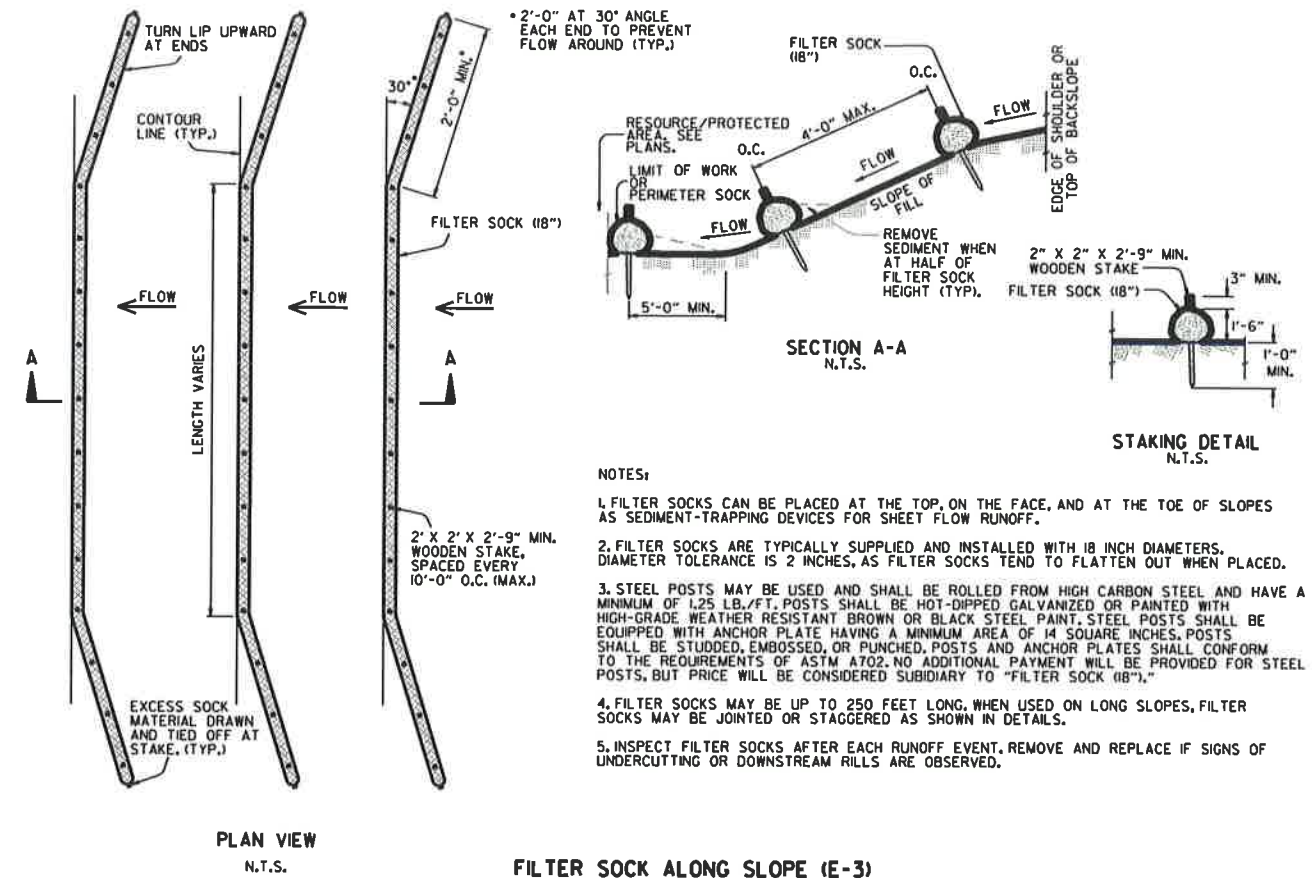


SILT FENCE ON R/W FENCE (E-4)

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

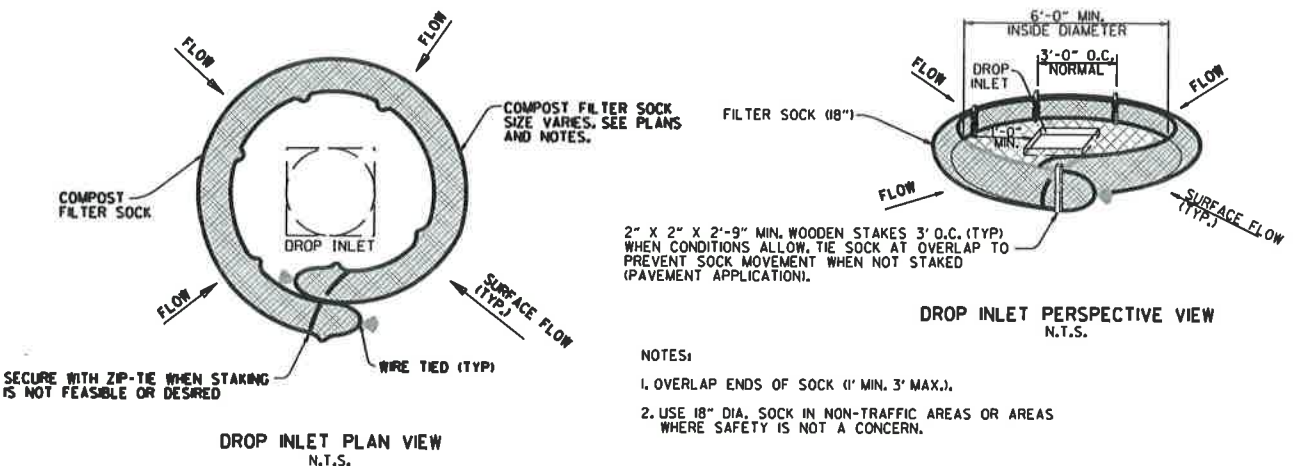


BALED STRAW FILTER BARRIER (E-2)



FILTER SOCK ALONG SLOPE (E-3)

NOTES:
 1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.
 2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.
 3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18\"/>



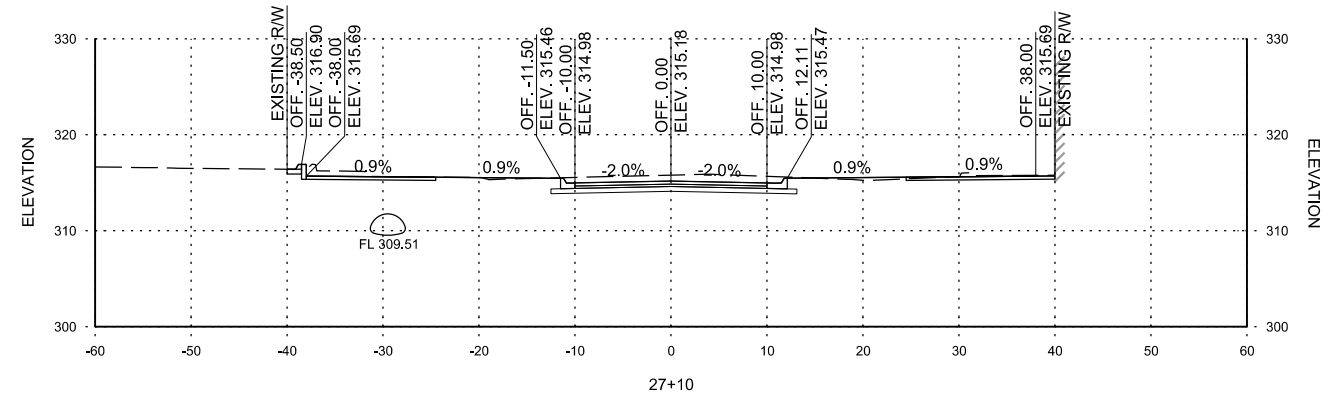
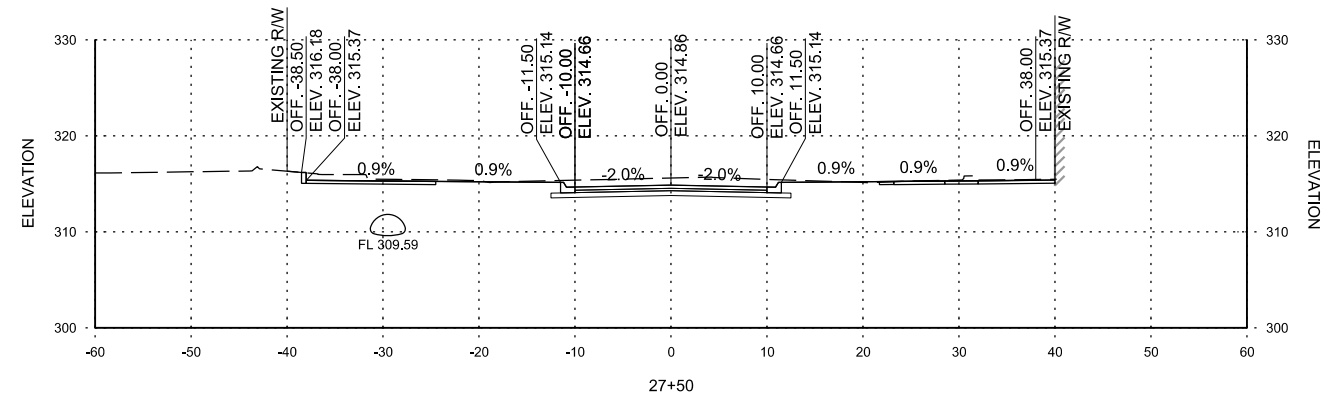
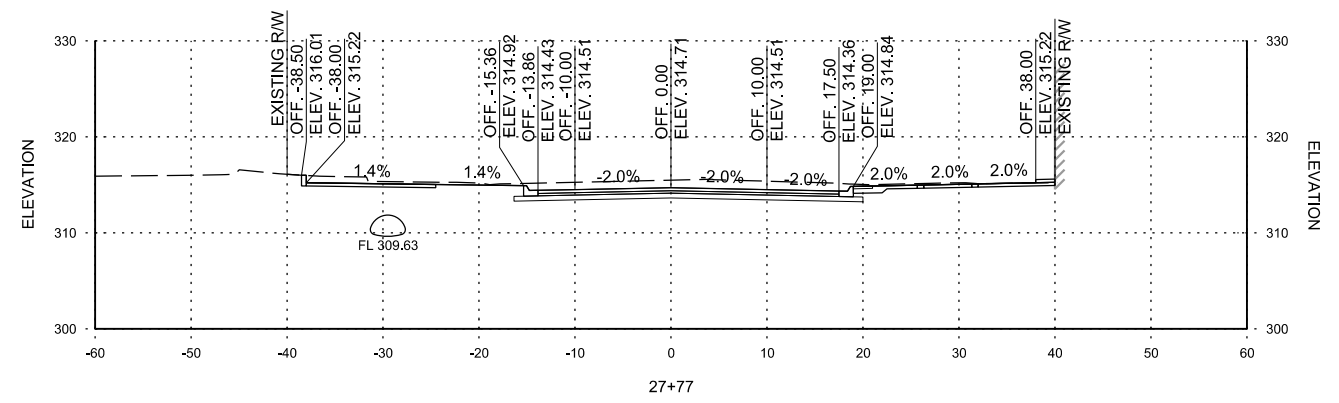
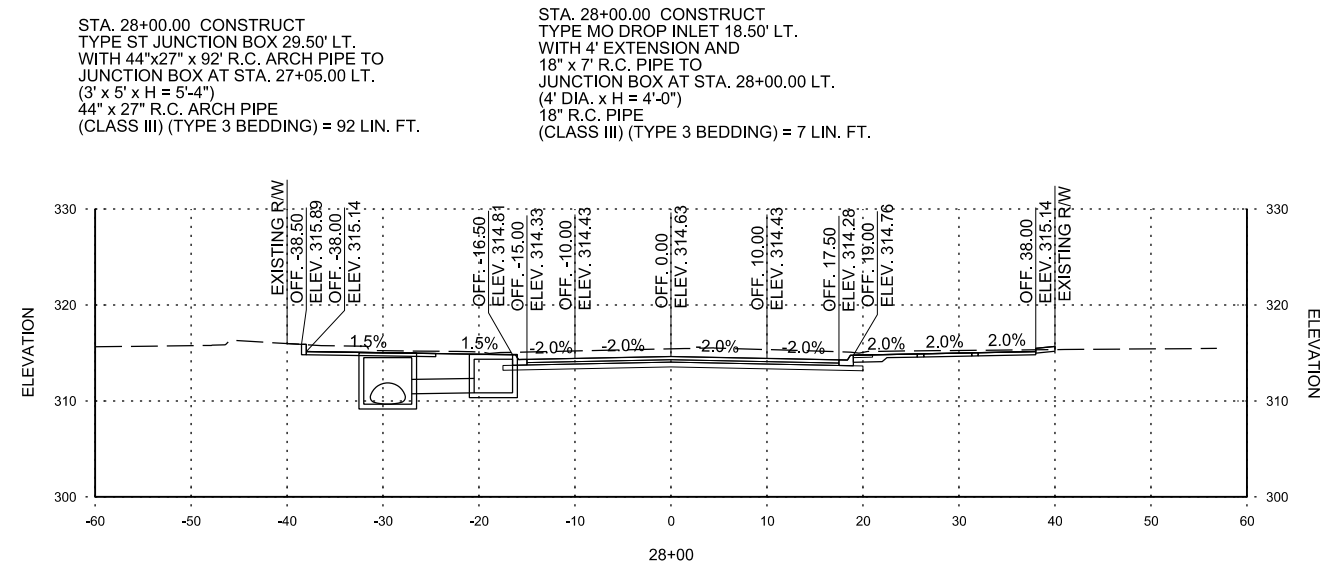
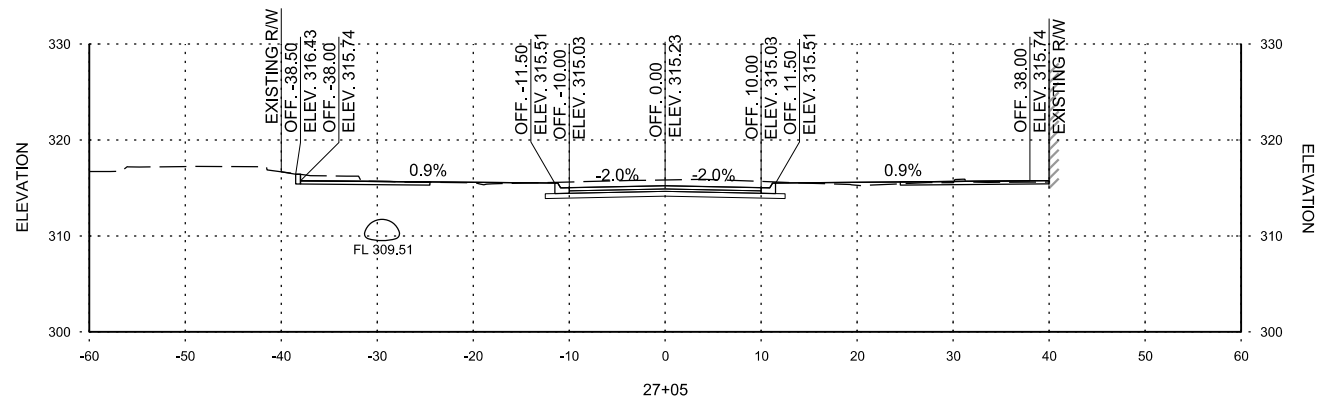
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

NOTES:
 1. OVERLAP ENDS OF SOCK (1\"/>

11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
1-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	7-20-95
07-20-95	REVISED SILT FENCE E-4 AND E-11	
07-15-94	REV. E-4 & E-11 MIN. 13\"/>	
06-02-94	REVISED E-1, 4, 7 & 11 DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76
DATE	REVISION	FILMED

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

STA. 27+05 TO STA. 28+00



STA. 28+00.00 CONSTRUCT
 TYPE ST JUNCTION BOX 29.50' LT.
 WITH 44"x27" x 92' R.C. ARCH PIPE TO
 JUNCTION BOX AT STA. 27+05.00 LT.
 (3' x 5' x H = 5'-4")
 44" x 27" R.C. ARCH PIPE
 (CLASS III) (TYPE 3 BEDDING) = 92 LIN. FT.

STA. 28+00.00 CONSTRUCT
 TYPE MO DROP INLET 18.50' LT.
 WITH 4' EXTENSION AND
 18" x 7" R.C. PIPE TO
 JUNCTION BOX AT STA. 28+00.00 LT.
 (4' DIA. x H = 4'-0")
 18" R.C. PIPE
 (CLASS III) (TYPE 3 BEDDING) = 7 LIN. FT.

REV.	DATE	DESCRIPTION	BY

M
 METROPLAN
SMART PLANNING MAKES SMART PLACES

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

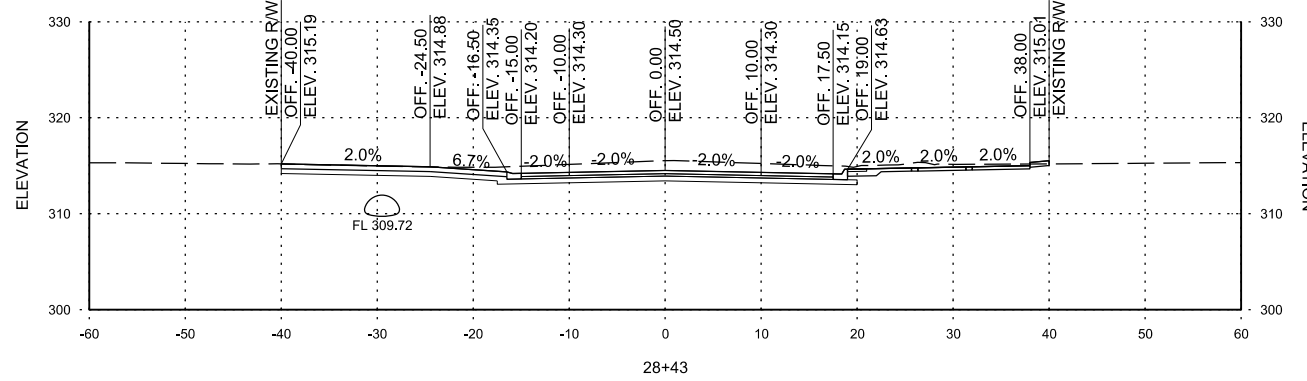
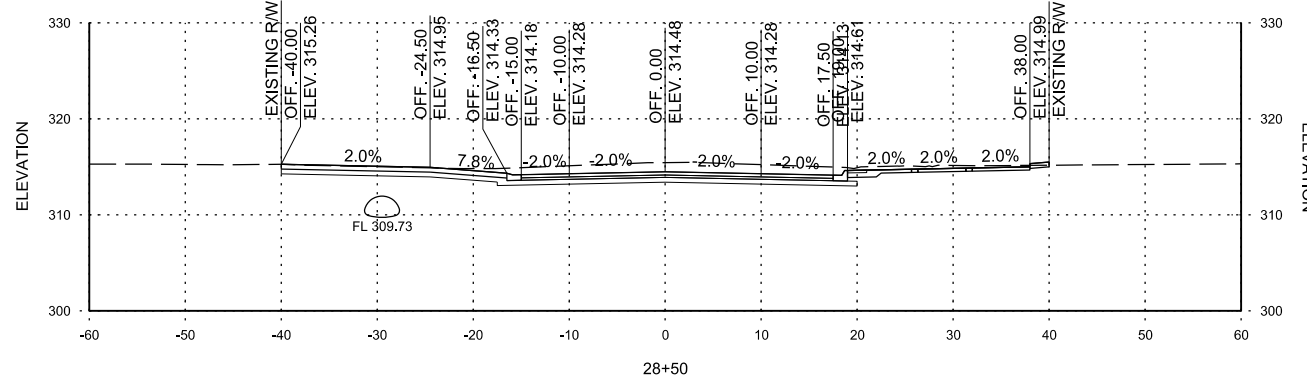
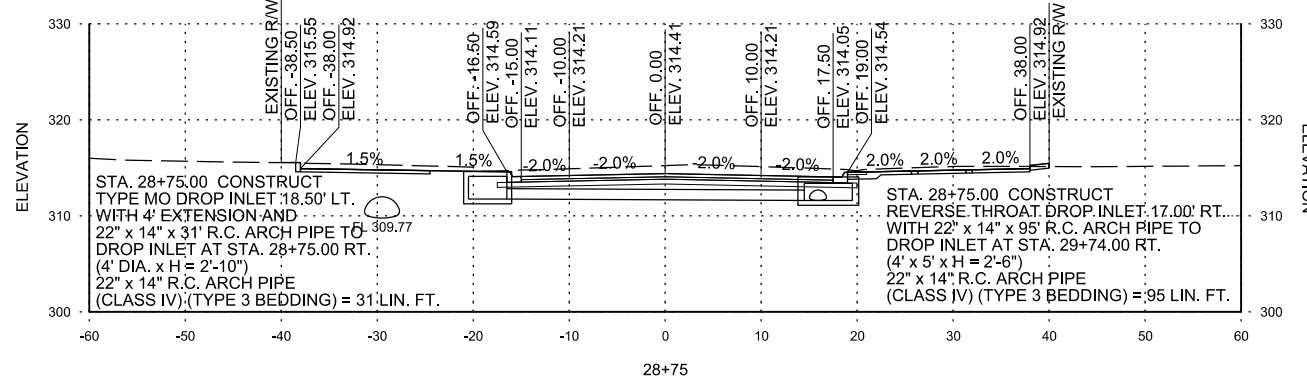
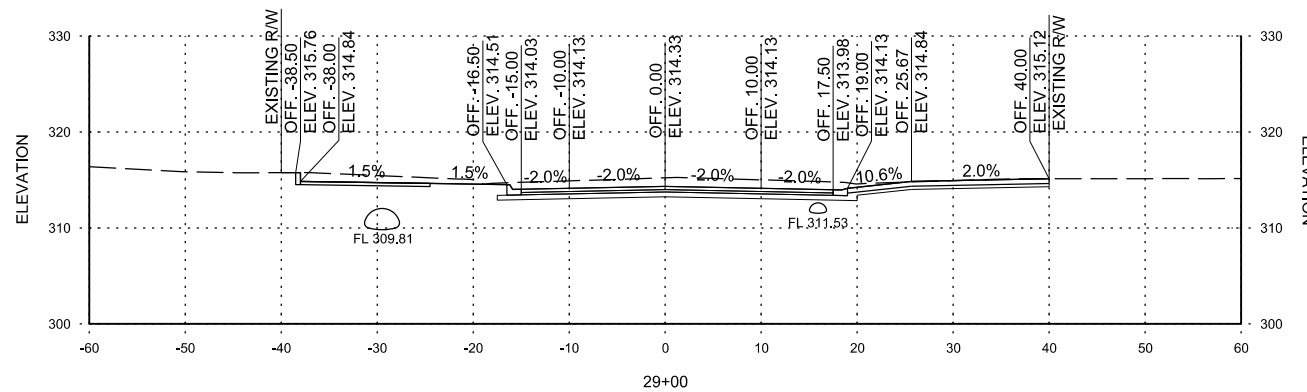
MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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 IF NOT ONE INCH ON THIS SHEET,
 ADJUST SCALES ACCORDINGLY.

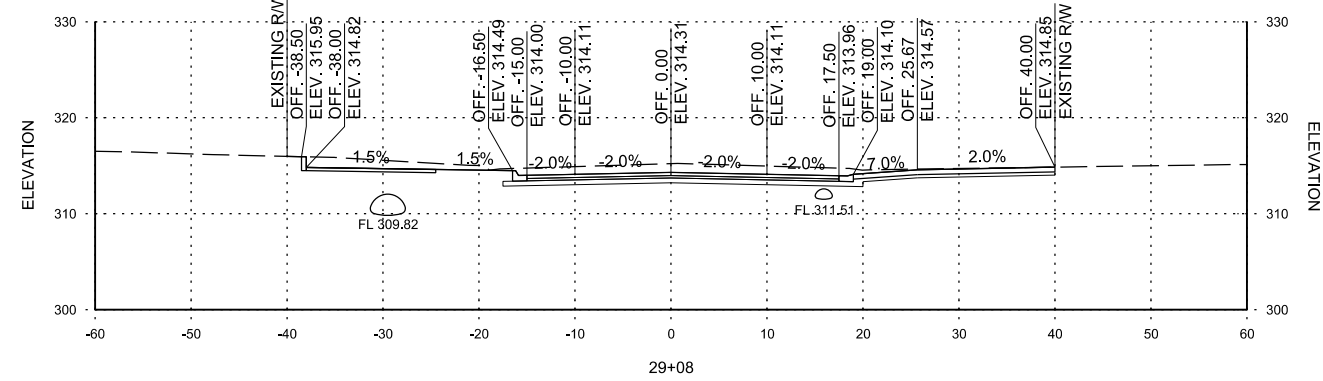
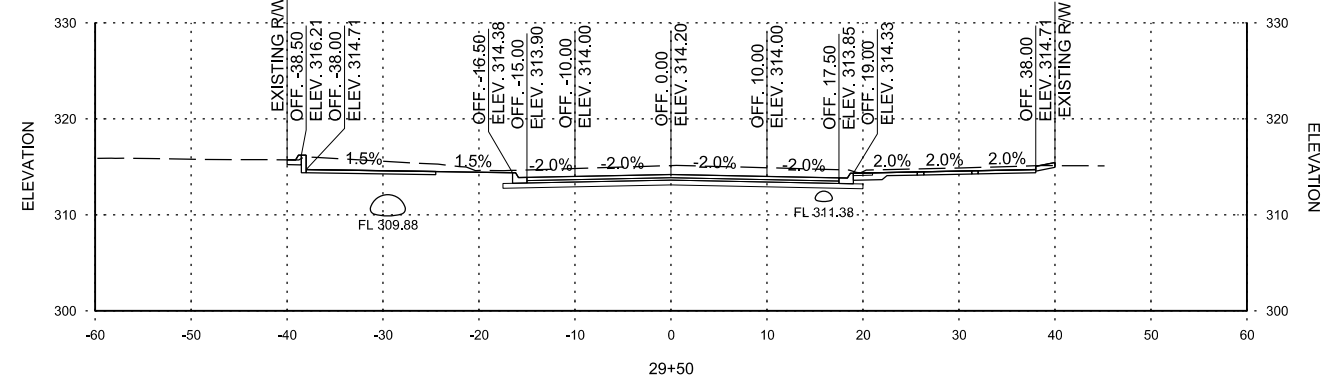
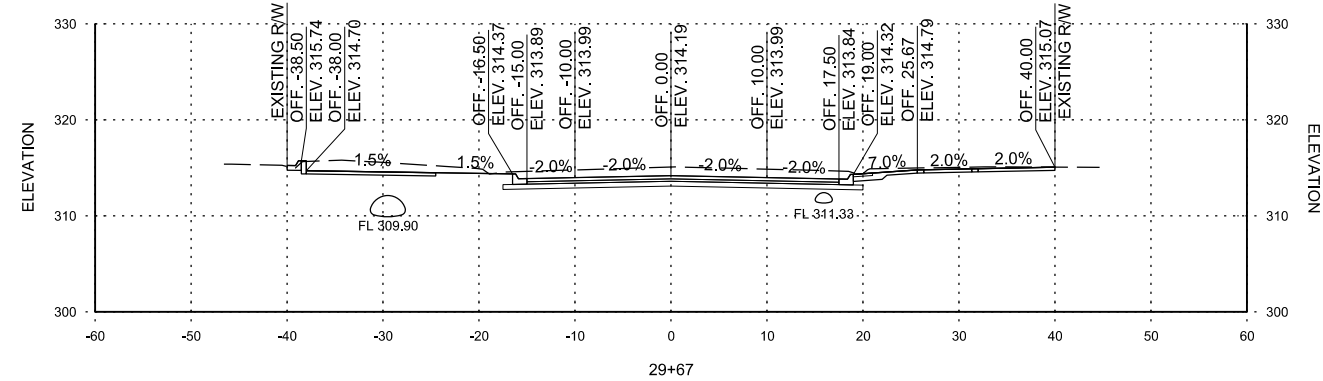
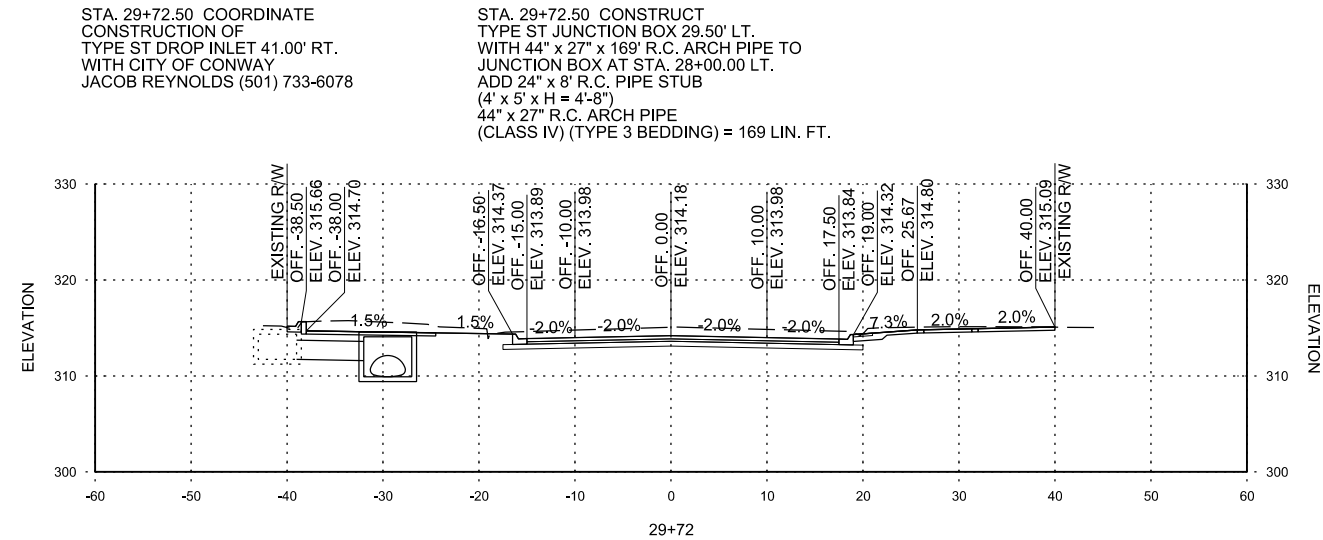
DRAWING NUMBER
CX-01

SHEET
 NUMBER **CX1**



STA. 28+43 CONSTRUCT DRIVEWAY LT.

STA. 28+43 TO STA. 29+72



STA. 29+08 CONSTRUCT DRIVEWAY RT.

STA. 29+72.50 COORDINATE
 CONSTRUCTION OF
 TYPE ST DROP INLET 41.00' RT.
 WITH CITY OF CONWAY
 JACOB REYNOLDS (501) 733-6078

STA. 29+72.50 CONSTRUCT
 TYPE ST JUNCTION BOX 29.50' LT.
 WITH 44" x 27" x 169' R.C. ARCH PIPE TO
 JUNCTION BOX AT STA. 28+00.00 LT.
 ADD 24" x 8" R.C. PIPE STUB
 (4' x 5' x H = 4'-8")
 44" x 27" R.C. ARCH PIPE
 (CLASS IV) (TYPE 3 BEDDING) = 169 LIN. FT.

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

MARKHAM STREET
 CROSS
 SECTIONS

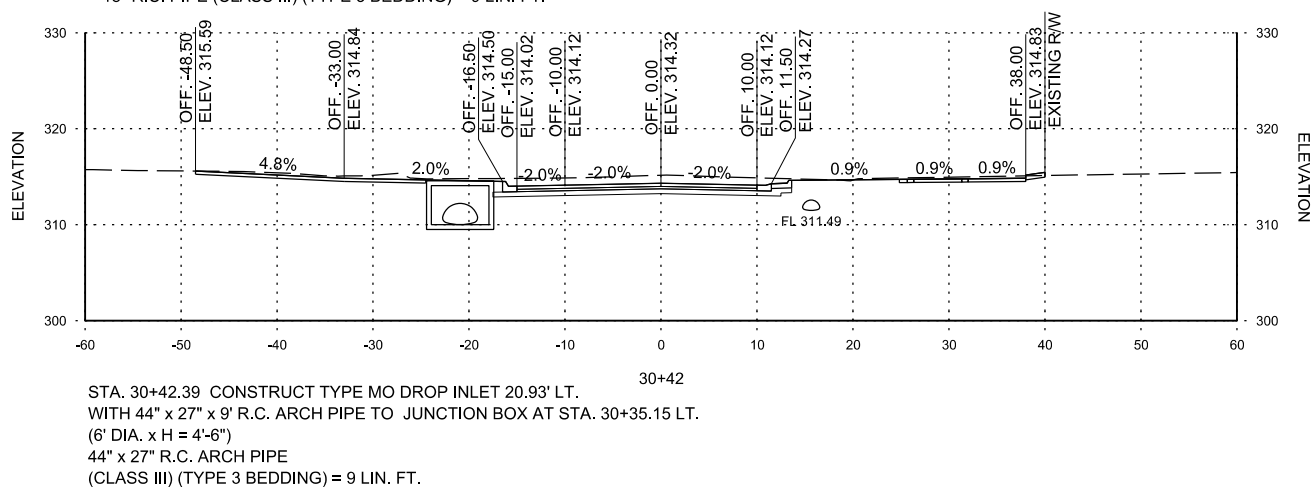
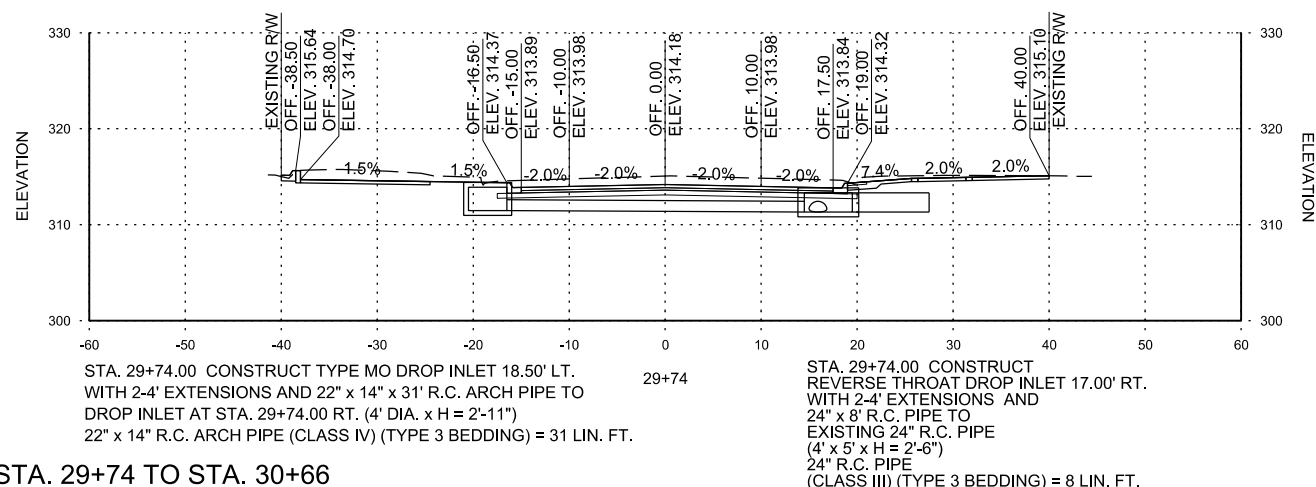
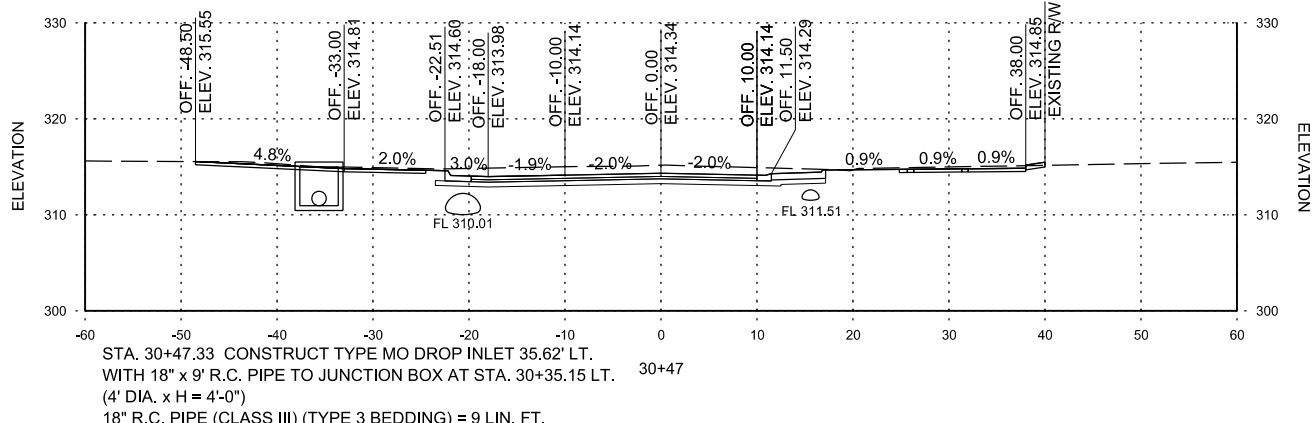
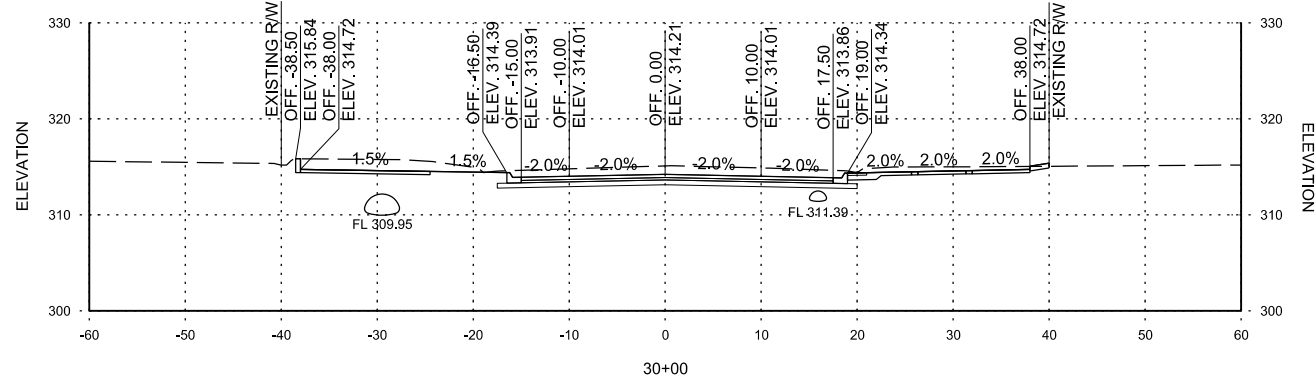
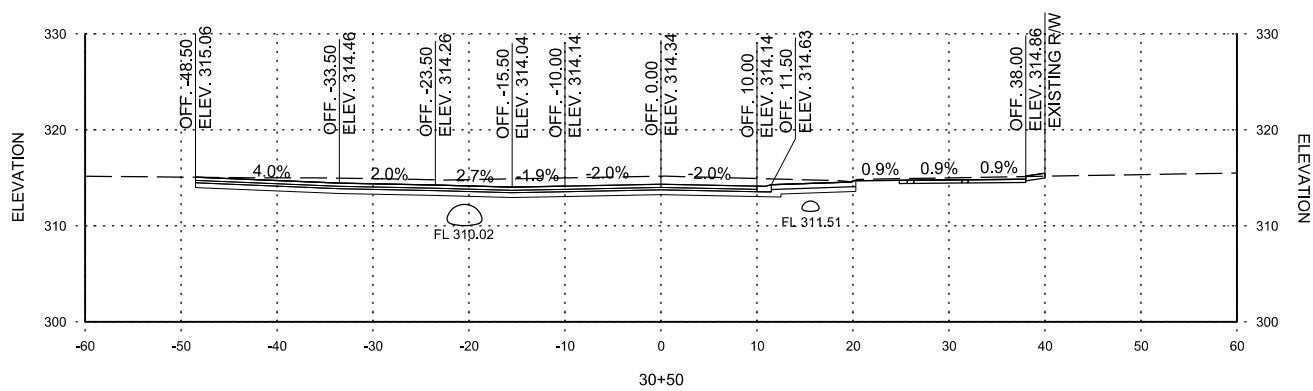
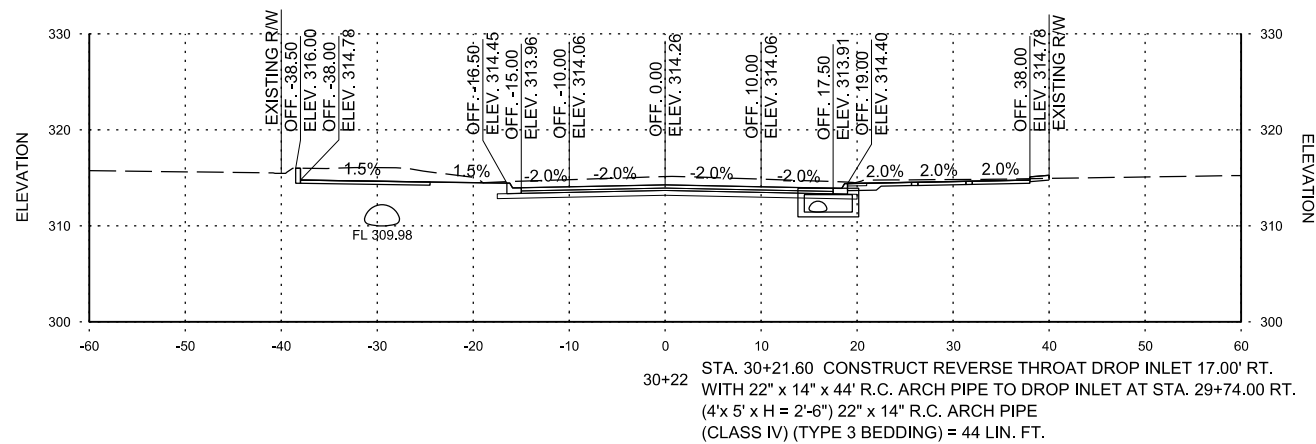
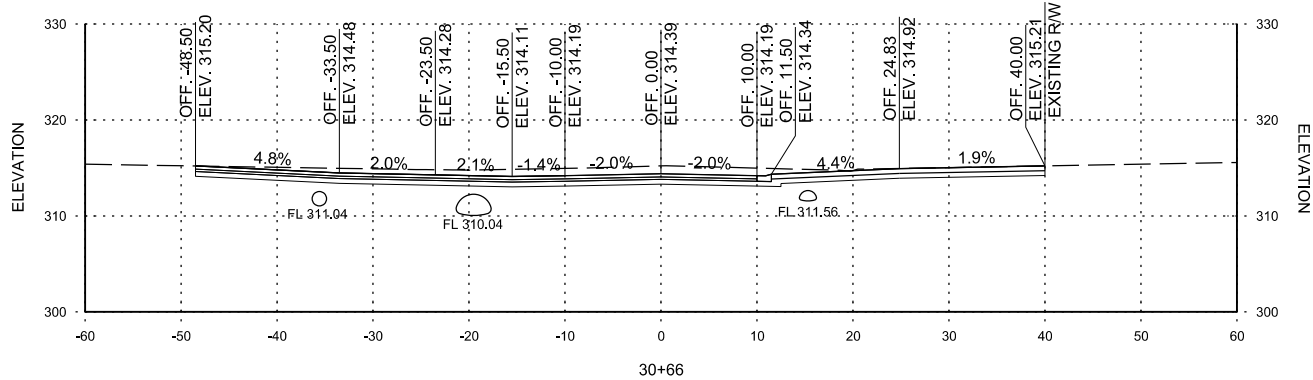
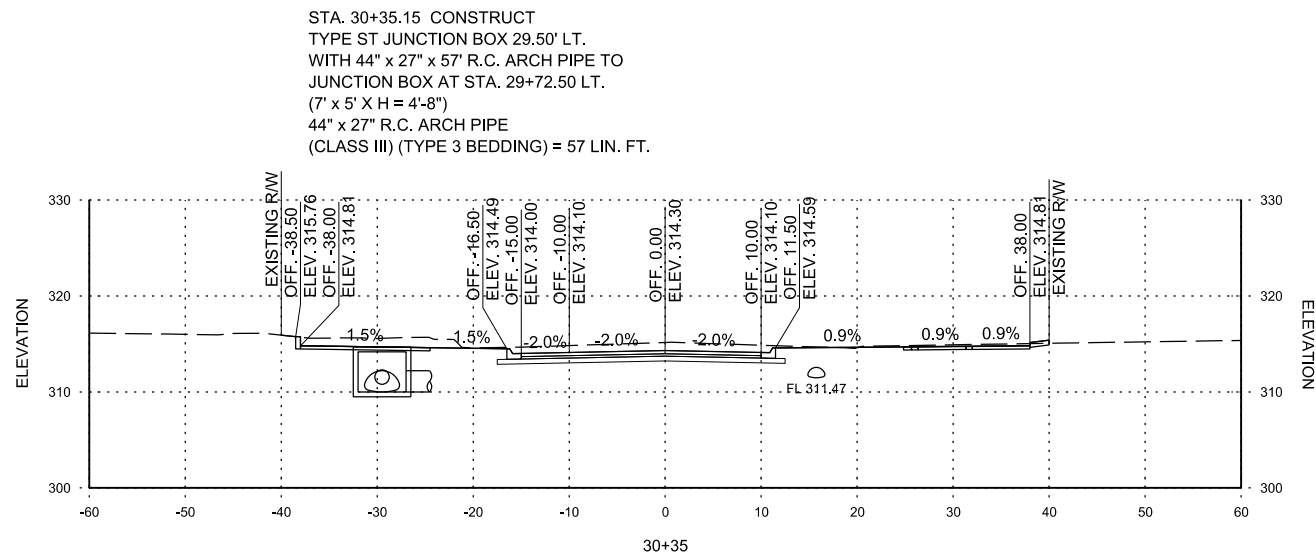
JOB NO.: 16017122
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 DRAWN BY: DLT

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 ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CX-02

SHEET
 NUMBER **CX2**

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STA. 29+74 TO STA. 30+66

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS

MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)

MARKHAM STREET
 CROSS
 SECTIONS

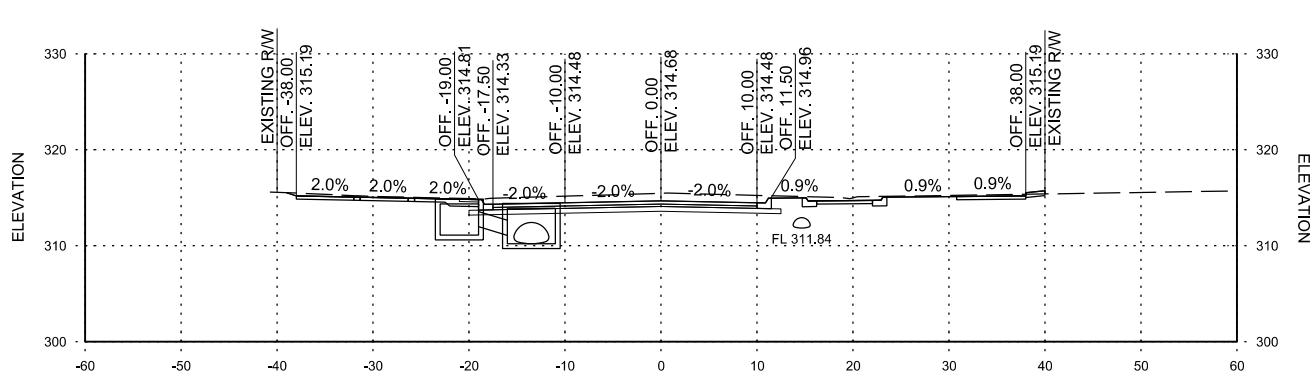
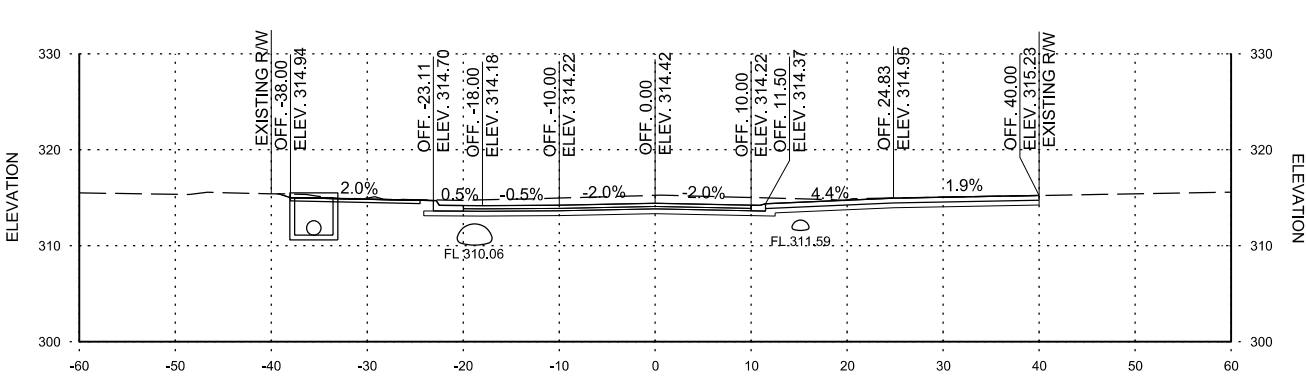
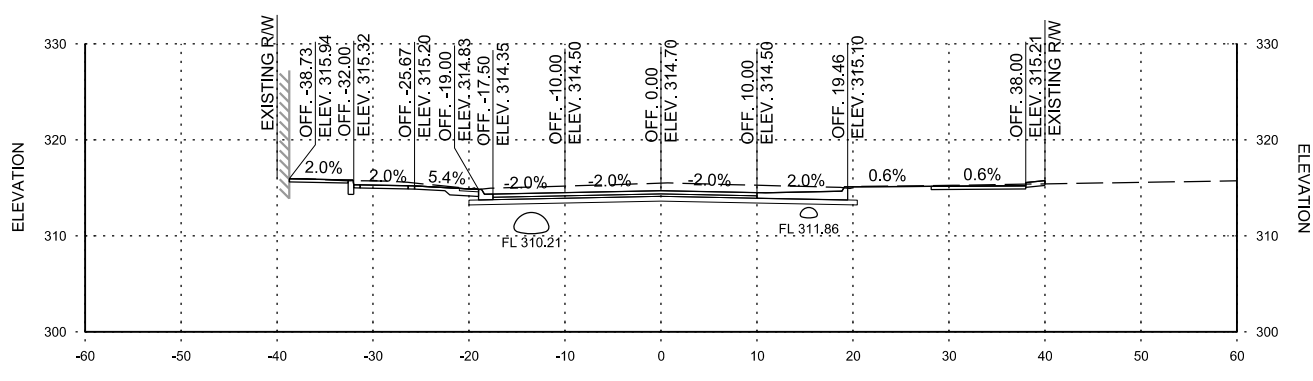
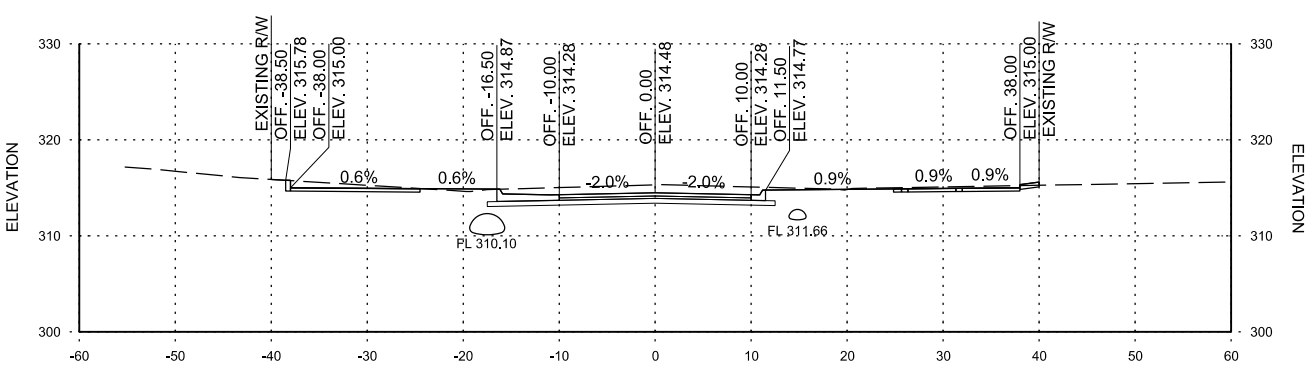
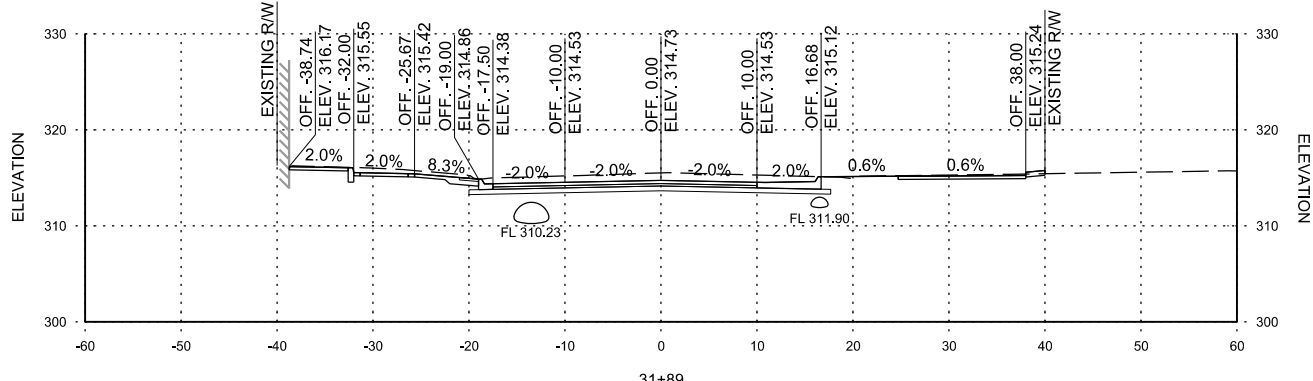
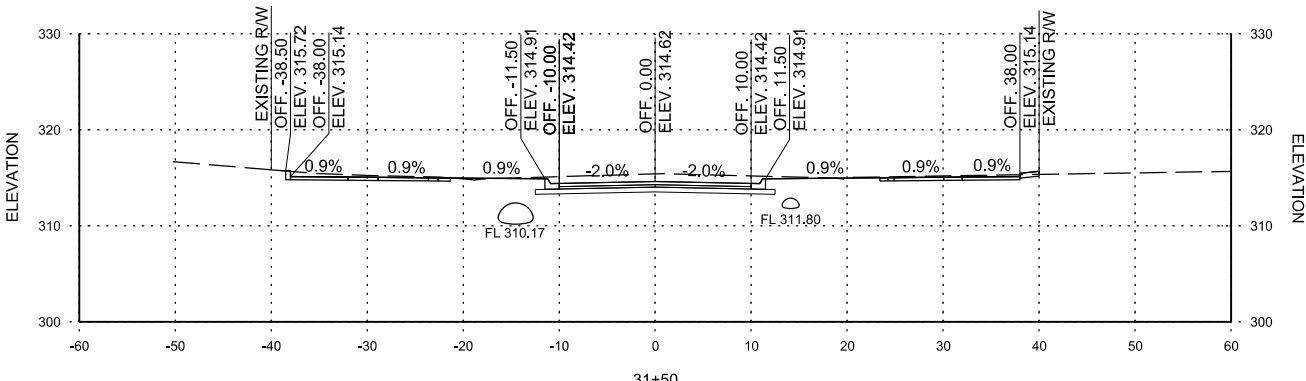
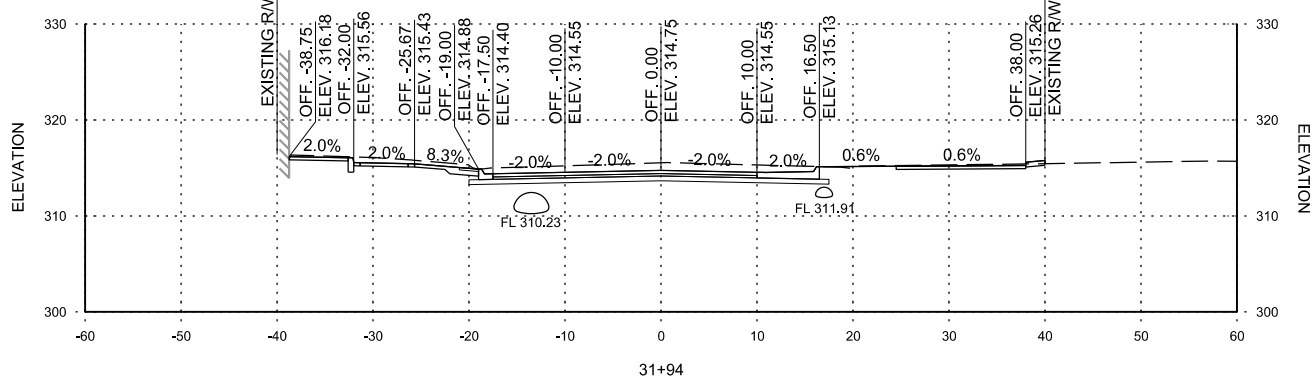
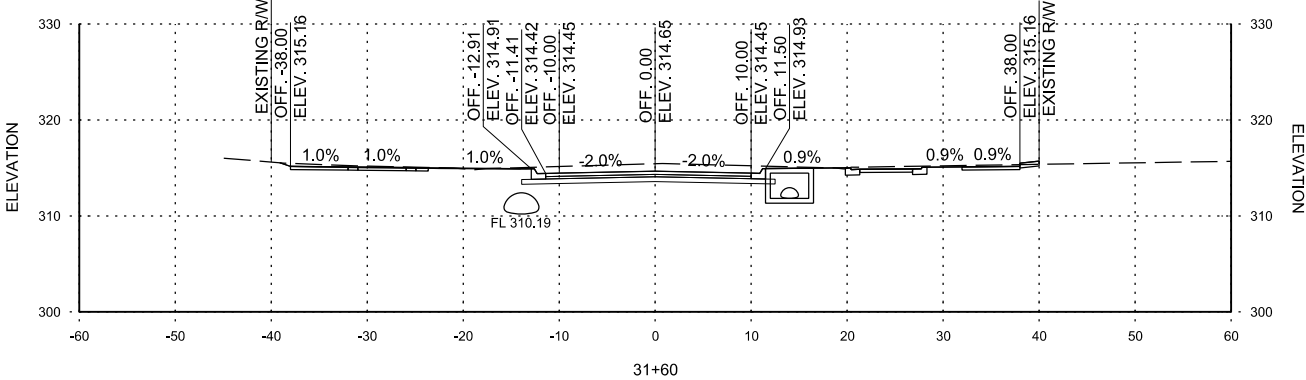
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

BAR IS ONE INCH ON
 ORIGINAL DRAWING
 0 1" = 10'
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DRAWING NUMBER
CX-03

SHEET
 NUMBER **CX3**

STA. 31+60.00 CONSTRUCT
 TYPE ST JUNCTION BOX 14.00' RT.
 WITH 22" x 14" x 134' R.C. ARCH PIPE TO
 DROP INLET AT STA. 30+21.60 RT.
 (4' x 4' x H = 3'-2")
 22" x 14" R.C. ARCH PIPE
 (CLASS IV) (TYPE 3 BEDDING) = 134 LIN. FT.



STA. 30+78.35 CONSTRUCT
 TYPE MO DROP INLET 35.57' LT.
 WITH 18" x 27" R.C. PIPE TO
 DROP INLET AT STA. 30+47.33 LT.
 (4' DIA. x H = 3'-10")
 18" R.C. PIPE
 (CLASS V) (TYPE 3 BEDDING) = 27 LIN. FT.

STA. 31+68.80 CONSTRUCT TYPE ST JUNCTION BOX 13.50' LT.
 WITH 44" x 27" x 123' R.C. ARCH PIPE TO DROP INLET AT STA.30+42.39 LT.
 (3' x 5' x H = 4'-3")
 44" x 27" R.C. ARCH PIPE
 (CLASS IV) (TYPE 3 BEDDING) = 123 LIN. FT.

STA. 31+68.80 CONSTRUCT TYPE MO DROP INLET 21.00' LT.
 WITH 4' EXTENSION AND 18" x 3' R.C. PIPE TO JUNCTION BOX AT STA. 31+68.80 LT.
 (4' DIA. x H = 3'-9")
 18" R.C. PIPE
 (CLASS V) (TYPE 3 BEDDING) = 3 LIN. FT.

STA. 30+78 TO STA. 31+94

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

**MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)**

MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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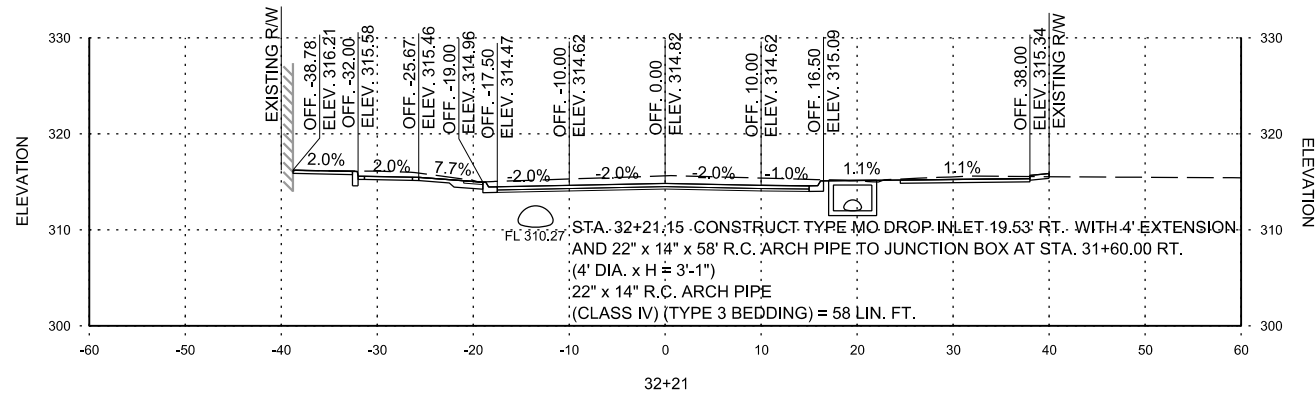
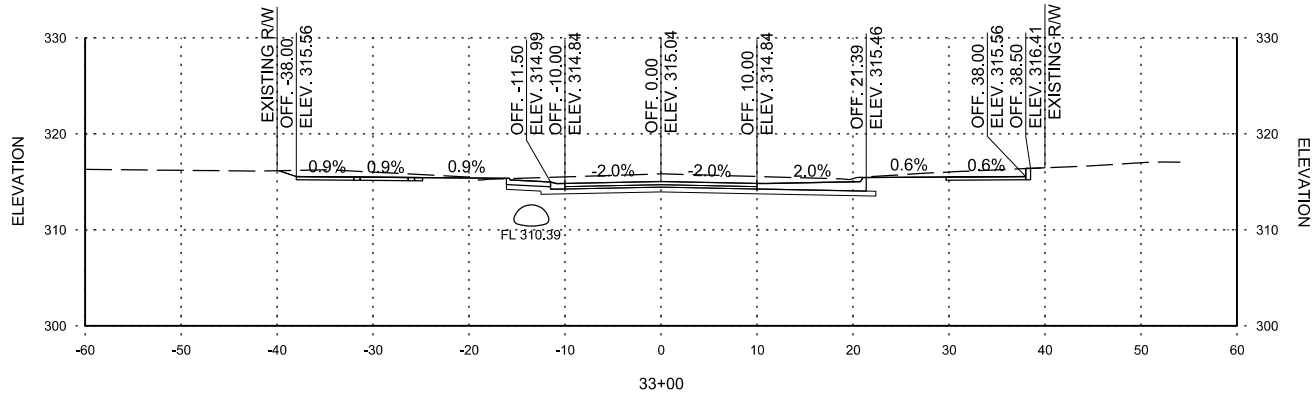
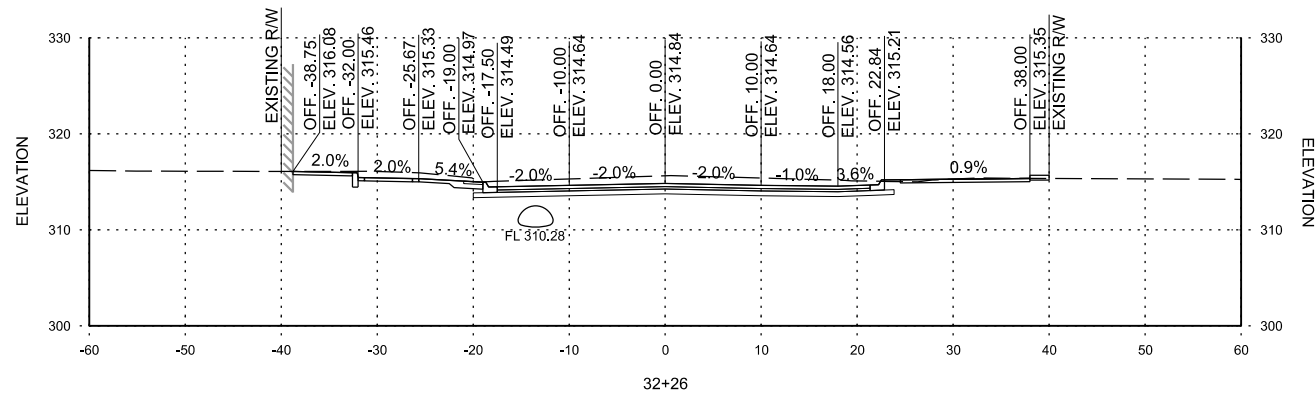
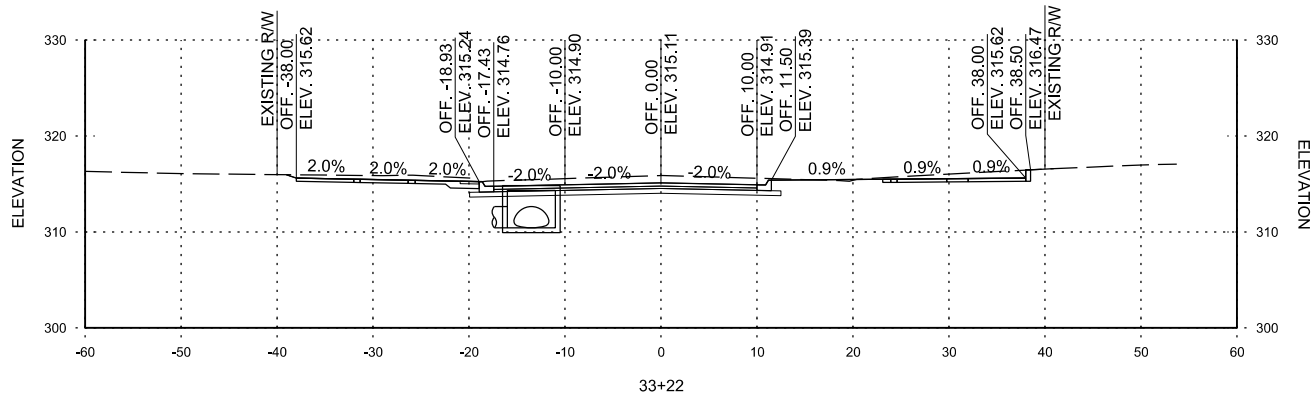
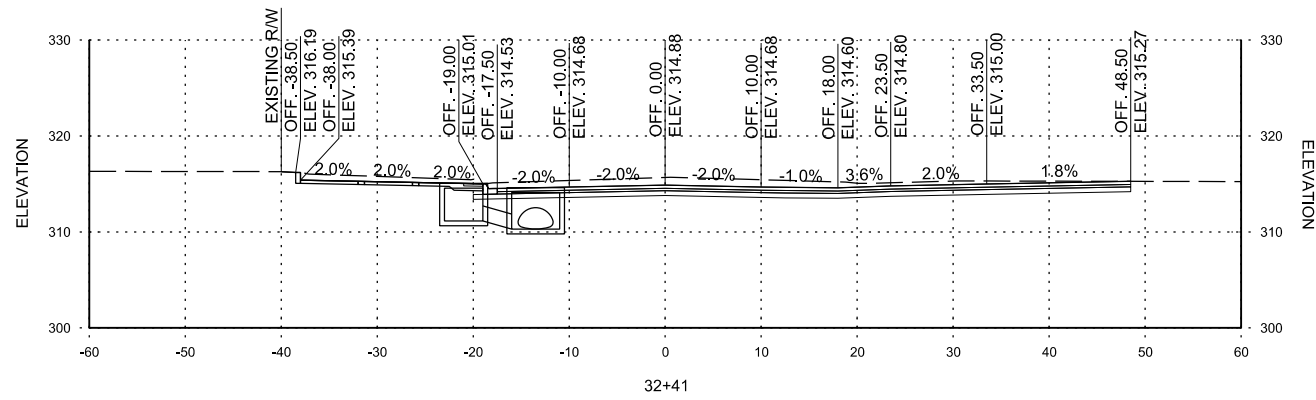
DRAWING NUMBER
CX-04

SHEET NUMBER
CX4

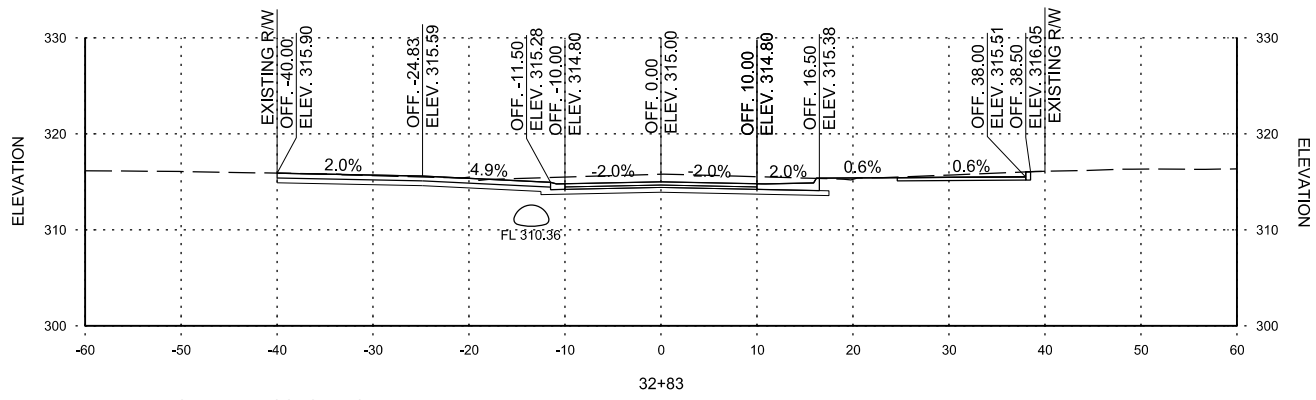
STA. 32+41.12 CONSTRUCT
 TYPE ST JUNCTION BOX 13.50' LT.
 WITH 44" x 27" x 69' R.C. ARCH PIPE TO
 JUNCTION BOX AT STA. 31+68.80 LT.
 (3' x 5' x H = 4'-4")
 44" x 27" R.C. ARCH PIPE
 (CLASS IV) (TYPE 3 BEDDING) = 69 LIN. FT.

STA. 32+41.12 CONSTRUCT
 TYPE MO DROP INLET 21.00' LT.
 WITH 4' EXTENSION AND
 18" x 3' R.C. PIPE TO
 JUNCTION BOX AT STA. 32+41.12 LT.
 (4' DIA. x H = 3'-11")
 18" R.C. PIPE
 (CLASS V) (TYPE 3 BEDDING) = 3 LIN. FT.

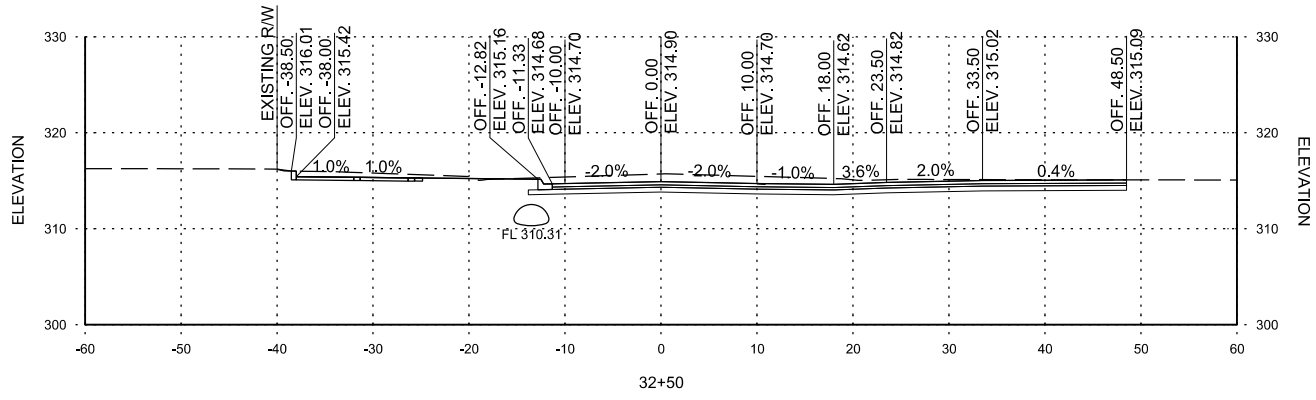
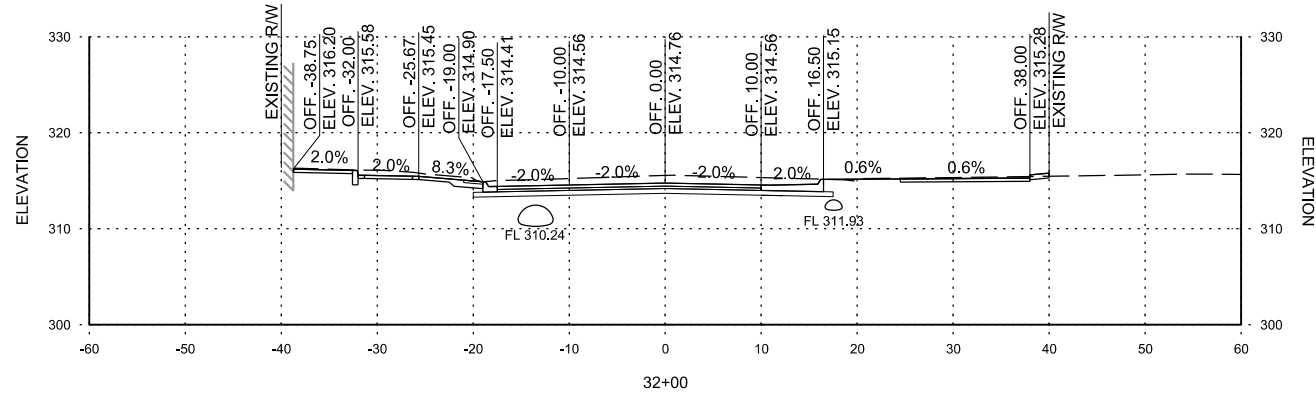
STA. 33+21.68 CONSTRUCT
 TYPE ST JUNCTION BOX 13.50' LT.
 WITH 44" x 27" x 76' R.C. ARCH PIPE TO
 JUNCTION BOX AT STA. 32+41.12 LT.
 (6' x 5' x H = 4'-5")
 44" x 27" R.C. ARCH PIPE
 (CLASS IV) (TYPE 3 BEDDING) = 76 LIN. FT.



STA. 32+21.15 CONSTRUCT TYPE MO DROP INLET 19.53' RT. WITH 4' EXTENSION
 AND 22" x 14" x 58' R.C. ARCH PIPE TO JUNCTION BOX AT STA. 31+60.00 RT.
 (4' DIA. x H = 3'-1")
 22" x 14" R.C. ARCH PIPE
 (CLASS IV) (TYPE 3 BEDDING) = 58 LIN. FT.



STA. 32+83 CONSTRUCT DRIVEWAY LT.



STA. 32+00 TO STA. 33+22

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

**MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)**

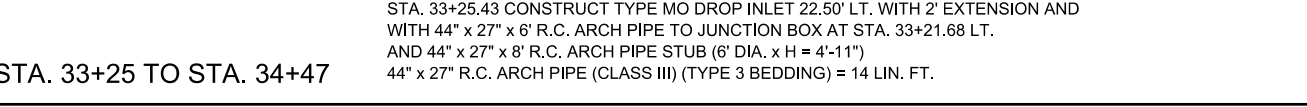
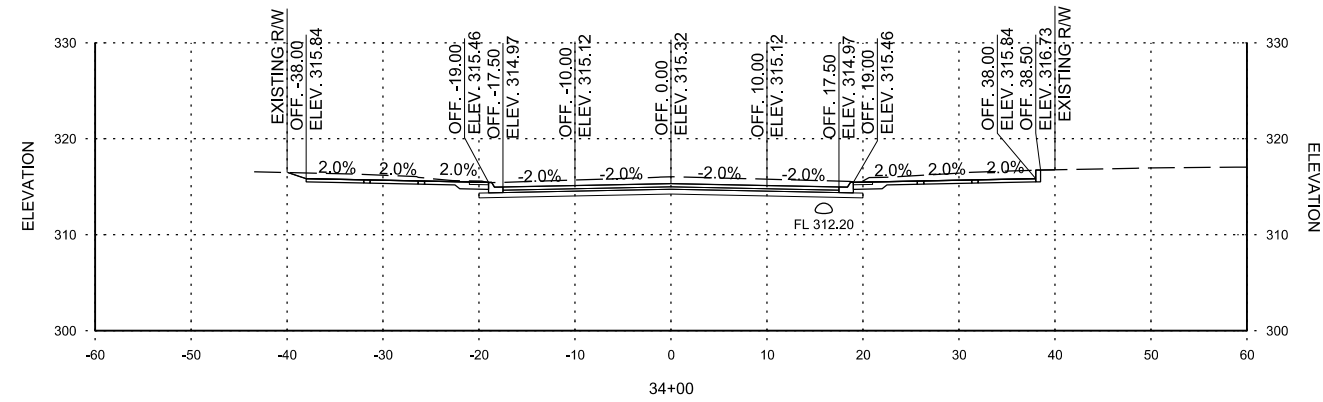
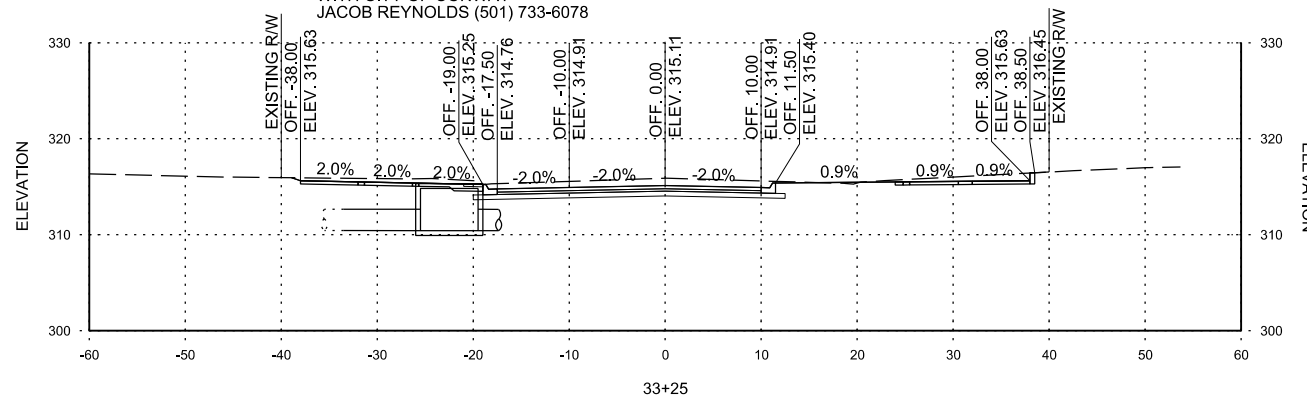
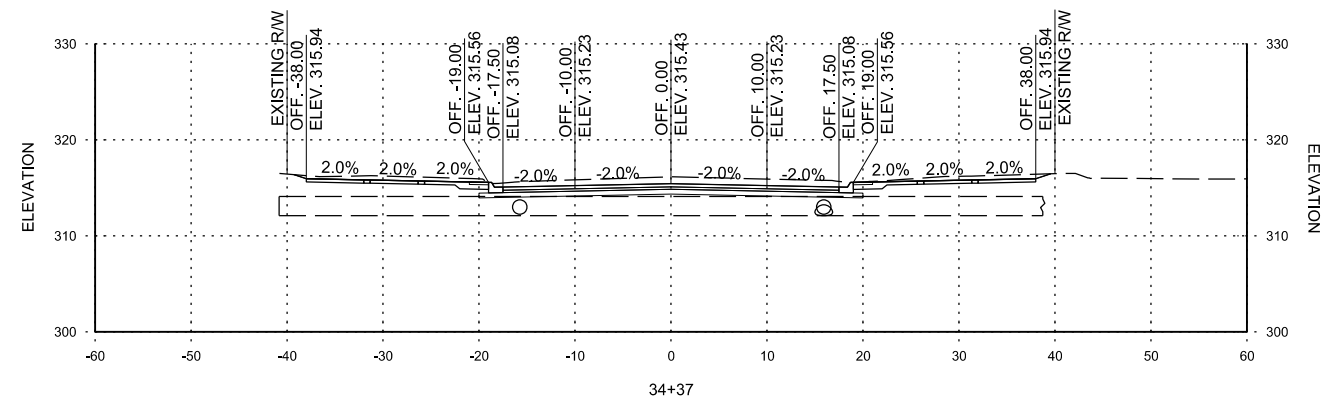
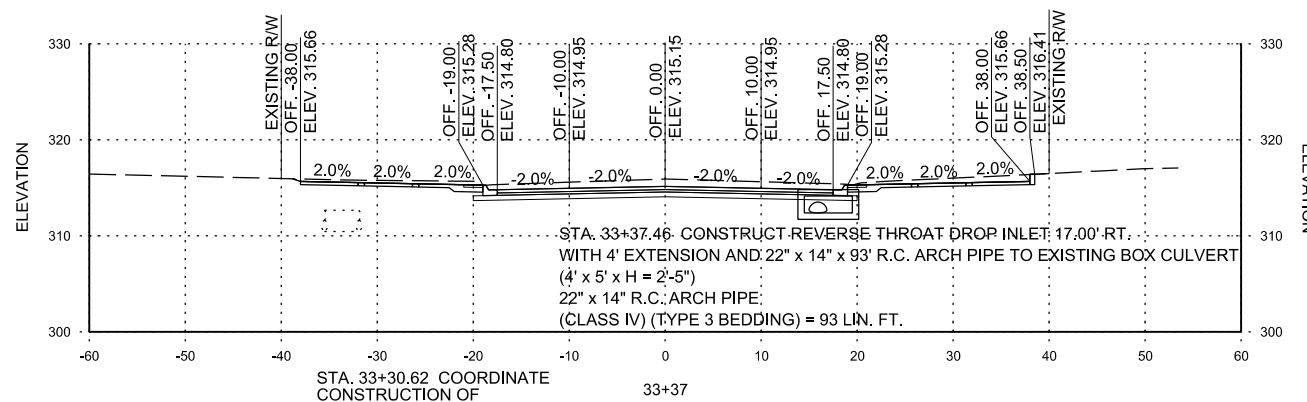
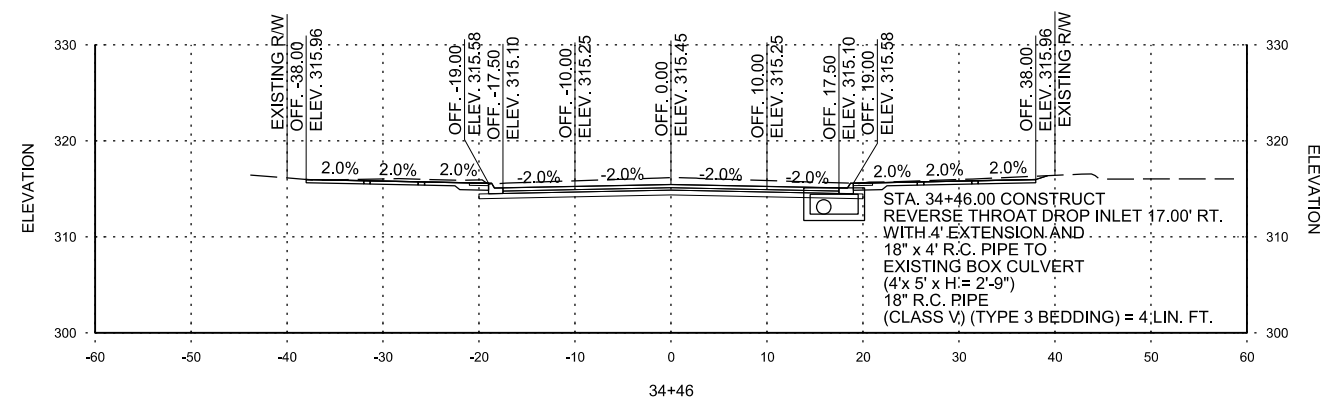
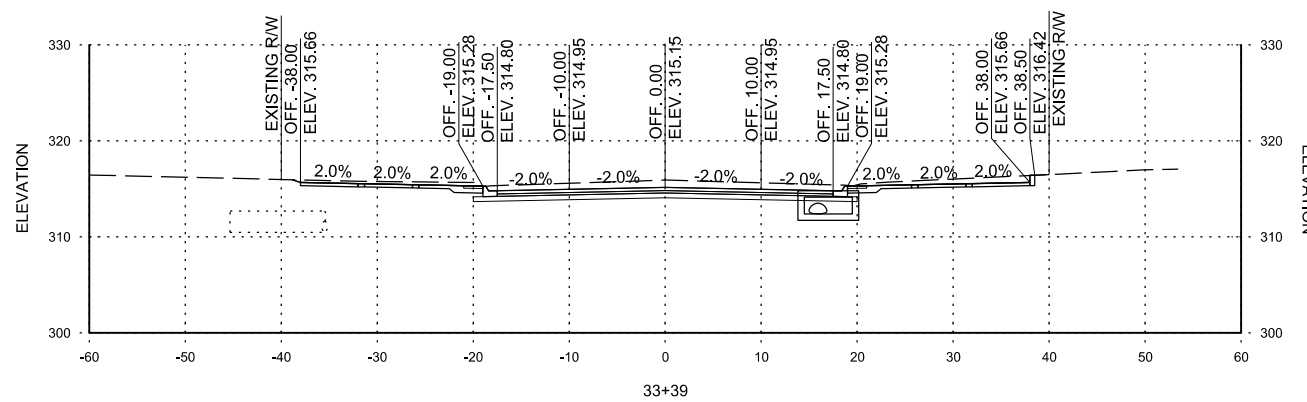
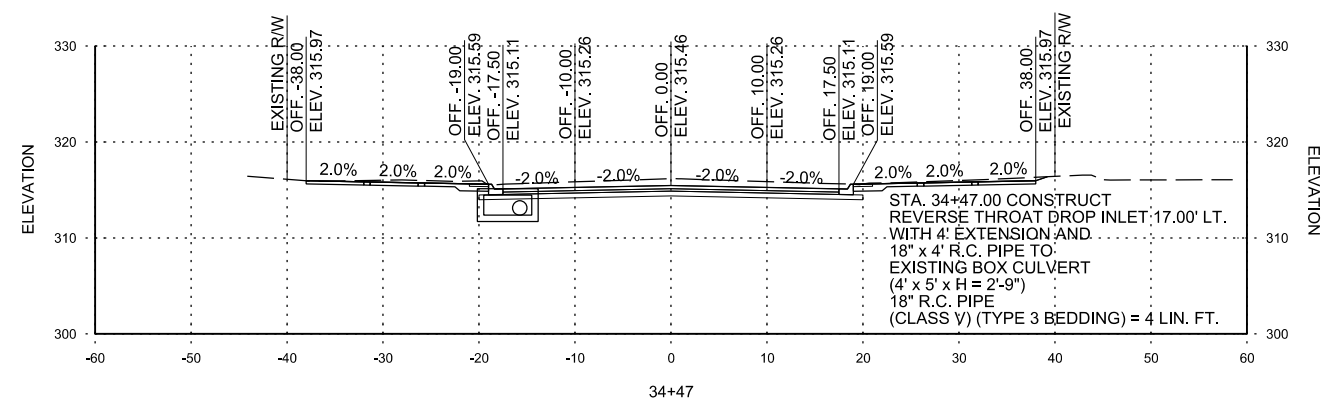
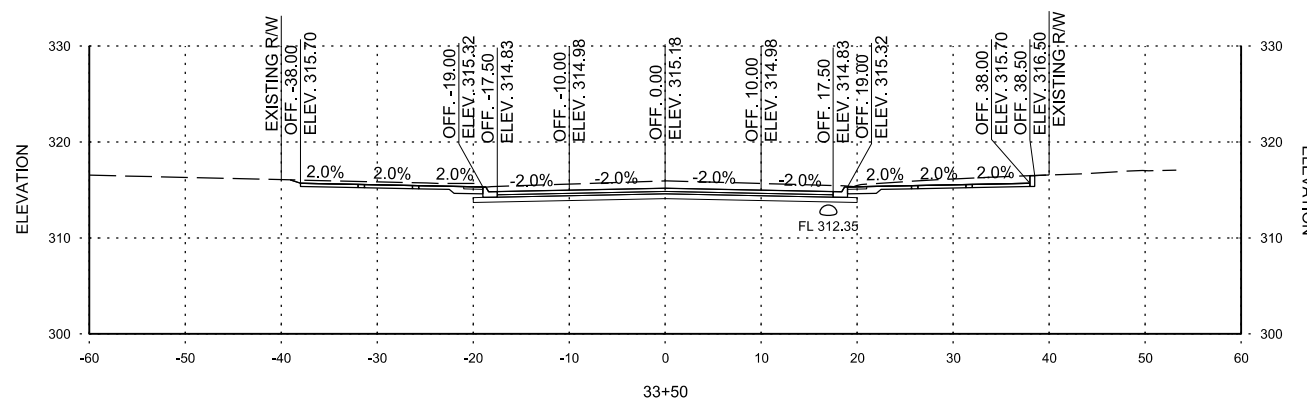
MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 1601722
 DATE: FEBRUARY 2019
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DRAWING NUMBER
CX-05
 SHEET NUMBER
CX5

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 WORKSPACEGarver_2012
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STA. 33+25.43 CONSTRUCT TYPE MO DROP INLET 22.50' LT. WITH 2' EXTENSION AND WITH 44" x 27" x 6" R.C. ARCH PIPE TO JUNCTION BOX AT STA. 33+21.68 LT. AND 44" x 27" x 8" R.C. ARCH PIPE STUB (6" DIA. x H = 4'-11") 44" x 27" R.C. ARCH PIPE (CLASS III) (TYPE 3 BEDDING) = 14 LIN. FT.

STA. 33+25 TO STA. 34+47

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

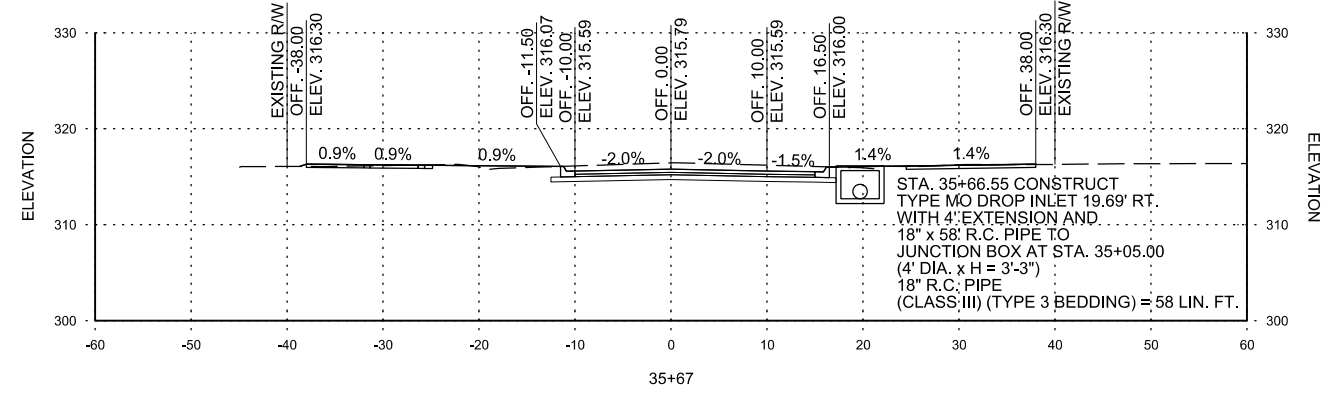
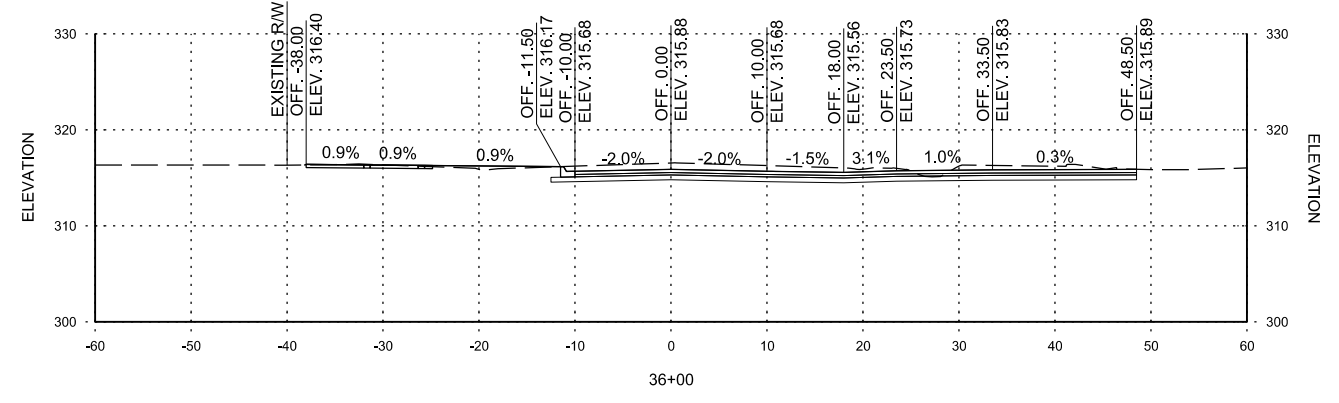
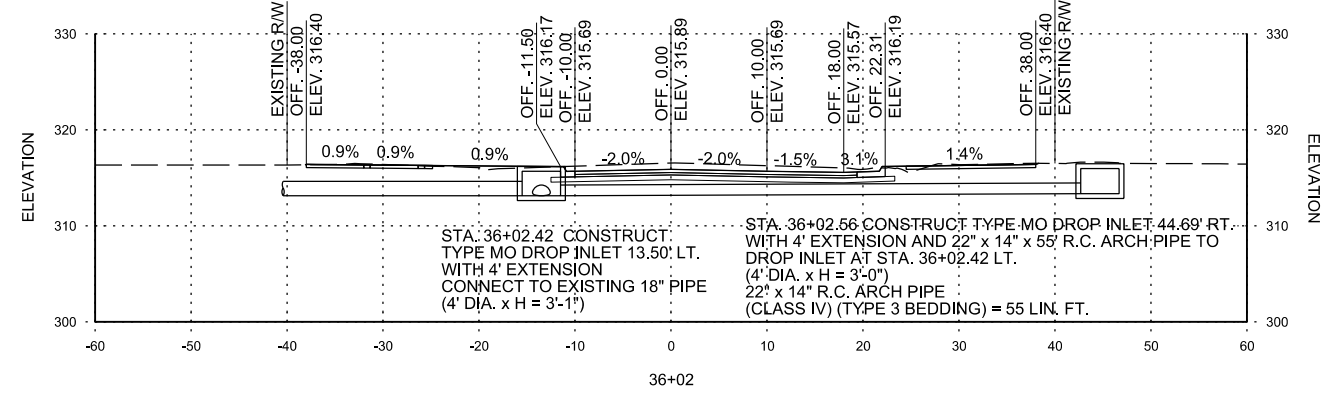
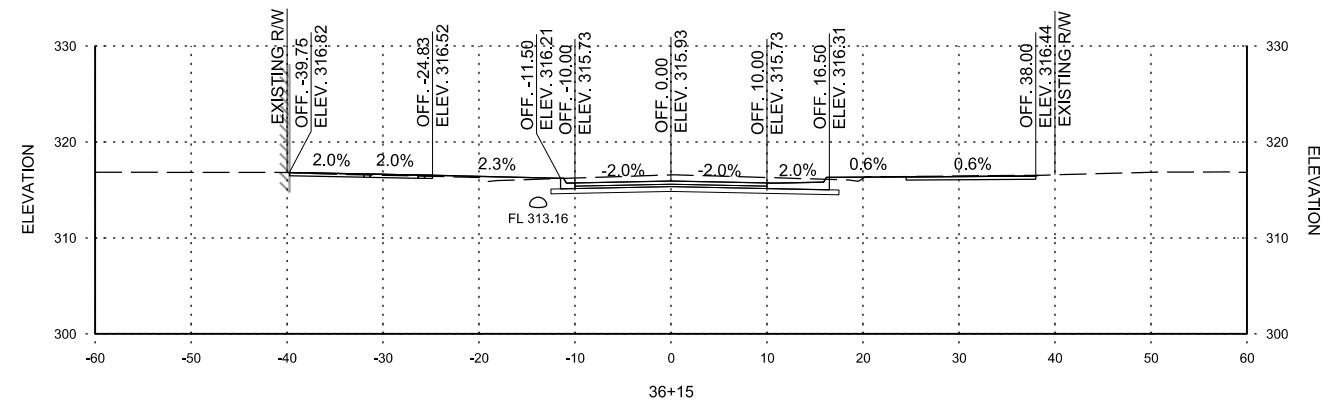
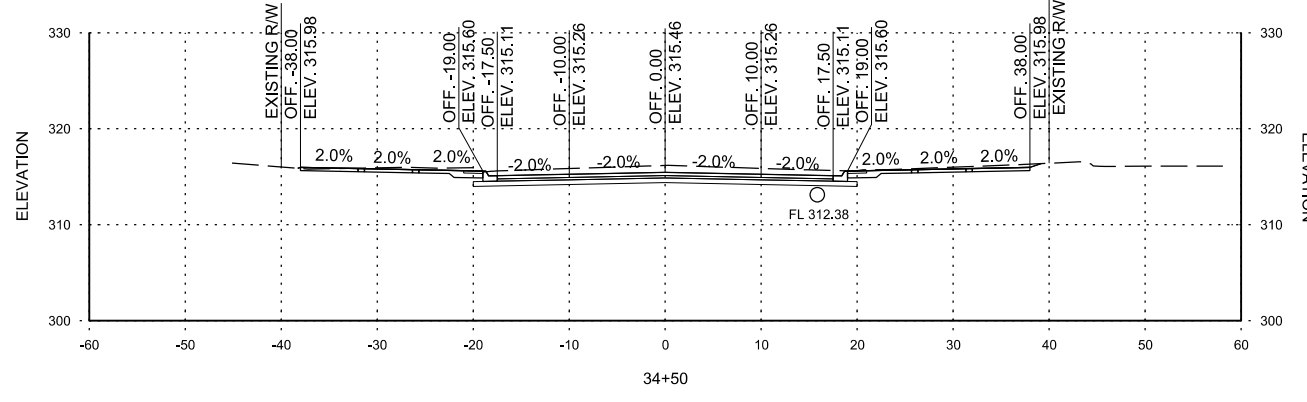
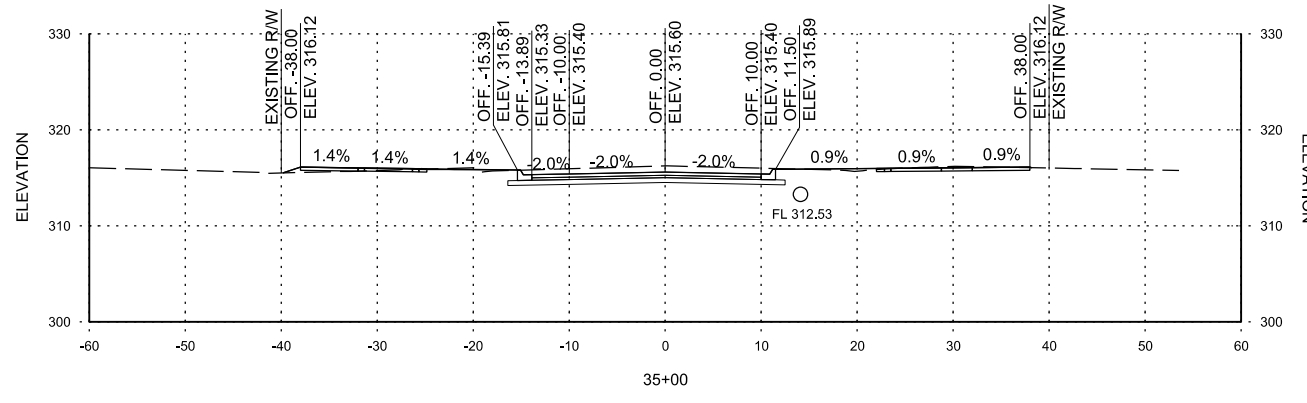
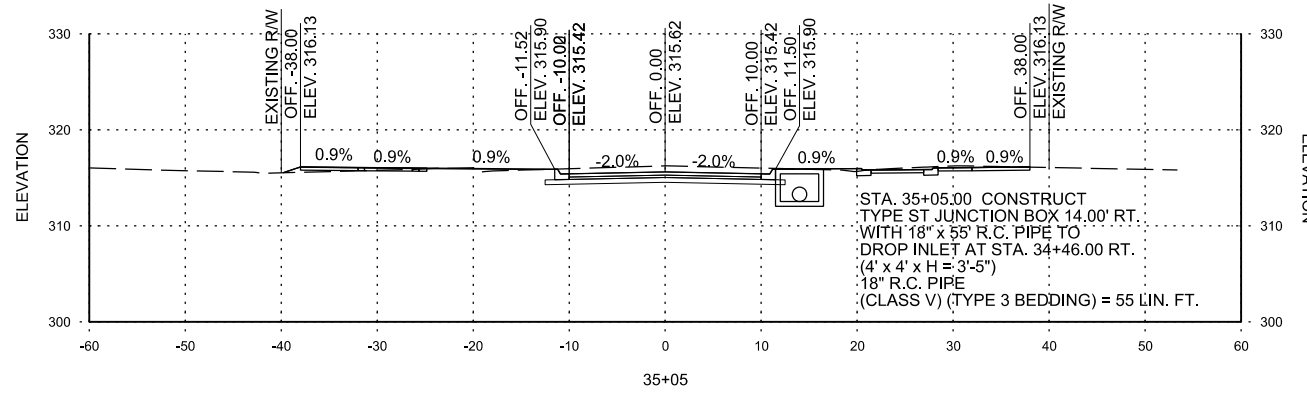
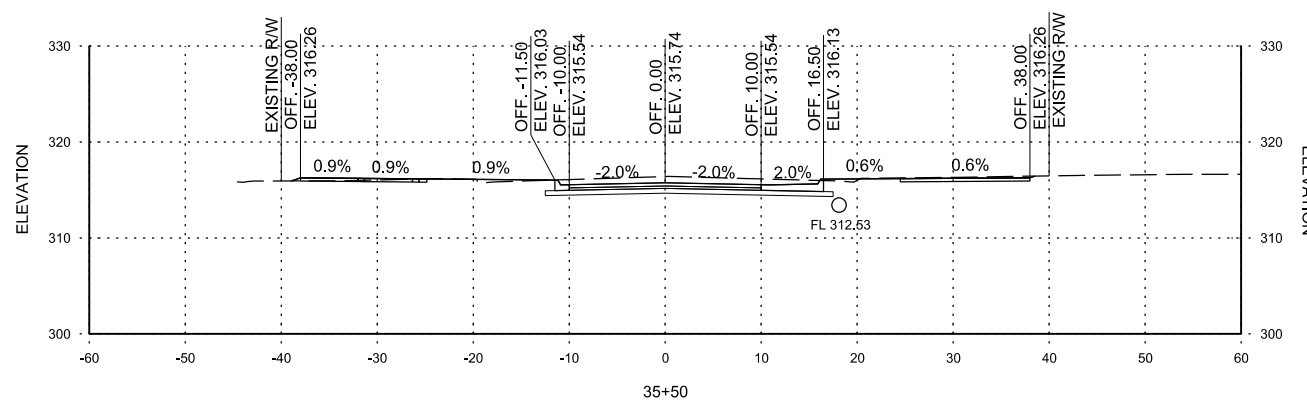
MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 16017122
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 DRAWN BY: DLT

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DRAWING NUMBER
CX-06

SHEET NUMBER
CX6



STA. 34+50 TO STA. 36+15

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

**MARKHAM ST. - JUMP START IMPVTS.
 (CONWAY) (S)**

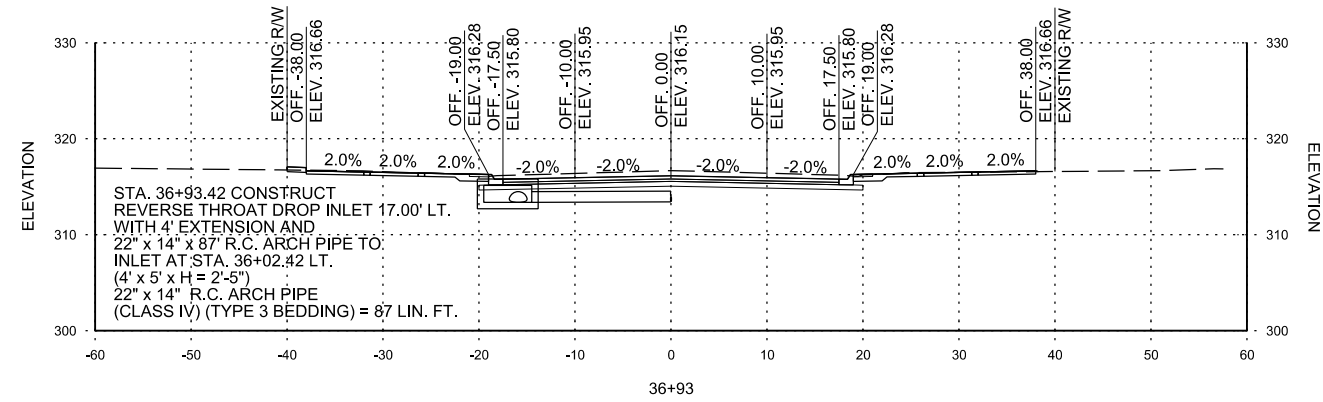
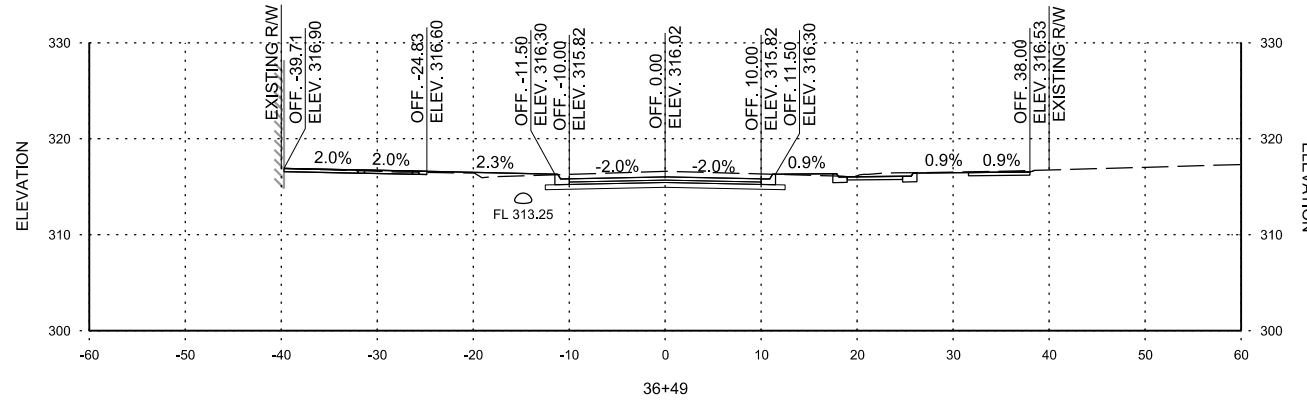
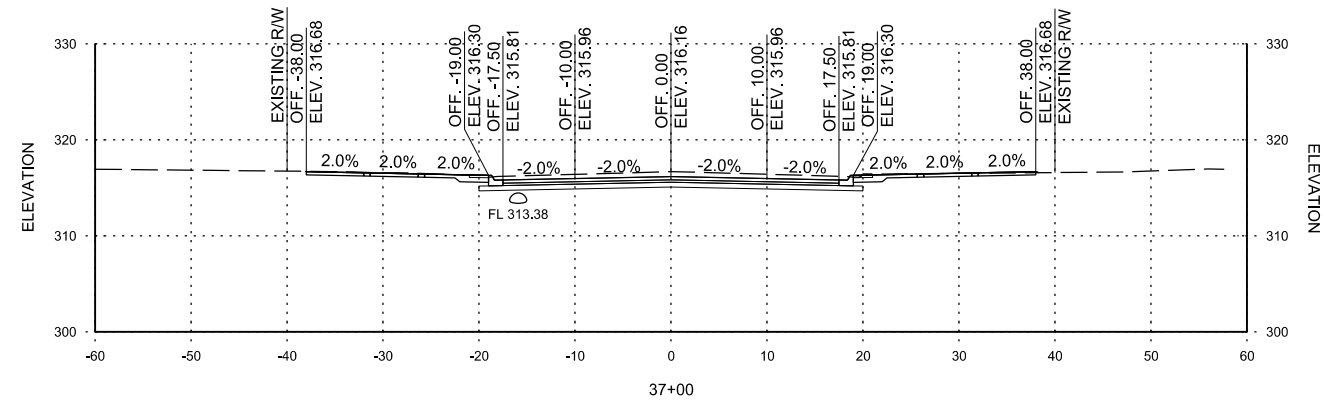
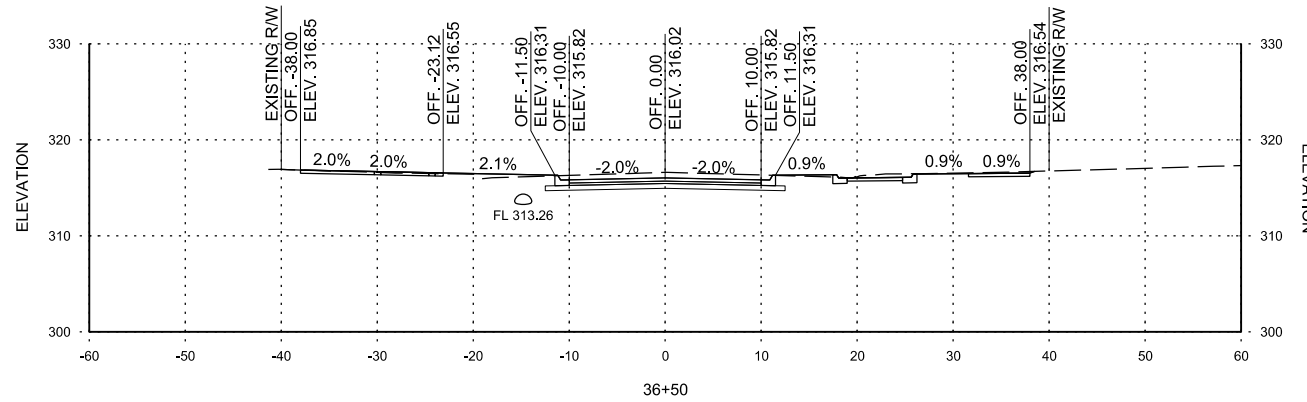
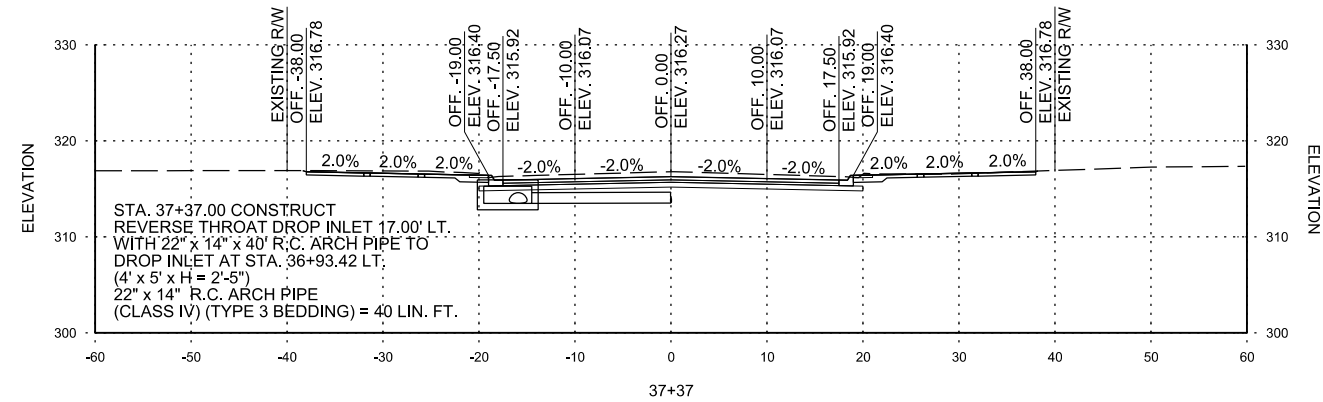
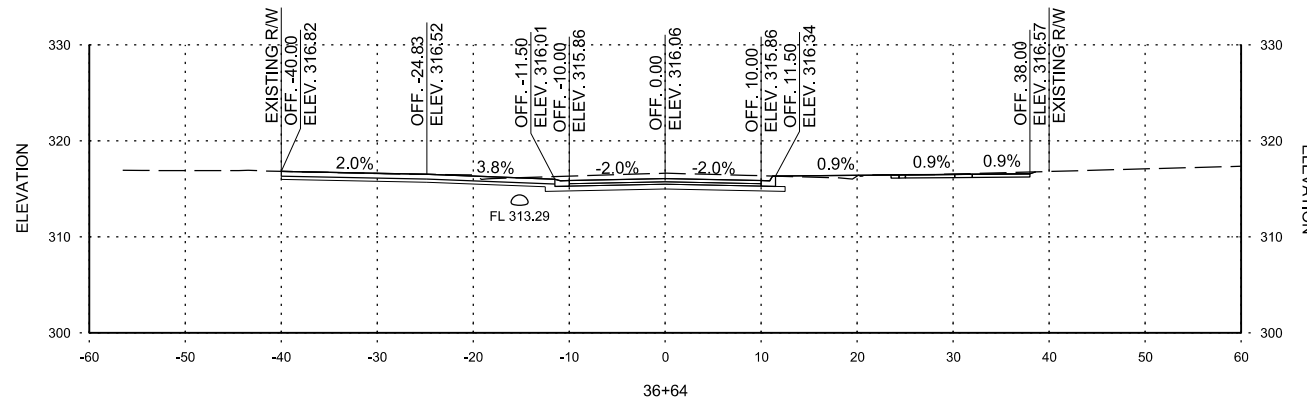
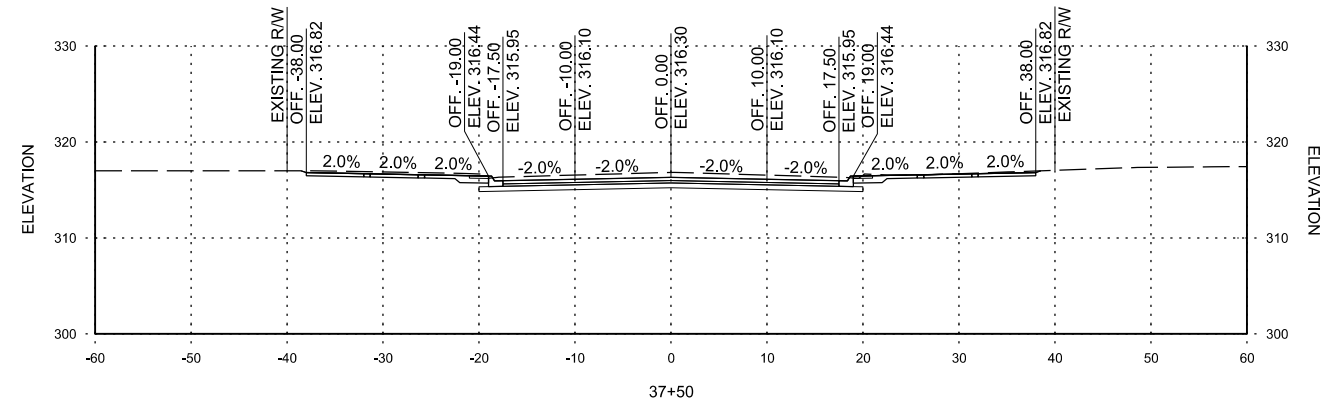
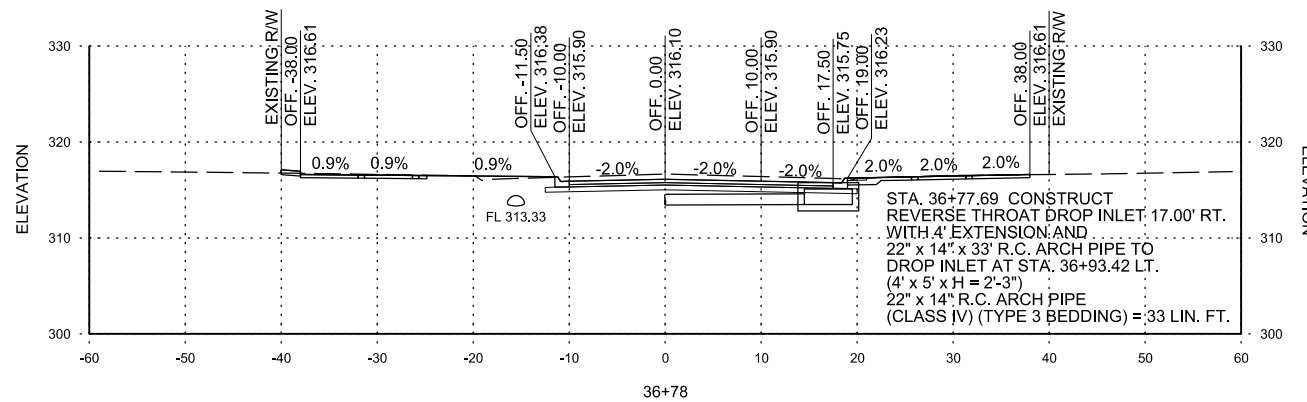
MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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DRAWING NUMBER
CX-07

SHEET NUMBER
CX7



STA. 36+49 TO STA. 37+50

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

**MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)**

MARKHAM STREET
 CROSS
 SECTIONS

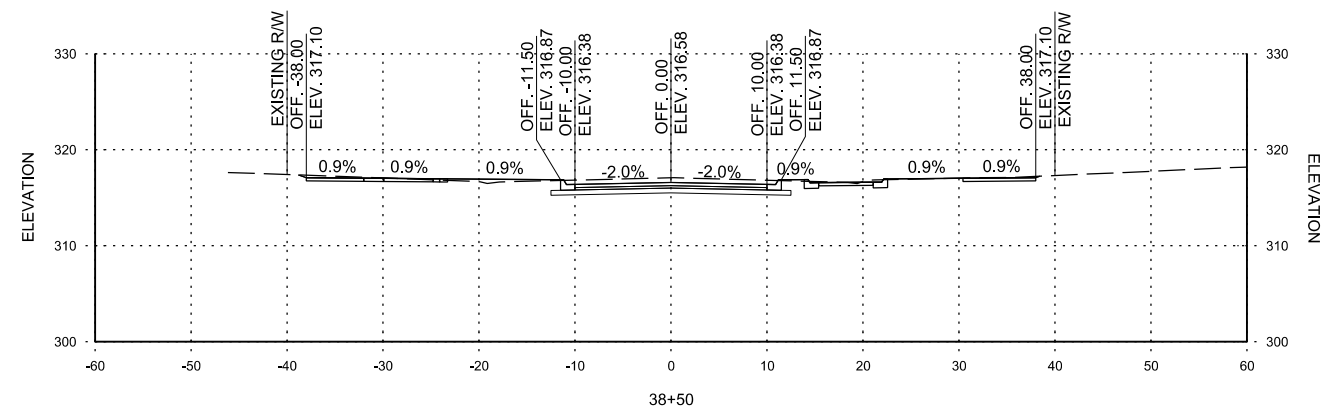
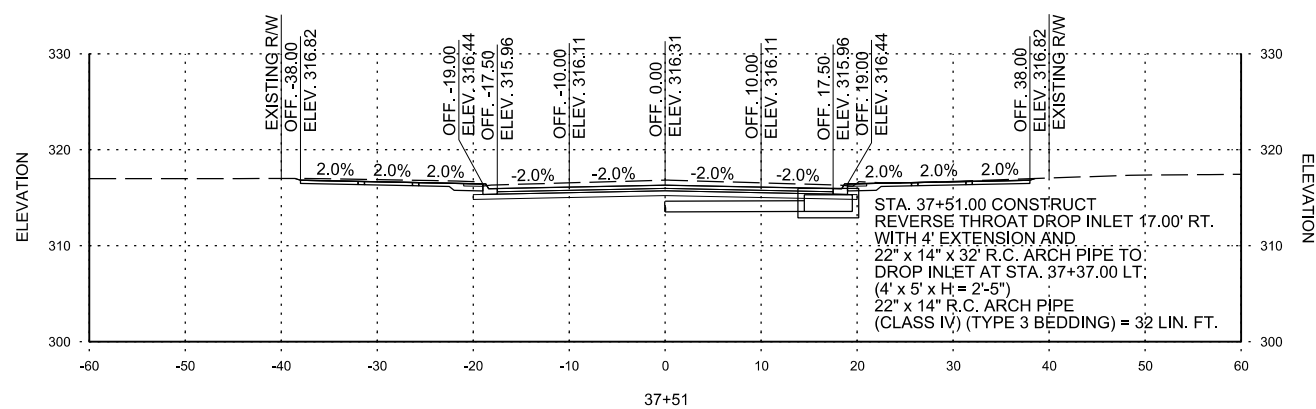
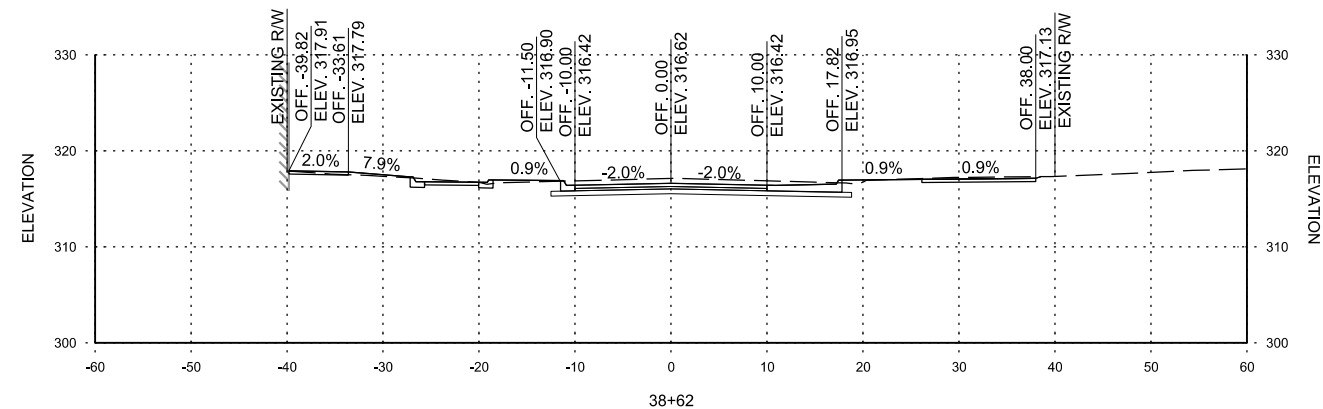
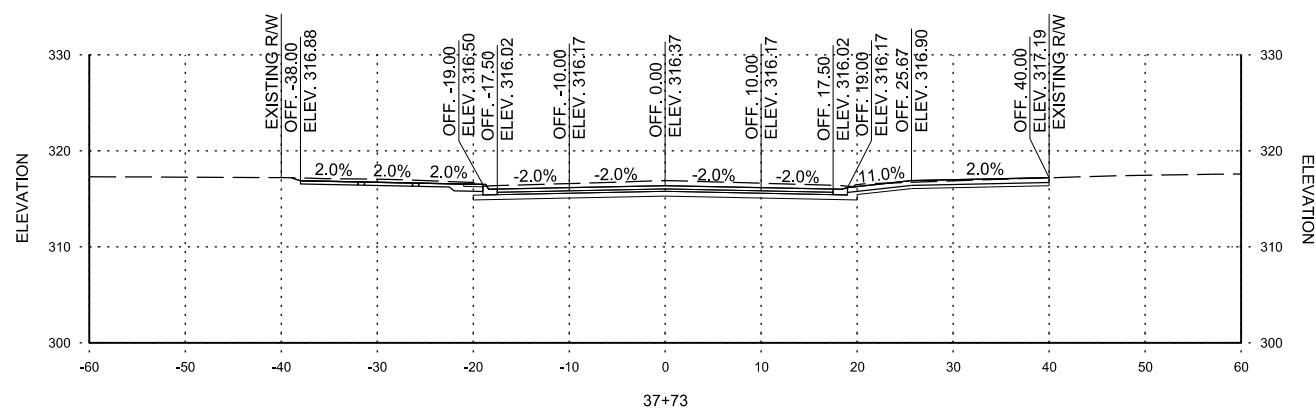
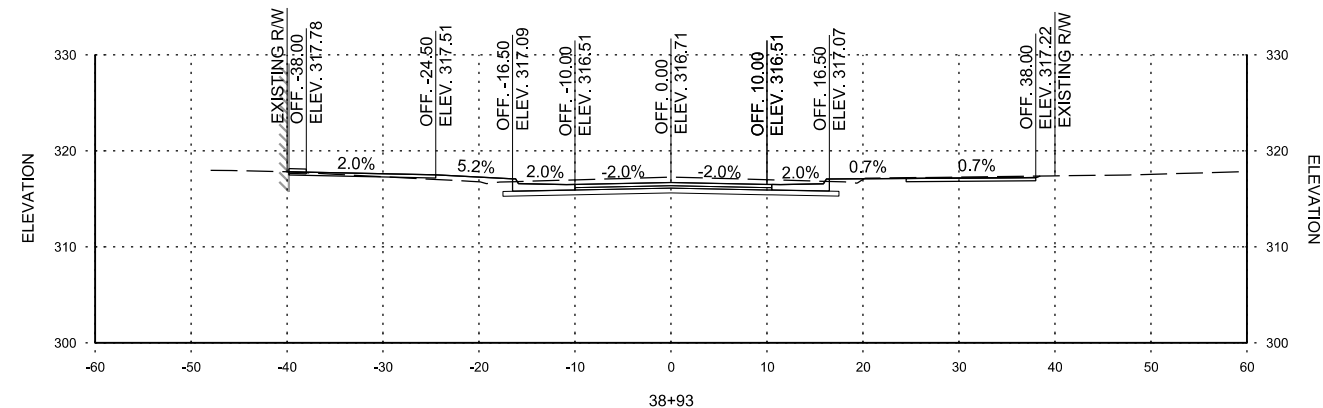
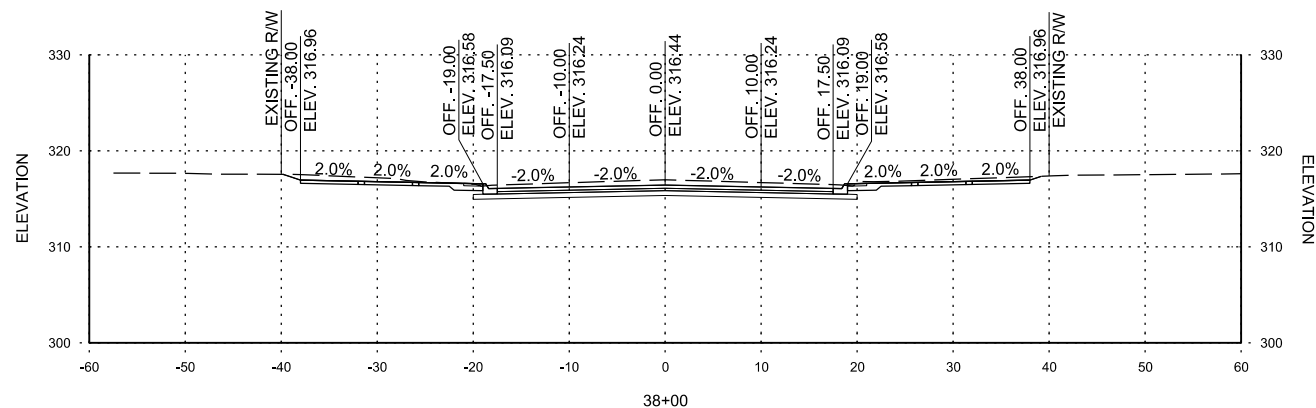
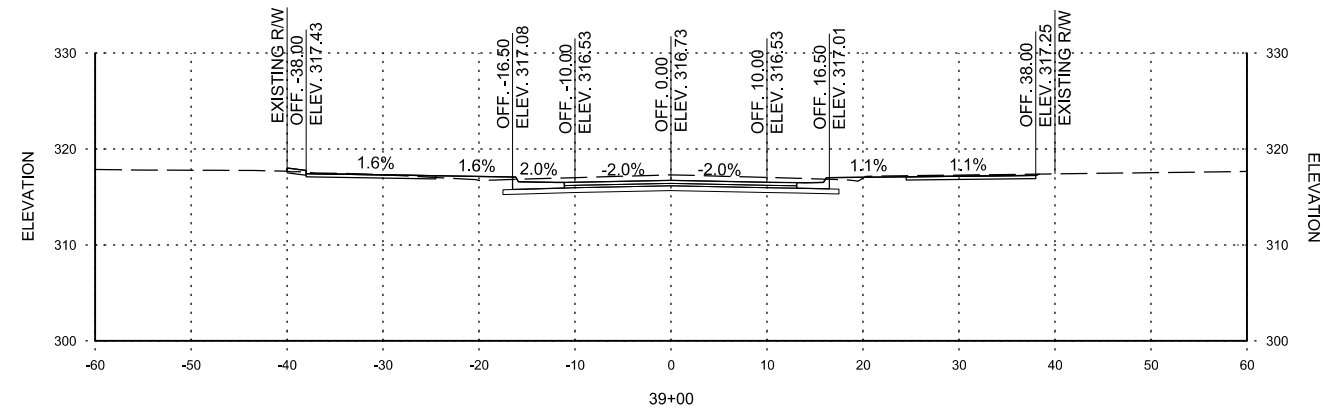
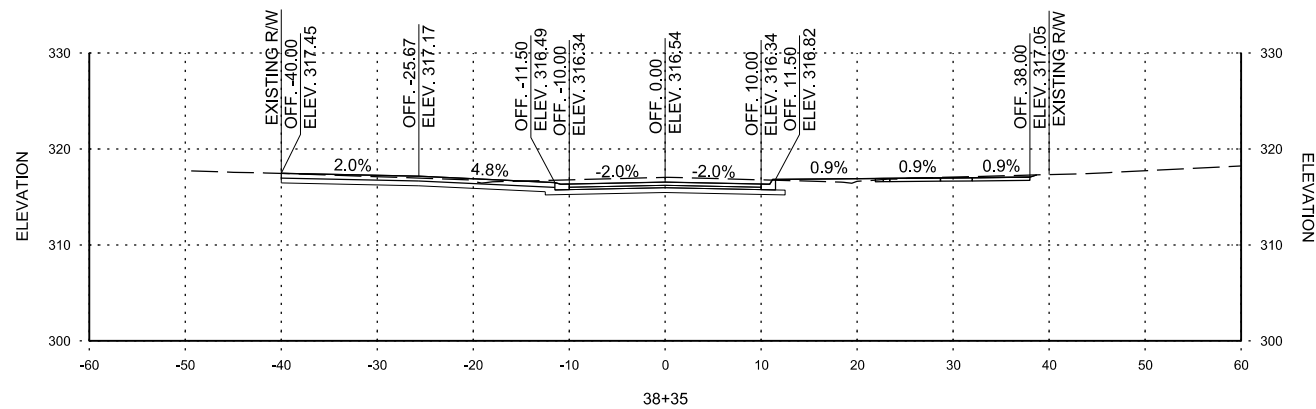
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 DRAWN BY: DLT

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DRAWING NUMBER
CX-08

SHEET
 NUMBER **CX8**

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STA. 37+51 TO STA. 39+00

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

**MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)**

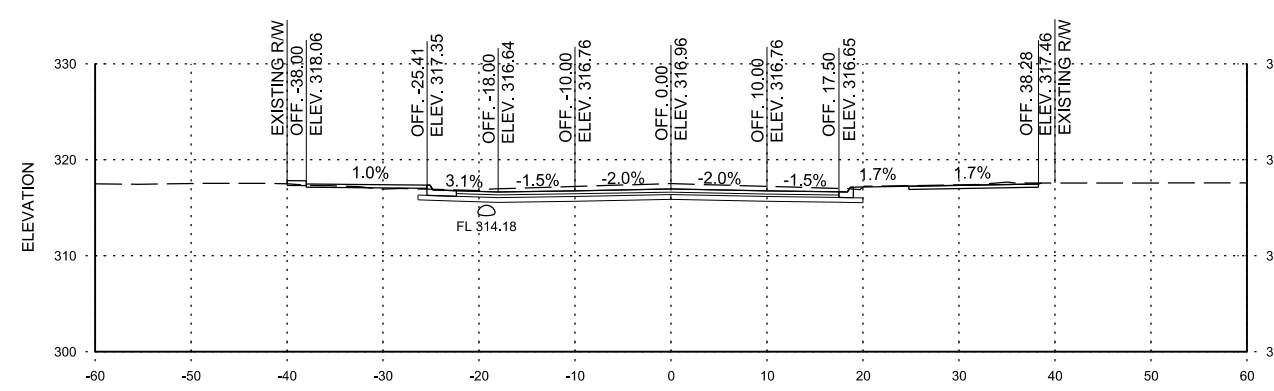
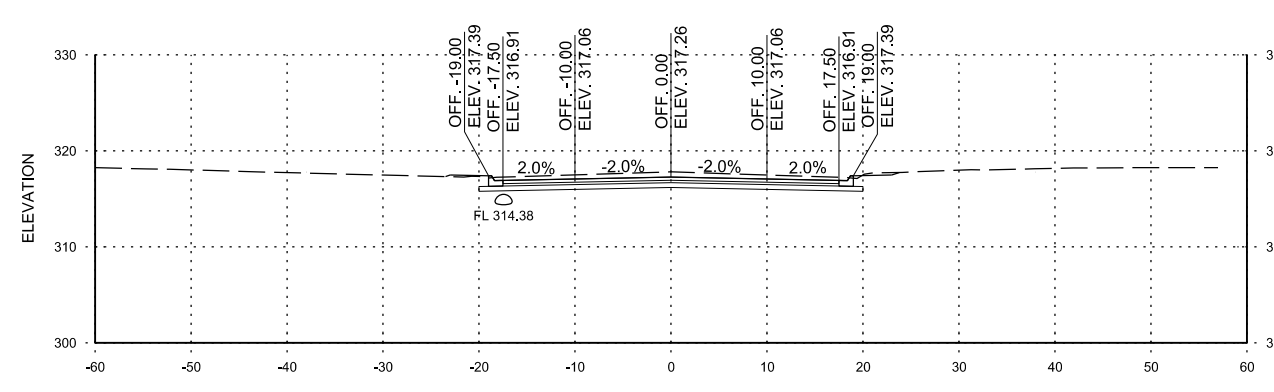
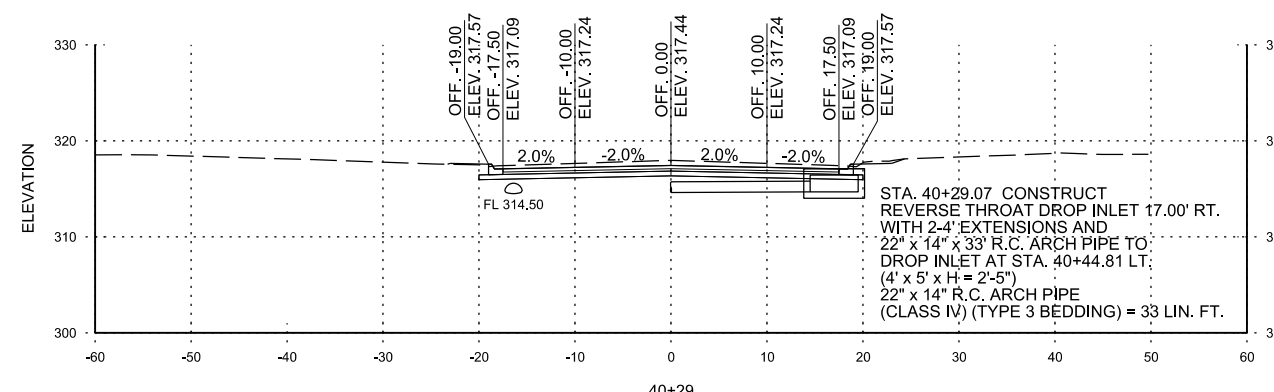
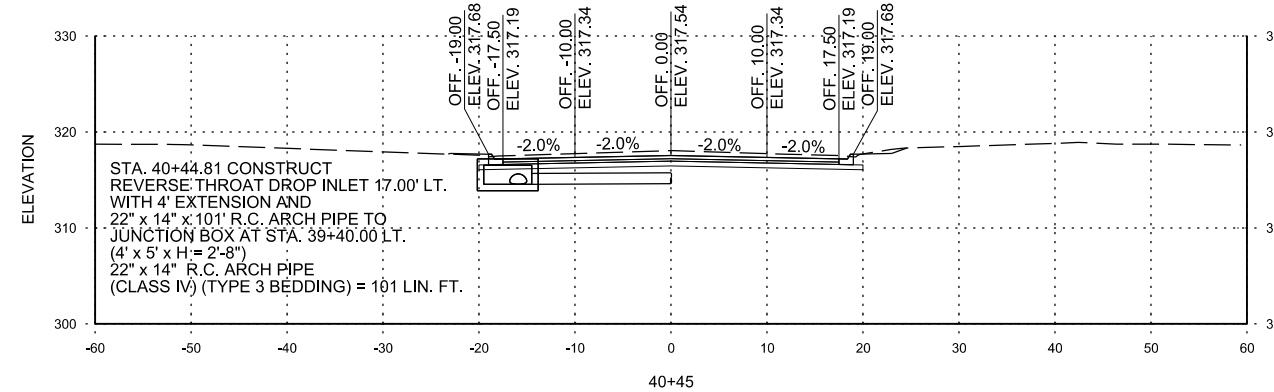
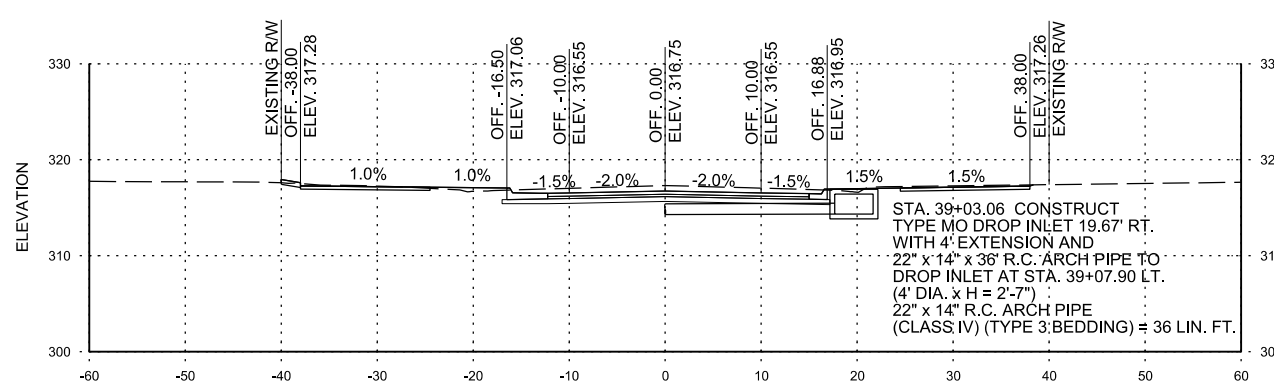
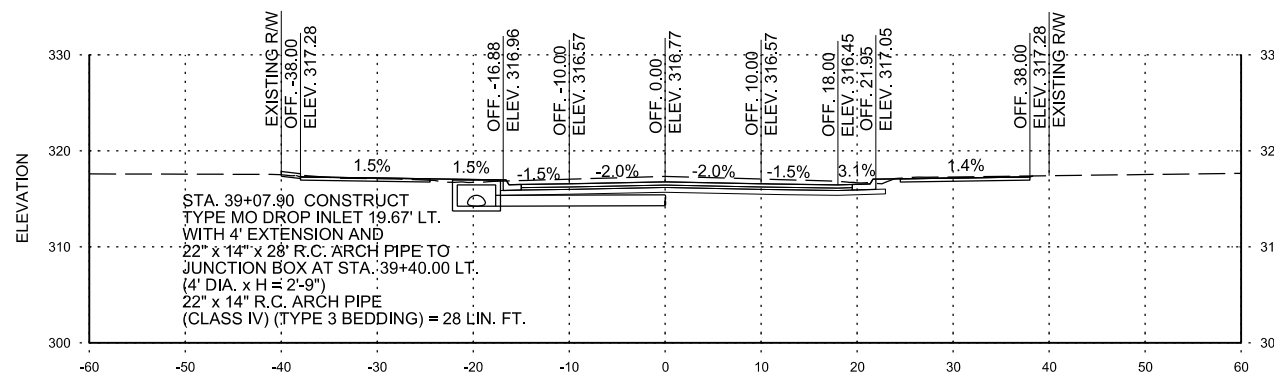
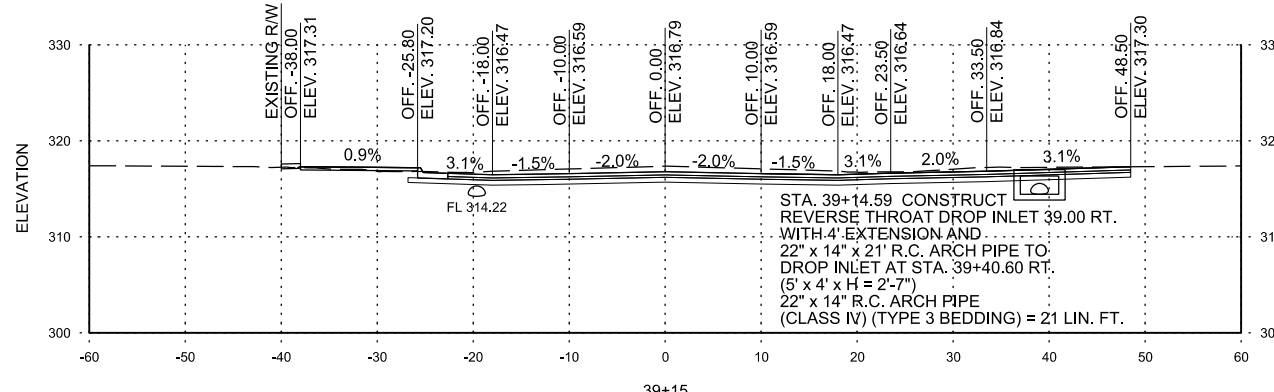
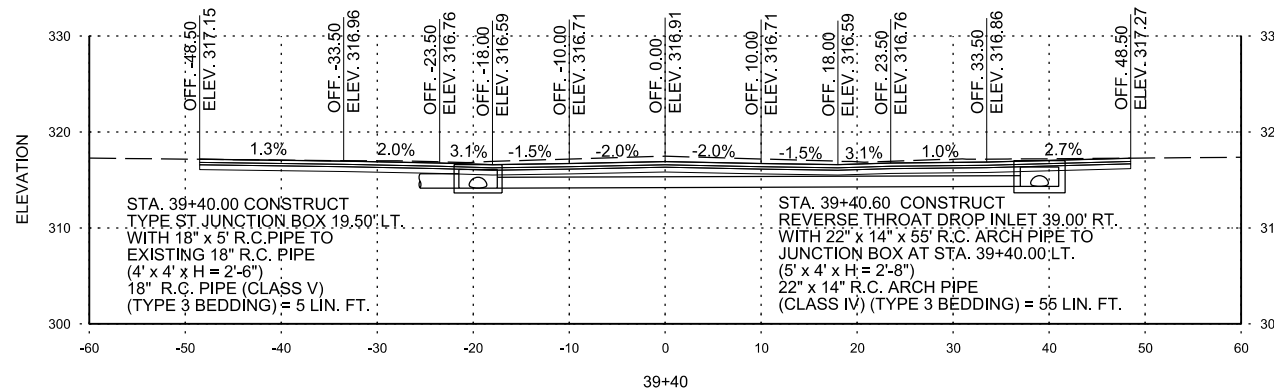
MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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DRAWING NUMBER
CX-09

SHEET NUMBER
CX9



STA. 39+03 TO STA. 40+45

REV.	DATE	DESCRIPTION	BY

METROPLAN
 LITTLE ROCK, ARKANSAS
 SMART PLANNING MAKES SMART PLACES

MARKHAM STREET CROSS SECTIONS
 MARKHAM ST. - JUMP START IMPVTS. (CONWAY) (S)

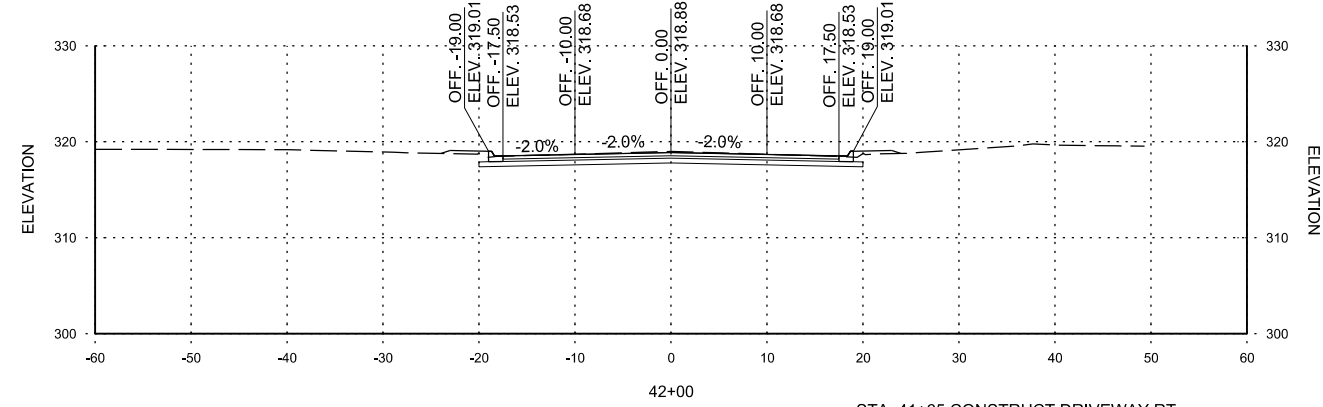
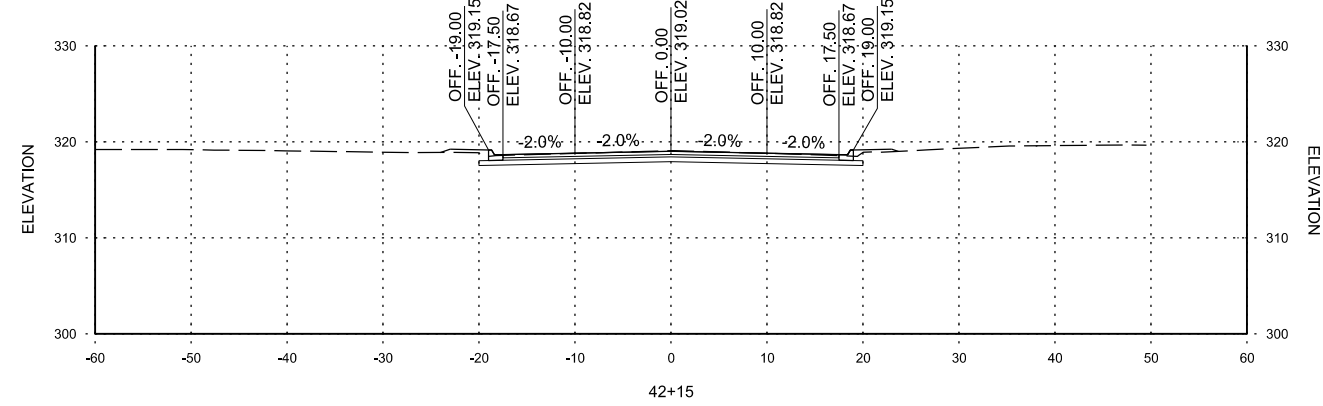
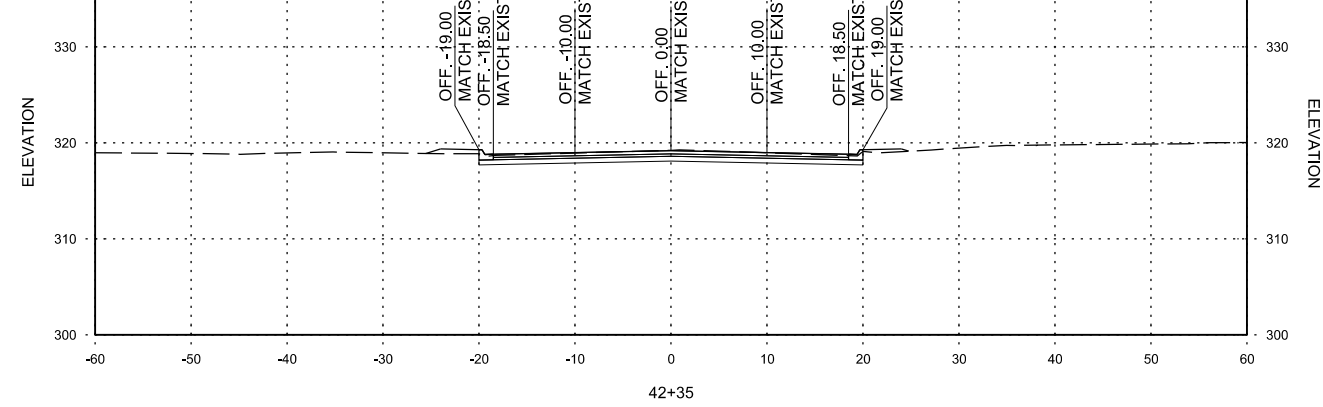
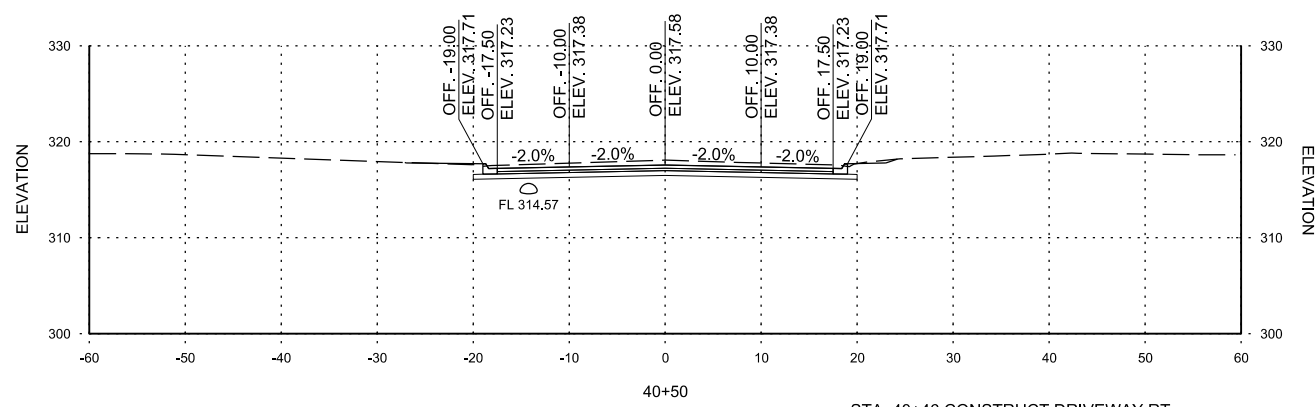
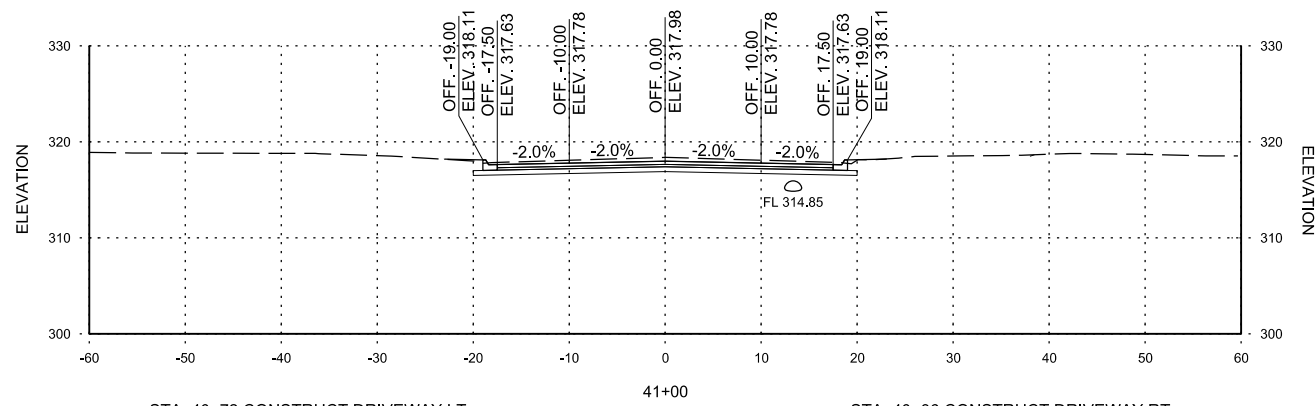
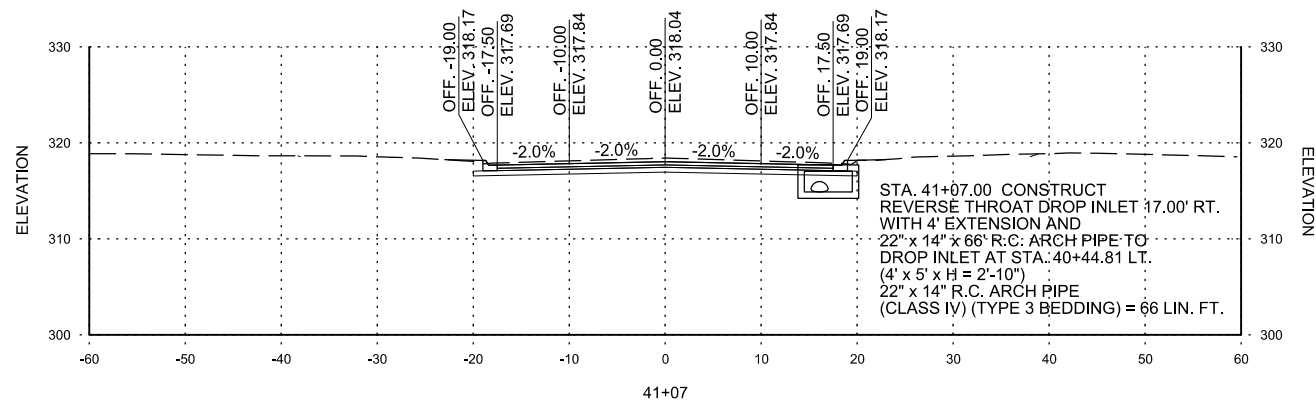
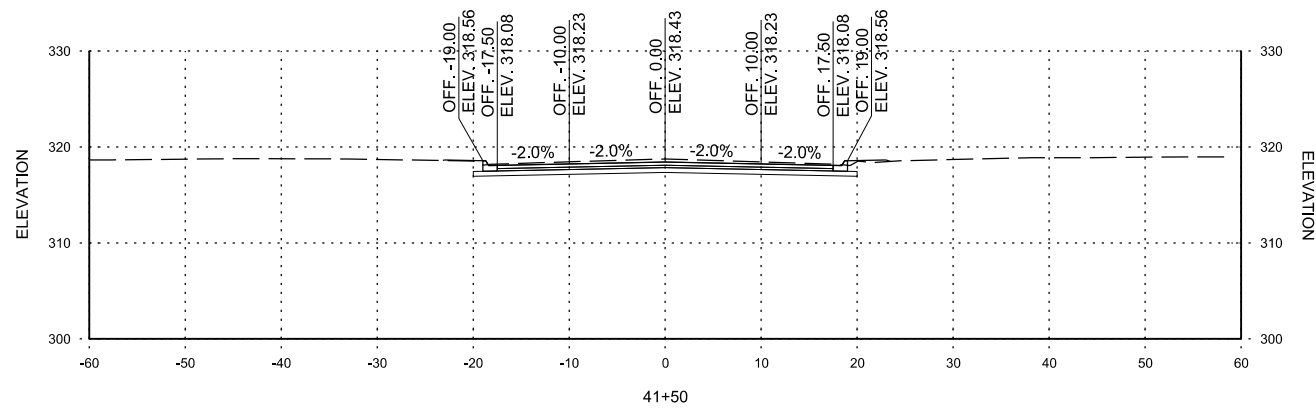
JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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

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CX-10

SHEET NUMBER
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STA. 40+50 TO STA. 42+47

REV.	DATE	DESCRIPTION	BY



METROPLAN
 LITTLE ROCK, ARKANSAS
 MARKHAM ST. JUMP START IMPVTS.
 (CONWAY) (S)

MARKHAM STREET
 CROSS
 SECTIONS

JOB NO.: 16017122
 DATE: FEBRUARY 2019
 DESIGNED BY: DLT
 DRAWN BY: DLT

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 0 1" = 100'
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 SHEET NUMBER
CX11