

# CITY OF JONESBORO

## 2010 SIDEWALK IMPROVEMENTS

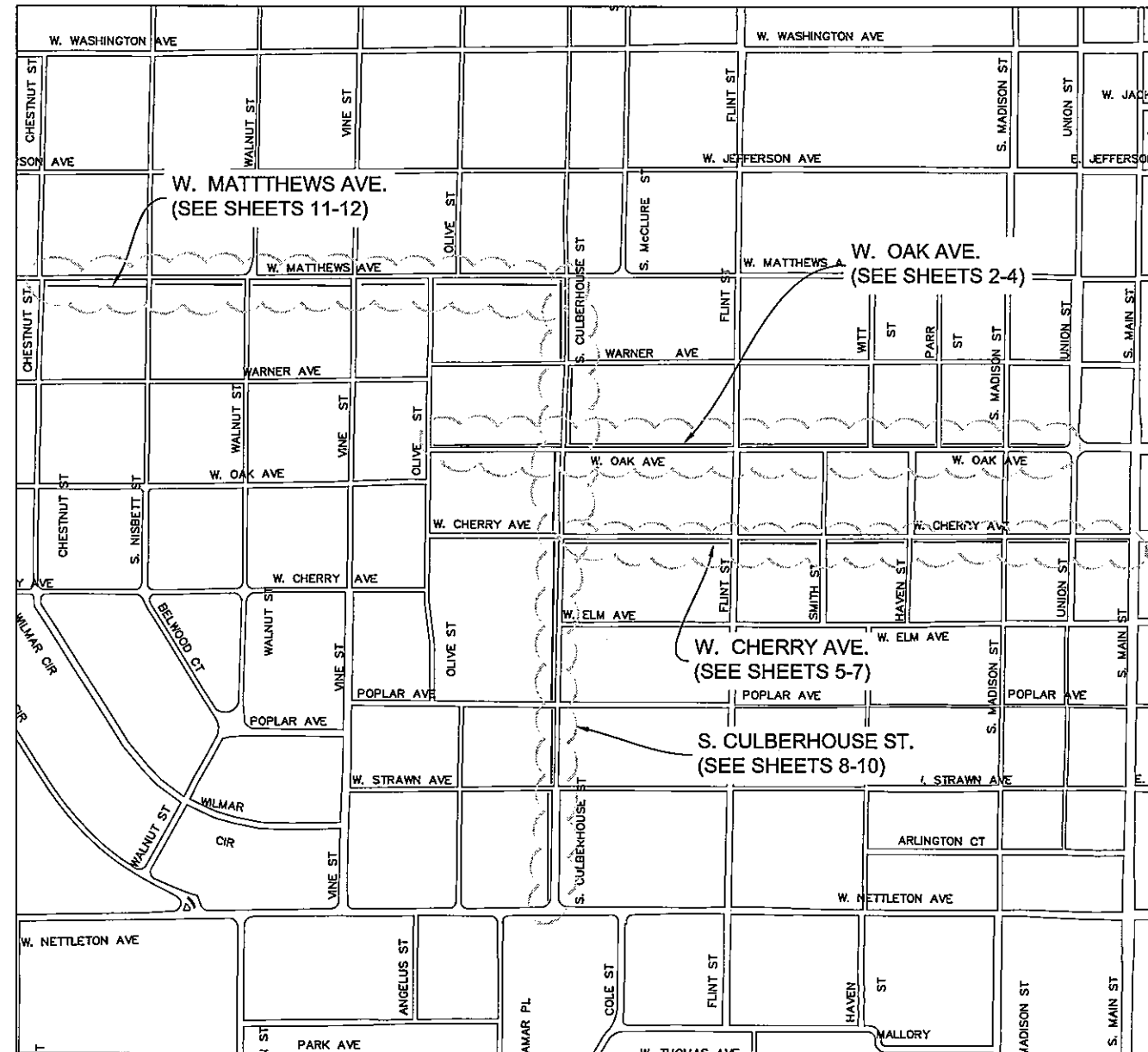
JUNE 2010

**GENERAL NOTES:**

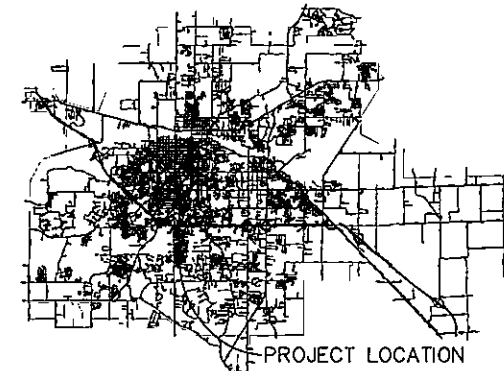
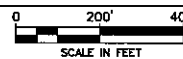
- ALL SIDEWALKS ARE TO HAVE A MAXIMUM OF 2.0% CROSS-SLOPE AND 5.0% RUNNING SLOPE. CURB RAMPS ARE TO HAVE A MAXIMUM OF 2.0% CROSS-SLOPE AND A RUNNING SLOPE BETWEEN 5.0% AND 8.33%.
- IT SHALL BE THE DUTY OF THE CONTRACTOR TO CONTROL AND PROVIDE SAFETY SIGNAGE FOR ALL VEHICULAR TRAFFIC WHEN CONSTRUCTING IMPROVEMENTS THAT IMPAIR NORMAL STREET USAGE.
- CONTRACTOR SHALL SAW CUT EXISTING ASPHALT AND/OR CONCRETE TO ACCOMMODATE PROPOSED IMPROVEMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL SOIL STABILIZATION OF THE PROJECT LIMITS INCLUDING ESTABLISHMENT OF VEGETATIVE COVER AND INSTALLATION OF PERMANENT EROSION CONTROL MEASURES AS SPECIFIED.
- CONSTRUCTION LIMITS TO BE CLEARED BY THE CONTRACTOR. ALL REMAINING DEBRIS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE. ALL DEBRIS FROM THE DEMOLISHED SITE SHALL BE REMOVED & DISCARDED BY CONTRACTOR FROM THE SITE EACH DAY.
- USE EXPANSION JOINTS WHERE ANY PERMANENT OBJECTS (STREET LIGHTS, BOX INLETS, FIRE HYDRANTS, ETC.) ARE LOCATED.
- WHEN CONNECTING REPLACED/NEW SIDEWALK TO EXISTING SIDEWALK, TIE IN AT THE EXISTING EXPANSION JOINT. IF ONE IS NOT PRESENT, INSERT ONE.
- ALL SUBGRADE/EARTHWORK CONSTRUCTION ESTIMATES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- ALL CURB & GUTTERS SHALL HAVE A MINIMUM RUNNING SLOPE OF 0.5%.
- ALL TREES AND SHRUBS THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND COORDINATING WITH ALL LOCAL UTILITY PROVIDERS BEFORE COMMENCEMENT OF WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY REPAIR COST.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION STAKING.
- NEITHER THE OWNER NOR THE ENGINEER SHALL BE RESPONSIBLE FOR SUB-SURFACE CONDITIONS. THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION CONCERNING SUB-SURFACE CONDITIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE AMOUNT TO BORROW MATERIAL USED ON THIS PROJECT, AND SHALL BE CONSIDERED SUBSIDIARY TO CONTRACT.



Know what's below.  
Call before you dig.



VICINITY MAP



CITY OF JONESBORO, AR

**Sheet List Table**

Page No.	Sheet Names
1	Cover
2	W. OAK AVENUE
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6	W. CHERRY AVENUE
7	W. CHERRY AVENUE
8	S. CULBERHOUSE STREET
9	S. CULBERHOUSE STREET
10	S. CULBERHOUSE STREET
11	WEST MATTHEWS AVENUE
12	WEST MATTHEWS AVENUE
13	DETAILS

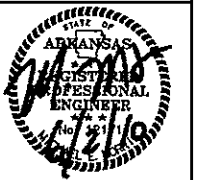
**REDUCED  
NO LONGER  
TO SCALE**



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2010 SIDEWALKS IMPROVEMENTS



**REVISIONS**

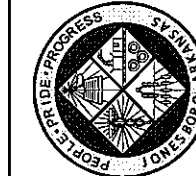
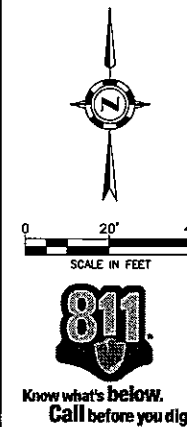
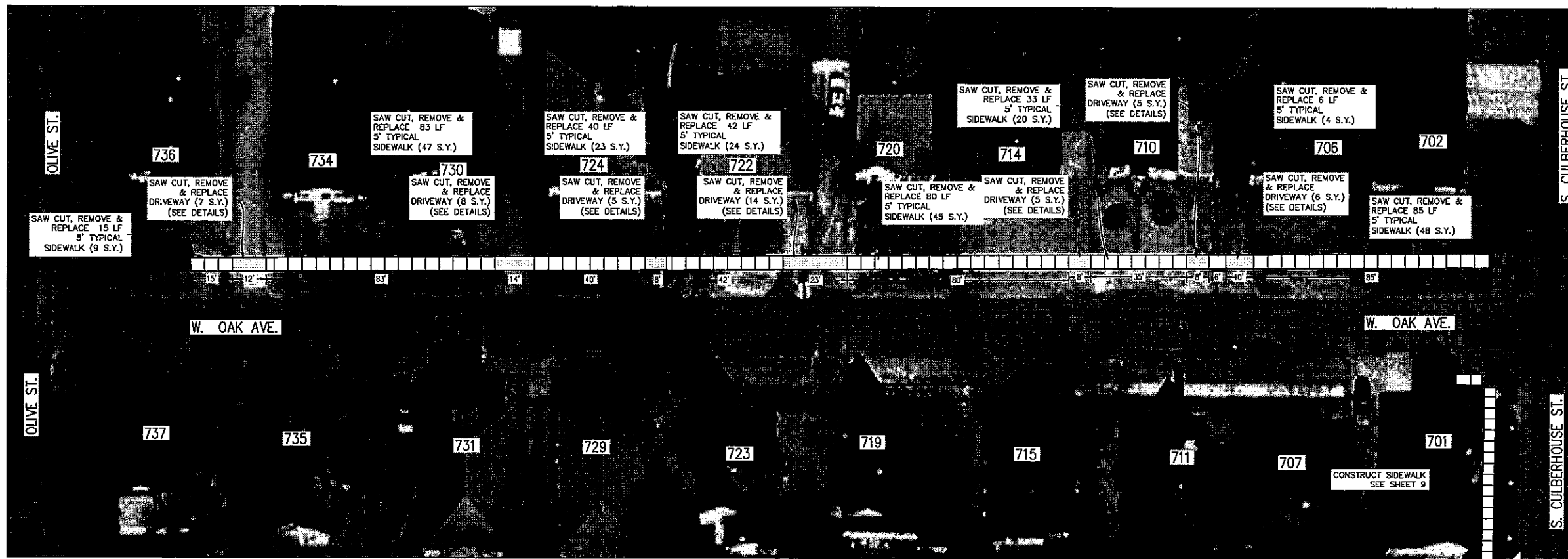
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**DRAWING INFO.**

DATE	5/3/2010
SCALE	AS SHOWN
PROJECT	2010 SIDEWALK IMPROVEMENTS
DRAWN BY	W. J. WILLIAMS
CHECKED BY	

**COVER**

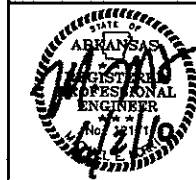
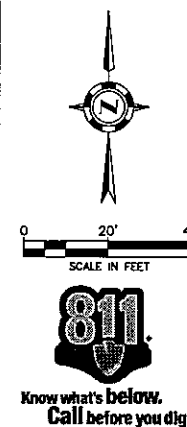
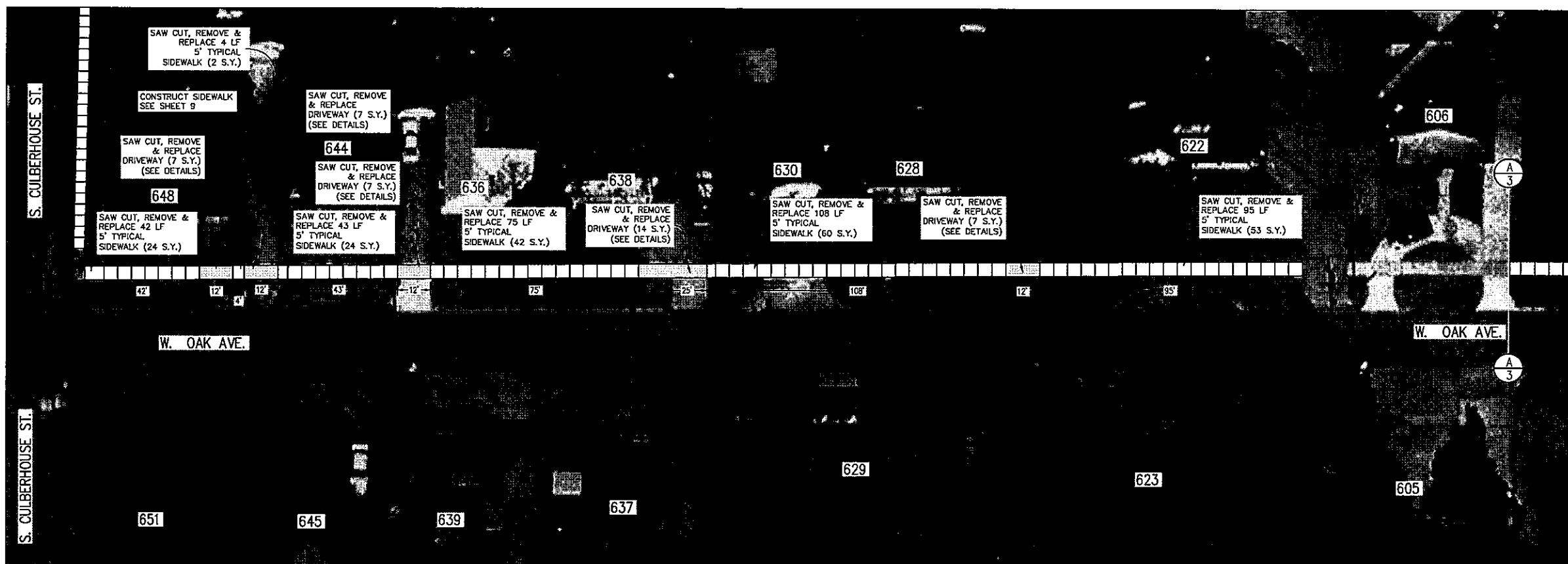
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**1 of 13**



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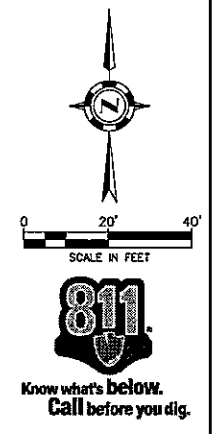
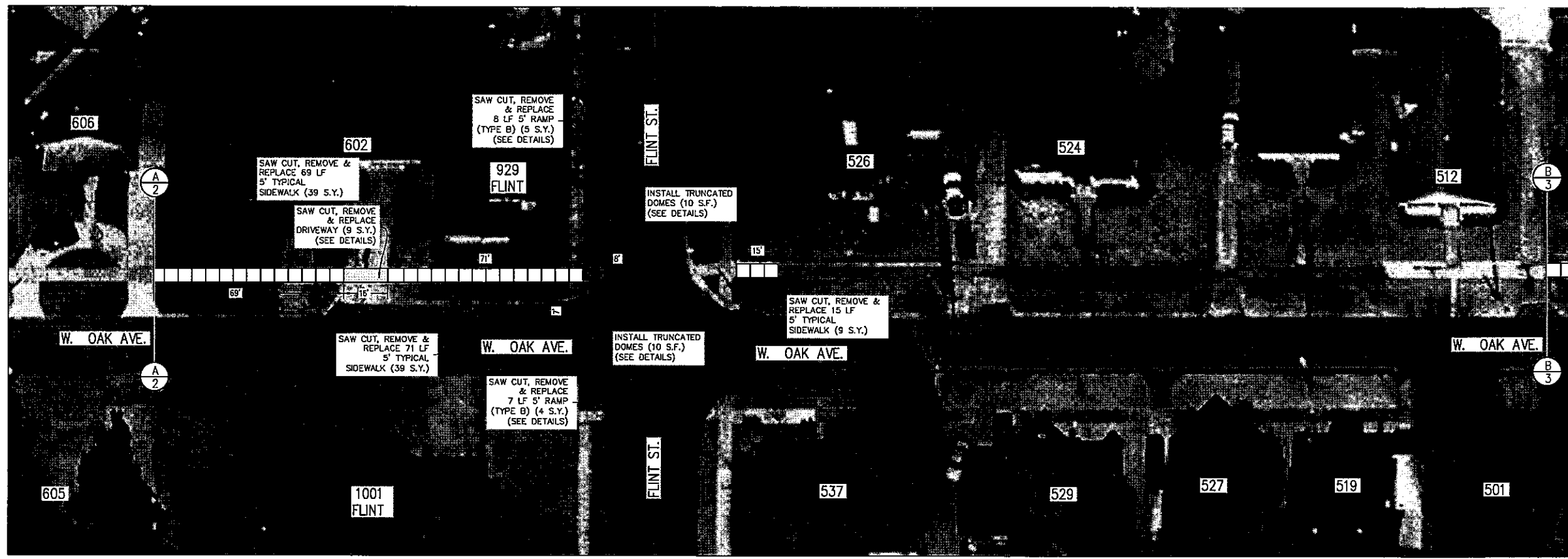


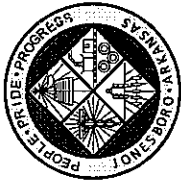
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W. OAK AVENUE

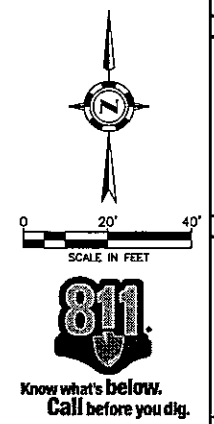
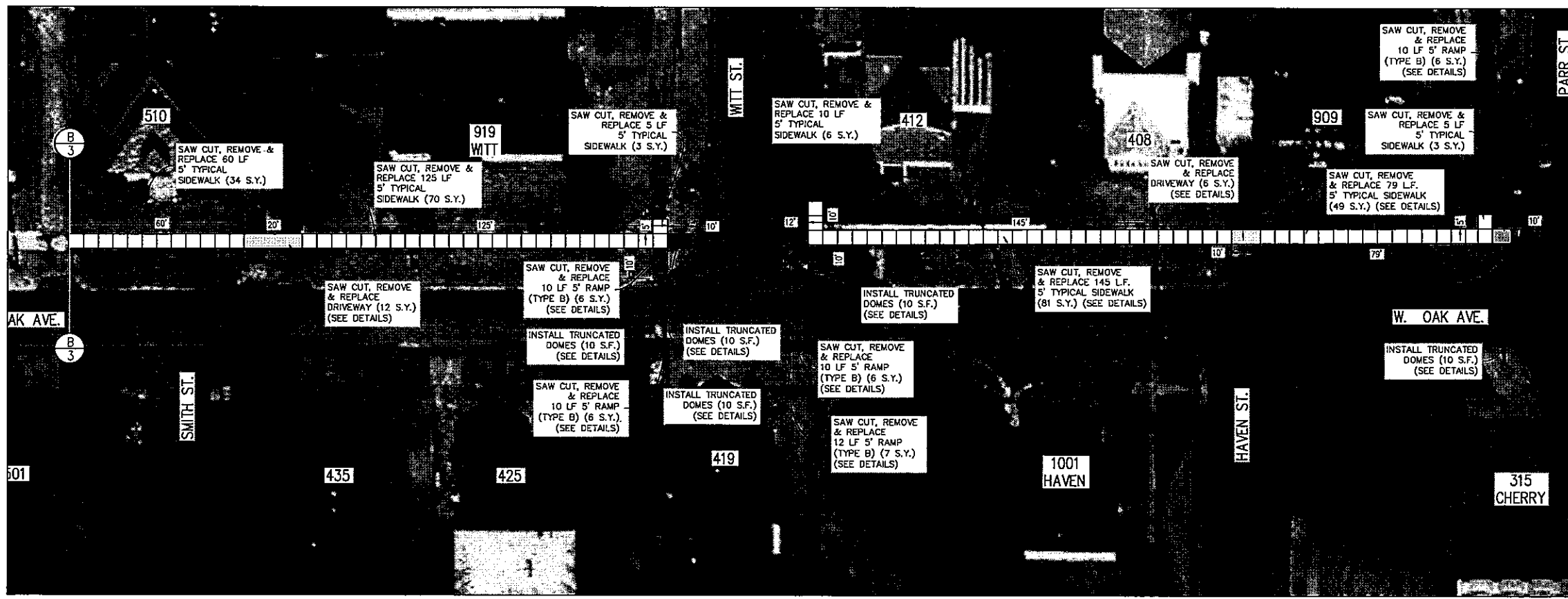
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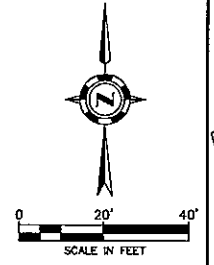
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2010 SIDEWALKS IMPROVEMENTS

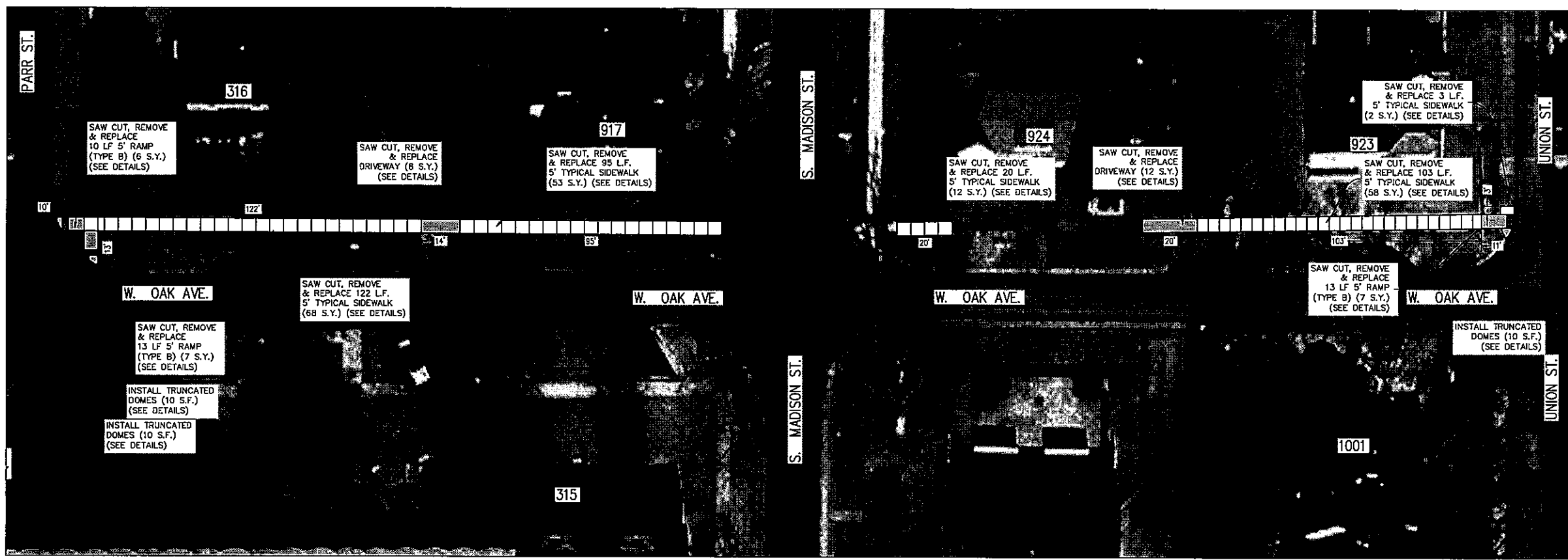


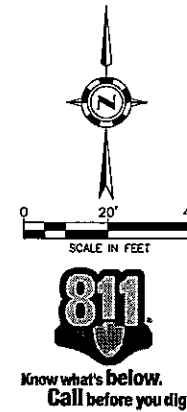
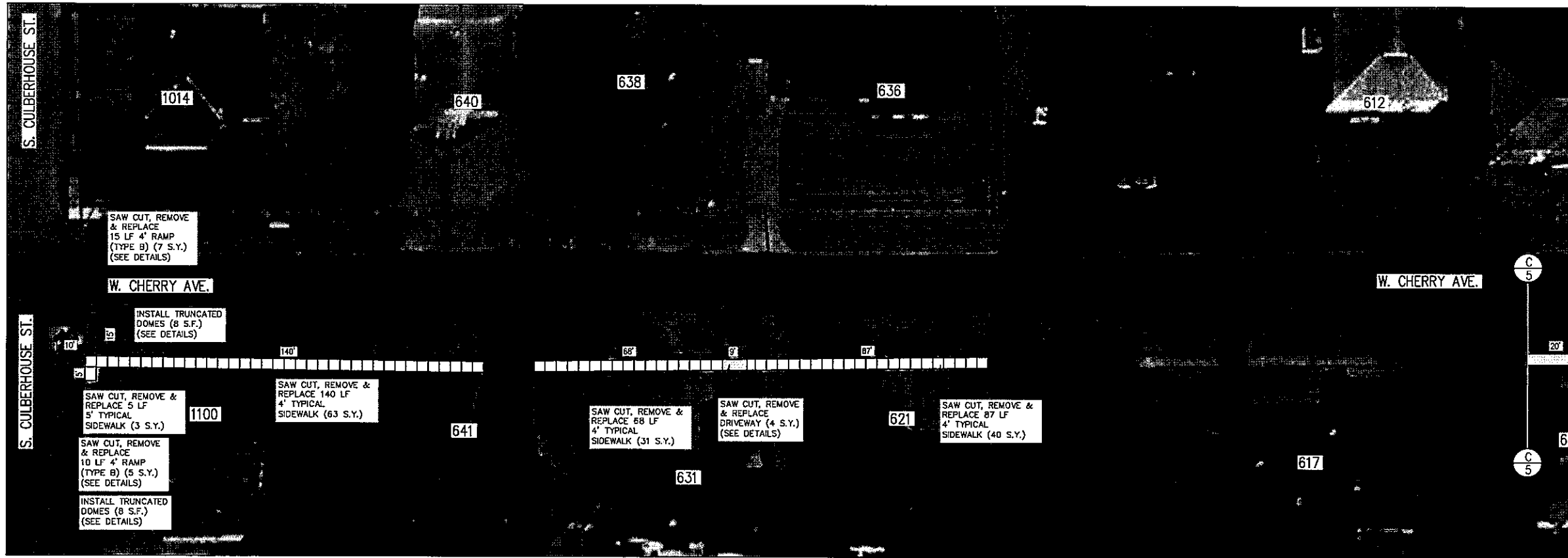
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W. OAK STREET

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**4 of 13**





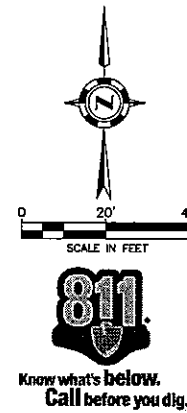
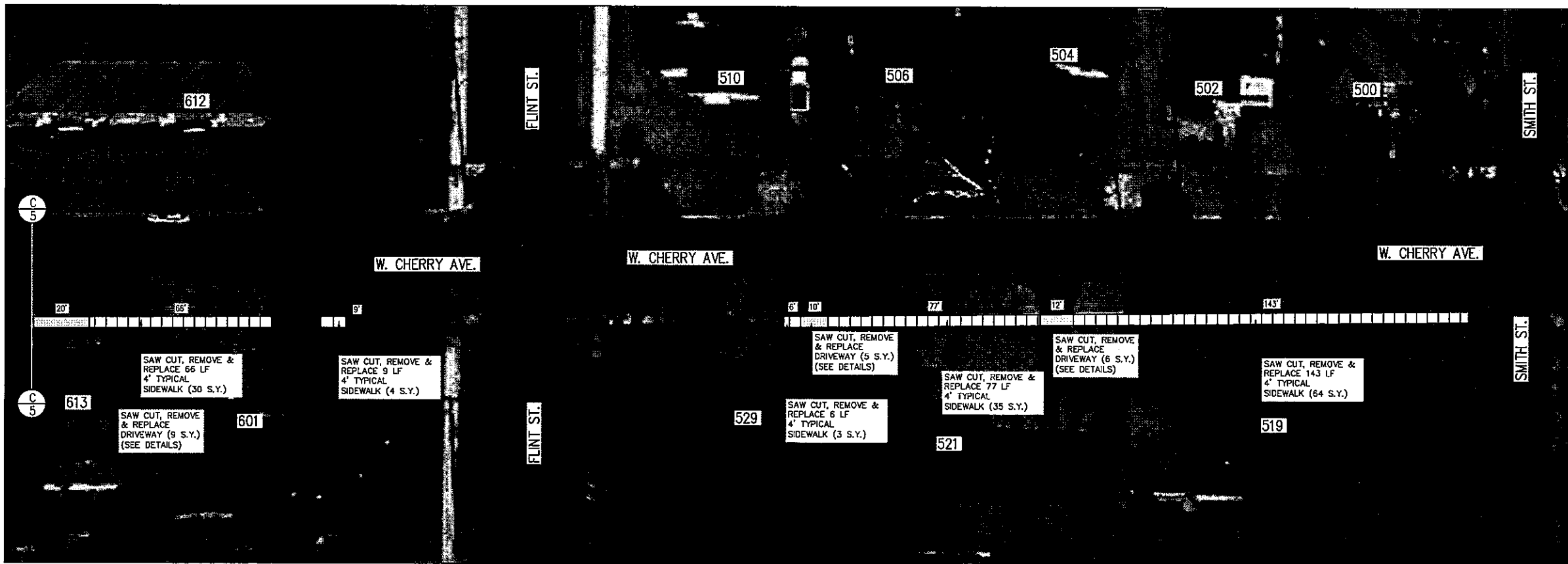
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2010 SIDEWALKS IMPROVEMENTS



STATE OF ARKANSAS  
 REGISTERED PROFESSIONAL ENGINEER  
 JAMES M. MORRIS  
 No. 12110

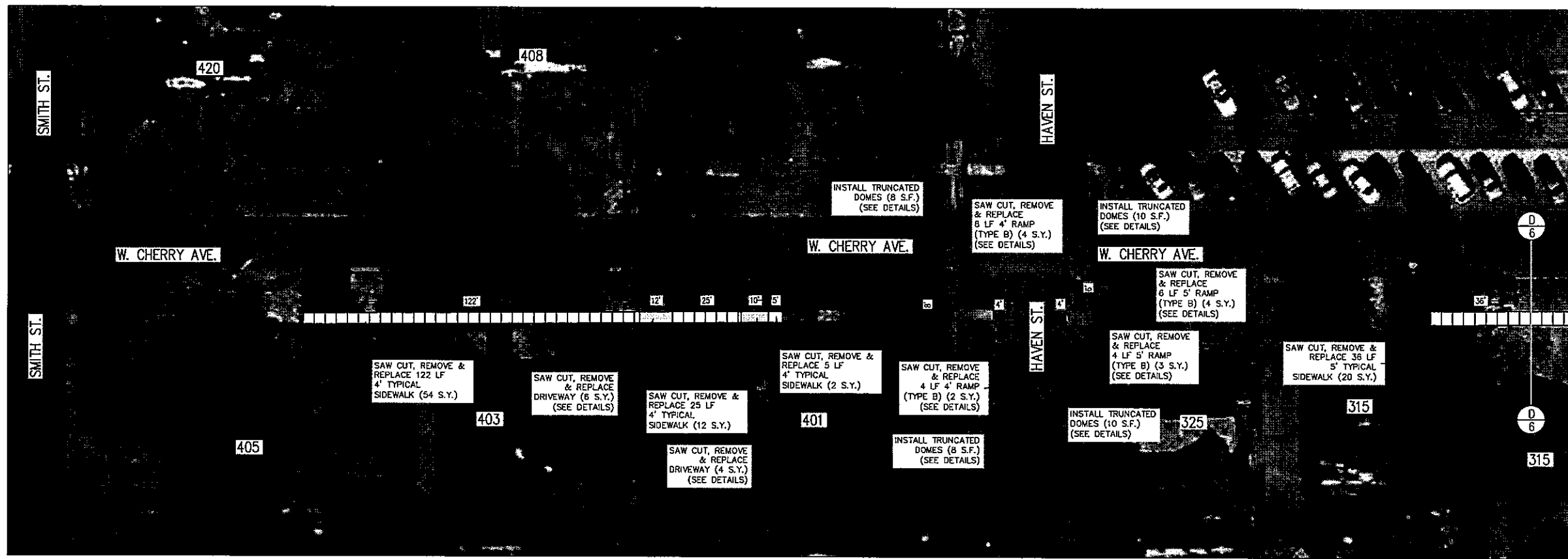
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**W. CHERRY AVENUE**

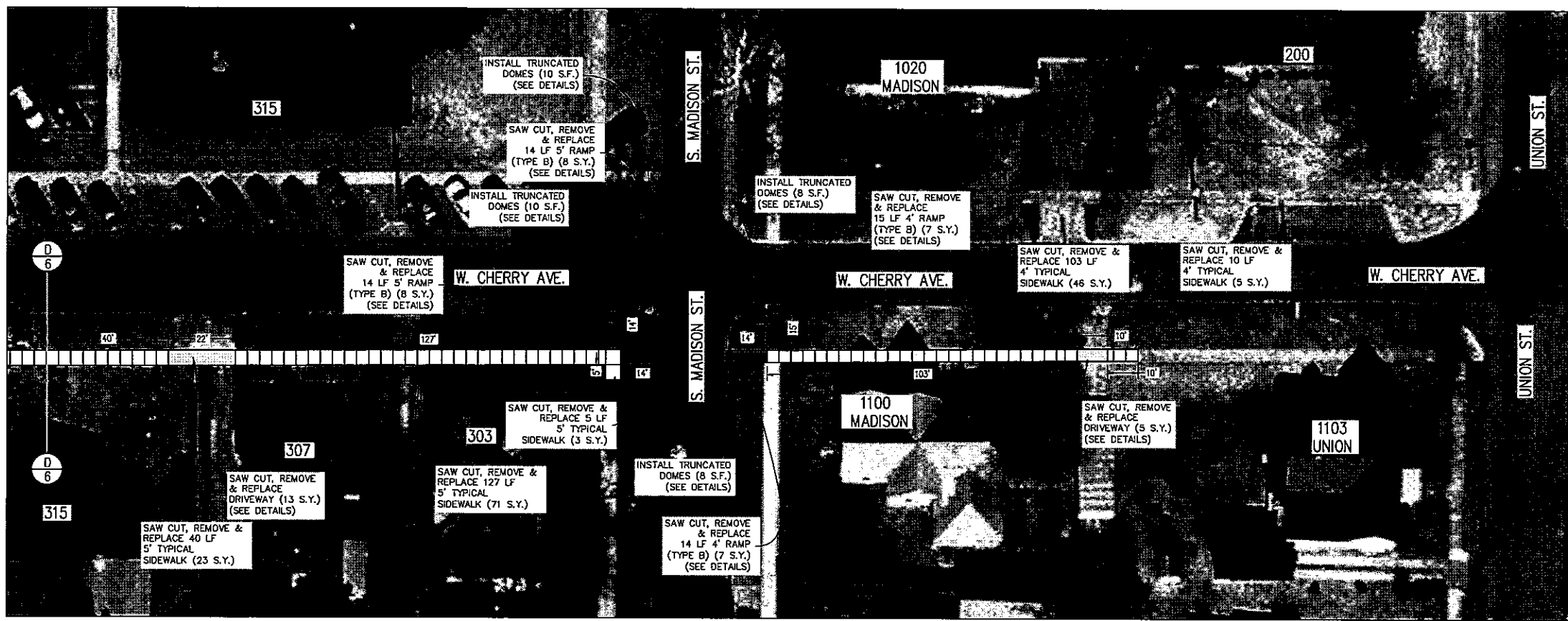
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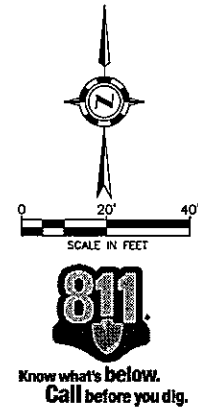
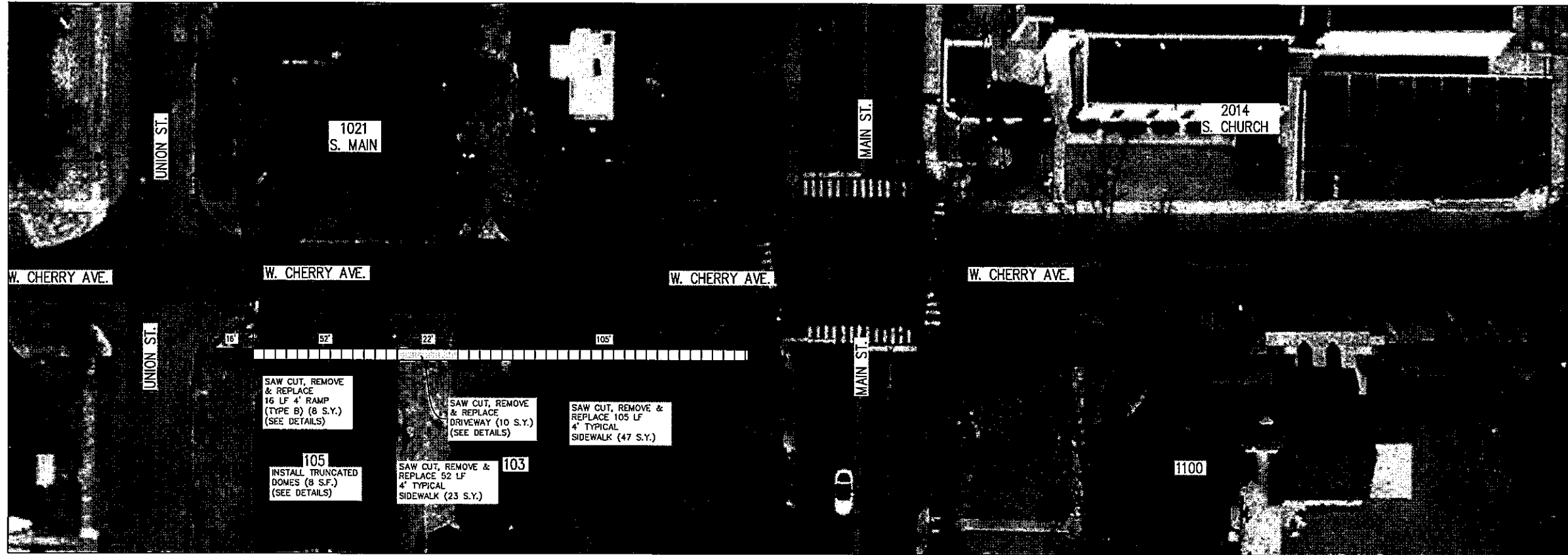
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**W. CHERRY AVENUE**

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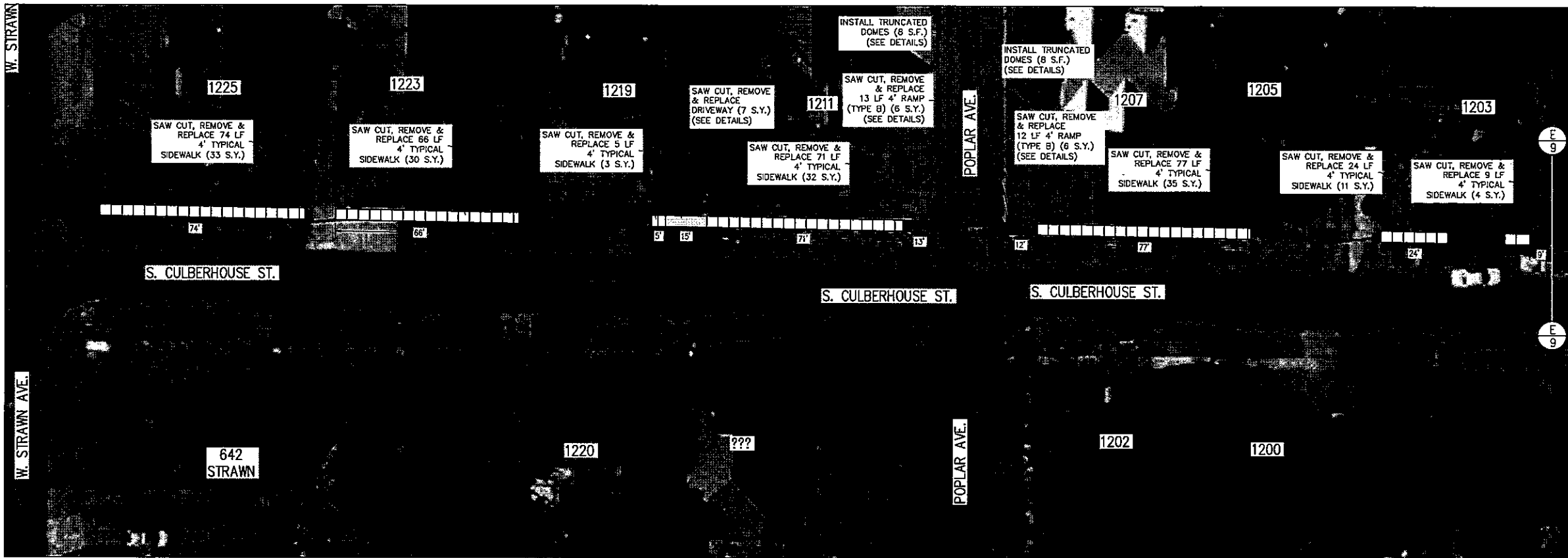
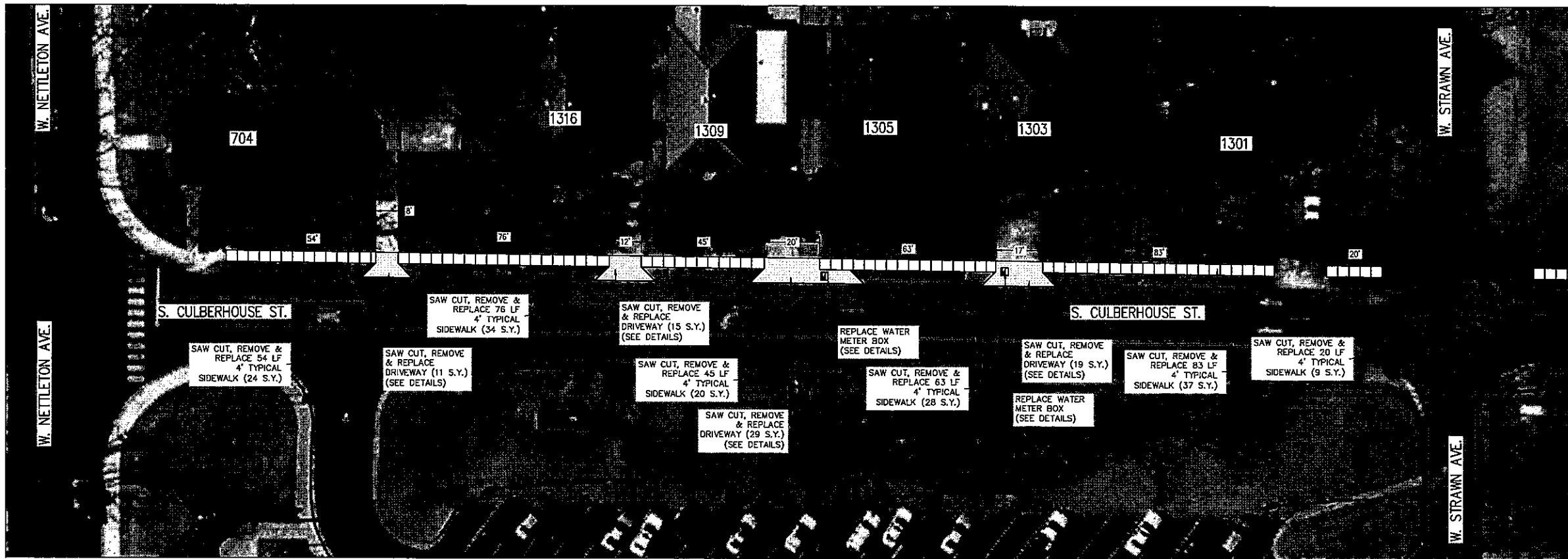


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**W. CHERRY AVENUE**

SHEET NUMBER:  
**7 of 13**



0 20' 40'

SCALE IN FEET

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2010 SIDEWALKS IMPROVEMENTS

0 20' 40'

SCALE IN FEET

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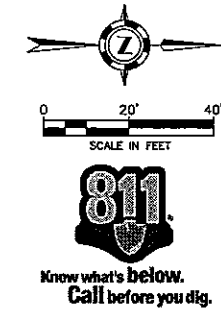
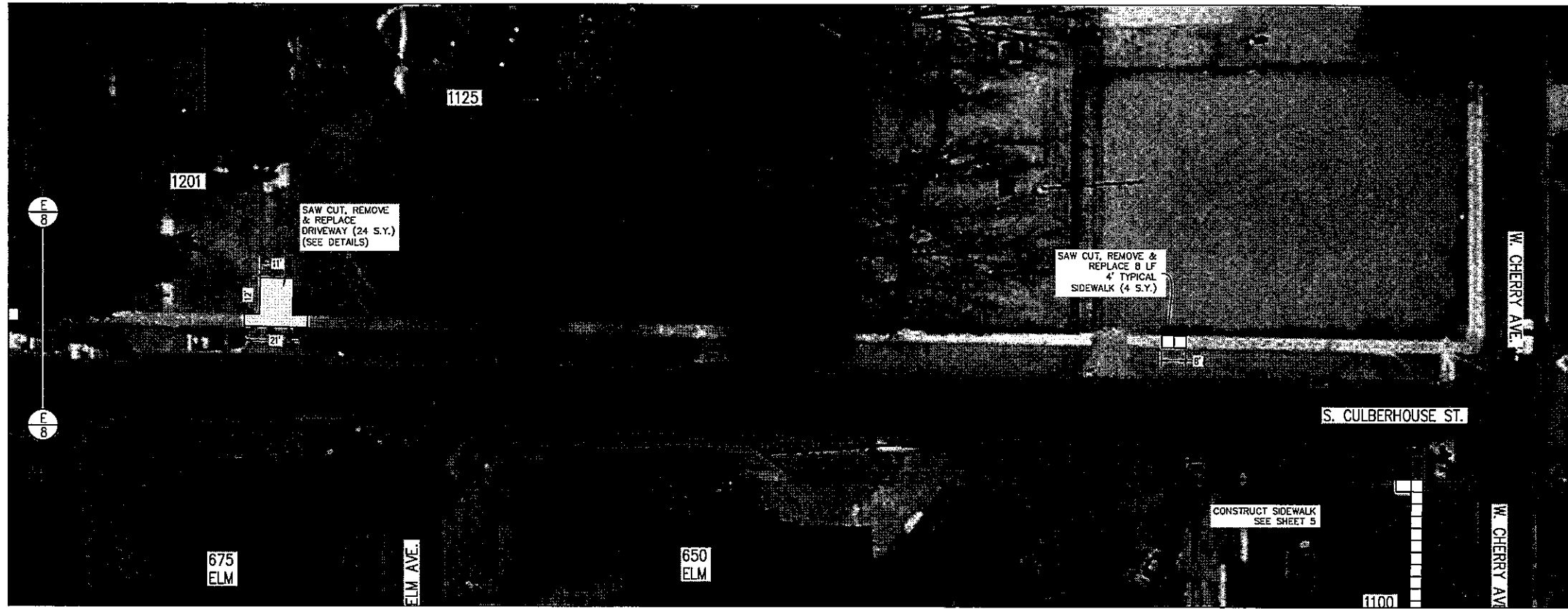
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S. CULBERHOUSE STREET

SHEET NUMBER:  
**8 of 13**

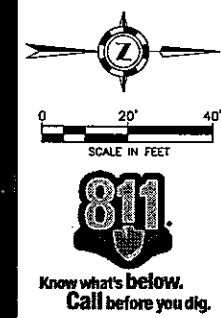
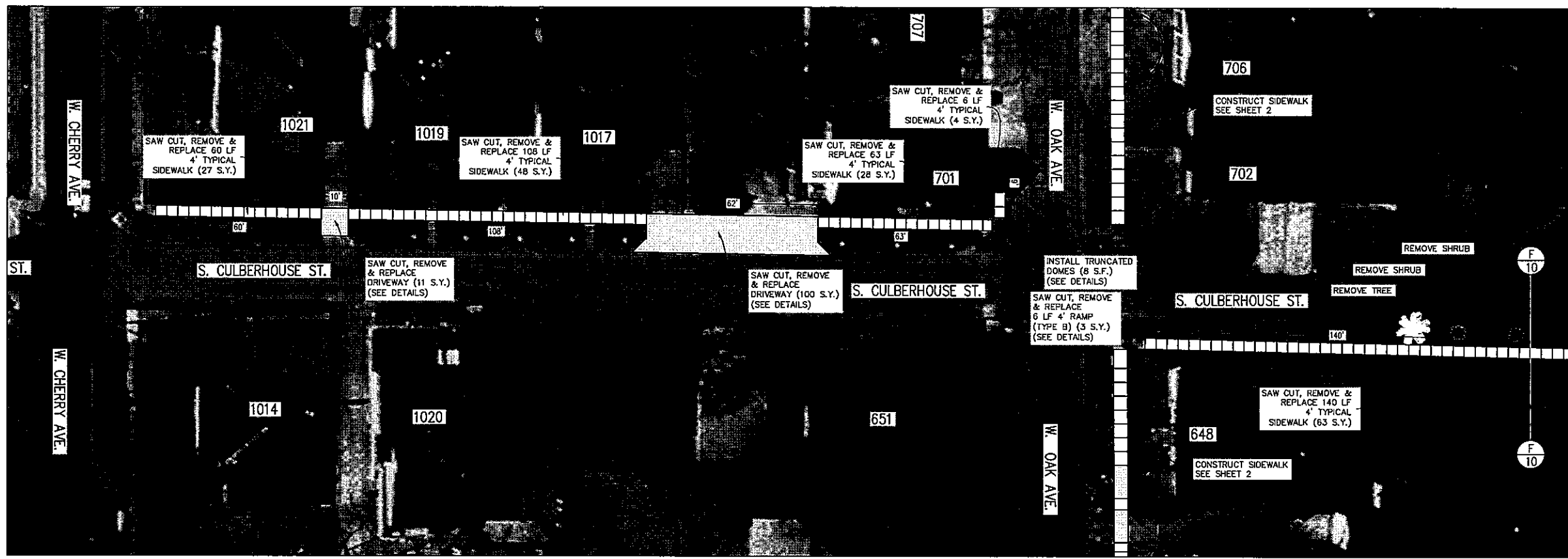




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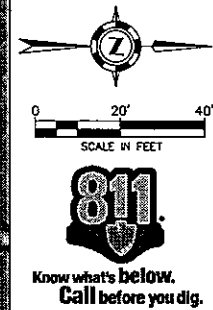
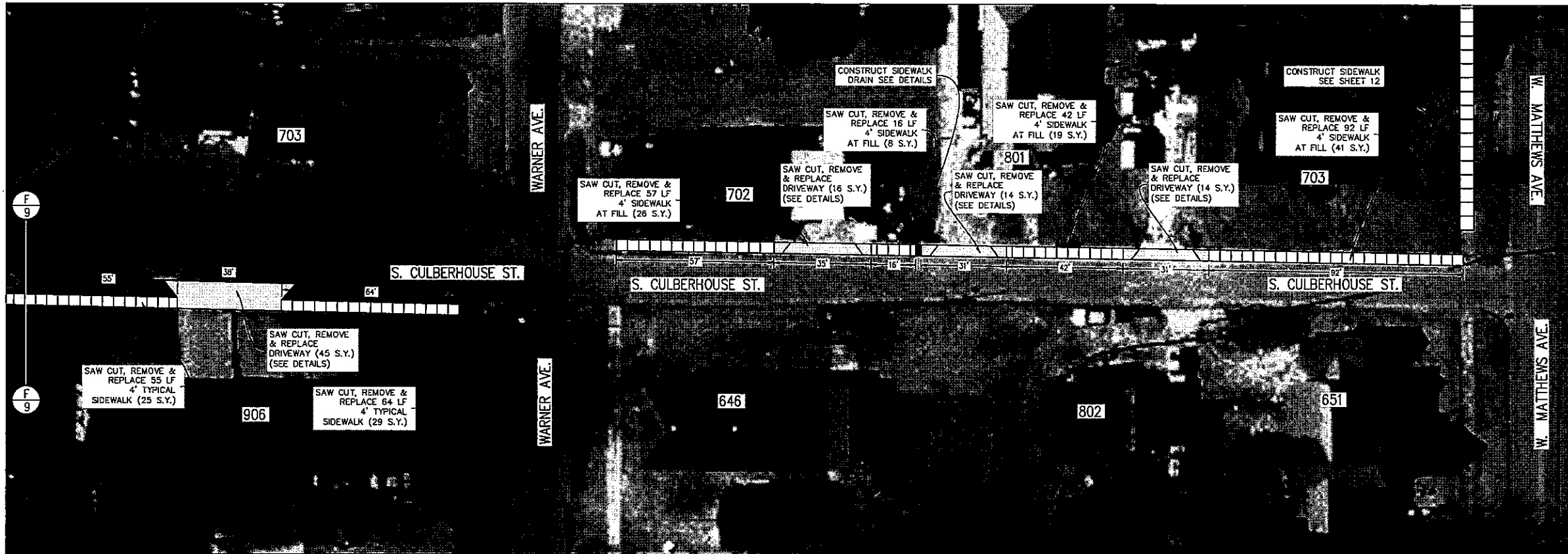


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DATE	BY	DESCRIPTION

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**S. CULBERHOUSE STREET**

**SHEET NUMBER:**  
 9 of 13



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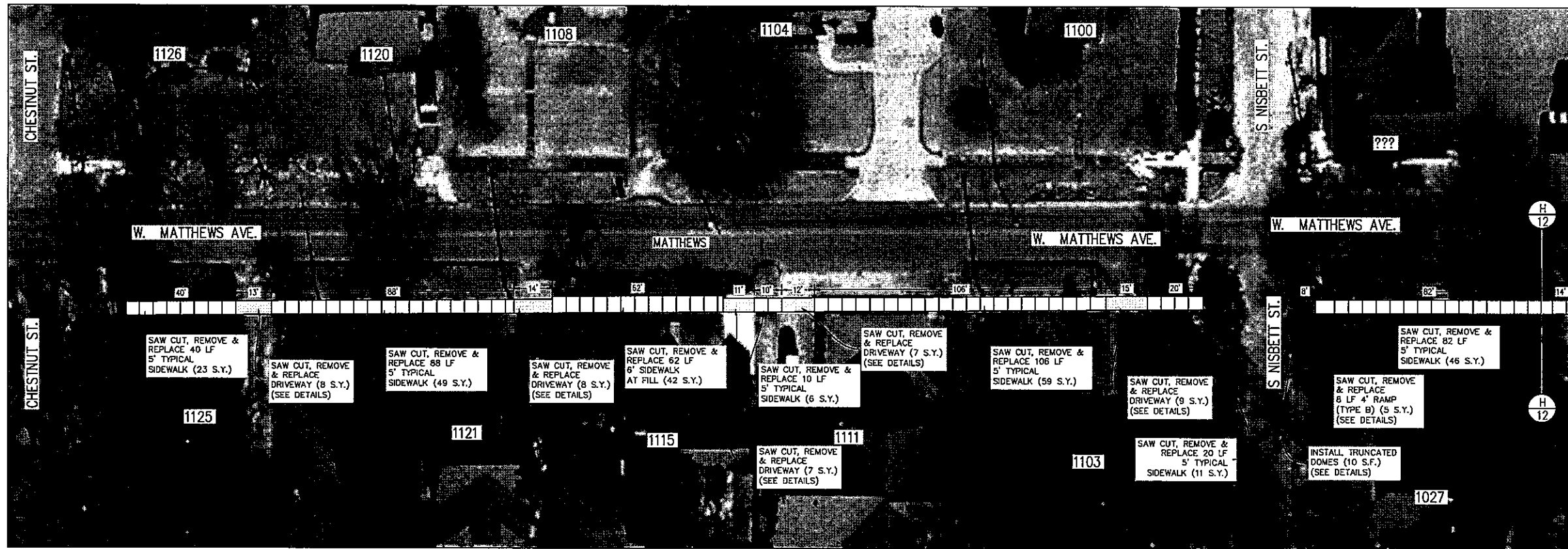


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DATE:	5/3/2010
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CAD NO.:	COJ-10-015

S. CULBERHOUSE STREET

SHEET NUMBER:  
**10 of 13**

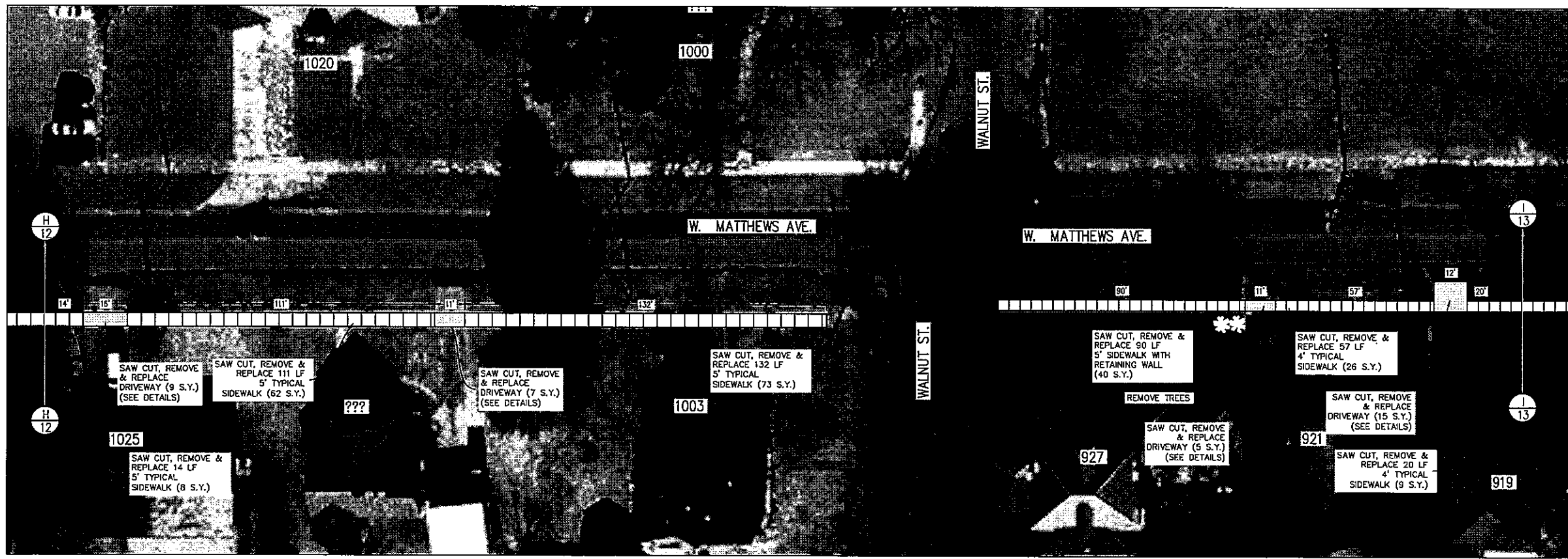


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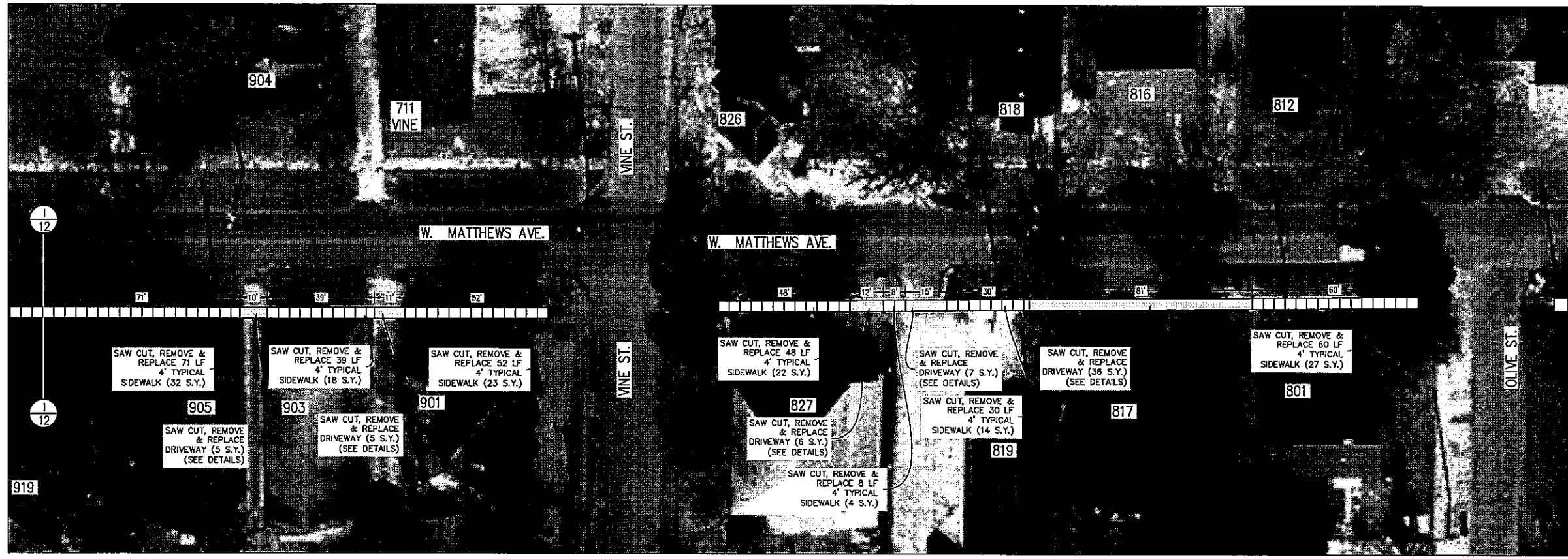


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CAD NO.:	COJ-10-015

W. MATTHEWS AVENUE

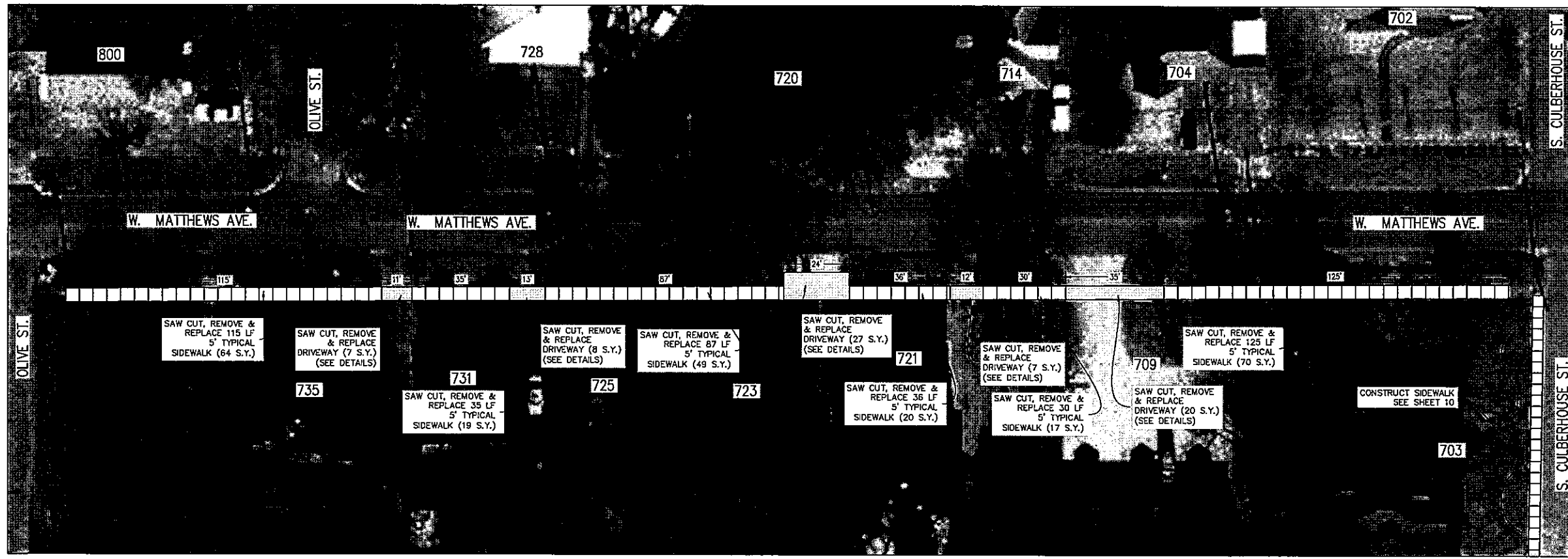
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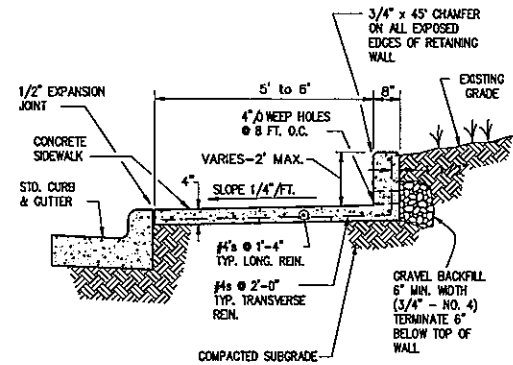

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CAD NO.:	COJ-10-015

W. MATTHEWS AVENUE

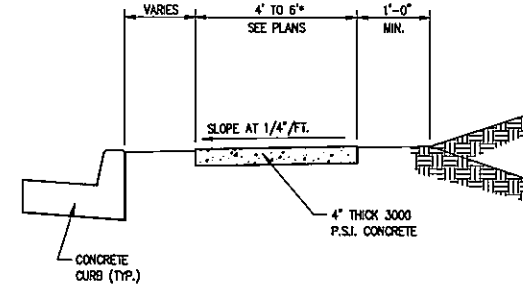
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**12 of 13**



**SIDEWALK W/ SMALL RETAINING WALL**  
N.T.S.

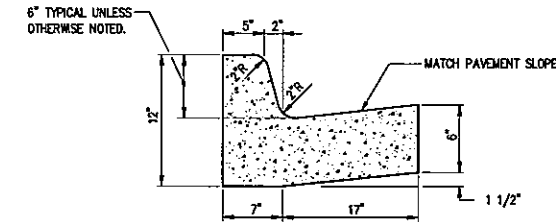
**NOTE:**

1. MINIMUM WIDTH FOR SIDEWALK ADJACENT TO CURB ON STATE OR U.S. HIGHWAY IS 6'-0".
2. WEEP HOLES SHALL HAVE GALVANIZED WIRE MESH SCREEN INSTALLED BETWEEN 4" WEEP HOLE TUBING AND GRAVEL AT FACE OF WALL. GRAVEL SHALL BE CONTINUOUS WITH LENGTH OF WALL SECTION.



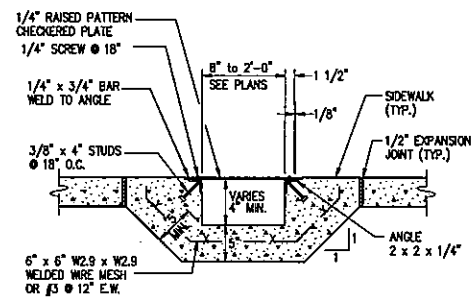
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N.T.S.

- MINIMUM WIDTH FOR SIDEWALK ADJACENT TO CURB IS 5' FOR CITY STREETS AND 6' FOR STATE OR U.S. HIGHWAYS.

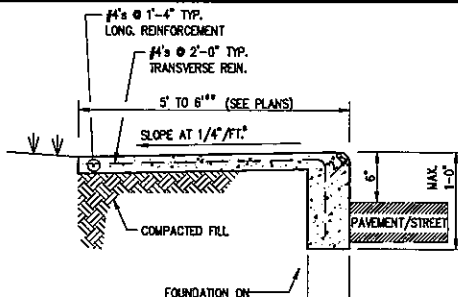


**COMBINATION CURB AND GUTTER**  
N.T.S.

- NOTE: CONTRACTION AND EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

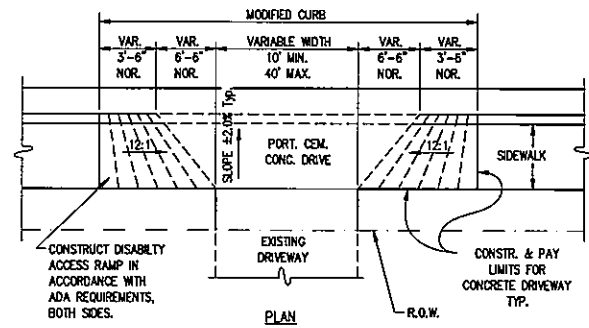


**SIDEWALK DRAIN**  
N.T.S.



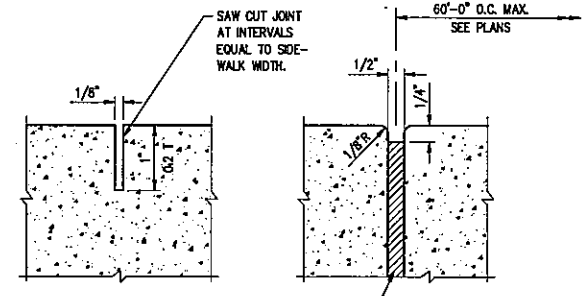
**SIDEWALK AT FILL AREA**  
N.T.S.

- NOTES:
- SIDEWALK MAY ALTERNATELY BE CONSTRUCTED TO SLOPE DOWN FROM CURB @ 1/4" PER FOOT.
  - MINIMUM WIDTH FOR SIDEWALK ADJACENT TO CURB IS 5' FOR CITY STREETS AND 6' FOR STATE AND U.S. HIGHWAYS.



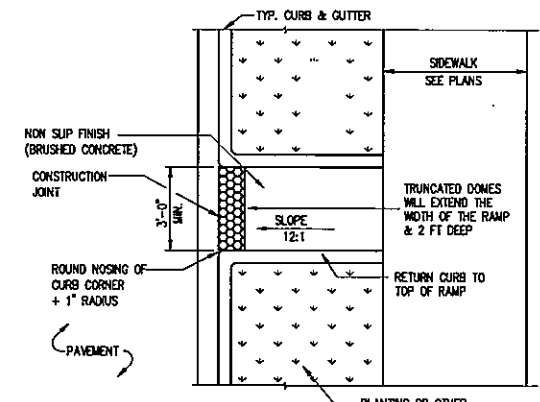
**TYPICAL DRIVEWAY**  
N.T.S.

- NOTES: 6" THICK 3000 P.S.I. CONCRETE

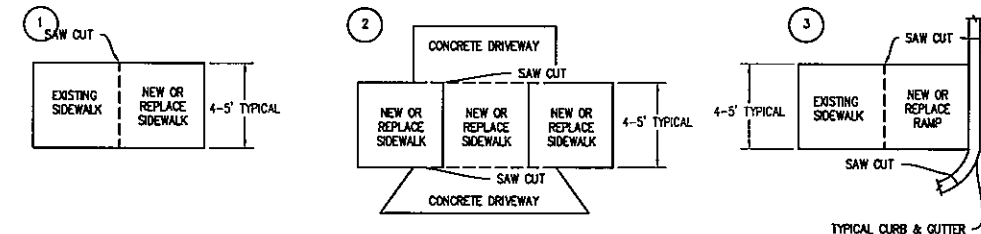


**TYPICAL SIDEWALK JOINT DETAILS**  
N.T.S.

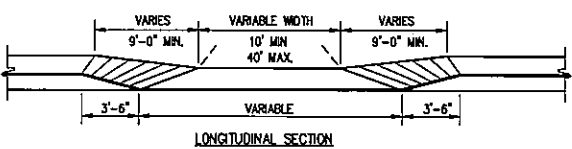
- NOTE: PROVIDE EXPANSION JOINT WHERE SIDEWALK ABUTTS CURB AND NEXT TO STRUCTURES AND DRIVEWAYS.



**TYPE "B" ACCESS RAMP**  
N.T.S.

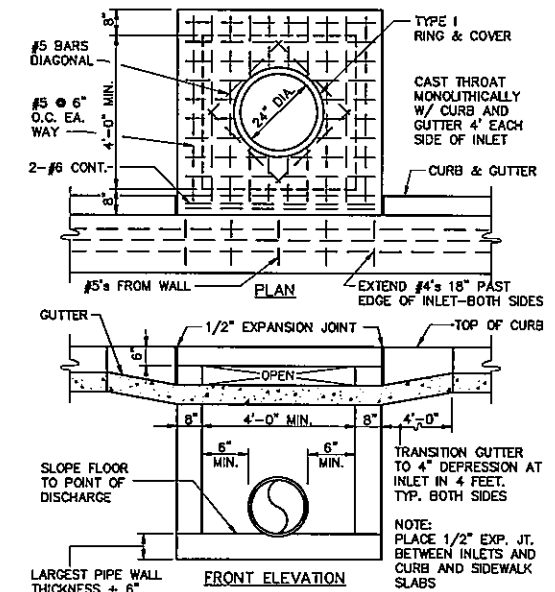


**TYPICAL SAW CUT DETAILS**  
N.T.S.

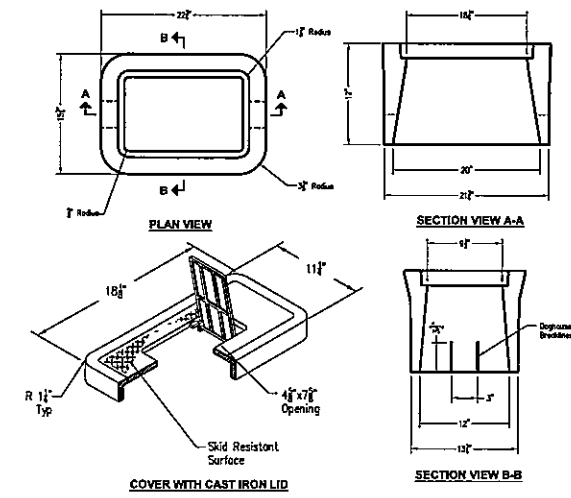


**TYPICAL DRIVEWAY**  
N.T.S.

- NOTES: 6" THICK 3000 P.S.I. CONCRETE



**CURB INLET - TYPE "A"**  
SCALE: 1/2" = 1'-0"



**WATER METER BOX**  
N.T.S.

- NOTE: WATER METER BOX SHALL BE PRE-CAST CONCRETE.



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City of  
**Jonesboro**  
ARKANSAS

2010 SIDEWALKS IMPROVEMENTS



REVISIONS		
DATE	BY	DESCRIPTION

**DRAWING INFO.**

DRAWN BY:	MEMorris
DATE:	5/3/2010
SCALE:	1" = 1'
JOB NO.:	COJ-10-015
CAD NO.:	COJ-10-015

**DETAILS**

SHEET NUMBER:  
**13 of 13**