

TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS

CTA NO. 18703900

JULY 2018

LEGEND (EXISTING SYMBOLS)

SYMBOLS	LINEWORK
○ FOUND IRON PIN	----- EASEMENT
⊙ LIGHT POLE	==== CURB
⊞ POWER POLE	----- INTERMEDIATE CONTOUR
⊞ TELEPHONE PEDESTAL	----- INDEX CONTOUR
⊞ TV PEDESTAL	----- SS
○ MANHOLE	SS-----SS SANITARY SEWER LINE
○ SANITARY SEWER CLEANOUT	G-----G GAS LINE
○ GAS METER	W-----W WATER LINE (SPECIFY SIZE & TYPE)
○ GAS VALVE	UGT-----UGT UNDERGROUND TELEPHONE
⊞ STORM SEWER PIPE	UGT-----UGT UNDERGROUND ELECTRIC
○ DOWN GUY	OHE-----OHE OVERHEAD ELECTRIC
⊞ WATER VALVE	UGTV-----UGTV UNDERGROUND TELEVISION
⊞ FIRE HYDRANT ASSEMBLY	OHTV-----OHTV OVERHEAD TELEVISION
⊞ AIR RELEASE VALVE	----- CHAIN LINK FENCE
⊞ FIRE DEPARTMENT CONNECTION	----- WOOD FENCE
○ WATER METER	x-----x BARBED WIRE FENCE
⊞ SPRINKLER HEAD	----- FO FIBER OPTIC
⊞ ELECTRIC PEDESTAL	----- RIGHT OF WAY
⊞ GRATED INLET	----- ROAD CENTERLINE
○ DROP INLET	
○ TREE	
⊞ TREE TO BE REMOVED	

LEGEND (CONSTRUCT)

SYMBOLS	LINEWORK
● SET IRON PIN	----- EASEMENT
⊙ LIGHT POLE	==== CURB
⊞ POWER POLE	----- INTERMEDIATE CONTOUR
⊞ TELEPHONE PEDESTAL	----- INDEX CONTOUR
⊞ TV PEDESTAL	----- SS
○ MANHOLE	SS-----SS SANITARY SEWER LINE
○ SANITARY SEWER CLEANOUT	G-----G GAS LINE
○ GAS METER	W-----W WATER LINE
○ GAS VALVE	UGT-----UGT UNDERGROUND TELEPHONE
⊞ STORM SEWER PIPE	UGT-----UGT UNDERGROUND ELECTRIC
⊞ STRUCTURE NUMBER	OHE-----OHE OVERHEAD ELECTRIC
⊞ WATER VALVE	FO-----FO FIBER OPTIC
⊞ FIRE HYDRANT ASSEMBLY	UGTV-----UGTV UNDERGROUND TELEVISION
⊞ AIR RELEASE VALVE	OHTV-----OHTV OVERHEAD TELEVISION
⊞ FIRE DEPARTMENT CONNECTION	----- CHAIN LINK FENCE
○ WATER METER	----- WOOD FENCE
⊞ BACK FLOW PREVENTER	x-----x BARBED WIRE FENCE
⊞ REDUCER	----- BUILDING SET BACK
○ RECTANGULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)	----- RIGHT OF WAY
○ CIRCULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)	----- PROPERTY LINE
	----- ROAD CENTERLINE



VICINITY MAP
NTS

GENERAL NOTES

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE DRAWINGS IS BASED ON A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE DRAWINGS. CRAFTON TULL ASSUMES NO RESPONSIBILITY REGARDING THE ACCURACY OF THE DEPICTED LOCATION(S) OF THE UNDERGROUND FACILITIES ON THESE DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ANY OTHER FACILITIES NOT SHOWN ON THESE DRAWINGS. CONTRACTOR SHALL VERIFY LOCATION OF ALL FACILITIES BEFORE BEGINNING WORK.
2. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN OR NEAR THE CONSTRUCTION SITE.
3. THIS DOCUMENT AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICES, IS THE PROPERTY OF CRAFTON, TULL & ASSOCIATES, INC. AND IS NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CRAFTON, TULL & ASSOCIATES, INC.
4. CONTRACTOR SHALL NOT CAUSE ANY LONG-TERM INCONVENIENCE TO THE PUBLIC, ADJACENT PROPERTY OWNERS, PEDESTRIANS, ETC. DURING CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL PROVIDE ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
5. CONTRACTOR SHALL CONTACT THE ENGINEER FOR CLARIFICATION IF A DISCREPANCY OR INCONSISTENCY IS IDENTIFIED IN THE PLANS OR SPECIFICATIONS.
6. CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND IMPLEMENTATION OF ALL SHEETING, SHORING, AND SPECIAL EXCAVATION MEASURES REQUIRED ON THE PROJECT WHICH ARE NECESSARY TO CONFORM TO OSHA, FEDERAL, STATE AND LOCAL REGULATIONS.

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TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS

Key Plan

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

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ISSUE DATE: 07/11/2018
CONTACT: G. LONG
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COVER SHEET

C-001

DRAWING BY: G. LONG, TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK, CONWAY, ARKANSAS
LAYOUT BY: G. LONG, TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK, CONWAY, ARKANSAS
DATE: 07/11/2018

TECHNICAL SPECIFICATIONS

ALL CONSTRUCTION MATERIALS AND METHODS SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION, AMENDED OR MODIFIED BY THE ENGINEER OR CITY OF CONWAY AS FOLLOWS:

MOBILIZATION – THIS ITEM SHALL BE PAID FOR AS A LUMP SUM (LS) AND SHALL INCLUDE ALL ACTIVITIES AND ASSOCIATED COSTS FOR TRANSPORTING THE CONTRACTOR'S PERSONNEL, EQUIPMENT AND SUPPLIES TO THE SITE, THE ESTABLISHMENT OF A MOBILE OFFICE AND FACILITIES, AND THE PREMIUMS PAID FOR BONDS AND INSURANCE.

PROJECT CONTROL AND CONSTRUCTION STAKING – THIS ITEM SHALL INCLUDE ALL ACTIVITIES AND SUPPLIES REQUIRED FOR THE ESTABLISHMENT OF THE SURVEY CONTROL, TEMPORARY BENCHMARKS AND LAYOUT OF THE PROJECT TO THE GRADES AND ELEVATIONS AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING OR REPLACING PROJECT CONTROL POINTS AS ESTABLISHED BY THE ENGINEER. PAYMENT FOR THIS ITEM SHALL BE BY THE LUMP SUM (LS).

EROSION CONTROL – THIS ITEM SHALL INCLUDE ALL ACTIVITIES AND MATERIALS REQUIRED FOR ERECTING AND MAINTAINING THE BEST MANAGEMENT PRACTICES FOR THE CONTROL OF CONSTRUCTION STORMWATER RUNOFF. PAYMENT FOR THIS ITEM SHALL BE BY THE LUMP SUM (LS).

SITE PREPARATION – THIS ITEM SHALL INCLUDE ALL ACTIVITIES AND MATERIALS REQUIRED TO PREPARE THE EXISTING SITE FOR THE CONSTRUCTION OF THE IMPROVEMENTS AS SHOWN. THIS ITEM SHALL INCLUDE THE DEMOLITION AND DISPOSAL OF ITEMS TO BE REMOVED. PAYMENT FOR THIS ITEM SHALL BE BY THE LUMP SUM (LS).

REMOVE, TRANSPORT AND STORE EXISTING BRIDGE – THIS ITEM SHALL INCLUDE ALL ACTIVITIES AND MATERIALS REQUIRED TO REMOVE THE EXISTING PEDESTRIAN BRIDGE FROM THE EXISTING LOCATION, TRANSPORTING THE BRIDGE TO A SITE WITHIN THE CITY LIMITS OF CONWAY AS DIRECTED BY CITY OFFICIALS, AND UNLOADING THE BRIDGE AT THE STORAGE LOCATION. PAYMENT FOR THIS ITEM SHALL BE BY THE LUMP SUM (LS).

UNCLASSIFIED EXCAVATION – THIS ITEM SHALL BE IN ACCORDANCE WITH SECTION 210 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION, AND SHALL CONSIST OF THE EXCAVATION AND DISPOSAL OF ALL MATERIALS OF WHATEVER CHARACTER ENCOUNTERED IN THE WORK. MEASUREMENT AND PAYMENT SHALL BE MADE PER THE CUBIC YARD BY THE PLANNED QUANTITY. SHOULD THE CONTRACTOR BELIEVE THE PLANNED QUANTITY VOLUME IS IN ERROR BY MORE THAN 10 THEN MEASUREMENT SHALL BE MADE AND VOLUMES COMPUTED BY THE AVERAGE END AREA METHOD TO DETERMINE THE AMOUNT OF MATERIAL REMOVED.

UNDERCUT EXCAVATION AND SELECT BACKFILL – THIS ITEM SHALL INCLUDE THE EXCAVATION OF UNSUITABLE MATERIALS FROM THE PROPOSED TRAIL LOCATION TO A DEPTH OF 2' BELOW THE FINISHED GRADE AND THE PLACEMENT AND COMPACTION OF SELECT STRUCTURAL FILL TO THE GRADES AS SHOWN ON THE TYPICAL SECTION. PAYMENT FOR THIS ITEM SHALL BE BY THE CUBIC YARD (CY) FOR THE PLANNED QUANTITY. ADDITIONAL UNDERCUT BEYOND THE INITIAL 2' SHALL NOT BE PAID FOR UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER OR CITY OF CONWAY OFFICIALS PRIOR TO EXCAVATION.

SITE GRADING – THIS ITEM SHALL INCLUDE ALL ACTIVITIES AND EQUIPMENT REQUIRED TO GRADE THE SITE TO THE ELEVATIONS AND SLOPES SHOWN ON THE CONSTRUCTION PLANS. THIS WORK SHALL INCLUDE ALL ROUGH, TEMPORARY GRADING AS WELL AS FINAL GRADING. THIS ITEM SHALL BE PAID FOR BY THE LUMP SUM (LS).

CONCRETE BRIDGE ABUTMENTS – THIS ITEM SHALL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT FOR THE CONSTRUCTION OF THE BRIDGE ABUTMENTS IN ACCORDANCE WITH THE STRUCTURAL DRAWINGS AS REQUIRED FOR THE PLACEMENT OF THE PREFABRICATED BRIDGE. THE CONCRETE AND REINFORCEMENT SHALL BE IN ACCORDANCE WITH SECTION 802 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST EDITION. THIS ITEM SHALL BE PAID FOR BY THE CONTRACT UNIT PRICE FOR EACH ABUTMENT.

PREFABRICATED PEDESTRIAN BRIDGE – THIS ITEM SHALL BE A CONTINENTAL CONNECTOR PEDESTRIAN BRIDGE AS MANUFACTURED BY CONTECH ENGINEERED SOLUTIONS.

THE BRIDGE SPAN SHALL BE 40'-0" AS MEASURED FROM EACH END OF THE BRIDGE STRUCTURE. THE BRIDGE WIDTH SHALL BE 10'-0" AS MEASURED FROM THE INSIDE FACE OF THE STRUCTURAL ELEMENTS AT DECK LEVEL.

THE UNIFORM LIVE LOAD SHALL BE 90 PSF AND A VEHICULAR LIVE LOAD SHALL BE 10,000 LBS. HORIZONTAL SAFETY RAILS SHALL BE PROVIDED AT A HEIGHT OF 54 INCHES.

BRIDGE DECKING SHALL BE 6" CONCRETE OVER A GALVANIZED FORM DECK
BRIDGE FINISH SHALL BE WEATHERING STEEL.

THIS ITEM SHALL BE PAID FOR BY THE CONTRACT UNIT PRICE AND SHALL INCLUDE ALL COSTS FOR MANUFACTURING, SHIPPING, PLACEMENT AND ANCHORING OF THE BRIDGE, INCLUDING THE PLACEMENT OF THE CONCRETE DECK.

CLASS 7 AGGREGATE BASE COURSE – THIS ITEM SHALL BE IN ACCORDANCE WITH SECTION 303 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION. THIS ITEM SHALL BE MEASURED IN VEHICLES BY THE TON AND SHALL INCLUDE THE PREPARATION OF THE SUBGRADE, FURNISHING MATERIAL, SPREADING, FINISHING, WATERING, MANIPULATING AND COMPACTING, AND FOR PERFORMING QUALITY CONTROL AND ACCEPTANCE AND TESTING. PAYMENT FOR THIS ITEM SHALL BE BY THE UNIT PRICE PER TON (TON).

ACHM SURFACE COURSE – THESE ITEMS SHALL BE IN ACCORDANCE WITH DIVISION 400 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION. SURFACE COURSE SHALL BE IN ACCORDANCE WITH TABLE 407-1 WITH AN AC GRADE OF 70-22. THIS ITEMS SHALL BE MEASURED IN VEHICLES BY THE TON AND PAYMENT MADE BY THE CONTRACT UNIT PRICE PER TON. THE CONTRACT UNIT PRICE SHALL BE FULL COMPENSATION FOR FURNISHING MATERIALS, FOR FURNISHING ACCEPTABLE MIX DESIGNS, FOR PERFORMING QUALITY CONTROL, AND ACCEPTANCE TESTING, FOR HEATING, MIXING, HAULING, PLACING, ROLLING, AND FINISHING.

CONCRETE HEADWALL – THIS ITEM SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION DETAILS AS SHOWN ON THE CONSTRUCTION DRAWINGS AND SECTION 802 OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION. THIS ITEM SHALL BE PAID FOR BY THE CONTRACT UNIT PRICE PER EACH HEADWALL (EA).

TURF REINFORCEMENT MAT – THIS ITEM SHALL BE LANDLOK TURF REINFORCEMENT MAT AS MANUFACTURED BY PROPEX, OR MIRAFI TM13C AS MANUFACTURED BY TENCATE, OR APPROVED EQUAL. THIS ITEM SHALL INCLUDE PLACEMENT AND ANCHORING OF THE MAT IN ACCORDANCE WITH THE TYPICAL SECTIONS AND THE MANUFACTURERS RECOMMENDATIONS. THIS ITEM SHALL BE PAID FOR BY THE CONTRACT UNIT PRICE PER THE SQUARE YARD OF INSTALLED MAT (SY).

SEEDING AND MULCHING DISTURBED AREAS – THIS ITEM SHALL BE PAID FOR BY THE LUMP SUM (LS) AND SHALL INCLUDE THE SEEDING OF ALL DISTURBED AREAS WITH A 50/50 MIX OF COMMON BERMUDA GRASS AND ANNUAL RYE GRASS AT A RATE OF 5 LBS/PER ACRE OF EACH VARIETY. GRANULAR 13-13-13 FERTILIZER SHALL BE ADDED AT A RATE OF 800 LBS PER ACRE. ALL AREAS SHALL BE MULCHED WITH HAY OR WHEAT STRAW, AND WATERED THOROUGHLY. HYDRO-SEEDING MAY BE USED AS AN ALTERNATE. IF A HYDRO-SEEDER IS USED, FERTILIZER AND SEED MAY BE INCORPORATED INTO ONE OPERATION BUT A MAXIMUM OF 800 LBS OF FERTILIZER SHALL BE PERMITTED FOR EACH 1500 GALLONS OF WATER.

RELOCATE SECONDARY UNDERGROUND ELECTRIC – THIS ITEM SHALL INCLUDE THE COORDINATION WITH CONWAY CORPORATION FOR THE RELOCATION OF THE EXISTING UNDERGROUND ELECTRIC SERVICE TO THE LIGHT POLE AT THE WEST END OF THE BRIDGE LOCATION. THIS ITEM SHALL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT REQUIRED FOR THE LAYING OF THE CONDUIT, SPLICING, WIRING AND CONNECTIONS TO THE EXISTING LIGHT POLE. PAYMENT FOR THIS ITEM SHALL BE BY LUMP SUM (LS).

SUMMARY OF QUANTITIES

ITEM No.	ITEM	CONTRACT QUANTITY	UNIT
1.0	MOBILIZATION	1	L.S.
2.0	PROJECT CONTROL AND CONSTRUCTION STAKING	1	L.S.
3.0	EROSION CONTROL	1	L.S.
4.0	SITE PREPARATION (INCLUDING DEMOLITION)	1	L.S.
5.0	REMOVE, TRANSPORT AND STORE EXISTING BRIDGE	1	L.S.
6.0	UNCLASSIFIED EXCAVATION (TUCKER CREEK)	135	C.Y.
7.0	COMPACTED EMBANKMENT	105	C.Y.
8.0	UNDERCUT EXCAVATION AND SELECT BACKFILL (TRAIL)	200	C.Y.
9.0	SITE GRADING	1	L.S.
10.0	CONCRETE BRIDGE ABUTMENTS	2	EA.
11.0	PREFABRICATED PEDESTRIAN BRIDGE & CONC DECK	1	EA.
12.0	CLASS 7 AGGREGATE BASE COURSE	60	TON
13.0	ACHM SURFACE COURSE FOR TRAIL	100	C.Y.
14.0	CONCRETE HEADWALL FOR EXISTING 18" RCP	1	EA.
15.0	TURF REINFORCEMENT MAT	740	S.Y.
16.0	SEEDING AND MULCHING	1	L.S.

DRAWING: C:\18703900\TUCKER CREEK\INFRASTRUCTURE\DWG\CONVOICOVER SHEET.DWG
LAYOUT: C:\18703900\TUCKER CREEK\INFRASTRUCTURE\DWG\CONVOICOVER SHEET.DWG
LAST SAVED: 8/10/2018 11:52:51 AM
CREATED BY: G. LONG
DATE: 8/10/2018 11:52:51 AM
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TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS

Key Plan

No.	Description	Date

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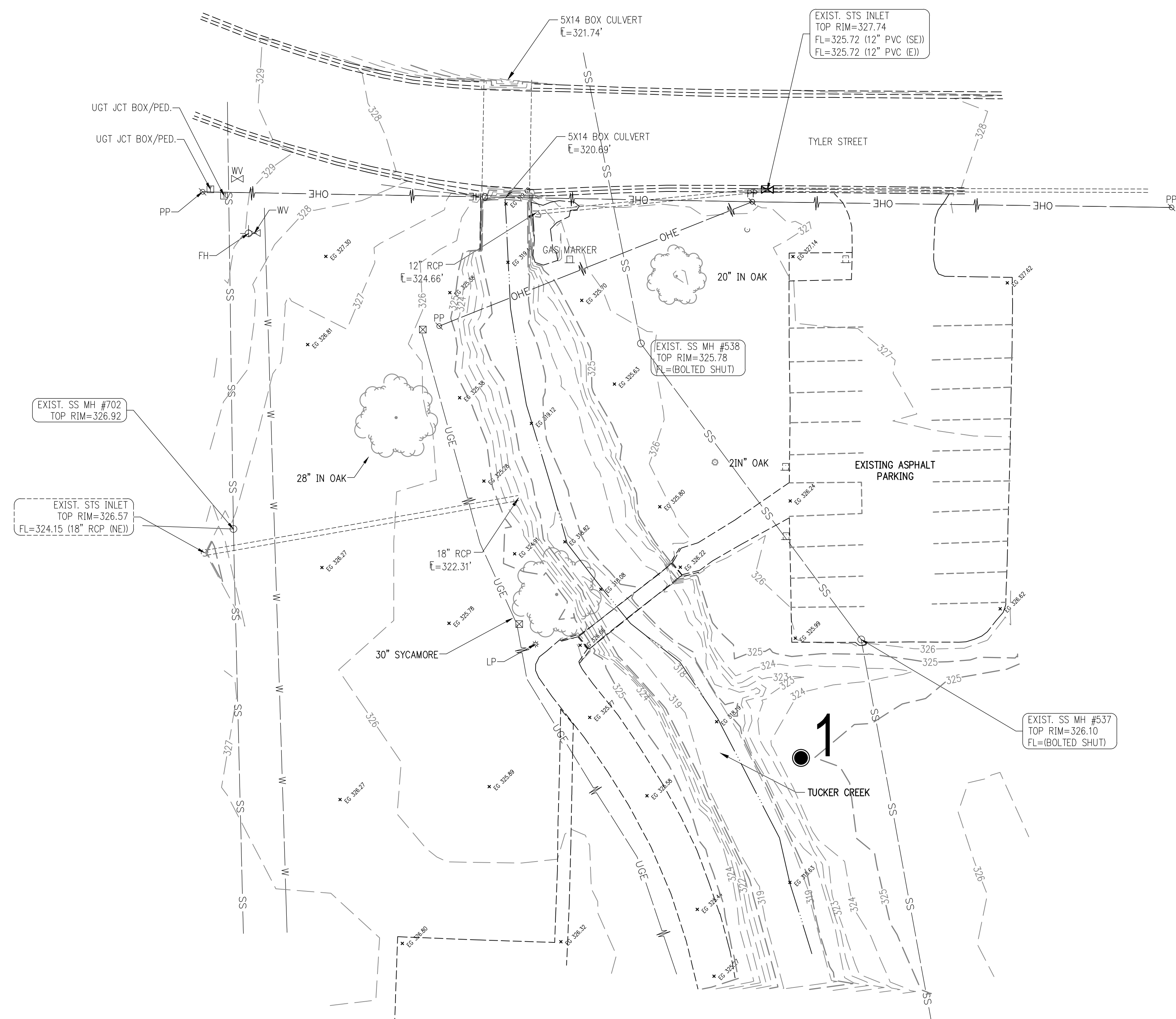
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SUMMARY OF QUANTITIES AND TECHNICAL SPECIFICATIONS

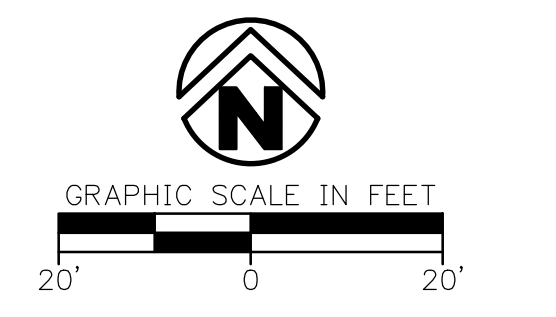
TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS



● - CONTROL POINT

CONTROL POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	280290.59	1174277.06	324.88	

Key Plan



BASIS OF BEARING: GRID NORTH, ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE NAD 83 HORIZONTAL DATUM AND NAVD 88 VERTICAL DATUM

NOTE:
ONLY THE CONTROL POINTS, COORDINATE VALUES, AND ELEVATIONS SHOWN ON THIS SHEET SHALL BE USED ON THIS PROJECT. CRAFTON, TULL & ASSOCIATES SHALL NOT BE RESPONSIBLE FOR ANY CONSEQUENCES OF USING CONTROL POINTS, COORDINATE VALUES OR ELEVATIONS ESTABLISHED OR DERIVED FROM OTHER SOURCES. CRAFTON, TULL & ASSOCIATES, AT ITS SOLE DISCRETION, MAY ALLOW THE USE OF ALTERNATIVE OR ADDITIONAL CONTROL, BY A WRITTEN AMENDMENT TO THIS SHEET SEALED BY THE RESPONSIBLE SURVEYOR. USERS OF THESE CONTROL POINTS SHALL EXERCISE DUE CARE AND GOOD SURVEYING PRACTICE AND IMMEDIATELY NOTIFY THE CRAFTON, TULL & ASSOCIATES PROJECT ENGINEER OF ANY INCONSISTENCIES IN THE OBSERVED COORDINATE VALUES, ELEVATIONS AND DESCRIPTIONS FOR CONTROL POINTS SHOWN ON THIS SHEET.

NOTES

- CONTRACTOR SHALL SET NEW CONTROL POINT(S) PRIOR TO REMOVAL OF ANY EXISTING CONTROL POINTS.
- ENGINEER'S NOTICE TO CONTRACTOR: THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE DRAWINGS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE DRAWINGS AND WE ASSUME NO RESPONSIBILITY AS TO THE ACCURACY OF THEIR DEPICTED LOCATION ON THESE DRAWINGS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN, AND ALL OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE DRAWINGS BY VERIFICATION OF THEIR LOCATION IN THE FIELD PRIOR TO THE INITIATION OF THE ACTUAL PORTION OF THEIR WORK.

DRAWING CULVERTS AND STRUCTURES TO BE CONSTRUCTED TO A PROJECT CONTROL SHEET DATE 07/11/2018
LAYOUT DATING SHEET PROJECT CONTROL SHEET LAY OUT IN CONFORMANCE WITH ARS 17-2-101
CRAFTON TULL & ASSOCIATES, INC. 65 BRADLEY COVE RD. RUSSELLVILLE, ARKANSAS 72812

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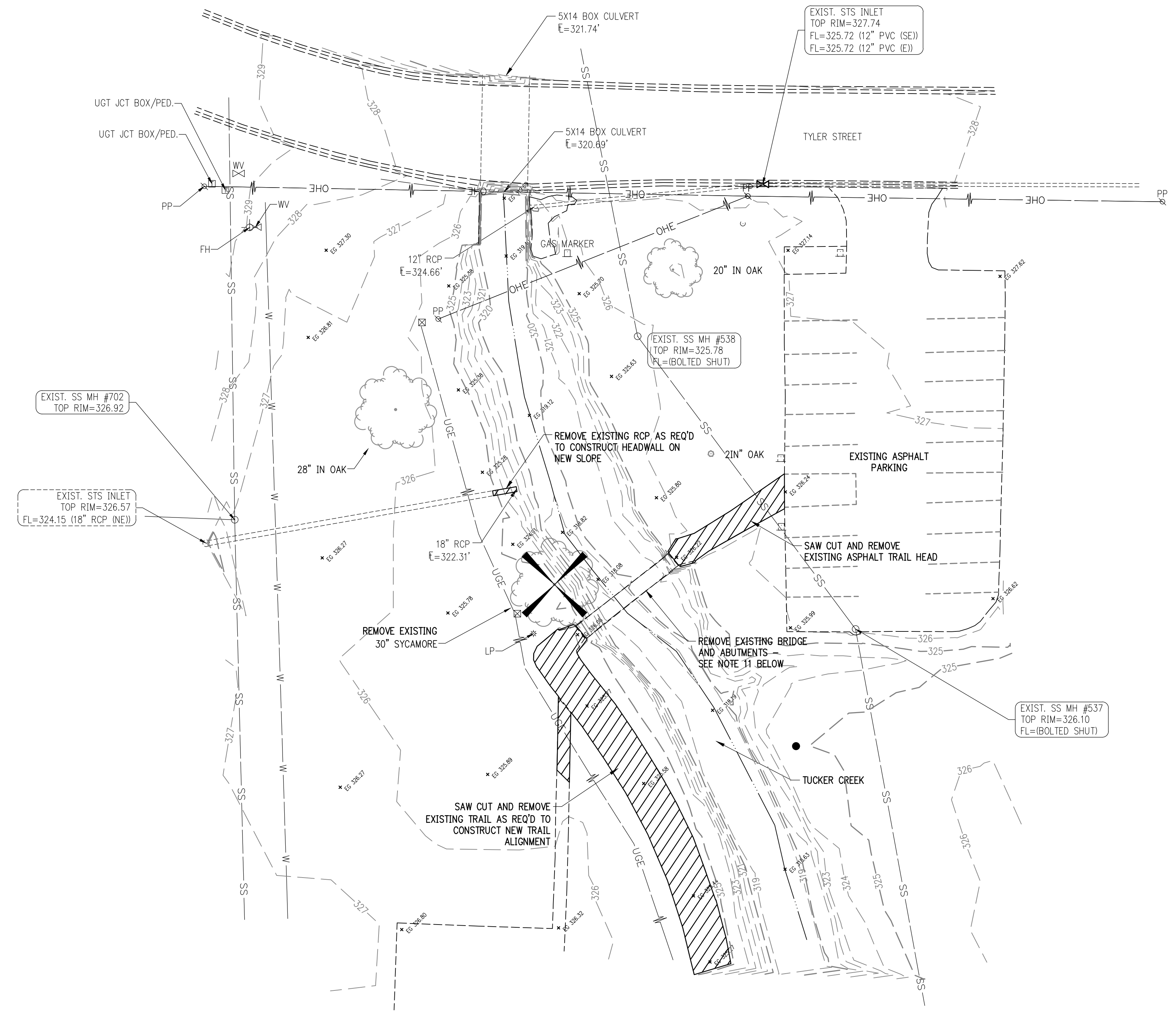
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SYMBOLS		LINEWORK	
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	WATER METER		FIBER OPTIC
	SPRINKLER HEAD		RIGHT OF WAY
	ELECTRIC PEDESTAL		ROAD CENTERLINE
	GRADED INLET		
	DROP INLET		
	TREE		
	TREE TO BE REMOVED		
	DEMO		

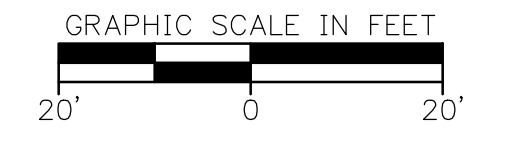


DEMOLITION NOTES

- CONTRACTOR SHALL ABIDE BY ALL FEDERAL, STATE, AND LOCAL CODES FOR THE DEMOLITION AND DISPOSAL OF ALL MATERIALS.
- CRAFTON, TULL AND ASSOCIATES, INC. SHALL NOT BE LIABLE FOR ANY DEMOLITION PROCEDURES, SCHEDULING, AND DISPOSAL OF ANY MATERIALS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SURE THAT ADJACENT PROPERTY IS NOT DAMAGED AND IS ACCESSIBLE AT ALL TIMES, AND THAT CONSTRUCTION DOES NOT CREATE ANY HARDSHIP TO LAND OWNERS ADJACENT TO THE CONSTRUCTION SITE.
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ONSITE LOCATIONS OF EXISTING UTILITIES.
- ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
- CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC.
- ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO DEMOLITION.
- CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
- CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.
- DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S EXPENSE. REPAIRS SHALL RESTORE DAMAGED ITEMS TO EQUAL OR BETTER THAN, EXISTING CONDITIONS. CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING ALL EXISTING DAMAGE AND NOTIFYING CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION START.
- THE EXISTING BRIDGE AND TRAIL HEAD IS TO BE LEFT IN SERVICE DURING CONSTRUCTION OF THE NEW BRIDGE. THE EXISTING BRIDGE IS TO BE REMOVED AFTER THE NEW BRIDGE IS IN PLACE AND USABLE BY THE PUBLIC.
- ANY CLOSURES OF THE STREET, TRAIL OR PARK REQUIRED AS PART OF CONSTRUCTION ACTIVITIES SHALL BE COORDINATED WITH THE CITY OF CONWAY PARKS AND RECREATION AND ENGINEERING DEPARTMENTS.

TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS

Key Plan



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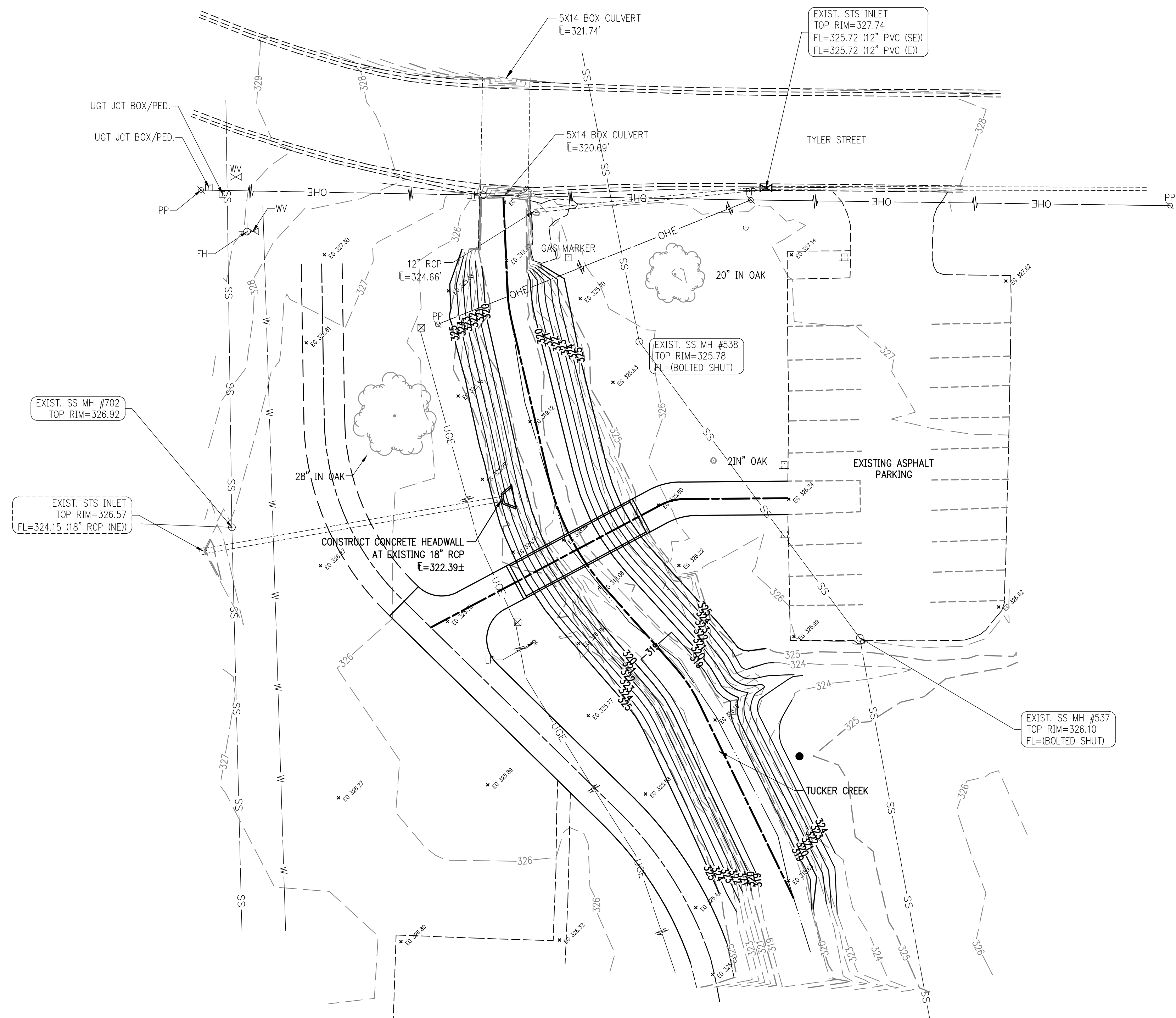
PRELIMINARY PLANS

DRAWING C:\UTL\18703900_TUCKER_CREEK_BANK_STABILIZATION_AND_PEDESTRIAN_BRIDGE_REPLACEMENT_AT_GATLIN_PARK\CONWAY\OVERALL DEMOLITION PLAN.DWG
 LAYOUT: CONWAY DEMOLITION PLAN, LAST SAVED: 06/09/2018 7:27:20 PM
 CRAFTON, TULL AND ASSOCIATES, INC. 45 BRADLEY COVE ROAD, RUSSELLVILLE, ARKANSAS 72812

LEGEND (CONSTRUCT)

SYMBOLS	
	SET IRON PIN
	LIGHT POLE
	POWER POLE
	TELEPHONE PEDESTAL
	TV PEDESTAL
	MANHOLE
	SANITARY SEWER CLEANOUT
	GAS METER
	GAS VALVE
	STORM SEWER PIPE
	STRUCTURE NUMBER
	WATER VALVE
	FIRE HYDRANT ASSEMBLY
	AIR RELEASE VALVE
	FIRE DEPARTMENT CONNECTION
	WATER METER
	BACK FLOW PREVENTER
	REDUCER
	RECTANGULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)
	CIRCULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)

LINEWORK	
	EASEMENT
	CURB
	INTERMEDIATE CONTOUR 1206
	INDEX CONTOUR 1205
	SANITARY SEWER LINE SS
	GAS LINE G
	WATER LINE W
	UNDERGROUND TELEPHONE UGT
	UNDERGROUND ELECTRIC UGE
	OVERHEAD ELECTRIC OHE
	FIBER OPTIC FO
	UNDERGROUND TELEVISION UGTV
	OVERHEAD TELEVISION OHTV
	CHAIN LINK FENCE
	WOOD FENCE
	BARBED WIRE FENCE
	BUILDING SET BACK
	RIGHT OF WAY
	PROPERTY LINE
	ROAD CENTERLINE

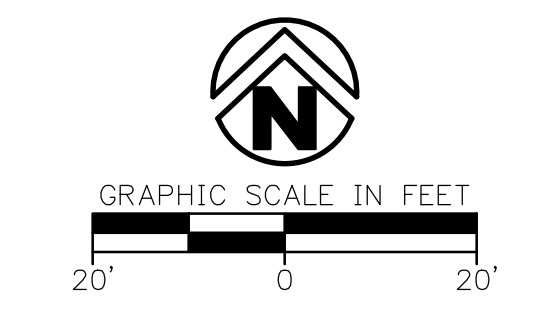


GRADING AND DRAINAGE NOTES

1. THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES ON SITE OR IN RIGHT-OF-WAY. ALL UTILITIES MUST BE LOCATED PRIOR TO GRADING START.
2. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
3. ALL CUT OR FILL SLOPES SHALL BE A MAX 3:1 SLOPE OR FLATTER UNLESS OTHERWISE NOTED.
4. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
5. ALL STORM SEWER PIPE CONNECTIONS TO STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT. ALL STORM SEWER STRUCTURES SHALL HAVE A SMOOTH UNIFORM Poured MORTAR INVERT FROM INVERT IN TO INVERT OUT.
6. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGLY WHEN IN PAVED AND TRAFFIC AREAS.
7. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH THE PAVEMENT AND SHALL HAVE TRAFFIC BEARING RINGS AND COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 1" ABOVE FINISH GRADE. LIDS SHALL BE LABELED PER JURISDICTIONAL SPECIFICATIONS.
8. SITE GRADING SHALL NOT PROCEED UNTIL APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE GENERAL NPDES PERMIT AND THE SWPPP FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
9. TOPOGRAPHIC INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON PLANS, CONTACT ENGINEER IMMEDIATELY.
10. EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
11. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
12. CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.
13. IF WET AREAS ARE ENCOUNTERED ON-SITE THE CONTRACTOR SHALL COORDINATE WITH THE GEOTECHNICAL ENGINEER FOR THE DESIGN AND REPLACEMENT OF A FRENCH DRAIN SYSTEM.

TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS

Key Plan



No.	Description	Date

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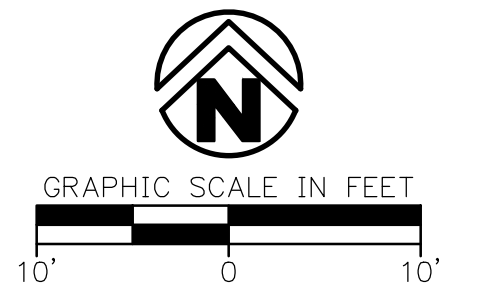
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OVERALL SITE PLAN

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 DATE: 07/11/2018 10:40 AM
 USER: G. LONG

**TUCKER CREEK BANK
STABILIZATION AND
PEDESTRIAN BRIDGE
REPLACEMENT
AT GATLIN PARK
CONWAY, ARKANSAS**

Key Plan



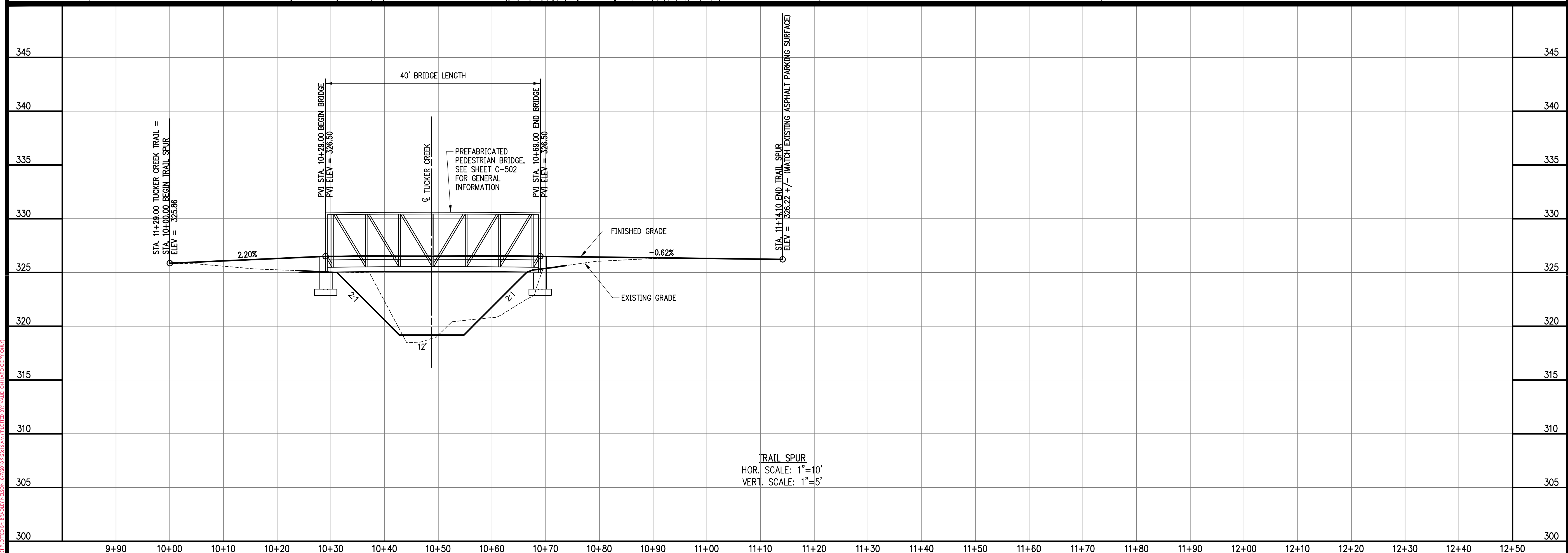
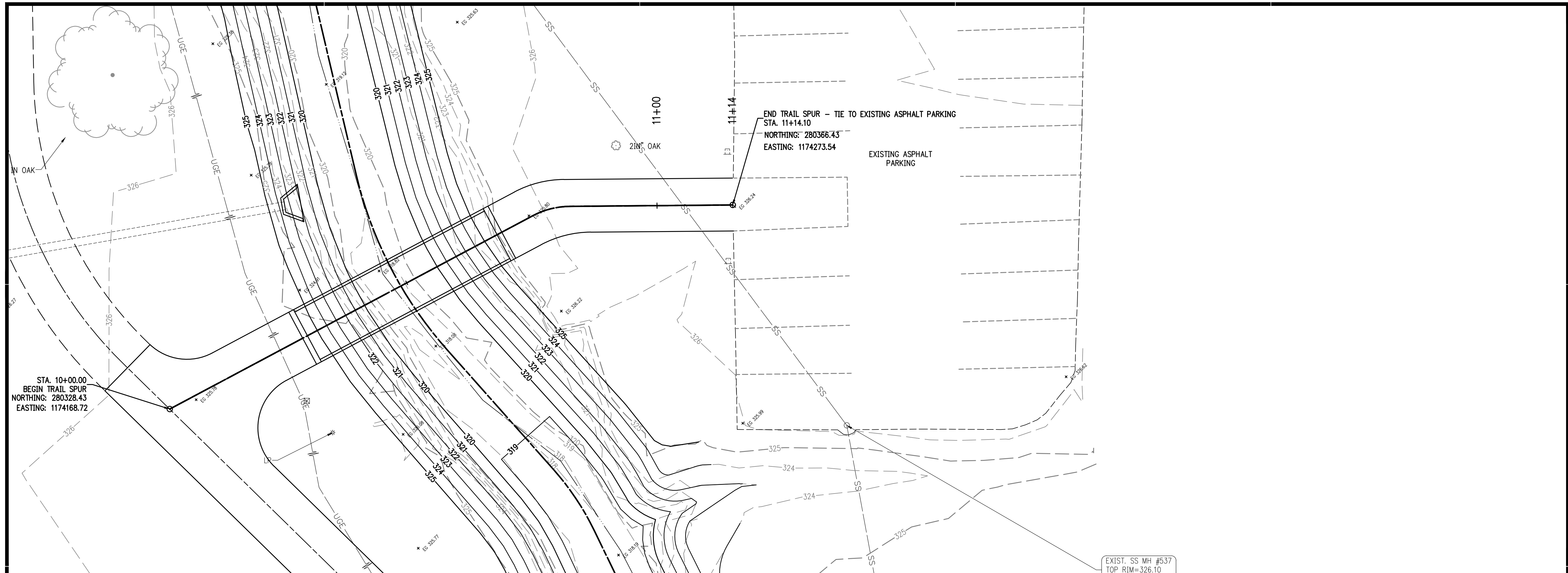
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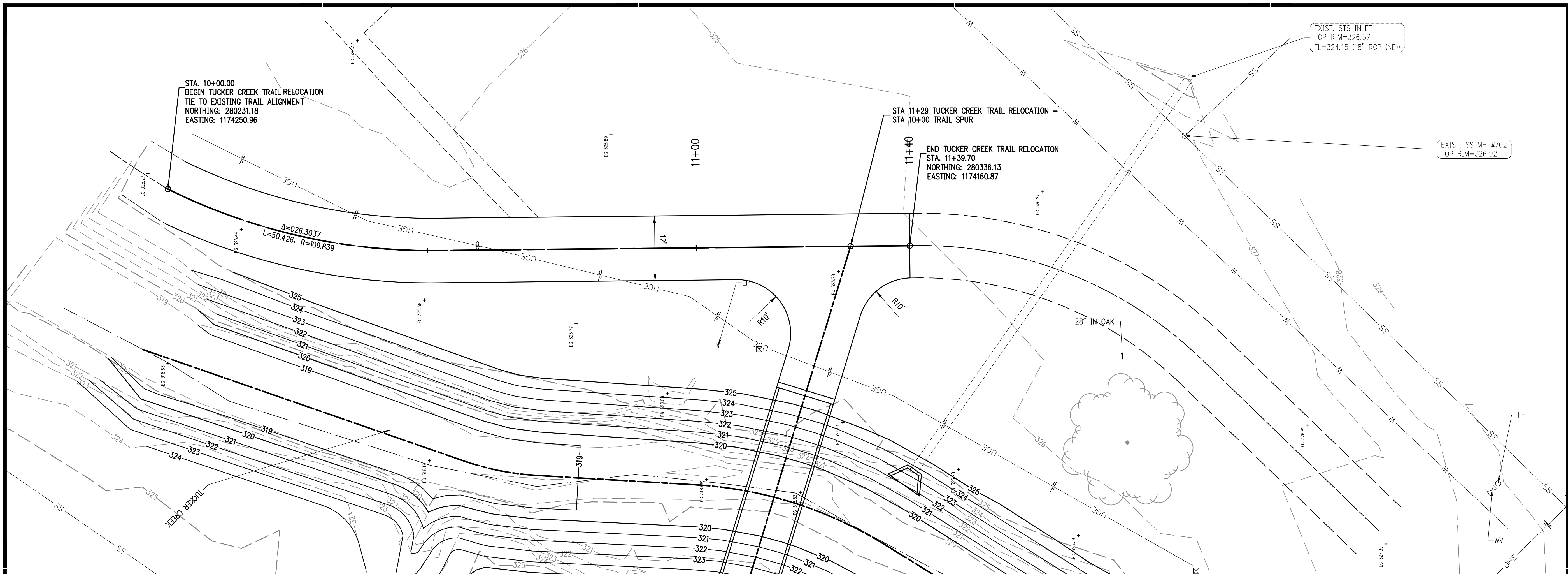
TRAIL SPUR PLAN & PROFILE

C-104

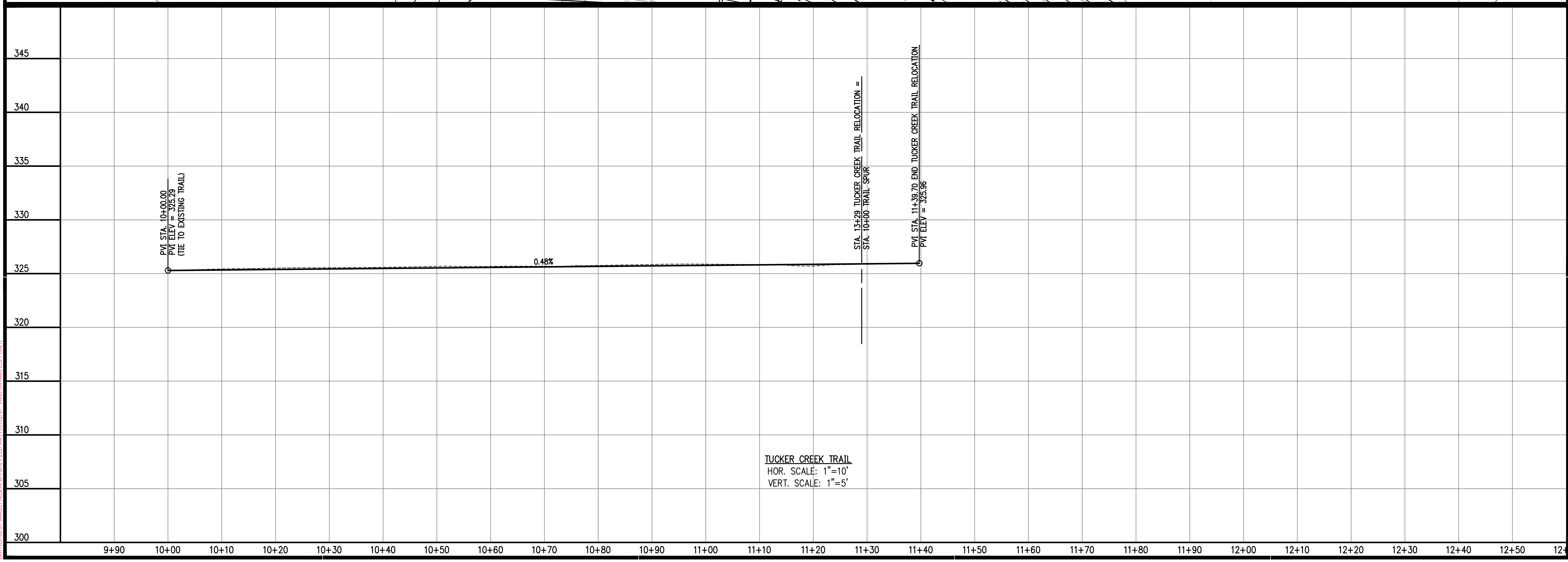


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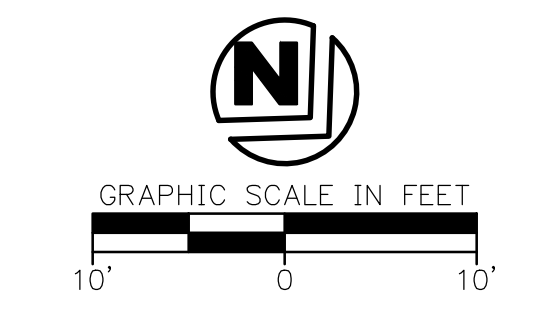
TRAIL SPUR
HOR. SCALE: 1"=10'
VERT. SCALE: 1"=5'



**TUCKER CREEK BANK
STABILIZATION AND
PEDESTRIAN BRIDGE
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CONWAY, ARKANSAS**



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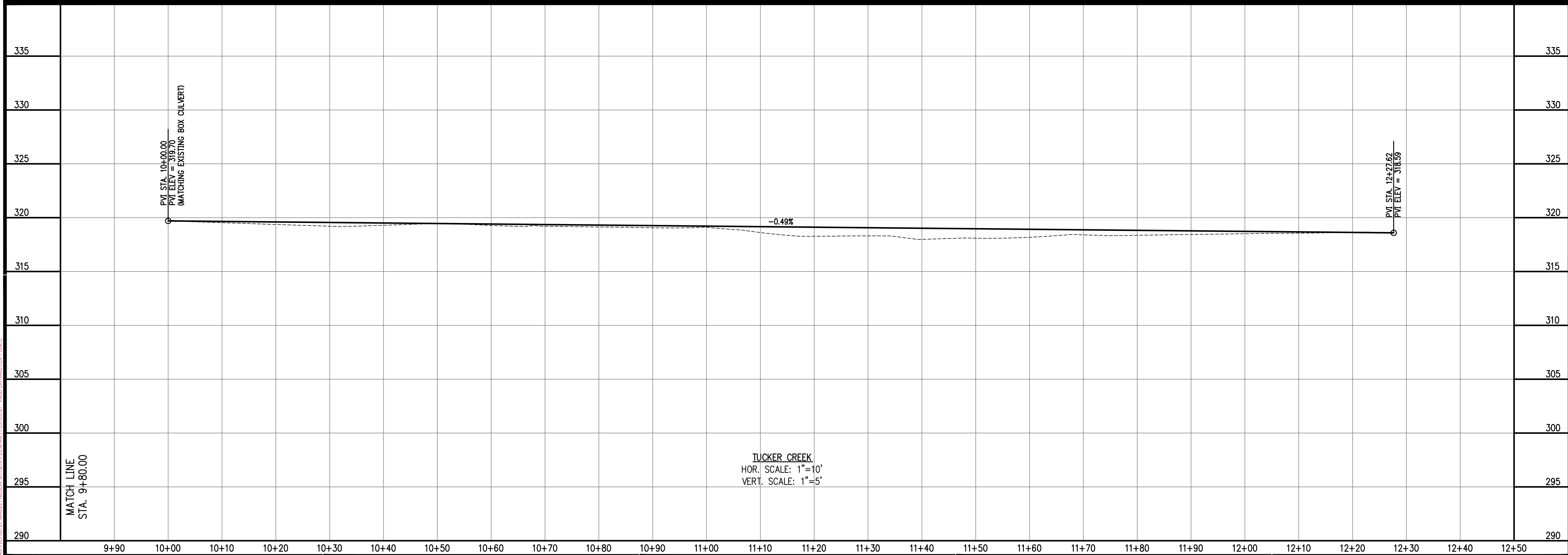
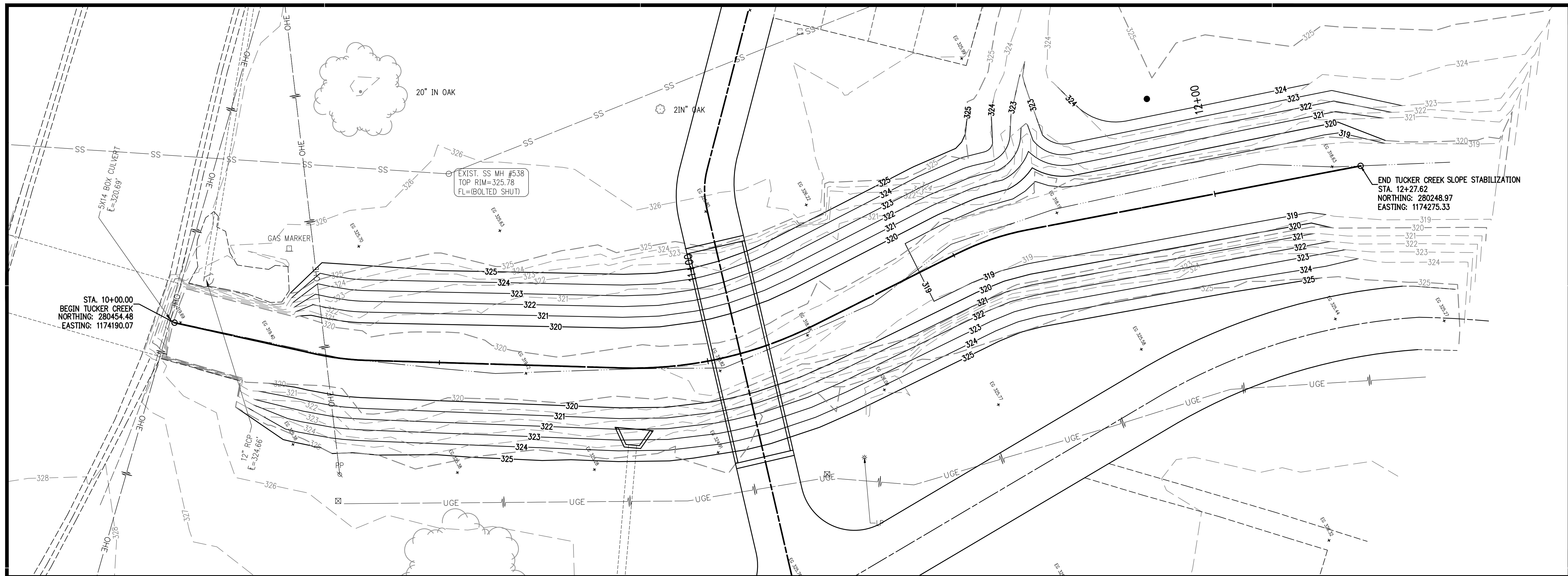
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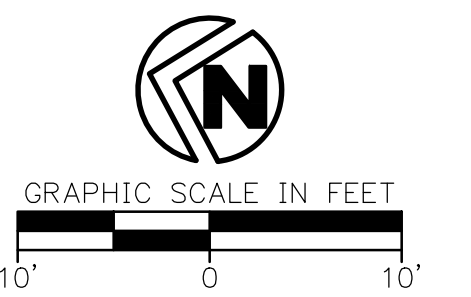
MAIN TRAIL RELOCATION PLAN & PROFILE

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TUCKER CREEK BANK
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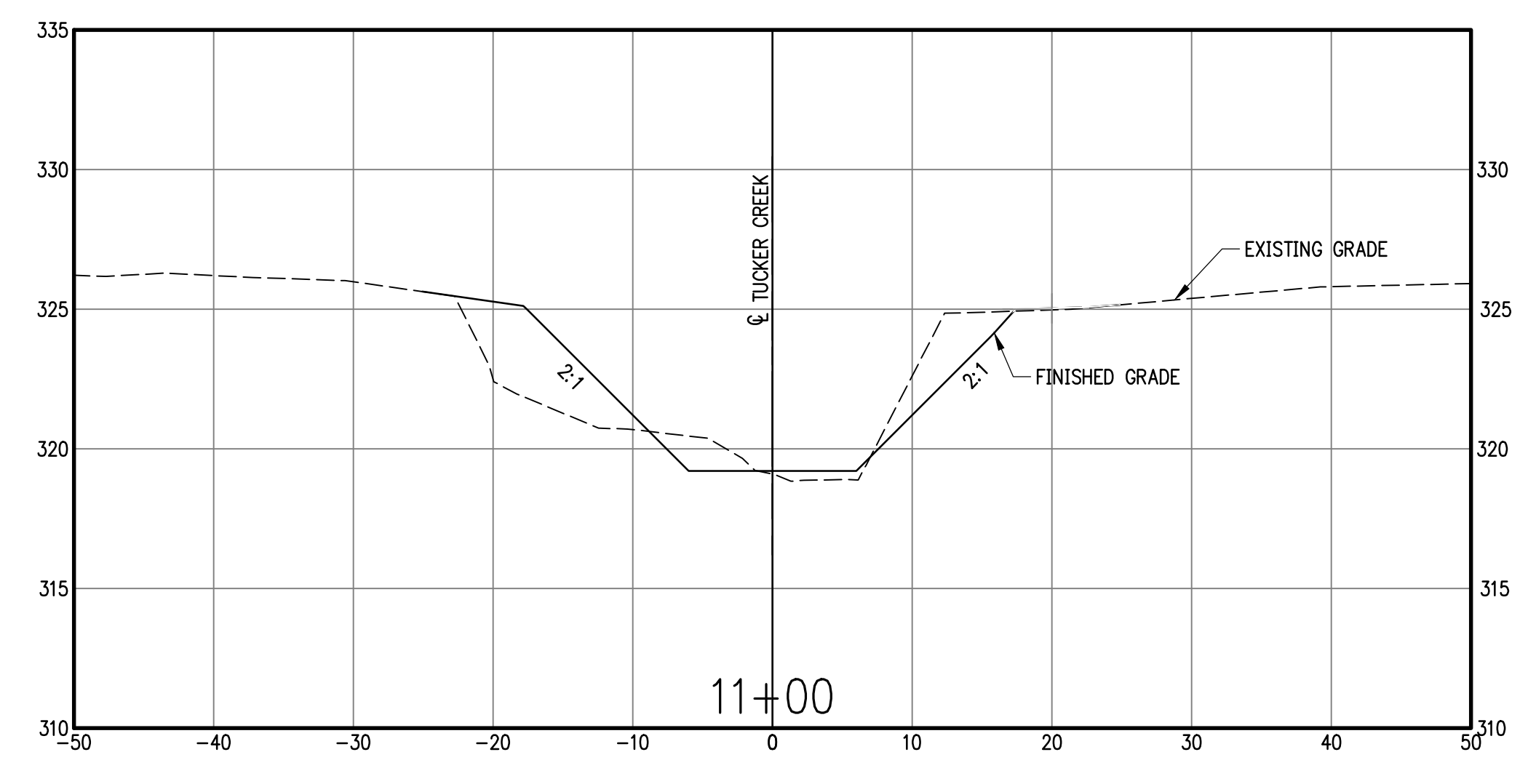
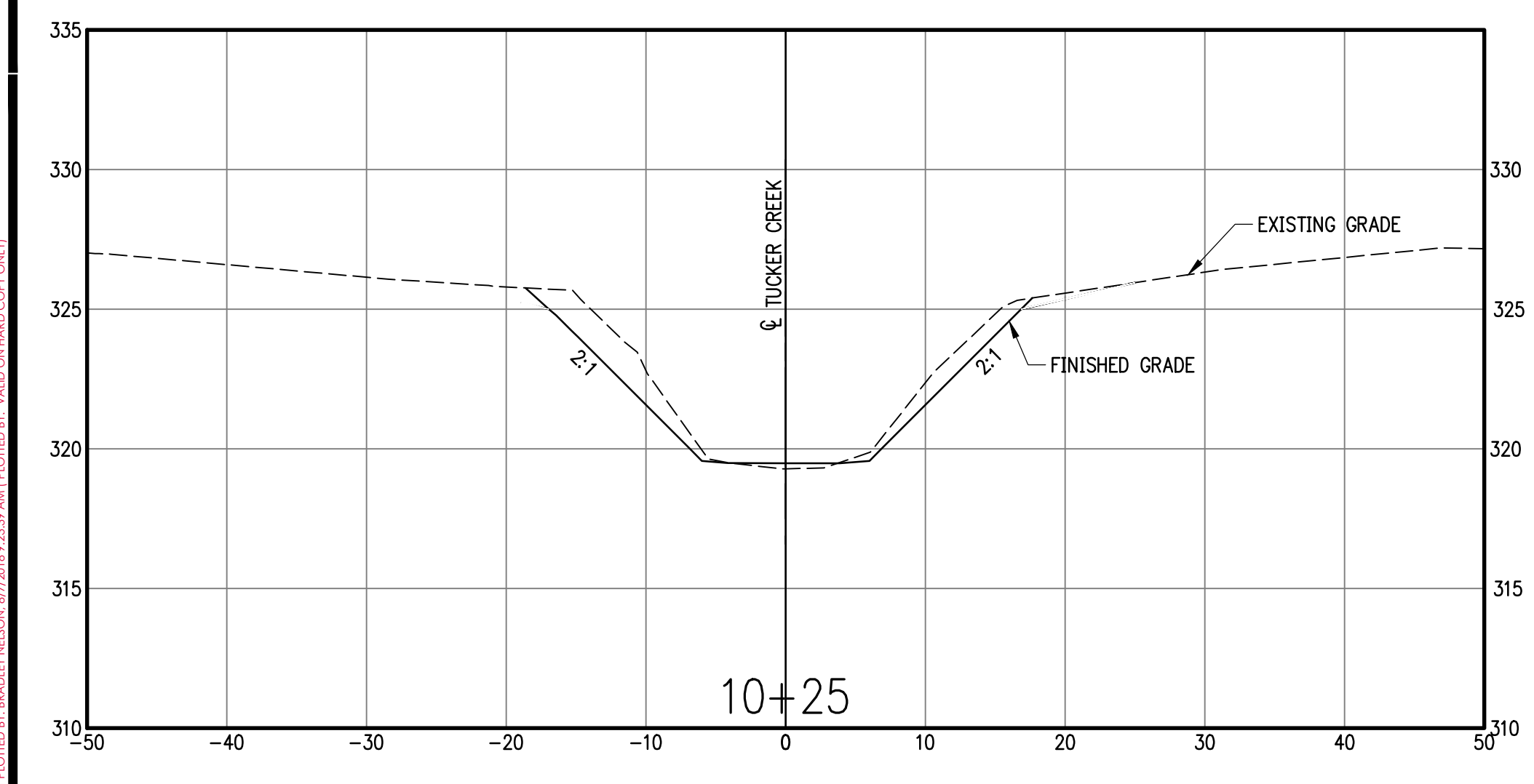
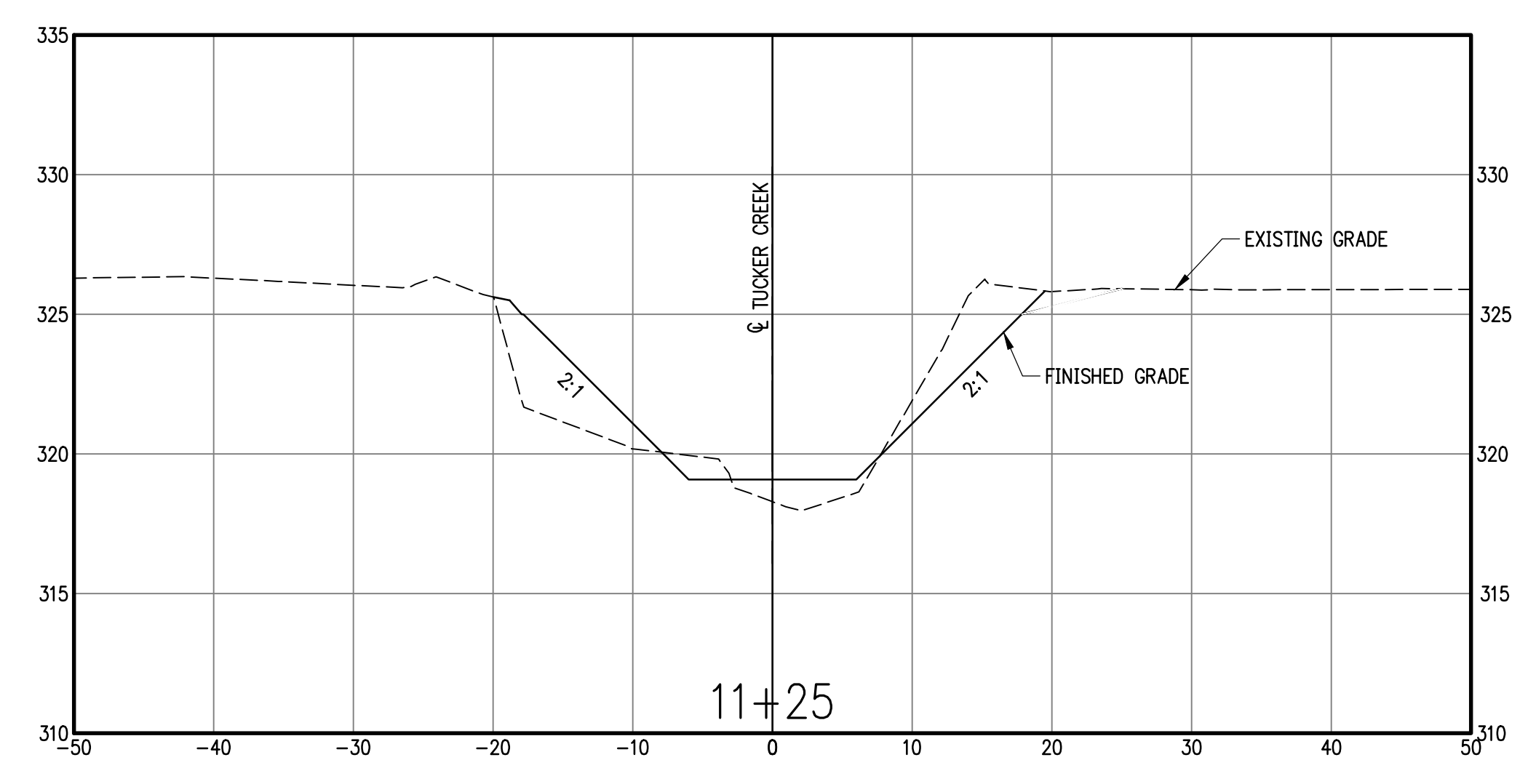
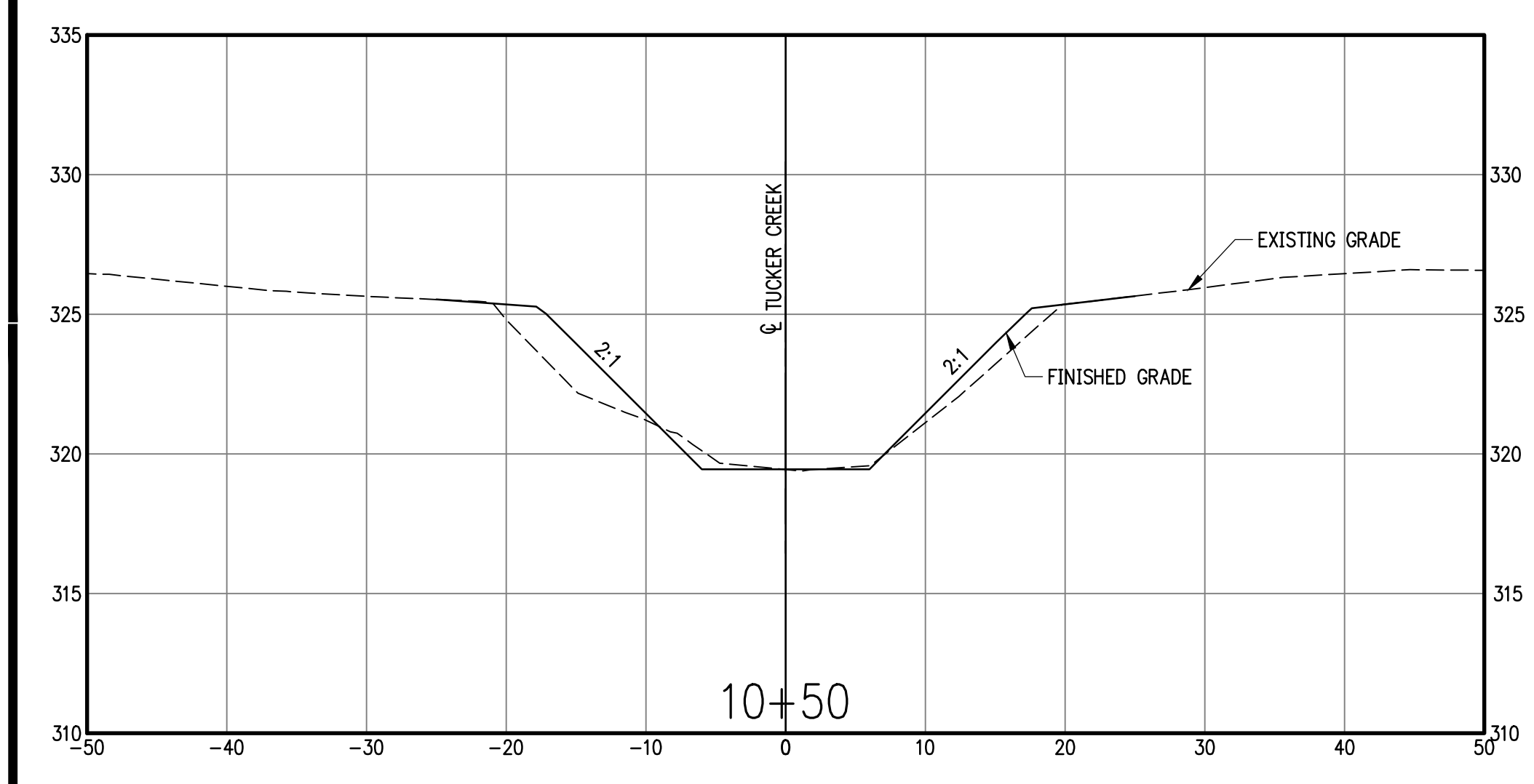
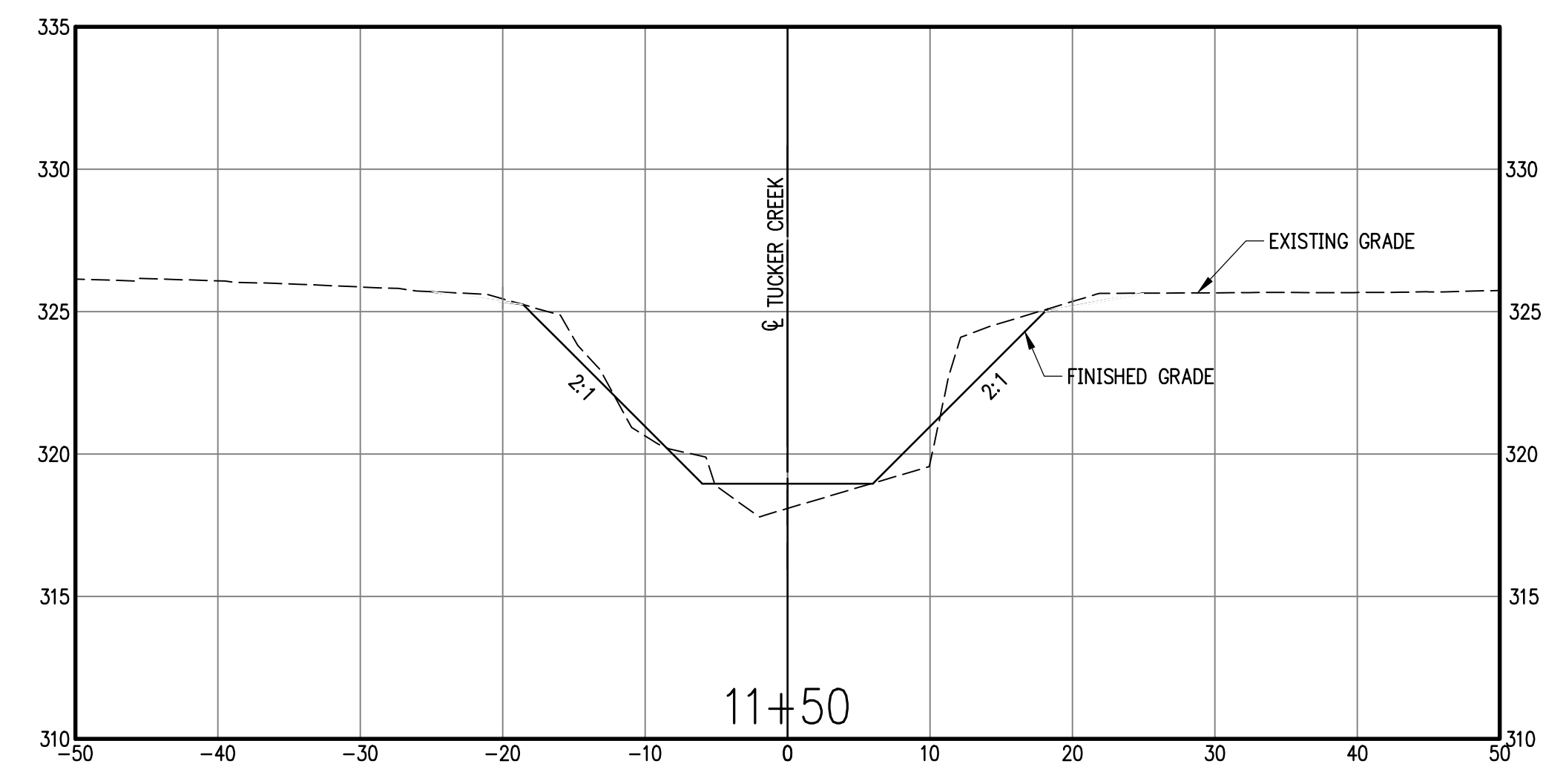
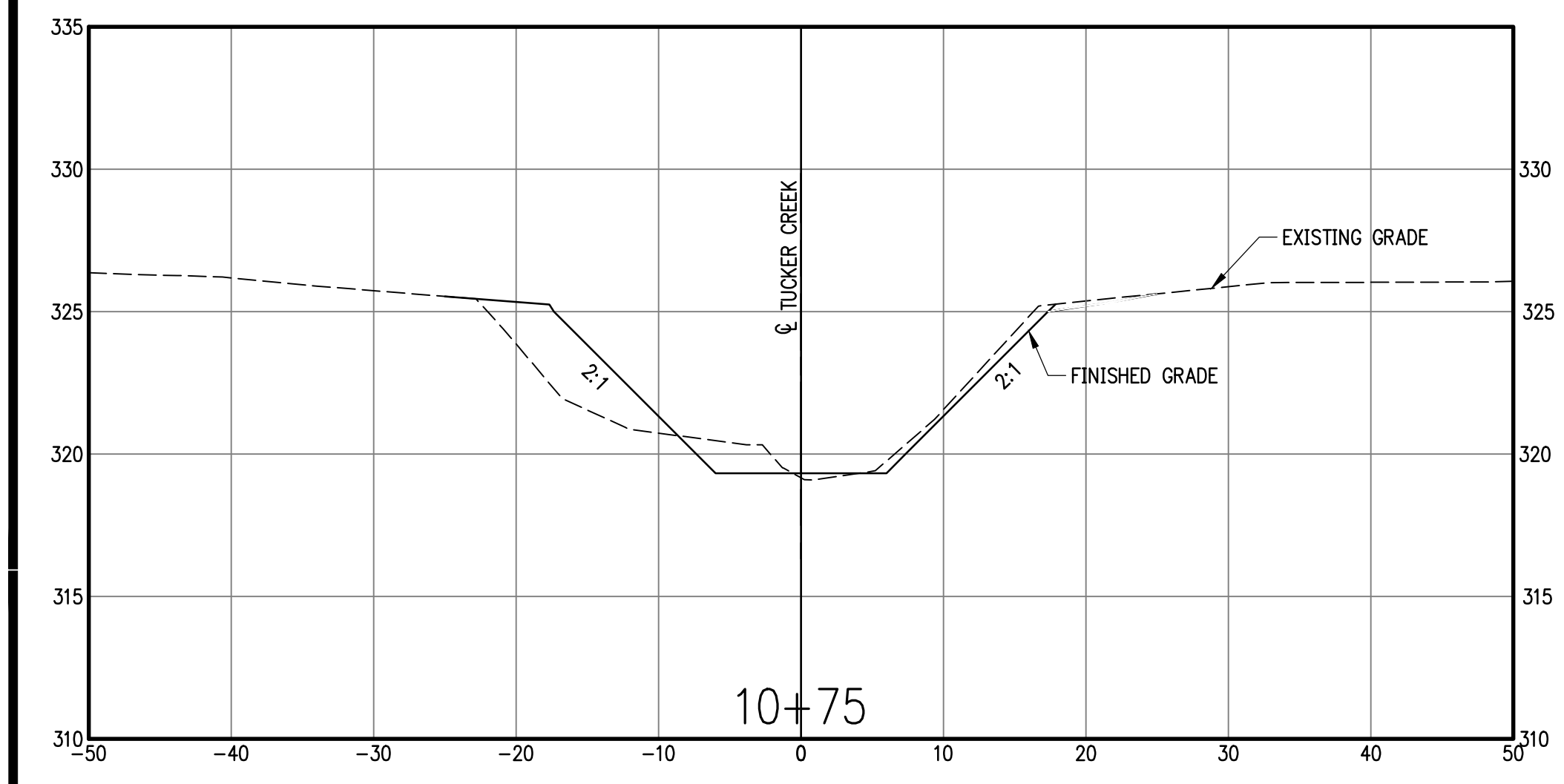
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TUCKER CREEK PLAN & PROFILE

C-106

DRAWING CULVERTS, TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK, CONWAY, ARKANSAS. DRAWING CULVERTS, TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK, CONWAY, ARKANSAS. DRAWING CULVERTS, TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK, CONWAY, ARKANSAS.



**TUCKER CREEK BANK
STABILIZATION AND
PEDESTRIAN BRIDGE
REPLACEMENT
AT GATLIN PARK
CONWAY, ARKANSAS**

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TUCKER CREEK CROSS SECTIONS

DRAWING C:\UTL\18703900_TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK\CONWAY\TUCKER CREEK CROSS SECTIONS & PROFILES\10+25.DWG
 LAYOUT: TUCKER CREEK CROSS SECTIONS, LAST SAVED: 10/11/2018 10:17:12 AM
 CRAFTON TULL & ASSOCIATES, INC. 45 BRADLEY COVE RD. RUSSELLVILLE, AR 72812

TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK CONWAY, ARKANSAS

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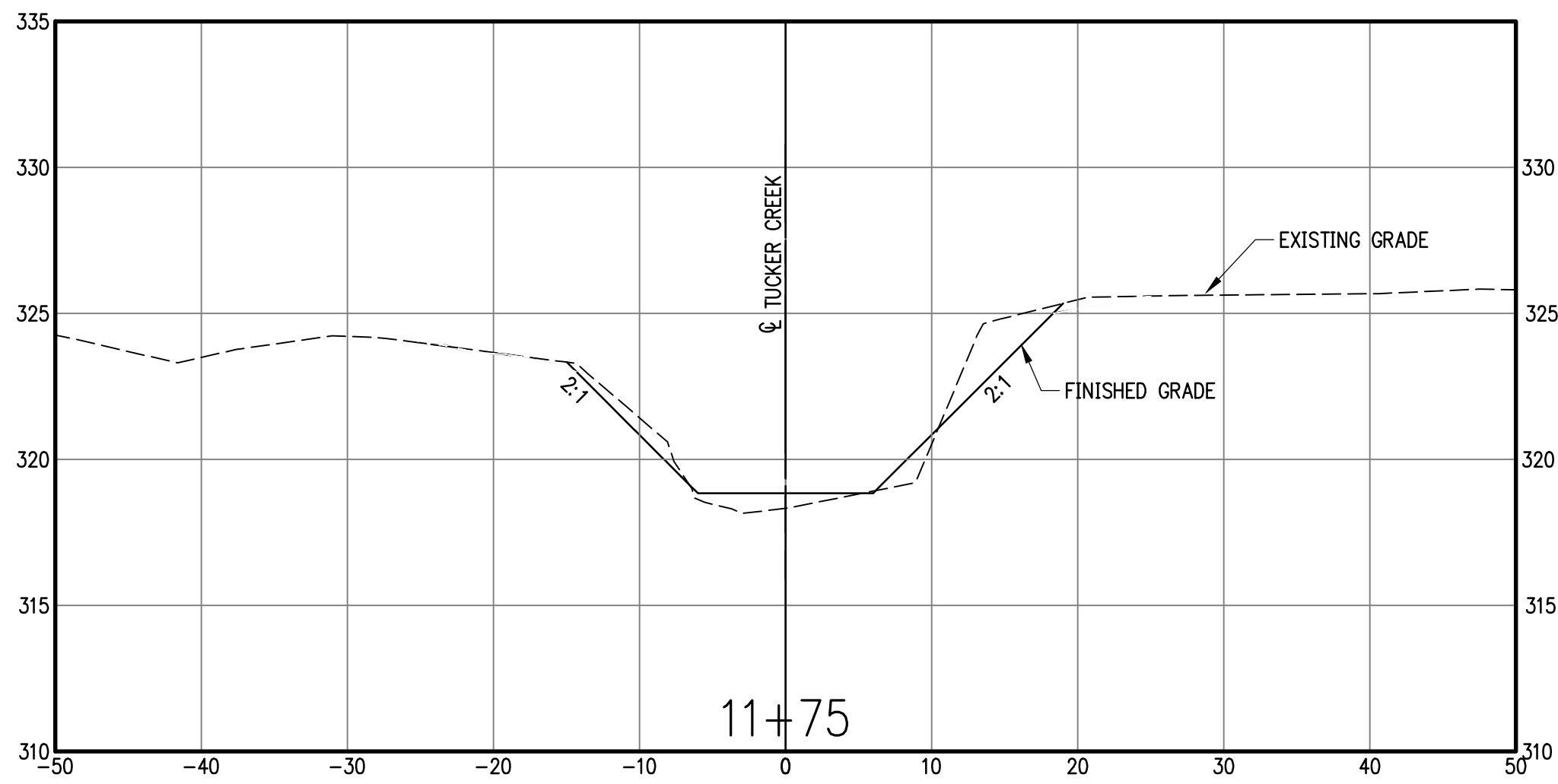
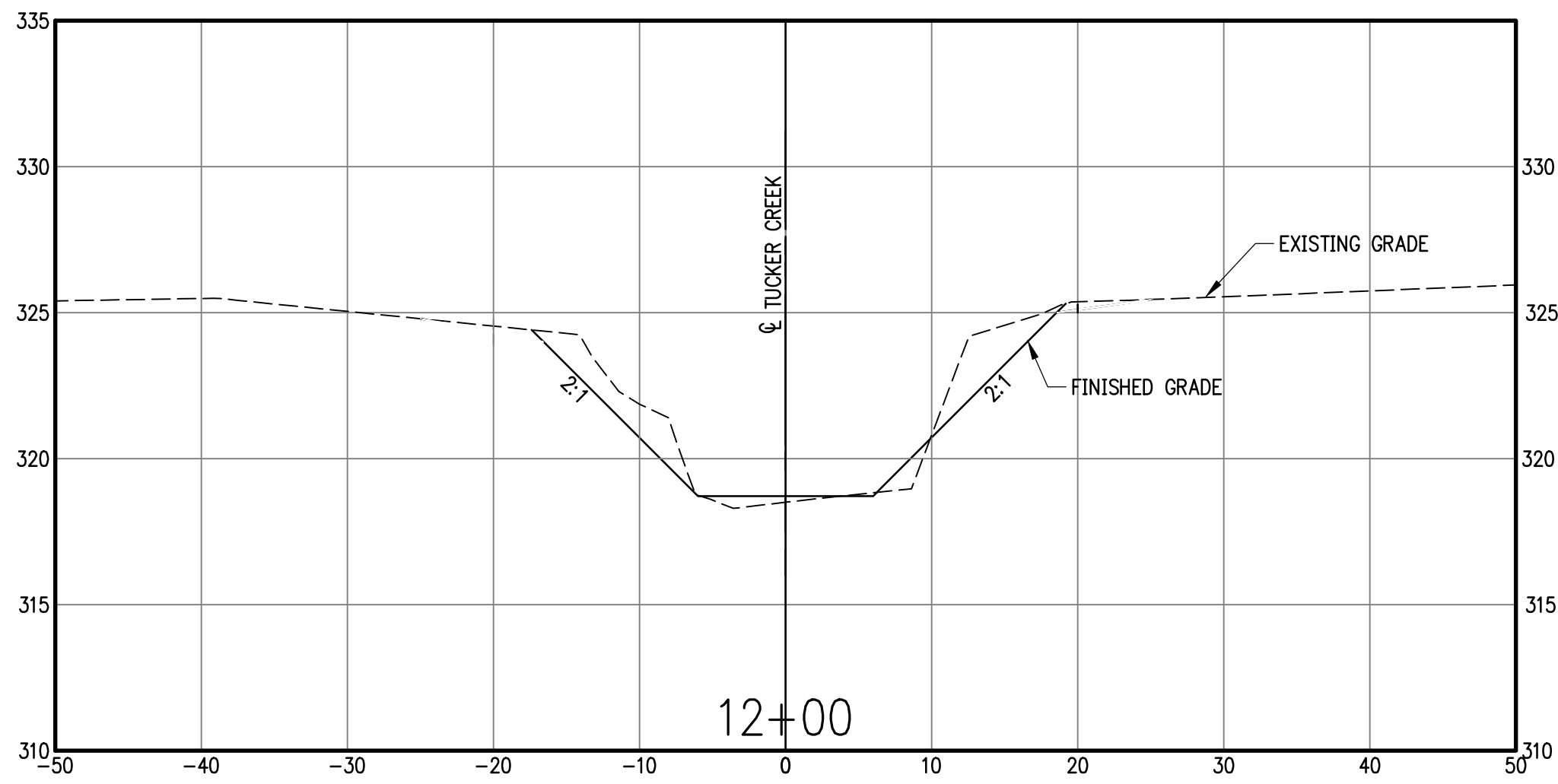
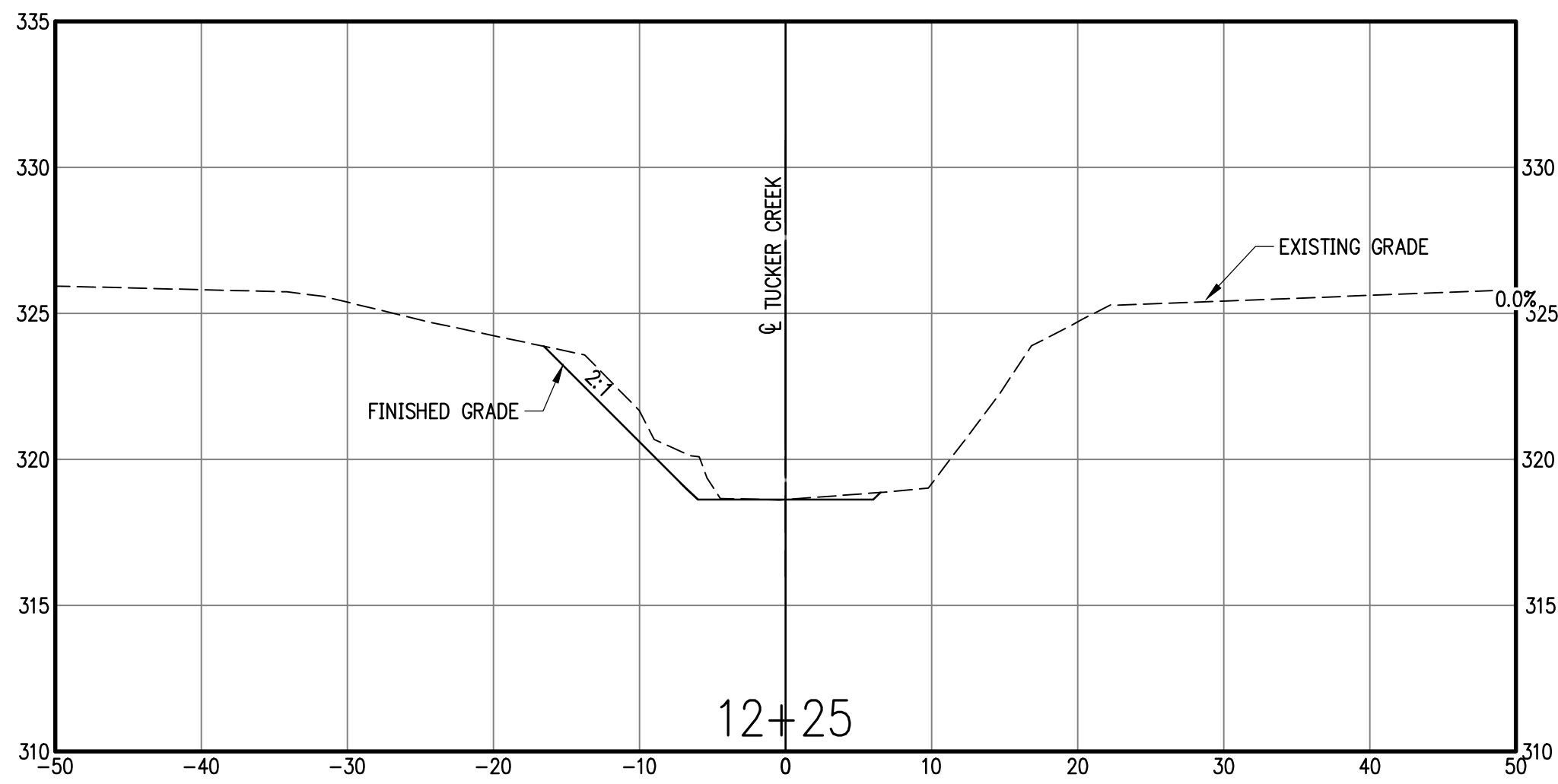
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TUCKER CREEK CROSS SECTIONS

C-108

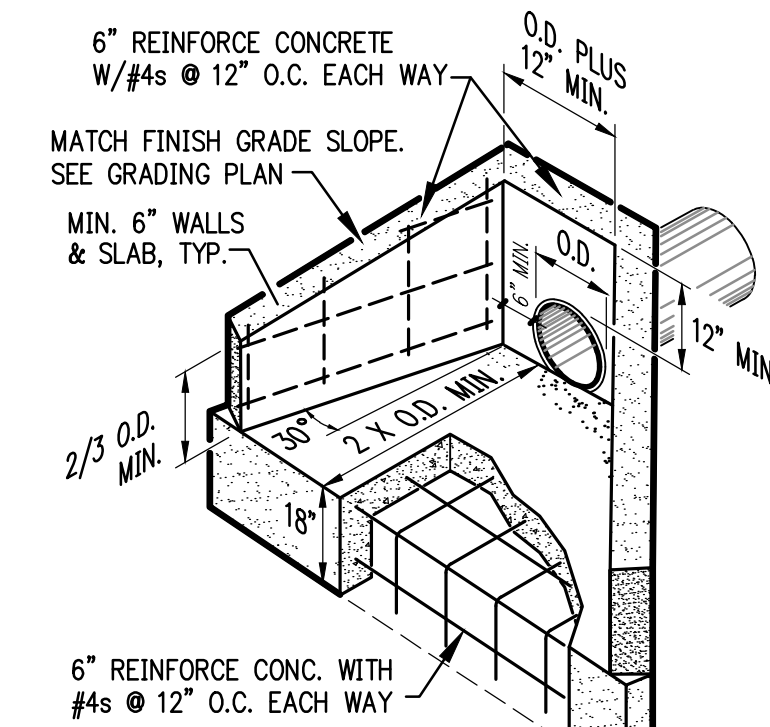


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CRAFTON TULL & ASSOCIATES, INC. 45 BRADLEY COVE ROAD, RUSSELLVILLE, ARKANSAS 72812

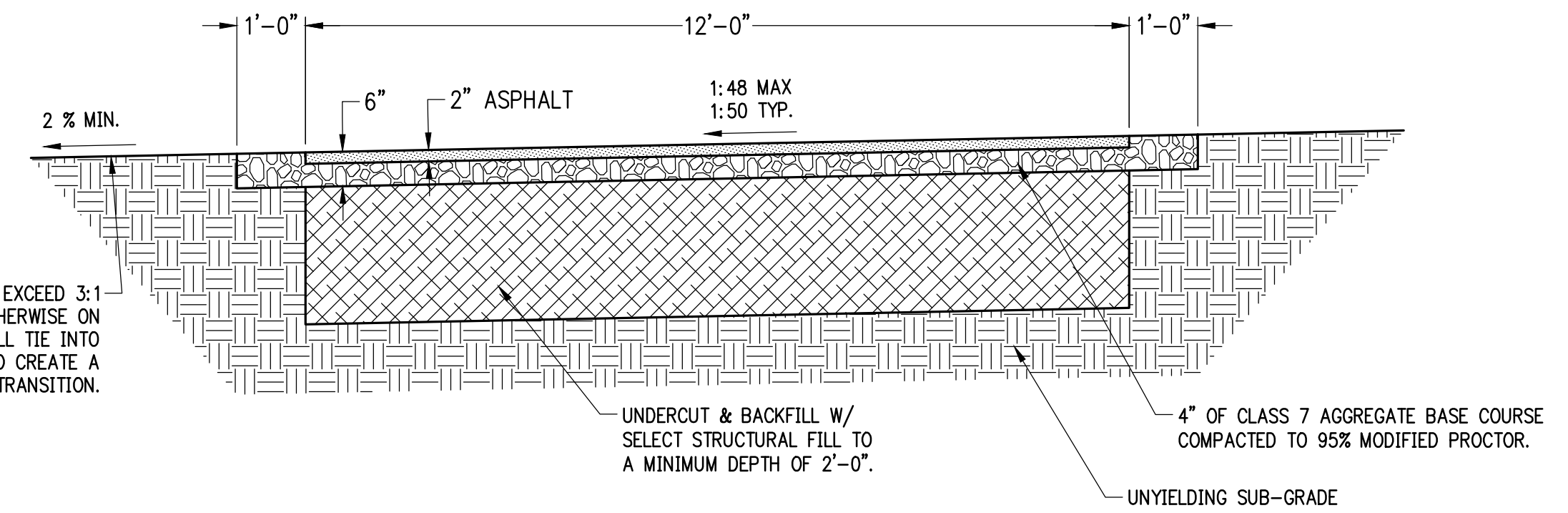
CONCRETE CHARACTERISTICS	CLASS A	CLASS B
MIN. COMPRESSION STRENGTH (PSI AT 28 DAYS)	3000	3500
MIN. CEMENT CONTENT (BAGS PER CUBIC YARD)	5.5	6.0
MAX. NET WATER / 94LB. BAG (GALLONS)	6.5	5.5
SLUMP RANGE (INCHES)	1-4*	1-4*
AIR CONTENT RANGE (%)	4-7	4-7
MAX. FLY ASH CONTENT (%)	20	20

* MAX. SLUMP SHALL BE 2" WHEN SLIP FORM PAVEMENT METHODS ARE USED.

1. PROVIDE 3/4" CHAMFER ON ALL EXPOSED EDGES UNLESS ADJACENT TO SIDEWALKS OR OTHER CONCRETE SURFACES.
2. BASE AND INLET WALLS TO BE POURED MONOLITHICALLY.
3. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION APPROVED BY THE ENGINEER.
4. ALL #4 & #5 REINFORCING BARS TO BE GRADE 60 AND HAVE 1-1/2" MINIMUM COVER. >#5, 2" COVER.
5. CONCRETE SHALL BE CLASS B, 3500#, 4%-7% A.E.
6. CONTRACTOR SHALL PROVIDE APPROVED PEDESTRIAN SAFETY RAILS AND VEHICULAR GUARD RAILS WHERE NECESSARY OR REQUIRED BY LOCAL, STATE AND FEDERAL CODES.



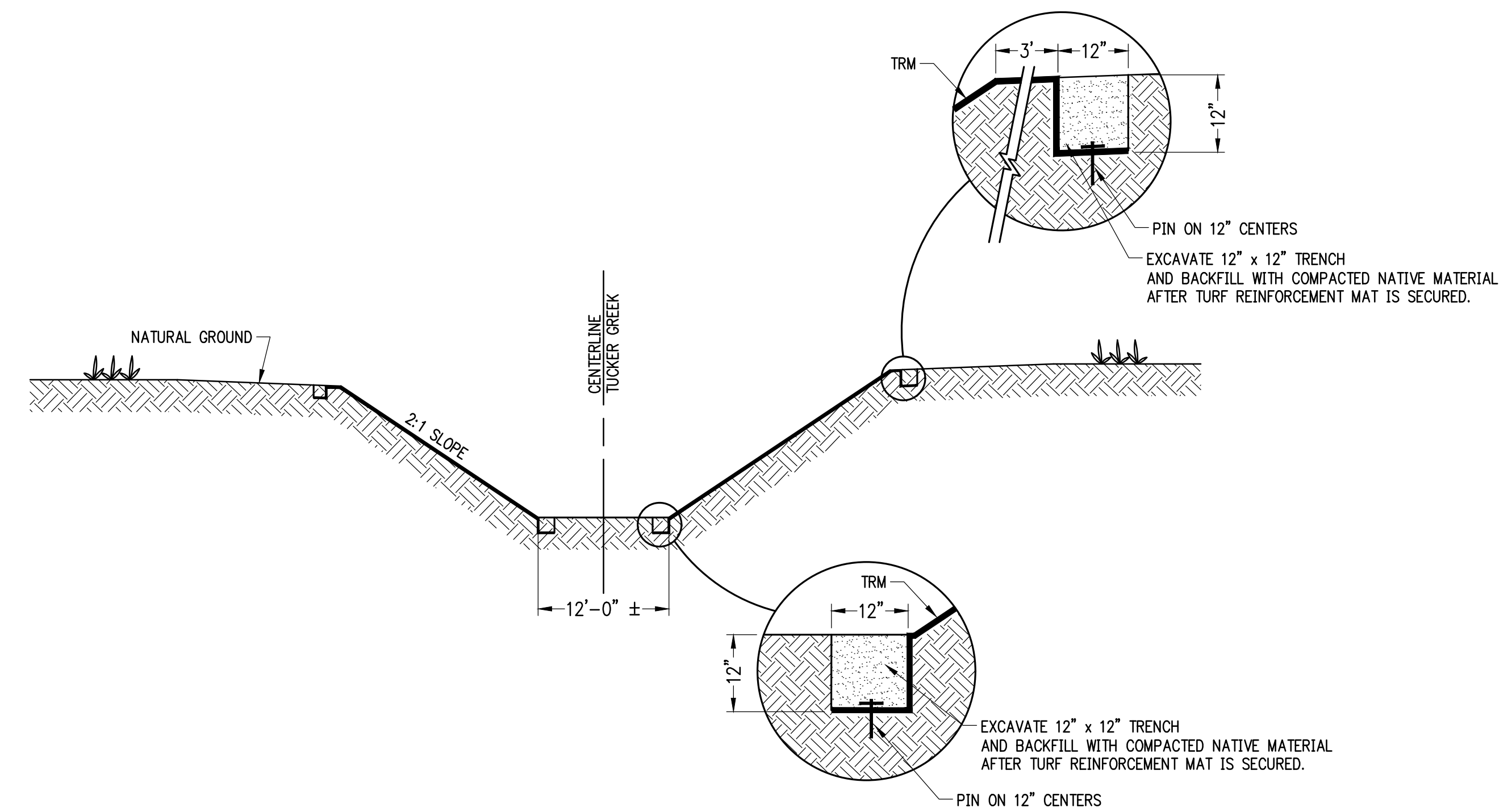
SINGLE PIPE HEADWALL/WINGWALL
NTS



ASPHALT TRAIL SECTION
NTS

ASPHALT TRAIL CONSTRUCTION NOTES:

1. ALL WORK SHALL COMPLY WITH SECTIONS 303 & 407 OF THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS.
2. ASPHALT FOR TRAILS SHALL BE MINIMUM 2" THICK OF 70-22 SURFACE COURSE MIX.
3. TRAILS SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ACCEPTANCE.



TYPICAL CREEK SECTION - SLOPE STABILIZATION
NTS

TURF REINFORCEMENT MAT INSTALLATION

1. TURF REINFORCEMENT MATTING SHALL BE LANDLOK TRM BY PROPEX, MIRAFI TM13C BY TENCATE, OR APPROVED EQUAL.
2. GRADE AND COMPACT THE SIDE SLOPES OF THE CHANNEL IN ACCORDANCE WITH THE TYPICAL SECTION. SLOPE SURFACE SHOULD BE UNIFORM AND FREE OF ALL ROCKS, CLOUDS, VEGETATION OR OTHER CONSTRUCTION DEBRIS.
3. PREPARE THE AREA BY LOOSENING THE TOPSOIL TO PROMOTE BETTER VEGETATION ESTABLISHMENT.
4. SEED AREAS WITH COMMON BERMUDA SEED, HULLED AND COATED. SOW AT A RATE OF 2 LBS PER 1000 S.F. OF DISTURBED AREAS. APPLY A 13-13-13 FERTILIZER AT THE MANUFACTURERS RECOMMENDED RATE AT TIME OF SEEDING.
5. STARTING WITH THE DOWNSTREAM END OF THE PROJECT, INSTALL THE TURF REINFORCEMENT MAT PER THE DETAILS OF THE TYPICAL SECTION. OVERLAP ENDS A MINIMUM OF 6" AND PIN USING 12" LONG SPIKES OR NAILS WITH WASHERS ON 12" CENTERS TO SECURE THE MAT IN PLACE, INSURING GOOD CONTACT WITH THE GROUND.
6. CONTINUE TO WORK UPSTREAM, OVERLAPPING EACH RUN A MINIMUM OF 6", WITH THE UPSTREAM RUN BEING PLACED OVER THE DOWNSTREAM RUN.
7. ONCE TURF REINFORCEMENT MAT IS IN PLACE, DISTRIBUTE SOIL ON TOP BY FILLING THE PYRAMID LIKE PROJECTIONS (APPROXIMATELY 1"). ENSURE THAT SOIL IS EVENLY DISPERSED AND SMOOTH.
8. DISTRIBUTE ANOTHER LAYER OF SEED AT THE RATE OF 1 LBS PER 1000 S.F. AND RAKE INTO THE SOIL TO PROVIDE AT LEAST 1/2" OF COVER OVER SEED.
9. IRRIGATE AS NECESSARY TO ESTABLISH AND MAINTAIN VEGETATION UNTIL 75% OF VEGETATION HAS ESTABLISHED AND HAS REACHED A HEIGHT OF 2". FREQUENT LIGHT IRRIGATION WILL NEED TO BE APPLIED TO SEEDED AREAS IF NATURAL RAIN EVENTS HAVE NOT OCCURRED WITHIN TWO WEEKS OF SEEDING.
10. NOTE: A SLURRY OF SEED AND MULCH (HYDROSEEDING) MAY BE UTILIZED AS AN ALTERNATE TO THE FINAL LAYER OF SEED BEING PLACED ON TOP OF THE TURF REINFORCEMENT MAT.

TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK
CONWAY, ARKANSAS

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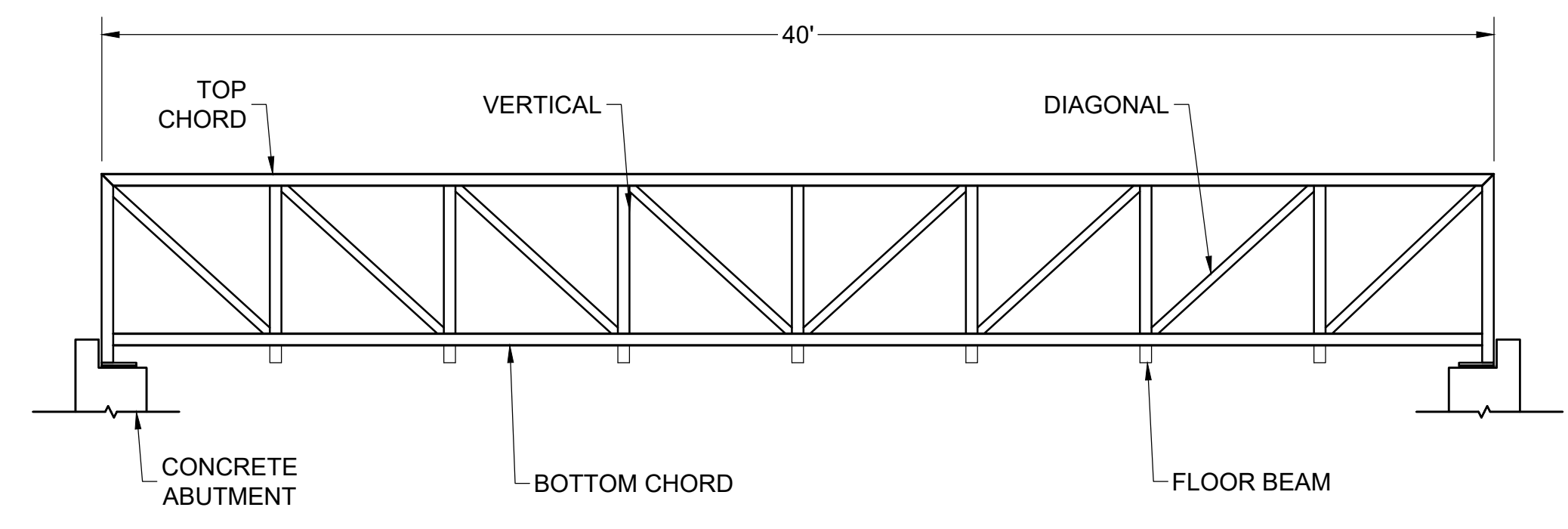
PRELIMINARY PLANS

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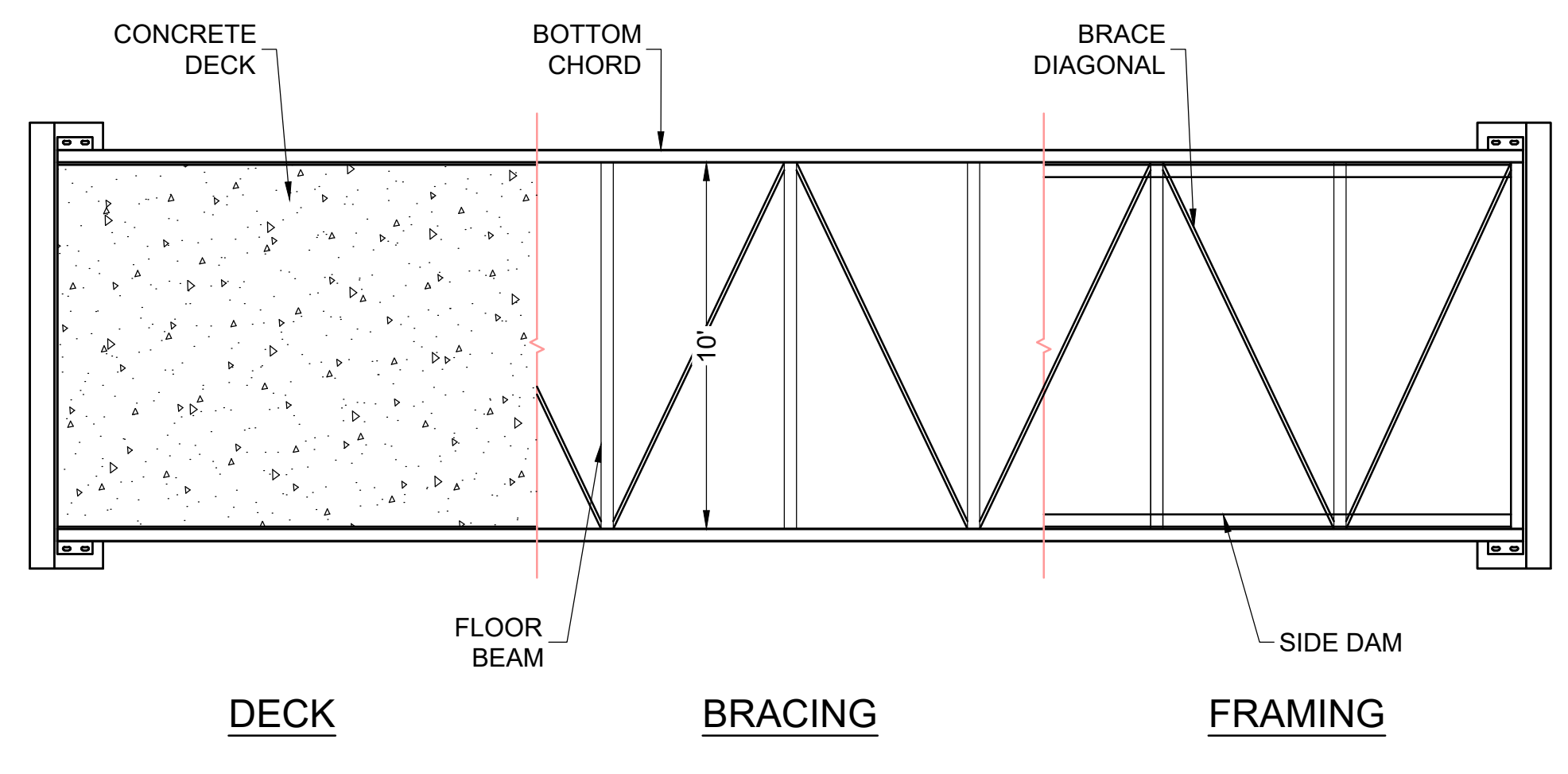
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TYPICAL SECTIONS

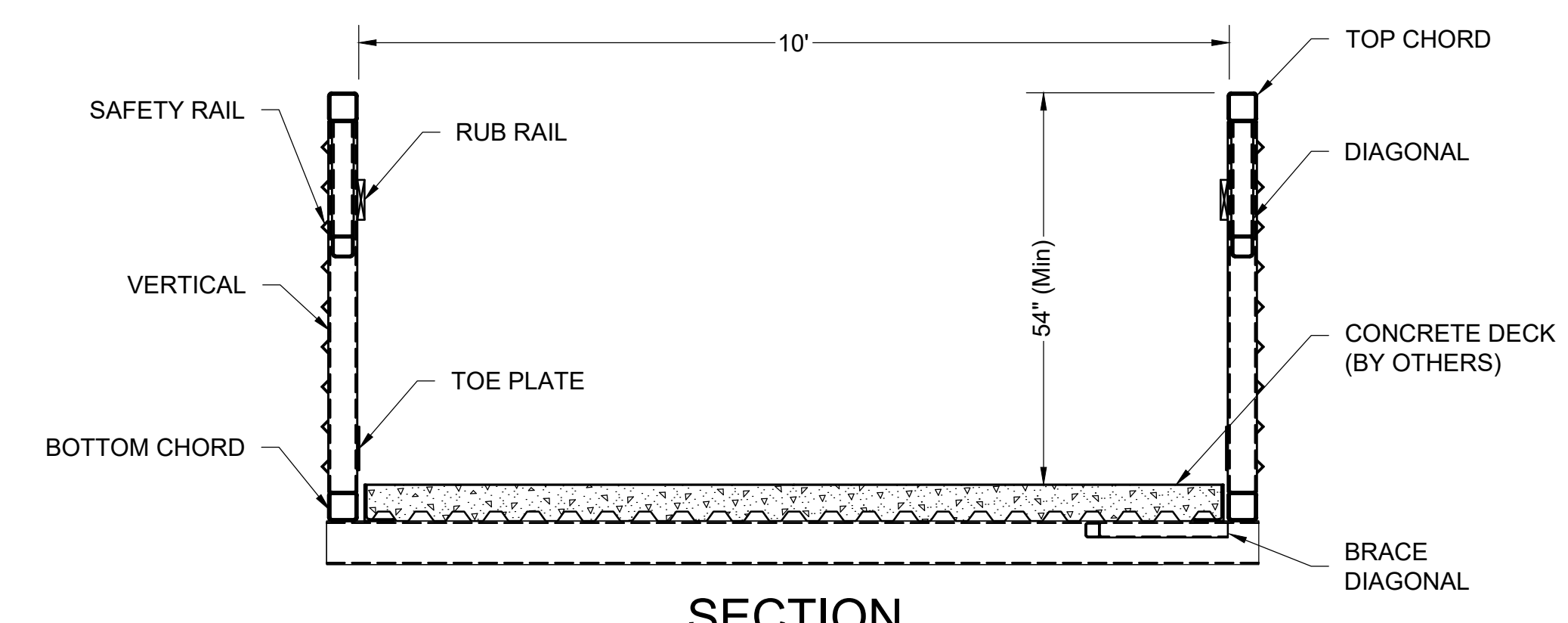
C-501



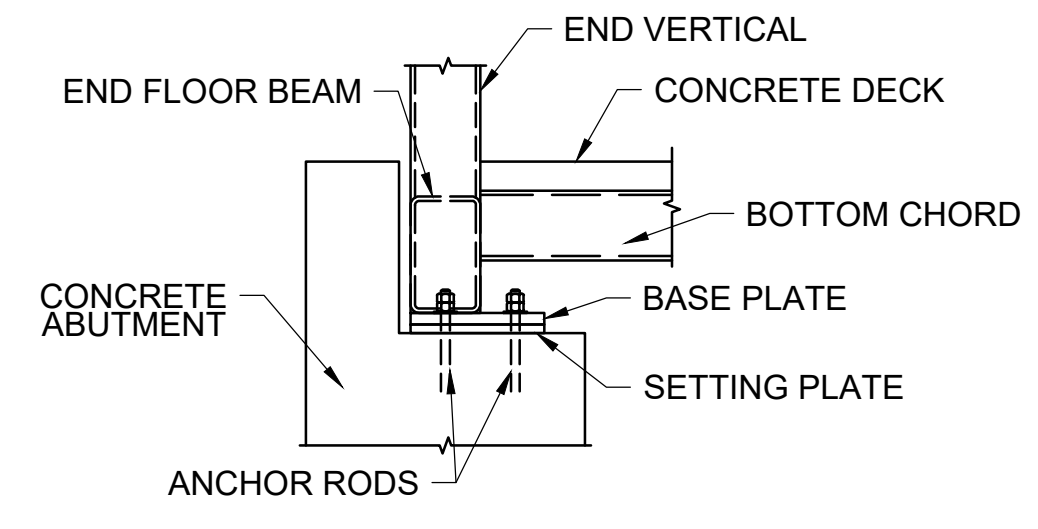
BRIDGE ELEVATION



BRIDGE PLAN

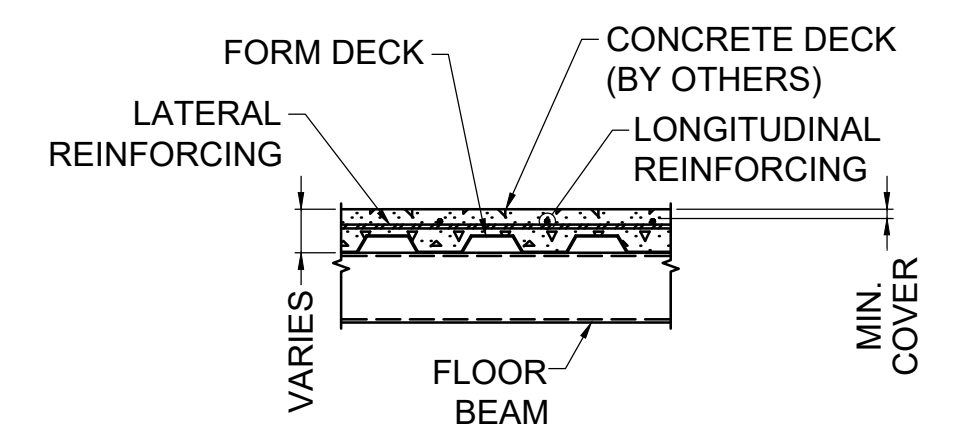


SECTION

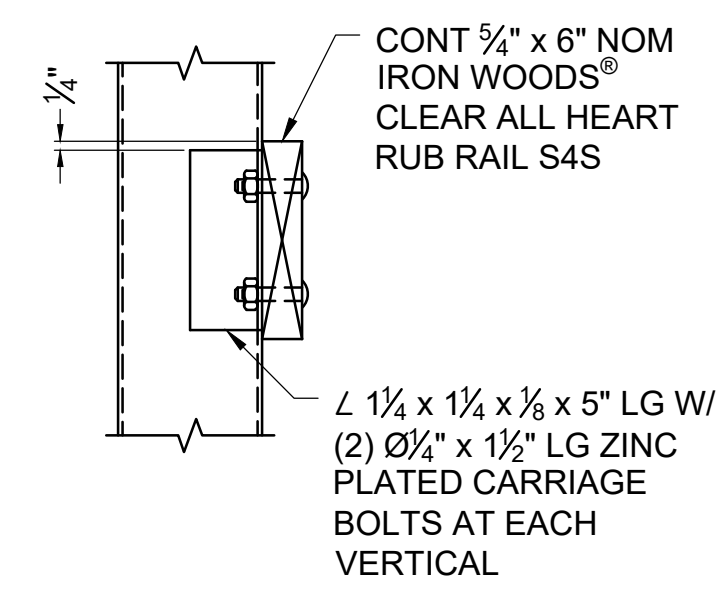


BEARING SIDE VIEW

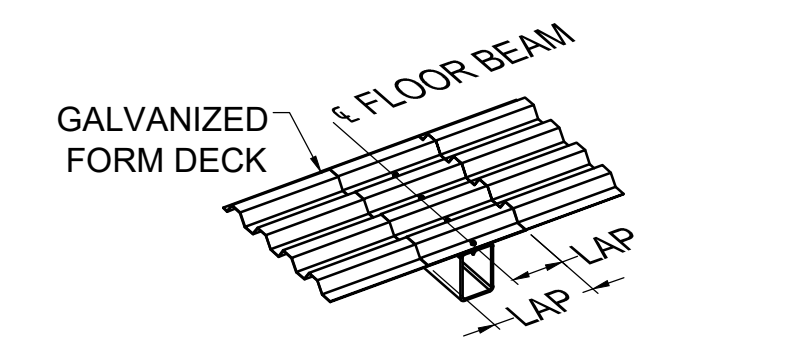
INFORMATION PROVIDED FOR REPRESENTATION ONLY.
ACTUAL BEARING DIAGRAMS TO BE BASED ON FINAL DESIGN.



CONCRETE DECK REINFORCING



RUB RAIL DETAIL



FORM DECK DETAIL

NOT FOR CONSTRUCTION

PREFABRICATED PEDESTRIAN BRIDGE DETAIL
NTS

TUCKER CREEK BANK
STABILIZATION AND
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BRIDGE DETAILS

C-502

DRAWING: G. LONG (W); TUCKER CREEK BANK STABILIZATION AND PEDESTRIAN BRIDGE REPLACEMENT AT GATLIN PARK; CONSTRUCTION DETAILS; LAYOUT; BRIDGE DETAILS; LAST DATED: 07/11/2018 7:50:18 PM; PROJECT NO: 18703900; FILED IN: H:\PROJECTS\2018\18703900\CAD\CONSTRUCTION\BRIDGE DETAILS\C-502.dwg