DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	1	742
		CLEAR CREEK RD. - I-40 (PHASE 1) (F)				

"THIS IS A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS

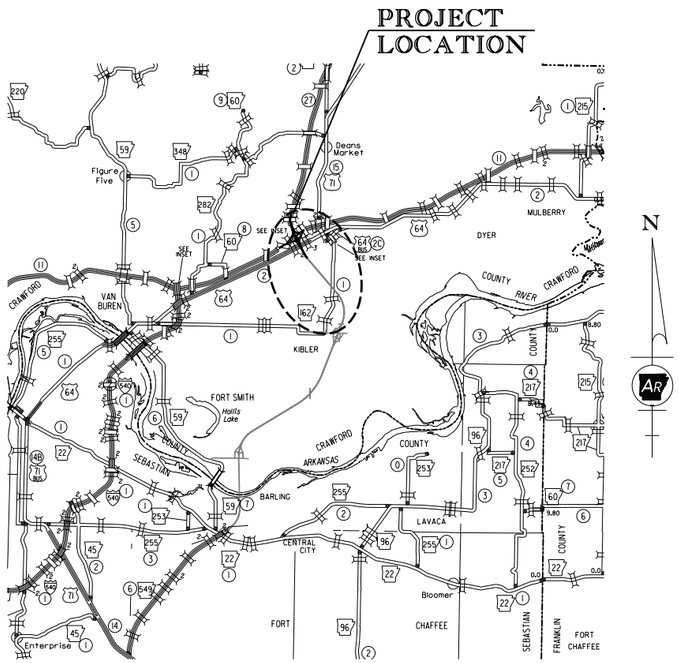
CLEAR CREEK RD. - I-40 (PHASE 1) (F)

CRAWFORD COUNTY

ROUTE 549 SECTION 6

JOB 040904

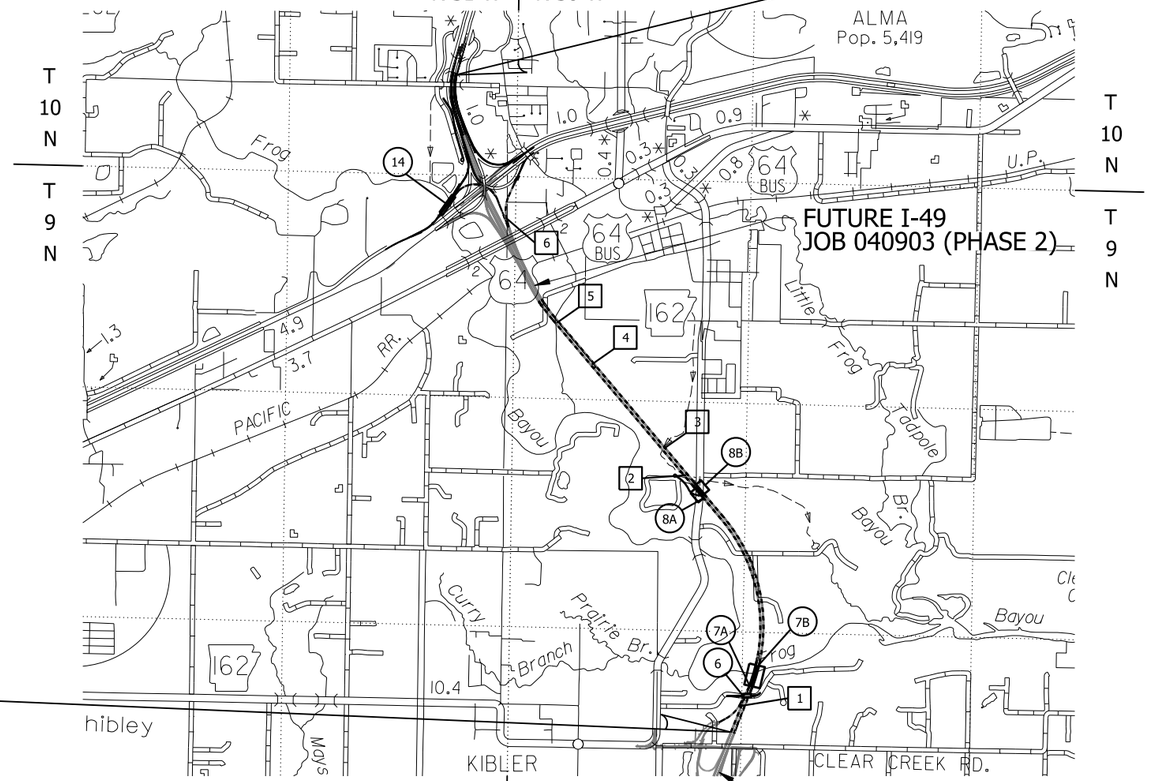
FED. AID PROJ. CPFCDS-NHPP-40-1(268)

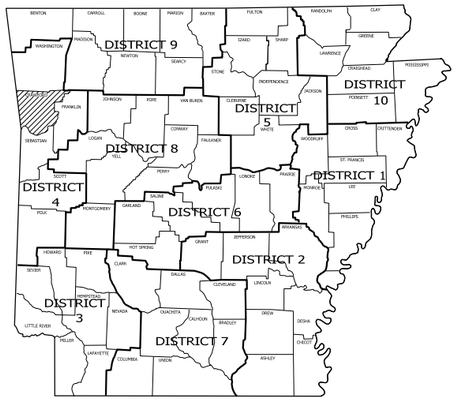


VICINITY MAP

FOR BRIDGE DATA AND STRUCTURES OVER 20'-0" SPAN SEE SHEET NO. 2

NOT TO SCALE





ARKANSAS HIGHWAY DISTRICT 4

· DESIGN TRAFFIC DATA (NORTH OF I-40) ·

DESIGN YEAR	2046
2026 ADT	29,000
2046 ADT	48,000
2046 DHV	5,280
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	29%
DESIGN SPEED	70 MPH

· DESIGN TRAFFIC DATA (SOUTH OF I-40) ·

DESIGN YEAR	2046
2026 ADT	N/A
2046 ADT	10,000
2046 DHV	1,100
DIRECTIONAL DISTRIBUTION	55%
TRUCKS	29%
DESIGN SPEED	70 MPH

	BEGIN PROJECT	MID POINT OF PROJECT	END PROJECT
LATITUDE	N 35°25'54"	N 35°27'49"	N 35°29'43"
LONGITUDE	W 94°12'49"	W 94°13'45"	W 94°14'41"

PROJECT LENGTH COMPUTED ALONG C.L. I-49

GROSS LENGTH OF PROJECT	26,550.00	FEET	OR	5.028	MILES
NET LENGTH OF ROADWAY	25,221.91	FEET	OR	4.777	MILES
NET LENGTH OF BRIDGES	1,328.09	FEET	OR	0.252	MILES
NET LENGTH OF PROJECT	26,550.00	FEET	OR	5.028	MILES

HNTB CORP No. 638 CERTIFICATE OF AUTHORIZATION ARKANSAS

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 13640 AARON O. LAWRENCE 7-14-2006

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	2	742
		BRIDGE DATA AND STRUCTURES OVER 20'-0" SPAN				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8481
LESLEY V. SHORT
5/4/26

BRIDGE DATA

(6) STA. 16+82.81 BRIDGE END
BR. NO. 07691 (WATERFRONT RD. OVER I-49)
280'-0" CONTINUOUS PLATE GIRDER UNIT (155'-125')
28'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 3
SPREAD FOOTING AT BENT 2
282'-4" BRIDGE LENGTH
STA. 19+65.15 BRIDGE END

(7A) STA. 612+59.74 BRIDGE END
BR. NO. A7692 (I-49 OVER FROG BAYOU)
651'-6 1/2" CONTINUOUS PLATE GIRDER UNIT (130'-4 1/2" - 130'-4 1/16" - 130'-3 11/16" - 130'-3 5/16" - 130'-2 15/16")
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2 - 5
656'-3 3/8" BRIDGE LENGTH
STA. 619+20.64 BRIDGE END

(7B) STA. 613+12.24 BRIDGE END
BR. NO. B7692 (I-49 OVER FROG BAYOU)
648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT (129'-7 5/8" - 129'-8" - 129'-8 7/16" - 129'-8 3/4" - 129'-9 1/8")
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2 - 5
653'-2 1/2" BRIDGE LENGTH
STA. 619+60.92 BRIDGE END

(8A) STA. 682+99.40 BRIDGE END
BR. NO. A7693 (I-49 OVER HENRY RD.)
374'-0" CONTINUOUS PLATE GIRDER UNIT (112'-150'-112')
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 4
DRILLED SHAFTS AT BENTS 2 & 3
377'-2 1/2" BRIDGE LENGTH
STA. 686+76.60 BRIDGE END

(8B) STA. 683+91.40 BRIDGE END
BR. NO. B7693 (I-49 OVER HENRY RD.)
374'-0" CONTINUOUS PLATE GIRDER UNIT (112'-150'-112')
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 4
DRILLED SHAFTS AT BENTS 2 & 3
377'-2 1/2" BRIDGE LENGTH
STA. 687+68.60 BRIDGE END

(14) STA 54+62.40 BRIDGE END
BR. NO. 07694 (I-49 NB TO I-40 WB)
317'-0" CONTINUOUS PLATE GIRDER UNIT NO. 1 (158'-6" - 158'-6")
330'-0" CONTINUOUS PLATE GIRDER UNIT NO. 2 (110'-110'-110')
VARIES (35'-8 15/16" MIN. ; 50'-4 15/16" MAX.) CLEAR ROADWAY UNIT NO. 1
VARIES (34'-0" MIN. ; 35'-8 15/16" MAX.) CLEAR ROADWAY UNIT NO. 2
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
649'-6" BRIDGE LENGTH
STA. 61+11.90 BRIDGE END

STRUCTURES OVER 20'-0" SPAN

[1] STA. 600+76.74 CONSTRUCT
QUADRUPLE 8' x 5' x 1013.95' R.C. BOX CULVERT
68° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 414.90 CFS D.A. = 200.63 ACRES
SPAN = 93.88 FT.

[2] STA. 690+78.00 CONSTRUCT
TRIPLE 10' X 5' X 699.10' R.C. BOX CULVERT
56° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 512.00 CFS D.A. = 403.20 ACRES
DUMPED RIPRAP LT. & RT. = 438 CU. YDS.
SPAN = 56.86 FT.

[3] STA. 704+20.00 CONSTRUCT
TRIPLE 10' x 5' x 221' R.C. BOX CULVERT
15° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 478.00 CFS D.A. = 364.80 ACRES
DUMPED RIPRAP LT. & RT. = 489 CU. YDS.
SPAN = 33.65 FT.

[4] STA. 725+75.00 CONSTRUCT
DOUBLE 8' x 5' x 397' R.C. BOX CULVERT
50° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 342.00 CFS D.A. = 224.00 ACRES
DUMPED RIPRAP LT. & RT. = 274 CU. YDS.
SPAN = 27.74 FT.

[5] STA. 761+00.00 CONSTRUCT
QUINTUPLE 10' x 5' x 359' R.C. BOX CULVERT
50° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 650.00 CFS D.A. = 550.40 ACRES
DUMPED RIPRAP RT. = 1006 CU. YDS.
SPAN = 84.01 FT.

[6] STA. 29+00.00 CONSTRUCT
SEXTUPLE 12' x 9' x 162' R.C. BOX CULVERT
10° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50=11404 CFS D.A. = 36410 ACRES
DUMPED RIPRAP LT. & RT. = 529 CU. YDS.
SPAN = 77.93 FT.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	3	742
		INDEX OF SHEETS AND STANDARD DRAWINGS				

INDEX OF SHEETS

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29 - 36	SPECIAL DETAILS		
37 - 60	SPECIAL DETAILS - R.C. BOX CULVERT		
61 - 67	SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS		
68	SPECIAL DETAILS - FROG BAYOU SPECIAL GRADING		
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214	SUMMARY OF QUANTITIES AND REVISIONS		
215 - 240	SURVEY CONTROL DETAILS		
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254 - 255	PLAN SHEETS - I-40		
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259	INTERCHANGE LAYOUT SHEET - I-49/I-40		
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264 - 265	PLAN AND PROFILE SHEETS - RAMP I40WB-I49SB		
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283	PLAN AND PROFILE SHEET - SB-EB DETOUR		
284 - 285	PLAN AND PROFILE SHEETS - SB-WB MEDIAN DETOUR		
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298 - 300	PLAN AND PROFILE SHEETS - OLD WIRE RD		
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396	DETAILS OF END BENTS (SHEET 5 OF 7)	A&B7692	68507
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477	DETAILS OF 330'-0" CONTINUOUS PLATE GIRDER UNIT 2 (SHEET 6 OF 8)	07694	68588
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487	DETAILS OF ITS CONDUIT (SHEET 1 OF 1)	B7692 & 07694	68598
488	DETAILS OF ELASTOMERIC BEARINGS (SHEET 1 OF 2)	07691 - 07694	68599
489	DETAILS OF ELASTOMERIC BEARINGS (SHEET 2 OF 2)	07691 - 07694	68600
490	SUPPLEMENTAL DETAILS OF CONCRETE RIPRAP (SHEET 1 OF 1)	07691, A&B7693	68601
491 - 742	CROSS SECTIONS		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8481
Lesley V. Short
5/4/26

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
7-27-2026

BRIDGE STANDARD DRAWINGS

DRWG.NO	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55002	STANDARD DETAILS FOR CONCRETE RIPRAP	02-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	03-24-16
55006	STANDARD GENERAL NOTES FOR STEEL BRIDGE STRUCTURES	09-02-15
55007	STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES	02-11-16
55008	STANDARD DETAILS FOR POURED SILICONE JOINTS	02-11-16
55009	STANDARD DETAILS FOR NEOPRENE STRIP SEAL JOINTS	02-11-16
55010	STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE	01-28-25
55020	STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS	03-24-16
55030F	STANDARD DETAILS FOR TYPE F APPROACH GUTTERS	04-08-21
55040F1	STANDARD DETAILS FOR TYPE F APPROACH SLAB	09-07-23
55070	STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36	09-27-22
55071	STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42	07-06-22
55090A	STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (1 OF 6)	06-18-26
55090B	STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (2 OF 6)	06-18-26
55090C	STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (3 OF 6)	06-18-26
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55093B	STANDARD DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (2 OF 6)	06-18-26
55093C	STANDARD DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (3 OF 6)	06-18-26
55093D	STANDARD DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (4 OF 6)	06-18-26
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DRWG.NO	TITLE	DATE
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DR-1	DETAILS OF DRIVEWAYS & ISLANDS	05-22-25
DR-2	DETAILS OF DRIVEWAYS & STREET TURNOUTS	05-19-22
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9D	DETAILS OF DROP INLETS	08-22-02
FPC-9N	DETAILS OF DROP INLETS AND SPILLWAY OUTLET	07-02-98
FPC-9S	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	07-26-12
GR-6	GUARDRAIL DETAILS	05-19-22
GR-8	GUARDRAIL DETAILS	11-07-19
GR-9	GUARDRAIL DETAILS	11-07-19
GR-10	GUARDRAIL DETAILS	11-07-19
GR-11	GUARDRAIL DETAILS	11-07-19
GR-12	GUARDRAIL DETAILS	05-14-20
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-07-19
GRT-1	GUARDRAIL DETAILS	11-07-19
MB-1	MAILBOX DETAILS	11-18-04
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
PM-1	PAVEMENT MARKING DETAILS	04-09-26
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
RCB-3	METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS	10-12-95
SD-6	HEAVY DUTY PULL BOX	02-13-24
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	11-07-19
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	07-25-19
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	05-19-22
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
SHS-5	DETAILS OF GUIDE SIGN PANELS	09-12-13
SHS-6	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	09-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	09-12-13
SHS-8	TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM	11-16-17
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
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TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
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TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TEC-4	TEMPORARY EROSION CONTROL DEVICES	07-26-12
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	08-22-02
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W-X15	STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 15° SKEW	06-13-63
W-X-153-1	STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 15° SKEW - 3:1 SLOPES	05-10-66
R-100X-X2	STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	01-14-63
R-115X-1	STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS - 15° SKEW SECTIONS "A" ONLY	10-24-63
W-X30	STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 30° SKEW	07-15-63
W-X303-1	STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 30° SKEW - 3:1 SLOPES	05-10-66
R-130X-1	STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS - 30° SKEW SECTIONS "A" ONLY	01-24-64
W-X45	STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 45° SKEW	06-15-64
W-X453-1	STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 45° SKEW - 3:1 SLOPES	05-10-66
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10-12-2026						

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

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ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM - JOB 040904
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
102-3	PREQUALIFICATION OF BIDDERS
103-2	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
105-4	MAINTENANCE DURING CONSTRUCTION
107-2	RESTRAINING CONDITIONS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
210-1	UNCLASSIFIED EXCAVATION
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
307-2	CEMENT TREATED BASE COURSE
308-2	CEMENT STABILIZED CRUSHED STONE BASE COURSE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
400-7	TRACKLESS TACK
404-3	DESIGN OF ASPHALT MIXTURES
409-2	ASPHALT LABORATORY FACILITY
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
416-1	RECYCLED ASPHALT PAVEMENT
501-3	PORTLAND CEMENT CONCRETE PAVEMENT
505-1	PORTLAND CEMENT CONCRETE DRIVEWAY
600-2	INCIDENTAL CONSTRUCTION
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1	CONCRETE DITCH PAVING
606-1	PIPE CULVERTS FOR SIDE DRAINS
617-1	GUARDRAIL TERMINAL (TYPE 2)
617-2	GUARDRAIL DELINEATORS
619-1	FENCES
620-1	MULCH COVER
621-1	FILTER SOCKS
637-1	MAILBOXES
700-2	TRAFFIC CONTROL FACILITIES
723-1	GENERAL REQUIREMENTS FOR SIGNS
729-1	CHANNEL POST SIGN SUPPORT
730-1	BREAKAWAY SIGN SUPPORT
732-1	CRASH CUSHION
800-1	STRUCTURES
802-3	CONCRETE FOR STRUCTURES
802-5	CONCRETE FOR STRUCTURES
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JOB 040904	DESIGN AND QUALITY CONTROL ASPHALT MIXTURES
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JOB 040904	DETAILS FOR SAFETY OF STREAM TRAFFIC
JOB 040904	DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
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JOB 040904	GEOTEXTILE FABRIC
JOB 040904	HIGH MAST ILLUMINATION ASSEMBLY
JOB 040904	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM
JOB 040904	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)
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JOB 040904	ITS NON-METALLIC CONDUIT SYSTEM
JOB 040904	LED ROADWAY ILLUMINATION POLE
JOB 040904	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 040904	LOCAL WORK ZONE LAW ENFORCEMENT
JOB 040904	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 040904	LONGITUDINAL TINING
JOB 040904	MAINTENANCE OF TRAFFIC
JOB 040904	MANDATORY ELECTRONIC CONTRACT
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JOB 040904	METAL GRATING FOR PLATFORM
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JOB 040904	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES
JOB 040904	OFF-SITE RESTRAINING CONDITIONS FOR AMERICAN BURYING BEETLE
JOB 040904	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
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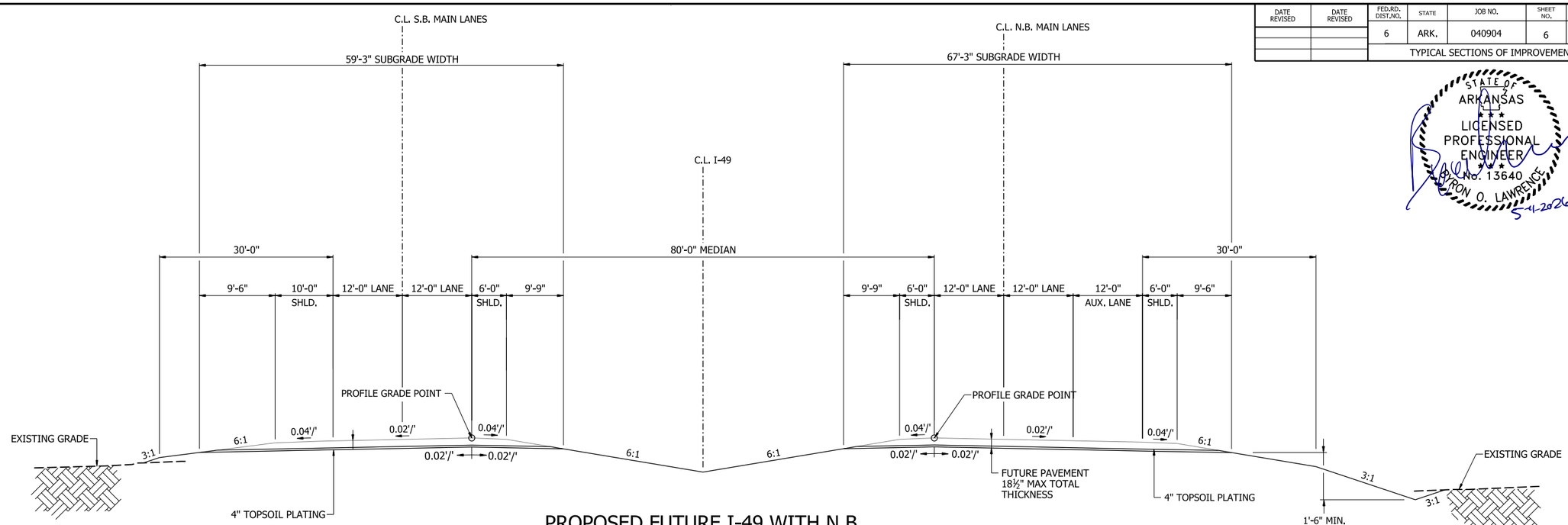
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
LYNDON O. LAWRENCE
11-2-2026

GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
8. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
9. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
10. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. THIS PROJECT IS COVERED UNDER A STANDARD INDIVIDUAL 404 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	6	742
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

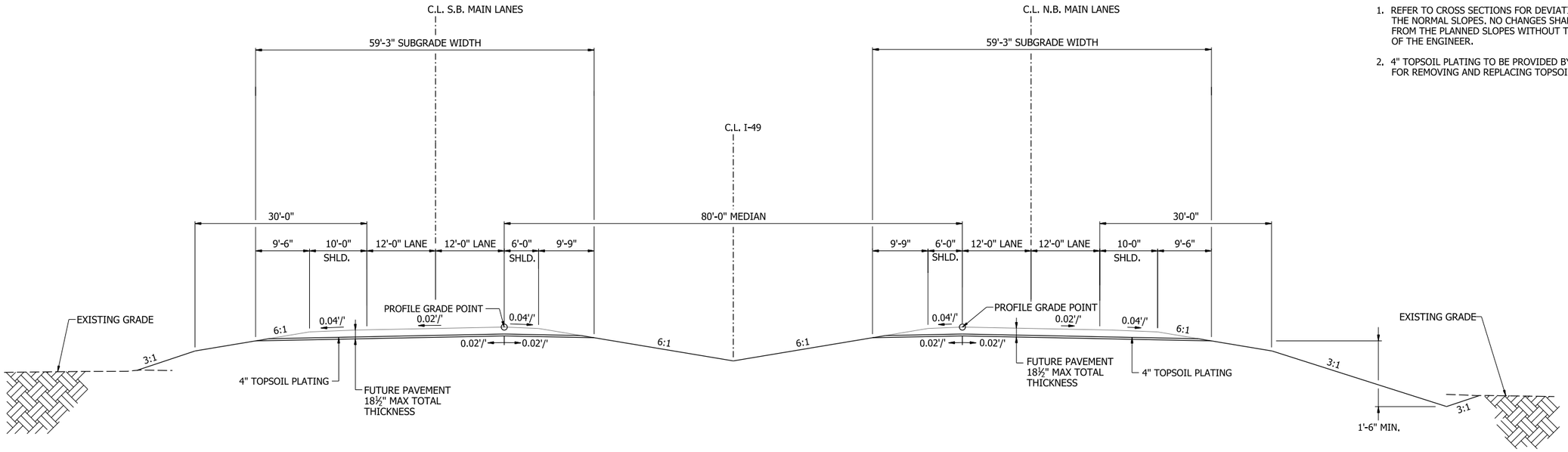


PROPOSED FUTURE I-49 WITH N.B. AUXILIARY LANE GRADING ONLY
TYPICAL TANGENT SECTION

C.L. I-49 STA. 595+00.00 TO STA. 598+43.58

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.



PROPOSED FUTURE I-49 GRADING ONLY
TYPICAL TANGENT SECTION

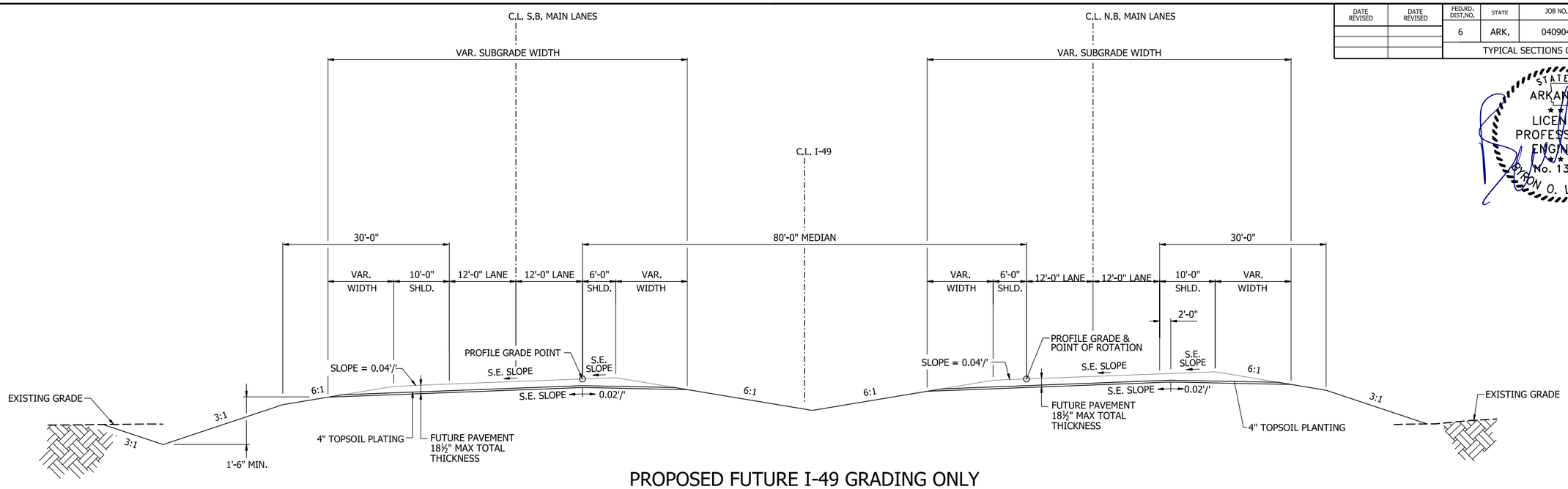
C.L. I-49 STA. 598+43.58 TO STA. 608+78.00
I-49 S.B. MAIN LANES STA. 675+87.00 TO STA. 681+82.58
I-49 N.B. MAIN LANES STA. 675+87.00 TO STA. 683+06.79
I-49 S.B. MAIN LANES STA. 686+95.50 TO STA. 759+93.00
I-49 N.B. MAIN LANES STA. 688+19.71 TO STA. 759+93.00
C.L. I-49 STA. 832+59.96 TO STA. 834+22.00

TYPICAL SECTIONS OF IMPROVEMENT

5/1/2026 10:31:06 AM
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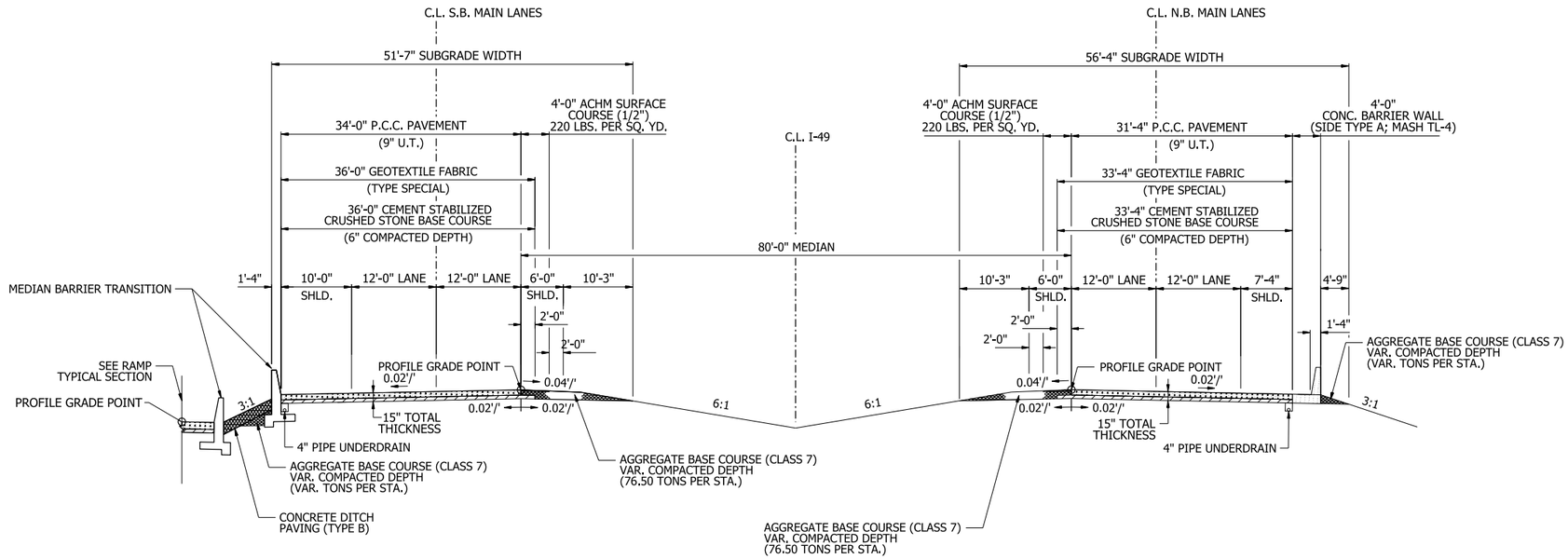
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	7	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



PROPOSED FUTURE I-49 GRADING ONLY
TYPICAL SUPERELEVATION SECTION

I-49 S.B. MAIN LANES STA. 608+78.00 TO STA. 611+57.78
I-49 N.B. MAIN LANES STA. 608+78.00 TO STA. 612+29.88
I-49 S.B. MAIN LANES STA. 620+02.90 TO STA. 675+87.00
I-49 N.B. MAIN LANES STA. 620+56.26 TO STA. 675+87.00
C.L. I-49 STA. 759+93.00 TO STA. 770+11.06



NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES, NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
3. SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPEREVEVATED CURVES, SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150', ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
4. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.

PROPOSED I-49
TYPICAL TANGENT SECTION

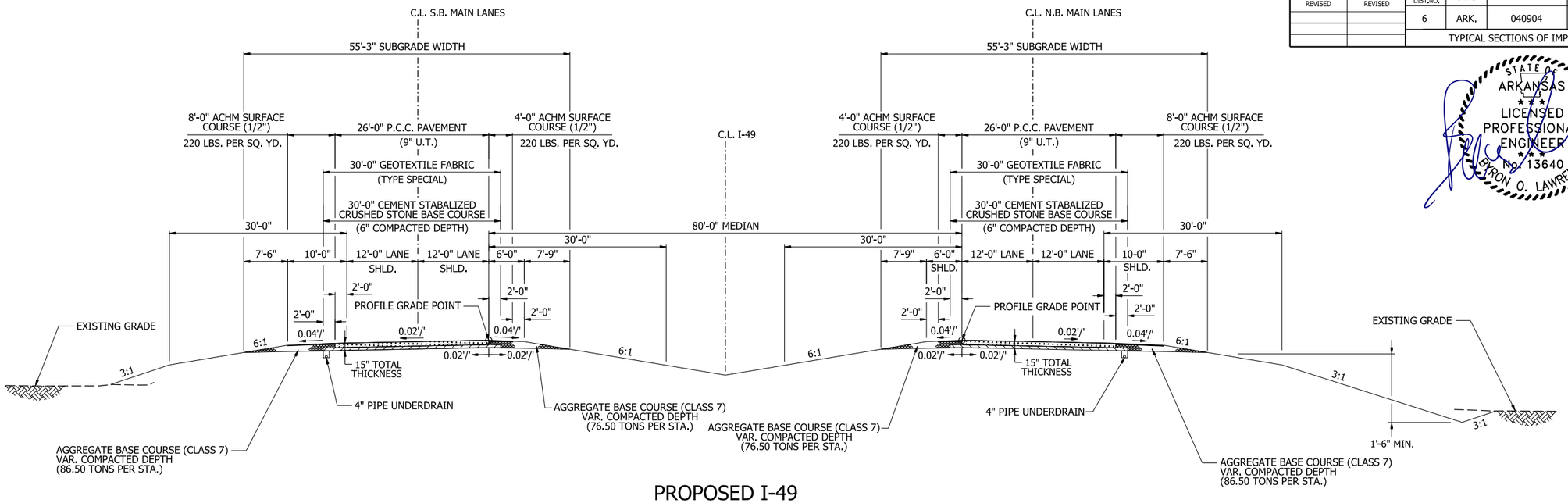
I-49 S.B. MAIN LANES STA. 834+22.00 TO STA. 835+50.00
I-49 N.B. MAIN LANES STA. 834+22.00 TO STA. 834+73.00

TYPICAL SECTIONS OF IMPROVEMENT

5/1/2026 10:31:08 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	8	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
5-4-2026

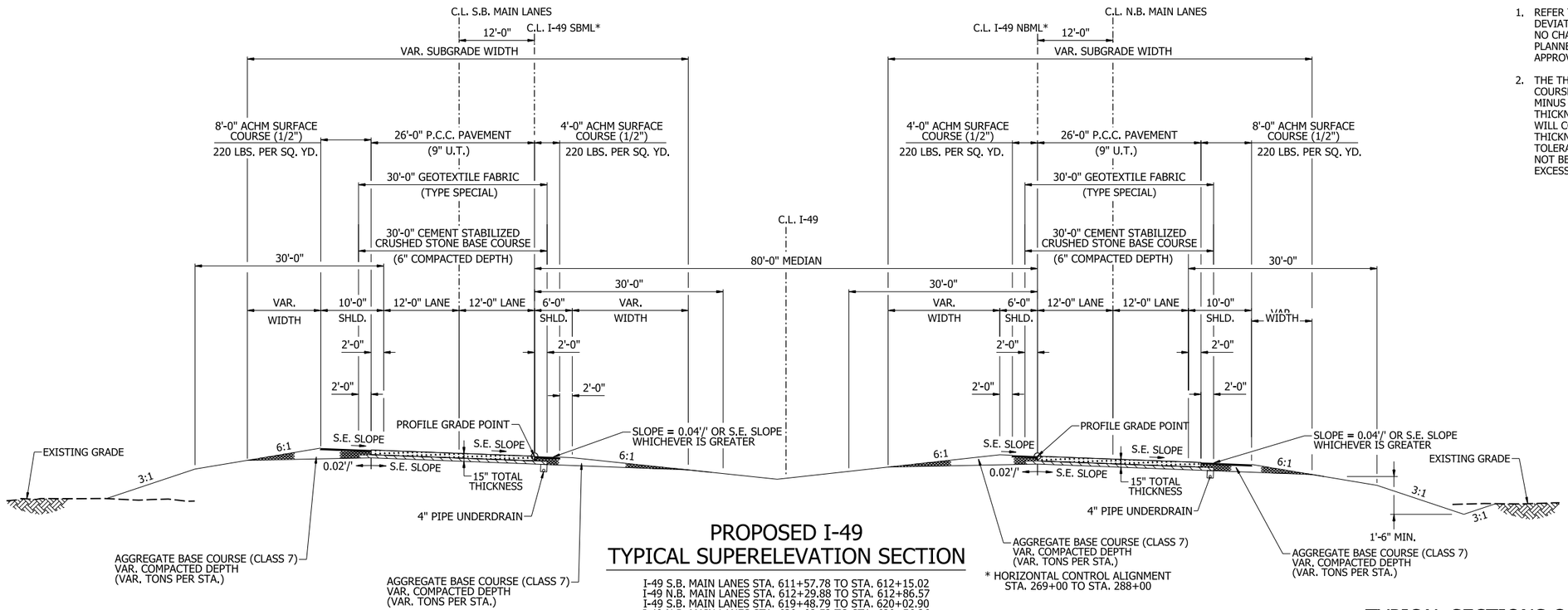


PROPOSED I-49
TYPICAL TANGENT SECTION

I-49 S.B. MAIN LANES STA. 681+82.58 TO STA. 682+48.29
I-49 N.B. MAIN LANES STA. 683+06.79 TO STA. 683+72.50
I-49 S.B. MAIN LANES STA. 686+95.50 TO STA. 687+61.21
I-49 N.B. MAIN LANES STA. 688+19.71 TO STA. 688+85.42
I-49 N.B. MAIN LANES STA. 834+73.00 TO STA. 836+34.34
I-49 S.B. MAIN LANES STA. 835+50.00 TO STA. 836+34.34

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



PROPOSED I-49
TYPICAL SUPERELEVATION SECTION

I-49 S.B. MAIN LANES STA. 611+57.78 TO STA. 612+15.02
I-49 N.B. MAIN LANES STA. 612+29.88 TO STA. 612+86.57
I-49 S.B. MAIN LANES STA. 619+48.79 TO STA. 620+02.90
I-49 N.B. MAIN LANES STA. 620+02.52 TO STA. 620+56.26
I-49 N.B. MAIN LANES STA. 838+50.00 TO STA. 838+93.40

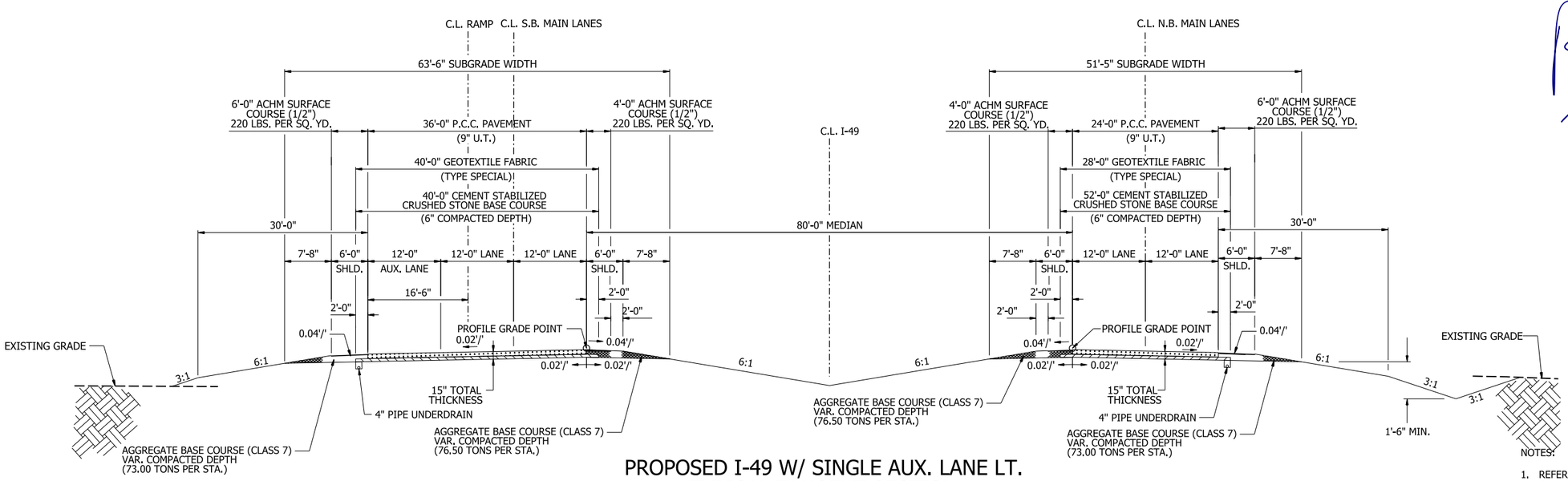
* HORIZONTAL CONTROL ALIGNMENT STA. 269+00 TO STA. 288+00

TYPICAL SECTIONS OF IMPROVEMENT

4/30/2026 7:25:36 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	9	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

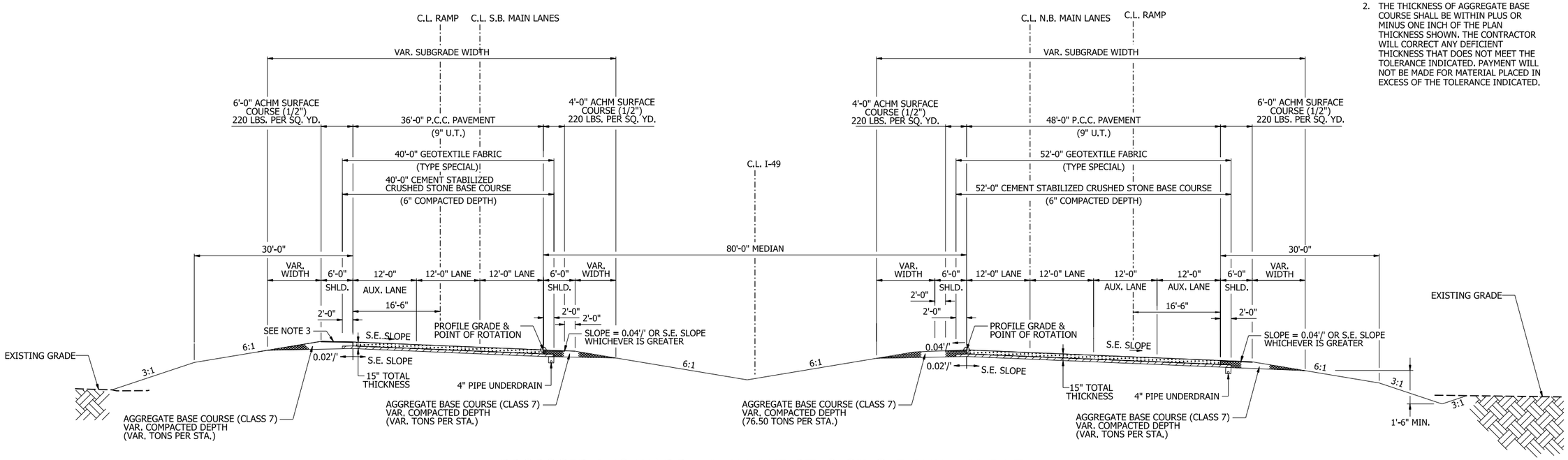


PROPOSED I-49 W/ SINGLE AUX. LANE LT.
TYPICAL TANGENT SECTION

C.L. I-49 STA. 836+34.34 TO STA. 838+50.00

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



PROPOSED I-49 W/ DBL. AUX LANE RT. & SINGLE AUX. LANE LT.
TYPICAL SUPERELEVATION SECTION

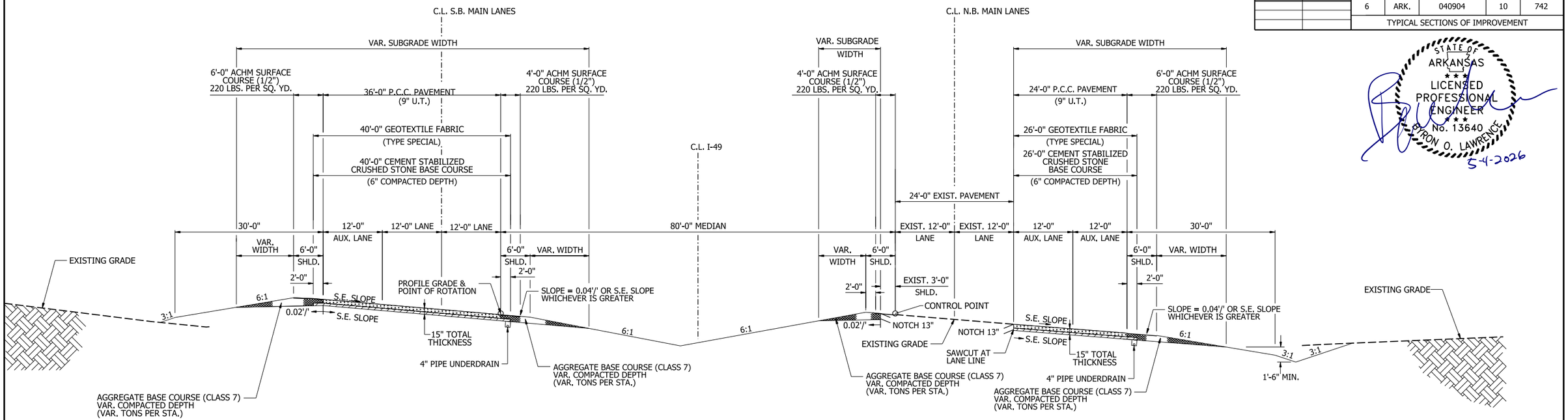
I-49 S.B. MAIN LANES STA. 838+50.00 TO STA. 845+00.00
I-49 N.B. MAIN LANES STA. 838+93.40 TO STA. 845+00.00

TYPICAL SECTIONS OF IMPROVEMENT

4/30/2026 7:25:37 AM
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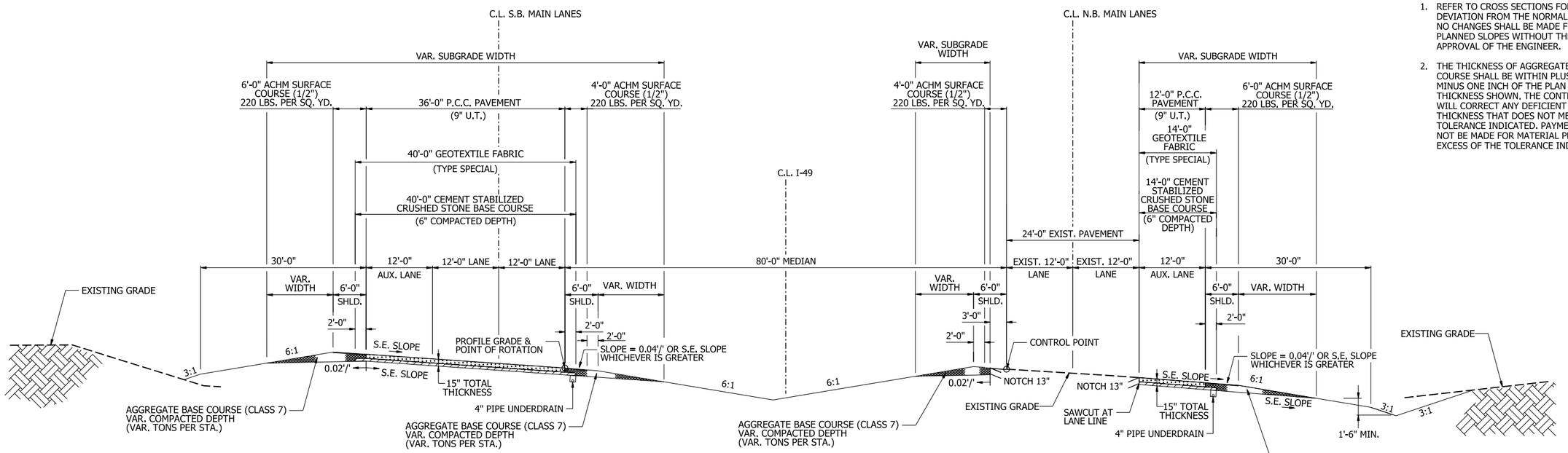
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	10	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



PROPOSED I-49 W/ AUX. LANE LT. & NOTCH WIDEN DBL. LANE RT.
TYPICAL SUPERELEVATION

C.L. I-49 STA. 845+00.00 TO STA. 852+80.00



PROPOSED I-49
TYPICAL SUPERELEVATION W/ AUX. LANE LT. & NOTCH WIDEN RT.

C.L. I-49 STA. 852+80.00 TO STA. 854+41.00

NOTES:

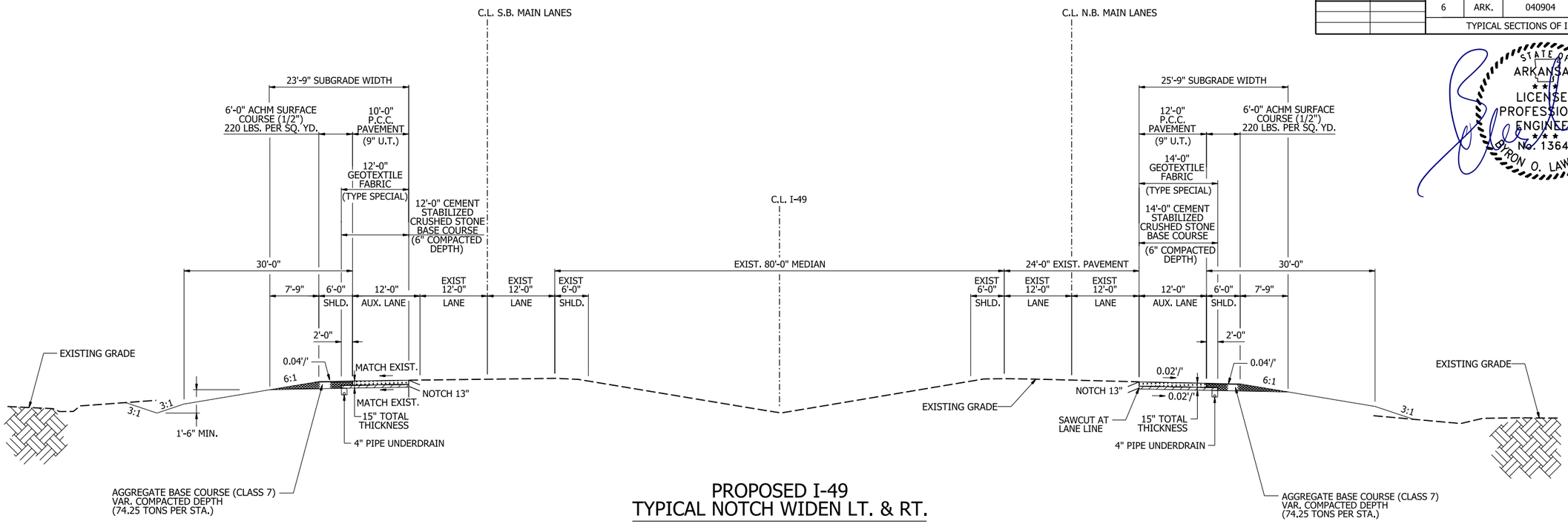
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

TYPICAL SECTIONS OF IMPROVEMENT

5/4/2026 10:43:05 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	11	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

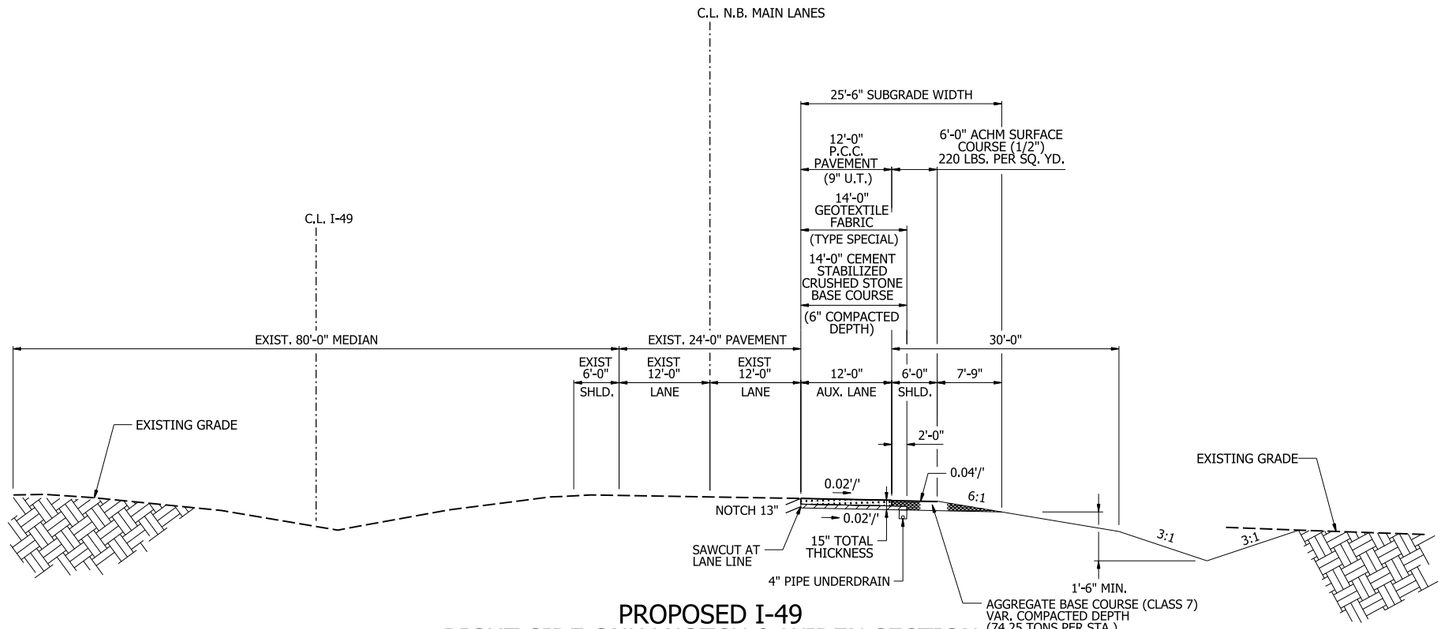


PROPOSED I-49
TYPICAL NOTCH WIDEN LT. & RT.

C.L. I-49 STA. 854+41.00 TO STA. 857+41.00

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



PROPOSED I-49
RIGHT SIDE ONLY NOTCH & WIDEN SECTION

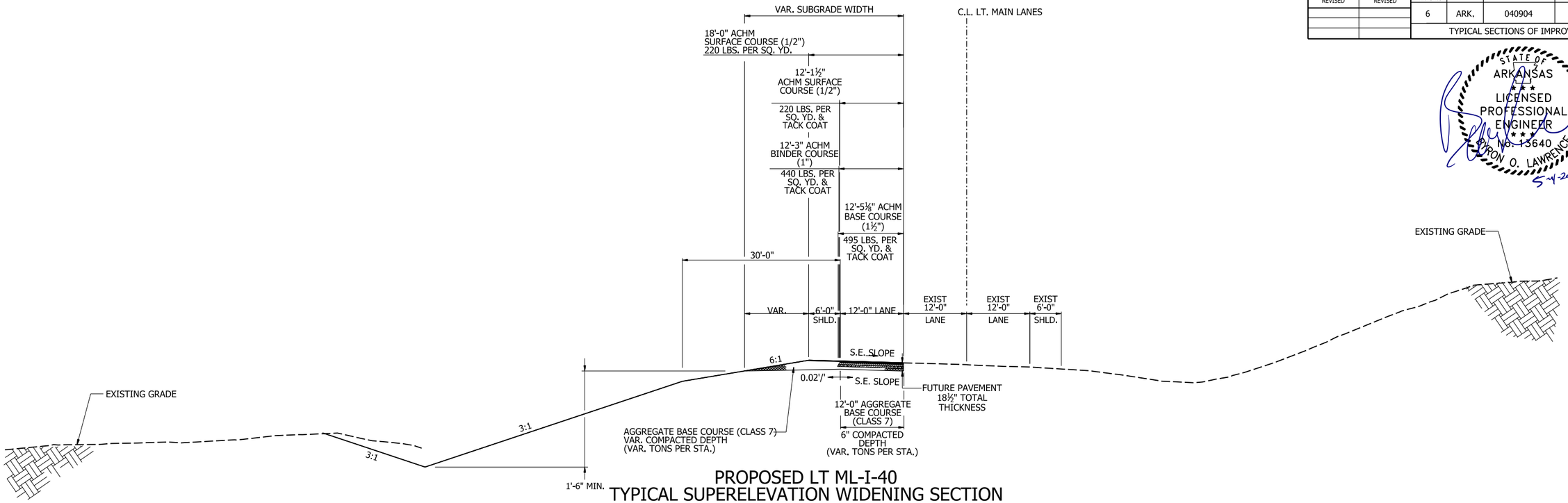
C.L. I-49 STA. 857+41.00 TO STA. 860+50.00

TYPICAL SECTIONS OF IMPROVEMENT

5/4/2026 10:01:07 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	12	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
5-4-2026

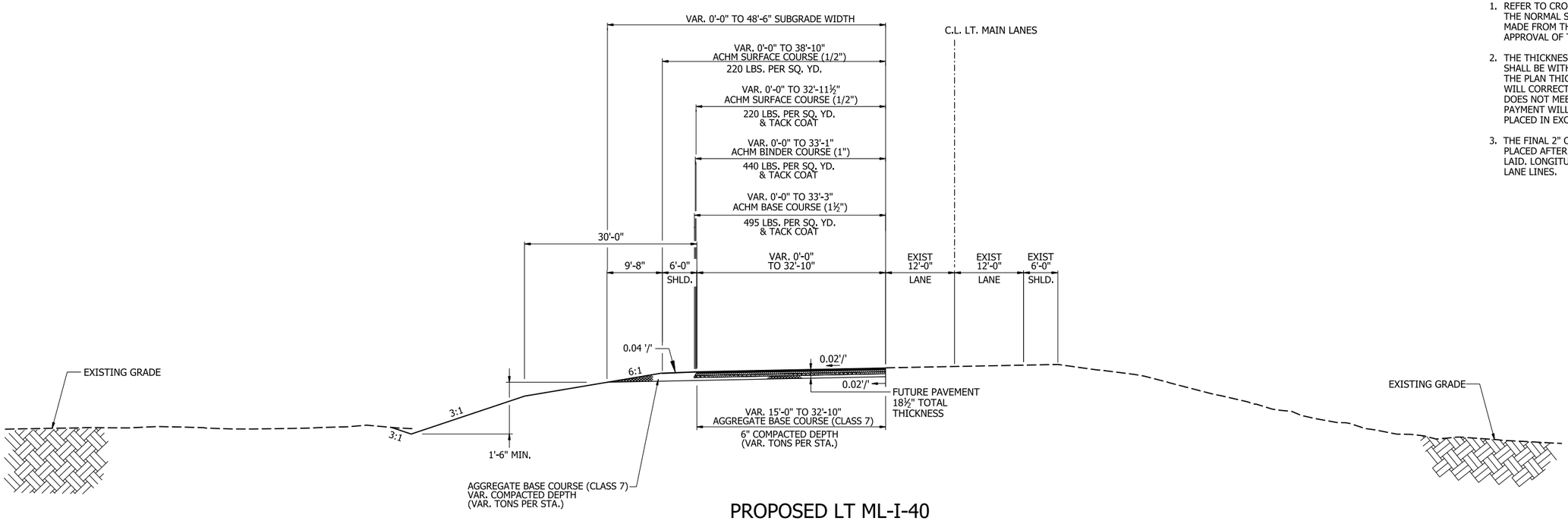


PROPOSED LT ML-I-40
TYPICAL SUPERELEVATION WIDENING SECTION

STA. 611+81.44 TO STA. 622+67.82

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
3. THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.



PROPOSED LT ML-I-40
TYPICAL TANGENT WIDENING SECTION

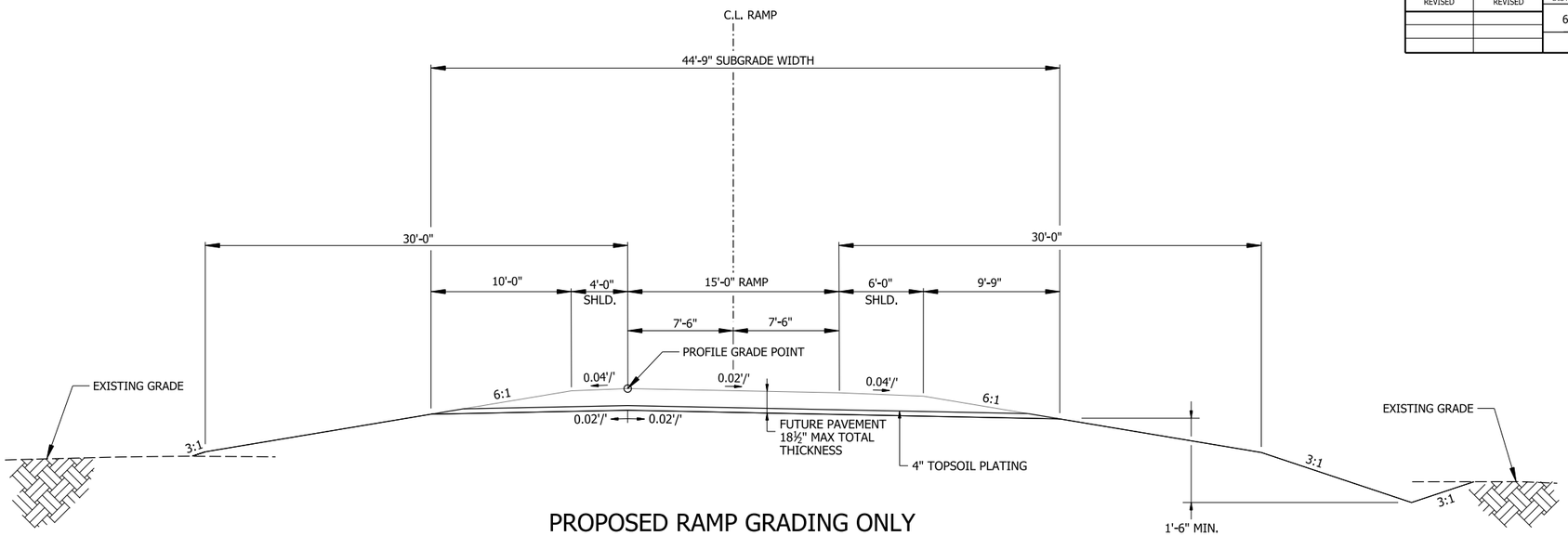
STA. 666+22.67 TO STA. 670+66.12

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		TYPICAL SECTIONS OF IMPROVEMENT				

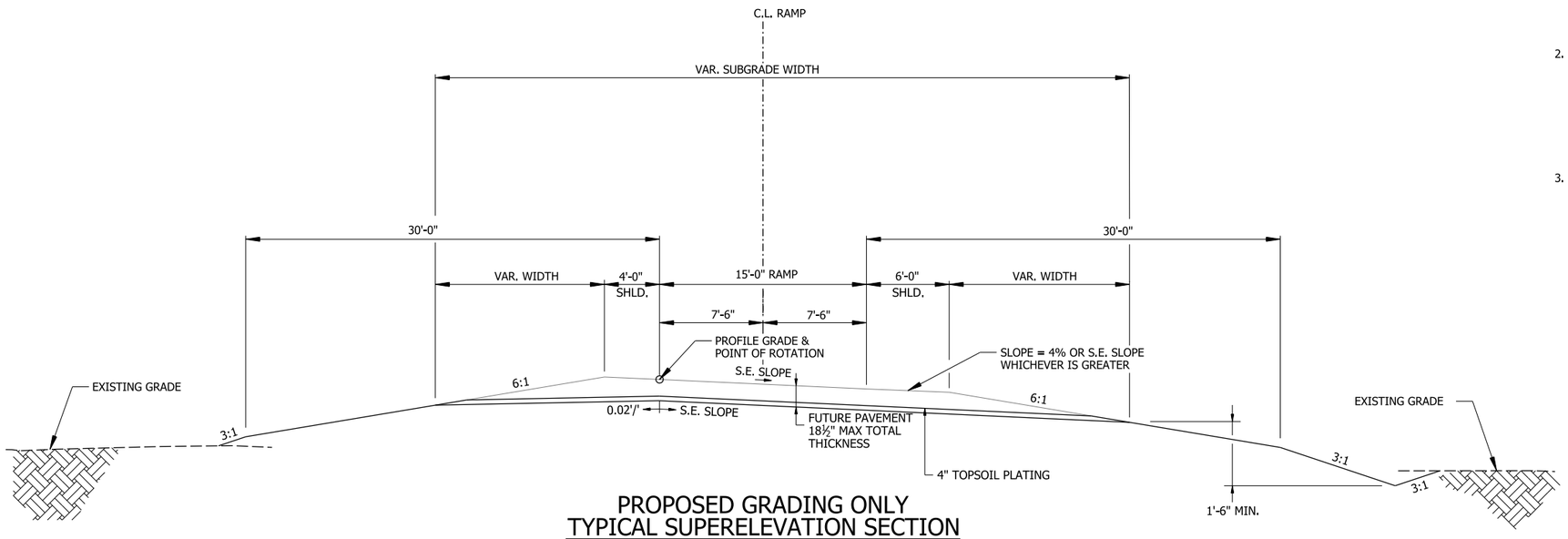
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



PROPOSED RAMP GRADING ONLY
TYPICAL TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. CC RAMP 3 STA. 32+87.00 TO STA. 33+44.73



PROPOSED GRADING ONLY
TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. CC RAMP 3 STA. 21+00.00 TO STA. 32+87.00

NOTES:

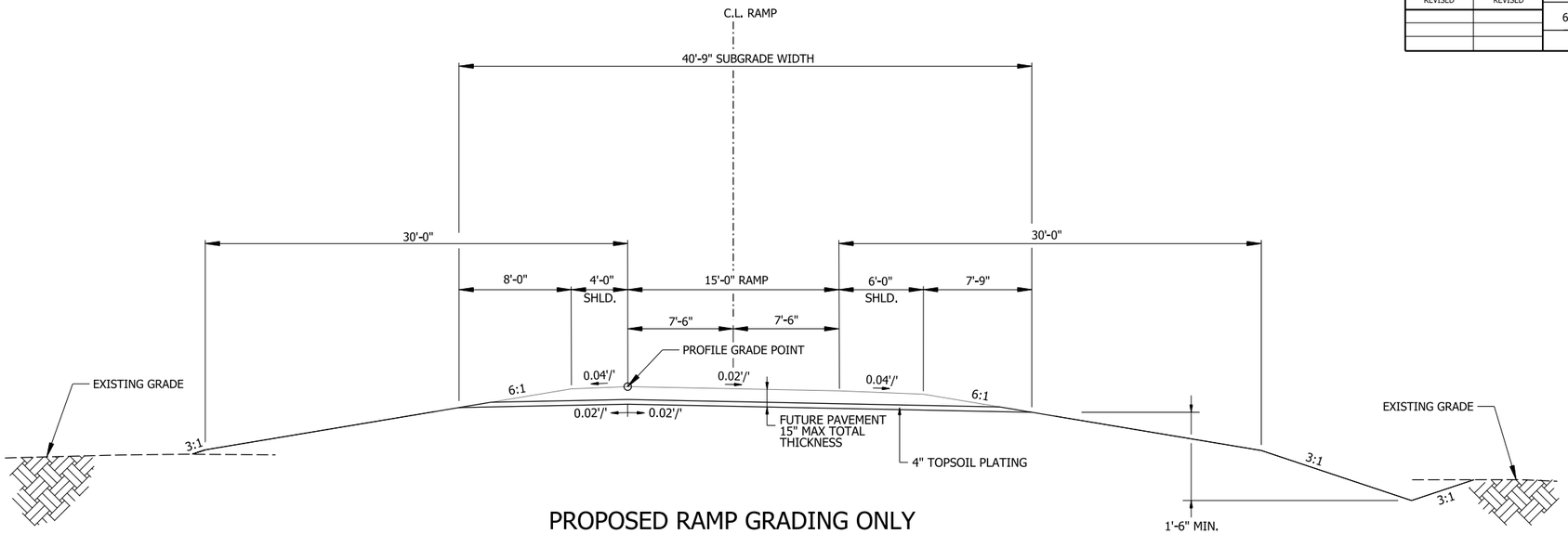
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALLBRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPEREVEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
3. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.

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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	14	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



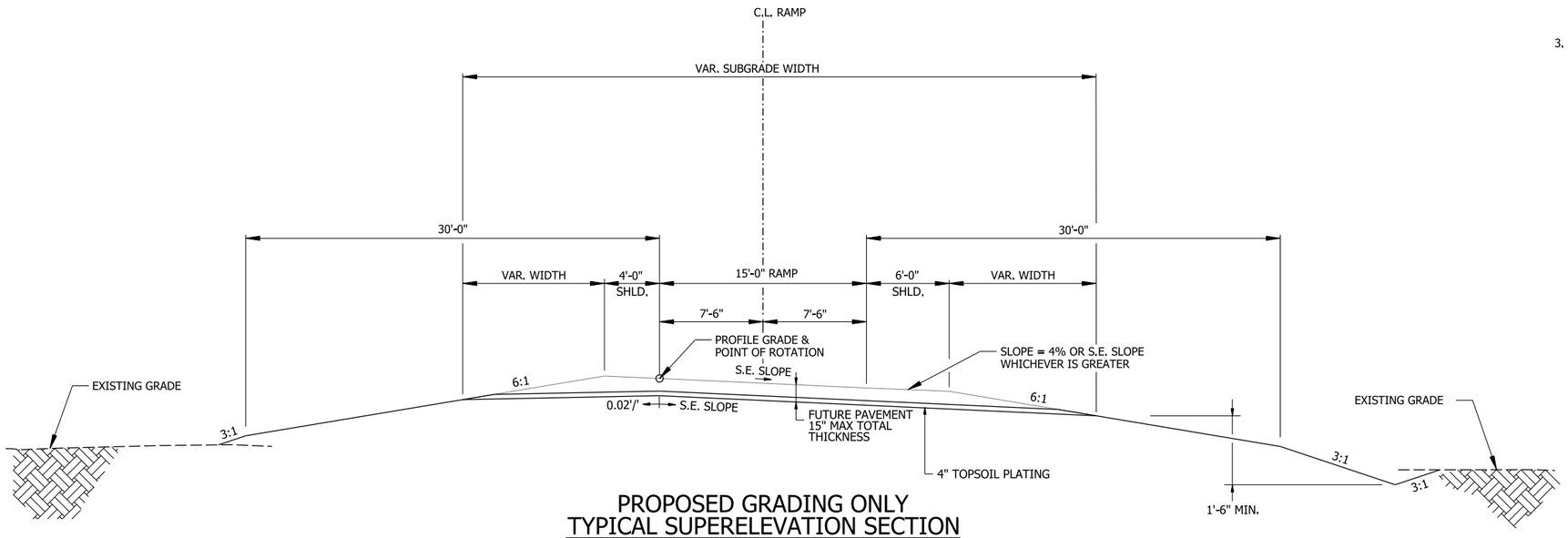
PROPOSED RAMP GRADING ONLY
TYPICAL TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I49NB-I40EB STA. 17+08.00 TO STA. 17+43.00
C.L. RAMP I49NB-I40EB STA. 29+88.00 TO STA. 31+75.00
C.L. RAMP I49NB-I40WB STA. 25+51.63 TO STA. 32+87.00

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPEREVEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
3. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.



PROPOSED GRADING ONLY
TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

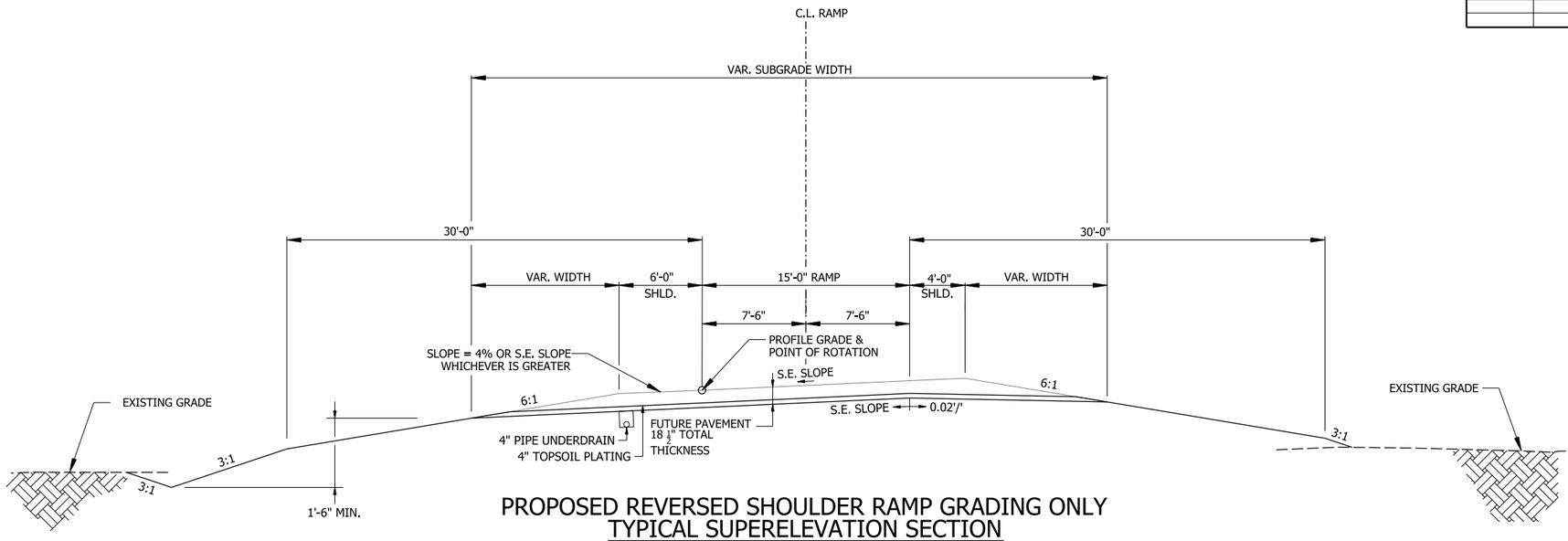
C.L. RAMP I49NB-I40EB STA. 17+43.00 TO STA. 29+88.00

5/1/2026 10:31:16 AM
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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	15	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



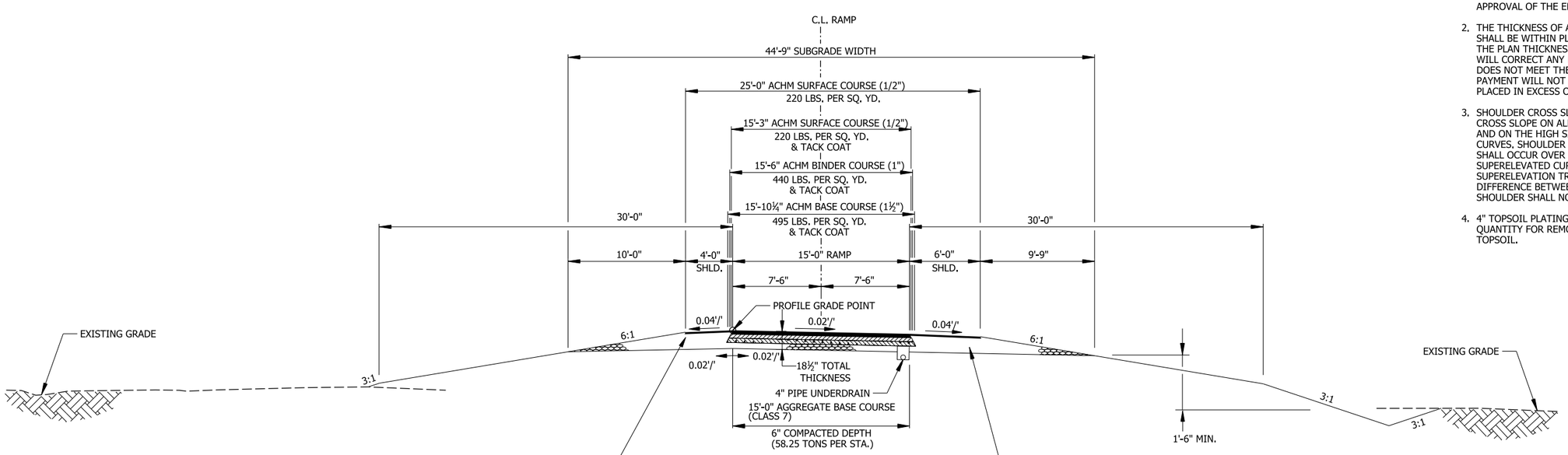
PROPOSED REVERSED SHOULDER RAMP GRADING ONLY
TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I40WB-I49SB STA. 52+50.00 TO STA. 52+97.52
C.L. RAMP I49NB-I40WB STA. 34+16.00 TO STA. 39+72.12
C.L. RAMP I49NB-I40WB STA. 43+47.46 TO STA. 51+75.00

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
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3. SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPEREVEVATED CURVES, SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
4. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.



PROPOSED RAMP
TYPICAL TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

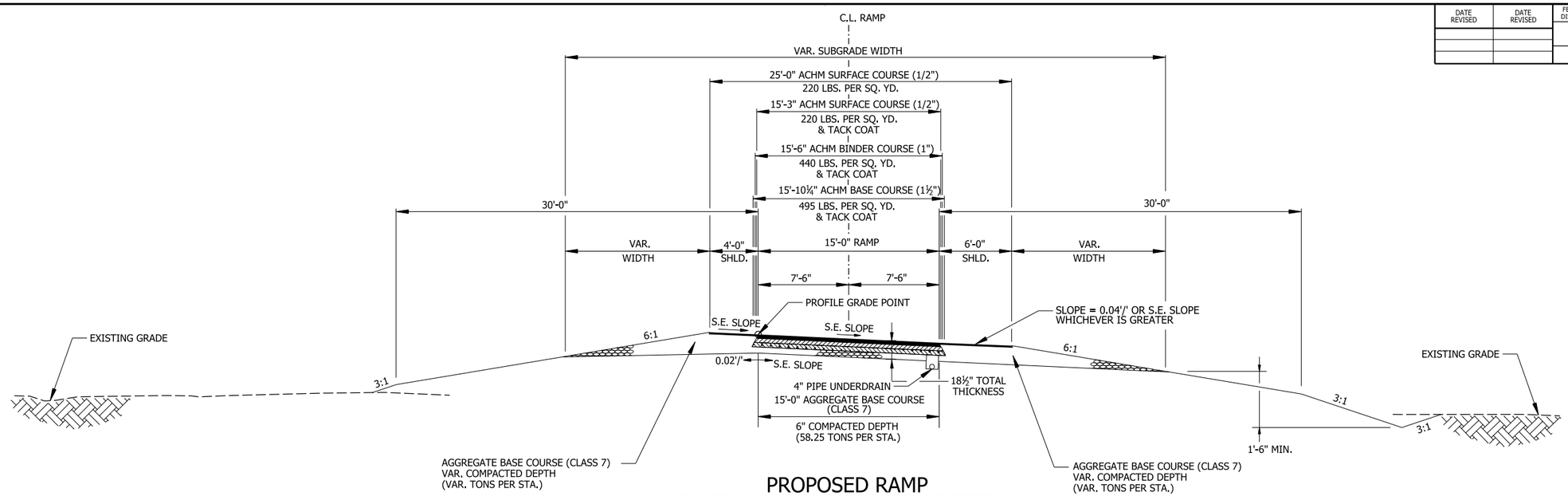
C.L. RAMP I49NB-I40WB STA. 71+95.00 TO STA. 73+40.54

4/30/2026 7:25:46 AM
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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	16	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



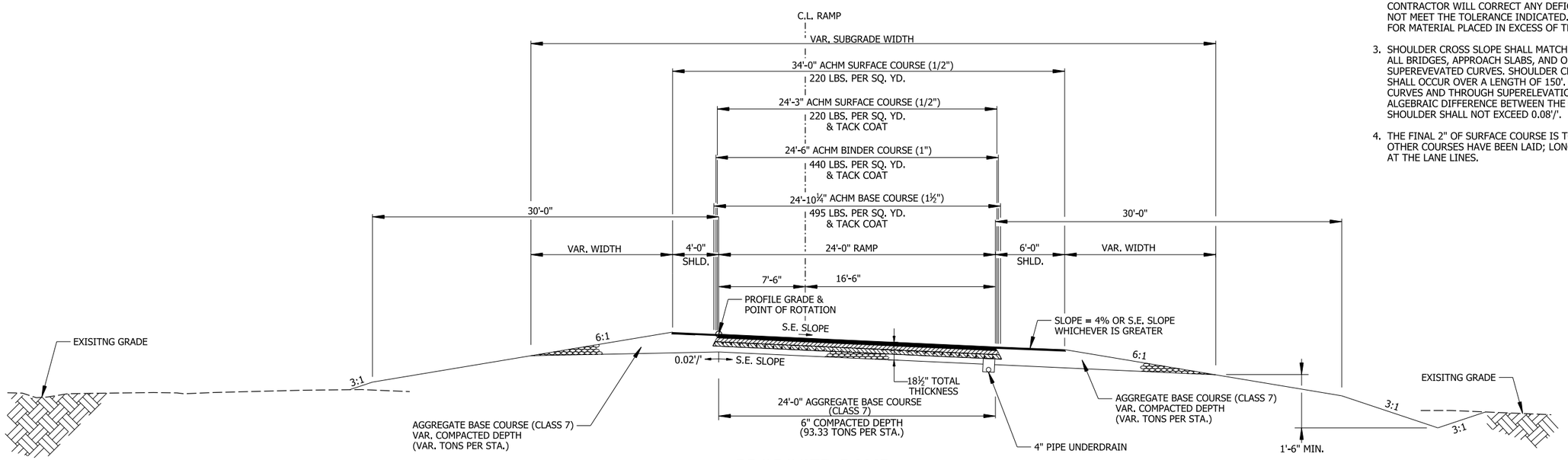
PROPOSED RAMP
TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I49NB-I40WB STA. 64+40.00 TO STA. 71+95.00
C.L. RAMP I49NB-I40WB STA. 73+40.00 TO STA. 74+36.36

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
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4. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.



PROPOSED RAMP
TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

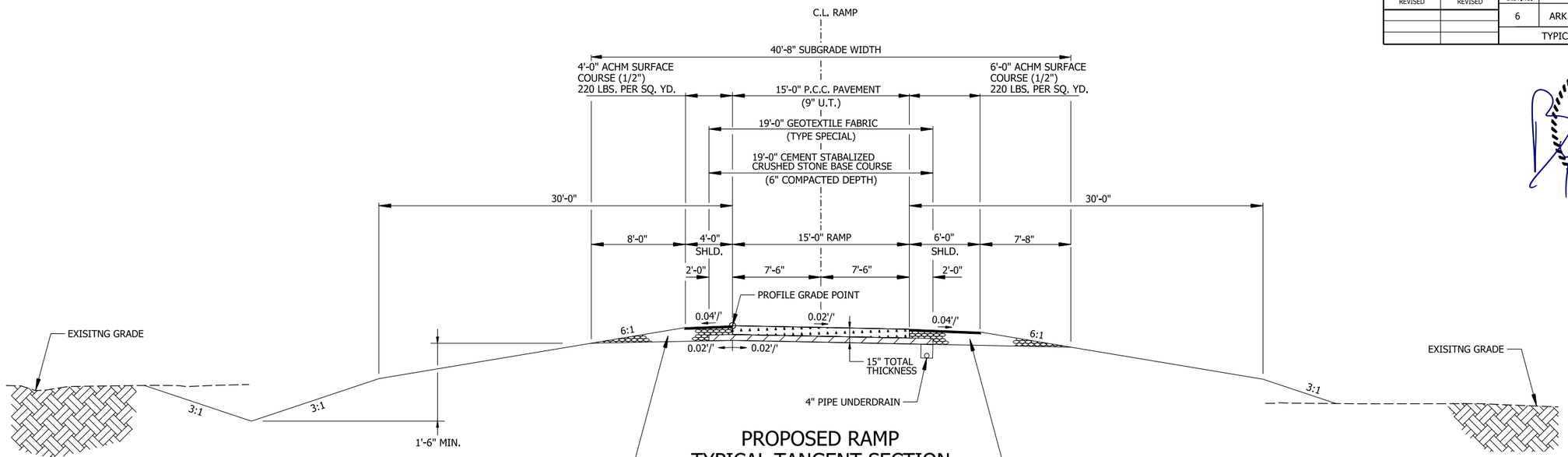
C.L. RAMP I49NB-I40WB STA. 61+46.90 TO STA. 64+40.00

TYPICAL SECTIONS OF IMPROVEMENT

4/30/2026 7:25:47 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	17	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



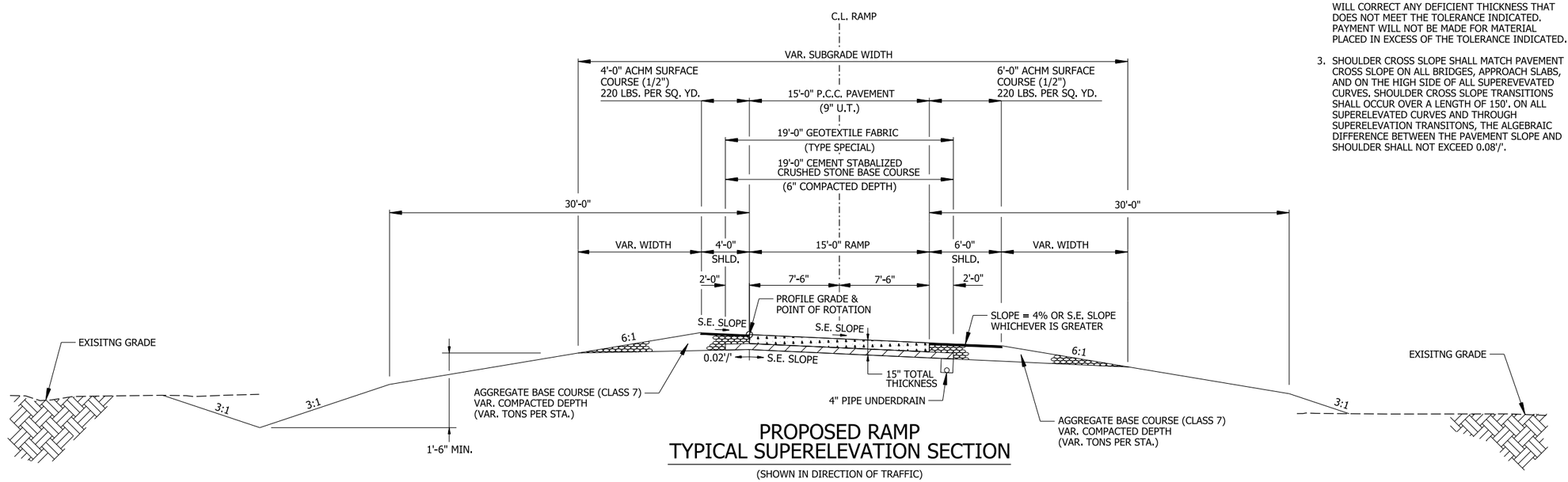
PROPOSED RAMP TYPICAL TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I40EB-I49NB STA. 139+50.00 TO STA. 142+87.73
C.L. RAMP I40WB-I49SB STA. 54+45.00 TO STA. 60+49.17
C.L. RAMP I49NB-I40EB STA. 31+75.00 TO STA. 34+89.89
C.L. RAMP I49SB-I40WB STA. 31+57.00 TO STA. 32+22.72

NOTES:

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PROPOSED RAMP TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

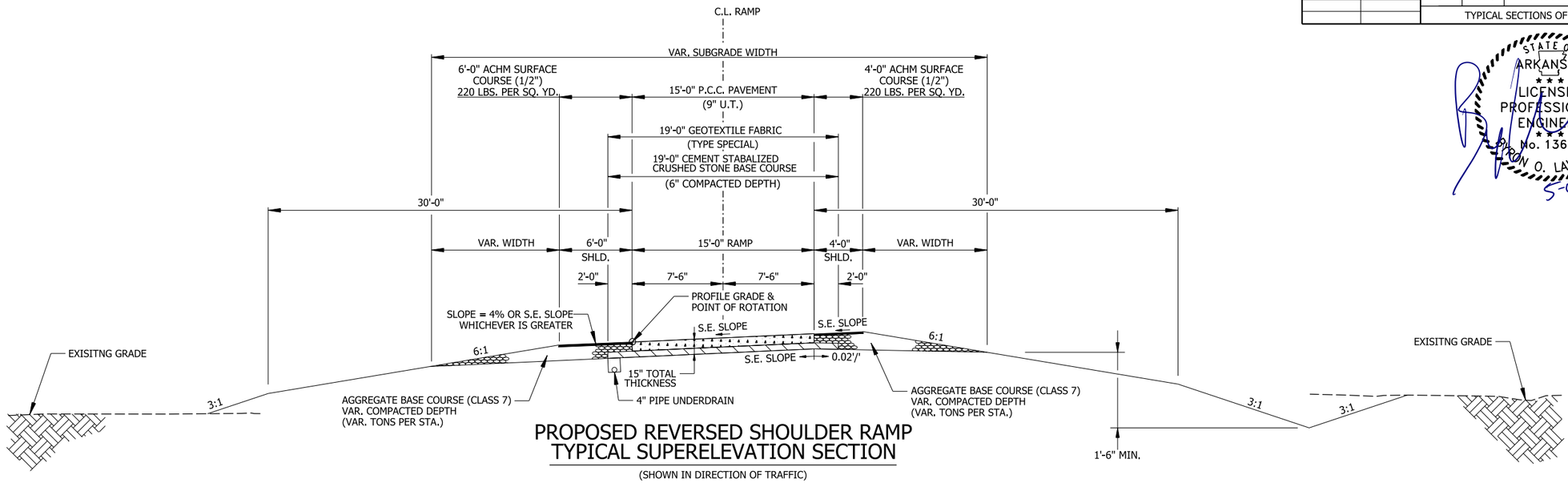
C.L. RAMP I40WB-I49NB STA. 13+21.94 TO STA. 28+47.15
C.L. RAMP I49SB-I40WB STA. 15+38.37 TO STA. 31+57.00

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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	18	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



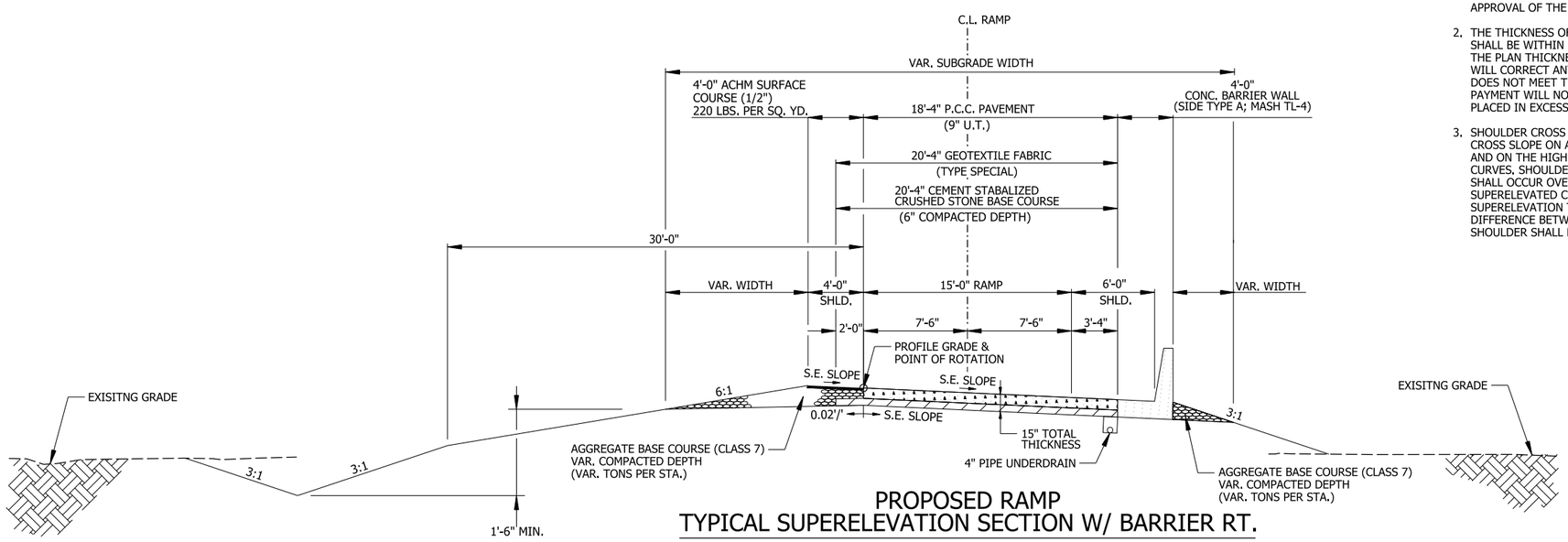
PROPOSED REVERSED SHOULDER RAMP TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I40WB-I49SB STA. 52+97.52 TO STA. 54+45.00
C.L. RAMP I49NB-I40WB STA. 51+75.00 TO STA. 54+27.40

NOTES:

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PROPOSED RAMP TYPICAL SUPERELEVATION SECTION W/ BARRIER RT.

(SHOWN IN DIRECTION OF TRAFFIC)

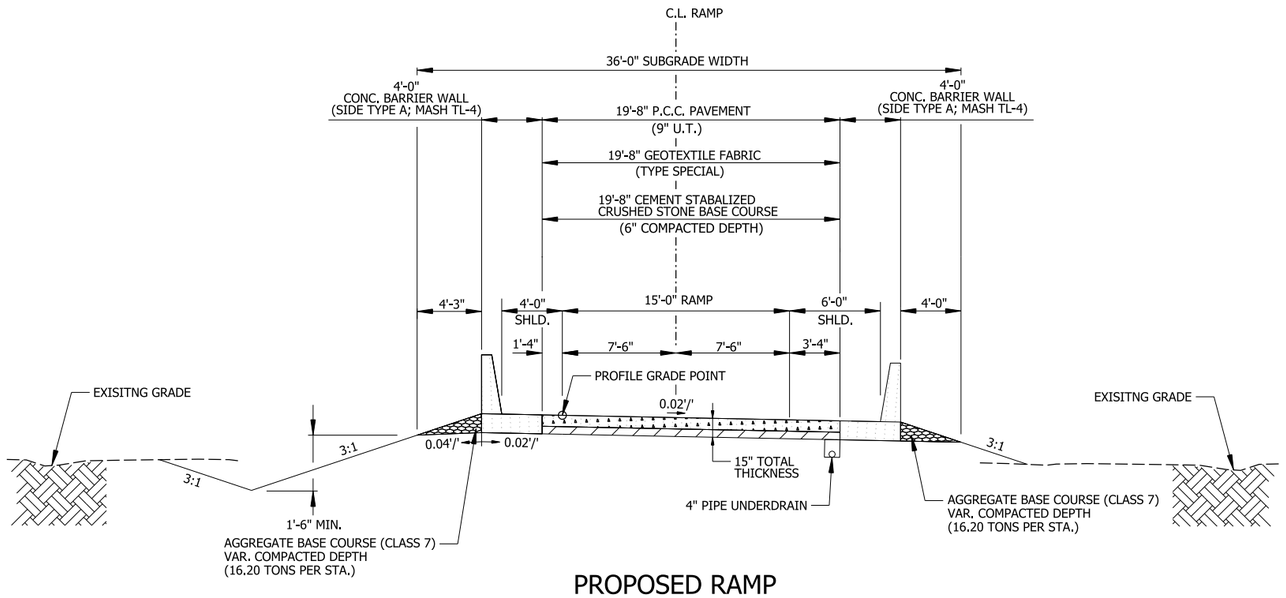
C.L. RAMP I49SB-I40EB STA. 37+12.82 TO STA. 39+60.00

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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	19	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



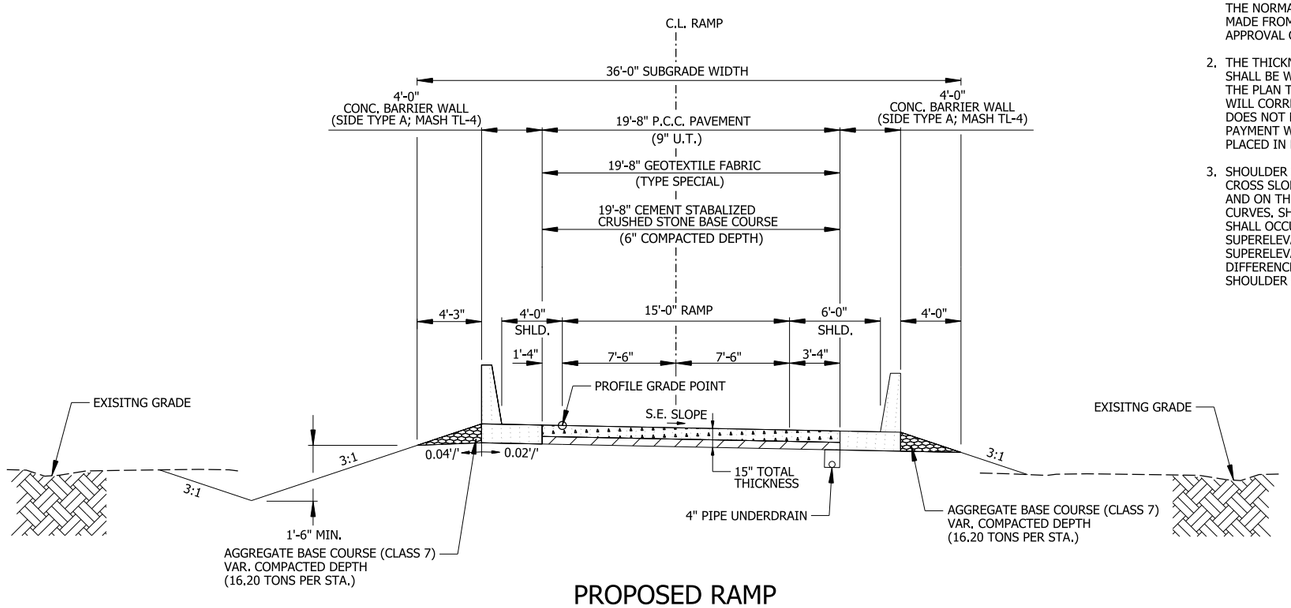
PROPOSED RAMP
TYPICAL TANGENT SECTION W/ BARRIERS LT. & RT.

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I49SB-I40EB STA. 41+54.00 TO STA. 46+26.72

NOTES:

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PROPOSED RAMP
TYPICAL SUPEREVEVATION SECTION W/ BARRIERS LT. & RT.

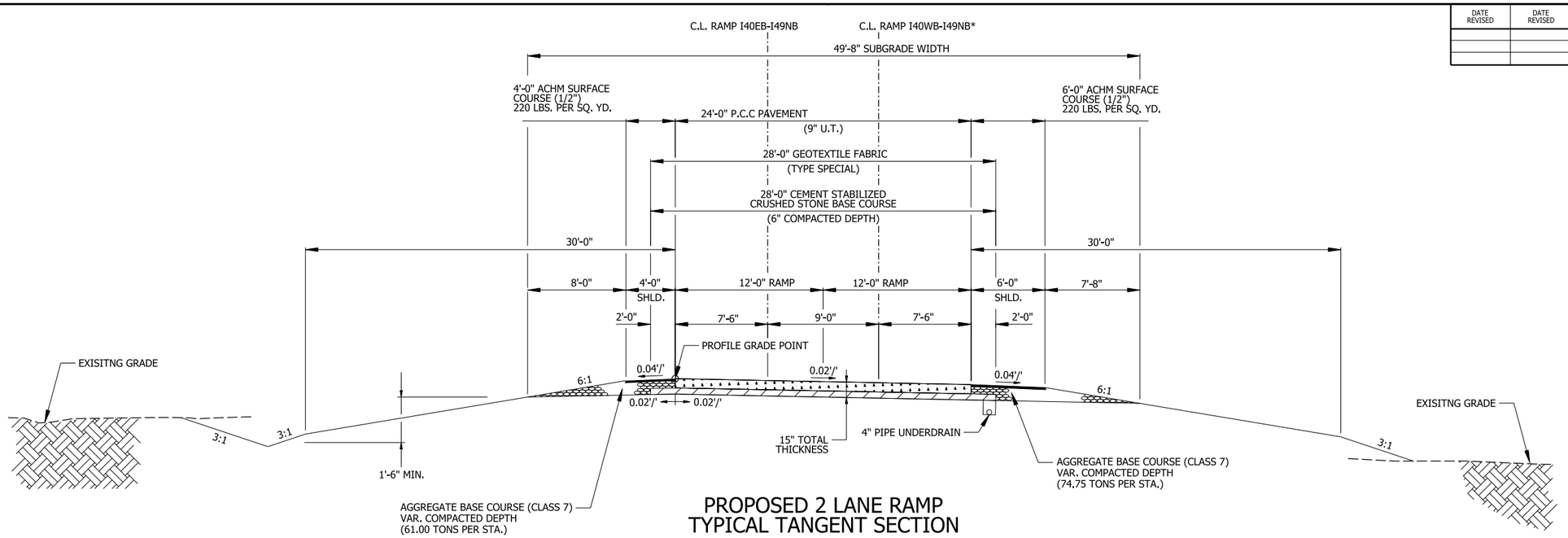
(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I49SB-I40EB STA. 39+60.00 TO STA. 41+54.00

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	20	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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BYRON O. LAWRENCE
5-4-2026



PROPOSED 2 LANE RAMP TYPICAL TANGENT SECTION

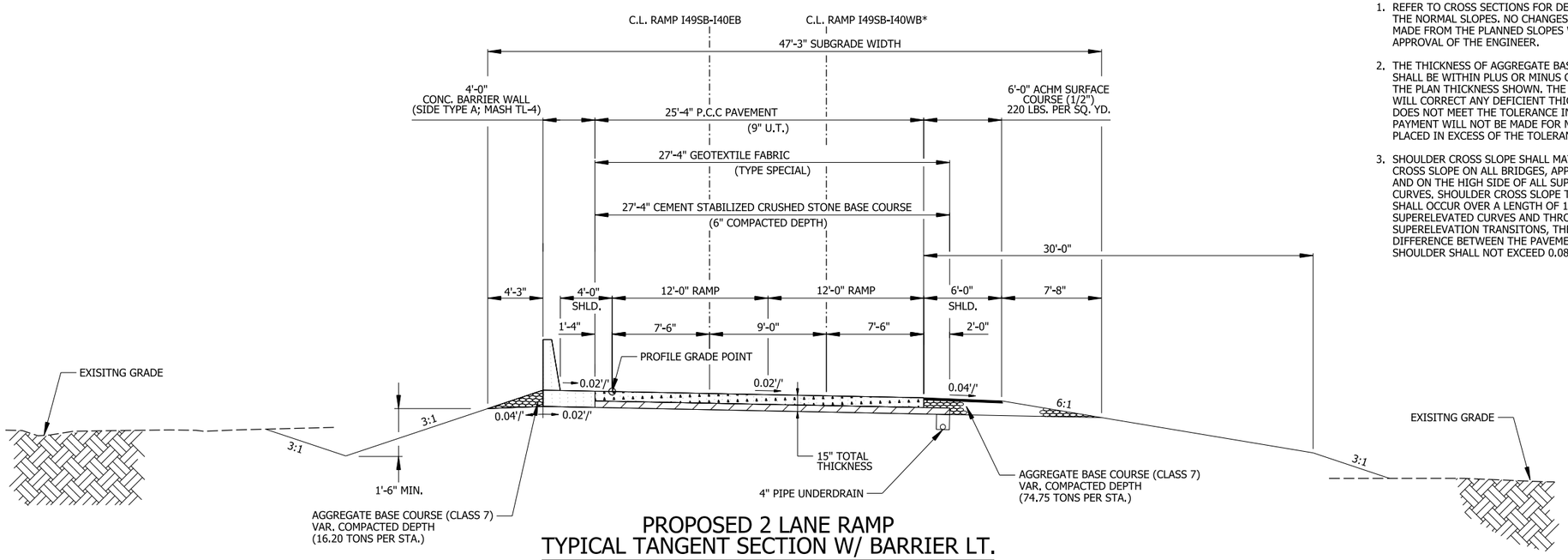
(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I40EB-I49NB STA. 142+87.73 TO STA. 145+53.00
C.L. RAMP I40EB-I49NB STA. 148+73.00 TO STA. 152+92.94

*RAMP I40WB-I49NB IS CONTROLLED VERTICALLY BY THE PROFILE GRADE LINE OF RAMP I40EB-I49NB RESPECTIVELY IN THIS STATION RANGE.

NOTES:

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PROPOSED 2 LANE RAMP TYPICAL TANGENT SECTION W/ BARRIER LT.

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I49SB-I40EB STA. 46+26.72 TO STA. 55+30.91
C.L. RAMP I40EB-I49NB STA. 145+53.00 TO STA. 148+73.00

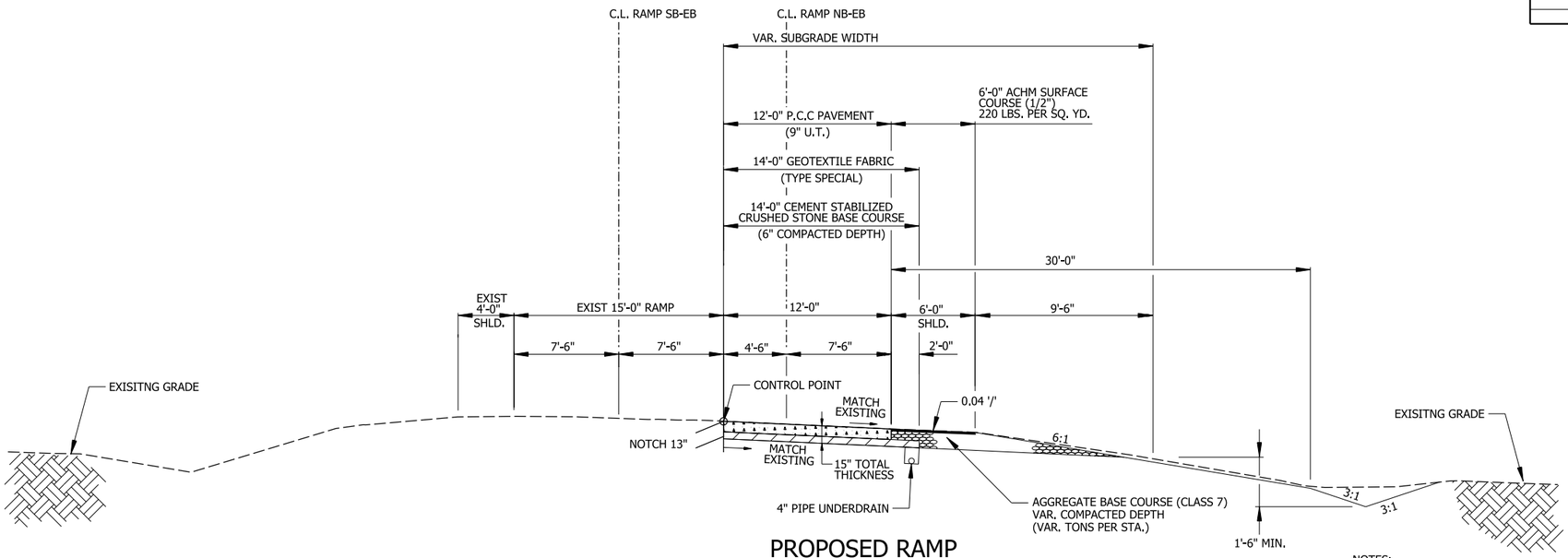
*RAMP I49SB-I40WB IS CONTROLLED VERTICALLY BY THE PROFILE GRADE LINE OF RAMP I49SB-I40EB RESPECTIVELY IN THIS STATION RANGE.

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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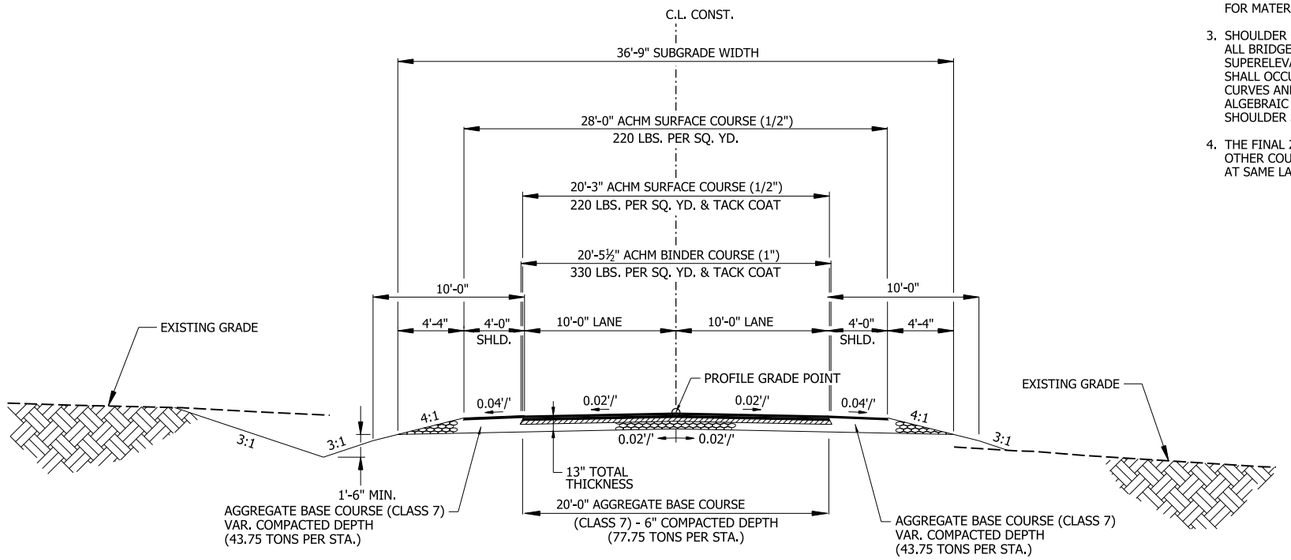
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



PROPOSED RAMP
TYPICAL WIDENING SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. RAMP I49SB-I40EB STA. 12+58.64 TO STA. 19+98.34



WATERFRONT
TYPICAL TANGENT SECTION

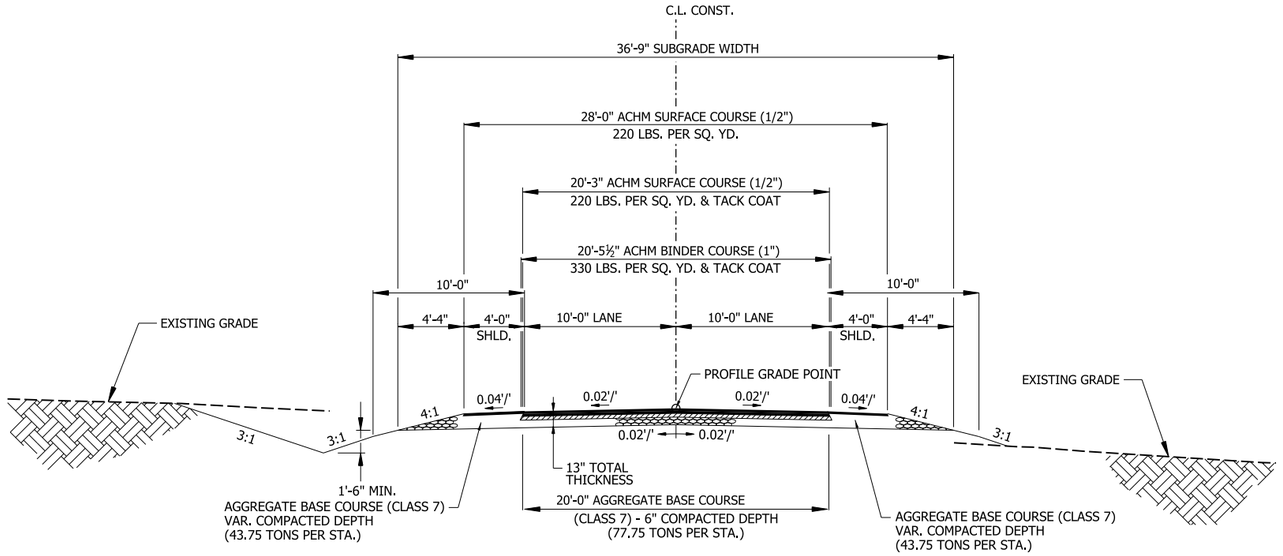
STA. 11+40.00 TO STA. 16+82.81
STA. 19+65.15 TO STA. 21+81.00

NOTES:

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4. THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	22	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



WATERFRONT
TYPICAL TANGENT SECTION

STA. 11+40.00 TO STA. 16+82.81
STA. 19+65.15 TO STA. 21+81.00

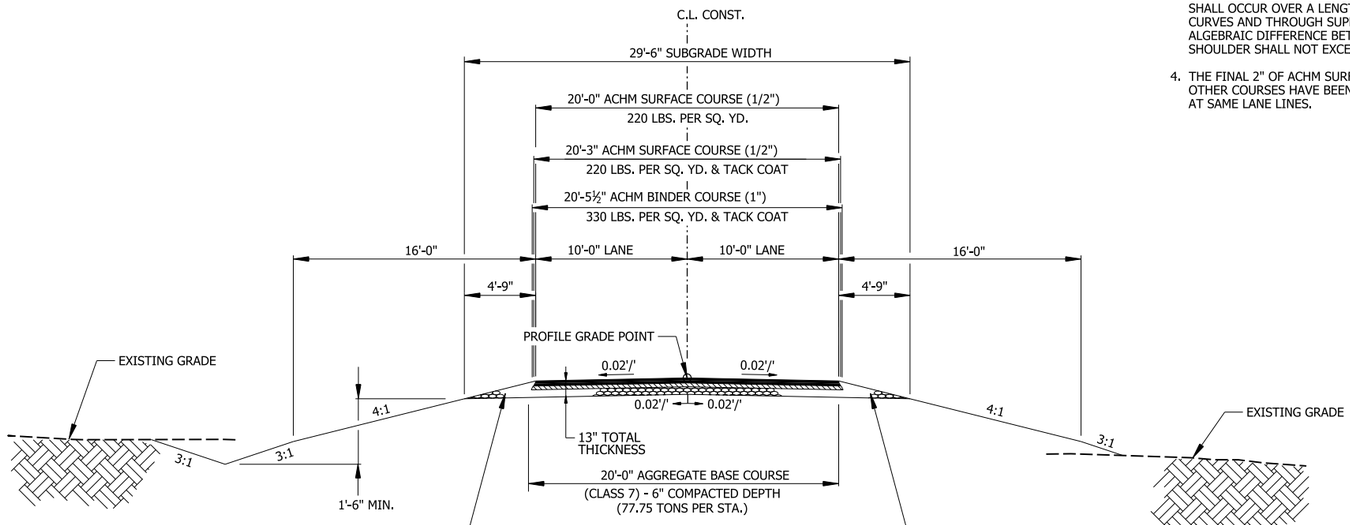
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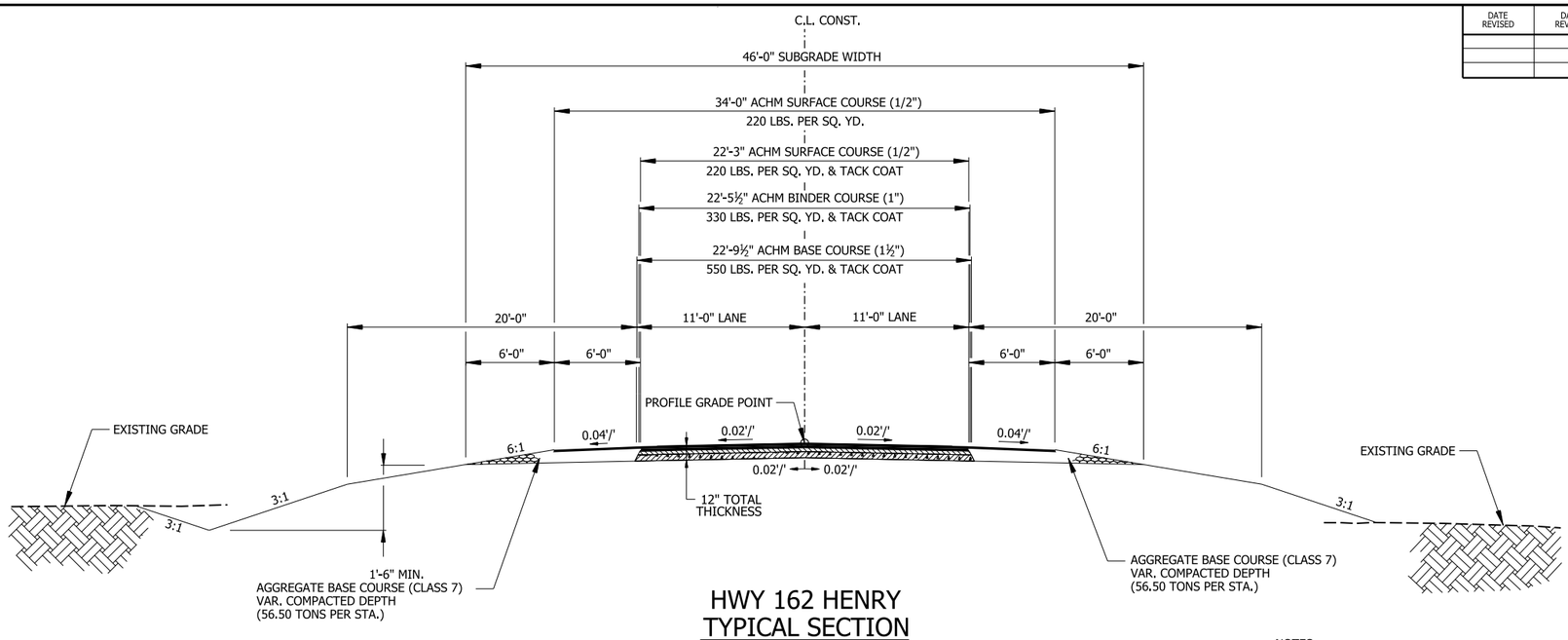


HENRY SR
TYPICAL SECTION

STA. 10+11.37 TO STA. 20+36.07

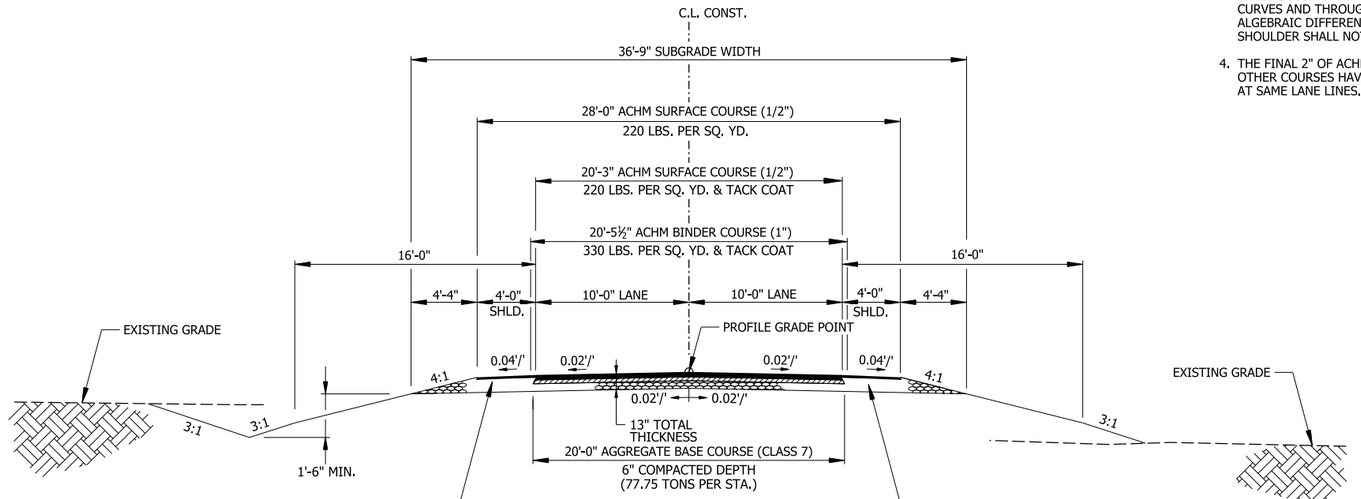
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	23	742
		TYPICAL SECTIONS OF IMPROVEMENT				



HWY 162 HENRY
TYPICAL SECTION

STA. 40+10.00 TO STA. 41+10.00



COLLUM FR
TYPICAL TANGENT SECTION

STA. 10+97.98 TO STA. 16+45.00
STA. 23+01.00 TO STA. 23+65.00

NOTES:

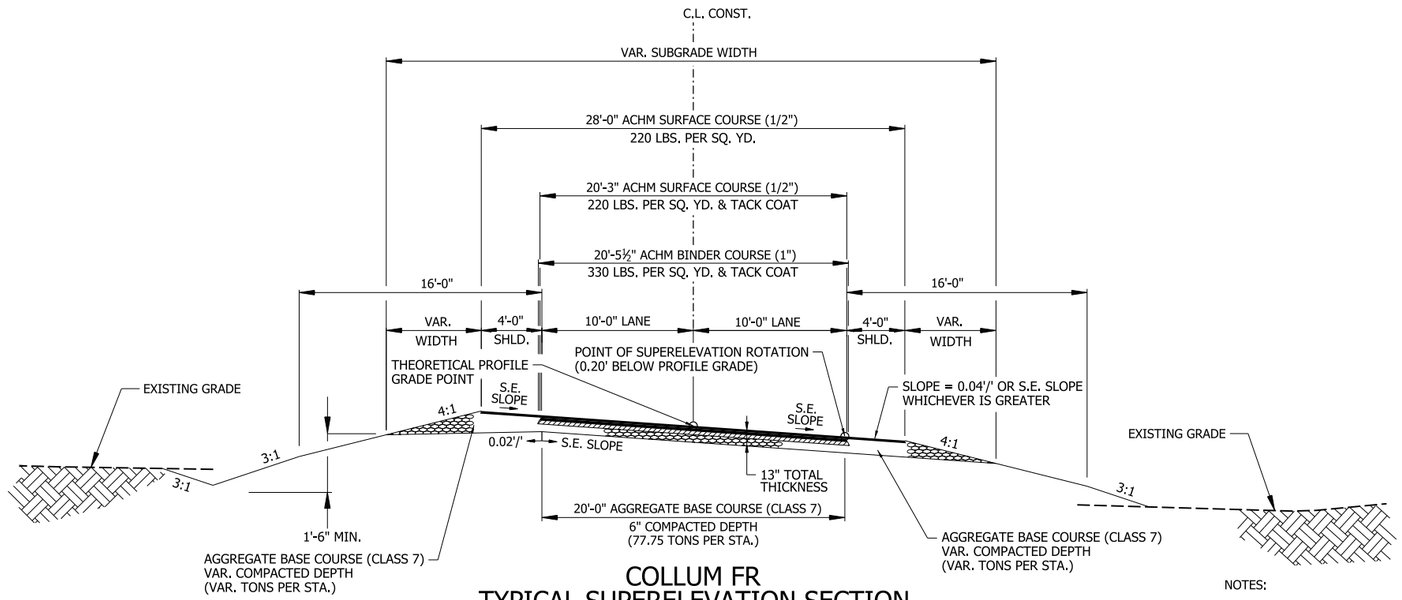
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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STATE OF ARKANSAS
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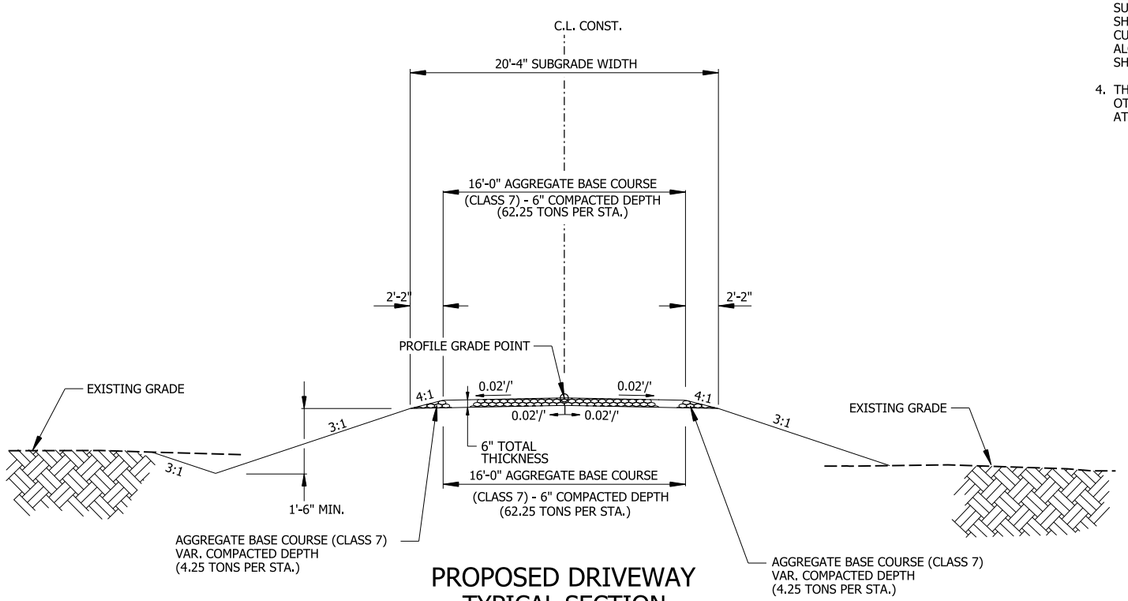


COLLUM FR
TYPICAL SUPERELEVATION SECTION

STA. 16+45.00 TO STA. 23+01.00
STA. 23+65.00 TO STA. 32+36.54

NOTES:

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PROPOSED DRIVEWAY
TYPICAL SECTION

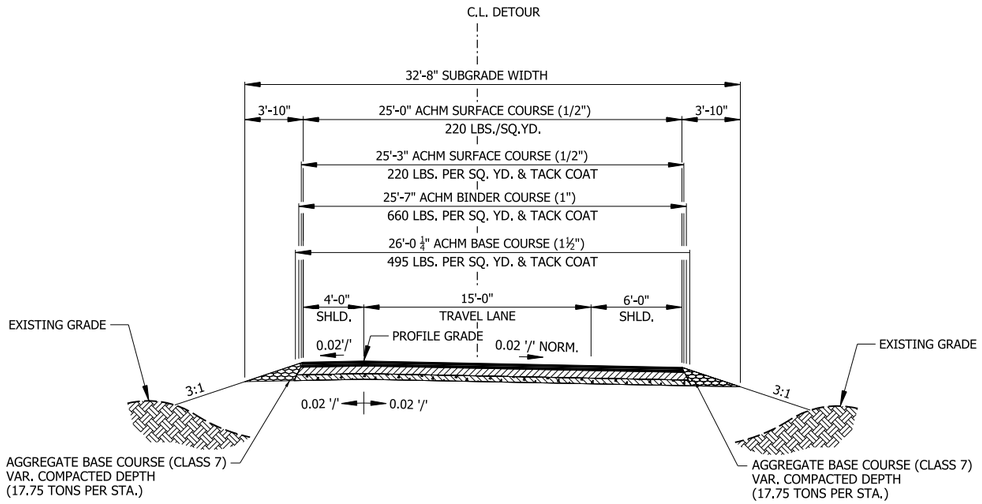
C.L. DRIVEWAY 7 STA. 10+66.68 TO STA. 41+56.50
C.L. DRIVEWAY 8 STA. 10+50.45 TO STA. 12+22.63
C.L. DRIVEWAY 9 STA. 10+51.19 TO STA. 13+11.49
C.L. DRIVEWAY 10 STA. 20+51.37 TO STA. 23+08.86
C.L. OLD WIRE RD STA. 10+15.40 TO STA. 24+10.92

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

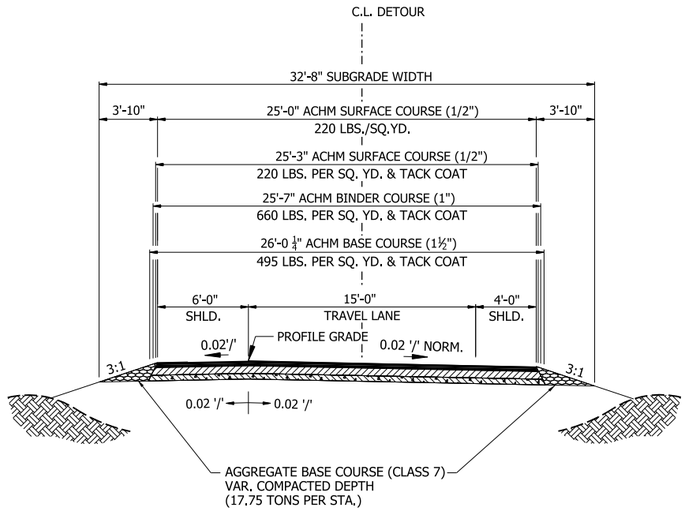


TEMPORARY DETOUR TANGENT SECTION (RAMPS)

C.L. WB-NB DETOUR STA. 13+54.94 TO STA. 17+69.44

NOTES:

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4. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.



TEMPORARY DETOUR TANGENT SECTION W/ REVERSE SHOULDERS (RAMPS)

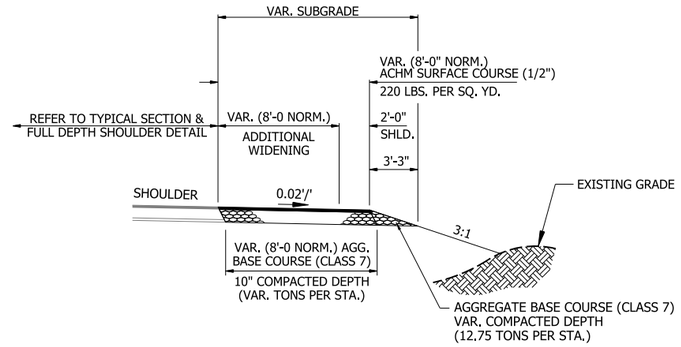
C.L. SB-EB DETOUR STA. 15+01.08 TO STA. 23+31.34

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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	26	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-4-2026



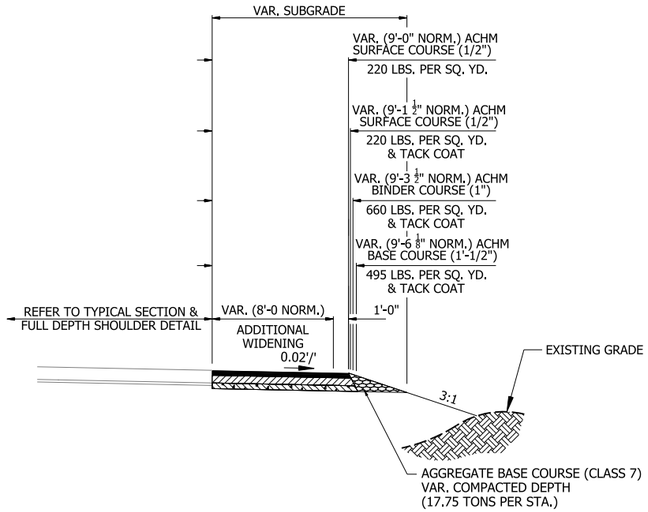
ADDITIONAL WIDENING FOR MAINTENANCE OF TRAFFIC (LOCAL ROAD)

C.L. WATERFRONT (RIGHT SIDE OF EXIST.)
STA. 12+97.32 TO STA. 14+13.40
STA. 21+37.88 TO STA. 22+31.30

C.L. HWY. 162 HENRY (LEFT SIDE OF EXIST.)
STA. 34+76.76 TO STA. 36+67.80
STA. 43+30.98 TO STA. 46+03.98

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
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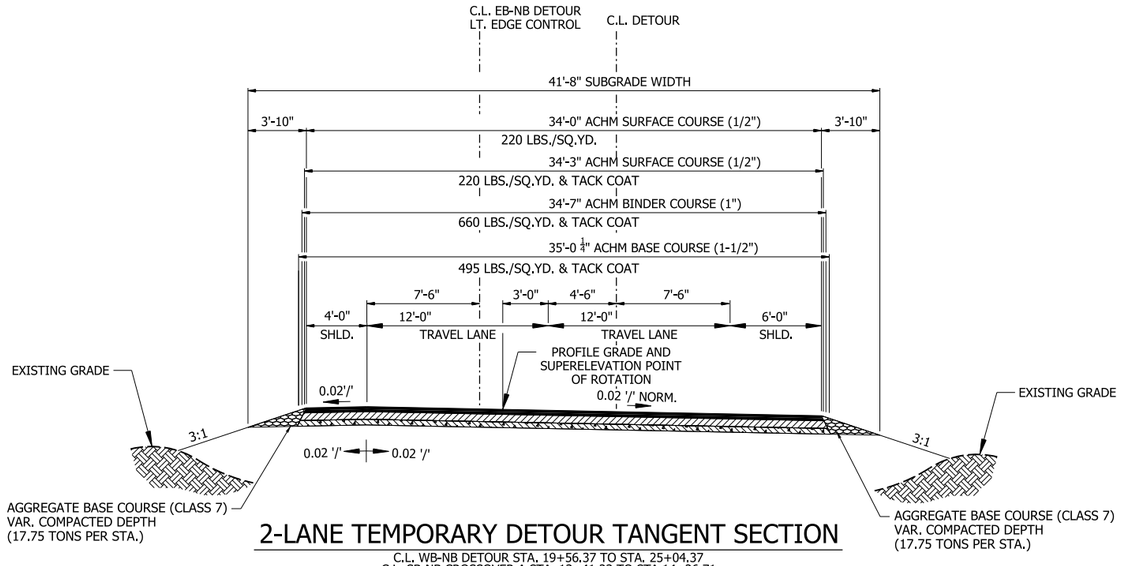
ADDITIONAL WIDENING FOR MAINTENANCE OF TRAFFIC (I-49 & RAMPS)

(STAGE 1) C.L. I-49 (NB ML. INSIDE SHOULDER) STA. 859+30.65 TO STA. 868+54.34
(STAGE 1) C.L. I-49 (SB ML. OUTSIDE SHOULDER) STA. 823+76.91 TO STA. 865+21.31
(STAGE 1) C.L. RAMP I49SB-I40EB RT. STA. 33+35.60 TO STA. 38+42.41
(STAGE 1) C.L. RAMP I40EB-I49NB LT. STA. 137+77.54 TO STA. 140+66.50
(STAGE 1) C.L. RAMP I40WB-I49NB (EXIST RAMP RT. SIDE) STA. 21+49.31 TO STA. 26+87.67
(STAGE 1) C.L. RAMP I49SB-I40EB RT. STA. 11+82.62 TO STA. 22+71.31
(STAGE 2 WB-NB DETOUR GORE) C.L. RAMP I40EB-I49NB RT. STA 138+79.54 TO STA. 139+97.24
(STAGE 2) C.L. SB-WB MEDIAN DETOUR STA. 10+81.59 TO STA. 12+96.50
(STAGE 2) C.L. SB-WB MEDIAN DETOUR STA. 49+16.64 TO STA. 52+04.41

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	27	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

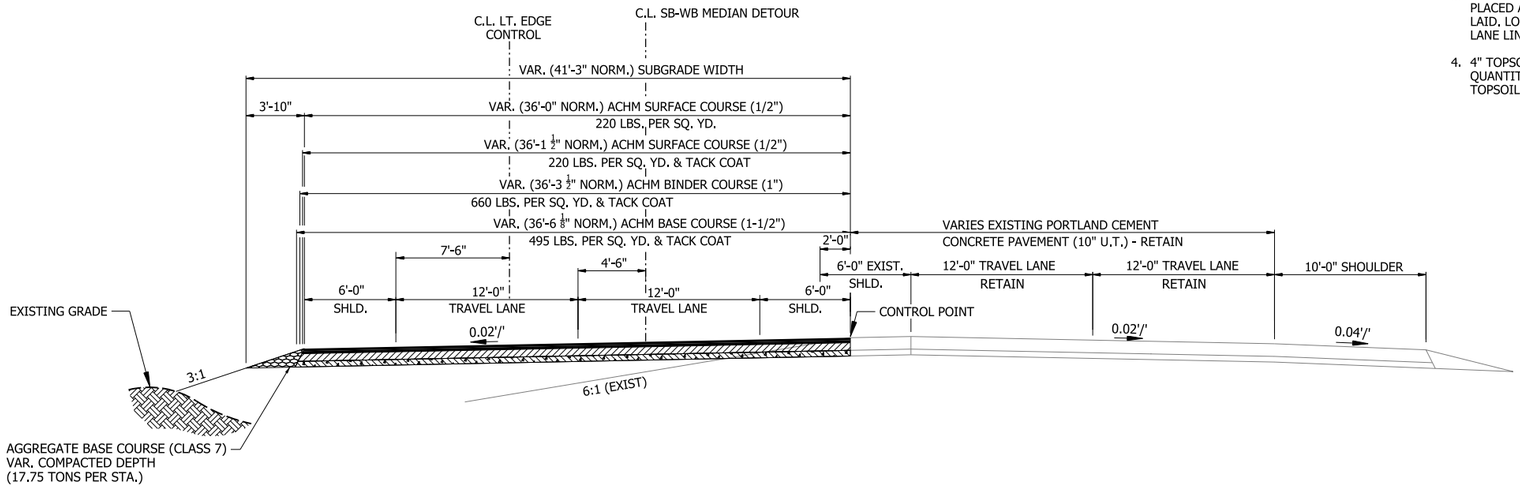


2-LANE TEMPORARY DETOUR TANGENT SECTION

C.L. WB-NB DETOUR STA. 19+56.37 TO STA. 25+04.37
C.L. SB-NB CROSSOVER A STA. 13+41.23 TO STA 14+26.71
C.L. SB-NB CROSSOVER B STA. 11+69.13 TO STA. 12+39.99

NOTES:

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4. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.



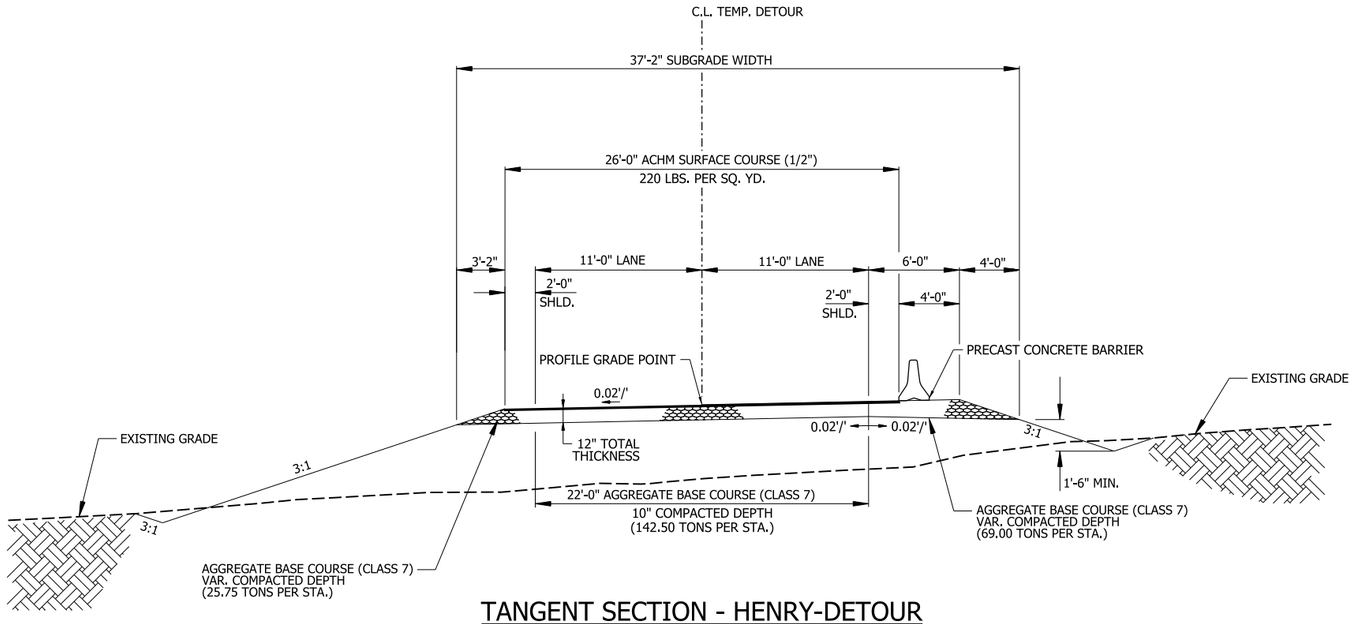
SB-WB MEDIAN DETOUR
(I-49 SB MEDIAN WIDENING)
TYPICAL SECTION
(SHOWN IN DIRECTION OF TRAVEL)

C.L. SB-WB MEDIAN DETOUR STA. 12+31.00 TO STA. 48+16.70

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	28	742
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-4-2026

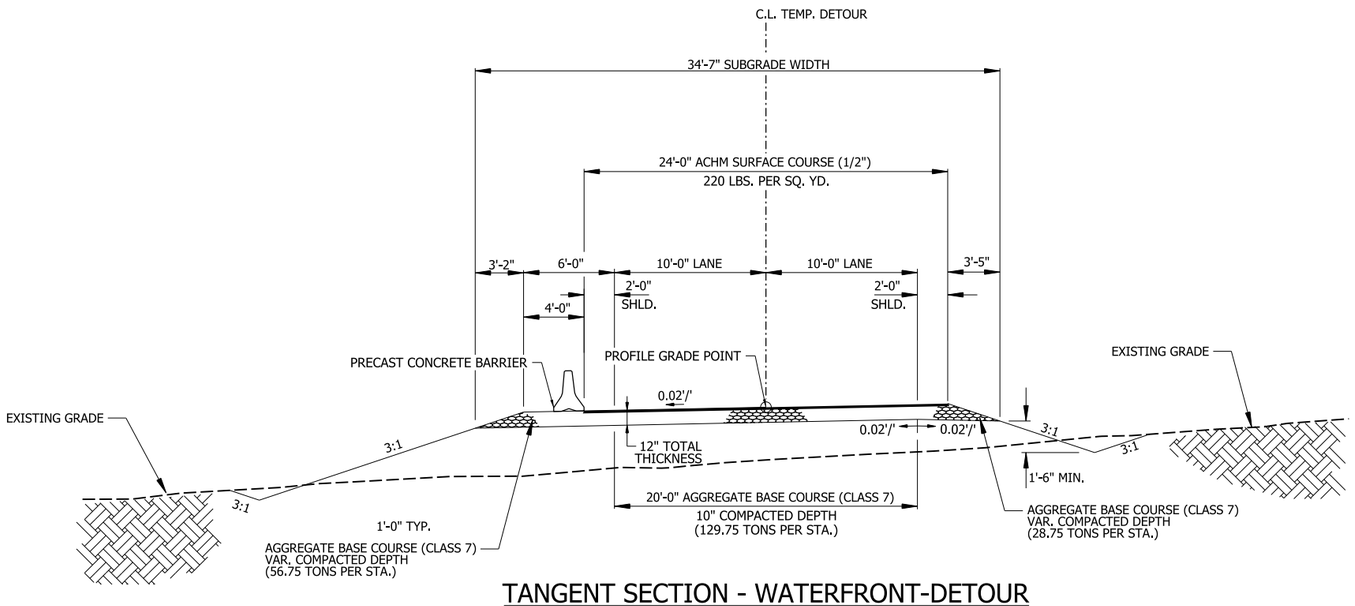


TANGENT SECTION - HENRY-DETOUR

C.L. HENRY-DETOUR STA. 37+51.54 STA. TO 43+45.10

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
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4. 4" TOPSOIL PLATING TO BE PROVIDED BY QUANTITY FOR REMOVING AND REPLACING TOPSOIL.

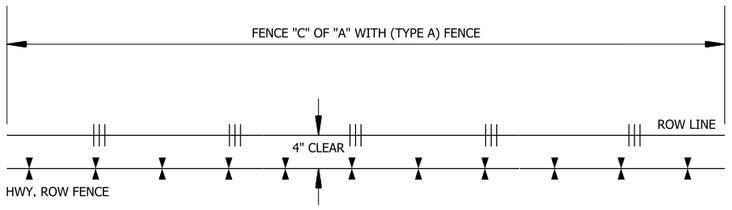


TANGENT SECTION - WATERFRONT-DETOUR

C.L. WATERFRONT-DETOUR STA. 14+13.94 TO STA. 21+97.49

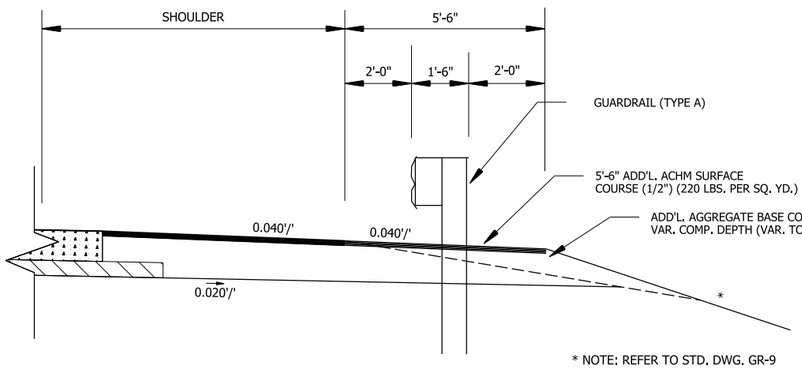
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	29	742
		SPECIAL DETAILS				



DETAIL OF ROW FENCE

(NO SCALE)



* NOTE: REFER TO STD. DWG. GR-9 AND CROSS SECTIONS FOR SLOPE REQUIREMENTS BEHIND GUARDRAIL.

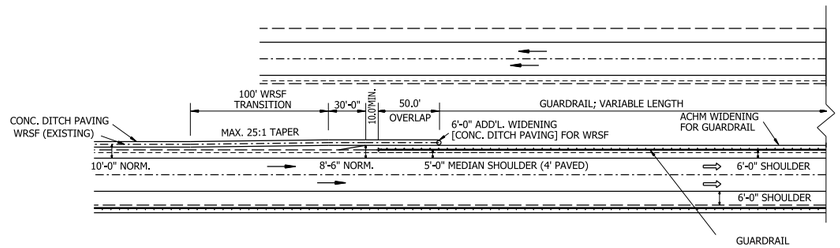
WIDENING FOR GUARDRAIL

(NO SCALE)



6.0" Radius, 1.3" Border, Black on Orange;
"Job XXXXXX" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE " Arial;
" ARKANSAS.COM " Arial;

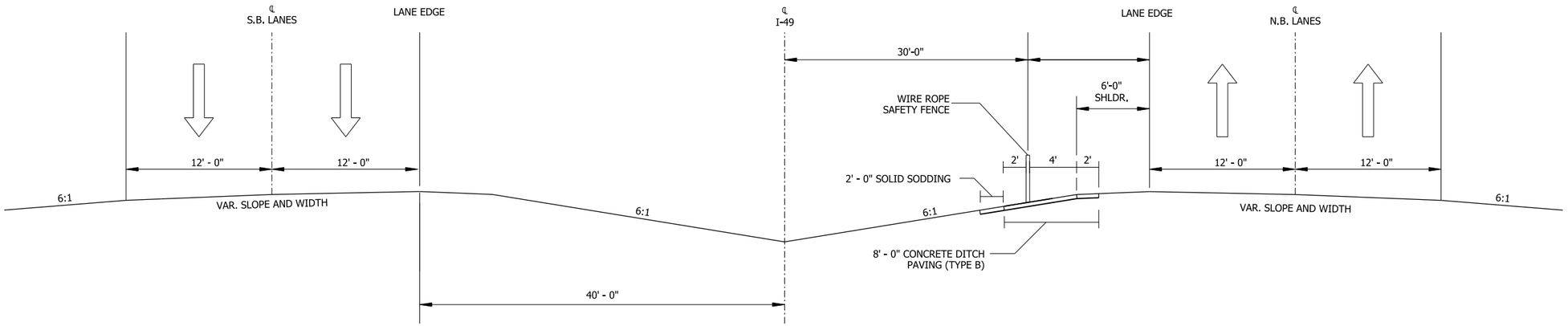
CONSTRUCTION PROJECT INFORMATION SIGN



WRSF AND GUARDRAIL
ON SAME SIDE OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT GUARDRAIL ENDS

REFER TO PLANS FOR RELATIVE PLACEMENT
OF GUARDRAIL AND WIRE ROPE SAFETY FENCE



DETAIL OF WIRE ROPE SAFETY FENCE IN MEDIAN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

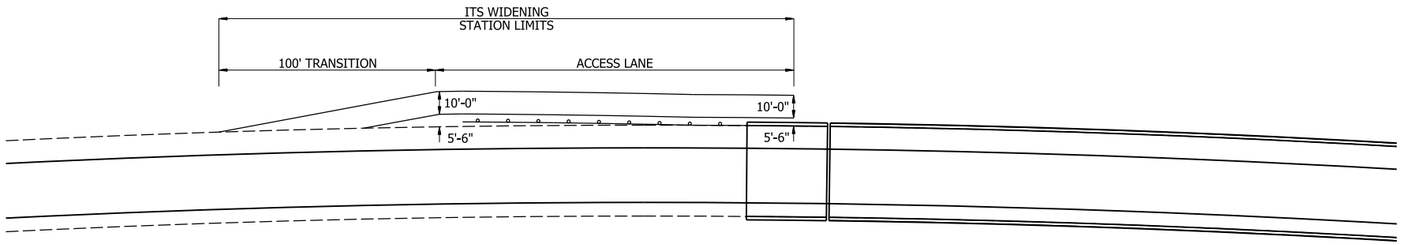
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SPECIAL DETAILS

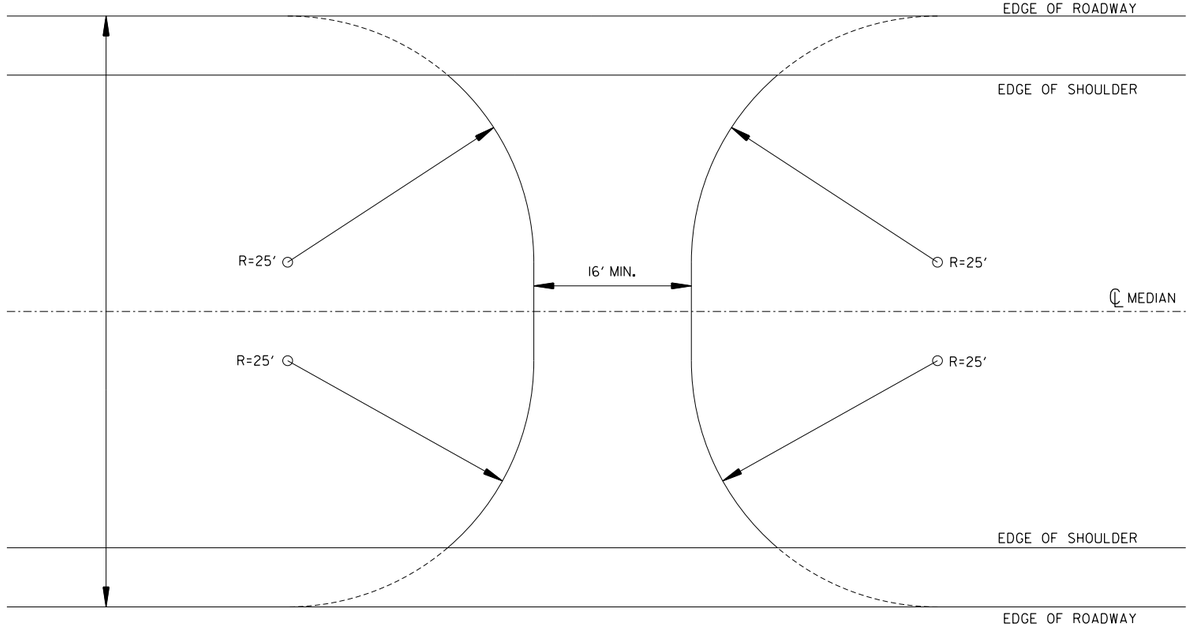
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	30	742
		SPECIAL DETAILS				

LOCATION	STATION LIMITS	ACCESS LANE LENGTH (FT.)
LT. OF I-49 S.B.M.L.	STA. 767+62.00 TO STA. 770+27.92	165.92
RT. OF I-49 S.B.M.L.	STA. 834+22.00 TO STA. 836+44.00	122.00
LT. OF RAMP I49NB-I40WB	STA. 36+61.42 TO STA. 39+72.12	210.70
LT. OF RAMP I49NB-I40WB	STA. 43+47.46 TO STA. 45+80.49	133.03

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



DETAIL OF ITS WIDENING



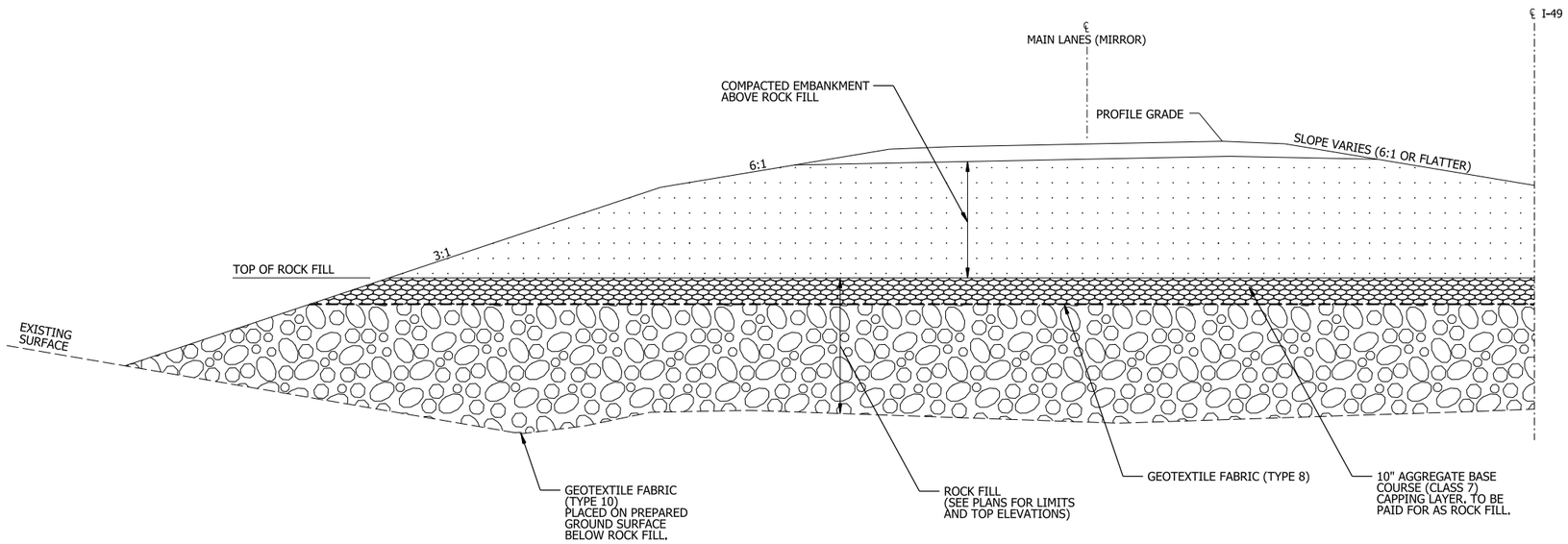
PAVED MEDIAN CROSSING

NOTE: MEDIAN CROSSING TO BE CONSTRUCTED OF AGGREGATE BASE COURSE (CLASS 7) - 10 1/2" COMPACTED DEPTH & ACHM SURFACE COURSE (1/2") - 220 LBS. PER SQ. YD.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	31	742
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21612
MICHAEL JORDAN LEE DESTIGTER
5-4-2026

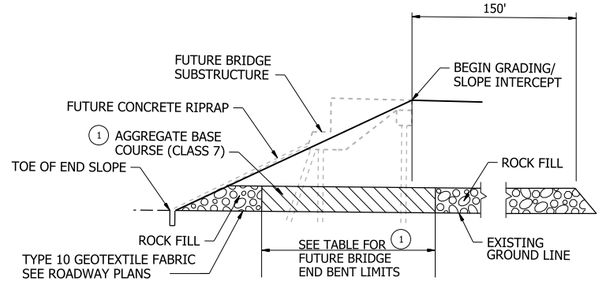


EMBANKMENT NOTES

PLACE ROCK FILL IN THE LOWER PORTION OF THE EMBANKMENTS WITHIN THE LIMITS AS SHOWN IN THE PLANS. ROCK FILL MATERIAL REQUIREMENTS ARE SHOWN IN THE PLANS AND SPECIFIED IN THE ROCK FILL SPECIAL PROVISIONS. COMPACTION REQUIREMENTS IN SECTION 303 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION ARE WAIVED FOR EMBANKMENT CONSTRUCTION.

DETAIL OF ROCK FILL AND EMBANKMENT CONSTRUCTION

ALIGNMENT	STA.	TO	STA.	TOP ROCK FILL ELEV.
I-49	618+50		621+30	398.00'
I-49	681+10		684+90	408.00'
I-49	685+85		689+60	408.00'
I-49	768+61		770+82	428.00'
I-49	831+58		835+70	436.00'
RAMP I40WB-I49SB	52+12		54+00	433.00'
RAMP I49NB-I40WB	24+85		27+02	429.00'
RAMP I49NB-I40WB	32+00		35+00	430.00' - 433.00'
RAMP I49NB-I40WB	35+00		40+40	433.00'
RAMP I49NB-I40WB	43+00		46+50	431.00'
RAMP I49NB-I40WB	52+31		54+90	433.00'
RAMP I49NB-I40WB	60+55		62+70	433.00'
RAMP I49NB-I40EB	34+00		35+00	VARIES
RAMP I49SB-I40WB	14+61		17+00	433.00'



DETAIL OF FUTURE BRIDGE END BENT LOCATION

WHERE ROCK FILL IS USED FOR EMBANKMENT CONSTRUCTION, AGGREGATE BASE COURSE (CLASS 7), IN ACCORDANCE WITH SECTION 303.02, SHALL BE PLACED AS SHOWN IN AREAS WHERE PILING WILL BE LOCATED. AGGREGATE BASE COURSE (CLASS 7) SHALL BE PAID FOR AS "ROCK FILL".

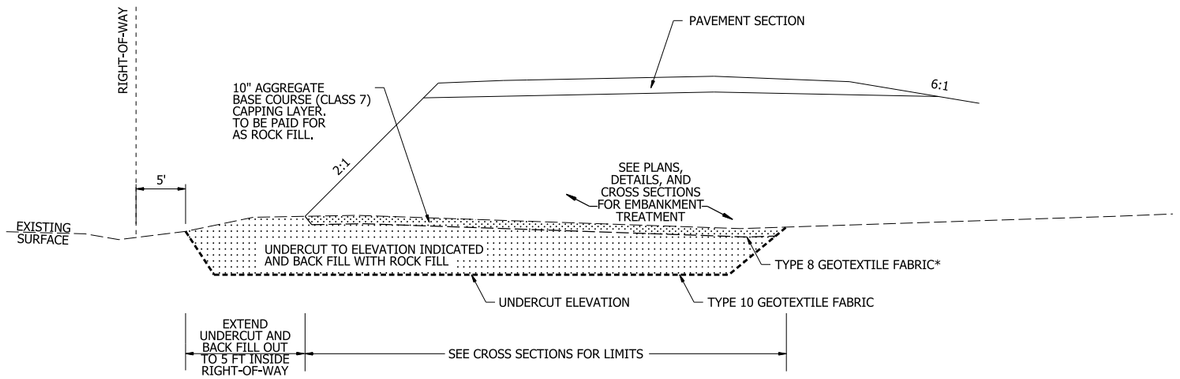
LIMITS OF ROCK FILL FOR FUTURE BRIDGES SHALL BEGIN 150 FEET FROM BEGIN GRADING / SLOPE INTERCEPT AND EXTEND TO TOE OF END SLOPES. FOR DETAILS, LIMITS, AND ELEVATIONS OF ROCK FILL SEE "DETAIL OF ROCK FILL AND EMBANKMENT CONSTRUCTION".

(1) SEE "TABLE OF FUTURE BRIDGE END BENT LIMITS" FOR LONGITUDINAL AND TRANSVERSE LIMITS OF FUTURE BRIDGE/PILE CONSTRUCTION. ROCK FILL SHALL NOT BE ALLOWED INSIDE THESE LIMITS. IF ROCK FILL IS SPECIFIED WITHIN THESE LIMITS IN THE PLANS, AGGREGATE BASE COURSE (CLASS 7) SHALL BE REQUIRED.

TABLE OF FUTURE BRIDGE END BENT LIMTS

ALIGNMENT	LOCATION	LONGITUDINAL (STATIONS) BEGIN	LONGITUDINAL (STATIONS) END	TRANSVERSE (OFFSETS) LEFT	TRANSVERSE (OFFSETS) RIGHT
CL I-49	I-49 SB OVER UPRR, HWY 64, & I-40	769+98.00	770+58.00	90' LT	20' LT
CL I-49	I-49 SB OVER UPRR, HWY 64, & I-40	832+18.00	832+68.00	90' LT	20' LT
CL I-49	I-49 NB OVER UPRR, HWY 64, & I-40	769+98.00	770+58.00	20' RT	90' RT
CL I-49	I-49 NB OVER UPRR, HWY 64, & I-40	832+18.00	832+68.00	20' RT	90' RT
CL RAMP I40WB-I49SB	I-40 WB TO I-49 SB	52+12.00	52+54.00	25' LT	25' RT
CL RAMP I49NB-I40WB	I-49 NB TO I-40 WB	25+11.00	25+61.00	25' LT	60' RT
CL RAMP I49NB-I40WB	I-49 NB TO I-40 WB OVER I-40	39+56.00	40+16.00	25' LT	25' RT
CL RAMP I49NB-I40WB	I-49 NB TO I-40 WB OVER I-40	43+09.00	43+59.00	25' LT	25' RT

*IN LOCATIONS WHERE EMBANKMENT ZONE HAS ROCK FILL PLACED OVER THE UNDER CUT ZONE, DO NOT PLACE CAPPING LAYER AND GEOTEXTILE FABRIC (TYPE 8) BETWEEN UNDER CUT ZONE AND EMBANKMENT ZONE.



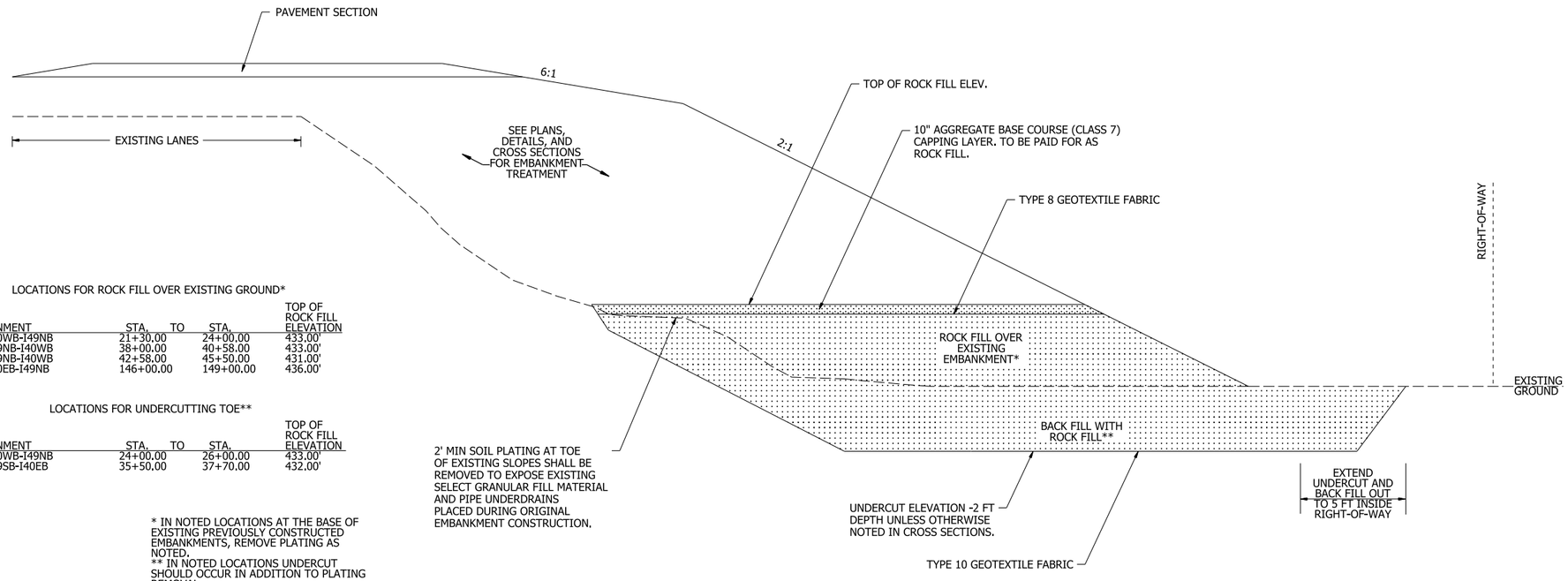
ALIGNMENT	STA.	TO	STA.	UNDERCUT ELEVATION
RAMP I49SB-I40WB	14+61.00		20+00.00	421.00'

UNDERCUT STABILIZATION DETAIL

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	32	742
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21612
MICHAEL JORDAN LEE DESTIGTER
5-4-2026



ROCK FILL TOE TREATMENT DETAIL

LOCATIONS FOR ROCK FILL OVER EXISTING GROUND*

ALIGNMENT	STA.	TO	STA.	TOP OF ROCK FILL ELEVATION
RAMP I40WB-I49NB	21+30.00		24+00.00	433.00'
RAMP I49NB-I40WB	38+00.00		40+58.00	433.00'
RAMP I49NB-I40WB	42+58.00		45+50.00	431.00'
RAMP I40EB-I49NB	146+00.00		149+00.00	436.00'

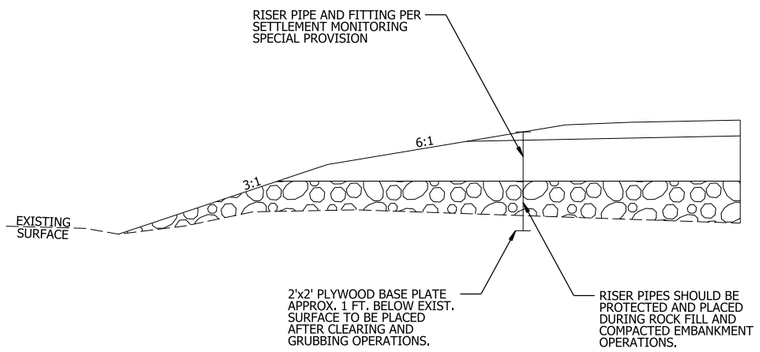
LOCATIONS FOR UNDERCUTTING TOE**

ALIGNMENT	STA.	TO	STA.	TOP OF ROCK FILL ELEVATION
RAMP I40WB-I49NB	24+00.00		26+00.00	433.00'
RAMP I49SB-I40EB	35+50.00		37+70.00	432.00'

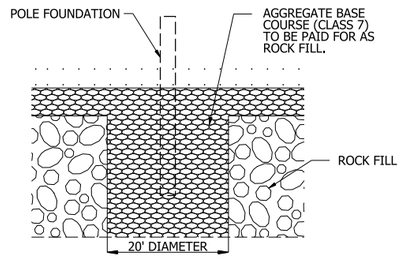
* IN NOTED LOCATIONS AT THE BASE OF EXISTING PREVIOUSLY CONSTRUCTED EMBANKMENTS, REMOVE PLATING AS NOTED.
** IN NOTED LOCATIONS UNDERCUT SHOULD OCCUR IN ADDITION TO PLATING REMOVAL

SETTLEMENT PLATE LOCATIONS

PLATE ID	ALIGNMENT	STATION	OFFSET	MAINTENANCE OF TRAFFIC STAGE	SUGGESTED MONITORING TIME (MONTHS)
SP-1	I-49	STA. 620+50	60' LT.	STAGE 1	8
SP-2	I-49	STA. 620+50	60' RT.	STAGE 1	8
SP-3	I-49	STA. 621+50	60' LT.	STAGE 1	8
SP-4	I-49	STA. 621+50	60' RT.	STAGE 1	8
SP-5	I-49	STA. 681+00	60' LT.	STAGE 1	12
SP-6	I-49	STA. 681+00	60' RT.	STAGE 1	12
SP-7	I-49	STA. 682+00	60' LT.	STAGE 1	12
SP-8	I-49	STA. 682+00	60' RT.	STAGE 1	12
SP-9	I-49	STA. 768+50	60' LT.	STAGE 1	12
SP-10	I-49	STA. 768+80	60' RT.	STAGE 1	12
SP-11	I-49	STA. 769+50	60' LT.	STAGE 1	12
SP-12	I-49	STA. 769+50	60' RT.	STAGE 1	12
SP-13	I-49	STA. 833+00	C.L.	STAGE 7	12
SP-14	I-49	STA. 833+00	50' RT.	STAGE 5	12
SP-15	I-49	STA. 834+00	C.L.	STAGE 7	12
SP-16	I-49	STA. 834+00	50' RT.	STAGE 5	12
SP-17	RAMP I49NB-I40WB	STA. 26+00	10' LT.	STAGE 1	12
SP-18	RAMP I49NB-I40WB	STA. 26+00	50' RT.	STAGE 1	12
SP-19	RAMP I49NB-I40WB	STA. 27+00	10' LT.	STAGE 1	12
SP-20	RAMP I49NB-I40WB	STA. 27+00	50' RT.	STAGE 1	12
SP-21	RAMP I49NB-I40WB	STA. 37+00	30' LT.	STAGE 1	12
SP-22	RAMP I49NB-I40WB	STA. 37+00	30' RT.	STAGE 1	12
SP-23	RAMP I49NB-I40WB	STA. 38+00	30' LT.	STAGE 1	12
SP-24	RAMP I49NB-I40WB	STA. 38+00	30' RT.	STAGE 1	12
SP-25	RAMP I49NB-I40WB	STA. 39+00	30' LT.	STAGE 1	12
SP-26	RAMP I49NB-I40WB	STA. 39+00	30' RT.	STAGE 1	12
SP-27	RAMP I49NB-I40WB	STA. 45+00	30' LT.	STAGE 4	12
SP-28	RAMP I49NB-I40WB	STA. 45+00	30' RT.	STAGE 4	12
SP-29	RAMP I49NB-I40WB	STA. 46+00	30' LT.	STAGE 4	12
SP-30	RAMP I49NB-I40WB	STA. 46+00	30' RT.	STAGE 4	12
SP-31	RAMP I49NB-I40WB	STA. 62+00	30' LT.	STAGE 1	6
SP-32	RAMP I49NB-I40WB	STA. 62+00	30' RT.	STAGE 1	6
SP-33	RAMP I49NB-I40WB	STA. 63+00	30' LT.	STAGE 1	6
SP-34	RAMP I49NB-I40WB	STA. 63+00	30' RT.	STAGE 1	6
SP-35	RAMP I49NB-I40EB	STA. 30+00	C.L.	STAGE 1	6
SP-36	RAMP I49NB-I40EB	STA. 31+00	C.L.	STAGE 1	6
SP-37	RAMP I49NB-I40EB	STA. 32+00	C.L.	STAGE 1	6



DETAIL OF SETTLEMENT PLATE PLACEMENT



DETAIL OF POLE LOCATION

ITS POLE FOUNDATION LOCATIONS

I-49 STA. 833+06.56 O/S 13' RT.
I-49 STA. 769+73.00 O/S 82' LT.
I-49 STA. 769+73.00 O/S 108' RT.
RAMP I49NB-I40WB STA. 44+34.28 O/S 18.61' LT.
RAMP I49NB-I40WB STA. 39+51.64 O/S 24.09' LT.

HMT POLE FOUNDATION LOCATION

RAMP I49NB-I40WB STA. 62+46.05 O/S 80.86 LT.

SETTLEMENT PLATE MONITORING NOTES:

1. ALL ROADWAY EMBANKMENTS SHALL BE CONSTRUCTED TO SUBGRADE LEVEL AND REQUIRED TO MEET SETTLEMENT WAIT TIMES PRIOR TO PROCEEDING WITH PILE DRIVING, DROP INLETS, OUTLET PIPES, AND PAVING.
2. "APPROACH EMBANKMENTS CONSTRUCTED AT BRIDGES A7692, B7692, A7693, B7693, AND 07694 END BENTS AND FOR A MINIMUM OF 150 FEET BEHIND THE END BENTS WILL REQUIRE INSTALLATION AND MONITORING WITH SETTLEMENT PLATES (SP) AT LOCATIONS LISTED (SITES 1, 2, AND 8) AS PER THE SETTLEMENT MONITORING SPECIAL PROVISION. BASED ON SP READINGS COLLECTED DURING WAIT PERIODS AFTER CONSTRUCTION TO SUBGRADE LEVEL, THE ENGINEER WILL DETERMINE WHEN PILE DRIVING MAY BEGIN. THE ESTIMATED WAIT PERIODS ARE:
   - 8 MONTHS AT BRIDGES A7692 AND B7692 END BENT 6,
   - 6 MONTHS AT BRIDGE 07694 END BENTS 1 AND 6, AND
   - 12 MONTHS AT BRIDGES A7693 AND B7693 END BENTS 1 AND 4 EMBANKMENTS.

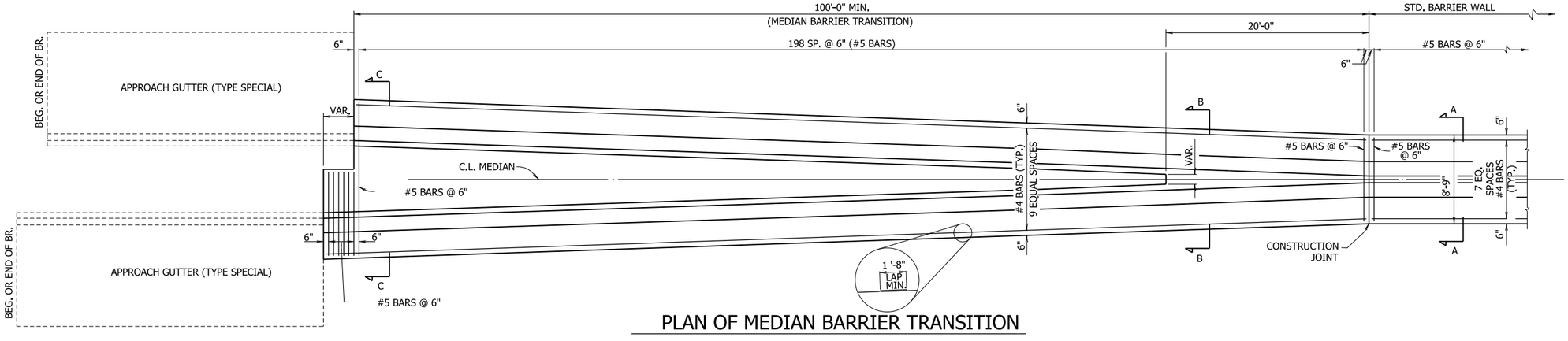
   ACTUAL WAIT PERIODS WILL BE DETERMINED BY THE ENGINEER."
3. APPROACH EMBANKMENTS AT ALL OTHER FUTURE BRIDGES END BENTS AND FOR A MINIMUM OF 150 FEET BEHIND THE END BENTS (SITES 3, 4, 5, 6, AND 7) AND ROADWAY EMBANKMENTS BEYOND 150 FEET BEHIND FUTURE BRIDGES END BENTS (SITES 6 AND 9) WILL REQUIRE INSTALLATION AND MONITORING WITH SP AT LOCATIONS LISTED AS PER THE SETTLEMENT MONITORING SPECIAL PROVISION. BASED ON SP READINGS COLLECTED DURING WAIT PERIODS AFTER CONSTRUCTION TO SUBGRADE LEVEL, THE ENGINEER WILL DETERMINE WHEN DROP INLETS, OUTLET PIPES AND PAVING MAY BEGIN FOR ALL EMBANKMENT AREAS ON THE PROJECT. THE ESTIMATED WAIT PERIODS ARE LISTED IN THE TABLE FOR EACH SITE. ACTUAL WAIT PERIODS WILL BE DETERMINED BY THE ENGINEER. ALL SETTLEMENT MONITORING AND ACTUAL WAIT PERIODS SHALL BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO COMPLETION OF THE CONTRACT.

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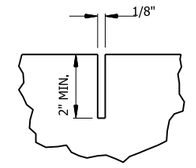
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		SPECIAL DETAILS				

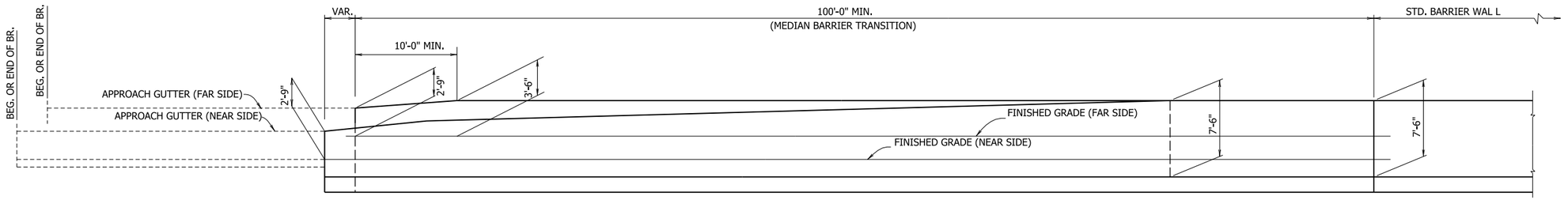
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



PLAN OF MEDIAN BARRIER TRANSITION



CONTRACTION JOINT DETAIL



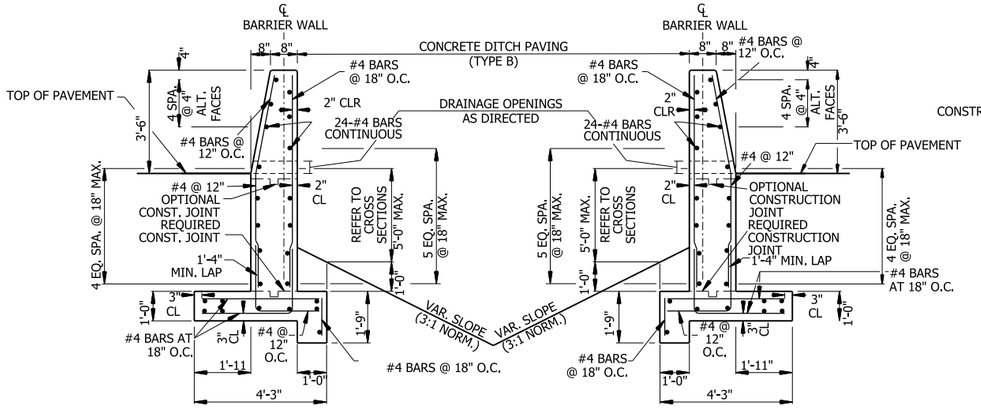
ELEVATION OF MEDIAN BARRIER TRANSITION

GENERAL NOTES FOR CONCRETE BARRIER WALLS

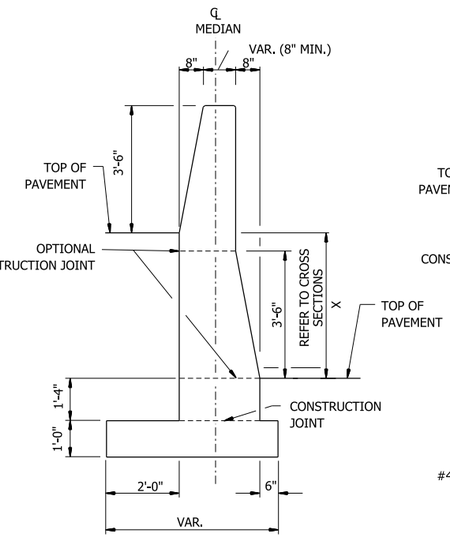
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED AT 30'-0" MAXIMUM SPACING FOR BARRIER TYPE MEDIAN C.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. JOINTS IN PCCB WALL SHOULD ALIGN WITH PCCP JOINTS.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPE MEDIAN C IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 120 FT FOR BARRIER WALL TYPE MEDIAN C. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. EXPANSION JOINTS SHOULD BE CONSTRUCTED IN BOTH THE FOOTING OF THE STRUCTURE AND THE PCCB WALL.
10. CONSTRUCT DRAINAGE OPENINGS AS DIRECTED BY THE ENGINEER. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
11. SUBSTITUTE #4 AND #5 VERTICAL BARS WITH #5 TIES(TOP & BOTTOM) PLACED AT 12" SPACING FOR MEDIAN TYPE C BARRIER WALLS.
12. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
13. REFER TO BARRIER MOUNTED LUMINAIRE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
14. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

CONCRETE BARRIER WALL

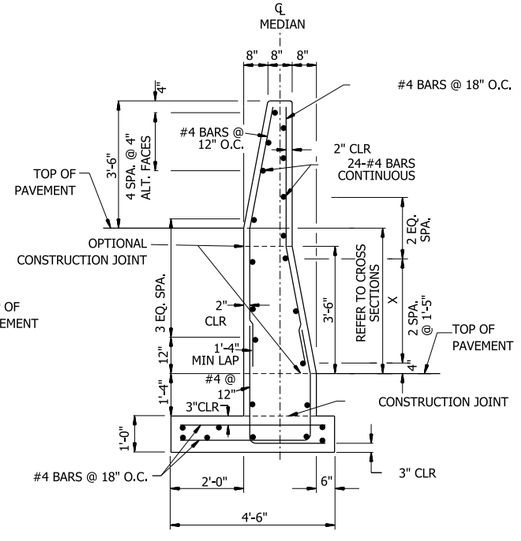
NOTE: TRANSITION FOR NORTH SIDE SHOWN.
SOUTH SIDE TRANSITION IS IDENTICAL.



SECTION C-C



SECTION B-B



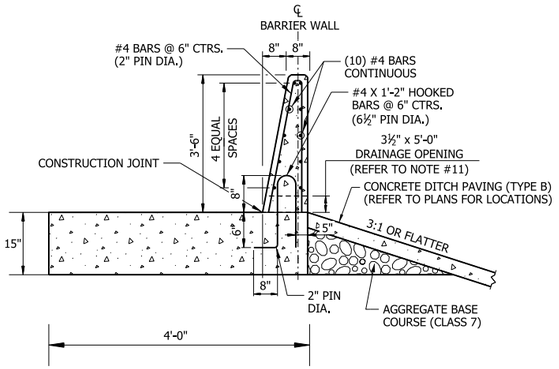
SECTION A-A

DETAILS OF CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)

SPECIAL DETAILS

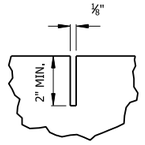
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		SPECIAL DETAILS				

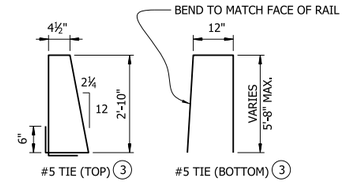


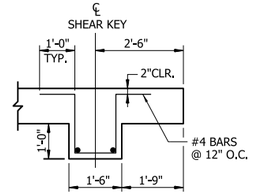
CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)

N.T.S.



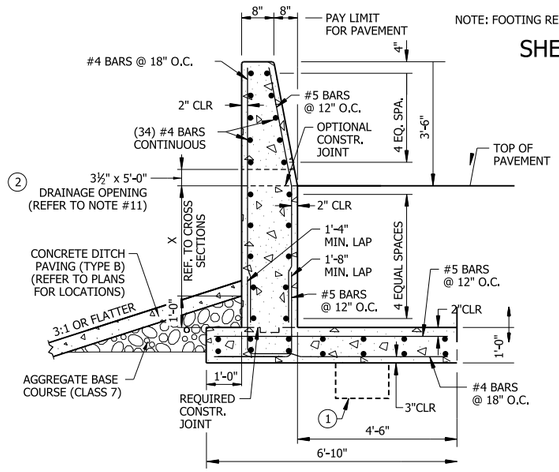
CONTRACTION JOINT DETAIL





NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

SHEAR KEY DETAIL

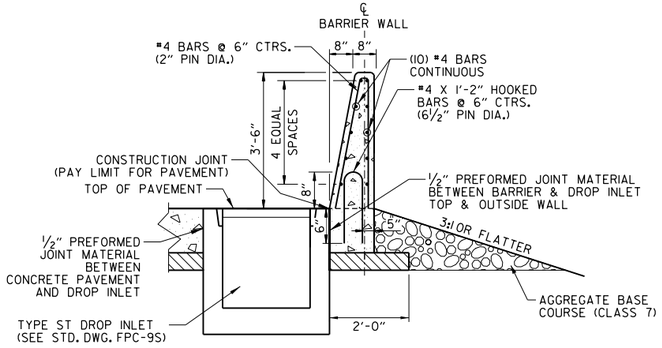


CONCRETE BARRIER WALL (SIDE TYPE E; MASH TL-4) X = 1'-0" TO 5'-0" MAX

N.T.S.

① SHEAR KEY REQUIRED WHEN "X" EXCEEDS 3'-6"

② BAR BENDING DIAGRAMS FOR MEDIAN TYPE C & SIDE TYPE E BARRIERS AT DRAINAGE OPENINGS



TRANSVERSE SECTION OF TYPE ST DROP INLET ADJACENT TO CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)

N.T.S.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

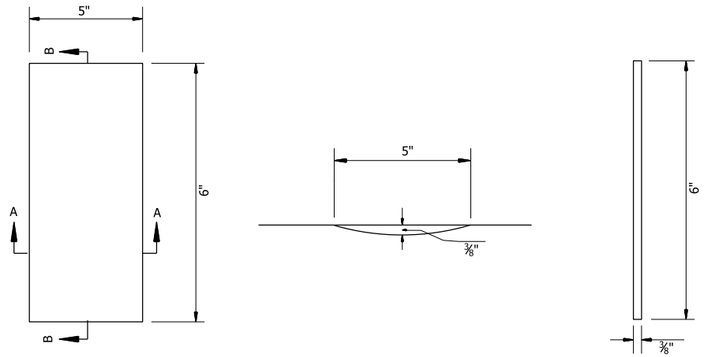
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED AT 15'-0" MAXIMUM SPACING FOR BARRIER SECTION AA AND BB. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR BARRIER SECTION CC.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. JOINTS IN PCCB WALL SHOULD ALIGN WITH PCCP JOINTS.
5. DOWEL BARS FOR BARRIER SECTION A-A AND B-B B WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 8' WIDE BASE ARE CAST AS A COMPLETE UNIT.
6. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
7. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. EXPANSION JOINTS SHOULD BE CONSTRUCTED IN BOTH THE FOOTING OF THE STRUCTURE AND THE PCCB WALL.
10. CONSTRUCT DRAINAGE OPENINGS AS DIRECTED BY THE ENGINEER. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
11. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
12. REFER TO BARRIER MOUNTED LUMINAIRE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
13. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.
14. BARRIER TRANSITIONS WILL BE MEASURED AND PAID FOR AS "CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

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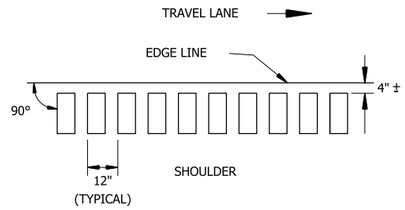
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		6	ARK.	040904	35	742
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE, II
5-4-2026

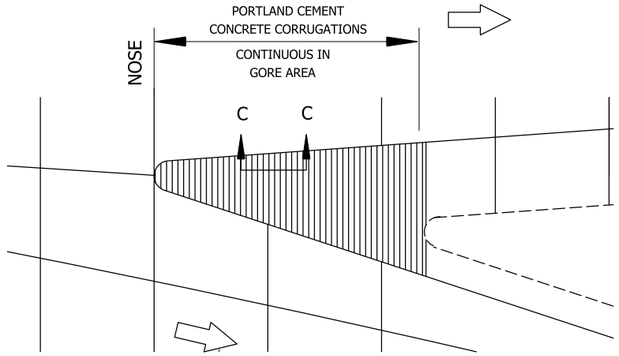


PLAN SECTION A-A SECTION B-B

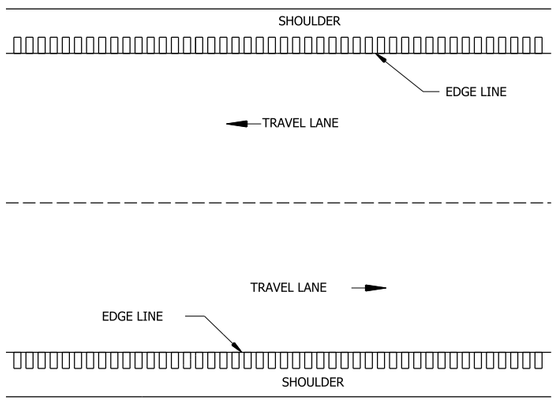
DETAILS OF RUMBLE STRIPE



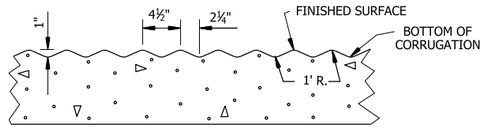
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS



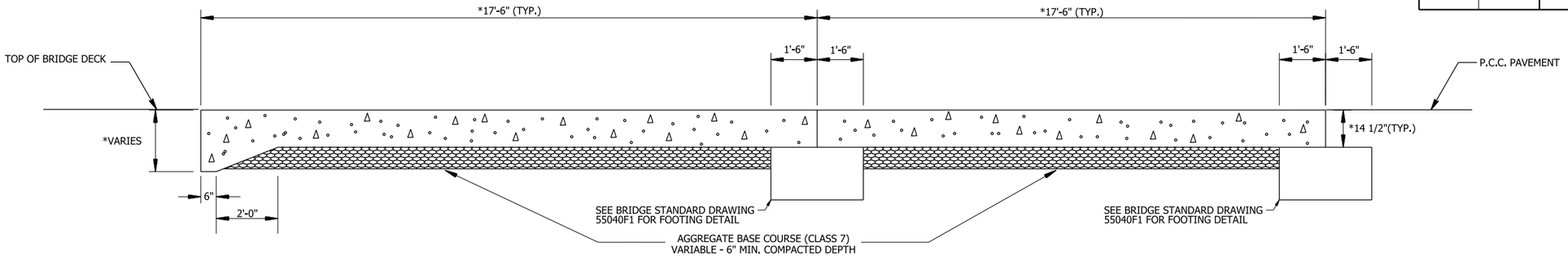
PLAN VIEW



SECTION C-C
CORRUGATED CONCRETE SHOULDERS

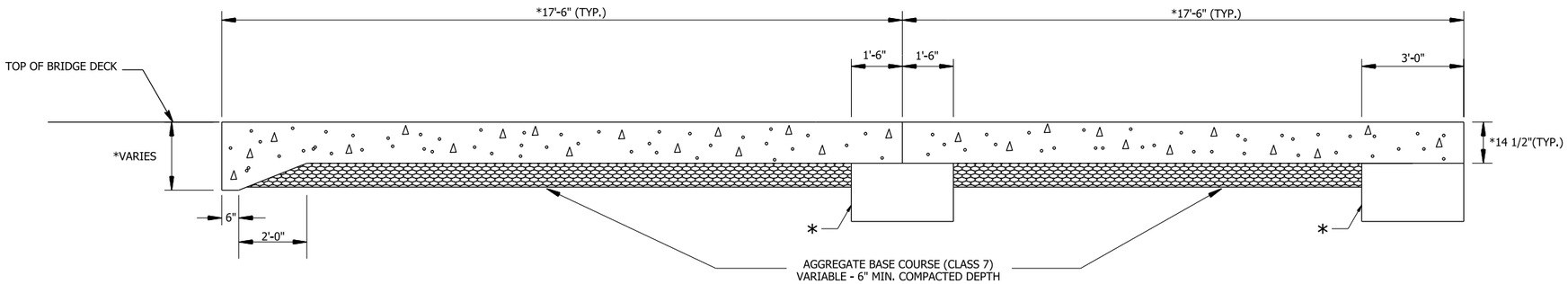
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		SPECIAL DETAILS				



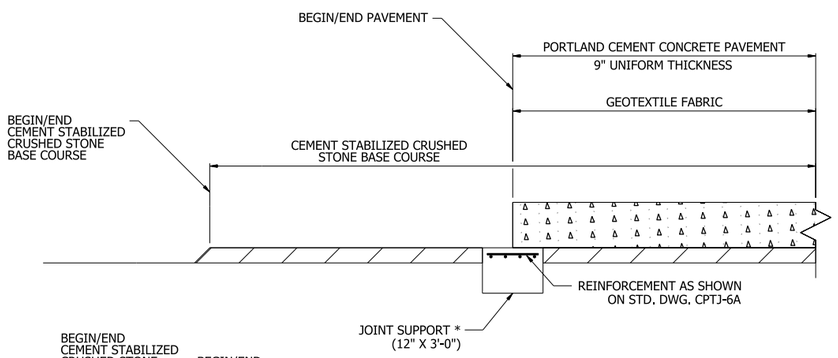
* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

SECTION OF APPROACH SLAB (FOR CONCRETE PAVEMENT)



* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

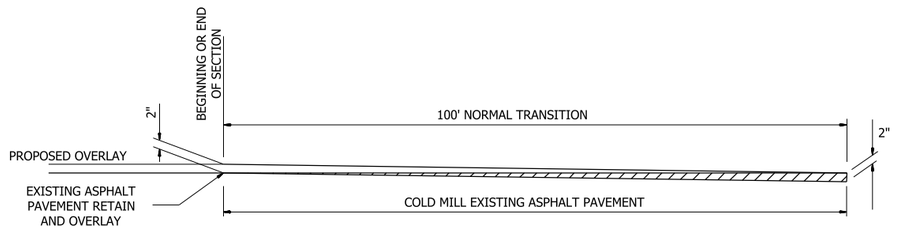
SECTION OF APPROACH SLAB (FOR ASPHALT PAVEMENT)



ALIGNMENT	BEGIN/END CEMENT STABILIZED CRUSHED STONE BASE COURSE	BEGIN/END PAVEMENT
*C.L. I-49	STA. 833+72.00	STA. 834+22.00
C.L. I49NB-I40WB	STA. 51+60.00	STA. 51+75.00
C.L. I49NB-I40EB	STA. 31+60.00	STA. 31+75.00
*C.L. I40WB-I49SB	STA. 52+82.52	STA. 52+97.52

* JOINT SUPPORT IS ONLY USED IN THESE LOCATIONS.

DETAIL OF PAVEMENT TRANSITION



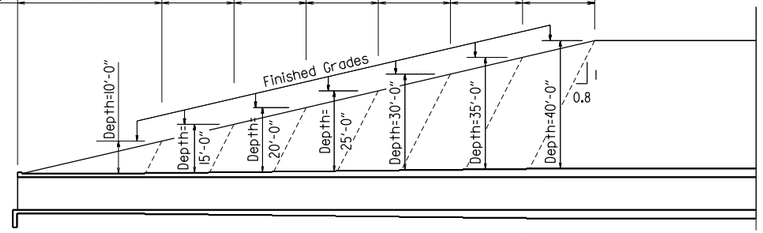
DETAIL FOR TRANSITIONS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

4/30/2026 7:26:21 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	37	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

2:1 Slope	20'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
3:1 Slope	30'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
4:1 Slope	40'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"



Slope Section Length @ 2:1 Slope	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	G=6'-0"	Mid-Section Length - Varies
Slope Section Length @ 3:1 Slope	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	G=11'-0"	Mid-Section Length - Varies
Slope Section Length @ 4:1 Slope	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"	E=16'-0"	F=16'-0"	G=16'-0"	Mid-Section Length - Varies

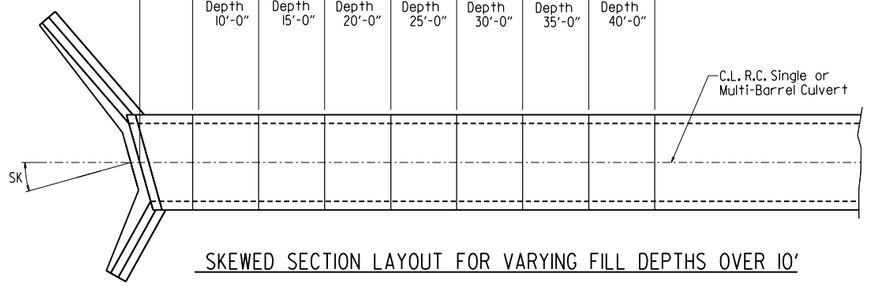
LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

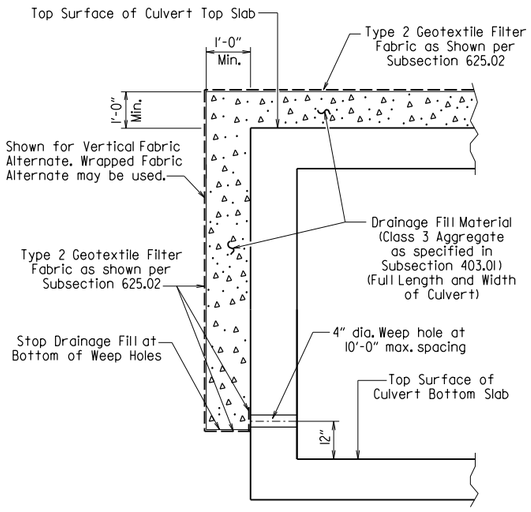
* LL = Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.

Section Length	*LL		C	D	E	F	G	Mid-Section Length - Varies
Section Length	*LL	B	C	D	E	F	G	Mid-Section Length - Varies
Section Length	*LL	A	B	C	D	E	F	G	Mid-Section Length - Varies
		Depth 10'-0"	Depth 15'-0"	Depth 20'-0"	Depth 25'-0"	Depth 30'-0"	Depth 35'-0"	Depth 40'-0"	



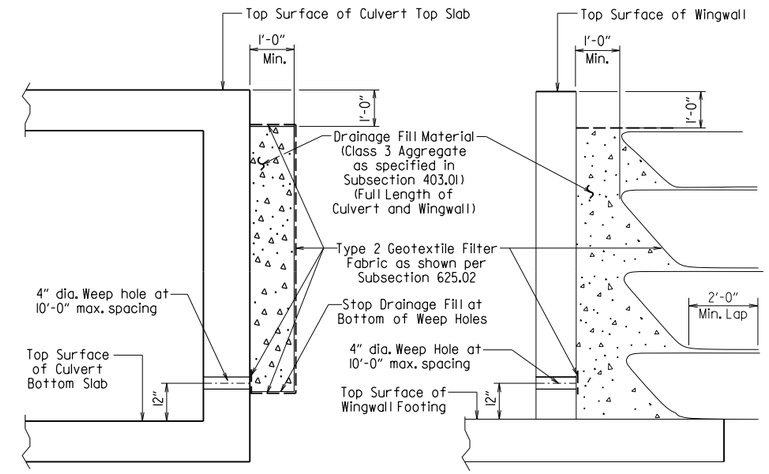
SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026



CULVERT DRAINAGE DETAIL FOR ROCK FILL

This detail shall be used when rock fill is specified for embankment construction.

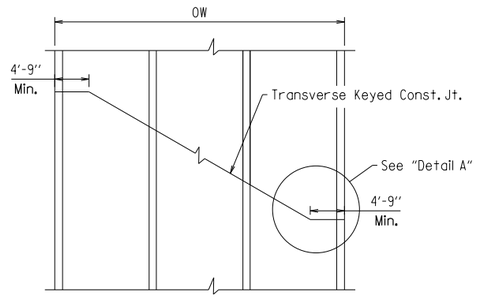


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

VERTICAL FABRIC ALTERNATE
(Shown for Culvert, Similar for Wingwall)

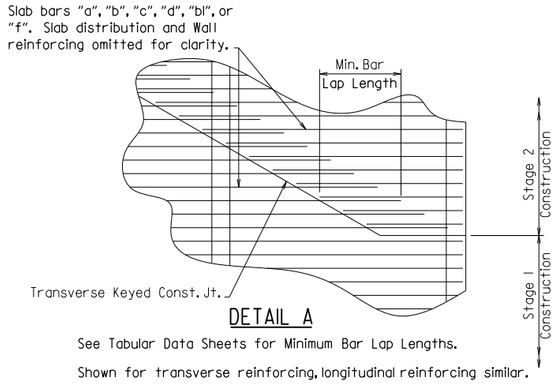
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL



SKEWED TRANSVERSE JOINT DETAIL

This detail shall be used to construct a skewed transverse joint only for Multi-Barrel Culverts and only when required by the Maintenance of Traffic Plans. Otherwise, transverse joints should be made normal to the centerline of the barrel.



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Fifth Edition (2010) with 2010 interim revisions.

LIVE LOADING: HL-93

All concrete shall be Class S with a minimum 28-day compressive strength of 3,500 psi and shall be poured in the dry. All exposed corners to have ¾" chamfers.

Reinforcing Steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Reinforcing Steel Tolerances: The tolerances for reinforcing steel shall meet those listed in 'Manual of Standard Practice' published by Concrete Reinforcing Steel Institute (CRSI) except that the tolerance for truss bars such as Figure 3 on page 7-4 of the CRSI Manual shall be minus zero to plus 1/2 inch.

Excavation and backfilling shall be in accordance with the requirements of Section 801.

Membrane Waterproofing shall conform to the requirements of Section 815. Membrane Waterproofing shall be Type C and as directed by the Engineer applied to all construction joints in the top slab and the sidewalls of R.C. Box culverts and to the construction joint between wingwalls and R.C. Box culvert walls.

Weep Holes in box culvert walls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. The drain opening shall be 4" diameter and shall be placed 12" above the top of the bottom slab.

Weep Holes in wingwalls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. There shall be a minimum of two (2) weep holes in each wingwall. The drain opening shall be 4" diameter and shall be placed 12" above the top of the wingwall footing.

The barrel components of the culvert may be constructed using continuous pours. For longer culvert construction, the Contractor may use multiple pours with transverse construction joints spaced a minimum of 50 feet apart unless superseded by stage construction or site constraints as approved by the Engineer. Construction joints between footings and walls shall be made only where shown in the Plans. Joints shall be keyed and shall be normal to the centerline of barrel except as noted. Reinforcing shall be continuous through joints unless noted otherwise. Reinforcing through stage construction joints shall provide the minimum bar lap length shown on the Tabular Data Sheets. All longitudinal construction joints shall be submitted to the Engineer for approval.

Membrane Waterproofing, Weep Holes, Geotextile Filter Fabric, and Drainage Fill Material will not be paid for directly but shall be considered subsidiary to Class S Concrete.

When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a tine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

When precast reinforced concrete box culverts are substituted for cast in place box culverts, they shall be manufactured according to ASTM C 1577 and meet the requirements of Section 607. When the top slab of the box culvert serves as the finished roadway surface, a precast reinforced concrete box culvert substitution is not allowed.

SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

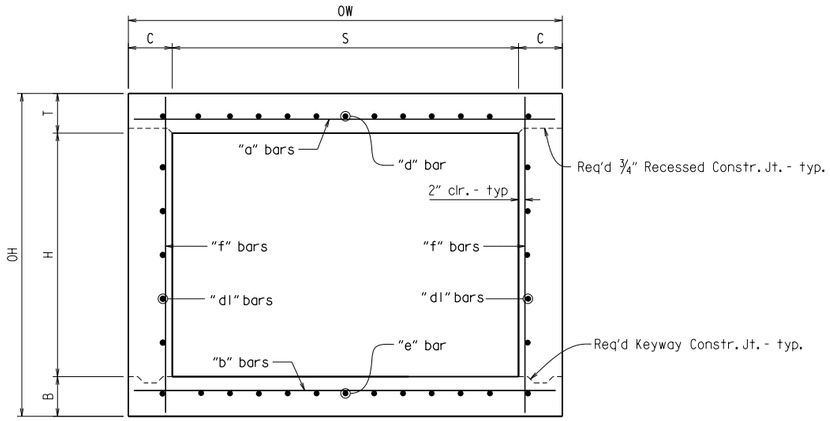
GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

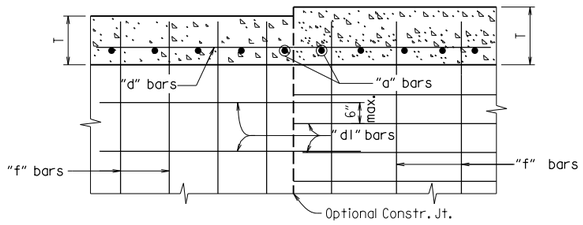
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	38	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



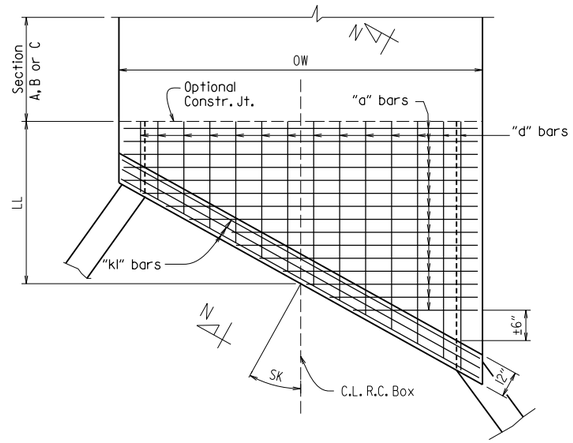
TYPICAL SECTION M-M



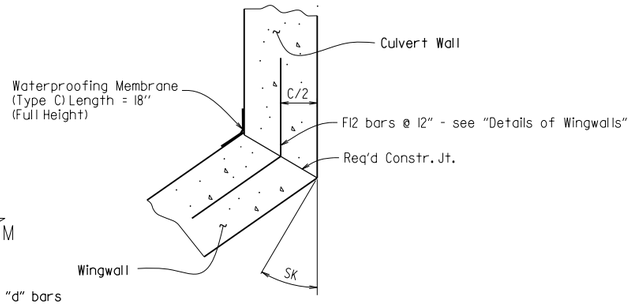
Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

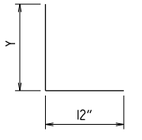


TOP SLAB REINFORCEMENT

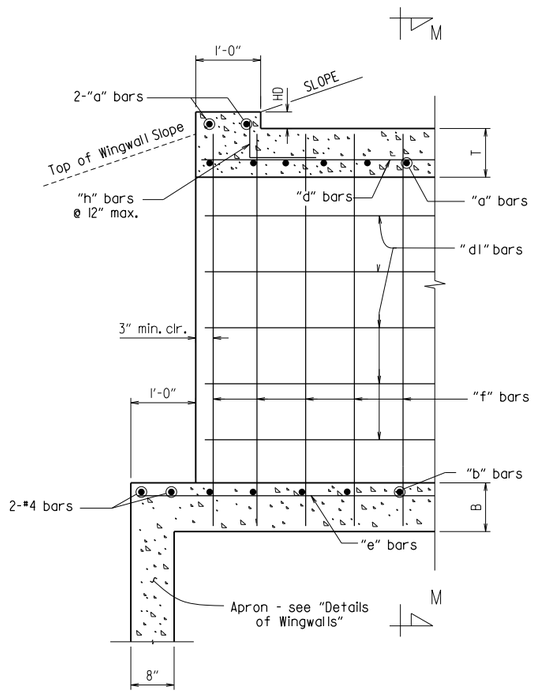


WINGWALL ATTACHMENT

See "Details of Wingwalls" for additional information and wingwall details.

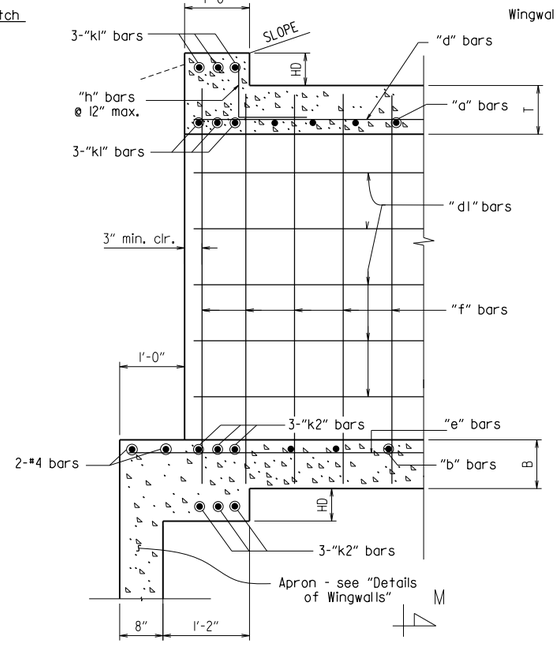


"h" bars sketch



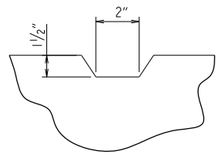
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



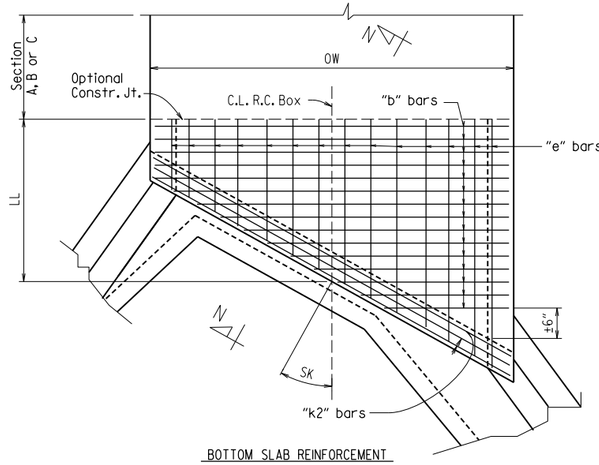
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

SHEET 2 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL
R.C. BOX CULVERT

SPECIAL DETAILS

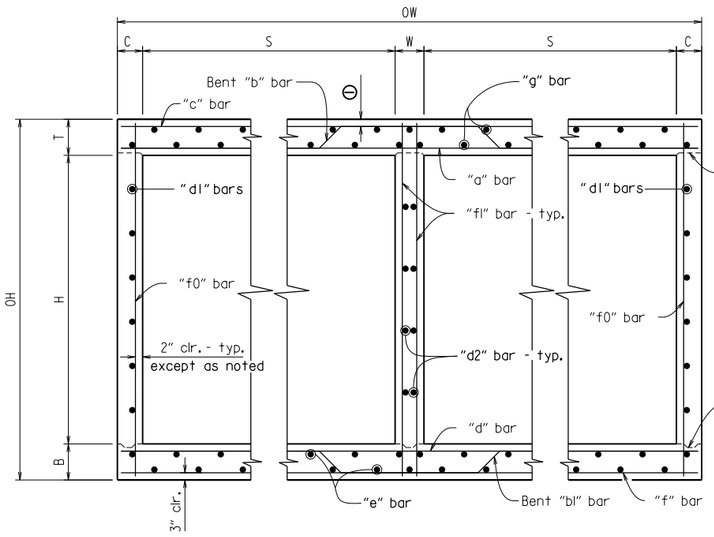
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	39	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

① 2" clr. for fill depth (D) greater than 2 ft.
2½" clr. for fill depth (D) equal to or less than 2 ft.

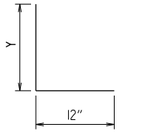
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



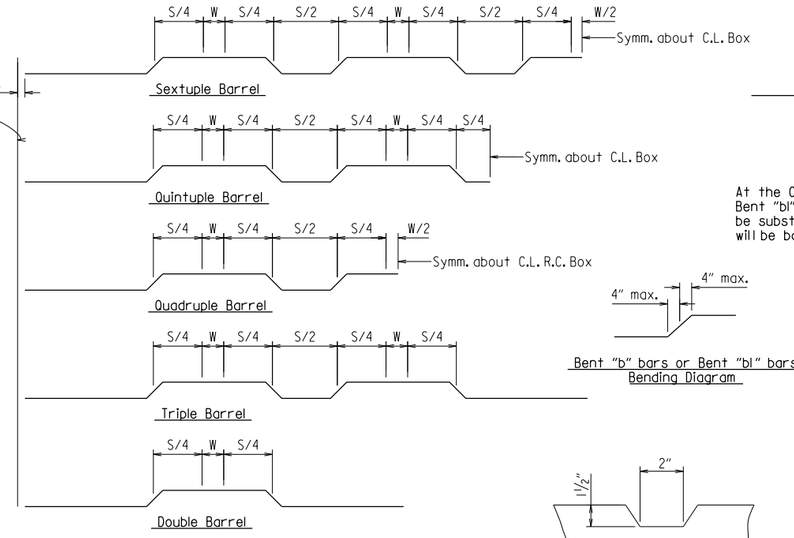
TYPICAL SECTION M-M

Top Slab
Straight "c" bars shall alternate with Bent "b" bars in top.
Straight "a" bars shall alternate with Bent "b" bars in bottom.

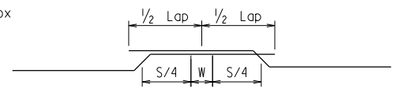
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



Bent "b" bars or Bent "b1" bars sketch



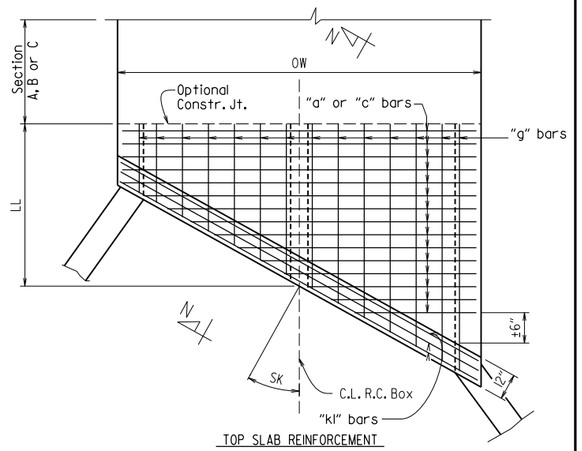
Lap Detail
For Bent "b" bars and Bent "b1" bars

At the Contractor's option in lieu of providing Bent "b" or Bent "b1" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "b1" bar.

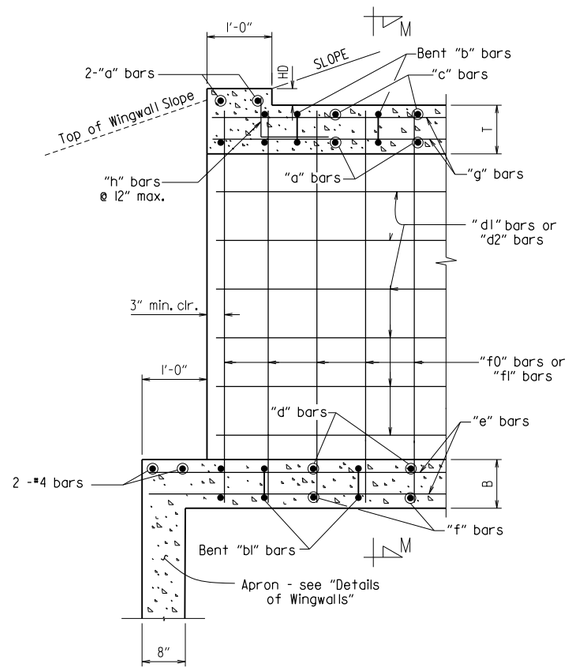
Bent "b" bars or Bent "b1" bars
Bending Diagram

TYPICAL KEYWAY DETAIL

(All Construction Joints)

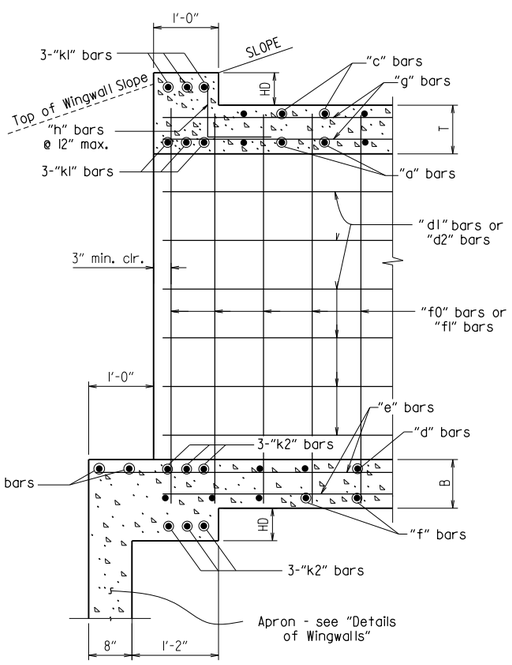


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



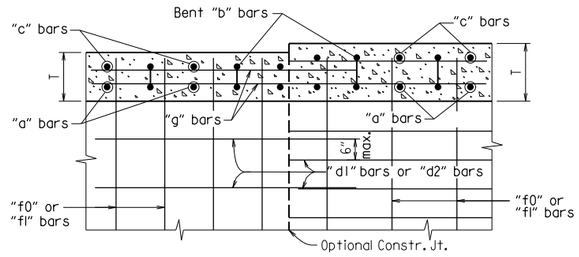
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

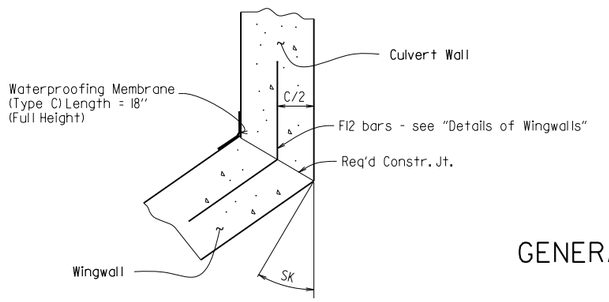
(Skewed Ends)



Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

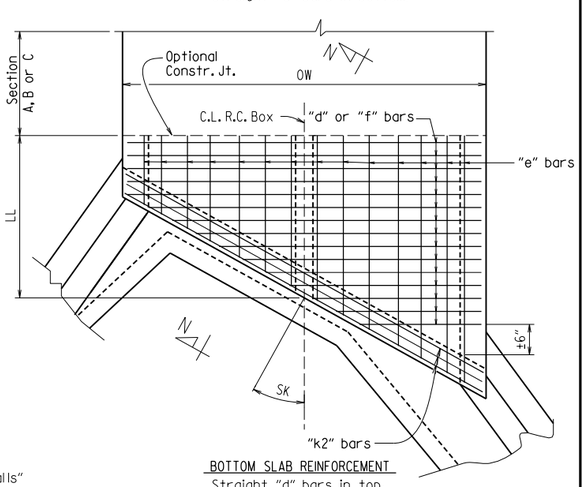
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

See "Details of Wingwalls" for additional information and wingwall details.



BOTTOM SLAB REINFORCEMENT
Straight "d" bars in top.
Straight "f" bars in bottom.

SKEWED END SECTION DETAILS

SHEET 3 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

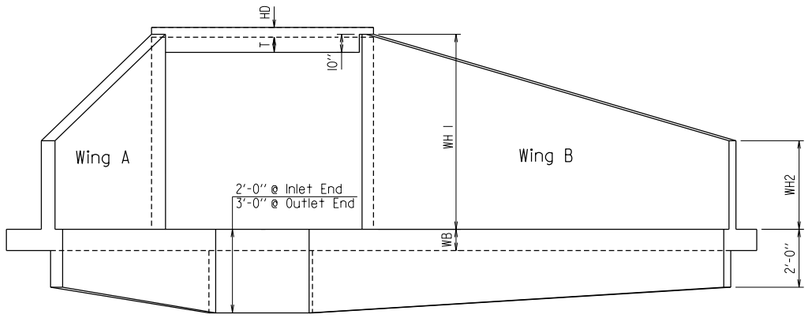
DETAILS OF MULTI-BARREL
R.C. BOX CULVERT

SPECIAL DETAILS

STATE OF ARKANSAS
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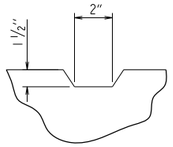
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		6	ARK.	040904	40	742
		SPECIAL DETAILS - R.C. BOX CULVERT				



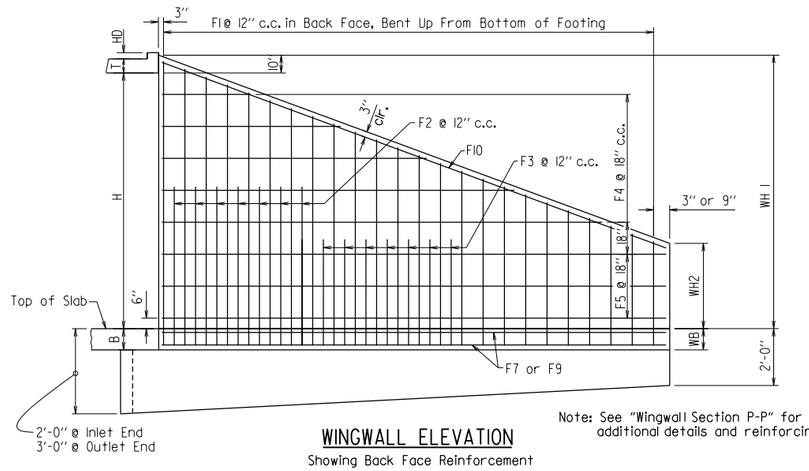
END ELEVATION

Flared Wingwalls Shown



TYPICAL KEYWAY DETAIL

All Construction Joints

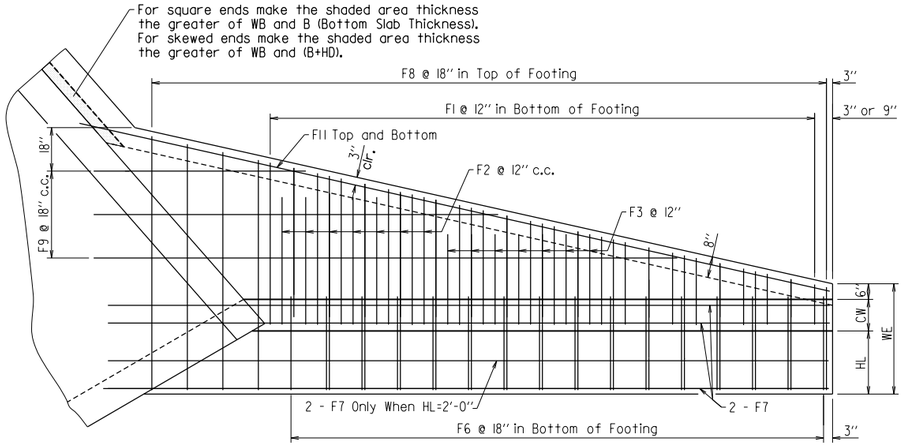


WINGWALL ELEVATION

Showing Back Face Reinforcement

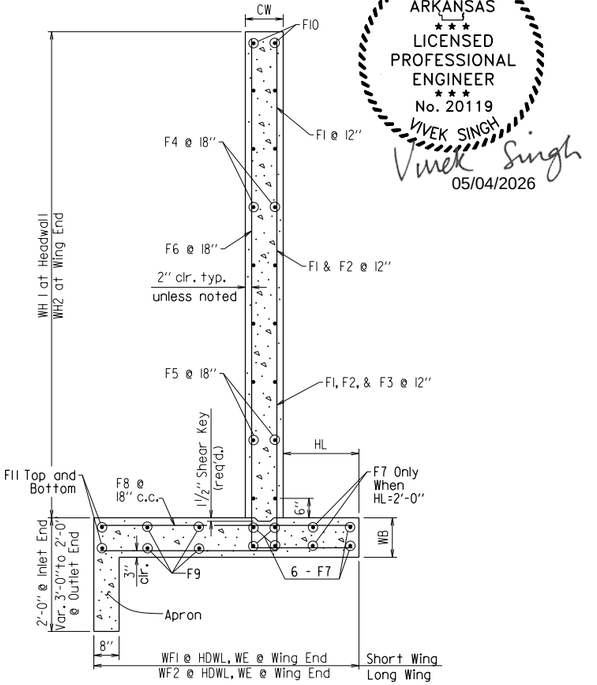
Note: See "Wingwall Section P-P" for additional details and reinforcing.

PART PLAN - FLARED WINGWALLS

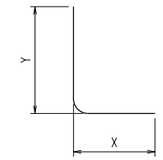


PLAN - FLARED WINGWALLS

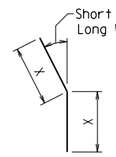
Showing Footing Reinforcement



WINGWALL SECTION P-P

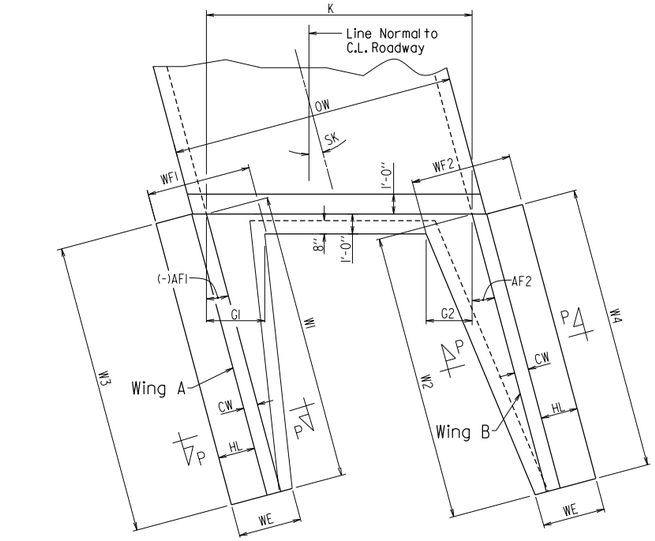


F1, F2, F3, & F6 BARS

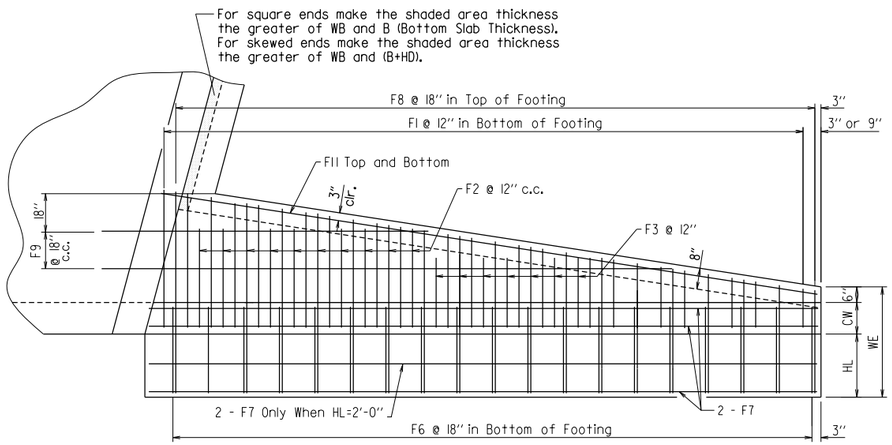


①F12 BAR

①F12 is a straight bar for parallel wingwalls

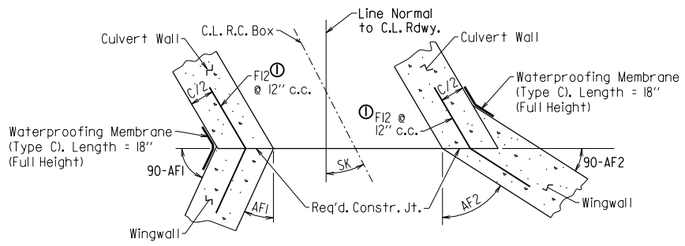


PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement



CONSTRUCTION JOINTS

Flared Wingwalls Shown

SHEET 4 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF WINGWALLS

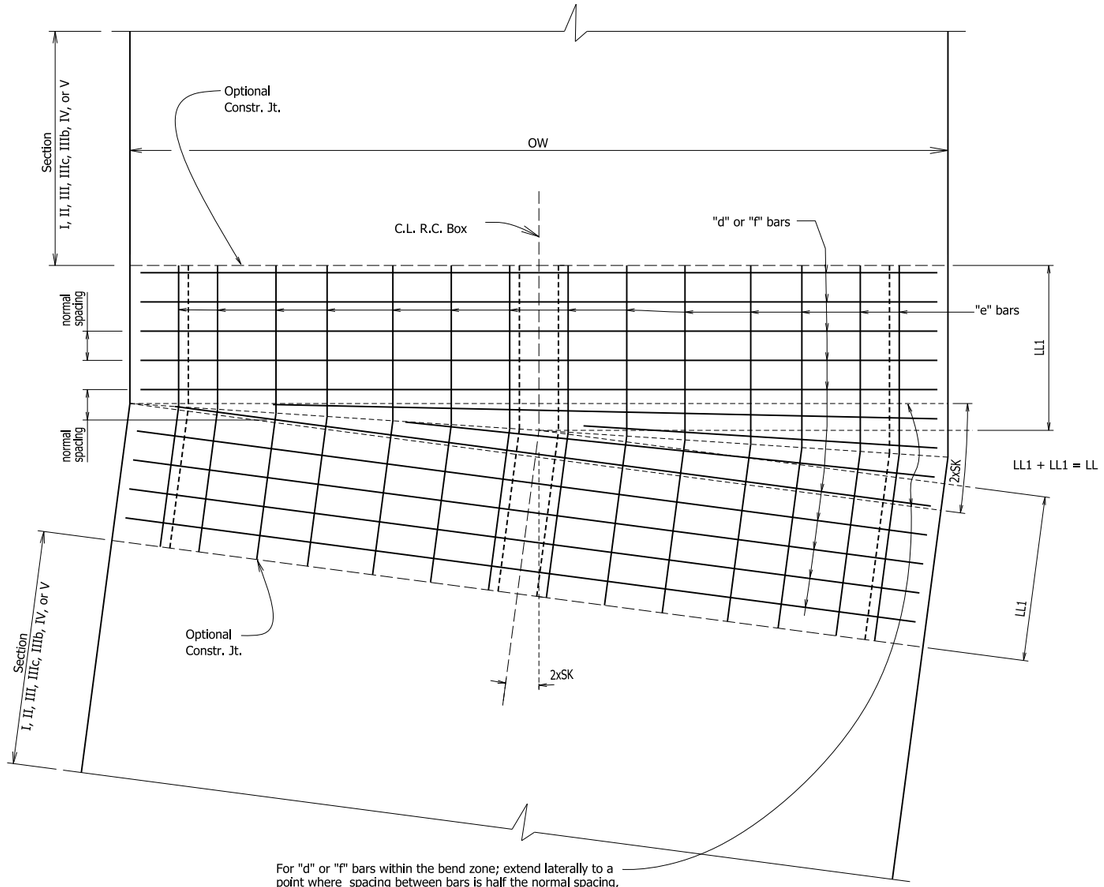
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	41	742
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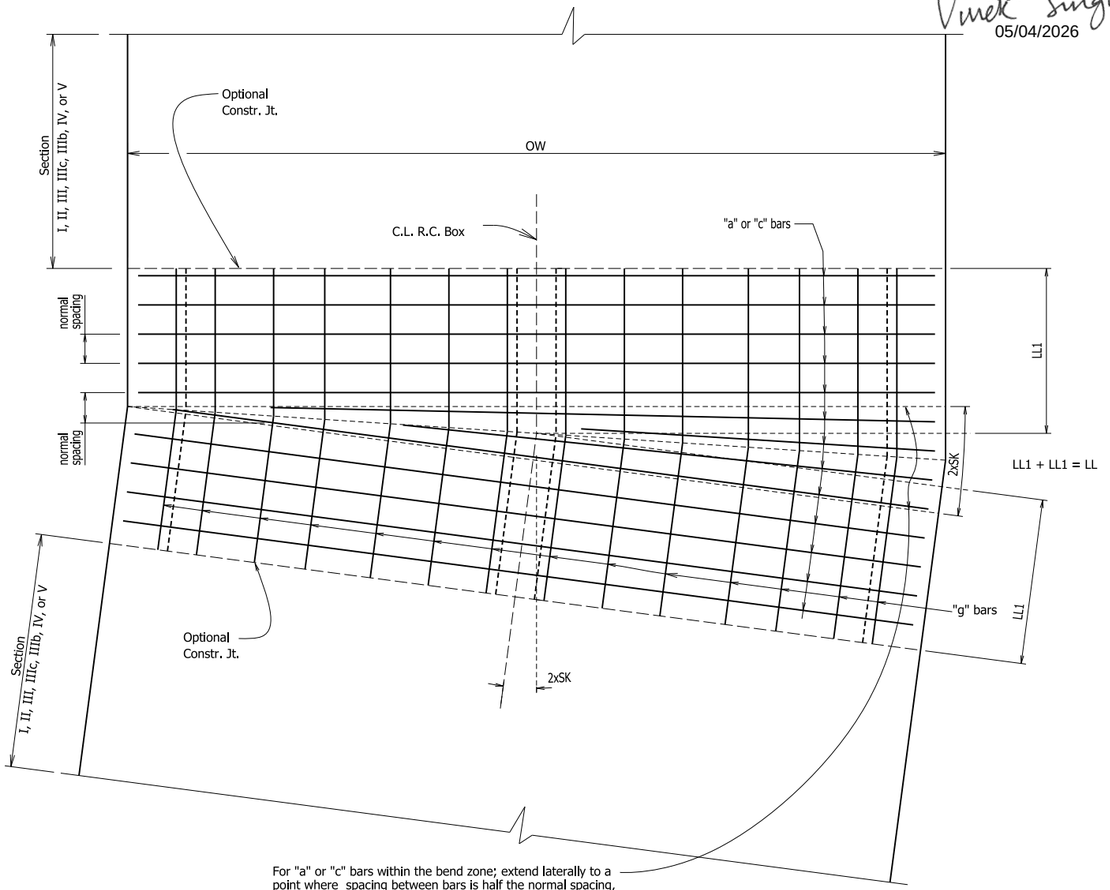
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No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026



For "d" or "f" bars within the bend zone; extend laterally to a point where spacing between bars is half the normal spacing, alternating bars from each zone and cutting off bars to avoid conflict.

BOTTOM LONGITUDINAL SLAB REINFORCEMENT

Place "e" top bars to run continuously through the angle section, bending to remain parallel to the box alignment.



For "a" or "c" bars within the bend zone; extend laterally to a point where spacing between bars is half the normal spacing, alternating bars from each zone and cutting off bars to avoid conflict.

TOP LONGITUDINAL SLAB REINFORCEMENT

Place "g" top bars to run continuously through the angle section, bending to remain parallel to the box alignment.

BEND SECTION 0° TO 7.5° DETAILS

SHEET 1 OF 1

SUPPLEMENTAL DETAILS OF R.C. BOX CULVERT

DETAILS OF R.C. BOX CULVERT
BEND SECTION

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	42	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HFFI.	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B
OW	H	WB	CW	SK	SL	K	HFFI.	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
35'-2"	5'-0"	0'-9"	0'-8"	30	3:1	39'-3 1/8"	1'-0"	5'-10"	1'-8"	0	60	2'-2"	2'-8 1/2"	3'-3 3/8"	1'-0 1/2"	1'-6"	12'-6"	25'-0"	14'-2 5/8"	26'-8 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
9.59	864

WING	F1					F2				F3				F4				F5				F6					F7		F8				F9				F10		F11		F12				REINF. STEEL QTY. PER WING (LBS)
	BAR SIZE	MAX. SPACING	NO. REQ'D		LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D		LENGTHS VARY	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS			
WING A	4	12	13	L	Min 2'-8"	-	-	-	L -	-	-	-	L -	4	18	4	Min	4	18	2	12'-2"	4	18	9	L	Min 3'-3"	4	6	15'-1"	6	18	8	Min	-	-	-	Min	4	2	12'-8"	4	2	13'-4"	6	12	5	L 3'-4"	287
					Max 7'-3"												6'-4"								X	Max 1'-4"							1'-8"												
				X	Min 0'-9"				X -				X -				Max									Min 1'-4"							Max											X 1'-8"	
					Max 1'-4"												10'-10"									Max 2'-0"							2'-2"												
				Y	Min 2'-0"				Y -				Y -												Y	Min 2'-0"							-												
					Max 6'-0"																					Max 6'-0"																				
WING B	4	12	25	L	Min 2'-8"	-	-	-	L -	-	-	-	L -	4	18	6	Min	4	18	2	24'-8"	4	18	17	L	Min 3'-3"	4	6	27'-7"	6	18	18	Min	4	18	2	Min	4	2	24'-10"	4	2	28'-10"	6	12	5	L 3'-4"	577
					Max 7'-9"												3'-10"								X	Max 1'-4"							1'-8"												
				X	Min 0'-9"				X -				X -				Max									Min 1'-4"							Max											X 1'-8"	
					Max 1'-10"												21'-10"									Max 2'-0"							2'-9"												
				Y	Min 2'-0"				Y -				Y -												Y	Min 2'-0"							-												
					Max 6'-0"																					Max 6'-0"																				

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section(s), Bend Section(s), Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: BOL DATE: 10/8/2024
CHECKED BY: VS DATE: 10/17/2024

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS',
SHEET 1OF 1, "SUPPLEMENTAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF R.C. BOX CULVERT BEND SECTION', and STANDARD DRAWING RCB-2.

For additional information, bend sections, and outlet sections, see Sheets 2 OF 3 and 3 of 3.
For references to Sections and Culvert diagram, see sheets 360-361

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a"				TOP SLAB REINFORCING STEEL "c"				BOTTOM SLAB REINFORCING STEEL "d"				BOTTOM SLAB REINFORCING STEEL "f"				SIDE WALL REINFORCING STEEL "f0"				INTERIOR WALL REINFORCING STEEL "f1"			
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH
30	3	10	8	5	12'-1"	11	3	11	6	8	35'-0"	6'-10"	4	8.5	Max 34'-8" / Min 3'-0"	26	4	7.5	Max 34'-8" / Min 3'-0"	30	4	5.5	Max 34'-8" / Min 3'-0"	40	4	8	Max 34'-8" / Min 3'-0"	28	5	8	37	6'-6"	4	12	80	6'-6"
															34'-8"	3			34'-8"	4			34'-8"	5			34'-8"	3								

TOP SLAB DISTRIBUTION REINFORCING STEEL "g"				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e"				SIDE WALL DISTRIBUTION REINFORCING STEEL "d1"				INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2"			
SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH
4	10	87	Max 22'-0" / Min 1'-10"	4	10	87	Max 22'-0" / Min 1'-10"	4	12	5	LONG 21'-10"	4	12	10	LONG 17'-0"
										5	SHORT 2'-0"			10	MID 11'-11"
														10	SHORT 6'-11"

CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR 60) (Includes HDWL)
CU. YDS.	LBS.
36.30	4596

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D
4	20'-11"	12	4	20'-11"	12	4	1'-10"	0'-10"	42

INLET SLOPE SECTIONS)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK	SIDE WALL THK	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a"		Bent "b"		"c"				BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d"		Bent "b1"		"f"				SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4"				INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL			INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL		
	D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D
B	15	8	5	12	12	7	8	35'-2"	7'-0"	17.84	4	34'-10"	5	35'-11"	4	34'-10"	13	16	4	34'-10"	5	35'-9"	4	34'-10"	11	19	4	4	106	6'-8"	4	12	102	6'-8"	4	9	95	4	9	95	4	12	10	4	12	30

HDWL DEPTH.	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	

MID-SECTION BAR LAP TABLES

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

# of Long. Laps Req'd.	SL = Section Length
9	>344.0 ft - 381.0 ft
10	>382.0 ft - 419.0 ft
11	>420.0 ft - 457.0 ft
12	>458.0 ft - 495.0 ft
13	>496.0 ft - 533.0 ft
14	>534.0 ft - 571.0 ft
15	>572.0 ft - 609.0 ft
16	>610.0 ft - 647.0 ft
17	>648.0 ft - 685.0 ft

# of Long. Laps Req'd.	SL = Section Length
18	>686.0 ft - 723.0 ft
19	>724.0 ft - 761.0 ft
20	>762.0 ft - 799.0 ft
21	>800.0 ft - 837.0 ft
22	>838.0 ft - 875.0 ft
23	>876.0 ft - 913.0 ft
24	>914.0 ft - 951.0 ft
25	>952.0 ft - 989.0 ft
26	>990.0 ft - 1027.0 ft

SEGMENT 1

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a"		Bent "b"		"c"				BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d"		Bent "b1"		"f"				SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4"				INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL			INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL		
	D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D
B	15	8	5	12	12	7	8	35'-2"	7'-0"	17.84	4	34'-10"	5	35'-11"	4	34'-10"	13	16	4	34'-10"	5	35'-9"	4	34'-10"	11	19	4	4	106	6'-8"	4	12	102	6'-8"	4	9	95	4	9	95	4	12	10	4	12	30

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
56.93	6709

SHEET 1 OF 3
DETAILS OF R.C. BOX CULVERT
QUADRUPLE BARREL BOX CULVERT
C.L. I-49 STA. 600+76.74

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	43	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
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TABULAR DATA BY: BOL DATE: 10/8/2024
CHECKED BY: VS DATE: 10/17/2024

7.5° BEND SECTIONS A, B, C, D, E

BEND ANGLE	SKEW (DEGREE) (1/2 BEND ANGLE)	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
2xSK	SK	D	S	H	LL1	T	B	C	W	OW	OH
7.50	3.75	15	8	5	5'-2"	12	12	7	8	35'-2"	7'-0"
					LL: 10'-4"						

	TOP SLAB REINFORCING STEEL "a" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	"c" SIZE	SPACING	LENGTHS VARY	NO. REQ'D
	5	7.5	Max 34'-10" / Min 16'-1"	6	5	8	Max 34'-10" / Min 16'-1"	6
			34'-10"	14			34'-10"	14

	BOTTOM SLAB REINFORCING STEEL "d" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	"f" SIZE	SPACING	LENGTHS VARY	NO. REQ'D
	5	6.5	Max 34'-10" / Min 16'-1"	8	5	6.5	Max 34'-10" / Min 16'-1"	8
			34'-10"	16			34'-10"	16

SIDE WALL REINFORCING STEEL "f0" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	SPACING	NO. REQ'D	LENGTH
4	4	32	13'-4"	4	12	38	13'-4"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY
4	9	95	Max 12'-4" / Min 7'-8"	4	9	95	Max 12'-4" / Min 7'-8"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	SPACING	NO. REQ'D	LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
4	12	5	LONG 12'-3"	4	12	10	LONG 11'-2"	32.98	5083
		5	SHORT 7'-9"			10	MID 10'-0"		
						10	SHORT 8'-10"		

51'-8"	TOTAL SECTION LENGTH (LLx5) FOR SECTIONS A, B, C, D, & E

TOTAL QTYS FOR BEND SECTION(S) A, B, C, D, & E (x5):	164.90	25416

① Any Bar Lap Required for the Bend Sections shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

SEGMENTS II,III,IV,&V

BAR LIST AND QUANTITIES PER SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL
B	15	8	5	12	12	7	8	35'-2"	7'-0"	19.67

TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS: "a" SIZE	L	Bent "b" SIZE	L	"c" SIZE	L	SPACING	NO. REQ'D
4	34'-10"	5	35'-11"	4	34'-10"	13	18

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS: "d" SIZE	L	Bent "b1" SIZE	L	"f" SIZE	L	SPACING	NO. REQ'D
4	34'-10"	5	35'-9"	4	34'-10"	11	21

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4": SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4": SIZE	SPACING	NO. REQ'D	LENGTH
4	4	116	6'-8"	4	12	114	6'-8"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL: SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL: SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL: SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL: SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
4	9	95	4	9	95	4	12	10	4	12	30	62.76	7396

78.66	TOTAL SECTION LENGTH (SLx4) FOR SECTIONS II, III, IV, & V

TOTAL FOR SECTIONS II, III, IV & V (x4)	251.04	29583

SEGMENT VI

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL
B	15	8	5	12	12	7	8	35'-2"	7'-0"	853.7

TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS: "a" SIZE	L	Bent "b" SIZE	L	"c" SIZE	L	SPACING	NO. REQ'D
4	34'-10"	5	35'-11"	4	34'-10"	13	788

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS: "d" SIZE	L	Bent "b1" SIZE	L	"f" SIZE	L	SPACING	NO. REQ'D
4	34'-10"	5	35'-9"	4	34'-10"	11	931

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4": SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4": SIZE	SPACING	NO. REQ'D	LENGTH
4	4	5122	6'-8"	4	12	5118	6'-8"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL: SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL: SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL: SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL: SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
4	9	95	4	9	95	4	12	10	4	12	30	2724.59	326974

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length	# of Long. Laps Req'd.	SL = Section Length	# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft	9	>344.0 ft - 381.0 ft	18	>686.0 ft - 723.0 ft
1	>40.0 ft - 78.0 ft	10	>382.0 ft - 419.0 ft	19	>724.0 ft - 761.0 ft
2	>78.0 ft - 116.0 ft	11	>420.0 ft - 457.0 ft	20	>762.0 ft - 799.0 ft
3	>116.0 ft - 154.0 ft	12	>458.0 ft - 495.0 ft	21	>800.0 ft - 837.0 ft
4	>154.0 ft - 192.0 ft	13	>496.0 ft - 533.0 ft	22	>838.0 ft - 875.0 ft
5	>192.0 ft - 230.0 ft	14	>534.0 ft - 571.0 ft	23	>876.0 ft - 913.0 ft
6	>230.0 ft - 268.0 ft	15	>572.0 ft - 609.0 ft	24	>914.0 ft - 951.0 ft
7	>268.0 ft - 306.0 ft	16	>610.0 ft - 647.0 ft	25	>952.0 ft - 989.0 ft
8	>306.0 ft -344.0 ft	17	>648.0 ft - 685.0 ft	26	>990.0 ft - 1027.0 ft

SHEET 2 OF 3
DETAILS OF R.C. BOX CULVERT
QUADRUPLE BARREL BOX CULVERT
C.L. I-49 STA. 600+76.74
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	44	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
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OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
35'-2"	5'-0"	0'-9"	0'-8"	0	3:1	34'-0"	1'-0"	5'-10"	1'-8"	30	30	2'-2"	2'-11 3/4"	2'-11 3/4"	0'-11 1/4"	0'-11 1/4"	14'-0"	14'-0"	15'-8 5/8"	15'-8 5/8"

CLASS "S" CONCRETE (Includes apron) OUTLET	REINFORCING STEEL (Includes apron and laps if required) OUTLET
CU.YD	LBS.
8.51	632

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	14	L Min 2'-10" L Max 7'-6" X Min 0'-9" X Max 1'-7" Y Min 2'-2" Y Max 6'-0"	-	-	-	L - X - Y -	-	-	-	L - X - Y -	4	18	6	Min 2'-1" Max 12'-2"	4	18	2	13'-8"	4	18	10	L Min 3'-3" L Max 7'-3" X Min 1'-4" X Max 1'-4" Y Min 2'-0" Y Max 6'-0"	4	6	16'-7"	6	18	10	Min 1'-8" Max 2'-6"	-	-	-	Min - Max -	4	2	14'-2"	4	2	15'-8"	6	12	5	L 3'-4" X 1'-8"	316
WING B	4	12	14	L Min 2'-10" L Max 7'-6" X Min 0'-9" X Max 1'-7" Y Min 2'-2" Y Max 6'-0"	-	-	-	L - X - Y -	-	-	-	L - X - Y -	4	18	6	Min 2'-1" Max 12'-2"	4	18	2	13'-8"	4	18	10	L Min 3'-3" L Max 7'-3" X Min 1'-4" X Max 1'-4" Y Min 2'-0" Y Max 6'-0"	4	6	16'-7"	6	18	10	Min 1'-8" Max 2'-6"	-	-	-	Min - Max -	4	2	14'-2"	4	2	15'-8"	6	12	5	L 3'-4" X 1'-8"	316

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

(1) Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																								
															Max Min				Max Min				Max Min				Max Min													Max Min				Max Min				LONG SHORT				LONG MID SHORT

CLASS "S" CONCRETE (Includes HDWL)	(1) REINFORCING STEEL (GR 60) (Includes HDWL)
CU. YDS.	LBS.

"k1" HDWL BARS SIZE	"k1" LENGTH	"k1" NO. REQ'D	"k2" HDWL BARS SIZE	"k2" LENGTH	"k2" NO. REQ'D	"h" HDWL BARS SIZE	"h" LENGTH	"h" Y	"h" NO. REQ'D

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK	SIDE WALL THK	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																						

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS SIZE	"h" Y	"h" LENGTH	"h" NO. REQ'D
HD	LBS.				
3"	46	4	0'-10"	1'-10"	36

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	
0.32	90

The required number of bars and lengths shown are for estimating purpose only.
The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 3 OF 3
DETAILS OF R.C. BOX CULVERT

QUADRUPLE BARREL BOX CULVERT
C.L. I-49 STA. 600+76.74

SPECIAL DETAILS

LRFD

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	45	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

INLET WINGWALL TABLE

OVER ALL WIDTH	CL FAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
5'-0"	3'-0"	0'-9"	0'-8"	60	3:1	8'-0"	1'-0"	3'-10"	1'-0"	0	60	2'-2"	2'-2"	2'-3"	0'-6"	0'--6 -7/8"	8'-6"	17'-0"	8'-10 5/8"	16'-1 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
4.23	419

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	12	9	L	Min	2'-0"	-	-	-	L -	-	-	-	L -	4	18	2	Min	4	18	2	8'-2"
					Max	4'-8"												4'-10"				
				X	Min	0'-9"				X -				X -				Max				
					Max	0'-9"												4'-10"				
				Y	Min	1'-4"				Y -				Y -								
					Max	4'-0"																
WING B	4	12	17	L	Min	2'-0"	-	-	-	L -	-	-	-	L -	4	18	2	Min	4	18	2	16'-8"
					Max	4'-9"												9'-10"				
				X	Min	0'-9"				X -				X -				Max				
					Max	0'-10"												9'-10"				
				Y	Min	1'-4"				Y -				Y -								
					Max	4'-0"																

WING	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	6	L	Min	2'-9"	4	6	9'-9"	6	18	6	Min	-	-	-	Min	4	2	8'-6"	4	2	9'-4"	6	12	3	L	3'-4"	153
					Max	5'-3"							1'-8"				-												
				X	Min	1'-4"							Max				Max											X	1'-8"	
					Max	1'-4"							1'-8"				-												
				Y	Min	1'-6"																							
					Max	4'-0"																							
WING B	4	18	12	L	Min	2'-7"	4	6	15'-10"	6	18	11	Min	-	-	-	Min	4	2	16'-9"	4	2	18'-10"	6	12	3	L	3'-4"	266
					Max	5'-3"							1'-8"				-												
				X	Min	1'-4"							Max				Max											X	1'-8"	
					Max	1'-4"							1'-9"				-												
				Y	Min	1'-4"																							
					Max	4'-0"																							

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACEING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBJTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																												
60	3:1	10	4	3	6'-4"	7	7	6	3	5'-0"	4'-2"	4	8.5	Max	8	4	8	Max	8	4	9	18	3'-10"	4	12	5	Max	4	12	5	Max	4	12	3	LONG	"k1"	4	6	9'-8"
														4'-8"				4'-8"									10'-6"				10'-6"				"k2"	4	6	9'-8"
														Min				Min									Min				Min			SHORT				1'-6"
														1'-7"				1'-7"									1'-10"				1'-10"			1'-10"	"h"	4	11	Y
														4'-8"	3			4'-8"	3																			0'-6"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	REINFORCING STEEL (GR. 60) (Includes HDWL) LBS.
2.27	253

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
D	S	H	T	B	C	OW	OH	SL																					
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL			"h" HDWL BARS			
---	---	---	---	---	---	---	---
HD	LBS			SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
TOTAL	

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
D	S	H	T	B	C	OW	OH	SL																					
D	15	4	3	7	7	6	5'-0"	4'-2"	491.34	4	6	982	4'-8"	4	6	982	4'-8"	4	9	1310	3'-10"	4	12	5	4	12	5	4	12	6

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
160.75	14976

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

# of Long. Laps Req'd.	SL = Section Length
9	>344.0 ft - 381.0 ft
10	>382.0 ft - 419.0 ft
11	>420.0 ft - 457.0 ft
12	>458.0 ft - 495.0 ft
13	>496.0 ft - 533.0 ft
14	>534.0 ft - 571.0 ft
15	>572.0 ft - 609.0 ft
16	>610.0 ft - 647.0 ft
17	>648.0 ft -685.0 ft

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
C.L. I-49 STA. 631+45

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	46	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEFI.	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
5'-0"	3'-0"	0'-9"	0'-8"	60	3:1	8'-0"	1'-0"	3'-10"	1'-0"	0	60	2'-2"	2'-2"	2'-3"	0'-6"	0'--6 -7/8"	8'-6"	17'-0"	8'-10 5/8"	16'-1 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
4.72	419

WING		F1					F2				F3				F4				F5				F6					F7			F8				F9				F10			F11			F12				REINF. STEEL QTY. PER WING (LBS)
	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY			BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY		BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	
WING A	4	12	9	X	Min	2'-0"	-	-	-	-	-	-	-	-	4	18	2	Min	4	18	2	8'-2"	4	18	6	L	Min	2'-9"	4	6	9'-9"	6	18	6	Min	-	-	-	-	4	2	8'-6"	4	2	9'-4"	6	12	3	L	3'-4"	153
					Max	4'-8"												4'-10"									Max	5'-3"						1'-8"														
				X	Min	0'-9"												Max								X	Min	1'-4"						Max												X	1'-8"	
					Max	0'-9"												4'-10"									Max	1'-4"						1'-8"														
				Y	Min	1'-4"												Max								Y	Min	1'-6"						Max														
					Max	4'-0"												4'-10"									Max	4'-0"						1'-8"														
WING B	4	12	17	X	Min	2'-0"	-	-	-	-	-	-	-	-	4	18	2	Min	4	18	2	16'.8"	4	18	12	L	Min	2'-7"	4	6	15'.10"	6	18	11	Min	-	-	-	-	4	2	16'.9"	4	2	18'.10"	6	12	3	L	3'-4"	266
					Max	4'-9"												9'-10"									Max	5'-3"						1'-8"														
				X	Min	0'-9"												Max								X	Min	1'-4"						Max												X	1'-8"	
					Max	0'-10"												9'-10"									Max	1'-4"						1'-8"														
				Y	Min	1'-4"												Max								Y	Min	1'-4"						Max														
					Max	4'-0"												4'-10"									Max	4'-0"						1'-9"														

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a"				BOTTOM SLAB REINFORCING STEEL "b"				SIDE WALL REINFORCING STEEL "f"				TOP SLAB DISTRIBUTION REINFORCING STEEL "d"			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e"			SIDE WALL DISTRIBUTION REINFORCING STEEL "d1"			HEADWALL REINFORCING STEEL "k1", "k2" & "h"				CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR. 60) (Includes HDWL)
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH	CU. YDS.	LBS.
60	3:1	10	4	3	6'-4"	7	7	6	3	5'-0"	4'-2"	4	8.5	Max	8	4	8	Max	8	4	9	18	3'-10"	4	12	5	4	12	Max	5	4	12	3	LONG	"k1"	4	6	9'-8"	2.27	253
														4'-8"				4'-8"											10'-6"									"k2"	4	6	9'-8"		
														Min				Min											Min					3	SHORT				1'-6"		
														1'-7"				1'-7"											1'-10"						1'-10"		"h"	4	11	Y		
														4'-8"	3			4'-8"	3																					0'-6"		

OUTLET SLOPE SECTIONS)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4"				BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4"				SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL			CLASS "S" CONCRETE	REINFORCING STEEL (GR. 50)
D	S	H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL								"h" HDWL BARS																					TOTAL	
HD	LBS								SIZE	Y		LENGTH	NO. REQ'D																		

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
C.L. I-49 STA. 631+45

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	47	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
																					INLET	INLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
5'-0"	3'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"	3.09	338

	F1						F2				F3				F4				F5				F6				F7			F8			F9			F10			F11			F12				
WING	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY			BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	10	L	Min	2'-0"	-	-	-	L -	-	-	-	L -	4	18	2	Min	4	18	2	9'-2"	4	18	7	L Min 2'-7"	4	6	12'-3"	6	18	6	Min	-	-	-	Min	4	2	9'-5"	4	2	10'-7"	6	12	3	L 3'-4"	169
					Max	4'-8"												5'-5"								Max 5'-3"							1'-8"												X 1'-8"	
				X	Min	0'-9"				X -				X -				Max								Min 1'-4"							Max												
					Max	0'-9"												5'-5"								Max 1'-4"							1'-8"												
				Y	Min	1'-4"				Y -				Y -												Y Min 1'-4"																				
					Max	4'-0"																				Max 4'-0"																				
WING B	4	12	10	L	Min	2'-0"	-	-	-	L -	-	-	-	L -	4	18	2	Min	4	18	2	9'-2"	4	18	7	L Min 2'-7"	4	6	12'-3"	6	18	6	Min	-	-	-	Min	4	2	9'-5"	4	2	10'-7"	6	12	3	L 3'-4"	169
					Max	4'-8"												5'-5"								Max 5'-3"							1'-8"												X 1'-8"	
				X	Min	0'-9"				X -				X -				Max								Min 1'-4"							Max												
					Max	0'-9"												5'-5"								Max 1'-4"							1'-8"												
				Y	Min	1'-4"				Y -				Y -												Y Min 1'-4"																				
					Max	4'-0"																				Max 4'-0"																				

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACEING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR. 60) (Includes HDWL) LBS.
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																																	
														Max				Max								Max							LONG	"k1"							
																																				"k2"							
														Min				Min								Min							SHORT											
																																				"h"						Y	

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "c" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
D	S	H	T	B	C	OW	OH	SL																								

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D
3"	6	4	0'-6"	1'-6"	6

TOTAL CU. YDS.	TOTAL LBS.
0.05	12

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
D	S	H	T	B	C	OW	OH	SL																								
D	15	4	3	7	7	6	5'-0"	4'-2"	257.00	4	6	514	4'-6"	4	6	514	4'-6"	4	9	684	3'-10"	4	12	5	4	12	5	4	12	6	84.08	7819

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
C.L. I-49 STA. 640+50
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	48	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
																					OUTLET	OUTLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
5'-0"	3'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"	3.40	338

	F1						F2				F3				F4				F5				F6				F7			F8				F9			F10			F11			F12				
	WING	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY			BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY			BAR SIZE	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	REINF. STEEL QTY. PER WING (LBS)
	WING A	4	12	10	L	Min	2'-0"	-	-	-	L	-	-	-	-	L	-	4	18	2	Min	4	18	2	9'-2"	4	18	7	L	Min	2'-7"	4	6	12'-3"	6	18	6	Min	-	-	-	Min	-	4	2	9'-5"	4	2	10'-7"	6	12	3	L	3'-4"	169
						Max	4'-8"														5'-5"								Max	5'-3"																							
					X	Min	0'-9"				X	-				X	-				Max								X	Min	1'-4"																				X	1'-8"	
						Max	0'-9"																						Max	1'-4"																					
					Y	Min	1'-4"				Y	-				Y	-				Min								Y	Min	1'-4"																				Max	1'-8"	
						Max	4'-0"														5'-5"								Max	4'-0"																					
	WING B	4	12	10	L	Min	2'-0"	-	-	-	L	-	-	-	-	L	-	4	18	2	Min	4	18	2	9'-2"	4	18	7	L	Min	2'-7"	4	6	12'-3"	6	18	6	Min	-	-	-	Min	-	4	2	9'-5"	4	2	10'-7"	6	12	3	L	3'-4"	169
						Max	4'-8"														5'-5"								Max	5'-3"																					
					X	Min	0'-9"				X	-				X	-				Max								X	Min	1'-4"																				X	1'-8"	
						Max	0'-9"																						Max	1'-4"																					
					Y	Min	1'-4"				Y	-				Y	-				Min								Y	Min	1'-4"																				Max	1'-8"	
						Max	4'-0"														5'-5"								Max	4'-0"																					

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR. 60) (Includes HDWL) LBS.
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																																
		0												Max				Max						Max						Max						LONG	"k1"					
														Min				Min						Min						Min							"k2"					
																																				SHORT	"h"			Y		

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "c" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
	D	S	H	T	B	C	OW	OH	SL																									
																																TOTAL	
																																0.05	12

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS	SIZE	Y	LENGTH	NO. REQ'D
3"	6	4	0'-6"	1'-6"	6

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

The required number of bars and lengths shown are for estimating purpose only.
The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
C.L. I-49 STA. 640+50

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	49	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A				L Min / Max				L				L				Min / Max								L Min / Max								Min / Max				Min / Max										L	
				X Min / Max				X				X												X Min / Max																						X	
				Y Min / Max				Y				Y												Y Min / Max																							
WING B				L Min / Max				L				L				Min / Max								L Min / Max								Min / Max				Min / Max										L	
				X Min / Max				X				X												X Min / Max																						X	
				Y Min / Max				Y				Y												Y Min / Max																							

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. "a" SIZE	TOP SLAB REINF. "a" SPACING	TOP SLAB REINF. "a" LENGTHS VARY	TOP SLAB REINF. "a" NO. REQ'D	BOTTOM SLAB REINF. "b" SIZE	BOTTOM SLAB REINF. "b" SPACEING	BOTTOM SLAB REINF. "b" LENGTHS VARY	BOTTOM SLAB REINF. "b" NO. REQ'D	SIDE WALL REINF. "f" SIZE	SIDE WALL REINF. "f" SPACING	SIDE WALL REINF. "f" NO. REQ'D	SIDE WALL REINF. "f" LENGTH	TOP SLAB DIST. REINF. "d" SIZE	TOP SLAB DIST. REINF. "d" SPACING	TOP SLAB DIST. REINF. "d" NO. REQ'D	TOP SLAB DIST. REINF. "d" LENGTHS VARY	BOTTOM SLAB DIST. REINF. "e" SIZE	BOTTOM SLAB DIST. REINF. "e" SPACING	BOTTOM SLAB DIST. REINF. "e" NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" LENGTHS VARY	SIDE WALL DIST. REINF. "d1" SIZE	SIDE WALL DIST. REINF. "d1" SPACING	SIDE WALL DIST. REINF. "d1" NO. REQ'D	SIDE WALL DIST. REINF. "d1" LENGTH	HEADWALL REINF. "k1", "k2" & "h" BAR	HEADWALL REINF. "k1", "k2" & "h" SIZE	HEADWALL REINF. "k1", "k2" & "h" NO. REQ'D	HEADWALL REINF. "k1", "k2" & "h" LENGTH
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	"a"	"a"	"a"	"a"	"b"	"b"	"b"	"b"	"f"	"f"	"f"	"f"	"d"	"d"	"d"	"d"	"e"	"e"	"e"	"e"	"d1"	"d1"	"d1"	"d1"	"k1", "k2" & "h"	"k1", "k2" & "h"	"k1", "k2" & "h"	"k1", "k2" & "h"
														Max / Min				Max / Min									Max / Min				Max / Min				LONG / SHORT	"k1" / "k2"			
																																					"h"			Y

CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR. 60) (Includes HDWL)
CU. YDS.	LBS.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. "a" SIZE	TOP SLAB REINF. "a" SPACING	TOP SLAB REINF. "a" NO. REQ'D	TOP SLAB REINF. "a" LENGTH	BOTTOM SLAB REINF. "b" SIZE	BOTTOM SLAB REINF. "b" SPACING	BOTTOM SLAB REINF. "b" NO. REQ'D	BOTTOM SLAB REINF. "b" LENGTH	SIDE WALL REINF. "f" SIZE	SIDE WALL REINF. "f" SPACING	SIDE WALL REINF. "f" NO. REQ'D	SIDE WALL REINF. "f" LENGTH	TOP SLAB DIST. REINF. "c" SIZE	TOP SLAB DIST. REINF. "c" SPACING	TOP SLAB DIST. REINF. "c" NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" SIZE	BOTTOM SLAB DIST. REINF. "e" SPACING	BOTTOM SLAB DIST. REINF. "e" NO. REQ'D	SIDE WALL DIST. REINF. "d1" SIZE	SIDE WALL DIST. REINF. "d1" SPACING	SIDE WALL DIST. REINF. "d1" NO. REQ'D
D	S	H	T	B	C	OW	OH	SL	"a" LENGTH = OW - 4"	"a"	"a"	"a"	"a"	"b" LENGTH = OW - 4"	"b"	"b"	"b"	"f" LENGTH = OH - 4"	"f"	"f"	"f"	"c" LENGTH = SL	"c"	"c"	"e" LENGTH = SL	"e"	"e"	"d1" LENGTH = SL	"d1"	"d1"

HDWL DEPTH- HD	ADDITIONAL REINF. FOR HDWL LBS	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D
3"	6	4	0'-6"	1'-6"	6

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
TOTAL	
0.05	12

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. "a" SIZE	TOP SLAB REINF. "a" SPACING	TOP SLAB REINF. "a" NO. REQ'D	TOP SLAB REINF. "a" LENGTH	BOTTOM SLAB REINF. "b" SIZE	BOTTOM SLAB REINF. "b" SPACING	BOTTOM SLAB REINF. "b" NO. REQ'D	BOTTOM SLAB REINF. "b" LENGTH	SIDE WALL REINF. "f" SIZE	SIDE WALL REINF. "f" SPACING	SIDE WALL REINF. "f" NO. REQ'D	SIDE WALL REINF. "f" LENGTH	TOP SLAB DIST. REINF. "c" SIZE	TOP SLAB DIST. REINF. "c" SPACING	TOP SLAB DIST. REINF. "c" NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" SIZE	BOTTOM SLAB DIST. REINF. "e" SPACING	BOTTOM SLAB DIST. REINF. "e" NO. REQ'D	SIDE WALL DIST. REINF. "d1" SIZE	SIDE WALL DIST. REINF. "d1" SPACING	SIDE WALL DIST. REINF. "d1" NO. REQ'D
D	S	H	T	B	C	OW	OH	SL	"a" LENGTH = OW - 4"	"a"	"a"	"a"	"a"	"b" LENGTH = OW - 4"	"b"	"b"	"b"	"f" LENGTH = OH - 4"	"f"	"f"	"f"	"c" LENGTH = SL	"c"	"c"	"e" LENGTH = SL	"e"	"e"	"d1" LENGTH = SL	"d1"	"d1"
A 5	4	2	7	7	6	5'-0"	3'-2"	504.00	5	8	756	4'-8"	4	8	756	4'-8"	4	9	1344	2'-10"	4	12	5	4	12	5	4	12	4

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
146.22	13506

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft
9	>344.0 ft -382.0 ft
10	>382.0 ft -420.0 ft
11	>420.0 ft -458.0 ft
12	>458.0 ft -496.0 ft
13	>496.0 ft -534.0 ft

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX PIPE
C.L. HENRY SR STA. 10+34

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	50	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.

WING	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A				L Min					L				L				Min								L Min								Min				Min											L	
				L Max																					L Max																							
				X Min					X				X				Max								X Min								Max				Max											X	
				X Max																					X Max																							
				Y Min					Y				Y				Min								Y Min								Min				Min											L	
				Y Max																					Y Max																							
WING B				L Min					L				L				Min								L Min								Min				Min											L	
				L Max																					L Max																							
				X Min					X				X				Max								X Min								Max				Max											X	
				X Max																					X Max																							
				Y Min					Y				Y				Min								Y Min								Min				Min												
				Y Max																					Y Max																							

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	"k1", "k2" & "h" SIZE	"k1", "k2" & "h" NO. REQ'D	"k1", "k2" & "h" LENGTH
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																														
		0												Max				Max																		LONG	"k1"			
																																						"k2"			
														Min				Min																		SHORT	"h"			Y

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR. 60) (Includes HDWL) LBS.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SLOPE SECTIONS)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	"a" SPACING	"a" NO. REQ'D	"a" LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	"b" SPACING	"b" NO. REQ'D	"b" LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "c" LENGTH = SL SIZE	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D
	D	S	H	T	B	C	OW	OH	SL																					

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS	SIZE	Y	LENGTH	NO. REQ'D
3"	6	4	0'-6"	1'-6"	6

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
TOTAL	
0.05	12

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

The required number of bars and lengths shown are for estimating purpose only.
The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX PIPE
C.L. HENRY SR STA. 10+34

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	51	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
32'-11"	5'-0"	0'-9"	0'-8"	5	3:1	31'-5 3/8"	1'-0"	5'-10"	1'-8"	25	35	2'-2"	2'-11 5/8"	3'-0 7/8"	0'-11 5/8'	1'-0 1/8"	13'-6"	15'-0"	14'-9 5/8"	16'-3 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
7.32	629

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY		F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY		F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS		F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS.)
WING A	4	12	14	L	Min	2'-8"	-	-	-	-	-	-	-	-	4	18	6	Min		4	18	2	13'-2"	4	18	9	Min		L	4	6	15'-8"	6	18	9	Min		-	-	-	Min		4	2	13'-8"	4	2	15'-0"	6	12	5	L	3'-4"	301
					Max	7'-6"												2'-0"									Min	3'-7"								1'-8"				-										
				X	Min	0'-9"												Max									Max	7'-3"								Max														X	1'-8"	
					Max	1'-7"							X	-				11'-9"									Min	1'-4"								2'-5"				Max										
				Y	Min	2'-0"																					Max	1'-4"												-										
					Max	6'-0"							Y	-														2'-4"																						
																											Y	Min	2'-4"																						
																												Max	6'-0"																						
WING B	4	12	15	L	Min	2'-10"	-	-	-	-	-	-	-	-	4	18	6	Min		4	18	2	14'-8"	4	18	10	Min		L	4	6	17'-2"	6	18	10	Min		-	-	-	Min		4	2	15'-1"	4	2	16'-11"	6	12	5	L	3'-4"	328
					Max	7'-7"												2'-3"									Min	3'-6"								1'-8"				-										
				X	Min	0'-9"							X	-				Max									Max	7'-3"								Max														X	1'-8"	
					Max	1'-8"												2'-3"									Min	1'-4"								2'-6"				Max										
				Y	Min	2'-2"																					Max	1'-4"												-										
					Max	6'-0"							Y	-														2'-4"																						
																											Y	Min	2'-3"																						
																												Max	6'-0"																						

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINF. "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINF. "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINF. "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DIST. REINF. "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DIST. REINF. "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DIST. REINF. "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DIST. REINF. "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																											
5	3:1	10	10	5	3'-5"	9	3	10.5	6	8	32'-4"	6'-7 1/2"	5	6	Max 32'-0" / Min 17'-4" / 32'-0"	3 / 5	7	7	Max 32'-0" / Min 17'-4" / 32'-0"	3 / 4	4	4	Max 32'-0" / Min 17'-4" / 32'-0"	4 / 7	5	7	Max 32'-0" / Min 17'-4" / 32'-0"	3 / 4	4	6	15	6'-4"	4	12	16	6'-4"	4	12	65	Max 4'-8" / Min 1'-10"	4	10	65	Max 4'-8" / Min 1'-10"	4	12	5 / 10	LONG 4'-8" / SHORT 1'-10"	4	12	10	LONG 3'-9" / SHORT 2'-9"

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D
4	32'-1"	6	4	32'-1"	6	4	1'-8"	0'-8"	34

CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR 60) (Includes HDWL)
CU. YDS.	LBS.
8.78	1857

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

CULVERT SECTION(S) I,II,&IIIa

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB REINF. LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL REINF. "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINF. "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DIST. REINF. "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DIST. REINF. "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DIST. REINF. "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																									
I	10	10	5	9	10.5	6	8	32'-4"	6'-7 1/2"	51.31	4	32'-0"	7	32'-6"	6	32'-0"	12	51	4	32'-0"	4	32'-7"	4	32'-0"	8	76	4	6	204	6'-4"	4	12	204	6'-4"	4	12	65	4	10	77	4	12	10	4	12	20
II	10	10	5	9	10.5	6	8	32'-4"	6'-7 1/2"	19.84	4	32'-0"	7	32'-6"	6	32'-0"	12	19	4	32'-0"	4	32'-7"	4	32'-0"	8	29	4	6	78	6'-4"	4	12	76	6'-4"	4	12	65	4	10	77	4	12	10	4	12	20
IIIa	10	10	5	9	10.5	6	8	32'-4"	6'-7 1/2"	10.20	4	32'-0"	7	32'-6"	6	32'-0"	12	10	4	32'-0"	4	32'-7"	4	32'-0"	8	15	4	6	40	6'-4"	4	12	40	6'-4"	4	12	65	4	10	77	4	12	10	4	12	20

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
122.02	19971
47.18	7768
24.26	4091
TOTAL	
193.46	31830

Min. Bar Lap Length		Bar Pin Dia. Table	
#4	1'-9"	#4	3"
#5	2'-2"	#5	3 3/4"
#6	2'-7"	#6	4 1/2"
#7	3'-6"	#7	5 1/4"
#8	4'-7"	#8	6"

MID-SECTION IIIb

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB REINF. LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL REINF. "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINF. "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DIST. REINF. "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DIST. REINF. "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DIST. REINF. "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																									
IIIb	25	10	5	17.5	18	9.5	8	32'-11"	7'-11 1/2"	424.2	4	32'-7"	8	33'-10"	8	32'-7"	17	299	4	32'-7"	8	33'-10"	8	32'-7"	12	424	5	6.5	1566	7'-8"	4	12	1696	7'-8"	4	6	125	4	6	125	4	11	12	4	12	20

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
1759.09	245204

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
C.L. I-49 STA. 690+78

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	52	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
32'-11"	5'-0"	0'-9"	0'-8"	0	3:1	31'-4"	1'-0"	5'-10"	1'-8"	30	30	2'-2"	2'-11 3/4"	2'-11 3/4"	0'-11 1/4"	0'-11 1/4"	14'-0"	14'-0"	15'-3 5/8"	15'-3 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
8.26	626

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS		F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	
WING A	4	12	14	L	Min	2'-10"	-	-	-	L	-	-	-	-	L	-
					Max	7'-6"										
				X	Min	0'-9"				X	-				X	-
					Max	1'-7"										
				Y	Min	2'-2"				Y	-				Y	-
					Max	6'-0"										
WING B	4	12	14	L	Min	2'-10"	-	-	-	L	-	-	-	-	L	-
					Max	7'-6"										
				X	Min	0'-9"				X	-				X	-
					Max	1'-7"										
				Y	Min	2'-2"				Y	-				Y	-
					Max	6'-0"										

WING	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY		
WING A	4	18	6	Min	4	18	2	13'-8"	4	18	10	L	Min	3'-3"
				2'-1"									Max	7'-3"
												X	Min	1'-4"
				Max									Max	1'-4"
				12'-2"								Y	Min	2'-0"
													Max	6'-0"
WING B	4	18	6	Min	4	18	2	13'-8"	4	18	10	L	Min	3'-3"
				2'-1"									Max	7'-3"
												X	Min	1'-4"
				Max									Max	1'-4"
				12'-2"								Y	Min	2'-0"
													Max	6'-0"

WING	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	6	16'-2"	6	18	10	Min	-	-	-	Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	313
							1'-8"				-												
							Max				Max												
							2'-6"				-										X	1'-8"	
WING B	4	6	16'-2"	6	18	10	Min	-	-	-	Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	313
							1'-8"				-												
							Max				Max												
							2'-6"				-										X	1'-8"	

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

7.5° BEND SECTIONS A, B, C, D

BEND ANGLE	SKEW (DEGREE) (1/2 BEND ANGLE)	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
2xSK	SK	D	S	H	LL1	T	B	C	W	OW	OH
7.5	3.75	10	10	5	5'-1" LL 10'-2"	9	10.5	6	8	32'-4"	6'-7 1/2"

TOP SLAB REINFORCING STEEL "a" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	TOP SLAB REINFORCING STEEL "c" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "f" SIZE	SPACING	LENGTHS VARY	NO. REQ'D
6	6.5	Max 32'-0" Min 15'-11"	6	7	7	Max 32'-0" Min 15'-11"	6	5	6	Max 32'-0" Min 15'-11"	8	5	7	Max 32'-0" Min 15'-11"	6
		32'-0"	16			32'-0"	14			32'-0"	18			32'-0"	14

SIDE WALL REINFORCING STEEL "f0" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	SPACING	NO. REQ'D	LENGTH	CLASS "S" CONCRETE CU. YDS.	(1) REINFORCING STEEL (GR 60) LBS.
4	6	44	6'-4"	4	12	36	6'-4"	4	12	65	Max 12'-3" Min 8'-1"	4	10	65	Max 12'-3" Min 8'-1"	4	12	5	LONG 11'-11"	4	12	10	LONG 10'-10"	24.18	5035
																		5	SHORT 7'-9"			10	SHORT 9'-6"		

40.67	TOTAL SECTION LENGTH (LLx4) FOR BEND SECTIONS A, B, C, & D

TOTALS FOR BEND SECTION A, B, C, D (QTY's x 4):	96.72	20141

(1) Any Bar Lap Required for the Bend Sections shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

CULVERT SECTION(S) IIIc, IV, & V

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB (LENGTH = OW - 4" + BENDS) "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL (LENGTH = OW - 4" + BENDS) "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D
V	10	10	5	9	10.5	6	8	32'-4"	6'-7 1/2"	118.27	4	32'-0"	7	32'-6"	6	32'-0"	12	118	4	32'-0"	4	32'-7"	4	32'-0"	8	177
IV	10	10	5	9	10.5	6	8	32'-4"	6'-7 1/2"	19.84	4	32'-0"	7	32'-6"	6	32'-0"	12	19	4	32'-0"	4	32'-7"	4	32'-0"	8	29
IIIc	10	10	5	9	10.5	6	8	32'-4"	6'-7 1/2"	11.35	4	32'-0"	7	32'-6"	6	32'-0"	12	11	4	32'-0"	4	32'-7"	4	32'-0"	8	17

R.C. BOX SECTION	SIDE WALL REINFORCING STEEL "f0" (LENGTH = OH - 4") SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" (LENGTH = OH - 4") SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
V	4	6	472	6'-4"	4	12	472	6'-4"	4	12	65	4	10	77	4	12	10	4	12	20	281.56	45992
IV	4	6	78	6'-4"	4	12	76	6'-4"	4	12	65	4	10	77	4	12	10	4	12	20	47.18	7768
IIIc	4	6	44	6'-4"	4	12	44	6'-4"	4	12	65	4	10	77	4	12	10	4	12	20	26.99	4530
TOTAL																					355.73	58289

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D
3"	43	4	0'-8"	1'-8"	34

The required number of bars and lengths shown are for estimating purpose only.
The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
C.L. I-49 STA. 690+78
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	53	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
32'-6"	5'-0"	0'-9"	0'-8"	15	3:1	32'-5 1/4"	1'-0"	5'-10"	1'-8"	15	45	2'-2"	2'-9 1/2"	3'-1"	0'-10 3/4"	1'-0"	12'-6"	17'-6"	14'-2 5/8"	19'-2 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
7.67	660

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F4 LENGTHS	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F8 LENGTHS	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	13	L Min	2'-8"				L	-				L	-	4	18	4	Min								L Min	3'-3"	4	6	15'-1"	6	18	8	Min																				
				L Max	7'-4"												6'-4"		4	18	2	12'-2"					L Max	7'-3"							1'-8"																		
				X Min	0'-9"	-	-	-	X	-	-	-	-	X	-								4	18	9	X Min	1'-4"																									
				X Max	1'-5"												Max									X Max	1'-4"							Max																	
				Y Min	2'-0"				Y	-				Y	-											Y Min	2'-0"																							
				Y Max	6'-0"												10'-10"									Y Max	6'-0"							2'-3"																
WING B	4	12	18	L Min	2'-8"				L	-				L	-	4	18	6	Min								L Min	3'-4"	4	6	20'-1"	6	18	12	Min																				
				L Max	7'-7"												2'-8"		4	18	2	17'-2"					L Max	7'-3"							1'-8"																		
				X Min	0'-9"	-	-	-	X	-	-	-	-	X	-								4	18	12	X Min	1'-4"																									
				X Max	1'-8"												Max									X Max	1'-4"							Max																
				Y Min	2'-0"				Y	-				Y	-											Y Min	2'-1"																							
				Y Max	6'-0"												15'-3"									Y Max	6'-0"							2'-7"																

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINF. STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINF. STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINF. STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINF. STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																								
15	3:1	10	10	5	6'-4"	9	3	10.5	6	8	32'-4"	6'-7 1/2"	5	6	Max 32'-0" Min 5'-11" 32'-0"	14 / 4	7	7	Max 32'-0" Min 5'-11" 32'-0"	12 / 4	4	4	Max 32'-0" Min 5'-11" 32'-0"	21 / 6	5	7	Max 32'-0" Min 5'-11" 32'-0"	12 / 4	4	6	26	6'-4"	4	12	28	6'-4"	4	12	65	Max 10'-6" Min 1'-10"	4	10	65	Max 10'-6" Min 1'-10"	4	12	5	LONG 10'-5" SHORT 1'-11"	4	12	10	LONG 7'-7" SHORT 4'-9"

CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR 60) (Includes HDWL)
CU. YDS	LBS.
15.73	3094

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D	"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D	"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
4	33'-2"	6	4	33'-2"	6	4	1'-8"	0'-8"	35

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINF. STEEL "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. STEEL "f1" LENGTH = OH - 4" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D
D	S	H	T	B	C	W	OW	OH	SL																																									

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS SIZE	"h" HDWL BARS Y	"h" HDWL BARS LENGTH	"h" HDWL BARS NO. REQ'D
HD	LBS.				

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINF. STEEL "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. STEEL "f1" LENGTH = OH - 4' SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D
D	S	H	T	B	C	W	OW	OH	SL																																									
A	10	10	5	10	11	7	8	32'-6"	6'-9"	208.34	4	32'-2"	8	32'-8"	7	32'-2"	15	166	4	32'-2"	5	32'-8"	5	32'-2"	9	277	4	6	832	6'-5"	4	12	832	6'-5"	4	11	71	4	10	77	4	12	10	4	12	20

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
535.32	86787

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
C.L. I-49 STA. 704+20

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	54	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
32'-6"	5'-0"	0'-9"	0'-8"	15	3:1	32'-5 1/4"	1'-0"	5'-10"	1'-8"	15	45	2'-2"	2'-9 1/2"	3'-1"	0'-10 3/4"	1'-0"	12'-6"	17'-6"	14'-2 5/8"	19'-2 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes aprons and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
8.79	660

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	13	L	Min	2'-8"	-	-	-	L	-	-	-	-	L	-	4	18	4	Min	4	18	2	12'-2"	4	18	9	L	Min	3'-3"	4	6	15'-1"	6	18	8	Min	-	-	-	Min	4	2	12'-8"	4	2	13'-8"	6	12	5	L	3'-4"	281
					Max	7'-4"														6'-4"								Max	7'-3"							1'-8"														
				X	Min	0'-9"				X	-				X	-				Max							X	Min	1'-4"							Max	-												X	1'-8"	
					Max	1'-5"														10'-10"								Max	1'-4"							2'-3"														
				Y	Min	2'-0"				Y	-				Y	-											Y	Min	2'-0"								-													
					Max	6'-0"																						Max	6'-0"																					
WING B	4	12	18	L	Min	2'-8"	-	-	-	L	-	-	-	-	L	-	4	18	6	Min	4	18	2	17'-2"	4	18	12	L	Min	3'-4"	4	6	20'-1"	6	18	12	Min	-	-	-	Min	4	2	17'-6"	4	2	19'-10"	6	12	5	L	3'-4"	379
					Max	7'-7"														2'-8"								Max	7'-3"							1'-8"														
				X	Min	0'-9"				X	-				X	-				Max							X	Min	1'-4"							Max	-												X	1'-8"	
					Max	1'-8"														15'-3"								Max	2'-1"							2'-7"														
				Y	Min	2'-0"				Y	-				Y	-											Y	Min	6'-0"								-													
					Max	6'-0"																						Max																					

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DES GN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINFORCING STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																													
15	3:1	10	10	5	6'-4"	9	3	10.5	6	8	32'-4"	6'-7 1/2"	5	6	Max 32'-0" / Min 5'-11" / 32'-0"	14 / 4	7	7	Max 32'-0" / Min 5'-11" / 32'-0"	12 / 4	4	4	Max 32'-0" / Min 5'-11" / 32'-0"	21 / 6	5	7	Max 32'-0" / Min 5'-11" / 32'-0"	12 / 4	4	6	26	6'-4"	4	12	28	6'-4"	4	12	65	Max 10'-6" / Min 1'-10"	4	10	65	Max 10'-6" / Min 1'-10"	4	12	5	LONG 10'-5" / SHORT 1'-11"	4	12	10	LONG 7'-7" / SHORT 4'-9"

CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR 60) (Includes HDWL)
CU. YDS.	LBS.
15.73	3094

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO, REQ'D
4	33'-2"	6	4	33'-2"	6	4	1'-8"	0'-8"	35

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

TRIPLE BARREL BOX CULVERT
C.L. I-49 STA. 704+20

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	55	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
17'-10"	5'-0"	0'-9"	0'-8"	50	3:1	25'-11 1/8"	1'-0"	5'-10"	1'-8"	0	60	2'-2"	2'-8 1/2"	3'-3 3/8"	1'-0 1/2"	1'-6"	12'-6"	25'-0"	13'-1 5/8"	31'-1 1/8"	8.86	855

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	13	L	Min	2'-8"	-	-	-	L	-	-	-	-	L	-	4	18	4	Min	4	18	2	12'-2"	4	18	9	L	Min	3'-3"	4	6	14'-0"	6	18	8	Min	-	-	-	Min	4	2	12'-8"	4	2	13'-4"	6	12	5	L	3'-4"	271
					Max	7'-3"														6'-4"								Max	7'-3"								1'-8"			-									
				X	Min	0'-9"				X	-				X	-				Max							X	Min	1'-4"								Max										X	1'-8"	
					Max	1'-4"														10'-10"								Max	1'-4"								2'-2"			-									
				Y	Min	2'-0"				Y	-				Y	-				Min							Y	Min	2'-0"								Min												
					Max	6'-0"																						Max	6'-0"								Max												
WING B	4	12	25	L	Min	2'-8"	-	-	-	L	-	-	-	-	L	-	4	18	6	Min	4	18	2	24'-8"	4	18	17	L	Min	3'-3"	4	6	31'-11"	6	18	18	Min	4	18	2	Min	4	2	24'-10"	4	2	28'-10"	6	12	5	L	3'-4"	584
					Max	7'-9"														3'-10"								Max	7'-3"								1'-8"			37'-3"									
				X	Min	0'-9"				X	-				X	-				Max							X	Min	1'-4"								Max										X	1'-8"	
					Max	1'-10"														21'-10"								Max	1'-4"								2'-9"			37'-3"									
				Y	Min	2'-0"				Y	-				Y	-				Min							Y	Min	2'-0"								Min												
					Max	6'-0"																						Max	6'-0"								Max												

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE', SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT', SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINFORCING STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																												
50	3:1	10	8	5	12'-6"	8	3	9.5	6	8	17'-8"	6'-5 1/2"	4	5.5	Max 17'-4" Min 1'-11"	41	6	6.5	Max 17'-4" Min 1'-11"	34	4	4	Max 17'-4" Min 1'-11"	56	4	7	Max 17'-4" Min 1'-11"	32	4	6	51	6'-2"	4	12	26	6'-2"	4	12	35	Max 22'-11" Min 1'-10"	4	11	39	Max 22'-11" Min 1'-10"	4	12	5	LONG 22'-6" SHORT 2'-3"	4	12	10	12'-4"	16.37	3209
															17'-4"	5			17'-4"	4			17'-4"	6			17'-4"	4																														

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D	"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D	"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
6	26'-11"	6	6	26'-11"	6	4	1'-7"	0'-7"	29

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
D	S	H	T	B	C	W	OW	OH	SL		L		L		L				L				L																													

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	"h" HDWL BARS Y	"h" HDWL BARS LENGTH	"h" HDWL BARS NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DISTRIBUTION STEEL "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
	D	S	H	T	B	C	W	OW	OH	SL		L		L		L				L				L																													
C	20	8	5	12.0	13.5	7.0	8	17'-10"	7'-1 1/2"	372	4	17'-6"	8	17'-10"	8	17'-6"	12	372	4	17'-6"	8	17'-11"	4	17'-6"	10	446	6	8	1116	6'-10"	4	12	744	6'-10"	4	9	47	4	8	51	4	12	10	4	12	10	648.42	116649

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

# of Long. Laps Req'd.	SL = Section Length
9	>344.0 ft - 381.0 ft
10	>382.0 ft - 419.0 ft
11	>420.0 ft - 457.0 ft
12	>458.0 ft - 495.0 ft
13	>496.0 ft - 533.0 ft
14	>534.0 ft - 571.0 ft
15	>572.0 ft - 609.0 ft
16	>610.0 ft - 647.0 ft
17	>648.0 ft - 685.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
DOUBLE BARREL BOX CULVERT
C.L. I-49 STA. 725+75
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	56	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
17'-10"	5'-0"	0'-9"	0'-8"	50	3:1	25'-11 1/8"	1'-0"	5'-10"	1'-8"	0	60	2'-2"	2'-8 1/2"	3'-3 3/8"	1'-0 1/2"	1'-6"	12'-6"	25'-0"	13'-1 5/8"	31'-1 1/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
9.90	855

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS		F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS		F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	13	L	Min	2'-8"	-	-	-	L	-	-	-	-	L	-	4	18	4	Min	4	18	2	12'-2"	4	18	9	L	Min	3'-3"	4	6	14'-0"	6	18	8	Min	-	-	-	Min	4	2	12'-8"	4	2	13'-4"	6	12	5	L	3'-4"	271
					Max	7'-3"														6'-4"									Max	7'-3"							1'-8"				-												
				X	Min	0'-9"				X	-				X	-												X	Min	1'-4"																							
					Max	1'-4"														Max									Max	1'-4"							Max				Max										X	1'-8"	
				Y	Min	2'-0"				Y	-				Y	-				10'-10"								Y	Min	2'-0"							2'-2"				-												
					Max	6'-0"																							Max	6'-0"																							
WING B	4	12	25	L	Min	2'-8"	-	-	-	L	-	-	-	-	L	-	4	18	6	Min	4	18	2	24'-8"	4	18	17	L	Min	3'-3"	4	6	31'-11"	6	18	18	Min	4	18	2	Min	4	2	24'-10"	4	2	28'-10"	6	12	5	L	3'-4"	584
					Max	7'-9"														3'-10"									Max	7'-3"							1'-8"				37'-3"												
				X	Min	0'-9"				X	-				X	-												X	Min	1'-4"																							
					Max	1'-10"														Max									Max	1'-4"							Max				Max										X	1'-8"	
				Y	Min	2'-0"				Y	-				Y	-				21'-10"								Y	Min	2'-0"							2'-9"				37'-3"												
					Max	6'-0"																							Max	6'-0"																							

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE) SK	SLOPE SL	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	SECTION LENGTH LL	TOP SLAB THK. T	HDWL DEPTH HD	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	TOP SLAB REINFORCING STEEL "a"				TOP SLAB REINFORCING STEEL "c"				BOTTOM SLAB REINFORCING STEEL "d"				BOTTOM SLAB REINFORCING STEEL "f"				SIDE WALL REINFORCING STEEL "f0"				INTERIOR WALL REINFORCING STEEL "f1"				TOP SLAB DISTRIBUTION REINFORCING STEEL "g"				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e"				SIDE WALL DISTRIBUTION REINFORCING STEEL "d1"				INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2"				CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH		
50	3:1	10	8	5	12'-6"	8	3	9.5	6	8	17'-8"	6'-5 1/2"	4	5.5	Max	41	6	6.5	Max	34	4	4	Max	56	4	7	Max	32	4	6	51	6'-2"	4	12	26	6'-2"	4	12	35	Max	4	11	39	Max	4	12	5	LONG	4	12	10	12'-4"	16.37	3209
															17'-4"				17'-4"				17'-4"				17'-4"													22'-11"				22'-11"				22'-6"						
															Min				Min				Min				Min													Min				Min			5	SHORT						
															1'-11"				1'-11"				1'-11"				1'-11"													1'-10"				1'-10"				2'-3"						
															17'-4"	5			17'-4"	4			17'-4"	6			17'-4"	4																										

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D
6	26'-11"	6	6	26'-11"	6	4	1'-7"	0'-7"	29

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4"				INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL			INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL		
											"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	

The required number of bars and lengths shown are for estimating purpose only.
The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

DOUBLE BARREL BOX CULVERT
C.L. I-49 STA. 725+75

SPECIAL DETAILS

LRFD

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INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
54'-0"	5'-0"	0'-9"	0'-8"	50	3:1	81'-11 1/4"	1'-0"	5'-10"	1'-8"	0	60	2'-2"	2'-8 1/2"	3'-3 3/8"	1'-0 1/2"	1'-6"	12'-6"	25'-0"	13'-0 3/8"	30'-7 3/8"	12.13	933

F1

WING	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY		
WING A	4	12	13	L	Min	2'-8"
					Max	7'-3"
				X	Min	0'-9"
					Max	1'-4"
				Y	Min	2'-0"
					Max	6'-0"
WING B	4	12	25	L	Min	2'-8"
					Max	7'-9"
				X	Min	0'-9"
					Max	1'-10"
				Y	Min	2'-0"
					Max	6'-0"

F2 and F3

WING	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS		F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	
WING A	-	-	-	L	-	-	-	-	L	-
				X	-				X	-
				Y	-				Y	-
WING B	-	-	-	L	-	-	-	-	L	-
				X	-				X	-
				Y	-				Y	-

F4 and F5

WING	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	18	4	Min 6'-4" / Max 10'-10"	4	18	2	12'-2"
WING B	4	18	6	Min 3'-10" / Max 21'-10"	4	18	2	24'-8"

F6

WING	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY		
WING A	4	18	9	L	Min	3'-3"
					Max	7'-3"
				X	Min	1'-4"
					Max	1'-4"
				Y	Min	2'-0"
					Max	6'-0"
WING B	4	18	17	L	Min	3'-3"
					Max	7'-3"
				X	Min	1'-4"
					Max	1'-4"
				Y	Min	2'-0"
					Max	6'-0"

F7 – F12

WING	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	6	13'-10"	6	18	8	Min 1'-8" / Max 2'-2"	-	-	-	Min - / Max -	4	2	12'-8"	4	2	13'-4"	6	12	5	L 3'-4" / X 1'-8"	311
WING B	4	6	31'-5"	6	18	18	Min 1'-8" / Max 2'-9"	4	18	2	Min 37'-3" / Max 37'-3"	4	2	24'-10"	4	2	28'-10"	6	12	5	L 3'-4" / X 1'-8"	622

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVERALL WIDTH	OVERALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
50	3:1	20	10	5	34'-2"	15	3	16	7.5	8	53'-11"	7'-7"

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D
5	6	Max 53'-7" / Min 2'-0"	123	7	7	Max 53'-7" / Min 2'-0"	106
		53'-7"	4			53'-7"	4

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D
6	5	Max 53'-7" / Min 2'-0"	148	4	4	Max 53'-7" / Min 2'-0"	185
		53'-7"	5			53'-7"	6

SIDE WALL REINFORCING STEEL "f0" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY
5	6	137	7'-3"	4	12	288	7'-3"	5	11	119	Max 66'-1" / Min 1'-10"	4	6.5	199	Max 66'-1" / Min 1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	SPACING	NO. REQ'D	LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	(1) REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
4	12	5	LONG 65'-7"	4	12	10	LONG 53'-3"	202.88	35116
		5	SHORT 2'-5"			20	MID 40'-5"		
						10	SHORT 14'-8"		

"k1" HDWL BARS SIZE	LENGTH	NO. REQ'D	"k2" HDWL BARS SIZE	LENGTH	NO. REQ'D	"h" HDWL BARS SIZE	LENGTH	Y	NO. REQ'D
7	43'-6"	12	7	43'-6"	12	4	2'-2"	1'-2"	85

(1) Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

TOP SLAB REINFORCING STEEL: LENGTH = OW - 4" + BENDS; BOTTOM SLAB REINFORCING STEEL: LENGTH = OW - 4" + BENDS; SIDE WALL REINFORCING STEEL "f0": LENGTH = OH - 4"; INTERIOR WALL REINFORCING STEEL "f1": LENGTH = OH - 4"; TOP SLAB DISTRIBUTION REINF. STEEL "g": LENGTH = SL; BOTTOM SLAB DISTRIBUTION REINF. STEEL "e": LENGTH = SL; SIDE WALL DISTRIBUTION REINF. STEEL "d1": LENGTH = SL; INTERIOR WALL DISTRIBUTION REINF. STEEL "d2": LENGTH = SL

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	"f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	"f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	"g" SIZE	"g" SPACING	"g" NO. REQ'D	"e" SIZE	"e" SPACING	"e" NO. REQ'D	"d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL																																																

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D

MID-SECTION

TOP SLAB REINFORCING STEEL: LENGTH = OW - 4" + BENDS; BOTTOM SLAB REINFORCING STEEL: LENGTH = OW - 4" + BENDS; SIDE WALL REINFORCING STEEL "f0": LENGTH = OH - 4"; INTERIOR WALL REINFORCING STEEL "f1": LENGTH = OH - 4"; TOP SLAB DISTRIBUTION REINF. STEEL "g": LENGTH = SL; BOTTOM SLAB DISTRIBUTION REINF. STEEL "e": LENGTH = SL; SIDE WALL DISTRIBUTION REINF. STEEL "d1": LENGTH = SL; INTERIOR WALL DISTRIBUTION REINF. STEEL "d2": LENGTH = SL

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	"f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	"f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	"g" SIZE	"g" SPACING	"g" NO. REQ'D	"e" SIZE	"e" SPACING	"e" NO. REQ'D	"d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
C	20	10	5	15	16	8	8	54'-0"	7'-7"	290.67	4	53'-8"	8	55'-8"	8	53'-8"	14	249	4	53'-8"	7	55'-9"	7	53'-8"	11	317	5	6	1162	7'-3"	4	12	2320	7'-3"	5	11	119	4	6.5	199	4	12	10	4	12	40	1717.11	283643

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft
9	>344.0 ft - 381.0 ft
10	>382.0 ft - 419.0 ft
11	>420.0 ft - 457.0 ft
12	>458.0 ft - 495.0 ft
13	>496.0 ft - 533.0 ft
14	>534.0 ft - 571.0 ft
15	>572.0 ft - 609.0 ft
16	>610.0 ft - 647.0 ft
17	>648.0 ft - 685.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT

QUINTUPLE BARREL BOX CULVERT
C.L. I-49 STA. 761+00

SPECIAL DETAILS

LRFD

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	58	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026

TABULAR DATA BY: RCT DATE: 10/16/2023
CHECKED BY: VS DATE: 10/17/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) OUTLET	REINFORCING STEEL (Includes apron and laps if required) OUTLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
54'-0"	5'-0"	0'-9"	0'-8"	50	3:1	31'-11 1/4"	1'-0"	5'-10"	1'-8"	0	60	2'-2"	2'-8 1/2"	3'-3 3/8"	1'-0 1/2"	1'-6"	12'-6"	25'-0"	13'-0 3/8"	30'-7 3/8"	14.55	933

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY		F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS		F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY
WING A	4	12	13	L	Min	2'-8"				L	-				L	-	4	18	4	Min
					Max	7'-3"														6'-4"
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-				Max
					Max	1'-4"														10'-10"
				Y	Min	2'-0"				Y	-				Y	-				
					Max	6'-0"														
WING B	4	12	25	L	Min	2'-8"				L	-				L	-	4	18	6	Min
					Max	7'-9"														3'-10"
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-				Max
					Max	1'-10"														21'-10"
				Y	Min	2'-0"				Y	-				Y	-				
					Max	6'-0"														

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY		F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY
WING A	4	18	2	12'-2"	4	18	9	L	Min	3'-3"	4	6	13'-10"	6	18	8	Min
									Max	7'-3"							1'-8"
								X	Min	1'-4"							Max
									Max	1'-4"							2'-2"
								Y	Min	2'-0"							
									Max	6'-0"							
WING B	4	18	2	24'-8"	4	18	17	L	Min	3'-3"	4	6	31'-5"	6	18	18	Min
									Max	7'-3"							1'-8"
								X	Min	1'-4"							Max
									Max	1'-4"							2'-9"
								Y	Min	2'-0"							
									Max	6'-0"							

WING	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	-	-	-	Min	4	2	12'-8"	4	2	13'-4"	6	12	5	L	3'-4"	311
				-												
				Max										X	1'-8"	
				-												
WING B	4	18	2	Min	4	2	24'-10"	4	2	28'-10"	6	12	5	L	3'-4"	622
				37'-3"												
				Max										X	1'-8"	
				37'-3"												

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVERALL WIDTH	OVERALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
50	3:1	20	10	5	34'-2"	15	3	16	7.5	8	53'-11"	7'-7"

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D
5	6	Max	123	7	7	Max	106
		53'-7"				53'-7"	
		Min				Min	
		2'-0"				2'-0"	
		53'-7"	4			53'-7"	4

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D
6	5	Max	148	4	4	Max	185
		53'-7"				53'-7"	
		Min				Min	
		2'-0"				2'-0"	
		53'-7"	5			53'-7"	6

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH
5	6	137	7'-3"

INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH
4	12	288	7'-3"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY
5	11	119	Max
			66'-1"
			Min
			1'-10"

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY
4	6.5	199	Max
			66'-1"
			Min
			1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH
4	12	5	LONG
			65'-7"
			SHORT
			2'-5"

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
4	12	10	LONG
			53'-3"
		20	MID
			40'-5"
		10	SHORT
			14'-8"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
202.88	35116

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D	"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D	"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
7	43'-6"	12	7	43'-6"	12	4	2'-2"	1'-2"	85

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL

TOP SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D

BOTTOM SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D

SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D

INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" BARS SIZE	"h" BARS Y	"h" BARS LENGTH	"h" BARS NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

QUINTUPLE BARREL BOX CULVERT
C.L. I-49 STA. 761+00

SPECIAL DETAILS

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INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
76'-8"	9'-0"	0'-10"	0'-9"	10	3:1	76'-4 7/8"	2'-0"	9'-10"	3'-0"	20	40	3'-3"	4'-9 3/4"	5'-1 5/8"	1'-10"	2'-3 1/4"	21'-6"	26'-6"	24'-10 1/8"	29'-10 1/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
20.63	1722

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 Min	F1 Max	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 Min	F6 Max	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	22	L	4'-2"	12'-5"	4	12	10	L	6'-3"	-	-	-	L	-	4	18	8	Min 5'-1"	4	18	4	21'-2"	4	18	15	L	5'-9"	12'-5"	4	8	25'-8"	6	18	15	Min 2'-9"	4	18	2	Min 22'-3"	4	2	22'-1"	4	2	23'-2"	6	12	9	L	3'-4"	783
				X	0'-10"	2'-5"				X	1'-9"				X	-												X	2'-5"	2'-5"																							
				Y	3'-5"	10'-1"				Y	4'-7"				Y	-				Max 19'-3"								Y	3'-5"	10'-1"							Max 4'-4"				Max 22'-3"										X	1'-8"	
WING B	4	12	27	L	4'-2"	12'-8"	4	12	12	L	6'-4"	-	-	-	L	-	4	18	8	Min 6'-4"	4	18	4	26'-2"	4	18	18	L	5'-10"	12'-5"	4	8	30'-8"	6	18	19	Min 2'-9"	4	18	2	Min 23'-9"	4	2	26'-11"	4	2	29'-6"	6	12	9	L	3'-4"	939
				X	0'-10"	2'-8"				X	1'-10"				X	-												X	2'-5"	2'-5"																							
				Y	3'-5"	10'-1"				Y	4'-7"				Y	-				Max 23'-9"								Y	3'-6"	10'-1"							Max 4'-8"				Max 23'-9"										X	1'-8"	

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026

TABULAR DATA BY: KLL DATE: 11/11/2024
CHECKED BY: VS DATE: 11/11/2024

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTHS VARY	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	(1) REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																										
10	3:1	5	12	9	8'-9"	14	3	14	8.5	8	76'-9"	11'-4"	5	4.5	Max 76'-5" Min 9'-0"	32	7	6	Max 76'-5" Min 9'-0"	24	4	4	Max 76'-5" Min 9'-0"	36	4	5.5	Max 76'-5" Min 9'-0"	26	6	6	36	11'-0"	4	12	100	11'-0"	5	12	155	Max 15'-4" Min 1'-10"	5	12	155	Max 15'-4" Min 1'-10"	4	12	9	LONG 15'-3"	4	12	18	LONG 13'-1"	73.59	12505
															76'-5"	6			76'-5"	4			76'-5"	6			76'-5"	5																			9	SHORT 1'-11"			54	MID 10'-10"		
																																																			18	SHORT 4'-1"		

"k1" HDWL BARS SIZE	"k1" LENGTH	"k1" NO. REQ'D	"k2" HDWL BARS SIZE	"k2" LENGTH	"k2" NO. REQ'D	"h" HDWL BARS SIZE	"h" LENGTH	"h" Y	"h" NO. REQ'D
4	39'-8"	12	4	39'-8"	12	4	2'-1"	1'-1"	79

(1) Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK	SIDE WALL THK	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB (LENGTH = OW - 4" + BENDS) "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB (LENGTH = OW - 4" + BENDS) "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL "f0" (LENGTH = OH - 4") SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL "f1" (LENGTH = OH - 4") SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION "g" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION "e" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION "d1" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION "d2" (LENGTH = SL) SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																				

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS SIZE	"h" Y	"h" LENGTH	"h" NO. REQ'D
HD	LBS.				

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB (LENGTH = OW - 4" + BENDS) "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB (LENGTH = OW - 4" + BENDS) "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL "f0" (LENGTH = OH - 4") SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL "f1" (LENGTH = OH - 4") SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION "g" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION "e" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION "d1" (LENGTH = SL) SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION "d2" (LENGTH = SL) SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																				
B	15	12	9	16	16	11	8	77'-2"	11'-8"	153.25	4	76'-10"	8	79'-8"	4	76'-10"	15	122	4	76'-10"	7	79'-5"	7	76'-10"	10	183	8	9	408	11'-4"	4	12	1530	11'-4"	4	6.5	287	4	6.5	287	4	10	22	4	12	90

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
1431.91	205663

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT

SEXTUPLE BARREL BOX CULVERT
C.L. RAMP I49NB-I40WB STA. 29+00.00

SPECIAL DETAILS

LRFD

4/30/2026 3:41:06 PM
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Ver. 1.17

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	60	742
		SPECIAL DETAILS - R.C. BOX CULVERT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

TABULAR DATA BY: KLL DATE: 11/11/2024
CHECKED BY: VS DATE: 11/11/2024

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
77'-2"	9'-0"	0'-10"	0'-9"	0	3:1	75'-4"	2'-0"	9'-10"	3'-0"	30	30	3'-3"	4'-10"	4'-10"	1'-10"	1'-10"	23'-6"	23'-6"	26'-5 1/8"	26'-5 1/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
22.43	1674

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY
WING A	4	12	24	L	Min	4'-2"	4	12	11	L	6'-3"		-	-	-	L	-		4	18	8	Min
					Max	12'-5"																5'-7"
				X	Min	0'-10"				X	1'-9"					X	-					Max
					Max	2'-5"																21'-0"
				Y	Min	3'-5"				Y	4'-7"					Y	-					
					Max	10'-1"																
WING B	4	12	24	L	Min	4'-2"	4	12	11	L	6'-3"		-	-	-	L	-		4	18	8	Min
					Max	12'-5"																5'-7"
				X	Min	0'-10"				X	1'-9"					X	-					Max
					Max	2'-5"																21'-0"
				Y	Min	3'-5"				Y	4'-7"					Y	-					
					Max	10'-1"																

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY			F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS			F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS			REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	4	23'-2"	4	18	16	L	Min	5'-11"	4	8	27'-3"	6	18	16	Min			4	18	2	Min			4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"		837
									Max	12'-5"							2'-9"						24'-3"														
								X	Min	2'-5"							Max						Max												X	1'-8"	
									Max	2'-5"							4'-3"						24'-3"														
								Y	Min	3'-7"																												
									Max	10'-1"																												
WING B	4	18	4	23'-2"	4	18	16	L	Min	5'-11"	4	8	27'-3"	6	18	16	Min			4	18	2	Min			4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"		837
									Max	12'-5"							2'-9"						24'-3"														
								X	Min	2'-5"							Max						Max												X	1'-8"	
									Max	2'-5"							4'-3"						24'-3"														
								Y	Min	3'-7"																												
									Max	10'-1"																												

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

ⓘ Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D
		Max				Max	
		Min				Min	

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D
		Max				Max	
		Min				Min	

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH

INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY
			Max
			Min

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY
			Max
			Min

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH
			LONG
			SHORT

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTHS VARY
			LONG
			MID
			SHORT

CLASS "S" CONCRETE (Includes HDWL) CU. YDS	1 REINFORCING STEEL (GR 60) (Includes HDWL) LBS.

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D

"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D

"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D

OUTLET SLOPE SECTIONS)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK	SIDE WALL THK	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL

TOP SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D

BOTTOM SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D

SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D

INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	
0.71	211

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	"h" HDWL BARS Y	"h" HDWL BARS LENGTH	"h" HDWL BARS NO. REQ'D
3"	102	4	1'-1"	2'-1"	78

The required number of bars and lengths shown are for estimating purpose only.
The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

SEXTUPLE BARREL BOX CULVERT
C.L. RAMP I49NB-I40WB STA. 29+00.00

SPECIAL DETAILS

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Ver. 1.117

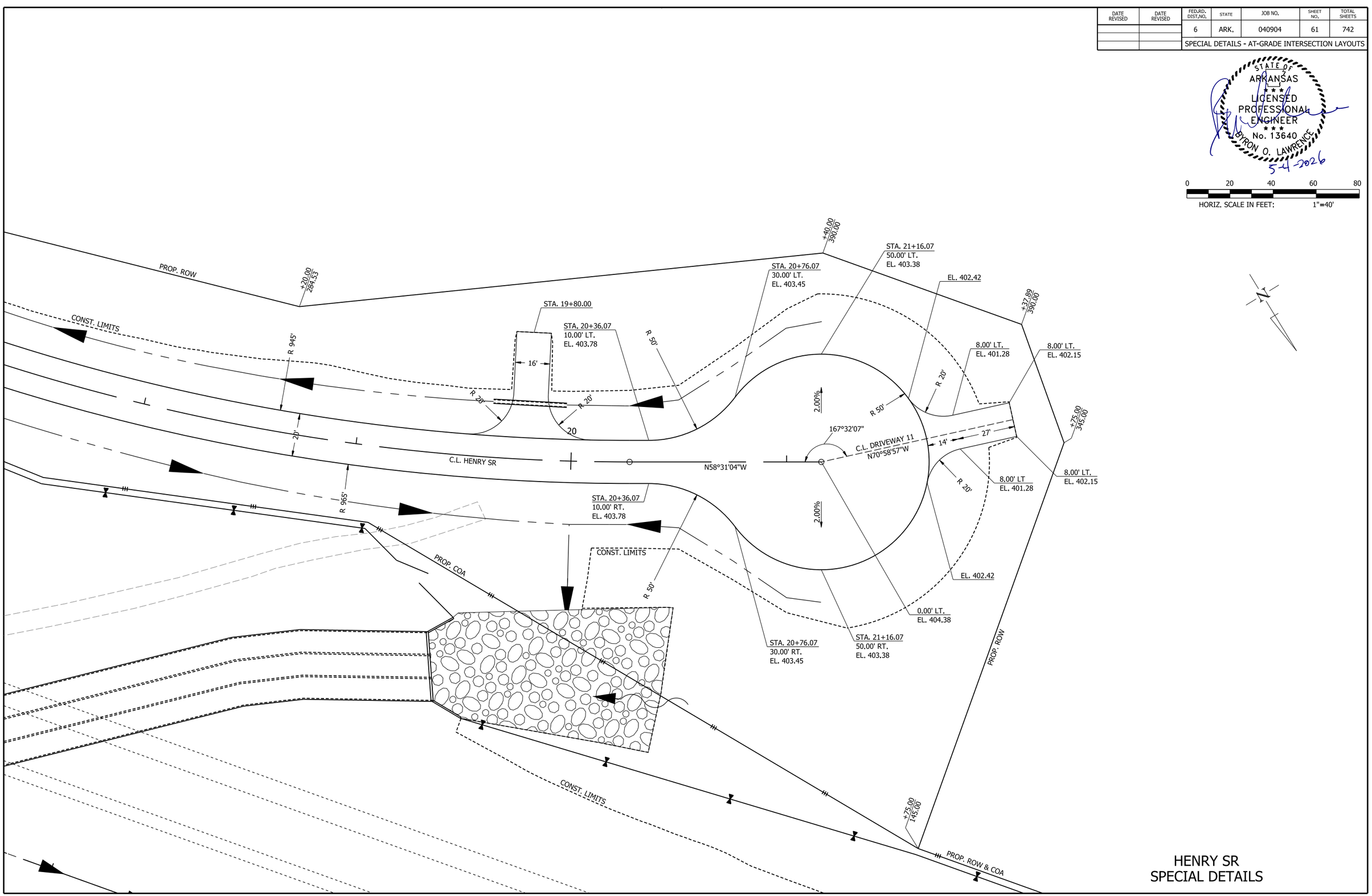
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FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	61	742

SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 20 40 60 80
HORIZ. SCALE IN FEET: 1"=40'



HENRY SR
SPECIAL DETAILS

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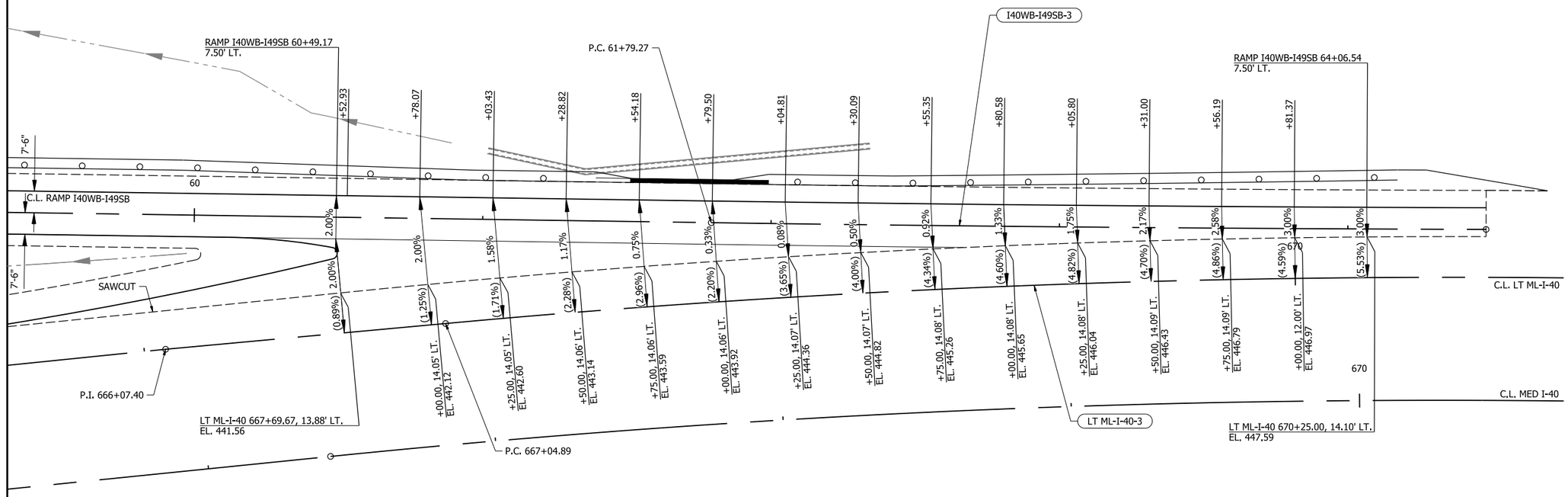
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		6	ARK.	040904	62	742
		SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS				

NOT USED

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	63	742
		SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
6-8-2026

0 20 40 60 80
HORIZ. SCALE IN FEET: 1"=40'



GORE DETAIL
LT ML-I-40 & RAMP I40WB-I49SB

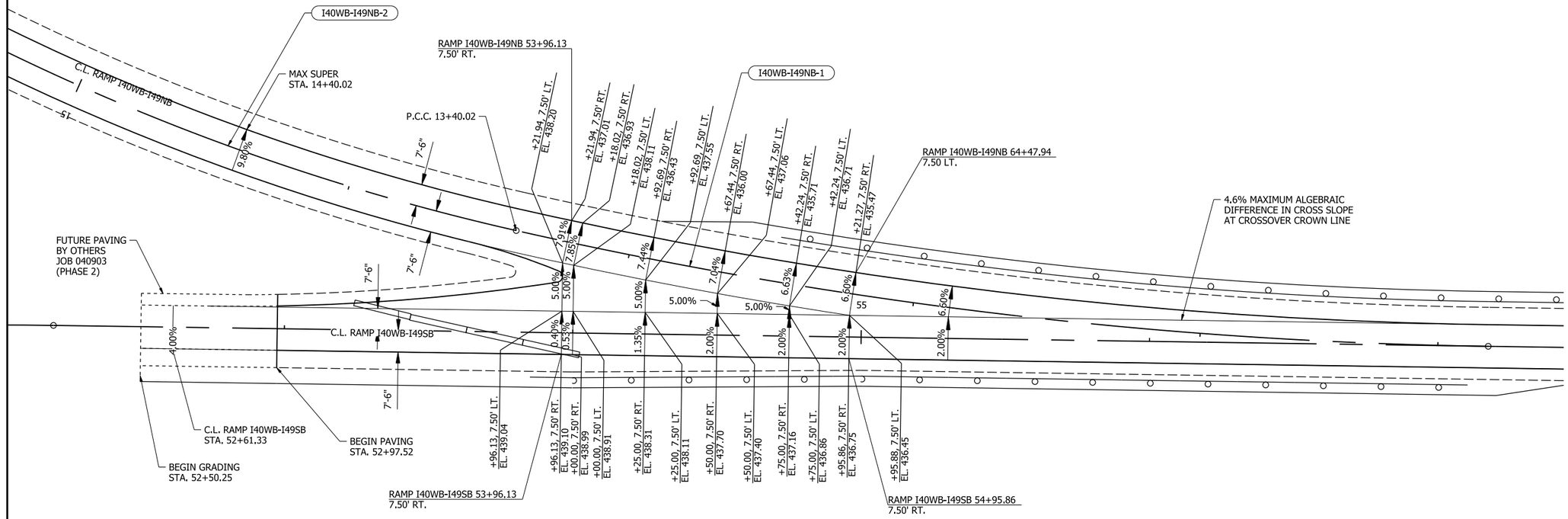
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SPECIAL DETAILS

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		6	ARK.	040904	64	742
		SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 20 40 60 80
HORIZ. SCALE IN FEET: 1"=40'



GORE DETAIL
RAMP I40WB-I49NB & RAMP I40WB-I49SB

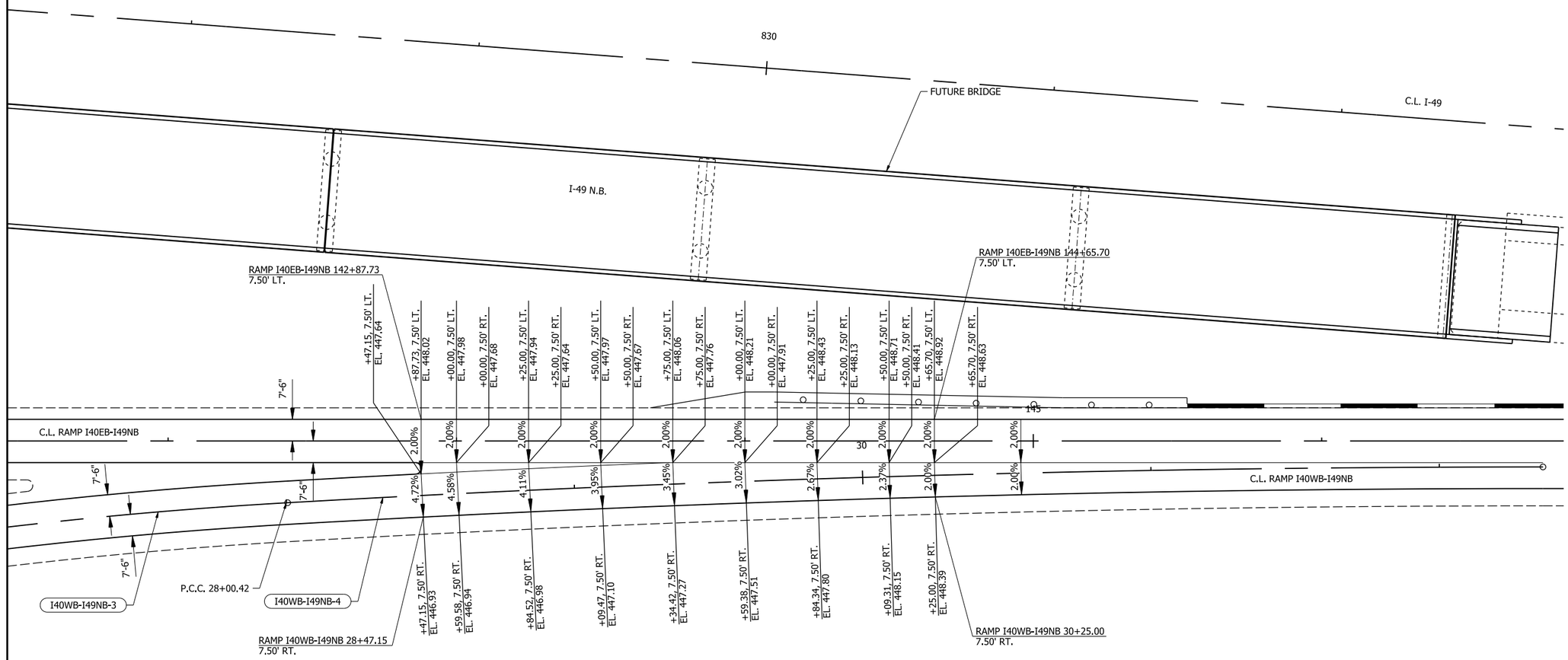
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SPECIAL DETAILS

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		6	ARK.	040904	65	742
		SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 20 40 60 80
HORIZ. SCALE IN FEET: 1"=40'



GORE DETAIL

RAMP I40EB-I49NB & RAMP I40WB-I49NB

GORE
SPECIAL DETAILS

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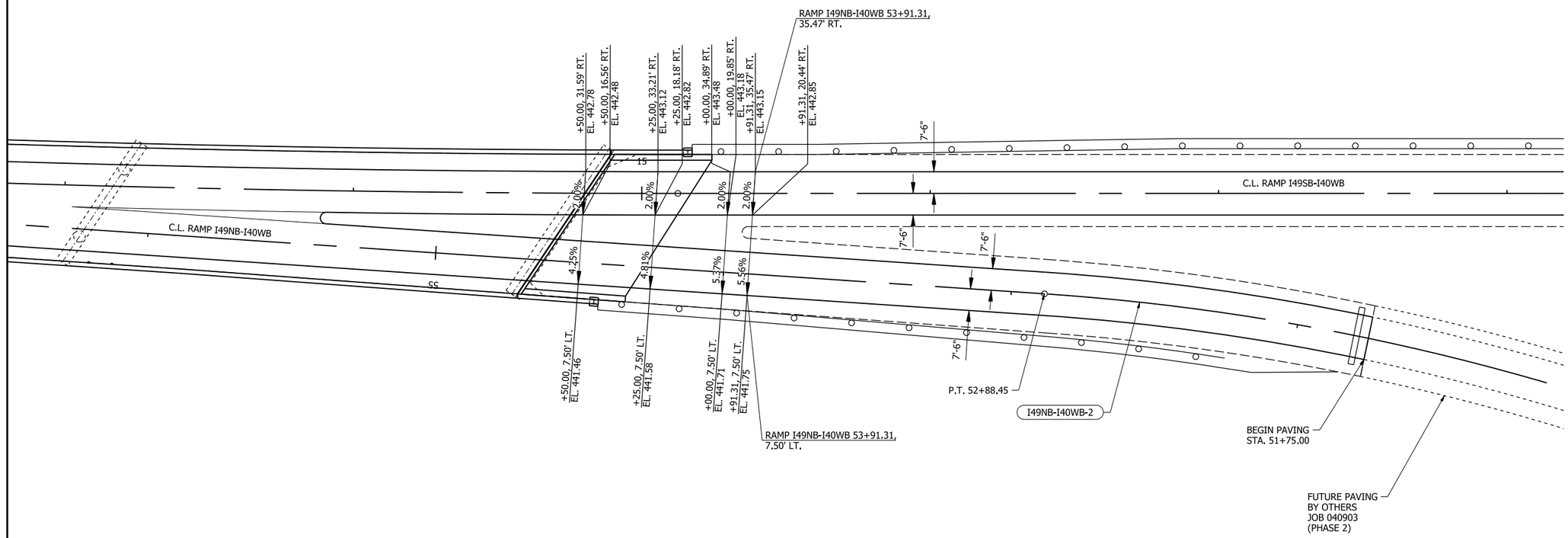
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	66	742

SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 20 40 60 80
HORIZ. SCALE IN FEET: 1"=40'



GORE DETAIL
RAMP I49NB-I40WB & RAMP I49SB-I40WB

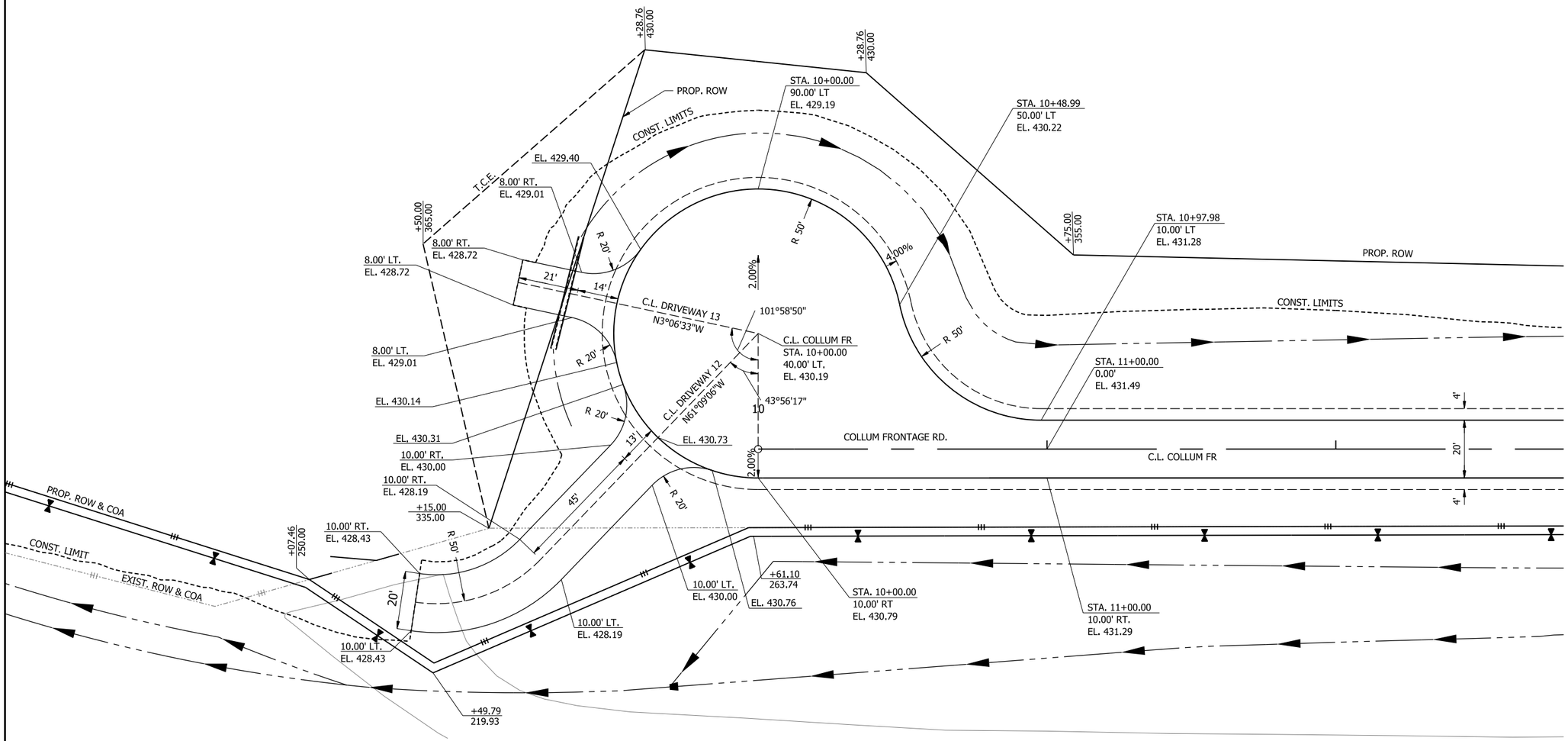
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SPECIAL DETAILS

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		SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 20 40 60 80
HORIZ. SCALE IN FEET: 1"=40'



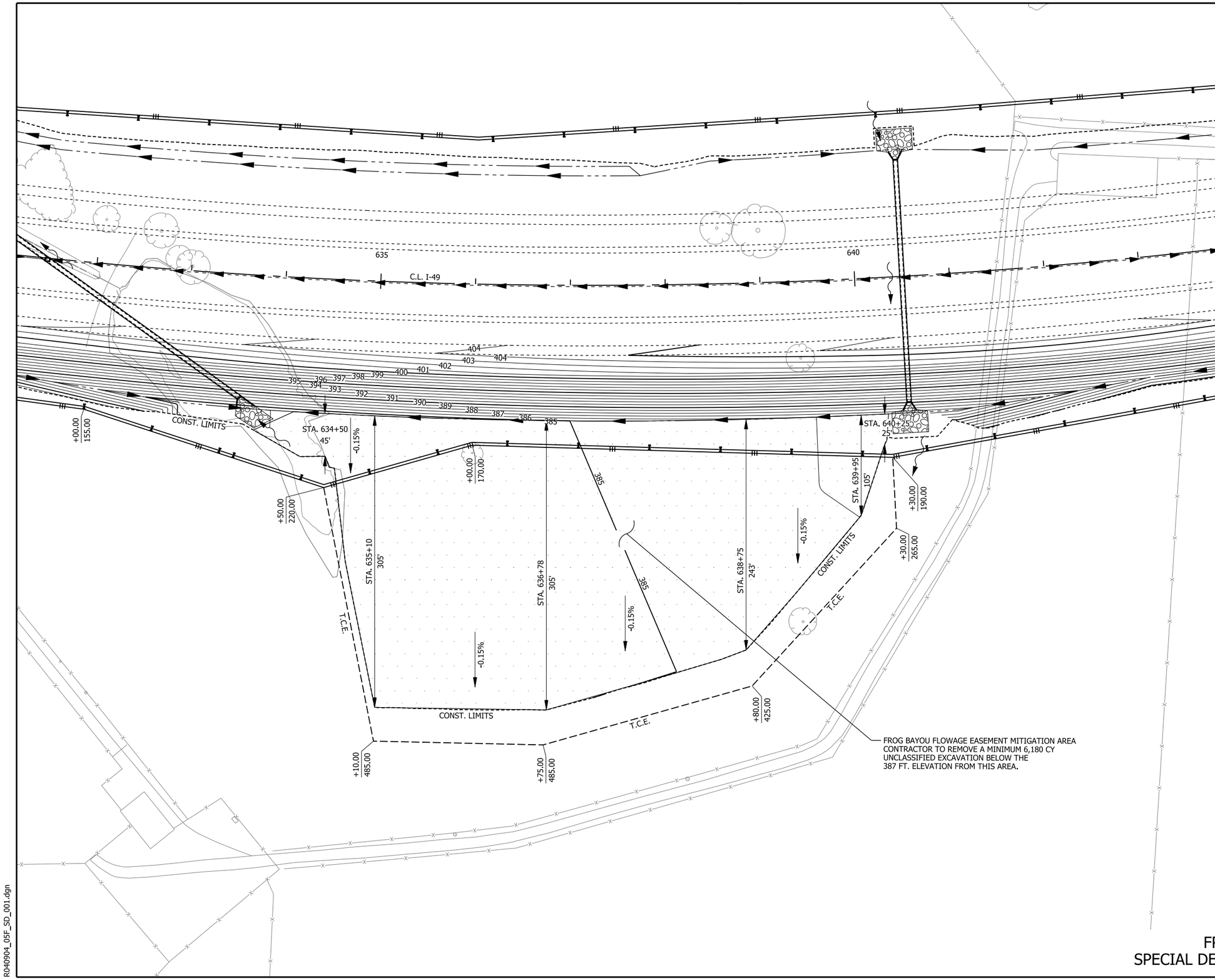
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	68	742
		SPECIAL DETAILS- FROG BAYOU SPECIAL GRADING				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'



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FROG BAYOU SPECIAL GRADING
SPECIAL DETAILS- FROG BAYOU SPECIAL GRADING

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	69	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

STA. 595+00.00
BEGIN JOB 040904
LOG MILE 15.71

MATCH LINE C.L. I-49 STA. 615+00

SILT FENCE			E-11	LIN. FT.
STA. 593+00	TO	606+12	LT.	1998
STA. 593+00			LT.	86
STA. 593+00			RT.	131
STA. 593+00	TO	594+99	RT.	233
STA. 595+12	TO	599+31	RT.	668
STA. 599+07	TO	607+54	RT.	1235
STA. 599+31	TO	606+67	LT.	849
STA. 599+99	TO	606+84	LT.	785
STA. 605+71	TO	606+07	LT.	168
STA. 606+18	TO	606+32	LT.	20
STA. 606+36	TO	607+29	LT.	181
STA. 606+71	TO	606+88	LT.	19
STA. 606+88	TO	607+06	LT.	19
STA. 607+10	TO	607+30	LT.	21
STA. 607+28	TO	607+43	LT.	16
STA. 607+30	TO	608+87	LT.	240
STA. 607+33	TO	608+29	LT.	191
STA. 607+20	TO	608+87	LT.	452
STA. 607+29	TO	607+40	LT.	12
STA. 607+42	TO	609+31	LT.	219
STA. 607+58	TO	607+84	RT.	64
STA. 607+90	TO	608+09	RT.	34
STA. 608+15	TO	610+28	RT.	241
STA. 609+38	TO	615+00	LT.	729
STA. 610+28	TO	612+42	RT.	468
STA. 610+44	TO	611+24	RT.	87
STA. 611+34	TO	611+51	RT.	60
STA. 612+46	TO	614+02	RT.	211
STA. 614+07	TO	615+00	RT.	97

SAND BAG DITCH CHECK			E-5	EACH
STA. 606+15	TO	606+69	LT.	2
STA. 606+57			LT.	1
STA. 607+35			LT.	1
STA. 607+45			LT.	1
STA. 608+20			RT.	1
STA. 608+50			RT.	1
STA. 608+92			RT.	1
STA. 610+02			RT.	1
STA. 614+00			RT.	1
STA. 614+79			LT.	1

ROCK DITCH CHECK			E-6	EACH
STA. 594+63			RT.	1
STA. 606+48			LT.	1
STA. 606+93			LT.	1
STA. 607+21			LT.	1
STA. 607+48			LT.	1
STA. 607+49			LT.	1
STA. 608+47			RT.	1
STA. 609+10			RT.	1
STA. 611+10			RT.	1
STA. 611+35			RT.	1
STA. 612+45			RT.	1
STA. 614+00			RT.	1

DATE OF REVISION	REVISIONS

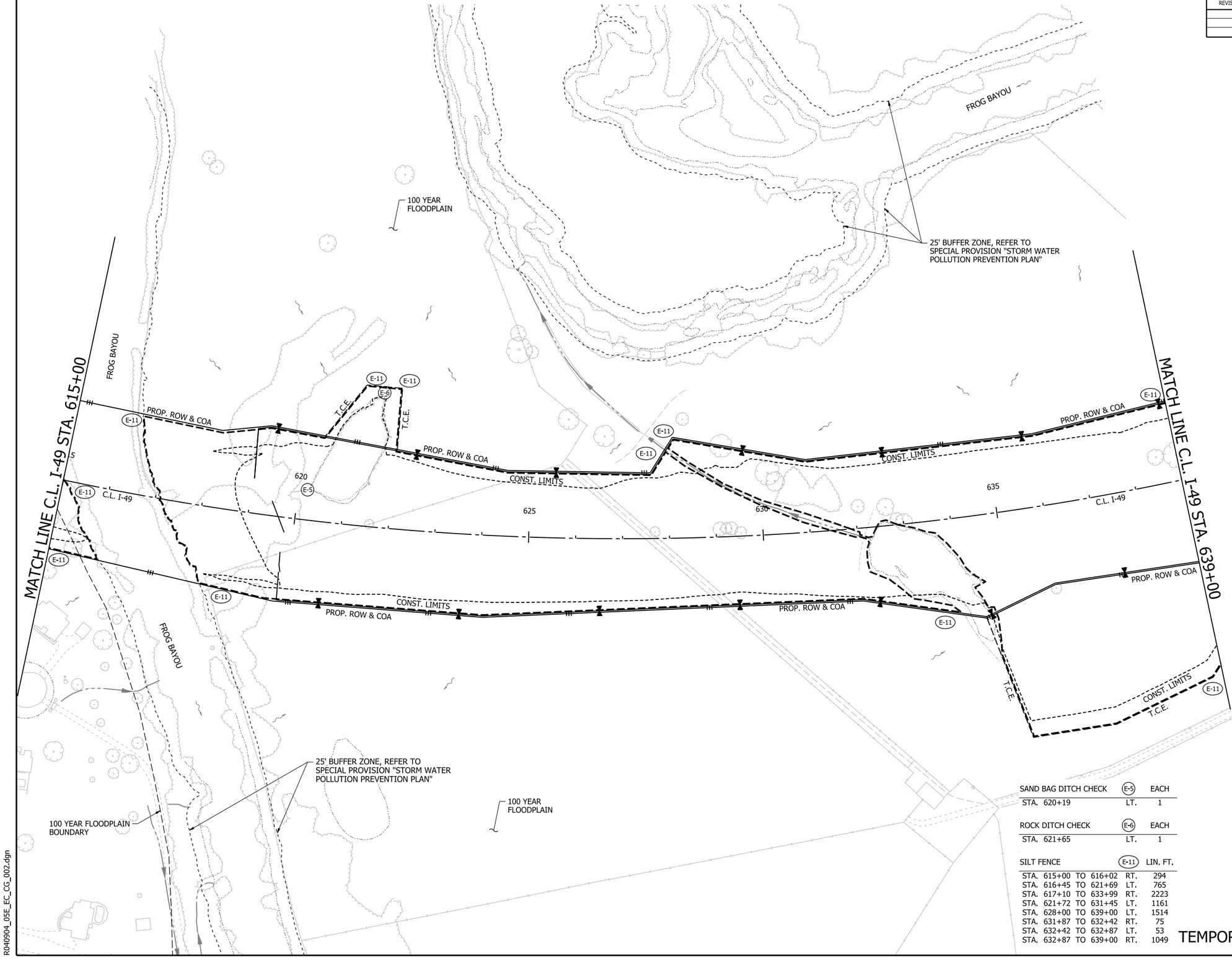
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:29:24 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	70	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	E-5	EACH
STA. 620+19	LT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 621+65	LT.	1

SILT FENCE	E-11	LIN. FT.
STA. 615+00 TO 616+02	RT.	294
STA. 616+45 TO 621+69	LT.	765
STA. 617+10 TO 633+99	RT.	2223
STA. 621+72 TO 631+45	LT.	1161
STA. 628+00 TO 639+00	LT.	1514
STA. 631+87 TO 632+42	RT.	75
STA. 632+42 TO 632+87	LT.	53
STA. 632+87 TO 639+00	RT.	1049

DATE OF REVISION	REVISIONS

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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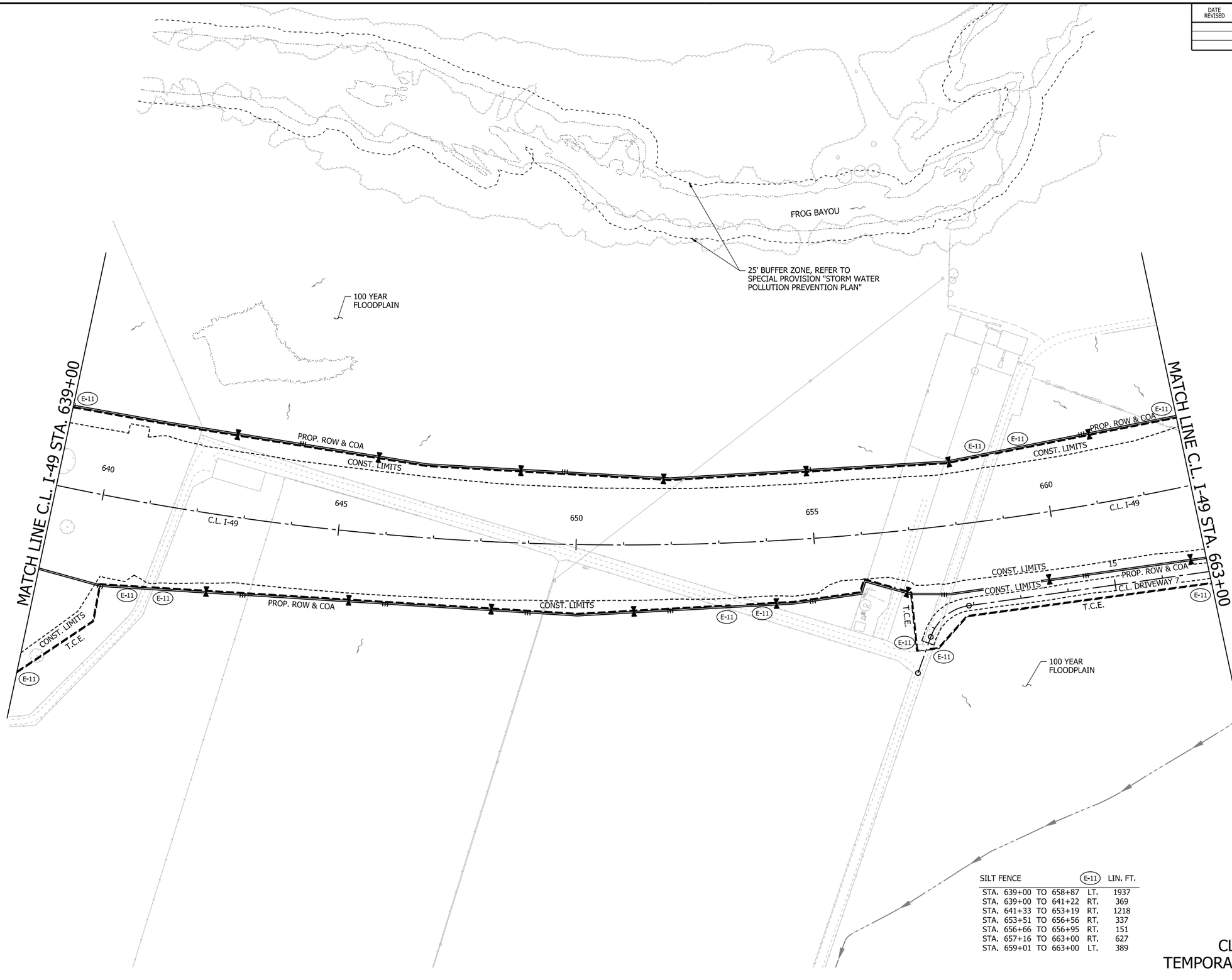
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	71	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SILT FENCE				E-11	LIN. FT.
STA.	639+00	TO	658+87	LT.	1937
STA.	639+00	TO	641+22	RT.	369
STA.	641+33	TO	653+19	RT.	1218
STA.	653+51	TO	656+56	RT.	337
STA.	656+66	TO	656+95	RT.	151
STA.	657+16	TO	663+00	RT.	627
STA.	659+01	TO	663+00	LT.	389

DATE OF REVISION	REVISIONS

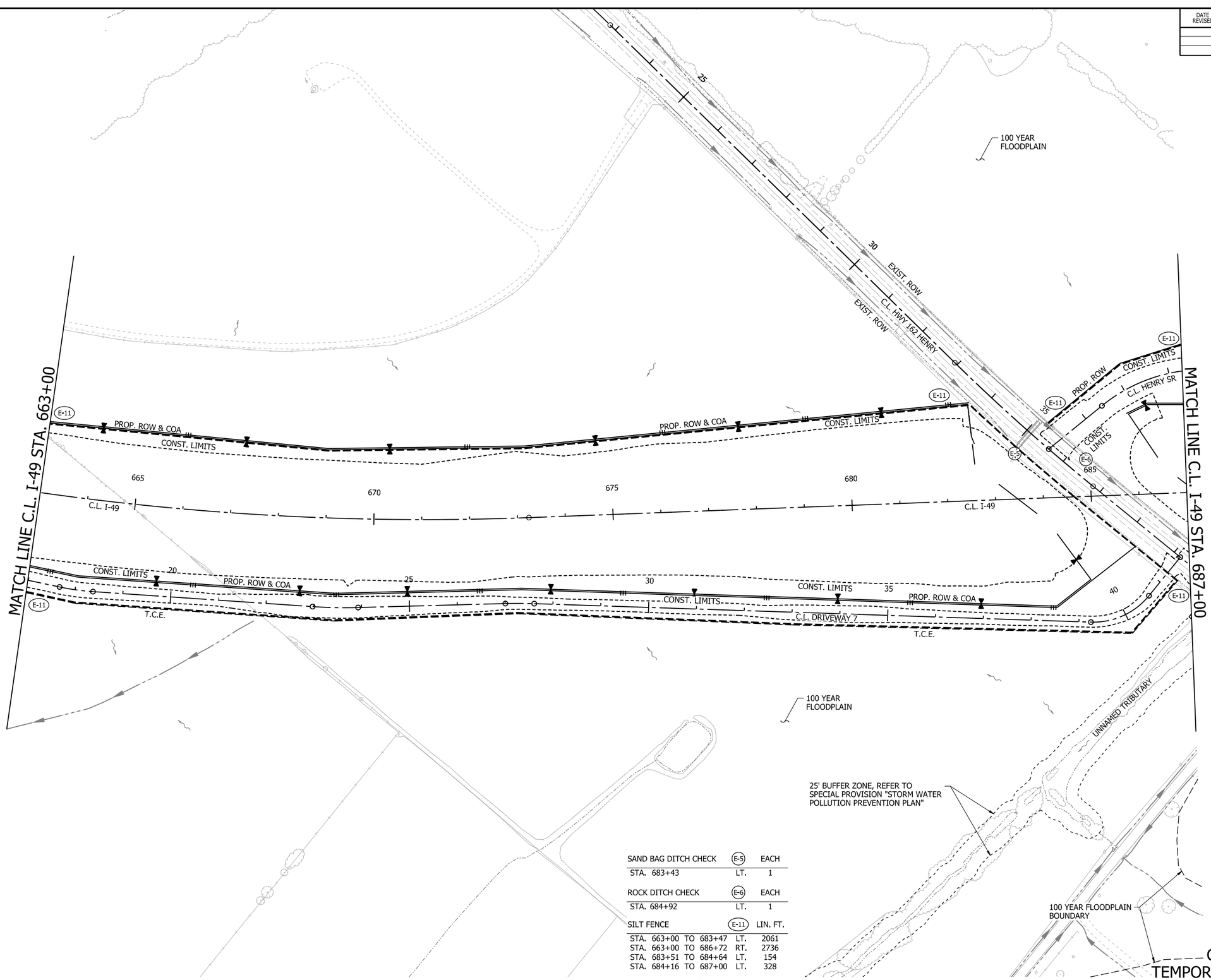
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	72	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	E-5	EACH
STA. 683+43	LT.	1
ROCK DITCH CHECK	E-6	EACH
STA. 684+92	LT.	1
SILT FENCE	E-11	LIN. FT.
STA. 663+00 TO 683+47	LT.	2061
STA. 663+00 TO 686+72	RT.	2736
STA. 683+51 TO 684+64	LT.	154
STA. 684+16 TO 687+00	LT.	328

DATE OF REVISION	REVISIONS

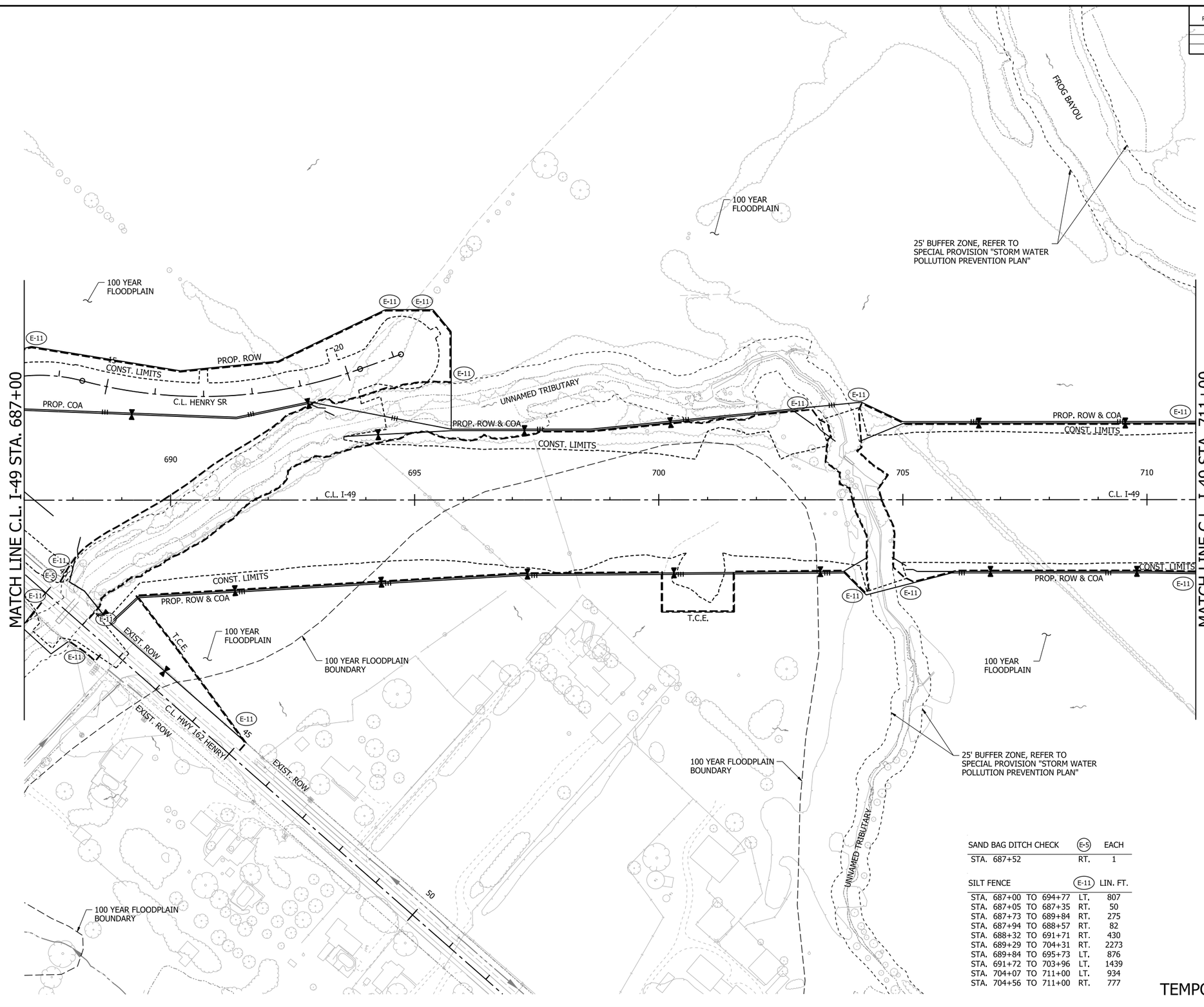
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	73	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 687+52	RT.	1

SILT FENCE	(E-11)	LIN. FT.
STA. 687+00 TO 694+77	LT.	807
STA. 687+05 TO 687+35	RT.	50
STA. 687+73 TO 689+84	RT.	275
STA. 687+94 TO 688+57	RT.	82
STA. 688+32 TO 691+71	RT.	430
STA. 689+29 TO 704+31	RT.	2273
STA. 689+84 TO 695+73	LT.	876
STA. 691+72 TO 703+96	LT.	1439
STA. 704+07 TO 711+00	LT.	934
STA. 704+56 TO 711+00	RT.	777

DATE OF REVISION	REVISIONS

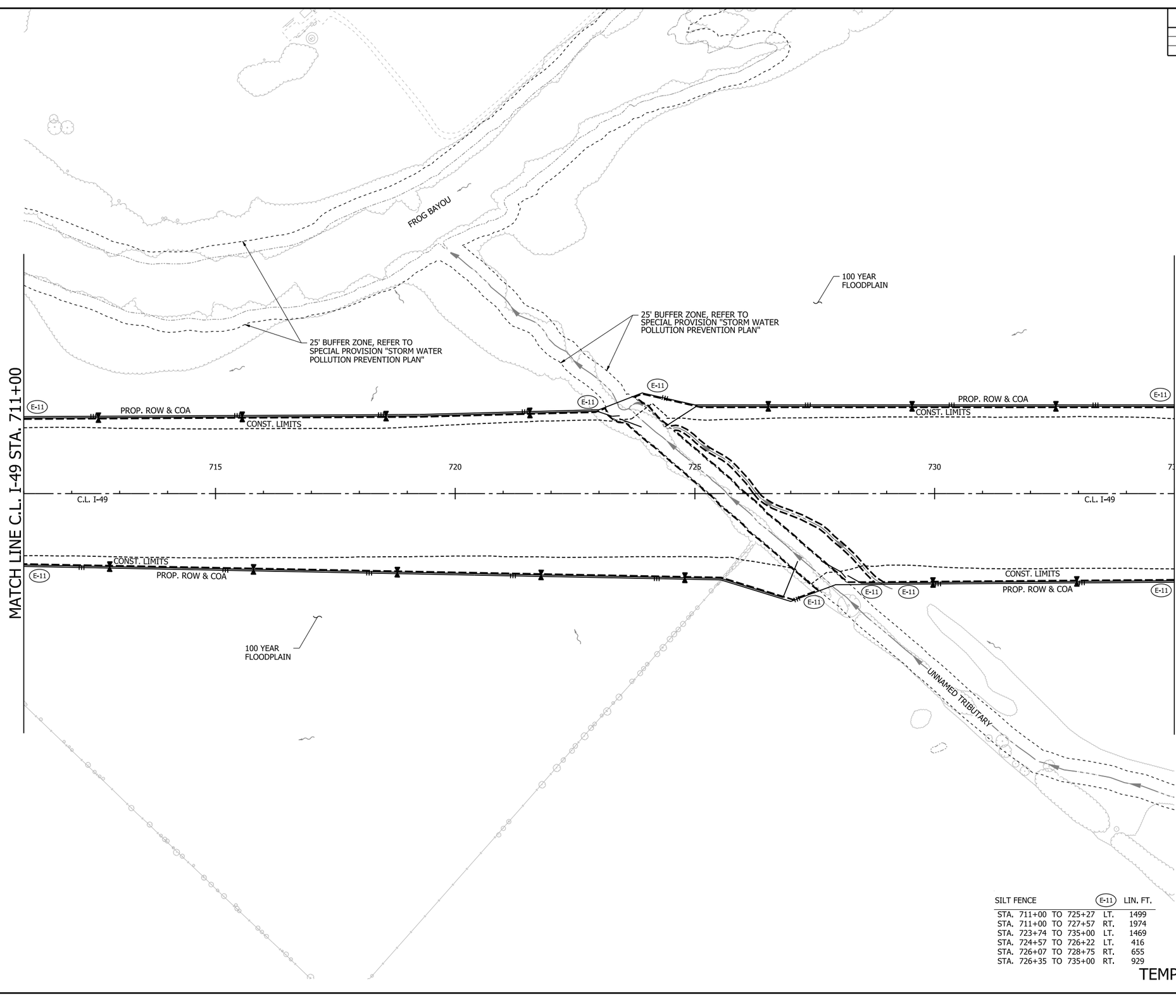
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	74	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SILT FENCE				E-11	LIN. FT.
STA.	711+00	TO	725+27	LT.	1499
STA.	711+00	TO	727+57	RT.	1974
STA.	723+74	TO	735+00	LT.	1469
STA.	724+57	TO	726+22	LT.	416
STA.	726+07	TO	728+75	RT.	655
STA.	726+35	TO	735+00	RT.	929

DATE OF REVISION	REVISIONS

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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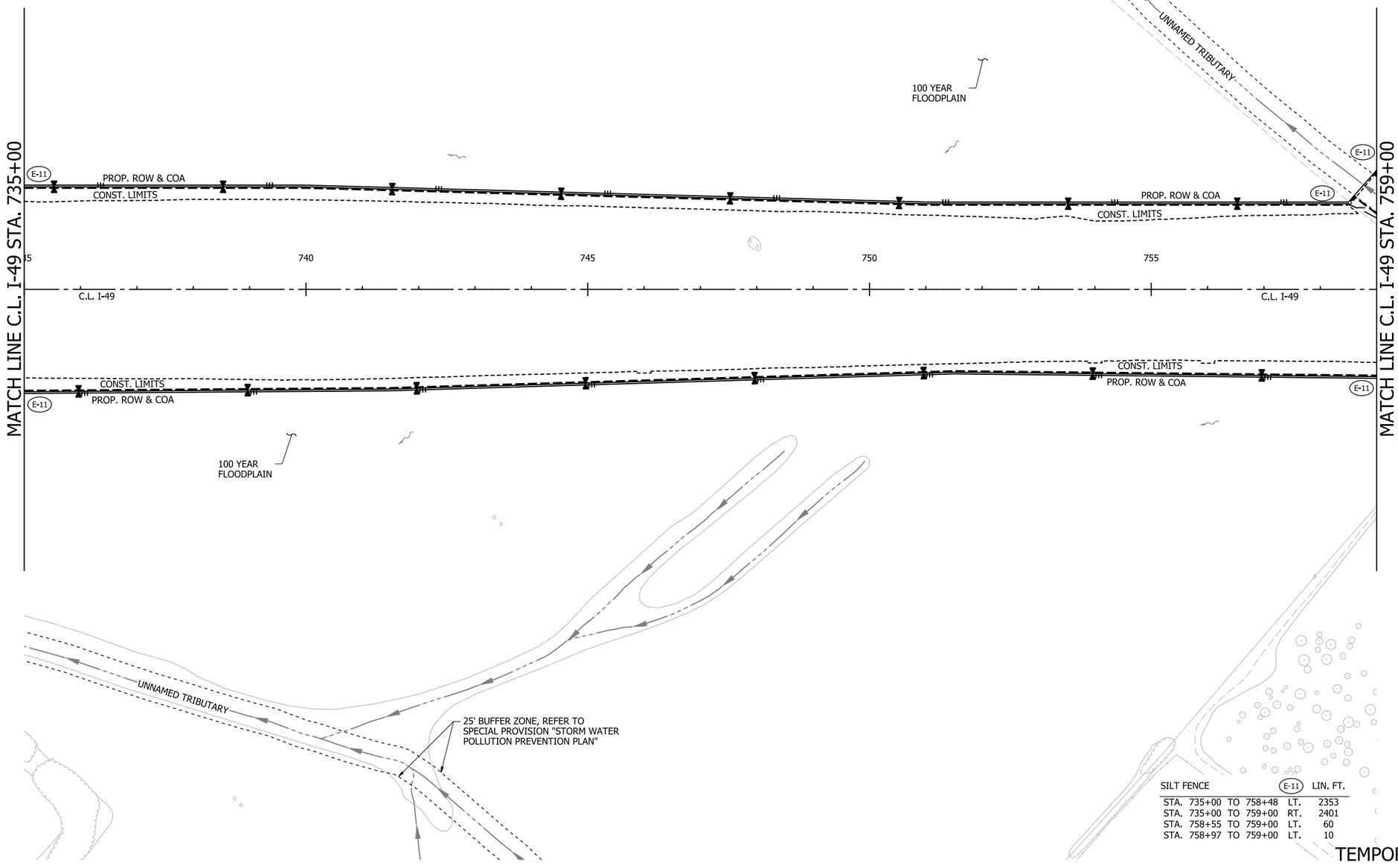
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	75	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SILT FENCE				E-11	LIN. FT.
STA.	735+00	TO	758+48	LT.	2353
STA.	735+00	TO	759+00	RT.	2401
STA.	758+55	TO	759+00	LT.	60
STA.	758+97	TO	759+00	LT.	10

DATE OF REVISION	REVISIONS

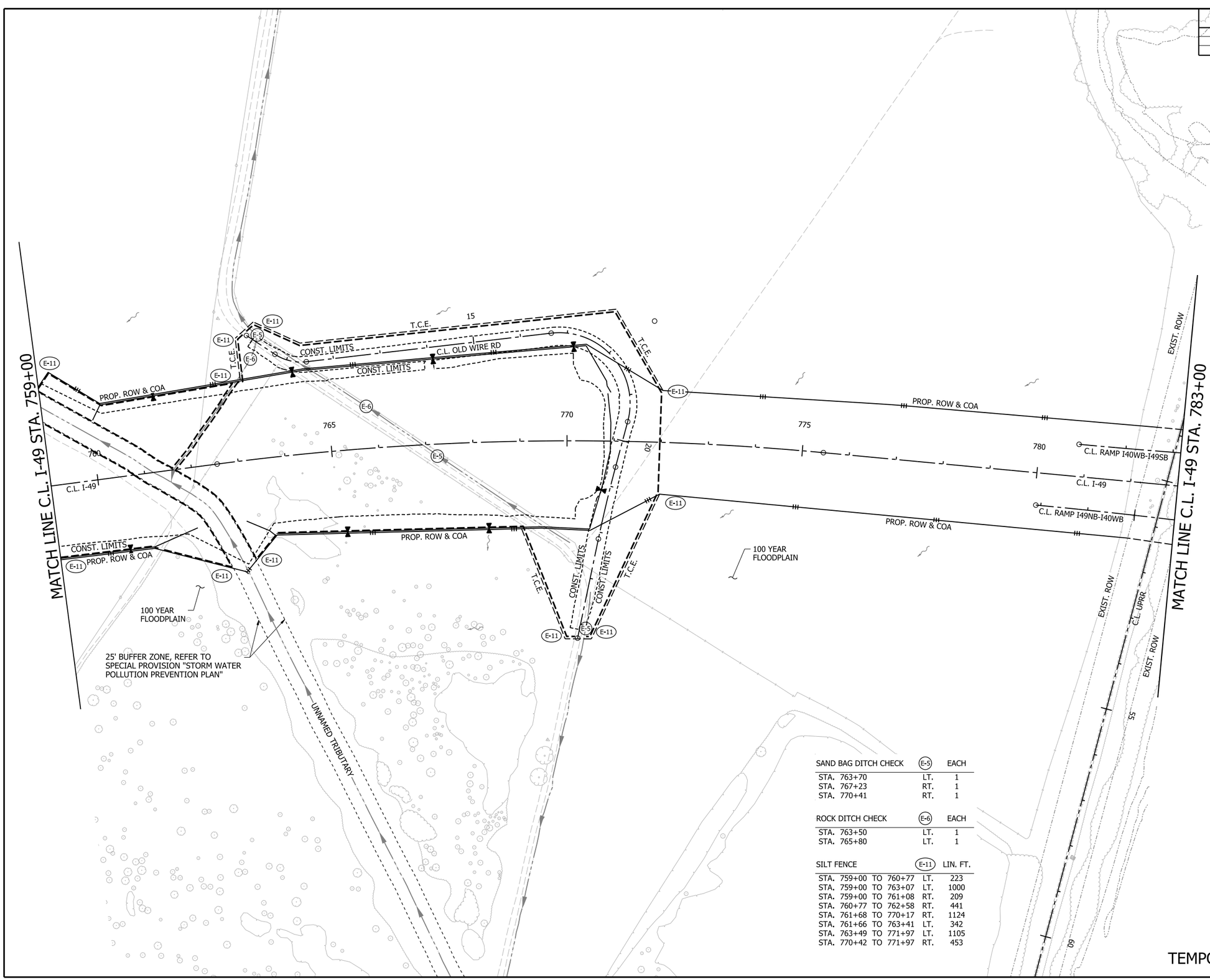
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	76	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 763+70	LT.	1
STA. 767+23	RT.	1
STA. 770+41	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 763+50	LT.	1
STA. 765+80	LT.	1

SILT FENCE	(E-11)	LIN. FT.
STA. 759+00 TO 760+77	LT.	223
STA. 759+00 TO 763+07	LT.	1000
STA. 759+00 TO 761+08	RT.	209
STA. 760+77 TO 762+58	RT.	441
STA. 761+68 TO 770+17	RT.	1124
STA. 761+66 TO 763+41	LT.	342
STA. 763+49 TO 771+97	LT.	1105
STA. 770+42 TO 771+97	RT.	453

DATE OF REVISION	REVISIONS

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	77	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. I-49 STA. 783+00

MATCH LINE C.L. I-49 STA. 807+00

EXIST. ROW
C.L. UPRR
EXIST. ROW
HWY 64 E.B.
C.L. HWY 64
HWY 64 W.B.
EXIST. ROW
EXIST. ROW
100 YEAR FLOODPLAIN
PROP. ROW & COA
C.L. RAMP I40EB-I49SB
C.L. DRIVEWAY 8
PROP. ROW & COA
C.L. RAMP I40WB-I49SB
C.L. I-49
C.L. I-49
C.L. RAMP I49NB-I40WB
PROP. ROW & COA
C.L. RAMP I49NB-I40EB
CONST. LIMITS
CONST. LIMITS
C.L. RAMP I49NB-I40WB
PROP. COA
CONST. LIMITS
PROP. ROW & COA
C.L. DRIVEWAY 9
C.L. DRIVEWAY 10
100 YEAR FLOODPLAIN
C.L. RAMP I49NB-I40EB
CONST. LIMITS
PROP. ROW & COA
PROP ROW

MATCH LINE C.L. HWY 64 STA. 52+70

INSET A

INSET A MATCH LINE C.L. HWY 64 STA. 52+70

LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

WATTLE			E-1 LIN. FT.
STA. 794+24	TO 796+15	RT.	1045
STA. 794+27	TO 794+97	LT.	170
STA. 794+27	TO 794+92	LT.	156
STA. 796+15	TO 796+19	RT.	256
STA. 796+20	TO 807+00	RT.	1308
STA. 796+61	TO 807+00	RT.	1279

SAND BAG DITCH CHECK	E-5	EACH
STA. 794+08	LT.	1
STA. 794+19	RT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 794+11	RT.	1
STA. 794+16	RT.	1

DATE OF REVISION	REVISIONS

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:23 AM
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WATTLE			E-1	LIN. FT.
STA. 807+00	TO	808+36	RT.	194
STA. 807+00	TO	813+02	RT.	1457
STA. 812+33	TO	815+10	LT.	907
STA. 815+70	TO	819+21	LT.	645
STA. 816+45	TO	822+25	RT.	799
STA. 819+38	TO	831+00	LT.	1394
STA. 821+28	TO	831+00	RT.	1127

SAND BAG DITCH CHECK			E-5	EACH
STA. 813+11			LT.	1
STA. 813+21			LT.	1
STA. 816+27			RT.	1
STA. 818+32			LT.	1
STA. 823+24			LT.	1
STA. 825+79			LT.	1

ROCK DITCH CHECK			E-6	EACH
STA. 812+11			LT.	1
STA. 812+86			LT.	1
STA. 816+53			RT.	1
STA. 817+49			LT.	1
STA. 824+03			LT.	1
STA. 830+13			LT.	1

DROP INLET FILTER SOCK			E-13	LIN. FT.
STA. 815+04			RT.	29
STA. 820+99			LT.	29
STA. 826+05			RT.	29

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	78	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 807+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

MATCH LINE C.L. I-49 STA. 831+00

C.L. LT ML-I-40 +74.54 292.46'

C.L. LT ML-I-40 +93.22 299.73'

C.L. LT ML-I-40 +49.34 360.48'

C.L. LT ML-I-40 +89.15 284.86'

C.L. RAMP I40EB-I49SB

C.L. RAMP I40WB-I49SB

C.L. RAMP I40EB-I49NB

C.L. RAMP I40WB-I49NB

C.L. RAMP I49NB-I40WB

C.L. RAMP I49SB-I40WB

C.L. RAMP I49SB-I40EB

C.L. RAMP I49NB-I40EB

C.L. RT ML-I-40

C.L. MED I-40

C.L. I-49

+32.42 149.84

+76.31 149.95'

+35.22 86.43'

+89.36 142.06

+46.13 140.71'

+104.87 344.28'

+99.66 672.72

+21.46 218.80'

+54.43 252.46'

+06.04 244.86'

+24.92 224.36'

LIMITS OF PRESERVED VEGETATION R=1051'

LIMITS OF PRESERVED VEGETATION R=1014'

LIMITS OF PRESERVED VEGETATION R=1077'

LIMITS OF PRESERVED VEGETATION R=1348'

LIMITS OF PRESERVED VEGETATION R=799'

LIMITS OF PRESERVED VEGETATION R=727'

CONST. LIMITS

EXIST. ROW & COA

PROP. ROW & COA

PROP. ROW

T.C.E.

PROP. COA

EXIST. ROW & PROP. COA

C.L. COLLUM FR

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

DATE OF REVISION	REVISIONS

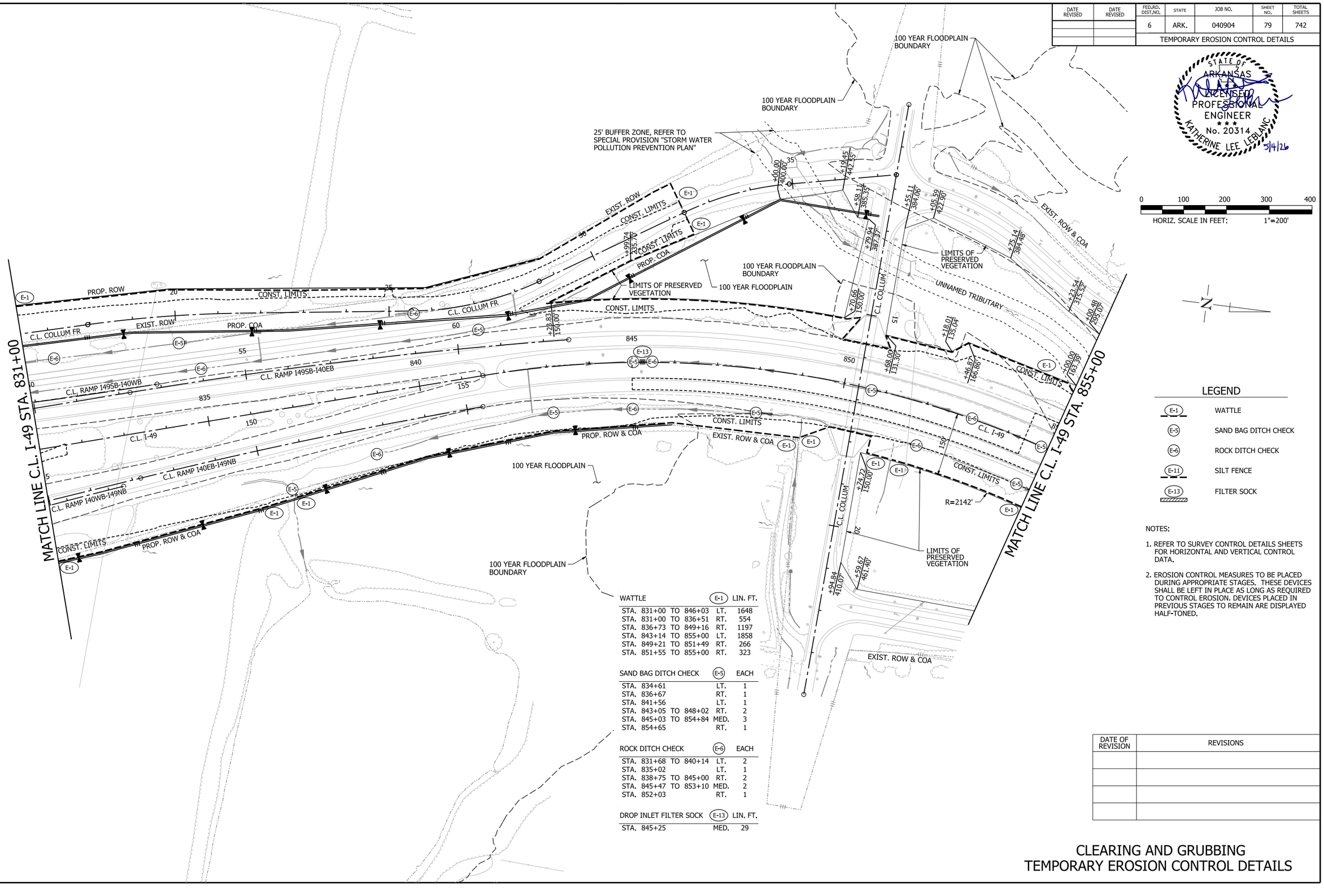
CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:25 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	79	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-11 SILT FENCE
- E-13 FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

WATTLE	E-1	LIN. FT.
STA. 831+00 TO 846+03	LT.	1648
STA. 831+00 TO 836+51	RT.	554
STA. 836+73 TO 849+16	RT.	1197
STA. 843+14 TO 855+00	LT.	1858
STA. 849+21 TO 851+49	RT.	266
STA. 851+55 TO 855+00	RT.	323

SAND BAG DITCH CHECK	E-5	EACH
STA. 834+61	LT.	1
STA. 836+67	RT.	1
STA. 841+56	LT.	1
STA. 843+05 TO 848+02	RT.	2
STA. 845+03 TO 854+84	MED.	3
STA. 854+65	RT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 831+68 TO 840+14	LT.	2
STA. 835+02	LT.	1
STA. 838+75 TO 845+00	RT.	2
STA. 845+47 TO 853+10	MED.	2
STA. 852+03	RT.	1

DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 845+25	MED.	29

DATE OF REVISION	REVISIONS

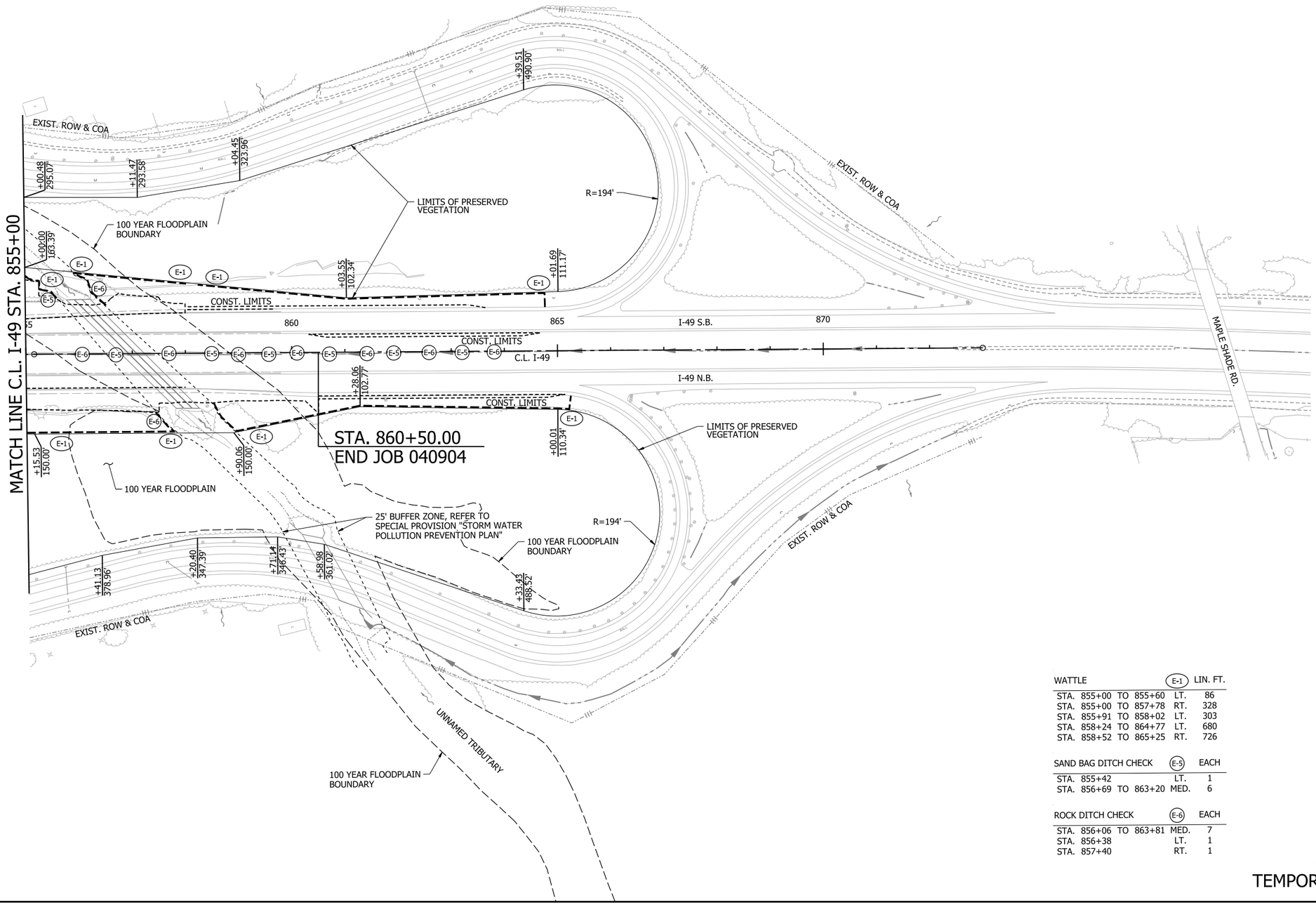
CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	80	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

WATTLE			E-1	LIN. FT.
STA. 855+00	TO	855+60	LT.	86
STA. 855+00	TO	857+78	RT.	328
STA. 855+91	TO	858+02	LT.	303
STA. 858+24	TO	864+77	LT.	680
STA. 858+52	TO	865+25	RT.	726

SAND BAG DITCH CHECK			E-5	EACH
STA. 855+42			LT.	1
STA. 856+69	TO	863+20	MED.	6

ROCK DITCH CHECK			E-6	EACH
STA. 856+06	TO	863+81	MED.	7
STA. 856+38			LT.	1
STA. 857+40			RT.	1

DATE OF REVISION	REVISIONS

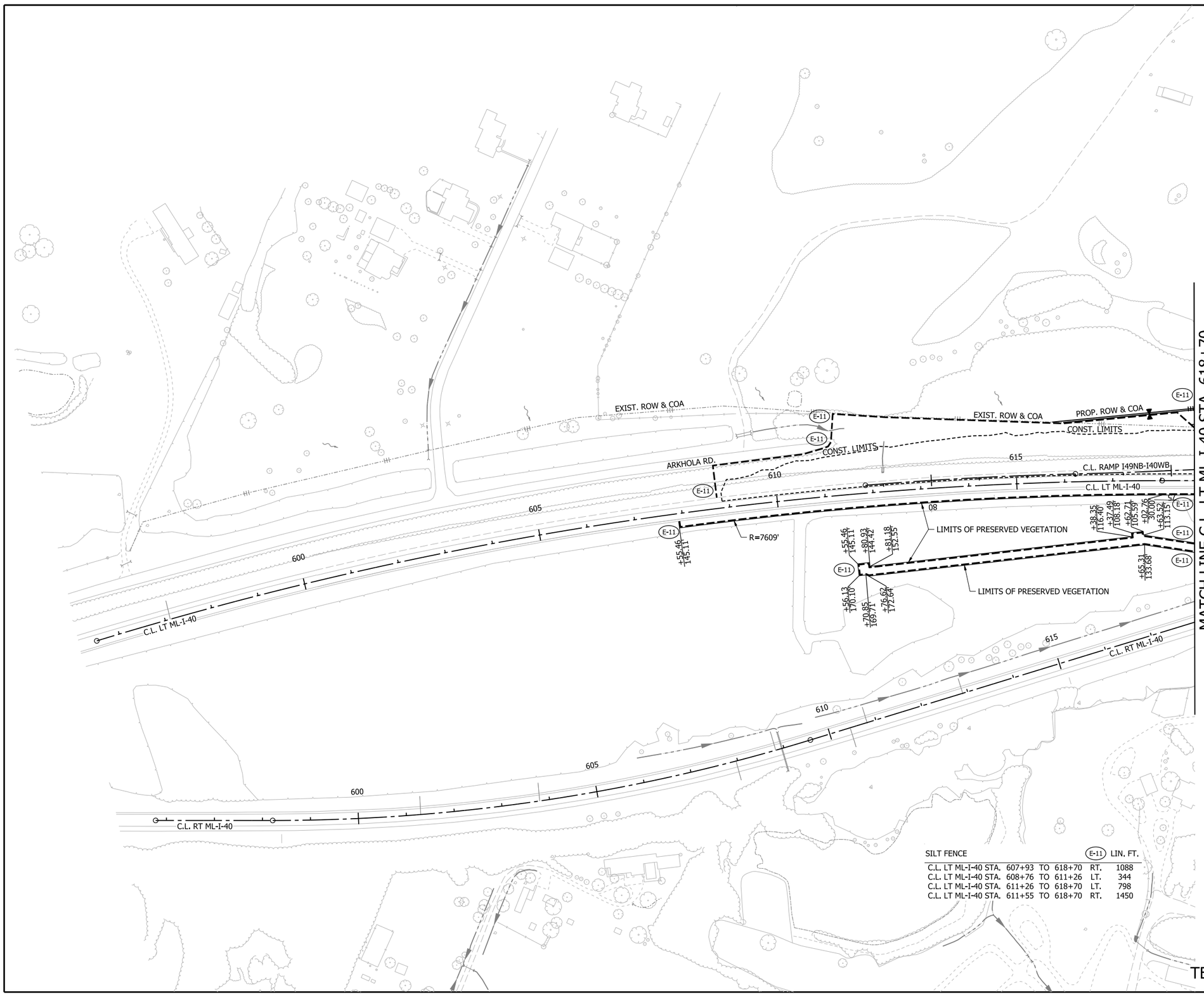
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	81	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
3. LIMITS OF PRESERVED VEGETATION ON THIS SHEET ARE MEASURED FROM C.L. LT ML-I-40.

SILT FENCE					E-11 LIN. FT.
C.L. LT ML-I-40 STA.	607+93	TO	618+70	RT.	1088
C.L. LT ML-I-40 STA.	608+76	TO	611+26	LT.	344
C.L. LT ML-I-40 STA.	611+26	TO	618+70	LT.	798
C.L. LT ML-I-40 STA.	611+55	TO	618+70	RT.	1450

DATE OF REVISION	REVISIONS

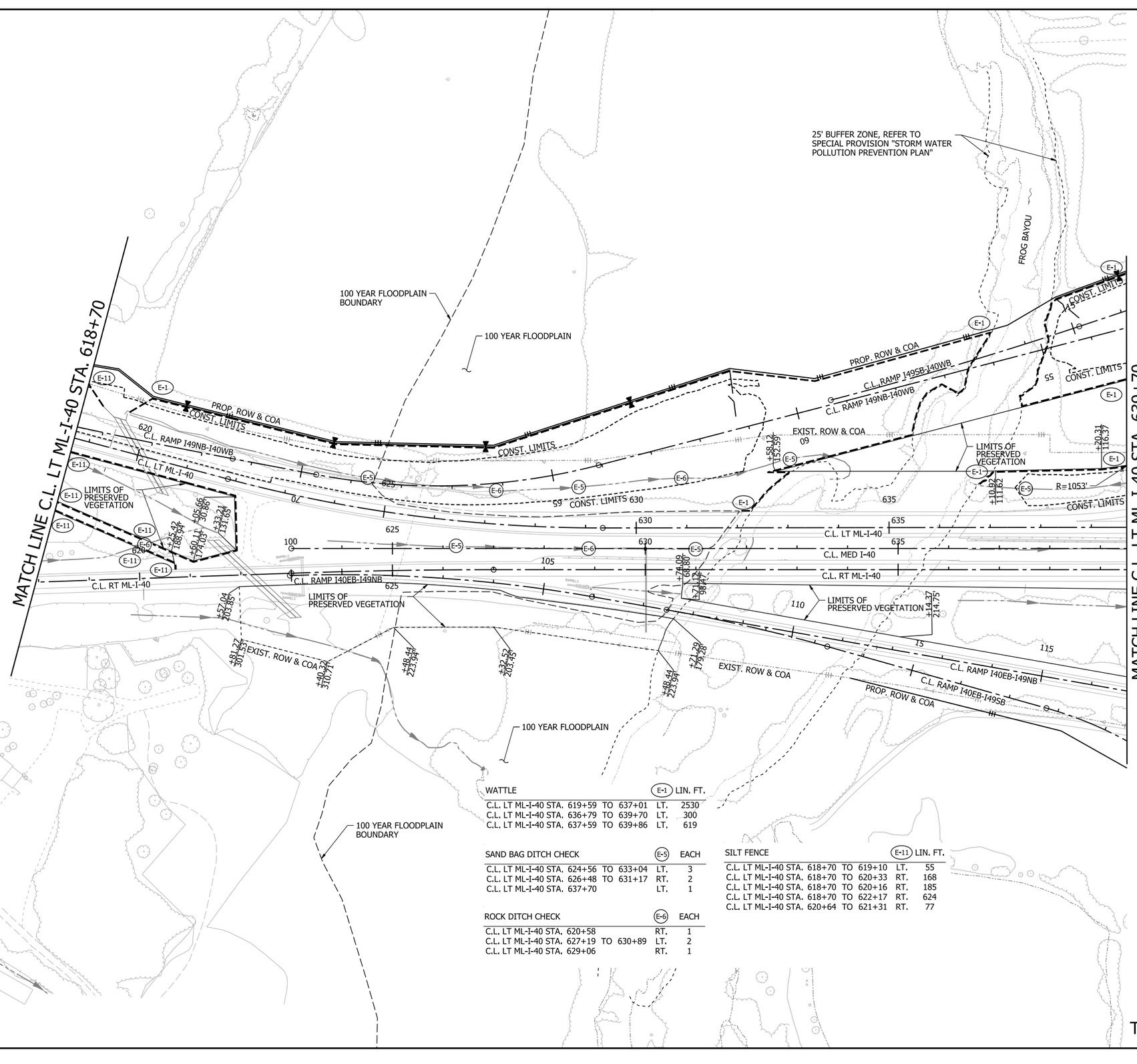
CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	82	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
3. LIMITS OF PRESERVED VEGETATION ON THIS SHEET ARE MEASURED FROM C.L. LT ML-I-40.

WATTLE	E-1	LIN. FT.
C.L. LT ML-I-40 STA. 619+59 TO 637+01	LT.	2530
C.L. LT ML-I-40 STA. 636+79 TO 639+70	LT.	300
C.L. LT ML-I-40 STA. 637+59 TO 639+86	LT.	619

SAND BAG DITCH CHECK	E-5	EACH
C.L. LT ML-I-40 STA. 624+56 TO 633+04	LT.	3
C.L. LT ML-I-40 STA. 626+48 TO 631+17	RT.	2
C.L. LT ML-I-40 STA. 637+70	LT.	1

ROCK DITCH CHECK	E-6	EACH
C.L. LT ML-I-40 STA. 620+58	RT.	1
C.L. LT ML-I-40 STA. 627+19 TO 630+89	LT.	2
C.L. LT ML-I-40 STA. 629+06	RT.	1

SILT FENCE	E-11	LIN. FT.
C.L. LT ML-I-40 STA. 618+70 TO 619+10	LT.	55
C.L. LT ML-I-40 STA. 618+70 TO 620+33	RT.	168
C.L. LT ML-I-40 STA. 618+70 TO 620+16	RT.	185
C.L. LT ML-I-40 STA. 618+70 TO 622+17	RT.	624
C.L. LT ML-I-40 STA. 620+64 TO 621+31	RT.	77

DATE OF REVISION	REVISIONS

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:37 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	83	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 657+70

100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN BOUNDARY
25' BUFFER ZONE, REFER TO SPECIAL PROVISION "STORM WATER POLLUTION PREVENTION PLAN"
PROP. ROW & COA
CONST. LIMITS
EXIST. ROW & COA
C.L. RAMP 140WB-149NB
C.L. RAMP 140WB-I49SB
60 CONST. LIMITS
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40
LIMITS OF PRESERVED VEGETATION
R=727'
C.L. RAMP 149SB-I40EB
C.L. RAMP 149NB-140EB
RUDY RD.
LITTLE FROG BAYOU
660
665
670
675
680
+85.15 129.47
+63.98 150.88
+62.80 141.66
+86.53 145.13
+58.86 55.96
+41.78 53.64
+22.32 66.28
+27.08 62.24
+96.45 130.68

LEGEND

E-1	WATTLE
E-5	SAND BAG DITCH CHECK
E-6	ROCK DITCH CHECK
E-11	SILT FENCE
E-13	FILTER SOCK

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
3. LIMITS OF PRESERVED VEGETATION ON THIS SHEET ARE MEASURED FROM C.L. LT ML-I-40.

WATTLE	E-1	LIN. FT.
C.L. LT ML-I-40 STA. 657+70 TO 664+10	LT.	811
C.L. LT ML-I-40 STA. 657+37 TO 664+15	RT.	867
C.L. LT ML-I-40 STA. 657+70 TO 666+92	RT.	982
C.L. LT ML-I-40 STA. 664+63 TO 667+59	LT.	424
C.L. LT ML-I-40 STA. 664+95 TO 667+64	RT.	310
C.L. LT ML-I-40 STA. 668+42 TO 669+19	LT.	80
C.L. LT ML-I-40 STA. 668+63 TO 669+87	RT.	125
C.L. LT ML-I-40 STA. 669+25 TO 670+97	LT.	183
C.L. LT ML-I-40 STA. 669+87	RT.	20
C.L. LT ML-I-40 STA. 670+97	LT.	19

SAND BAG DITCH CHECK	E-5	EACH
C.L. LT ML-I-40 STA. 658+71	LT.	1
C.L. LT ML-I-40 STA. 665+27	LT.	1

ROCK DITCH CHECK	E-6	EACH
C.L. LT ML-I-40 STA. 663+95	LT.	1
C.L. LT ML-I-40 STA. 665+12	RT.	1
C.L. LT ML-I-40 STA. 669+07	LT.	1
C.L. LT ML-I-40 STA. 669+54	RT.	1

DATE OF REVISION	REVISIONS

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	84	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/24

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

STA. 595+00.00
BEGIN JOB 040904
LOG MILE 15.71

MATCH LINE C.L. I-49 STA. 615+00

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK (E-5)			EACH
STA. 602+78		LT.	1
STA. 603+16	TO 606+17	LT.	3
STA. 604+65	TO 605+89	LT.	2
STA. 606+10		LT.	1
STA. 606+61	TO 606+96	LT.	2
STA. 607+32		RT.	1
STA. 608+13		RT.	1
STA. 611+63	TO 613+16	LT.	2
STA. 612+14	TO 613+57	RT.	3

ROCK DITCH CHECK (E-6)			EACH
STA. 599+45		RT.	1
STA. 602+53	TO 604+80	LT.	3
STA. 603+77		LT.	1
STA. 604+07	TO 605+36	LT.	2
STA. 605+23		LT.	1
STA. 606+30		LT.	1
STA. 606+42	TO 606+79	LT.	2
STA. 607+14	TO 607+50	RT.	2
STA. 608+03		RT.	1
STA. 608+56		RT.	1
STA. 612+42		LT.	1

DIVERSION DITCH (E-8)			LIN. FT.
STA. 598+87	TO 599+61	LT.	129
STA. 599+61	TO 601+64	RT.	245
STA. 601+64	TO 606+24	LT.	495
STA. 603+08	TO 606+09	LT.	328

DROP INLET FILTER SOCK (E-13)			LIN. FT.
STA. 600+42	TO 601+11	MED.	116
STA. 602+95	TO 603+56	LT.	116
STA. 605+89	TO 605+99	LT.	116
STA. 606+08		LT.	29
STA. 611+98		LT.	29
STA. 612+71		RT.	29

DATE OF REVISION	REVISIONS

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

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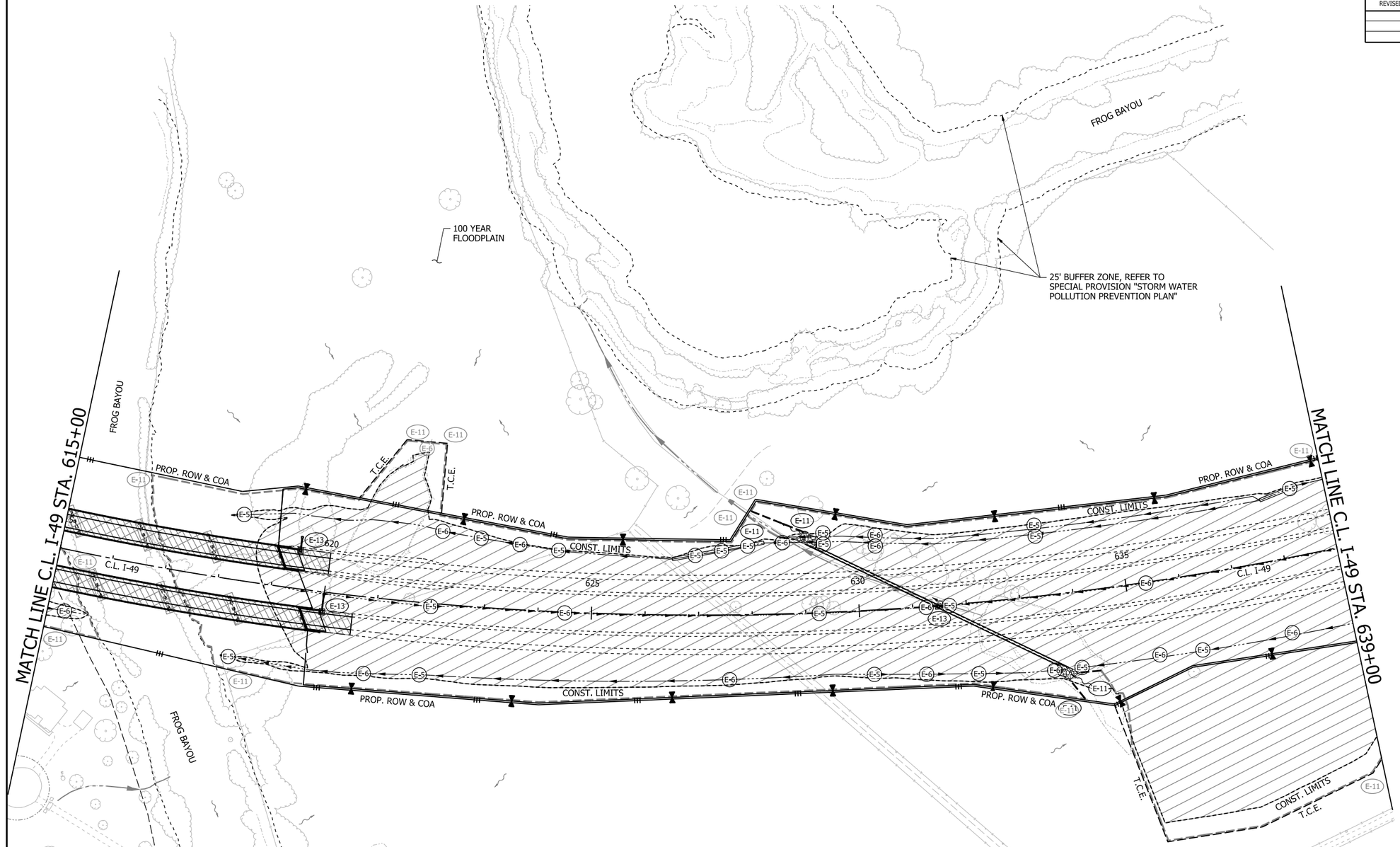
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	85	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 618+30 TO 624+33	LT.	3
STA. 618+40 TO 621+89	RT.	2
STA. 622+00 TO 629+25	MED.	2
STA. 626+93 TO 627+93	LT.	3
STA. 629+34 TO 633+42	LT.	4
STA. 630+21 TO 632+12	RT.	2
STA. 631+68	MED.	1
STA. 634+00 TO 636+22	RT.	2
STA. 638+35	LT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 615+31	RT.	1
STA. 620+88 TO 627+57	RT.	2
STA. 622+10 TO 623+59	LT.	2
STA. 624+50 TO 631+25	MED.	2
STA. 628+60	LT.	1
STA. 630+37	LT.	2
STA. 631+17 TO 633+50	RT.	2
STA. 635+37	MED.	1
STA. 635+44 TO 637+88	RT.	2

SILT FENCE	(E-11)	LIN. FT.
STA. 628+01 TO 629+03	LT.	108
STA. 628+54 TO 628+84	LT.	29
STA. 633+75 TO 633+99	RT.	47
STA. 633+95 TO 634+34	RT.	40

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 619+46	LT.	29
STA. 619+99	RT.	29
STA. 631+45	MED.	29

DATE OF REVISION	REVISIONS

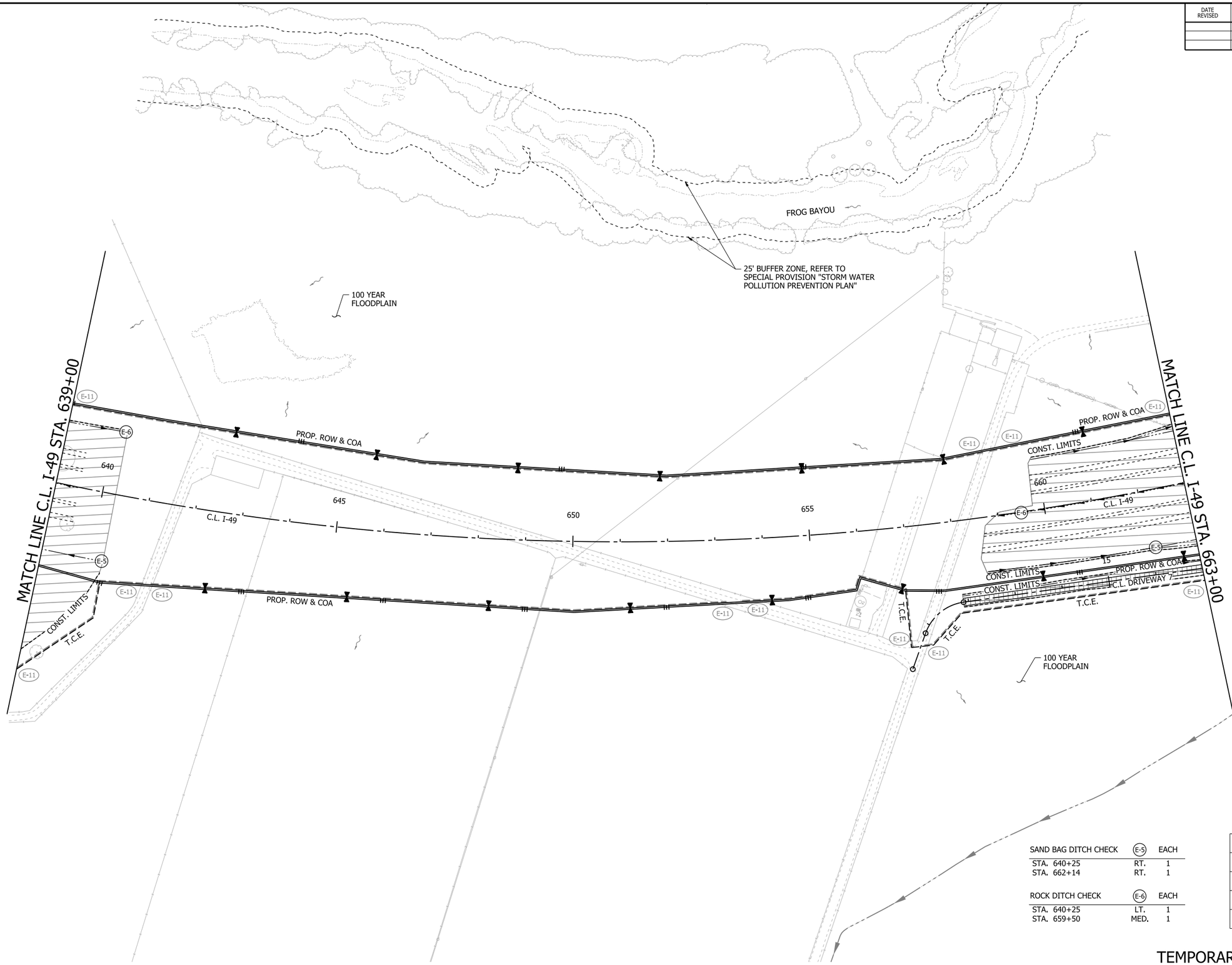
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	86	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	E-5	EACH
STA. 640+25	RT.	1
STA. 662+14	RT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 640+25	LT.	1
STA. 659+50	MED.	1

DATE OF REVISION	REVISIONS

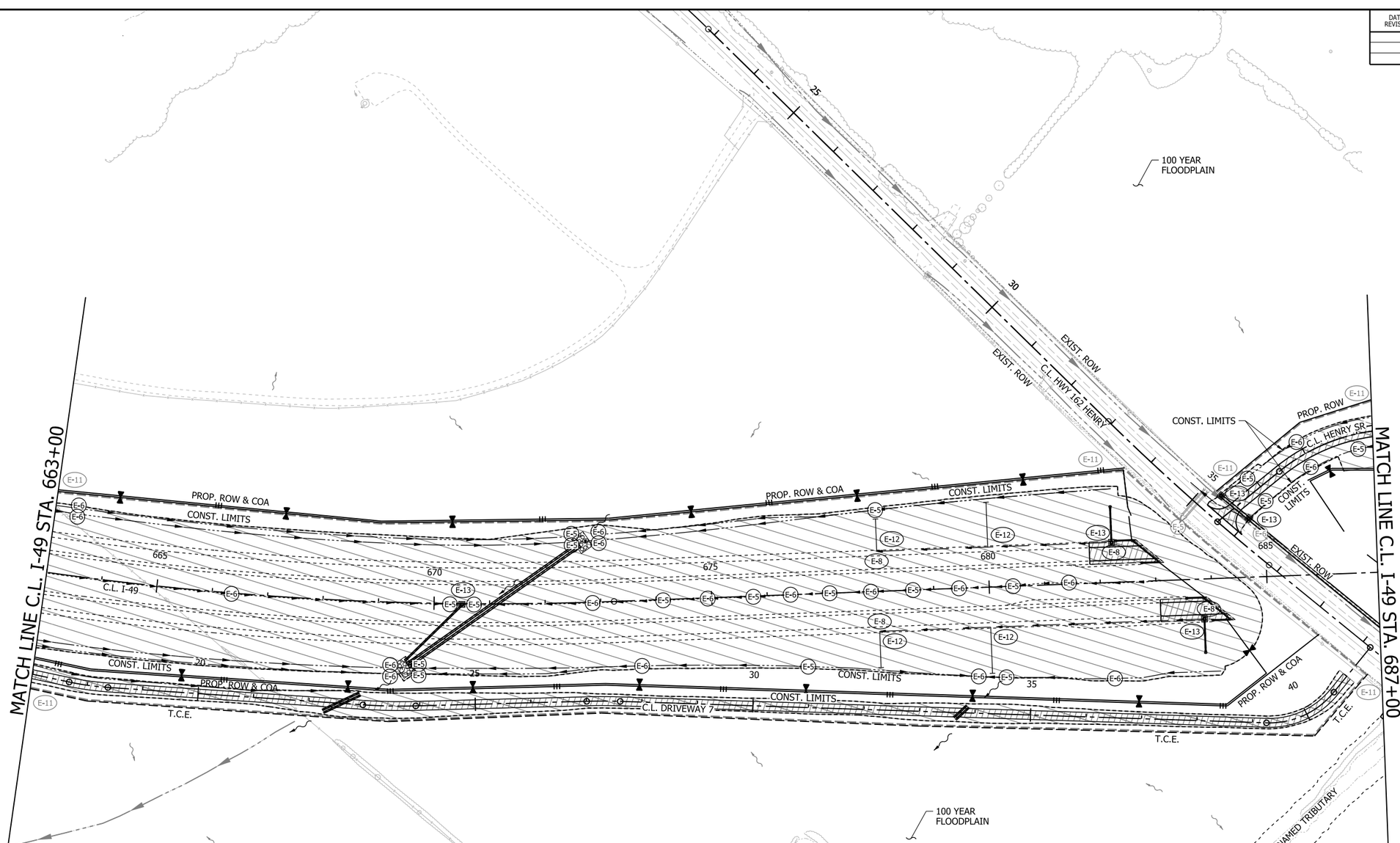
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

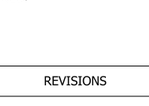
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	87	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'





LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES, THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

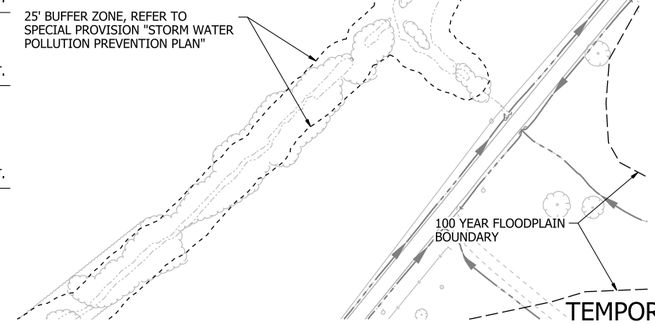
SAND BAG DITCH CHECK	(E-5)	EACH
STA. 669+75 TO 676+69	RT.	3
STA. 670+28	MED.	1
STA. 670+71 TO 680+43	MED.	6
STA. 672+50	LT.	2
STA. 678+00	LT.	1
STA. 680+25	RT.	1
STA. 684+71	LT.	1
STA. 685+03 TO 686+73	LT.	2

ROCK DITCH CHECK	(E-6)	EACH
STA. 663+41	LT.	2
STA. 666+34	MED.	1
STA. 669+25	RT.	2
STA. 672+85 TO 681+44	MED.	6
STA. 673+00	LT.	2
STA. 673+70 TO 679+75	RT.	2
STA. 682+20	RT.	1
STA. 685+62	LT.	1
STA. 685+86	LT.	1

DIVERSION DITCH	(E-8)	LIN. FT.
STA. 678+00 TO 682+23	LT.	423
STA. 678+00 TO 683+85	RT.	585

PIPE FOR SLOPE DRAINS	(E-12)	LIN. FT.
STA. 678+00	LT.	74
STA. 678+00	RT.	70
STA. 680+00	LT.	87
STA. 680+00	RT.	90

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 670+50	MED.	29
STA. 682+23	LT.	29
STA. 683+85	RT.	29
STA. 684+23	LT.	29
STA. 684+72	LT.	29



DATE OF REVISION	REVISIONS

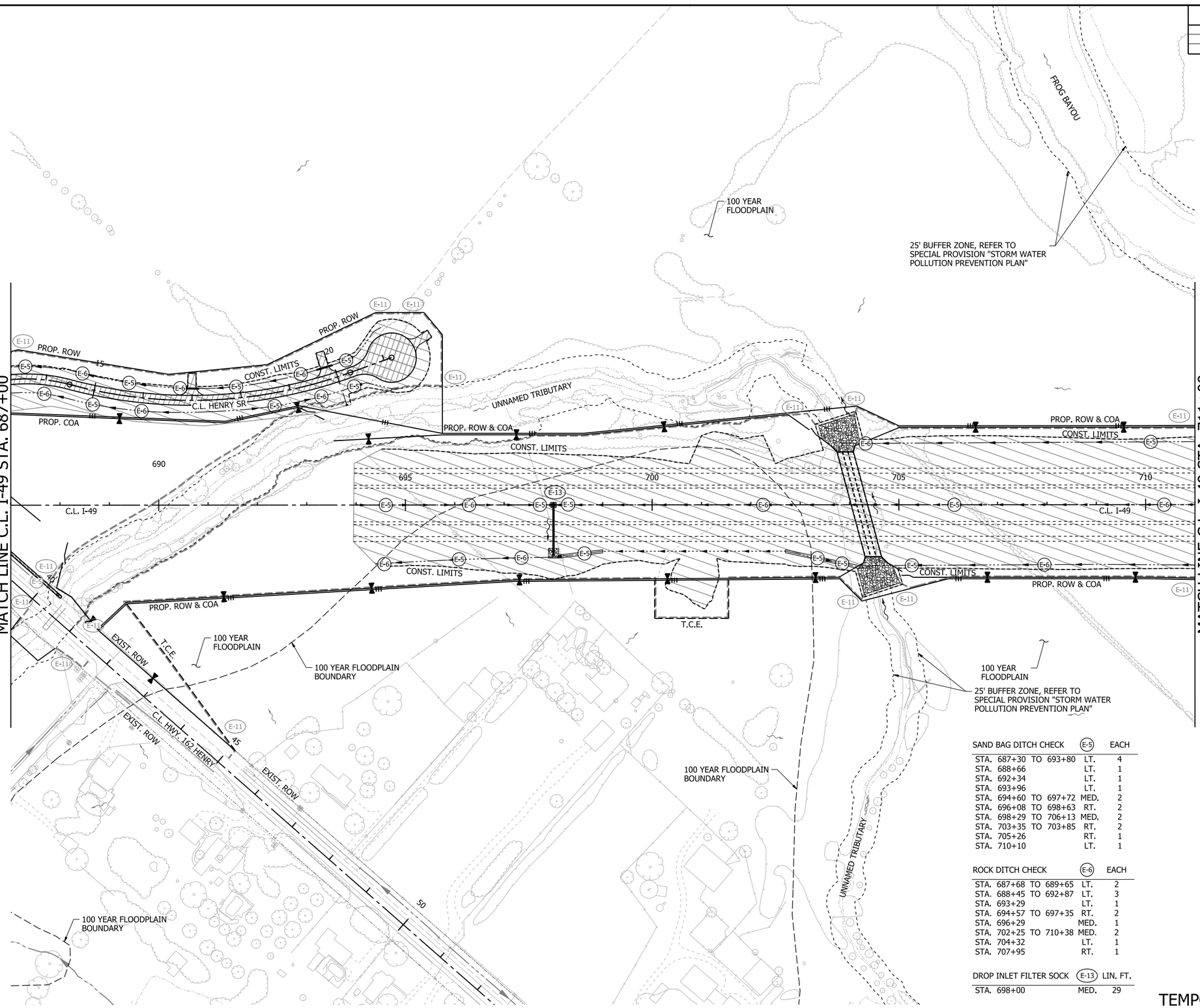
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:53 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	88	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

SAND BAG DITCH CHECK (E-5)			EACH
STA. 687+30	TO 693+80	LT.	4
STA. 688+66		LT.	1
STA. 692+34		LT.	1
STA. 693+96		LT.	1
STA. 694+60	TO 697+72	MED.	2
STA. 696+08	TO 698+63	RT.	2
STA. 698+29	TO 706+13	MED.	2
STA. 703+35	TO 703+85	RT.	2
STA. 705+26		RT.	1
STA. 710+10		LT.	1

ROCK DITCH CHECK (E-6)			EACH
STA. 687+68	TO 689+65	LT.	2
STA. 688+45	TO 692+87	LT.	3
STA. 693+29		LT.	1
STA. 694+57	TO 697+35	RT.	2
STA. 696+29		MED.	1
STA. 702+25	TO 710+38	MED.	2
STA. 704+32		LT.	1
STA. 707+95		RT.	1

DROP INLET FILTER SOCK (E-13)		LIN. FT.
STA. 698+00	MED.	29

NOTES:
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DATE OF REVISION	REVISIONS

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

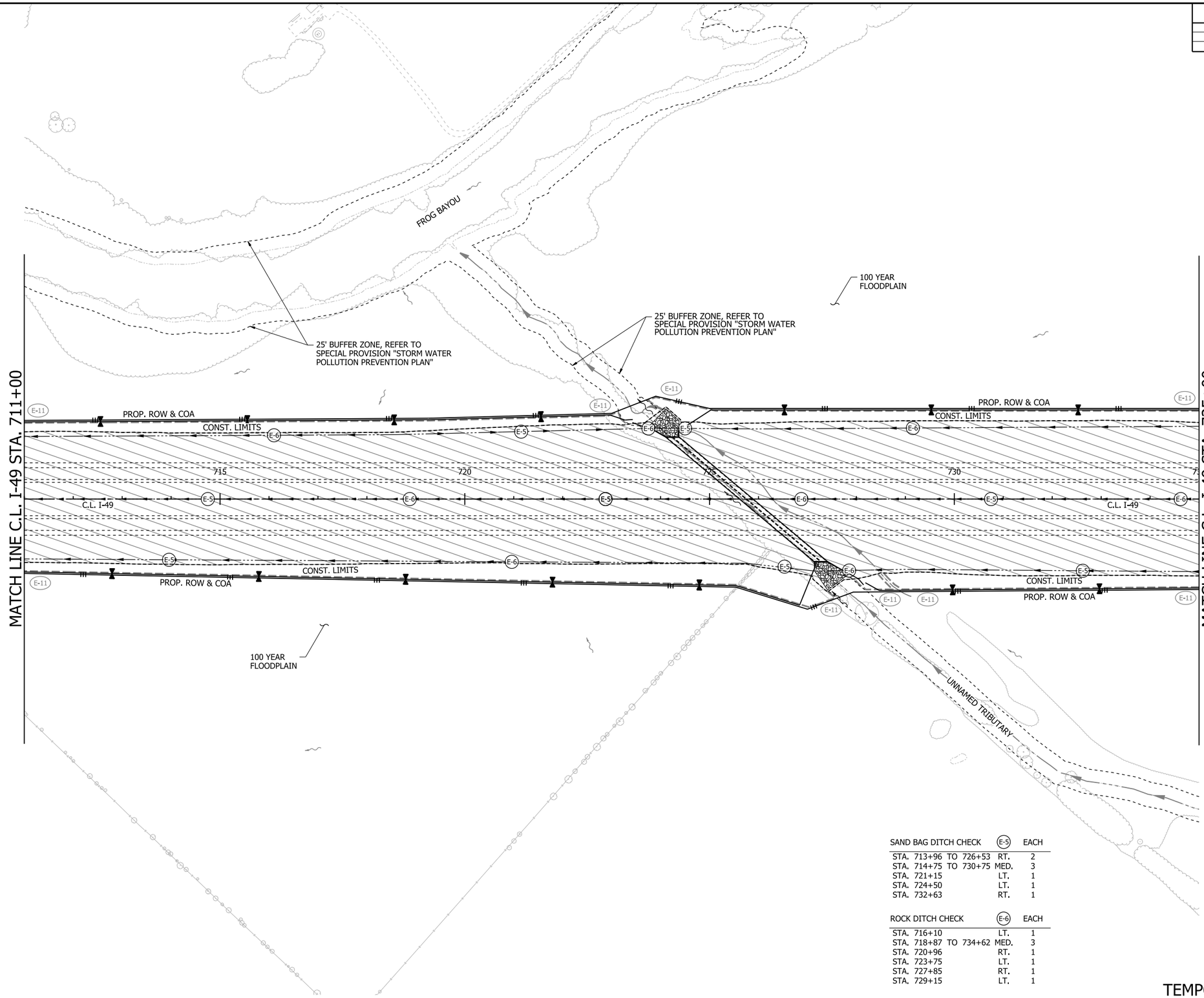
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	89	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 713+96 TO 726+53	RT.	2
STA. 714+75 TO 730+75	MED.	3
STA. 721+15	LT.	1
STA. 724+50	LT.	1
STA. 732+63	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 716+10	LT.	1
STA. 718+87 TO 734+62	MED.	3
STA. 720+96	RT.	1
STA. 723+75	LT.	1
STA. 727+85	RT.	1
STA. 729+15	LT.	1

DATE OF REVISION	REVISIONS

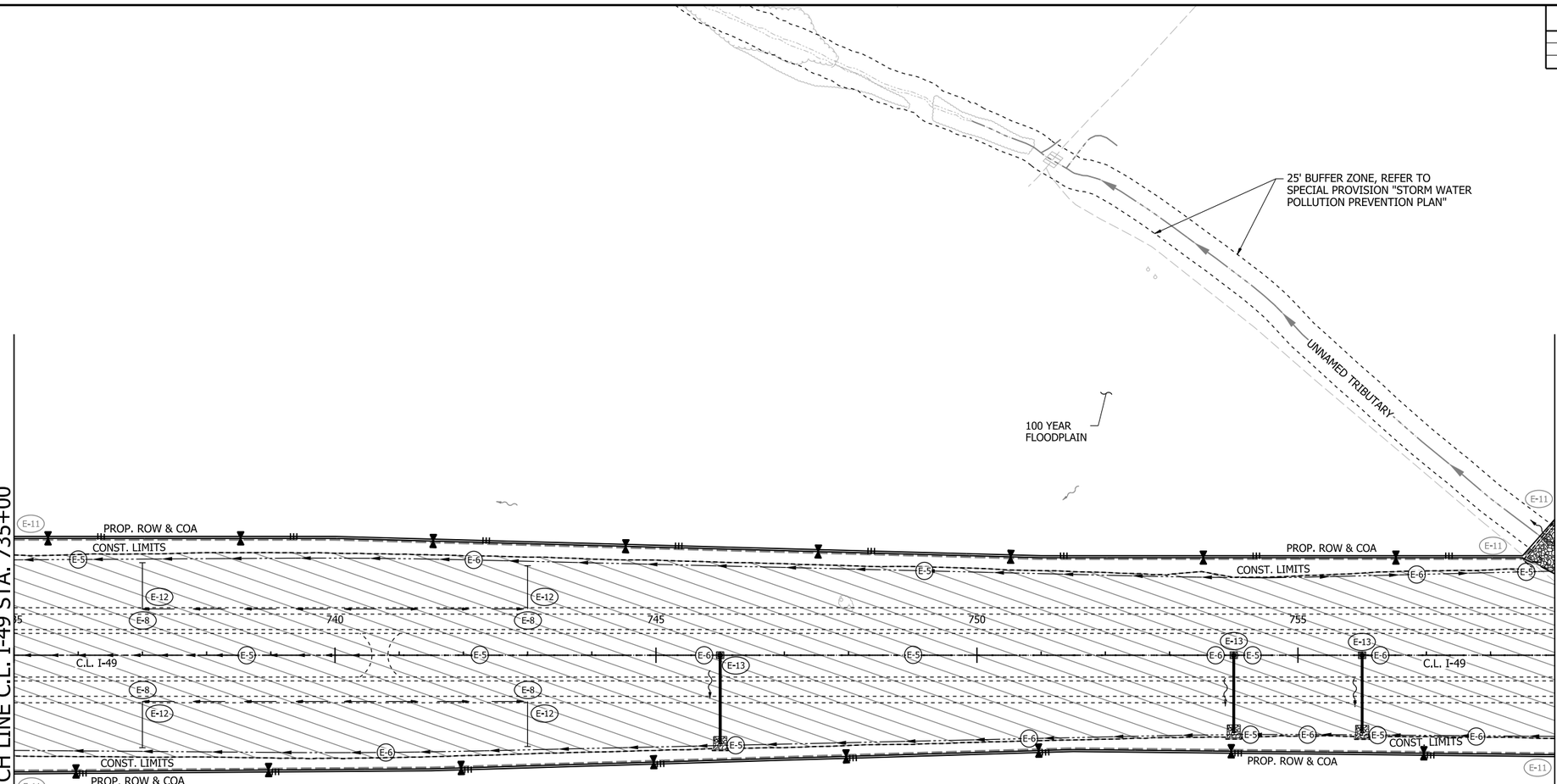
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

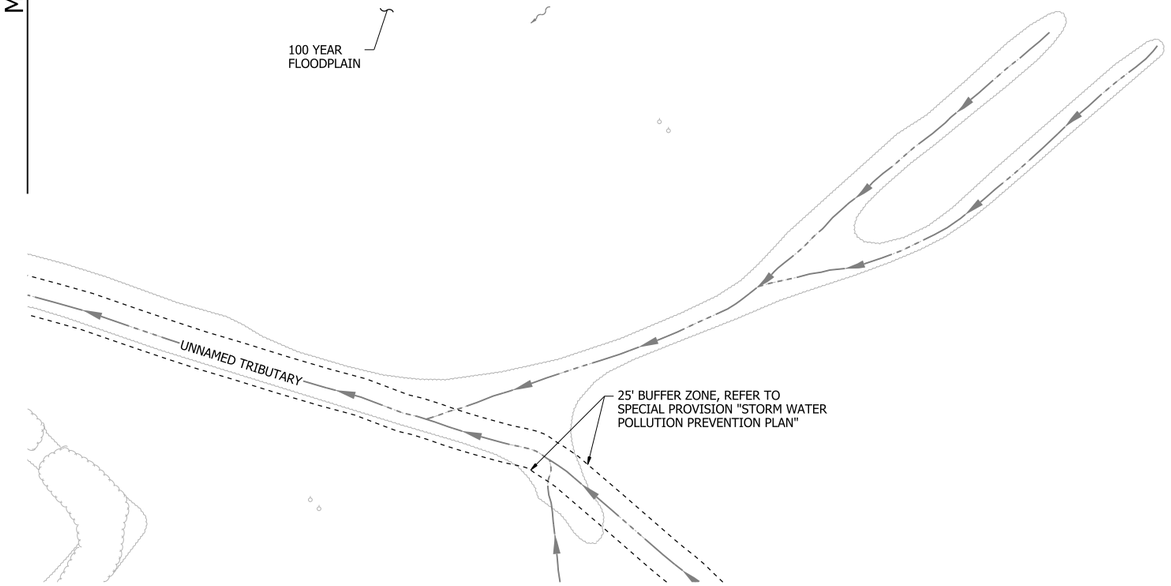
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	90	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'





SAND BAG DITCH CHECK	E-5	EACH
STA. 736+00 TO 749+18	LT.	2
STA. 738+62	MED.	1
STA. 742+26 TO 749+00	MED.	2
STA. 746+24 TO 756+24	RT.	3
STA. 754+29	MED.	1
STA. 758+56	LT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 740+79 TO 757+78	RT.	4
STA. 742+16	LT.	1
STA. 745+75 TO 753+71	MED.	2
STA. 756+28	MED.	1
STA. 756+85	LT.	1

DIVERSION DITCH	E-8	LIN. FT.
STA. 737+00 TO 743+00	LT.	600
STA. 737+00 TO 743+00	RT.	600

PIPE FOR SLOPE DRAINS	E-12	LIN. FT.
STA. 737+00	LT.	78
STA. 737+00	RT.	78
STA. 743+00	LT.	74
STA. 743+00	RT.	75

DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 746+00	MED.	29
STA. 754+00	MED.	29
STA. 756+00	MED.	29

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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DATE OF REVISION	REVISIONS

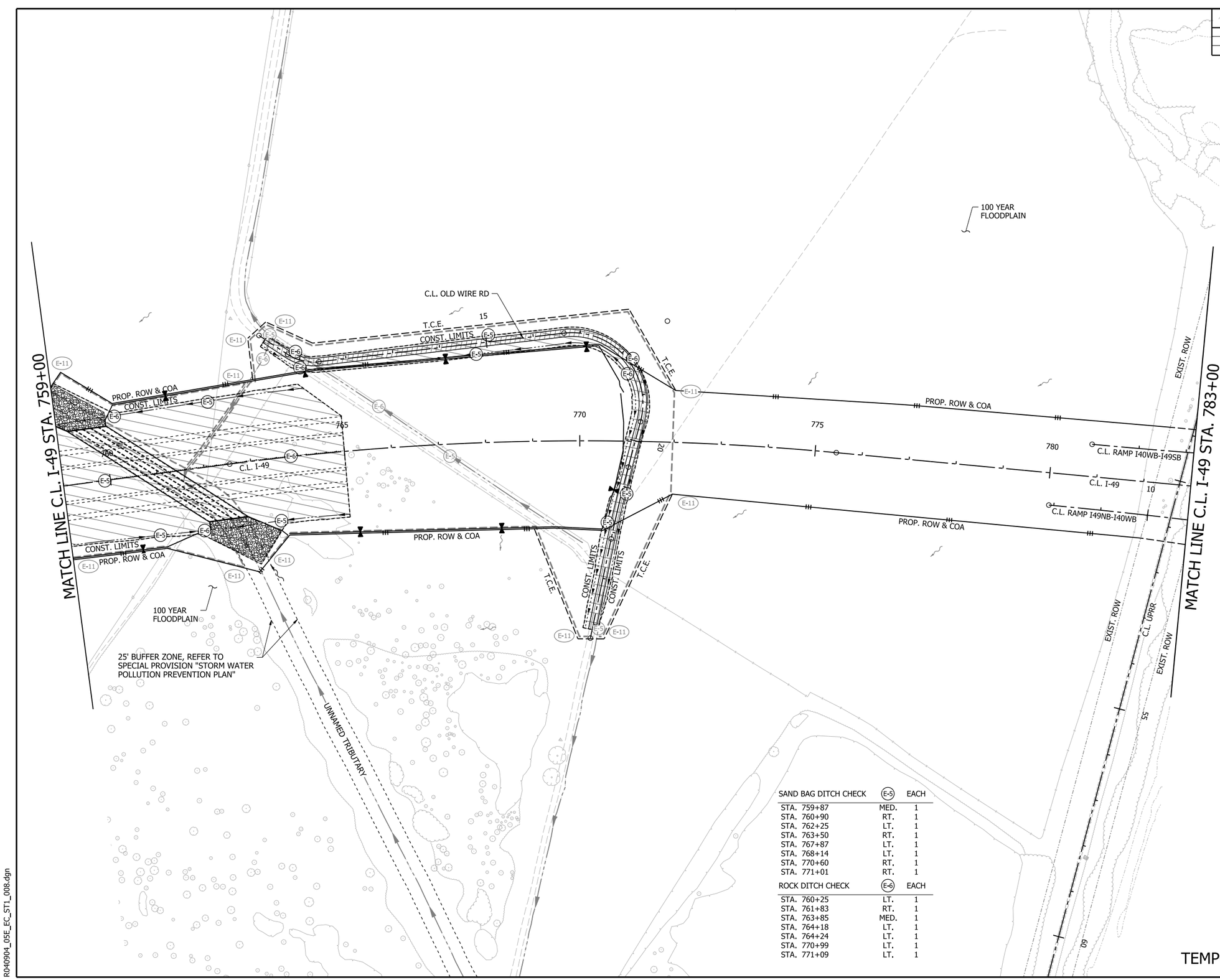
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:31:04 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	91	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 759+87	MED.	1
STA. 760+90	RT.	1
STA. 762+25	LT.	1
STA. 763+50	RT.	1
STA. 767+87	LT.	1
STA. 768+14	LT.	1
STA. 770+60	RT.	1
STA. 771+01	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 760+25	LT.	1
STA. 761+83	RT.	1
STA. 763+85	MED.	1
STA. 764+18	LT.	1
STA. 764+24	LT.	1
STA. 770+99	LT.	1
STA. 771+09	LT.	1

DATE OF REVISION	REVISIONS

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	92	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. I-49 STA. 783+00

MATCH LINE C.L. I-49 STA. 807+00

EXIST. ROW
C.L. UPRR
EXIST. ROW
EXIST. ROW
HWY 64 E.B.
C.L. HWY 64
HWY 64 W.B.
EXIST. ROW
100 YEAR FLOODPLAIN
PROP. ROW & COA
C.L. RAMP I40EB-I49SB
C.L. DRIVEWAY 8
PROP. ROW & COA
C.L. RAMP I40WB-I49SB
C.L. I-49
C.L. I-49
C.L. RAMP I40WB-I49SB
PROP. ROW & COA
C.L. RAMP I49NB-I40EB
C.L. RAMP I49NB-I40WB
PROP. COA
CONST. LIMITS
PROP. ROW & COA
C.L. DRIVEWAY 9
C.L. DRIVEWAY 10
EXIST. ROW
PROP. ROW
CONST. LIMITS
C.L. RAMP I49NB-I40EB
CONST. LIMITS
PROP. ROW & COA
100 YEAR FLOODPLAIN

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
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- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 794+06	LT.	1
STA. 794+16	RT.	1
STA. 798+18	RT.	1
STA. 801+98 TO 805+93	RT.	2
STA. 802+98	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 794+16	RT.	1
STA. 799+12	RT.	1
STA. 802+75	RT.	1
STA. 803+55	RT.	1
STA. 804+30	RT.	1

DIVERSION DITCH	(E-8)	LIN. FT.
STA. 797+81 TO 800+06	RT.	225
STA. 800+06 TO 807+00	RT.	694
STA. 803+63 TO 807+00	RT.	337

SILT FENCE	(E-11)	LIN. FT.
STA. 800+12 TO 800+17	RT.	6
STA. 801+12 TO 801+17	RT.	17

PIPE FOR SLOPE DRAINS	(E-12)	LIN. FT.
STA. 800+06	RT.	72
STA. 803+56	RT.	87
STA. 803+63	RT.	77

DATE OF REVISION	REVISIONS

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:31:12 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	93	742
		TEMPORARY EROSION CONTROL DETAILS				

DIVERSION DITCH	E-8	LIN. FT.
STA. 807+00 TO 811+56	RT.	450
STA. 807+00 TO 809+79	RT.	269
STA. 814+67 TO 815+82	LT.	548
STA. 816+05 TO 816+08	LT.	157

SILT FENCE	E-11	LIN. FT.
STA. 828+71 TO 828+77	LT.	13
STA. 829+03 TO 829+14	LT.	16

PIPE FOR SLOPE DRAINS	E-12	LIN. FT.
STA. 807+56	RT.	116
STA. 807+61	RT.	117
STA. 814+67	LT.	50
STA. 815+70	LT.	60
STA. 816+08	LT.	83

SAND BAG DITCH CHECK	E-5	EACH
STA. 807+14	RT.	1
STA. 807+25	RT.	1
STA. 814+72 TO 815+14	LT.	2
STA. 818+27	LT.	2
STA. 819+41	LT.	2
STA. 819+48	LT.	1
STA. 825+45	LT.	1
STA. 829+25	LT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 809+38	RT.	1
STA. 810+55	RT.	1
STA. 815+07	LT.	1
STA. 815+16	LT.	1
STA. 817+23	LT.	1
STA. 818+98	LT.	2
STA. 820+26	LT.	1
STA. 823+97	LT.	1
STA. 828+55	LT.	1
STA. 829+66	LT.	1

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 807+00

MATCH LINE C.L. I-49 STA. 831+00

C.L. RAMP I40EB-I49SB
C.L. RAMP I49SB-I40WB
C.L. RAMP I40EB-I49NB
C.L. RAMP I49NB-I40WB
C.L. RT ML-I-40
C.L. MED I-40
C.L. ML-I-40
C.L. I-49
C.L. RAMP I49SB-I40EB
C.L. RAMP I40WB-I49SB
C.L. RAMP I49NB-I40EB
C.L. RAMP I40WB-I49NB
C.L. RAMP I40EB-I49NB
C.L. COLLUM FR

EXIST. ROW & COA
PROP. ROW & COA
PROP. ROW
CONST. LIMITS
T.C.E.
100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN BOUNDARY

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
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DATE OF REVISION	REVISIONS

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

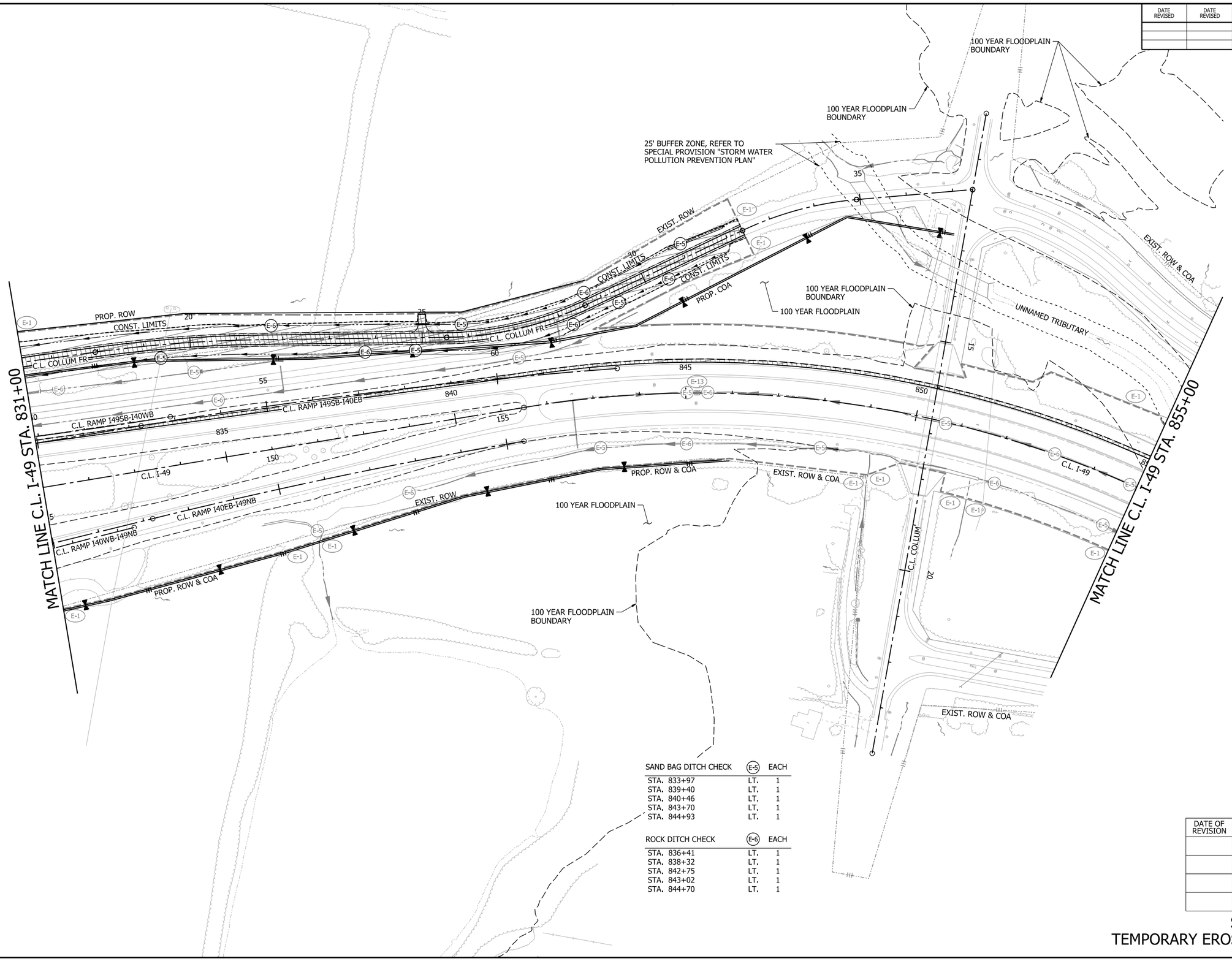
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	94	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 833+97	LT.	1
STA. 839+40	LT.	1
STA. 840+46	LT.	1
STA. 843+70	LT.	1
STA. 844+93	LT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 836+41	LT.	1
STA. 838+32	LT.	1
STA. 842+75	LT.	1
STA. 843+02	LT.	1
STA. 844+70	LT.	1

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DATE OF REVISION	REVISIONS

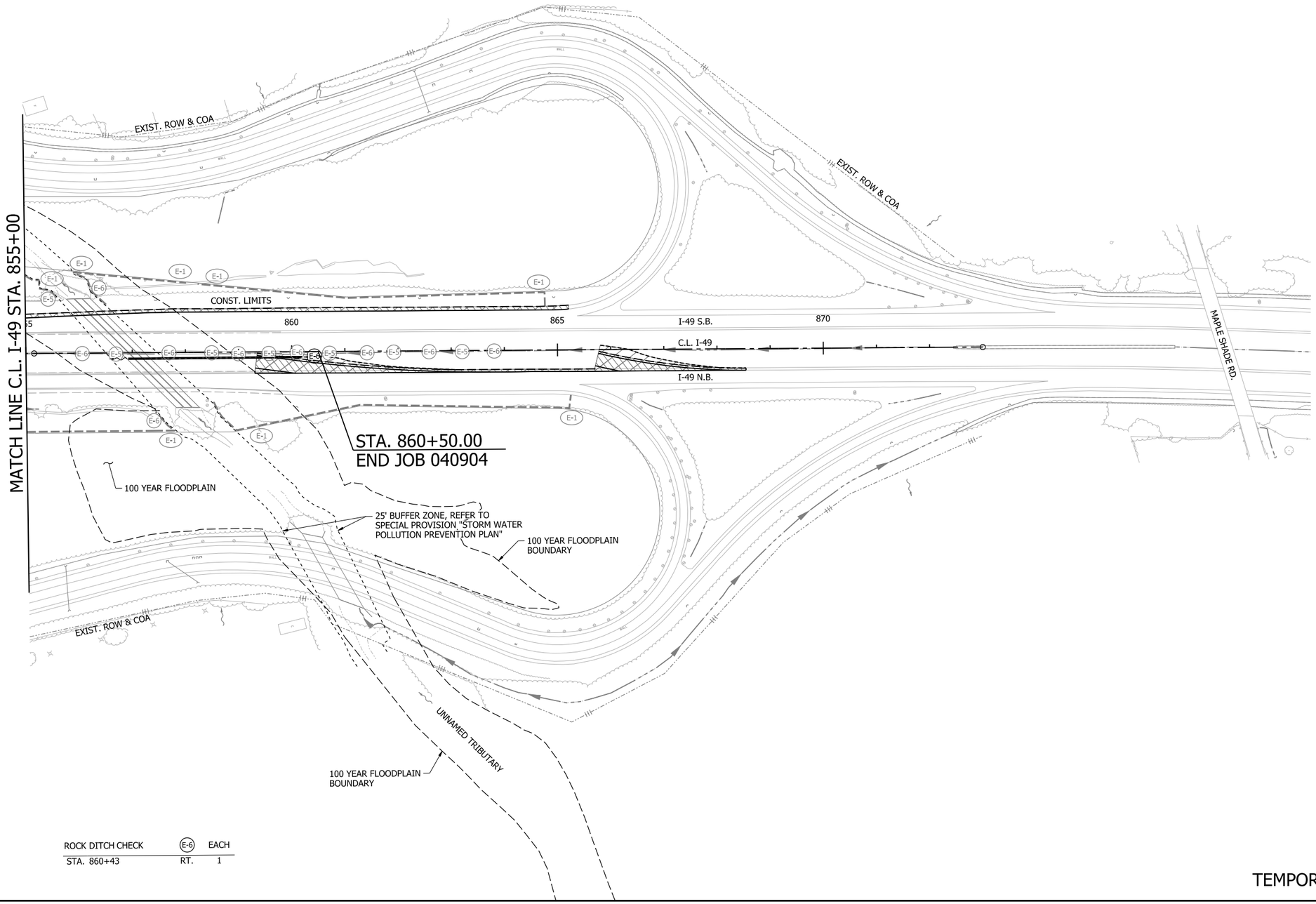
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:31:20 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	95	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



ROCK DITCH CHECK	(E-6)	EACH
STA. 860+43	RT.	1

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES, THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

DATE OF REVISION	REVISIONS

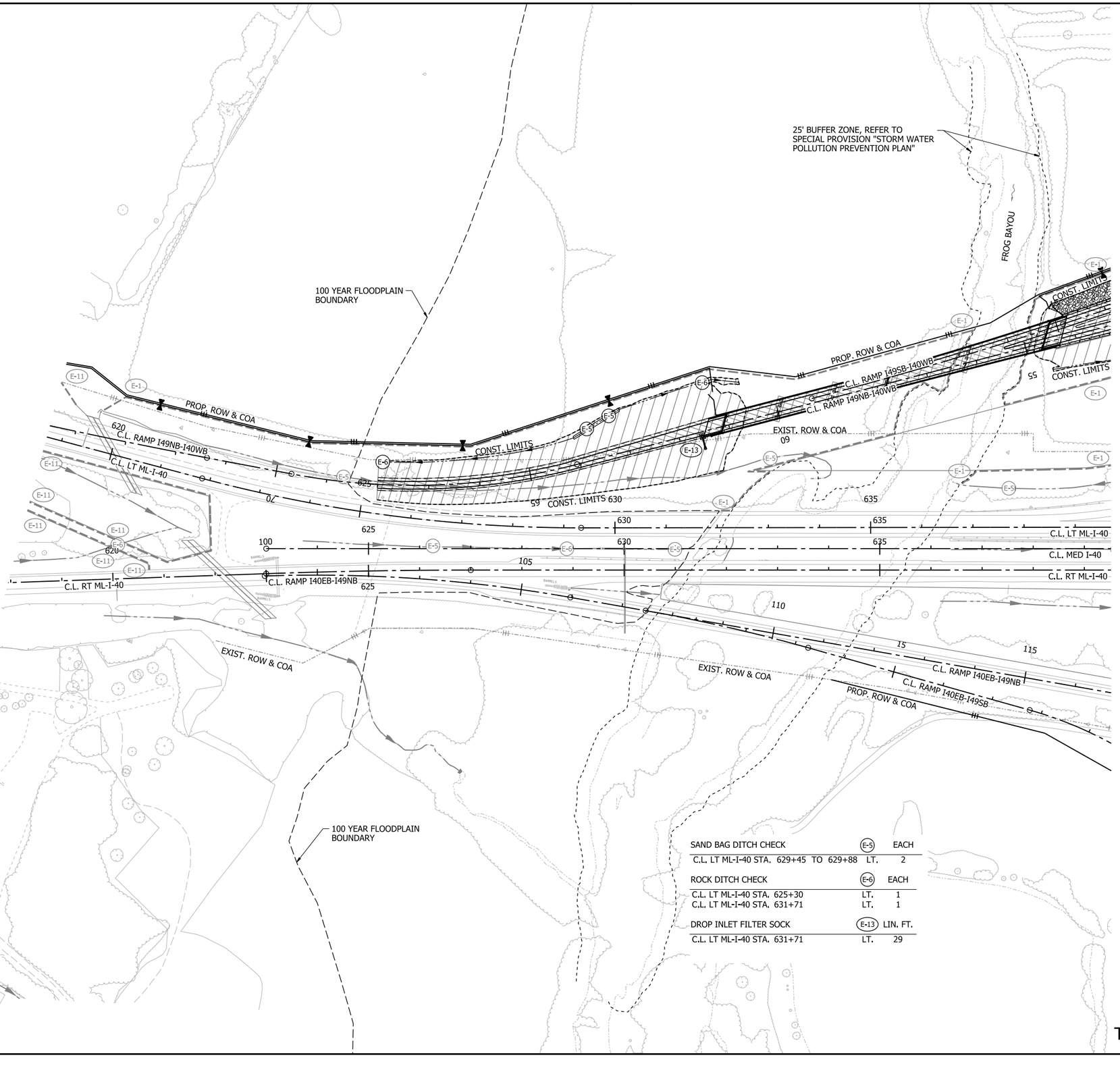
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	96	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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SAND BAG DITCH CHECK	(E-5)	EACH
C.L. LT ML-I-40 STA. 629+45 TO 629+88	LT.	2
ROCK DITCH CHECK	(E-6)	EACH
C.L. LT ML-I-40 STA. 625+30	LT.	1
C.L. LT ML-I-40 STA. 631+71	LT.	1
DROP INLET FILTER SOCK	(E-13)	LIN. FT.
C.L. LT ML-I-40 STA. 631+71	LT.	29

DATE OF REVISION	REVISIONS

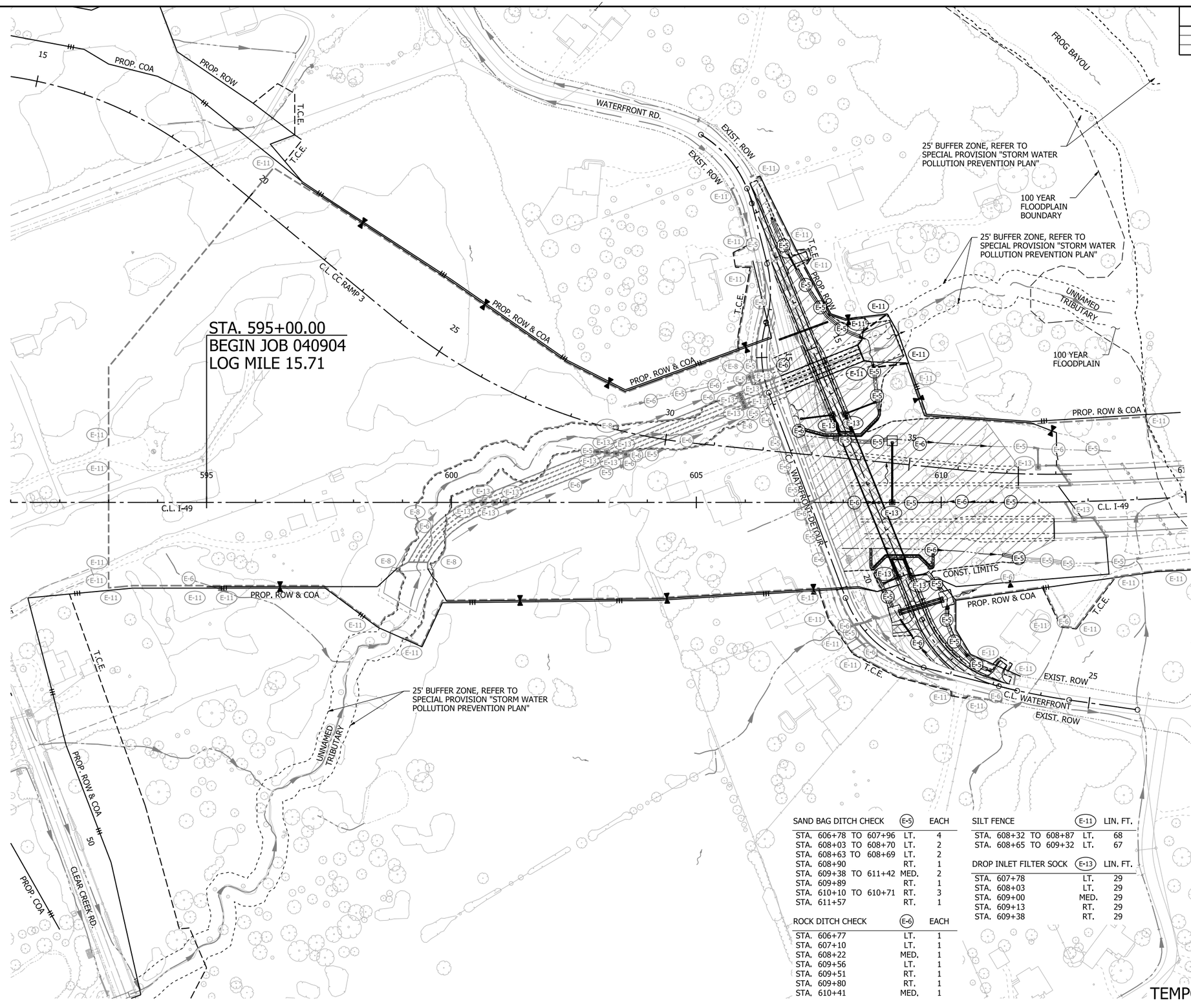
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	97	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
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- (E-12) SLOPE DRAIN (12")
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 606+78 TO 607+96	LT.	4
STA. 608+03 TO 608+70	LT.	2
STA. 608+63 TO 608+69	LT.	2
STA. 608+90	RT.	1
STA. 609+38 TO 611+42	MED.	2
STA. 609+89	RT.	1
STA. 610+10 TO 610+71	RT.	3
STA. 611+57	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 606+77	LT.	1
STA. 607+10	LT.	1
STA. 608+22	MED.	1
STA. 609+56	LT.	1
STA. 609+51	RT.	1
STA. 609+80	RT.	1
STA. 610+41	MED.	1

SILT FENCE	(E-11)	LIN. FT.
STA. 608+32 TO 608+87	LT.	68
STA. 608+65 TO 609+32	LT.	67

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 607+78	LT.	29
STA. 608+03	LT.	29
STA. 609+00	MED.	29
STA. 609+13	RT.	29
STA. 609+38	RT.	29

DATE OF REVISION	REVISIONS

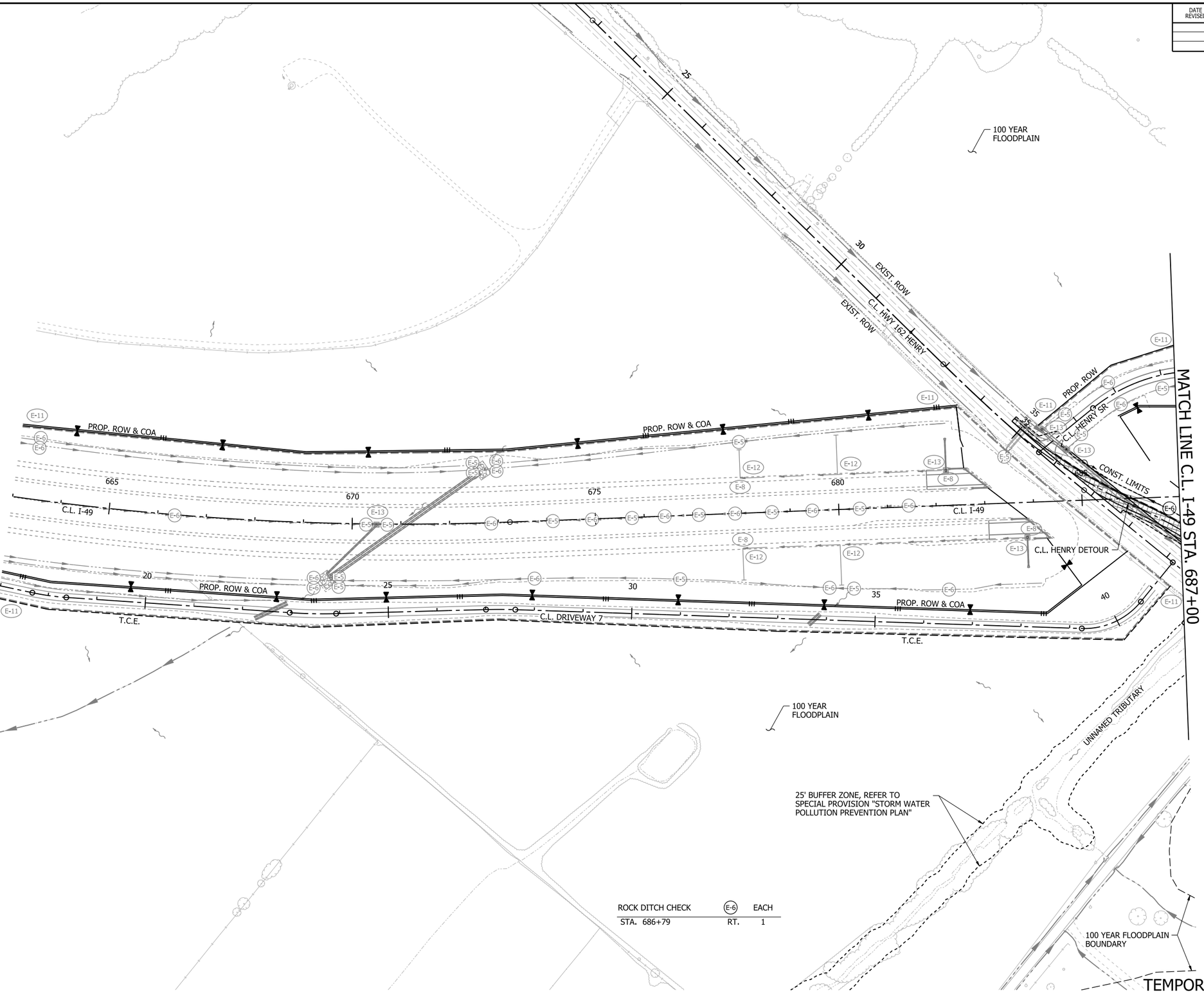
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	98	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



ROCK DITCH CHECK	E-6	EACH
STA. 686+79	RT.	1

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
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DATE OF REVISION	REVISIONS

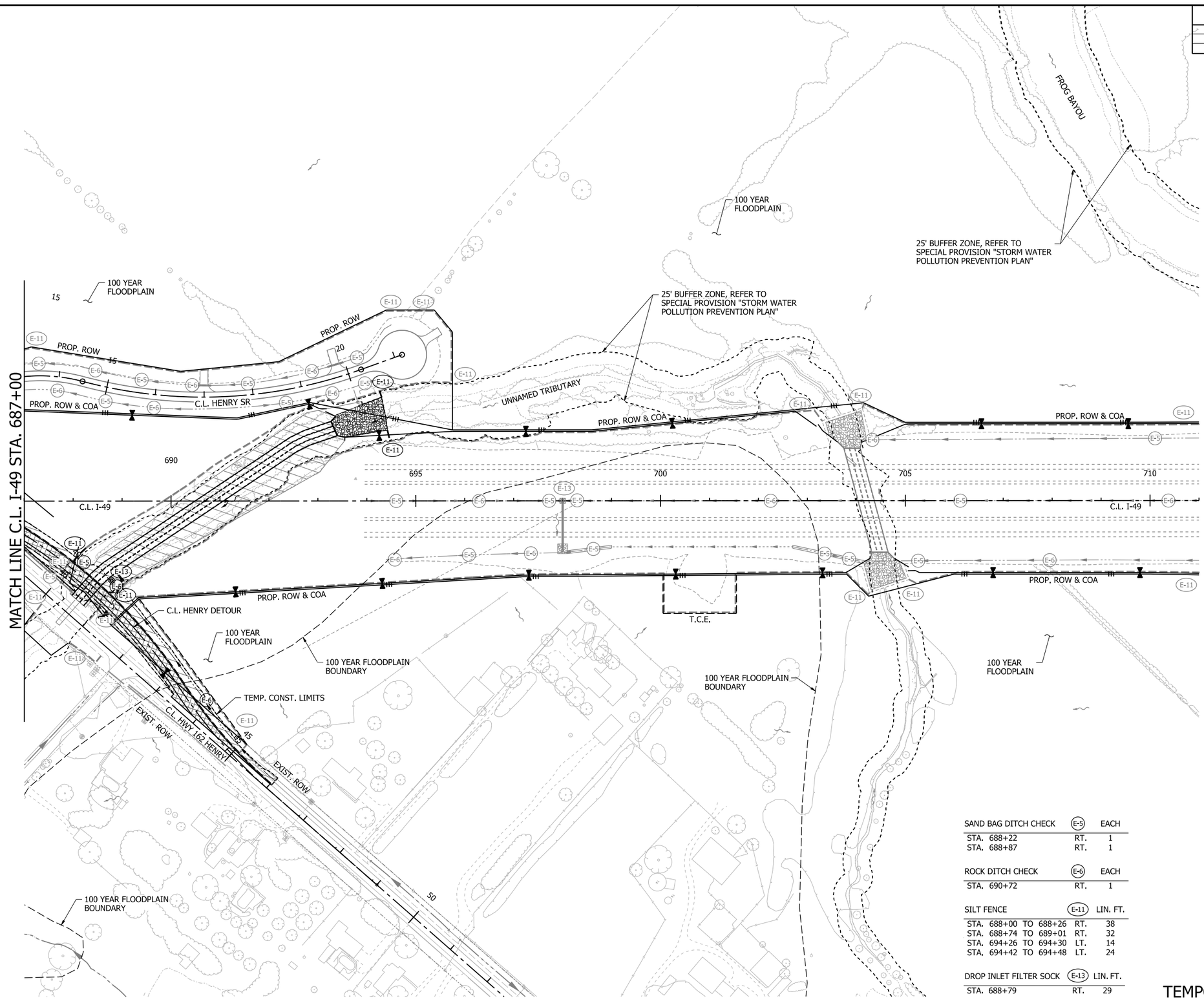
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 4:24:55 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	99	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 688+22	RT.	1
STA. 688+87	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 690+72	RT.	1

SILT FENCE	(E-11)	LIN. FT.
STA. 688+00 TO 688+26	RT.	38
STA. 688+74 TO 689+01	RT.	32
STA. 694+26 TO 694+30	LT.	14
STA. 694+42 TO 694+48	LT.	24

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 688+79	RT.	29

DATE OF REVISION	REVISIONS

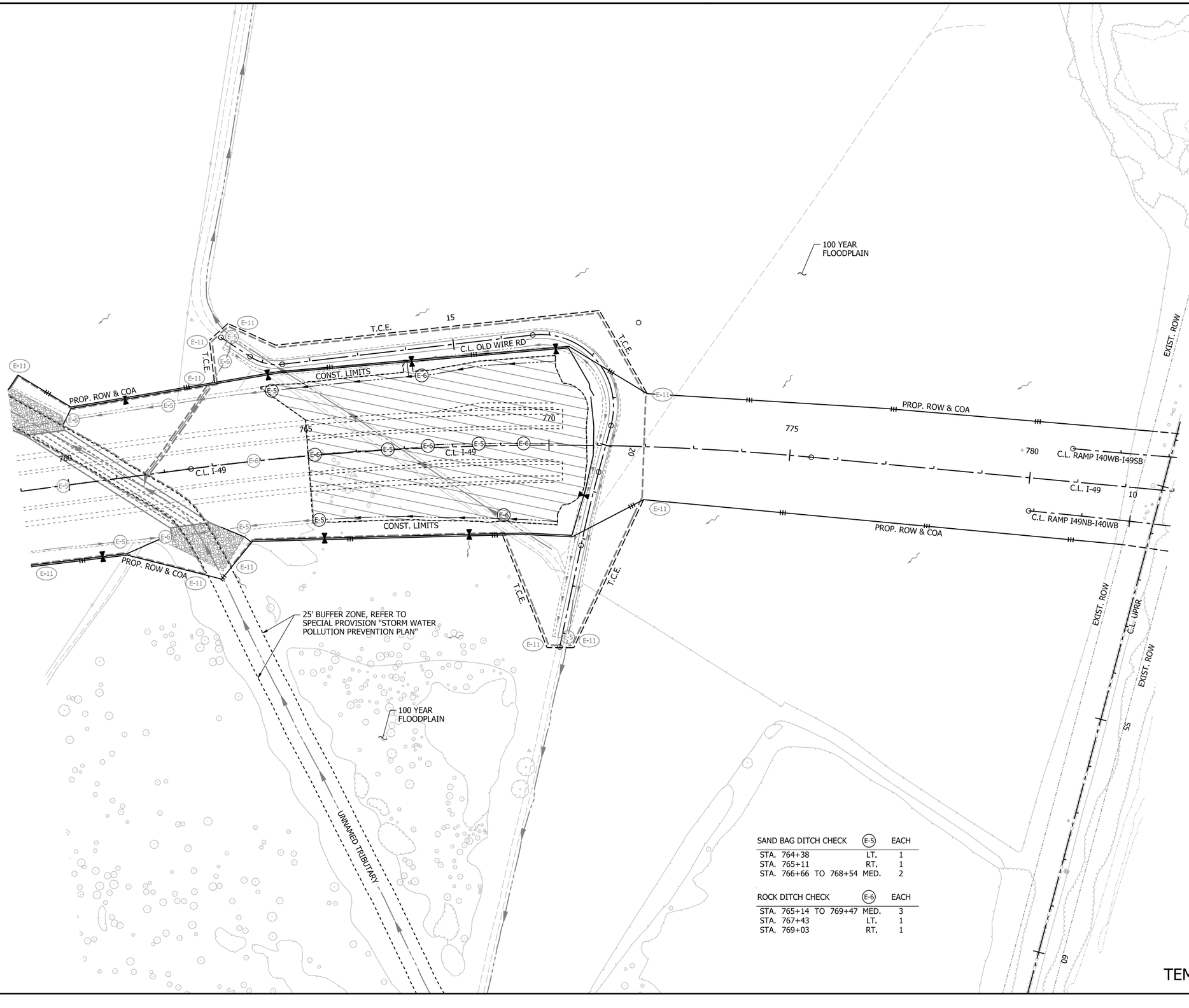
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	100	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 764+38	LT.	1
STA. 765+11	RT.	1
STA. 766+66 TO 768+54	MED.	2

ROCK DITCH CHECK	(E-6)	EACH
STA. 765+14 TO 769+47	MED.	3
STA. 767+43	LT.	1
STA. 769+03	RT.	1

DATE OF REVISION	REVISIONS

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 829+36	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 810+19	RT.	1
DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 826+40	LT.	29

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	101	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 831+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

C.L. RAMP 140EB-149SB
C.L. RAMP 140WB-149SB
C.L. RAMP 149NB-140WB
C.L. RAMP 149SB-140WB
C.L. RAMP 140EB-149NB
C.L. RAMP 140WB-149NB
C.L. RAMP 149SB-140EB
C.L. RAMP 149NB-140EB
C.L. LT ML-I-40
C.L. RT ML-I-40
C.L. MED I-40
C.L. I-49
C.L. COLLUM FR
C.L. SB-WB MEDIAN DETOUR
C.L. EB-NB DETOUR
C.L. WB-NB DETOUR
EXIST. ROW & COA
PROP. ROW & COA
PROP. ROW
T.C.E.
100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN BOUNDARY

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
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DATE OF REVISION	REVISIONS

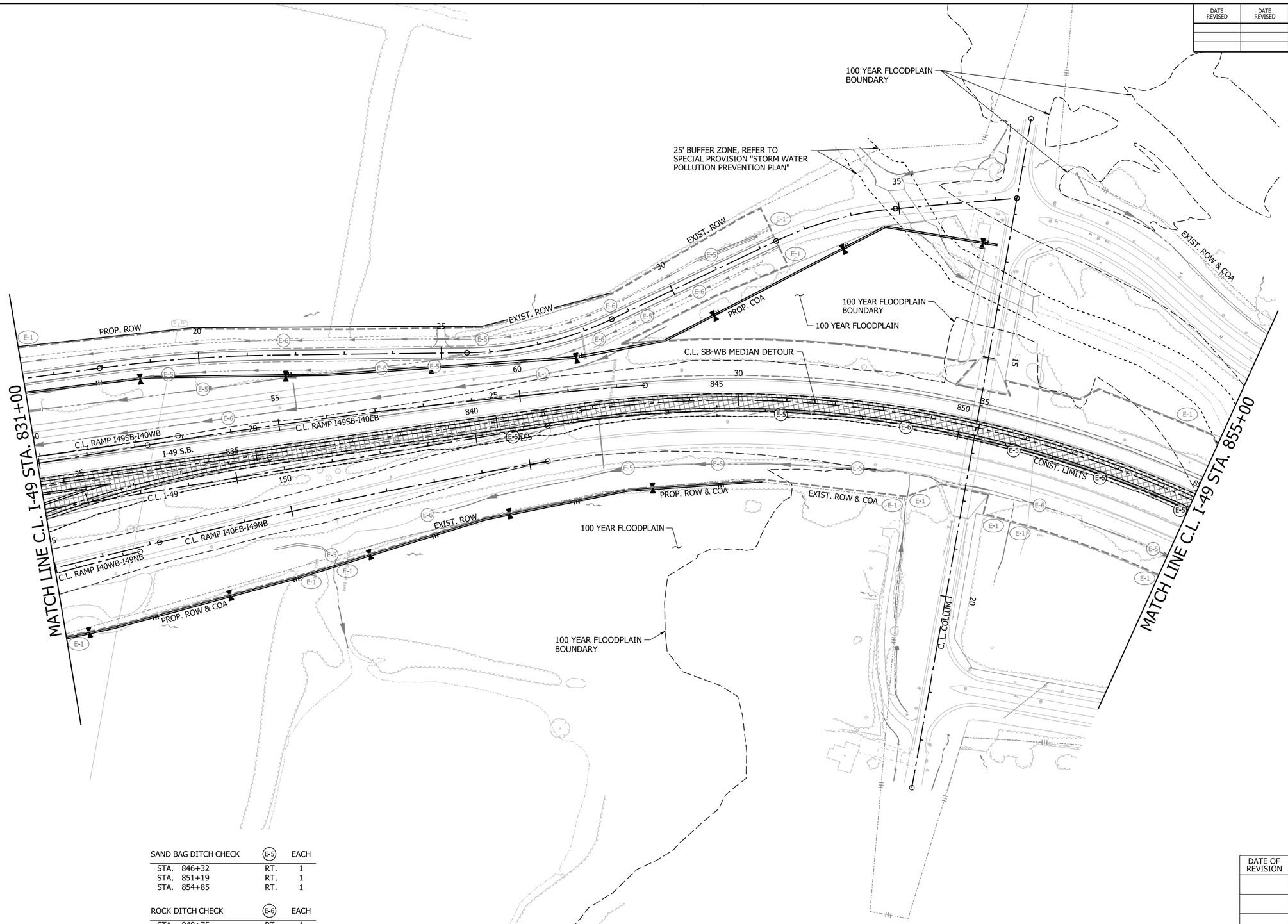
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	102	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



SAND BAG DITCH CHECK	E-5	EACH
STA. 846+32	RT.	1
STA. 851+19	RT.	1
STA. 854+85	RT.	1

ROCK DITCH CHECK	E-6	EACH
STA. 840+75	RT.	1
STA. 848+92	RT.	1
STA. 853+06	RT.	1

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
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DATE OF REVISION	REVISIONS

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 4:25:05 PM
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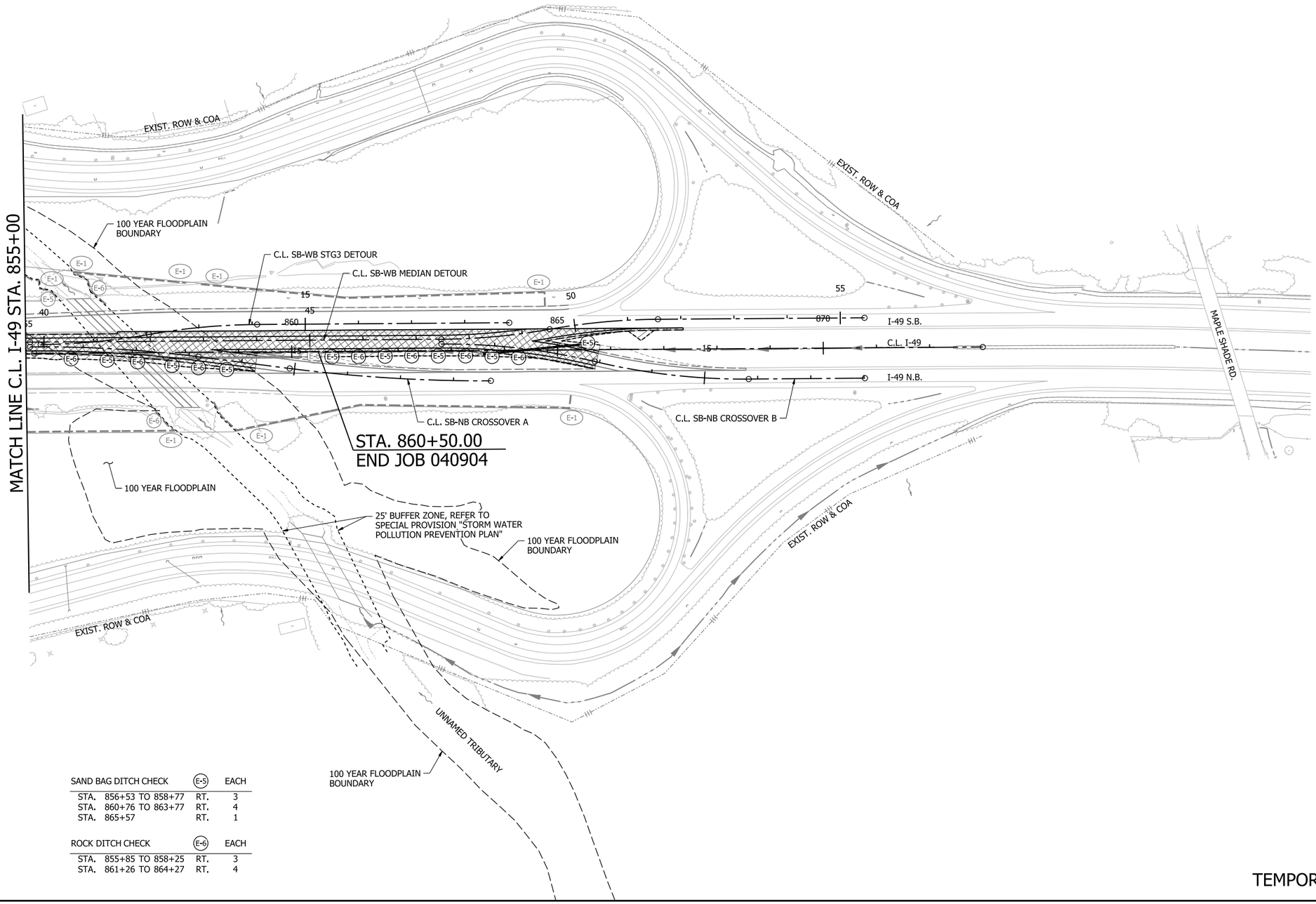
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	103	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 856+53 TO 858+77	RT.	3
STA. 860+76 TO 863+77	RT.	4
STA. 865+57	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 855+85 TO 858+25	RT.	3
STA. 861+26 TO 864+27	RT.	4

DATE OF REVISION	REVISIONS

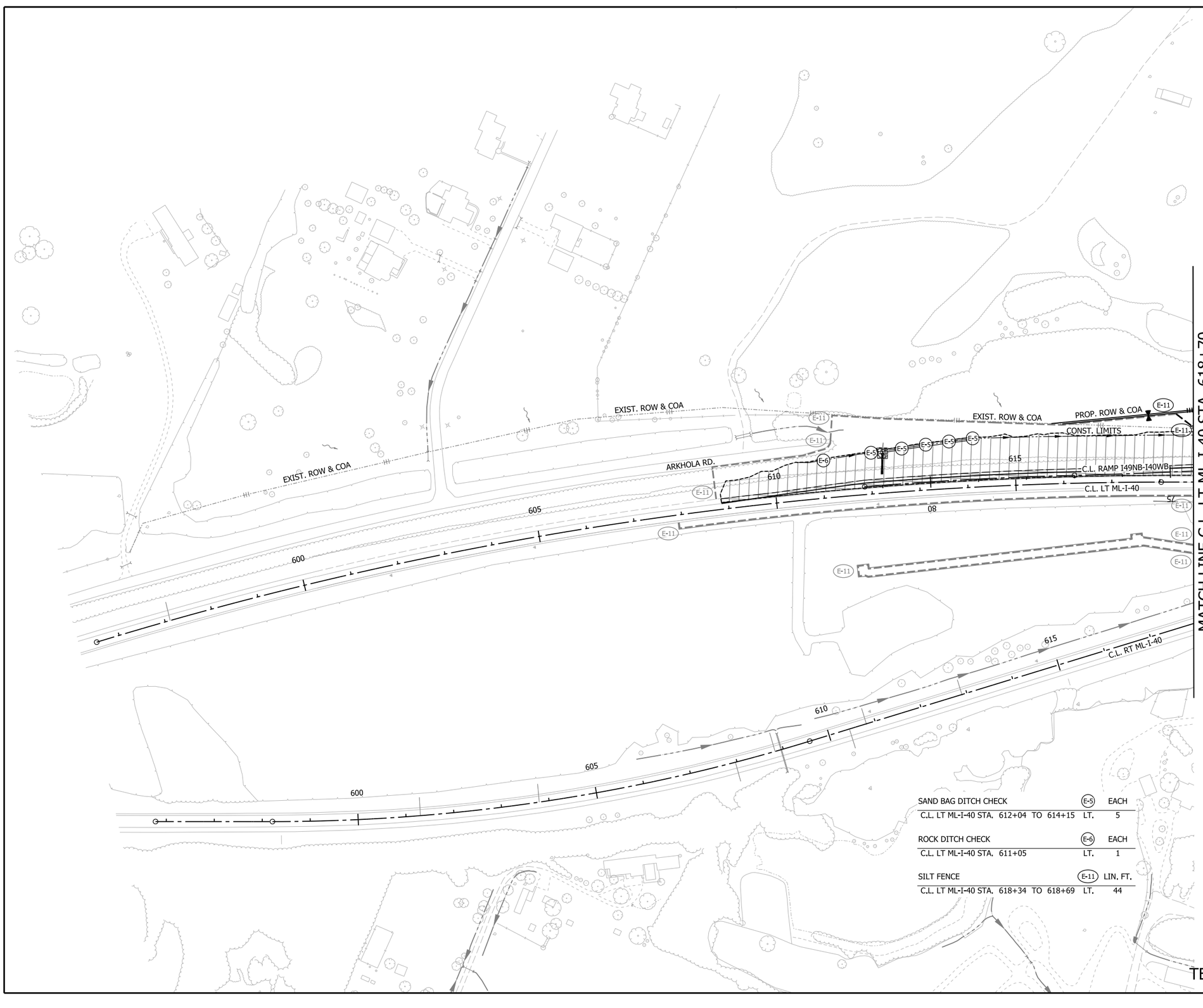
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	104	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
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SAND BAG DITCH CHECK	(E-5)	EACH
C.L. LT ML-I-40 STA. 612+04 TO 614+15	LT.	5

ROCK DITCH CHECK	(E-6)	EACH
C.L. LT ML-I-40 STA. 611+05	LT.	1

SILT FENCE	(E-11)	LIN. FT.
C.L. LT ML-I-40 STA. 618+34 TO 618+69	LT.	44

DATE OF REVISION	REVISIONS

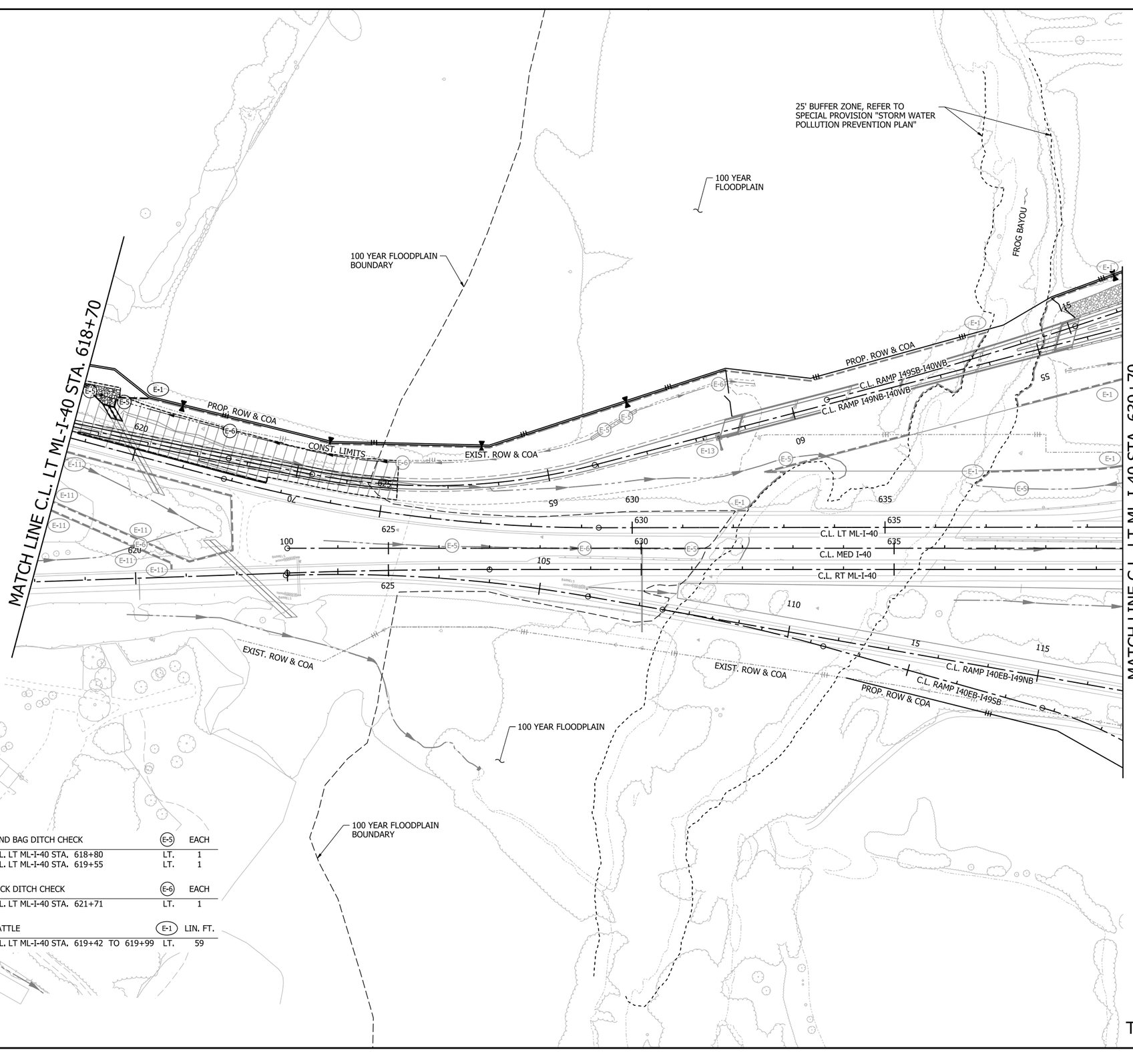
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	105	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



SAND BAG DITCH CHECK	(E-5)	EACH
C.L. LT ML-I-40 STA. 618+80	LT.	1
C.L. LT ML-I-40 STA. 619+55	LT.	1

ROCK DITCH CHECK	(E-6)	EACH
C.L. LT ML-I-40 STA. 621+71	LT.	1

WATTLE	(E-1)	LIN. FT.
C.L. LT ML-I-40 STA. 619+42 TO 619+99	LT.	59

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
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DATE OF REVISION	REVISIONS

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 4:25:11 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	106	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 657+70

100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN BOUNDARY
PROP. ROW & COA
25' BUFFER ZONE, REFER TO SPECIAL PROVISION "STORM WATER POLLUTION PREVENTION PLAN"
CONST. LIMITS
C.L. RAMP 140WB-149NB
C.L. RAMP 140WB-I49SB
EXIST. ROW & COA
RUDY RD.
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40
C.L. RAMP I49SB-I40EB
C.L. RAMP I49NB-I40EB
EXIST. ROW
LITTLE FROG BAYOU

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
C.L. LT ML-I-40 STA. 664+15	LT.	1
C.L. LT ML-I-40 STA. 664+34	RT.	1
C.L. LT ML-I-40 STA. 665+35 TO 666+76	LT.	4

ROCK DITCH CHECK	(E-6)	EACH
C.L. LT ML-I-40 STA. 658+94	LT.	1
C.L. LT ML-I-40 STA. 659+11	LT.	1
C.L. LT ML-I-40 STA. 660+21	RT.	1
C.L. LT ML-I-40 STA. 664+66	LT.	1
C.L. LT ML-I-40 STA. 664+86	RT.	1

DATE OF REVISION	REVISIONS

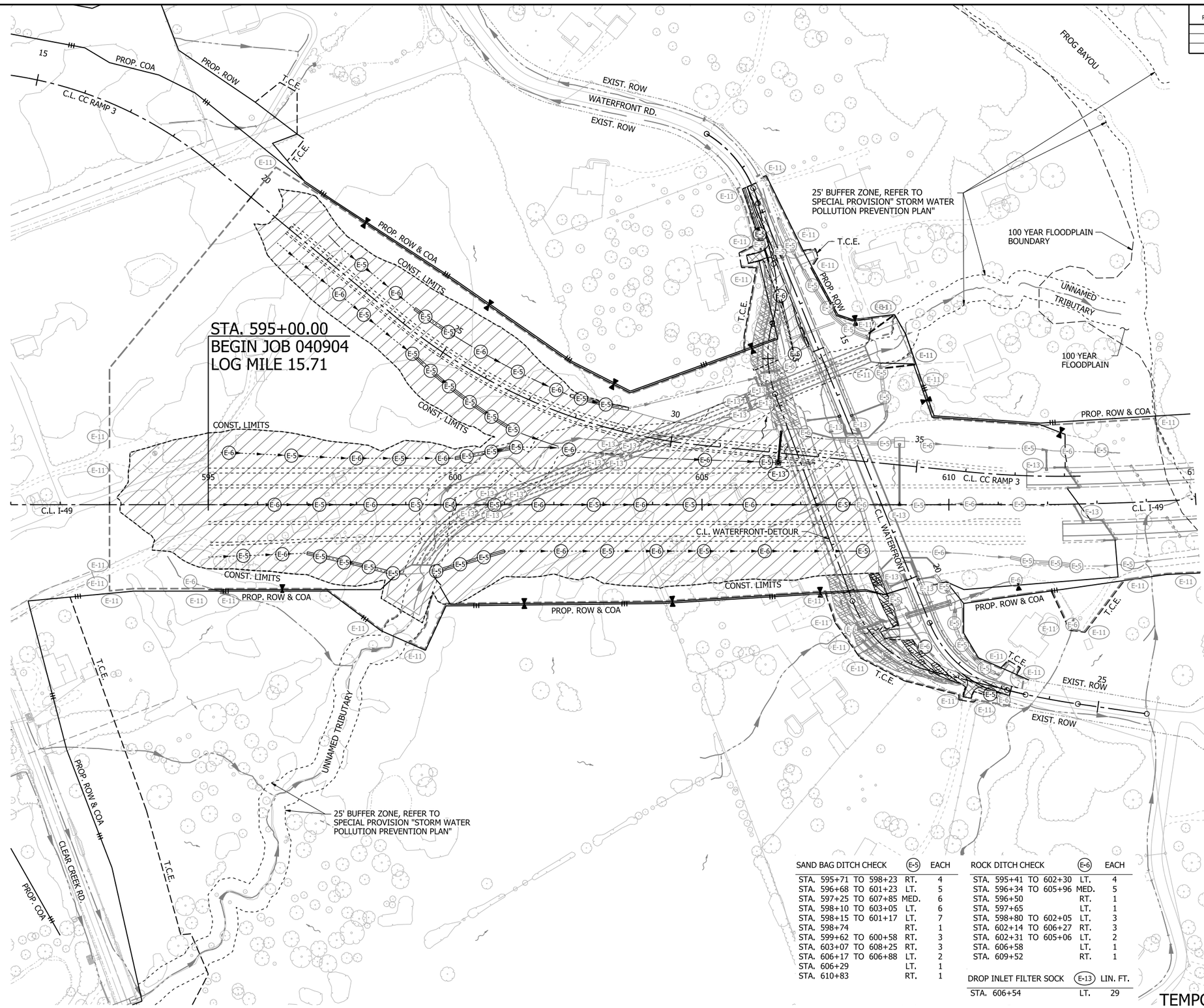
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	107	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 595+71 TO 598+23	RT.	4
STA. 596+68 TO 601+23	LT.	5
STA. 597+25 TO 607+85	MED.	6
STA. 598+10 TO 603+05	LT.	6
STA. 598+15 TO 601+17	LT.	7
STA. 598+74	RT.	1
STA. 599+62 TO 600+58	RT.	3
STA. 603+07 TO 608+25	RT.	3
STA. 606+17 TO 606+88	LT.	2
STA. 606+29	LT.	1
STA. 610+83	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 595+41 TO 602+30	LT.	4
STA. 596+34 TO 605+96	MED.	5
STA. 596+50	RT.	1
STA. 597+65	LT.	1
STA. 598+80 TO 602+05	LT.	3
STA. 602+14 TO 606+27	RT.	3
STA. 602+31 TO 605+06	LT.	2
STA. 606+58	LT.	1
STA. 609+52	RT.	1

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 606+54	LT.	29

DATE OF REVISION	REVISIONS

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

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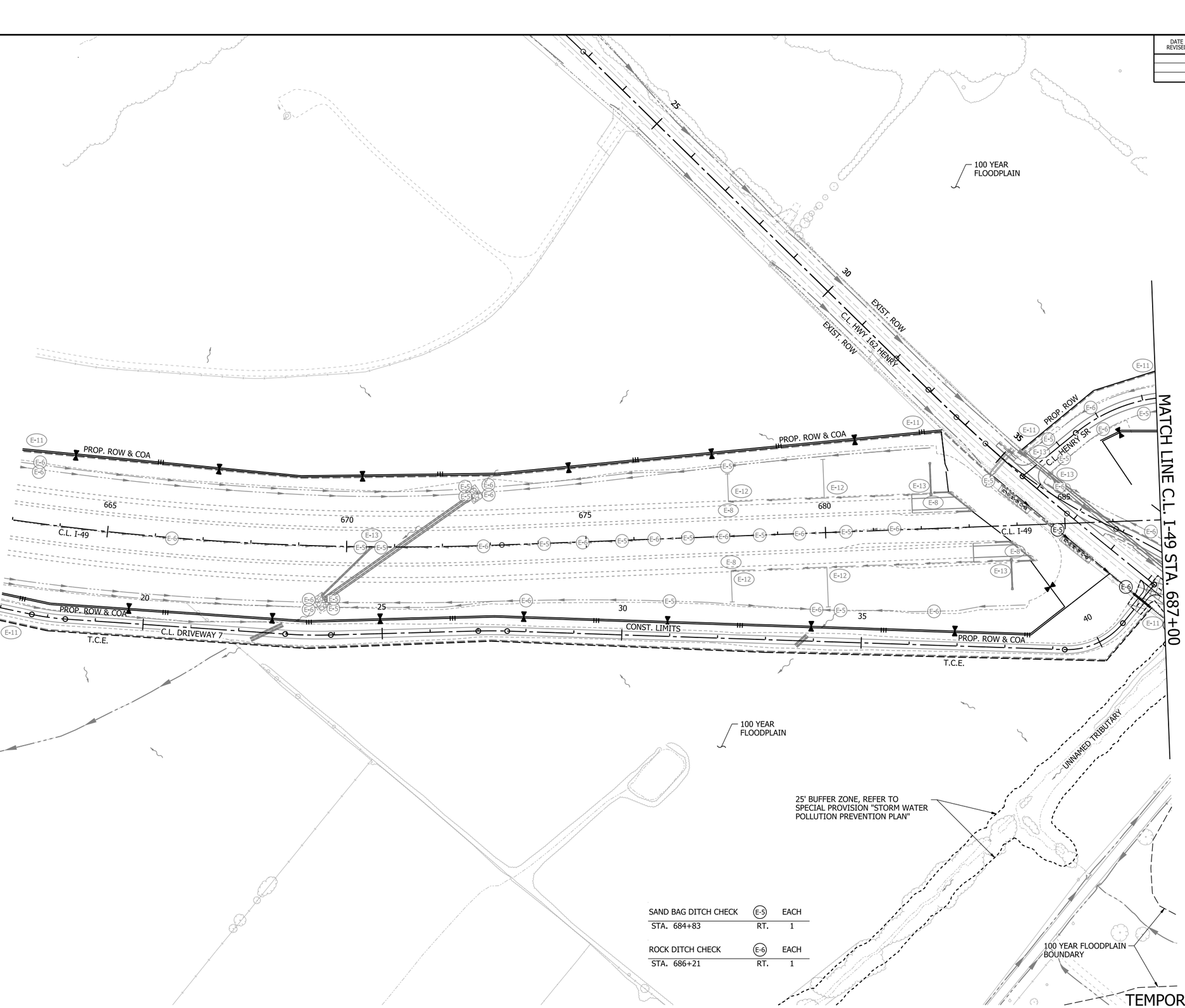
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	108	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 684+83	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 686+21	RT.	1

DATE OF REVISION	REVISIONS

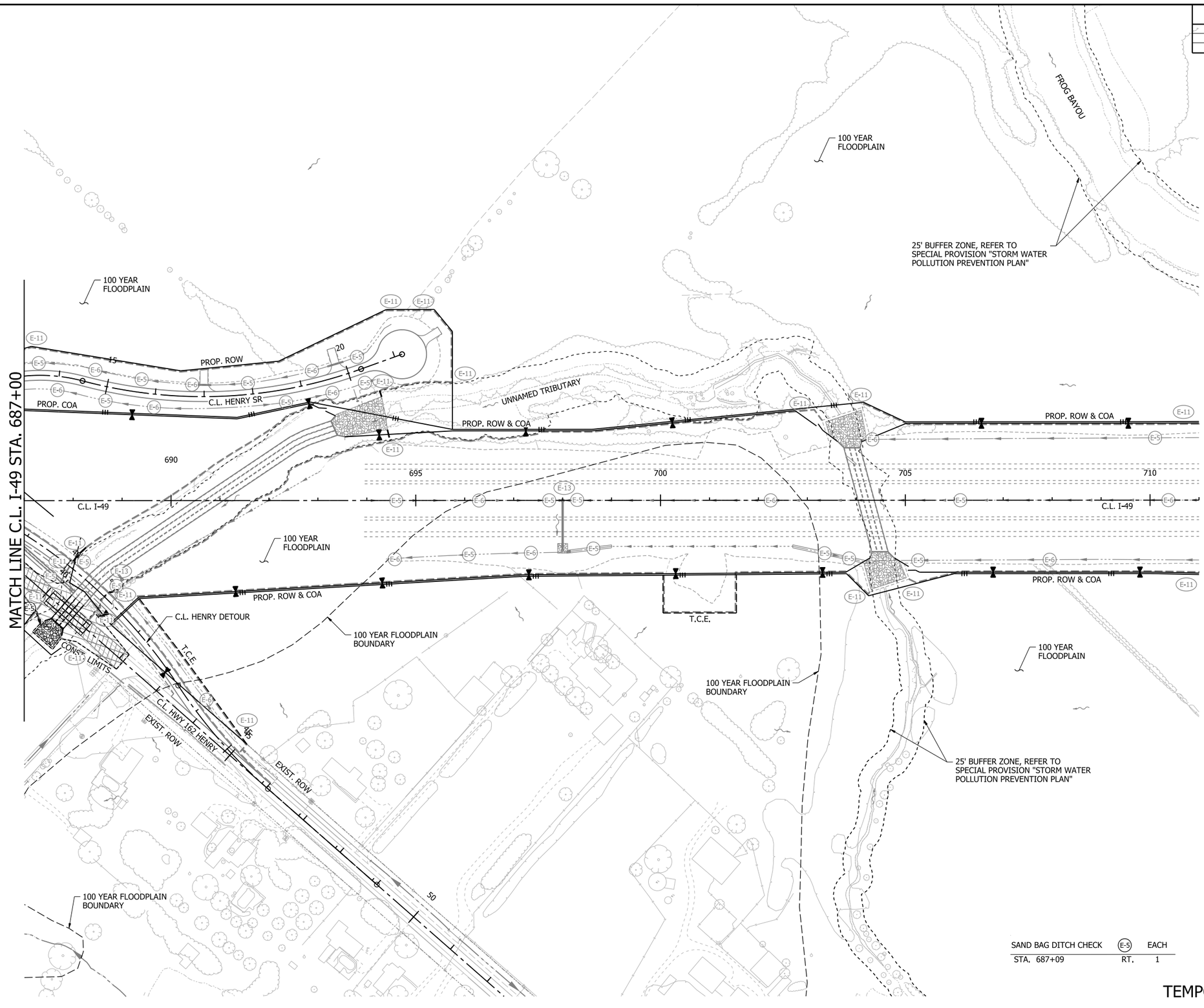
STAGE 3
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	109	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 687+09	RT.	1

DATE OF REVISION	REVISIONS

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

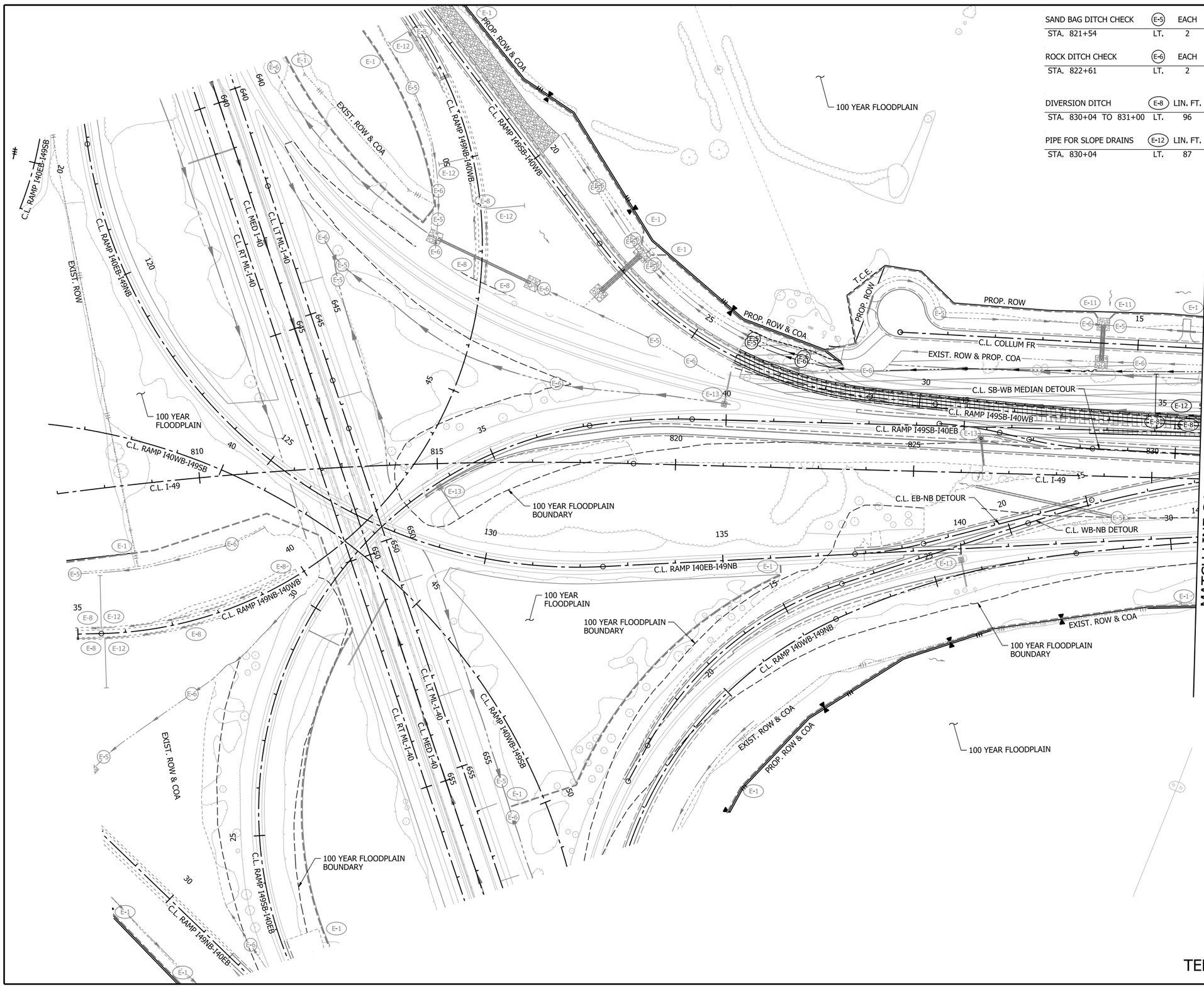
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SAND BAG DITCH CHECK	E-5	EACH
STA. 821+54	LT.	2
ROCK DITCH CHECK	E-6	EACH
STA. 822+61	LT.	2
DIVERSION DITCH	E-8	LIN. FT.
STA. 830+04 TO 831+00	LT.	96
PIPE FOR SLOPE DRAINS	E-12	LIN. FT.
STA. 830+04	LT.	87

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	110	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- E-1 WATTLE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-8 DIVERSION DITCH
- E-11 SILT FENCE
- E-12 SLOPE DRAIN (12")
- E-13 FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
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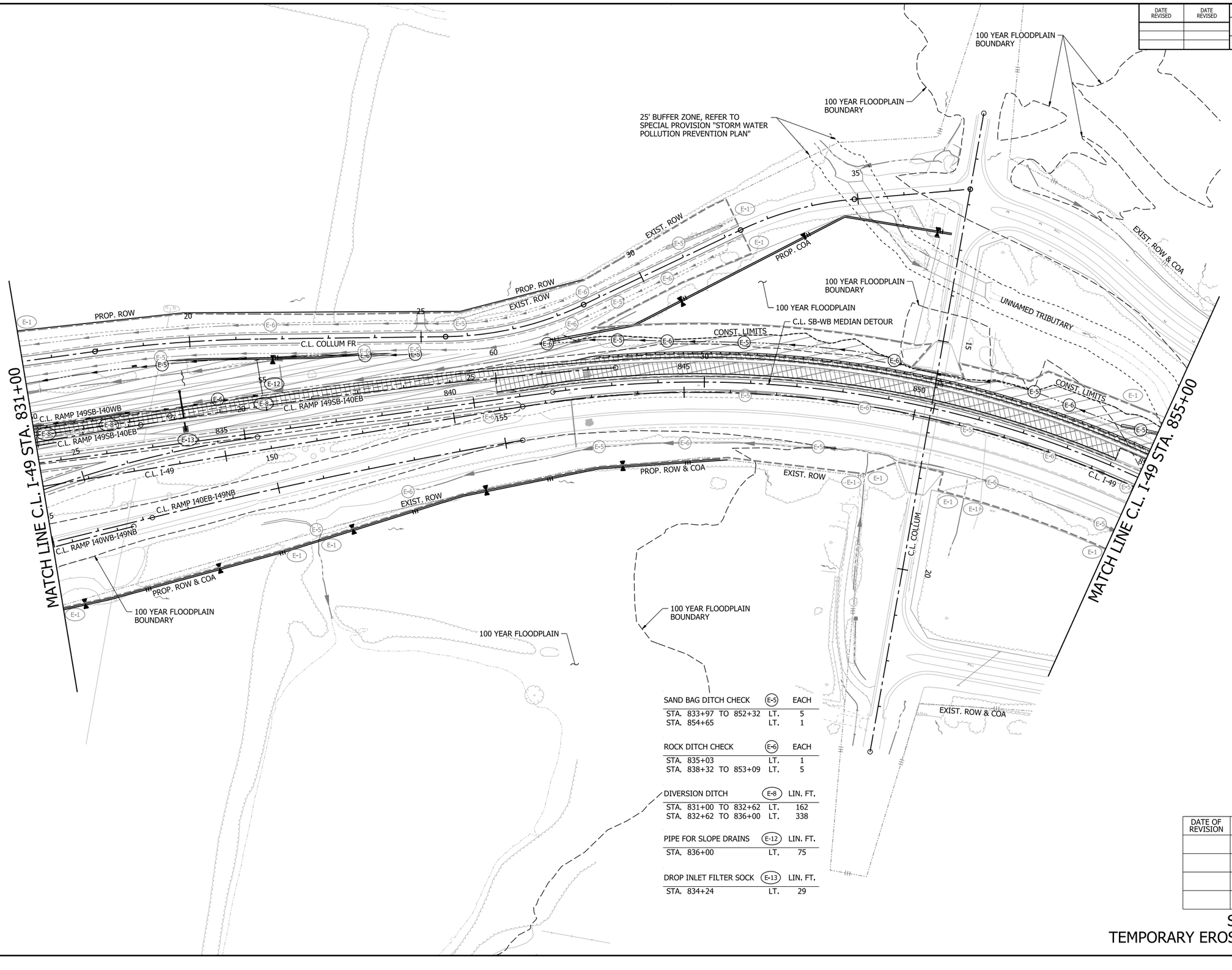
DATE OF REVISION	REVISIONS

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	111	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

SAND BAG DITCH CHECK (E-5)		EACH
STA. 833+97 TO 852+32	LT.	5
STA. 854+65	LT.	1

ROCK DITCH CHECK (E-6)		EACH
STA. 835+03	LT.	1
STA. 838+32 TO 853+09	LT.	5

DIVERSION DITCH (E-8)		LIN. FT.
STA. 831+00 TO 832+62	LT.	162
STA. 832+62 TO 836+00	LT.	338

PIPE FOR SLOPE DRAINS (E-12)		LIN. FT.
STA. 836+00	LT.	75

DROP INLET FILTER SOCK (E-13)		LIN. FT.
STA. 834+24	LT.	29

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DATE OF REVISION	REVISIONS

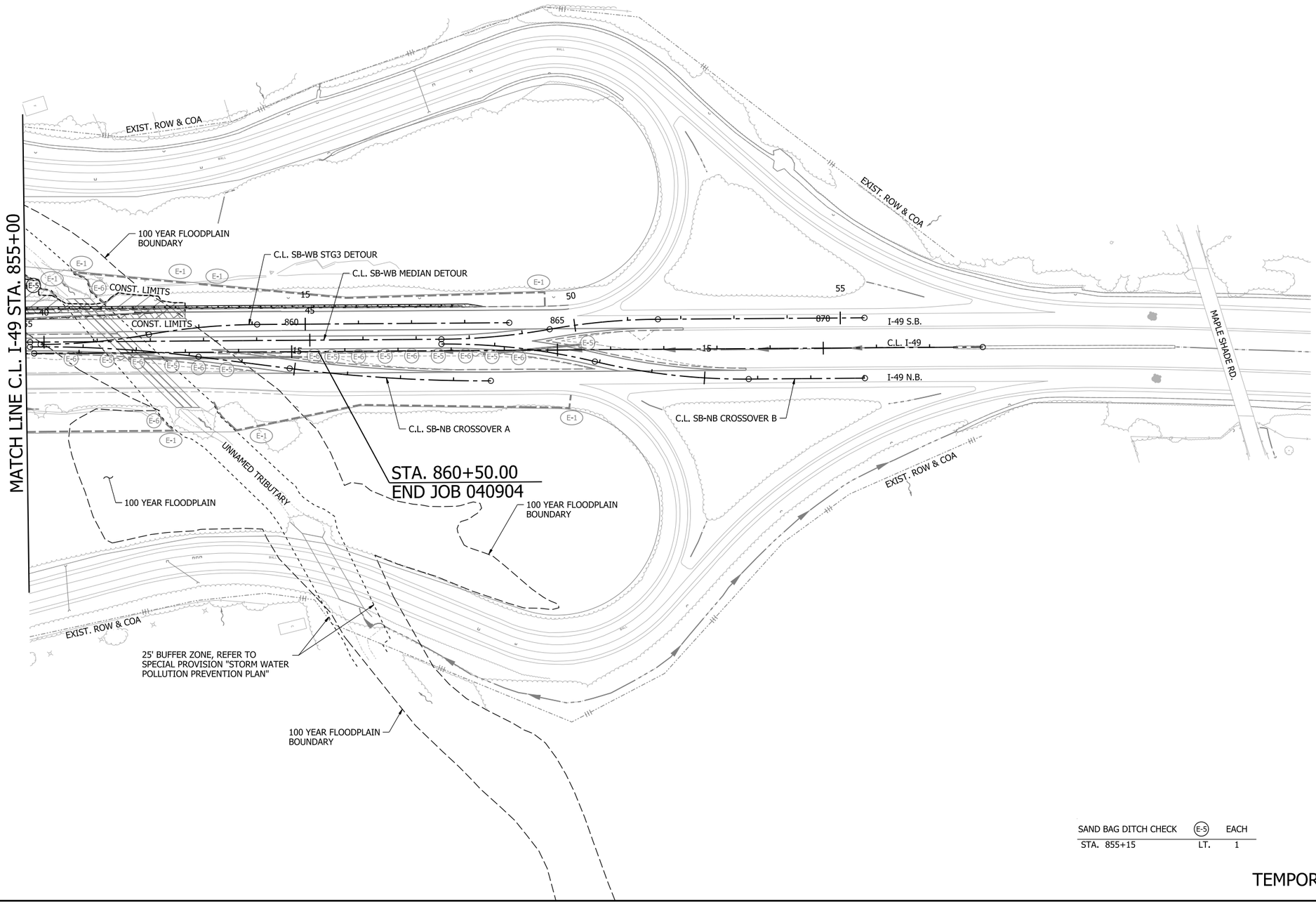
STAGE 3
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	112	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 855+15	LT.	1

DATE OF REVISION	REVISIONS

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:33:00 AM
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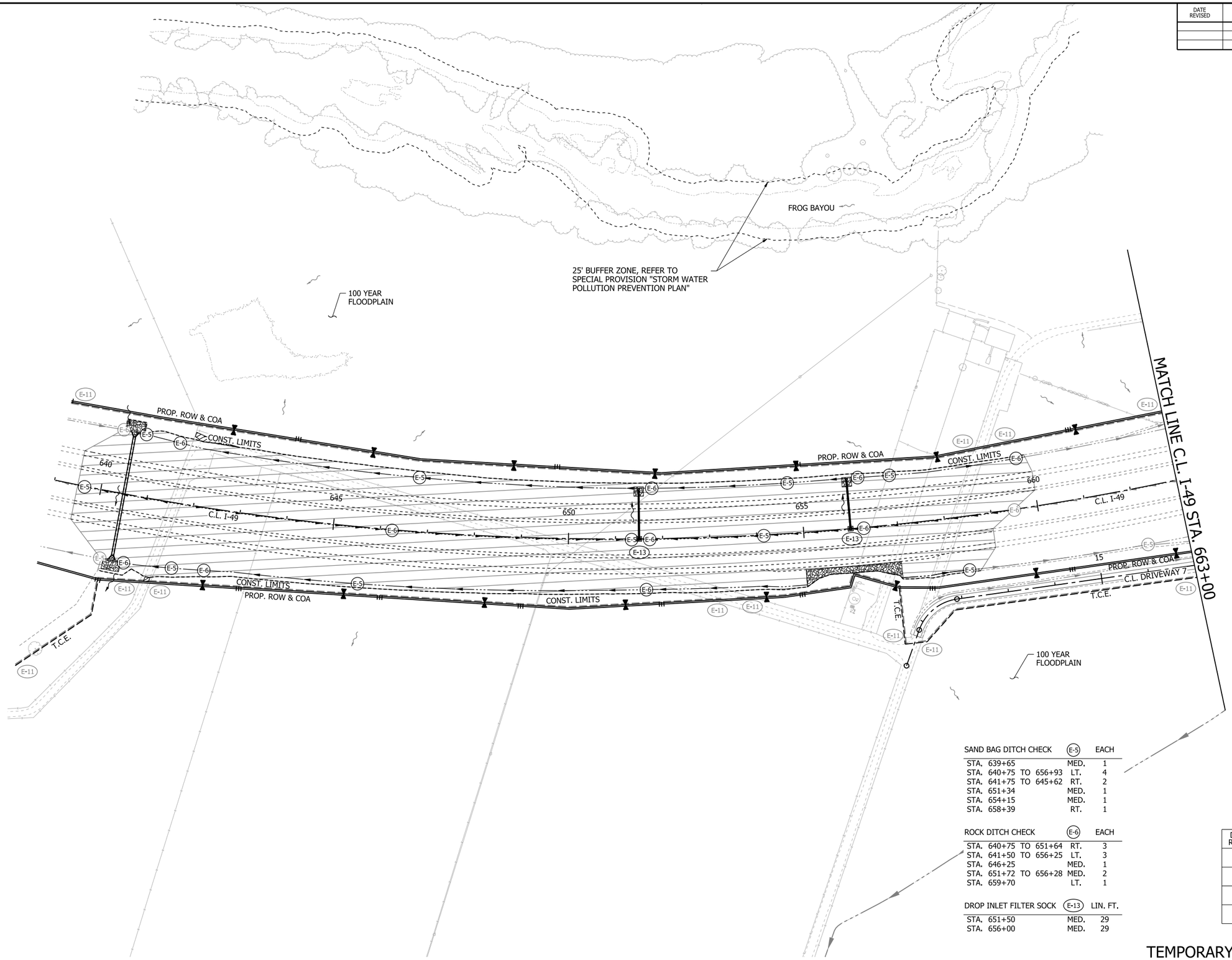
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	113	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
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SAND BAG DITCH CHECK	(E-5)	EACH
STA. 639+65	MED.	1
STA. 640+75 TO 656+93	LT.	4
STA. 641+75 TO 645+62	RT.	2
STA. 651+34	MED.	1
STA. 654+15	MED.	1
STA. 658+39	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 640+75 TO 651+64	RT.	3
STA. 641+50 TO 656+25	LT.	3
STA. 646+25	MED.	1
STA. 651+72 TO 656+28	MED.	2
STA. 659+70	LT.	1

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 651+50	MED.	29
STA. 656+00	MED.	29

DATE OF REVISION	REVISIONS

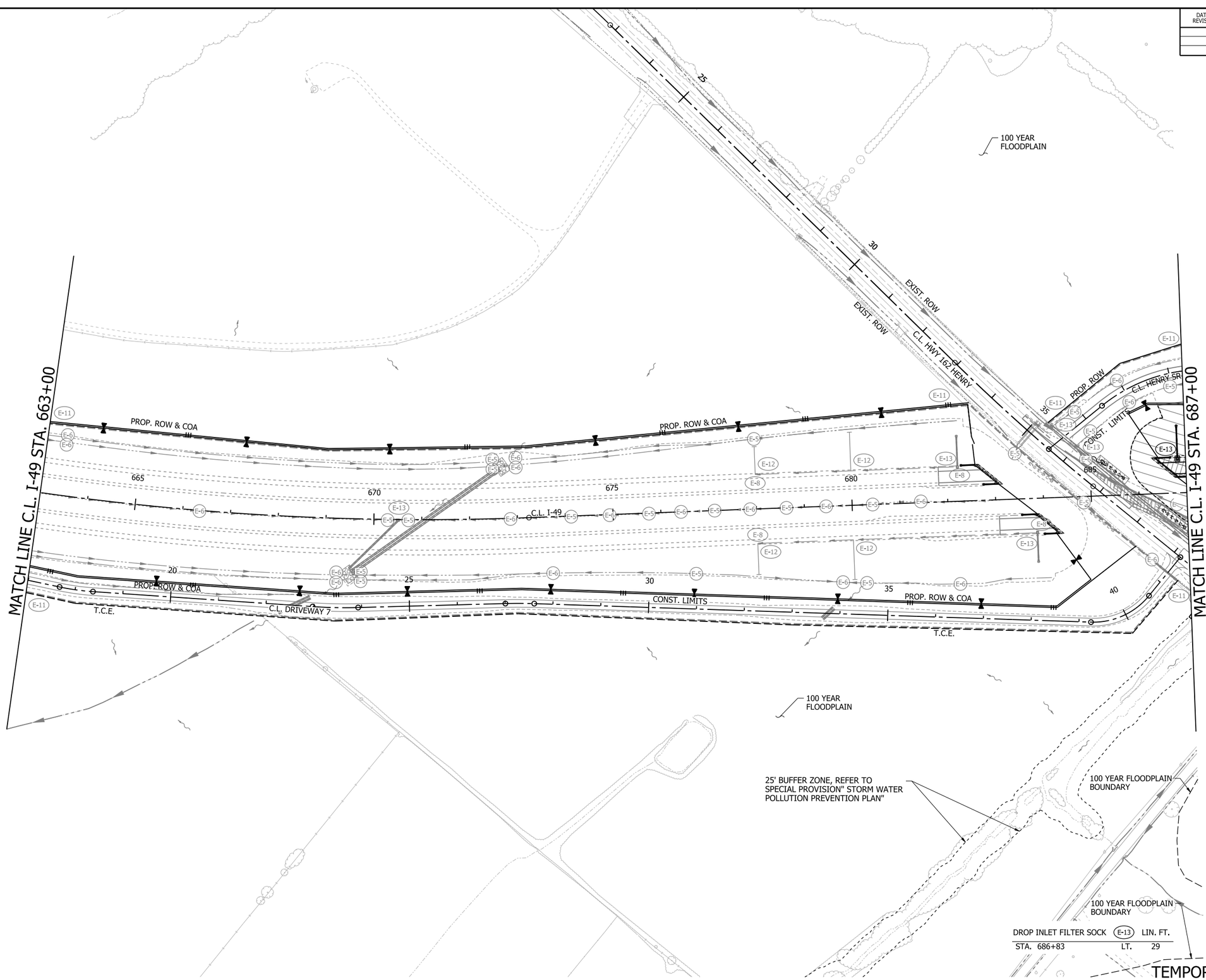
STAGE 4
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:33:19 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	114	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
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DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 686+83	LT.	29

DATE OF REVISION	REVISIONS

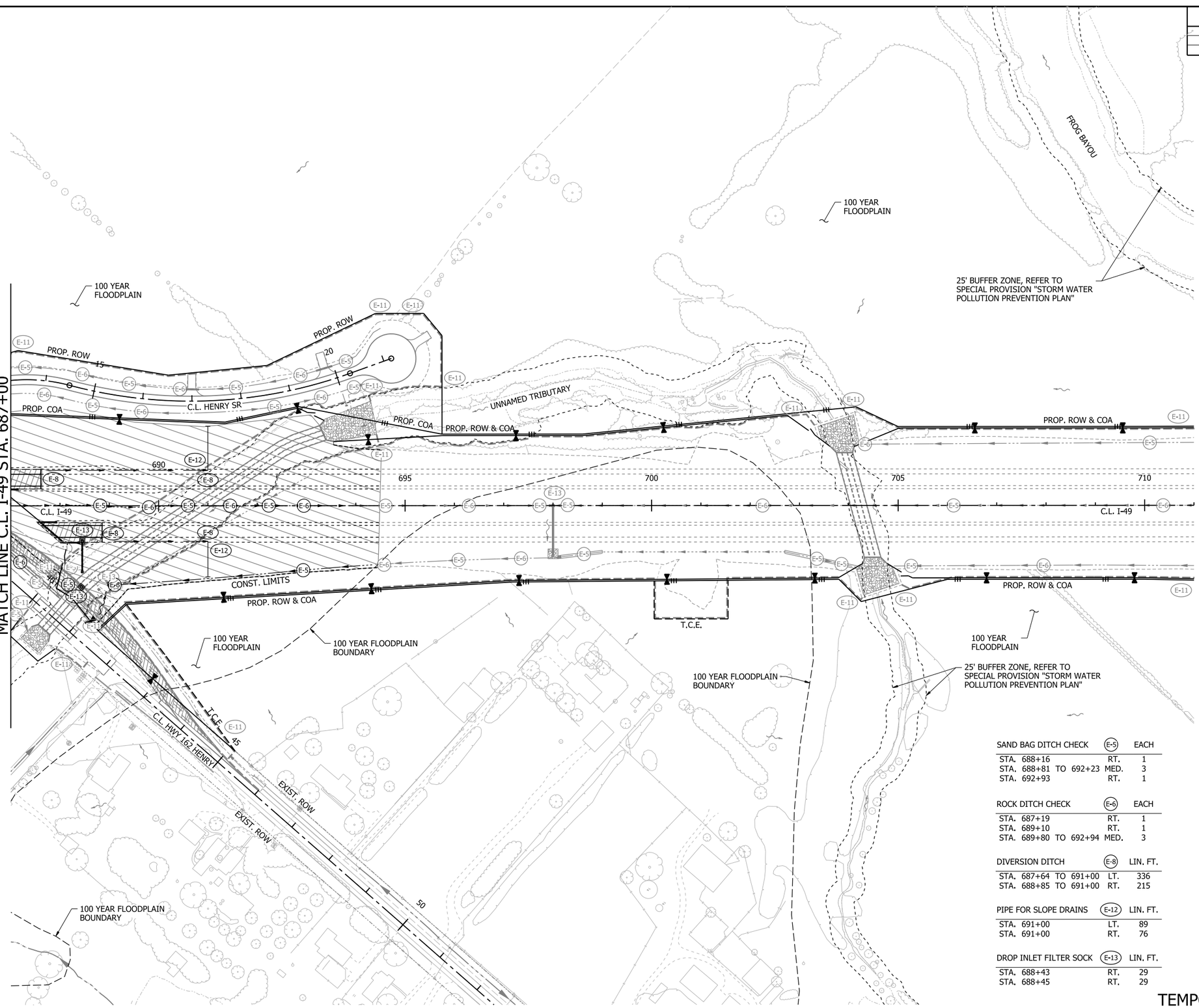
STAGE 4
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:33:32 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	115	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 688+16	RT.	1
STA. 688+81 TO 692+23	MED.	3
STA. 692+93	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 687+19	RT.	1
STA. 689+10	RT.	1
STA. 689+80 TO 692+94	MED.	3

DIVERSION DITCH	(E-8)	LIN. FT.
STA. 687+64 TO 691+00	LT.	336
STA. 688+85 TO 691+00	RT.	215

PIPE FOR SLOPE DRAINS	(E-12)	LIN. FT.
STA. 691+00	LT.	89
STA. 691+00	RT.	76

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 688+43	RT.	29
STA. 688+45	RT.	29

NOTES:
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DATE OF REVISION	REVISIONS

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:33:45 AM
R040904_05E_EC_ST4_005.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	116	742
		TEMPORARY EROSION CONTROL DETAILS				

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 814+97	LT.	1
STA. 821+09 TO 823+92	LT.	3

ROCK DITCH CHECK	(E-6)	EACH
STA. 812+85	LT.	1
STA. 814+19	LT.	1
STA. 821+95 TO 823+27	LT.	2

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

C.L. RAMP I40EB-I49SB
C.L. RT ML-I-40
C.L. LT ML-I-40
C.L. MED I-40
EXIST. ROW & COA
C.L. RAMP I49NB-I40WB
PROP. ROW & COA
C.L. RAMP I49SB-I40WB
EXIST. ROW
C.L. RAMP I40EB-I49NB
100 YEAR FLOODPLAIN
CONST. LIMITS
T.C.E.
PROP. ROW
C.L. COLLUM FR
EXIST. ROW & PROP. COA
C.L. SB-WB MEDIAN DETOUR
C.L. RAMP I49SB-I40EB
C.L. I-49
C.L. RAMP I40WB-I49SB
100 YEAR FLOODPLAIN BOUNDARY
C.L. EB-NB DETOUR
C.L. WB-NB DETOUR
C.L. RAMP I40EB-I49NB
C.L. RAMP I40WB-I49NB
C.L. RAMP I49NB-I40EB
C.L. RAMP I40WB-I49SB
C.L. RAMP I49SB-I40EB
C.L. MED I-40
C.L. LT ML-I-40
C.L. RT ML-I-40
EXIST. ROW & COA
PROP. ROW & COA
100 YEAR FLOODPLAIN BOUNDARY
100 YEAR FLOODPLAIN
EXIST. ROW & COA
PROP. ROW & COA
C.L. RAMP I49NB-I40EB
PROP. ROW & COA
100 YEAR FLOODPLAIN BOUNDARY

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

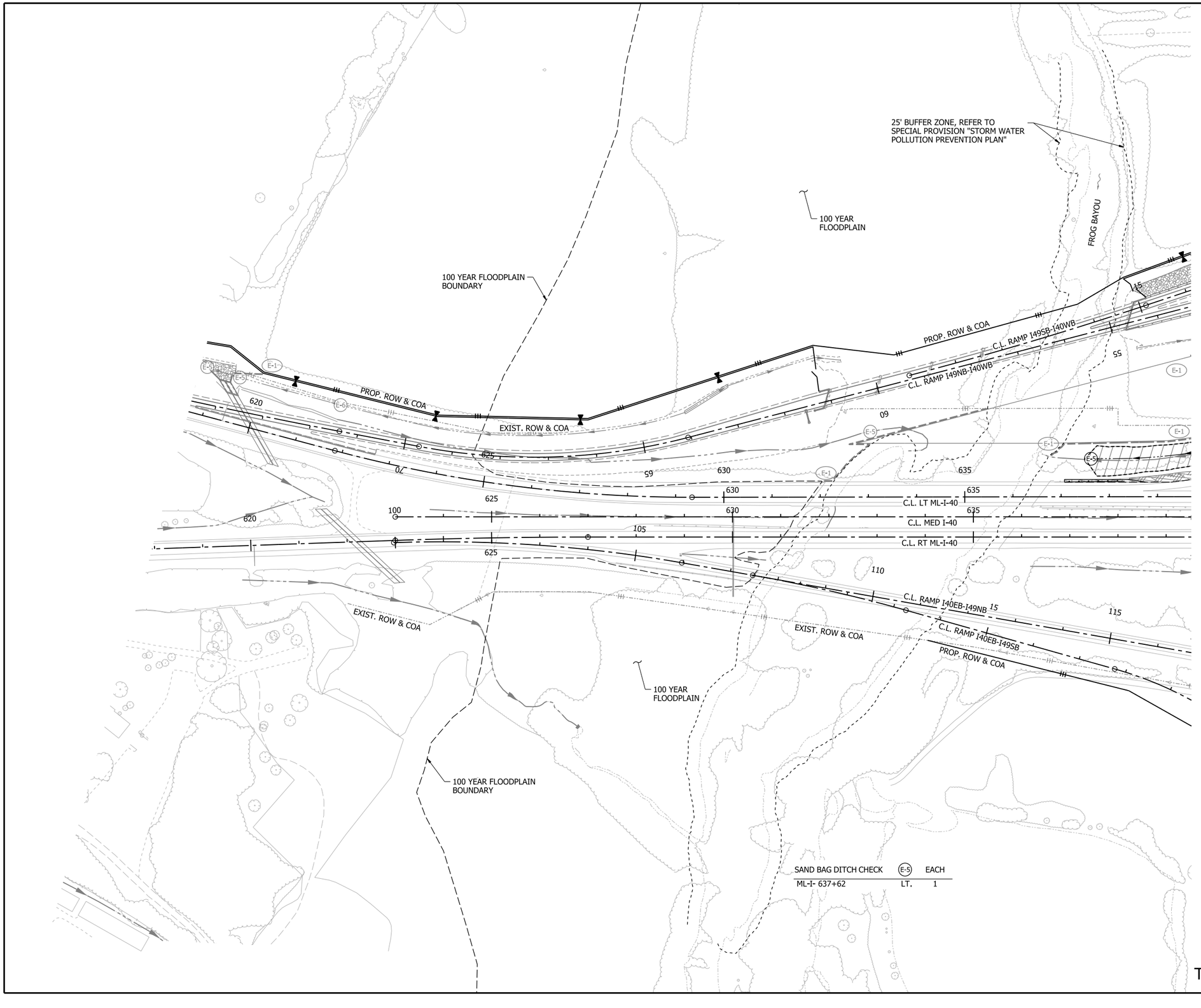
NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

DATE OF REVISION	REVISIONS

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:33:59 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	117	742
		TEMPORARY EROSION CONTROL DETAILS				



SAND BAG DITCH CHECK	E-5	EACH
ML-I- 637+62	LT.	1

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

DATE OF REVISION	REVISIONS

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 3:51:10 PM
R040904_05E_EC_ST4_014.dgn

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 821+81	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 828+03	RT.	1

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	118	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

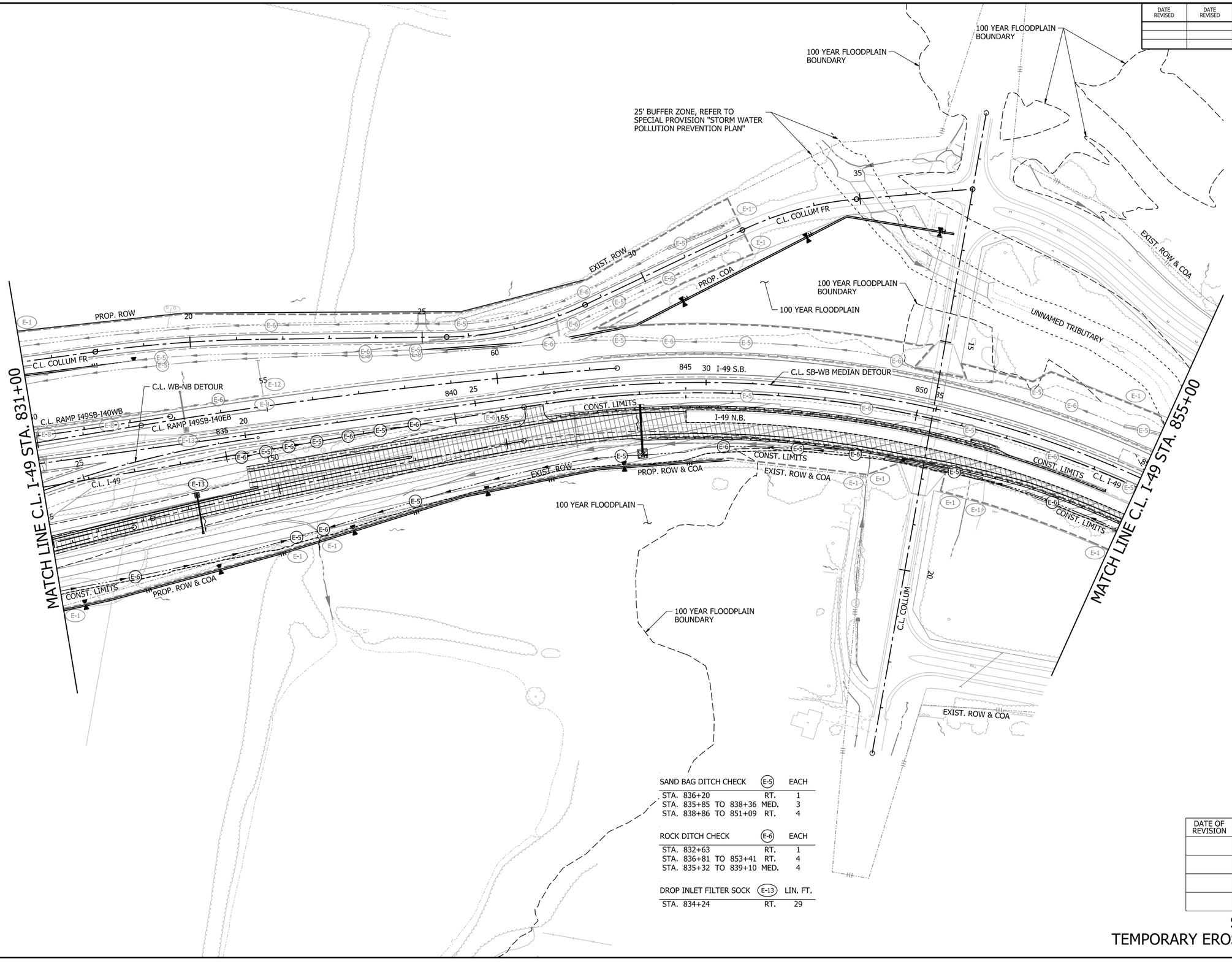
DATE OF REVISION	REVISIONS

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:34:22 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	119	742
		TEMPORARY EROSION CONTROL DETAILS				





LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 836+20	RT.	1
STA. 835+85 TO 838+36	MED.	3
STA. 838+86 TO 851+09	RT.	4

ROCK DITCH CHECK	(E-6)	EACH
STA. 832+63	RT.	1
STA. 836+81 TO 853+41	RT.	4
STA. 835+32 TO 839+10	MED.	4

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 834+24	RT.	29

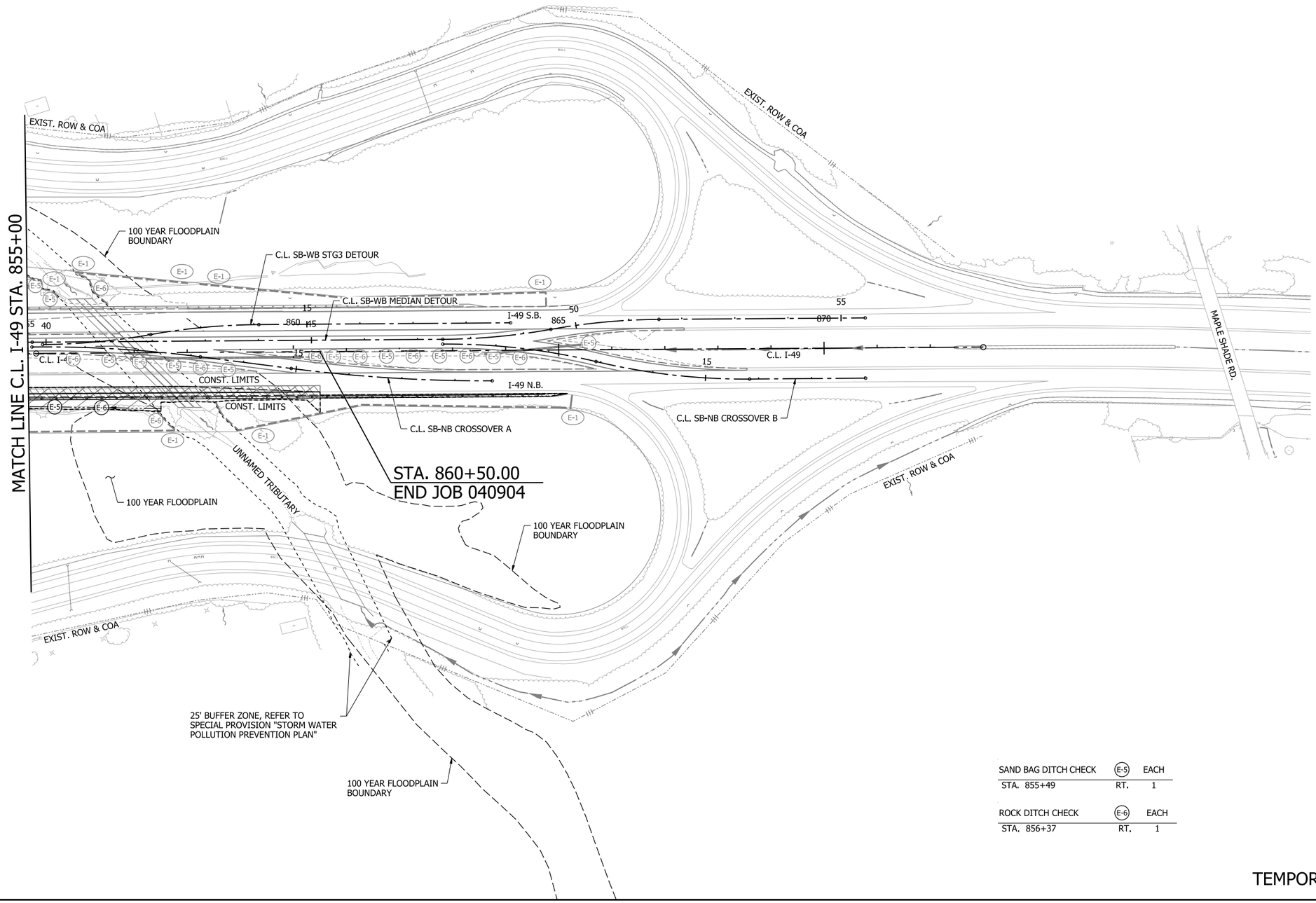
DATE OF REVISION	REVISIONS

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	120	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/4/26



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 855+49	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 856+37	RT.	1

DATE OF REVISION	REVISIONS

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

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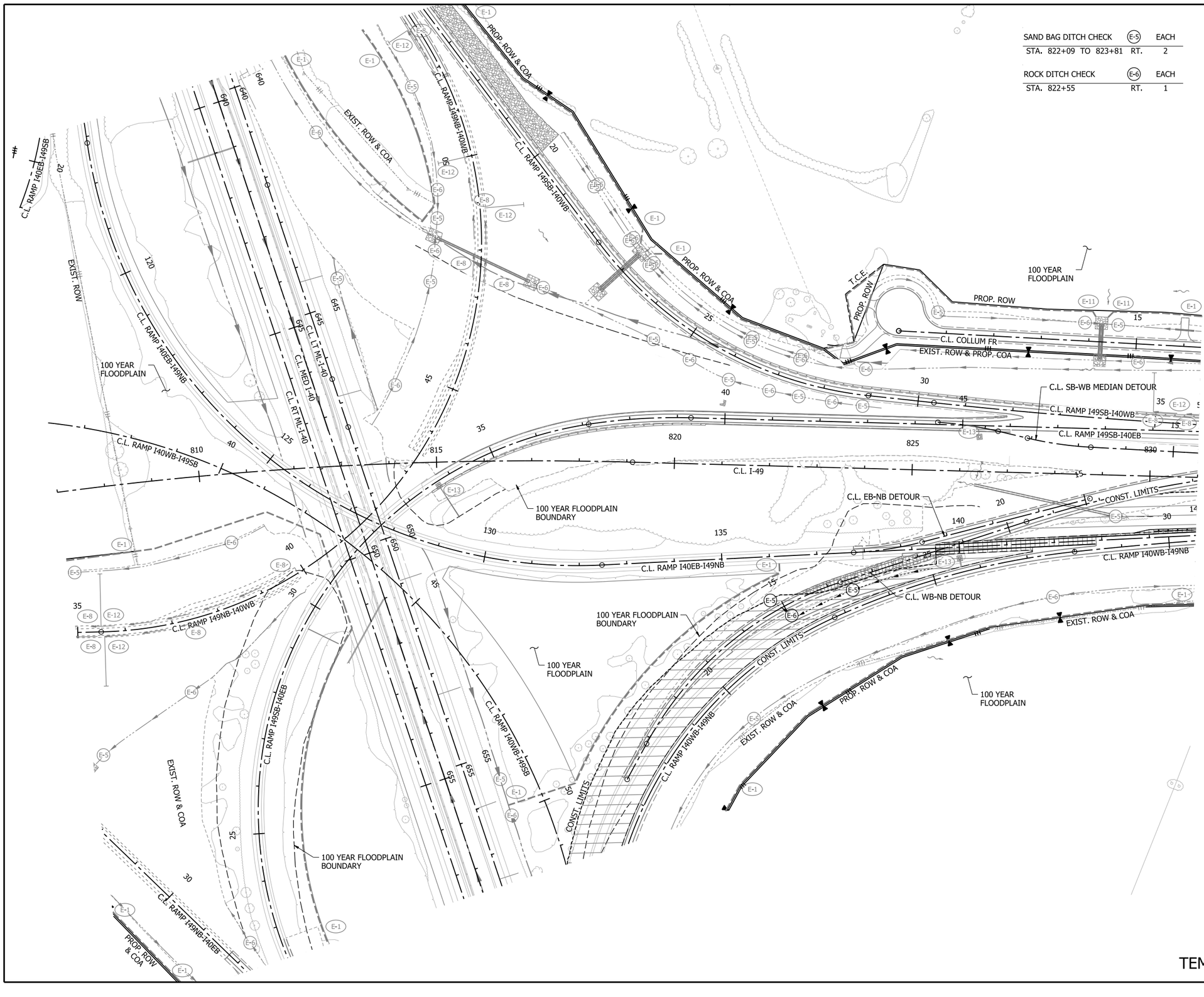
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	121	742
		TEMPORARY EROSION CONTROL DETAILS				

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 822+09 TO 823+81	RT.	2

ROCK DITCH CHECK	(E-6)	EACH
STA. 822+55	RT.	1

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

DATE OF REVISION	REVISIONS

STAGE 6
TEMPORARY EROSION CONTROL DETAILS

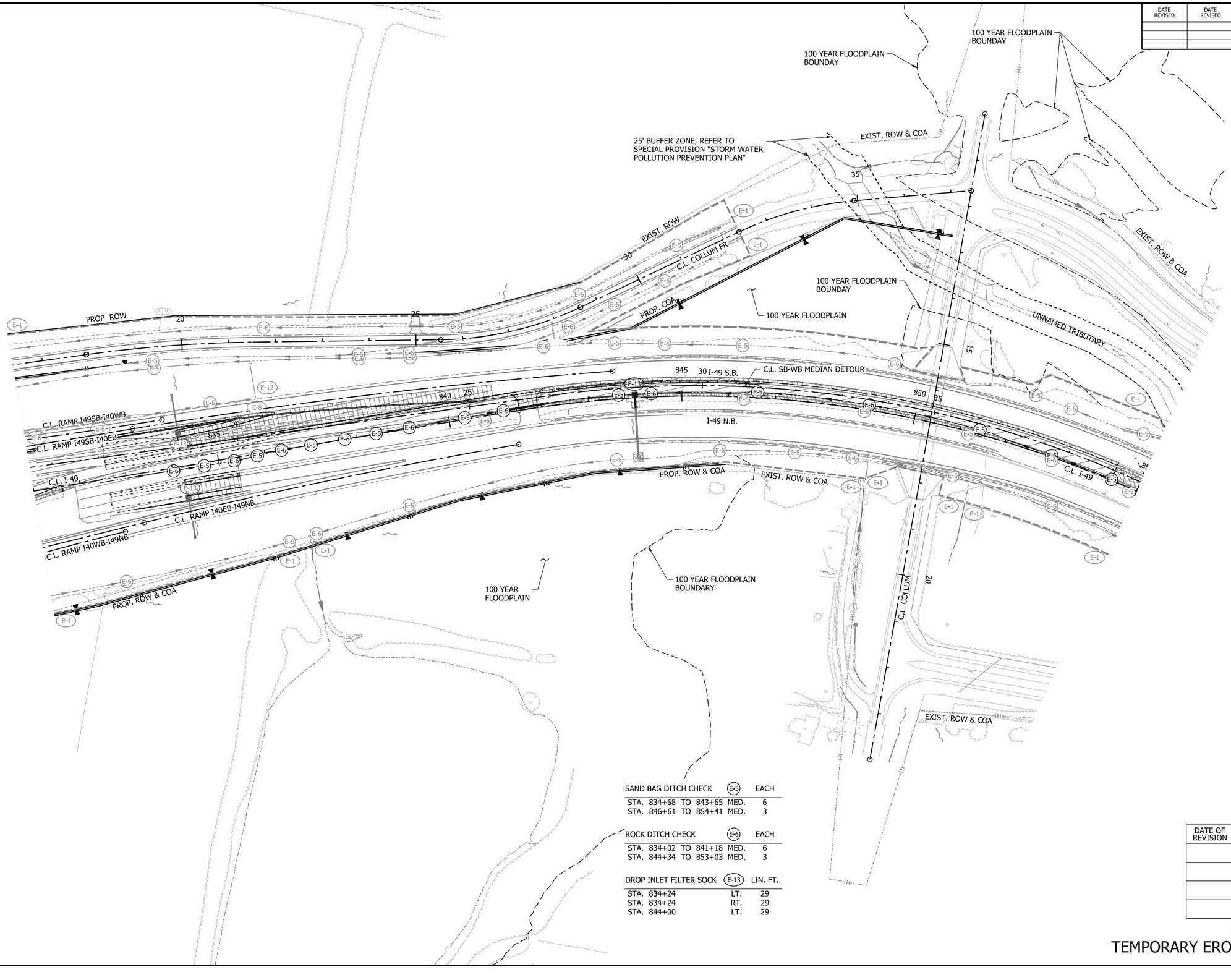
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	122	742

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26



0 100 200 300 400

HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 834+68 TO 843+65	MED.	6
STA. 846+61 TO 854+41	MED.	3

ROCK DITCH CHECK	(E-6)	EACH
STA. 834+02 TO 841+18	MED.	6
STA. 844+34 TO 853+03	MED.	3

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 834+24	LT.	29
STA. 834+24	RT.	29
STA. 844+00	LT.	29

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

DATE OF REVISION	REVISIONS

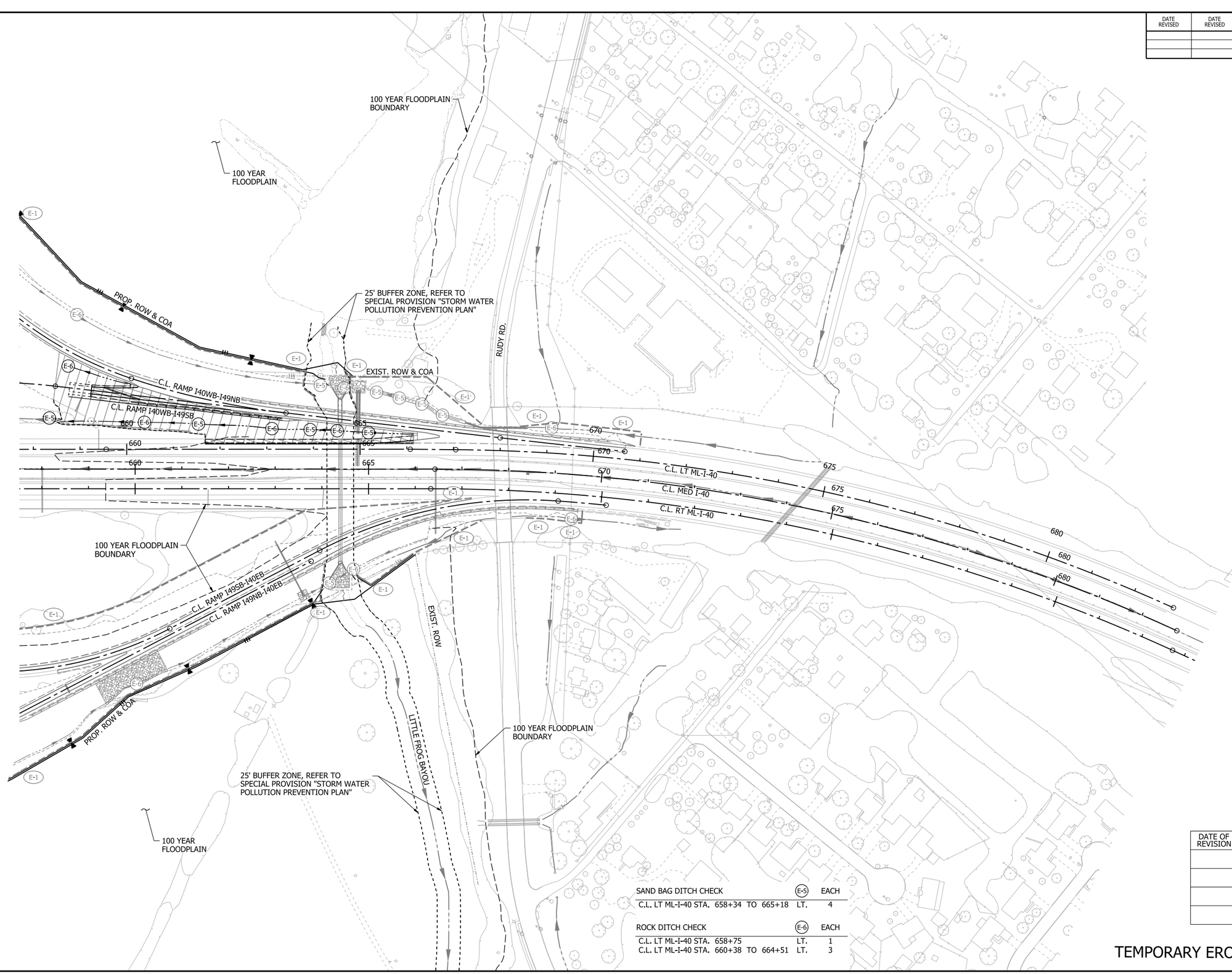
STAGE 7
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:34:57 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	123	742
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20314
KATHERINE LEE LEBLANC
5/14/26

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- (E-1) WATTLE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-8) DIVERSION DITCH
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

SAND BAG DITCH CHECK (E-5)				EACH
C.L. LT ML-I-40 STA.	658+34	TO	665+18	LT. 4

ROCK DITCH CHECK (E-6)				EACH
C.L. LT ML-I-40 STA.	658+75			LT. 1
C.L. LT ML-I-40 STA.	660+38	TO	664+51	LT. 3

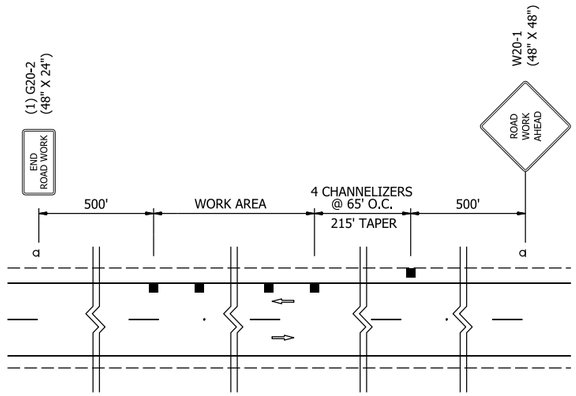
DATE OF REVISION	REVISIONS

STAGE 7
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:35:03 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	124	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026



TEMPORARY SHOULDER CLOSURE DETAIL
NOT TO SCALE

4/30/2026 7:35:05 AM
R040904_06_MOT_AW

ADVANCED WARNING DETAILS
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	125	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

STAGE 1

CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCED WARNING SIGNS AND END ROADWORK SIGNS PER THE ADVANCED WARNING DETAILS FOR MAINTENANCE OF TRAFFIC, IN LOCATIONS NEEDED TO PERFORM THE WORK SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION ON THE FOLLOWING ITEMS MAY BEGIN UNDER THE CURRENT TRAFFIC PATTERNS:
- MAIN LANES - I-49
  - GRADING MAY BEGIN ALONG MAIN LANES FROM I-49 APPROX. STA. 610+90 TO STA. 640+30.
  - CONSTRUCT BRIDGES A7692 AND B7692.
  - CONSTRUCT BOX CULVERTS @ STA. 631+45, STA. 704+20, STA. 725+75, AND STA. 761+00.
  - GRADING AND STRUCTURES MAY BEGIN ALONG MAIN LANES FROM I-49 APPROX. STA. 658+00 TO STA. 684+90, TO THE SOUTH OF HWY. 162 (HENRY ST.)
  - GRADING AND STRUCTURES MAY BEGIN ALONG MAIN LANES FROM I-49 APPROX. STA. 693+96 TO STA. 764+00.
  - PORTIONS OF BOX CULVERT @ I-49 CROSSING STA. 601+06.89.
  - CONSTRUCT TEMPORARY WIDENINGS APPROX. STA. 823+77 TO STA. 865+21 AND STA. 859+30 TO STA. 868+54.
- WATERFRONT RD.
  - CONSTRUCT WATERFRONT DETOUR.
  - CONSTRUCT PORTION OF THE BOX CULVERT @ I-49 CROSSING STA. 601+06.89 THAT PASSES UNDER THE DETOUR.
- DRIVEWAY 7
  - CONSTRUCT DRIVEWAY 7.
- HWY. 162 (HENRY ST.)
  - CONSTRUCT HENRY SERVICE ROAD.
- OLD WIRE ROAD
  - CONSTRUCT OLD WIRE ROAD IN PREPARATION FOR I-49 MAINLINE EMBANKMENT IN STAGE 2.
- RAMP I49NB-I40WB
  - CONSTRUCT EMBANKMENT AND PAVEMENT APPROX. STA. 25+04 TO STA. 40+34, STA. 47+28 TO STA. 54+80, STA. 60+59 TO STA. 68+00.
- RAMP I49NB-I40EB
  - CONSTRUCT EMBANKMENT APPROX. STA. 16+62 TO STA. 31+75.
- RAMP I49SB-I40WB
  - CONSTRUCT EMBANKMENT AND PAVEMENT APPROX. STA. 14+60 TO STA. 26+00.
- CONSTRUCT BRIDGE 07694.
- RAMP I49SB-I40EB
  - CONSTRUCT TEMPORARY WIDENINGS APPROX. STA. 11+89 TO STA. 22+72 AND STA. 33+32 TO STA. 38+43.
- RAMP I40EB-I49NB
  - CONSTRUCT TEMPORARY WIDENING APPROX. STA. 137+78 TO STA. 140+67.
- RAMP I40WB-I49NB
  - CONSTRUCT TEMPORARY WIDENING APPROX. STA. 21+49 TO STA. 26+88.
- CONSTRUCT COLLUM FRONTAGE ROAD.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT THE SAME TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

STAGE 2

INSTALL STAGE 2 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY CONSTRUCTED DETOURS, WIDENED/RECONSTRUCTED AREAS, AND DRIVES. PERFORM WORK SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 2 TRAFFIC PATTERNS:
- MAIN LANES - I-49
  - GRADING MAY BEGIN ALONG MAIN LANES UNDER THE WATERFRONT (BRIDGE 07691) FROM I-49 APPROX. STA. 606+54 JUST NORTH OF THE WATERFRONT DETOUR TO STA. 612+30 AT THE END OF STAGE 1 I-49 GRADING AND STRUCTURES WORK.
  - GRADING ALONG MAIN LANES APPROX. STA. 764+15 TO 770+80.
- WATERFRONT RD.
  - CONSTRUCT WATERFRONT RD. PROPOSED LANES.
  - CONSTUCT BRIDGE 07691 FOR WATERFRONT RD.
  - CONSTRUCT REMAINING PORTION OF THE BOX CULVERT @ I-49 CROSSING STA. 601+06.89 THAT PASS UNDER WATERFRONT RD.
- HWY. 162 (HENRY ST.)
  - CONSTRUCT PORTION OF BOX CULVERT @ I-49 CROSSING STA. 690+79.84 ON THE WEST SIDE OF EXISTING HWY. 162 (HENRY ST.)
  - CONSTRUCT HENRY DETOUR.
- RAMP I49NB-I40WB
  - CONSTRUCT EMBANKMENT AND PAVEMENT TIE FOR RAMP ENTRANCE TO LT ML-I-40 (WB).
- RAMP I40WB-I49SB
  - CONSTRUCT EMBANKMENT AND PAVEMENT TIE FOR RAMP EXIT FROM LT ML-I-40 (WB).
- CONSTRUCT EMBANKMENT AND PAVEMENT FOR THE RAMP I40WB-I49NB CONTINUATION FROM THE RAMP I40WB-I49SB RAMP EXIT.
- CONSTRUCT EMBANKMENT FOR THE RAMP I49NB-I40EB ENTRANCE TIE TO THE EXISTING RAMP I49SB-I40EB.
- CONSTRUCT THE SB-WB MEDIAN DETOUR.
- CONSTRUCT THE SB-EB DETOUR TYING TO THE SB-WB MEDIAN DETOUR.
- CONSTRUCT THE EB-NB DETOUR CROSSING OVER EXIST RAMP I40EB-I49NB AND TYING TO THE SB-WB MEDIAN DETOUR.
- CONSTRUCT THE SB-NB CROSSOVER A & B ACROSS THE I-49 MEDIAN FROM THE SB-WB MEDIAN DETOUR TO THE NB I-49 (RT.) LANES.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

STAGE 3

INSTALL STAGE 3 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY BUILT ROADWAYS AS SHOWN IN THE MAINTENANCE OF TRAFFIC DETAILS. SHIFT TRAFFIC ONTO THE SB-WB DETOUR. PERFORM WORK SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 3 TRAFFIC PATTERNS:
- MAIN LANES - I-49
  - GRADING MAY BEGIN ALONG I-49 FROM APPROX. STA. 593+15 TO APPROX. STA. 608+58.
- WATERFRONT RD.
  - CONSTRUCT REMAINING PROPOSED WATERFRONT RD. TIES TO EXISTING UNDER TRAFFIC.
  - OBLITERATE WATERFRONT DETOUR AND REMAINING EXISTING PORTIONS OF WATERFRONT RD.
- HWY. 162 (HENRY ST.)
  - CONSTRUCT REMAINING PORTION OF BOX CULVERT @ I-49 CROSSING STA. 690+79.84 UNDER EXISTING HWY. 162 (HENRY ST.)
  - CONSTRUCT THE PORTION OF HWY. 162 (HENRY ST.) PASSING OVER THE BOX CULVERT.
  - CONSTRUCT FINAL TIES FOR DRIVEWAY 7 UNDER TRAFFIC.
- RAMP I49SB-I40WB
  - CONSTRUCT PORTIONS OF SB I-49 LANES LEADING TO THE SB RAMP EXITS.
  - CONSTRUCT THE TEMPORARY I-49 MEDIAN WALL,
  - CONSTRUCT THE RAMP I49SB-I40WB EXIT AND LANES.
  - PAVE RAMP I49SB-I40WB EXIT AND LANES UP TO BRIDGE 07694, LANES AND ENTRANCE OF RAMP I49NB-I40WB FROM BRIDGE 07694 TO LT ML-I-40 (WB) IN PREPARATION FOR STAGE 4 TRAFFIC PATTERNS.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

STAGE 4

INSTALL STAGE 4 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY BUILT ROADWAYS AS SHOWN IN THE MAINTENANCE OF TRAFFIC DETAILS. SHIFT SOUTHBOUND I-49 TO WESTBOUND I-40 TRAFFIC ONTO THE NEWLY PAVED RAMP I49SB-I40WB OVER BRIDGE 07694. MAINTAIN THE I-49 SOUTHBOUND TO I-40 EASTBOUND TRAFFIC ON THE SB-WB MEDIAN DETOUR AND THE SB-EB DETOUR. DETOUR COLLUM LN ENTRY RAMP TO EASTBOUND I-40 TRAFFIC. WORK SHOULD BE PERFORMED IN AN EXPEDITED MANNER TO ALLOW RE-OPENING THE RAMP MOVEMENT. PERFORM WORK SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 4 TRAFFIC PATTERNS:
- MAIN LANES - I-49
  - REMAINING GRADING AND STRUCTURES MAY BEGIN ON I-49 FROM APPROX. STA. 639+50 TO APPROX. STA. 660+00. WORK TO BEGIN ONCE DRIVEWAY 7 IS COMPLETE AND OPEN.
  - GRADING AND STRUCTURES ALONG REMAINING PORTION OF I-49, FROM APPROX. STA. 685+85, EAST OF HWY. 162 (HENRY ST.) TO APPROX. STA. 694+49 MAY BEGIN ONCE TRAFFIC IS SET BACK TO HWY. 162 (HENRY ST.).
  - CONSTRUCT BRIDGES A7693 AND B7693.
- HWY. 162 (HENRY ST.)
  - OBLITERATE HENRY DETOUR.
- RAMP I49NB-I40WB
  - CONSTRUCT EMBANKMENT FOR RAMP I49NB-I40WB FROM APPROX. STA. 12+97 TO STA. 33+61 ALONG PREVIOUS I-49 SB TO I-40 WB RAMP.
- RAMP I49SB-I40EB
  - CONSTRUCT EMBANKMENT FOR RAMP I49SB-I40EB EXIT AND LANES FROM APPROX STA. 33+14 TO STA. 47+63.
  - REMOVE PORTIONS OF THE PREVIOUS I-49 SB TO I-40 WB RAMP THAT ARE NOT OTHERWISE REMOVED BY PROPOSED RAMP CONSTRUCTION.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

STAGE 5

INSTALL STAGE 5 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT SOUTHBOUND I-49 TO EASTBOUND I-40 TRAFFIC ONTO THE NEWLY CONSTRUCTED TIE TO THE EXISTING I49SB-I40EB RAMP SHIFTING TRAFFIC OFF THE SB-EB DETOUR AND OPEN THE COLLUM LN SB ENTRANCE RAMP. SHIFT I-40 EASTBOUND AND I-40 WESTBOUND TO I-49 NORTHBOUND TRAFFIC TO THE SB-WB MEDIAN DETOUR USING THE WB-NB DETOUR, EB-NB DETOUR, AND SB-NB CROSSOVER A. PERFORM WORK SHOWN IN THE STAGE 5 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 5 TRAFFIC PATTERNS:
- CONSTRUCT REMAINDER OF THE RAMP I40WB-I49NB EMBANKMENT AND PAVEMENT TYING TO NB I-49.
- CONSTRUCT FULL LANES AND WIDENED SECTIONS OF I-49 NB (RT.) LANES SHOWN IN THE STAGE 5 MAINTENANCE OF TRAFFIC DETAILS.
- REMOVE SB-EB DETOUR AND CONSTRUCT FINAL SHOULDER FOR RAMP I49SB-I40EB.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

STAGE 6

INSTALL STAGE 6 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY. SHIFT WESTBOUND I-40 TO NORTHBOUND I-49 TRAFFIC TO THE NEWLY CONSTRUCTED PORTION OF RAMP I40EB-I49NB. DETOUR COLLUM LN EXIT TRAFFIC TO NORTHBOUND I-49. WORK SHOULD BE PERFORMED IN AN EXPEDITED MANNER TO ALLOW RE-OPENING THE RAMP MOVEMENT. PERFORM WORK SHOWN IN THE STAGE 6 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 6 TRAFFIC PATTERNS:
- CONSTRUCT THE REMAINING PORTION OF RAMP I40EB-I49NB TYING TO RAMP I40EB-I49NB / RAMP I40WB-I49NB GORE.
- REMOVE & DISPOSE OF PREVIOUS RAMP I40WB-I49NB.
- REMOVE & DISPOSE OF PORTION OF THE WB-NB DETOUR ON EAST SIDE OF RAMP I40EB-I49NB.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

STAGE 7

INSTALL STAGE 7 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT I-40 EASTBOUND TO I-49 NORTHBOUND TRAFFIC OFF OF THE EB-NB DETOUR AND ONTO FINAL CONSTRUCTED RAMP I40EB-I49NB. PERFORM ANY FINAL GRADING NEEDED TO MEET FINAL SLOPES AND CONDITIONS AS SHOWN IN THE PLANS AND CROSS SECTIONS. REMOVE & DISPOSE OF TEMPORARY MOT DETOURS. INSTALL FINAL EROSION CONTROL MEASURES, INCLUDING PERMANENT SEEDING AND SOD TO PROJECT, AS DIRECTED BY THE ENGINEER, AND AS SHOWN IN THE PLANS AND DETAILS. APPLY ROAD CLOSED SIGNS, BARRIERS, AND DEVICES TO BE LEFT IN PLACE TO ENSURE TRAVELING PUBLIC DOES NOT USE NEWLY CONSTRUCTED RAMPS AND LANES. INSTALL FINAL SIGNAGE.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

FOUNDATION FOR OVERHEAD SIGN STRUCTURE OH-049-100 LOCATED ON LEFT SIDE OF RAMP I49SB-I40EB STA. 49+75 SHOULD BE INSTALLED.

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SEQUENCE OF CONSTRUCTION
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	126	742
		MAINTENANCE OF TRAFFIC DETAILS				

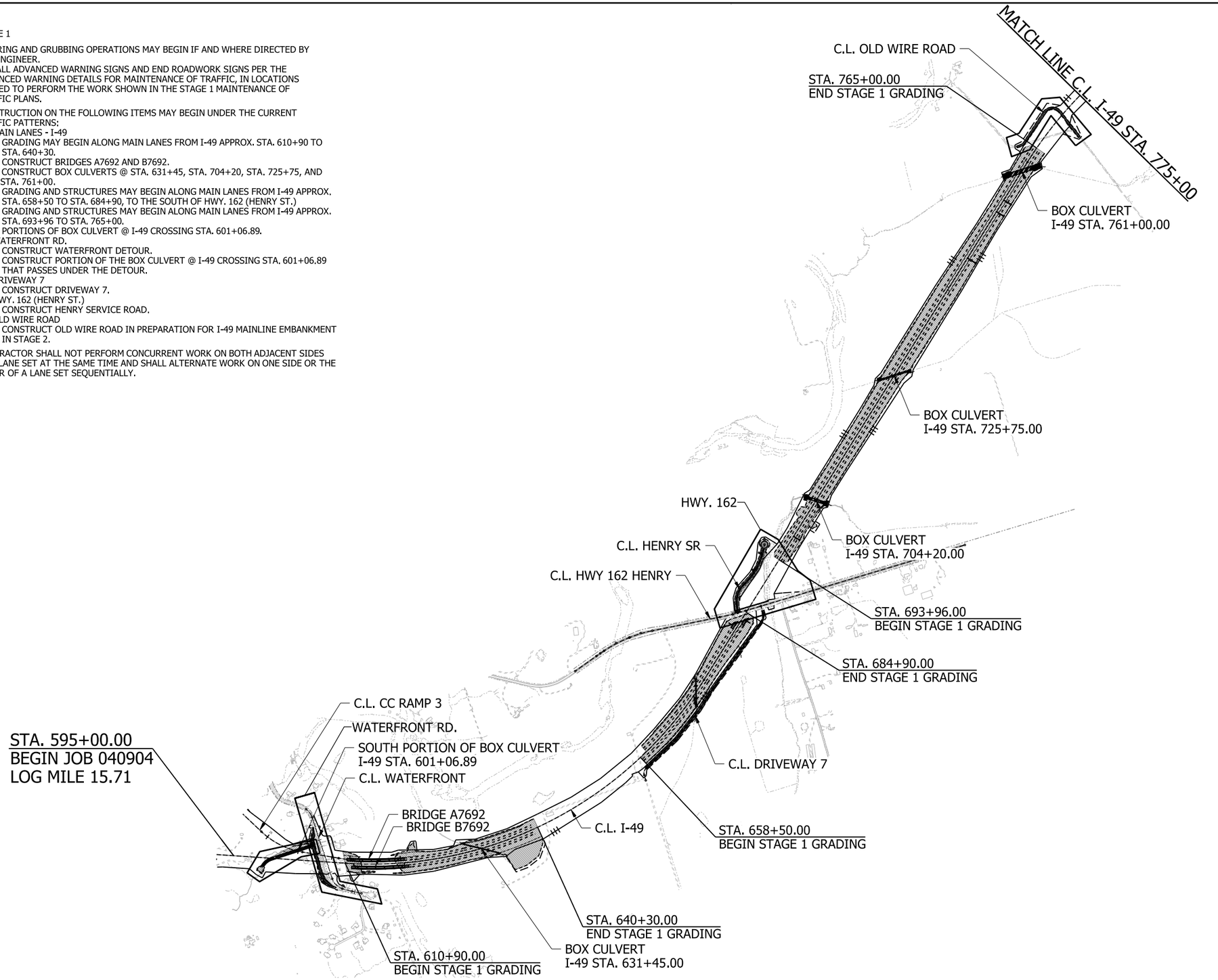
STAGE 1

CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCED WARNING SIGNS AND END ROADWORK SIGNS PER THE ADVANCED WARNING DETAILS FOR MAINTENANCE OF TRAFFIC, IN LOCATIONS NEEDED TO PERFORM THE WORK SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION ON THE FOLLOWING ITEMS MAY BEGIN UNDER THE CURRENT TRAFFIC PATTERNS:

- MAIN LANES - I-49
  - GRADING MAY BEGIN ALONG MAIN LANES FROM I-49 APPROX. STA. 610+90 TO STA. 640+30.
  - CONSTRUCT BRIDGES A7692 AND B7692.
  - CONSTRUCT BOX CULVERTS @ STA. 631+45, STA. 704+20, STA. 725+75, AND STA. 761+00.
  - GRADING AND STRUCTURES MAY BEGIN ALONG MAIN LANES FROM I-49 APPROX. STA. 658+50 TO STA. 684+90, TO THE SOUTH OF HWY. 162 (HENRY ST.)
  - GRADING AND STRUCTURES MAY BEGIN ALONG MAIN LANES FROM I-49 APPROX. STA. 693+96 TO STA. 765+00.
  - PORTIONS OF BOX CULVERT @ I-49 CROSSING STA. 601+06.89.
- WATERFRONT RD.
  - CONSTRUCT WATERFRONT DETOUR.
  - CONSTRUCT PORTION OF THE BOX CULVERT @ I-49 CROSSING STA. 601+06.89 THAT PASSES UNDER THE DETOUR.
- DRIVEWAY 7
  - CONSTRUCT DRIVEWAY 7.
- HWY. 162 (HENRY ST.)
  - CONSTRUCT HENRY SERVICE ROAD.
- OLD WIRE ROAD
  - CONSTRUCT OLD WIRE ROAD IN PREPARATION FOR I-49 MAINLINE EMBANKMENT IN STAGE 2.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT THE SAME TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

LEGEND

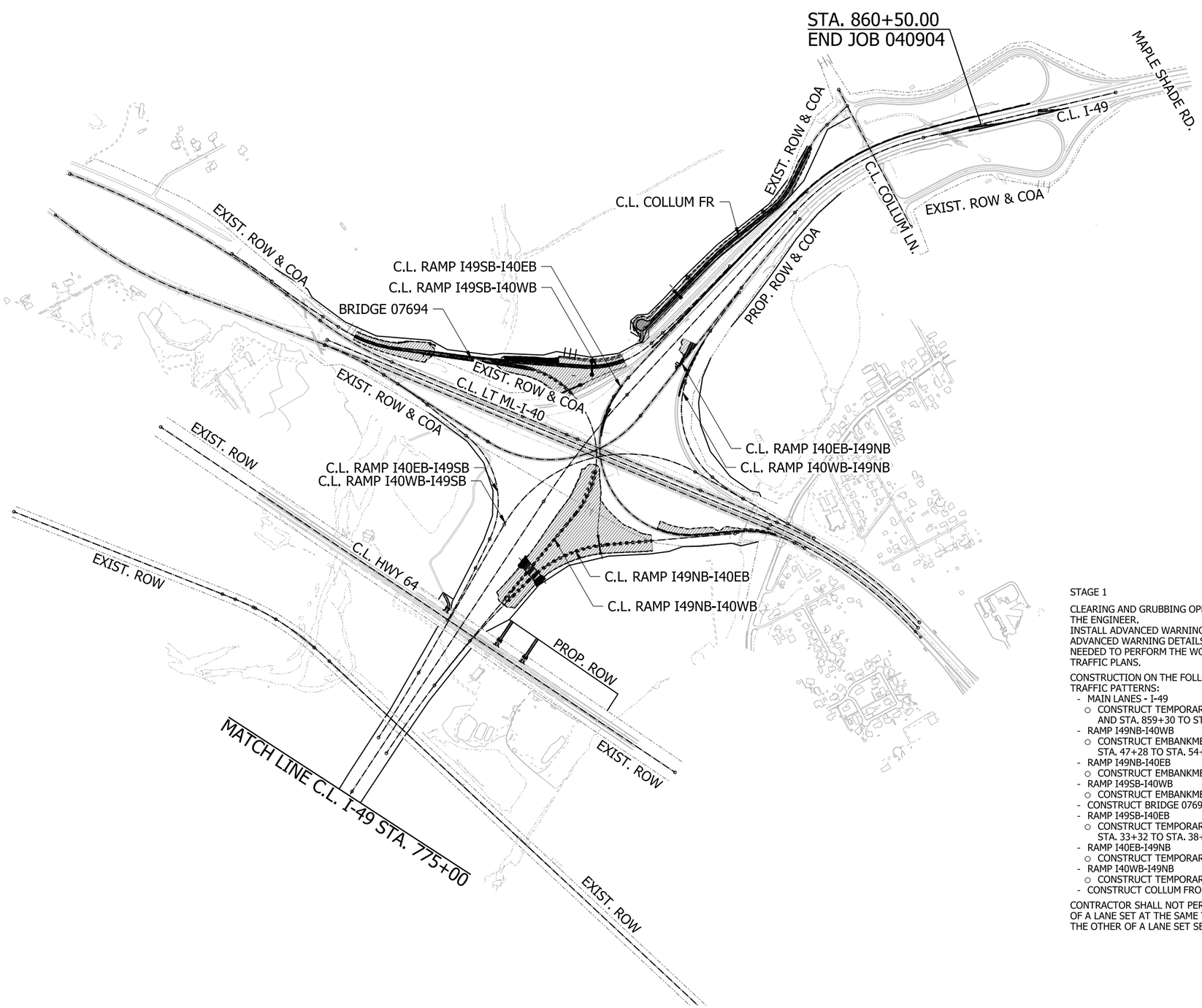
STAGE CONST. GRADING

OVERVIEW
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	127	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WILD
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 1

CLEARING AND GRUBBING OPERATIONS MAY BEGIN IF AND WHERE DIRECTED BY THE ENGINEER.
INSTALL ADVANCED WARNING SIGNS AND END ROADWORK SIGNS PER THE ADVANCED WARNING DETAILS FOR MAINTENANCE OF TRAFFIC, IN LOCATIONS NEEDED TO PERFORM THE WORK SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION ON THE FOLLOWING ITEMS MAY BEGIN UNDER THE CURRENT TRAFFIC PATTERNS:

- MAIN LANES - I-49
  - CONSTRUCT TEMPORARY WIDENINGS APPROX. STA. 823+77 TO STA. 865+21 AND STA. 859+30 TO STA. 868+54.
- RAMP I49NB-I40WB
  - CONSTRUCT EMBANKMENT AND PAVEMENT APPROX. STA. 25+04 TO STA. 40+34, STA. 47+28 TO STA. 54+80, STA. 60+59 TO STA. 68+00.
- RAMP I49NB-I40EB
  - CONSTRUCT EMBANKMENT APPROX. STA. 16+62 TO STA. 31+75.
- RAMP I49SB-I40WB
  - CONSTRUCT EMBANKMENT AND PAVEMENT APPROX. STA. 14+60 TO STA. 26+00.
- CONSTRUCT BRIDGE 07694.
- RAMP I49SB-I40EB
  - CONSTRUCT TEMPORARY WIDENINGS APPROX. STA. 11+89 TO STA. 22+72 AND STA. 33+32 TO STA. 38+43.
- RAMP I40EB-I49NB
  - CONSTRUCT TEMPORARY WIDENING APPROX. STA. 137+78 TO STA. 140+67.
- RAMP I40WB-I49NB
  - CONSTRUCT TEMPORARY WIDENING APPROX. STA. 21+49 TO STA. 26+88.
- CONSTRUCT COLLUM FRONTAGE ROAD.

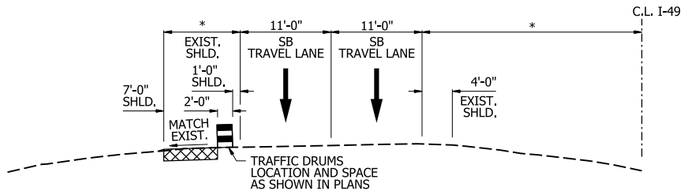
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT THE SAME TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

OVERVIEW
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

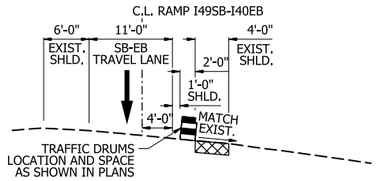
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	128	742
		MAINTENANCE OF TRAFFIC DETAILS				

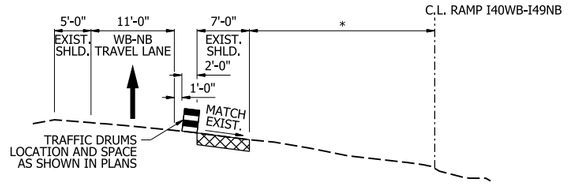
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



TYPICAL SECTION A-A
SHOWN IN C.L. I-49
* VARIES - SEE PLANS

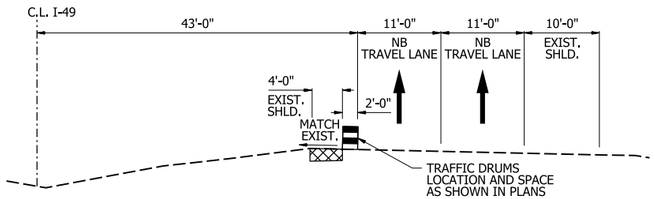


TYPICAL SECTION B-B
SHOWN IN C.L. RAMP I49SB-I40EB

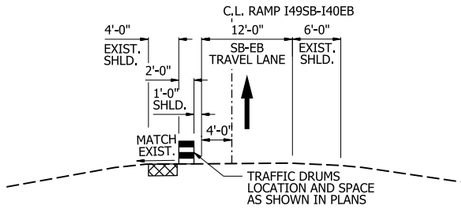


TYPICAL SECTION C-C
SHOWN IN C.L. RAMP I40WB-I49NB
* VARIES - SEE PLANS

TYPICAL SECTION D-D
SHOWN IN C.L. RAMP I40EB-I49NB
* VARIES - SEE PLANS



TYPICAL SECTION E-E
SHOWN IN C.L. I49



TYPICAL SECTION F-F
SHOWN IN C.L. RAMP I49SB-I40EB

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TYPICAL SECTION
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	129	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

C.L. WATERFRONT DETOUR

10'-0" 10'-0" EXIST. TRAVEL LANES 2'-0" SHLD. 2'-0"

30'-9"

EXIST. 4' CULVERT

SECTION A-A

SEE ADVANCED WARNING SIGNING DETAILS FOR SHOULDER WORK

T.C.E.

5 VERTICAL PANELS AT 30' O.C.

P.I. 10+94.39

PROP. ROW

P.I. 13+68.17

15

C.L. WATERFRONT

20

A

P.T. 15+73.83

SPECIAL END UNIT*

EXIST. WATERFRONT RD.

P.C. 20+21.13

MATCH LINE C.L. WATERFRONT STA. 21+00

EXIST. ROW

EXIST. WATERFRONT RD.

EXIST. ROW

P.C. 10+00.00

P.T. 11+79.08

BEGIN TEMP. WIDENING
C.L. WATERFRONT
STA. 12+97.37
28.69' RT.

T.C.E.

P.C. 13+06.16

T.C.E.

P.R.C. 14+27.27

END TEMP. WIDENING
BEGIN WATERFRONT-DETOUR
C.L. WATERFRONT-DETOUR
STA. 14+13.95
16.00' LT.

TEMP. IMPACT ATTENUATOR
PRECAST CONCRETE BARRIER WALL
FURNISH AND INSTALL 173 LIN. FT.

15

TEMP. CONST. LIMITS

C.L. WATERFRONT-DETOUR

20

TEMP. CONST. LIMITS

T.C.E.

T.C.E.

PROP. ROW & COA

P.I. 15+03.16

24" TEMP. PIPES

C.L. CC RAMP 3

C.L. I-49

PROP. ROW & COA

24" TEMP. PIPE

PROP. ROW & COA

610

35

PROP. COA

MOT DEVICES

VERTICAL PANELS	=	5 EA.
PRECAST CONCRETE BARRIER	=	173 LIN. FT.
TEMP. IMPACT ATTENUATOR	=	1 EA.

CONST. LIMITS

PROP. ROW & COA

T.C.E.

MATCH LINE C.L. WATERFRONT STA. 21+00

END TEMP. WIDENING
C.L. WATERFRONT
STA. 22+31.30
26.30' RT.

PROP. ROW

T.C.E.

EXIST. ROW

25

C.L. WATERFRONT

EXIST. ROW

EXIST. WATERFRONT CIR.

P.T. 22+43.33

TEMP. CONST. LIMITS

T.C.E.

P.I. 21+41.84

5 VERTICAL PANELS AT 30' O.C.

SEE ADVANCED WARNING SIGNING DETAILS FOR SHOULDER WORK

C.L. WATERFRONT-DETOUR

END WATERFRONT-DETOUR
BEGIN TEMP. WIDENING
C.L. WATERFRONT-DETOUR
STA. 21+97.97
16.00 LT.

MOT DEVICES

VERTICAL PANELS	=	5 EA.

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

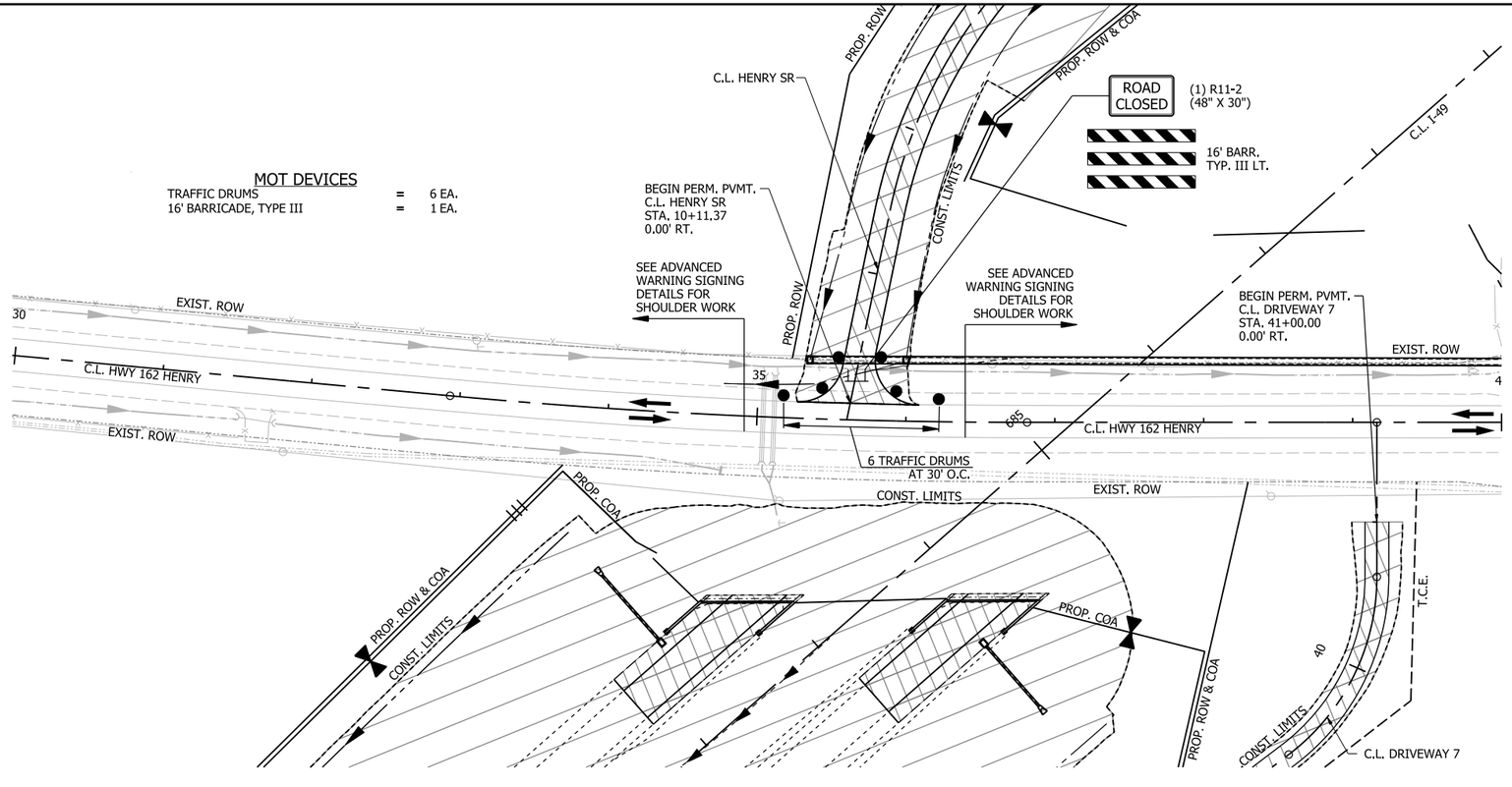
*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

WATERFRONT RD.
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:32:17 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	130	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANEL
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

HWY. 162
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:35:32 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	131	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WEED
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

C.L. OLD WIRE RD
T.C.E. 15
CONST. LIMITS
T.C.E.
PROP. ROW & COA
CONST. LIMITS
765
770
775
780
C.L. I-49
C.L. RAMP I40WB-I49SB
C.L. RAMP I49NB-I40WB
PROP. ROW & COA
PROP. ROW & COA
CONST. LIMITS
T.C.E.
T.C.E.
MAINTAIN DRIVEWAY ACCESS DURING CONSTRUCTION OF NEW DRIVEWAY LOCATION TO BE COMPLETED PRIOR TO CLOSING EXISTING DRIVEWAY FOR I-49 GRADING
C.L. U.P.R.R.
EXIST. ROW
EXIST. ROW
EXIST. ROW
EXIST. ROW
MATCH LINE C.L. I-49 STA. 784+00
20
10
50
55
60

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-49
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:35:38 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	132	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. I-49 STA. 784+00

MATCH LINE C.L. I-49 STA. 808+00

SEE ADVANCED WARNING SIGNING DETAILS FOR SHOULDER WORK

EXIST. ROW

HWY. 64 E.B.

C.L. HWY. 64

HWY. 64 W.B.

EXIST. ROW

C.L. DRIVEWAY 8

MAINTAIN DRIVEWAY ACCESS DURING CONSTRUCTION OF NEW DRIVEWAY TIE-IN

PROP. ROW & COA

C.L. RAMP I40EB-I49SB

C.L. RAMP I40WB-I49SB

12 TRAFFIC DRUMS AT 90' O.C.

C.L. I-49

CONST. LIMITS

C.L. RAMP I49NB-I40WB

C.L. RAMP I49NB-I40EB

PROP. COA

C.L. DRIVEWAY 9

C.L. DRIVEWAY 10

PROP. ROW

SEE ADVANCED WARNING SIGNING DETAILS FOR SHOULDER WORK

MOT DEVICES

TRAFFIC DRUMS = 12 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-49
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:35:43 AM
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NOTE: BARRIER WALL TO REMAIN AT CONCLUSION OF PROJECT AND WILL BECOME PROPERTY OF ARDOT. LANES WILL BE OPEN TO TRAFFIC AFTER COMPLETION OF FUTURE PROJECT.

PRECAST CONCRETE BARRIER WALL
FURNISH, INSTALL, & LEAVE IN PLACE
20 LIN. FT.

CONST. LIMITS
EXIST. ROW & COA
PROP. ROW & COA
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40

END PERM. PVMT.
C.L. RAMP I49SB-I40WB
STA. 26+00.00
0.00' LT.

BEGIN SHLDR. RECONST.
C.L. I-49
STA. 823+76.91
119.87' LT.

T.C.E.
TEMP. PAVEMENT TO BE CONSTRUCTED UNDER SHORT DURATION CLOSURES PER STANDARD DRAWING TC-3
PROP. ROW
CONST. LIMITS
C.L. COLLUM FR
EXIST. COLLUM FR
8 TRAFFIC DRUMS AT 100' O.C.
C.L. RAMP I49SB-I40WB

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 38+61
4.00' RT.

END TEMP. WIDENING
C.L. RAMP I49SB-I40EB
STA. 38+41.71
5.36' RT.

16 VERTICAL PANELS
AT 40' O.C.

BEGIN TEMP. WIDENING
C.L. RAMP I49SB-I40EB
STA. 36+00.00
11.45' RT.

C.L. RAMP I49SB-I40EB
END CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 39+29
6.50' RT.

END WIDENING TAPER TO CONSTRUCT EB-NB DETOUR TIE-IN
C.L. EB-NB DETOUR
STA. 12+83.70
11.50' LT.

END WIDENING TAPER TO CONSTRUCT SB-EB DETOUR TIE-IN
C.L. SB-EB DETOUR
STA. 12+64.68
11.50' RT.

BEGIN WIDENING TAPER TO CONSTRUCT EB-NB DETOUR TIE-IN
C.L. EB-NB DETOUR
STA. 10+00.00
7.50' LT.

C.L. I-49

END CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 33+84
4.00' RT.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 141+07
7.28' LT.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I40WB-I49NB
STA. 28+49
4.11' RT.

9 VERTICAL PANELS
AT 40' O.C.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 136+57
7.16 LT.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 140+72
4.00' LT.

C.L. RAMP I40EB-I49NB
END CONST. PVMT. MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 137+47
4.00 LT.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I40WB-I49NB
STA. 28+12
0.66' LT.

BEGIN WIDENING TAPER TO CONSTRUCT SB-EB DETOUR TIE-IN
C.L. SB-EB DETOUR
STA. 10+00.00
6.21' RT.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 32+91
6.25' RT.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I40WB-I49NB
STA. 21+32
38.75' LT.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I40WB-I49NB
STA. 20+28
39.50' LT.

TEMP. CONST. LIMITS
18 VERTICAL PANELS
AT 40' O.C.
EXIST. ROW & COA
PROP. ROW & COA
END TEMP. WIDENING
C.L. RAMP I40WB-I49NB
STA. 26+87.35
0.00' RT.

C.L. RAMP I40WB-I49NB
EXIST. ROW & COA
PROP. ROW & COA
BEGIN TEMP. WIDENING
C.L. RAMP I40WB-I49NB
STA. 21+49.31
27.63' LT.

C.L. RAMP I40WB-I49SB

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 24+17
11.75' RT.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 23+23
4.00' RT.

4 VERTICAL PANELS
AT 40' O.C.

BEGIN TEMP. WIDENING
C.L. RAMP I49SB-I40EB
STA. 22+71.46
6.60' RT.

C.L. RAMP I49NB-I40EB

MATCH LINE C.L. I-49 STA. 808+00

MATCH LINE C.L. I-49 STA. 831+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

C.L. RAMP I40EB-I49NB PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(F) 6" CONTINUOUS YELLOW
STA. 136+57 TO STA. 141+07 = 450 LIN. FT.

C.L. RAMP I40WB-I49NB PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 20+28 TO STA. 28+49 = 821 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(F) 6" CONTINUOUS YELLOW
STA. 32+91 TO STA. 39+29 = 638 LIN. FT.
STA. 22+31 TO STA. 24+17 = 186 LIN. FT.

MOT DEVICES

VERTICAL PANELS	=	47 EA.
TRAFFIC DRUMS	=	8 EA.
PRECAST CONCRETE BARRIER (FURNISH, INSTALL, & LEAVE IN PLACE)	=	20 LIN. FT.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	133	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-49
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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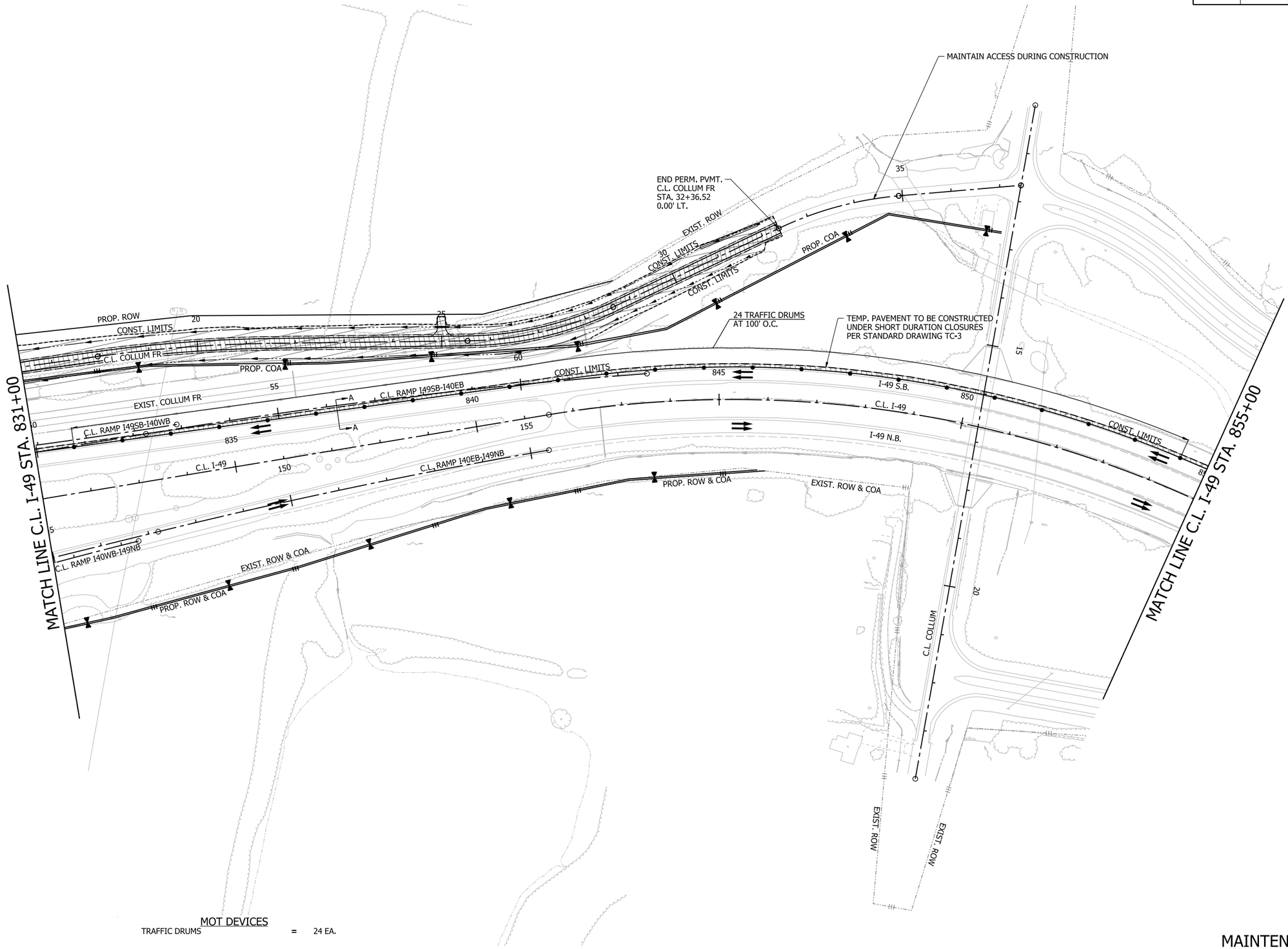
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	134	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

5-1-2026



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES

TRAFFIC DRUMS	=	24 EA.

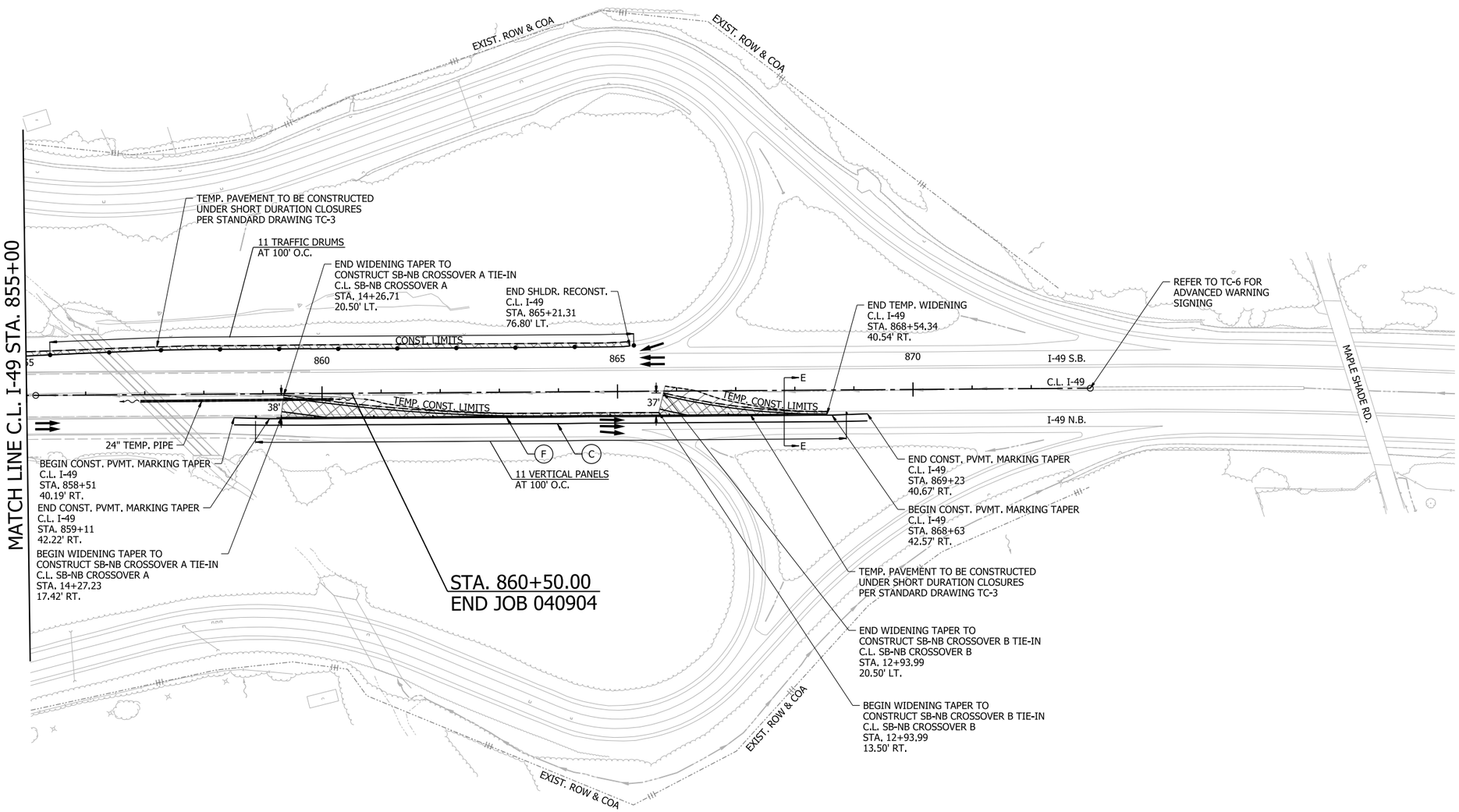
I-49
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	135	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. I-49 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE	
	STA. 858+51 TO STA. 869+23	= 1072 LIN. FT.
(F)	6" CONTINUOUS YELLOW	
	STA. 858+51 TO STA. 869+23	= 1072 LIN. FT.
	6" CONTINUOUS BLACKOUT	
	STA. 858+51 TO STA. 869+23	= 1072 LIN. FT.

MOT DEVICES

VERTICAL PANELS	=	11 EA.
TRAFFIC DRUMS	=	11 EA.

I-49
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

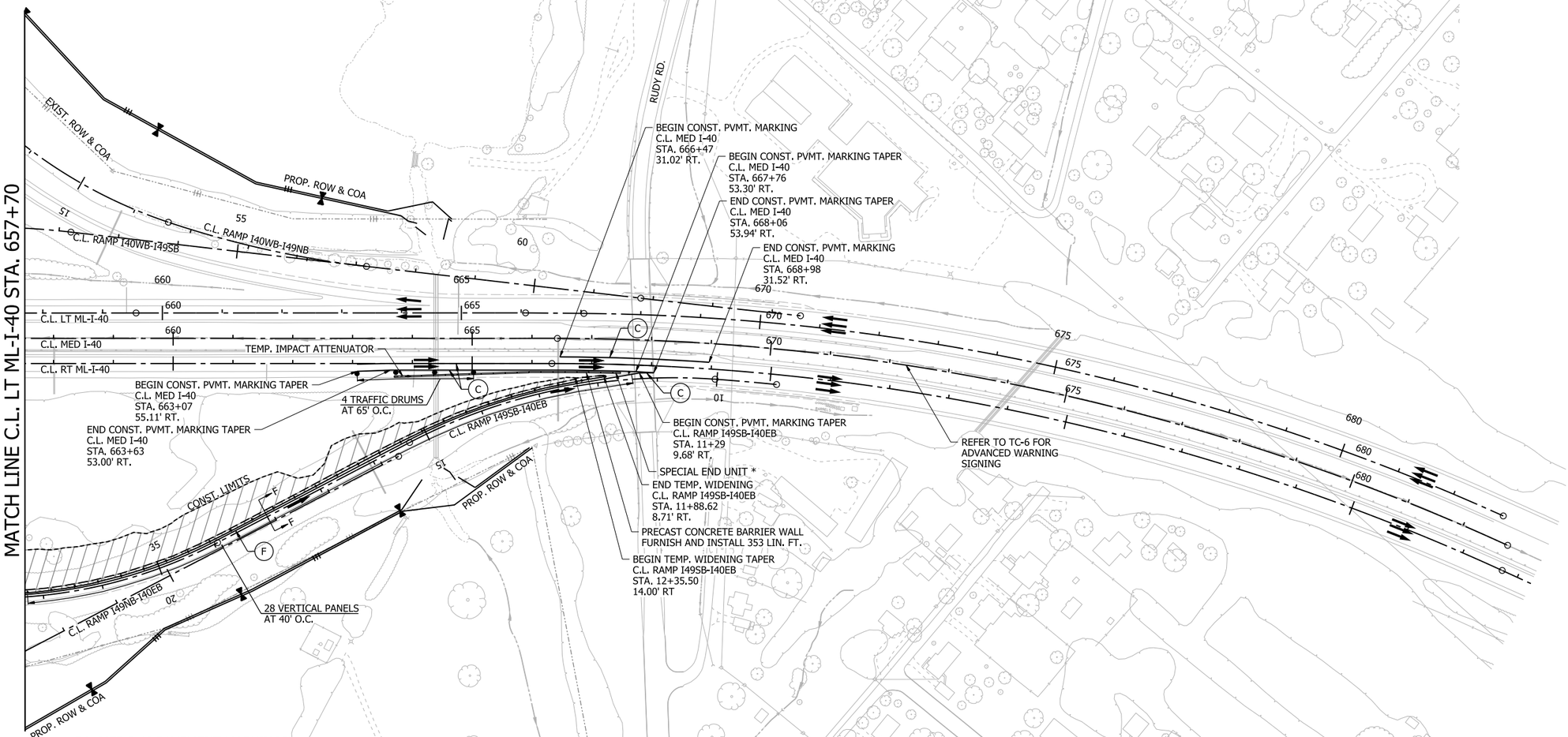
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	136	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



C.L. MED I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

6" CONTINUOUS WHITE

(C)	STA.	663+07	TO	STA.	668+06	= 499 LIN. FT.
	STA.	663+07	TO	STA.	668+06	= 499 LIN. FT.
	STA.	666+47	TO	STA.	668+98	= 251 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE					
	STA.	11+06	TO	STA.	11+29	= 23 LIN. FT.
(F)	6" CONTINUOUS YELLOW					
	STA.	11+29	TO	STA.	22+31	= 1102 LIN. FT.

MOT DEVICES

VERTICAL PANELS	= 28 EA.
TRAFFIC DRUMS	= 4 EA.
PRECAST CONCRETE BARRIER (FURNISH & INSTALL)	= 353 LIN. FT.
TEMP. IMPACT ATTENUATOR	= 1 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-40
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	137	742
		MAINTENANCE OF TRAFFIC DETAILS				

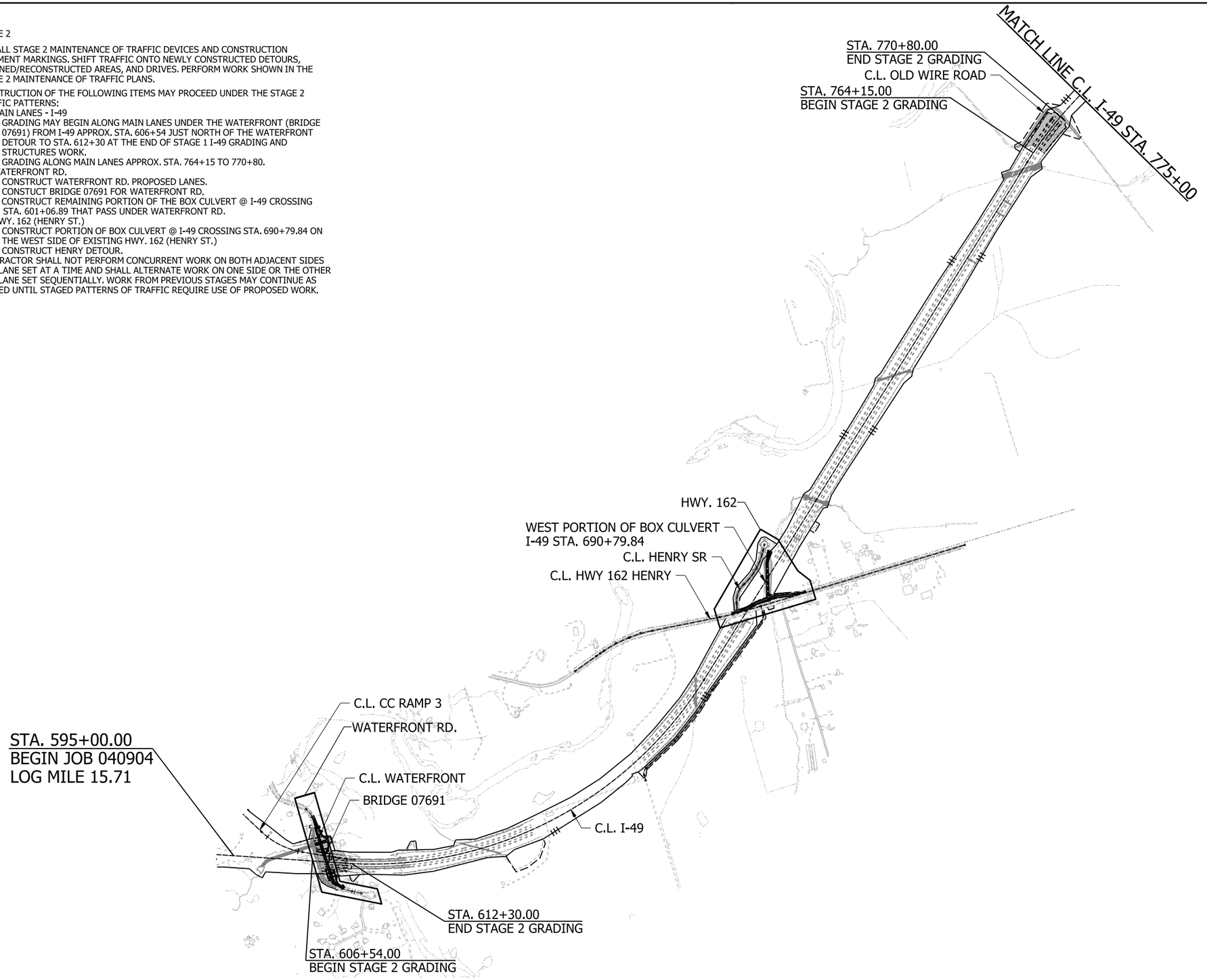
STAGE 2

INSTALL STAGE 2 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY CONSTRUCTED DETOURS, WIDENED/RECONSTRUCTED AREAS, AND DRIVES. PERFORM WORK SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 2 TRAFFIC PATTERNS:

- MAIN LANES - I-49
  - GRADING MAY BEGIN ALONG MAIN LANES UNDER THE WATERFRONT (BRIDGE 07691) FROM I-49 APPROX. STA. 606+54 JUST NORTH OF THE WATERFRONT DETOUR TO STA. 612+30 AT THE END OF STAGE 1 I-49 GRADING AND STRUCTURES WORK.
  - GRADING ALONG MAIN LANES APPROX. STA. 764+15 TO 770+80.
- WATERFRONT RD.
  - CONSTRUCT WATERFRONT RD. PROPOSED LANES.
  - CONSTUCT BRIDGE 07691 FOR WATERFRONT RD.
  - CONSTRUCT REMAINING PORTION OF THE BOX CULVERT @ I-49 CROSSING STA. 601+06.89 THAT PASS UNDER WATERFRONT RD.
- HWY. 162 (HENRY ST.)
  - CONSTRUCT PORTION OF BOX CULVERT @ I-49 CROSSING STA. 690+79.84 ON THE WEST SIDE OF EXISTING HWY. 162 (HENRY ST.)
  - CONSTRUCT HENRY DETOUR.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

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LEGEND

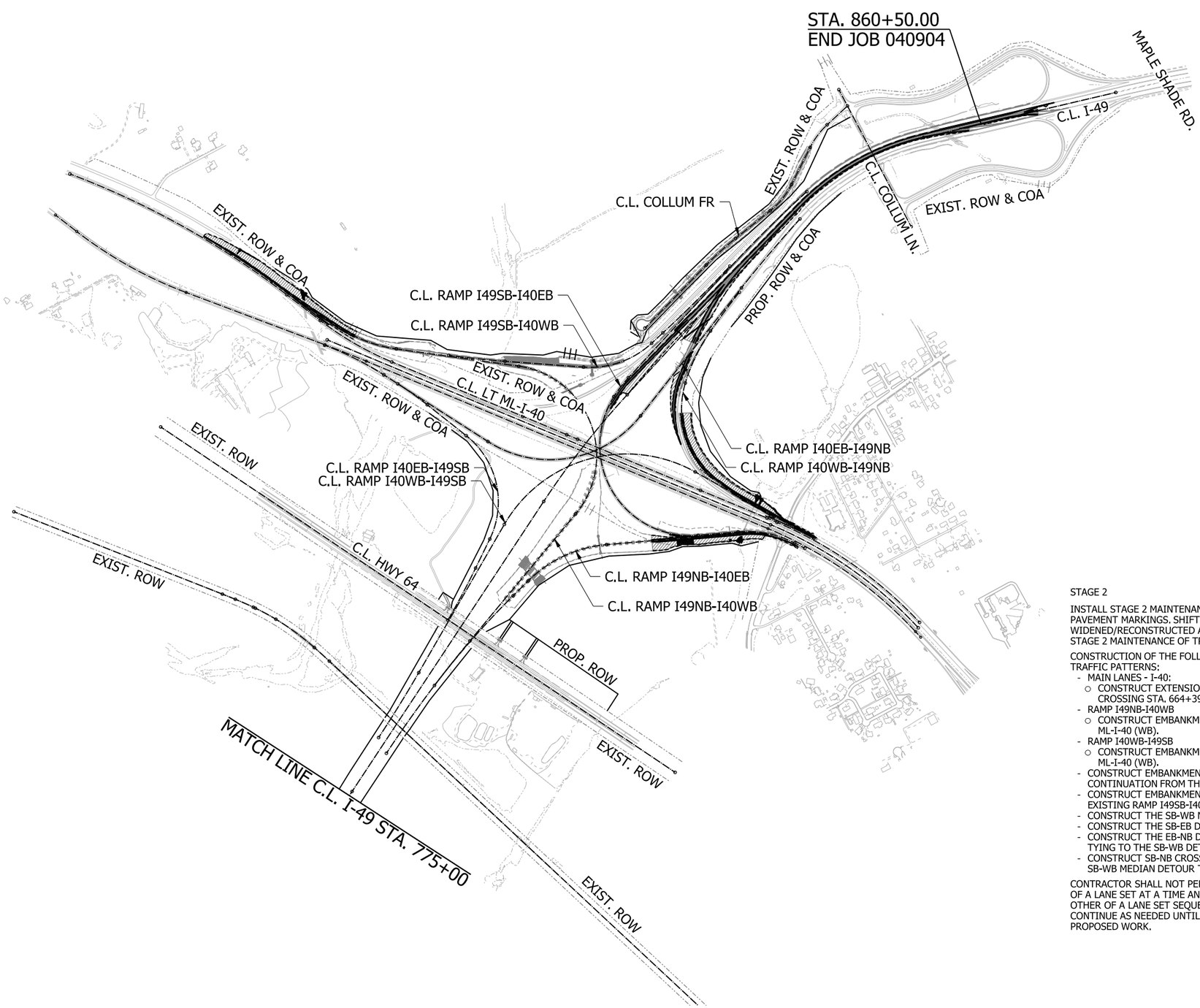
STAGE CONST. GRADING

OVERVIEW
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	138	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WOOD
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 2

INSTALL STAGE 2 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY CONSTRUCTED DETOURS, WIDENED/RECONSTRUCTED AREAS, AND DRIVES. PERFORM WORK SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 2 TRAFFIC PATTERNS:

- MAIN LANES - I-40:
  - CONSTRUCT EXTENSIONS LT. AND RT. OF THE BOX CULVERT @ MED I-40 CROSSING STA. 664+39.25.
- RAMP I49NB-I40WB
  - CONSTRUCT EMBANKMENT AND PAVEMENT TIE FOR RAMP ENTRANCE TO LT ML-I-40 (WB).
- RAMP I40WB-I49SB
  - CONSTRUCT EMBANKMENT AND PAVEMENT TIE FOR RAMP EXIT FROM LT ML-I-40 (WB).
- CONSTRUCT EMBANKMENT AND PAVEMENT FOR THE RAMP I40WB-I49NB CONTINUATION FROM THE RAMP I40WB-I49SB RAMP EXIT.
- CONSTRUCT EMBANKMENT FOR THE RAMP I49NB-I40EB ENTRANCE TIE TO THE EXISTING RAMP I49SB-I40EB.
- CONSTRUCT THE SB-WB MEDIAN DETOUR.
- CONSTRUCT THE SB-EB DETOUR TYING TO THE SB-WB MEDIAN DETOUR.
- CONSTRUCT THE EB-NB DETOUR CROSSING OVER EXIST RAMP I40EB-I49NB AND TYING TO THE SB-WB DETOUR.
- CONSTRUCT SB-NB CROSSOVER A & B ACROSS THE I-49 MEDIAN FROM THE SB-WB MEDIAN DETOUR TO THE NB I-49 (RT.) LANES.

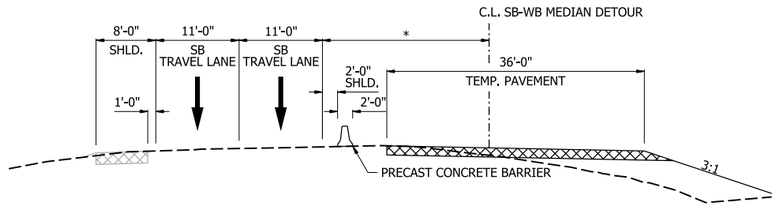
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

OVERVIEW
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

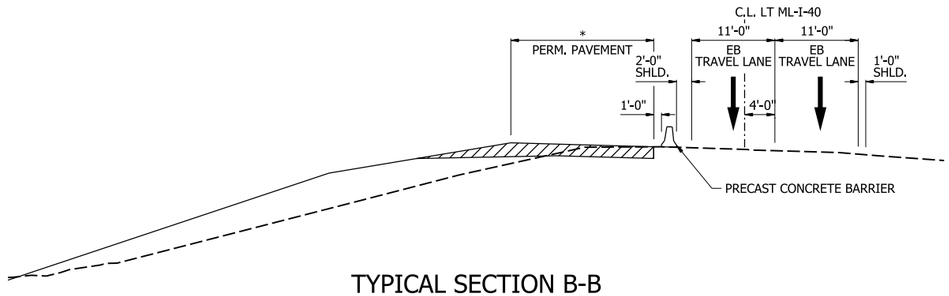
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-30-2026		6	ARK.	040904	139	742
		MAINTENANCE OF TRAFFIC DETAILS				

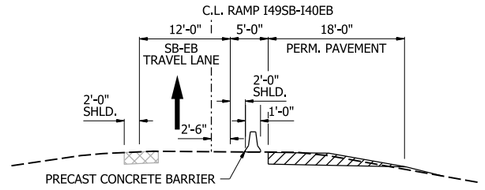
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
JASON O. LAWRENCE
11-2-2026



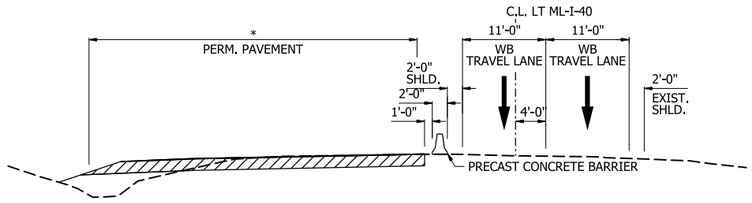
TYPICAL SECTION A-A
SHOWN IN C.L. SB-WB MEDIAN DETOUR
* VARIES - SEE PLANS



TYPICAL SECTION B-B
SHOWN IN C.L. LT ML I-40
* VARIES - SEE PLANS



TYPICAL SECTION C-C
SHOWN IN C.L. RAMP I49SB-I40EB



TYPICAL SECTION D-D
SHOWN IN C.L. LT ML I-40
* VARIES - SEE PLANS

11/2/2026 12:35:09 PM
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TYPICAL SECTION
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

C.L. WATERFRONT-DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

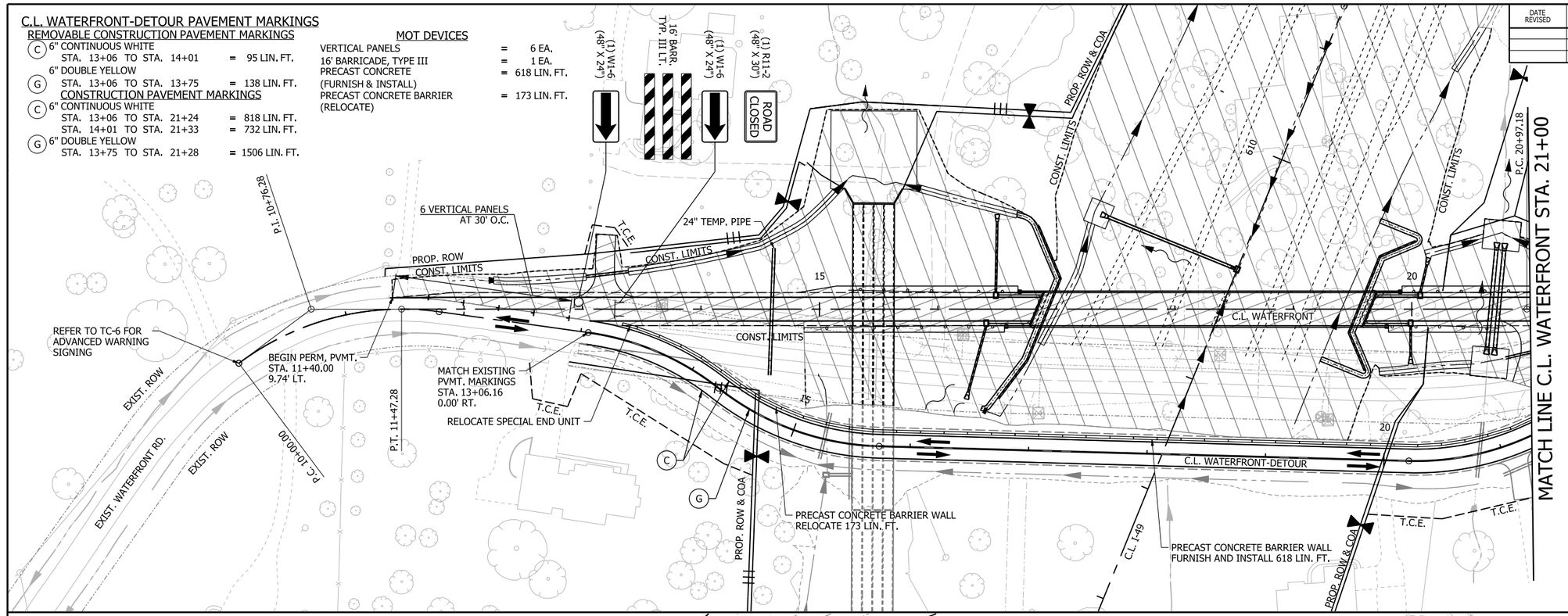
(C) 6" CONTINUOUS WHITE
STA. 13+06 TO STA. 14+01 = 95 LIN. FT.
6" DOUBLE YELLOW
(G) STA. 13+06 TO STA. 13+75 = 138 LIN. FT.

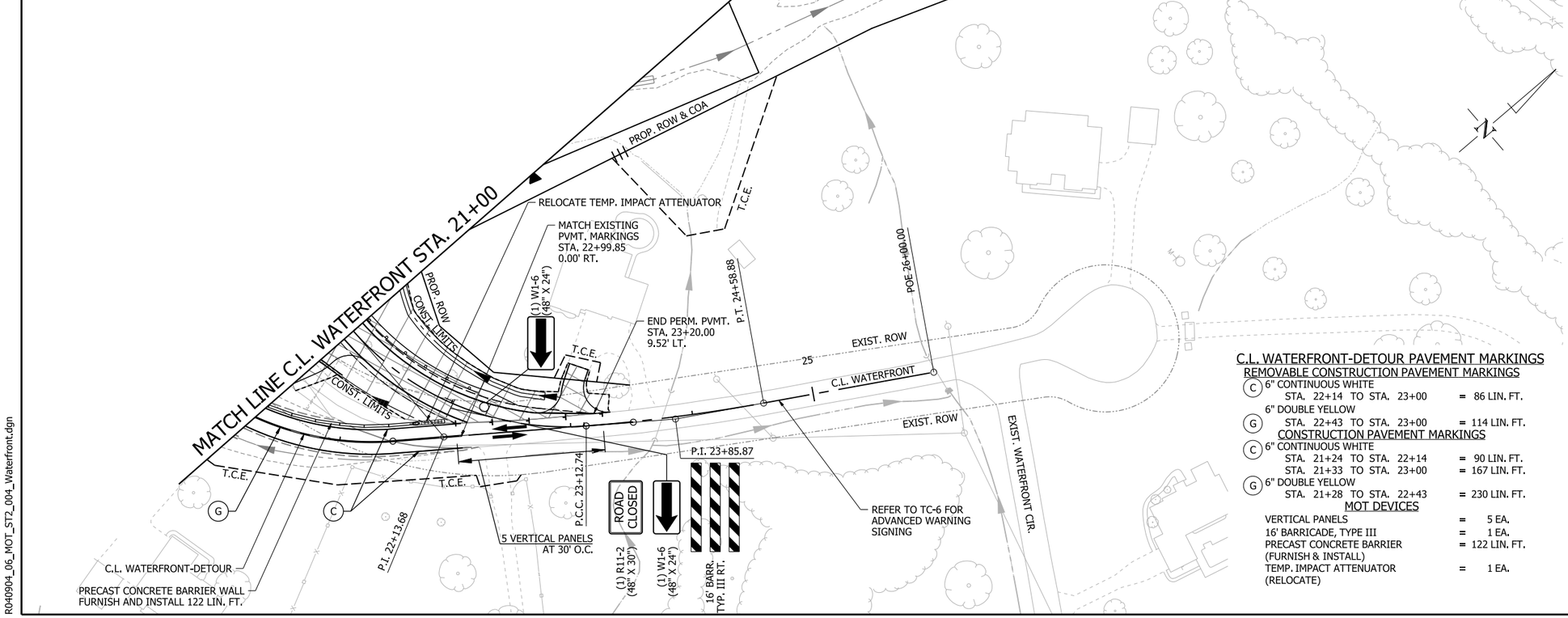
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 13+06 TO STA. 21+24 = 818 LIN. FT.
STA. 14+01 TO STA. 21+33 = 732 LIN. FT.
(G) 6" DOUBLE YELLOW
STA. 13+75 TO STA. 21+28 = 1506 LIN. FT.

MOT DEVICES

VERTICAL PANELS	=	6 EA.
16' BARRICADE, TYPE III	=	1 EA.
PRECAST CONCRETE (FURNISH & INSTALL)	=	618 LIN. FT.
PRECAST CONCRETE BARRIER (RELOCATE)	=	173 LIN. FT.





C.L. WATERFRONT-DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 22+14 TO STA. 23+00 = 86 LIN. FT.
6" DOUBLE YELLOW
(G) STA. 22+43 TO STA. 23+00 = 114 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 21+24 TO STA. 22+14 = 90 LIN. FT.
STA. 21+33 TO STA. 23+00 = 167 LIN. FT.
(G) 6" DOUBLE YELLOW
STA. 21+28 TO STA. 22+43 = 230 LIN. FT.

MOT DEVICES

VERTICAL PANELS	=	5 EA.
16' BARRICADE, TYPE III	=	1 EA.
PRECAST CONCRETE BARRIER (FURNISH & INSTALL)	=	122 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	1 EA.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	140	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23089
CLIFFORD EUGENE WELD

5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

WATERFRONT RD.
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:33:27 AM
R040904_06_MOT_ST2_004_Waterfront.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	141	742
		MAINTENANCE OF TRAFFIC DETAILS				

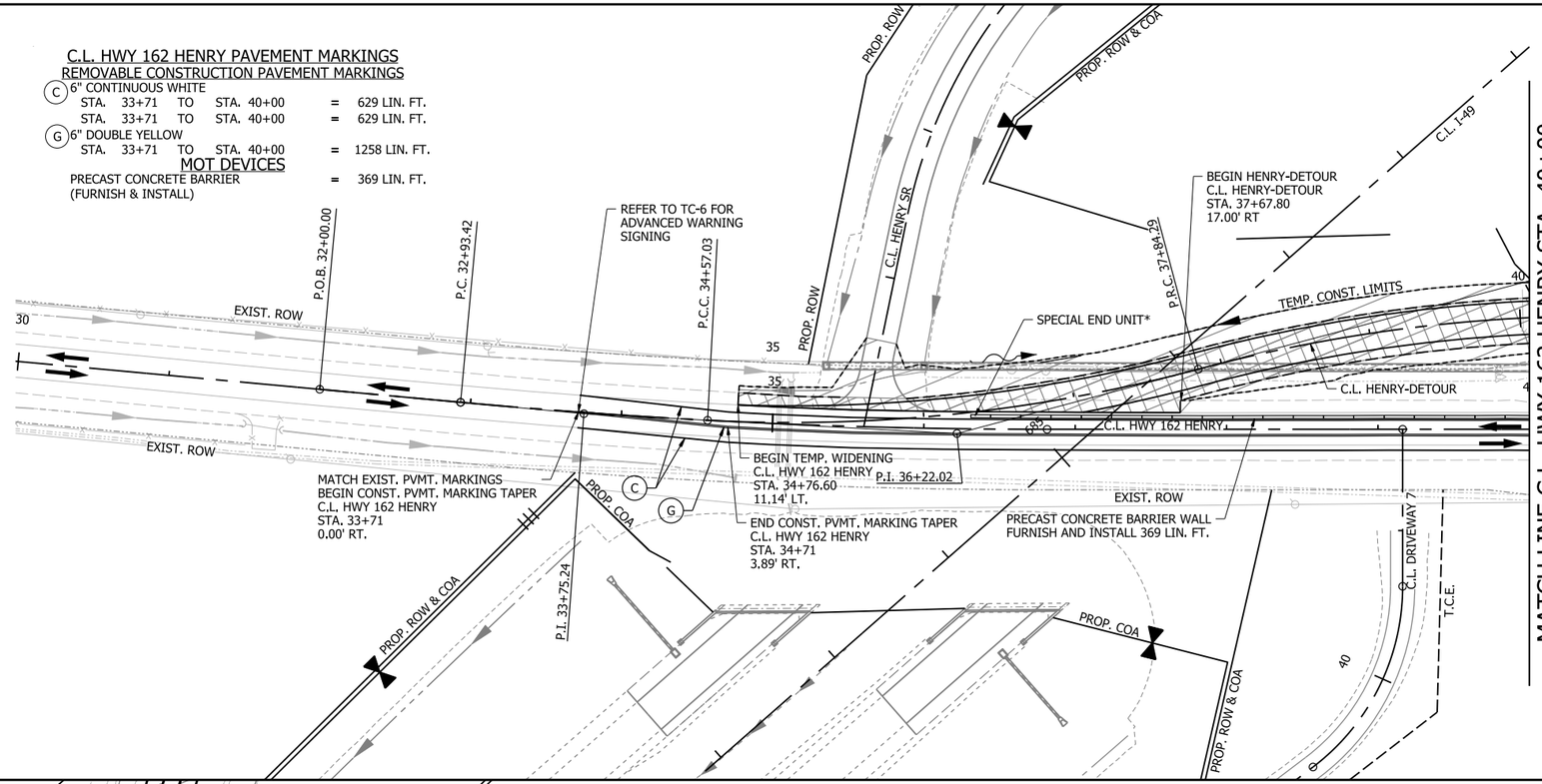
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

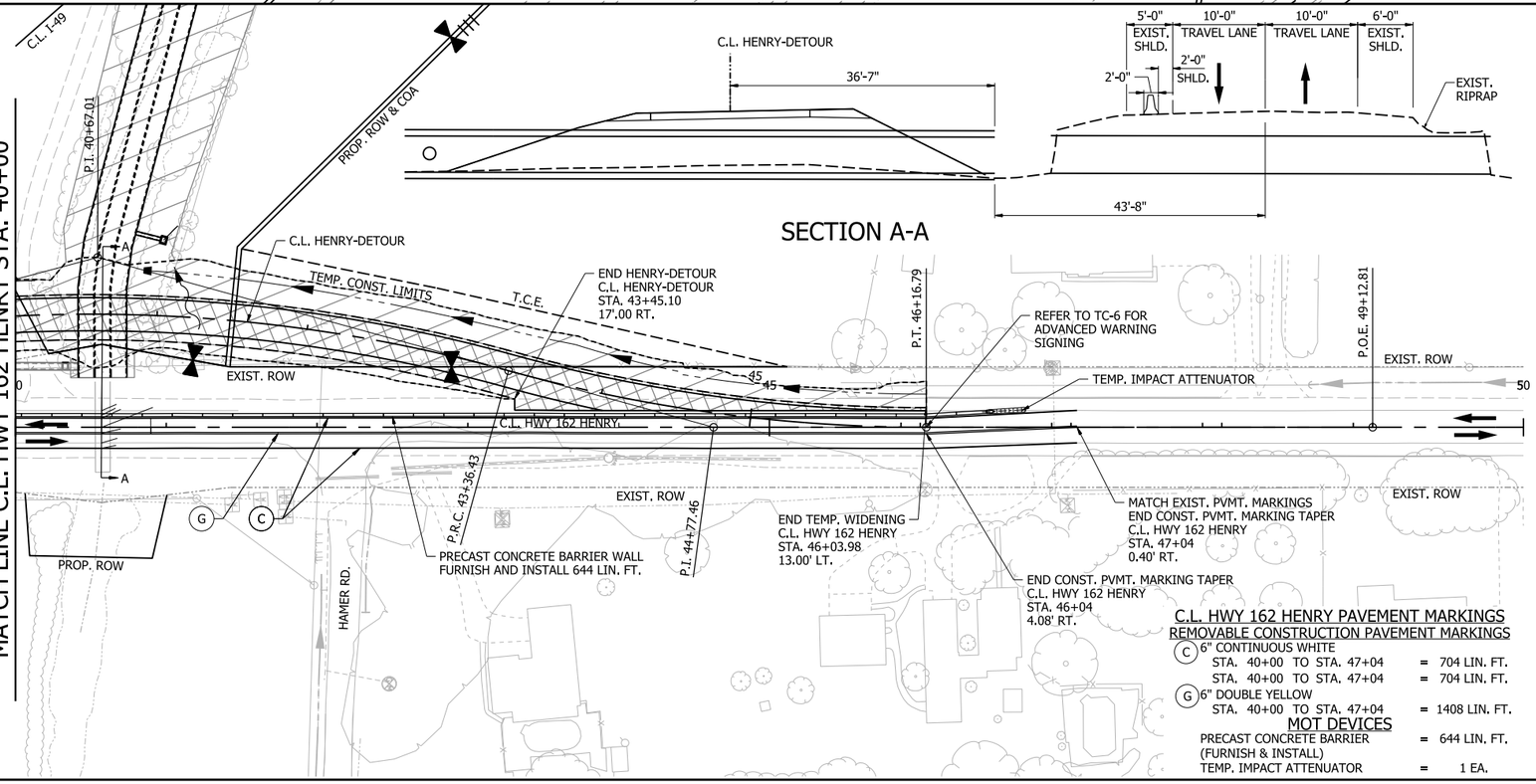
C.L. HWY 162 HENRY PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 33+71 TO STA. 40+00 = 629 LIN. FT.
STA. 33+71 TO STA. 40+00 = 629 LIN. FT.

(G) 6" DOUBLE YELLOW
STA. 33+71 TO STA. 40+00 = 1258 LIN. FT.

MOT DEVICES
PRECAST CONCRETE BARRIER (FURNISH & INSTALL) = 369 LIN. FT.





SECTION A-A

C.L. HWY 162 HENRY PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 40+00 TO STA. 47+04 = 704 LIN. FT.
STA. 40+00 TO STA. 47+04 = 704 LIN. FT.

(G) 6" DOUBLE YELLOW
STA. 40+00 TO STA. 47+04 = 1408 LIN. FT.

MOT DEVICES
PRECAST CONCRETE BARRIER (FURNISH & INSTALL) = 644 LIN. FT.
TEMP. IMPACT ATTENUATOR = 1 EA.

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

LEGEND
- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANEL
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

HWY. 162
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:36:34 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	142	742
		MAINTENANCE OF TRAFFIC DETAILS				

C.L. RAMP I40WB-I49NB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(F) 6" CONTINUOUS YELLOW
- STA. 15+70 TO STA. 24+73 = 903 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 15+78 TO STA. 24+73 = 895 LIN. FT.

6" CONTINUOUS BLACKOUT
- STA. 15+78 TO STA. 24+73 = 895 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(F) 6" CONTINUOUS YELLOW
- STA. 22+30 TO STA. 22+71 = 41 LIN. FT.
- STA. 44+06 TO STA. 49+96 = 590 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 22+31 TO STA. 23+48 = 117 LIN. FT.
- STA. 43+90 TO STA. 49+96 = 606 LIN. FT.
- STA. 43+90 TO STA. 49+96 = 606 LIN. FT.

6" CONTINUOUS BLACKOUT
- STA. 22+31 TO STA. 22+71 = 40 LIN. FT.
- STA. 43+90 TO STA. 49+96 = 606 LIN. FT.
- STA. 43+90 TO STA. 49+96 = 606 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	3 EA.
PRECAST CONCRETE BARRIER (FURNISH & INSTALL)	=	3277 LIN. FT.
TEMP. IMPACT ATTENUATOR	=	2 EA.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. LT ML-I-40 STA. 657+70

MATCH LINE C.L. I-49 STA. 831+00

EXIST. ROW & COA

PROP. ROW & COA

C.L. LT ML-I-40

C.L. MED I-40

C.L. RT ML-I-40

C.L. I-49

C.L. RAMP I49SB-I40WB

C.L. RAMP I40WB-I49SB

C.L. RAMP I40EB-I49NB

C.L. RAMP I40WB-I49NB

C.L. RAMP I49NB-I40WB

C.L. RAMP I49NB-I40EB

C.L. RAMP I49SB-I40EB

C.L. SB-EB DETOUR

C.L. SB-WB MEDIAN DETOUR

C.L. COLLUM FR

C.L. EB-NB DETOUR

C.L. WB-NB DETOUR

BEGIN SB-EB DETOUR
C.L. SB-EB DETOUR
STA. 12+62.68
11.50' RT.

SPECIAL END UNIT*

PRECAST CONCRETE BARRIER WALL FURNISH AND INSTALL 1651 LIN. FT.

BEGIN CONST. PVMT. MARKING
C.L. RAMP I49SB-I40EB
STA. 44+06
10.93' RT.

BEGIN CONST. PVMT. MARKING
C.L. RAMP I49SB-I40EB
STA. 43+90
15.40' LT.

BEGIN TEMP. WIDENING
C.L. SB-WB MEDIAN DETOUR
STA. 10+81.59
11.50' RT.

END SB-EB DETOUR
C.L. SB-EB DETOUR
STA. 23+31.34
1.50' LT.

TYPE RM INLET
TEMP. CONST. LIMITS
24" TEMP. CULV'T

24" TEMP. CULV'T

C.L. RAMP I40WB-I49NB
P.O.E. 15+10.35

PRECAST CONCRETE BARRIER WALL FURNISH AND INSTALL 773 LIN. FT.

TEMP. IMPACT ATTENUATOR

END TEMP. WIDENING
BEGIN DETOUR
C.L. WB-NB DETOUR
STA. 13+54.45
18.25' RT.

PRECAST CONCRETE BARRIER WALL FURNISH AND INSTALL 500 LIN. FT.

BEGIN TEMP. WIDENING
C.L. WB-NB DETOUR
STA. 10+00.00
7.19' LT.

SPECIAL END UNIT*

END PERM. PVMT.
C.L. RAMP I40WB-I49NB
STA. 20+00.00
0.00' RT.

BEGIN WB-NB DETOUR
C.L. WB-NB DETOUR
STA. 19+56.37
13.50' LT.

END TEMP. WIDENING
C.L. RAMP I40EB-I49NB
STA. 139+97.31
6.92' RT.

PRECAST CONCRETE BARRIER WALL FURNISH AND INSTALL 353 LIN. FT.

END CONST. PVMT. MARKING
BEGIN TEMP. WIDENING
C.L. RAMP I40WB-I49NB
STA. 24+73
25.43' LT.

END DETOUR
BEGIN TEMP. WIDENING
C.L. WB-NB DETOUR
STA. 17+69.44
11.50' LT.
SPECIAL END UNIT*

BEGIN PERM. PVMT.
C.L. RAMP I49NB-I40EB
STA. 31+75.00
0.00' LT.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 23+48
14.75' LT.

3 TRAFFIC DRUMS
AT 40' O.C.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 22+69
7.75' LT.
R=663'

END CONST. PVMT. MARKING
C.L. RAMP I49SB-I40EB
STA. 22+71
6.60' RT.

RELOCATE TEMP. IMPACT ATTENUATOR

P.I. 14+94.28
P.I. 11+45.45
P.T. 12+85.45
P.C. 14+14.65
P.T. 15+73.47
P.I. 13+70.94
P.O.B.-P.C. 10+00.00
P.I. 10+73.09
P.T. 16+28.87
P.C. 10+85.34
P.C. 22+40.90
P.O.B.-P.C. 10+00.00
P.T. 11+45.67
P.O.B.-P.C. 10+00.00
P.T. 10+64.30
P.T. 11+28.30
P.C. 11+91.66
P.I. 12+59.18
P.T. 13+26.34
P.O.E. 24+27.37

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-49
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:36:40 AM
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	143	742

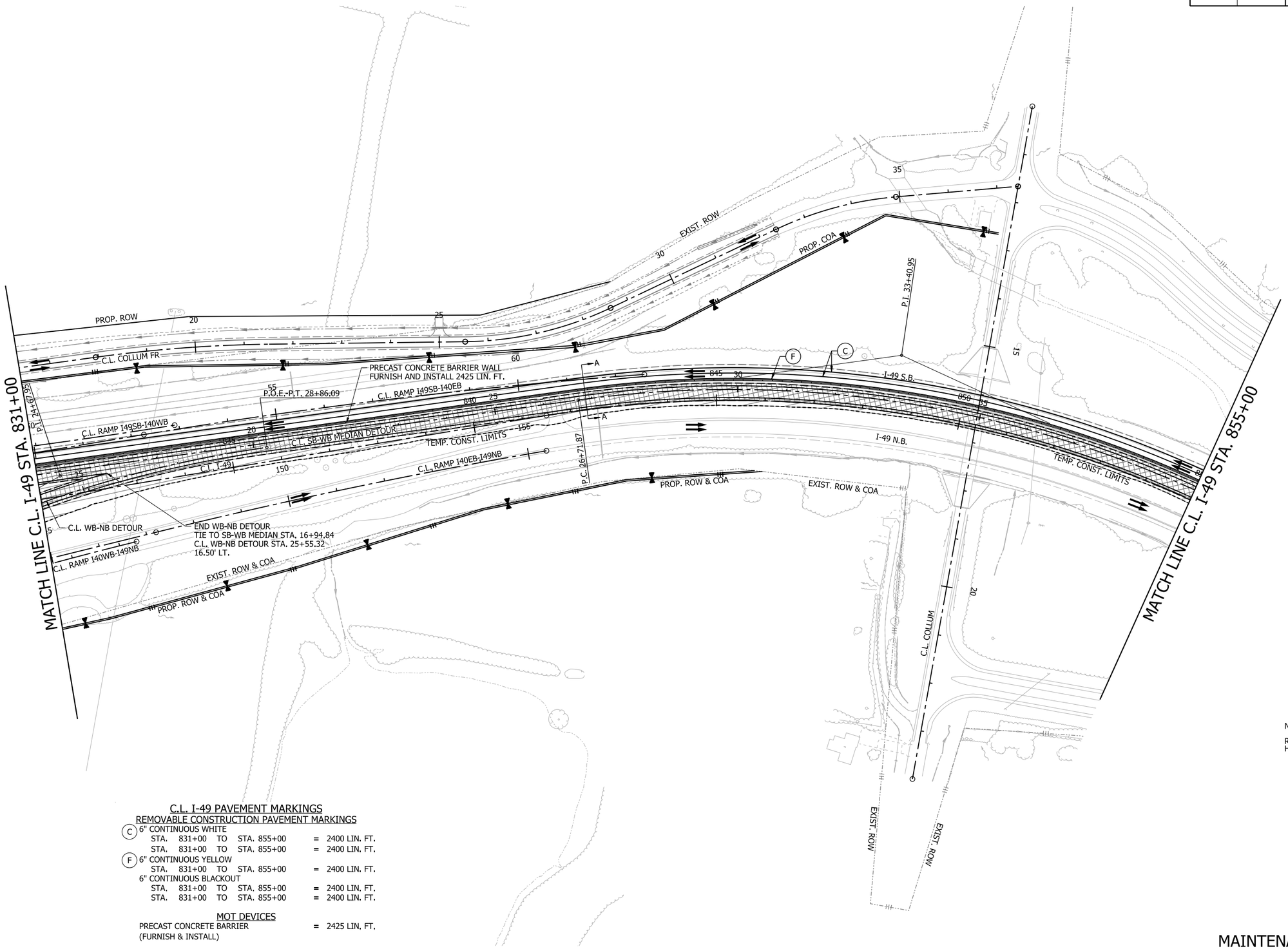
MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WEST

5-1-2026

0 100 200 300 400

HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. I-49 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 831+00 TO STA. 855+00 = 2400 LIN. FT.
STA. 831+00 TO STA. 855+00 = 2400 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 831+00 TO STA. 855+00 = 2400 LIN. FT.

6" CONTINUOUS BLACKOUT
STA. 831+00 TO STA. 855+00 = 2400 LIN. FT.
STA. 831+00 TO STA. 855+00 = 2400 LIN. FT.

MOT DEVICES

PRECAST CONCRETE BARRIER = 2425 LIN. FT.
(FURNISH & INSTALL)

I-49
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

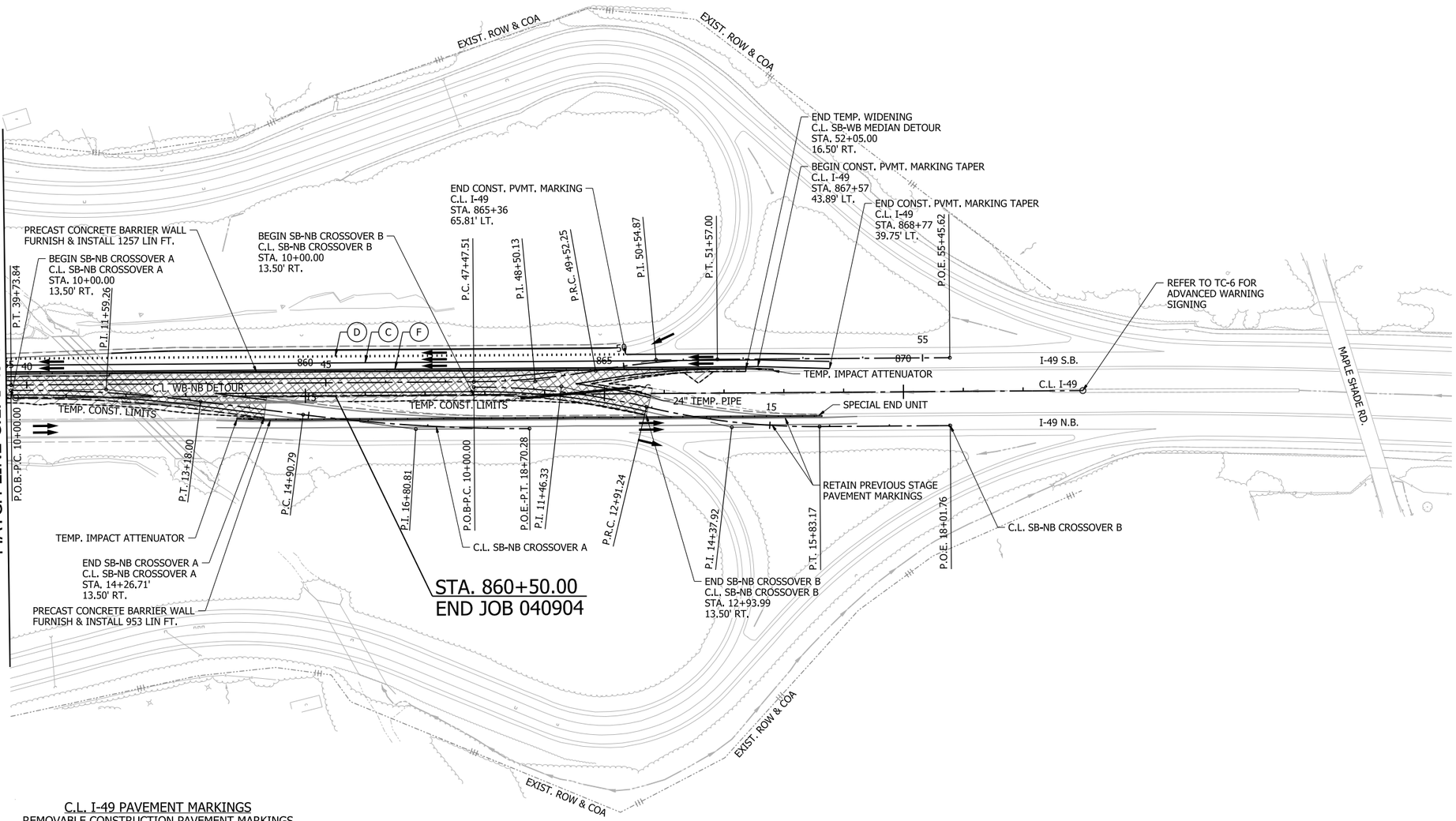
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	144	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026



0 100 200 300 400

HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

C.L. I-49 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 855+00 TO STA. 868+77 = 1377 LIN. FT.
- STA. 865+36 TO STA. 868+77 = 341 LIN. FT.

(D) 12" SKIP WHITE
- STA. 859+21 TO STA. 865+36 = 615 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 855+00 TO STA. 868+77 = 1377 LIN. FT.

6" CONTINUOUS BLACKOUT
- STA. 855+00 TO STA. 868+77 = 1377 LIN. FT.
- STA. 855+00 TO STA. 868+77 = 1377 LIN. FT.

MOT DEVICES

PRECAST CONCRETE BARRIER (FURNISH & INSTALL) = 2210 LIN. FT.

I-49
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

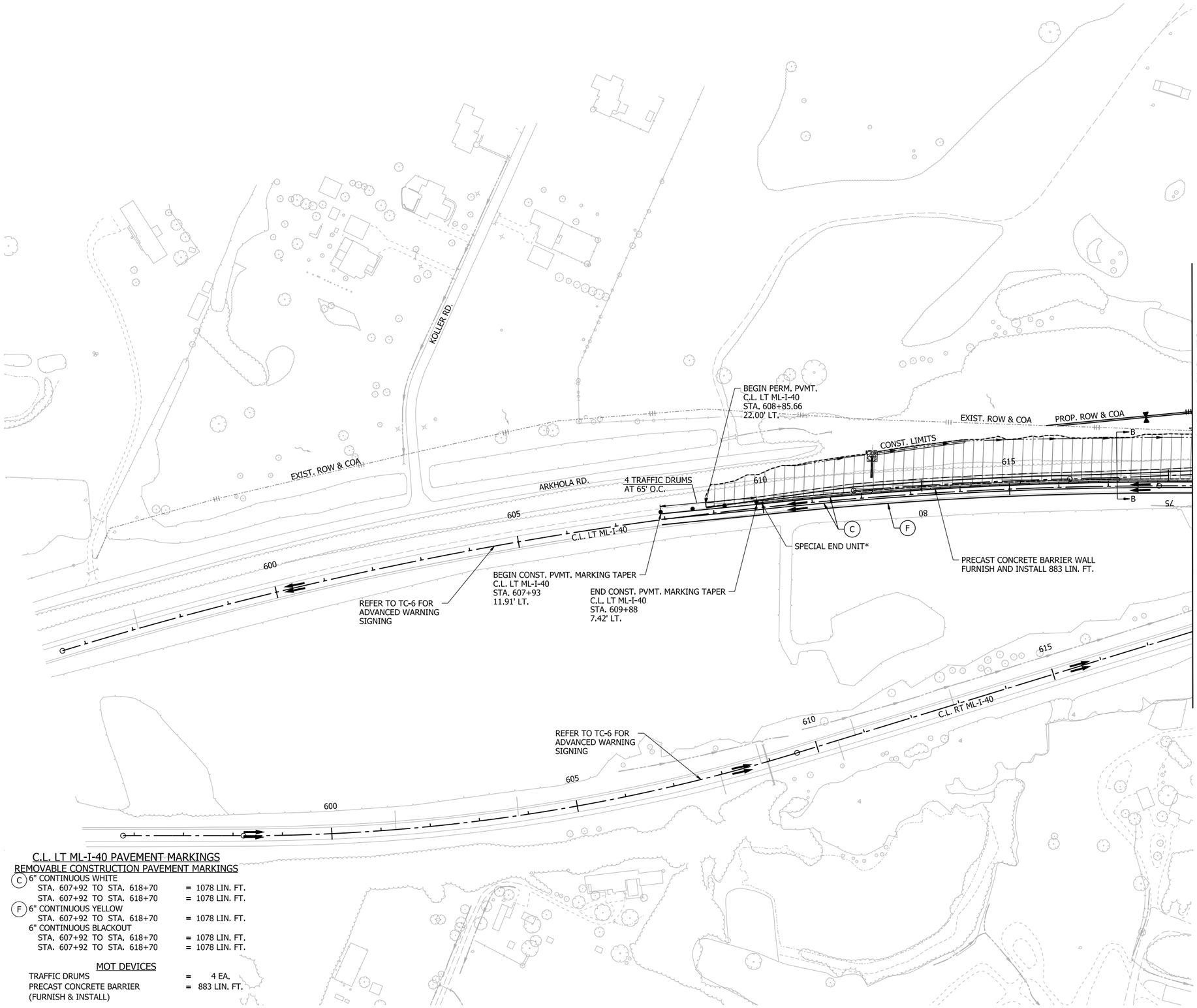
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	145	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WEED

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 607+92 TO STA. 618+70 = 1078 LIN. FT.
- STA. 607+92 TO STA. 618+70 = 1078 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 607+92 TO STA. 618+70 = 1078 LIN. FT.

6" CONTINUOUS BLACKOUT
- STA. 607+92 TO STA. 618+70 = 1078 LIN. FT.
- STA. 607+92 TO STA. 618+70 = 1078 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	= 4 EA.
PRECAST CONCRETE BARRIER (FURNISH & INSTALL)	= 883 LIN. FT.

I-40
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:36:59 AM
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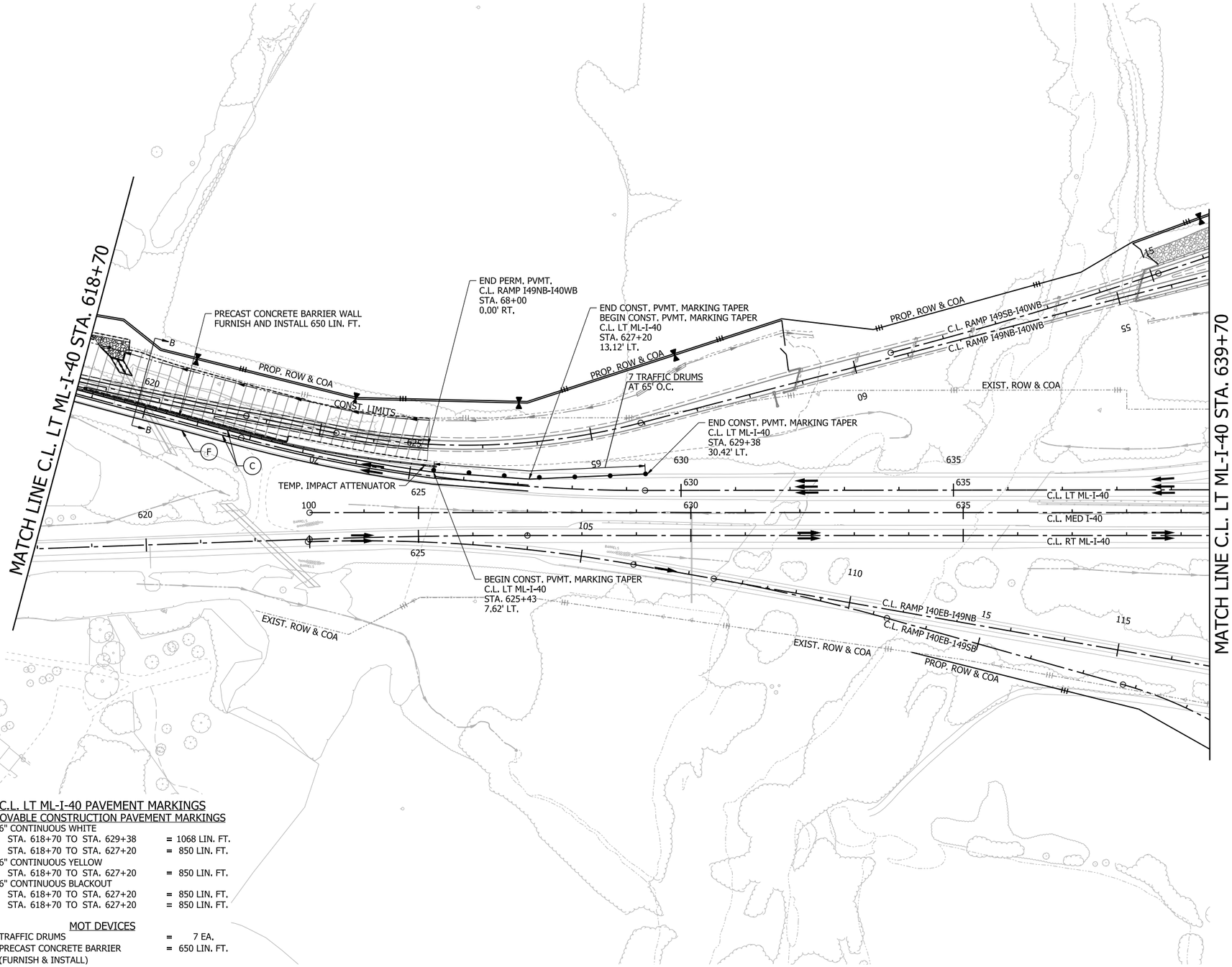
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	146	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELLS
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 618+70 TO STA. 629+38 = 1068 LIN. FT.
- STA. 618+70 TO STA. 627+20 = 850 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 618+70 TO STA. 627+20 = 850 LIN. FT.

6" CONTINUOUS BLACKOUT
- STA. 618+70 TO STA. 627+20 = 850 LIN. FT.
- STA. 618+70 TO STA. 627+20 = 850 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	7 EA.
PRECAST CONCRETE BARRIER (FURNISH & INSTALL)	=	650 LIN. FT.

I-40
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

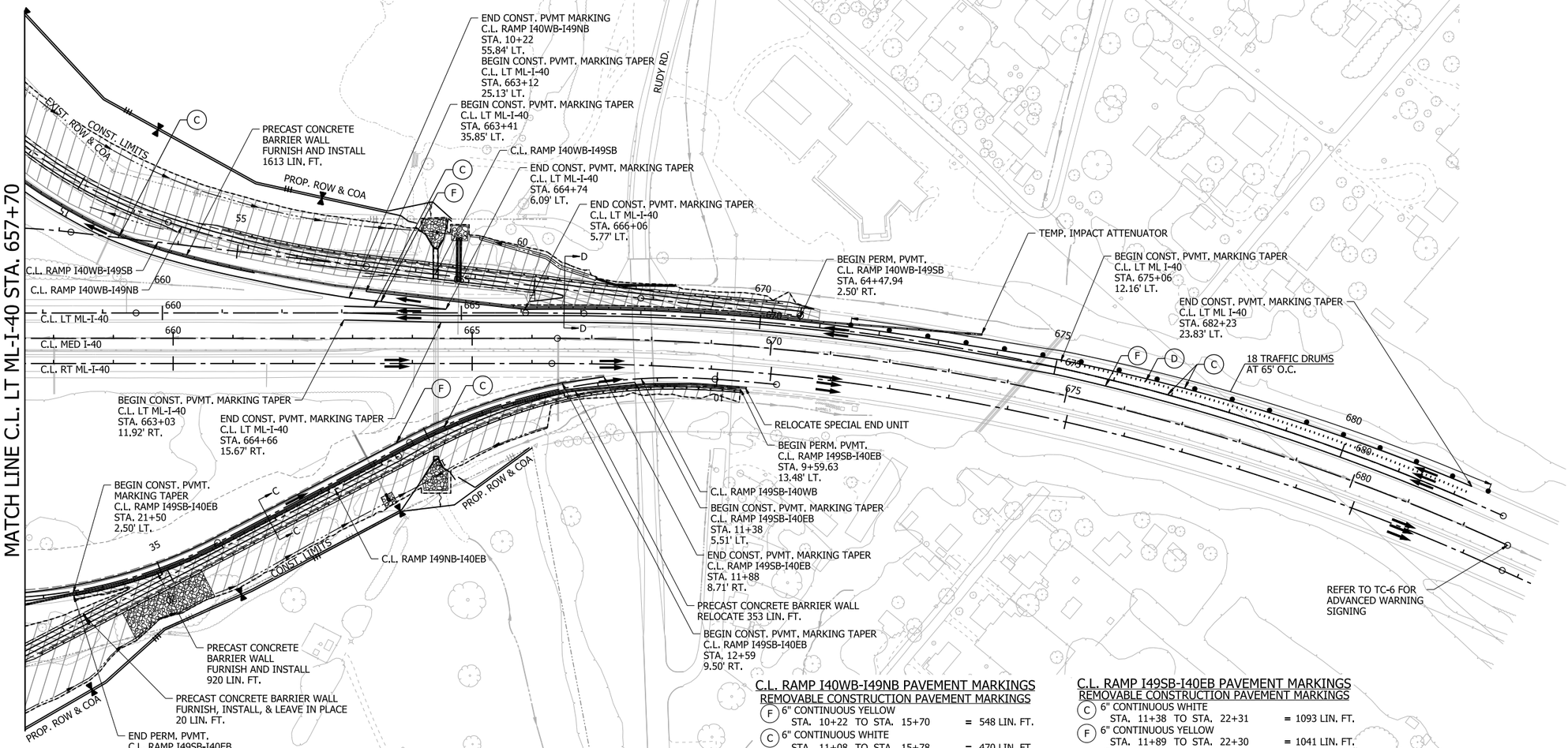
4/30/2026 7:37:05 AM
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NOTE: BARRIER WALL TO REMAIN AT CONCLUSION OF PROJECT AND WILL BECOME PROPERTY OF ARDOT.
LANES WILL BE OPEN TO TRAFFIC AFTER COMPLETION OF FUTURE PROJECT.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	147	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
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- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

C.L. RAMP I40WB-I49NB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(F)	6" CONTINUOUS YELLOW		
	STA. 10+22 TO STA. 15+70	=	548 LIN. FT.
(C)	6" CONTINUOUS WHITE		
	STA. 11+08 TO STA. 15+78	=	470 LIN. FT.
	6" CONTINUOUS BLACKOUT		
	STA. 11+08 TO STA. 15+78	=	470 LIN. FT.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE		
	STA. 663+03 TO STA. 664+74	=	171 LIN. FT.
	STA. 663+03 TO STA. 682+23	=	1920 LIN. FT.
	STA. 663+41 TO STA. 682+23	=	1882 LIN. FT.
(D)	12" SKIP WHITE		
	STA. 675+07 TO STA. 682+23	=	716 LIN. FT.
(F)	6" CONTINUOUS YELLOW		
	STA. 663+03 TO STA. 682+23	=	1920 LIN. FT.
	STA. 663+12 TO STA. 664+74	=	162 LIN. FT.
	6" CONTINUOUS BLACKOUT		
	STA. 663+03 TO STA. 682+23	=	1920 LIN. FT.
	STA. 663+03 TO STA. 682+23	=	1920 LIN. FT.
	STA. 663+12 TO STA. 664+74	=	162 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE		
	STA. 11+38 TO STA. 22+31	=	1093 LIN. FT.
(F)	6" CONTINUOUS YELLOW		
	STA. 11+89 TO STA. 22+30	=	1041 LIN. FT.
	6" CONTINUOUS BLACKOUT		
	STA. 11+89 TO STA. 22+30	=	1041 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	18 EA.
PRECAST CONCRETE BARRIER (FURNISH & INSTALL)	=	2533 LIN. FT.
PRECAST CONCRETE BARRIER (RELOCATE)	=	353 LIN. FT.
PRECAST CONCRETE BARRIER (FURNISH, INSTALL, & LEAVE IN PLACE)	=	20 LIN. FT.
TEMP. IMPACT ATTENUATOR	=	1 EA.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	1 EA.

I-40
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	148	742
		MAINTENANCE OF TRAFFIC DETAILS				

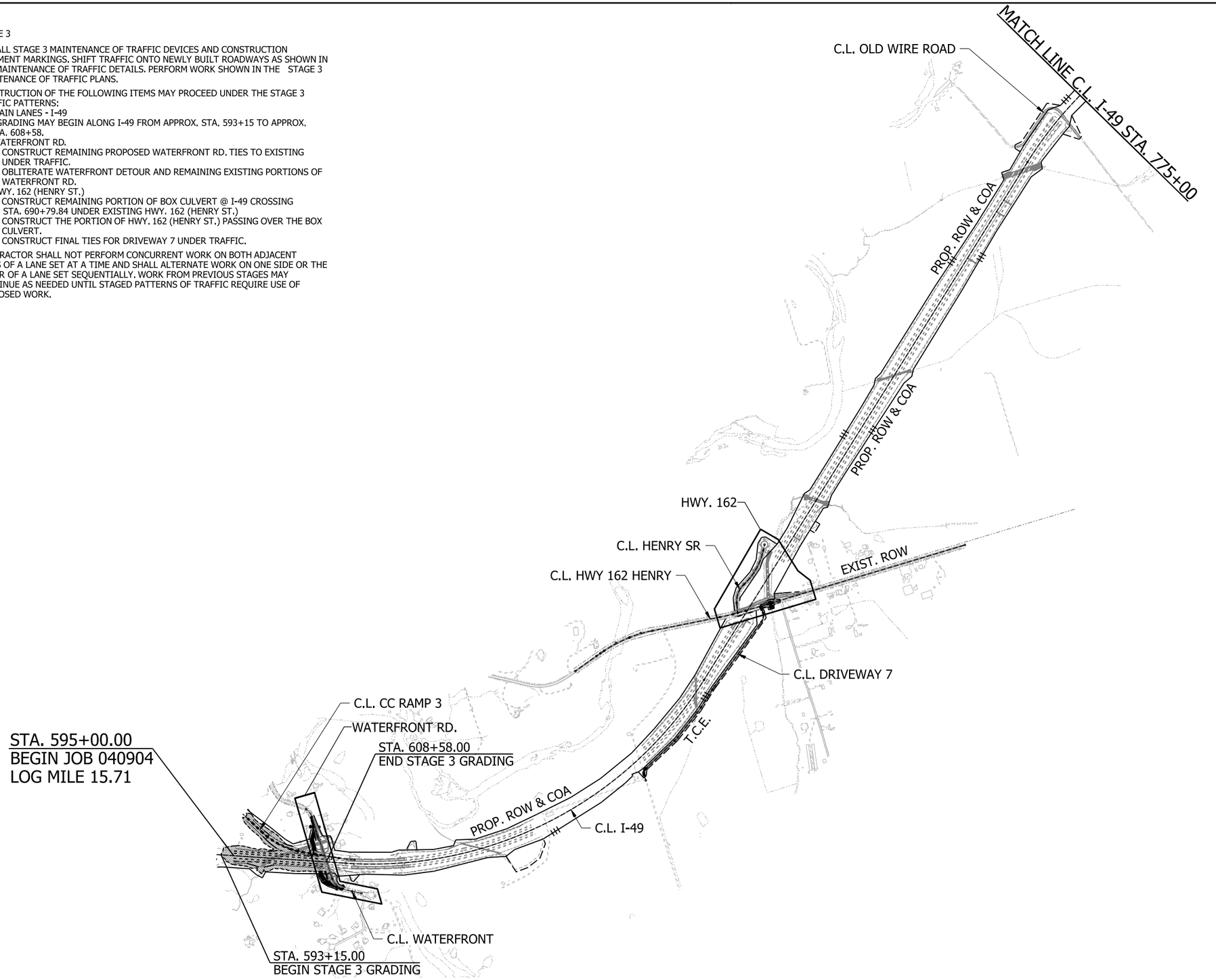
STAGE 3

INSTALL STAGE 3 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS, SHIFT TRAFFIC ONTO NEWLY BUILT ROADWAYS AS SHOWN IN THE MAINTENANCE OF TRAFFIC DETAILS. PERFORM WORK SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 3 TRAFFIC PATTERNS:

- MAIN LANES - I-49
  - GRADING MAY BEGIN ALONG I-49 FROM APPROX. STA. 593+15 TO APPROX. STA. 608+58.
- WATERFRONT RD.
  - CONSTRUCT REMAINING PROPOSED WATERFRONT RD. TIES TO EXISTING UNDER TRAFFIC.
  - OBLITERATE WATERFRONT DETOUR AND REMAINING EXISTING PORTIONS OF WATERFRONT RD.
- HWY. 162 (HENRY ST.)
  - CONSTRUCT REMAINING PORTION OF BOX CULVERT @ I-49 CROSSING STA. 690+79.84 UNDER EXISTING HWY. 162 (HENRY ST.)
  - CONSTRUCT THE PORTION OF HWY. 162 (HENRY ST.) PASSING OVER THE BOX CULVERT.
  - CONSTRUCT FINAL TIES FOR DRIVEWAY 7 UNDER TRAFFIC.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

N

LEGEND

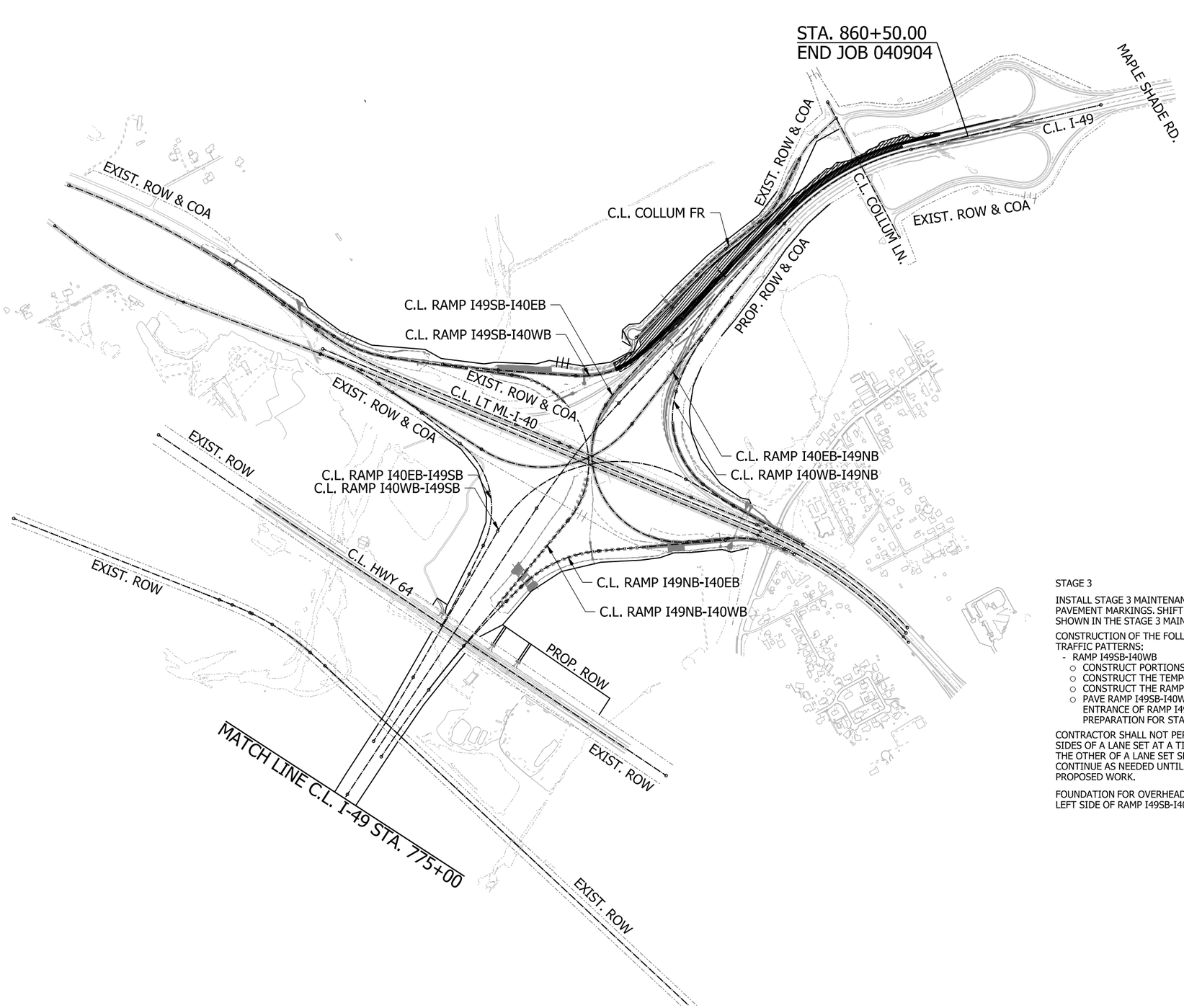
STAGE CONST. GRADING

OVERVIEW
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:37:18 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	149	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELLS
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 3

INSTALL STAGE 3 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO THE SB-WB DETOUR. PERFORM WORK SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 3 TRAFFIC PATTERNS:

- RAMP I49SB-I40WB
  - CONSTRUCT PORTIONS OF SB I-49 LANES LEADING TO THE SB RAMP EXITS.
  - CONSTRUCT THE TEMPORARY I-49 MEDIAN WALL.
  - CONSTRUCT THE RAMP I49SB-I40WB EXIT AND LANES.
  - PAVE RAMP I49SB-I40WB EXIT AND LANES UP TO BRIDGE 07694, LANES AND ENTRANCE OF RAMP I49NB-I40WB FROM BRIDGE 07694 TO LT ML-I-40 (WB) IN PREPARATION FOR STAGE 4 TRAFFIC PATTERNS.

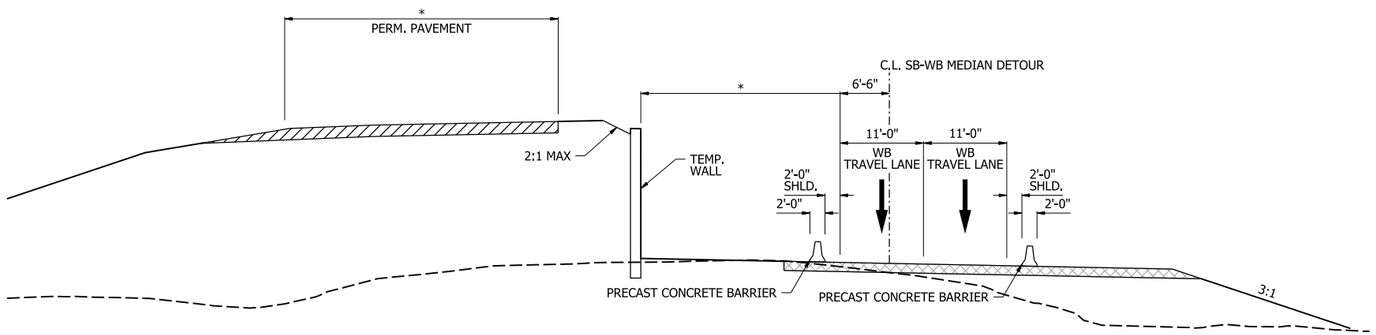
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

FOUNDATION FOR OVERHEAD SIGN STRUCTURE OH-049-RAMP-100 LOCATED ON LEFT SIDE OF RAMP I49SB-I40EB STA. 49+75 SHOULD BE INSTALLED.

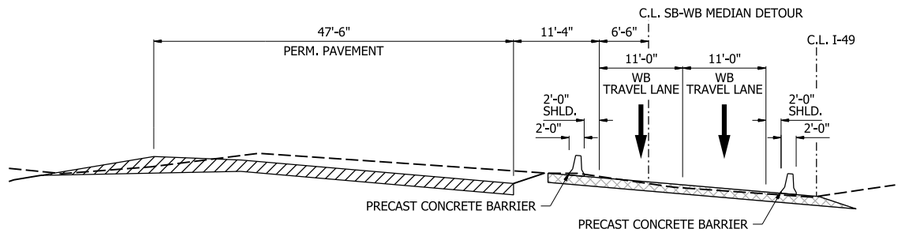
OVERVIEW
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	150	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



TYPICAL SECTION A-A
SHOWN IN C.L. SB-WB MEDIAN DETOUR
* VARIES - SEE PLANS



TYPICAL SECTION B-B
SHOWN IN C.L. SB-WB MEDIAN DETOUR
* VARIES - SEE PLANS

TYPICAL SECTION
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:37:29 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	151	742
		MAINTENANCE OF TRAFFIC DETAILS				

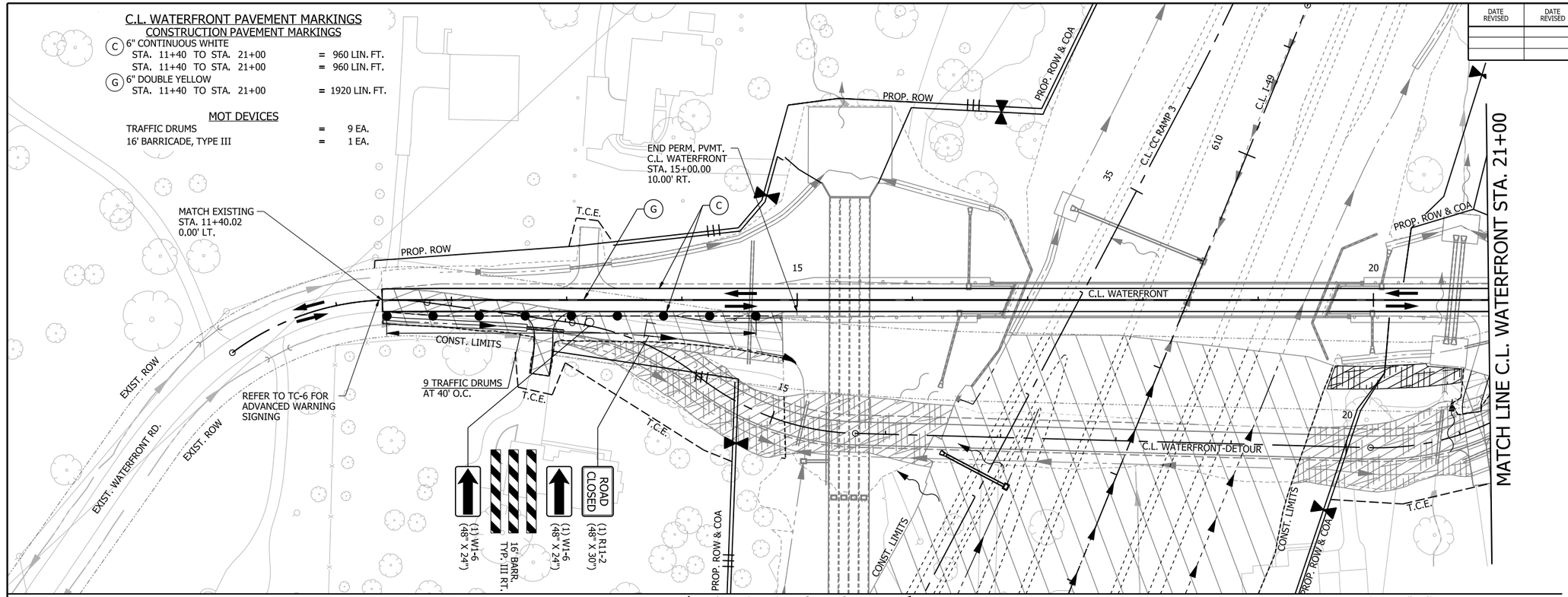
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

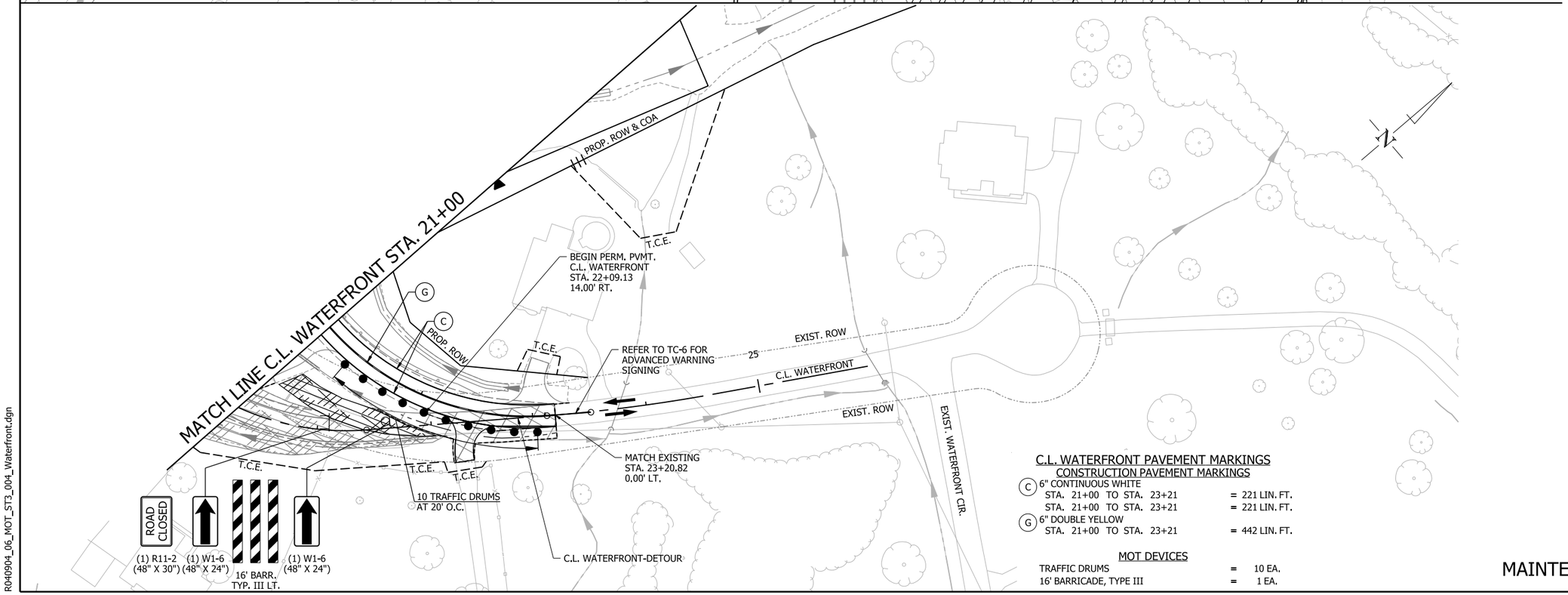
C.L. WATERFRONT PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 11+40 TO STA. 21+00 = 960 LIN. FT.
STA. 11+40 TO STA. 21+00 = 960 LIN. FT.
(G) 6" DOUBLE YELLOW
STA. 11+40 TO STA. 21+00 = 1920 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 9 EA.
16' BARRICADE, TYPE III = 1 EA.





0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:
REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. WATERFRONT PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 21+00 TO STA. 23+21 = 221 LIN. FT.
STA. 21+00 TO STA. 23+21 = 221 LIN. FT.
(G) 6" DOUBLE YELLOW
STA. 21+00 TO STA. 23+21 = 442 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 10 EA.
16' BARRICADE, TYPE III = 1 EA.

WATERFRONT RD.
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:34:09 AM
R040904_06_MOT_ST3_004_Waterfront.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	152	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

C.L. HENRY-DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

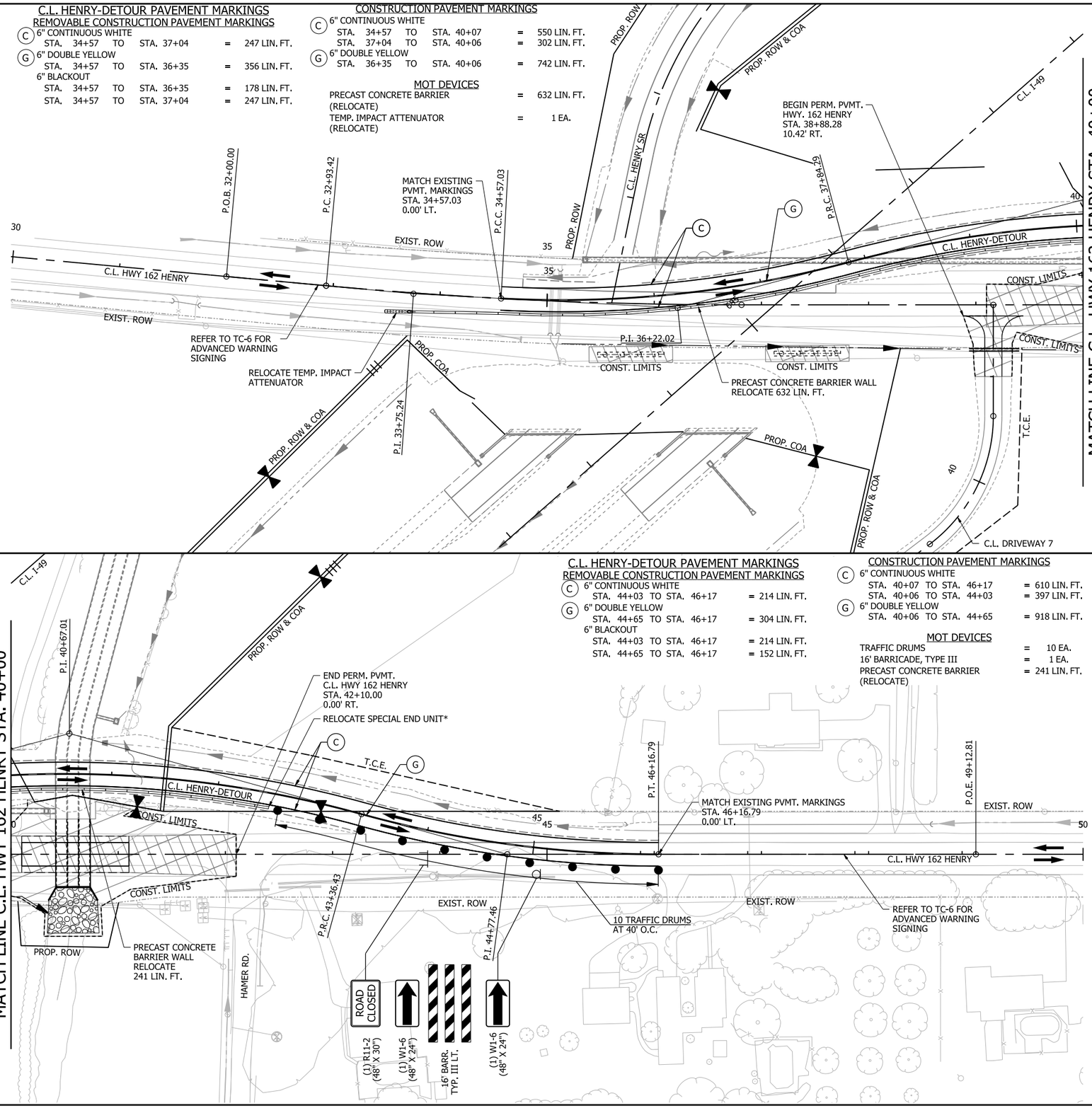
(C)	6" CONTINUOUS WHITE					
	STA.	34+57	TO	STA. 37+04	=	247 LIN. FT.
(G)	6" DOUBLE YELLOW					
	STA.	34+57	TO	STA. 36+35	=	356 LIN. FT.
	6" BLACKOUT					
	STA.	34+57	TO	STA. 36+35	=	178 LIN. FT.
	STA.	34+57	TO	STA. 37+04	=	247 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE					
	STA.	34+57	TO	STA. 40+07	=	550 LIN. FT.
	STA.	37+04	TO	STA. 40+06	=	302 LIN. FT.
(G)	6" DOUBLE YELLOW					
	STA.	36+35	TO	STA. 40+06	=	742 LIN. FT.

MOT DEVICES

PRECAST CONCRETE BARRIER (RELOCATE)	=	632 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	1 EA.



C.L. HENRY-DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE					
	STA.	44+03	TO	STA. 46+17	=	214 LIN. FT.
(G)	6" DOUBLE YELLOW					
	STA.	44+65	TO	STA. 46+17	=	304 LIN. FT.
	6" BLACKOUT					
	STA.	44+03	TO	STA. 46+17	=	214 LIN. FT.
	STA.	44+65	TO	STA. 46+17	=	152 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE					
	STA.	40+07	TO	STA. 46+17	=	610 LIN. FT.
	STA.	40+06	TO	STA. 44+03	=	397 LIN. FT.
(G)	6" DOUBLE YELLOW					
	STA.	40+06	TO	STA. 44+65	=	918 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	10 EA.
16' BARRICADE, TYPE III	=	1 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	241 LIN. FT.

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANEL
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

HWY. 162
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:37:43 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	153	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23089
CLIFFORD EUGENE WOOD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

C.L. SB-EB DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+00 TO STA. 24+27 = 1427 LIN. FT.

6" CONTINUOUS BLACKOUT
STA. 10+00 TO STA. 12+50 = 250 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(F) 6" CONTINUOUS YELLOW
STA. 10+00 TO STA. 24+27 = 1427 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 10+00 TO STA. 12+14 = 428 LIN. FT.

C.L. SB-WB MEDIAN DETOUR PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+00 TO STA. 15+52 = 552 LIN. FT.
STA. 13+26 TO STA. 15+52 = 226 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 10+00 TO STA. 12+48 = 248 LIN. FT.
STA. 13+26 TO STA. 15+52 = 226 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	48 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	2339 LIN. FT.

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 831+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

EXIST. ROW & COA

PROP. ROW & COA

PROP. ROW

C.L. RAMP I49SB-I40WB

C.L. RAMP I40WB-I49SB

C.L. RAMP I40EB-I49NB

C.L. RAMP I49NB-I40WB

C.L. RAMP I40WB-I49NB

C.L. RAMP I49NB-I40EB

C.L. LT ML-I-40

C.L. MED I-40

C.L. RT ML-I-40

C.L. I-49

C.L. COLLUM FR

T.C.E.

CONST. LIMITS

BEGIN PERM. PVMT.
C.L. RAMP I49SB-I40WB
STA. 26+00.00
0.00' RT.

BEGIN CONST. PVMT. MARKING
C.L. SB-WB MEDIAN DETOUR
STA. 10+00
6.50' RT.

END CONST. PVMT. MARKING
C.L. SB-WB MEDIAN DETOUR
STA. 12+48
6.50' RT.

POB 10+00.00

C.L. SB-WB MEDIAN DETOUR

C.L. I-49 TEMP. MEDIAN WALL

16 TRAFFIC DRUMS AT 40' O.C.

32 TRAFFIC DRUMS AT 40' O.C.

C.L. SB-EB DETOUR

C.L. EB-NB DETOUR

C.L. WB-NB DETOUR

PRECAST CONCRETE BARRIER WALL
RELOCATE 1608 LIN. FT.

SPECIAL END UNIT*

PRECAST CONCRETE BARRIER WALL
RELOCATE
731 LIN. FT.

RETAIN TEMP. IMPACT ATTENUATOR

RETAIN PREVIOUS STAGE PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL
RETAIN 773 LIN. FT.

RETAIN SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL
RETAIN 353 LIN. FT.

PRECAST CONCRETE BARRIER WALL
RETAIN 500 LIN. FT.

RETAIN PREVIOUS STAGE PAVEMENT MARKINGS

RELOCATE SPECIAL END UNIT*

BEGIN CONST. PVMT. MARKING
C.L. SB-EB DETOUR
STA. 10+00
6.50' RT.

RETAIN TEMP. IMPACT ATTENUATOR

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-49
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

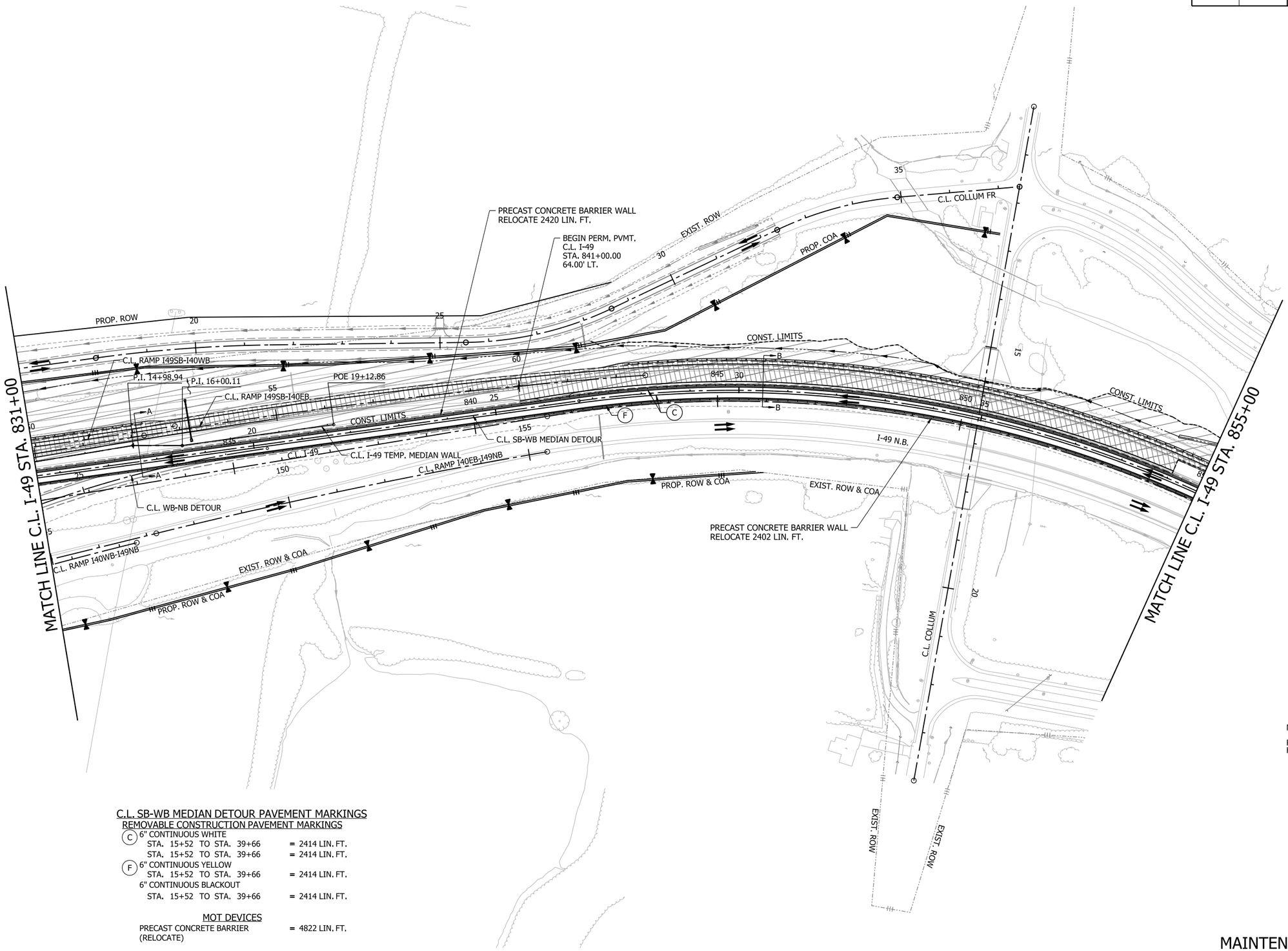
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	154	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23089
CLIFFORD EUGENE WELD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. SB-WB MEDIAN DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 15+52 TO STA. 39+66 = 2414 LIN. FT.
STA. 15+52 TO STA. 39+66 = 2414 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 15+52 TO STA. 39+66 = 2414 LIN. FT.

6" CONTINUOUS BLACKOUT
STA. 15+52 TO STA. 39+66 = 2414 LIN. FT.

MOT DEVICES

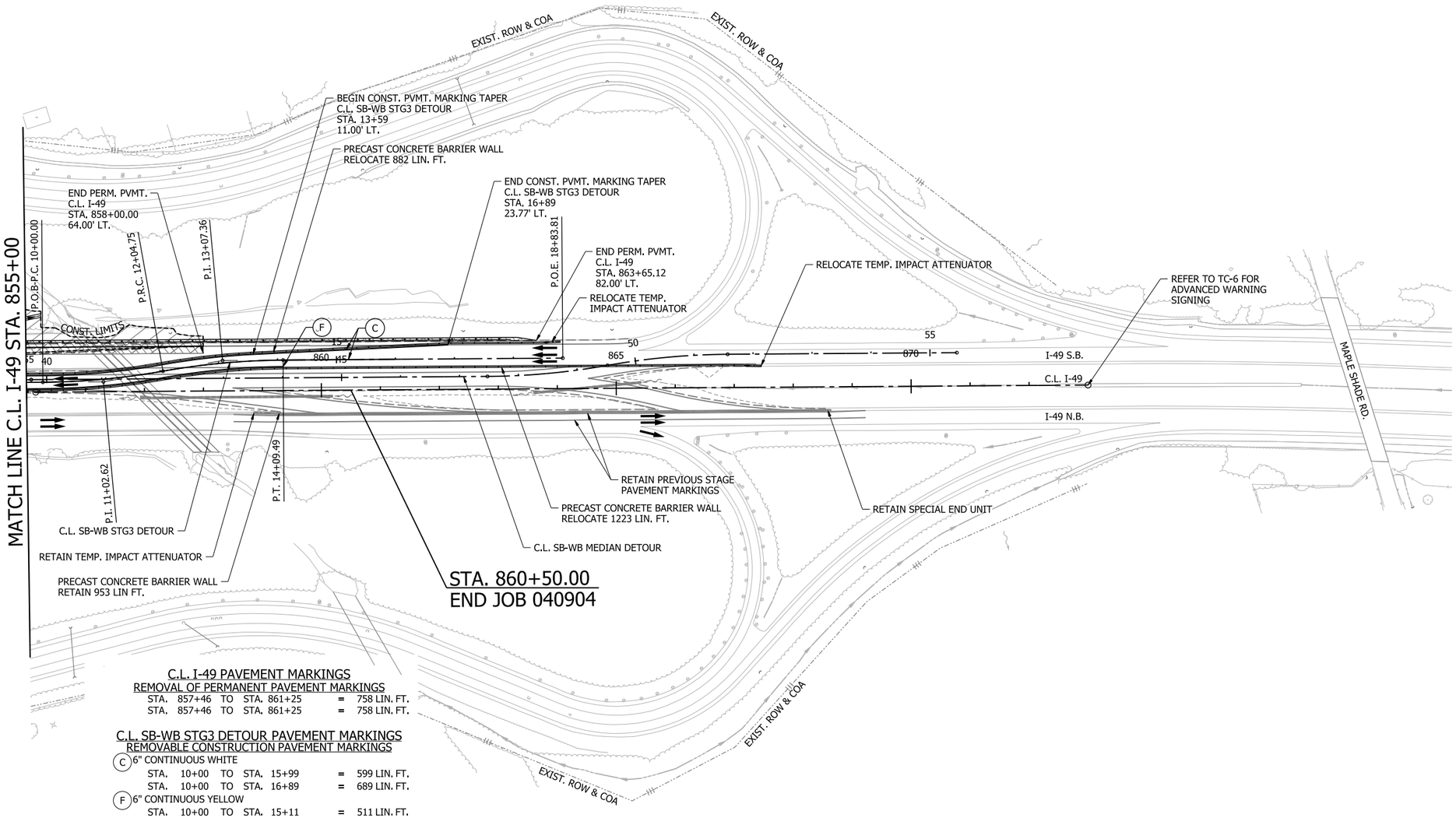
PRECAST CONCRETE BARRIER (RELOCATE) = 4822 LIN. FT.

I-49
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:37:59 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	155	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. I-49 PAVEMENT MARKINGS

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA.	857+46	TO	STA.	861+25	=	758 LIN. FT.
STA.	857+46	TO	STA.	861+25	=	758 LIN. FT.

C.L. SB-WB STG3 DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE

STA.	10+00	TO	STA.	15+99	=	599 LIN. FT.
STA.	10+00	TO	STA.	16+89	=	689 LIN. FT.

(F) 6" CONTINUOUS YELLOW

STA.	10+00	TO	STA.	15+11	=	511 LIN. FT.

C.L. SB-WB MEDIAN DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE

STA.	39+66	TO	STA.	40+83	=	117 LIN. FT.
STA.	39+66	TO	STA.	40+83	=	117 LIN. FT.

(F) 6" CONTINUOUS YELLOW

STA.	39+66	TO	STA.	40+83	=	117 LIN. FT.

MOT DEVICES

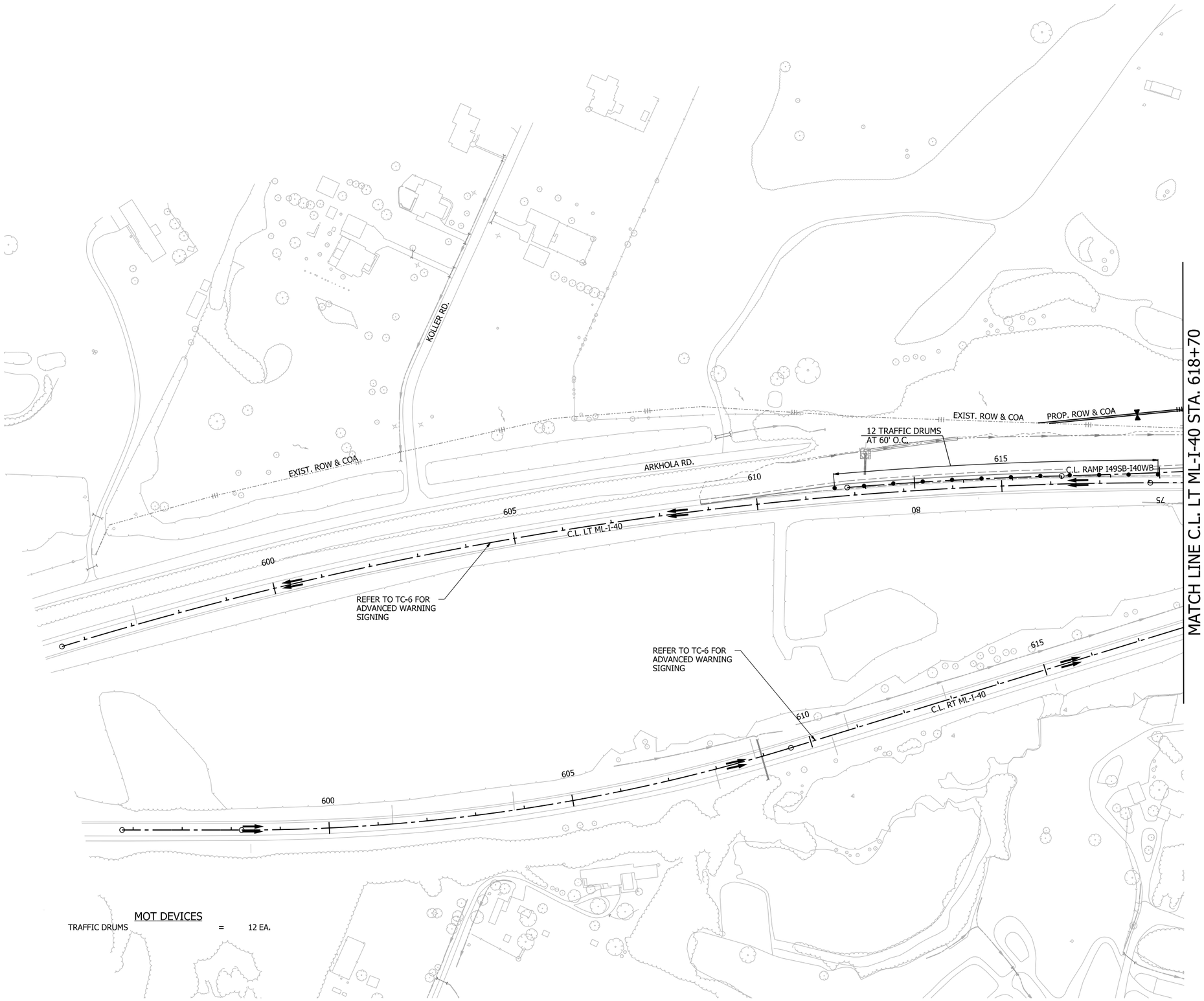
PRECAST CONCRETE BARRIER (RELOCATE)	=	2105 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	2 EA.

I-49
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:06 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	156	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES

TRAFFIC DRUMS = 12 EA.

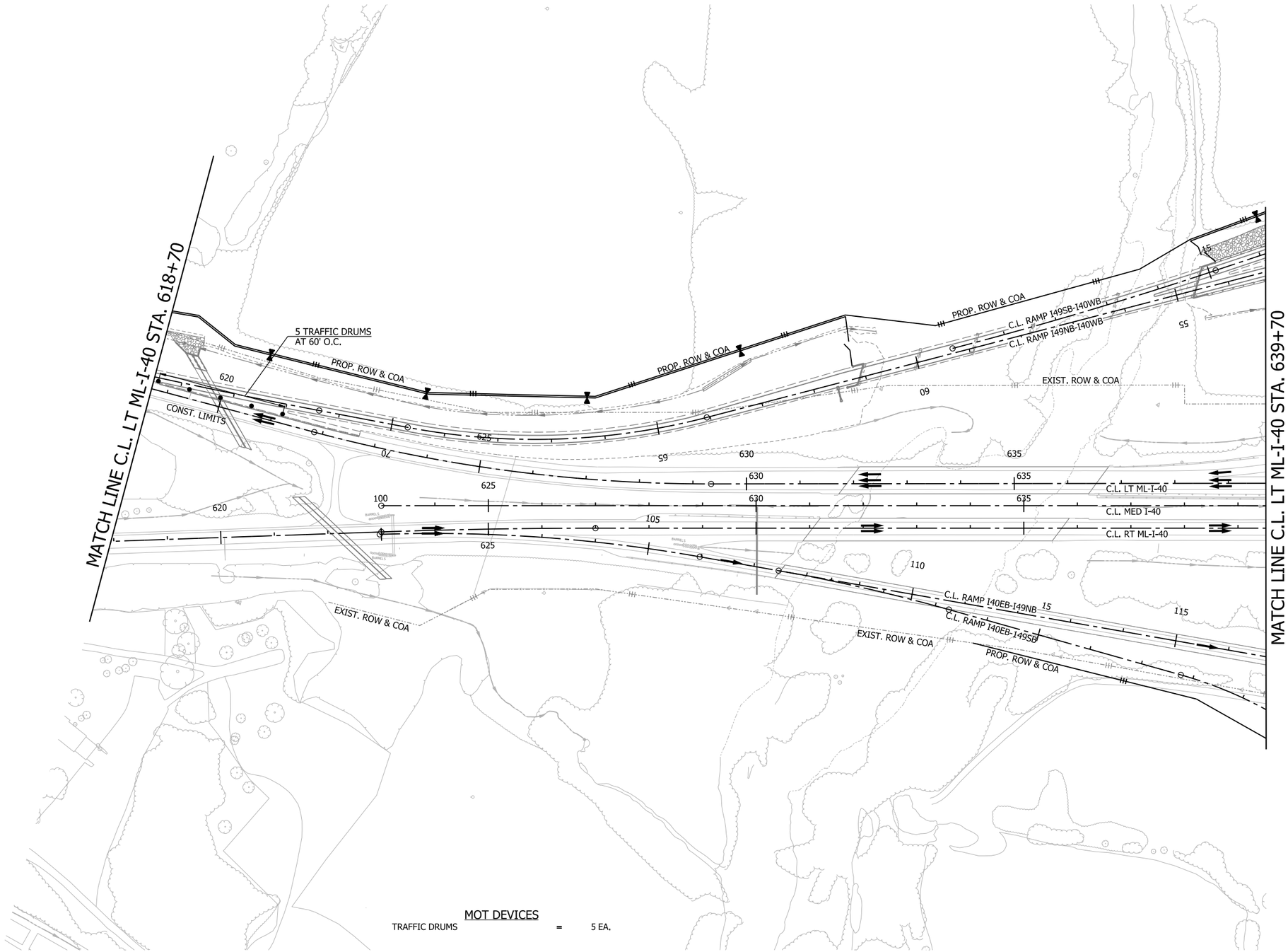
I-40
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:14 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	157	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



MOT DEVICES

TRAFFIC DRUMS = 5 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

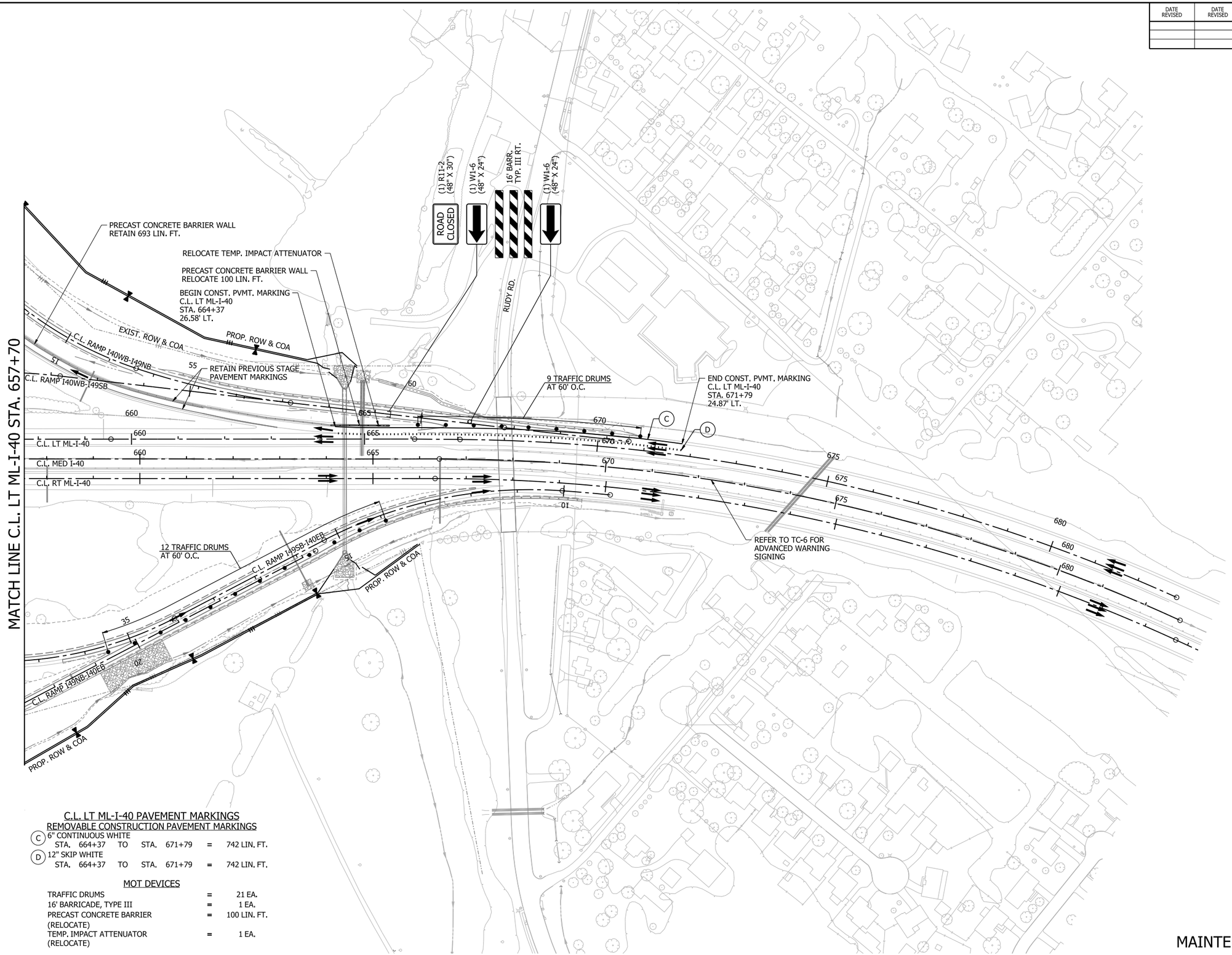
I-40
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:23 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	158	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 664+37 TO STA. 671+79 = 742 LIN. FT.

(D) 12" SKIP WHITE
STA. 664+37 TO STA. 671+79 = 742 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	21 EA.
16' BARRICADE, TYPE III	=	1 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	100 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	1 EA.

I-40
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:31 AM
R040904_06_MOT_ST3_013.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	159	742
		MAINTENANCE OF TRAFFIC DETAILS				

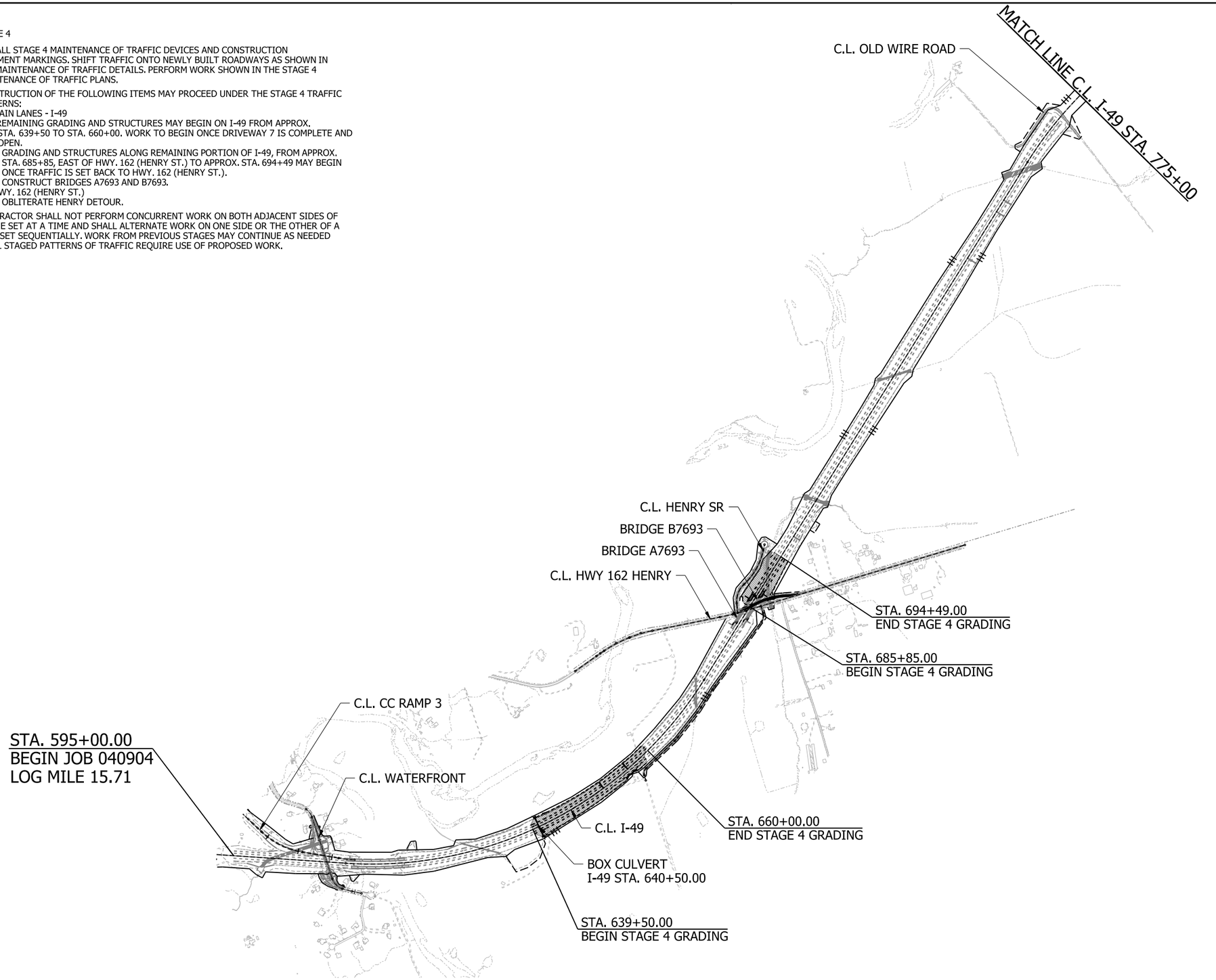
STAGE 4

INSTALL STAGE 4 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY BUILT ROADWAYS AS SHOWN IN THE MAINTENANCE OF TRAFFIC DETAILS. PERFORM WORK SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 4 TRAFFIC PATTERNS:

- MAIN LANES - I-49
  - ○ REMAINING GRADING AND STRUCTURES MAY BEGIN ON I-49 FROM APPROX. STA. 639+50 TO STA. 660+00. WORK TO BEGIN ONCE DRIVEWAY 7 IS COMPLETE AND OPEN.
  - ○ GRADING AND STRUCTURES ALONG REMAINING PORTION OF I-49, FROM APPROX. STA. 685+85, EAST OF HWY. 162 (HENRY ST.) TO APPROX. STA. 694+49 MAY BEGIN ONCE TRAFFIC IS SET BACK TO HWY. 162 (HENRY ST.).
  - ○ CONSTRUCT BRIDGES A7693 AND B7693.
- HWY. 162 (HENRY ST.)
  - ○ OBLITERATE HENRY DETOUR.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026

LEGEND

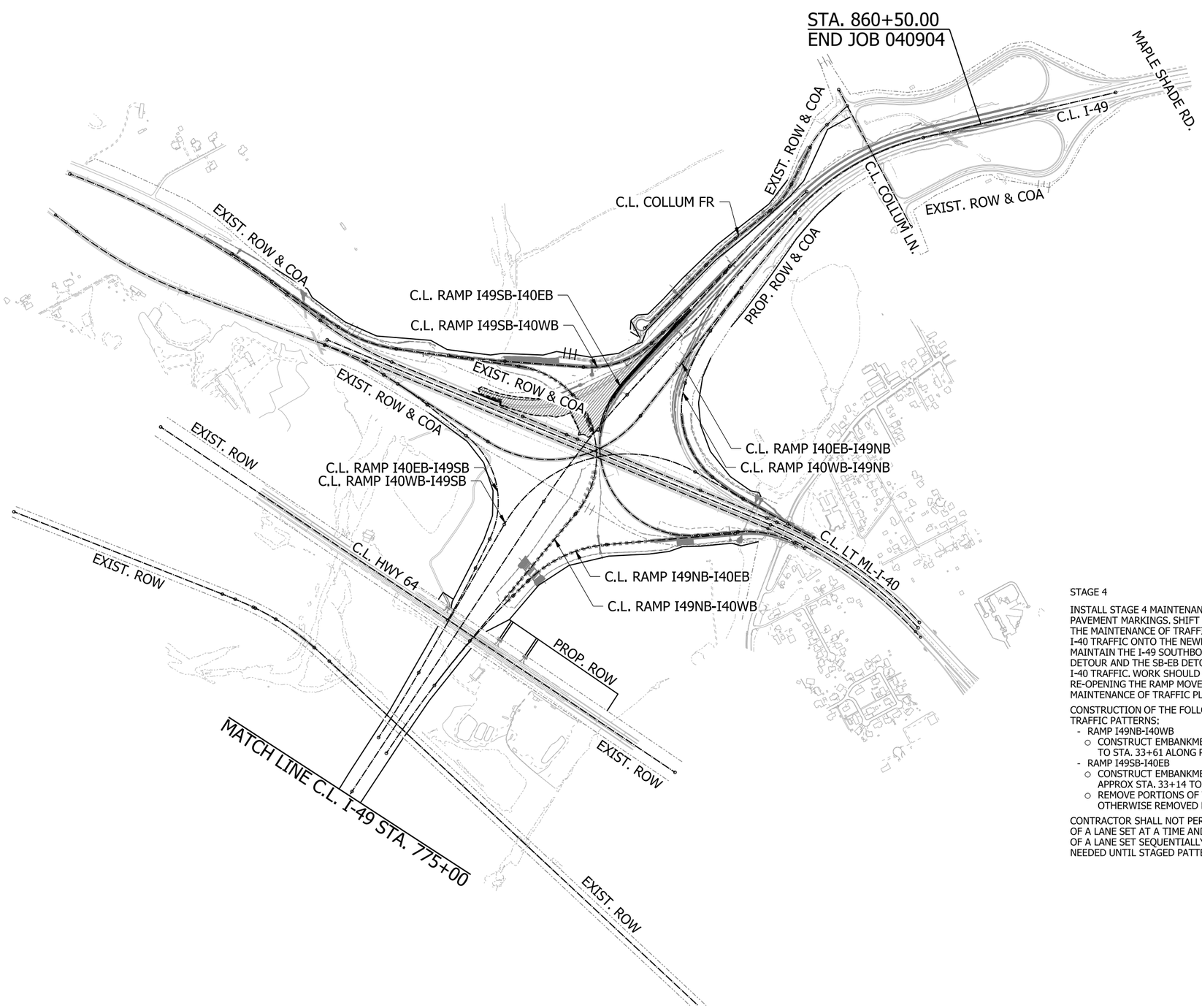
STAGE CONST. GRADING

OVERVIEW
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:39 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	160	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 4

INSTALL STAGE 4 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY BUILT ROADWAYS AS SHOWN IN THE MAINTENANCE OF TRAFFIC DETAILS. SHIFT SOUTHBOUND I-49 TO WESTBOUND I-40 TRAFFIC ONTO THE NEWLY PAVED RAMP I49SB-I40WB OVER BRIDGE 07694. MAINTAIN THE I-49 SOUTHBOUND TO I-40 EASTBOUND TRAFFIC ON THE SB-WB DETOUR AND THE SB-EB DETOUR. DETOUR COLLUM LN ENTRY RAMP TO EASTBOUND I-40 TRAFFIC. WORK SHOULD BE PERFORMED IN AN EXPEDITED MANNER TO ALLOW RE-OPENING THE RAMP MOVEMENT. PERFORM WORK SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 4 TRAFFIC PATTERNS:

- RAMP I49NB-I40WB
  - CONSTRUCT EMBANKMENT FOR RAMP I49NB-I40WB FROM APPROX. STA. 12+97 TO STA. 33+61 ALONG PREVIOUS I-49 SB TO I-40 WB RAMP.
- RAMP I49SB-I40EB
  - CONSTRUCT EMBANKMENT FOR RAMP I49SB-I40EB EXIT AND LANES FROM APPROX STA. 33+14 TO STA. 47+63.
  - REMOVE PORTIONS OF THE PREVIOUS I-49 SB TO I-40 WB RAMP THAT ARE NOT OTHERWISE REMOVED BY PROPOSED RAMP CONSTRUCTION.

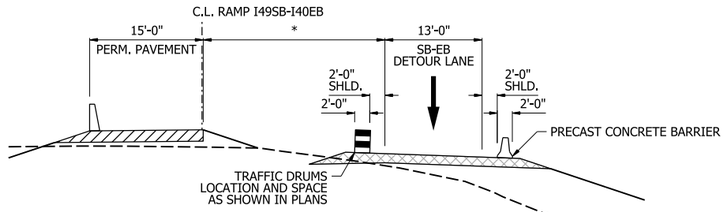
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

OVERVIEW
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:47 AM
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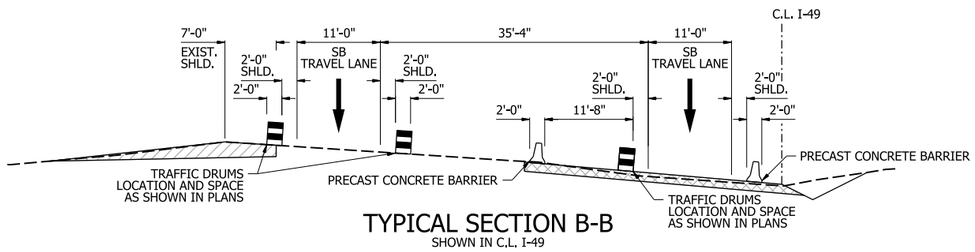
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	161	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WOOD
5-1-2026



TYPICAL SECTION A-A

SHOWN IN C.L. RAMP I49SB-I40EB
* VARIES - SEE PLANS



TYPICAL SECTION B-B

SHOWN IN C.L. I-49

TYPICAL SECTION
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:50 AM
R040904_06_MOT_ST4_003_TS.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	162	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

MOT DEVICES

TRAFFIC DRUMS	=	8 EA.
16' BARRICADE, TYPE III	=	1 EA.

(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.
(1) W1-6 (48" X 24")
(1) R11-2 (48" X 30")
ROAD CLOSED

EXIST. ROW
PROP. ROW
C.L. HENRY SR
PROP. COA
CONST. LIMITS
C.L. HENRY-DETOUR
C.L. HWY 162 HENRY
C.L. I-49
C.L. DRIVEWAY 7
T.C.E.
PROP. ROW & COA
8 TRAFFIC DRUMS AT 40' O.C.
REFER TO TC-6 FOR ADVANCED WARNING SIGNING
MATCH LINE C.L. HWY 162 HENRY STA. 40+00

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III RT.
(1) W1-6 (48" X 24")
ROAD CLOSED
13 TRAFFIC DRUMS AT 40' O.C.
HAMER RD.
PROP. ROW

MOT DEVICES

TRAFFIC DRUMS	=	13 EA.
16' BARRICADE, TYPE III	=	1 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANEL
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

HWY. 162
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:38:58 AM
R040904_06_MOT_ST4_005_Hwy162.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	163	742
		MAINTENANCE OF TRAFFIC DETAILS				

C.L. SB-WB MEDIAN DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 13+26 TO STA. 15+52 = 226 LIN. FT.

C.L. SB-EB DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+00 TO STA. 24+27 = 1427 LIN. FT.

C.L. RAMP I49SB-I40WB PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 16+13 TO STA. 31+87 = 1574 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 16+09 TO STA. 31+87 = 1578 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 31+87 TO STA. 35+92 = 405 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 31+87 TO STA. 35+92 = 405 LIN. FT.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 639+70 TO STA. 640+65 = 95 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 42 EA.
PRECAST CONCRETE BARRIER (RELOCATE) = 1376 LIN. FT.

STATE OF ARKANSAS
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5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

END CONST. PVMT. MARKING
C.L. LT ML-I-40
STA. 640+65
12.16' LT.

5 TRAFFIC DRUMS AT 60' O.C.

CONST. LIMITS

EXIST. ROW & COA

PROP. ROW & COA

SPECIAL END UNIT*

C.L. RAMP I49SB-I40WB

C.L. RT ML-I-40

C.L. MED I-40

C.L. LT ML-I-40

PRECAST CONCRETE BARRIER WALL
RELOCATE 1376 LIN. FT.

T.C.E.

END PERM. PVMT.
C.L. RAMP I49SB-I40EB
STA. 47+63
0.00' LT.

PROP. ROW

C.L. COLLUM FR

C.L. SB-WB MEDIAN DETOUR

PRECAST CONCRETE BARRIER WALL
RETAIN 218 LIN. FT.

C.L. RAMP I49SB-I40EB

C.L. I-49

RETAIN PREVIOUS STAGE PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL
RETAIN 1608 LIN. FT.

RETAIN SPECIAL END UNIT

BEGIN CONST. PVMT. MARKING
C.L. SB-EB DETOUR
STA. 10+00
6.50' LT.

35 TRAFFIC DRUMS AT 40' O.C.

BEGIN PERM. PVMT.
C.L. RAMP I49SB-I40EB
STA. 36+26.67
6.95' LT.

RETAIN TEMP. IMPACT ATTENUATOR

PRECAST CONCRETE BARRIER WALL
FURNISH & INSTALL 856 LIN. FT.
TO BE LEFT IN PLACE.

C.L. EB-NB DETOUR

SPECIAL END UNIT
RELOCATE 13 LIN. FT.

2 TRAFFIC DRUMS AT 100' O.C.

C.L. RAMP I40EB-I49NB

RETAIN SPECIAL END UNIT

RETAIN PREVIOUS STAGE PAVEMENT MARKINGS

PRECAST CONCRETE BARRIER WALL
RETAIN 353 LIN. FT.

C.L. WB-NB DETOUR

C.L. RAMP I40WB-I49NB

PROP. ROW & COA

EXIST. ROW & COA

C.L. RAMP I49NB-I40WB

RETAIN SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL
RETAIN 500 LIN. FT.

RETAIN PREVIOUS STAGE PAVEMENT MARKINGS

C.L. RAMP I40WB-I49SB

EXIST. ROW & COA

PROP. ROW & COA

EXIST. ROW & COA

C.L. RAMP I49NB-I40EB

MATCH LINE C.L. LT ML-I-40 STA. 657+70

MATCH LINE C.L. I-49 STA. 831+00

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

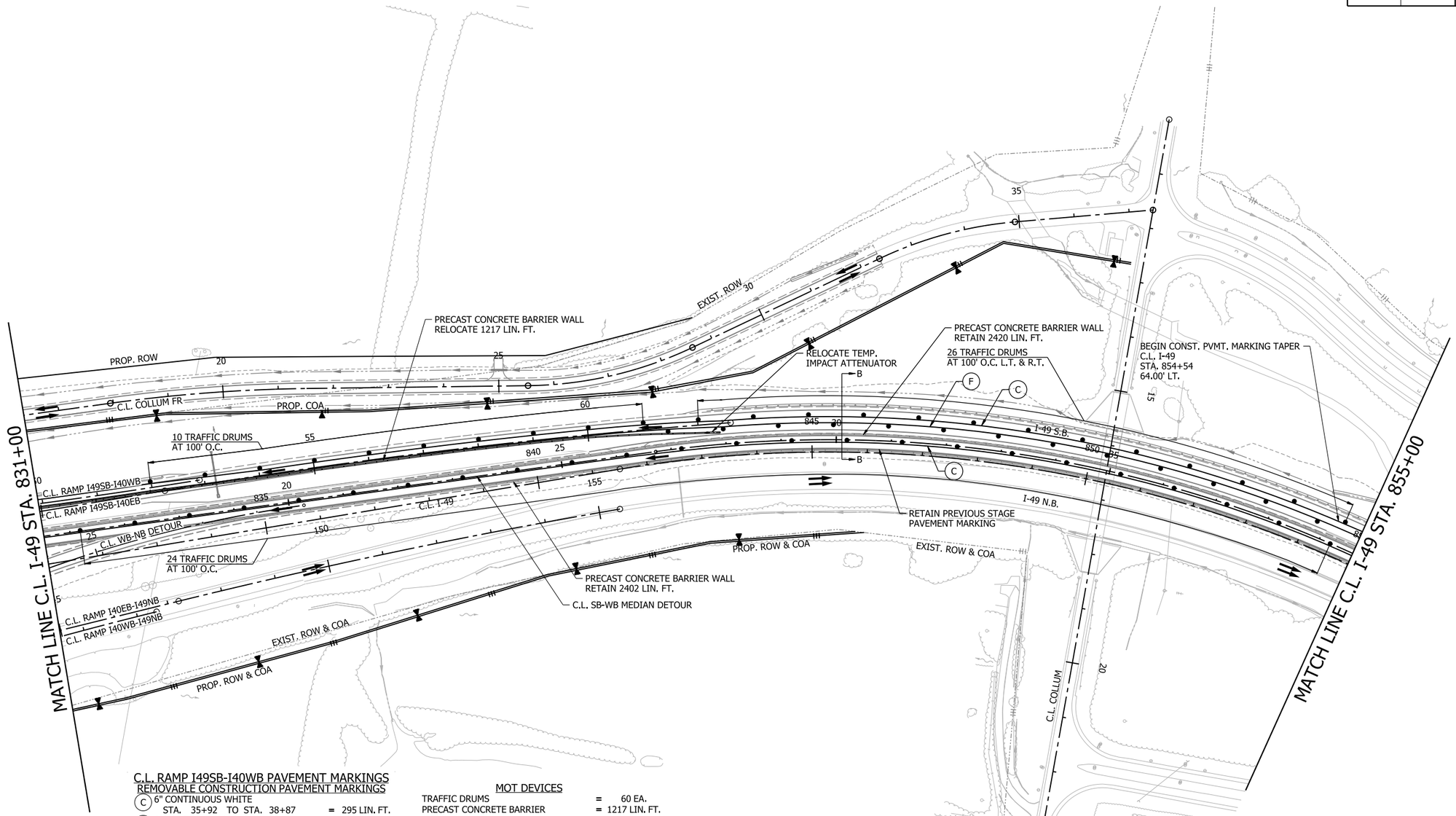
*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-49
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:34:40 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	164	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WOOD
5-1-2026



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. RAMP I49SB-I40WB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 35+92 TO STA. 38+87 = 295 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 35+92 TO STA. 38+87 = 295 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 52+91 TO STA. 62+59 = 968 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 52+91 TO STA. 62+59 = 968 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 60+86 TO STA. 62+59 = 173 LIN. FT.
STA. 60+86 TO STA. 62+59 = 173 LIN. FT.

C.L. SB-WB MEDIAN DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 15+52 TO STA. 39+66 = 2414 LIN. FT.

(F) STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.
6" CONTINUOUS YELLOW
STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.
STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	60 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	1217 LIN. FT.
TEMP. IMPACT ATTENUATOR	=	1 EA.

I-49
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

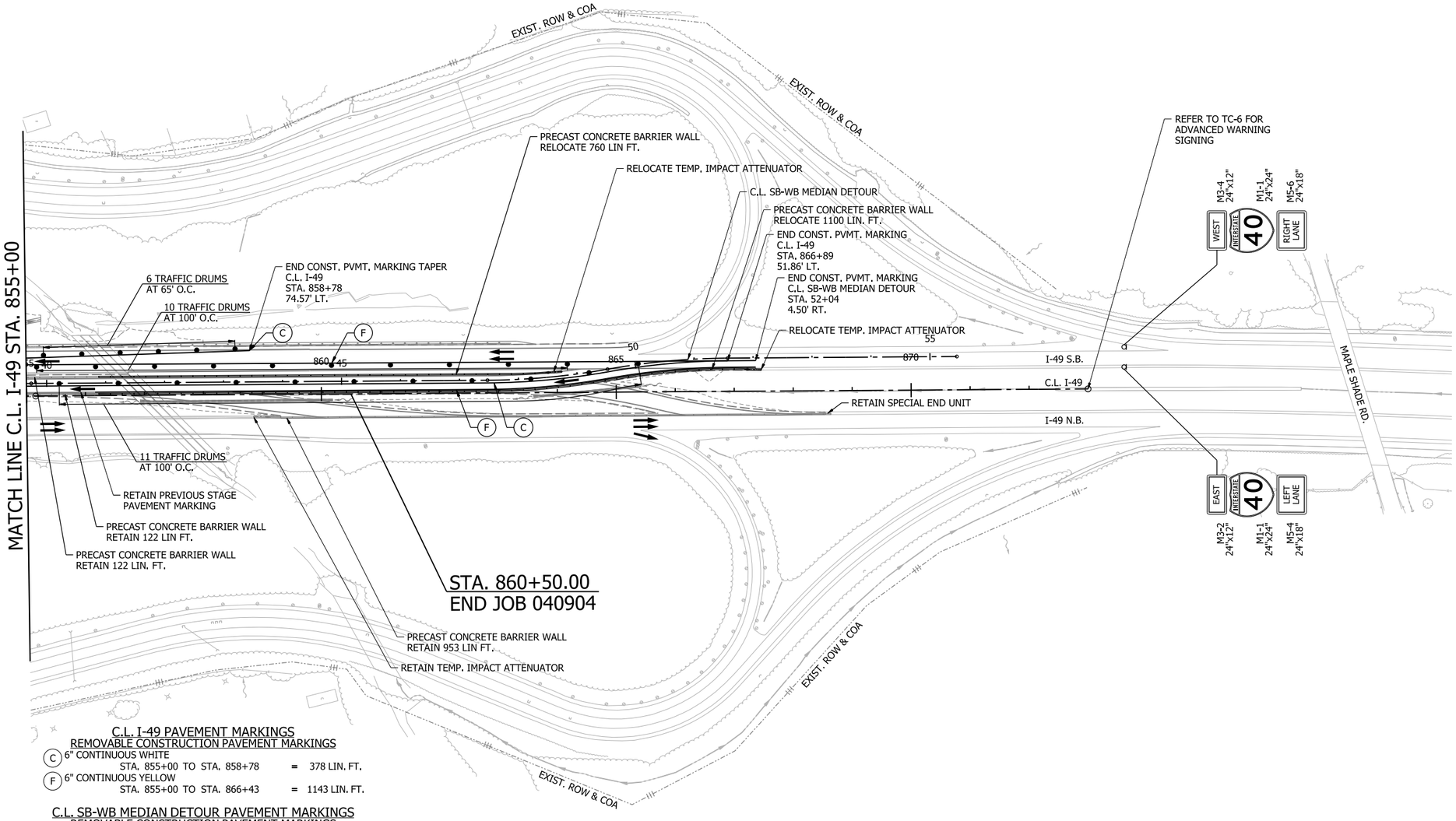
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	165	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



C.L. I-49 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 855+00 TO STA. 858+78 = 378 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 855+00 TO STA. 866+43 = 1143 LIN. FT.

C.L. SB-WB MEDIAN DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 39+66 TO STA. 52+05 = 1239 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 39+66 TO STA. 52+05 = 1239 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 39+66 TO STA. 42+08 = 242 LIN. FT.
STA. 39+66 TO STA. 42+08 = 242 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	27 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	1860 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	2 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-49
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:39:23 AM
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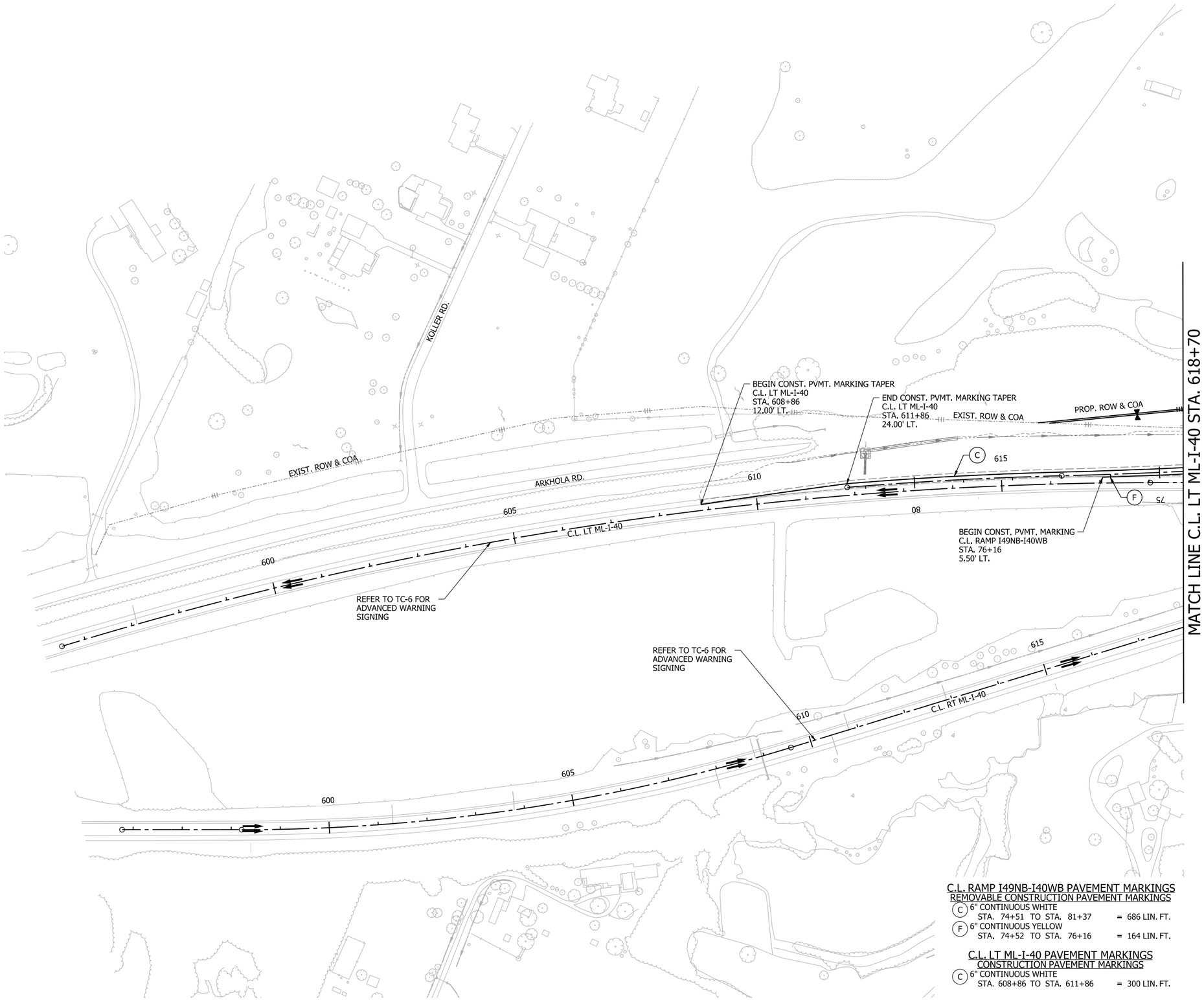
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	166	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



N

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. RAMP I49NB-I40WB PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C	6" CONTINUOUS WHITE		
	STA. 74+51 TO STA. 81+37	=	686 LIN. FT.
F	6" CONTINUOUS YELLOW		
	STA. 74+52 TO STA. 76+16	=	164 LIN. FT.

C.L. LT ML-I-40 PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

C	6" CONTINUOUS WHITE		
	STA. 608+86 TO STA. 611+86	=	300 LIN. FT.

I-40
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:39:31 AM
R040904_06_MOT_ST4_011.dgn

DATE REVISED	DATE REVISED

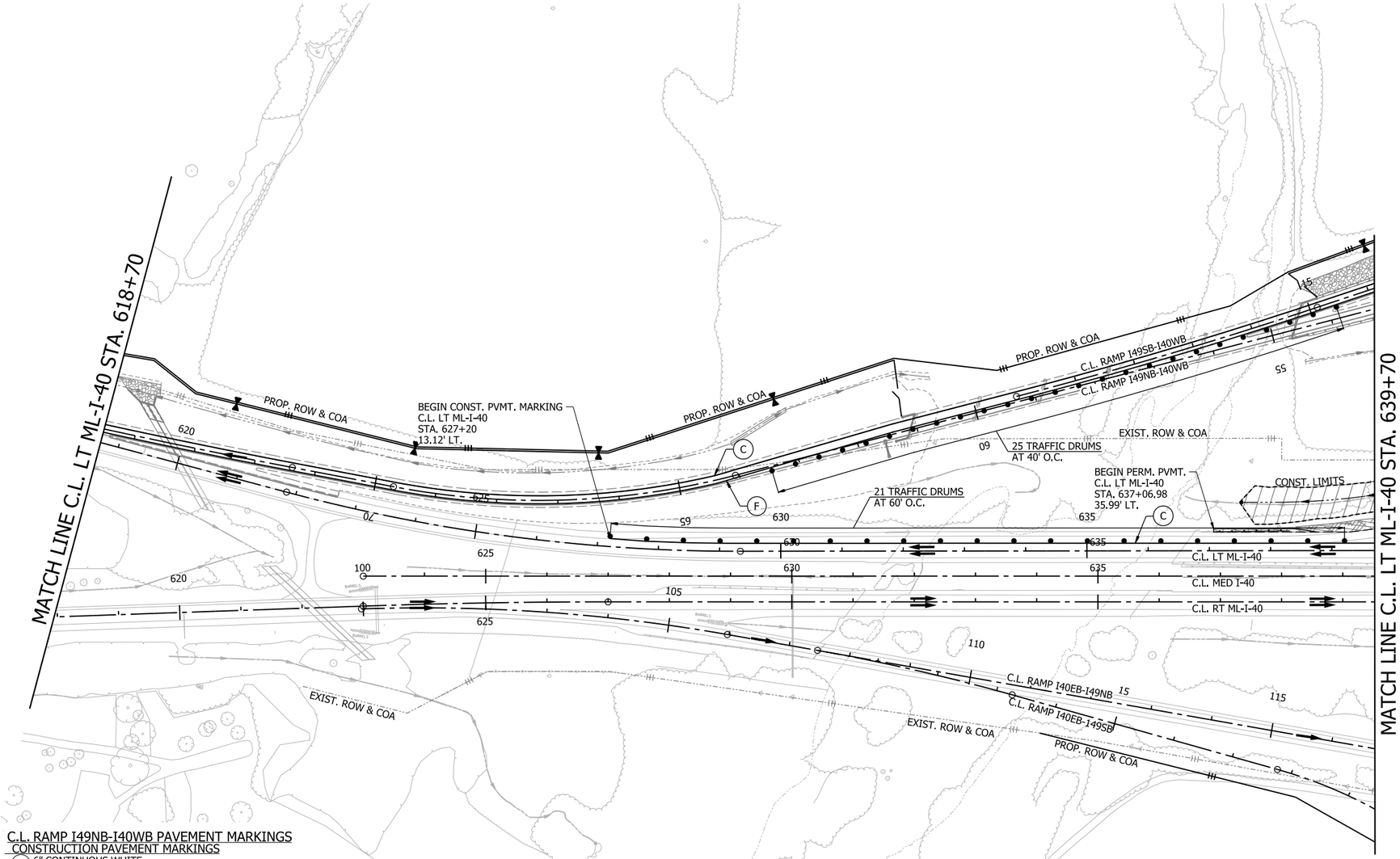
FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	167	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WEED

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



C.L. RAMP I49NB-I40WB PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 59+30 TO STA. 74+51 = 1521 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 59+30 TO STA. 74+52 = 1522 LIN. FT.

C.L. RAMP I49SB-I40WB PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+00 TO STA. 16+13 = 613 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 10+00 TO STA. 16+09 = 609 LIN. FT.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 627+20 TO STA. 639+70 = 1250 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 46 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-40
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

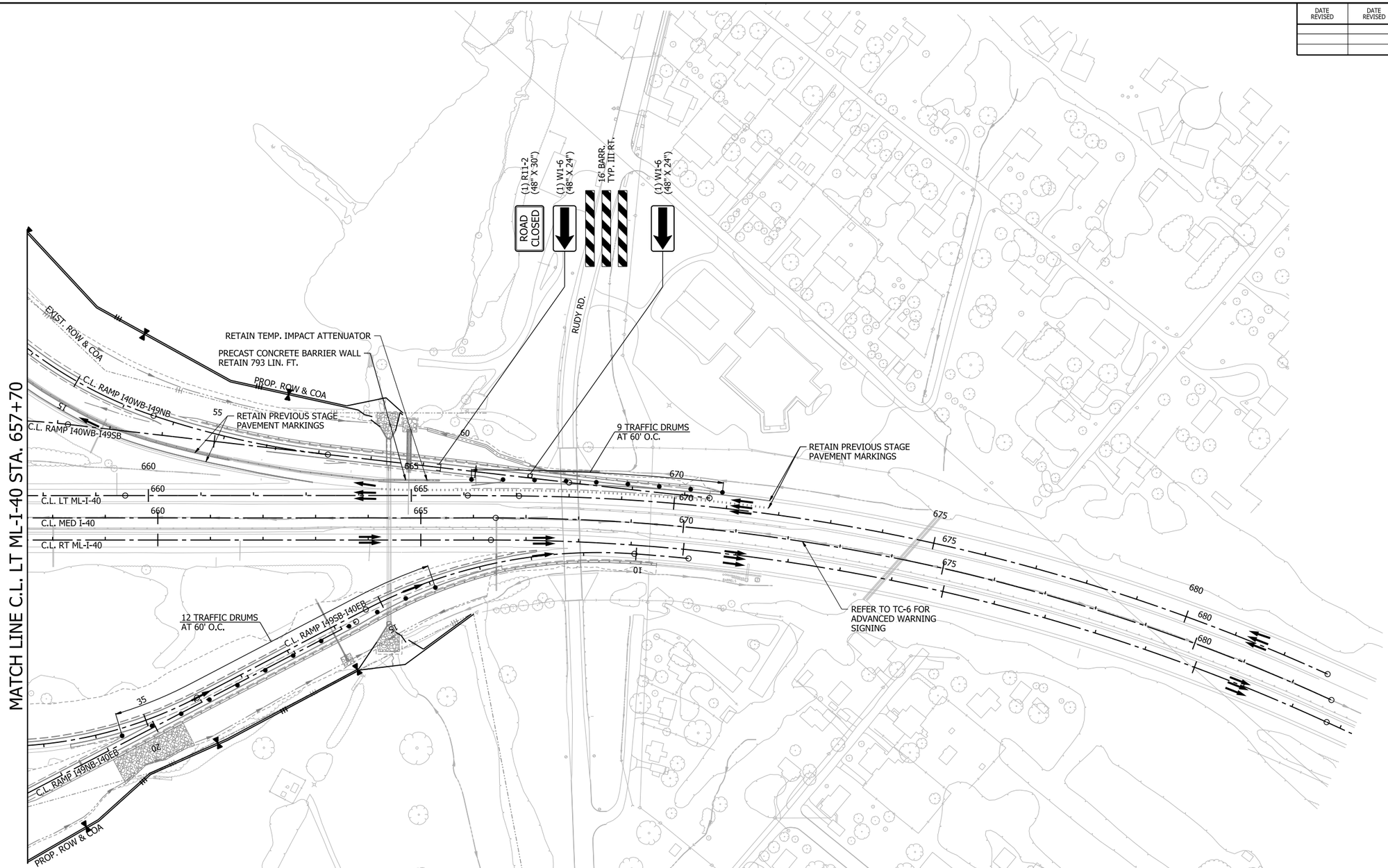
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	168	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No 23099
CLIFFORD EUGENE WELD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES

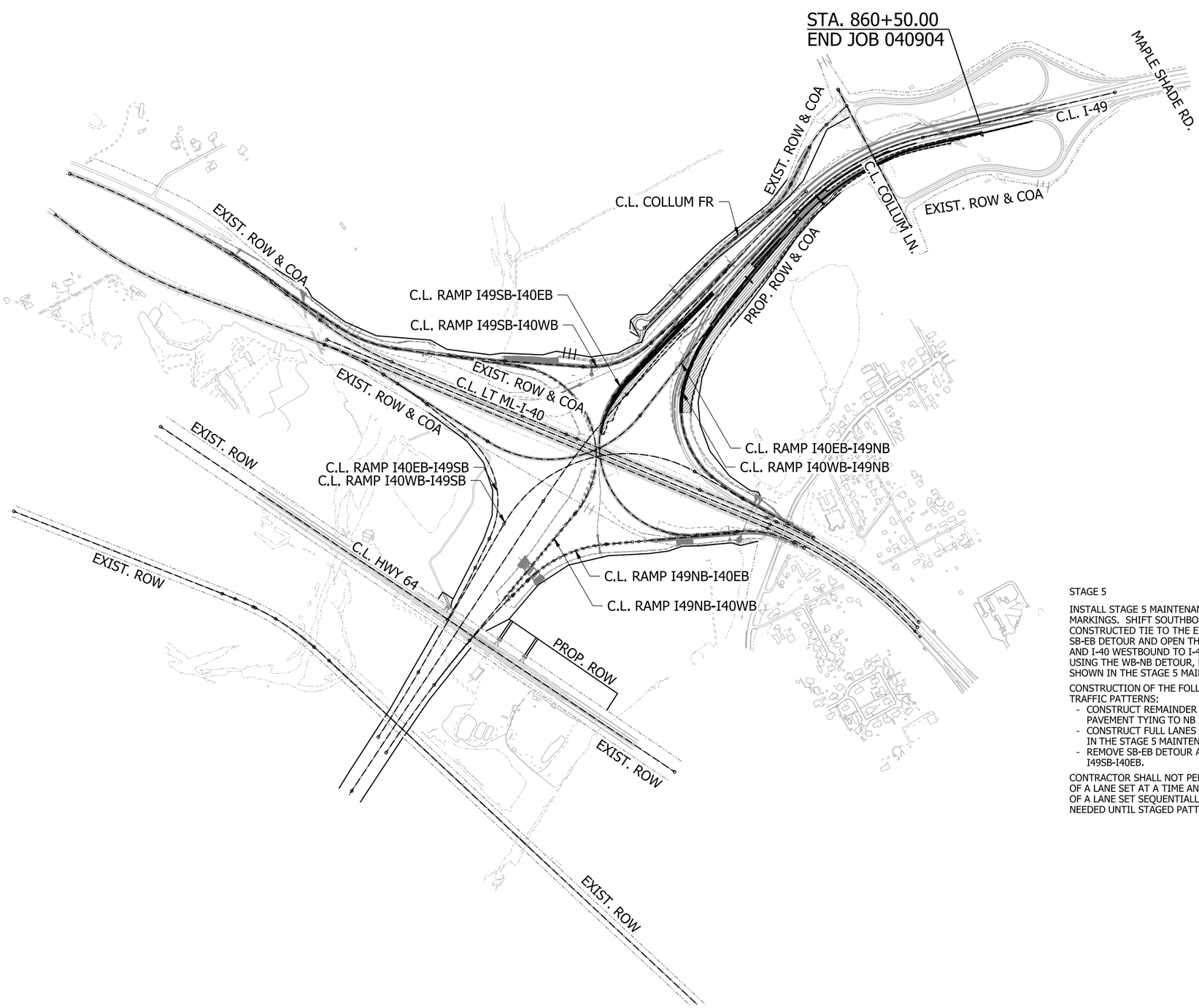
TRAFFIC DRUMS	=	21 EA.
16' BARRICADE, TYPE III	=	1 EA.

I-40
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:39:49 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	169	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 5

INSTALL STAGE 5 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT SOUTHBOUND I-49 TO EASTBOUND I-40 TRAFFIC ONTO THE NEWLY CONSTRUCTED TIE TO THE EXISTING I49SB-I40EB RAMP SHIFTING TRAFFIC OFF THE SB-EB DETOUR AND OPEN THE COLLUM LN SB ENTRANCE RAMP. SHIFT I-40 EASTBOUND AND I-40 WESTBOUND TO I-49 NORTHBOUND TRAFFIC TO THE SB-WB MEDIAN DETOUR USING THE WB-NB DETOUR, EB-NB DETOUR, AND SB-NB CROSSOVER A. PERFORM WORK SHOWN IN THE STAGE 5 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 5 TRAFFIC PATTERNS:

- CONSTRUCT REMAINDER OF THE RAMP I40WB-I49NB EMBANKMENT AND PAVEMENT TYING TO NB I-49.
- CONSTRUCT FULL LANES AND WIDENED SECTIONS OF I-49 NB (RT.) LANES SHOWN IN THE STAGE 5 MAINTENANCE OF TRAFFIC DETAILS.
- REMOVE SB-EB DETOUR AND CONSTRUCT FINAL SHOULDER FOR RAMP I49SB-I40EB.

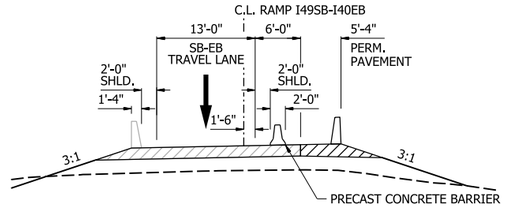
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

OVERVIEW
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

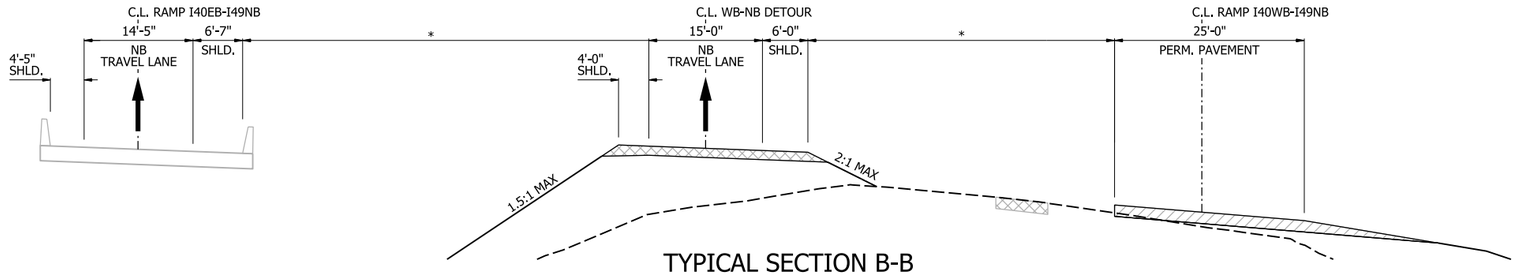
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		MAINTENANCE OF TRAFFIC DETAILS				

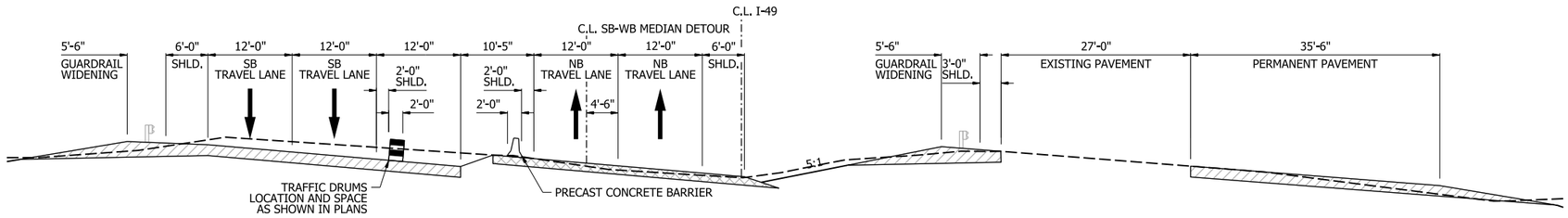
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELLS
5-1-2026



TYPICAL SECTION A-A
SHOWN IN C.L. RAMP I49SB-I40EB



TYPICAL SECTION B-B
SHOWN IN C.L. WB-NB DETOUR
* VARIES - SEE PLANS



TYPICAL SECTION C-C
SHOWN IN C.L. I-49

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TYPICAL SECTION
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	171	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE VELD
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

C.L. I40EB-I49NB DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+00 TO STA. 11+66 = 166 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 11+66 TO STA. 13+42 = 176 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 10+00 TO STA. 15+10 = 510 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 36+27 TO STA. 49+96 = 1369 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 35+91 TO STA. 49+96 = 1405 LIN. FT.

C.L. RAMP I49SB-I40WB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 31+87 TO STA. 35+92 = 405 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 31+87 TO STA. 34+65 = 278 LIN. FT.

C.L. I40WB-I49NB DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 18+39 TO STA. 19+34 = 95 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 17+84 TO STA. 18+77 = 93 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+85 TO STA. 18+39 = 754 LIN. FT.
STA. 19+34 TO STA. 24+08 = 474 LIN. FT.
STA. 20+14 TO STA. 24+10 = 396 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 10+85 TO STA. 17+84 = 699 LIN. FT.
STA. 18+77 TO STA. 20+14 = 137 LIN. FT.
STA. 21+84 TO STA. 24+13 = 229 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 10 EA.
PRECAST CONCRETE BARRIER (RELOCATE) = 1662 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE) = 1 EA.

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 831+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

EXIST. ROW & COA
PROP. ROW & COA
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40
C.L. RAMP I49SB-I40WB
C.L. RAMP I40EB-I49NB
C.L. RAMP I40NB-I49NB
C.L. RAMP I40WB-I49SB
C.L. RAMP I49NB-I40EB
C.L. RAMP I40WB-I40WB
C.L. COLLUM FR
C.L. I-49
C.L. EB-NB DETOUR
C.L. WB-NB DETOUR
C.L. RAMP I40WB-I49NB
PROP. ROW
T.C.E.
CONST. LIMITS

RETAIN PREVIOUS STAGE PAVEMENT MARKINGS

RELOCATE SPECIAL END UNIT

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 36+27
6.95' LT.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 37+13
11.50' LT.

BEGIN PERM. PVMT.
C.L. RAMP I49SB-I40EB,
STA. 46+00.00
7.50' RT.

BEGIN CONST. PVMT. MARKING
C.L. RAMP I49SB-I40WB
STA. 31+87
7.50' LT.

PRECAST CONCRETE BARRIER WALL
RELOCATE 1436 LIN. FT.

PRECAST CONCRETE BARRIER WALL
FURNISH & INSTALL 640 LIN. FT.
TO BE LEFT IN PLACE.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I49SB-I40EB
STA. 35+91
5.58' RT.

BEGIN CONST. PVMT. MARKING
C.L. EB-NB DETOUR
STA. 10+00
7.50' LT.

RELOCATE SPECIAL END UNIT

BEGIN PERM. PVMT.
C.L. RAMP I49SB-I40EB
STA. 33+48.44
11.50' RT.

RELOCATE TEMP. IMPACT ATTENUATOR

BEGIN PERM. PVMT.
C.L. RAMP I40WB-I49NB
STA. 20+00.00
0.00' RT.

BEGIN CONST. PVMT. MARKING
C.L. WB-NB DETOUR
STA. 10+85
7.50' LT.

RELOCATE SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL
RETAIN 147 LIN. FT.

PRECAST CONCRETE BARRIER WALL
RELOCATE 213 LIN. FT.

3 TRAFFIC DRUMS
AT 45' O.C.

7 TRAFFIC DRUMS
AT 45' O.C.

END CONST. PVMT. MARKING
C.L. WB-NB DETOUR
STA. 20+14
7.50' LT.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

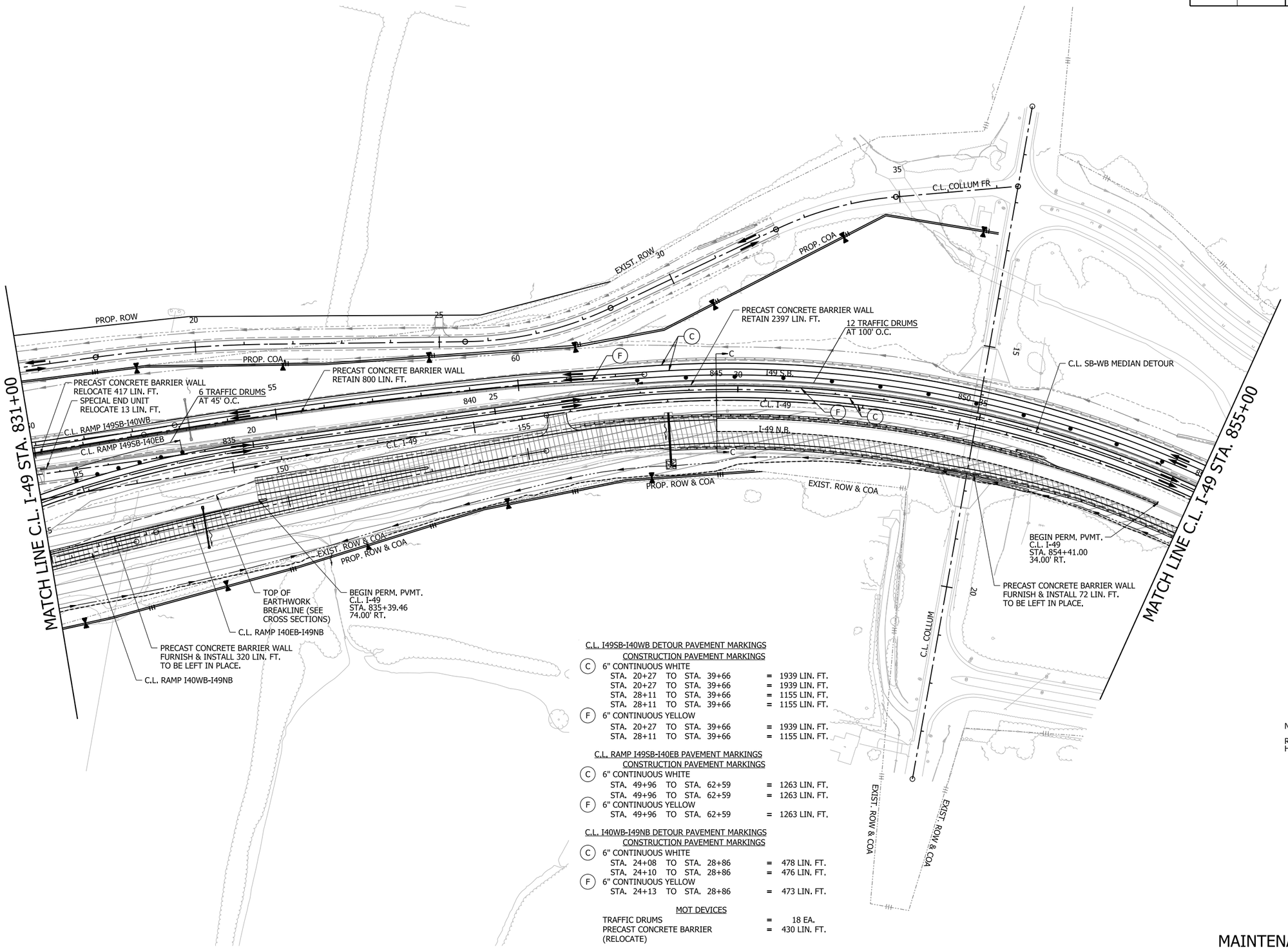
I-49
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	172	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



C.L. I49SB-I40WB DETOUR PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 20+27 TO STA. 39+66 = 1939 LIN. FT.
- STA. 20+27 TO STA. 39+66 = 1939 LIN. FT.
- STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.
- STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 20+27 TO STA. 39+66 = 1939 LIN. FT.
- STA. 28+11 TO STA. 39+66 = 1155 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 49+96 TO STA. 62+59 = 1263 LIN. FT.
- STA. 49+96 TO STA. 62+59 = 1263 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 49+96 TO STA. 62+59 = 1263 LIN. FT.

C.L. I40WB-I49NB DETOUR PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 24+08 TO STA. 28+86 = 478 LIN. FT.
- STA. 24+10 TO STA. 28+86 = 476 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 24+13 TO STA. 28+86 = 473 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	18 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	430 LIN. FT.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

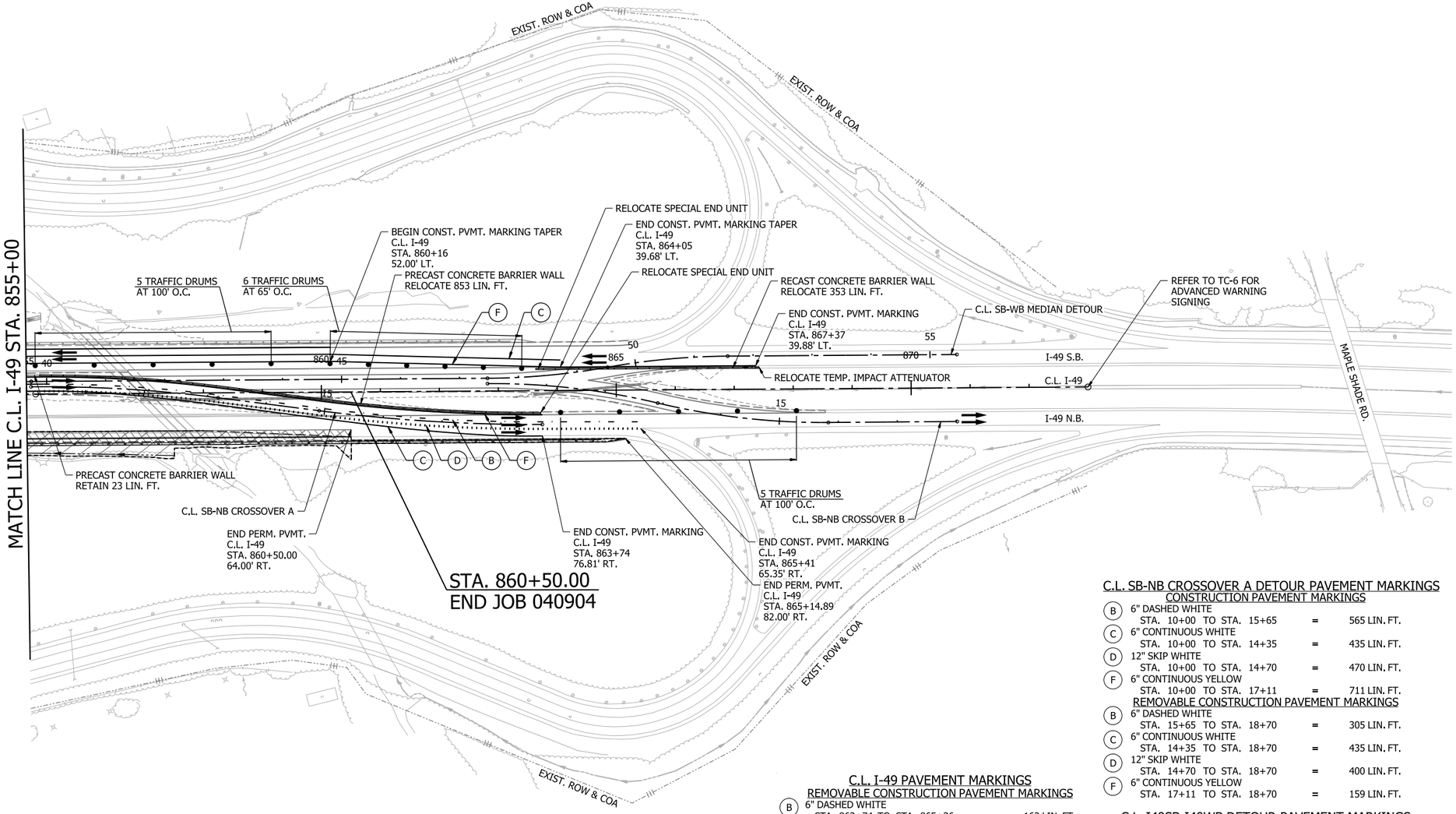
I-49
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	173	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELLS
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

C.L. I-49 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

B	6" DASHED WHITE		
	STA. 863+74 TO STA. 865+36	=	162 LIN. FT.
C	6" CONTINUOUS WHITE		
	STA. 855+00 TO STA. 860+16	=	516 LIN. FT.
	STA. 855+00 TO STA. 864+05	=	905 LIN. FT.
D	12" SKIP WHITE		
	STA. 863+74 TO STA. 865+36	=	162 LIN. FT.
F	6" CONTINUOUS YELLOW		
	STA. 855+00 TO STA. 867+37	=	1237 LIN. FT.
	BLACKOUT		
	STA. 859+51 TO STA. 863+74	=	423 LIN. FT.
	STA. 860+43 TO STA. 865+36	=	493 LIN. FT.
	STA. 861+42 TO STA. 865+36	=	394 LIN. FT.

C.L. SB-NB CROSSOVER A DETOUR PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

B	6" DASHED WHITE		
	STA. 10+00 TO STA. 15+65	=	565 LIN. FT.
C	6" CONTINUOUS WHITE		
	STA. 10+00 TO STA. 14+35	=	435 LIN. FT.
D	12" SKIP WHITE		
	STA. 10+00 TO STA. 14+70	=	470 LIN. FT.
F	6" CONTINUOUS YELLOW		
	STA. 10+00 TO STA. 17+11	=	711 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

B	6" DASHED WHITE		
	STA. 15+65 TO STA. 18+70	=	305 LIN. FT.
C	6" CONTINUOUS WHITE		
	STA. 14+35 TO STA. 18+70	=	435 LIN. FT.
D	12" SKIP WHITE		
	STA. 14+70 TO STA. 18+70	=	400 LIN. FT.
F	6" CONTINUOUS YELLOW		
	STA. 17+11 TO STA. 18+70	=	159 LIN. FT.

C.L. I49SB-I40WB DETOUR PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

C	6" CONTINUOUS WHITE		
	STA. 39+66 TO STA. 39+74	=	8 LIN. FT.
	STA. 39+66 TO STA. 39+74	=	8 LIN. FT.
F	6" CONTINUOUS YELLOW		
	STA. 39+66 TO STA. 39+74	=	8 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	16 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	1206 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	1 EA.

I-49
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

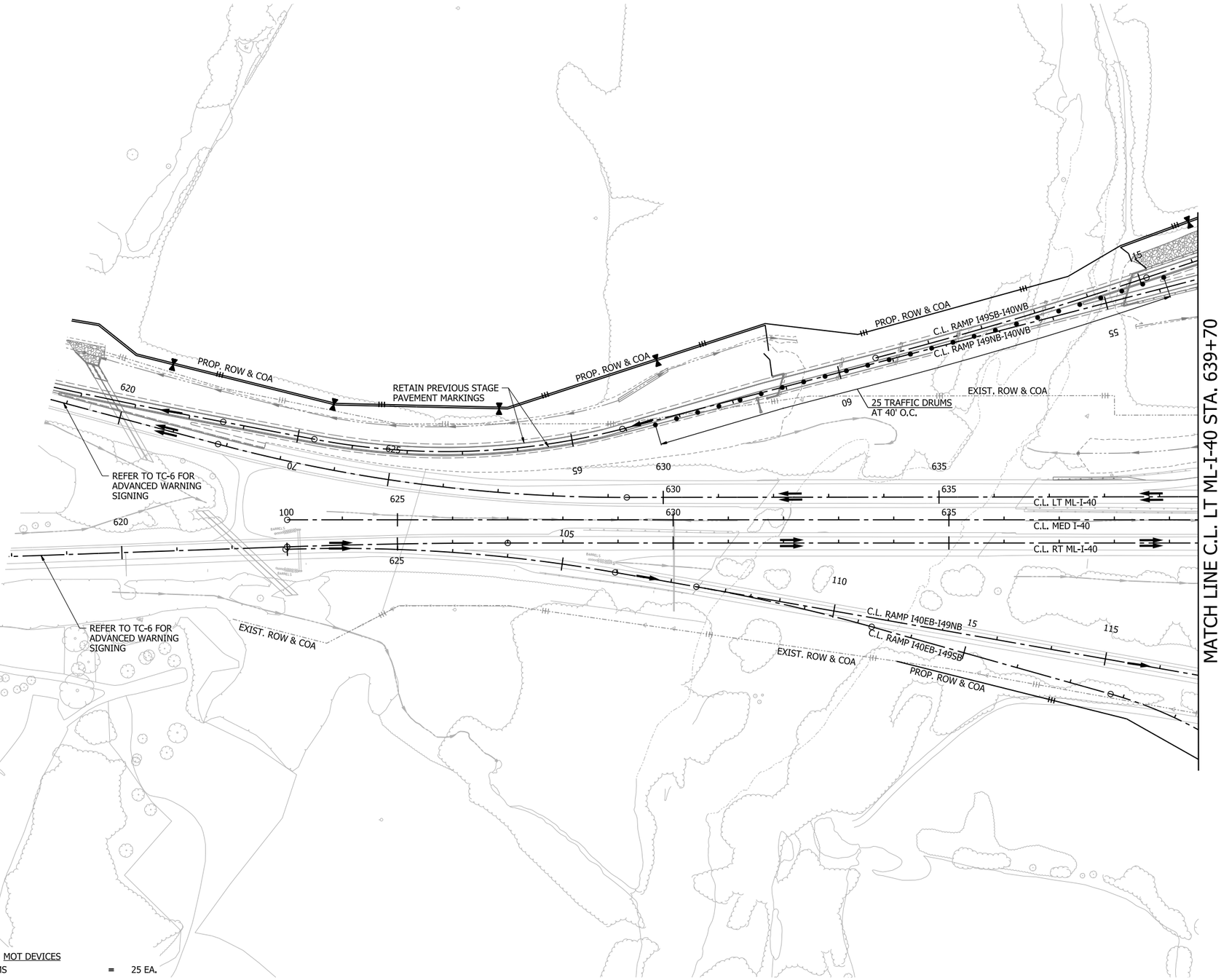
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	174	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23039
CLIFFORD EUGENE WOOD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



MATCH LINE C.L. LT ML-I-40 STA. 639+70

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES

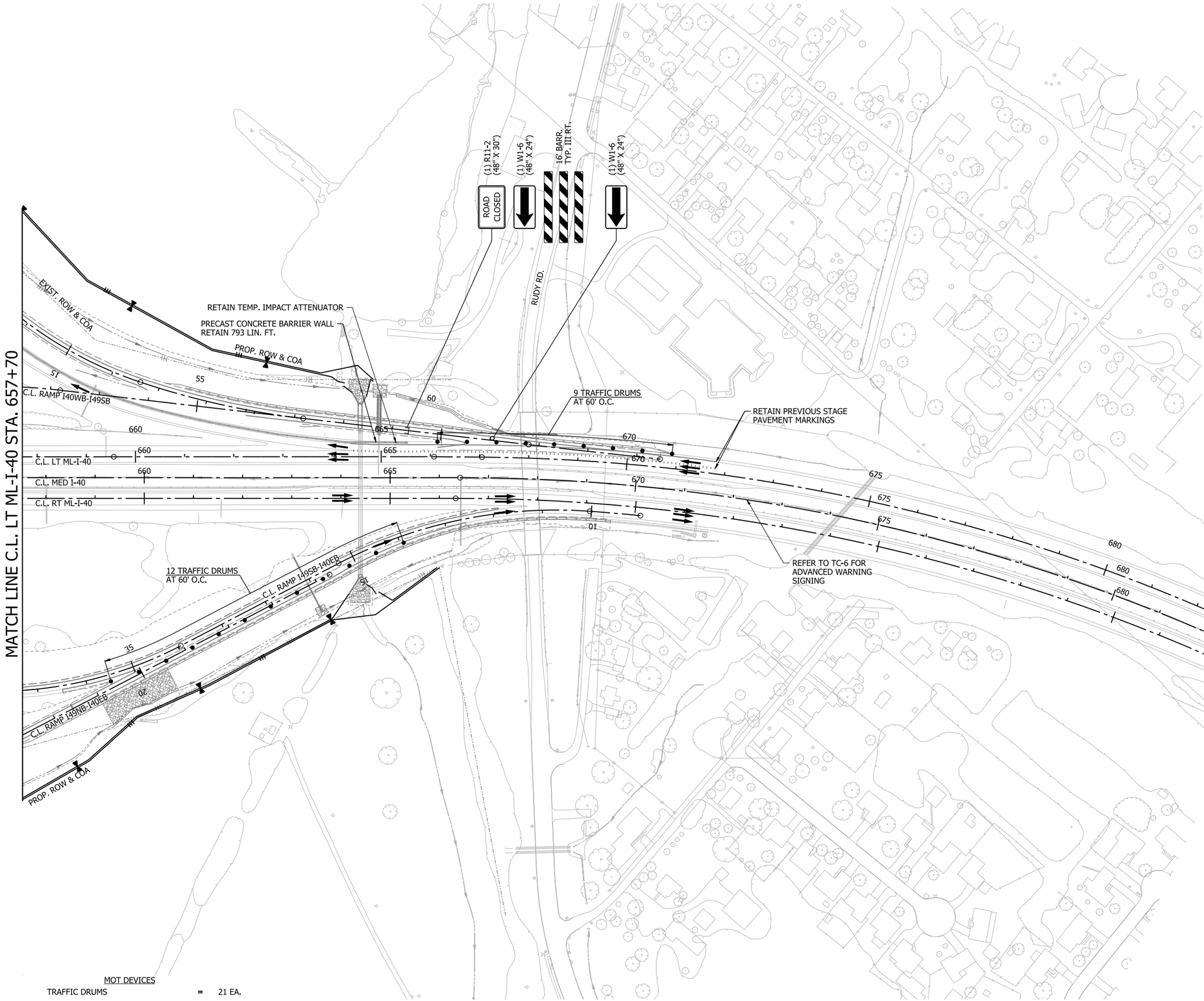
TRAFFIC DRUMS	=	25 EA.

I-40
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	175	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES

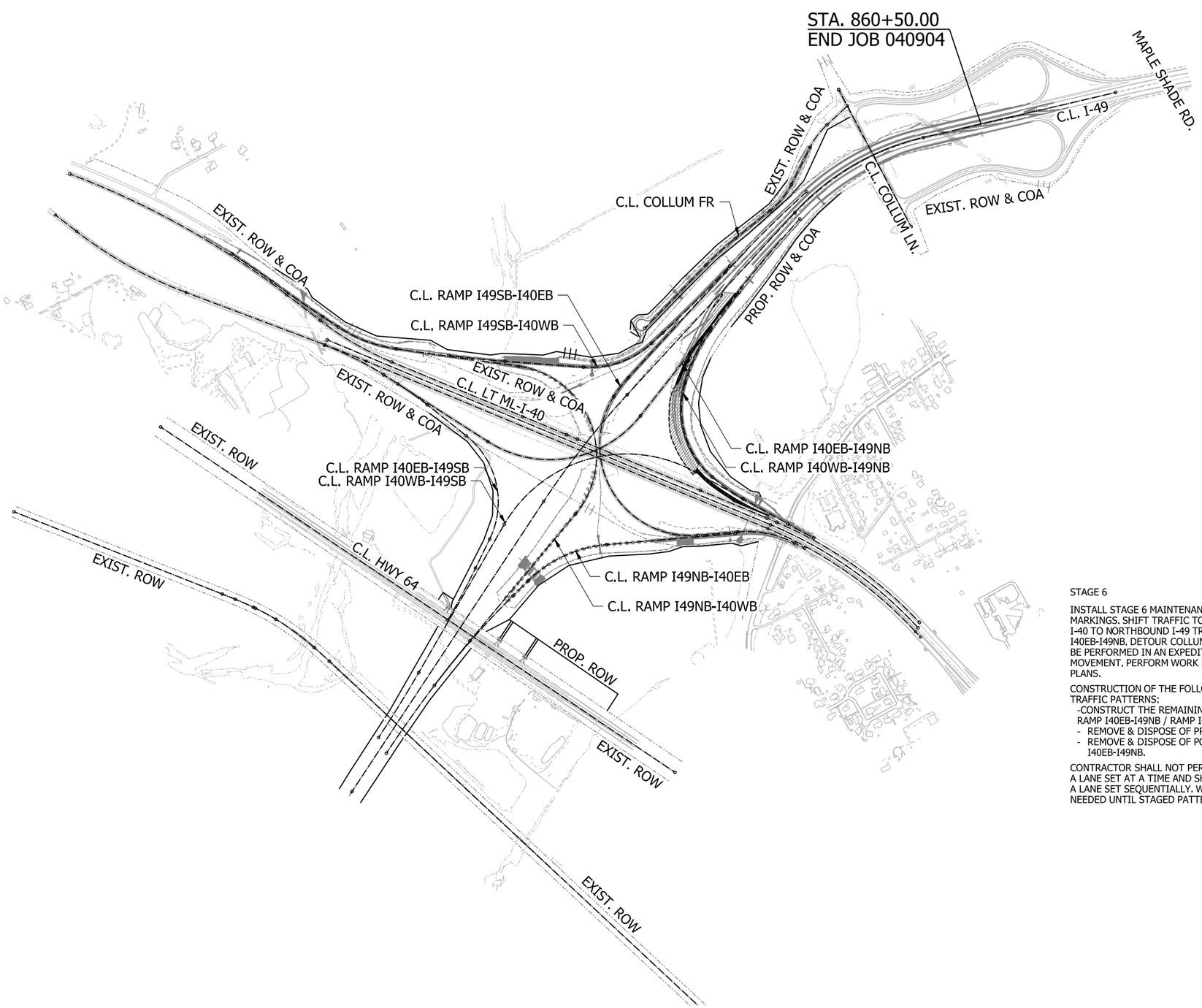
TRAFFIC DRUMS	=	21 EA.

I-40
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:40:53 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	176	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELLS
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 6

INSTALL STAGE 6 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC TO NEWLY CONSTRUCTED ROADWAY. SHIFT WESTBOUND I-40 TO NORTHBOUND I-49 TRAFFIC TO THE NEWLY CONSTRUCTED PORTION OF RAMP I40EB-I49NB. DETOUR COLLUM LN EXIT TRAFFIC TO NORTHBOUND I-49. WORK SHOULD BE PERFORMED IN AN EXPEDITED MANNER TO ALLOW RE-OPENING THE RAMP MOVEMENT. PERFORM WORK SHOWN IN THE STAGE 6 MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 6 TRAFFIC PATTERNS:

-CONSTRUCT THE REMAINING PORTION OF RAMP I40EB-I49NB TYING TO RAMP I40EB-I49NB / RAMP I40WB-I49NB GORE.
- REMOVE & DISPOSE OF PREVIOUS RAMP I40WB-I49NB.
- REMOVE & DISPOSE OF PORTION OF THE WB-NB DETOUR ON EAST SIDE OF RAMP I40EB-I49NB.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

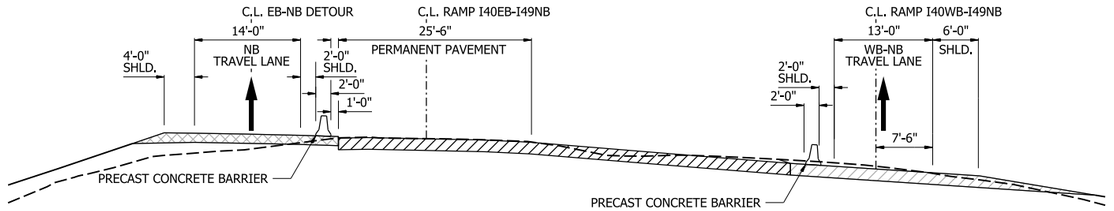
OVERVIEW
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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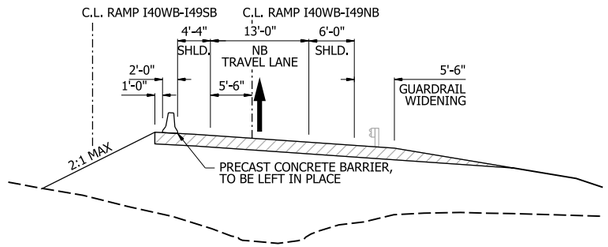
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	177	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 25099
CLIFFORD EUGENE WELLS

5-1-2026



TYPICAL SECTION A-A
SHOWN IN C.L. RAMP I40EB-I49NB



TYPICAL SECTION B-B
SHOWN IN C.L. RAMP I40WB-I49NB

TYPICAL SECTION
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:01 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	178	742
		MAINTENANCE OF TRAFFIC DETAILS				

C.L. RAMP I40WB-I49NB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 36+71 TO STA. 46+00 = 929 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 36+71 TO STA. 46+00 = 929 LIN. FT.

C.L. RAMP I49SB-I40EB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 16+20 TO STA. 30+55 = 1435 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 16+09 TO STA. 30+57 = 1448 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	= 12 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	= 1487 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	= 1 EA.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 831+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

EXIST. ROW & COA

PROP. ROW & COA

C.L. RAMP I49SB-I40WB

C.L. RAMP I40WB-I49NB

C.L. RAMP I40EB-I49NB

C.L. RAMP I49NB-I40WB

C.L. RAMP I49NB-I40EB

C.L. RT ML-I-40

C.L. MED I-40

C.L. LT ML-I-40

C.L. I-49

C.L. COLLUM FR

C.L. EB-NB DETOUR

C.L. WB-NB DETOUR

CONST. LIMITS

T.C.E.

PROP. ROW

RETAIN PREVIOUS STAGE PAVEMENT MARKINGS

BEGIN CONST. PVMT. MARKING TAPER C.L. RAMP I49SB-I40EB STA. 36+70 6.82' LT.

END CONST. PVMT. MARKING TAPER C.L. RAMP I49SB-I40EB STA. 37+13 7.50' LT.

BEGIN CONST. PVMT. MARKING TAPER C.L. RAMP I49SB-I40EB STA. 45+10 30 5.50' RT.

END CONST. PVMT. MARKING TAPER C.L. RAMP I49SB-I40EB STA. 46+00 1.50' RT.

BEGIN CONST. PVMT. MARKING TAPER C.L. RAMP I40EB-I49NB STA. 36+70 7.25' RT.

END CONST. PVMT. MARKING TAPER C.L. RAMP I40EB-I49NB STA. 37+13 5.50' RT.

BEGIN PERM. PVMT. C.L. RAMP I40EB-I49NB STA. 139+50.00 0.00' RT.

BEGIN CONST. PVMT. MARKING C.L. EB-NB DETOUR STA. 10+00 7.17' RT.

END CONST. PVMT. MARKING C.L. EB-NB DETOUR STA. 13+90 6.50' RT.

END PERM. PVMT. C.L. RAMP I40EB-I49NB STA. 142+87.79 7.50' RT.

SPECIAL END UNIT RELOCATE 13 LIN. FT.

PRECAST CONCRETE BARRIER WALL RETAIN 403 LIN. FT.

RELOCATE SPECIAL END UNIT

RELOCATE SPECIAL END UNIT 2 TRAFFIC DRUMS AT 100' O.C.

10 TRAFFIC DRUMS AT 50' O.C.

PRECAST CONCRETE BARRIER WALL RELOCATE 1261 LIN. FT.

PRECAST CONCRETE BARRIER WALL RELOCATE 213 LIN. FT.

RELOCATE TEMP. IMPACT ATTENUATOR

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-49
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:34:50 AM
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DATE REVISED	DATE REVISED

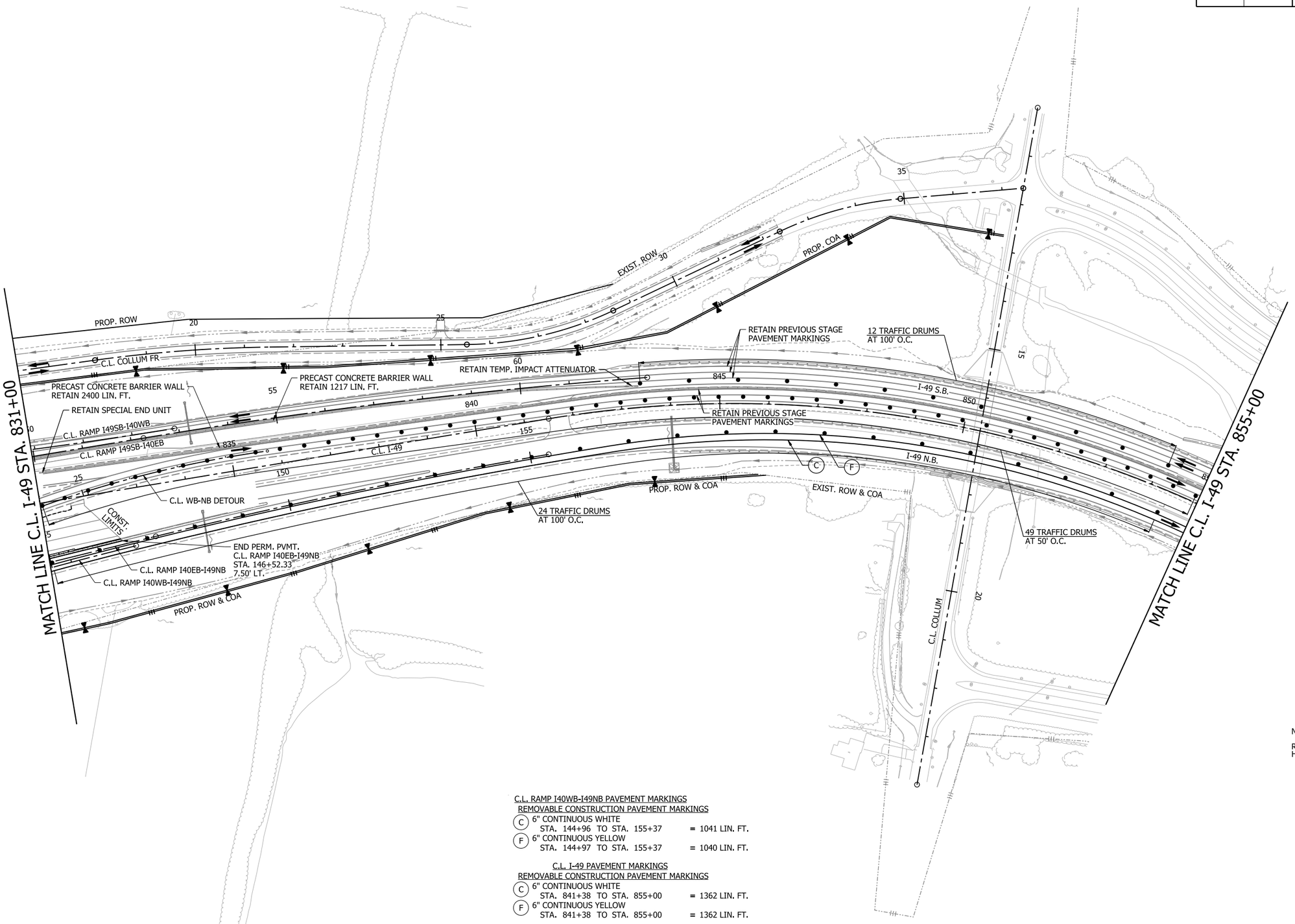
FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	179	742

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. RAMP I40WB-I49NB PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
(C) 6" CONTINUOUS WHITE
STA. 144+96 TO STA. 155+37 = 1041 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 144+97 TO STA. 155+37 = 1040 LIN. FT.

C.L. I-49 PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
(C) 6" CONTINUOUS WHITE
STA. 841+38 TO STA. 855+00 = 1362 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 841+38 TO STA. 855+00 = 1362 LIN. FT.

MOT DEVICES
TRAFFIC DRUMS = 85 EA.

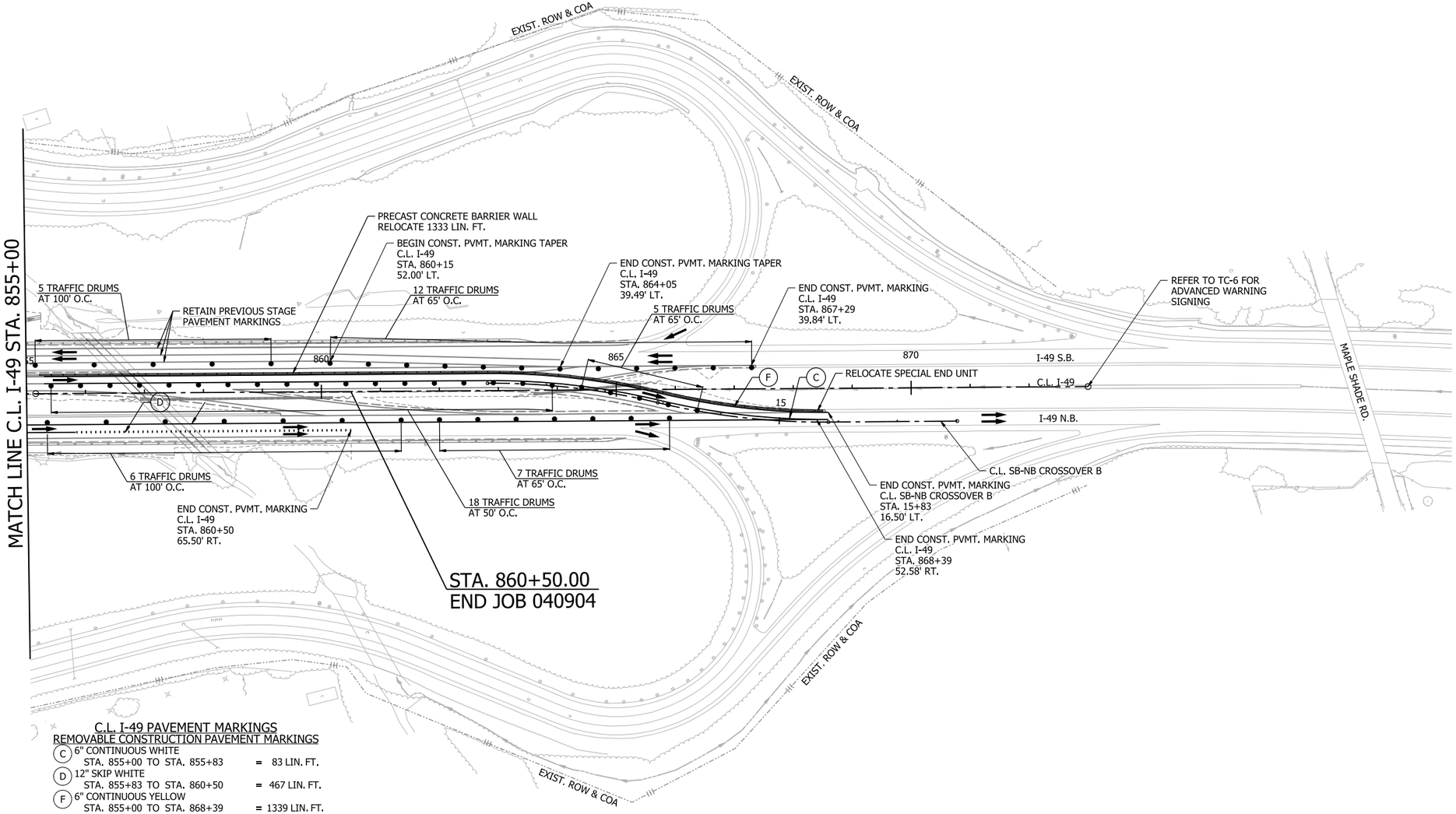
I-49
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	180	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



C.L. I-49 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 855+00 TO STA. 855+83 = 83 LIN. FT.

(D) 12" SKIP WHITE
STA. 855+83 TO STA. 860+50 = 467 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 855+00 TO STA. 868+39 = 1339 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 855+30 TO STA. 863+30 = 800 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 855+30 TO STA. 863+30 = 800 LIN. FT.

C.L. SB-NB CROSSOVER B PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 10+00 TO STA. 15+83 = 583 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 10+00 TO STA. 15+83 = 583 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 53 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-49
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

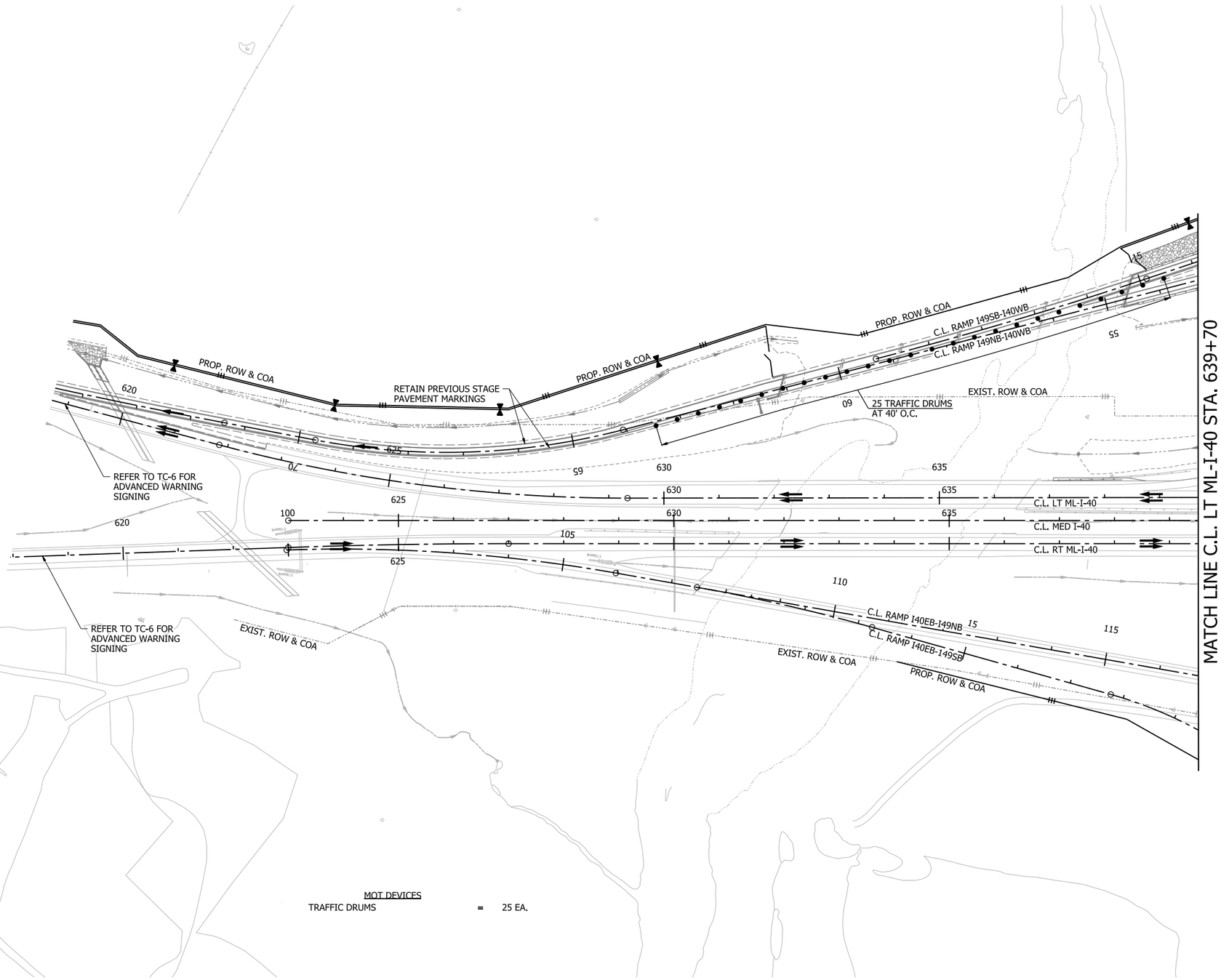
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	181	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



MATCH LINE C.L. LT ML-I-40 STA. 639+70

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES

TRAFFIC DRUMS	=	25 EA.

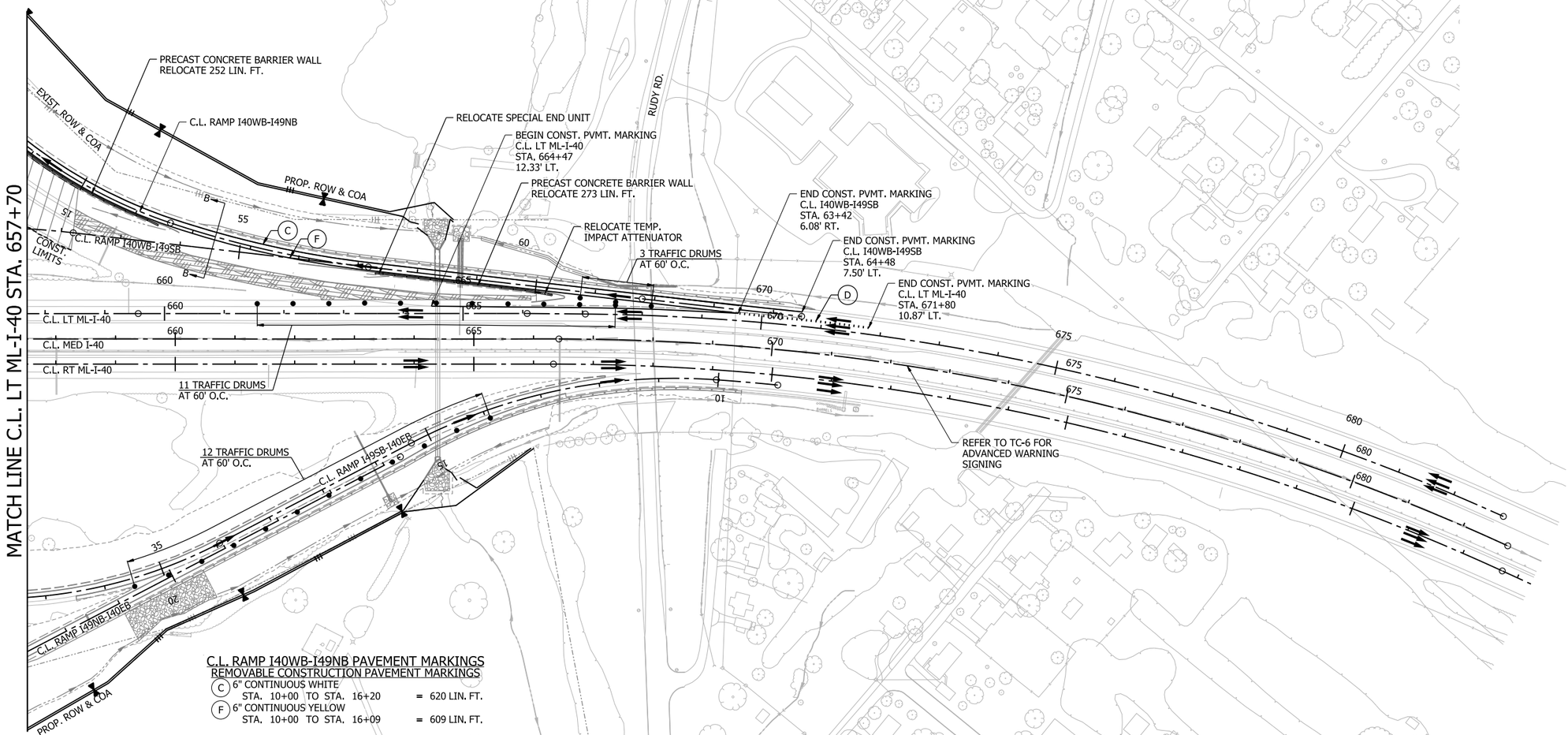
I-40
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:17 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	182	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 25099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



C.L. RAMP I40WB-I49NB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE STA. 10+00 TO STA. 16+20	= 620 LIN. FT.
(F)	6" CONTINUOUS YELLOW STA. 10+00 TO STA. 16+09	= 609 LIN. FT.

C.L. RAMP I40WB-I49SB PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE STA. 57+17 TO STA. 64+48	= 731 LIN. FT.
(F)	6" CONTINUOUS YELLOW STA. 57+17 TO STA. 63+42	= 625 LIN. FT.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE STA. 664+47 TO STA. 669+60	= 513 LIN. FT.
(D)	12" SKIP WHITE STA. 669+60 TO STA. 671+80	= 220 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	= 26 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	= 525 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	= 1 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

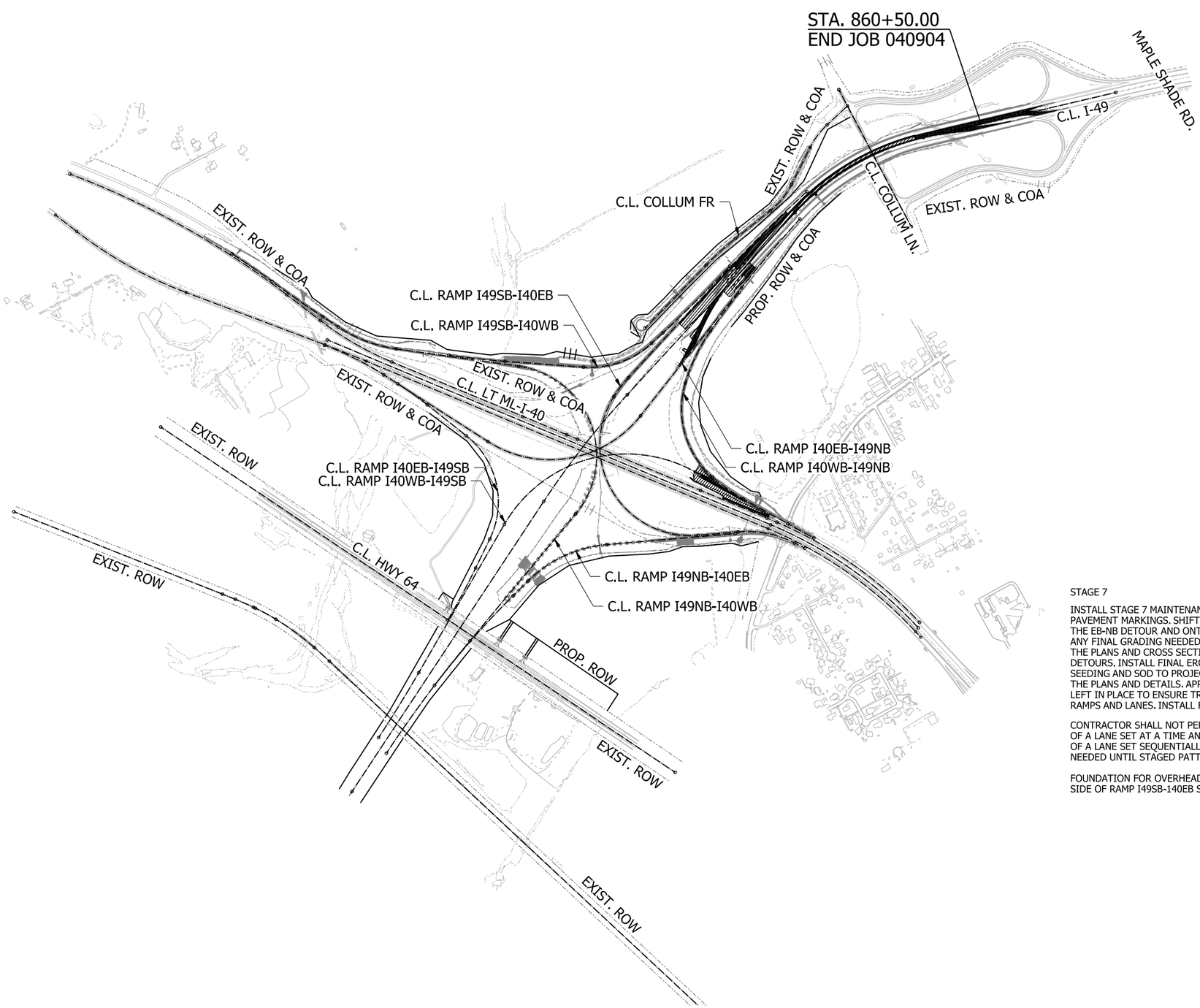
*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

I-40
STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	183	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026



LEGEND

STAGE CONST. GRADING

STAGE 7

INSTALL STAGE 7 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT I-40 EASTBOUND TO I-49 NORTHBOUND TRAFFIC OFF OF THE EB-NB DETOUR AND ONTO FINAL CONSTRUCTED RAMP I40EB-I49NB. PERFORM ANY FINAL GRADING NEEDED TO MEET FINAL SLOPES AND CONDITIONS AS SHOWN IN THE PLANS AND CROSS SECTIONS. REMOVE & DISPOSE OF TEMPORARY MOT DETOURS. INSTALL FINAL EROSION CONTROL MEASURES, INCLUDING PERMANENT SEEDING AND SOD TO PROJECT, AS DIRECTED BY THE ENGINEER, AND AS SHOWN IN THE PLANS AND DETAILS. APPLY ROAD CLOSED SIGNS, BARRIERS, AND DEVICES TO BE LEFT IN PLACE TO ENSURE TRAVELING PUBLIC DOES NOT USE NEWLY CONSTRUCTED RAMPS AND LANES. INSTALL FINAL SIGNAGE.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

FOUNDATION FOR OVERHEAD SIGN STRUCTURE OH-049-RAMP-100 LOCATED ON LEFT SIDE OF RAMP I49SB-140EB STA. 49+75 SHOULD BE INSTALLED.

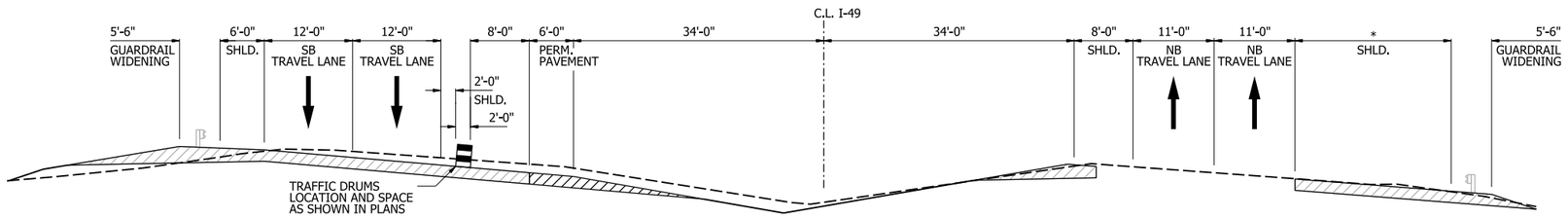
OVERVIEW
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:25 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	184	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No 23099
CLIFFORD EUGENE WELCH

5-1-2026



TYPICAL SECTION A-A
SHOWN IN C.L. I-49

TYPICAL SECTION
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:28 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	185	742
		MAINTENANCE OF TRAFFIC DETAILS				

C.L. RAMP I40EB-I49NB PAVEMENT MARKINGS

CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 143+74 TO STA. 144+97 = 123 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 136+57 TO STA. 141+07 = 450 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS = 9 EA.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 639+70

MATCH LINE C.L. I-49 STA. 831+00

MATCH LINE C.L. LT ML-I-40 STA. 657+70

EXIST. ROW & COA

PROP. ROW & COA

C.L. LT ML-I-40

C.L. MED I-40

C.L. RT ML-I-40

C.L. I-49

C.L. COLLUM FR

C.L. RAMP I49SB-I40WB

C.L. RAMP I40WB-I49SB

C.L. RAMP I40EB-I49NB

C.L. RAMP I49NB-I40WB

C.L. RAMP I49NB-I40EB

C.L. RAMP I40WB-I49NB

PROP. ROW

T.C.E.

RETAIN PREVIOUS STAGE PAVEMENT MARKINGS

BEGIN PERM. PVMT.
C.L. RAMP I49SB-I40EB
STA. 46+00.00
7.50' LT. 30

PRECAST CONCRETE BARRIER WALL
RETAIN 416 LIN. FT.

RETAIN SPECIAL END UNIT

CONST. LIMITS

PRECAST CONCRETE BARRIER WALL
FURNISH & INSTALL 396 LIN. FT.
TO BE LEFT IN PLACE.

BEGIN CONST. PVMT. MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 136+57
7.16 LT.

9 TRAFFIC DRUMS
AT 40' O.C.

END CONST. PVMT. MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 137+47
4.00 LT.

BEGIN CONST. PVMT. MARKING
C.L. RAMP I40EB-I49NB
STA. 143+74
7.50' RT.

BEGIN CONST. PVMT.
MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 140+72
4.00' LT.

END CONST. PVMT.
MARKING TAPER
C.L. RAMP I40EB-I49NB
STA. 141+07
7.28' LT.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-49
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

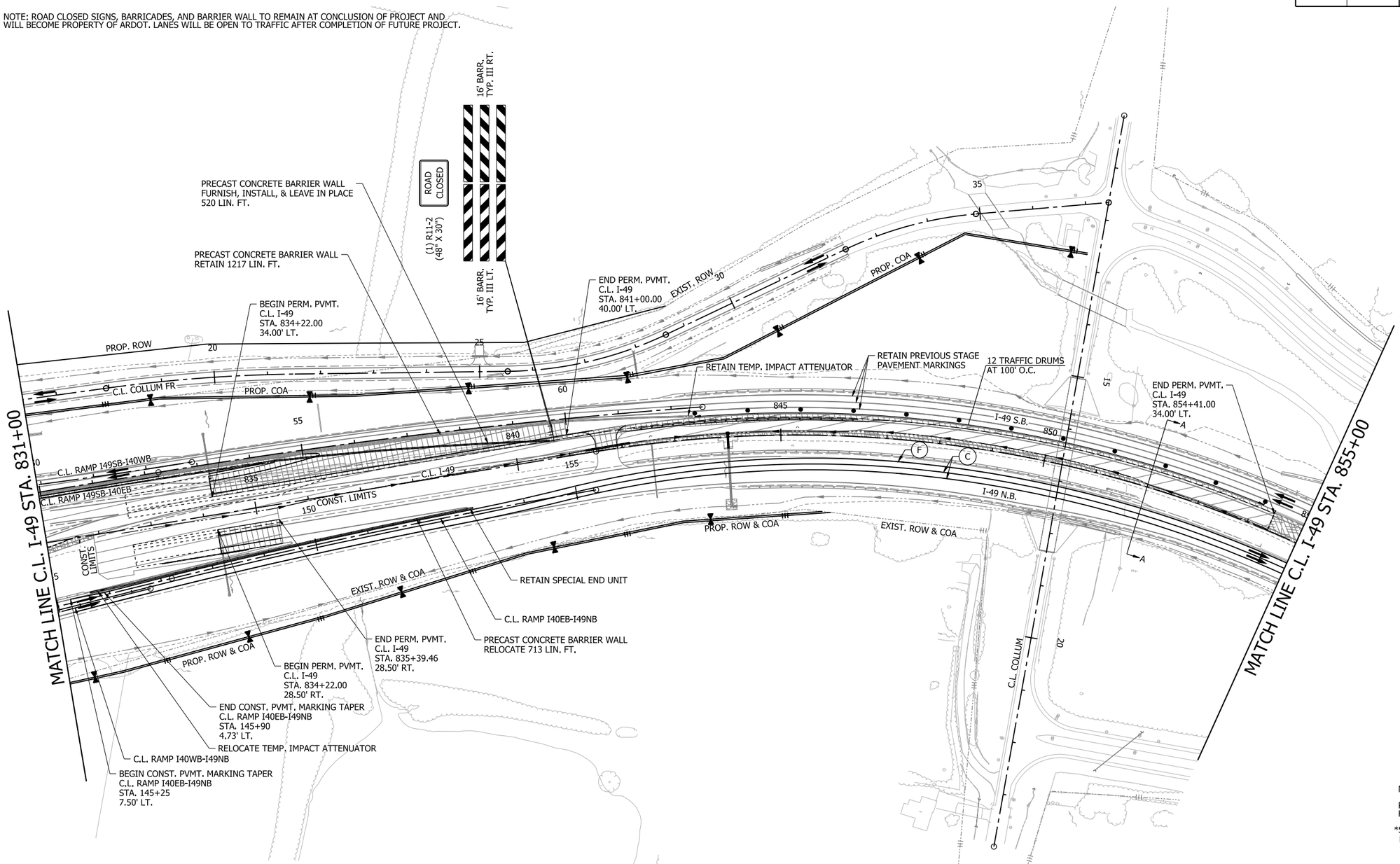
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	186	742
		MAINTENANCE OF TRAFFIC DETAILS				

NOTE: ROAD CLOSED SIGNS, BARRICADES, AND BARRIER WALL TO REMAIN AT CONCLUSION OF PROJECT AND WILL BECOME PROPERTY OF ARDOT. LANES WILL BE OPEN TO TRAFFIC AFTER COMPLETION OF FUTURE PROJECT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

C.L. I40WB-I49NB PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 144+97 TO STA. 155+37 = 1040 LIN. FT.
- STA. 145+25 TO STA. 155+37 = 1012 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 145+25 TO STA. 155+37 = 1012 LIN. FT.

C.L. I-49 PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
- STA. 841+38 TO STA. 855+00 = 1362 LIN. FT.
- STA. 841+38 TO STA. 855+00 = 1362 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 841+38 TO STA. 855+00 = 1362 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	12 EA.
16' BARRICADE, TYPE III (LEAVE IN PLACE)	=	2 EA.
PRECAST CONCRETE BARRIER (RELOCATE)	=	713 LIN. FT.
PRECAST CONCRETE BARRIER (FURNISH, INSTALL, & LEAVE IN PLACE)	=	520 LIN. FT.
TEMP. IMPACT ATTENUATOR (RELOCATE)	=	1 EA.

I-49
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

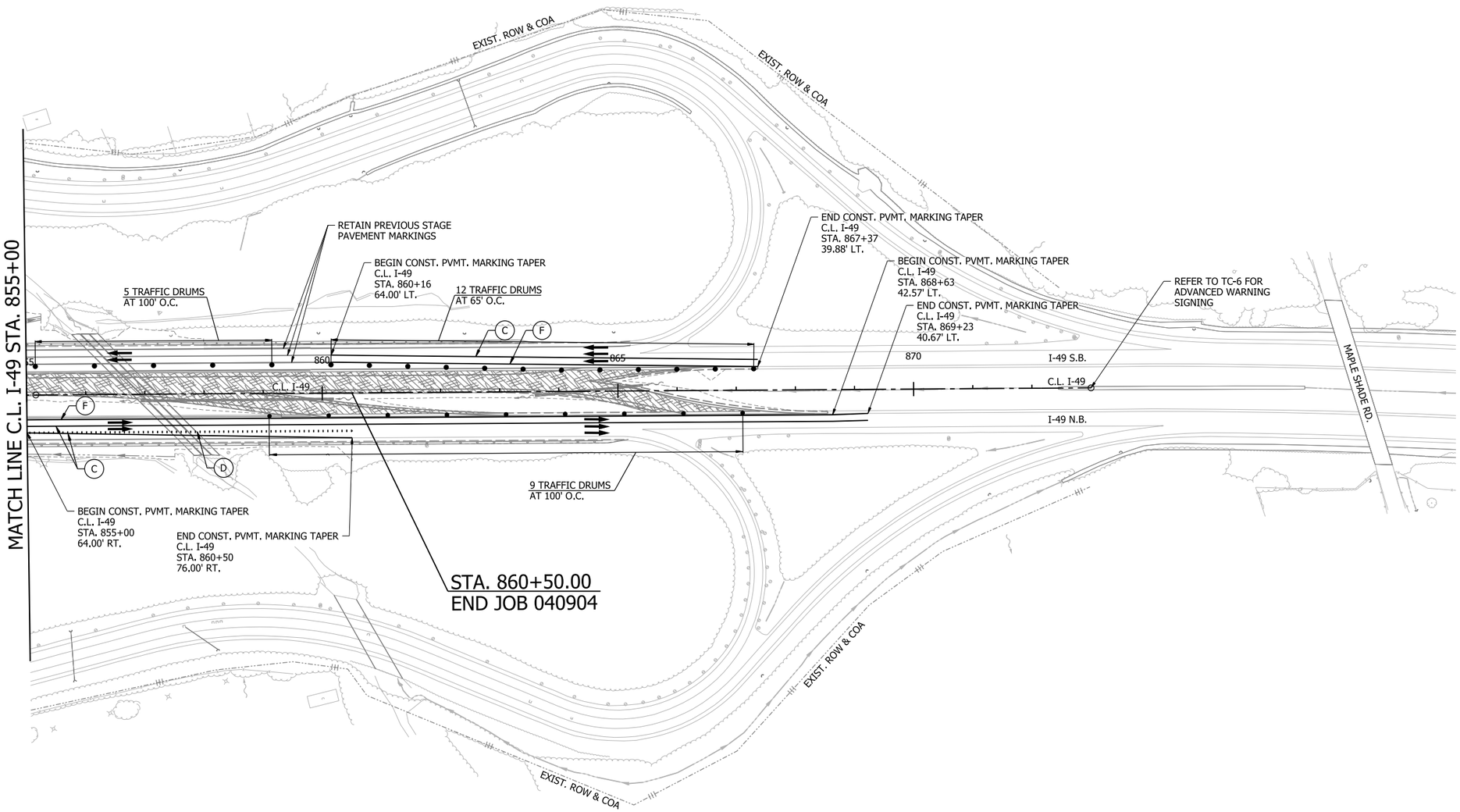
5/1/2026 10:35:00 AM
R040904_06_MOT_ST7_009.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	187	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. I-49 PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE		
	STA. 855+00 TO STA. 869+23	=	1423 LIN. FT.
	STA. 855+50 TO STA. 860+50	=	500 LIN. FT.
	STA. 860+16 TO STA. 867+37	=	721 LIN. FT.
(D)	12" SKIP WHITE		
	STA. 855+00 TO STA. 860+50	=	550 LIN. FT.
(F)	6" CONTINUOUS YELLOW		
	STA. 855+00 TO STA. 869+23	=	1423 LIN. FT.
	STA. 860+16 TO STA. 867+37	=	721 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	26 EA.

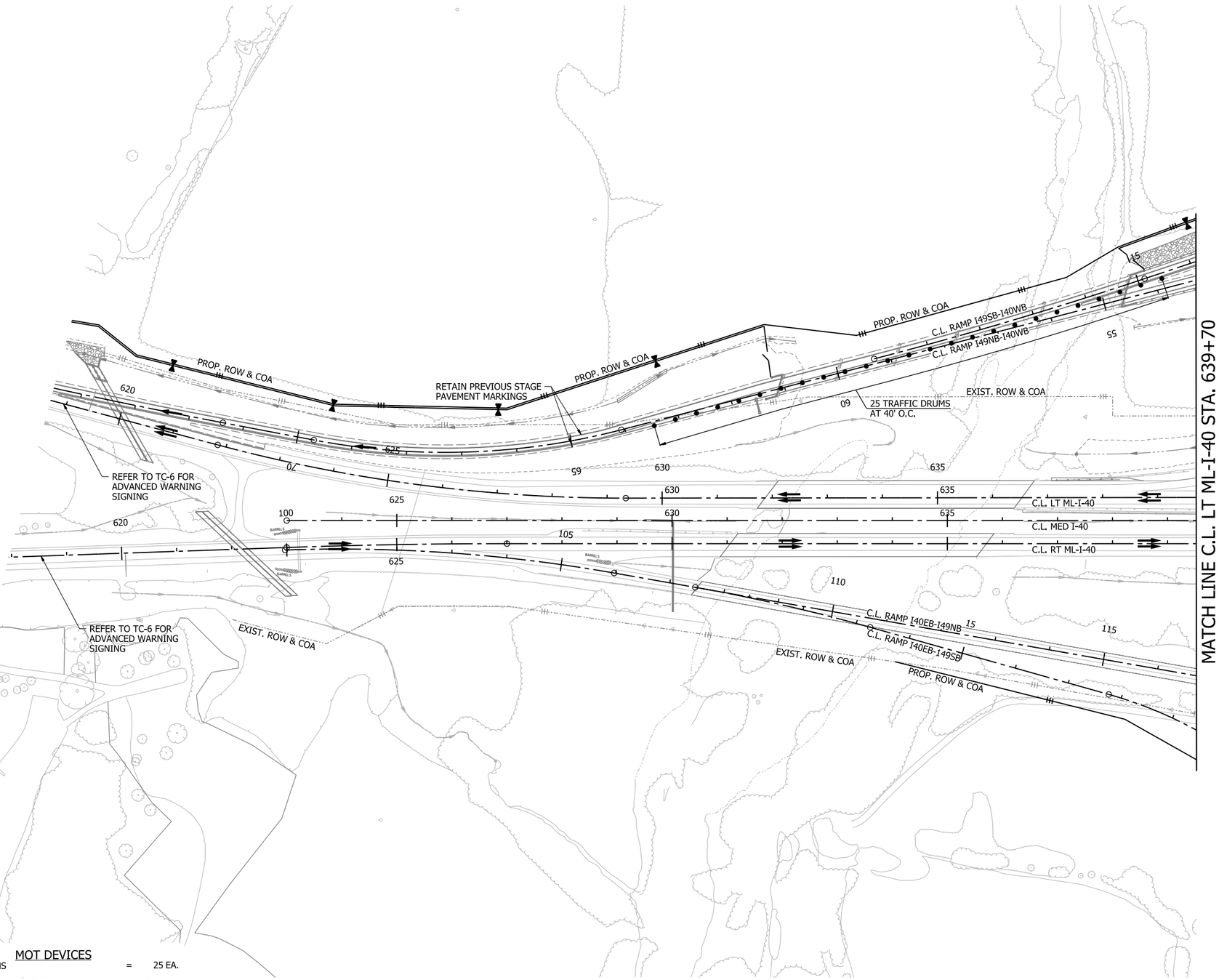
I-49
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:41 AM
R040904_06_MOT_ST7_010.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	188	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



MOT DEVICES

TRAFFIC DRUMS	=	25 EA.

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

I-40
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:46 AM
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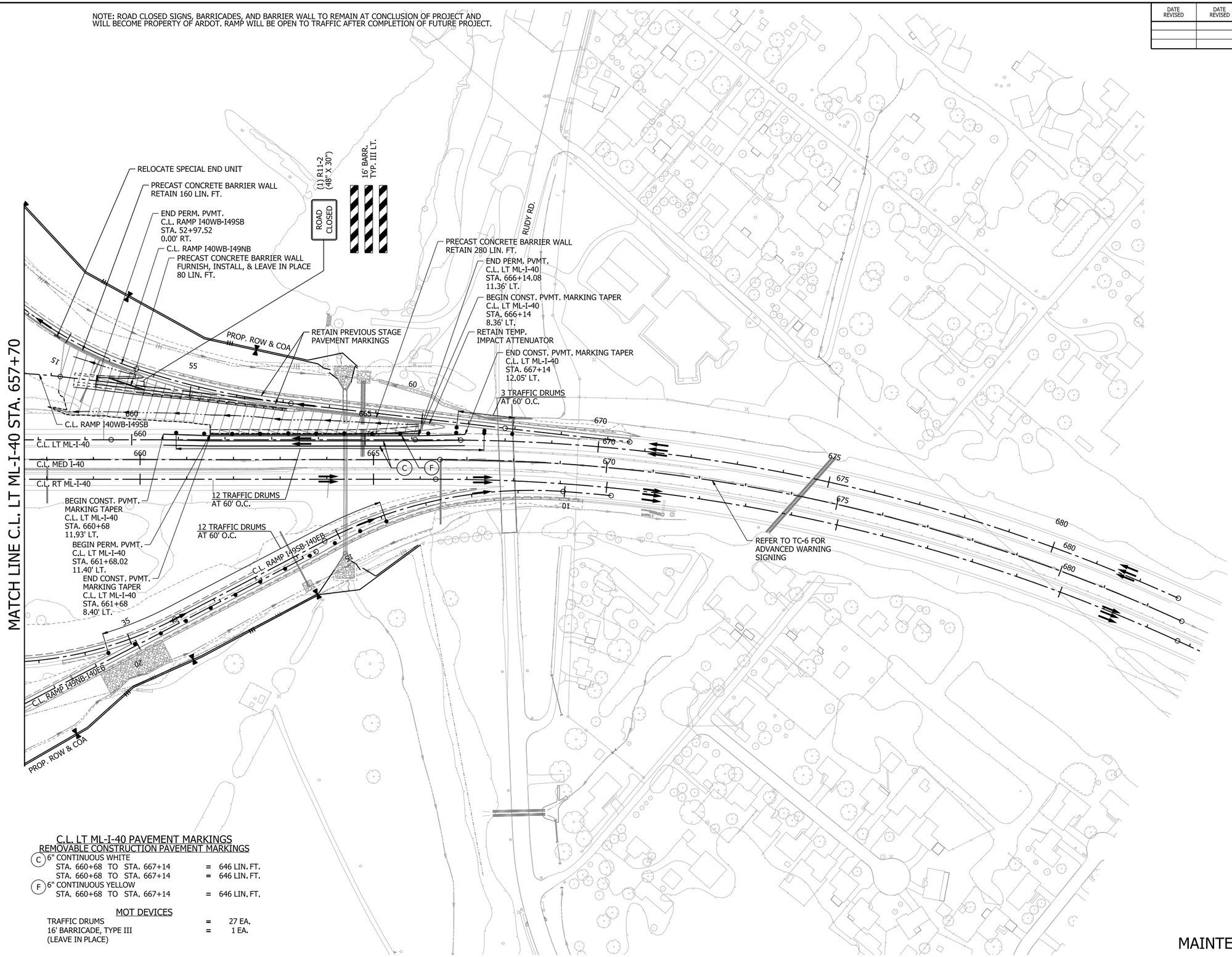
NOTE: ROAD CLOSED SIGNS, BARRICADES, AND BARRIER WALL TO REMAIN AT CONCLUSION OF PROJECT AND WILL BECOME PROPERTY OF ARDOT. RAMP WILL BE OPEN TO TRAFFIC AFTER COMPLETION OF FUTURE PROJECT.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	189	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- R&D OF PAVEMENT
- PRECAST CONCRETE BARRIER
- VERTICAL PANELS
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTE:

REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

C.L. LT ML-I-40 PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(C)	6" CONTINUOUS WHITE		
	STA. 660+68 TO STA. 667+14	=	646 LIN. FT.
	STA. 660+68 TO STA. 667+14	=	646 LIN. FT.
(F)	6" CONTINUOUS YELLOW		
	STA. 660+68 TO STA. 667+14	=	646 LIN. FT.

MOT DEVICES

TRAFFIC DRUMS	=	27 EA.
16' BARRICADE, TYPE III (LEAVE IN PLACE)	=	1 EA.

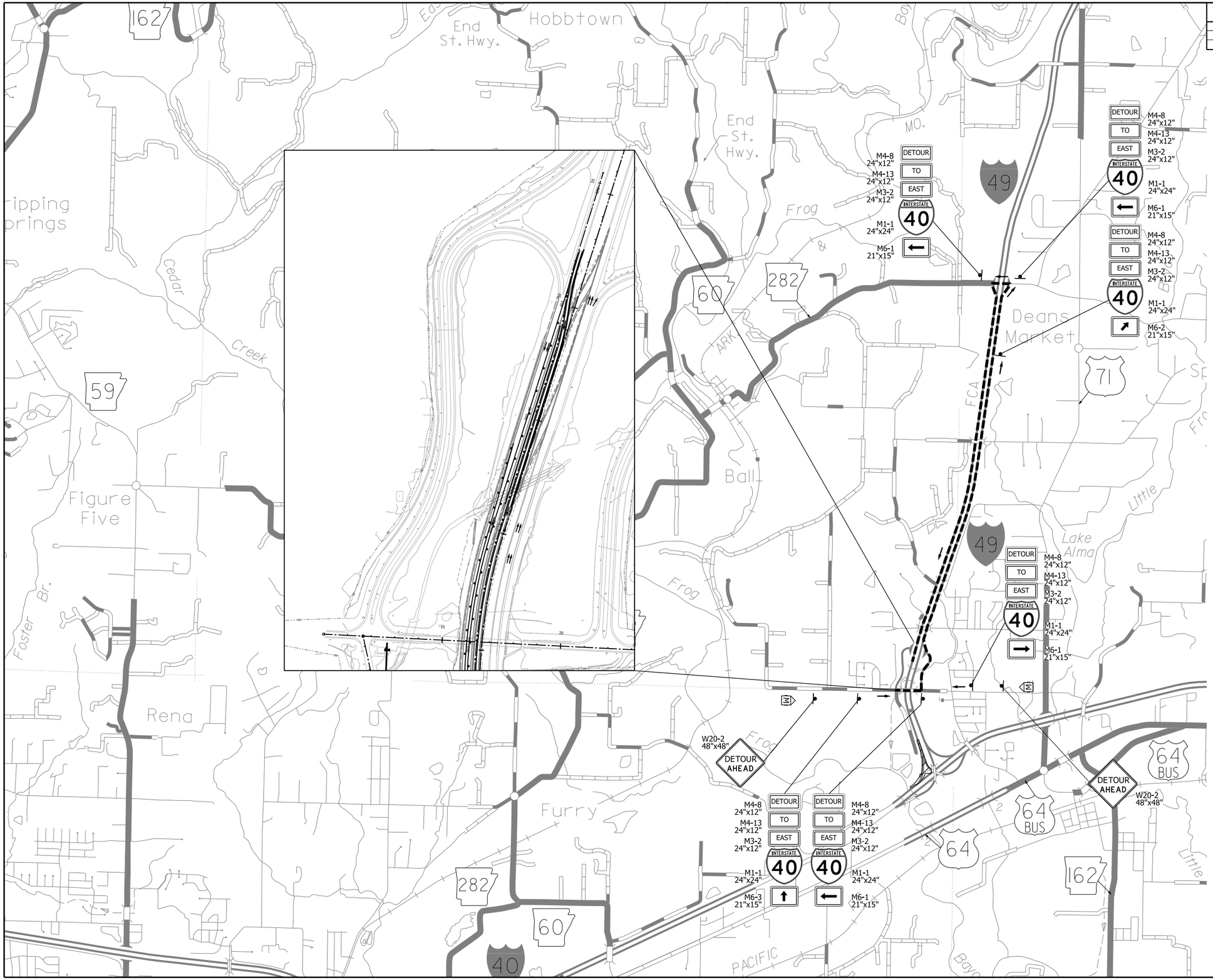
I-40
STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:56 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	190	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WEBB

5-1-2026



LEGEND

- PROPOSED CONST. AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- DETOUR ROUTE
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC DRUM

NOTE:

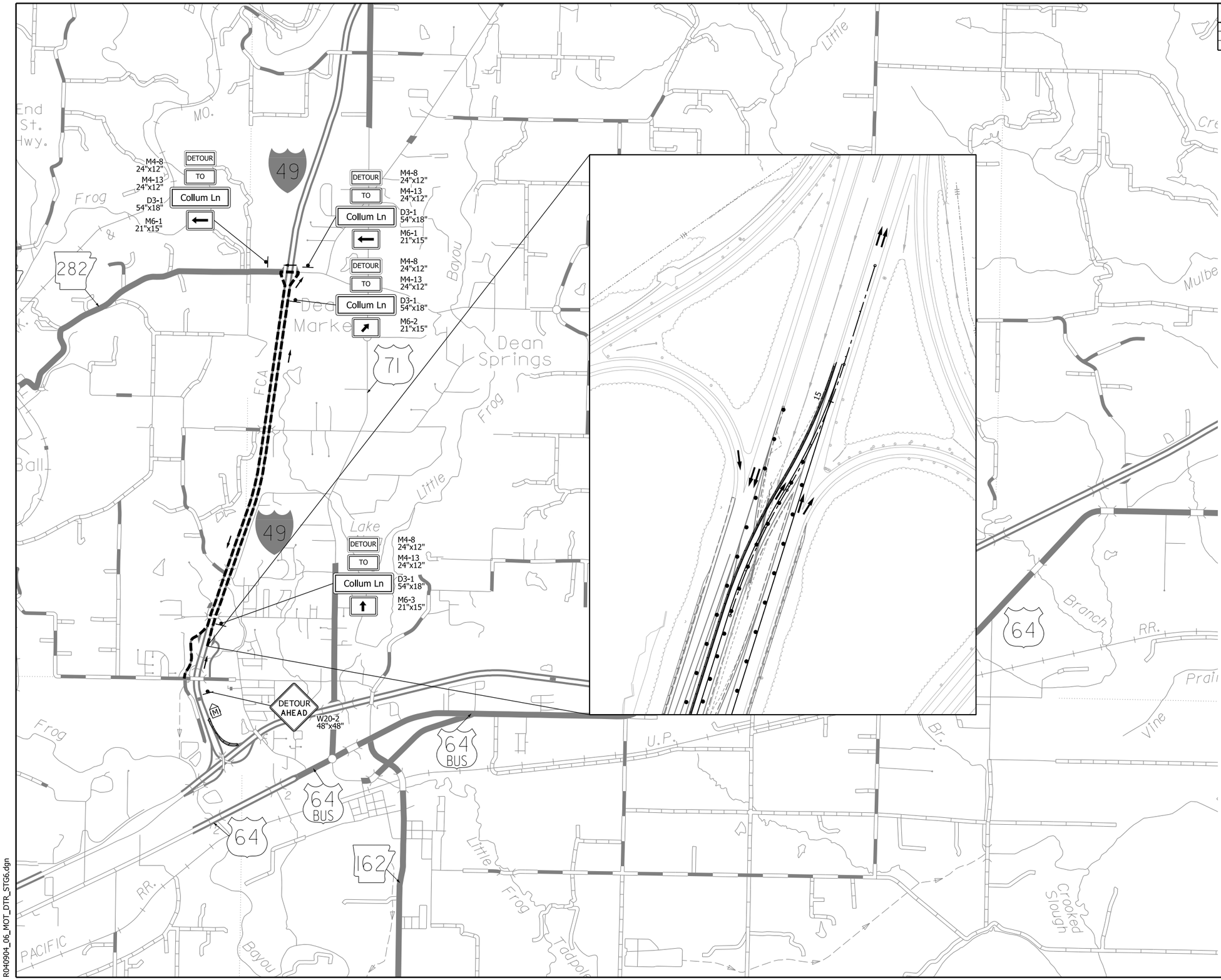
THIS DETOUR IS TO BE USED FOR THE SHORT-TERM REMOVAL OF ACCESS TO THE I49SB-I40EB RAMP IN STAGE 4.

COLLUM LANE ENTRY RAMP TO I-40 EASTBOUND DETOUR MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:42:07 AM
R040904_06_MOT_DTR_STG4.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	191	742
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WOOD
5-1-2026



N

LEGEND

- PROPOSED CONST. AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- DETOUR ROUTE
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC DRUM

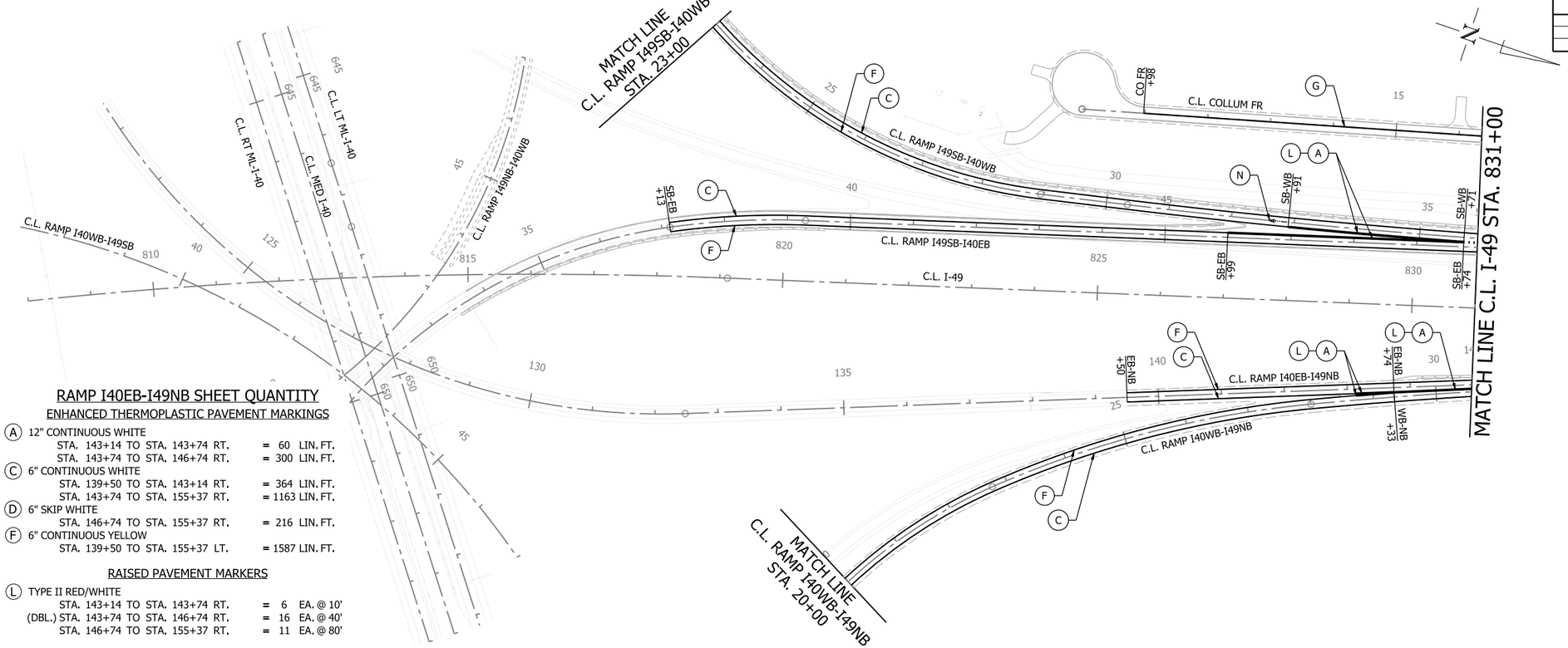
NOTE:

THIS DETOUR IS TO BE USED FOR THE SHORT-TERM REMOVAL OF ACCESS TO THE COLLUM LN EXIT RAMP DURING STAGE 6 OF MAINTENANCE OF TRAFFIC.

I-40 EASTBOUND
TO COLLUM LANE EXIT RAMP DETOUR
MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:42:17 AM
R040904_06_MOT_DTR_STG6.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	192	742
		PERMANENT PAVEMENT MARKING DETAILS				



RAMP I40EB-I49NB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
- STA. 143+14 TO STA. 143+74 RT. = 60 LIN. FT.
- STA. 143+74 TO STA. 146+74 RT. = 300 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 139+50 TO STA. 143+14 RT. = 364 LIN. FT.
- STA. 143+74 TO STA. 155+37 RT. = 1163 LIN. FT.

(D) 6" SKIP WHITE
- STA. 146+74 TO STA. 155+37 RT. = 216 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 139+50 TO STA. 155+37 LT. = 1587 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
- STA. 143+14 TO STA. 143+74 RT. = 6 EA. @ 10'
- (DBL.) STA. 143+74 TO STA. 146+74 RT. = 16 EA. @ 40'
- STA. 146+74 TO STA. 155+37 RT. = 11 EA. @ 80'

RAMP I40WB-I49NB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

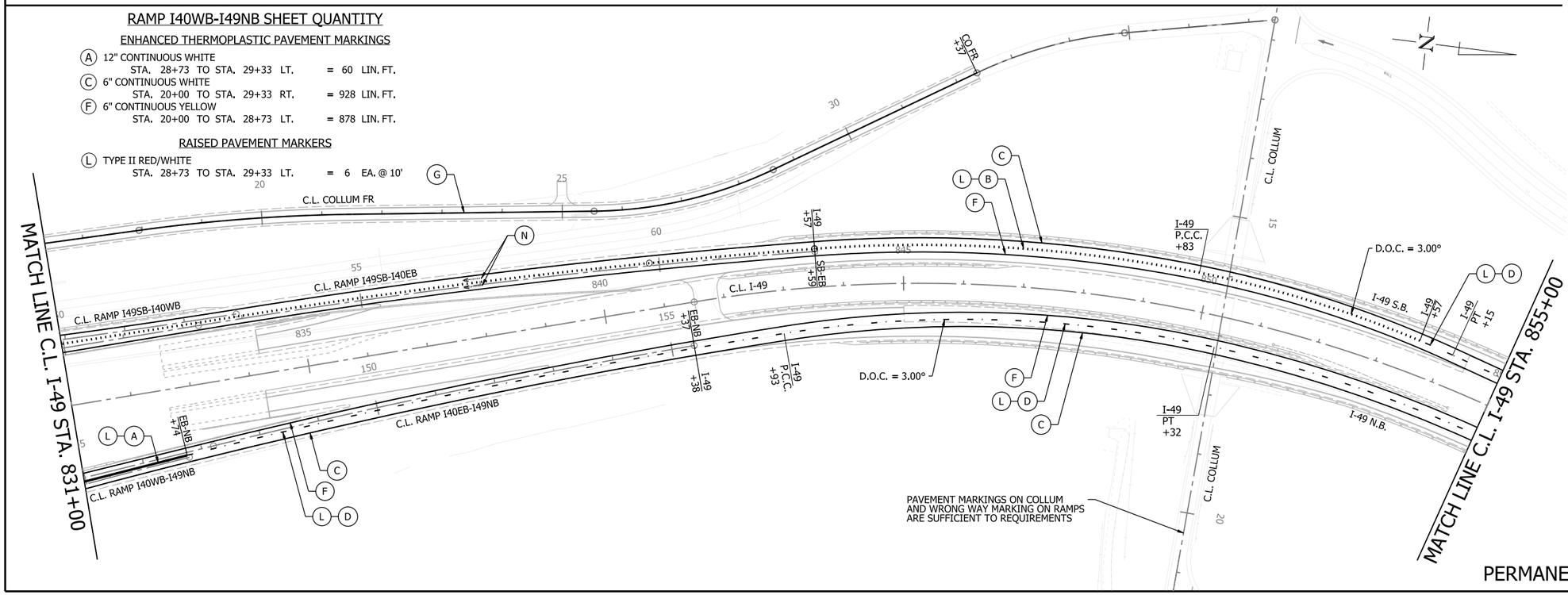
(A) 12" CONTINUOUS WHITE
- STA. 28+73 TO STA. 29+33 LT. = 60 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 20+00 TO STA. 29+33 RT. = 928 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 20+00 TO STA. 28+73 LT. = 878 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
- STA. 28+73 TO STA. 29+33 LT. = 6 EA. @ 10'



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
JON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

I-49 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(B) 12" DOTTED WHITE
- STA. 843+57 TO STA. 853+57 LT. = 257 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 843+57 TO STA. 855+00 LT. = 1180 LIN. FT.
- STA. 841+38 TO STA. 855+00 RT. = 1321 LIN. FT.

(D) 6" SKIP WHITE
- STA. 853+57 TO STA. 855+00 LT. = 37 LIN. FT.
- STA. 841+38 TO STA. 855+00 RT. = 332 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 843+57 TO STA. 855+00 LT. = 1169 LIN. FT.
- STA. 841+38 TO STA. 855+00 RT. = 1335 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
- STA. 853+57 TO STA. 855+00 LT. = 4 EA. @ 40'
- STA. 841+38 TO STA. 850+00 RT. = 10 EA. @ 80'
- (DBL.) STA. 843+57 TO STA. 853+57 LT. = 84 EA. @ 24'
- STA. 850+00 TO STA. 855+00 RT. = 12 EA. @ 40'

COLLUM FR SHEET QUANTITY

REFLECTORIZED PAINT PAVEMENT MARKING

(G) 6" DOUBLE YELLOW
- STA. 10+98 TO STA. 32+37 = 4278 LIN. FT.

RAMP I49SB-I40WB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
- STA. 32+91 TO STA. 35+71 RT. = 280 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 23+00 TO STA. 35+71 LT. = 1265 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 23+00 TO STA. 32+91 RT. = 996 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
- STA. 32+91 TO STA. 35+71 RT. = 28 EA. @ 10'

(N) TYPE II RED/WHITE - DIRECTIONAL ARROW
- STA. 32+76 = 19 EA.

RAMP I49SB-I40EB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
- STA. 45+99 TO STA. 49+74 LT. = 375 LIN. FT.

(B) 12" DOTTED WHITE
- STA. 49+74 TO STA. 62+59 LT. = 321 LIN. FT.

(C) 6" CONTINUOUS WHITE
- STA. 37+13 TO STA. 45+99 LT. = 888 LIN. FT.
- STA. 49+75 TO STA. 62+59 LT. = 1286 LIN. FT.

(F) 6" CONTINUOUS YELLOW
- STA. 37+13 TO STA. 62+59 RT. = 2547 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
- STA. 45+99 TO STA. 49+74 LT. = 38 EA. @ 10'
- (DBL.) STA. 49+74 TO STA. 62+59 LT. = 108 EA. @ 24'

(N) TYPE II RED/WHITE - DIRECTIONAL ARROW
- STA. 56+90 = 19 EA.
- STA. 56+90 = 19 EA.

NOTES;
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVERY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

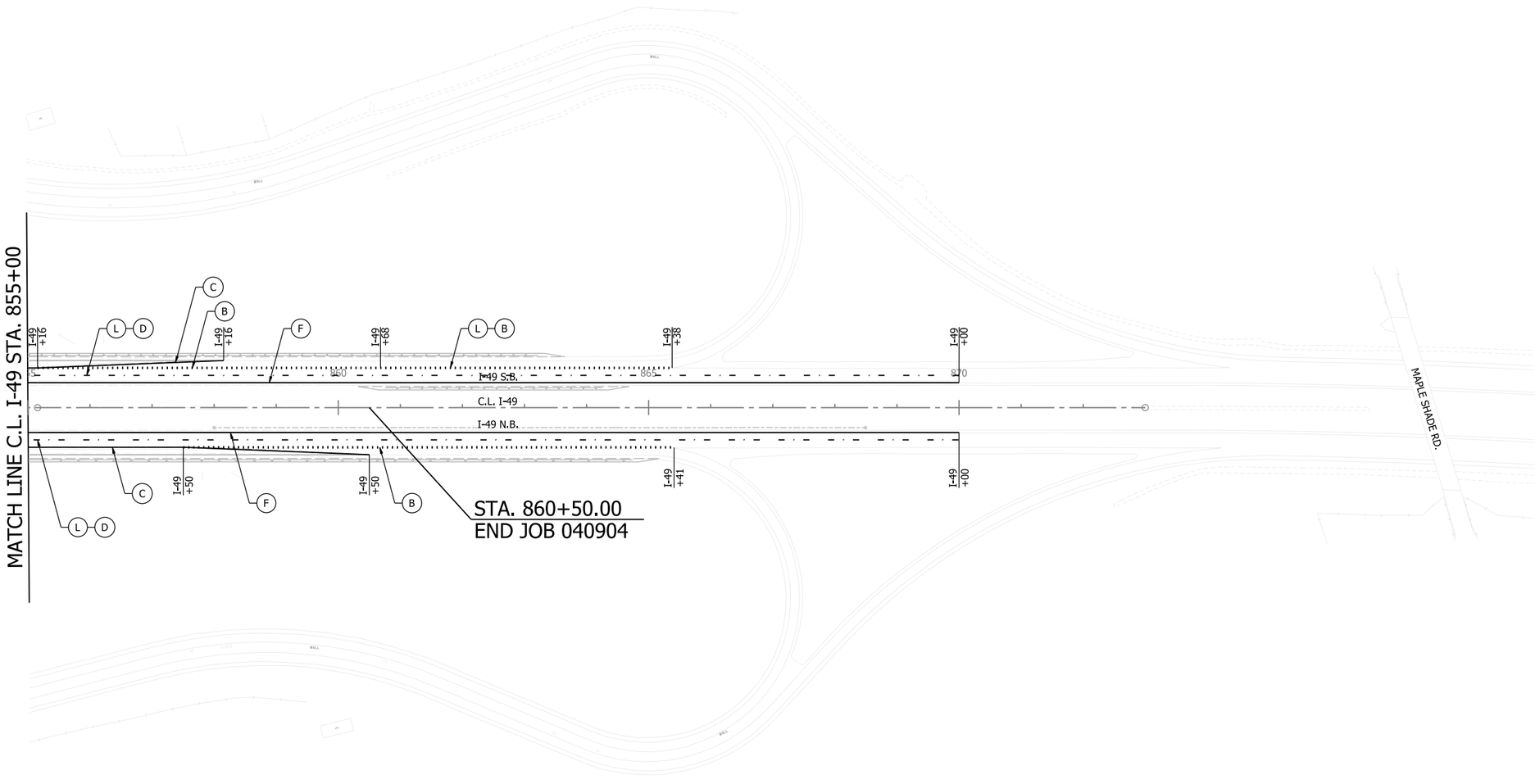
I-49
PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	193	742
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



I-49 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(B) 12" DOTTED WHITE
STA. 855+16 TO STA. 865+38 LT. = 256 LIN. FT.
STA. 857+50 TO STA. 865+41 RT. = 198 LIN. FT.

(C) 6" CONTINUOUS WHITE
STA. 855+00 TO STA. 858+16 LT. = 316 LIN. FT.
STA. 855+00 TO STA. 860+50 RT. = 550 LIN. FT.

(D) 6" SKIP WHITE
STA. 855+00 TO STA. 870+00 LT. = 375 LIN. FT.
STA. 855+00 TO STA. 870+00 RT. = 375 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 855+00 TO STA. 870+00 LT. = 1500 LIN. FT.
STA. 855+00 TO STA. 870+00 RT. = 1500 LIN. FT.

RAISED PAVEMENT MARKERS

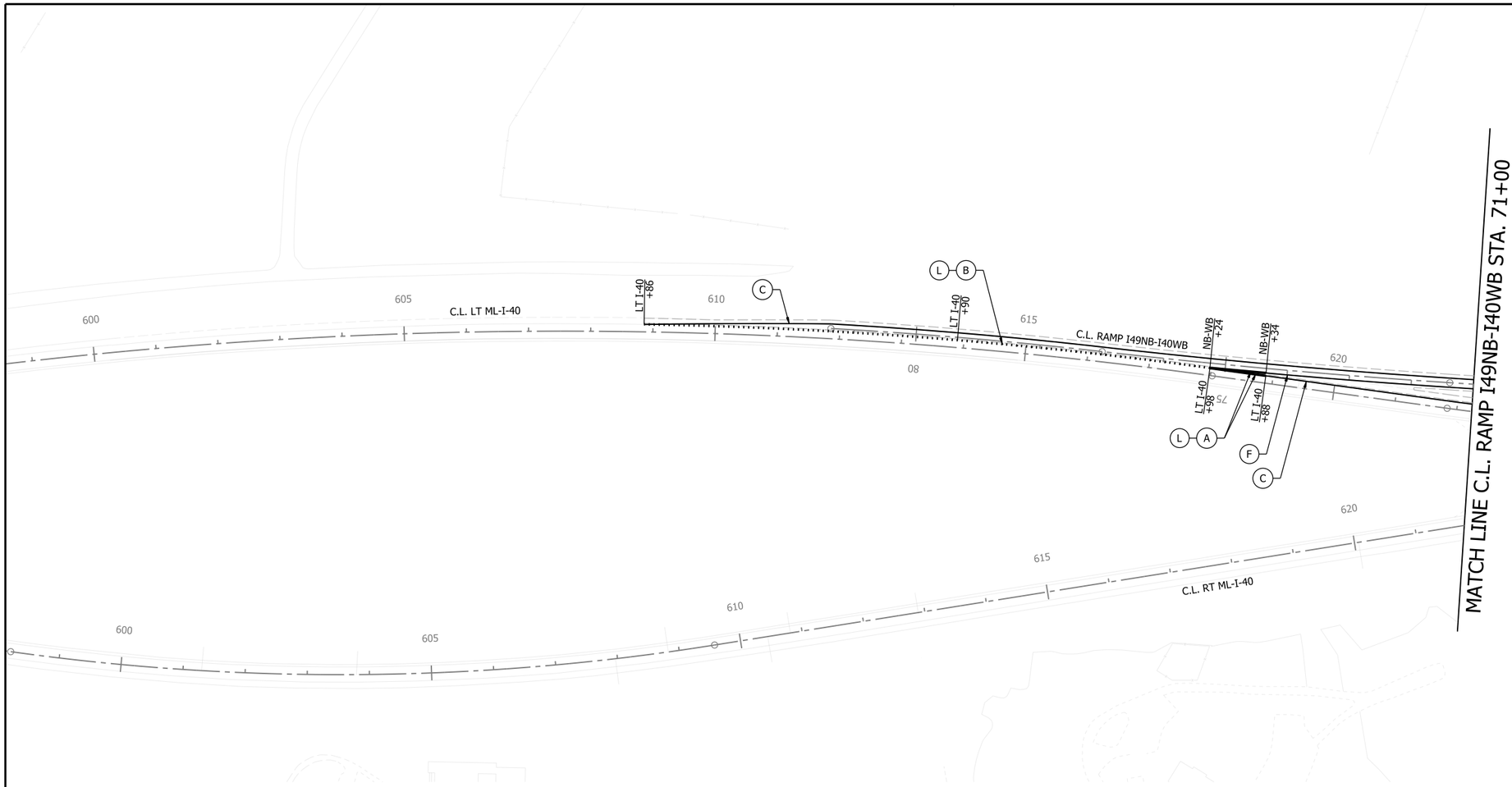
(L) TYPE II RED/WHITE
STA. 855+00 TO STA. 870+00 LT. = 38 EA. @ 40'
STA. 855+00 TO STA. 870+00 RT. = 38 EA. @ 40'
(DBL.) STA. 860+68 TO STA. 865+38 LT. = 40 EA. @ 24'

NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVERY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

I-49
PERMANENT PAVEMENT MARKING DETAILS

4/30/2026 7:42:23 AM
R040904_07_PM_002.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	194	742
		PERMANENT PAVEMENT MARKING DETAILS				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LT ML-I-40 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
STA. 617+98 TO STA. 618+88 LT. = 91 LIN. FT.
(B) 12" DOTTED WHITE
STA. 608+86 TO STA. 617+98 LT. = 228 LIN. FT.
(C) 6" CONTINUOUS WHITE
STA. 608+86 TO STA. 617+97 LT. = 914 LIN. FT.
STA. 618+88 TO STA. 622+23 LT. = 335 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
(DBL.) STA. 613+90 TO STA. 617+98 LT. = 34 EA. @ 24'
STA. 617+98 TO STA. 618+88 LT. = 9 EA. @ 10'

RAMP I49NB-I40WB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
STA. 74+34 TO STA. 75+24 LT. = 91 LIN. FT.
(C) 6" CONTINUOUS WHITE
STA. 71+00 TO STA. 75+24 RT. = 424 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 71+00 TO STA. 74+34 LT. = 334 LIN. FT.

RAISED PAVEMENT MARKERS

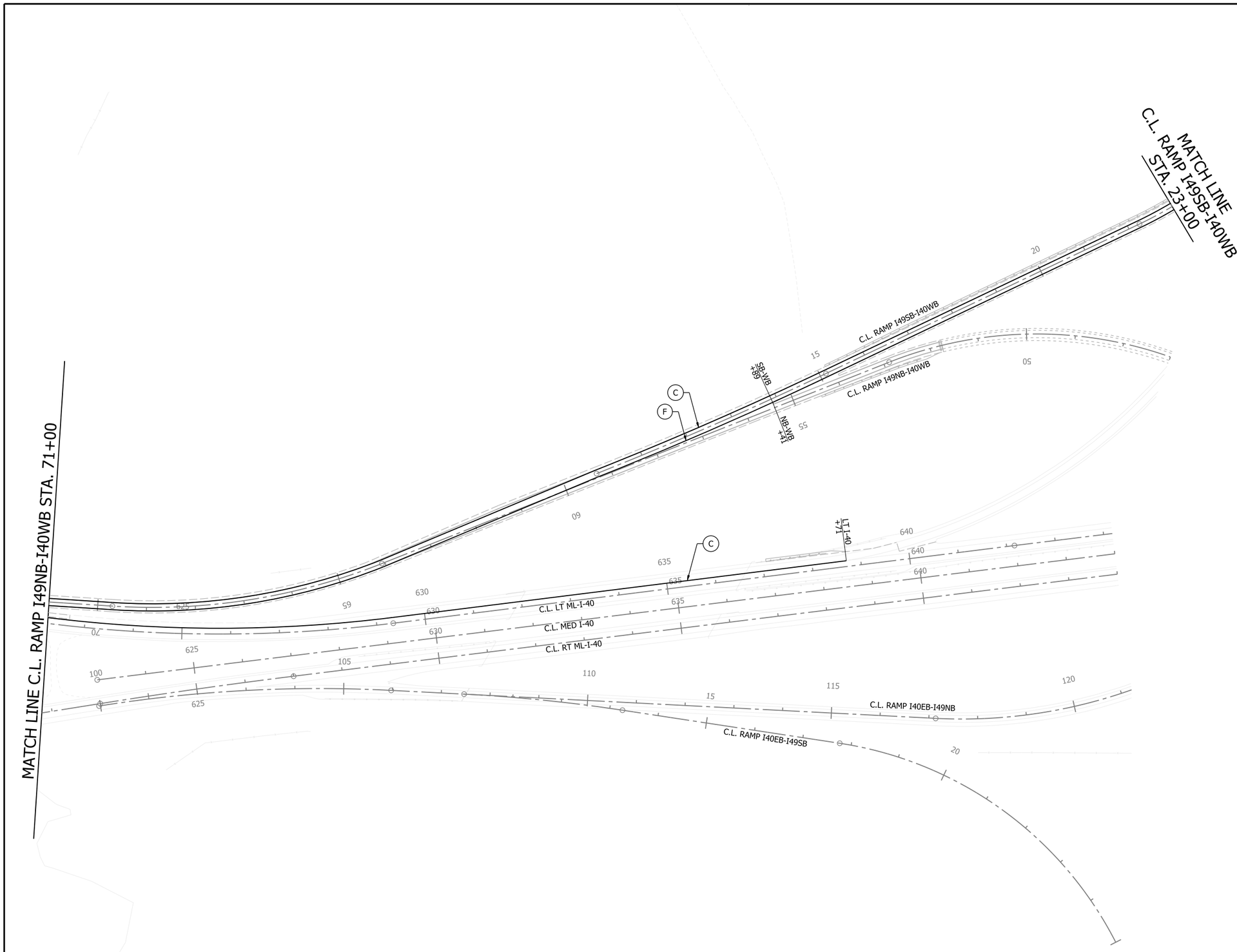
(L) TYPE II RED/WHITE
STA. 74+34 TO STA. 75+24 LT. = 9 EA. @ 10'

NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVERY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RAMP
PERMANENT PAVEMENT MARKING DETAILS

4/30/2026 7:42:26 AM
R040904_07_PM_003.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	195	742
		PERMANENT PAVEMENT MARKING DETAILS				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

LT ML-I-40 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 622+23 TO STA. 638+71 LT. = 1644 LIN. FT.

RAMP I49SB-I40WB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 13+89 TO STA. 23+00 LT. = 911 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 13+89 TO STA. 23+00 RT. = 911 LIN. FT.

RAMP I49NB-I40WB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

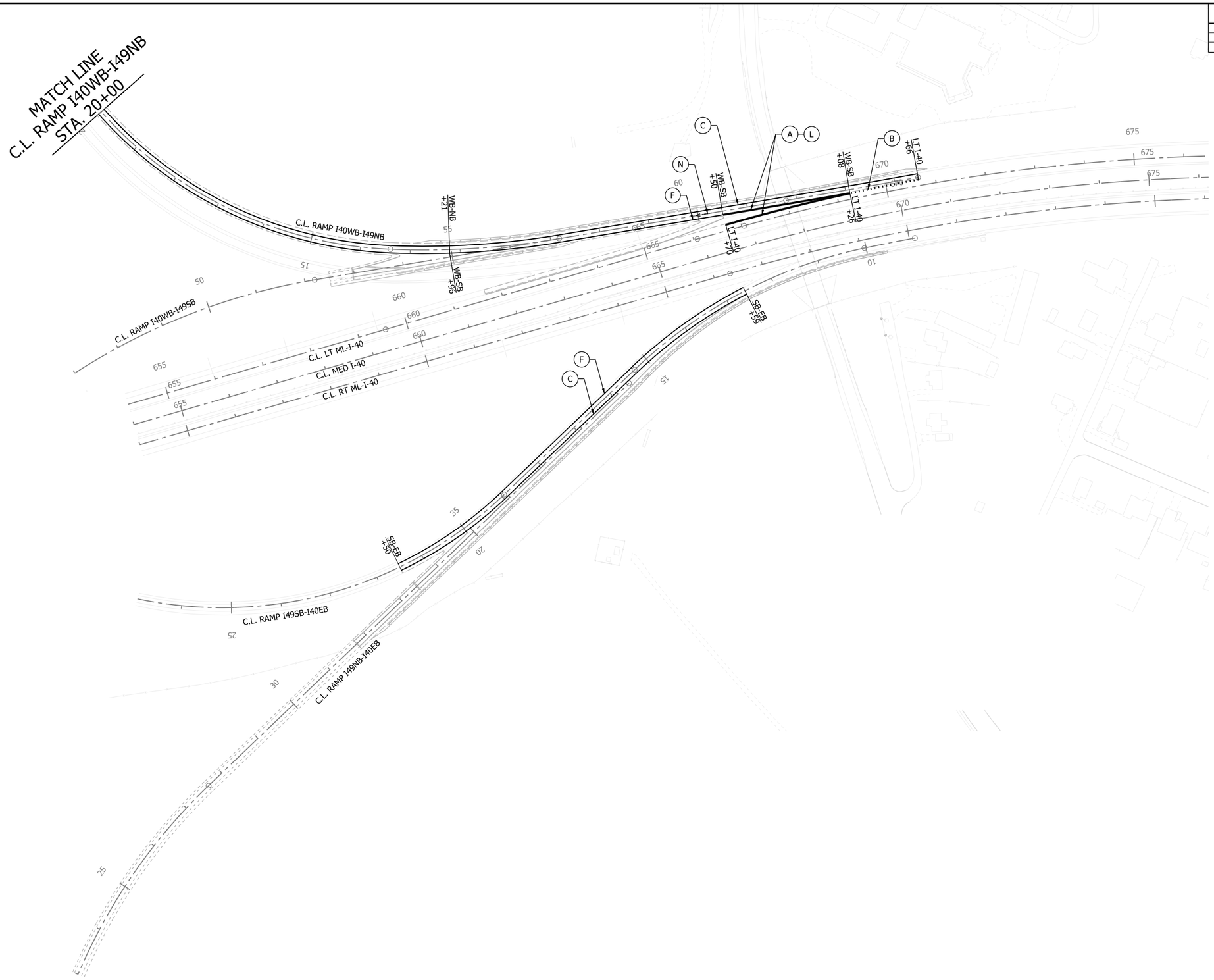
(C) 6" CONTINUOUS WHITE
STA. 55+41 TO STA. 71+00 RT. = 1559 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 55+41 TO STA. 71+00 = 1559 LIN. FT.

NOTES;
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVERY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RAMP
PERMANENT PAVEMENT MARKING DETAILS

4/30/2026 7:42:29 AM
R040904_07_PM_004.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	196	742
		PERMANENT PAVEMENT MARKING DETAILS				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BRYON O. LAWRENCE
5-9-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LT ML-I-40 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
STA. 666+70 TO STA. 669+26 LT. = 256 LIN. FT.
(B) 12" DOTTED WHITE
STA. 669+26 TO STA. 670+66 LT. = 35 LIN. FT.
(C) 6" CONTINUOUS WHITE
STA. 669+26 TO STA. 670+66 LT. = 140 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
STA. 666+70 TO STA. 669+26 LT. = 26 EA. @ 10'

RAMP I40WB-I49NB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 12+21 TO STA. 20+00 RT. = 772 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 12+21 TO STA. 20+00 LT. = 785 LIN. FT.

RAMP I40WB-I49SB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
STA. 60+50 TO STA. 63+08 RT. = 258 LIN. FT.
(C) 6" CONTINUOUS WHITE
STA. 54+98 TO STA. 63+08 LT. = 810 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 54+96 TO STA. 60+50 RT. = 555 LIN. FT.

RAISED PAVEMENT MARKERS

(L) TYPE II RED/WHITE
STA. 60+50 TO STA. 63+08 RT. = 26 EA. @ 10'
(N) TYPE II RED/WHITE - DIRECTIONAL ARROW
STA. 60+14 = 19 EA.

RAMP I49SB-I40EB SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 12+59 TO STA. 21+50 LT. = 891 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 12+59 TO STA. 21+50 RT. = 891 LIN. FT.

NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVERY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RAMP
PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	197	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
7-14-2026

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	*AWIS OPERATION	AWIS MOBILIZATION	*DEVICE RELOCATION
	EACH			MONTHS	LUMP SUM	EACH
ENTIRE PROJECT	12	3	3	36	1.00	60
TOTALS:	**12**	**3**	**3**	**36**	**1.00**	**60**

NOTE: QUANTITY ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.
REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED NO.	TOTAL SIGNS REQUIRED SQ. FT.	* TOTAL SIGNS LEFT IN PLACE NO.	* TOTAL SIGNS LEFT IN PLACE SQ. FT	TRAFFIC DRUMS	BARRICADES (TYPE III) RIGHT	BARRICADES (TYPE III) LEFT	* BARRICADES LEFT IN PLACE RIGHT	* BARRICADES LEFT IN PLACE LEFT	FURNISHING & INSTALLING PRECAST CONC. BARRIER	FURNISHING, INSTALLING, & LEAVING IN PLACE PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN,BARR. (REPAIR)	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	* PORTABLE CHANGEABLE MESSAGE SIGN	PORTABLE CONSTRUCTION LIGHTING	MOBILE SPEED NOTIFICATION SYSTEM
			LIN. FT. - EACH									NO.	SQ. FT.	NO.	SQ. FT	EACH	RIGHT	LEFT	RIGHT	LEFT	LIN. FT.			EACH			WEEK	DAYS	EACH
R2-6aP	FINES DOUBLE WHEN WORKERS ARE PRESENT	48"x36"	6	6	6	6	6	6	6		6	6	72.0																
R2-11	END HIGHER FINES ZONE	36"x48"	8	10	10	8	6	6	6		10	10	120.0																
G20-2	END ROAD WORK	48"x24"	14	10	10	8	6	6	6		14	14	112.0																
W20-1	ROAD WORK 1 MILE	48"x48"	6	6	6	6	6	6	6		6	6	96.0																
W20-1	ROAD WORK 1/2 MILE	48"x48"	6	6	6	6	6	6	6		6	6	96.0																
W20-1	ROAD WORK 1500 FT.	48"x48"	8	10	10	8	6	6	6		10	10	160.0																
W20-1	ROAD WORK 1000 FT.	48"x48"	2	4	4	2					4	4	64.0																
W20-1	ROAD WORK 500 FT.	48"x48"	2	4	4	2					4	4	64.0																
W20-1	ROAD WORK AHEAD	48"x48"	8								8	8	128.0																
W20-2	DETOUR AHEAD	48"x48"				2		1			2	2	32.0																
W20-5L	LEFT LANE CLOSED AHEAD	48"x48"	2								2	2	32.0																
W20-5R	RIGHT LANE CLOSED AHEAD	48"x48"	1								1	1	16.0																
W21-5a	SHOULDER CLOSED	48"x48"	6	6	6	6	6	6	6		6	6	96.0																
W4-2L	LEFT LANE ENDS	48"x48"	2								2	2	32.0																
W4-2R	RIGHT LANE ENDS	48"x48"	1								1	1	16.0																
WZ-1	SPEED PHOTO ENFORCED	84"x60"	6	6	6	6	6	6	6		6	6	210.0																
WZ-4	NO HAND-HELD PHONES ZONES	78"x36"	6	6	6	6	6	6	6		6	6	117.0																
D3-1	COLLUM LN	54"x18"						4			4	4	27.0																
M1-1	INTERSTATE ROUTE 40	24"x24"				7					7	7	28.0																
M3-4	WEST	24"x12"				1					1	1	2.0																
M3-2	EAST	24"x12"				1					1	1	2.0																
M4-8	DETOUR	24"x12"				5					5	5	10.0																
M4-13	TO	24"x12"				5		4			5	5	10.0																
M5-4	LEFT LANE	24"x18"				1					1	1	3.0																
M5-6	RIGHT LANE	24"x18"				1					1	1	3.0																
M6-1	HORIZONTAL DIRECTIONAL ARROW	21"x15"				4		2			4	4	8.8																
M6-2	DIAGONAL DIRECTIONAL ARROW	21"x15"				1		1			1	1	2.2																
M6-3	UPWARD DIRECTIONAL ARROW	21"x15"						1			1	1	2.2																
W1-6	ARROW PANEL	48"x24"		4	8	4	2		2	2	8	8	64.0																
R11-2	ROAD CLOSED	48"x30"	1	2	4	2	1				4	4	40.0																
R11-2	ROAD CLOSED (LEFT IN PLACE)	48"x30"						2	2		2			2	20														
	VERTICAL PANELS																												
	TRAFFIC DRUMS		152	43	115	217	90	201	99		217					217													
	TYPE III BARRICADE-RT. (16')			1	2	2			1	1	2						32												
	TYPE III BARRICADE-LT. (16')		1	1	2	1			2	2	2							32											
	TYPE III BARRICADE-LT. (16') - LEFT IN PLACE								3	3	3									48									
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		526	13731							14257										14257								
	FURNISHING, INSTALLING, AND LEAVING IN PLACE PRECAST CONCRETE BARRIER		20	20						600	640											640							
	RELOCATING PRECAST CONCRETE BARRIER			526	10239	4466	3298	3345	713		22587												22587						
	TEMPORARY IMPACT ATTENUATION BARRIER		2	9	4	3	2	2			22													22					
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		2	9	4	3	2	2			22														22				
	CONSTRUCTION PROJECT INFORMATIOIN SIGN UPDATE					2		1			3															3			
	PORTABLE CHANGEABLE MESSAGE SIGN																										156		
	PORTABLE CONSTRUCTION LIGHTING																											90	
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)																												1
TOTALS:												**1593.2**	**2.0**	**20.0**	**217**	**32**	**32**		**48**	**14257**	**640**	**22587**	**22**	**22**	**3**	**156**	**90**	**1**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
*ITEMS TO BE LEFT IN PLACE AT END OF JOB

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	ENHANCED THERMOPLASTIC PAVEMENT MARKING 6" WHITE	ENHANCED THERMOPLASTIC PAVEMENT MARKING 6" YELLOW	ENHANCED THERMOPLASTIC PAVEMENT MARKING 12" WHITE	REFLECTORIZED PAINT PAVEMENT MARKING 6" YELLOW
	LIN. FT. - EACH								LIN. FT.			EACH	LIN. FT.			EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS			428	2794					3222							
CONSTRUCTION PAVEMENT MARKINGS		3543	10922	7717	16200	2766	14999			56147						
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS																
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	7685	53471	19841	15907	9402	15086					121392					
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)								619				619				
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")								18996					18996			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")								3066							3066	
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")								16547						16547		
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")								4278								4278
TOTALS:									**3222**	**56147**	**121392**	**619**	**18996**	**16547**	**3066**	**4278**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR COLLUM FRONTAGE ROAD.
THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING.
CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

NOTE: NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION,
NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21TO MARCH 15, INCLUSIVE.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	198	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
10-12-2026

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CONCRETE DRIVEWAYS	CONCRETE SLABS	FOUNDATIONS	WRSF	GUARDRAIL	SIGNS
			SQ. YD.			LIN. FT.		
596+66	597+04	RT. OF C.L. I-49		93				
597+15	597+67	C.L. OF I-49		174				
597+54	597+71	RT. OF C.L. I-49		28				
597+54	597+76	LT. OF C.L. I-49		18				
597+59	597+81	LT. OF C.L. I-49		18				
598+10	598+24	RT. OF C.L. I-49		13				
642+20	643+32	LT. OF C.L. I-49		494				
650+16	650+23	LT. OF C.L. I-49			3			
822+26	822+26	C.L. I-49 S.B.						1
823+76	823+76	C.L. I-49 N.B.						1
833+11	833+11	C.L. I-49 S.B.						2
834+57	834+57	C.L. I-49 S.B.						1
839+85	839+85	C.L. I-49 N.B.						2
841+00	841+00	C.L. I-49 S.B. BRIDGE MOUNTED						4
842+02	852+16	C.L. I-49 N.B.				1014		
845+00	845+00	C.L. I-49 N.B.						1
853+28	853+28	C.L. I-49 S.B.						2
861+00	861+00	C.L. I-49 S.B.						2
864+41	864+41	C.L. I-49 N.B.						1
867+45	867+45	C.L. I-49 S.B.						1
617+20	617+20	LT. OF C.L. LT ML-I-40						2
625+48	625+48	LT. OF C.L. LT ML-I-40						2
641+25	641+25	C.L. LT ML-I-40						2
642+16	646+46	C.L. LT ML-I-40						5
662+07	662+07	LT. OF C.L. LT ML-I-40						2
663+72	663+72	LT. OF C.L. MED I-40						1
33+33	36+04	RT. OF C.L. RAMP I49SB-I40EB					267	
33+40	35+79	LT. OF C.L. RAMP I49SB-I40EB					243	
33+95	35+15	RT. OF C.L. RAMP I49SB-I40EB						2
38+71	38+71	LT. OF C.L. RAMP I49SB-I40EB						1
41+12	41+12	RT. OF C.L. RAMP I49SB-I40EB						1
52+10	52+10	LT. OF C.L. RAMP I49SB-I40EB						1
138+59	138+59	RT. OF C.L. RAMP I40EB-I49NB						1
16+40	17+60	LT. OF C.L. RAMP I40WB-I49NB						5
11+37	11+53	LT. OF C.L. WATERFRONT	24					
12+69	12+94	RT. OF C.L. WATERFRONT	77					
16+46	16+81	RT. OF C.L. WATERFRONT	638					
16+50	16+84	RT. OF C.L. WATERFRONT		147				
16+93	17+67	RT. OF C.L. WATERFRONT		442				
17+84	18+13	C.L. WATERFRONT	824					
18+55	19+28	LT. OF C.L. WATERFRONT		620				
18+86	19+55	RT. OF C.L. WATERFRONT		365				
19+58	19+80	RT. OF C.L. WATERFRONT	81					
20+67	21+01	RT. OF C.L. WATERFRONT	48					
22+31	22+56	RT. OF C.L. WATERFRONT	50					
22+78	23+07	LT. OF C.L. WATERFRONT	92					
858+00	859+34	RT. OF C.L. SB-WB MEDIAN DETOUR				134		
859+34	869+00	RT. OF C.L. SB-WB MEDIAN DETOUR				966		
TOTALS:			**1834**	**2412**	**3**	**2114**	**510**	**43**

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
595+00	860+50	C.L. I-49	266	266
10+00	16+28	C.L. WATERFRONT	7	7
20+42	26+00	C.L. WATERFRONT	6	6
608+81	611+86	C.L. LT ML-I-40	3	3
TOTALS:			**282**	**282**

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL													
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20")	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	SILT FENCE	DIVERSION DITCH	PIPE FOR SLOPE DRAINS	DUMPED RIPRAP	DROP INLET FILTER SOCK (12")	TRIANGULAR SILT DIKE	SEDIMENT BASIN	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
											(E-1)	(E-5)	(E-6)	(E-11)	(E-8)	SLOPE DRAIN (E-12)		(E-13)		(E-14)		
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	LIN. FT.	BAG	CU.YD.	LIN. FT.	LIN. FT.	LIN. FT.	CU.YD.	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU.YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING						283.72	283.72	5787.9	25977	1078	147	56368				116				2186
ENTIRE	PROJECT	STAGE 1	177.03	354.06	177.03	18057.1	177.03	362.92	362.92	7403.6		2684	336	276	6085	1288	32	812				244
ENTIRE	PROJECT	STAGE 2	19.77	39.54	19.77	2016.5	19.77	52.52	52.52	1071.4		1034	96	346				203				92
ENTIRE	PROJECT	STAGE 3	28.34	56.68	28.34	2890.7	28.34	56.97	56.97	1162.2		1100	90		596	162	4	58				80
ENTIRE	PROJECT	STAGE 4	29.33	58.66	29.33	2991.7	29.33	58.76	58.76	1198.7		440	57		551	165	4	145				39
ENTIRE	PROJECT	STAGE 5	14.28	28.56	14.28	1456.6	14.28	31.54	31.54	643.4		220	33					29				21
ENTIRE	PROJECT	STAGE 6	6.04	12.08	6.04	616.1	6.04	14.39	14.39	293.6		44	3									3
ENTIRE	PROJECT	STAGE 7	9.81	19.62	9.81	1000.6	9.81	19.62	19.62	400.2		286	39					87				26
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			14.23	28.46	14.23	1451.5	14.23	44.02	44.02	898.0									3230	5533	5533	5533
TOTALS:			**298.83**	**597.66**	**298.83**	**30480.8**	**298.83**	**924.46**	**924.46**	**18859.0**	**25977**	**6886**	**801**	**56990**	**7232**	**1615**	**40**	**1450**	**3230**	**5533**	**5533**	**8224**

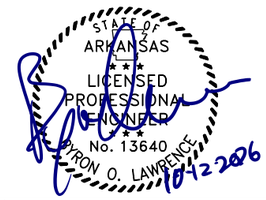
BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION
FILTER SOCKS.....29 LIN. FT. / 4'X3' INLET

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

*QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	199	742
		QUANTITY SHEETS				



STRUCTURES (BOX 1 OF 2)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III)				PIPE CULVERT ALTERNATES ALT. 1 (CLASS III)		PIPE CULVERT ALTERNATES ALT. 2, 3, 4, 5, AND 6 (WITH CLASS III ALT. 1)		SIDE DRAIN		FLARED END SECTIONS FOR R.C. PIPE CULVERTS			TEMPORARY CULVERTS		DROP INLETS TYPE					SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	CONCRETE SPILLWAY	STD. DWG. NOS.
		18"	24"	30"	36"	24"	30"	24"	30"	12"	24"	24"	30"	36"	24"	48"	N2	N3	RM	ST	TM									(TYPE A)	
		LIN. FT.										EACH			LIN. FT.		EACH						LIN. FT.		CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	EACH	
600+42	C.L. OF I-49 MEDIAN INLET (TYPE TM)																				1		7.75								FPC-9D
600+65	C.L. OF I-49 MEDIAN INLET (TYPE TM)																				1		7.58								FPC-9D
600+88	C.L. OF I-49 MEDIAN INLET (TYPE TM)																				1		7.42								FPC-9D
601+11	C.L. OF I-49 MEDIAN INLET (TYPE TM)																				1		7.25								FPC-9D
602+98	LT. OF C.L. I-49 INLET (TYPE TM)																				1		5.42								FPC-9D
603+18	LT. OF C.L. I-49 INLET (TYPE TM)																				1		5.75								FPC-9D
603+36	LT. OF C.L. I-49 INLET (TYPE TM)																				1		6								FPC-9D
603+56	LT. OF C.L. I-49 INLET (TYPE TM)																				1		6.33								FPC-9D
605+89	LT. OF C.L. I-49 INLET (TYPE TM)																				1		3.33								FPC-9D
605+93	LT. OF C.L. I-49 INLET (TYPE TM)																				1		3.33								FPC-9D
605+96	LT. OF C.L. I-49 INLET (TYPE TM)																				1		3.33								FPC-9D
605+99	LT. OF C.L. I-49 INLET (TYPE TM)																				1		3.33								FPC-9D
609+00	LT. OF C.L. I-49 INLET (TYPE RM)		122									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
611+99	LT. OF C.L. I-49 INLET (TYPE N3)									32								1					3							1	PCC-1, FPC-9, FPC-9N
612+71	RT. OF C.L. I-49 INLET (TYPE N3)									32								1					3							1	PCC-1, FPC-9, FPC-9N
619+46	LT. OF C.L. I-49 INLET (TYPE N3)									18								1					3							1	PCC-1, FPC-9, FPC-9N
619+99	RT. OF C.L. I-49 INLET (TYPE N3)									26								1					3							1	PCC-1, FPC-9, FPC-9N
631+45	RT. OF C.L. I-49 INLET (TYPE TM)																				1		7								FPC-9D
631+45	C.L. OF I-49 - SINGLE 4' X 3' R.C. BOX CULVERT																					4	3	504	174.23	16320	98	27	0.34		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
640+50	C.L. OF I-49 - SINGLE 4' X 3' R.C. BOX CULVERT																					4	3	257	90.67	8519	53	21	0.27		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
651+50	LT. OF C.L. I-49 INLET (TYPE RM)		100									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
656+00	LT. OF C.L. I-49 INLET (TYPE RM)		100									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
670+50	RT. OF C.L. I-49 INLET (TYPE RM) - 5' X 3'		136									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
671+10	C.L. OF I-49 - DOUBLE 30" R.C. PIPE CULVERT			732									4															28	0.35		PCC-1, FES-1, FES-2
682+23	LT. OF C.L. I-49 INLET (TYPE N3)									58								1					3							1	PCC-1, FPC-9, FPC-9N
683+85	RT. OF C.L. I-49 INLET (TYPE N3)									54								1					3							1	PCC-1, FPC-9, FPC-9N
686+83	LT. OF C.L. I-49 INLET (TYPE N3)									62								1					3							1	PCC-1, FPC-9, FPC-9N
688+45	RT. OF C.L. I-49 INLET (TYPE N3)									56								1					3							1	PCC-1, FPC-9, FPC-9N
689+00	RT. OF C.L. I-49 INLET (TYPE RM)		18																1				3								PCC-1, FPC-9, FPC-9D
698+00	RT. OF C.L. I-49 INLET (TYPE RM)		96									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
746+00	RT. OF C.L. I-49 INLET (TYPE RM)		130									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
754+00	RT. OF C.L. I-49 INLET (TYPE RM)		114									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
756+00	RT. OF C.L. I-49 INLET (TYPE RM)		114									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
834+24	LT. OF C.L. I-49 INLET (TYPE ST)		76									1								1			9.34					8	0.10		PCC-1, FPC-9, FPC-9S
834+24	RT. OF C.L. I-49 INLET (TYPE ST)		76									1								1			9.34					8	0.10		PCC-1, FPC-9, FPC-9S
841+71	LT. OF C.L. I-49 - SINGLE 24" R.C. PIPE CULVERT		86									2																18	0.23		PCC-1, FES-1, FES-2
844+00	LT. OF C.L. I-49 INLET (TYPE RM)		128									1							1				3					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
612+19	LT. OF C.L. LT ML-I-40 - EXTEND SINGLE 24" R.C. PIPE CULVERT		38									1																			PCC-1, FES-1, FES-2
664+39	LT. OF C.L. MED I-40 - EXTEND SINGLE 7' X 7' R.C. BOX CULVERT																					7	7	50	48.47	5055	24	11	0.14		W-X15, W-X153-1, R115X-1, R-100X-X2, RCB-3
664+39	RT. OF C.L. MED I-40 - EXTEND SINGLE 7' X 7' R.C. BOX CULVERT																					7	7	6	17.66	1375	15	13	0.16		W-X30, W-X303-1, R-130X-1, R-100X-X2, RCB-3
668+00	LT. OF C.L. LT ML-I-40 - SINGLE 18" R.C. PIPE CULVERT	134																													PCC-1
31+58	LT. OF C.L. CC RAMP 3 INLET (TYPE RM)		20																1				3								PCC-1, FPC-9, FPC-9D
32+20	RT. OF C.L. CC RAMP 3 INLET (TYPE RM)		58									1							1				4					8	0.10		PCC-1, FES-1, FES-2, FPC-9, FPC-9D
58+73	LT. OF C.L. RAMP I40WB-I49SB - EXTEND DOUBLE 24" PVC PIPE		136									2																18	0.23		PCP-1, PCP-2, PCP-3, FES-1, FES-2
27+00	C.L. OF RAMP I49NB-I40EB - SINGLE 24" R.C. PIPE CULVERT		130									2																18	0.23		PCC-1, FES-1, FES-2
16+07	LT. OF C.L. RAMP 149SB-140EB - EXTEND 24" R.C. PIPE CULVERT		8									1																8	0.10		PCC-1, FES-1, FES-2
47+82	C.L. OF RAMP I49NB-I40WB - SINGLE 36" R.C. PIPE CULVERT				198									2														34	0.43		PCC-1, FES-1, FES-2
61+55	LT. OF C.L. RAMP I49NB-I40WB INLET (TYPE N2)									18							1						4							1	PCC-1, FPC-9, FPC-9N
73+42	RT. OF C.L. RAMP I49NB-I40WB - EXTEND DOUBLE 8'X4' R.C. BOX CULVERT																					8	4	34	54.17	6622	30	14	0.17		W-X45, W-X453-1, R-245X-1, R-200X-X2, RCB-3
23+00	C.L. OF RAMP I49SB-I40WB - DOUBLE 30" R.C. PIPE CULVERT			196									4															52	0.66		PCC-1, FES-1, FES-2
14+24	LT. OF C.L. WATERFRONT-DETOUR - SINGLE 24" TEMP. PIPE CULVERT														107																PCC-1
15+27	C.L. OF WATERFRONT-DETOUR - SINGLE 24" TEMP. PIPE CULVERT														40																PCC-1
15+50	C.L. OF WATERFRONT-DETOUR - SINGLE 24" TEMP. PIPE CULVERT														69																PCC-1
20+81	C.L. OF WATERFRONT-DETOUR - SINGLE 24" TEMP. PIPE CULVERT														47																PCC-1
21+06	RT. OF C.L. WATERFRONT-DETOUR - SINGLE 24" TEMP. PIPE CULVERT														30																PCC-1
10+78	C.L. OF SB-NB CROSSOVER B - SINGLE 24" TEMP. PIPE CULVERT														184																PCC-1
11+86	C.L. OF SB-NB CROSSOVER A - SINGLE 24" TEMP. PIPE CULVERT														327																PCC-1
21+95	C.L. OF SB-EB DETOUR INLET (TYPE RM)														57				1				3								PCC-1, FPC-9, FPC-9D
21+46	C.L. OF WB-NB DETOUR - SINGLE 48" TEMP. PIPE CULVERT															296															PCC-1
16+41	RT. OF C.L. WATERFRONT INLET (TYPE N2)									58							1						3							1	PCC-1, FPC-9, FPC-9N
16+49	LT. OF C.L. WATERFRONT INLET (TYPE N2)									60							1						3							1	PCC-1, FPC-9, FPC-9N
19+99	RT. OF C.L. WATERFRONT INLET (TYPE N2)									26							1						3							1	PCC-1, FPC-9, FPC-9N
20+07	LT. OF C.L. WATERFRONT INLET (TYPE N2)									24							1						3							1	PCC-1, FPC-9, FPC-9N
20+70	C.L. OF WATERFRONT - DOUBLE 30" R.C. PIPE CULVERT						166		172				4															56	0.71		PCC-1, FES-1, FES-2
10+34	LT. OF C.L. HENRY SR INLET (TYPE RM)																		1				3.25								FPC-9D
10+34	LT. OF C.L. HENRY SR - SINGLE 4' X 2' R.C. BOX PIPE																					4	2	504	146.38	13536	88				PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
10+47	RT. OF C.L. HENRY SR INLET (TYPE TM)																				1		0.58								FPC-9D
40+33	LT. OF C.L. HWY 162 HENRY INLET (TYPE TM)																				1		4.75								FPC-9D
14+25	C.L. OF COLLUM FR - DOUBLE 24" R.C. PIPE CULVERT					124		130				4																36	0.45		PCC-1, FES-1, FES-2
22+56	C.L. OF DRIVEWAY 7 - DOUBLE 24" SIDE DRAIN										148																				PCC-1
33+75	C.L. OF DRIVEWAY 7 - DOUBLE 24" SIDE DRAIN										68																				PCC-1
41+25	C.L. OF DRIVEWAY 7 - SINGLE 24" SIDE DRAIN										48																				PCC-1
10+89	C.L. OF DRIVEWAY 8 - SINGLE 24" SIDE DRAIN										40																				PCC-1
11+05	C.L. OF DRIVEWAY 9 - DOUBLE 24" SIDE DRAIN										84																				PCC-1
21+05	C.L. OF DRIVEWAY 10 - DOUBLE 24" SIDE DRAIN										92																				PCC-1
SUBTOTALS (1 OF 2):		**134**	**1686**	**928**	**198**	**124**	**166**	**130**	**172**	**524**	**480**	**24**	**12**	**2**	**861**	**296**	**5**	**8**	**14**	**2**	**15**				**531.58**	**51427**	**308**	**450**	**5.67**	**13**	

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	200	742
10-30-2026						
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
11-2-2026

STRUCTURES (BOX 2 OF 2)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	PIPE CULVERT ALTERNATES ALT. 1 (CLASS III) 24"	30"	ALT. 2, 3, 4, 5, AND 6 (WITH CLASS III ALT. 1) 24"	30"	SIDE DRAIN 12"	24"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	30"	36"	TEMPORARY CULVERTS 24"	48"	DROP INLETS TYPE N2	N3	RM	ST	TM	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	CONCRETE SPILLWAY	STD. DWG. NOS.
		LIN. FT.										EACH			LIN. FT.		EACH					LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	(TYPE A) EACH	
	STRUCTURES OVER 20' - 0" SPAN																													
600+76.74	C.L. OF I-49 - QUADRUPLE 8' X 5' R.C. BOX CULVERT																				8	5	1013.95	3252.18	394864	1468	57	0.72		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
690+78	C.L. OF I-49 - TRIPLE 10' X 5' R.C. BOX CULVERT																				10	5	699.10	2429.36	358576	1420	55	0.69		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
704+20	C.L. OF I-49 - TRIPLE 10' X 5' R.C. BOX CULVERT																				10	5	221	583.24	94295	287	56	0.71		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
725+75	C.L. OF I-49 - DOUBLE 8' X 5' R.C. BOX CULVERT																				8	5	397	699.92	124777	366	49	0.62		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
761+00	C.L. OF I-49 - QUINTUPLE 10' X 5' R.C. BOX CULVERT																				10	5	359	2148.25	355529	1044	81	1.02		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
29+00	C.L. OF RAMP I49NB-I40WB - SEXTUPLE 12' X 9' R.C. BOX CULVERT																				12	9	162	1549.27	221775	688	113	1.42		PBC-1, RCB-1, RCB-2, SPECIAL DETAILS
SUBTOTALS (2 OF 2):																								**10662.22**	**1549816**	**5273**	**411**	**5.18**		
SUBTOTALS (1 OF 2):		**134**	**1686**	**928**	**198**	**124**	**166**	**130**	**172**	**524**	**480**	**24**	**12**	**2**	**861**	**296**	**5**	**8**	**14**	**2**	**15**				**531.58**	**51427**	**308**	**450**	**5.67**	**13**	
SUBTOTALS (2 OF 2):																								**10662.22**	**1549816**	**5273**	**411**	**5.18**		
TOTALS:		**134**	**1686**	**928**	**198**	**124**	**166**	**130**	**172**	**524**	**480**	**24**	**12**	**2**	**861**	**296**	**5**	**8**	**14**	**2**	**15**				**11193.80**	**1601243**	**5581**	**861**	**10.85**	**13**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING CU.YD.
STA. 14+25 C.L. COLLUM FR.	83
STA. 47+82 C.L. I49NB-40WB	72
STA. 27+00 C.L. I49NB - I40EB	87
STA. 23+00 C.L. I49SB - I40WB	150
STA. 20+70 C.L. WATERFRONT	129
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	400
ENGINEER	
TOTAL:	**921**

NOTE: UNDERCUT OF THE PIPE FROM BELOW THE STRUCTURAL BEDDING BOTTOM OF EXCAVATION LEVEL TO A DEPTH OF 4 FEET AND REPLACE WITH SELECTED PIPE BEDDING

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS LIN. FT.	UNDERDRAIN OUTLET PROTECTORS EACH	FLUSHING UNDERDRAIN LIN. FT.	UNDERDRAIN VIDEO INSPECTION LIN. FT.
834+22	857+75	C.L. I-49 SBML	2703	11		
834+22	860+50	C.L. I-49 NBML	3013	12		
608+86	622+68	C.L. LT. I-40	1592	7		
637+07	640+58	C.L. LT. I-40	421	3		
622+68	661+50	C.L. LT. I-40	4442	17	4442	4442
661+50	666+70	C.L. LT. I-40	625	4		
138+33	152+93	C.L. I40EB - I49NB	1556	7		
31+75	34+90	C.L. I49NB - I40EB	347	3		
51+75	54+33	C.L. I49NB - I40WB	290	3		
61+51	74+41	C.L. I49NB - I40WB	1386	7		
15+22	32+23	C.L. I49SB - I40WB	1813	8		
9+60	21+50	C.L. I49SB - I40EB	1270	6		
33+48	46+27	C.L. I49SB - I40EB	1375	7		
13+21	28+47	C.L. I40WB - I49NB	1638	8		
52+98	60+49	C.L. I40WB - I49SB	815	5		
			0			
* ENTIRE PROJECT TO BE USED IF AND			1100	4	500	500
WHERE DIRECTED BY THE ENGINEER						
			0			
TOTALS:			**24386**	**112**	**4942**	**4942**

* NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CULVERT CLEAN OUT

STATION	LOCATION	EACH
612+19	LT. OF C.L. ML I-40	1
664+39	LT. & RT. OF C.L. ML I-40	1
58+73	LT. OF C.L. RAMP I40WB-I49SB	2
16+07	LT. OF C.L. RAMP I49SB-I40EB	1
73+42	LT. OF C.L. RAMP I49NB-I40WB	2
TOTAL:		**7**

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS

STATION	DESCRIPTION	PIPE CULVERTS EACH	BOX CULVERTS EACH
632+15	RT. OF C.L. I-49	1	
703+90	LT. OF C.L. I-49	1	
40+68	LT. OF C.L. HWY 64	1	
836+46	LT. OF C.L. I-49	1	
842+56	RT. OF C.L. I-49	1	
25+61	C.L. RAMP I40WB-I49NB	1	
52+85	C.L. RAMP I40WB-I49SB	1	
58+34	LT. OF C.L. RAMP I40WB-I49SB		1
14+82	LT. OF C.L. RAMP I49SB-I40EB		1
16+18	C.L. RAMP I49NB-I40EB	1	
73+42	LT. OF C.L. RAMP I49NB-I40WB		2
33+69	RT. OF C.L. RAMP I49SB-I40EB	1	
26+12	RT. OF C.L. RAMP I49SB-I40WB	1	
28+26	LT. OF C.L. RAMP I49SB-I40WB	2	
12+80	RT. OF C.L. WATERFRONT	1	
13+19	C.L. WATERFRONT	1	
14+23	RT. OF C.L. WATERFRONT	1	
15+46	RT. OF C.L. WATERFRONT	1	
15+97	RT. OF C.L. WATERFRONT	1	
16+68	RT. OF C.L. WATERFRONT	1	
18+12	RT. OF C.L. WATERFRONT	1	
20+63	RT. OF C.L. WATERFRONT	1	
21+00	RT. OF C.L. WATERFRONT	1	
16+49	RT. OF C.L. COLLUM FR	2	
25+30	RT. OF C.L. COLLUM FR	2	
27+88	RT. OF C.L. COLLUM FR	1	
TOTALS:		**26**	**4**

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICABLE.

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE	2500
		DIRECTED BY THE ENGINEER	
TOTAL:			**2500**

QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

DUMPED RIPRAP AND FILTER BLANKET

STATION	LOCATION	DUMPED RIPRAP CU. YD.	FILTER BLANKET SQ. YD.
631+45	OUTLET OF BOX CULVERT I-49 LT. & RT.	75	149
640+50	OUTLET OF BOX CULVERT I-49 LT. & RT.	106	212
651+50	OUTLET OF PIPE I-49 LT.	21	41
655+00	SIDE SLOPE OF I-49 RT.	213	425
656+00	OUTLET OF PIPE I-49 LT.	21	41
671+10	OUTLET OF PIPE CULVERT I-49 LT. & RT.	80	160
690+78	OUTLET OF BOX CULVERT I-49 LT. & RT.	438	876
698+00	OUTLET OF PIPE I-49 RT.	21	41
704+20	OUTLET OF BOX CULVERT I-49 LT. & RT.	480	960
725+75	OUTLET OF BOX CULVERT I-49 LT. & RT.	251	501
746+00	OUTLET OF PIPE I-49 RT.	21	42
754+00	OUTLET OF PIPE I-49 RT.	21	42
756+00	OUTLET OF PIPE I-49 RT.	21	42
761+00	OUTLET OF BOX CULVERT I-49 LT. & RT.	967	1934
844+00	OUTLET OF PIPE I-49 RT.	21	42
612+19	OUTLET OF BOX CULVERT LT I-40 LT.	21	42
664+39	OUTLET OF BOX CULVERT MED I-40 LT. & RT.	170	340
58+73	OUTLET OF PIPE CULVERT RAMP I40WB-I49SB LT.	36	71
27+00	OUTLET OF PIPE CULVERT RAMP I49NB-I40EB LT. & RT.	36	72
34+00	SIDE SLOPE OF RAMP I49NB-I40EB RT.	370	739
16+07	OUTLET OF PIPE CULVERT RAMP I49SB-I40EB	21	42
29+00	OUTLET OF BOX CULVERT RAMP I49NB-I40WB LT. & RT.	530	1060
47+82	OUTLET OF PIPE CULVERT RAMP I49NB-I40WB LT. & RT.	79	157
73+42	OUTLET OF BOX CULVERT RAMP I49NB-I40WB LT.	94	188
15+00	SIDE SLOPE OF RAMP I49SB-I40WB LT.	975	1949
23+00	OUTLET OF PIPE CULVERT RAMP I49SB-I40WB LT. & RT.	81	162
14+25	OUTLET OF PIPE CULVERT COLLUM FR. LT. & RT.	81	162
TOTALS:		**5251**	**10492**

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	201	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 21640
BYRON O. LAWRENCE
10-12-2026

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE	GATES
			LIN. FT.	EACH
12+55	12+70	RT. OF C.L. WATERFRONT	15	
12+88	14+87	RT. OF C.L. WATERFRONT	201	
21+63	21+92	RT. OF C.L. WATERFRONT	56	1
47+71	57+81	LT. OF C.L. HWY. 64	1009	
41+39	45+12	LT. OF HWY 162 HENRY	373	
603+77	604+27	RT. OF C.L. I-49	139	
606+06	606+31	RT. OF C.L. I-49	57	
610+62	611+32	RT. OF C.L. I-49	106	
616+30	616+99	LT. OF C.L. I-49	182	
618+29	625+21	C.L. I-49	769	
625+80	629+09	C.L. I-49	440	
626+11	629+37	C.L. I-49	437	
641+14	641+84	C.L. I-49	362	
641+36	642+20	C.L. I-49	277	
641+82	653+96	C.L. I-49	1245	1
643+31	643+74	C.L. I-49	260	1
643+32	653+07	C.L. I-49	1009	1
649+33	649+64	RT. OF C.L I-49	115	1
656+02	657+05	C.L. I-49	261	1
656+75	657+93	C.L. I-49	290	
656+90	658+85	C.L. I-49	438	
657+23	659+13	C.L. I-49	441	
662+43	663+00	LT. OF C.L I-49	65	
663+00	667+77	C.L. I-49	582	
682+52	686+75	C.L. I-49	574	
684+15	687+00	C.L. I-49	382	
687+02	688+02	RT. OF C.L. I-49	144	1
688+49	697+13	C.L. I-49	1479	
697+45	698+31	C.L. I-49	289	
704+74	707+98	C.L. I-49	447	
725+56	726+21	RT. OF C.L. I-49	99	
762+08	771+10	C.L. I-49	1171	1
763+56	770+37	C.L. I-49	883	
781+88	782+09	C.L. I-49	241	
794+23	794+36	C.L. I-49	837	
822+79	831+00	LT. OF C.L I-49	825	1
823+07	823+39	LT. OF C.L I-50	32	1
825+05	826+72	RT. OF C.L. I-49	174	
829+99	831+00	RT. OF C.L. I-49	102	
831+00	843+07	LT. OF C.L I-49	1228	1
831+00	845+99	RT. OF C.L. I-49	1476	
838+02	843+04	LT. OF C.L. I-49	510	
615+77	629+18	LT. OF C.L. LT ML-I-40	1316	
629+18	649+10	LT. OF C.L. LT ML-I-40	2382	
648+57	653+18	RT. OF C.L. LT ML-I-40	464	
653+18	666+21	RT. OF C.L. LT ML-I-40	1385	
655+61	664+84	LT. OF C.L. LT ML-I-40	1436	
TOTALS:			27005	11

JOINT SUPPORT

STATION	LOCATION	AVG. WIDTH	CLASS S CONCRETE-ROADWAY
		FEET	CU.YD.
834+22.00	C.L. I-49 NB	40.00	4.44
834+22.00	C.L. I-49 SB	40.00	4.44
15+31.99	C.L. RAMP I49SB-I40WB (APPROACH SLAB)	25.00	2.78
15+46.99	C.L. RAMP I49SB-I40WB (APPROACH SLAB)	25.00	2.78
53+97.61	C.L. RAMP I49NB-I40WB (APPROACH SLAB)	25.00	2.78
54+12.61	C.L. RAMP I49NB-I40WB (APPROACH SLAB)	25.00	2.78
61+61.90	C.L. RAMP I49NB-I40WB (APPROACH SLAB)	25.00	2.78
61+76.90	C.L. RAMP I49NB-I40WB (APPROACH SLAB)	25.00	2.78
52+97.52	C.L. RAMP I40WB-I49SB	25.00	2.78
TOTAL:			28.34

NOTE: REFER TO STANDARD DRAWING CPTJ-6A FOR JOINT SPACING FROM APPROACH SLABS

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE F)	APPROACH SLABS (TYPE F)	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7) [APPROACH GUTTERS]	AGGREGATE BASE CRS. (CLASS 7) [APPROACH SLAB]
			CU. YD.		POUND	TON	
16+42.75	16+77.94	BRIDGE 07691- RT. GUTTER	3.70		190	2.75	
16+50.87	16+87.68	BRIDGE 07691- LT. GUTTER	4.00		210	3.00	
19+60.27	20+05.21	BRIDGE 07691- LT. GUTTER	3.70		190	2.75	
19+70.02	20+05.21	BRIDGE 07691- RT. GUTTER	4.00		210	3.00	
612+24.49	612+59.74	BRIDGE A7692	7.50	74.90	9730	5.50	40.50
619+20.64	619+55.89	BRIDGE A7692	7.70	73.50	9520	5.75	40.50
612+77.48	613+12.24	BRIDGE B7692	7.50	74.70	9710	5.50	40.50
619+60.92	619+95.68	BRIDGE B7692	7.70	73.40	9500	5.75	40.50
682+64.40	682+99.40	BRIDGE A7693	6.90	80.20	10630	5.75	40.50
686+76.60	687+11.60	BRIDGE A7693	7.30	80.20	10650	5.75	40.50
683+56.40	683+91.40	BRIDGE B7693	7.30	80.20	10650	5.75	40.50
687+68.60	688+03.60	BRIDGE B7693	6.90	80.20	10630	5.50	40.50
54+27.60	54+62.40	BRIDGE 07694	6.90	96.60	12900	5.25	53.25
61+11.90	61+46.90	BRIDGE 07694	7.50	61.80	8080	5.25	32.00
TOTALS:			88.60	775.70	102800	67.25	409.25

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
842+15.00	851+78.58	LT. OF I-49 N.B.M.L.	900		1	1
842+25.00	846+44.15	RT. OF I-49 S.B.M.L.	375		1	1
843+16.08	855+00.00	LT. OF I-49 S.B.M.L.	1227.31			1
844+22.29	849+89.18	RT. OF I-49 N.B.M.L.	475	1	1	
850+64.18	855+00.00	RT. OF I-49 N.B.M.L.	401.55	1		
855+00.00	864+74.02	RT. OF I-49 N.B.M.L.	973.45			1
855+00.00	863+22.12	LT. OF I-49 S.B.M.L.	722.69		1	
860+75.00	864+25.00	RT. OF I-49 S.B.M.L.	300		1	1
637+06.98	638+31.98	LT. OF C.L. LT ML-I-40	75		1	
668+19.71	670+35.62	LT. OF C.L. LT ML-I-40	150	1	1	
144+10.19	145+53.33	LT. OF C.L. RAMP I40EB-I49NB	75	1	1	
53+85.50	56+00.00	RT. OF C.L. RAMP I40WB-I49SB	214.50			
54+71.81	56+00.00	LT. OF C.L. RAMP I40WB-I49SB	129.03			1
56+00.00	57+10.50	RT. OF C.L. RAMP I40WB-I49SB	60.50		1	
56+00.00	61+39.00	LT. OF C.L. RAMP I40WB-I49SB	520.97	1		
32+44.69	34+89.89	RT. OF C.L. RAMP I49NB-I40EB	195.20		1	
52+23.32	54+42.64	LT. OF C.L. RAMP I49NB-I40WB	150	1	1	
9+59.63	19+98.34	LT. OF C.L. RAMP I49SB-I40EB	1029.80			1
33+48.44	39+59.74	RT. OF C.L. RAMP I49SB-I40EB	566.95	2		
46+26.72	52+28.50	LT. OF C.L. RAMP I49SB-I40EB	550.81		1	
15+17.45	24+00.00	LT. OF C.L. RAMP I49SB-I40WB	861.09	1		
24+00.00	32+22.72	LT. OF C.L. RAMP I49SB-I40WB	813.10			
14+38.06	16+56.20	RT. OF C.L. WATERFRONT	150	1	1	
15+24.45	16+67.58	LT. OF C.L. WATERFRONT	75	1	1	
19+80.38	20+73.49	RT. OF C.L. WATERFRONT	25	1	1	
19+91.76	21+00.00	LT. OF C.L. WATERFRONT	89.91	1		
21+00.00	22+17.97	LT. OF C.L. WATERFRONT	60.09		1	
TOTALS:			11042	14	17	7

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
597+00.00	598+76.28	C.L. I-49 RT.	176.00	6.00	117.52	78.22	0.99
598+61.47	599+64.06	C.L. I-49 RT.	103.00	VAR.	705.88	45.78	0.58
599+55.86	601+00.00	C.L. I-49 RT.	150.00	6.00	100.00	66.67	0.84
600+00.00	601+25.00	C.L. I-49 LT.	125.00	6.00	83.33	55.56	0.70
607+79.52	608+89.75	C.L. I-49 LT.	111.00	6.00	74.00	49.33	0.62
608+30.13	609+22.21	C.L. I-49 LT.	92.00	VAR.	586.39	40.89	0.52
608+89.75	609+10.25	C.L. I-49 LT.	21.00	VAR.	42.39	9.33	0.12
611+25.00	612+56.93	C.L. I-49 RT.	136.00	6.00	90.67	60.44	0.76
626+50.00	628+25.00	C.L. I-49 LT.	174.00	6.00	116.00	77.33	0.97
637+75.00	638+50.00	C.L. I-49 LT.	75.00	6.00	50.00	33.33	0.42
698+10.25	699+00.00	C.L. I-49 RT.	90.00	6.00	60.00	40.00	0.50
702+70.00	704+25.56	C.L. I-49 RT.	156.00	6.00	103.71	69.33	0.87
833+72.00	834+00.00	C.L. I-49 MED.	28.00	6.00	18.67	12.44	0.16
833+08.08	835+56.46	C.L. I-49 RT.	249.00	VAR.	275.43	110.67	1.39
833+08.08	835+03.54	C.L. I-49 LT.	195.00	VAR.	74.65	86.67	1.09
849+50.00	851+75.00	C.L. I-49 RT.	225.00	6.00	150.00	100.00	1.26
854+25.00	855+00.00	C.L. I-49 LT.	80.00	6.00	53.33	35.56	0.45
855+00.00	855+25.00	C.L. I-49 LT.	25.00	6.00	16.67	11.11	0.14
612+38.44	614+15.00	C.L. LT ML-I-40 LT.	182.00	6.00	121.33	80.89	1.02
24+00.00	25+00.00	C.L. CC RAMP 3 LT.	100.00	6.00	66.67	44.44	0.56
24+50.00	27+00.00	C.L. CC RAMP 3 RT.	250.00	6.00	166.67	111.11	1.40
27+75.00	29+00.00	C.L. CC RAMP 3 LT.	121.00	6.00	80.67	53.78	0.68
32+09.75	32+30.25	C.L. CC RAMP 3 RT.	20.50	VAR.	80.67	9.11	0.11
59+00.00	61+01.43	C.L. RAMP I40WB-I49SB LT.	208.00	6.00	138.67	92.44	1.16
60+01.74	60+49.72	C.L. RAMP I40WB-I49SB RT.	47.00	VAR.	59.39	20.89	0.26
61+47.69	61+69.84	C.L. RAMP I40WB-I49SB LT.	22.00	VAR.	5.66	9.78	0.12
63+00.00	64+00.00	C.L. RAMP I49NB-I40WB RT.	100.00	6.00	66.67	44.44	0.56
11+40.00	12+65.58	C.L. WATERFRONT RT.	126.00	6.00	83.72	56.00	0.71
12+25.00	13+03.39	C.L. WATERFRONT LT.	78.00	6.00	52.26	34.67	0.44
13+38.88	15+20.24	C.L. WATERFRONT LT.	196.00	6.00	130.67	87.11	1.10
15+82.19	16+62.56	C.L. WATERFRONT LT.	80.00	6.00	53.58	35.56	0.45
19+72.65	20+50.26	C.L. WATERFRONT RT.	78.00	6.00	51.47	34.67	0.44
20+17.02	20+60.16	C.L. WATERFRONT LT.	43.00	6.00	28.67	19.11	0.24
20+49.07	20+82.35	C.L. WATERFRONT RT.	33.00	VAR.	80.97	14.67	0.18
20+59.32	20+92.60	C.L. WATERFRONT LT.	33.00	VAR.	80.97	14.67	0.18
20+90.82	21+00.00	C.L. WATERFRONT LT.	9.00	6.00	6.12	4.00	0.05
21+00.00	22+77.06	C.L. WATERFRONT LT.	177.00	6.00	118.04	78.67	0.99
30+75.00	32+00.00	C.L. COLLUM FR LT.	125.00	6.00	83.33	55.56	0.70
TOTALS:					4274.84	1884.23	23.73

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

10/19/2026 9:28:15 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
8-27-2026	11-03-2026	6	ARK.	040904	202	742
9-03-2026						
10-30-2026		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
11-3-2026

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	REMOVING AND REPLACING TOPSOIL
			CU. YD.		
593+14.72	861+00.00	I-49 STAGE 1	40547	1003337	
593+14.72	861+00.00	I-49 STAGE 2	69784	63569	
593+14.72	861+00.00	I-49 STAGE 3	105439	24213	
593+14.72	861+00.00	I-49 STAGE 4	6075	165894	
593+14.72	861+00.00	I-49 STAGE 5	5176	22647	
593+14.72	861+00.00	I-49 STAGE 7	15349	39048	
608+85.66	670+87.24	I-40 STAGE 2	1808	5104	
608+85.66	670+87.24	I-40 STAGE 4	12770	81	
608+85.66	670+87.24	I-40 STAGE 7	761		
20+32.60	33+44.73	CC RAMP 3 STAGE 3	39406	13522	
139+50.00	152+92.94	RAMP I40EB-I49NB STAGE 2	69	17475	
139+50.00	152+92.94	RAMP I40EB-I49NB STAGE 5	1319	34766	
139+50.00	152+92.94	RAMP I40EB-I49NB STAGE 6	165	2459	
139+50.00	152+92.94	RAMP I40EB-I49NB STAGE 7	15015	389	
13+21.94	28+47.15	RAMP I40WB-I49NB STAGE 1	81	8	
13+21.94	28+47.15	RAMP I40WB-I49NB STAGE 2	1089	18174	
13+21.94	28+47.15	RAMP I40WB-I49NB STAGE 5	428	6583	
13+21.94	28+47.15	RAMP I40WB-I49NB STAGE 5 UNDERCUT	1744		
13+21.94	28+47.15	RAMP I40WB-I49NB STAGE 6	18316	941	
13+21.94	28+47.15	RAMP I40WB-I49NB STAGE 7	8	191	
16+94.04	34+89.89	RAMP I49NB-I40EB STAGE 1	172	71282	
16+94.04	34+89.89	RAMP I49NB-I40EB STAGE 2	108	7397	
34+00.00	34+89.89	RAMP I49NB-I40EB STAGE 2 UNDERCUT	616		
52+00.00	61+01.43	RAMP I40WB-I49SB STAGE 2	884	9561	
52+00.00	61+01.43	RAMP I40WB-I49SB STAGE 7	1287	3557	
25+03.93	74+36.36	RAMP I49NB-I40WB STAGE 1	2650	161990	
25+03.93	74+36.36	RAMP I49NB-I40WB STAGE 2	282	5693	
25+03.93	74+36.36	RAMP I49NB-I40WB STAGE 4	22911	27346	
10+03.96	55+30.91	RAMP I49SB-I40EB STAGE 2	1738	8585	
19+50.00	20+00.00	RAMP I49SB-I40EB STAGE 2 UNDERCUT	219		
10+03.96	55+30.91	RAMP I49SB-I40EB STAGE 3	724	44305	
10+03.96	55+30.91	RAMP I49SB-I40EB STAGE 4	4519	3557	
35+50.00	37+70.00	RAMP I49SB-I40EB STAGE 4 UNDERCUT	942		
10+03.96	55+30.91	RAMP I49SB-I40EB STAGE 5	7802	2562	
10+03.96	55+30.91	RAMP I49SB-I40EB STAGE 7	1005	4044	
14+60.78	32+22.72	RAMP I49SB-I40WB STAGE 1	8770	31354	
14+61.00	20+00.00	RAMP I49SB-I40WB STAGE 1 UNDERCUT	11326		
14+60.78	32+22.72	RAMP I49SB-I40WB STAGE 3	1227	6189	
14+60.78	32+22.72	RAMP I49SB-I40WB STAGE 4	10837	88	
10+00.00	32+36.54	COLLUM FR STAGE 1	3239	7898	
10+00.00	32+36.54	COLLUM FR STAGE 3	741		
10+66.68	41+56.50	DRIVEWAY 7 STAGE 1	197	3584	
10+66.68	41+56.50	DRIVEWAY 7 STAGE 3	73	233	
10+50.45	12+22.63	DRIVEWAY 8 STAGE 1	127	190	
10+51.19	13+11.49	DRIVEWAY 9 STAGE 1	53	358	
20+51.38	23+08.86	DRIVEWAY 10 STAGE 1	119	389	
10+11.37	21+16.07	HENRY SR	1808	3233	
34+76.45	46+03.98	HWY 162 HENRY STAGE 2	692	2966	
34+76.45	46+03.98	HWY 162 HENRY STAGE 3	227	9	
34+76.45	46+03.98	HWY 162 HENRY STAGE 4	3208	1367	
10+15.00	24+10.92	OLD WIRE RD STAGE 1	1282	601	
11+40.00	23+20.00	WATERFRONT STAGE 1	749	1963	
11+40.00	23+20.00	WATERFRONT STAGE 2	1530	18710	
11+40.00	23+20.00	WATERFRONT STAGE 3	1733	1186	
ENTIRE	PROJECT	APPROACHES	5	745	
ENTIRE	PROJECT	POND AND FILL		1887	
ENTIRE	PROJECT	FROG BAYOU SPECIAL GRADING	20183		
ENTIRE	PROJECT	4" TOPSOIL PLATING			26932
ENTIRE	PROJECT	GENERAL USE TOPSOIL - AS DIRECTED	80121		
TOTALS:			**529455**	**1851230**	**26932**

ROCK FILL

STATION	STATION	LOCATION / DESCRIPTION	ROCK FILL	GEOTEXTILE FABRIC (TYPE 8)	GEOTEXTILE FABRIC (TYPE 10)
			CU. YD.	SQ. YD.	
618+50.00	622+00.00	I-49 STAGE 1	16880	5648	5266
681+10.00	684+90.00	I-49 STAGE 1	28413	6057	9007
768+61.00	770+82.00	I-49 STAGE 2	20532	4144	5635
831+58.00	835+70.00	I-49 STAGE 2	2315	1731	2416
685+85.00	689+60.00	I-49 STAGE 4	21669	8413	11121
831+58.00	835+70.00	I-49 STAGE 5	5053	2527	3582
831+58.00	835+70.00	I-49 STAGE 7	1996	3095	481
146+00.00	149+00.00	RAMP I40EB-I49NB STAGE 5	4842	2170	3985
20+00.00	24+00.00	RAMP I40WB-I49NB STAGE 2	3979	1189	2934
21+30.00	25+00.00	RAMP I40WB-I49NB STAGE 5	564	326	927
24+00.00	26+00.00	RAMP I40WB-I49NB STAGE 5 BACKFILL	1744		
52+12.00	54+00.00	RAMP I40WB-I49SB STAGE 7	770	693	814
54+00.00	55+00.00	RAMP I40WB-I49SB STAGE 2	990	572	1627
16+94.04	18+58.72	RAMP I49NB-I40EB STAGE 1	3581	1050	2800
34+00.00	35+00.00	RAMP I49NB-I40EB STAGE 2	365	140	480
34+00.00	35+00.00	RAMP I49NB-I40EB STAGE 2 BACKFILL	616		
24+85.00	27+02.00	RAMP I49NB-I40WB STAGE 1	3975	2061	2557
32+00.00	38+00.00	RAMP I49NB-I40WB STAGE 1	43042	13203	17114
38+00.00	40+58.00	RAMP I49NB-I40WB STAGE 1	7426	2270	2942
52+31.00	54+74.20	RAMP I49NB-I40WB STAGE 1	2668	335	417
60+55.00	62+70.00	RAMP I49NB-I40WB STAGE 1	10794	1771	2204
42+58.00	45+50.00	RAMP I49NB-I40WB STAGE 4	4182	2817	3681
45+50.00	46+50.00	RAMP I49NB-I40WB STAGE 4	1694	673	879
19+50.00	20+00.00	RAMP I49SB-I40EB STAGE 2 BACKFILL	404		
50+50.00	54+65.00	RAMP I49SB-I40EB STAGE 3	5981	9842	12379
35+50.00	37+70.00	RAMP I49SB-I40EB STAGE 4 BACKFILL	942		
14+61.00	17+00.00	RAMP I49SB-I40WB STAGE 1	2662	5221	8306
14+61.00	20+00.00	RAMP I49SB-I40WB STAGE 1 BACKFILL	11326		
TOTALS:			**209405**	**75948**	**101554**

NOTE: 10" AGGREGATE BASE COURSE (CLASS 7) TO BE PAID FOR AS ROCK FILL. SEE SPECIAL DETAIL.

TEMPORARY RETAINING WALLS

LOCATION	SELECT GRANULAR BACKFILL	TEMPORARY RETAINING WALL	AGGREGATE BASE COURSE (CLASS 7)
	CU. YD.	SQ. FT.	TON
I-49 TEMP MEDIAN WALL	5219	11742	272
TOTALS:	**5219**	**11742**	**272**

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	SIDE TYPE A	SIDE TYPE E	MEDIAN TYPE SPECIAL
				LIN. FT.	
834+22	834+73	RT. OF I-49 N.B. M.L.		51	
834+22	835+23	LT. OF I-49 S.B. M.L.			101
849+89	850+64	RT. OF I-49 N.B. M.L.	75		
145+53	146+00	LT. OF C.L. RAMP I40EB-I49NB	47		
146+00	148+73	LT. OF C.L. RAMP I40EB-I49NB	273		
61+39	61+99	LT. OF C.L. RAMP I40WB-I49SB	60		
33+74	45+00	LT. OF C.L. RAMP I49SB-I40EB	1126		
39+60	45+00	RT. OF C.L. RAMP I49SB-I40EB	540		
45+00	45+67	LT. OF C.L. RAMP 149SB-I40EB	67		
45+00	53+19	RT. OF C.L. RAMP I49SB-I40EB	819		
TOTALS:			**3007**	**51**	**101**

STONE BACKFILL

STATION	LOCATION / DESCRIPTION	STONE BACKFILL
		TON
631+45.00	C.L. I-49	764
640+50.00	C.L. I-49	400
690+79.84	C.L. I-49	6712
725+75.00	C.L. I-49	2064
761+00.00	C.L. I-49	6028
58+50.00	C.L. RAMP I40WB-I49SB (MED I-40 STA. 664+39.25)	347
TOTAL:		**16315**

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	WIRE ROPE SAFETY FENCE ANCHORS *	WIRE ROPE SAFETY FENCE MAINTENANCE	WIRE ROPE SAFETY FENCE (POST REPAIR)	CONCRETE DITCH PAVING (TYPE B)			SOLID SODDING	WATER
							LENGTH	"W"	SQ. YD.		
			LIN. FT.	EACH	LUMP SUM	EACH	LIN. FT.	FEET		SQ. YD.	M. GAL.
851+25	854+41	RT. OF C.L. I-49	312	2			312	7.18	248.91	138.67	1.75
857+50	858+00	RT. OF C.L. I-49	50	2			50	8.00	44.44	22.22	0.28
858+00	869+00	RT. OF C.L. I-49	1100				1100	8.00	977.78	488.89	6.16
869+00	869+50	RT. OF C.L. I-49	50				50	8.00	44.44	22.22	0.28
ENTIRE	PROJECT				1.00	50					
TOTALS:			**1512**	**4**	**1.00**	**50**	**1512**	**31.18**	**1315.57**	**672.00**	**8.47**

* DENOTES FOR INFORMATION ONLY

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	203	742
		QUANTITY SHEETS				

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH	PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 70-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS		STANDARD DRAWINGS
								18"	24"	
			FEET	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.		
12+80	RT.	C.L. WATERFRONT	16	62.22	37.01	4.07	15.11	32		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
13+19	LT.	C.L. WATERFRONT	16	58.54	37.01	4.07	15.11	36		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
21+00	RT.	C.L. WATERFRONT	16	125.90	37.01	4.07	15.11	44		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
21+11	RT.	C.L. WATERFRONT TEMP.	16		92.64	10.19	37.83		32	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
22+46	RT.	C.L. WATERFRONT	16	27.15	37.01	4.07	15.11			
23+00	LT.	C.L. WATERFRONT	16	29.37	46.97	5.17	19.18			
17+00	LT.	C.L. HENRY SR	16		54.04	5.94	45.30	30		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
19+80	LT.	C.L. HENRY SR	16		54.04	5.94	48.73	34		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
21+16	LT.	C.L. HENRY SR	16		54.04	5.94	47.12			
10+00	LT.	C.L. COLLUM FR	16		37.01	4.07	34.56	36		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
10+00	RT.	C.L. COLLUM FR	20		250.52	27.56	102.30			
16+00	LT.	C.L. COLLUM FR	16		37.01	4.07	43.11	42		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
25+00	LT.	C.L. COLLUM FR	16		37.01	4.07	33.81	30		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
* ENTIRE PROJECT TEMPORARY DRIVES										
TOTALS:				**303.18**	**811.32**	**89.23**	**472.38**	**284**	**32**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22

* QUANTITY ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

RUMBLE STRIPS IN SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN CONCRETE SHOULDERS	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.	
834+22	837+08	C.L. I-49 N.B. LT. SHLD.		286
842+15	854+41	C.L. I-49 N.B. LT. SHLD.		1226
835+23	854+41	C.L. I-49 S.B. LT. SHLD.		1918
833+08	841+27	C.L. I-49 S.B. RT. SHLD.		819
846+23	858+00	C.L. I-49 S.B. RT. SHLD.		1177
833+08	835+23	C.L. I-49 S.B. LT. SHLD.	215	
834+73	860+50	C.L. I-49 N.B. RT. SHLD.		2577
51+50	54+19	C.L. RAMP I49SB-I40EB	269	
TOTALS:			**484**	**8003**

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
39+10.00	40+10.00	C.L. HWY 162 HENRY	36.92	410.22
41+10.00	42+10.00	C.L. HWY 162 HENRY	36.57	406.33
TOTAL:				**816.55**

NOTE: AVERAGE MILLING DEPTH 1".

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
	EACH	
11+61 LT. OF C.L. WATERFRONT	1	1
12+94 RT. OF C.L. WATERFRONT	1	1
16+46 RT. OF C.L. WATERFRONT	1	1
17+83 RT. OF C.L. WATERFRONT	1	1
19+58 RT. OF C.L. WATERFRONT	1	1
21+01 RT. OF C.L. WATERFRONT	1	1
22+56 RT. OF C.L. WATERFRONT	1	1
22+54 LT. OF C.L. WATERFRONT	1	1
15+66 RT. OF C.L. WATERFRONT	1	1
15+66 RT. OF C.L. WATERFRONT	1	1
TOTALS:	**10**	**10**

PORTLAND CEMENT CONCRETE CORRUGATIONS

STATION	STATION	LOCATION	PORTLAND CEMENT CONCRETE CORRUGATIONS
			SQ. YDS.
835+48.93	836+34.34	C.L. I-49	116
53+79.90	53+96.12	C.L. RAMP I40WB-I49SB	13
45+93.03	46+26.72	C.L. RAMP I49SB-I40EB	34
TOTAL:			**163**

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50
TOTAL:	**50**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CRASH CUSHION

STATION	LOCATION	CRASH CUSHION
		EACH
835+22.50	LT. OF C.L. I-49	1
45+66.58	LT. OF C.L. RAMP I49SB-I40EB	1
TOTAL:		**2**

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
613+12	C.L. I-49	1
640+50	C.L. I-49	1
683+91	C.L. I-49	1
704+20	C.L. I-49	1
725+75	C.L. I-49	1
740+00	C.L. I-49	1
770+11	C.L. I-49	1
793+16	C.L. I-49	1
812+54	C.L. I-49	1
833+00	C.L. I-49	1
844+00	C.L. I-49	1
TOTAL:		**11**

NOTE: SHOWN FOR INFORMATION ONLY. BENCH MARKS SHALL BE FURNISHED AND PLACED BY STATE FORCES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
7-29-2026

FENCING

STATION	STATION	LOCATION	WIRE FENC (TYPE A)	16'-0" GATES
			LIN. FT.	EACH
595+00	598+90	RT. OF C.L. I-49	405	
599+07	606+53	LT. OF C.L. I-49	1013	
599+53	609+15	RT. OF C.L. I-49	991	1
607+20	608+45	LT. OF C.L. I-49	213	1
608+59	612+38	LT. OF C.L. I-49	511	1
609+48	613+38	RT. OF C.L. I-49	476	
612+40	612+85	MED. C.L. I-49	78	
618+97	639+00	LT. OF C.L. I-49	2105	
619+47	619+81	MED. C.L. I-49	72	
619+78	639+00	RT. OF C.L. I-49	2077	1
639+00	663+00	RT. OF C.L. I-49	2489	
639+00	663+00	LT. OF C.L. I-49	2338	
663+00	684+93	RT. OF C.L. I-49	2360	
663+00	682+59	LT. OF C.L. I-49	2035	1
683+08	683+86	MED. C.L. I-49	102	
685+84	687+00	LT. OF C.L. I-49	229	
686+82	687+60	MED. C.L. I-49	102	
687+00	693+36	LT. OF C.L. I-49	629	1
687+93	704+28	RT. OF C.L. I-49	1781	1
693+55	703+62	LT. OF C.L. I-49	1014	1
704+11	711+00	LT. OF C.L. I-49	696	
704+77	711+00	RT. OF C.L. I-49	614	1
711+00	723+89	LT. OF C.L. I-49	1295	1
711+00	727+14	RT. OF C.L. I-49	1672	
724+37	735+00	LT. OF C.L. I-49	1075	
727+63	735+00	RT. OF C.L. I-49	733	1
735+00	759+00	RT. OF C.L. I-49	2401	
735+00	759+00	LT. OF C.L. I-49	2390	1
759+00	761+97	RT. OF C.L. I-49	301	
763+03	770+92	LT. OF C.L. I-49	1275	1
763+16	770+92	RT. OF C.L. I-49	910	1
794+90	800+81	RT. OF C.L. I-49	612	1
801+90	807+00	RT. OF C.L. I-49	526	1
807+00	807+47	RT. OF C.L. I-49	145	
821+35	831+00	LT. OF C.L. I-49	993	
829+99	831+00	RT. OF C.L. I-49	101	
831+00	844+00	LT. OF C.L. I-49	1322	
831+00	845+99	RT. OF C.L. I-49	1475	
20+63	23+17	LT. OF C.L. CC RAMP 3	255	
10+00	21+00	RT. OF C.L. RAMP I40WB-I49NB	955	
21+00	25+90	RT. OF C.L. RAMP I40WB-I49NB	431	
57+17	58+10	LT. OF C.L. RAMP I40WB-I49SB	84	1
58+40	58+50	LT. OF C.L. RAMP I40WB-I49SB	43	
15+93	19+95	RT. OF C.L. RAMP I49NB-I40EB	420	
21+00	24+00	RT. OF C.L. RAMP I49NB-I40EB	289	1
24+00	34+90	RT. OF C.L. RAMP I49NB-I40EB	1061	
13+40	14+99	LT. OF C.L. RAMP I49SB-I40EB	158	1
15+42	19+89	LT. OF C.L. RAMP I49SB-I40EB	465	
61+08	69+00	RT. OF C.L. RAMP I49NB-I40WB	840	1
69+00	77+22	RT. OF C.L. RAMP I49NB-I40WB	847	
14+85	24+00	LT. OF C.L. RAMP I49SB-I40WB	948	1
24+00	25+76	LT. OF C.L. RAMP I49SB-I40WB	158	
27+79	28+12	LT. OF C.L. RAMP I49SB-I40WB	16	1
41+39	45+12	LT. OF HWY 162 HENRY	373	
29+40	30+00	RT. OF C.L. COLLUM FR	59	
30+00	36+95	RT. OF C.L. COLLUM FR	688	
40+90	44+00	LT. OF C.L. HWY. 64	310	
44+00	45+82	LT. OF C.L. HWY. 64	299	
45+82	57+76	LT. OF C.L. HWY. 64	1335	2
TOTALS:			**49590**	**24**

RETAINING WALLS

STATION	STATION	LOCATION	RETAINING WALL	SELECT GRANULAR BACKFILL	CONCRETE DITCH PAVING (TYPE B)	UNCLASSIFIED EXCAVATION	TEXTURED COATING FINISH
			SQ. FT.	CU. YD.	SQ. YD.	CU. YD.	SQ.YD.
16+52	16+86	C.L. WATERFRONT - LT. & RT.	2484	1891	88	906	212
19+60	20+03	C.L. WATERFRONT - LT. & RT.	2209	1761	99	2212	189
TOTALS:			**4693**	**3652**	**187**	**3118**	**401**

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	204	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
6-29-2026

BASE AND SURFACING - SIDE ROADS & CROSS STREETS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.10 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	TOTAL PG 70-22
						TOTAL WID.			TOTAL WID.																			
			FEET			FEET	SQ.YD.	GALLON	FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
WATERFRONT																												
11+40.00	16+82.81	WATERFRONT	542.81	77.75	422.03	40.71	2455.31	122.77				122.77					20.46	1233.99	330.00	203.61	20.25	1221.32	220.00	134.35	20.00	1206.24	220.00	132.69	267.04
11+40.00	11+90.00	WATERFRONT RT. SHOULDER	50.00	32.00	16.00																				2.00	11.11	220.00	1.22	1.22
11+40.00	11+90.00	WATERFRONT LT. SHOULDER	50.00	32.00	16.00																				2.00	11.11	220.00	1.22	1.22
11+90.00	16+42.94	WATERFRONT RT. SHOULDER	452.94	43.75	198.16																				4.00	201.31	220.00	22.14	22.14
11+90.00	16+52.68	WATERFRONT LT. SHOULDER	462.68	43.75	202.42																				4.00	205.64	220.00	22.62	22.62
16+42.94	16+78.34	WATERFRONT RT. SHOULDER	35.40	14.00	4.96																				2.00	7.87	220.00	0.87	0.87
16+52.68	16+87.28	WATERFRONT LT. SHOULDER	34.60	14.00	4.84																				2.00	7.69	220.00	0.85	0.85
19+60.68	19+95.27	WATERFRONT RT. SHOULDER	34.59	14.00	4.84																				2.00	7.69	220.00	0.85	0.85
19+65.15	23+20.00	WATERFRONT	354.85	77.75	275.90	40.71	1605.10	80.26				80.26					20.46	806.69	330.00	133.10	20.25	798.41	220.00	87.83	20.00	788.56	220.00	86.74	174.57
19+69.62	20+05.02	WATERFRONT LT. SHOULDER	35.40	14.00	4.96																				2.00	7.87	220.00	0.87	0.87
19+95.27	22+70.00	WATERFRONT RT. SHLD.	274.73	43.75	120.19																				4.00	122.10	220.00	13.43	13.43
20+05.02	22+70.00	WATERFRONT LT. SHLD.	264.98	43.75	115.93																				4.00	117.77	220.00	12.95	12.95
22+70.00	23+20.00	WATERFRONT RT. SHLD.	50.00	32.00	16.00																				2.00	11.11	220.00	1.22	1.22
22+70.00	23+20.00	WATERFRONT LT. SHLD.	50.00	32.00	16.00																				2.00	11.11	220.00	1.22	1.22
HENRY SR																												
10+11.37	10+49.00	HENRY SR	37.63	160.75	60.49	62.75	262.36	13.12				13.12					31.48	131.62	330.00	21.72	31.27	130.74	220.00	14.38	31.02	129.70	220.00	14.27	28.65
10+49.00	20+36.07	HENRY SR	987.07	117.75	1162.27	40.71	4464.85	223.24				223.24					20.46	2243.94	330.00	370.25	20.25	2220.91	220.00	244.30	20.00	2193.49	220.00	241.28	485.58
20+36.07	21+16.07	HENRY SR CUL-DE-SAC	138.89	284.25	394.79	126.37	1950.17	97.51				97.51					63.29	976.71	330.00	161.16	63.08	973.46	220.00	107.08	62.83	969.61	220.00	106.66	213.74
HWY 162 HENRY																												
39+10.00	40+10.00	HWY 162 HENRY OVERLAY TRANSITION	100.00						36.92	410.22	41.02	41.02													36.92	410.22	220.00	45.12	45.12
40+10.00	41+10.00	HWY 162 HENRY	100.00	113.00	113.00	67.50	750.00	37.50				37.50	22.79	253.22	550.00	69.64	22.46	249.56	330.00	41.18	22.25	247.22	220.00	27.19	34.00	377.78	220.00	41.56	68.75
41+10.00	42+10.00	HWY 162 HENRY OVERLAY TRANSITION	100.00						36.57	406.33	40.63	40.63													36.57	406.33	220.00	44.70	44.70
COLLUM FR																												
10+00.00	10+97.98	COLLUM FR CUL-DE-SAC SHOULDER	399.00	43.75	174.56																				4.00	177.33	220.00	19.51	19.51
10+00.00	10+97.98	COLLUM FR CUL-DE-SAC	145.00	263.00	381.35	135.97	2190.63	109.53				109.53					68.09	1097.01	330.00	181.01	67.88	1093.62	220.00	120.30	67.63	1089.59	220.00	119.85	240.15
10+97.98	32+36.54	COLLUM FR RT. SHOULDER	2138.56	43.75	935.62																				4.00	950.47	220.00	104.55	104.55
10+97.98	32+36.54	COLLUM FR	2138.56	77.75	1662.73	40.71	9673.42	483.67				483.67					20.46	4861.66	330.00	802.17	20.25	4811.76	220.00	529.29	20.00	4752.36	220.00	522.76	1052.05
10+97.98	32+36.54	COLLUM FR LT. SHOULDER	2138.56	43.75	935.62																				4.00	950.47	220.00	104.55	104.55
DRIVEWAYS																												
10+66.68	41+36.50	DRIVEWAY 7	3069.82	70.75	2171.90																								
41+36.50	41+56.50	DRIVEWAY 7	20.00	104.00	20.80																								
10+50.45	10+70.45	DRIVEWAY 8	20.00	104.00	20.80																								
10+70.45	12+22.63	DRIVEWAY 8	152.18	70.75	107.67																								
10+51.19	10+71.19	DRIVEWAY 9	20.00	104.00	20.80																								
10+71.19	13+11.49	DRIVEWAY 9	240.30	70.75	170.01																								
20+51.37	20+71.37	DRIVEWAY 10	20.00	104.00	20.80																								
20+71.37	23+08.86	DRIVEWAY 10	237.49	70.75	168.02																								
10+15.40	24+10.92	OLD WIRE ROAD	1395.52	70.75	987.33																								
ADDITIONAL FOR GUARDRAIL WIDENING																												
14+11.56	16+56.20	RT. SIDE OF WATERFRONT	244.64	39.25	96.02																				5.50	149.50	220.00	16.45	16.45
14+97.95	16+67.58	LT. SIDE OF WATERFRONT	169.63	39.25	66.58																				5.50	103.66	220.00	11.40	11.40
19+80.38	20+88.81	RT. SIDE OF WATERFRONT	108.43	38.50	41.75																				5.39	64.94	220.00	7.14	7.14
19+91.76	22+41.25	LT. SIDE OF WATERFRONT	249.49	37.50	93.56																				5.27	146.09	220.00	16.07	16.07
ADDITIONAL FOR SUPERELEVATION																												
21+81.00	23+20.00	WATERFRONT	139.00	28.25	39.27																								
16+45.00	23+01.00	COLLUM FR	656.00	19.75	129.56																								
23+65.00	32+36.54	COLLUM FR	871.54	41.00	357.33																								
TOTALS:					**11750.86**		**23351.84**	**1167.60**		**816.55**	**81.65**	**1249.25**		**253.22**		**69.64**		**11601.18**		**1914.20**		**11497.44**		**1264.72**		**15588.72**		**1714.76**	**2979.48**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.1% MIN. AGGR.....3.9% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	205	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BARON O. LAWRENCE
7-29-2026

BASE AND SURFACING - MAINTENANCE OF TRAFFIC

STATION	STATION	LOCATION	LENGTH	TRENCHING AND SHOULDER PREPERATION	AGGREGATE BASE COURSE		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
							(0.05 GAL. PER SQ. YD.)			(0.10 GAL. PER SQ. YD.)																		
					TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	TOTAL PG 70-22
			FEET	STATION			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
WATERFRONT-DETOUR																													
12+97.32	14+13.40	C.L. WATERFRONT	116.08		72.00	83.58				9.15	118.01	11.80	11.80													9.15	118.01	220.00	12.98	12.98
14+13.94	21+97.49	C.L. WATERFRONT-DETOUR	783.55		214.75	1682.67																				24.00	2089.47	220.00	229.84	229.84
21+37.88	22+31.30	C.L. WATERFRONT	93.42		99.50	92.95				13.38	138.88	13.89	13.89													13.38	138.88	220.00	15.28	15.28
HENRY-DETOUR																													
34+76.57	37+69.45	C.L. HWY 162 HENRY	292.88		113.75	333.15				15.60	507.66	50.77	50.77													15.60	507.66	220.00	55.84	55.84
37+51.54	43+45.10	C.L. HENRY-DETOUR	593.56		237.25	1408.22																				26.00	1714.73	220.00	188.62	188.62
43+30.98	46+03.98	C.L. HWY 162 HENRY	273.00		101.25	276.41				13.67	414.66	41.47	41.47													13.67	414.66	220.00	45.61	45.61
MOT DETOURS																													
11+68.97	12+97.02	C.L. SB-WB MEDIAN DETOUR	128.05	2.00			41.01	583.48	29.17				29.17	13.67	194.49	495.00	48.14	13.67	194.49	660.00	64.18	13.67	194.49	220.00	21.39	13.67	194.49	220.00	21.39	42.78
12+97.02	16+43.48	C.L. SB-WB MEDIAN DETOUR	346.46	4.00	17.75	61.50	104.13	4008.54	200.43				200.43	34.92	1344.26	495.00	332.70	34.69	1335.41	660.00	440.69	34.52	1328.87	220.00	146.18	34.40	1324.25	220.00	145.67	291.85
16+43.48	20+26.83	C.L. SB-WB MEDIAN DETOUR	383.35	4.00			109.20	4651.31	232.57				232.57	36.40	1550.44	495.00	383.73	36.40	1550.44	660.00	511.65	36.40	1550.44	220.00	170.55	36.40	1550.44	220.00	170.55	341.10
16+43.48	20+26.83	C.L. SB-WB MEDIAN DETOUR	383.35	4.00	17.75	68.04	32.58	1387.73	69.39				69.39	11.07	471.52	495.00	116.70	10.84	461.72	660.00	152.37	10.67	454.48	220.00	49.99	10.54	448.95	220.00	49.38	99.37
20+26.83	39+97.81	C.L. SB-WB MEDIAN DETOUR	1970.98	20.00	17.75	349.85	108.81	23829.15	1191.46				1191.46	36.48	7989.04	495.00	1977.29	36.25	7938.67	660.00	2619.76	36.08	7901.44	220.00	869.16	35.96	7875.16	220.00	866.27	1735.43
39+97.81	41+38.09	C.L. SB-WB MEDIAN DETOUR	140.28	2.00			110.91	1728.72	86.44				86.44	36.97	576.24	495.00	142.62	36.97	576.24	660.00	190.16	36.97	576.24	220.00	63.39	36.97	576.24	220.00	63.39	126.78
39+97.81	43+89.75	C.L. SB-WB MEDIAN DETOUR	391.94	4.00	17.75	69.57	37.57	1636.13	81.81				81.81	12.73	554.38	495.00	137.21	12.50	544.36	660.00	179.64	12.34	537.39	220.00	59.11	12.21	531.73	220.00	58.49	117.60
41+38.09	43+89.75	C.L. SB-WB MEDIAN DETOUR	251.66	3.00			122.58	3427.61	171.38				171.38	40.86	1142.54	495.00	282.78	40.86	1142.54	660.00	377.04	40.86	1142.54	220.00	125.68	40.86	1142.54	220.00	125.68	251.36
43+89.75	47+47.49	C.L. SB-WB MEDIAN DETOUR	357.74	4.00	17.75	63.50	123.42	4905.81	245.29				245.29	41.35	1643.62	495.00	406.80	41.12	1634.47	660.00	539.38	40.95	1627.72	220.00	179.05	40.83	1622.95	220.00	178.52	357.57
47+47.49	49+42.54	C.L. SB-WB MEDIAN DETOUR	195.05	2.00			100.50	2178.06	108.90				108.90	33.50	726.02	495.00	179.69	33.50	726.02	660.00	239.59	33.50	726.02	220.00	79.86	33.50	726.02	220.00	79.86	159.72
47+47.49	49+42.54	C.L. SB-WB MEDIAN DETOUR	195.05	2.00	17.75	34.62	38.34	830.91	41.55				41.55	12.99	281.52	495.00	69.68	12.76	276.54	660.00	91.26	12.59	272.85	220.00	30.01	12.47	270.25	220.00	29.73	59.74
13+54.94	17+69.44	C.L. WB-NB DETOUR	414.50	5.00	35.50	147.15	76.81	3537.53	176.88				176.88	26.02	1198.37	495.00	296.60	25.56	1177.18	660.00	388.47	25.23	1161.98	220.00	127.82	24.98	1150.47	220.00	126.55	254.37
19+56.37	21+81.41	C.L. WB-NB DETOUR	225.04	3.00	17.75	39.94	103.03	2576.21	128.81				128.81	34.55	863.90	495.00	213.82	34.32	858.15	660.00	283.19	34.16	854.15	220.00	93.96	34.03	850.90	220.00	93.60	187.56
19+56.37	21+81.41	C.L. WB-NB DETOUR	225.04	3.00	17.75	39.94	11.52	288.05	14.40				14.40	4.05	101.27	495.00	25.06	3.82	95.52	660.00	31.52	3.65	91.27	220.00	10.04	3.53	88.27	220.00	9.71	19.75
21+81.41	25+04.37	C.L. WB-NB DETOUR	322.96	4.00	35.50	114.65	104.03	3733.06	186.65				186.65	35.09	1259.19	495.00	311.65	34.64	1243.04	660.00	410.20	34.30	1230.84	220.00	135.39	34.05	1221.87	220.00	134.41	269.80
15+00.73	22+69.02	C.L. SB-EB DETOUR	768.29	8.00	17.75	136.37	75.94	6482.66	324.13				324.13	25.52	2178.53	495.00	539.19	25.29	2158.89	660.00	712.43	25.13	2145.24	220.00	235.98	25.00	2134.14	220.00	234.76	470.74
22+69.02	23+98.05	C.L. SB-EB DETOUR	129.03	2.00	17.75	22.90	75.93	1088.58	54.43				54.43	25.52	365.87	495.00	90.55	25.29	362.57	660.00	119.65	25.12	360.14	220.00	39.62	25.00	358.42	220.00	39.43	79.05
14+15.41	14+26.71	C.L. SB-NB CROSSOVER A	11.30	1.00	35.50	4.01	103.81	130.34	6.52				6.52	35.02	43.97	495.00	10.88	34.56	43.39	660.00	14.32	34.23	42.98	220.00	4.73	33.98	42.66	220.00	4.69	9.42
11+95.03	12+93.99	C.L. SBNB CROSSOVER B	98.96	1.00	35.50	35.13	104.15	1145.19	57.26				57.26	35.13	386.27	495.00	95.60	34.68	381.33	660.00	125.84	34.34	377.59	220.00	41.53	34.09	374.84	220.00	41.23	82.76
ADDITIONAL FOR MOT																													
823+76.91	865+21.31	C.L. I-49 (SB ML OUTSIDE SHOULDER)	4144.40	42.00	17.75	735.63	21.57	9932.75	496.64				496.64	7.40	3407.62	495.00	843.39	7.17	3301.71	660.00	1089.56	7.00	3223.42	220.00	354.58	6.88	3168.16	220.00	348.50	703.08
859+30.71	863+74.34	C.L. I-49 (NB ML INSIDE SHOULDER)	443.63	5.00	17.75	78.74	47.85	2358.63	117.93				117.93	16.16	796.56	495.00	197.15	15.93	785.23	660.00	259.13	15.76	776.85	220.00	85.45	15.64	770.93	220.00	84.80	170.25
863+74.34	865+69.69	C.L. I-49 (NB ML INSIDE SHOULDER)	195.35	2.00	17.75	34.67	14.80	321.24	16.06				16.06	5.14	111.57	495.00	27.61	4.91	106.57	660.00	35.17	4.75	103.10	220.00	11.34	4.62	100.28	220.00	11.03	22.37
864+75.56	867+36.70	C.L. I-49 (SB ML INSIDE SHOULDER)	261.14	3.00	17.75	46.35	28.27	820.27	41.01				41.01	9.63	279.42	495.00	69.16	9.40	272.75	660.00	90.01	9.24	268.10	220.00	29.49	9.11	264.33	220.00	29.08	58.57
865+69.69	868+54.34	C.L. I-49 (NB ML INSIDE SHOULDER)	284.65	3.00	17.75	50.53	46.89	1483.03	74.15				74.15	15.84	500.98	495.00	123.99	15.61	493.71	660.00	162.92	15.44	488.33	220.00	53.72	15.32	484.54	220.00	53.30	107.02
11+88.62	12+35.50	C.L. RAMP I49SB-I40EB RT.	46.88	1.00	17.75	8.32	13.27	69.12	3.46				3.46	4.63	24.12	495.00	5.97	4.40	22.92	660.00	7.56	4.24	22.09	220.00	2.43	4.11	21.41	220.00	2.36	4.79
12+35.60	22+71.31	C.L. RAMP I49SB-I40EB RT.	1035.71	11.00	17.75	183.84	14.01	1612.26	80.61				80.61	4.88	561.58	495.00	138.99	4.65	535.12	660.00	176.59	4.48	515.55	220.00	56.71	4.36	501.74	220.00	55.19	111.90
33+35.60	38+42.41	C.L. RAMP I49SB-I40EB RT.	506.81	6.00	17.75	89.96	53.11	2990.74	149.54				149.54	17.91	1008.55	495.00	249.62	17.68	995.60	660.00	328.55	17.52	986.59	220.00	108.52	17.39	979.27	220.00	107.72	216.24
45+27.22	46+15.18	C.L. RAMP I49SB-I40EB RT.	87.96	1.00	17.75	15.61	22.62	221.07	11.05				11.05	7.75	75.74	495.00	18.75	7.52	73.50	660.00	24.26	7.35	71.83	220.00	7.90	7.22	70.56	220.00	7.76	15.66
137+77.54	140+66.50	C.L. RAMP I40EB-I49NB LT.	288.96	3.00	17.75	51.29	63.65	2043.59	102.18				102.18	21.42	687.72	495.00	170.21	21.20	680.66	660.00	224.62	21.03	675.20	220.00	74.27	20.90	671.03	220.00	73.81	148.08
138+79.51	139+97.31	C.L. RAMP I40EB-I49NB RT.	117.80	2.00	17.75	20.91	48.37	633.11	31.66				31.66	16.33	213.74	495.00	52.90	16.10	210.73	660.00	69.54	15.94	208.64	220.00	22.95	15.81	206.94	220.00	22.76	45.71
17+33.03	20+61.79	C.L. RAMP I40WB-I49NB	328.76	4.00	17.75	58.35	55.63	2032.10	101.61				101.61	18.75	684.92	495.00	169.52	18.52	676.52	660.00	223.25	18.36	670.67	220.00	73.77	18.23	665.92	220.00	73.25	147.02
21+49.75	26+87.67	C.L. RAMP I40WB-I49NB (EXIST RAMP RT.	537.92	6.00	17.75	95.48	19.89	1188.80	59.44				59.44	6.84	408.82	495.00	101.18	6.61	395.07	660.00	130.37	6.44	384.91	220.00	42.34	6.31	377.14	220.00	41.49	83.83
TOTALS:				**167**		**6533.83**		**93855.78**	**4692.81**		**1179.21**	**117.93**	**4810.74**		**31632.78**		**7829.13**		**31251.06**		**10312.87**		**30971.95**		**3406.91**		**35750.25**		**3932.53**	**7339.44**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.1% MIN. AGGR.....3.9% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
8-27-2026		6	ARK.	040904	206	742
		QUANTITY SHEETS				



BASE AND SURFACING - CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				GEOTEXTILE FABRIC (TYPE SPECIAL)		PORTLAND CEMENT CONCRETE BASE	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	AVG. WID.	9" U.T.
			FEET		SQ. YD.	TON		FEET		FEET	SQ. YD.
	MAIN LANES										
611+57.78	612+15.49	I-49 S.B. ML 45' CONCRETE APPROACH	57.71	30.94	198.39	2.78	66.66	30.94	198.39	26.94	172.75
612+29.88	612+85.92	I-49 N.B. ML 45' CONCRETE APPROACH	56.04	30.24	188.29	2.64	63.27	30.24	188.29	26.24	163.39
619+49.30	620+02.90	I-49 S.B. ML 45' CONCRETE APPROACH	53.60	29.76	177.24	2.48	59.55	29.76	177.24	25.76	153.42
620+02.03	620+56.26	I-49 N.B. ML 45' CONCRETE APPROACH	54.23	30.24	182.21	2.55	61.22	30.24	182.21	26.24	158.11
681+82.58	682+49.44	I-49 S.B. ML 45' CONCRETE APPROACH	66.86	30.00	222.87	3.12	74.88	30.00	222.87	26.00	193.15
683+06.79	683+71.35	I-49 N.B. ML 45' CONCRETE APPROACH	64.56	30.00	215.20	3.01	72.31	30.00	215.20	26.00	186.51
686+96.65	687+61.21	I-49 S.B. ML 45' CONCRETE APPROACH	64.56	30.00	215.20	3.01	72.31	30.00	215.20	26.00	186.51
688+18.56	688+85.42	I-49 N.B. ML 45' CONCRETE APPROACH	66.86	30.00	222.87	3.12	74.88	30.00	222.87	26.00	193.15
834+22.00	836+34.35	I-49 S.B. ML	212.35	26.00	613.46	8.59	206.12	26.00	613.46	24.00	566.27
834+22.00	835+48.93	I-49 S.B. ML OUTSIDE SHOULDER	126.93	10.00	141.03	1.97	47.39	10.00	141.03	10.00	141.03
834+22.00	845+00.00	I-49 N.B. ML	1078.00	26.00	3114.22	43.60	1046.38	26.00	3114.22	24.00	2874.67
834+22.00	835+56.46	I-49 N.B. ML OUTSIDE SHOULDER	134.46	10.00	149.40	2.09	50.20	10.00	149.40	10.00	149.40
835+56.46	841+44.27	I-49 N.B. ML - RAMP I40EB-I49NB GORE	587.81	6.43	419.96	5.88	141.11	6.43	419.96	6.43	419.96
836+34.35	854+41.00	I-49 S.B. ML	1806.65	26.00	5219.21	73.07	1753.65	26.00	5219.21	24.00	4817.73
836+34.83	858+00.00	I-49 S.B. ML - RAMP I49SB-I40EB AUX. LANE	2165.17	14.00	3368.04	47.15	1131.66	14.00	3368.04	12.00	2886.89
838+93.84	849+79.91	I-49 N.B. ML - RAMP I40EB-I49NB AUX. LANE	1086.07	26.00	3137.54	43.93	1054.21	26.00	3137.54	24.00	2896.19
849+79.91	852+80.00	I-49 N.B. ML - RAMP I40EB-I49NB AUX. LANE TAPER	300.09	19.43	647.86	9.07	217.68	19.43	647.86	17.43	581.17
852+80.00	860+50.00	I-49 N.B. ML - RAMP I40EB-I49NB AUX. LANE	770.00	14.00	1197.78	16.77	402.45	14.00	1197.78	12.00	1026.67
	RAMPS										
52+97.52	60+49.17	RAMP I40WB-I49SB	751.65	19.00	1586.82	22.22	533.17	19.00	1586.82	15.00	1252.75
52+97.52	57+17.47	RAMP I40WB-I49SB - RAMP I40WB-I49NB GORE	419.95	9.44	440.48	6.17	148.00	9.44	440.48	9.44	440.48
13+21.94	28+47.15	RAMP I40WB-I49NB	1525.21	19.00	3219.89	45.08	1081.88	19.00	3219.89	15.00	2542.02
139+50.00	142+87.73	RAMP I40EB-I49NB	337.73	19.00	712.99	9.98	239.56	19.00	712.99	15.00	562.88
142+87.73	146+76.73	RAMP I40EB-I49NB	389.00	14.00	605.11	8.47	203.32	14.00	605.11	12.00	518.67
142+87.73	146+76.73	RAMP I40EB-I49NB - RAMP I40WB-I49NB GORE	389.00	3.30	142.63	2.00	47.92	3.30	142.63	3.30	142.63
142+88.19	146+76.73	RAMP I40EB-I49NB - RAMP I40WB-I49NB AUX. LANE	388.54	14.00	604.40	8.46	203.08	14.00	604.40	12.00	518.05
146+76.73	152+93.07	RAMP I40EB-I49NB	616.34	26.00	1780.54	24.93	598.26	26.00	1780.54	24.00	1643.57
12+58.64	15+58.64	RAMP I49SB-I40EB - RAMP I49NB-I40EB AUX. LANE TRANSITION	300.00	7.94	264.67	3.71	88.93	7.94	264.67	5.94	198.00
15+58.64	19+97.22	RAMP I49SB-I40EB - RAMP I49NB-I40EB AUX. LANE	438.58	14.00	682.24	9.55	229.23	14.00	682.24	12.00	584.77
18+93.81	19+98.34	RAMP I49SB-I40EB - RAMP I49NB-I40EB GORE	104.53	2.28	26.48	0.37	8.90	2.28	26.48	2.28	26.48
19+98.34	20+57.40	RAMP I49SB-I40EB - RAMP I49NB-I40EB SHOULDER GORE	59.06	8.42	55.25	0.77	18.56	8.42	55.25	8.42	55.25
37+12.82	39+59.74	RAMP I49SB-I40EB	246.92	17.00	466.40	6.53	156.71	17.00	466.40	15.00	411.53
37+12.82	44+75.36	RAMP I49SB-I40EB OUTSIDE SHOULDER	762.54	3.25	275.36	3.86	92.52	3.25	275.36	3.25	275.36
44+75.36	45+93.03	RAMP I49SB-I40EB OUTSIDE SHOULDER BARRIER TAPER	117.67	6.71	87.73	1.23	29.48	6.71	87.73	4.71	61.58
39+59.74	52+91.33	RAMP I49SB-I40EB	1331.59	15.00	2219.32	31.07	745.69	15.00	2219.32	15.00	2219.32
39+59.74	54+45.41	RAMP I49SB-I40EB INSIDE SHOULDER	1485.67	0.75	123.81	1.73	41.60	0.75	123.81	0.75	123.81
45+04.89	52+91.33	RAMP I49SB-I40EB - RAMP I49SB-I40WB GORE	786.44	15.45	1350.06	18.90	453.62	15.45	1350.06	15.45	1350.06
52+91.33	55+30.91	RAMP I49SB-I40EB	239.58	26.00	692.12	9.69	232.55	26.00	692.12	24.00	638.88
15+16.99	31+88.98	RAMP I49SB-I40WB	1671.99	19.00	3529.76	49.42	1186.00	19.00	3529.76	15.00	2786.65
31+88.98	32+22.72	RAMP I49SB-I40WB	33.74	17.00	63.73	0.89	21.41	17.00	63.73	15.00	56.23
51+75.00	54+27.60	RAMP I49NB-I40WB	252.60	19.00	533.27	7.47	179.18	19.00	533.27	15.00	421.00
53+91.31	54+20.45	RAMP I49NB-I40WB - RAMP I49SB-I40WB GORE	29.14	10.55	34.16	0.48	11.48	10.55	34.16	10.55	34.16
31+75.00	34+30.02	RAMP I49NB-I40EB	255.02	19.00	538.38	7.54	180.90	19.00	538.38	15.00	425.03
34+30.02	34+89.89	RAMP I49NB-I40EB	59.87	17.00	113.09	1.58	38.00	17.00	113.09	15.00	99.78
TOTALS:					**39779.46**	**556.93**	**13365.88**		**39779.46**		**35155.91**

BASIS OF ESTIMATE:
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 96.0% AGGR. 4.0% CEMENT

8/27/2026 3:38:53 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	207	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

BASE AND SURFACING - ASPHALT (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD.)				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	
MAIN LANES																										
834+22.00	835+03.54	I-49 S.B. ML LT. CONC. BARRIER WALL (MEDIAN TYPE SPECIAL) AGG. BASE COURSE	81.54	11.25	9.17																				
834+22.00	854+41.00	I-49 S.B. ML INSIDE SHOULDER	2019.00	76.50	1544.54																4.00	897.33	220.00	98.71	98.71
834+22.00	845+00.00	I-49 N.B. ML INSIDE SHOULDER	1078.00	76.50	824.67																4.00	479.11	220.00	52.70	52.70
836+35.07	858+00.00	I-49 S.B. ML - RAMP I49SB-I40EB AUX. LANE OUTSIDE SHOULDER	2164.93	73.00	1580.40																6.00	1443.29	220.00	158.76	158.76
838+94.33	860+50.00	I-49 N.B. ML - RAMP I40EB-I49NB AUX. LANE OUTSIDE SHOULDER	2155.67	73.00	1573.64																6.00	1437.11	220.00	158.08	158.08
845+00.00	854+41.00	I-49 N.B. ML INSIDE SHOULDER	941.00	25.00	235.25																4.00	418.22	220.00	46.00	46.00
608+85.66	609+98.27	LT. ML-I-40 (EXISTING) - RAMP I49NB-I40WB AUX. LANE TRANSITION SHOULDER	112.61	143.75	161.88																7.54	94.34	220.00	10.38	10.38
609+44.10	611+85.64	LT. ML-I-40 (EXISTING) - RAMP I49NB-I40WB AUX. LANE TRANSITION	241.54	18.50	44.68	15.15	406.59	20.33	20.33	5.21	139.82	495.00	34.61	5.03	134.99	440.00	29.70	4.91	131.77	220.00	14.49	4.78	128.28	220.00	14.11	28.60
609+98.27	618+80.61	LT. ML-I-40 (EXISTING) - RAMP I49NB-I40WB AUX. LANE SHOULDER	882.34	115.00	1014.69																6.00	588.23	220.00	64.71	64.71
611+85.64	618+81.02	LT. ML-I-40 (EXISTING) - RAMP I49NB-I40WB AUX. LANE	695.38	40.75	283.37	32.34	2498.73	124.94	124.94	10.94	845.27	495.00	209.20	10.76	831.37	440.00	182.90	10.64	822.09	220.00	90.43	10.51	812.05	220.00	89.33	179.76
617+57.91	621+26.73	LT. ML-I-40 (EXISTING) - RAMP I49NB-I40WB GORE	368.82	24.75	91.28	19.17	785.59	39.28	39.28	6.39	261.86	495.00	64.81	6.39	261.86	440.00	57.61	6.39	261.86	220.00	28.80	6.39	261.86	220.00	28.80	57.60
621+26.73	622+67.82	LT. ML-I-40 (EXISTING) OUTSIDE SHOULDER	141.09	148.25	209.17																7.98	125.10	220.00	13.76	13.76
661+68.02	666+22.67	LT. ML-I-40 (EXISTING) OUTSIDE SHOULDER	454.65	154.00	700.16																8.50	429.39	220.00	47.23	47.23
665+37.63	670+66.12	LT. ML-I-40 (EXISTING) - RAMP I40WB-I49SB GORE	528.49	62.00	327.66	47.91	2813.33	140.67	140.67	15.97	937.78	495.00	232.10	15.97	937.78	440.00	206.31	15.97	937.78	220.00	103.16	15.97	937.78	220.00	103.16	206.32
666+71.58	670+66.12	LT. ML-I-40 (EXISTING) OUTSIDE SHOULDER	394.54	115.00	453.72																6.00	263.03	220.00	28.93	28.93
RAMPS																										
52+97.52	54+00.00	RAMP I40WB-I49SB INSIDE SHOULDER	102.48	74.25	76.09																6.00	68.32	220.00	7.52	7.52
52+97.52	53+79.90	RAMP I40WB-I49SB OUTSIDE SHOULDER	82.38	61.00	50.25																4.00	36.61	220.00	4.03	4.03
53+99.65	60+49.17	RAMP I40WB-I49SB OUTSIDE SHOULDER	649.52	74.25	482.27																6.00	433.01	220.00	47.63	47.63
54+00.00	55+00.00	RAMP I40WB-I49SB INSIDE SHOULDER TRANSITION	100.00	67.00	67.00																5.00	55.56	220.00	6.11	6.11
55+00.00	60+02.08	RAMP I40WB-I49SB INSIDE SHOULDER	502.08	61.00	306.27																4.00	223.15	220.00	24.55	24.55
13+21.94	28+47.15	RAMP I40WB-I49NB OUTSIDE SHOULDER	1525.21	74.25	1132.47																6.00	1016.81	220.00	111.85	111.85
13+37.67	27+13.00	RAMP I40WB-I49NB INSIDE SHOULDER	1375.33	61.00	838.95																4.04	617.37	220.00	67.91	67.91
27+13.00	28+47.25	RAMP I40WB-I49NB - RAMP I40EB-I49NB SHOULDER GORE	134.25	68.75	92.30																8.15	121.57	220.00	13.37	13.37
139+50.00	145+53.33	RAMP I40EB-I49NB INSIDE SHOULDER	603.33	61.00	368.03																4.00	268.15	220.00	29.50	29.50
139+50.00	141+53.08	RAMP I40EB-I49NB OUTSIDE SHOULDER	203.08	74.25	150.79																6.00	135.39	220.00	14.89	14.89
142+88.19	152+93.15	RAMP I40EB-I49NB OUTSIDE SHOULDER	1004.96	74.25	746.18																6.00	669.97	220.00	73.70	73.70
12+58.64	19+96.12	RAMP I49SB-I40EB - RAMP I49NB-I40EB AUX. LANE SHOULDER	737.48	74.25	547.58																6.00	491.65	220.00	54.08	54.08
20+57.40	21+50.00	RAMP I49SB-I40EB OUTSIDE SHOULDER	92.60	74.25	68.76																6.00	61.73	220.00	6.79	6.79
37+12.82	39+59.74	RAMP I49SB-I40EB INSIDE SHOULDER	246.92	61.00	150.62																4.00	109.74	220.00	12.07	12.07
46+27.86	55+30.91	RAMP I49SB-I40EB OUTSIDE SHOULDER	903.05	74.25	670.51																6.00	602.03	220.00	66.22	66.22
15+23.04	32+22.72	RAMP I49SB-I40WB OUTSIDE SHOULDER	1699.68	74.25	1262.01																6.00	1133.12	220.00	124.64	124.64
15+38.03	31+89.18	RAMP I49SB-I40WB INSIDE SHOULDER	1651.15	75.25	1242.49																4.03	739.35	220.00	81.33	81.33
51+75.00	54+33.06	RAMP I49NB-I40WB INSIDE SHOULDER	258.06	89.25	230.32																5.69	163.15	220.00	17.95	17.95
51+75.00	53+91.31	RAMP I49NB-I40WB OUTSIDE SHOULDER	216.31	61.00	131.95																4.52	108.64	220.00	11.95	11.95
61+35.65	74+40.54	RAMP I49NB-I40WB OUTSIDE SHOULDER	1304.89	74.25	968.88																6.00	869.93	220.00	95.69	95.69
61+44.31	64+39.80	RAMP I49NB-I40WB	295.49	76.25	225.31	60.49	1986.02	99.30	99.30	20.48	672.40	495.00	166.42	20.13	660.91	440.00	145.40	19.88	652.70	220.00	71.80	19.63	644.50	220.00	70.90	142.70
61+51.80	71+95.28	RAMP I49NB-I40WB INSIDE SHOULDER	1043.48	61.00	636.52																4.00	463.77	220.00	51.01	51.01
64+39.80	74+40.54	RAMP I49NB-I40WB	1000.74	58.25	582.93	46.60	5181.61	259.08	259.08	15.85	1762.41	495.00	436.20	15.50	1723.50	440.00	379.17	15.25	1695.70	220.00	186.53	15.00	1667.90	220.00	183.47	370.00
31+75.00	34+30.02	RAMP I49NB-I40EB INSIDE SHOULDER	255.02	61.00	155.56																4.00	113.34	220.00	12.47	12.47
31+75.00	34+90.12	RAMP I49NB-I40EB OUTSIDE SHOULDER	315.12	74.25	233.98																6.00	210.08	220.00	23.11	23.11
SUBTOTALS (BOX 1 OF 2):					**20472.30**		**13671.87**	**683.60**	**683.60**		**4619.54**		**1143.34**		**4550.41**		**1001.09**		**4501.90**		**495.21**		**19339.96**		**2127.40**	**2622.61**

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	208	742
		QUANTITY SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
4-1-2026

BASE AND SURFACING - ASPHALT (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD.)				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	
ADDITIONAL FOR SUPERELEVATION																										
611+57.78	612+15.49	I-49 S.B. ML 45' CONCRETE APPROACH	57.71	112.50	64.92																					
612+29.88	612+85.92	I-49 N.B. ML 45' CONCRETE APPROACH	56.04	112.50	63.05																					
619+49.30	620+02.90	I-49 S.B. ML 45' CONCRETE APPROACH	53.60	112.50	60.30																					
620+02.03	620+56.26	I-49 N.B. ML 45' CONCRETE APPROACH	54.23	112.50	61.01																					
838+50.00	845+00.00	I-49 S.B. ML	650.00	122.25	794.63																					
838+50.00	845+00.00	I-49 N.B. ML	650.00	109.50	711.75																					
845+00.00	854+41.00	I-49 S.B. ML W/AUX. LANE	941.00	64.50	606.95																					
13+21.94	23+75.41	RAMP I40WB-I49NB	1053.47	98.50	1037.67																					
23+75.41	28+47.15	RAMP I40WB-I49NB	471.74	60.00	283.04																					
52+97.52	54+45.00	RAMP I40WB-I49SB	147.48	72.00	106.19																					
51+75.00	55+51.00	RAMP I49NB-I40WB	376.00	146.50	550.84																					
61+44.31	71+95.00	RAMP I49NB-I40WB	1050.69	72.00	756.50																					
73+36.36	74+36.36	RAMP I49NB-I40WB	100.00	28.25	28.25																					
37+12.82	41+54.00	RAMP I49SB-I40EB	441.18	116.25	512.87																					
15+38.37	19+62.00	RAMP I49SB-I40WB	423.63	28.25	119.68																					
19+62.00	31+57.00	RAMP I49SB-I40WB	1195.00	98.50	1177.08																					
ADDITIONAL FOR GUARDRAIL WIDENING																										
834+22.00	841+43.26	I-49 N.B. ML (INSIDE SHOULDER)	721.26	63.25	456.20																	7.50	601.05	220.00	66.12	66.12
841+98.04	852+05.81	I-49 N.B. ML (INSIDE SHOULDER)	1007.77	62.25	627.34																	7.40	828.61	220.00	91.15	91.15
842+89.99	863+48.62	I-49 S.B. ML (OUTSIDE SHOULDER)	2058.63	47.25	972.70																	5.50	1258.05	220.00	138.39	138.39
841+97.61	846+69.79	I-49 S.B. ML (INSIDE SHOULDER)	472.18	63.25	298.65																	7.52	394.53	220.00	43.40	43.40
843+95.78	849+89.26	I-49 N.B. ML (OUTSIDE SHOULDER)	593.48	44.50	264.10																	5.27	347.52	220.00	38.23	38.23
850+64.26	865+00.52	I-49 N.B. ML (OUTSIDE SHOULDER)	1436.26	45.75	657.09																	5.50	877.71	220.00	96.55	96.55
860+48.50	864+51.50	I-49 S.B. ML (INSIDE SHOULDER)	403.00	46.25	186.39																	5.50	246.28	220.00	27.09	27.09
637+06.98	638+58.48	LT ML-I-40 (OUTSIDE SHOULDER)	151.50	46.25	70.07																	5.50	92.58	220.00	10.18	10.18
668+07.51	670+87.24	LT ML-I-40 (OUTSIDE SHOULDER)	279.73	39.25	109.79																	4.65	144.53	220.00	15.90	15.90
52+97.52	57+37.00	RAMP I40WB-I49SB (INSIDE SHOULDER)	439.48	46.25	203.26																	5.50	268.57	220.00	29.54	29.54
54+45.98	61+51.49	RAMP I40WB-I49SB (OUTSIDE SHOULDER)	724.62	42.50	307.96																	5.03	404.98	220.00	44.55	44.55
143+67.19	145+53.33	RAMP I40EB-I49NB (INSIDE SHOULDER)	186.14	33.75	62.82																	4.01	82.94	220.00	9.12	9.12
9+59.63	19+95.44	RAMP I49SB-I40EB (OUTSIDE SHOULDER)	1299.51	36.75	477.57																	5.50	794.15	220.00	87.36	87.36
33+48.43	39+59.74	RAMP I49SB-I40EB (INSIDE SHOULDER)	611.31	40.50	247.58																	4.82	327.39	220.00	36.01	36.01
15+17.45	38+51.70	RAMP I49SB-I40WB (OUTSIDE SHOULDER)	2334.25	45.25	1056.25																	5.37	1392.77	220.00	153.20	153.20
32+01.69	34+89.89	RAMP I49NB-I40EB (OUTSIDE SHOULDER)	288.20	43.75	126.09																	5.19	166.20	220.00	18.28	18.28
51+98.16	54+42.64	RAMP I49NB-I40WB (INSIDE SHOULDER)	244.48	36.75	89.85																	4.37	118.71	220.00	13.06	13.06
ADDITIONAL FOR AUTHORIZED TURNAROUND																										
841+43.26	841+96.51	MEDIAN TURNAROUND FOR AUTHORIZED VEHICLES	53.25	500.25	266.38																	59.37	351.27	220.00	38.64	38.64
SUBTOTALS (BOX 2 OF 2):					**13414.82**																		**8697.84**		**956.77**	**956.77**
SUBTOTALS (BOX 1 OF 2):					**20472.30**		**13671.87**	**683.60**	**683.60**		**4619.54**		**1143.34**		**4550.41**		**1001.09**		**4501.90**		**495.21**		**19339.96**		**2127.40**	**2622.61**
SUBTOTALS (BOX 2 OF 2):					**13414.82**																		**8697.84**		**956.77**	**956.77**
TOTALS:					**33887.12**		**13671.87**	**683.60**	**683.60**		**4619.54**		**1143.34**		**4550.41**		**1001.09**		**4501.90**		**495.21**		**28037.80**		**3084.17**	**3579.38**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.1% MIN. AGGR.....3.9% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	209	742
		07691, A7692, B7692, A7693, B7693, & 07694 - QUANTITIES - 68474				

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 040904

BRIDGE NUMBER	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NUMBER	801	SP, SS, & 802	SP, SS, & 802	SP & 803	SS & 804	SS & 804	SS & 805	SS & 805	SP, SS, & 807	SP, SS, & 807	SS & 807	SS & 808
			ITEM	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	CLASS S CONCRETE-BRIDGE	CLASS S(AE) CONCRETE-BRIDGE (2)	CLASS 2 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STEEL PILING (HP 14X73) (1)	PREBORING (5)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50) (3)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W) (4)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS
			UNIT	CU. YD.	CU. YD.	CU. YD.	SQ. YD.	POUND	POUND	LIN. FT.	LIN. FT.	POUND	POUND	TON	CU. IN.
07691	WATERFRONT RD. OVER I-49	END BENT NO. 1			57.70	4.13	21.4	12,791	866	260	(6) 90	985			3,132.0
		BENT NO. 2		134	107.82			19,799				457			3,696.0
		END BENT NO. 3			57.98	4.13	21.4	12,850	866	269	(6) 90	1,001			4,698.0
		280'-0" CONT. PLATE GIRDER UNIT				275.34	1,100.2		67,068			351,887		173.0	
TOTAL FOR BRIDGE NO. 07691				(7) 134	223.50	283.60	1,143.0	45,440	68,800	529	180	354,330		173.0	11,526.0
A7692	I-49 OVER FROG BAYOU	END BENT NO. 1		529	87.84	6.67	32.0	12,991	1,174	239	(6) 228		22,098		6,547.5
		BENT NO. 2			48.40			11,220					589		5,220.0
		BENT NO. 3			66.25			14,372					571		3,600.0
		BENT NO. 4			66.47			14,423					571		3,600.0
		BENT NO. 5			54.60			12,357					589		5,220.0
		END BENT NO. 6			83.84	6.67	31.4	12,567	1,174	426	360		20,776		6,547.5
		651'-6½" CONT. PLATE GIRDER UNIT				927.96	3,518.3		215,002				1,156,166	112.4	
TOTAL FOR BRIDGE NO. A7692				(7) 529	407.40	941.30	3,581.7	77,930	217,350	665	588		1,201,360	112.4	30,735.0
B7692	I-49 OVER FROG BAYOU	END BENT NO. 1		127	87.41	6.67	31.9	12,944	1,174	208	(6) 197		21,932		6,547.5
		BENT NO. 2			46.28			10,817					589		5,220.0
		BENT NO. 3			67.96			14,682					571		3,600.0
		BENT NO. 4			67.77			14,642					571		3,600.0
		BENT NO. 5			52.92			12,067					589		5,220.0
		END BENT NO. 6			83.66	6.67	31.4	12,538	1,174	468	402		20,687		6,547.5
		648'-5 15/16" CONT. PLATE GIRDER UNIT				922.06	3,496.0		212,882				1,150,431	111.2	
TOTAL FOR BRIDGE NO. B7692				127	406.00	935.40	3,559.3	77,690	215,230	676	599		1,195,370	111.2	30,735.0
A7693	I-49 OVER HENRY RD.	END BENT NO. 1			115.20	8.80	38.4	21,804	1,540	741	651	1,823			5,872.5
		BENT NO. 2			80.96			18,164				571			3,780.0
		BENT NO. 3			81.39			18,248				571			3,780.0
		END BENT NO. 4			114.75	8.80	38.4	21,804	1,540	741	651	1,823			5,872.5
		374'-0" CONT. PLATE GIRDER UNIT				534.10	2,020.7		122,510			598,342		295.1	
TOTAL FOR BRIDGE NO. A7693					392.30	551.70	2,097.5	80,020	125,590	1,482	1,302	603,130		295.1	19,305.0
B7693	I-49 OVER HENRY RD.	END BENT NO. 1			114.74	8.80	38.4	21,804	1,540	726	623	1,823			5,872.5
		BENT NO. 2			81.43			18,246				571			3,780.0
		BENT NO. 3			80.52			18,076				571			3,780.0
		END BENT NO. 4			115.11	8.80	38.4	21,804	1,540	668	578	1,823			5,872.5
		374'-0" CONT. PLATE GIRDER UNIT				534.10	2,020.7		122,510			598,342		295.1	
TOTAL FOR BRIDGE NO. B7693					391.80	551.70	2,097.5	79,930	125,590	1,394	1,201	603,130		295.1	19,305.0
07694	I-49 NB TO I-40 WB	END BENT NO. 1			111.48	7.47	33.3	16,791	1,311	430	327		1,744		5,742.0
		BENT NO. 2			58.92			18,512					512		6,552.0
		BENT NO. 3			73.28			13,315					19,406		7,875.0
		BENT NO. 4			46.13			9,940					427		3,960.0
		BENT NO. 5			50.28			10,718					427		3,960.0
		END BENT NO. 6			67.41	5.87	25.5	10,704	1,037	369	303		1,278		5,198.0
		317'-0" CONT. PLATE GIRDER UNIT 1				469.46	1,771.2		120,606				692,633	71.9	
		330'-0" CONT. PLATE GIRDER UNIT 2				420.60	1,570.8		105,876				469,423	53.1	
TOTAL FOR BRIDGE NO. 07694					407.50	903.40	3,400.8	79,980	228,830	799	630		1,185,850	125.0	33,287.0
TOTAL FOR JOB NO. 040904				790	2,228.50	4,167.10	15,879.8	440,990	981,390	5,545	4,500	1,560,590	3,582,580	1,111.8	144,893.0

(1) Steel Piles are required to be Grade 50 and have QPL-approved driving points which will not be paid for directly, but shall be considered subsidiary to item "Steel Piling (HP 14x73)". All piles shall conform to Std. Dwg. No. 55020.

(2) Rail conduits, conduit expansion joints, and junction boxes are subsidiary to the traffic rail concrete.

(3) Includes weight of girders, stiffeners, crossframes, shear studs, field splices, rail slider and embedded plates (Bridge Nos. A7693 & B7693 only), bolts, nuts, washers, and bearing steel as specified in the plans.

(4) Includes weight of girders, stiffeners, crossframes, shear studs, field splices, deck drainage components (Bridge No. 07694 only), finger plate expansion joints, rail slider and embedded plates, bolts, nuts, washers, ITS supports (Bridge Nos. B7692 & 07694 only), and bearing steel as specified in the plans.

(5) Quantity of Preboring shown is for estimating and bidding purposes only. Actual quantities will be determined in the field.

(6) Preboring is anticipated to be in shale and sandstone, see Preboring Notes on Dwg. No. 68476.

(7) Bridge No. 07691 includes approximately 134 cu. yds. of rock excavation.
Bridge No. A7692 includes approximately 389 cu. yds. of rock excavation.

PRINT DATE: 4/13/2026

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 2
SCHEDULE OF BRIDGE QUANTITIES
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 4/13/26
CHECKED BY: QL DATE: 4/13/26
DESIGNED BY: BTJ DATE: 4/11/26
FILENAME: b040904_q1.dgn
SCALE: NO SCALE

BRIDGE NO. 07691, A7692, B7692, A7693, B7693, & 07694 DRAWING NO. 68474

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	210	742
		07691, A7692, B7692, A7693, B7693, & 07694 - QUANTITIES - 68475				

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 040904

BRIDGE NUMBER	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NUMBER	SS & 809	SS & 809	812	SS & 816	SS & 816	SS & 816	SP JOB 040904	SP JOB 040904	SP JOB 040904	SP JOB 040904	SP JOB 040904	SP JOB 040904
			ITEM	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	DRILLED SHAFT (54" DIAMETER)	PERMANENT STEEL CASING (60" DIAMETER)	CORING DRILLED SHAFT	CROSSHOLE SONIC LOGGING (54" DIAMETER)	ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			UNIT	LIN. FT.	LIN. FT.	EACH	SQ. YD.	CU. YD.	CU. YD.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. FT.	SQ. YD.
07691	WATERFRONT RD. OVER I-49	END BENT NO. 1			33	1			17					74	68
		BENT NO. 2													109
		END BENT NO. 3			33				15					74	69
		280'-0" CONT. PLATE GIRDER UNIT												1,120	405
TOTAL FOR BRIDGE NO. 07691					66	1			32					1,268	651
A7692	I-49 OVER FROG BAYOU	END BENT NO. 1				1	1,393	697							
		BENT NO. 2								60	15	15	3		
		BENT NO. 3								72	45	18	3		
		BENT NO. 4								72	45	18	3		
		BENT NO. 5								90	63	23	3		
		END BENT NO. 6					701	351							
		651'-6½" CONT. PLATE GIRDER UNIT													
TOTAL FOR BRIDGE NO. A7692						1	2,094	1,048		294	168	74	12		
B7692	I-49 OVER FROG BAYOU	END BENT NO. 1				1	798	399							
		BENT NO. 2								81	36	20	3		
		BENT NO. 3								72	45	18	3		
		BENT NO. 4								72	45	18	3		
		BENT NO. 5								84	57	21	3		
		END BENT NO. 6					749	375							
		648'-5 15/16" CONT. PLATE GIRDER UNIT													
TOTAL FOR BRIDGE NO. B7692						1	1,547	774		309	183	77	12		
A7693	I-49 OVER HENRY RD.	END BENT NO. 1		63		1			209					104	112
		BENT NO. 2								132	92	33	4		191
		BENT NO. 3								132	92	33	4		192
		END BENT NO. 4		63					170					104	111
		374'-0" CONT. PLATE GIRDER UNIT												1,309	604
TOTAL FOR BRIDGE NO. A7693				126		1			379	264	184	66	8	1,517	1,210
B7693	I-49 OVER HENRY RD.	END BENT NO. 1		63		1			186					104	111
		BENT NO. 2								132	88	33	4		192
		BENT NO. 3								152	100	38	4		189
		END BENT NO. 4		63					194					104	112
		374'-0" CONT. PLATE GIRDER UNIT												1,309	604
TOTAL FOR BRIDGE NO. B7693				126		1			380	284	188	71	8	1,517	1,208
07694	I-49 NB TO I-40 WB	END BENT NO. 1			62	1	242	121							75
		BENT NO. 2								62	24	16	2		126
		BENT NO. 3								58	24	15	2		136
		BENT NO. 4								70	34	18	2		95
		BENT NO. 5								64	28	16	2		110
		END BENT NO. 6			43		483	242							53
		317'-0" CONT. PLATE GIRDER UNIT 1													
		330'-0" CONT. PLATE GIRDER UNIT 2													
TOTAL FOR BRIDGE NO. 07694					105	1	725	363		254	110	65	8		595
TOTAL FOR JOB NO. 040904				252	171	6	4,366	2,185	791	1,405	833	353	48	4,302	3,664

PRINT DATE: 4/13/2026

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 2
SCHEDULE OF BRIDGE QUANTITIES
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 4/13/26
CHECKED BY: QL DATE: 4/13/26
DESIGNED BY: BTJ DATE: 4/11/26
FILENAME: b040904_q2.dgn
SCALE: NO SCALE

BRIDGE NO. 07691, A7692, B7692, A7693, B7693, & 07694 DRAWING NO. 68475

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
8-27-2026	10-30-2026	6	ARK.	040904	211	742
9-03-2026	11-03-2026					
10-12-2026				SUMMARY OF QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
JASON O. LAWRENCE
11-3-2026

SUMMARY OF QUANTITIES (BOX 1 OF 3)

ITEM NUMBER	ITEM		QUANTITY	UNIT
201	CLEARING		282	STATION
201	GRUBBING		282	STATION
202	REMOVAL AND DISPOSAL OF FENCE		27005	LIN. FT.
202	REMOVAL AND DISPOSAL OF GATES		11	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE SLABS		2412	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS		1834	SQ. YD.
202	REMOVAL AND DISPOSAL OF FOUNDATIONS		3	SQ. YD.
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS		26	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS		4	EACH
202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE		2114	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL		510	LIN. FT.
202	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE		1	EACH
202	REMOVAL AND DISPOSAL OF SIGNS		43	EACH
SP & 207	STONE BACKFILL		16315	TON
SP, SS, & 210	UNCLASSIFIED EXCAVATION		532573	CU. YD.
SP	SELECT GRANULAR BACKFILL		8871	CU. YD.
SP & 210	COMPACTED EMBANKMENT		1851230	CU. YD.
SP & 210	ROCK FILL		209405	CU. YD.
SP	REMOVING AND REPLACING TOPSOIL		26932	CU. YD.
SP & 210	SOIL STABILIZATION		2500	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION		167	STATION
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)		53393	TON
SP, SS, & 308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		13366	TON
SP, SS, & 308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		557	TON
SP, SS, & 308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE		39779	SQ. YD.
SS & 401	TACK COAT		6744	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")		8689	TON
SP, SS, & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")		308	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")		45	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")		12673	TON
SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")		514	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")		42	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		13246	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")		552	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")		190	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT		817	SQ. YD.
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY		50	TON
SP, SS, & 501	PORTLAND CEMENT CONCRETE PAVEMENT (9" UNIFORM THICKNESS)		35156	SQ. YD.
SP, SS, & 504	APPROACH SLABS		775.70	CU. YD.
SP, SS, & 504	APPROACH GUTTERS		88.60	CU. YD.
SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY		303	SQ. YD.
506	PORTLAND CEMENT CONCRETE CORRUGATIONS		163	SQ. YD.
601	MOBILIZATION		1.00	LUMP SUM
602	FURNISHING FIELD LABORATORY		1	EACH
SP & 602	FURNISHING FIELD OFFICE		1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
603	24" TEMPORARY CULVERT		861	LIN. FT.
603	48" TEMPORARY CULVERT		296	LIN. FT.
SS & 604	SIGNS		1593	SQ. FT.
SP, SS, & 604	SIGNS LEFT IN PLACE		20	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE		3	EACH
SS & 604	BARRICADES		64	LIN. FT.
SP, SS, & 604	BARRICADES LEFT IN PLACE		48	LIN. FT.
SS & 604	TRAFFIC DRUMS		217	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		14257	LIN. FT.
SP, SS, & 604	FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER		640	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER		22587	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS		56147	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		121392	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		3222	LIN. FT.
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN		156	WEEK
SP	PORTABLE CONSTRUCTION LIGHTING		90	DAYS
SP	AWIS MOBILIZATION		1.00	LUMP SUM
SP	AWIS OPERATION		36	MONTH
SP	DEVICE RELOCATION		60	EACH
SP	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM		3	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN		3	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM		12	EACH
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)		1	EACH
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)		5777	SQ. YD.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		134	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		1686	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	124	LIN. FT.
SS & 606	24" ASPHALT COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	(ALTERNATE NO. 2)	130	LIN. FT.
SS & 606	24" ALUMINUM COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	(ALTERNATE NO. 3)	130	LIN. FT.
SS & 606	24" POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	(ALTERNATE NO. 4)	130	LIN. FT.
SP, SS, & 606	24" HIGH DENSITY POLYETHYLENE PIPE	(ALTERNATE NO. 5)	130	LIN. FT.
SP, SS, & 606	24" PVC PIPE	(ALTERNATE NO. 6)	130	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		928	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	166	LIN. FT.
SS & 606	30" ASPHALT COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	(ALTERNATE NO. 2)	172	LIN. FT.
SS & 606	30" ALUMINUM COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	(ALTERNATE NO. 3)	172	LIN. FT.
SS & 606	30" POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE CULVERT (16 GAUGE)	(ALTERNATE NO. 4)	172	LIN. FT.
SP, SS, & 606	30" HIGH DENSITY POLYETHYLENE PIPE	(ALTERNATE NO. 5)	172	LIN. FT.
SP, SS, & 606	30" PVC PIPE	(ALTERNATE NO. 6)	172	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		198	LIN. FT.
SS & 606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		24	EACH
SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		12	EACH
SS & 606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		2	EACH
SP	CULVERT CLEAN OUT		7	EACH
SS & 606	12" SIDE DRAIN		524	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN		284	LIN. FT.
SP, SS, & 606	24" SIDE DRAIN		512	LIN. FT.

* DENOTES ALTERNATE BID ITEMS.

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SUMMARY OF QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	212	742
10-30-2026						
		SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
11-2-2026

SUMMARY OF QUANTITIES (BOX 2 OF 3)

	ITEM NUMBER	ITEM	QUANTITY	UNIT
	SS & 606	SELECTED PIPE BEDDING	921	CU. YD.
	SS & 609	DROP INLETS (TYPE N2)	5	EACH
	SS & 609	DROP INLETS (TYPE N3)	8	EACH
	SS & 609	DROP INLETS (TYPE RM)	14	EACH
	SS & 609	DROP INLETS (TYPE ST)	2	EACH
	SS & 609	DROP INLETS (TYPE TM)	15	EACH
	SS & 611	4" PIPE UNDERDRAINS	24386	LIN. FT.
	SS & 611	UNDERDRAIN OUTLET PROTECTORS	112	EACH
	SP, SS, & 611	UNDERDRAIN VIDEO INSPECTION	4942	LIN. FT.
	SP	FLUSHING UNDERDRAIN	4942	LIN. FT.
	614	CONCRETE SPILLWAY (TYPE A)	13	EACH
	SS & 617	GUARDRAIL (TYPE A)	11042	LIN. FT.
	SS & 617	GUARDRAIL TERMINAL (TYPE 2)	17	EACH
	SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	7	EACH
	SS & 617	THRIE BEAM GUARDRAIL TERMINAL	14	EACH
	SP	WIRE ROPE SAFETY FENCE	1512	LIN. FT.
	SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
	SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	50	EACH
	SS & 619	WIRE FENCE (TYPE A)	49590	LIN. FT.
*	SS & 619	16' STEEL GATES (ALTERNATE NO. 1)	24	EACH
*	SS & 619	16' ALUMINUM GATES (ALTERNATE NO. 2)	24	EACH
	620	LIME	598	TON
	620	SEEDING	298.83	ACRE
	SS & 620	MULCH COVER	1223.29	ACRE
	620	WATER	49382.9	M. GAL.
	621	TEMPORARY SEEDING	924.46	ACRE
	621	SILT FENCE	56990	LIN. FT.
	621	SAND BAG DITCH CHECKS	6886	BAG
	621	DIVERSION DITCH	7232	LIN. FT.
	621	SEDIMENT BASIN	5533	CU. YD.
	621	OBLITERATION OF SEDIMENT BASIN	5533	CU. YD.
	621	SEDIMENT REMOVAL AND DISPOSAL	8224	CU. YD.
	621	PIPE FOR SLOPE DRAINS	1615	LIN. FT.
	621	ROCK DITCH CHECKS	801	CU. YD.
	SS & 621	FILTER SOCK (12")	1450	LIN. FT.
	621	WATTLE (20")	25977	LIN. FT.
	621	TRIANGULAR SILT DIKE	3230	LIN. FT.
	623	SECOND SEEDING APPLICATION	298.83	ACRE
	624	SOLID SODDING	3417	SQ. YD.
	625	GEOTEXTILE FABRIC (TYPE 8)	75948	SQ. YD.
	625	GEOTEXTILE FABRIC (TYPE 10)	101554	SQ. YD.
	SP & 625	GEOTEXTILE FABRIC (TYPE SPECIAL)	39779	SQ. YD.
	SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)	101	LIN. FT.
	SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE A)	3007	LIN. FT.
	SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE E)	51	LIN. FT.
	SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
	637	MAILBOXES	10	EACH
	SS & 637	MAILBOX SUPPORTS (SINGLE)	10	EACH
	642	RUMBLE STRIPS IN ASPHALT SHOULDERS	8003	LIN. FT.
	642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS	484	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/3 A.W.G., E.G.C.)	3621	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/4 A.W.G., E.G.C.)	3022	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	4370	LIN. FT.
	SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	504	LIN. FT.
	SP & 709	GALVANIZED STEEL CONDUIT (4")	2706	LIN. FT.
	710	NON-METALLIC CONDUIT (1.5")	4935	LIN. FT.
	710	NON-METALLIC CONDUIT (2")	6862	LIN. FT.
	SP & 710	NON-METALLIC CONDUIT (4")	224	LIN. FT.
	SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	63	EACH
	SP, SS, & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	4	EACH
	SP	ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")	10	EACH
	SP	HIGH MAST ILLUMINATION ASSEMBLY (150'-6 LUMINAIRE)	1	EACH
	SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE)	3	EACH
	SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PAD)	1	EACH
	SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PED)	4	EACH
	SP	HIGH MAST ILLUMINATION ASSEMBLY (100'-6 LUMINAIRE)	1	EACH
	SP	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM	4	EACH
	SP	METAL GRATING FOR PLATFORM	886.2	SQ. FT.
	SP	LED ROADWAY ILLUMINATION POLE (15,400 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	6	EACH
	SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	5	EACH
	718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	4278	LIN. FT.
	SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	18996	LIN. FT.
	SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3066	LIN. FT.
	SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	16547	LIN. FT.
	721	RAISED PAVEMENT MARKERS (TYPE II)	619	EACH
	SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-RAMP-100)	1	EACH
	SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-101)	1	EACH
	SP	STEEL CANTILEVER SIGN STRUCTURE (OC-049-102)	1	EACH
	SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-103)	1	EACH
	SP	STEEL CANTILEVER SIGN STRUCTURE (OC-049-104)	1	EACH
	SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-RAMP-106)	1	EACH
	SS & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	142	SQ. FT.
	SS & 726	STANDARD SIGN	583	SQ. FT.
	SS & 727	EXIT NUMBER PANEL (TYPE A)	20	SQ. FT.
	SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	6	EACH
	SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	2486	POUND
	SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	15	EACH
	SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	6	EACH
	SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	9	EACH
	SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	2	EACH

* DENOTES ALTERNATE BID ITEMS.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	213	742
11-03-2026		SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13540
AARON O. LAWRENCE
11-3-2026

SUMMARY OF QUANTITIES (BOX 3 OF 3)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	22	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	22	EACH
SS & 732	CRASH CUSHION	2	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	308	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	559.92	CU. YD.
SP	RETAINING WALL	4693	SQ. FT.
SP	TEMPORARY RETAINING WALL	11742	SQ. FT.
SP	TEXTURED COATING FINISH	401	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	154227	POUND
SS & 816	FILTER BLANKET	10492	SQ. YD.
SS & 816	DUMPED RIPRAP	5291	CU. YD.
	STRUCTURES OVER 20' SPAN		
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	790	CU. YD.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	5273	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	10662.22	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-BRIDGE	2228.50	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE	4167.10	CU. YD.
SP	ARCHITECTURAL FINISH	4302	SQ. FT.
SP	TEXTURED COATING FINISH	3664	SQ. YD.
SP & 803	CLASS 2 PROTECTIVE SURFACE TREATMENT	15879.8	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	1549816	POUND
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	440990	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	981390	POUND
SS & 805	STEEL PILING (HP 14X73)	5545	LIN. FT.
SP	CORING DRILLED SHAFT	353	LIN. FT.
SP	DRILLED SHAFT (54" DIAMETER)	1405	LIN. FT.
SP	PERMANENT STEEL CASING (60" DIAMETER)	833	LIN. FT.
SS & 805	PREBORING	4500	LIN. FT.
SP	CROSSHOLE SONIC LOGGING (54" DIAMETER)	48	EACH
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50)	1560590	POUND
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)	3582580	POUND
SS & 807	PAINTING STRUCTURAL STEEL	1111.8	TON
SS & 808	ELASTOMERIC BEARINGS	144893.0	CU. IN.
SS & 809	ARMORED JOINT WITH NEOPRENE STRIP SEAL	252	LIN. FT.
SS & 809	SILICONE JOINT SEALANT	171	LIN. FT.
812	BRIDGE NAME PLATE (TYPE D)	6	EACH
SS & 816	FILTER BLANKET	4366	SQ. YD.
SS & 816	DUMPED RIPRAP	2185	CU. YD.
SS & 816	CONCRETE RIPRAP	791	CU. YD.

DATE REVISED	DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
8-26-2026	10-05-2026	11-03-2026	6	ARK.	040904	214	742
8-27-2026	10-12-2026		SUMMARY OF QUANTITIES AND REVISIONS				
9-03-2026	10-30-2026						



REVISIONS

DATE	REVISION	SHEET NUMBER
8-26-2026	ADDED THE FOLLOWING SPECIAL PROVISIONS: CONSTRUCTION DELAY DUE TO ARCHEOLOGICAL MITIGATION AND DELAY IN RIGHT-OF-WAY OCCUPANCY. REVISED THE FOLLOWING SPECIAL PROVISIONS: CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS, MAINTENANCE OF TRAFFIC, AND SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT. REMOVED THE FOLLOWING SPECIAL PROVISIONS: SECTION 404 STANDARD INDIVIDUAL PERMIT REQUIREMENTS. UPDATED REVISIONS TABLE.	5 & 214
8-27-2026	REMOVED EARTHWORK TABLE NOTE, UPDATED CEMENT AND AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE QUANTITY, UPDATED SUMMARY OF QUANTITIES, UPDATED REVISIONS BOX.	202, 206, 211, & 214
9-03-2026	UPDATED EARTHWORK TABLE AND ROCK FILL TABLE UPDATED SUMMARY OF QUANTITIES, UPDATED REVISIONS TABLE, UPDATED CROSS SECTION EARTHWORK VOLUME ANNOTATIONS.	202, 211, 214, 508, 512, 514, 515, 516, 532, 536, 540, 570, 571, 572, 573, 575, 577, 583, 584, 610, 611, 617, 618, 623, 634, 662, 663, 666, 676, & 701
10-05-2026	REPLACED SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT SPECIAL PROVISION WITH SITE USE (A+B METHOD) - CALENDAR DAY CONTRACT SPECIAL PROVISION, UPDATED THE FOLLOWING SPECIAL PROVISIONS: PRICE ADJUSTMENT FOR FUEL, AND PROSECUTION AND PROGRESS WITH BID SCHEDULE. REMOVED SPECIAL CLEARING REQUIREMENTS SPECIAL PROVISION. UPDATED REVISIONS TABLE.	5 & 214
10-12-2026	TMP HAS BEEN UPDATED. REVISED THE FOLLOWING SPs: AUTOMATED WORK ZONE INFORMATION SYSTEM, FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT, LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES, MAINTENANCE OF TRAFFIC, PCC PAVEMENT SURFACE SMOOTHNESS (IRI), PRIME CONTRACTOR PERFORMANCE EVALUATION, AND UTILITY ADJUSTMENTS. REMOVED THE FOLLOWING SPs: CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE, CONCRETE FOR STRUCTURES, PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI), AND PORTLAND CEMENT CONCRETE PAVEMENT. ADDED THE FOLLOWING SPs: PAVEMENT SMOOTHNESS FOR ASPHALT PAVEMENTS, AND PERCENT WITHIN LIMITS. REVISED THE FOLLOWING SSs: 501-3 PORTLAND CEMENT CONCRETE PAVEMENT, AND 802-5 CONCRETE FOR STRUCTURES, UPDATED REMOVAL AND DISPOSAL OF ITEMS QUANTITY TABLE, UPDATED STRUCTURES QUANTITY TABLE. UPDATED CONCRETE DITCH PAVING QUANTITY TABLE. UPDATED SUMMARY OF QUANTITIES. UPDATED CONCRETE DITCH PAVING QUANTITY BOX, CONCRETE DITCH PAVING LINE WORK, AND BOX CULVERT NOTE ON PLAN AND PROFILE SHEETS FOR I-49. UPDATED CONCRETE DITCH PAVING PLAN AND PROFILE SHEET QUANTITY BOX FOR COLLUM FR. UPDATED BOX CULVERT NOTE ON A I-49 CROSS SECTION. UPDATED REVISIONS TABLE.	5, 198, 199, 200, 201, 211, 212, 213, 214, 242, 245, 251, 294, & 512
10-30-2026	REVISED THE FOLLOWING SP: DRILLED SHAFT FOUNDATIONS. UPDATED GENERAL NOTE 11 ON GOVERNING SPECIFICATIONS AND GENERAL NOTES SHEET. UPDATED MOT SECTION STAGE 2 MAINTENANCE OF TRAFFIC DETAILS. ADDED LINE ITEM: GENERAL USE TOPSOIL - AS DIRECTED TO EARTHWORK QUANTITY TABLE. UPDATED REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS QUANTITY TABLE. UPDATED SELECTED PIPE BEDDING QUANTITY TABLE. REMOVED FOOT NOTE FROM ROCK FILL QUANTITY TABLE. UPDATED STONE BACKFILL QUANTITY TABLE. . UPDATED BREAKAWAY SIGN SUPPORT (TYPE G-2) ON SUMMARY OF QUANTITIES. UPDATED UNCLASSIFIED EXCAVATION ON SUMMARY OF QUANTITIES. UPDATED SELECTED PIPE BEDDING QUANTITY ON SUMMARY OF QUANTITIES. UPDATED HAMMERSCHMIDT SIGN POST SELECTION. UPDATED BREAKAWAY SIGN SUPPORT (TYPE G-2) ON SIGNING SUMMARY OF QUANTITIES. UPDATED REVISIONS TABLE.	5, 139, 200, 202, 211, 212, 214, & 312
11-03-2026	UPDATED TEMPORARY RETAINING WALLS QUANTITY TABLE. UPDATED SELECT GRANULAR BACKFILL ON SUMMARY OF QUANTITIES. UPDATED TEMPORARY RETAINING WALL ON SUMMARY OF QUANTITIES. UPDATED TEMPORARY RETAINING WALL PLAN QUANTITY BOX ON I-49 TEMP. MEDIAN WALL PLAN AND PROFILE SHEET. UPDATED REVISIONS TABLE.	202, 211, 213, 214, & 303

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	215	742
		SURVEY CONTROL DETAILS				

SURVEY CONTROL COORDINATES

SURVEY CONTROL COORDINATES

Project Name: s040478
Date: 2/16/2022
Coordinate System: ARKANSAS STATE PLANE - NORTH/SOUTH ZONE BASED ON GPS CONTROL,
PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

POINT NAME	NORTHING	EASTING	ELEV	FEATURE	DESCRIPTION
86	402827.0003	650846.6149	426.99	CTL	STD ARDOT MON STAMPED PN:86 49 ALMA
87	402797.0464	651764.0905	424.69	CTL	STD ARDOT MON STAMPED PN:87 49 ALMA
88	403162.0288	651044.5314	433.87	CTL	STD ARDOT MON STAMPED PN:88 49 ALMA
89	403802.0461	651337.0113	414.30	CTL	STD ARDOT MON STAMPED PN:89 49 ALMA
90	404283.5394	651420.0284	427.59	CTL	STD ARDOT MON STAMPED PN:90 49 ALMA
91	404739.3286	651587.9332	438.94	CTL	STD ARDOT MON STAMPED PN:91 49 ALMA
92	404703.4681	652328.4567	438.11	CTL	STD ARDOT MON STAMPED PN:92 49 ALMA
93	405176.4909	651674.9673	456.89	CTL	STD ARDOT MON STAMPED PN:93 49 ALMA
94	405341.9805	652560.8482	457.20	CTL	STD ARDOT MON STAMPED PN:94 49 ALMA
95	405552.6855	651853.0640	451.88	CTL	STD ARDOT MON STAMPED PN:95 49 ALMA
96	406077.6805	652952.4629	476.32	CTL	STD ARDOT MON STAMPED PN:96 49 ALMA
97	405890.7224	651924.0280	454.92	CTL	STD ARDOT MON STAMPED PN:97 49 ALMA
98	406126.7491	651899.2818	455.53	CTL	STD ARDOT MON STAMPED PN:98 49 ALMA
99	406759.6555	650812.5536	451.38	CTL	STD ARDOT MON STAMPED PN:99 49 ALMA
109	402799.2211	650121.9525	432.86	GPS	ARDOT GPS MON,170031A
110	413890.4778	651891.6081	404.62	GPS	ARDOT GPS MON,170032
111	415815.9875	652108.9232	399.36	GPS	ARDOT GPS MON,170017A
113	421356.5244	646945.9379	414.30	GPS	ARDOT GPS MON,170016A
114	427109.7557	644712.3000	458.47	GPS	ARDOT GPS MON,170007
115	427283.8756	646387.0700	465.40	GPS	ARDOT GPS MON,170007A
116	413656.1418	629014.2685	457.53	GPS	1ST ORDER NGS BM L 28
140	406753.6068	651866.5546	442.87	CTL	STD ARDOT MON STAMPED PN:140 49 ALMA
141	406736.3905	652290.2196	447.23	CTL	STD ARDOT MON STAMPED PN:141 49 ALMA
142	406708.2256	652957.0623	452.96	CTL	STD ARDOT MON STAMPED PN:142 49 ALMA
143	406700.1579	653352.5945	452.19	CTL	STD ARDOT MON STAMPED PN:143 49 ALMA
144	406649.3464	654299.4233	433.60	CTL	STD ARDOT MON STAMPED PN:144 49 ALMA
145	407523.1396	652329.5472	417.39	CTL	STD ARDOT MON STAMPED PN:145 49 ALMA
146	408073.0636	652296.9532	405.13	CTL	STD ARDOT MON STAMPED PN:146 49 ALMA
147	407016.2706	653549.0014	423.43	CTL	STD ARDOT MON STAMPED PN:147 49 ALMA
148	407421.7093	653740.7783	443.28	CTL	STD ARDOT MON STAMPED PN:148 49 ALMA
149	407933.4484	653626.2847	439.90	CTL	STD ARDOT MON STAMPED PN:149 49 ALMA
150	408354.3172	652610.4045	415.63	CTL	STD ARDOT MON STAMPED PN:150 49 ALMA
151	408419.0184	653116.7823	397.29	CTL	STD ARDOT MON STAMPED PN:151 49 ALMA
152	408407.3924	653712.0139	413.20	CTL	STD ARDOT MON STAMPED PN:152 49 ALMA
153	409035.9913	653854.5683	393.74	CTL	STD ARDOT MON STAMPED PN:153 49 ALMA
154	408968.3169	653299.1951	384.66	CTL	STD ARDOT MON STAMPED PN:154 49 ALMA
155	414953.8154	652025.3876	402.72	CTL	STD ARDOT MON STAMPED PN:155 49 ALMA
156	400029.8021	649765.2982	450.20	CTL	STD ARDOT MON STAMPED PN:156 49 ALMA
157	416541.6758	652081.0720	418.07	CTL	STD ARDOT MON STAMPED PN:157 49 ALMA
158	416257.9774	651828.9145	403.16	CTL	STD ARDOT MON STAMPED PN:158 49 ALMA
159	416507.7457	651250.1180	405.82	CTL	STD ARDOT MON STAMPED PN:159 49 ALMA
160	416837.3350	650971.2939	414.20	CTL	STD ARDOT MON STAMPED PN:160 49 ALMA
161	417371.8148	650529.6598	403.27	CTL	STD ARDOT MON STAMPED PN:161
162	417981.8192	650028.1370	404.96	CTL	STD ARDOT MON STAMPED PN:162 49 ALMA
163	418608.3986	649514.2675	408.10	CTL	STD ARDOT MON STAMPED PN:163 49 ALMA
164	419273.5335	648959.7285	406.99	CTL	STD ARDOT MON STAMPED PN:164 49 ALMA
165	419904.1382	648449.7602	407.89	CTL	STD ARDOT MON STAMPED PN:165 49 ALMA
166	420340.9820	648073.4661	410.14	CTL	STD ARDOT MON STAMPED PN:166 49 ALMA
167	420952.6035	647566.3990	412.29	CTL	STD ARDOT MON STAMPED PN:167 49 ALMA
168	421572.3025	647052.9715	413.31	CTL	STD ARDOT MON STAMPED PN:168 49 ALMA
169	422302.6473	646510.7792	416.59	CTL	STD ARDOT MON STAMPED PN:169 49 ALMA
170	423063.9641	645872.4360	419.71	CTL	STD ARDOT MON STAMPED PN:170 49 ALMA
171	423258.3080	646432.4424	417.62	CTL	STD ARDOT MON STAMPED PN:171 49 ALMA
172	423299.1695	645739.2559	423.71	CTL	STD ARDOT MON STAMPED PN:172 49 ALMA
173	423447.9826	646277.5849	418.66	CTL	STD ARDOT MON STAMPED PN:173 49 ALMA
174	423845.0840	644881.8932	430.81	CTL	STD ARDOT MON STAMPED PN:174 49 ALMA
175	424328.9867	645899.8167	428.55	CTL	STD ARDOT MON STAMPED PN:175 49 ALMA
176	424889.1820	647077.5500	430.88	CTL	STD ARDOT MON STAMPED PN:176 49 ALMA
177	424979.0366	645614.1012	422.34	CTL	STD ARDOT MON STAMPED PN:177 49 ALMA
178	424901.1838	644833.6103	424.47	CTL	STD ARDOT MON STAMPED PN:178 49 ALMA
179	426000.6343	645560.8949	451.30	CTL	STD ARDOT MON STAMPED PN:179 49 ALMA
180	426277.9733	646042.7245	438.96	CTL	STD ARDOT MON STAMPED PN:180 49 ALMA
181	423476.7804	641755.0544	474.80	CTL	STD ARDOT MON STAMPED PN:181 49 ALMA
182	424162.1184	642617.7383	451.04	CTL	STD ARDOT MON STAMPED PN:182 49 ALMA
183	424427.9317	642527.2438	440.26	CTL	STD ARDOT MON STAMPED PN:183 49 ALMA
184	425004.3401	643569.3497	434.29	CTL	STD ARDOT MON STAMPED PN:184 49 ALMA
186	425595.6734	644503.7740	432.96	CTL	STD ARDOT MON STAMPED PN:186 49 ALMA
187	426148.4123	645243.9965	433.00	CTL	STD ARDOT MON STAMPED PN:187 49 ALMA
188	426590.1514	645840.1420	431.79	CTL	STD ARDOT MON STAMPED PN:188 49 ALMA
189	427039.3560	646439.1048	440.17	CTL	STD ARDOT MON STAMPED PN:189 49 ALMA
190	426182.0434	644872.4667	456.96	CTL	STD ARDOT MON STAMPED PN:190 49 ALMA
191	426741.6157	644535.3570	444.90	CTL	STD ARDOT MON STAMPED PN:191 49 ALMA
192	427511.8000	644318.9457	435.49	CTL	STD ARDOT MON STAMPED PN:192 49 ALMA
193	428191.4467	644136.0455	435.57	CTL	STD ARDOT MON STAMPED PN:193 49 ALMA
194	428881.3540	644008.6877	435.53	CTL	STD ARDOT MON STAMPED PN:194 49 ALMA
195	429707.8347	643976.3067	441.21	CTL	STD ARDOT MON STAMPED PN:195 49 ALMA
196	426107.6898	644521.6881	444.13	CTL	STD ARDOT MON STAMPED PN:196 49 ALMA
197	426162.3042	644073.0296	426.33	CTL	STD ARDOT MON STAMPED PN:197 49 ALMA
198	426375.7273	643718.2418	427.88	CTL	STD ARDOT MON STAMPED PN:198 49 ALMA
199	426860.1340	644038.9455	426.41	CTL	STD ARDOT MON STAMPED PN:199 49 ALMA
921	402734.9066	651744.0893	424.98	TBM	STD ARDOT MON STAMPED PN:921 49 ALMA
922	404684.7633	652368.5106	440.58	TBM	SQUARE CUT N END CONC WAL 49 ALMA
923	406767.4861	651441.1537	438.01	TBM	SQUARE CUT CENT OF N HW 49 ALMA
924	406703.4411	653004.5807	453.74	TBM	SQUARE CUT IN N HW 49 ALMA
925	406670.2861	653832.5205	419.90	TBM	SQUARE CUT CENTER N HW 49 ALMA
926	408501.4695	653878.0883	415.59	TBM	X CUT IN BOLT OF FH 49 ALMA
927	408100.5969	652259.7550	404.40	TBM	X CUT IN BOLT OF FH 49 ALMA
928	408548.5404	650446.3047	395.37	TBM	X CUT IN BOLT OF FH 49 ALMA
930	413743.5101	651845.7836	409.73	TBM	SQUARE CUT ON NW CRNER BR 49 ALMA
931	415830.5882	652101.5693	400.77	TBM	AHTD DISK S CORNER E HW 49 ALMA
932	417535.8578	650760.9030	403.99	TBM	STD ARDOT MON STAMPED PN:932 49 ALMA
933	420271.6617	648738.6739	411.11	TBM	FD RR SPIKE S SIDE OF SOUTH POLE 49
934	422273.7796	646968.1123	416.04	TBM	AHTD CAP IN CONC 49 ALMA
935	423701.9402	644727.4118	431.64	TBM	SQUARE CUT NE CORNR BR 49 ALMA
936	424800.2746	647134.3295	431.82	TBM	SQUARE CUT SW CRNR S BR 49 ALMA
937	423604.3372	641820.0134	470.69	TBM	SQUARE CUT CENTER HW DI 49 ALMA
938	425086.5632	643577.8152	434.13	TBM	AHTD CAP IN NW CORNER BR 49 ALMA
939	426191.6500	644909.6549	457.90	TBM	AHTD DISK ON NE CRNR BR 49 ALMA
940	427265.7189	646408.3819	468.68	TBM	AHTD CAP ON NW CORNR BR 49 ALMA
941	427342.6126	644346.6634	434.80	TBM	SQUARE CUT IN CONC 49 ALMA
942	429600.1441	644158.1948	470.17	TBM	SQUARE CUT NE CORNER BR NE CORNER BR

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*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.999938638 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME.s040748.CTL
HORIZONTAL DATUM: NAD 83 (2011)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.
REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 170031 - 170031A
CONVERGENCE ANGLE: 01-17-37 LEFT AT LT:35-25-09.76 LG:094-13-22.4
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	216	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

HORIZONTAL ALIGNMENT DATA

ALIGNMENT NAME: I-49

POINT	STATION	TYPE	NORTHING	EASTING
8009	500+76.75	POB	398541.7033	649275.0371
8010	611+40.01	PC	408718.8725	653613.3515
8011	645+71.88	PI	411875.8694	654959.1133
8012	673+24.11	PT	414552.1990	652810.8665
8013	762+55.25	PC	421517.1141	647220.2406
8014	769+02.78	PI	422022.0929	646814.9022
8015	775+44.85	PT	422604.7988	646532.4899
8016	806+85.86	PC	425431.3384	645162.5888
8017	813+00.28	PI	425984.2426	644894.6202
8018	819+12.06	PT	426572.8667	644718.4614
8019	841+49.90	PC	428716.7588	644076.8545
8020	848+53.66	PI	429390.9787	643875.0794
8021	855+15.53	PT	430062.2458	644086.4704
8022	873+00.00	POE	431764.3112	644622.4737

ALIGNMENT NAME: CC RAMP 3

POINT	STATION	TYPE	NORTHING	EASTING
8302	11+81.09	PC	406939.1300	651914.7742
8303	15+62.40	PI	407311.0057	651999.0572
8304	18+94.77	PT	407485.7306	652337.9767
8305	23+82.91	PC	407709.4091	652771.8533
8306	27+32.50	PI	407869.6012	653082.5831
8307	30+61.54	PT	408175.9632	653250.9782
8308	35+99.87	PC	408647.7208	653510.2849
8309	37+16.49	PI	408749.9236	653566.4618
8310	38+32.83	POE	408858.2023	653609.7857

ALIGNMENT NAME: WATERFRONT

POINT	STATION	TYPE	NORTHING	EASTING
8320	10+00.00	POB	408433.2445	652675.3228
8321	10+76.28	PI	408477.9096	652737.1626
8322	11+47.28	PT	408476.6045	652813.4347
8323	20+97.18	PC	408460.3524	653763.1966
8324	22+13.68	PI	408458.3592	653879.6745
8325	23+12.74	PCC	408551.2844	653949.9313
8326	23+85.87	PI	408609.6224	653994.0382
8327	24+58.88	PT	408672.1493	654031.9739
8328	26+00.00	POE	408792.8004	654105.1743

ALIGNMENT NAME: DRIVEWAY 7

POINT	STATION	TYPE	NORTHING	EASTING
8730	10+00.00	POB	413263.2322	653918.2268
8731	10+80.64	PC	413267.4931	653837.6962
8732	11+41.18	PI	413270.6917	653777.2454
8733	11+89.51	PT	413325.7354	653752.0517
8734	17+66.91	PC	413850.7488	653511.7520
8735	18+02.19	PI	413882.8350	653497.0661
8736	18+37.36	PT	413912.5406	653478.0192
8737	22+97.46	PC	414299.8550	653229.6772
8738	23+45.11	PI	414339.9704	653203.9556
8739	23+92.69	PT	414377.4581	653174.5361
8740	27+00.56	PC	414619.6502	652984.4686
8741	27+30.73	PI	414643.3872	652965.8403
8742	27+60.89	PT	414668.2042	652948.6770
8743	39+25.02	PC	415625.6603	652286.5066
8744	39+99.41	PI	415686.8435	652244.1927
8745	40+63.13	PT	415690.1868	652169.8780
8746	41+66.91	POE	415694.8511	652066.2021

ALIGNMENT NAME: HENRY SR

POINT	STATION	TYPE	NORTHING	EASTING
8720	10+00.00	POB	415339.3178	652048.4642
8721	11+43.40	PC	415374.6545	651909.4825
8722	13+07.49	PI	415415.0880	651750.4545
8723	14+48.81	PRC	415565.2037	651684.1969
8724	17+47.17	PI	415838.1602	651563.7202
8725	20+27.18	PT	415993.9751	651309.2764
8726	21+16.07	POE	416040.3967	651233.4706

ALIGNMENT NAME: OLD WIRE RD

POINT	STATION	TYPE	NORTHING	EASTING
8887	10+00.00	POB	421428.8167	646954.7683
8888	10+72.51	PC	421501.2776	646957.4904
8889	11+08.95	PI	421537.6898	646958.8582
8890	11+42.40	PT	421566.4462	646936.4800
8891	16+65.64	PC	421979.3821	646615.1347
8892	18+86.54	PI	422153.7149	646479.4695
8893	19+57.92	PT	422215.5145	646691.5491
8894	20+57.65	PC	422243.4167	646787.3018
8895	21+36.05	PI	422265.3476	646862.5627
8896	22+14.40	PT	422291.3614	646936.5116
8897	24+29.50	POE	422362.7417	647139.4228

ALIGNMENT NAME: RAMP I49NB-I40WB

POINT	STATION	TYPE	NORTHING	EASTING
8330	7+89.39	POB	423047.9489	646393.8354
8331	14+22.51	PI	423617.6864	646117.7084
8332	20+54.35	PT	424214.3756	645906.0270
8333	35+49.22	PC	425623.2155	645406.2273
8334	50+18.17	PI	427007.6298	644915.0929
8335	52+88.45	PT	425861.5556	643996.2187
8336	64+06.41	PC	424989.3211	643296.8978
8337	66+92.85	PI	424765.8441	643117.7233
8338	69+69.90	PT	424640.6306	642860.1053
8339	71+38.12	PC	424567.0943	642708.8095
8340	74+18.87	PI	424444.3678	642456.3081
8341	76+99.51	PRC	424334.1535	642498.0997
8342	79+18.55	PI	424428.1615	641996.6389
8343	81+37.48	POE	424150.7914	641800.4243

ALIGNMENT NAME: RAMP I49NB-I40EB

POINT	STATION	TYPE	NORTHING	EASTING
8350	6+97.46	POB	423734.1376	646088.6173
8351	12+36.72	PI	424233.7734	645885.7185
8352	17+74.20	PT	424756.9575	645755.0199
8353	19+67.72	PC	424944.7057	645708.1178
8354	23+82.31	PI	425346.9389	645607.6344
8355	27+63.33	PT	425720.3500	645787.7805
8356	39+30.74	POE	426771.7970	646295.0339

ALIGNMENT NAME: RAMP I49SB-I40EB

POINT	STATION	TYPE	NORTHING	EASTING
8358	9+00.00	POB	427245.7677	646730.1163
8359	9+51.64	PI	427219.1783	646685.8468
8360	10+03.28	PCC	427191.3968	646642.3155
8361	12+74.39	PI	427045.5426	646413.7745
8362	15+31.61	PT	426801.3567	646295.9710
8363	18+93.81	PC	426475.1348	646138.5906
8364	35+47.49	PI	424985.7155	645420.0446
8365	37+12.85	PCC	426460.2983	644671.5235
8366	38+21.05	PI	426556.7846	644622.5456
8367	39+28.68	PT	426660.4475	644591.5222
8368	52+26.09	PC	427903.3940	644219.5431
8369	57+43.07	PI	428398.6690	644071.3211
8370	62+59.35	POE	428905.2787	643968.2991

ALIGNMENT NAME: RAMP I40WB-I49SB

POINT	STATION	TYPE	NORTHING	EASTING
8380	10+00.00	POB	423059.6528	646235.9208
8381	13+45.08	PI	423370.1849	646085.4194
8382	16+89.95	PT	423671.0980	645916.5050
8383	32+36.93	PC	425020.0756	645159.2705
8384	44+93.27	PI	426115.6137	644544.3016
8385	52+19.92	PT	426745.1650	645631.5253
8386	61+79.27	PC	427225.8925	646461.7329
8387	63+13.60	PI	427293.2086	646577.9866
8388	64+47.94	POE	427361.8829	646693.4431

ALIGNMENT NAME: RAMP I40WB-I49NB

POINT	STATION	TYPE	NORTHING	EASTING
8390	10+00.00	POB	426994.4857	646062.0975
8391	11+70.62	PI	426908.9857	645914.4405
8392	13+40.02	PCC	426855.7728	645752.3257
8393	18+66.28	PI	426691.6498	645252.3197
8394	22+75.41	PCC	427078.4329	644895.4706
8395	25+40.19	PI	427273.0404	644715.9243
8396	28+00.42	PCC	427514.3259	644606.8816
8397	30+18.24	PI	427712.8107	644517.1816
8398	32+35.93	POE	427916.0838	644438.9364

ALIGNMENT NAME: RAMP I40EB-I49NB

POINT	STATION	TYPE	NORTHING	EASTING
8400	99+97.11	POB	424449.3025	642937.6210
8401	102+98.29	PI	424637.5745	643172.7022
8402	105+97.27	PT	424772.8415	643441.7976
8403	117+13.93	PC	425274.3609	644439.5028
8404	126+57.95	PI	425698.3438	645282.9596
8405	132+47.85	PT	426579.3524	644943.8360
8406	147+20.18	PC	427953.4031	644414.9275
8407	151+28.98	PI	428334.9107	644268.0751
8408	155+37.43	POE	428725.9128	644148.7813

ALIGNMENT NAME: RAMP I49SB-I40WB

POINT	STATION	TYPE	NORTHING	EASTING
8410	10+00.00	POB	425366.8492	643588.0484
8411	12+56.35	PI	425566.8549	643748.4046
8412	15+12.51	PT	425777.1605	643894.9922
8413	22+24.07	PC	426360.9065	644301.8758
8414	25+79.48	PI	426652.4754	644505.1057
8415	28+94.67	PT	427000.0330	644430.8187
8416	30+33.41	PC	427135.7101	644401.8191
8417	34+60.60	PI	427553.4650	644312.5281
8418	38+87.40	POE	427963.4122	644192.3809

ALIGNMENT NAME: RAMP I40EB-I49SB

POINT	STATION	TYPE	NORTHING	EASTING
8420	10+00.00	POB	424839.9940	643575.3885
8421	11+63.23	PI	424913.3045	643721.2299
8422	13+26.19	PT	424971.7454	643873.6398
8423	17+76.27	PC	425132.8850	644293.8807
8424	23+91.28	PI	425353.0776	644868.1279
8425	28+11.89	PT	424839.0853	645205.8505
8426	31+03.85	PC	424595.0849	645366.1728
8427	33+70.62	PI	424372.1309	645512.6665
8428	36+37.18	POE	424139.5010	645643.2508

ALIGNMENT NAME: COLLUM FR

POINT	STATION	TYPE	NORTHING	EASTING
8430	10+00.00	POB	427018.2896	644281.5666
8431	17+94.56	PC	427785.4492	644074.7191
8432	19+73.17	PI	427957.9072	644028.2196
8433	21+51.33	PT	428134.8055	644003.5022
8434	25+52.97	PC	428532.5826	643947.9221
8435	27+09.58	PI	428687.6827	643926.2504
8436	28+61.33	PT	428819.5825	643841.8221
8437	32+36.54	PC	429135.5946	643639.5446
8438	33+65.86	PI	429244.5187	643569.8229
8439	34+92.43	PT	429370.9485	643542.6003
8440	37+43.70	POE	429616.5837	643489.7105

ALIGNMENT NAME: HWY 162 HENRY (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8903	19+32.47	POB	413723.3200	651866.8595
8904	19+40.92	PC	413731.7610	651866.4954
8905	21+13.43	PI	413904.1075	651859.0605
8906	22+85.00	PT	414074.9967	651882.6283
8907	32+93.42	PC	415073.9594	652020.3974
8908	34+87.56	PI	415266.2849	652046.9214
8909	36+81.44	PT	415460.2347	652055.6470
8910	70+29.32	POE	418804.7337	652206.1124

ALIGNMENT NAME: UPRR (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8923	41+75.91	POB	423028.9719	645415.0689
8924	98+83.81	POE	424629.6681	650893.9190

ALIGNMENT NAME: DRIVEWAY 8

POINT	STATION	TYPE	NORTHING	EASTING
8460	10+00.00	POB	424116.0275	645587.2920
8461	10+83.25	PC	424191.2064	645551.5308
8462	11+18.57	PI	424223.0975	645536.3608
8463	11+47.09	PT	424225.3145	645501.1152
8464	12+22.63	POE	424230.0569	645425.7212

ALIGNMENT NAME: DRIVEWAY 9

POINT	STATION	TYPE	NORTHING	EASTING
8470	10+00.00	POB	424352.5321	646084.4719
8471	13+11.49	POE	424633.8152	645950.6677

ALIGNMENT NAME: DRIVEWAY 10

POINT	STATION	TYPE	NORTHING	EASTING
8480	20+00.00	POB	424471.1675	646333.8670
8481	23+08.86	POE	424750.0761	646201.1924

ALIGNMENT NAME: LT ML-I-40 (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8846	595+51.21	POB	423258.9875	640432.2552
8847	606+85.21	PI	423967.2494	641317.8690
8848	618+02.76	PT	424387.7199	642371.0315
8849	621+84.34	PC	424529.2026	642725.4067
8850	625+61.29	PI	424668.9738	643075.4951
8851	629+33.95	PT	424894.5510	643377.5096
8852	642+16.19	PI	425661.8615	644404.8253
8853	646+46.31	PI	425918.5182	644749.9846
8854	647+52.43	PI	425981.9830	644835.0367
8855	659+56.05	PI	426701.7890	645799.6965
8856	666+07.40	PI	427091.0839	646321.9155
8857	667+04.89	PC	427148.5966	646400.6267
8858	675+09.32	PI	427623.1892	647050.1495
8859	682+90.59	POE	427795.5093	647835.9126

ALIGNMENT NAME: MED I-40 (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8766	623+00.00	POB	424493.9671	642907.8802
8767	666+42.55	PC	427088.6102	646390.0587
8768	674+74.80	PI	427585.8746	647057.4197
8769	682+81.44	POE	427760.4325	647871.1593

ALIGNMENT NAME: RT ML-I-40 (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8876	595+77.62	POB	422956.7947	640684.1399
8877	598+21.35	PC	423046.6968	640910.6831
8878	603+93.76	PI	423257.8331	641442.7229
8879	609+57.70	PT	423615.6501	641889.5024
8880	623+00.00	PC	424454.7388	642937.2102
8881	625+00.02	PI	424579.7743	643093.3327
8882	627+00.00	PT	424699.2850	643253.7238
8883	666+33.40	PC	427049.4638	646407.8154
8884	674+65.65	PI	427546.7282	647075.1764
8885	682+72.29	PT	427721.2861	647888.9160
8886	683+41.15	POE	427735.7290	647956.2449

ALIGNMENT NAME: COLLUM (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8762	10+00.00	POB	429624.9719	643323.4468
8763	24+00.00	POE	429554.4294	644721.6684

ALIGNMENT NAME: HWY 64 (EXISTING)

POINT	STATION	TYPE	NORTHING	EASTING
8764	10+00.00	POB	422798.1522	642816.8549
8765	66+00.00	POE	425203.7260	647873.8514

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	217	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
CHERON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

STA. 595+00.00
BEGIN JOB 040904
LOG MILE 15.71

P.O.B. 500+76.75
8009
595
600
C.L. I-49
N23°05'15"E
11063.26'
605
C.L. CC RAMP 3 STA. 33+92.94 =
C.L. WATERFRONT STA. 17+44.54
Δ = 117°48'56"
610
N28°47'45"E
8308
8309
8310
N21°48'26"E
8010
N23°05'15"E
C.L. I-49 STA. 615+00
MATCH LINE C.L. I-49 STA. 615+00

C.L. I-49 STA. 612+68.06, 56.50' LT. =
C.L. CC RAMP 3 STA. 38+32.83

C.L. I-49 STA. 608+63.79 =
C.L. WATERFRONT STA. 18+38.98
Δ = 112°06'26"

P.C. 35+99.87
P.C. 611+40.01
P.O.E 38+32.83
CC R3-3
I-49-4
C.L. WATERFRONT
P.I. 37+16.49
P.C.C. 23+12.74
P.T. 24+58.88
P.O.E. 26+00.00
P.C. 20+97.18
8323
PN:152
PD:STD ARDOT MON STAMPED PN:152 49 ALMA
S89°01'11"E
PN:926
PD:X CUT IN BOLT OF FH 49 ALMA
8324
N37°05'29"E
8325
8326
8327
N31°14'44"E
141.12'
8328
WF-2
WF-3
N37°05'29"E
N31°14'44"E
P.I. 22+13.68
P.I. 23+85.87

PN:927
PD:X CUT IN BOLT OF FH 49 ALMA
PN:146
PD:STD ARDOT MON STAMPED PN:146 49 ALMA
SURVEY BASELINE N3°23'31"W
550.89'
SURVEY BASELINE N48°05'56"E
471.14'
N54°09'38"E
PN:150
PD:STD ARDOT MON STAMPED PN:150 49 ALMA
8320
8321
8322
P.I. 10+76.28
S89°01'11"E
WF-1
P.O.B. 10+00.00
P.T. 11+47.28
949.90'
SURVEY BASELINE N48°17'08"E
922.73'
SURVEY BASELINE N15°57'32"E
5119.47'
PN:154
PD:STD ARDOT MON STAMPED
PN:154 49 ALMA
PN:151
PD:STD ARDOT MON STAMPED
PN:151 49 ALMA

P.I. 15+62.40
N12°46'12"E
15
8303
N62°43'38"E
8302
SURVEY BASELINE N31°02'00"E
898.08'
CC R3-1
PN:140
PD:STD ARDOT MON
STAMPED PN:140 49 ALMA
P.C. 11+81.09
PN:145
PD:STD ARDOT MON STAMPED PN:145 49 ALMA
8304
20
N62°43'38"E
488.14'
P.T. 18+94.77
C.L. CC RAMP 3
P.C. 23+82.91
8305
CC R3-2
25
N62°43'38"E
P.I. 27+32.50
8306
N28°47'45"E
30
P.T. 30+61.54
8307
N28°47'45"E
538.33'
35
15
C.L. WATERFRONT

PN:143
PD:STD ARDOT MON STAMPED PN:143 49 ALMA
PN:147
PD:STD ARDOT MON STAMPED PN:147 49 ALMA
PN:148
PD:STD ARDOT MON STAMPED PN:148 49 ALMA
PN:149
PD:STD ARDOT MON STAMPED PN:149 49 ALMA

CC R3-1	CC R3-2	CC R3-3	WF-1	WF-2	WF-3	I-49-4
P.I.= 15+62.40	P.I.= 27+32.50	P.I.= 37+16.49	P.I.= 10+76.28	P.I.= 22+13.68	P.I.= 23+85.87	P.I.= 645+71.88
Δ = 49°57'26" RT.	Δ = 33°55'53" LT.	Δ = 6°59'19" LT.	Δ = 36°49'11" RT.	Δ = 53°53'20" LT.	Δ = 5°50'45" LT.	Δ = 61°50'28" LT.
D = 7°00'00"	D = 5°00'00"	D = 3°00'00"	D = 25°00'00"	D = 25°00'00"	D = 4°00'00"	D = 1°00'00"
T = 381.31'	T = 349.59'	T = 116.62'	T = 76.28'	T = 116.50'	T = 73.13'	T = 3431.87'
L = 713.68'	L = 678.63'	L = 232.96'	L = 147.28'	L = 215.56'	L = 146.14'	L = 6184.10'
P.C. = 11+81.09	P.C. = 23+82.91	P.C. = 35+99.87	P.C. = 10+00.00	P.C. = 20+97.18	P.C.C. = 23+12.74	P.C. = 611+40.01
P.T. = 18+94.77	P.T. = 30+61.54	P.T. = 38+32.83	P.T. = 11+47.28	P.C.C. = 23+12.74	P.T. = 24+58.88	P.T. = 673+24.11
e = 0.098 '/'	e = 0.084 '/'	NO SUPER	NO SUPER	NO SUPER	e = 0.052 '/'	e = 0.038 '/'
Ls = 350'	Ls = 300'				LS = 200'	Ls = 350'

SURVEY CONTROL DETAILS

5/4/2026 10:01:11 AM
R040904_11_SC_003.dgn

DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	218	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

SURVEY BASELINE N7°10'15"E
1071.72'

GPS
PN:110
PD:ARDOT GPS MON.170032

SURVEY BASELINE N15°57'32"E
5119.47'

MATCH LINE C.L. I-49 STA. 615+00

620

625

630

635

C.L. I-49

MATCH LINE C.L. I-49 STA. 639+00

CTL
PN:153
PD:STD ARDOT MON STAMPED PN:153 49 ALMA

I-49-4

N23°05'15"E

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

LEGEND

XXXX - X — HORIZONTAL CURVE NO.

CTL — SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

I-49-4

P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

4/30/2026 7:43:31 AM
R040904_11_SC_004.dgn

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	219	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. I-49 STA. 639+00

640 645 650 655 660

C.L. I-49

I-49-4

MATCH LINE C.L. I-49 STA. 663+00

P.I. 11+41.18

DRIVEWAY 7-1

15

N24°35'37"W
577.40'

C.L. DRIVEWAY 7

N86°58'16"W
80.64'

8732 8733

8731

P.T. 11+89.51

P.O.B. 10+00.00

P.C. 10+80.64

8730

N23°05'15"E

P.I. 645+71.88

N38°45'12"W

8011

LEGEND

XXXX - X HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

I-49-4

P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

DRIVEWAY 7-1

P.I.= 11+41.18
Δ = 62°22'39" RT.
D = 57°17'43"
R = 100'
T = 60.54'
L = 108.87'
P.C. = 10+80.64
P.T. = 11+89.51
NO SUPER

SURVEY CONTROL DETAILS

4/30/2026 7:43:33 AM
R040904_11_SC_005.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	220	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

PN:154
PD:STD ARDOT MON STAMPED
PN:154 49 ALMA

SURVEY BASELINE N15°57'32"E
5119.47'

N2°28'13"W
8.45'

8903 TBM 20 8904

P.I. 21+13.43

PN:930
PD:SQUARE CUT ON
NW CORNER BR 49 ALMA

N2°28'13"W

8905

P.O.B. 19+32.47

P.C. 19+40.92

N7°51'08"E

PN:110
PD:ARDOT GPS MON.170032

HWY 162 HENRY-3

8906

P.T. 22+85.00

N7°51'08"E
1008.42'

25

SURVEY BASELINE N7°10'15"E
1071.72'

C.L. HWY 162 HENRY

30

PN:155
PD:STD ARDOT MON STAMPED PN:155 49 ALMA

8907

P.C. 32+93.42

N23°48'56"W

HENRY SR-1

P.I. 13+07.49

C.L. HENRY SR STA. 10+00.00 =
C.L. HWY 162 HENRY STA. 35+60.30
Δ = 79°51'02"

8722

SURVEY BASELINE N5°32'03"E
866.21'

N2°51'08"E

P.O.B. 10+00.00

N75°44'04"W
143.40'

N75°44'04"W

35

8721

8720

C.L. HENRY SR

P.C. 11+43.40

HWY 162 HENRY-4

8908

P.I. 34+87.56

N2°34'33"E

685

P.T. 36+81.44

8909

P.O.E. 41+66.91

8746

C.L. I-49 STA. 685+28.36 =
C.L. HWY 162 HENRY STA. 37+12.56
Δ = 138°40'14"

N2°34'33"E
3347.88'

N87°25'27"W
103.78'

P.T. 40+63.13

40

8745

P.C. 39+25.02

8744

8743

DRIVEWAY 7-5

P.I. 39+99.41

MATCH LINE C.L. I-49 STA. 687+00

C.L. DRIVEWAY 7 STA. 41+66.91 =
C.L. HWY 162 HENRY STA. 39+16.29
Δ = 90°00'00"

MATCH LINE C.L. I-49 STA. 663+00

665

I-49-4

670

675

680

P.T. 673+24.11

N38°45'12"W
8931.14'

C.L. I-49

8012

N38°45'12"W

N24°35'37"W
577.40'

DRIVEWAY 7-2

20

8734 8735 8736

N32°40'03"W
460.10'

DRIVEWAY 7-3

25

8737 8738 8739

N38°07'27"W
307.87'

P.I. 27+30.73

DRIVEWAY 7-4

30

8740 8741 8742

C.L. DRIVEWAY 7

N34°40'03"W
1164.13'

35

P.C. 17+66.91

P.I. 18+02.19

P.T. 18+37.36

P.C. 22+97.46

P.I. 23+45.11

P.T. 23+92.69

P.C. 27+00.56

P.T. 27+60.89

I-49-4
P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

DRIVEWAY 7-2
P.I.= 18+02.19
Δ = 8°04'26" LT.
D = 11°27'38"
R = 500'
T = 35.28'
L = 70.45'
P.C. = 17+66.91
P.T. = 18+37.36
NO SUPER

DRIVEWAY 7-3
P.I.= 23+45.11
Δ = 5°27'24" LT.
D = 5°43'47"
R = 1000'
T = 47.65'
L = 95.23'
P.C. = 22+97.46
P.T. = 23+92.69
NO SUPER

DRIVEWAY 7-4
P.I.= 27+30.73
Δ = 3°27'24" RT.
D = 5°43'47"
R = 1000'
T = 30.17'
L = 60.33'
P.C. = 27+00.56
P.T. = 27+60.89
NO SUPER

DRIVEWAY 7-5
P.I.= 39+99.41
Δ = 52°45'24" LT.
D = 38°11'56"
R = 150'
T = 74.39'
L = 138.11'
P.C. = 39+25.02
P.T. = 40+63.13
NO SUPER

HENRY SR-1
P.I.= 13+07.49
Δ = 51°55'08" RT.
D = 17°00'00"
T = 164.09'
L = 305.41'
P.C. = 11+43.40
P.R.C. = 14+48.81
NO SUPER

HWY 162 HENRY-3
P.I.= 21+13.43
Δ = 10°19'21" RT.
D = 3°00'00"
T = 172.51'
L = 344.08'
P.C. = 19+40.92
P.T. = 22+85.00
EXISTING

HWY 162 HENRY-4
P.I.= 34+87.56
Δ = 5°16'35" LT.
D = 1°21'35"
T = 194.14'
L = 388.02'
P.C. = 32+93.42
P.T. = 36+81.44
EXISTING

LEGEND

XXXX - X	HORIZONTAL CURVE NO.
C.T.	SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

4/30/2026 7:43:35 AM
R040904_11_SC_006.dgn

SURVEY CONTROL DETAILS

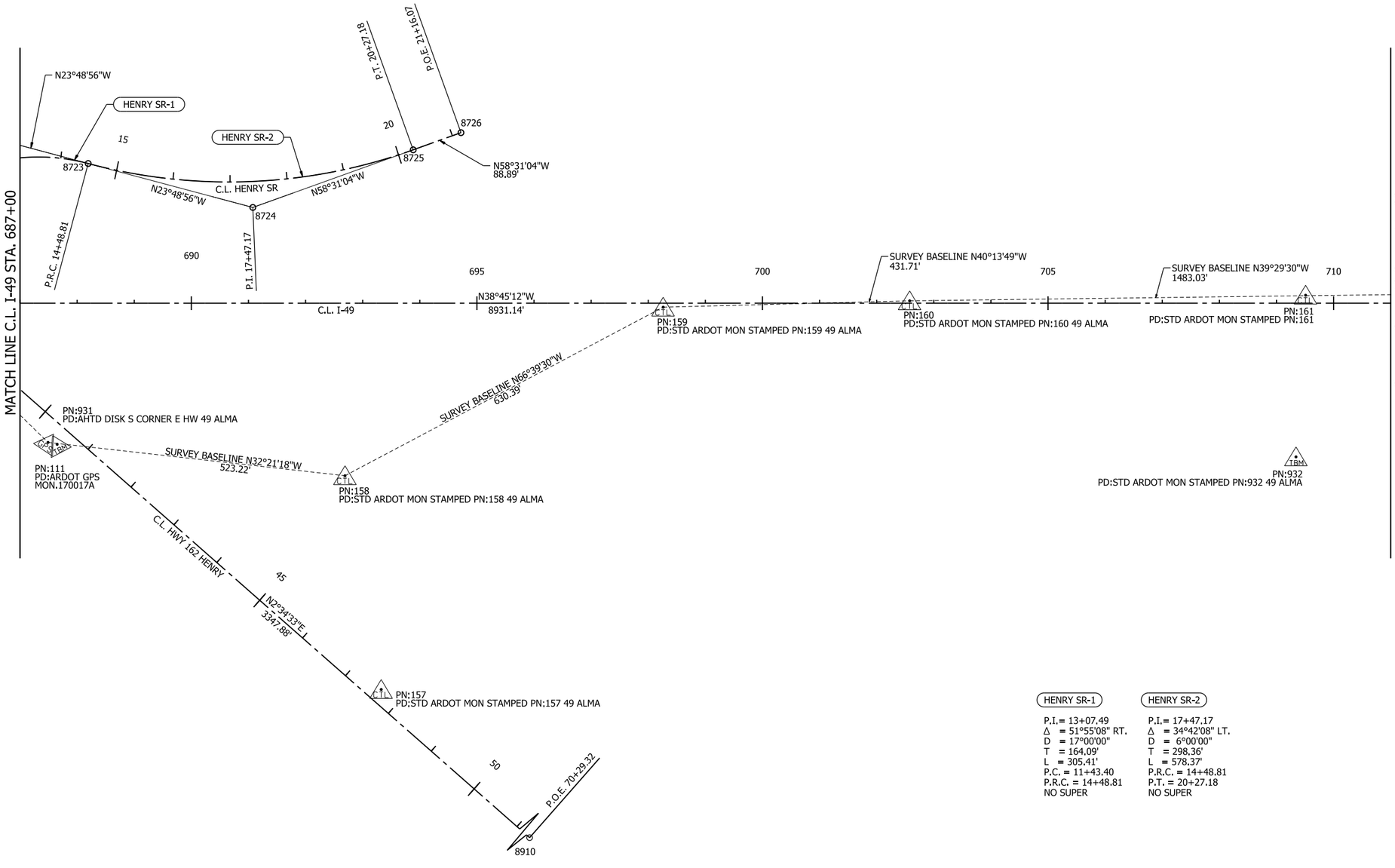
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	221	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

HENRY SR-1

P.I.= 13+07.49
Δ = 51°55'08" RT.
D = 17°00'00"
T = 164.09'
L = 305.41'
P.C. = 11+43.40
P.R.C. = 14+48.81
NO SUPER

HENRY SR-2

P.I.= 17+47.17
Δ = 34°42'08" LT.
D = 6°00'00"
T = 298.36'
L = 578.37'
P.R.C. = 14+48.81
P.T. = 20+27.18
NO SUPER

4/30/2026 7:43:37 AM
R040904_11_SC_007.dgn

SURVEY CONTROL DETAILS

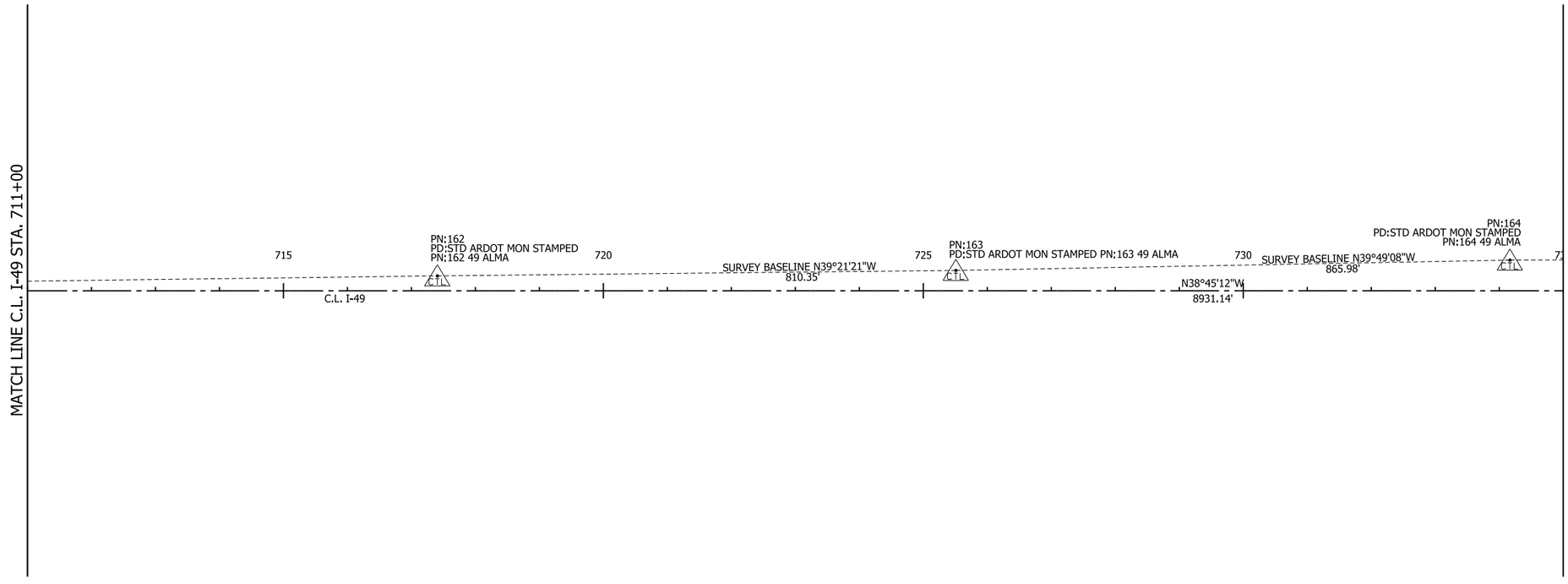
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	222	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

4/30/2026 7:43:40 AM
R040904_11_SC_008.dgn

SURVEY CONTROL DETAILS

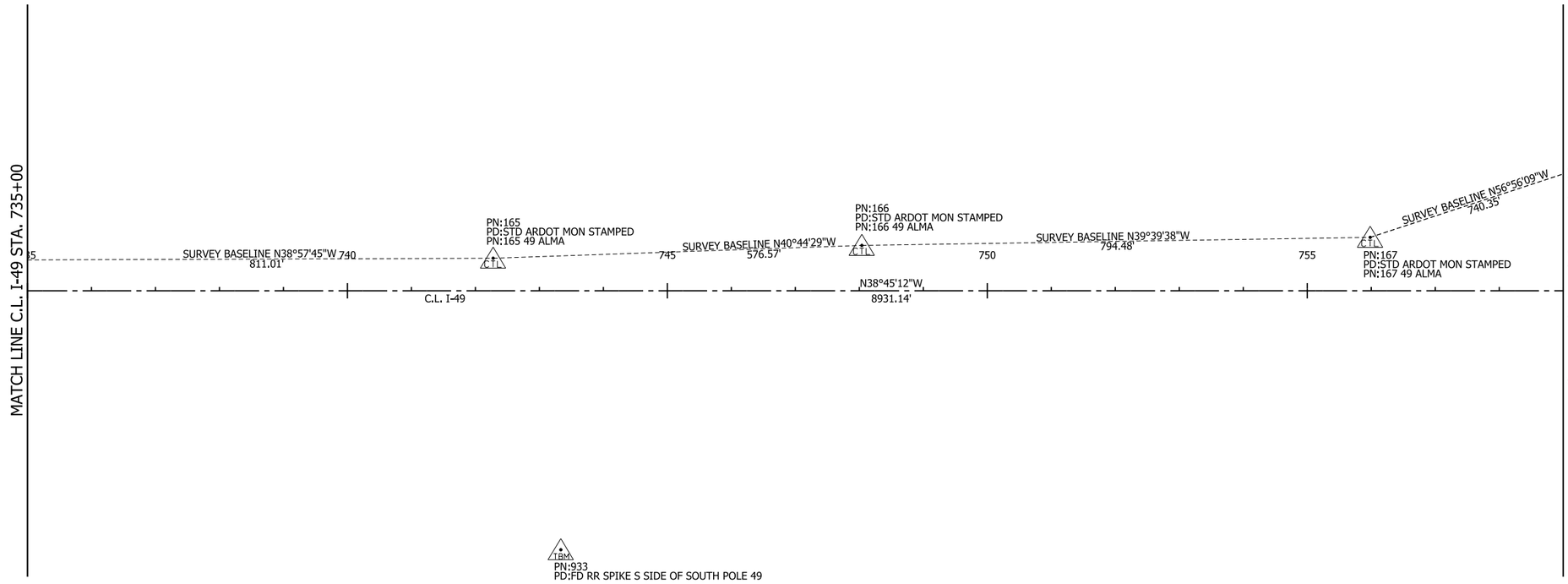
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	223	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

4/30/2026 7:43:42 AM
R040904_11_SC_009.dgn

SURVEY CONTROL DETAILS

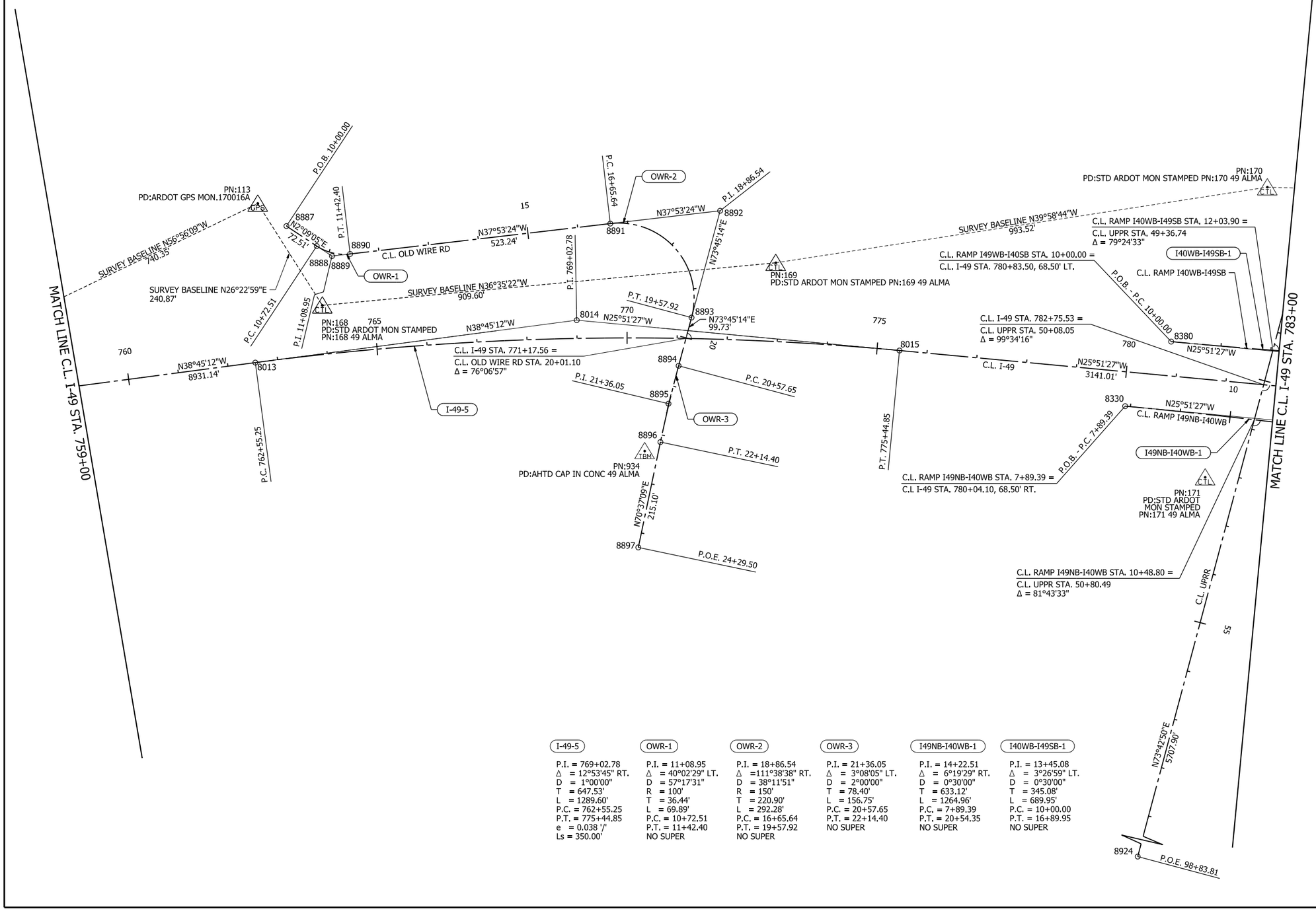
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	224	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X	HORIZONTAL CURVE NO.
CTL	SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

I-49-5
P.I. = 769+02.78
Δ = 12°53'45" RT.
D = 1°00'00"
T = 647.53'
L = 1289.60'
P.C. = 762+55.25
P.T. = 775+44.85
e = 0.038 '/'
Ls = 350.00'

OWR-1
P.I. = 11+08.95
Δ = 40°02'29" LT.
D = 57°17'31"
R = 100'
T = 36.44'
L = 69.89'
P.C. = 10+72.51
P.T. = 11+42.40
NO SUPER

OWR-2
P.I. = 18+86.54
Δ =111°38'38" RT.
D = 38°11'51"
R = 150'
T = 220.90'
L = 292.28'
P.C. = 16+65.64
P.T. = 19+57.92
NO SUPER

OWR-3
P.I. = 21+36.05
Δ = 3°08'05" LT.
D = 2°00'00"
T = 78.40'
L = 156.75'
P.C. = 20+57.65
P.T. = 22+14.40
NO SUPER

I49NB-I40WB-1
P.I. = 14+22.51
Δ = 6°19'29" RT.
D = 0°30'00"
T = 633.12'
L = 1264.96'
P.C. = 7+89.39
P.T. = 20+54.35
NO SUPER

I40WB-I49SB-1
P.I. = 13+45.08
Δ = 3°26'59" LT.
D = 0°30'00"
T = 345.08'
L = 689.95'
P.C. = 10+00.00
P.T. = 16+89.95
NO SUPER

4/30/2026 7:43:45 AM
R040904_11_SC_010.dgn

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	225	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

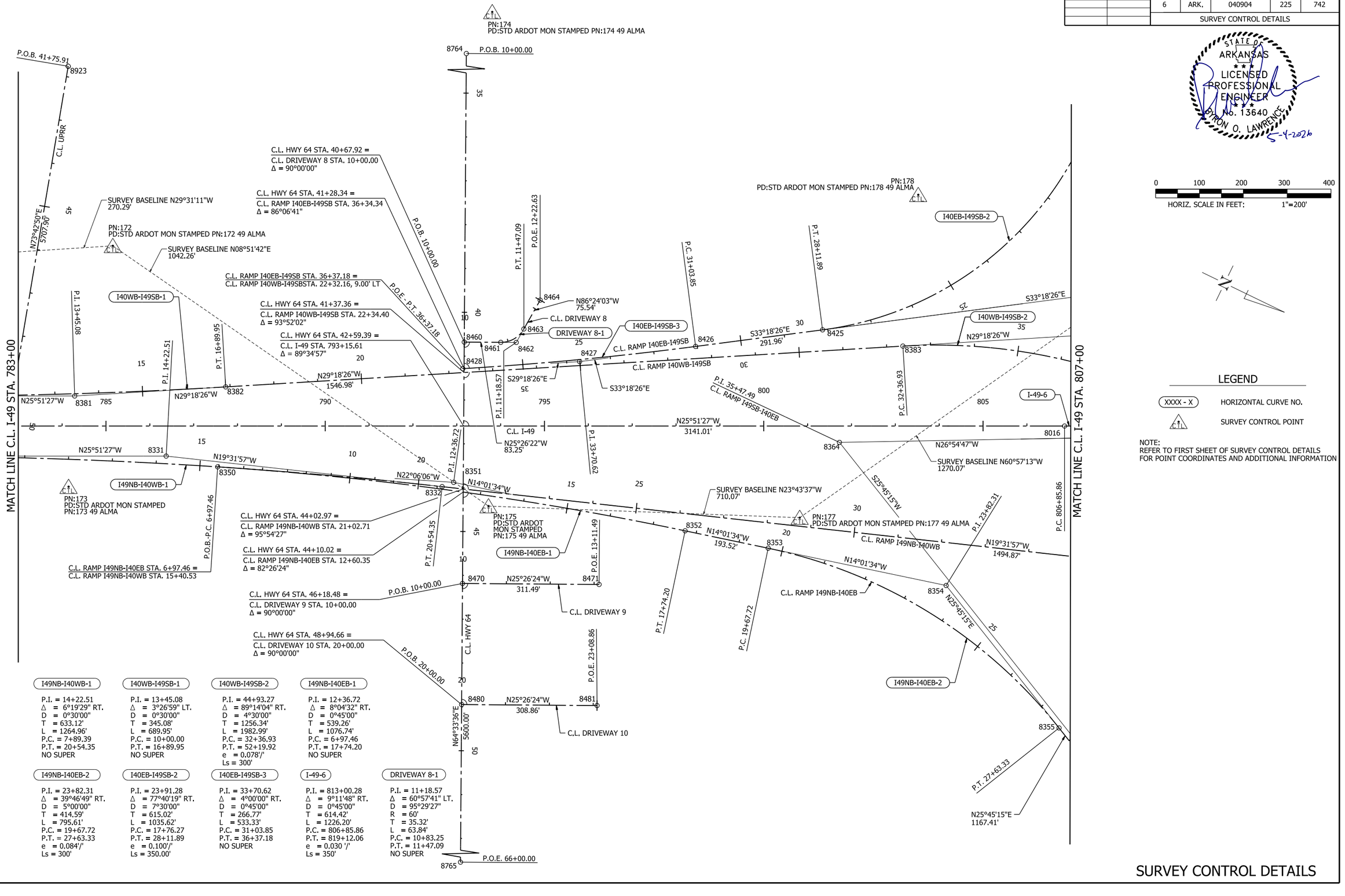
0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION



I49NB-I40WB-1
P.I. = 14+22.51
Δ = 6°19'29" RT.
D = 0°30'00"
T = 633.12'
L = 1264.96'
P.C. = 7+89.39
P.T. = 20+54.35
NO SUPER

I40WB-I49SB-1
P.I. = 13+45.08
Δ = 3°26'59" LT.
D = 0°30'00"
T = 345.08'
L = 689.95'
P.C. = 10+00.00
P.T. = 16+89.95
NO SUPER

I40WB-I49SB-2
P.I. = 44+93.27
Δ = 89°14'04" RT.
D = 4°30'00"
T = 1256.34'
L = 1982.99'
P.C. = 32+36.93
P.T. = 52+19.92
e = 0.078'/'
Ls = 300'

I49NB-I40EB-1
P.I. = 12+36.72
Δ = 8°04'32" RT.
D = 0°45'00"
T = 539.26'
L = 1076.74'
P.C. = 6+97.46
P.T. = 17+74.20
NO SUPER

I49NB-I40EB-2
P.I. = 23+82.31
Δ = 39°46'49" RT.
D = 5°00'00"
T = 414.59'
L = 795.61'
P.C. = 19+67.72
P.T. = 27+63.33
e = 0.084'/'
Ls = 300'

I40EB-I49SB-2
P.I. = 23+91.28
Δ = 77°40'19" RT.
D = 7°30'00"
T = 615.02'
L = 1035.62'
P.C. = 17+76.27
P.T. = 28+11.89
e = 0.100'/'
Ls = 350.00'

I40EB-I49SB-3
P.I. = 33+70.62
Δ = 4°00'00" RT.
D = 0°45'00"
T = 266.77'
L = 533.33'
P.C. = 31+03.85
P.T. = 36+37.18
NO SUPER

I-49-6
P.I. = 813+00.28
Δ = 9°11'48" RT.
D = 0°45'00"
T = 614.42'
L = 1226.20'
P.C. = 806+85.86
P.T. = 819+12.06
e = 0.030 '/'
Ls = 350'

DRIVEWAY 8-1
P.I. = 11+18.57
Δ = 60°57'41" LT.
D = 95°29'27"
R = 60'
T = 35.32'
L = 63.84'
P.C. = 10+83.25
P.T. = 11+47.09
NO SUPER

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	226	742
		SURVEY CONTROL DETAILS				

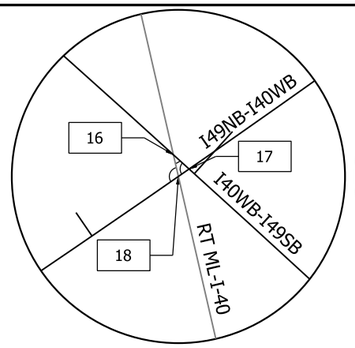
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

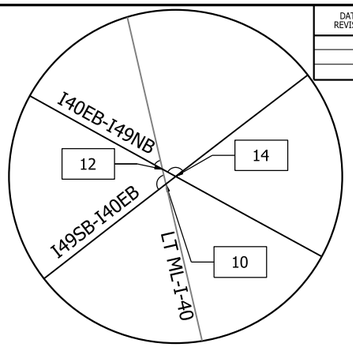
MATCH LINE C.L. MED I-40 STA. 639+50

N63°18'45"E 1116.66' P.C. 117+13.93
8403
I40EB-I49SB-2
C.L. RAMP I40EB-I49SB
PN:186 PD:STD ARDOT MON STAMPED PN:186 49 ALMA
SURVEY BASELINE N60°57'13"W 1270.07'
N53°18'34"E 3933.40'
N53°14'37"E 1282.24'
P.I. 642+16.19
8852
I49NB-I40WB-2
N69°01'15"E
8424
P.I. 23+91.28
I40EB-I49NB-2
N29°18'26"W
P.I. 646+46.31
8853
N53°16'13"E 106.12'
P.I. 647+52.43
8854
C.L. RAMP I40WB-I49SB
N25°51'27"W
N26°54'47"W
I-49-6
I40WB-I49SB-2
8017
8335
S38°43'16"W 1117.96'
P.T. 52+88.45
C.L. RAMP I49SB-I40WB
N24°52'38"E 711.56'
P.C. 22+24.07
8413
PN:198 PD:STD ARDOT MON STAMPED PN:198 49 ALMA
PN:197 PD:STD ARDOT MON STAMPED PN:197 49 ALMA
PN:199 PD:STD ARDOT MON STAMPED PN:199 49 ALMA
P.I. 44+93.27
C.L. RAMP I40WB-I49SB
PN:196 PD:STD ARDOT MON STAMPED PN:196 49 ALMA
8384
SURVEY BASELINE N02°00'14"E 512.33'
SURVEY BASELINE N01°14'07"E 634.07'
N53°27'57"E 430.12'
P.I. 813+00.00
N59°55'38"E
I49SB-I40WB-2
P.I. 25+79.48
P.I. 38+21.05
P.C.C. 37+12.85
8414
N12°03'54"W
N26°54'47"W
8365
8366
N16°39'39"W
8367
I49SB-I40EB-4
SURVEY BASELINE N15°41'41"W 800.01'
8415
N12°03'54"W 138.74'
8416
P.T. 28+94.67
P.O.B. 10+00.00
P.C. 30+33.41
8430
C.L. COLLUM FR
N15°05'23"W 794.56'
I49SB-I40WB-3
PN:941 PD:SQUARE CUT IN CONC 49 ALMA
N16°20'05"W
N12°03'54"W
8417
N16°39'39"W 1297.41'
PN:191 PD:STD ARDOT MON STAMPED PN:191 49 ALMA
C.L. RAMP I49SB-I40EB
PN:192 PD:STD ARDOT MON STAMPED PN:192 49 ALMA
P.I. 30+18.24
P.I. 34+60.60
C.L. I-49
N16°39'39"W 2237.84'
MATCH LINE C.L. I-49 STA. 831+00
PN:939 PD:AHTD DISK ON NE CRNR BR 49 ALMA
PN:190 PD:STD ARDOT MON STAMPED PN:190 49 ALMA
8018
P.T. 819+12.06
P.T. 39+28.68
S38°43'16"W
P.C. 35+49.22
N63°18'45"E
8404
N 21°03'11" W
P.I. 126+57.95
C.L. RAMP I49NB-I40WB
8333
N19°31'57"W 1494.87'
INSET A
INSET B
PN:114 PD:ARDOT GPS MON.170007
GPS
8405
C.L. RAMP I40EB-I49NB
N21°03'11"W 1472.33'
8396
8397
8395
N24°19'10"W
P.C.C. 22+75.41
P.I. 132+47.85
N19°31'57"W
8334
8394
N42°41'42"W
P.I. 25+40.19
I40WB-I49NB-4
P.C.C. 28+00.42
I40WB-I49NB-3
P.I. 18+66.28
P.I. 50+18.17
N42°41'42"W
8393
I40WB-I49NB-2
PN:187 PD:STD ARDOT MON STAMPED PN:187 49 ALMA
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40
N53°16'14"E 1203.62'
N53°18'34"E 4342.55'
PN:179 PD:STD ARDOT MON STAMPED PN:179 49 ALMA
N25°45'15"E 1167.41'
I49SB-I40EB-3
S25°45'15"W
C.L. RAMP I40NB-I40EB
S71°49'41"W
C.L. RAMP I40WB-I49NB
MATCH LINE C.L. MED I-40 STA. 657+50

INSET A



INSET B



1	C.L. I-49 STA. 810+70.06 = C.L. RAMP I40WB-I49SB STA. 40+26.30, Δ = 150°48'35"
2	C.L. I-49 STA. 811+79.11 = C.L. RAMP I40EB-I49NB STA. 125+36.35, Δ = 139°45'34"
3	C.L. I-49 STA. 812+53.98 = C.L. RT ML-I-40 STA. 647+95.49, Δ = 105°05'39"
4	C.L. I-49 STA. 812+97.52 = C.L. MED I-40 STA. 648+06.94, Δ = 105°25'12"
5	C.L. I-49 STA. 813+40.91 = C.L. LT ML-I-40 STA. 648+36.61, Δ = 105°47'05"
6	C.L. I-49 STA. 814+50.92 = C.L. RAMP I49NB-I40WB STA. 43+23.69, Δ = 126°22'26"
7	C.L. I-49 STA. 815+75.39 = C.L. RAMP I49SB-I40EB STA. 34+55.24, Δ = 154°14'25"
8	C.L. RAMP I40EB-I49NB STA. 126+52.87 = C.L. RT ML-I-40 STA. 648+67.56, Δ = 138°21'42"
9	C.L. RAMP I40EB-I49NB STA. 127+14.09 = C.L. MED I-40 STA. 649+12.10, Δ = 134°59'39"
10	C.L. RAMP I49SB-I40EB STA. 32+20.24 = C.L. LT ML-I-40 STA. 649+70.14, Δ = 114°39'59"
11	C.L. RAMP I49NB-I40WB STA. 41+98.14 = C.L. LT ML-I-40 STA. 649+34.92, Δ = 118°13'40"
12	C.L. RAMP I40EB-I49NB STA. 127+71.75 = C.L. LT ML-I-40 STA. 649+69.74, Δ = 48°08'18"
13	C.L. RAMP I49NB-I40WB STA. 41+70.95 = C.L. RAMP I40EB-I49NB STA. 127+38.83, Δ = 69°59'48"
14	C.L. RAMP I49SB-I40EB STA. 32+20.56 = C.L. RAMP I40EB-I49NB STA. 127+72.15, Δ = 113°31'00"
15	C.L. RAMP I49NB-I40WB STA. 41+51.30 = C.L. MED I-40 STA. 649+37.89, Δ = 65°00'43"
16	C.L. RAMP I40WB-I49SB STA. 42+98.51 = C.L. RT ML-I-40 STA. 649+54.87, Δ = 34°50'45"
17	C.L. RAMP I49NB-I40WB STA. 41+06.23 = C.L. RAMP I40WB-I49SB STA. 42+99.63, Δ = 77°02'17"
18	C.L. RAMP I49NB-I40WB STA. 41+05.54 = C.L. RT ML-I-40 STA. 649+56.05, Δ = 111°47'04"
19	C.L. RAMP I49SB-I40EB STA. 31+25.15 = C.L. RT ML-I-40 STA. 649+96.79, Δ = 58°38'18"
20	C.L. RAMP I40WB-I49SB STA. 43+34.68 = C.L. RAMP I49SB-I40EB STA. 31+48.65, Δ = 86°29'53"
21	C.L. RAMP I40WB-I49SB STA. 43+75.39 = C.L. MED I-40 STA. 650+19.26, Δ = 31°23'09"
22	C.L. RAMP I49SB-I40EB STA. 31+73.49 = C.L. MED I-40 STA. 649+72.86, Δ = 62°01'21"
23	C.L. RAMP I40WB-I49SB STA. 44+60.76 = C.L. LT ML-I-40 STA. 651+11.58, Δ = 27°30'20"

LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

I40EB-I49SB-2
P.I. = 23+91.28
Δ = 77°40'19" RT.
D = 7°30'00"
T = 615.02'
L = 1035.62'
P.C. = 17+76.27
P.T. = 28+11.89
e = 0.100'/'
Ls = 350.00'

I-49-6
P.I.= 813+00.28
Δ = 9°11'48" RT.
D = 0°45'00"
T = 614.42'
L = 1226.20'
P.C. = 806+85.86
P.T. = 819+12.06
e = 0.030 '/'
Ls = 350'

I40EB-I49NB-2
P.I.= 126+57.95
Δ = 84°21'56" LT.
D = 5°30'00"
T = 944.02'
L = 1533.92'
P.C. = 117+13.93
P.T. = 132+47.85
e = EXIST
Ls = N/A

I40WB-I49SB-2
P.I.= 44+93.27
Δ = 89°14'04" RT.
D = 4°30'00"
T = 1256.34'
L = 1982.99'
P.C. = 32+36.93
P.T. = 52+19.92
e = 0.078'/'
Ls = 300'

I49NB-I40WB-2
P.I.= 50+18.17
Δ =121°44'47" LT.
D = 7°00'00"
T = 1468.95'
L = 1739.23'
P.C. = 35+49.22
P.T. = 52+88.45
e = 0.098'/'
Ls = 350'

I49NB-I40WB-3
P.I.= 50+18.17
Δ =121°44'47" LT.
D = 7°00'00"
T = 1468.95'
L = 1739.23'
P.C. = 35+49.22
P.T. = 52+88.45
e = 0.098'/'
Ls = 350'

I40WB-I49NB-2
P.I.= 18+66.28
Δ = 65°28'38" RT.
D = 7°00'00"
T = 526.26'
L = 935.39'
P.C.C. = 13+40.02
P.C.C. = 22+75.41
e = 0.098'/'
Ls = 350'

I40WB-I49NB-3
P.I.= 25+40.19
Δ = 18°22'32" RT.
D = 3°30'00"
T = 264.78'
L = 525.01'
P.C.C. = 22+75.41
P.C.C. = 28+00.42
e = 0.066'/'
Ls = 300'

I40WB-I49NB-4
P.I.= 30+18.24
Δ = 3°15'59" RT.
D = 0°45'00"
T = 217.82'
L = 435.51'
P.C.C. = 28+00.42
P.T. = 32+35.93
NO SUPER

I49SB-I40EB-3
P.I.= 35+47.49
Δ =127°19'58" RT.
D = 7°00'00"
T = 1653.68'
L = 1819.04'
P.C. = 18+93.81
P.T. = 37+12.85
e = EXIST
Ls = N/A

I49SB-I40EB-4
P.I.= 38+21.05
Δ = 10°15'08" RT.
D = 4°45'00"
T = 108.20'
L = 215.83'
P.C. = 37+12.85
P.T. = 39+28.68
e = 0.082'/'
Ls = 300'

I49SB-I40WB-2
P.I.= 25+79.48
Δ = 46°56'32" LT.
D = 7°00'00"
T = 355.41'
L = 670.60'
P.C. = 22+24.07
P.T. = 28+94.67
e = 0.098'/'
Ls = 350'

I49SB-I40WB-3
P.I.= 34+60.60
Δ = 4°16'11" LT.
D = 0°30'00"
T = 427.19'
L = 853.99'
P.C. = 30+33.41
P.T. = 38+87.40
NO SUPER

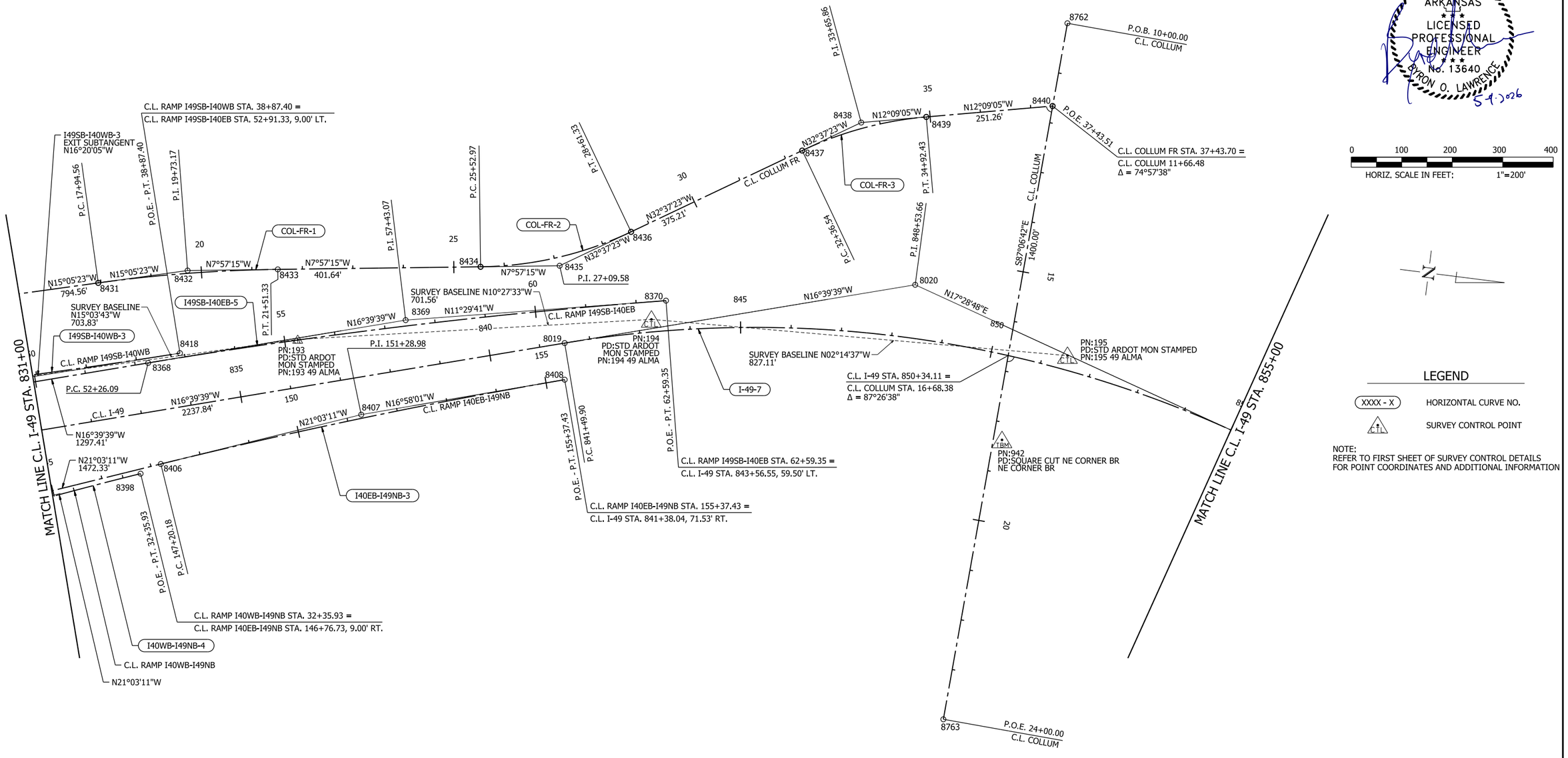
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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	227	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

(XXXX - X) HORIZONTAL CURVE NO.

CTL SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

I40EB-I49NB-3
P.I.= 151+28.98
Δ = 4°05'10" RT.
D = 0°30'00"
T = 408.80'
L = 817.25'
P.C. = 147+20.18
P.T. = 155+37.43
NO SUPER

I49SB-I40EB-5
P.I.= 57+43.07
Δ = 5°09'58" RT.
D = 0°30'00"
T = 516.98'
L = 1033.26'
P.C. = 52+26.09
P.T. = 62+59.35
NO SUPER

I40WB-I49NB-4
P.I.= 30+18.24
Δ = 3°15'59" RT.
D = 0°45'00"
T = 217.82'
L = 435.51'
P.C.C. = 28+00.42
P.T. = 32+35.93
e = 0.066'/'
Ls = 300'

I49SB-I40WB-3
P.I.= 34+60.60
Δ = 4°16'11" LT.
D = 0°30'00"
T = 427.19'
L = 853.99'
P.C. = 30+33.41
P.T. = 38+87.40
NO SUPER

COL-FR-1
P.I.= 19+73.17
Δ = 7°08'08" RT.
D = 2°00'00"
T = 178.61'
L = 356.77'
P.C. = 17+94.56
P.T. = 21+51.33
e = 0.028'/'
Ls = 200'

COL-FR-2
P.I.= 27+09.58
Δ = 24°40'08" LT.
D = 8°00'00"
T = 156.61'
L = 308.36'
P.C. = 25+52.97
P.T. = 28+61.33
e = 0.084'/'
Ls = 250'

COL-FR-3
P.I.= 33+65.86
Δ = 20°28'18" RT.
D = 8°00'00"
T = 129.32'
L = 255.89'
P.C. = 32+36.54
P.T. = 34+92.43
e = 0.084'/'
Ls = 250'

I-49-7
P.I.= 848+53.66
Δ = 34°08'27" RT.
D = 2°30'00"
T = 703.76'
L = 1365.63'
P.C. = 841+49.90
P.T. = 855+15.53
e = 0.086'/'
Ls = 400'

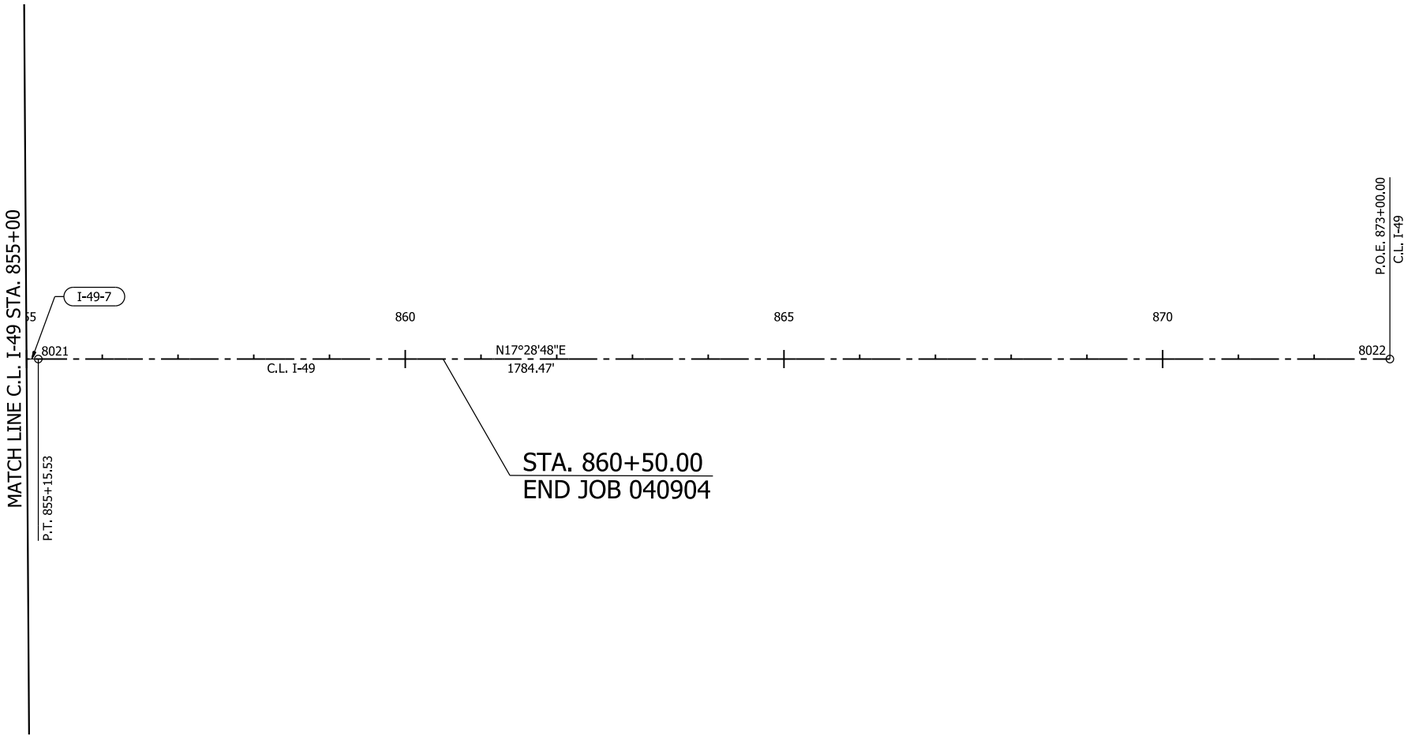
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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	228	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
PATRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



I-49-7

P.I.= 848+53.66
Δ = 34°08'27" RT.
D = 2°30'00"
T = 703.76'
L = 1365.63'
P.C. = 841+49.90
P.T. = 855+15.53
e = 0.086'/'
Ls = 400'

LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	229	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

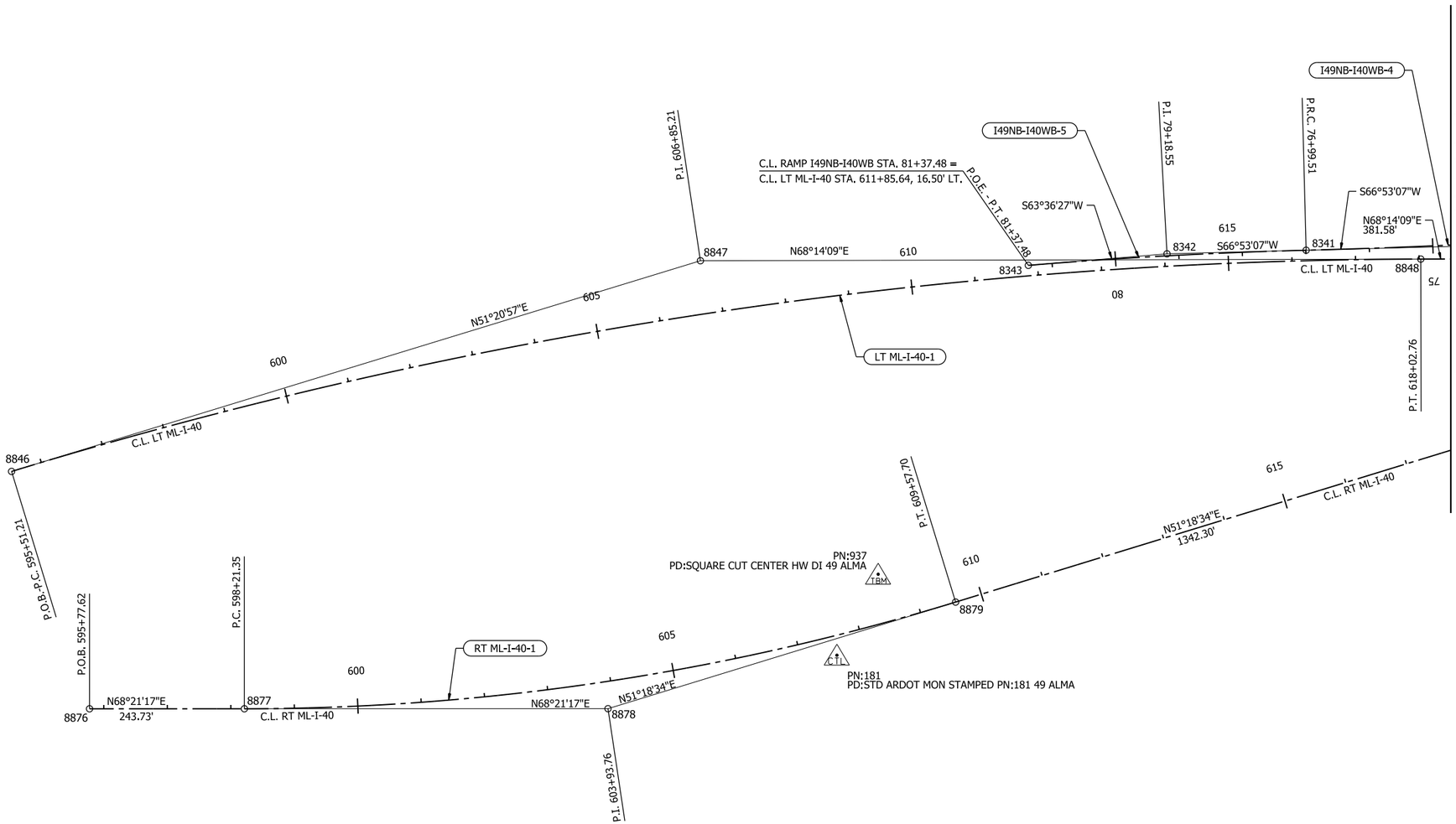
RT ML-I-40-1
P.I.= 603+93.76
Δ = 17°02'43" LT.
D = 1°30'00"
T = 572.41'
L = 1136.35'
P.C. = 598+21.35
P.T. = 609+57.70
EXISTING

LT ML-I-40-1
P.I.= 606+85.21
Δ = 16°53'12" RT.
D = 0°45'00"
T = 1134.00'
L = 2251.55'
P.C. = 595+51.21
P.T. = 618+02.76
EXISTING

I49NB-I40WB-4
P.I.= 74+18.87
Δ = 2°48'25" RT.
D = 0°30'00"
T = 280.75'
L = 561.39'
P.C. = 71+38.12
P.R.C. = 76+99.51
NO SUPER

I49NB-I40WB-5
P.I. = 79+18.55
Δ = 3°16'40" LT.
D = 0°44'54"
T = 219.05'
L = 437.97'
P.R.C. = 76+99.51
P.O.E. = 81+37.48
e = RC
Ls = 250'

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

CTL — SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

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SURVEY CONTROL DETAILS

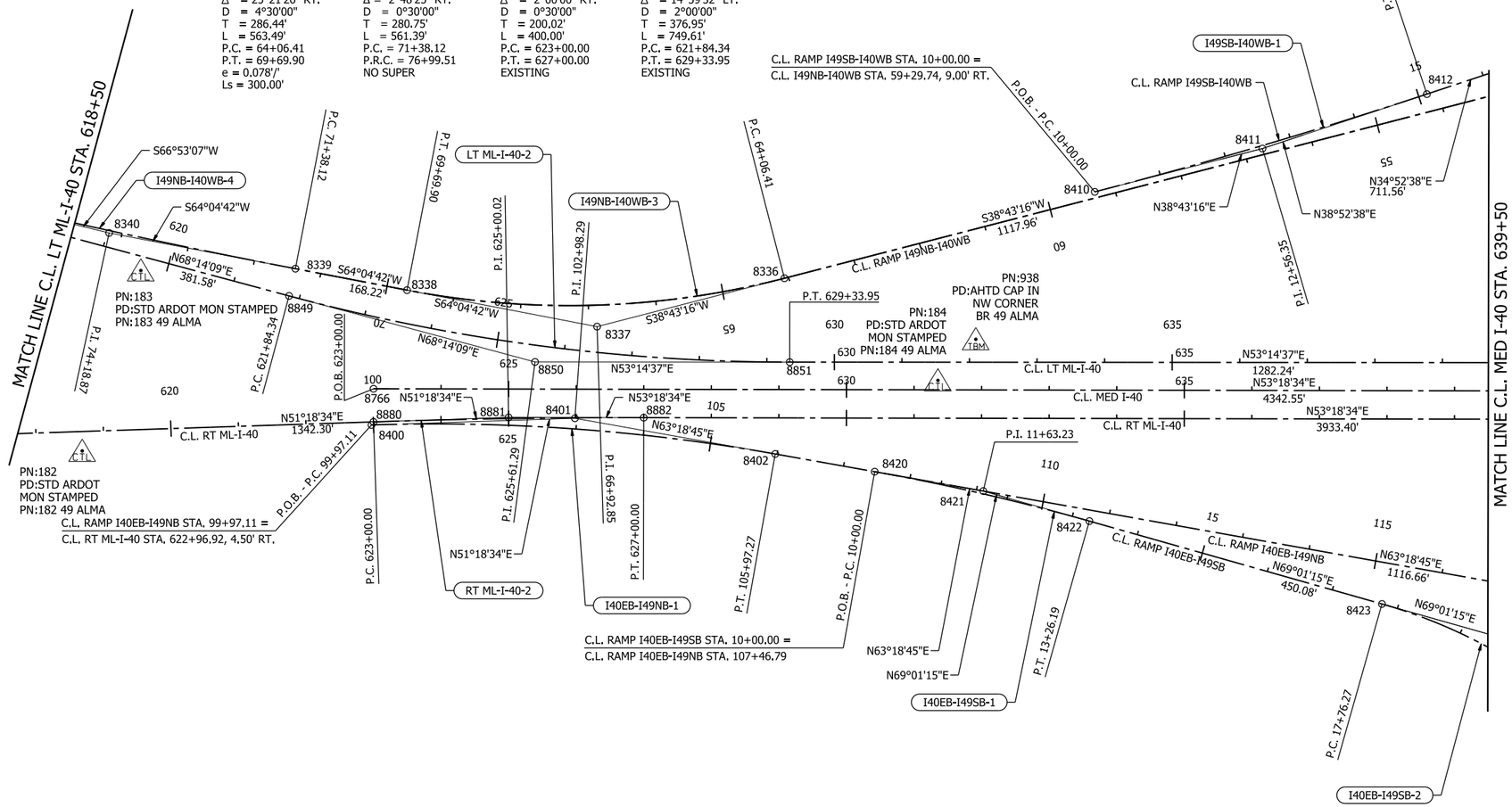
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	230	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X	HORIZONTAL CURVE NO.
C.T.L.	SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	231	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

I40WB-I49NB-1
P.I.= 11+70.62
Δ = 11°54'03" RT.
D = 3°30'00"
T = 170.62'
L = 340.02'
P.C. = 10+00.00
P.C.C. = 13+40.02
e = 0.066'/'
Ls = 200'

I40WB-I49NB-2
P.I.= 18+66.28
Δ = 65°28'37" RT.
D = 7°00'00"
T = 526.26'
L = 935.39'
P.C.C. = 13+40.02
P.C.C. = 22+75.41
e = 0.098'/'
Ls = 350'

I49SB-I40EB-1
P.I.= 9+51.64
Δ = 1°33'21" LT.
D = 1°30'23"
T = 51.64'
L = 103.28'
P.C. = 9+00.00
P.C.C. = 10+03.28
NO SUPER

I49SB-I40EB-2
P.I.= 12+74.39
Δ = 31°42'00" LT.
D = 6°00'00"
T = 271.11'
L = 528.33'
P.C.C. = 10+03.28
P.T. = 15+31.61
NO SUPER

I49SB-I40EB-3
P.I.= 35+47.49
Δ =127°19'58" RT.
D = 7°00'00"
T = 1653.68'
L = 1819.04'
P.C. = 18+93.81
P.C.C. = 37+12.85
NO SUPER

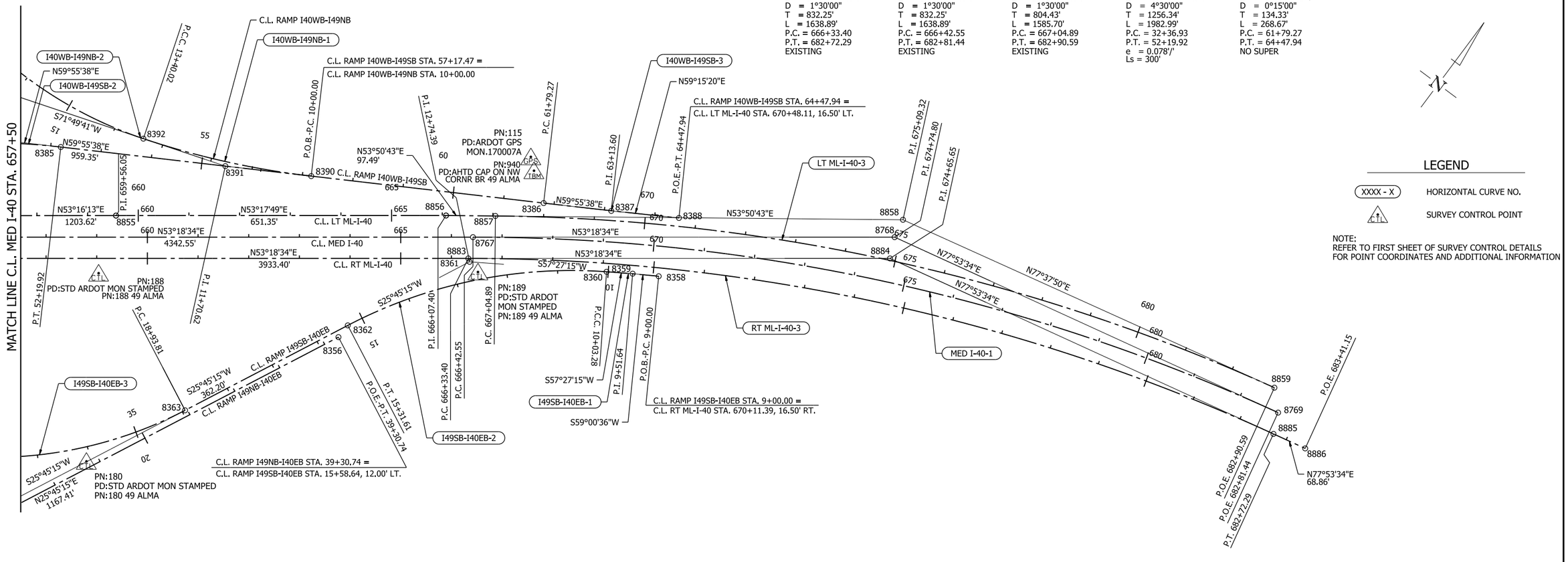
RT ML-I-40-3
P.I.= 674+65.65
Δ = 24°35'00" RT.
D = 1°30'00"
T = 832.25'
L = 1638.89'
P.C. = 666+33.40
P.T. = 682+72.29
EXISTING

MED I-40-1
P.I.= 674+74.80
Δ = 24°35'00" RT.
D = 1°30'00"
T = 832.25'
L = 1638.89'
P.C. = 666+42.55
P.T. = 682+81.44
EXISTING

LT ML-I-40-3
P.I.= 675+09.32
Δ = 23°47'07" RT.
D = 1°30'00"
T = 804.43'
L = 1585.70'
P.C. = 667+04.89
P.T. = 682+90.59
EXISTING

I40WB-I49SB-2
P.I. = 44+93.27
Δ = 89°14'04" RT.
D = 4°30'00"
T = 1256.34'
L = 1982.99'
P.C. = 32+36.93
P.T. = 52+19.92
e = 0.078'/'
Ls = 300'

I40WB-I49SB-3
P.I.= 63+13.60
Δ = 0°40'18" LT.
D = 0°15'00"
T = 134.33'
L = 268.67'
P.C. = 61+79.27
P.T. = 64+47.94
NO SUPER



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	232	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

DETOUR
HORIZONTAL ALIGNMENT DATA

ALIGNMENT NAME: WATERFRONT-DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8750	10+00.00	POB	408433.2445	652675.3228
8751	10+94.39	PI	408488.5125	652751.8424
8752	11+79.08	PT	408473.8599	652845.0900
8753	13+06.16	PC	408454.1324	652970.6341
8754	13+68.17	PI	408444.5075	653031.8855
8755	14+27.27	PRC	408405.3140	653079.9296
8756	15+03.16	PI	408357.3447	653138.7313
8757	15+73.83	PT	408353.9474	653214.5414
8758	20+21.13	PC	408333.9226	653661.3877
8759	21+41.84	PI	408328.5186	653781.9769
8760	22+43.33	PT	408424.9037	653854.6466
8761	24+40.19	POE	408582.0873	653973.1555

ALIGNMENT NAME: HENRY-DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8770	32+00.00	POB	414981.4170	652007.6346
8771	32+93.42	PC	415073.9596	652020.3974
8772	33+75.24	PI	415155.0094	652031.5752
8773	34+57.03	PCC	415236.4321	652039.5981
8774	36+22.02	PI	415400.6247	652055.7766
8775	37+84.29	PRC	415561.7810	652020.4274
8776	40+67.01	PI	415837.9337	651959.8541
8777	43+36.43	PRC	416106.8209	652047.1990
8778	44+77.46	PI	416240.9543	652090.7707
8779	46+16.79	PT	416381.8445	652097.1092
8780	49+12.81	POE	416677.5676	652110.4135

ALIGNMENT NAME: SB-EB DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8810	10+00.00	POB	426174.3504	644912.4570
8811	11+45.45	PI	426261.2338	644795.8071
8812	12+85.45	PT	426391.7378	644731.5837
8813	14+14.65	PC	426507.6591	644674.5366
8814	14+94.28	PI	426579.1059	644639.3763
8815	15+73.41	PT	426655.9901	644618.6466
8816	24+27.37	POE	427480.5057	644396.3380

ALIGNMENT NAME: WB-NB DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8830	10+00.00	POB	426770.4265	645355.2474
8831	10+85.34	PC	426785.6508	645271.2812
8832	13+70.94	PI	426836.6051	644990.2536
8833	16+28.87	PT	427066.9622	644821.4091
8834	20+40.06	PC	427398.6050	644578.3253
8835	24+67.95	PI	427743.7144	644325.3709
8836	28+86.09	POE	428156.8471	644213.9806

ALIGNMENT NAME: EB-NB DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8820	10+00.00	POB	427073.6846	644753.5545
8821	10+73.09	PI	427141.8930	644727.2992
8822	11+45.67	PT	427203.3920	644687.8076
8823	15+10.35	POE	427510.2474	644490.7597

ALIGNMENT NAME: SB-WB MEDIAN DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8790	10+00.00	POB	427156.3122	644438.4166
8791	10+64.30	PI	427218.5361	644422.1956
8792	11+28.30	PT	427282.5960	644416.6043
8793	11+91.66	PC	427345.7139	644411.0952
8794	12+59.18	PI	427412.9744	644405.2246
8795	13+26.34	PT	427478.1627	644387.6483
8796	26+71.87	PC	428777.2932	644037.3725
8797	33+40.95	PI	429423.3030	643863.1932
8798	39+73.84	PT	430061.5558	644063.9427
8799	47+47.51	PC	430799.5752	644296.0718
8800	48+50.13	PI	430897.4665	644326.8615
8801	49+52.25	PRC	430999.1521	644340.6723
8802	50+54.87	PI	431100.8388	644354.4832
8803	51+57.00	PT	431198.7310	644385.2734
8804	55+45.62	POE	431569.4479	644501.8756

ALIGNMENT NAME: SB-NB CROSSOVER A

POINT	STATION	TYPE	NORTHING	EASTING
8840	10+00.00	POB	430058.4363	644072.3786
8841	11+59.26	PI	430210.5472	644119.5484
8842	13+18.00	PT	430354.6721	644187.3033
8843	14+90.79	PC	430511.0397	644260.8136
8844	16+80.81	PI	430683.0094	644341.6586
8845	18+70.28	POE	430864.1506	644399.0814

ALIGNMENT NAME: SB-NB CROSSOVER B

POINT	STATION	TYPE	NORTHING	EASTING
8860	10+00.00	POB	430796.8749	644304.6571
8861	11+46.33	PI	430936.4667	644348.5629
8862	12+91.24	PRC	431061.5108	644424.5731
8863	14+37.92	PI	431186.8487	644500.7618
8864	15+83.17	PT	431326.7930	644544.6921
8865	18+01.76	POE	431535.3477	644610.1601

ALIGNMENT NAME: SB-WB STG3 DETOUR

POINT	STATION	TYPE	NORTHING	EASTING
8870	10+00.00	POB	430079.0289	644074.1559
8871	11+02.62	PI	430176.9207	644104.9457
8872	12+04.75	PRC	430278.6068	644118.7565
8873	13+07.36	PI	430380.2897	644132.5668
8874	14+09.49	PT	430478.1784	644163.3552
8875	18+83.81	POE	430930.6520	644305.6688

ALIGNMENT NAME: I-49 TEMP. MEDIAN WALL

POINT	STATION	TYPE	NORTHING	EASTING
8866	10+00.00	POB	427405.1273	644385.8834
8867	14+98.84	PI	427883.1253	644242.8320
8868	16+00.11	PI	427983.4951	644230.1668
8869	19+12.86	POE	428285.4609	644148.7498

4/30/2026 7:44:09 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	233	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
BYRON O. LAWRENCE
No. 13640
5-1-2026

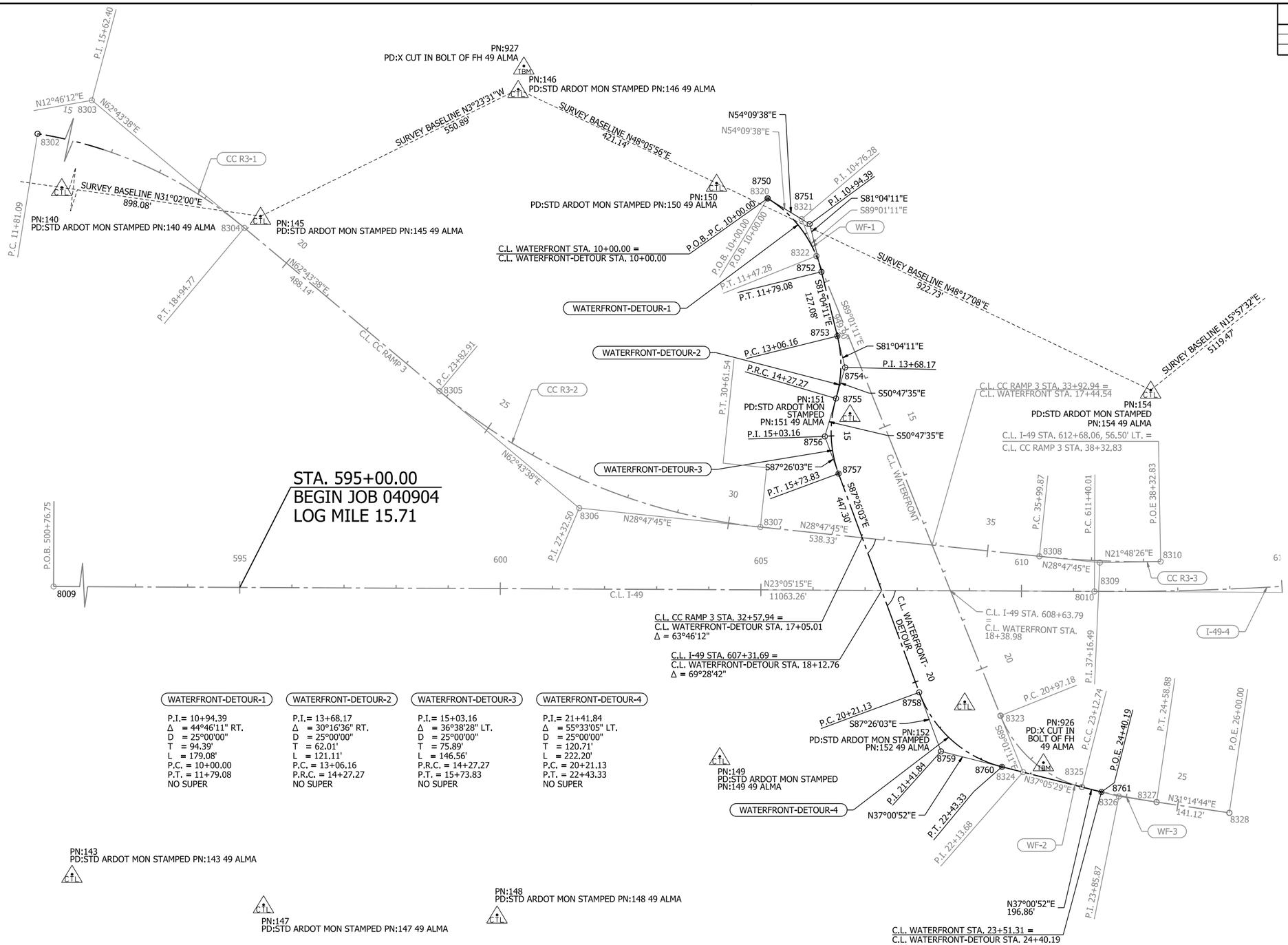
0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

XXXX - X — HORIZONTAL CURVE NO.

C.T.L. — SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION



STA. 595+00.00
BEGIN JOB 040904
LOG MILE 15.71

WATERFRONT-DETOUR-1
P.I.= 10+94.39
Δ = 44°46'11" RT.
D = 25°00'00"
T = 94.39'
L = 179.08'
P.C. = 10+00.00
P.T. = 11+79.08
NO SUPER

WATERFRONT-DETOUR-2
P.I.= 13+68.17
Δ = 30°16'36" RT.
D = 25°00'00"
T = 62.01'
L = 121.11'
P.C. = 13+06.16
P.R.C. = 14+27.27
NO SUPER

WATERFRONT-DETOUR-3
P.I.= 15+03.16
Δ = 36°38'28" LT.
D = 25°00'00"
T = 75.89'
L = 146.56'
P.R.C. = 14+27.27
P.T. = 15+73.83
NO SUPER

WATERFRONT-DETOUR-4
P.I.= 21+41.84
Δ = 55°33'05" LT.
D = 25°00'00"
T = 120.71'
L = 222.20'
P.C. = 20+21.13
P.T. = 22+43.33
NO SUPER

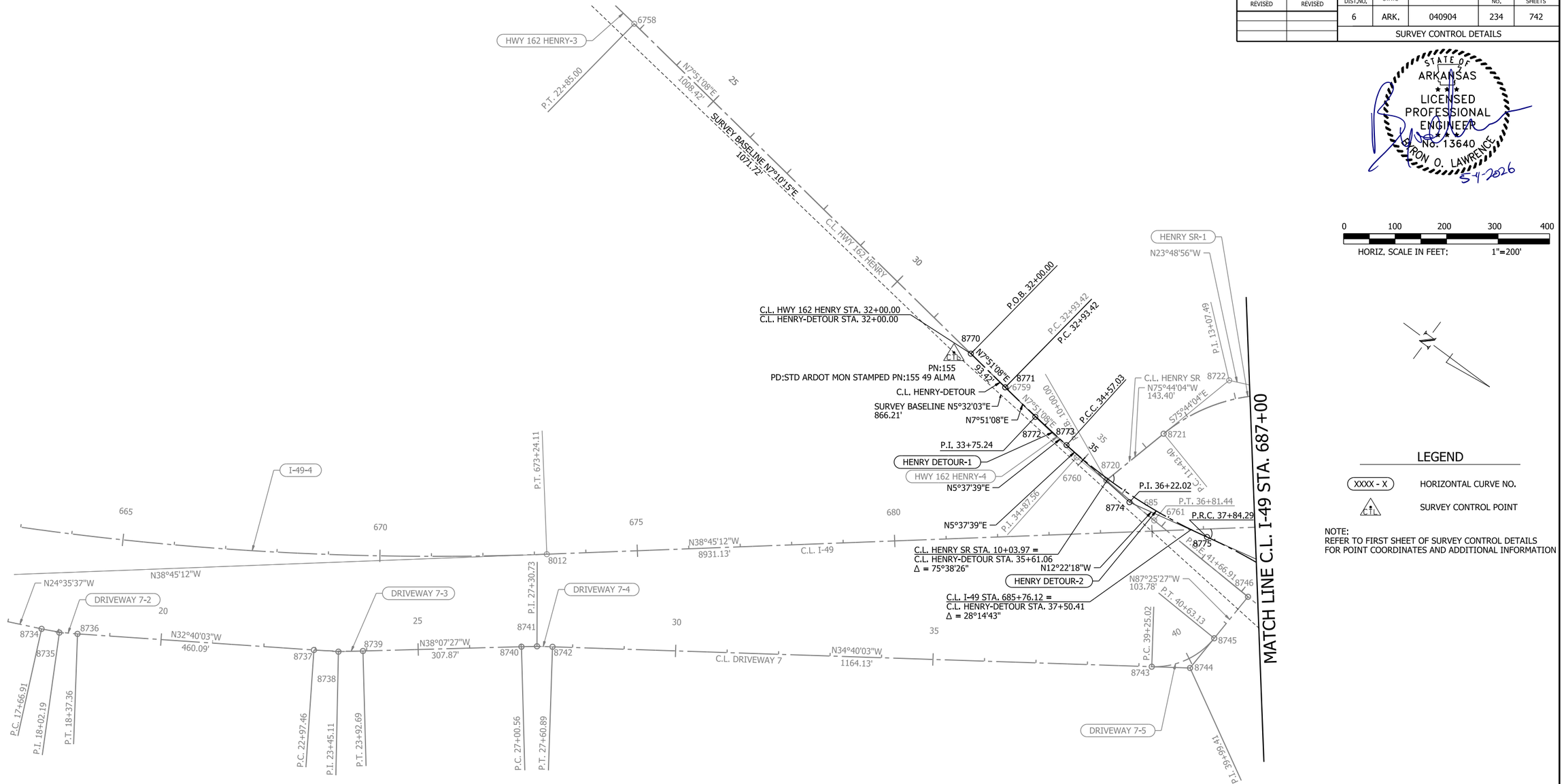
DETOUR
SURVEY CONTROL DETAILS

4/30/2026 7:44:12 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	234	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X	HORIZONTAL CURVE NO.
C.T.L.	SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

HENRY DETOUR-1

P.I.= 33+75.24
Δ = 2°13'29" LT.
D = 1°21'35"
T = 81.82'
L = 163.61'
P.C. = 32+93.42
P.C.C. = 34+57.03
NO SUPER

HENRY DETOUR-2

P.I.= 36+22.02
Δ = 17°59'57" LT.
D = 5°30'00"
T = 164.99'
L = 327.26'
P.C.C. = 34+57.03
P.R.C. = 37+84.29
NO SUPER

DETOUR
SURVEY CONTROL DETAILS

4/30/2026 7:44:16 AM
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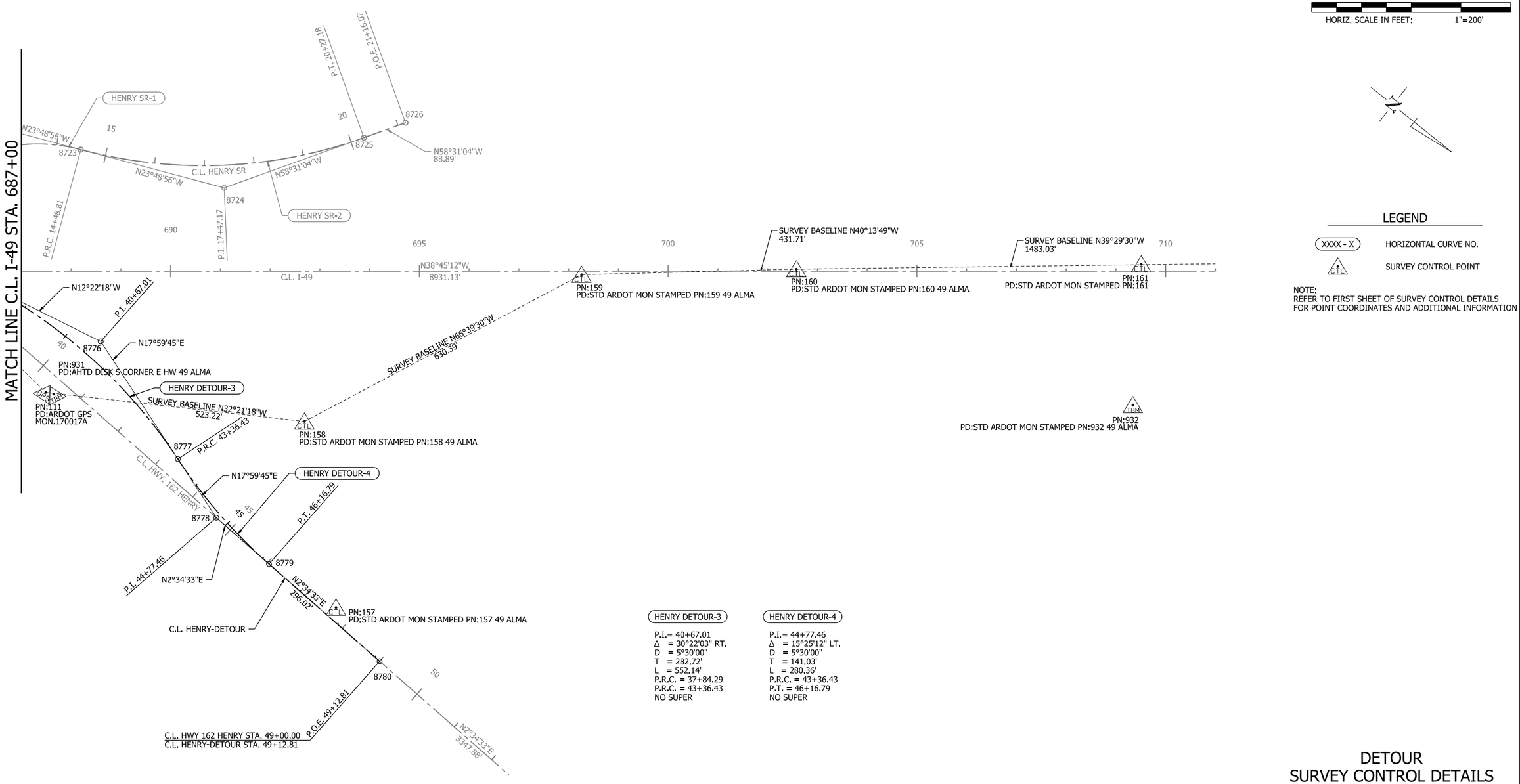
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	235	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
4-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



LEGEND

XXXX - X	HORIZONTAL CURVE NO.
CTL	SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

HENRY DETOUR-3

P.I.= 40+67.01
Δ = 30°22'03" RT.
D = 5°30'00"
T = 282.72'
L = 552.14'
P.R.C. = 37+84.29
P.R.C. = 43+36.43
NO SUPER

HENRY DETOUR-4

P.I.= 44+77.46
Δ = 15°25'12" LT.
D = 5°30'00"
T = 141.03'
L = 280.36'
P.R.C. = 43+36.43
P.T. = 46+16.79
NO SUPER

DETOUR SURVEY CONTROL DETAILS

4/30/2026 7:44:18 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	236	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

LEGEND

XXXX - X HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

SURVEY BASELINE N01°14'07"E 634.07'
C.L. RAMP I49NB-I40WB
I49NB-I40WB-2
N 59°55'38" E
45
6
7
815
N 26°54'47" W
35
P.I. 11+45.45
8811
N26°12'10"W
SB-EB DETOUR- 1
I49SB-I40EB-3
SB-EB DETOUR- 2
I49SB-I40EB-4
P.C.C. 37+12.85
8365
N 26°54'47" W
8366
P.I. 38+21.05
P.I. 14+94.28
N 34°52'38" E
I49SB-I40WB-2
25
P.O.B. 10+00.00
C.L. COLLUM FR
8430
8414
N12°03'54"W
P.I. 25+79.46
N53°19'14"W
C.T.L.
8810
TBM
PN:190
PD:STD ARDOT MON
STAMPED
PN:190 49 ALMA
PN:939
PD:AHTD DISK ON NE
CRNR BR 49 ALMA
P.O.B. P.C. 10+00.00
I-49-6
N 16°39'39" W
8812
N26°12'10"W
129.20'
N26°12'10"W
8813
8814
15
N 16°39'39" W
P.I. 25+79.46
8367
40
C.T.L.
PN:191
PD:STD ARDOT MON
STAMPED
PN:191 49 ALMA
P.T. 28+94.67
C.L. COLLUM FR
794.56'
N15°05'23"W
P.T. 12+85.45
P.C. 14+14.65
N15°05'22"W
8815
8018
820
P.T. 15+73.41
P.T. 39+28.68
SURVEY BASELINE N15°41'41"W
800.01'
8415
N12°03'54"W
138.74'
C.L. I-49 STA. 815+83.52 =
C.L. SB-EB DETOUR STA. 11+26.88
Δ = 22°08'31"
C.L. RAMP I49SB-I40EB STA. 33+35.60 =
C.L. SB-EB DETOUR STA. 10+00.00
C.L. SB-EB DETOUR
C.L. RAMP I49SB-I40EB
20
N16°39'39"W
2237.84'
N15°05'22"W
853.96'
C.L. I-49
P.T. 819+12.06
130
I40EB-I49NB-2
8405
P.T. 132+47.85
135
C.L. RAMP I40EB-I49NB
EB-NB DETOUR- 1
C.L. RAMP I40EB-I49NB STA. 137+77.54=
C.L. EB-NB DETOUR STA. 10+00.00
P.O.B.-P.C. 10+00.00
PN:114
PD:ARDOT
GPS
MON.170007
GPS
8820
N21°03'11"W
8821
MATCH LINE C.L. I-49 STA. 825+00
I40WB-I49SB-2
N19°31'57"W
P.I. 13+70.94
S38°43'16"W
N36°14'25"W
15
8832
8833
N36°14'25"W
411.19'
P.I. 10+73.09
8334
N79°43'23"W
P.C.C. 22+75.41
N42°41'42"W
WB-NB DETOUR- 1
8394
P.T. 16+28.87
N32°42'24"W
P.I. 18+66.28
C.L. RAMP I40WB-I49SB
8393
N42°41'42"W
20
C.L. RAMP I40WB-I49NB
P.I. 50+18.17
I40WB-I49NB-3
C.L. RAMP I40WB-I49NB STA. 17+32.92, 56.10' LT. =
C.L. WB-NB DETOUR STA. 10+00.00
C.L. WB-NB DETOUR
P.O.B. 10+00.00
8831
N79°43'23"W
85.34'
8830
P.C. 10+85.34
50
S71°49'41"W
I40WB-I49NB-2

WB-NB DETOUR-1	EB-NB DETOUR-1	SB-EB DETOUR-1	SB-EB DETOUR-2
P.I.= 13+70.94	P.I.= 10+73.09	P.I.= 11+45.45	P.I.= 14+94.28
Δ = 43°28'58" RT.	Δ = 11°39'13" LT.	Δ = 27°07'04" RT.	Δ = 11°06'48" RT.
D = 8°00'00"	D = 8°00'00"	D = 9°30'00"	D = 7°00'00"
T = 285.60'	T = 73.09'	T = 145.45'	T = 79.63'
L = 543.53'	L = 145.67'	L = 285.45'	L = 158.76'
P.C. = 10+85.34	P.C. = 10+00.00	P.C. = 10+00.00	P.C. = 14+14.65
P.T. = 16+28.87	P.T. = 11+45.67	P.T. = 12+85.45	P.T. = 15+73.41
e = 0.084'/'	NO SUPER	NO SUPER	e = 0.078'/'
Ls = 300' (40 MPH)			Ls = 300' (40 MPH)

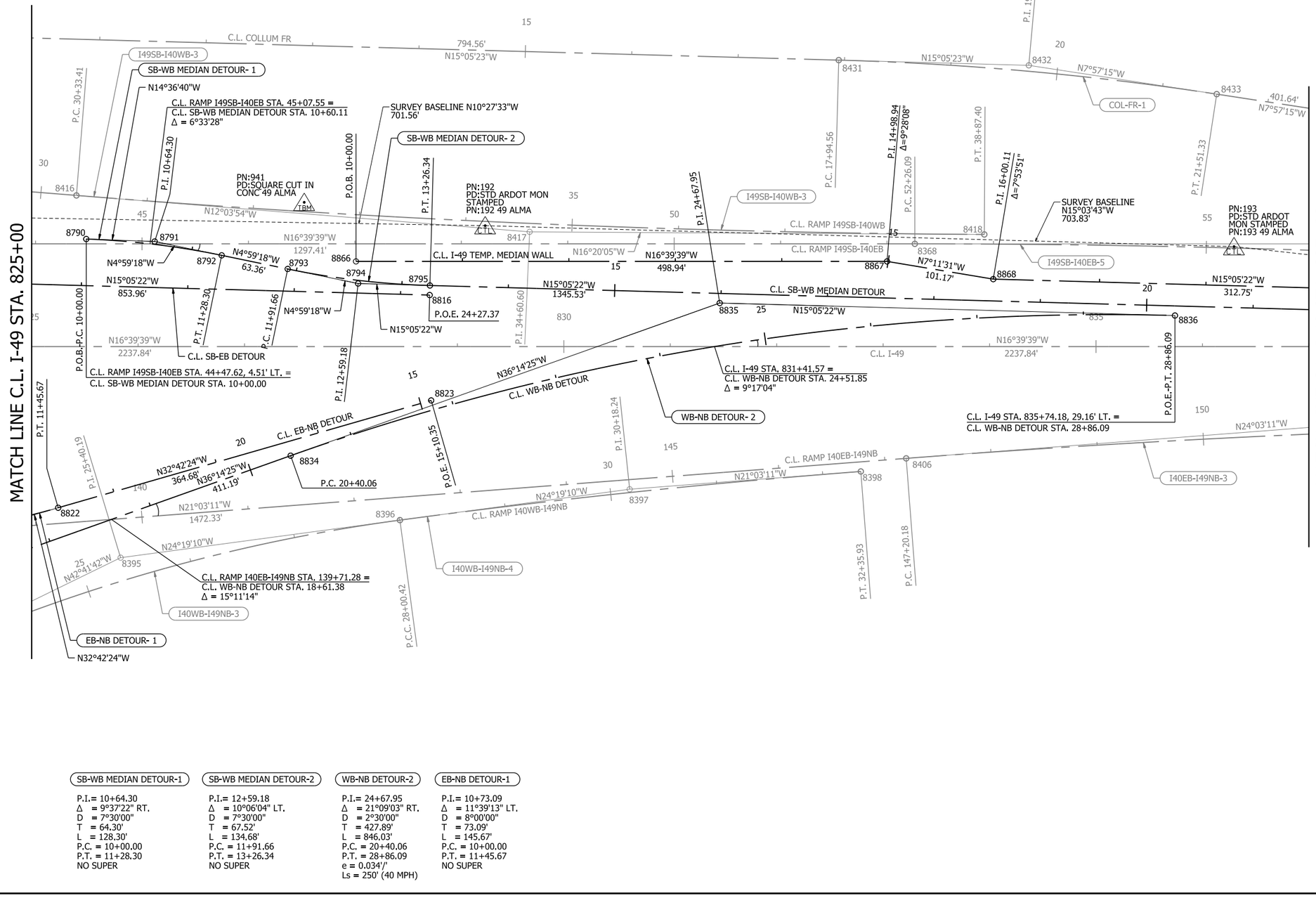
DETOUR SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	237	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

SB-WB MEDIAN DETOUR-1

P.I.= 10+64.30
Δ = 9°37'22" RT.
D = 7°30'00"
T = 64.30'
L = 128.30'
P.C. = 10+00.00
P.T. = 11+28.30
NO SUPER

SB-WB MEDIAN DETOUR-2

P.I.= 12+59.18
Δ = 10°06'04" LT.
D = 7°30'00"
T = 67.52'
L = 134.68'
P.C. = 11+91.66
P.T. = 13+26.34
NO SUPER

WB-NB DETOUR-2

P.I.= 24+67.95
Δ = 21°09'03" RT.
D = 2°30'00"
T = 427.89'
L = 846.03'
P.C. = 20+40.06
P.T. = 28+86.09
e = 0.034'/'
Ls = 250' (40 MPH)

EB-NB DETOUR-1

P.I.= 10+73.09
Δ = 11°39'13" LT.
D = 8°00'00"
T = 73.09'
L = 145.67'
P.C. = 10+00.00
P.T. = 11+45.67
NO SUPER

DETOUR
SURVEY CONTROL DETAILS

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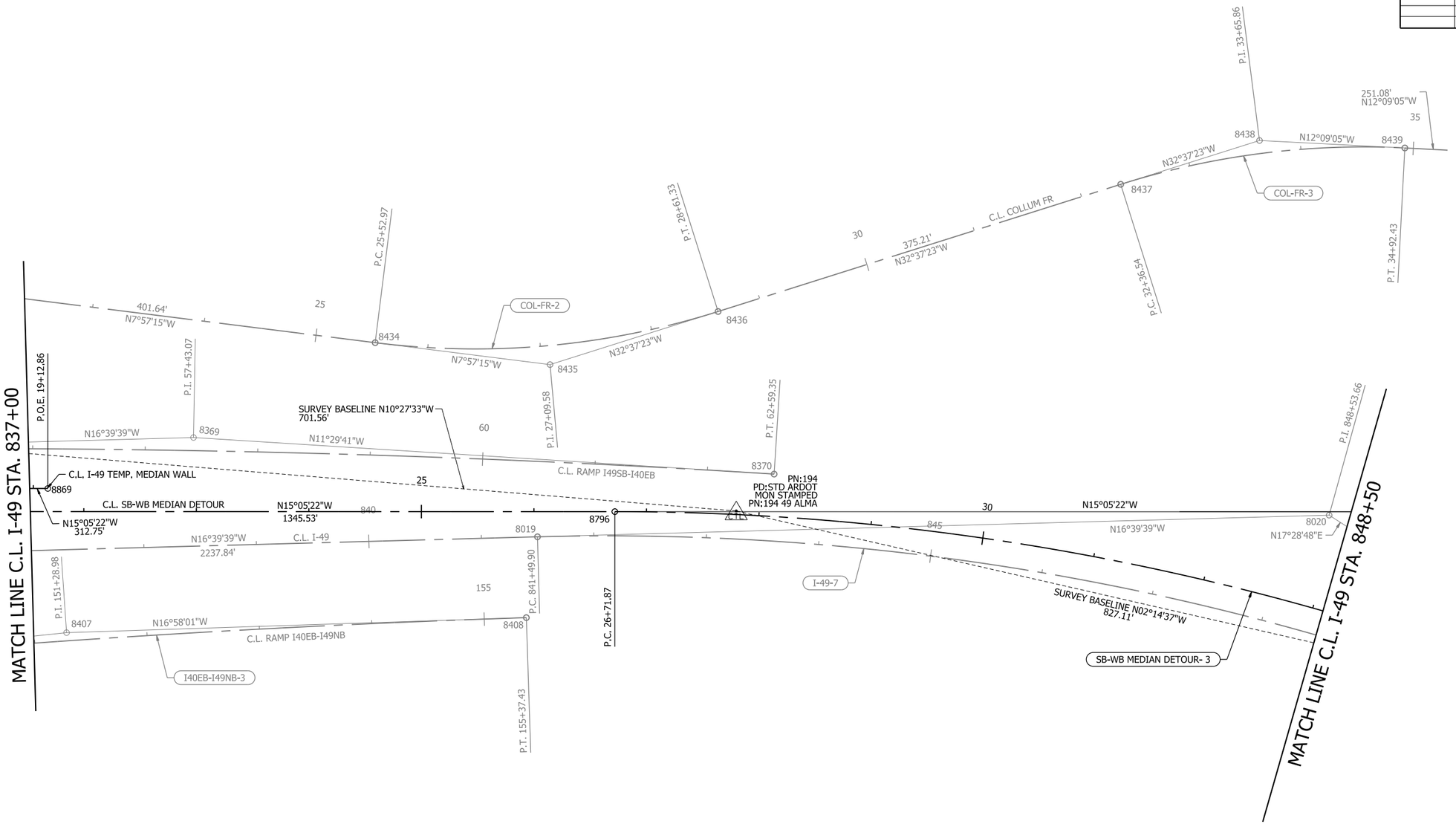
DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	238	742

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5/4/2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'



LEGEND

XXXX - X	HORIZONTAL CURVE NO.
C.T.L.	SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

SB-WB MEDIAN DETOUR-3

P.I.= 33+40.95
Δ = 32°32'58" RT.
D = 2°30'00"
T = 669.08'
L = 1301.97'
P.C. = 26+71.87
P.T. = 39+73.84
NO SUPER

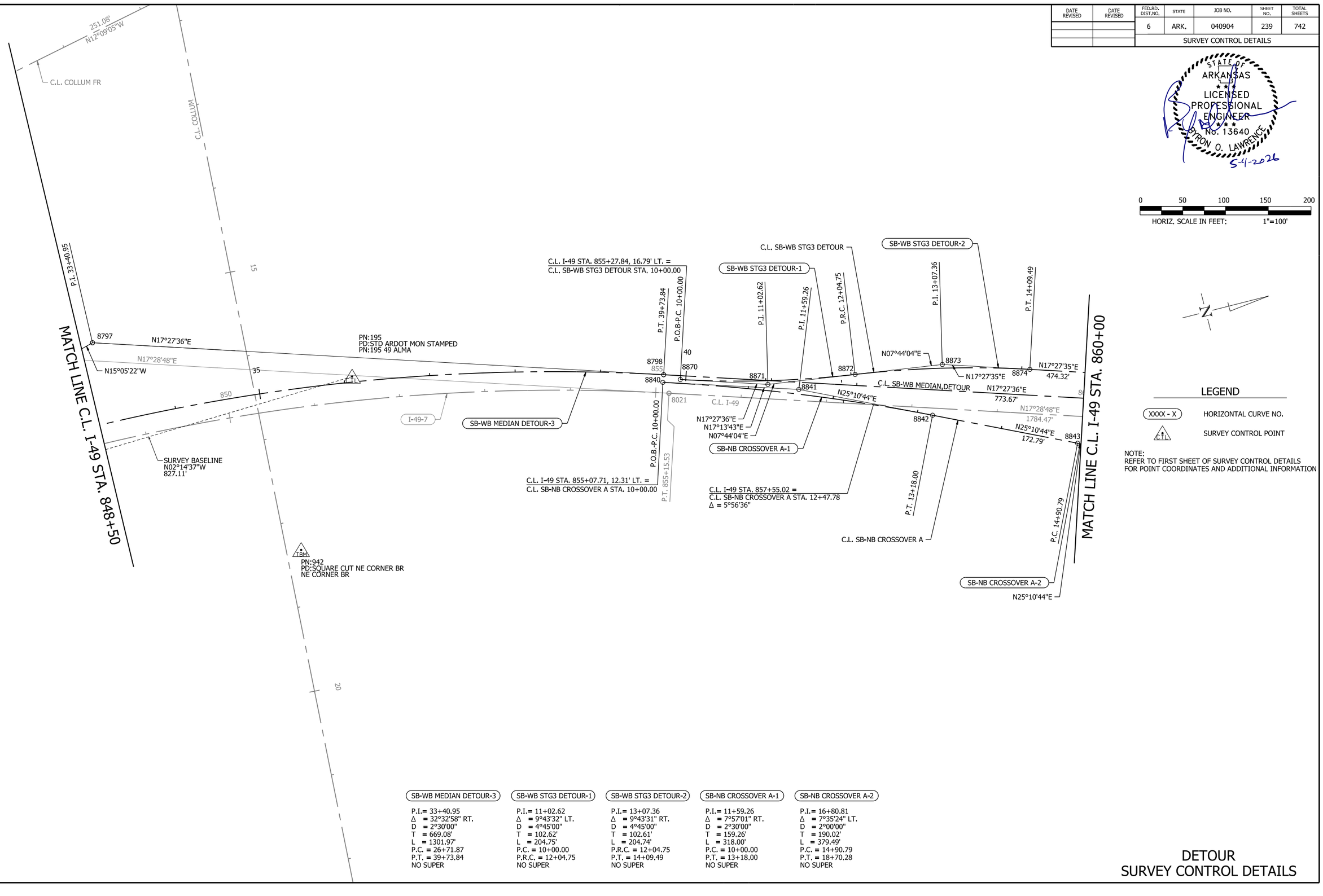
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DETOUR
SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	239	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

SB-WB MEDIAN DETOUR-3
P.I.= 33+40.95
Δ = 32°32'58" RT.
D = 2°30'00"
T = 669.08'
L = 1301.97'
P.C. = 26+71.87
P.T. = 39+73.84
NO SUPER

SB-WB STG3 DETOUR-1
P.I.= 11+02.62
Δ = 9°43'32" LT.
D = 4°45'00"
T = 102.62'
L = 204.75'
P.C. = 10+00.00
P.R.C. = 12+04.75
NO SUPER

SB-WB STG3 DETOUR-2
P.I.= 13+07.36
Δ = 9°43'31" RT.
D = 4°45'00"
T = 102.61'
L = 204.74'
P.R.C. = 12+04.75
P.T. = 14+09.49
NO SUPER

SB-NB CROSSOVER A-1
P.I.= 11+59.26
Δ = 7°57'01" RT.
D = 2°30'00"
T = 159.26'
L = 318.00'
P.C. = 10+00.00
P.T. = 13+18.00
NO SUPER

SB-NB CROSSOVER A-2
P.I.= 16+80.81
Δ = 7°35'24" LT.
D = 2°00'00"
T = 190.02'
L = 379.49'
P.C. = 14+90.79
P.T. = 18+70.28
NO SUPER

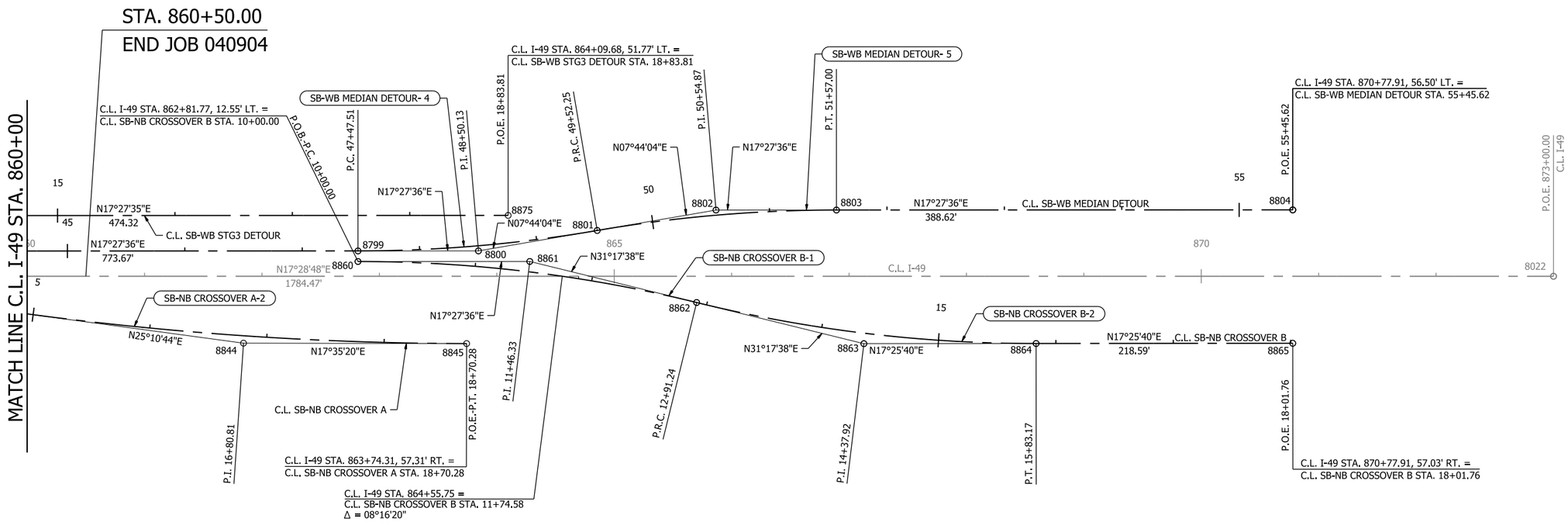
DETOUR
SURVEY CONTROL DETAILS

4/30/2026 7:44:31 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	240	742
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'



LEGEND

XXXX - X — HORIZONTAL CURVE NO.

SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

SB-NB CROSSOVER A-2
P.I.= 16+80.81
Δ = 7°35'24" LT.
D = 2°00'00"
T = 190.02'
L = 379.49'
P.C. = 14+90.79
P.T. = 18+70.28
NO SUPER

SB-NB CROSSOVER B-1
P.I.= 11+46.33
Δ = 13°50'02" RT.
D = 4°45'00"
T = 146.33'
L = 291.24'
P.C. = 10+00.00
P.R.C. = 12+91.24
NO SUPER

SB-NB CROSSOVER B-2
P.I.= 14+37.92
Δ = 13°51'58" LT.
D = 4°45'00"
T = 146.68'
L = 291.93'
P.R.C. = 12+91.24
P.T. = 15+83.17
NO SUPER

SB-WB MEDIAN DETOUR-4
P.I.= 48+50.13
Δ = 9°43'32" LT.
D = 4°45'00"
T = 102.62'
L = 204.74'
P.C. = 47+47.51
P.R.C. = 49+52.25
NO SUPER

SB-WB MEDIAN DETOUR-5
P.I.= 50+54.87
Δ = 9°43'32" RT.
D = 4°45'00"
T = 102.62'
L = 204.75'
P.R.C. = 49+52.25
P.T. = 51+57.00
NO SUPER

DETOUR
SURVEY CONTROL DETAILS

4/30/2026 7:44:34 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	241	742
		PLAN AND PROFILE SHEETS - I-49				

I-49-4

P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

STA. 612+59.74 BEGIN BRIDGE
BR. NO. A7692 (I-49 SB OVER FROG BAYOU)
651'-6 1/2" CONTINOUS PLATE GIRDER UNIT (130'-4 1/2"
130'-4 1/16" - 130'-3 11/16" - 130'-3 5/16" - 130'-2 15/16")
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
656'-3 3/8" BRIDGE LENGTH
STA. 619+20.64 BRIDGE END

PROJECT BY OTHERS JOB 040902

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

STA. 602+98.11 TO STA. 603+55.67
CONSTRUCT FOUR (4) TYPE TM DROP INLETS IN GORE
SEE CULVERT DIAGRAM - QUAD. BOX @ 600+77

STA. 605+89.41 TO STA. 605+99.11
CONSTRUCT FOUR (4) TYPE TM DROP INLETS ON LEFT
SEE CULVERT DIAGRAM - QUAD. BOX @ 600+77

STA. 609+00.00 CONSTRUCT TYPE RM DROP INLET IN MEDIAN (4'-0" X 3'-0" X H = 3'-0") WITH 24" X 122' R.C. PIPE OUTLET TO FES LT. (CLASS III) (TYPE 3 BEDDING) 24" FES = 1 EACH

100 YEAR FLOODPLAIN

STA. 612+24.49 BEGIN APPROACH SLAB

STA. 612+77.48 BEGIN APPROACH SLAB

STA. 595+00.00
BEGIN JOB 040904
LOG MILE 15.71

STA. 613+12.24 BEGIN BRIDGE
BR. NO. B7692 (I-49 NB OVER FROG BAYOU)
648'-5 15/16" CONTINOUS PLATE GIRDER UNIT (129'-7 5/8" - 129'-8" - 129'-8 7/16" - 129'-8 3/4" - 129'-9 1/8")
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
653'-2 1/2" BRIDGE LENGTH
STA. 619+60.92 BRIDGE END

STA. 600+42.02 TO STA. 601+11.46
CONSTRUCT FOUR (4) TYPE TM DROP INLETS IN MEDIAN
SEE CULVERT DIAGRAM - QUAD. BOX @ 600+77

STA. 600+76.74 CONSTRUCT QUADRUPLE 8' X 5' X 1013.95' R.C. BOX CULVERT
68° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 414.90 CFS D.A. = 200.63 ACRES
SPAN = 93.88 FT.

STA. 611+98.62 CONSTRUCT TYPE N3 DROP INLET LT. I-49 S.B.
H = 3'-0"
WITH 12" X 32' SIDE DRAIN TO TYPE A SPILLWAY LT.

REFER TO BRIDGE PLANS FOR CONCRETE RIPRAP AT ABUTMENT

STA. 612+70.90 CONSTRUCT TYPE N3 DROP INLET LT. I-49 N.B.
H = 3'-0"
WITH 12" X 32' SIDE DRAIN TO TYPE A SPILLWAY LT.

C.L. I-49 STA. 608+63.79
C.L. WATERFRONT STA. 18+38.98
Δ = 112°06'26"

300' TRANSITION LENGTH

I-49 S.B.
I-49 N.B.
C.L. I-49
N23°05'15"E
N62°43'38"E
C.L. C-C RAMP 3
N28°47'45"E
N31°14'44"E

C.L. WATERFRONT
FROG BAYOU TRIBUTARY
PROJECT BY OTHERS JOB 040902
CONST. LIMITS
PROP. ROW & COA
T.C.E.
BEGIN PAVE. STA. 611+40.01
P.C. 611+40.01
NOSE STA. 611+44.73 7.50 RT.
NOSE STA. 611+84.52 84.82 LT.
BEGIN PAVE. +29.88
STA. 613+12.24 BEGIN BRIDGE B7692
I-49-4
FROG BAYOU
MATCH LINE C.L. I-49 STA. 615+00

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
603+77	604+27	RT.OF C.L I-49	139
606+06	606+31	RT.OF C.L I-49	57
610+62	611+32	RT.OF C.L I-49	106

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
597+00.00	598+76.28	RT.	176	6'-0"	117.52
598+61.47	599+64.06	RT.	103	VAR.	705.88
599+56.00	601+00.00	RT.	150	6'-0"	100.00
600+00.00	601+25.00	LT.	125	6'-0"	83.33
607+79.52	608+89.75	LT.	111	6'-0"	74.00
608+30.13	609+22.21	LT.	92	VAR.	586.39
608+89.75	609+10.25	LT.	21	VAR.	42.39
611+25.00	612+56.93	RT.	136	6'-0"	90.67

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
595+00	598+90	RT.	A	405	
599+07	606+53	LT.	A	1013	
599+53	609+15	RT.	A	991	1
607+20	608+45	LT.	A	213	1
608+59	612+34	LT.	A	511	1
609+48	613+38	RT.	A	476	
612+40	612+85	C.L. I-49	A	78	

STA. 608+78.00 BEGIN SUPERELEVATION
STA. 612+28.00 MAX. SUPERELEVATION (0.038 '/')
STA. 672+37.00 MAX. SUPERELEVATION (0.038 '/')
STA. 675+87.00 END SUPERELEVATION

STA. 612+70.90
TOP ELEV. = 405.44
INV. ELEV. = 402.44
OUTLET = 400.18

STA. 611+98.62
TOP ELEV. = 403.96
INV. ELEV. = 400.96
OUTLET = 392.69

STA. 613+12.24 BEGIN BRIDGE B7692

STA. 612+59.74 BEGIN BRIDGE A7692

K=265.49
VC=300'
e=-0.42'

STA. 593+38.77 ELEV. 442.75
STA. 595+00.00 ELEV. 429.67
10:1
-2.21% LT. DT. GR.
-2.21%
-10.65% RT. DT. GR.
PROFILE GRADE
EXISTING GROUND
-8.32% LT. DT. GR.
P.V.C. 604+65.00 ELEV. 408.31
K=193.66
VC=550'
e=1.95'
BRIDGE 07691
-0.43% MED. DT. GR.
V.C.=16.92'
C.L. WATERFRONT
-6.09% RT. DT. GR.
P.V.T. 610+15.00 ELEV. 403.96
P.V.C. 614+50.00 ELEV. 406.71
P.V.T. 615+65.00 ELEV. 406.98
0.63%
-0.30% RT. DT. GR.
-0.10% LT. DT. GR.
-1.50% LT. DT. GR.
7.66% RT. DT. GR.
0.30% RT. DT. GR.
-0.30% RT. DT. GR.
-3.00% LT. DT. GR.
-7.40% LT. DT. GR.
0.55% MED. DT. GR.
-2.91% LT. DT. GR.
-0.30% RT. DT. GR.
F.L. IN RT. = 401.01
F.L. OUT LT. = 383.94
50yr WS = 404.32
100yr WS = 404.43
TOP ELEV. = 398.11
INV. ELEV. = 395.11
OUTLET = 394.36
USACE FLOWAGE EASEMENT ELEV. 387.00

MATCH LINE C.L. I-49 STA. 615+00

595+00 600+00 605+00 610+00 615+00

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

I-49

I-49
PLAN AND PROFILE SHEETS

4/30/2026 7:44:58 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	242	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15640
BRON O. LAWRENCE
10-12-2026

STA. 612+59.74 BRIDGE BEGIN
BR. NO. A7692 (I-49 SB OVER FROG BAYOU)
651'-6 1/2" CONTINOUS PLATE GIRDER UNIT (130'-4 1/2" - 130'-4 1/16" - 130'-3 11/16" - 130'-3 5/16" - 130'-2 15/16")
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
656'-3 3/8" BRIDGE LENGTH
STA. 619+20.64 BRIDGE END

STA. 619+20.64
END BRIDGE
A7692

STA. 619+55.89
END APPROACH
SLAB

STA. 619+45.74 CONSTRUCT
TYPE N3 DROP INLET LT. I-49 S.B.
H = 3'-0"
WITH 12" X 18' SIDE DRAIN
TO TYPE A SPILLWAY LT.

FUTURE PAVING
BY OTHERS
JOB 040903
(PHASE 2)

STA. 631+45.00 CONSTRUCT
4' X 3' X 504' R.C. BOX CULVERT
60° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 69.90 CFS D.A. = 49.59 ACRES
DUMPED RIPRAP LT. & RT. = 75 CU. YDS.
SPAN = 10.00 FT.

STA. 631+45.00 CONSTRUCT
TYPE TM DROP INLET
IN MEDIAN (H = 7'-0")

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
618+97	639+00	LT.	A	2105	
619+47	619+81	C.L. I-49	A	72	
619+78	639+00	RT.	A	2077	1

FROG BAYOU

MATCH LINE C.L. I-49 STA. 615+00

MATCH LINE C.L. I-49 STA. 639+00

PROP. ROW & COA

CONST. LIMITS

END PAVE. +02.90

END PAVE. +56.26

I-49 S.B.

C.L. I-49

I-49 N.B.

I-49-4

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

STA. 619+60.92
END BRIDGE
B7692

STA. 619+95.68
END APPROACH
SLAB

STA. 619+99.37 CONSTRUCT
TYPE N3 DROP INLET LT. I-49 N.B.
H = 3'-0"
WITH 12" X 26' SIDE DRAIN
TO TYPE A SPILLWAY LT.

N23°05'15"E

P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

FROG BAYOU
FLOWAGE EASEMENT
MITIGATION AREA

-0.15%

T.C.E.

STA. 613+12.24 BRIDGE BEGIN
BR. NO. B7692 (I-49 NB OVER FROG BAYOU)
648'-5 15/16" CONTINOUS PLATE GIRDER UNIT (129'-7 5/8" - 129'-8" - 129'-8 7/16" - 129'-8 3/4" - 129'-9 1/8")
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
653'-2 1/2" BRIDGE LENGTH
STA. 619+60.92 BRIDGE END

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
616+30	616+99	LT. OF C.L. I-49	182
618+29	625+21	C.L. I-49	769
625+80	629+09	C.L. I-49	440
626+11	629+37	C.L. I-49	437

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
626+50.00	628+25.00	LT.	174	6'-0"	116.00
637+75.00	638+50.00	LT.	75	6'-0"	50.00

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA. 608+78.00 BEGIN SUPERELEVATION
STA. 612+28.00 MAX. SUPERELEVATION (0.038 '/')
STA. 672+37.00 MAX. SUPERELEVATION (0.038 '/')
STA. 675+87.00 END SUPERELEVATION

MATCH LINE C.L. I-49 STA. 615+00

MATCH LINE C.L. I-49 STA. 639+00

50yr WSEL FROG BAYOU 396.34

100yr WSEL FROG BAYOU 398.08

50yr WSEL FROG BAYOU 397.14

100yr WSEL FROG BAYOU 398.73

K=265.49
VC=300'
e=-0.42'

K=300.00
VC=300'
e=0.38'

STA. 619+99.37
TOP ELEV. = 405.54
INV. ELEV. = 402.54
OUTLET = 400.28

STA. 619+60.92
END BRIDGE
B7692

STA. 619+45.74
TOP ELEV. = 404.73
INV. ELEV. = 401.73
OUTLET = 398.00

STA. 619+20.64
END BRIDGE
A7692

STA. 631+45.00
TOP ELEV.=395.10

TOP OF ROCK FILL
ELEV. = 398.00

PROFILE GRADE

EXISTING GROUND

ELEV. 406.98

0.63%

P.V.I. 616+00.00
ELEV. 407.66

P.V.T. 617+50.00
ELEV. 406.91

P.V.C. 629+25.00
ELEV. 401.04

P.V.I. 630+75.00
ELEV. 400.29

P.V.T. 632+25.00
ELEV. 401.04

ELEV. 404.41

-0.50%

0.97% LT. DT. GR.

2.69% LT. DT. GR.

0.30% RT. DT. GR.

-0.30% MED. DT. GR.

0.36% LT. DT. GR.

0.50%

0.52% LT. DT. GR.

-5.84% LT. DT. GR.

0.33% RT. DT. GR.

0.30% RT. DT. GR.

-0.30% RT. DT. GR.

0.41% RT. DT. GR.

-0.30% LT. DT. GR.

-6.03% LT. DT. GR.

-0.30% LT. DT. GR.

0.30% LT. DT. GR.

2.88% LT. DT. GR.

-2.10% RT. DT. GR.

0.12% LT. DT. GR.

0.53% RT. DT. GR.

2.07% RT. DT. GR.

-0.30% RT. DT. GR.

3:1

+99.37

+45.74

+45

F.L. IN RT. = 383.95
F.L. OUT LT. = 383.68
50yr WS = 388.41
100yr WS = 389.19

USACE FLOWAGE EASEMENT
ELEV. 387.00

+75.00 RT.
390.00

+05.00 LT.
384.00

+25.00 RT.
385.00

+50.00 RT.
386.18

+50.00 LT.
384.40

+00.00 RT.
389.28

+50.00 LT.
392.47

+50.00 LT.
394.42

+25.00 MED.
396.37

+25.00 LT.
383.86

+85.00 LT.
383.68

+50.00 RT.
391.53

+75.00 LT.
383.95

+50.00 LT.
388.99

+50.00 MED.
395.08

+00.00 LT.
389.53

+00.00 RT.
384.18

+75.00 RT.
383.95

+75.00 RT.
384.25

+36.00 RT.
385.11

+75.00 LT.
392.03

+50.00 LT.
387.65

615+00 620+00 625+00 630+00 635+00

480 460 440 420 400 380 360 340 320 300

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	243	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
CARLTON O. LAWRENCE
5-1-2026

STA. 640+50.00 CONSTRUCT
4' X 3' X 257' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q50 = 58.75 CFS D.A. = 37.22 ACRES
DUMPED RIPRAP LT. & RT. = 108 CU. YDS.
SPAN = 5.00 FT

I-49-4
P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

STA. 651+50.00 CONSTRUCT
TYPE RM DROP INLET
IN MEDIAN (4'-0" X 3'-0" X H=3'-0")
WITH 24" X 100' R.C. PIPE OUTLET
TO FES LT.
(CLASS III)(TYPE 3 BEDDING)
24" FES = 1 EACH
DUMPED RIPRAP LT. = 21 CU. YDS.

STA. 656+00.00 CONSTRUCT
TYPE RM DROP INLET
IN MEDIAN (4'-0" X 3'-0" X H=3'-0")
WITH 24" X 100' R.C. PIPE OUTLET
TO FES LT.
(CLASS III)(TYPE 3 BEDDING)
24" FES = 1 EACH
DUMPED RIPRAP LT. = 21 CU. YDS.

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
641+14	641+84	C.L. I-49	362
641+36	642+20	C.L. I-49	277
641+82	653+96	C.L. I-49	1245
643+31	643+74	C.L. I-49	260
643+32	653+07	C.L. I-49	1009
649+33	649+64	RT.OF C.L I-49	115
656+02	657+05	C.L. I-49	261
656+75	657+93	C.L. I-49	290
656+90	658+85	C.L. I-49	438
657+23	659+13	C.L. I-49	441
662+43	663+00	LT.OF C.L I-49	65

MATCH LINE C.L. I-49 STA. 639+00

MATCH LINE C.L. I-49 STA. 663+00

EXISTING PAVEMENT TO BE ABANDONED.

PROP. ROW & COA

CONST. LIMITS

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

I-49-4

I-49 S.B.

C.L. I-49

I-49 N.B.

C.L. DRIVEWAY 7

T.C.E.

-0.15%

EXISTING PAVEMENT TO BE ABANDONED.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
639+00	663+00	RT.	A	2489
639+00	663+00	LT.	A	2338

STA. 655+00.00 INSTALL
DUMPED RIPRAP RT. = 213 CU. YDS.
FILTER BLANKET = 425 SQ. YDS.

100 YEAR FLOODPLAIN

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA. 608+78.00 BEGIN SUPERELEVATION
STA. 612+28.00 MAX. SUPERELEVATION (0.038 '/')
STA. 672+37.00 MAX. SUPERELEVATION (0.038 '/')
STA. 675+87.00 END SUPERELEVATION

MATCH LINE C.L. I-49 STA. 639+00

MATCH LINE C.L. I-49 STA. 663+00

ELEV. 404.41
2.66% LT. DT. GR.
0.30% RT. DT. GR.
0.50%
P.V.I. 641+65.00 ELEV. 405.74
K=300.00 VC=300' e=-0.38'
P.V.T. 643+15.00 ELEV. 404.99
PROFILE GRADE
100yr WSEL FROG BAYOU 399.12
50yr WSEL FROG BAYOU 397.75
-0.50%
P.V.C. 650+00.00 ELEV. 401.56
K=300.00 VC=300' e=0.38'
P.V.T. 653+00.00 ELEV. 401.56
0.50%
0.98% RT. DT. GR.
-0.80% RT. DT. GR.
-0.10% LT. DT. GR.
ELEV. 406.30
0.28% RT. DT. GR.
0.10% LT. DT. GR.
0.42% LT. DT. GR.
-0.17% RT. DT. GR.
EXISTING GROUND
P.V.C. 640+15.00 ELEV. 404.99
+50.00 LT. 387.05
+50.00 RT. 386.39
+00.00 RT. 386.64
+00.00 LT. 391.03
+00.00 RT. 392.08
+50.00 LT. 392.02
P.V.I. 651+50.00 ELEV. 400.81
+50.00 RT. 395.29
+00.00 RT. 395.78
+00.00 LT. 393.89
+00.00 RT. 395.96
+50.00 RT. 395.56
+75.00 LT. 396.33
P.V.C. 661+75.00 ELEV. 405.94
K=300.00 VC=300' e=-0.38'
-0.30% LT. DT. GR.
0.41% RT. DT. GR.
2.77% RT. DT. GR.
F.L. IN LT. = 387.05
F.L. OUT RT. = 386.39
50yr WS = 390.29
100yr WS = 390.59
TOP ELEV. = 395.52
INV. ELEV. = 392.52
OUTLET = 392.02
1.39% LT. DT. GR.
TOP ELEV. = 397.39
INV. ELEV. = 394.39
OUTLET = 393.89

490 470 450 430 410 390 370 350 330 310

640+00 645+00 650+00 655+00 660+00

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I-49
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	244	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

STA. 670+50.00 CONSTRUCT
TYPE RM DROP INLET
IN MEDIAN (5'-0" X 3'-0" X H=3'-0")
WITH 24" X 136' R.C. PIPE OUTLET
TO FES RT.
(CLASS III)(TYPE 3 BEDDING)
24" FES = 1 EACH

STA. 671+10.00 CONSTRUCT
DOUBLE 30" X 366' R.C. PIPE CULVERT
55° LT. FWD. SKEW
(CLASS III)(TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 40.59 CFS D.A. = 21.46 ACRES
30" R.C. PIPE = 730 LIN. FT.
30" FES = 4 EACH
DUMPED RIPRAP LT. & RT. = 80 CU. YDS.

STA. 682+22.92 CONSTRUCT
TYPE N3 DROP INLET LT. I-49 S.B.
H = 3'-0"
WITH 12" X 58' SIDE DRAIN
TO TYPE A SPILLWAY LT.

STA. 683+85.09 CONSTRUCT
TYPE N3 DROP INLET RT. I-49 N.B.
H = 3'-0"
WITH 12" X 54' SIDE DRAIN
TO TYPE A SPILLWAY LT.

STA. 686+82.91 CONSTRUCT
TYPE N3 DROP INLET LT. I-49 S.B.
H = 3'-0"
WITH 12" X 62' SIDE DRAIN
TO TYPE A SPILLWAY LT.

I-49-4
P.I.= 645+71.88
Δ = 61°50'28" LT.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
P.C. = 611+40.01
P.T. = 673+24.11
e = 0.038 '/'
Ls = 350'

MATCH LINE C.L. I-49 STA. 663+00

MATCH LINE C.L. I-49 STA. 687+00

PROP. ROW & COA
CONST. LIMITS
100 YEAR FLOODPLAIN
FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)
P.T. 673+24.11
STA. 628+64.40 BEGIN APPROACH SLAB
EXIST. ROW
N7°51'08"E
C.L. HWY 162 HENRY
HENRY RD.
STA. 682+99.40 BEGIN BRIDGE A7693
STA. 686+76.60 END BRIDGE A7693
PROP. ROW
CONST. LIMITS
C.L. HENRY SR.
BEGIN PAVE. +82.58
BEGIN PAVE. +72.32
BEGIN PAVE. +06.79
I-49 S.B.
C.L. I-49
I-49 N.B.
N38°45'12"W
N38°34'12"W
C.L. DRIVEWAY 7
T.C.E.
FENCE
100 YEAR FLOODPLAIN
STA. 683+56.40 BEGIN APPROACH SLAB
STA. 683+91.40 BEGIN BRIDGE B7693
C.L. I-49 STA. 685+28.36 =
C.L. HWY 162 HENRY STA. 37+12.56
Δ = 138°40'14"

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
663+00	684+93	RT.	A	2360	
663+00	682+59	LT.	A	2035	1
683+08	683+86	C.L. I-49	A	102	
685+84	687+00	LT.	A	229	
686+82	687+00	C.L. I-49	A	23	

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
663+00	667+77	C.L. I-49	582
682+52	686+75	C.L. I-49	574
684+15	687+00	C.L. I-49	382

STA. 683+91.40 BRIDGE BEGIN
BR. NO. B7693 (I-49 NB OVER HENRY RD.)
374'-0" CONTINOUS PLATE GIRDER UNIT (112'- 150' -112')
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 4
DRILLED SHAFTS AT BENTS 2-3
377'-2 1/2" BRIDGE LENGTH
STA. 687+68.60 BRIDGE END

STA. 682+99.40 BRIDGE BEGIN
BR. NO. A7693 (I-49 SB OVER HENRY RD.)
374'- 0" CONTINOUS PLATE GIRDER UNIT (112' -150'- 112')
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 4
DRILLED SHAFTS AT BENTS 2-3
377'-2 1/2" BRIDGE LENGTH
STA. 686+76.60 BRIDGE END

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

MATCH LINE C.L. I-49 STA. 663+00

STA. 608+78.00 BEGIN SUPERELEVATION
STA. 612+28.00 MAX. SUPERELEVATION (0.038 '/')
STA. 672+37.00 MAX. SUPERELEVATION (0.038 '/')
STA. 675+87.00 END SUPERELEVATION

P.V.I. 663+25.00 ELEV. 406.69
ELEV. 406.30
P.V.T. 664+75.00 ELEV. 405.94
K=300.00 VC=300' e=-0.38'
0.50%
-0.50%
-0.17% RT. DT. GR.
-0.10% LT. DT. GR.
P.V.C. 669+45.00 ELEV. 403.58
100yr WSEL FROG BAYOU 401.60
50yr WSEL FROG BAYOU 400.47
TOP ELEV. = 397.68
INV. ELEV. = 394.68
OUTLET = 393.52
0.30% RT. DT. GR.
+50.00 RT. 393.52
+50
+10
+50.00 RT. 394.12
F.L. IN LT. = 394.83
F.L. OUT RT. = 393.52
50yr WS = 397.30
100yr WS = 397.48
K=185.71 VC=650' e=2.84'
0.67% RT. DT. GR.
P.V.I. 672+70.00 ELEV. 401.96
+75.00 LT. 394.83
P.V.T. 675+95.00 ELEV. 411.71
50yr WSEL FROG BAYOU 400.59
100yr WSEL FROG BAYOU 401.54
0.25% LT. DT. GR.
P.V.C. 677+40.00 ELEV. 416.07
3.00%
+50.00 RT. 398.14
PROFILE GRADE
EXISTING GROUND
-0.97% RT. DT. GR.
+00.00 RT. 395.72
TOP OF ROCK FILL ELEV. = 408.00
0.30% RT. DT. GR.
STA. 683+91.40 BEGIN BRIDGE B7693
STA. 683+85.09 TOP ELEV. = 426.70 INV. ELEV. = 423.70 OUTLET = 408.00
STA. 682+99.40 BEGIN BRIDGE A7693
STA. 682+22.92 TOP ELEV = 425.39 INV. ELEV = 422.39 OUTLET = 408.00
+40.62 LT. 397.24
STA. 686+82.91 TOP ELEV = 426.46 INV. ELEV = 423.46 OUTLET = 408.00
STA. 686+76.60 END BRIDGE A7693
P.V.I. 684+90.00 ELEV. 438.58
K=257.29 VC=1500' e=-10.93'
-2.83%
ELEV. 426.97
V.C.=16.74'
C.L. HENRY
+90.84
+11.44 RT. 396.96
ROCK FILL LIMIT STA. 684+90.00
ROCK FILL LIMIT STA. 685+85.00
F.L. IN LT. = 395.46
F.L. OUT RT. = 393.84

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-49
PLAN AND PROFILE SHEETS

4/30/2026 7:45:19 AM
R040904_12_PP_004.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	245	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
10-12-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

MATCH LINE C.L. I-49 STA. 687+00

MATCH LINE C.L. I-49 STA. 711+00

100 YEAR FLOODPLAIN

STA. 687+11.60 END APPROACH SLAB

PROP. ROW

PROP. COA

C.L. HENRY SR.

STA. 687+68.60 END BRIDGE B7693

END PAVE +61.21

17' +97.11

10' +39.11

690

3:1

1%

10%

24' 6' 40' 6' 24'

I-49 S.B.

C.L. I-49 N38°45'12"W

I-49 N.B.

14' +93.53

10.5' +96.97

END PAVE, +85.42

STA. 688+03.60 END APPROACH SLAB

CONST. LIMITS

PROP. ROW & COA

100 YEAR FLOODPLAIN BOUNDARY

C.L. HWY. 62 HENRY

EXIST. ROW

I.C.E.

HENRY RD.

45

STA. 688+45.08 CONSTRUCT TYPE N3 DROP INLET RT. I-49 N.B. H = 3'-0" WITH 12" X 56' SIDE DRAIN TO TYPE A SPILLWAY LT.

STA. 683+91.40 BRIDGE BEGIN
BR. NO. B7693 (I-49 NB OVER HENRY RD.)
374'-0" CONTINOUS PLATE GIRDER UNIT (112'- 150' -112')
40'-0" CLEAR ROADWAY
PILES AT BENTS 1 & 4
DRILLED SHAFTS AT BENTS 2-3
377'-2 1/2" BRIDGE LENGTH
STA. 687+68.60 BRIDGE END

STA. 689+00.00 OFFSET 161.46' RT. CONSTRUCT TYPE RM DROP INLET ON RIGHT (4'-0" X 3'-0" X H = 3'-0") WITH 24" X 18 R.C. PIPE CULVERT OUTLET TO BOX CULVERT

STA. 698+00.00 CONSTRUCT TYPE RM DROP INLET IN MEDIAN (4'-0" X 3'-0" X H=3'-0") WITH 24" X 96' R.C PIPE OUTLET TO FES RT. (CLASS III) (TYPE 3 BEDDING) 24" FES = 1 EACH DUMPED RIPRAP RT. = 21 CU. YDS.

STA. 690+78.00 CONSTRUCT TRIPLE 10' X 5' X 699.10' R.C. BOX CULVERT 56° LT. FWD. SKEW WITH 3:1 WINGS LT. & RT. Q50 = 512.00 CFS D.A. = 403.20 ACRES DUMPED RIPRAP LT. & RT. = 438 CU. YDS. SPAN = 58.86 FT.

STA. 703+90.00 IN PLACE 48" X 22' C.M. PIPE CULVERT REMOVE

STA. 704+20.00 CONSTRUCT TRIPLE 10' X 5' X 221' R.C. BOX CULVERT 15° RT. FWD. SKEW WITH 3:1 WINGS LT. & RT. Q50 = 478.00 CFS D.A. = 364.80 ACRES DUMPED RIPRAP LT. & RT. = 480 CU. YDS. SPAN = 33.65 FT.

UNNAMED TRIBUTARY

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

T.C.E.

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
687+00	687+60	C.L. I-49	A	78	
687+00	693+36	LT.	A	629	1
687+93	704+28	RT.	A	1781	1
693+55	703+62	LT.	A	1014	1
704+11	711+00	LT.	A	696	
704+77	711+00	RT.	A	614	

I-49

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
687+02	688+02	RT.OF C.L I-49	144
688+49	697+13	C.L. I-49	1479
697+45	698+31	C.L. I-49	289
704+74	707+98	C.L. I-49	447

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
698+10.25	699+00.00	RT.	90	6'-0"	60.00
702+70.00	704+25.56	RT.	156	6'-0"	103.71

ELEV. 426.97

TOP OF ROCK FILL ELEV. = 408.00

STA. 688+45.08
TOP ELEV = 424.88
INV. ELEV = 421.88
OUTLET = 408.00

+45.08

K=257.29
VC=1500'
e=-10.93'

3:1

0.32% RT. DT. GR.

+21.69 RT. 398.00

F.L. IN LT. = 394.44
F.L. OUT RT. = 393.67
50yr WS = 399.93
100yr WS = 400.24

50yr WSEL FROG BAYOU 405.86

100yr WSEL FROG BAYOU 407.23

+78

P.V.T. 692+40.00 ELEV. 417.38

P.V.C. 692+50.00 ELEV. 417.09

-2.83%

+50.00 MED. 408.61

+65.00 LT. 399.97

2.14% LT. DT. GR.

-0.95% MED. DT. GR.

K=195.20
VC=650'
e=2.71'

+50.00 LT. 401.79

P.V.T. 695+75.00 ELEV. 407.90

100yr WSEL FROG BAYOU 408.33

50yr WSEL FROG BAYOU 407.10

+00.00 MED. 404.32

+00.00 RT. 401.10

+00.00 RT. 405.36

4.26% RT. DT. GR.

TOP ELEV. = 404.32
INV. ELEV. = 401.32
OUTLET = 401.10

P.V.T. 699+00.00 ELEV. 409.53

EXISTING GROUND

PROFILE GRADE

0.20% MED. DT. GR.

+00.00 MED. 405.12

+70.00 RT. 407.21

-4.88% RT. DT. GR.

+20

+85.00 LT. 397.74

+50.00 RT. 398.43

F.L. IN RT. = 398.50
F.L. OUT LT. = 397.30
50yr WS = 401.34
100yr WS = 401.94

100yr WSEL FROG BAYOU 408.75

50yr WSEL FROG BAYOU 407.50

0.50%

0.65% RT. DT. GR.

0.33% LT. DT. GR.

+00.00 RT. 401.33

0.30% RT. DT. GR.

ELEV. 415.53

690+00 695+00 700+00 705+00 710+00

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-49
PLAN AND PROFILE SHEETS

10/19/2026 9:28:45 AM
R040904_12_PP_005.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	246	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2006

STA. 725+75.00 CONSTRUCT
DOUBLE 8' X 5' X 397' R.C. BOX CULVERT
50° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 342.00 CFS D.A. = 224.00 ACRES
DUMPED RIPRAP LT. & RT. = 251 CU. YDS.
SPAN = 27.74 FT.

FROG BAYOU

100 YEAR FLOODPLAIN

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

MATCH LINE C.L. I-49 STA. 711+00

MATCH LINE C.L. I-49 STA. 735+00

PROP. ROW & COA
CONST. LIMITS
I-49 S.B.
C.L. I-49
N38°45'12"W
I-49 N.B.
10' 24' 6' 40' 6' 24' 10'

715 720 725 730

+09.99 162.76
+25.00 165.00
+00.00 175.00
+54.07 196.03
+90.00 210.00
+00.00 185.00
+78.27 185.00
+39.14 185.00
+17.95 160.00
+35.91 170.00
+53.86 180.00
+00.00 225.00
+93.71 190.00
+45.81 186.67

100 YEAR FLOODPLAIN

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
711+00	727+14	RT.	A	1672	
711+00	723+89	LT.	A	1295	1
724+37	735+00	LT.	A	1075	
727+63	735+00	RT.	A	733	1

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
725+56	726+21	RT. OF C.L. I-49	99

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

500 480 460 440 420 400 380 360 340 320

MATCH LINE C.L. I-49 STA. 711+00
ELEV. 415.53

MATCH LINE C.L. I-49 STA. 735+00
ELEV. 427.53

EXISTING GROUND
PROFILE GRADE
0.50%
0.33% LT. DT. GR.
-0.32% LT. DT. GR.
0.30% RT. DT. GR.
-2.45% RT. DT. GR.
0.24% RT. DT. GR.
0.30% LT. DT. GR.
0.77% LT. DT. GR.
1.15% RT. DT. GR.

100yr WSEL FROG BAYOU 419.63
50yr WSEL FROG BAYOU 419.27

+60.00 LT. 402.66
+00.00 LT. 400.92
+75.00 RT. 406.36
+75
+00.00 LT. 402.47
+50.00 RT. 402.08
+00.00 RT. 403.80

F.L. IN RT. = 402.08
F.L. OUT LT. = 400.92
50yr WS = 406.91
100yr WS = 407.83

715+00 720+00 725+00 730+00 735+00

I-49
PLAN AND PROFILE SHEETS

4/30/2026 7:45:47 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	247	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
CYRON O. LAWRENCE
5-4-2026

MATCH LINE C.L. I-49 STA. 735+00

MATCH LINE C.L. I-49 STA. 759+00

100 YEAR FLOODPLAIN

UNNAMED TRIBUTARY

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

PROP. ROW & COA

CONST. LIMITS

+00.00 185.00

+12.76 173.74

+31.04 167.79

+00.00 155.00

+50.00 155.00

I-49 S.B.

I-49 N.B.

C.L. I-49
N38°45'12"W

MEDIAN CROSSOVER GRADING ONLY

740 745 750 755

10' 24' 6' 40' 40' 6' 24' 10'

+97.90 183.33

+50.00 180.00

+26.49 174.71

+92.39 160.79

+50.00 150.00

+25.34 155.00

100 YEAR FLOODPLAIN

STA. 746+00.00 CONSTRUCT TYPE RM DROP INLET IN MEDIAN (4'-0" X 3'-0" X H = 3'-0") WITH 24" X 130' R.C. PIPE OUTLET TO FES RT. (CLASS III)(TYPE 3 BEDDING) 24" FES = 1 EACH DUMPED RIPRAP RT. = 21 CU. YDS.

STA. 754+00.00 CONSTRUCT TYPE RM DROP INLET IN MEDIAN (4'-0" X 3'-0" X H = 3'-0") WITH 24" X 114' R.C. PIPE OUTLET TO FES RT. (CLASS III)(TYPE 3 BEDDING) 24" FES = 1 EACH DUMPED RIPRAP RT. = 21 CU. YDS.

STA. 756+00.00 CONSTRUCT TYPE RM DROP INLET IN MEDIAN (4'-0" X 3'-0" X H = 3'-0") WITH 24" X 114' R.C. PIPE OUTLET TO FES RT. (CLASS III)(TYPE 3 BEDDING) 24" FES = 1 EACH DUMPED RIPRAP RT. = 21 CU. YDS.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
735+00	759+00	RT.	A	2401	
735+00	759+00	LT.	A	2390	1

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

510 490 470 450 430 410 390 370 350 330

ELEV. 427.53

P.V.I. 740+65.00
ELEV. 430.35

K=300.00
VC=300'
e=-0.38'

0.50%

0.24% RT. DT. GR.

0.30% LT. DT. GR.

P.V.C. 739+15.00
ELEV. 429.60

P.V.T. 742+15.00
ELEV. 429.60

PROFILE GRADE

-0.50%

+00

TOP ELEV. = 421.76
INV. ELEV. = 418.76
OUTLET = 407.95

100yr WSEL
FROG BAYOU
420.74

50yr WSEL
FROG BAYOU
420.20

EXISTING GROUND

P.V.C. 752+55.00
ELEV. 424.39

K=300.00
VC=300'
e=0.38'

TOP ELEV. = 418.10
INV. ELEV. = 415.10
OUTLET = 409.90

P.V.I. 754+05.00
ELEV. 423.63

+50.00 LT.
411.02

P.V.T. 755+55.00
ELEV. 424.38

0.50%

-0.32% LT. DT. GR.

TOP ELEV. = 418.70
INV. ELEV. = 415.70
OUTLET = 410.38

ELEV. 426.10

735+00 740+00 745+00 750+00 755+00

I-49
PLAN AND PROFILE SHEETS

4/30/2026 7:45:53 AM
R040904_12_PP_007.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	248	742
		PLAN AND PROFILE SHEETS - I-49				

STA. 761+00.00 CONSTRUCT
QUINT, 10' X 5' X 359' R.C. BOX CULVERT
50° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 650.00 CFS D.A. = 550.40 ACRES
DUMPED RIPRAP RT. = 967 CU. YDS.
SPAN = 84.01 FT.

MATCH LINE C.L. I-49 STA. 759+00

MATCH LINE C.L. I-49 STA. 783+00

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

I-49 S.B.

I-49 N.B.

N38°45'12"W

C.L. I-49

CONST. LIMITS

PROP. ROW & COA

C.L. OLD WIRE RD

T.C.E.

END GRADING STA. 770+27.92

100 YEAR FLOODPLAIN

C.L. I-49 STA. 771+17.56 =
C.L. OLD WIRE RD STA. 20+01.10
Δ = 76°06'57"

C.L. I-49 STA. 782+75.53 =
C.L. UPPR STA. 50+08.05
Δ = 99°34'16"

C.L. I-49 STA. 780+83.50, 68.50' LT. =
C.L. RAMP I40WB-I49SB STA. 10+00.00

C.L. RAMP I40WB-I49SB

N25°51'27"W

C.L. RAMP I49NB-I40WB

C.L. I-49 STA. 780+04.10, 68.50' RT. =
C.L. RAMP I49NB-I40WB STA. 7+89.39

P.C. 762+55.25

P.T. 775+44.85

P.C.E.

EXIST. ROW

C.L. UPRR

I-49-5

P.I.= 769+02.78
Δ = 12°53'45" RT.
D = 1°00'00"
T = 647.53'
L = 1289.60'
P.C. = 762+55.25
P.T. = 775+44.85
e = 0.038 '/'
Ls = 350'

UNNAMED TRIBUTARY

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
759+00	761+97	RT.	A	301	
763+03	770+92	LT.	A	1275	1
763+16	770+92	RT.	A	910	1

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
762+08	771+10	C.L. I-49	1171
763+56	770+37	C.L. I-49	883
781+88	782+09	C.L. I-49	241

I-49

STA. 759+93.00 BEGIN SUPERELEVATION
STA. 763+43.00 MAX. SUPERELEVATION (0.038 '/')
STA. 774+57.00 MAX. SUPERELEVATION (0.038 '/')
STA. 778+07.00 END SUPERELEVATION

TOP OF ROCK FILL ELEV. = 428.00

PROFILE GRADE

END GRADING STA. 770+11.06

FUTURE BRIDGE BY OTHERS

P.V.C. 763+55.00 ELEV. 428.37

P.V.I. 769+55.00 ELEV. 437.25

P.V.C. 777+00.00 ELEV. 455.61

P.V.I. 780+00.00 ELEV. 463.00

P.V.T. 783+00.00 ELEV. 464.51

ELEV. 426.10

F.L. IN RT. = 409.80
F.L. OUT LT. = 409.41
50yr WS = 412.82
100yr WS = 413.02

100yr WSEL FROG BAYOU 420.74

K=306.12 VC=600' e=1.47'

K=306.12 VC=600' e=-1.47'

0.50%

2.46%

0.24% RT. DT. GR.

0.30% LT. DT. GR.

-0.50% RT. DT. GR

0.97% RT. DT. GR.

0.30% RT. DT. GR.

0.30% LT. DT. GR.

3:1

EXISITNG GROUND

C.L. OLD WIRE RD

50YR WSEL FROG BAYOU 425.75'

100YR WSEL FROG BAYOU 427.08'

760+00 765+00 770+00 775+00 780+00

530 510 490 470 450 430 410 390 370 350

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
CYRON O. LAWRENCE
5-1-2026

4/30/2026 7:46:15 AM
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I-49
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	249	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-4-2026

MATCH LINE C.L. I-49 STA. 783+00

MATCH LINE C.L. I-49 STA. 807+00

C.L. U.P.R.R.

EXIST. ROW

PROP. ROW & COA

+46.47 120.00

+05.16 125.00

+15.00 130.00

+19.26 185.00

+43.19 170.06

+21.88 175.00

HWY 64 E.B.

C.L. HWY 64

C.L. HWY 64 W.B.

EXIST. ROW

PROP. ROW

+22.84 305.00

+98.80 305.00

+22.29 167.25

+98.80 192.67

C.L. DRIVEWAY 8

C.L. I-49 STA. 793+15.61 =
C.L. HWY 64 STA. 42+59.39
Δ = 89°34'57"

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
822+79	831+00	LT.	825
823+07	823+39	LT.	32
825+05	826+72	RT.	174
829+99	831+00	RT.	102

100 YEAR FLOODPLAIN

+15.00 435.00

+25.00 315.00

+00.00 260.00

PROP. ROW & COA

C.L. RAMP I40EB-I49SB

S33°18'26"E

C.L. RAMP I40WB-I49SB

N29°18'26"W

+75.00 190.00

+22.29 167.25

I-49-6

785 790 795 800 805

C.L. I-49

N25°51'27"W

N64°33'36"E

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

NOSE +57.01 24.35' RT.

CONST. LIMITS

P.C. 806+85.86

N19°31'57"W

N14°01'34"W

C.L. RAMP I49NB-I40WB

C.L. RAMP I49NB-I40EB

+19.05 215.00

+37.98 349.99

+37.73 369.99

C.L. DRIVEWAY 9

CONST. LIMITS

PROP. ROW & COA

+24.64 351.35

+24.31 371.35

+25.00 330.00

NOSE +94.04 7.50' LT.

100 YEAR FLOODPLAIN

+30.00 380.00

+30.00 510.00

EXIST. ROW

I-49-6

P.I.= 813+00.28
Δ = 9°11'48" RT.
D = 0°45'00"
T = 614.42'
L = 1226.20'
P.C. = 806+85.86
P.T. = 819+12.06
e = 0.030 '/'
Ls = 350'

100 YEAR FLOODPLAIN

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
794+90	800+81	RT.	A	612	1
801+90	807+00	RT.	A	526	1

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA. 804+23.00 BEGIN SUPERELEVATION
STA. 807+73.00 MAX. SUPERELEVATION (0.030 '/')
STA. 818+25.00 MAX. SUPERELEVATION (0.030 '/')
STA. 821+75.00 END SUPERELEVATION

P.V.T. 783+00.00
ELEV. 464.51

P.V.C. 790+90.00
ELEV. 468.49

K=269.71
VC=650'
e=1.96'

P.V.T. 797+40.00
ELEV. 479.59

ELEV. 506.41

FUTURE BRIDGE BY OTHERS

0.50%

2.91%

P.V.C. 804+60.00
ELEV. 500.56

C.L. HWY 64

HWY 64 E.B.

HWY 64 W.B.

P.V.I. 794+15.00
ELEV. 470.12

50YR WSEL FROG BAYOU 426.79'

100YR WSEL FROG BAYOU 428.50'

EXISTING GROUND

550 530 510 490 470 450 430 410 390 370

785+00 790+00 795+00 800+00 805+00

I-49
PLAN AND PROFILE SHEETS

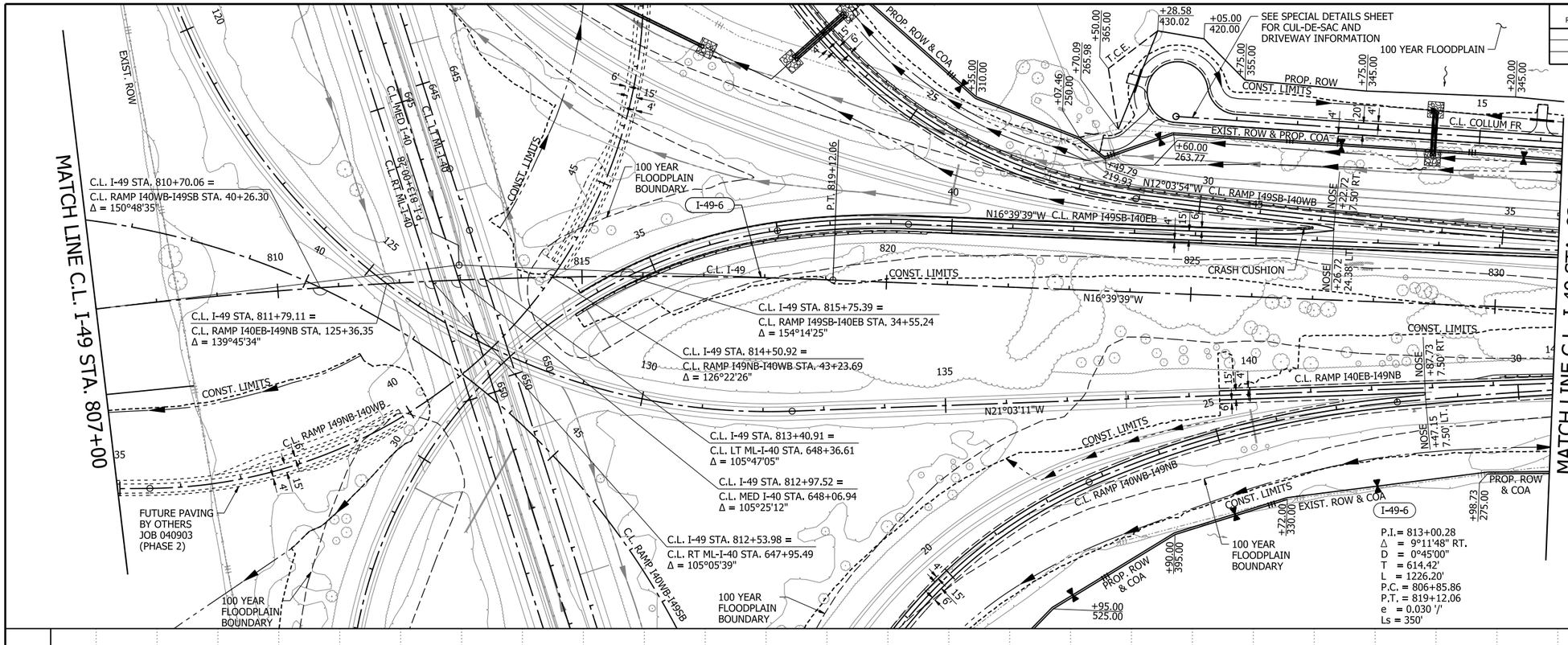
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	250	742
		PLAN AND PROFILE SHEETS - I-49				

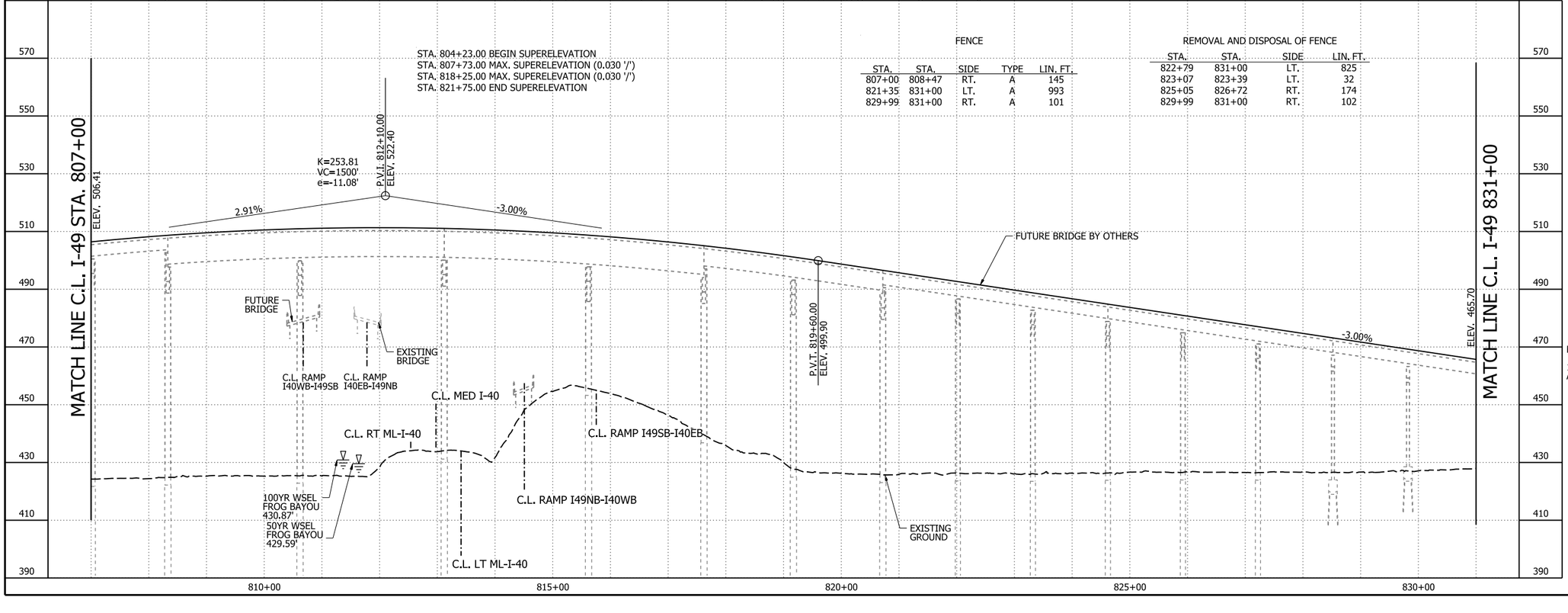
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'



I-49



FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
807+00	808+47	RT.	A	145
821+35	831+00	LT.	A	993
829+99	831+00	RT.	A	101

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
822+79	831+00	LT.	825
823+07	823+39	LT.	32
825+05	826+72	RT.	174
829+99	831+00	RT.	102

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

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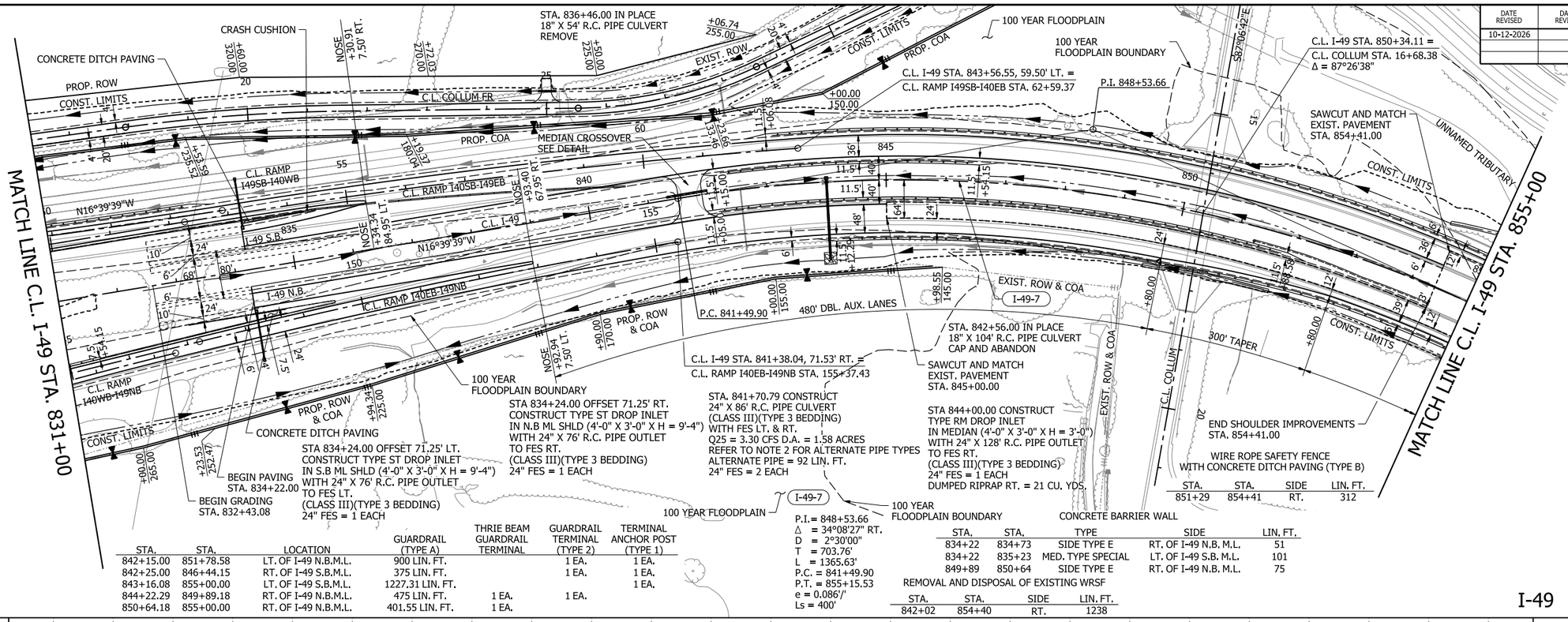
I-49
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	251	742
		PLAN AND PROFILE SHEETS - I-49				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
10-12-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'



STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
842+15.00	851+78.58	LT. OF I-49 N.B.M.L.	900 LIN. FT.		1 EA.	1 EA.
842+25.00	846+44.15	RT. OF I-49 S.B.M.L.	375 LIN. FT.		1 EA.	1 EA.
843+16.08	855+00.00	LT. OF I-49 S.B.M.L.	1227.31 LIN. FT.			1 EA.
844+22.29	849+89.18	RT. OF I-49 N.B.M.L.	475 LIN. FT.	1 EA.	1 EA.	
850+64.18	855+00.00	RT. OF I-49 N.B.M.L.	401.55 LIN. FT.	1 EA.		

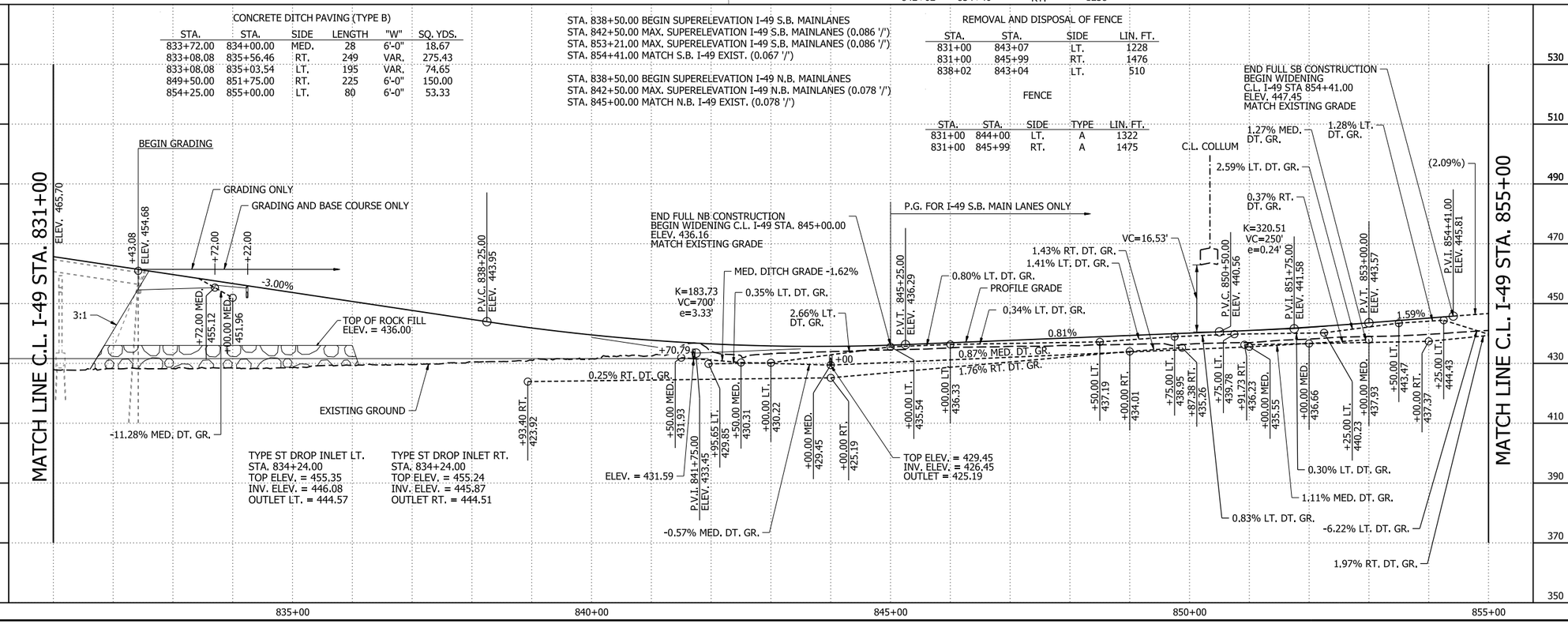
STA.	STA.	TYPE	SIDE	LIN. FT.
834+22	834+73	SIDE TYPE E	RT. OF I-49 N.B. M.L.	51
834+22	835+23	MED. TYPE SPECIAL	LT. OF I-49 S.B. M.L.	101
849+89	850+64	SIDE TYPE E	RT. OF I-49 N.B. M.L.	75

REMOVAL AND DISPOSAL OF EXISTING WRSF

STA.	STA.	SIDE	LIN. FT.
842+02	854+40	RT.	1238

STA.	STA.	SIDE	LIN. FT.
851+29	854+41	RT.	312

I-49



STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
833+72.00	834+00.00	MED.	28	6'-0"	18.67
833+08.08	835+56.46	RT.	249	VAR.	275.43
833+08.08	835+03.54	LT.	195	VAR.	74.65
849+50.00	851+75.00	RT.	225	6'-0"	150.00
854+25.00	855+00.00	LT.	80	6'-0"	53.33

STA.	STA.	SIDE	LIN. FT.
831+00	843+07	LT.	1228
831+00	845+99	RT.	1476
838+02	843+04	LT.	510

STA.	STA.	SIDE	TYPE	LIN. FT.
831+00	844+00	LT.	A	1322
831+00	845+99	RT.	A	1475

LEGEND
- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.
2. ALTERNATE PIPE TYPES WHERE NOTED:
SLPPMCCS PIPE (TYPE 2 BEDDING)
HDPE-S PIPE (TYPE 2 BEDDING)
PVP PIPE (TYPE 2 BEDDING)

I-49
PLAN AND PROFILE SHEETS

10/19/2026 9:28:48 AM
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	252	742

PLAN AND PROFILE SHEETS - I-49

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

MATCH LINE C.L. I-49 STA. 855+00

I-49-7

P.I.= 848+53.66
Δ = 34°08'27" RT.
D = 2°30'00"
T = 703.76'
L = 1365.63'
P.C. = 841+49.90
P.T. = 855+15.53
e = 0.086'/'
Ls = 400'

100 YEAR FLOODPLAIN

END WIDENING
I-49 S.B. MAIN LANE
STA. 857+41.00

CONST. LIMITS

I-49 S.B.

C.L. I-49

N17°28'48"E

I-49 N.B.

CONST. LIMITS

P.T. 855+15.53

UNNAMED TRIBUTARY

END WIDENING
I-49 N.B. MAIN LANE
STA. 860+50.00

STA. 860+50.00
END JOB 040904

STA 857+01.07 IN PLACE
TRIPLE 14' X 7' X 291' R.C. BOX CULVERT
WITH WINGS LT. & RT.

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

EXIST. ROW & COA

P.O.E. 873+00.00

NAPLE SHADE RD.

WIRE ROPE SAFETY FENCE
WITH CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LIN. FT.
858+00	869+00	RT.	1100

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
855+00.00	855+25.00	LT.	25	6.00	16.67

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
855+00.00	864+74.02	RT. OF I-49 N.B.M.L.	973.45 LIN. FT.		1 EA.
855+00.00	863+22.12	LT. OF I-49 S.B.M.L.	772.69 LIN. FT.	1 EA.	
860+75.00	864+25.00	RT. OF I-49 S.B.M.L.	300 LIN. FT.	1 EA.	1 EA.

I-49

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

MATCH LINE C.L. I-49 STA. 855+00

EXISTING I-49

END WIDENING
C.L. I-49 S.B.
STA 857+41.00 64' LT.

EXISTING GROUND

(2.09%)

-1.97% RT. DT. GR.

+25.00 LT.
438.22

+50.00 RT.
444.27

END WIDENING
C.L. I-49 N.B.
STA. 860+50.00, 64' RT.

-6.22% LT. DT. GR.

EXISTING 3-14'X7' MULTIPLE BOX CULVERT
FL:437.71

510 490 470 450 430 410 390 370 350 330

855+00 860+00 865+00 870+00

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-49
PLAN AND PROFILE SHEETS

5/4/2026 10:01:48 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	253	742
		PLAN AND PROFILE SHEET - I-40				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-9-2026

STA. 612+19.13 IN PLACE
24" X 66' R.C. PIPE CULVERT
WITH FES LT. & RT.
REMOVE FES LT.
RETAIN & EXTEND 38' LT.
WITH 6° LT. FWD. SKEW
WITH FES LT.
Q50 = 17.20 CFS D.A. = 5.65 ACRES
DUMPED RIPRAP LT. = 21 CU. YDS

LT ML-I-40-1
P.I.= 606+85.21
Δ = 16°53'12" RT.
D = 0°45'00"
T = 1134.00'
L = 2251.55'
P.C. = 595+51.21
P.T. = 618+02.76
EXISTING

LT ML-I-40-2
P.I.= 625+61.29
Δ = 14°59'32" LT.
D = 2°00'00.0"
T = 376.95'
L = 749.61'
P.C. = 621+84.34
P.T. = 629+33.95
EXISTING

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
615+77	629+18	LT.	1316

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
612+38.44	614+15.00	LT. OF C.L. LT ML-I-40	182	6'-0"	121.33

MATCH LINE C.L. LT ML-I-40 STA. 629+18

I-40

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

0 20 40 60 80
VERT. SCALE IN FEET: 1"=40'

LEGEND
- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-40
PLAN AND PROFILE SHEET

4/30/2026 7:47:05 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	254	742
		PLAN SHEETS - I-40				

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
629+18	649+10	LT.	2382
648+57	653+18	RT.	464

LT ML-I-40-2

P.I.= 625+61.29
Δ = 14°59'32" LT.
D = 2°00'00.0"
T = 376.95'
L = 749.61'
P.C. = 621+84.34
P.T. = 629+33.95
EXISTING

MATCH LINE C.L. LT ML-I-40 STA. 629+18

MATCH LINE C.L. LT ML-I-40 STA. 653+18

PROP. ROW & COA
CONST. LIMITS
EXIST. ROW & COA
C.L. RAMP I49SB-I40WB
C.L. RAMP I49NB-I40WB
C.L. RAMP I40EB-I49NB
C.L. RAMP I40EB-I49SB
C.L. RAMP I40WB-I49SB
C.L. RAMP I49NB-I40EB
C.L. RAMP I49SB-I40EB
C.L. RAMP I40WB-I49NB
C.L. I-49
C.L. I-40
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40
C.L. LT MT-I-40
100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN BOUNDARY
FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

+85.00 315.00
+53.26 295.00
+85.00 805.00
+80.00 735.00
+40.00 470.00
+35.00 310.00
+85.00 1095.00
+15.00 1170.00
+86.80 1222.93
+67.58 1305.00
+50.00 875.00
+23.34 785.27
+80.00 645.00
+15.00 435.00
+25.00 315.00
+41.98
+106.98

P.T. 629+33.95
P.T. 642+16.19
P.I. 646+46.31
P.I. 647+53.43

C.L. I40EB-I49NB STA. 127+71.75=
C.L. LT ML-I-40 STA. 649+69.74
Δ= 48°08'18"

C.L. RAMP I49NB-I40WB STA.41+98.14=
C.L. LT ML- I-40 STA. 649+34.92
Δ=118°13'40"

C.L. I-49 STA. 813+40.91
C.L. LT ML I-40 STA. 648+36.61
Δ=105°47'05"

C.L. I49SB-I40EB STA. 32+20.24=
C.L. LT MT-I-40 STA. 649+70.14
Δ=114°39'59"

C.L. RAMP I40WB-I49SB STA. 44+60.76=
C.L. LT ML-I-40 STA. 651+11.58
Δ=27°30'20"

S36°43'16"W
N53°14'37"E
N53°18'34"E
N53°18'34"E
N53°21'57"E
N53°16'13"E
N53°16'14"E
N63°18'45"E
N69°01'15"E
N34°52'38"E
N16°39'39"W
N21°03'11"W
N25°51'27"W
N19°31'57"W

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)
637+06.98	638+31.98	LT. OF C.L. LT ML-I-40	75 LIN. FT.	1 EA.

HORIZ. SCALE IN FEET: 0 100 200 300 400 — 1"=200'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-7-2026

I-40
PLAN SHEETS

4/30/2026 7:47:11 AM
R040904_12_PP_014.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	255	742
		PLAN SHEETS - I-40				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 653+18

LT ML-I-40-3
P.I.= 675+09.32
Δ = 23°47'07" RT.
D = 1°30'00"
T = 804.43'
L = 1585.70'
P.C. = 667+04.89
P.T. = 682+90.59
EXISTING

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
653+18	666+21	RT.	1385
655+61	664+84	LT.	1436

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
668+19.71	670+35.62	LT. OF C.L. LT ML-I-40	150 LIN. FT.	1 EA.	1 EA.

MED I-40 STA. 664+39.25 IN PLACE
7' X 7' X 298' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
REMOVE WINGS LT. & RT.
REMOVE 8' LT. & 3' RT.
EXTEND 50' LT. & 6' RT.
TO A COMPLETED LENGTH OF 354'
WITH 15° LT. HEADWALL SKEW
WITH 30° RT. HEADWALL SKEW
Q50 = 343.50 CFS D.A. = 152.45 ACRES
DUMPED RIPRAP
LT. = 93 CU. YDS.
RT. = 91 CU. YDS.

STA. 668+00.00 CONSTRUCT
18" X 134' R.C. PIPE CULVERT
18° BEND AT STA 667+57.15, 47.27' LT.
(CLASS III)(TYPE 3 BEDDING)
Q50 = 36.60 CFS D.A. = 9.78 ACRES

100 YEAR FLOODPLAIN BOUNDARY
100 YEAR FLOODPLAIN
CONST. LIMITS
PROP. ROW & COA
EXIST. ROW & COA
C.L. RAMP I40WB-I49NB
C.L. RAMP I40WB-I49SB
C.L. RAMP I49SB-I40EB
C.L. RAMP I49NB-I40EB
C.L. LT ML-I-40
C.L. MED I-40
C.L. RT ML-I-40
P.I. 659+56.05
P.I. 666+07.40
P.C. 667+04.89
P.I. 675+09.32
RUDY RD.

N53°16'14"E
N53°18'34"E
N53°17'19"E
N53°50'43"E
N59°55'38"E
N25°45'15"W
665△ 00°33'24"

+90.00 395.00
+95.00 525.00
+60.00 675.00
+45.00 900.00
+00.00 1186.66
+30.00 1410.00
+70.00 1475.00
+53.96 1515.00
+88.70 1770.00
+95.19 1718.07
+20.00 1675.00
+75.00 1595.00
+30.00 1390.00
+10.00 1265.00
+80.00 1190.00
+40.00 1060.00
+00.00 765.00

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-40
PLAN SHEETS

4/30/2026 7:47:18 AM
R040904_12_PP_015.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	256	742
		INTERCHANGE LAYOUT SHEET - CLEAR CREEK				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 200 400 600 800
HORIZ. SCALE IN FEET: 1"=400'

N

LEGEND

XXXX - X HORIZONTAL CURVE NO.

NOTE:
REFER TO SURVEY CONTORL DETAILS FOR ADDITIONAL INFORMATION AND CURVE DATA

CC R3-1
P.I.= 15+62.40
Δ = 49°57'26" RT.
D = 7°00'00.0"
T = 381.31'
L = 713.68'
P.C. = 11+81.09
P.T. = 18+94.77
e = 0.098 '/'
Ls = 350'

CC R3-2
P.I.= 27+32.50
Δ = 33°55'53" LT.
D = 5°00'00.0"
T = 349.59'
L = 678.63'
P.C. = 23+82.91
P.T. = 30+61.54
e = 0.084 '/'
Ls = 300'

CC R3-3
P.I.= 37+16.49
Δ = 6°59'19" LT.
D = 3°00'00.0"
T = 116.62'
L = 232.96'
P.C. = 35+99.87
P.T. = 38+32.83
NO SUPER

STA. 595+00.00
BEGIN JOB 040904
LOG MILE 15.71

HWY 162
EXIST. ROW
PROP. ROW
T.C.E.
CLEAR CREEK RD
ALMA DR
FUTURE CC SERVICE RD
PROP. COA
PROP. ROW & COA
FUTURE CC RAMP 5
FUTURE CC RAMP 4
FUTURE CC RAMP 2
FUTURE CC RAMP 1
FUTURE RICHLAND FR
RICHLAND RD
C.L. CC RAMP 3
C.L. I-49
WATERFRONT
P.O.B. 10+00.00
P.C. 11+81.09
P.T. 18+94.77
P.C. 23+82.91
P.T. 30+61.54
P.C. 35+99.87
P.T. 38+32.83
P.I. 15+62.40
P.I. 27+32.50
P.T. 37+16.49
595
590
585
580
575
570
600
610
605
30
25
20
15
35
40

4/30/2026 7:47:22 AM
R040904_13_INT_001.dgn

CLEAR CREEK
INTERCHANGE LAYOUT SHEET

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	257	742
		PLAN AND PROFILE SHEETS - CC RAMP 3				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

CC R3-2

P.I.= 27+32.50
Δ = 33°55'53" LT.
D = 5°00'00.0"
T = 349.59'
L = 678.63'
P.C. = 23+82.91
P.T. = 30+61.54
e = 0.084 '/'
Ls = 300'

STA. 31+57.67 OFFSET 146.11' LT.
CONSTRUCT TYPE RM DROP INLET
ON LEFT (4'-0" X 3'-0" X H = 3'-0")
WITH 24" X 20' R.C. PIPE
OUTLET ON RT. TO CULVERT

FUTURE FENCE BY OTHERS

+80.00 750.39
+95.00 740.00
T.C.E.
+60.00 696.25
+95.00 655.00
+55.00 615.00
PROP. ROW & COA
+00.00 455.00
CONST. LIMITS
20
N62°43'38"E
P.C. 23+82.91
C.L. CC RAMP 3
CONST. LIMITS
FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)
CC R3-2
25
+37.04 290.00
+85.36 265.42
+55.00 230.00
PROP. ROW & COA
CONST. LIMITS
P.T. 30+61.54
T.C.E.
+85.00 330.00
+55.00 375.00
MATCH LINE C.L. CC RAMP 3 STA. 32+00
30
N28°47'45"E
10'
24'
6'
40'
I-49 S.B.
605
40'
6'
24'
10'
C.L. I-49
N23°05'15"E
I-49 N.B.
P.I. 27+32.50

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
24+00.00	25+00.00	LT.	100	6'-0"	66.67
24+50.00	27+00.00	RT.	250	6'-0"	166.67
27+75.00	29+00.00	LT.	121	6'-0"	80.67

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
20+63	23+17	LT.	A	255

CC RAMP 3

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA. 10+19.01 BEGIN SUPERELEVATION
STA. 13+69.01 MAX. SUPERELEVATION (0.098'/')
STA. 18+07.27 MAX. SUPERELEVATION (0.098'/')
STA. 21+57.27 END SUPERELEVATION
STA. 22+29.08 NORMAL CROWN
STA. 24+58.00 MAX. SUPERELEVATION (0.084 '/')
STA. 29+87.00 MAX. SUPERELEVATION (0.084 '/')
STA. 32+87.00 END SUPERELEVATION

STA. 20+61.94 ELEV. 432.02
STA. 21+00.00 ELEV. 429.75
STA. 21+00.00 ELEV. 428.21
10:1
EXISTING GROUND
PROFILE GRADE
-1.59%
1.46% LT. DT. GR.
+00.00 LT. 422.46
+00.00 LT. 423.91
-3.04% LT. DT. GR.
+00.00 LT. 419.52
+50.00 RT. 420.17
+00.00 LT. 416.48
P.V.C. 25+20.00 ELEV. 423.06
-2.27% LT. DT. GR.
-6.32% RT. DT. GR.
P.V.I. 26+20.00 ELEV. 421.47
K=125.79 VC=200' e=-0.40'
+00.00 RT. 404.38
-1.83% RT. DT. GR.
P.V.T. 27+20.00 ELEV. 418.28
+97.78 RT. 402.59
+75.00 LT. 410.25
-5.46% LT. DT. GR.
+00.00 LT. 403.42
-3.18%
+70.19
F.L. IN RT. = 401.01
F.L. OUT LT. = 383.94
50yr WS = 404.32
100yr WS = 404.43
P.V.C. 30+40.00 ELEV. 408.10
K=98.86 VC=260' e=0.86'
-0.55%
ELEV. 404.31
P.V.I. 31+70.00 ELEV. 403.96
MATCH LINE C.L. CC RAMP 3 STA. 32+00

460 450 440 430 420 410 400 390 380 370
20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00

CC RAMP 3
PLAN AND PROFILE SHEETS

4/30/2026 7:47:45 AM
R040904_14_PP_001.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	258	742
		PLAN AND PROFILE SHEETS - CC RAMP 3				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

MATCH LINE C.L. CC RAMP 3 STA. 32+00

STA. 32+20.00 OFFSET 19.52' RT.
CONSTRUCT TYPE RM DROP INLET
IN GORE (4'-0" X 3'-0" X H = 4'-0")
WITH 24" X 58' R.C. PIPE OUTLET
TO FES LT.
(CLASS III)(TYPE 3 BEDDING)
24" FES = 1 EACH

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

CC R3-3
P.I.= 37+16.49
Δ = 6°59'19" LT.
D = 3°00'00.0"
T = 116.62'
L = 232.96'
P.C. = 35+99.87
P.T. = 38+32.83
NO SUPER

PROP. ROW +33.38 285.00
PROP. ROW & COA +70.00 180.00
CONST. LIMITS
END CC RAMP 3
NOSE +44.73 7.50 RT.
C.L. WATERFRONT S89°11'11"E
FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)
P.C. 35+99.87
+86.21 165.00
P.T. 38+32.83
C.L. CC RAMP 3 STA. 38+32.83= C.L. I-49 STA. 612+68.06 56.50' LT
+40.00 172.62
+02.55 169.81
PROP. ROW & COA
+20.00 165.00
FROG BAYOU
C.L. CC RAMP 3
N28°47'45"E
NOSE +79.52 84.82 LT
I-49 S.B.
I-49 N.B.
610
615
P.I. 37+16.49
C.L. I-49
N23°05'15"E
CONST. LIMITS
+50.00 157.47
+34.14 149.00
+10.00 158.11
+88.22 163.24

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
32+09.75	32+30.25	RT.	20.5	VAR.	80.67

CC RAMP 3

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'
0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

MATCH LINE C.L. CC RAMP 3 STA. 32+00

C.L. WATERFRONT
STA. 22+29.08 NORMAL CROWN
STA. 24+58.00 MAX. SUPERELEVATION (0.084 '/')
STA. 29+87.00 MAX. SUPERELEVATION (0.084 '/')
STA. 32+87.00 END SUPERELEVATION
ELEV. 404.31
PROFILE GRADE
END CC RAMP 3
EXISTING GROUND
K=98.86
VC=260'
e=0.86'
P.V.T. 33+00.00 ELEV. 403.25
P.V.I. 33+44.73 ELEV. 403.01
V.C.=16.92'
PROPOSED I-49
+20
-0.55%
0.35% LT. DT. GR
(-0.57%)
+70.00 LT. 399.91
+44.73 LT. 400.17
TOP ELEV. = 402.76
INV. ELEV. = 398.76
OUTLET = 397.66

450 440 430 420 410 400 390 380 370 360
32+00 33+00 34+00 35+00 36+00 37+00 38+00

CC RAMP 3
PLAN AND PROFILE SHEETS

4/30/2026 7:47:51 AM
R040904_14_PP_002.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	259	742
		INTERCHANGE LAYOUT SHEET - I-49/I-40				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-9-2006

0 250 500 750 1000
HORIZ. SCALE IN FEET: 1"=500'

N

LEGEND

XXXX - X HORIZONTAL CURVE NO.

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR ADDITIONAL HORIZONTAL ALIGNMENT AND CURVE DATA.

I40EB-I49SB-5
P.I. = 57+43.07
Δ = 5°09'58" RT.
D = 0°30'00"
T = 516.98'
L = 1033.26'
P.C. = 52+26.09
P.T. = 62+59.35
NO SUPER

I40EB-I49NB-3
P.I. = 151+28.98
Δ = 4°05'10" RT.
D = 0°30'00"
T = 408.80'
L = 817.25'
P.C. = 147+20.18
P.T. = 155+37.43
NO SUPER

I40WB-I49NB-4
P.I. = 30+18.24
Δ = 3°15'59" RT.
D = 0°45'00"
T = 217.82'
L = 435.51'
P.C.C. = 28+00.42
P.T. = 32+35.93
e = 0.066'/'
Ls = 300'

I49SB-I40WB-3
P.I. = 34+60.60
Δ = 4°16'11" LT.
D = 0°30'00"
T = 427.19'
L = 853.99'
P.C. = 30+33.41
P.T. = 38+87.40
NO SUPER

I40WB-I49NB-2
P.I. = 18+66.28
Δ = 65°28'38" RT.
D = 7°00'00"
T = 526.26'
L = 935.39'
P.C.C. = 13+40.02
P.C.C. = 22+75.41
e = 0.098'/'
Ls = 350'

I40WB-I49NB-3
P.I. = 25+40.19
Δ = 18°22'32" RT.
D = 3°30'00"
T = 264,78'
L = 525.01'
P.C.C. = 22+75.41
P.C.C. = 28+00.42
e = 0.066'/'
Ls = 300'

I49SB-I40EB-4
P.I. = 38+21.05
Δ = 10°15'08" RT.
D = 4°45'00"
T = 108.20'
L = 215.83'
P.C. = 37+12.85
P.T. = 39+28.68
e = 0.082'/'
Ls = 300'

I49SB-I40WB-2
P.I. = 25+79.48
Δ = 46°56'32" LT.
D = 7°00'00"
T = 355.41'
L = 670.60'
P.C. = 22+24.07
P.T. = 28+94.67
e = 0.098'/'
Ls = 350'

I40WB-I49NB-1
P.I. = 11+70.62
Δ = 11°54'03" RT.
D = 3°30'00"
T = 170.62'
L = 340.02'
P.C. = 10+00.00
P.C.C. = 13+40.02
e = 0.066'/'
Ls = 200'

I40WB-I49SB-3
P.I. = 63+13.60
Δ = 0°40'18" LT.
D = 0°15'00"
T = 134.33'
L = 268.67'
P.C. = 61+79.27
P.T. = 64+47.94
NO SUPER

I49NB-I40WB-4
P.I. = 74+18.87
Δ = 2°48'25" RT.
D = 0°30'00"
T = 280.75'
L = 561.39'
P.C. = 71+38.12
P.T. = 76+99.51
NO SUPER

I49NB-I40WB-3
P.I. = 66+92.85
Δ = 25°21'26" RT.
D = 4°30'00"
T = 286.44'
L = 563.49'
P.C. = 64+06.41
P.T. = 69+69.90
e = 0.078'/'
Ls = 300.00'

I40EB-I49NB-1
P.I. = 102+98.29
Δ = 12°00'11" RT.
D = 2°00'00"
T = 301.18'
L = 600.16'
P.C. = 99+97.11
P.T. = 105+97.27
NO SUPER

I40EB-I49SB-1
P.I. = 11+63.23
Δ = 5°42'30" RT.
D = 1°45'00"
T = 163.23'
L = 326.19'
P.C. = 10+00.00
P.T. = 13+26.19
NO SUPER

I40EB-I49SB-2
P.I. = 23+91.28
Δ = 77°40'19" RT.
D = 7°30'00"
T = 615.02'
L = 1035.62'
P.C. = 17+76.27
P.T. = 28+11.89
e = 0.100'/'
Ls = 350.00'

I40EB-I49SB-3
P.I. = 33+70.62
Δ = 4°00'00" RT.
D = 0°45'00"
T = 266.77'
L = 533.33'
P.C. = 31+03.85
P.T. = 36+37.18
NO SUPER

I40EB-I49NB-2
P.I. = 126+57.95
Δ = 84°21'56" LT.
D = 5°30'00"
T = 944.02'
L = 1533.92'
P.C. = 117+13.93
P.T. = 132+47.85
e = EXIST
Ls = N/A

I40WB-I49SB-2
P.I. = 44+93.27
Δ = 89°14'04" RT.
D = 4°30'00"
T = 1256.34'
L = 1982.99'
P.C. = 32+36.93
P.T. = 52+19.92
e = 0.078'/'
Ls = 300'

I40WB-I49SB-1
P.I. = 13+45.08
Δ = 3°26'59" LT.
D = 0°30'00"
T = 345.08'
L = 689.95'
P.C. = 10+00.00
P.T. = 16+89.95
NO SUPER

I49NB-I40WB-1
P.I. = 14+22.51
Δ = 6°19'29" RT.
D = 0°30'00"
T = 633.12'
L = 1264.96'
P.C. = 7+89.39
P.T. = 20+54.35
NO SUPER

I49NB-I40WB-2
P.I = 50+18.17
Δ =121°44'47" LT.
D = 7°00'00"
T = 1468.95'
L = 1739.23'
P.C. = 35+49.22
P.T. = 52+88.45
e = 0.098'/'
Ls = 350'

I49SB-I40EB-1
P.I. = 9+51.64
Δ = 1°33'21" LT.
D = 1°30'23"
T = 51.64'
L = 103.28'
P.C. = 9+00.00
P.C.C. = 10+03.28
NO SUPER

I49SB-I40EB-2
P.I. = 12+74.39
Δ = 31°42'00" LT.
D = 6°00'00"
T = 271.11'
L = 528.33'
P.C.C. = 10+03.28
P.T. = 15+31.61
NO SUPER

I49NB-I40EB-1
P.I. = 12+36.72
Δ = 8°04'32" RT.
D = 0°45'00"
T = 539.26'
L = 1076.74'
P.C. = 6+97.46
P.T. = 17+74.20
NO SUPER

I49NB-I40EB-2
P.I. = 23+82.31
Δ = 39°46'49" RT.
D = 5°00'00"
T = 414.59'
L = 795.61'
P.C. = 19+67.72
P.T. = 27+63.33
e = 0.084'/'
Ls=300'

I49SB-I40EB-3
P.I. = 35+47.49
Δ =127°19'58" RT.
D = 7°00'00"
T = 1653.68'
L = 1819.04'
P.C. = 18+93.81
P.C.C. = 37+12.85
e = EXIST
Ls = N/A

I-49-6
P.I. = 813+00.28
Δ = 9°11'47" RT.
D = 0°45'00"
T = 614.42'
L = 1226.20'
P.C. = 806+85.86
P.T. = 819+12.06
e = 0.030 '/'
Ls = 350'

I49NB-I40WB-5
P.I = 79+18.55
Δ = 3°16'40" LT.
D = 0°44'54"
T = 219.05'
L = 437.97'
P.R.C. = 76+99.51
P.O.E. = 81+37.48
e = RC
Ls = 250'

I40EB-I49NB-3
I49SB-I40EB-5
PROP. ROW & COA
PROP. ROW
I40WB-I49NB-4
EXIST. ROW & COA
I40WB-I49NB-3
C.L. COLLUM FR
PROP. ROW & COA
I40WB-I49SB-3
I40WB-I49NB-1
I49SB-I40EB-1
I49SB-I40WB-3
C.L. RAMP I40EB-I49NB
I40WB-I49NB-2
C.L. RAMP I40WB-I49NB
EXISTING RAMP TO BE REMOVED
C.L. RAMP I49SB-I40EB
C.L. I-49
RUDY RD.
I49SB-I40EB-4
I49SB-I40WB-2
I49SB-I40EB-2
EXISTING RAMP TO BE REMOVED
C.L. RAMP I49SB-I40WB
C.L. MED I-40
I49SB-I40EB-3
EXISTING RAMP TO BE REMOVED
BRIDGE 07694
PROP. ROW & COA
EXIST. ROW
I40EB-I49NB-2
I40WB-I49SB-2
EXIST. ROW
I49NB-I40WB-3
PROP. ROW & COA
EXISTING RAMP TO REMAIN
FUTURE C.L. RAMP I40EB-I49SB
I40EB-I49SB-2
FUTURE C.L. RAMP I40WB-I49SB
I40EB-I49SB-1
I40EB-I49SB-3
I49NB-I40WB-4
I49NB-I40WB-5
I40EB-I49NB-1
KOLLER RD.
EXIST. ROW
ARKHOLA RD. 610
C.L. LT ML-I-40
C.L. RT ML-I-40
C.L. HWY 64
EXIST. ROW
PROP. ROW & COA
C.L. I-49
I40WB-I49SB-1
I49NB-I40WB-1
I-49-6
EXISTING RAMP TO REMAIN
FUTURE C.L. RAMP I49NB-I40EB
I49NB-I40EB-2
FUTURE C.L. RAMP I49NB-I40WB
PROP. ROW & COA
I49NB-I40EB-1
PROP. ROW
EXIST. ROW
C.L. HWY 64
EXIST. ROW

I-49/I-40
INTERCHANGE LAYOUT SHEET

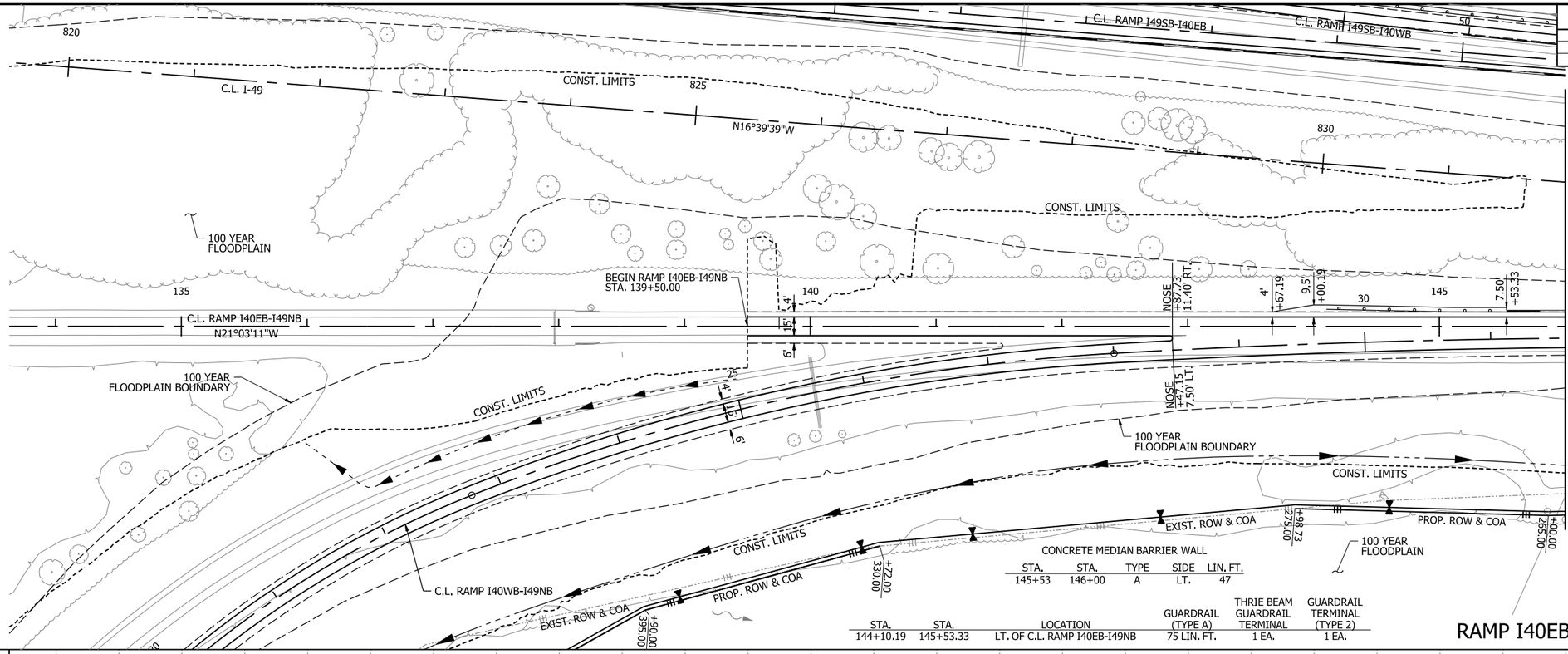
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	260	742

PLAN AND PROFILE SHEETS - RAMP I40EB-I49NB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



CONCRETE MEDIAN BARRIER WALL

STA.	STA.	TYPE	SIDE	LIN. FT.
145+53	146+00	A	LT.	47

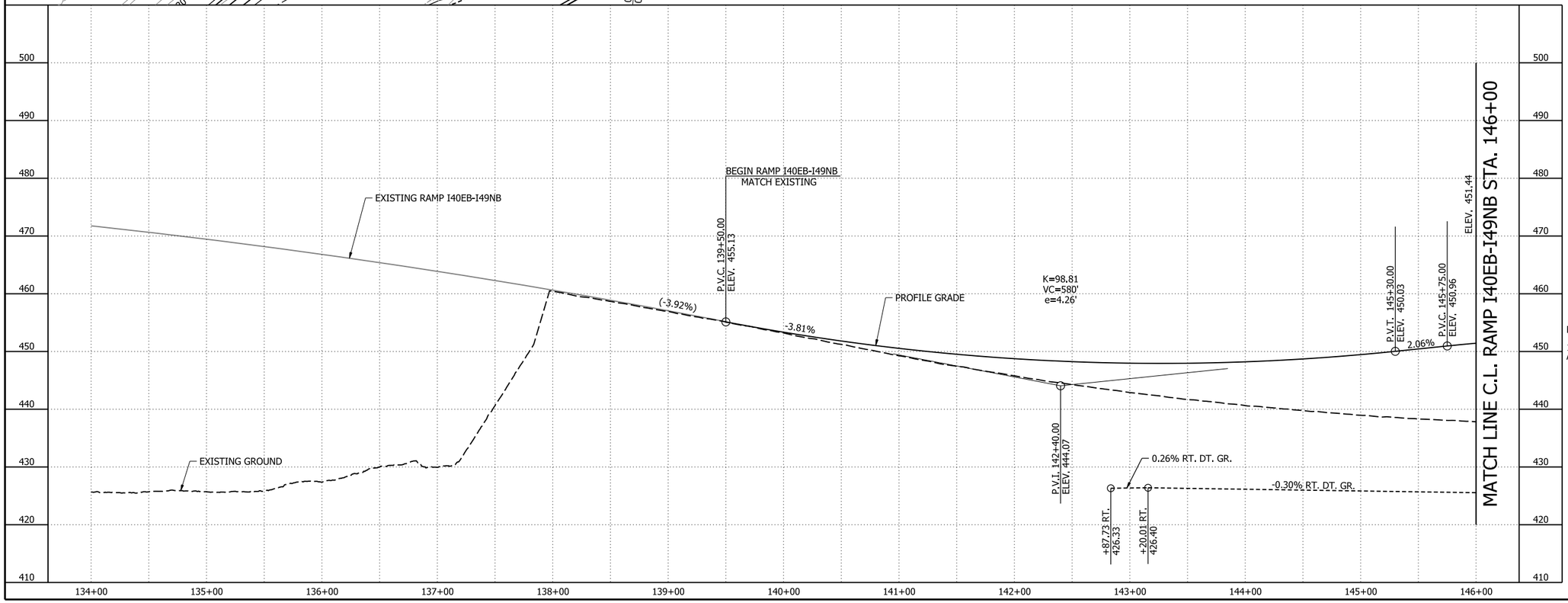
STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
144+10.19	145+53.33	LT. OF C.L. RAMP I40EB-I49NB	75 LIN. FT.	1 EA.	1 EA.

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT



NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

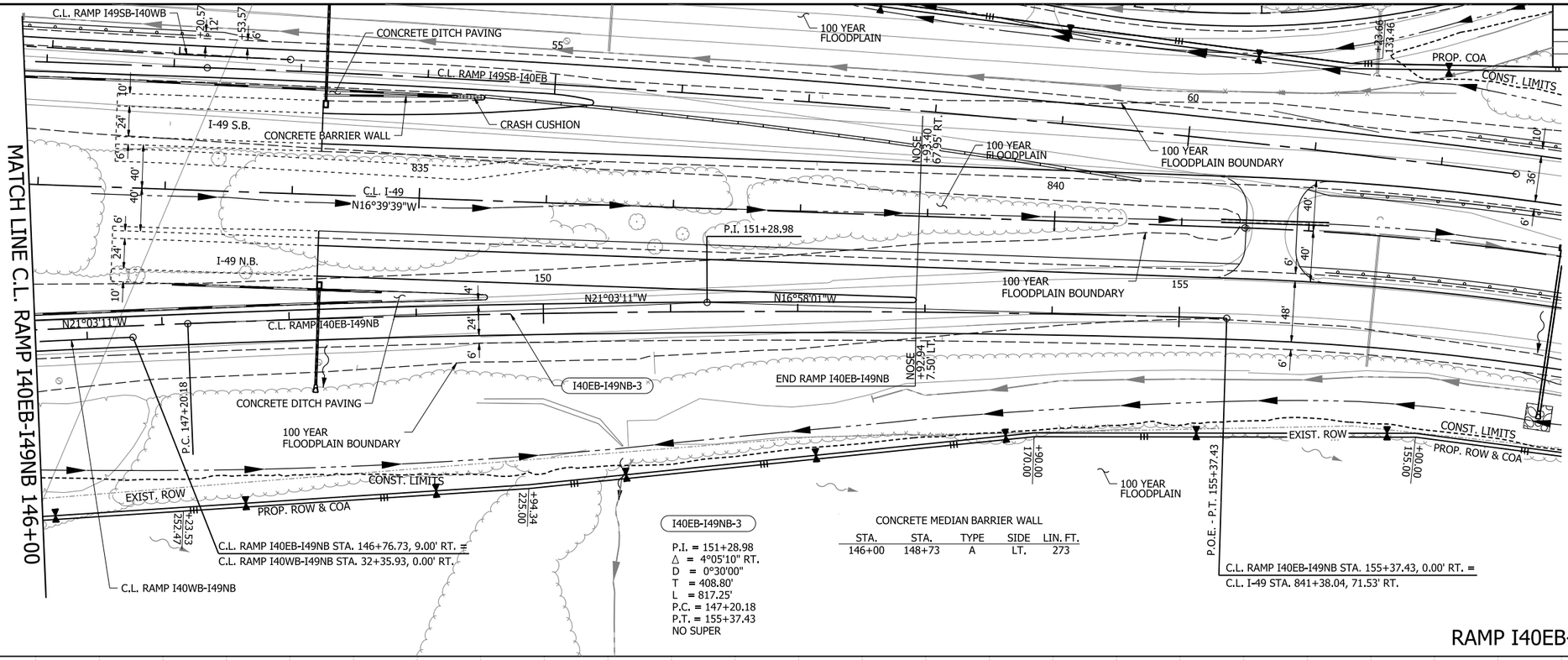
RAMP I40EB-I49NB
PLAN AND PROFILE SHEETS

4/30/2026 4:55:10 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	261	742

PLAN AND PROFILE SHEETS - RAMP I40EB-I49NB

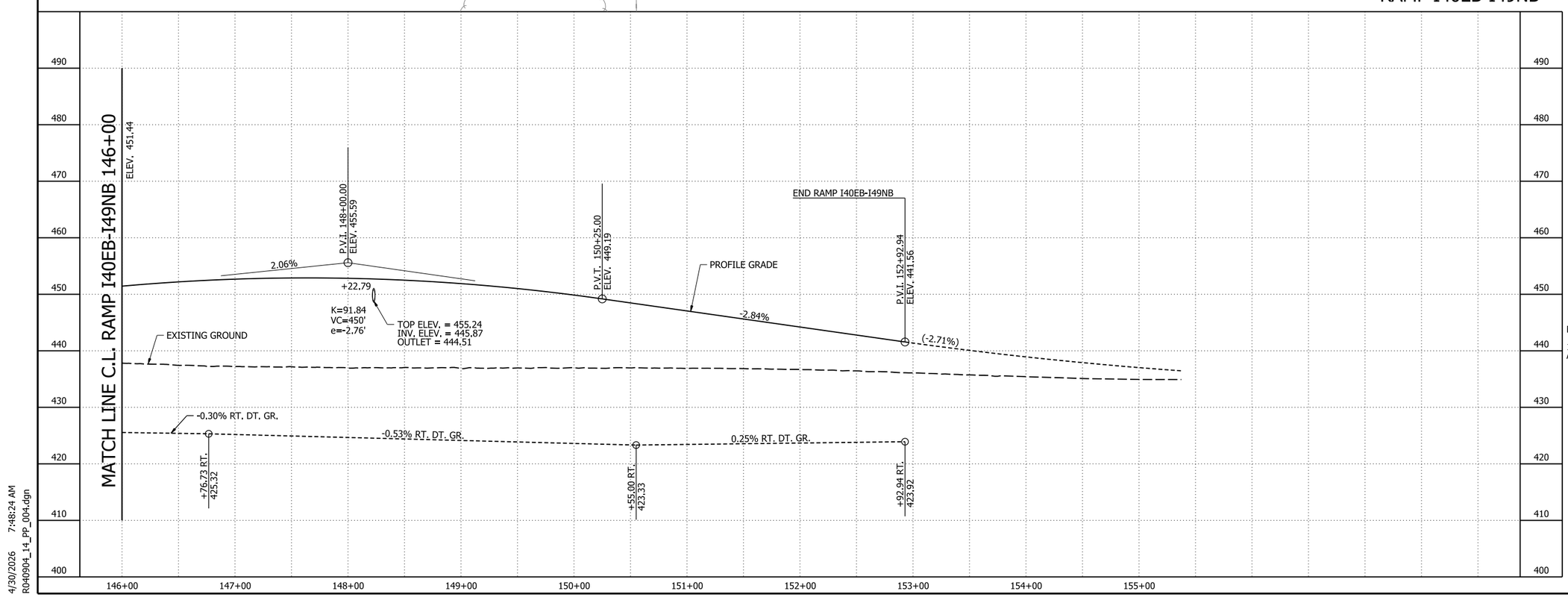
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



RAMP I40EB-I49NB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

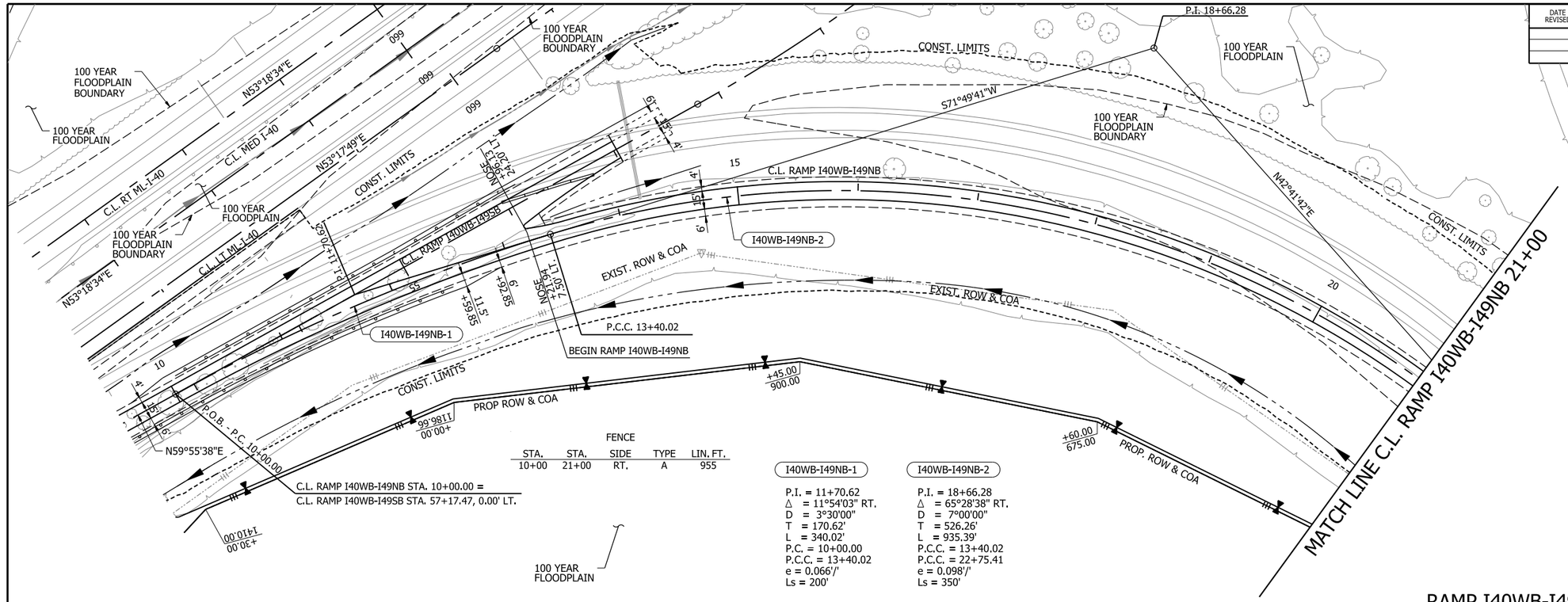
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I40EB-I49NB
PLAN AND PROFILE SHEETS

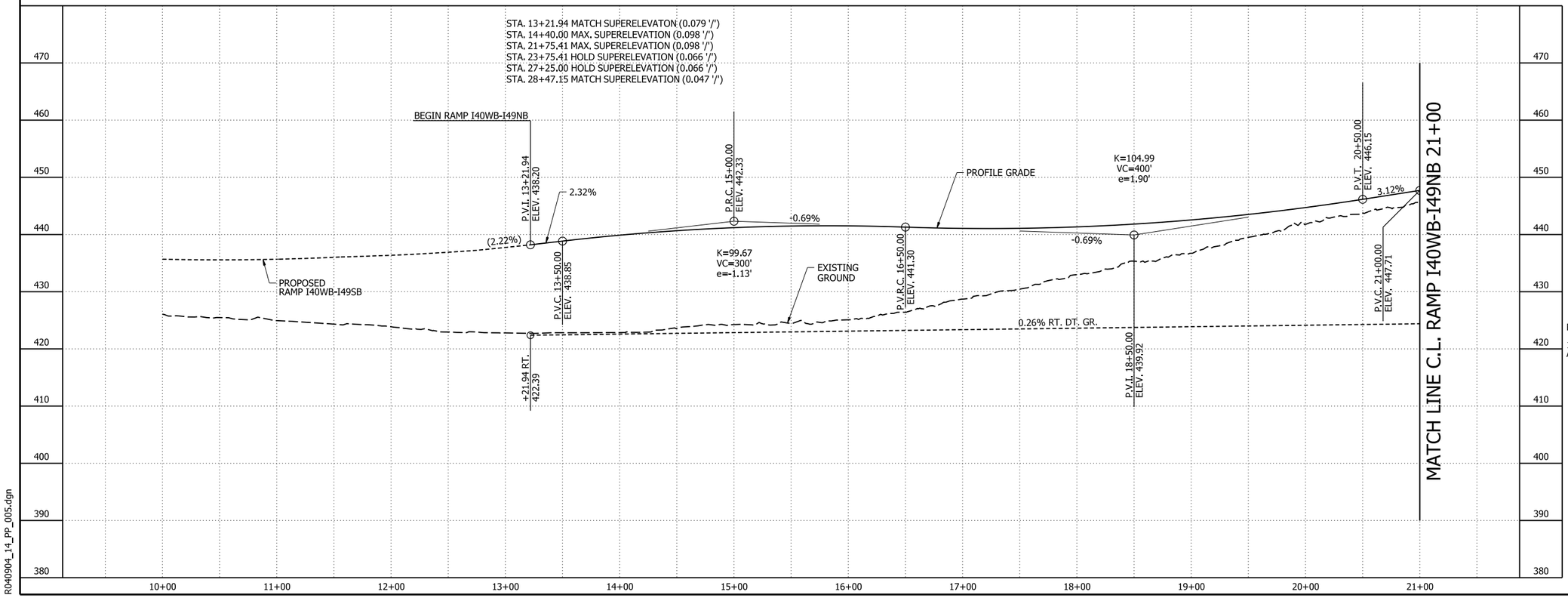
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	262	742
		PLAN AND PROFILE SHEETS - RAMP I40WB-I49NB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



RAMP I40WB-I49NB



RAMP I40WB-I49NB
PLAN AND PROFILE SHEETS

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

N

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

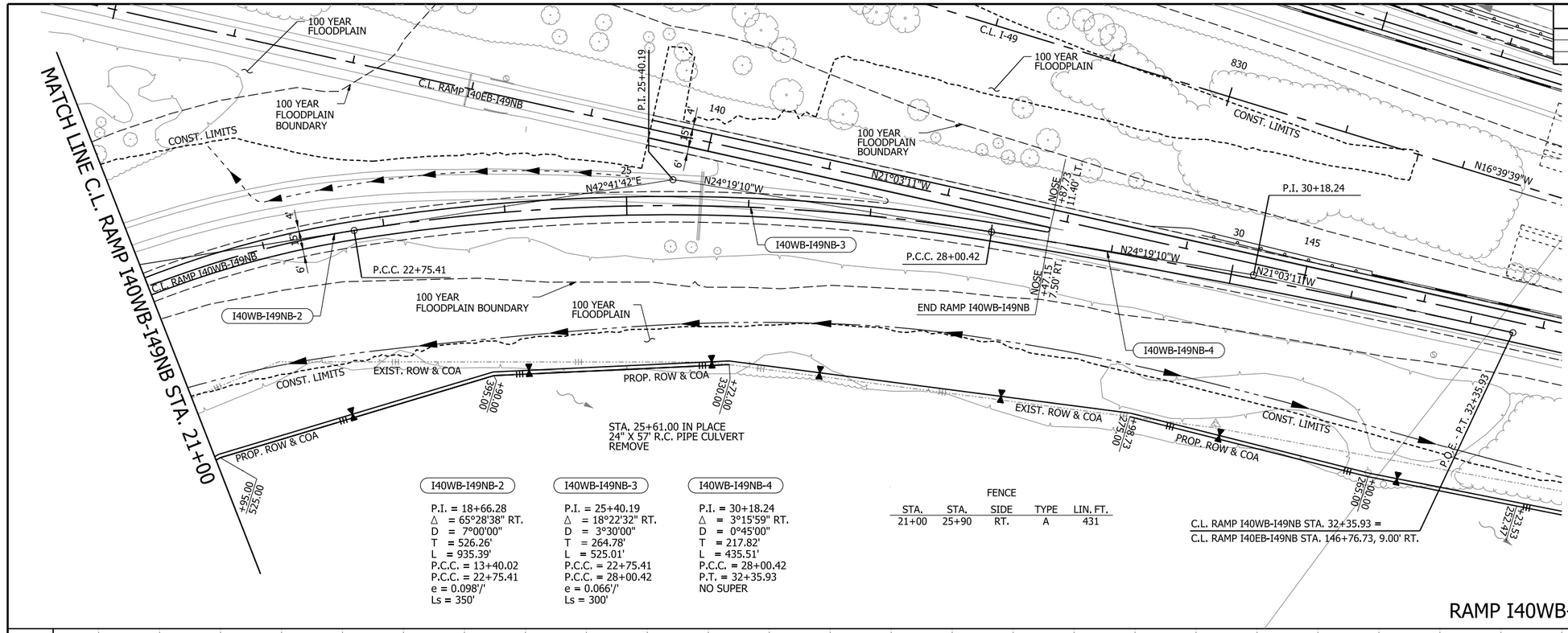
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	263	742
		PLAN AND PROFILE SHEETS - RAMP I40WB-I49NB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'



I40WB-I49NB-2

P.I. = 18+66.28
Δ = 65°28'38" RT.
D = 7°00'00"
T = 526.26'
L = 935.39'
P.C.C. = 13+40.02
P.C.C. = 22+75.41
e = 0.098'/'
Ls = 350'

I40WB-I49NB-3

P.I. = 25+40.19
Δ = 18°22'32" RT.
D = 3°30'00"
T = 264.78'
L = 525.01'
P.C.C. = 22+75.41
P.C.C. = 28+00.42
e = 0.066'/'
Ls = 300'

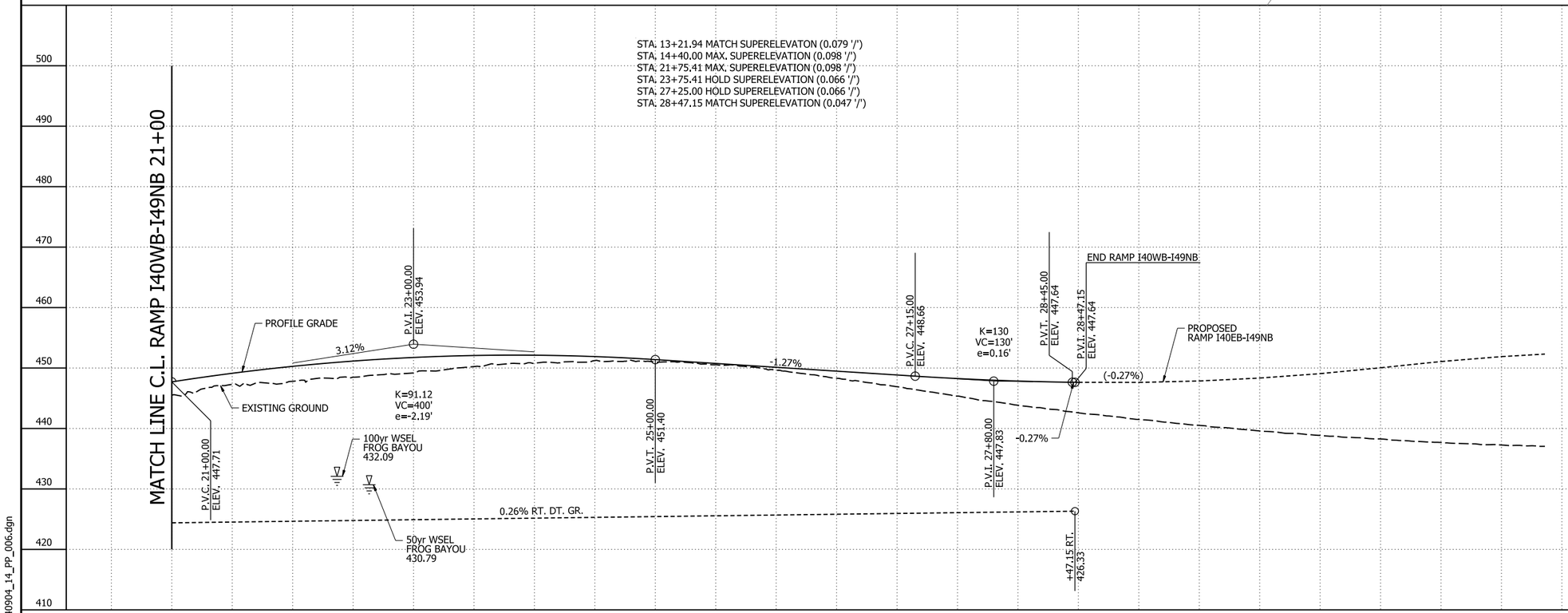
I40WB-I49NB-4

P.I. = 30+18.24
Δ = 3°15'59" RT.
D = 0°45'00"
T = 217.82'
L = 435.51'
P.C.C. = 28+00.42
P.T. = 32+35.93
NO SUPER

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
21+00	25+90	RT.	A	431

RAMP I40WB-I49NB



RAMP I40WB-I49NB

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I40WB-I49NB
PLAN AND PROFILE SHEETS

4/30/2026 7:48:42 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	264	742
		PLAN AND PROFILE SHEETS - RAMP I40WB-I49SB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-4-2026

I40WB-I49SB

P.I. = 44+93.27
Δ = 89°14'04" RT.
D = 4°30'00"
T = 1256.34'
L = 1982.99'
P.C. = 32+36.93
P.T. = 52+19.92
e = 0.078'/'
Ls = 300'

C.L. RAMP I40WB-I49SB STA. 44+60.76 =
C.L. LT ML-I-40 STA. 651+11.58
Δ = 27°30'20"

100 YEAR FLOODPLAIN BOUNDARY
100 YEAR FLOODPLAIN
C.L. RAMP I40EB-I49NB
C.L. RAMP I40WB-I49SB
C.L. LT ML-I-40 N53°16'13"E
C.L. MED I-40 N53°18'34"E
C.L. RT ML-I-40 N53°18'34"E
CONST. LIMITS
EXIST. ROW & COA
PROP. ROW & COA
C.L. RAMP I40WB-I49NB
BEGIN GRADING STA. 52+50.25
P.T. 52+19.92
N59°55'38"E
FUTURE PAVING BY OTHERS
BEGIN PAVING STA. 52+97.52
P.C. 659+56.05
Δ = 0°01'01"
N53°17'14"E
STA. 52+85.00 IN PLACE 24" X 100' R.C. PIPE CULVERT REMOVE
+00.00 1186.66
NOSE +21.94 7.50' LT.
6' +30.18
11.5' +61.81
11.50' +75.50
NOSE +96.13 24.20' LT.
9.5' +00.00
MATCH LINE RAMP I40WB-I49SB STA. 56+00

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE 1)
53+85.50	56+00.00	RT. OF C.L. RAMP I40WB-I49SB	214.50 LIN. FT.	
54+71.81	56+00.00	LT. OF C.L. RAMP I40WB-I49SB	129.03 LIN. FT.	1 EA.

RAMP I40WB-I49SB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'
0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

STA. 30+12.00 BEGIN SUPERELEVATION
STA. 33+12.00 MAX. SUPERELEVATION (0.078 '/')
STA. 51+45.00 MAX. SUPERELEVATION (0.078 '/')
STA. 54+45.00 END SUPERELEVATION

P.V.I. 44+00.00 ELEV. 486.70
K=85.96 VC=600' e=-5.23'
C.L. LT ML-I-40
P.V.T. 47+00.00 ELEV. 471.70
50yr WSEL FROG BAYOU 430.75
100yr WSEL FROG BAYOU 432.05
FUTURE RAMP PG AND BRIDGE BY OTHERS JOB 040903 (PHASE 2)
-5.00%
EXISTING GROUND
P.V.C. 51+90.00 ELEV. 447.20
+50.25
+82.52
+97.52
GRADING ONLY
GRADING AND BASE COURSE ONLY
BEGIN PAVING STA. 52+97.52
3:1
TOP OF ROCK FILL ELEV. = 433.00
PROFILE GRADE
K=96.55 VC=700' e=6.34'
100yr WSEL FROG BAYOU 432.05
50yr WSEL FROG BAYOU 430.75
2.25%
ELEV. 435.41
0.30% RT. DT. GR.
-0.30% LT. DT. GR.
-0.26% LT. DT. GR.
+00.00 RT. 425.33
+96.13 LT. 422.39
+17.00 LT. 422.07
P.V.I. 55+40.00 ELEV. 429.70
+48.14 RT. 426.38
MATCH LINE C.L. RAMP I40WB-I49SB STA. 56+00

500 490 480 470 460 450 440 430 420 410
44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I40WB-I49SB
PLAN AND PROFILE SHEETS

4/30/2026 7:49:04 AM
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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	265	742

PLAN AND PROFILE SHEETS - RAMP I40WB-I49SB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-4-2026

RAMP I40WB-I49SB

MATCH LINE RAMP I40WB-I49SB STA. 56+00

STA. 58+72.55 IN PLACE
2-24" PVC PIPES WITH FES LT.
REMOVE FES LT.
RETAIN & EXTEND DOUBLE 24" X 68' LT.
(CLASS III)(TYPE 3 BEDDING)
WITH FES LT.
DUMPED RIPRAP LT. = 36 CU. YDS.

C.L. RAMP I40WB-I49SB STA. 57+17.47, 0.00' RT. =
C.L. RAMP I40WB-I49NB STA. 10+00.00, 0.00' LT.

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

+30.00 1410.00

+70.00 1475.00

+53.96 1515.00

PROP. ROW & COA

EXIST. ROW

CONST. LIMITS

C.L. RAMP I40WB-I49NB

C.L. RAMP I40WB-I49SB

C.L. RAMP I40WB-I49SB STA. 60+49.17, 7.50' RT. =
C.L. LT ML-I-40 STA. 669+69.67, 32.69' LT.=

RUDY RD.

CONCRETE DITCH PAVING

NOSE +49.17 7.50' RT.

P.C. 61+79.27

9.5' +39.00

60

11.5'

15'

4'

9.5'

+20.50

+53.50

01

665

C.L. LT ML-I-40
N53°17'14"E

C.L. MED I-40
N53°18'34"E

C.L. RT ML-I-40
N53°18'34"E

NOSE +69.67 32.69' LT.

CONCRETE DITCH PAVING

I40WB-I49SB-3

P.I. = 63+13.60
Δ = 0°40'18" LT.
D = 0°15'00"
T = 134.33'
L = 268.67'
P.C. = 61+79.27
P.T. = 64+47.94
NO SUPER

END RAMP I40WB-I49SB STA. 64+47.94 =
C.L. LT ML-I-40 STA. 670+48.11, 16.50' LT.

N59°55'38"E

N59°15'20"E

670

P.I. 63+13.60

CONST. LIMITS

CONST. LIMITS 01

C.L. RAMP I49SB-I40EB

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

N

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
56+00.00	57+10.50	RT. OF C.L. RAMP I40WB-I49SB	61 LIN. FT.		1 EA.
56+00.00	61+39.00	LT. OF C.L. RAMP I40WB-I49SB	521 LIN. FT.	1 EA.	

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
57+17	58+10	LT.	A	84	1
58+40	58+50	LT.	A	43	

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
59+00.00	61+01.43	LT.	208	6'-0"	138.67
60+01.74	60+49.72	RT.	47	VAR.	59.39
61+47.69	61+69.84	LT.	22	VAR.	5.66

CONCRETE MEDIAN BARRIER WALL

STA.	STA.	TYPE	SIDE	LIN. FT.
61+39.00	61+99.00	A	LT.	60

MATCH LINE RAMP I40WB-I49SB STA. 56+00

END RAMP I40WB-I49SB

K=96.55
VC=700'
e=6.34'

ELEV. 435.41

PROFILE GRADE

P.V.T. 58+90.00
ELEV. 437.57

P.V.I. 60+49.17
ELEV. 441.15

I-40 WB WIDENING

2.25%

(2.27%)

+72.55

+33.94

EXISTING GROUND

7.86% LT. DT. GR.

-0.30% LT. DT. GR.

+49.17 LT.
435.00

F.L. IN RT. = 433.01
F.L. OUT LT. = 422.52

+05.00 LT.
421.21

+00.00 LT.
423.28

2.18% LT. DT. GR.

F.L. IN LT. = 421.66
F.L. OUT RT. = 420.65
50yr WS = 428.90
100yr WS = 429.50

480 470 460 450 440 430 420 410 400 390

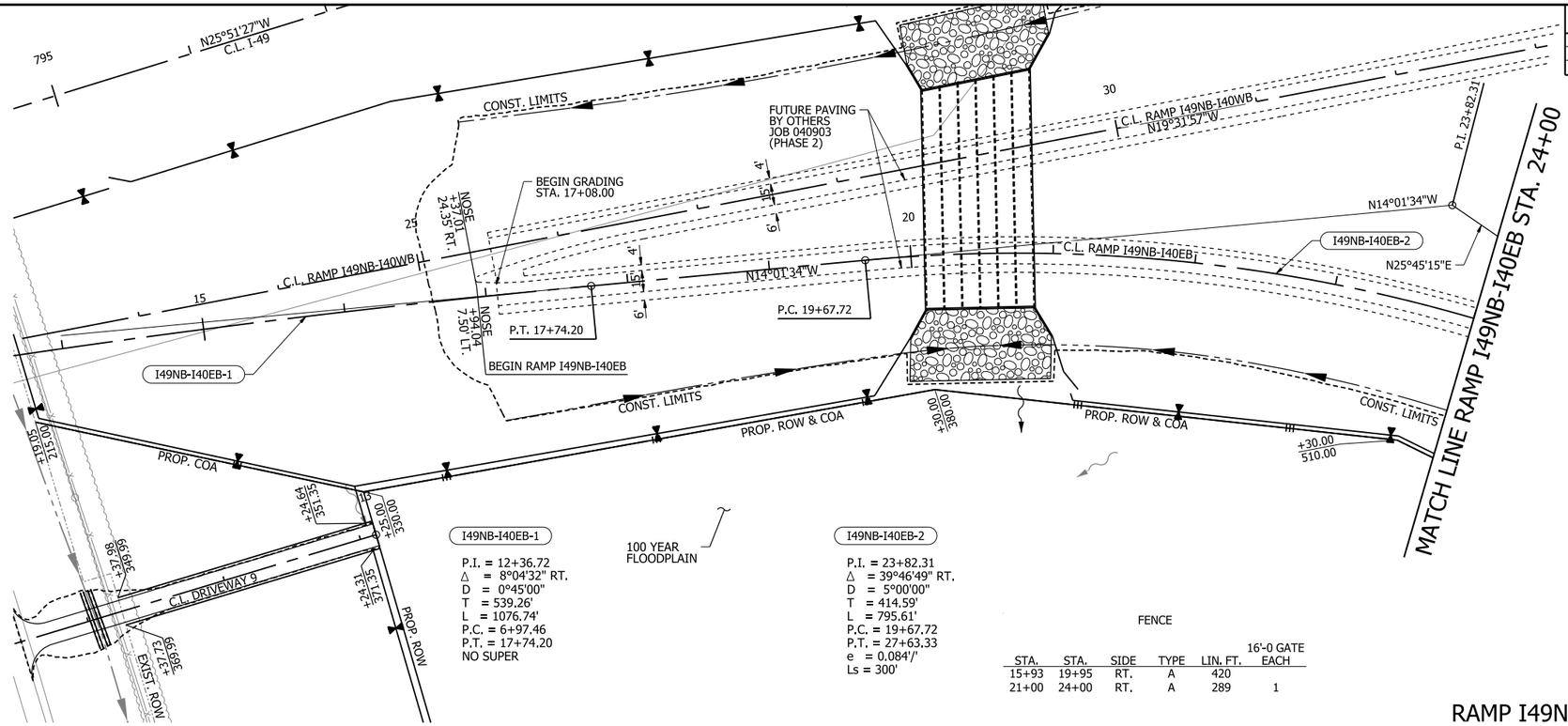
56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00

RAMP I40WB-I49SB
PLAN AND PROFILE SHEETS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	266	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40EB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



I49NB-I40EB-1

P.I. = 12+36.72
Δ = 8°04'32" RT.
D = 0°45'00"
T = 539.26'
L = 1076.74'
P.C. = 6+97.46
P.T. = 17+74.20
NO SUPER

100 YEAR FLOODPLAIN

I49NB-I40EB-2

P.I. = 23+82.31
Δ = 39°46'49" RT.
D = 5°00'00"
T = 414.59'
L = 795.61'
P.C. = 19+67.72
P.T. = 27+63.33
e = 0.084'/'
Ls = 300'

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
15+93	19+95	RT.	A	420	
21+00	24+00	RT.	A	289	1

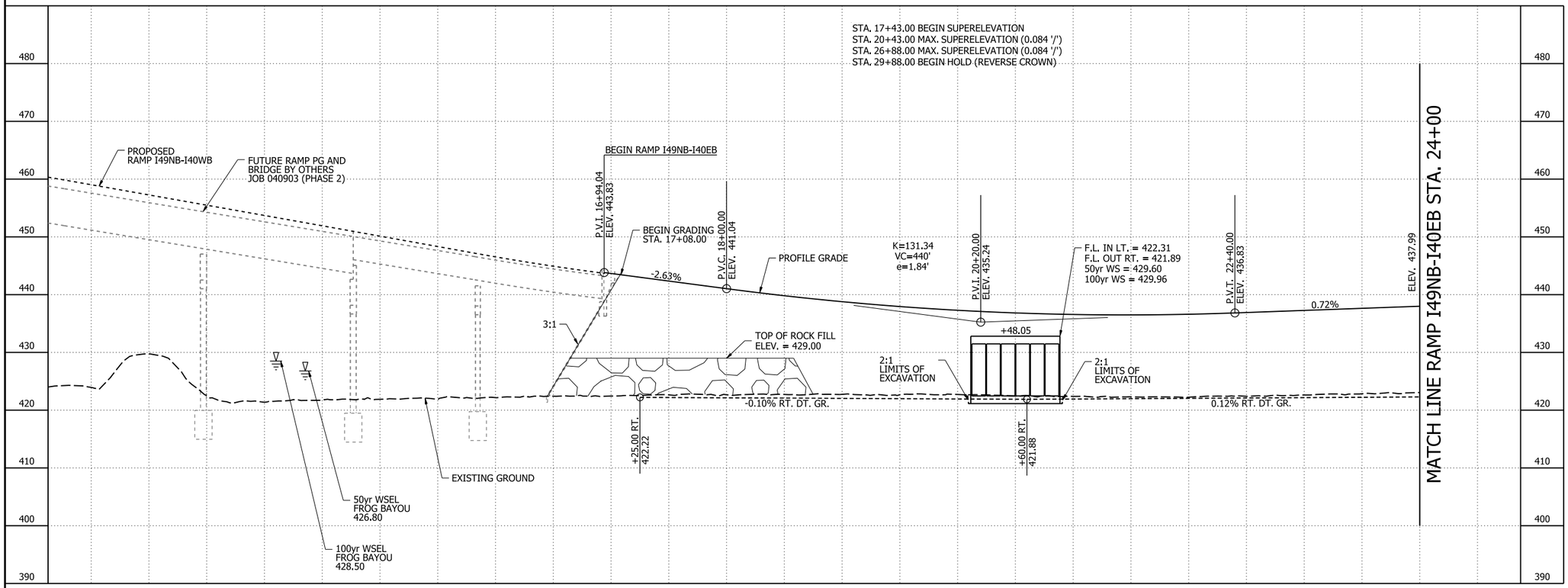
RAMP I49NB-I40EB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT



RAMP I49NB-I40EB
PLAN AND PROFILE SHEETS

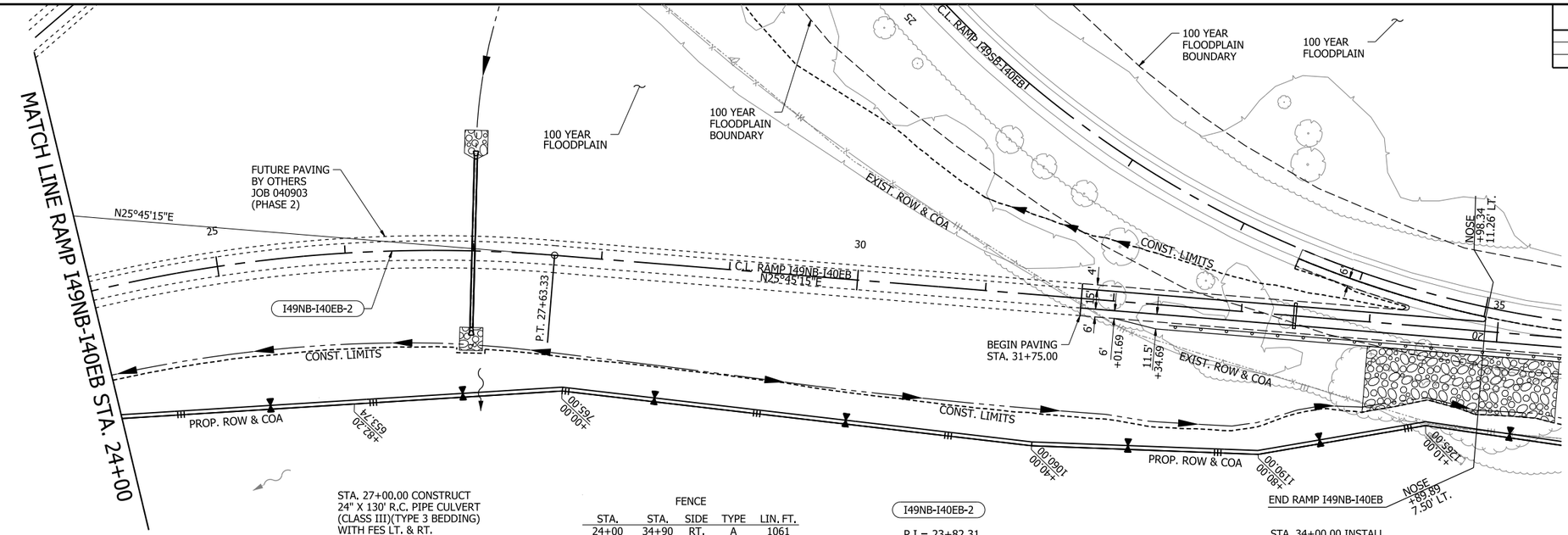
NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

4/30/2026 4:09:47 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	267	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40EB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
LYNDON O. LAWRENCE
5-4-2026



0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

STA. 27+00.00 CONSTRUCT
24" X 130' R.C. PIPE CULVERT
(CLASS III)(TYPE 3 BEDDING)
WITH FES LT. & RT.
24" FES = 2 EACH
Q50 = 18.40 CFS D.A. = 8.75 ACRES
DUMPED RIPRAP LT. & RT. = 36 CU. YDS.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
24+00	34+90	RT.	A	1061

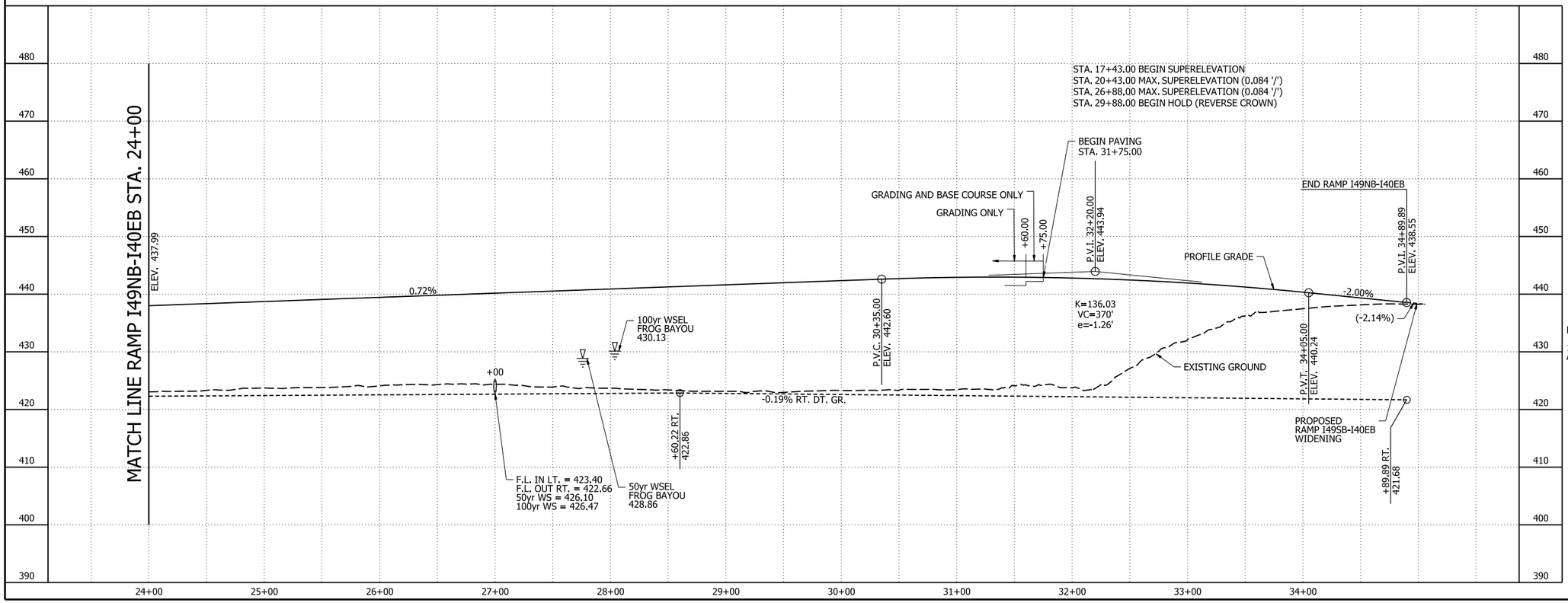
STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)
32+44.69	34+89.89	RT. OF C.L. RAMP I49NB-I40EB	195.20 LIN. FT.	1 EA.

I49NB-I40EB-2

P.I.= 23+82.31
Δ = 39°46'49" RT.
D = 5°00'00"
T = 414.59'
L = 795.61'
P.C. = 19+67.72
P.T. = 27+63.33
e = 0.084'/'
Ls = 300'

STA. 34+00.00 INSTALL
DUMPED RIPRAP RT. = 370 CU. YDS
FILTER BLANKET = 739 SQ. YDS.

RAMP I49NB-I40EB



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49NB-I40EB
PLAN AND PROFILE SHEETS

4/30/2026 4:12:53 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	268	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

RAMP I49NB-I40WB

800
795
C.L. I-49
N25°51'27"W
STA. 29+00.00 CONSTRUCT
SEXTUPLE 12' X 9' X 162' R.C. BOX CULVERT
10° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 11404 CFS D.A. = 36410 ACRES
DUMPED RIPRAP LT. & RT. = 530 CU. YDS.
SPAN = 77.93 FT.
CONST. LIMITS
BEGIN GRADING
STA. 25+51.63
NOSE
+37.01
24.35 RT.
NOSE
+34.04
7.50 LT.
N19°31'57"W
C.L. RAMP I49NB-I40WB
N14°01'34"W
C.L. RAMP I49NB-I40EB
FUTURE PAVING
BY OTHERS
JOB 040903
(PHASE 2)
+19.05
215.00
EXIST. ROW
PROP. COA
+37.08
349.99
+24.64
351.35
+25.00
330.00
C.L. DRIVEWAY 9
+24.31
371.35
PROP. ROW
+37.73
369.99
+30.00
380.00
PROP. ROW & COA
+30.00
510.00
4'
+16.00
6'
15'
4'
6'
MATCH LINE C.L. RAMP I49NB-I40WB STA. 34+00

STA. 32+87.00 BEGIN SUPERELEVATION
STA. 36+37.00 MAX SUPERELEVATION (0.098'/')
STA. 52+01.00 MAX. SUPERELEVATION (0.098 '/')
STA. 55+51.00 BEGIN HOLD (REVERSE CROWN)

ELEV. 455.60
FUTURE RAMP PG AND
BRIDGE BY OTHERS
JOB 040903 (PHASE 2)
-3.48%
P.V.C. 24+25.00
ELEV. 447.78
BEGIN GRADING
STA. 25+51.63
K=108.02
VC=700'
e=5.67'
PROFILE GRADE
P.V.I. 27+75.00
ELEV. 435.61
P.V.T. 31+25.00
ELEV. 446.11
3.00%
P.V.C. 34+00.00
ELEV. 454.36
TOP OF ROCK FILL
ELEV. = 429.00
3:1
2:1
LIMITS OF
EXCAVATION
+00
2:1
LIMITS OF
EXCAVATION
TOP OF ROCK FILL
ELEV. = 430.00
0.10% LT. DT. GR.
0.10% LT. DT. GR.
+46.13 LT.
421.96
F.L. IN LT. = 422.31
F.L. OUT RT. = 421.89
50yr WS = 429.60
100yr WS = 429.96
EXISTING GROUND
50yr WSEL
FROG BAYOU
426.77
100yr WSEL
FROG BAYOU
428.46
MATCH LINE C.L. RAMP I49NB-I40WB STA. 34+00

490 480 470 460 450 440 430 420 410 400
22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

4/30/2026 4:14:07 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	269	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
5-1-2026

MATCH LINE C.L. RAMP I49NB-I40WB STA. 34+00

MATCH LINE C.L. RAMP I49NB-I40WB STA. 46+00

C.L. I-49

C.L. RAMP I40WB-I49SB

C.L. RT ML-I-40

C.L. MED I-40

C.L. LT ML-I-40

C.L. RAMP I40EB-I49NB

CONST. LIMITS

REVERSE SHOULDERS

6' +16.00

4'

N19°31'57"W

35

P.C. 35+49.22

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

I49NB-I40WB-2

P.I. = 50+18.17
Δ = 121°44'47" LT.
D = 7°00'00"
T = 1468.95'
L = 1739.23'
P.C. = 35+49.22
P.T. = 52+88.45
e = 0.098'/'
Ls = 350'

C.L. RAMP I49NB-I40WB STA. 41+98.14 =
C.L. LT ML-I-40 STA. 649+34.92
Δ = 118°13'40"

C.L. RAMP I49NB-I40WB STA. 41+70,95 =
C.L. RAMP I40EB-I49NB STA. 127+38.83
Δ = 69°59'48"

C.L. RAMP I49NB-I40WB STA. 41+51.30 =
C.L. MED I-40 STA. 649+37.89
Δ = 65°00'43"

C.L. RAMP I49NB-I40WB STA. 41+06.23 =
C.L. RAMP I40WB-I49SB STA. 42+99.63
Δ = 77°02'17"

+61.42 6' 4' 9' 9' 23' +49.43

END GRADING STA. 39+72.12

40

C.L. RAMP I49NB-I40WB

100 YEAR FLOODPLAIN

C.L. RAMP I49NB-I40WB STA. 41+05.54 =
C.L. RT ML-I-40 STA. 649+56.05
Δ = 111°47'04"

30

100 YEAR FLOODPLAIN BOUNDARY

CONST. LIMITS

C.L. RAMP I49SB-I40EB

650

C.L. RAMP I49NB-I40WB STA. 43+23.69 =
C.L. I-49 STA. 814+50.92
Δ = 126°22'26"

45 +80.49 25' 40' +97.36 10' 6' 35' 12'

815

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

BEGIN GRADING STA. 43+47.46

35

100 YEAR FLOODPLAIN BOUNDARY

CONST. LIMITS

RAMP I49NB-I40WB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA. 32+87.00 BEGIN SUPERELEVATION
STA. 36+37.00 MAX SUPERELEVATION (0.098'/')
STA. 52+01.00 MAX. SUPERELEVATION (0.098 '/')
STA. 55+51.00 BEGIN HOLD (REVERSE CROWN)

FUTURE BRIDGE
I-49 N.B.
I-49 S.B.
C.L. I-49
FUTURE BRIDGE
C.L. RAMP I40WB-I49SB
C.L. RAMP I40EB-I49NB
EXISTING BRIDGE
FUTURE BRIDGE
FUTURE RAMP PG AND BRIDGE BY OTHERS
END GRADING STA. 39+72.12
V.C.=16.56'
BEGIN GRADING STA. 43+47.46
P.V.I. 45+40.00 ELEV. 453.91
ELEV. 454.84
PROFILE GRADE
3.00%
-0.50%
-3.05%
P.V.I. 35+50.00 ELEV. 458.86
K=85.71 VC=300' e=-1.31'
K=86.27 VC=220' e=-0.70'
P.V.C. 34+00.00 ELEV. 454.36
P.V.T. 37+00.00 ELEV. 458.11
P.V.C. 44+30.00 ELEV. 454.46
50yr WSEL FROG BAYOU 428.86
100yr WSEL FROG BAYOU 430.13
100yr WSEL FROG BAYOU 430.87
50yr WSEL FROG BAYOU 429.59
TOP OF ROCK FILL ELEV. = 433.00
TOP OF ROCK FILL ELEV. = 433.00
TOP OF ROCK FILL ELEV. = 431.00
3:1
3:1
C.L. RT ML-I-40
C.L. MED I-40
C.L. LT ML-I-40
EXISTING I-40 WB
EXISTING I-40 EB
EXISTING GROUND
0.10% LT. DT. GR.
-0.76% LT. DT. GR.
+77.74 LT. 423.39
+43.33 LT. 424.85

MATCH LINE C.L. RAMP I49NB-I40WB STA. 34+00

MATCH LINE C.L. RAMP I49NB-I40WB STA. 46+00

500 490 480 470 460 450 440 430 420 410

34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00

RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

4/30/2026 7:49:57 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	270	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

HORIZ. SCALE IN FEET: 0 50 100 150 200 — 1"=100'

VERT. SCALE IN FEET: 0 10 20 30 40 — 1"=20'

RAMP I49NB-I40WB

MATCH LINE C.L. RAMP I49NB-I40WB STA. 46+00

MATCH LINE C.L. RAMP I49NB-I40WB STA. 57+00

STA. 47+81.90 CONSTUCT
36" X 198' R.C. PIPE CULVERT
(CLASS III)(TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 68.30 CFS D.A. = 58.18 ACRES
36" FES = 2 EACH
DUMPED RIPRAP LT. & RT. = 79 CU. YDS.

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

STA. 54+62.40 BRIDGE BEGIN
BR. NO. 07694 (I-49 NB to I-40 WB)
317'-0" CONTINUOUS PLATE GIRDER UNIT NO. 1 (158'-6" - 158'-6")
330'-0" CONTINUOUS PLATE GIRDER UNIT NO. 2 (110'-110'-110')
VARIES (35'-8 15/16" MIN. ; 50'-4 15/16" MAX.) CLEAR ROADWAY UNIT NO. 1
VARIES (34'-0" MIN. ; 35'-8 15/16" MAX.) CLEAR ROADWAY UNIT NO. 2
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
649'-6" BRIDGE LENGTH
STA. 61+11.90 BRIDGE END.

EXIST. ROW & COA

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

CONST. LIMITS

REVERSE SHOULDERS

P.I. STA. 52+88.45

STA. 54+62.40 BEGIN BRIDGE 07694

STA. 54+27.60 BEGIN APPROACH SLAB

I49NB-I40WB-2

BEGIN PAVING STA. 51+75.00

C.L. RAMP I49NB-I40WB

C.L. RAMP I49SB-I40WB

N34°52'38"E

S38°43'16"W

NOSE +40.74 11.40' RT.

NOSE +86.78 +.50' RT.

+86.76 4'

+83.11 +13.32 +86.79

PROP. ROW & COA

+15.00 1170.00

+86.80 1222.93

+85.00 1095.00

BRIDGE 07694

+85.00 805.00

I49NB-I40WB-2
P.I. = 50+18.17
Δ =121°44'47" LT.
D = 7°00'00"
T = 1468.95'
L = 1739.23'
P.C. = 35+49.22
P.T. = 52+88.45
e = 0.098'/'
Ls = 350'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

STA. 32+87.00 BEGIN SUPERELEVATION
STA. 36+37.00 MAX SUPERELEVATION (0.098'/')
STA. 52+01.00 MAX. SUPERELEVATION (0.098 '/')
STA. 55+51.00 BEGIN HOLD (REVERSE CROWN)

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
52+23.32	54+42.64	LT. OF C.L. RAMP I49NB-I40WB	150 LIN. FT.	1 EA.	1 EA.

MATCH LINE C.L. RAMP I49NB-I40WB STA. 46+00
ELEV. 454.84

K=86.27
VC=220'
e=-0.70'

P.V.C. 47+25.00
ELEV. 448.27

K=98.04
VC=250'
e=0.80'

P.V.T. 49+75.00
ELEV. 443.84

-3.05%

P.V.T. 46+50.00
ELEV. 450.56

P.V.I. 48+50.00
ELEV. 444.46

GRADING AND BASE COURSE ONLY

GRADING ONLY

+60.00

+75.00

BEGIN PAVING STA. 51+75.00

PROFILE GRADE

-0.50%

BEGIN BRIDGE 07694
STA. 54+62.40

100yr WSEL FROG BAYOU 432.45

50yr WSEL FROG BAYOU 431.06

ELEV. 441.02

TOP OF ROCK FILL
ELEV. = 433.00

3:1

EXISTING GROUND

-0.76% LT. DT. GR.

+81.90

2.38% LT. DT. GR.

0.30% LT. DT. GR.

F.L. OUT LT. = 421.64
F.L. IN RT. = 422.15
50yr WS = 428.41
100yr WS = 429.72

+25.00 LT.
421.21

+50.00 LT.
426.56

+58.57 LT.
427.79

MATCH LINE C.L. RAMP I49NB-I40WB STA. 57+00

500 490 480 470 460 450 440 430 420 410

46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00

NOTES:

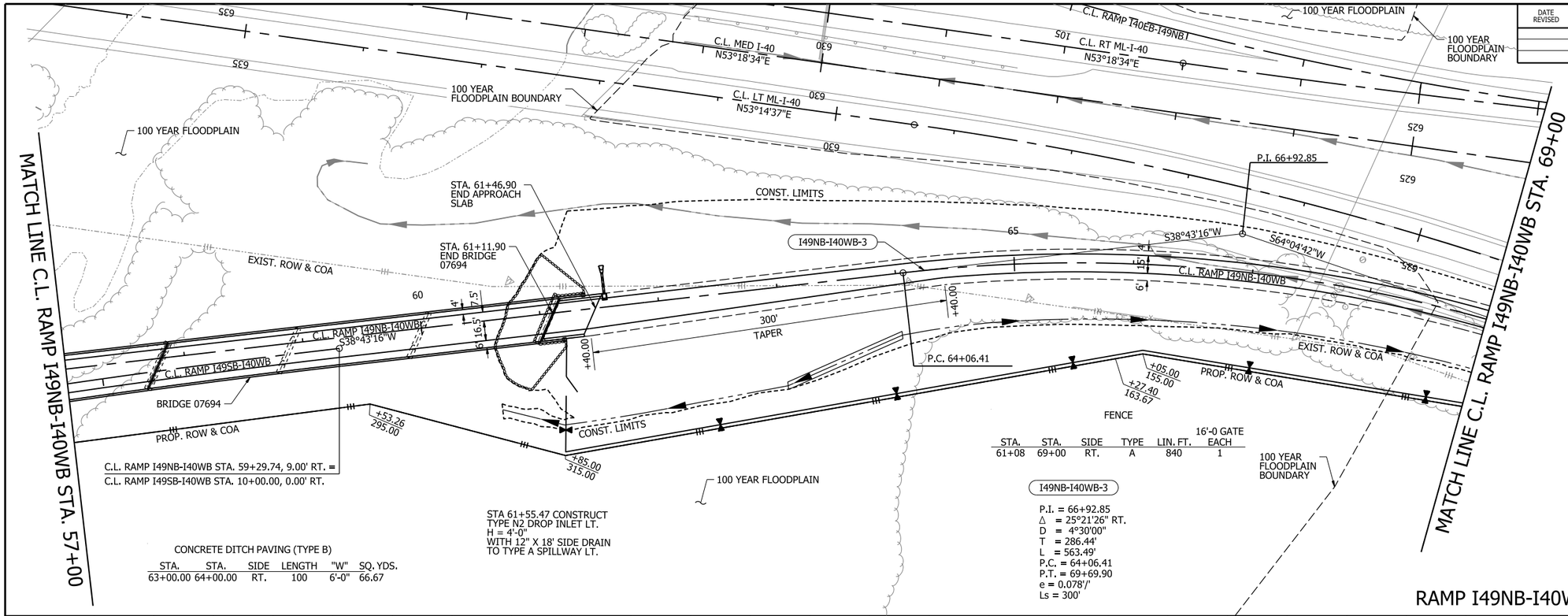
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

4/30/2026 7:50:18 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	271	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
6-8-2026



CONCRETE DITCH PAVING (TYPE B)

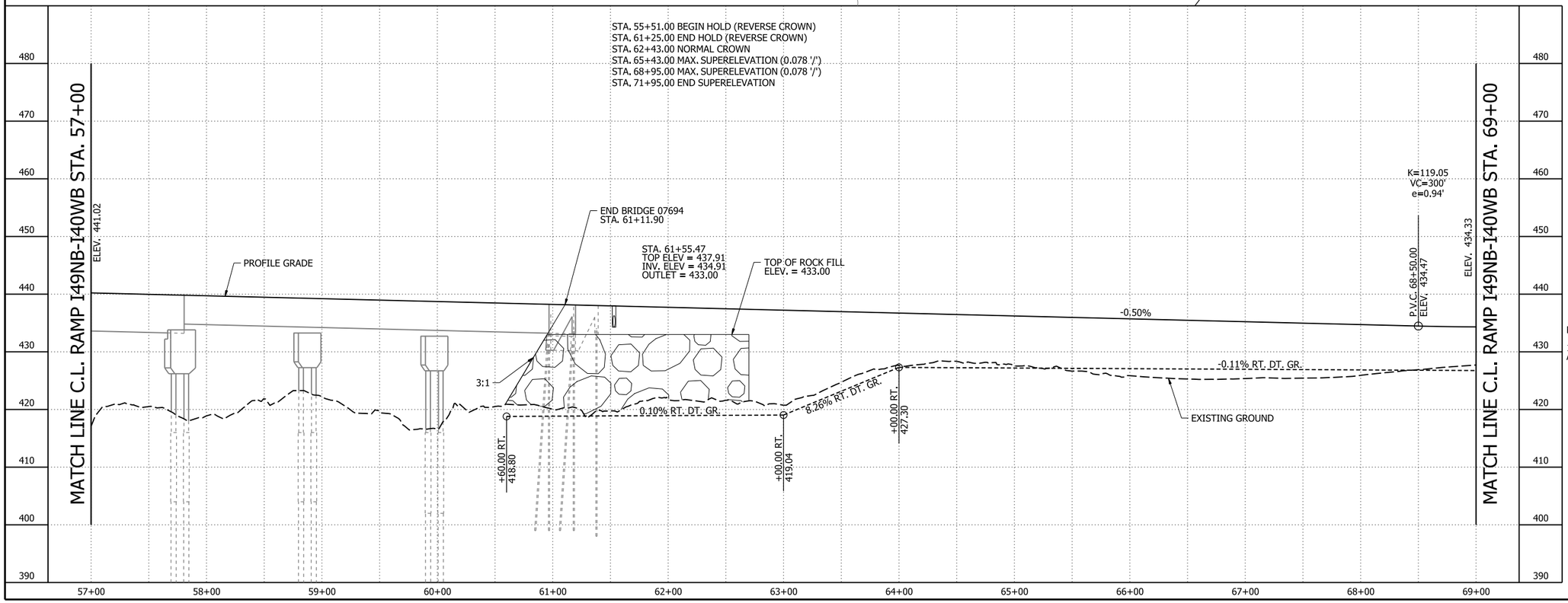
STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
63+00.00	64+00.00	RT.	100	6'-0"	66.67

RAMP I49NB-I40WB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT



NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

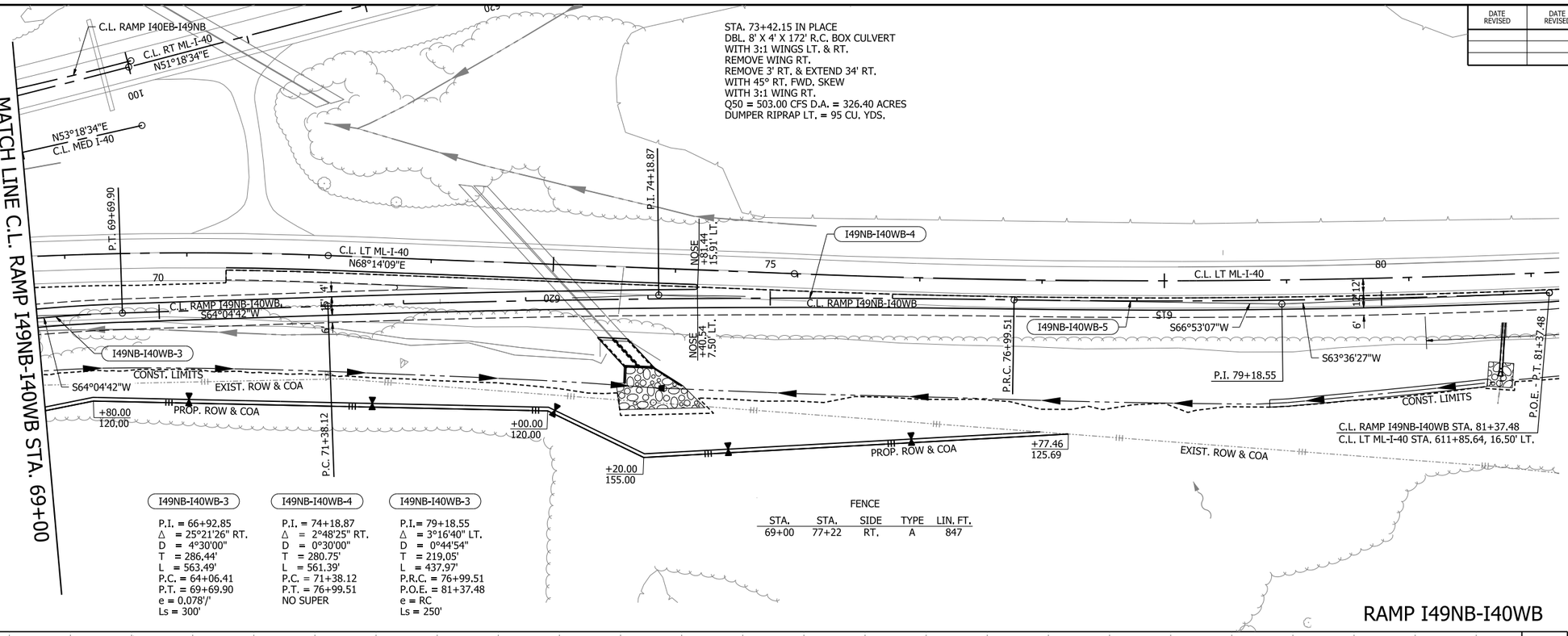
RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

6/2/2026 9:04:34 AM
R040904_14_PP_014.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	272	742
		PLAN AND PROFILE SHEETS - RAMP I49NB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

STA. 73+42.15 IN PLACE
DBL. 8' X 4' X 172' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
REMOVE WING RT.
REMOVE 3' RT. & EXTEND 34' RT.
WITH 45° RT. FWD. SKEW
WITH 3:1 WING RT.
Q50 = 503.00 CFS D.A. = 326.40 ACRES
DUMPER RIPRAP LT. = 95 CU. YDS.



I49NB-I40WB-3	I49NB-I40WB-4	I49NB-I40WB-3
P.I. = 66+92.85	P.I. = 74+18.87	P.I.= 79+18.55
Δ = 25°21'26" RT.	Δ = 2°48'25" RT.	Δ = 3°16'40" LT.
D = 4°30'00"	D = 0°30'00"	D = 0°44'54"
T = 286.44'	T = 280.75'	T = 219.05'
L = 563.49'	L = 561.39'	L = 437.97'
P.C. = 64+06.41	P.C. = 71+38.12	P.R.C. = 76+99.51
P.T. = 69+69.90	P.T. = 76+99.51	P.O.E. = 81+37.48
e = 0.078'/'	NO SUPER	e = RC
Ls = 300'		Ls = 250'

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
69+00	77+22	RT.	A	847

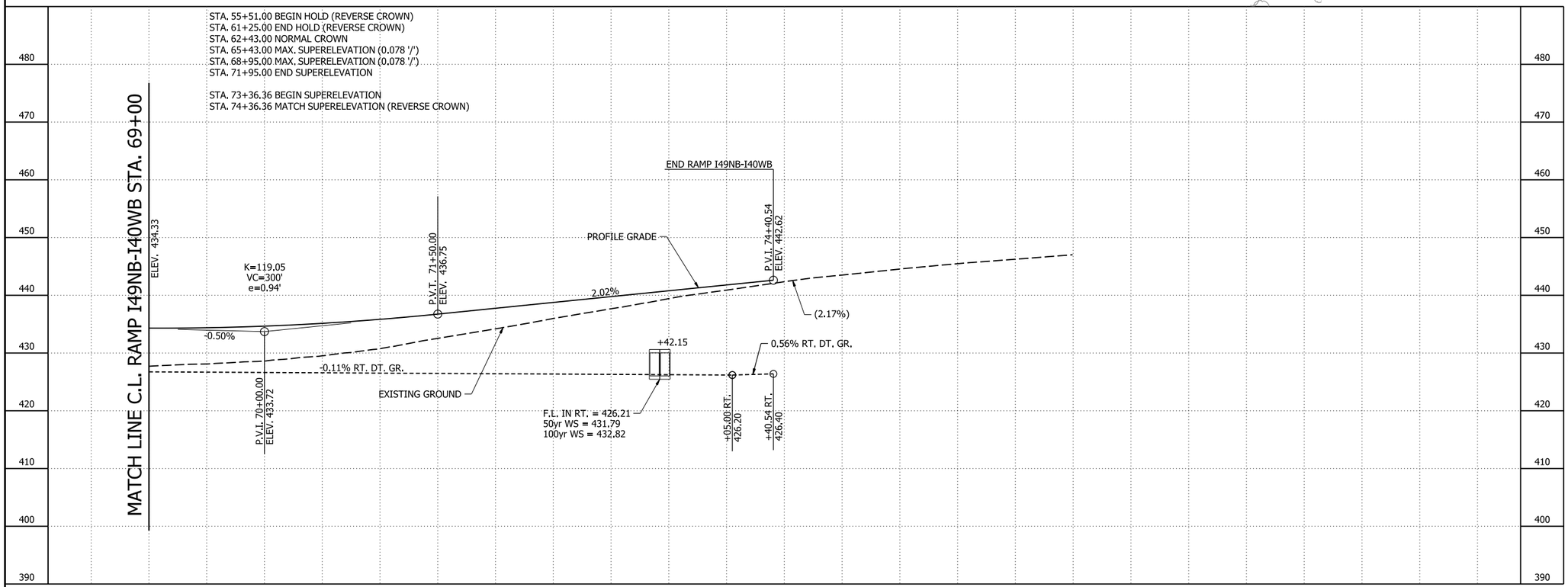
0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

RAMP I49NB-I40WB



NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

4/30/2026 7:50:32 AM
R040904_14_PP_015.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	273	742
		PLAN AND PROFILE SHEETS - RAMP I49SB-I40EB				

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE 1)
9+59.63	19+98.34	LT. OF C.L. RAMP I49SB-I40EB	1029.80 LIN. FT.	1 EA.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
13+40	14+99	LT.	A	158	1
15+42	19+89	LT.	A	465	

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

C.L. RAMP I49SB-I40EB STA. 9+00.00 =
C.L. RT ML-I-40 STA. 670+11.39, 16.50' RT.

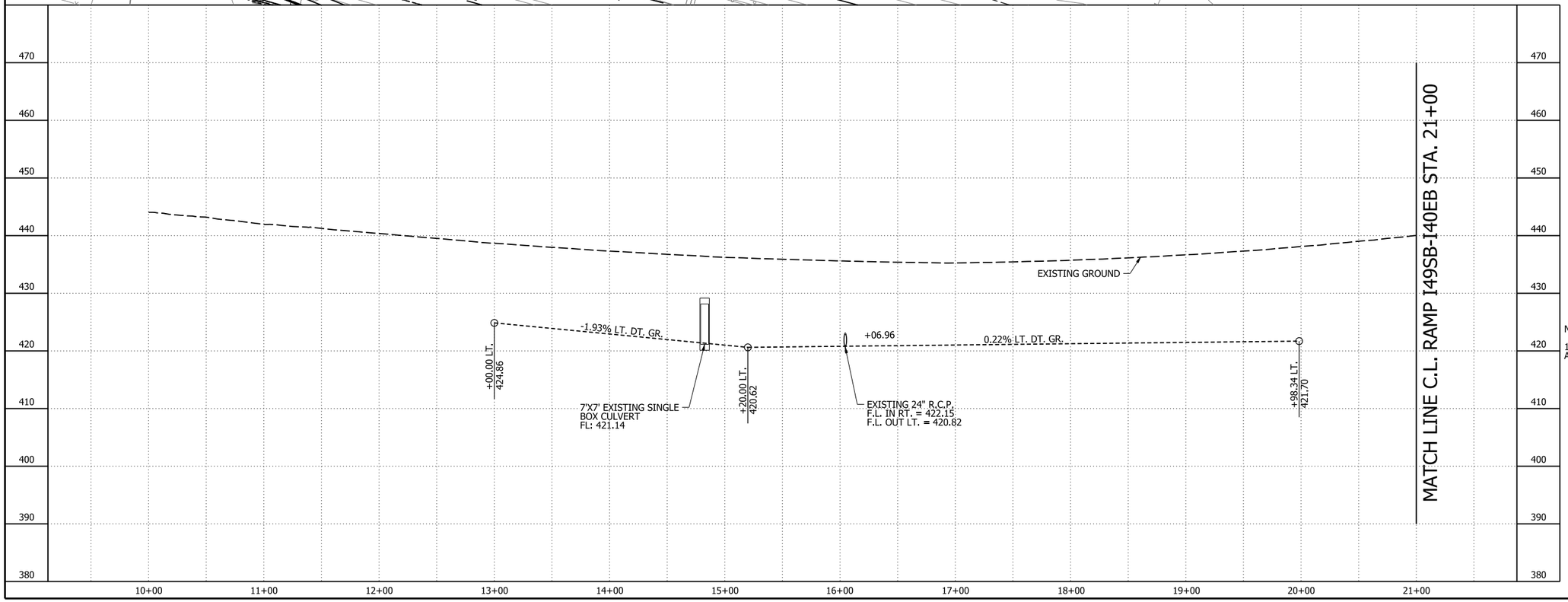
P.O.B. 9+00.00
P.I. 9+51.64
S59°00'36"W
55.5'
+59.63
P.C.C. 10+03.28
10
RUDY RD.
EXIST. ROW
100 YEAR FLOODPLAIN BOUNDARY
100 YEAR FLOODPLAIN
BEGIN TAPER
C.L. RAMP I49SB-I40EB
STA. 15+58.64
STA. 16+06.96 IN PLACE
24" RCP PIPE WITH FES RT.
REMOVE FES RT.
RETAIN & EXTEND 24" X 8' RT.
(CLASS III)(TYPE 3 BEDDING)
WITH FES RT.
DUMPED RIPRAP LT. = 21 CU YDS.
+20.00 1675.00
+95.19 1718.07
+75.00 1595.00
+88.70 1770.00
PROP.ROW & COA
CONST. LIMITS
EXIST. ROW & COA
+30.00 1390.00
+10.00 1265.00
NOSE 7.50' LT. +68.58
N25°45'15"E
S25°45'15"W
END TAPER
END WIDENING
STA. 12+58.64
7.50 LT.
I49SB-I40EB-2
I49SB-I40EB-3
I49SB-I40EB-1
CONST. LIMITS
S57°27'15"W
16'
15'
7.5'
P.T. 15+31.61
C.L. RAMP I49SB-I40EB
N25°45'15"E
S25°45'15"W
35'
20'
18'
4.5'
4'
NOSE 11.29' LT. +18.21
P.C. 18+93.81
100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN BOUNDARY
MATCH LINE C.L. RAMP I49SB-I40EB STA. 21+00
670
679
C.L. RAMP I40WB-I49SB
C.L. LT ML-I-40
N53°50'43"E
P.I. 12+74.39
C.L. RT ML-I-40
N53°18'34"E
C.L. MED I-40
N53°18'34"E
599

I49SB-I40EB-1
P.I. = 9+51.64
Δ = 1°33'21" LT.
D = 1°30'23"
T = 51.64'
L = 103.28'
P.C. = 9+00.00
P.C.C. = 10+03.28
NO SUPER

I49SB-I40EB-2
P.I. = 12+74.39
Δ = 31°42'00" LT.
D = 6°00'00"
T = 271.11'
L = 528.33'
P.C.C. = 10+03.28
P.T. = 15+31.61
NO SUPER

I49SB-I40EB-3
P.I. = 35+47.49
Δ = 127°19'58" LT.
D = 7°00'00"
T = 1653.68'
L = 1819.04'
P.C. = 18+93.81
P.C.C. = 37+12.85
e = EXIST
Ls = N/A

RAMP I49SB-I40EB



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49SB-I40EB PLAN AND PROFILE SHEETS

4/30/2026 7:51:11 AM
R040904_14_PP_016.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	274	742
		PLAN AND PROFILE SHEETS - RAMP I49SB-I40EB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

N

RAMP I49SB-I40EB

100 YEAR FLOODPLAIN BOUNDARY
PROP. ROW & COA
EXIST. ROW & COA
C.L. RAMP I49NB-I40EB
N25°45'15"E
S25°45'15"W
+40.00
1060.00
CONST. LIMITS
C.L. RAMP I49SB-I40EB
I49SB-I40EB-3
C.L. RAMP I49SB-I40EB STA. 31+25.15 =
C.L. RT ML-1-40 STA. 649+96.79
Δ = 58°38'18"
C.L. RAMP I49SB-I40EB STA. 31+48.65 =
C.L. RAMP I40WB-I49SB STA. 43+34.68
Δ = 86°29'53"
C.L. RAMP I49SB-I40EB STA. 31+73.49 =
C.L. MED ML-I-40 STA. 649+72.86
Δ = 62°01'21"
C.L. RAMP I49SB-I40EB STA. 32+20.56 =
C.L. RAMP I40EB-I49NB STA. 127+72.15
Δ = 113°31'00"
C.L. RAMP I49SB-I40EB STA. 32+20.24 =
C.L. LT ML-I40 STA. 649+70.14
Δ = 114°39'59"
C.L. RAMP I49NB-I40WB
C.L. RAMP I40EB-I49NB
C.L. RAMP I40WB-I49SB
C.L. RT ML-I-40 N53°18'34"E
C.L. MED I-40 N53°18'34"E
C.L. LT ML-I-40 N53°16'14"E
N25°54'47"W
C.L. I-49
BEGIN WIDENING C.L. RAMP I49SB-I40EB STA. 21+50.00 13.50' LT.
MATCH LINE C.L. RAMP I49SB-I40EB STA. 21+00
MATCH LINE C.L. RAMP I49SB-I40EB STA. 33+00

I49SB-I40EB-3
P.I. = 35+47.49
Δ = 127°19'58" LT.
D = 7°00'00"
T = 1653.68'
L = 1819.04'
P.C. = 18+93.81
P.C.C. = 37+12.85
e = EXIST
Ls = N/A

MATCH LINE C.L. RAMP I49SB-I40EB STA. 21+00

C.L. RAMP I40WB-I49SB
C.L. RAMP I40EB-I49NB
FUTURE BRIDGE
FUTURE BRIDGE
EXISTING GROUND
C.L. RT ML-I-40
C.L. MED I-40
C.L. LT ML-I-40

MATCH LINE C.L. RAMP I49SB-I40EB STA. 33+00

500 490 480 470 460 450 440 430 420 410

21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49SB-I40EB
PLAN AND PROFILE SHEETS

4/30/2026 7:51:15 AM
R040904_14_PP_017.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	275	742
		PLAN AND PROFILE SHEETS - RAMP I49SB-I40EB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

MATCH LINE C.L. RAMP I49SB-I40EB STA. 33+00

MATCH LINE C.L. RAMP I49SB-I40EB STA. 45+00

CONST. LIMITS

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

C.L. RAMP I49NB-I40WB

C.L. RAMP I49SB-I40EB STA. 34+55.24=
C.L. I-49 STA. 815+75.39
Δ=154°13'57"

STA. 37+12.82
BEGIN FULL DEPTH PAVEMENT

P.C.C. 37+12.85

P.I. 38+21.05

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

PROP. ROW & COA

+70.09
265.98
T.C.E.

+07.46
250.00

RAMP I49SB-I40WB1

N15°05'23"W

C.L. COLLUM FR

+60.00
263.77

+49.79
219.93

N12°03'54"W

C.L. RAMP I49SB-I40WB

N26°54'47"W

N16°39'39"W

I49SB-I40EB-3

I49SB-I40EB-4

P.T. 39+28.68

C.L. RAMP I49SB-I40EB

C.L. I-49

CONST. LIMITS

BEGIN BARRIER TAPER
C.L. RAMP I49SB-I40EB
STA. 44+75.16
14.17' LT

STA. 33+69.00 IN PLACE
12" X 78' C.M. PIPE CULVERT
REMOVE

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

I49SB-I40EB-3
P.I. = 63+13.60
Δ = 0°40'18" LT.
D = 0°15'00"
T = 134.33'
L = 268.67'
P.C. = 61+79.27
P.T. = 64+47.94
e = EXIST

I49SB-I40EB-4
P.I. = 38+21.05
Δ = 10°15'08" RT.
D = 4°45'00"
T = 108.20'
L = 215.83'
P.C. = 37+12.85
P.T. = 39+28.68
e = 0.082'/'
Ls = 300'

CONCRETE MEDIAN BARRIER WALL

STA.	STA.	TYPE	SIDE	LIN. FT.
33+74	45+00	A	LT.	1126
39+60	45+00	A	RT.	540

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL
33+48.44	39+59.74	RT. OF C.L. RAMP I49SB-I40EB	566.95 LIN. FT.	2 EA.

N21°03'11"W

C.L. RAMP I40EB-I49NB

100-YEAR FLOODPLAIN BOUNDARY

RAMP I49SB-I40EB

C.L. I-49

I-49 N.B.

I-49 S.B.

FUTURE BRIDGE

STA. 37+13.00 MATCH SUPERELEVATION (0.081'/')
STA. 37+63.00 MAX. SUPERELEVATION (0.082 '/')
STA. 38+54.00 MAX. SUPERELEVATION (0.082 '/')
STA. 41+54.00 END SUPERELEVATION

RAMP I49SB-I40EB
MATCH EXISTING

EXISTING RAMP I49SB-I40EB

P.V.I. 37+12.82
ELEV. 450.97

(-1.64%)

-1.51%

PROFILE GRADE

EXISTING GROUND

P.V.C. 41+90.00
ELEV. 443.74

K=105.82
VC=400'
e=1.89'

2.27%

ELEV. 443.59

P.V.I. 43+90.00
ELEV. 440.71

510 500 490 480 470 460 450 440 430 420

33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49SB-I40EB
PLAN AND PROFILE SHEETS

4/30/2026 7:51:31 AM
R040904_14_PP_018.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	276	742
		PLAN AND PROFILE SHEETS - RAMP I49SB-I40EB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
BYRON O. LAWRENCE
NO. 13640
5-4-2026

MATCH LINE C.L. RAMP I49SB-I40EB STA. 45+00

CONST. LIMITS
+75.00 345.00
+20.00 345.00
PROP. ROW
+60.00 320.00
+72.03 276.00
N15°05'23"W
C.L. COLLUM FR
PROP. COA
CONST. LIMITS
END BARRIER TAPER
C.L. RAMP I49SB-I40EB
STA. 45+66.58
18.67' LT
+53.59 286.52
+19.30 180.04
C.L. RAMP I49SB-I40EB STA. 52+91.33, 9.00' LT. =
C.L. RAMP I49SB-I40WB STA. 38+87.40
END RAMP I49SB-I40EB
NOSE +22.72 7.50' RT.
100 YEAR FLOODPLAIN
C.L. RAMP I49SB-I40WB
N16°39'39"W
C.L. RAMP I49SB-I40EB
I49SB-I40EB-5
11.5' +38.50
6' +73.04
NOSE +30.91 7.50' RT.
NOSE +26.72 24.38' LT.
CRASH CUSHION
I-49 S.B.
P.C. 52+26.09
CONCRETE DITCH PAVING
NOSE +34.35 84.95' LT.
CONST. LIMITS
C.L. I-49
I49SB-I40EB-5
P.I. = 57+43.07
Δ = 5°09'58" RT.
D = 0°30'00"
T = 516.98'
L = 1033.26'
P.C. = 52+26.09
P.T. = 62+59.35
NO SUPER
100 YEAR FLOODPLAIN
CONST. LIMITS
I-49 N.B.
100-YEAR FLOODPLAIN BOUNDARY
C.L. RAMP I40EB-I49NB
N21°03'11"W
C.L. RAMP I40WB-I49NB
100 YEAR FLOODPLAIN
100-YEAR FLOODPLAIN BOUNDARY

RAMP I49SB-I40EB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'
0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

CONCRETE MEDIAN BARRIER WALL

STA.	STA.	TYPE	SIDE	LIN. FT.
45+00	45+67	A	LT.	67
45+00	53+19	A	RT.	819

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)
46+26.72	52+28.50	LT. OF C.L. RAMP I49SB-I40EB	550.81 LIN. FT.	1 EA.

MATCH LINE C.L. RAMP I49SB-I40EB STA. 45+00
ELEV. 443.59
K=105.82
VC=400'
e=1.89'
P.V.T. 45+90.00
ELEV. 445.24
PROFILE GRADE
2.27%
P.V.C. 49+40.00
ELEV. 453.17
P.V.I. 51+90.00
ELEV. 458.84
K=95.79
VC=500'
e=-3.26'
+20.27
TOP ELEV. = 455.35
INV. ELEV. = 446.08
OUTLET = 444.57
P.V.T. 54+40.00
ELEV. 451.45
-2.95%
P.V.I. 55+30.91
ELEV. 448.77
END RAMP I49SB-I40EB
(-2.95%)
PROPOSED I-49
EXISTING GROUND

490 480 470 460 450 440 430 420 410 400
45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49SB-I40EB
PLAN AND PROFILE SHEETS

4/30/2026 7:51:34 AM
R040904_14_PP_019.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	277	742
		PLAN AND PROFILE SHEETS - RAMP I49SB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
BYRON O. LAWRENCE
No. 13640
5-4-2006

STA. 54+62.40 BRIDGE BEGIN
BR. NO. 07694 (I-49 NB to I-40 WB)
317'-0" CONTINUOUS PLATE GIRDER UNIT NO. 1 (158'-6" - 158'-6")
330'-0" CONTINUOUS PLATE GIRDER UNIT NO. 2 (110'-110'-110')
VARIES (35'-8 15/16" MIN. ; 50'-4 15/16" MAX.) CLEAR ROADWAY UNIT NO. 1
VARIES (34'-0" MIN. ; 35'-8 15/16" MAX.) CLEAR ROADWAY UNIT NO. 2
PILES AT BENTS 1 & 6
DRILLED SHAFTS AT BENTS 2-5
649'-6" BRIDGE LENGTH
STA. 61+11.90 BRIDGE END.

STA. 15+00.00 INSTALL
DUMPED RIPRAP LT. = 975 CU. YDS.
FILTER BLANKET = 1949 SQ. YDS.

I49SB-I40WB-1
P.I. = 12+56.35
Δ = 3°50'38" LT.
D = 0°45'00"
T = 256.35'
L = 512.51'
P.C. = 10+00.00
P.T. = 15+12.51
NO SUPER

I49SB-I40WB-2
P.I. = 25+79.48
Δ = 46°56'32" LT.
D = 7°00'00"
T = 355.41'
L = 670.60'
P.C. = 22+24.07
P.T. = 28+94.67
e = 0.098'/'
Ls = 350'

STA. 23+00.00 CONSTRUCT
DBL. 30" X 98' R.C. PIPE CULVERT
(CLASS III)(TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 61.70 CFS D.A. = 52.32 ACRES
30" R.C. PIPE = 196 LIN. FT.
30" FES = 4 EACH
DUMPED RIPRAP LT.& RT. = 81 CU. YDS.

100 YEAR FLOODPLAIN
BEGIN RAMP I49SB-I40WB
PROP. ROW & COA
NOSE +88.78 7.50' RT.
P.T. 15+12.51
CONST. LIMITS
P.C. 22+24.07
I49SB-I40WB-1
I49SB-I40WB-2
N38°43'16"E
N34°52'38"E
C.L. RAMP I49SB-I40WB
C.L. RAMP I49NB-I40WB S38°43'16"W
NOSE +40.74 11.40' RT.
STA. 14+81.62 BEGIN BRIDGE 07694
P.I. 12+56.35
FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)
CONST. LIMITS
FENCE
EXIST. ROW & COA
MATCH LINE C.L. RAMP I49SB-I40WB STA. 24+00

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
14+85	24+00	LT.	A	948	1

100 YEAR FLOODPLAIN

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL
15+17.45	24+00.00	LT. OF C.L. RAMP I49SB-I40WB	861.09 LIN. FT.	1 EA.

RAMP I49SB-I40WB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'
0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

STA. 15+38.37 MATCH SUPERELEVATION (REVERSE CROWN)
STA. 19+62.00 BEGIN SUPERELEVATION (REVERSE CROWN)
STA. 23+12.00 MAX. SUPERELEVATION (0.098 '/')
STA. 28+07.00 MAX. SUPERELEVATION (0.098 '/')
STA. 31+57.00 END SUPERELEVATION

RAMP I49SB-I40WB MATCH APPROACH SLAB
P.V.I. 15+38.37 ELEV. 443.31
P.V.C. 16+00.00 ELEV. 444.34
P.V.I. 18+50.00 ELEV. 448.49
P.V.C. 21+60.00 ELEV. 436.97
P.V.T. 21+00.00 ELEV. 440.82
ELEV. 434.05
PROPOSED RAMP I49NB-I40WB
(1.50%)
1.66%
PROFILE GRADE
TOP OF ROCK FILL ELEV. = 433.00
K=105.71 VC=500' e=-2.96'
EXISTING GROUND
-3.07%
-0.53%
K=118.11 VC=300' e=0.95'
-1.29% LT. DT. GR.
0.19% LT. DT. GR.
+95.00 LT. 426.09
UNDERCUT TO ELEV. = 421.00
F.L. IN RT. = 424.05
F.L. OUT LT. = 422.15
50yr WS = 427.28
100yr WS = 427.76
+00.00 LT. 422.15
P.V.I. 23+10.00 ELEV. 434.37
MATCH LINE C.L. RAMP I49SB-I40WB STA. 24+00

480 470 460 450 440 430 420 410 400 390
12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49SB-I40WB
PLAN AND PROFILE SHEETS

4/30/2026 7:51:38 AM
R040904_14_PP_020.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	278	742
		PLAN AND PROFILE SHEETS - RAMP I49SB-I40WB				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
LYNN O. LAWRENCE
5-1-2026

I49SB-I40WB-2

P.I. = 25+79.48
Δ = 46°56'32" LT.
D = 7°00'00"
T = 355.41'
L = 670.60'
P.C. = 22+24.07
P.T. = 28+94.67
e = 0.098'/'
Ls = 350'

I49SB-I40WB-3

P.I. = 34+60.60
Δ = 4°16'11" LT.
D = 0°30'00"
T = 427.19'
L = 853.99'
P.C. = 30+33.41
P.T. = 38+87.40
NO SUPER

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
24+00	25+76	LT.	A	158	
27+79	28+12	LT.	A	16	1

MATCH LINE C.L. RAMP I49SB-I40WB STA. 24+00

100 YEAR FLOODPLAIN

STA. 28+26.00 IN PLACE
DBL. 30" X 56' R.C. PIPE CULVERT
REMOVE

STA. 26+12.00 IN PLACE
12" X 68' R.C. PIPE CULVERT
REMOVE

PROP. ROW & COA

CONST. LIMITS

EXIST. ROW & COA

PROP. ROW

T.C.E.

C.L. COLLUM FR

EXIST. ROW & PROP. COA

PROP. ROW

CONST. LIMITS

END RAMP I49SB-I40WB

P.C. 30+33.41

I49SB-I40WB-3

C.L. RAMP I49SB-I40WB

P.T. 28+94.67

N12°03'54"W

NOSE +22.72 7.50 RT.

NOSE +26.72 24.38 LT.

P.I. 34+60.60

N16°20'05"W

N12°03'54"W

CRASH CUSHION

I49SB-I40WB-2

N34°52'38"E

N12°03'54"W

100-YEAR FLOODPLAIN BOUNDARY

P.I. 25+79.48

C.L. RAMP I49EB
N16°39'31"W

CONST. LIMITS
N16°39'39"W
C.L. I-49

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)
24+00.00	32+22.72	LT. OF C.L. RAMP I49SB-I40WB	813.10 LIN. FT.

100 YEAR FLOODPLAIN

C.L. RAMP I40EB-I49NB

C.L. RAMP I40WB-I49NB

RAMP I49SB-I40WB

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

STA. 15+38.37 MATCH SUPERELEVATION (REVERSE CROWN)
STA. 19+62.00 BEGIN SUPERELEVATION (REVERSE CROWN)
STA. 23+12.00 MAX. SUPERELEVATION (0.098 '/')
STA. 28+07.00 MAX. SUPERELEVATION (0.098 '/')
STA. 31+57.00 END SUPERELEVATION

MATCH LINE C.L. RAMP I49SB-I40WB STA. 24+00

ELEV. 434.05
K=118.11
VC=300'
e=0.95'
P.V.T. 24+60.00
ELEV. 433.58
-0.53%
P.V.C. 25+30.00
ELEV. 433.21
K=102.74
VC=300'
e=1.09'
P.V.I. 26+80.00
ELEV. 432.42
0.19% LT. DT. GR.
+25.00 LT.
423.32
P.V.T. 28+30.00
ELEV. 436.01
PROFILE GRADE
2.39%
P.V.I. 32+22.72
ELEV. 445.40
(2.40%)
END RAMP I49SB-I40WB
PROPOSED RAMP I49SB-I40EB
EXISTING GROUND

490 480 470 460 450 440 430 420 410 400

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

RAMP I49SB-I40WB
PLAN AND PROFILE SHEETS

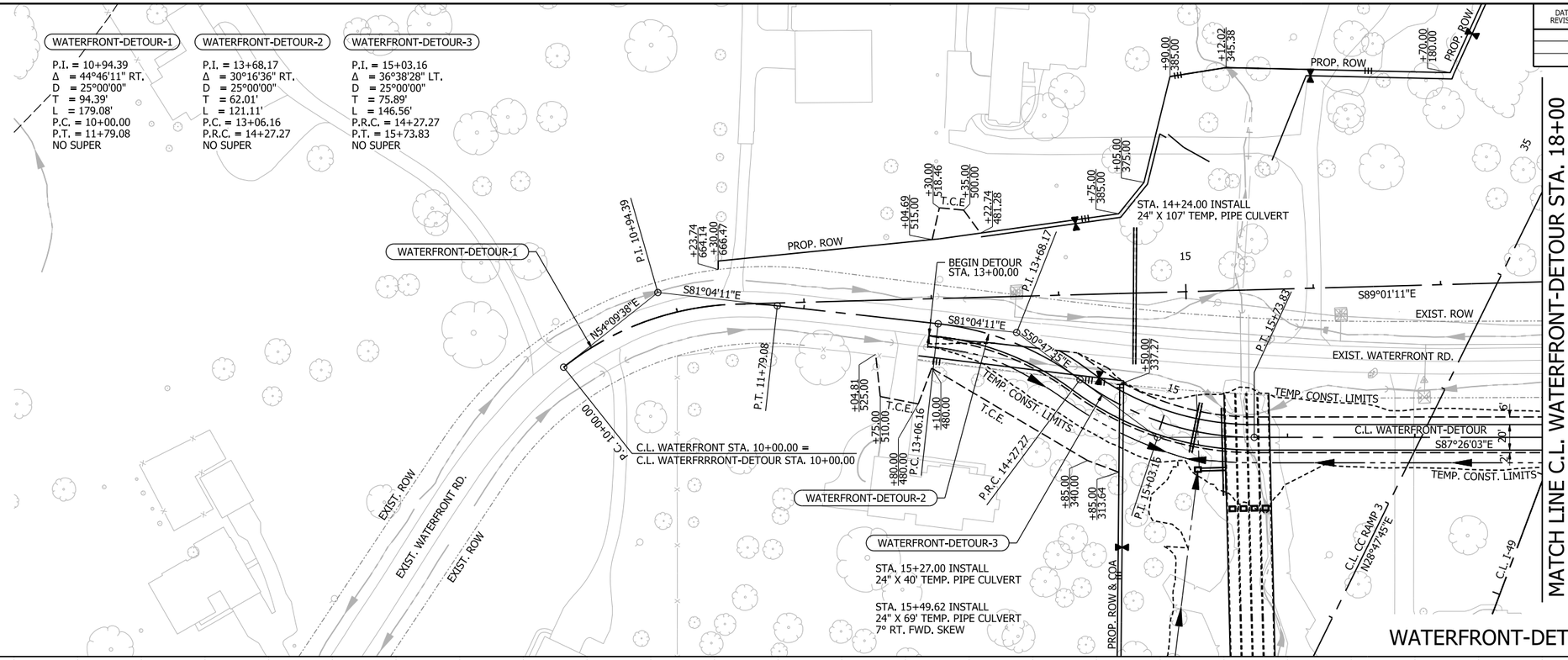
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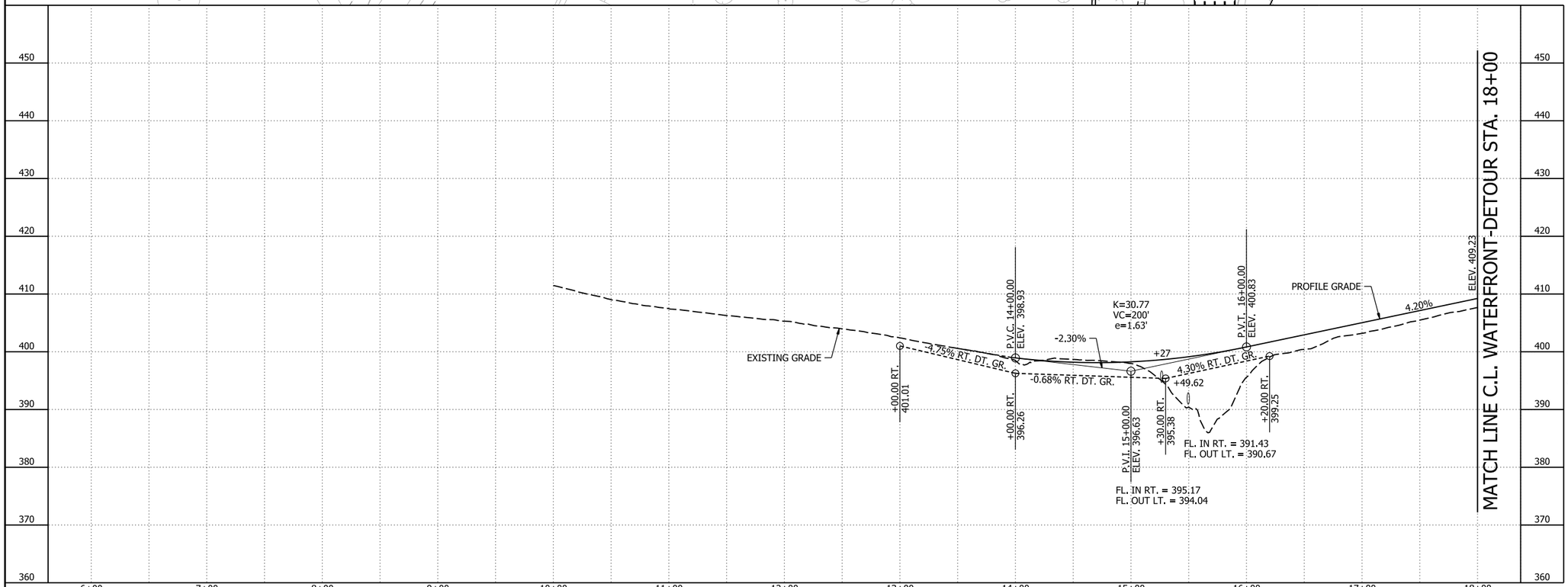
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	279	742
		PLAN AND PROFILE SHEETS - WATERFRONT-DETOUR				

WATERFRONT-DETOUR-1
P.I. = 10+94.39
Δ = 44°46'11" RT.
D = 25°00'00"
T = 94.39'
L = 179.08'
P.C. = 10+00.00
P.T. = 11+79.08
NO SUPER

WATERFRONT-DETOUR-2
P.I. = 13+68.17
Δ = 30°16'36" RT.
D = 25°00'00"
T = 62.01'
L = 121.11'
P.C. = 13+06.16
P.R.C. = 14+27.27
NO SUPER

WATERFRONT-DETOUR-3
P.I. = 15+03.16
Δ = 36°38'28" LT.
D = 25°00'00"
T = 75.89'
L = 146.56'
P.R.C. = 14+27.27
P.T. = 15+73.83
NO SUPER





WATERFRONT-DETOUR
PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

N

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

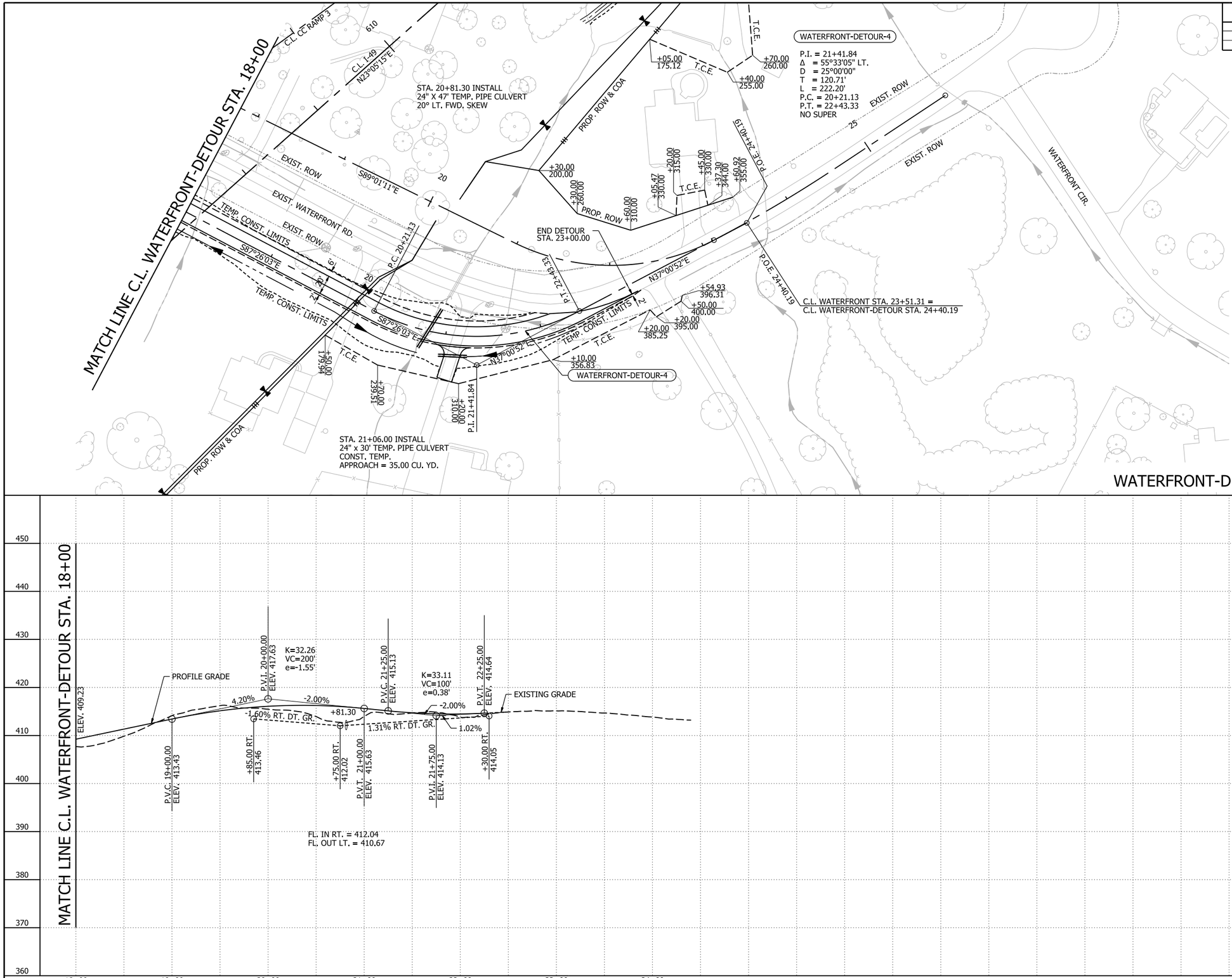
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	280	742
		PLAN AND PROFILE SHEETS - WATERFRONT-DETOUR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WOOD
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'



WATERFRONT-DETOUR

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

WATERFRONT-DETOUR
PLAN AND PROFILE SHEETS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	281	742
		PLAN AND PROFILE SHEETS - HENRY-DETOUR				

HENRY-DETOUR-1

P.I. = 33+75.24
Δ = 2°13'29" LT.
D = 1°21'35"
T = 81.82'
L = 163.61'
P.C. = 32+93.42
P.C.C. = 34+57.03
NO SUPER

HENRY-DETOUR-2

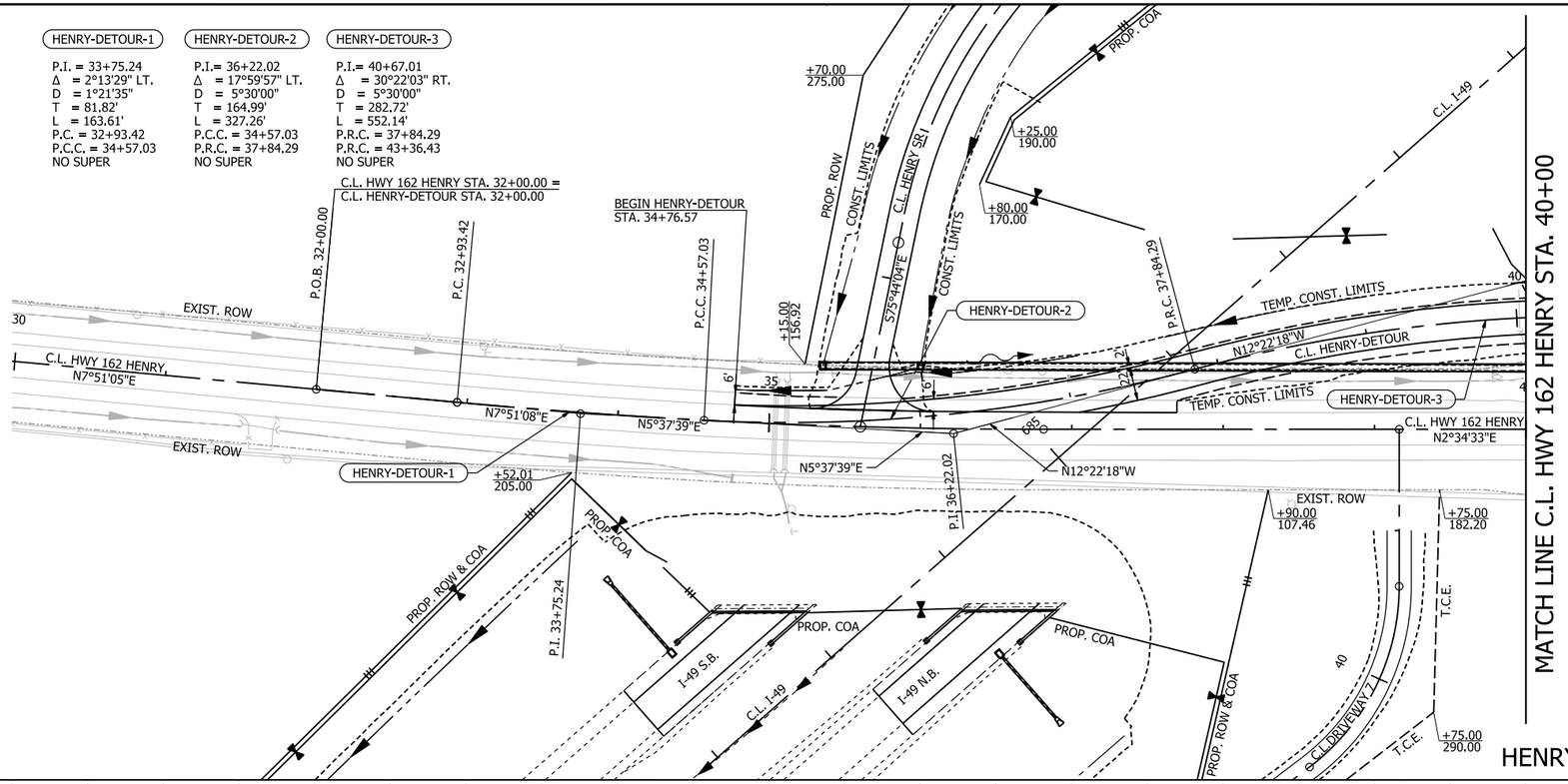
P.I.= 36+22.02
Δ = 17°59'57" LT.
D = 5°30'00"
T = 164.99'
L = 327.26'
P.C.C. = 34+57.03
P.R.C. = 37+84.29
NO SUPER

HENRY-DETOUR-3

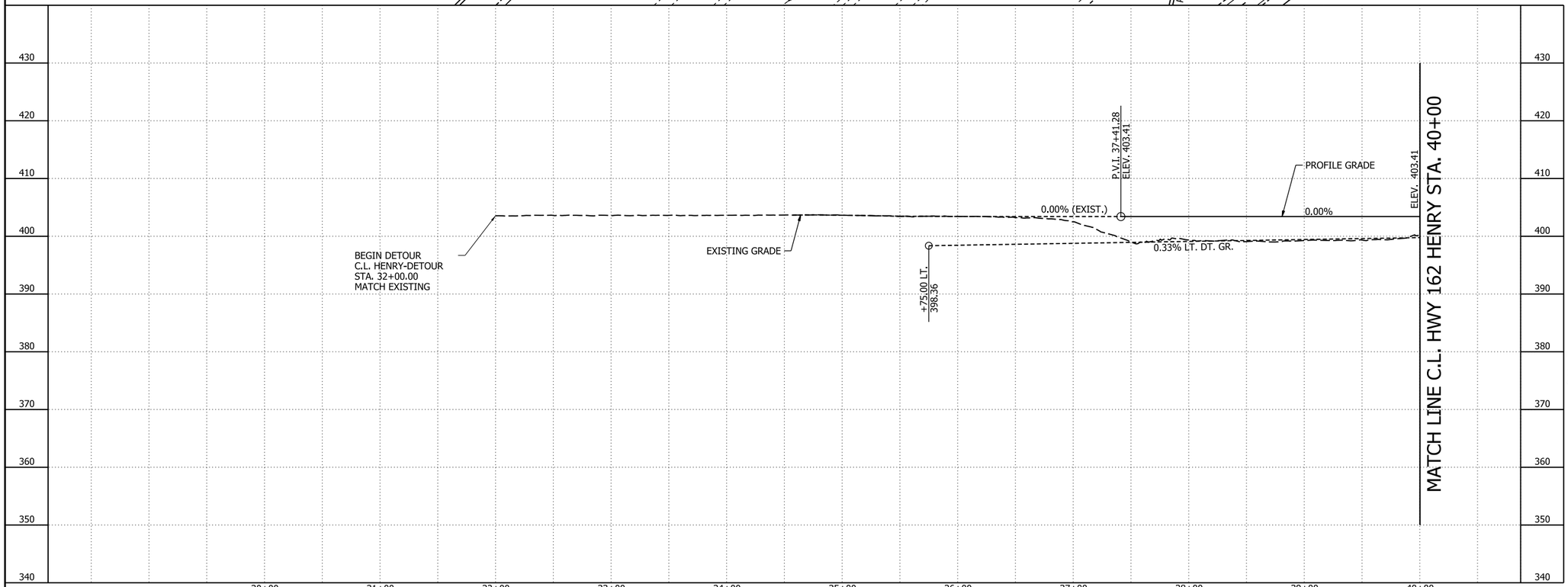
P.I.= 40+67.01
Δ = 30°22'03" RT.
D = 5°30'00"
T = 282.72'
L = 552.14'
P.R.C. = 37+84.29
P.R.C. = 43+36.43
NO SUPER

C.L. HWY 162 HENRY STA. 32+00.00 =
C.L. HENRY-DETOUR STA. 32+00.00

BEGIN HENRY-DETOUR
STA. 34+76.57



HENRY-DETOUR



HENRY-DETOUR
PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

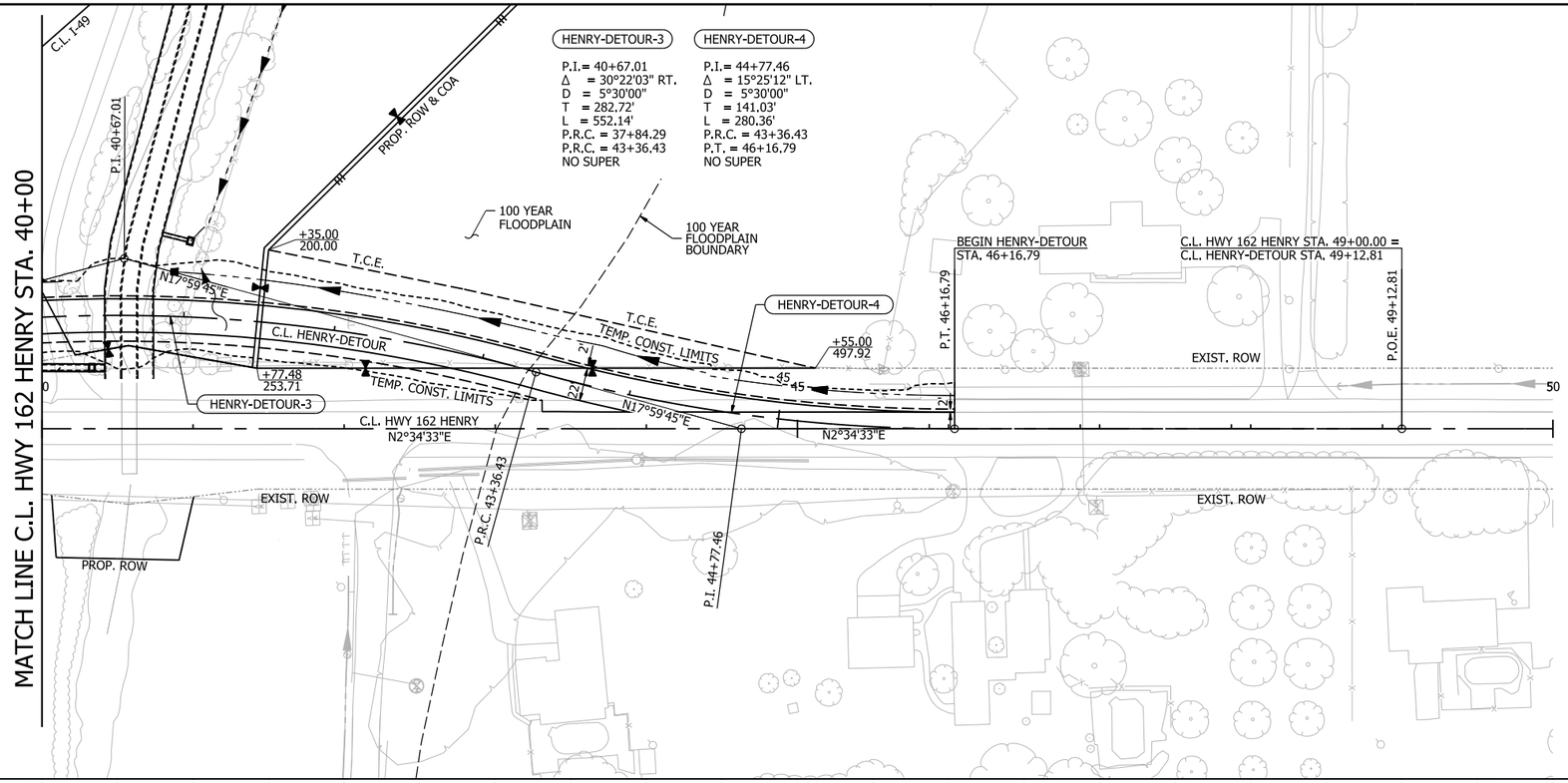
NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

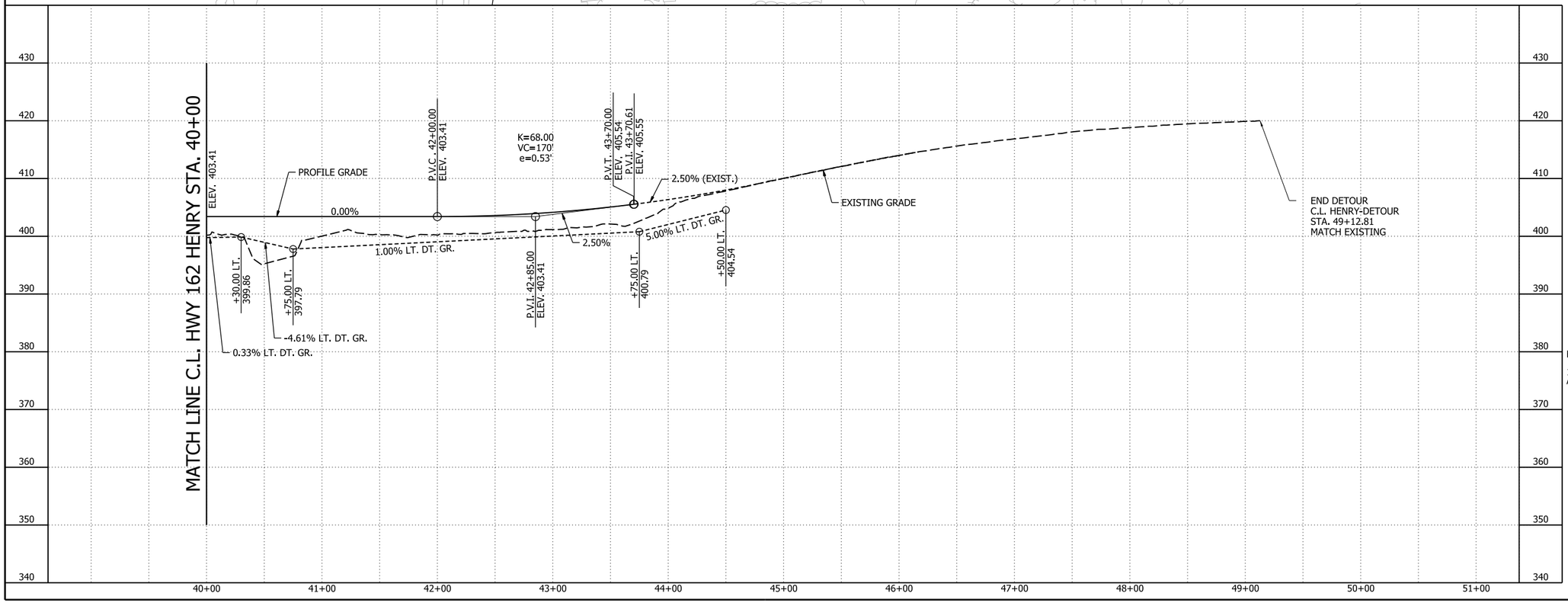
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	282	742
		PLAN AND PROFILE SHEETS - HENRY-DETOUR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026



HENRY-DETOUR



HORIZ. SCALE IN FEET: 0 50 100 150 200 — 1"=100'

VERT. SCALE IN FEET: 0 10 20 30 40 — 1"=20'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

HENRY-DETOUR
PLAN AND PROFILE SHEETS

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R040904_15_PP_004.dgn

DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	283	742

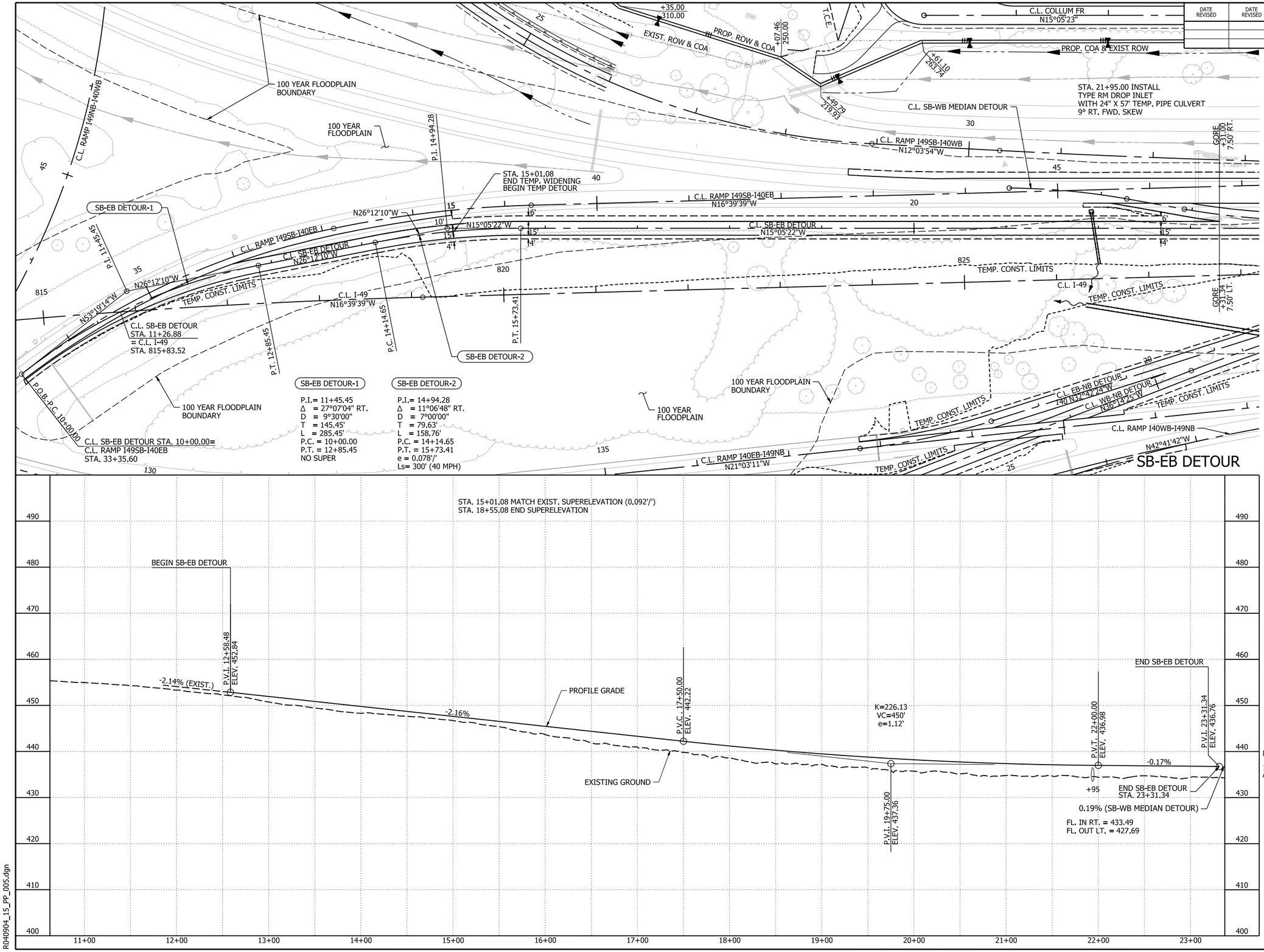
PLAN AND PROFILE SHEET - SB-EB DETOUR

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23098
CLIFFORD EUGENE WOOD

5-1-2026

HORIZ. SCALE IN FEET: 0 50 100 150 200 — 1"=100'

VERT. SCALE IN FEET: 0 10 20 30 40 — 1"=20'



SB-EB DETOUR-1

P.I.= 11+45.45
Δ = 27°07'04" RT.
D = 9°30'00"
T = 145.45'
L = 285.45'
P.C. = 10+00.00
P.T. = 12+85.45
NO SUPER

SB-EB DETOUR-2

P.I.= 14+94.28
Δ = 11°06'48" RT.
D = 7°00'00"
T = 79.63'
L = 158.76'
P.C. = 14+14.65
P.T. = 15+73.41
e = 0.078'/'
Ls= 300' (40 MPH)

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

SB-EB DETOUR
PLAN AND PROFILE SHEETS

4/30/2026 7:52:00 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	284	742
		PLAN AND PROFILE SHEET - SB-WB MEDIAN DETOUR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

SB-WB MEDIAN DETOUR

C.L. COLLUM FR N15°05'23"W
EXIST. ROW & PROP. COA
EXIST. ROW
PROP. COA
C.L. SB-WB MEDIAN DETOUR = C.L. I-49 STA. 825+51.30 101.01' LT.
SB-WB MEDIAN DETOUR-1
C.L. SB-WB MEDIAN DETOUR
SB-WB MEDIAN DETOUR-2
P.O.B.-P.C. 10+00.00
P.I. 10+64.30
P.T. 11+28.30
P.C. 11+91.66
GORE +31.00 7.50' RT.
P.I. 12+59.18
P.T. 13+26.34
P.O.E. 24+27.37
C.L. SB-EB DETOUR = C.L. SB-WB MEDIAN DETOUR STA. 13+26.34, 9.00' RT.
+53.59 325.52
GORE +94.84 16.50' RT.
+19.32 180.04
C.L. RAMP I49SB-I40WB N12°03'54"W
C.L. RAMP I49SB-I40EB
N14°36'40"W
N4°59'18"W
C.L. SB-EB DETOUR N15°05'22"W
STA. 12+96.50 END TEMP. WIDENING BEGIN TEMP. DETOUR
I-49 S.B.
100 YEAR FLOODPLAIN BOUNDARY
C.L. SB-WB MEDIAN DETOUR N15°05'22"W
C.L. I-49 N16°39'39"W
P.O.E.-P.T. 28+86.09 C.L. WB-NB DETOUR = C.L. SB-WB MEDIAN DETOUR STA. 20+26.84, 9.00' RT.
TEMP. CONST. LIMITS
C.L. I-49
C.L. WB-NB DETOUR
GORE +31.34 7.50' LT.
GORE +55.21 16.50' LT.
C.L. EB-NB DETOUR N32°42'24"W
N36°14'25"W
C.L. RAMP I40EB-I49NB N21°03'11"W
C.L. RAMP I40WB-I49NB
100 YEAR FLOODPLAIN BOUNDARY
EXIST. ROW
PROP. ROW & COA

SB-WB MEDIAN DETOUR-1
P.I.= 10+64.30
Δ = 9°37'22" RT.
D = 7°30'00"
T = 64.30'
L = 128.30'
P.C. = 10+00.00
P.T. = 11+28.30
NO SUPER

SB-WB MEDIAN DETOUR-2
P.I.= 12+59.18
Δ = 10°06'04" LT.
D = 7°30'00"
T = 67.52'
L = 134.68'
P.C. = 11+91.66
P.T. = 13+26.34
NO SUPER

MATCH LINE C.L. SB-WB MEDIAN DETOUR STA. 22+00

PROP. ROW
EXIST. ROW
C.L. COLLUM FR N7°57'15"W
CONST. LIMITS
PROP. COA
+23.66 133.46
+00.00 150.00
100 YEAR FLOODPLAIN BOUNDARY
C.L. RAMP I49SB-I40WB
C.L. SB-WB MEDIAN DETOUR N15°05'22"W
C.L. I-49 N16°39'39"W
TEMP. CONST. LIMITS
I-49 S.B.
P.C. 26+71.87
SB-WB MEDIAN DETOUR-3
C.L. RAMP I40EB-I49NB
I-49 N.B.
PROP. ROW & COA
+00.00 155.00
+98.55 145.00
+90.00 170.00
EXIST. ROW & COA

SB-WB MEDIAN DETOUR-3
P.I.= 33+40.95
Δ = 32°32'58" RT.
D = 2°30'00"
T = 669.08'
L = 1301.97'
P.C. = 26+71.87
P.T. = 39+73.84
NO SUPER

100 YEAR FLOODPLAIN

COVER EXIST. DROP INLET AT C.L. I-49 STA. 842+54.61 AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY CROSSOVER. REMOVE COVER WHEN CROSSOVER IS REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

MATCH LINE C.L. SB-WB MEDIAN DETOUR STA. 33+00

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

SB-WB MEDIAN DETOUR PLAN SHEETS

4/30/2026 7:52:04 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	285	742
		PLAN AND PROFILE SHEET - SB-WB MEDIAN DETOUR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

SB-WB MEDIAN DETOUR

MATCH LINE C.L. SB-WB MEDIAN DETOUR STA. 33+00

WIRE ROPE SAFETY FENCE

STA.	STA.	SIDE	LIN. FT.
857+50	858+00	RT.	50

REMOVAL AND DISPOSAL OF EXISTING WRSF

STA.	STA.	SIDE	LIN. FT.
858+00	859+34	RT.	134

COVER EXIST. DROP INLET AT C.L. I-49 STA. 857+66.20 AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY CROSSOVER. REMOVE COVER WHEN CROSSOVER IS REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

100 YEAR FLOODPLAIN BOUNDARY

SB-WB MEDIAN DETOUR-3

P.T. 33+40.95

N17°27'36"E

N15°05'22"W

15

35

850

6'

24'

6'

TEMP. CONST. LIMITS

C.L. COLLUM

I-49 S.B.

I-49 N.B.

C.L. SB-WB MEDIAN DETOUR

C.L. I-49

C.L. SB-WB MEDIAN DETOUR, STA. 34+94.27 =
C.L. COLLUM, STA. 16+46.16

C.L. I-49 STA. 855+27.84, 16.79' LT. =
C.L. SB-WB STG3 DETOUR STA. 10+00.00

P.T. 39+73.84

P.O.B.-P.C. 10+00.00

40

C.L. SB-WB STG3

855

SB-WB STG3 DETOUR-1

STA. 41+38.19
END TEMP. DETOUR
BEGIN TEMP. WIDENING

P.I. 11+59.26

P.R.C. 12+04.75

SB-WB STG3 DETOUR-2

P.I. 13+07.36

GORE
+15.70
16.50' RT.

N07°44'04"E

N17°27'35"E

11'

C.L. SB-WB MEDIAN DETOUR
N17°27'36"W

N17°27'36"E

N17°13'43"E

TEMP. CONST. LIMITS

N25°10'44"E

NOSE
+41.23
16.50' RT.

P.T. 13+18.00

P.O.B.-P.C. 10+00.00

SB-NB CROSSOVER A-1

P.I. 11+02.62

C.L. SB-NB CROSSOVER A
= C.L. SB-WB MEDIAN DETOUR
STA. 39+73.84, 8.98' RT.

C.L. I-49, STA. 857+55.02 =
C.L. SB-NB CROSSOVER A, STA. 12+47.78

C.L. SB-NB CROSSOVER A

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

C.L. SB-NB CROSSOVER A
STA. 11+86 TO 15+11 INSTALL
24" X 327' TEMP. CULVERT IN MEDIAN.

MATCH LINE C.L. SB-WB MEDIAN DETOUR STA. 44+00

SB-WB MEDIAN DETOUR-3	SB-NB CROSSOVER A-1	SB-WB STG3 DETOUR-1	SB-WB STG3 DETOUR-2
P.I. = 33+40.95	P.I. = 11+59.26	P.I. = 11+02.62	P.I. = 13+07.36
Δ = 32°32'58" RT.	Δ = 7°57'01" RT.	Δ = 9°43'32" LT.	Δ = 9°43'31" RT.
D = 2°30'00"	D = 2°30'00"	D = 4°45'00"	D = 4°45'00"
T = 669.08'	T = 159.26'	T = 102.62'	T = 102.61'
L = 1301.97'	L = 318.00'	L = 204.75'	L = 204.74'
P.C. = 26+71.87	P.C. = 10+00.00	P.C. = 10+00.00	P.R.C. = 12+04.75
P.R.C. = 39+73.84	P.T. = 13+18.00	P.R.C. = 12+04.75	P.T. = 14+09.49
NO SUPER	NO SUPER	NO SUPER	NO SUPER

REMOVAL AND DISPOSAL OF EXISTING WRSF

STA.	STA.	SIDE	LIN. FT.
859+34	869+00	RT.	966

C.L. SB-NB CROSSOVER B
STA. 10+78 TO 12+57 INSTALL
24" X 184' TEMP. CULVERT IN MEDIAN.

C.L. I-49 STA. 864+09.68, 51.77' LT. =
C.L. SB-WB STG3 STA. 18+83.81

SB-WB MEDIAN DETOUR-5

SB-WB MEDIAN DETOUR-4

C.L. I-49 STA. 862+81.77, 12.55' RT. =
C.L. SB-NB CROSSOVER B STA. 10+00.00

P.T. 14+09.49

P.O.B.-P.C. 10+00.00

P.C. 47+47.51

P.I. 48+50.13

P.O.E. 18+83.81

GORE
+16.50
16.50' RT.

P.R.C. 49+52.25

P.I. 50+54.87

P.T. 51+57.00

WIRE ROPE SAFETY FENCE

STA.	STA.	SIDE	LIN. FT.
869+00	869+50	RT.	50

C.L. I-49 STA. 870+77.91, 56.50' LT. =
C.L. SB-WB MEDIAN DETOUR STA. 55+45.62

P.O.E. 55+45.62

15

50

45

C.L. SB-WB STG3
N17°27'35"E

860

C.L. SB-WB MEDIAN DETOUR
N17°27'36"W

11'

24'

C.L. I-49

15

N17°28'48"E

16'

TEMP. CONST. LIMITS

TEMP. CONST. LIMITS

5'

6'

C.L. SB-NB CROSSOVER A

N25°10'44"E

N17°35'20"E

N07°44'04"E

N17°27'36"E

865

TEMP. CONST. LIMITS

4'

14'

24'

TEMP. CONST. LIMITS

15

5'

N31°17'38"E

870

N17°28'48"E

C.L. I-49

C.L. SB-NB CROSSOVER B
N17°25'40"E

I-49 N.B.

C.L. SB-WB MEDIAN DETOUR
N17°27'36"E

I-49 S.B.

P.C. 14+90.79

P.I. 16+80.81

P.O.E.-P.T. 18+70.28

C.L. I-49 STA. 63+74.31, 57.31' RT. =
C.L. SB-NB CROSSOVER A STA. 18+70.28

P.I. 11+46.33

NOSE
+69.13
16.50' RT.

SB-NB CROSSOVER B-1

P.R.C. 12+91.24

SB-NB CROSSOVER B-2

P.I. 14+37.92

P.T. 15+83.17

C.L. I-49 STA. 870+77.91, 57.03' RT. =
C.L. SB-NB CROSSOVER B STA. 18+01.76

P.O.E. 18+01.76

SB-NB CROSSOVER A-2

100 YEAR FLOODPLAIN BOUNDARY

SB-NB CROSSOVER A-2	SB-WB MEDIAN DETOUR-4	SB-WB MEDIAN DETOUR-5	SB-NB CROSSOVER B-1	SB-NB CROSSOVER B-2
P.I. = 16+80.81	P.I. = 48+50.13	P.I .= 50+54.87	P.I. = 11+46.33	P.I. = 14+37.92
Δ = 7°35'24" LT.	Δ = 9°43'32" LT.	Δ = 9°43'32" RT.	Δ = 13°50'02" RT.	Δ = 13°51'58" LT.
D = 2°00'00"	D = 4°45'00"	D = 4°45'00"	D = 4°45'00"	D = 4°45'00"
T = 190.02'	T = 102.62'	T = 102.62'	T = 146.33'	T = 146.68'
L = 379.49'	L = 204.74'	L = 204.75'	L = 291.24'	L = 291.93'
P.C. = 14+90.79	P.C. = 47+47.51	P.R.C. = 49+52.25	P.C. = 10+00.00	P.R.C. = 12+91.24
P.T. = 18+70.28	P.R.C. = 49+52.25	P.T. = 51+57.00	P.R.C. = 12+91.24	P.T. = 15+83.17
NO SUPER	NO SUPER	NO SUPER	NO SUPER	NO SUPER

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

SB-WB MEDIAN DETOUR PLAN SHEETS

4/30/2026 7:52:07 AM
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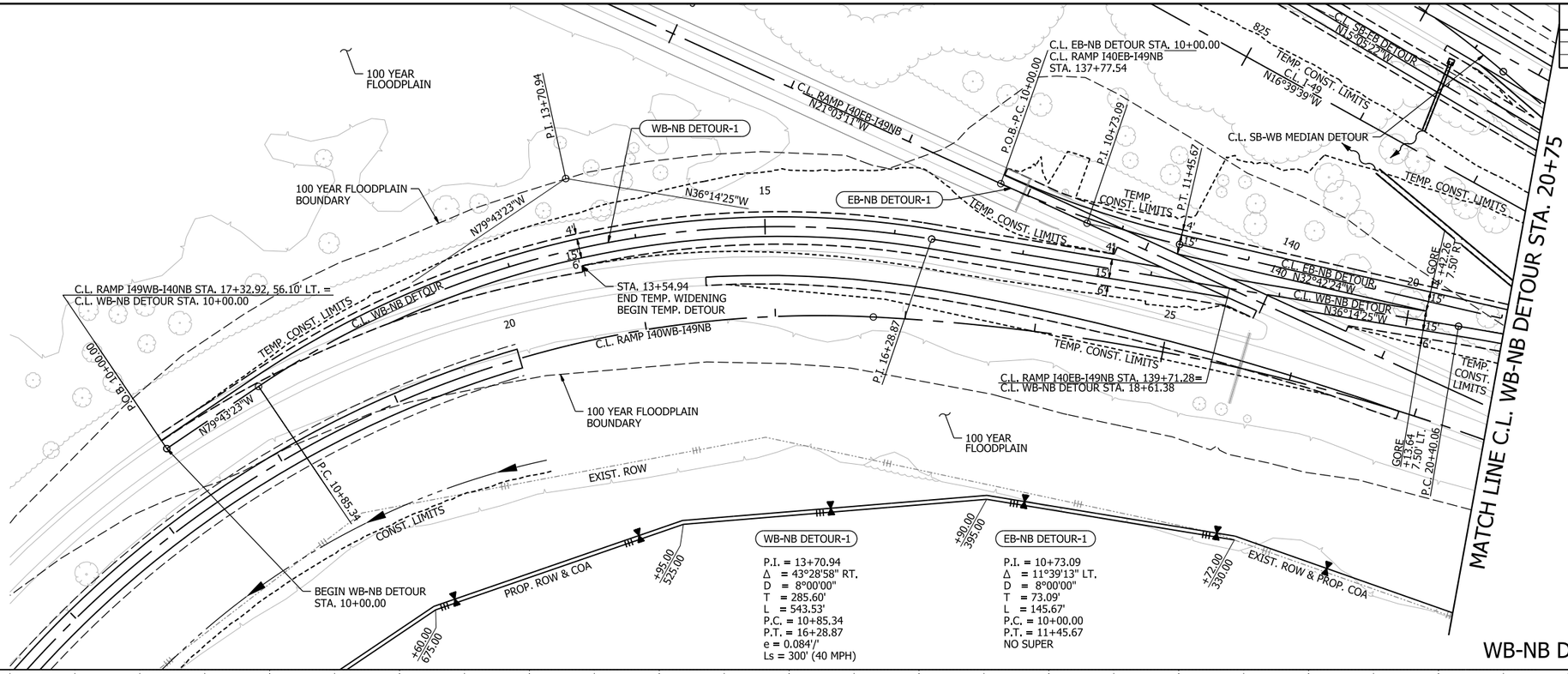
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	286	742
		PLAN AND PROFILE SHEETS - WB-NB DETOUR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

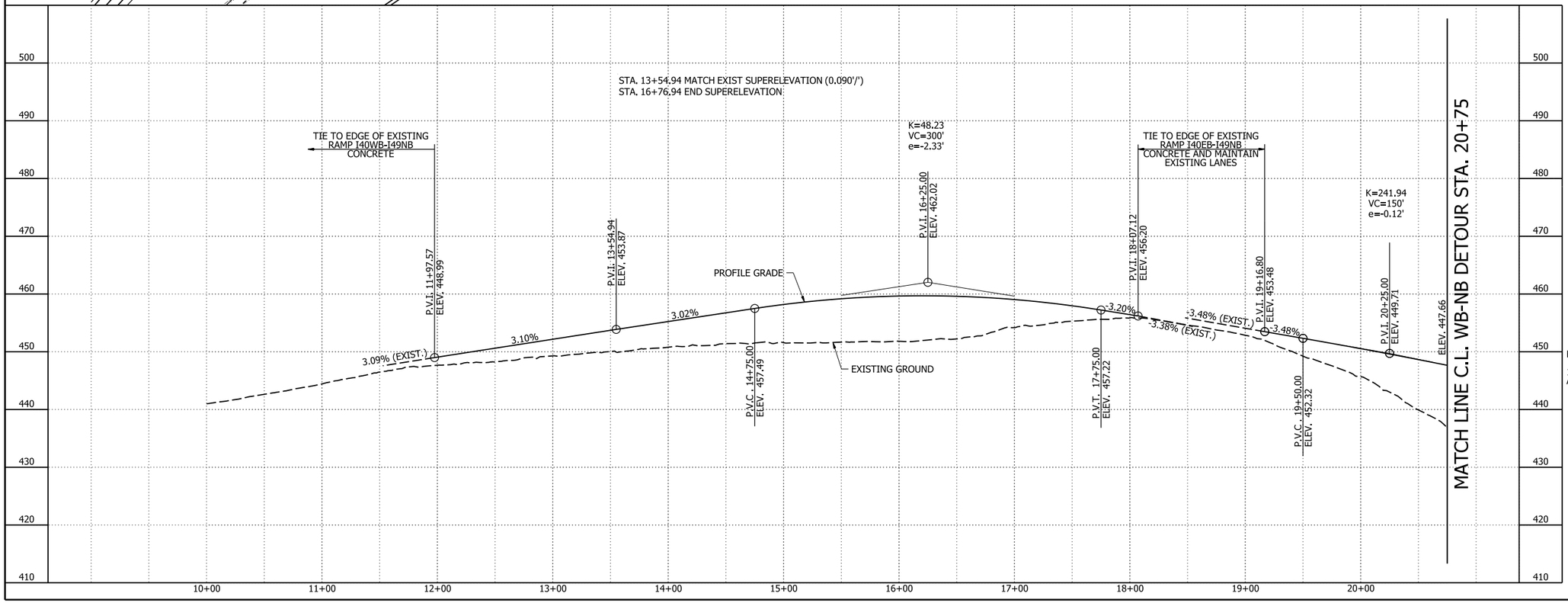
5-1-2026

HORIZ. SCALE IN FEET: 0 50 100 150 200 — 1"=100'

VERT. SCALE IN FEET: 0 10 20 30 40 — 1"=20'



WB-NB DETOUR



LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

WB-NB DETOUR PLAN AND PROFILE SHEETS

4/30/2026 7:52:11 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	287	742
		PLAN AND PROFILE SHEETS - WB-NB DETOUR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

MATCH LINE C.L. WB-NB DETOUR STA. 20+75

C.L. RAMP I49SB-I40WB N12°03'54"W
C.L. RAMP I49SB-I40EB N16°39'39"W
C.L. SB-EB DETOUR
C.L. SB-WB MEDIAN DETOUR N15°05'22"W
TEMP. CONST. LIMITS
P.O.E. 15+10.35
C.L. EB-NB DETOUR
= C.L. WB-NB DETOUR
STA. 21+81.41, 9.50' LT
C.L. I-49 N16°39'39"W
N36°14'25"W
C.L. WB-NB DETOUR
WB-NB DETOUR-2
TEMP. CONST. LIMITS
C.L. RAMP I40EB-I49NB N21°03'11"W
C.L. RAMP I40WB-I49NB
P.I. 24+67.95
GORE +68.56 16.50 RT.
+53.59 235.52
EXIST. ROW
PROP. COA
PROP. ROW
CONST. LIMITS
C.L. COLLUM FR N7°57'15"W
+19.37 180.04
100 YEAR FLOODPLAIN BOUNDARY
I-49 S.B.
N15°05'22"W
C.L. I-49
GORE +55.32 16.50 LT.
C.L. WB-NB DETOUR STA. 24+51.85 = C.L. I-49 STA. 831+41.57
END WB-NB DETOUR STA. 25+55.32
100 YEAR FLOODPLAIN BOUNDARY
P.O.E. 28+86.09
C.L. I-49 STA. 835+75.18, 29.16' LT. =
= C.L. SB-WB DETOUR STA. 28+86.09
TEMP. CONST. LIMITS
STA. 21+46.00 CONSTRUCT
48" X 296' TEMP. PIPE CULVERT
62° RT. FWD. SKEW
100 YEAR FLOODPLAIN BOUNDARY
EXIST. ROW & COA
+98.73 275.00
PROP. ROW & COA
+00.00 265.00
PROP. ROW & COA
EXIST. ROW
100 YEAR FLOODPLAIN
WB-NB DETOUR-2
P.I. = 24+67.95
Δ = 21°09'03" RT.
D = 2°30'00"
T = 427.89'
L = 846.03'
P.C. = 20+40.06
P.T. = 28+86.09
e = 0.034'/'
Ls = 250' (40 MPH)

WB-NB DETOUR

STA. 19+56.37 MATCH EXIST. SUPERELEVATION (0.040'/')
STA. 20+06.37 MAX SUPERELEVATION (0.034'/')
STA. 23+05.32 MAX SUPERELEVATION (0.034'/')
STA 25+55.32 END SUPERELEVATION

MATCH LINE C.L. WB-NB DETOUR STA. 20+75

ELEV. 447.66
-4.10%
P.V.C. 21+50.00
ELEV. 444.59
K=97.56
VC=400'
e=2.05'
PROFILE GRADE
SB-WB MEDIAN DETOUR
P.V.T. 25+50.00
ELEV. 436.39
P.V.I. 25+55.32
ELEV. 436.39
0.00%
0.00%
+47
P.V.T. 21+00.00
ELEV. 446.64
FL. IN RT. = 433.70
FL. OUT LT. = 426.75
EXIST. GROUND
P.V.I. 23+50.00
ELEV. 436.39

490 480 470 460 450 440 430 420 410 400
21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

WB-NB DETOUR
PLAN AND PROFILE SHEETS

4/30/2026 7:52:15 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	288	742
		PLAN AND PROFILE SHEETS - WATERFRONT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
REG. NO. 13640
CLINTON O. LAWRENCE
6-8-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

N

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

2. ALTERNATE PIPE TYPERS WHERE NOTED:
SLPPMCCS PIPE (TYPE 2 BEDDING)
HDPE-S PIPE (TYPE 2 BEDDING)
PVP PIPE (TYPE 2 BEDDING)

3. ALTERNATE PIPE TYPES WHERE NOTED:
ACCSP (TYPE 2 BEDDING)
AICCSP (TYPE 2 BEDDING)
PPMCCSP (TYPE 2 BEDDING)
HDPE (TYPE 2 BEDDING)
PVC (TYPE 2 BEDDING)
PPL (TYPE 2 BEDDING)

STA. 15+97.00 IN PLACE
12" X 20' C.M.
PIPE CULVERT RT. SIDE DRAIN
REMOVE

STA. 16+48.87 CONSTRUCT
TYPE N2 DROP INLET LT.
H = 3'-0"
WITH 12" X 60' SIDE DRAIN
TO TYPE A SPILLWAY LT.

STA. 18+12.00 IN PLACE
12" X 20' C.P.
PIPE CULVERT RT. SIDE DRAIN
REMOVE

STA. 20+07.21 CONSTRUCT
TYPE N2 DROP INLET LT.
H = 3'-0"
WITH 12" X 24' SIDE DRAIN
TO TYPE A SPILLWAY LT.

STA. 13+19.00 IN PLACE
18" X 20' R.C.
PIPE CULVERT LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 36' PIPE CULVERT
LT. SIDE DRAIN
CONST. APPROACH = 70 CU. YDS.

BEGIN WATERFRONT
C.L. WATERFRONT
STA. 11+40.00

STA. 16+68.00 IN PLACE
12" X 24' C.M.
PIPE CULVERT RT. SIDE DRAIN
REMOVE

REFER TO BRIDGE PLANS FOR
CONCRETE RIPRAP AT ABUTMENT

BEGIN BRIDGE 07691
STA. 16+82.81

C.L. WATERFRONT STA. 17+44.54 =
C.L. CC RAMP 3 STA. 33+92.94
Δ = 117°48'56"

C.L. WATERFRONT
STA. 18+38.98 =
C.L. I-49 STA. 608+63.79
Δ = 112°06'26"

END BRIDGE 07691
STA. 19+65.15

MATCH LINE C.L. WATERFRONT STA. 21+00

P.I. = 10+76.28
Δ = 36°49'11" RT.
D = 25°00'00"
T = 76.28'
L = 147.28'
P.C. = 10+00.00
P.T. = 11+47.28
NO SUPER

STA. 12+80.00 IN PLACE
18" X 24' R.C.
PIPE CULVERT RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 32' PIPE CULVERT
RT. SIDE DRAIN
CONST. APPROACH = 35 CU. YDS.

STA. 14+23.00 IN PLACE
16" X 20' C.P.
PIPE CULVERT RT. SIDE DRAIN
REMOVE

STA. 15+46.00 IN PLACE
48" X 62' C.P.
PIPE CULVERT RT. SIDE DRAIN
REMOVE

STA. 16+40.75 CONSTRUCT
TYPE N2 DROP INLET RT.
H = 3'-0"
WITH 12" X 58' SIDE DRAIN
TO TYPE A SPILLWAY RT.

STA. 20+70.00 CONSTRUCT
DBL. 30" X 84' R.C. PIPE CULVERT
(CLASS III)(TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 46.87 CFS D.A. = 22.63 ACRES
30" R.C. PIPE = 166 LIN. FT.
30" FES = 4 EACH
REFER TO NOTE 3 FOR
ALTERNATE PIPE TYPES
ALTERNATE PIPE = 172 LIN. FT.

STA. 21+00.00 IN PLACE
24" X 20' CM
PIPE CULVERT RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 44' PIPE CULVERT
RT. SIDE DRAIN
CONST. APPROACH = 160 CU. YDS.

STA. 19+99.09 CONSTRUCT
TYPE N2 DROP INLET RT.
H = 3'-0"
WITH 12" X 26' SIDE DRAIN
TO TYPE A SPILLWAY RT.

STA. 20+62.73 IN PLACE
36" X 20' PLASTIC
PIPE CULVERT RT. SIDE DRAIN
REMOVE

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
12+55	12+70	RT.	15

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
14+38.06	16+56.20	RT. OF C.L. WATERFRONT	149 LIN. FT.	1 EA.	1 EA.
15+24.45	16+67.58	LT. OF C.L. WATERFRONT	74 LIN. FT.	1 EA.	1 EA.
19+80.38	20+73.49	RT. OF C.L. WATERFRONT	24 LIN. FT.	1 EA.	1 EA.
19+91.76	21+00.00	LT. OF C.L. WATERFRONT	89.91 LIN. FT.	1 EA.	

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
11+40.00	12+65.58	RT.	126	6'-0"	83.72
12+25.00	13+03.39	LT.	78	6'-0"	52.26
13+38.88	15+20.24	LT.	196	6'-0"	130.67
15+82.19	16+62.56	LT.	80	6'-0"	53.58
19+72.65	20+50.26	RT.	78	6'-0"	51.74
20+17.02	20+60.16	LT.	43	6'-0"	28.76
20+49.07	20+82.35	RT.	33	VAR.	80.97
20+59.32	20+92.60	LT.	33	VAR.	80.97
20+90.82	21+00.00	LT.	9	6'-0"	6.12

STA. 16+48.87
TOP ELEV. = 420.34
INV. ELEV. = 417.34
OUTLET = 397.92

STA. 16+40.75
TOP ELEV. = 419.61
INV. ELEV. = 416.61
OUTLET = 399.04

STA. 16+82.81
BEGIN BRIDGE
07691

STA. 19+65.15
END BRIDGE
07691

STA. 20+07.21
TOP ELEV. = 422.77
INV. ELEV. = 419.77
OUTLET = 412.18

STA. 19+99.09
TOP ELEV. = 423.24
INV. ELEV. = 420.24
OUTLET = 412.22

BEGIN WATERFRONT
MATCH EXISTING

P.V.I. 11+40.00
ELEV. 406.54

(-2.22%)

-2.91%

-4.42% RT. DT. GR.

-3.60% LT. DT. GR.

-1.00% RT. DT. GR.

-12.11% LT. DT. GR.

0.00% LT. DT. GR.

16.66% LT. DT. GR.

8.02%

K=27.45
VC=300'
e=4.10'

P.V.C. 12+35.00
ELEV. 403.78

P.V.T. 15+35.00
ELEV. 411.45

PROFILE GRADE

EXISTING GROUND

EXISTING WATERFRONT

+40.00 RT.
405.87

+25.00 LT.
401.12

+00.00 RT.
398.80

P.V.I. 13+85.00
ELEV. 399.42

+50.00 LT.
393.02

+52.47 RT.
397.28

+25.00 LT.
383.94

+65.00 LT.
383.94

+45.48

+69.58 LT.
401.37

F.L. IN RT. = 401.01
F.L. OUT LT. = 383.94
50yr WS = 404.32
100yr WS = 404.43

K=13.86
VC=200'
e=-3.61'

V.C.=16.92'

P.V.I. 18+25.00
ELEV. 434.70

P.V.C. 17+25.00
ELEV. 426.68

C.L. I-49

I-49 S.B.

I-49 N.B.

P.V.T. 19+25.00
ELEV. 428.29

+50.00 RT.
413.88

+15.00 LT.
412.18

-6.41%

P.V.C. 20+25.00
ELEV. 421.87

K=30.86
VC=150'
e=0.91'

+53.00 RT.
410.46

2.04% RT. DT. GR.

-3.32% RT. DT. GR.

-14.81% LT. DT. GR.

9.84% LT. DT. GR.

P.V.I. 21+00.00
ELEV. 417.06

+75.00 LT.
403.29

F.L. IN RT. = 410.72
F.L. OUT LT. = 403.40
50yr WS = 413.21
100yr WS = 413.47

ELEV. 417.97

MATCH LINE C.L. WATERFRONT STA. 21+00

WATERFRONT
PLAN AND PROFILE SHEETS

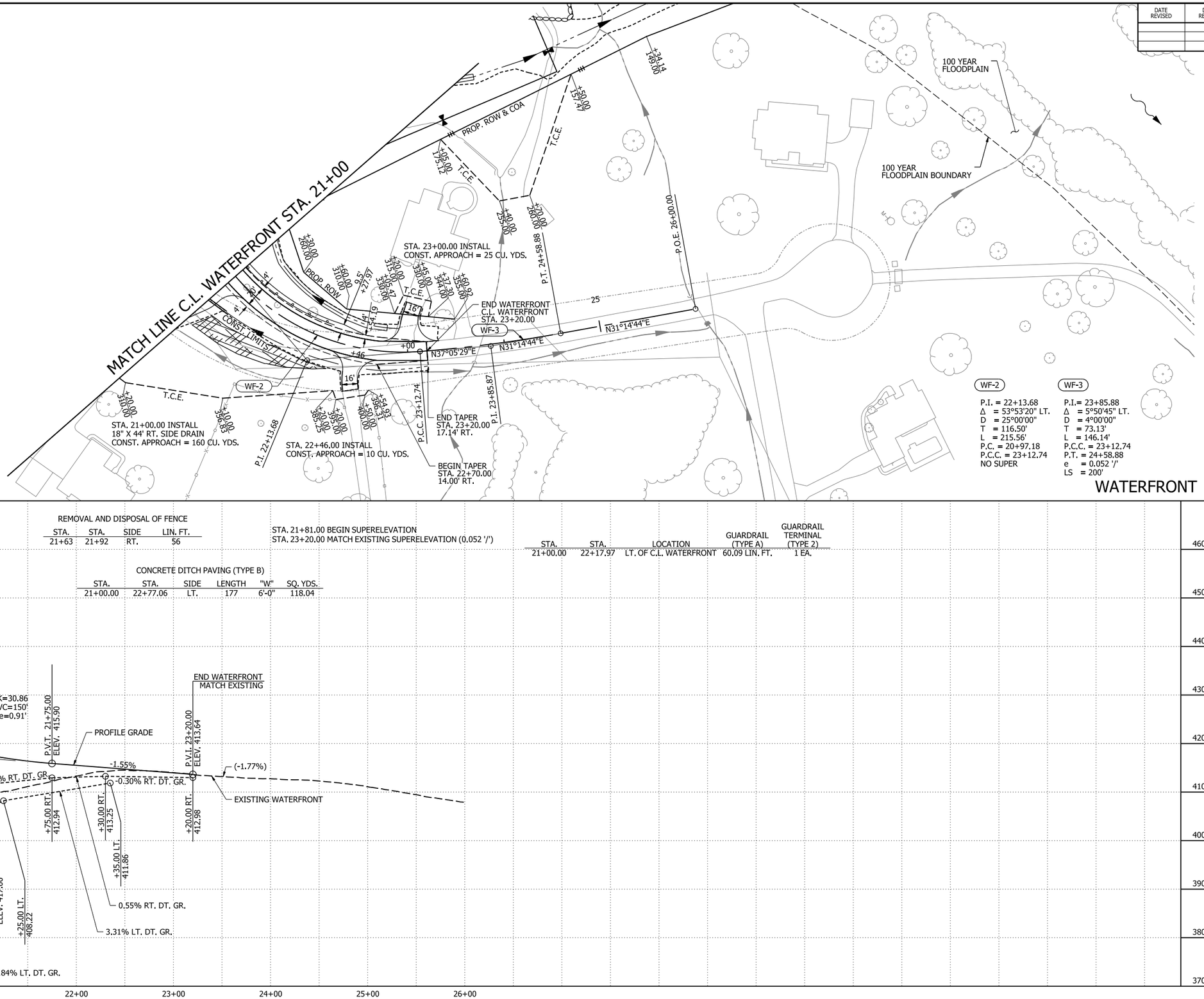
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	289	742
		PLAN AND PLOT SHEETS - WATERFRONT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'



WF-2
P.I. = 22+13.68
Δ = 53°53'20" LT.
D = 25°00'00"
T = 116.50'
L = 215.56'
P.C. = 20+97.18
P.C.C. = 23+12.74
NO SUPER

WF-3
P.I.= 23+85.88
Δ = 5°50'45" LT.
D = 4°00'00"
T = 73.13'
L = 146.14'
P.C.C. = 23+12.74
P.T. = 24+58.88
e = 0.052 '/'
LS = 200'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
21+63	21+92	RT.	56

STA. 21+81.00 BEGIN SUPERELEVATION
STA. 23+20.00 MATCH EXISTING SUPERELEVATION (0.052 '/')

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
21+00.00	22+77.06	LT.	177	6'-0"	118.04

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)
21+00.00	22+17.97	LT. OF C.L. WATERFRONT	60.09 LIN. FT.	1 EA.

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

WATERFRONT
PLAN AND PROFILE SHEETS

4/30/2026 7:52:40 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	290	742
		PLAN AND PROFILE SHEET - HENRY SR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
JASON O. LAWRENCE
5-4-2026

STA. 10+34.39 OFFSET 32.33' LT.
CONSTRUCT TYPE RM DROP INLET
(4'-0" X 3'-0" X H = 3'-3")
WITH SINGLE 4' X 2' X 504' R.C. BOX PIPE
OUTLET TO BOX CULVERT

STA. 10+47.28 OFFSET 30.92' RT.
CONSTRUCT TYPE TM DROP INLET
ON RIGHT (H = 0'-7")

HENRY SR-1
P.I. = 13+07.49
Δ = 51°55'08" RT.
D = 17°00'00"
T = 164.09'
L = 305.41'
P.C. = 11+43.40
P.R.C. = 14+48.81
NO SUPER

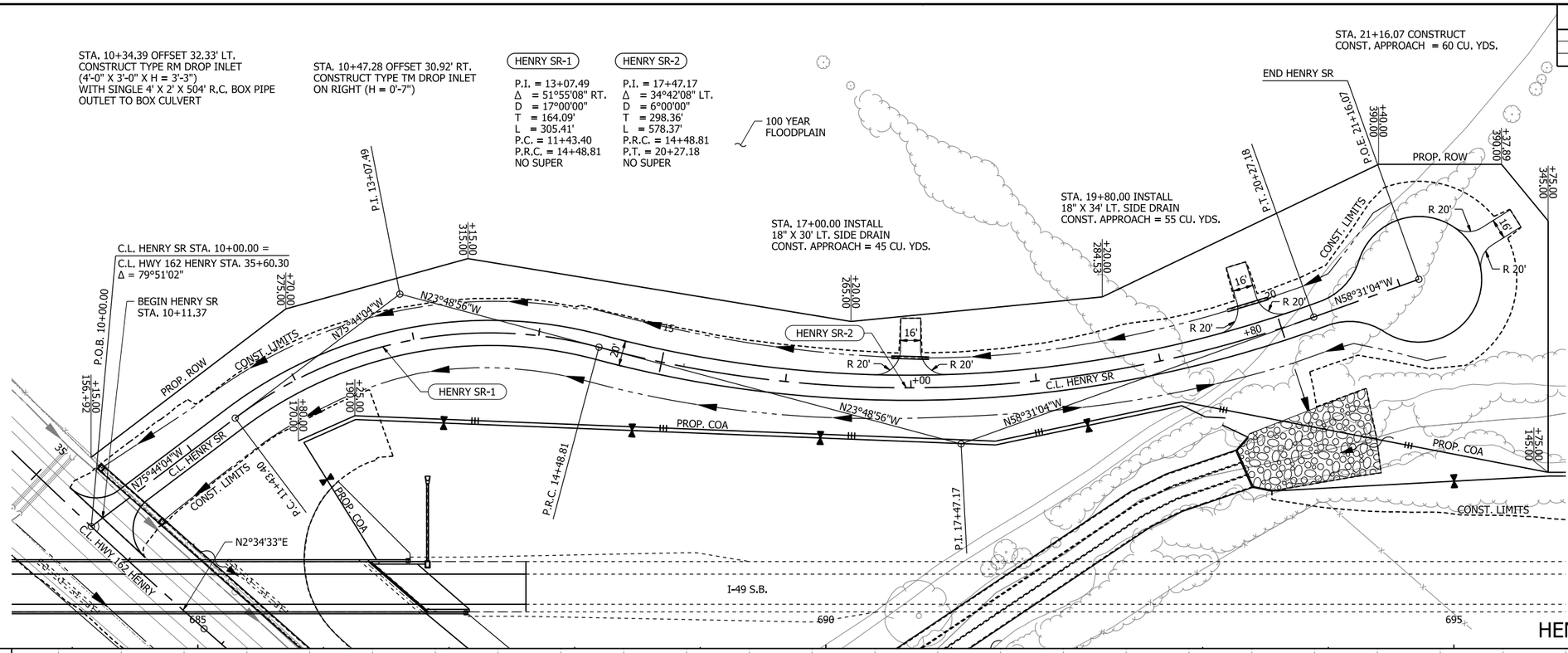
HENRY SR-2
P.I. = 17+47.17
Δ = 34°42'08" LT.
D = 6°00'00"
T = 298.36'
L = 578.37'
P.R.C. = 14+48.81
P.T. = 20+27.18
NO SUPER

100 YEAR FLOODPLAIN

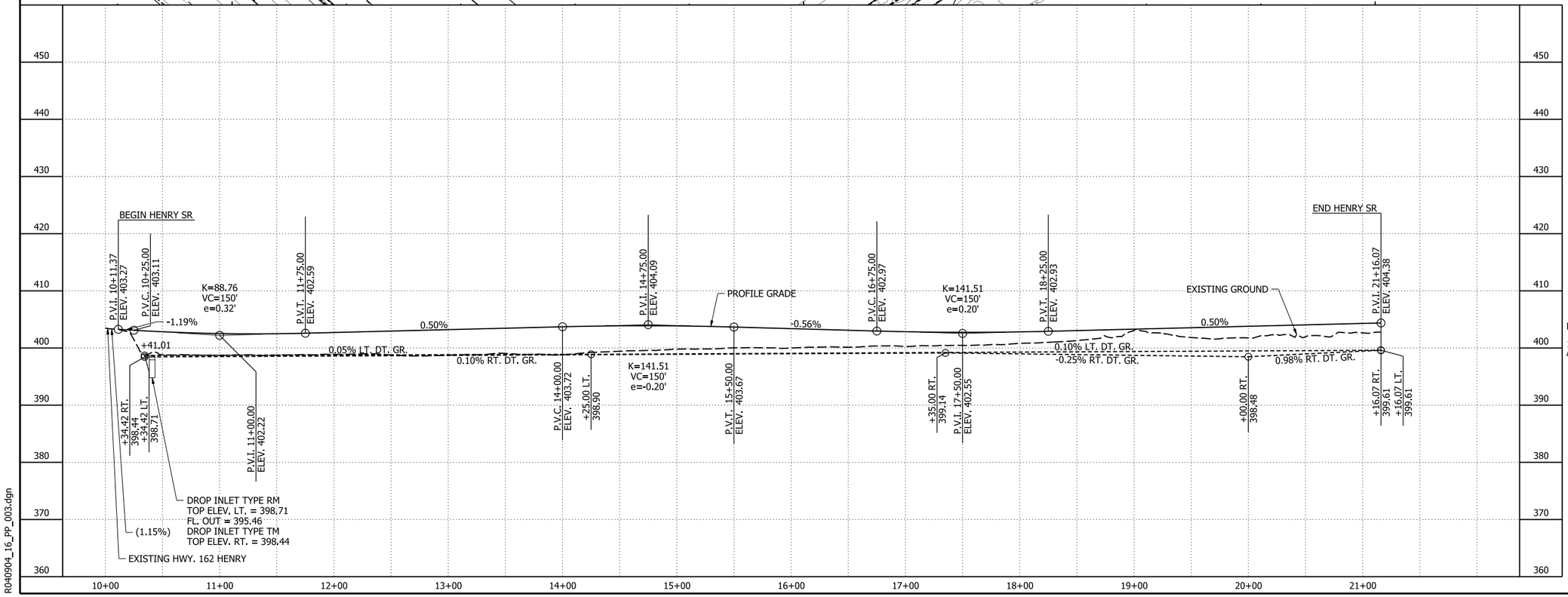
STA. 21+16.07 CONSTRUCT
CONST. APPROACH = 60 CU. YDS.

STA. 17+00.00 INSTALL
18" X 30' LT. SIDE DRAIN
CONST. APPROACH = 45 CU. YDS.

STA. 19+80.00 INSTALL
18" X 34' LT. SIDE DRAIN
CONST. APPROACH = 55 CU. YDS.



HENRY SR



HENRY SR
PLAN AND PROFILE SHEET

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

4/30/2026 7:52:42 AM
R040904_16_PP_003.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	291	742
		PLAN AND PROFILE SHEET - HWY 162 HENRY				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

C.L. HWY 162 HENRY STA. 35+60.30 =
C.L. HENRY SR STA. 10+00.00
Δ = 79°51'02"
C.L. HWY 162 HENRY-4

HWY 162 HENRY-4
P.I. = 34+87.56
Δ = 5°16'35" LT.
D = 1°21'35"
T = 194.14'
L = 388.02'
P.C. = 32+93.42
P.T. = 36+81.44
EXISTING

STA. 40+33.00 OFFSET 40.37' LT.
CONSTRUCT TYPE TM DROP INLET
ON LEFT (H = 4'9")

C.L. HWY 162 HENRY STA. 37+12.56 =
C.L. I-49 STA. 685+28.36
Δ = 138°40'14"

C.L. HWY 162 HENRY STA. 39+16.29 =
C.L. DRIVEWAY 7 STA. 41+66.91
Δ = 90°00'00"

HWY 162 HENRY

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
41+39	45+12	LT.	A	373

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
41+39	45+12	LT.	A	373

BEGIN CONSTRUCTION
HWY 162 HENRY
STATION 40+10.00

END CONSTRUCTION
HWY 162 HENRY
STATION 41+10.00

P.V.I. 40+10.00
ELEV. 403.73

P.V.I. 41+10.00
ELEV. 403.74

100' TRANSITION TO EXIST.

100' TRANSITION TO EXIST.

EXISTING GROUND

0.01%

TOP ELEV. = 398.71
+34.18
+99.37
TOP ELEV. = 398.44
TOP ELEV. = 396.69
+57.84
+33
FL. IN = 393.84
FL IN LT. = 394.44
FL OUT RT. = 393.67
50yr WS = 399.93
100yr WS = 400.24

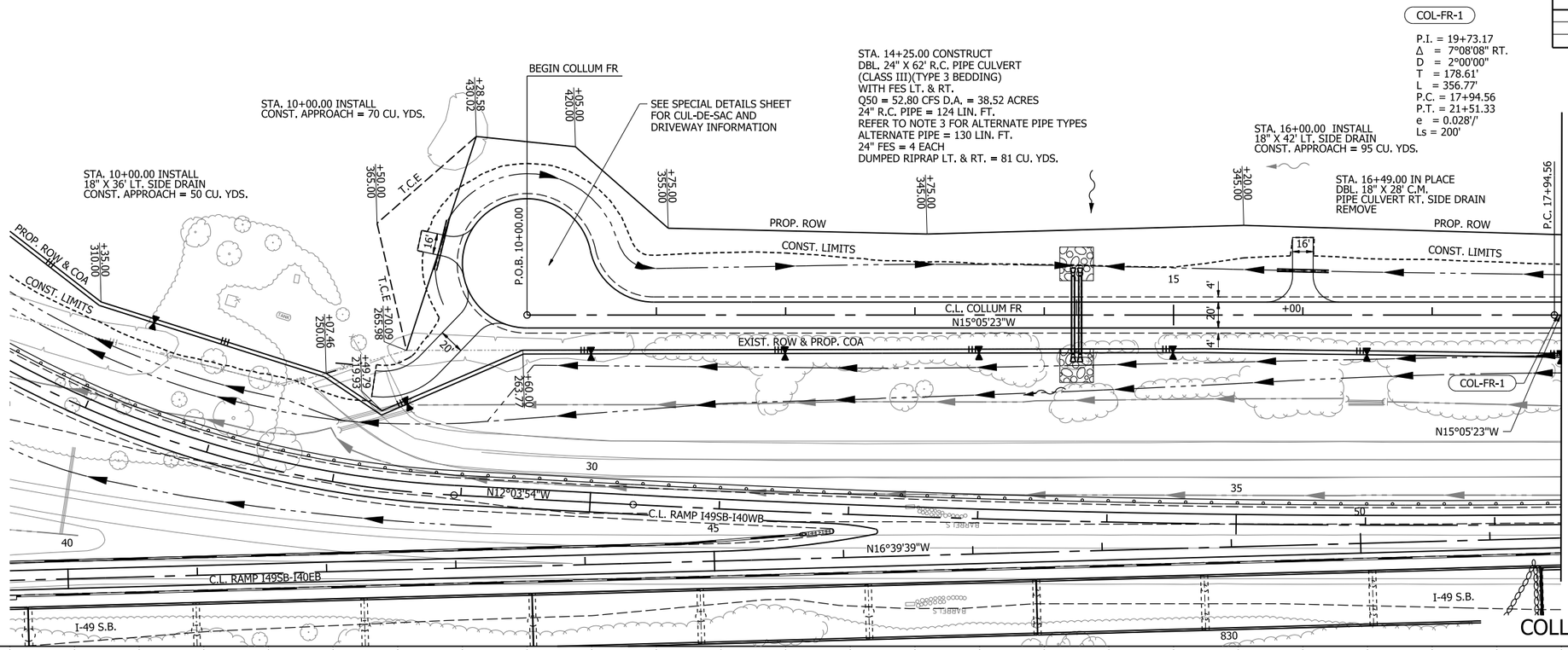
NOTES:

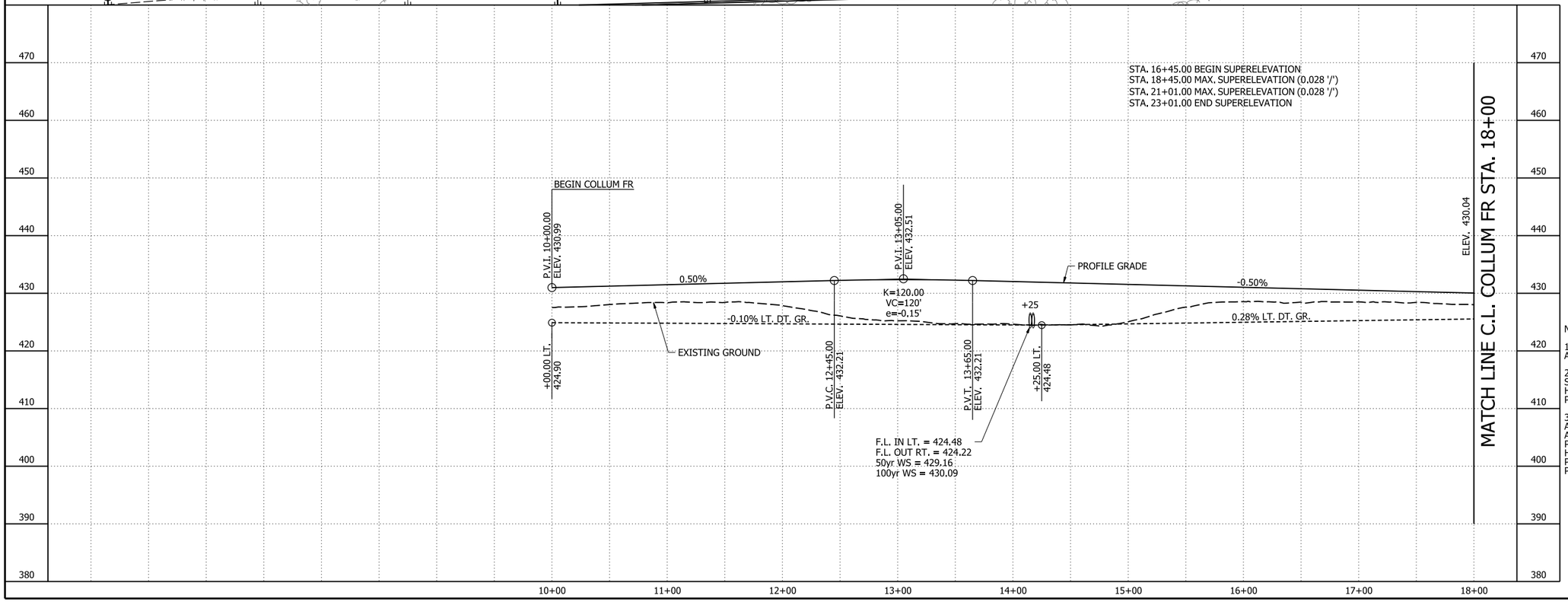
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

HWY 162 HENRY
PLAN AND PROFILE SHEET

4/30/2026 7:52:46 AM
R040904_16_PP_004.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	292	742
		PLAN AND PROFILE SHEETS - COLLUM FR				





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

2. ALTERNATE PIPE TYPES WHERE NOTED:
SLPPMCCS PIPE (TYPE 2 BEDDING)
HDPE-S PIPE (TYPE 2 BEDDING)
PVP PIPE (TYPE 2 BEDDING)

3. ALTERNATE PIPE TYPES WHERE NOTED:
ACCSP (TYPE 2 BEDDING)
AICCSP (TYPE 2 BEDDING)
PPMCCSP (TYPE 2 BEDDING)
HDPE (TYPE 2 BEDDING)
PVC (TYPE 2 BEDDING)
PPL (TYPE 2 BEDDING)

COLLUM FR
PLAN AND PROFILE SHEETS

4/30/2026 7:52:49 AM
R040904_16_PP_005.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	293	742
		PLAN AND PROFILE SHEETS - COLLUM FR				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

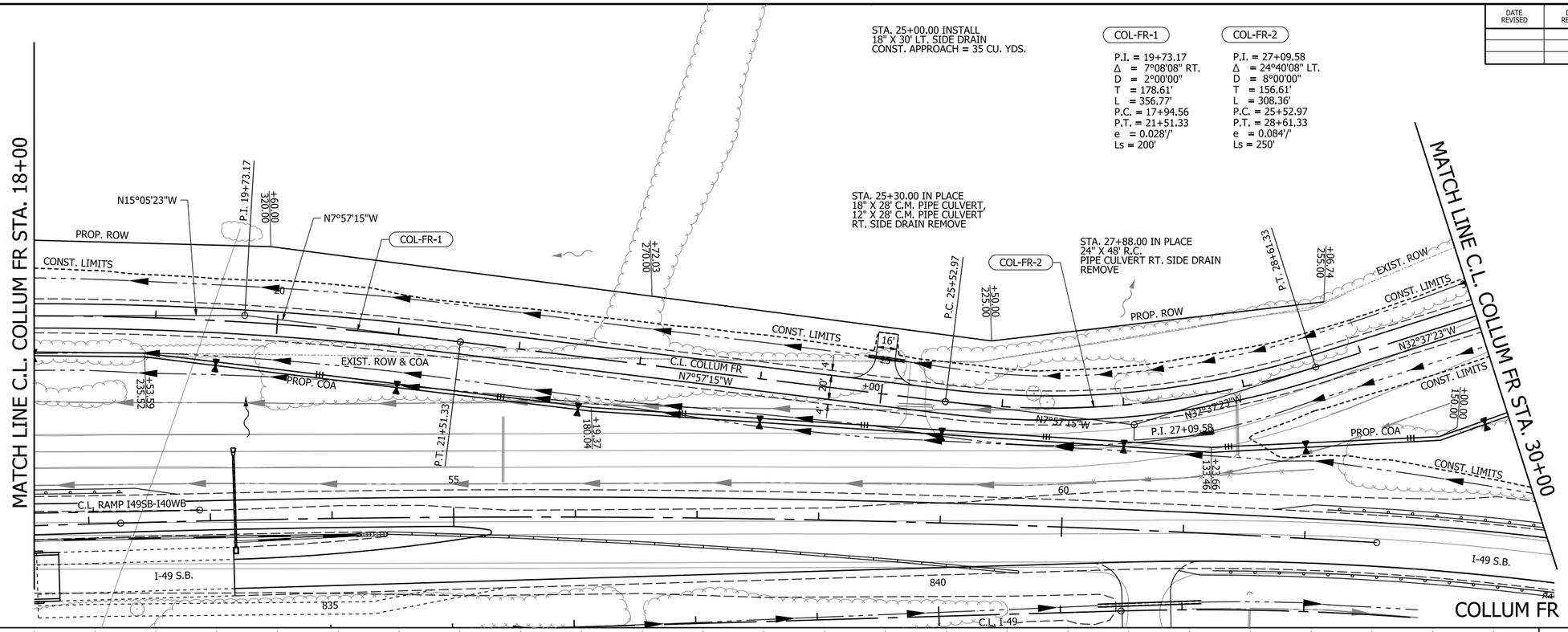
STA. 25+00.00 INSTALL
18" X 30' LT. SIDE DRAIN
CONST. APPROACH = 35 CU. YDS.

COL-FR-1
P.I. = 19+73.17
Δ = 7°08'08" RT.
D = 2°00'00"
T = 178.61'
L = 356.77'
P.C. = 17+94.56
P.T. = 21+51.33
e = 0.028'/'
Ls = 200'

COL-FR-2
P.I. = 27+09.58
Δ = 24°40'08" LT.
D = 8°00'00"
T = 156.61'
L = 308.36'
P.C. = 25+52.97
P.T. = 28+61.33
e = 0.084'/'
Ls = 250'

STA. 25+30.00 IN PLACE
18" X 28' C.M. PIPE CULVERT,
12" X 28' C.M. PIPE CULVERT
RT. SIDE DRAIN REMOVE

STA. 27+88.00 IN PLACE
24" X 48' R.C.
PIPE CULVERT RT. SIDE DRAIN
REMOVE

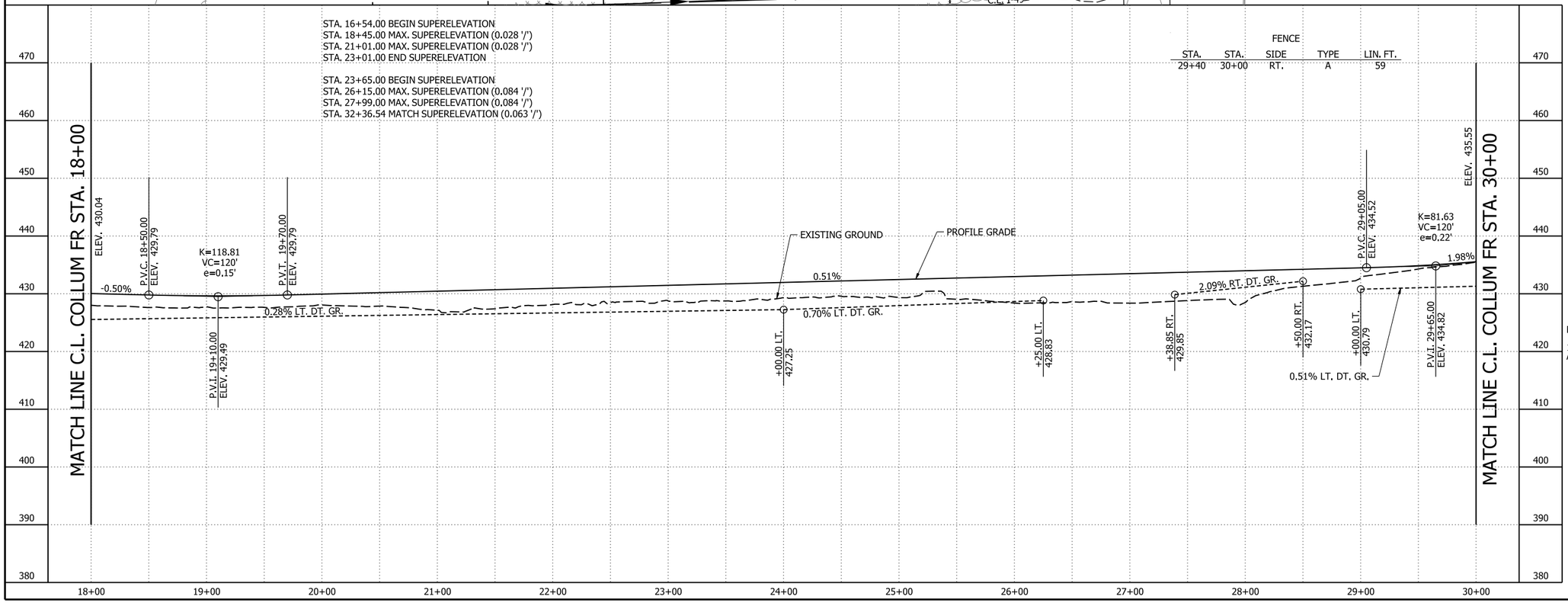


STA. 16+54.00 BEGIN SUPERELEVATION
STA. 18+45.00 MAX. SUPERELEVATION (0.028 '/')
STA. 21+01.00 MAX. SUPERELEVATION (0.028 '/')
STA. 23+01.00 END SUPERELEVATION

STA. 23+65.00 BEGIN SUPERELEVATION
STA. 26+15.00 MAX. SUPERELEVATION (0.084 '/')
STA. 27+99.00 MAX. SUPERELEVATION (0.084 '/')
STA. 32+36.54 MATCH SUPERELEVATION (0.063 '/')

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
29+40	30+00	RT.	A	59





0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

COLLUM FR
PLAN AND PROFILE SHEETS

4/30/2026 7:52:55 AM
R040904_16_PP_006.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2026		6	ARK.	040904	294	742
		PLAN AND PROFILE SHEETS - COLLUM FR				

COL-FR-3

P.I. = 33+65.86
Δ = 20°28'18" RT.
D = 8°00'00"
T = 129.32'
L = 255.89'
P.C. = 32+36.54
P.T. = 34+92.43
e = 0.084'/'
Ls = 250'

MATCH LINE C.L. COLLUM FR STA. 30+00

100 YEAR FLOODPLAIN

EXIST. ROW

END COLLUM FR

P.C. 32+36.54

P.I. 33+65.86

EXIST. ROW

CONST. LIMITS

C.L. COLLUM FR

N32°37'23"W

N12°09'05"W

COL-FR-3

CONST. LIMITS

PROP. COA

P.T. 34+92.43

C.L. COLLUM FR STA. 37+43.70 =
C.L. COLLUM STA. 11+66.48
Δ = 74°57'38"

P.O.E. 37+43.70

35

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

C.L. COLLUM

PROP. COA

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
30+00	36+95	RT.	A	688

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
30+75.00	32+00.00	LT.	125	6'-0"	83.33

CONST. LIMITS

I-49 S.B.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
10-12-2026

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

COLLUM FR

STA. 23+65.00 BEGIN SUPERELEVATION
STA. 26+15.00 MAX. SUPERELEVATION (0.084 '/')
STA. 27+99.00 MAX. SUPERELEVATION (0.084 '/')
STA. 32+36.54 MATCH SUPERELEVATION (0.063 '/')

MATCH LINE C.L. COLLUM FR STA. 30+00

K=81.63
VC=120'
e=0.22'

ELEV. 435.55

P.V.T. 30+25.00
ELEV. 436.01

END COLLUM FR
MATCH EXISTING

P.V.I. 32+36.54
ELEV. 440.19

PROFILE GRADE

EXISTING GROUND

EXISTING COLLUM FRONTAGE RD.

1.98%

1.98%

4.39% LT. DT. GR.

(1.96%)

+75.00 LT.
431.68

+00.00 LT.
437.17

0.51% LT. DT. GR.

480 470 460 450 440 430 420 410 400 390

30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

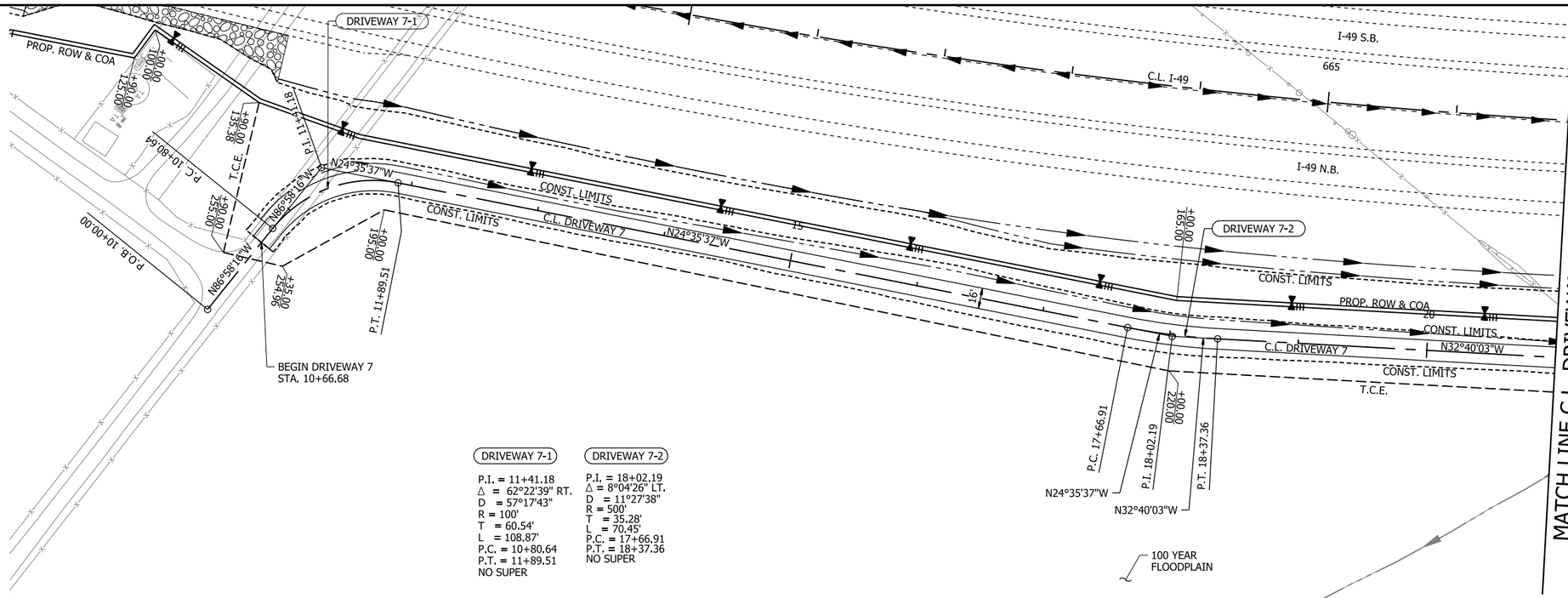
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

COLLUM FR
PLAN AND PROFILE SHEETS

10/19/2026 9:28:52 AM
R040904_16_PP_007.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	295	742
		PLAN AND PROFILE SHEETS - DRIVEWAY 7				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



DRIVEWAY 7-1

P.I. = 11+41.18
Δ = 62°22'39" RT.
D = 57°17'43"
R = 100'
T = 60.54'
L = 108.87'
P.C. = 10+80.64
P.T. = 11+89.51
NO SUPER

DRIVEWAY 7-2

P.I. = 18+02.19
Δ = 8°04'26" LT.
D = 11°27'38"
R = 500'
T = 35.28'
L = 70.45'
P.C. = 17+66.91
P.T. = 18+37.36
NO SUPER

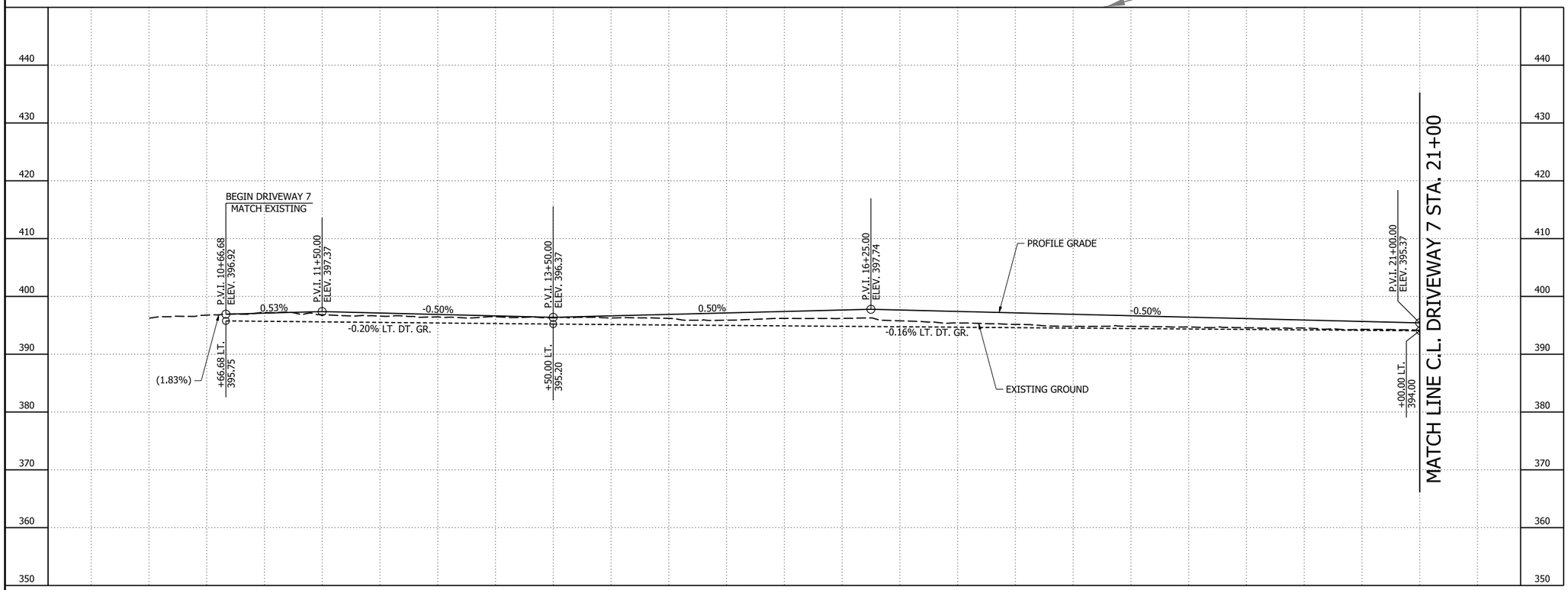
0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

DRIVEWAY 7



NOTES:

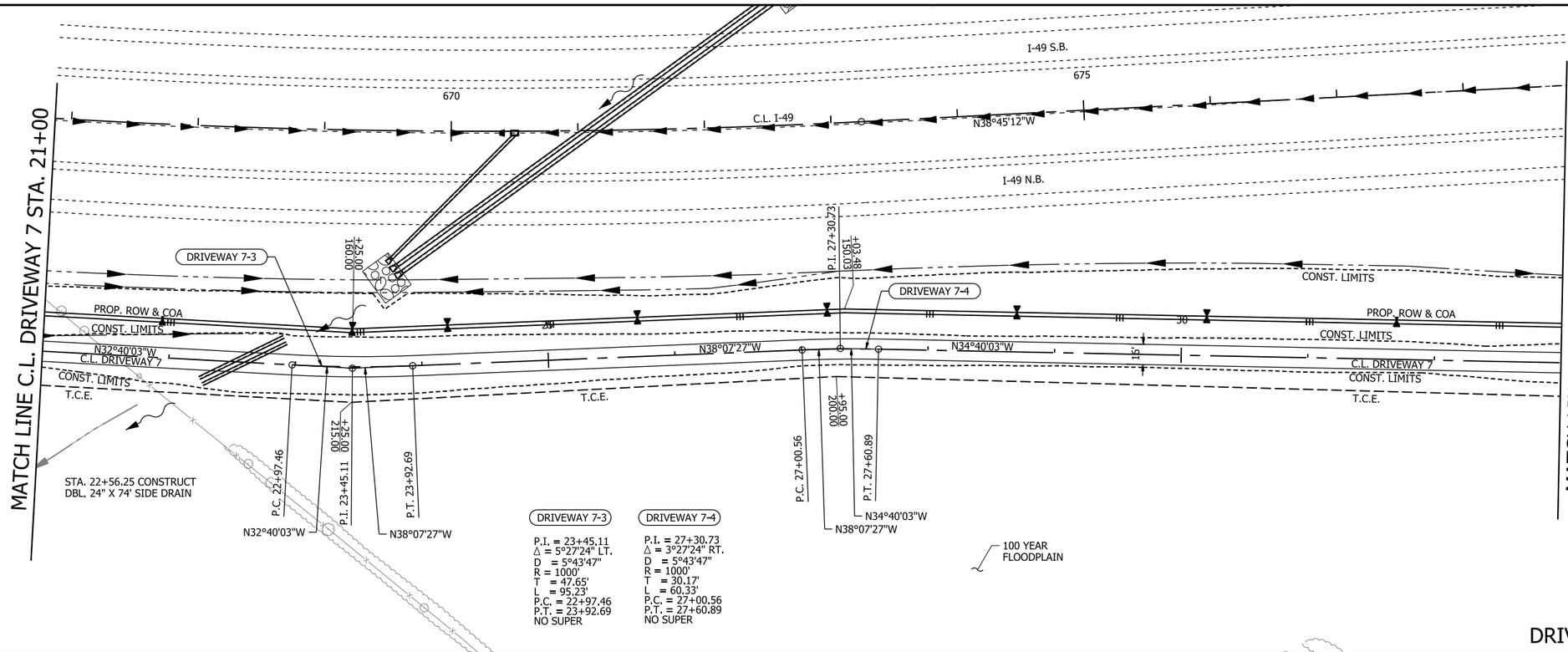
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

DRIVEWAY 7
PLAN AND PROFILE SHEETS

4/30/2026 7:53:03 AM
R040904_16_PP_008.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	296	742
		PLAN AND PROFILE SHEETS - DRIVEWAY 7				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



DRIVEWAY 7-3
P.I. = 23+45.11
Δ = 5°27'24" LT.
D = 5°43'47"
R = 1000'
T = 47.65'
L = 95.23'
P.C. = 22+97.46
P.T. = 23+92.69
NO SUPER

DRIVEWAY 7-4
P.I. = 27+30.73
Δ = 3°27'24" RT.
D = 5°43'47"
R = 1000'
T = 30.17'
L = 60.33'
P.C. = 27+00.56
P.T. = 27+60.89
NO SUPER

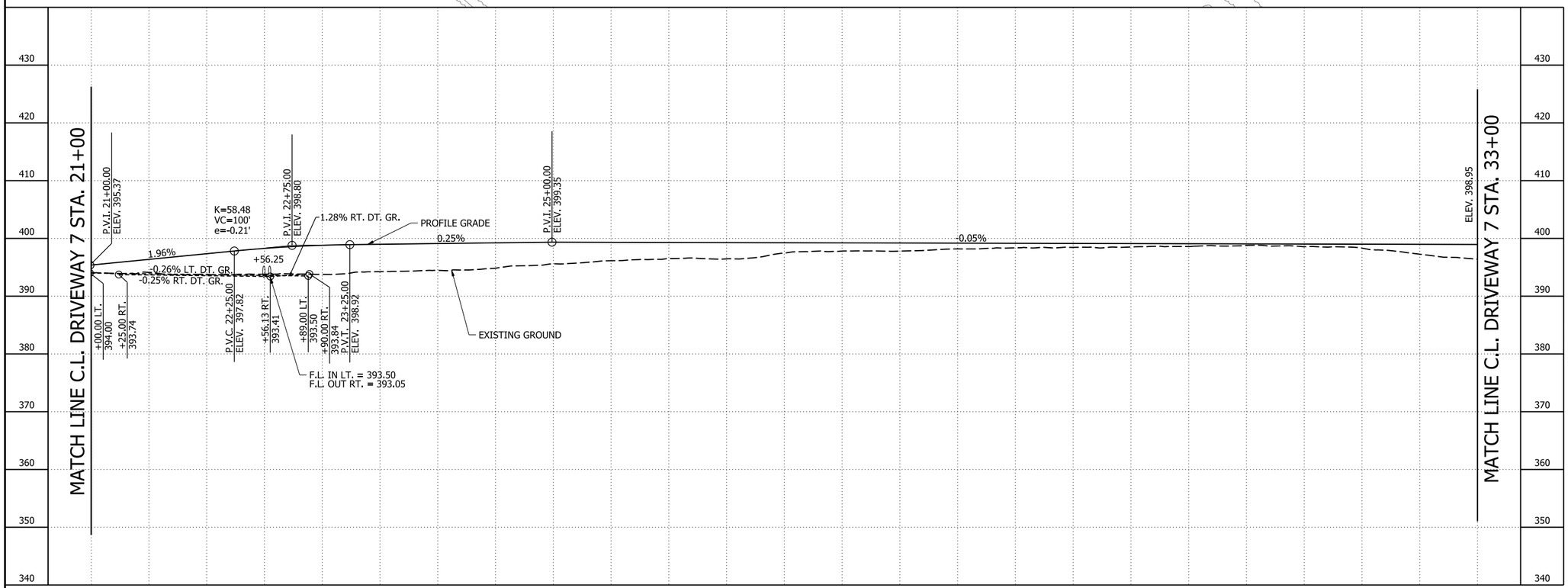
0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

DRIVEWAY 7



NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

DRIVEWAY 7
PLAN AND PROFILE SHEETS

4/30/2026 7:53:07 AM
R040904_16_PP_009.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	297	742
		PLAN AND PROFILE SHEETS - DRIVEWAY 7				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
54-2826

MATCH LINE C.L. DRIVEWAY 7 STA. 33+00

680 685 C.L. I-49 N38°45'12"W I-49 N.B.

PROP. COA

CONST. LIMITS PROP. ROW & COA 35 CONST. LIMITS C.L. DRIVEWAY 7 N34°40'03"W 35' CONST. LIMITS T.C.E. CONST. LIMITS

STA. 33+75.00 CONSTRUCT DBL. 24" X 34' SIDE DRAIN

DRIVEWAY 7-5

P.I. = 39+99.41
Δ = 52°45'24" LT.
D = 38°11'56"
T = 74.39'
L = 138.11'
P.C. = 39+25.02
P.T. = 40+63.13
NO SUPER

100 YEAR FLOODPLAIN

+90.00 107.46 P.T. 40+63.13 N87°25'27"W DRIVEWAY 7-5 40 +20.22 230.00 P.C. 39+25.02 +75.00 260.00 P.I. 39+99.41 N34°40'03"W

C.L. DRIVEWAY 7 STA. 41+66.91 =
C.L. HWY 162 HENRY STA. 39+16.29
Δ = 90°00'00"

P.O.T. 41+66.91 EXIST. ROW C.L. HWY 162 HENRY 40 +75.00 182.20 +20.00 227.12 N87°25'27"W T.C.E. END DRIVEWAY 7 STA. 41+56.52 +95.00 260.00 PROP. ROW +55.00 315.00 +90.00 269.87 +35.00 230.00 PROP. ROW & COA T.C.E. +27.48 253.71

STA. 41+25.00 CONSTRUCT 24" X 48' SIDE DRAIN

100 YEAR FLOODPLAIN BOUNDARY

DRIVEWAY 7

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

MATCH LINE C.L. DRIVEWAY 7 STA. 33+00

ELEV. 398.95 P.V.I. 34+00.00 ELEV. 398.90 PROFILE GRADE -0.05% +75 F.L. OUT LT. = 396.05 F.L. IN RT. = 396.20 EXISTING GROUND 0.50% P.V.I. 41+00.00 ELEV. 402.40 1.47% +25 F.L. OUT LT. = 399.24 F.L. IN RT. = 399.55 P.V.I. 41+56.52 ELEV. 403.23 END DRIVEWAY 7 MATCH EXISTING (1.68%)

440 430 420 410 400 390 380 370 360 350

33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

DRIVEWAY 7
PLAN AND PROFILE SHEETS

4/30/2026 7:53:10 AM
R040904_16_PP_010.dgn

DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	298	742

PLAN AND PROFILE SHEETS - OLD WIRE RD

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

STA. 10+24.00 IN PLACE 24" X 24' C.M. PIPE CULVERT TO REMAIN

BEGIN OLD WIRE RD STA. 10+15.40

OWR-1

P.I. = 11+08.95
Δ = 40°02'29" LT.
D = 57°17'31"
R = 100'
T = 36.44'
L = 69.89'
P.C. = 10+72.51
P.T. = 11+42.40
NO SUPER

P.O.B. 10+00.00
+65.00
290.00

+25.00
260.00

T.C.E.

N2°09'05"E

CONST. LIMITS

OWR-1

+55.00
235.00

P.T. 11+42.40

T.C.E.

CONST. LIMITS

15

N2°09'05"E

N37°53'24"W

16'

C.L. OLD WIRE RD
N37°53'24"W

+25.00
171.77

P.C. 10+72.51

PROP. ROW & COA

+90.80
175.53

P.I. 11+08.95

+55.66
180.00

CONST. LIMITS

MATCH LINE C.L. OLD WIRE RD STA. 15+50

OLD WIRE RD

0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 5 10 15 20
VERT. SCALE IN FEET: 1"=10'

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

440 435 430 425 420 415 410 405 400 395

BEGIN OLD WIRE RD
MATCH EXISTING

P.V.I. 10+15.40
ELEV. 414.71

PROFILE GRADE

0.50%

-0.30% RT. DT. GR.

0.44% RT. DT. GR.

+00.00 RT.
412.94

+00.00 RT.
412.04

F.L. IN LT. = 412.54
F.L. OUT RT. = 412.42

EXISTING GROUND

ELEV. 417.39

MATCH LINE C.L. OLD WIRE RD STA. 15+50

10+00 11+00 12+00 13+00 14+00 15+00

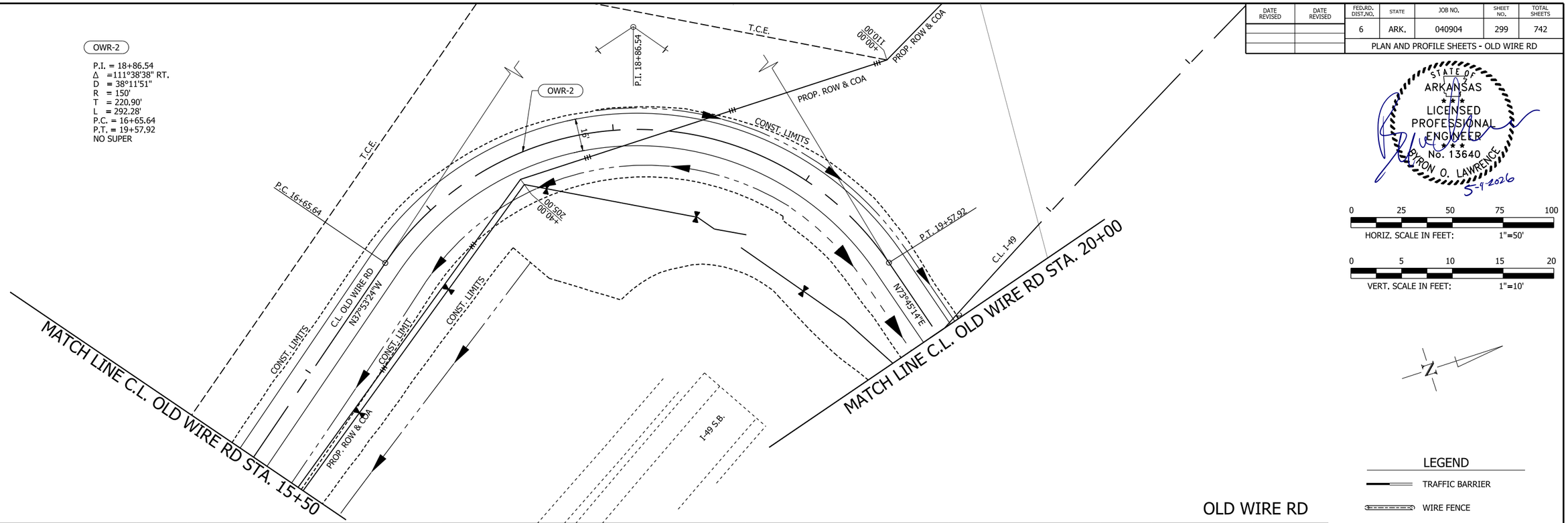
OLD WIRE RD
PLAN AND PROFILE SHEETS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	299	742
		PLAN AND PROFILE SHEETS - OLD WIRE RD				

OWR-2

P.I. = 18+86.54
Δ =111°38'38" RT.
D = 38°11'51"
R = 150'
T = 220.90'
L = 292.28'
P.C. = 16+65.64
P.T. = 19+57.92
NO SUPER



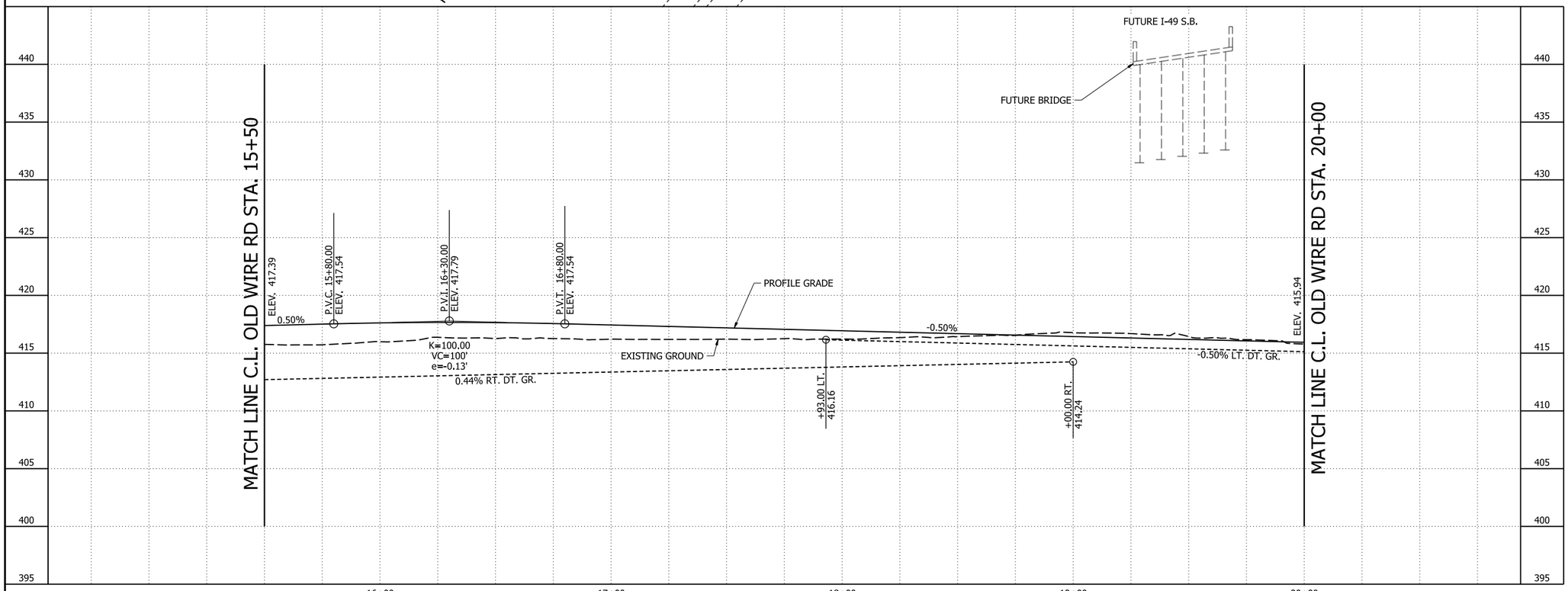
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-9-2026

0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 5 10 15 20
VERT. SCALE IN FEET: 1"=10'

N

OLD WIRE RD



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

OLD WIRE RD
PLAN AND PROFILE SHEETS

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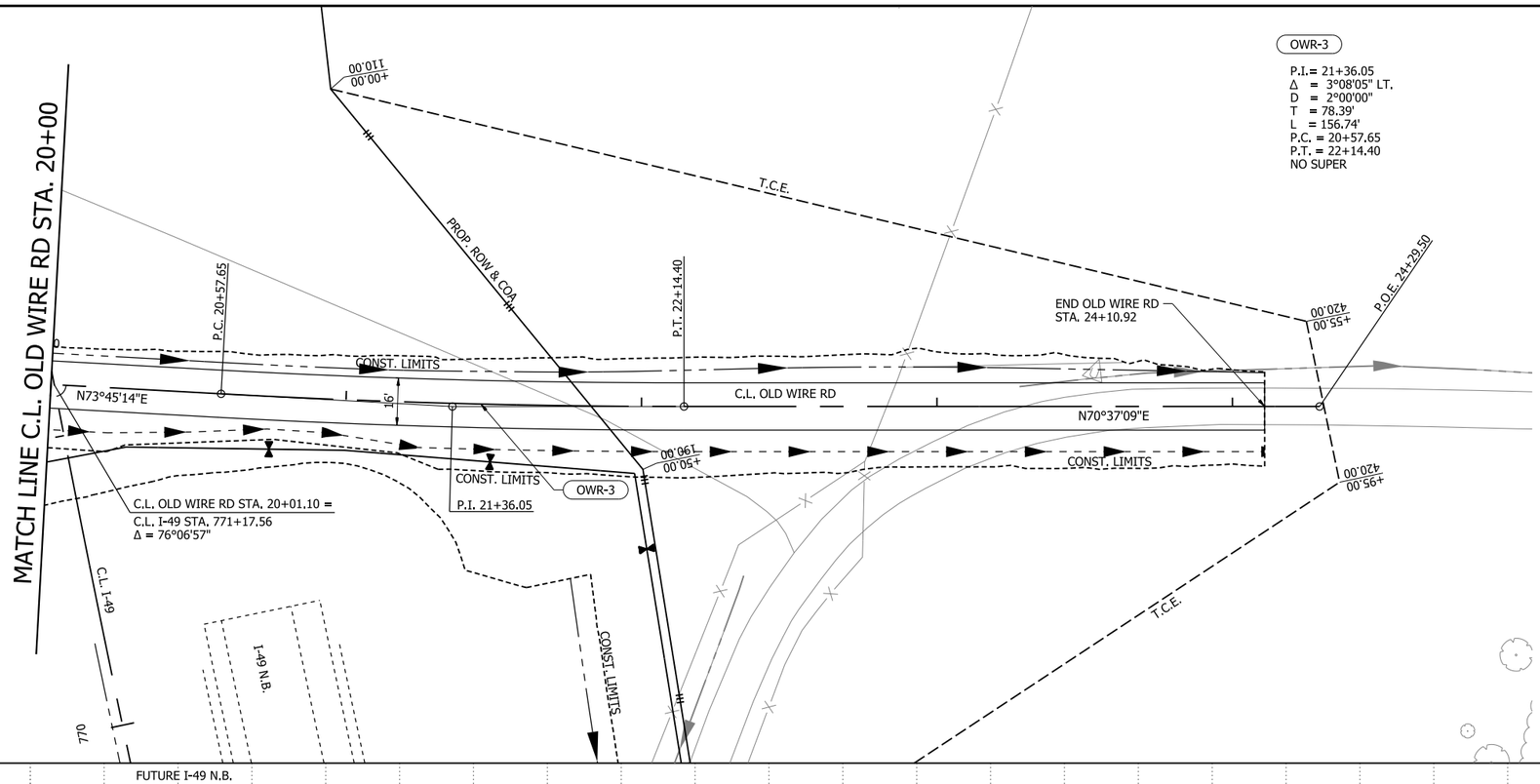
FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	300	742

PLAN AND PROFILE SHEETS - OLD WIRE RD

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 5 10 15 20
VERT. SCALE IN FEET: 1"=10'



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

OLD WIRE RD
PLAN AND PROFILE SHEETS

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DATE REVISED	DATE REVISED

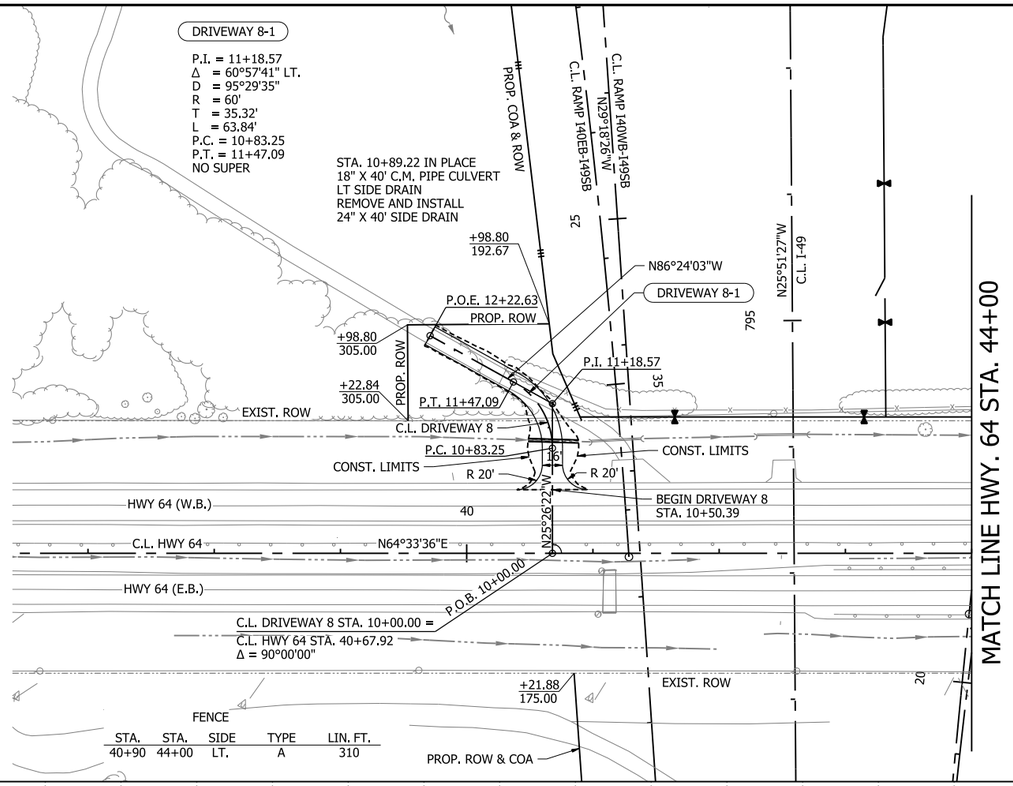
FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	301	742

PLAN AND PROFILE SHEETS - HWY. 64

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 60 120 180 240
HORIZ. SCALE IN FEET: 1"=120'

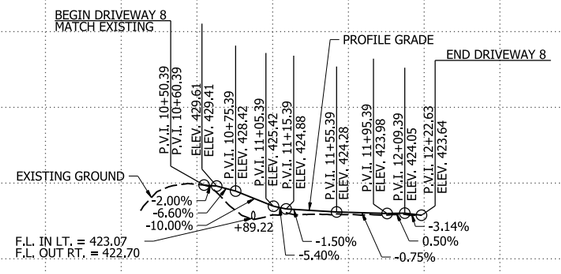
0 15 30 45 60
VERT. SCALE IN FEET: 1"=30'



STA.	STA.	SIDE	TYPE	LIN. FT.
40+90	44+00	LT.	A	310

HWY. 64

DRIVEWAY 8



480 470 460 450 440 430 420 410 400 390 380 370

10+00 11+00 12+00 13+00

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

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HWY. 64
PLAN AND PROFILE SHEETS

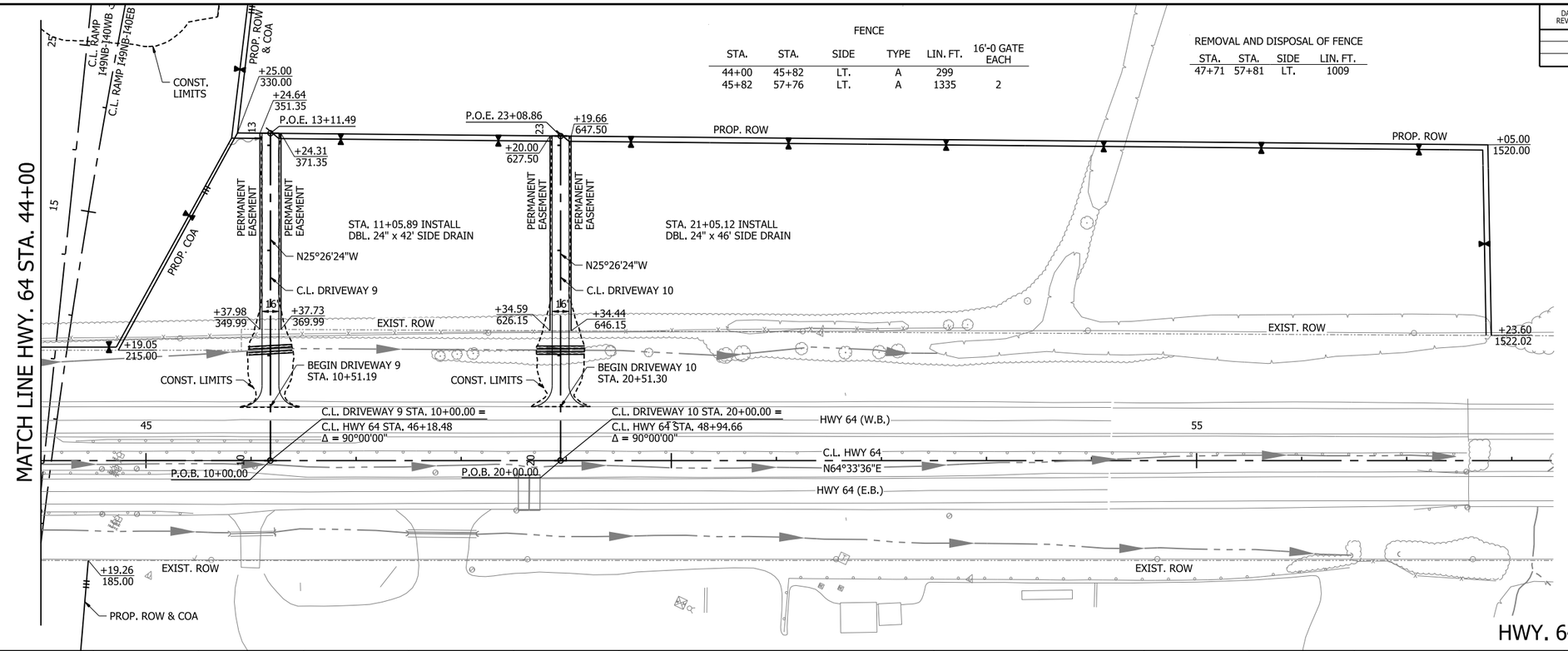
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	302	742
		PLAN AND PROFILE SHEETS - HWY. 64				

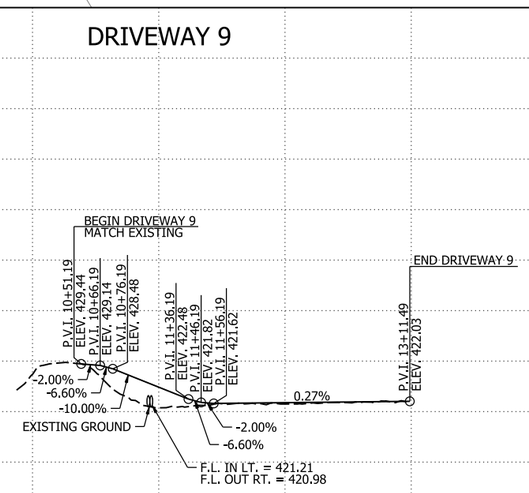
FENCE

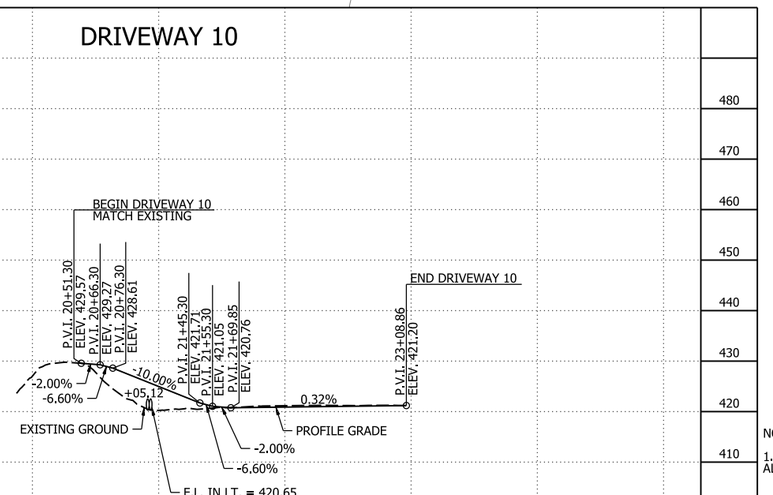
STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0 GATE EACH
44+00	45+82	LT.	A	299	
45+82	57+76	LT.	A	1335	2

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
47+71	57+81	LT.	1009







STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

0 60 120 180 240
HORIZ. SCALE IN FEET: 1"=120'

0 15 30 45 60
VERT. SCALE IN FEET: 1"=30'

N

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

HWY. 64
PLAN AND PROFILE SHEETS

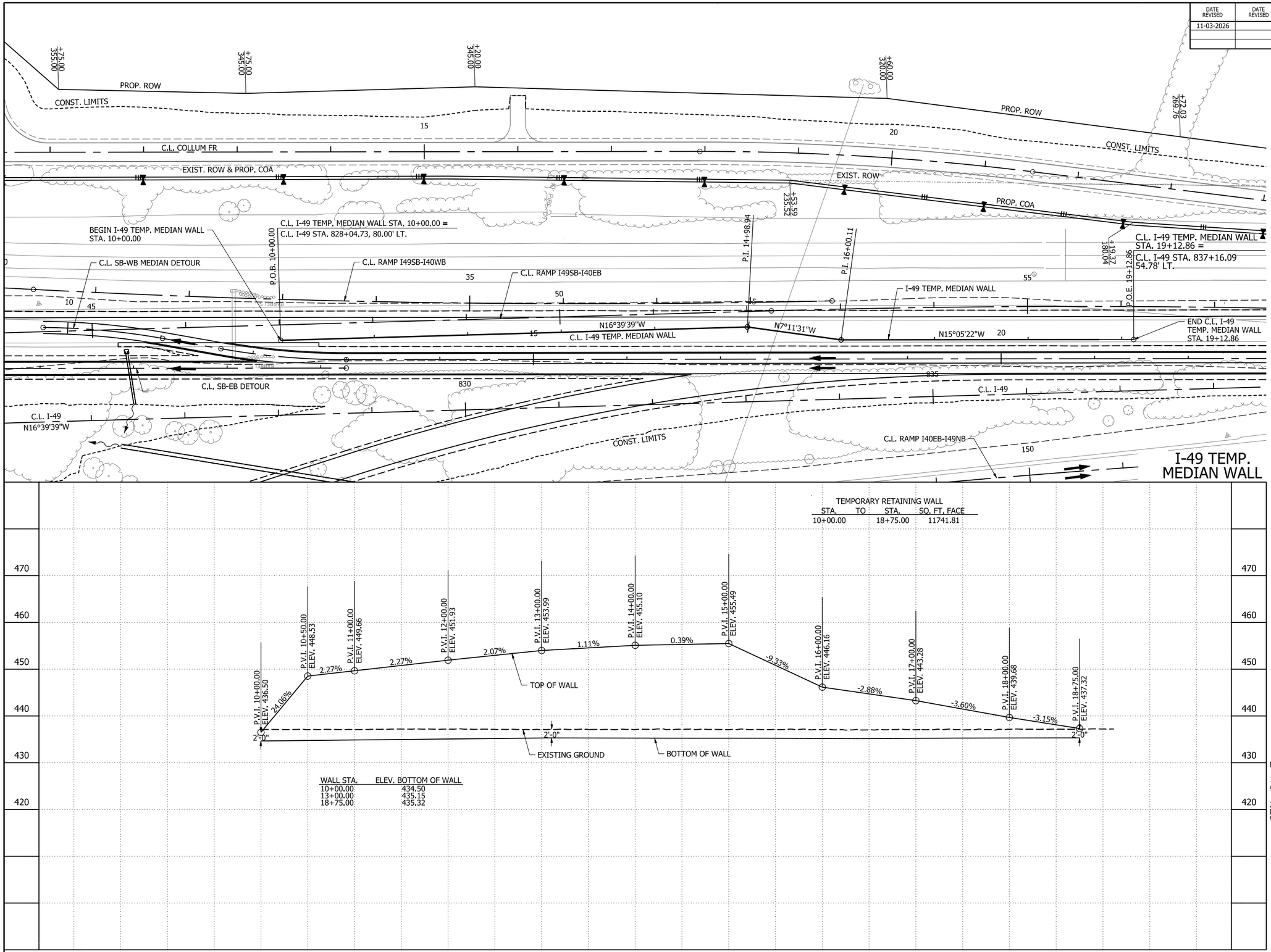
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DATE REVISED	DATE REVISED
11-03-2026	

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	303	742

PLAN AND PROFILE SHEET - I-49 TEMP. MEDIAN WALL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
11-3-2026



WALL STA.	ELEV. BOTTOM OF WALL
10+00.00	434.50
13+00.00	435.15
18+75.00	435.32

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

0 10 20 30 40
VERT. SCALE IN FEET: 1"=20'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

2. FOR TEMPORARY RETAINING WALL REQUIREMENTS, SEE "TEMPORARY RETAINING WALLS" SPECIAL PROVISION.

I-49 TEMP. MEDIAN WALL PLAN AND PROFILE SHEET

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	304	742
		ITS PLANS				



GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 NATIONAL ELECTRICAL CODE, NFPA 101 LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.

2. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, ARDOT SPECIAL PROVISIONS SPECIFIC TO THIS PROJECT, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO THE PROJECT ENGINEER TO ENSURE ARKANSAS STATE CODES (§17-28-10 ET SEQ. AND §20-31-101 ET. SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
   a. THE ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE(S).
   b. THE RATIO OF LICENSED-ELECTRICIANS TO APPRENTICE-ELECTRICIANS.
   c. PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS. DEPARTMENT OF LABOR, ELECTRICIAN LICENSE DIRECTORY (HTTPS://WWW.ARK.ORG.LABOR/ELECTRICIAN/SEARCH.PHP) ALL LICENSES SHALL BE VALID AND CURRENT.

4. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

5. CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OR ASSIGNED DEPARTMENT PROJECT INSPECTOR, EACH DAY PRIOR TO ITS RELATED WORK. NO WORK WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.

6. THE CONTRACTOR SHALL EXERCISE CAUTION DURING CONSTRUCTION; TO PROTECT EXISTING UTILITIES AND FACILITIES THAT ARE LOCATED IN AREAS OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF UTILITIES/ELEMENTS WHICH ARE DAMAGED AS A RESULT OF ACTIVITIES RELATED TO THE INSTALLATION OF ITS EQUIPMENT.

7. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORTS, AND PULL BOXES. BRIDGE-MOUNTED CONDUITS, SUPPORT ASSEMBLIES, AND PULL BOXES ARE PAID FOR AS DESCRIBED ON ITS PLANS. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.

8. ALL BRIDGE MOUNTED METALLIC CONDUITS AND JUNCTION BOXES SHALL BE CONTINUOUSLY BONDED USING GROUNDING-TYPE CONDUIT BUSHINGS. NEAR THE BRIDGE ABUTMENT, GROUND THE END OF THE METALLIC CONDUIT AND JUNCTION BOX SYSTEM TO A COPPER CLAD ELECTRODE. SEE SPECIAL PROVISIONS FOR ITS ELECTRICAL JUNCTION BOX METALLIC, FOR ADDITIONAL DETAILS.

9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT ANY INTERFERENCE. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY.

10. CONDUIT END BELL FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, SPLICE CABINETS, AND CONTROL CABINETS. THE COST OF THE FITTINGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.

11. ALL NON-METALLIC CONDUITS SHALL USE LONG SWEEP ELBOWS ON ALL CONDUIT BENDS. THE COST OF THE ELBOWS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.

12. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT EACH PULL BOX, POLE BASE, JUNCTION BOX, AND CABINET. TAGS SHALL BE EMBOSSED, STAMPED, OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF THE CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.

13. THE CONTRACTOR SHALL INSTALL A 5/8"X 10' COPPER GROUND ROD IN THE AT-GRADE PULL BOXES ADJACENT TO EACH BRIDGE END. THE GROUND RODS ARE SUBSIDIARY TO THE GROUND BOX PAY ITEM. ITS GROUND BOXES ARE TO BE GROUNDED PER ARDOT STANDARD DRAWING SD-11, STEEL POLE WITH MAST ARM, WHEN REQUIRED.

14. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.

16. PRIOR TO ORDERING ALL ITS EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A COPY OF THE APPLICABLE BROCHURES CONTAINING THE DESIGN CRITERIA FOR THE EQUIPMENT WHICH THE CONTRACTOR PROPOSES TO INSTALL FOR APPROVAL. THE SPECIFIC ITEMS THAT ARE PROPOSED FOR USE SHALL BE CLEARLY MARKED IN THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO IDENTIFY THE PAY ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SCHEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW. PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.

17. IF ENGINEER DETERMINES THAT THE EQUIPMENT SUBMITTAL MEETS THE DESIGN CRITERIA, AN APPROVAL WILL BE PROVIDED. IF THE EQUIPMENT SUBMITTAL FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT SUBMITTAL WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. THE EQUIPMENT RESUBMITTAL WILL BE CONSIDERED THE STARTING POINT OF A NEW APPROVAL CYCLE.

ITS GENERAL NOTES
ITS PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	305	742
		ITS PLANS				

ABBREVIATIONS

C	CONDUIT
C.L.	CENTERLINE
DET	DETAIL
DWG	DRAWING
ELECT.	ELECTRICAL
EXIST., (E)	EXISTING
FG	FINISHED GRADE
GND	GROUND
GRS	GALVANIZED RIGID STEEL (CONDUIT)
HD	HEAVY DUTY
HDG	HOT DIPPED GALVANIZED
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
ID	INSIDE DIAMETER
JB	JUNCTION BOX
MIN	MINIMUM
MP	MILEPOST
(N)	NEW
N.B.	NORTHBOUND
NEC	NATIONAL ELECTRIC CODE
NIC	NOT IN CONTRACT
NMC	NON-METALLIC CONDUIT
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
OSP	OUTSIDE PLANT
PB	PULL BOX
QTY	QUANTITY
ROW	RIGHT OF WAY
S.B.	SOUTHBOUND
SP	SPARE
STA	STATIONING
TBD	TO BE DETERMINED
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED

SYMBOLS

TYPE 5 PROPOSED ITS GND PULL BOX W/APRON

PROPOSED ITS AERIAL PULL BOX

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23873
MARQUES ALLEN

5/1/2026

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	306	742
		ITS PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23810
MARQUES ALLEN
6/10/2026

SUMMARY						
ITEM	DESCRIPTION	UNIT	STA. 591+00 TO STA. 615+00	STA. 615+00 TO STA. 639+00	I-40 STA. 623+00 TO STA. 640+62	TOTAL
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	360	987	1359	2706
SP & 710	NON-METALLIC CONDUIT (4")	LF	61	53	110	224
SP,SS, & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	1	1	2	4
SP	ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")	EA	2	3	5	10

ITS QUANTITIES
ITS PLANS

6/5/2026 10:59:34 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	307	742
		ITS PLANS				

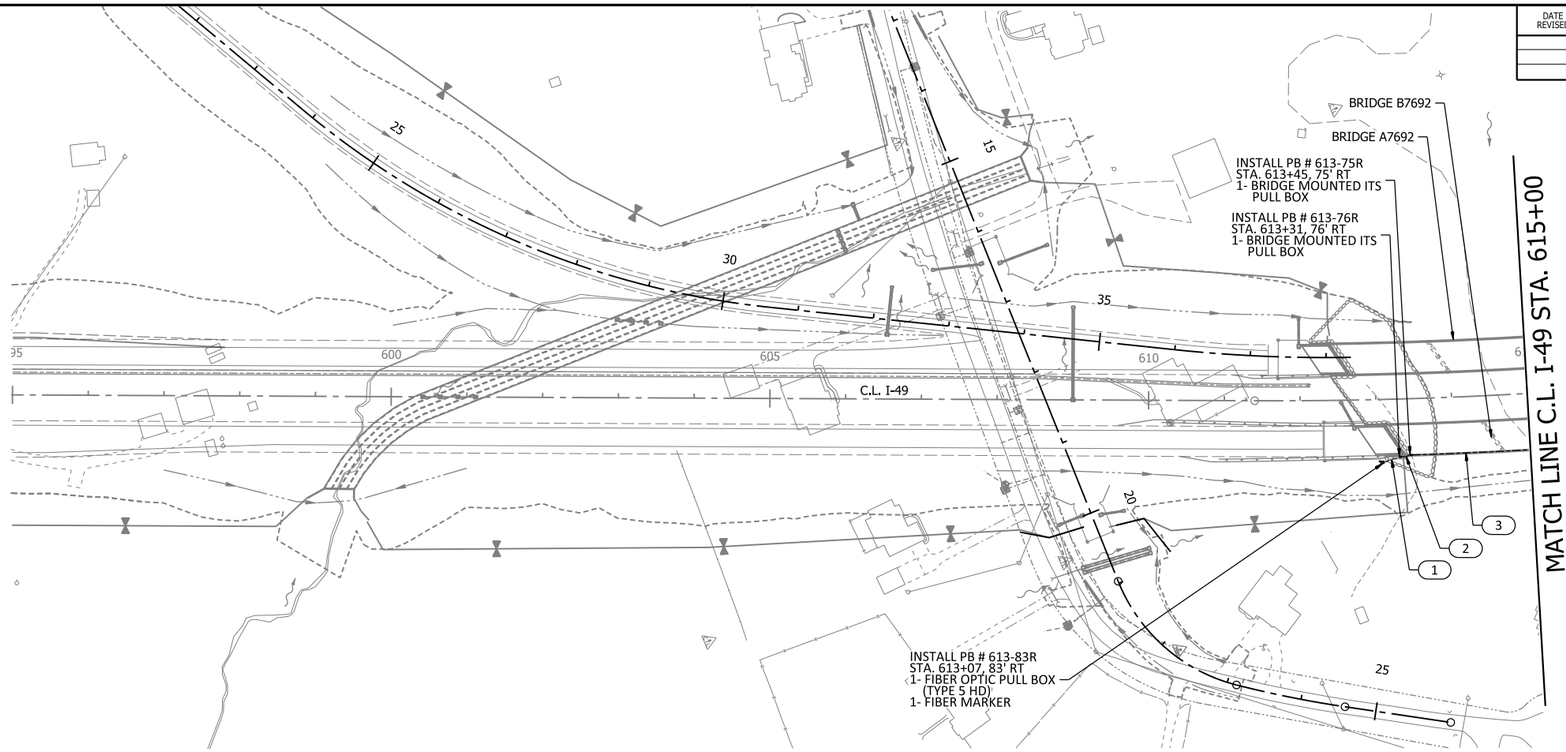
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23873
MARQUES ALLEN

5/1/2026

ITS Pull Box Schedule						
Pull Box No.	Station (C.L. I-49)	Offset	X,Y Coordinates	Pull Box Description	CONCRETE PULL BOX (TYPE 5 HD)	ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")
613-83R	613+06.72	83' RT	653753.68,408842.77		1	
613-76R	613+30.86	76' RT	653756.45,408867.62	Bridge Mounted		1
613-75R	613+45.06	75' RT	653759.48,408881.68	Bridge Mounted		1
617	616+55.38	75' RT	653864.71,409179.09	Bridge Mounted		1
620-74R	619+68.29	74' RT	653953.61,409481.79	Bridge Mounted		1
620-76R	619+82.51	76' RT	653959.38,409494.92	Bridge Mounted		1
620-84R	620+04.53	84' RT	653972.52,409515.62		1	
811-1613L	811+25.58	1613' LT	643492.54,425214.06	Bridge Mounted		1
811-1617L	810+99.76	1617' LT	643500.46,425182.90		1	
811-1624L	811+17.08	1624' LT	643485.14,425201.79	Bridge Mounted		1
812	812+50.89	1345' LT	643684.48,425452.74	Bridge Mounted		1
814-1025L	814+04.75	1025' LT	643919.87,425733.04		1	
814-1053L	813+95.21	1053' LT	643897.26,425714.42	Bridge Mounted		1
814-1066L	813+89.67	1066' LT	643886.73,425704.67	Bridge Mounted		1

DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	308	742
ITS PLANS				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23873
MARQUES ALLEN
5/1/2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

CONDUIT CHART STA. 591+00 TO STA. 615+00

RUN NUMBER	SP & 709 GALVANIZED STEEL CONDUIT (4")	SP & 710 NON-METALLIC CONDUIT (4")	RUN LENGTH (FEET)
1		2	29
2	2		15
3	2		156
UNIT	LF	LF	
SHEET SUB-TOTAL	342	58	
ELEVATION ADJUSTMENT (5%)	18	3	
SHEET TOTAL	360	61	

SHEET SUMMARY

ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	360
SP & 710	NON-METALLIC CONDUIT (4")	LF	61
SP,SS, & 711	CONCRETE PULL BOX (TYPE 5 HD)	EA	1
SP	ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")	EA	2

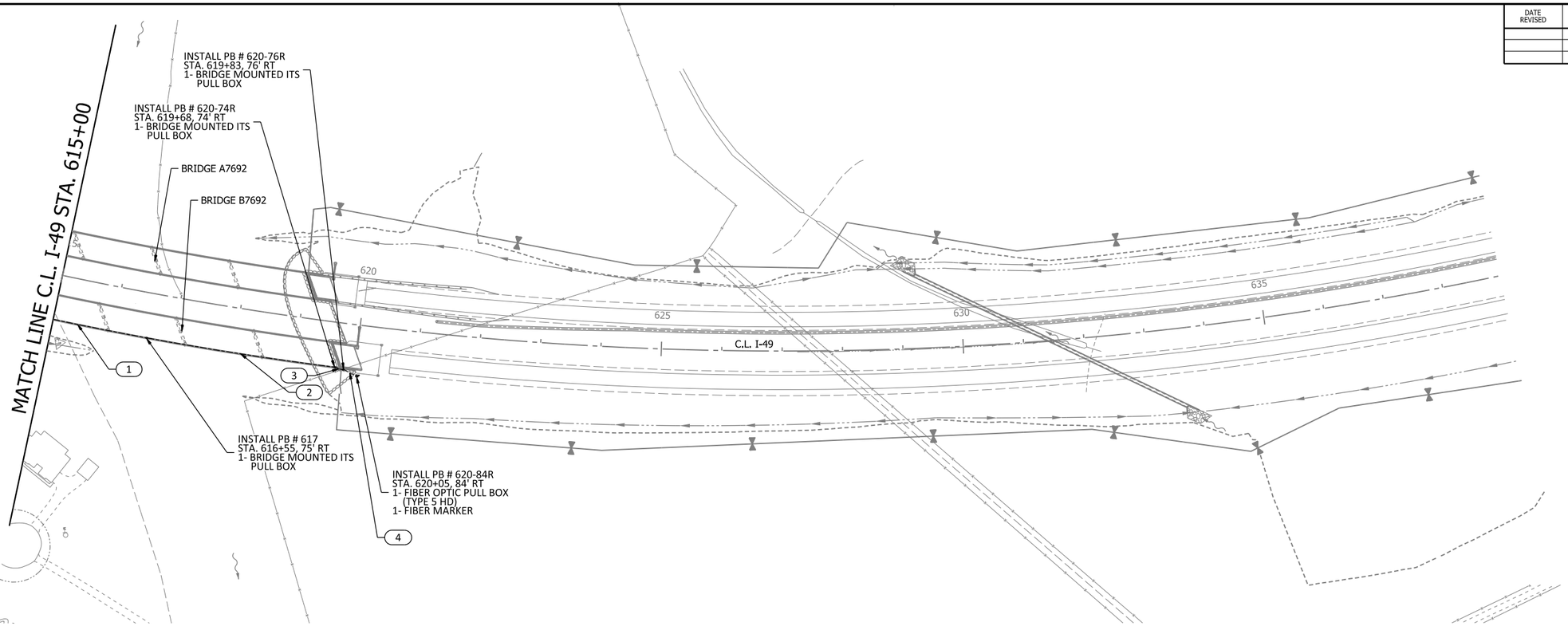
ITS PLAN AND DETAIL SHEETS
ITS PLANS

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DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040904	309	742

ITS PLANS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23873
MARQUES ALLEN
5/1/2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

LEGEND

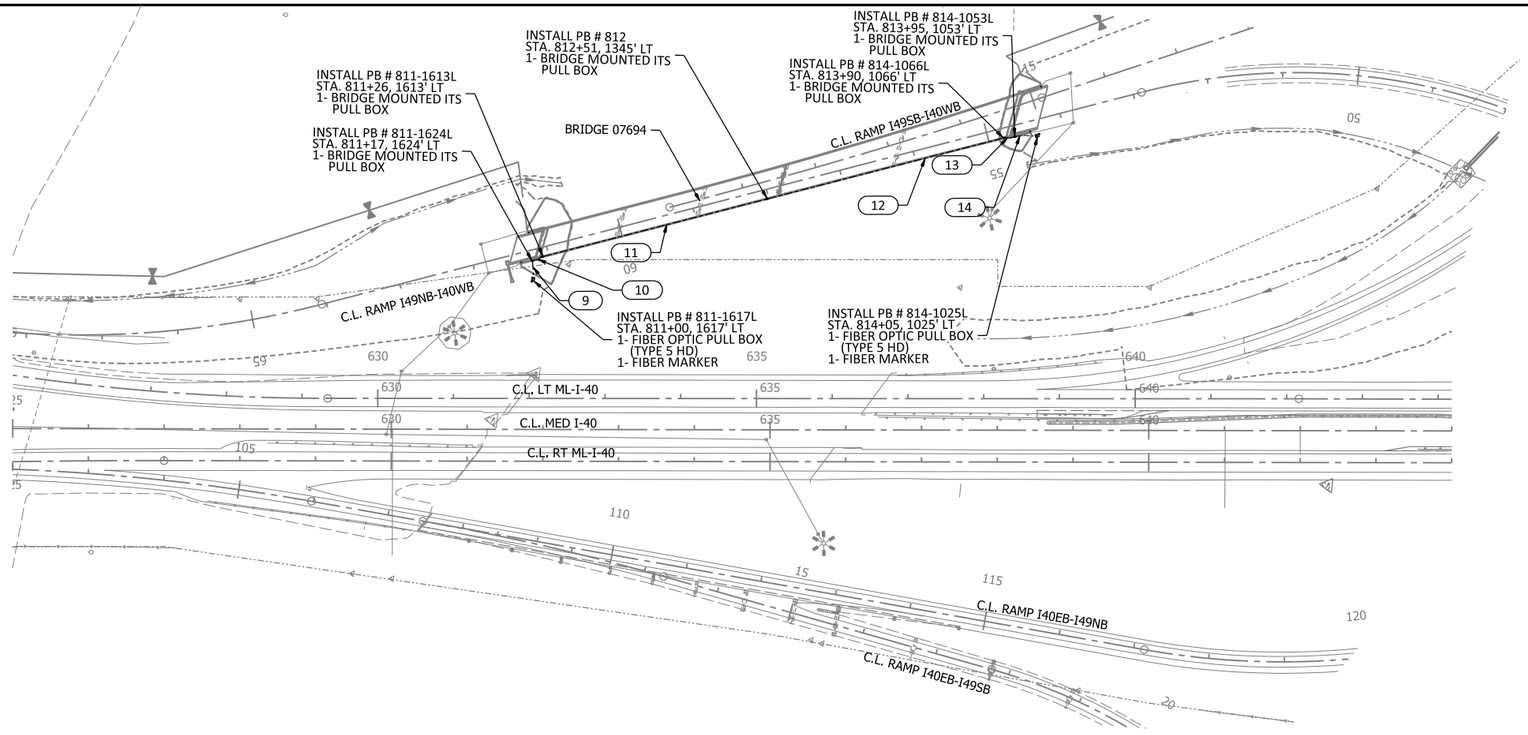
- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

CONDUIT CHART STA. 615+00 TO STA. 639+00			
RUN NUMBER	SP & 709	SP & 710	RUN LENGTH (FEET)
	GALVANIZED STEEL CONDUIT (4")	NON-METALLIC CONDUIT (4")	
1	2		140
2	2		315
3	2		15
4		2	25
UNIT	LF	LF	
SHEET SUB-TOTAL	940	50	
ELEVATION ADJUSTMENT (5%)	47	3	
SHEET TOTAL	987	53	

SHEET SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	987
SP & 710	NON-METALLIC CONDUIT (4")	LF	53
SP,SS, & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	1
SP	ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")	EA	3

ITS PLAN AND DETAIL SHEETS
ITS PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	310	742
		ITS PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23873
MARQUES ALLEN
5/1/2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

NOTES:

1. PULL BOX STATIONING PROVIDED IS REFERENCED OFF THE CENTERLINE OF HIGHWAY 549.

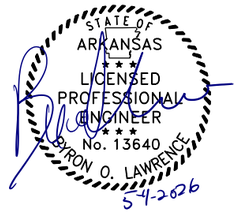
CONDUIT CHART I-40 STA. 623+00 TO STA. 640+62			
RUN NUMBER	SP & 709	SP & 710	RUN LENGTH (FEET)
	GALVANIZED STEEL CONDUIT (4")	NON-METALLIC CONDUIT (4")	
9		2	22
10	2		12
11	2		303
12	2		320
13	2		12
14		2	30
UNIT	LF	LF	
SHEET SUB-TOTAL	1294	104	
ELEVATION ADJUSTMENT (5%)	65	6	
SHEET TOTAL	1359	110	

SHEET SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	1359
SP & 710	NON-METALLIC CONDUIT (4")	LF	110
SP,SS, & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	2
SP	ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")	EA	5

ITS PLAN AND DETAIL SHEETS
ITS PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	311	742
		PERMANENT SIGNING PLANS				



STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORT					
SIGN NO/LOCATION	STANDARD ROAD SIGNS	POST ASSEMBLY TYPES			
		G-1	G-2	G2-1	G2-2
		EACH			
SS-49 STA 841+52NB	(2) R5-11	1			
SS-49 STA 849+94NB	M3-1P, M1-1	1			
SS-49 STA 853+28SB	M3-3P, M1-1	1			
SS-49 STA 853+36NB	R2-1, R2-2		1		
SS-49 STA 860+00NB	R4-2aT		1		
SS-49 STA 864+41NB	W13-8				
SS-49 LM83.745SB	R2-1		1		
SS-LT ML-I-40 STA 595+00LT	R2-1, R2-2		1		
SS-LT ML-I-40 STA 605+00LT	M3-4P, M1-1	1			
SS-MED I-40 STA 627+00LT	W4-1R			1	
SS-RAMP I49SB-I40WB STA 23+67LT	W8-13			1	
SS-RAMP I49SB-I40EB (4) @ 120 FT. O.C. STA 33+80LT TO STA 37+40LT	W1-8L	4			
SS-RAMP I49SB-I40EB STA 37+80LT	W8-13			1	
SS-RAMP I49SB-I40EB STA 49+75 LT & RT	(2) W13-2				
SS-RAMP I49SB-I40EB STA 52+00 LT	W1-2R, W13-1P				1
SS-RAMP I49SB-I40EB STA 52+00 RT	W1-2L, W13-1P				1
SS-RAMP I40EB-I49NB STA 134+00RT	W4-3			1	
SS-RAMP I40WB-I49NB STA 15+00RT	W1-2R			1	
SS-RAMP I40WB-I49NB (7) @ 160 FT. O.C. STA 16+40 TO STA 26+00LT	W1-8R	7			
SS-RAMP I40WB-I49SB STA 62+51LT	W13-2		1		
SS-WATERFRONT STA 15+77RT	W8-13			1	
SS-WATERFRONT STA 20+85LT	W8-13			1	
SS-HENRY SR STA 10+20LT	R1-1			1	
SS-HENRY SR STA 10+65RT	W14-2			1	
EX-MED I-40 STA 665+45LT	E5-1a		1		
TOTALS:		**15**	**6**	**9**	**2**

STANDARD ROADSIDE SIGNS SHEET ALUMINUM 0.100" THICKNESS (5 SQ. FT OR LESS)							
SIGN NO.	DIM 1	DIM 2	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
M3-1P	36	18	36" X 18"	4.50	1	4.50	WHITE/BLUE
M3-3P	36	18	36" X 18"	4.50	1	4.50	WHITE/BLUE
M3-4P	36	18	36" X 18"	4.50	1	4.50	WHITE/BLUE
R5-11	30	24	30" X 24"	5.00	2	10.00	BLACK/WHITE
W13-1P	24	24	24" X 24"	4.00	2	8.00	BLACK/YELLOW
TOTAL 0.100" THICKNESS:						**31.50**	

STANDARD ROADSIDE SIGNS SHEET ALUMINUM 0.125" THICKNESS (GREATER THAN 5 SQ. FT)							
SIGN NO.	DIM 1	DIM 2	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
E5-1a	78	60	78" X 60"	32.50	1	32.50	WHITE/GREEN
M1-1	36	36	36" X 36"	9.00	3	27.00	WHITE/BLUE
R1-1	36	36	36" X 36"	9.00	1	9.00	WHITE/RED
R2-1	48	60	48" X 60"	20.00	3	60.00	BLACK/WHITE
R2-2	48	48	48" X 48"	16.00	2	32.00	BLACK/WHITE
R4-2aT	48	72	48" X 72"	24.00	1	24.00	BLACK/WHITE
W1-2L	48	48	48" X 48"	16.00	1	16.00	BLACK/YELLOW
W1-2R	48	48	48" X 48"	16.00	1	16.00	BLACK/YELLOW
W1-2R	36	36	36" X 36"	9.00	1	9.00	BLACK/YELLOW
W1-8L	36	48	36" X 48"	12.00	4	48.00	BLACK/YELLOW
W1-8R	36	48	36" X 48"	12.00	7	84.00	BLACK/YELLOW
W4-1R	48	48	48" X 48"	16.00	1	16.00	BLACK/YELLOW
W4-3	48	48	48" X 48"	16.00	1	16.00	BLACK/YELLOW
W8-13	36	36	36" X 36"	9.00	2	18.00	BLACK/YELLOW
W8-13	48	48	48" X 48"	16.00	2	32.00	BLACK/YELLOW
W13-2	48	60	48" X 60"	20.00	3	60.00	BLACK/YELLOW
W13-8	48	84	48" X 84"	28.00	1	28.00	BLACK/YELLOW
W14-2	30	30	30" X 30"	6.25	1	6.25	BLACK/YELLOW
TOTAL 0.125" THICKNESS:						**533.75**	

STANDARD SIGNS FLAT SHEET CHANNEL POST SIGN SUPPORTS			
STATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	TYPE	STANDARD SIGN
		U-1	
		EA.	SQ. FT.
C.L. WATERFRONT			
SS-WATERFRONT STA 16+56RT	OM-3R	1	3.00
SS-WATERFRONT STA 16+68LT	OM-3L	1	3.00
SS-WATERFRONT STA 19+80RT	OM-3L	1	3.00
SS-WATERFRONT STA 19+92LT	OM-3R	1	3.00
C.L. RAMP I49NB-I40WB			
SS-RAMP I49NB-I40WB STA 54+14RT	OM-3R	1	3.00
SS-RAMP I49NB-I40WB STA 54+43LT	OM-3L	1	3.00
TOTALS:		**6**	**18.00**

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-30-2026		6	ARK.	040904	312	742
		PERMANENT SIGNING PLANS				



MAIN LANES MOUNTED SIGNING QUANTITIES

SIGN NO./ LOCATION	INSTALL SIGN STRUCTURE		REMOVE EXISTING SIGN STRUCTURE	I-BEAM STRUCTURE TYPE	GUIDE SIGN			I-BEAM BREAKAWAY SIGN SUPPORT									SIGN POST AND STUB	EXIT NUMBER PANEL		NO SERVICES SIGN
								STEEL SECT. A-572		SIGN POST LENGTH		STUB POST		FOOTINGS				LEGEND	TYPE A	
					LENGTH	HEIGHT														
	OC	OH	OH	G2	LIN. FT.		SQ. FT.	BEAM	LBS	H - 1	H - 2	H - 1	H - 2	DIA.	DEPTH	EMBED.	POUND		SQ. FT.	SQ. FT.
ROADSIDE MOUNTED																				
GM-49 STA 856+00NB				1				W12	26.00	17.94	19.74	5.67	5.67	3.00	8.00	5.33	1274.52			
GM-RAMP I40EB-I49NB STA 147+50RT				1				W10	26.00	17.35	18.91	5.17	5.17	3.00	7.50	4.83	1211.60			
ROADSIDE MOUNTED TOTALS:																	2486.12			
OVERHEAD MOUNTED																				
OH-049-99E			1																	
OH-049-RAMP-100		1																		
OH-049-101		1																		
OC-049-102	1																			
OH-049-103		1																		
OC-049-104	1																			
OH-049-RAMP-106		1																		
OC-49 STA 864+41NB					17.00	7.00	119.00											21	20.00	22.50
OVERHEAD MOUNTED TOTALS:							119.00												20.00	22.50
TOTALS:	**2**	**4**	**1**	**2**			**119.00**										**2486.12**		**20.00**	**22.50**

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEMS	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-RAMP-100)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-101)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-049-102)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-103)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-049-104)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-049-RAMP-106)	1	EACH
SS & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	142	SQ. FT.
SS & 726	STANDARD SIGN	583	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE A)	20	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	6	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	2486	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	6	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	9	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	2	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	313	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

MATCH LINE C.L. MED I-40 STA. 640+50

REMOVE AND DISPOSE SS-LT ML-I-40 STA 641+17LT

MAINTAIN SS-LT ML-I-40 STA 641+23LT

MAINTAIN SS-LT ML-I-40 STA 644+73 LT & RT

REMOVE AND DISPOSE SS-LT ML-I-40 STA 646+00LT

REMOVE AND DISPOSE (5) W1-8 @ VARIABLE SPACING

C.L. RAMP I40EB-I49NB

INSTALL SS-RAMP I49SB-I40WB STA 23+67LT

REMOVE AND DISPOSE SS-RAMP I49SB-I40EB STA 38+71LT

REMOVE AND DISPOSE SS-RAMP I49SB-I40WB STA 27+22RT

INSTALL SS-RAMP I49SB-I40EB STA 37+80LT

C.L. RAMP I49SB-I40WB

C.L. COLLUM FR

C.L. RAMP I49SB-I40WB

C.L. I-49

REMOVE AND DISPOSE SS-RAMP I49SB-I40EB STA 41+12RT

REMOVE AND REPLACE (4) W1-8L @ 120 FT. O.C. SS-RAMP I49SB-I40EB STA 33+80LT TO STA 37+40LT

REMOVE AND DISPOSE SS-RAMP I40EB-I49NB STA 138+59RT

C.L. RAMP I40WB-I49NB

C.L. RAMP I49NB-I40WB

C.L. RAMP I49SB-I40EB

INSTALL SS-RAMP I40EB-I49NB STA 134+00RT

REMOVE AND DISPOSE (5) @ VARIABLE SPACING SS-RAMP I40WB-I49NB

INSTALL (7) W1-8R @ 160 FT. O.C. SS-RAMP I40WB-I49NB STA 16+40LT TO 26+00LT

REMOVE AND DISPOSE SS-49 STA 823+76NB

C.L. RAMP I40WB-I49SB

MAINTAIN (8) W1-8L @ VARIABLE SPACING SS-RAMP I49SB-I40EB

C.L. LT ML-I-40

C.L. MED I-40

C.L. RT ML-I-40

C.L. RAMP I49NB-I40EB

MATCH LINE C.L. MED I-40 STA. 657+50

INSTALL OVERHEAD SIGN STRUCTURE OH-049-RAMP-100 @ C.L. RAMP I49SB-I40EB STA 49+75

INSTALL SS-RAMP I49SB-I40EB STA 49+75LT

REMOVE AND DISPOSE OVERHEAD SIGN STRUCTURE OH-049-99E

REMOVE AND RELOCATE OH-RAMP I49SB-I40EB STA 46+50-E2 TO OH-RAMP I49SB-I40EB STA 49+75-B

INSTALL OH-RAMP I49SB-I40EB STA 49+75-B

REMOVE AND RELOCATE OH-RAMP I49SB-I40EB STA 46+50-E1 TO OH-RAMP I49SB-I40EB STA 49+75-A

INSTALL OH-RAMP I49SB-I40EB STA 49+75-A

INSTALL SS-RAMP I49SB-I40EB STA 49+75RT 15

MATCH LINE C.L. I-49 STA. 831+00

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

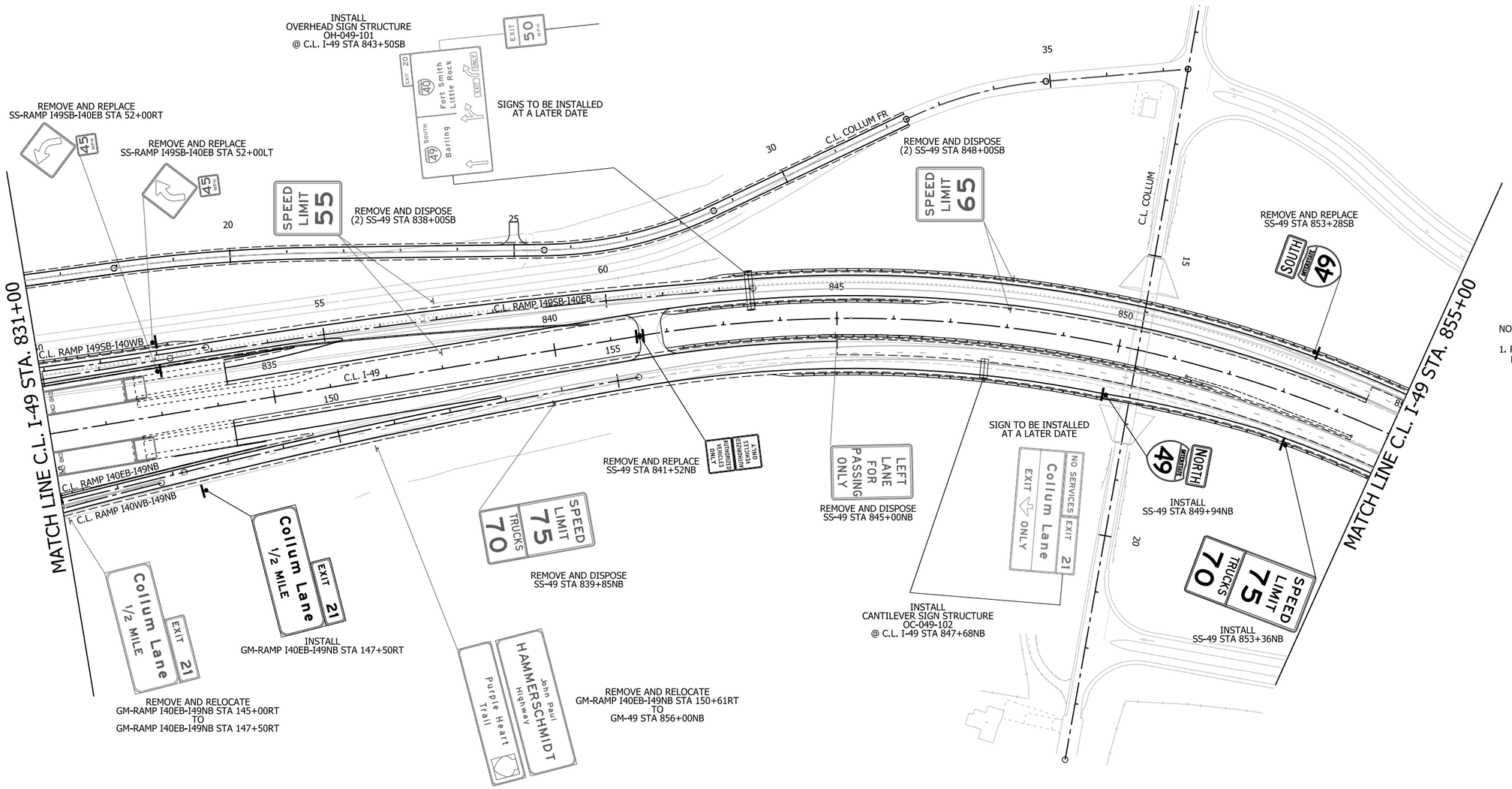
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I-49
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	314	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	315	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. I-49 STA. 855+00

INSTALL
OVERHEAD SIGN STRUCTURE
OH-049-103
@ C.L. I-49 STA 861+00SB

SIGN TO BE INSTALLED AT A LATER DATE

REMOVE AND DISPOSE
SS-49 STA 861+00SB

MAINTAIN
(4) W1-8 @ VARIABLE SPACING
SS-49 STA 864+74SB

MAINTAIN
(3) W1-8 @VARIABLE SPACING
SS-49 STA 867+33SB

MAINTAIN
SS-49 STA 867+45SB

MAINTAIN
SS-49 STA 870+45SB

MAINTAIN
SS-49 STA 870+56SB

MAINTAIN
SS-49 STA 872+75SB

MAINTAIN
EX-49 STA 872+70SB

MAINTAIN
SS-49 LM84.246SB

INSTALL
SS-49 LM83.745SB

860 865 870

C.L. I-49

MAPLE SHADE RD.

INSTALL
SS-49 STA 860+00NB

REMOVE AND DISPOSE
SS-49 STA 864+41NB

INSTALL
OC-49 STA 864+41NB

MAINTAIN
EX-49 STA 866+35NB

INSTALL
CANTILEVER SIGN STRUCTURE
OC-049-104
@ I-49 STA 864+41NB

INSTALL
SS-49 STA 864+41NB

MAINTAIN
(5) W1-8 @ VARIABLE SPACING
SS-49 STA 866+56NB

INSTALL
GM-49 STA 856+00NB

MAINTAIN
BM-49 LM84.246-E3
(MOUNTED ON MAPLE SHADE RD. BRIDGE)

MAINTAIN
BM-49 LM84.246SB-E2

MAINTAIN
BM-49 LM84.246SB-E1

EXIST SIGN INFO:
BRIDGE #BM-049-17-03 STEEL 2018
SIGN #BM49-20A-1SB

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

MAINTAIN
OVERHEAD SIGN STRUCTURE
OH-049-105
(1 MILE FROM EXIT 21 OH-49 LM83.245SB)

MAINTAIN
OH-49 LM83.245SB-E2

MAINTAIN
OH-49 LM84.239SB-E1

I-49
PERMANENT SIGNING PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	316	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
BYRON O. LAWRENCE
5-1-2026

INSTALL
SS-LT ML-I-40 STA 595+00LT

INSTALL
SS-LT ML-I-40 STA 605+00LT

SPEED LIMIT 75 TRUCKS 70

WEST 40

REMOVE AND DISPOSE
SS-LT ML-I-40 STA 617+20LT

SPEED LIMIT 75 TRUCKS 70

600 605 610 615

C.L. RAMP I49NB-I40WB

C.L. LT ML-I-40

08

75

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

MATCH LINE C.L. LT ML-I-40 STA. 619+00

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

600 605 610 615

C.L. RT ML-I-40

Univ of Arkansas
EXIT 12

MAINTAIN
GM-RT ML-I-40 STA 600+49RT

Lake Ft Smith
State Park
EXIT 12

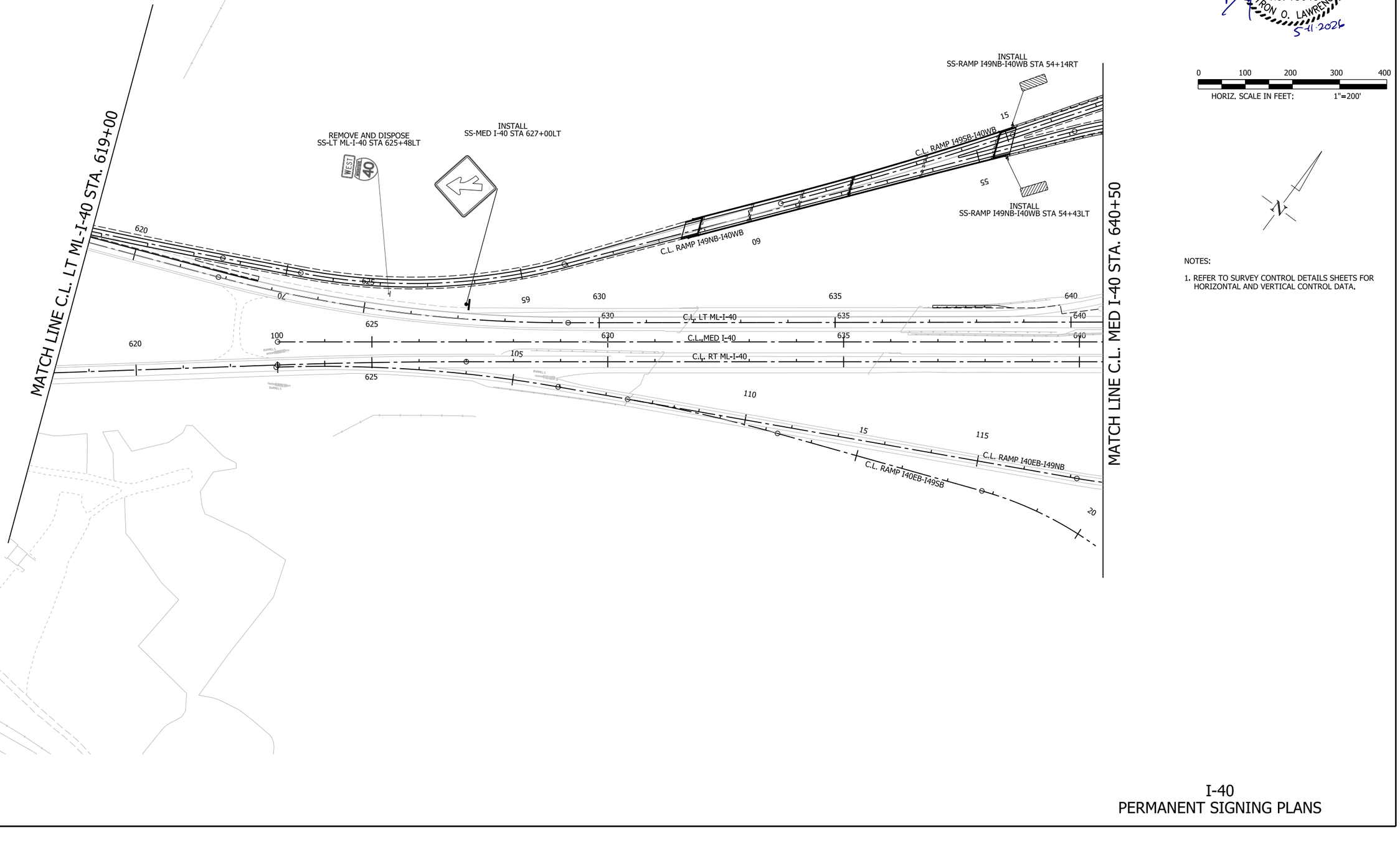
MAINTAIN
GM-RT ML-I-40 STA 614+85RT

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I-40
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	317	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-11-2026



0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

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I-40
PERMANENT SIGNING PLANS

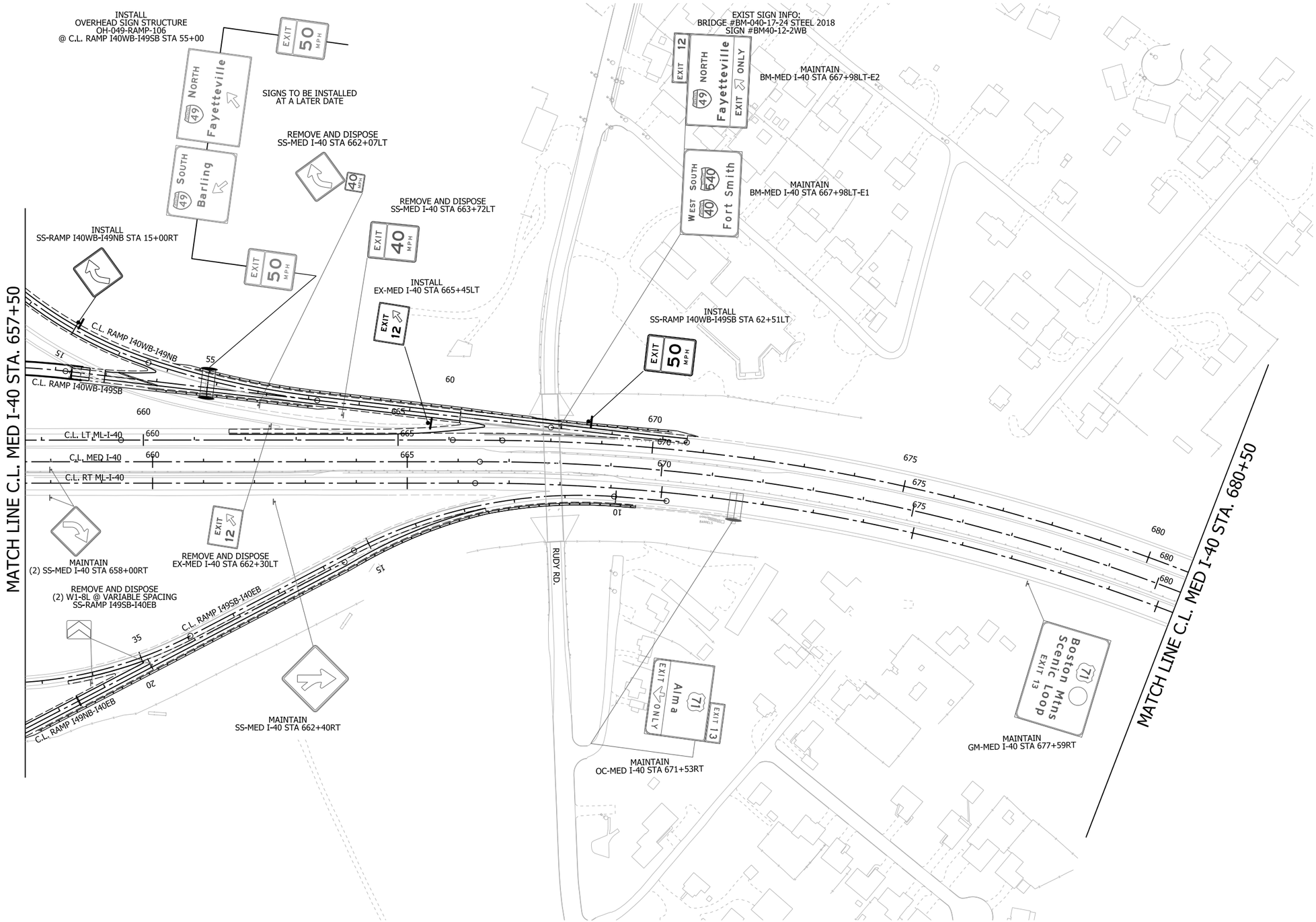
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	318	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
ALLEN O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

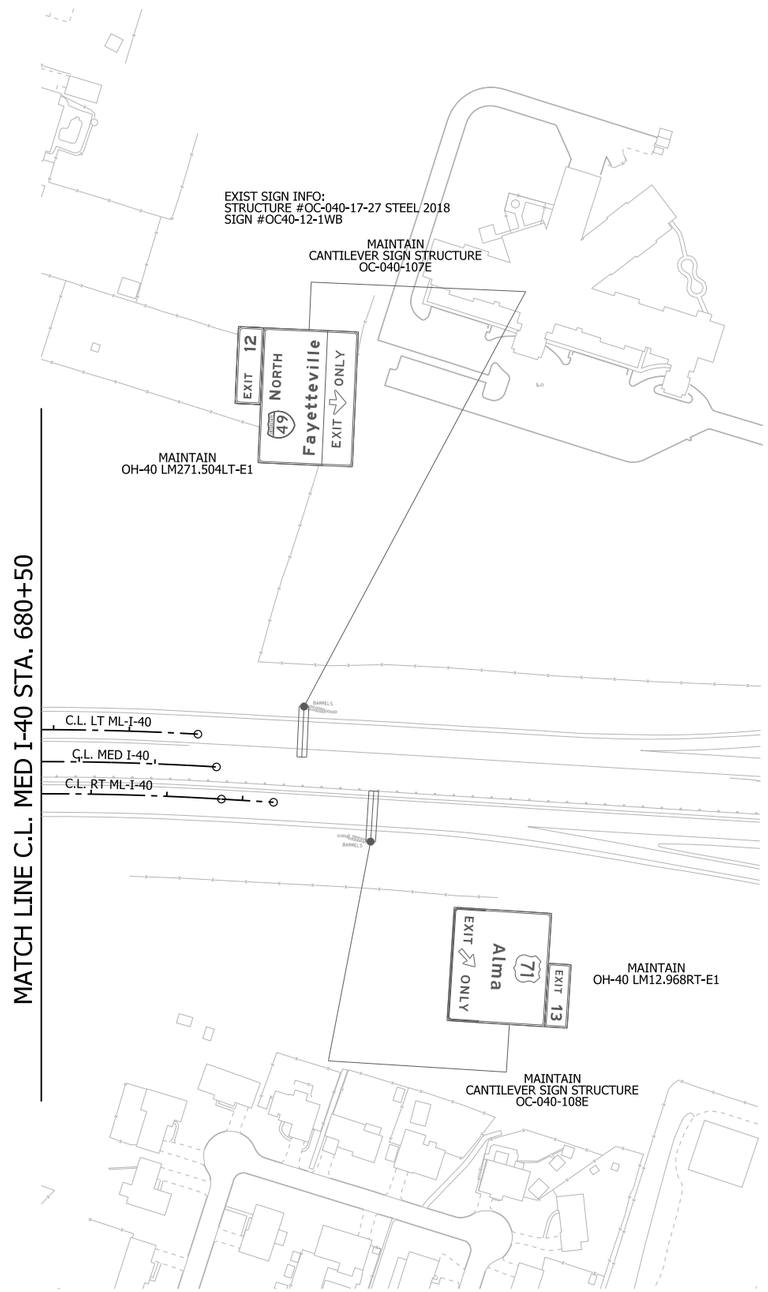


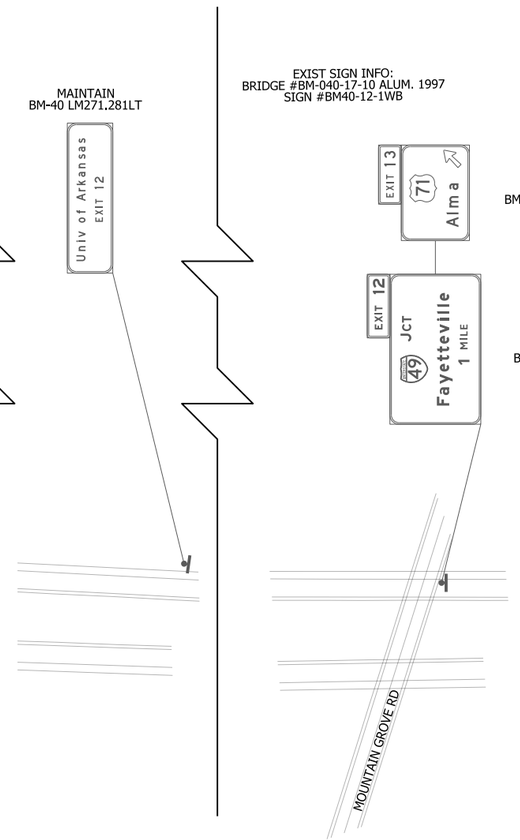
4/30/2026 7:55:26 AM
R040904_18_SP_008.dgn

I-40
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	319	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026





0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

N

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

4/30/2026 7:55:31 AM
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I-40
PERMANENT SIGNING PLANS

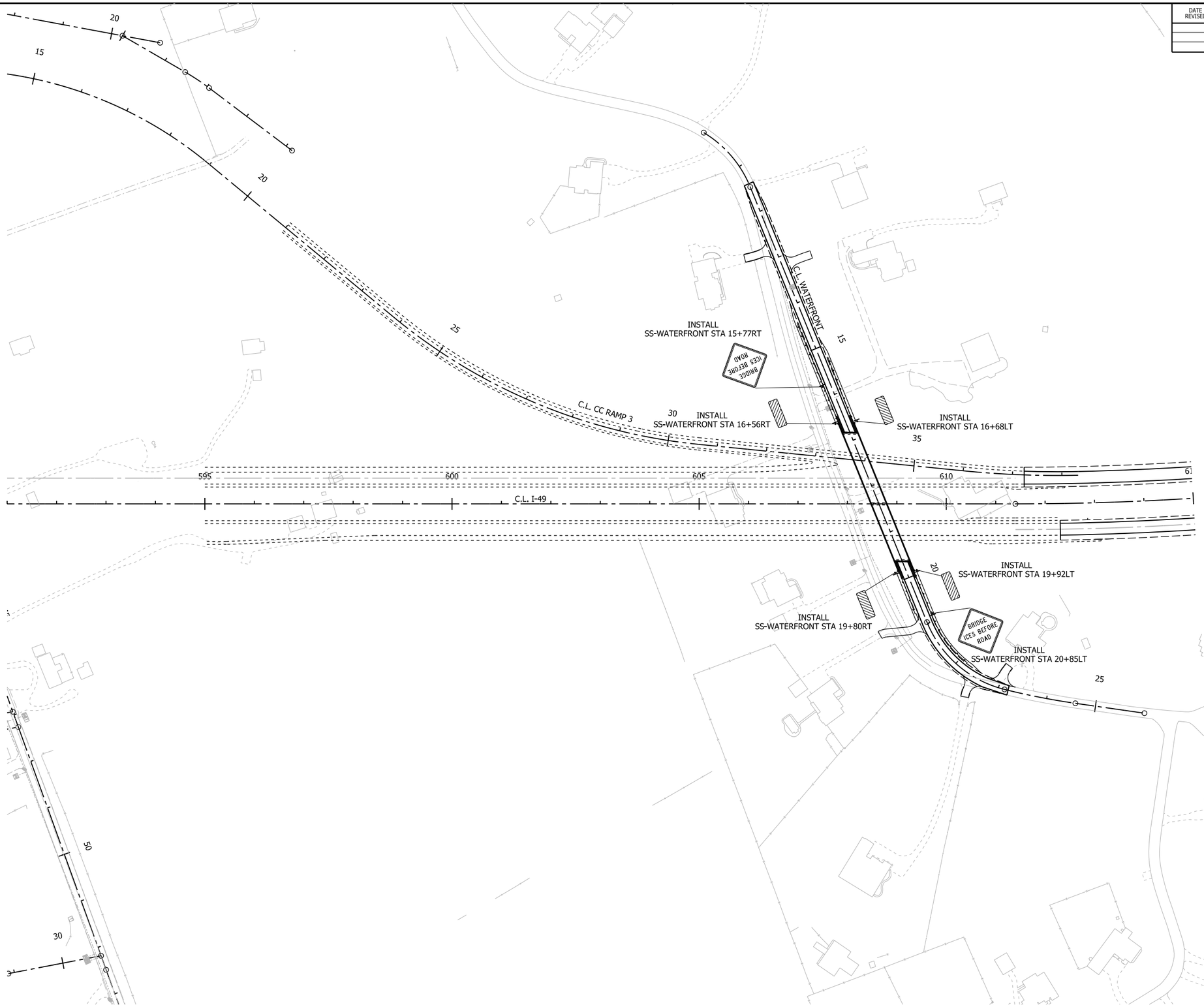
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	320	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



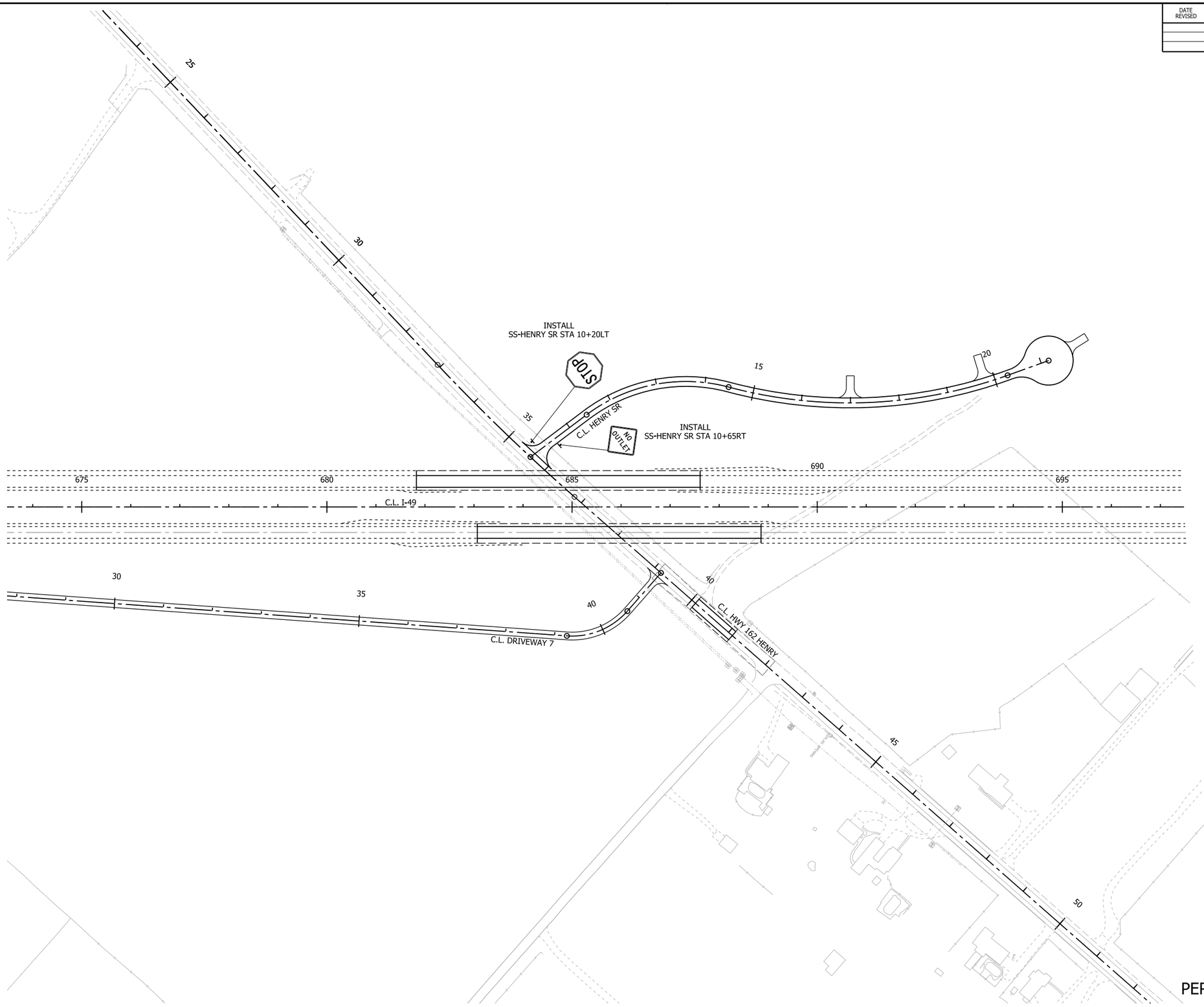
WATERFRONT
PERMANENT SIGNING PLANS

4/30/2026 7:55:35 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	321	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'



NOTES:

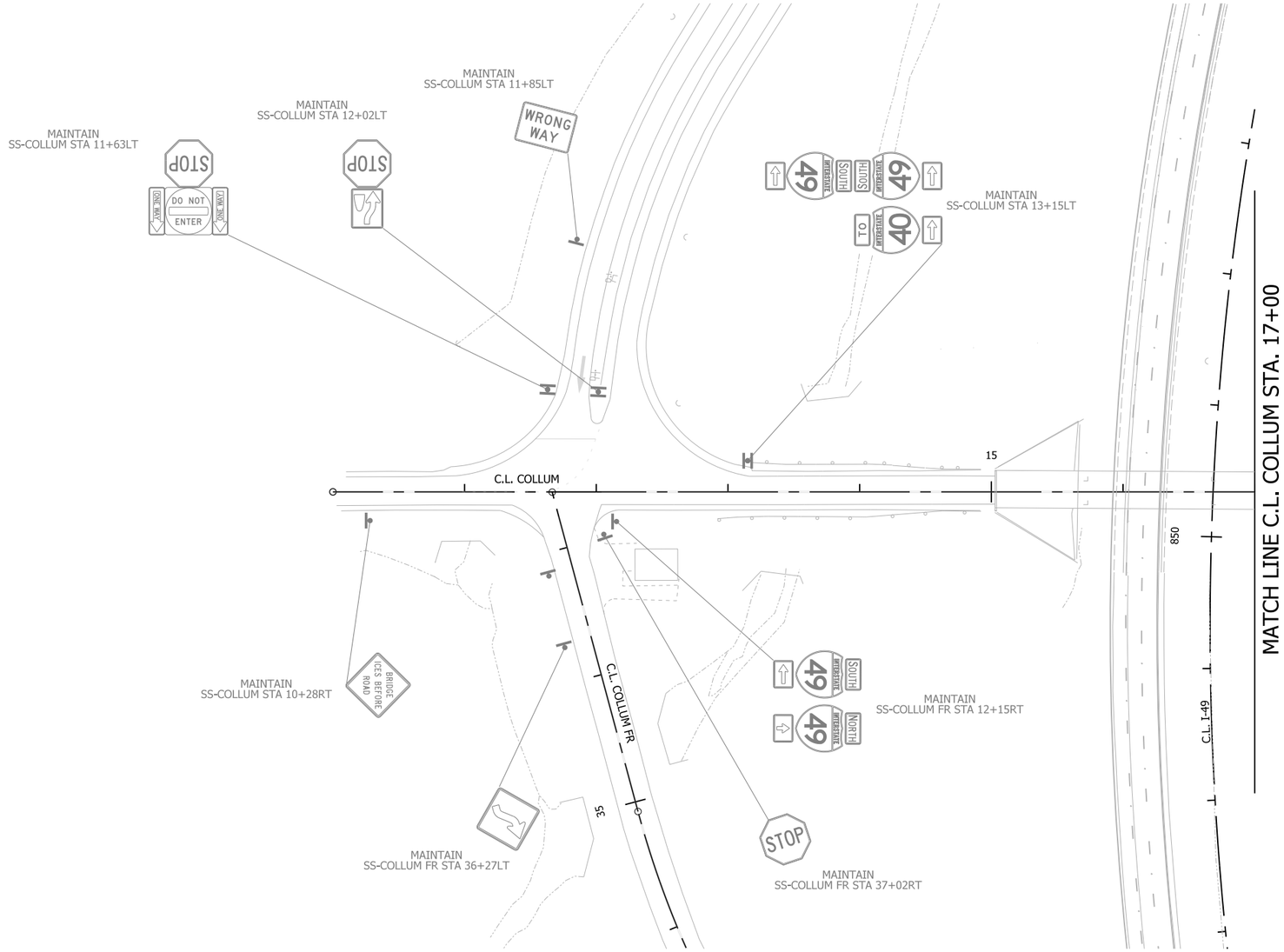
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HENRY SR
PERMANENT SIGNING PLANS

4/30/2026 7:55:40 AM
R040904_18_SP_011.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	322	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-9-2026



0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

N

NOTES:

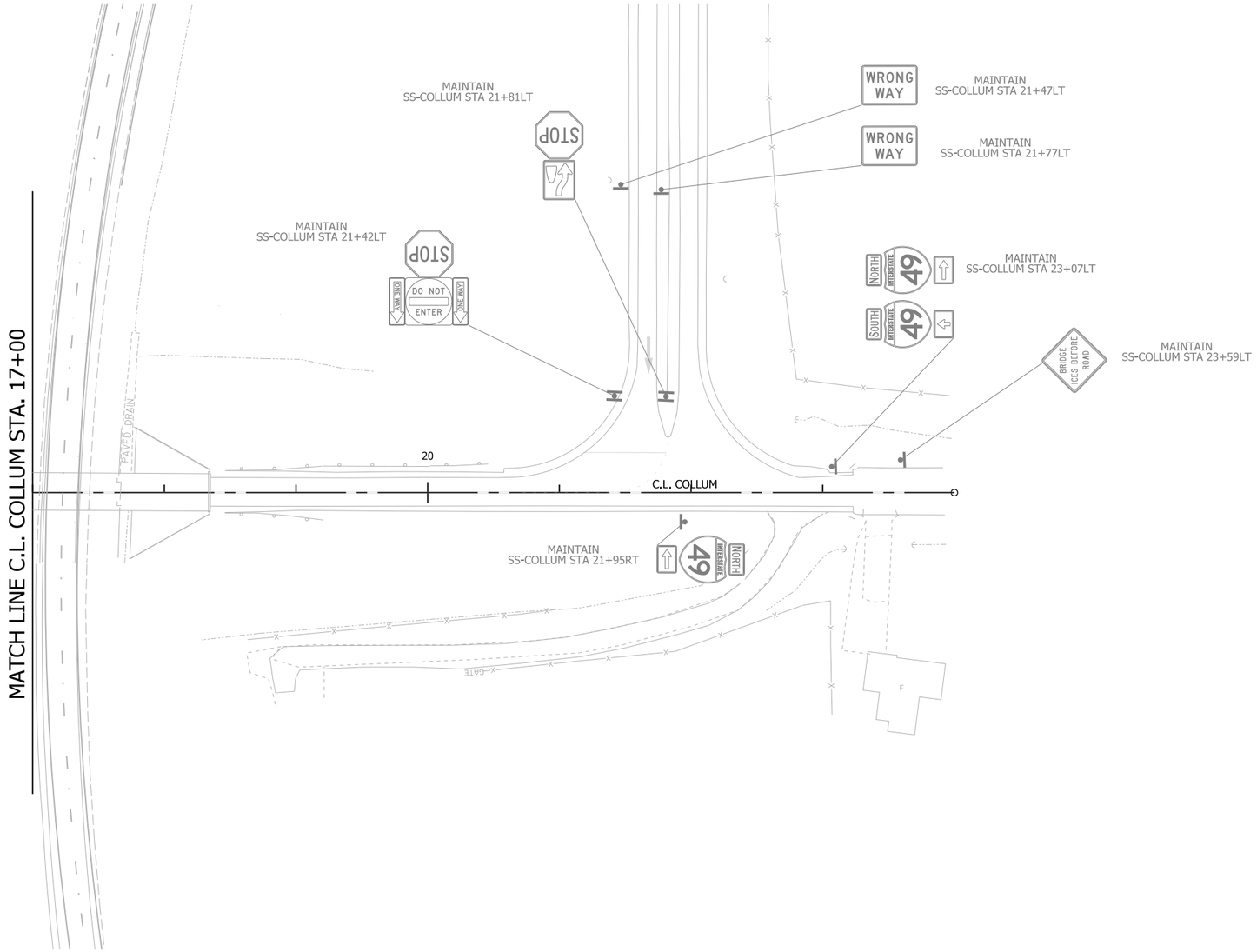
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

COLLUM
PERMANENT SIGNING PLANS

4/30/2026 7:55:44 AM
R040904_18_SP_012.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	323	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

N

NOTES:

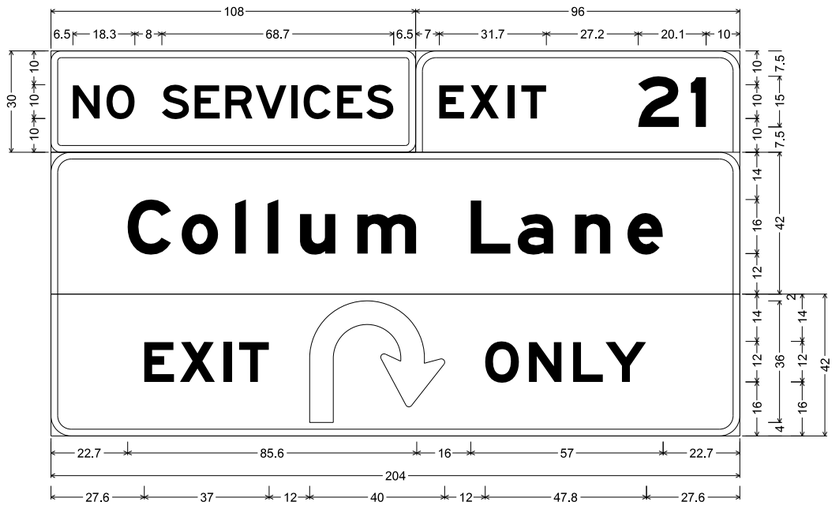
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R040904_18_SP_013.dgn

COLLUM
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	324	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



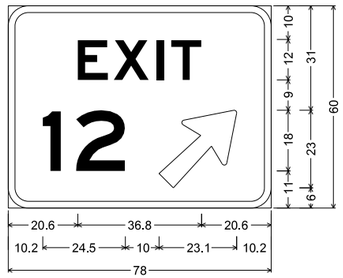
INSTALL
OC-49 STA 864+41NB

3.0" Radius, 2.0" Border, White on Blue;
"NO SERVICES", E 2K 80% spacing;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "21", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Collum Lane", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E Mod 2K; Turn Arrow Custom; "ONLY", E Mod 2K;



INSTALL
G-2(OMNI DIRECTIONAL)
EX-MED I-40 STA 665+45LT

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K;
"12", E 2K specified length;
Arrow A-2 - 29.3" 45°;

4/30/2026 7:55:51 AM
R040904_18_SP_014.dgn

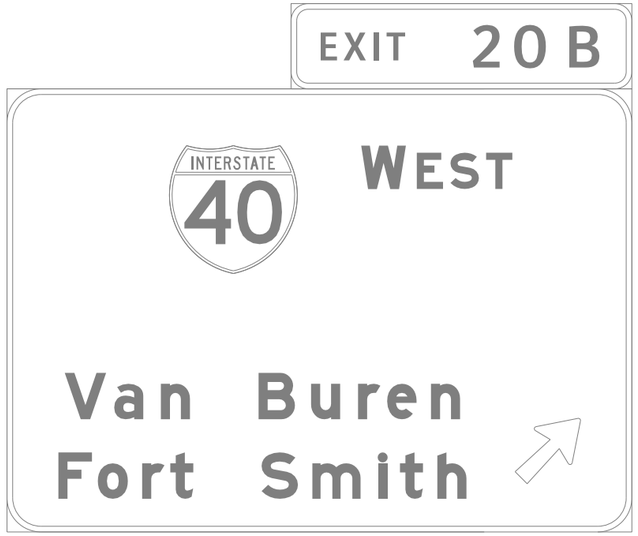
PERMANENT SIGNING DETAILS
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	325	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
AARON O. LAWRENCE
5-4-2026



RELOCATE
OH-RAMP I49SB-I40EB STA 46+50-E1
TO
OH-RAMP I49SB-I40EB STA 49+75-A



RELOCATE
OH-RAMP I49SB-I40EB STA 46+50-E2
TO
OH-RAMP I49SB-I40EB STA 49+75-B



RELOCATE
GM-RAMP I40EB-I49NB STA 145+00RT
TO
GM-RAMP I40EB-I49NB STA 147+50RT

INSTALL
G-2(I-BEAMS)
GM-RAMP I40EB-I49NB STA 147+50RT



RELOCATE
GM-RAMP I40EB-I49NB STA 150+61RT
TO
GM-49 STA 856+00NB



RELOCATE
GM-RAMP I40EB-I49NB STA 150+61RT
TO
GM-49 STA 856+00NB

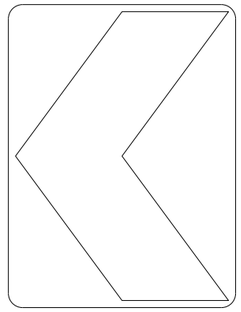
INSTALL
G-2(I-BEAMS)
GM-49 STA 856+00NB

PERMANENT SIGNING DETAILS
PERMANENT SIGNING PLANS

4/30/2026 7:55:57 AM
R040904_18_SP_015.dgn

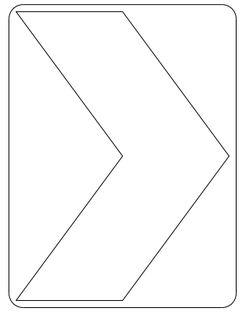
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	326	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
SIRON O. LAWRENCE
5-4-2026



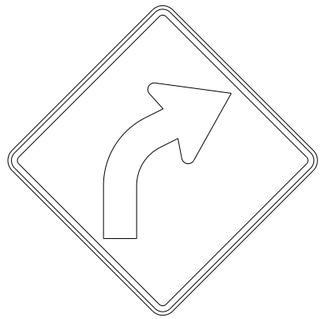
W1-8L_36x48

INSTALL
G-1
(4) @ 120 FT. O.C.
SS-RAMP I49SB-I40EB
STA 33+80LT TO STA 37+40LT



W1-8R_36x48

INSTALL
G-1
(7) @ 160 FT. O.C.
SS-RAMP I40WB-I49NB
STA 16+40 TO STA 26+00LT



W1-2R_36x36

INSTALL
G2-1
SS-RAMP I40WB-I49NB STA 15+00RT



W8-13_36x36

INSTALL
G2-1
SS-WATERFRONT STA 15+77RT
SS-WATERFRONT STA 20+85LT



M3-3P_36x18



M1-1_36x36

INSTALL
G-1
SS-49 STA 853+28SB



M3-1P_36x18



M1-1_36x36

INSTALL
G-1
SS-49 STA 849+94NB



M3-4P_36x18



M1-1_36x36

INSTALL
G-1
SS-LT ML-I-40 STA 605+00LT



R1-1_36x36

INSTALL
G2-1
SS-HENRY SR STA 10+20LT



W14-2_30x30

INSTALL
G2-1
SS-HENRY SR STA 10+65RT



R5-11_30x24

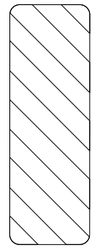
R5-11_30x24

INSTALL
G-1
SS-49 STA 841+52NB



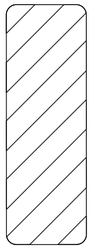
W8-13_48x48

INSTALL
G2-1
SS-RAMP I49SB-I40WB STA 23+67LT
SS-RAMP I49SB-I40EB STA 37+80LT



OM-3L_12x36

INSTALL
U-1
SS-WATERFRONT STA 16+68LT
SS-WATERFRONT STA 19+80RT
SS-RAMP I49NB-I40WB STA 54+43LT



OM-3R_12x36

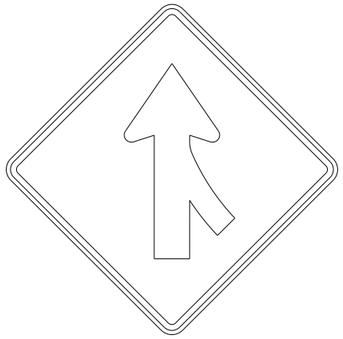
INSTALL
U-1
SS-WATERFRONT STA 16+56RT
SS-WATERFRONT STA 19+92LT
SS-RAMP I49NB-I40WB STA 54+14RT

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

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R040904_18_SP_016.dgn

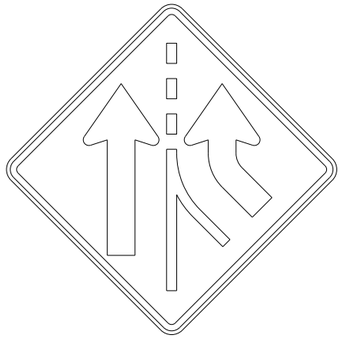
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	327	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026



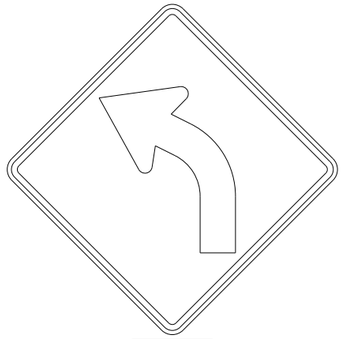
W4-1R_48x48

INSTALL
G2-1
SS-MED I-40 STA 627+00LT



W4-3_48x48

INSTALL
G2-1
SS-RAMP I40EB-I49NB STA 134+00RT

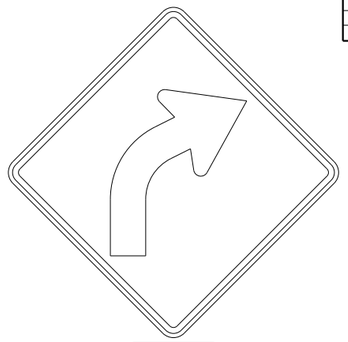


W1-2L_48X48



W13-1P_24X24

INSTALL
G2-2
SS-RAMP I49SB-I40EB STA 52+00RT



W1-2R_48X48



W13-1P_24X24

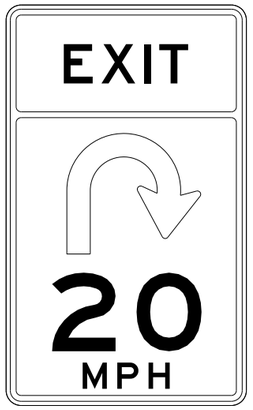
INSTALL
G2-2
SS-RAMP I49SB-I40EB STA 52+00LT



R2-1_48x60

R2-2_48x48

INSTALL
G-2
SS-LT ML-I-40 STA 595+00LT
SS-49 STA 853+36NB



W13-8_48x84

INSTALL
SS-49 STA 864+41NB



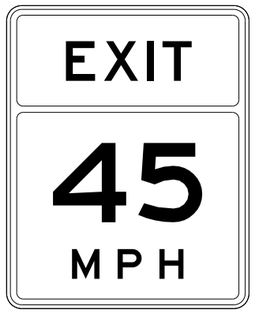
R4-2aT_48x72

INSTALL
G-2
SS-49 STA 860+00NB



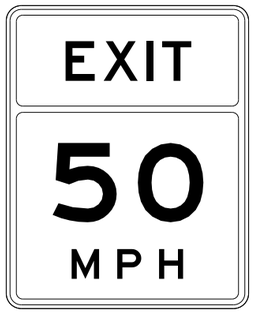
R2-1_48x60

INSTALL
G-2
SS-49 LM83.745SB



W13-2_48x60

INSTALL
SS-RAMP I49SB-I40EB STA 49+75LT
SS-RAMP I49SB-I40EB STA 49+75RT



W13-2_48x60

INSTALL
G-2
SS-RAMP I40WB-I49SB STA 62+51LT

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

4/30/2026 7:56:07 AM
R040904_18_SP_017.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	328	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

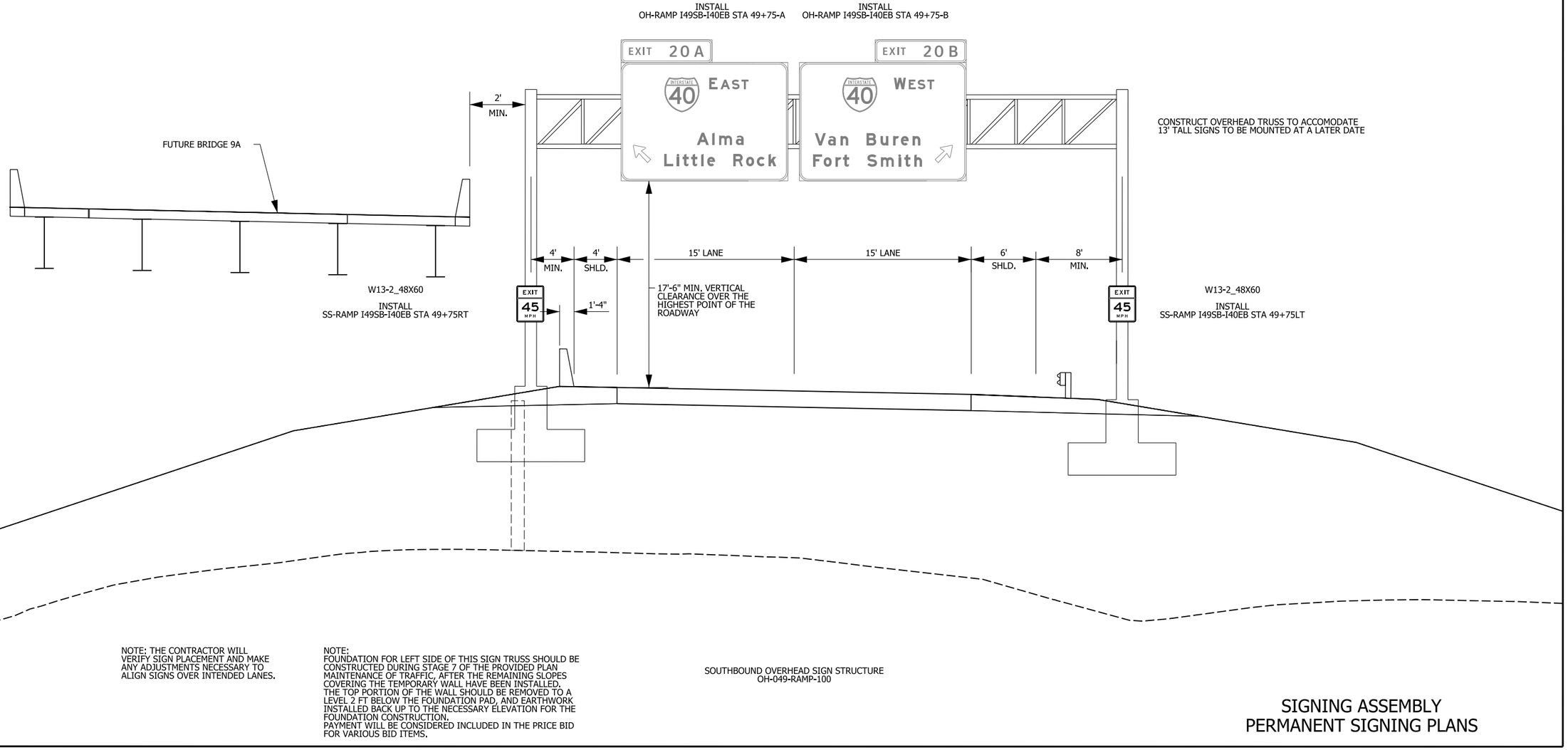
TABLE OF VARIABLES: OVERHEAD SIGN STRUCTURE
(For details, see Std. Dwg. Nos. 55092A-55092F)

SIGN STRUCTURE	SPAN LENGTH (X)	FOUNDATION	
		INSIDE SHOULDER	OUTSIDE SHOULDER
OH-049-RAMP-100	52'-0"	A1	A1

TABULAR DATA BY: **ARB** DATE: 4/28/2026
CHECKED BY: **BOL** DATE: 4/29/2026

APPROXIMATE QUANTITIES FOR FOUNDATION PER FOOTING (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A1	17.70	2,623	59



CONSTRUCT OVERHEAD TRUSS TO ACCOMODATE 13' TALL SIGNS TO BE MOUNTED AT A LATER DATE

NOTE: THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

NOTE:
FOUNDATION FOR LEFT SIDE OF THIS SIGN TRUSS SHOULD BE CONSTRUCTED DURING STAGE 7 OF THE PROVIDED PLAN MAINTENANCE OF TRAFFIC, AFTER THE REMAINING SLOPES COVERING THE TEMPORARY WALL HAVE BEEN INSTALLED. THE TOP PORTION OF THE WALL SHOULD BE REMOVED TO A LEVEL 2 FT BELOW THE FOUNDATION PAD, AND EARTHWORK INSTALLED BACK UP TO THE NECESSARY ELEVATION FOR THE FOUNDATION CONSTRUCTION.
PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS BID ITEMS.

SOUTHBOUND OVERHEAD SIGN STRUCTURE
OH-049-RAMP-100

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

4/30/2026 7:56:13 AM
R040904_18_SP_018.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	329	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

TABLE OF VARIABLES: OVERHEAD SIGN STRUCTURE
(For details, see Std. Dwg. Nos. 55093A-55093F)

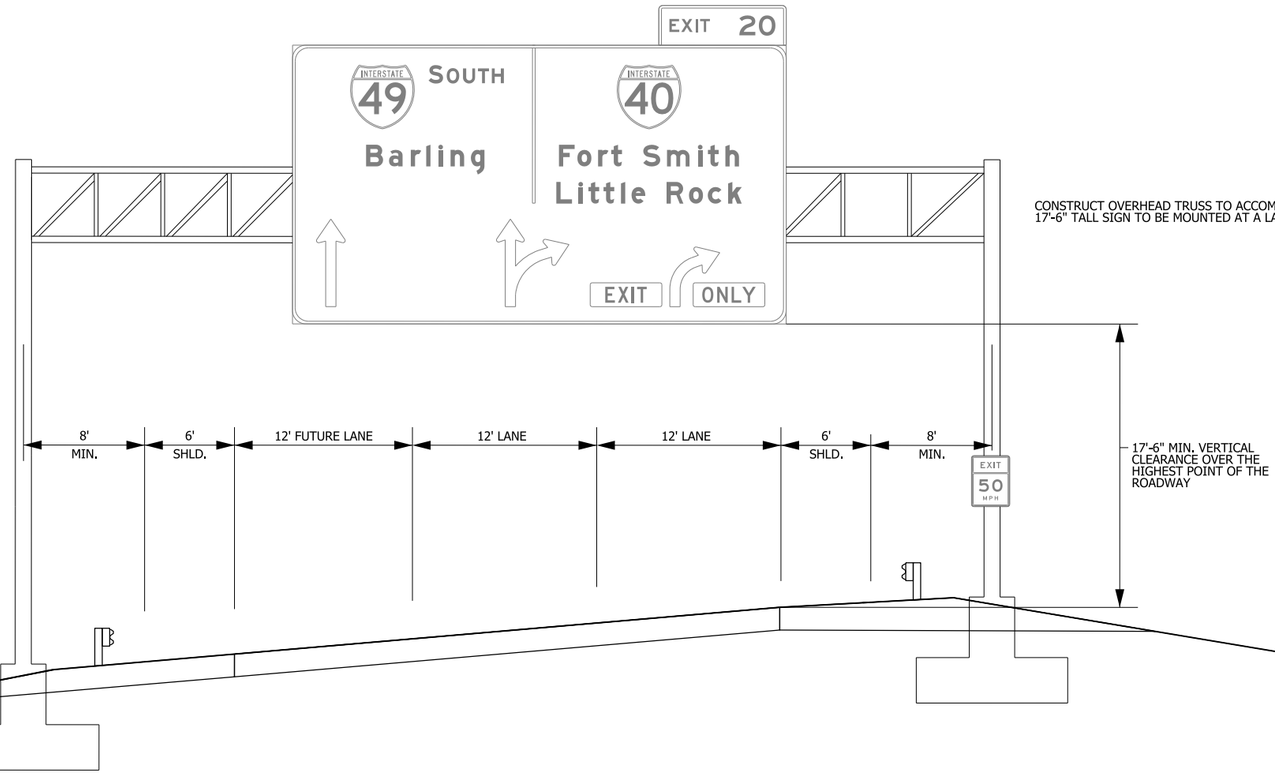
SIGN STRUCTURE	SPAN LENGTH (X)	FOUNDATION	
		INSIDE SHOULDER	OUTSIDE SHOULDER
OH-049-101	64'-0"	A1	A1

TABULAR DATA BY: **ARB** DATE: 4/28/2026
CHECKED BY: **BOL** DATE: 4/29/2026

APPROXIMATE QUANTITIES FOR FOUNDATION PER FOOTING (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A1	23.15	2,904	70

SIGN TO BE INSTALLED AT A LATER DATE



SOUTHBOUND OVERHEAD SIGN STRUCTURE
OH-049-101

4/30/2026 7:56:18 AM
R040904_18_SP_019.dgn

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	330	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

TABLE OF VARIABLES: CANTILEVER SIGN STRUCTURE
(For details, see Std. Dwg. Nos. 55090A-55090F)

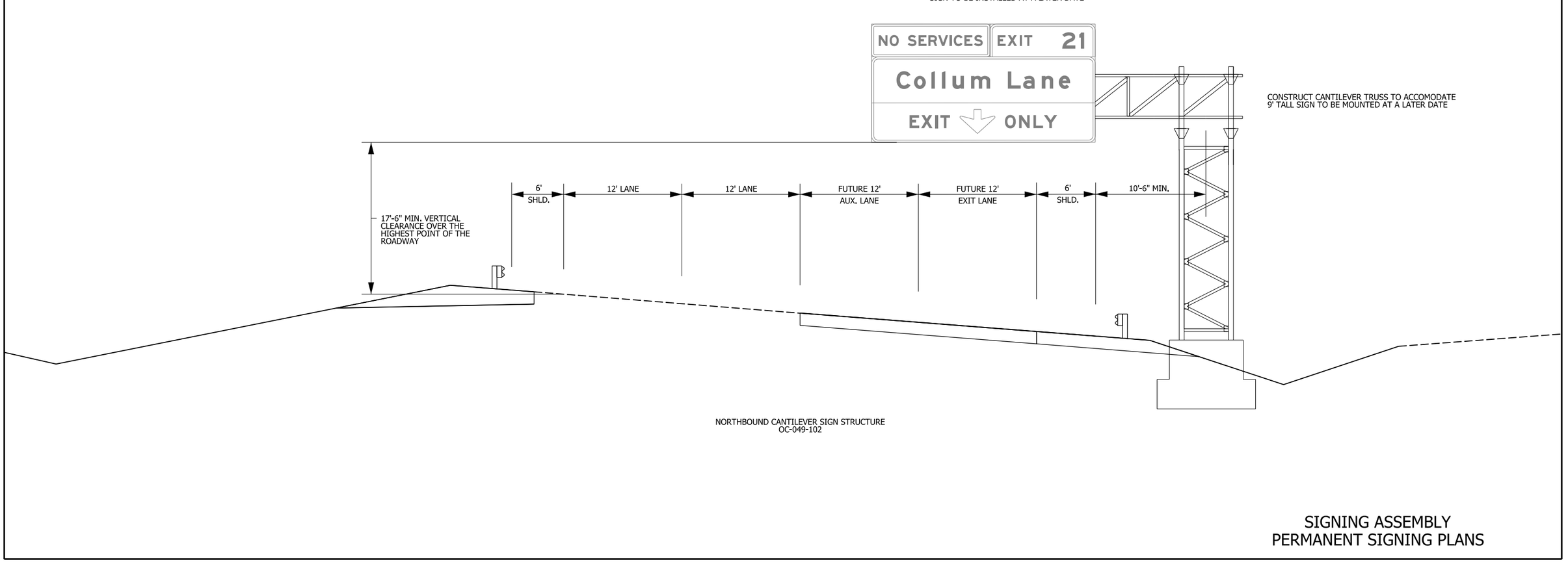
SIGN STRUCTURE	SPAN LENGTH (X)	FOUNDATION
		OUTSIDE SHOULDER
OC-049-102	35'-0"	A1

TABULAR DATA BY: **ARB** DATE: 4/28/2026
CHECKED BY: **BOL** DATE: 4/29/2026

APPROXIMATE QUANTITIES FOR FOUNDATION PER FOOTING (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A1	36.00	2,235	81

SIGN TO BE INSTALLED AT A LATER DATE



NORTHBOUND CANTILEVER SIGN STRUCTURE
OC-049-102

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

4/30/2026 7:56:23 AM
R040904_18_SP_020.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	331	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

TABLE OF VARIABLES: OVERHEAD SIGN STRUCTURE
(For details, see Std. Dwg. Nos. 55093A-55093F)

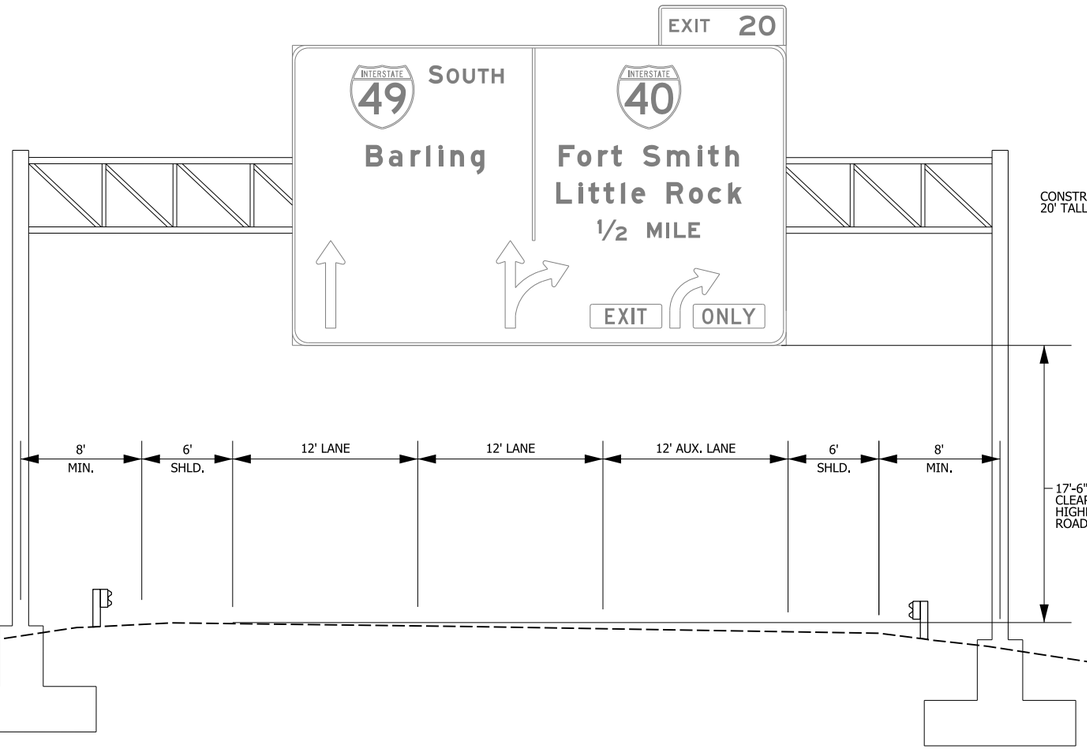
SIGN STRUCTURE	SPAN LENGTH (X)	FOUNDATION	
		INSIDE SHOULDER	OUTSIDE SHOULDER
OH-049-103	64'-0"	A1	A1

TABULAR DATA BY: **ARB** DATE: 4/28/2026
CHECKED BY: **BOL** DATE: 4/29/2026

APPROXIMATE QUANTITIES FOR FOUNDATION PER FOOTING (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A1	23.15	2,904	70

SIGN TO BE INSTALLED AT A LATER DATE



CONSTRUCT OVERHEAD TRUSS TO ACCOMODATE 20' TALL SIGN TO BE MOUNTED AT A LATER DATE

SOUTHBOUND OVERHEAD SIGN STRUCTURE
OH-049-103

4/30/2026 7:56:28 AM
R040904_18_SP_021.dgn

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	332	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

TABLE OF VARIABLES: OVERHEAD SIGN STRUCTURE
(For details, see Std. Dwg. Nos. 55090A-55090F)

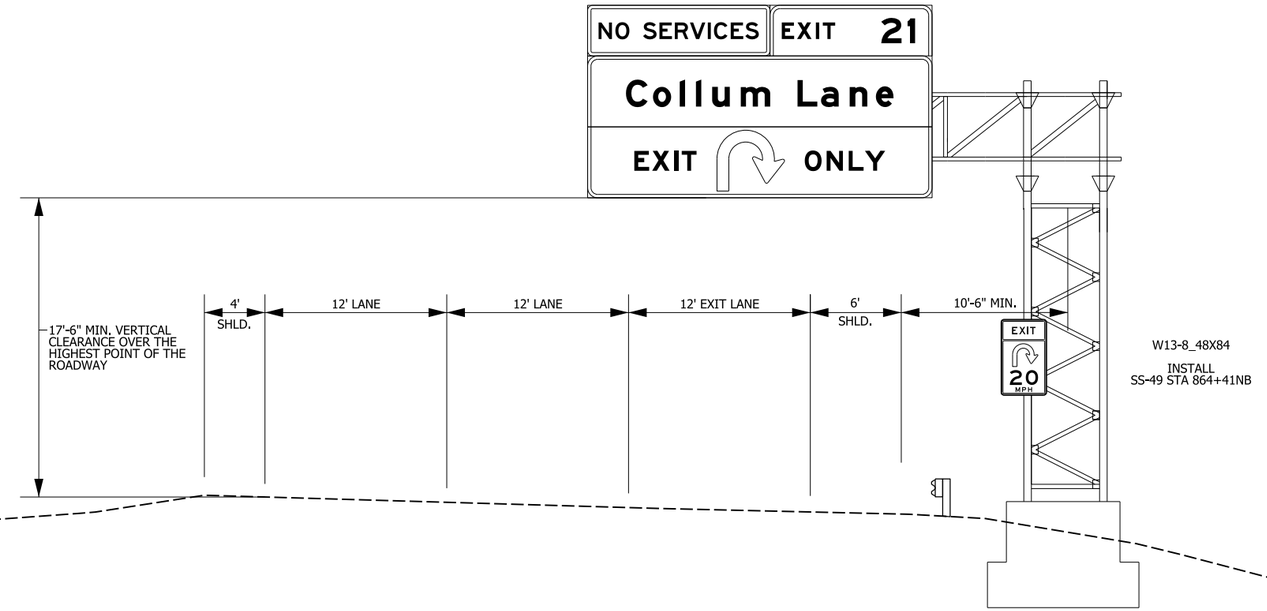
SIGN STRUCTURE	SPAN LENGTH (X)	FOUNDATION
		OUTSIDE SHOULDER
OC-049-104	35'-0"	A1

TABULAR DATA BY: **ARB** DATE: 4/28/2026
CHECKED BY: **BOL** DATE: 4/29/2026

APPROXIMATE QUANTITIES FOR FOUNDATION PER FOOTING (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A1	36.00	2,235	81

OC-49 STA 864+41NB



W13-8_48X84

INSTALL
SS-49 STA 864+41NB

NORTHBOUND CANTILEVER SIGN STRUCTURE
OC-049-104

NOTE: THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

4/30/2026 7:56:33 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	333	742
		PERMANENT SIGNING PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

TABLE OF VARIABLES: OVERHEAD SIGN STRUCTURE
(For details, see Std. Dwg. Nos. 55093A-55093F)

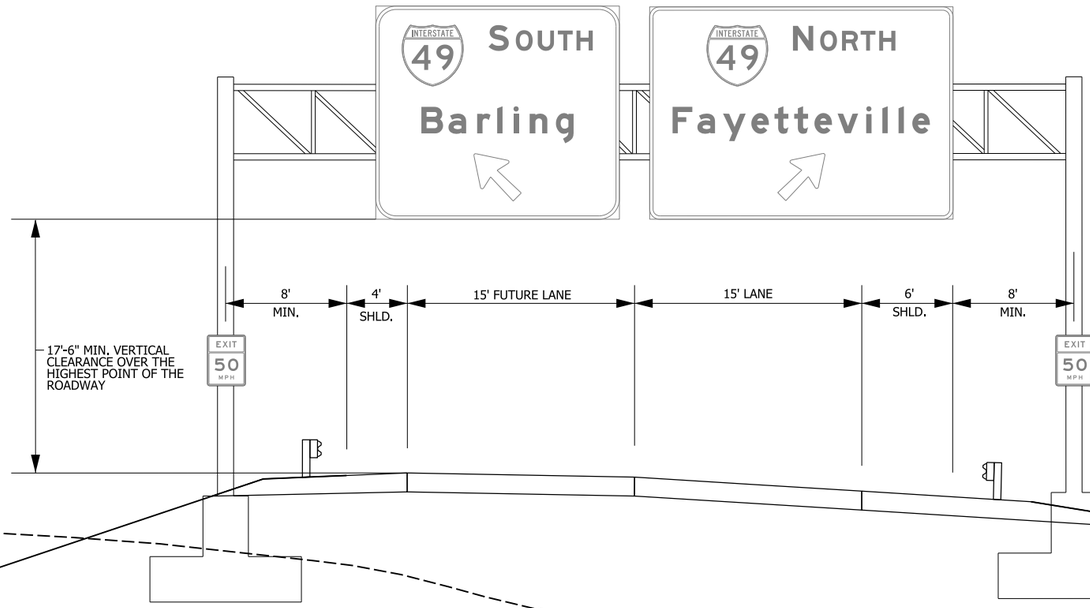
SIGN STRUCTURE	SPAN LENGTH (X)	FOUNDATION	
		INSIDE SHOULDER	OUTSIDE SHOULDER
OH-049-RAMP-106	56'-0"	A1	A1

TABULAR DATA BY: **ARB** DATE: 4/28/2026
CHECKED BY: **BOL** DATE: 4/29/2026

APPROXIMATE QUANTITIES FOR FOUNDATION PER FOOTING (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A1	23.15	2,904	70

SIGNS TO BE INSTALLED AT A LATER DATE



CONSTRUCT OVERHEAD TRUSS TO ACCOMODATE 10'-6" TALL SIGNS TO BE MOUNTED AT A LATER DATE

OVERHEAD SIGN STRUCTURE
OH-049-RAMP-106

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

4/30/2026 7:56:37 AM
R040904_18_SP_023.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	334	742
		ILLUMINATION PLANS				



LEGEND

APPLIES TO ALL SHEETS. SEE SCHEDULES AND DETAILS FOR ADDITIONAL INFORMATION.

- PAD MOUNTED LIGHTING SERVICE POINT (CONTROLLER)
- HIGH MAST TOWER, 6 LUMINAIRES
- HIGH MAST TOWER, 6 LUMINAIRES W/ PLATFORM
- CONVENTIONAL LIGHT POLE
- TYPE 2 HD PULLBOX
- UNDERGROUND CONDUIT WITH CONDUCTORS AS NOTED

ABBREVIATIONS

C.L. = CENTERLINE	SP = SERVICE PEDESTAL
STA. = STATION	HMT = HIGH MAST TOWER
OFF. = OFFSET	PB = PULLBOX
LT = LEFT	E.G.C. = EQUIPMENT GROUNDING CONDUCTOR
RT = RIGHT	FDN = FOUNDATION
U.N.O. = UNLESS NOTED OTHERWISE	PED = PEDESTAL
CKT = CIRCUIT	FC = FOOTCANDLE

SUMMARY OF ILLUMINATION QUANTITIES

ITEM NUMBER	ITEM	TOTAL QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/3 A.W.G., E.G.C.)	3621	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/4 A.W.G., E.G.C.)	3022	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	4370	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	504	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	4935	LIN. FT.
710	NON-METALLIC CONDUIT (2")	6862	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	63	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (150'-6 LUMINAIRE)	1	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE)	3	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PAD)	1	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PED)	4	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (100'-6 LUMINAIRE)	1	EACH
SP	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM	4	EACH
SP	METAL GRATING FOR PLATFORM	886.2	SQ. FT.
SP	LED ROADWAY ILLUMINATION POLE (15,400 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	6	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	5	EACH

SUMMARY OF QUANTITIES
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	335	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026

ILLUMINATION PLANS GENERAL NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA 70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (§14-271-101 ET SEQ.), AND LOCAL ELECTRICAL CODE. IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER, TO ENSURE ARKANSAS STATE CODES (§14-28-101 ET SEQ, AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL
   (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
   (2) THE RATIO OF LICENSED-ELECTRICIAN-TO-APPRENTICE-ELECTRICIANS.
   (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTORY (https://www.ark.org/labor/electrician/search.php)
   ALL LICENSES SHALL BE VALID AND CURRENT

3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE ARKANSAS ONE CALL CENTER IN ACCORDANCE WITH UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE CALL SYSTEM. THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITES AS WELL AS THE ONE CALL CENTER.

4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING THE CONSTRUCTION.

6. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.

7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.

8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 600 VOLTS. ANY CONDUCTOR NOT MEETING THE MINIMUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTOR. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTACTOR'S EXPENSE. SEE SPECIAL PROVISION ELECTRICAL CONDUCTORS-IN-CONDUIT.

9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT CONTRACTOR'S EXPENSE.

10. EACH ROADWAY ILLUMINATION POLE SHALL BE BONDED TO EQUIPMENT GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.

11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

12. ALL LUMINAIRE ASSEMBLIES SHALL HAVE BUG RATING OF U-0.

13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

14. PULL CABLE SHALL BE MINIMUM 1/4" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.

15. ALL CONCRETE PULL BOXES SHALL BE TYPE 2 HD UNLESS OTHERWISE INDICATED ON THE PLANS.

16. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET.

17. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.

18. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.

19. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NEC 410 PART IV AND PART V.

20. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINTS.

21. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHED SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.

22. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.

23. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING PLANS.

24. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN LED ROADWAY ILLUMINATION POLE.

25. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

26. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION, 2022 INTERIM REVISIONS.

27. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.

28. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

29. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.

30. PRIOR TO THE ORDERING OF ALL LIGHTING EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER TWO (2) PRINTED COPIES OF THE APPLICABLE BROCHURES CONTAINING THE DESIGN CRITERIA FOR THE EQUIPMENT WHICH THE CONTRACTOR PROPOSES TO INSTALL FOR APPROVAL. THE SPECIFIC ITEMS THAT ARE PROPOSED FOR USE SHALL BE CLEARLY MARKED IN THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO IDENTIFY THE ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SCHEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW. PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.

   A. REVIEW: FOR ALL LIGHTING EQUIPMENT SUBMITTALS, THE ENGINEER'S REVIEW OF THE EQUIPMENT SUBMITTALS SHOULD BE COMPLETE WITH THIRTY (30) DAYS FROM THE DATE OF THE SUBMISSION UNLESS OTHERWISE SPECIFIED. ONCE THE ENGINEER HAS DETERMINED THAT THE EQUIPMENT SUBMITTED MEETS THE DESIGN CRITERIA, A WRITTEN APPROVAL WILL BE PROVIDED, IN WHICH NO FURTHER ACTION IS REQUIRED. IF THE EQUIPMENT SUBMITTED FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. RESUBMITTAL OF REJECTED EQUIPMENT FOR REVIEW WILL BE CONSIDERED THE STARTING POINT OF A NEW APROVAL CYCLE AS DESCRIBED.

31. ORIENTATION OF THE SAFETY GATE OPENING FOR THE HMT SERVICE PLATFORM SHALL BE INSTALLED TO PROVIDE CONVENIENT ACCESS AT THE DIRECTION OF THE ENGINEER.

32. PULL BOX (TYPE 2 HD) SHALL BE INSTALLED WITHIN 5' OF LIGHT AND SERVICE POLE FOUNDATION, UNLESS SHOWN OTHERWISE ON THE PLANS.

33. CONDUIT SHALL BE BURIED NOT LESS THAN 18" DEPTH BELOW THE FINAL GRADE AND MINIMUM 24" DEPTH UNDER THE ROADWAY AND SIDEWALK, UNLESS OTHERWISE INDICATED ON THE PLANS.

34. CONDUIT BORED UNDER CULVERT STRUCTURE SHALL HAVE MINIMUM 24" DEPTH WITHOUT DAMAGE TO THE CULVERT. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGING CULVERT AT NO COST TO THE DEPARTMENT.

35. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY (MAINTENANCE AUTHORITY) TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR SHALL PROVIDE THE SERVICE POINT ASSEMBLY PER PLANS SET AND CONTRACT PRIOR TO THE DATE ELECTRICAL COMPANIES PROVIDE SERVICE.

36. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, AND JUNCTION BOXES. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM. EXAMPLES FOR CONDUIT: SERVICE POINT TO PULL BOX 1 (SP TO PB-1)
   PULL BOX 1 TO SERVICE POINT (PB-1 TO SP)
   PULL BOX 1 TO PULL BOX 2 (PB-1 TO PB-2)

ILLUMINATION NOTES
ILLUMINATION PLANS

4/30/2026 7:56:47 AM
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ITEM NUMBER	ITEM	QUANTITY	UNIT
710	NON-METALLIC CONDUIT (1.5")	2296	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	12	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	336	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026

PULLBOX (TYPE 2 HD) STA. 16+14.84 OFF. 19.46' RT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE UNLESS NOTED OTHERWISE (U.N.O.)
PULLBOX (TYPE 2 HD) STA. 16+14.84 OFF. 19.46' LT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 611+71.01 OFF. 29.13' LT
PULLBOX (TYPE 2 HD) STA. 611+71.21 OFF. 80.02' LT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PLAN NOTE 1
PROP. ROW & COA
PULLBOX (TYPE 2 HD) STA. 612+31.14 OFF. 28.68' RT
BRIDGE A7692
I-49 S.B.
PULLBOX (TYPE 2 HD) STA. 619.+87.78 OFF. 79.44' LT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 619.+87.55 OFF. 28.52' LT
PLAN NOTE 1
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
C.L. WATERFRONT
C.L. CC RAMP 3
C.L. I-49
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PLAN NOTE 1
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 620+38.77 OFF. 28.48' RT
BRIDGE 07691
I-49 N.B.
BRIDGE B7692
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 620+38.66 OFF. 79.38' RT
PLAN NOTE 1
PROP. ROW
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 20+33.72 OFF. 18.46' LT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 20+33.72 OFF. 18.46' RT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PROP. ROW & COA
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 612+31.60 OFF. 79.40' RT
RET. WALL
EXIST. ROW
EXIST. ROW
GATE
GATE
WATERFRONT PL

GENERAL NOTES:
1. ALL CONDUIT IS UNDERGROUND, NON-METALLIC CONDUIT U.N.O.

PLAN NOTES:
1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

HIGHWAY LIGHTING ILLUMINATION PLANS

LOCATION:	BRIDGE 07691, A7692, B7692				
CITY:	N/A				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 100'	DRAWN BY:	LTD

4/30/2026 7:57:06 AM
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ITEM NUMBER	ITEM	QUANTITY	UNIT
710	NON-METALLIC CONDUIT (1.5")	1844	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	8	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	337	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026

PROP. ROW & COA
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 688+84.87 OFF. 79.46' RT
PROP. ROW
869
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 688+84.87 OFF. 28.54' RT
PLAN NOTE 1
40
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
I-49 SB
I-49 NB
PULLBOX (TYPE 2 HD) STA. 687+60.65 OFF. 28.54' LT
PLAN NOTE 1
C.L. HWY 162 HENRY
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PROP. ROW & COA
C.L. HENRY SR
PULLBOX (TYPE 2 HD) STA. 687+60.65 OFF. 79.46' LT
C.L. I-49
PLAN NOTE 1
40
100 YEAR FLOODPLAIN
PROP. ROW & COA
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
BRIDGE B7693
PLAN NOTE 1
51
100 YEAR FLOODPLAIN
BRIDGE A7693
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 683+08.06 OFF. 79.46' RT
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 683+08.06 OFF. 28.54' RT
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 681+83.63 OFF. 28.54' LT
PLAN NOTE 1
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
PULLBOX (TYPE 2 HD) STA. 681+83.63 OFF. 79.46' LT
PROP. ROW & COA
(2) 1 1/2" CONDUITS SPARE FOR FUTURE USE U.N.O.
35
SE

N

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

HIGHWAY LIGHTING ILLUMINATION PLANS

GENERAL NOTES:
1. ALL CONDUIT IS UNDERGROUND, NON-METALLIC CONDUIT U.N.O.

PLAN NOTES:
1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.

LOCATION:	BRIDGE A7693 AND B7693				
CITY:	ALMA				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 100'	DRAWN BY:	LTD

4/30/2026 7:57:17 AM
R040904_19_LT_004

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/3 A.W.G., E.G.C.)	1861	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/4 A.W.G., E.G.C.)	1861	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	1086	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1846	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE)	3	EACH
SP	PEDESTAL TYPE SERVICE PONT ASSEMBLY (100 AMP)	1	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	338	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
7-14-2026

SERVICE POINT - A
(SP-A) 480V
C.L. LT ML-I-40
STA. 612+01.66
OFF. 74.40' LT

PULLBOX PB1
C.L. LT ML-I-40
STA. 612+01.56
OFF. 68.72' LT

2" CONDUIT
2C/#8 LIGHTING (CKT A1)
2C/#3 LIGHTING (CKT A2)
2C/#4 LIGHTING (CKT A3)
1C/#3 E.G.C.

C.L. LT ML-I-40

I-40 W.B.

PROP. ROW & COA

100 YEAR FLOODPLAIN

C.L. RAMP I49SB-I40WB

CIRCUIT A1
HMT A-1
C.L. RT ML-I-40
STA. 610+46.70
OFF. 246.30' LT

LIMITS OF PRESERVED VEGETATION

PULLBOX PB2
(TYPE 2 HD)
C.L. RT ML-I-40
STA. 615+61.12
OFF. 192.53' LT

CIRCUIT A1
HMT A-2
C.L. RT ML-I-40
STA. 617+63.93
OFF. 142.49' LT

2" CONDUIT
2C/#3 LIGHTING (CKT A2)
2C/#4 LIGHTING (CKT A3)
1C/#3 E.G.C.

PULLBOX PB4
(TYPE 2 HD)
C.L. RT ML-I-40
STA. 622+35.37
OFF. 49.39' LT

CIRCUIT A3
HMT A-3
C.L. MED I-40
STA. 624+86.79
OFF. 19.72' LT

C.L. MED I-40

MATCH LINE I-40 STA 625+25

C.L. RT ML-I-40

I-40 E.B.

C.L. RAMP 140EB-I49SB

PULLBOX PB3
(TYPE 2 HD)
C.L. RT ML-I-40
STA. 621+10.72
OFF. 18.89' LT

BARRELS

EXIST. ROW

GATE

HORIZ. SCALE IN FEET: 1"=100'

HIGHWAY LIGHTING ILLUMINATION PLANS

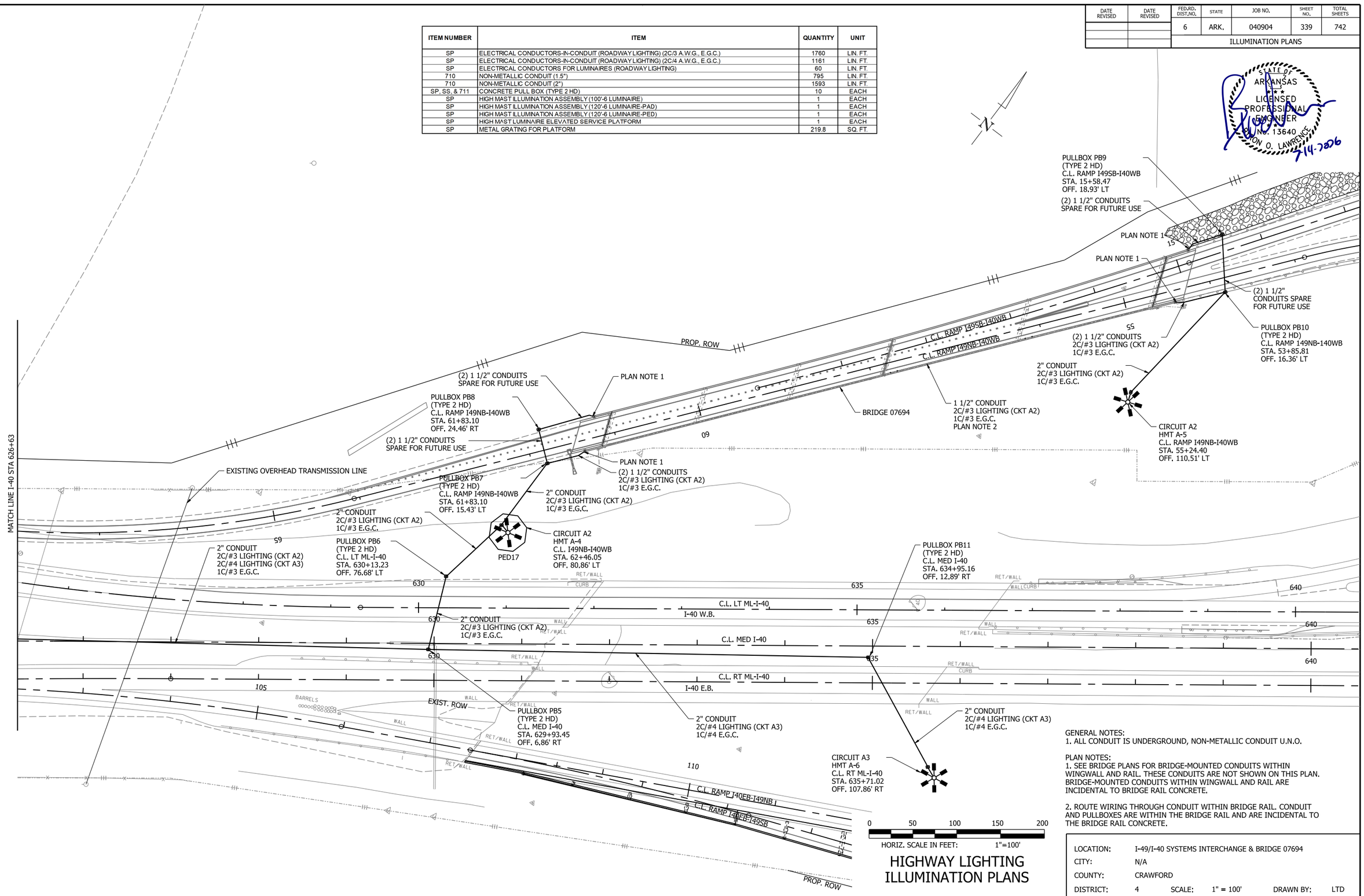
LOCATION:	I-49/I-40 SYSTEMS INTERCHANGE				
CITY:	N/A				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 100'	DRAWN BY:	LTD

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	339	742
		ILLUMINATION PLANS				

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/3 A.W.G., E.G.C.)	1760	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/4 A.W.G., E.G.C.)	1161	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	60	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	795	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1593	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	10	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (100'-6 LUMINAIRE)	1	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PAD)	1	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PED)	1	EACH
SP	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM	1	EACH
SP	METAL GRATING FOR PLATFORM	219.8	SQ. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
LYNN O. LAWRENCE
3-14-2026



0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

HIGHWAY LIGHTING ILLUMINATION PLANS

GENERAL NOTES:
1. ALL CONDUIT IS UNDERGROUND, NON-METALLIC CONDUIT U.N.O.

PLAN NOTES:
1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.

2. ROUTE WIRING THROUGH CONDUIT WITHIN BRIDGE RAIL. CONDUIT AND PULLBOXES ARE WITHIN THE BRIDGE RAIL AND ARE INCIDENTAL TO THE BRIDGE RAIL CONCRETE.

LOCATION:	I-49/I-40 SYSTEMS INTERCHANGE & BRIDGE 07694				
CITY:	N/A				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 100'	DRAWN BY:	LTD

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	340	742
		ILLUMINATION PLANS				

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	701	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	40	LIN. FT.
710	NON-METALLIC CONDUIT (2")	890	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	5	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (150'-6 LUMINAIRE)	1	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PED)	1	EACH
SP	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM	1	EACH
SP	METAL GRATING FOR PLATFORM	226.8	SQ. FT.
SP	PEDESTAL TYPE SERVICE PONT ASSEMBLY (100 AMP)	1	EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
AARON O. LAWRENCE
4-14-2026

2" CONDUIT
2C/#8 LIGHTING (CKT B1)
1C/#8 E.G.C.

CIRCUIT B1
HMT B-1
C.L. RAMP I40WB-I49NB
STA. 13+25.19
OFF. 96.42 RT

PED10

C.L. RAMP I40WB-I49NB

PROP. ROW & COA

EXIST. ROW

2" CONDUIT
2C/#8 LIGHTING (CKT B1)
1C/#8 E.G.C.

PULLBOX PB1
(TYPE 2 HD)
C.L. RAMP I40WB-I49SB
STA. 57+40.10
OFF. 22.00' LT

PULLBOX PB2
(TYPE 2 HD)
C.L. RAMP I40WB-I49SB
STA. 59+69.45
OFF. 27.35' LT

SERVICE POINT - B
(SP-B) 480V
(PAD MOUNTED)
C.L. RAMP I40WB-I49SB
STA. 59+69.45
OFF. 35.55' LT

2" CONDUIT
2C/#8 LIGHTING (CKT B1)
CKT B2 - FUTURE
1C/#8 E.G.C.

CIRCUIT B1
HMT B-3
C.L. RAMP I40WB-I49SB
STA. 60+52.77
OFF. 51.14' LT

RUDY RD

RET/WALL

C.L. RAMP I40WB-I49SB

C.L. LT ML-I-40

I-40 W.B.

C.L. MED I-40

C.L. RT ML-I-40

I-40 E.B.

660 665 670

2" CONDUIT
2C/#8 LIGHTING (CKT B1)
1C/#8 E.G.C.

PULLBOX PB3
(TYPE 2 HD)
C.L. RAMP I49SB-I40EB
STA. 13+48.90
OFF. 29.96' RT

C.L. RAMP I49SB-I40EB

2" CONDUIT
EMPTY FOR FUTURE USE (CKT B2)

BARRELS

C.L. RAMP I49NB-I40EB

PROP. ROW & COA

EXIST. ROW

RUDY RD.

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

HIGHWAY LIGHTING ILLUMINATION PLANS

LOCATION:	I-49/I-40 SYSTEMS INTERCHANGE				
CITY:	ALMA				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 100'	DRAWN BY:	LTD

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ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	1857	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	80	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1841	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	8	EACH
SP	HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PED)	2	EACH
SP	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM	2	EACH
SP	METAL GRATING FOR PLATFORM	439.6	SQ. FT.
SP	PEDESTAL TYPE SERVICE PONT ASSEMBLY (100 AMP)	1	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	341	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
AARON O. LAWRENCE
4-14-2026

CIRCUIT C2
HMT C-1
C.L. RAMP I49SB-I40WB
STA. 31+00
OFF. 80' LT

PED12

2" CONDUIT
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

PULLBOX PB1
(TYPE 2 HD)
C.L. RAMP I49SB-I40WB
STA. 32+91.13
OFF. 24.36' LT

2" CONDUIT
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

2" CONDUIT
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

2" CONDUIT
FUTURE CKT C1
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

PULLBOX PB4
(TYPE 2 HD)
C.L. I-49
STA. 834+66.44
OFF. 21.64' LT

PULLBOX PB6
(TYPE 2 HD)
C.L. I-49
STA. 837+64.17
OFF. 73.76' RT

SERVICE POINT - C
(SP-C) 480V
C.L. I-49
STA. 837+64.17
OFF. 167.53' LT
NOTE 1

2" CONDUIT
FUTURE CKT C1
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

PROP. ROW & COA

C.L. COLLUM FR

C.L. RAMP I49SB-I40WB

C.L. RAMP I49SB-I40EB

FUTURE BRIDGE BY OTHERS
(NOT IN THIS CONTRACT)

PULLBOX PB2
(TYPE 2 HD)
C.L. I-49
STA. 828+05.69
OFF. 23.64' LT

PULLBOX PB3
(TYPE 2 HD)
C.L. I-49
STA. 830+88.75
OFF. 25.24' LT

C.L. I-49

PULLBOX PB5
(TYPE 2 HD)
C.L. I-49
STA. 837+64.17
OFF. 29.33' LT

FUTURE BRIDGE BY OTHERS
(NOT IN THIS CONTRACT)

2" CONDUIT
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

C.L. RAMP I40EB-I49NB

C.L. RAMP I40WB-I49NB

2" CONDUIT
FUTURE CKT C1
2C/#8 LIGHTING (CKT C2)
1C/#8 E.G.C.

EXISTING OVERHEAD TRANSMISSION LINE

PED10

CIRCUIT C2
HMT C-2
C.L. RAMP I40WB-I49NB
STA. 27+00
OFF. 105.00' RT

EXIST. ROW

PROP. ROW & COA

PULLBOX PB7
(TYPE 2 HD)

PULLBOX PB8
(TYPE 2 HD)

0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

HIGHWAY LIGHTING ILLUMINATION PLANS

PLAN NOTES:
1. CONTRACTOR SHALL ENSURE UTILITY IS WILLING TO PROVIDE POWER TO THIS SERVICE POINT.

LOCATION:	I-49/I-40 SYSTEMS INTERCHANGE				
CITY:	N.A.				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 100'	DRAWN BY:	LTD

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ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	358	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	132	LIN. FT.
710	NON-METALLIC CONDUIT (2")	341	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	6	EACH
SP	LED ROADWAY ILLUMINATION POLE (15,400 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	3	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	1	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	342	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
REG. NO. 13640
LEON O. LAWRENCE
7-14-2026

I-49 SB OFF-RAMP
I-49 SB ON-RAMP
WALL

CIRCUIT D1
POLE D-2
C.L. COLLUM LN
STA. 12+50.22
OFF. 87.61' LT

2" CONDUIT
2C/#8 LIGHTING (CKT D1)
1C/#8 E.G.C.

PULLBOX PB2
(TYPE 2 HD)
C.L. COLLUM LN
STA. 12+65.29
OFF. 51.93' LT

2" CONDUIT
2C/#8 LIGHTING (CKT D1)
1C/#8 E.G.C.

PULLBOX PB1
(TYPE 2 HD)
C.L. COLLUM LN
STA. 11+50.42
OFF. 50.95' LT

CIRCUIT D1
POLE D-1
C.L. COLLUM LN
STA. 11+32.35
OFF. 42.70' LT

2" CONDUIT
2C/#8 LIGHTING (CKT D1)
1C/#8 E.G.C.

C.L. COLLUM LN
COLLUM LN
COLLUM LN W
15

PULLBOX PB3
(TYPE 2 HD)
C.L. COLLUM LN
STA. 12+87.32
OFF. 33.87' RT

CIRCUIT D1
POLE D-3
C.L. COLLUM LN
STA. 13+5.58
OFF. 30.81' RT

SERVICE POINT - D
(SP-D) 240V
C.L. COLLUM LN
STA. 12+94.36
OFF. 33.87' RT

2" CONDUIT
2C/#8 LIGHTING (CKT D1)
1C/#8 E.G.C.

C.L. COLLUM FR
PROP. ROW & COA
35

850
I-49 N.B.
I-49 S.B.
C.L. I-49

N

0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

HIGHWAY LIGHTING ILLUMINATION PLANS

LOCATION:	COLLUM LN/I-49 SB RAMPS INTERCHANGE				
CITY:	ALMA				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 50'	DRAWN BY:	LTD

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ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	368	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	132	LIN. FT.
710	NON-METALLIC CONDUIT (2")	351	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (15,400 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	3	EACH
SP	PEDESTAL TYPE SERVICE PONT ASSEMBLY (100 AMP)	1	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	343	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
NO. 13640
LEON O. LAWRENCE
7-14-2026

I-49 S.B.
I-49 N.B.
C.L. I-49
850
20
COLLUM LN
C.L. COLLUM LN
I-49 NB OFF-RAMP
I-49 NB ON-RAMP
WALL
CURB
GATE

PULLBOX PB1 (TYPE 2 HD) C.L. COLLUM LN STA. 21+28.70 OFF. 55.12' LT

CIRCUIT E1 POLE E-1 C.L. COLLUM LN STA. 21+3.69 OFF. 38.15' LT

2" CONDUIT 2C/#8 LIGHTING (CKT E1) 1C/#8 E.G.C.

PULLBOX PB2 (TYPE 2 HD) C.L. COLLUM LN STA. 22+32.97 OFF. 57.79' LT

CIRCUIT E1 POLE E-2 C.L. COLLUM LN STA. 22+21.97 OFF. 90.82' LT

2" CONDUIT 2C/#8 LIGHTING (CKT E1) 1C/#8 E.G.C.

2" CONDUIT 2C/#8 LIGHTING (CKT E1) 1C/#8 E.G.C.

SERVICE POINT - E (SP-E) 240V C.L. COLLUM LN STA. 23+1.40 OFF. 71.01' LT

PULLBOX PB3 (TYPE 2 HD) C.L. COLLUM LN STA. 22+94.36 OFF. 71.01' LT

CIRCUIT E1 POLE E-3 C.L. COLLUM LN STA. 22+52.99 OFF. 23.35' RT

PULLBOX PB4 (TYPE 2 HD) C.L. COLLUM LN STA. 22+44.33 OFF. 18.75' RT

2" CONDUIT 2C/#8 LIGHTING (CKT E1) 1C/#8 E.G.C.

N

0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

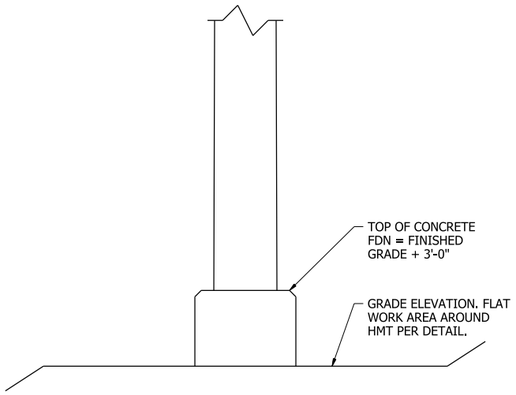
HIGHWAY LIGHTING ILLUMINATION PLANS

LOCATION:	COLLUM LN/I-49 NB RAMPS INTERCHANGE				
CITY:	ALMA				
COUNTY:	CRAWFORD				
DISTRICT:	4	SCALE:	1" = 50'	DRAWN BY:	LTD

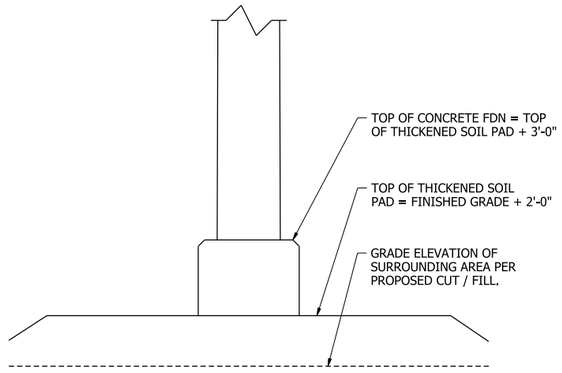
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	344	742
		ILLUMINATION PLANS				

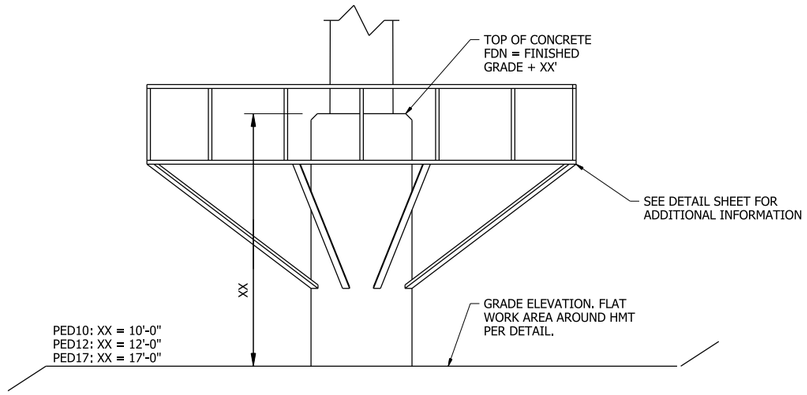
NOTE: THESE ELEVATION VIEWS OF TYPICAL INSTALLATION TYPES ARE GENERIC AND ARE INCLUDED FOR CLARITY WITH THE HMT SCHEDULES. SEE SPECIFIC DETAILS SHEETS FOR EACH TYPE.



HMT INSTALL TYPE 'STANDARD'



HMT INSTALL TYPE 'PAD'



HMT INSTALL TYPE 'PEDxx'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
Paul D. Hunter
6/10/26

HIGH MAST TOWER SCHEDULE - SERVICE POINT A

TOWER NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	TOWER HEIGHT (FT)	LUMINAIRE QTY	ORIENTATION ANGLE (TRUE NORTH = 0)	GRADE ELEVATION NOTE 1	INSTALL TYPE	TOP OF THICKENED SOIL PAD	100 YEAR FLOOD ELEVATION	TOP OF CONCRETE FDN
HMT A-1	641804.99	423863.59	610+46.70	246.30' LT	C.L. RT ML-I-40	MEDIUM, ASYMMETRIC WIDE	HMLED4_P3_40K_XXXXX_MAW.ies	120	6	115	476.47	STANDARD	N/A	432.09	479.47
HMT A-2	642429.71	424230.86	617+63.93	142.49' LT	C.L. RT ML-I-40	MEDIUM, ASYMMETRIC WIDE	HMLED4_P3_40K_XXXXX_MAW.ies	120	6	120	463.02	STANDARD	N/A	432.09	466.02
HMT A-3	643045.89	424621.45	624+86.79	19.72' LT	C.L. MED I-40	MEDIUM, ASYMMETRIC WIDE	HMLED4_P3_40K_XXXXX_MAW.ies	120	6	150	432.97	STANDARD	N/A	432.09	435.97
HMT A-4	643460.26	425063.95	62+46.05	80.86' LT	C.L. RAMP I49NB-I40WB	MEDIUM, ASYMMETRIC WIDE	HMLED4_P3_40K_XXXXX_MAW.ies	120	6	135	419.40	PED17	N/A	432.09	436.40
HMT A-5	643934.77	425608.44	55+24.40	110.51' LT	C.L. RAMP I49NB-I40WB	MEDIUM, ASYMMETRIC WIDE	HMLED4_P3_40K_XXXXX_MAW.ies	120	6	130	429.25	PAD	431.25	432.13	434.25
HMT A-6	644016.57	425133.29	635+71.02	107.86' RT	C.L. RT ML-I-40	MEDIUM, ASYMMETRIC WIDE	HMLED4_P3_40K_XXXXX_MAW.ies	100	6	142	430.55	STANDARD	N/A	430.41	433.55

HIGH MAST TOWER SCHEDULE - SERVICE POINT B

TOWER NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	TOWER HEIGHT (FT)	LUMINAIRE QTY	ORIENTATION ANGLE (TRUE NORTH = 0)	GRADE ELEVATION NOTE 1	INSTALL TYPE	TOP OF THICKENED SOIL PAD	100 YEAR FLOOD ELEVATION	TOP OF CONCRETE FDN
HMT B-1	645735.50	426951.80	13+25.19	96.42 RT	C.L. RAMP I40WB-I49NB	NARROW ASYMMETRIC	HMLED4_P2_40K_XXXXX_NAS.ies	120	6	150	425.83	PED10	N/A	432.09	435.83
HMT B-2	FUTURE														
HMT B-3	646326.98	427207.21	60+52.77	51.14' LT	C.L. RAMP I40WB-I49SB	NARROW ASYMMETRIC	HMLED4_P2_40K_XXXXX_NAS.ies	150	6	150	438.71	STANDARD	N/A	432.09	441.71

HIGH MAST TOWER SCHEDULE - SERVICE POINT C

TOWER NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	TOWER HEIGHT (FT)	LUMINAIRE QTY	ORIENTATION ANGLE (TRUE NORTH = 0)	GRADE ELEVATION NOTE 1	INSTALL TYPE	TOP OF THICKENED SOIL PAD	100 YEAR FLOOD ELEVATION	TOP OF CONCRETE FDN
HMT C-1	644309.58	427183.61	31+00.00	80.00' LT	C.L. RAMP I49SB-I40WB	NARROW ASYMMETRIC	HMLED4_P2_40K_XXXXX_NAS.ies	120	6	70	424.47	PED12	N/A	432.54	436.47
HMT C-2	644743.87	427473.16	27+00.00	105.00' RT	C.L. RAMP I40WB-I49NB	NARROW ASYMMETRIC	HMLED4_P2_40K_XXXXX_NAS.ies	120	6	67	427.40	PED10	N/A	432.54	437.4
HMT C-3	FUTURE														
HMT C-4	FUTURE														

HMT SCHEDULE NOTES

1. GRADE ELEVATION REFERS TO THE FINISHED GRADE AT THE BASE OF THE HIGH MAST TOWER, BASED ON PROPOSED GRADING FOR CUT OR FILL AREAS, AND EXISTING GRADING FOR AREAS NOT CUT OR FILL. THE LEVEL REPORTED IN THIS DATA FIELD DOES NOT REFER TO THE LEVEL OF THE THICKENED SOIL PAD (INSTALL TYPE "PAD") OR REFER TO THE HEIGHT OF THE ELEVATED PEDESTAL (INSTALL TYPE "PEDxx").
2. SEE DETAIL SHEETS FOR INFORMATION REGARDING ORIENTATION ANGLE OF HIGH MAST TOWERS.

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SCHEDULES
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	345	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026

LIGHT POLE SCHEDULE - SERVICE POINT D

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (TRUE NORTH = 0)
D-1	643449.33	429655.60	11+32.35	42.70' LT	C.L. COLLUM LN	TYPE III	GCM2-60J-MV-40K-3R-XX-155 S.ies	30	8	148
D-2	643577.77	429699.86	12+50.22	87.61' LT	C.L. COLLUM LN	TYPE III	GCM2-60J-MV-40K-3R-XX-155 S.ies	30	8	256
D-3	643627.08	429578.8	13+5.58	30.81' RT	C.L. COLLUM LN	TYPE III	GCM2-60J-MV-40K-3R-XX-155 S.ies	30	8	3

LIGHT POLE SCHEDULE - SERVICE POINT E

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (TRUE NORTH = 0)
E-1	644427.65	429607.44	21+3.69	38.15' LT	C.L. COLLUM LN	TYPE III	GCM2-60J-MV-40K-3R-XX-155 S.ies	30	8	141
E-2	644548.43	429654.09	22+21.97	90.82' LT	C.L. COLLUM LN	TYPE III	GCM2-60J-MV-40K-3R-XX-155 S.ies	30	8	250
E-3	644573.66	429538.51	22+52.99	23.35' RT	C.L. COLLUM LN	TYPE III	GCM2-60J-MV-40K-3R-XX-155 S.ies	30	8	3

LIGHT POLE SCHEDULE NOTES
1. ORIENTATION ANGLE IS MEASURED CLOCKWISE.
2. REFER TO DETAIL FOR ARM MOUNTING REQUIREMENTS.
3. HANDHOLE SHALL BE MOUNTED AT 180° FROM LUMINAIRE ARM UNLESS OTHERWISE NOTED.

ILLUMINATION CRITERIA - SYSTEMS INTERCHANGE

AASHTO TABLE 3-5a CLASSIFICATIONS AND METHODS	
ROADWAY AND WALKWAY CLASSIFICATION	INTERSTATE AND OTHER FREEWAYS
GENERAL LAND USE	ALL
CALCULATION METHOD	ILLUMINANCE
ROAD SURFACE CLASSIFICATION	R1 PORTLAND CEMENT CONCRETE ROAD SURFACE

AASHTO TABLE 3-5a REQUIREMENTS		
AVG MAINTAINED ILLUMINANCE (FC)	MINIMUM ILLUMINANCE (FC)	ILLUMINANCE UNIFORMITY RATIO (AVG/MIN)
0.6	0.2	4:1

ILLUMINATION CRITERIA - INTERSTATE TERMINAL

IES RP-8 CHAPTER 12 CLASSIFICATIONS AND METHODS	
INTERSECTION CLASSIFICATION	PARTIAL (ISOLATED) INTERSECTION LIGHTING
ROAD CLASSIFICATION	MAJOR
PAVEMENT CLASSIFICATION	R1 PORTLAND CEMENT CONCRETE ROAD SURFACE

IES TABLE 12-2 REQUIREMENTS	
AVG MAINTAINED ILLUMINANCE (FC)	ILLUMINANCE UNIFORMITY RATIO (AVG/MIN)
0.6	3.0

ILLUMINATION STATISTICS - SYSTEMS INTERCHANGE

DECRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
I-49 SB to I-40 EB/WB Ramps Diverges	1.30	2.90	0.30	4.33 (1)
I-49 SB/NB Ramps to I-40 WB Merges	0.75	3.00	0.20	3.75
I-40 EB/WB Ramps at I-49 NB Merges	1.15	2.20	0.30	3.83
I-40 WB to I-49 NB/SB Ramps Diverges	1.18	2.50	0.3 (2)	3.93

CALCULATIONS BASED ON LLF = 0.85
FC = FOOTCANDLE

ILLUMINATION NOTES:
(1) MEASURED VALUE IS GREATER THAN TARGETED UNIFORMITY RATIO. ILLUMINATION ACCOUNTS FOR JOB 4 ONLY.
(2) THERE ARE ZERO POINTS IN THE CALC AREA DUE TO THE OVERPASS BRIDGE SHADOW. PER ARDOT RECOMMENDATION, THESE POINTS HAVE BEEN REMOVED FROM THE CALCULATION ZONE.
GENERAL NOTES:
1. DESIGN BASIS WAS AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED. AND IES RP-8-18
2. NON-CONTINUOUSLY LIGHTED ROADWAY WAS TAKEN INTO CONSIDERATION.
3. HMLED4_P2_40K_XXXXX_NAS.ies AND HMLED4_P3_40K_XXXXX_MAW.ies DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED IN THE CONFIGURATION AND HEIGHT SHOWN ON THE PLANS.

ILLUMINATION STATISTICS - INTERSTATE TERMINAL

DECRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
Collum Ln and I-49 SB Ramps	1.09	3.30	0.40	2.73
Collum Ln and I-49 NB Ramps	1.30	3.30	0.50	2.60

CALCULATIONS BASED ON LLF = 0.85
FC = FOOTCANDLE
1. DESIGN BASIS WAS AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED. AND IES RP-8-18
2. NON-CONTINUOUSLY LIGHTED ROADWAY WAS TAKEN INTO CONSIDERATION.
3. GCM2-60J-MV-40K-3R-XX-155 S.ies DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.

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SCHEDULES
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	346	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026

VOLTAGE DROP SCHEDULE - CONTROLLER A

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)
CKT A1										
SP-A	PB 1	480	1	1	#8 COPPER	10.73	0.778	15	0.26	0.05%
PB 1	PB HMT A-1	480	1	1	#8 COPPER	10.73	0.778	344	6.03	1.26%
PB HMT A-1	HMT A-1	480	1	1	#12 COPPER	5.36	1.98	15	0.33	0.07%
PB HMT A-1	PB 2	480	1	1	#8 COPPER	5.36	0.778	504	4.42	0.92%
PB 2	PB HMT A-2	480	1	1	#8 COPPER	5.36	0.778	212	1.86	0.39%
PB HMT A-2	HMT A-2	480	1	1	#12 COPPER	5.36	1.98	15	0.33	0.07%
							WORST CASE TOTAL		12.90	2.69%
CKT A2										
SP-A	PB 1	480	1	1	#3 COPPER	10.73	0.25	15	0.08	0.02%
PB 1	PB HMT A-1	480	1	1	#3 COPPER	10.73	0.25	344	1.94	0.40%
PB HMT A-1	PB 2	480	1	1	#3 COPPER	10.73	0.25	504	2.84	0.59%
PB 2	PB HMT A-2	480	1	1	#3 COPPER	10.73	0.25	212	1.19	0.25%
PB HMT A-2	PB 3	480	1	1	#3 COPPER	10.73	0.25	376	2.12	0.44%
PB 3	PB 4	480	1	1	#3 COPPER	10.73	0.25	131	0.74	0.15%
PB 4	PB HMT A-3	480	1	1	#3 COPPER	10.73	0.25	262	1.48	0.31%
PB HMT A-3	PB 5	480	1	1	#3 COPPER	10.73	0.25	504	2.84	0.59%
PB 5	PB 6	480	1	1	#3 COPPER	10.73	0.25	89	0.50	0.10%
PB 6	PB HMT A-4	480	1	1	#3 COPPER	10.73	0.25	90	0.51	0.11%
PB HMT A-4	HMT A-4	480	1	1	#12 COPPER	5.36	1.98	15	0.33	0.07%
PB HMT A-4	PB 7	480	1	1	#3 COPPER	5.36	0.25	92	0.26	0.05%
PB 7	PB 10	480	1	1	#3 COPPER	5.36	0.25	801	2.26	0.47%
PB 10	PB HMT A-5	480	1	1	#3 COPPER	5.36	0.25	160	0.45	0.09%
PB HMT A-5	HMT A-5	480	1	1	#12 COPPER	5.36	1.98	15	0.33	0.07%
							WORST CASE TOTAL		17.53	3.65%
CKT A3										
SP-A	PB 1	480	1	1	#4 COPPER	10.73	0.31	15	0.10	0.02%
PB 1	PB HMT A-1	480	1	1	#4 COPPER	10.73	0.31	344	2.40	0.50%
PB HMT A-1	PB 2	480	1	1	#4 COPPER	10.73	0.31	504	3.52	0.73%
PB 2	PB HMT A-2	480	1	1	#4 COPPER	10.73	0.31	212	1.48	0.31%
PB HMT A-2	PB 3	480	1	1	#4 COPPER	10.73	0.31	376	2.63	0.55%
PB 3	PB 4	480	1	1	#4 COPPER	10.73	0.31	131	0.92	0.19%
PB 4	PB HMT A-3	480	1	1	#4 COPPER	10.73	0.31	262	1.83	0.38%
PB HMT A-3	HMT A-3	480	1	1	#12 COPPER	5.36	1.98	15	0.33	0.07%
PB HMT A-3	PB 5	480	1	1	#4 COPPER	5.36	0.31	504	1.76	0.37%
PB 5	PB 11	480	1	1	#4 COPPER	5.36	0.31	504	1.76	0.37%
PB 11	PB HMT A-6	480	1	1	#4 COPPER	5.36	0.31	147	0.51	0.11%
PB HMT A-6	HMT A-6	480	1	1	#12 COPPER	5.36	1.98	15	0.33	0.07%
							WORST CASE TOTAL		17.25	3.59%

VOLTAGE DROP SCHEDULE - CONTROLLER B

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)
CKT B1										
SP-B	PB B-2	480	1	1	#8 COPPER	7.38	0.78	17	0.21	0.04%
PB B-2	PB HMT B-3	480	1	1	#8 COPPER	3.69	0.78	85	0.51	0.11%
PB HMT B-3	HMT B-3	480	1	1	#12 COPPER	3.69	1.98	15	0.23	0.05%
PB B-2	PB B-1	480	1	1	#8 COPPER	3.69	0.78	229	1.38	0.29%
PB B-1	PB HMT B-1	480	1	1	#8 COPPER	3.69	0.78	333	2.01	0.42%
PB HMT B-1	HMT B-1	480	1	1	#12 COPPER	3.69	1.98	11	0.17	0.04%
							WORST CASE TOTAL		3.77	0.79%
CKT B2		FUTUTRE								

VOLTAGE DROP SCHEDULE - CONTROLLER C

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)
CKT C1		FUTURE								
CKT C2										
SP-C	PB 6	480	1	1	#8 COPPER	7.38	0.78	16	0.19	0.04%
PB 6	PB 5	480	1	1	#8 COPPER	7.38	0.78	137	1.66	0.35%
PB 5	PB 4	480	1	1	#8 COPPER	7.38	0.78	302	3.65	0.76%
PB 4	PB 3	480	1	1	#8 COPPER	7.38	0.78	382	4.62	0.96%
PB 3	PB 2	480	1	1	#8 COPPER	7.38	0.78	285	3.45	0.72%
PB 2	PB HMT C-2	480	1	1	#8 COPPER	3.69	0.78	308	1.86	0.39%
PB HMT C-2	HMT C-2	480	1	1	#12 COPPER	3.69	1.98	13	0.20	0.04%
PB 2	PB 1	480	1	1	#8 COPPER	3.69	0.78	129	0.78	0.16%
PB 1	PB HMT C-1	480	1	1	#8 COPPER	3.69	0.78	230	1.39	0.29%
PB HMT C-1	HMT C-1	480	1	1	#12 COPPER	3.69	1.98	24	0.37	0.08%
							WORST CASE TOTAL		16.10	3.35%

VOLTAGE DROP SCHEDULE - CONTROLLER D

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)
SP-D	PB 3	240	1	1	#8 COPPER	1.26	0.78	14	0.03	0.01%
PB 3	PB POLE D-3	240	1	1	#8 COPPER	0.42	0.78	30	0.02	0.01%
PB POLE D-3	POLE D-3	240	1	1	#12 COPPER	0.42	1.98	11	0.02	0.01%
PB 3	PB 2	240	1	1	#8 COPPER	0.84	0.78	89	0.12	0.05%
PB 2	PB POLE D-2	240	1	1	#8 COPPER	0.42	0.78	44	0.03	0.01%
PB POLE D-2	POLE D-2	240	1	1	#12 COPPER	0.42	1.98	10	0.02	0.01%
PB 2	PB 1	240	1	1	#8 COPPER	0.42	0.78	118	0.08	0.03%
PB 1	PB POLE D-1	240	1	1	#8 COPPER	0.42	0.78	35	0.02	0.01%
PB POLE D-1	POLE D-1	240	1	1	#12 COPPER	0.42	1.98	10	0.02	0.01%
							WORST CASE TOTAL		0.27	0.11%

VOLTAGE DROP SCHEDULE - CONTROLLER E

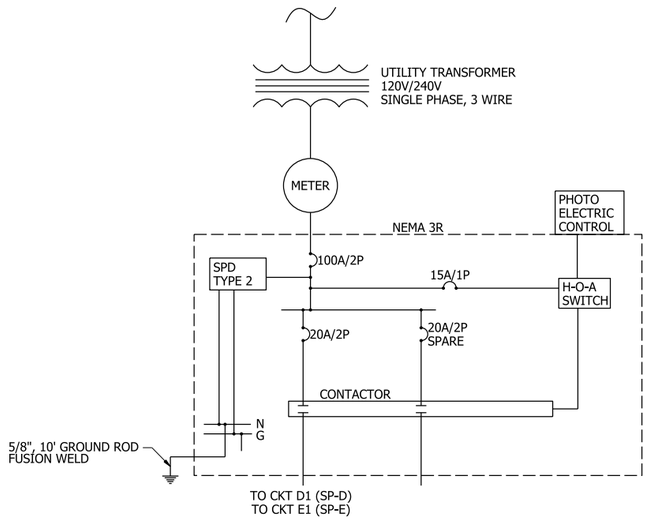
SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)
SP-E	PB 3	240	1	1	#8 COPPER	1.26	0.78	16	0.03	0.01%
PB 3	PB 2	240	1	1	#8 COPPER	1.26	0.78	65	0.13	0.06%
PB 2	PB POLE E-2	240	1	1	#8 COPPER	0.42	0.78	35	0.02	0.01%
PB POLE E-2	POLE E-2	240	1	1	#12 COPPER	0.42	1.98	10	0.02	0.01%
PB 2	PB 4	240	1	1	#8 COPPER	0.42	0.78	77	0.05	0.02%
PB 4	PB POLE E-3	240	1	1	#8 COPPER	0.42	0.78	17	0.01	0.00%
PB POLE E-3	POLE E-3	240	1	1	#12 COPPER	0.42	1.98	10	0.02	0.01%
PB 2	PB 1	240	1	1	#8 COPPER	0.42	0.78	104	0.07	0.03%
PB 1	PB POLE E-1	240	1	1	#8 COPPER	0.42	0.78	35	0.02	0.01%
PB POLE E-1	POLE E-1	240	1	1	#12 COPPER	0.42	1.98	10	0.02	0.01%
							WORST CASE TOTAL		0.28	0.12%

SCHEDULES
ILLUMINATION PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	347	742
		ILLUMINATION PLANS				

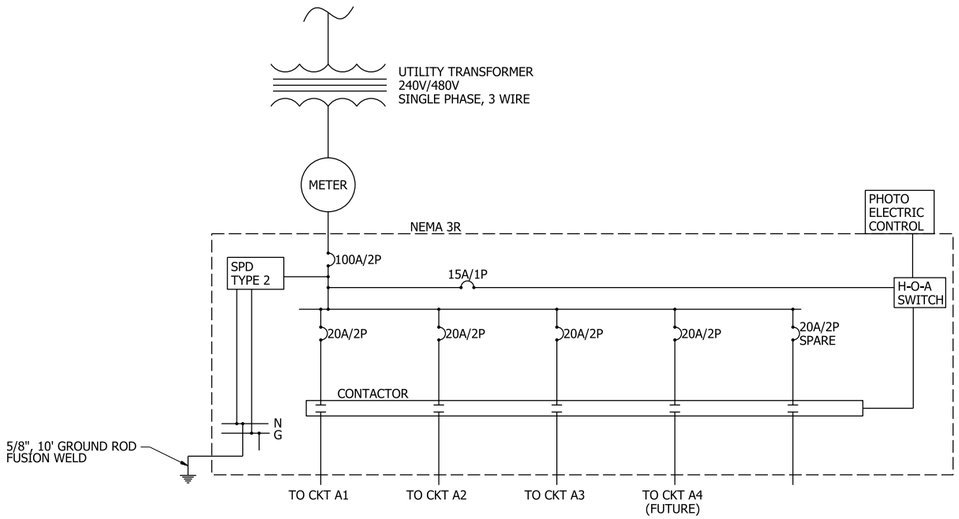
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



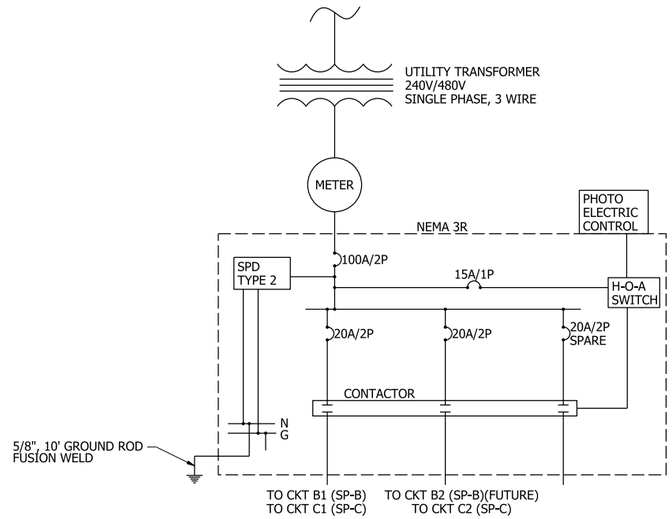
ONE-LINE DIAGRAM FOR TWO CIRCUIT, 240V SERVICE POINT (SP-D, SP-E) (NO SCALE)

ELECTRICAL SERVICE DATA

ELECTRICAL SERVICE POINT ID	CIRCUIT NUMBER	LOCATION	SERVICE VOLTAGE	MAIN CIRCUIT BREAKER	BRANCH CIRCUIT BREAKER	BRANCH CIRCUIT AMPS	KVA LOAD
SP-A	A1	N 424209.89, E 641789.29	SINGLE PHASE 240/480V, 3-WIRE	2P/100A	2P/20A	10.73	5.15
	A2				2P/20A	10.73	5.15
	A3				2P/20A	10.73	5.15
SP-B	B1	N 427152.80, E 646261.80	SINGLE PHASE 240/480V, 3-WIRE	2P/100A	2P/20A	7.38	3.54
	B2 (FUTURE)				2P/20A	3.69	1.77
SP-C	C1 (FUTURE)	N 428341.10, E 644166.99	SINGLE PHASE 240/480V, 3-WIRE	2P/100A	2P/20A	9.05	4.34
	C2				2P/20A	7.38	3.54
SP-D	D1	N 429575.29, E 643615.74	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	1.26	0.30
SP-E	E1	N 429632.20, E 644626.77	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	1.26	0.30



ONE-LINE DIAGRAM FOR FIVE CIRCUIT, 480V SERVICE POINT (SP-A) (NO SCALE)



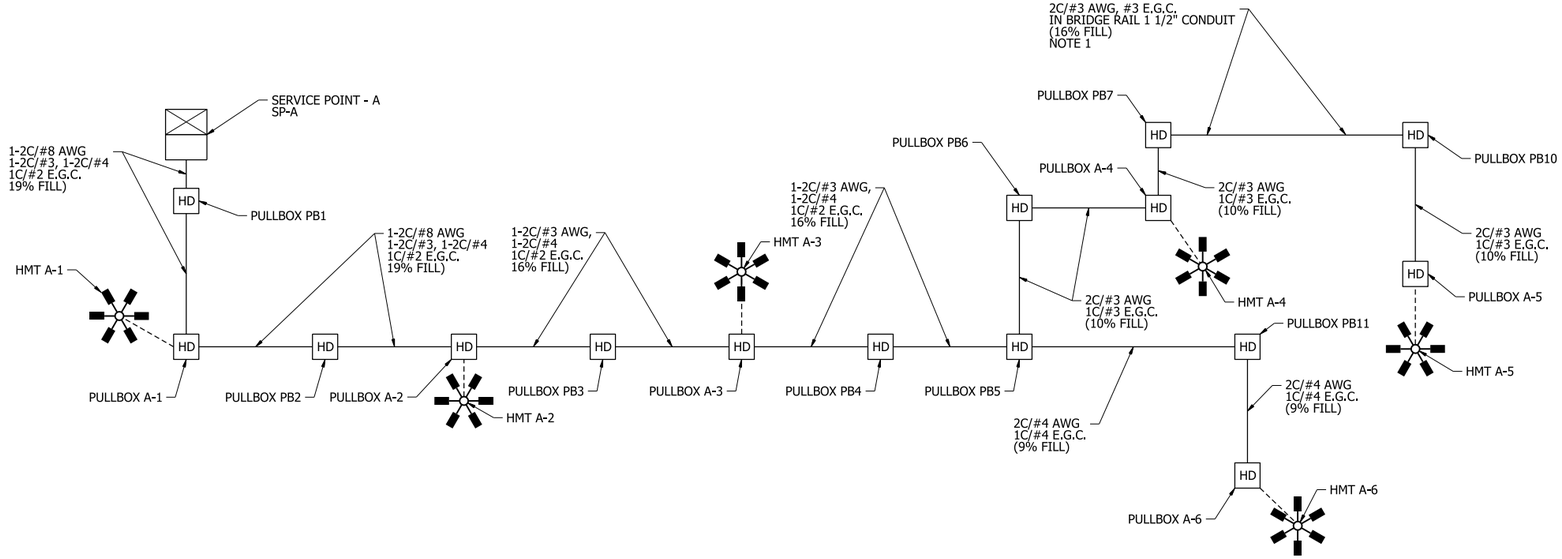
ONE-LINE DIAGRAM FOR THREE CIRCUIT, 480V SERVICE POINT (SP-B, SP-C) (NO SCALE)

DETAILS
ILLUMINATION PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	348	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



WIRING DIAGRAM
SERVICE POINT A

WIRING NOTES:

1. CIRCUIT A1
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL EXTEND FROM THE CONTROLLER TO PULLBOX 1 (PB1) AND CONTINUE TO PULLBOX A-1 (PB A-1). CONDUCTORS SHALL BRANCH AT PULLBOX A-1 TO HMT A-1 AND CONTINUE TO PULLBOX 2 (PB2). CONDUCTORS SHALL CONTINUE FROM PULLBOX 2 TO PULLBOX A-2 (PB A-2). CONDUCTORS SHALL BRANCH AT PULLBOX A-2 TO HMT A-2. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). REFER TO HMT FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

2. CIRCUIT A2
1-2C/#3 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL EXTEND FROM THE CONTROLLER TO PULLBOX 1 (PB1), CONTINUE TO PULLBOX A-1 (PB A-1), AND CONTINUE TO PULLBOX 2 (PB2). CONDUCTORS SHALL CONTINUE FROM PULLBOX 2 TO PULLBOX A-2 (PB A-2), CONTINUE TO PULLBOX 3 (PB3), AND CONTINUE TO PULLBOX A-3 (PB A-3). CONDUCTORS SHALL CONTINUE TO PULLBOX 4 (PB4) AND THEN TO PULLBOX 5 (PB5). CONDUCTORS SHALL CONTINUE FROM PULLBOX 5 TO PULLBOX 6 (PB6), AND CONTINUE TO PULLBOX A-4 (PB A-4). CONDUCTORS SHALL BRANCH AT PULLBOX A-4 TO HMT A-4 AND CONTINUE TO PULLBOX 7 (PB7). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 7 (PB7), THROUGH BRIDGE RAIL 1 1/2" CONDUIT AND ASSOCIATED BRIDGE RAIL JUNCTION BOXES, AND THROUGH PULLBOX 10 (PB10) TO PULLBOX A-5 (PB A-5). CONDUCTORS SHALL CONTINUE AT PULLBOX A-5 TO HMT A-5. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). REFER TO HMT FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

3. CIRCUIT A3
1-2C/#4 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL EXTEND FROM THE CONTROLLER TO PULLBOX 1 (PB1), CONTINUE TO PULLBOX A-1 (PB A-1), AND CONTINUE TO PULLBOX 2 (PB2). CONDUCTORS SHALL CONTINUE FROM PULLBOX 2 TO PULLBOX A-2 (PB A-2), CONTINUE TO PULLBOX 3 (PB3), AND CONTINUE TO PULLBOX A-3 (PB A-3). CONDUCTORS SHALL BRANCH AT PULLBOX A-3 TO HMT A-3 AND CONTINUE TO PULLBOX 4 (PB4). CONDUCTORS SHALL CONTINUE FROM PULLBOX 4 TO PULLBOX 5 (PB5). CONDUCTORS SHALL BRANCH AT PULLBOX 5 TO PULLBOX 11 (PB11), CONDUCTORS SHALL CONTINUE FROM PULLBOX 11 TO PULLBOX A-6 (PB A-6). CONDUCTORS SHALL BRANCH AT PULLBOX A-6 TO HMT A-6. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). REFER TO HMT FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

4. UNLESS OTHERWISE NOTED, TYPE 2 HD PULLBOXES SHALL BE USED.

NOTES:
1. REMAINING BRIDGE-MOUNTED CONDUIT AND WIRING CONNECTIONS ARE NOT SHOWN. SEE LIGHTING PLAN SHEET 6 AND BRIDGE PLANS FOR MORE DETAILS.

HD — TYPE 2 HEAVY DUTY PULLBOX SHALL BE USED

------- UNLESS OTHERWISE NOTED, 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE. SEE HIGH MAST TOWER FOUNDATION/PULL BOX WIRING DETAIL

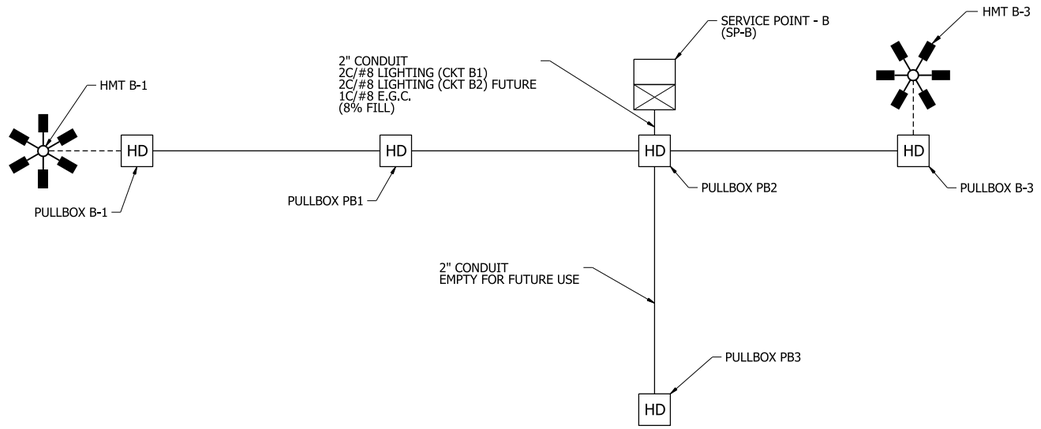
CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
1 1/2"	2C/#3 A.W.G., E.G.C.	16%	40%
2"	2C/#4 A.W.G., E.G.C.	9%	40%
2"	2C/#3 A.W.G., E.G.C.	10%	40%
2"	2C/#4, 2C/#3 A.W.G., #3 E.G.C.	16%	40%
2"	2C/#8, 2C/#4, 2C/#3 A.W.G., #3 E.G.C.	19%	40%

1. CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	349	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



WIRING DIAGRAM
SERVICE POINT B

HD — TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

------- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE. 3. SEE HIGH MAST TOWER FOUNDATION/PULL BOX WIRING DETAIL.

WIRING NOTES:

1. CIRCUIT B1
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL BRANCH AT PULLBOX 2 (PB2) TO PULLBOX B-3 AND PULLBOX 1 (PB1). CONDUCTORS SHALL BRANCH AT PULLBOX B-3 TO HMT B-3. CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) TO PULLBOX B-1. CONDUCTORS SHALL BRANCH AT PULLBOX B-1 TO HMT B-1. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). REFER TO HMT FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
2. CIRCUIT B2
   FUTURE
3. UNLESS OTHERWISE NOTED, TYPE 2 HD PULLBOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	8%	40%

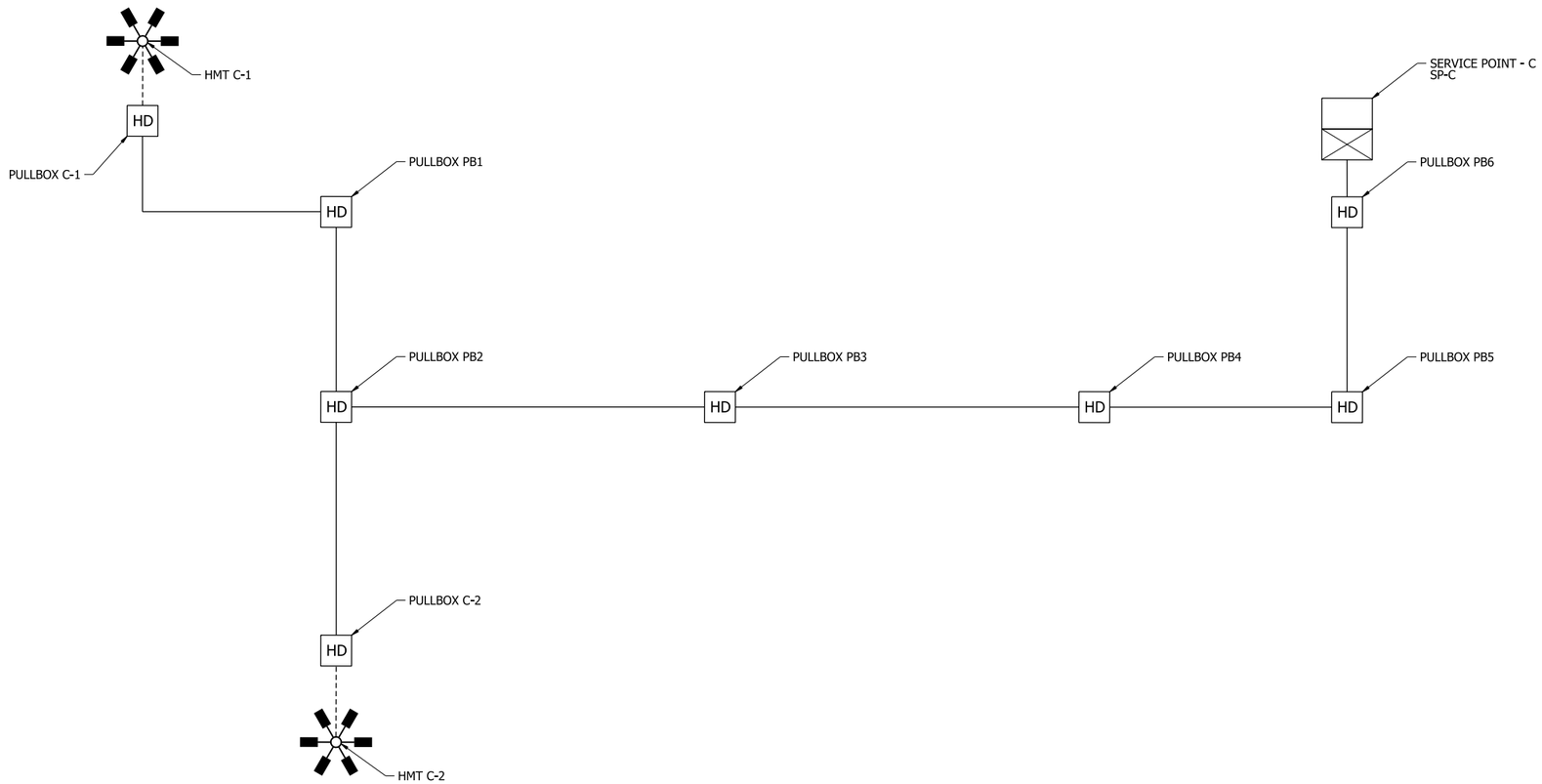
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2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

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WIRING DIAGRAMS
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	350	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



WIRING DIAGRAM
SERVICE POINT C

HD — TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

------- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE. SEE HIGH MAST TOWER FOUNDATION/PULL BOX WIRING DETAIL.

WIRING NOTES:

1. CIRCUIT C1
   FUTURE

1. CIRCUIT C2
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL EXTEND FROM THE CONTROLLER TO PULLBOX 6 (PB6). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 6 (PB6) TO PULLBOX 5 (PB5), PULLBOX 4 (PB4), PULLBOX 3 (PB3) AND PULLBOX 2 (PB2). CONDUCTORS SHALL BRANCH AT PULLBOX 2 (PB2) TO PULLBOX 1 (PB1) AND PULLBOX C-2. CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) TO PULLBOX C-1. CONDUCTORS SHALL BRANCH AT PULLBOX C-1 TO HMT C-1. CONDUCTORS SHALL BRANCH AT PULLBOX C-2 TO HMT C-2. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). REFER TO HMT FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

3. UNLESS OTHERWISE NOTED, TYPE 2 HD PULLBOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%

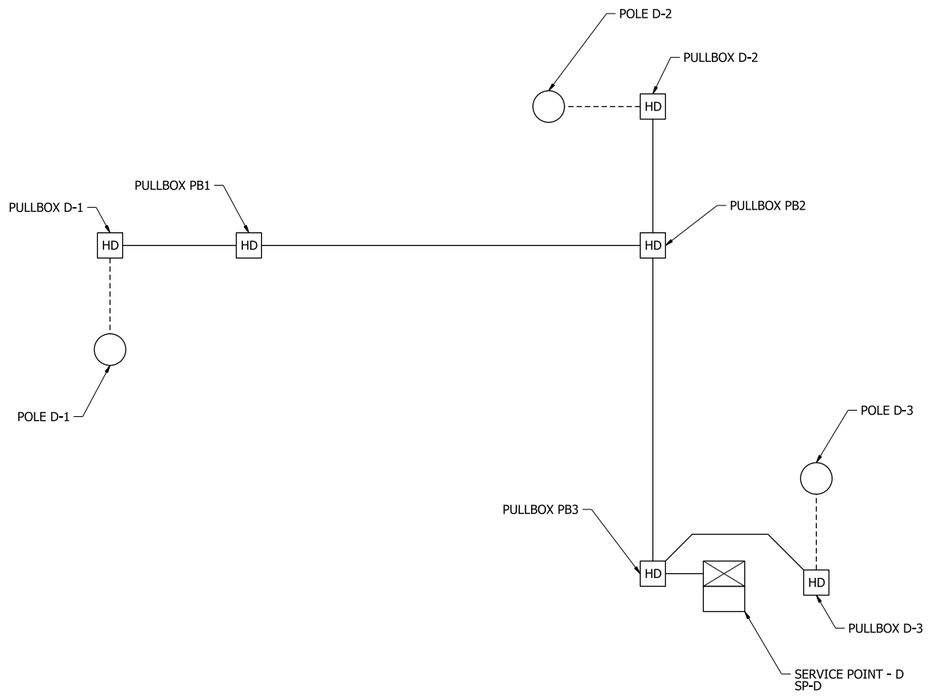
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2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

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WIRING DIAGRAMS
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	351	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



WIRING DIAGRAM
SERVICE POINT D

HD — TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

------- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE. SEE POLE FOUNDATION/PULL BOX WIRING DETAIL.

WIRING NOTES:

1. CIRCUIT D1
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL BRANCH AT PULLBOX 3 (PB3) TO PULLBOX PB2 AND PULLBOX D-3. CONDUCTORS SHALL BRANCH AT PULLBOX D-3 TO LUMINAIRE D-3. CONDUCTORS SHALL BRANCH AT PULLBOX 2 (PB2) TO PULLBOX 1 (PB1) AND PULLBOX D-2. CONDUCTORS SHALL BRANCH AT PULLBOX D-2 TO LUMINAIRE D-2. CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) TO PULLBOX D-1 AND BRANCH TO LUMINAIRE D-1. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
2. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%

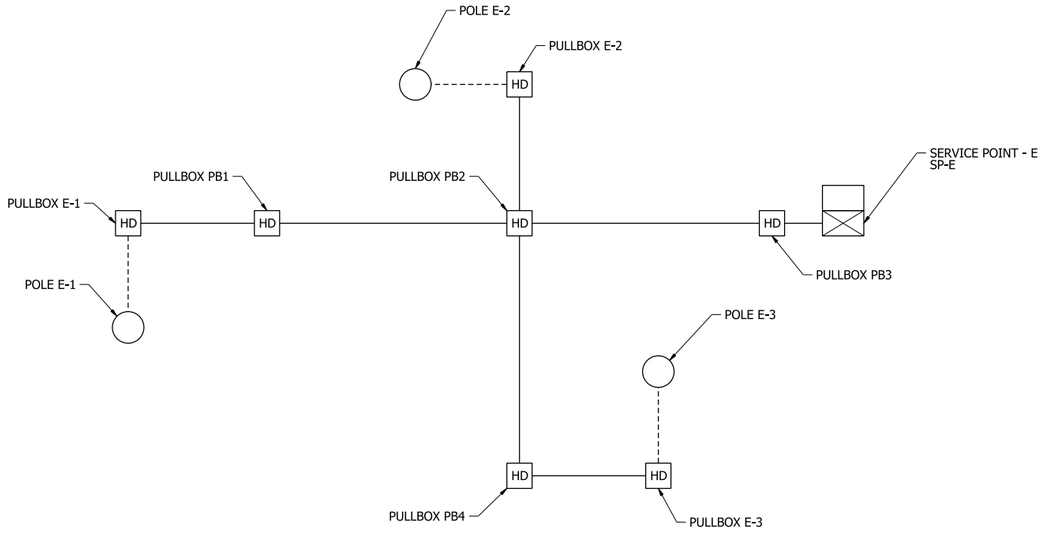
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2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

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WIRING DIAGRAMS
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	352	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
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No. 19394
PAUL D. HUNTER
5-4-2026



WIRING DIAGRAM
SERVICE POINT E

HD — TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

------- — 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE. SEE POLE FOUNDATION/PULL BOX WIRING DIAGRAM.

WIRING NOTES:

1. CIRCUIT E
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 3 (PB3) TO PULLBOX 2 (PB2). CONDUCTORS SHALL BRANCH AT PULLBOX 2 (PB2) TO PULLBOX E-2, PULLBOX 1 (PB1), AND PULLBOX 4 (PB4). CONDUCTORS SHALL BRANCH AT PULLBOX E-2 TO LUMINAIRE E-2. CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) TO PULLBOX E-1 AND BRANCH TO LUMINAIRE E-1. CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 4 (PB4) TO PULLBOX E-3 AND BRANCH TO LUMINAIRE E-3. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

2. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%

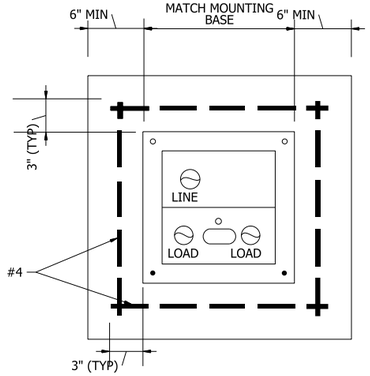
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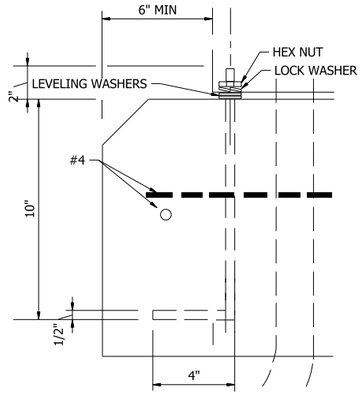
WIRING DIAGRAMS
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	353	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



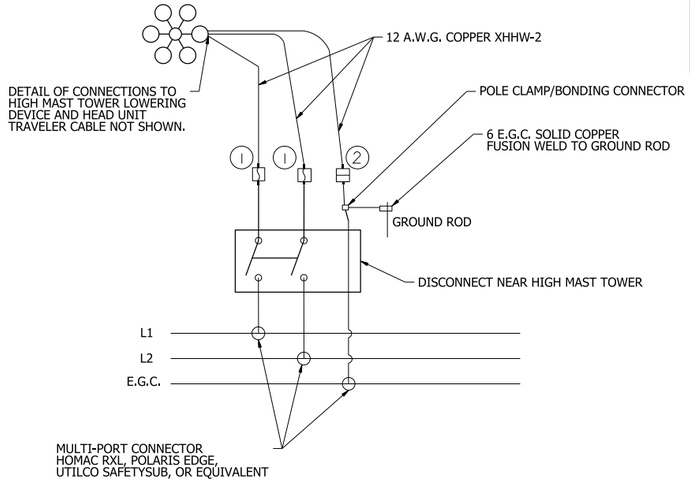
SECTION A-A



ANCHOR BOLT

NOTES:

1. CONCRETE FOR CAST-IN-PLACE FOUNDATION SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI.
2. ALL REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO AASHTO M3I OR M53.



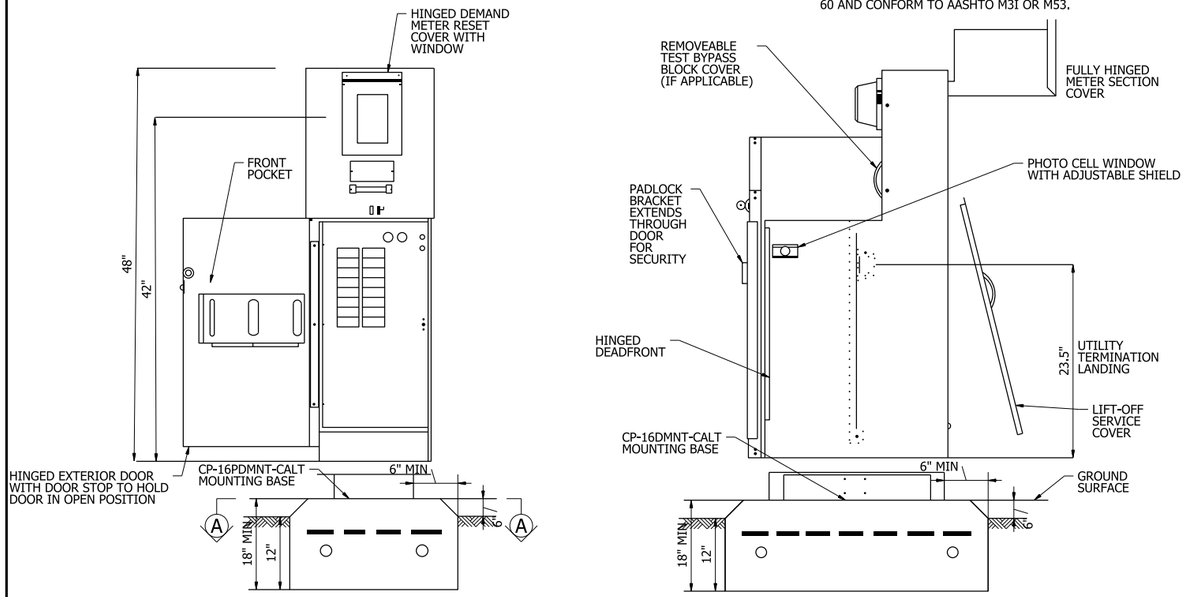
TYPICAL WIRING FOR HIGH MAST TOWERS
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINAIRES SERVED AT 480 VAC

(240/480 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

NOTES:

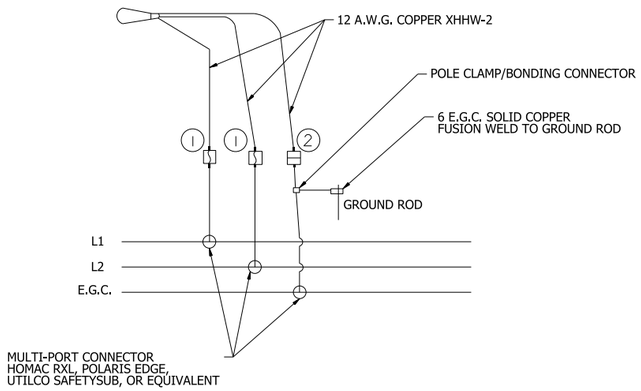
1. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.
2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN, OR EQUAL).



METERED COMMERCIAL PEDESTAL-STYLE SERVICE POINT
100 AMP (N.T.S)

NOTE:

ALL ENCLOSURE FRONT DOORS SHALL BE PERMANENTLY LABELED "DANGER HIGH VOLTAGE." LABEL SHALL BE A SELF STICKING TAPE INTENDED FOR OUTDOOR INSTALLATION. LETTERING STYLE, LAYOUT, AND COLORS OF RED, BLACK AND WHITE SHALL BE AS REQUIRED BY OSHA. LABEL LETTERS SHALL BE ONE TO ONE AND A HALF INCHES HIGH OR AS HIGH AS THE ENCLOSURE DOOR WIDTH WILL PERMIT. ENCLOSURES SHALL ALSO BE LABELED TO INDICATE THE LOAD SERVED. THESE LABELS SHALL BE DUO-COLORED PLASTIC ENGRAVED LABELS. THE LABEL SHALL INDICATE THE SERVICE NUMBER AND THE LOAD (I.E. LIGHTING).



TYPICAL WIRING FOR LUMINAIRES
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINAIRES SERVED AT 240 VAC

(120/240 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

NOTES:

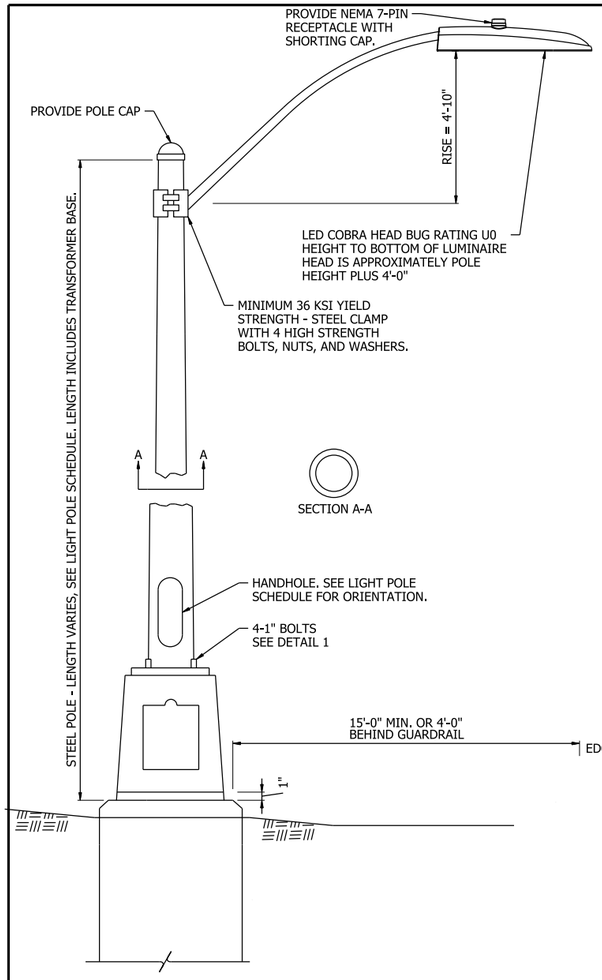
1. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.
2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN, OR EQUAL).

DETAILS
ILLUMINATION PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	354	742
		ILLUMINATION PLANS				





NOTES:

1. LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH A 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. 2001 EDITION WITH 2003 AND 2006 INTERIMS.

2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.

3. LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.

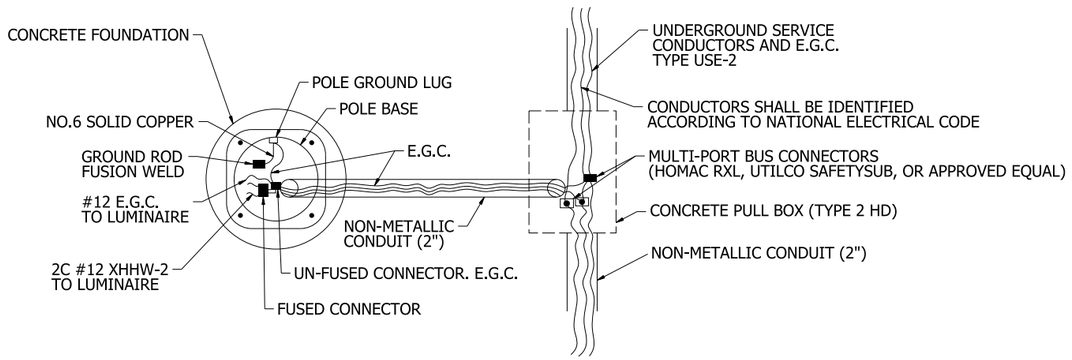
4. POLE CAP OR TENON CAP SHALL BE PROVIDED.

5. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE.

6. CONDUCTORS IN LIGHT POLES SHALL BE SUPPORTED BY A J-HOOK.

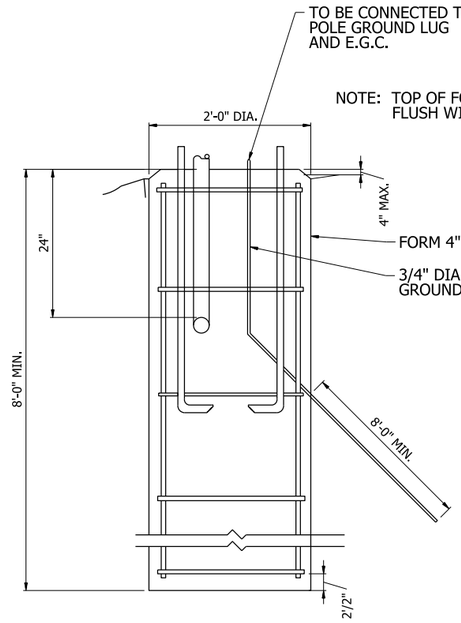
7. FOR LIGHT POLES MOUNTED ON THE BRIDGE, SEE BRIDGE LIGHT POLE SUPPORT DETAILS.

COBRA HEAD LUMINAIRE WITH BREAKAWAY BASE



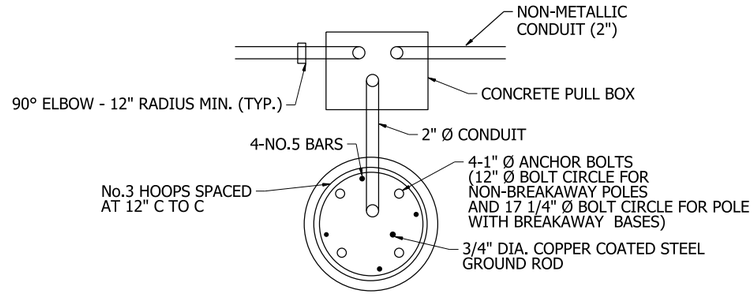
POLE FOUNDATION/PULL BOX WIRING DETAIL

NOTE: FUSES SHALL BE SLOW-BLOW FUSE



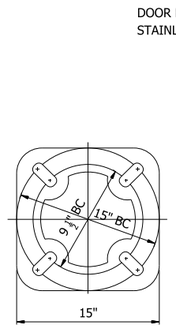
NOTE: TOP OF FOUNDATION SHALL BE FLUSH WITH LOCAL GROUND SURFACE.

ELEVATION

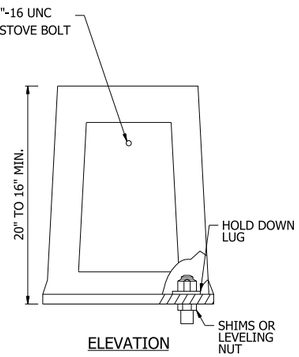


PLAN

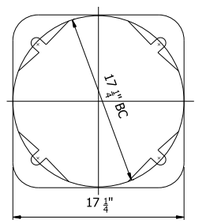
ROADWAY LUMINAIRE POLE FOUNDATION



TOP PLAN



ELEVATION

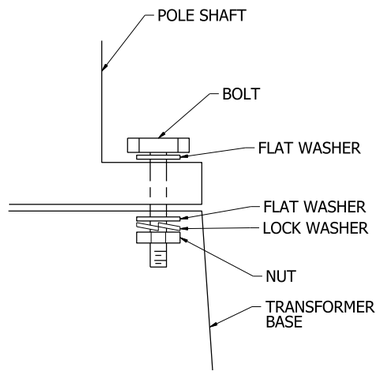


BOTTOM PLAN

NOTE: DOOR OPENING APPROX. 7" x 8" x 10.5"
TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS
MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

4 - HOT DIP GALVANIZED HOLD DOWN LUGS PROVIDED FOR USE UNDER ANCHOR BOLT HEX NUTS AS SHOWN

TYPICAL BREAKAWAY TRANSFORMER BASE



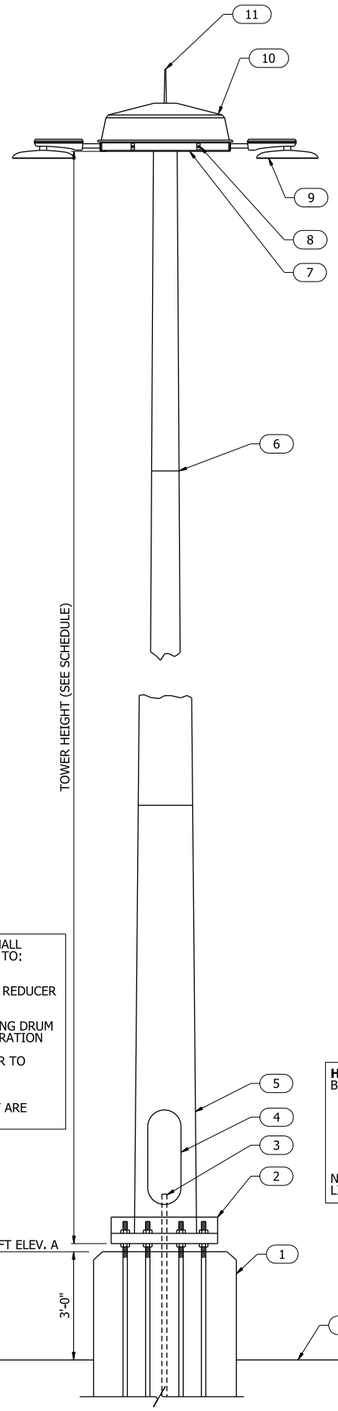
DETAIL 1

DETAILS
ILLUMINATION PLANS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	355	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18394
PAUL D. HUNTER
6/10/26



HEAD FRAME ASSEMBLY SHALL INCLUDE BUT NOT BE LIMITED TO:
- -THREE SHEAVES FOR CABLE HOISTING SYSTEM
- -ONE SHEAVE FOR POWER CABLE ROLLER
- -RING PLATFORM
- -WIRE RETAINER
- -TOP LATCHING SYSTEM WITH HIGHLY REFLECTIVE INDICATOR FLAGS
- -THREE SPRING-LOADED CENTERING ARMS

NOTE: NOT ALL MOUNTING ACCESSORIES AND EQUIPMENT ARE LISTED ABOVE.

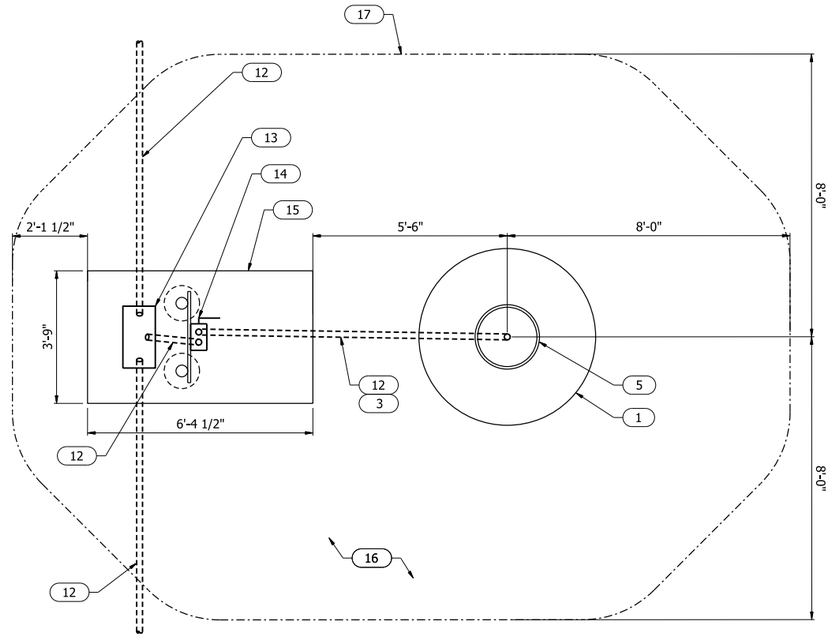
WINCH PLATE ASSEMBLY SHALL INCLUDE BUT NOT BE LIMITED TO:
- -MOUNTING FRAME
- -NEMA 3R BREAKER BOX
- -DRIVE MOTOR WITH GEAR REDUCER AND TORQUE CLUTCH
- -WINCH
- -50FT CORD WITH REVERSING DRUM SWITCH FOR REMOTE OPERATION
- -480-240/120V STEP-DOWN TRANSFORMER FOR POWER TO MOTOR

NOTE: NOT ALL MOUNTING ACCESSORIES AND EQUIPMENT ARE LISTED ABOVE.

HIGH MAST TOWER POLE ASSEMBLY SHALL INCLUDE BUT NOT BE LIMITED TO:
- -SLIP JOINTS AS NECESSARY
- -TOP PLATE AND BASE PLATE
- -INTERNAL CABLING CONSISTING OF HOISING CABLE (X3) AND POWER CORD
- -HOIST CABLE TO WINCH CABLE TRANSITION ASSEMBLY
- -POWER CORD SHALL TERMINATE IN TWIST PLUG

NOTE: NOT ALL MOUNTING ACCESSORIES AND EQUIPMENT ARE LISTED ABOVE.

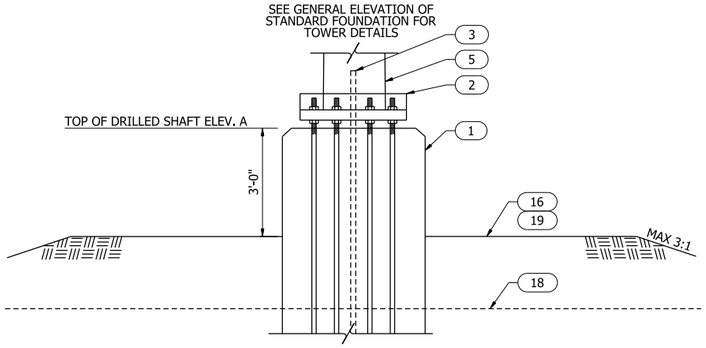
HIGH MAST TOWER GENERAL ELEVATION
STANDARD FOUNDATION



GENERAL AREA PLAN
TYPICAL FOR "STD" AND "PAD" FOUNDATIONS

DETAIL NOTES ##

1. CONCRETE FOUNDATION. SEE STRUCTURAL DETAILS FOR MORE INFORMATION.
2. BASE PLATE ASSEMBLY WITH ANCHOR BOLTS, LEVELING NUTS, WASHERS, AND BOLT COVER.
3. CONDUIT FROM NEARBY DISCONNECT UP INTO HANDHOLE.
4. HANDHOLE WITH INTERNALLY DRIVEN WINCH PLATE ASSEMBLY.
5. HIGH MAST TOWER.
6. SLIP JOINT (TYP). QTY AND SPACING PER MANUFACTURER.
7. RING PLATFORM. MAXIMUM DIAMETER 102".
8. LUMINAIRE MOUNTING BRACKET. LUMINAIRE AT THIS POSITION IS NOT SHOWN IN THIS VIEW.
9. LED HIGH MAST LUMINAIRE (TYP).
10. HEAD FRAME ASSEMBLY.
11. LIGHTNING ROD.
12. NON-METALLIC CONDUIT (2").
13. CONCRETE PULLBOX (TYPE 2 HD).
14. HIGH MAST TOWER DISCONNECT. SEE DISCONNECT PAD DETAIL.
15. CONCRETE PAD FOR 'HD' GROUND BOX AND HIGH MAST TOWER DISCONNECT.
16. GRADE AREA AROUND TOWER FOUNDATION TO BE 4% MAX SLOPE.
17. APPROXIMATE OUTLINE OF GRADED AREA. EXACT PERIMETER TO BE DETERMINED IN FIELD. MAINTAIN CLEARANCES SHOWN.
18. FINISHED GRADE LEVEL OF SURROUNDING AREA.
19. GRADE RAISED UP ABOVE FINISHED GRADE OF SURROUNDING AREA ON THICKENED SOIL PAD. SEE ROADWAY CROSS SECTIONS.



DETAIL OF FOUNDATION AT THICKENED PAD ("PAD") FOUNDATION

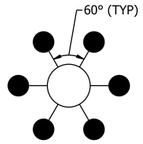
NOTE: GRADING AROUND TOWER SHALL BE PAID FOR SUBSIDIARY TO PAY ITEM "HIGH MAST ILLUMINATION ASSEMBLY (XXX'-# LUMINARE)".

DETAILS
ILLUMINATION PLANS

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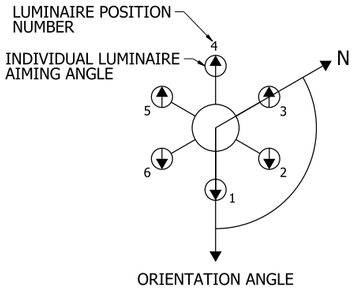
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		6	ARK.	040904	356	742
		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
6/10/26



6 LUMINAIRES - GENERAL LAYOUT

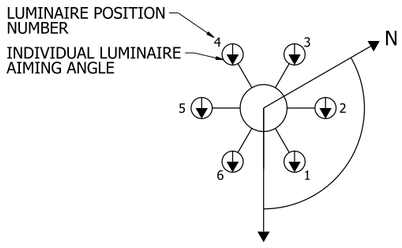
MAST ARM LAYOUTS



LUMINAIRE POSITION	AIMING ANGLE*
1	0
2	0
3	180
4	180
5	180
6	0

*AIMING ANGLE IS MEASURED CLOCKWISE FROM ORIENTATION ANGLE

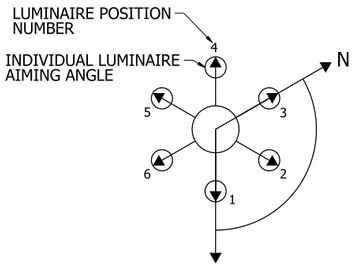
6 LUMINAIRE, IES CLASSIFICATION "LONG NARROW"



LUMINAIRE POSITION	AIMING ANGLE*
1	0
2	0
3	0
4	0
5	0
6	0

*AIMING ANGLE IS MEASURED CLOCKWISE FROM ORIENTATION ANGLE

6 LUMINAIRE, IES CLASSIFICATION "NARROW ASYMMETRIC"



LUMINAIRE POSITION	AIMING ANGLE*
1	0
2	60
3	120
4	180
5	240
6	300

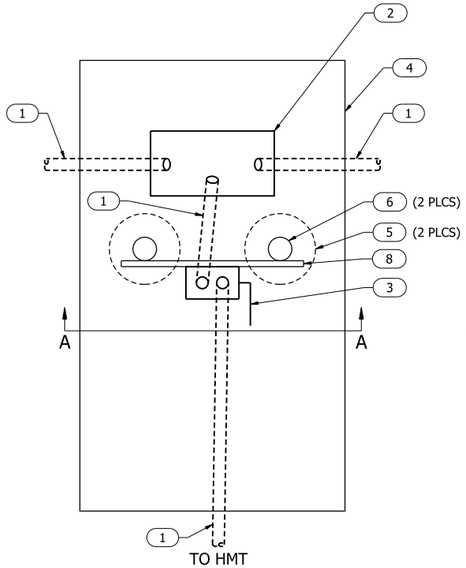
*AIMING ANGLE IS MEASURED CLOCKWISE FROM ORIENTATION ANGLE

6 LUMINAIRE, IES CLASSIFICATION "MEDIUM ASYMMETRIC WIDE"

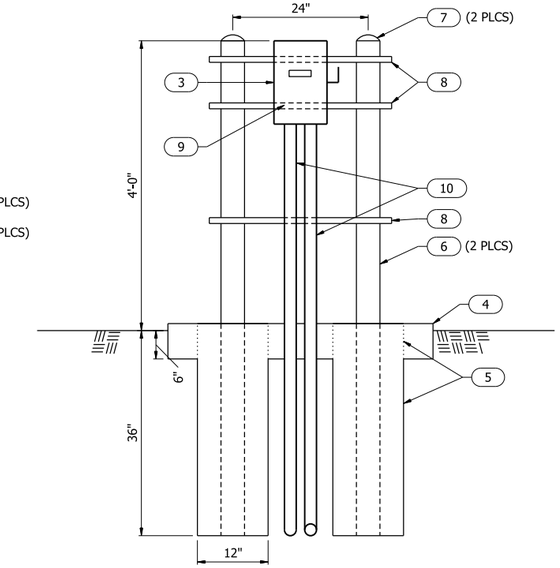
HIGH MAST ORIENTATION AND AIMING

DETAIL NOTES (##)

1. NON-METALLIC CONDUIT (2").
2. CONCRETE PULLBOX (TYPE 2 HD).
3. 600V, 2P, 30A, NEMA 4X HIGH MAST TOWER DISCONNECT. ASSUMED DIMENSIONS: 8.76" WIDE X 14.14" TALL X 5.50" DEEP. DEPTH INCLUDING HANDLE: 10.22".
4. CONCRETE PAD FOR 'HD' GROUND BOX AND HIGH MAST TOWER DISCONNECT.
5. CONCRETE FOUNDATION FOR SUPPORT OF STEEL PIPE. DIAMETER AND DEPTH AS SHOWN. FINISH EVEN WITH SURROUNDING CONCRETE PAD. TIE INTO CONCRETE PAD WITH REBAR AS SHOWN.
6. 4" GALVANIZED STEEL PIPE.
7. GALVANIZED STEEL POST TOP.
8. GALVANIZED SLOTTED STEEL CHANNEL. 1 5/8" X 1 5/8" TYP. SUPPORT STEEL CHANNEL FROM PIPE USING GALVANIZED PIPE CLAMPS.
9. SUPPORT DISCONNECT USING STAINLESS STEEL HARDWARE.
10. GALVANIZED RIGID STEEL CONDUIT (2") FROM DISCONNECT TO BELOW GRADE. TRANSITION TO NON-METALLIC CONDUIT AFTER FIRST ELBOW. SECURE TO STEEL CHANNEL USING TWO-BOLT CONDUIT CLAMP.

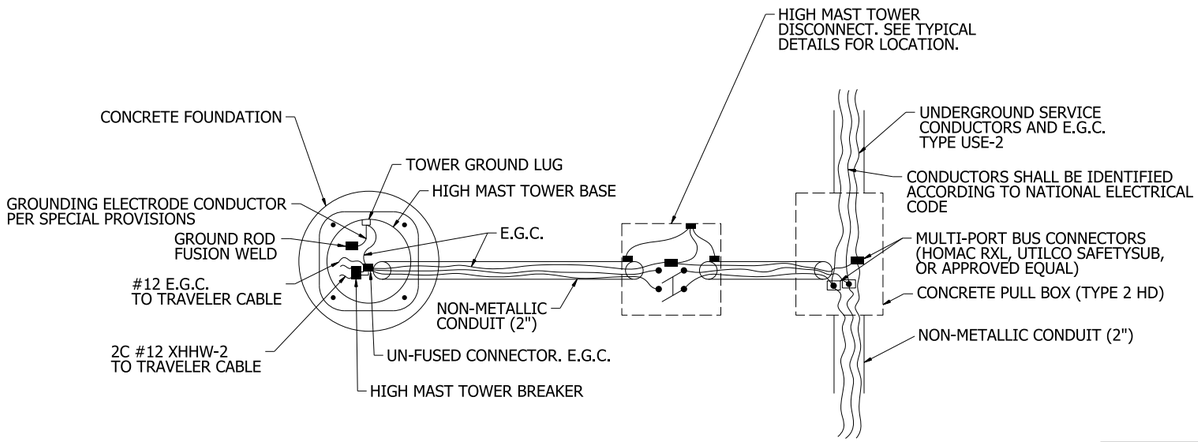


PLAN



SECTION A-A

HIGH MAST TOWER GROUND BOX AND DISCONNECT PAD
TYPICAL FOR "STD" AND "PAD" FOUNDATION TYPES



HIGH MAST TOWER FOUNDATION/PULL BOX WIRING DETAIL
TYPICAL FOR "STANDARD," "PAD," AND "PED##" FOUNDATIONS

NOTE: CONNECTIONS FROM BREAKER TO LOWERING DEVICE DRIVE NOT SHOWN.

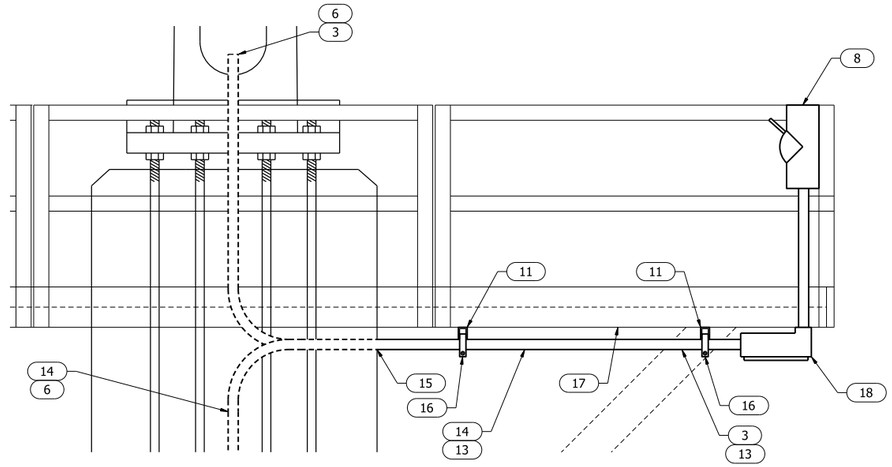
NOTE: GRADING AROUND TOWER SHALL BE PAID FOR SUBSIDIARY TO PAY ITEM "HIGH MAST ILLUMINATION ASSEMBLY (XXX'-# LUMINAIRE)".

DETAILS
ILLUMINATION PLANS

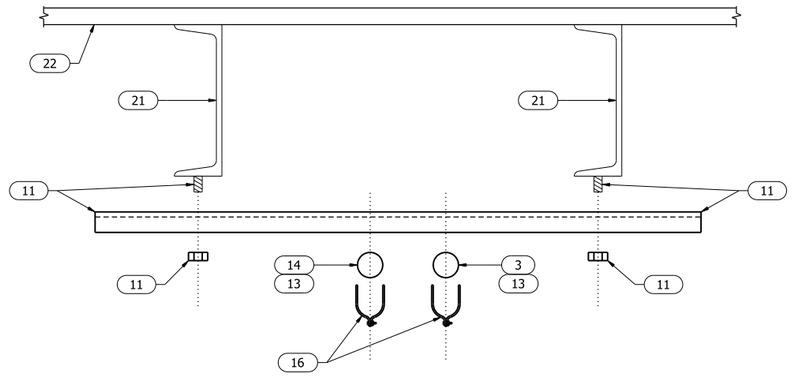
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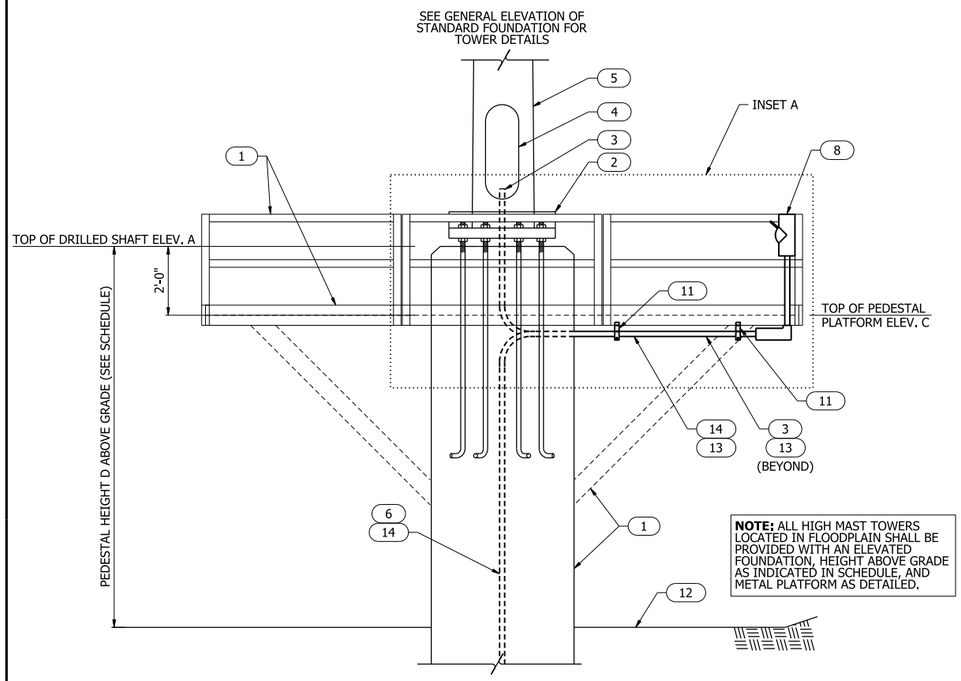
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



ENLARGED ELEVATION VIEW AT DISCONNECT
INSET A

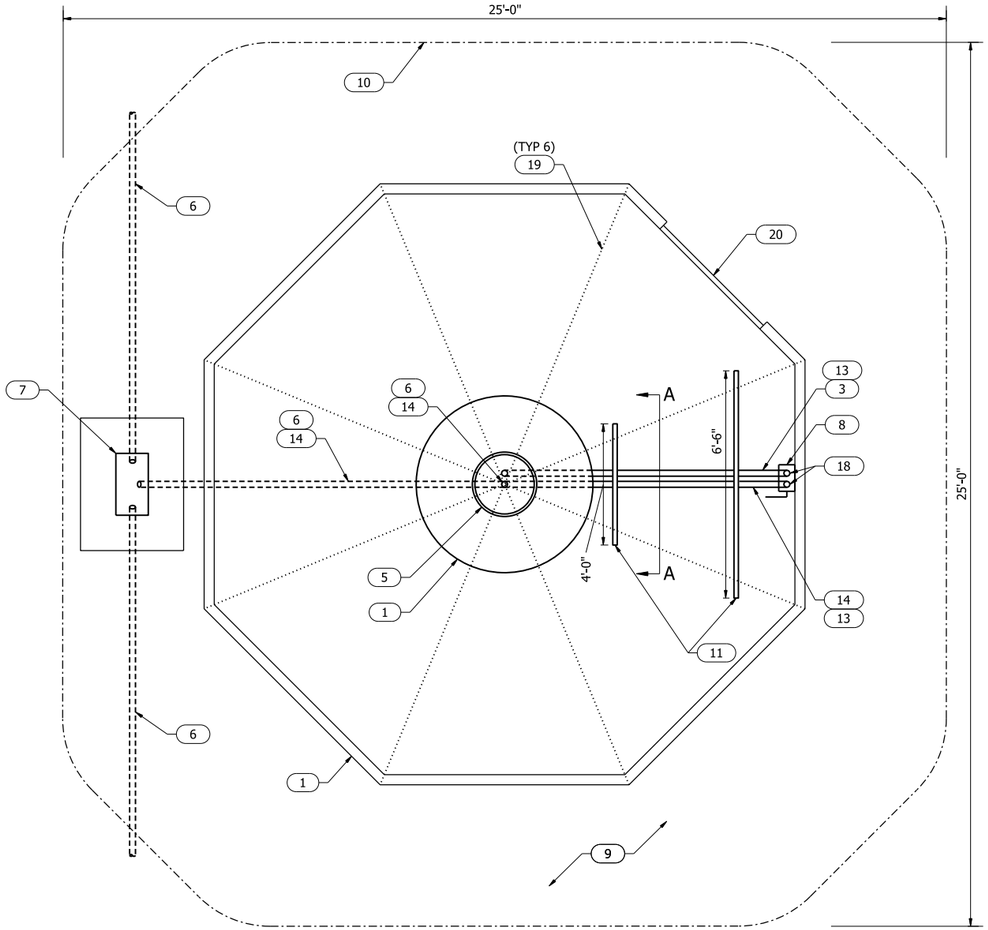


SECTION VIEW AT CONDUIT SUPPORTS
SECTION A-A



NOTE: ALL HIGH MAST TOWERS LOCATED IN FLOODPLAIN SHALL BE PROVIDED WITH AN ELEVATED FOUNDATION, HEIGHT ABOVE GRADE AS INDICATED IN SCHEDULE, AND METAL PLATFORM AS DETAILED.

HIGH MAST TOWER GENERAL ELEVATION
"ELEVATED PEDESTAL" FOUNDATION



GENERAL AREA PLAN
TYPICAL FOR "ELEVATED PEDESTAL" FOUNDATIONS

DETAIL NOTES (##)

1. CONCRETE FOUNDATION PEDESTAL WITH METAL PLATFORM. PLATFORM IS COMPOSED OF METAL GRATING FLOOR, HANDRAIL, SUPPORT BEAMS BENEATH FLOOR, AND BRACING. SEE STRUCTURAL DETAILS FOR MORE INFORMATION.
2. BASE PLATE ASSEMBLY WITH ANCHOR BOLTS, LEVELING NUTS, WASHERS, AND BOLT COVER.
3. CONDUIT FROM DISCONNECT DOWN TO BELOW PLATFORM, OVER TO HMT FOUNDATION, AND UP INTO HANDOLE.
4. HANDHOLE WITH INTERNALLY DRIVEN WINCH PLATE ASSEMBLY.
5. HIGH MAST TOWER.
6. NON-METALLIC CONDUIT (2").
7. CONCRETE PULLBOX (TYPE 2 HD). LOCATE ON OPPOSITE SIDE OF TOWER FROM SELF-CLOSING GATE.
8. 600V, 2P, 30A, NEMA 4X HIGH MAST TOWER DISCONNECT. ASSUMED DIMENSIONS: 8.76" WIDE X 14.14" TALL X 5.50" DEEP. DEPTH INCLUDING HANDLE: 10.22".
9. GRADE AREA AROUND TOWER FOUNDATION TO BE 4% MAX SLOPE.
10. APPROXIMATE OUTLINE OF GRADED AREA. EXACT PERIMETER TO BE DETERMINED IN FIELD. MAINTAIN CLEARANCES SHOWN.
11. GALVANIZED SLOTTED STEEL CHANNEL BELOW PLATFORM SUPPORT BEAM. 1 5/8" X 1 5/8" TYP. SUPPORT STEEL CHANNEL FROM SUPPORT BEAM USING GALVANIZED STEEL FASTENERS.
12. FINISHED GRADE LEVEL OF SURROUNDING AREA.
13. GRS CONDUIT (2").
14. CONDUIT FROM PULLBOX TO HMT FOUNDATION, THROUGH FOUNDATION TO UNDERSIDE OF PLATFORM, AND OVER TO DISCONNECT.
15. TRANSITION FROM PVC TO GRS (BOTH CONDUITS).
16. GALVANIZED STEEL CONDUIT CLAMP.
17. UNDERSIDE OF PLATFORM SUPPORT BEAM. SEE STRUCTURAL DETAILS FOR ADDITIONAL INFORMATION.
18. CONDUIT BODY TYPE 'LB'.
19. CENTERLINE OF SUPPORT BEAM BENEATH METAL GRATING PLATFORM. SEE STRUCTURAL DETAILS FOR ADDITIONAL INFORMATION.
20. SELF-CLOSING GATE FOR ACCESS TO PLATFORM. SEE STRUCTURAL DETAILS FOR ADDITIONAL INFORMATION.
21. PLATFORM SUPPORT BEAM. SEE STRUCTURAL DETAILS FOR ADDITIONAL INFORMATION.
22. PLATFORM METAL GRATING. SEE STRUCTURAL DETAILS FOR ADDITIONAL INFORMATION.

DETAILS
ILLUMINATION PLANS

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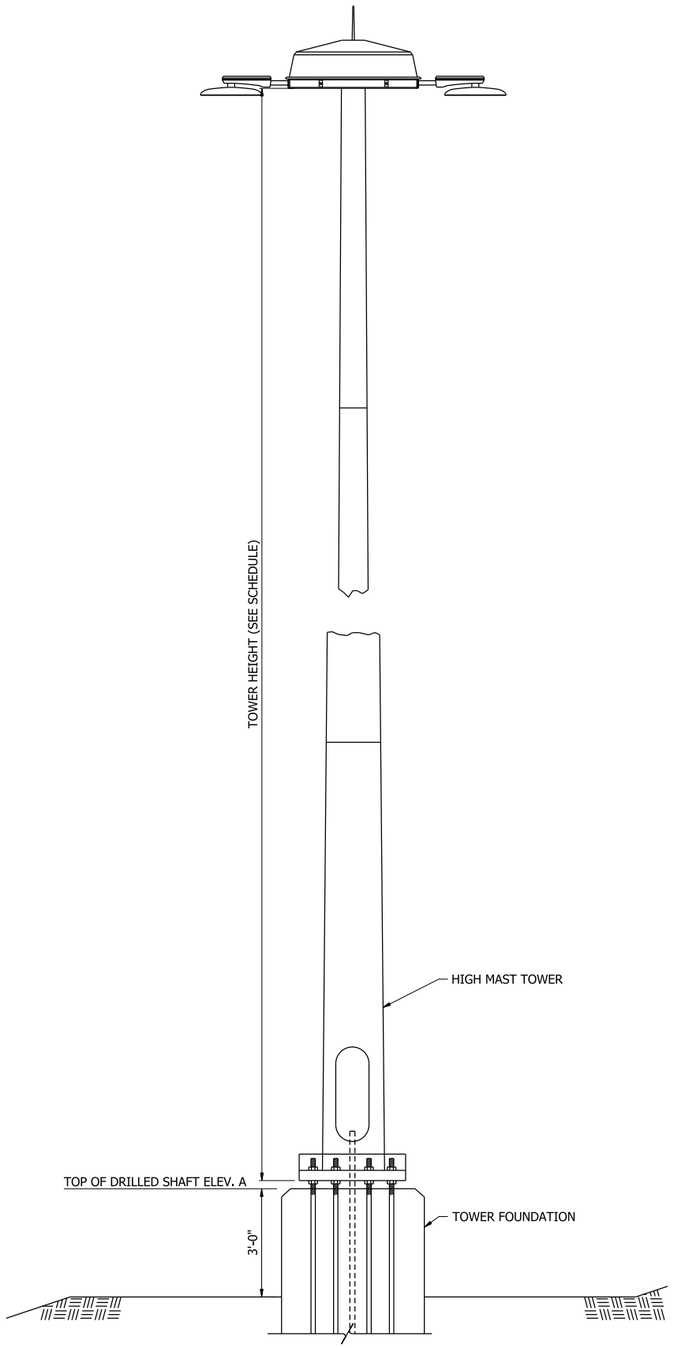
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		6	ARK.	040904	358	742
		ILLUMINATION PLANS				

DRILLED SHAFT SCHEDULE				
TOWER NO.	A (FT)	B (FT)	C (FT) *	DRILLED SHAFT DIAMETER (FT)
HMT A-1	479.47	449	30'-6"	4
HMT A-2	466.02	445	21'-0"	4
HMT A-3	435.97	411	25'-0"	4
HMT A-5	434.25	406	28'-3"	4
HMT A-6	433.55	401	32'-7"	4
HMT B-3	441.71	407	34'-9"	5

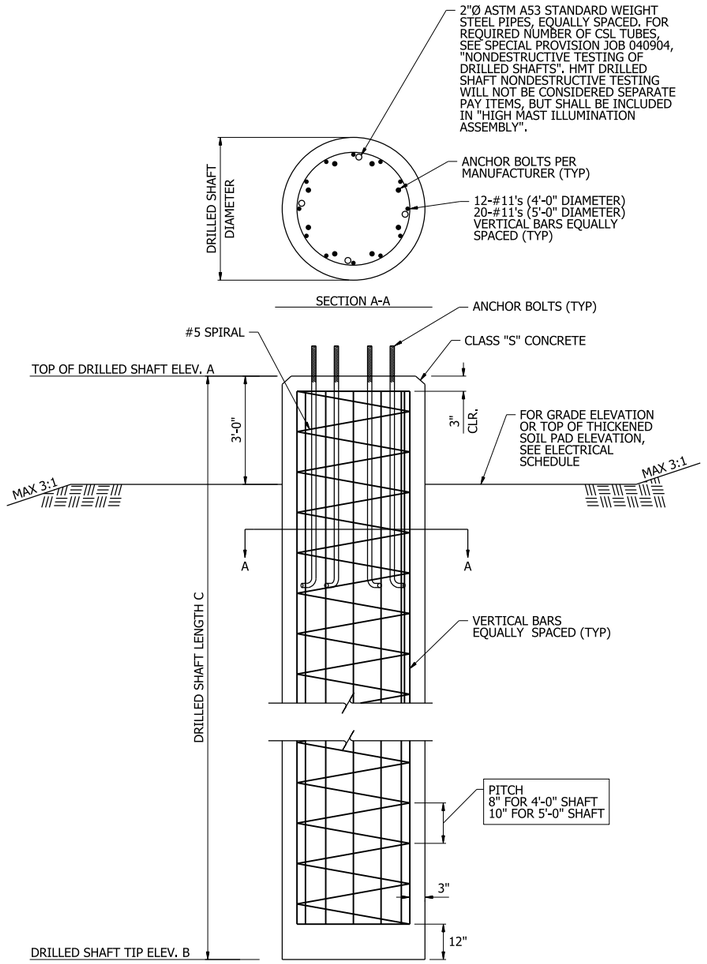
* NOTE: MINIMUM DRILLED SHAFT LENGTH SHOWN AND IS FOR INFORMATION ONLY. DRILLED SHAFTS SHALL EXTEND TO ROCK.

STATE OF ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No. 15778
NATALIE McCOMBS

5/4/26



HIGH MAST TOWER GENERAL ELEVATION
"AT GRADE" FOUNDATION



HIGH MAST TOWER FOUNDATION DETAILS
"AT GRADE" FOUNDATION

HIGHWAY LIGHTING DETAILS
ILLUMINATION PLANS
HMT DRILLED SHAFT DETAILS - AT GRADE

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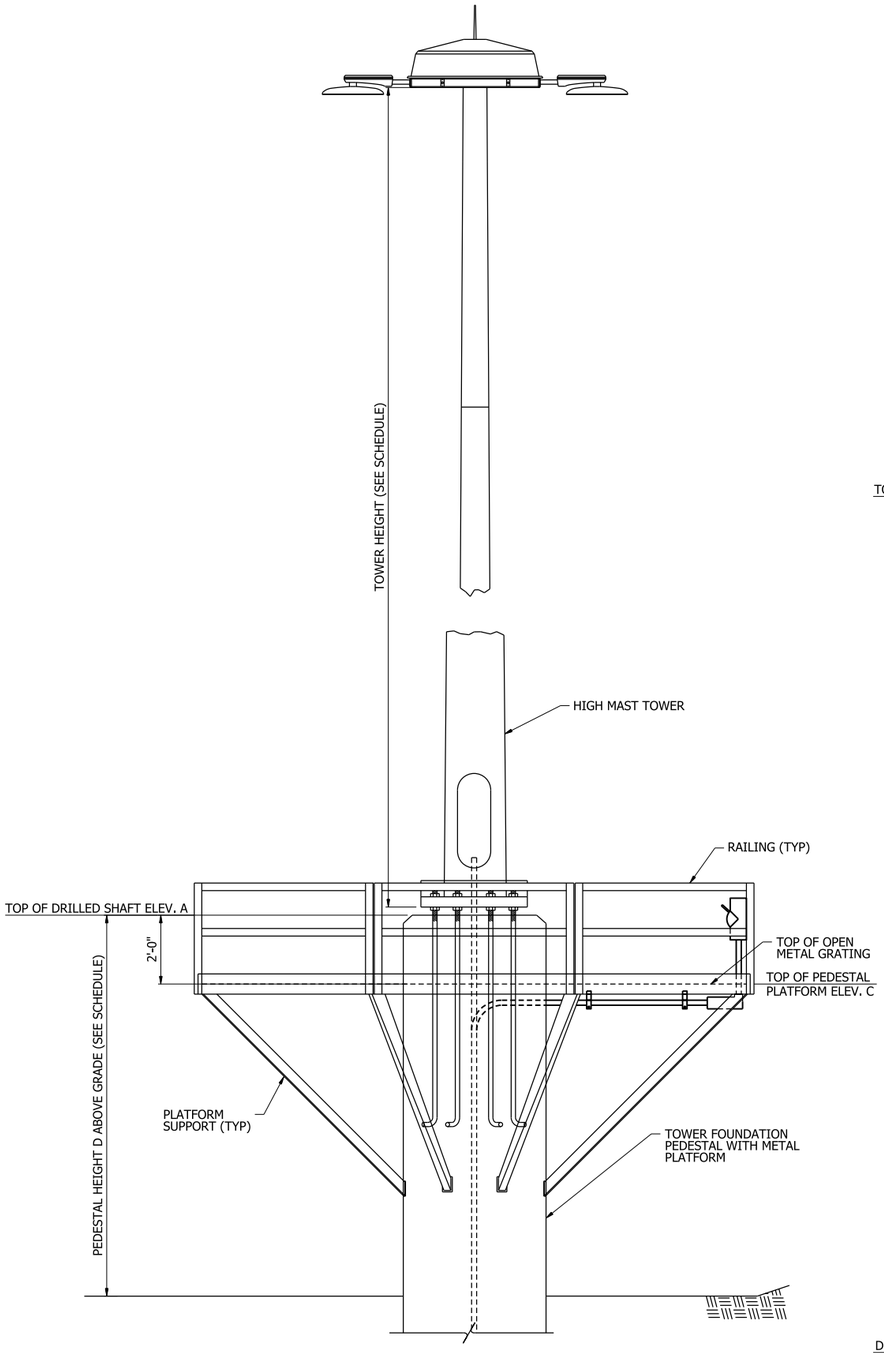
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		ILLUMINATION PLANS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15778
NATALIE McCOMBS

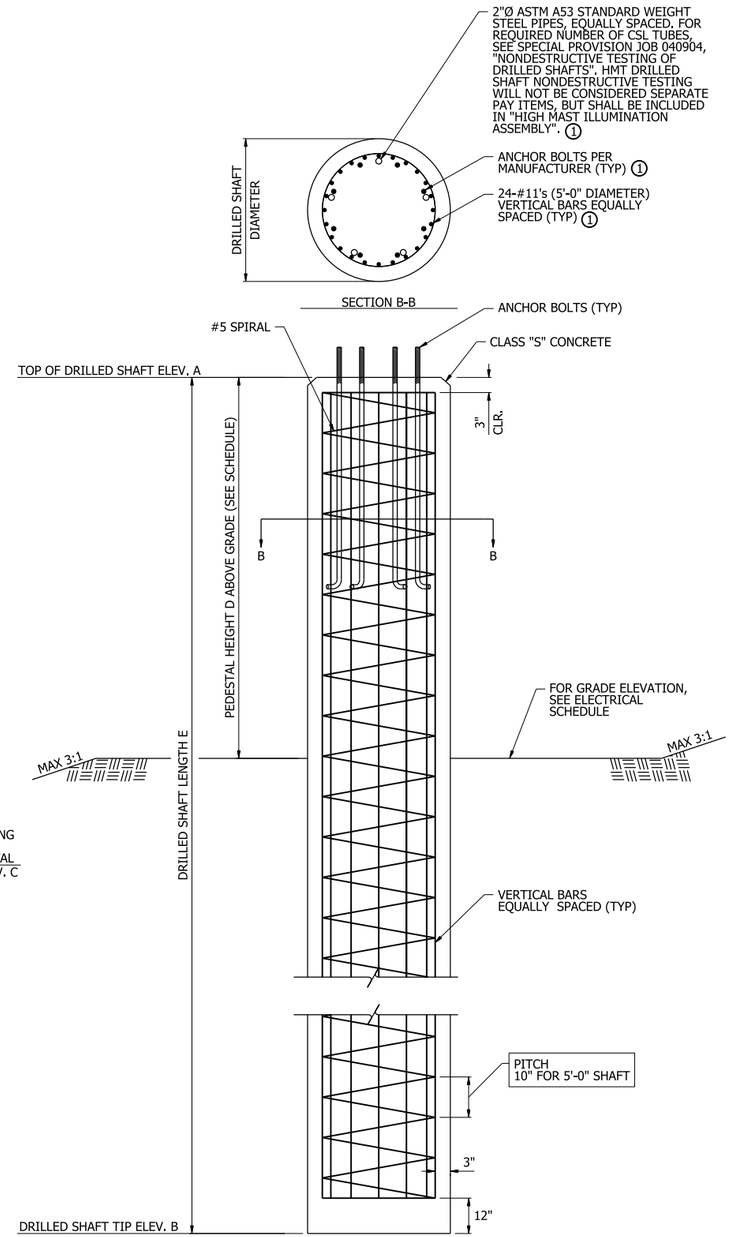
5/4/26

DRILLED SHAFT SCHEDULE						
TOWER NO.	A (FT)	B (FT)	C (FT)	D (FT)	E (FT) *	DRILLED SHAFT DIAMETER (FT)
HMT A-4	436.40	392	434.40	17	44'-5"	5
HMT B-1	435.83	406	433.83	10	29'-10"	5
HMT C-1	436.47	391	434.47	12	45'-6"	5
HMT C-2	437.40	397	435.40	10	40'-5"	5

* NOTE: MINIMUM DRILLED SHAFT LENGTH SHOWN AND IS FOR INFORMATION ONLY. DRILLED SHAFTS SHALL EXTEND TO ROCK.



HIGH MAST TOWER GENERAL ELEVATION
"ELEVATED PEDESTAL" FOUNDATION



(1) CONTRACTOR TO ENSURE NO CONFLICTS WITH ALL PLATFORM ANCHORS PRIOR TO PLACING PEDESTAL DRILLED SHAFT. SEE "HIGH MAST TOWER PLATFORM" SHEET FOR ANCHOR DETAILS AND ADDITIONAL NOTES.

HIGH MAST TOWER FOUNDATION DETAILS
"ELEVATED PEDESTAL" FOUNDATION

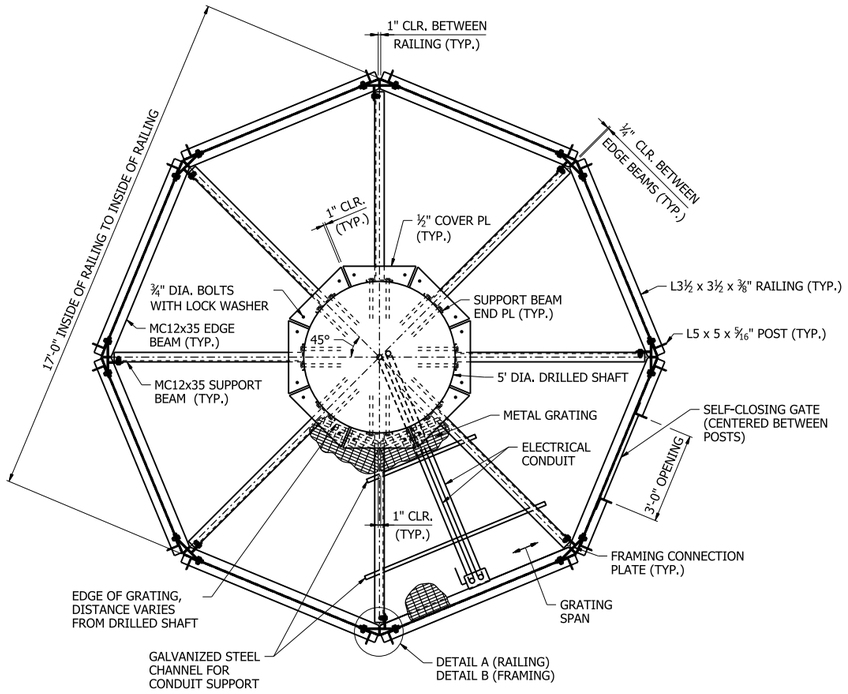
HMT DRILLED SHAFT DETAILS - PLATFORM

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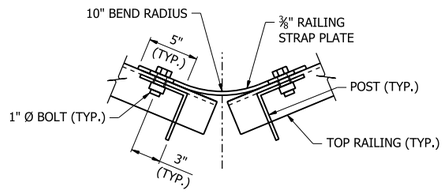
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15778
NATALIE McCOMBS

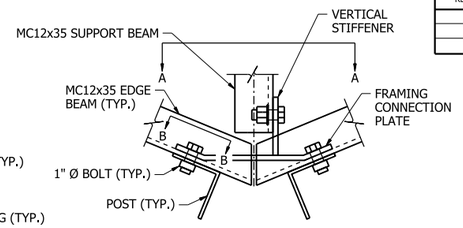
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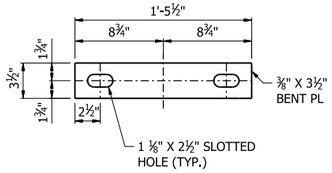
PLAN



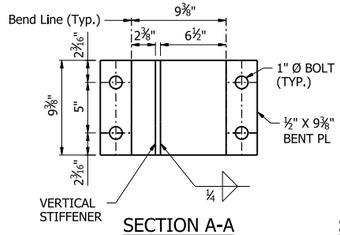
DETAIL A



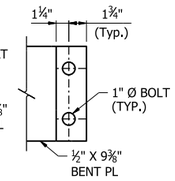
DETAIL B



RAILING STRAP PLATE DETAILS

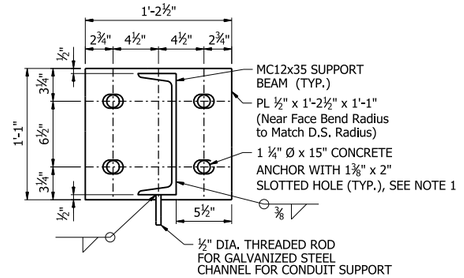


SECTION A-A

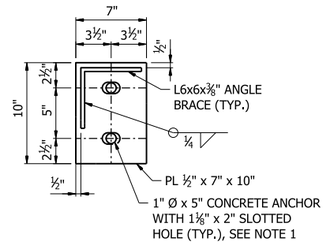


SECTION B-B

FRAMING CONNECTION PLATE DETAILS

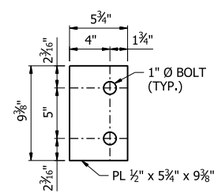


SUPPORT BEAM END PLATE

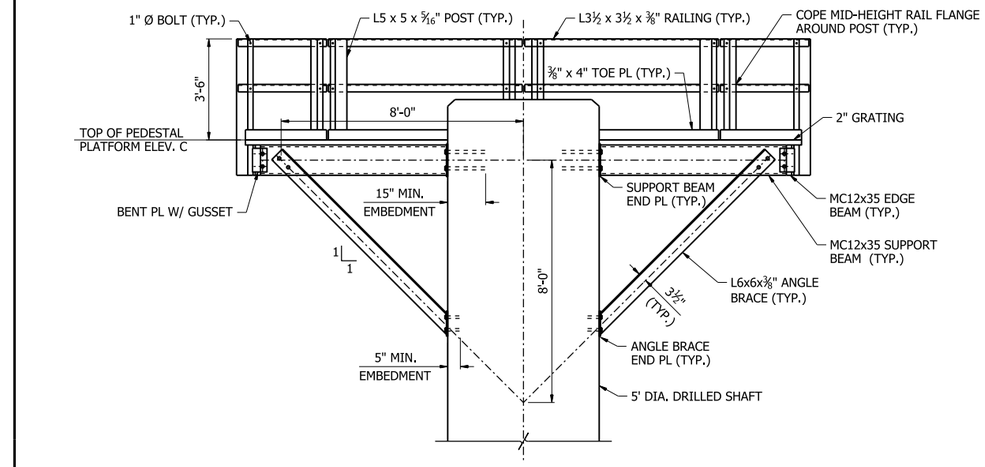


ANGLE BRACE END PLATE

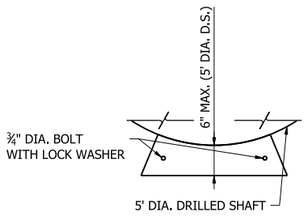
(Angle Brace is at angle to End PL)



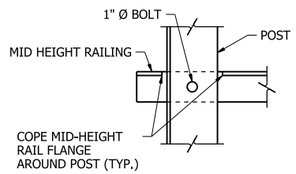
VERTICAL STIFFENER



ELEVATION



COVER PLATE



RAIL CONNECTION

NOTES:

1. Drilled Shaft reinforcement should be located by the contractor before drilling for epoxy anchors. Anchor location to be adjusted by contractor.
2. All structural steel for the Platform shall be Gr. 50, Fy = 50ksi.
3. All bolts shall be 1" dia. High Strength Bolts unless noted otherwise. All bolt assemblies shall be galvanized in accordance with Subsection 807.06.
4. All epoxy anchors shall be on the ArDOT Qualified Product List and shall be approved by the Engineer. Epoxy anchors and adhesive used for the Support Beams shall have a minimum tensile capacity of 35 kips and shear capacity of 10 kips. Epoxy anchors and adhesive used for the Angle Brace shall have a minimum shear capacity of 10 kips. All anchor assemblies shall be galvanized in accordance with Subsection 807.06.
5. Grating shall be Welded Steel Grating with 2"x3/16" bearing bars at 1 3/16" o.c. with cross bars at 4" o.c. Grating shall be welded with a serrated top surface for non-slip purposes. Edges shall be banded with bars 1/4" less in height than bearing bars. Banding bars shall be flush with the top of the grating. Grating shall be handled and stored to prevent damage. Any grating section with bent or otherwise damaged bars or parts shall not be installed.
6. Grating shall be attached to the framing in accordance with the manufacturer recommendations.
7. A Self-Closing Gate shall be provided to meet all applicable OSHA requirements. Details of connections and dimensions pertaining to selected manufacturer's products shall be shown in shop drawings and approved by the engineer.
8. For Elevation C, see previous sheet.
9. Details are not to scale.
10. All Platform components, including grating, shall be hot-dip galvanized after fabrication in accordance with Subsection 807.19. Any galvanized coating that is damaged during transportation or construction, including field drilling, shall be repaired according to Subsection 807.88.

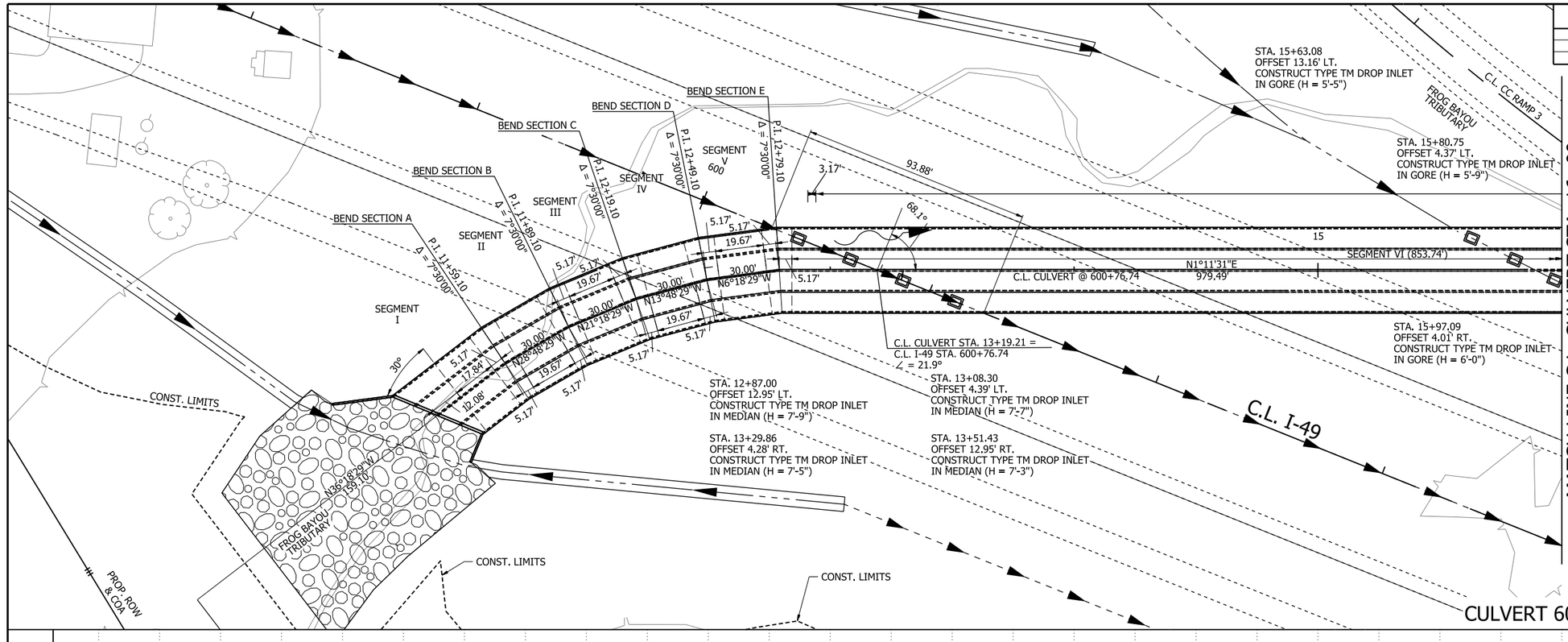
HIGH MAST TOWER GENERAL ELEVATION "ELEVATED PEDESTAL"

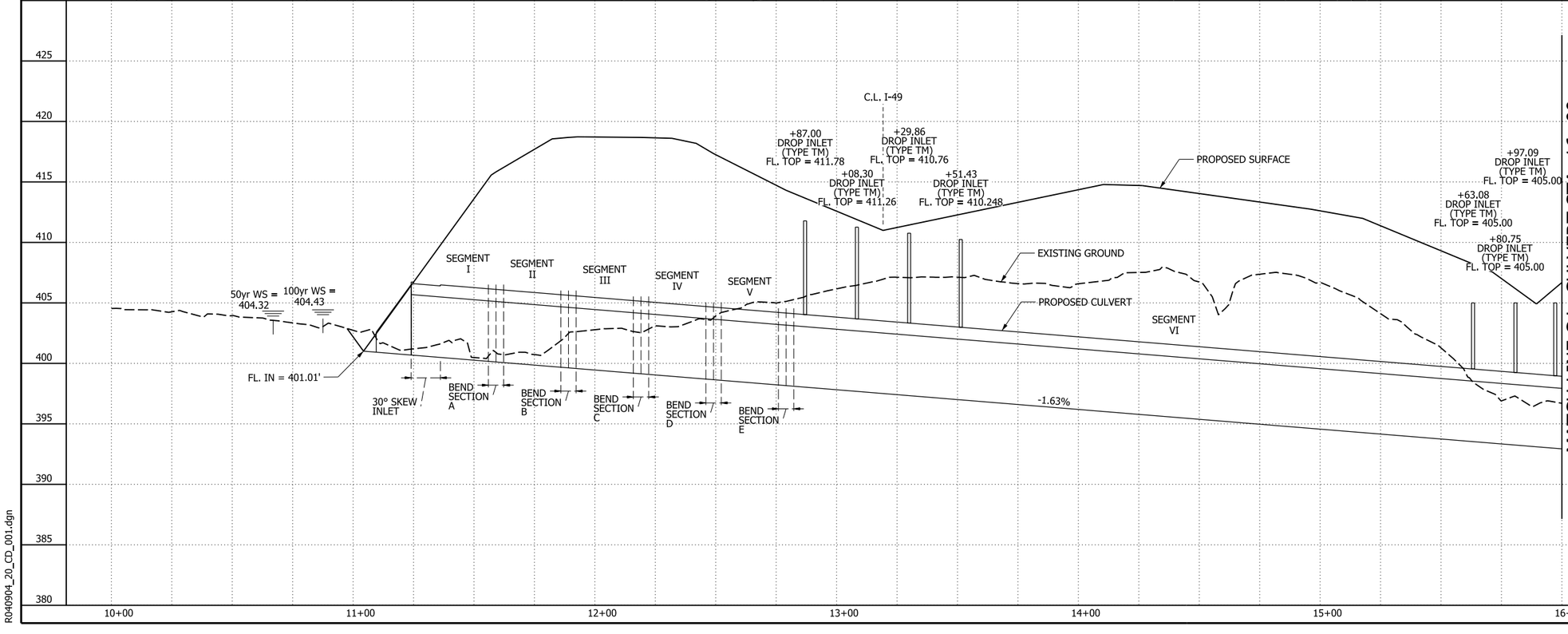
HIGH MAST TOWER PLATFORM

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	361	742
		CULVERT DIAGRAM - QUAD. BOX @ 600+77				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026





0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 2.5 5 7.5 10
VERT. SCALE IN FEET: 1"=5'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

SHEET 1 OF 2
QUAD. BOX @ 600+77
CULVERT DIAGRAM

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	362	742
		CULVERT DIAGRAM - QUAD. BOX @ 600+77				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

MATCH LINE C.L. CULVERT STA. 16+00

PROP. ROW & COA

CONST. LIMITS

C.L. CULVERT STA. 16+76.27 =
C.L. CC RAMP 3 STA. 29+70.19
∠ = 32.2°

STA. 18+76.97
OFFSET 13.00' LT.
CONSTRUCT TYPE TM DROP INLET
ON LEFT (H = 3'-4")

STA. 18+76.97
OFFSET 4.33' LT.
CONSTRUCT TYPE TM DROP INLET
ON LEFT (H = 3'-4")

PROP. COA

CONST. LIMITS

PROP. ROW

CONST. LIMITS

17 18 19 20 21

SEGMENT VI (853.74')
N1°11'31"E
979.49'

C.L. CULVERT 600+76.74

30

STA. 18+76.97
OFFSET 4.33' RT.
CONSTRUCT TYPE TM DROP INLET
ON LEFT (H = 3'-4")

STA. 18+76.97
OFFSET 13.00' RT.
CONSTRUCT TYPE TM DROP INLET
ON LEFT (H = 3'-4")

STA. 16+14.68
OFFSET 12.83' RT.
CONSTRUCT TYPE TM DROP INLET
IN GORE (H = 6'-4")

C.L. CC RAMP 3

FROG BAYOU TRIBUTARY

C.L. CULVERT STA. 20+48.40 =
C.L. WATERFRONT STA. 15+45.48

I-49 S.B.

C.L. I-49

C.L. WATERFRONT

CONST. LIMITS

CULVERT 600+76.74

0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 2.5 5 7.5 10
VERT. SCALE IN FEET: 1"=5'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

425 420 415 410 405 400 395 390 385 380

MATCH LINE C.L. CULVERT STA. 16+00

C.L. CC RAMP 3

C.L. WATERFRONT

+14.68
DROP INLET
(TYPE TM)
FL. TOP = 405.00

+76.97
4 DROP INLET
(TYPE TM)
FL. TOP = 397.77
FL. TOP = 397.77
FL. TOP = 397.77
FL. TOP = 397.77

PROPOSED SURFACE

SEGMENT
VI

PROPOSED CULVERT

EXISTING GROUND

-1.61%

FL. OUT = 383.94'

16+00 17+00 18+00 19+00 20+00 21+00

SHEET 2 OF 2
QUAD. BOX @ 600+77
CULVERT DIAGRAM

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	363	742
		CULVERT DIAGRAM - QUAD. BOX @ 690+78				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026

C.L. I-49 STA. 694+56.94, 84.21' LT. =
C.L. CULVERT 690+78.00
N: 416162.76
E: 651410.11

P.O.B. 10+00.00

P.I. 10+88.00

ANGLE PT. PD&P SPIKE

PROP. ROW & COA

CONST. LIMITS

C.L. I-49

MATCH LINE C.L. CULVERT STA. 16+00

5°

SEGMENT I

SEGMENT II

5.08'

5.08'

19.84'

S57°34'38"E
79.38'

51.31'

3.44'

5.08'

SEGMENT IIIa (10.20')

5.08'

BEND SECTION A

BEND SECTION B

P.I. 11+67.38
Δ = 7°30'00"

P.I. 11+97.38
Δ = 7°30'00"

SEGMENT IIIb (424.91')

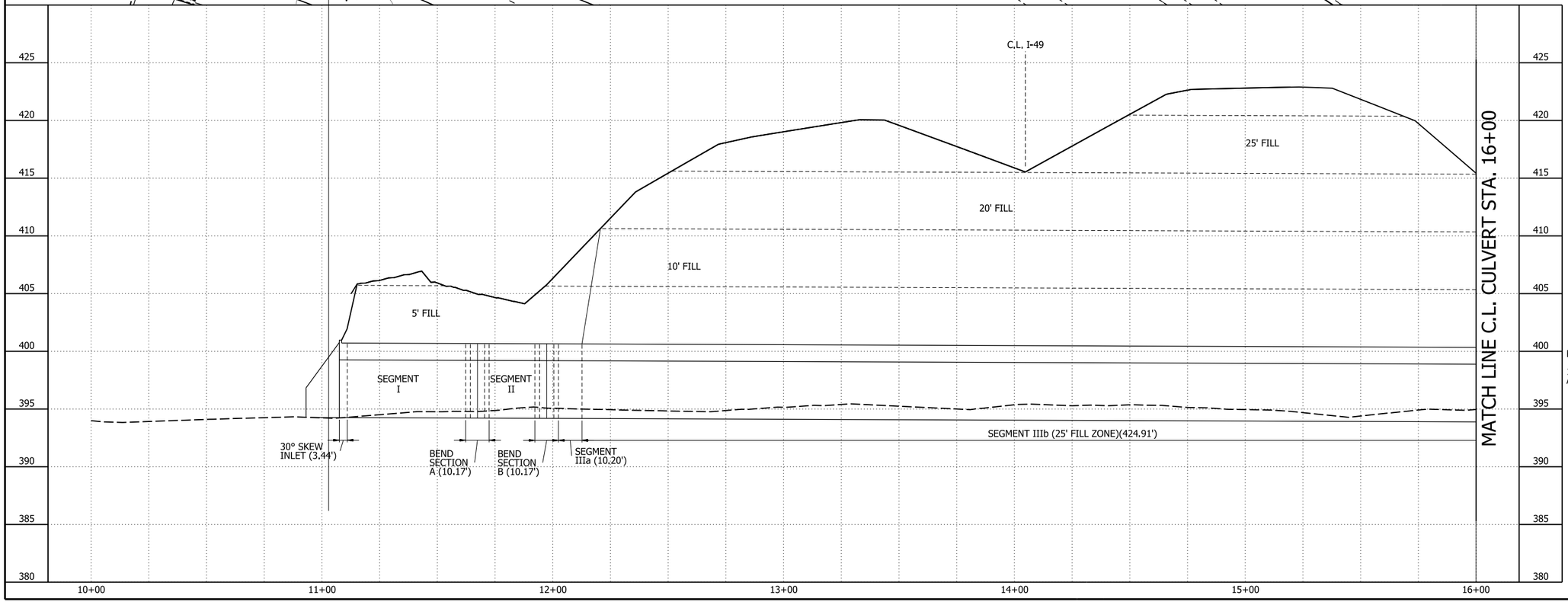
S72°34'38"E
456.62'

56.2°

C.L. I-49 STA. 690+78.00 =
C.L. CULVERT STA. 14+04.74
∠ = 33.8°

59.86'

CULVERT 690+78.00



0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 2.5 5 7.5 10
VERT. SCALE IN FEET: 1"=5'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

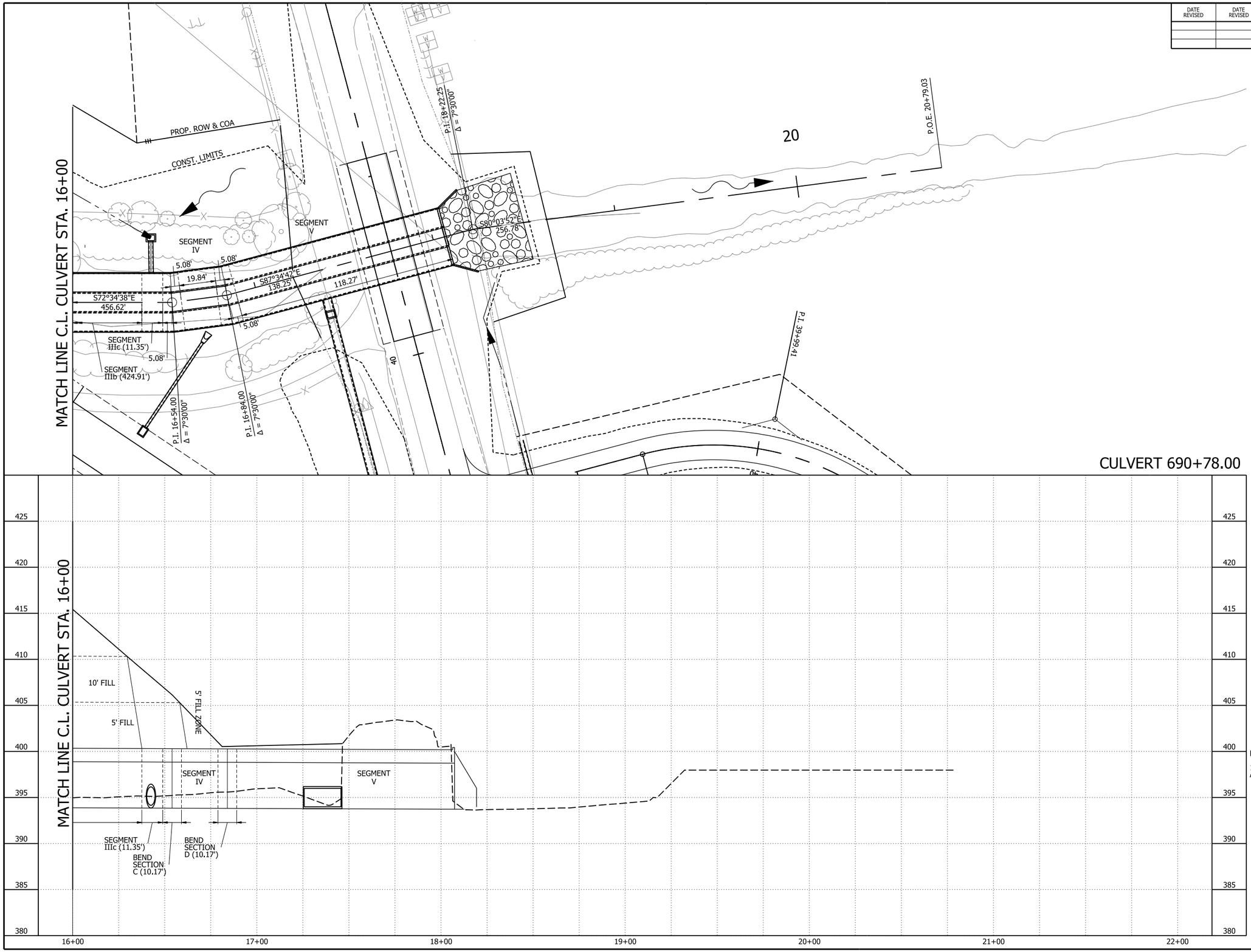
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

SHEET 1 OF 2
TRIPLE BOX @ 690+78
CULVERT DIAGRAM

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	364	742
		CULVERT DIAGRAM - QUAD. BOX @ 690+78				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026



0 25 50 75 100
HORIZ. SCALE IN FEET: 1"=50'

0 2.5 5 7.5 10
VERT. SCALE IN FEET: 1"=5'

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X — HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

SHEET 2 OF 2
TRIPLE BOX @ 690+78
CULVERT DIAGRAM

4/30/2026 8:00:02 AM
R040904_20_CD_004.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	365	742
		07691, A7692, B7692, A7693, B7693, & 07694 - GENERAL NOTES - 68476				

GENERAL NOTES

BENCHMARK: Vertical Control Data are shown on the Survey Control Data Sheets.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020).
AASHTO Seismic Guide Specification, 2nd Edition (2011).

OPERATIONAL IMPORTANCE: Typical

FUTURE WEARING SURFACE: 24 psf

STAY-IN-PLACE FORM ALLOWANCE: 18 psf

LIVE LOADING: HL-93

SEISMIC ZONE: I S_{D1}: 0.128g SITE CLASS: D

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f 'c = 4,000 psi
Class S Concrete (substructure)	f 'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322, Type A)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 50)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi
Anchor Bolts (AASHTO M314, Gr. 55 or Gr. 105)	Fy = 55,000 psi or 105,000 psi

CONCRETE: See Standard Drawing No. 55006 for additional concrete notes.

REINFORCING: See Standard Drawing No. 55006 for additional reinforcing notes.

STRUCTURAL STEEL: See Standard Drawing No. 55006 for additional structural steel notes.

All structural steel shall be AASHTO M270/ASTM A709, Grade 50W unless otherwise noted and payment shall be included in the item "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)". Bridges 07691, A7693 and B7693, shall use AASHTO M270/ASTM A709, Grade 50 painted steel and payment shall be included in the item "STRUCTRAL STEEL IN PLATE GIRDER SPANS (M270-GR50)". The weight of all other steel material will be included in the "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)" and "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50)" pay item regardless of strength with some items paid as subsidiary as identified in the plans.

All structural steel connections shall be ASTM F3125, Gr. A325, 1"Ø high-strength bolts, UNO in the plans, in accordance with Subsection 807.06. All bolt holes for 1"Ø bolts shall be drilled to 1 1/8"Ø open holes. The use of oversized holes will not be allowed, UNO.

Structural steel shall be fabricated for the steel dead load fit. Unless otherwise noted, all connection plates and intermediate stiffeners shall be fabricated normal to the top flange and on the side of the girder web as indicated on the framing plan. All bearing stiffeners shall be fabricated to be plumb in their final condition.

The minimum edge distance on bolted connections shall meet the requirements in Subsection 807.42.

The Contractor shall safely erect the structure in accordance with a steel erection plan produced, signed and sealed by the Contractor's erection engineer. The Contractor shall verify that all member stresses are in the safe working limits, not overstressed, and locked in loads are checked and verified in accordance with AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020) for each stage of construction. Acceptance of the Contractor's erection sequence, shop drawings and plans shall not relieve the Contractor from their responsibility for performing the work required by the Contract Documents.

SUBSTRUCTURE NOTES: See Standard Drawing No. 55006 for additional substructure notes.

BORING LOGS: Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING: All piling, noted here, shall be HP 14x73 (Grade 50) and shall be driven with an approved driving system to a minimum required ultimate bearing capacity of 590 kips for Bridges A7692 & B7692 End Bent No. 6, 410 kips for Bridges A7693 & B7693 End Bent Nos. 1 & 4 and 500 kips for Bridge 07694 End Bent Nos. 1 & 6 per pile in accordance with Special Provision "DRIVEN PILING BY METHOD A" and into the material designated as shale or sandstone on the boring legend. Minimum penetration shall be 10' below natural ground. Piling in end bents shall be driven after embankment to bottom of cap is in place and settlement monitoring is complete. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. The Contractor shall use QPL-approved steel H-Pile driving points on all piles.

STEEL PILING VERIFICATION: Piling at Bridge 07691 End Bent Nos. 1 & 3 and Bridges A7692 & B7692 End Bent No. 1 shall be HP 14x73 (Grade 50) and shall be placed in holes prebored into rock. The pile capacity shall be verified by striking the pile with an approved driving system to a minimum required ultimate bearing capacity of 440 kips for Bridge 07691 End Bent Nos. 1 & 3 and 590 kips for Bridges A7692 & B7692 End Bent No. 1 in accordance with Special Provision "DRIVEN PILING BY METHOD A". Minimum penetration shall be 10' below the bottom of MSE Walls at Bridge 07691, to a minimum tip elevation of 377.00 or lower at Bridge A7692 End Bent No. 1, and to a minimum tip elevation of 381.00 or lower at Bridge B7692 End Bent No. 1. Pile capacity in end bents shall be verified after prebore is complete and pile is set into the hole. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. The Contractor shall use QPL-approved steel H-Pile driving points on all piles.

PREBORING: Preboring is required for all piles in Bridge 07691 End Bent Nos. 1 and 3 and shall take place after excavation to the top of the MSE wall leveling pad is complete. The depth of preboring shall be to a depth sufficient to provide the specified minimum penetration depth of 10' below bottom of MSE Wall and a minimum 3' depth into material designated as shale or sandstone on the boring legend, whichever is lower. The bore diameter shall be greater than the diagonal measurement of the pile. The actual size and depth of preboring shall be determined in the field by the Engineer. The Contractor shall be responsible for keeping prebored holes free of debris prior to installing piles and backfilling which may require the use of temporary casings or other approved methods. After driving is completed, the prebored hole shall be backfilled with Class S Concrete. Any related cost for backfilling and temporary casing will not be paid for directly, but shall be considered subsidiary to the item "PREBORING". Preboring is anticipated to be in shale or sandstone.

Preboring is required for all piles in Bridges A7692 & B7692 End Bent No. 1. The depth of preboring shall be to a depth sufficient to provide the specified minimum penetration and a minimum 3' depth into material designated as shale or sandstone on the boring legend, whichever is lower. The bore diameter shall be greater than the diagonal measurement of the pile. The actual size and depth of preboring shall be determined in the field by the Engineer. The Contractor shall be responsible for keeping prebored holes free of debris prior to installing piles and backfilling which may require the use of temporary casings or other approved methods. After driving is completed, the prebored hole shall be backfilled with Class S Concrete to the top of the rock and the remaining length backfilled in accordance with Subsection 805.08(a). Any related cost for backfilling and temporary casing will not be paid for directly, but shall be considered subsidiary to the item "PREBORING". Preboring is anticipated to be in shale or sandstone.

Preboring is required for all piles in Bridges A7692 & B7692 End Bent No. 6, Bridges A7693 & B7693 End Bent Nos. 1 & 4 and Bridge 07694 End Bent Nos. 1 & 6. The depth of preboring shall be from the bottom of cap to the top of bedrock. The bore diameter shall be smaller than the diagonal measurement of the pile. The actual size and depth of preboring shall be determined in the field by the Engineer. The Contractor shall be responsible for keeping prebored holes free of debris prior to driving piles and backfilling which may require the use of temporary casings or other approved methods. After driving is completed, the prebored hole shall be backfilled in accordance with Subsection 805.08(a). Any related cost for backfilling and temporary casing will not be paid for directly, but shall be considered subsidiary to the item "PREBORING". Cobbles are present at Bridge 07694 End Bent Nos. 1 & 6 and Bridges A7693 and B7693 End Bent Nos. 1 & 4.

PILE CASINGS: Pile casings are required for piling within MSE walls at end bents. Casings shall be installed after piles are driven and prior to wall construction and shall extend from bottom of wall to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form free from harmful distortions after compaction of the fill material surrounding it. After wall construction is complete to bottom of cap, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "STEEL PILING (HP 14X73)".

SPREAD FOOTINGS: The footings for Bridge 07691, Bent No. 2 shall be set a minimum of 2'-0" into material designated as shale or sandstone on the boring legend and no higher than bottom of footing elevation shown on the plans. The top of footings shall be set a minimum of 3'-0" below the lowest finished ground surface within the footprint of the footing or at the elevations shown on the plans, whichever is lower. Foundations for footings shall be prepared in accordance with Subsection 801.04. Rock excavations shall be made to neat lines of the concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock. Excavations shall be backfilled and compacted to the level of the finished ground in accordance with Subsection 801.08.

DRILLED SHAFTS: Drilled shafts at Bent Nos. 2 thru 5 on Bridges A7692 and B7692, Bent Nos. 2 & 3 on Bridges A7693 and B7693 and Bent Nos. 2 thru 5 on Bridge 07694 shall be constructed in accordance with Special Provision "DRILLED SHAFT FOUNDATIONS". Drilled shafts shall be socketed into material designated as shale or sandstone on the boring legend and to the minimum rock penetrations and tip elevations shown in the plans. No adjustment to plan tip elevations shall be made without prior approval from the Engineer. Temporary surface casings and Permanent casings will be required.

NONDESTRUCTIVE TESTING: Crosshole Sonic Logging (CSL) shall be performed on each drilled shaft unless otherwise noted. Testing shall be performed in accordance with Special Provision "NONDESTRUCTUVE TESTING OF DRILLED SHAFTS".

PAINTING (BRIDGES 07691, A7693 and B7693 ONLY): All Grade 50 structural steel, except galvanized members and surfaces in contact with concrete, shall be painted as specified in Subsection 807.75. The color of paint shall be Dark Brown equal or close to Fed. Std. 595B, Color Chip No. 30219 and as approved by the Engineer.

PAINTING (BRIDGES A7692, B7692, 07694 ONLY): Unless noted otherwise, the following weathering steel surfaces shall be painted as specified in Subsection 807.75:

All steel surfaces within 10 feet of bridge deck expansion joints, including diaphragms, cross-frames, connection bolts and bearings.

All steel surfaces exposed to the outside face of the bridge, including outside faces & bottom of the exterior beams or girders, splice plates and bolts, stiffeners, drip plates and bearings.

ASTM F3125, Grade A325 Type 3 bolts shall be used within these painted zones and shall be painted.

Galvanized members, the expansion device, and surfaces in contact with concrete shall not be painted.

The color of paint shall be Brown equal or close to Fed. Std. 595 B, Color Chip No. 30070 and as approved by the Engineer.

The finish system may be applied in the shop. Any damage to the paint system occurring during transport or installation shall be corrected according to the manufacturer's recommendations at no cost to the Department.

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge and retaining wall surfaces as specified in Special Provision "TEXTURED COATING FINISH" and in accordance with Subsection 802.19(b)(3). Textured Coating Finish shall not be applied on surfaces where Class 2 Protective Surface Treatment is applied.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the concrete bridge rails in accordance with Section 803, unless noted otherwise. Class 2 Protective Surface Treatment shall not be applied to the top of concrete bridge rails on Bridge Nos. 07691, A7693, and B7693 since they shall receive a textured coating finish.

ARCHITECTURAL FINISH: An Architectural Finish (Ashlar Stone) shall be applied to the following Bridges and associated Retaining Walls: 07691, A7693, B7693. Bridge Architectural Finish shall be applied to bridge rails and wingwall rails as shown in plans and in accordance to Special Provision "ARCHITECTURAL FINISH". Retaining Wall Architectural Finish shall be applied as shown in plans and in accordance to Special Provision "RETAINING WALLS".

DETAIL DRAWINGS:	DRAWING NO(S).
Bridge 07691	68477-68496
Bridges A7692 & B7692	68497-68534
Bridges A7693 & B7693	68535-68555
Bridge 07694	68556-68596
Common Sheets	68597-68601

STANDARD DRAWINGS:	
Embankment Construction and Backfill at Bridge Ends	55000
Dumped Riprap and Filter Blanket	55001
Concrete Riprap	55002
Permanent Steel Bridge Deck Forms	55005
General Notes For Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Poured Silicone Joints	55008
Neoprene Strip Seal Joints	55009
Type D Name Plate	55010
Steel H-Piling	55020
Type F Approach Gutters	55030F
Type F Approach Slab	55040F1
Bridge Traffic Rail Type SSTR36	55070
Bridge Traffic Rail Type SSTR42	55071

MAINTENANCE OF TRAFFIC: The road will be closed during the construction of this project.

BRIDGE EMBANKMENT SETTLEMENT: The embankments for Bridges A7692 and B7692 End Bent No. 6 and both end bents at Bridges A7693, B7693 and 07694 will require settlement monitoring prior to installation of piles and construction of the end bents. See Roadway Plans and Special Provision "SETTLEMENT MONITORING" for details and durations.

END BENTS FOUNDATION: The bottom of the end bents for any bridge shall not bear directly on top of shale or sandstone layers. A 6" depth of over excavation shall be provided under the footprint of the cap plus 4" around the perimeter as shown on Dwg. No. 68503. The 6" layer shall be backfilled and compacted in accordance with Subsection 801.08. Sand or gravel backfill shall not be permitted. It is anticipated that the over excavation will be needed at Bridges A7692 and B7692, End Bent No. 1. Other end bent locations may require over excavation based on actual site conditions. Once the typical excavation is complete for the end bent, probe the bottom of the excavation to confirm rock is greater than 6" below the bottom of the end bent as approved by the Engineer. All excavation, backfill, probing, labor, equipment, tools, and incidentals necessary to complete the work shall be subsidiary to "UNCLASSIFIED EXCAVATION FOR STRUCTURE-BRIDGE".

CORROSIVE SOILS: The soil around the bridges is mildly corrosive. A pile section reduction of 0.0375 inches per face of pile has been assumed for a 75-year design life.

DEFINITIONS: CG = Center of Gravity
CL = Centerline
E.F. = Each Face
F.F. = Far Face
N.F. = Near Face
PL = Plate
ts = slab thickness
UNO = Unless Noted Otherwise

BRIDGE MOUNTED ITS CONDUITS (BRIDGES B7692 and 07694 ONLY): See Roadway Plans for the pay items for the bridge mounted ITS conduits. ITS conduit expansion joints shall accommodate 6" movement at all bridge expansion joint locations. For location of conduits and details, see ITS Plans, Bridge B7692 Layouts Dwg. Nos. 68499-68500, Bridge 07694 Layouts Dwg. Nos. 68556-68557, and Dwg. No. 68598.

TRAFFIC RAIL CONDUITS: Two 1½"Ø conduits run the full length of both exterior traffic rails of all bridges and extend through the expansion joints and through the traffic rails on the wingwalls. See Dwg. No. 68597. Junction box size and expansion fittings material is called out and specified in the Electrical Plans. Conduit expansion joints shall accommodate 6" movement at all bridge expansion joint locations. Conduit shall be in accordance with Section 710 of the Standard Specifications. The conduit, pull boxes and expansion joints are incidental in the bid item "CLASS S(AE) CONCRETE-BRIDGE".

MSE WALL: For MSE Wall notes, see Dwg. No. 68496.

PRINT DATE: 4/23/2026

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 1
GENERAL NOTES
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

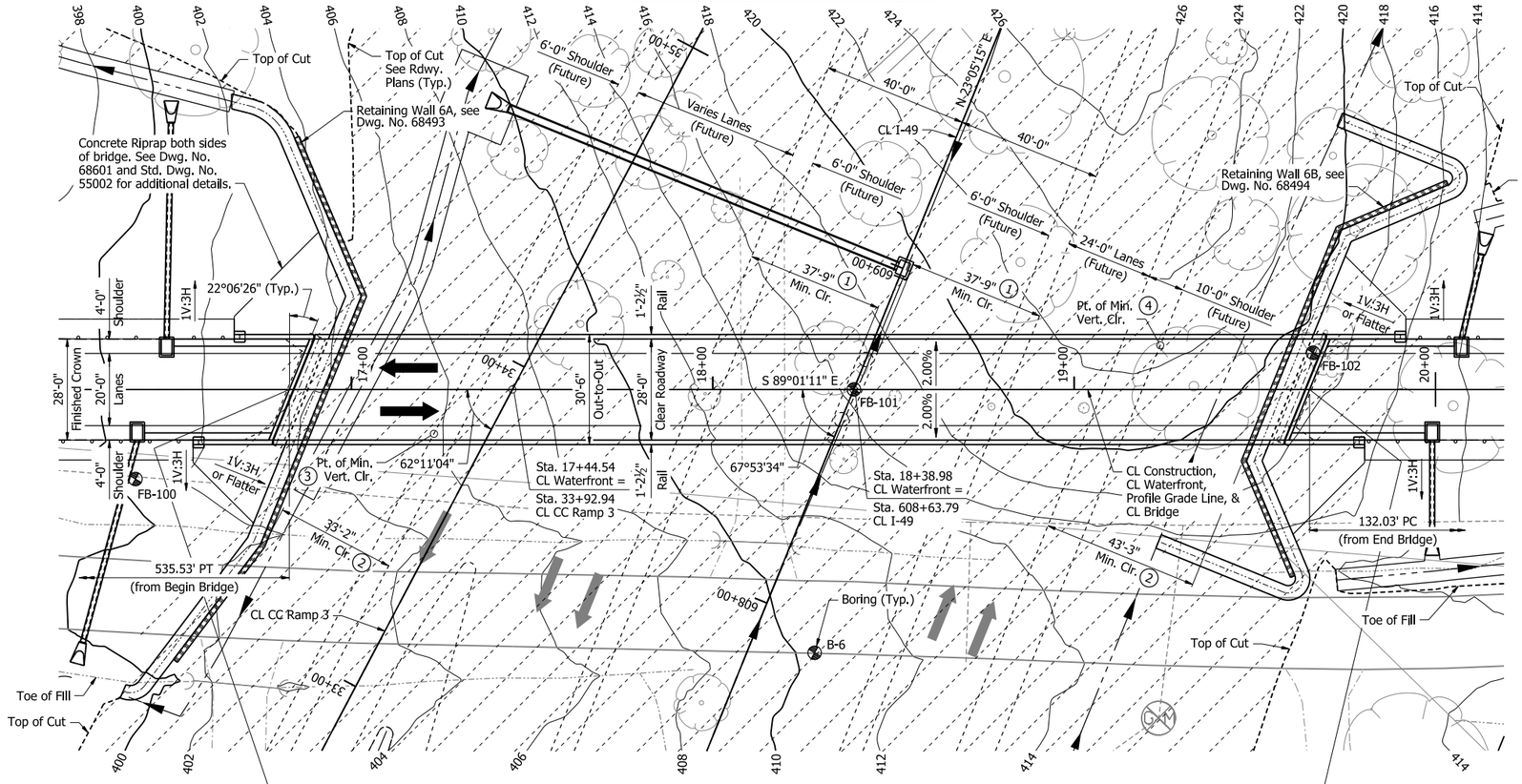
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: BTJ DATE: 10/4/24
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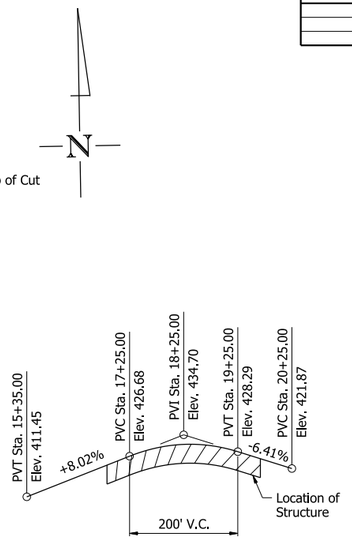
BRIDGE NO. 07691, A7692, B7692, A7693, B7693, & 07694 DRAWING NO. 68476

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	366	742
		07691 - BRIDGE LAYOUTS - 68477				

For R/W Data and Guardrail Details, See Roadway Plans.



PLAN



VERTICAL ALIGNMENT DATA

(Stations and Theoretical Elevations are along CL Bridge)

Notes:
Use Type F Approach Gutters at both ends of bridge. Adjust gutter length as necessary when drop inlet is present.

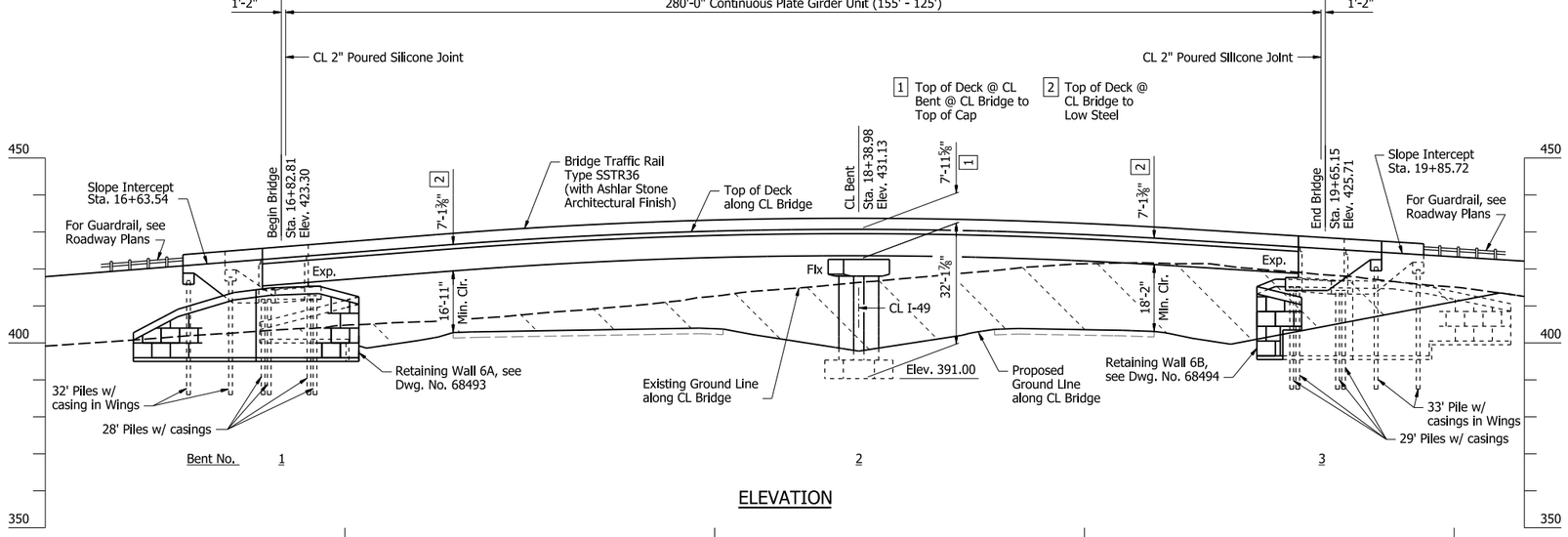
For General Notes, see Dwg. No. 68476.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	68479-68483
Intermediate Bent No. 2	68484 & 68485
Elastomeric Bearings	68599 & 68600
280' Continuous Plate Girder Unit	68486-68492
Retaining Walls	68493-68496
General Notes for Steel Bridge Structures	68476 & 55006
Details for Steel Bridge Structures	55007
Poured Silicone Joints	55008
Steel H-Piling	55020

SITE PLAN

No Scale

Note:
Stations shown are along CL Bridge. Elevations shown are theoretical working point elevations at CL Bridge. Any vertical dimension referenced to CL Bridge is based on theoretical working point elevation at CL Bridge, unless noted otherwise. See "Rounding Detail" on Std. Dwg. No. 55007 for additional information.



ELEVATION

1. Min. clear edge of lane to face of capbeam.
2. Min. clear from edge of lane to face of retaining wall.
3. Sta. 17+22.75 Offset 12.37' Rt
4. Sta. 19+23.88 Offset 12.37' Lt

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 1
LAYOUT OF BRIDGE
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

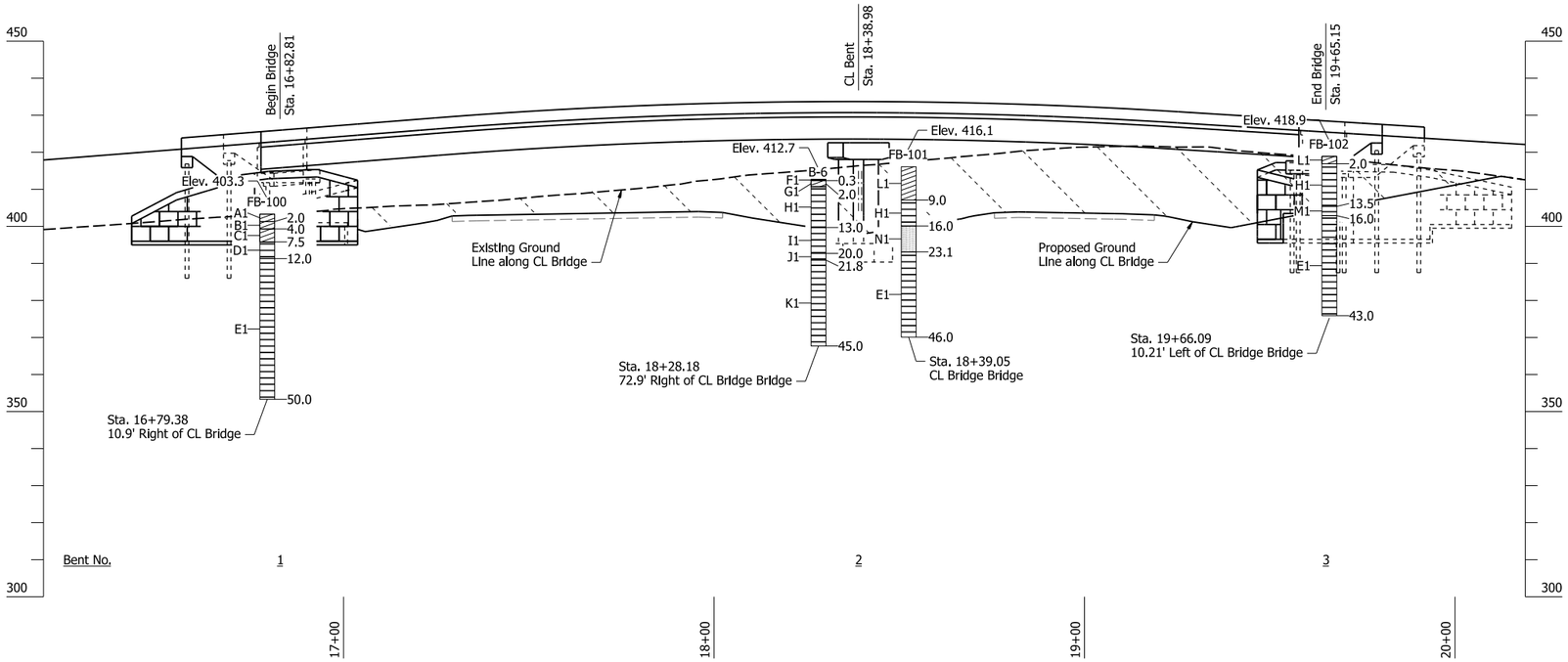
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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BRIDGE NO. 07691 DRAWING NO. 68477

PRINT DATE: 4/22/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	367	742
		07691 - BRIDGE LAYOUTS - 68478				



ELEVATION OF SOIL BORINGS

"N" VALUES

B-6 - Sta. 18+28.18, 72.9' Right of CL Bridge

0.5-1.5	N=7
2.5-3.5	N=49
4.5-5.5	N=50/8"
6.5-7.0	N=50/5"
14.0-15.0	N=25/0"

FB-100 - Sta. 16+79.38, 10.9' Right of CL Bridge

0.5-1.5	N=4
2.5-3.5	N=5
4.5-5.5	N=20
5.75-6.0	N=50/2"
6.25-6.5	N=50/1"
9.5-9.75	N=50/3"

FB-101 - Sta. 18+39.05 CL Bridge

0.5-1.5	N=17
2.5-3.5	N=16
6.5-7.5	N=14
9.0-10.0	N=50/11"
14.0-15.0	N=50/11"

FB-102 - Sta. 19+66.09, 10.21 Left of CL Bridge

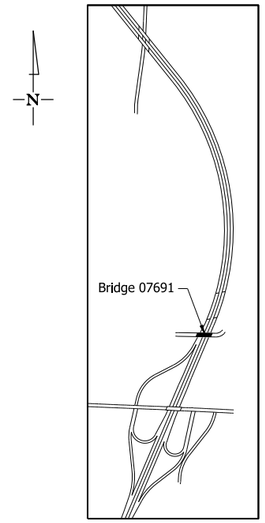
0.5-1.5	N=13
2.5-3.5	N=32
4.5-5.5	N=50/11"
6.5-7.5	N=46
9.0-10.0	N=44
14.0-15.0	N=50/3"

BORING LEGEND

A1	CL-Very soft brown and tan silty clay
B1	CL-Soft reddish brown silty clay w/occassional sandstone fragments (possible fill)
C1	CL-Stiff reddish tan and gray silty clay w/some ferrous nodules and stains - stiff to very stiff, w/some shale and sandstone fragments
D1	SHALE-Low hardness to moderately hard dark gray slightly weathered shale w/some sandstone seams
E1	SHALE-Moderately hard dark gray shale w/interbedded very close, very thin gray fine-grained sandstone partings, horizontal bedding
F1	ML-Very soft light brown to brown clayey silt w/organics (fill)
G1	CL-Firm brown, gray and tan silty clay w/shale fragments (fill)
H1	SHALE-Low hardness reddish tan, brown and gray highly weathered shale w/silty clay laminations and seams
I1	SHALE-Moderately hard dark gray w/tan slightly weathered shale w/close sandstone seams
J1	SANDSTONE-Hard gray fine-grained sandstone w/very close shale laminations
K1	SHALE-Moderately hard dark gray shale, arenaceous w/very close sandstone partings and seams
L1	CL-Stiff reddish tan and tan silty clay
M1	SHALE-Low hardness to moderately hard dark gray shale
N1	SANDSTONE-Moderately hard gray slightly weathered fine-grained sandstone w/shale laminations

Note:
Soil descriptions have been condensed for the purposes of this drawing.

Detailed soil information for individual borings can be found in the Final Geotechnical Report that is available upon request.



SITE PLAN
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21612
MICHAEL J. L. DESTIGTER

5/4/26
BRIDGE ENGINEER

SHEET 1 OF 1
ELEVATION OF SOIL BORINGS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

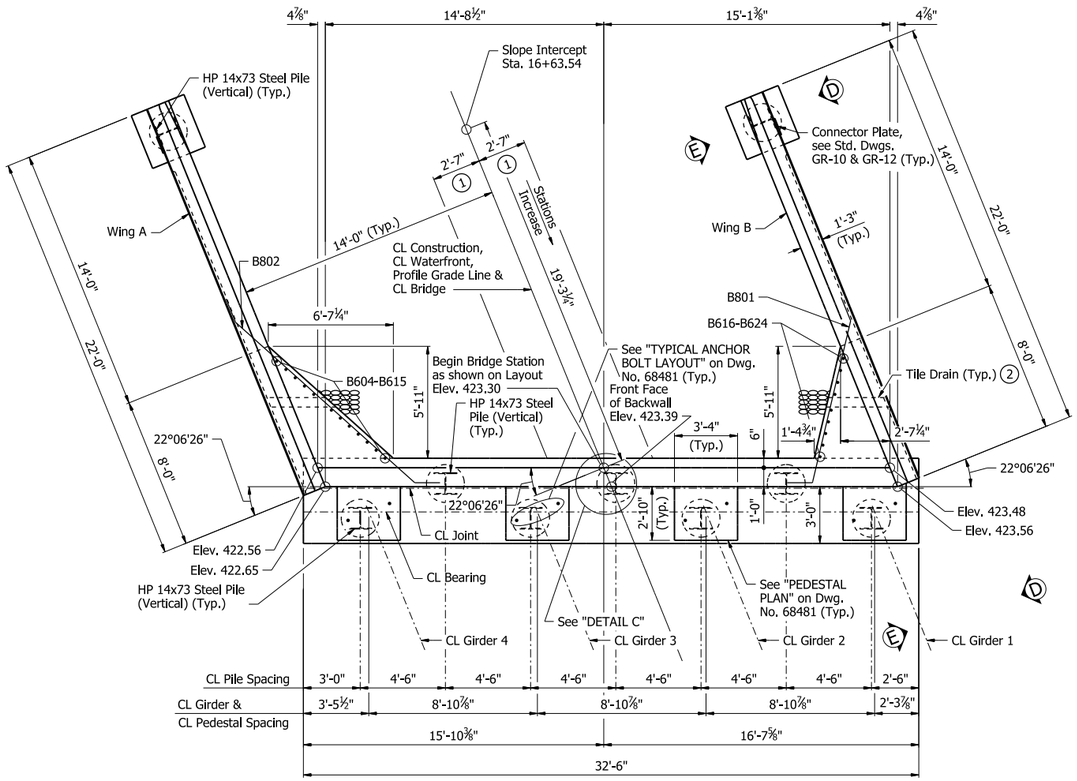
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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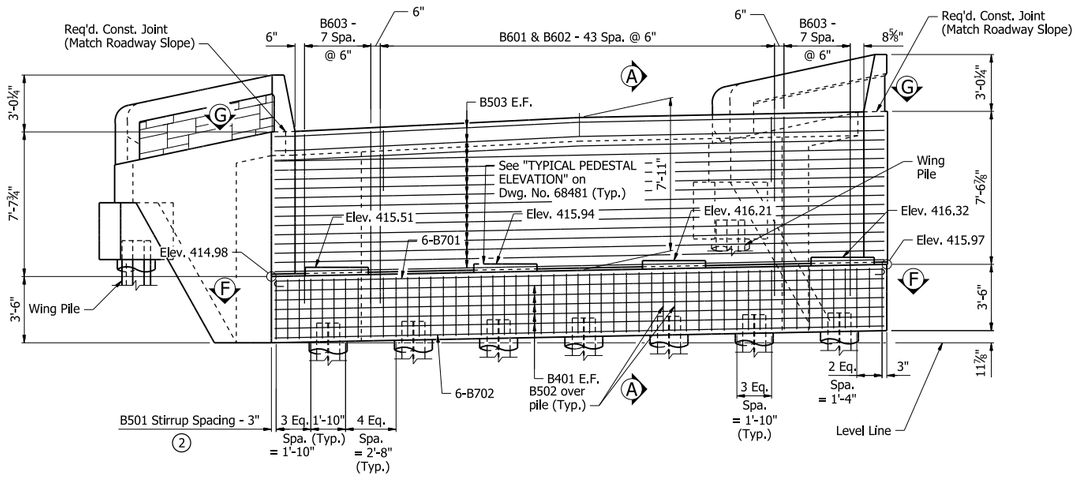
BRIDGE NO. 07691 DRAWING NO. 68478

PRINT DATE: 4/22/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		07691 - END BENTS - 68479				



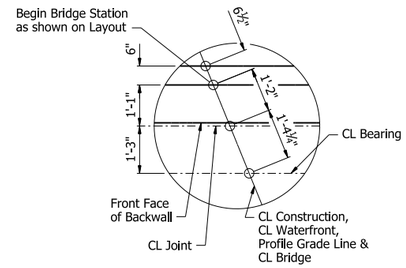
PLAN - BENT NO. 1



ELEVATION - BENT NO. 1

Looking Backstation

(2) Contractor shall adjust B501 & B502 bar spacing to accommodate anchor bolts or sheet metal sleeves. B501 & B502 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.



DETAIL C

No Scale

Notes:
For General Notes, see Dwg. No. 68476.

All piling shall be HP14x73 (AASHTO M 270, Gr. 50). See Std. Dwg. No. 55020 for additional details.

For "SECTION A-A", see Dwg. No. 68481.

For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68482.

Structural Steel in end bents shall be ASTM A709, Gr. 50 unless noted otherwise, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50)".

Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

(1) For "ROUNDING DETAILS", see Std. Dwg. No. 55007.

(2) Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU

5/4/26

BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS OF END BENTS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

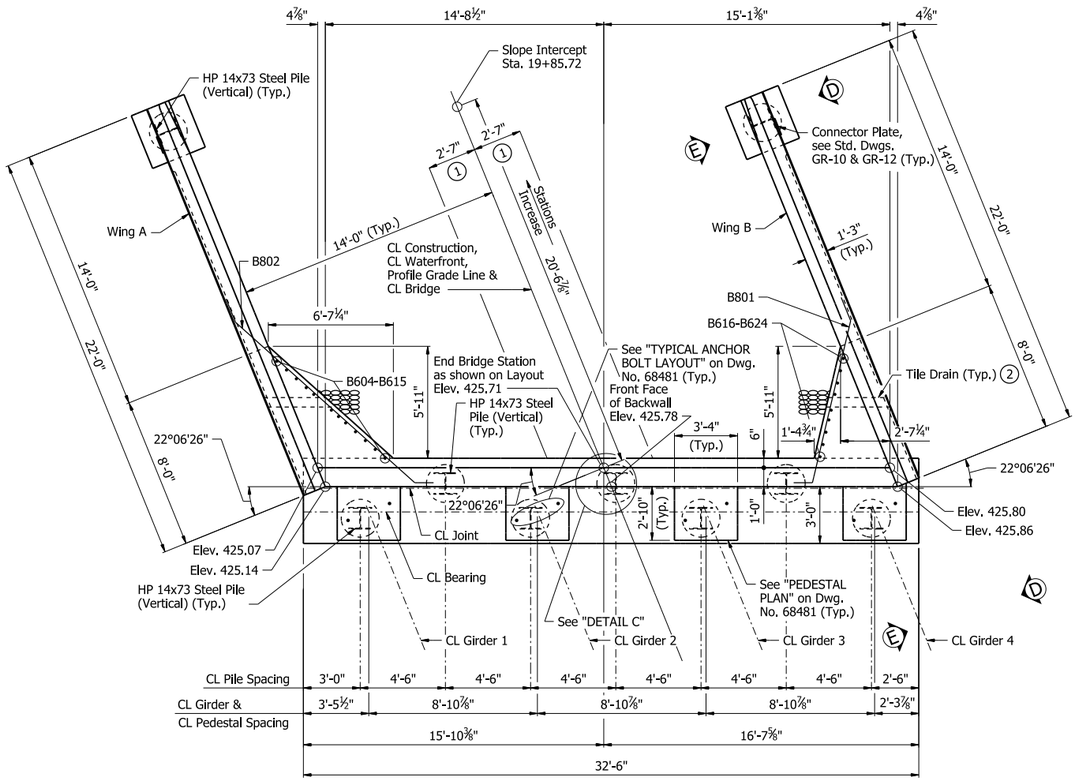
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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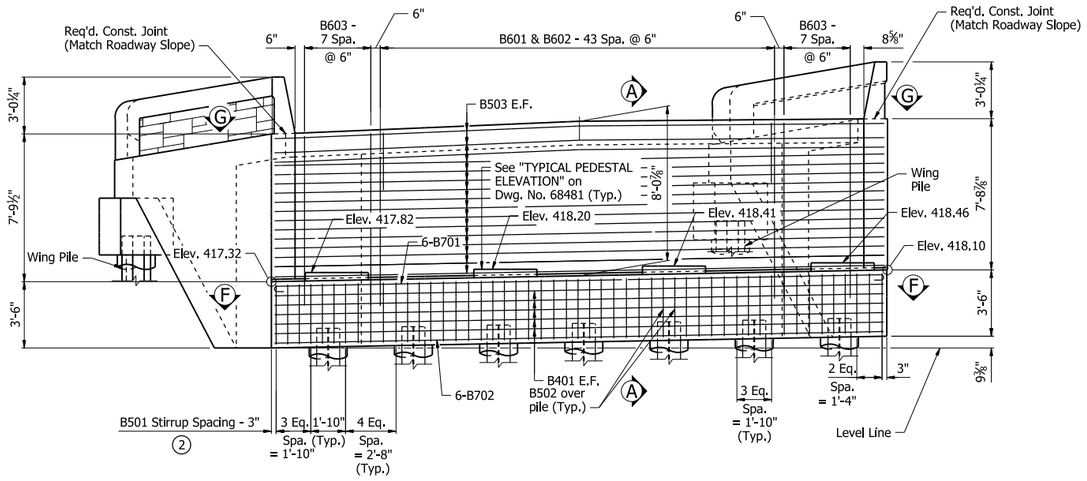
BRIDGE NO. 07691 DRAWING NO. 68479

PRINT DATE: 4/8/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		07691 - END BENTS - 68480				



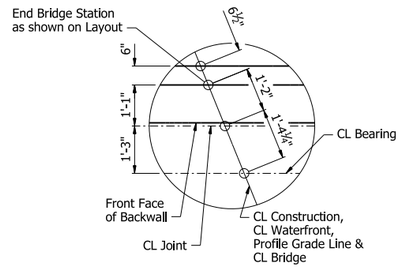
PLAN - BENT NO. 3



ELEVATION - BENT NO. 3

Looking Upstation

2 Contractor shall adjust B501 & B502 bar spacing to accommodate anchor bolts or sheet metal sleeves. B501 & B502 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.



DETAIL C

No Scale

Notes:
For General Notes, see Dwg. No. 68476.

All piling shall be HP14x73 (AASHTO M 270, Gr. 50). See Std. Dwg. No. 55020 for additional details.

For "SECTION A-A", see Dwg. No. 68481.

For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68482.

Structural Steel in end bents shall be ASTM A709, Gr. 50 unless noted otherwise, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50)".

Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

1 For "ROUNDING DETAIL", see Std. Dwg. No. 55007.

2 Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".

STATE OF ARKANSAS
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5/4/26
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS OF END BENTS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

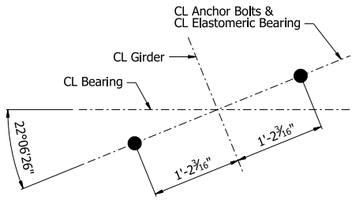
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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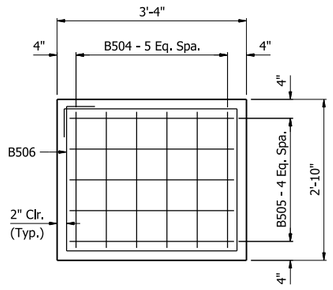
BRIDGE NO. 07691 DRAWING NO. 68480

PRINT DATE: 4/8/2026

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		07691 - END BENTS - 68481				

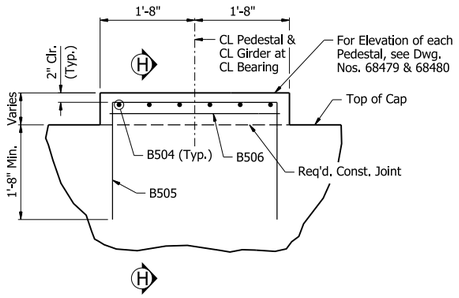


TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"

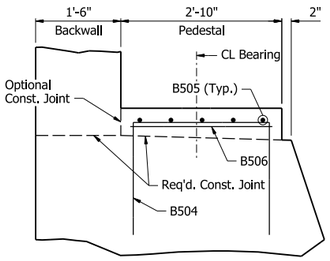


TYPICAL PEDESTAL PLAN
¾" = 1'-0"

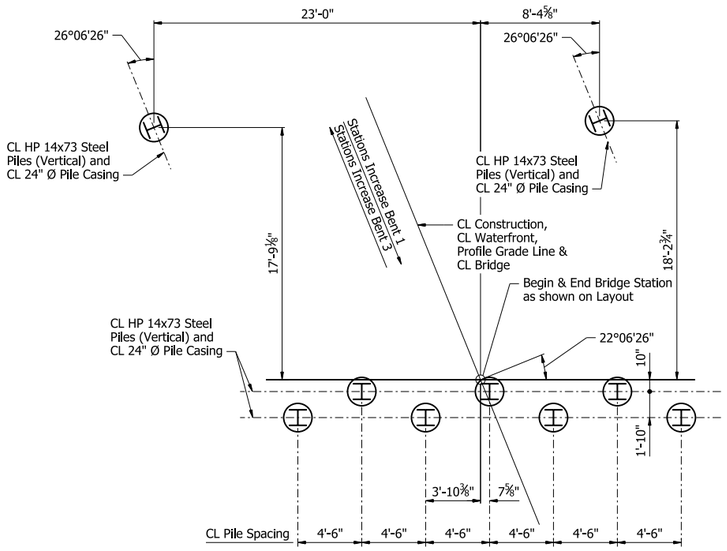
Note:
Contractor shall adjust B504 & B505 bar spacing to accommodate anchor bolts and sheet metal sleeves.



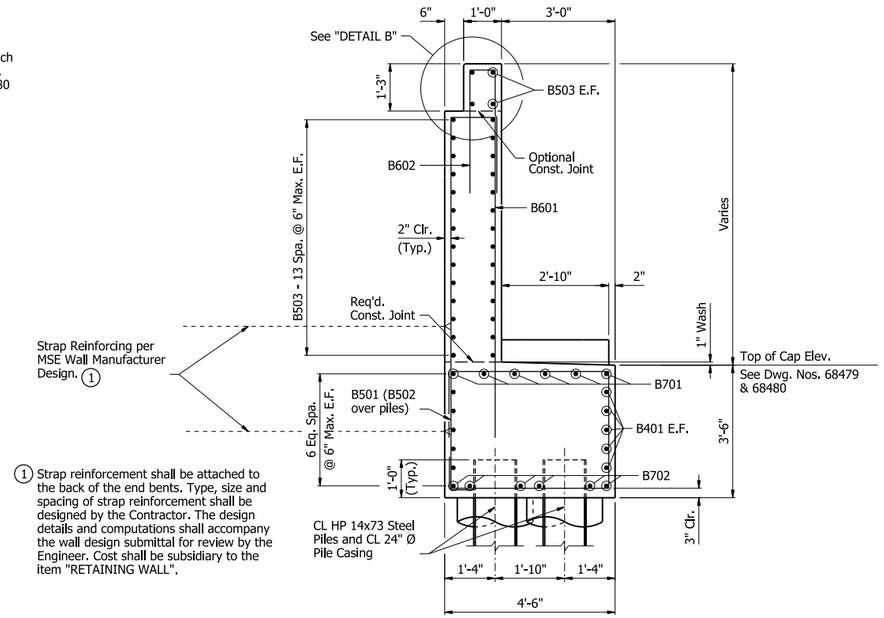
TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"



SECTION H-H
¾" = 1'-0"



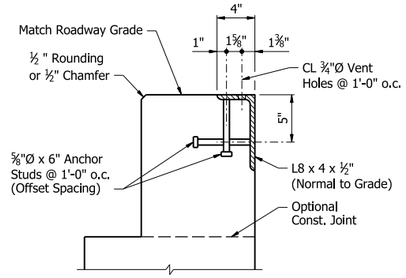
LAYOUT OF PILES
No Scale



SECTION A-A
½" = 1'-0"

(1) Strap reinforcement shall be attached to the back of the end bents. Type, size and spacing of strap reinforcement shall be designed by the Contractor. The design details and computations shall accompany the wall design submittal for review by the Engineer. Cost shall be subsidiary to the item "RETAINING WALL".

Note:
Contractor shall adjust B701 bar spacing to accommodate anchor bolts or sheet metal sleeves. Contractor shall maintain a minimum spacing of 3", and maximum spacing of 11".



DETAIL B
No Scale

Notes:
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand-packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008.

The profile of the end bent angle shall be established based on the vertical curve in conjunction with the skew angle as shown on the layout.

Notes:
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 68599 & 68600.

For Joint Details, see Std. Dwg. No. 55008.

For Layout of Retaining Walls, see Dwg. Nos. 68493 & 68494.

For Details of Retaining Walls, see Dwg. Nos. 68495 & 68496.

No portion of the backwall shall be poured before girders are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note on Std. Dwg. No. 55008. No heavy construction equipment shall be allowed within 10' of the backwall until the deck concrete placement for the adjacent span has been completed unless MSE strap reinforcing has been designed to accommodate these loads, see "END BENT STRAP DETAIL", Dwg. No. 68495.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF END BENTS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

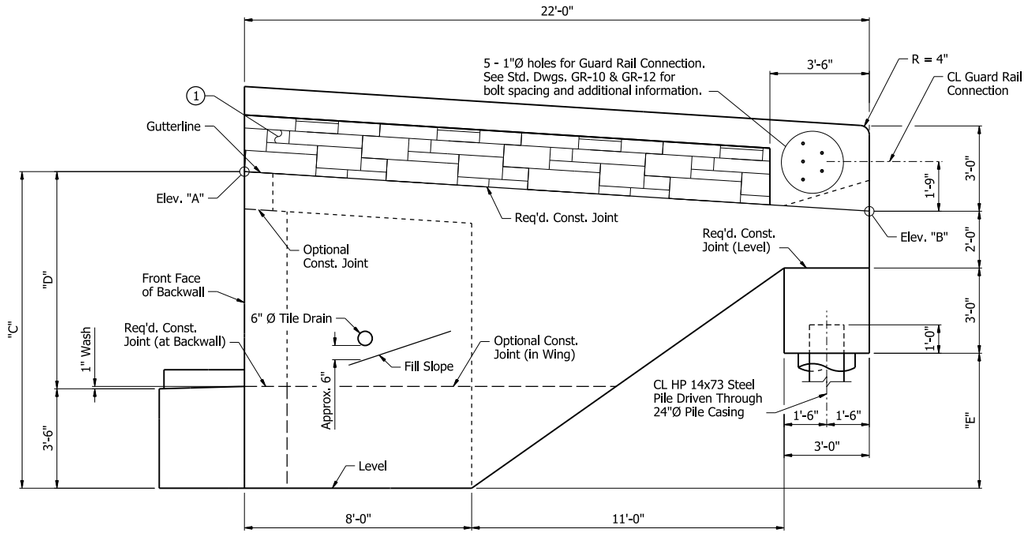
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: CPS DATE: 6/11/24
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BRIDGE NO. 07691 DRAWING NO. 68481

PRINT DATE: 4/7/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		07691 - END BENTS - 68482				

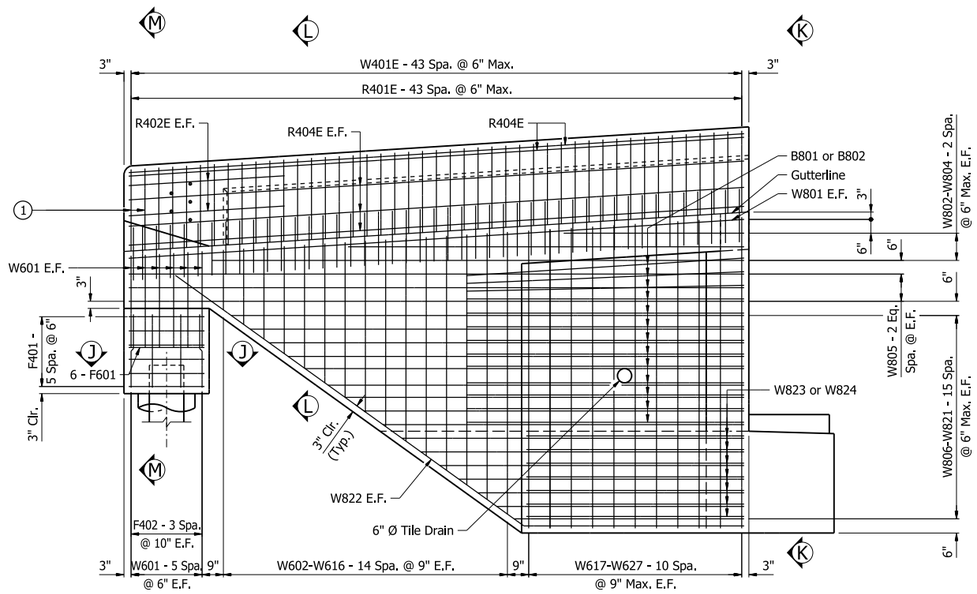


VIEW D-D

⅜" = 1'-0"

(Wing B shown; Wing A similar)

1 Field bend front leg of R401E bar as required to maintain minimum 1½" front face clearance within limits of taper.



VIEW E-E

⅜" = 1'-0"

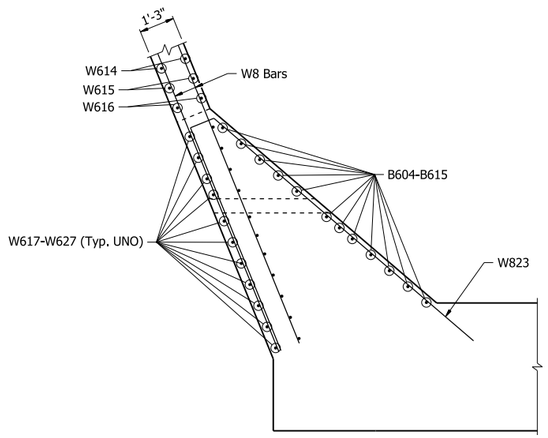
(Wing B shown; Wing A similar)

TABLE OF VARIABLES

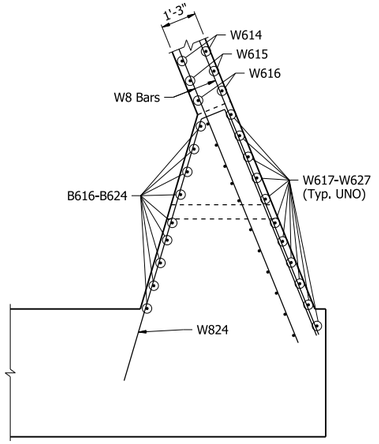
Bent No.	Wing	Elev. "A"	Elev. "B"	"C"	"D"	"E"
1	A	422.63	420.87	11'-1¾"	7'-7¾"	4'-4⅝"
1	B	423.54	421.78	11'-0⅞"	7'-6⅞"	4'-3¾"
3	A	425.11	423.70	11'-3½"	7'-9½"	4'-10½"
3	B	425.84	424.43	11'-2⅞"	7'-8⅞"	4'-10"

Notes:
For "SECTION J-J", "VIEW K-K", "SECTION L-L", & "SECTION M-M", see Dwg. No. 68483.

1 "Ashlar Stone" Form Liner. For limits of form liner on rail, see Dwg. No. 68492.



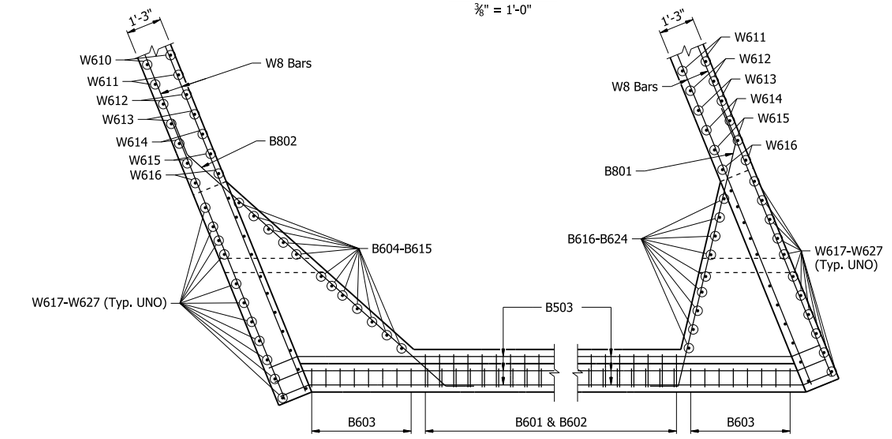
WING A



WING B

SECTION F-F

⅜" = 1'-0"



WING A WING B

VIEW G-G

⅜" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF END BENTS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

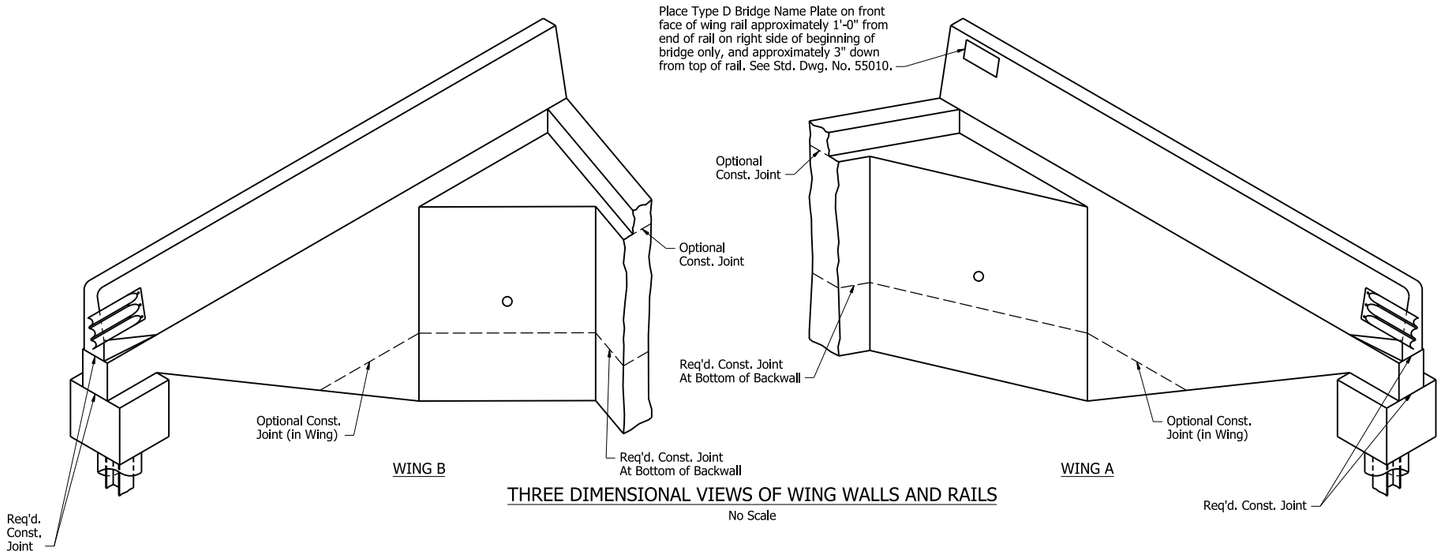
LITTLE ROCK, ARK.

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BRIDGE NO. 07691 DRAWING NO. 68482

PRINT DATE: 4/7/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	372	742
		07691 - END BENTS - 68483				

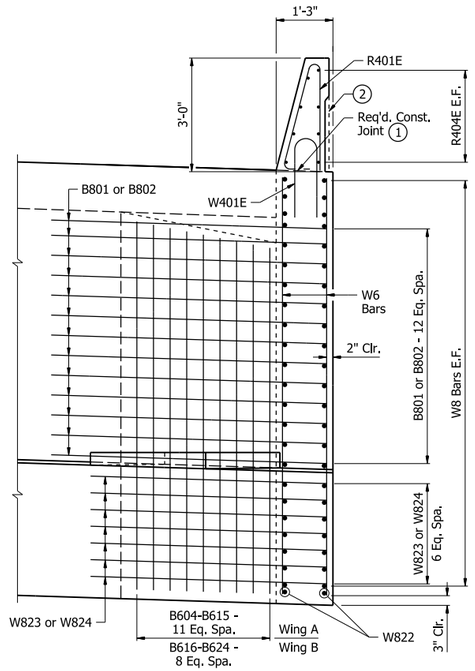


THREE DIMENSIONAL VIEWS OF WING WALLS AND RAILS

No Scale

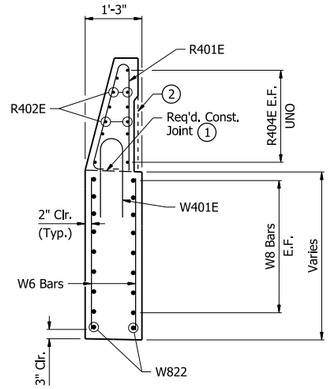
(1) Match roadway slope at Wing A and Wing B.

(2) "Ashlar Stone" Form Liner. For limits of form liner on rail, see Dwg. No. 68492.



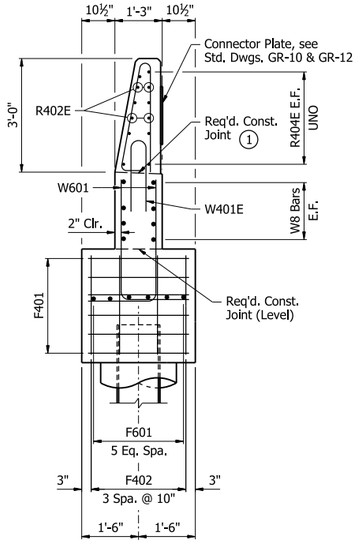
VIEW K-K

½" = 1'-0"



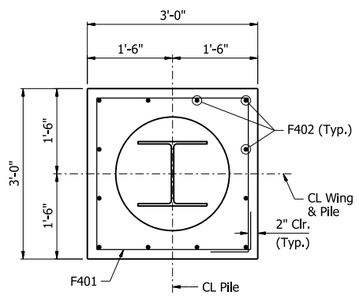
SECTION L-L

½" = 1'-0"



SECTION M-M

½" = 1'-0"



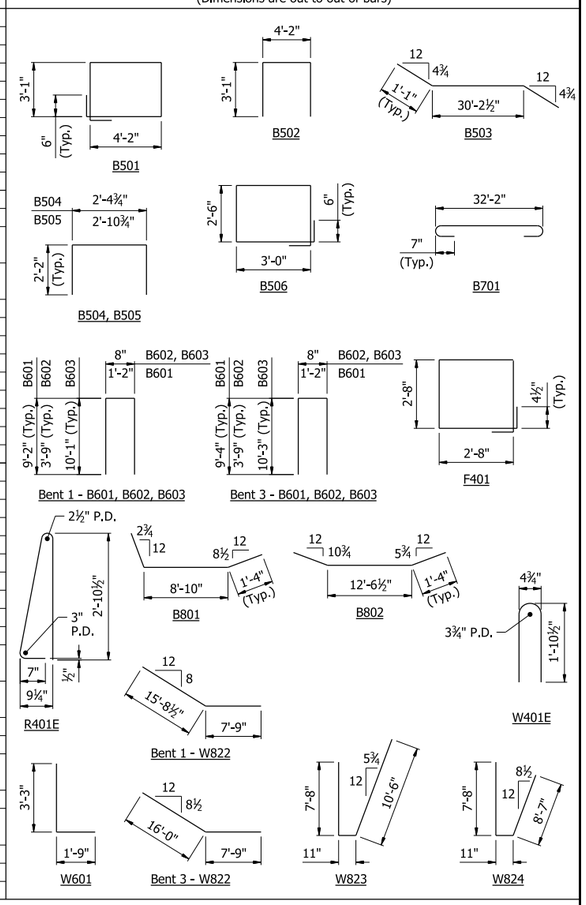
SECTION J-J

¾" = 1'-0"

BAR LIST - PER BENT

Mark	Number Required	Bent No. 1 Length	Bent No. 3 Length	Pin Dia.
B401	10	32'-2"	32'-2"	Str.
B501	37	15'-0"	15'-0"	2½"
B502	14	10'-1"	10'-1"	2½"
B503	32	32'-4"	32'-4"	3¾"
B504	24	6'-6"	6'-6"	2½"
B505	20	7'-0"	7'-0"	2½"
B506	4	11'-6"	11'-6"	2½"
B601	44	19'-2"	19'-6"	4½"
B602	44	7'-10"	7'-10"	4½"
B603	16	20'-6"	20'-10"	4½"
B604 - B615	1 each	9'-6" to 8'-9"	9'-8" to 9'-1"	Str.
B616 - B624	1 each	9'-2" to 8'-8"	9'-5" to 9'-0"	Str.
B701	6	33'-9"	33'-9"	5¼"
B702	6	32'-2"	32'-2"	Str.
B801	13	11'-5"	11'-5"	6"
B802	13	15'-2"	15'-2"	6"
F401	12	11'-0"	11'-0"	2"
F402	24	2'-7"	2'-7"	Str.
F601	12	2'-8"	2'-8"	Str.
R401E	88	6'-4"	6'-4"	2½", 3"
R402E	8	5'-6"	5'-6"	Str.
R404E	16	21'-8"	21'-8"	Str.
W401E	88	3'-11"	3'-11"	3¾"
W601	24	4'-10"	4'-10"	4½"
W602 - W616	4 each	2'-2" to 10'-0"	2'-1" to 10'-3"	Str.
W617 - W627	4 each	10'-1" to 10'-8"	10'-4" to 10'-10"	Str.
W801	4	21'-8"	21'-8"	Str.
W802 - W804	4 each	6'-3" to 18'-9"	6'-3" to 18'-9"	Str.
W805	12	21'-8"	21'-8"	Str.
W806 - W821	4 each	18'-0" to 8'-1"	18'-0" to 8'-1"	Str.
W822	4	23'-6"	23'-9"	6"
W823	7	18'-10"	18'-10"	6"
W824	7	16'-11"	16'-11"	6"

Bending Diagrams (Dimensions are out to out of bars)



All bars designated with an "E" suffix are to be epoxy coated.

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER ★★★ No. 17233 QING LIU

5/4/26

BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS OF END BENTS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

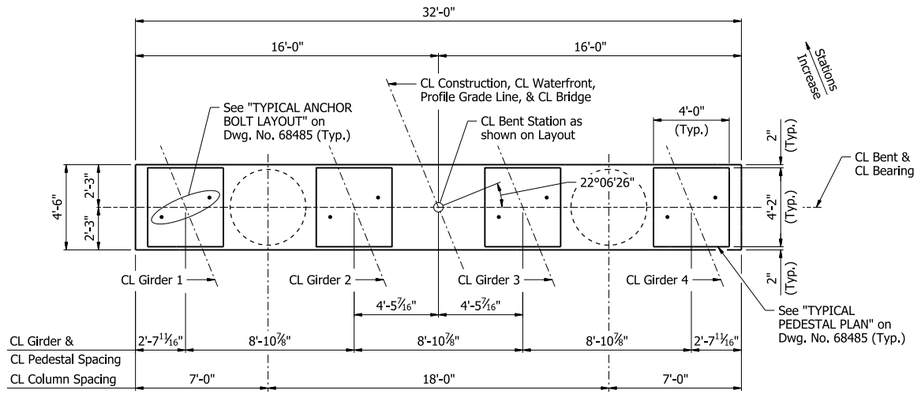
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 8/7/24
CHECKED BY: CPS DATE: 8/20/24
DESIGNED BY: CPS DATE: 6/11/24
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SCALE: AS NOTED

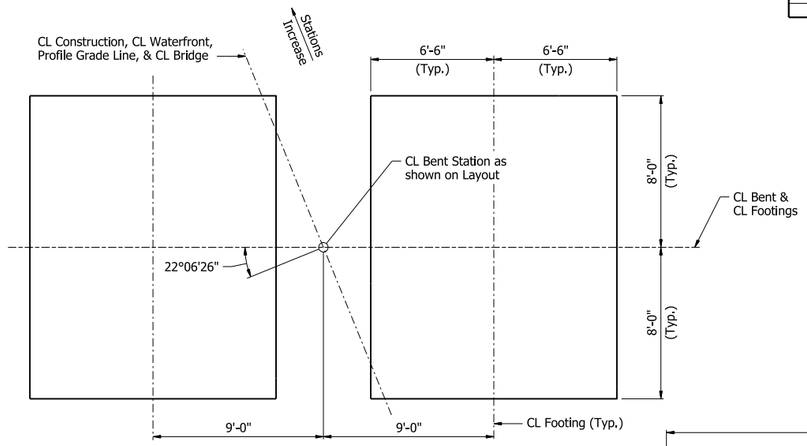
BRIDGE NO. 07691 DRAWING NO. 68483

PRINT DATE: 4/8/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	373	742
		07691 - INT. BENT - 68484				



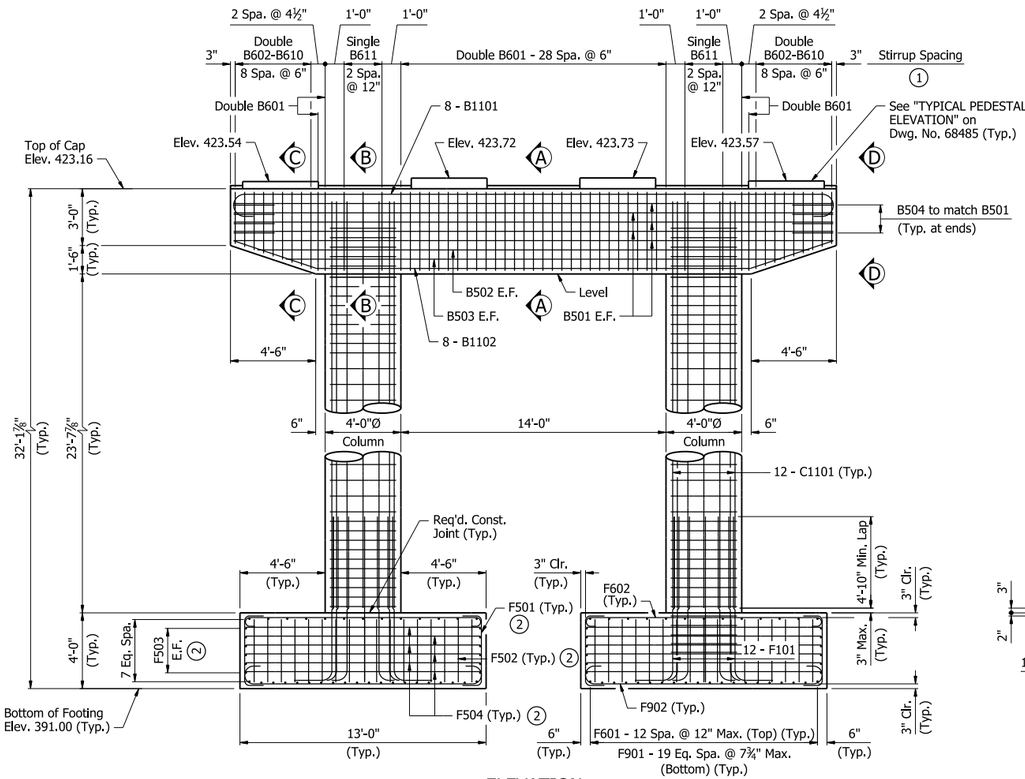
PLAN
¼" = 1'-0"



LAYOUT OF FOOTINGS
¼" = 1'-0"

Notes:
For "GENERAL NOTES", see Dwg. No. 68476.

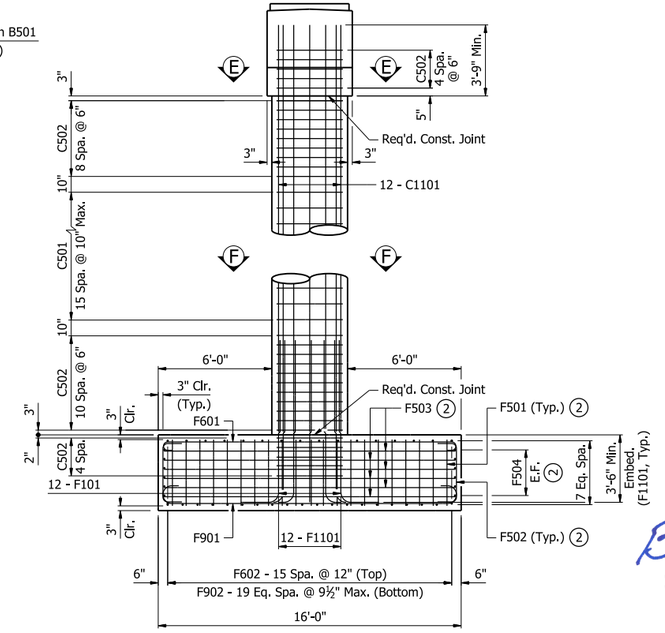
For "SECTION A-A" thru "SECTION C-C", "VIEW D-D", & "SECTION E-E", & "SECTION F-F", see Dwg. No. 68485.



ELEVATION
¼" = 1'-0"
Looking Upstation

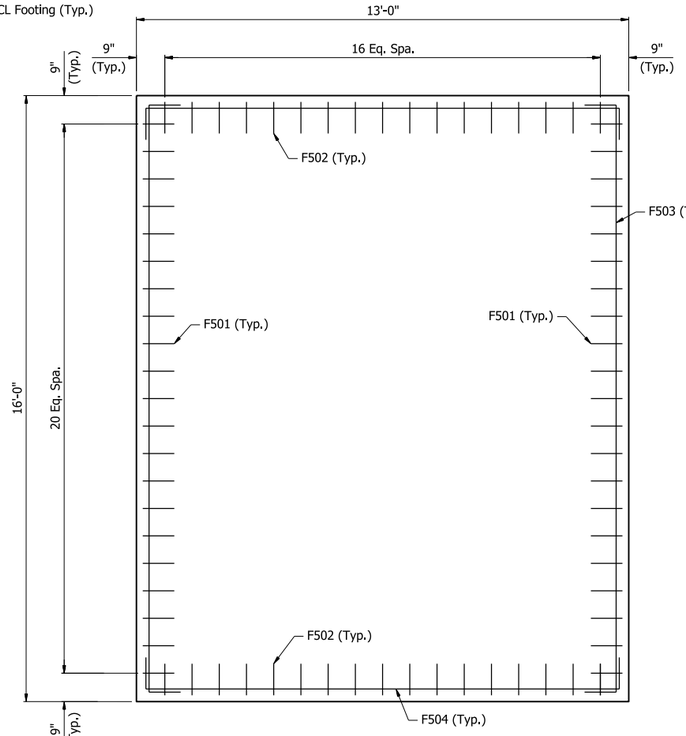
(1) Contractor shall adjust B601 to B610 bar spacing to accommodate anchor bolts or sheet metal sleeves. B601 to B610 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

(2) See "REINFORCING PLAN".



END VIEW
¼" = 1'-0"

Note:
If column length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing in the regions identified above.



REINFORCING PLAN
½" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

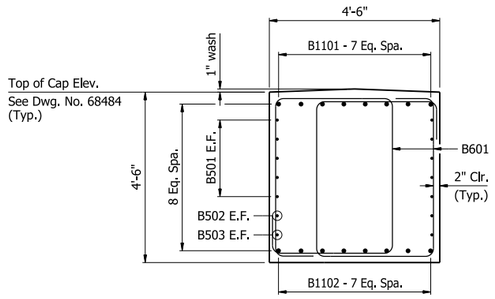
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 19996
BRENT T. JONES
Brent T. Jones
5/4/26
BRIDGE ENGINEER

DRAWN BY: CEM	DATE: 9/5/24	FILENAME: b040904x6_b21.dgn	
CHECKED BY: CCD	DATE: 9/6/24	SCALE: AS NOTED	
DESIGNED BY: CCD	DATE: 8/13/24		

BRIDGE NO. 07691 DRAWING NO. 68484

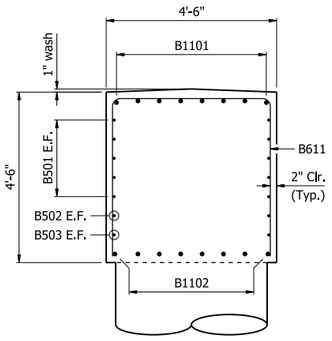
PRINT DATE: 4/10/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		07691 - INT. BENT - 68485				



SECTION A-A

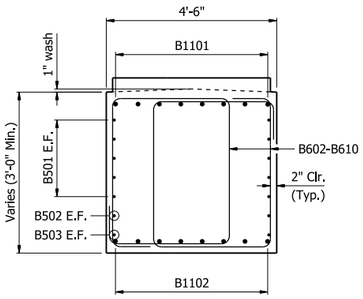
½" = 1'-0"



SECTION B-B

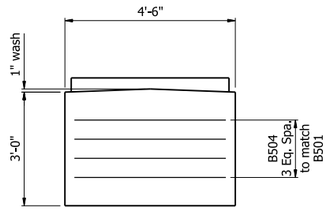
½" = 1'-0"
(Column reinforcing not shown for clarity)

Note:
Contractor shall adjust B1101 thru B1102 bar spacing to accommodate anchor bolts, sheet metal sleeves, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 4" and 10", respectively.



SECTION C-C

½" = 1'-0"
(Pedestal reinforcing not shown for clarity)

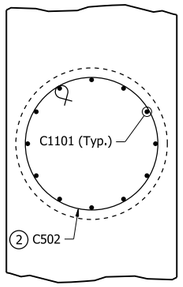


VIEW D-D

½" = 1'-0"

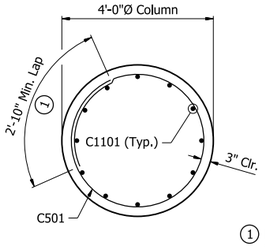
Notes:
For locations of "SECTION A-A" thru "SECTION C-C", "VIEW D-D", "SECTION E-E", & "SECTION F-F", see Dwg. No. 68484.

For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 68599 & 68600.



SECTION E-E

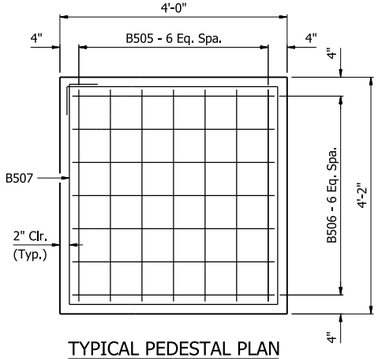
½" = 1'-0"
(Cap reinforcing not shown for clarity)



SECTION F-F

½" = 1'-0"

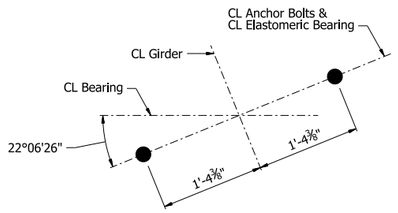
1. Location of lap splices in C501 ties shall be alternated 180° at adjacent ties.
2. Location of end hooks in C502 ties shall be alternated 180° at adjacent ties.



TYPICAL PEDESTAL PLAN

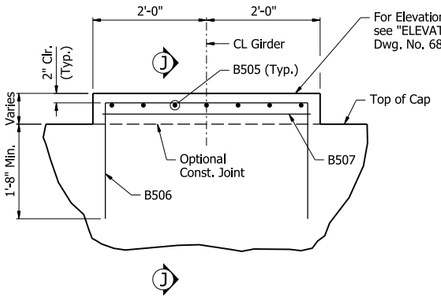
¾" = 1'-0"

Note:
Contractor shall adjust B505 & B506 bar spacing to accommodate anchor bolts and sheet metal sleeves.



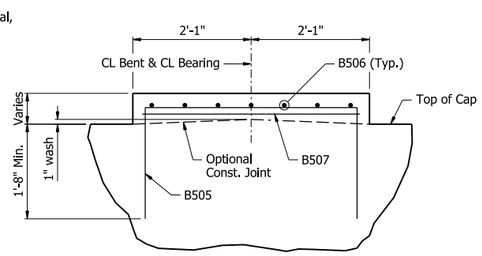
TYPICAL ANCHOR BOLT LAYOUT

1" = 1'-0"



TYPICAL PEDESTAL ELEVATION

¾" = 1'-0"



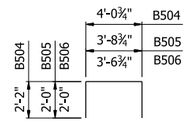
SECTION J-J

¾" = 1'-0"

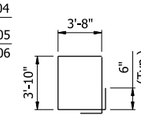
BAR LIST

Mark	Number Required	Length	Pin Dia.
B501	10	31'-8"	Str.
B502	2	29'-2"	Str.
B503	2	26'-2"	Str.
B504	8	8'-2"	2½"
B505	28	7'-6"	2½"
B506	28	7'-4"	2½"
B507	4	15'-6"	2½"
B601	66	15'-8"	4½"
B602 - B610	4 each	12'-10" to 15'-5"	4½"
B611	6	12'-2"	4½"
B1101	8	34'-9"	11¼"
B1102	8	32'-1"	11¼"
C501	32	13'-8"	-
C502	50	12'-4"	¾"
C1101	24	27'-5"	Str.
F501	84	4'-11"	2½"
F502	68	4'-9"	2½"
F503	24	16'-10"	2½"
F504	24	13'-10"	2½"
F601	26	16'-11"	4½"
F602	32	13'-11"	4½"
F901	40	17'-11"	9"
F902	40	14'-11"	9"
F1101	24	12'-4"	11¼"

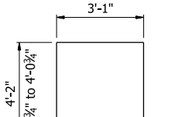
Bending Diagrams
(Dimensions are out to out of bars)



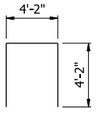
B504, B505, B506



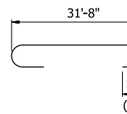
B507



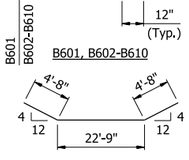
B601, B602-B610



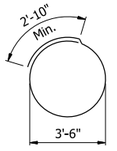
B611



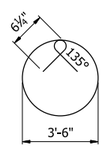
B1101



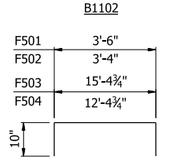
B1102



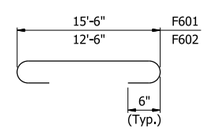
C501



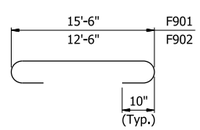
C502



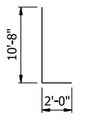
F501, F502, F503, F504



F601, F602



F901, F902



F1101

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

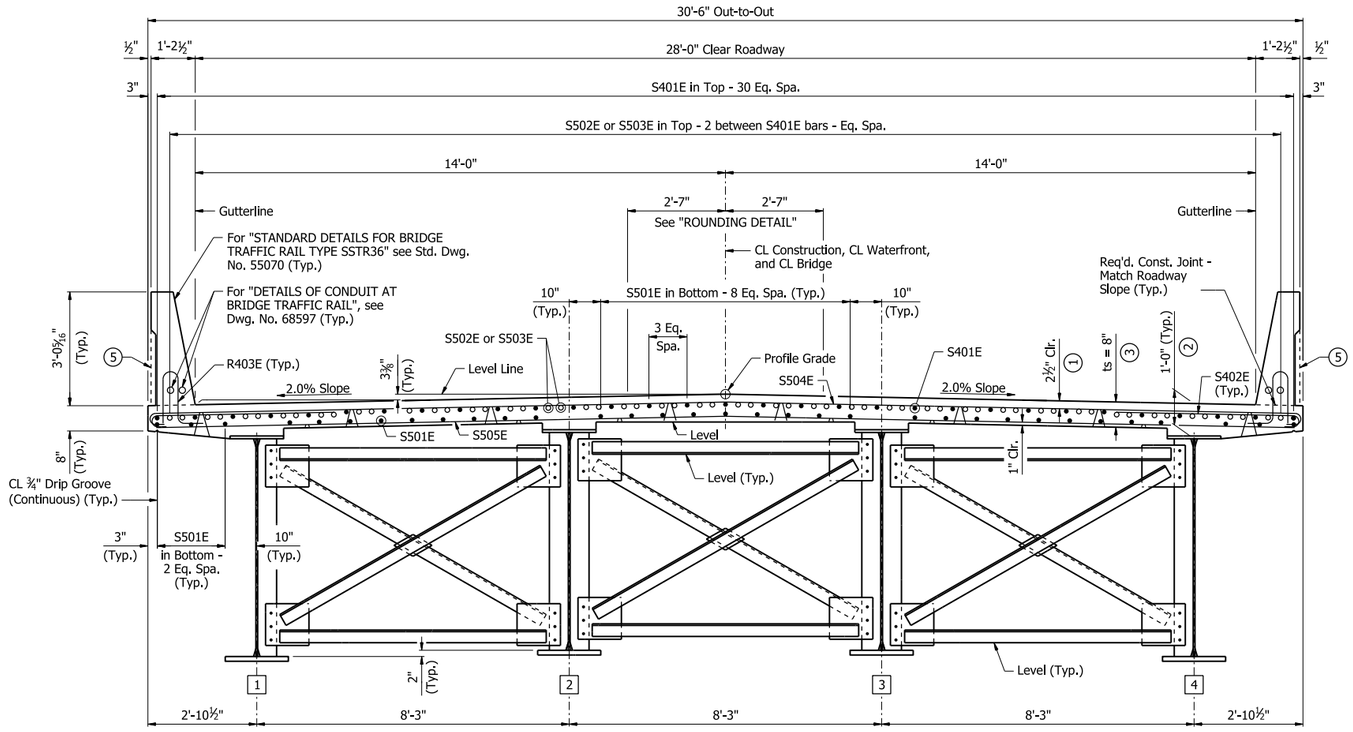
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 9/5/24
CHECKED BY: CCD DATE: 9/6/24
DESIGNED BY: CCD DATE: 8/13/24
FILENAME: b040904x6_b22.dgn
SCALE: AS NOTED

BRIDGE NO. 07691 DRAWING NO. 68485

PRINT DATE: 4/7/2026

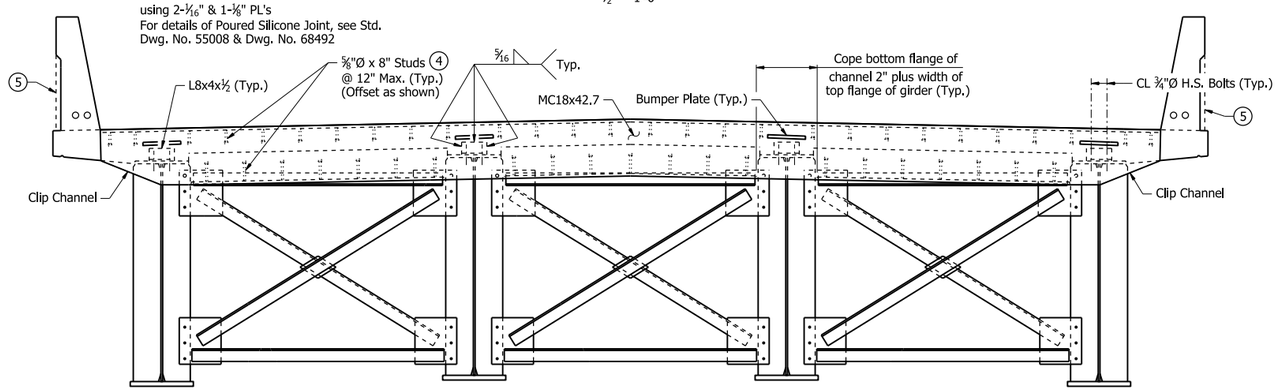
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	375	742
		07691 - 280'-0" UNIT - 68486				



Expansion Device:
Roadway Channel - MC18x42.7
Connection Angles - L8x4x½
Detail Device ⅛" high & provide ¼" shims using 2-1/16" & 1-⅛" PL's
For details of Poured Silicone Joint, see Std. Dwg. No. 55008 & Dwg. No. 68492

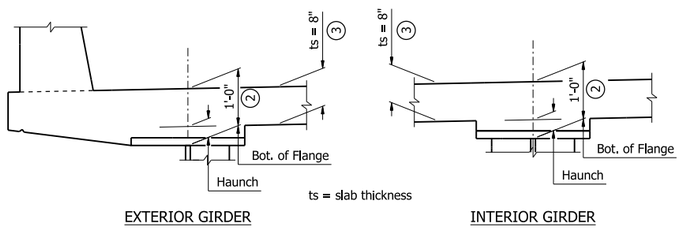
TYPICAL ROADWAY SECTION

½" = 1'-0"



TYPICAL ROADWAY SECTION THRU POURED SILICONE JOINT

½" = 1'-0"



ADJUSTMENT FOR SLAB THICKNESS TOLERANCE

¾" = 1'-0"

Notes:
For details of Bridge Finishes and Protective Surface Treatment, see Dwg No. 68476.

Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full-length lower runners directly on removable deck forms will not be allowed.

For "PARTIAL REINFORCING PLAN AND POURING SEQUENCE", see Dwg. No. 68491.

For "ROUNDING DETAIL", see Std. Dwg. No. 55007.

For X-Frame details, see Dwg. No. 68489.

(1) Tolerance: Minus = ½"; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE".

(2) Haunch dimensions may vary within the following limits to maintain the grade and slab thickness tolerance:

Top Flange	Haunch Adjustment Tolerance	
	Plus	Minus
¾" x 17"	½"	2½"
1¾" x 19"	1½"	1½"

No increase in concrete and structural steel quantities will be made to maintain tolerances. Tolerances shown are applicable for both removable deck forming and permanent steel deck forms. Payment for concrete shall be based on removable deck forming.

(3) Tolerance: Minus = ¼"; Plus = ½". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

(4) For "DETAILS OF ALTERNATE ANCHORS", see Dwg. No. 68490.

(5) For details of Architectural Finish on rails, see Dwg. No. 68492.

SLAB REINFORCING:

Longitudinal: S401E in Top placed as shown.
S502E or S503E in Top placed as shown over Intermediate Bents.
S501E in Bottom placed as shown.

Transverse: S504E in Top @ 6".
S505E in Bottom @ 7½" Max.
S402E in Top @ 12", Bundled with S504E.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 7
DETAILS OF 280'-0" CONTINUOUS PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

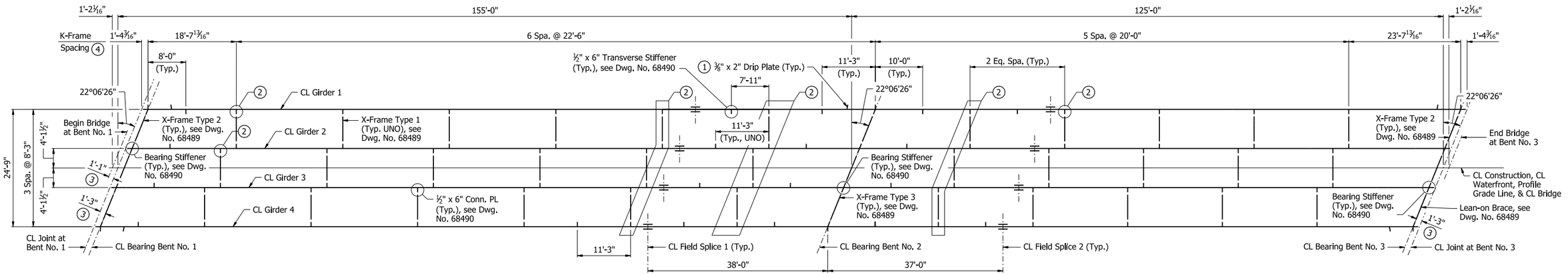
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CHECKED BY: RLW DATE: 7/15/24
DESIGNED BY: SCB DATE: 2/6/24
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SCALE: AS NOTED

BRIDGE NO. 07691 DRAWING NO. 68486

PRINT DATE: 4/9/2026

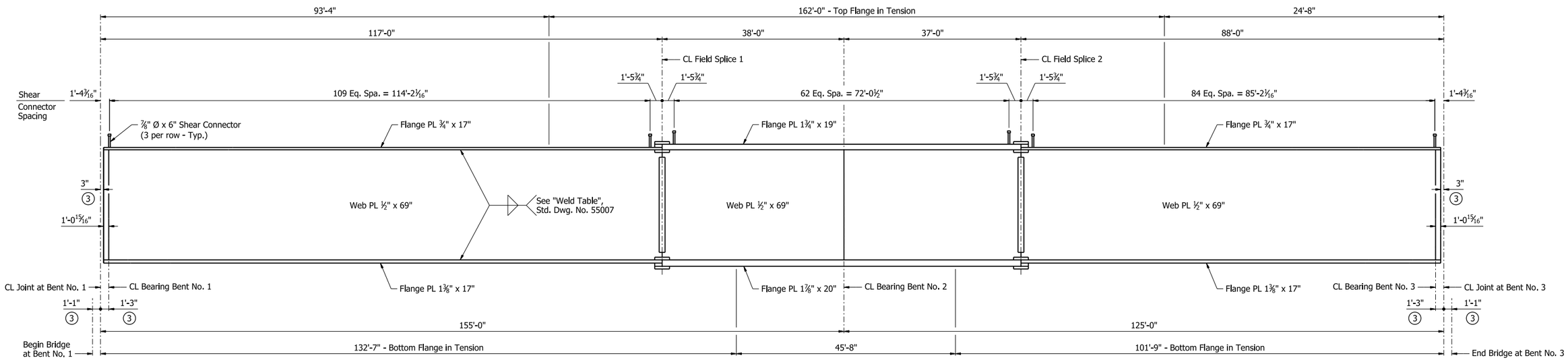
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	376	742
		07691 - 280'-0" UNIT - 68487				

Stations Increase



FRAMING PLAN

3/32" = 1'-0"



Notes:
All Structural Steel shall be ASTM A709, Grade 50 unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50)."

For "DETAILS OF FIELD SPLICES", see Dwg. No. 68488.

For Dead Load Deflections, see Dwg. No. 68490.

Longitudinal dimensions in the Framing Plan are horizontal and measured along CL Waterfront, UNO.

Longitudinal dimensions in the Girder Elevation are horizontal and measured along CL Girder, UNO.

Transverse dimensions are measured normal to CL Waterfront, UNO.

All intermediate cross frames are normal to CL Waterfront.

All transverse stiffeners are normal to CL Girder.

For plan view of top flange at end of girder, see "STANDARD DETAILS FOR POURED SILICONE JOINTS", Std. Dwg. No. 55008.

(1) Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.

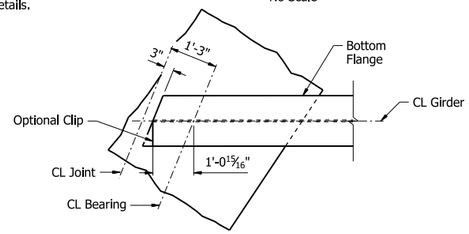
(2) Connection Plates acting as transverse stiffeners.

(3) Normal to CL Joint.

(4) Measured along right face of Girders 1 thru 3.

GIRDER ELEVATION

No Scale



PLAN AT END BENT

1/2" = 1'-0"
(Bent No. 1 shown, Bent No. 3 similar)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 7
DETAILS OF 280'-0" CONTINUOUS PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 6/18/24
CHECKED BY: KBJ DATE: 7/15/24
DESIGNED BY: SCB DATE: 2/06/24
FILENAME: b040904x6_s12.dgn
SCALE: AS NOTED

BRIDGE NO. 07691 DRAWING NO. 68487

PRINT DATE: 4/8/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	377	742
		07691 - 280'-0" UNIT - 68488				

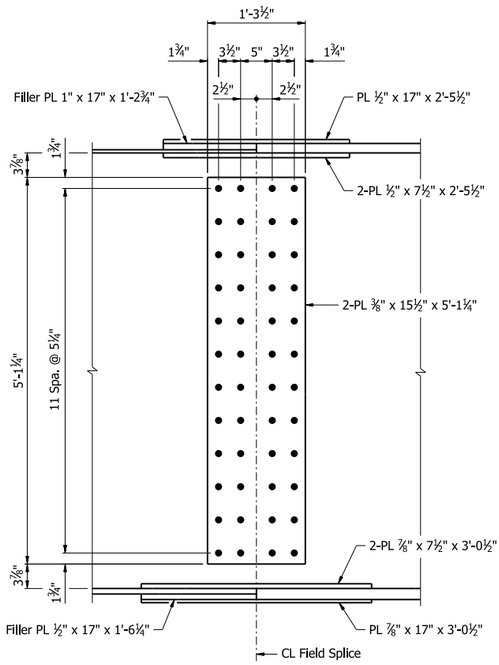
Notes:
For location of field splices, see Dwg. Nos. 68487.

All field splice bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

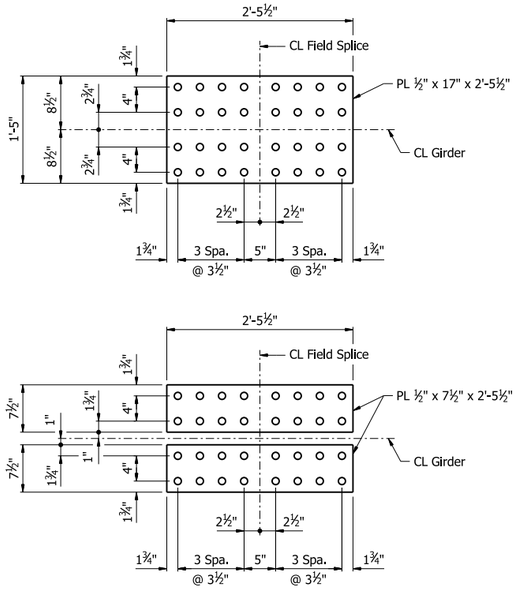
All holes for splice bolts shall be 1⅛"Ø.

All structural steel shall be ASTM A709, Grade 50, unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50)."

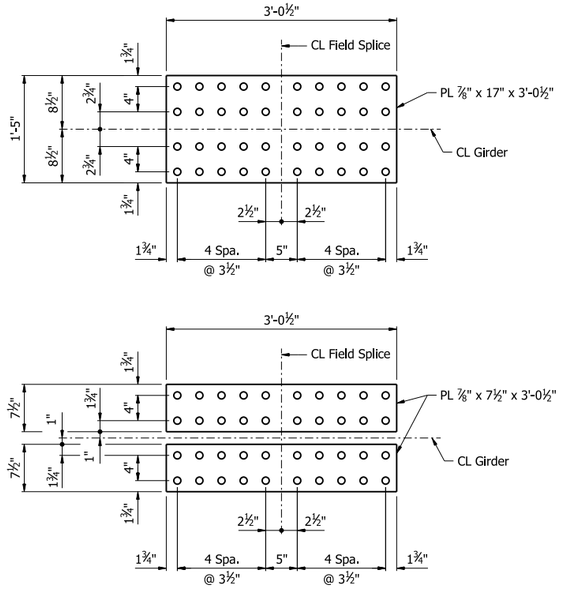
Bolted field splices may either be eliminated or shop weld splices may be substituted with the approval of the Engineer. Payment will be made on the basis of plan quantities.



WEB SPLICE



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

DETAILS OF FIELD SPLICES

PRINT DATE: 3/16/2026

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 7
DETAILS OF 280'-0" CONTINUOUS
PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

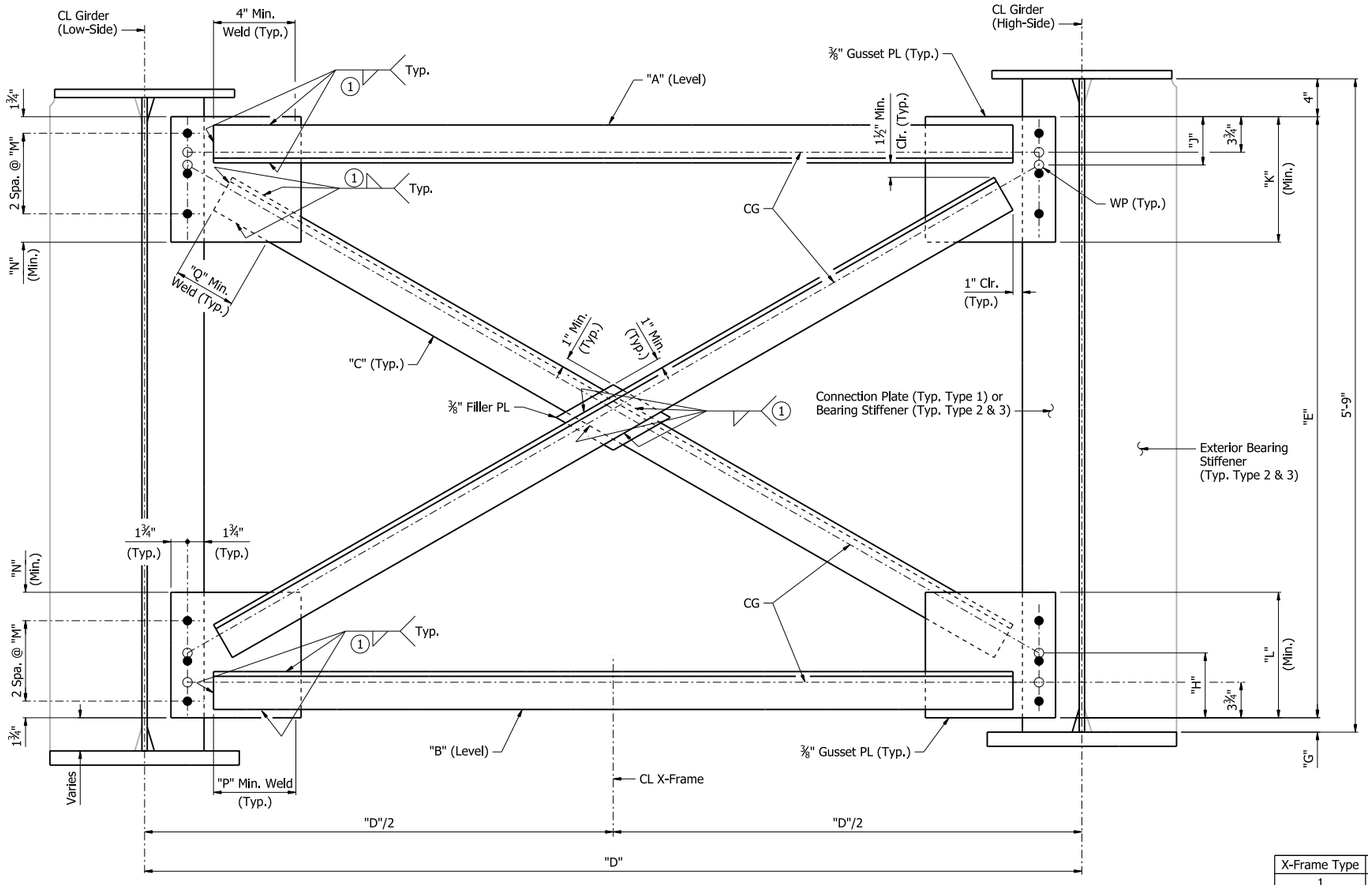
ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

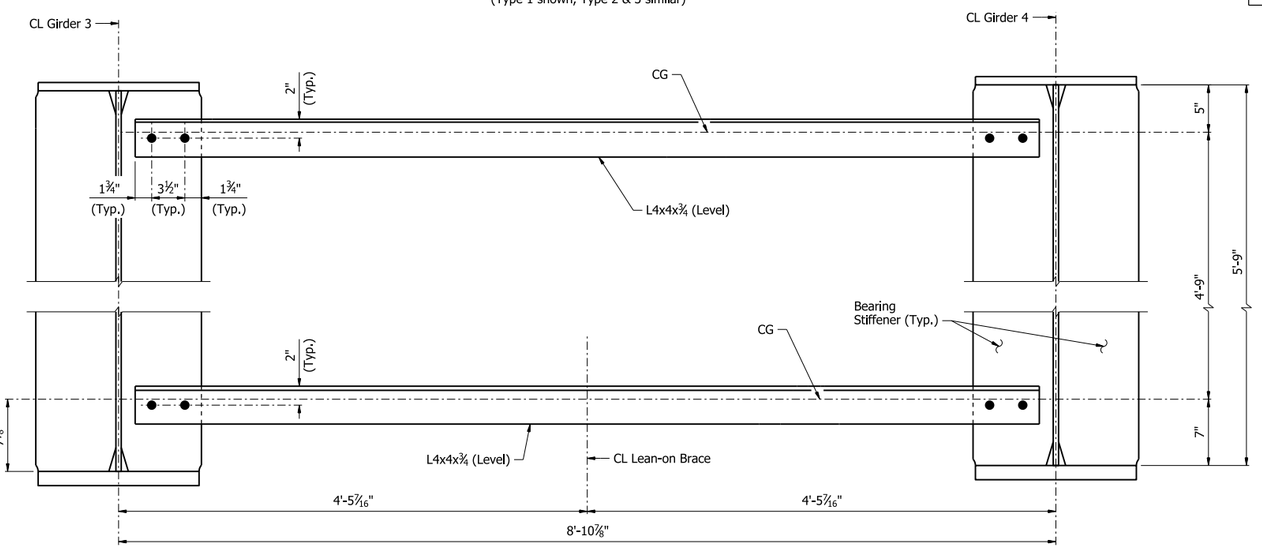
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DESIGNED BY: SCB DATE: 2/6/24
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SCALE: No Scale

BRIDGE NO. 07691 DRAWING NO. 68488

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	378	742
		07691 - 280'-0" UNIT - 68489				



DETAIL OF X-FRAMES
(Type 1 shown, Type 2 & 3 similar)



DETAIL OF LEAN-ON BRACE

Notes:
All Structural Steel shall be ASTM A709, Grade 50 unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50)."

For location of X-Frames and Lean-on Brace, see Dwg. No. 68487.

All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

All holes shall be drilled for X-Frames and Lean-on Brace connections and shall be 1⅛"Ø.

For Connection Plate and Bearing Stiffener details, see Dwg. No. 68490.

X-Frames and Lean-on Brace are symmetric about CL, UNO.

Fabricator shall size gusset PL to satisfy minimum edge distances and clear distances. Gusset PL shape can be rectangular or incorporate clips as needed.

(1) See "WELD TABLE", Std. Dwg. No. 55007.

TABLE OF VARIABLES

X-Frame Type	"A"	"B"	"C"	"D"	"E"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"Q"
1	L4x4x⅝	L4x4x⅝	L4x4x⅝	8'-3"	5'-3½"	1½"	7"	5¼"	1'-1¼"	1'-1¼"	4¼"	3"	4"	5½"
2	L4x4x¾	L4x4x¾	L4x4x¾	8'-10⅞"	5'-1"	4"	7¼"	5¾"	1'-2"	1'-2"	4¾"	2¾"	4½"	7½"
3	L4x4x¾	L4x4x¾	L4x4x¾	8'-10⅞"	5'-1¾"	3¼"	7¼"	5½"	1'-2"	1'-2"	4¾"	2¾"	4"	7¼"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 4 OF 7
DETAILS OF 280'-0" CONTINUOUS PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

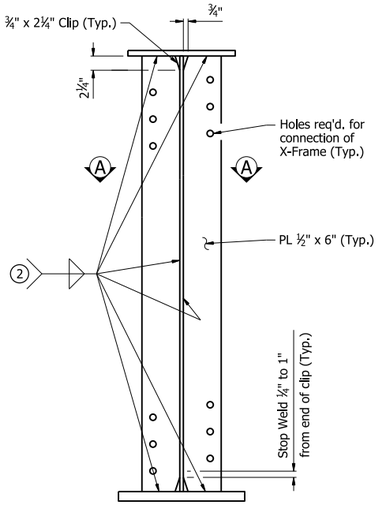
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 6/18/24
CHECKED BY: KBJ DATE: 7/19/24
DESIGNED BY: SCB DATE: 02/06/24
FILENAME: b040904x6_s14.dgn
SCALE: 1½" = 1'-0"

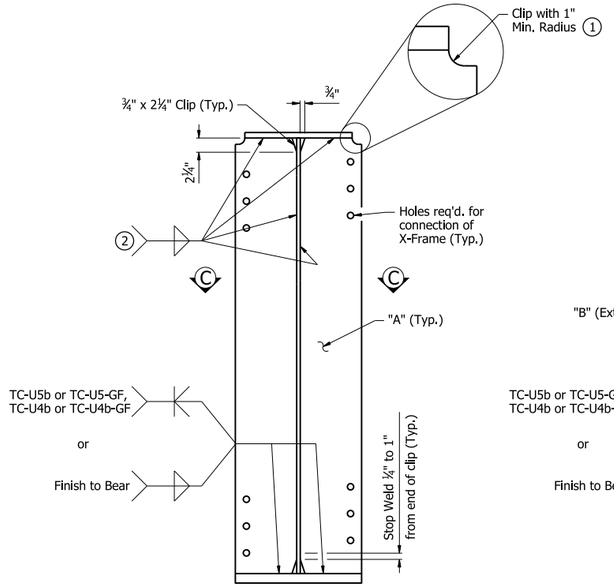
BRIDGE NO. 07691
DRAWING NO. 68489

PRINT DATE: 4/3/2026

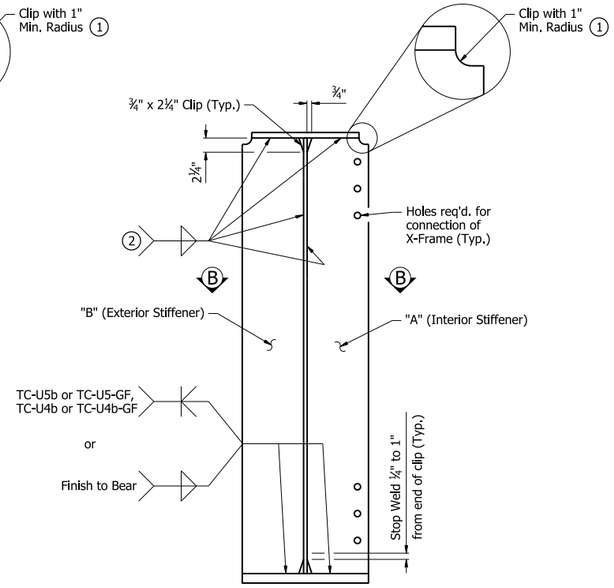
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	379	742
		07691 - 280'-0" UNIT - 68490				



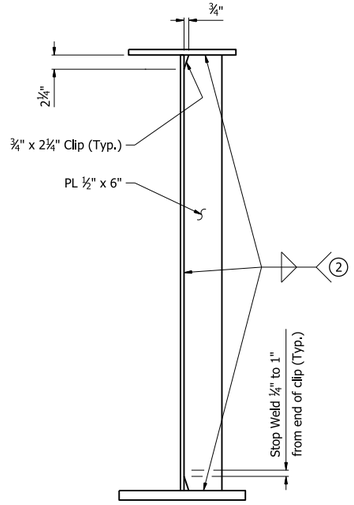
CONNECTION PLATES
(Located at X-Frame Type 1)
1" = 1'-0"



BEARING STIFFENERS AT INTERIOR GIRDERS
(X-Frame Type 2 & 3 Shown, Lean on Brace location similar)
1" = 1'-0"



BEARING STIFFENERS AT EXTERIOR GIRDERS
(X-Frame Type 2 & 3 Shown, Lean on Brace location similar)
1" = 1'-0"



TRANSVERSE STIFFENER
1" = 1'-0"

Notes:
All Structural Steel shall be ASTM A709, Grade 50 unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-GR50)."

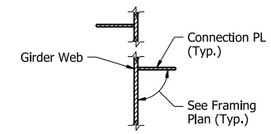
For location of stiffeners and connection plates, see Dwg. No. 68487.

For details of X-Frames and Lean-on Brace, see Dwg. No. 68489.

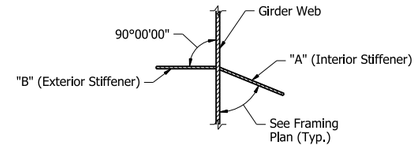
For "Standard Details For Poured Silicone Joints", see Std. Dwg. No 55008.

(1) If permanent steel bridge deck forms are used, the Fabricator shall clip the plates as necessary to accommodate the deck form support.

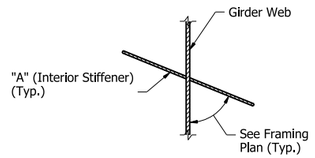
(2) See "WELD TABLE" for minimum weld sizes on Std. Dwg. No. 55007.



SECTION A-A
1" = 1'-0"



SECTION B-B
1" = 1'-0"



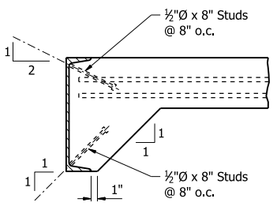
SECTION C-C
1" = 1'-0"

TABLE OF DEAD LOAD DEFLECTIONS (INCHES)

Span	Point of Deflection	Structural Steel				Structural Steel + Slab				Structural Steel + Slab + Rail			
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 1	Girder 2	Girder 3	Girder 4	Girder 1	Girder 2	Girder 3	Girder 4
Span 1	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	0.1	0.364	0.367	0.367	0.363	1.524	1.543	1.544	1.522	1.691	1.667	1.672	1.694
	0.2	0.672	0.677	0.678	0.672	2.809	2.847	2.850	2.813	3.117	3.080	3.089	3.126
	0.3	0.886	0.893	0.893	0.887	3.701	3.752	3.750	3.709	4.106	4.066	4.066	4.116
	0.4	0.985	0.993	0.993	0.987	4.109	4.163	4.162	4.118	4.562	4.516	4.515	4.566
	0.5	0.965	0.971	0.971	0.966	4.015	4.062	4.065	4.026	4.464	4.411	4.409	4.464
	0.6	0.836	0.841	0.843	0.838	3.467	3.509	3.516	3.483	3.864	3.815	3.814	3.862
	0.7	0.628	0.634	0.635	0.631	2.596	2.632	2.639	2.611	2.901	2.863	2.860	2.898
	0.8	0.388	0.392	0.393	0.390	1.599	1.620	1.626	1.609	1.792	1.764	1.761	1.787
	0.9	0.164	0.165	0.166	0.165	0.676	0.680	0.685	0.679	0.760	0.742	0.741	0.753
Span 2	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	0.1	-0.029	-0.029	-0.029	-0.031	-0.136	-0.134	-0.132	-0.142	-0.141	-0.152	-0.146	-0.139
	0.2	-0.010	-0.008	-0.009	-0.012	-0.073	-0.060	-0.065	-0.079	-0.060	-0.077	-0.075	-0.054
	0.3	0.036	0.040	0.039	0.035	0.111	0.133	0.128	0.102	0.155	0.129	0.132	0.161
	0.4	0.096	0.100	0.099	0.094	0.354	0.383	0.378	0.344	0.432	0.399	0.401	0.436
	0.5	0.150	0.155	0.154	0.148	0.582	0.616	0.611	0.572	0.688	0.651	0.651	0.689
	0.6	0.182	0.187	0.187	0.180	0.720	0.758	0.754	0.711	0.841	0.805	0.803	0.840
	0.7	0.182	0.187	0.187	0.181	0.730	0.763	0.763	0.725	0.849	0.813	0.812	0.846
	0.8	0.148	0.152	0.152	0.147	0.597	0.625	0.624	0.593	0.694	0.666	0.662	0.689
	0.9	0.084	0.086	0.086	0.083	0.339	0.353	0.354	0.336	0.395	0.376	0.375	0.390
	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Notes:
Camber for dead load deflection +/- 1#4" tolerance. Deflections shown are along CL Girder from a chord from CL Bearing to CL Bearing. Negative sign (-) indicates point above chord. Vertical curve corrections are not included. Superelevation transition corrections not included.

The additional weight for the permanent steel deck forms are included in the slab dead load deflections. Revisions to the deflection tables may be necessary upon review of the Contractor's submitted forming details.

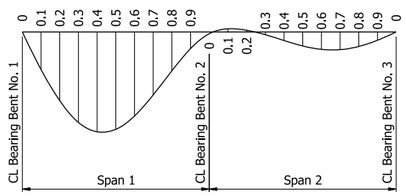


Note:
As an alternate to ⅝"Ø studs, ½"Ø x 8" studs spaced as shown may be used. Use weight of ⅝"Ø stud as basis of measurement of structural steel in anchors.

DETAILS OF ALTERNATE ANCHORS
1" = 1'-0"

TABLE OF BEARING STIFFENERS

Bent No.	"A"	"B"
1 & 3	PL ¾" x 8⅜"	PL ¾" x 8⅛"
2	PL ⅞" x 10"	PL ⅞" x 9⅝"

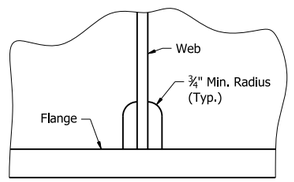


DEAD LOAD DEFLECTION DIAGRAM
No Scale

TABLE OF SILICONE JOINT DATA

Bent No.	"A" - Width perpendicular to joint at 24 hour average temperature of:			"B" - Width perpendicular to joint at 24 hour average temperature of:	Bumper Plate Size
	40° F	60° F	80° F	60° F	
1	2¼"	2"	1¾"	3"	1" x 1" x 12"
3	2 3/16"	2"	1 13/16"	3"	1" x 1" x 12"

The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary. Installation is limited to 40° F min. and 80° F max. The temperature limitations by the lubricant-adhesive manufacturer shall be observed.



Height and width of clip shall be as noted in other details.

ALTERNATIVE CLIP DETAIL
No Scale
(For Bearing Stiffeners, Transverse Stiffeners, and Cross-frame Connection Plates)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 5 OF 7
DETAILS OF 280'-0" CONTINUOUS PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

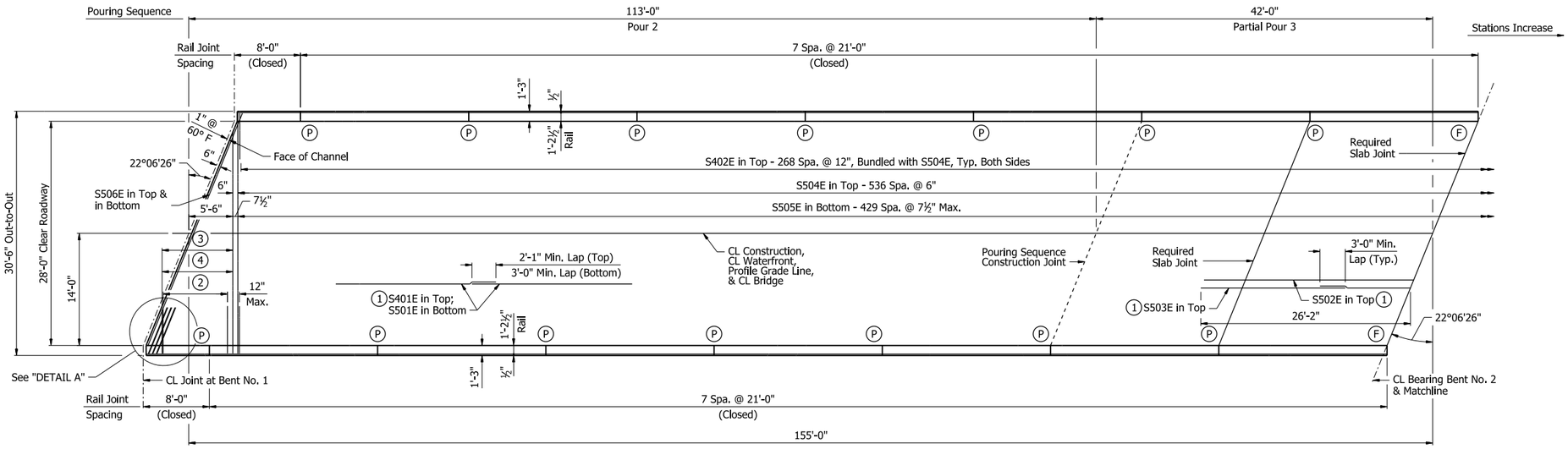
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: KBJ DATE: 7/17/24 SCALE: AS NOTED
DESIGNED BY: SCB DATE: 2/6/24

BRIDGE NO. 07691 DRAWING NO. 68490

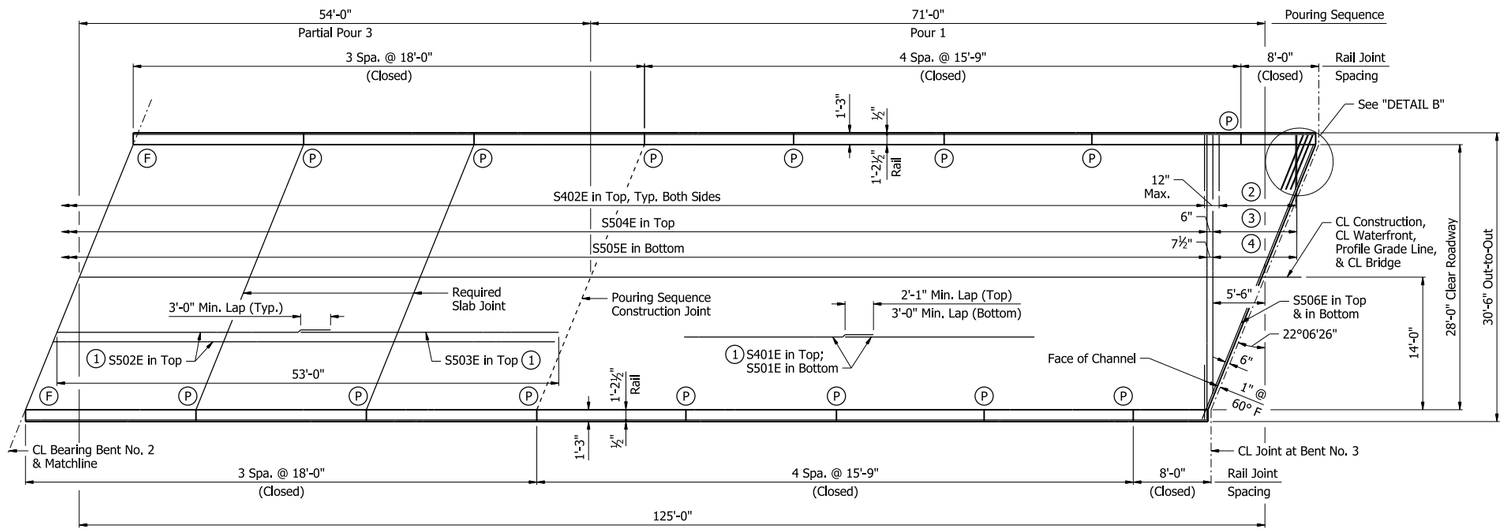
PRINT DATE: 4/9/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	380	742
		07691 - 280'-0" UNIT - 68491				



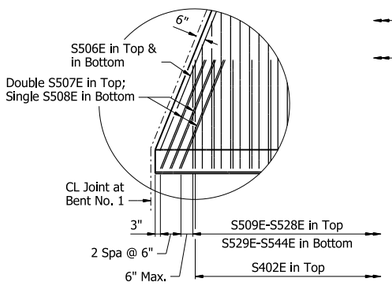
PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



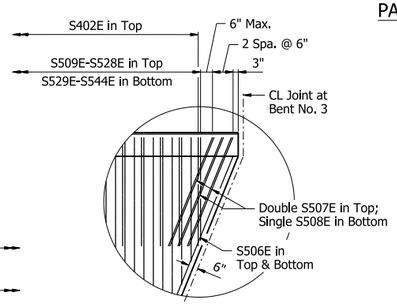
PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



DETAIL A

¼" = 1'-0"



DETAIL B

¼" = 1'-0"

Slab Pouring Sequence Notes:
Pours with the same number may be placed simultaneously or separately. All pours must be placed in order sequentially. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between the end of a pour and the start of an adjacent pour.

Concrete in bridge superstructure shall be placed, consolidated, and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

For pours adjacent to Poured Silicone Joints, see Std. Dwg. No. 55008 to coordinate pours with joint installation.

A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

Notes:
Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.

All longitudinal dimensions are along CL Bridge. All transverse reinforcing steel shall be placed normal to CL Bridge, unless shown otherwise.

For "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007.

For "STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36", see Std. Dwg. No. 55070.

For "STANDARD DETAILS FOR POURED SILICONE JOINTS", see Std. Dwg. No. 55008.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68486.

(2) S402E in Top - 9 Spa. @ 12", Bundled with S509E-S528E

(3) S509E-S528E in Top - 19 Spa. @ 6"

(4) S529E-S544E in Bottom - 15 Spa. @ 7½"

(F) CL Full-Depth Rail Joint

(P) CL Partial-Depth Rail Joint

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 6 OF 7
DETAILS OF 280'-0" CONTINUOUS PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

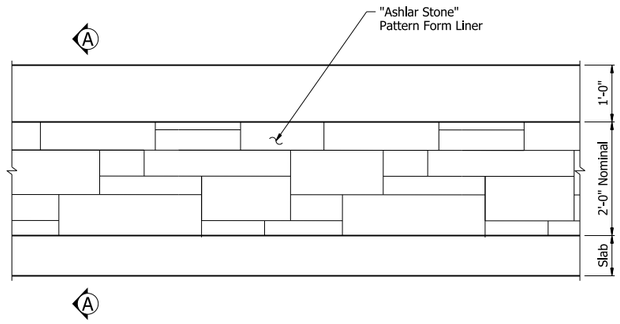
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DESIGNED BY:	RCR	DATE:	7/21/22		

BRIDGE NO. 07691 DRAWING NO. 68491

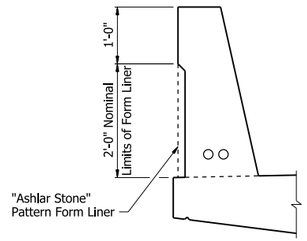
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		6	ARK.	040904	381	742
		07691 - 280'-0" UNIT - 68492				



RAIL ARCHITECTURAL FINISH ELEVATION

(Rail on bridge slab shown, Rail on wingwall similar)

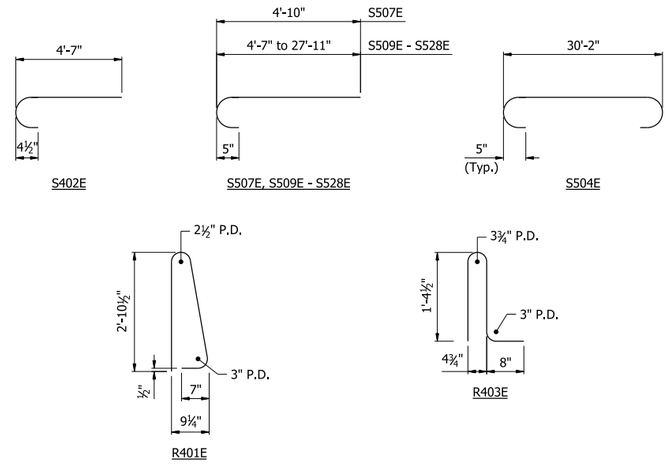


SECTION A-A

Note:
For details not shown, see Special Provision "ARCHITECTURAL FINISH"

BAR LIST

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
S401E	217	41'-9"	Str.	
S402E	558	5'-1"	3"	
S501E	175	58'-4"	Str.	
S502E	60	60'-0"	Str.	
S503E	60	22'-4"	Str.	
S504E	537	31'-4"	3¾"	
S505E	430	30'-2"	Str.	
S506E	4	32'-1"	Str.	
S507E	12	5'-5"	3¾"	
S508E	6	4'-10"	Str.	
S509E - S528E	2 each	5'-2" to 28'-6"	3¾"	
S529E - S544E	2 each	4'-10" to 27'-11"	Str.	
R401E	1124	6'-4"	3"	
R402E	112	5'-6"	Str.	
R403E	1124	3'-6"	3"	
R404E	32	7'-8"	Str.	
R405E	64	15'-5"	Str.	
R406E	48	17'-8"	Str.	
R407E	112	20'-8"	Str.	



All bars designated with an "E" suffix are to be epoxy coated.

RAIL VARIABLES

Closed Rail Panels		
Panel Length	"A"	RXXXE
8'-0"	15	R404E
15'-9"	31	R405E
18'-0"	35	R406E
21'-0"	41	R407E

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON

5/4/26

BRIDGE ENGINEER

SHEET 7 OF 7
DETAILS OF 280'-0" CONTINUOUS
PLATE GIRDER UNIT
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

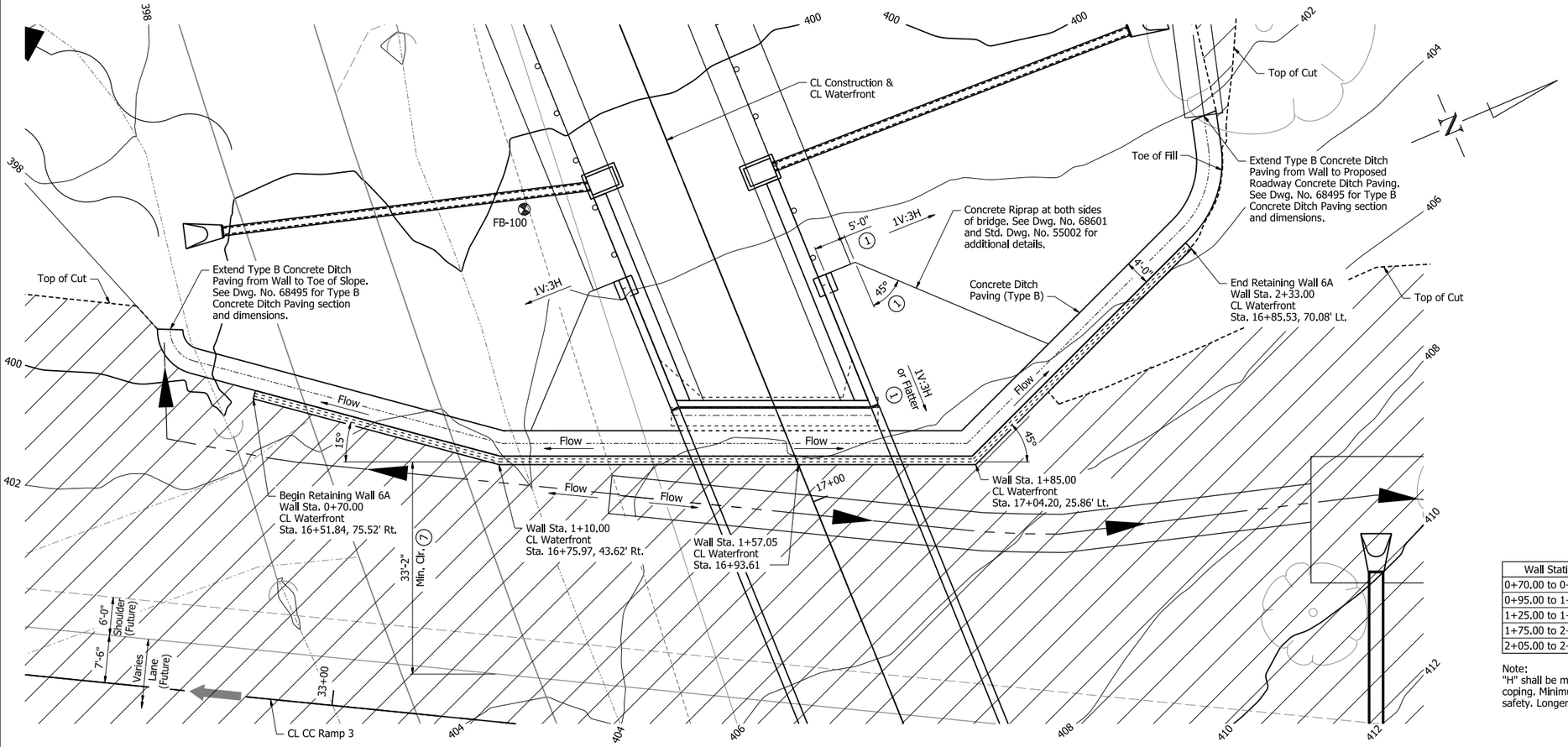
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LITTLE ROCK, ARK.

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BRIDGE NO. 07691 DRAWING NO. 68492

PRINT DATE: 4/13/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	382	742
		07691 - RETAINING WALLS - 68493				



PLAN
1" = 10'-0"

Notes:
For "SECTION A-A" & "SECTION B-B", see Dwg. No. 68495.

Wall stationing and Wall elevations shown are measured along Profile Grade Line at top of coping.

Offset dimensions for Retaining Wall 6A are measured from CL Construction & CL Waterfront to outside vertical face of coping.

For "FORM INSERT DETAILS ON MSE WALLS", see Dwg. No. 68496.

For "RETAINING WALL NOTES" and "TABLE OF QUANTITIES, see Dwg. No. 68496.

(1) Typical both sides of bridge.

(2) Wall Turnback, see plan view for angle.

(3) Install slip joints. Location to be determined by the Contractor prior to fabrication of panels.

(4) Embed the leveling pad a minimum of 2'-0" below Existing Ground along face of wall, Finished Ground along face of wall, or ditch flow line in front of wall, whichever is lower.

(5) From wall station 0+70.00 to 2+10.00, maximum elevation of leveling pad shall be 396.00.

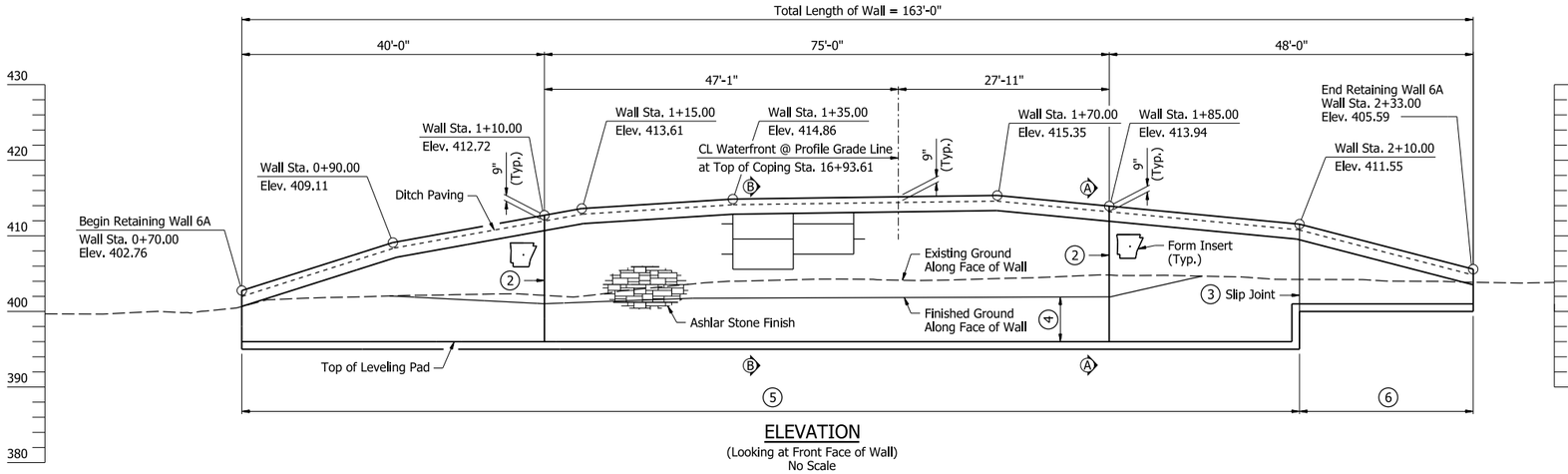
(6) From wall station 2+10.00 to 2+33.00, maximum elevation of leveling pad shall be 401.00.

(7) Min. clear from edge of lane to face of retaining wall.

RETAINING WALL 6A DESIGN PARAMETERS

Wall Station	Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
0+70.00 to 0+95.00	6.0	Greater of 0.9H or 8 feet
0+95.00 to 1+25.00	8.0	1.3H
1+25.00 to 1+75.00	8.7	25.0
1+75.00 to 2+05.00	8.0	1.3H
2+05.00 to 2+33.00	6.0	Greater of 0.9H or 8 feet

Note:
"H" shall be measured from the top of leveling pad elevation to the profile grade line at top of coping. Minimum strap lengths shown are required to meet global and external stability factor of safety. Longer strap lengths may be required by MSE wall designer for internal stability.



ELEVATION
(Looking at Front Face of Wall)
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 1
LAYOUT OF RETAINING WALL 6A
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

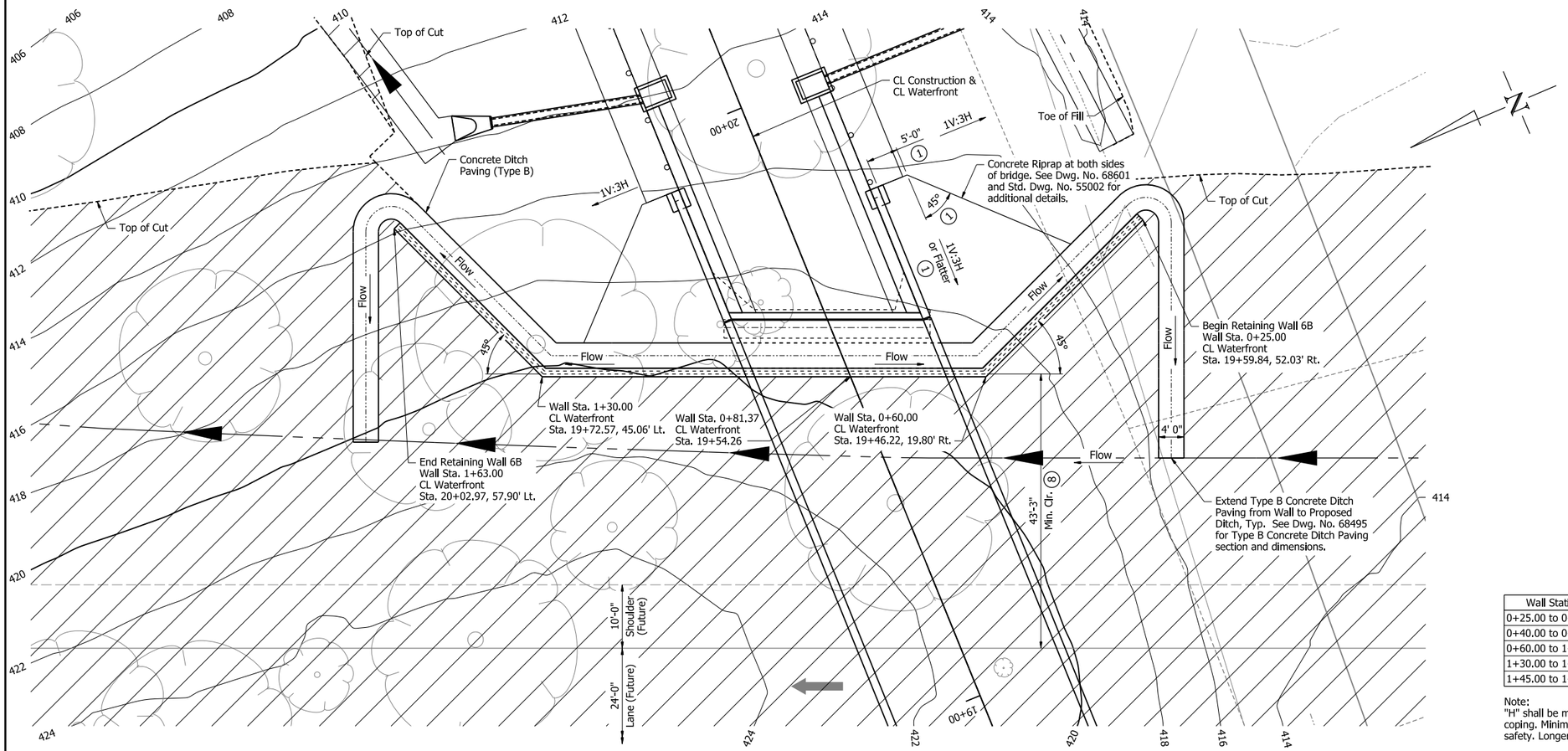
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LITTLE ROCK, ARK.

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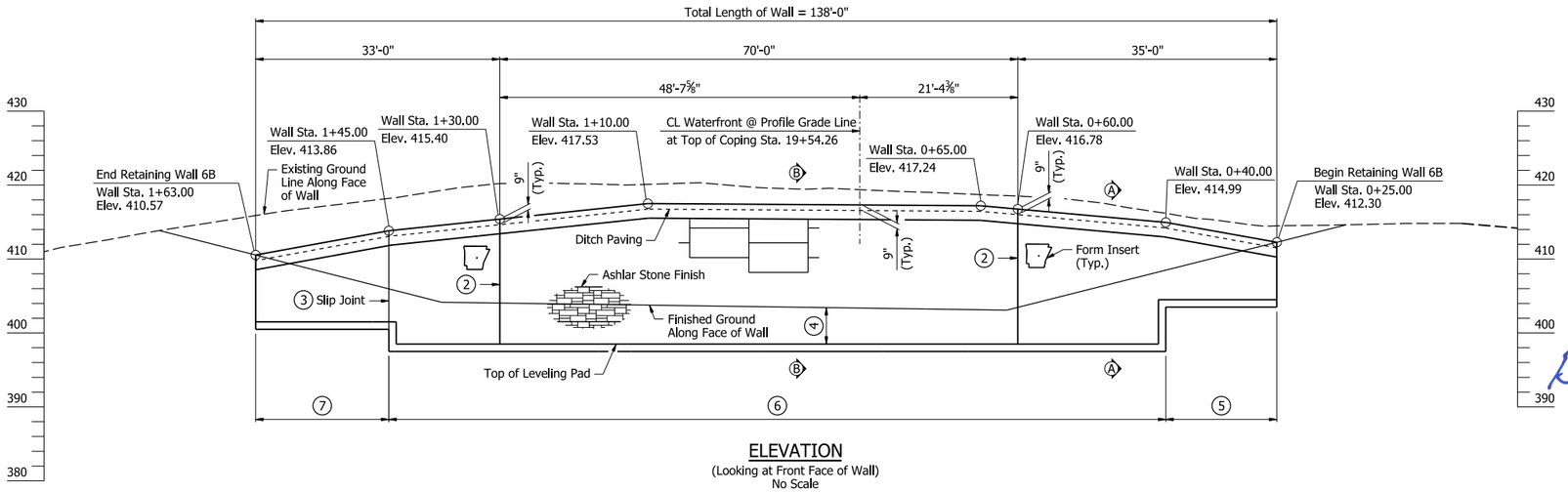
BRIDGE NO. 07691 DRAWING NO. 68493

PRINT DATE: 4/29/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	383	742
		07691 - RETAINING WALLS - 68494				



PLAN
1" = 10'-0"



ELEVATION
(Looking at Front Face of Wall)
No Scale

RETAINING WALL 6B DESIGN PARAMETERS

Wall Station	Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
0+25.00 to 0+40.00	6.1	Greater of 0.9H or 8 feet
0+40.00 to 0+60.00	8.2	1.3H
0+60.00 to 1+30.00	8.7	26.0
1+30.00 to 1+45.00	8.2	1.3H
1+45.00 to 1+63.00	6.1	Greater of 0.9H or 8 feet

Note:
"H" shall be measured from the top of leveling pad elevation to the profile grade line at top of coping. Minimum strap lengths shown are required to meet global and external stability factor of safety. Longer strap lengths may be required by MSE wall designer for internal stability.

Notes:
For "SECTION A-A" & "SECTION B-B", see Dwg. No. 68495.

Wall stationing and Wall elevations shown are measured along Profile Grade Line at top of coping.

Offset dimensions for Retaining Wall 6B are measued from CL Construction & CL Waterfront to outside vertical face of coping.

For "FORM INSERT DETAILS ON MSE WALLS", see Dwg. No. 68496.

For "RETAINING WALL NOTES" and "TABLE OF QUANTITIES, see Dwg. No. 68496.

(1) Typical both sides of bridge.

(2) Wall Turnback, see plan view for angle.

(3) Install slip joints. Location to be determined by the Contractor prior to fabrication of panels.

(4) Embed the leveling pad a minimum of 2'-0" below Existing Ground along face of wall, Finished Ground along face of wall, or ditch flow line in front of wall, whichever is lower.

(5) From wall station 0+25.00 to 0+40.00, maximum elevation of leveling pad shall be 404.50.

(6) From wall station 0+40.00 to 1+45.00, maximum elevation of leveling pad shall be 397.50.

(7) From wall station 1+45.00 to 1+63.00, maximum elevation of leveling pad shall be 401.50.

(8) Min. clear from edge of lane to face of retaining wall.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 1
LAYOUT OF RETAINING WALL 6B
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

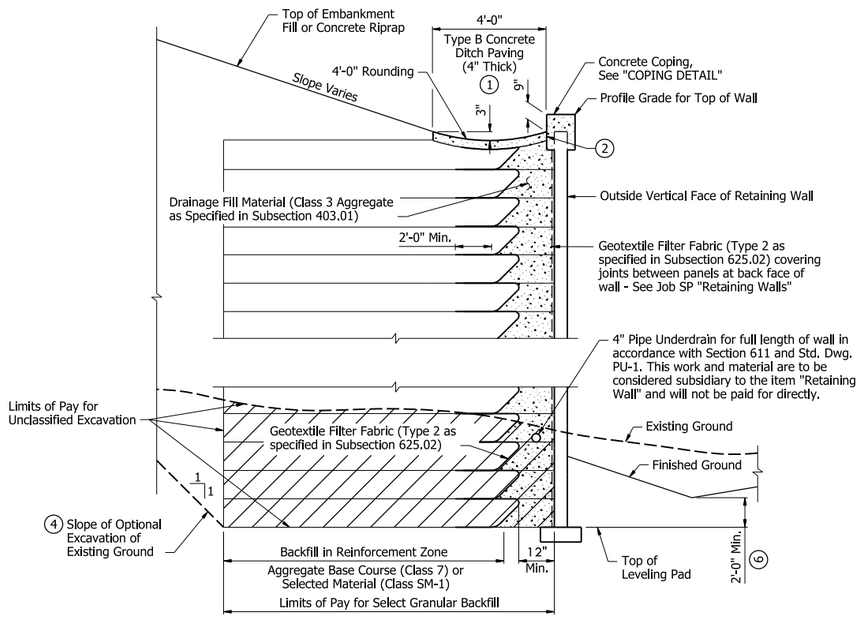
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ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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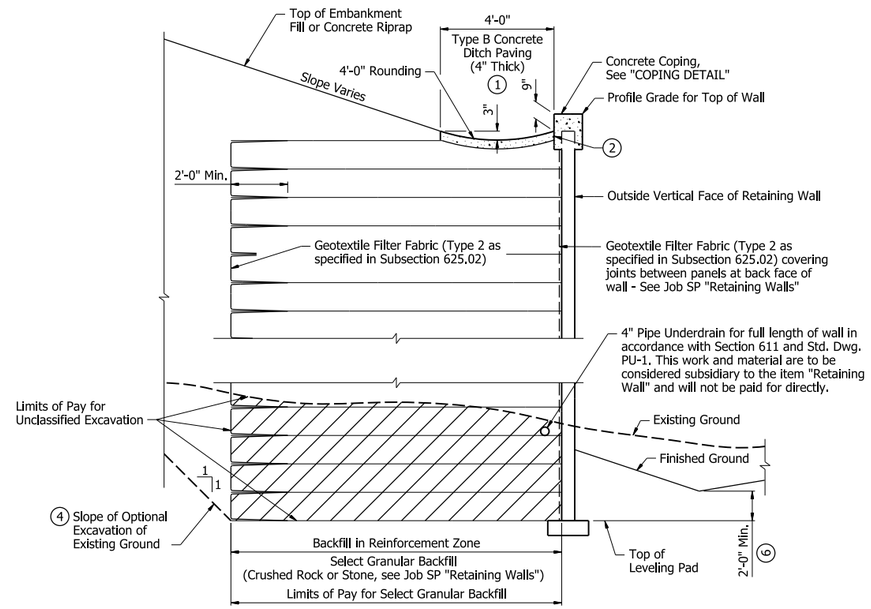
BRIDGE NO. 07691 DRAWING NO. 68494

PRINT DATE: 4/29/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	384	742
		07691 - RETAINING WALL - 68495				



SECTION A-A (BACKFILL METHOD A)
No Scale



SECTION A-A (BACKFILL METHOD B)
No Scale

Notes:
Global and external stability design parameters are included in the Geotechnical Report and are available upon request.

Minimum strap lengths shown are required to meet global and external stability factors of safety. Longer strap lengths may be required by MSE Wall Supplier/Designer for internal stability.

Foundation materials at bottom of wall shall be observed by qualified personnel to determine that wall is founded on suitable bearing materials.

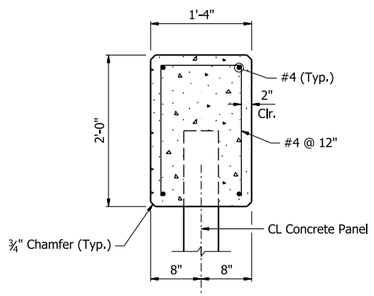
(1) The 4'-0" concrete ditch paving shall be constructed without the 3" weep holes. See Std. Dwg. No. CDP-1 for ditch paving details.

(2) ½" Preformed Joint Filler (AASHTO M 153, Type 1) per Subsection 501.02(h)(1). Seal with ½" x 1" Type 3 or 4 Joint Sealer per Subsection 501.02(h)(2).

(3) Casings shall be placed after excavation to top of leveling pad is completed and piles are installed. For locations of casings, see End Bent Detail drawings.

(4) The Contractor has the option of using a cut slope or shoring to maintain stability of the cut. Any excavation beyond the limits of Reinforcing Zone or any shoring used will not be paid for directly, but shall be considered incidental to the item "RETAINING WALL." See Job SP "RETAINING WALLS" for additional information.

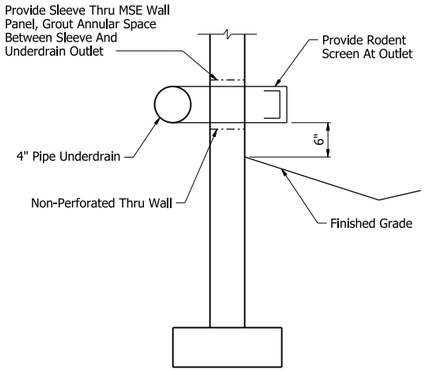
(6) See Wall Elevation Views for embedment requirements.



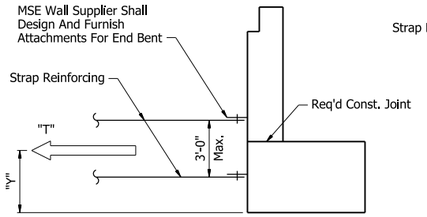
COPING DETAIL
No Scale

Notes:
Reinforcing steel and Class S(AE) Concrete for coping shall not be paid for directly, but will be considered subsidiary to the item "Retaining Wall."

Precase coping may be substituted for cast-in-place coping shown.



OUTLET DETAIL
No Scale



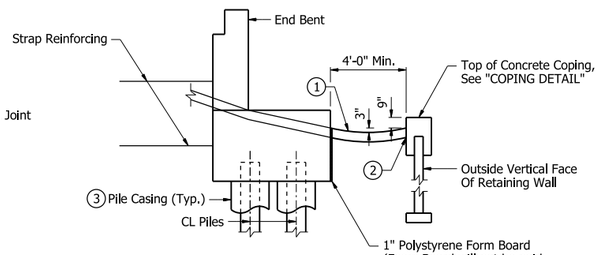
END BENT STRAP DETAIL
No Scale

T = Resultant Force Required To Be Resisted By Strap Reinforcing

Y = Centroid Of Strap Reinforcing

LIMIT STATE	T (5) Kips/Ft.	Y Ft.
Service	7.8	3.75
Strength	10.6	

(5) The provided loads do not include any additional loadings due to heavy construction equipment such as cranes. If the Contractor anticipates bringing heavy construction equipment within 10' of the backwall, they shall coordinate with the MSE wall supplier to design strap reinforcing for the anticipated loadings. Design computations shall accompany the wall design submittal to review by the Engineer. See SP "Retaining Walls" for additional information.



SECTION B-B
No Scale

Note:
Details not shown of Filter Fabric, Drainage Fill, and Backfill are similar to those shown in "SECTION A-A".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 2
COMMON DETAILS OF RETAINING WALLS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

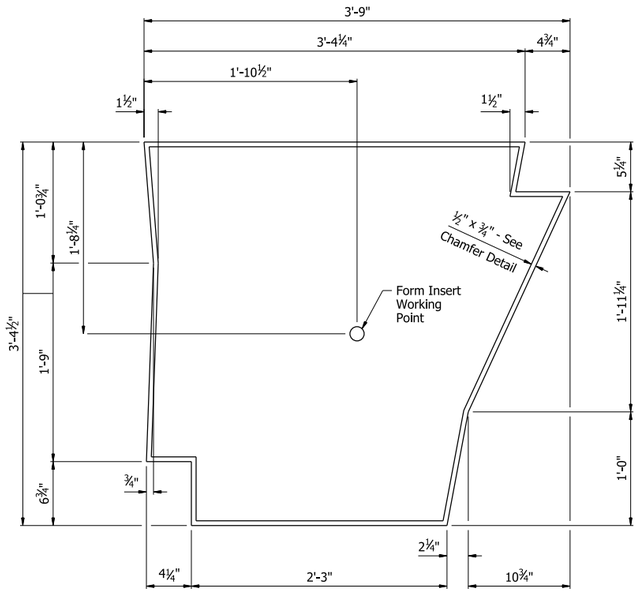
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LITTLE ROCK, ARK.

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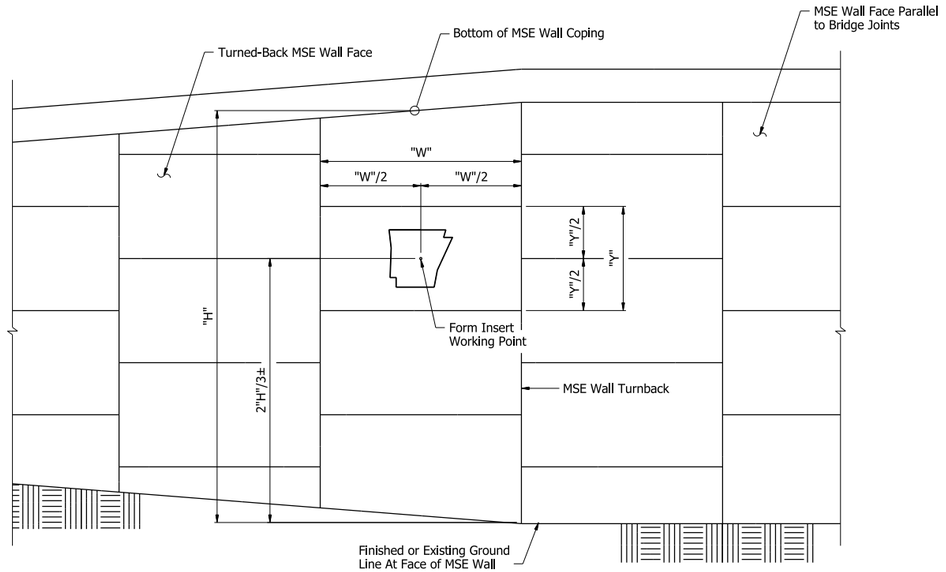
BRIDGE NO. 07691 DRAWING NO. 68495

PRINT DATE: 4/22/2026

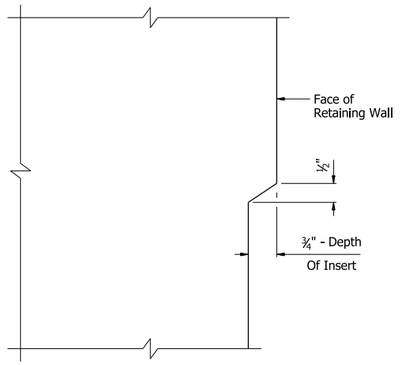
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	385	742
		07691 - Retaining Wall - 68496				



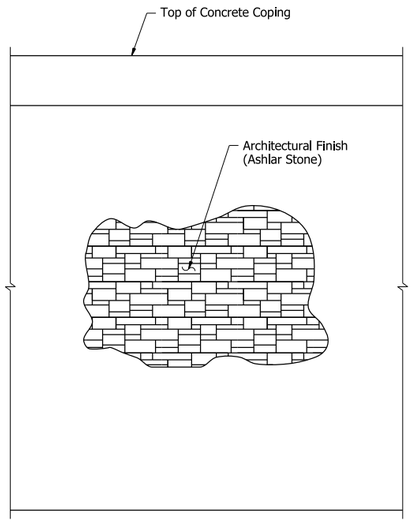
FORM INSERT DETAILS ON MSE WALLS
No Scale



PLACEMENT AT MSE WALLS
No Scale



CHAMFER DETAIL
No Scale



ARCHITECTURAL FINISH DETAIL
No Scale

RETAINING WALL NOTES:
DESIGN SPECIFICATION: AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020).

SEISMIC ZONE: I S_{D1} = 0.128g SITE CLASS: D

4" Pipe underdrains shall be used for the full length of wall. Underdrain outlet shall penetrate front face of Retaining Wall to drain.

Elevations are approximate. Wall dimensions may vary depending on wall design selected.

Reinforcement placement and details for retaining walls may be affected by end bent construction and proposed drainage. See Details of End Bents Dwg. Nos. 68479-68483 for pile locations, cap details and wingwall details.

For ditch paving, see Std. Dwg. CDP-1.

See Special Provision "RETAINING WALLS" for additional information.

For Boring Logs, see Dwg. No. 68478. Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

For Global and External Stability Design Parameters, see Geotechnical Report.

Preformed joint filler, joint sealer, polystyrene foam board, and pipe underdrains will not be paid for directly, but will be considered subsidiary to the item "RETAINING WALLS".

An Architectural Finish (Ashlar Stone) shall be applied to the face of the retaining walls. See Special Provision "RETAINING WALLS".

A Class 3 Textured Coating Finish shall be applied to the exposed surfaces as specified in Special Provision "TEXTURED COATING FINISH" and in accordance with Subsection 802.19(b)(3).

NOTES:
For locations of form inserts, see Dwg. Nos. 68493 and 68494.

Fabricate form insert as a one piece unit, without the use of splices, joints or glue.

Wash and clean multi-use form inserts before each use.

All work and materials for inserts shall be included in the unit price bid for the item "RETAINING WALL".

Damaged or worn form inserts shall be replaced at the Contractor's expense.

TABLE OF QUANTITIES
(FOR INFOMATION ONLY)

ITEM NO.	210	605	SP JOB 040904	SP JOB 040904	SP JOB 040904
ITEM	UNCLASSIFIED EXCAVATION	CONCRETE DITCH PAVING (TYPE B)	SELECT GRANULAR BACKFILL	RETAINING WALL	TEXTURED COATING FINISH
UNIT	CU. YD.	SQ. YD.	CU. YD.	SQ. FT.	SQ. YD.
Wall 6A	906	88	1891	2484	212
Wall 6B	2212	99	1761	2209	189

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 2
COMMON DETAILS OF RETAINING WALLS
WATERFRONT RD. OVER I-49
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

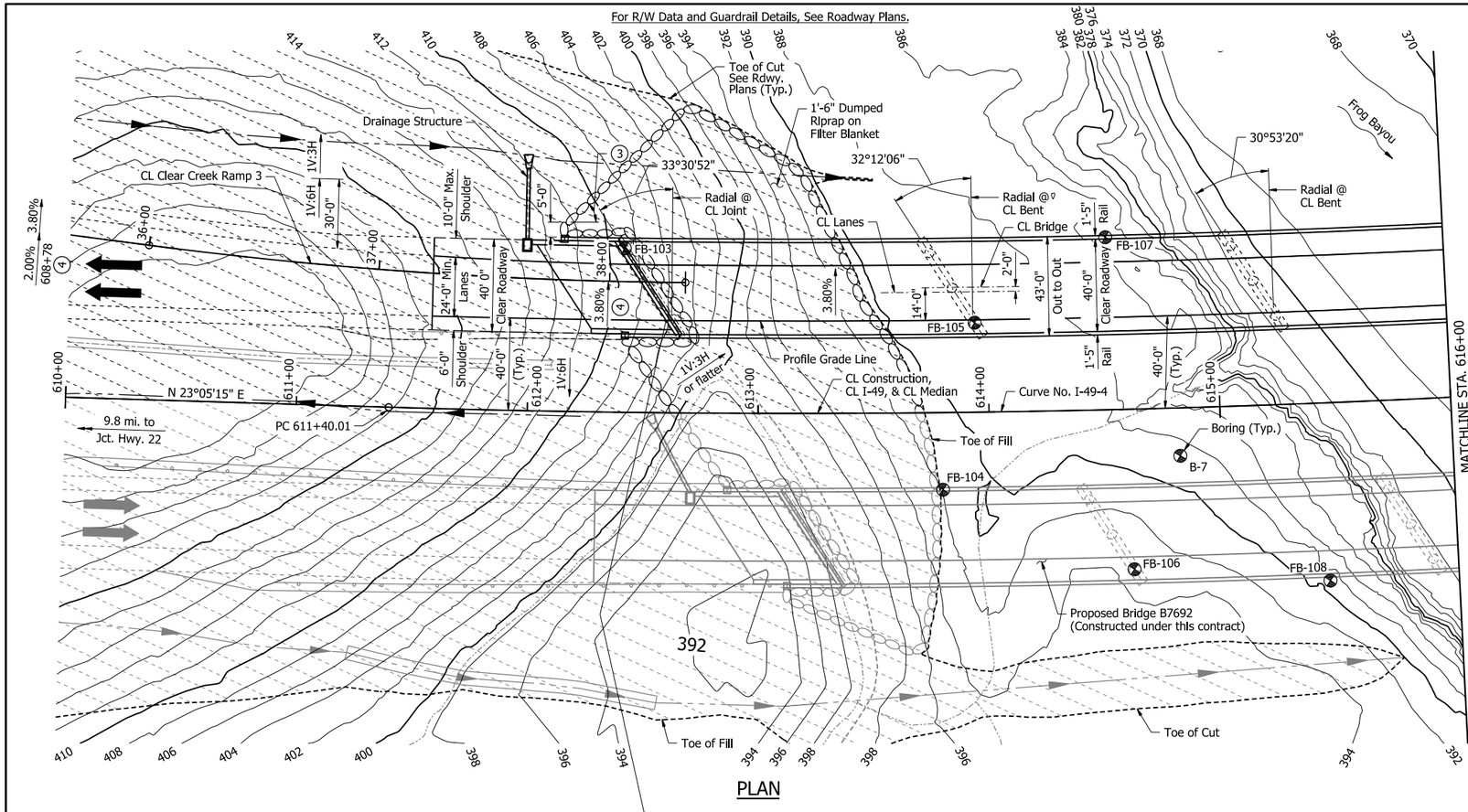
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BRIDGE NO. 07691 DRAWING NO. 68496

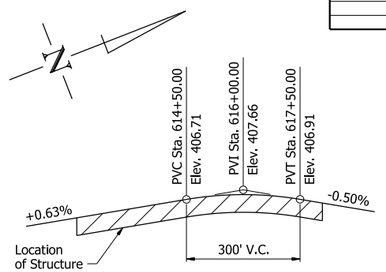
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	386	742
		A7692 - BRIDGE LAYOUTS - 68497				

For R/W Data and Guardrail Details, See Roadway Plans.



PLAN



VERTICAL ALIGNMENT DATA

(Stations are along CL I-49)
(Elevations are along Profile Grade Line)

Notes:
Use Type F Approach Gutters & Type F Approach Slab (width, "W" = 36'-0") at beginning of bridge. Adjust gutter length as necessary when drop inlet is present.

For General Notes, see Dwg. No. 68476.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	68503, 68504 & 68507 - 68509
Intermediate Bents	68510 & 68512
Elastomeric Bearings	68599 & 68600
651'-6½" Continuous Plate Girder Unit	68513-68520
Finger Joints	68533 & 68534
General Notes for Steel Bridge Structures	68476 & 55006
Details for Steel Bridge Structures	55007
Steel H-Piling	55020

For Layout of Bridge B7692, see Dwg. Nos. 68499 & 68500.

All longitudinal lines within the limits of the horizontal curve shall be constructed on curves concentric to CL I-49.

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	(2) NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	46,300	395.9	396.3
Base	100	53,700	397.6	398.1
Extreme	500	64,000	399.4	400.1
Overtopping	>500	NA	NA	NA

HORIZONTAL CURVE DATA-
CURVE NO. I-49-4

PI = 645+71.88
Δ = 61°50'28" Lt.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
R = 5729.58'
PC = 611+40.01
PT = 673+24.11

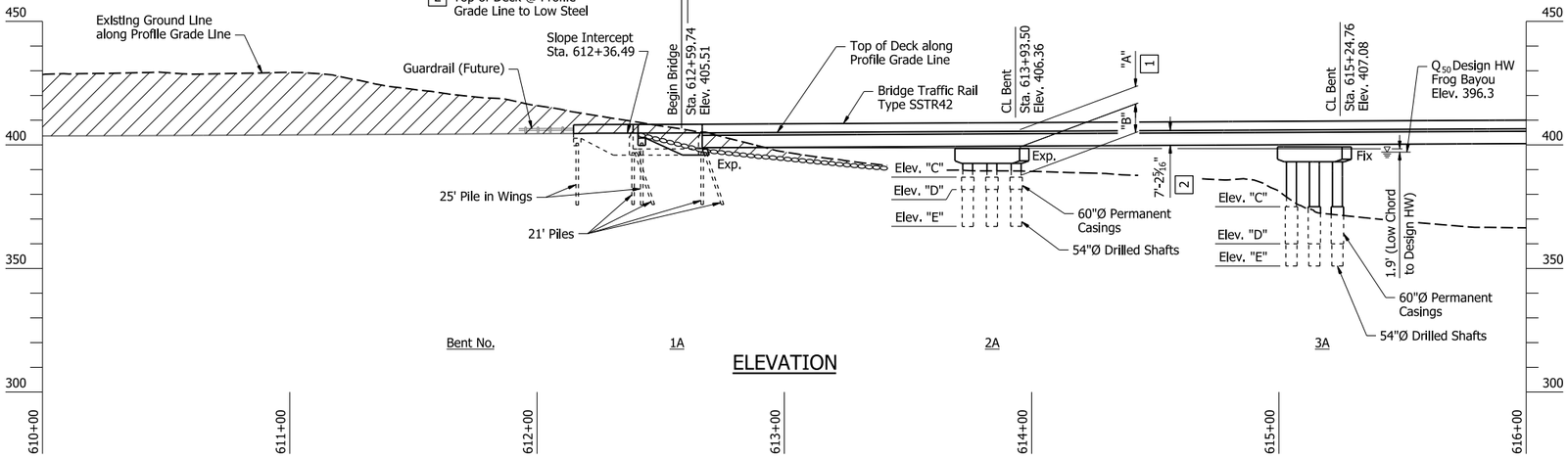
(2) Unconstricted water surface without structure or roadway approaches.

Proposed Bridge Low Chord Elevation = 398.23 feet at Station 612+46.11.

Drainage Area = 241 square miles.

(3) Bridge A End Bent 1 Dumped Riprap Angle = 45°00'00"

(4) Begin Super Elevation Transition Sta 608+78.00
Max Super Elevation Sta 612+28.00
See Roadway Plans for Super Elevation Transition.

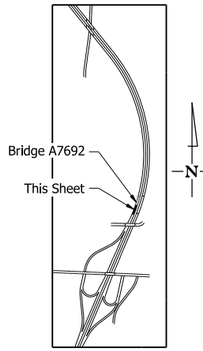


ELEVATION

Note:
Elevations shown are actual top of deck elevations at Profile Grade Line. Any vertical dimension referenced to Profile Grade Line is based on actual top of deck elevation at Profile Grade Line. Stations shown are along CL I-49. Stations shown in elevation are determined by a radial projection from Profile Grade Line to CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 2	8'-3⅝"	11'-0¾"	387.00	382.00	367.00
Bent No. 3	8'-2⅝"	23'-10⅜"	375.00	360.00	351.00



SITE PLAN
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 4
LAYOUT OF BRIDGES
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

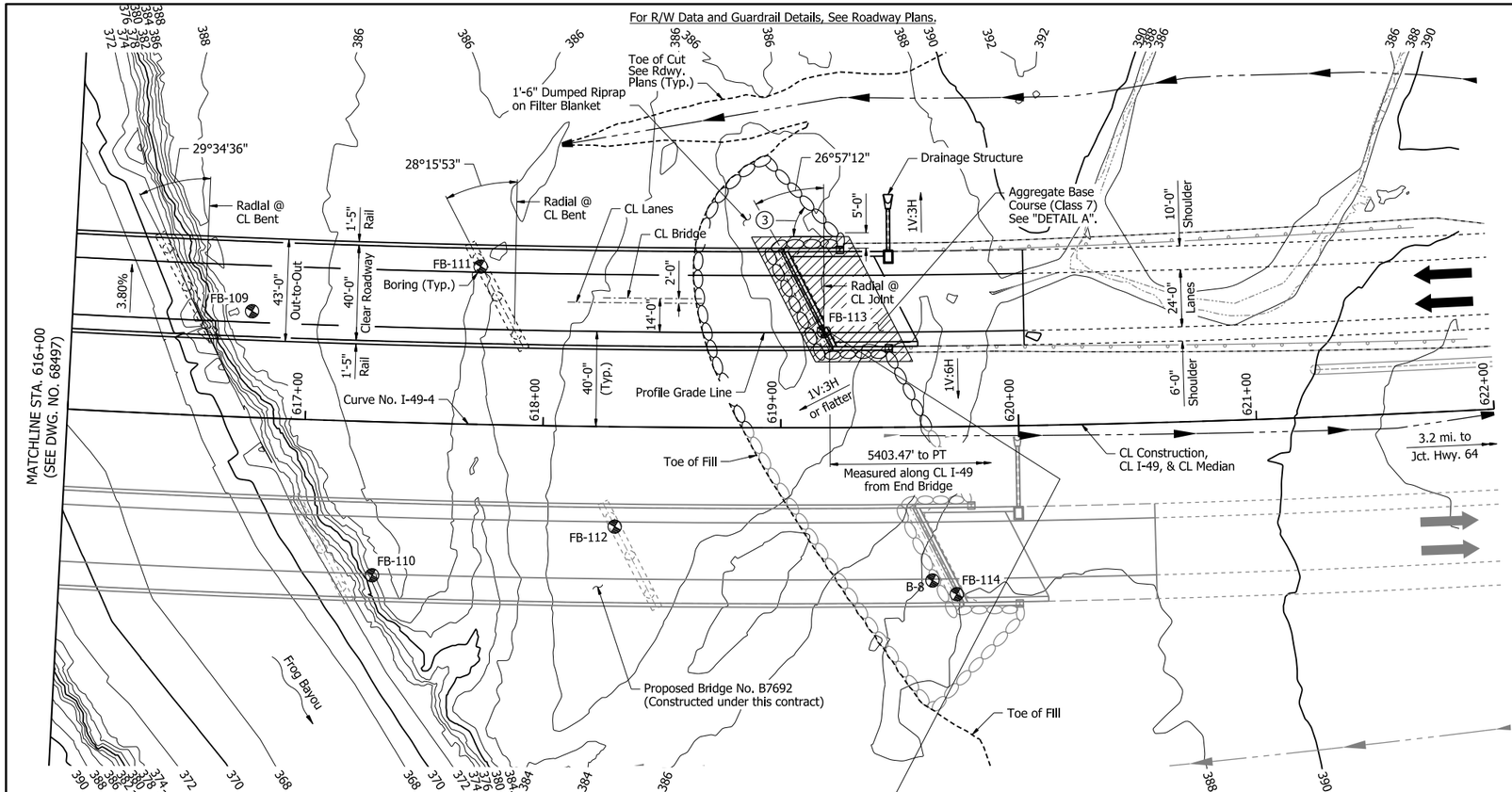
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DESIGNED BY: BTJ DATE: 7/1/22
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BRIDGE NO. A7692 DRAWING NO. 68497

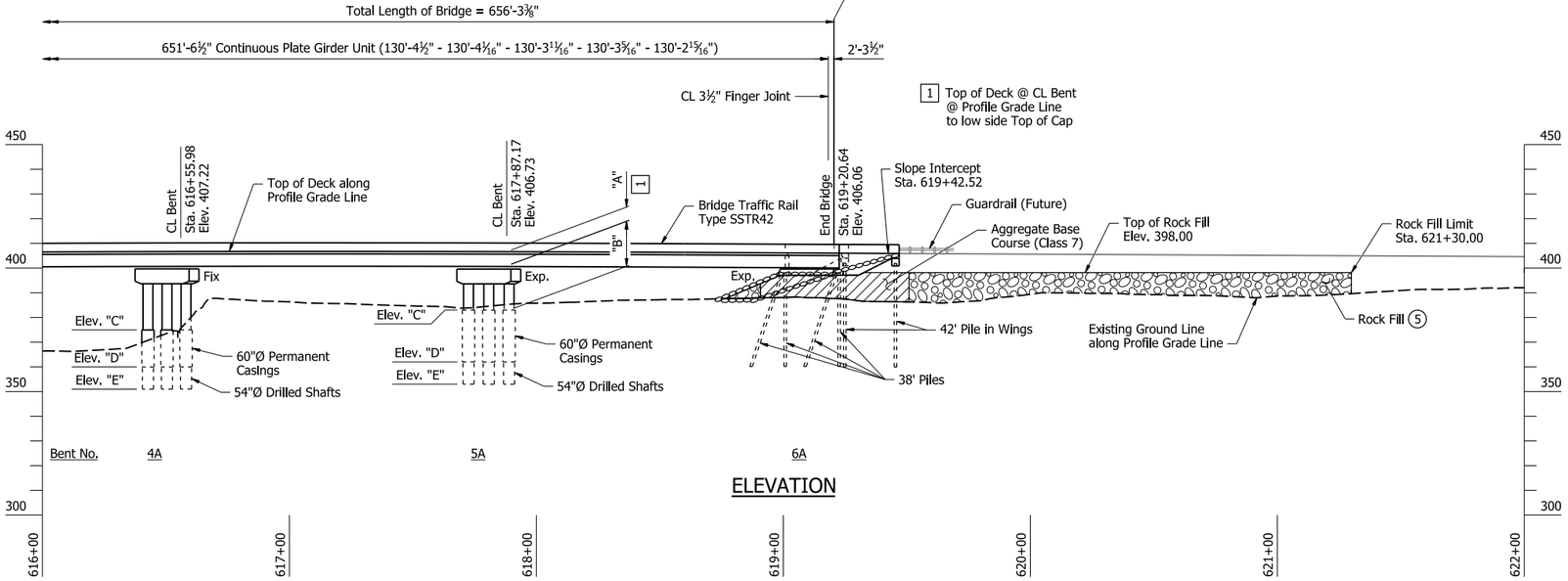
PRINT DATE: 4/24/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	387	742
		A7692 - BRIDGE LAYOUTS - 68498				

For R/W Data and Guardrail Details, See Roadway Plans.



PLAN



ELEVATION

HORIZONTAL CURVE DATA-
CURVE NO. I-49-4

PI = 645+71.88
△ = 61°50'28" Lt.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
R = 5729.58'
PC = 611+40.01
PT = 673+24.11

Notes:
Use Type F Approach Gutters & Type F Approach Slab (width, "W" = 36'-0") at end of bridge. Adjust gutter length as necessary when drop inlet is present.

For General Notes, see Dwg. No. 68476.

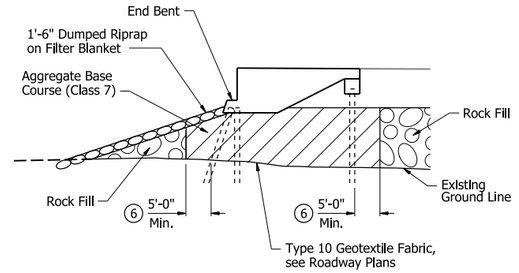
For Layout of Bridge B7692, see Dwg. Nos. 68499-68500.

All longitudinal lines within the limits of the horizontal curve shall be constructed on curves concentric to CL I-49.

(3) Bridge A End Bent 6 Dumped Riprap Angle = 45°00'00"

(5) For details of Rock Fill, see Roadway Plans and "DETAIL A."

(6) 5'-0" minimum clear from rock fill to pile for both longitudinal and transverse direction.



Where rock fill is used for embankment construction, aggregate base course (Class 7), in accordance with Section 303.02, shall be placed as shown in areas where piling will be located. Aggregate base course (Class 7) shall be paid for as "Rock Fill".

At the Contractor's option, preboring or other methods as approved by the Engineer may be used to facilitate pile installation thru the aggregate base course (Class 7) material at these locations. Preboring or other methods used for installation of piles where rock fill is used for embankment construction will not be paid for separately, but shall be included in item "Steel Piling".

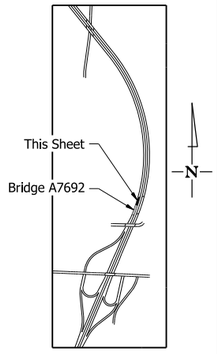
Limits of rock fill for Bridge Nos. A7692 and B7692 shall begin at toe of end slopes to CL I-49 Station 621+30.

DETAIL A
No Scale

Note:
Elevations shown are actual top of deck elevations at Profile Grade Line. Any vertical dimension referenced to Profile Grade Line is based on actual top of deck elevation at Profile Grade Line. Stations shown are along CL I-49. Stations shown in elevation are determined by a radial projection from Profile Grade Line to CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 4	8'-1½"	24'-1¼"	375.00	360.00	351.00
Bent No. 5	8'-1"	15'-7⅞"	383.00	362.00	353.00



SITE PLAN
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 4
LAYOUT OF BRIDGES
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

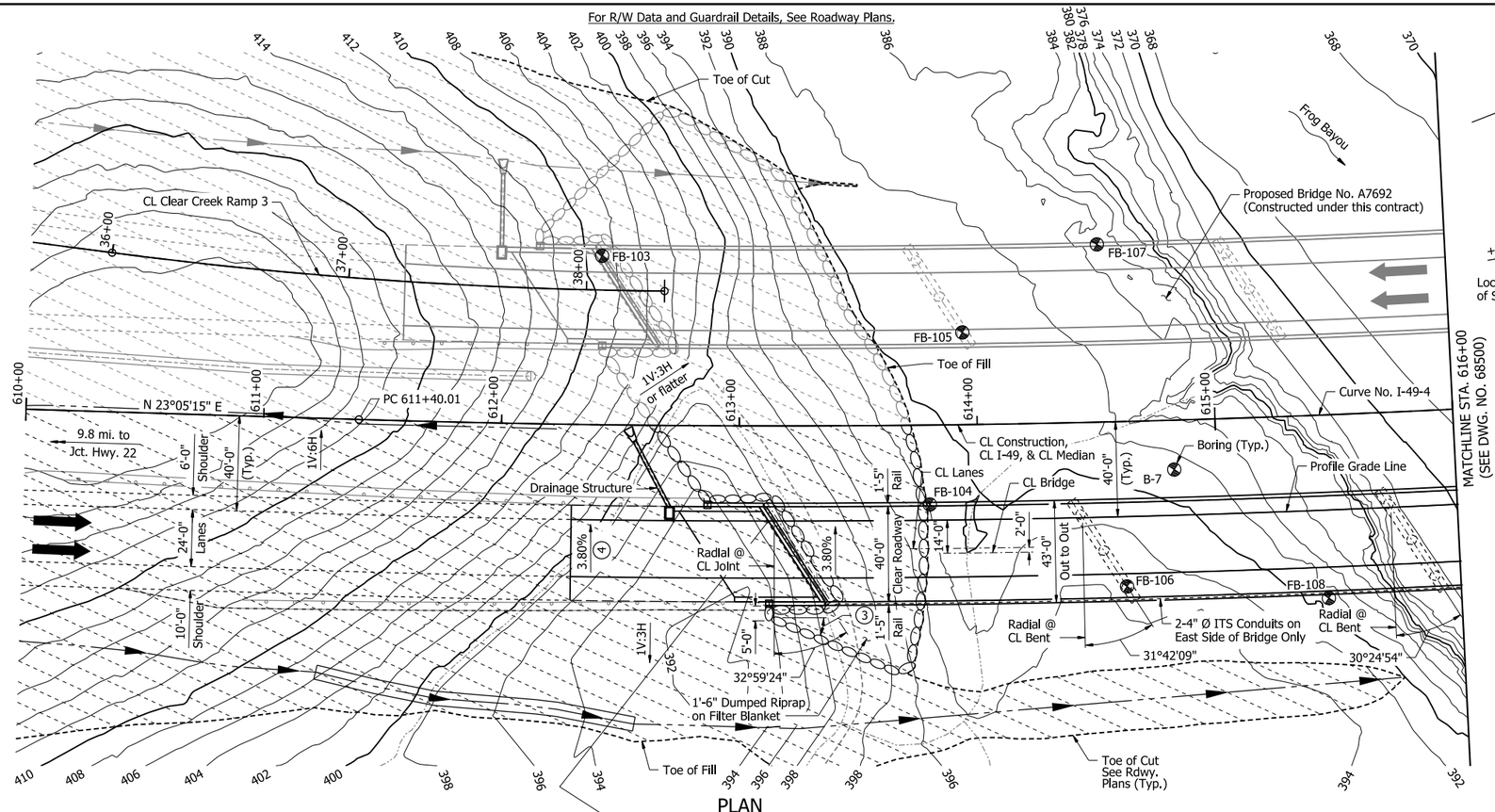
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CHECKED BY:	BTJ	DATE:	9/25/24	SCALE:	1" = 30'-0"
DESIGNED BY:	BTJ	DATE:	7/1/22		

BRIDGE NO. A7692 DRAWING NO. 68498

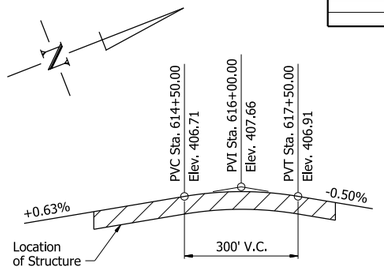
PRINT DATE: 4/24/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	388	742
		B7692 - BRIDGE LAYOUTS - 68499				

For R/W Data and Guardrail Details, See Roadway Plans.



PLAN



VERTICAL ALIGNMENT DATA

(Stations are along CL I-49)
(Elevations are along Profile Grade Line)

Notes:
Use Type F Approach Gutters & Type F Approach Slab (width, "W" = 36'-0") at beginning of bridge. Adjust gutter length as necessary when drop inlet is present.

For ITS Conduit Details, see Dwg. No. 68598.

For General Notes, see Dwg. No. 68476.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	68505-68509
Intermediate Bents	68511 & 68512
Elastomeric Bearings	68599 & 68600
648'-5 15/16" Continuous Plate Girder Unit	68521-68528
Finger Joints	68533 & 68534
General Notes for Steel Bridge Structures	68476 & 55006
Details for Steel Bridge Structures	55007
Steel H-Piling	55020

For Layout of Bridge A7692, see Dwg. Nos. 68496 & 68498

All longitudinal lines within the limits of the horizontal curve shall be constructed on curves concentric to CL I-49.

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	②NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	46,300	395.9	396.3
Base	100	53,700	397.6	398.1
Extreme	500	64,000	399.4	400.1
Overtopping	>500	NA	NA	NA

HORIZONTAL CURVE DATA-
CURVE NO. I-49-4

PI = 645+71.88
△ = 61°50'28" Lt.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
R = 5729.58'
PC = 611+40.01
PT = 673+24.11

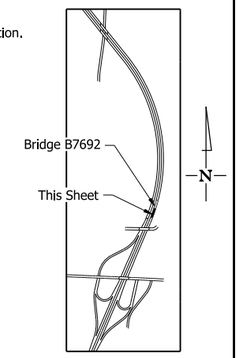
② Unconstricted water surface without structure or roadway approaches.

Proposed Bridge Low Chord Elevation = 399.75 feet at Station 613+17.33.

Drainage Area = 241 square miles.

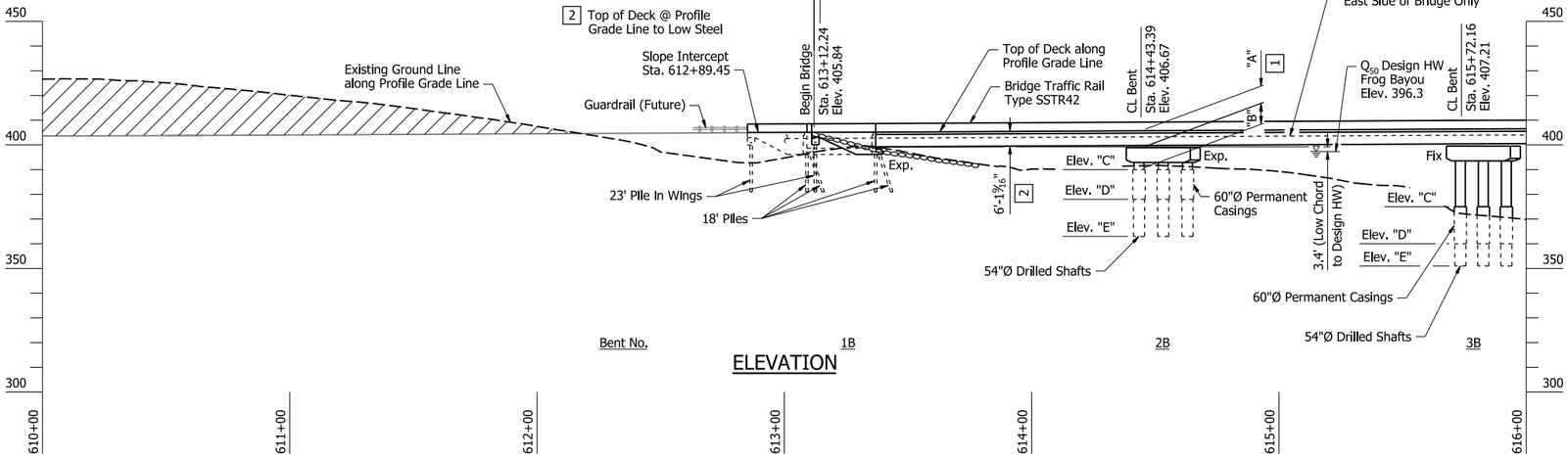
③ Bridge B End Bent 1 Dumped Riprap Angle = 23°00'00"

④ Max Super Elevation Sta 612+28.00
See Roadway Plans for Super Elevation Transition.



SITE PLAN

No Scale



ELEVATION

Note:
Elevations shown are actual top of deck elevations at Profile Grade Line. Any vertical dimension referenced to Profile Grade Line is based on actual top of deck elevation at Profile Grade Line. Stations shown are along CL I-49. Stations shown in elevation are determined by a radial projection from Profile Grade Line to CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 2	7'-1½"	9'-6⅝"	390.00	378.00	363.00
Bent No. 3	7'-1"	25'-1⅛"	375.00	360.00	351.00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 4
LAYOUT OF BRIDGES
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

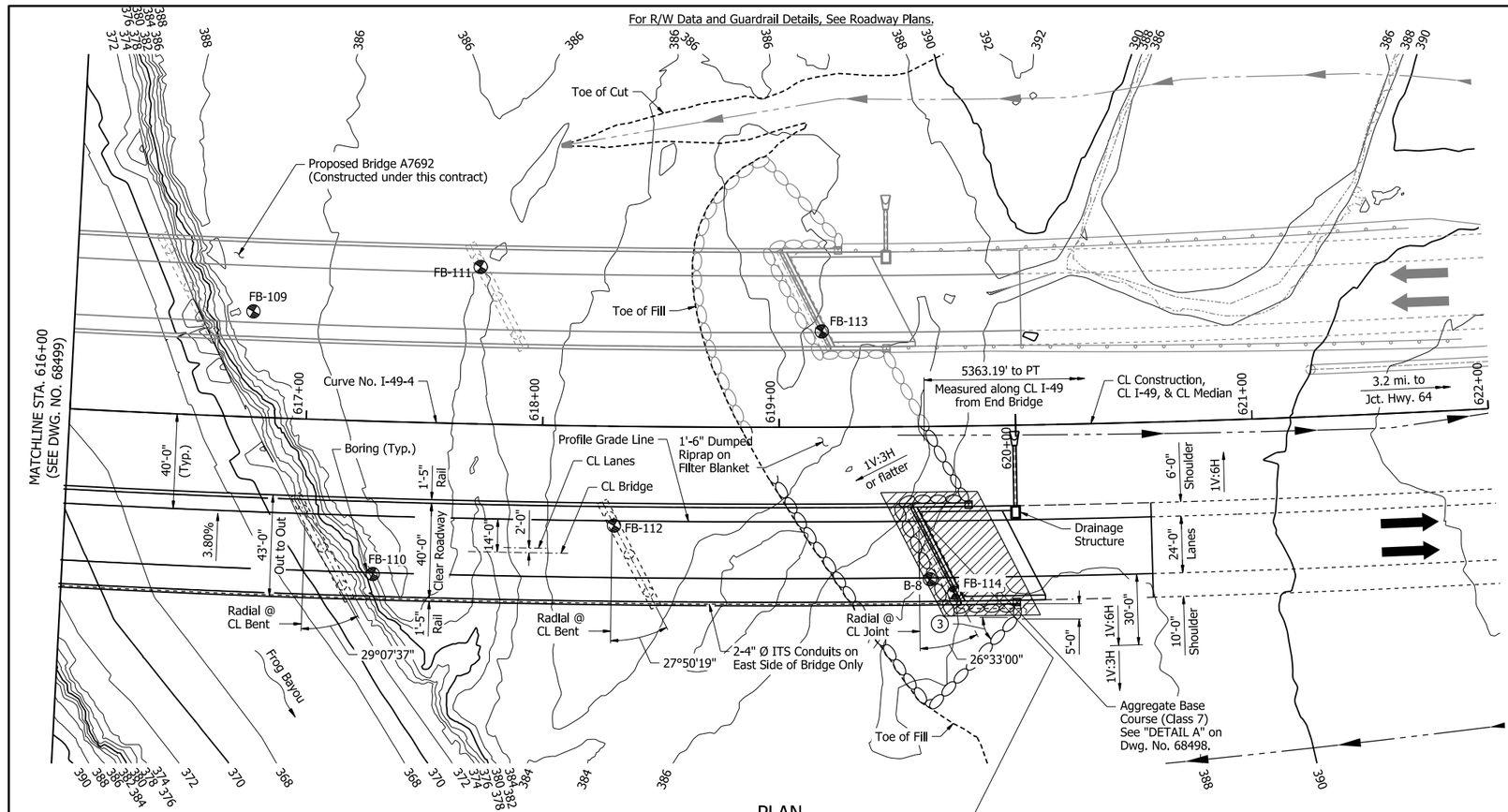
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CHECKED BY: BTJ DATE: 9/25/24
DESIGNED BY: BTJ DATE: 7/1/22
FILENAME: b040904b7_l1.dgn
SCALE: 1" = 30'-0"

BRIDGE NO. B7692 DRAWING NO. 68499

PRINT DATE: 4/24/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	389	742
		B7692 - BRIDGE LAYOUTS - 68500				

For R/W Data and Guardrail Details, See Roadway Plans.



PLAN

HORIZONTAL CURVE DATA-
CURVE NO. I-49-4

PI = 645+71.88
△ = 61°50'28" Lt.
D = 1°00'00"
T = 3431.87'
L = 6184.10'
R = 5729.58'
PC = 611+40.01
PT = 673+24.11

Notes:
Use Type F Approach Gutters & Type F Approach Slab (width, "W" = 36'-0") at end of bridge. Adjust gutter length as necessary when drop inlet is present.

For ITS Conduit Details, see Dwg. No. 68598.

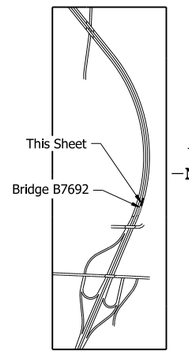
For General Notes, see Dwg. No. 68476.

For Layout of Bridge A7692, see Dwg. Nos. 68496 & 68498.

All longitudinal lines within the limits of the horizontal curve shall be constructed on curves concentric to CL I-49.

(3) Bridge B End Bent 6 Dumped Riprap Angle = 45°00'00"

(5) For details of Rock Fill, see Roadway Plans and "DETAIL A" on Dwg. No. 68498.



SITE PLAN
No Scale

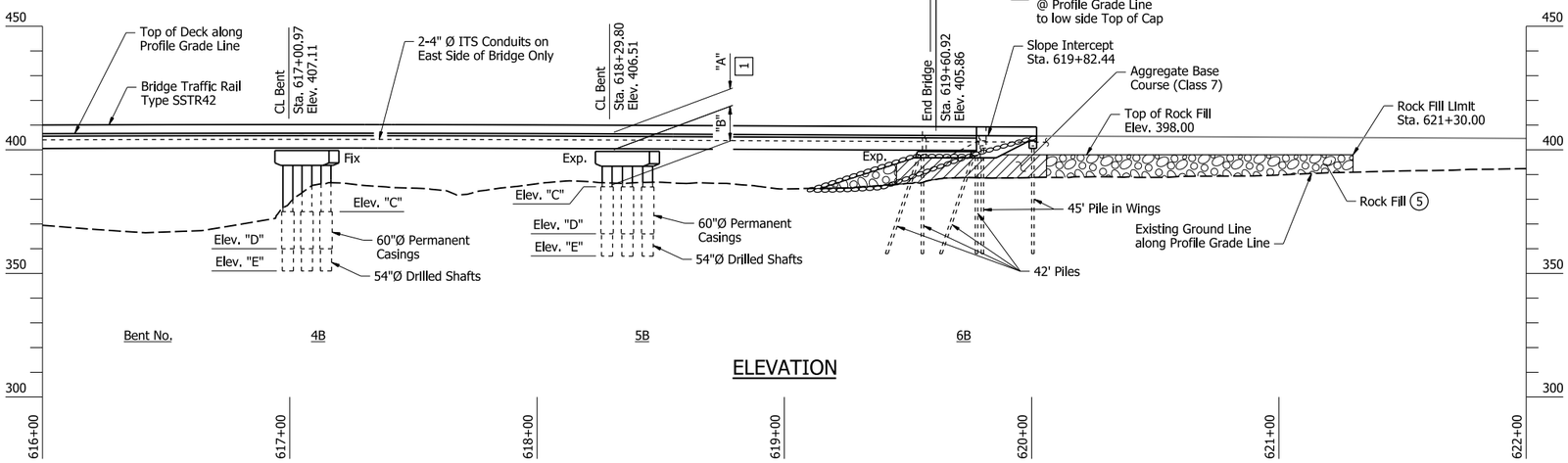
Total Length of Bridge = 653'-2½"

648'-5 15/16" Continuous Plate Girder Unit (129'-7⅝" - 129'-8" - 129'-8 7/16" - 129'-8¾" - 129'-9⅛")

2'-3⅜"

CL 3½" Finger Joint

[1] Top of Deck @ CL Bent
@ Profile Grade Line
to low side Top of Cap



ELEVATION

Note:
Elevations shown are actual top of deck elevations at Profile Grade Line. Any vertical dimension referenced to Profile Grade Line is based on actual top of deck elevation at Profile Grade Line. Stations shown are along CL I-49. Stations shown in elevation are determined by a radial projection from Profile Grade Line to CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 4	7'-0¾"	25'-0½"	375.00	360.00	351.00
Bent No. 5	7'-1¼"	14'-5"	385.00	366.00	357.00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19996
BRENT T. JONES
5/4/26
BRIDGE ENGINEER

SHEET 4 OF 4
LAYOUT OF BRIDGES
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

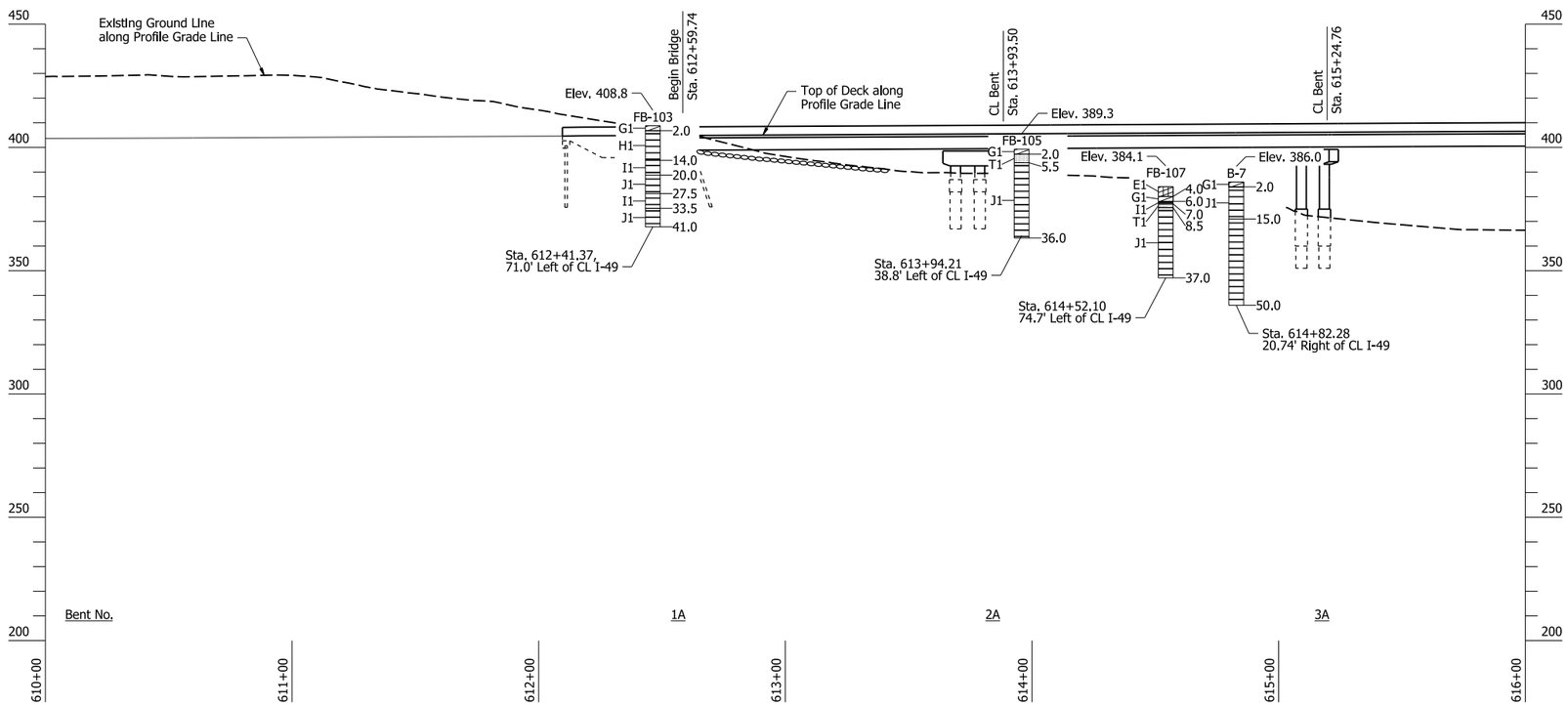
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: BTJ DATE: 7/1/22

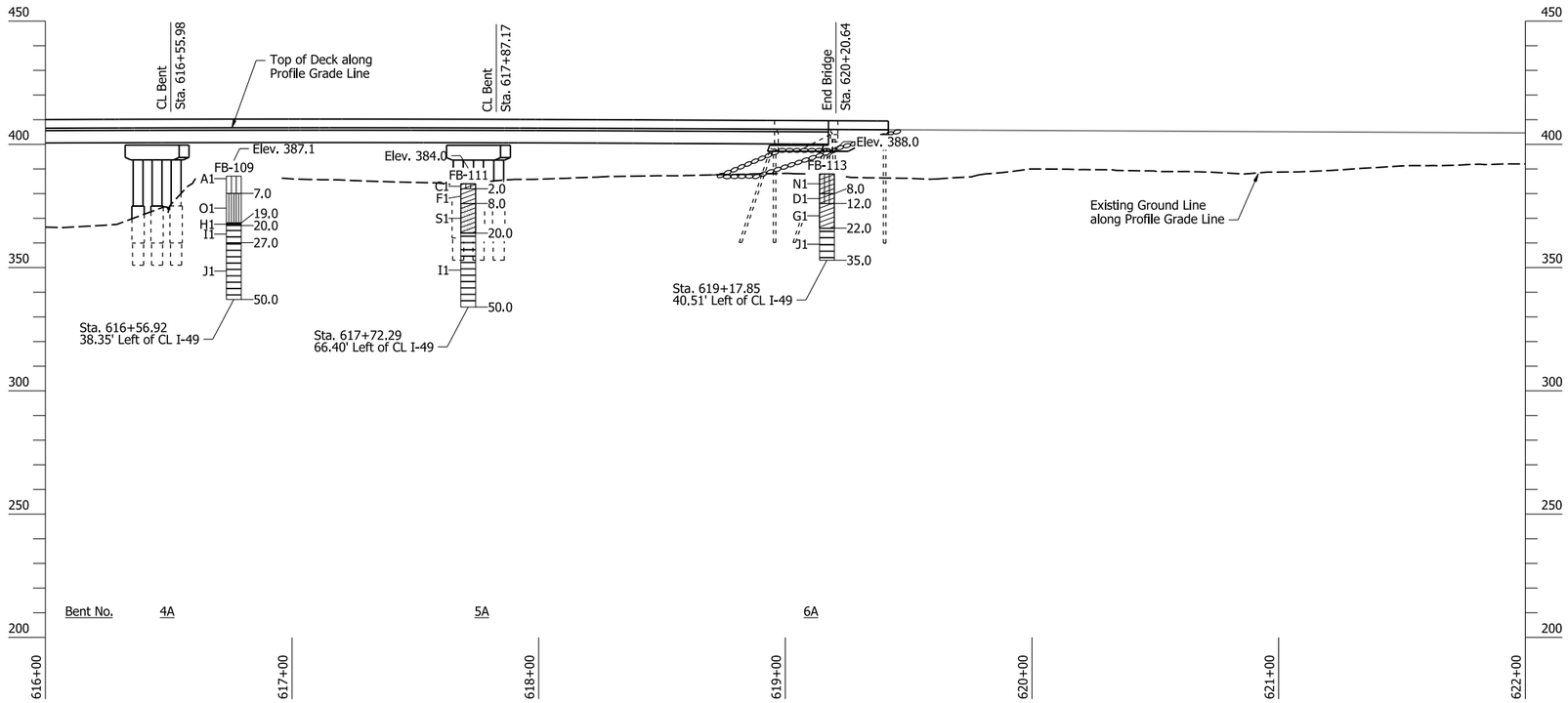
BRIDGE NO. B7692 DRAWING NO. 68500

PRINT DATE: 4/24/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	390	742
		A7692 - BRIDGE LAYOUTS - 68501				



ELEVATION OF SOIL BORINGS



ELEVATION OF SOIL BORINGS

"N" VALUES

B-7 - Sta. 614+82.28, 20.74' Right of CL I-49

0.5-1.5	N=23
2.5-3.5	N=50/8"
4.5-5.5	N=50/5"
6.5-7.5	N=25/0"

FB-103 - Sta. 616+56.92, 38.35' Left of CL I-49

0.5-1.5	N=4
2.5-3.5	N=4
4.5-5.5	N=3
6.5-7.5	N=8
9.0-10.0	N=13
14.0-15.0	N=18
19.0-20.0	N=50/6"

FB-105 - Sta. 616+56.92, 38.35' Left of CL I-49

0.5-1.0	N=50/5"
2.5-3.0	N=50/4"
4.5-5.0	N=50/6"
5.5-6.0	N=50/3"

FB-107 - Sta. 616+56.92, 38.35' Left of CL I-49

0.5-1.5	N=4
2.5-3.5	N=4
4.5-5.5	N=3
6.5-7.5	N=8
9.0-10.0	N=13
14.0-15.0	N=18
19.0-20.0	N=50/6"

FB-109 - Sta. 616+56.92, 38.35' Left of CL I-49

0.5-1.5	N=4
2.5-3.5	N=4
4.5-5.5	N=3
6.5-7.5	N=8
9.0-10.0	N=13
14.0-15.0	N=18
19.0-20.0	N=50/6"

FB-111 - Sta. 617+72.29, 66.40' Left of CL I-49

0.5-1.5	N=7
2.5-3.5	N=5
6.5-7.5	N=5
9.0-10.0	N=16
14.0-15.0	N=20
19.0-20.0	N=50/1"

FB-113 - Sta. 619+17.85, 40.51' Left of CL I-49

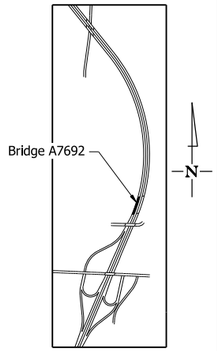
0.5-1.5	N=5
2.5-3.5	N=3
6.5-7.5	N=3
9.0-10.0	N=2
14.0-15.0	N=24
19.0-20.0	N=7
24.0-25.0	N=50/5"

A7692 & B7692 BORING LEGEND

A1	CL-ML-Soft brown clayey silt
B1	CL-ML-Very soft brown or reddish brown clayey silt, sandy
C1	CL-ML-Firm brown clayey silt
D1	CL-ML-Brown clayey silt
E1	CL-ML-Stiff reddish brown clayey silt, sandy
F1	CL-Soft brown and tan silty clay
G1	CL-Stiff reddish brown silty clay, sandy
H1	SHALE-Low hardness dark gray weathered shale
I1	SHALE-Low hardness to moderately hard dark gray shale w/interbedded close to very close, very thin fine-grained sandstone partings, horizontal bedding
J1	SHALE-Moderately hard gray shale w/very close sandstone partings
K1	SHALE-Moderately hard slightly weathered dark gray shale
L1	SM-Loose reddish brown silty fine sand
M1	SM-Dense reddish brown and tan silty fine sand, slightly clayey w/numerous sandstone fragments
N1	SC-SM-Loose reddish tan clayey fine sand
O1	ML-Medium dense reddish brown fine sandy silt
P1	ML-Loose reddish brown fine sandy silt
Q1	ML-Brown fine sandy silt
R1	SM-SP-Loose gray silty fine sand w/occassional sandstone fragments
S1	SC-Medium dense brown and tan clayey fine sand w/some ferrous nodules and stains and occassional sandstone fragments
T1	SANDSTONE-Low to moderately hard highly weathered to weathered

Note:
Soil descriptions have been condensed for the purposes of this drawing.

Detailed soil information for individual borings can be found in the Final Geotechnical Report that is available upon request.



SITE PLAN
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21612
MICHAEL J. L. DESTIGTER
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 2
ELEVATION OF SOIL BORINGS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

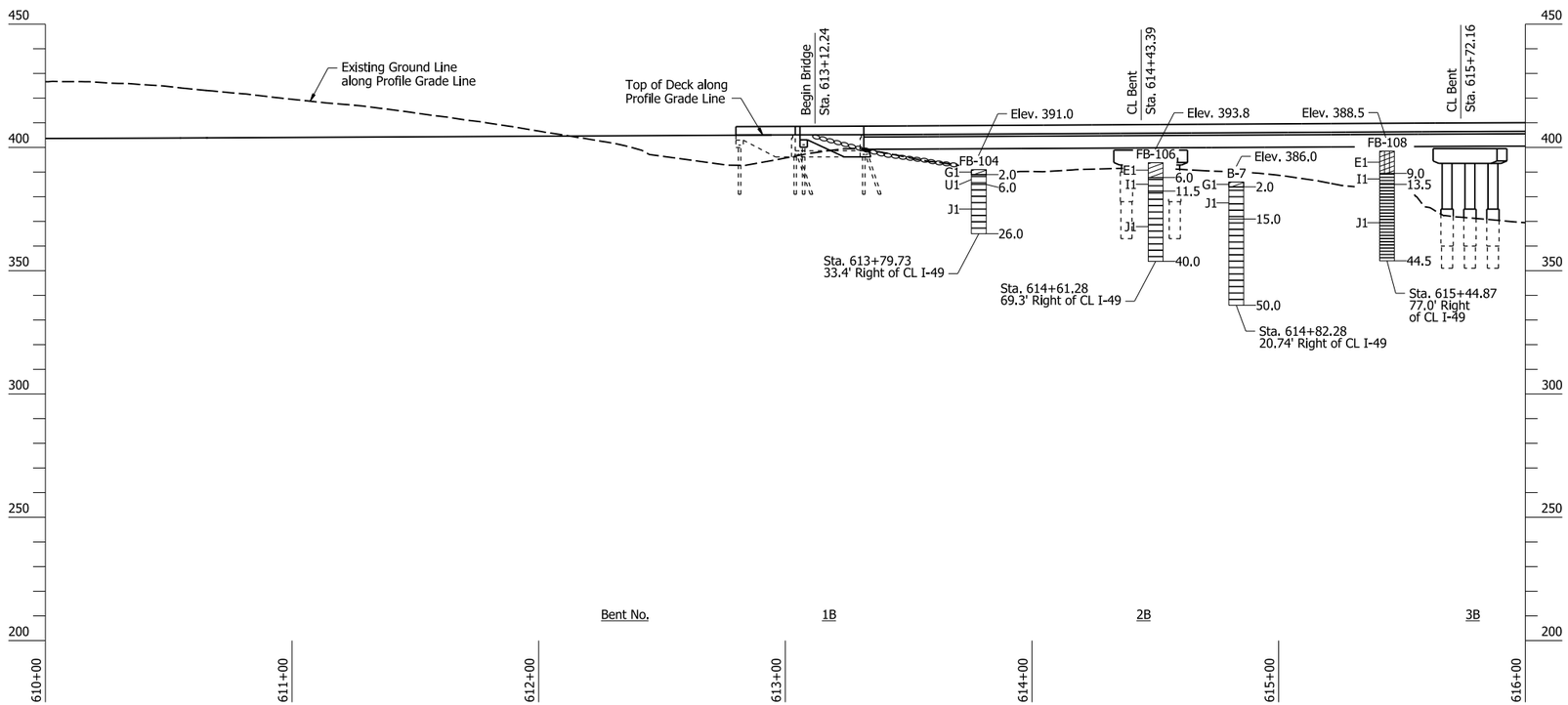
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: ZTB DATE: 9/23/24
DESIGNED BY: MJD DATE: 9/11/24
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SCALE: 1" = 30'-0"

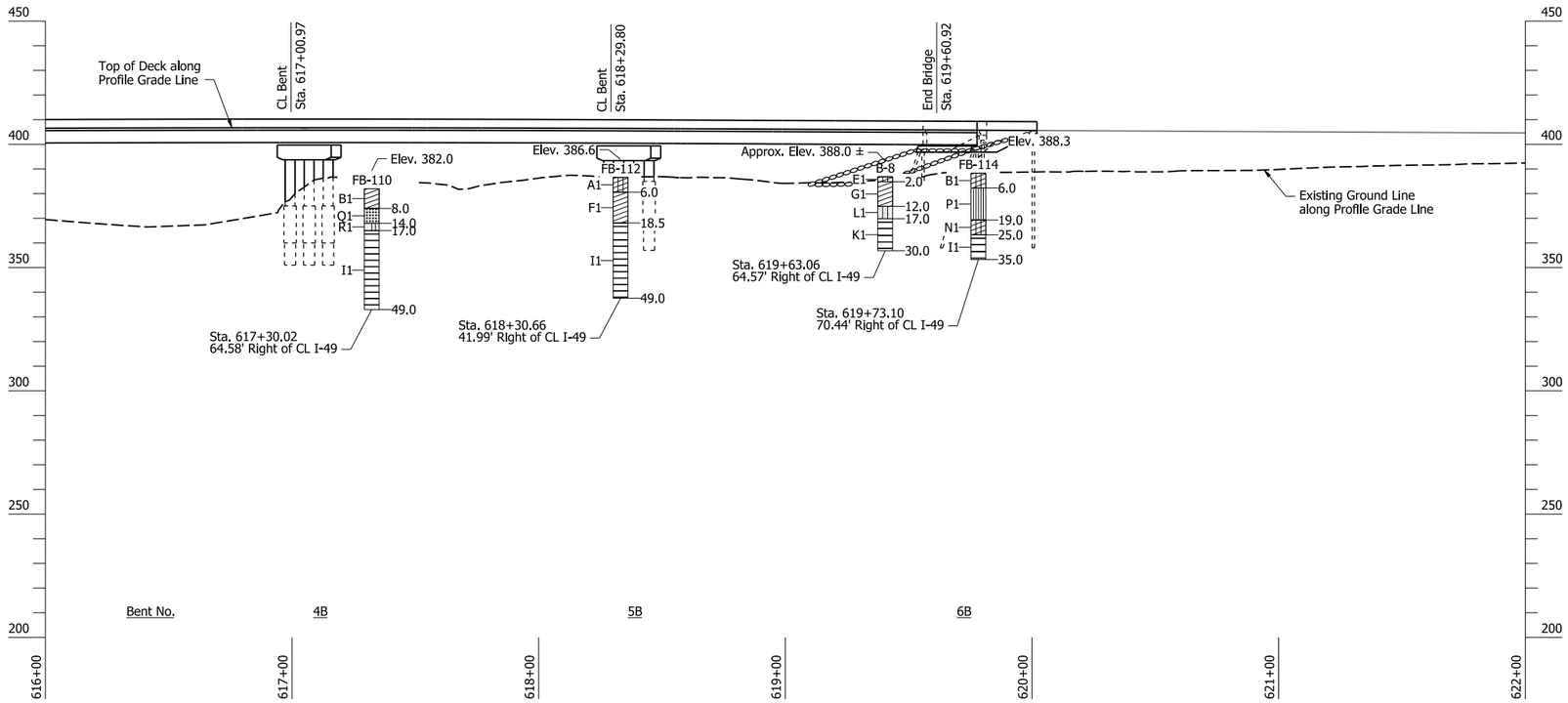
BRIDGE NO. A7692 DRAWING NO. 68501

PRINT DATE: 4/23/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	391	742
		B7692 - BRIDGE LAYOUTS - 68502				



ELEVATION OF SOIL BORINGS



ELEVATION OF SOIL BORINGS

"N" VALUES

B-7 - Sta. 614+82.28, 20.74' Right of CL I-49

0.5-1.5	N=23
2.5-3.5	N=50/8"
4.5-5.5	N=50/5"
6.5-7.5	N=25/0"

B-8 - Sta. 619+63.06, 64.57' Right of CL I-49

0.5-1.5	N=16
2.5-3.5	N=15
4.5-5.5	N=16
9.0-10.0	N=5
19.0-20.0	N=50/3"

FB-104 - Sta. 613+79.73, 33.40' Right of CL I-49

0.5-1.5	N=26
2.5-3.5	N=50/11"
4.5-5.5	N=50/5"

FB-106 - Sta. 614+61.28, 69.35' Right of CL I-49

0.5-1.5	N=16
2.5-3.5	N=31
4.5-5.5	N=47
6.5-7.5	N=50/8"
9.0-10.0	N=50/1"

FB-108 - Sta. 615+44.87, 78.99' Right of CL I-49

0.5-1.5	N=18
2.5-3.5	N=45
4.5-5.5	N=42
6.5-7.5	N=38
9.0-10.0	N=50/2"

FB-110 - Sta. 617+30.02, 64.58' Right of CL I-49

0.5-1.5	N=4
2.5-3.5	N=3
4.5-5.5	N=4
6.5-7.5	N=7
9.0-10.0	N=5
14.0-15.0	N=8
18.5-19.5	N=50/7"

FB-112 - Sta. 618+30.66, 41.99' Right of CL I-49

0.5-1.5	N=4
2.5-3.5	N=5
6.5-7.5	N=4
9.0-10.0	N=2
14.0-15.0	N=3
18.5-19.0	N=50/6"

FB-114 - Sta. 619+73.10, 70.44' Right of CL I-49

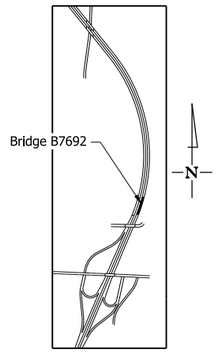
0.5-1.5	N=5
2.5-3.5	N=11
4.5-5.5	N=9
9.0-10.0	N=5
14.0-15.0	N=3
19.0-20.0	N=7
24.0-25.0	N=36

A7692 & B7692 BORING LEGEND

A1	CL-ML-Soft brown clayey silt
B1	CL-ML-Very soft brown or reddish brown clayey silt, sandy
C1	CL-ML-Firm brown clayey silt
D1	CL-ML-Brown clayey silt
E1	CL-ML-Stiff reddish brown clayey silt, sandy
F1	CL-Soft brown and tan silty clay
G1	CL-Stiff reddish brown silty clay, sandy
H1	SHALE-Low hardness dark gray weathered shale
I1	SHALE-Low hardness to moderately hard dark gray shale w/interbedded close to very close, very thin fine-grained sandstone partings, horizontal bedding
J1	SHALE-Moderately hard gray shale w/very close sandstone partings
K1	SHALE-Moderately hard slightly weathered dark gray shale
L1	SM-Loose reddish brown silty fine sand
M1	SM-Dense reddish brown and tan silty fine sand, slightly clayey w/numerous sandstone fragments
N1	SC-SM-Loose reddish tan clayey fine sand
O1	ML-Medium dense reddish brown fine sandy silt
P1	ML-Loose reddish brown fine sandy silt
Q1	ML-Brown fine sandy silt
R1	SM-SP-Loose gray silty fine sand w/occassional sandstone fragments
S1	SC-Medium dense brown and tan clayey fine sand w/some ferrous nodules and stains and occassional sandstone fragments

Note:
Soil descriptions have been condensed for the purposes of this drawing.

Detailed soil Information for Individual borings can be found in the Final Geotechnical Report that is available upon request.



SITE PLAN
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21612
MICHAEL J. L. DESTIGTER

5/4/26
BRIDGE ENGINEER

SHEET 2 OF 2
ELEVATION OF SOIL BORINGS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JMM DATE: 9/13/24
CHECKED BY: ZTB DATE: 9/23/24
DESIGNED BY: MJD DATE: 9/11/24
FILENAME: b040904m7_J2.dgn
SCALE: 1" = 30'-0"

BRIDGE NO. B7692 DRAWING NO. 68502

PRINT DATE: 4/23/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	392	742
		A7692 - END BENTS - 68503				

Notes:
For General Notes, see Dwg. No. 68476.

All piling shall be HP14x73 (AASHTO M 270, Gr. 50). See Std. Dwg. No. 55020 for additional details.

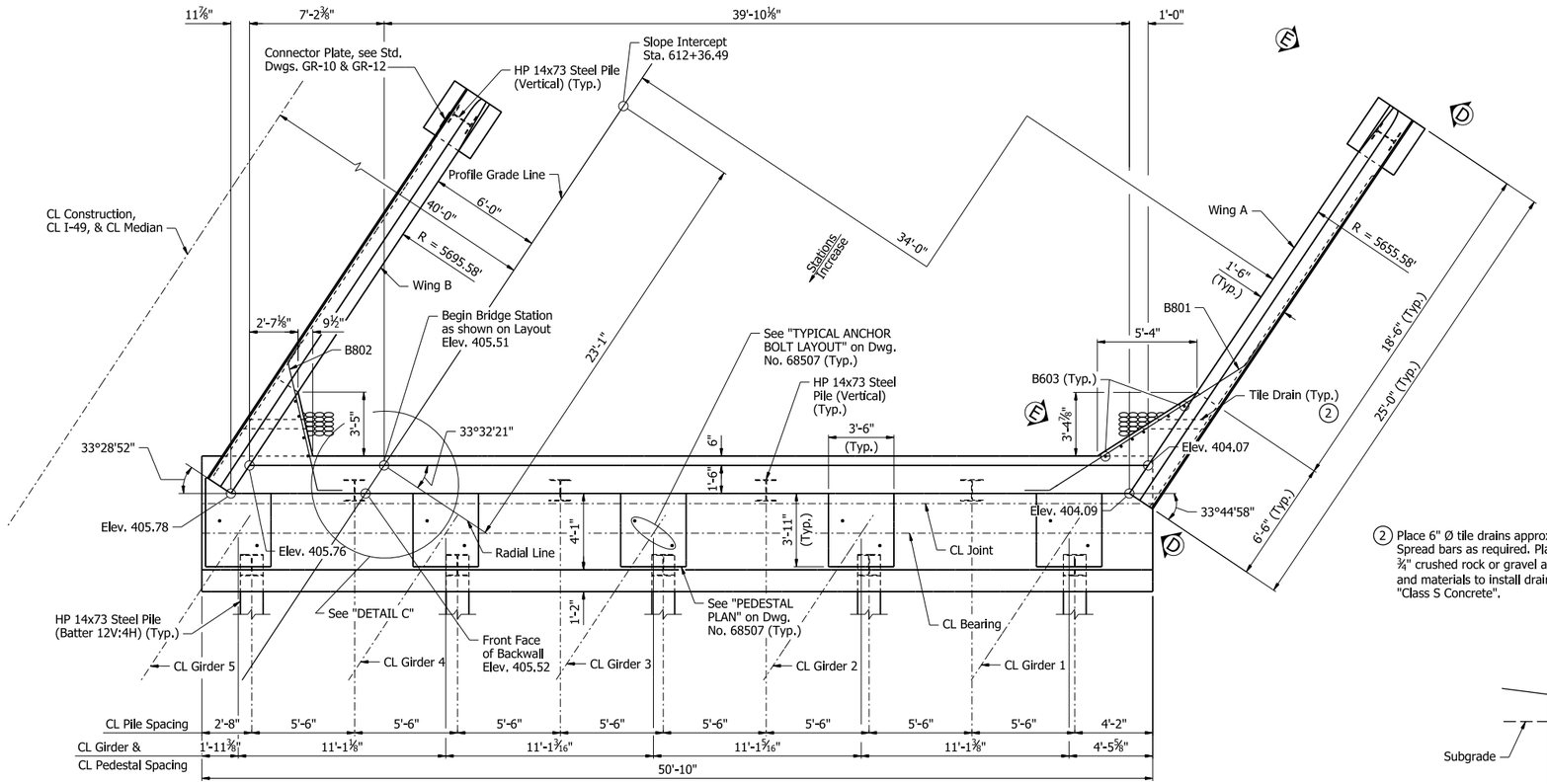
For "SECTION A-A", see Dwg. No. 68507.

For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

Structural Steel in end bents shall be ASTM A709, Gr. 50W unless noted otherwise, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)".

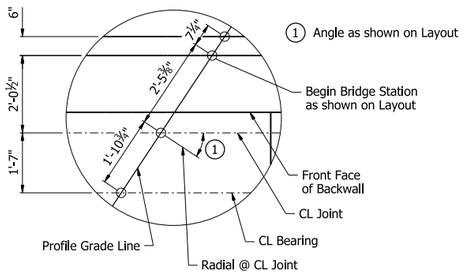
Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

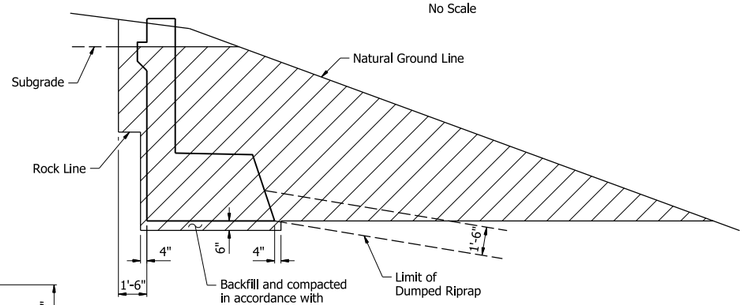


PLAN - BENT NO. 1A

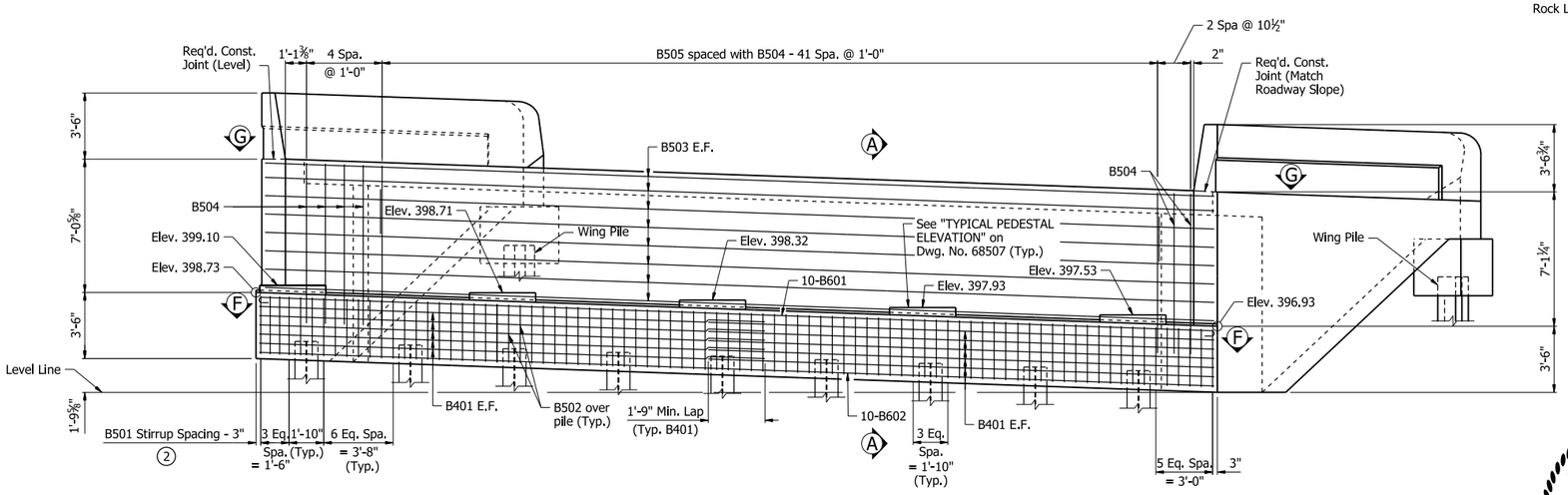
② Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".



DETAIL C
No Scale



EXCAVATION FOR END BENT NO. 1A
No Scale



ELEVATION - BENT NO. 1A
Looking Backstation

② Contractor shall adjust B501 & B502 bar spacing to accommodate anchor bolts or sheet metal sleeves. B501 & B502 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

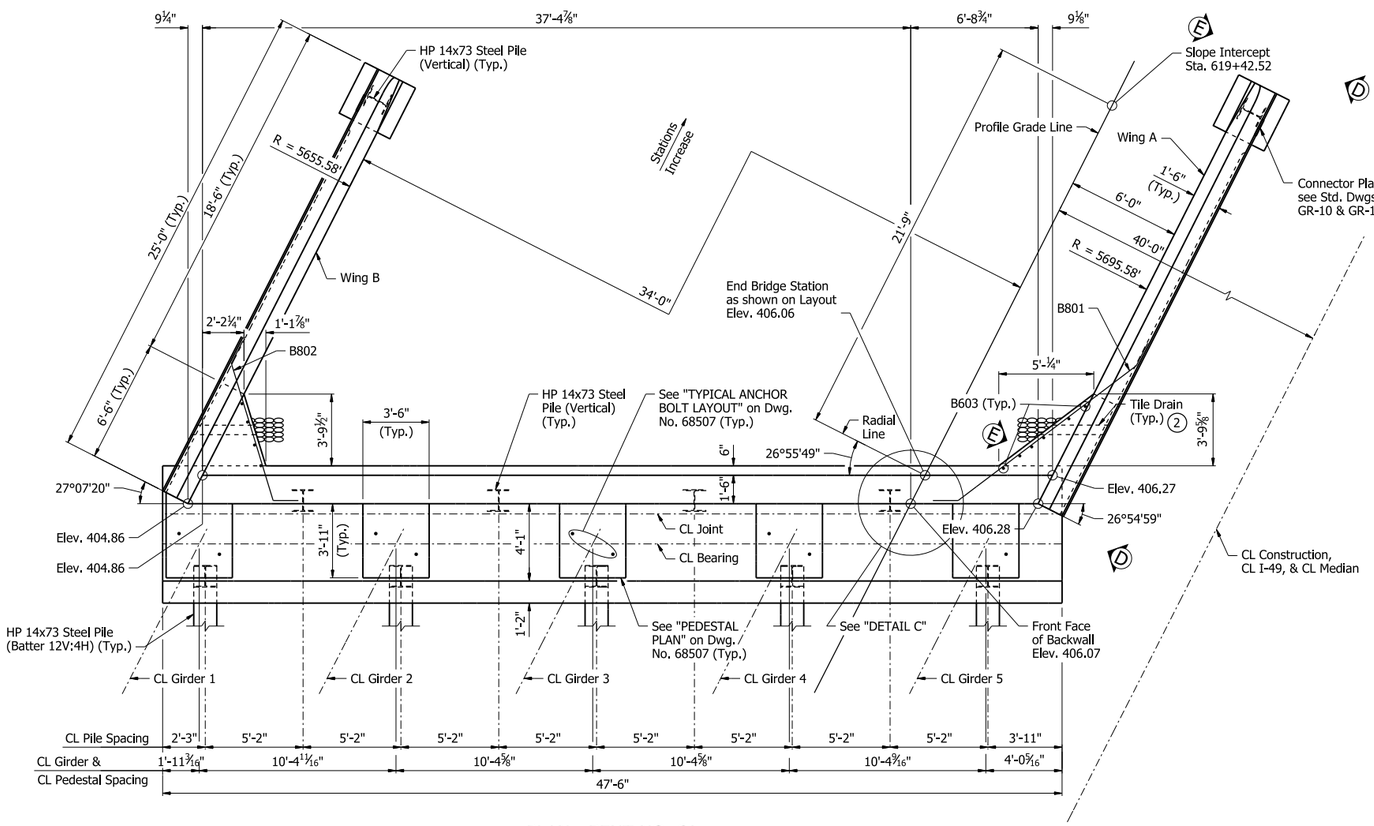
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 9/9/24
CHECKED BY: QL DATE: 9/19/24
DESIGNED BY: QL DATE: 5/31/24
FILENAME: b040904m7_b11.dgn
SCALE: ¼" = 1'-0"

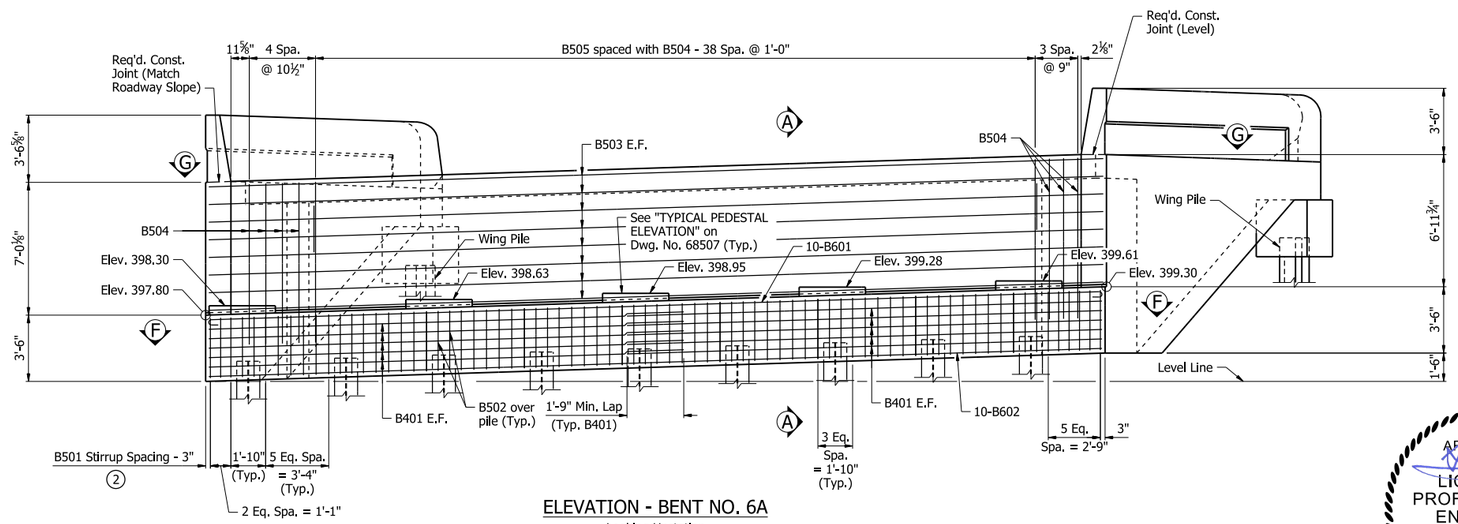
BRIDGE NO. A7692 DRAWING NO. 68503

PRINT DATE: 4/8/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	393	742
		A7692 - END BENTS - 68504				



PLAN - BENT NO. 6A



ELEVATION - BENT NO. 6A
Looking Upstation

(2) Contractor shall adjust B501 & B502 bar spacing to accommodate anchor bolts or sheet metal sleeves. B501 & B502 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

Notes:
For General Notes, see Dwg. No. 68476.

All piling shall be HP14x73 (AASHTO M 270, Gr. 50). See Std. Dwg. No. 55020 for additional details.

For "SECTION A-A", see Dwg. No. 68507.

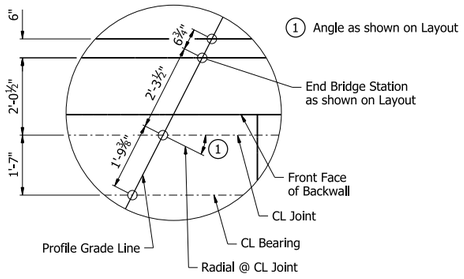
For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

Structural Steel in end bents shall be ASTM A709, Gr. 50W unless noted otherwise, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)".

Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

(2) Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".



DETAIL C
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

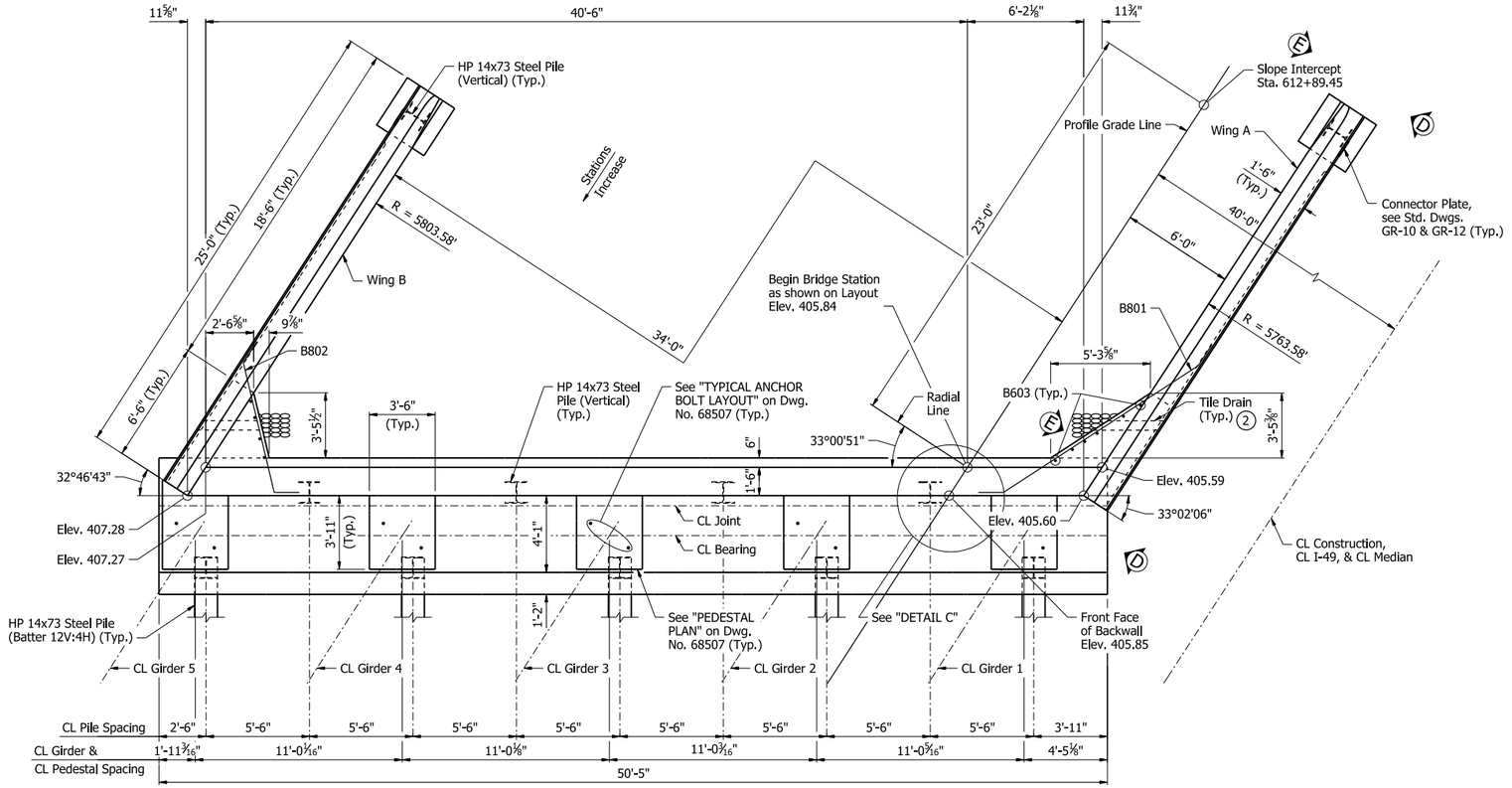
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 9/9/24
CHECKED BY: QL DATE: 9/19/24
DESIGNED BY: QL DATE: 5/31/24
FILENAME: b040904m7_b12.dgn
SCALE: ¼" = 1'-0"

BRIDGE NO. A7692 DRAWING NO. 68504

PRINT DATE: 4/8/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	394	742
		B7692 - END BENTS - 68505				



PLAN - BENT NO. 1B

Notes:
For General Notes, see Dwg. No. 68476.

All piling shall be HP14x73 (AASHTO M 270, Gr. 50). See Std. Dwg. No. 55020 for additional details.

For "SECTION A-A", see Dwg. No. 68507.

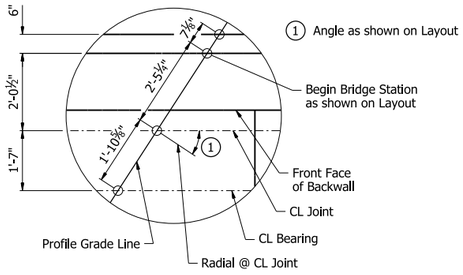
For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

Structural Steel in end bents shall be ASTM A709, Gr. 50W unless noted otherwise, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)".

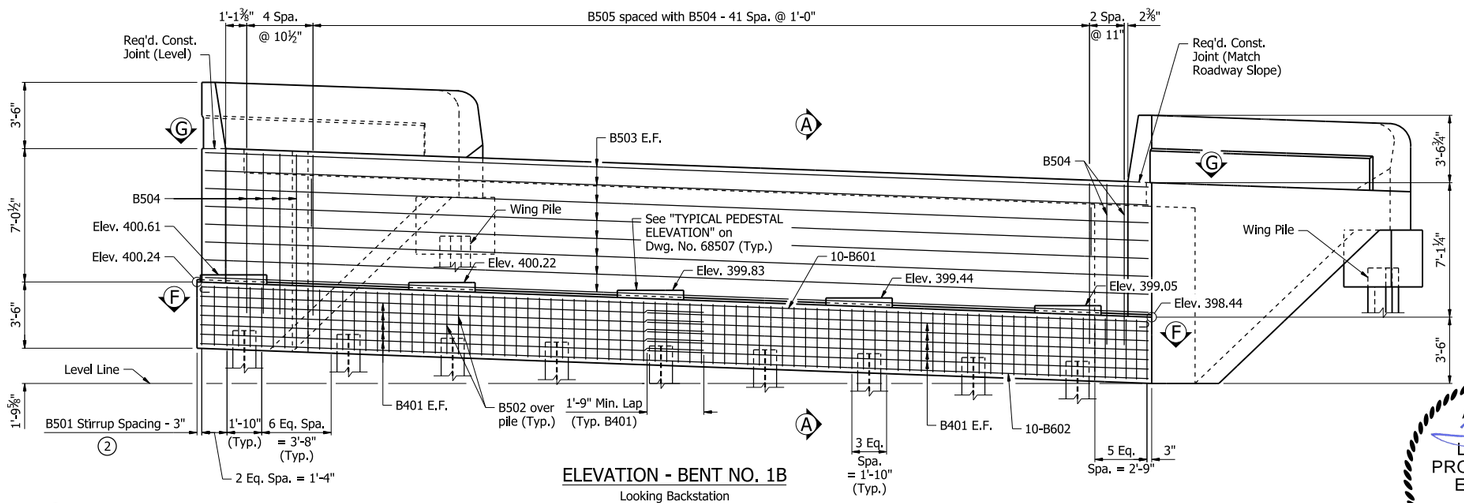
Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

(2) Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".



DETAIL C
No Scale



ELEVATION - BENT NO. 1B
Looking Backstation

(2) Contractor shall adjust B501 & B502 bar spacing to accommodate anchor bolts or sheet metal sleeves. B501 & B502 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
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5/4/26
BRIDGE ENGINEER

SHEET 3 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

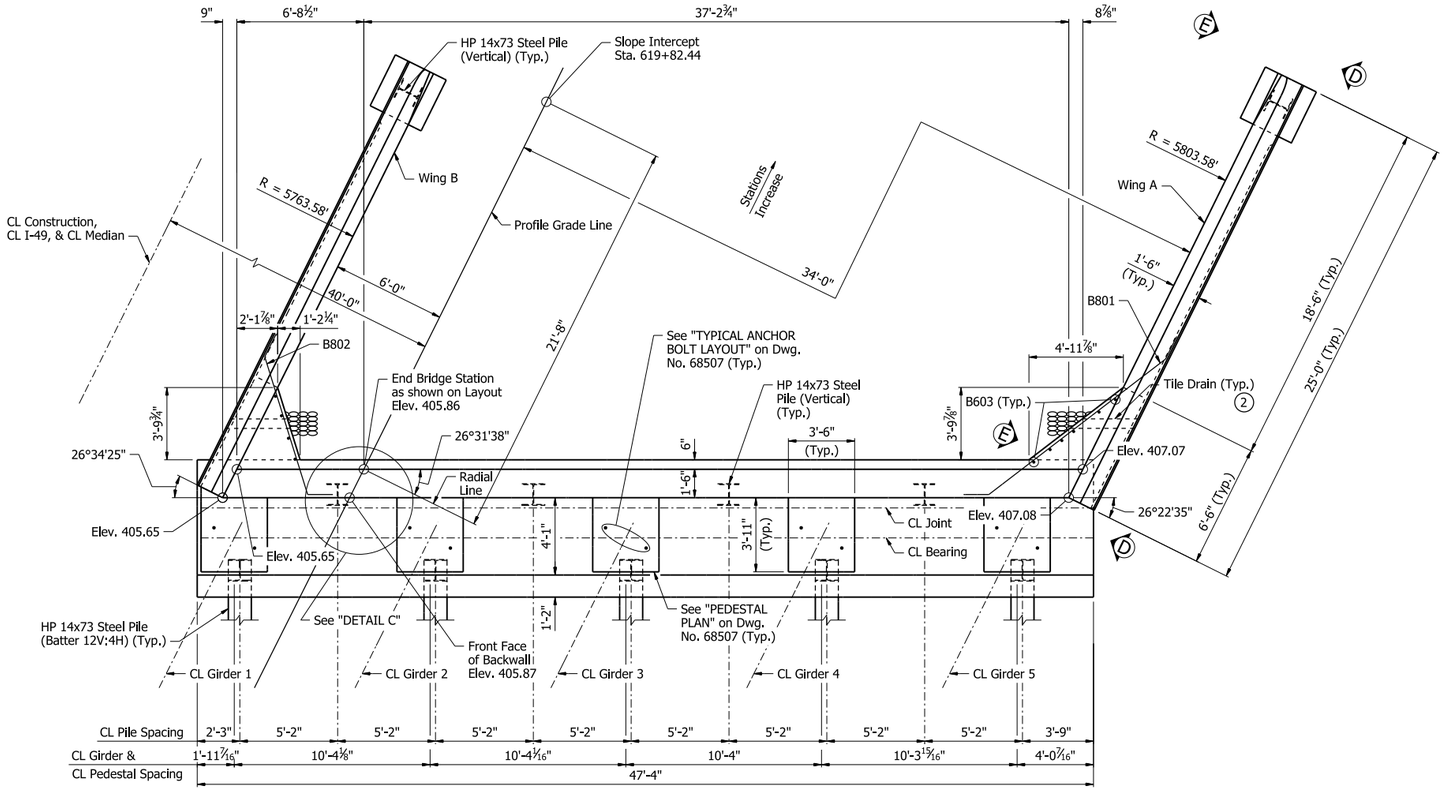
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 9/9/24
CHECKED BY: QL DATE: 9/19/24
DESIGNED BY: QL DATE: 5/31/24
FILENAME: b040904m7_b13.dgn
SCALE: ¼" = 1'-0"

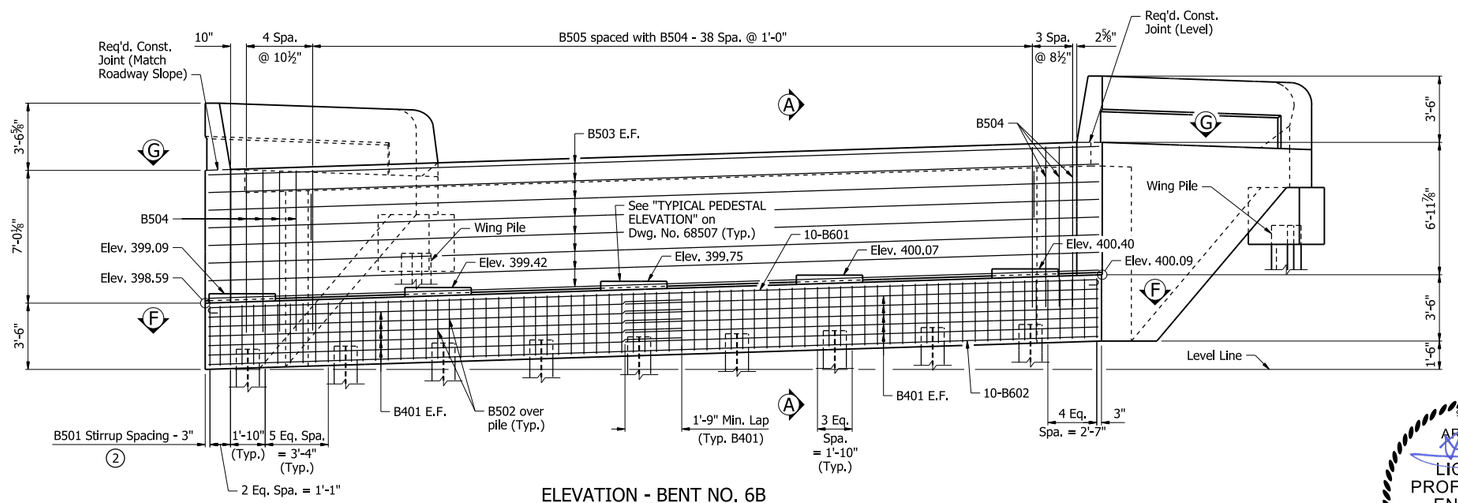
BRIDGE NO. B7692 DRAWING NO. 68505

PRINT DATE: 4/8/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	395	742
		B7692 - END BENTS - 68506				



PLAN - BENT NO. 6B



ELEVATION - BENT NO. 6B
Looking Upstation

(2) Contractor shall adjust B501 & B502 bar spacing to accommodate anchor bolts or sheet metal sleeves. B501 & B502 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

Notes:
For General Notes, see Dwg. No. 68476.

All piling shall be HP14x73 (AASHTO M 270, Gr. 50). See Std. Dwg. No. 55020 for additional details.

For "SECTION A-A", see Dwg. No. 68507.

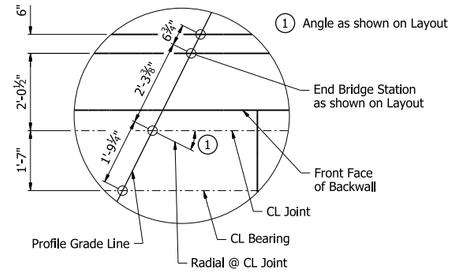
For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

Structural Steel in end bents shall be ASTM A709, Gr. 50W unless noted otherwise, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)".

Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

(2) Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".



DETAIL C
No Scale

PRINT DATE: 4/8/2026

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

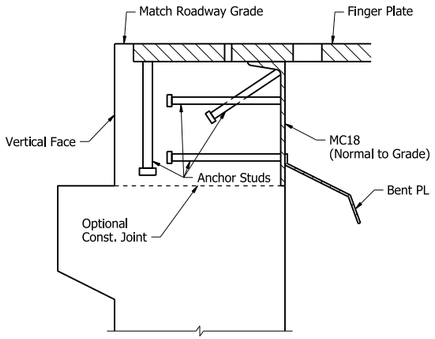
SHEET 4 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 9/9/24
CHECKED BY: QL DATE: 9/19/24
DESIGNED BY: QL DATE: 5/31/24
FILENAME: b040904m7_b14.dgn
SCALE: ¼" = 1'-0"

BRIDGE NO. B7692 DRAWING NO. 68506

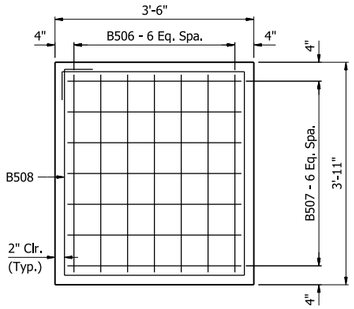
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	396	742
		A7692 & B7692 - END BENTS - 68507				



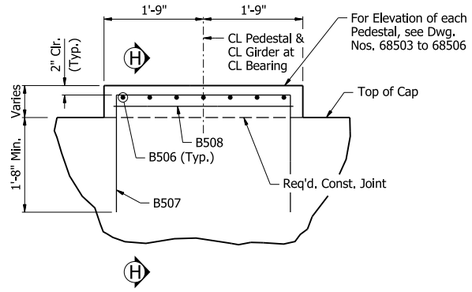
DETAIL B
No Scale

Notes:
For additional joint details, see Dwg. No. 68533.

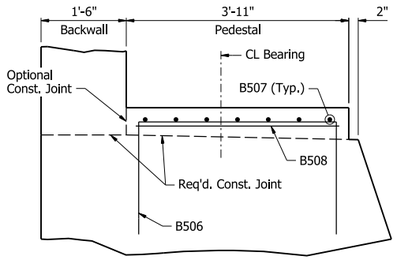
The profile of the end bent channel shall be established based on the vertical curve in conjunction with the skew angle as shown on the layout.



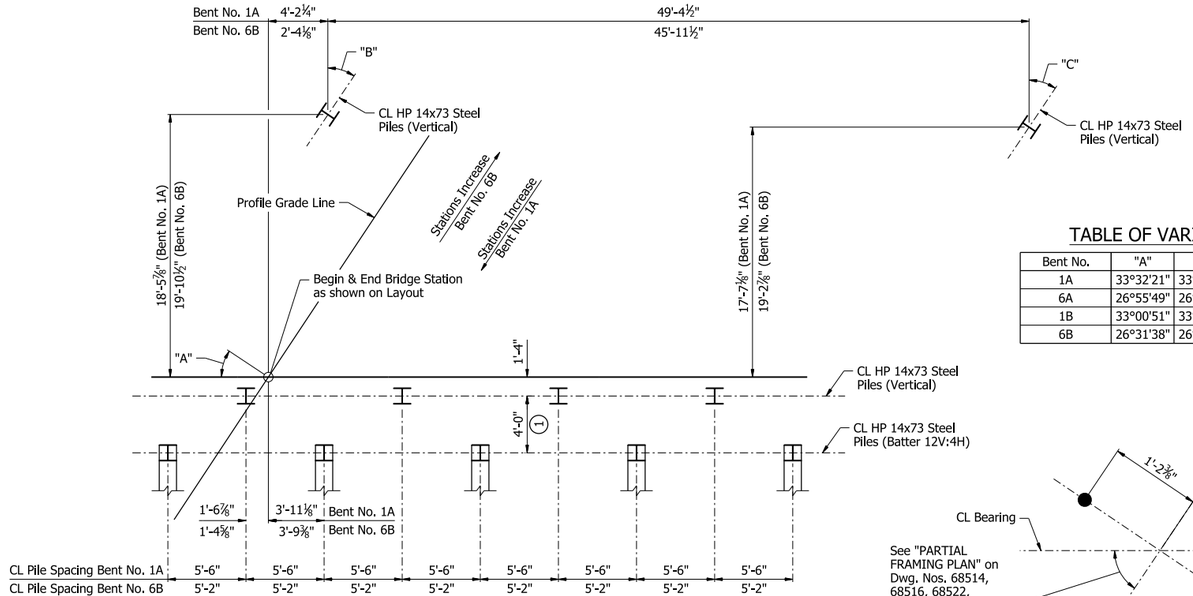
TYPICAL PEDESTAL PLAN
¾" = 1'-0"



TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"



SECTION H-H
¾" = 1'-0"

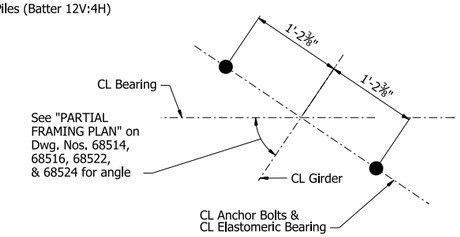


LAYOUT OF PILES BENT NO. 1A & 6B
No Scale

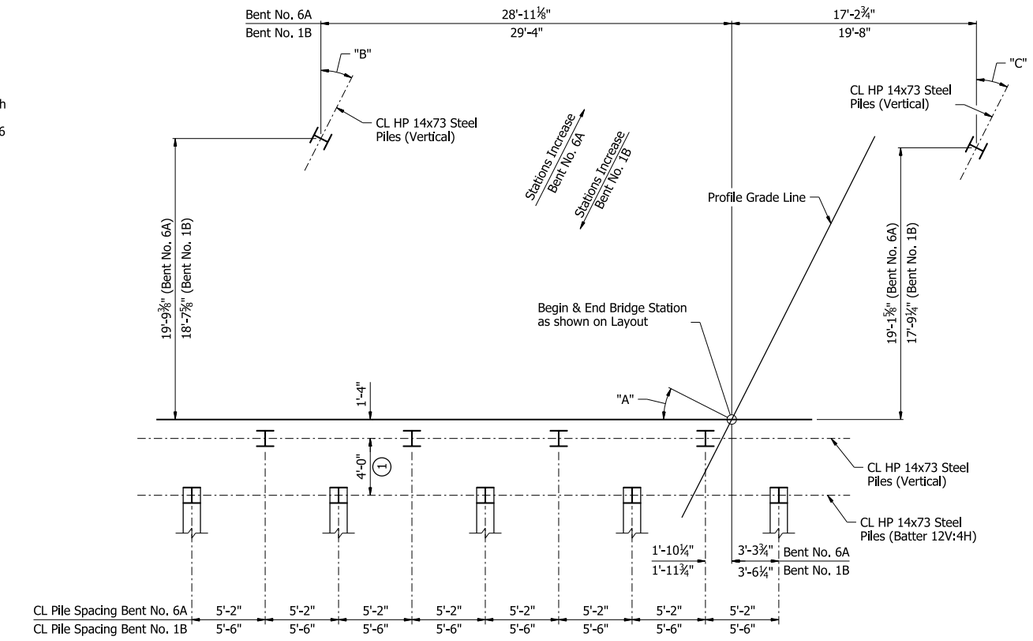
(1) Measured at bottom of cap.

TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"
1A	33°32'21"	33°43'57"	34°00'10"
6A	26°55'49"	26°52'08"	26°39'54"
1B	33°00'51"	33°01'32"	33°17'01"
6B	26°31'38"	26°19'31"	26°07'47"



TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"

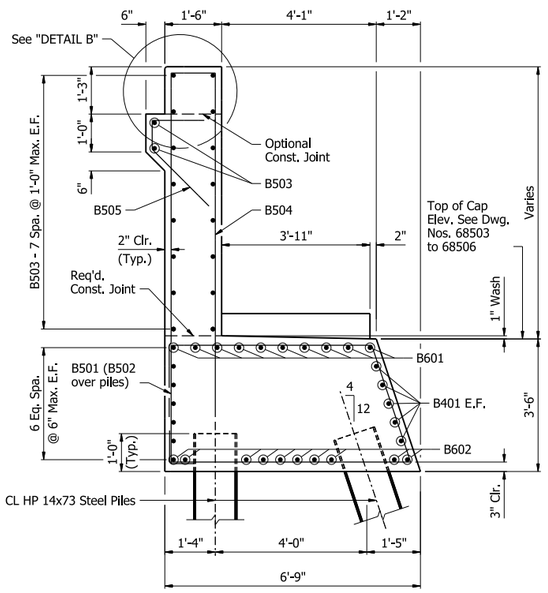


LAYOUT OF PILES BENT NO. 6A & 1B
No Scale

Notes:
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 68599 & 68600.

For Joint Details, see Dwg. Nos. 68533 & 68534.

No portion of the backwall shall be poured before girders are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. No heavy construction equipment shall be allowed within 10' of the backwall before the deck concrete placement for the adjacent span has been completed.



SECTION A-A
½" = 1'-0"

Note:
Contractor shall adjust B601 bar spacing to accommodate anchor bolts or sheet metal sleeves. Contractor shall maintain a minimum spacing of 3" and maximum spacing of 10".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

SHEET 5 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

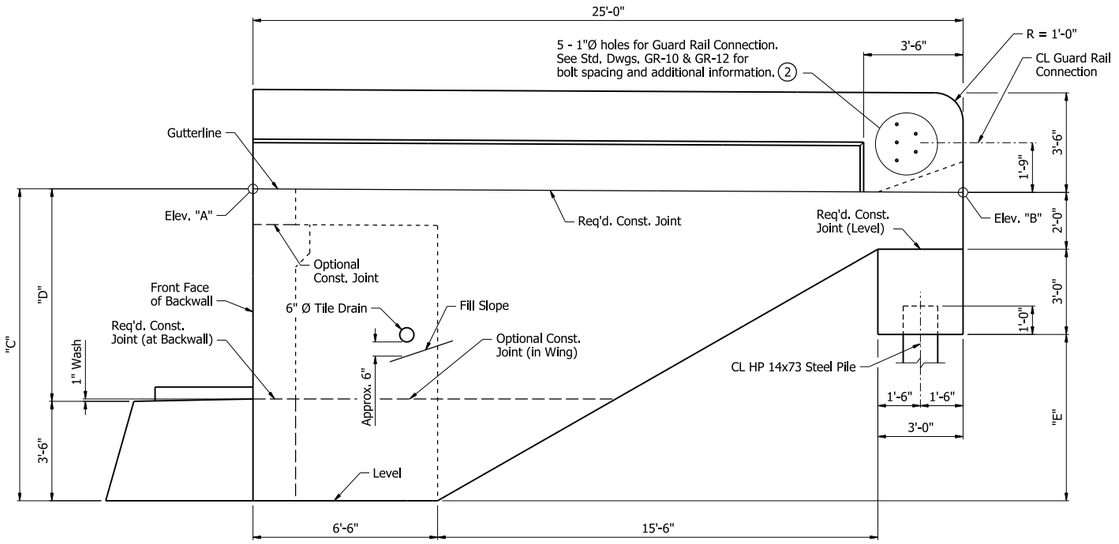
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 9/16/24
CHECKED BY: QL DATE: 9/19/24
DESIGNED BY: QL DATE: 5/31/24
FILENAME: b040904m7_b15.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 & B7692 DRAWING NO. 68507

PRINT DATE: 4/7/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	397	742
		A7692 & B7692 - END BENTS - 68508				



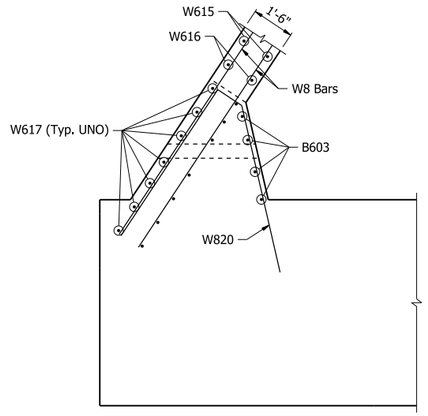
VIEW D-D
⅜" = 1'-0"
(Wing A shown; Wing B similar)

(2) Required at Bent Nos. 1A Wing B, 6A Wing A & Wing B, and 1B Wing A & Wing B only.

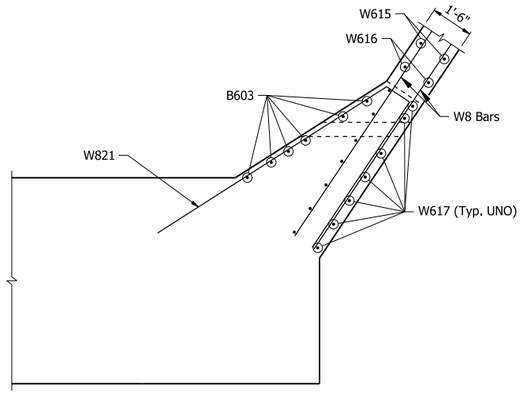
TABLE OF VARIABLES

Bent No.	Wing	Elev. "A"	Elev. "B"	"C"	"D"	"E"
1A	A	404.03	403.87	10'-7¼"	7'-1¼"	5'-5¼"
1A	B	405.78	405.62	10'-6⅝"	7'-0⅝"	5'-4⅝"
6A	A	406.28	406.16	10'-5¾"	6'-11¾"	5'-4⅜"
6A	B	404.81	404.68	10'-6⅞"	7'-0⅞"	5'-4½"
1B	A	405.54	405.39	10'-7¼"	7'-1¼"	5'-5⅜"
1B	B	407.28	407.13	10'-6½"	7'-0½"	5'-4⅝"
6B	A	407.08	406.95	10'-5⅞"	6'-11⅞"	5'-4⅜"
6B	B	405.60	405.47	10'-6⅜"	7'-0⅜"	5'-4½"

Notes:
For "SECTION J-J", "VIEW K-K", "SECTION L-L", & "SECTION M-M", see Dwg. No. 68509.

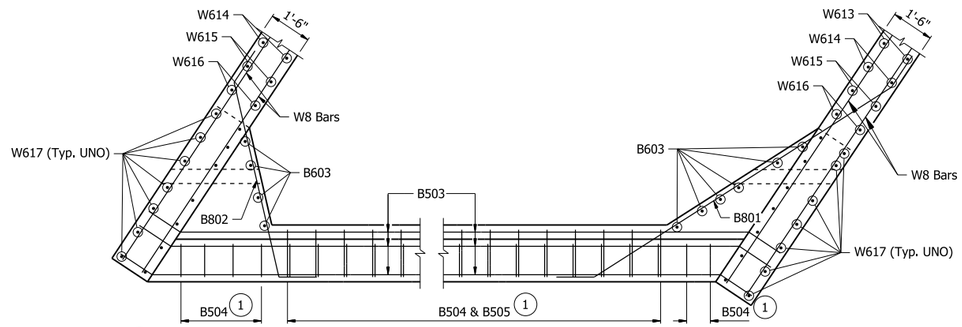


WING B



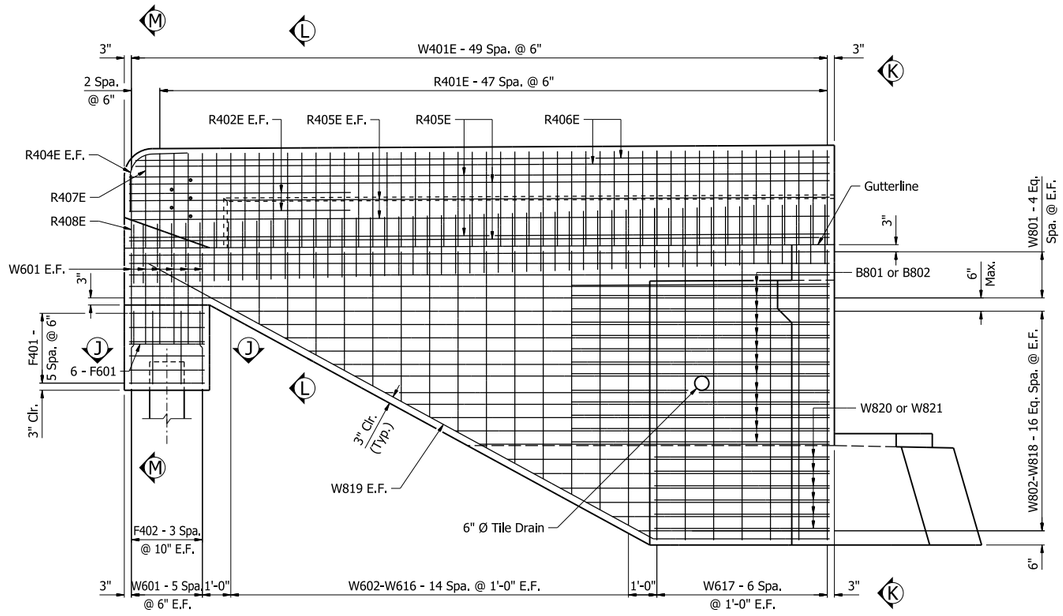
WING A

SECTION F-F
⅜" = 1'-0"



(1) See "ELEVATION" on Dwg. No. 68503 to 68506 for B504 & B505 numbers and spacings.

WING B WING A



VIEW E-E
⅜" = 1'-0"
(Wing A shown; Wing B similar)

VIEW G-G
⅜" = 1'-0"

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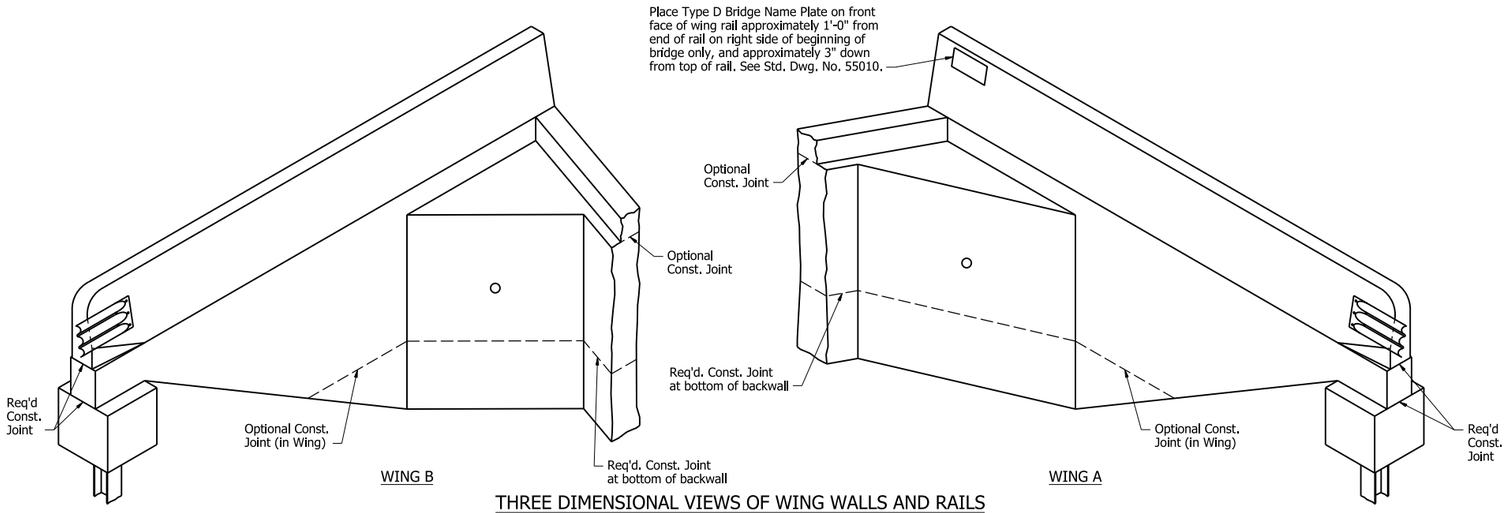
SHEET 6 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 9/16/24 FILENAME: b040904m7_b16.dgn
CHECKED BY: QL DATE: 9/20/24 SCALE: AS NOTED
DESIGNED BY: QL DATE: 5/31/24
BRIDGE NO. A7692 & B7692 DRAWING NO. 68508

PRINT DATE: 4/6/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	398	742
		A7692 & B7692 - END BENTS - 68509				



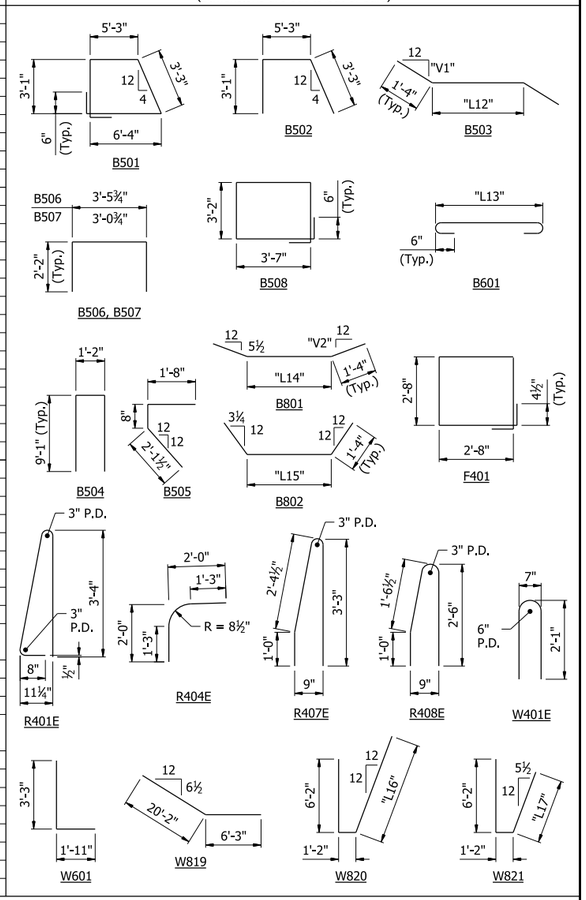
THREE DIMENSIONAL VIEWS OF WING WALLS AND RAILS

No Scale

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B401	20	"L1"	Str.
B501	"N1"	18'-7"	2½"
B502	18	11'-5"	2½"
B503	18	"L2"	3¾"
B504	"N2"	19'-1"	2½"
B505	"N3"	4'-4"	2½"
B506	35	7'-7"	2½"
B507	35	7'-2"	2½"
B508	5	14'-0"	2½"
B601	10	"L3"	4½"
B602	10	"L4"	Str.
B603	10	"L5"	Str.
B801	13	"L6"	6"
B802	13	"L7"	6"
F401	12	11'-0"	2"
F402	24	2'-7"	Str.
F601	12	2'-8"	Str.
R401E	96	7'-6"	3"
R402E	8	5'-6"	Str.
R404E	4	3'-8"	8½"
R405E	16	24'-8"	Str.
R406E	4	24'-5"	Str.
R407E	2	6'-8"	3"
R408E	2	5'-1"	3"
W401E	100	4'-7"	6"
W601	24	5'-0"	4½"
W602 - W616	4 each	"L8"	Str.
W617	28	"L9"	Str.
W801	20	24'-8"	Str.
W802 - W818	4 each	20'-10" to 6'-9"	Str.
W819	4	26'-5"	6"
W820	6	"L10"	6"
W821	6	"L11"	6"

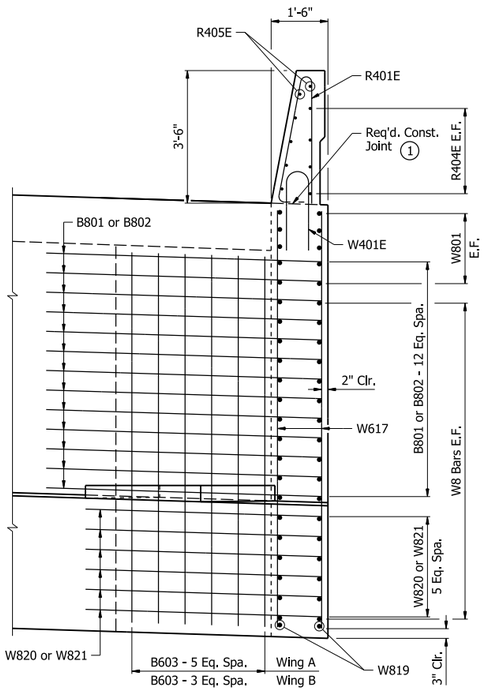
Bending Diagrams (Dimensions are out to out of bars)



All bars designated with an "E" suffix are to be epoxy coated.

TABLE OF VARIABLES

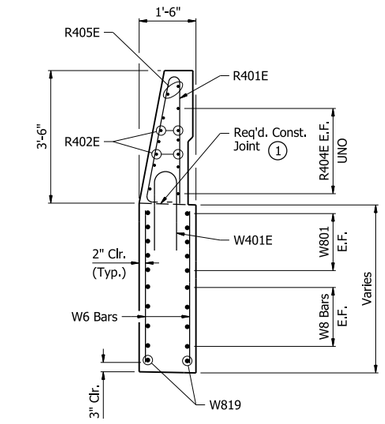
Bent No.	"N1"	"N2"	"N3"	"L1"	"L2"	"L3"	"L4"	"L5"	"L6"	"L7"	"L8"	"L9"	"L10"	"L11"	"L12"
1A	66	48	42	26'-2"	50'-8"	51'-11"	50'-6"	8'-11"	14'-10"	9'-5"	2'-0" to 9'-8"	10'-2"	13'-2"	16'-5"	48'-0½"
6A	57	46	39	24'-6"	47'-6"	48'-7"	47'-2"	8'-10"	14'-3"	10'-0"	1'-11" to 9'-7"	10'-1"	13'-7"	16'-1"	44'-10½"
1B	65	48	42	25'-11"	50'-3"	51'-5"	50'-1"	8'-11"	14'-9"	9'-6"	2'-0" to 9'-8"	10'-1"	13'-2"	16'-5"	47'-7½"
6B	56	46	39	24'-5"	47'-4"	48'-5"	47'-0"	8'-10"	14'-2"	10'-1"	1'-11" to 9'-7"	10'-1"	13'-7"	16'-1"	44'-8"



VIEW K-K

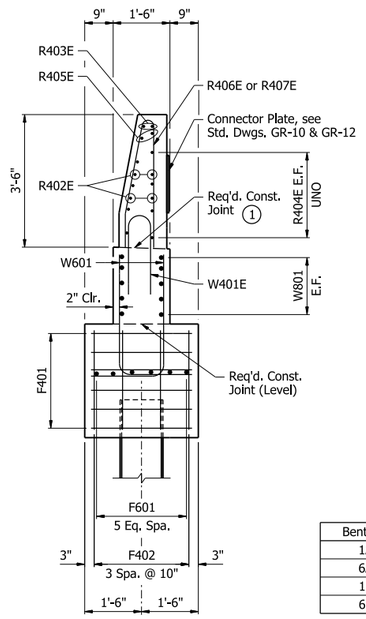
½" = 1'-0"

(1) For Bents 1A & 1B, match roadway slope at Wing A; Level at Wing B. For Bents 6A & 6B, match roadway slope at Wing B; Level at Wing A.



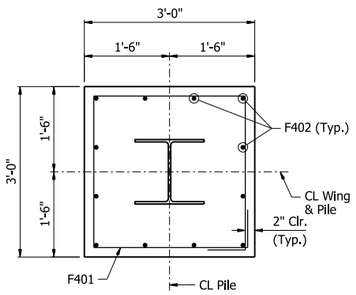
SECTION L-L

½" = 1'-0"



SECTION M-M

½" = 1'-0"



SECTION J-J

¾" = 1'-0"

Bent No.	"L13"	"L14"	"L15"	"L16"	"L17"	"V1"	"V2"
1A	50'-6"	12'-2"	6'-10½"	6'-1"	9'-4"	8¼	7½
6A	47'-2"	11'-7"	7'-5"	6'-6"	9'-0"	6	9¼
1B	50'-1"	12'-1"	6'-11½"	6'-1"	9'-4"	7¾	7¾
6B	47'-0"	11'-6"	7'-5½"	6'-6"	9'-0"	6	9¼

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SHEET 7 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

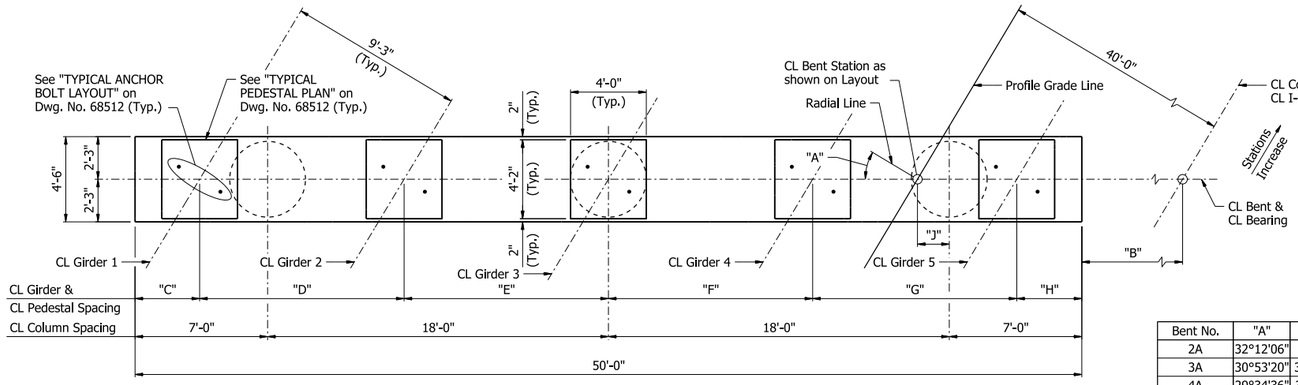
LITTLE ROCK, ARK.

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CHECKED BY: QL DATE: 9/20/24
DESIGNED BY: QL DATE: 5/31/24
FILENAME: b040904m7_b17.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 & B7692 DRAWING NO. 68509

PRINT DATE: 4/8/2026

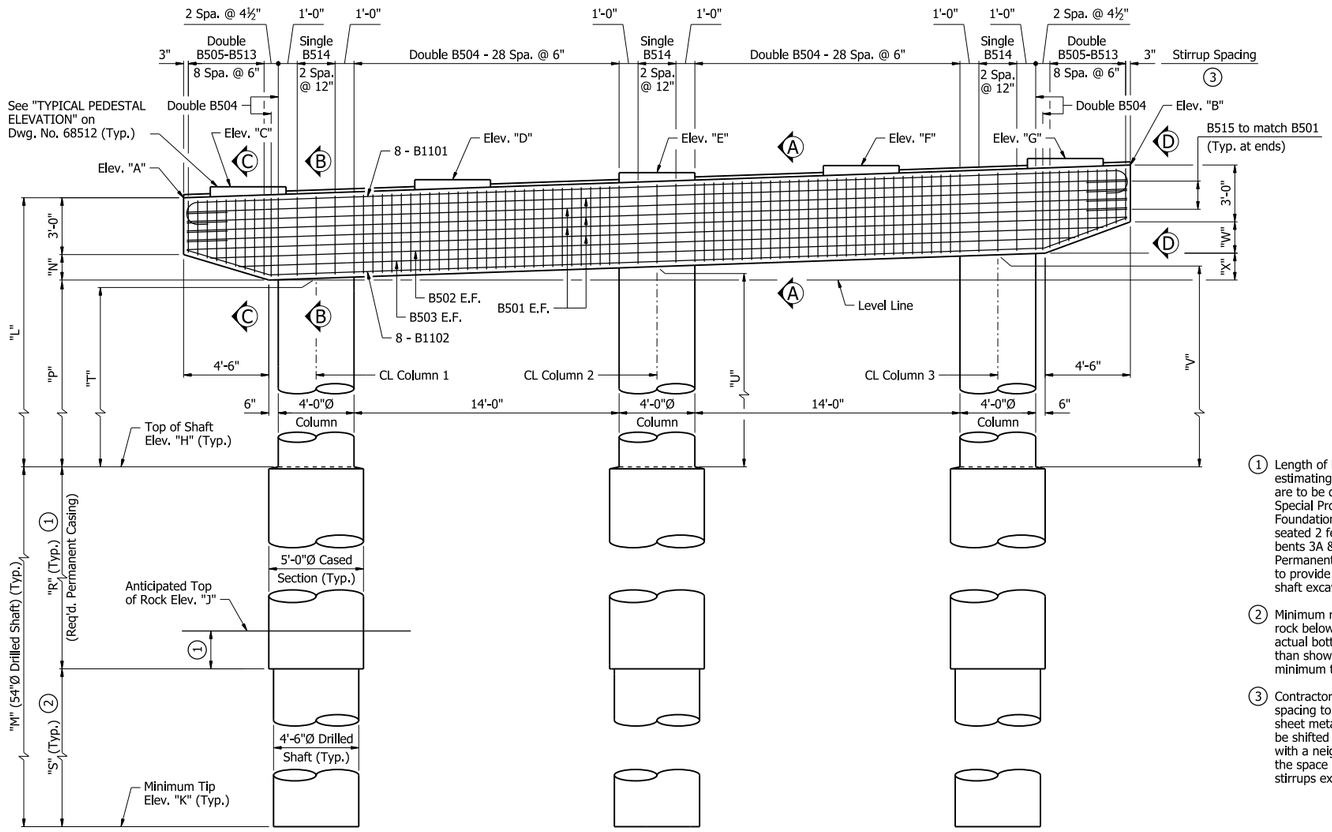
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	399	742
		A7692 - INT. BENTS - 68510				



PLAN - BENT NOS. 2A-5A

"PLAN - BENT NOS. 2A-5A"
TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
2A	32°12'06"	38'-9⅛"	3'-1¾₁₆"	10'-11⅞₁₆"	10'-11⅜"	10'-11¼"	10'-11³⁄₁₆"	3'-1³⁄₁₆"	1'-5⅜"
3A	30°53'20"	37'-10½"	3'-4¹⁵⁄₁₆"	10'-9⅝₁₆"	10'-9½"	10'-9⅞₁₆"	10'-9⁵⁄₁₆"	3'-5¼"	1'-8⅛"
4A	29°34'36"	37'-0⁹⁄₁₆"	3'-8⅞₁₆"	10'-7¹³⁄₁₆"	10'-7¾"	10'-7¹¹⁄₁₆"	10'-7⅝"	3'-8¹¹⁄₁₆"	1'-10¾"
5A	28°15'53"	36'-3¼"	3'-11⅝"	10'-6¾₁₆"	10'-6⅛"	10'-6⅛"	10'-6¹⁄₁₆"	3'-11⅞"	2'-1⁷⁄₁₆"



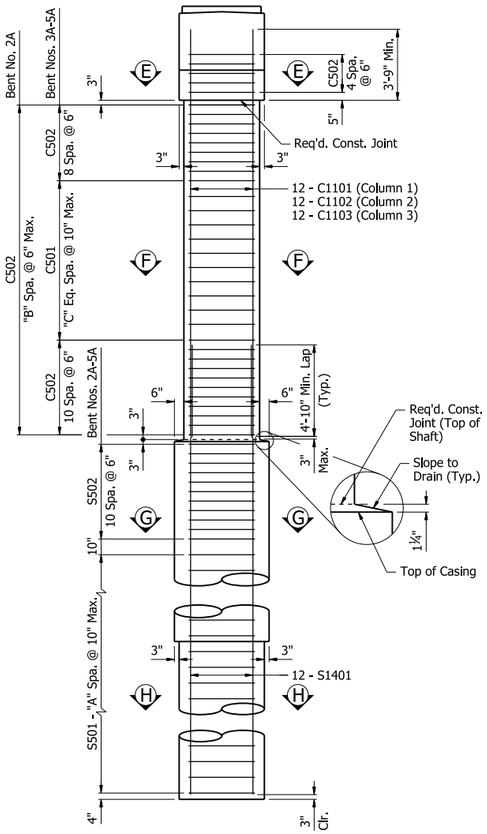
ELEVATION - BENT NOS. 2A-5A
Looking Upstation

"ELEVATION - BENT NOS. 2A-5A"
TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"T"	"U"	"V"	"W"	"X"
2A	398.06	399.83	398.63	399.01	399.40	399.79	400.18	387.00	384.00	367.00	11'-0¾"	20'-0"	1'-4⅛"	6'-8⅝"	5'-0"	15'-0"	6'-9¾"	7'-5⅜"	8'-1"	1'-7⅞"	1'-5⅜"
3A	398.86	400.59	399.44	399.81	400.19	400.56	400.93	375.00	366.00	351.00	23'-10⅜"	24'-0"	1'-4⅛"	19'-6¼"	15'-0"	9'-0"	19'-7¼"	20'-2¾"	20'-10⅛"	1'-7⅞"	1'-5"
4A	399.10	400.72	399.67	400.02	400.36	400.71	401.05	375.00	366.00	351.00	24'-1¼"	24'-0"	1'-4¼"	19'-9"	15'-0"	9'-0"	19'-9⅞"	20'-4⅞"	20'-11⅞"	1'-7¾"	1'-4"
5A	398.65	400.20	399.22	399.54	399.87	400.19	400.52	383.00	364.00	353.00	15'-7⅞"	30'-0"	1'-4⅜"	11'-3½"	21'-0"	9'-0"	11'-4⅜"	11'-11⅛"	12'-5¾"	1'-7⅞"	1'-3¼"

"END VIEW"
TABLE OF VARIABLES

Bent No.	Column No.	"A"	"B"	"C"
2A	1	17	13	-
	2	17	14	-
	3	17	16	-
3A	1	22	-	13
	2	22	-	13
	3	22	-	14
4A	1	22	-	13
	2	22	-	14
	3	22	-	14
5A	1	29	-	3
	2	29	-	3
	3	29	-	4



END VIEW

Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.

If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing in the regions identified above.

Notes:
For "GENERAL NOTES", see Dwg. No. 68476.

For "SECTION A-A" thru "SECTION C-C", "VIEW D-D", & "SECTION E-E" thru "SECTION H-H", see Dwg. No. 68512.

① Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040904, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet for bents 2A & 5A, 6 feet for bents 3A & 4A below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.

② Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.

③ Contractor shall adjust B504 to B514 bar spacing to accommodate anchor bolts or sheet metal sleeves. B504 to B514 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

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SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

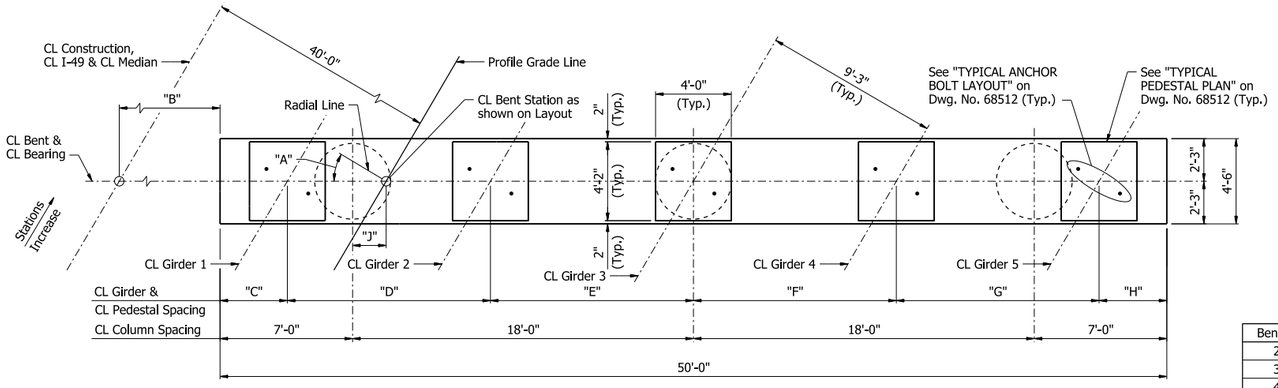
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: QL DATE: 9/5/24
DESIGNED BY: CCD/CZ DATE: 7/15/24
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BRIDGE NO. A7692 DRAWING NO. 68510

PRINT DATE: 7/6/2026

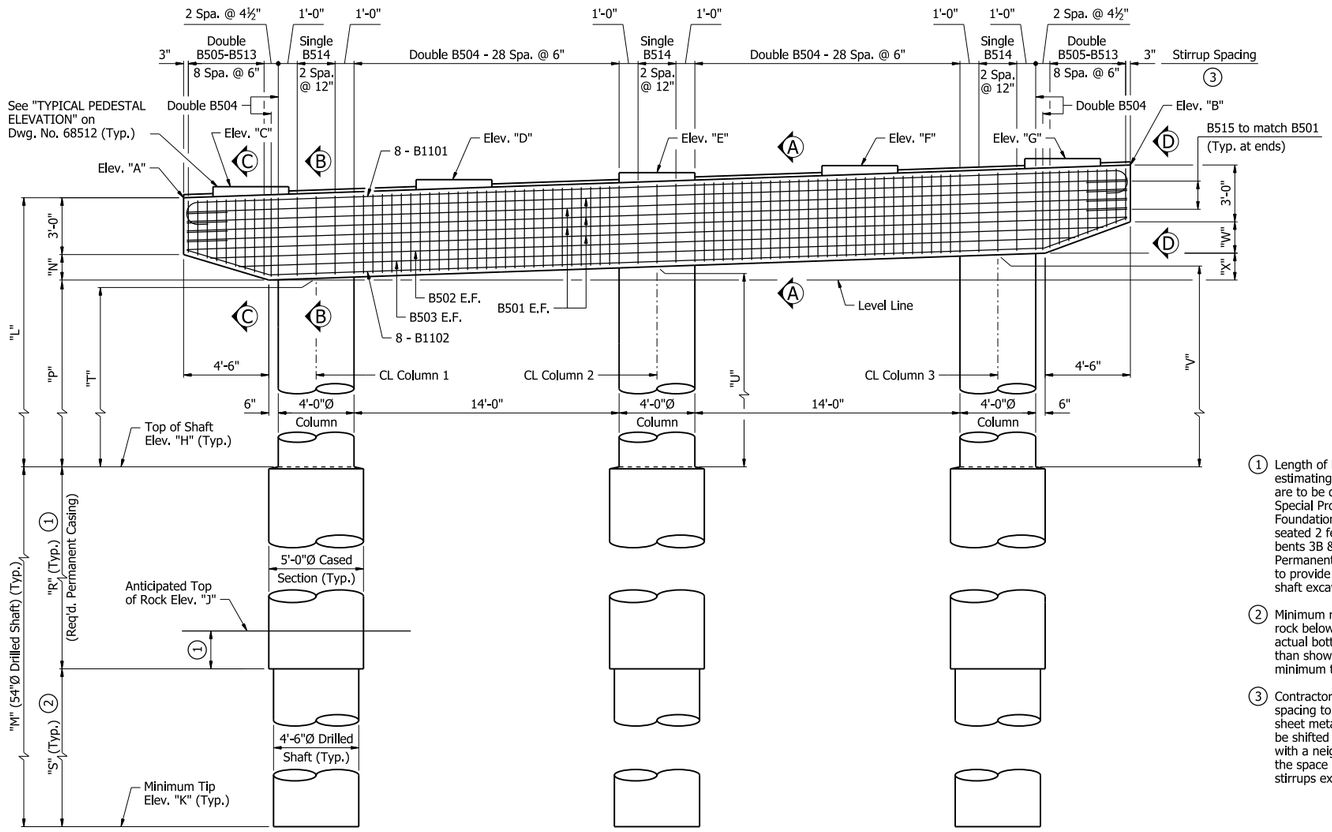
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	400	742
		B7692 - INT. BENTS - 68511				



PLAN - BENT NOS. 2B-5B

"PLAN - BENT NOS. 2B-5B"
TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
2B	31°42'09"	38'-6 3/16"	3'-3 3/8"	10'-10 7/16"	10'-10 3/8"	10'-10 5/16"	10'-10 1/4"	3'-3 1/2"	1'-6 5/8"
3B	30°24'54"	37'-8"	3'-6 5/8"	10'-8 3/4"	10'-8 5/8"	10'-8 9/16"	10'-8 1/2"	3'-6 15/16"	1'-9 1/4"
4B	29°07'37"	36'-10 5/16"	3'-9 15/16"	10'-7 1/16"	10'-7"	10'-6 15/16"	10'-6 7/8"	3'-10 3/16"	1'-11 3/4"
5B	27°50'19"	36'-1 1/4"	4'-1"	10'-5 1/2"	10'-5 5/16"	10'-5 7/16"	10'-5 3/8"	4'-1 1/4"	2'-2 1/16"



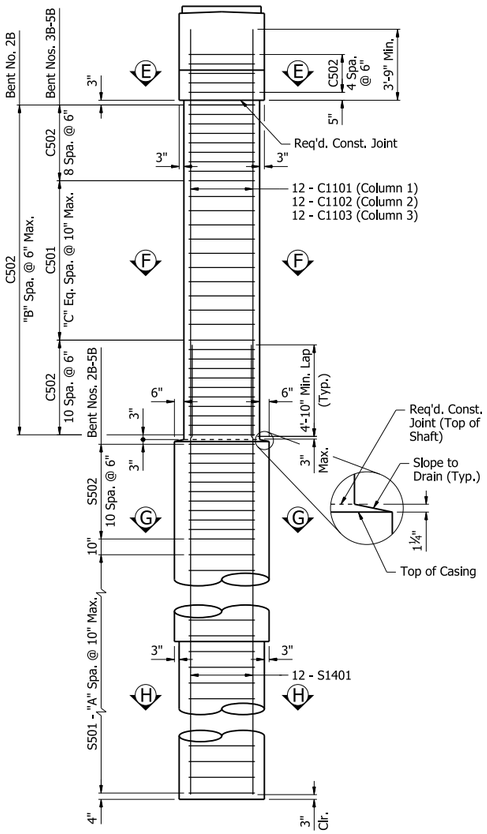
ELEVATION - BENT NOS. 2B-5B
Looking Upstation

"ELEVATION - BENT NOS. 2B-5B"
TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"T"	"U"	"V"	"W"	"X"
2B	399.55	401.33	400.12	400.51	400.89	401.28	401.66	390.00	380.00	363.00	9'-6 3/8"	27'-0"	1'-4 1/8"	5'-2 1/2"	12'-0"	15'-0"	5'-3 5/8"	5'-11 1/4"	6'-7"	1'-7 7/8"	1'-5 1/2"
3B	400.13	401.80	400.70	401.06	401.42	401.78	402.13	375.00	366.00	351.00	25'-1 5/8"	24'-0"	1'-4 1/4"	20'-9 3/8"	15'-0"	9'-0"	20'-10 3/8"	21'-5 5/8"	22'-0 3/4"	1'-7 3/4"	1'-4 3/8"
4B	400.05	401.63	400.62	400.95	401.29	401.62	401.95	375.00	366.00	351.00	25'-0 1/2"	24'-0"	1'-4 1/4"	20'-8 1/4"	15'-0"	9'-0"	20'-9 1/4"	21'-4 1/8"	21'-10 7/8"	1'-7 3/4"	1'-3 1/2"
5B	399.41	400.97	399.99	400.32	400.64	400.97	401.30	385.00	368.00	357.00	14'-5"	28'-0"	1'-4 3/8"	10'-0 5/8"	19'-0"	9'-0"	10'-1 1/2"	10'-8 1/4"	11'-3"	1'-7 5/8"	1'-3 3/8"

"END VIEW"
TABLE OF VARIABLES

Bent No.	Column No.	"A"	"B"	"C"
2B	1	25	10	-
	2	25	11	-
	3	25	13	-
3B	1	22	-	14
	2	22	-	15
	3	22	-	16
4B	1	22	-	14
	2	22	-	15
	3	22	-	15
5B	1	26	-	1
	2	26	-	2
	3	26	-	3



END VIEW

Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.

If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing in the regions identified above.

Notes:
For "GENERAL NOTES", see Dwg. No. 68476.

For "SECTION A-A" thru "SECTION C-C", "VIEW D-D", & "SECTION E-E" thru "SECTION H-H", see Dwg. No. 68512.

(1) Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040904, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet for bents 2B & 5B, 6 feet for bents 3B & 4B below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.

(2) Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.

(3) Contractor shall adjust B504 to B514 bar spacing to accommodate anchor bolts or sheet metal sleeves. B504 to B514 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

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SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

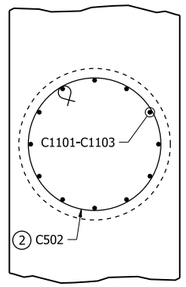
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 8/30/24
CHECKED BY: QL DATE: 9/5/24
DESIGNED BY: CCD/CZ DATE: 7/15/24
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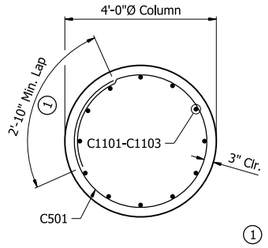
BRIDGE NO. B7692 DRAWING NO. 68511

PRINT DATE: 7/6/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	401	742
		A7692 & B7692 - INT. BENTS - 68512				



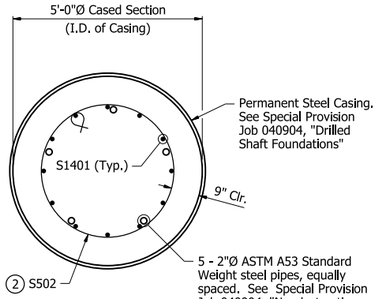
SECTION E-E
½" = 1'-0"
(Cap reinforcing not shown for clarity)



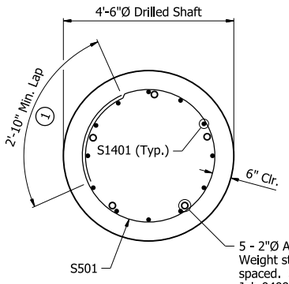
SECTION F-F
½" = 1'-0"

1 Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.

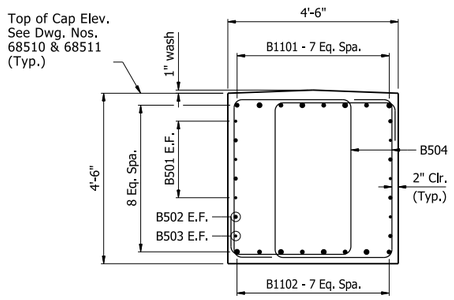
2 Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.



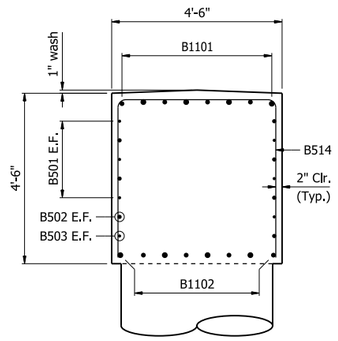
SECTION G-G
½" = 1'-0"



SECTION H-H
½" = 1'-0"
5 - 2"Ø ASTM A53 Standard Weight steel pipes, equally spaced. See Special Provision Job 040904, "Nondestructive Testing of Drilled Shafts".

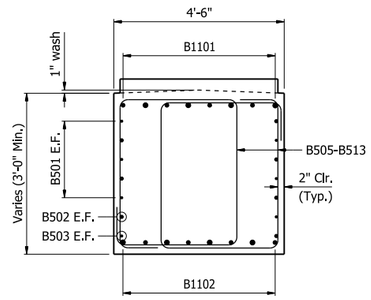


SECTION A-A
½" = 1'-0"

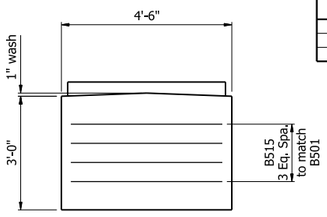


SECTION B-B
½" = 1'-0"
(Column reinforcing not shown for clarity)

Note:
Contractor shall adjust B1101 thru B1102 bar spacing to accommodate anchor bolts, sheet metal sleeves, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 4" and 10", respectively.



SECTION C-C
½" = 1'-0"
(Pedestal reinforcing not shown for clarity)



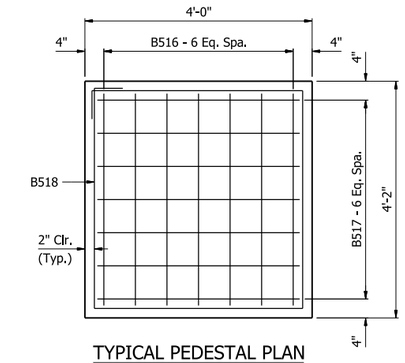
VIEW D-D
½" = 1'-0"

Notes:
For locations of "SECTION A-A" thru "SECTION C-C", "VIEW D-D", & "SECTION E-E" thru "SECTION H-H", see Dwg. Nos. 68510 & 68511.

For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 68599 & 68600.

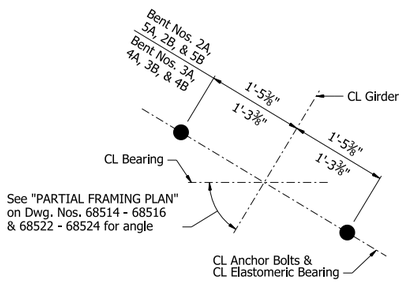
TABLE OF VARIABLES

Bent No.	"CN1"	"CN2"	"CL1"	"CL2"	"CL3"	"SN"	"SL"
2A	-	61	10'-4"	10'-11"	11'-7"	54	24'-10"
3A	37	75	23'-1"	23'-9"	24'-4"	69	28'-10"
4A	38	75	23'-4"	23'-11"	24'-6"	69	28'-10"
5A	7	75	14'-10"	15'-5"	16'-0"	90	34'-10"
2B	-	52	8'-10"	9'-5"	10'-1"	78	31'-10"
3B	42	75	24'-4"	25'-0"	25'-7"	69	28'-10"
4B	41	75	24'-3"	24'-10"	25'-5"	69	28'-10"
5B	3	75	13'-8"	14'-2"	14'-9"	81	32'-10"

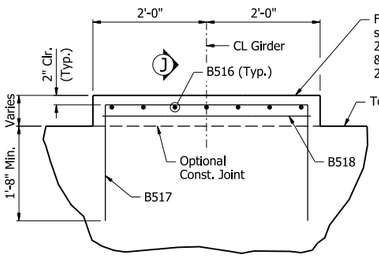


TYPICAL PEDESTAL PLAN
¾" = 1'-0"

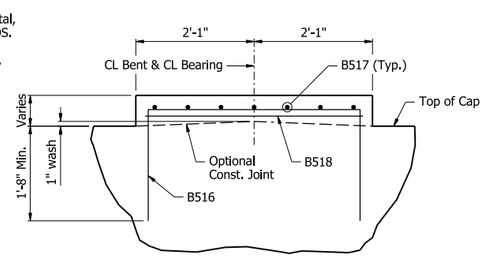
Note:
Contractor shall adjust B516 & B517 bar spacing to accommodate anchor bolts and sheet metal sleeves.



TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"



TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"

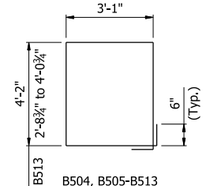


SECTION J-J
¾" = 1'-0"

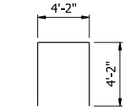
BAR LIST- PER BENT

Mark	Number Required	Length	Pin Dia.
B501	10	49'-8"	Str.
B502	2	47'-2"	Str.
B503	2	44'-2"	Str.
B504	124	15'-0"	2½"
B505 - B513	4 each	12'-1" to 14'-9"	2½"
B514	9	12'-4"	2½"
B515	8	8'-2"	2½"
B516	35	7'-6"	2½"
B517	35	7'-4"	2½"
B518	5	15'-6"	2½"
B1101	8	52'-9"	11¼"
B1102	8	50'-1"	11¼"
C501	"CN1"	13'-8"	-
C502	"CN2"	12'-4"	3¾"
C1101	12	"CL1"	Str.
C1102	12	"CL2"	Str.
C1103	12	"CL3"	Str.
3 S501	"SN"	13'-8"	-
3 S502	33	12'-4"	3¾"
3 S1401	36	"SL"	Str.

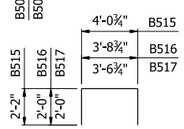
Bending Diagrams (Dimensions are out to out of bars)



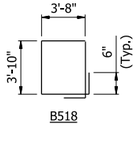
B504, B505-B513



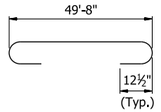
B514



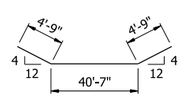
B515, B516, B517



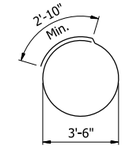
B518



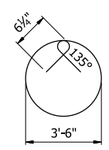
B1101



B1102



C501, S501



C502, S502

3 S1401 longitudinal reinforcement and S501 & S502 tie reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (54" DIA.)". Individual lengths shall be determined by the Contractor.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 17233
QING LIU
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF INTERMEDIATE BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

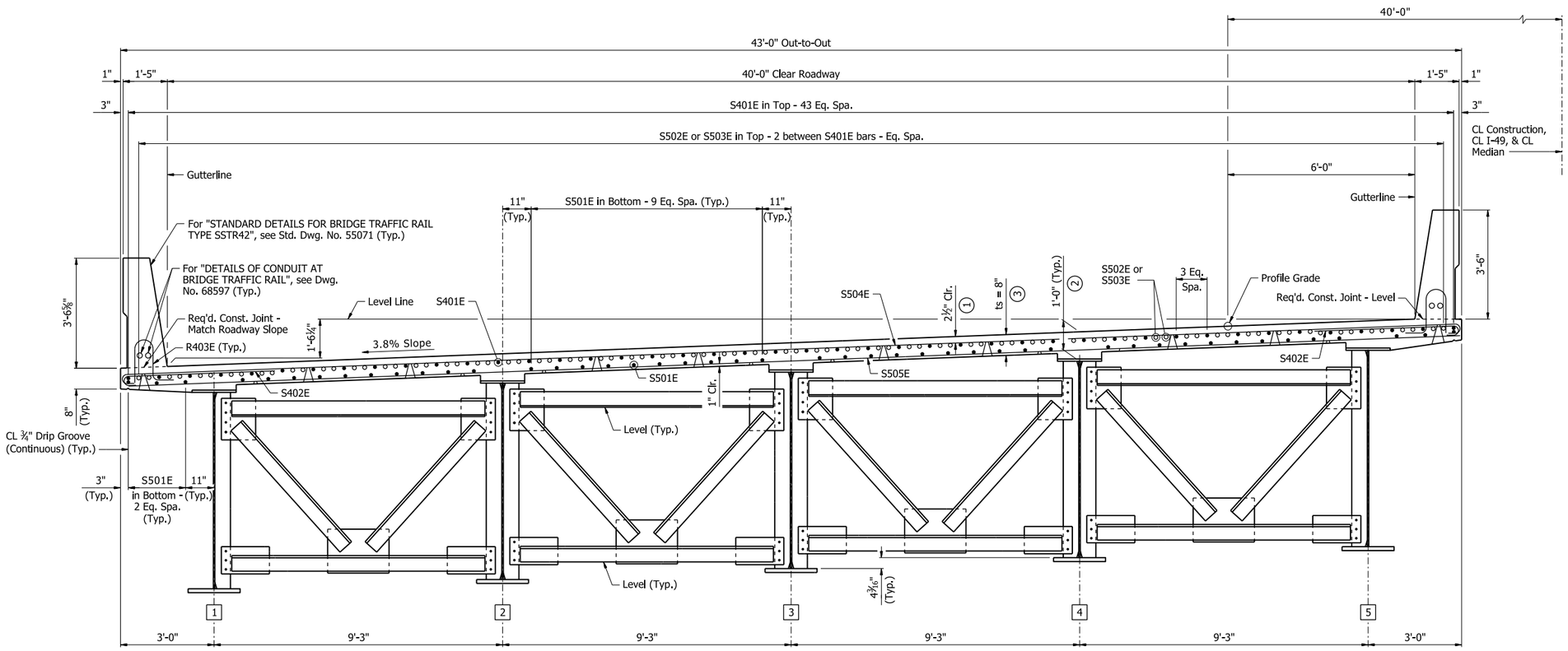
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 8/30/24
CHECKED BY: QL DATE: 9/5/24
DESIGNED BY: CCD/CZ DATE: 7/15/24
FILENAME: b040904m7_b23.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 & B7692 DRAWING NO. 68512

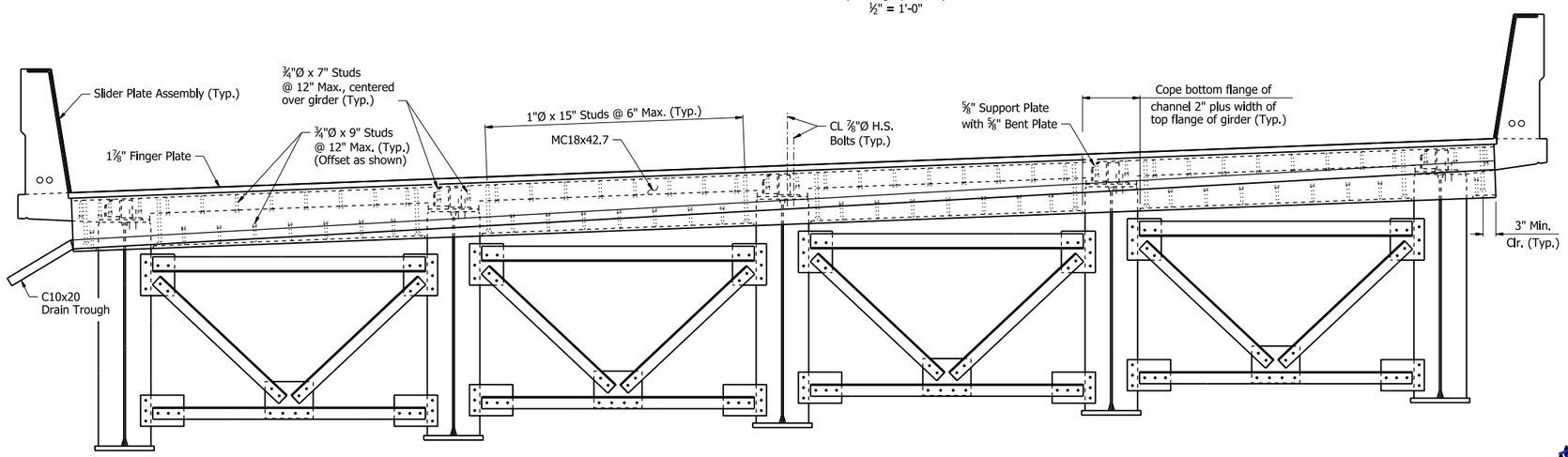
PRINT DATE: 4/7/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	402	742
		A7692 - 651'-6½" UNIT - 68513				



TYPICAL ROADWAY SECTION

(Looking Upstation)
½" = 1'-0"



Expansion Device:

Roadway channel - MC18x42.7
Connection - ⅝" Support Plate and ⅝" Bent Support Plate

For Finger Joint Details, see Dwg. Nos. 68533 & 68534.

Maintain 2" cover between Girder Flange edge and Studs. Studs shall be normal to CL Joint, except for Studs closest to the acute corner edge may run parallel to the edge of the finger plate.

TYPICAL ROADWAY SECTION THRU FINGER JOINT AT BENT NOS. 1 & 6

(Looking Upstation)
½" =1'-0"

Notes:
All horizontal dimensions are measured radial to Profile Grade Line, UNO.

Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full-length lower runners directly on removable deck forms will not be allowed.

For details of Bridge Finishes and Protective Surface Treatment, see Dwg No. 68476.

For "PARTIAL REINFORCING PLAN AND POURING SEQUENCE", see Dwg. Nos. 68517 - 68519.

For K-Frame details, see Dwg. Nos. 68530 & 68531.

(1) Tolerance: Minus = ¼"; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE".

(2) Haunch dimensions may vary within the following limits to maintain the grade and slab thickness tolerance:

Top Flange	Haunch Adjustment Tolerance	
	Plus	Minus
1" x 16"	¾"	2¼"
1½" x 16"	1¼"	1¾"
1½" x 22"	1⅛"	1⅝"

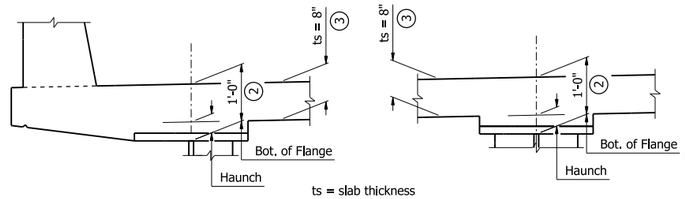
No increase in concrete and structural steel quantities will be made to maintain tolerances. Tolerances shown are applicable for both removable deck forming and permanent steel deck forms. Payment for concrete shall be based on removable deck forming.

(3) Tolerance: Minus = ¼"; Plus = ½". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

SLAB REINFORCING:

Longitudinal: S401E in Top placed as shown
S502E or S503E in Top placed as shown over Intermediate Bents
S501E in Bottom placed as shown

Transverse: S504E in Top @ 6"
S505E in Bottom @ 7½"
S402E in Top @ 6", Bundled with S504E



ADJUSTMENT FOR SLAB THICKNESS TOLERANCE

¾" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT
BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

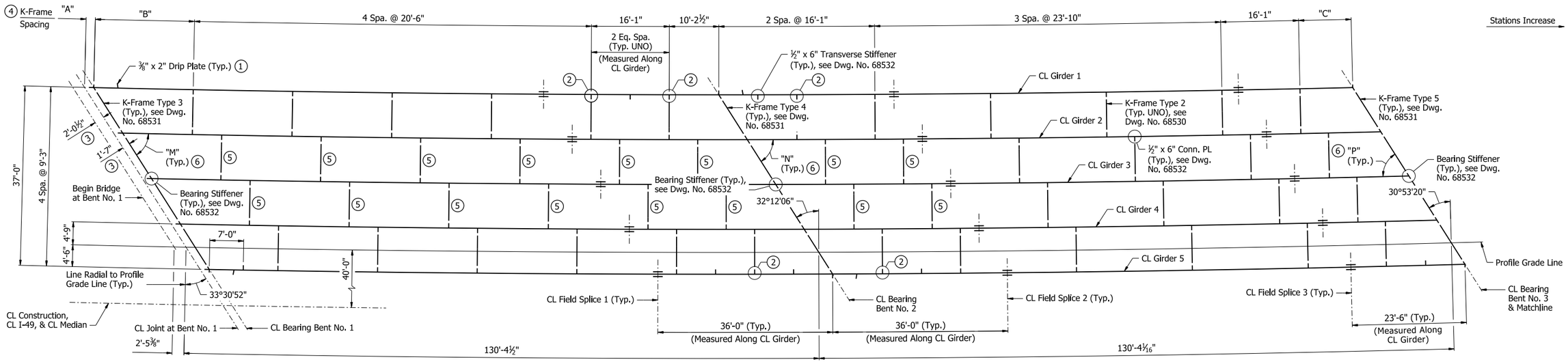
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 8/8/24
CHECKED BY: CZ DATE: 8/15/24
DESIGNED BY: RCR DATE: 7/13/22
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SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68513

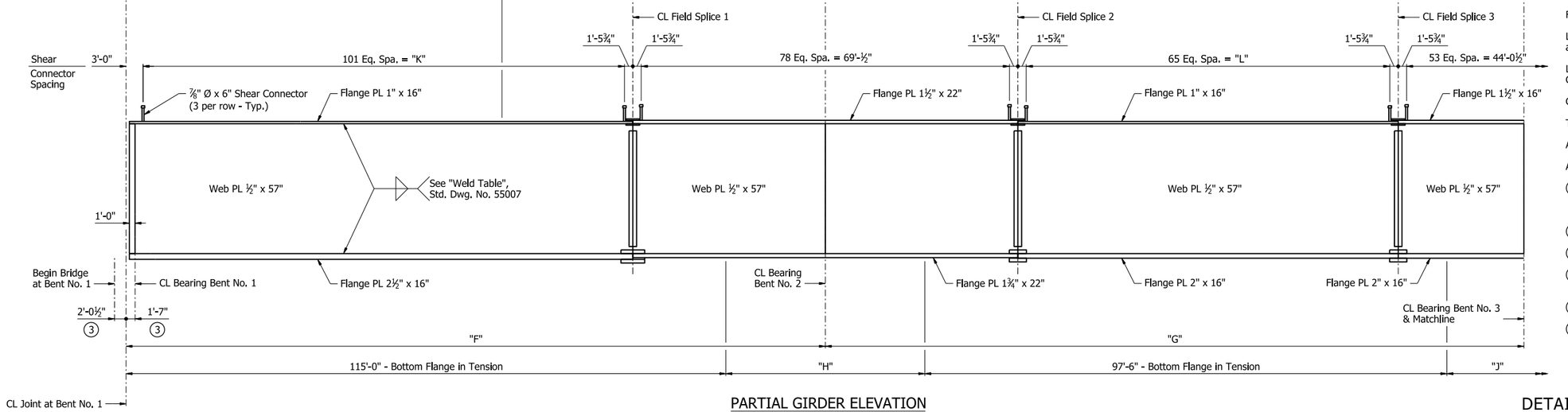
PRINT DATE: 4/2/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	403	742
		A7692 - 651'-6½" Unit - 68514				



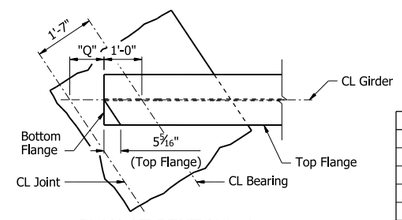
PARTIAL FRAMING PLAN

3/32" = 1'-0"



PARTIAL GIRDER ELEVATION

No Scale



PLAN AT BENT NO. 1

½" = 1'-0"

TABLE OF VARIABLES

Girder	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"Q"
1	1'-10⅞"	20'-5¹⁵⁄₁₆"	10'-10½"	94'-8⁹⁄₁₆"	71'-1½"	130'-8⁹⁄₁₆"	130'-7½"	35'-2⁵⁄₁₆"	26'-10½"	90'-2⁹⁄₁₆"	68'-2"	56°17'11"	57°35'27"	58°54'50"	10⅞"
2	1'-10¹³⁄₁₆"	20'-4⅞"	10'-9½"	94'-7⁹⁄₁₆"	71'-0½"	130'-7⁹⁄₁₆"	130'-6½"	35'-1³⁄₁₆"	26'-9½"	90'-1⁷⁄₁₆"	68'-1"	56°20'56"	57°39'01"	58°58'13"	10¹³⁄₁₆"
3	1'-10¹³⁄₁₆"	20'-3¹³⁄₁₆"	10'-8⁹⁄₁₆"	94'-6⅞"	70'-11¹³⁄₁₆"	130'-6⅞"	130'-5⁵⁄₁₆"	35'-0⅛"	26'-8⁹⁄₁₆"	90'-0⅜"	68'-0¹⁵⁄₁₆"	56°24'40"	57°42'34"	59°01'35"	10¹³⁄₁₆"
4	1'-10¹³⁄₁₆"	20'-2¾"	10'-7⁹⁄₁₆"	94'-5⅛"	70'-10⁹⁄₁₆"	130'-5⅛"	130'-4⁹⁄₁₆"	34'-11⅛"	26'-7⅝"	89'-11⁵⁄₁₆"	67'-11⅛"	56°28'23"	57°46'06"	59°04'57"	10¹³⁄₁₆"
5	1'-10¾"	-	-	94'-4"	70'-9⅝"	130'-4"	130'-3⅝"	34'-10"	26'-6⅝"	89'-10¼"	67'-10⅛"	56°32'05"	57°49'37"	59°08'17"	10¾"

Notes:
All Structural Steel shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."

For "DETAILS OF FIELD SPLICES", see Dwg. No. 68529.

For Dead Load Deflections, see Dwg. No. 68532.

Longitudinal dimensions in the Framing Plan are curved and measured along PGL, UNO.

Longitudinal dimensions in the Girder Elevation are measured along CL Girder, UNO.

Girder are curved and concentric to PGL.

Transverse dimensions are measured radial to PGL.

All intermediate cross frames are radial to PGL.

All transverse stiffeners are normal to CL Girder.

(1) Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.

(2) Connection Plates acting as transverse stiffeners.

(3) Normal to CL Joint.

(4) K-Frame Types 1 & 2 are measured along right face Girder 1 thru 4.

(5) K-Frame Type 1, see Dwg. No. 68530.

(6) Measured to a line tangent to girder @ CL Bearing.

STATE OF ARKANSAS
PROFESSIONAL ENGINEER
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT
BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

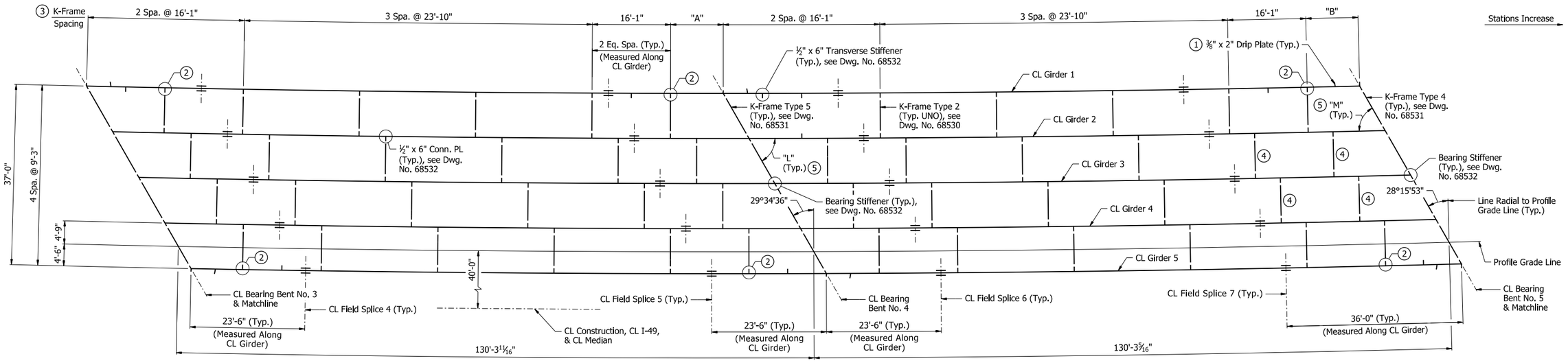
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/26/24
CHECKED BY: CZ DATE: 7/30/24
DESIGNED BY: CZ DATE: 4/18/24
FILENAME: b040904a7_s12.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68514

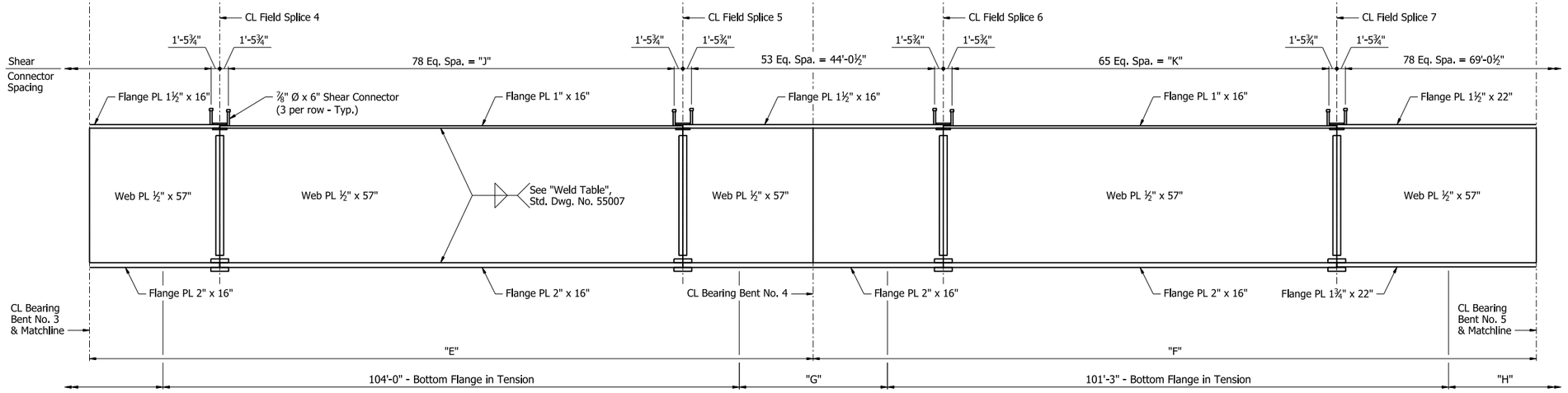
PRINT DATE: 4/2/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	404	742
		A7692 - 651'-6½" Unit - 68515				



PARTIAL FRAMING PLAN

3/32" = 1'-0"



PARTIAL GIRDER ELEVATION

No Scale

TABLE OF VARIABLES

Girder	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"
1	10'-9¾"	10'-9 1/16"	83'-6¾"	71'-0 1/16"	130'-6¾"	130'-6 1/16"	26'-8¾"	31'-3½"	80'-7¼"	68'-0 9/16"	60°14'11"	61°33'29"
2	10'-8⅞"	10'-8¼"	83'-5⅞"	70'-11¼"	130'-5⅞"	130'-5¼"	26'-7⅞"	31'-1 15/16"	80'-6⅜"	67'-11¾"	60°17'23"	61°36'31"
3	10'-8"	10'-7½"	83'-5"	70'-10½"	130'-5"	130'-4½"	26'-7"	31'-0½"	80'-5½"	67'-11"	60°20'35"	61°39'33"
4	10'-7⅛"	10'-6 1/16"	83'-4⅛"	70'-9 1/16"	130'-4⅛"	130'-3 1/16"	26'-6⅛"	30'-11"	80'-4⅝"	67'-10 9/16"	60°23'46"	61°42'34"
5	-	-	83'-3¼"	70'-8 15/16"	130'-3¼"	130'-2 15/16"	26'-5¼"	30'-9 9/16"	80'-3¾"	67'-9 9/16"	60°26'56"	61°45'34"

Notes:
For additional notes, see Dwg. No. 68514.

1. Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
2. Connection Plates acting as transverse stiffeners.
3. K-Frame Types 1 & 2 are measured along right face Girder 1 thru 4.
4. K-Frame Type 1, see Dwg. No. 68530.
5. Measured to a line tangent to girder @ CL Bearing.

STATE OF ARKANSAS
PROFESSIONAL ENGINEER
★★★
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT
BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

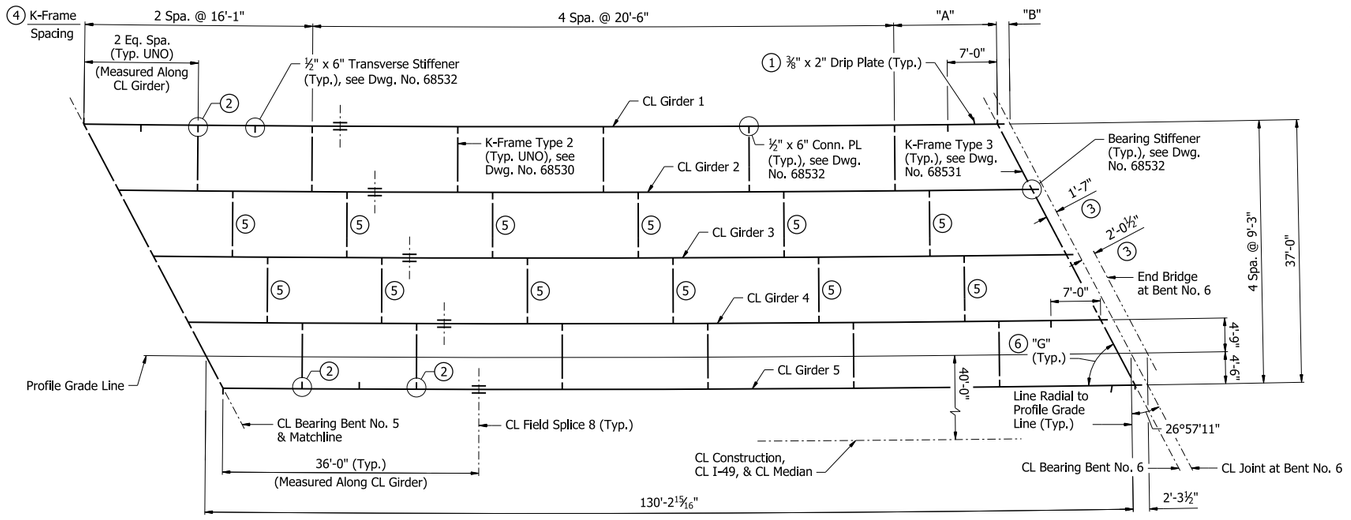
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/26/24
CHECKED BY: CZ DATE: 7/31/24
DESIGNED BY: CZ DATE: 4/18/24
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SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68515

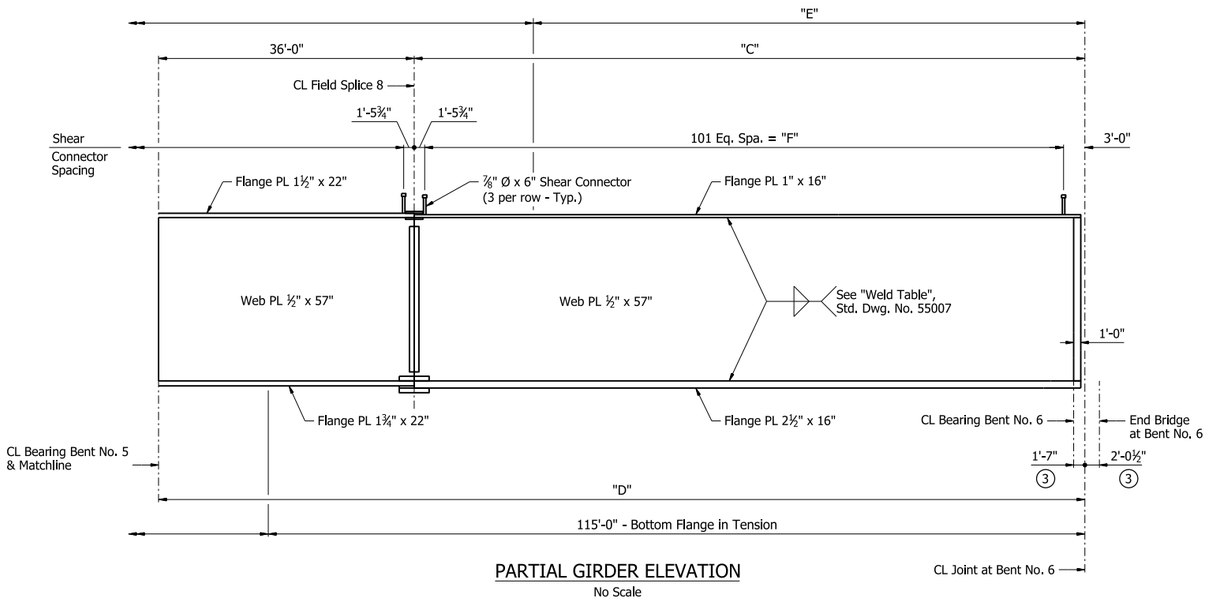
PRINT DATE: 4/2/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	405	742
		A7692 - 651'-6½" Unit - 68516				



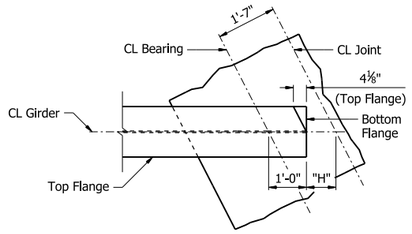
PARTIAL FRAMING PLAN

3/32" = 1'-0"



PARTIAL GIRDER ELEVATION

No Scale



PLAN AT BENT NO. 6

½" = 1'-0"

TABLE OF VARIABLES

Girder	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"
1	14'-6 1/16"	1'-9⅜"	94'-5 7/16"	130'-5 7/16"	77'-8 1/16"	89'-11 1/16"	62°51'40"	9⅜"
2	14'-5⅜"	1'-9 9/16"	94'-4 1/16"	130'-4 1/16"	77'-3½"	89'-10 5/16"	62°54'33"	9 9/16"
3	14'-4 1/16"	1'-9 9/16"	94'-4"	130'-4"	76'-11 3/16"	89'-10¼"	62°57'25"	9 9/16"
4	14'-4"	1'-9 9/16"	94'-3 9/16"	130'-3 9/16"	76'-6¾"	89'-9 9/16"	62°00'16"	9 9/16"
5	-	1'-9 9/16"	94'-2⅝"	130'-2⅝"	76'-2 1/16"	89'-8⅝"	62°03'07"	9 9/16"

Notes:
For additional notes, see Dwg. No. 68514.

1. Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
2. Connection Plates acting as transverse stiffeners.
3. Normal to CL Joint.
4. K-Frame Types 1 & 2 are measured along right face Girder 1 thru 4.
5. K-Frame Type 1, see Dwg. No. 68530.
6. Measured to a line tangent to girder @ CL Bearing.

STATE OF ARKANSAS
Allie Wagner
PROFESSIONAL ENGINEER
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 4 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT
BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

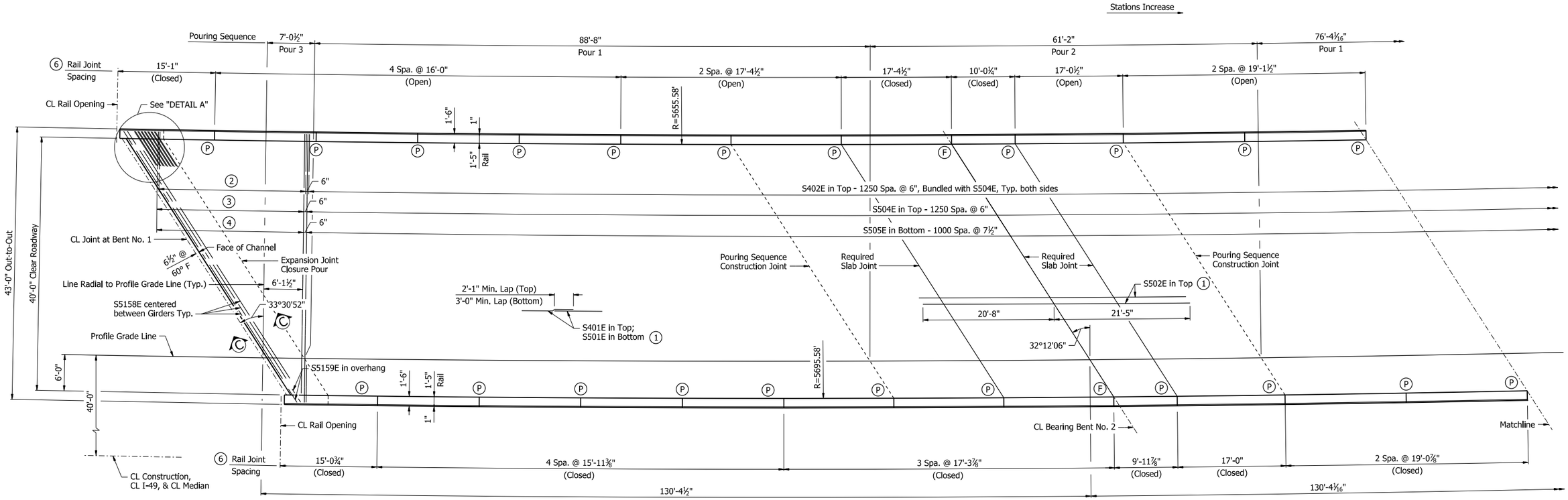
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/29/24
CHECKED BY: CZ DATE: 7/30/24
DESIGNED BY: CZ DATE: 4/18/24
FILENAME: b040904a7_s14.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68516

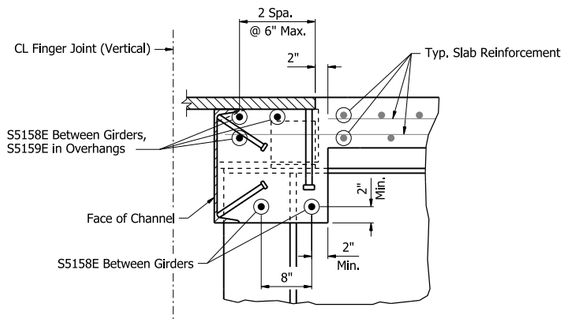
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	406	742
		A7692 - 651'-6½" UNIT - 68517				



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



SECTION C-C

1" = 1'-0"

Slab Pouring Sequence Notes:
Pours with the same number may be placed simultaneously or separately. All pours must be placed in order sequentially.
A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between the end of a pour and the start of an adjacent pour.

Concrete in bridge superstructure shall be placed, consolidated, and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

For pours adjacent to the Finger Joint, see Dwg No. 68507 to coordinate pours with joint installation. For details of Finger Joint, see Dwg. Nos. 68533 & 68534. A minimum of 48 hours shall elapse between the last incremental pour and the closure pours.

A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

Notes:
Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.

All longitudinal dimensions are along Profile Grade Line, UNO.

All transverse reinforcing steel shall be placed radial to Profile Grade Line, unless shown otherwise.

All longitudinal reinforcing steel shall be placed on curves concentric with Profile Grade Line.

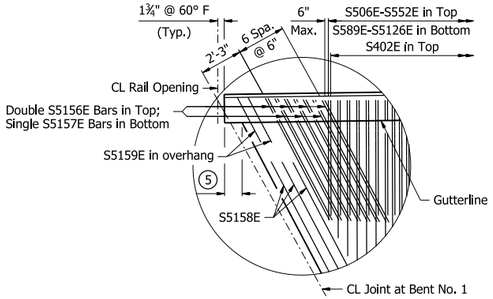
Extend longitudinal reinforcement into the slab extension underneath the rails at finger joint locations. Maintain 3" min. clearance from end of reinforcement to end of slab extension.

For "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007.

For "STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42", see Std. Dwg. No. 55071.

For "DETAILS OF FINGER JOINTS", see Dwg. Nos. 68533 & 68534.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68513.
(2) S402E in Top - 46 Spa. @ 6", Bundled with S506E-S552E
(3) S506E-S552E in Top - 46 Spa. @ 6"
(4) S589E-S5126E in Bottom - 37 Spa. @ 7½"
(5) In the Slab Extension, cut R403E 8" leg to maintain concrete cover, Typ. both sides.
(6) Measured along Gutterline
(F) CL Full-Depth Rail Joint
(P) CL Partial-Depth Rail Joint



DETAIL A

¼" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 5 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT BRIDGE A I-49 OVER FROG BAYOU CLEAR CREEK RD. - I-40 (PHASE 1) (F) CRAWFORD COUNTY

ROUTE 549 SEC. 6

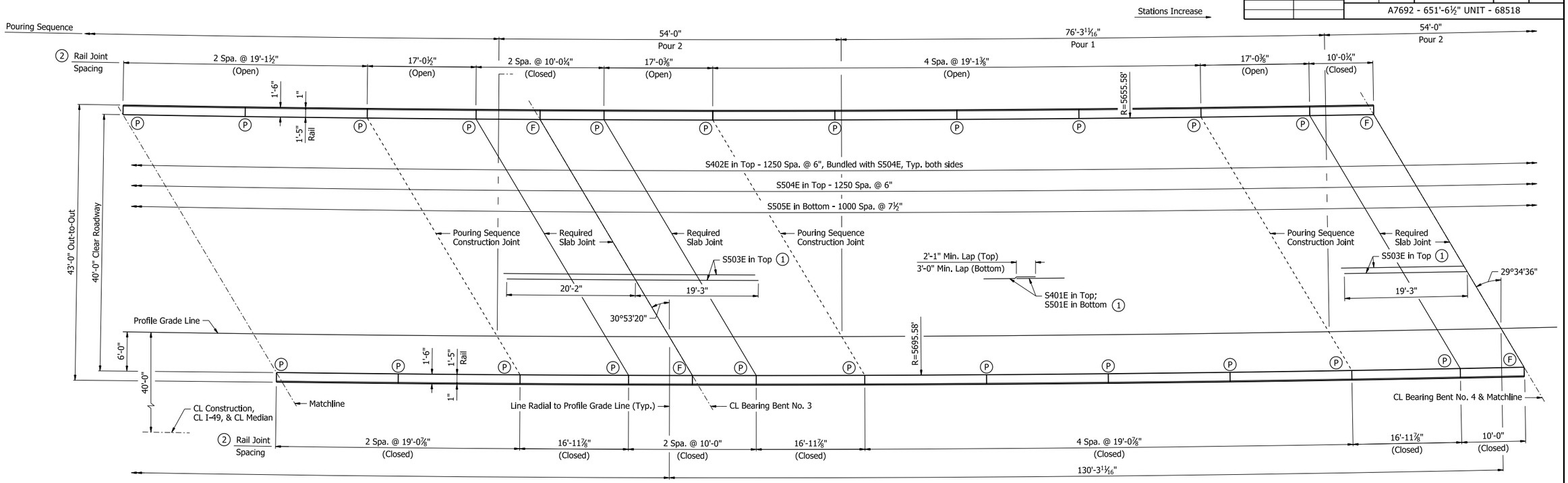
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 8/7/24
CHECKED BY: CZ DATE: 8/10/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904a7_s15.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68517

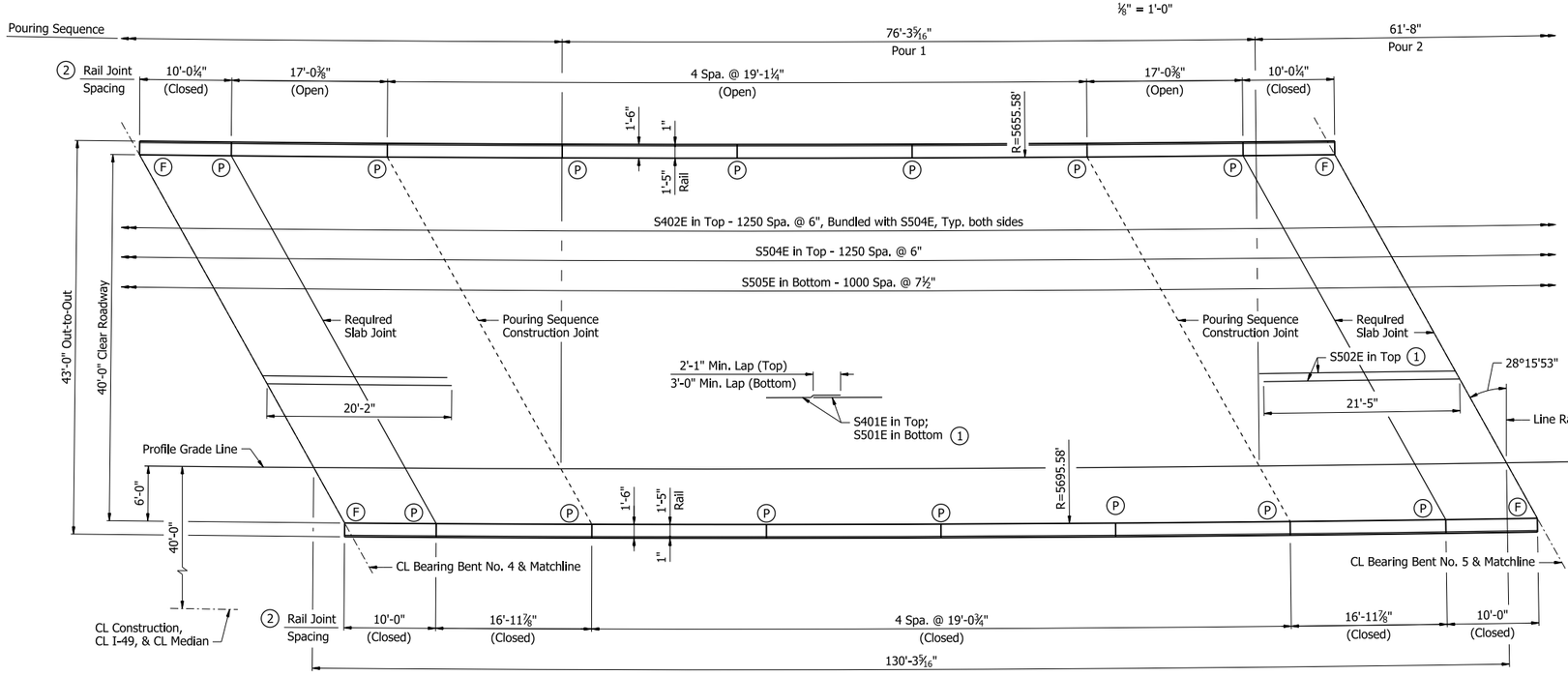
PRINT DATE: 4/13/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	407	742
		A7692 - 651'-6½" UNIT - 68518				



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"

Slab Pouring Sequence Notes:
For slab pouring sequence notes, see Dwg. No. 68517.

Notes:
For additional notes, see Dwg. No. 68517.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68513.

(2) Measured along Gutterline.

(F) CL Full-Depth Rail Joint

(P) CL Partial-Depth Rail Joint

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON

5/4/26
BRIDGE ENGINEER

SHEET 6 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

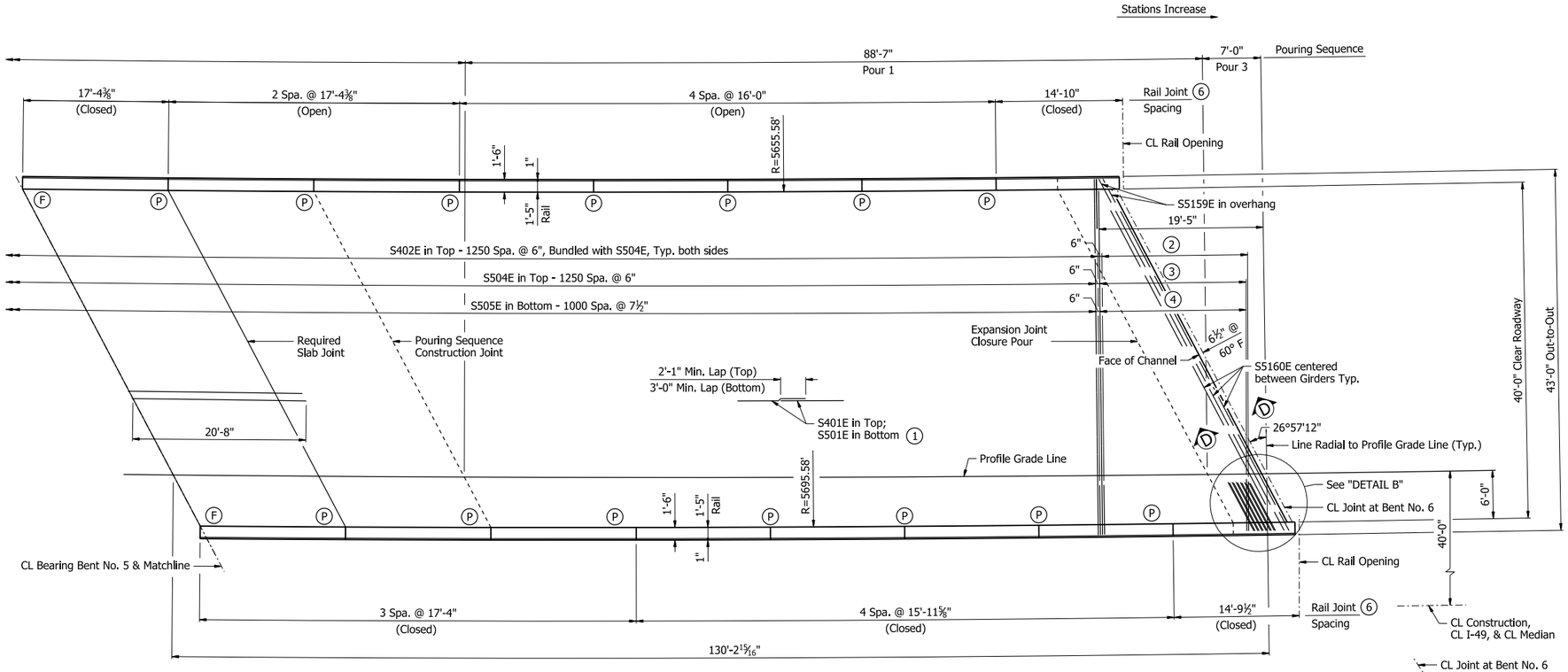
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	CTK	DATE:	8/8/24	FILENAME:	b040904a7_s16.dgn
CHECKED BY:	CZ	DATE:	8/11/24	SCALE:	AS NOTED
DESIGNED BY:	RCR	DATE:	7/13/22		

BRIDGE NO. A7692 DRAWING NO. 68518

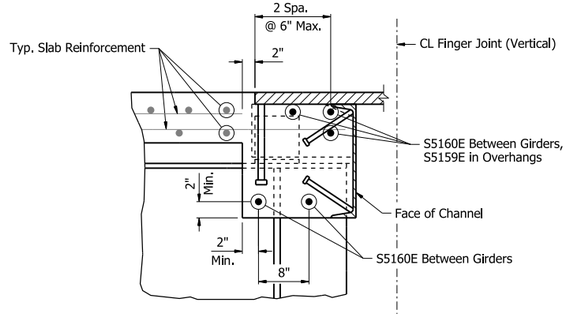
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	408	742
		A7692 - 651'-6½" UNIT - 68519				



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



SECTION D-D

1" = 1'-0"

Slab Pouring Sequence Notes:
For slab pouring sequence notes, see Dwg. No. 68517.

Notes:
For additional notes, see Dwg. No. 68517.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68513.

(2) S402E in Top - 35 Spa. @ 6", Bundled with S553E-S588E

(3) S553E-S588E in Top - 35 Spa. @ 6"

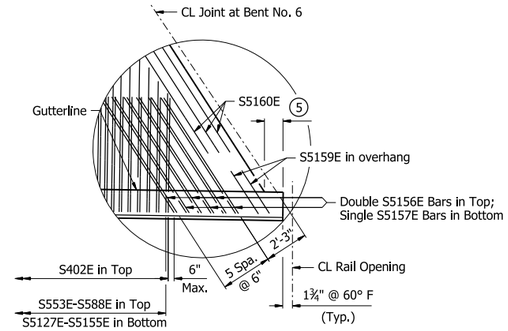
(4) S5127E-S5155E in Bottom - 28 Spa. @ 7½"

(5) In the Slab Extension, cut R403E 8" leg to maintain concrete cover, Typ. both sides.

(6) Measured along Gutterline

(F) CL Full-Depth Rail Joint

(P) CL Partial-Depth Rail Joint



DETAIL B

¼" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 7 OF 8
DETAILS OF 651'-6½" CONTINUOUS PLATE GIRDER UNIT BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 8/8/24
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DESIGNED BY: RCR DATE: 7/13/22

FILENAME: b040904a7_s17.dgn
SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68519

PRINT DATE: 4/6/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	409	742
		A7692 - 651'-6½" UNIT - 68520				

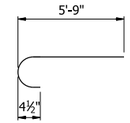
RAIL VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	"A"	RXXXE	Panel Length	"B"	"C"	"D"	"E"	RXXXE
9'-11⅞"	19	R409E	16'-0"	8	3'-0"	11	6'-0"	R416E
10'-0"	19	R410E	17'-0⅜"	9	3'-3"	13	6'-6⅜"	R418E
10'-0¼"	20	R410E	17'-0½"	9	3'-3"	13	6'-6½"	R418E
14'-9½"	29	R411E	17'-4⅜"	9	3'-4"	13	6'-8⅜"	R420E
14'-10"	29	R412E	17'-4½"	9	3'-4"	13	6'-8½"	R420E
15'-0¾"	30	R413E	19'-1¼"	10	3'-9"	15	7'-7¼"	R422E
15'-1"	30	R414E	19'-1⅜"	10	3'-9"	15	7'-7⅜"	R422E
15'-11⅜"	31	R415E	19'-1½"	10	3'-9"	15	7'-7½"	R422E
15'-11⅝"	31	R415E						
16'-11⅞"	33	R417E						
17'-0"	33	R418E						
17'-3⅞"	34	R419E						
17'-4"	34	R420E						
17'-4⅜"	34	R420E						
17'-4½"	34	R420E						
19'-0¾"	38	R421E						
19'-0⅞"	38	R421E						

BAR LIST

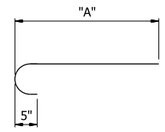
Mark	Number Required	Length	Pin Dia.
S401E	704	42'-10"	Str.
S402E	2585	6'-3"	3"
S501E	598	53'-1"	Str.
S502E	172	42'-1"	Str.
S503E	172	39'-5"	Str.
S504E	1251	43'-10"	3¾"
S505E	1001	42'-8"	Str.
S506E - S552E	1 each	6'-10" to 41'-5"	3¾"
S553E - S588E	1 each	7'-2" to 41'-4"	3¾"
S589E - S5126E	1 each	6'-1" to 40'-10"	Str.
S5127E - S5155E	1 each	6'-7" to 40'-9"	Str.
S5156E	26	7'-9"	3¾"
S5157E	13	7'-2"	Str.
S5158E	20	9'-2"	Str.
S5159E	12	2'-3"	Str.
S5160E	20	8'-7"	Str.
R400E	240	6'-3"	3"
R401E	2612	7'-6"	3"
R402E	280	5'-6"	Str.
R403E	2612	3'-8"	3"
R409E	10	9'-7"	Str.
R410E	110	9'-8"	Str.
R411E	10	14'-5"	Str.
R412E	10	14'-6"	Str.
R413E	10	14'-8"	Str.
R414E	10	14'-9"	Str.
R415E	80	15'-7"	Str.
R416E	80	15'-8"	Str.
R417E	50	16'-7"	Str.
R418E	70	16'-8"	Str.
R419E	30	16'-11"	Str.
R420E	90	17'-0"	Str.
R421E	120	18'-8"	Str.
R422E	120	18'-9"	Str.

Bending Diagrams
(Dimensions are out to out of bars)

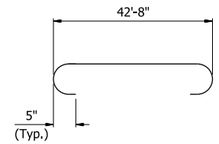


S402E

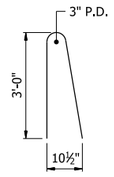
Mark ①	"A"
S506E-S552E	6'-3" to 40'-10"
S553E-S588E	6'-7" to 40'-9"
S5156E	7'-2"



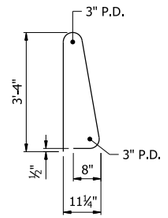
① S5XXE



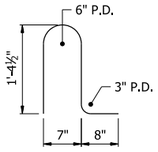
S504E



R400E



R401E



R403E

All bars designated with an "E" suffix are to be epoxy coated.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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No. 22535
RACHEL L. WESSON
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BRIDGE ENGINEER

SHEET 8 OF 8
DETAILS OF 651'-6½" CONTINUOUS
PLATE GIRDER UNIT
BRIDGE A
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

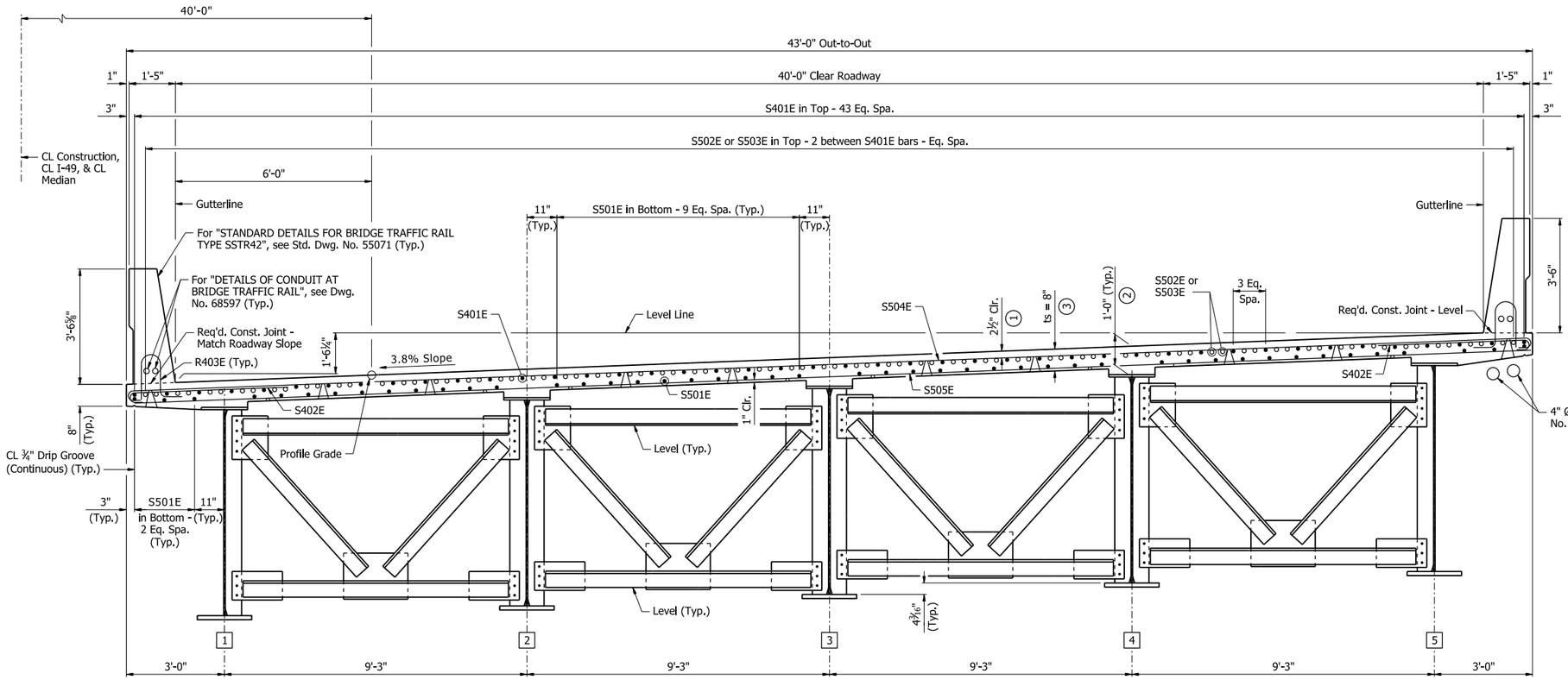
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 8/8/24
CHECKED BY: CZ DATE: 8/15/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904a7_s18.dgn
SCALE: NO SCALE

BRIDGE NO. A7692 DRAWING NO. 68520

PRINT DATE: 4/13/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	410	742
		B7692 - 648'-5 15/16" UNIT - 68521				



TYPICAL ROADWAY SECTION

(Looking Upstation)
½" = 1'-0"

Notes:
All horizontal dimensions are measured radial to Profile Grade Line, UNO.

Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full-length lower runners directly on removable deck forms will not be allowed.

For details of Bridge Finishes and Protective Surface Treatment, see Dwg No. 68476.

For "PARTIAL REINFORCING PLAN AND POURING SEQUENCE", see Dwg. Nos. 68525 - 68527.

For K-Frame details, see Dwg. Nos. 68530 & 68531.

(1) Tolerance: Minus = ¼"; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE".

(2) Haunch dimensions may vary within the following limits to maintain the grade and slab thickness tolerance:

Top Flange	Haunch Adjustment Tolerance	
	Plus	Minus
1" x 16"	¾"	2¼"
1½" x 16"	1¼"	1¾"
1½" x 22"	1⅛"	1⅝"

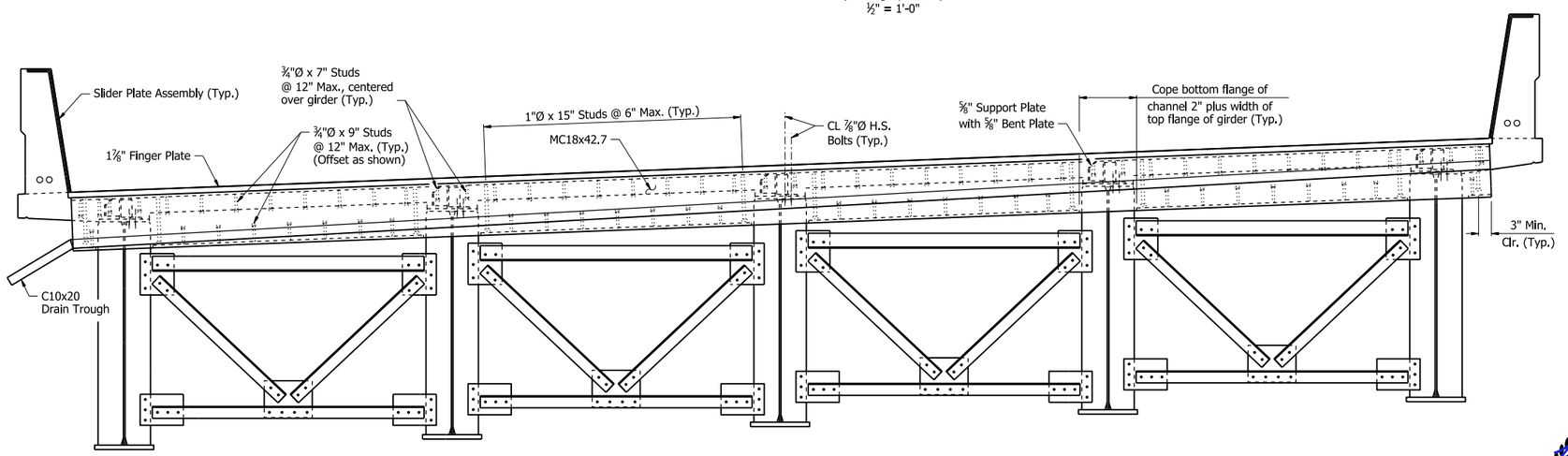
No increase in concrete and structural steel quantities will be made to maintain tolerances. Tolerances shown are applicable for both removable deck forming and permanent steel deck forms. Payment for concrete shall be based on removable deck forming.

(3) Tolerance: Minus = ¼"; Plus = ½". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

SLAB REINFORCING:

Longitudinal:
S401E in Top placed as shown
S502E or S503E in Top placed as shown over Intermediate Bents
S501E in Bottom placed as shown

Transverse:
S504E in Top @ 6"
S505E in Bottom @ 7½"
S402E in Top @ 6", Bundled with S504E



TYPICAL ROADWAY SECTION THRU FINGER JOINT AT BENT NOS. 1 & 6

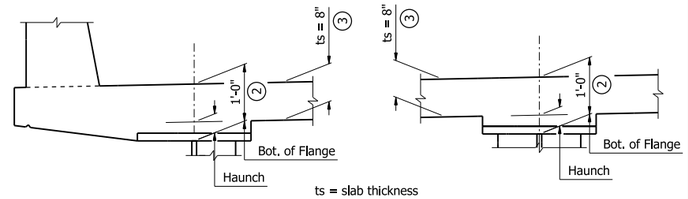
(Looking Upstation)
½" =1'-0"

Expansion Device:

Roadway channel - MC18x42.7
Connection - ⅝" Support Plate and ⅝" Bent Support Plate

For Finger Joint Details, see Dwg. Nos. 68533 & 68534.

Maintain 2" cover between Girder Flange edge and Studs. Studs shall be normal to CL Joint, except for Studs closest to the acute corner edge may run parallel to the edge of the finger plate.



ADJUSTMENT FOR SLAB THICKNESS TOLERANCE

¾" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

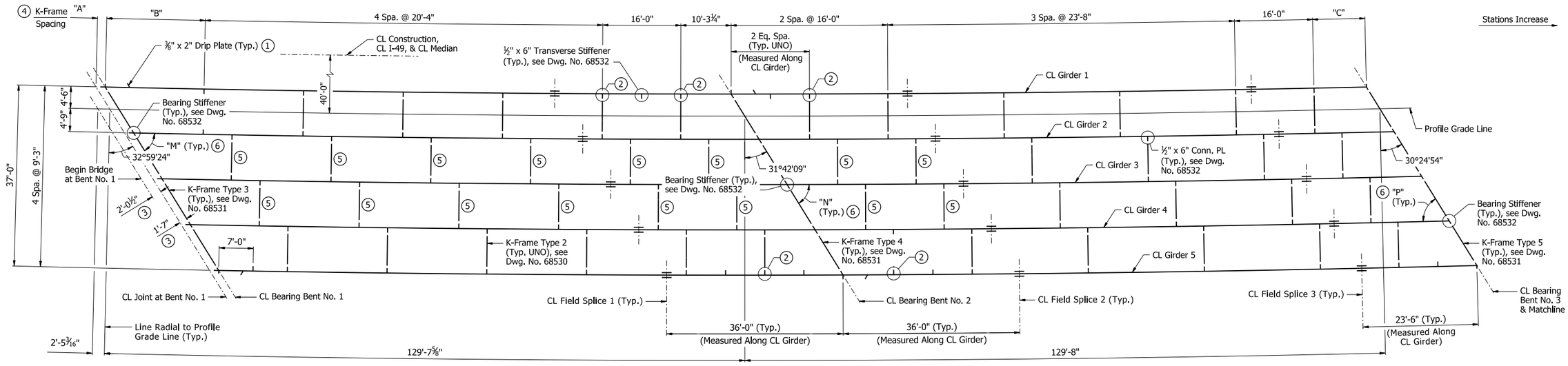
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/12/24
CHECKED BY: AMW DATE: 9/20/24
DESIGNED BY: RCR DATE: 7/13/22
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SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68521

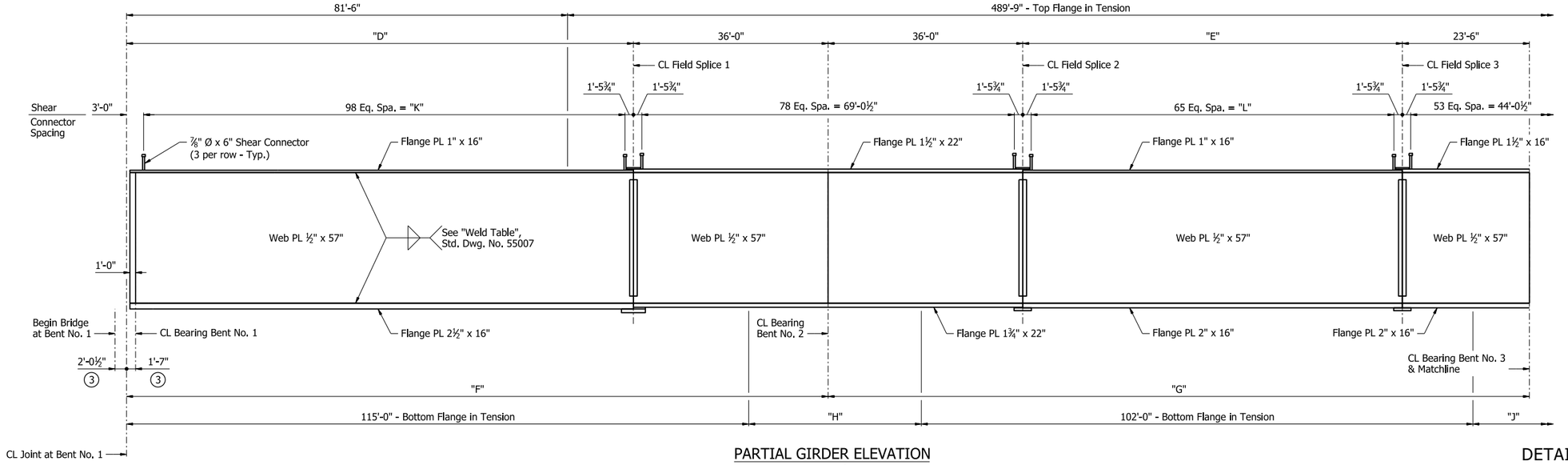
PRINT DATE: 3/30/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	411	742
		B7692 - 648'-5 15/16" Unit - 68522				



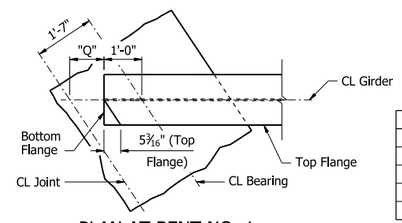
PARTIAL FRAMING PLAN

3/32" = 1'-0"



PARTIAL GIRDER ELEVATION

No Scale



PLAN AT BENT NO. 1

½" = 1'-0"

TABLE OF VARIABLES

Girder	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"Q"
1	1'-10 11/16"	20'-2 3/16"	10'-8 7/16"	93'-8 1/8"	70'-2 7/16"	129'-8 1/8"	129'-8 7/16"	31'-11 1/8"	21'-0 7/16"	89'-2 3/8"	67'-2 15/16"	56°59'59"	58°16'12"	59°33'32"	10 11/16"
2	1'-10 5/8"	20'-1 3/16"	10'-7 9/16"	93'-7 1/8"	70'-1 3/16"	129'-7 1/8"	129'-7 9/16"	31'-10 1/16"	20'-11 9/16"	89'-1 5/16"	67'-2 1/16"	57°03'34"	58°19'35"	59°36'46"	10 5/8"
3	1'-10 5/8"	20'-0 1/4"	10'-6 5/8"	93'-6 1/8"	70'-0 11/16"	129'-6 1/8"	129'-6 11/16"	31'-9 1/8"	20'-10 11/16"	89'-0 3/8"	67'-1 3/16"	57°07'07"	58°22'59"	59°39'59"	10 5/8"
4	1'-10 5/8"	19'-11 1/4"	10'-5 1/4"	93'-5 1/8"	69'-11 1/4"	129'-5 1/8"	129'-5 1/4"	31'-8 1/8"	20'-9 3/4"	88'-11 3/8"	67'-0 1/4"	57°10'40"	58°26'22"	59°43'12"	10 5/8"
5	1'-10 5/8"	-	-	93'-4 7/16"	69'-10 7/8"	129'-4 7/16"	129'-4 7/8"	31'-7 7/16"	20'-8 7/8"	88'-10 7/16"	66'-11 3/8"	57°14'12"	58°29'44"	59°46'24"	10 5/8"

Notes:
All Structural Steel shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."

For "DETAILS OF FIELD SPLICES", see Dwg. No. 68529.

For Dead Load Deflections, see Dwg. No. 68532.

Longitudinal dimensions in the Framing Plan are curved and measured along PGL, UNO.

Longitudinal dimensions in the Girder Elevation are measured along CL Girder, UNO.

Girder are curved and concentric to PGL.

Transverse dimensions are measured radial to PGL.

All intermediate cross frames are radial to PGL.

All transverse stiffeners are normal to CL Girder.

1. Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
2. Connection Plates acting as transverse stiffeners.
3. Normal to CL Joint.
4. K-Frame Types 1 & 2 are measured along right face Girder 1 thru 4.
5. K-Frame Type 1, see Dwg. No. 68530.
6. Measured to a line tangent to girder @ CL Bearing.

STATE OF ARKANSAS
Allie Wagner
PROFESSIONAL ENGINEER
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

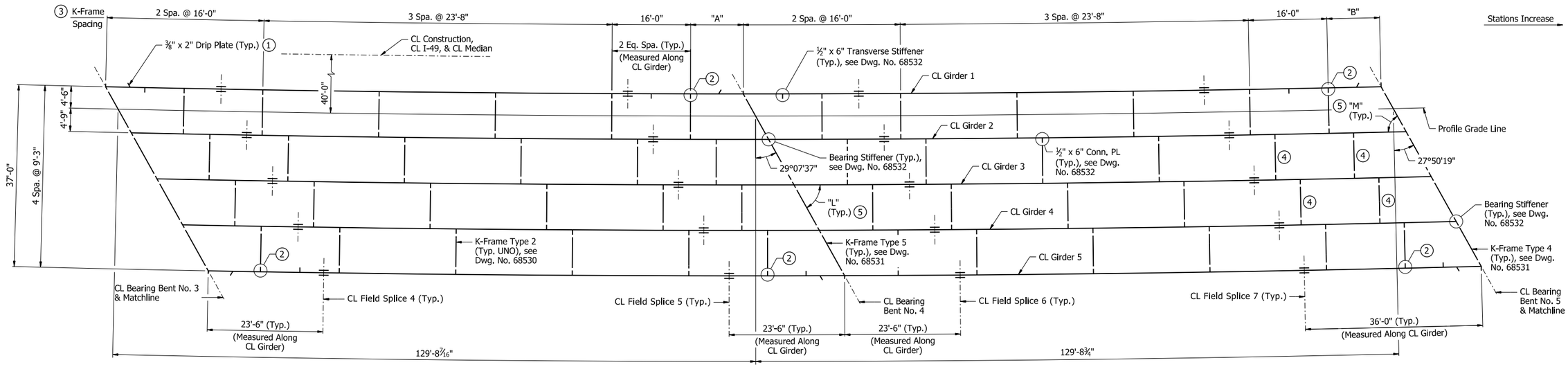
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/29/24
CHECKED BY: CZ DATE: 8/2/24
DESIGNED BY: KBJ DATE: 2/26/24
FILENAME: b040904b7_s12.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68522

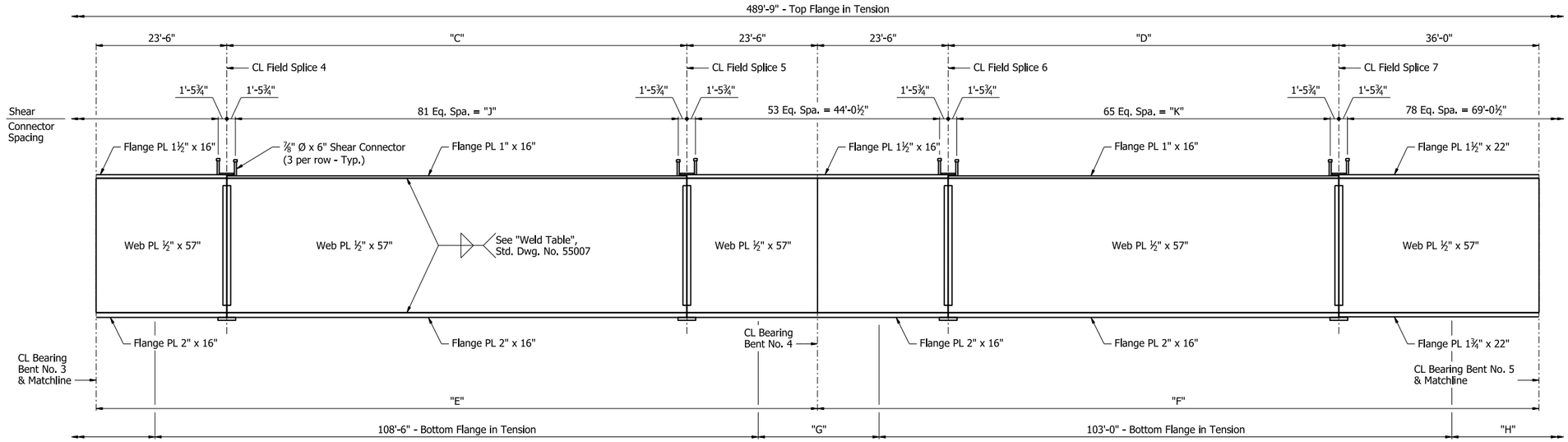
PRINT DATE: 4/2/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	412	742
		B7692 - 648'-5 15/16" Unit - 68523				



PARTIAL FRAMING PLAN

3/32" = 1'-0"



PARTIAL GIRDER ELEVATION

No Scale

Notes:
For additional notes, see Dwg. No. 68522.

1. Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
2. Connection Plates acting as transverse stiffeners.
3. K-Frame Types 1 & 2 are measured along right face Girder 1 thru 4.
4. K-Frame Type 1, see Dwg. No. 68530.
5. Measured to a line tangent to girder @ CL Bearing.

TABLE OF VARIABLES

Girder	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"
1	10'-8 13/16"	10'-9 5/8"	82'-8 13/16"	70'-3 3/8"	129'-8 13/16"	129'-9 1/8"	21'-8 13/16"	30'-5 9/16"	79'-9 5/16"	67'-3 5/8"	60°50'54"	62°08'16"
2	10'-8"	10'-8 3/8"	82'-8"	70'-2 3/8"	129'-8"	129'-8 3/8"	21'-8"	30'-4 3/16"	79'-8 1/2"	67'-2 7/8"	60°53'58"	62°11'11"
3	10'-7 13/16"	10'-7 11/16"	82'-7 3/16"	70'-1 11/16"	129'-7 3/16"	129'-7 1/16"	21'-7 3/16"	30'-2 13/16"	79'-7 1/16"	67'-2 3/16"	60°57'01"	62°14'05"
4	10'-6 3/8"	10'-6 1/16"	82'-6 3/8"	70'-0 15/16"	129'-6 3/8"	129'-6 1/16"	21'-6 3/8"	30'-1 7/16"	79'-6 1/8"	67'-1 7/16"	61°00'04"	62°16'58"
5	-	-	82'-5 9/16"	70'-0 1/4"	129'-5 9/16"	129'-6 1/4"	21'-5 9/16"	30'-0 1/16"	79'-6 1/16"	67'-0 3/4"	61°03'06"	62°19'51"

STATE OF ARKANSAS
Allie Wagner
PROFESSIONAL ENGINEER
★★★
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

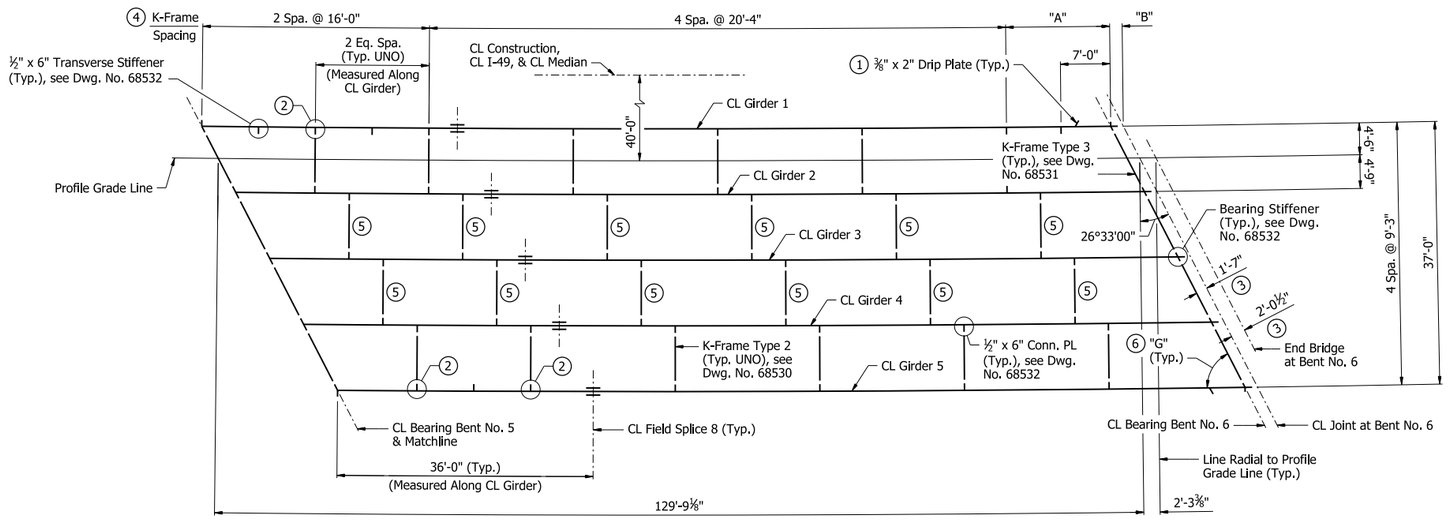
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/29/24
CHECKED BY: CZ DATE: 8/2/24
DESIGNED BY: KBJ DATE: 2/26/24
FILENAME: b040904b7_s13.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68523

PRINT DATE: 4/2/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	413	742
		B7692 - 648'-5 15/16" Unit - 68524				



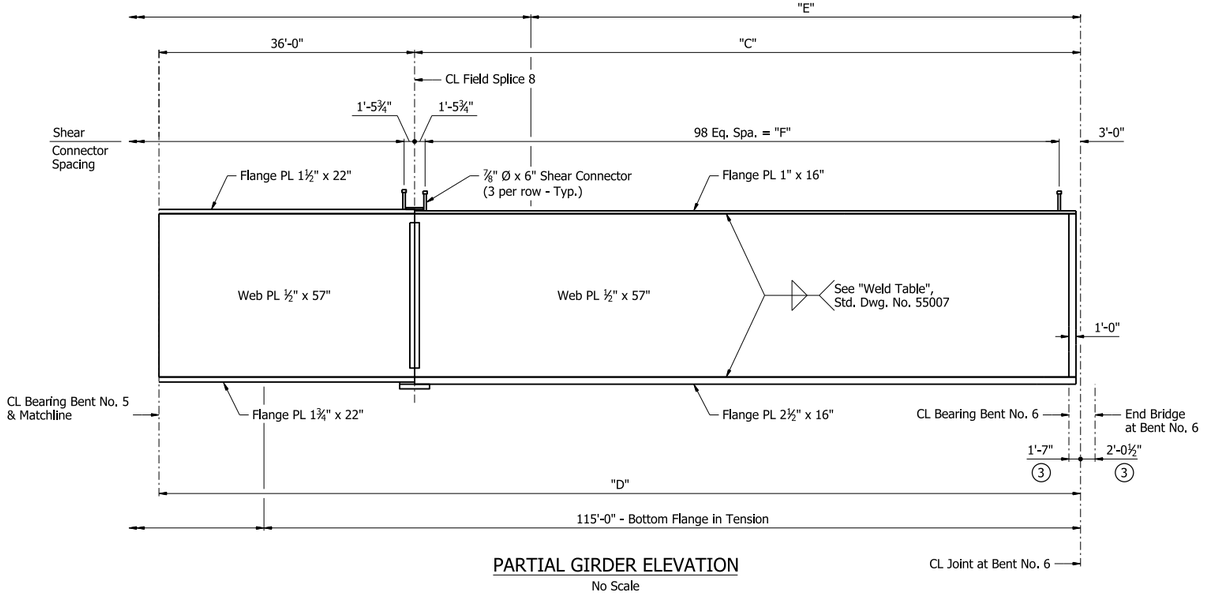
Stations Increase

PARTIAL FRAMING PLAN

3/32" = 1'-0"

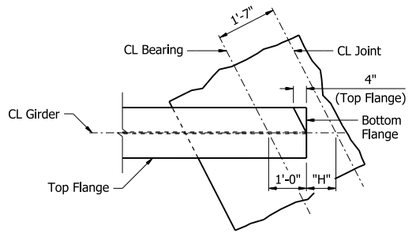
Notes:
For additional notes, see Dwg. No. 68522.

1. Drip plates shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
2. Connection Plates acting as transverse stiffeners.
3. Normal to CL Joint.
4. K-Frame Types 1 & 2 are measured along right face Girder 1 thru 4.
5. K-Frame Type 1, see Dwg. No. 68530.
6. Measured to a line tangent to girder @ CL Bearing.



PARTIAL GIRDER ELEVATION

No Scale



PLAN AT BENT NO. 6

1/2" = 1'-0"

TABLE OF VARIABLES

Girder	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"
1	14'-8 3/16"	1'-9 1/4"	93'-9 7/16"	129'-9 7/16"	77'-4 15/16"	89'-3 11/16"	63°24'36"	9 1/4"
2	14'-7 9/16"	1'-9 1/4"	93'-8 13/16"	129'-8 13/16"	77'-0 13/16"	89'-3 1/16"	63°27'22"	9 1/4"
3	14'-6 7/8"	1'-9 1/4"	93'-8 1/8"	129'-8 1/8"	76'-8 13/16"	89'-2 3/8"	63°30'06"	9 1/4"
4	14'-6 1/4"	1'-9 1/4"	93'-7 1/2"	129'-7 1/2"	76'-4 11/16"	89'-1 3/4"	63°32'51"	9 1/4"
5	-	1'-9 3/16"	93'-6 13/16"	129'-6 13/16"	76'-0 11/16"	89'-1 1/16"	63°35'34"	9 3/16"

STATE OF ARKANSAS
Allie Wagner
PROFESSIONAL ENGINEER
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 3 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS
PLATE GIRDER UNIT
BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

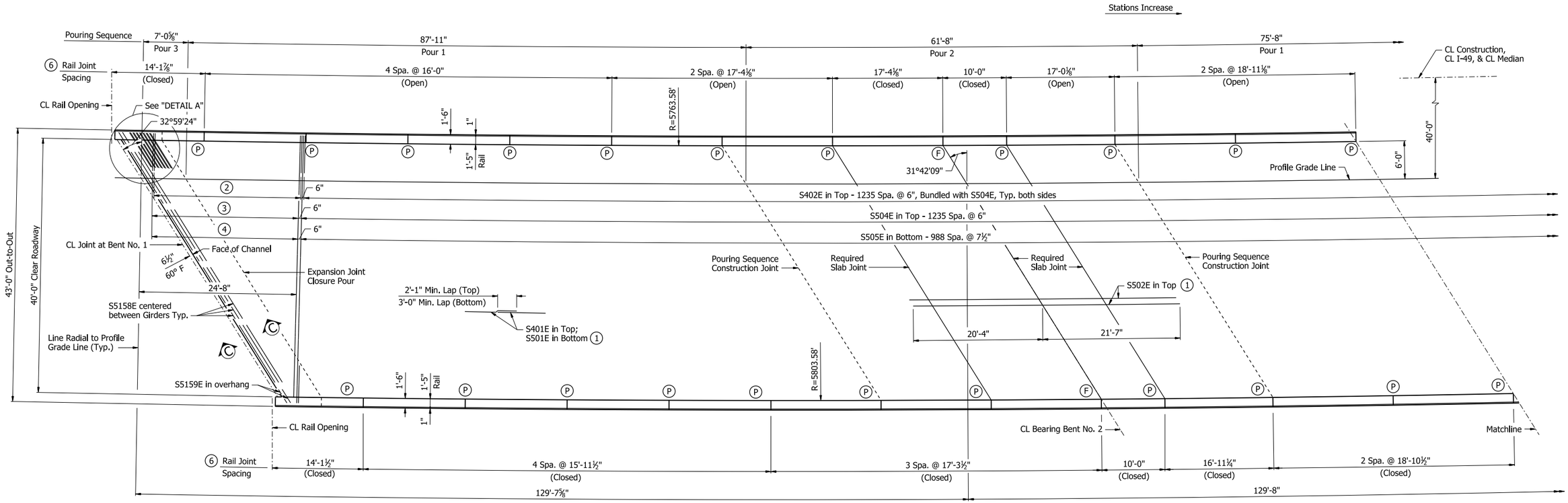
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/26/24
CHECKED BY: CZ DATE: 8/2/24
DESIGNED BY: KBJ DATE: 2/26/24
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SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68524

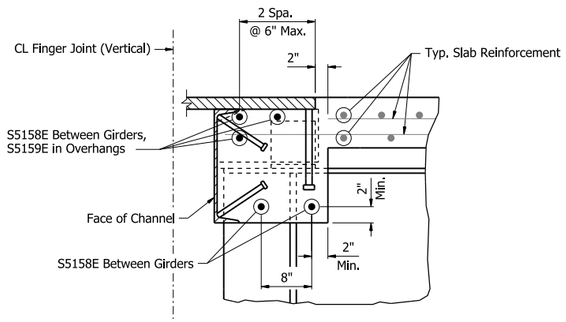
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	414	742
		B7692 - 648'-5 15/16" UNIT - 68525				



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



SECTION C-C

1" = 1'-0"

Slab Pouring Sequence Notes:
Pours with the same number may be placed simultaneously or separately. All pours must be placed in order sequentially.
A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between the end of a pour and the start of an adjacent pour.

Concrete in bridge superstructure shall be placed, consolidated, and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

For pours adjacent to the Finger Joint, see Dwg. No. 68507 to coordinate pours with joint installation. For details of Finger Joint, see Dwg. Nos. 68533 & 68534. A minimum of 48 hours shall elapse between the last incremental pour and the closure pours.

A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

Notes:
Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.

All longitudinal dimensions are along Profile Grade Line, UNO.

All transverse reinforcing steel shall be placed radial to Profile Grade Line, unless shown otherwise.

All longitudinal reinforcing steel shall be placed on curves concentric with Profile Grade Line.

Extend longitudinal reinforcement into the slab extension underneath the rails at finger joint locations. Maintain 3" min. clearance from end of reinforcement to end of slab extension.

For "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007.

For "STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42", see Std. Dwg. No. 55071.

For "DETAILS OF FINGER JOINTS", see Dwg. Nos. 68533 & 68534.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68521.

(2) S402E in Top - 46 Spa. @ 6", Bundled with S506E-S552E

(3) S506E-S552E in Top - 46 Spa. @ 6"

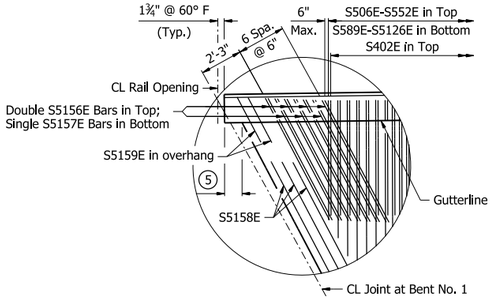
(4) S589E-S5126E in Bottom - 37 Spa. @ 7½"

(5) In the Slab Extension, cut R403E 8" leg to maintain concrete cover, Typ. both sides.

(6) Measured along Gutterline

(F) CL Full-Depth Rail Joint

(P) CL Partial-Depth Rail Joint



DETAIL A

¼" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 5 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT BRIDGE B I-49 OVER FROG BAYOU CLEAR CREEK RD. - I-40 (PHASE 1) (F) CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

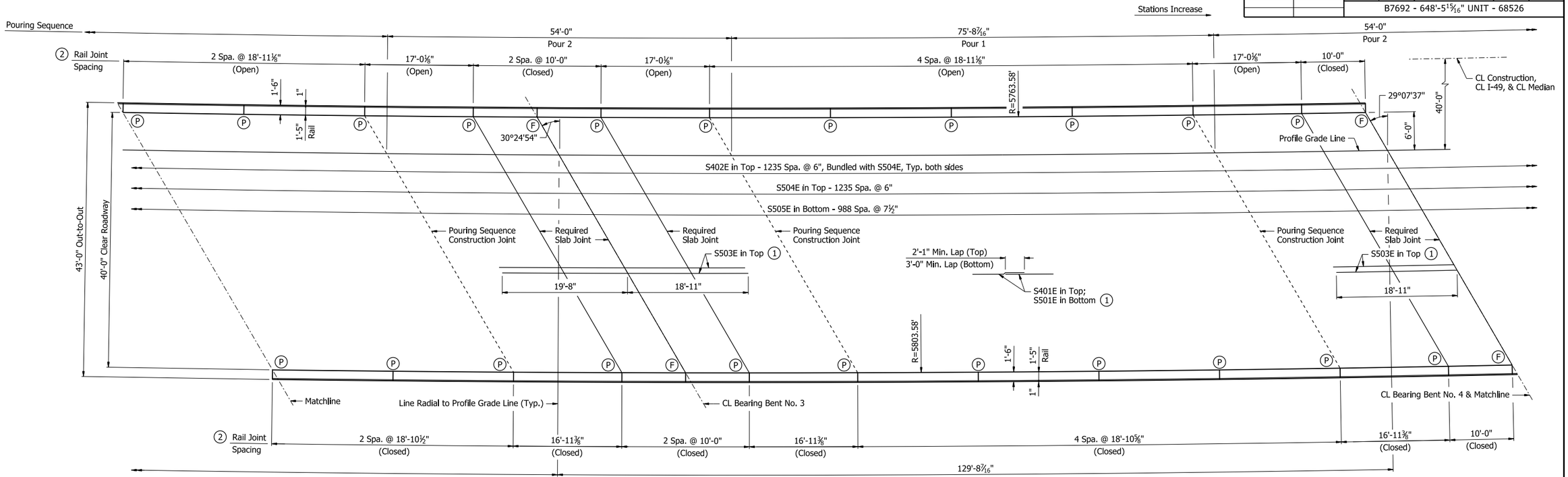
LITTLE ROCK, ARK.

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DESIGNED BY: RCR DATE: 7/13/22
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SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68525

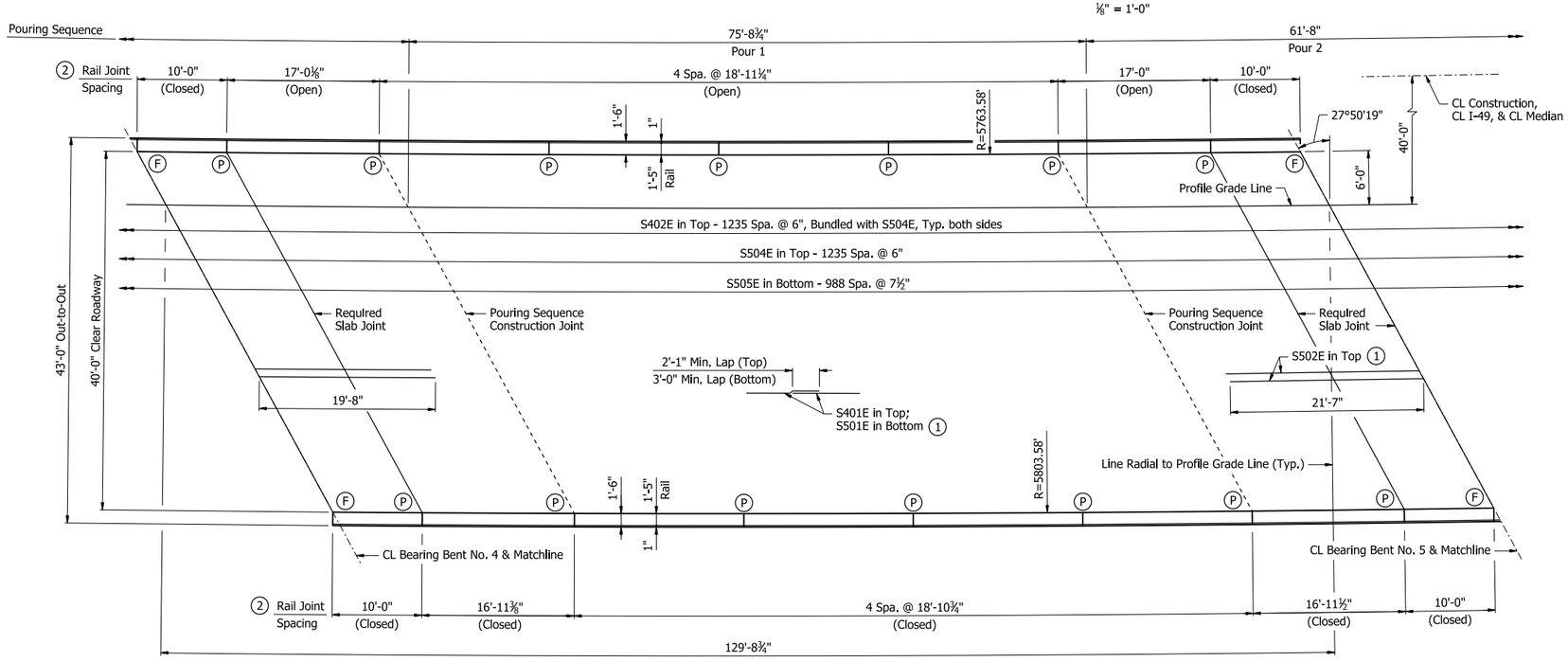
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	415	742
		B7692 - 648'-5 15/16" UNIT - 68526				



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"

Slab Pouring Sequence Notes:
For slab pouring sequence notes, see Dwg. No. 68525.

Notes:
For additional notes, see Dwg. No. 68525.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68521.

(2) Measured along Gutterline.

(F) CL Full-Depth Rail Joint

(P) CL Partial-Depth Rail Joint

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 22535
RACHEL L. WESSON

5/4/26
BRIDGE ENGINEER

SHEET 6 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

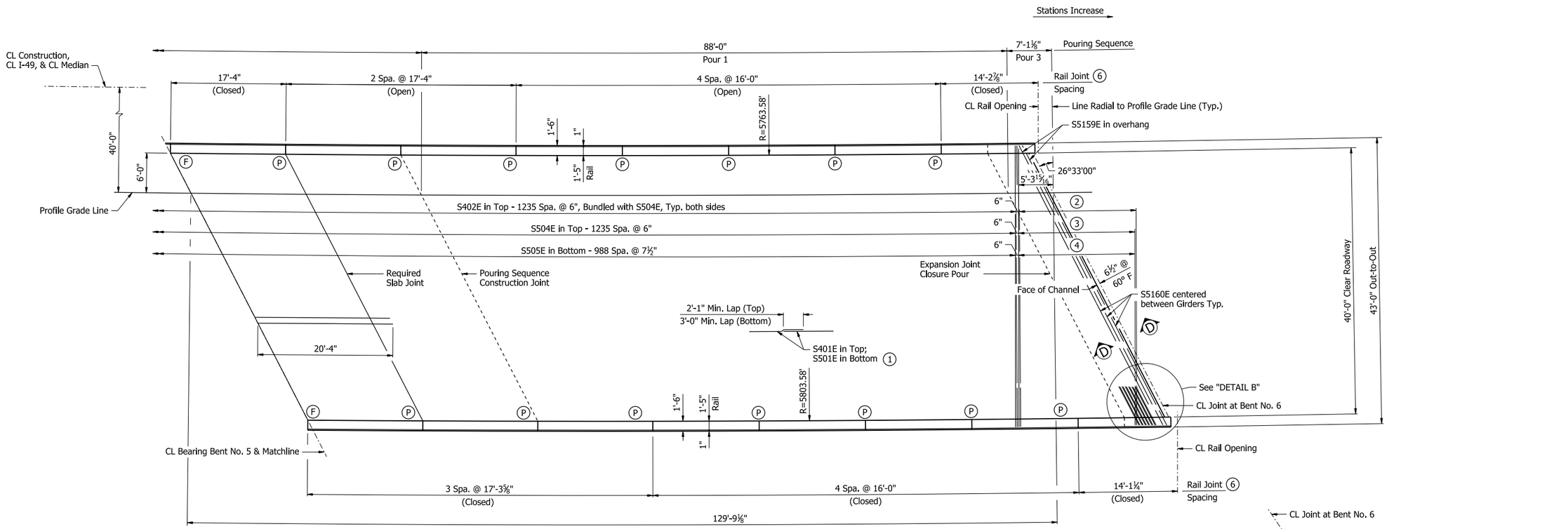
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/17/24
CHECKED BY: AMW DATE: 9/20/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904b7_s16.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68526

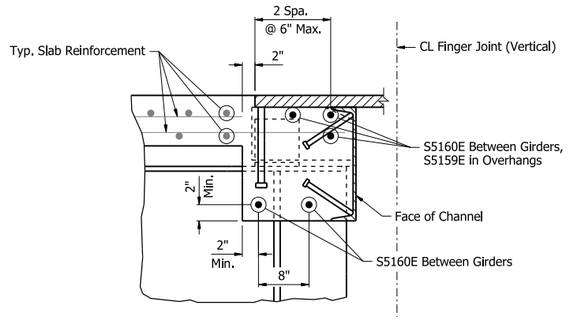
PRINT DATE: 4/6/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	416	742
		B7692 - 648'-5 15/16" UNIT - 68527				



PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



SECTION D-D

1" = 1'-0"

Slab Pouring Sequence Notes:
For slab pouring sequence notes, see Dwg. No. 68525.

Notes:
For additional notes, see Dwg. No. 68525.

(1) Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 68521.

(2) S402E in Top - 35 Spa. @ 6", Bundled with S553E-S588E

(3) S553E-S588E in Top - 35 Spa. @ 6"

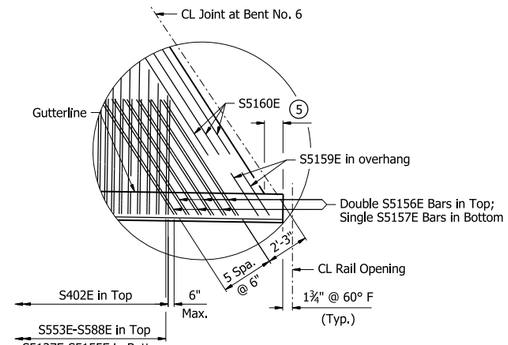
(4) S5127E-S5155E in Bottom - 28 Spa. @ 7½"

(5) In the Slab Extension, cut R403E 8" leg to maintain concrete cover, Typ. both sides.

(6) Measured along Gutterline

(F) CL Full-Depth Rail Joint

(P) CL Partial-Depth Rail Joint



DETAIL B

¼" = 1'-0"

STATE OF ARKANSAS
RACHEL L. WESSON
LICENSED PROFESSIONAL ENGINEER
No. 22535
5/4/26
BRIDGE ENGINEER

SHEET 7 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/17/24
CHECKED BY: AMW DATE: 9/20/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904b7_s17.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68527

PRINT DATE: 4/1/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	417	742
		B7692 - 648'-5 15/16" UNIT - 68528				

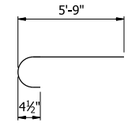
RAIL VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	"A"	RXXXE	Panel Length	"B"	"C"	"D"	"E"	RXXXE
10'-0"	19	R409E	16'-0"	8	3'-0"	11	6'-0"	R413E
14'-1¼"	28	R410E	17'-0"	9	3'-3"	12	6'-6"	R415E
14'-1½"	28	R410E	17'-0⅛"	9	3'-3"	13	6'-6⅛"	R415E
14'-1⅞"	28	R410E	17'-4"	9	3'-4"	13	6'-8"	R417E
14'-2⅞"	28	R411E	17'-4⅛"	9	3'-4"	13	6'-8⅛"	R417E
15'-11½"	31	R412E	18'-11⅛"	10	3'-8¾"	14	7'-5⅝"	R419E
16'-0"	31	R413E	18'-11¼"	10	3'-8¾"	14	7'-5¾"	R419E
16'-11¼"	33	R414E						
16'-11⅜"	33	R414E						
16'-11½"	33	R414E						
17'-3½"	34	R416E						
17'-3⅝"	34	R416E						
17'-4"	34	R417E						
17'-4⅛"	34	R417E						
18'-10½"	37	R418E						
18'-10⅝"	37	R418E						
18'-10¾"	37	R418E						

BAR LIST

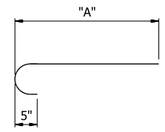
Mark	Number Required	Length	Pin Dia.
S401E	704	42'-7"	Str.
S402E	2555	6'-3"	3"
S501E	598	52'-9"	Str.
S502E	172	41'-11"	Str.
S503E	172	38'-7"	Str.
S504E	1236	43'-10"	3¾"
S505E	989	42'-8"	Str.
S506E - S552E	1 each	6'-9" to 42'-5"	3¾"
S553E - S588E	1 each	6'-10" to 42'-0"	3¾"
S589E - S5126E	1 each	6'-0" to 41'-10"	Str.
S5127E - S5155E	1 each	6'-3" to 41'-5"	Str.
S5156E	26	7'-9"	3¾"
S5157E	13	7'-2"	Str.
S5158E	20	9'-2"	Str.
S5159E	12	2'-3"	Str.
S5160E	20	8'-7"	Str.
R400E	240	6'-3"	3"
R401E	2575	7'-6"	3"
R402E	280	5'-6"	Str.
R403E	2575	3'-8"	3"
R409E	120	9'-8"	Str.
R410E	30	13'-9"	Str.
R411E	10	13'-10"	Str.
R412E	40	15'-7"	Str.
R413E	120	15'-8"	Str.
R414E	60	16'-7"	Str.
R415E	60	16'-8"	Str.
R416E	60	16'-11"	Str.
R417E	60	17'-0"	Str.
R418E	120	18'-6"	Str.
R419E	120	18'-7"	Str.

Bending Diagrams (Dimensions are out to out of bars)

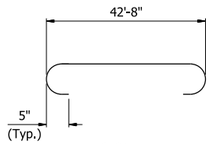


S402E

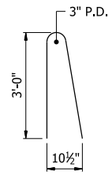
Mark ①	"A"
S506E-S552E	6'-2" to 41'-10"
S553E-S588E	6'-3" to 41'-5"
S5156E	7'-2"



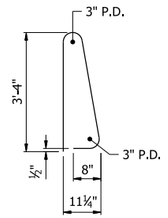
① S5XXE



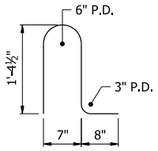
S504E



R400E



R401E



R403E

All bars designated with an "E" suffix are to be epoxy coated.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 22535
RACHEL L. WESSON
5/4/26
BRIDGE ENGINEER

SHEET 8 OF 8
DETAILS OF 648'-5 15/16" CONTINUOUS PLATE GIRDER UNIT
BRIDGE B
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/17/24
CHECKED BY: AMW DATE: 9/23/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904b7_s18.dgn
SCALE: NO SCALE

BRIDGE NO. B7692 DRAWING NO. 68528

PRINT DATE: 4/13/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	418	742
		A7692 & B7692 - COMMON DETAILS - 68529				

TABLE OF VARIABLES

Field Splice	"A"	"B"	"C"	"D"	"E"
1 & 8	4'-2½"	1⅝"	¾"	1⅝"	6
2 & 7	3'-0½"	1¼"	¼"	1¼"	4
3-6	3'-0½"	1¼"	0"	1¼"	4

Notes:
For location of A7692 field splices, see Dwg. Nos. 68514 - 68516.

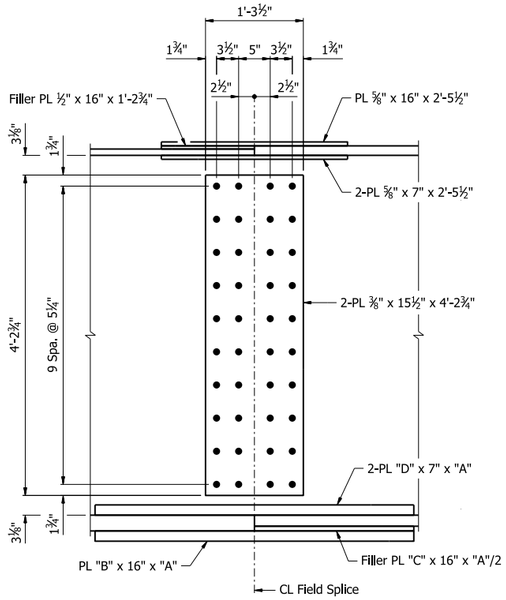
For location of B7692 field splices, see Dwg. Nos. 68522 - 68524.

All field splice bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

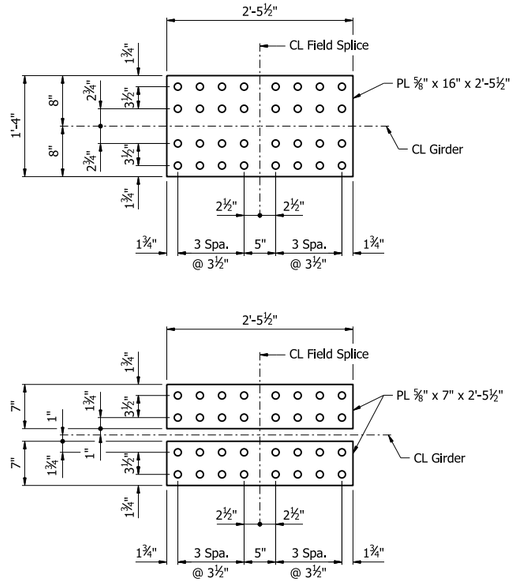
All holes for splice bolts shall be 1⅛"Ø.

All structural steel shall be ASTM A709, Grade 50W, unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."

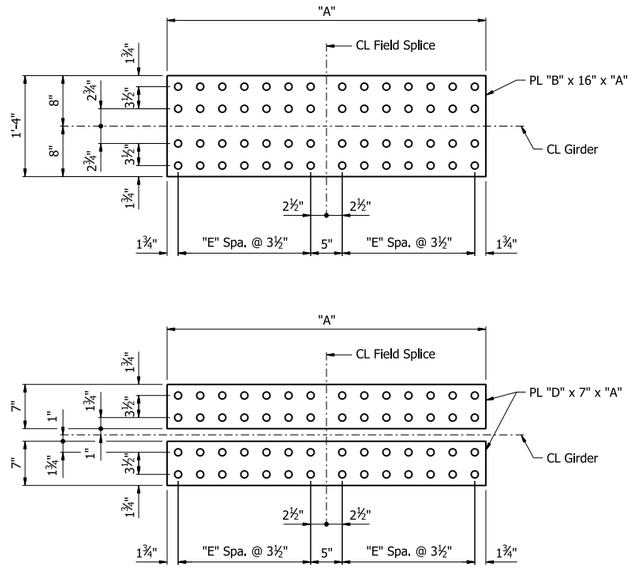
Bolted field splices may either be eliminated or shop weld splices may be substituted with the approval of the Engineer. Payment will be made on the basis of plan quantities.



WEB SPLICE



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

DETAILS OF FIELD SPLICES

PRINT DATE: 3/16/2026

STATE OF ARKANSAS
Allie Wagner
PROFESSIONAL ENGINEER
★★★
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 1 OF 4
COMMON DETAILS OF CONTINUOUS
PLATE GIRDER UNITS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/19/24
CHECKED BY: CZ DATE: 7/25/24
DESIGNED BY: KBJ DATE: 2/26/24
FILENAME: b040904m7_sc1.dgn
SCALE: No Scale

BRIDGE NO. A7692 & B7692 DRAWING NO. 68529

DATE REVISED	DATE REVISED	FED. RD. DST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	419	742
		A7692 & B7692- COMMON DETAILS - 68530				

Notes:
All Structural Steel shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."

For location of A7692 K-Frames, see Dwg. Nos. 68514 - 68516.

For location of B7692 K-Frames, see Dwg. Nos. 68522 - 68524.

All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

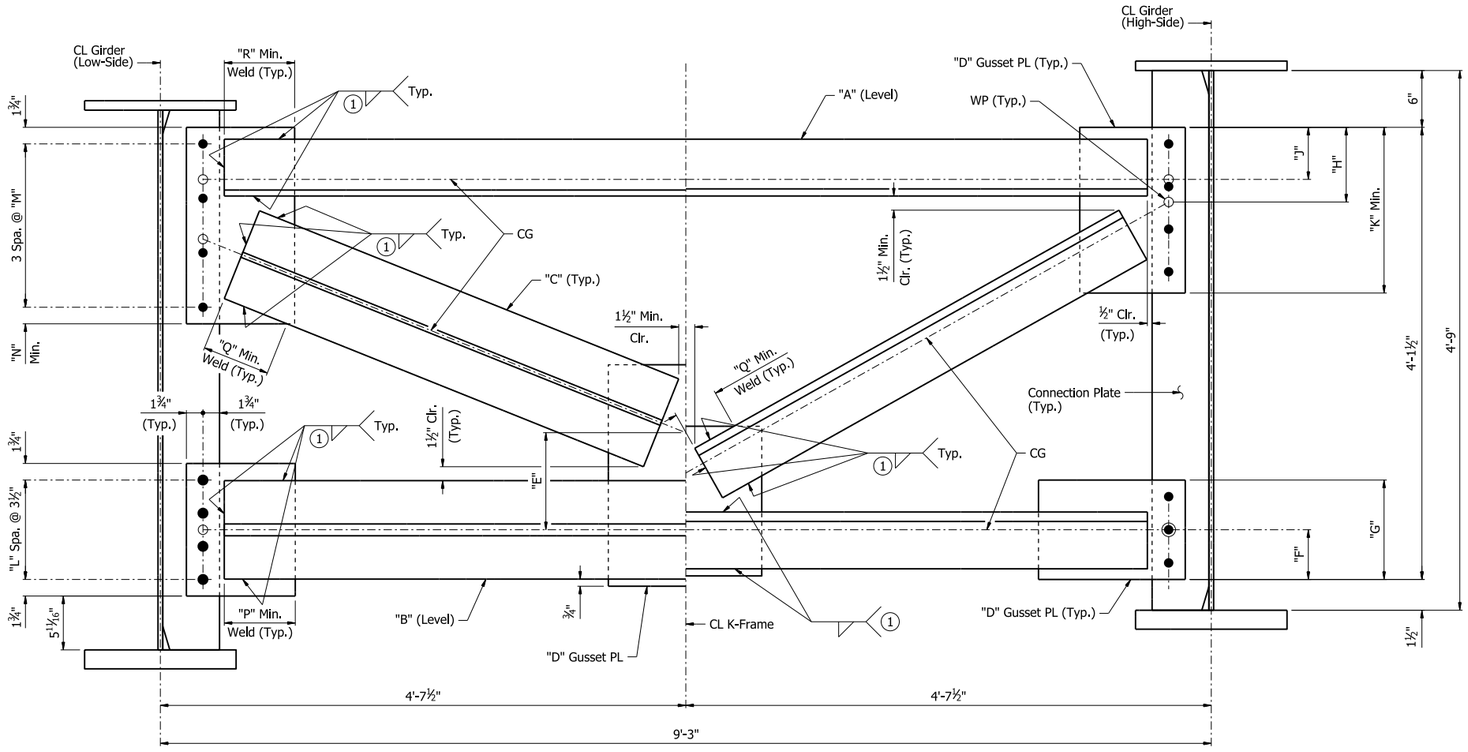
All holes shall be drilled for K-Frames connection and shall be 1⅛"Ø.

For Connection Plate details, see Dwg. No. 68532.

K-Frames are symmetric about CL, UNO.

Fabricator shall size gusset PL to satisfy minimum edge distances and clear distances. Gusset PL shape can be rectangular or incorporate clips as needed.

(1) See "WELD TABLE", Std. Dwg. No. 55007.



DETAIL OF K-FRAMES

TABLE OF VARIABLES

K-Frame Type	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"Q"	"R"
1	L6x6x⅝	WT5x56	WT6x26.5	½"	10¼"	7"	1'-2"	11¾"	5½"	1'-8"	3	5¼"	2½"	7½"	4"	5¼"
2	L6x6x1	L6x6x1	L6x6x1	⅜"	5¾"	5¼"	10½"	9"	6½"	1'-6"	2	4½"	2¾"	11½"	4¾"	5½"

PRINT DATE: 4/1/2026

STATE OF
Allie Wagner
PROFESSIONAL ENGINEER
★★★
No. 22390
ALLIE WAGNER
5/4/26
BRIDGE ENGINEER

SHEET 2 OF 4
COMMON DETAILS OF CONTINUOUS
PLATE GIRDER UNITS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/19/24
CHECKED BY: CZ DATE: 7/25/24
DESIGNED BY: KBJ DATE: 2/26/24
FILENAME: b040904m7_sc2.dgn
SCALE: 1½" = 1'-0"

BRIDGE NO. A7692 & B7692 DRAWING NO. 68530

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040904	420	742
		A7692 & B7692 - COMMON DETAILS - 68531				

Notes:
All Structural Steel shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."

For location of A7692 K-Frames, see Dwg. Nos. 68514 - 68516.

For location of B7692 K-Frames, see Dwg. Nos. 68522 - 68524.

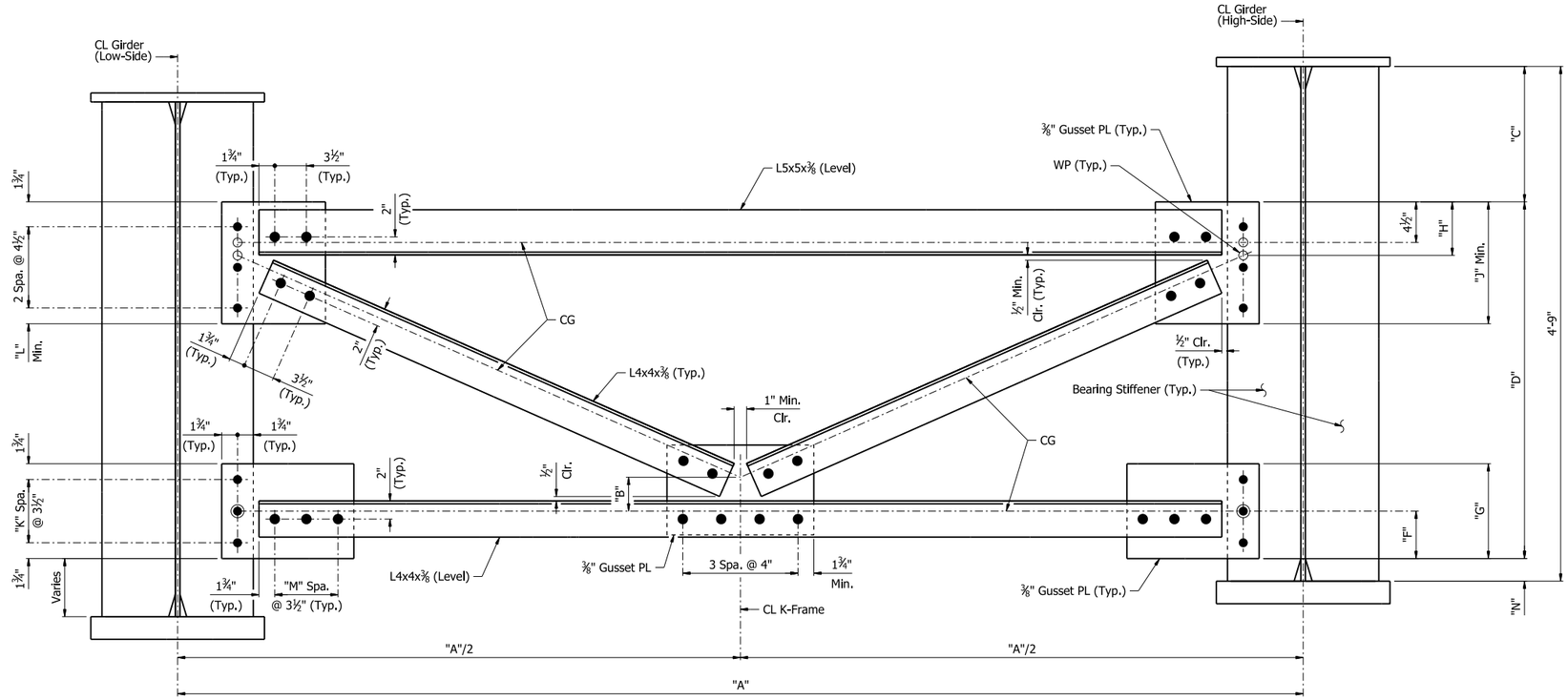
All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

All holes shall be drilled for K-Frames connection and shall be 1⅛"Ø.

For Bearing Stiffener details, see Dwg. No. 68532.

K-Frames are symmetric about CL, UNO.

Fabricator shall size gusset PL to satisfy minimum edge distances and clear distances. Gusset PL shape can be rectangular or incorporate clips as needed.



DETAIL OF K-FRAMES
(Type 3 shown, Types 4 & 5 similar)

TABLE OF VARIABLES

K-Frame Type	"A"	"B"	"C"	"D"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"
3	Varies	3¾"	1'-3"	3'-3½"	5¼"	10½"	6¼"	1'-½"	2	1¾"	2	2½"
4	Varies	3"	6"	3'-11½"	3½"	7"	5"	1'-1¼"	1	2½"	1	3½"
5	Varies	3¼"	6"	4'-0"	3½"	7"	5"	1'-1"	1	2¼"	1	3"

STATE OF ARKANSAS
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SHEET 3 OF 4
COMMON DETAILS OF CONTINUOUS PLATE GIRDER UNITS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KNK DATE: 7/19/24
CHECKED BY: CZ DATE: 7/25/24
DESIGNED BY: KBJ DATE: 2/26/24
FILENAME: b040904m7_sc3.dgn
SCALE: 1½" = 1'-0"

BRIDGE NO. A7692 & B7692 DRAWING NO. 68531

PRINT DATE: 4/1/2026