

METROPLAN

Central Arkansas Regional Transportation Study Area Surface Transportation Program (STP) and Highway Infrastructure Program (HIP)

The Surface Transportation Block Grant Program (STBG) and Highway Infrastructure Program (HIP) provides funding for transportation projects. Eligible projects include street, pedestrian, and bicycle projects and may be flexed for transit infrastructure improvements.

Metroplan, as the designated MPO for the Central Arkansas Region Transportation Study Area, receives a yearly allocation that it has discretion to distribute to projects within its study area (CARTS STBG Program). \$250,000 is reserved for the MPO's planning operations with the remaining funds supporting local projects. Any Metroplan member may submit projects to consider for funding through the CARTS STBG program. **The CARTS STBG program focuses on projects that increase the connection between land-use and transportation or improve operations (congestion) through localized upgrades and technology but de-emphasizes major street reconstruction and widening. The Metroplan Board also committed \$55 Million over ten years towards the buildout of a regional trail system, which will largely come from STP funding.**

A local sponsor must provide at least 20% of the eligible project costs - in cash. Federal funds from other sources cannot be used to match these funds. Project sponsors must receive an official Notice to Proceed from Arkansas Department of Transportation (ArDOT) before up to 80% of the direct project costs can be reimbursed. The local sponsor is responsible for maintaining records and proving that expenses are legitimate and directly related to the project.

The following criteria have been developed by the Metroplan Board for its administration of the 2021 CARTS STBG Program's Call for Projects:

- **Project Award Size (Federal):**
 - **Street Tract \$500,000 - \$3,000,000***
 - **Jump Start Tract \$500,000 - \$3,000,000***
 - **Pedestrian/Bike Tract \$200,000 - \$3,000,000***
 - **Alternative Tracts \$500,000 - \$3,000,000***

**Exceptions may be made (by board vote) for projects consistent with the overall goal of the CARTS program*

- **Available funding. \$12,000,000 for STBG FFY 2021 and up to \$3,000,000 HIP FFY 2021**

Projects selected for FFY 2021 funding **must be obligated by September 2021.*

- **Funding is available for design, rights-of-way, utilities relocations, and construction phases.**

**Funding for engineering design services will be through Metroplan's on-call consultant contracts. A local sponsor may select to use its own engineer; however, when doing so it accepts all responsibility for monitoring the project and the loss of funds if obligation requirements are not met.*

- **Projects will be scored based on one of five tracts: (1) Urban Street Tract, (2) Rural Street Tract, (3) Bike/Ped Tract, (4) Jump Start Tract and (5) Alternative Tract. Project will be scored based on the responses provided by the sponsor with confirmation from the review committee.**

- Street projects must be located on an arterial street or major collector. Additional eligibility information may be found at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
- Applications are graded based on the projects submitted by the local sponsor. Funding awards are not eligible for re-allocations to another project.
- Funding allocations and project selection are intended to advance the implementation of the Long-Range Metropolitan Transportation Plan. Scoring criteria are shown in the application.
- Local sponsors submitting Jump Start Tract and Street Tract are encouraged to submit projects that enhance the land use - transportation connection. A scoring premium will be awarded to those projects which emphasize all modes of transportation. The Jump Start Tract awards a strong scoring premium to projects enhancing urban form and encouraging lifestyle elements alongside streets. The Street Tracts more strongly scores suburban and rural projects.
- Projects are expected to be vetted prior to their submittal to Metroplan. This includes the support of the local governing body and a thorough review of rights-of-way, utilities relocations and design considerations.
- Available funding is estimated and subject to congressional action. Metroplan will make every attempt to release the funding for the year of the award. If adjustments are necessary, Metroplan staff will notify the local sponsor.
- The local sponsor will be provided federal funding up to project award amount. The sponsor is responsible for any additional costs. Post-award funding adjustments of up to 20% may be considered based upon funding availability and openings. Alternative solutions such as limiting the scope of the project may also be considered subject to a review of the impact of design changes on award scoring.
- The local sponsor must have the required match accounted for upon application submittal.
- Partial/phased project segments that are identified by the local sponsor as independently beneficial may be considered. No other partial awards will be made. *Full Funding of project with the full local match and/or over match is required.*
- The local sponsor shall submit formal quarterly project progress status reports to Metroplan. Staff will work to accommodate schedule adjustments outside the control of the local sponsor, however, if the obligation year is affected this may disrupt the funds' availability.
- Projects that fall substantially behind schedule (1-year) may lose funding. The Metroplan Board will consider extenuating circumstances when choosing to de-award a project. Withheld funding will revert to the STBG regional unallocated pool.
- Sufficient design details plans must be submitted with the project application to confirm project scoring. Full Design, Environmental Approval and ROW Acquisition must be completed for obligation by September 2021.
- **Letter of Intent identifying the project and recommended scoring tract must be submitted to Metroplan by August 10th, 2020.**
- **DEADLINE for this application is Wednesday, September 30, 2020 at 4:00pm (CDT). Prior to this deadline, paper responses must be received at the Metroplan office or via email (ccovington@metroplan.org).**

Questions may be addressed to Tab Townsell at TTownsell@Metroplan.org or Casey Covington at ccovington@metroplan.org or via phone at 501 372-3300.

2021 METROPLAN TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Due: 4:00 pm, Wednesday, September 30, 2020

METROPLAN
Central Arkansas Regional Transportation Study Area
Surface Transportation Program
FFY 2021 Application

Project Sponsor

Applicant: _____ Phone Number: _____

Contact: _____ E-Mail: _____

Partners: No Yes (Please list)

General Project Data

Project Name: _____

Brief Project Description:

Project Purpose:

Project Location Map: Attach a proposed site plan and vicinity map

Applicants must submit legible maps of the project location with this application. The map(s) should be good enough quality to be easily reproducible and should include the following:

- Project location and design information
- North arrow
- Pertinent landmarks
- If appropriate, a legend identifying any other items on the map

2021 METROPLAN TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION Due:
4:00 pm, Wednesday, September 30, 2020

Preliminary Project Development and Local Commitment (25 Possible Points)

Governing Body Resolution (Required): Date _____

Project Time (Obligation in FY 2021 Required): Yes No

Provide detailed timeline (attach) or Complete Below

	2020				2021			
	Jan to Mar	Apr to Jun	July to Sep	Oct to Dec	Jan to Mar	Apr to Jun	July to Sep	Oct to Dec
Design								
Environmental								
Utilities								
Right-of-way								
Start Construction								

Full Funding Identified and Secured (Required): Yes No

Total Project Cost: _____

Local Funding Source: _____

Included in Local Sponsor Budgeted: Yes No

Federal Funds Request (up to 80% of total): _____

Phases requesting funding for: _____

Is the project a segment or phase of a larger project: Yes No

If yes identify independent utility of segment and funding plan for remainder of project

500 Character Max

Project Design (10 Points):

No Design Schematic Design Preliminary Design Full Design
Engineer _____

Environmental Document (5 Points):

None Agency Letters Received Draft Document Approved Environmental

Rights-of-way (4 Points):

No Information Identified Secured

Utility Relocation (4 Points):

No information Identified/Under Contract Relocated/NA

Budget Estimate (2 Points):

General Estimate Itemized Estimate (complete following page)

Estimator: _____

Local Jurisdiction Overmatch: Bonus Points

Local Match as a percentage of total project cost (all phases) _____

Use the text box below to provide other pertinent information on project development and funding

1000 Characters Max

Project Construction Estimate

	ITEM OF WORK	QUANTITY	UNITS	UNIT COST	ITEM COST
1	SITE PREPARATION	1	LUMP SUM	\$70,000.00	\$70,000.00
2	HAWK BEACON RELOCATION	1	LUMP SUM	\$100,000.00	\$100,000.00
3	UNCLASSIFIED EXCAVATION	5900	CU. YD.	\$9.72	\$57,348.00
4	COMPACTED EMBANKMENT	10910	CU. YD.	\$11.80	\$128,738.00
5	BORROW	3400	CU. YD.	\$34.83	\$118,422.00
6	UNDERCUT AND BACKFILL	900	CU. YD.	\$60.00	\$54,000.00
7	SOIL STABILIZATION	100	TON	\$243.00	\$24,300.00
8	AGGREGATE BASE COURSE (CLASS 7)	3639	TON	\$23.22	\$84,497.58
9	ACHM BINDER COURSE (1") IN PLACE	1336	TON	\$65.00	\$86,840.00
10	ACHM SURFACE COURSE (1/2") IN PLACE	929	TON	\$80.00	\$74,320.00
11	PORTLAND CEMENT CONCRETE DRIVEWAY	467.11	SQ. YD.	\$62.65	\$29,264.44
12	MOBILIZATION	1	LUMP SUM	\$71,025.20	\$71,025.20
13	FURNISHING FIELD OFFICE	1	EACH	\$0.00	\$0.00
14	MAINTENANCE OF TRAFFIC	1	LUMP SUM	\$41,373.90	\$41,373.90
15	PAVED DETOUR	1	LUMP SUM	\$100,000.00	\$100,000.00
16	STORM SEWER/DRAINAGE	1	LUMP SUM	\$220,000.00	\$220,000.00
17	EROSION CONTROL	1	LUMP SUM	\$15,000.00	\$15,000.00
18	CONCRETE WALKS	1072	SQ. YD.	\$53.44	\$57,287.68
19	CONCRETE TRAIL	1300	SQ. YD.	\$65.00	\$84,500.00
20	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	1348	LIN. FT.	\$17.58	\$23,697.84
21	CONCRETE CURB (TYPE D)	125	LIN. FT.	\$20.00	\$2,500.00
22	ROADWAY CONSTRUCTION CONTROL	1	LUMP SUM	\$40,096.02	\$40,096.02
23	WHEELCHAIR RAMPS (TYPE 3)	9	SQ. YD.	\$257.62	\$2,318.58
24	PAVEMENT MARKINGS	1	LUMP SUM	\$6,000.00	\$6,000.00
25	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1)	1	LUMP SUM	\$15,000.00	\$15,000.00
26	THREE-SIDED PRECAST CULVERT (28'x12')	249	LIN. FT.	\$3,295.00	\$820,455.00
27	BRIDGE CONSTRUCTION CONTROL	1	LUMP SUM	\$10,000.00	\$10,000.00
28	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	1400	CU. YD.	\$162.00	\$226,800.00
29	CLASS S CONCRETE-BRIDGE	740	CU. YD.	\$750.00	\$555,000.00
30	REINFORCING STEEL-BRIDGE (GRADE 60)	78300	POUND	\$1.10	\$86,130.00
31	BRIDGE NAME PLATE (TYPE D)	1	EACH	\$1,264.00	\$1,264.00
32	FILTER BLANKET	37	SQ. YD.	\$18.00	\$666.00
33	DUMPED RIPRAP (TYPE SPECIAL)	346	CU. YD.	\$60.00	\$20,760.00
34	CONCRETE RIPRAP	50	CU. YD.	\$560.00	\$28,000.00
35	RETAINING WALL	4648	SQ. FT.	\$60.00	\$278,880.00
36	HANDRAIL (TYPE H1)	220	LIN. FT.	\$70.00	\$15,400.00
37	HANDRAIL (TYPE H3)	370	LIN. FT.	\$150.00	\$55,500.00
38	HANDRAIL (TYPE SI-1)	115	LIN. FT.	\$90.00	\$10,350.00

Construction Sub-Total	\$3,615,734.25
20% Contingency	\$723,146.85
Right of Way Acquisition	\$217,800.00
Total Cost	\$4,556,681.10
Requested STP Funds	\$3,000,000.00
Local Match (20% minimum)	\$1,556,681.10

Source of Estimate: Garver

To complete the remainder of the application the sponsor will need to complete the detailed scoring criteria of one of the five scoring tracts. Metroplan staff should be consulted with to confirm the proper scoring tract.

1. Municipal Street Tract

The Municipal Street Tract is designed for primarily suburban, exurban streets and ETJ streets to address traffic congestion and/or the safety of all modes of transportation. In accomplishing this task, the grant program creates premium scoring criteria to emphasize a Complete Streets approach to design and development of projects.

2. Rural Street Tract

The Rural Street Tract is designed for primarily outside of Cities, City ETJs, and beyond near-term city growth areas to address traffic congestion and/or the safety of all modes of transportation. In accomplishing this task, the grant program creates a premium scoring criterion to pragmatically replicate a Complete Streets-style approach to project design within the context of a rural setting.

3. Pedestrian and Bicycle Facility Tract

Projects that are purely bicycle and pedestrian projects. STBGP project should focus on regional connections as the TAP funding is primarily to be used for local connections.

4. Jump Start Tract

The Jump Start Tract is designed for streets with urban or near urban land development form immediately adjacent to the project. The design of these criteria strongly awards the creation of urban space with the purpose of enhancing a safe, multi-modal transportation environment in support of a walkable, livable, mixed use land use environment alongside.

5. Alternative Tract

The Alternative Tract is designed for eligible projects that cannot be easily accommodated or scored in any of the three primary tracts. Depending on the nature of the project, the scoring criteria are to be negotiated between the sponsor and Metroplan staff subject to the approval of the Board of Directors or Executive Committee. Negotiated scoring criteria should include all applicable scoring elements of the three other tracts to the degree possible and include new scoring elements as necessary to ensure the broader goals of the STBG grant funding program.

Project Purpose and Design of Project (75 Possible Points)

Alternative Tract

The Alternative Tract is designed for eligible projects that cannot be easily accommodated or scored in any of the three primary tracts. Depending on the nature of the project, the scoring criteria are to be negotiated between the sponsor and Metroplan staff subject to the approval of the Board of Directors or Executive Committee. Negotiated scoring criteria should include all applicable scoring elements of the three other tracts to the degree possible and include new scoring elements as necessary to ensure the broader goals of the STBG grant funding program.

It is recognized that certain projects such as traffic lights and roundabouts, grade separation projects for either street or bike/ped are so narrow in scope to hinder higher scoring in the three primary tracts. These type projects can be submitted for consideration under the Alternative Tract using negotiated alternative scoring criteria as described above. Other projects such as new or expanded transit transfer centers or trolley car lines do not fit well into the primary tracts and have very few applicable criteria that can be borrowed from the primary tracts. Completely separate scoring criteria must be negotiated in these cases. This type of projects is suggested to be endorsed as a funding priority by the board before submittal.

Project Purpose and Design of Project (75 Possible Points)

Special Alternative Tract Municipal Street & Ped/Bike Tract

Street Factors

Impact of the Project (10 Points):

Local Multi-Jurisdictional Regional RAN Segment

Multi-Jurisdictional – Project is **located** in more than one jurisdiction

Regional – Project **benefits** a broad area of multiple jurisdictions or is part of a major commuting route

Regional Arterial Network (RAN) Bonus Points – The RAN network is an official designation by the Metroplan Board of Directors for its regional significant. Check with Metroplan Staff

Add Text as necessary (300 characters max)

Complete Street

1. Pedestrian Facilities -Proposed (8 Points):

No accommodation Flush Sidewalks (both sides) or Buffered Sidewalk (one side)

Buffered Sidewalks (both sides) Extra Wide Separation (12 ft total)

2. Bicycle Facilities – Proposed (8 Points):

No accommodation Sharrow/Shared Facility 5ft Bike Lanes

Sidepath (multi-use path) Protected Bike Lane(physical barrier) or Cycle Tract

3. Transit Friendly Design – Proposed (8 Points):

Wide Sidewalks (future) Bus Pull Off Bays Not on existing/proposed transit route*

*to be confirmed by Rock Region Metro

4. Pedestrian Protected Street Crossings Proposed (5 Points):

None Greater than 1/8 Mile spacing Less than 1/8 Mile spacing

Special Alternative Tract Municipal Street & Ped/Bike Tract (continued)

Include Pertinent information regarding complete streets (500 character Max)

Must include reason for no accommodations

Quality of Place Amenities – Check all that apply

Jurisdictions are strongly encouraged to submit schematic designs for the project to confirm the presence and use of such elements. Construction awards are subject to Metroplan review to ensure inclusion of amenities.

Landscaped Median		Full Bus Stop Shelters		Bike Lockers	
Bus Stop Benches		Bike Racks		Grade Separated Bike/Ped	
Pedestrian Scale Lighting		Utilities Service in Median		Area Enhancement Features	
Architectural Paver Median		Decorative Street Lights		Roundabouts	
Alt Intersection Design		Curb and Gutter			

Other List:

Trail and Path Factors

1. Corridor (15 points):

Local Trail/Path

Feeder Corridor to Regional

Regional/Bike Arterial

2. Jurisdictional Adopted Plan (5 Points):

Local Plan

Reg/State Bike Plan

National Bike Plan

3. Grade Separation (16 Points):

Yes

No

Special Alternative Tract Municipal Street & Ped/Bike Tract (continued)

Trail and Path Factors (continued)

Quality of Place Amenities – Check all that apply

Bike/Ped Separation	<input type="checkbox"/>	Restrooms	<input type="checkbox"/>	Other Bike/Ped Connectivity	<input type="checkbox"/>
Trail Lighting	<input type="checkbox"/>	Access to Commercial Areas	<input type="checkbox"/>	On-Trail Retail	<input type="checkbox"/>
Green Space & Parks	<input type="checkbox"/>	Access to Residential Areas	<input type="checkbox"/>	On-Trail Restaurants	<input type="checkbox"/>

Other List:

Include Pertinent information related to the project (1000 character Max)



**City of Conway, Arkansas
Resolution No. R-20-11**

A RESOLUTION EXPRESSING THE WILLINESS OF THE CITY OF CONWAY TO UTILIZE FEDERAL AID SURFACE TRANSPORTATION PROGRAM FUNDS FOR THE SALEM ROAD BRIDGE PROJECT

Whereas, the City of Conway understands Federal-aid Surface Transportation Program Funds are available at 80% federal participation and 20% local match to re-construct the Salem Road Bridge, and

Whereas, the City of Conway understands that Federal-aid Funds are available for this project on a reimbursable basis, requiring work to be accomplished and proof of payment prior to actual monetary reimbursement, and

Whereas, this project, using federal funding, will be open and available for use by the general public and be maintained by the City of Conway for the life of the project.

NOW THEREFORE, BE IT RESOLVED BY THE CONWAY CITY COUNCIL THAT:

Section I: City of Conway will participate in accordance with its designated responsibility, including maintenance of this project.

Section II: Conway Mayor Bart Castleberry is hereby authorized and directed to execute all appropriate agreements and contracts necessary to expedite the construction of the above stated project.

Section III: The Conway City Council pledges its full support and hereby authorizes Metroplan to initiate action to implement this project.

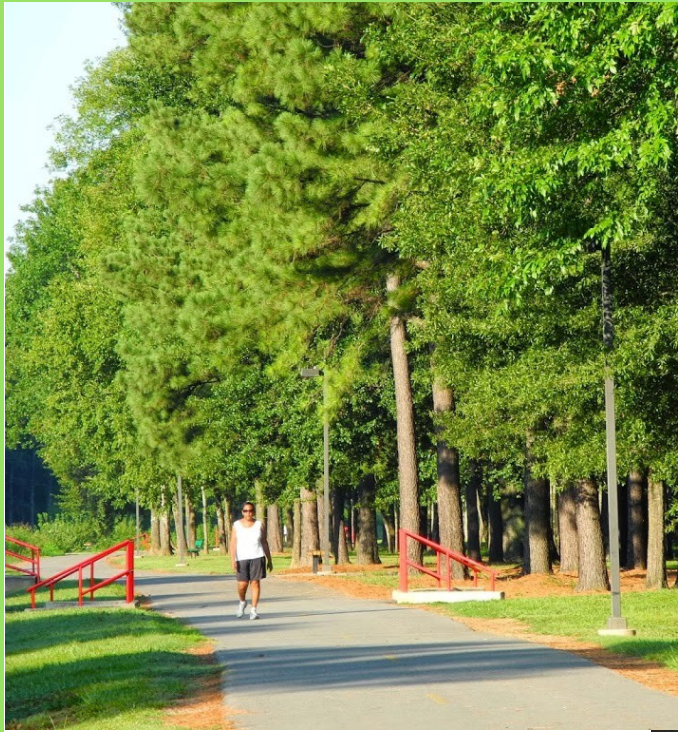
THIS RESOLUTION adopted this 28th day of January, 2020.

Approved:

Bart Castleberry

Attest:

**Michael O. Garrett
City Clerk/Treasurer**



City of
CONWAY, ARKANSAS
City of Colleges

Pedestrian Master Plan

August 2018



5 Implementation Plan

5.1 - Project Recommendations

The following section outlines the priority list of sidewalk installation and maintenance based on surveys, walkability assessments, usage maps, and public input. The priority lists contain justification for the inclusion and ranking of each project. Where further clarification or specifications are needed for the locations of the project recommendations, the Bicycle and Pedestrian advisory board may advise based their knowledge of the needs.

Based on the results of polling, the input of the steering committee, and BPAB members ,the sidewalk installation projects are ranked into the categories of Top Priority list, Priority list for less immediate needs, and the Long-Term Goals list for the remaining project recommendations.

5.2 - Sidewalk Installation Priority List

Top Priority: Immediate Needs

- Tyler Street
Complete the sidewalk from Kinley Trail head at Gatlin Park to Washington Ave. This will increase access to the Faulkner County Public Library on Tyler Street, the Kinley Trail, and Hendrix College.



Above: Tyler Street with a path worn down



Above: College Avenue connects to many areas but lacks sidewalks

- College Avenue
Complete the sidewalk from Donaghey Avenue to Salem Road. This better connects Conway Regional Hospital to the community. It also better connects nearby UCA to local businesses and the Kinley Trail, which crosses College Avenue.



Above: Heavy foot traffic has left a path along Farris Road

- Farris Road
 - Between College Street and Prince Street. This will increase access from UCA to the Kinley Trail and shopping, retail, and other services on Prince Street.
- Salem Road
 - Between Marguerite Vann Elementary and College, and between Tyler and Prince. This area has heavy foot traffic from students of all ages as there are numerous schools in the area. There is also heavy traffic because of the nearby shared-use path and many retail locations.
- Robins Street
 - From Donaghey Avenue to the Baseball complex and Boys and Girls club. This area has heavy use by children because of the Baseball facilities and Boys and Girls club. This is also near UCA.

Priority: Less Immediate Needs

- South Donaghey Avenue from Dave Ward Drive to Farve lane
 - There are many neighborhoods and apartment complexes along this length of road, and some of it does already contain a sidewalk. Ellen Smith Elementary is on the corner of South Donaghey and Farve. Without a completed sidewalk along this stretch of road, many children that live nearby will not have a safe way to walk to school.
- Country Club Road- South of Rivera to at least Prince
 - Julia Lee Moore school is on this road, and there are areas of no sidewalk on either side. There are many children that are able to walk to this school from the surrounding neighborhoods, but the lack of sidewalk makes this dangerous. Because of the level and nature of the pedestrian activity on this



BICYCLE & PEDESTRIAN
ADVISORY BOARD
CITY OF CONWAY, ARKANSAS

City of Conway, Arkansas Bicycle Master Plan

Updated: 8-21-16

Adopted by the Conway City Council (9-13-2016)

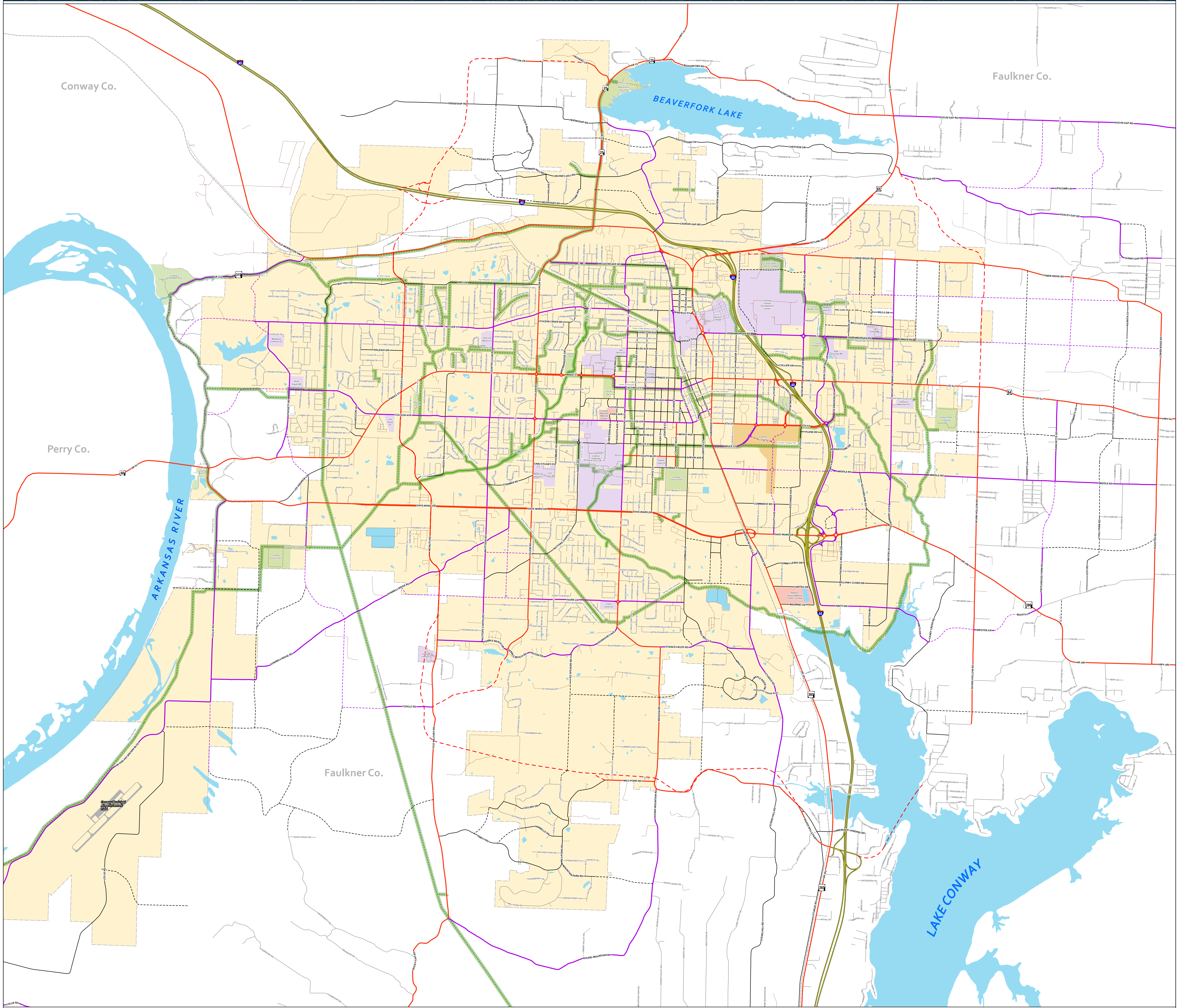


Streets to eventually have bicycle lanes should include (but is not limited to):

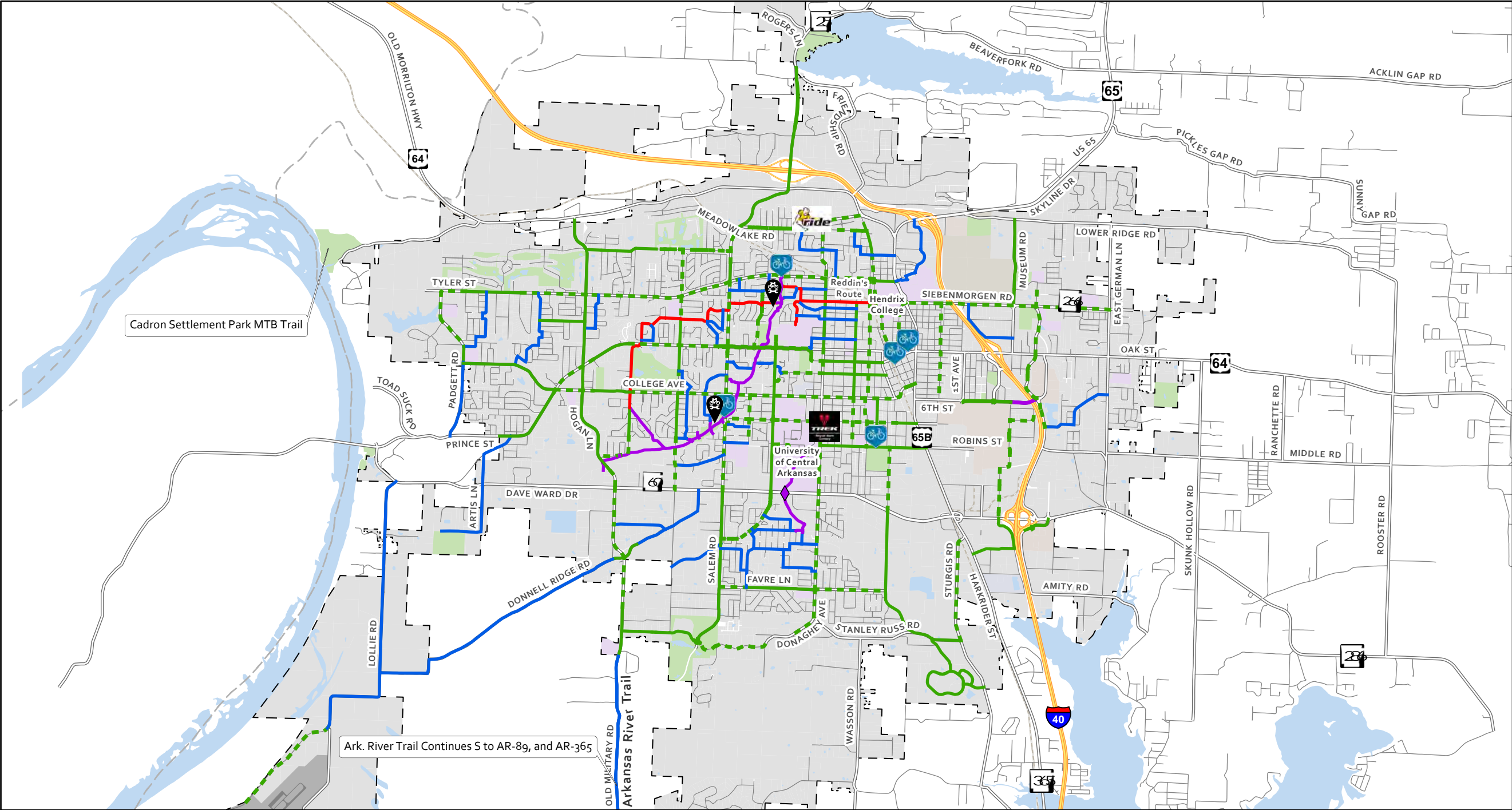
Dave Ward Drive	Irby Street	S. Donaghey Ave
Middle Road	Lower Ridge Road	S. German Ave
College Avenue	Meadow Lake Street	Sturgis Road
Prince Street	Hogan Lane	Harkrider Street
Caldwell Street	Old Military Road	Amity Road
Oak Street	Country Club Lane	East German Lane
Siebenmorgan Road	Mattison Road	Salem Road
Tyler Street	Donaghey Road	Reedy Road

Trails

Trail Name	Purpose(s)	Description	Distance	Targeted Completion
Tucker Creek Trail	Recreation	Trail runs from Hogan Lane to Gatlin Park on Tyler Street on the north side of the city.	3	2015
Stone Dam Creek Trail	Transportation	Trail Runs from Dave Ward Drive south to Mimosa Drive.	.5	Completed in 2014
UCA Trail	Recreation Transportation	Trail runs from Dave Ward drive north on the UCA campus.	.2	Completed in 2014
I-40 Overpass Bridge	Transportation	New bridge will contain a multi-use path providing safe crossing of the interstate while connecting the Conway Commons and Central Landing shopping centers.	.2	2016
Central Landing Trail	Transportation	Starting at Harkrider, paralleling Bruce Street to the south side of the Central Landing Development and connecting with the I-40 Overpass.	1	2017
Tupelo Bayou Trail	Recreation Transportation	Trail is expected to run from Hogan Lane (continuation of Tucker Creek Trail) to the Centennial Soccer Field Park	1	2018
TCT Tunnel under Salem	Recreation Transportation	Reconfiguration of Salem St. would raise the road allowing the Tucker Creek Trail to follow the creek under the road.	-	2020
TCT Tunnel under College	Recreation Transportation	Reconfiguration of College Ave. would raise the road allowing the Tucker Creek Trail to follow the creek under the road.	-	2020
Dave Ward Pedestrian Bridge at UCA	Recreation Transportation	Connector from Stone Dam Creek Trail to UCA Trail	.1	2020



Street Classifications <ul style="list-style-type: none"> Interstate Interstate (Planned) Major Arterial Major Arterial (Planned) Minor Arterial Minor Arterial (Planned) Collector Collector (Planned) Local Local (Planned) 		Trails & Pathways <ul style="list-style-type: none"> Existing Trails Proposed Trails 	<ul style="list-style-type: none"> Central Landing Education Health & Medical Parks & Recreation Waterbodies City Limits 	 <p>1 inch equals 0.3 miles Scale 1:19,607</p>	 <p>City of Conway MASTER STREET & TRAIL PLAN Approved by City Council REVISION 7/13/2018 (O-18-24) Street & Engineering Planning & Development</p>
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Cadron Settlement Park MTB Trail

Ark. River Trail Continues S to AR-89, and AR-365

Arkansas River Trail

BikeConway

Bike Routes

- STRIPED BIKE LANES
- - - BIKE LANES W/ SHARROW
- BIKE TRAILS - EXISTING

- ALTERNATIVE BIKE ROUTES
- SIGNED BIKE ROUTE
- ◆ Dave Ward Pedestrian Overpass, Est. Comp. 2018



cityofconway.org
 cityofconway.org/boards/
 bicycle-pedestrian-advisory-board/
 bike.zagster.com/conway/



SALEM ROAD BRIDGE OVER KINLEY TRAIL CONWAY, ARKANSAS CONSTRUCTION PACKAGE



REVISIONS

NO.	DESCRIPTION	DATE

VICINITY MAP



INDEX TO DRAWINGS

SHEET NO.	TITLE
G1	COVER SHEET
G2	TYPICAL SECTIONS
G3	VICINITY MAP
G4	PAVEMENT MARKING DETAILS
M1-M6	MAINTENANCE OF TRAFFIC DETAILS
C1-C2	PLAN & PROFILE SHEETS
C3	PAVED DETOUR PLAN & PROFILE SHEET
C4-C6	BRIDGE DETAILS

REFERENCE CITY OF CONWAY STANDARD DRAWINGS:

*PRELIMINARY
SUBJECT TO REVISION*

BRIDGE DATA

SALEM ROAD BRIDGE
OVER KINLEY TRAIL
CONWAY, ARKANSAS



JOB NUMBER: 19-120
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 4-27-2020
SCALE: 1"=40'

DATE: APRIL 27, 2020
JOB#: 19-120

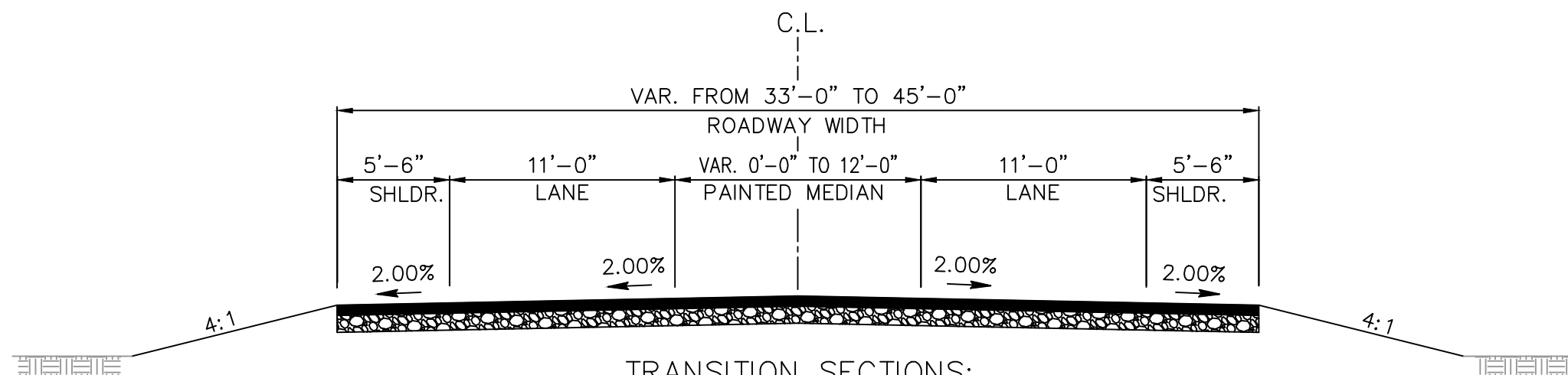
CONWAY TRANSPORTATION DEPARTMENT
100 E. ROBINS STREET STREET CONWAY, ARKANSAS
PH: 501.450.6165 FAX: 501.513.3566

SALEM ROAD
BRIDGE OVER
KINLEY TRAIL

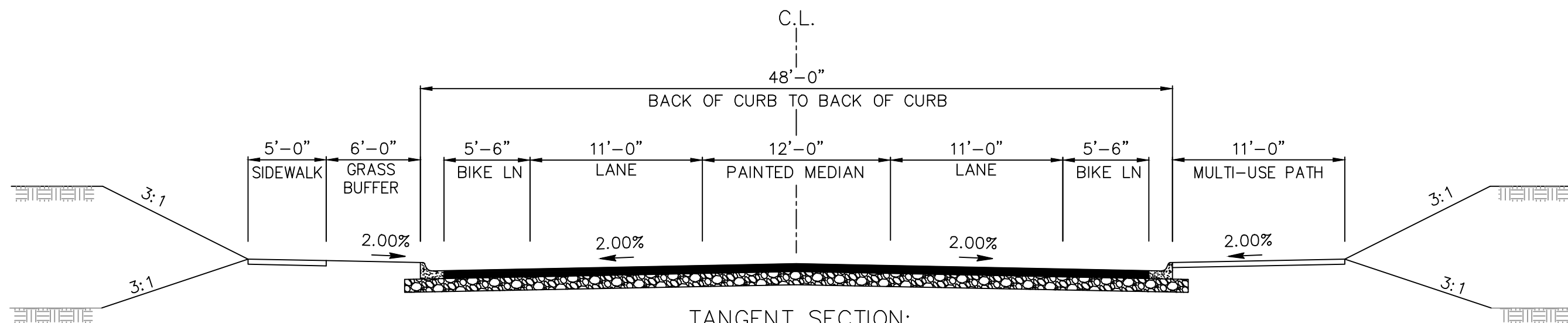
G1

REVISIONS

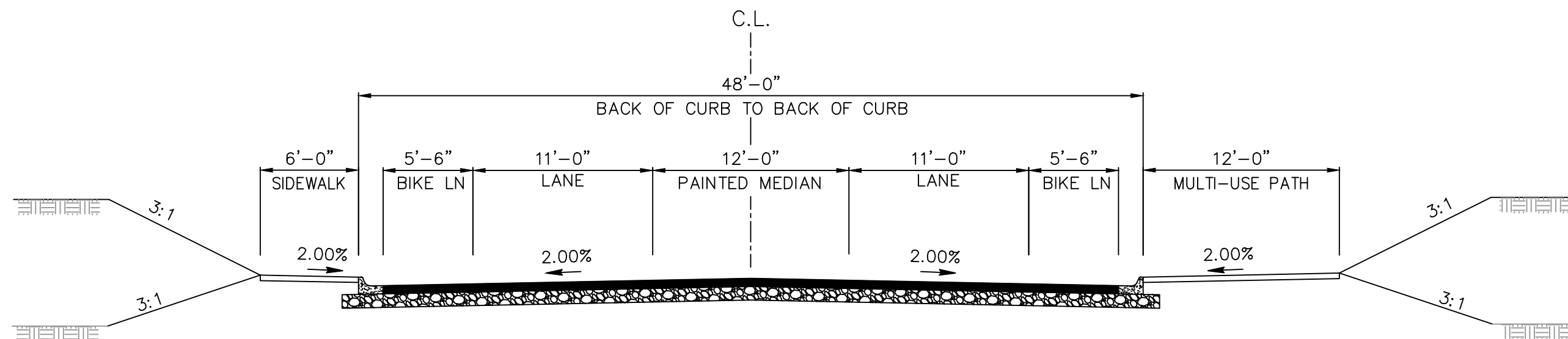
NO.	DESCRIPTION	DATE



TRANSITION SECTIONS:
STA. 47+62 TO STA. 48+82
STA. 55+56 TO STA. 56+56



TANGENT SECTION:
STA. 48+82 TO STA. 53+50



TANGENT SECTION:
STA. 53+50 TO STA. 55+56

SALEM ROAD STR. & APPRS.
(OVER TUCKER CREEK)
CONWAY, ARKANSAS

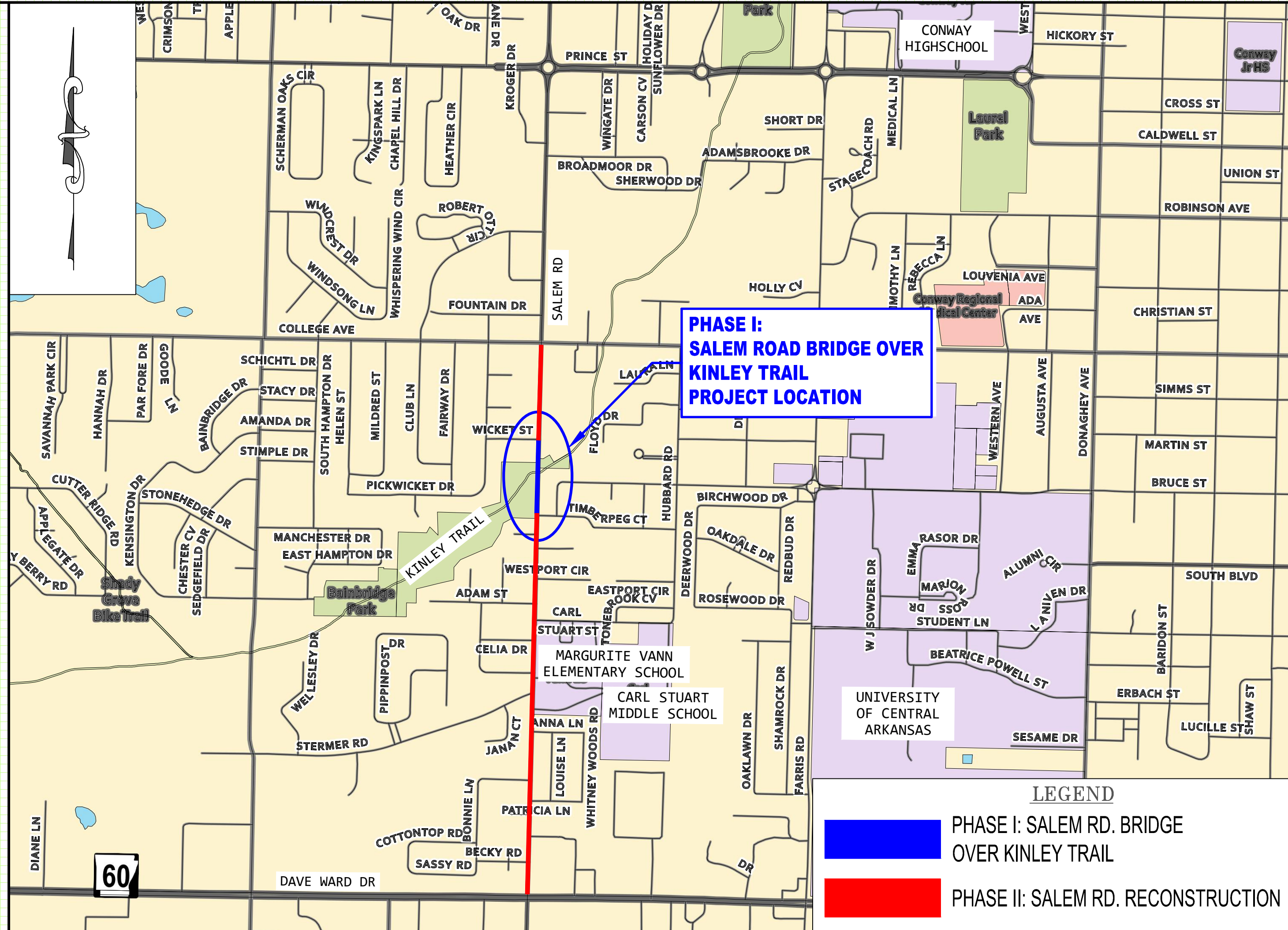
JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

SALEM ROAD
STR. & APPRS.
(TYPICAL SECTIONS)

G2

REVISIONS

NO.	DESCRIPTION	DATE



**PHASE I:
 SALEM ROAD BRIDGE OVER
 KINLEY TRAIL
 PROJECT LOCATION**

**SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS**

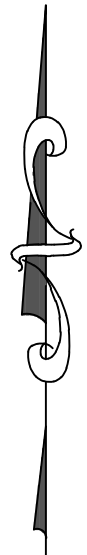
JOB NUMBER: 19-120
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 9-20-2020

LEGEND

- PHASE I: SALEM RD. BRIDGE OVER KINLEY TRAIL
- PHASE II: SALEM RD. RECONSTRUCTION

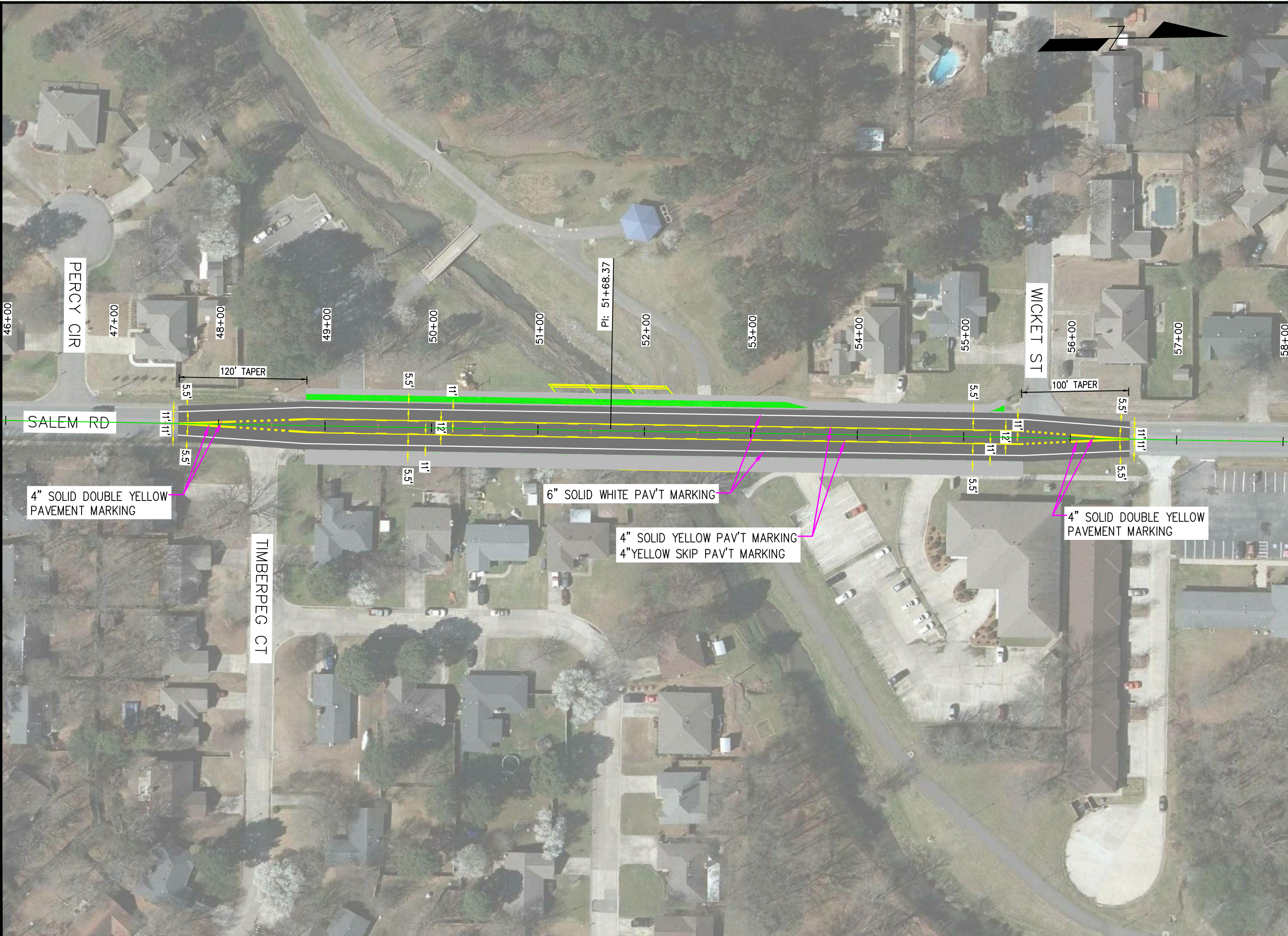
PROJECT VICINITY MAP

G3



REVISIONS

NO.	DESCRIPTION	DATE



SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS

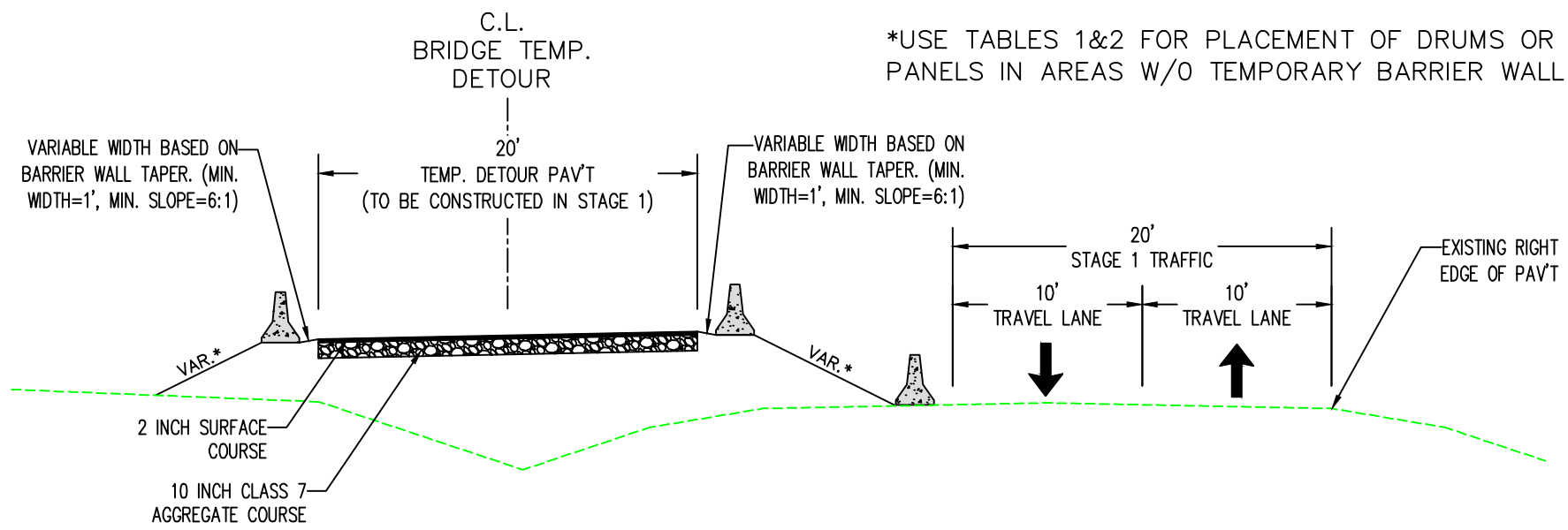
JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=40'

PAVEMENT
 MARKING PLAN

G4

REVISIONS

NO.	DESCRIPTION	DATE



STAGE 1 – TEMPORARY PAVED DETOUR FOR BRIDGE CONSTRUCTION
(SEE DETOUR PLAN AND PROFILE SHEET FOR ADDITIONAL LAYOUT INFORMATION)

VERTICAL CUT	TRAFFIC CONTROL
2" TO 6"	VERTICAL PANELS
6" TO 24"	TRAFFIC DRUMS
> 24"	PRECAST CONCRETE BARRIER

TABLE 1.

FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2'	PRECAST CONC. BARRIER
2:1	≤ 5'	TRAFFIC DRUMS
2:1	> 5'	PRECAST CONC. BARRIER
FLATTER THAN 2:1	N/A	TRAFFIC DRUMS

TABLE 2.

VP-1R VERTICAL PANEL
(SEE ARDOT STD. DWG. TC-3 FOR MORE DETAILS)

PLASTIC TRAFFIC DRUM
(SEE ARDOT STD. DWG. TC-3 FOR MORE DETAILS)

TEMPORARY PRECAST CONCRETE BARRIER
(SEE ARDOT STD. DWGS. TC-3,4,&5 FOR MORE DETAILS)

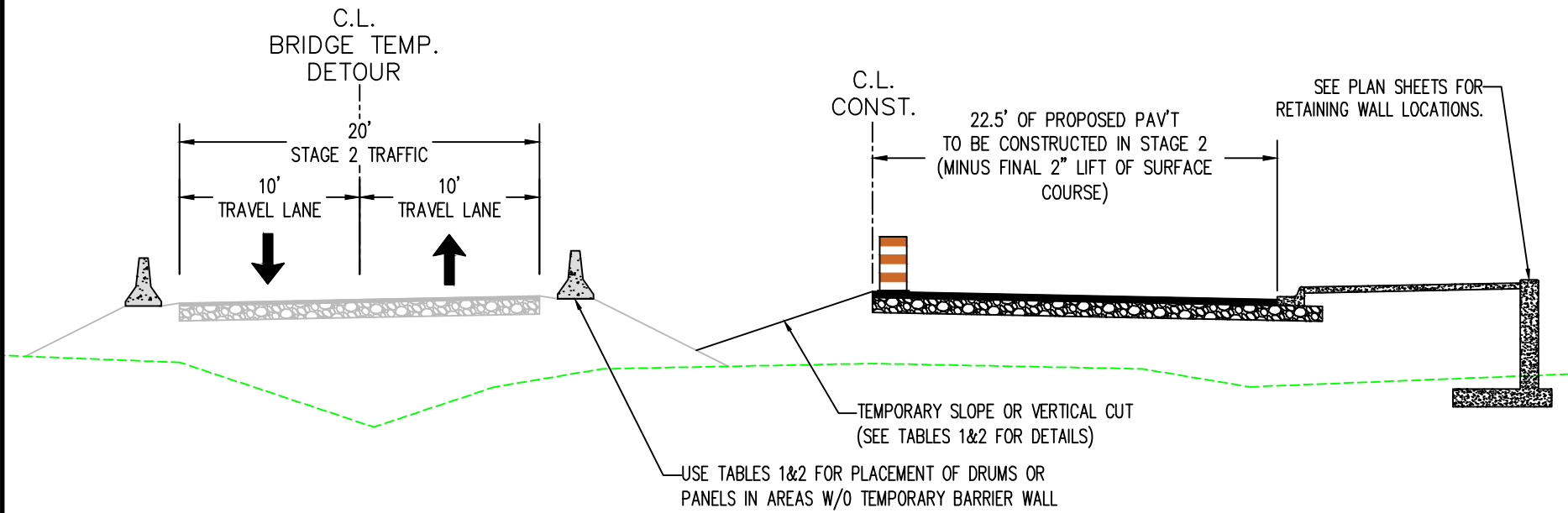
CURRENT STAGE CONSTRUCTION

CONSTRUCTED IN PREVIOUS STAGE(S)

EXISTING SURFACE

NOTES:

- CONDITIONS ARE VARIABLE ALONG THE ENTIRE LENGTH OF CORRIDOR. THEREFORE, TRAFFIC CONTROL DEVICE SHOWN IN TYPICALS MAY NOT NECESSARILY REFLECT WHAT IS NEEDED IN ALL SCENARIOS. USE TABLES 1&2 TO DETERMINE TYPE OF TRAFFIC CONTROL (DRUMS, VERTICAL PANELS, PRECAST BARRIER, ETC.) TO BE USED ON CASE BY CASE BASIS.
- WHERE SPACE IS LIMITED AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS, VERTICAL PANELS CAN BE USED IN LIEU OF TRAFFIC DRUMS.



STAGE 2 – RIGHT SIDE CONSTRUCTION

SALEM ROAD BRIDGE
OVER KINLEY TRAIL
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=XX

MAINTENANCE
OF TRAFFIC
DETAILS

M1

REVISIONS






NO.	DESCRIPTION	DATE

VERTICAL CUT	TRAFFIC CONTROL
2" TO 6"	VERTICAL PANELS
6" TO 24"	TRAFFIC DRUMS
> 24"	PRECAST CONCRETE BARRIER

TABLE 1.

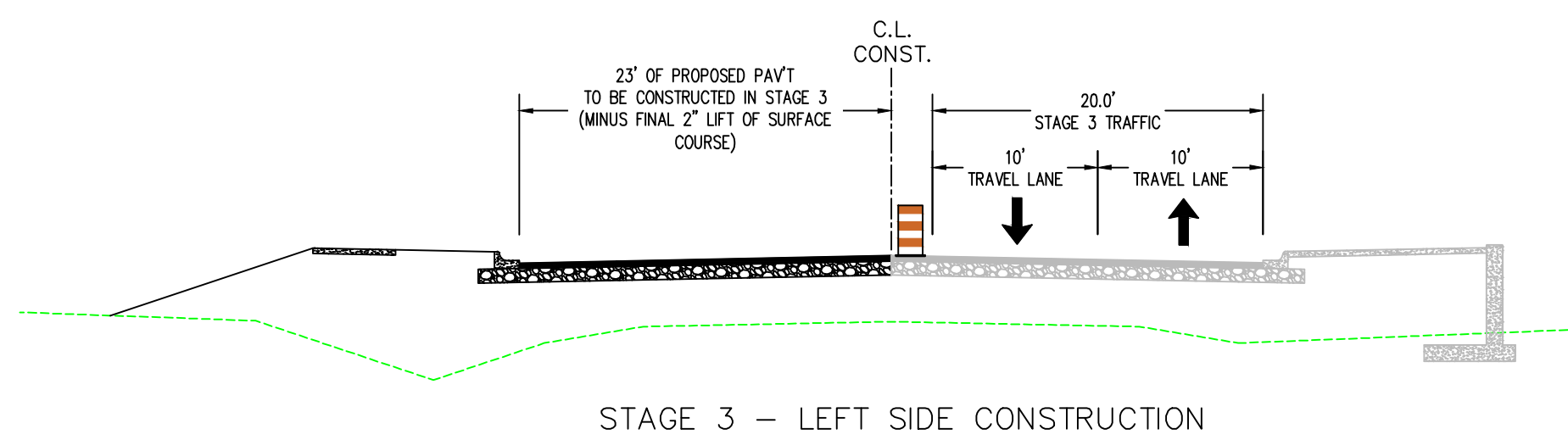
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2'	PRECAST CONCRETE BARRIER
2:1	≤ 5'	TRAFFIC DRUMS
2:1	> 5'	PRECAST CONCRETE BARRIER
FLATTER THAN 2:1	N/A	TRAFFIC DRUMS

TABLE 2.

	VP-1R VERTICAL PANEL (SEE ARDOT STD. DWG. TC-3 FOR MORE DETAILS)
	PLASTIC TRAFFIC DRUM (SEE ARDOT STD. DWG. TC-3 FOR MORE DETAILS)
	CURRENT STAGE CONSTRUCTION
	CONSTRUCTED IN PREVIOUS STAGE(S)
	EXISTING SURFACE

NOTES:

1. CONDITIONS ARE VARIABLE ALONG THE ENTIRE LENGTH OF CORRIDOR. THEREFORE, TRAFFIC CONTROL DEVICE SHOWN IN TYPICALS MAY NOT NECESSARILY REFLECT WHAT IS NEEDED IN ALL SCENARIOS. USE TABLES 1&2 TO DETERMINE TYPE OF TRAFFIC CONTROL (DRUMS, VERTICAL PANELS, PRECAST BARRIER, ETC.) TO BE USED ON CASE BY CASE BASIS.
2. WHERE SPACE IS LIMITED AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS, VERTICAL PANELS CAN BE USED IN LIEU OF TRAFFIC DRUMS.
3. TRAFFIC DRUMS AND/OR VERTICAL PANELS TO BE SPACED AT 30' O.C. UNLESS OTHERWISE NOTED.
4. DRIVEWAY AND SIDE-STREET TURNOUTS TO BE LINED WITH TRAFFIC DRUMS SPACED AT 20' O.C.



STAGE 3 – LEFT SIDE CONSTRUCTION

SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=XX

MAINTENANCE
 OF TRAFFIC
 DETAILS

M2

SEQUENCE OF CONSTRUCTION

STAGE 1:

- STRIPE EXISTING PAVEMENT AS SHOWN.
- INSTALL TEMPORARY BARRIER WALL AS SHOWN.
- REMOVE LEFT PORTION OF EXISTING BRIDGE OVER TUCKER CREEK AS SHOWN IN BRIDGE TYPICAL SECTIONS.
- CONSTRUCT LEFT SIDE OF NEW BRIDGE OVER TUCKER CREEK. (DO NOT CONSTRUCT PROPOSED SIDEWALK OVER BRIDGE)
- CONSTRUCT STORM SEWER AS SHOWN.
- CONSTRUCT LEFT PORTION OF R.C. BOX CULVERT AT STA 48+80.
- ONLY BUILD PART OF DROP INLETS AT 48+25 LT, 48+88 LT, & 49+58 LT SO THEY MAY BE TEMPORARILY COVERED BY THE PAVED BRIDGE DETOUR.
- CONSTRUCT TEMPORARY PAVED BRIDGE DETOUR AS SHOWN IN STAGE 1 MOT PLANS AND DETOUR PLAN & PROFILE SHEET.

STAGE 2:

- SHIFT TRAFFIC TO TEMPORARY PAVED BRIDGE DETOUR. STRIPE PAVEMENT AS SHOWN.
- PLACE TEMPORARY BARRIER WALL ALONG PAVED DETOUR AS SHOWN.
- REMOVE REMAINDER OF OLD BRIDGE OVER TUCKER CREEK.
- CONSTRUCT RIGHT PORTION OF NEW BRIDGE OVER TUCKER CREEK.
- PLACE TEMPORARY BARRIER WALL & COMPLETE BOX CULVERT AT STA 48+80.
- CONSTRUCT THE RIGHT SIDE OF SALEM ROAD & STORM SEWER.

STAGE 3:

- SHIFT TRAFFIC TO NEW ROADWAY AND STRIPE PAVEMENT AS SHOWN.
- REMOVE TEMPORARY PAVED BRIDGE DETOUR.
- CONSTRUCT LEFT SIDE OF SALEM ROAD & STORM SEWER.
- CONSTRUCT LT SIDEWALK OVER NEW BRIDGE.

APPLY FINAL 2" OF ACHM SURFACE COURSE AFTER ALL OTHER PAVING HAS BEEN COMPLETED. THEN APPLY FINAL STRIPING.

REVISIONS

NO.	DESCRIPTION	DATE

**SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS**

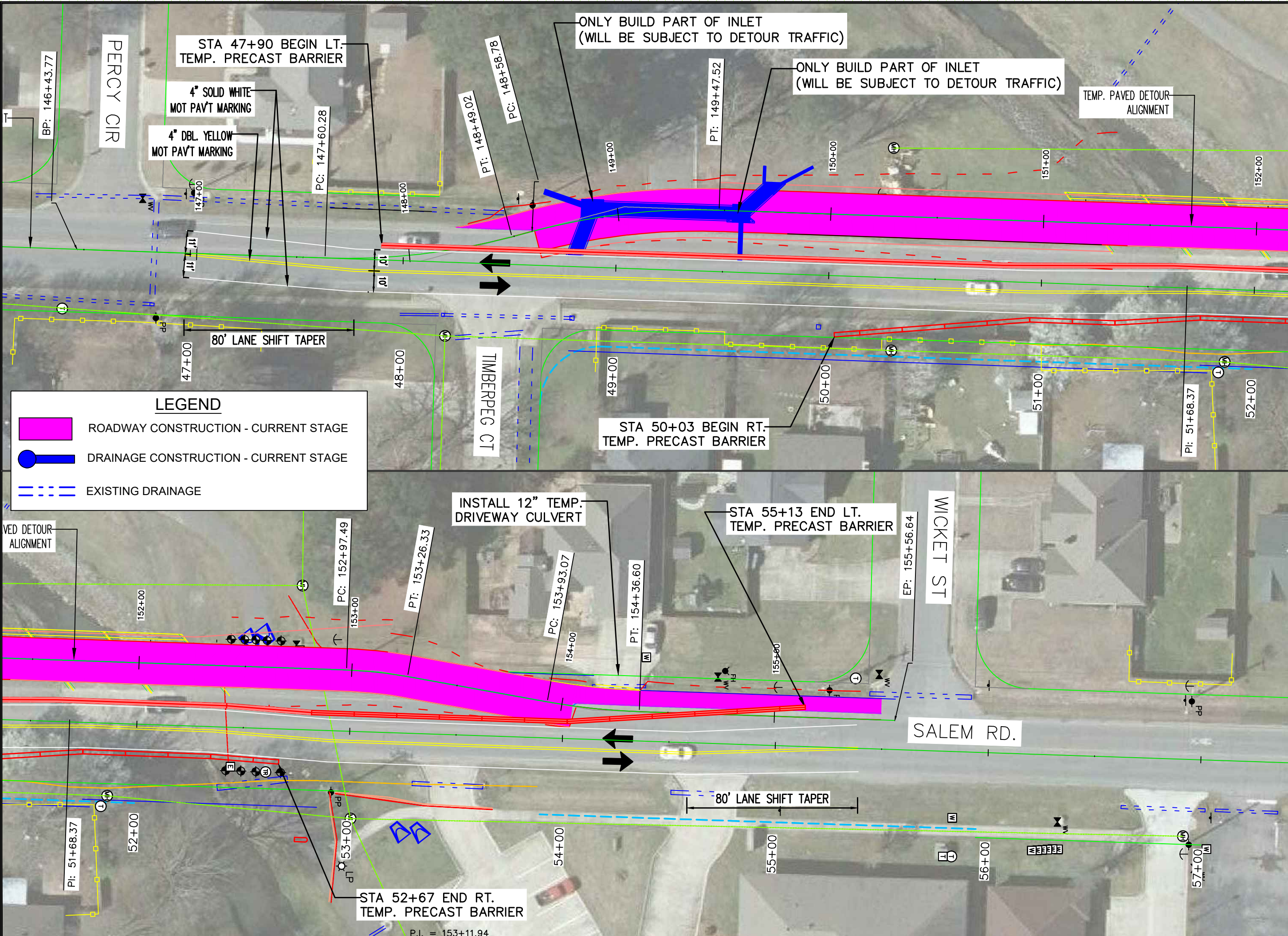
JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=XX

**MAINTENANCE
 OF TRAFFIC
 DETAILS**

M3

REVISIONS

NO.	DESCRIPTION	DATE



LEGEND

- ROADWAY CONSTRUCTION - CURRENT STAGE
- DRAINAGE CONSTRUCTION - CURRENT STAGE
- EXISTING DRAINAGE

**SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS**

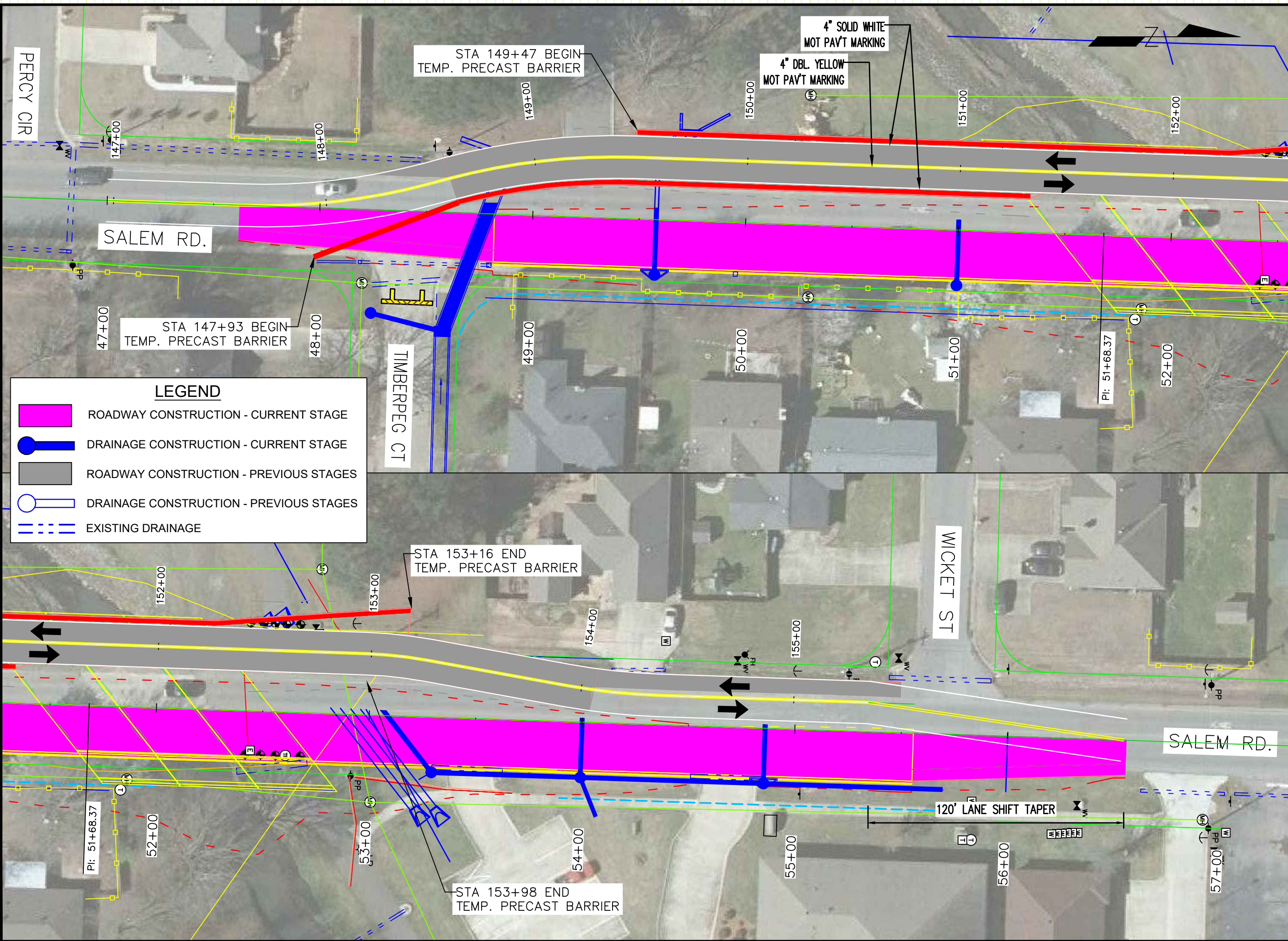
JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=20'

**MAINTENANCE
 OF TRAFFIC
 (STAGE 1)**

M4

REVISIONS

NO.	DESCRIPTION	DATE



LEGEND

- ROADWAY CONSTRUCTION - CURRENT STAGE
- DRAINAGE CONSTRUCTION - CURRENT STAGE
- ROADWAY CONSTRUCTION - PREVIOUS STAGES
- DRAINAGE CONSTRUCTION - PREVIOUS STAGES
- EXISTING DRAINAGE

**SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS**

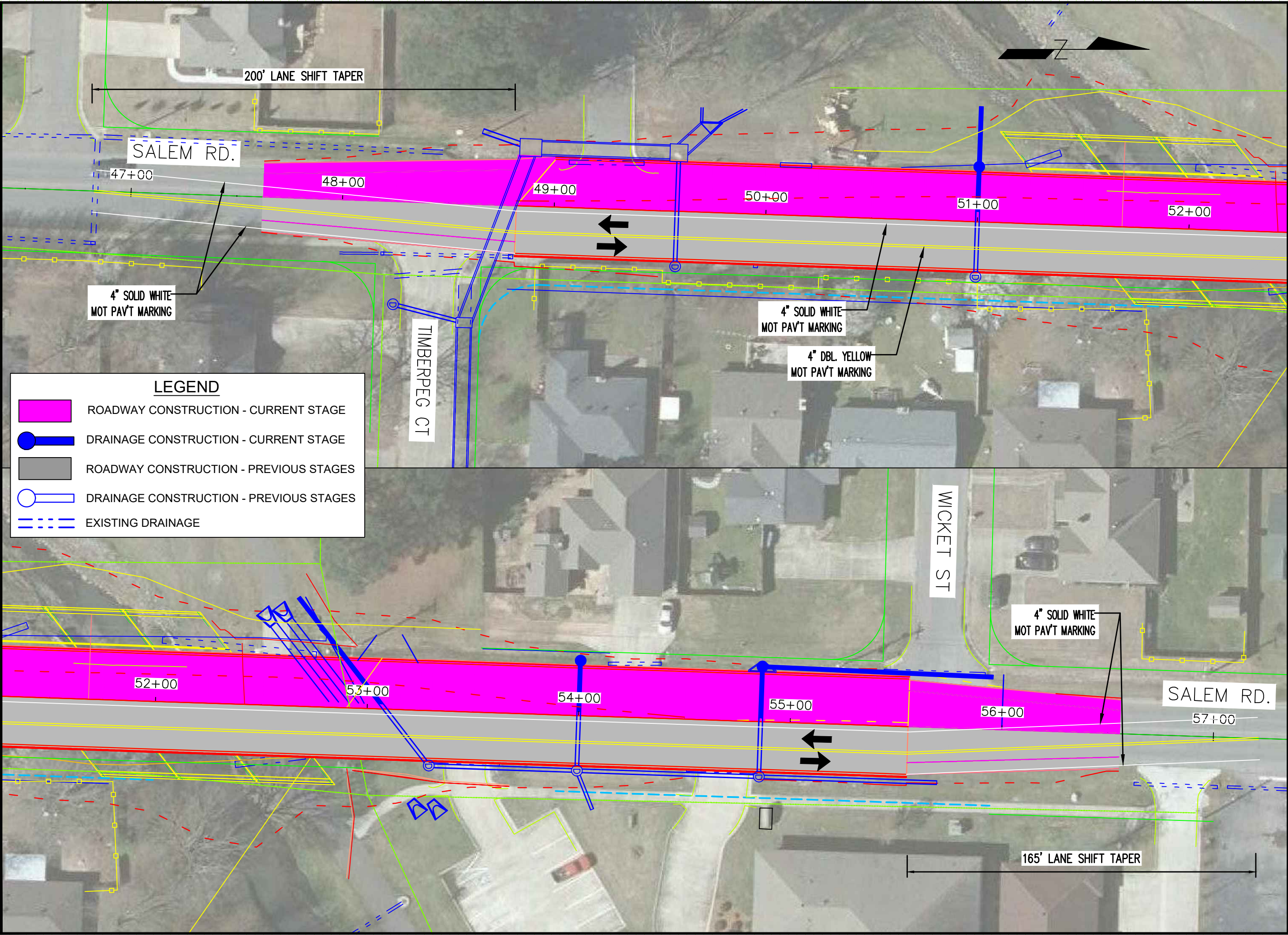
JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=40'

**MAINTENANCE
 OF TRAFFIC
 (STAGE 2)**

M5

REVISIONS

NO.	DESCRIPTION	DATE



LEGEND

- ROADWAY CONSTRUCTION - CURRENT STAGE
- DRAINAGE CONSTRUCTION - CURRENT STAGE
- ROADWAY CONSTRUCTION - PREVIOUS STAGES
- DRAINAGE CONSTRUCTION - PREVIOUS STAGES
- EXISTING DRAINAGE

**SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS**

JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=20'

**MAINTENANCE
 OF TRAFFIC
 (STAGE 3)**

M6

REVISIONS

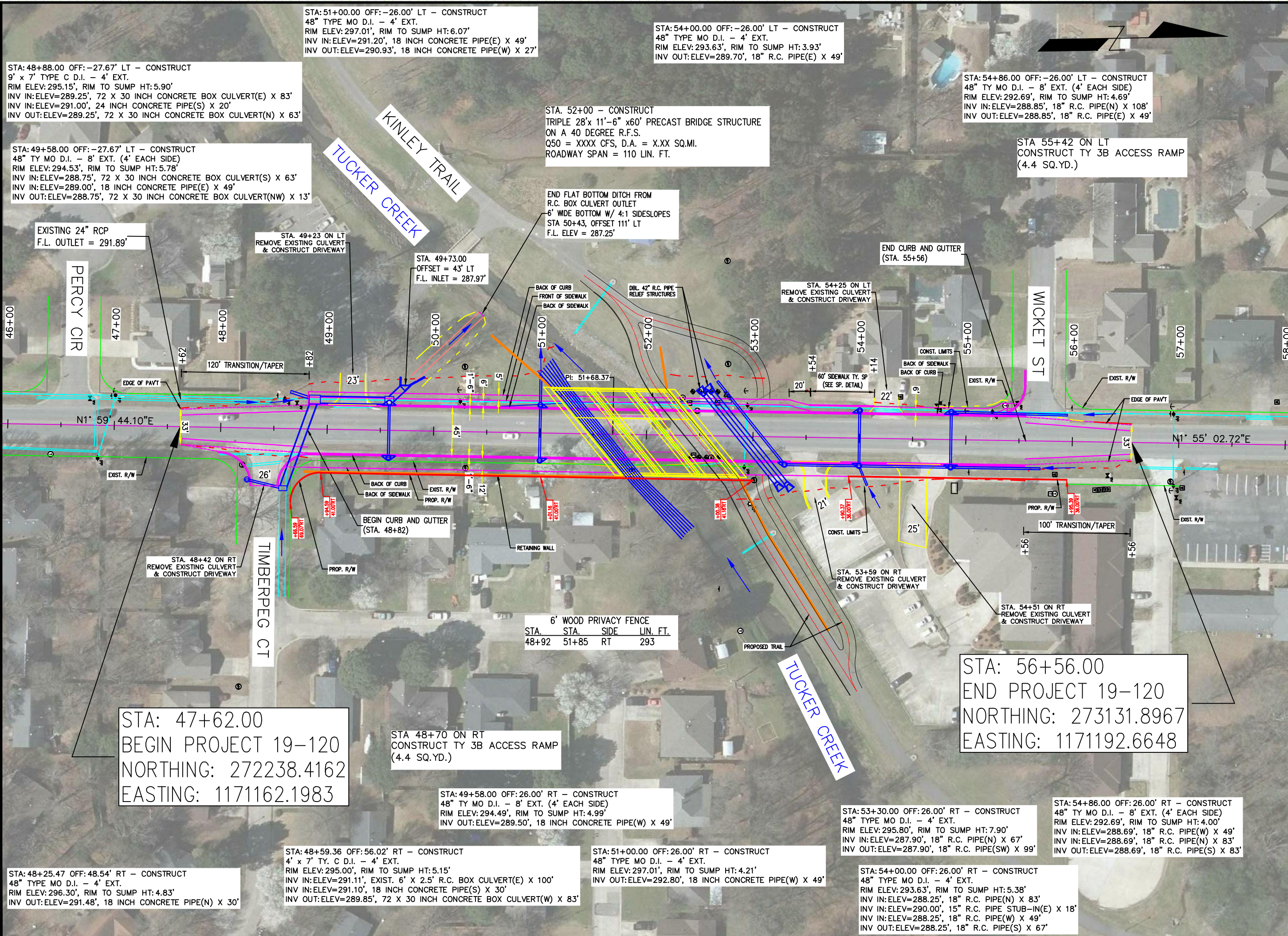
NO.	DESCRIPTION	DATE

SALEM ROAD BRIDGE
OVER KINLEY TRAIL
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFW3
DATE: 2-1-2019
SCALE: 1"=40'

PLAN SHEET

C1



STA: 47+62.00
BEGIN PROJECT 19-120
NORTHING: 272238.4162
EASTING: 1171162.1983

STA 48+70 ON RT
CONSTRUCT TY 3B ACCESS RAMP
(4.4 SQ.YD.)

STA: 56+56.00
END PROJECT 19-120
NORTHING: 273131.8967
EASTING: 1171192.6648

STA: 48+25.47 OFF: 48.54' RT - CONSTRUCT
48" TYPE MO D.I. - 4' EXT.
RIM ELEV: 296.30', RIM TO SUMP HT: 4.83'
INV OUT: ELEV=291.48', 18 INCH CONCRETE PIPE(N) X 30'

STA: 48+59.36 OFF: 56.02' RT - CONSTRUCT
4' x 7' TY. C D.I. - 4' EXT.
RIM ELEV: 295.00', RIM TO SUMP HT: 5.15'
INV IN: ELEV=291.11', EXIST. 6' X 2.5' R.C. BOX CULVERT(E) X 100'
INV IN: ELEV=291.10', 18 INCH CONCRETE PIPE(S) X 30'
INV OUT: ELEV=289.85', 72 X 30 INCH CONCRETE BOX CULVERT(W) X 83'

STA: 51+00.00 OFF: 26.00' RT - CONSTRUCT
48" TYPE MO D.I. - 4' EXT.
RIM ELEV: 297.01', RIM TO SUMP HT: 4.21'
INV OUT: ELEV=292.80', 18 INCH CONCRETE PIPE(W) X 49'

STA: 53+30.00 OFF: 26.00' RT - CONSTRUCT
48" TYPE MO D.I. - 4' EXT.
RIM ELEV: 295.80', RIM TO SUMP HT: 7.90'
INV IN: ELEV=287.90', 18" R.C. PIPE(N) X 67'
INV OUT: ELEV=287.90', 18" R.C. PIPE(SW) X 99'

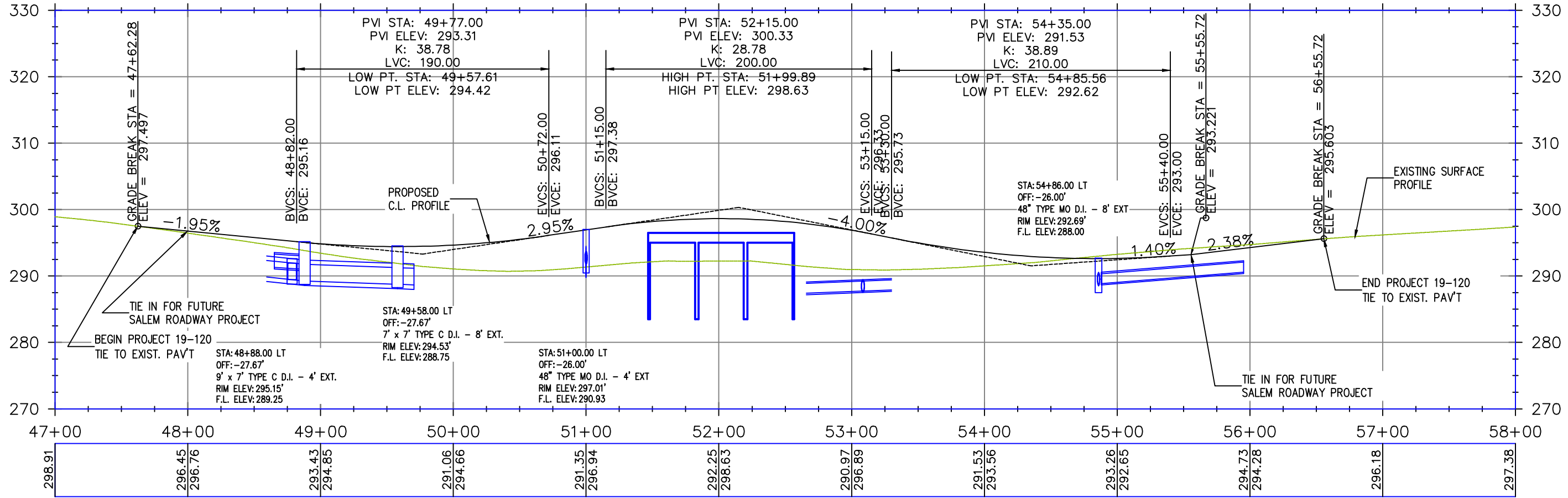
STA: 54+86.00 OFF: 26.00' RT - CONSTRUCT
48" TY MO D.I. - 8' EXT. (4' EACH SIDE)
RIM ELEV: 292.69', RIM TO SUMP HT: 4.00'
INV IN: ELEV=288.69', 18" R.C. PIPE(W) X 49'
INV IN: ELEV=288.69', 18" R.C. PIPE(N) X 83'
INV OUT: ELEV=288.69', 18" R.C. PIPE(S) X 83'

STA: 54+00.00 OFF: 26.00' RT - CONSTRUCT
48" TYPE MO D.I. - 4' EXT.
RIM ELEV: 293.63', RIM TO SUMP HT: 5.38'
INV IN: ELEV=288.25', 18" R.C. PIPE(N) X 83'
INV IN: ELEV=290.00', 15" R.C. PIPE STUB-IN(E) X 18'
INV IN: ELEV=288.25', 18" R.C. PIPE(W) X 49'
INV OUT: ELEV=288.25', 18" R.C. PIPE(S) X 67'

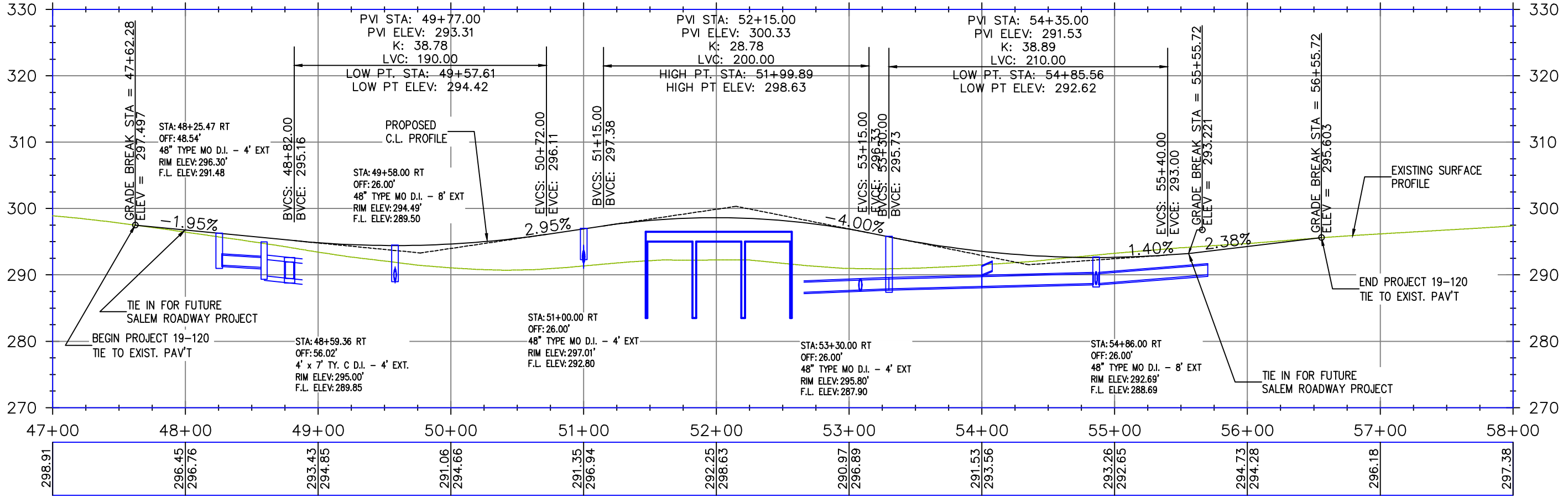
REVISIONS

NO.	DESCRIPTION	DATE

LEFT (WEST) SIDE DRAINAGE:



RIGHT (EAST) SIDE DRAINAGE:



SALEM ROAD BRIDGE OVER KINLEY TRAIL CONWAY, ARKANSAS

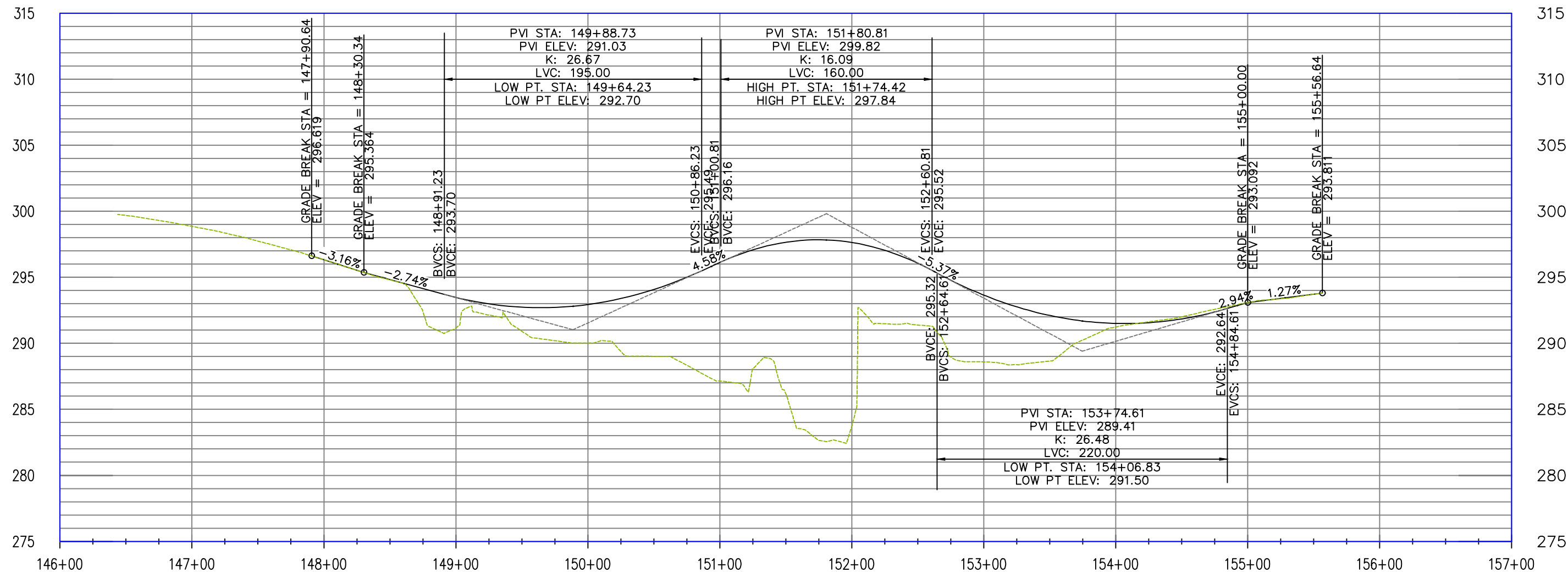
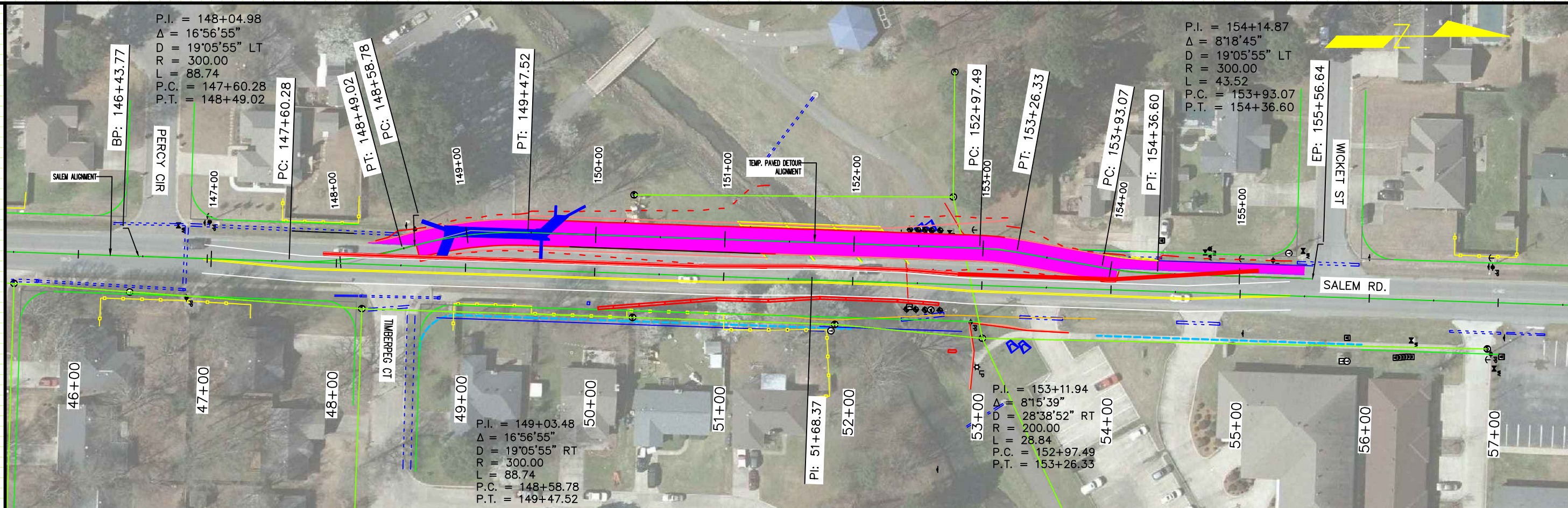
JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

PROFILE SHEET

C2

REVISIONS

NO.	DESCRIPTION	DATE



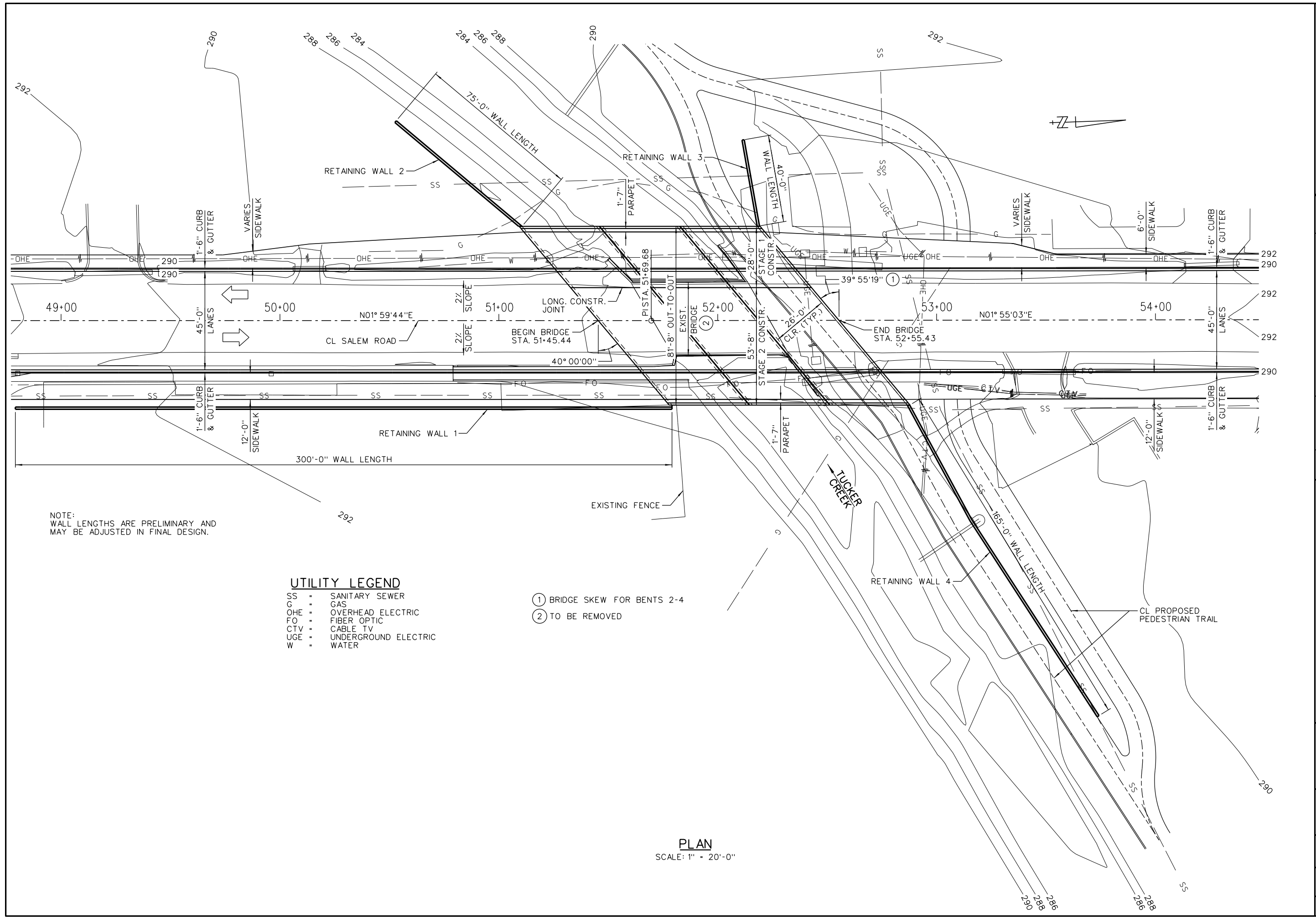
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SALEM ROAD BRIDGE
 OVER KINLEY TRAIL
 CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=30'

PLAN & PROFILE
 TEMPORARY BRIDGE
 DETOUR

C3




NOTE:
WALL LENGTHS ARE PRELIMINARY AND
MAY BE ADJUSTED IN FINAL DESIGN.

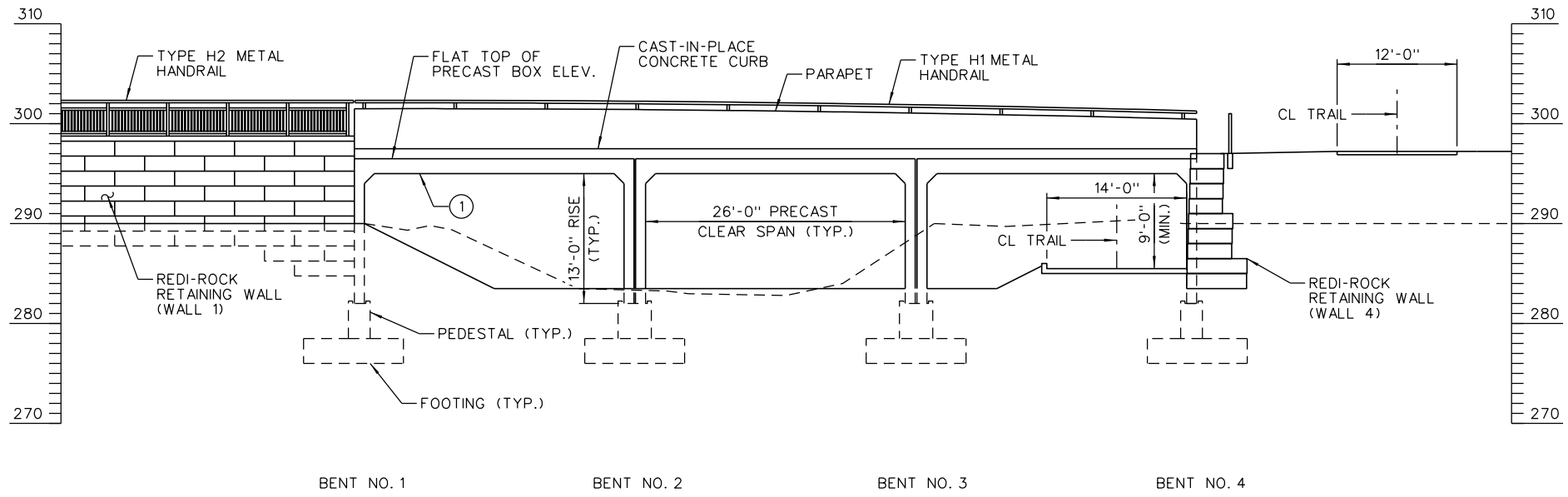
UTILITY LEGEND

- SS ■ SANITARY SEWER
- G ■ GAS
- OHE ■ OVERHEAD ELECTRIC
- FO ■ FIBER OPTIC
- CTV ■ CABLE TV
- UGE ■ UNDERGROUND ELECTRIC
- W ■ WATER

- ① BRIDGE SKEW FOR BENTS 2-4
- ② TO BE REMOVED

PLAN
SCALE: 1" = 20'-0"

CONCEPTUAL PLANS NOT FOR CONSTRUCTION	
BY	
DESCRIPTION	
DATE	
REV.	
	
CITY OF CONWAY CONWAY, ARKANSAS	SALEM ROAD BRIDGE OVER KINLEY TRAIL
BRIDGE LAYOUT (SHEET 1 OF 2)	
JOB NO.: 19T20182 DATE: MAR. 2020 DESIGNED BY: DRG DRAWN BY: DRG	
BAR IS ONE INCH ON ORIGINAL DRAWING 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	
DRAWING NUMBER S-101	
SHEET NUMBER C4	




ELEVATION NORMAL TO CHANNEL
SCALE: 1/8" = 1'-0"

① PROPOSED LOW CHORD ELEV. 295.00 (LEVEL) (TYP. ALL BOXES)

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	BY


 CITY OF CONWAY
 CONWAY, ARKANSAS
 SALEM ROAD BRIDGE OVER KINLEY TRAIL

BRIDGE LAYOUT
(SHEET 2 OF 2)

JOB NO.: 19T20182
DATE: MAR. 2020
DESIGNED BY: DRG
DRAWN BY: DRG

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

DRAWING NUMBER
S-102
SHEET NUMBER
C5

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	BY



CITY OF CONWAY
CONWAY, ARKANSAS

SALEM ROAD BRIDGE OVER KINLEY TRAIL

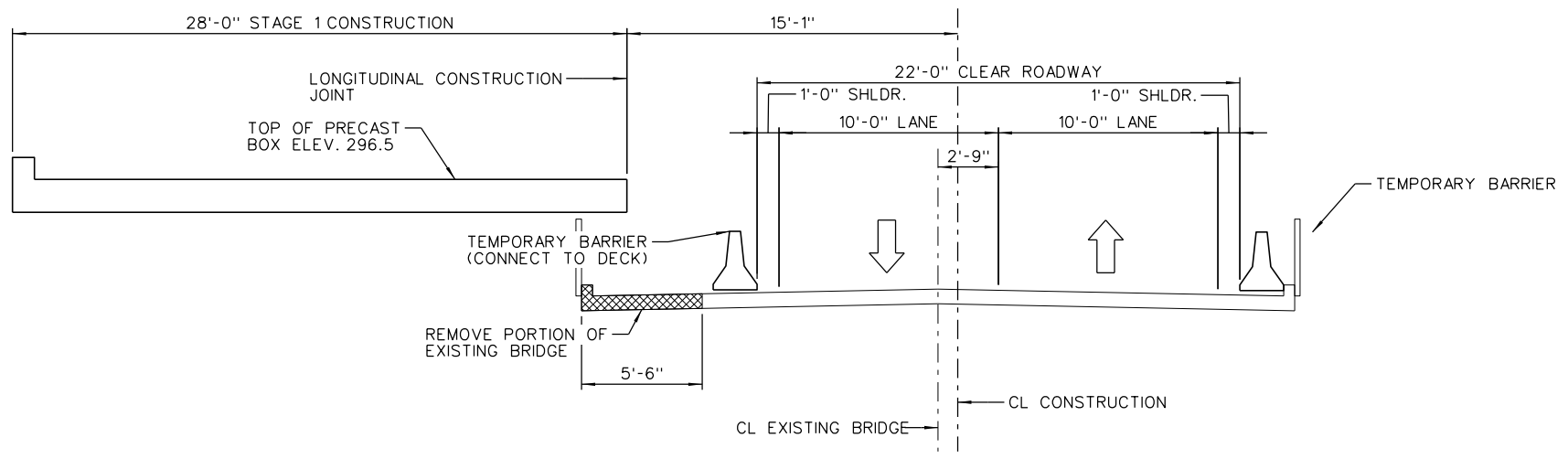
DETAILS OF STAGED CONSTRUCTION

JOB NO.: 19T20182
DATE: MAR. 2020
DESIGNED BY: DRG
DRAWN BY: DRG

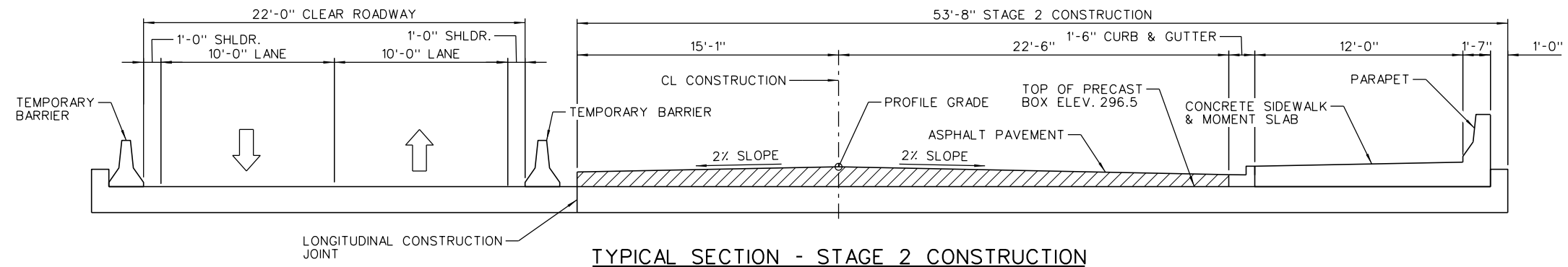
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-103

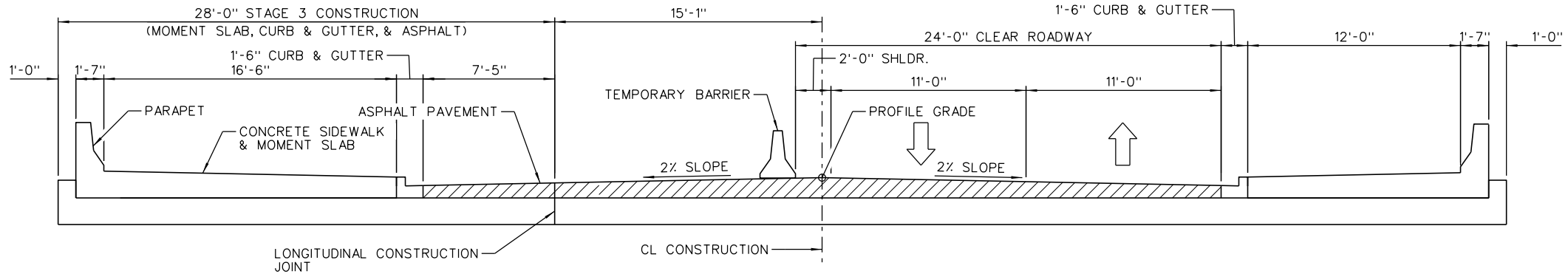
SHEET NUMBER
C6



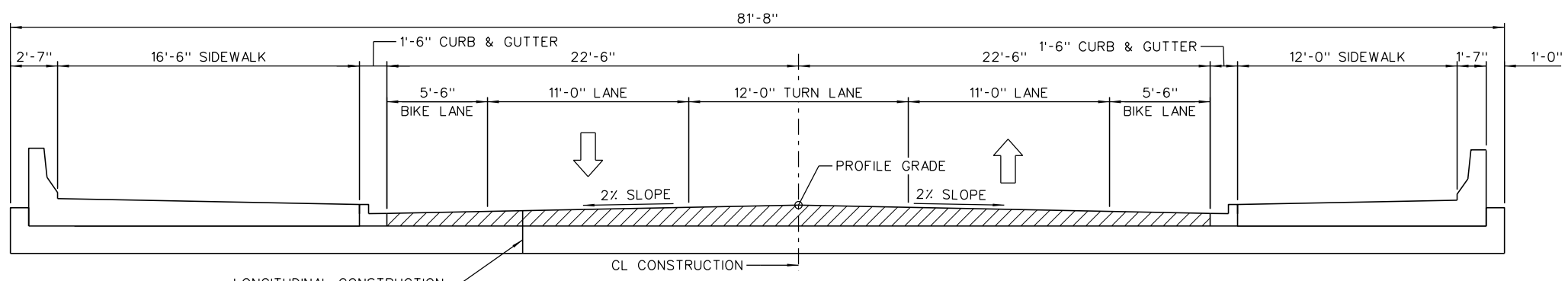
TYPICAL SECTION - STAGE 1 CONSTRUCTION
SCALE: 1/4" = 1'-0"



TYPICAL SECTION - STAGE 2 CONSTRUCTION
SCALE: 1/4" = 1'-0"



TYPICAL SECTION - STAGE 3 CONSTRUCTION
SCALE: 1/4" = 1'-0"



TYPICAL SECTION - FINAL CONDITION
SCALE: 1/4" = 1'-0"

drgpad 9/28/2020 2:39:11 PM
 WORKSPACE:Garver Bridge
 L:\2019\19T20182 - Conway - Salem Road Bridge\Drawings\SALEM-S103-SC.dgn

SALEM ROAD RECONSTRUCTION

PHASE II: DAVE WARD DR TO COLLEGE AVE

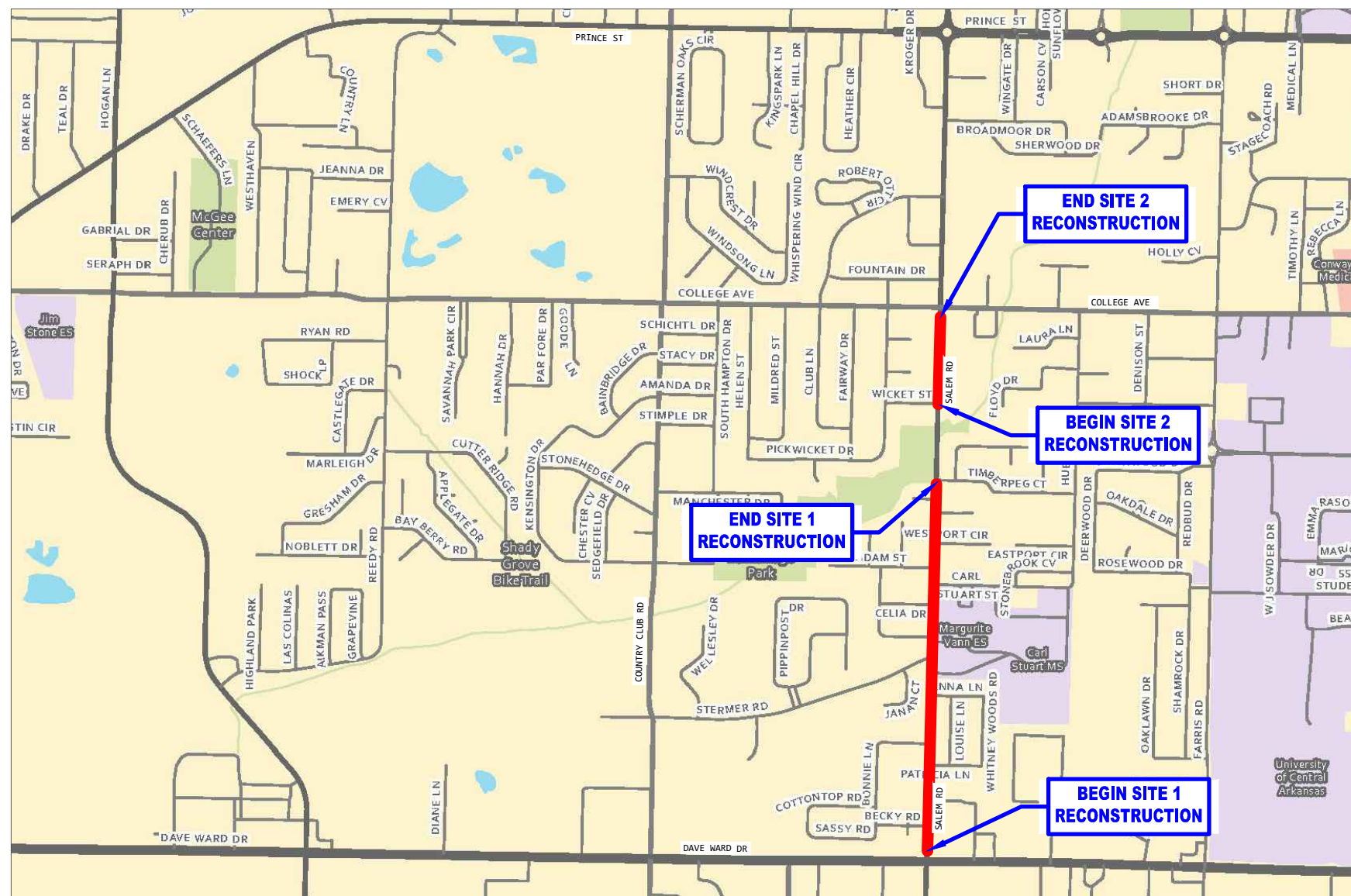
CONWAY, ARKANSAS

CONSTRUCTION PACKAGE

REVISIONS

NO.	DESCRIPTION	DATE

VICINITY MAP



INDEX TO DRAWINGS

SHEET NO.	TITLE
1	COVER SHEET
2	GENERAL NOTES
3-4	TYPICAL SECTIONS
5	SPECIAL DETAILS
C1-C22	PLAN & PROFILE SHEETS
C23-C25	SIGNAL DETAIL SHEETS

REFERENCE CITY OF CONWAY STANDARD DRAWINGS:

*PRELIMINARY
SUBJECT TO REVISION*

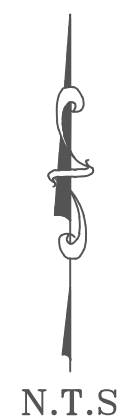
SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-120
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 4-27-2020
SCALE: 1"=40'

SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

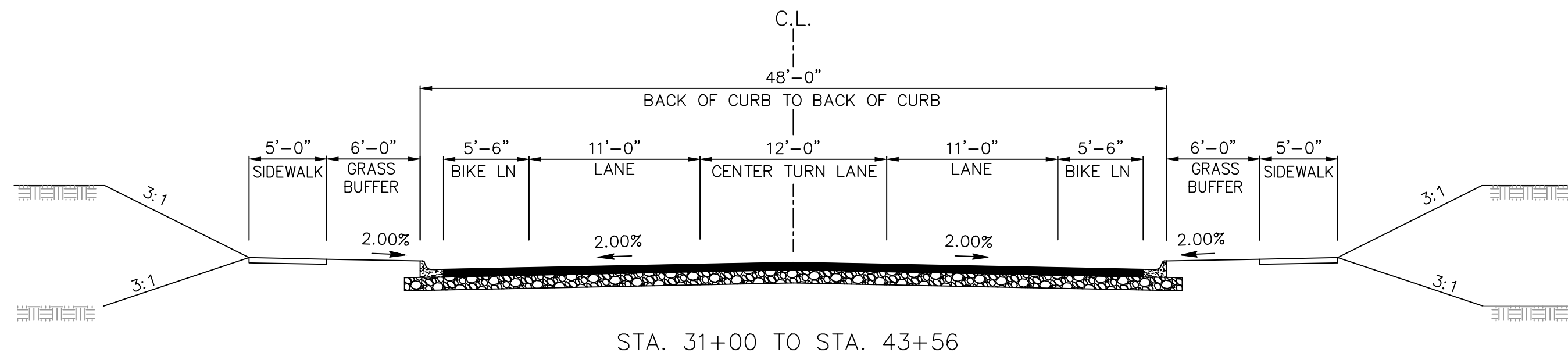
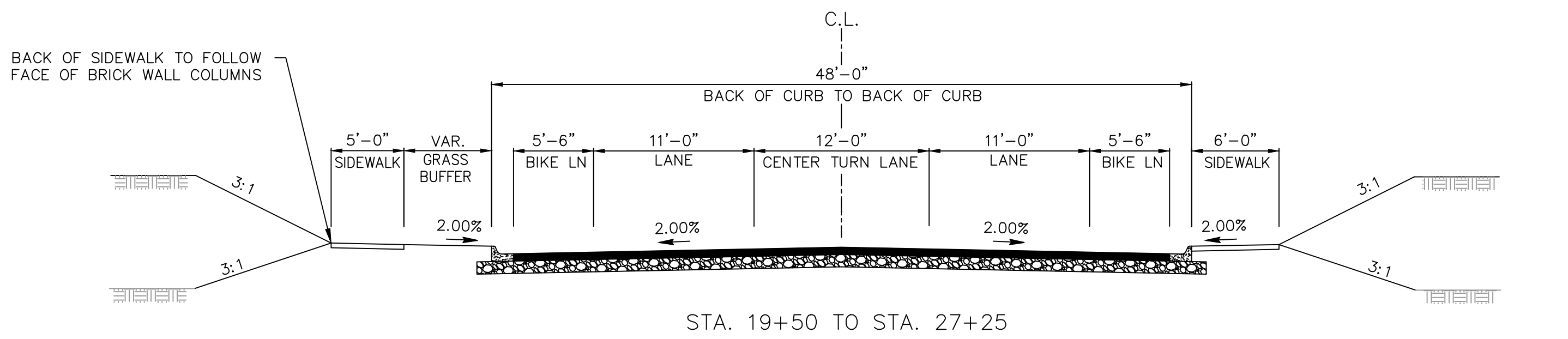
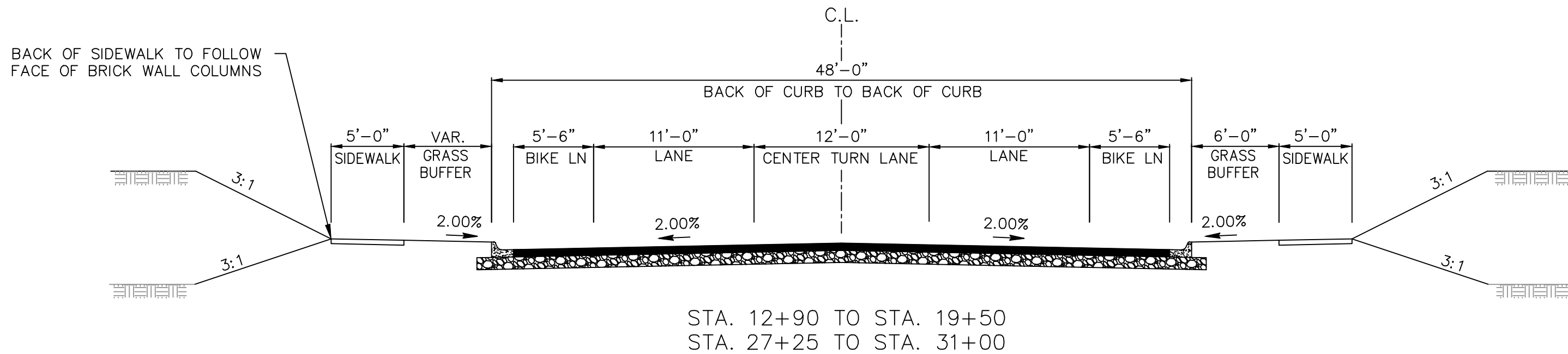
DATE: APRIL 27, 2020
JOB#: 19-XXX

CONWAY TRANSPORTATION DEPARTMENT
100 E. ROBINS STREET STREET CONWAY, ARKANSAS
PH: 501.450.6165 FAX: 501.513.3566



REVISIONS

NO.	DESCRIPTION	DATE



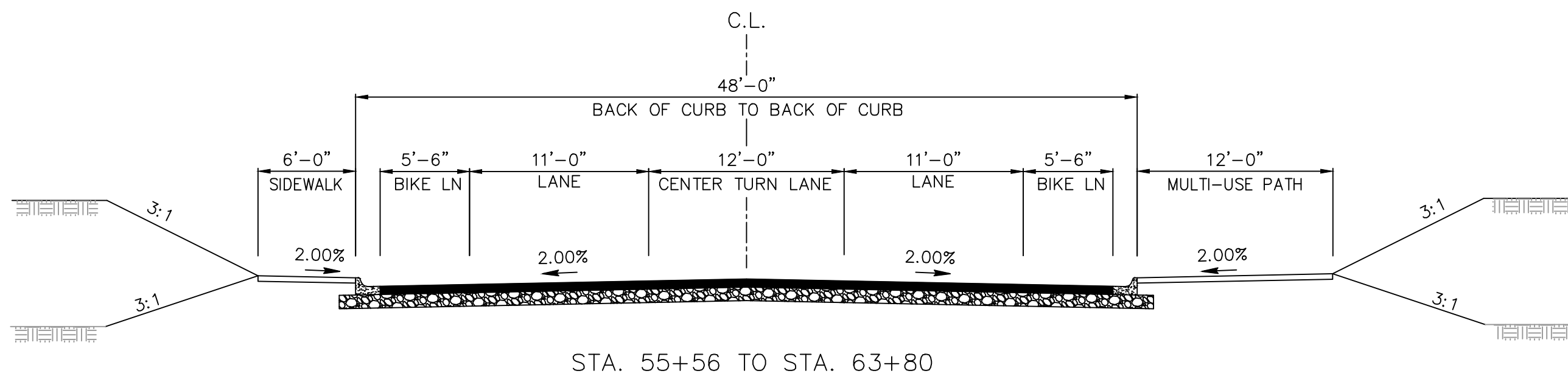
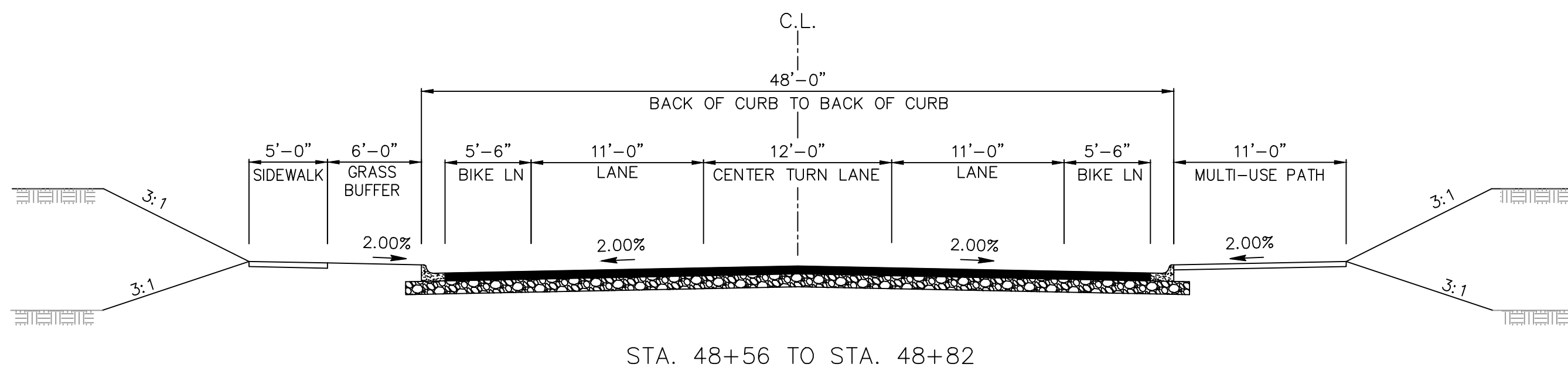
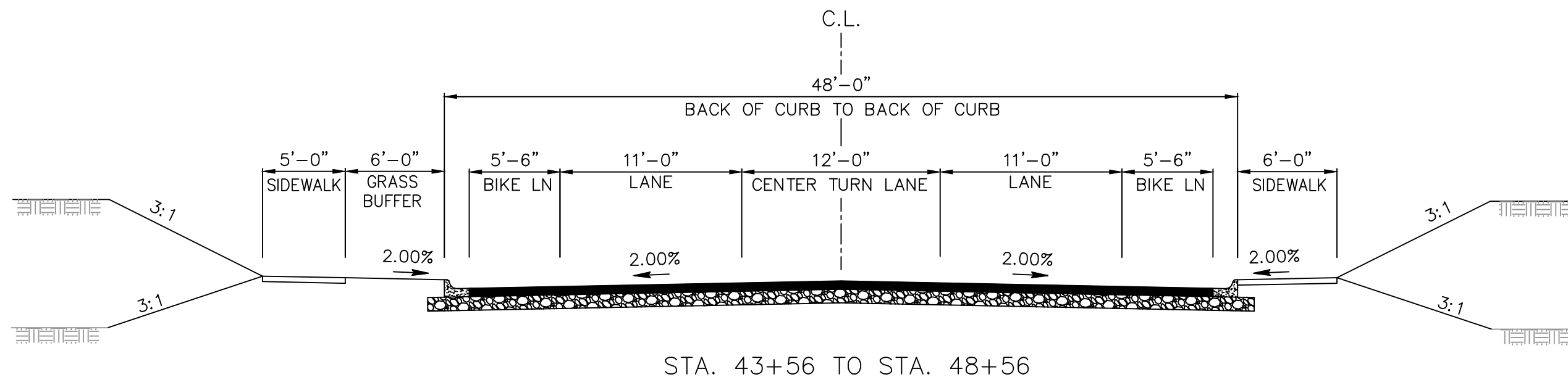
SALEM ROAD RECONSTRUCTION
 DAVE WARD DR TO COLLEGE AVE
 CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=40'

SALEM ROAD
 PRELIMINARY
 (DAVE WARD TO COLLEGE)

REVISIONS

NO.	DESCRIPTION	DATE



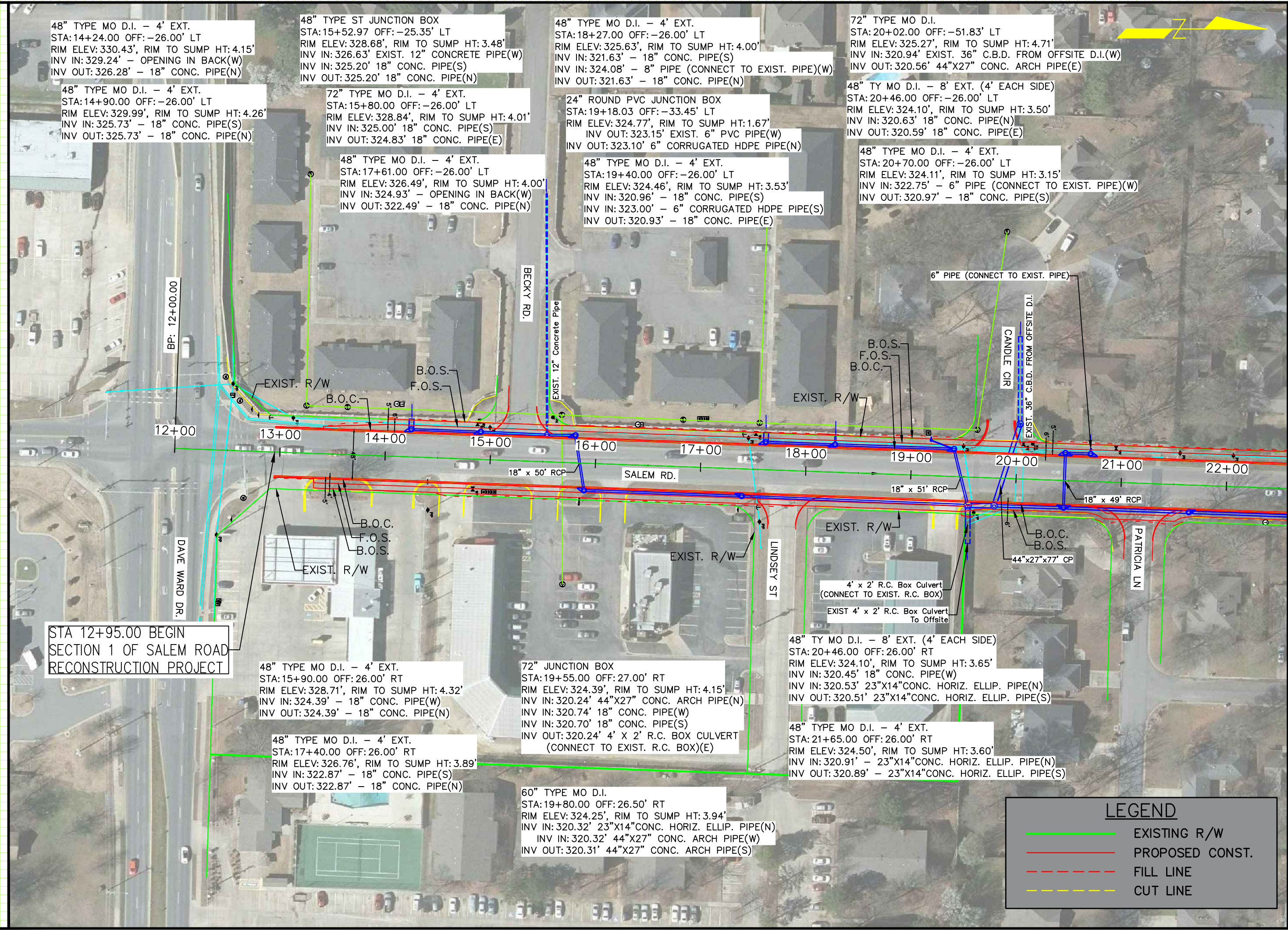
SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

REVISIONS

NO.	DESCRIPTION	DATE



48" TYPE MO D.I. - 4' EXT.
STA: 14+24.00 OFF: -26.00' LT
RIM ELEV: 330.43', RIM TO SUMP HT: 4.15'
INV IN: 329.24' - OPENING IN BACK(W)
INV OUT: 326.28' - 18" CONC. PIPE(N)

48" TYPE ST JUNCTION BOX
STA: 15+52.97 OFF: -25.35' LT
RIM ELEV: 328.68', RIM TO SUMP HT: 3.48'
INV IN: 326.63' EXIST. 12" CONCRETE PIPE(W)
INV IN: 325.20' 18" CONC. PIPE(S)
INV OUT: 325.20' 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 18+27.00 OFF: -26.00' LT
RIM ELEV: 325.63', RIM TO SUMP HT: 4.00'
INV IN: 321.63' - 18" CONC. PIPE(S)
INV IN: 324.08' - 8" PIPE (CONNECT TO EXIST. PIPE)(W)
INV OUT: 321.63' - 18" CONC. PIPE(N)

72" TYPE MO D.I.
STA: 20+02.00 OFF: -51.83' LT
RIM ELEV: 325.27', RIM TO SUMP HT: 4.71'
INV IN: 320.94' EXIST. 36" C.B.D. FROM OFFSITE D.I.(W)
INV OUT: 320.56' 44"x27" CONC. ARCH PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 14+90.00 OFF: -26.00' LT
RIM ELEV: 329.99', RIM TO SUMP HT: 4.26'
INV IN: 325.73' - 18" CONC. PIPE(S)
INV OUT: 325.73' - 18" CONC. PIPE(N)

72" TYPE MO D.I. - 4' EXT.
STA: 15+80.00 OFF: -26.00' LT
RIM ELEV: 328.84', RIM TO SUMP HT: 4.01'
INV IN: 325.00' 18" CONC. PIPE(S)
INV OUT: 324.83' 18" CONC. PIPE(E)

24" ROUND PVC JUNCTION BOX
STA: 19+18.03 OFF: -33.45' LT
RIM ELEV: 324.77', RIM TO SUMP HT: 1.67'
INV OUT: 323.15' EXIST. 6" PVC PIPE(W)
INV OUT: 323.10' 6" CORRUGATED HDPE PIPE(N)

48" TY MO D.I. - 8' EXT. (4' EACH SIDE)
STA: 20+46.00 OFF: -26.00' LT
RIM ELEV: 324.10', RIM TO SUMP HT: 3.50'
INV IN: 320.63' 18" CONC. PIPE(N)
INV OUT: 320.59' 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 17+61.00 OFF: -26.00' LT
RIM ELEV: 326.49', RIM TO SUMP HT: 4.00'
INV IN: 324.93' - OPENING IN BACK(W)
INV OUT: 322.49' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 19+40.00 OFF: -26.00' LT
RIM ELEV: 324.46', RIM TO SUMP HT: 3.53'
INV IN: 320.96' - 18" CONC. PIPE(S)
INV IN: 323.00' - 6" CORRUGATED HDPE PIPE(S)
INV OUT: 320.93' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 20+70.00 OFF: -26.00' LT
RIM ELEV: 324.11', RIM TO SUMP HT: 3.15'
INV IN: 322.75' - 6" PIPE (CONNECT TO EXIST. PIPE)(W)
INV OUT: 320.97' - 18" CONC. PIPE(S)

STA 12+95.00 BEGIN
SECTION 1 OF SALEM ROAD
RECONSTRUCTION PROJECT

48" TYPE MO D.I. - 4' EXT.
STA: 15+90.00 OFF: 26.00' RT
RIM ELEV: 328.71', RIM TO SUMP HT: 4.32'
INV IN: 324.39' - 18" CONC. PIPE(W)
INV OUT: 324.39' - 18" CONC. PIPE(N)

72" JUNCTION BOX
STA: 19+55.00 OFF: 27.00' RT
RIM ELEV: 324.39', RIM TO SUMP HT: 4.15'
INV IN: 320.24' 44"x27" CONC. ARCH PIPE(N)
INV IN: 320.74' 18" CONC. PIPE(W)
INV IN: 320.70' 18" CONC. PIPE(S)
INV OUT: 320.24' 4' X 2' R.C. BOX CULVERT
(CONNECT TO EXIST. R.C. BOX)(E)

48" TY MO D.I. - 8' EXT. (4' EACH SIDE)
STA: 20+46.00 OFF: 26.00' RT
RIM ELEV: 324.10', RIM TO SUMP HT: 3.65'
INV IN: 320.45' 18" CONC. PIPE(W)
INV IN: 320.53' 23"x14" CONC. HORIZ. ELLIP. PIPE(N)
INV OUT: 320.51' 23"x14" CONC. HORIZ. ELLIP. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 17+40.00 OFF: 26.00' RT
RIM ELEV: 326.76', RIM TO SUMP HT: 3.89'
INV IN: 322.87' - 18" CONC. PIPE(S)
INV OUT: 322.87' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 21+65.00 OFF: 26.00' RT
RIM ELEV: 324.50', RIM TO SUMP HT: 3.60'
INV IN: 320.91' - 23"x14" CONC. HORIZ. ELLIP. PIPE(N)
INV OUT: 320.89' - 23"x14" CONC. HORIZ. ELLIP. PIPE(S)

60" TYPE MO D.I.
STA: 19+80.00 OFF: 26.50' RT
RIM ELEV: 324.25', RIM TO SUMP HT: 3.94'
INV IN: 320.32' 23"x14" CONC. HORIZ. ELLIP. PIPE(N)
INV IN: 320.32' 44"x27" CONC. ARCH PIPE(W)
INV OUT: 320.31' 44"x27" CONC. ARCH PIPE(S)

LEGEND

- EXISTING R/W
- PROPOSED CONST.
- - - FILL LINE
- - - CUT LINE

SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

C1

REVISIONS

NO.	DESCRIPTION	DATE

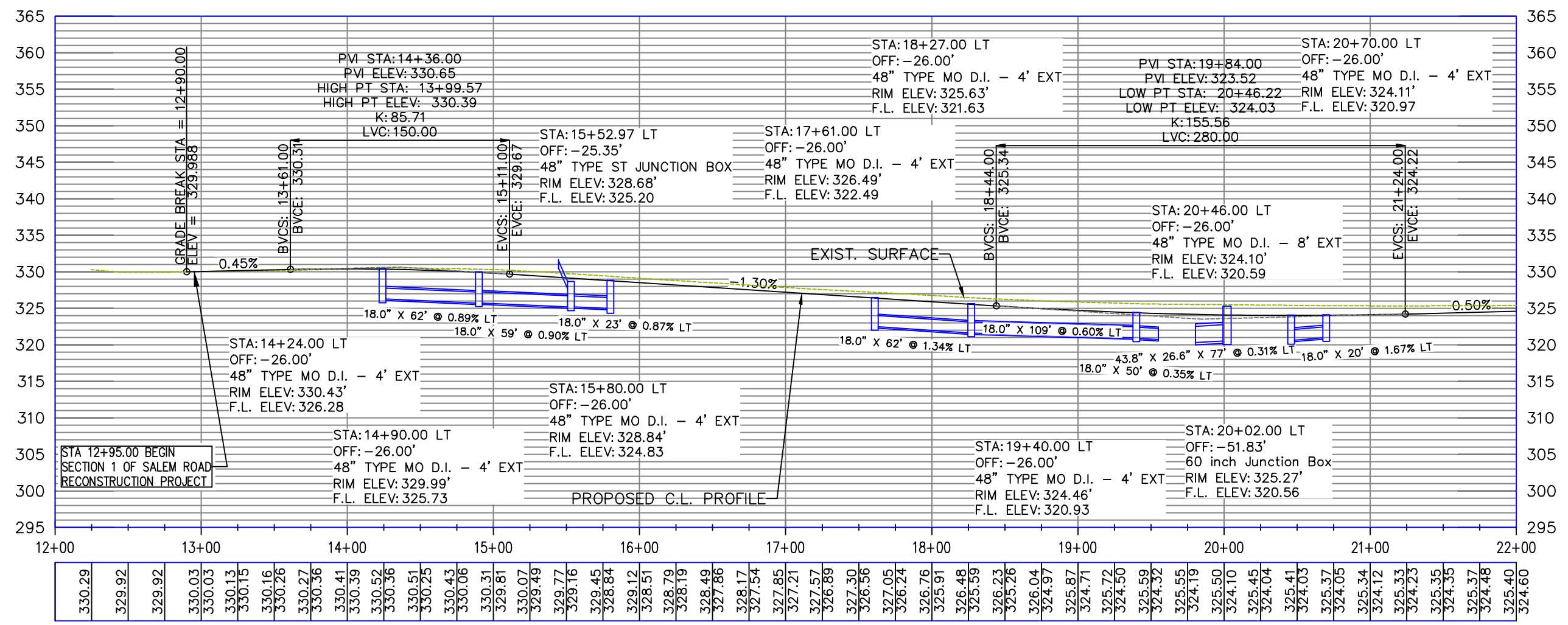
SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=20'

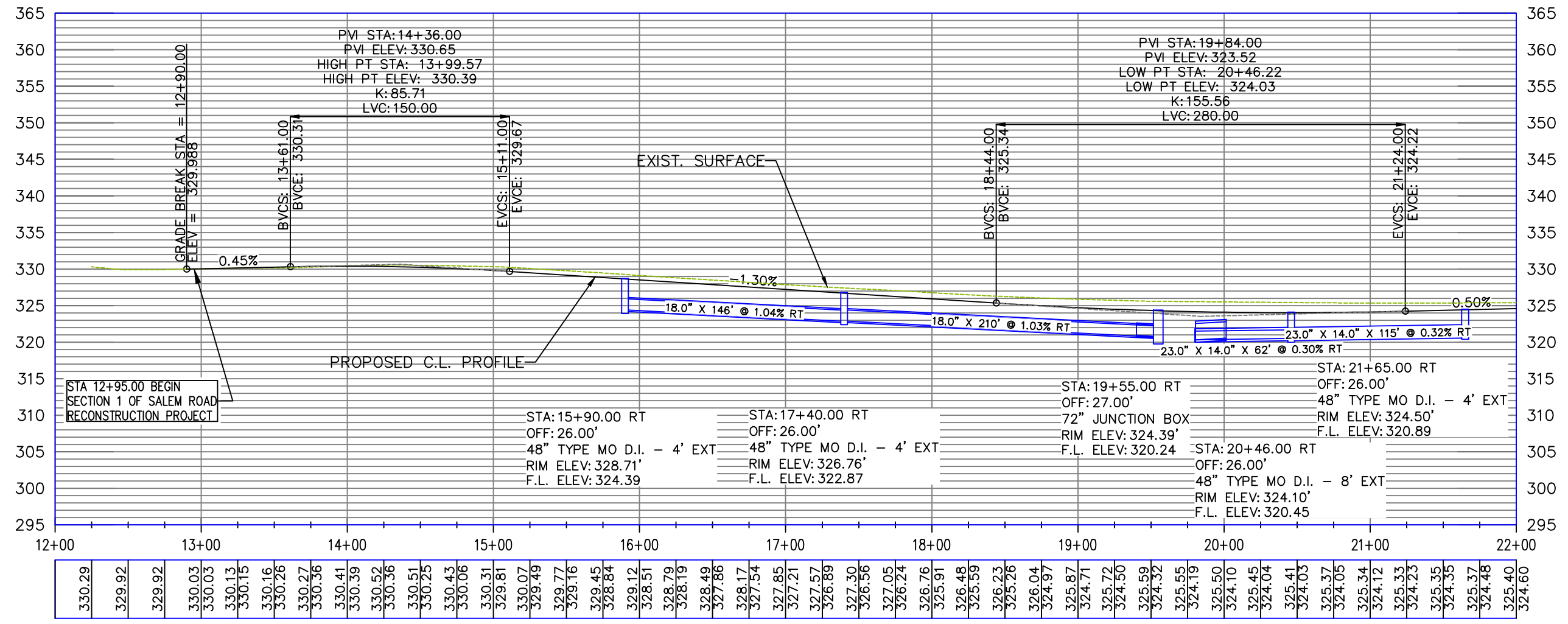
PROFILE SHEET
(10+00 TO 15+00)

C2

LEFT (WEST)
SIDE DRAINAGE

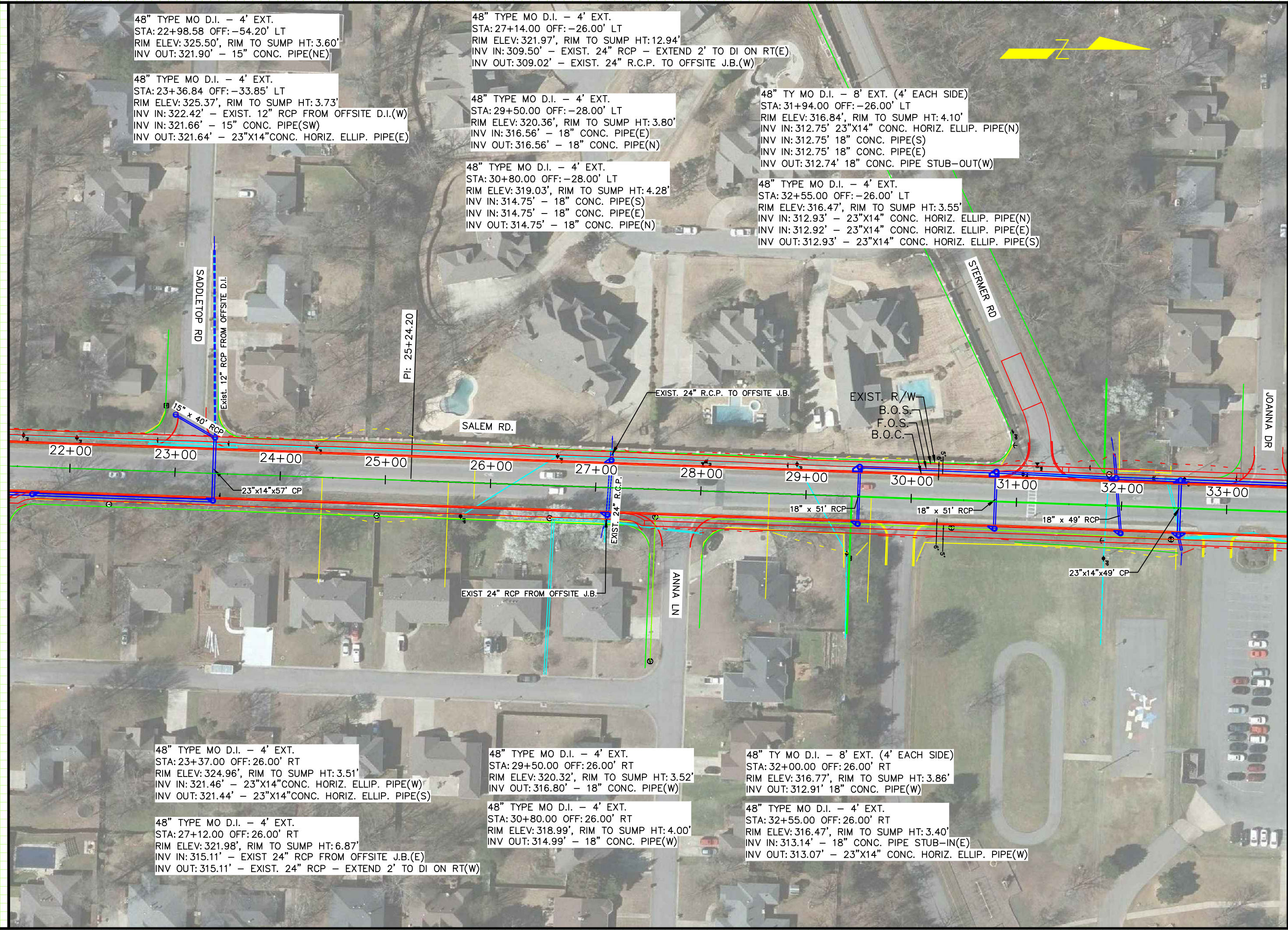


RIGHT (EAST)
SIDE DRAINAGE



REVISIONS

NO.	DESCRIPTION	DATE



48" TYPE MO D.I. - 4' EXT.
STA: 22+98.58 OFF: -54.20' LT
RIM ELEV: 325.50', RIM TO SUMP HT: 3.60'
INV IN: 321.90' - 15" CONC. PIPE(NE)
INV OUT: 321.90' - 15" CONC. PIPE(NE)

48" TYPE MO D.I. - 4' EXT.
STA: 27+14.00 OFF: -26.00' LT
RIM ELEV: 321.97', RIM TO SUMP HT: 12.94'
INV IN: 309.50' - EXIST. 24" RCP - EXTEND 2' TO DI ON RT(E)
INV OUT: 309.02' - EXIST. 24" R.C.P. TO OFFSITE J.B.(W)

48" TYPE MO D.I. - 4' EXT.
STA: 23+36.84 OFF: -33.85' LT
RIM ELEV: 325.37', RIM TO SUMP HT: 3.73'
INV IN: 322.42' - EXIST. 12" RCP FROM OFFSITE D.I.(W)
INV IN: 321.66' - 15" CONC. PIPE(SW)
INV OUT: 321.64' - 23"x14" CONC. HORIZ. ELLIP. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 29+50.00 OFF: -28.00' LT
RIM ELEV: 320.36', RIM TO SUMP HT: 3.80'
INV IN: 316.56' - 18" CONC. PIPE(E)
INV OUT: 316.56' - 18" CONC. PIPE(N)

48" TY MO D.I. - 8' EXT. (4' EACH SIDE)
STA: 31+94.00 OFF: -26.00' LT
RIM ELEV: 316.84', RIM TO SUMP HT: 4.10'
INV IN: 312.75' 23"x14" CONC. HORIZ. ELLIP. PIPE(N)
INV IN: 312.75' 18" CONC. PIPE(S)
INV IN: 312.75' 18" CONC. PIPE(E)
INV OUT: 312.74' 18" CONC. PIPE STUB-OUT(W)

48" TYPE MO D.I. - 4' EXT.
STA: 30+80.00 OFF: -28.00' LT
RIM ELEV: 319.03', RIM TO SUMP HT: 4.28'
INV IN: 314.75' - 18" CONC. PIPE(S)
INV IN: 314.75' - 18" CONC. PIPE(E)
INV OUT: 314.75' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 32+55.00 OFF: -26.00' LT
RIM ELEV: 316.47', RIM TO SUMP HT: 3.55'
INV IN: 312.93' - 23"x14" CONC. HORIZ. ELLIP. PIPE(N)
INV IN: 312.92' - 23"x14" CONC. HORIZ. ELLIP. PIPE(E)
INV OUT: 312.93' - 23"x14" CONC. HORIZ. ELLIP. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 23+37.00 OFF: 26.00' RT
RIM ELEV: 324.96', RIM TO SUMP HT: 3.51'
INV IN: 321.46' - 23"x14" CONC. HORIZ. ELLIP. PIPE(W)
INV OUT: 321.44' - 23"x14" CONC. HORIZ. ELLIP. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 29+50.00 OFF: 26.00' RT
RIM ELEV: 320.32', RIM TO SUMP HT: 3.52'
INV OUT: 316.80' - 18" CONC. PIPE(W)

48" TY MO D.I. - 8' EXT. (4' EACH SIDE)
STA: 32+00.00 OFF: 26.00' RT
RIM ELEV: 316.77', RIM TO SUMP HT: 3.86'
INV OUT: 312.91' 18" CONC. PIPE(W)

48" TYPE MO D.I. - 4' EXT.
STA: 27+12.00 OFF: 26.00' RT
RIM ELEV: 321.98', RIM TO SUMP HT: 6.87'
INV IN: 315.11' - EXIST 24" RCP FROM OFFSITE J.B.(E)
INV OUT: 315.11' - EXIST. 24" RCP - EXTEND 2' TO DI ON RT(W)

48" TYPE MO D.I. - 4' EXT.
STA: 30+80.00 OFF: 26.00' RT
RIM ELEV: 318.99', RIM TO SUMP HT: 4.00'
INV OUT: 314.99' - 18" CONC. PIPE(W)

48" TYPE MO D.I. - 4' EXT.
STA: 32+55.00 OFF: 26.00' RT
RIM ELEV: 316.47', RIM TO SUMP HT: 3.40'
INV IN: 313.14' - 18" CONC. PIPE STUB-IN(E)
INV OUT: 313.07' - 23"x14" CONC. HORIZ. ELLIP. PIPE(W)

SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFW3
DATE: 2-1-2019
SCALE: 1"=40'

SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

C3

REVISIONS

NO.	DESCRIPTION	DATE

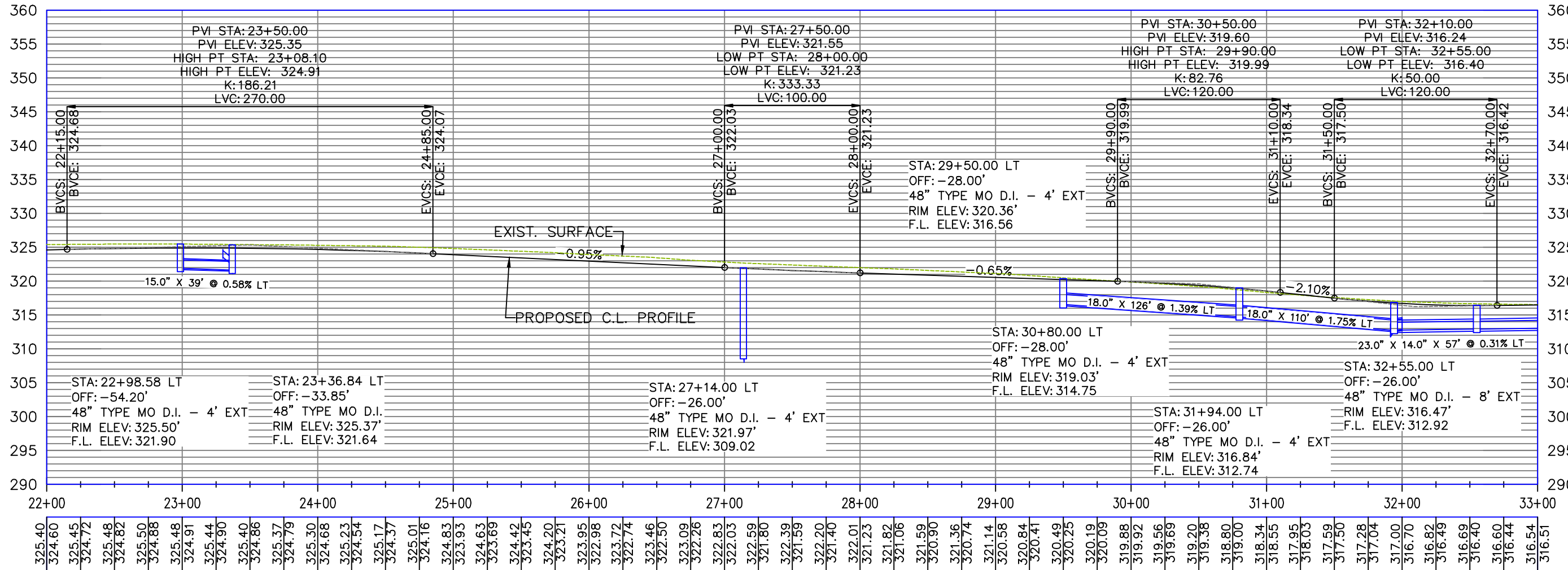
SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=20'

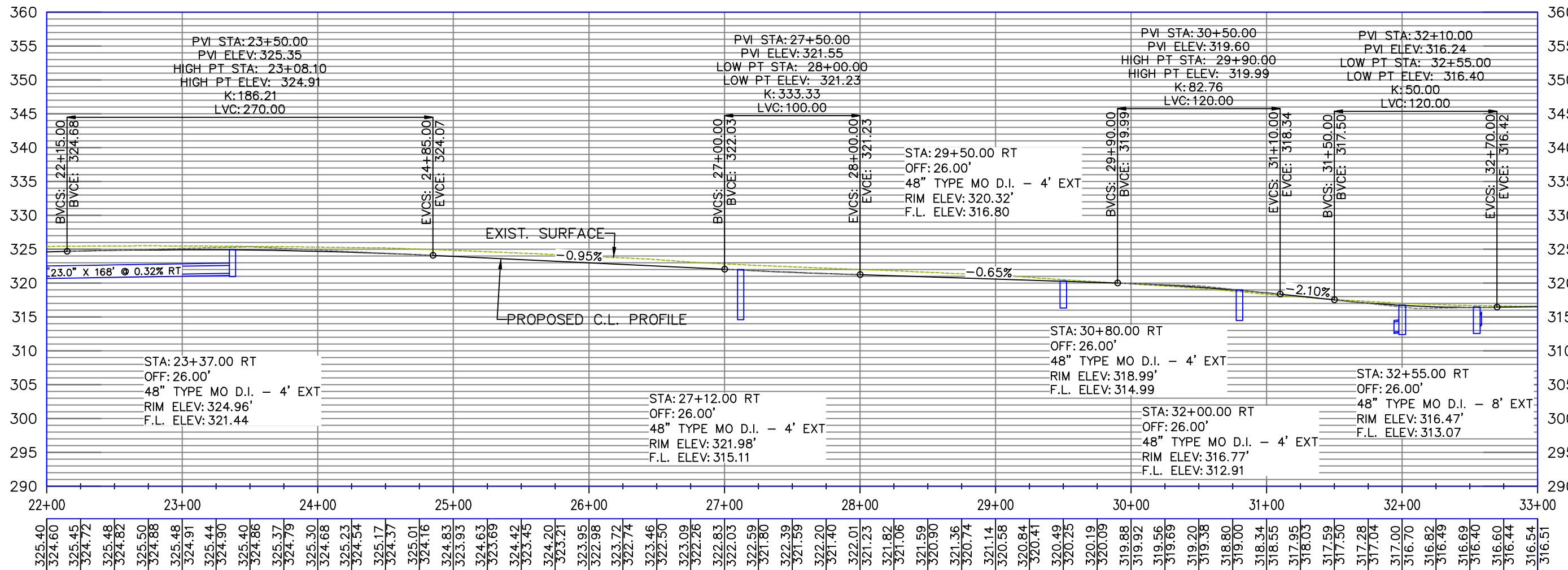
PROFILE SHEET
(15+00 TO 20+00)

C4

LEFT (WEST) SIDE DRAINAGE

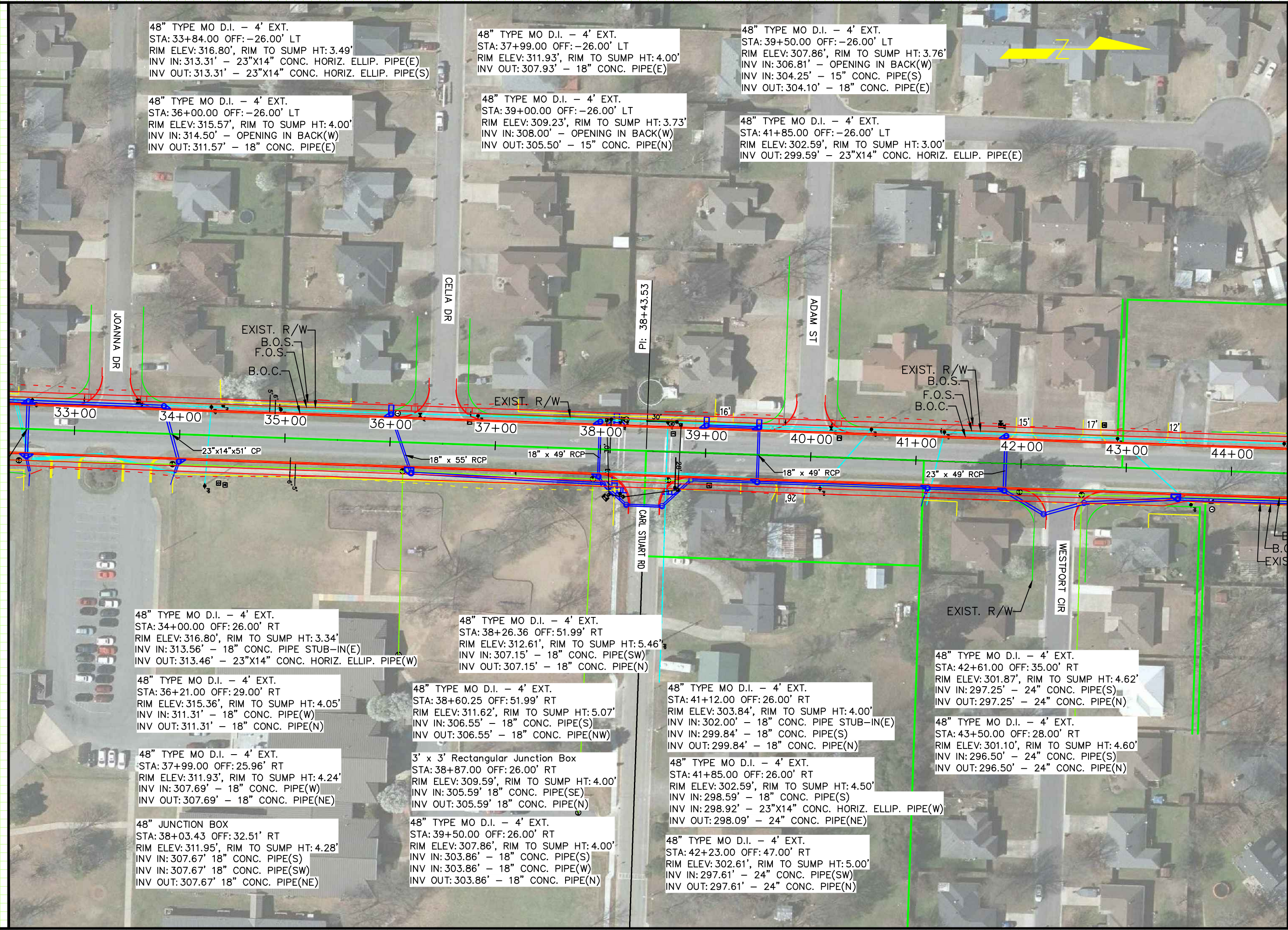


RIGHT (EAST) SIDE DRAINAGE



REVISIONS

NO.	DESCRIPTION	DATE



48" TYPE MO D.I. - 4' EXT.
STA: 33+84.00 OFF: -26.00' LT
RIM ELEV: 316.80', RIM TO SUMP HT: 3.49'
INV IN: 313.31' - 23"x14" CONC. HORIZ. ELLIP. PIPE(E)
INV OUT: 313.31' - 23"x14" CONC. HORIZ. ELLIP. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 37+99.00 OFF: -26.00' LT
RIM ELEV: 311.93', RIM TO SUMP HT: 4.00'
INV OUT: 307.93' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 39+50.00 OFF: -26.00' LT
RIM ELEV: 307.86', RIM TO SUMP HT: 3.76'
INV IN: 306.81' - OPENING IN BACK(W)
INV IN: 304.25' - 15" CONC. PIPE(S)
INV OUT: 304.10' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 36+00.00 OFF: -26.00' LT
RIM ELEV: 315.57', RIM TO SUMP HT: 4.00'
INV IN: 314.50' - OPENING IN BACK(W)
INV OUT: 311.57' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 39+00.00 OFF: -26.00' LT
RIM ELEV: 309.23', RIM TO SUMP HT: 3.73'
INV IN: 308.00' - OPENING IN BACK(W)
INV OUT: 305.50' - 15" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 41+85.00 OFF: -26.00' LT
RIM ELEV: 302.59', RIM TO SUMP HT: 3.00'
INV OUT: 299.59' - 23"x14" CONC. HORIZ. ELLIP. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 34+00.00 OFF: 26.00' RT
RIM ELEV: 316.80', RIM TO SUMP HT: 3.34'
INV IN: 311.31' - 18" CONC. PIPE STUB-IN(E)
INV OUT: 313.46' - 23"x14" CONC. HORIZ. ELLIP. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 38+26.36 OFF: 51.99' RT
RIM ELEV: 312.61', RIM TO SUMP HT: 5.46'
INV IN: 307.15' - 18" CONC. PIPE(SW)
INV OUT: 307.15' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 42+61.00 OFF: 35.00' RT
RIM ELEV: 301.87', RIM TO SUMP HT: 4.62'
INV IN: 297.25' - 24" CONC. PIPE(S)
INV OUT: 297.25' - 24" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 36+21.00 OFF: 29.00' RT
RIM ELEV: 315.36', RIM TO SUMP HT: 4.05'
INV IN: 311.31' - 18" CONC. PIPE(W)
INV OUT: 311.31' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 38+60.25 OFF: 51.99' RT
RIM ELEV: 311.62', RIM TO SUMP HT: 5.07'
INV IN: 306.55' - 18" CONC. PIPE(S)
INV OUT: 306.55' - 18" CONC. PIPE(NW)

48" TYPE MO D.I. - 4' EXT.
STA: 41+12.00 OFF: 26.00' RT
RIM ELEV: 303.84', RIM TO SUMP HT: 4.00'
INV IN: 302.00' - 18" CONC. PIPE STUB-IN(E)
INV IN: 299.84' - 18" CONC. PIPE(S)
INV OUT: 299.84' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 43+50.00 OFF: 28.00' RT
RIM ELEV: 301.10', RIM TO SUMP HT: 4.60'
INV IN: 296.50' - 24" CONC. PIPE(S)
INV OUT: 296.50' - 24" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 37+99.00 OFF: 25.96' RT
RIM ELEV: 311.93', RIM TO SUMP HT: 4.24'
INV IN: 307.69' - 18" CONC. PIPE(W)
INV OUT: 307.69' - 18" CONC. PIPE(NE)

3' x 3' Rectangular Junction Box
STA: 38+87.00 OFF: 26.00' RT
RIM ELEV: 309.59', RIM TO SUMP HT: 4.00'
INV IN: 305.59' 18" CONC. PIPE(SE)
INV OUT: 305.59' 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 41+85.00 OFF: 26.00' RT
RIM ELEV: 302.59', RIM TO SUMP HT: 4.50'
INV IN: 298.59' - 18" CONC. PIPE(S)
INV IN: 298.92' - 23"x14" CONC. HORIZ. ELLIP. PIPE(W)
INV OUT: 298.09' - 24" CONC. PIPE(NE)

48" JUNCTION BOX
STA: 38+03.43 OFF: 32.51' RT
RIM ELEV: 311.95', RIM TO SUMP HT: 4.28'
INV IN: 307.67' 18" CONC. PIPE(S)
INV IN: 307.67' 18" CONC. PIPE(SW)
INV OUT: 307.67' 18" CONC. PIPE(NE)

48" TYPE MO D.I. - 4' EXT.
STA: 39+50.00 OFF: 26.00' RT
RIM ELEV: 307.86', RIM TO SUMP HT: 4.00'
INV IN: 303.86' - 18" CONC. PIPE(S)
INV IN: 303.86' - 18" CONC. PIPE(W)
INV OUT: 303.86' - 18" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 42+23.00 OFF: 47.00' RT
RIM ELEV: 302.61', RIM TO SUMP HT: 5.00'
INV IN: 297.61' - 24" CONC. PIPE(SW)
INV OUT: 297.61' - 24" CONC. PIPE(N)

SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

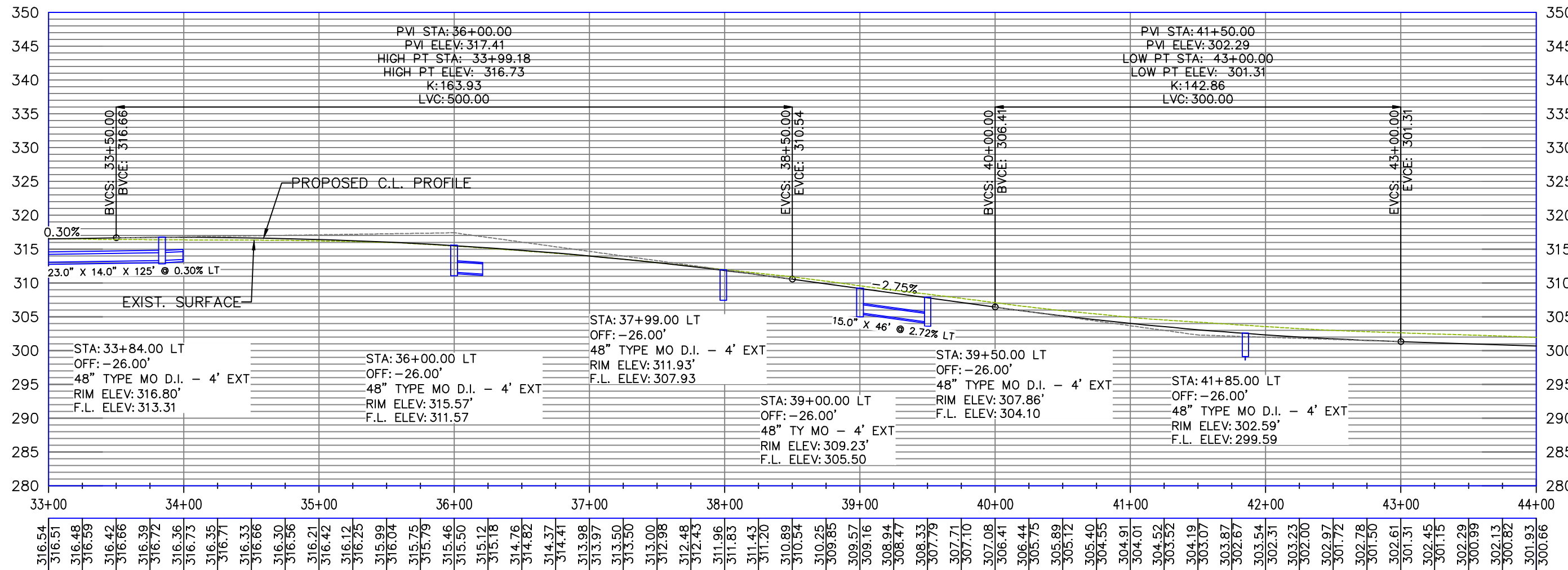
SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

C5

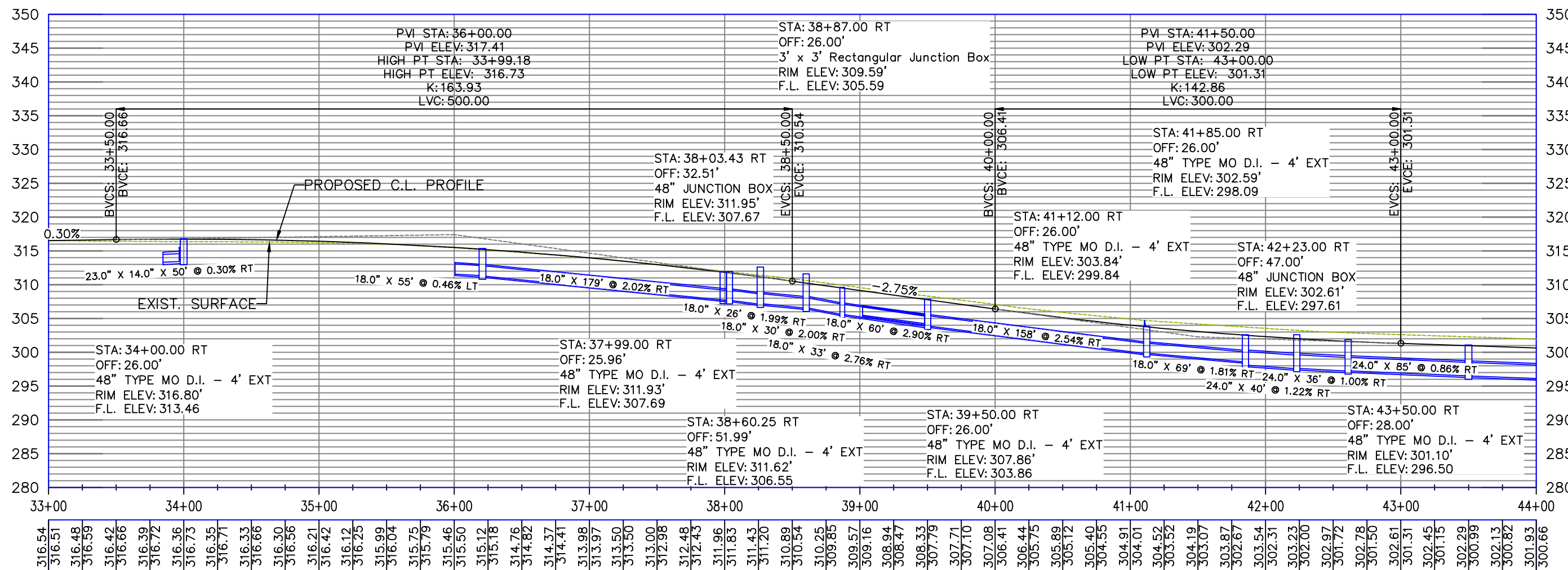
REVISIONS

NO.	DESCRIPTION	DATE

LEFT (WEST) SIDE DRAINAGE



RIGHT (EAST) SIDE DRAINAGE



SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
 DRAWN BY: MHW1
 CHECKED BY: BFV3
 DATE: 2-1-2019
 SCALE: 1"=20'

PROFILE SHEET
(20+00 TO 25+00)

REVISIONS

NO.	DESCRIPTION	DATE

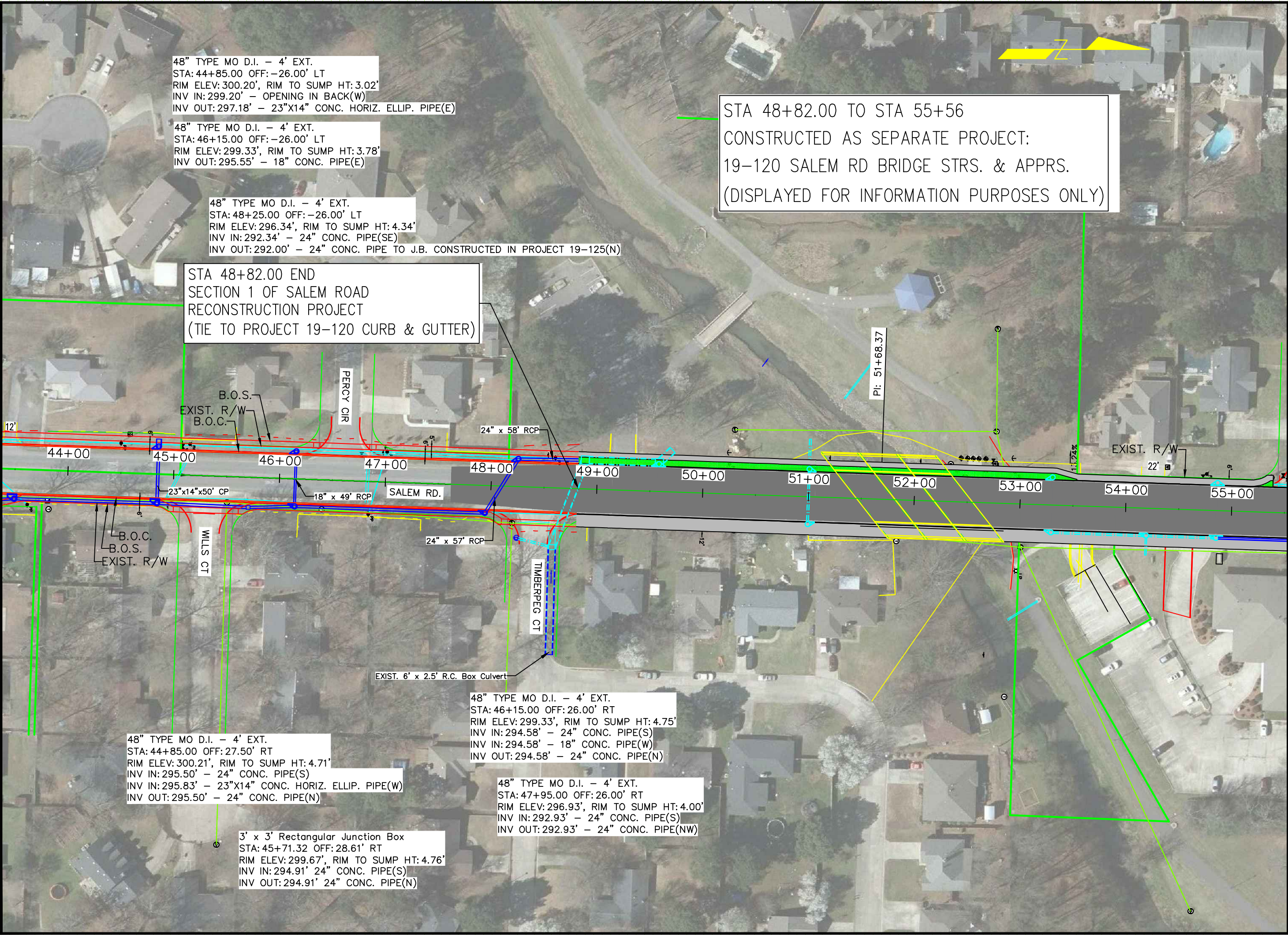
STA 48+82.00 TO STA 55+56
CONSTRUCTED AS SEPARATE PROJECT:
19-120 SALEM RD BRIDGE STRS. & APPRS.
(DISPLAYED FOR INFORMATION PURPOSES ONLY)

48" TYPE MO D.I. - 4' EXT.
STA: 44+85.00 OFF: -26.00' LT
RIM ELEV: 300.20', RIM TO SUMP HT: 3.02'
INV IN: 299.20' - OPENING IN BACK(W)
INV OUT: 297.18' - 23"x14" CONC. HORIZ. ELLIP. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 46+15.00 OFF: -26.00' LT
RIM ELEV: 299.33', RIM TO SUMP HT: 3.78'
INV OUT: 295.55' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 48+25.00 OFF: -26.00' LT
RIM ELEV: 296.34', RIM TO SUMP HT: 4.34'
INV IN: 292.34' - 24" CONC. PIPE(SE)
INV OUT: 292.00' - 24" CONC. PIPE TO J.B. CONSTRUCTED IN PROJECT 19-125(N)

STA 48+82.00 END
SECTION 1 OF SALEM ROAD
RECONSTRUCTION PROJECT
(TIE TO PROJECT 19-120 CURB & GUTTER)



48" TYPE MO D.I. - 4' EXT.
STA: 44+85.00 OFF: 27.50' RT
RIM ELEV: 300.21', RIM TO SUMP HT: 4.71'
INV IN: 295.50' - 24" CONC. PIPE(S)
INV OUT: 295.83' - 23"x14" CONC. HORIZ. ELLIP. PIPE(W)
INV OUT: 295.50' - 24" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 46+15.00 OFF: 26.00' RT
RIM ELEV: 299.33', RIM TO SUMP HT: 4.75'
INV IN: 294.58' - 24" CONC. PIPE(S)
INV IN: 294.58' - 18" CONC. PIPE(W)
INV OUT: 294.58' - 24" CONC. PIPE(N)

48" TYPE MO D.I. - 4' EXT.
STA: 47+95.00 OFF: 26.00' RT
RIM ELEV: 296.93', RIM TO SUMP HT: 4.00'
INV IN: 292.93' - 24" CONC. PIPE(S)
INV OUT: 292.93' - 24" CONC. PIPE(NW)

3' x 3' Rectangular Junction Box
STA: 45+71.32 OFF: 28.61' RT
RIM ELEV: 299.67', RIM TO SUMP HT: 4.76'
INV IN: 294.91' 24" CONC. PIPE(S)
INV OUT: 294.91' 24" CONC. PIPE(N)

SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

C7

REVISIONS

NO.	DESCRIPTION	DATE

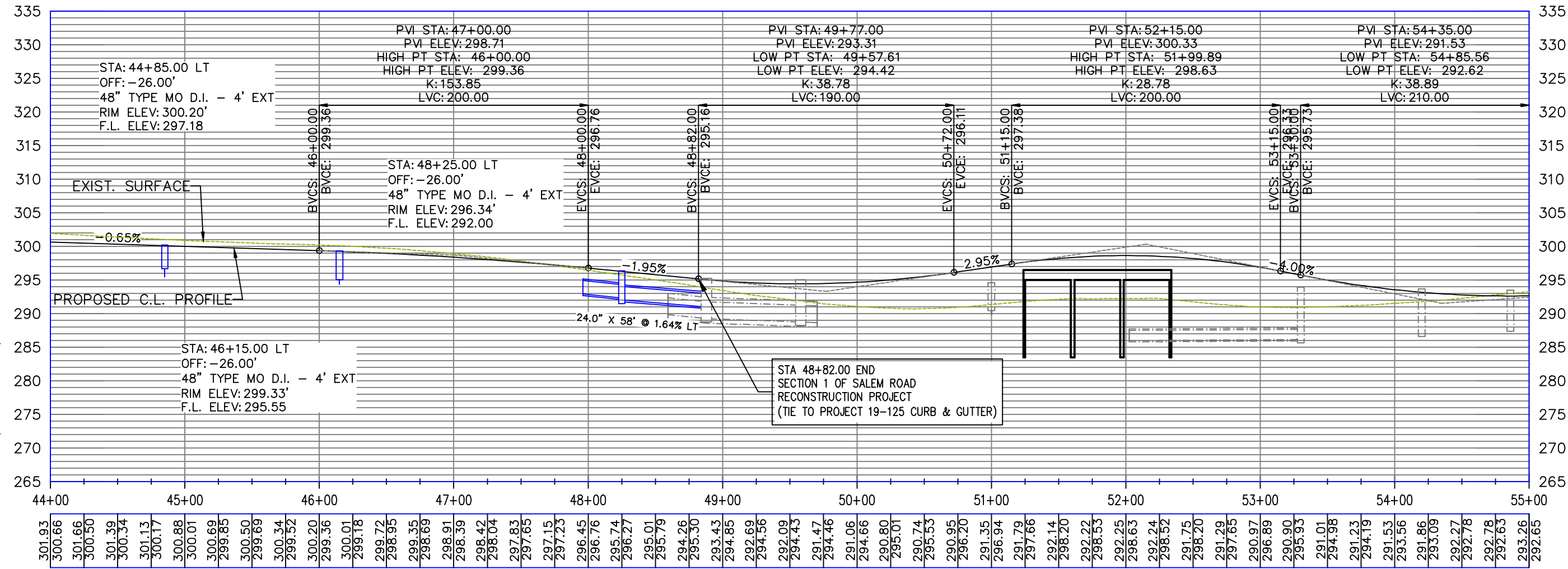
SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=20'

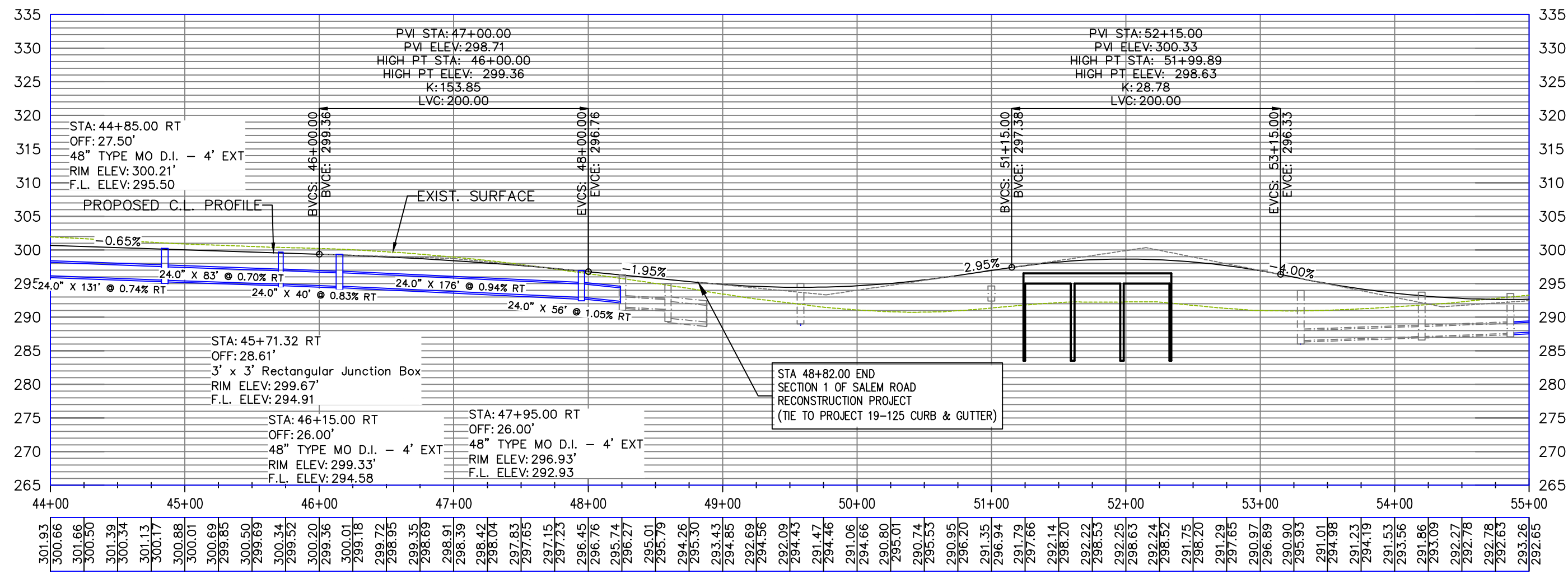
PROFILE SHEET
(25+00 TO 30+00)

C8

LEFT (WEST) SIDE DRAINAGE

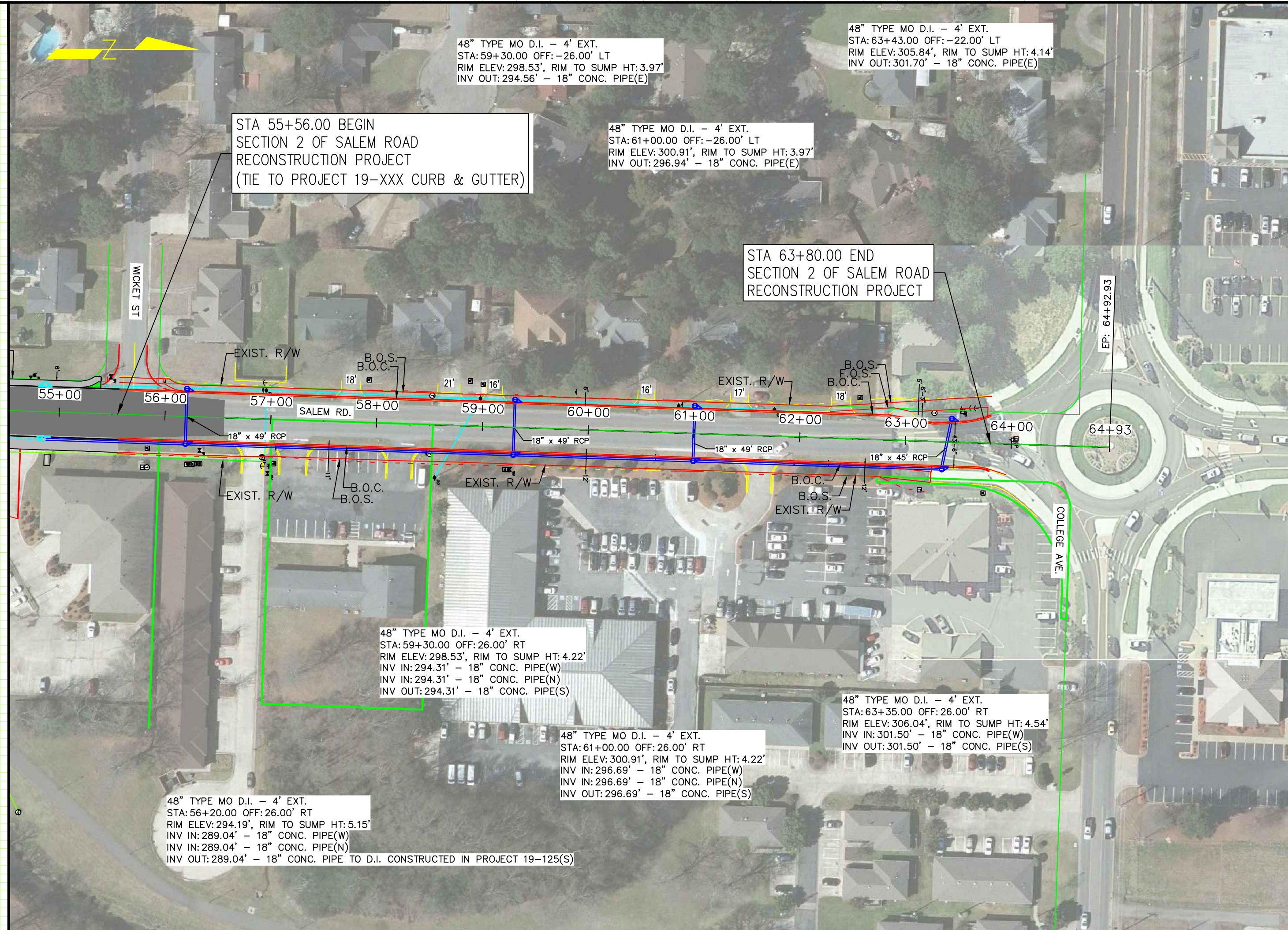


RIGHT (EAST) SIDE DRAINAGE



REVISIONS

NO.	DESCRIPTION	DATE



STA 55+56.00 BEGIN
SECTION 2 OF SALEM ROAD
RECONSTRUCTION PROJECT
(TIE TO PROJECT 19-XXX CURB & GUTTER)

STA 63+80.00 END
SECTION 2 OF SALEM ROAD
RECONSTRUCTION PROJECT

48" TYPE MO D.I. - 4' EXT.
STA: 59+30.00 OFF: -26.00' LT
RIM ELEV: 298.53', RIM TO SUMP HT: 3.97'
INV OUT: 294.56' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 63+43.00 OFF: -22.00' LT
RIM ELEV: 305.84', RIM TO SUMP HT: 4.14'
INV OUT: 301.70' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 61+00.00 OFF: -26.00' LT
RIM ELEV: 300.91', RIM TO SUMP HT: 3.97'
INV OUT: 296.94' - 18" CONC. PIPE(E)

48" TYPE MO D.I. - 4' EXT.
STA: 59+30.00 OFF: 26.00' RT
RIM ELEV: 298.53', RIM TO SUMP HT: 4.22'
INV IN: 294.31' - 18" CONC. PIPE(W)
INV IN: 294.31' - 18" CONC. PIPE(N)
INV OUT: 294.31' - 18" CONC. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 56+20.00 OFF: 26.00' RT
RIM ELEV: 294.19', RIM TO SUMP HT: 5.15'
INV IN: 289.04' - 18" CONC. PIPE(W)
INV IN: 289.04' - 18" CONC. PIPE(N)
INV OUT: 289.04' - 18" CONC. PIPE TO D.I. CONSTRUCTED IN PROJECT 19-125(S)

48" TYPE MO D.I. - 4' EXT.
STA: 61+00.00 OFF: 26.00' RT
RIM ELEV: 300.91', RIM TO SUMP HT: 4.22'
INV IN: 296.69' - 18" CONC. PIPE(W)
INV IN: 296.69' - 18" CONC. PIPE(N)
INV OUT: 296.69' - 18" CONC. PIPE(S)

48" TYPE MO D.I. - 4' EXT.
STA: 63+35.00 OFF: 26.00' RT
RIM ELEV: 306.04', RIM TO SUMP HT: 4.54'
INV IN: 301.50' - 18" CONC. PIPE(W)
INV OUT: 301.50' - 18" CONC. PIPE(S)

SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=40'

SALEM ROAD
PRELIMINARY
(DAVE WARD TO COLLEGE)

C9

REVISIONS

NO.	DESCRIPTION	DATE

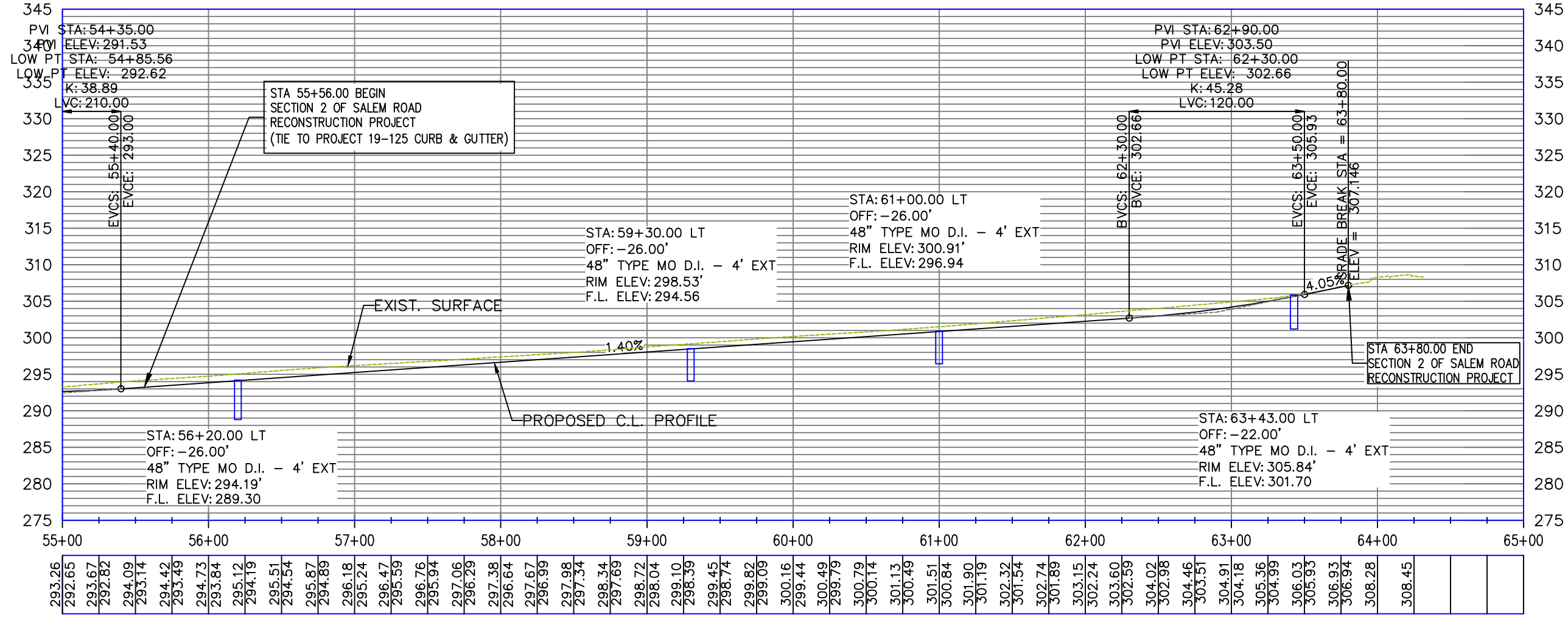
SALEM ROAD RECONSTRUCTION
DAVE WARD DR TO COLLEGE AVE
CONWAY, ARKANSAS

JOB NUMBER: 19-XXX
DRAWN BY: MHW1
CHECKED BY: BFV3
DATE: 2-1-2019
SCALE: 1"=20'

PROFILE SHEET
(30+00 TO 35+00)

C10

LEFT (WEST)
SIDE DRAINAGE



RIGHT (EAST)
SIDE DRAINAGE

