| 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

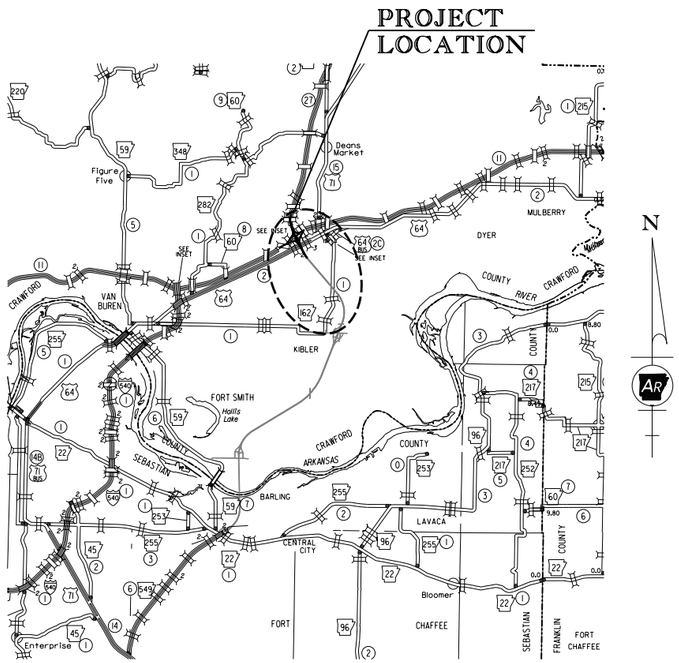
# CLEAR CREEK RD. - I-40 (PHASE 1) (F)

## CRAWFORD COUNTY

## ROUTE 549 SECTION 6

## JOB 040904

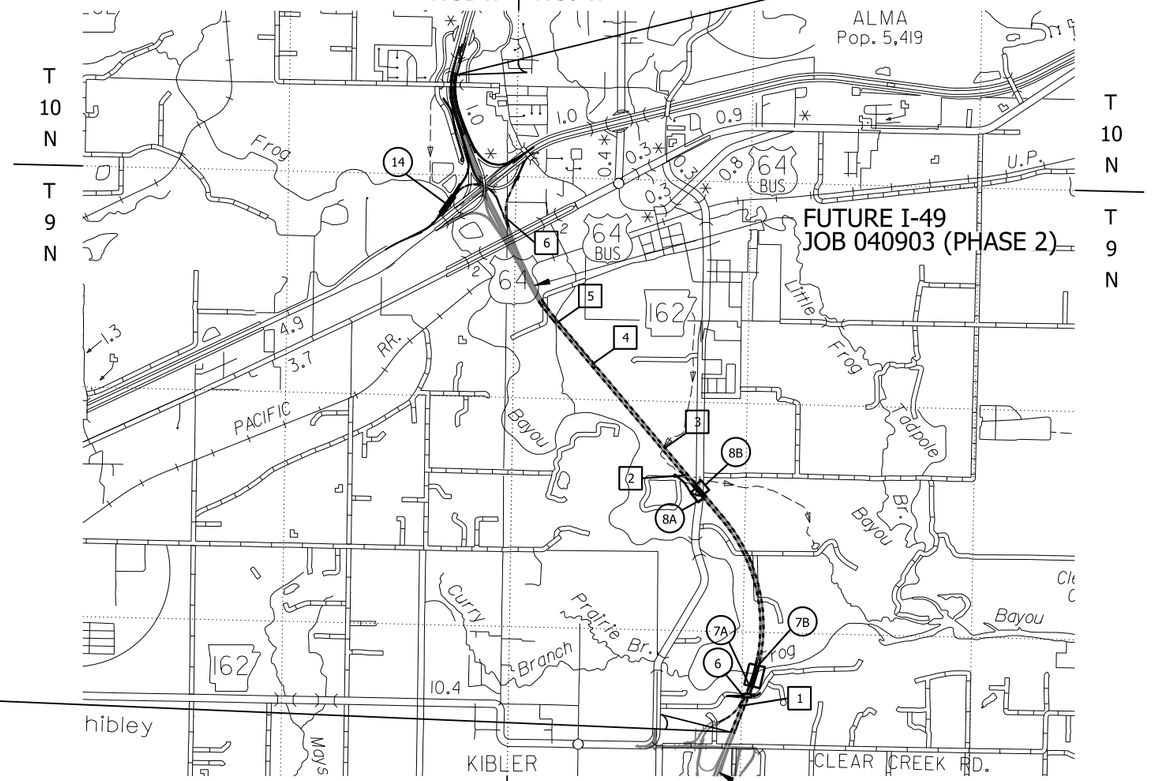
FED. AID PROJ. CPFCDS-NHPP-40-1(268)

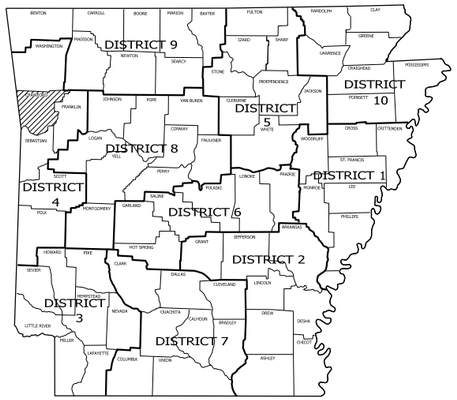



VICINITY MAP

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.

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| | | INDEX OF SHEETS AND STANDARD DRAWINGS | | | | |

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| 475 | DETAILS OF 330'-0" CONTINUOUS PLATE GIRDER UNIT 2 (SHEET 4 OF 8) | 07694 | 68586 |
| 476 | DETAILS OF 330'-0" CONTINUOUS PLATE GIRDER UNIT 2 (SHEET 5 OF 8) | 07694 | 68587 |
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8481
Lesley V. Short
5/4/26

4/30/2026 7:25:28 AM
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
7-27-2026

## BRIDGE STANDARD DRAWINGS

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| 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 |
| 55090D | STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (4 OF 6) | 06-18-26 |
| 55090E | STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (5 OF 6) | 06-18-26 |
| 55090F | STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (6 OF 6) | 06-18-26 |
| 55092A | STANDARD DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (1 OF 6) | 06-18-26 |
| 55092B | STANDARD DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (2 OF 6) | 06-18-26 |
| 55092C | STANDARD DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (3 OF 6) | 06-18-26 |
| 55092D | STANDARD DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (4 OF 6) | 06-18-26 |
| 55092E | STANDARD DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (5 OF 6) | 06-18-26 |
| 55092F | STANDARD DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (6 OF 6) | 06-18-26 |
| 55093A | STANDARD DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (1 OF 6) | 06-18-26 |
| 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 |
| 55093E | STANDARD DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (5 OF 6) | 06-18-26 |
| 55093F | STANDARD DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (6 OF 6) | 06-18-26 |

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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 |
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| TC-2 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 08-14-25 |
| TC-3 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 08-14-25 |
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| TC-5 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER | 11-07-19 |
| TC-6 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 04-09-26 |
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| TEC-2 | TEMPORARY EROSION CONTROL DEVICES | 06-02-94 |
| TEC-3 | TEMPORARY EROSION CONTROL DEVICES | 11-03-94 |
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| W-X-153-1 | STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS - 15° SKEW - 3:1 SLOPES | 05-10-66 |
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| 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 |
| R-200X-X2 | STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS | 01-14-63 |
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| | | GOVERNING SPECIFICATIONS AND GENERAL NOTES | | | | |

## GOVERNING SPECIFICATIONS

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| 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 |
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| 100-4 | DEPARTMENT NAME CHANGE |
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| 102-3 | PREQUALIFICATION OF BIDDERS |
| 103-2 | CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS |
| 105-4 | MAINTENANCE DURING CONSTRUCTION |
| 107-2 | RESTRAINING CONDITIONS |
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| 108-2 | WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER |
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| 306-1 | QUALITY CONTROL AND ACCEPTANCE |
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| 308-2 | CEMENT STABILIZED CRUSHED STONE BASE COURSE |
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| 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 |
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| 501-3 | PORTLAND CEMENT CONCRETE PAVEMENT |
| 505-1 | PORTLAND CEMENT CONCRETE DRIVEWAY |
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| 604-1 | RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES |
| 604-3 | TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH) |
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| 606-1 | PIPE CULVERTS FOR SIDE DRAINS |
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| 617-2 | GUARDRAIL DELINEATORS |
| 619-1 | FENCES |
| 620-1 | MULCH COVER |
| 621-1 | FILTER SOCKS |
| 637-1 | MAILBOXES |
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| JOB 040904 | VALUE ENGINEERING |
| JOB 040904 | VENDOR REGISTRATION REQUIREMENT |
| JOB 040904 | WARM MIX ASPHALT |
| JOB 040904 | WATER POLLUTION CONTROL |
| JOB 040904 | WIRE ROPE SAFETY FENCE (POST REPAIR) |
| JOB 040904 | WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS |
| JOB 040904 | WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS |
| JOB 040904 | WORK ZONE LAW ENFORCEMENT |
| JOB 040904 | WRSF TRAINING WORKSHOP |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
REG. NO. 13640
JASON O. LAWRENCE
7-29-2026

## GENERAL NOTES

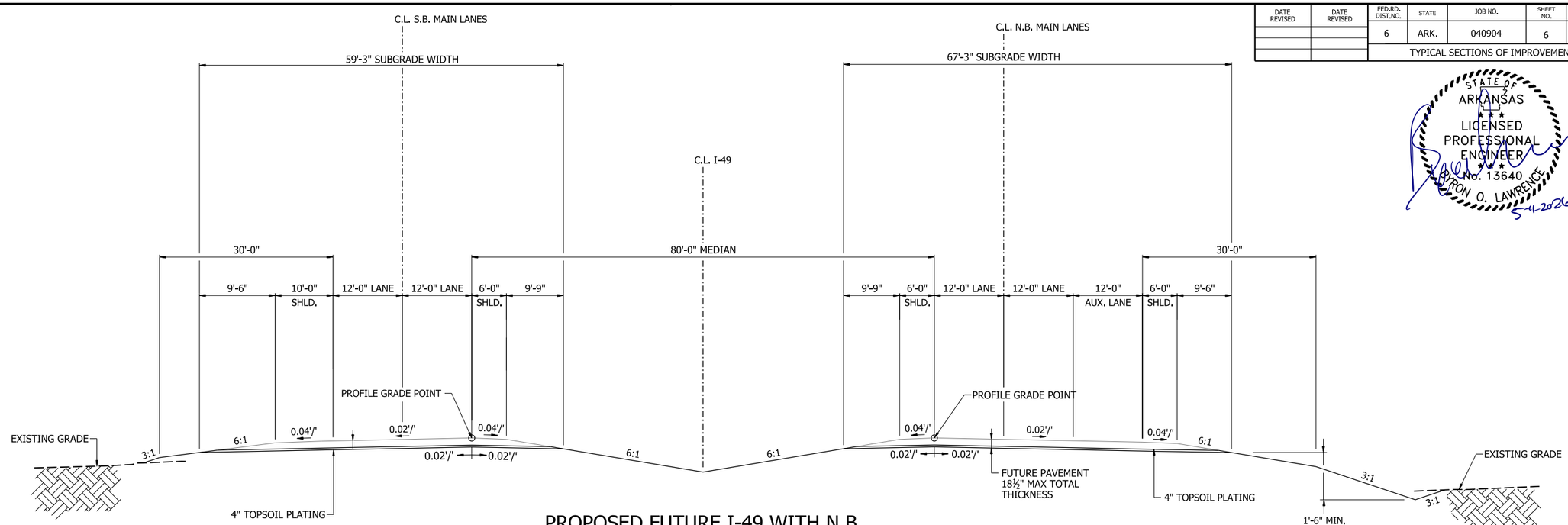
1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY 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 SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.



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| | | 6 | ARK. | 040904 | 6 | 742 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

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

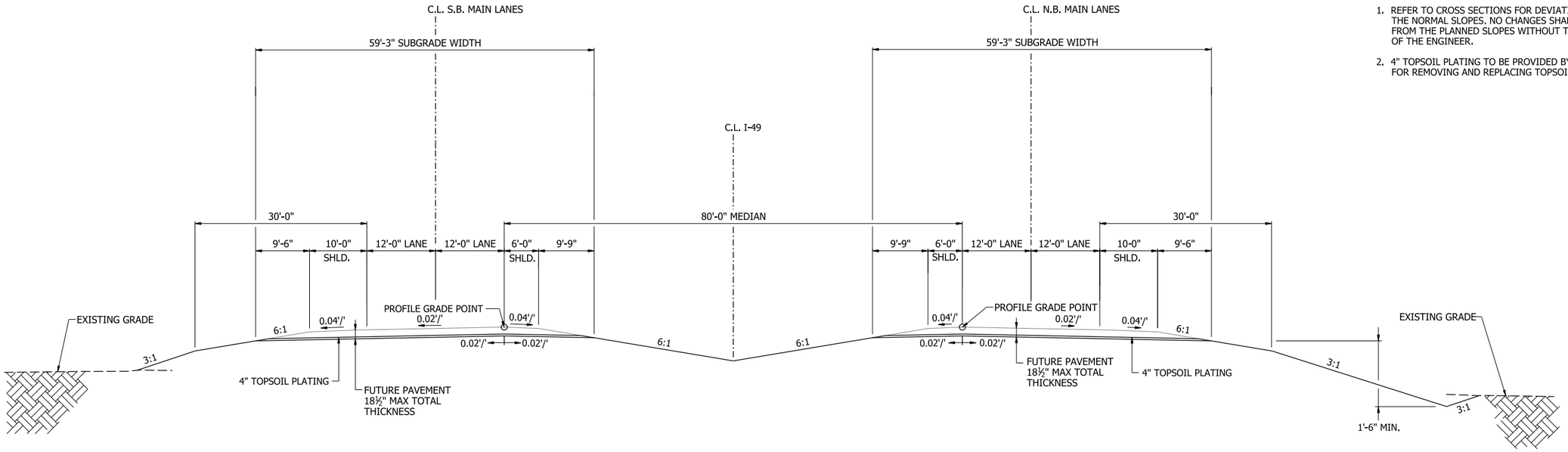



## PROPOSED FUTURE I-49 WITH N.B. AUXILIARY LANE GRADING ONLY
## TYPICAL TANGENT SECTION

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

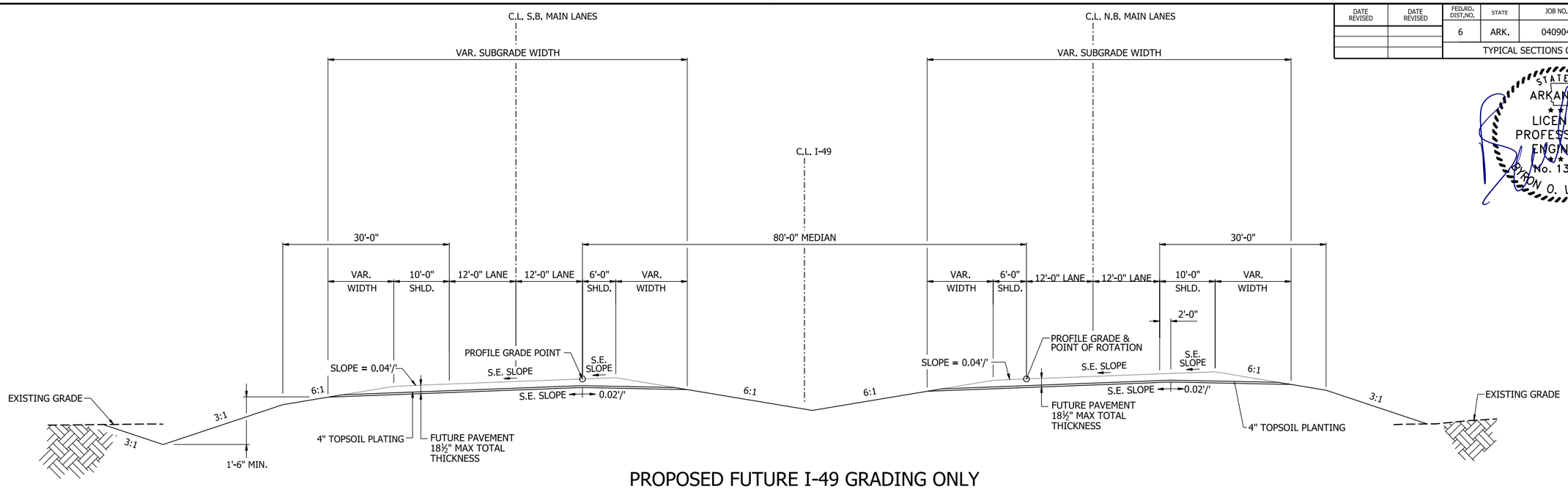
C.L. I-49 STA. 598+43.58 TO STA. 608+78.00
I-49 S.B. MAIN LANES STA. 675+87.00 TO STA. 681+82.58
I-49 N.B. MAIN LANES STA. 675+87.00 TO STA. 683+06.79
I-49 S.B. MAIN LANES STA. 686+95.50 TO STA. 759+93.00
I-49 N.B. MAIN LANES STA. 688+19.71 TO STA. 759+93.00
C.L. I-49 STA. 832+59.96 TO STA. 834+22.00

TYPICAL SECTIONS OF IMPROVEMENT

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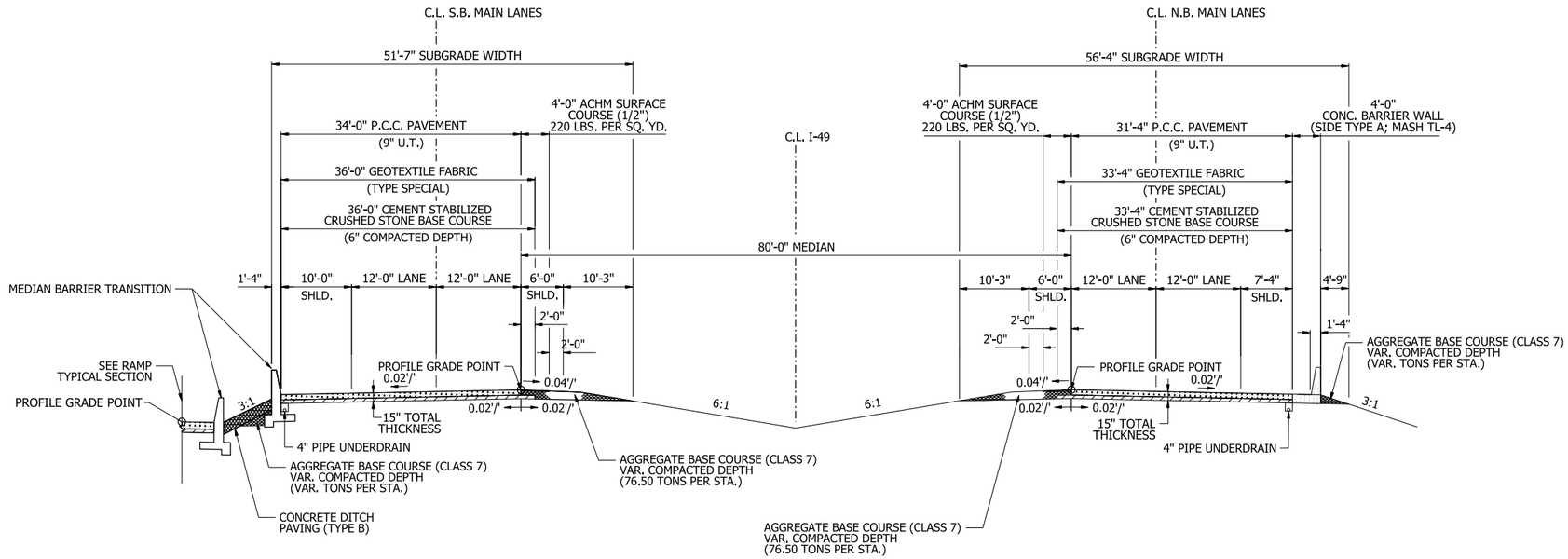
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| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

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

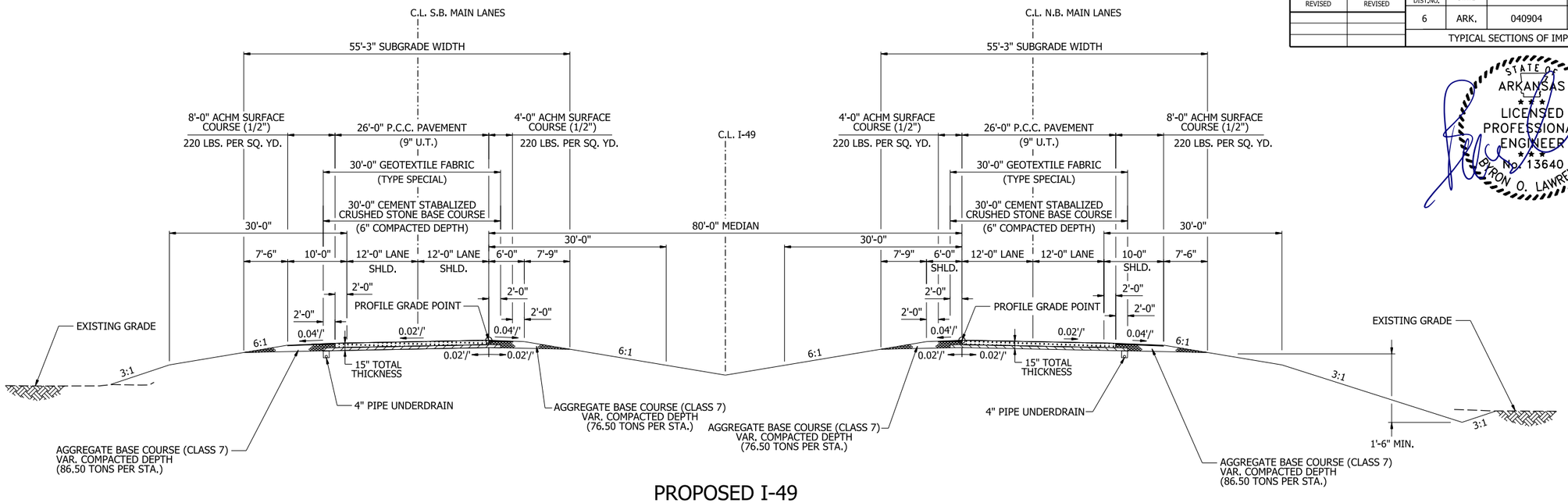
I-49 S.B. MAIN LANES STA. 834+22.00 TO STA. 835+50.00
I-49 N.B. MAIN LANES STA. 834+22.00 TO STA. 834+73.00

# TYPICAL SECTIONS OF IMPROVEMENT

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| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

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

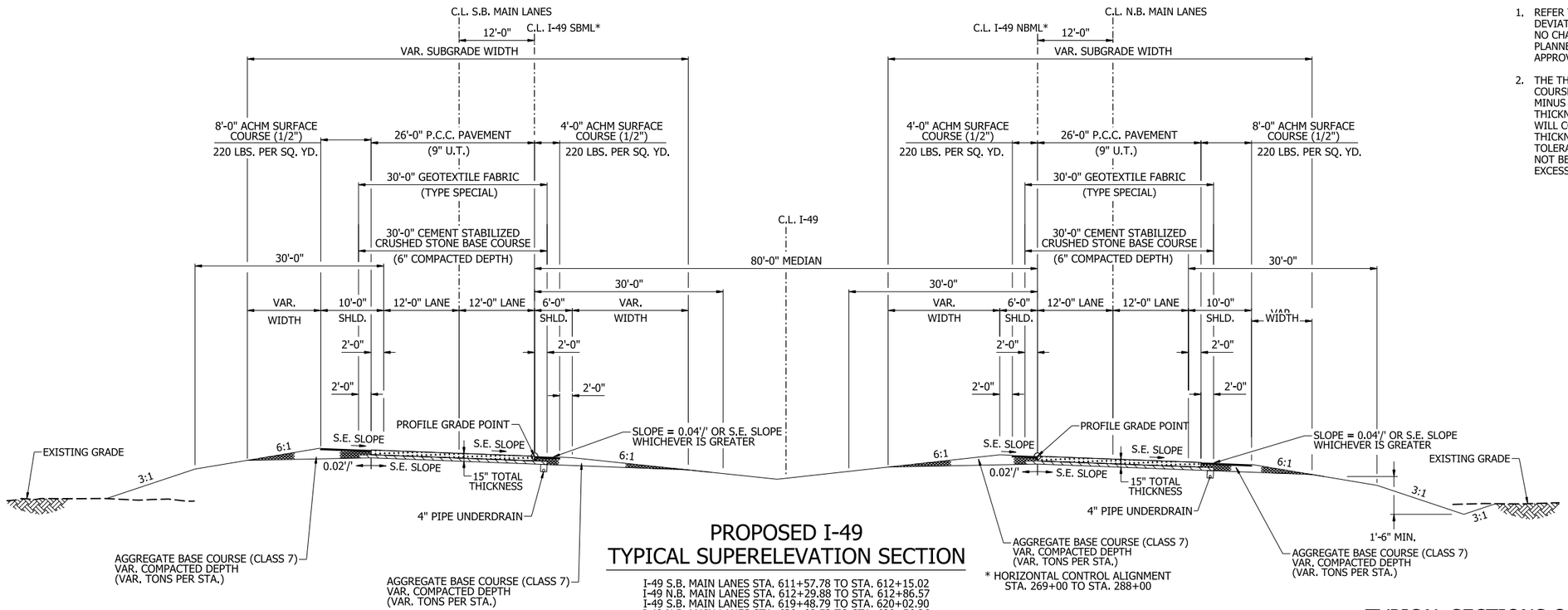



# PROPOSED I-49
# TYPICAL TANGENT SECTION

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

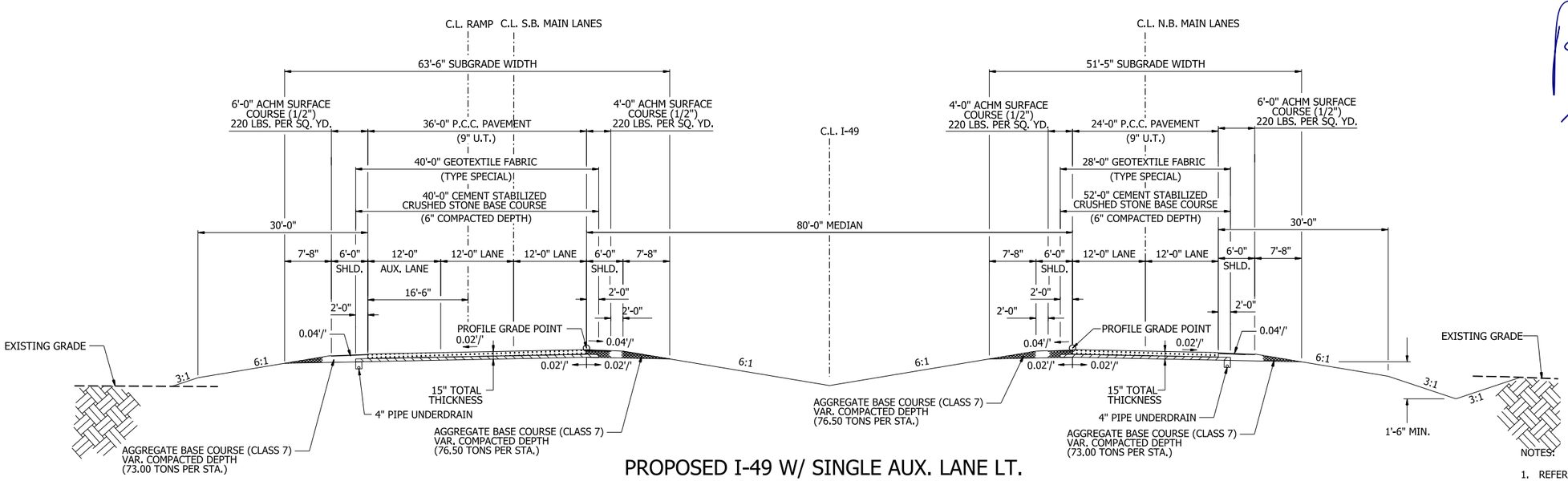
* HORIZONTAL CONTROL ALIGNMENT STA. 269+00 TO STA. 288+00

## TYPICAL SECTIONS OF IMPROVEMENT

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

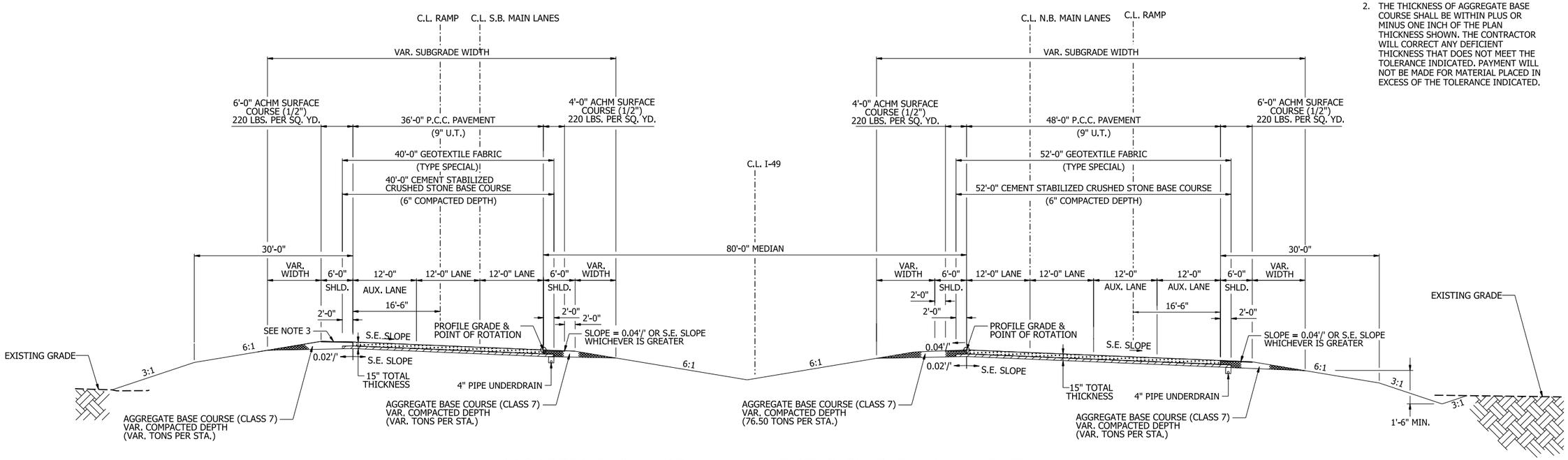



## PROPOSED I-49 W/ SINGLE AUX. LANE LT.
## TYPICAL TANGENT SECTION

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

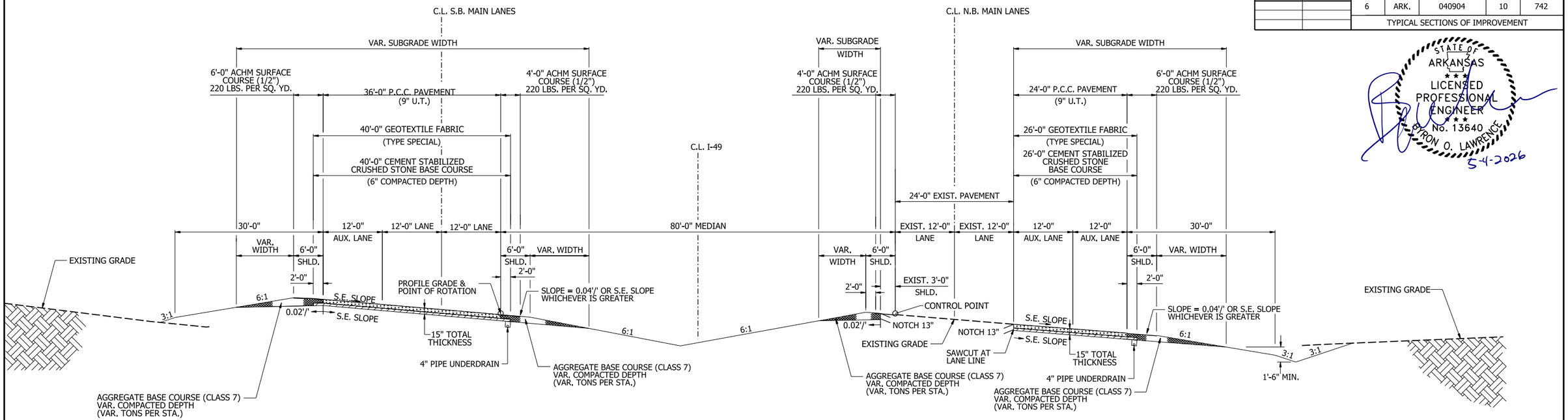
I-49 S.B. MAIN LANES STA. 838+50.00 TO STA. 845+00.00
I-49 N.B. MAIN LANES STA. 838+93.40 TO STA. 845+00.00

TYPICAL SECTIONS OF IMPROVEMENT

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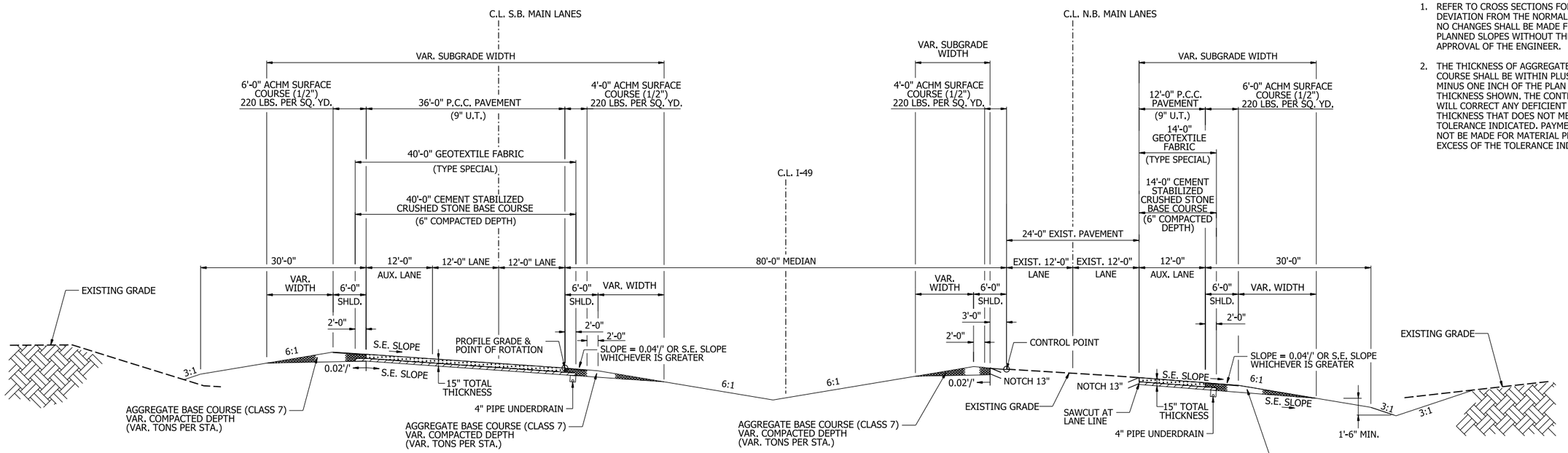
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| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

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:

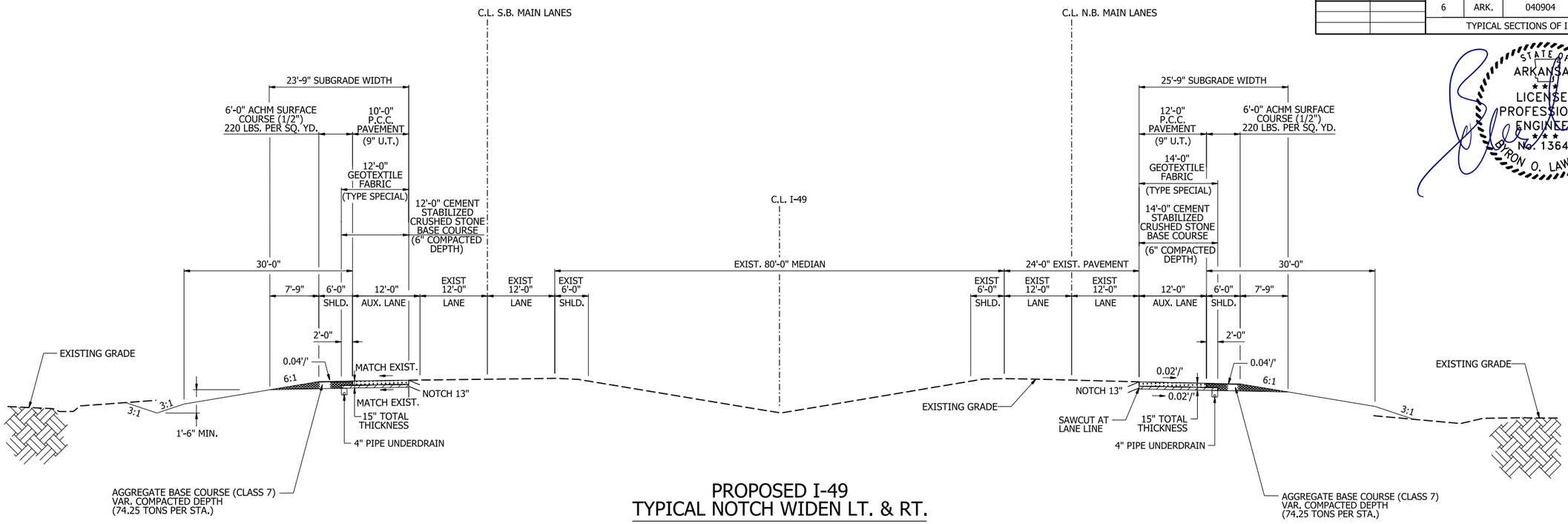
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT 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

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

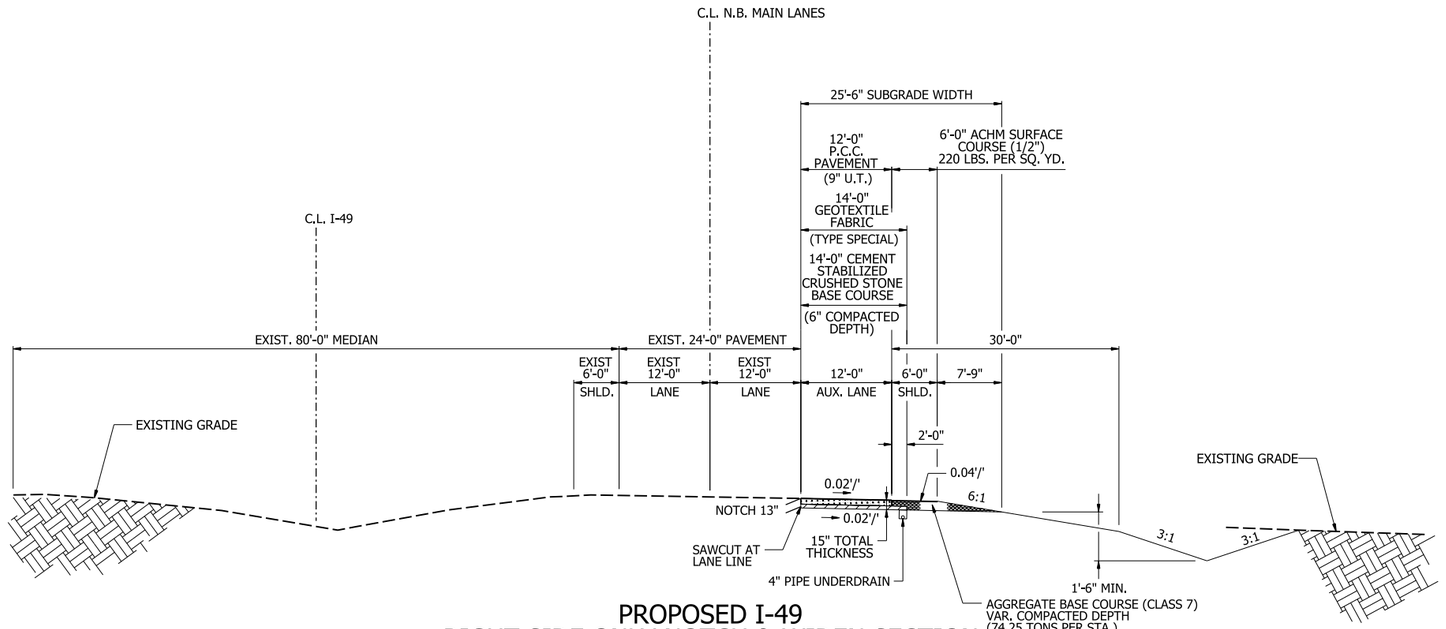



## PROPOSED I-49
## TYPICAL NOTCH WIDEN LT. & RT.

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

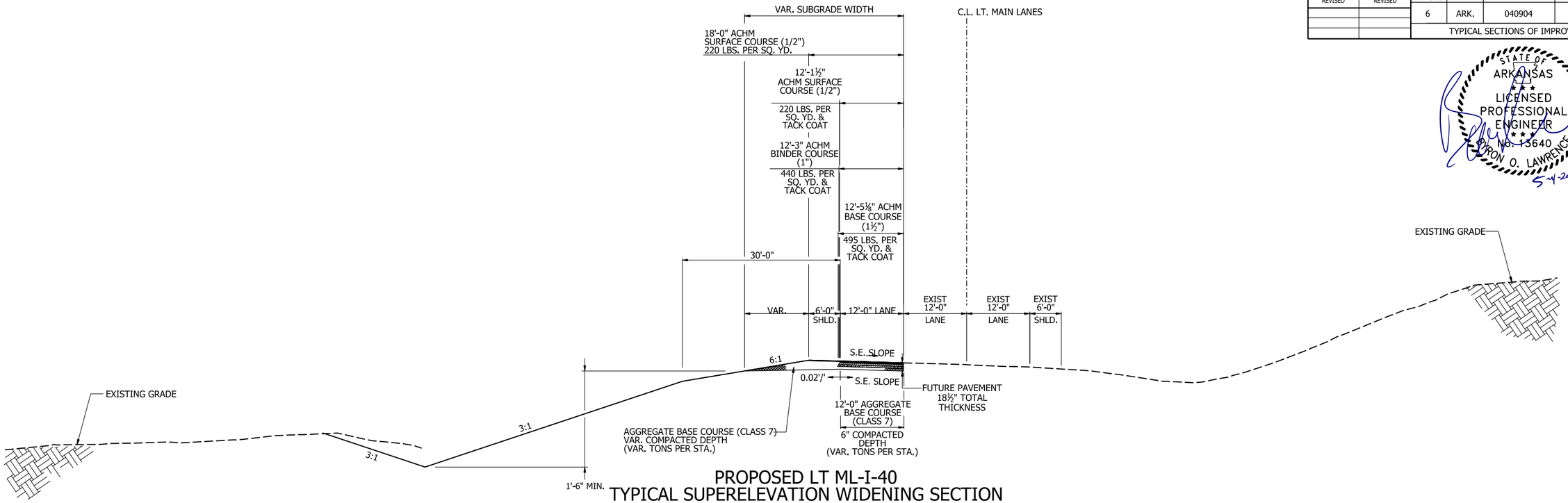
C.L. I-49 STA. 857+41.00 TO STA. 860+50.00

TYPICAL SECTIONS OF IMPROVEMENT

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

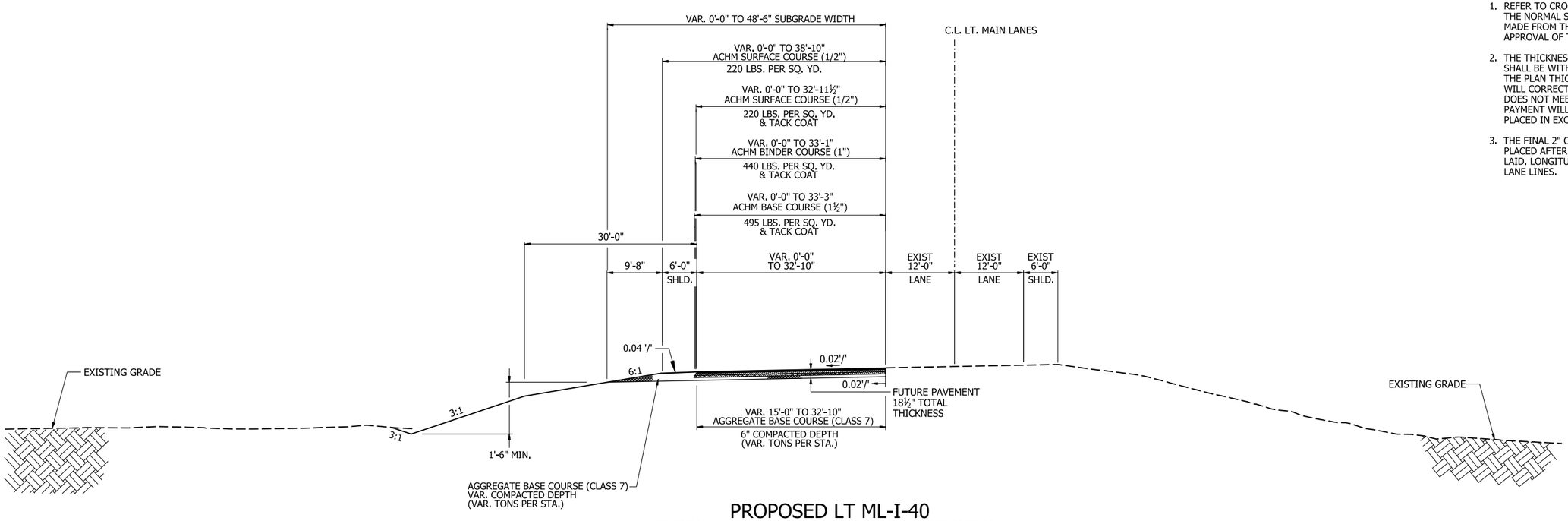



## PROPOSED LT ML-I-40
## TYPICAL SUPERELEVATION WIDENING SECTION

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

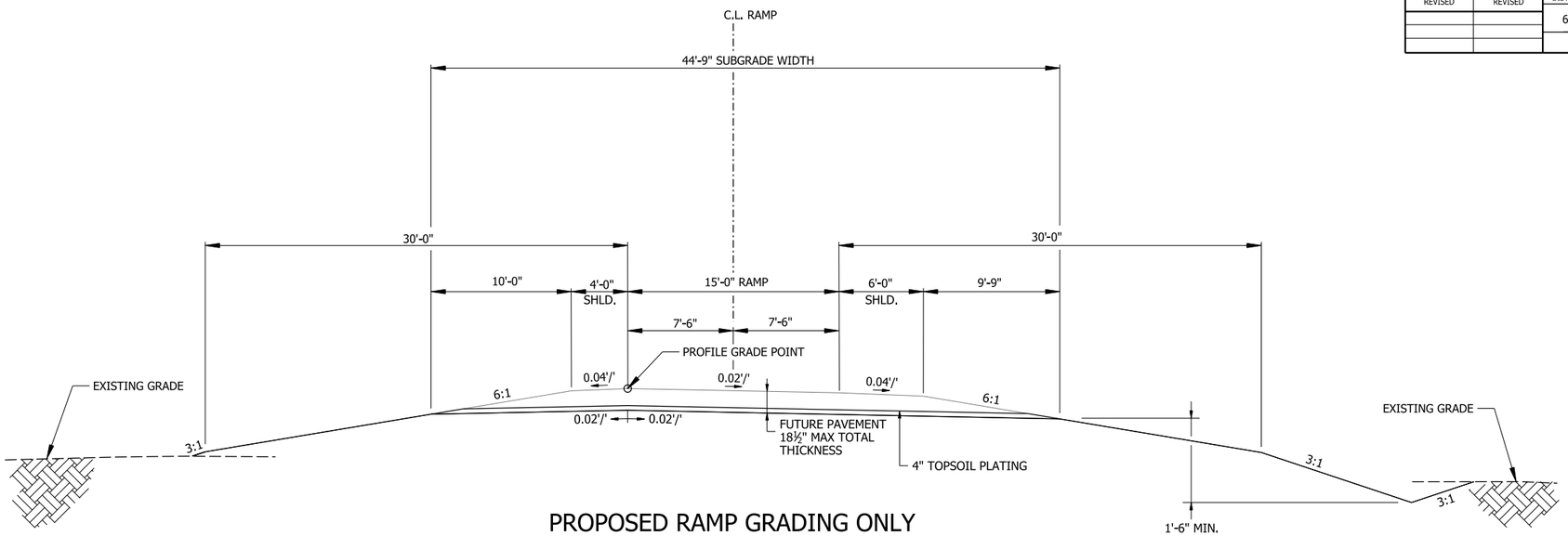
STA. 666+22.67 TO STA. 670+66.12

## TYPICAL SECTIONS OF IMPROVEMENT

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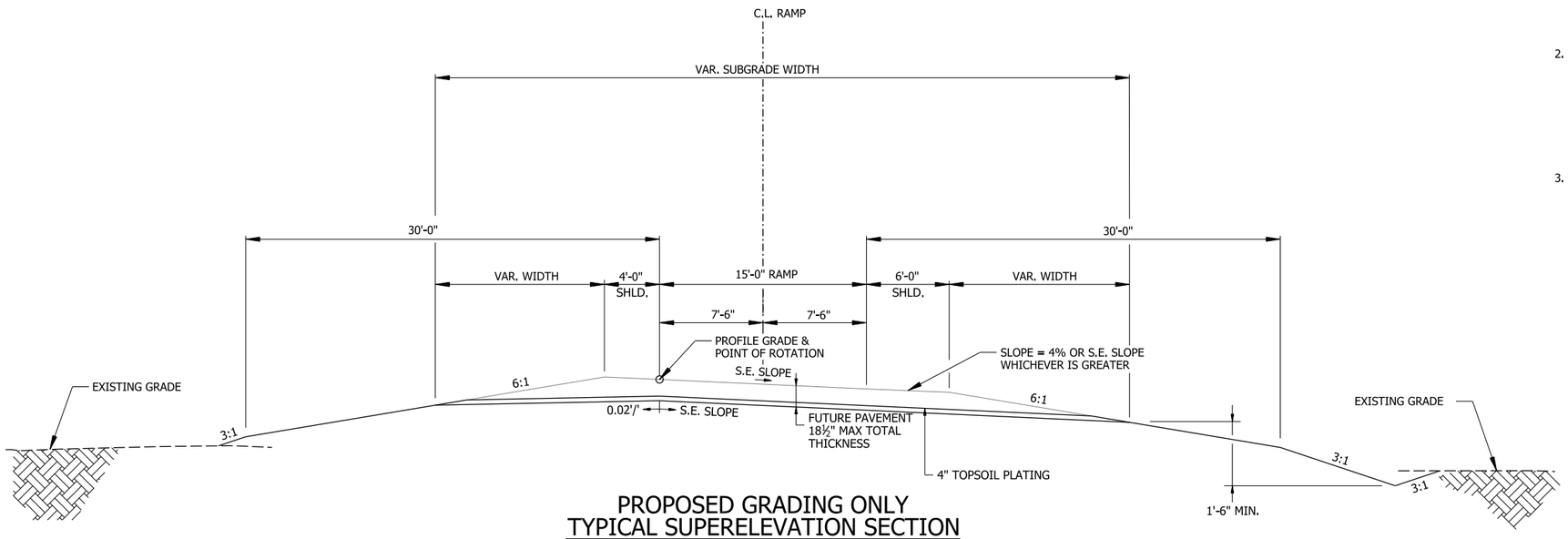
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026




## 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:

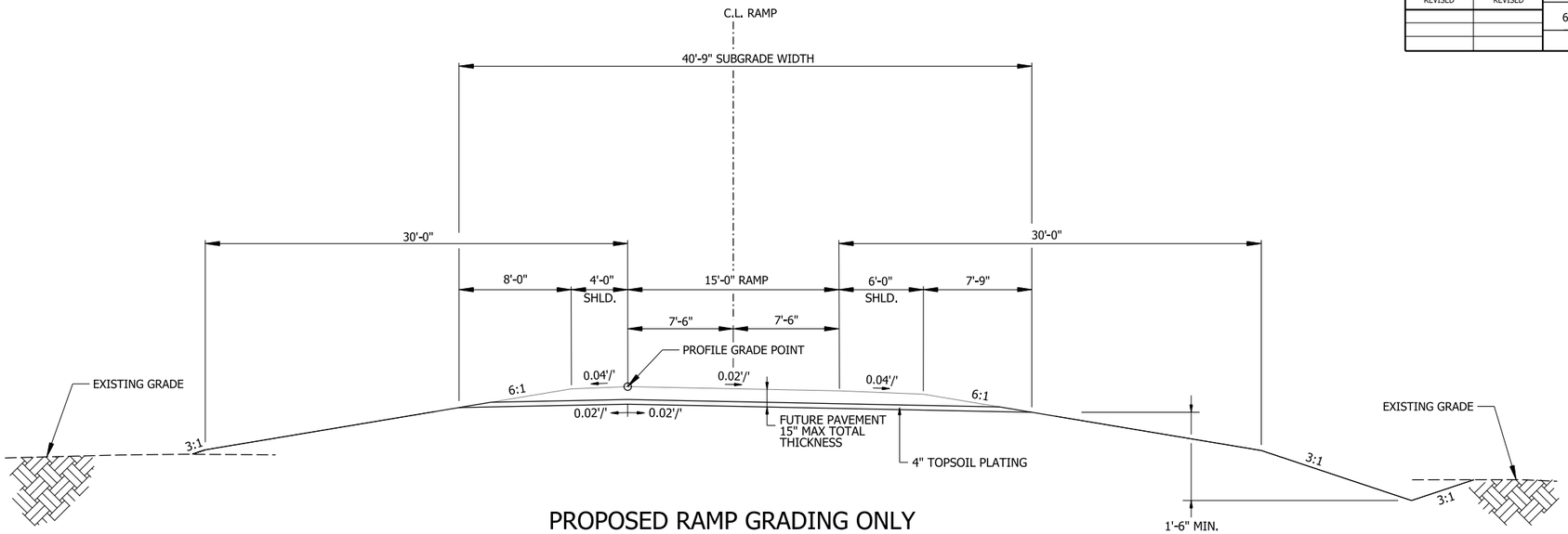
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALLBRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPEREVEVATED CURVES. SHOULDER CROSS 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

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



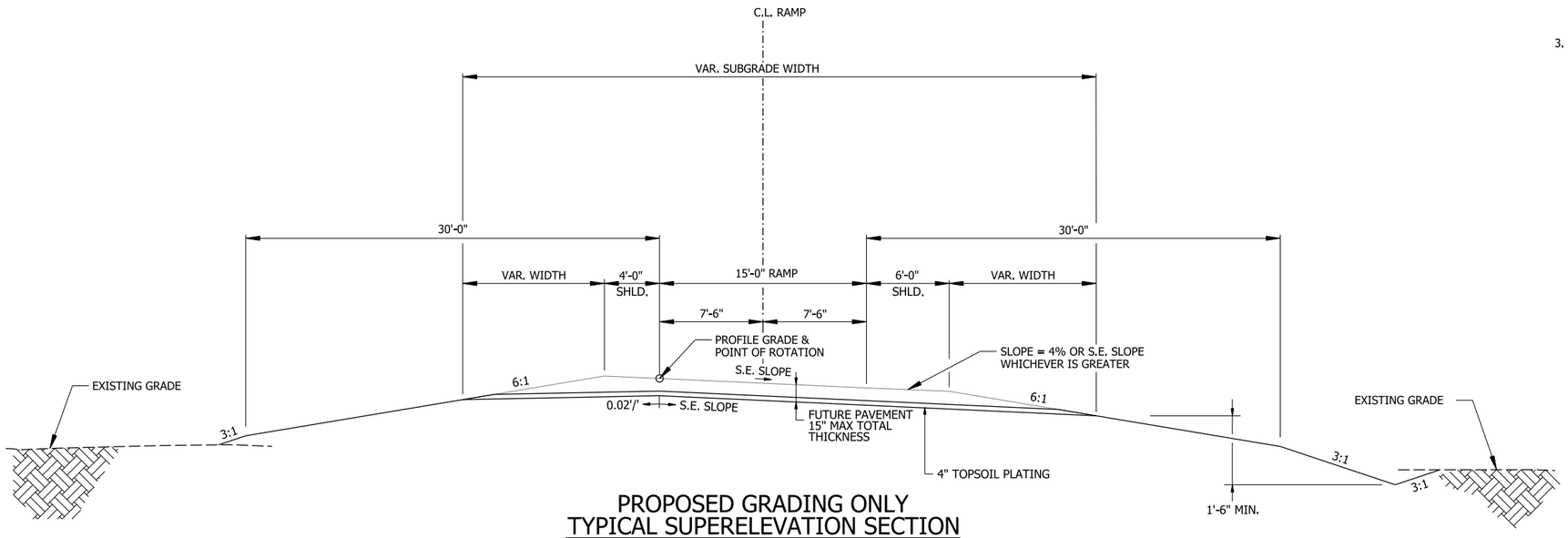

## PROPOSED RAMP GRADING ONLY
## TYPICAL TANGENT SECTION

(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)

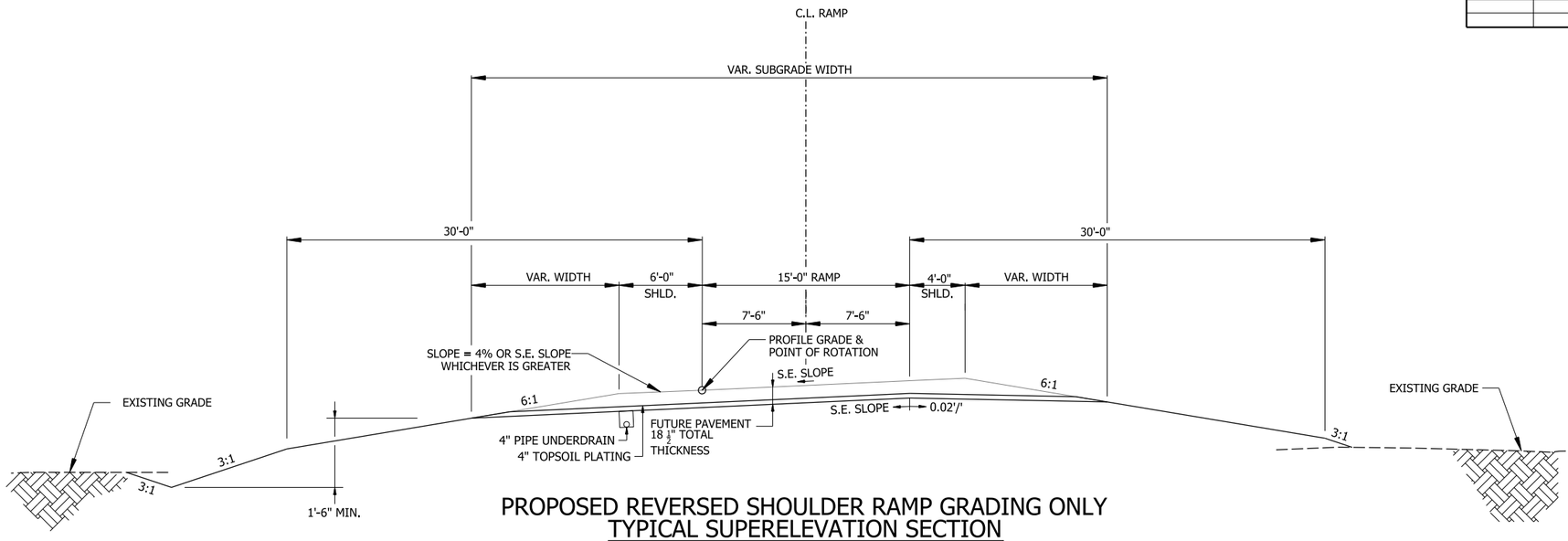
C.L. RAMP I49NB-I40EB STA. 17+43.00 TO STA. 29+88.00

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



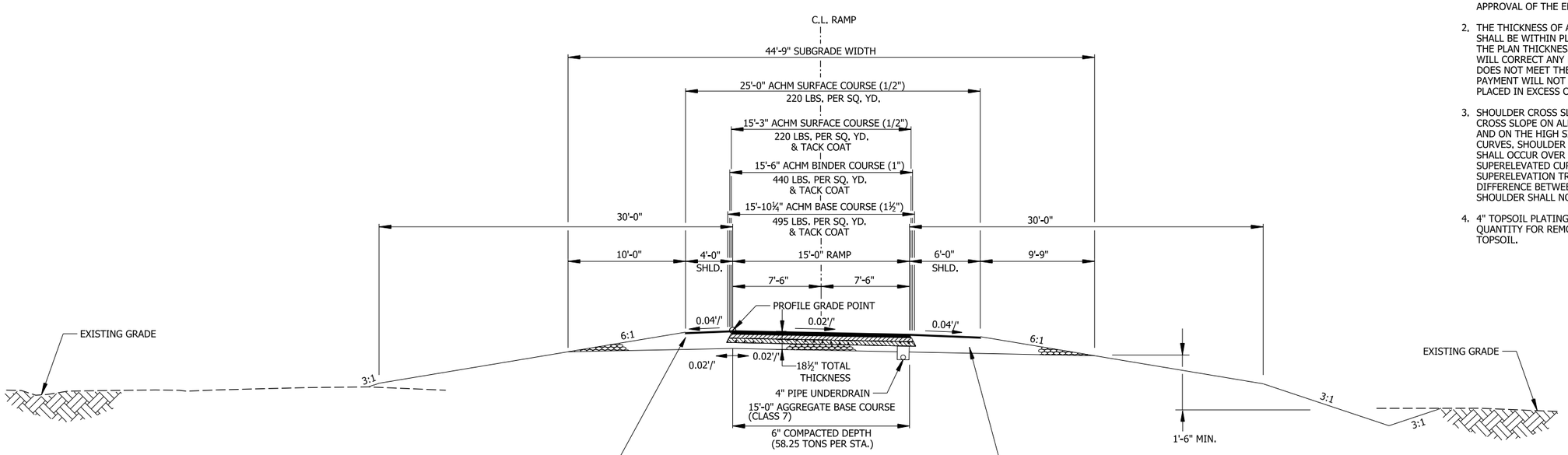

## PROPOSED REVERSED SHOULDER RAMP GRADING ONLY
## TYPICAL SUPERELEVATION SECTION

(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.
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 RAMP
## TYPICAL TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

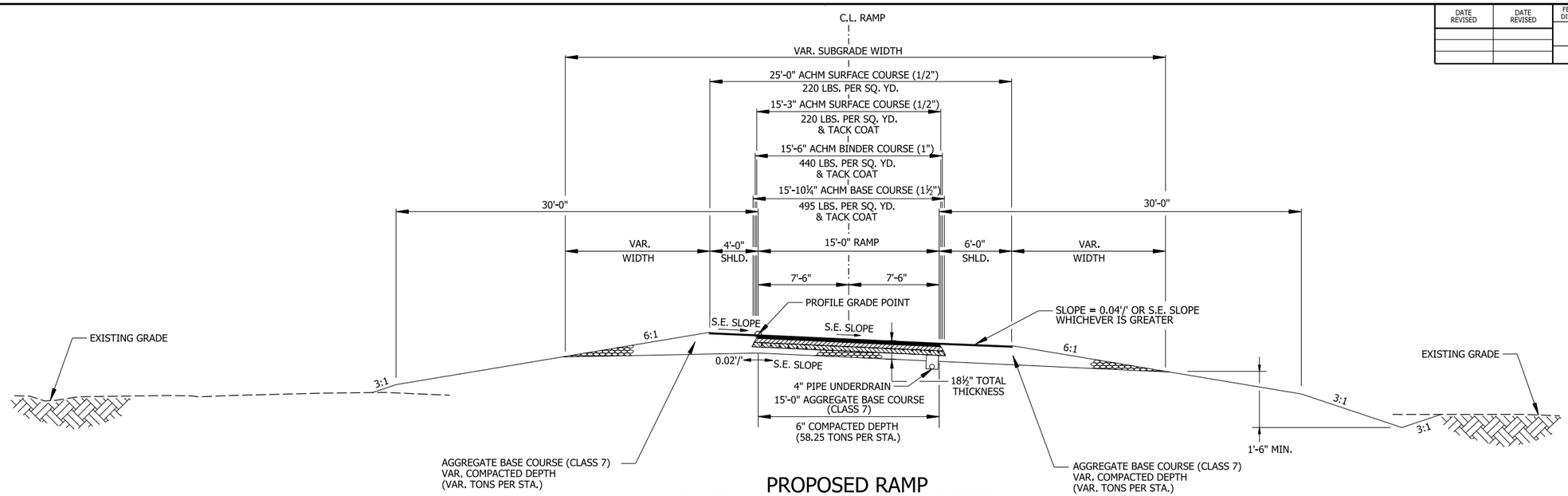
C.L. RAMP I49NB-I40WB STA. 71+95.00 TO STA. 73+40.54

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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



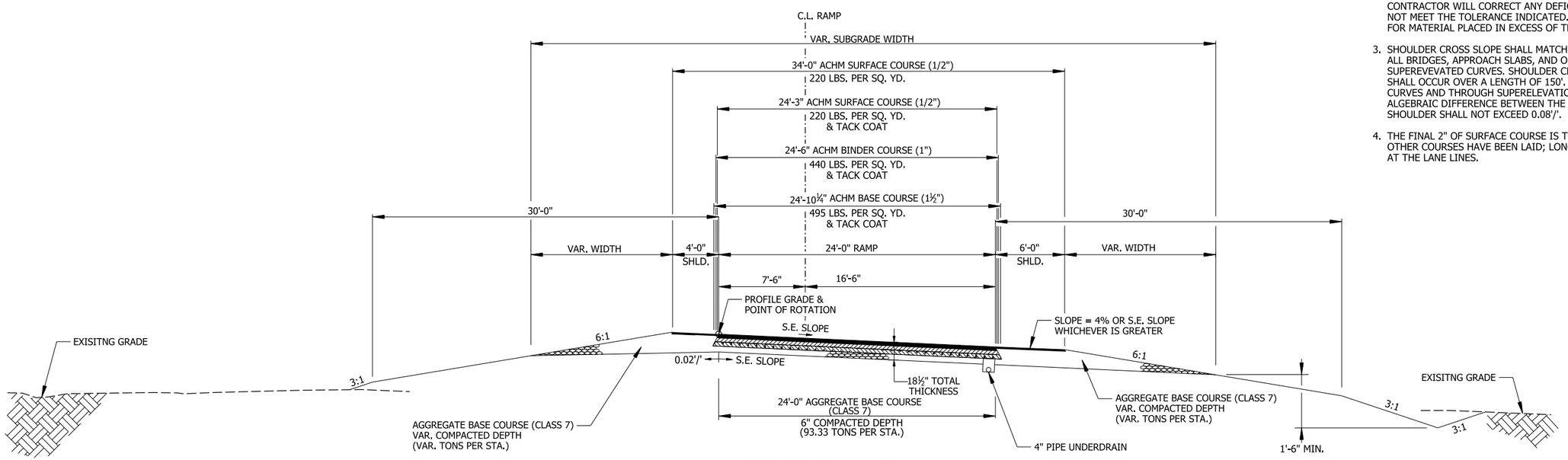

# PROPOSED RAMP
# TYPICAL SUPERELEVATION SECTION

(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.
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. 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)

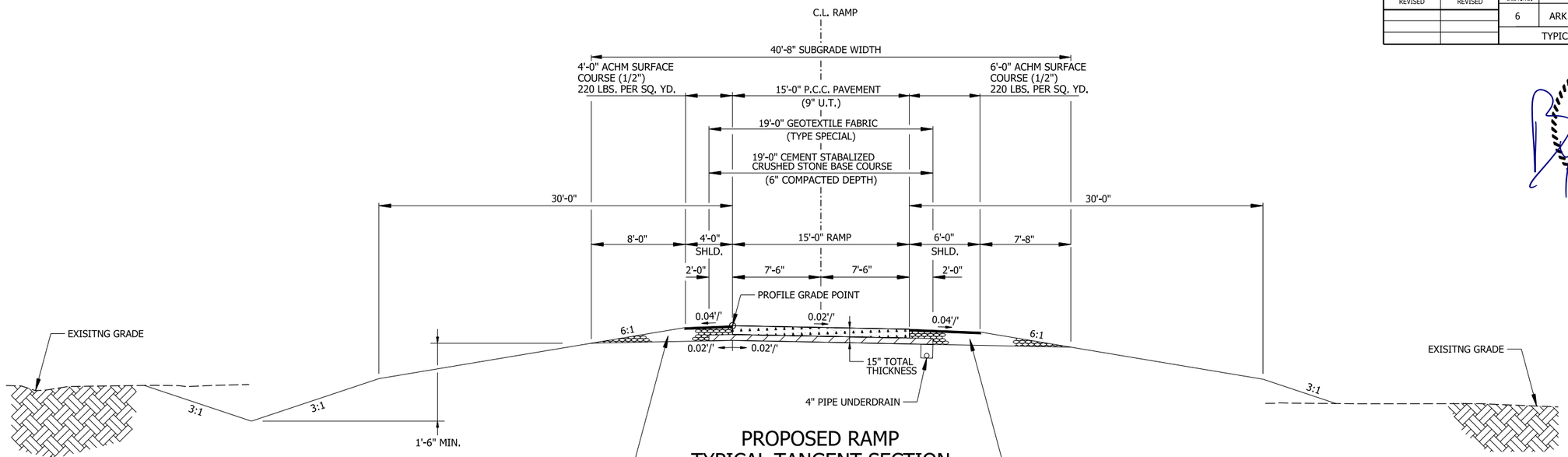
C.L. RAMP I49NB-I40WB STA. 61+46.90 TO STA. 64+40.00

TYPICAL SECTIONS OF IMPROVEMENT

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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



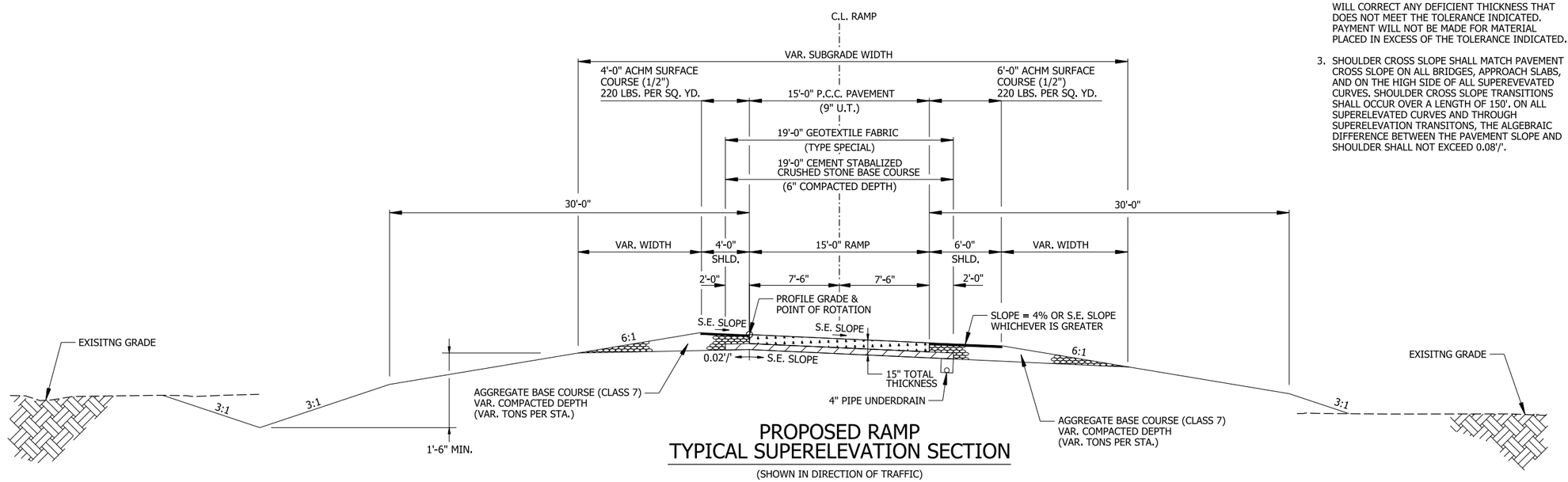

## PROPOSED RAMP TYPICAL TANGENT SECTION

(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:

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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## PROPOSED RAMP TYPICAL SUPERELEVATION SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

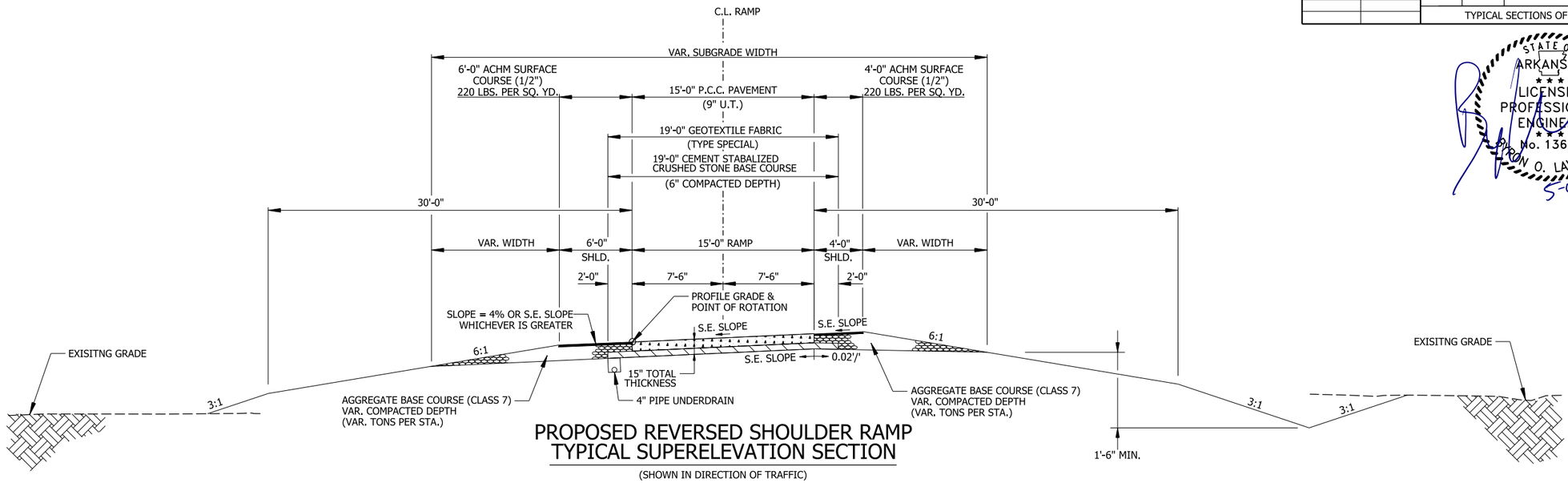
C.L. RAMP I40WB-I49NB STA. 13+21.94 TO STA. 28+47.15
C.L. RAMP I49SB-I40WB STA. 15+38.37 TO STA. 31+57.00

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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



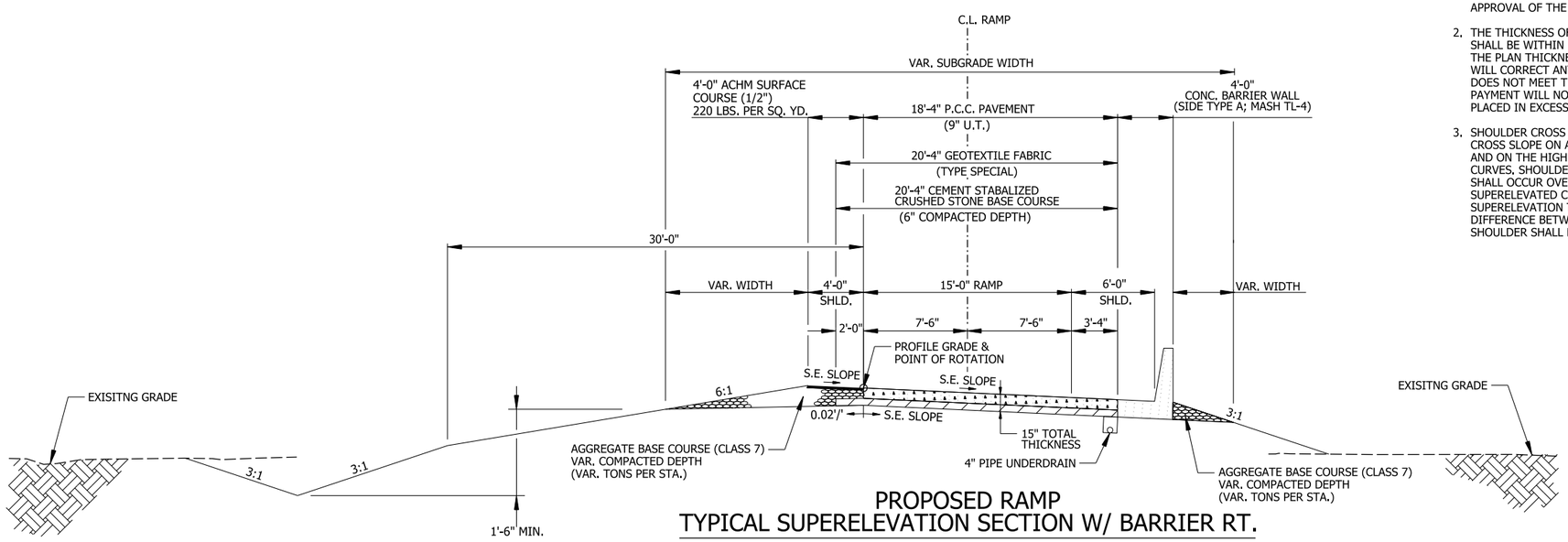

## PROPOSED REVERSED SHOULDER RAMP TYPICAL SUPERELEVATION SECTION

(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:

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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## PROPOSED RAMP TYPICAL SUPERELEVATION SECTION W/ BARRIER RT.

(SHOWN IN DIRECTION OF TRAFFIC)

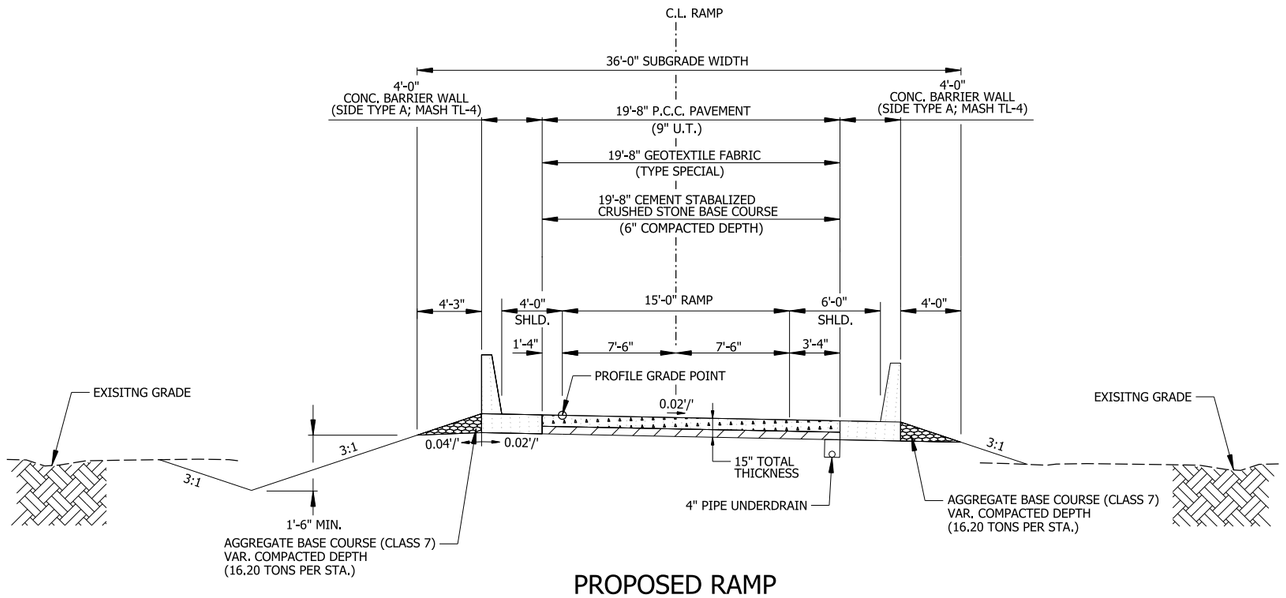
C.L. RAMP I49SB-I40EB STA. 37+12.82 TO STA. 39+60.00

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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



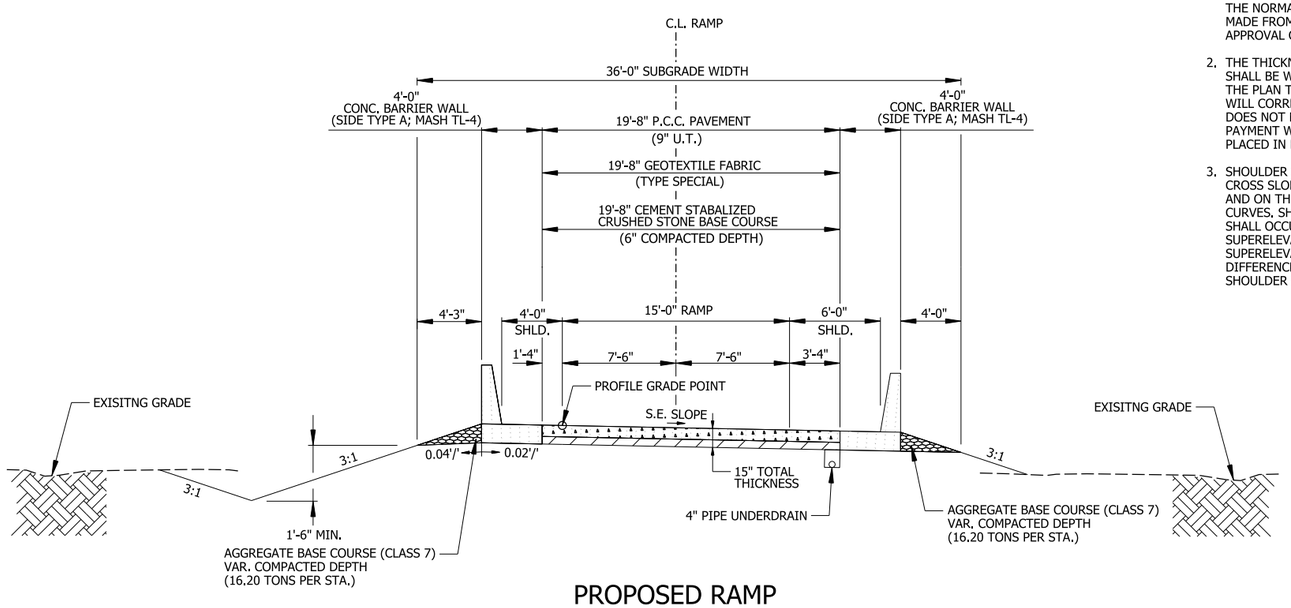

## PROPOSED RAMP
## TYPICAL TANGENT SECTION W/ BARRIERS LT. & RT.

(SHOWN IN DIRECTION OF TRAFFIC)

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

NOTES:

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

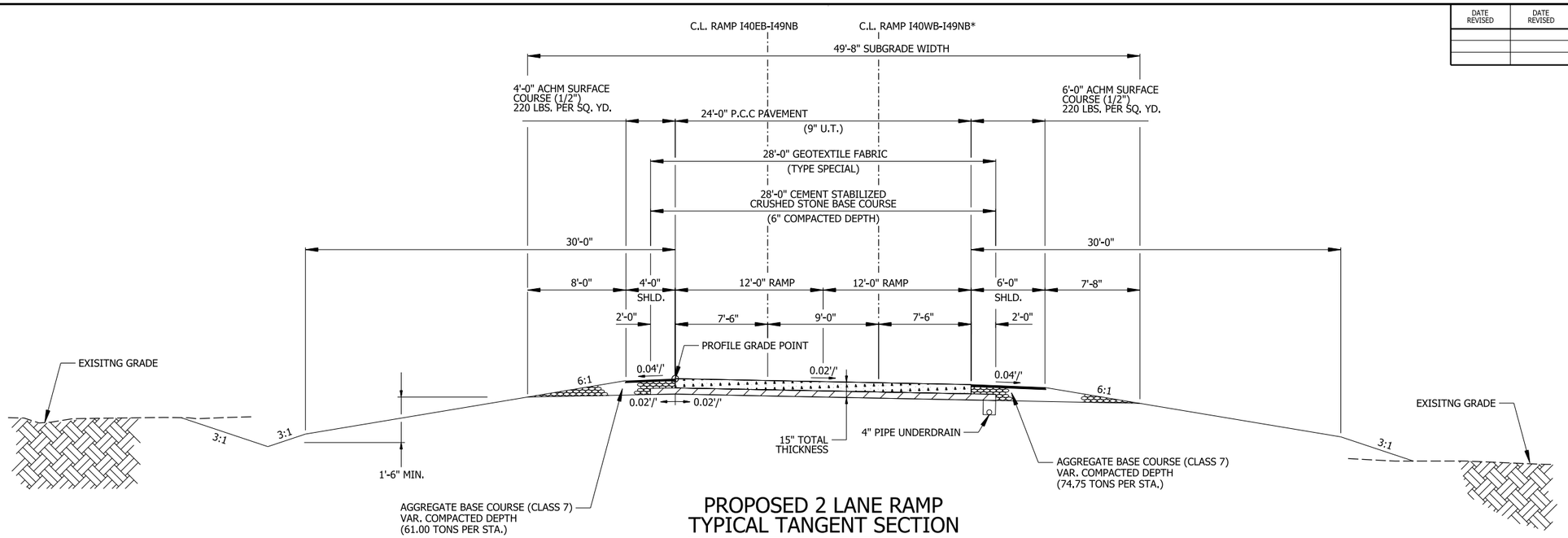
(SHOWN IN DIRECTION OF TRAFFIC)

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
No. 13640
BYRON O. LAWRENCE
5-4-2026




# PROPOSED 2 LANE RAMP TYPICAL TANGENT SECTION

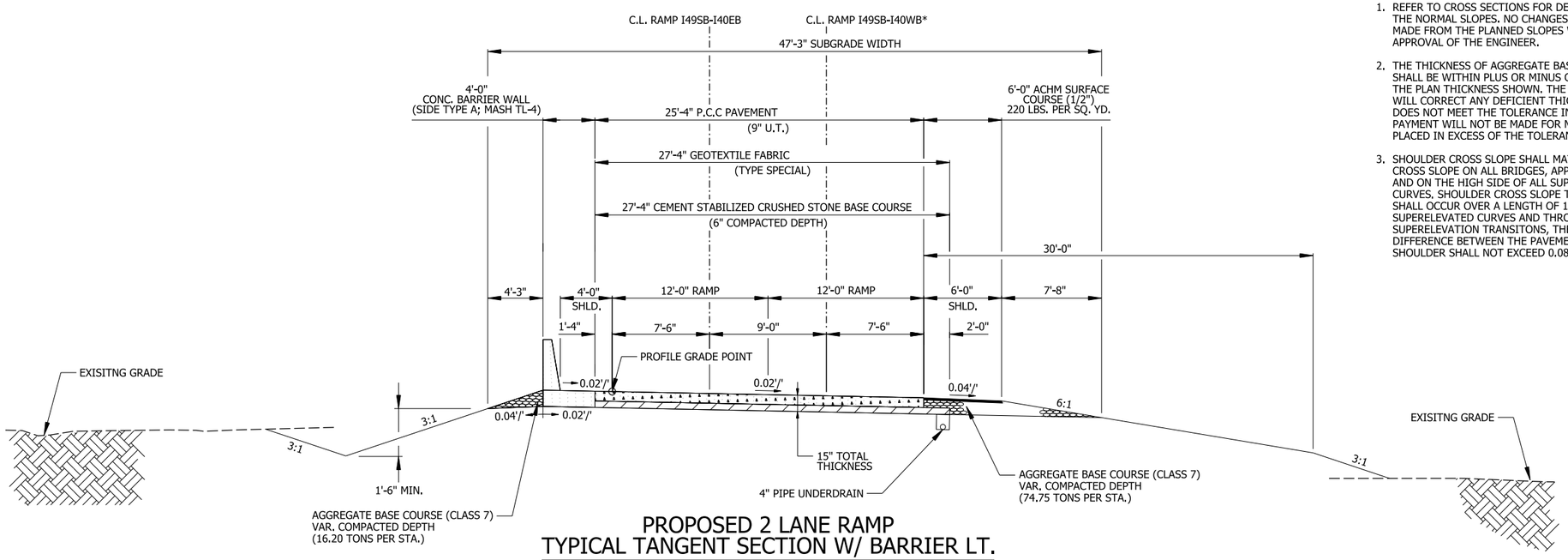
(SHOWN IN DIRECTION OF TRAFFIC)

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:

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'/'.




# 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

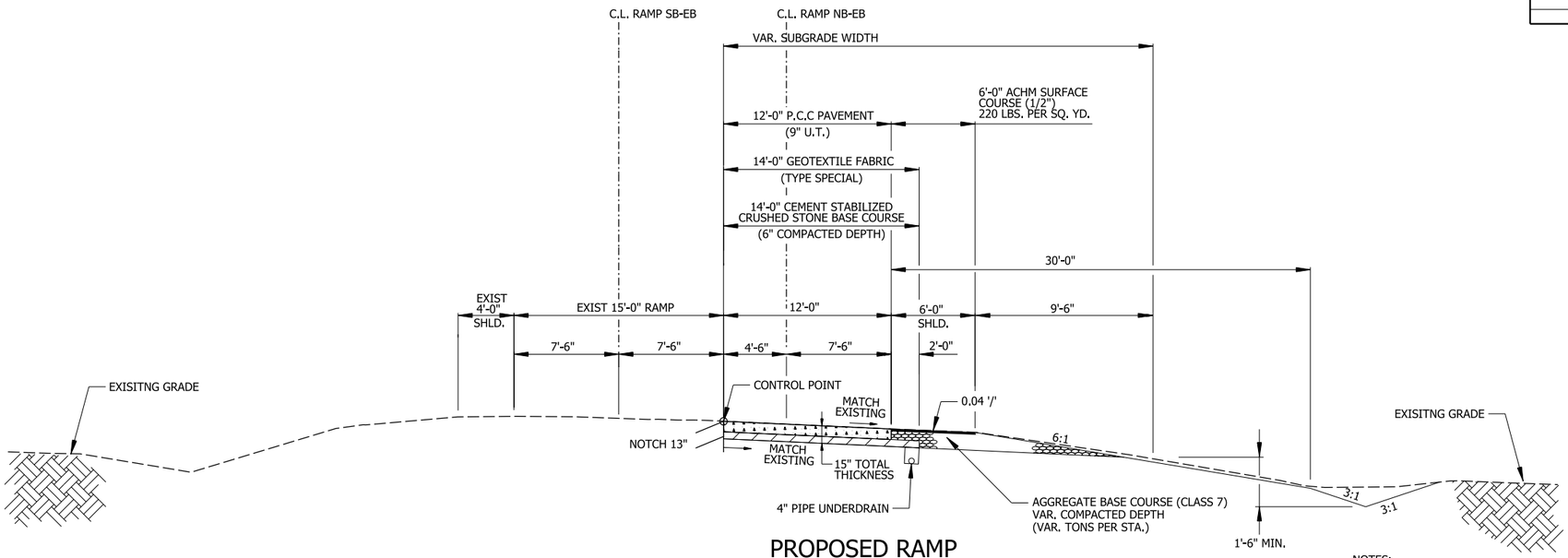
*RAMP I49SB-I40WB IS CONTROLLED VERTICALLY BY THE PROFILE GRADE LINE OF RAMP I49SB-I40EB RESPECTIVELY IN THIS STATION RANGE.

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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| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

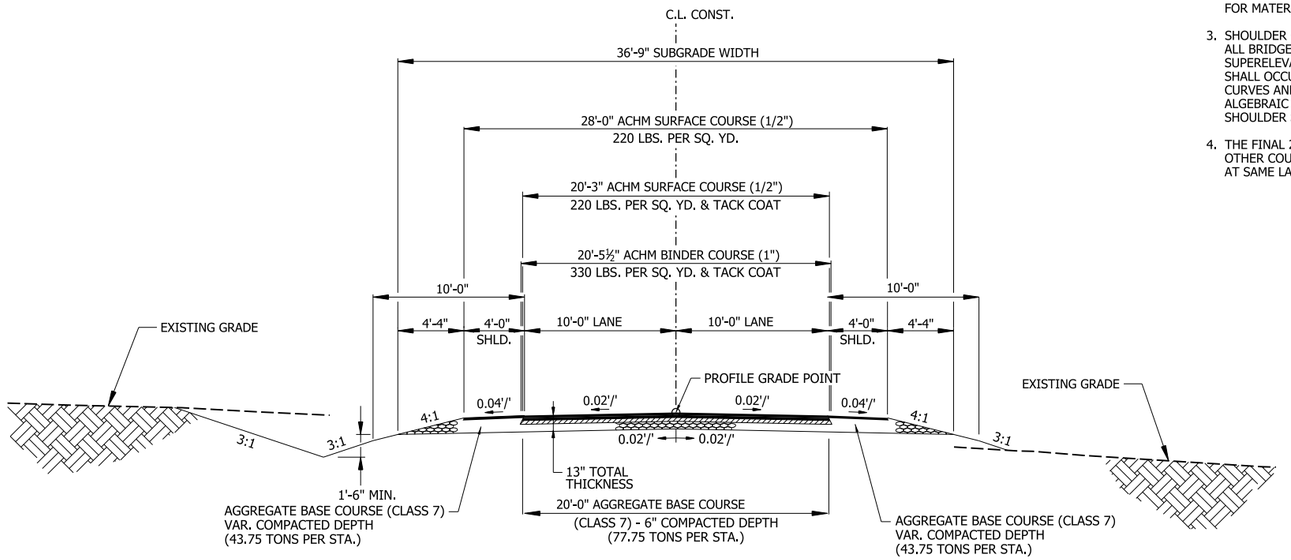
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2026




## 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

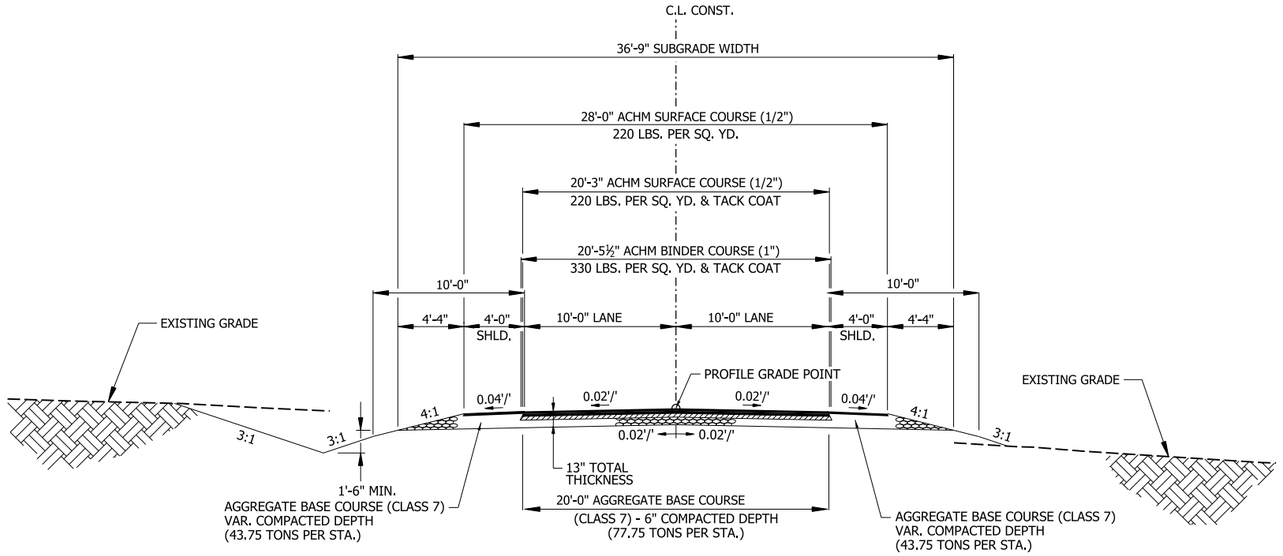
STA. 11+40.00 TO STA. 16+82.81
STA. 19+65.15 TO STA. 21+81.00

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

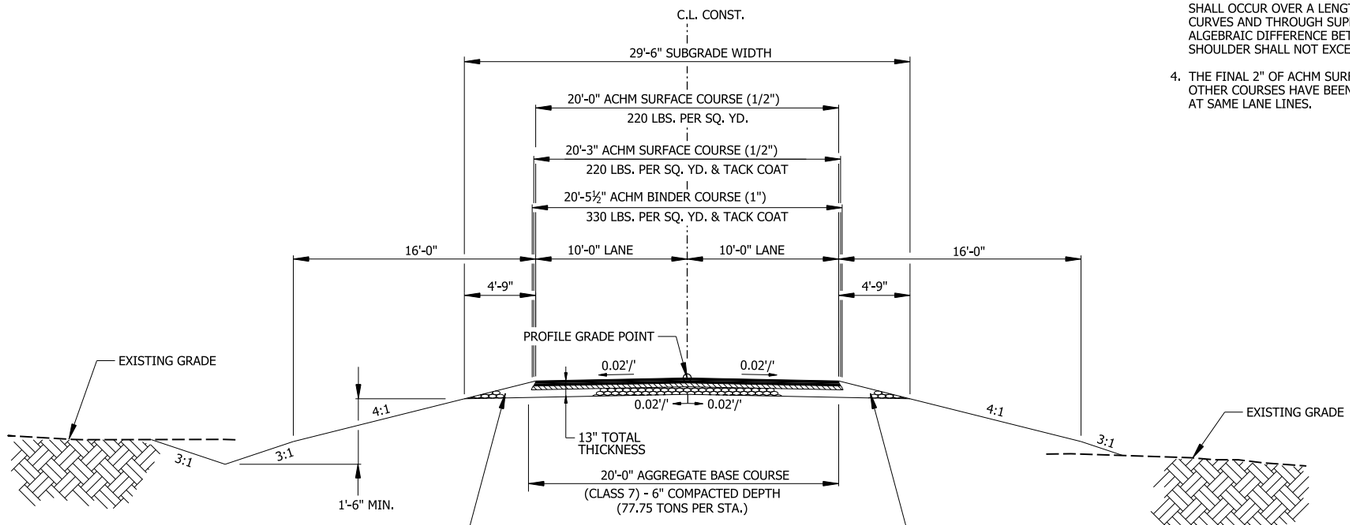
NOTES:

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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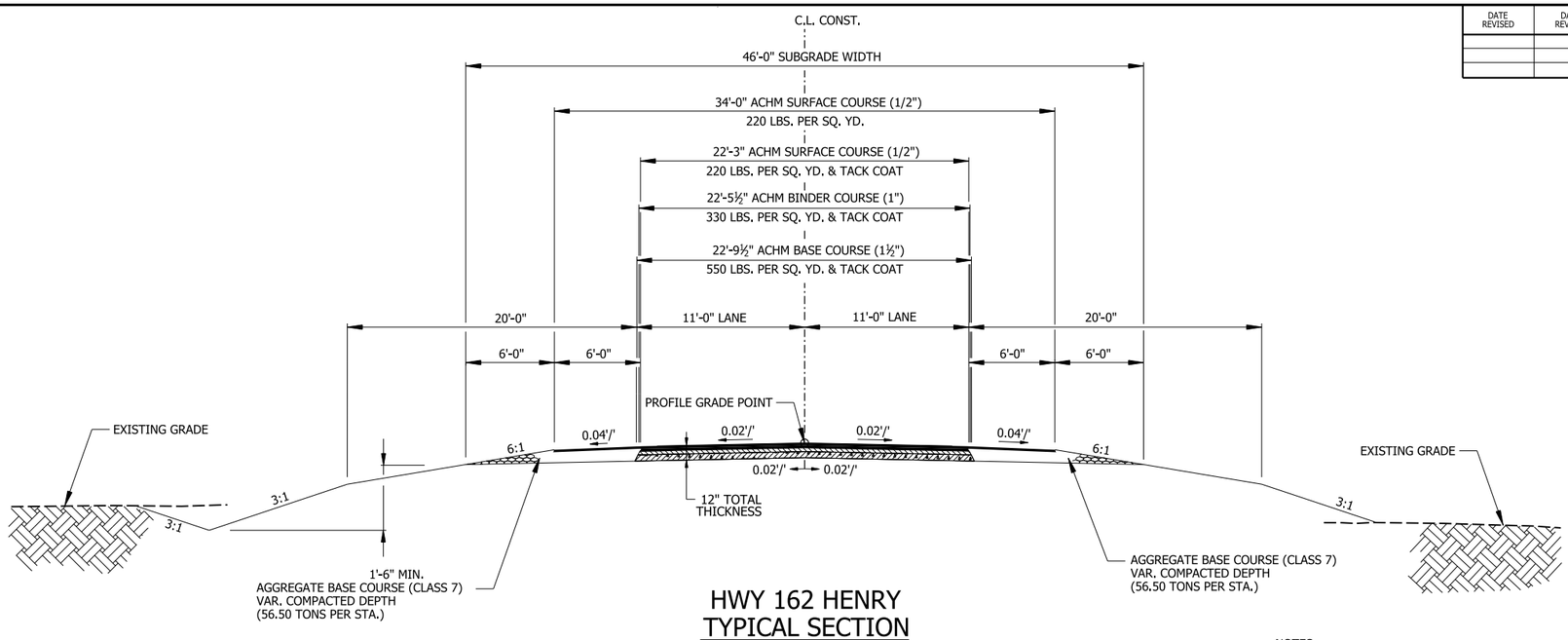



## HENRY SR
## TYPICAL SECTION

STA. 10+11.37 TO STA. 20+36.07

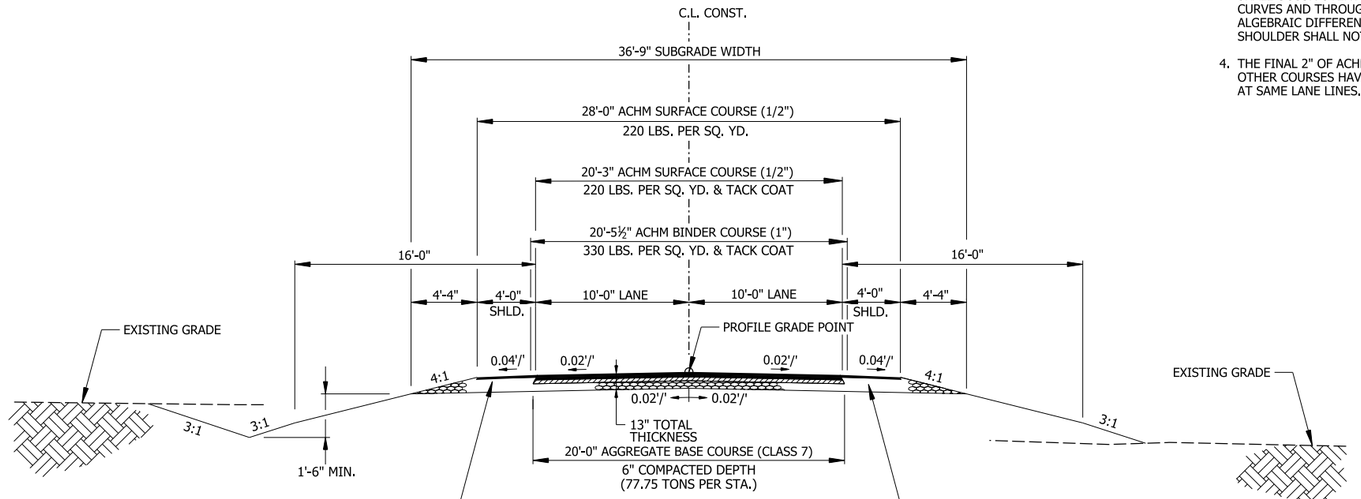
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 23 | 742 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |




## 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:

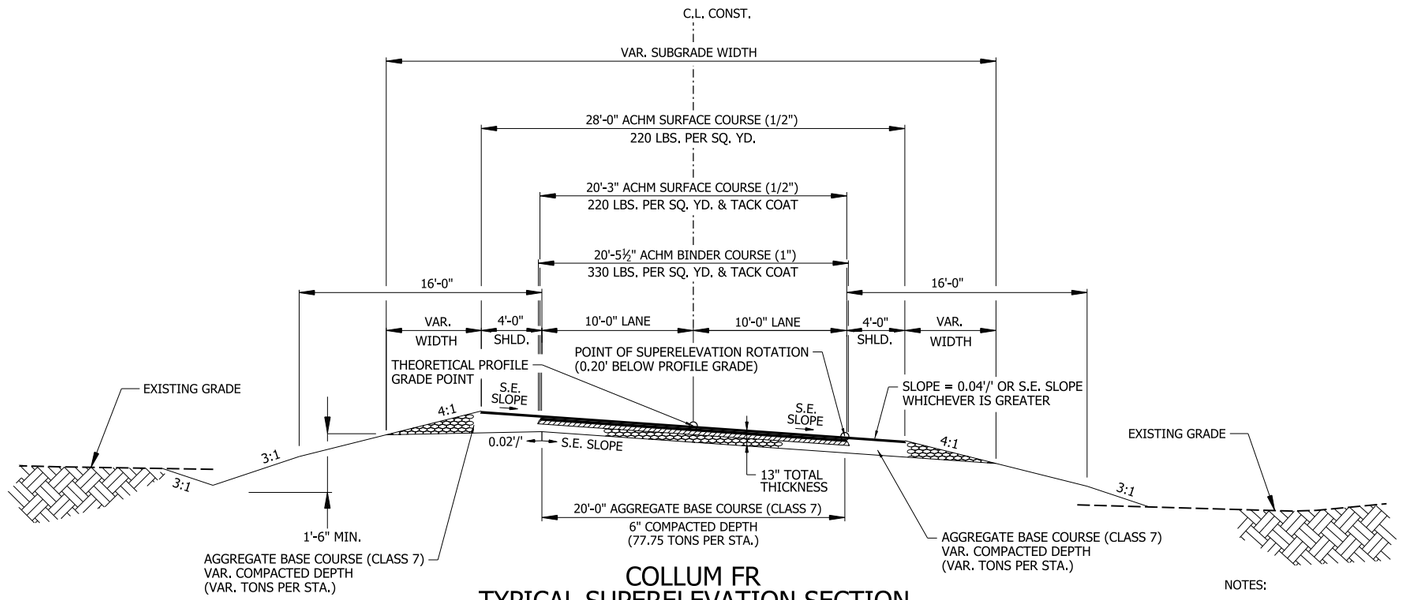
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT 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 SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
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.

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

5/1/2026 10:31:33 AM
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 24 | 742 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

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

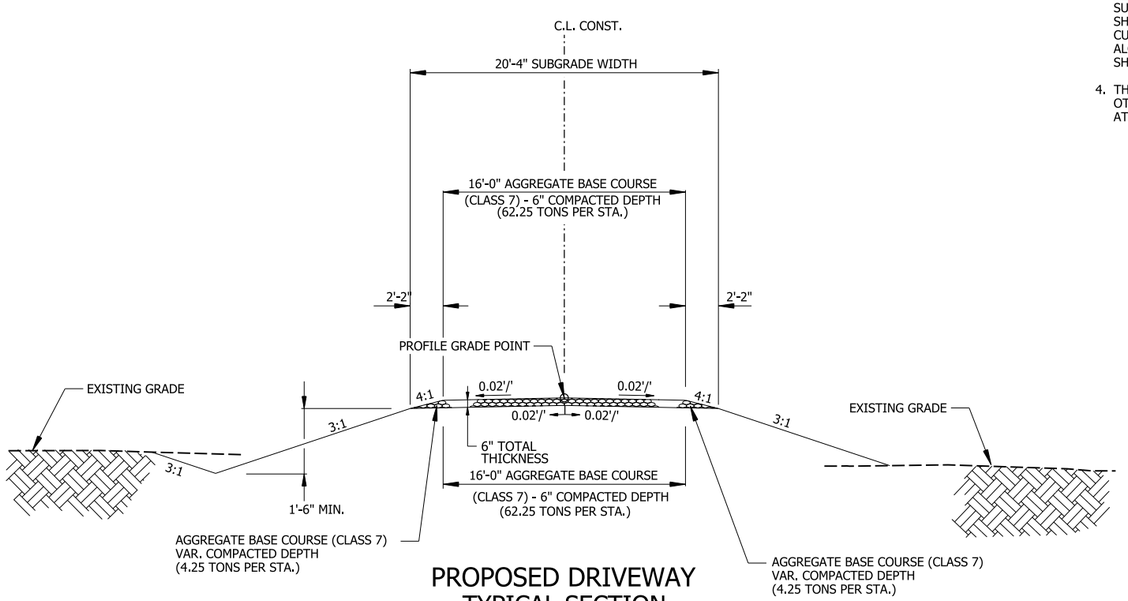



## COLLUM FR
## TYPICAL SUPERELEVATION SECTION

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

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 SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
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.




## PROPOSED DRIVEWAY
## TYPICAL SECTION

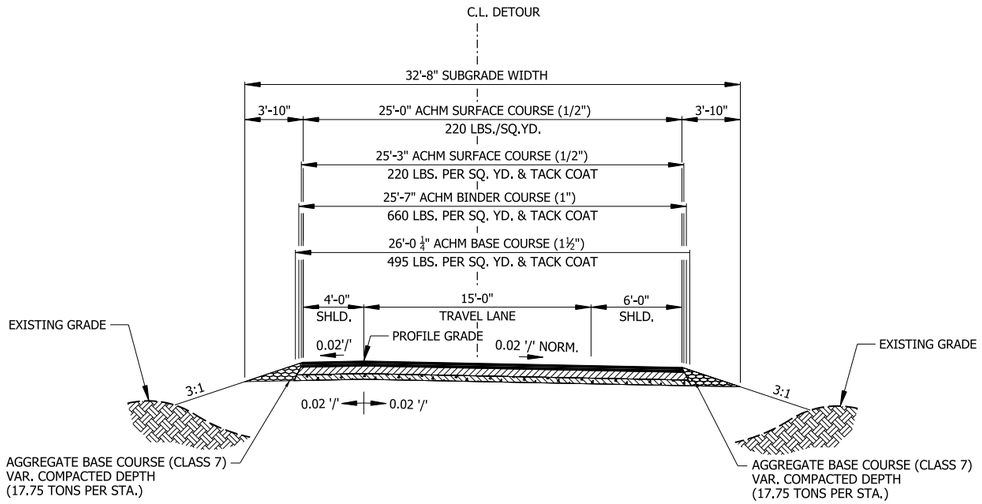
C.L. DRIVEWAY 7 STA. 10+66.68 TO STA. 41+56.50
C.L. DRIVEWAY 8 STA. 10+50.45 TO STA. 12+22.63
C.L. DRIVEWAY 9 STA. 10+51.19 TO STA. 13+11.49
C.L. DRIVEWAY 10 STA. 20+51.37 TO STA. 23+08.86
C.L. OLD WIRE RD STA. 10+15.40 TO STA. 24+10.92

TYPICAL SECTIONS OF IMPROVEMENT

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 25 | 742 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

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

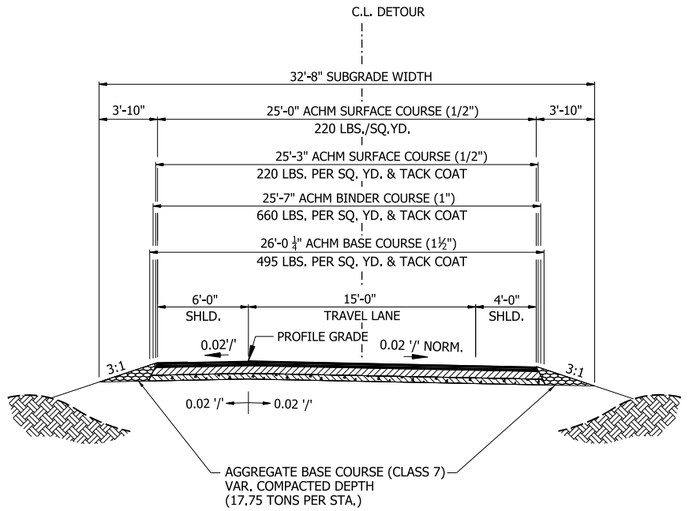



## TEMPORARY DETOUR TANGENT SECTION (RAMPS)

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

NOTES:

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




## TEMPORARY DETOUR TANGENT SECTION W/ REVERSE SHOULDERS (RAMPS)

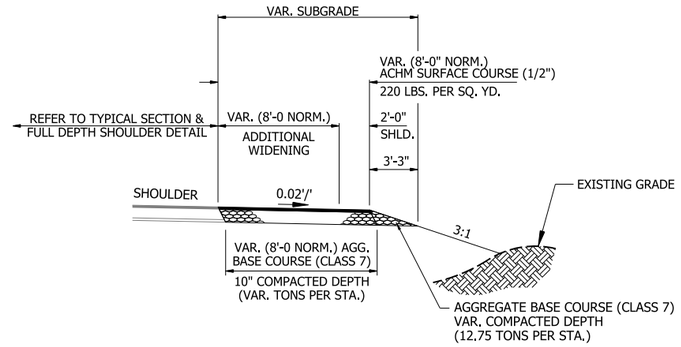
C.L. SB-EB DETOUR STA. 15+01.08 TO STA. 23+31.34

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TYPICAL SECTIONS OF IMPROVEMENT

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

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



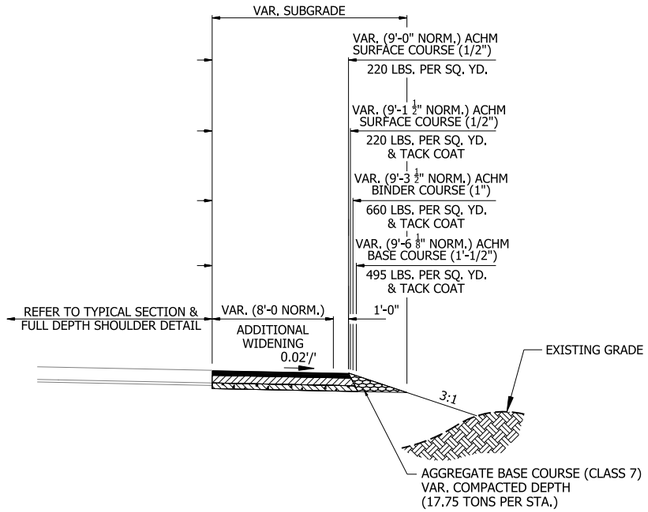

## ADDITIONAL WIDENING FOR MAINTENANCE OF TRAFFIC (LOCAL ROAD)

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




## ADDITIONAL WIDENING FOR MAINTENANCE OF TRAFFIC (I-49 & RAMPS)

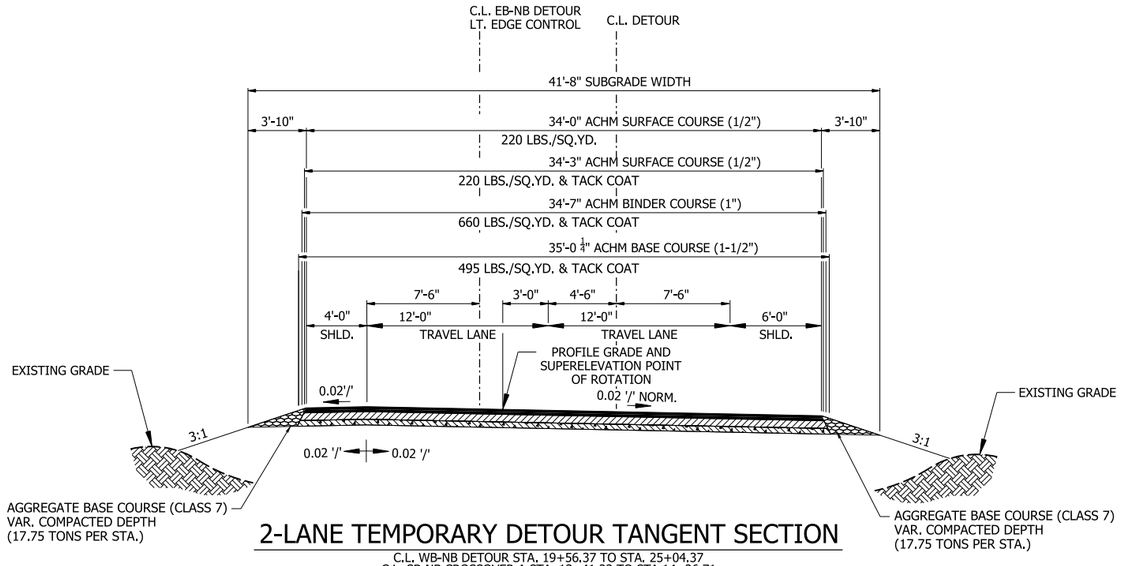
(STAGE 1) C.L. I-49 (NB ML. INSIDE SHOULDER) STA. 859+30.65 TO STA. 868+54.34
(STAGE 1) C.L. I-49 (SB ML. OUTSIDE SHOULDER) STA. 823+76.91 TO STA. 865+21.31
(STAGE 1) C.L. RAMP I49SB-I40EB RT. STA. 33+35.60 TO STA. 38+42.41
(STAGE 1) C.L. RAMP I40EB-I49NB LT. STA. 137+77.54 TO STA. 140+66.50
(STAGE 1) 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

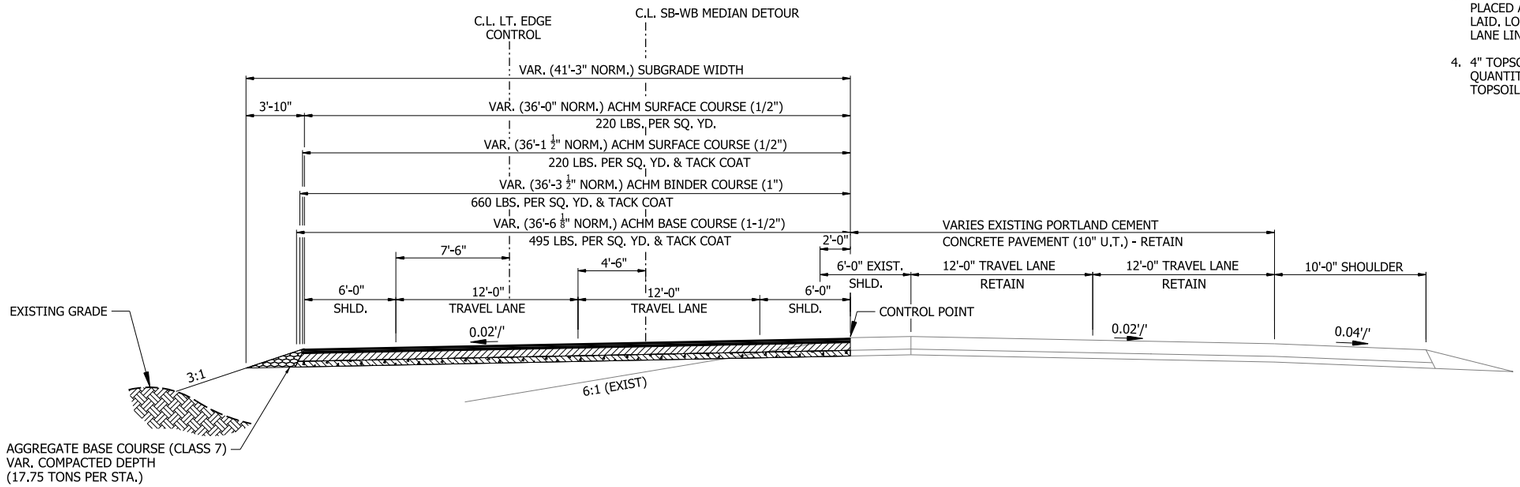



## 2-LANE TEMPORARY DETOUR TANGENT SECTION

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:

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



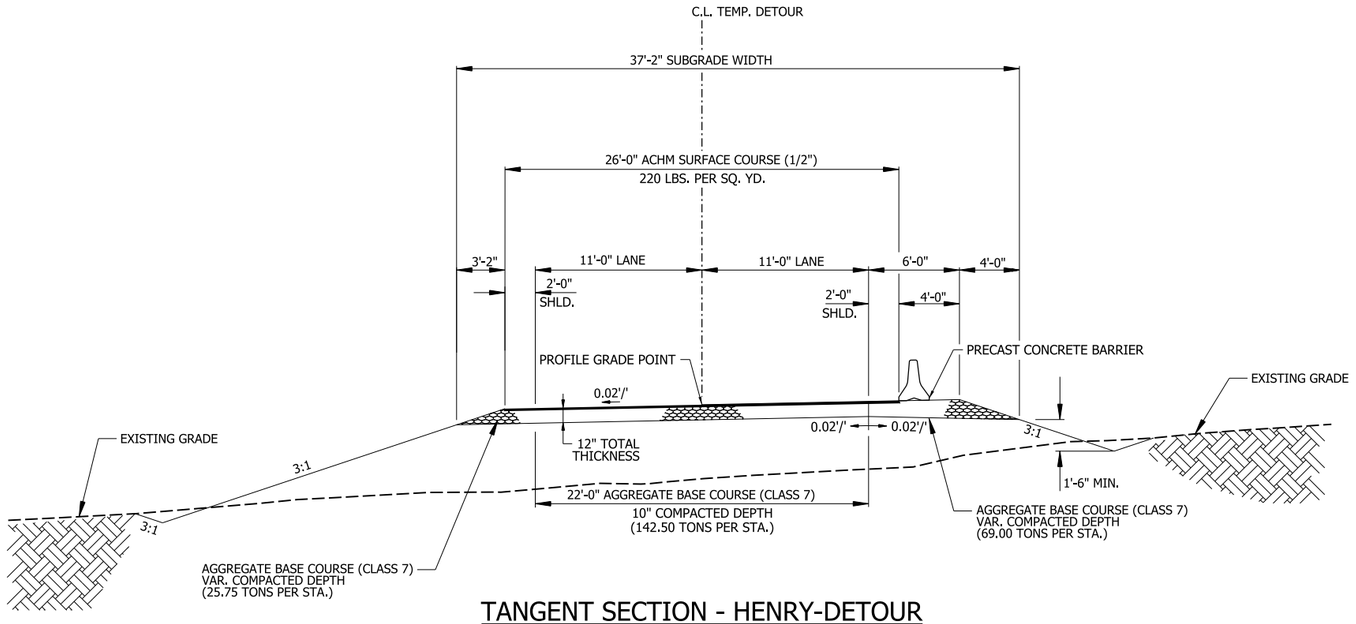

## SB-WB MEDIAN DETOUR
## (I-49 SB MEDIAN WIDENING)
## TYPICAL SECTION
## (SHOWN IN DIRECTION OF TRAVEL)

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

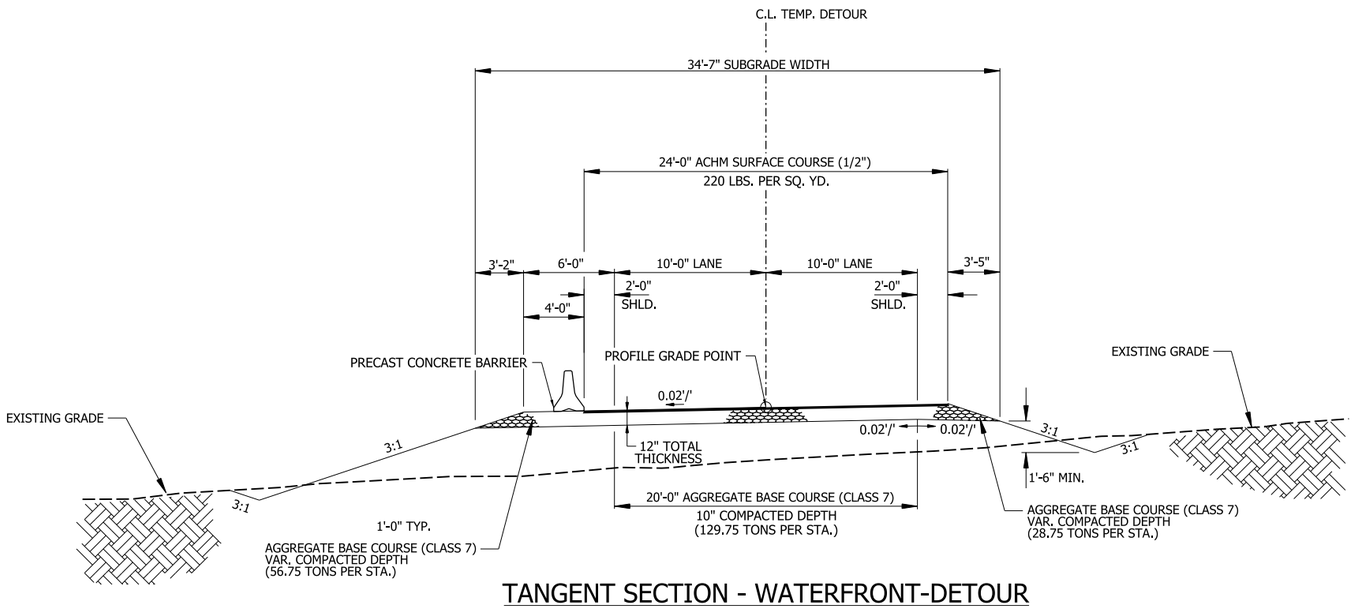



## TANGENT SECTION - HENRY-DETOUR

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

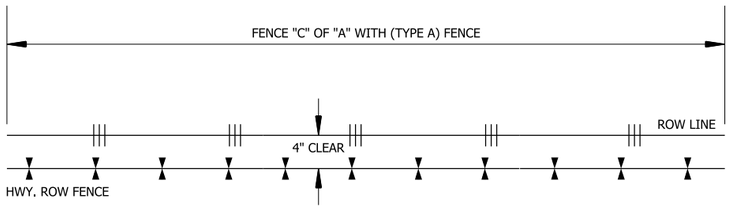



## TANGENT SECTION - WATERFRONT-DETOUR

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

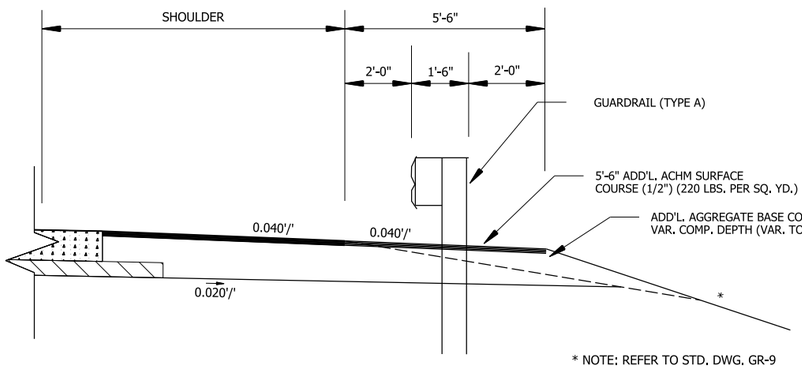
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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 29 | 742 |
| | | SPECIAL DETAILS | | | | |




DETAIL OF ROW FENCE

(NO SCALE)




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

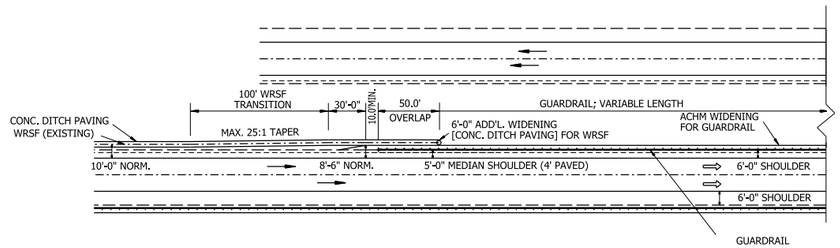
WIDENING FOR GUARDRAIL

(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;

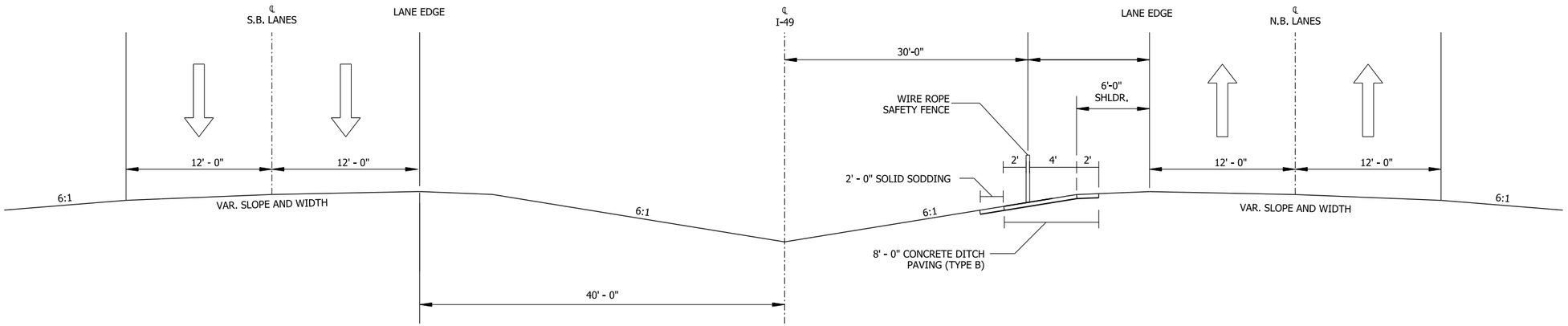
CONSTRUCTION PROJECT INFORMATION SIGN




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

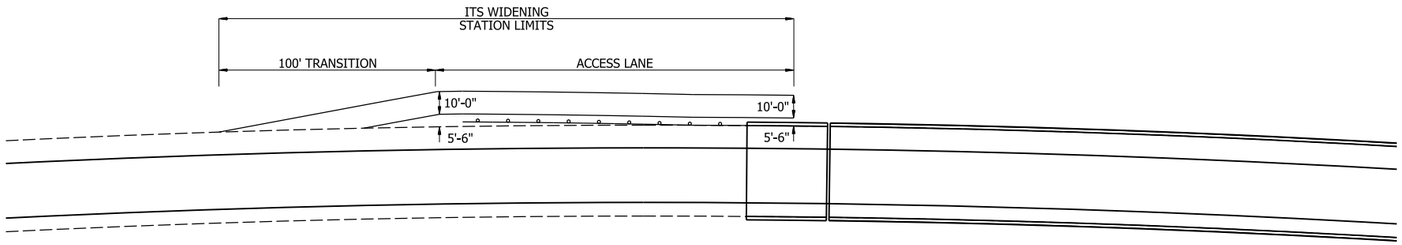
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SPECIAL DETAILS

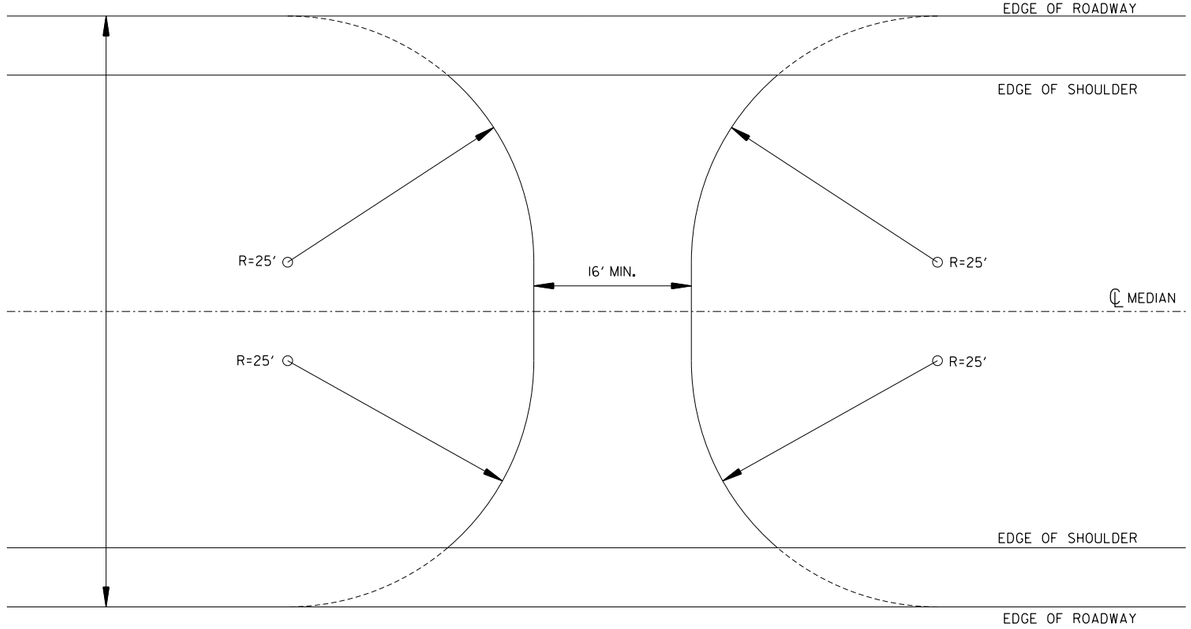
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 30 | 742 |
| | | SPECIAL DETAILS | | | | |

| 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



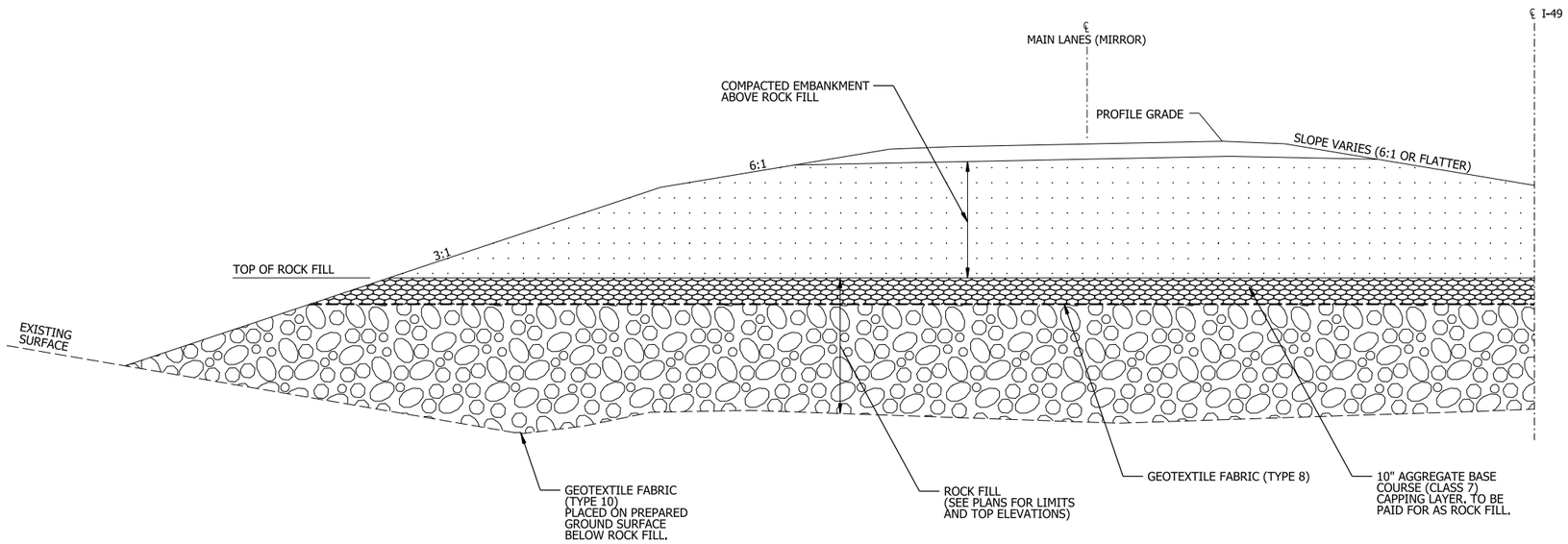

PAVED MEDIAN CROSSING

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 |
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| | | SPECIAL DETAILS | | | | |

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

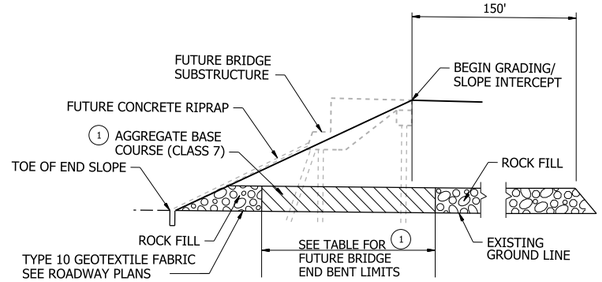



## EMBANKMENT NOTES

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".

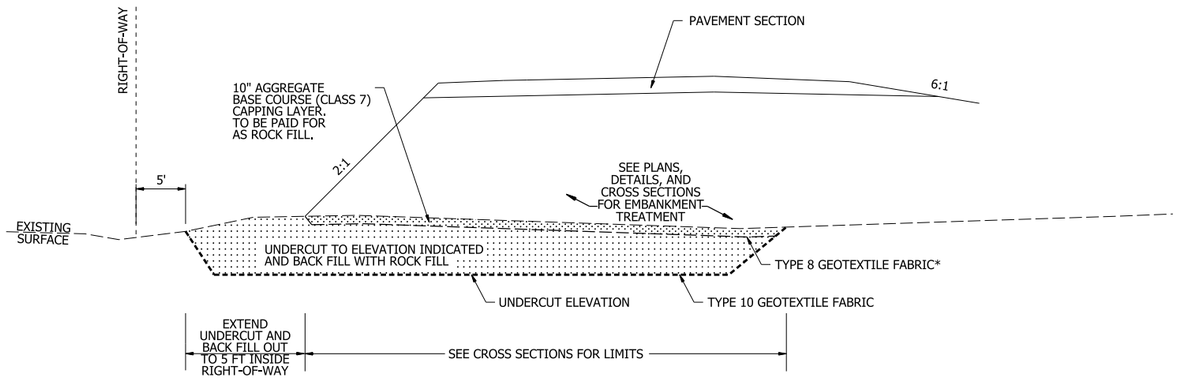
LIMITS OF ROCK FILL FOR FUTURE BRIDGES SHALL BEGIN 150 FEET FROM BEGIN GRADING / SLOPE INTERCEPT AND EXTEND TO TOE OF END SLOPES. FOR DETAILS, LIMITS, AND ELEVATIONS OF ROCK FILL SEE "DETAIL OF ROCK FILL AND EMBANKMENT CONSTRUCTION".

(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.



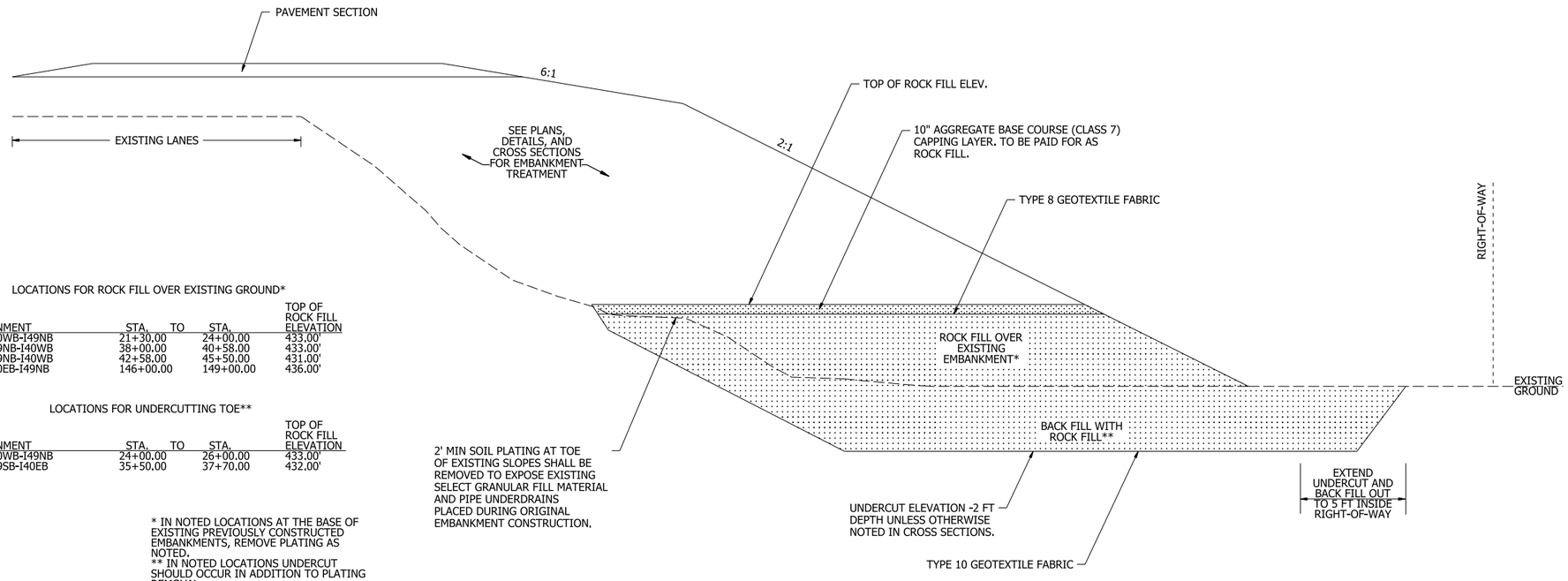

| ALIGNMENT | STA. | TO | STA. | UNDERCUT ELEVATION |
|---|---|---|---|---|
| RAMP I49SB-I40WB | 14+61.00 | | 20+00.00 | 421.00' |

## 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' |

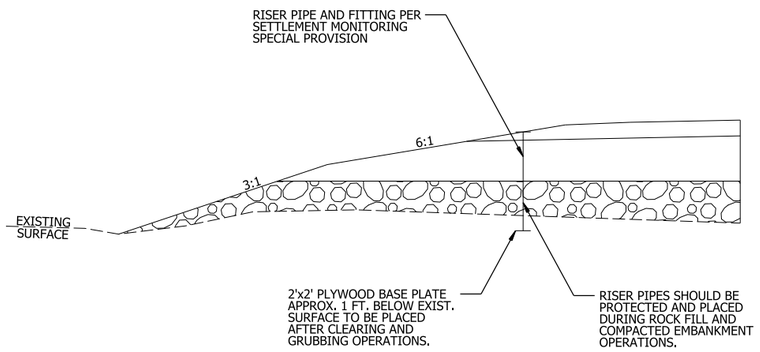
LOCATIONS FOR UNDERCUTTING TOE**

| 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' |

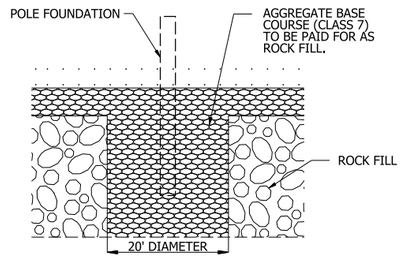
* IN NOTED LOCATIONS AT THE BASE OF EXISTING PREVIOUSLY CONSTRUCTED EMBANKMENTS, REMOVE PLATING AS NOTED.
** IN NOTED LOCATIONS UNDERCUT SHOULD OCCUR IN ADDITION TO PLATING REMOVAL

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.

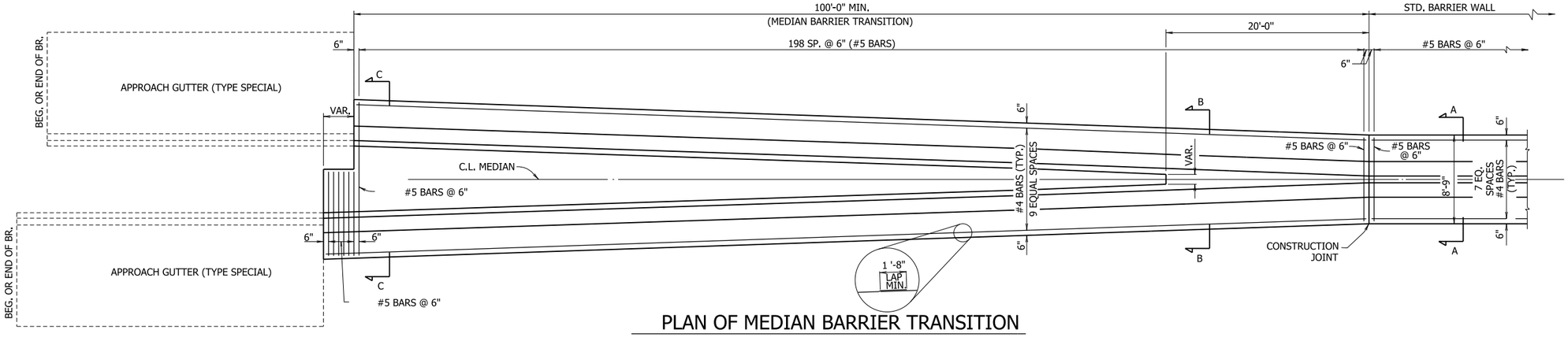
   ACTUAL WAIT PERIODS WILL BE DETERMINED BY THE ENGINEER."
3. APPROACH EMBANKMENTS AT ALL OTHER FUTURE BRIDGES END BENTS AND FOR A MINIMUM OF 150 FEET BEHIND THE END BENTS (SITES 3, 4, 5, 6, AND 7) AND ROADWAY EMBANKMENTS BEYOND 150 FEET BEHIND FUTURE BRIDGES END BENTS (SITES 6 AND 9) WILL REQUIRE INSTALLATION 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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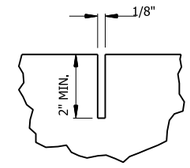
SPECIAL DETAILS

| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 33 | 742 |
| | | SPECIAL DETAILS | | | | |

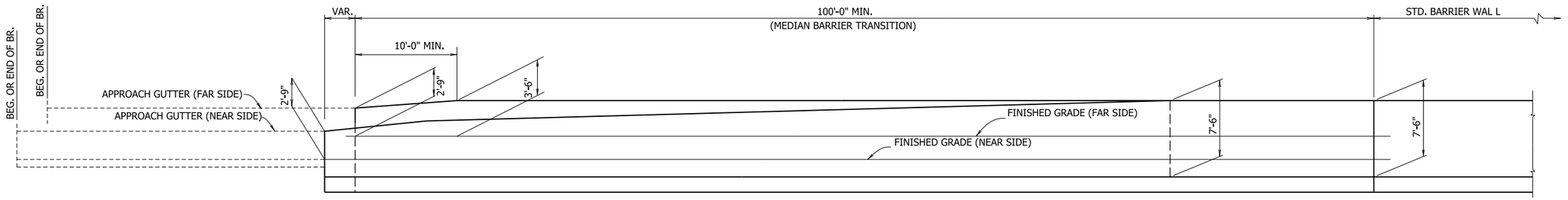
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026




## PLAN OF MEDIAN BARRIER TRANSITION




## CONTRACTION JOINT DETAIL



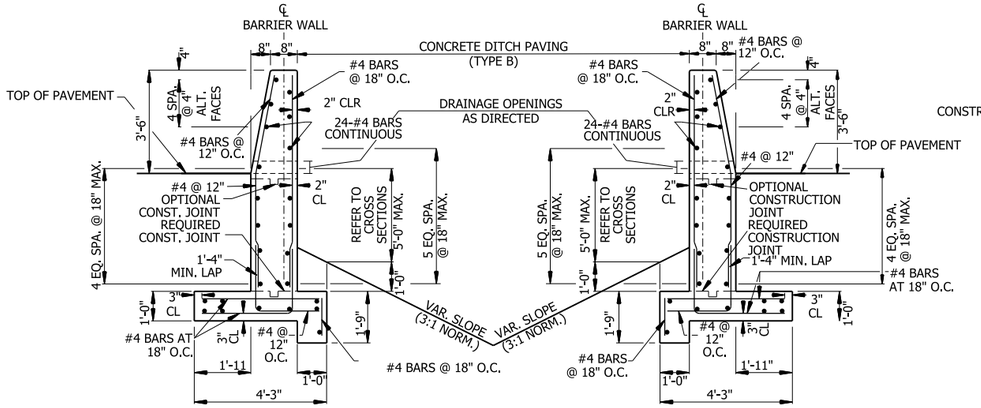

## ELEVATION OF MEDIAN BARRIER TRANSITION

## GENERAL NOTES FOR CONCRETE BARRIER WALLS

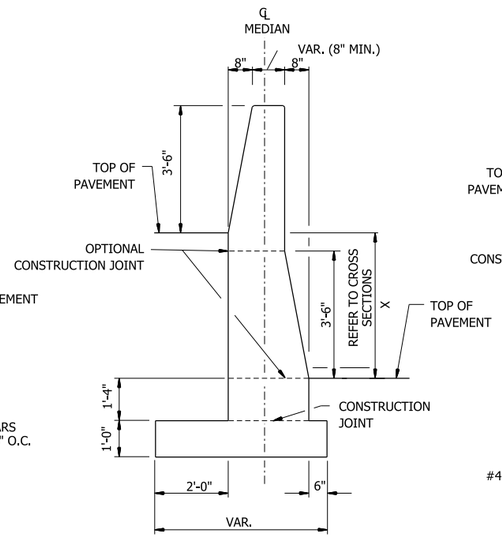
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED AT 30'-0" MAXIMUM SPACING FOR BARRIER TYPE MEDIAN C.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. JOINTS 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.

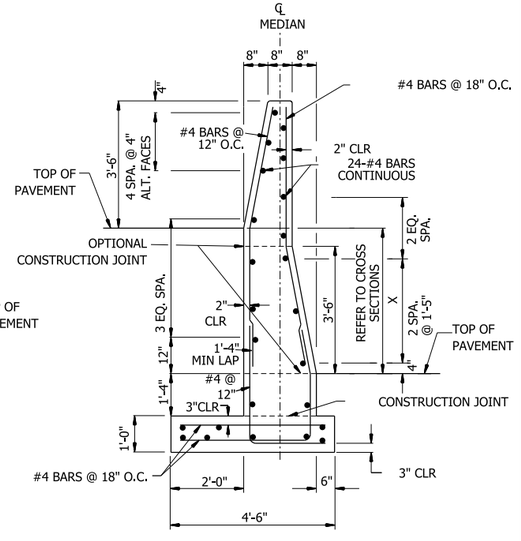



## SECTION C-C




X = 0'-0" TO 5'-0" MAX
SAME REINFORCEMENT AS SECTION A-A

## SECTION B-B




X = 0'-0" TO 5'-0" MAX

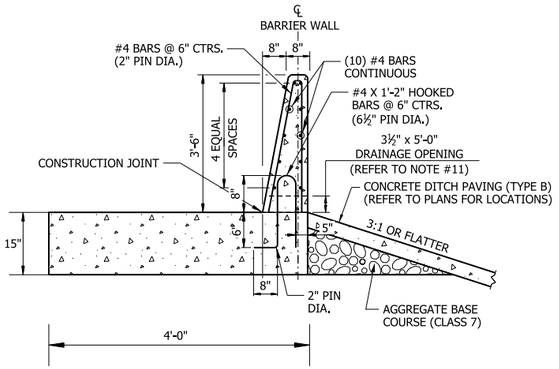
## SECTION A-A

## DETAILS OF CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)

SPECIAL DETAILS

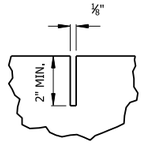
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 34 | 742 |
| | | SPECIAL DETAILS | | | | |

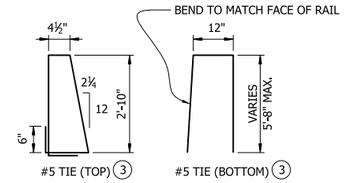


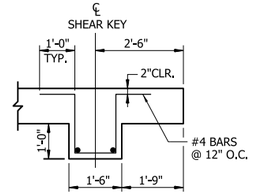

## CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)

N.T.S.



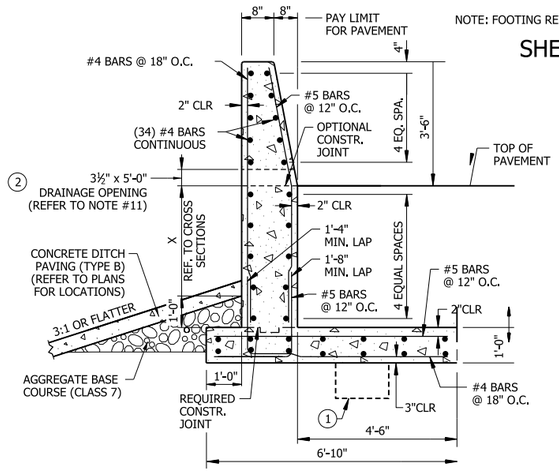

## CONTRACTION JOINT DETAIL




NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

## SHEAR KEY DETAIL

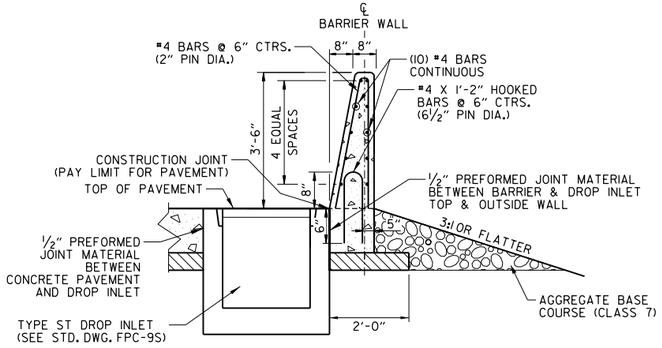



## CONCRETE BARRIER WALL (SIDE TYPE E; MASH TL-4) X = 1'-0" TO 5'-0" MAX

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

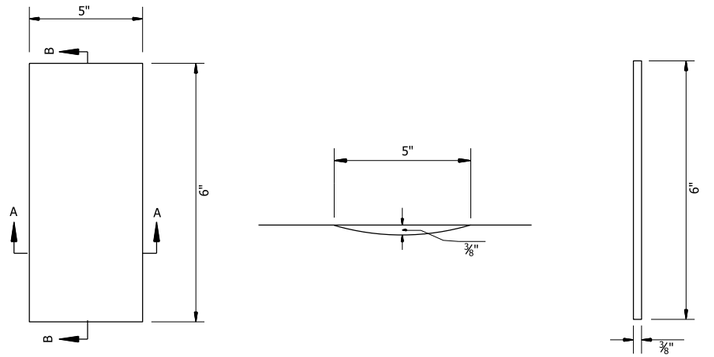
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED AT 15'-0" MAXIMUM SPACING FOR BARRIER SECTION AA AND BB. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR BARRIER SECTION CC.
3. ALL CONTRACTION JOINTS TO BE FORMED 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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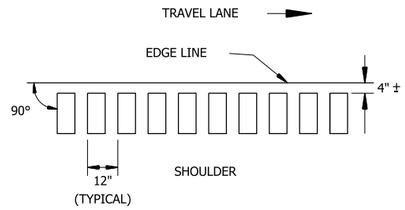
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 35 | 742 |
| | | SPECIAL DETAILS | | | | |

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

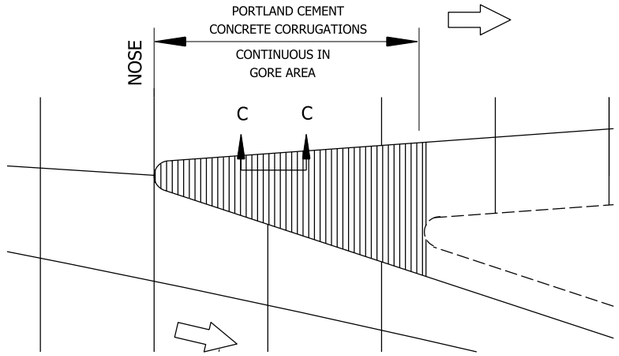



PLAN SECTION A-A SECTION B-B

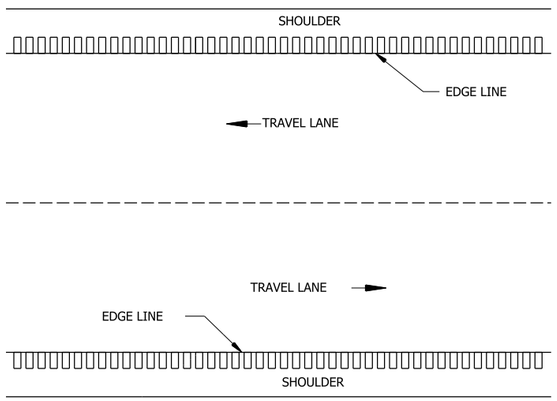
DETAILS OF RUMBLE STRIPE



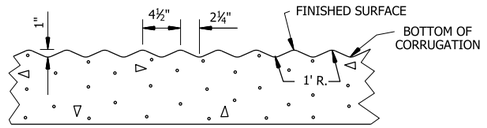

LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER




LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS



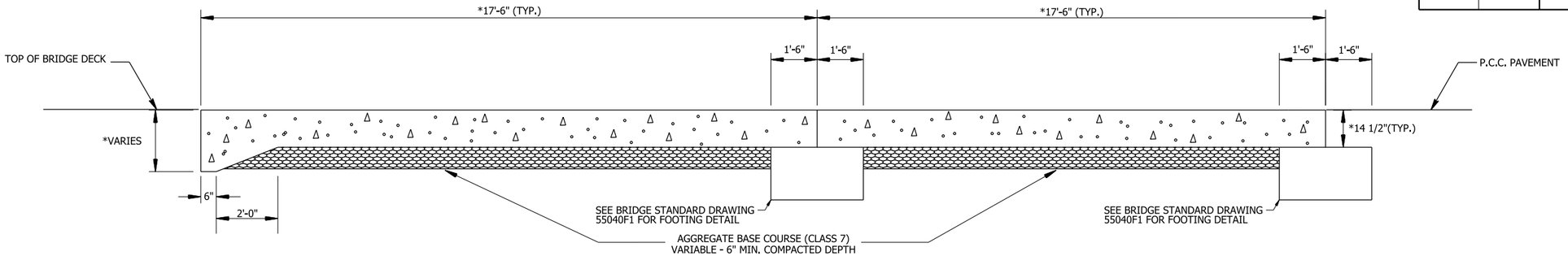

PLAN VIEW




SECTION C-C
CORRUGATED CONCRETE SHOULDERS

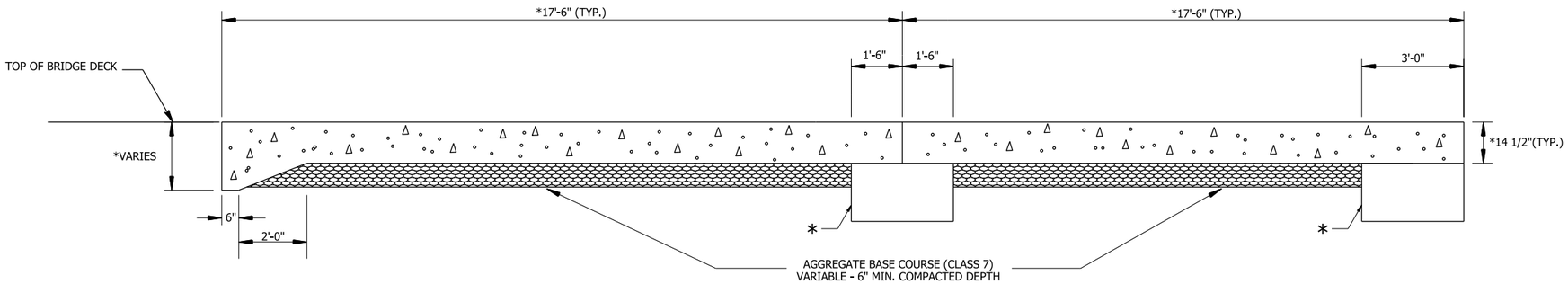
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 36 | 742 |
| | | SPECIAL DETAILS | | | | |



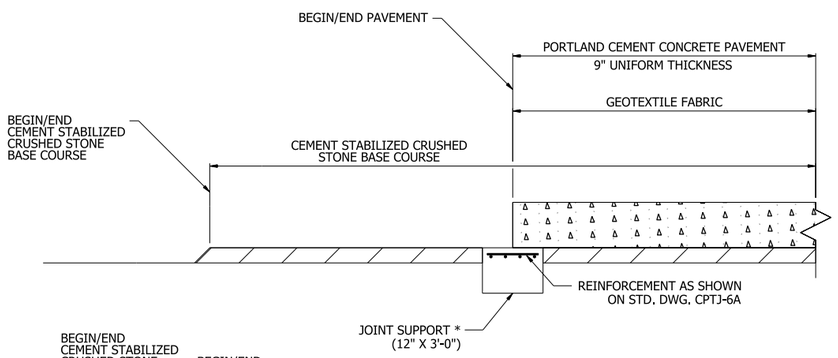

* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

## SECTION OF APPROACH SLAB (FOR CONCRETE PAVEMENT)




* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

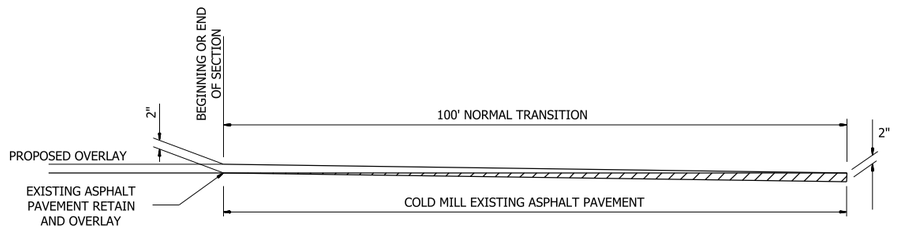
## SECTION OF APPROACH SLAB (FOR ASPHALT PAVEMENT)




| 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



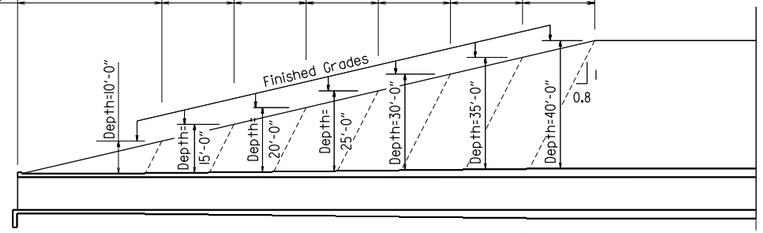

## DETAIL FOR TRANSITIONS

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 |

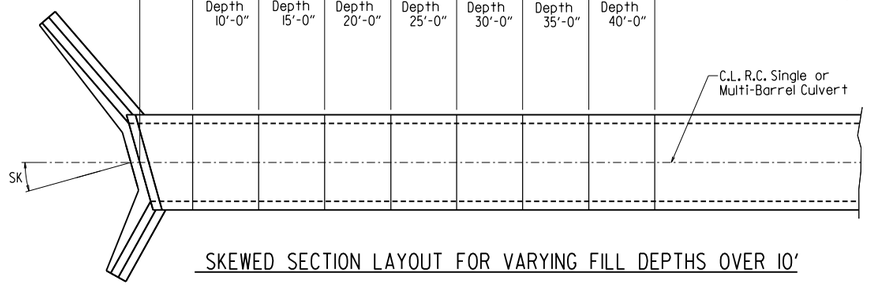
## LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

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

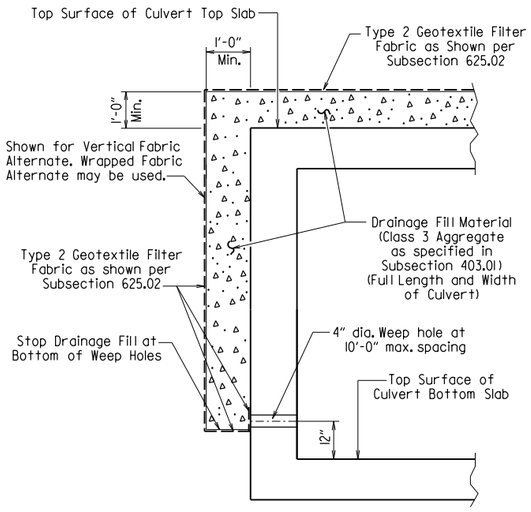
* LL = Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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" | |



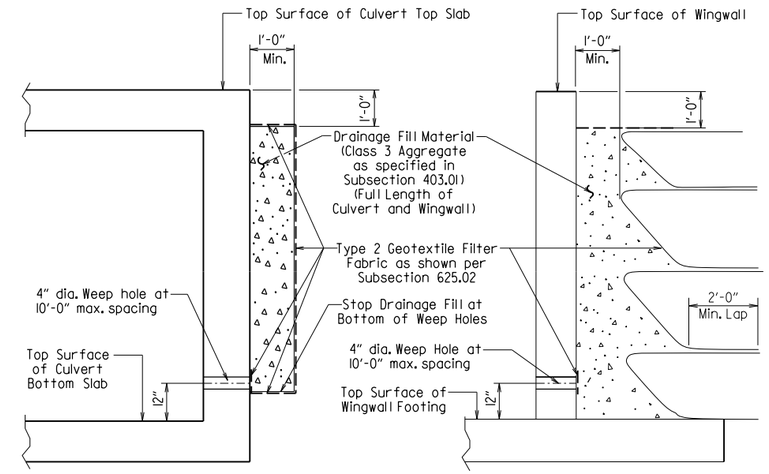

## SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

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.

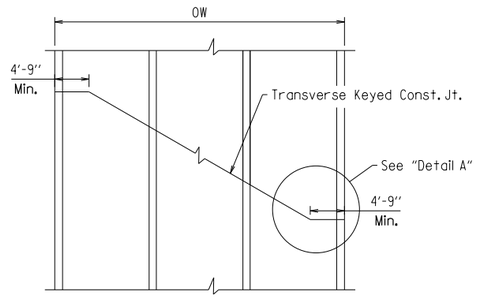



For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

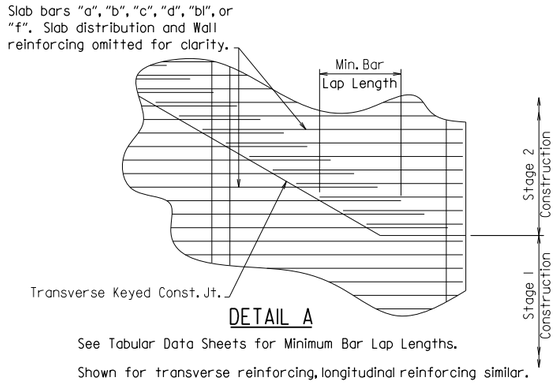
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

## 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

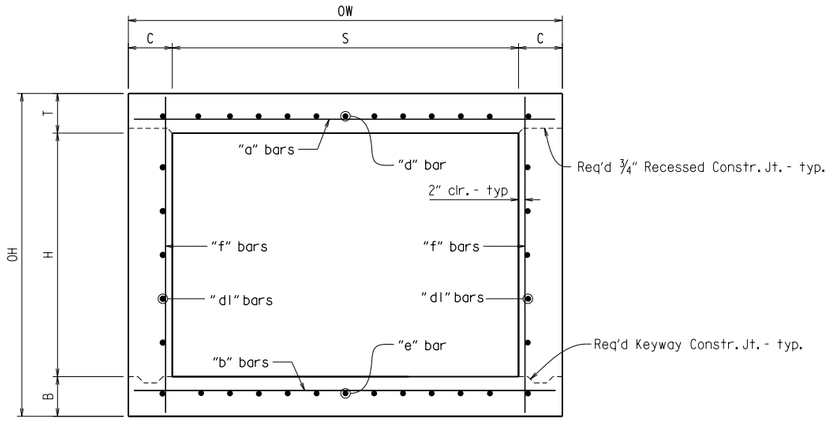
GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

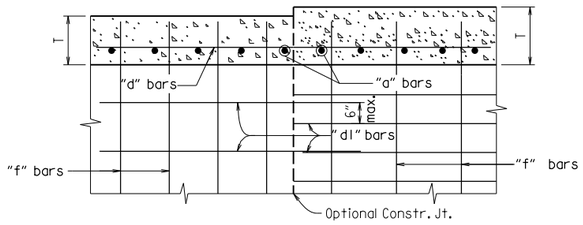
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 38 | 742 |
| | | SPECIAL DETAILS - R.C. BOX CULVERT | | | | |

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



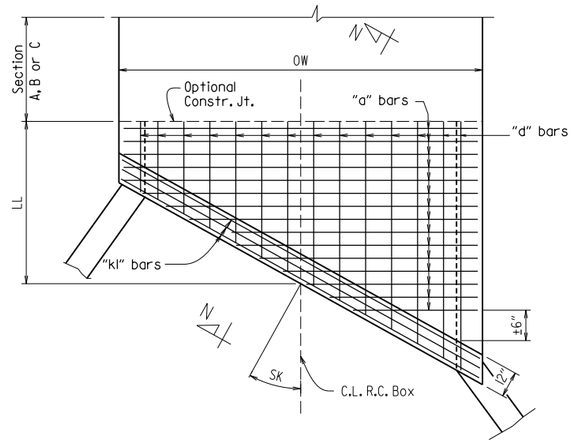

## TYPICAL SECTION M-M



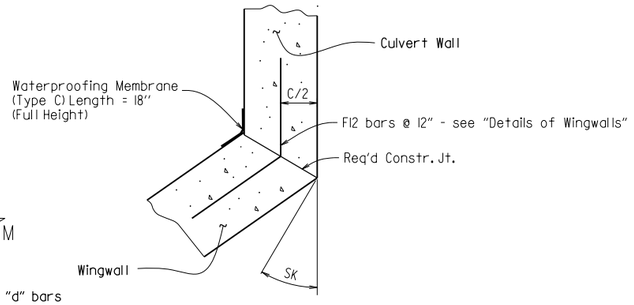

Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

## LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

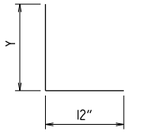



TOP SLAB REINFORCEMENT

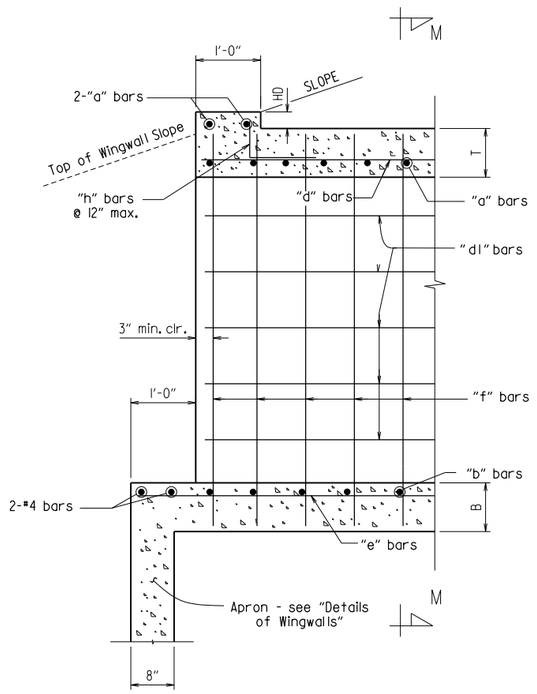



## WINGWALL ATTACHMENT

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

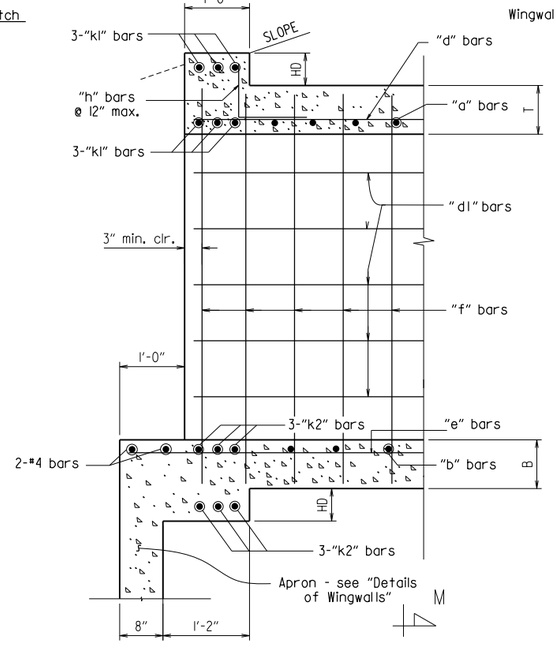



"h" bars sketch



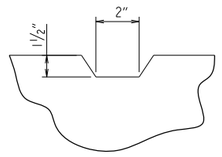

## PART LONGITUDINAL SECTION

(Non-Skewed Ends)



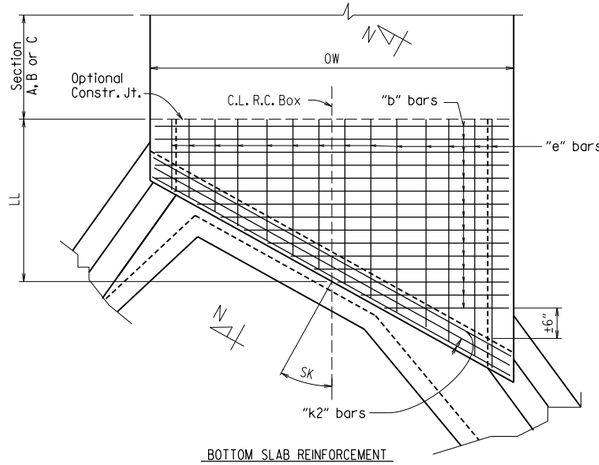

## PART LONGITUDINAL SECTION N-N

(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

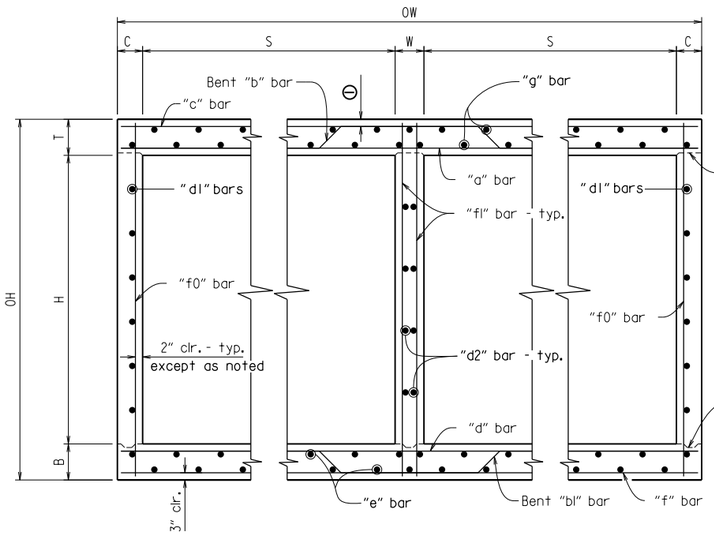
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LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
05/04/2026

4/30/2026 7:26:27 AM
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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.

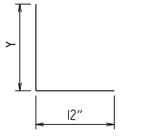
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



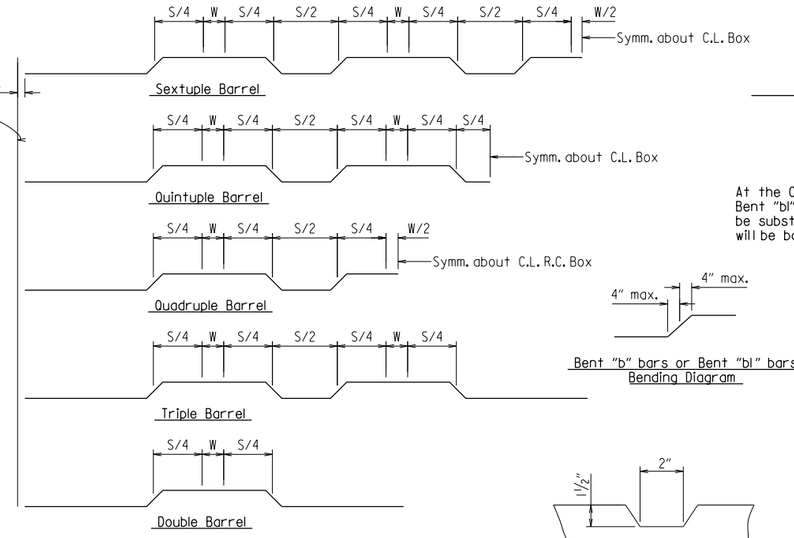

## TYPICAL SECTION M-M

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

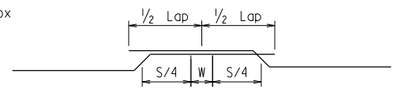
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.




"h" bars sketch




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

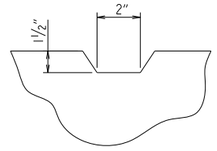



Lap Detail
For Bent "b" bars and Bent "b1" bars

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.

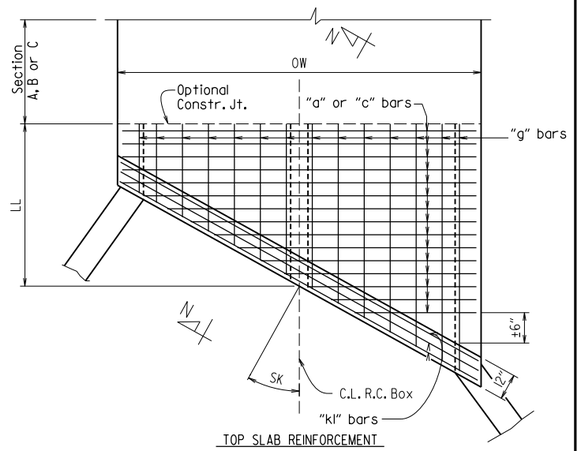



Bent "b" bars or Bent "b1" bars
Bending Diagram

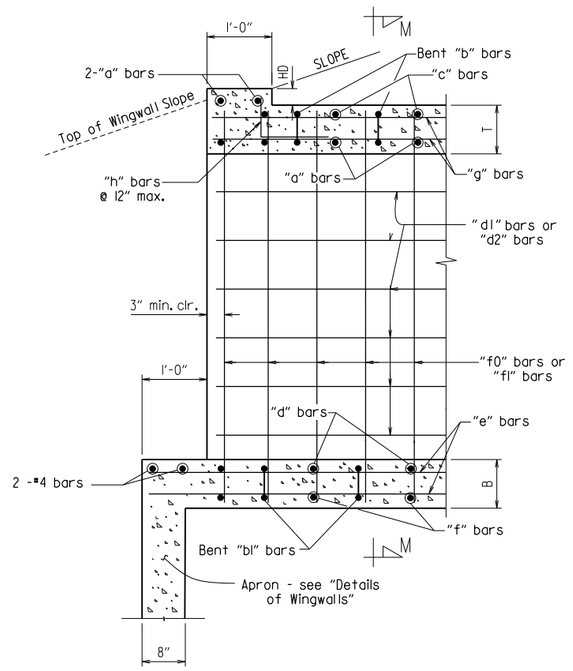



## TYPICAL KEYWAY DETAIL

(All Construction Joints)

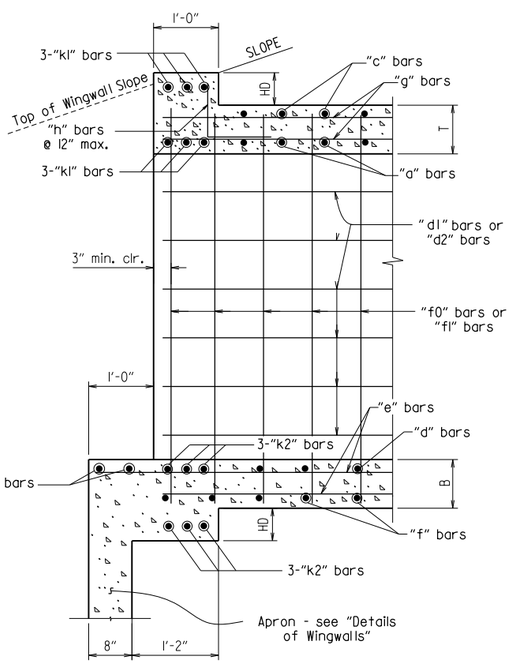



TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



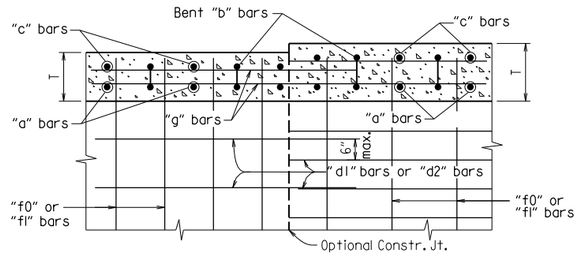

## PART LONGITUDINAL SECTION

(Non-Skewed Ends)




## PART LONGITUDINAL SECTION N-N

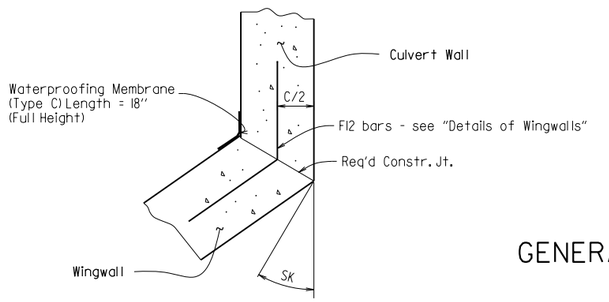
(Skewed Ends)




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

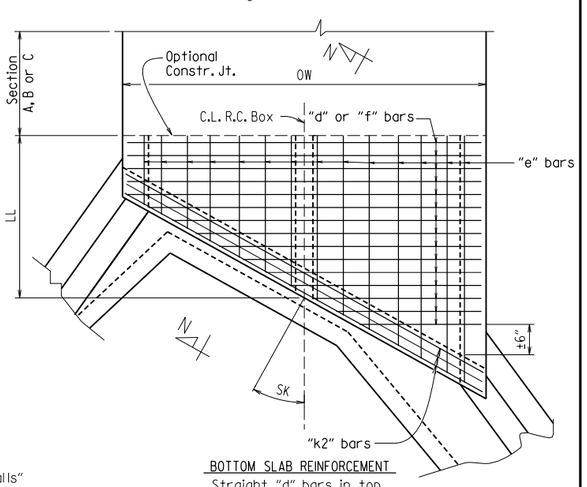
## LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

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

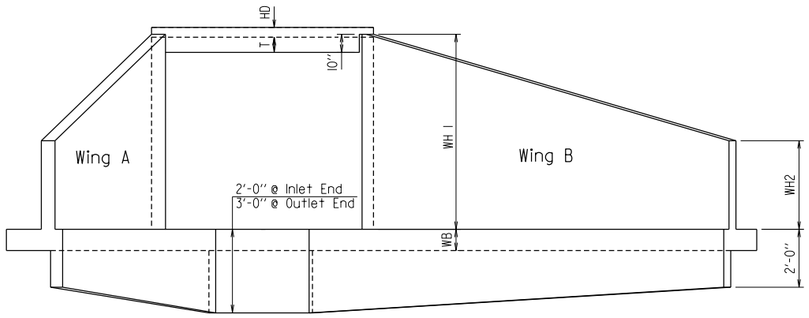
DETAILS OF MULTI-BARREL
R.C. BOX CULVERT

SPECIAL DETAILS

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

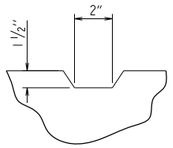
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 40 | 742 |
| | | SPECIAL DETAILS - R.C. BOX CULVERT | | | | |



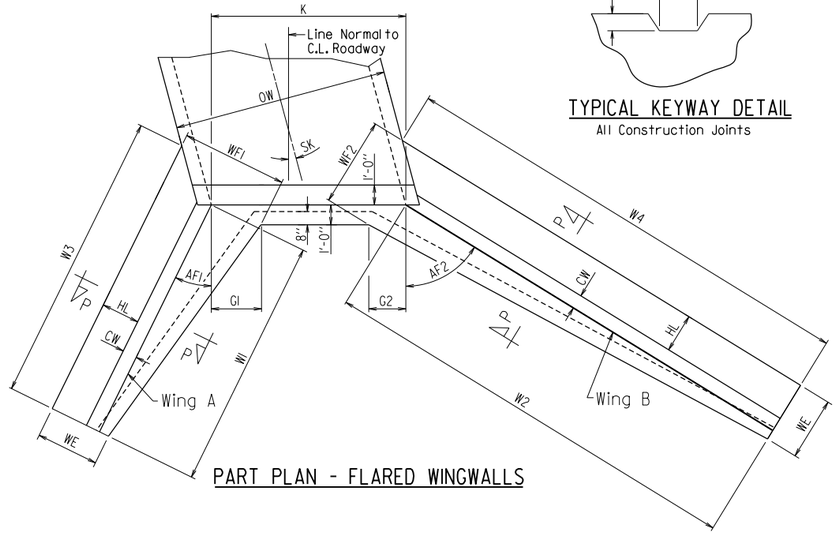

## END ELEVATION

Flared Wingwalls Shown

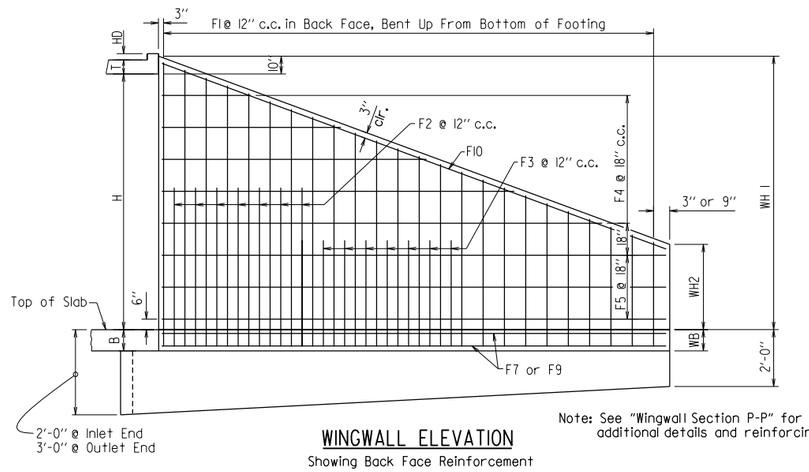



## TYPICAL KEYWAY DETAIL

All Construction Joints



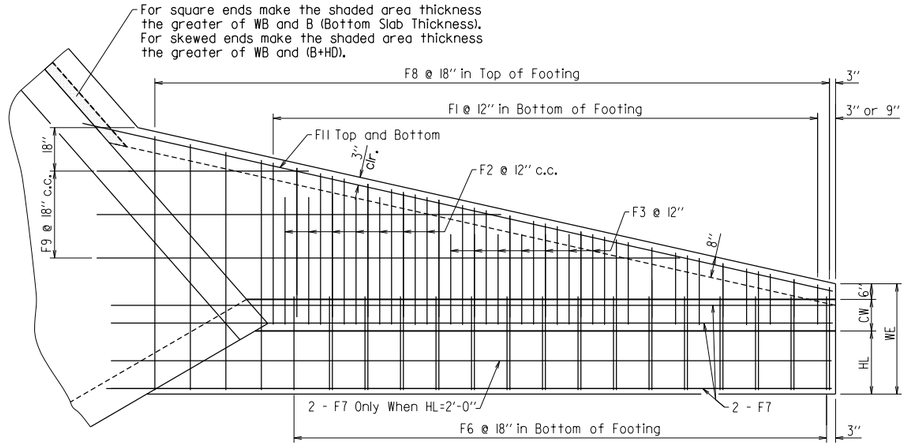

## PART PLAN - FLARED WINGWALLS




## WINGWALL ELEVATION

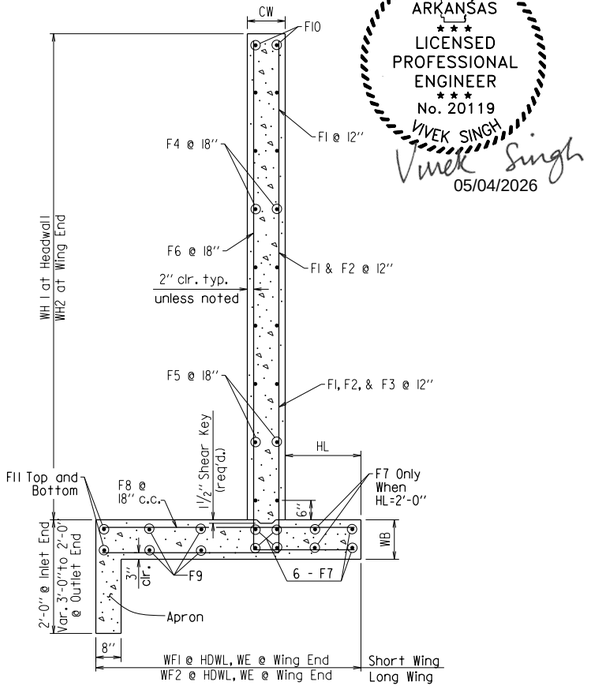
Showing Back Face Reinforcement

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

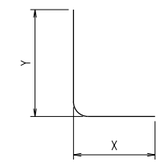



## PLAN - FLARED WINGWALLS

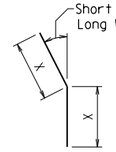
Showing Footing Reinforcement




## WINGWALL SECTION P-P

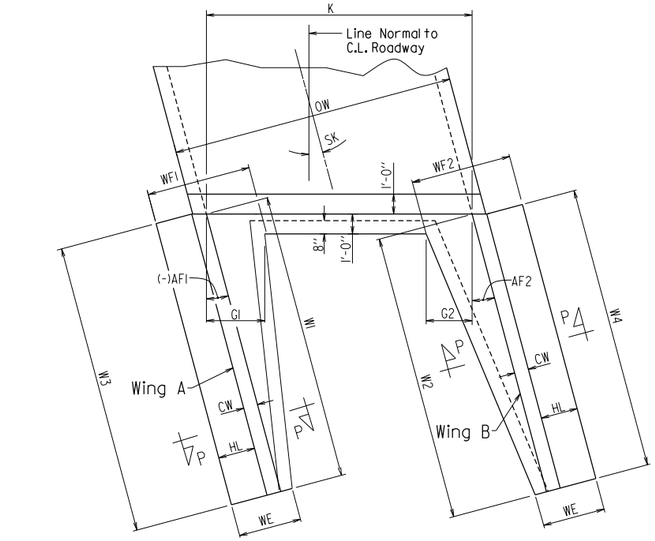



## F1, F2, F3, & F6 BARS

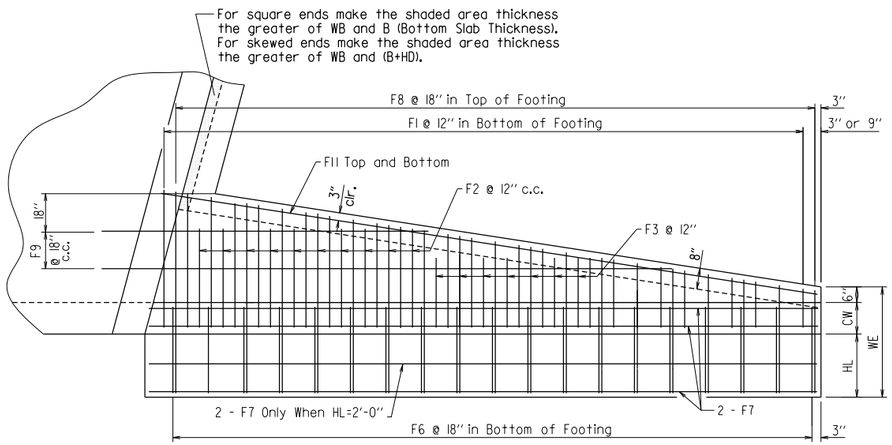



## ①F12 BAR

①F12 is a straight bar for parallel wingwalls

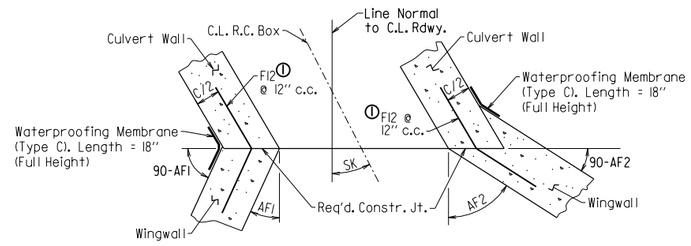



## PART PLAN - PARALLEL WINGWALLS




## 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

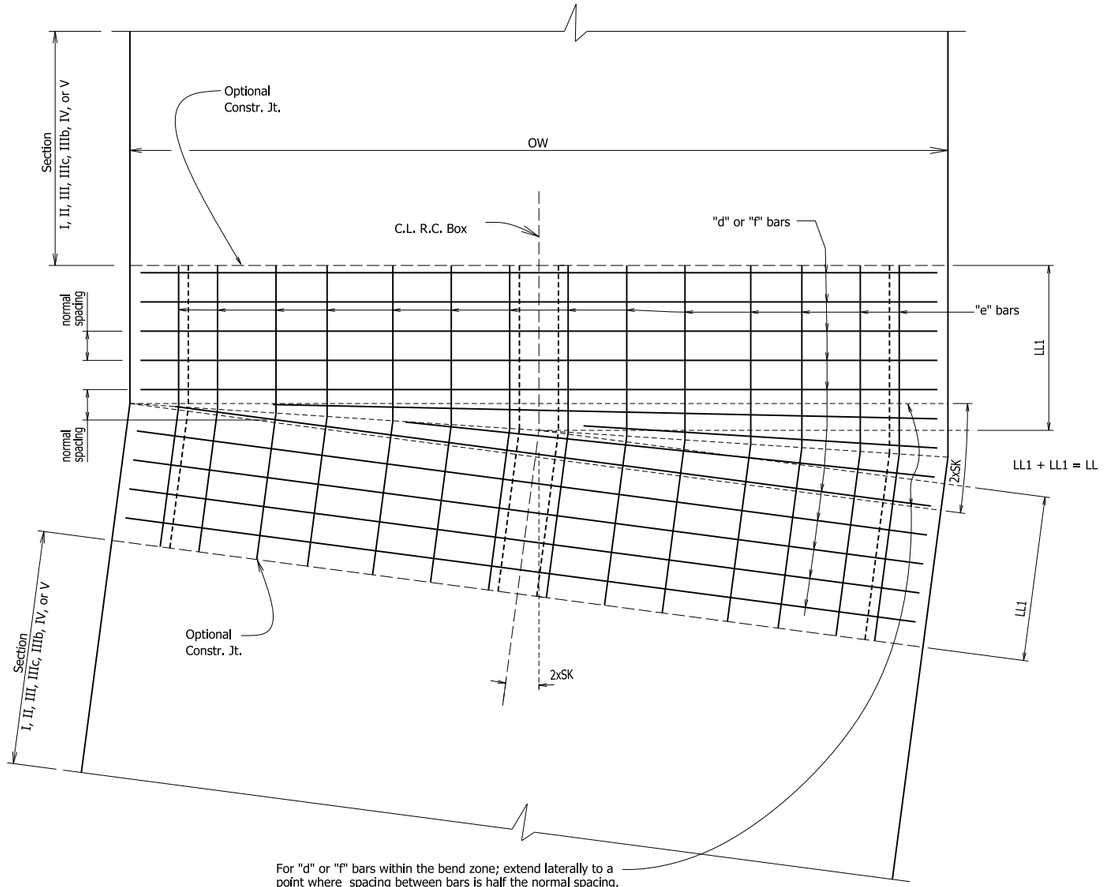
## SPECIAL DETAILS

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

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 41 | 742 |
| | | SPECIAL DETAILS - R.C. BOX CULVERT | | | | |

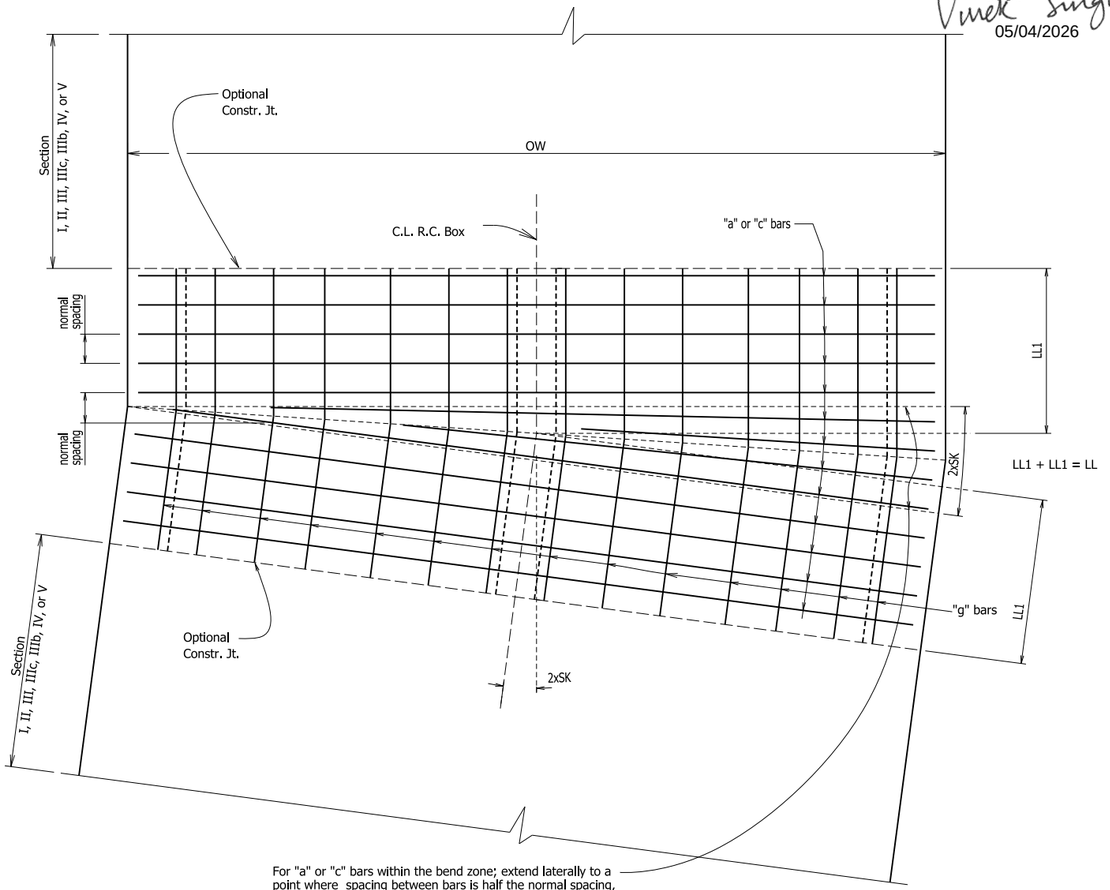
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 20119
VIVEK SINGH
Vivek Singh
05/04/2026




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

4/30/2026 3:39:10 PM
R040904_05C_SD_005.dgn

| 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
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

## 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 | 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. | ① REINFORCING STEEL (GR 60) (Includes HDWL) LBS. |
|---|---|---|---|---|---|---

| 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
05/04/2026

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

## 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 |
| 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) | REINFORCING STEEL (Includes apron and laps if required) |
|---|---|
| OUTLET | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WING A | 4 | 12 | 14 | L | Min | 2'-10" | - | - | - | L | - | | - | - | - | L | - | | 4 | 18 | 6 | Min |
| | | | | | Max | 7'-6" | | | | | | | | | | | | | | | | 2'-1" |
| | | | | X | Min | 0'-9" | | | | X | - | | | | | X | - | | | | | Max |
| | | | | | Max | 1'-7" | | | | | | | | | | | | | | | | 12'-2" |
| | | | | Y | Min | 2'-2" | | | | Y | - | | | | | Y | - | | | | | |
| | | | | | Max | 6'-0" | | | | | | | | | | | | | | | | |
| WING B | 4 | 12 | 14 | L | Min | 2'-10" | - | - | - | L | - | | - | - | - | L | - | | 4 | 18 | 6 | Min |
| | | | | | Max | 7'-6" | | | | | | | | | | | | | | | | 2'-1" |
| | | | | X | Min | 0'-9" | | | | X | - | | | | | X | - | | | | | Max |
| | | | | | Max | 1'-7" | | | | | | | | | | | | | | | | 12'-2" |
| | | | | Y | Min | 2'-2" | | | | 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 | | | 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 | 2 | 13'-8" | 4 | 18 | 10 | L | Min | 3'-3" | 4 | 6 | 16'-7" | 6 | 18 | 10 | Min | | - | - | - | Min | | 4 | 2 | 14'-2" | 4 | 2 | 15'-8" | 6 | 12 | 5 | L | 3'-4" | 316 |
| | | | | | | | | | Max | 7'-3" | | | | | | | 1'-8" | | | | | - | | | | | | | | | | | | | |
| | | | | | | | | X | Min | 1'-4" | | | | | | | Max | | | | | Max | | | | | | | | | | | X | 1'-8" | |
| | | | | | | | | | Max | 1'-4" | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Y | Min | 2'-0" | | | | | | | 2'-6" | | | | | - | | | | | | | | | | | | | |
| | | | | | | | | | Max | 6'-0" | | | | | | | | | | | | | | | | | | | | | | | | |
| WING B | 4 | 18 | 2 | 13'-8" | 4 | 18 | 10 | L | Min | 3'-3" | 4 | 6 | 16'-7" | 6 | 18 | 10 | Min | | - | - | - | Min | | 4 | 2 | 14'-2" | 4 | 2 | 15'-8" | 6 | 12 | 5 | L | 3'-4" | 316 |
| | | | | | | | | | Max | 7'-3" | | | | | | | 1'-8" | | | | | - | | | | | | | | | | | | | |
| | | | | | | | | X | Min | 1'-4" | | | | | | | Max | | | | | Max | | | | | | | | | | | X | 1'-8" | |
| | | | | | | | | | Max | 1'-4" | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Y | Min | 2'-0" | | | | | | | 2'-6" | | | | | - | | | | | | | | | | | | | |
| | | | | | | | | | 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) | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

| 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 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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

4/30/2026 3:39:31 PM
R040904_05C_SD_006.dgn

| 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

4/30/2026 3:39:41 PM
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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 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 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

4/30/2026 3:39:57 PM
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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 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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

4/30/2026 3:40:07 PM
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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

4/30/2026 3:40:09 PM
R040904_05C_SD_009.dgn

| 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 | | | | |

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 |
| 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 |

| | 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 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 | | REINF. STEEL QTY. PER WING (LBS) |
| WING A | 4 | 12 | 14 | L | Min | 2'-10" | - | - | - | L | - | - | - | - | L | - | 4 | 18 | 6 | Min | | 4 | 18 | 2 | 13'-8" | L | Min | 3'-3" | 4 | 6 | 16'-2" | 6 | 18 | 10 | Min | | - | - | - | Min | 4 | 2 | 14'-2" | 4 | 2 | 15'-8" | 6 | 12 | 5 | L | 3'-4" | 313 |
| | | | | | Max | 7'-6" | | | | | | | | | | | | | | 2'-1" | | | | | | | | Max | 7'-3" | | | | | | | 1'-8" | | | | | | | | | | | | | |
| | | | | X | Min | 0'-9" | | | | X | - | | | | X | - | | | | Max | | | | | | | | Min | 1'-4" | | | | | | | Max | | | | | | | | | | | | X | 1'-8" |
| | | | | | Max | 1'-7" | | | | | | | | | | | | | | 12'-2" | | | | | | | | Max | 1'-4" | | | | | | | 2'-6" | | | | | | | | | | | | | |
| | | | | Y | Min | 2'-2" | | | | Y | - | | | | Y | - | | | | | | | | | | | | Y | Min | 2'-0" | | | | | | | - | | | | | | | | | | | | | |
| | | | | | Max | 6'-0" | | | | | | | | | | | | | | | | | | | | | | | Max | 6'-0" | | | | | | | | | | | | | | | | | | | | |
| WING B | 4 | 12 | 14 | L | Min | 2'-10" | - | - | - | L | - | - | - | - | L | - | 4 | 18 | 6 | Min | | 4 | 18 | 2 | 13'-8" | L | Min | 3'-3" | 4 | 6 | 16'-2" | 6 | 18 | 10 | Min | | - | - | - | Min | 4 | 2 | 14'-2" | 4 | 2 | 15'-8" | 6 | 12 | 5 | L | 3'-4" | 313 |
| | | | | | Max | 7'-6" | | | | | | | | | | | | | | 2'-1" | | | | | | | | Max | 7'-3" | | | | | | | 1'-8" | | | | | | | | | | | | | |
| | | | | X | Min | 0'-9" | | | | X | - | | | | X | - | | | | Max | | | | | | | | Min | 1'-4" | | | | | | | Max | | | | | | | | | | | | X | 1'-8" |
| | | | | | Max | 1'-7" | | | | | | | | | | | | | | 12'-2" | | | | | | | | Max | 1'-4" | | | | | | | 2'-6" | | | | | | | | | | | | | |
| | | | | Y | Min | 2'-2" | | | | Y | - | | | | Y | - | | | | | | | | | | | | Y | Min | 2'-0" | | | | | | | - | | | | | | | | | | | | | |
| | | | | | 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" |

## 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 | 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 CU. YDS. | REINFORCING STEEL (GR 60) LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

| 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

4/30/2026 3:40:23 PM
R040904_05C_SD_010.dgn

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 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 | F1 | 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 | F4 | F5 BAR SIZE | F5 SPACING | F5 NO. REQ'D | F5 LENGTHS | F6 BAR SIZE | F6 SPACING | F6 NO. REQ'D | F6 LENGTHS VARY | F6 | F7 BAR SIZE | F7 NO. REQ'D | F7 LENGTHS | F8 BAR SIZE | F8 SPACING | F8 NO. REQ'D | F8 LENGTHS VARY | F8 | 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 | 6'-4" | 4 | 18 | 2 | 12'-2" | 4 | 18 | 9 | L | Min | 3'-3" | 4 | 6 | 14'-0" | 6 | 18 | 8 | Min | 1'-8" | - | - | - | Min | - | 4 | 2 | 12'-8" | 4 | 2 | 13'-4" | 6 | 12 | 5 | L | 3'-4" | 271 |
| | | | | | Max | 7'-3" | | | | | | | | | | | | | Max | | | | | | | | | Max | 7'-3" | | | | | | | | Max | 2'-2" | | | | Max | - | | | | | | | | | X | 1'-8" | |
| | | | | X | Min | 0'-9" | | | | X | - | | | X | - | | | | Min | | | | | | | | X | Min | 1'-4" | | | | | | | | Min | | | | | | | | | | | | | | | | |
| | | | | | Max | 1'-4" | | | | | | | | | | | | | | | | | | | | | | Max | 1'-4" | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Y | Min | 2'-0" | | | | Y | - | | | Y | - | | | | Min | | | | | | | | Y | Min | 2'-0" | | | | | | | | Min | | | | | | | | | | | | | | | | |
| | | | | | Max | 6'-0" | | | | | | | | | | | | | Max | | | | | | | | | Max | 6'-0" | | | | | | | | Max | | | | | | | | | | | | | | | | |
| WING B | 4 | 12 | 25 | L | Min | 2'-8" | - | - | - | L | - | - | - | L | - | 4 | 18 | 6 | Min | 3'-10" | 4 | 18 | 2 | 24'-8" | 4 | 18 | 17 | L | Min | 3'-3" | 4 | 6 | 31'-11" | 6 | 18 | 18 | Min | 1'-8" | 4 | 18 | 2 | Min | 37'-3" | 4 | 2 | 24'-10" | 4 | 2 | 28'-10" | 6 | 12 | 5 | L | 3'-4" | 584 |
| | | | | | Max | 7'-9" | | | | | | | | | | | | | Max | | | | | | | | | Max | 7'-3" | | | | | | | | Max | | | | | | | | | | | | | | | | |
| | | | | X | Min | 0'-9" | | | | X | - | | | X | - | | | | Min | | | | | | | | X | Min | 1'-4" | | | | | | | | Min | | | | | | | | | | | | | | | | |
| | | | | | Max | 1'-10" | | | | | | | | | | | | | Max | | | | | | | | | Max | 1'-4" | | | | | | | | Max | | | | | | | | | | | | | | | | |
| | | | | Y | Min | 2'-0" | | | | Y | - | | | Y | - | | | | Min | | | | | | | | Y | Min | 2'-0" | | | | | | | | Min | | | | | | | | | | | | | | | | |
| | | | | | Max | 6'-0" | | | | | | | | | | | | | Max | 21'-10" | | | | | | | | Max | 6'-0" | | | | | | | | Max | 2'-9" | | | | Max | 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. | 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. | ① REINFORCING STEEL (GR 60) (Includes HDWL.) LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 57 | 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 | | 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 | | CLASS "S" CONCRETE (Includes apron) | REINFORCING STEEL (Includes apron and laps if required) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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 | 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. |
| 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" | 12.13 | 933 |

| 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 | 13'-10" | 6 | 18 | 8 | Min | - | - | - | Min | 4 | 2 | 12'-8" | 4 | 2 | 13'-4" | 6 | 12 | 5 | L | 3'-4" | 311 |
| | | | | | Max | 7'-3" | | | | | | | | | | | | 6'-4" | | | | | | | | Max | 7'-3" | | | | | | | 1'-8" | | | | - | | | | | | | | | | |
| | | | | X | Min | 0'-9" | | | | X - | | | | X - | | | | Max | | | | | | | | Min | 1'-4" | | | | | | | Max | | | | Max | | | | | | | | | X | 1'-8" | |
| | | | | | Max | 1'-4" | | | | | | | | | | | | 10'-10" | | | | | | | | Max | 1'-4" | | | | | | | 2'-2" | | | | - | | | | | | | | | | |
| | | | | Y | Min | 2'-0" | | | | 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 | 31'-5" | 6 | 18 | 18 | Min | 4 | 18 | 2 | Min | 4 | 2 | 24'-10" | 4 | 2 | 28'-10" | 6 | 12 | 5 | L | 3'-4" | 622 |
| | | | | | Max | 7'-9" | | | | | | | | | | | | 3'-10" | | | | | | | | Max | 7'-3" | | | | | | | 1'-8" | | | | 37'-3" | | | | | | | | | | |
| | | | | X | Min | 0'-9" | | | | X - | | | | X - | | | | Max | | | | | | | | Min | 1'-4" | | | | | | | Max | | | | Max | | | | | | | | | X | 1'-8" | |
| | | | | | Max | 1'-10" | | | | | | | | | | | | 21'-10" | | | | | | | | Max | 1'-4" | | | | | | | 2'-9" | | | | 37'-3" | | | | | | | | | | |
| | | | | Y | Min | 2'-0" | | | | 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, 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 | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

| 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

LRFD

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 59 | 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 aprcn 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. |
| 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" | 20.63 | 1722 |

| WING | F1 BAR SIZE | F1 MAX. SPACING | F1 NO. REQ'D | F1 LENGTHS VARY | F1 | F1 | F2 BAR SIZE | F2 SPACING | F2 NO. REQ'D | F2 LENGTHS | F2 | F2 | F3 BAR SIZE | F3 SPACING | F3 NO. REQ'D | F3 LENGTHS VARY | F3 | F3 | F4 BAR SIZE | F4 SPACING | F4 NO. REQ'D | F4 LENGTHS VARY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WING A | 4 | 12 | 22 | L | Min | 4'-2" | | | | L | 6'-3" | | | | | | L | - | | | | Min |
| | | | | | Max | 12'-5" | | | | | | | | | | | | | | | | 5'-1" |
| | | | | X | Min | 0'-10" | | | | X | 1'-9" | | - | - | - | X | - | 4 | 18 | 8 | Max |
| | | | | | Max | 2'-5" | | | | | | | | | | | | | | | | 19'-3" |
| | | | | Y | Min | 3'-5" | | | | Y | 4'-7" | | | | | Y | - | | | | |
| | | | | | Max | 10'-1" | | | | | | | | | | | | | | | | |
| WING B | 4 | 12 | 27 | L | Min | 4'-2" | | | | L | 6'-4" | | | | | | L | - | | | | Min |
| | | | | | Max | 12'-8" | | | | | | | | | | | | | | | | 6'-4" |
| | | | | X | Min | 0'-10" | | | | X | 1'-10" | | - | - | - | X | - | 4 | 18 | 8 | Max |
| | | | | | Max | 2'-8" | | | | | | | | | | | | | | | | 23'-9" |
| | | | | 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 | F6 | F6 | F7 BAR SIZE | F7 NO. REQ'D | F7 LENGTHS | F8 BAR SIZE | F8 SPACING | F8 NO. REQ'D | F8 LENGTHS VARY | F8 | F9 BAR SIZE | F9 SPACING | F9 NO. REQ'D | F9 LENGTHS VARY | F9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WING A | 4 | 18 | 4 | 21'-2" | 4 | 18 | 15 | L | Min | 5'-9" | 4 | 8 | 25'-8" | 6 | 18 | 15 | Min | | 4 | 18 | 2 | Min | |
| | | | | | | | | | Max | 12'-5" | | | | | | | | | | | | | 22'-3" |
| | | | | | | | | X | Min | 2'-5" | | | | | | | 2'-9" | | | | | | |
| | | | | | | | | | Max | 2'-5" | | | | | | | Max | | | | | Max | |
| | | | | | | | | Y | Min | 3'-5" | | | | | | | 4'-4" | | | | | 22'-3" | |
| | | | | | | | | | Max | 10'-1" | | | | | | | | | | | | | |
| WING B | 4 | 18 | 4 | 26'-2" | 4 | 18 | 18 | L | Min | 5'-10" | 4 | 8 | 30'-8" | 6 | 18 | 19 | Min | | 4 | 18 | 2 | Min | |
| | | | | | | | | | Max | 12'-5" | | | | | | | | | | | | | 23'-9" |
| | | | | | | | | X | Min | 2'-5" | | | | | | | 2'-9" | | | | | | |
| | | | | | | | | | Max | 2'-5" | | | | | | | Max | | | | | Max | |
| | | | | | | | | Y | Min | 3'-6" | | | | | | | 4'-8" | | | | | 23'-9" | |
| | | | | | | | | | Max | 10'-1" | | | | | | | | | | | | | |

| WING | 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 | F12 | REINF. STEEL QTY. PER WING (LBS) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WING A | 4 | 2 | 22'-1" | 4 | 2 | 23'-2" | 6 | 12 | 9 | L | 3'-4" | 783 |
| | | | | | | | | | | X | 1'-8" | |
| WING B | 4 | 2 | 26'-11" | 4 | 2 | 29'-6" | 6 | 12 | 9 | L | 3'-4" | 939 |
| | | | | | | | | | | 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 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" LENGTHS VARY | CLASS "S" CONCRETE (Includes HDWL) | ① REINFORCING STEEL (GR 60) (Includes HDWL) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

| 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

4/30/2026 3:41:18 PM
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Ver. 1.117

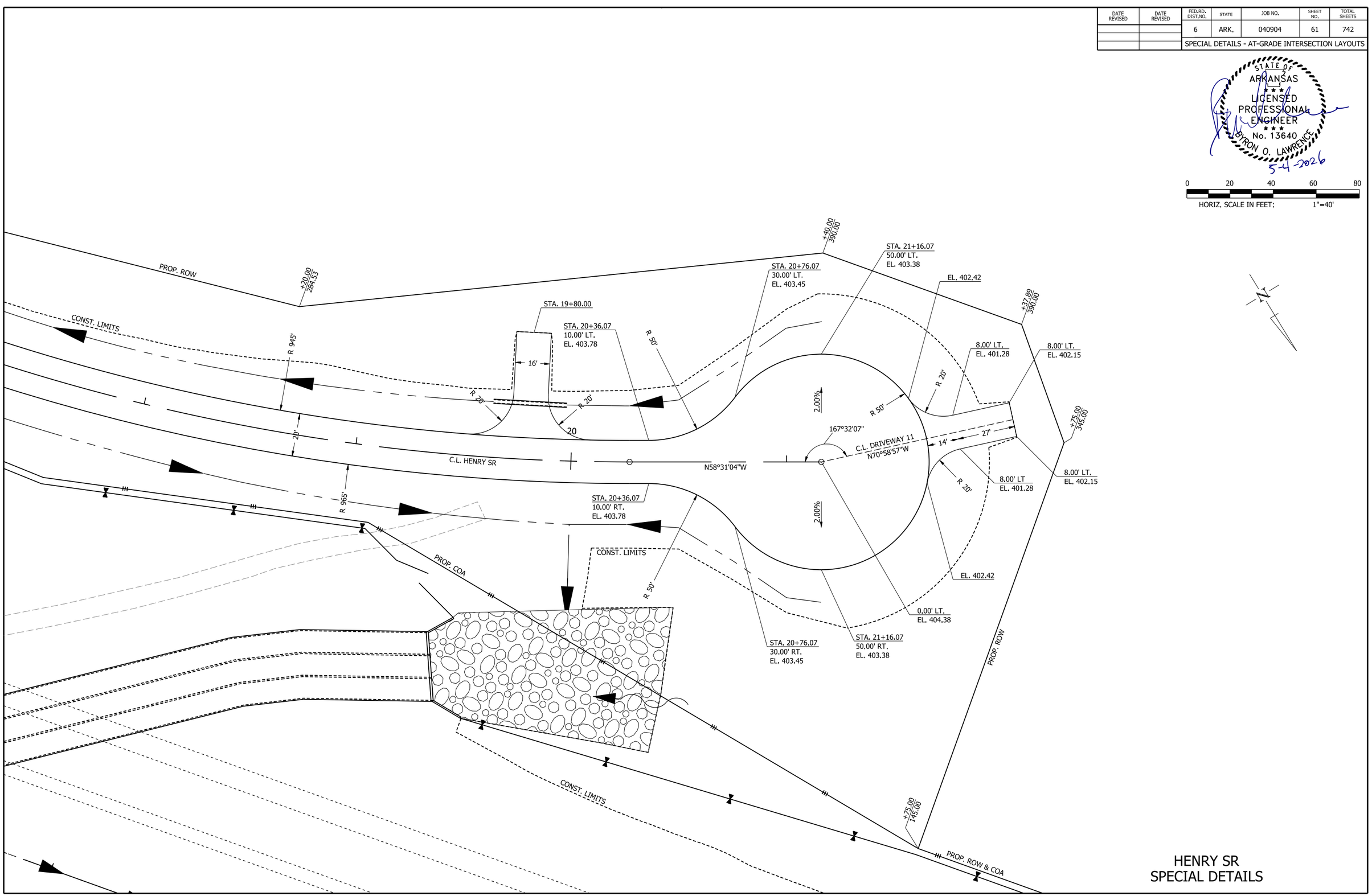
| DATE REVISED | DATE REVISED |
|---|---|
| | |
| | |
| | |

| 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

4/30/2026 7:28:54 AM
R040904_05D_SD_004.dgn

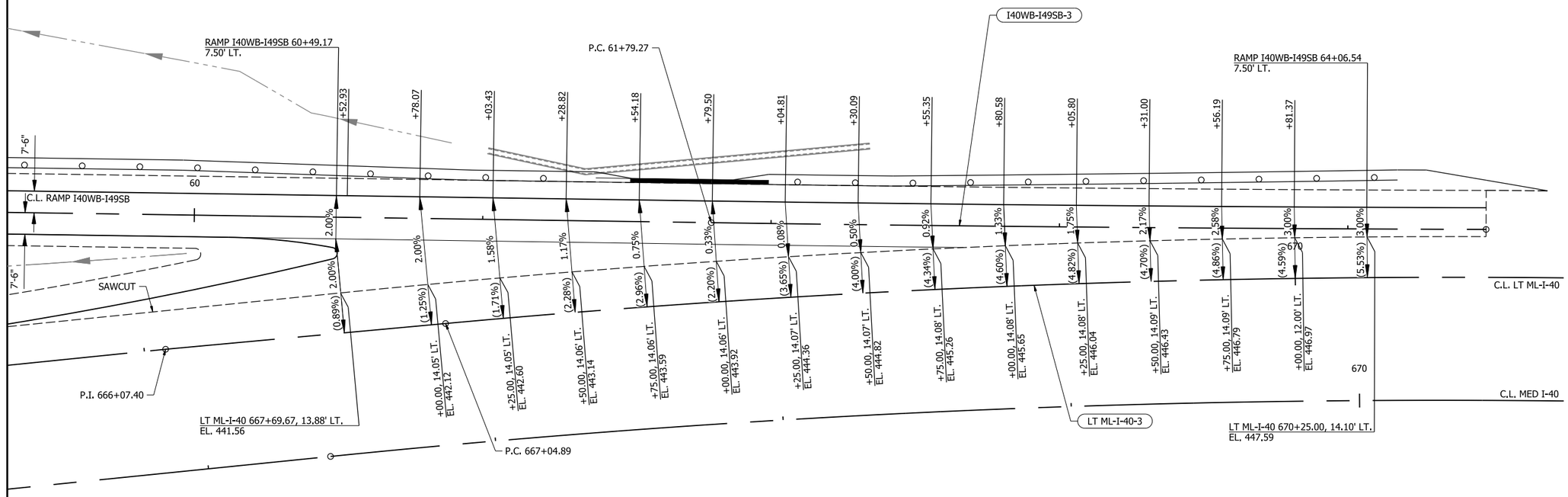
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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 62 | 742 |
| | | SPECIAL DETAILS - AT-GRADE INTERSECTION LAYOUTS | | | | |

# 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

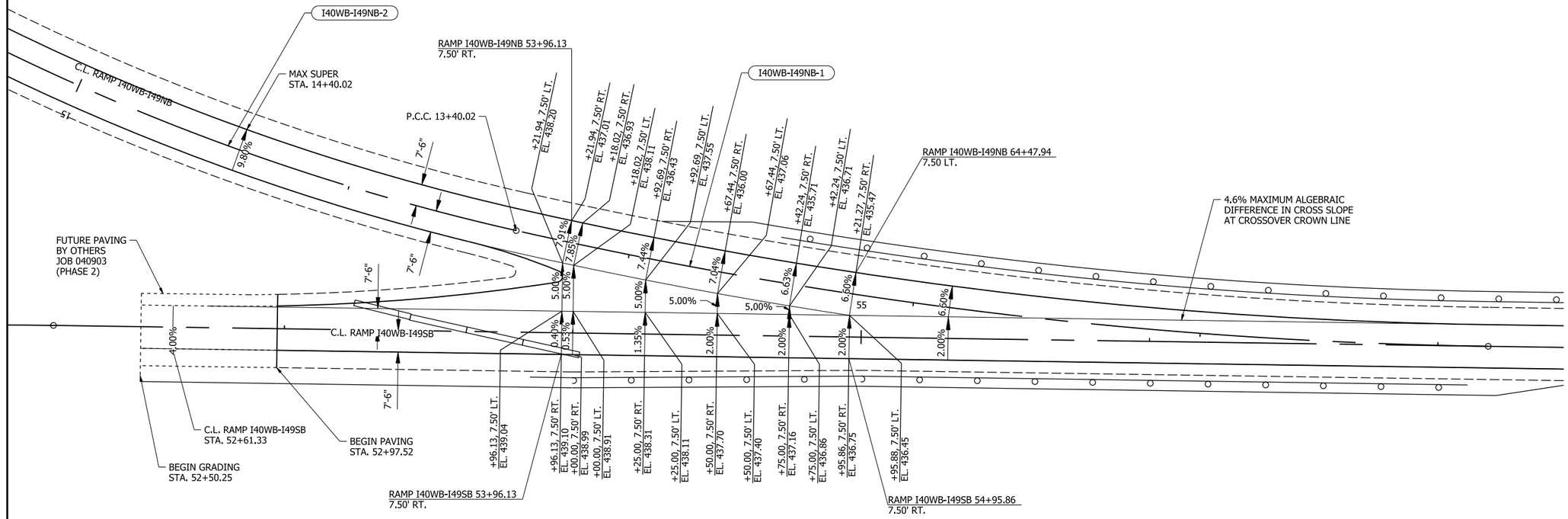
GORE
SPECIAL DETAILS

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 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

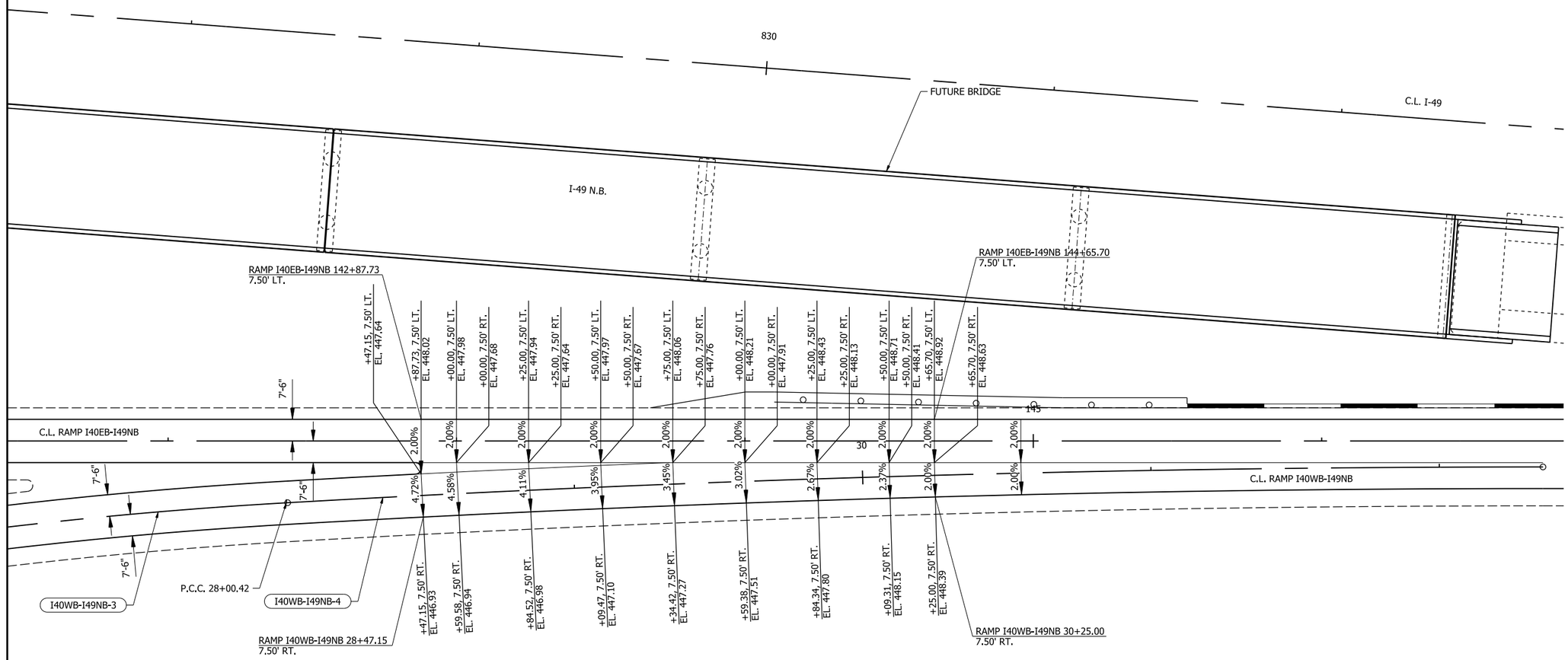
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SPECIAL DETAILS

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 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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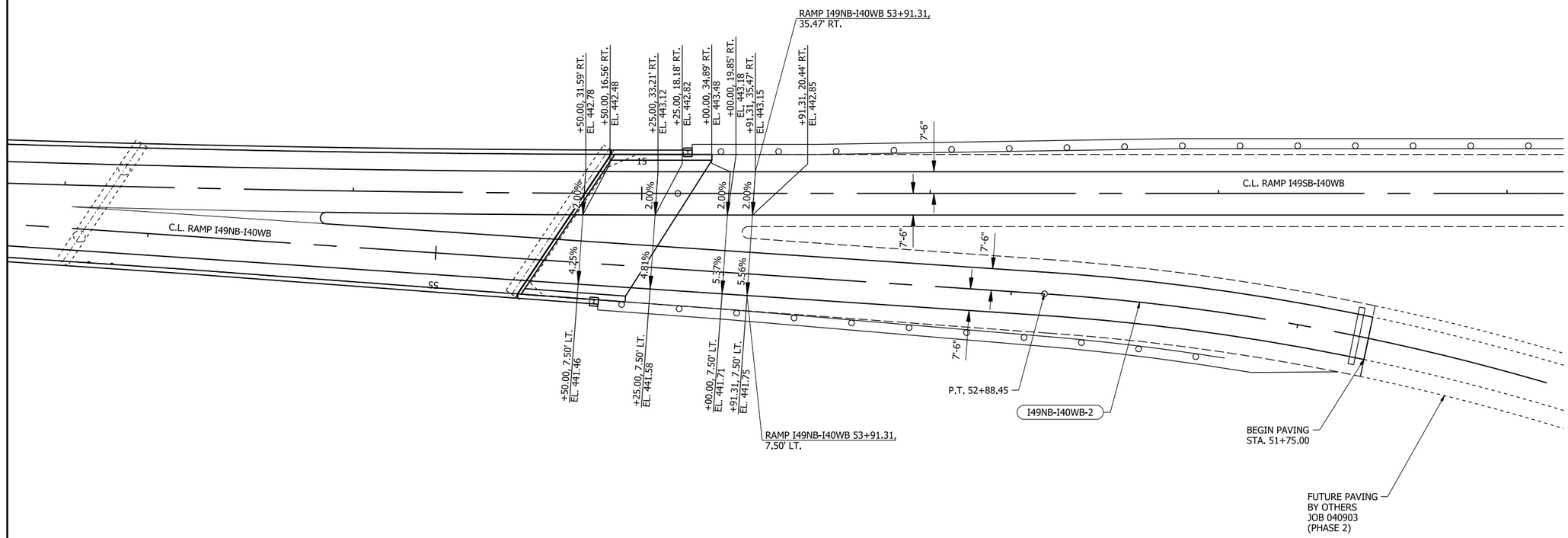
| DATE REVISED | DATE REVISED |
|---|---|
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| | |
| | |

| 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

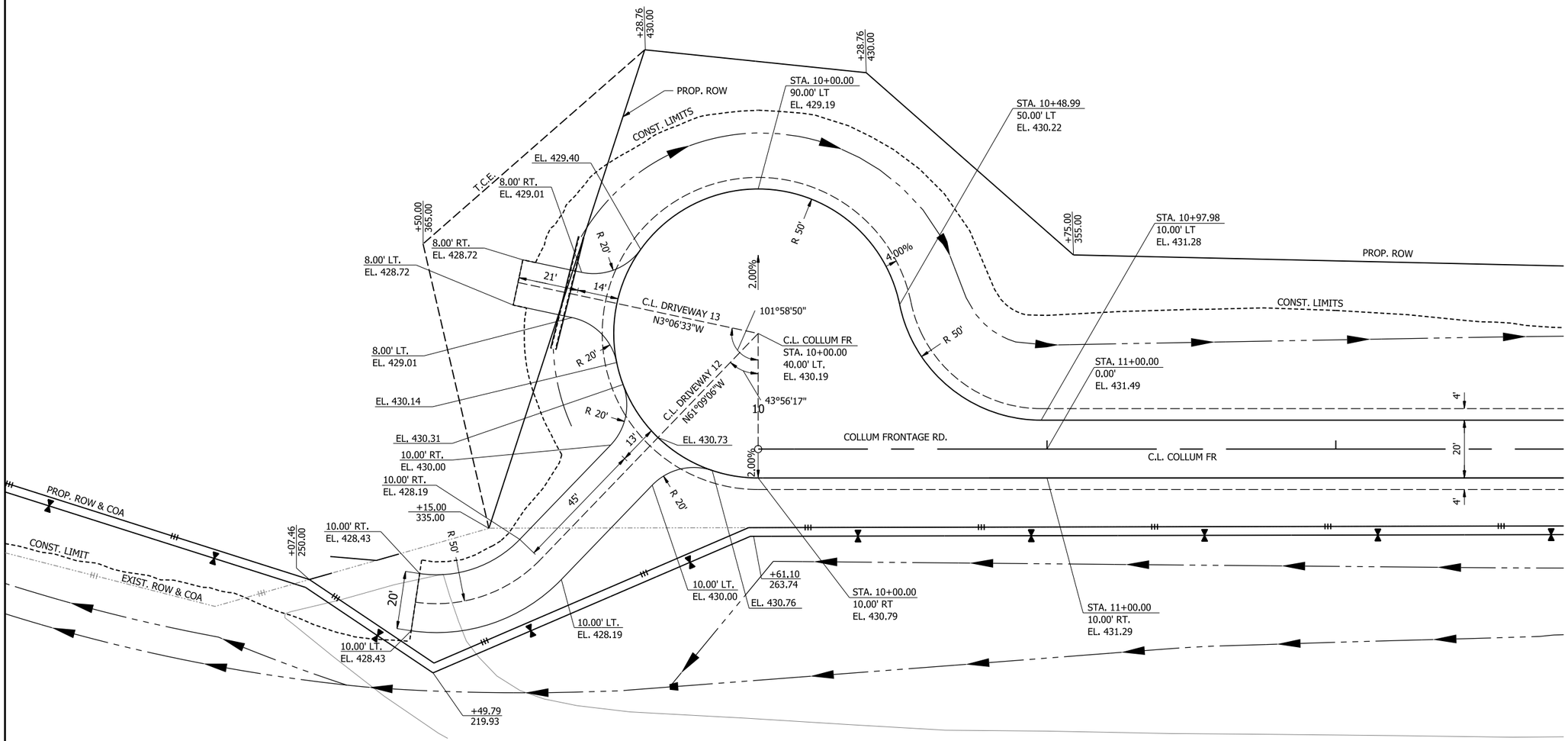
GORE
SPECIAL DETAILS

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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 67 | 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'



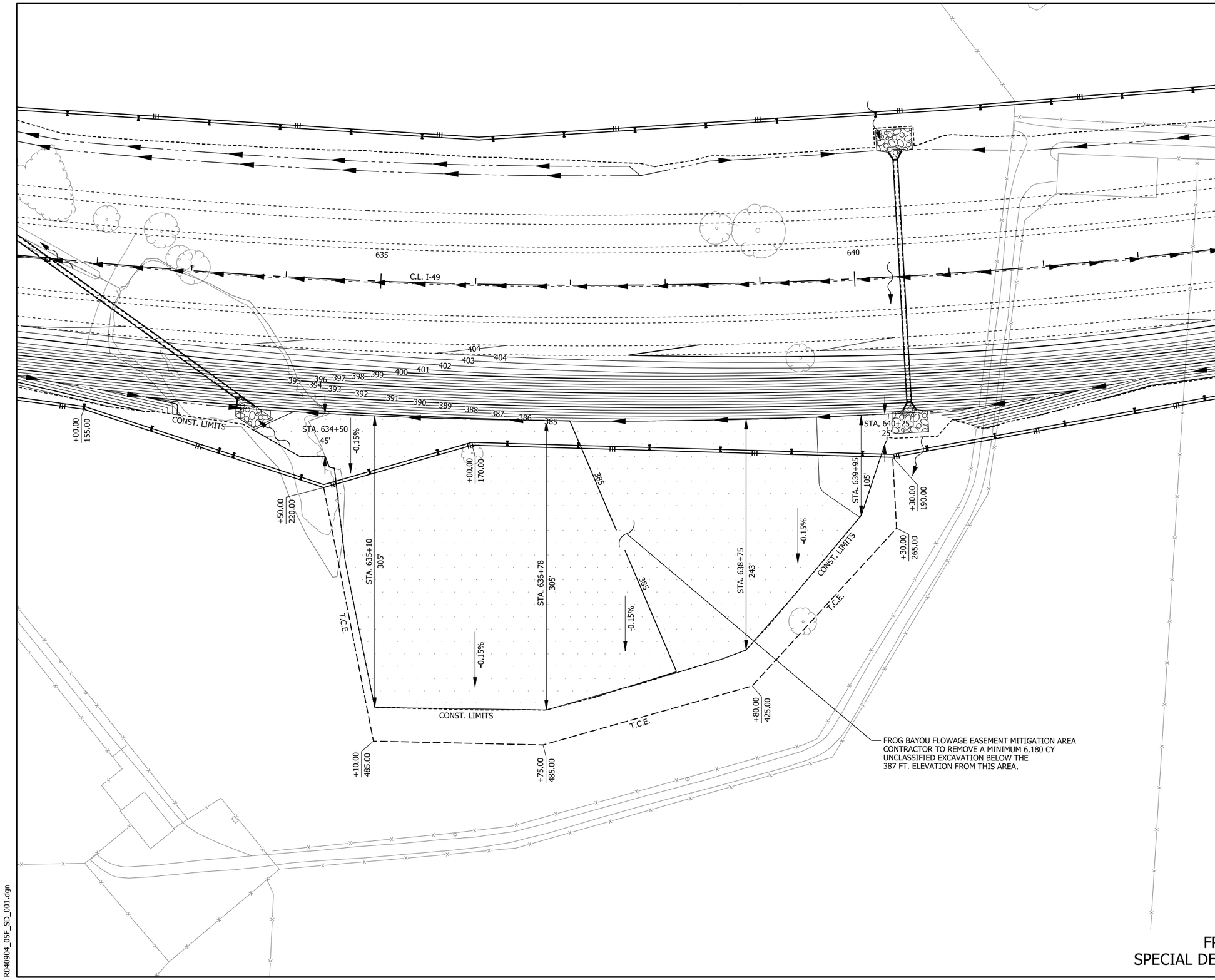

COLLUM FR
SPECIAL DETAILS

4/30/2026 7:29:15 AM
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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'




4/30/2026 7:29:21 AM
R040904_05F_SD_001.dgn

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 |
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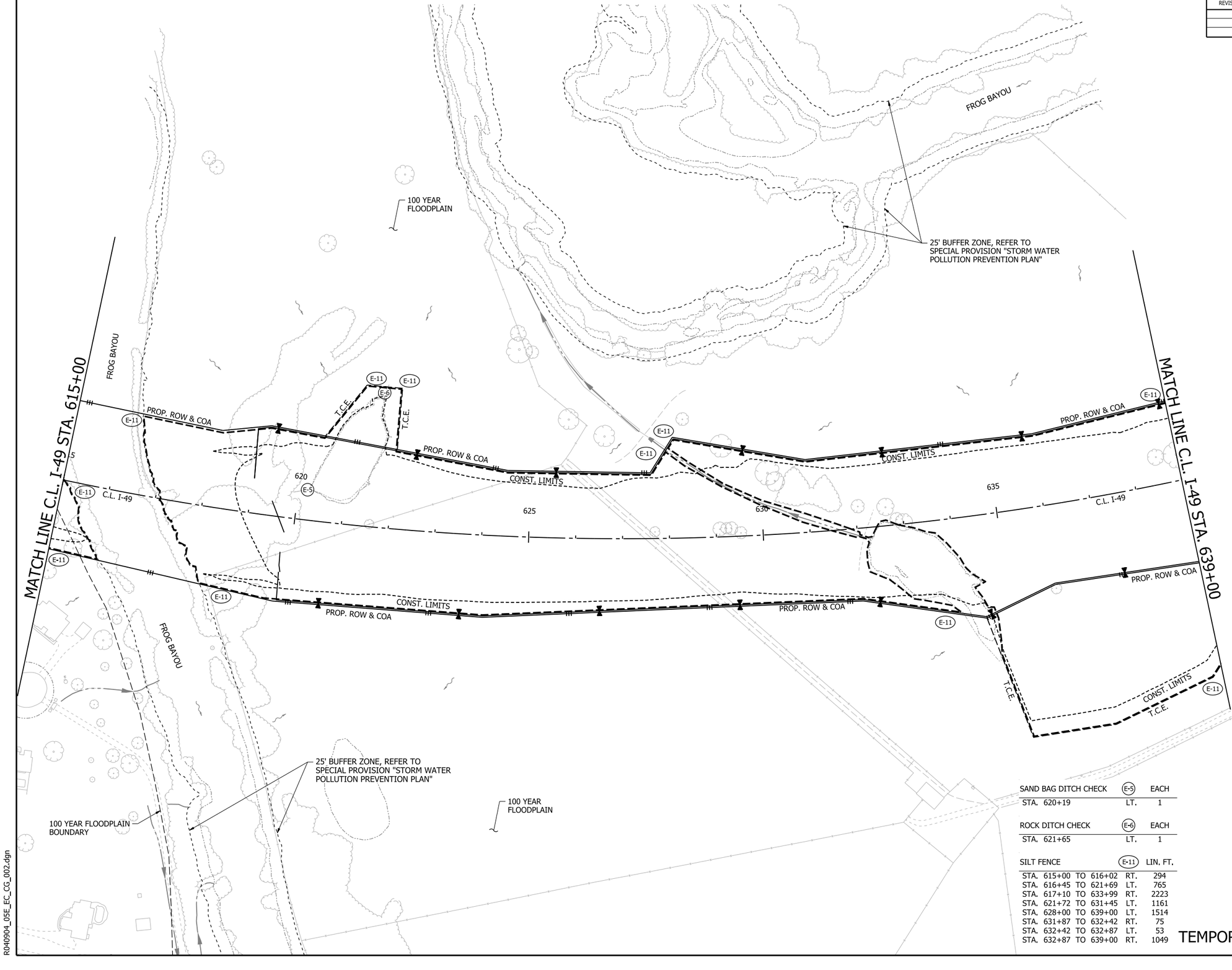
# CLEARING AND GRUBBING
# TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:29:24 AM
R040904_05E_EC_CG_001.dgn

| 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 |
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| | |
| | |
| | |

# CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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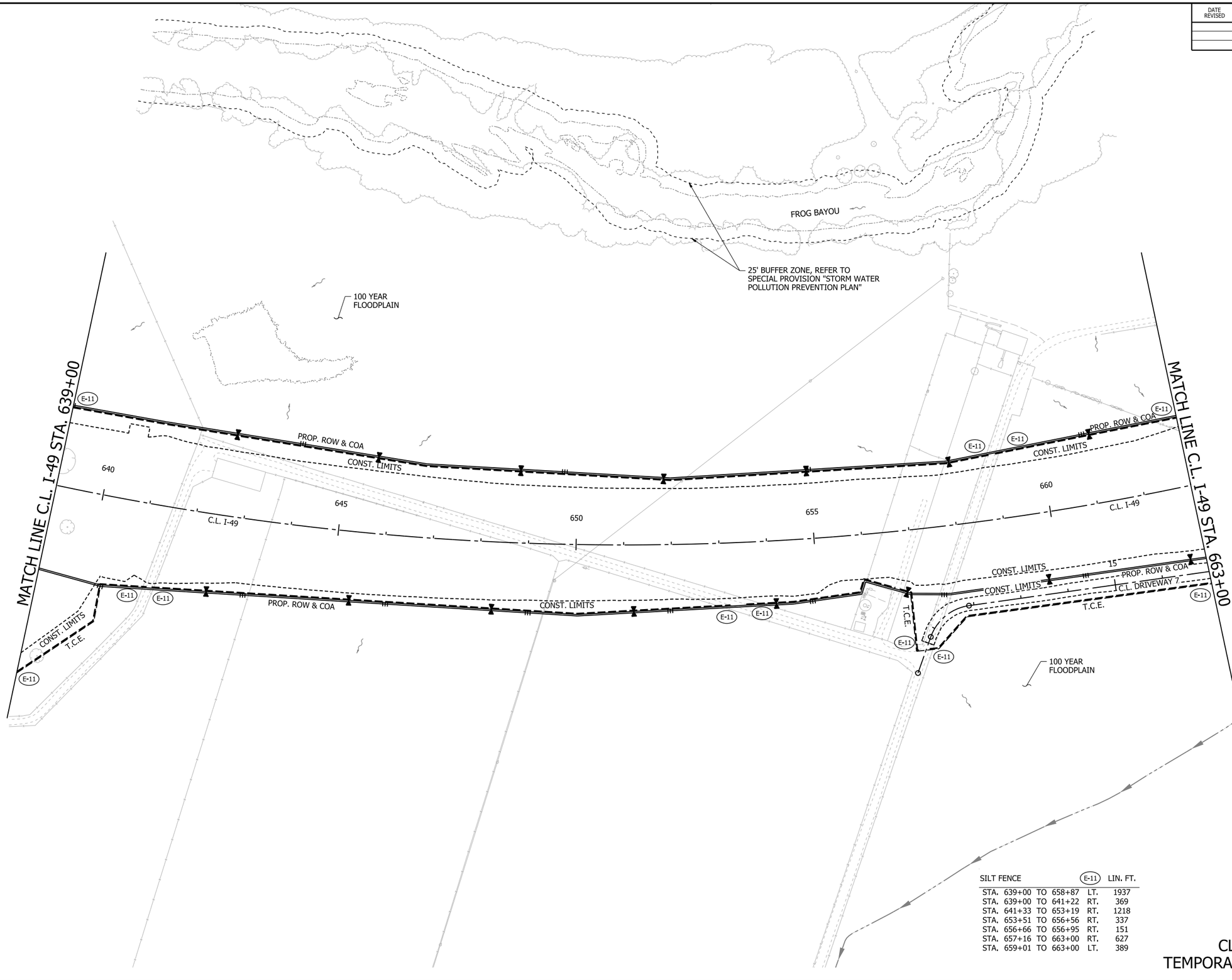
| DATE REVISED | DATE REVISED |
|---|---|
| | |
| | |
| | |

| 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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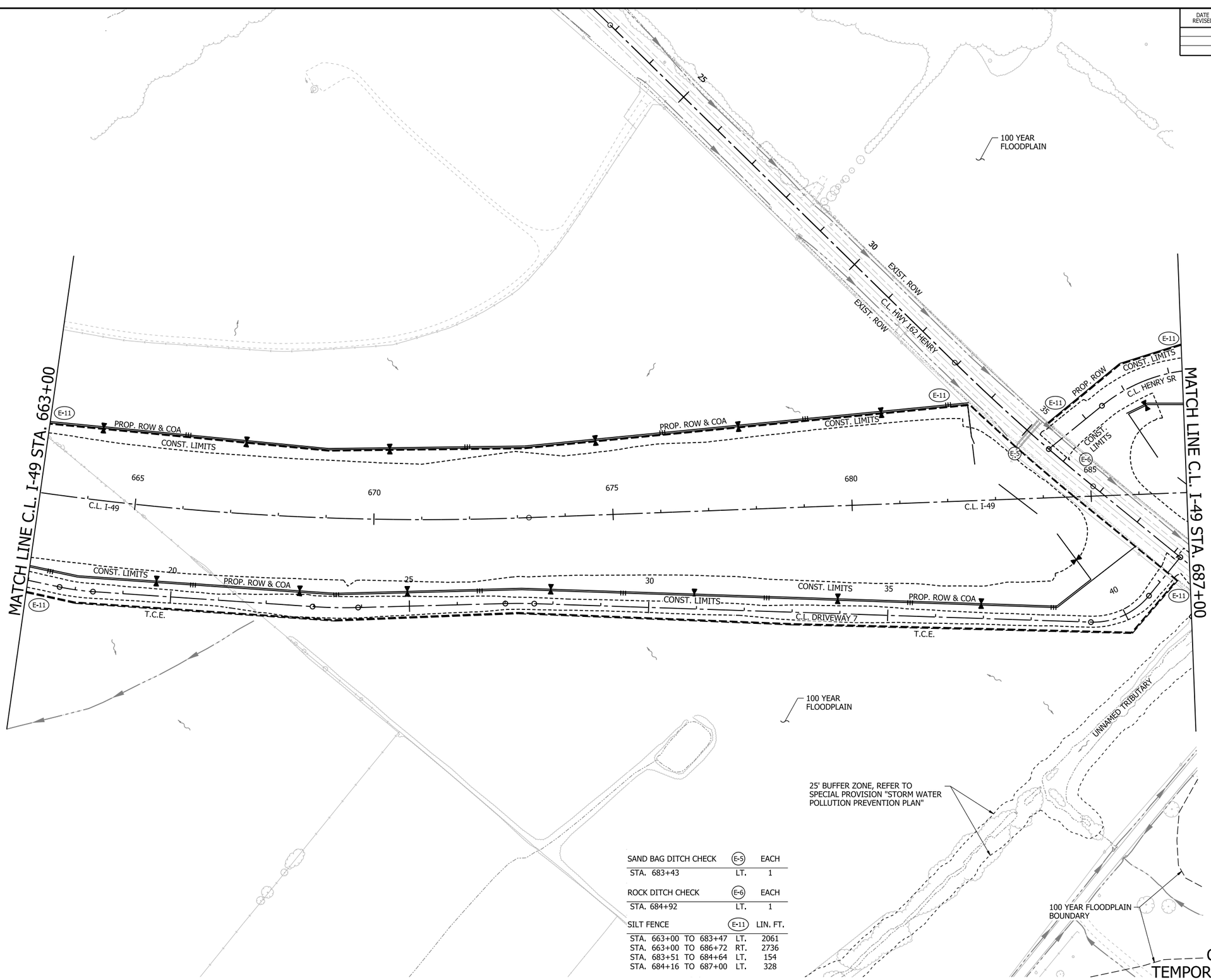
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4/30/2026 7:29:31 AM
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 72 | 742 |
| | | TEMPORARY 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 |
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| | |

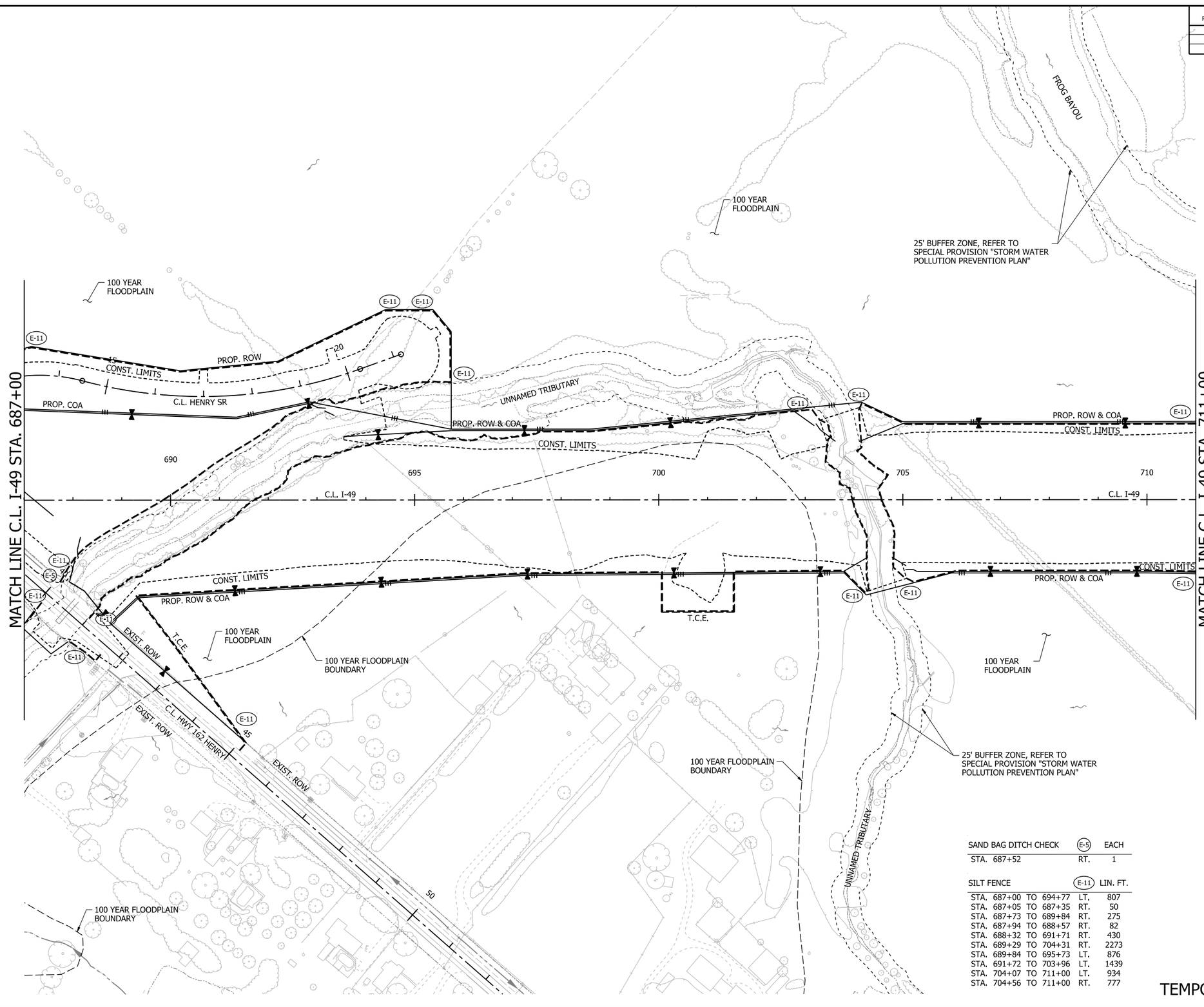
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:29:34 AM
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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 |

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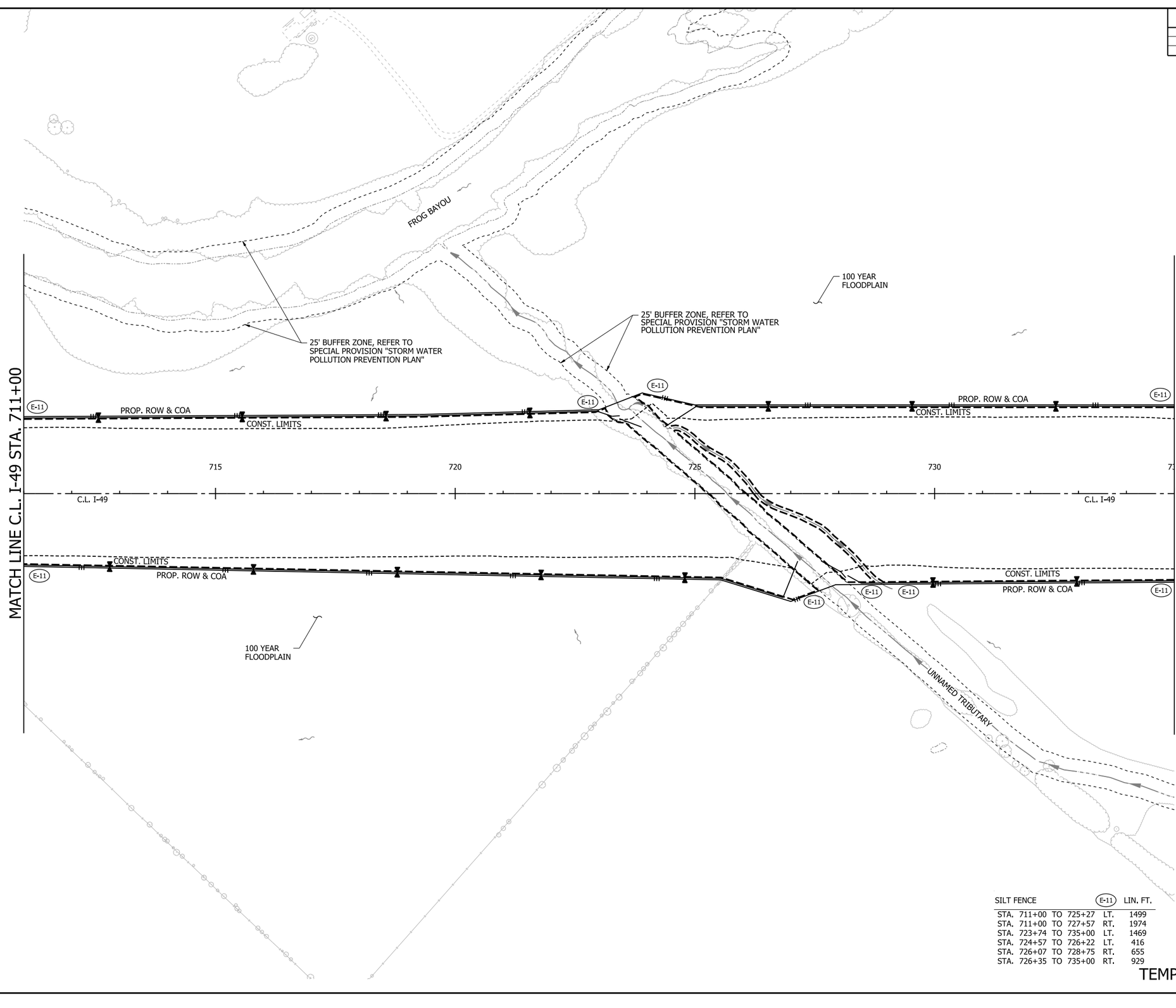
# CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:11 AM
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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 |
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# CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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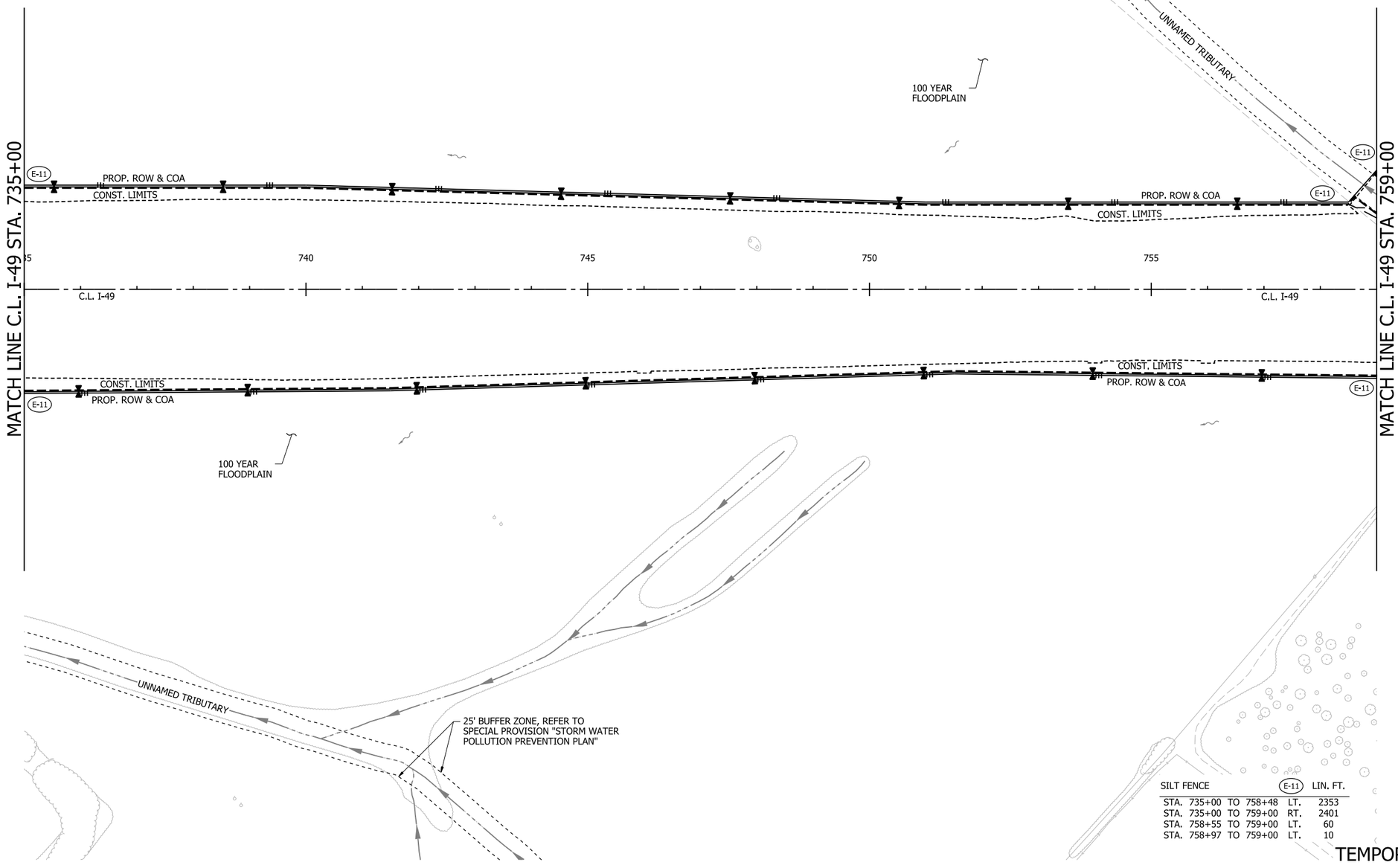
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 75 | 742 |

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.
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| 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 |

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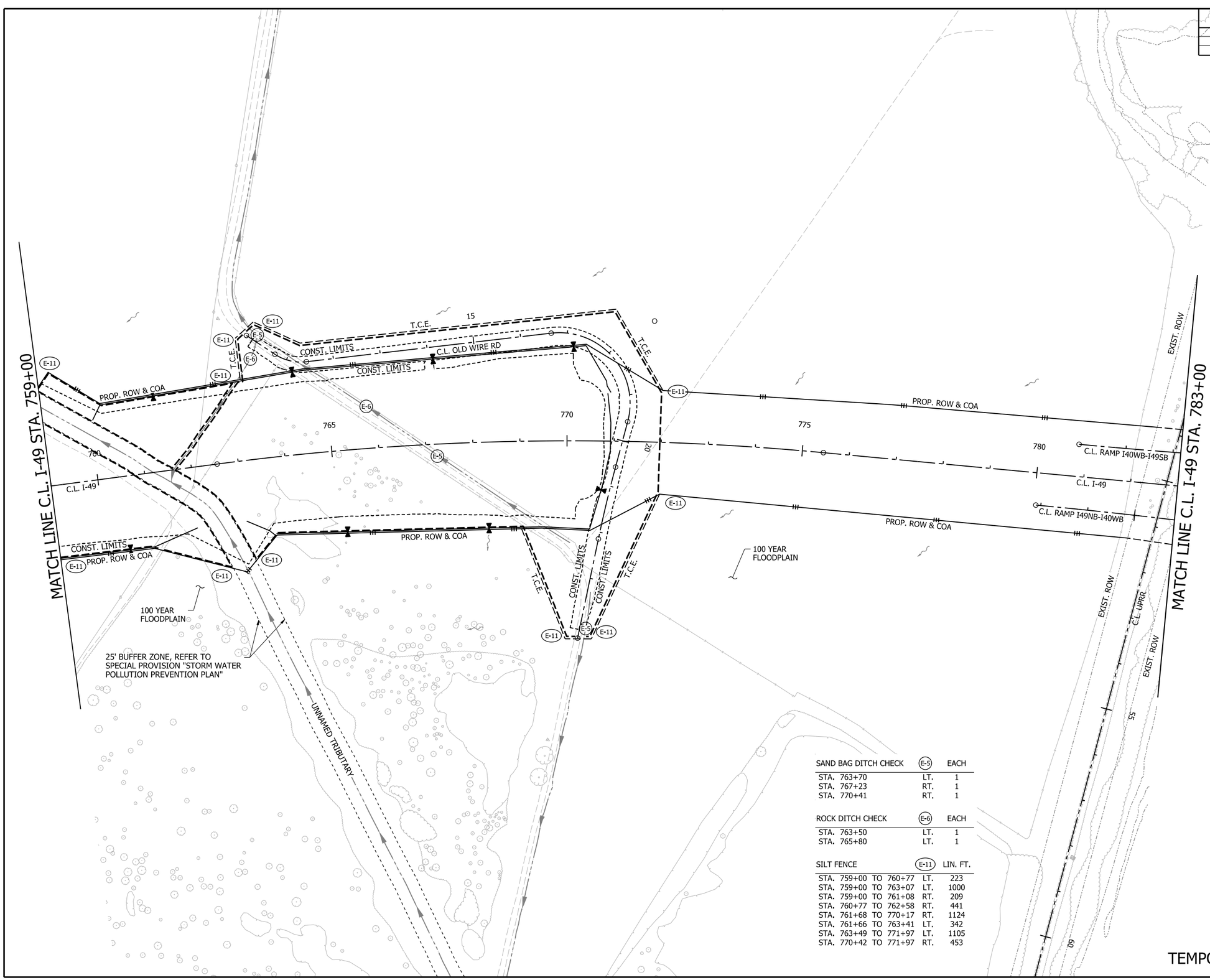
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:17 AM
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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:

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| 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 |
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# 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.
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| 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 |
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CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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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.

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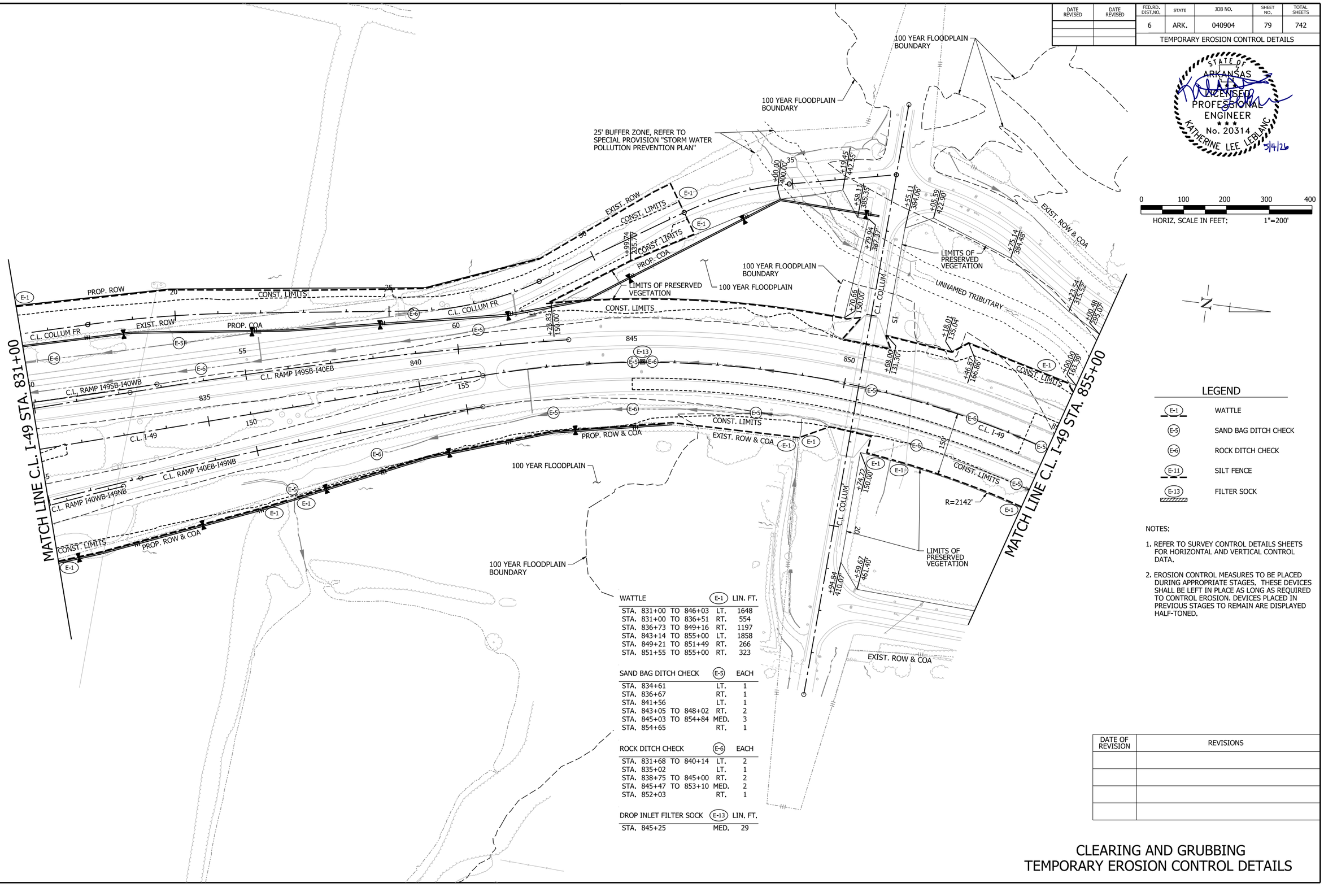
# CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 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:

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| 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 |

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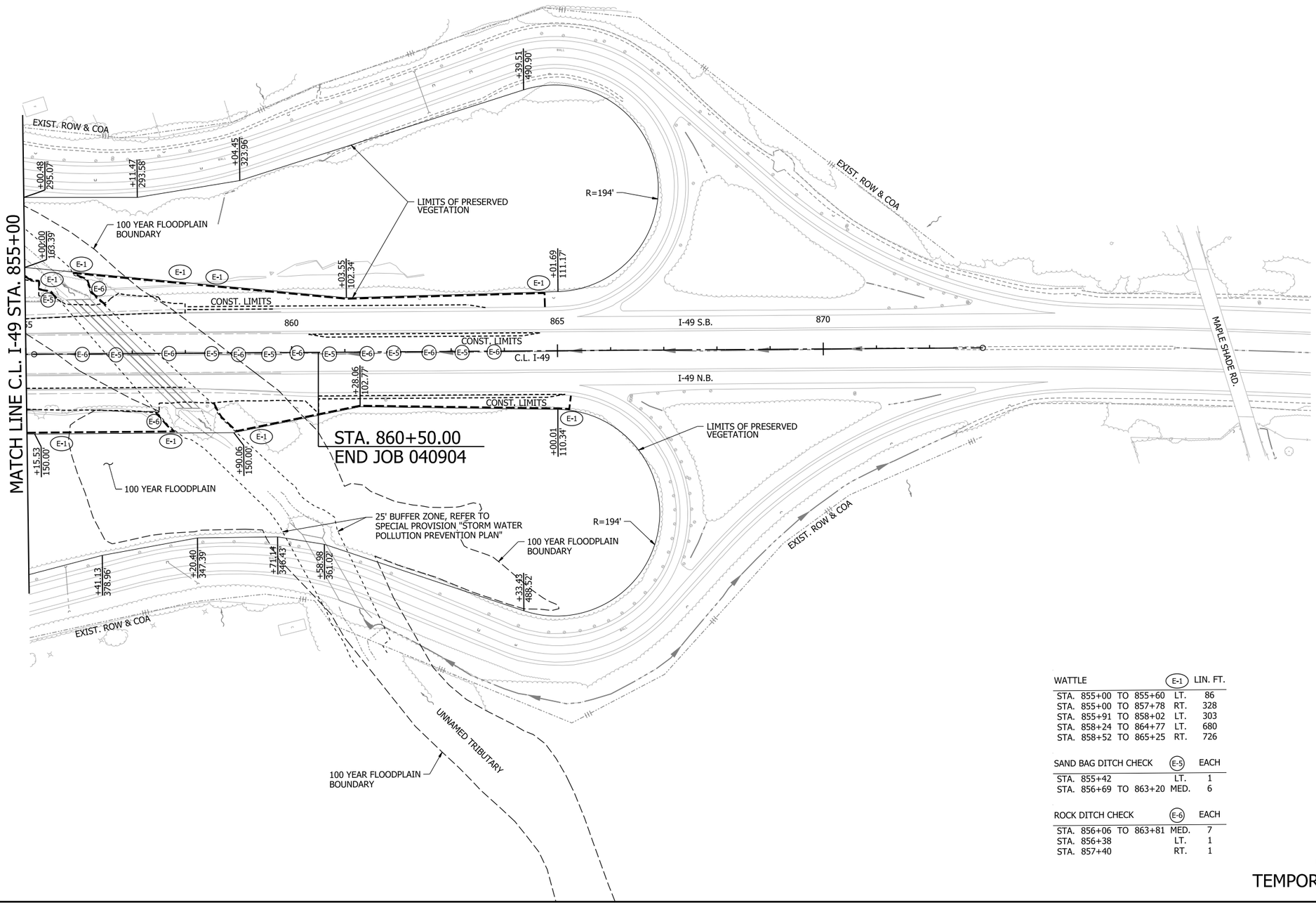
# CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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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:

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| 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 |

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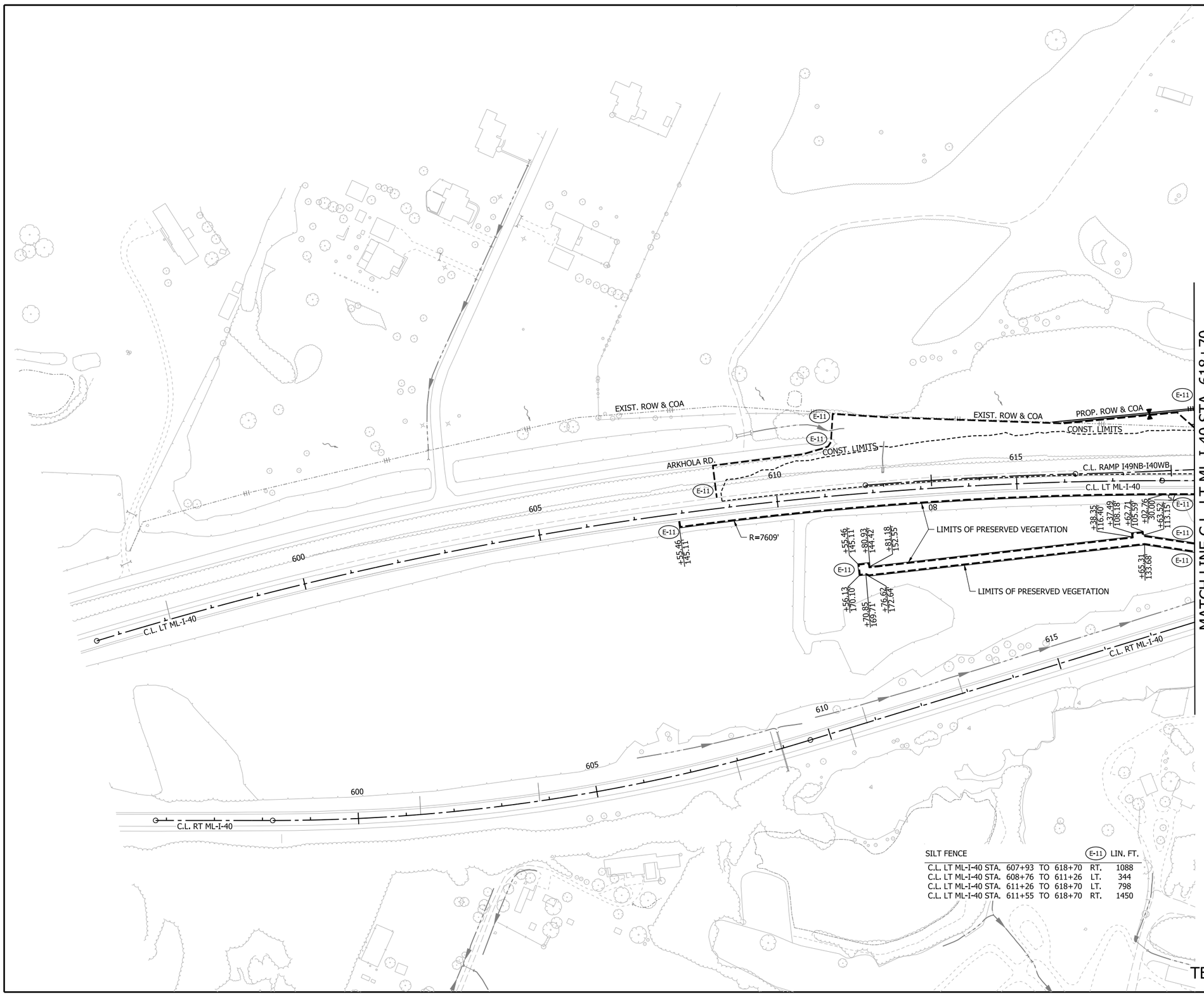
# CLEARING AND GRUBBING
# TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:32 AM
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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 |
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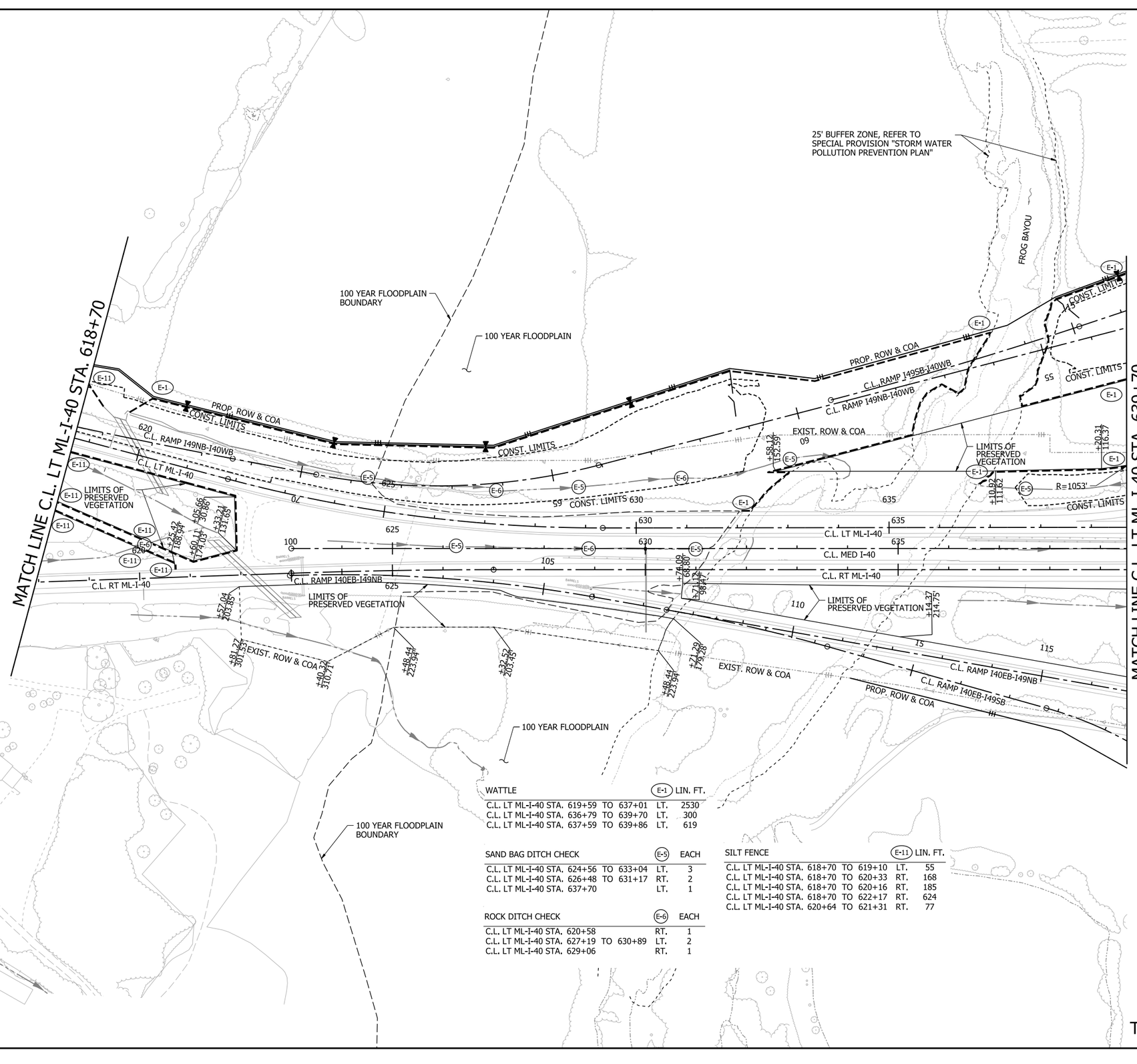
# CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:34 AM
R040904_05E_EC_CG_013.dgn

| 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 |
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# 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 |
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# CLEARING AND GRUBBING
# TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:40 AM
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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 |
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# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

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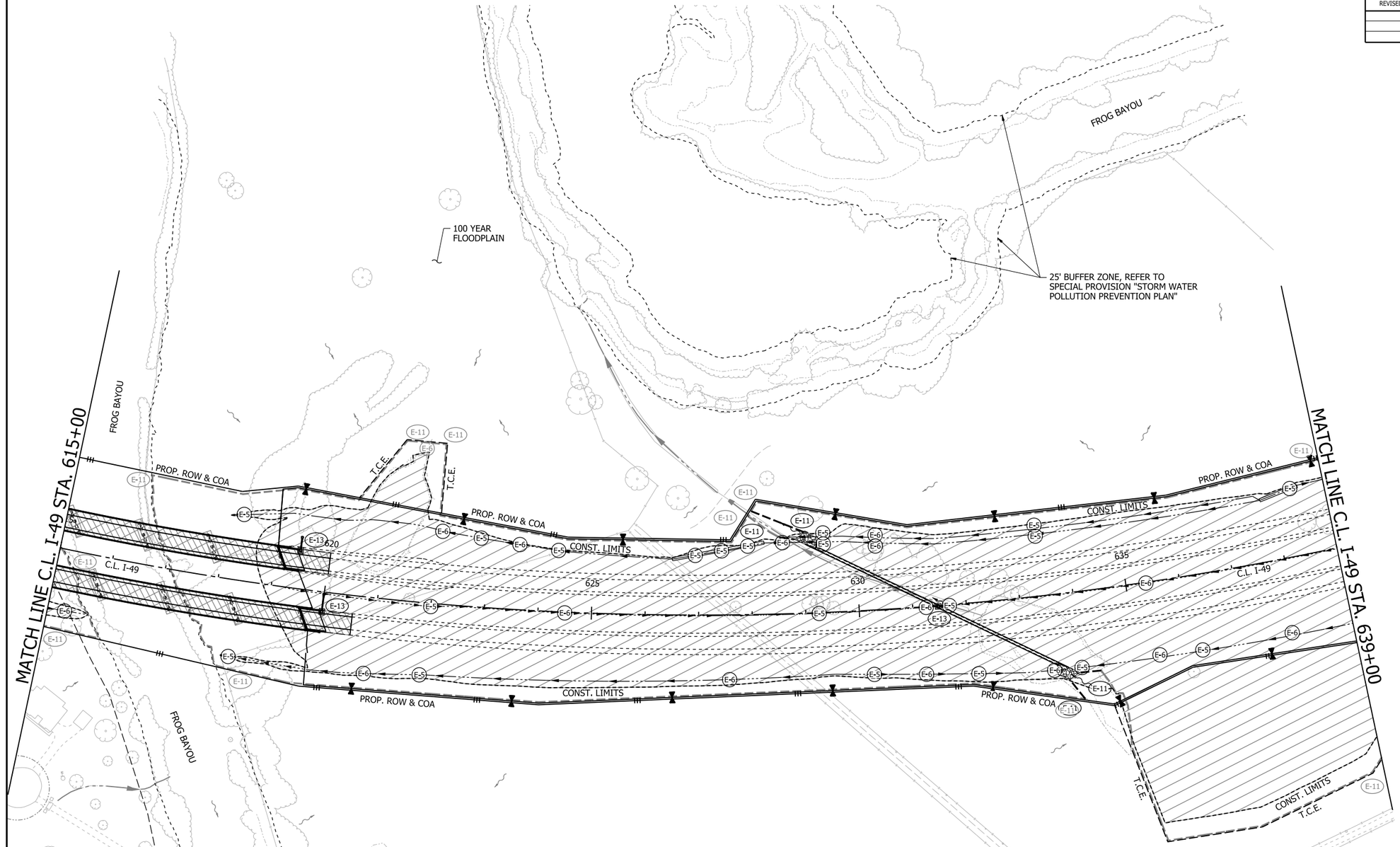
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 85 | 742 |

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 |
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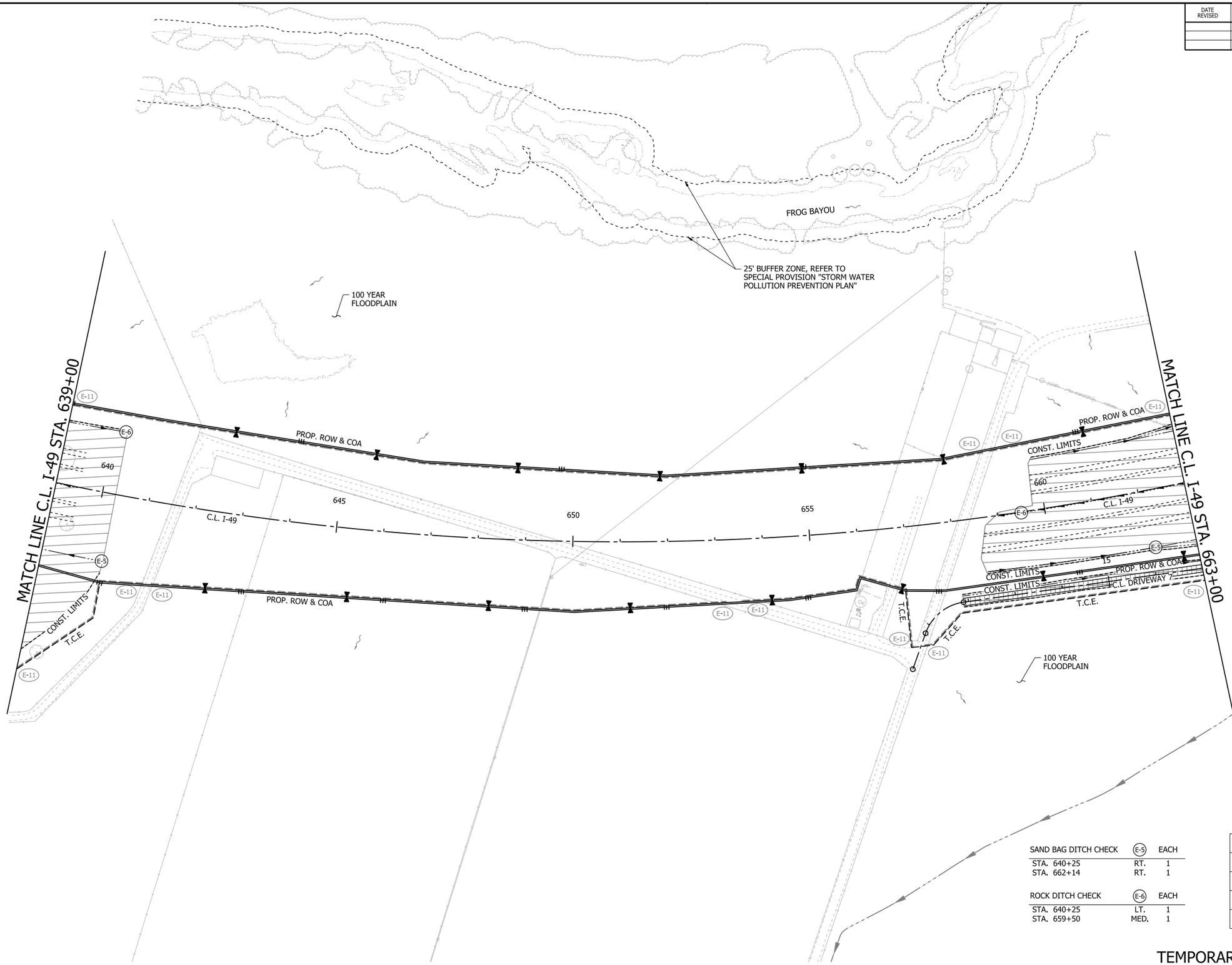
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:30:47 AM
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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 |
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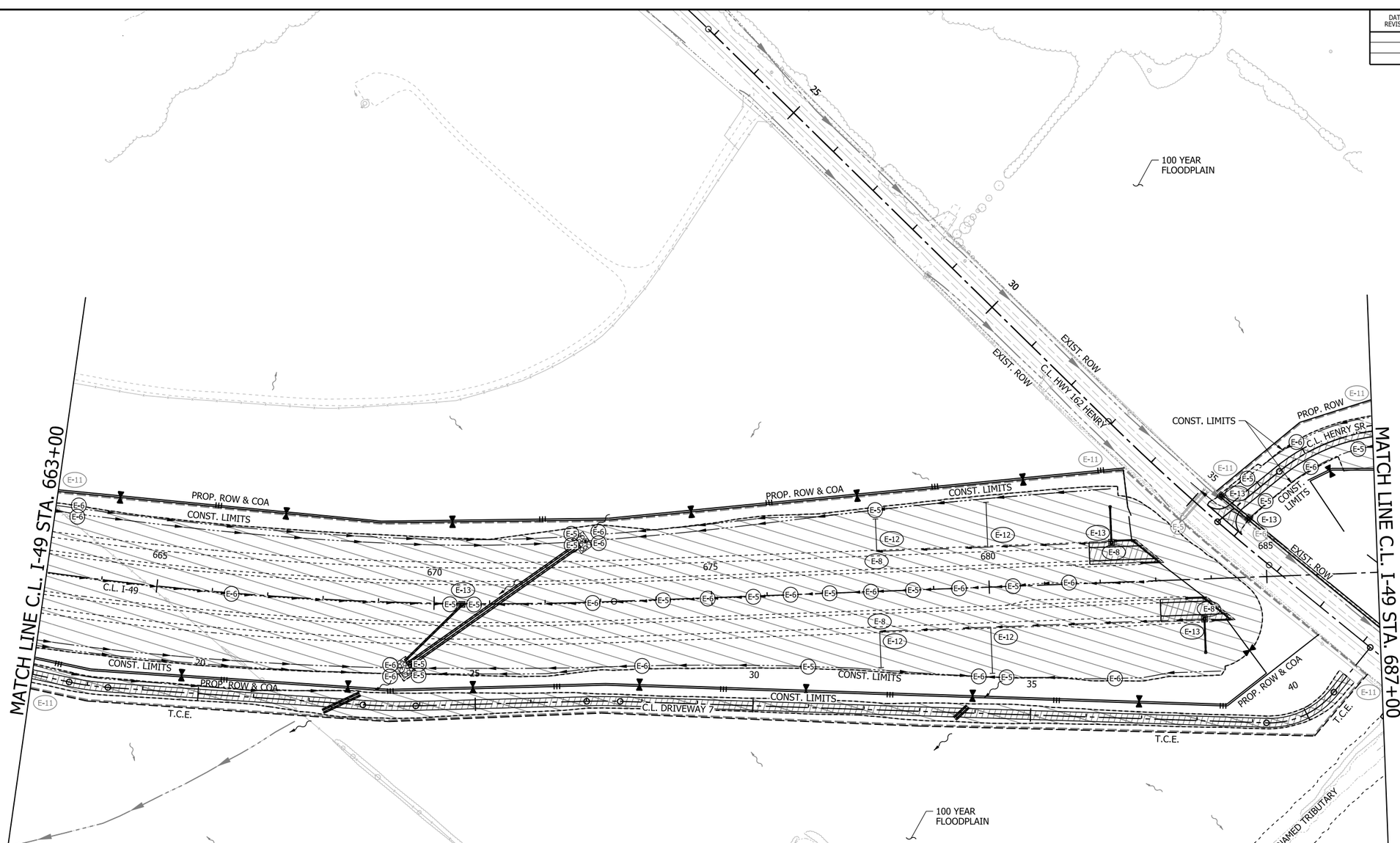
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

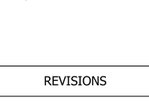
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 87 | 742 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

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.

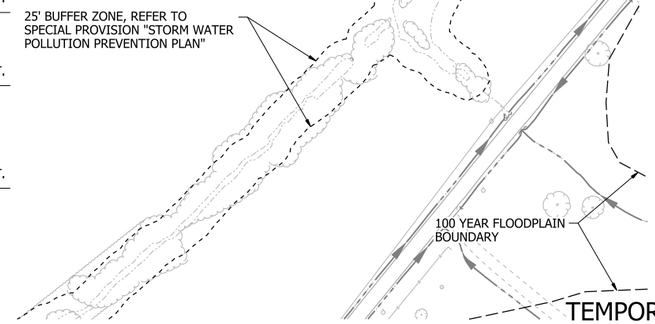
| SAND BAG DITCH CHECK | (E-5) | EACH |
|---|---|---|
| STA. 669+75 TO 676+69 | RT. | 3 |
| STA. 670+28 | MED. | 1 |
| STA. 670+71 TO 680+43 | MED. | 6 |
| STA. 672+50 | LT. | 2 |
| STA. 678+00 | LT. | 1 |
| STA. 680+25 | RT. | 1 |
| STA. 684+71 | LT. | 1 |
| STA. 685+03 TO 686+73 | LT. | 2 |

| 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 |
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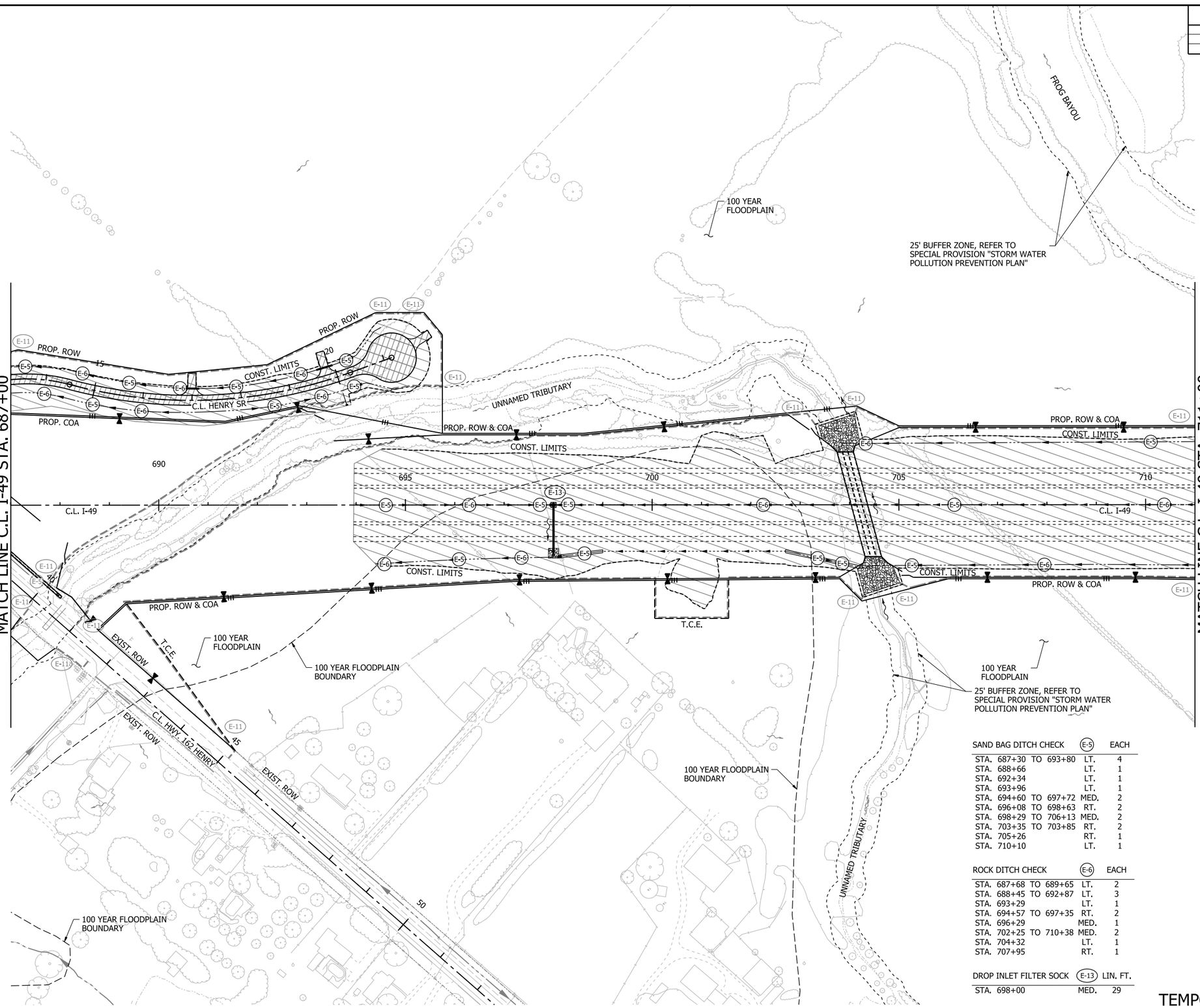
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

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:
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 |
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# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

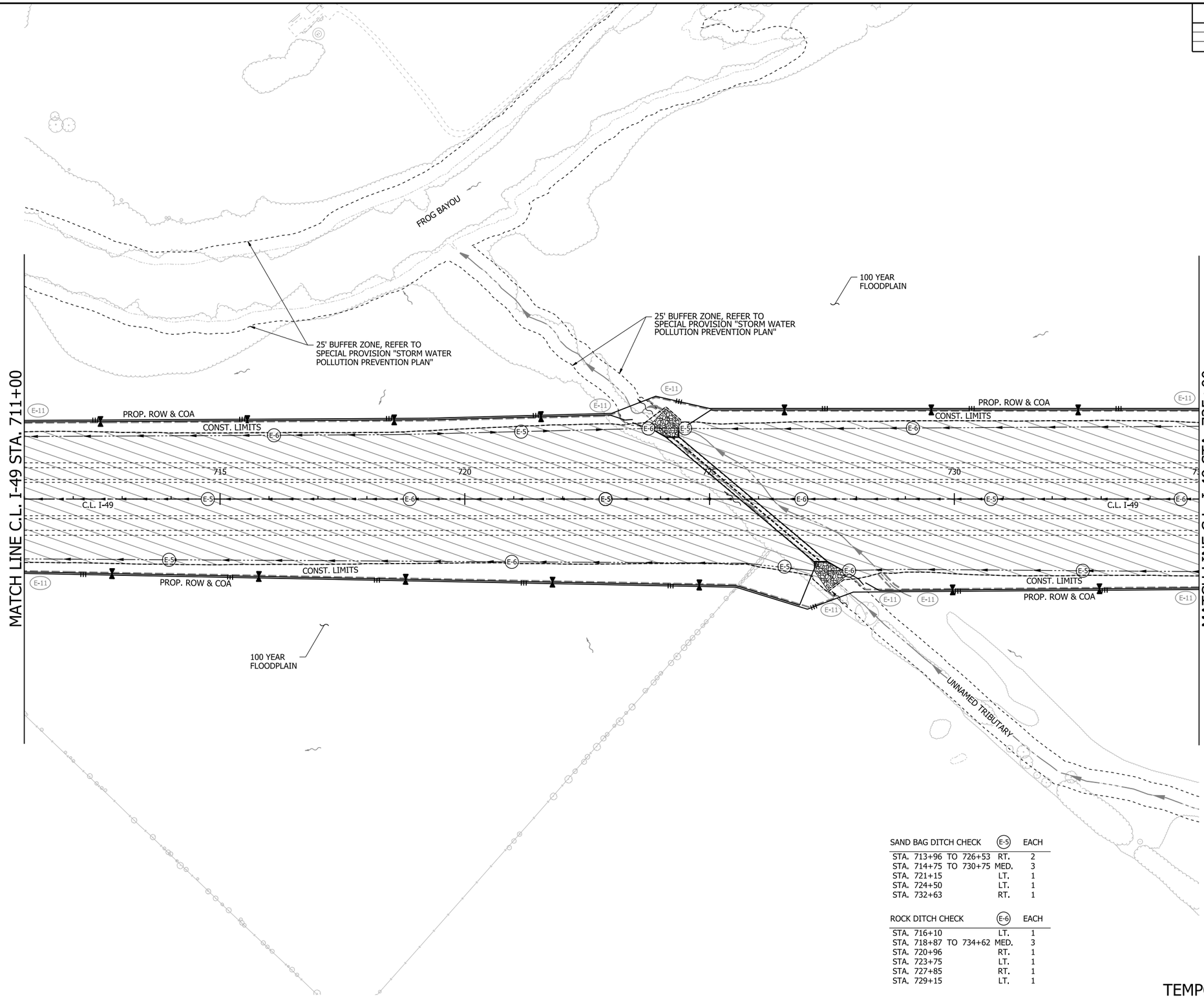
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 89 | 742 |

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

NOTES:
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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. 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 |
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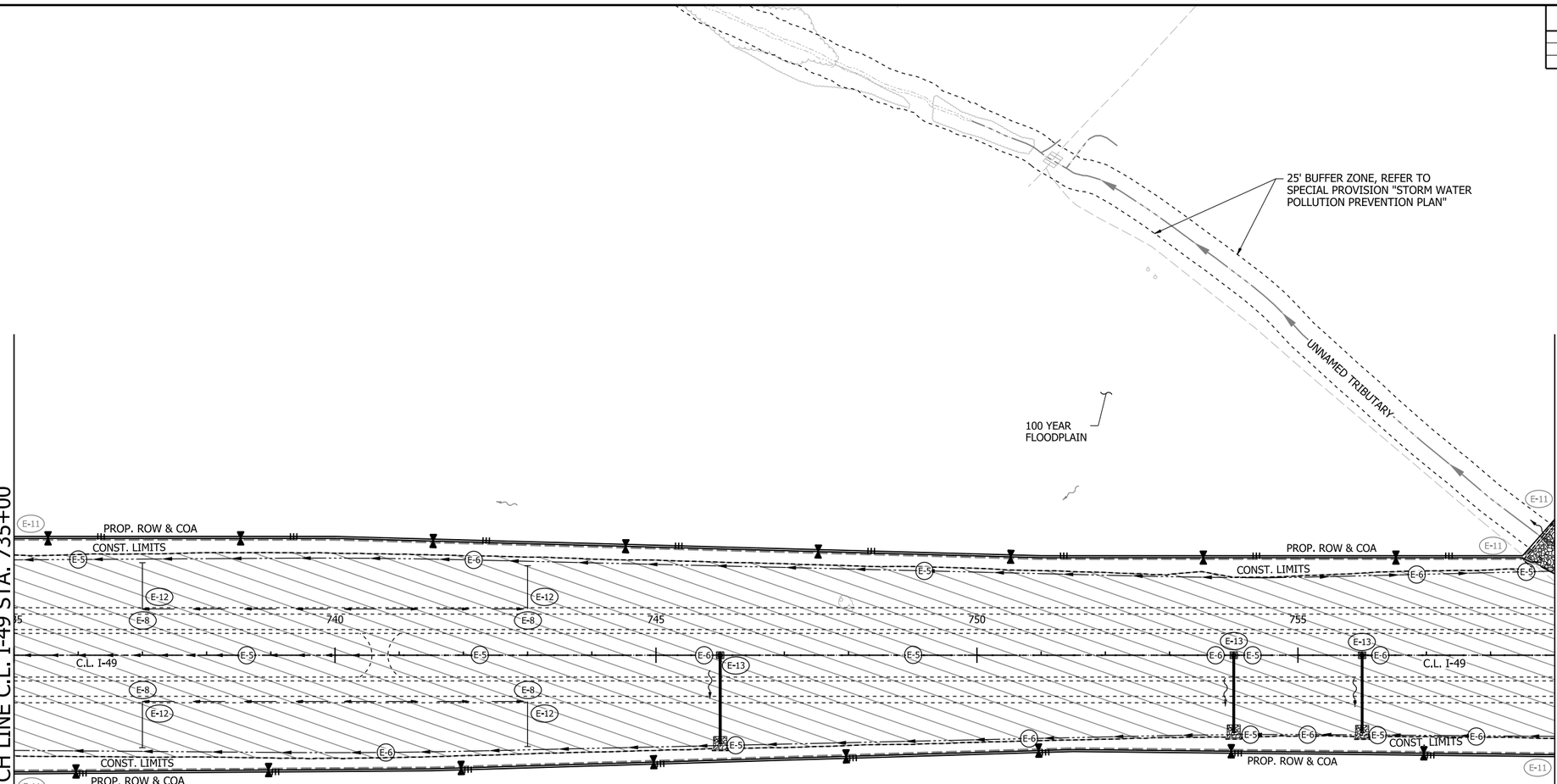
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

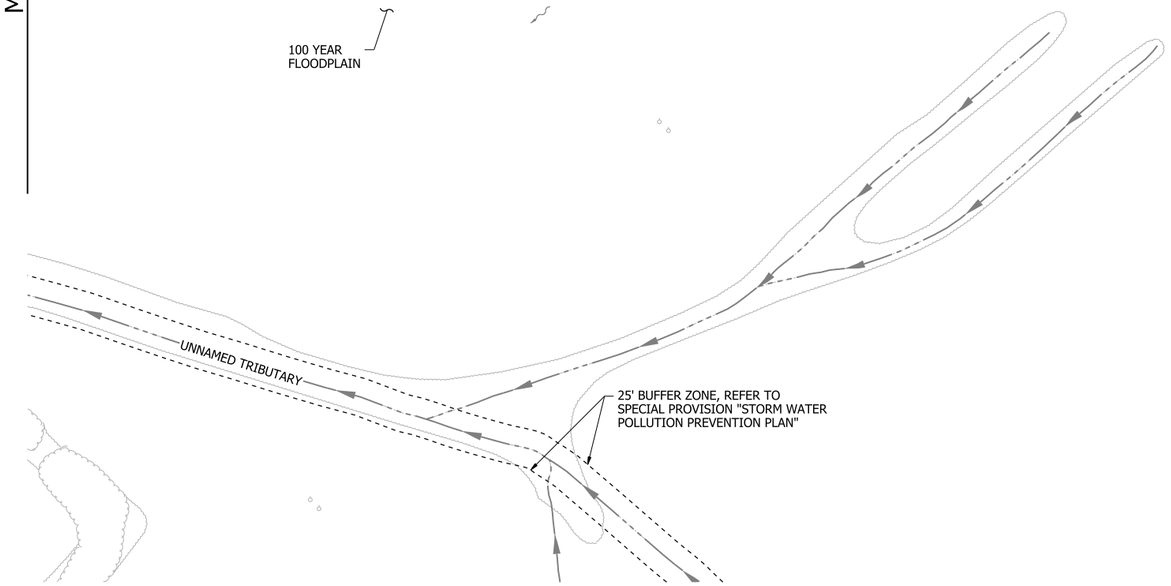
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 90 | 742 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

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

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
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| DATE OF REVISION | REVISIONS |
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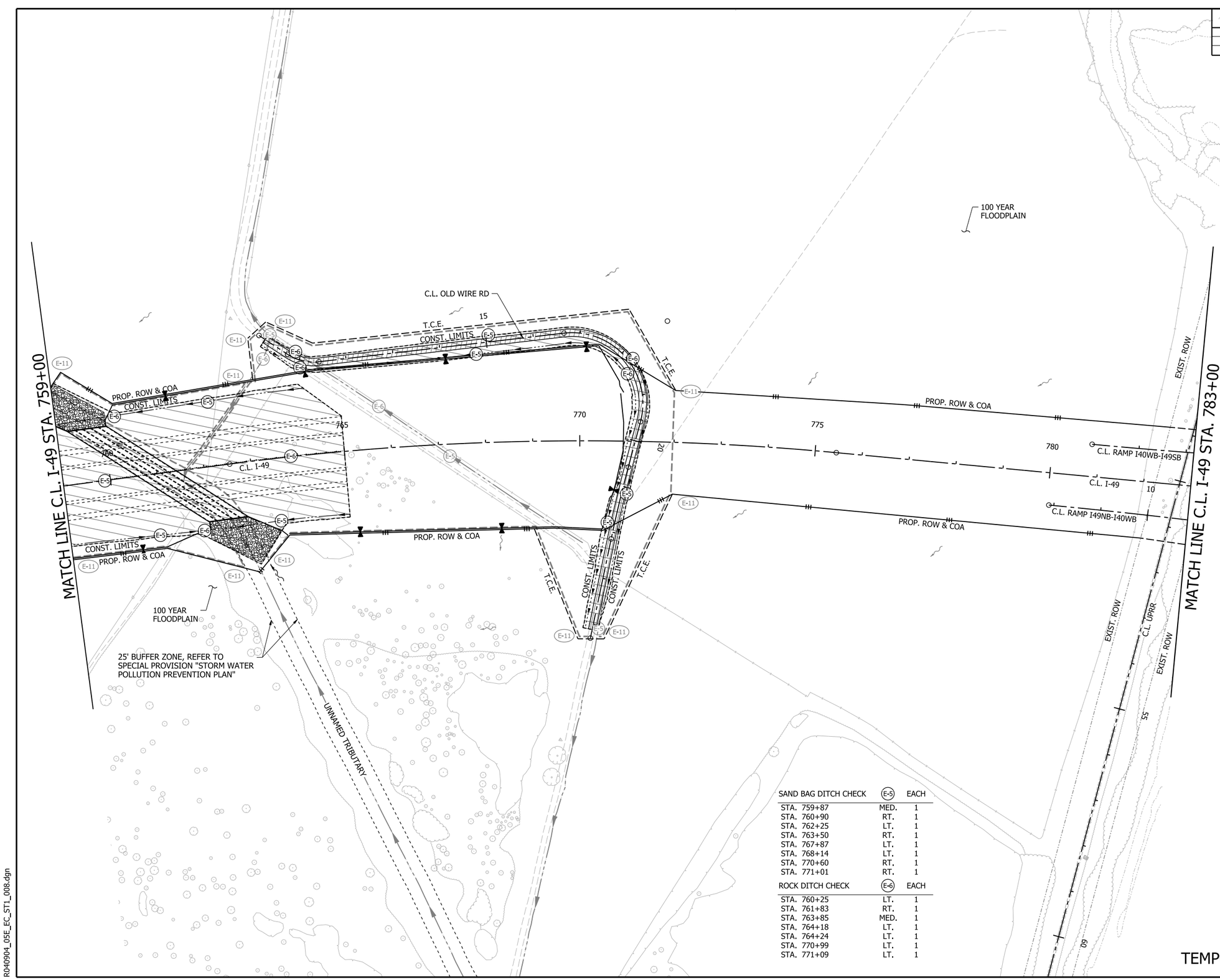
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 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
- 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. 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 |
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# 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")
- E-13 FILTER SOCK
- 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 |
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# 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 | 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
- 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 |
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# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

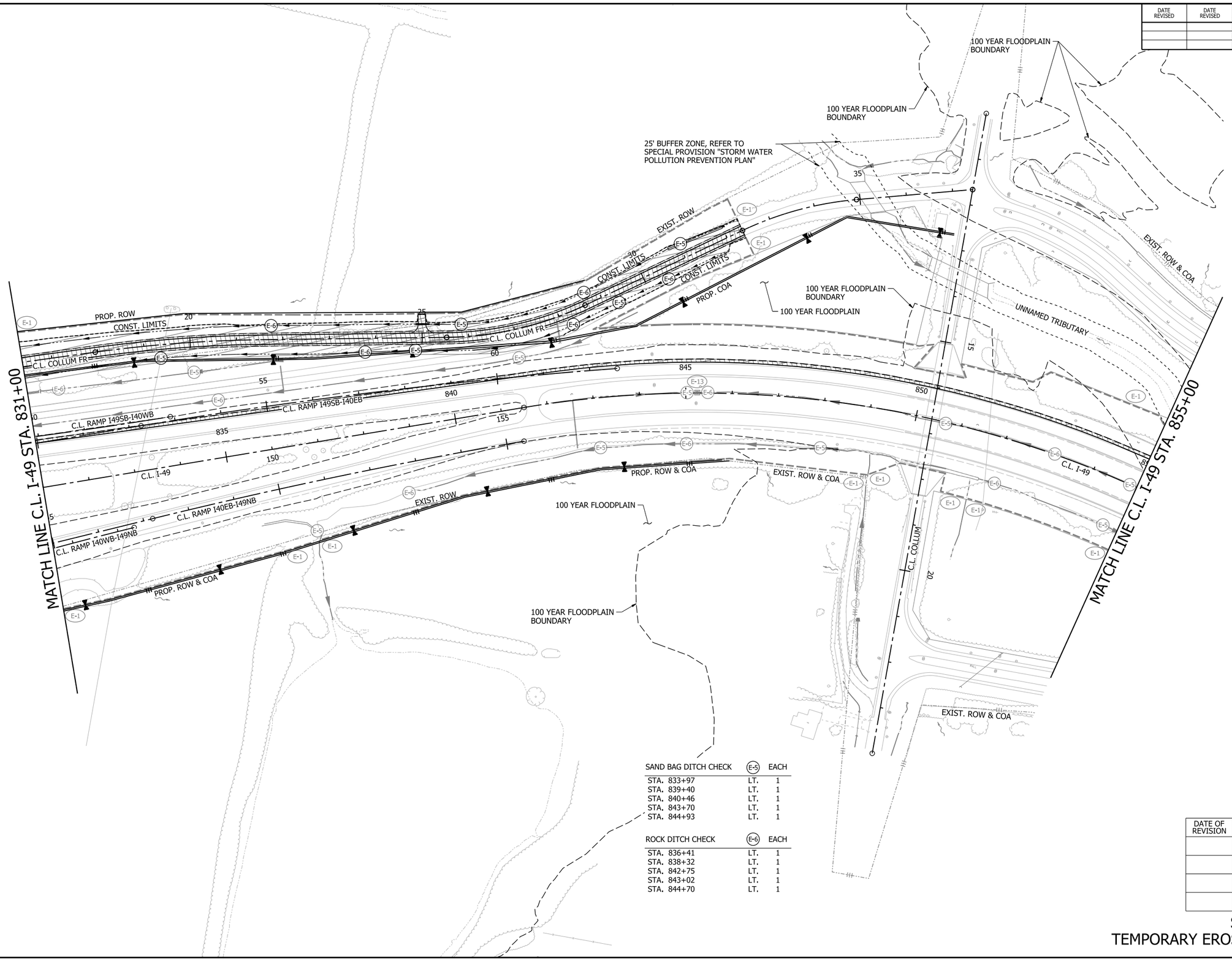
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 94 | 742 |

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 |

NOTES:
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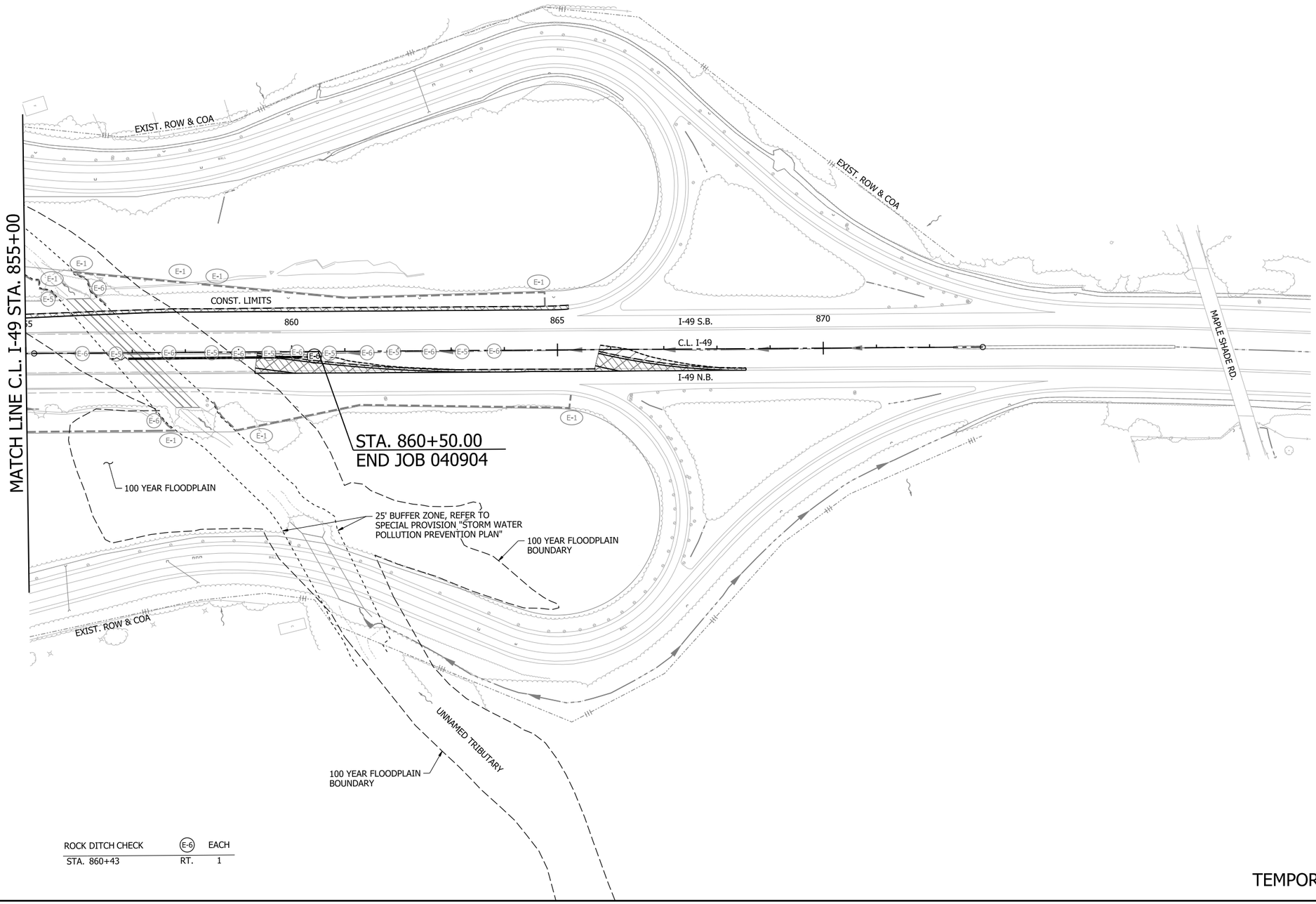
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

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|---|---|---|---|---|---|---|
| | | 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 |

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## 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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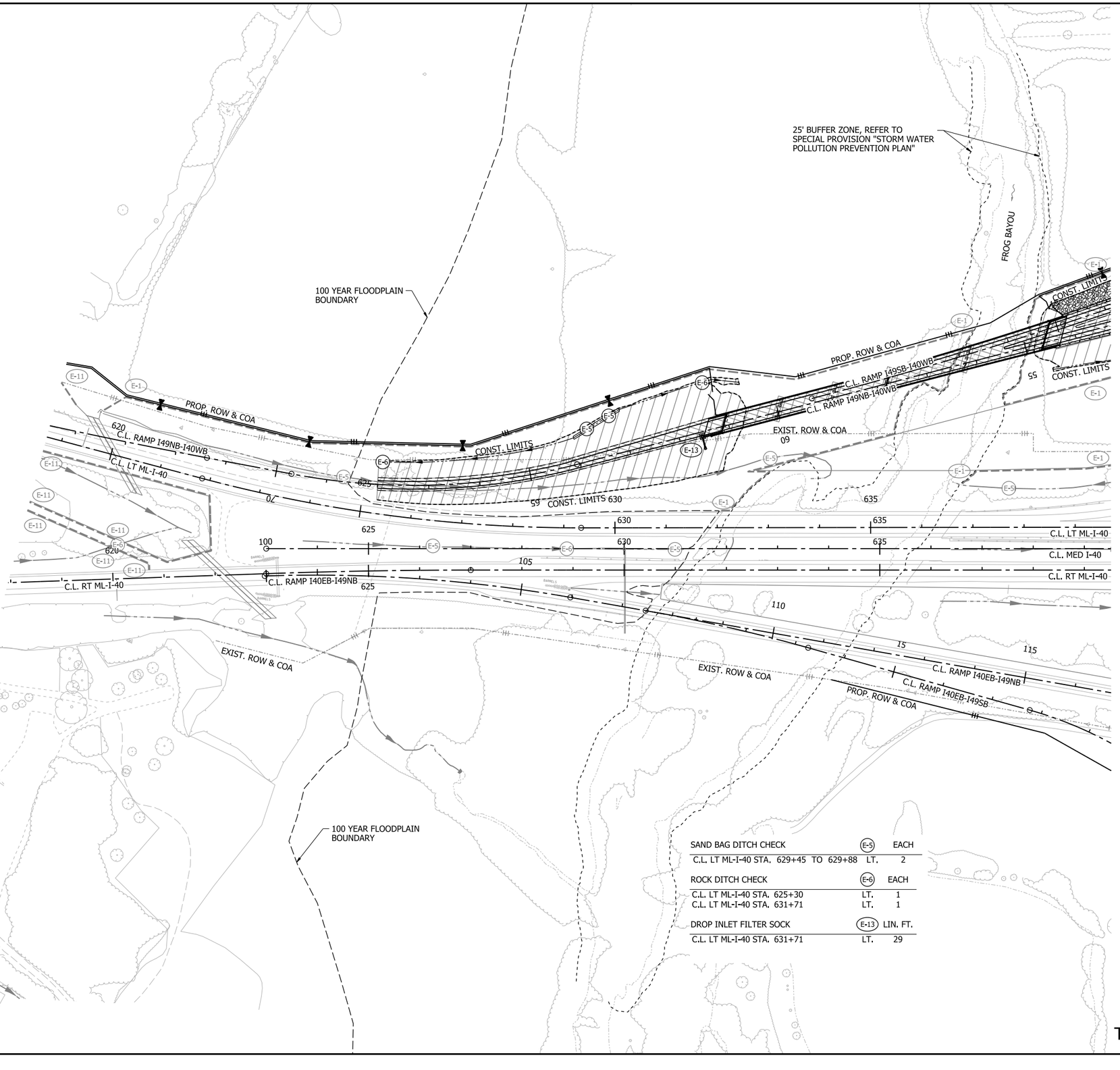
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

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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

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. 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 |

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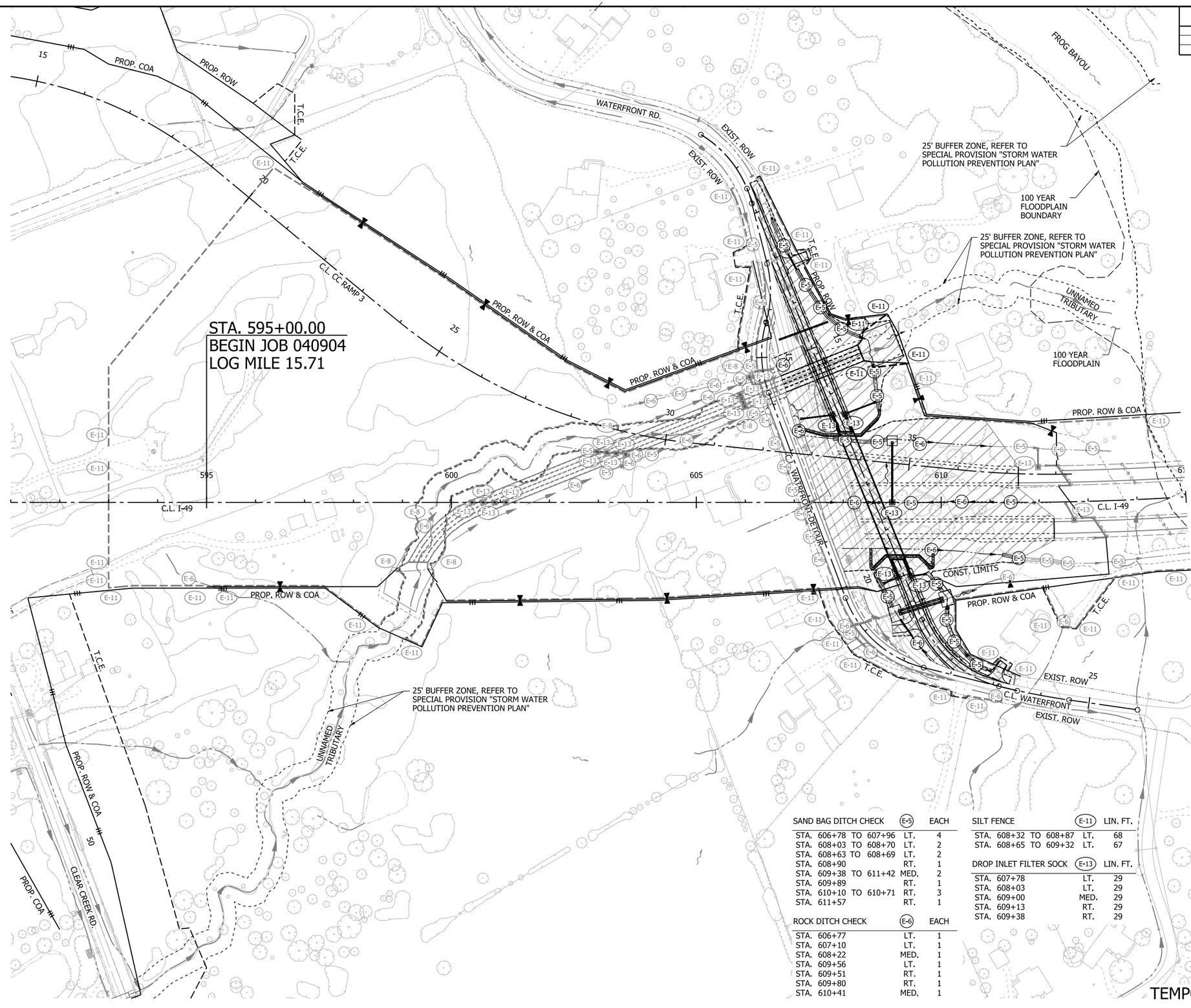
# STAGE 1
# TEMPORARY EROSION CONTROL DETAILS

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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
- (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. 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 |

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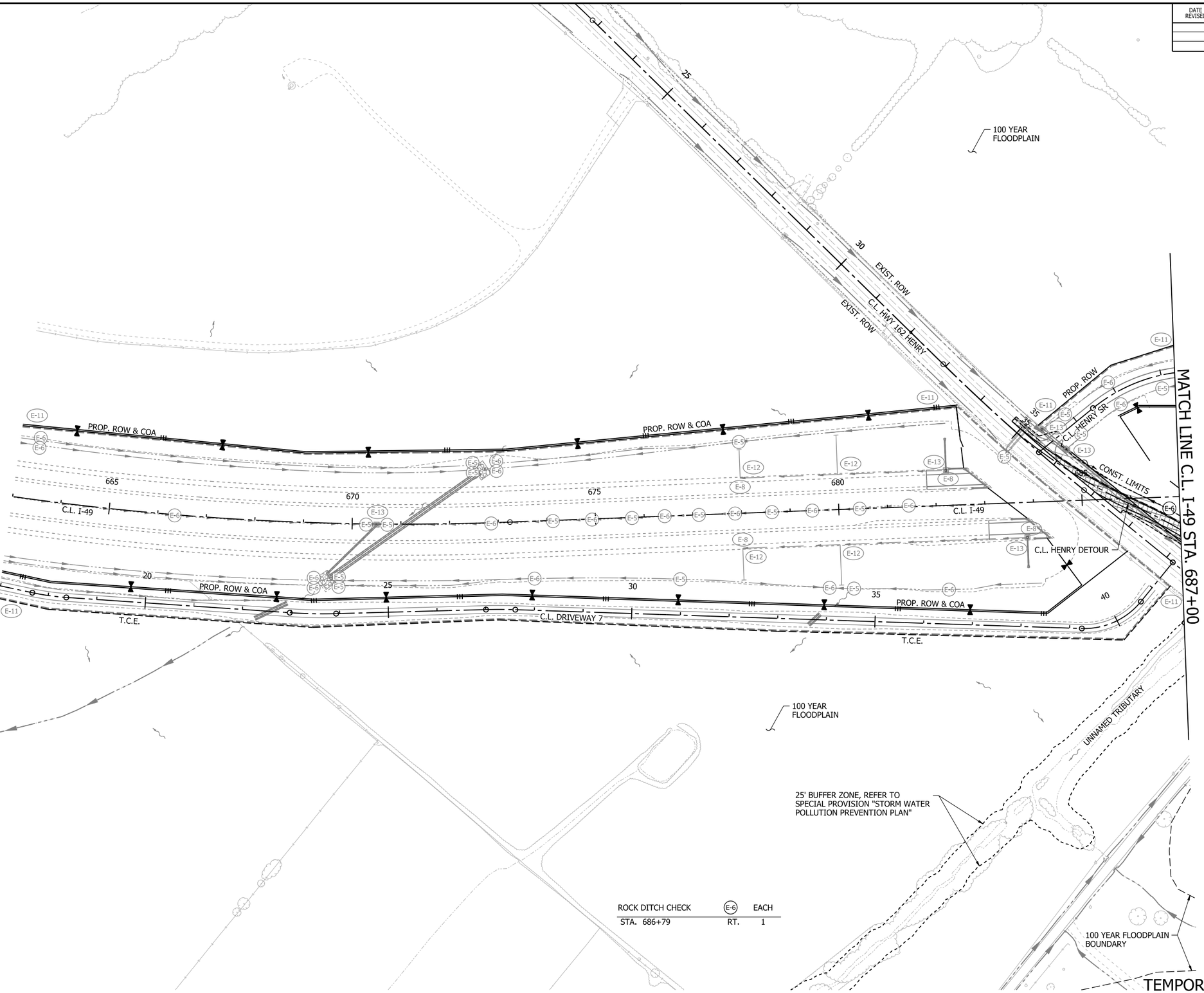
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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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
- SPECIAL DITCH PROFILE

NOTES:
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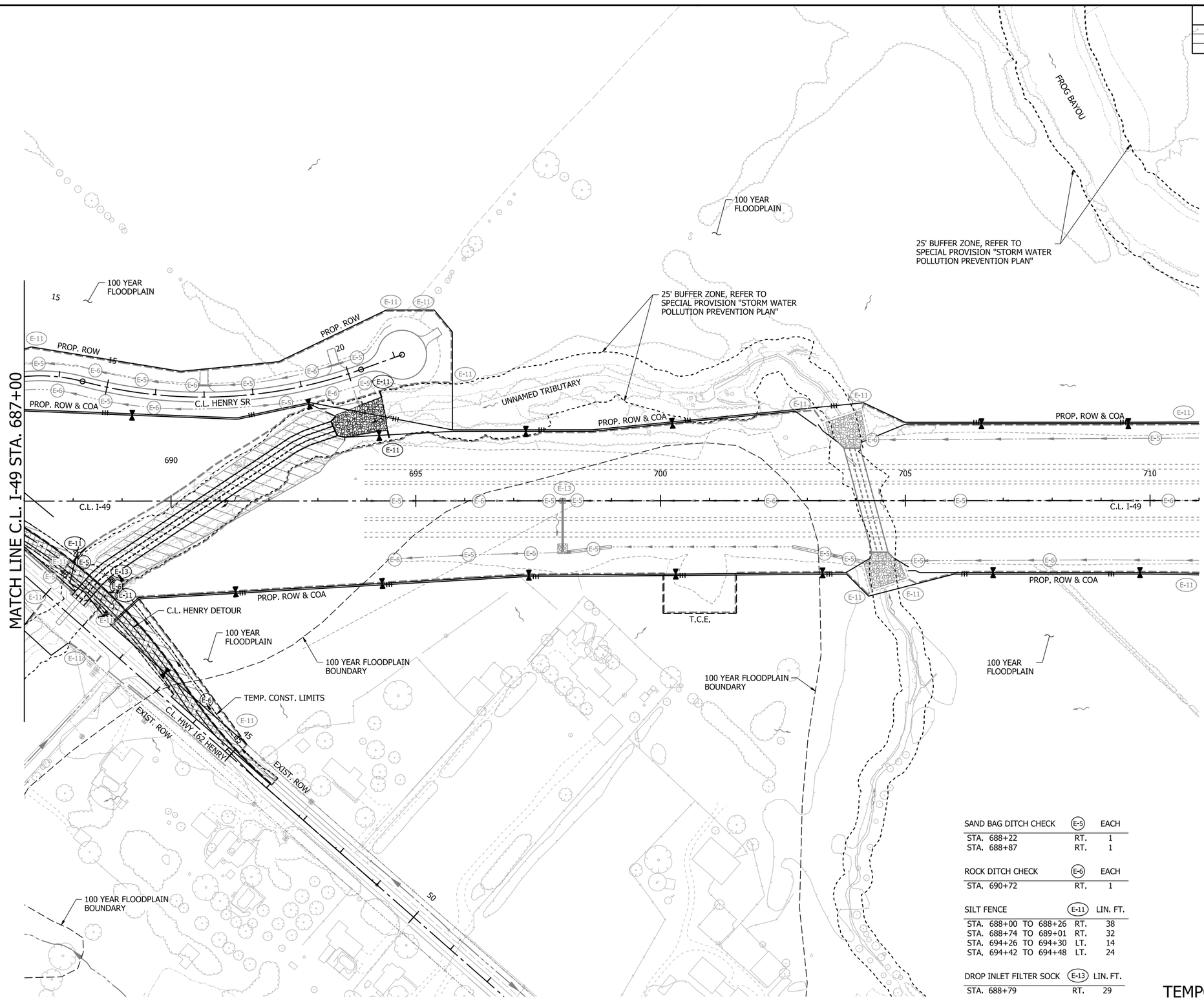
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 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")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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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 |

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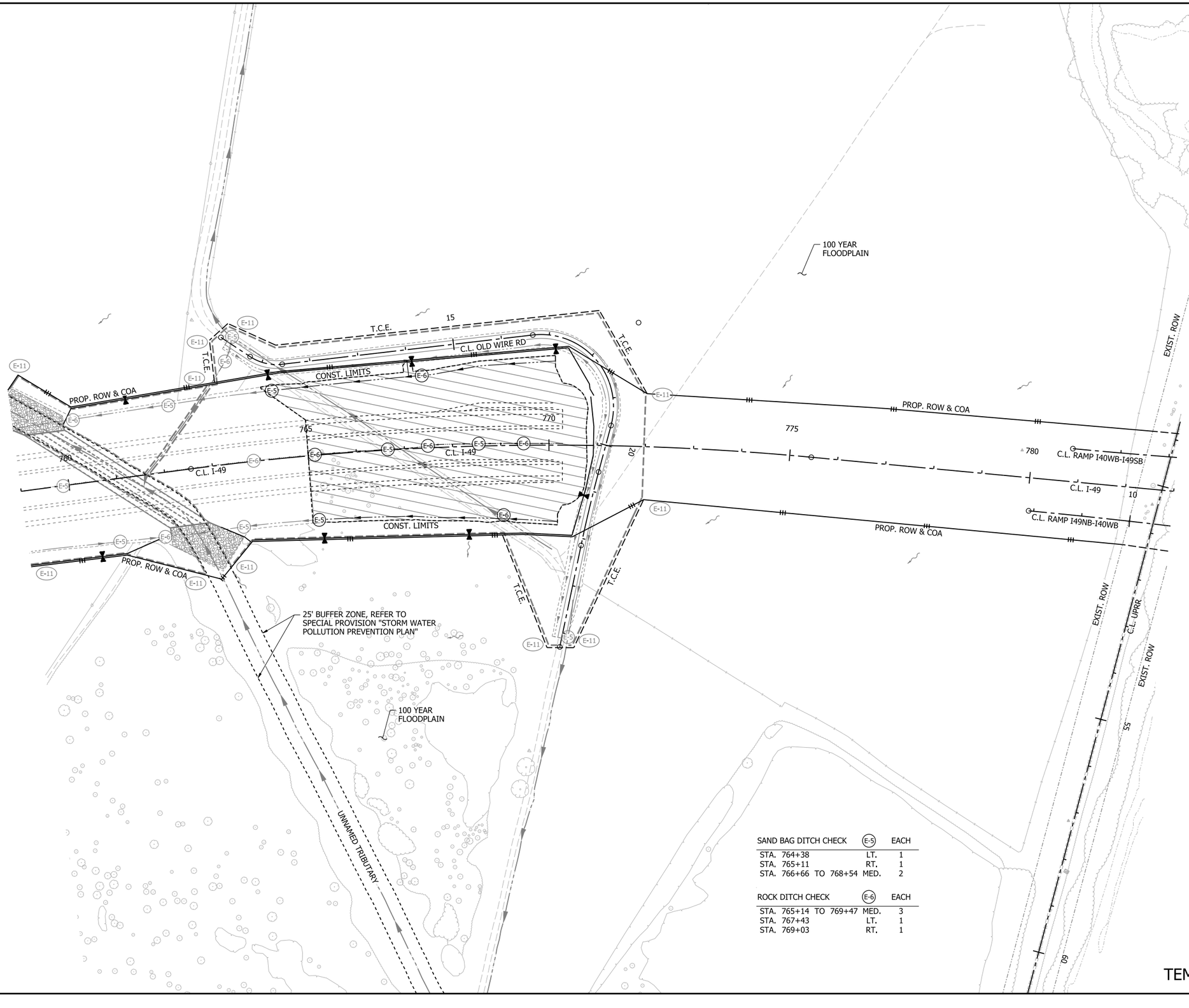
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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| | | 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
- (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. 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 |

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# 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")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE

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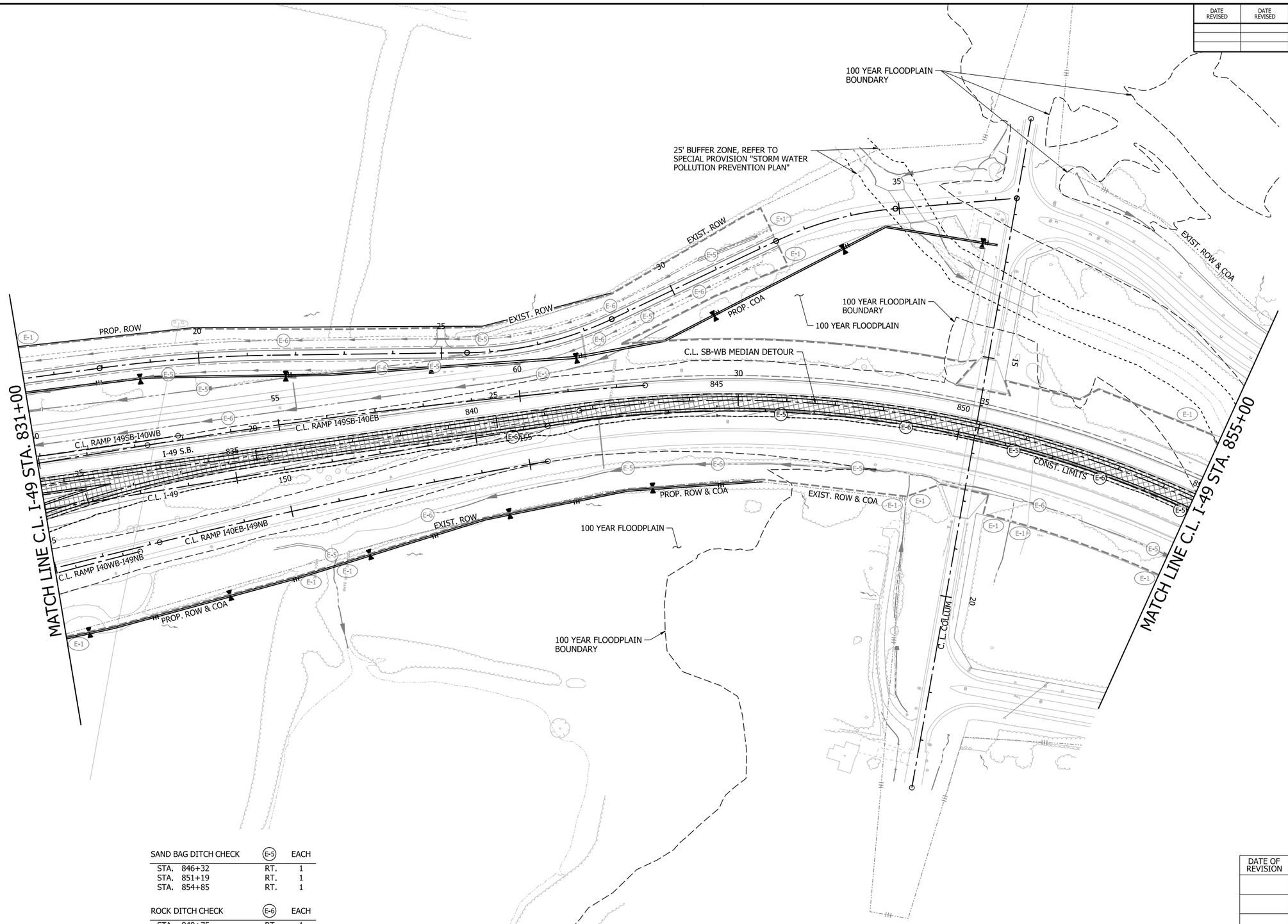
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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|---|---|---|---|---|---|---|
| | | 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 |
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# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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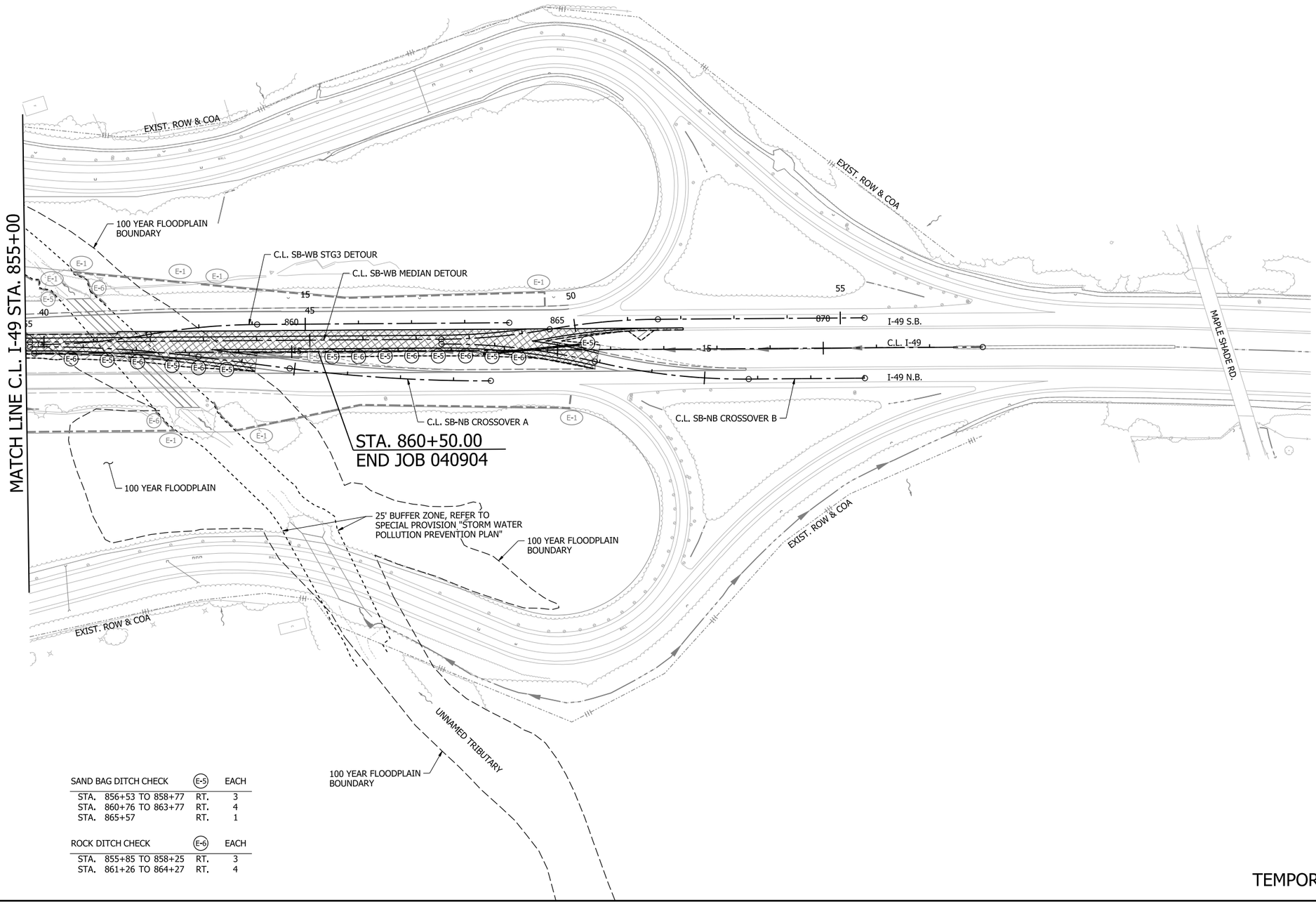
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 103 | 742 |

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
- (E-11) SILT FENCE
- (E-12) SLOPE DRAIN (12")
- (E-13) FILTER SOCK
- STANDARD DITCH GRADE
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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 |

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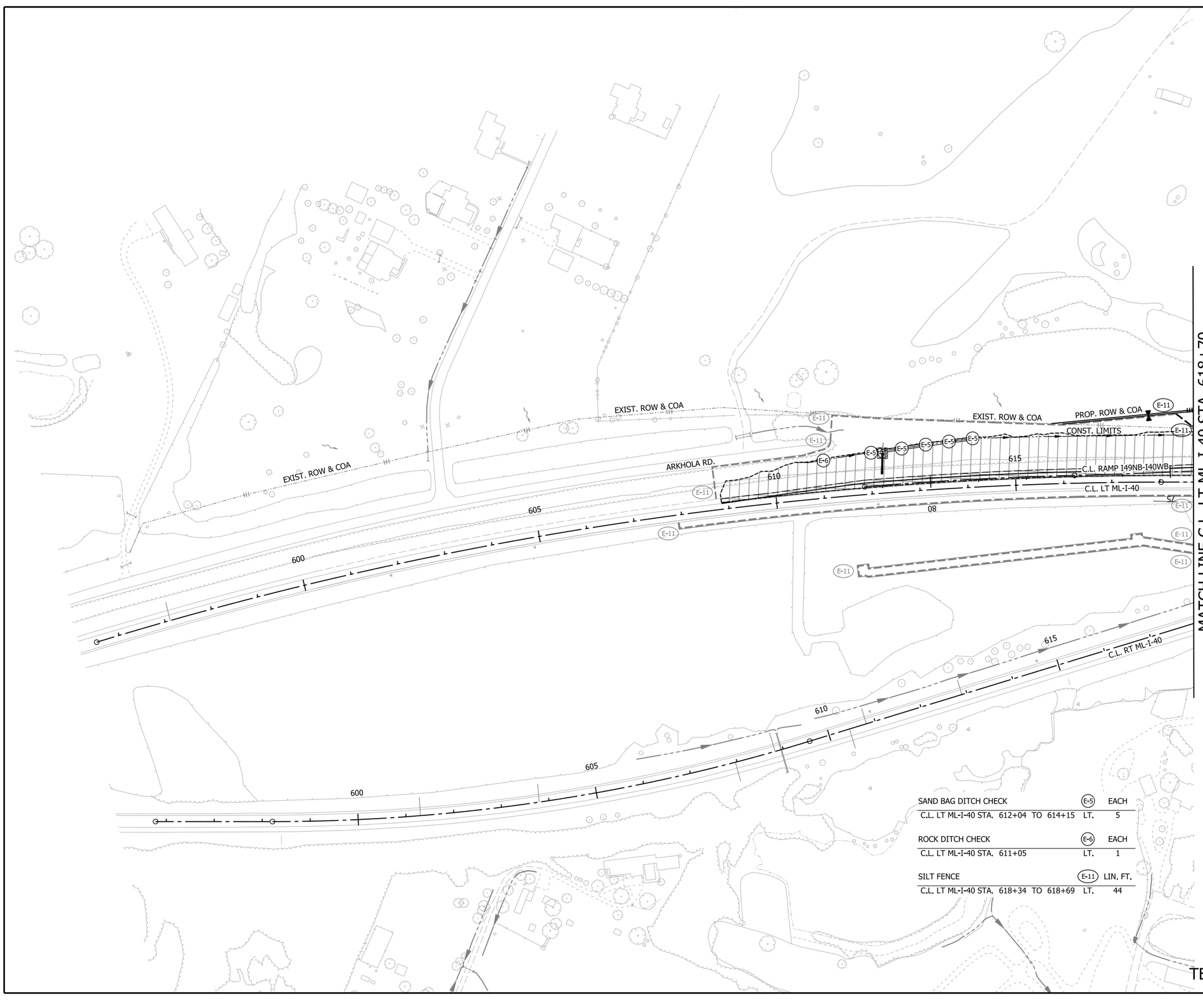
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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| | | 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
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
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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 |

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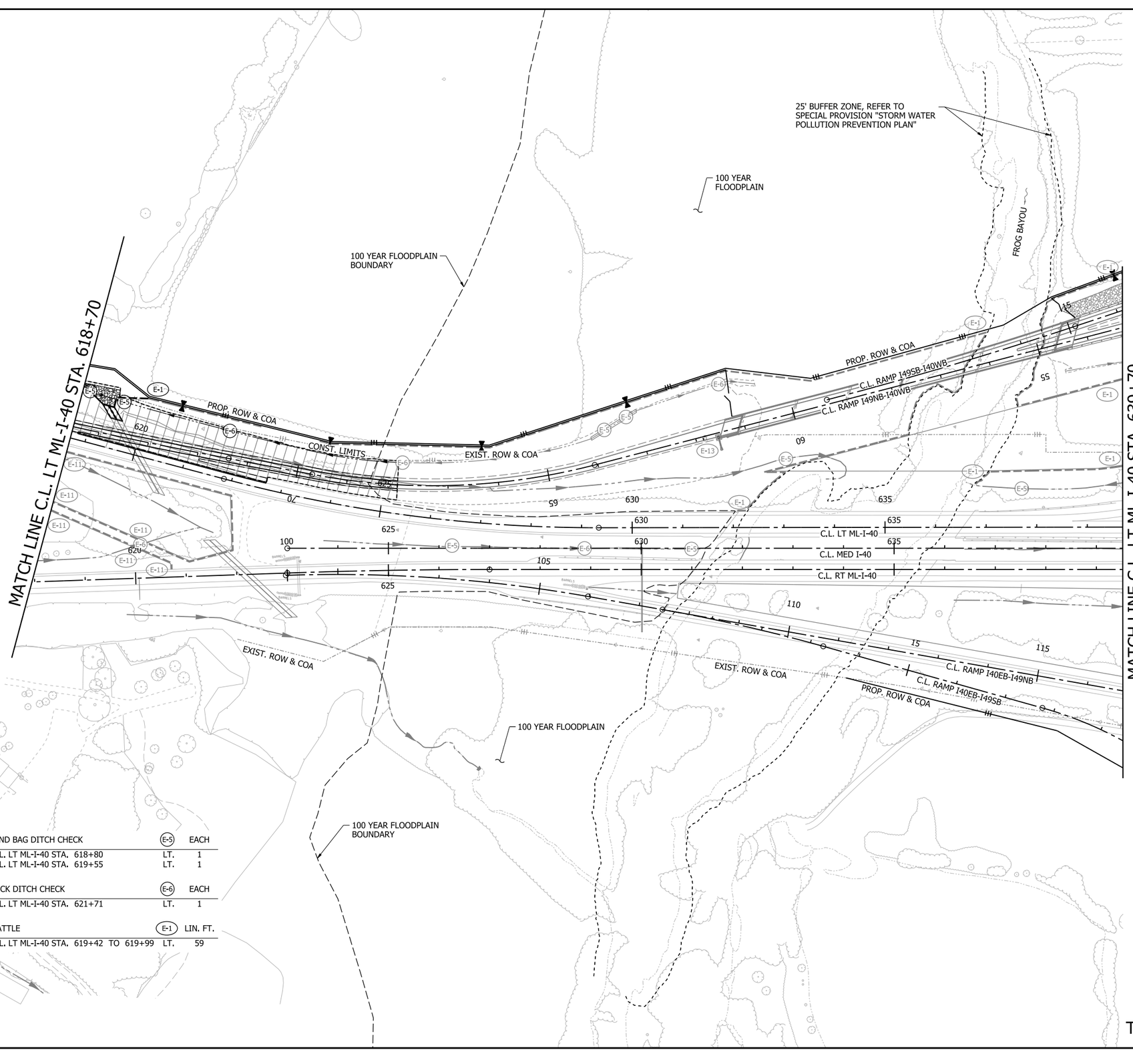
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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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")
- (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 |
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# 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 | 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 |

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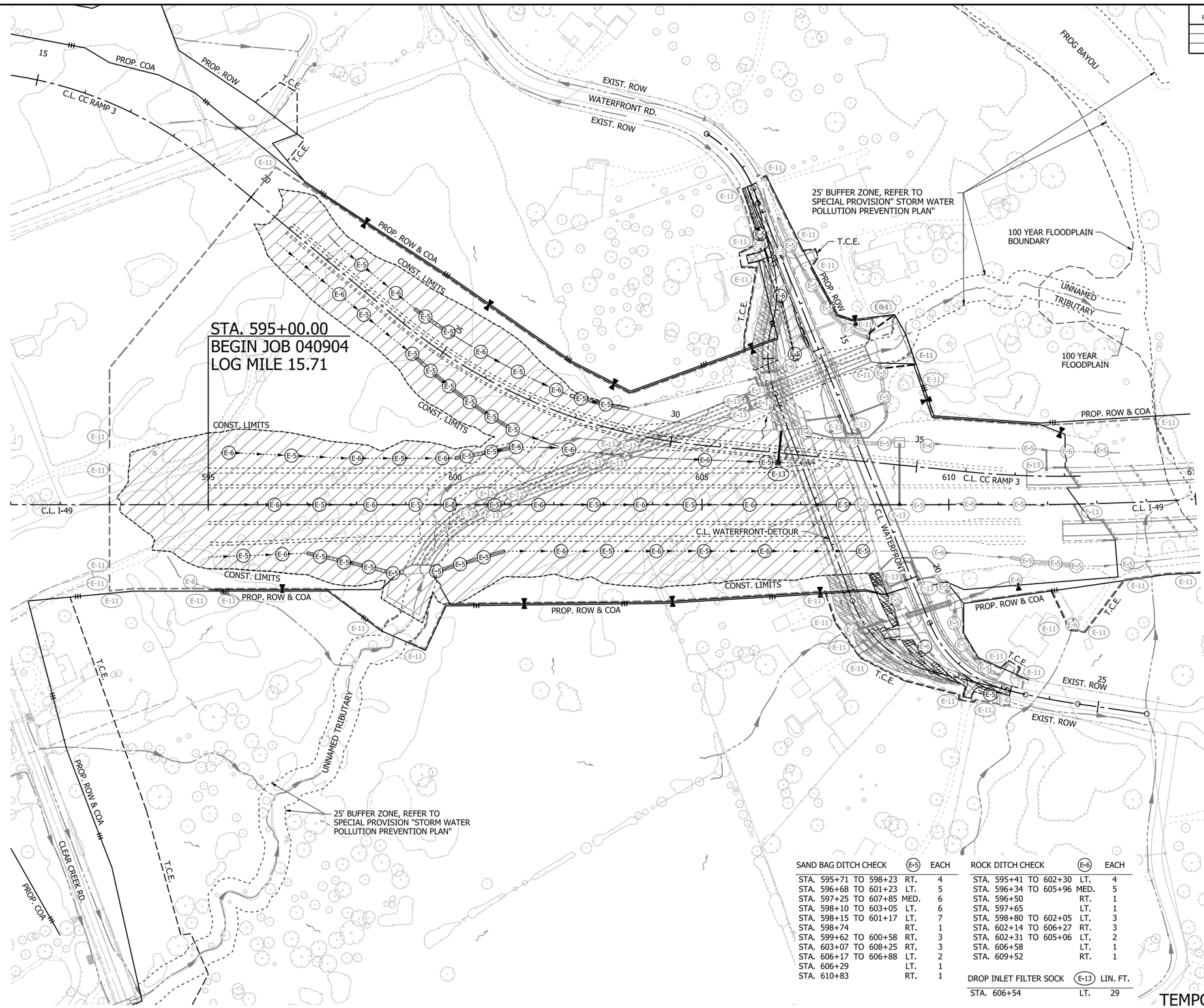
# STAGE 2
# TEMPORARY EROSION CONTROL DETAILS

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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.
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. 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 |
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# STAGE 3
# TEMPORARY EROSION CONTROL DETAILS

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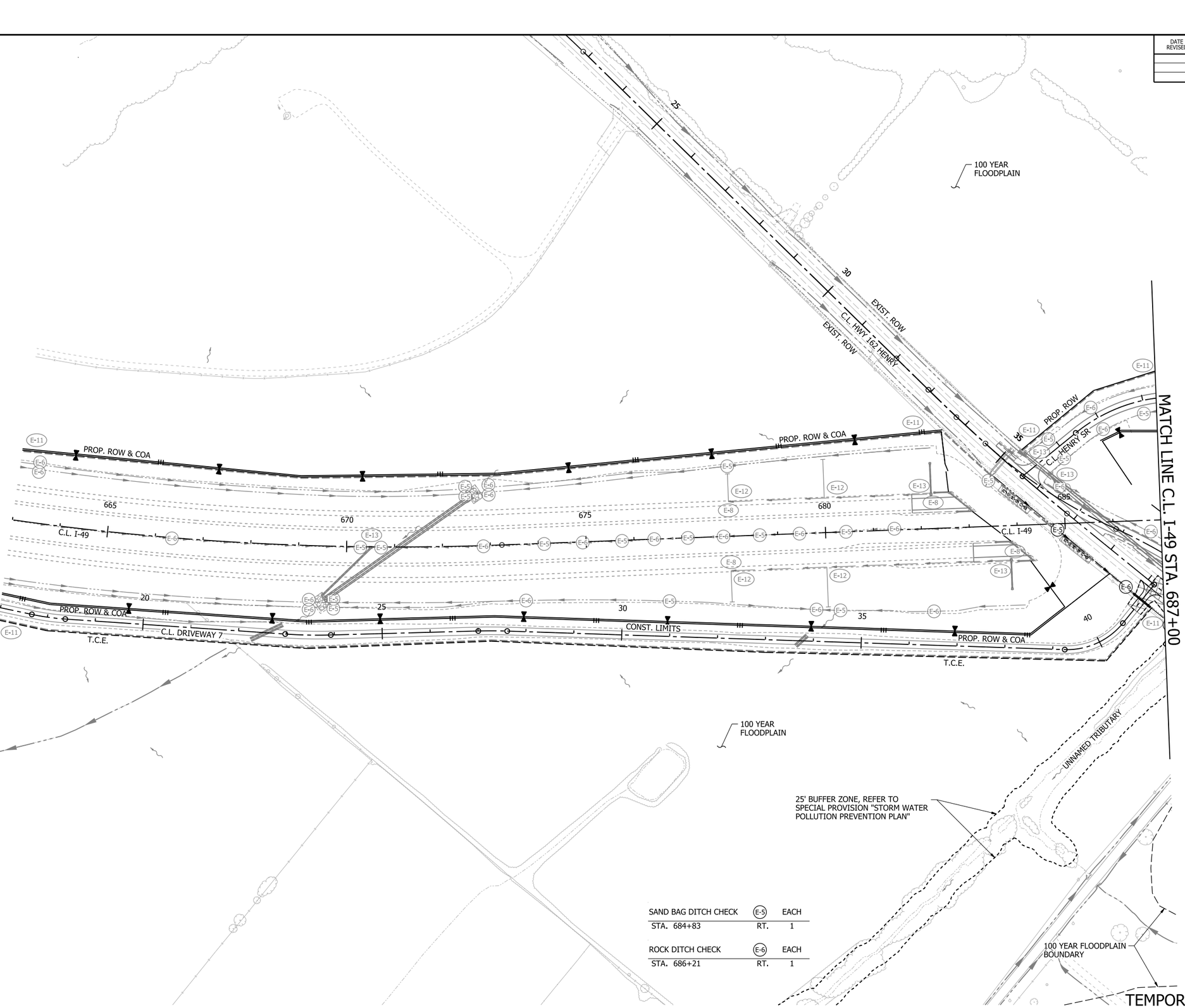
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| 6 | ARK. | 040904 | 108 | 742 |

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:
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| | | |
|---|---|---|
| SAND BAG DITCH CHECK | (E-5) | EACH |
| STA. 684+83 | RT. | 1 |
| ROCK DITCH CHECK | (E-6) | EACH |
| STA. 686+21 | RT. | 1 |

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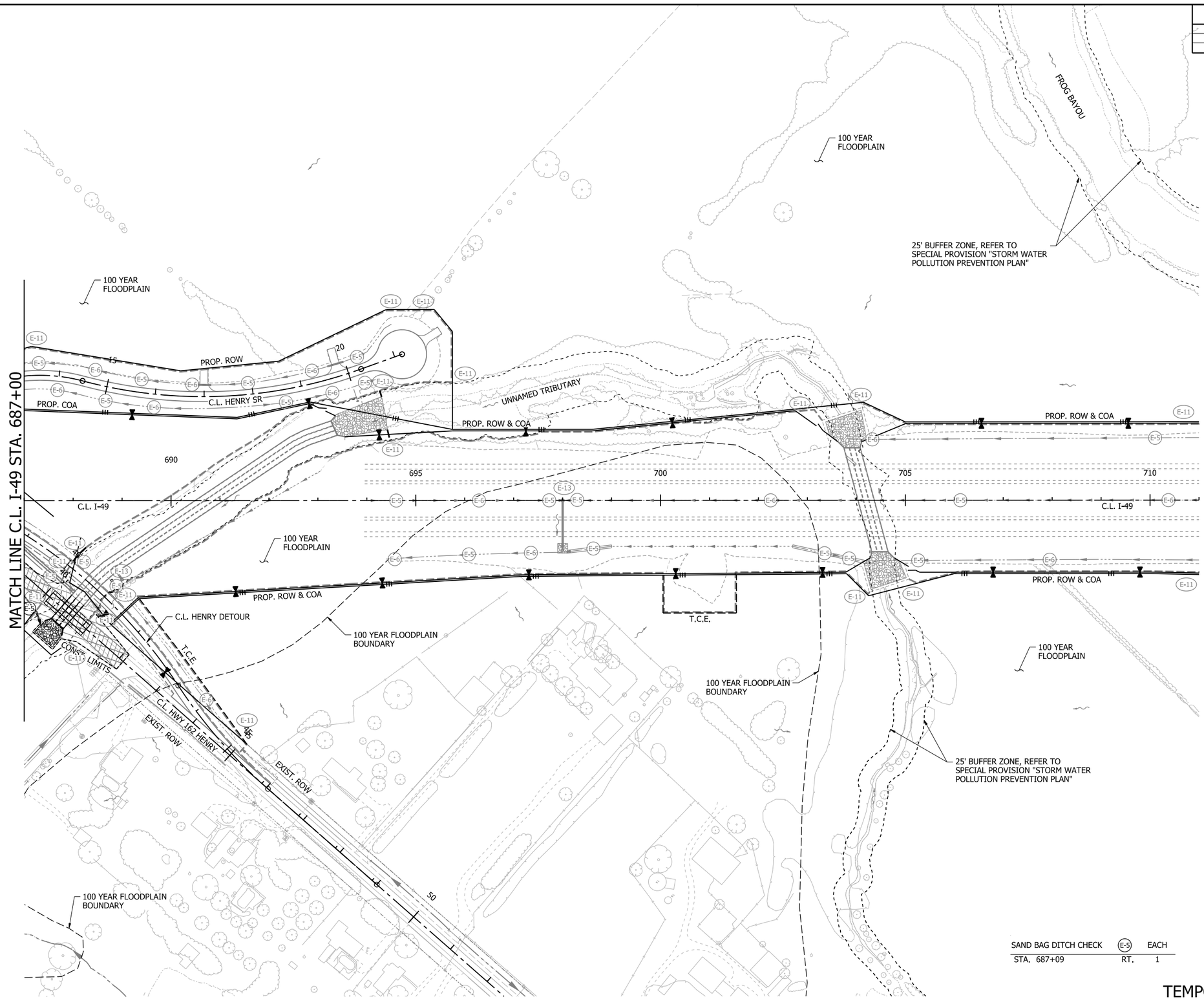
## STAGE 3
## TEMPORARY EROSION CONTROL DETAILS

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| | | 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 |

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# STAGE 3
# TEMPORARY EROSION CONTROL DETAILS

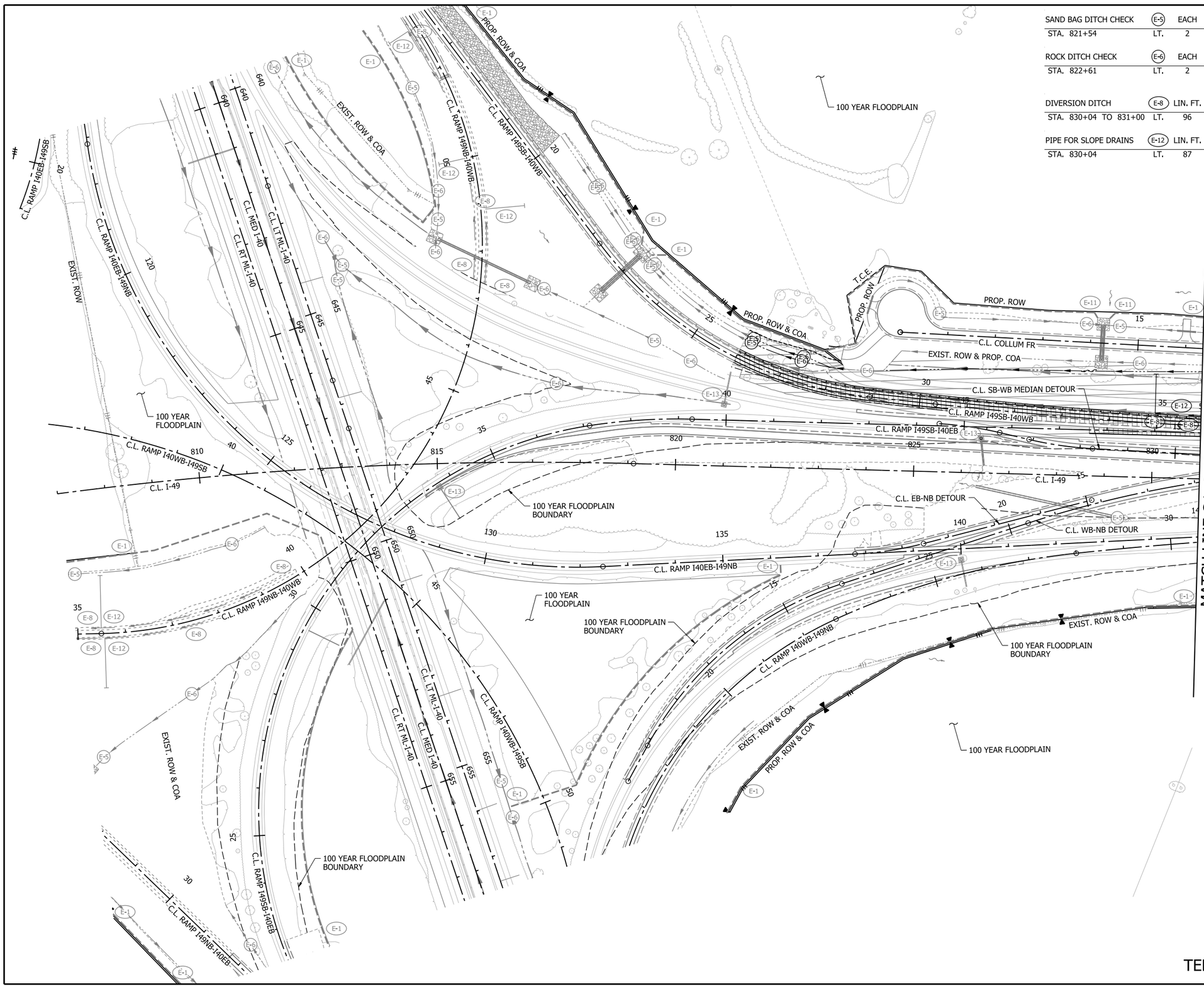
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| | | |
|---|---|---|
| SAND BAG DITCH CHECK | E-5 | EACH |
| STA. 821+54 | LT. | 2 |
| ROCK DITCH CHECK | E-6 | EACH |
| STA. 822+61 | LT. | 2 |
| DIVERSION DITCH | E-8 | LIN. FT. |
| STA. 830+04 TO 831+00 | LT. | 96 |
| PIPE FOR SLOPE DRAINS | E-12 | LIN. FT. |
| STA. 830+04 | LT. | 87 |

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| | | 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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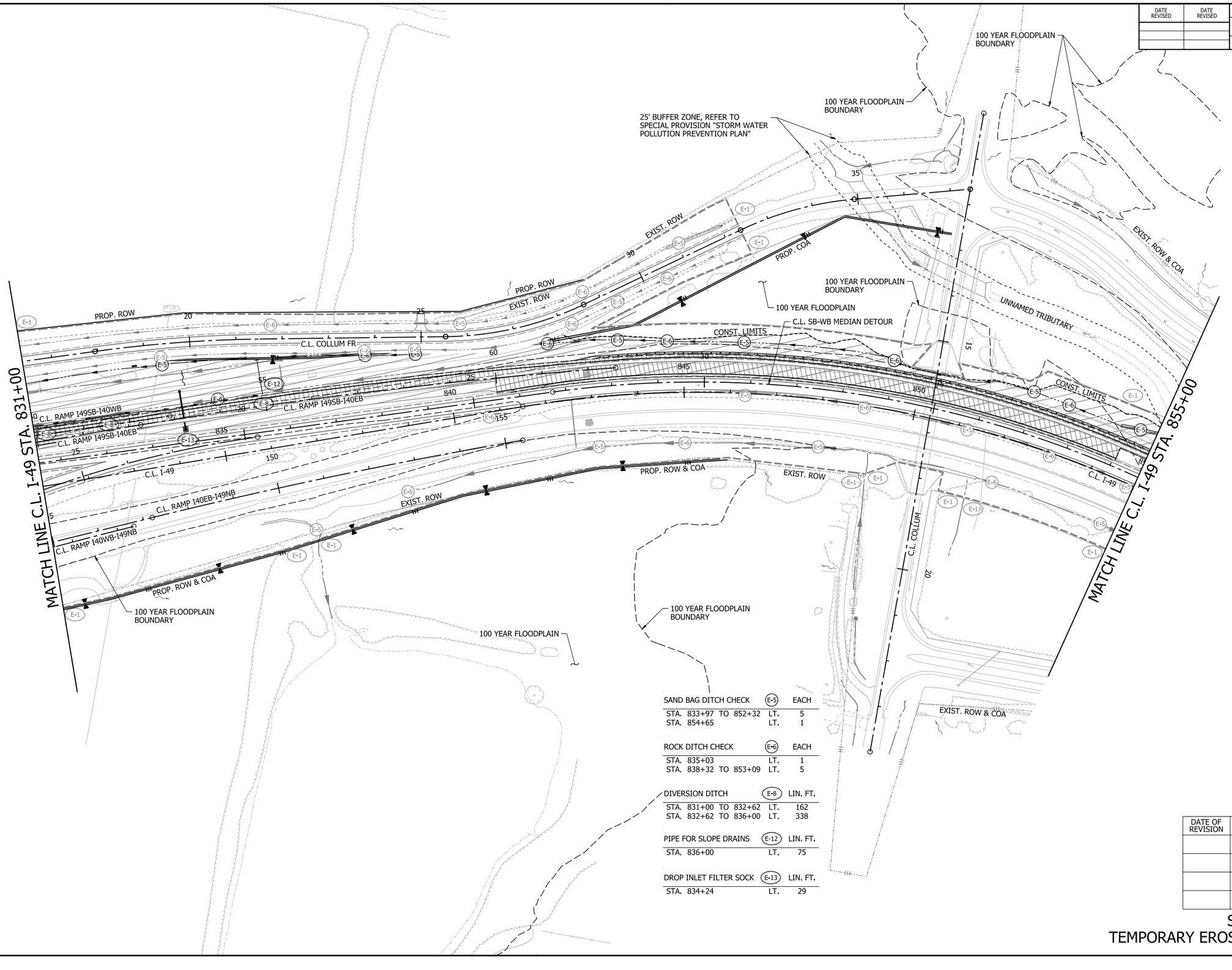
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# STAGE 3
# TEMPORARY EROSION CONTROL DETAILS

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

NOTES:
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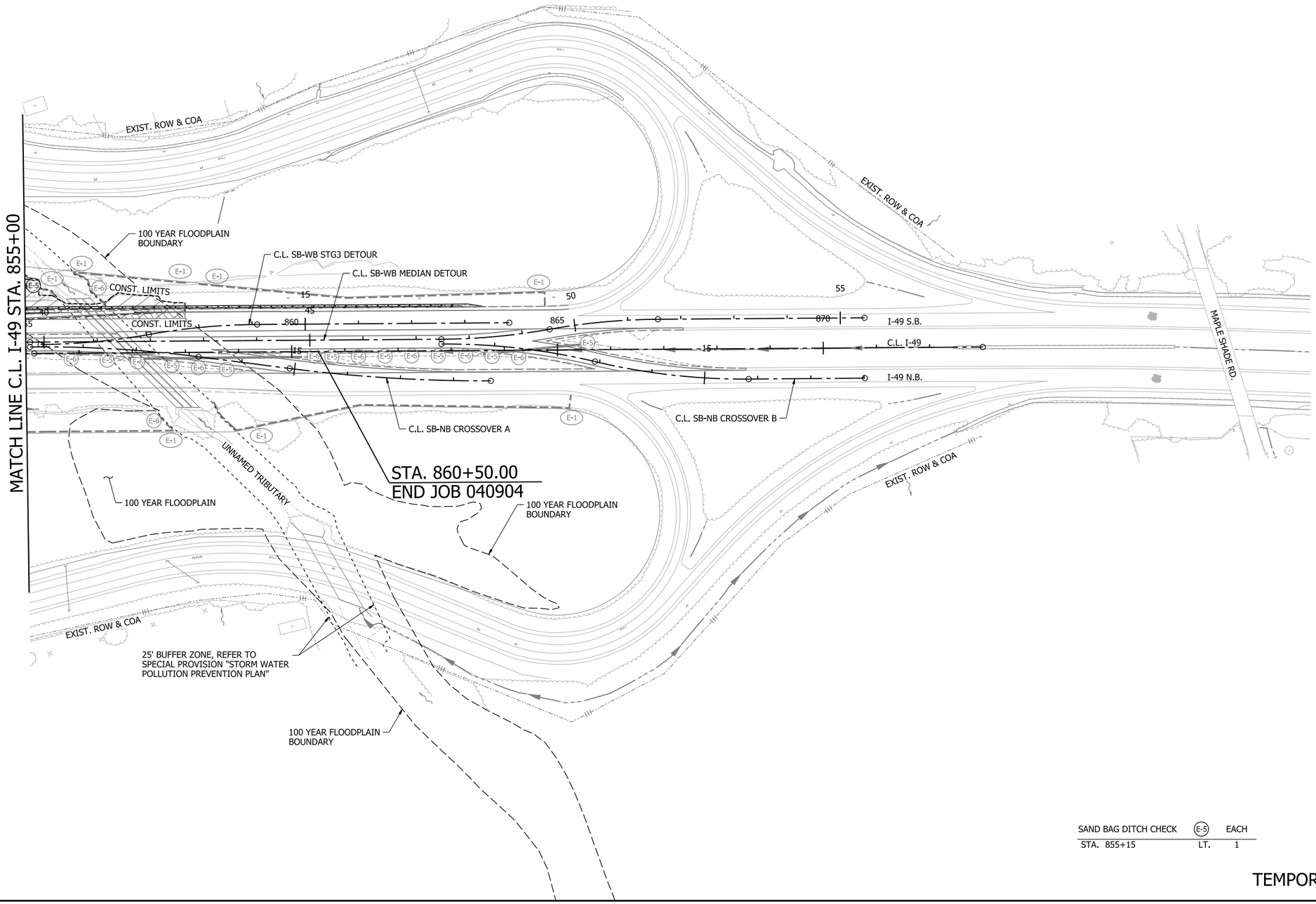
# STAGE 3
# TEMPORARY EROSION CONTROL DETAILS

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

NOTES:
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| SAND BAG DITCH CHECK | (E-5) | EACH |
|---|---|---|
| STA. 855+15 | LT. | 1 |

| DATE OF REVISION | REVISIONS |
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# STAGE 3
# TEMPORARY EROSION CONTROL DETAILS

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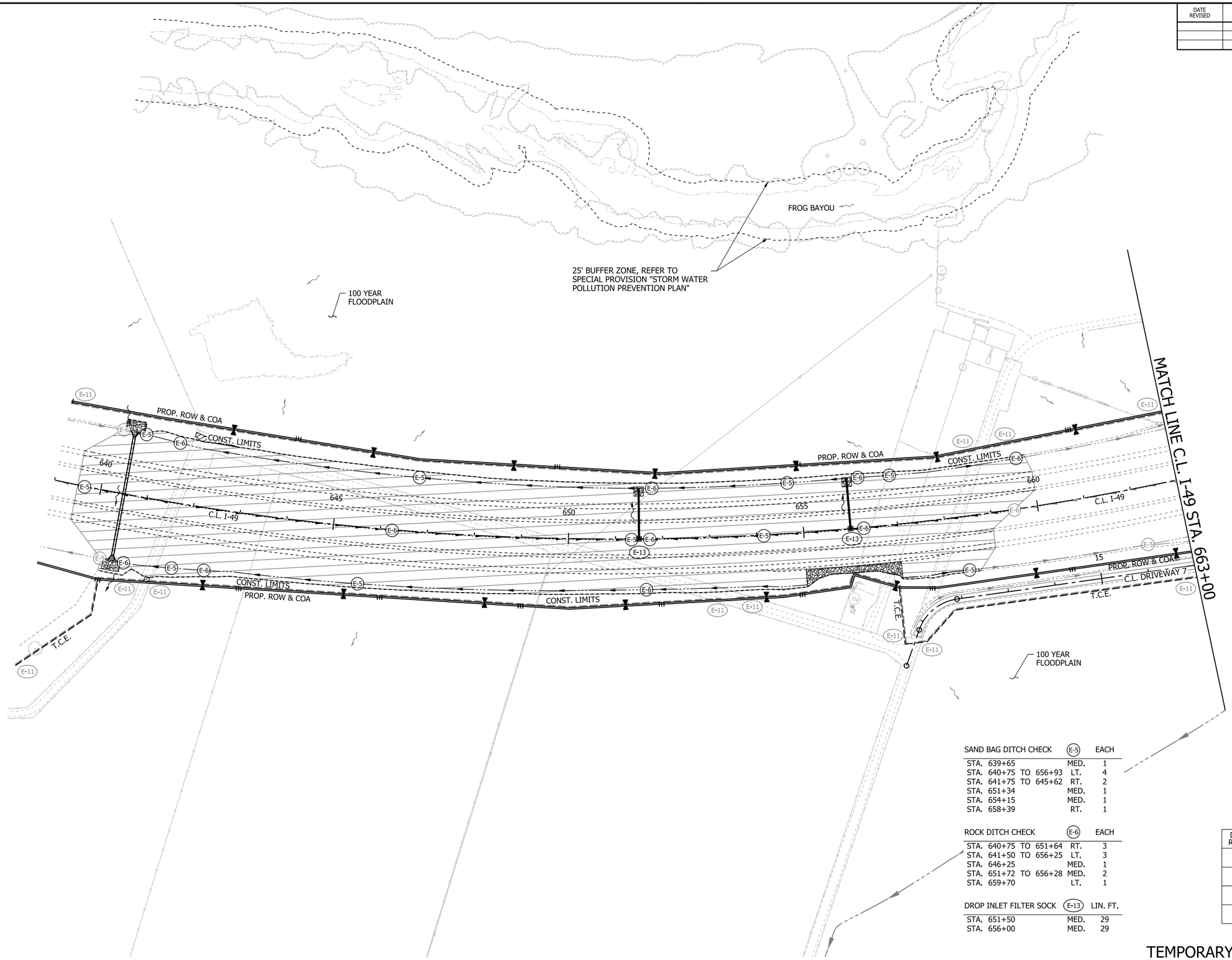
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| 6 | ARK. | 040904 | 113 | 742 |

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 |

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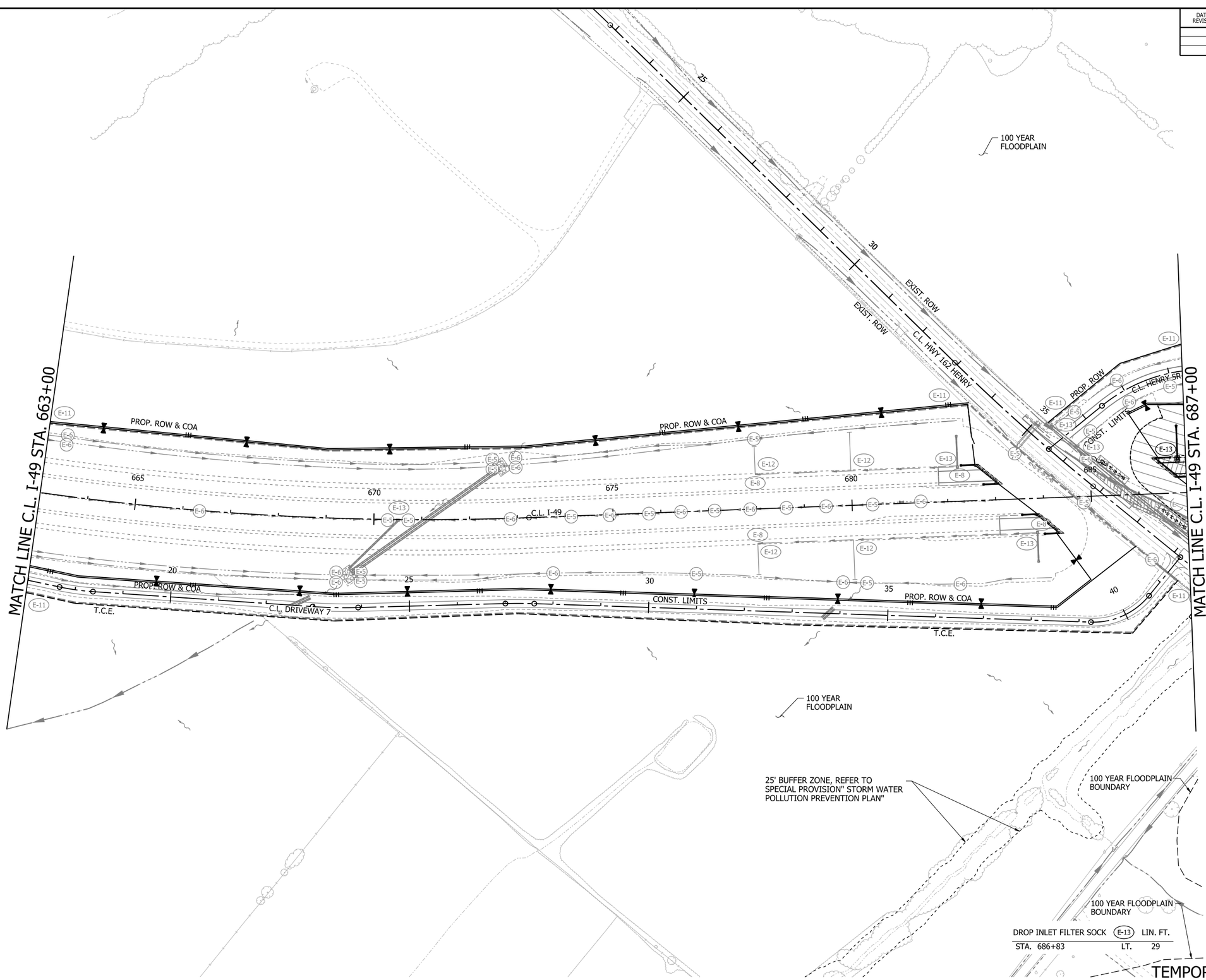
# STAGE 4
# TEMPORARY EROSION CONTROL DETAILS

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

| DROP INLET FILTER SOCK | (E-13) | LIN. FT. |
|---|---|---|
| STA. 686+83 | LT. | 29 |

| DATE OF REVISION | REVISIONS |
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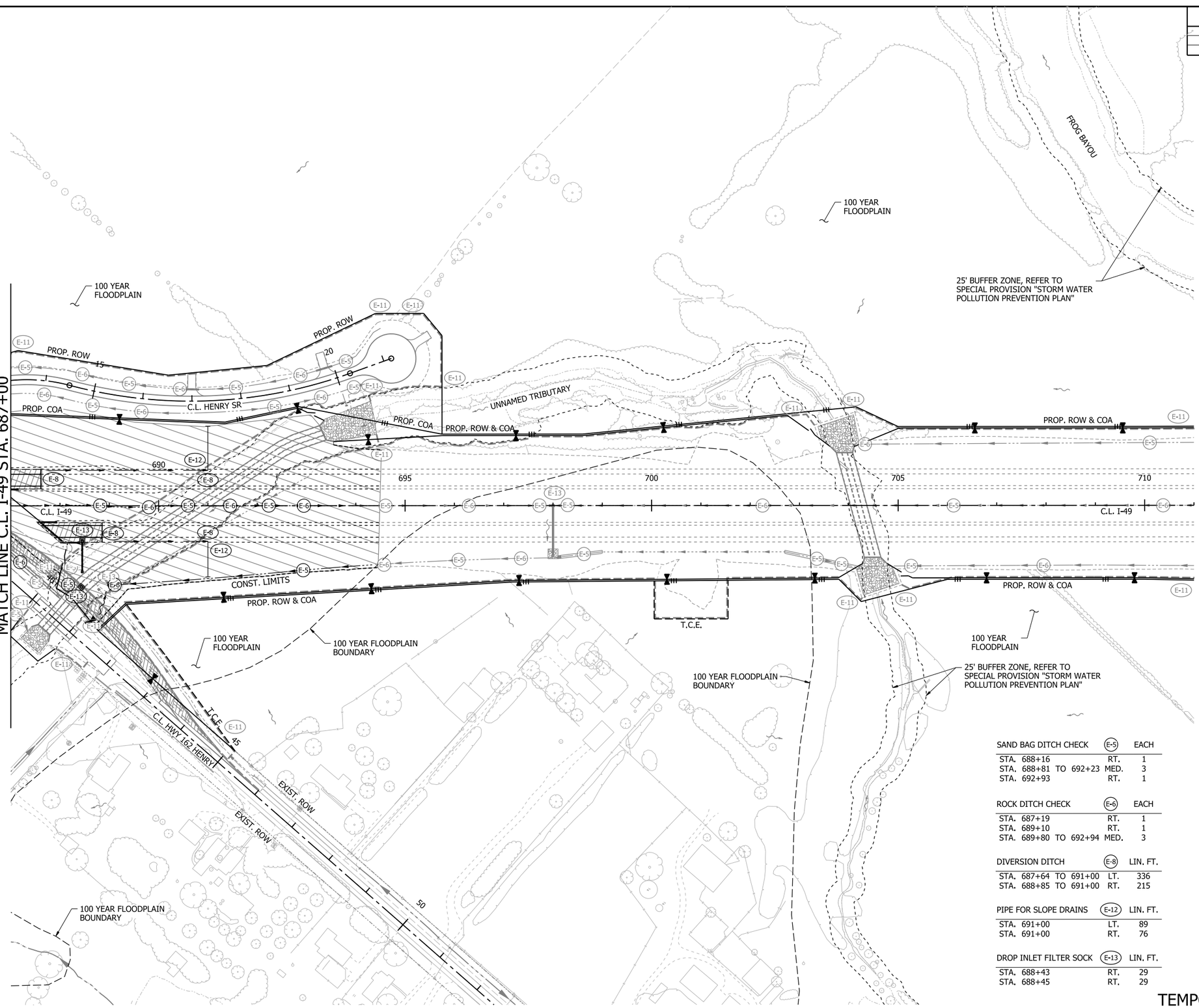
# STAGE 4
# TEMPORARY EROSION CONTROL DETAILS

4/30/2026 7:33:32 AM
R040904_05E_EC_ST4_004.dgn

| 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:
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 |
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# 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

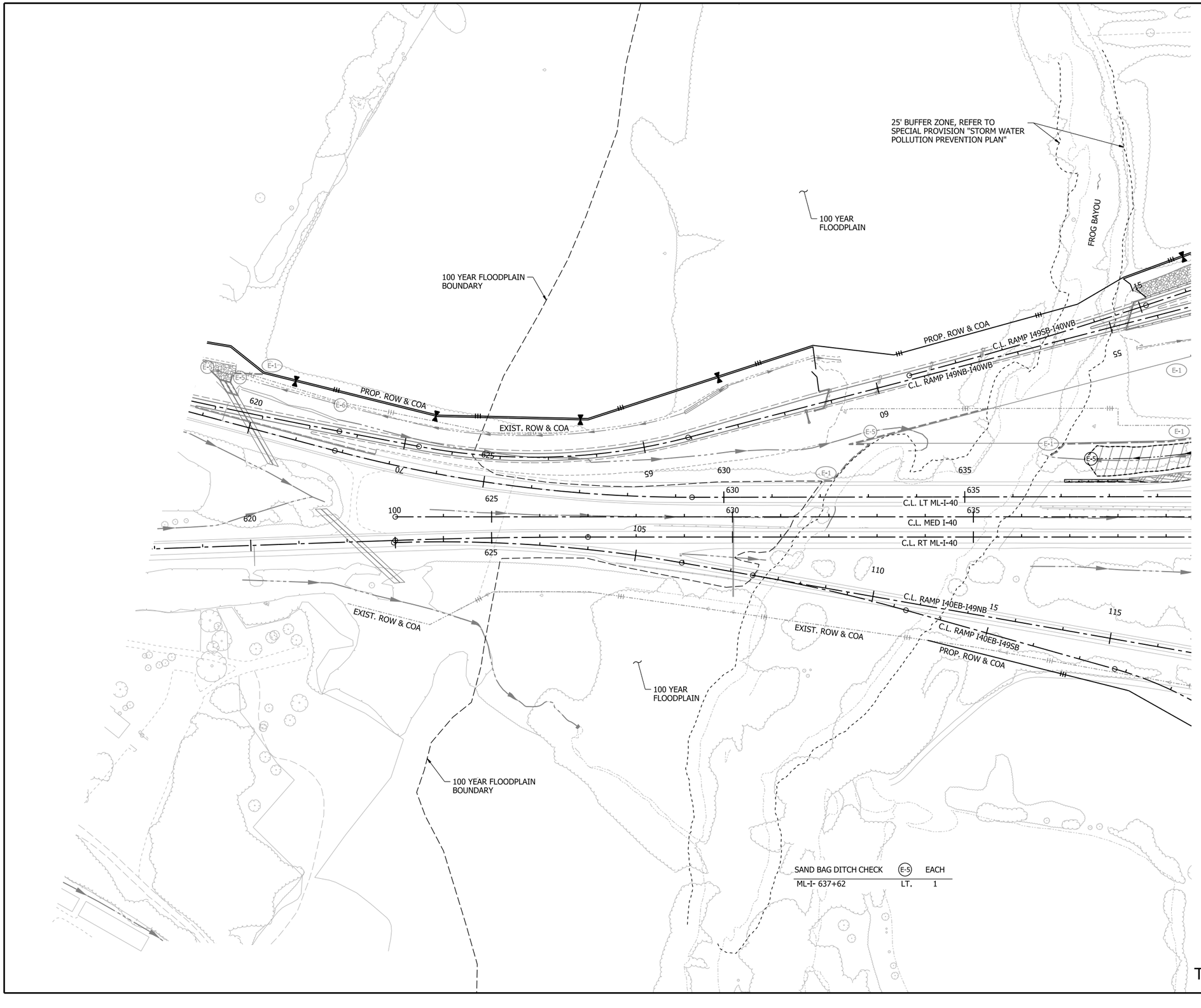
NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.

| DATE OF REVISION | REVISIONS |
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# 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 |
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# STAGE 4
# TEMPORARY EROSION CONTROL DETAILS

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| 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.

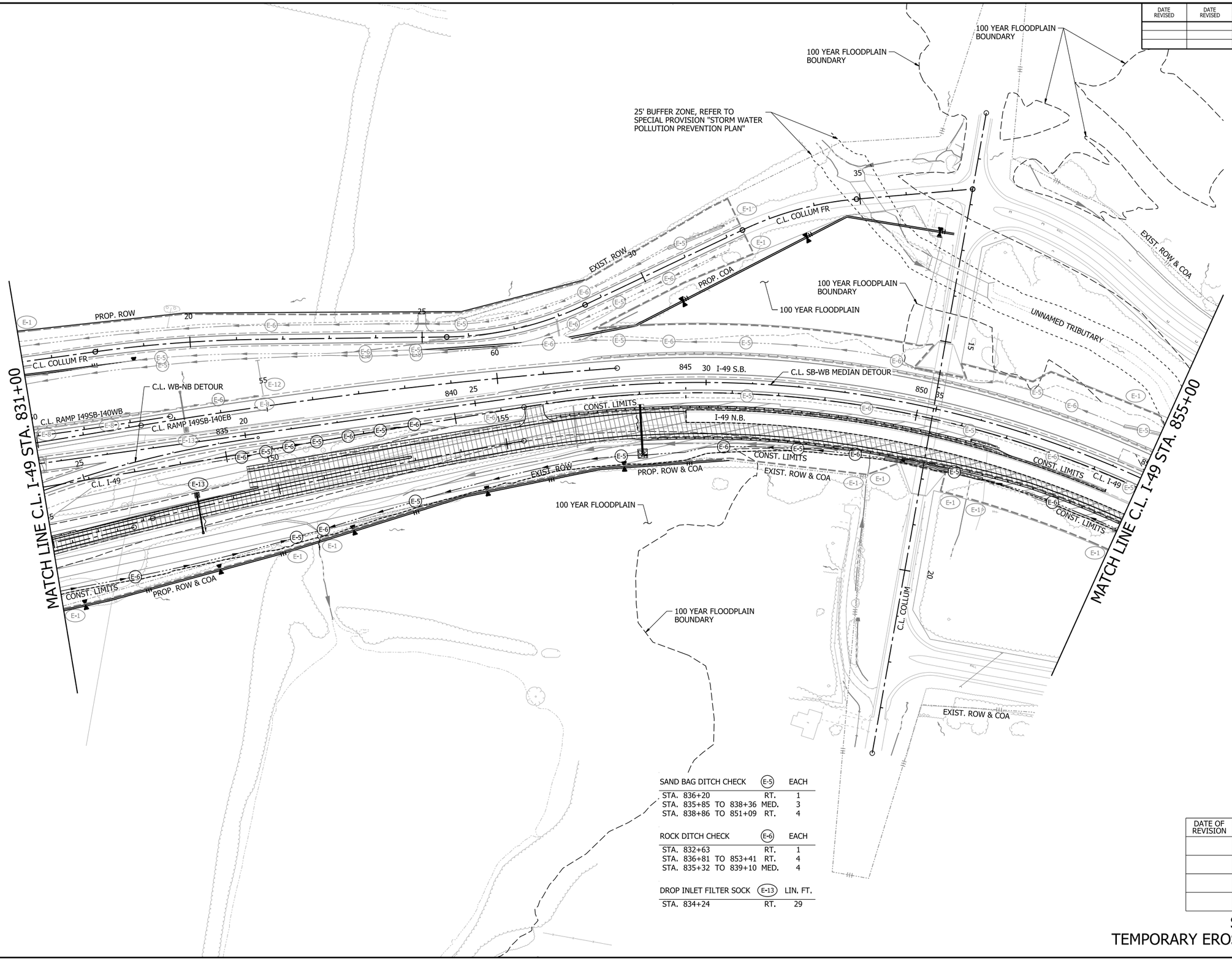
| DATE OF REVISION | REVISIONS |
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# STAGE 5
# TEMPORARY EROSION CONTROL DETAILS

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 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 |

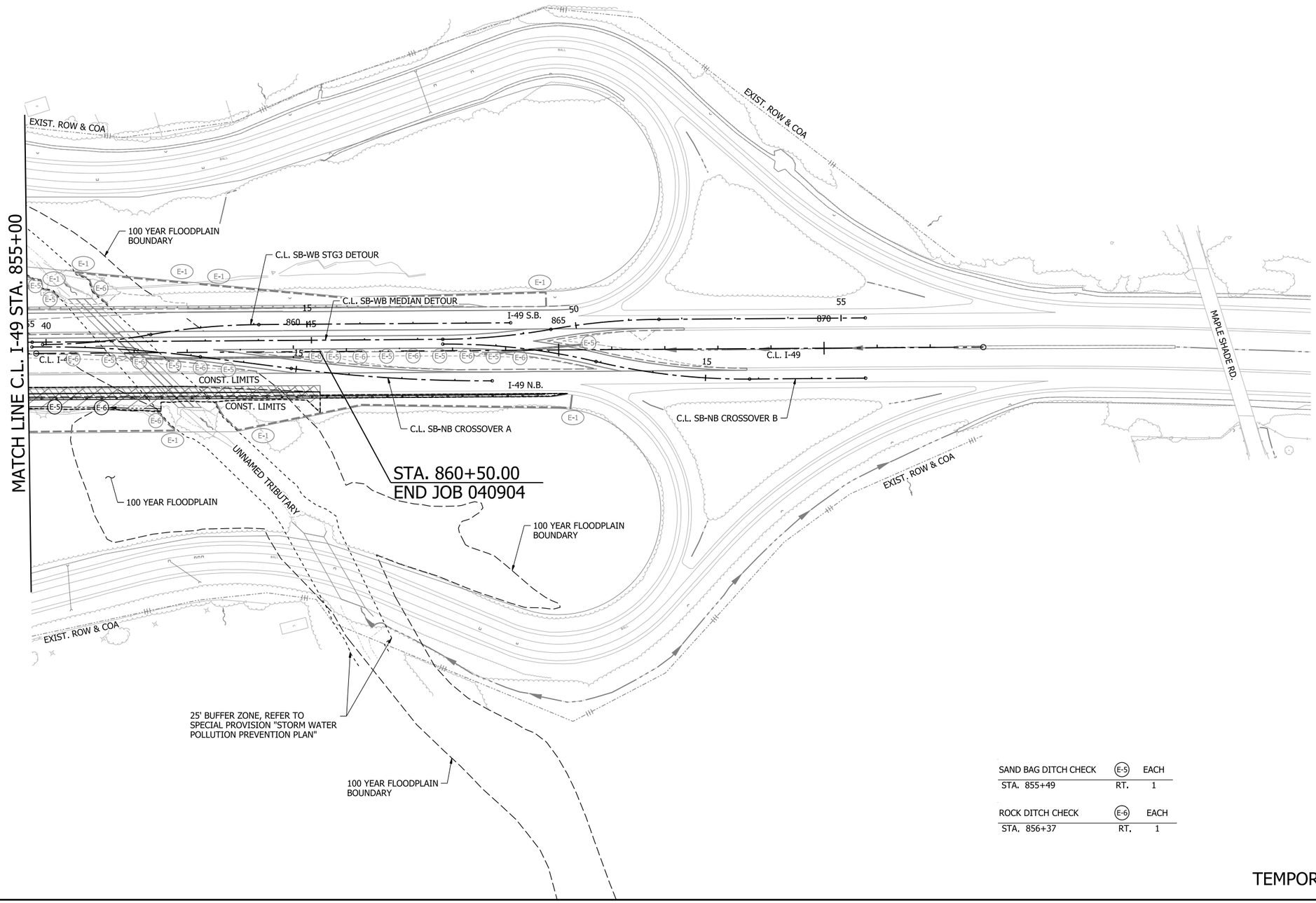
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# STAGE 5
# TEMPORARY EROSION CONTROL DETAILS

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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 |
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# STAGE 5
# TEMPORARY EROSION CONTROL DETAILS

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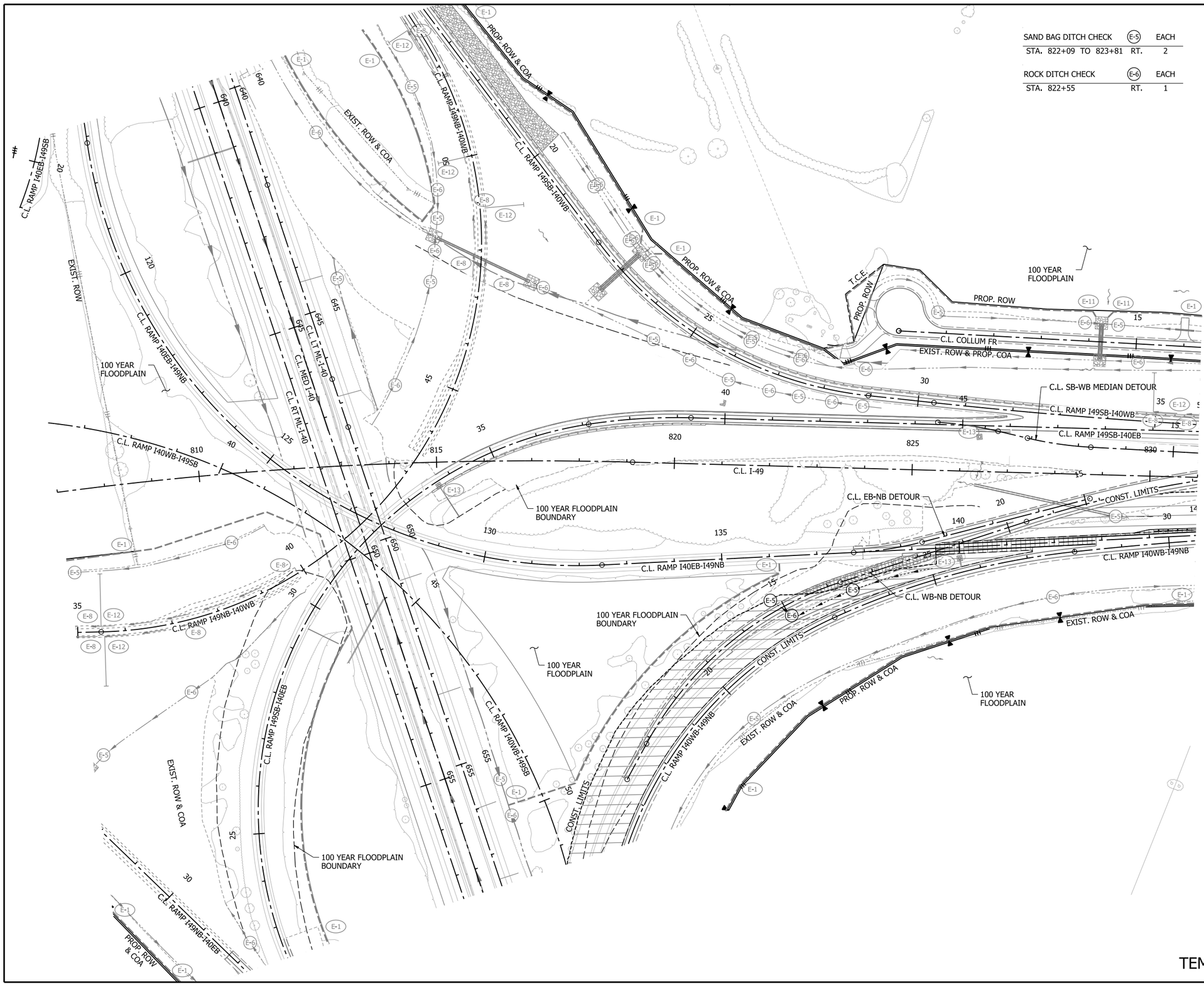
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 121 | 742 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

| 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.

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# STAGE 6
# TEMPORARY EROSION CONTROL DETAILS

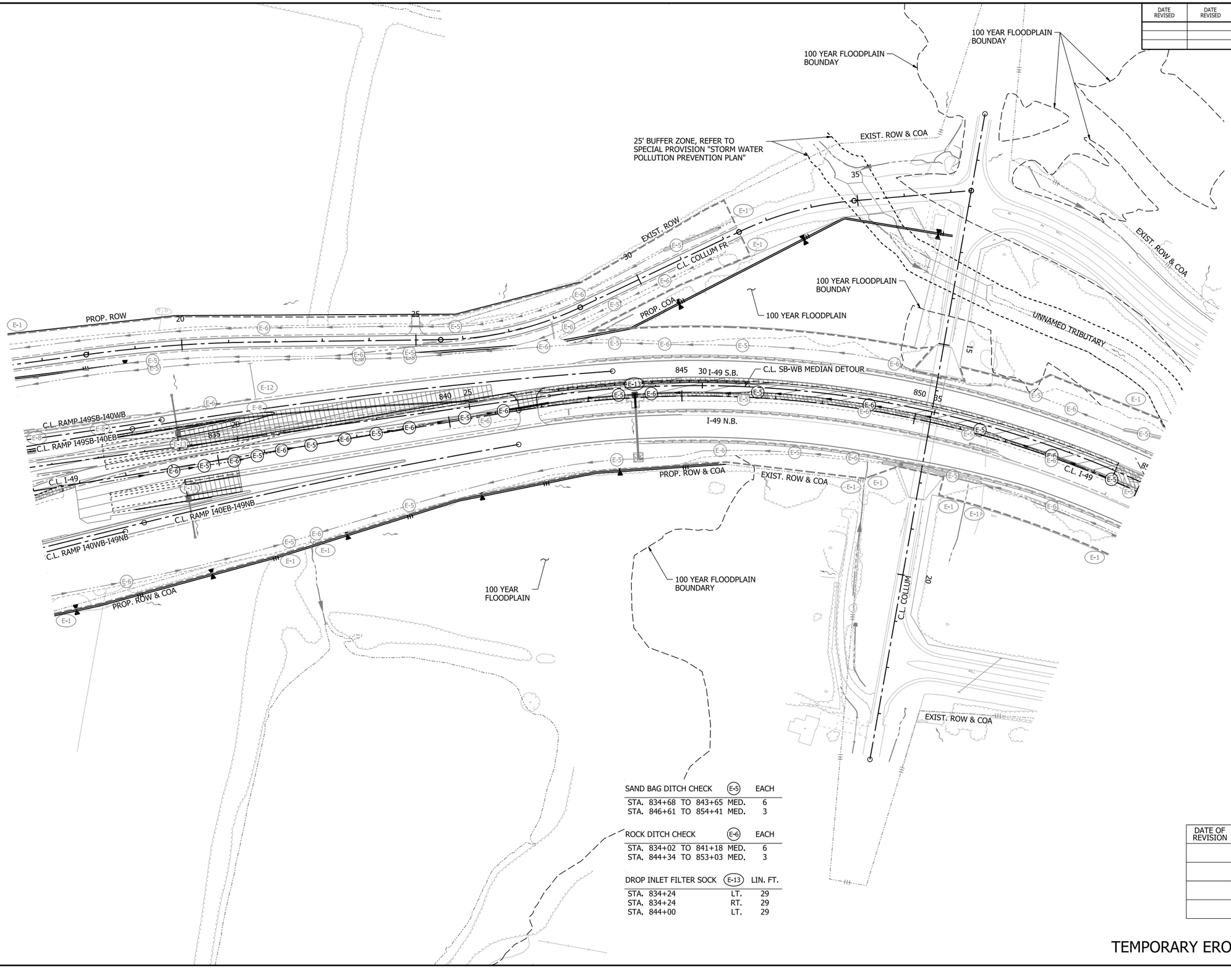
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| DATE REVISED | DATE REVISED |
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 122 | 742 |

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.

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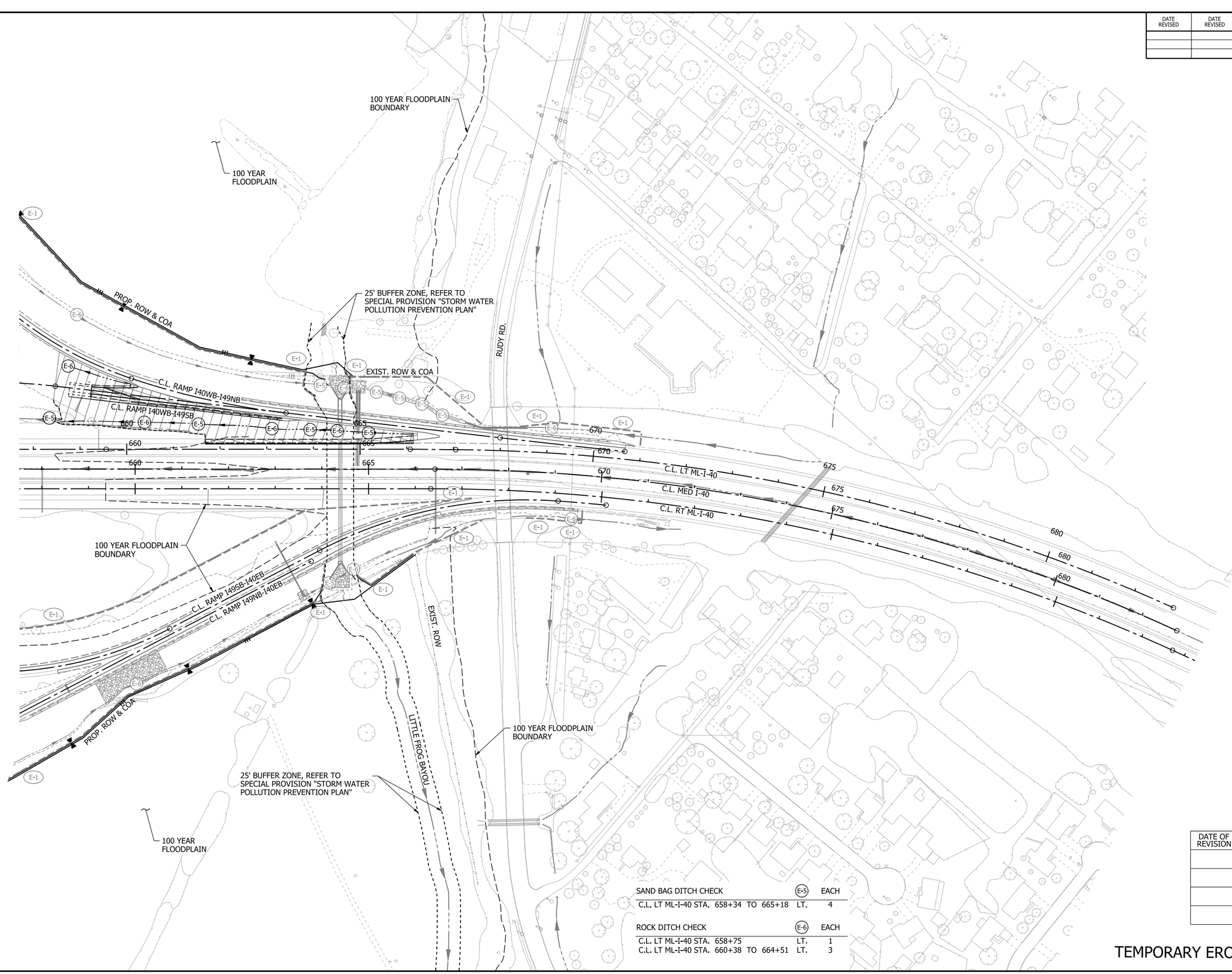
STAGE 7
TEMPORARY EROSION CONTROL DETAILS

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 |
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| | | 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 |

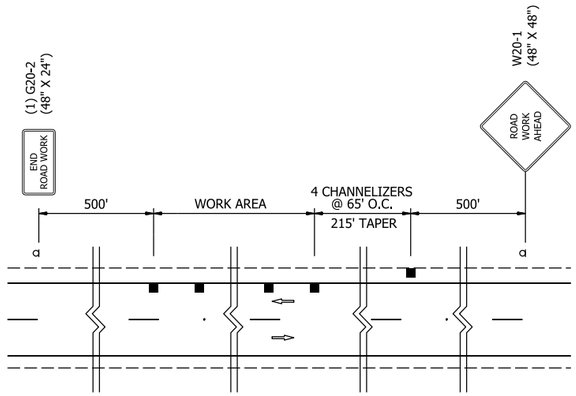
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# STAGE 7
# TEMPORARY EROSION CONTROL DETAILS

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 |
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| | | 6 | ARK. | 040904 | 126 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

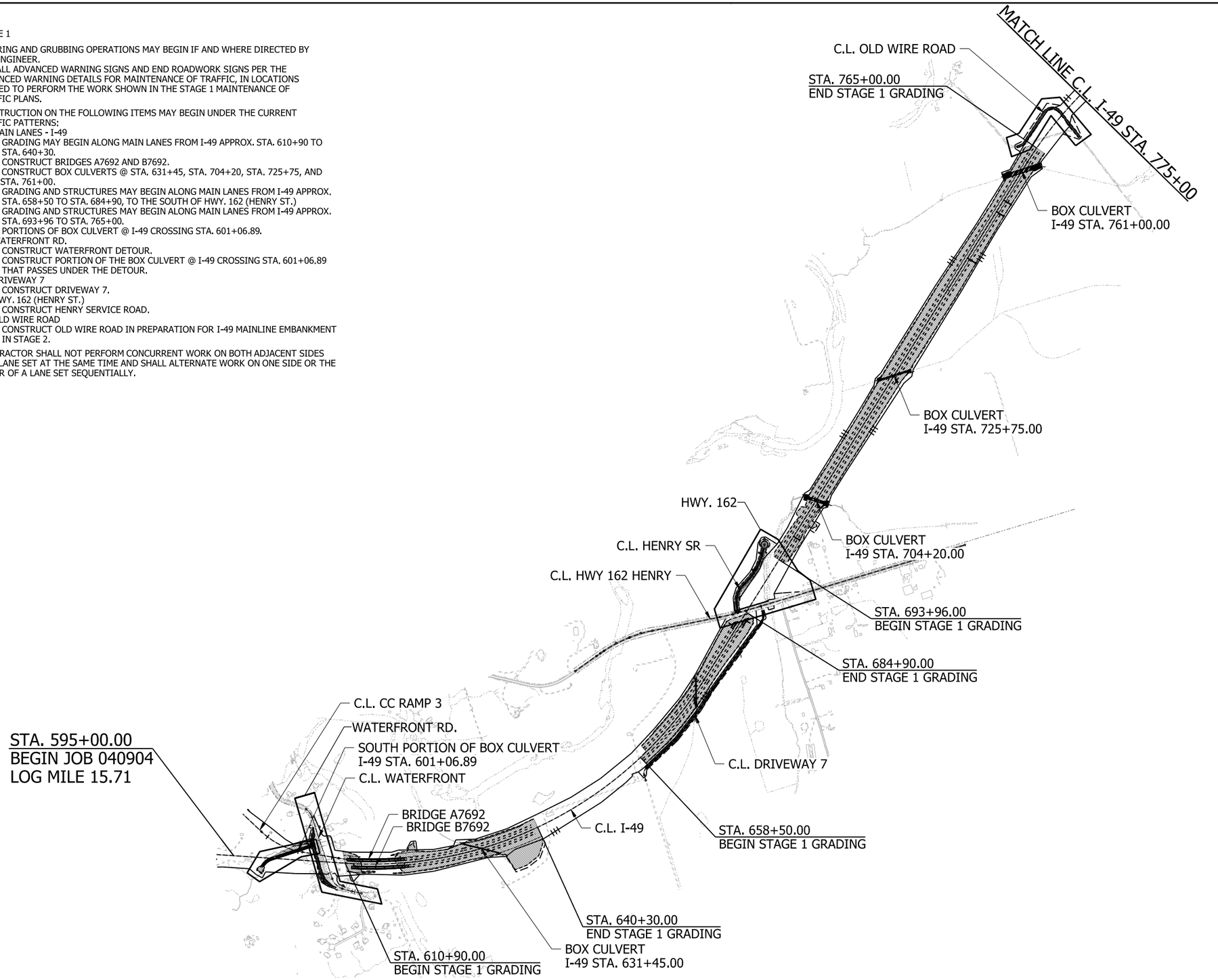
STAGE 1

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

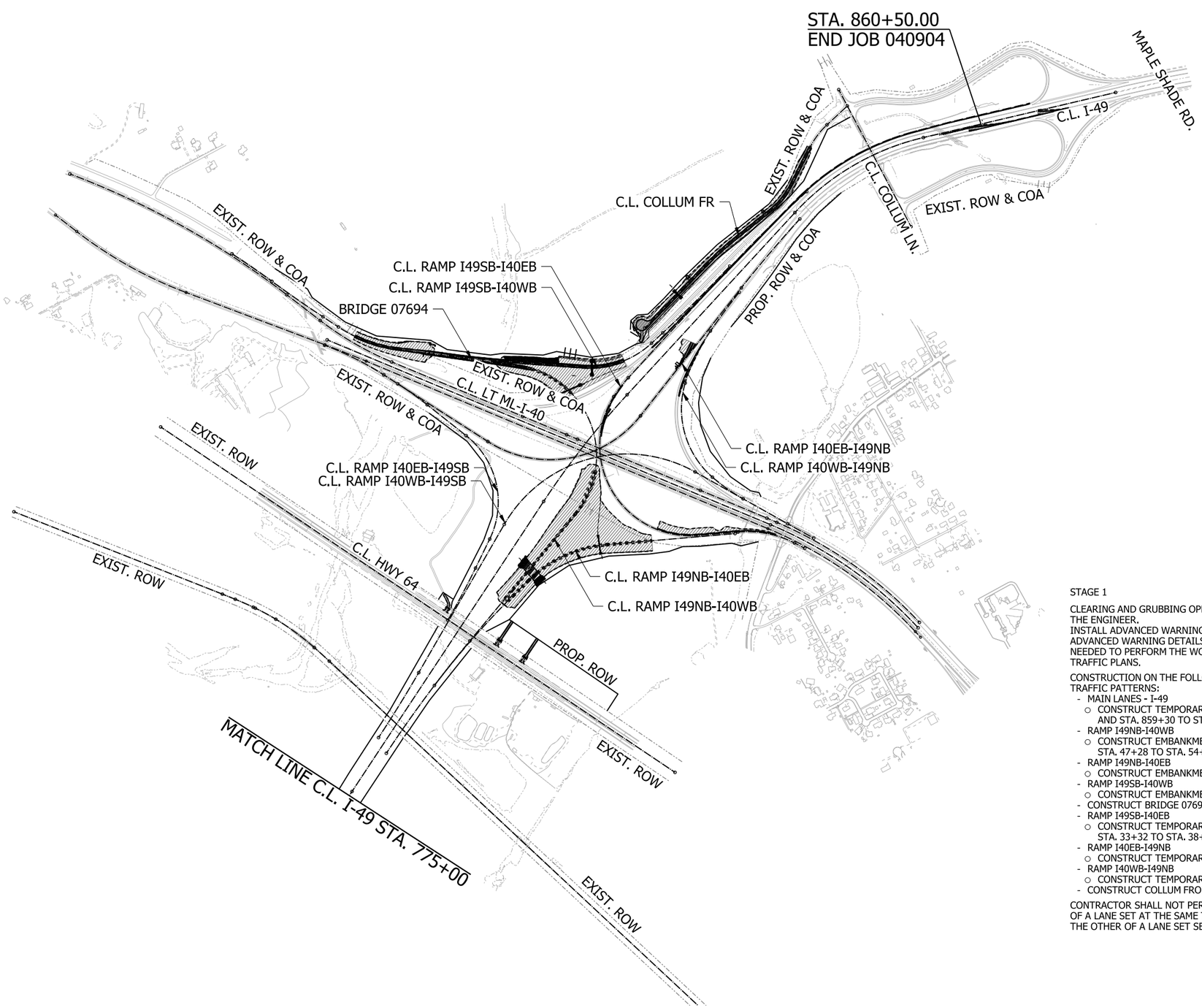
STAGE CONST. GRADING

OVERVIEW
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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| | | 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.

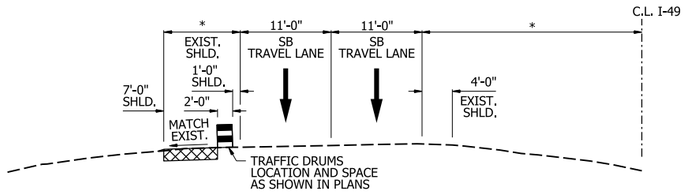
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT THE SAME TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

# OVERVIEW
# STAGE 1
# MAINTENANCE OF TRAFFIC DETAILS

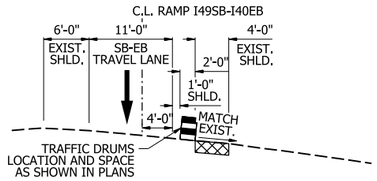
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| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

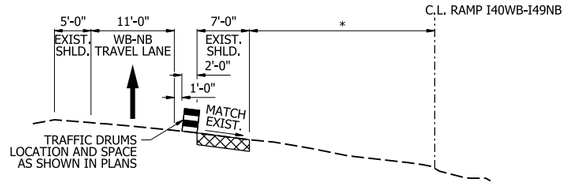
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026




## TYPICAL SECTION A-A
SHOWN IN C.L. I-49
* VARIES - SEE PLANS



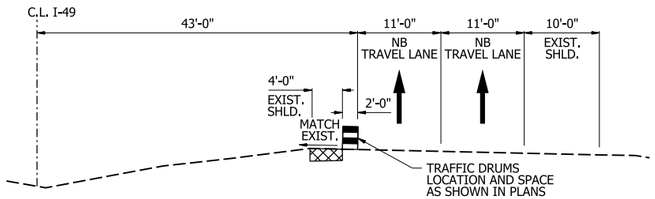

## TYPICAL SECTION B-B
SHOWN IN C.L. RAMP I49SB-I40EB



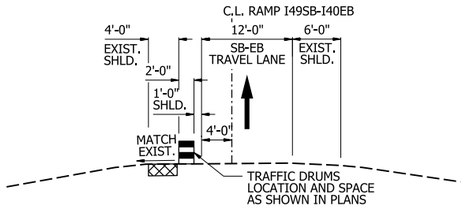

## TYPICAL SECTION C-C
SHOWN IN C.L. RAMP I40WB-I49NB
* VARIES - SEE PLANS




## 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 |
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| | | 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.

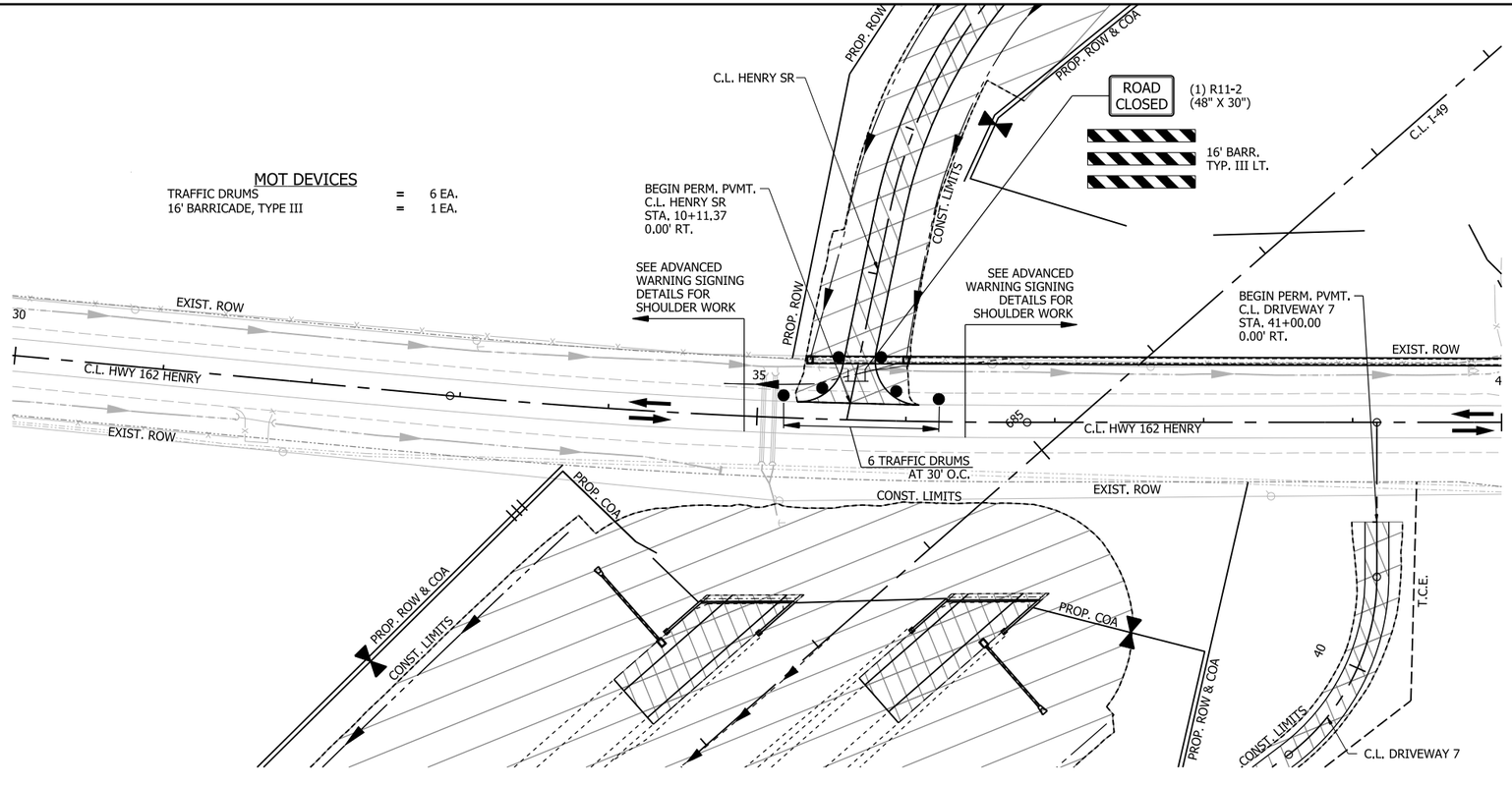
*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

# WATERFRONT RD.
# STAGE 1
# MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:32:17 AM
R040904_06_MOT_ST1_004_Waterfront.dgn

| 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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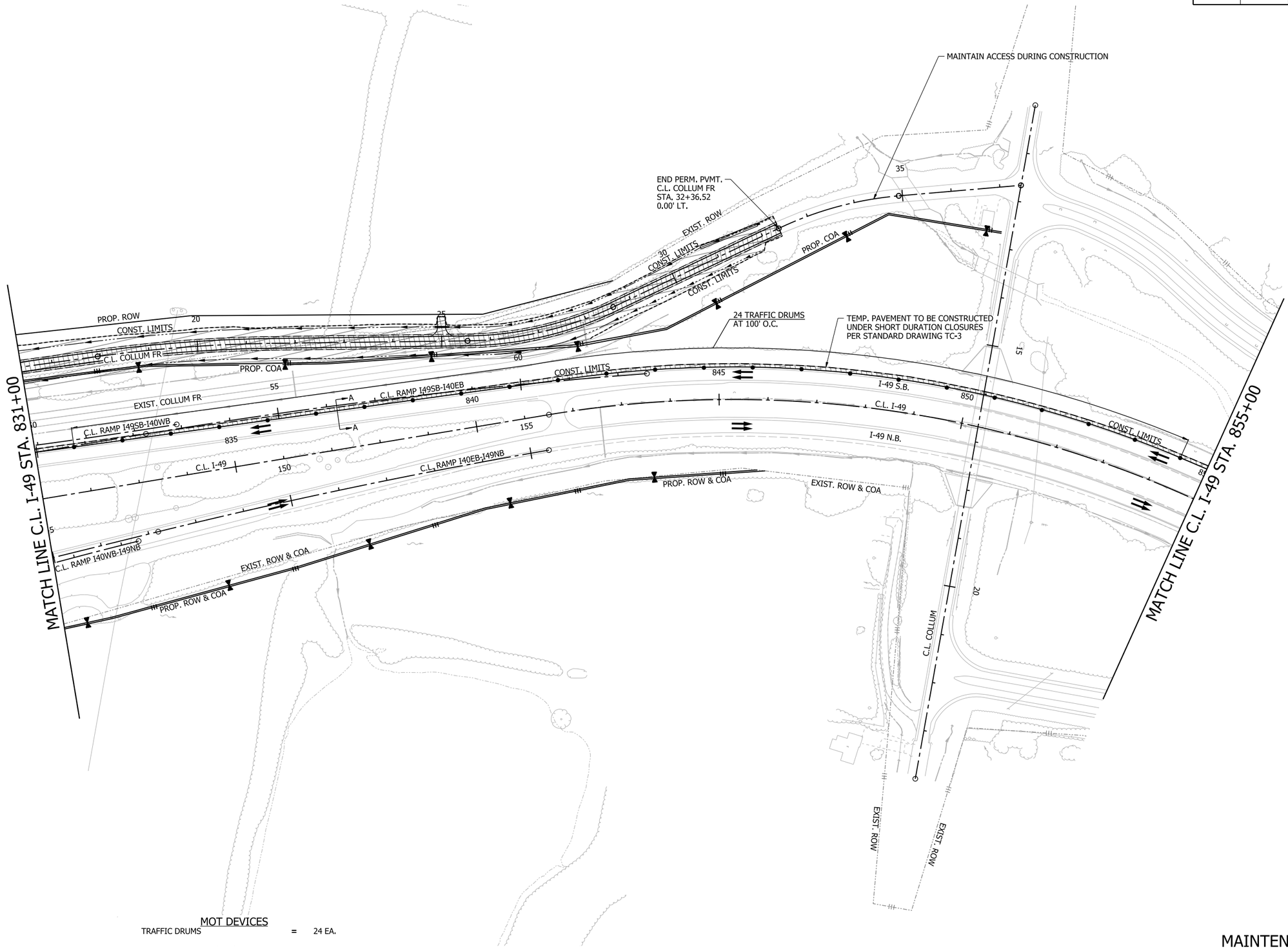
| DATE REVISED | DATE REVISED |
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| | |

| 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. |

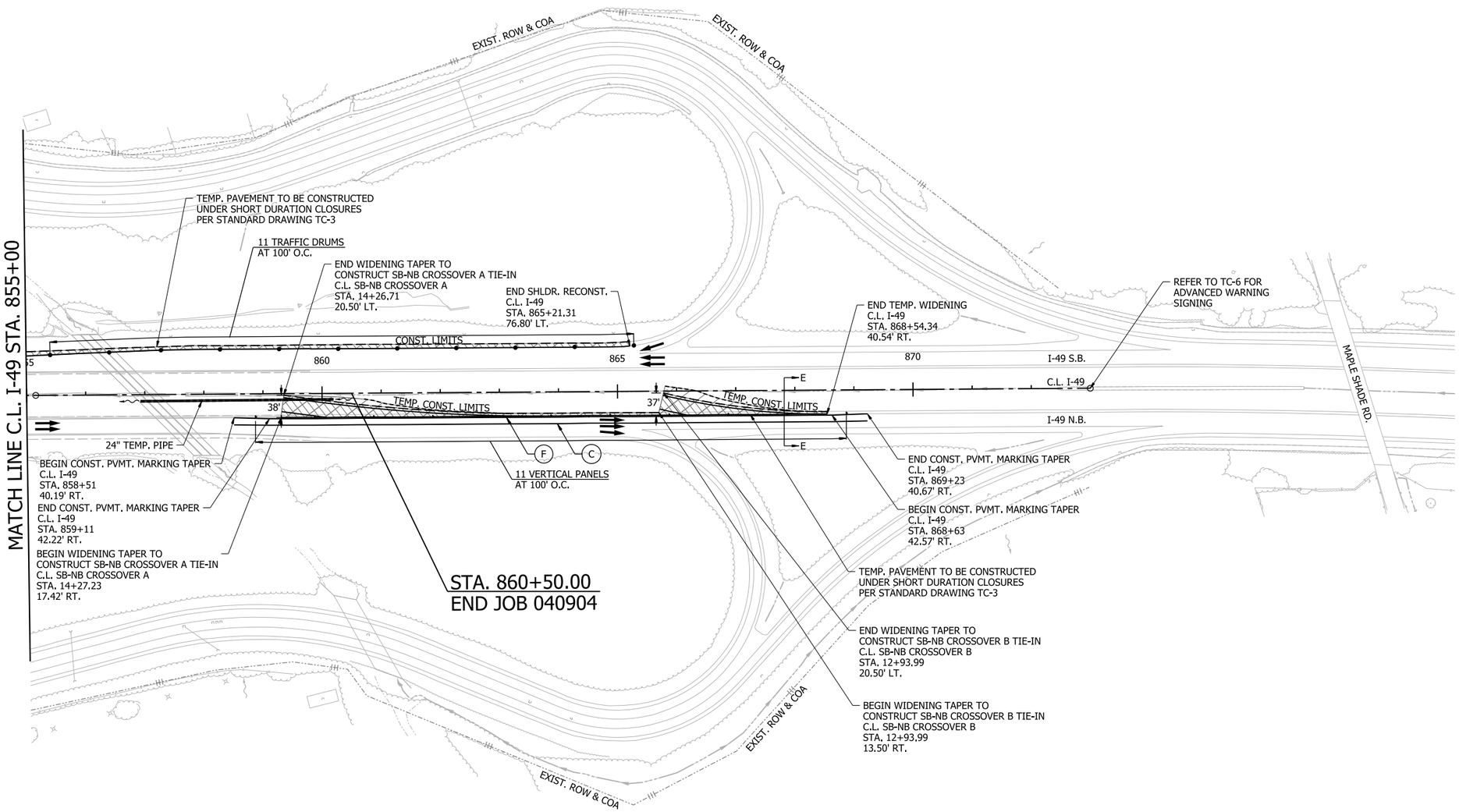
# I-49
# STAGE 1
# MAINTENANCE OF TRAFFIC DETAILS

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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

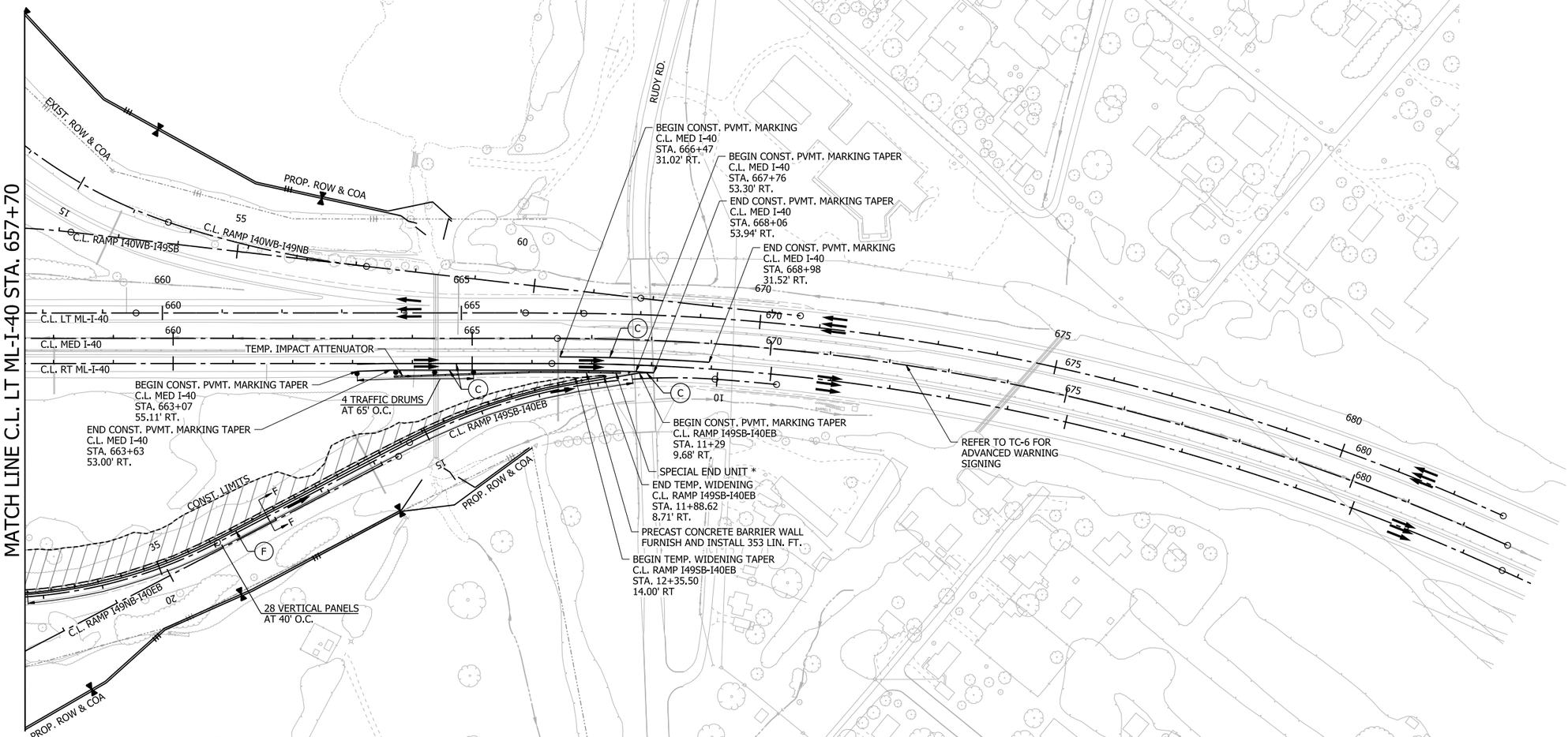
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 136 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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 |
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| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

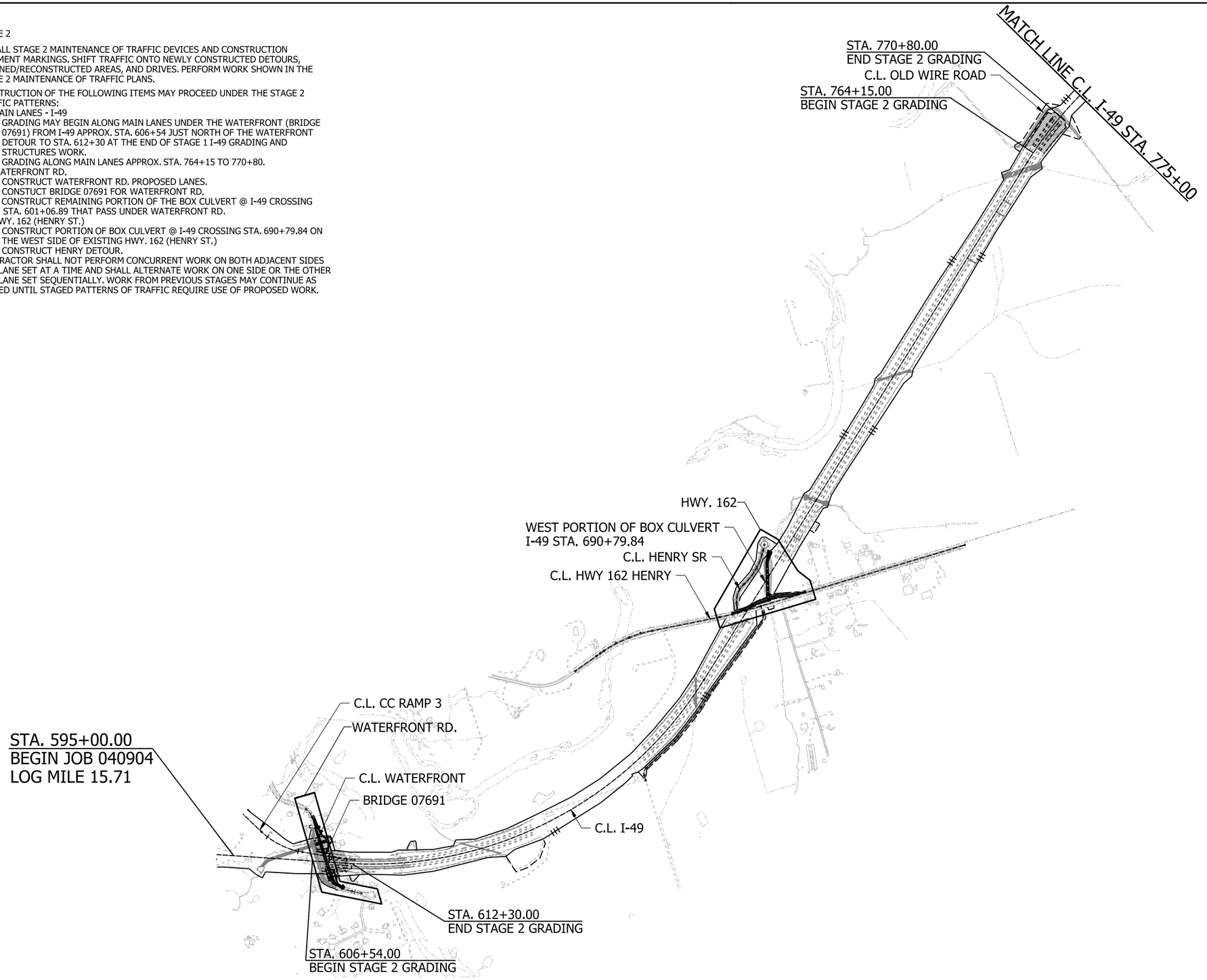
STAGE 2

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

N

LEGEND

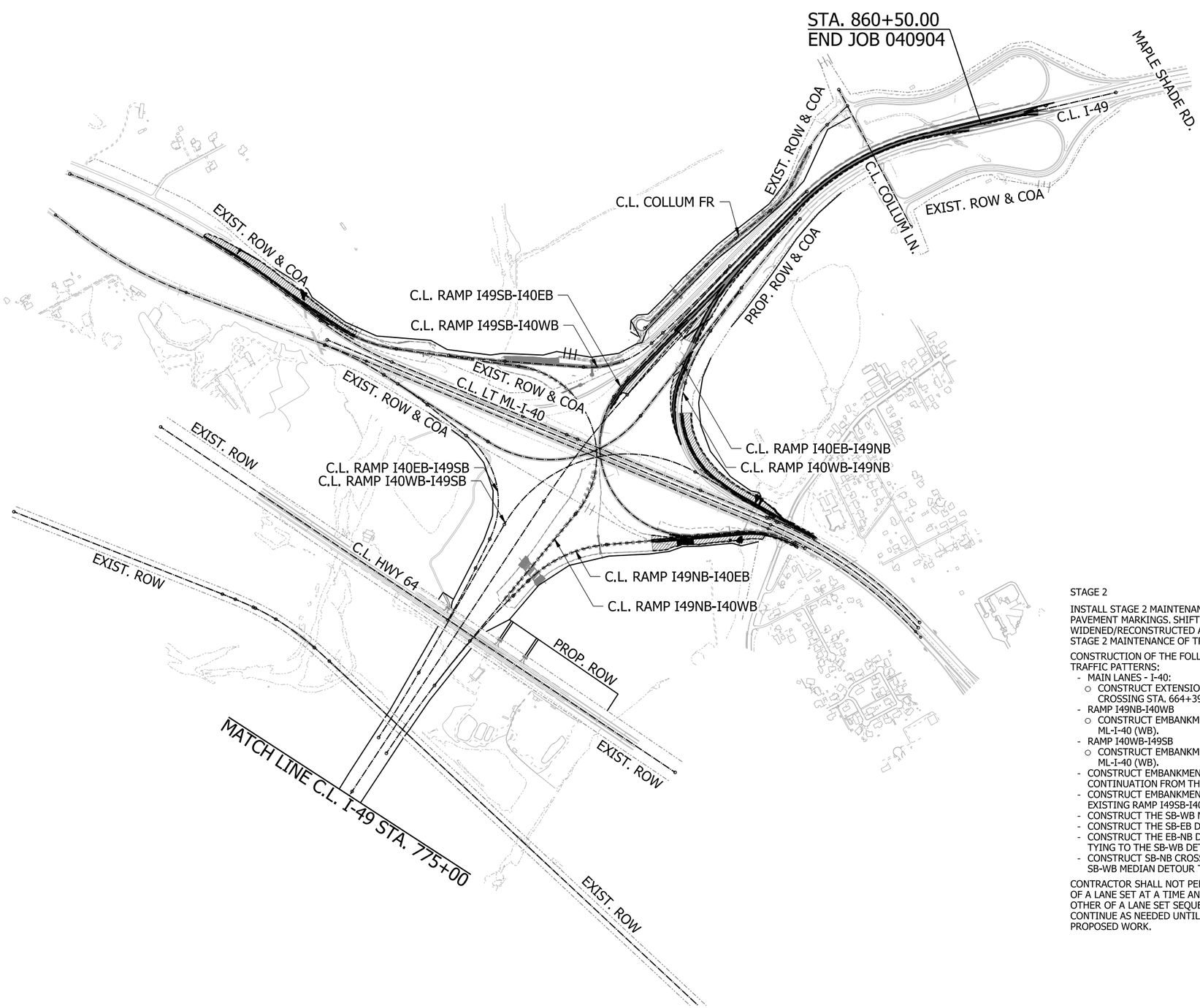
STAGE CONST. GRADING

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 |
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| | | 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.

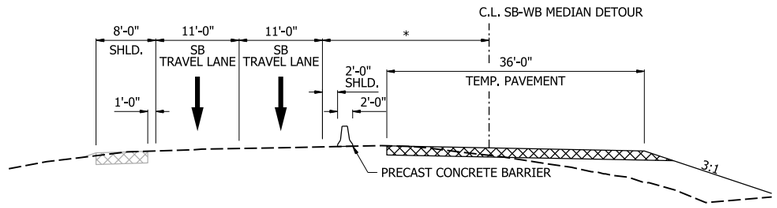
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

# OVERVIEW
# STAGE 2
# MAINTENANCE OF TRAFFIC DETAILS

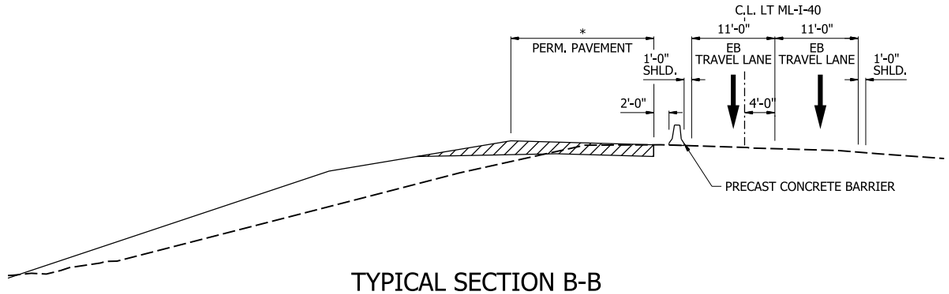
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| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

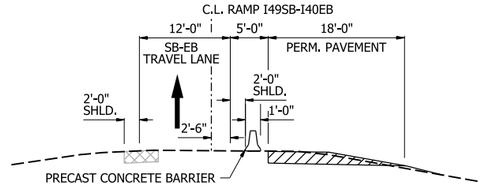
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD
5-1-2026



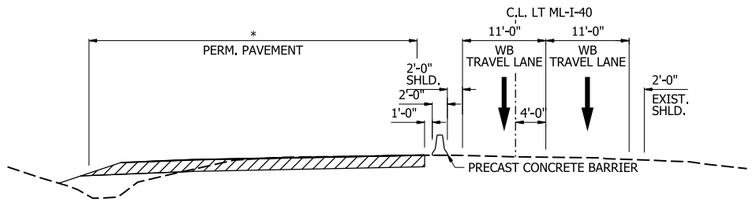

## TYPICAL SECTION A-A
SHOWN IN C.L. SB-WB MEDIAN DETOUR
* VARIES - SEE PLANS




## TYPICAL SECTION B-B
SHOWN IN C.L. 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

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# TYPICAL SECTION
# STAGE 2
# MAINTENANCE OF TRAFFIC DETAILS

## C.L. WATERFRONT-DETOUR PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

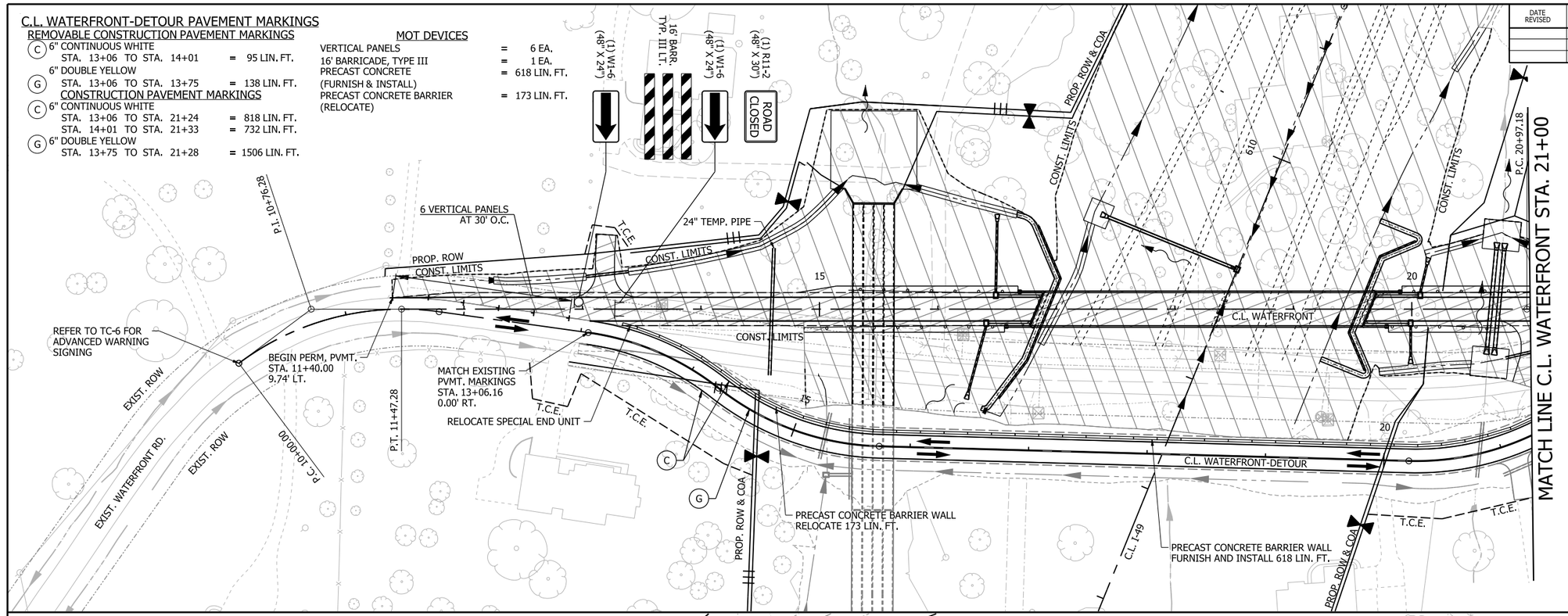
(C) 6" CONTINUOUS WHITE
STA. 13+06 TO STA. 14+01 = 95 LIN. FT.
6" DOUBLE YELLOW
(G) STA. 13+06 TO STA. 13+75 = 138 LIN. FT.

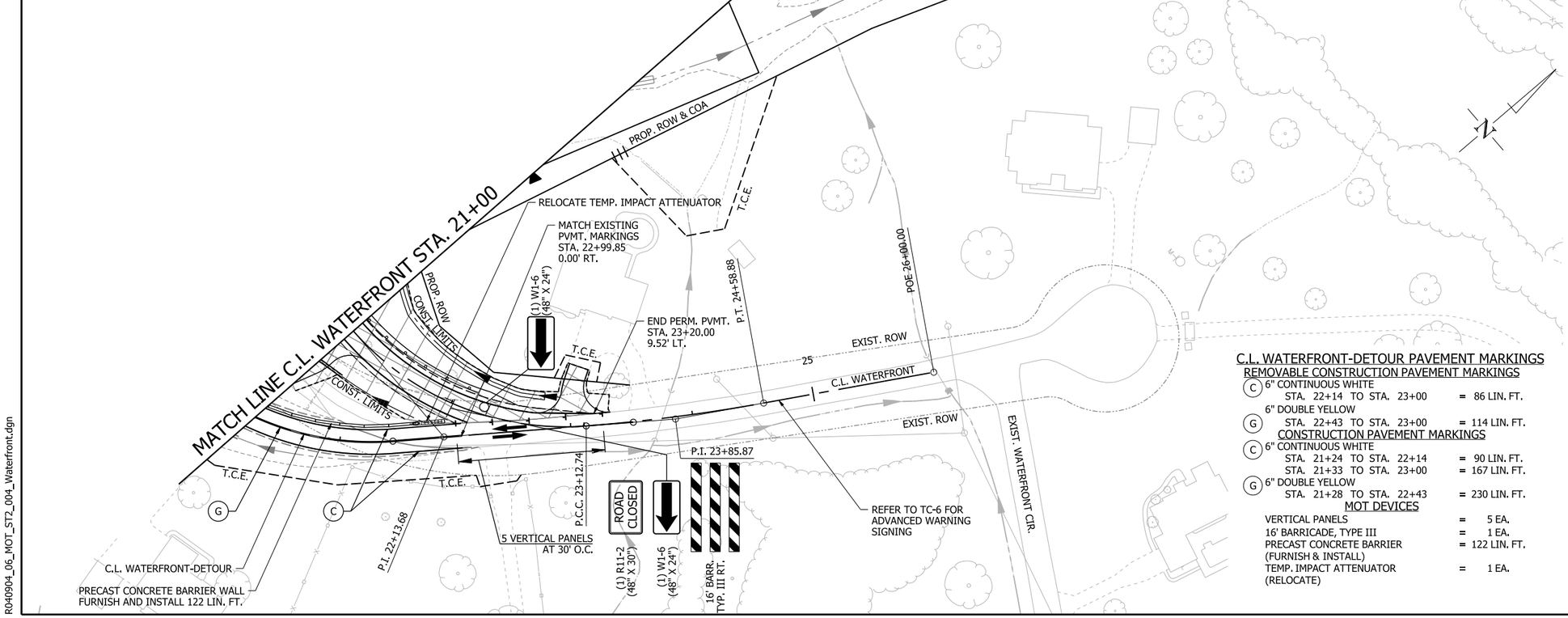
CONSTRUCTION PAVEMENT MARKINGS

(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. |

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| | | 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

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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 | | | | |

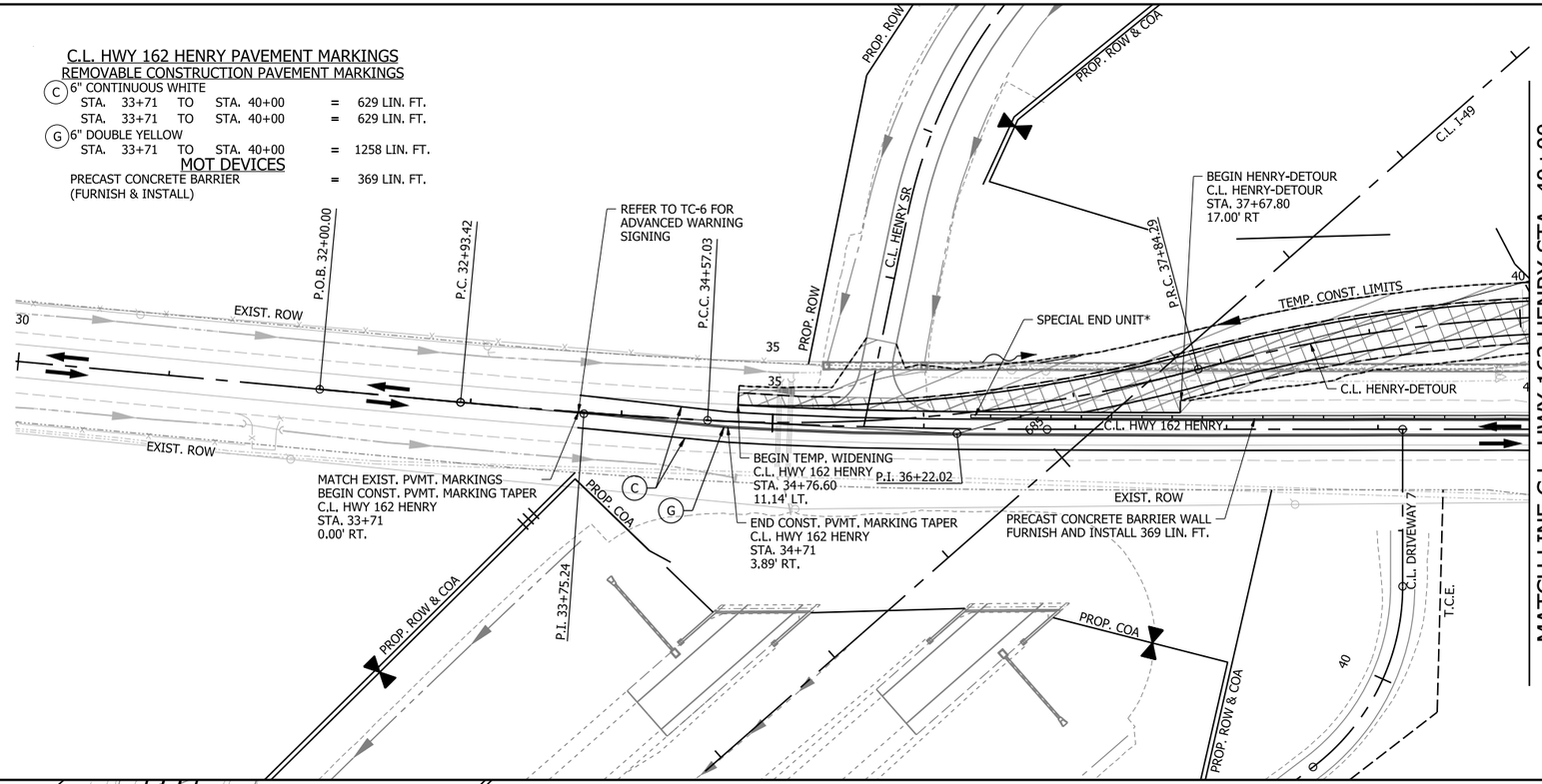
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

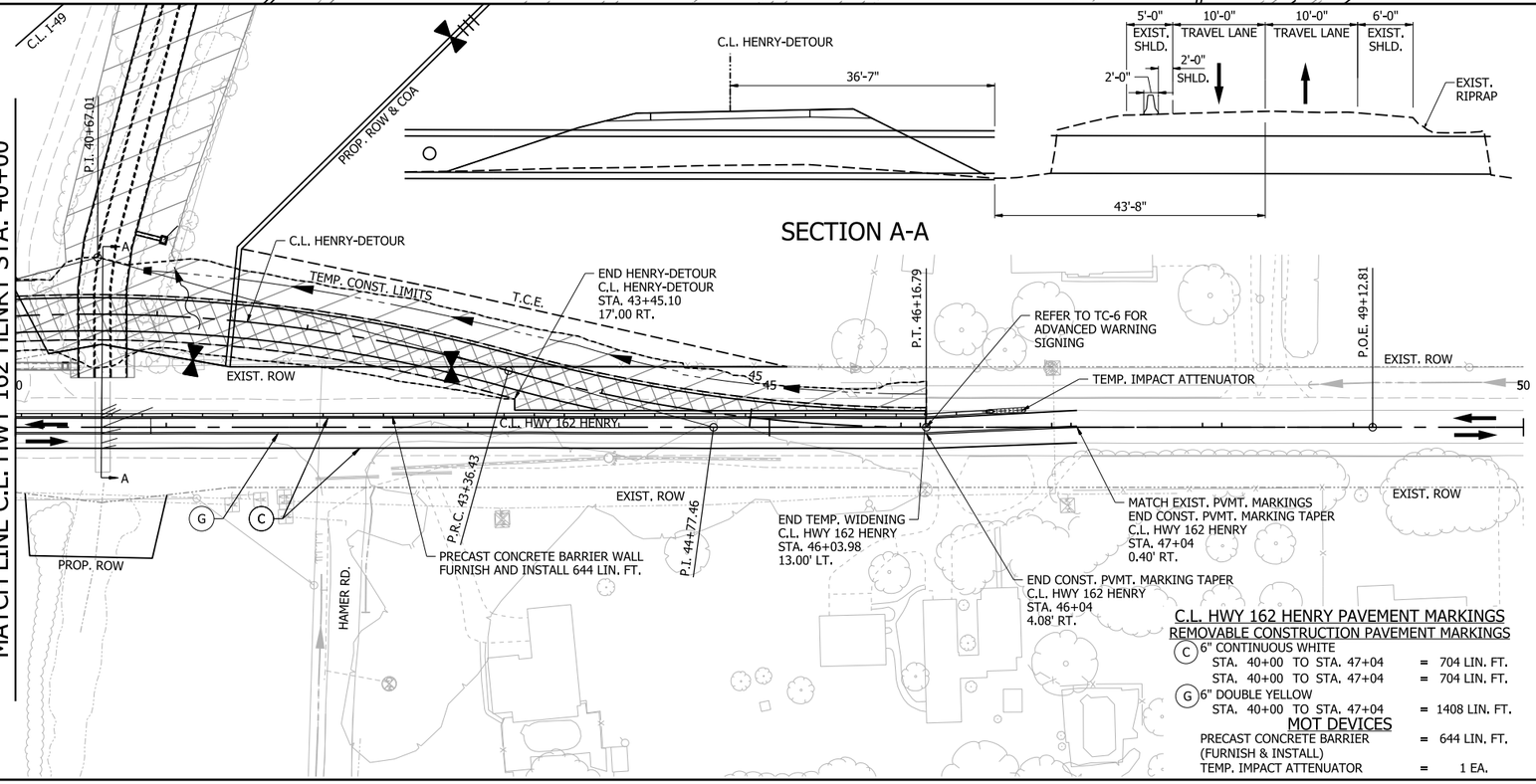
## C.L. HWY 162 HENRY PAVEMENT MARKINGS
### REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(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

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| | | 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

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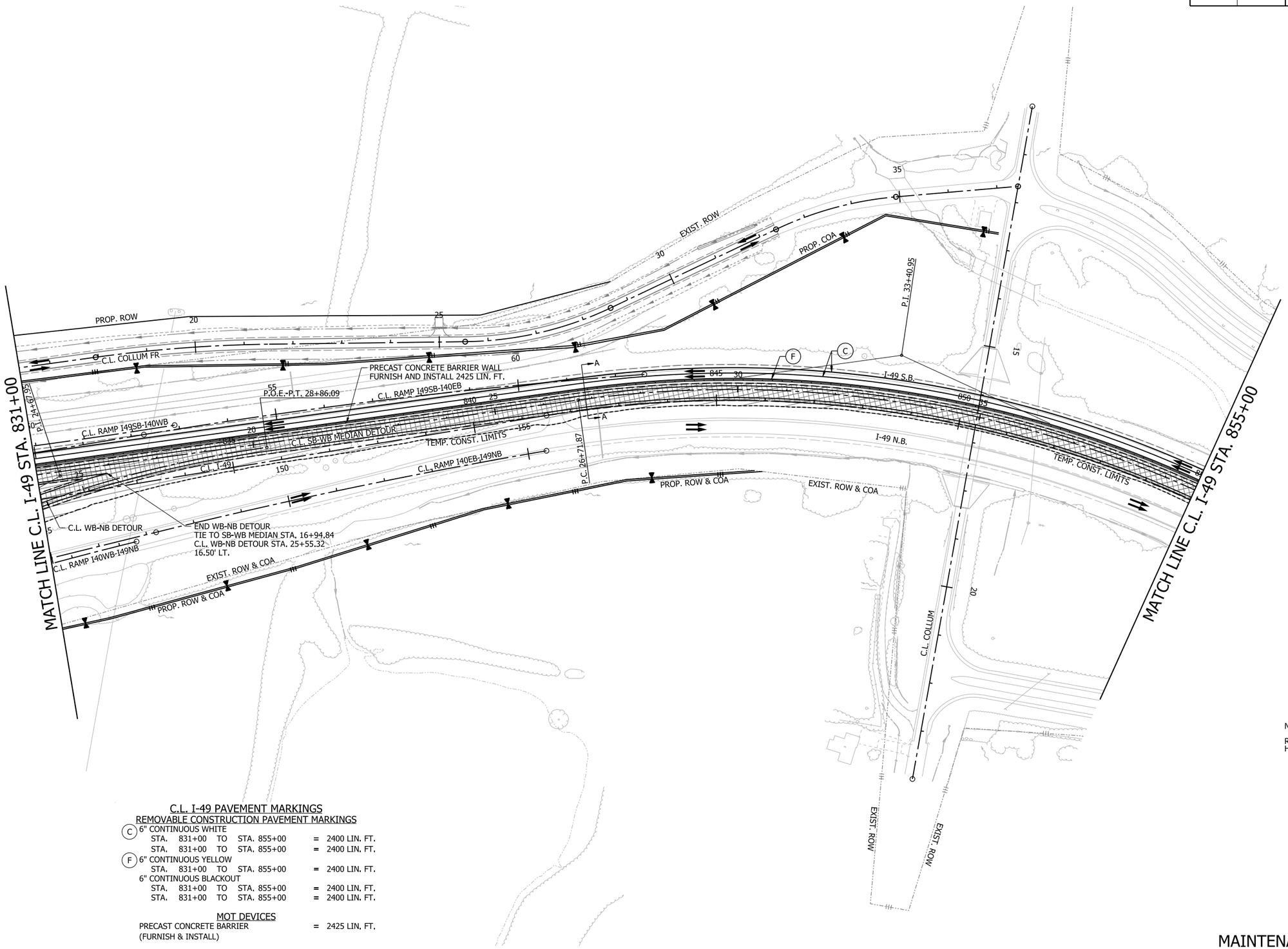
MAINTENANCE OF TRAFFIC DETAILS

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
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- 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 (FURNISH & INSTALL) = 2425 LIN. FT.

# I-49
# STAGE 2
# MAINTENANCE OF TRAFFIC DETAILS

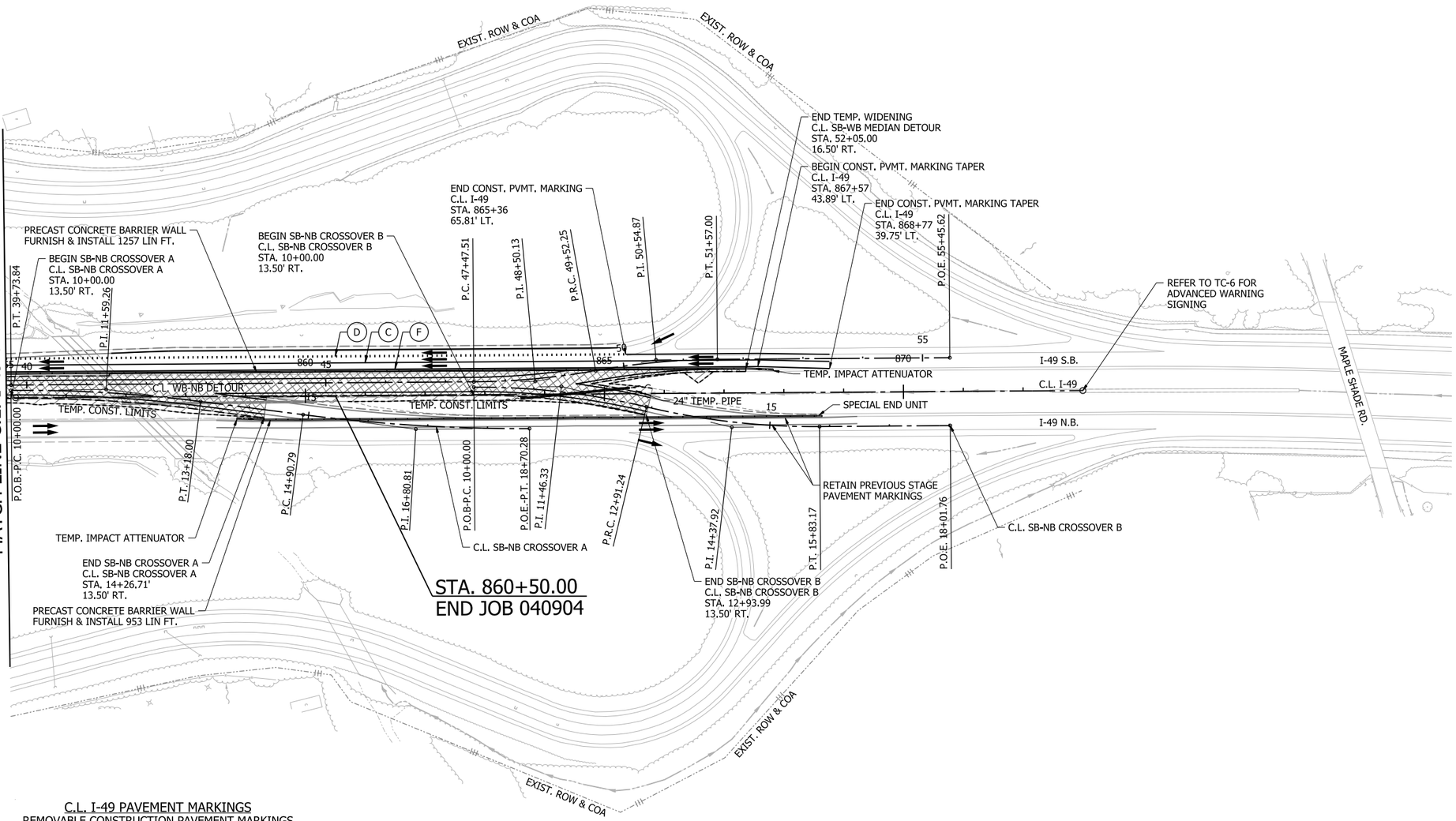
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| 6 | ARK. | 040904 | 144 | 742 |

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

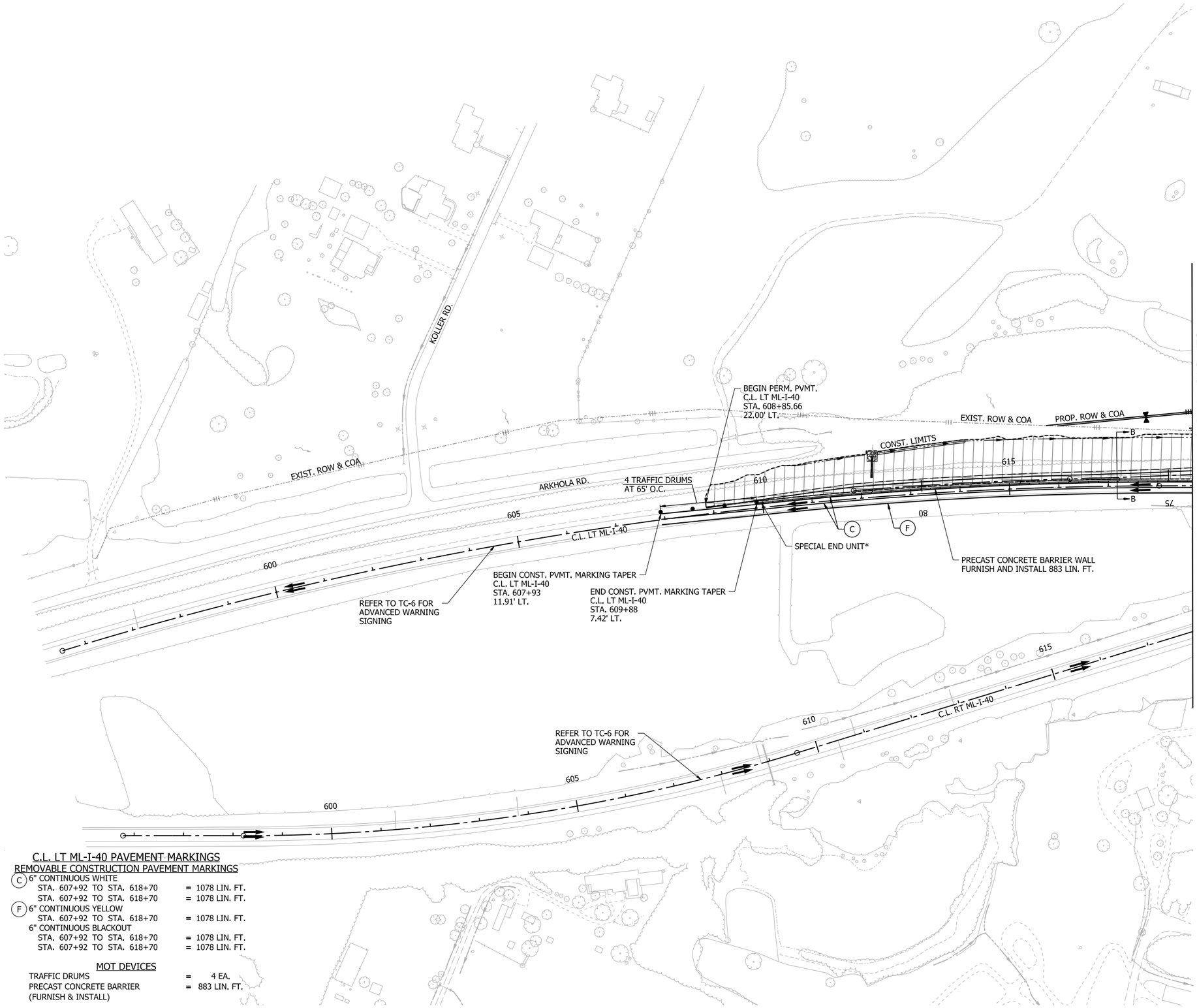
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 145 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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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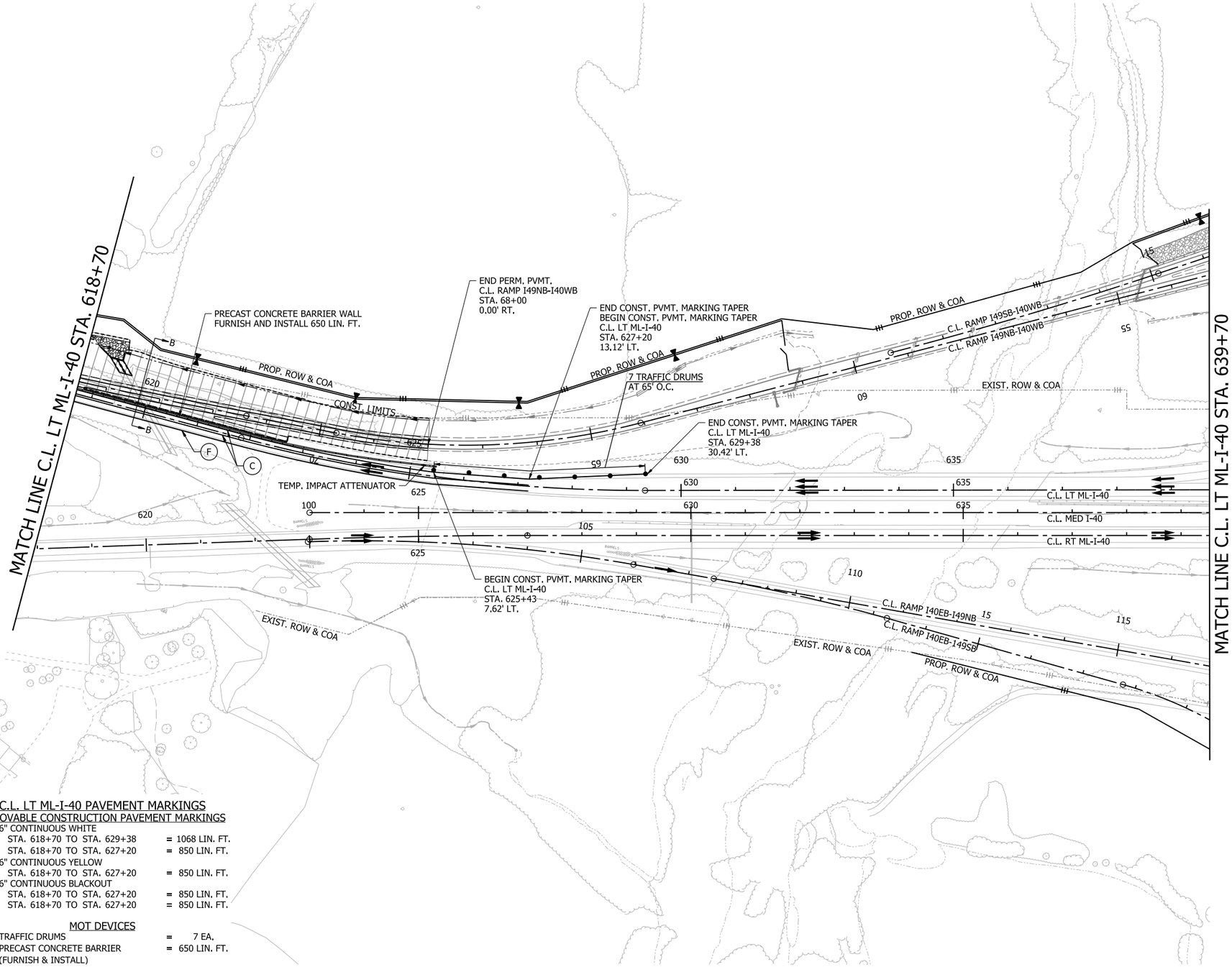
| DATE REVISED | DATE REVISED |
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| | |

| 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

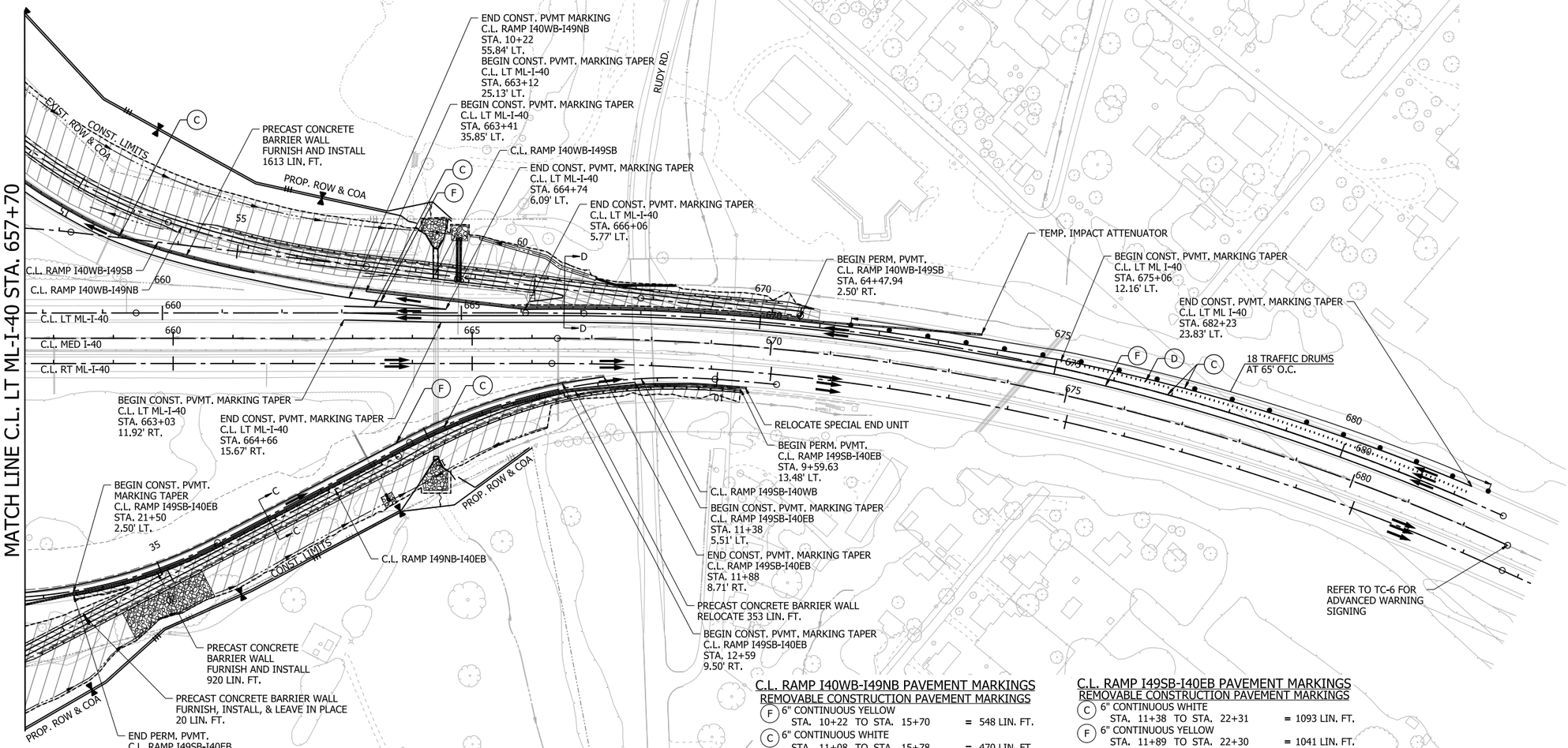
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R040904_06_MOT_ST2_012.dgn

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
- 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. 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

4/30/2026 7:37:11 AM
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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 | | | | |

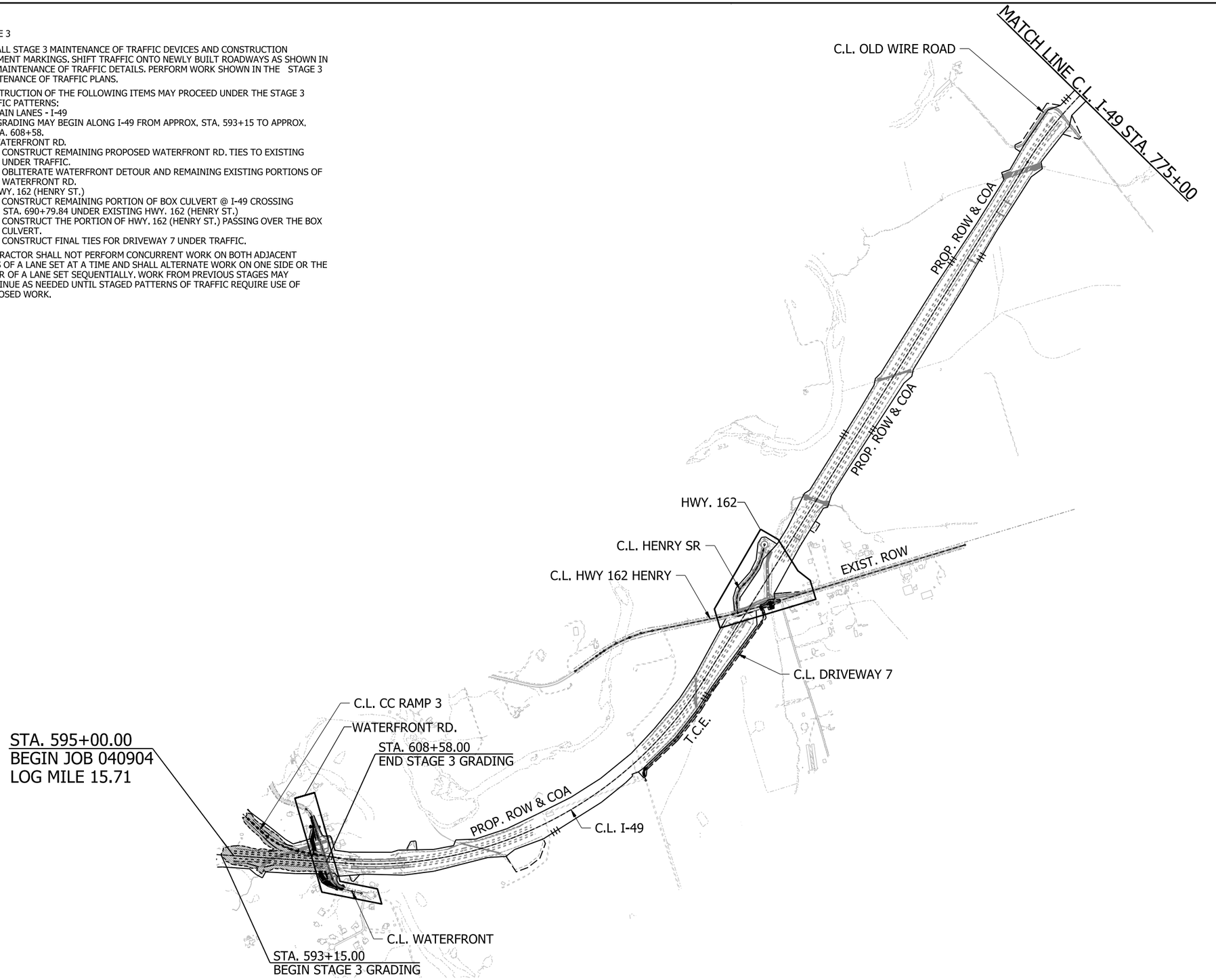
STAGE 3

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

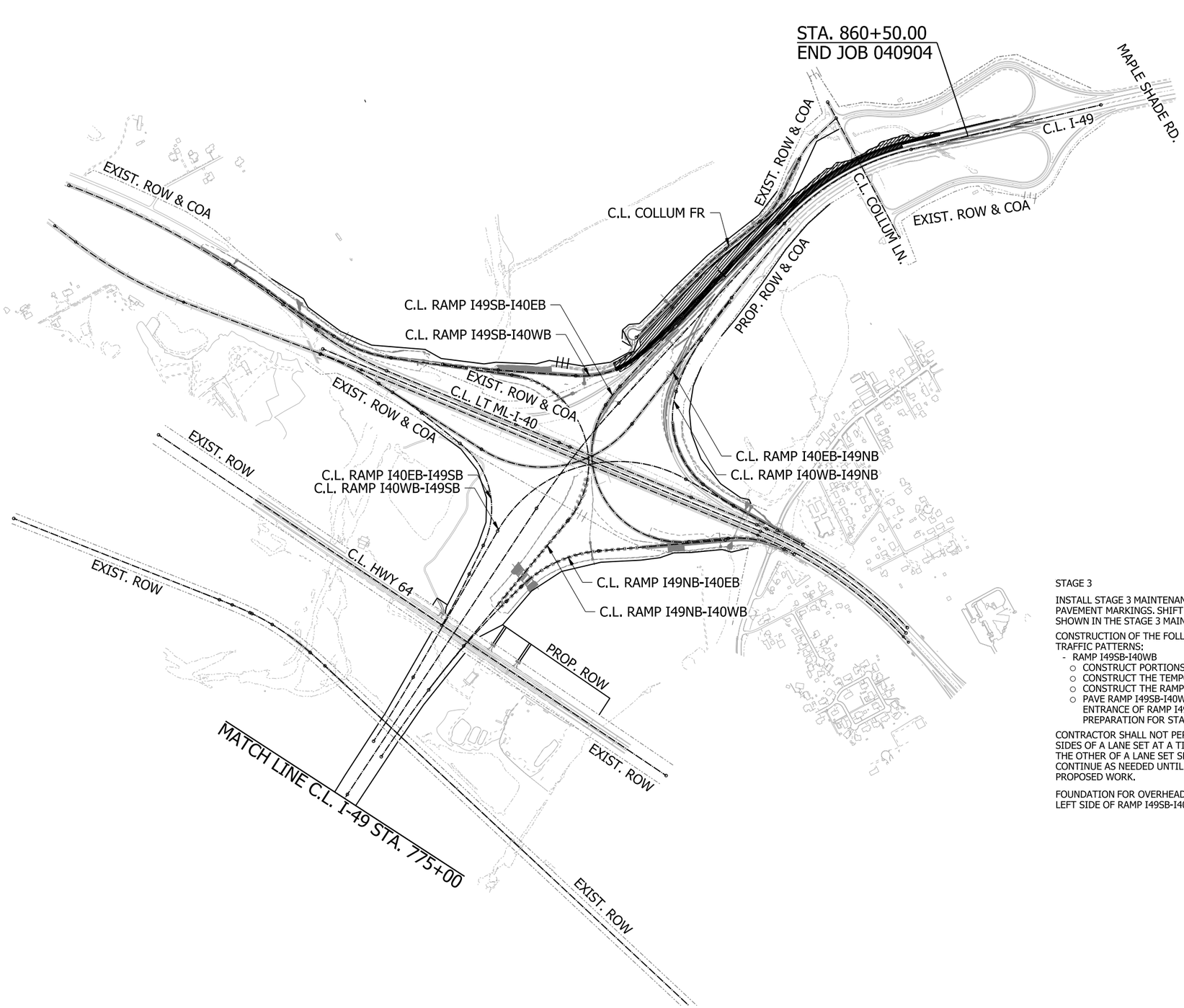
STAGE CONST. GRADING

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.

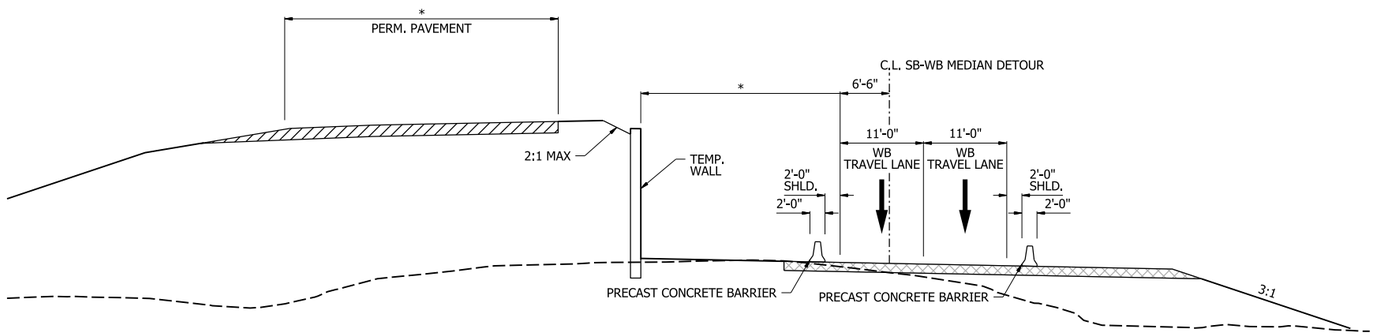
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

FOUNDATION FOR OVERHEAD SIGN STRUCTURE OH-049-RAMP-100 LOCATED ON LEFT SIDE OF RAMP I49SB-I40EB STA. 49+75 SHOULD BE INSTALLED.

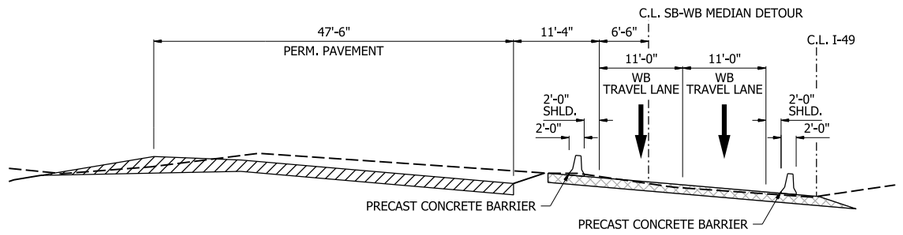
# OVERVIEW
# STAGE 3
# MAINTENANCE OF TRAFFIC DETAILS

| 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 | | | | |

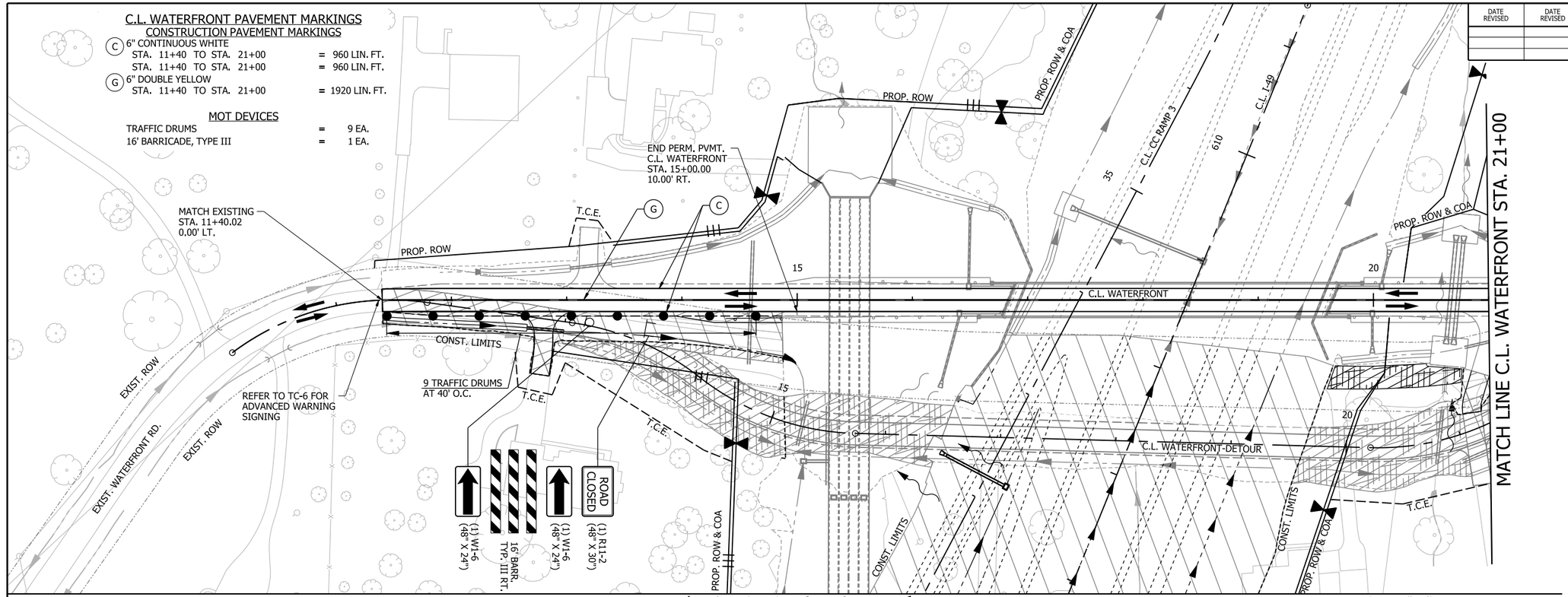
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELCH
5-1-2026

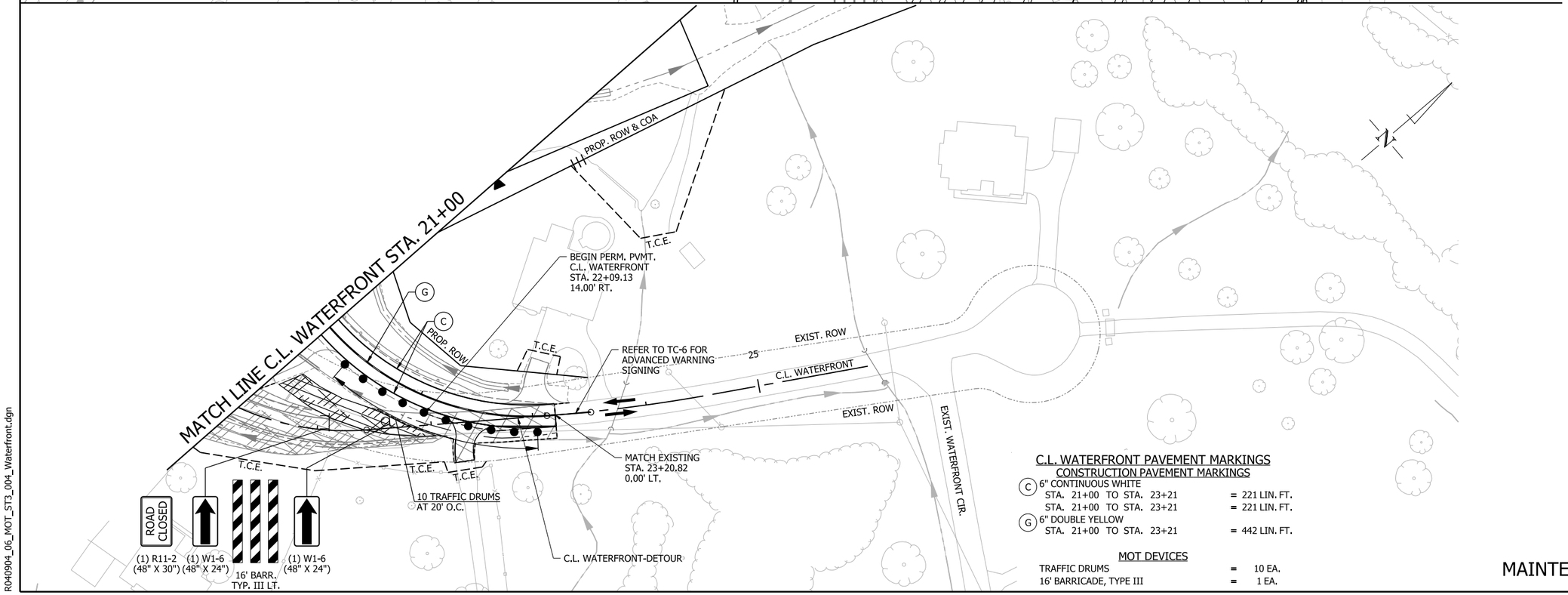
## C.L. WATERFRONT PAVEMENT MARKINGS
### CONSTRUCTION PAVEMENT MARKINGS

(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
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| 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

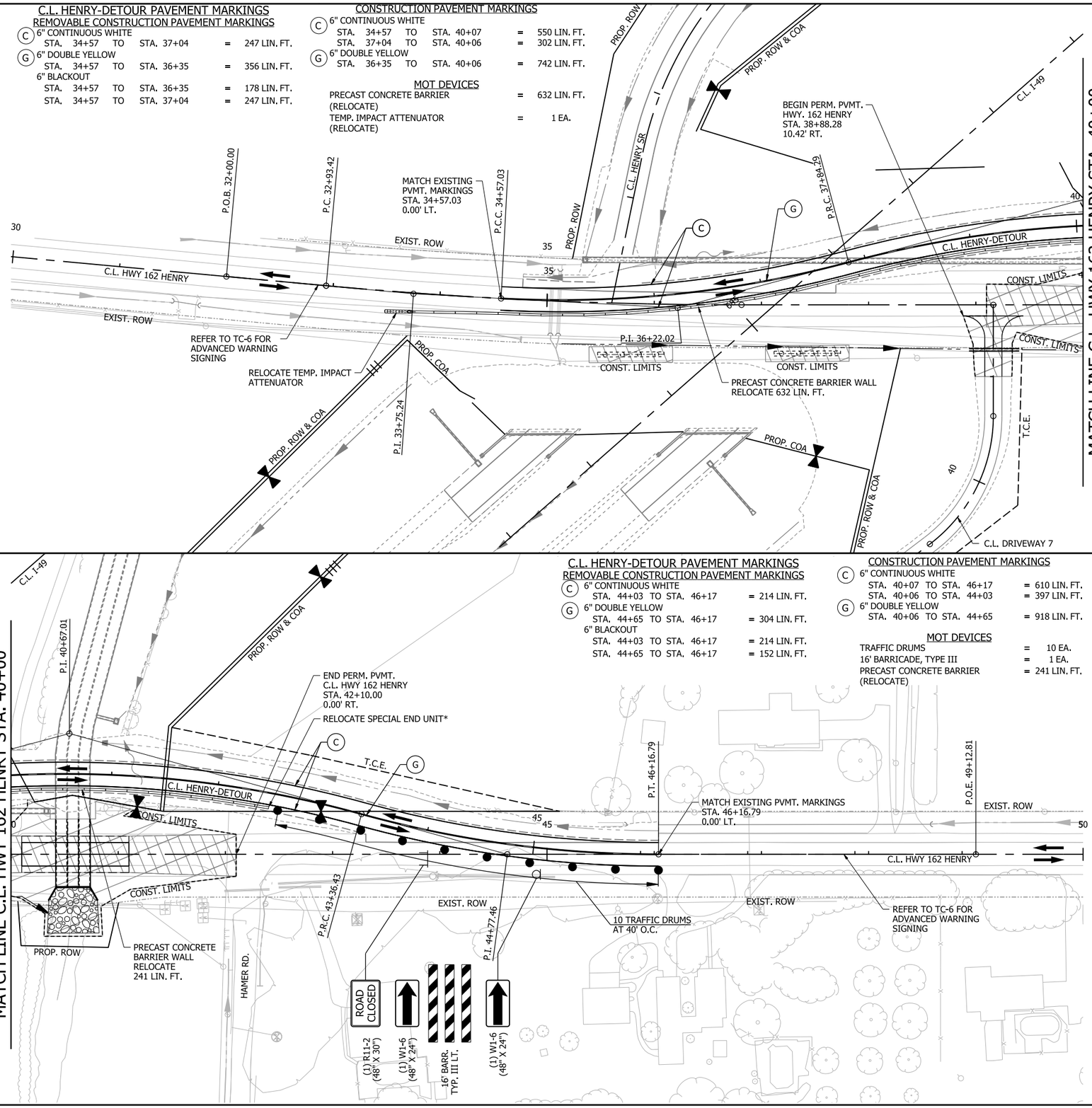
| | | | | | | |
|---|---|---|---|---|---|---|
| (C) | 6" CONTINUOUS WHITE | | | | | |
| | STA. | 34+57 | TO | STA. 37+04 | = | 247 LIN. FT. |
| (G) | 6" DOUBLE YELLOW | | | | | |
| | STA. | 34+57 | TO | STA. 36+35 | = | 356 LIN. FT. |
| | 6" BLACKOUT | | | | | |
| | STA. | 34+57 | TO | STA. 36+35 | = | 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

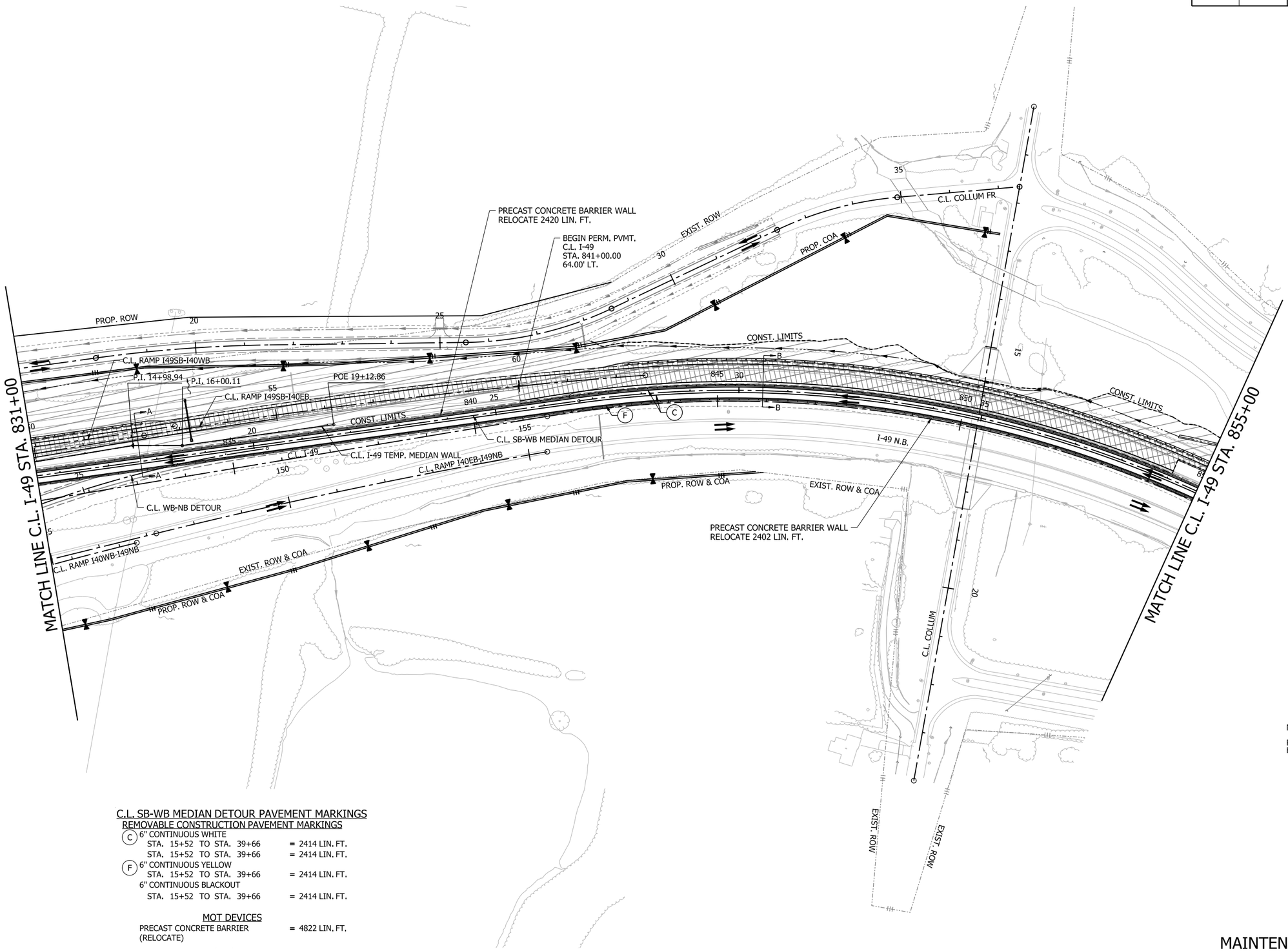
4/30/2026 7:37:51 AM
R040904_06_MOT_ST3_008.dgn

| 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

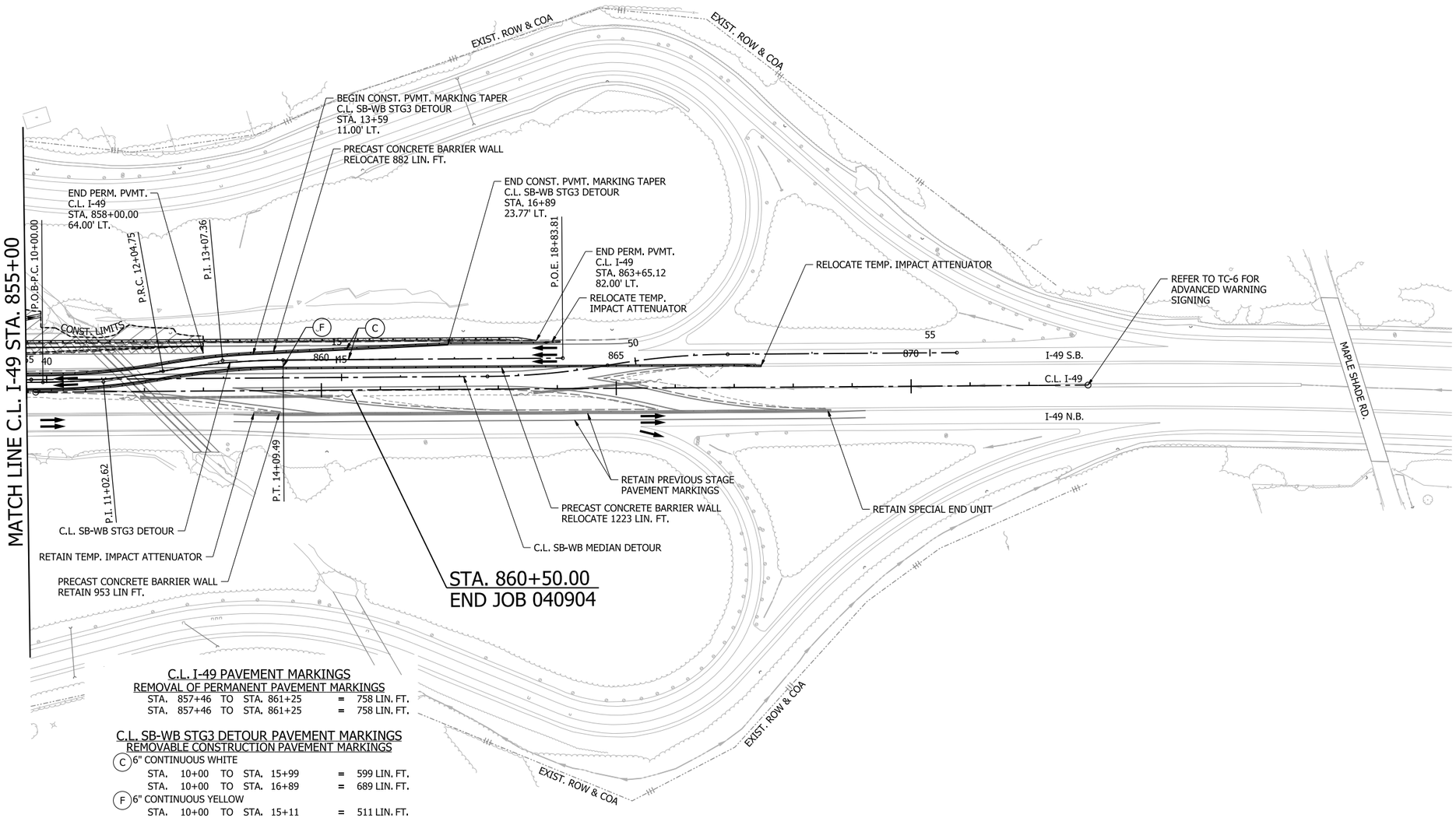
PRECAST CONCRETE BARRIER (RELOCATE) = 4822 LIN. FT.

# 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

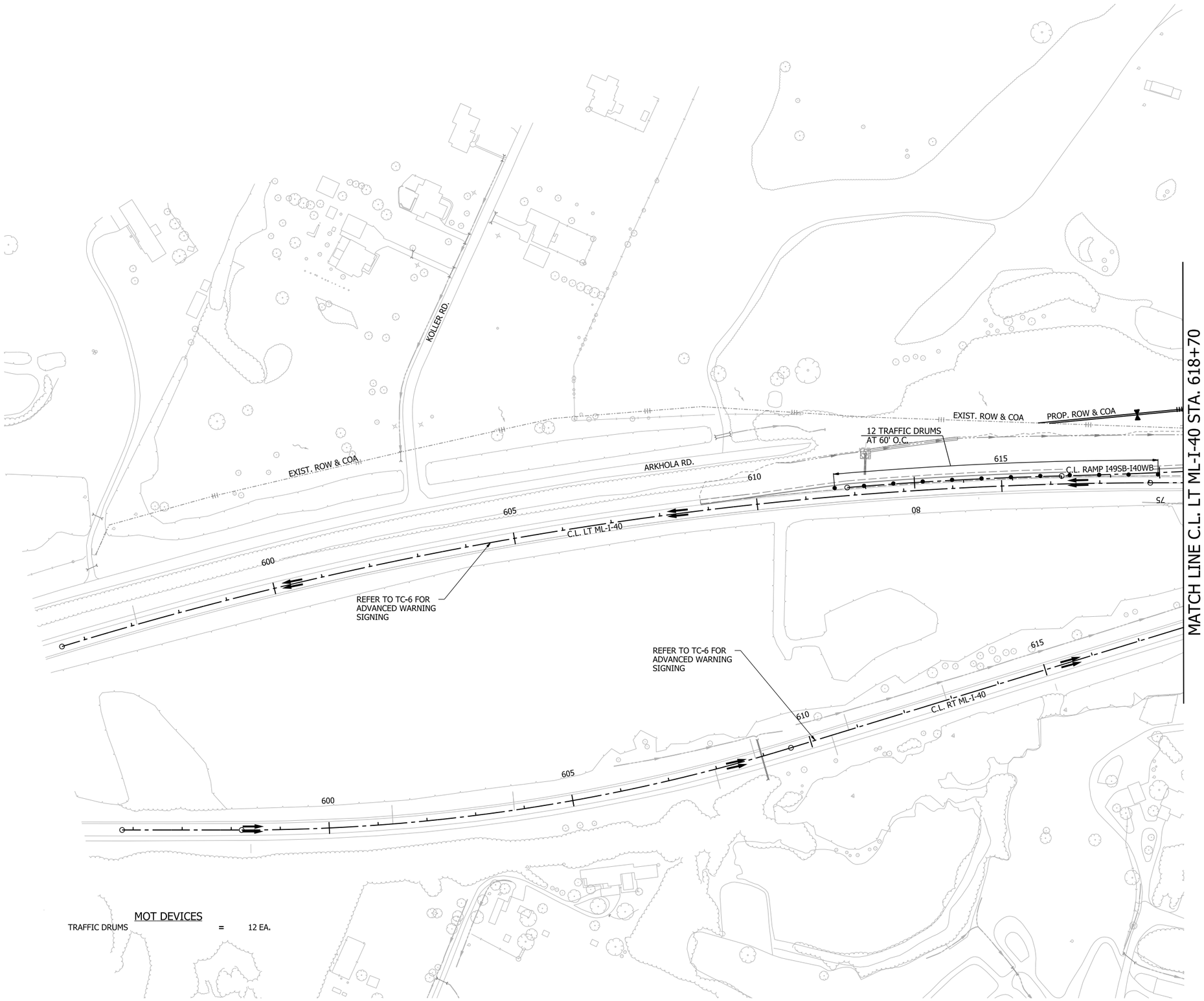
| | | |
|---|---|---|
| PRECAST CONCRETE BARRIER (RELOCATE) | = | 2105 LIN. FT. |
| TEMP. IMPACT ATTENUATOR (RELOCATE) | = | 2 EA. |

# I-49
# STAGE 3
# MAINTENANCE OF TRAFFIC DETAILS

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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.

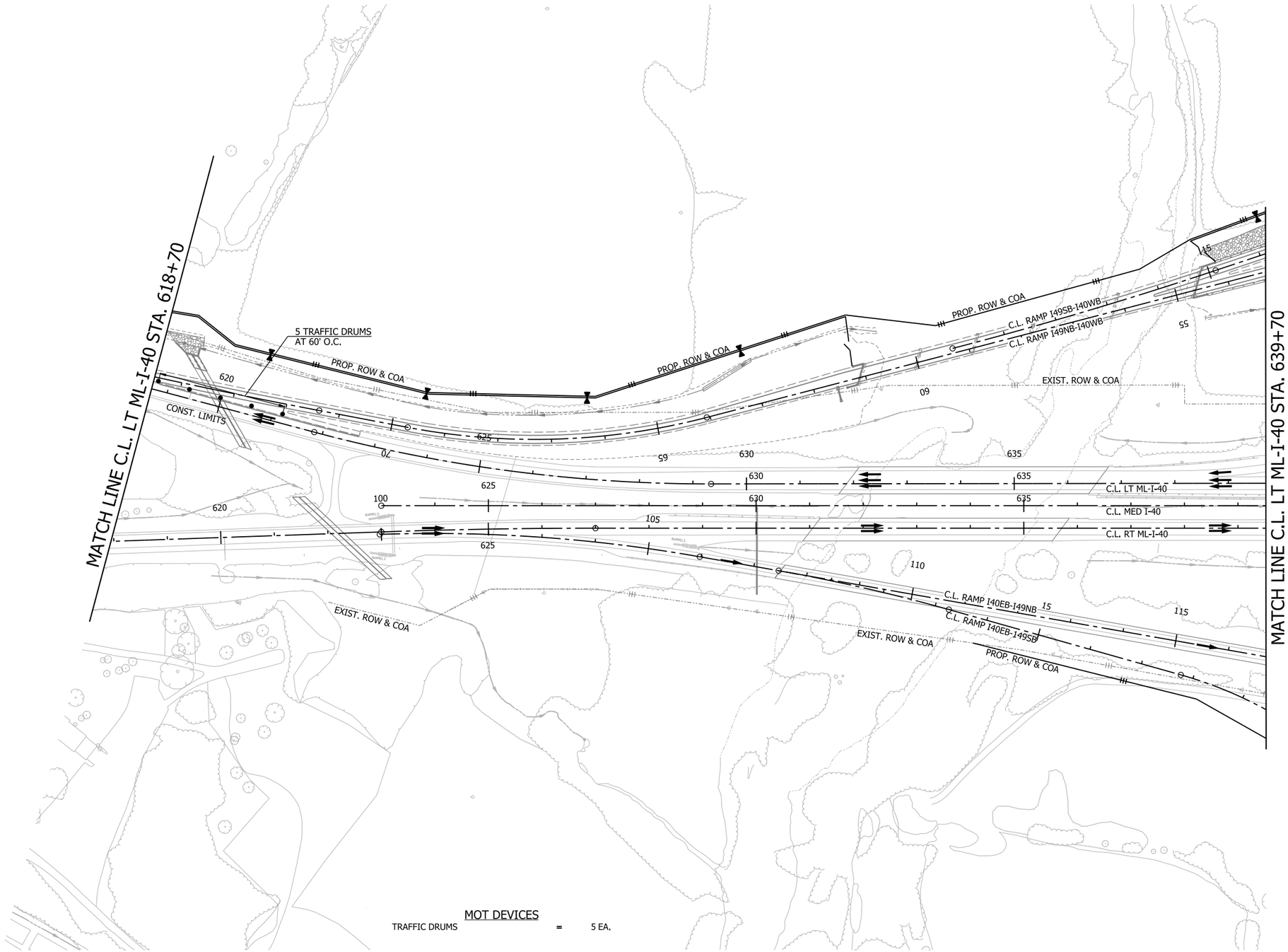
# I-40
# STAGE 3
# MAINTENANCE OF TRAFFIC DETAILS

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.

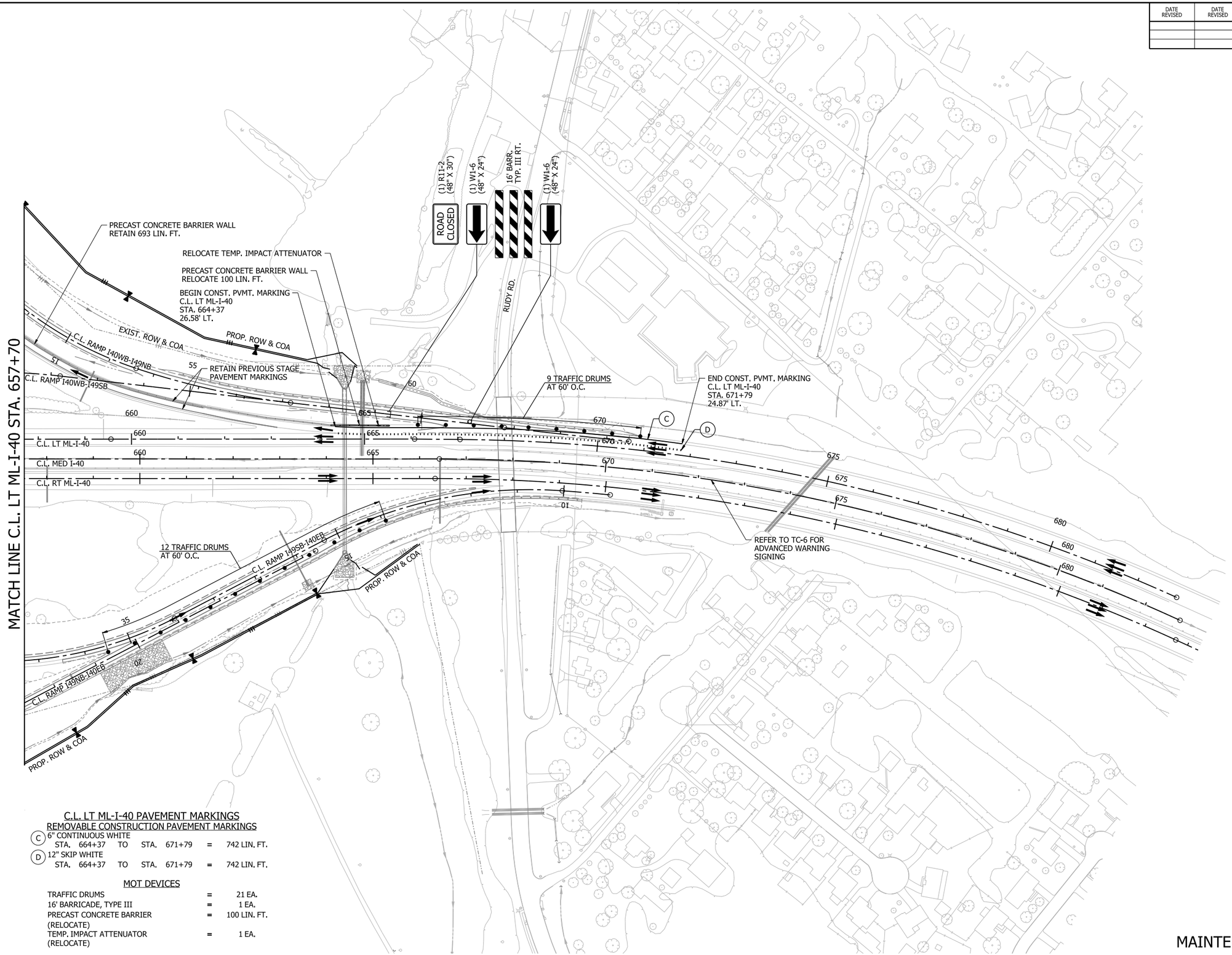
# I-40
# STAGE 3
# MAINTENANCE OF TRAFFIC DETAILS

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R040904_06_MOT_ST3_012.dgn

| 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

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| | | 6 | ARK. | 040904 | 159 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

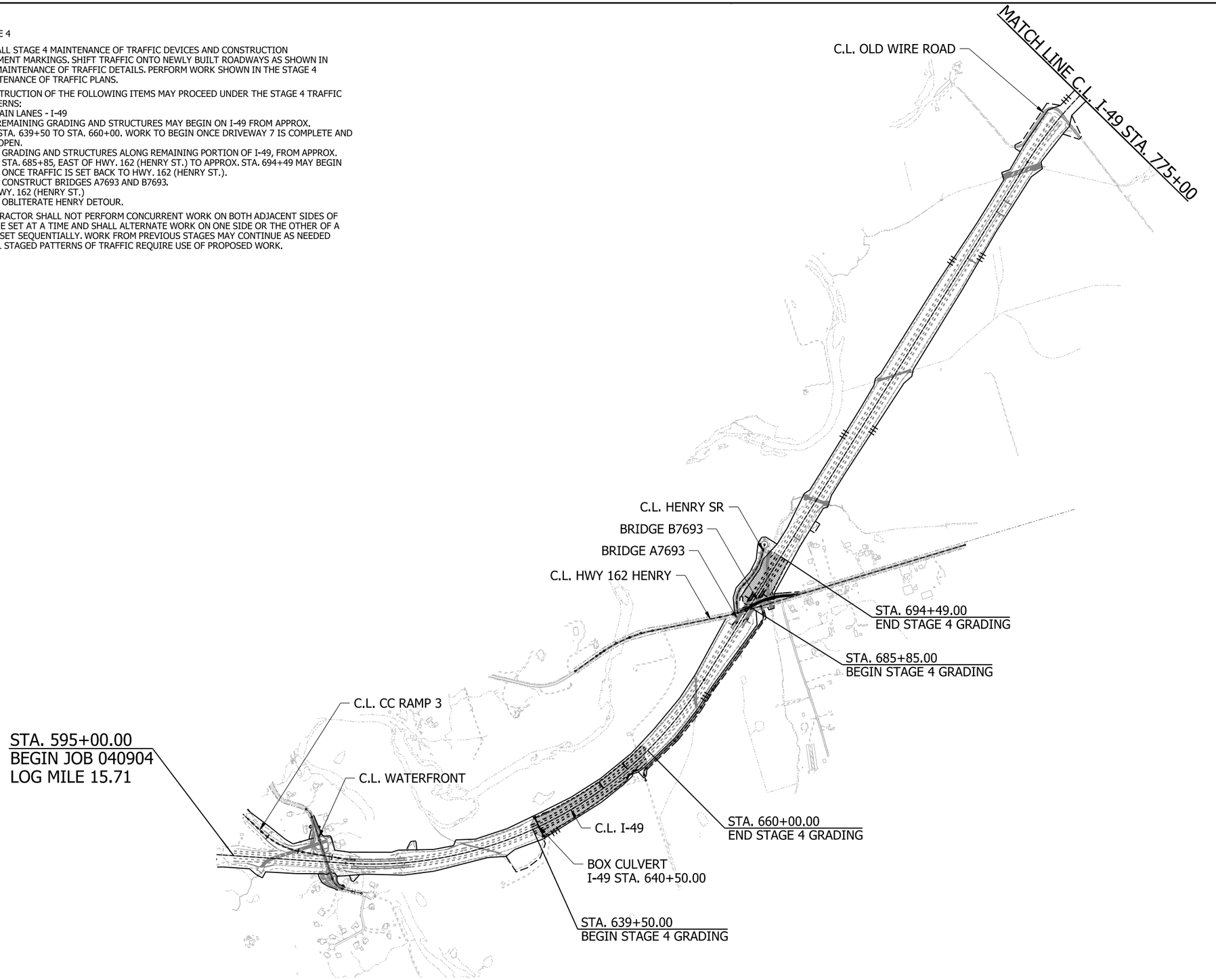
STAGE 4

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

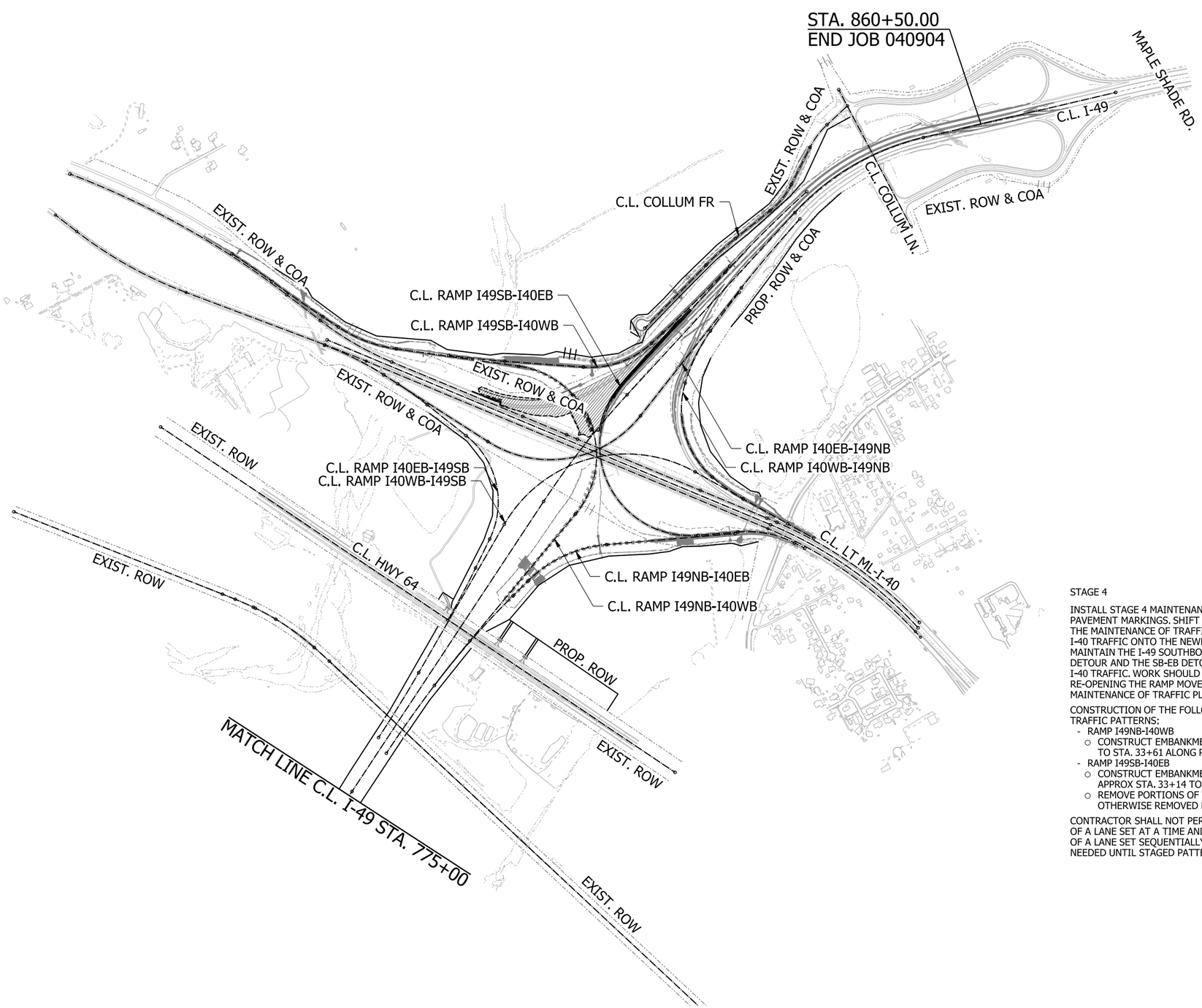
STAGE CONST. GRADING

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.

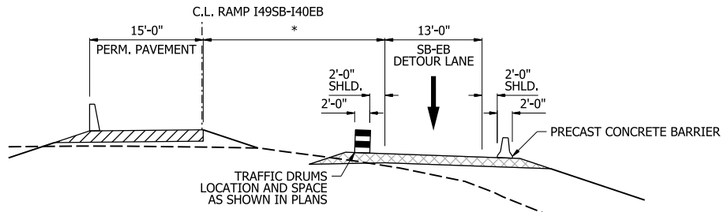
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

# OVERVIEW
# STAGE 4
# MAINTENANCE OF TRAFFIC DETAILS

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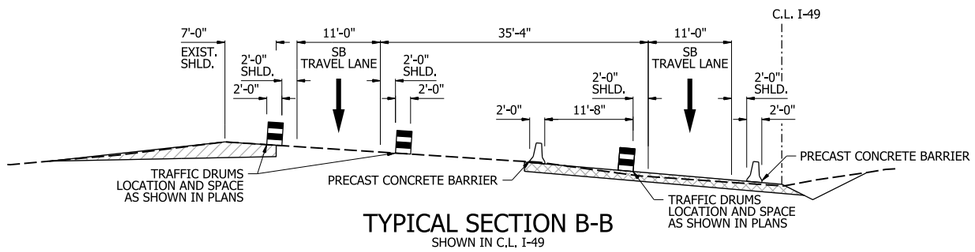
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 161 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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
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| 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
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

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.

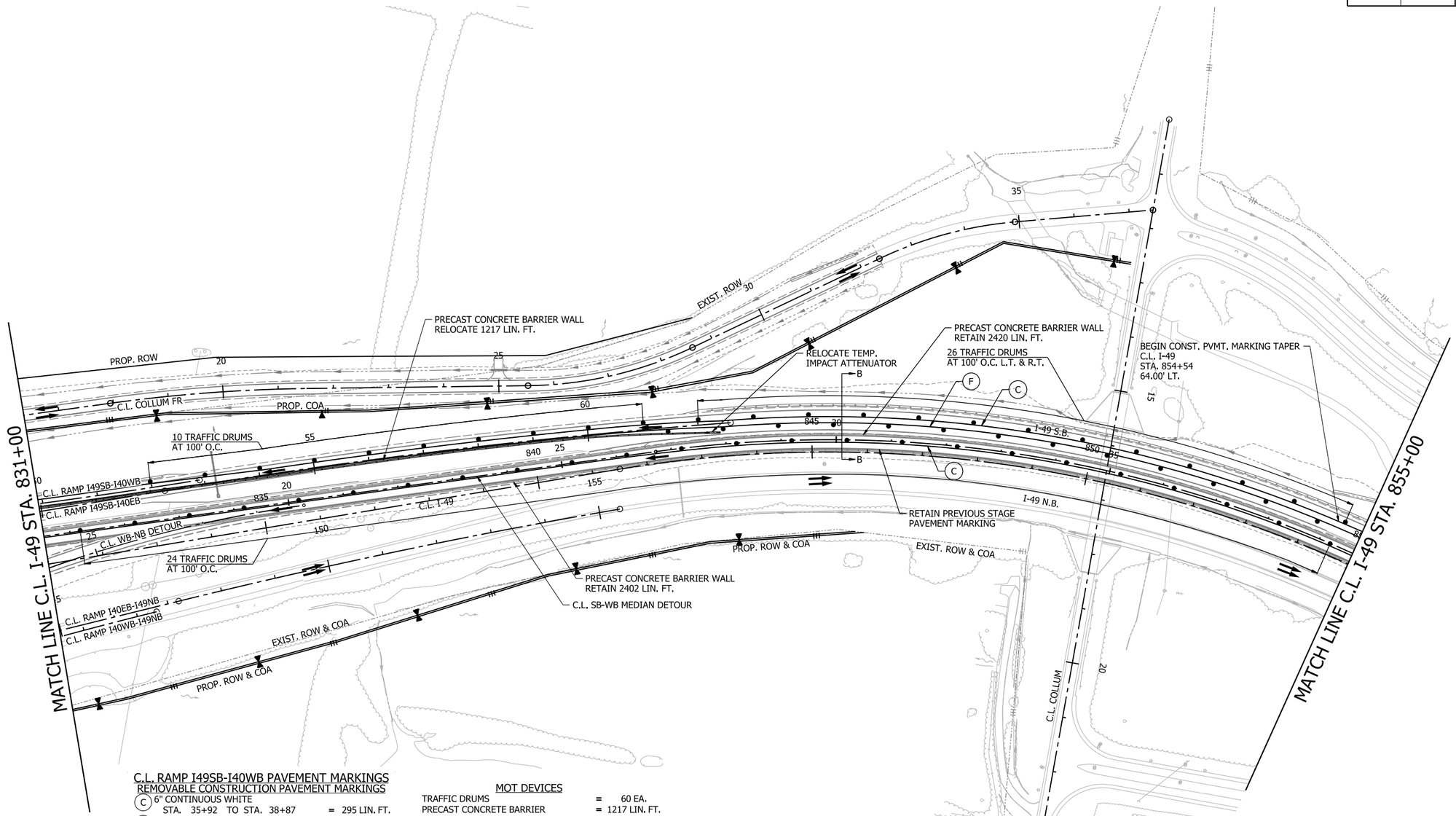
*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

# I-49
# STAGE 4
# MAINTENANCE OF TRAFFIC DETAILS

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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

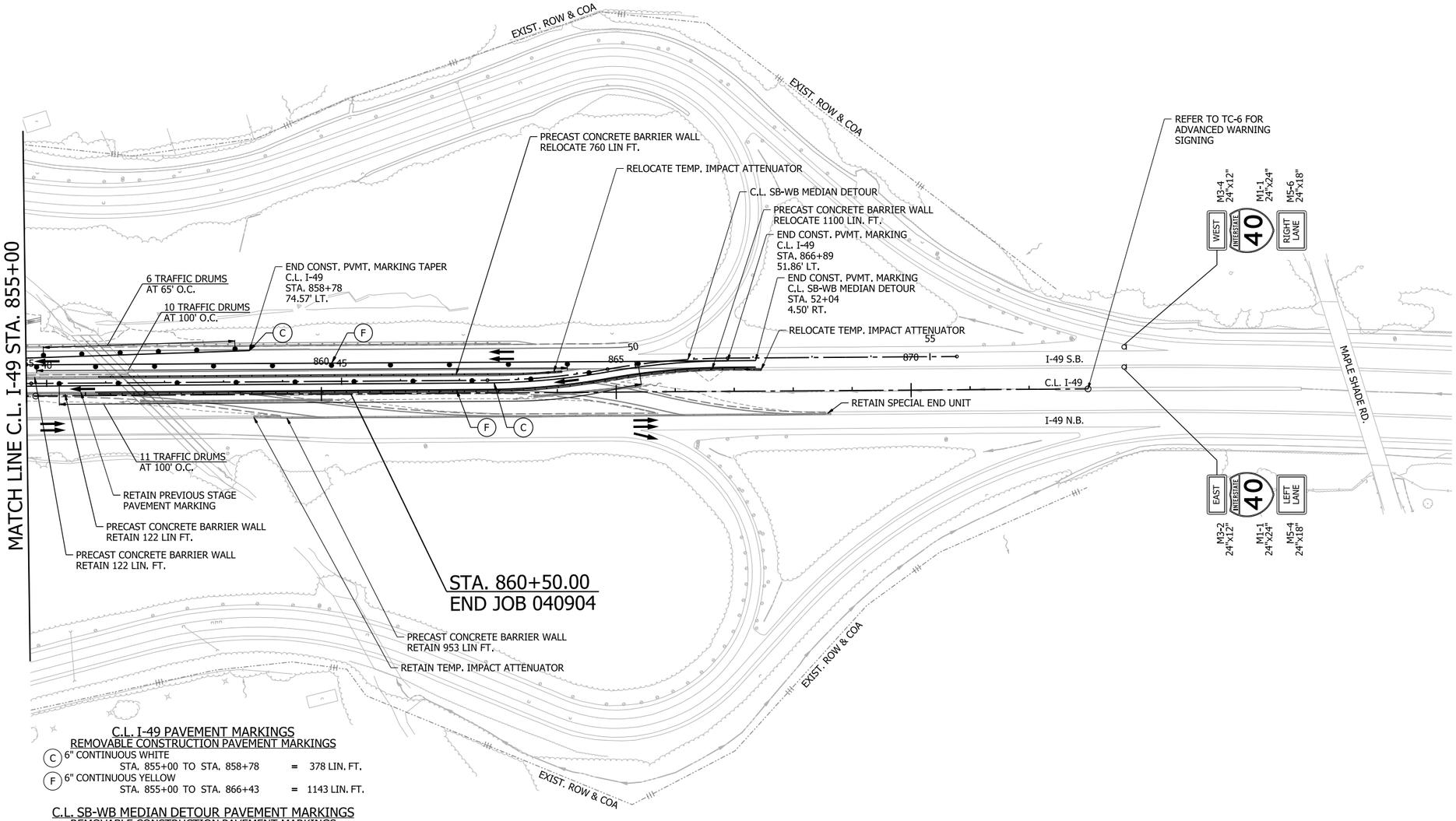
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 165 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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

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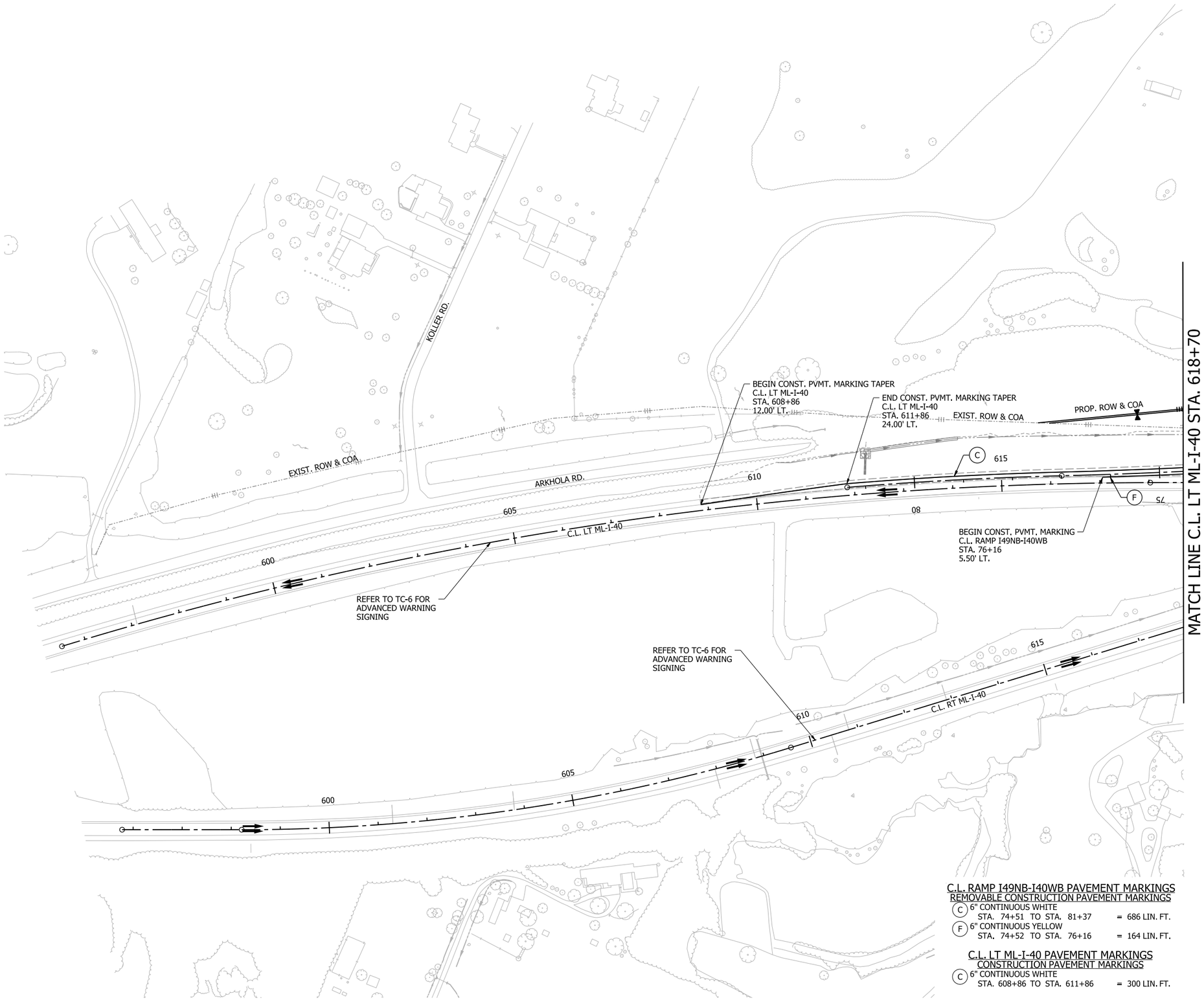
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| 6 | ARK. | 040904 | 166 | 742 |

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

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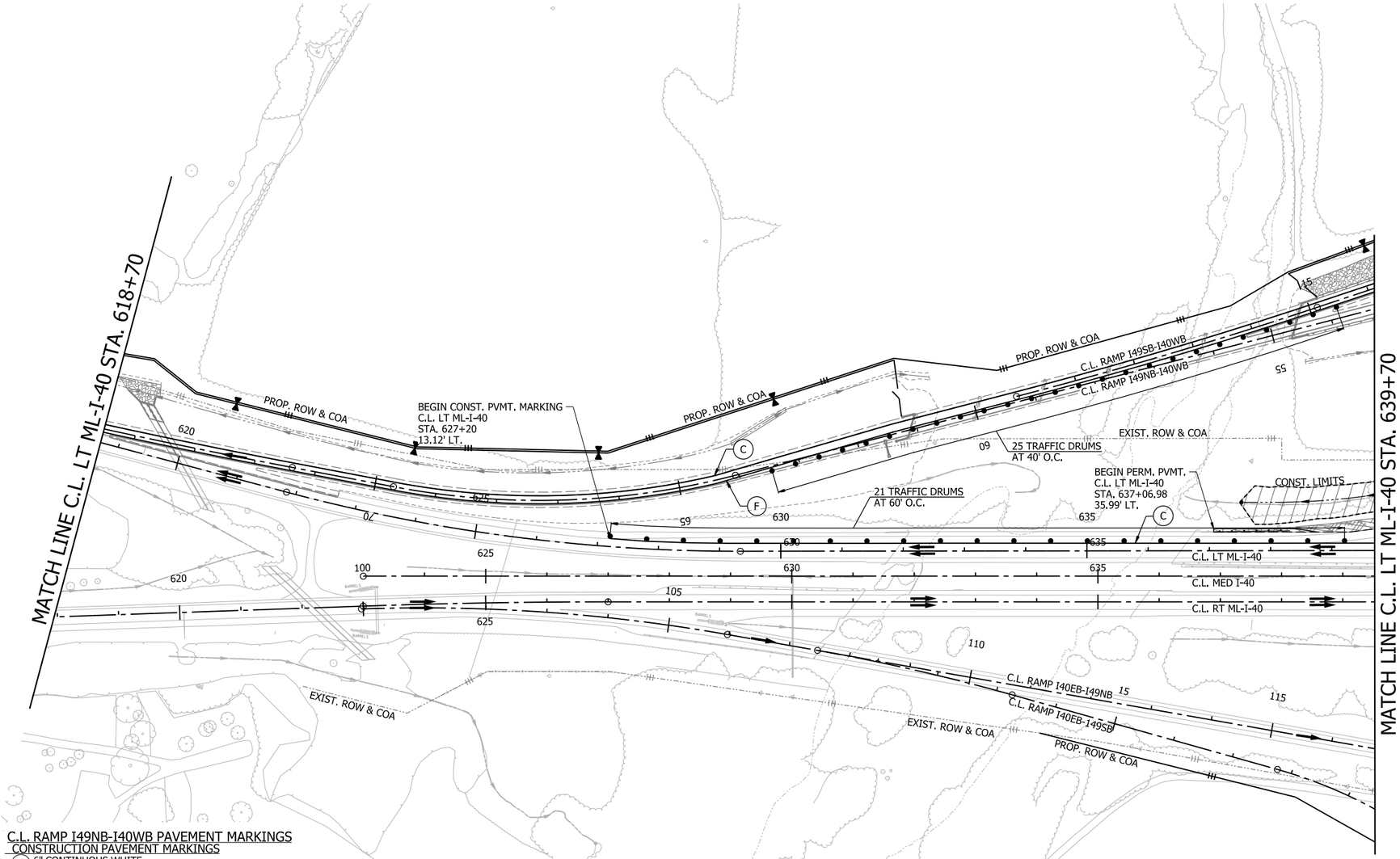
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|---|---|---|---|---|
| 6 | ARK. | 040904 | 167 | 742 |

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

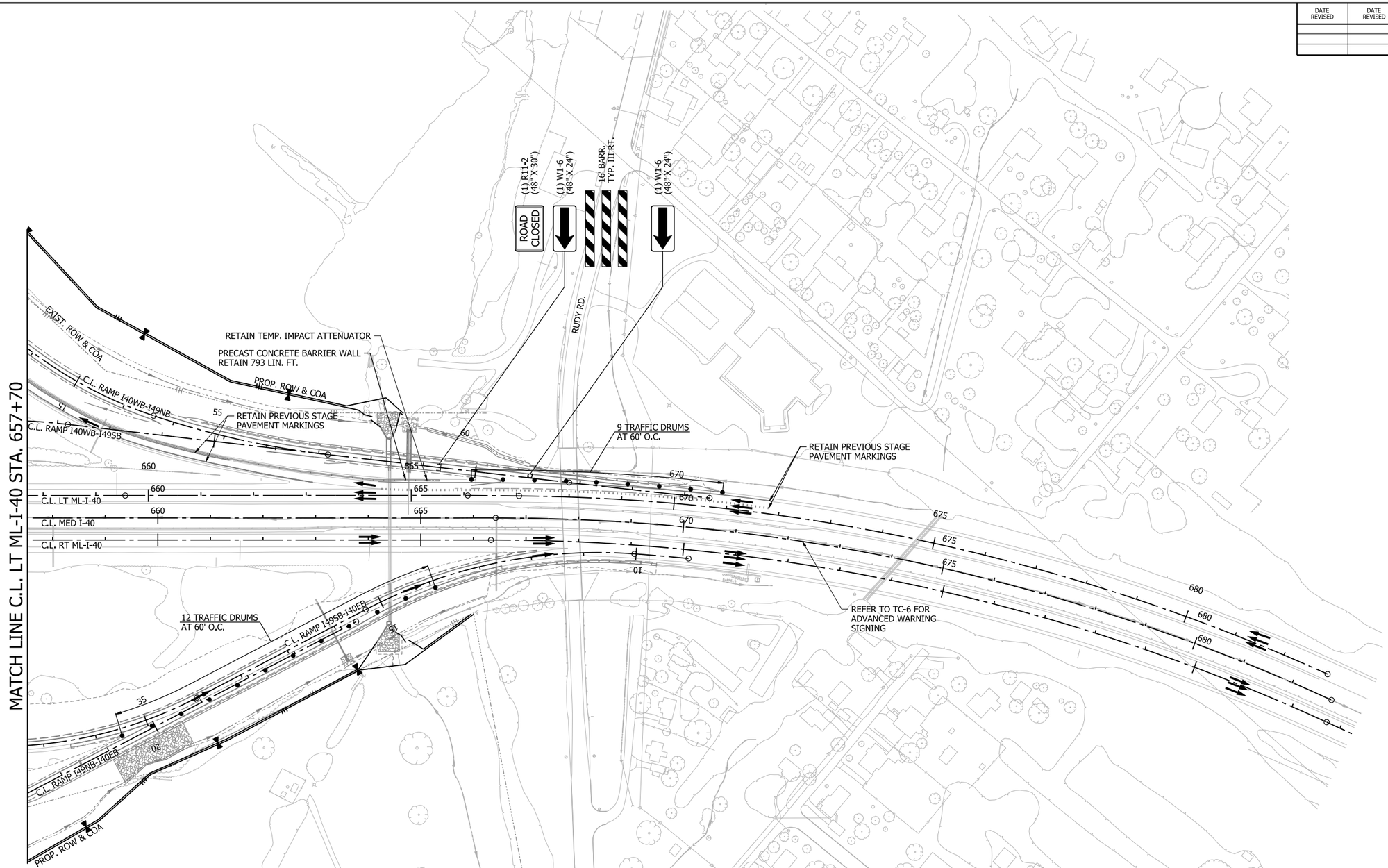
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| | | 6 | ARK. | 040904 | 168 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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

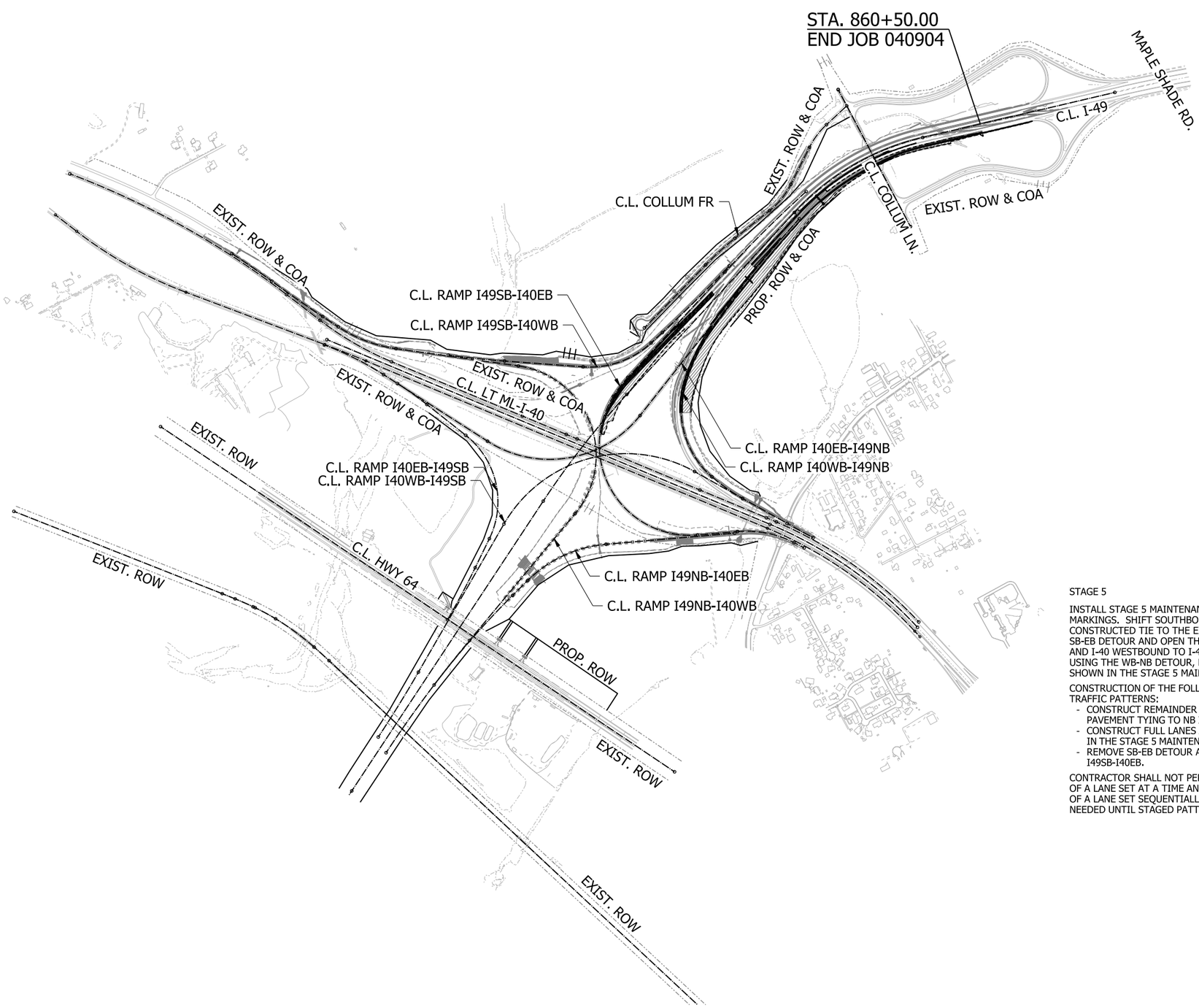
| | | |
|---|---|---|
| TRAFFIC DRUMS | = | 21 EA. |
| 16' BARRICADE, TYPE III | = | 1 EA. |

# I-40
# STAGE 4
# MAINTENANCE OF TRAFFIC DETAILS

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| | | 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.

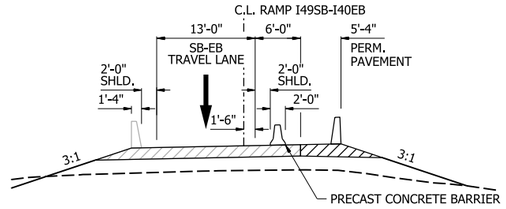
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

# OVERVIEW
# STAGE 5
# MAINTENANCE OF TRAFFIC DETAILS

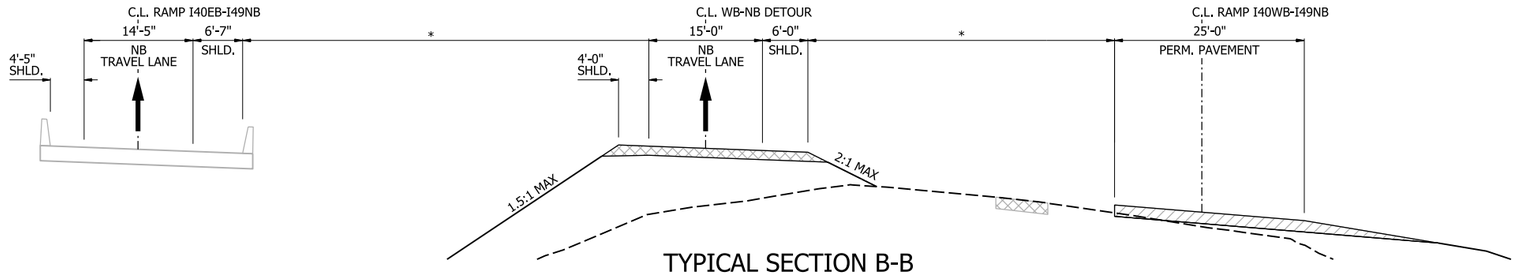
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

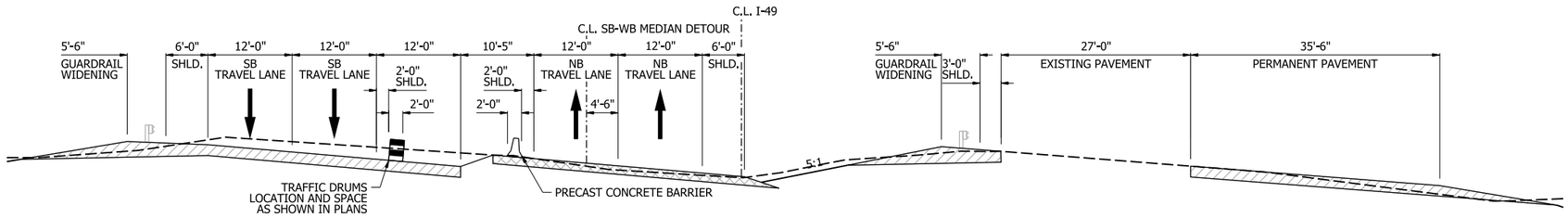
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELLS
5-1-2026




## 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.

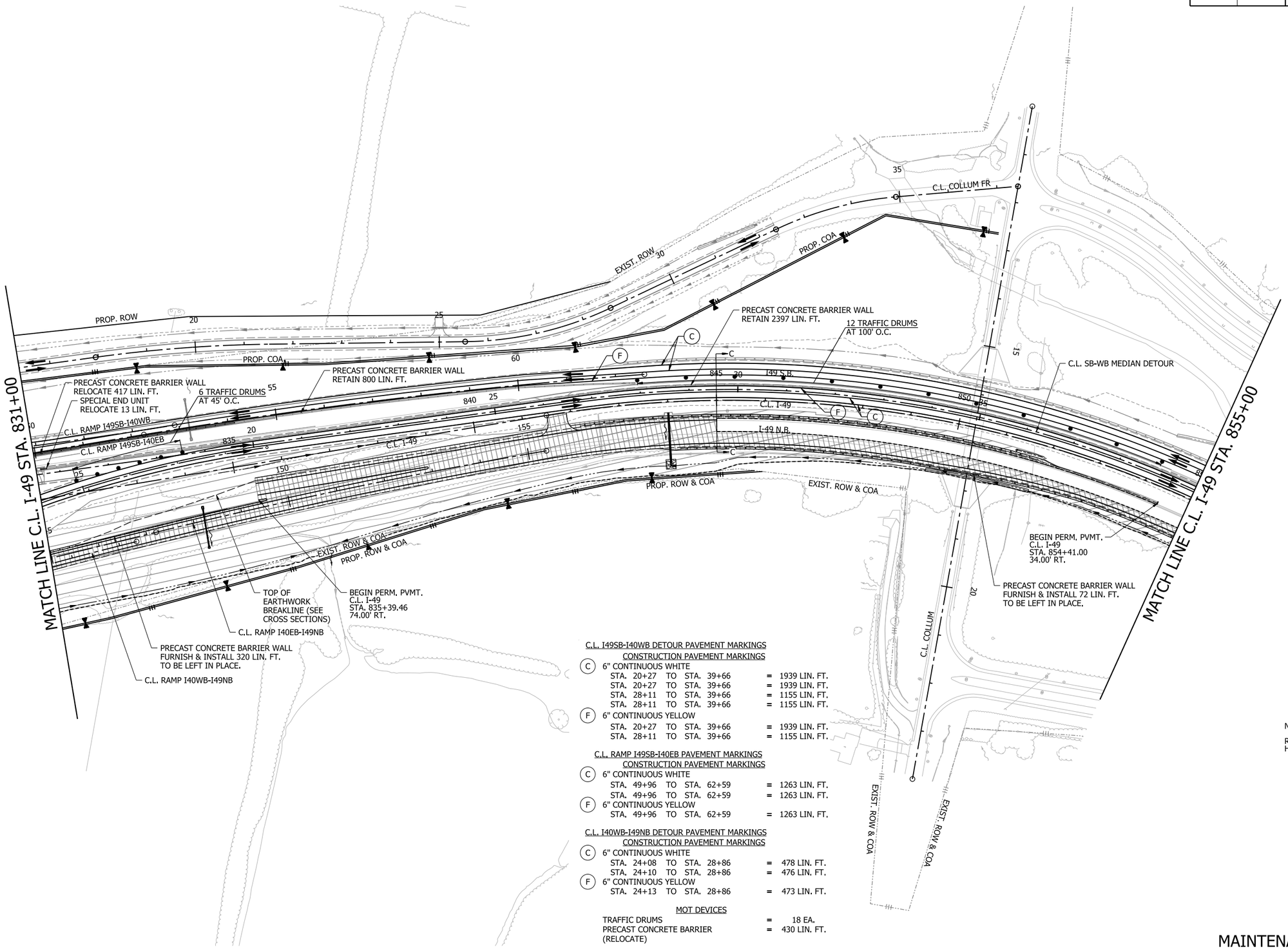
I-49
STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:34:43 AM
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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.

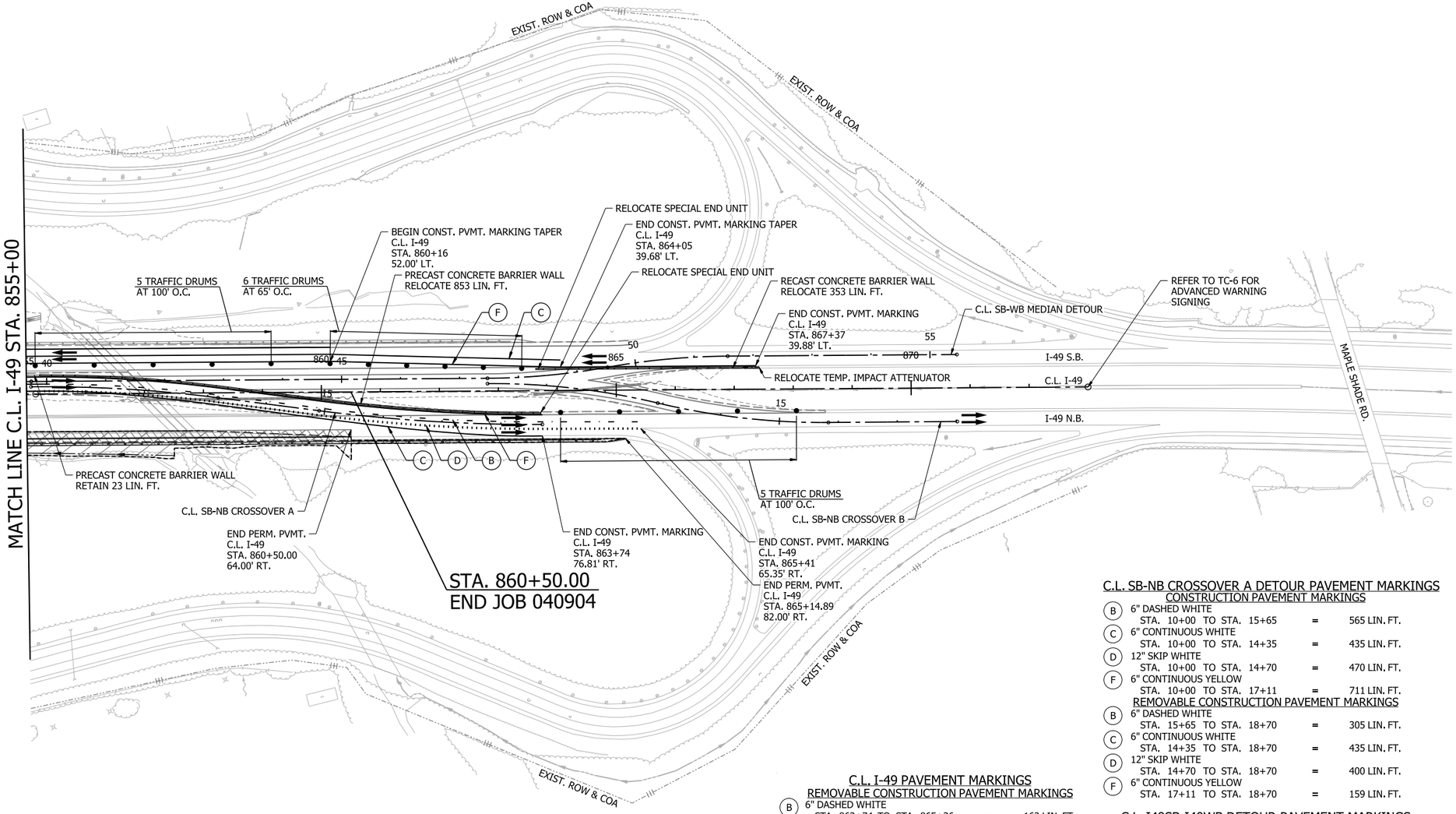
# I-49
# STAGE 5
# MAINTENANCE OF TRAFFIC DETAILS

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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

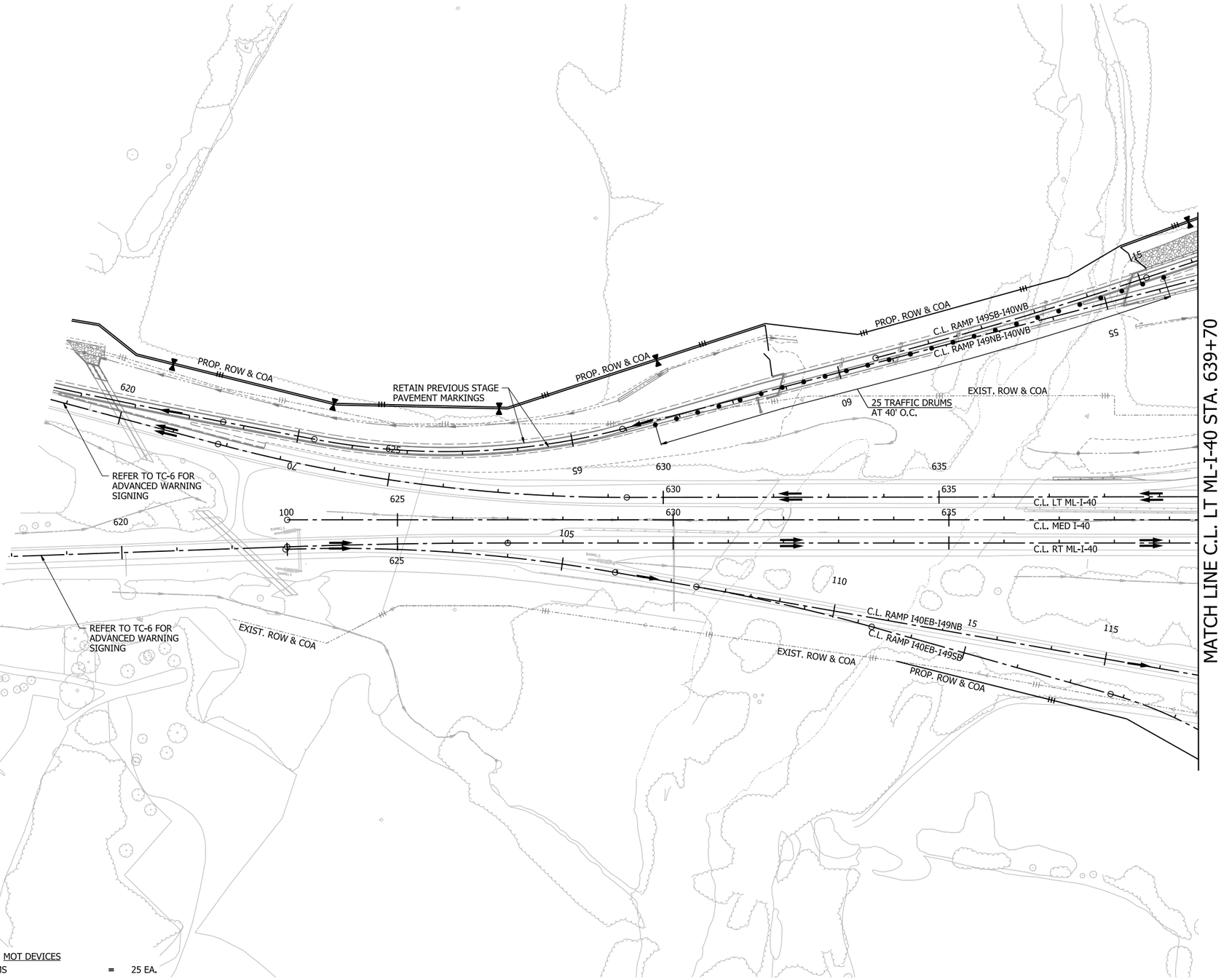
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 174 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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

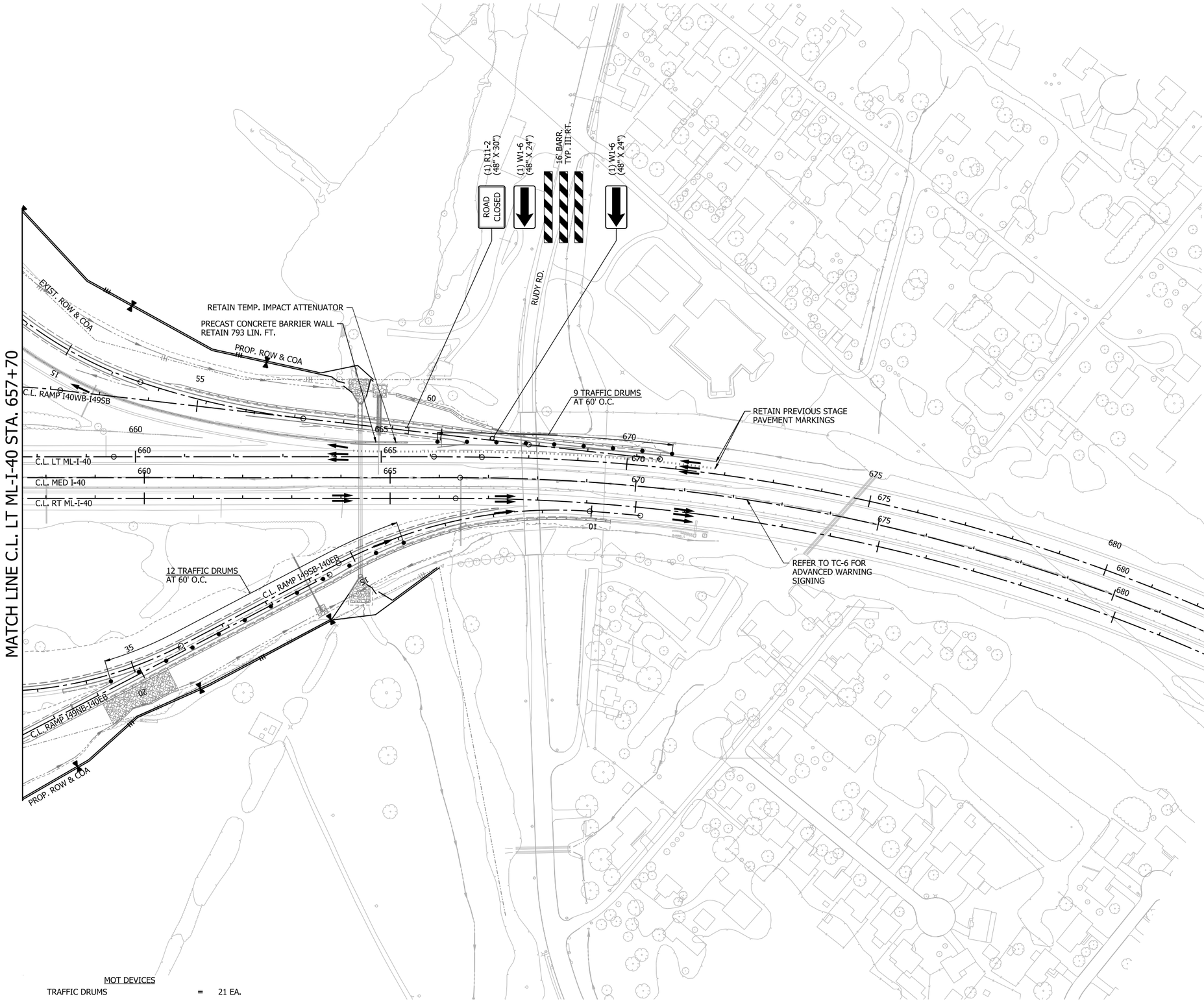
| | | |
|---|---|---|
| TRAFFIC DRUMS | = | 25 EA. |

# 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 |
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| | | 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

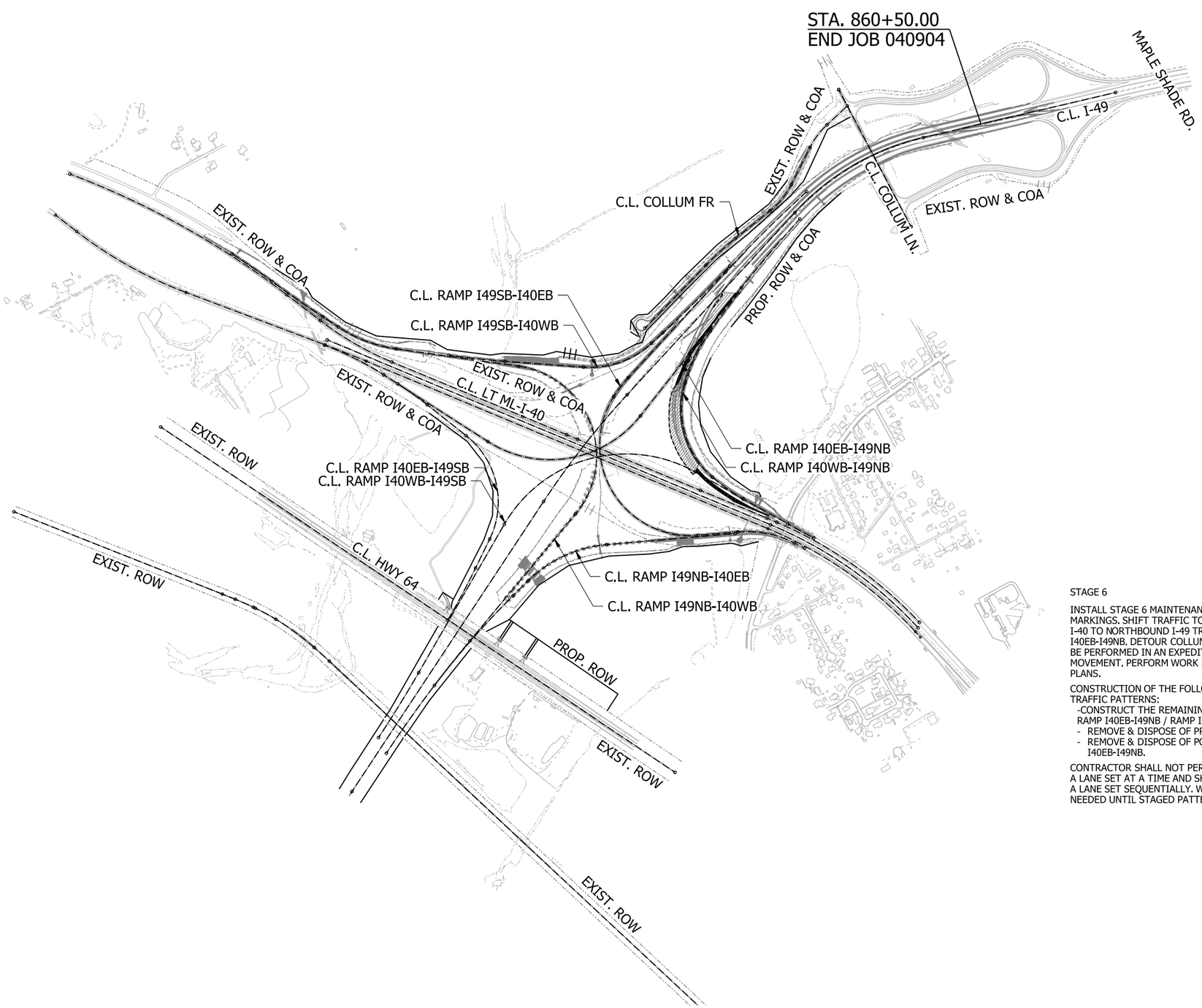
| | | |
|---|---|---|
| TRAFFIC DRUMS | = | 21 EA. |

# I-40
# STAGE 5
# MAINTENANCE OF TRAFFIC DETAILS

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

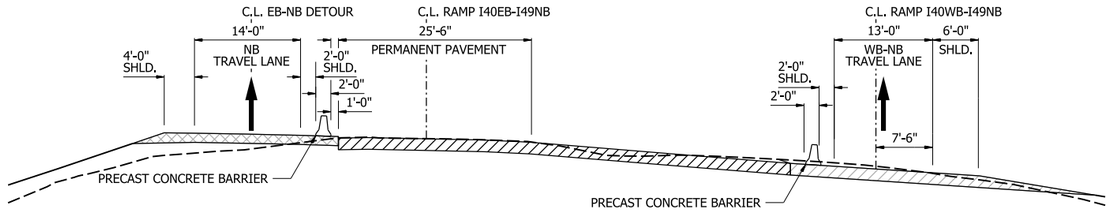
# OVERVIEW
# STAGE 6
# MAINTENANCE OF TRAFFIC DETAILS

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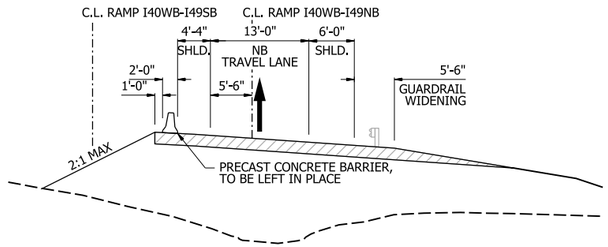
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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 177 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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

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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

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| DATE REVISED | DATE REVISED |
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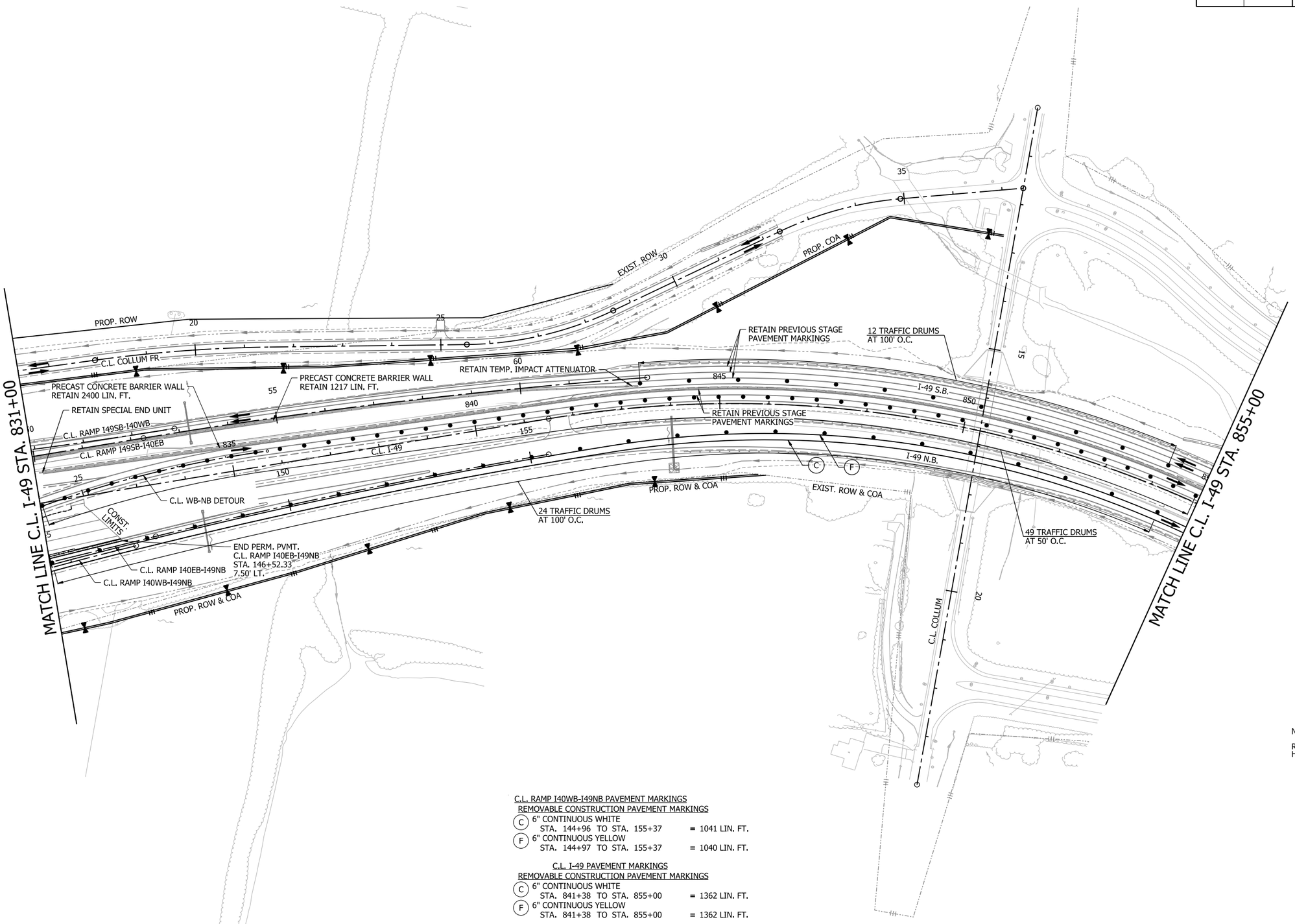
| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 179 | 742 |

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.

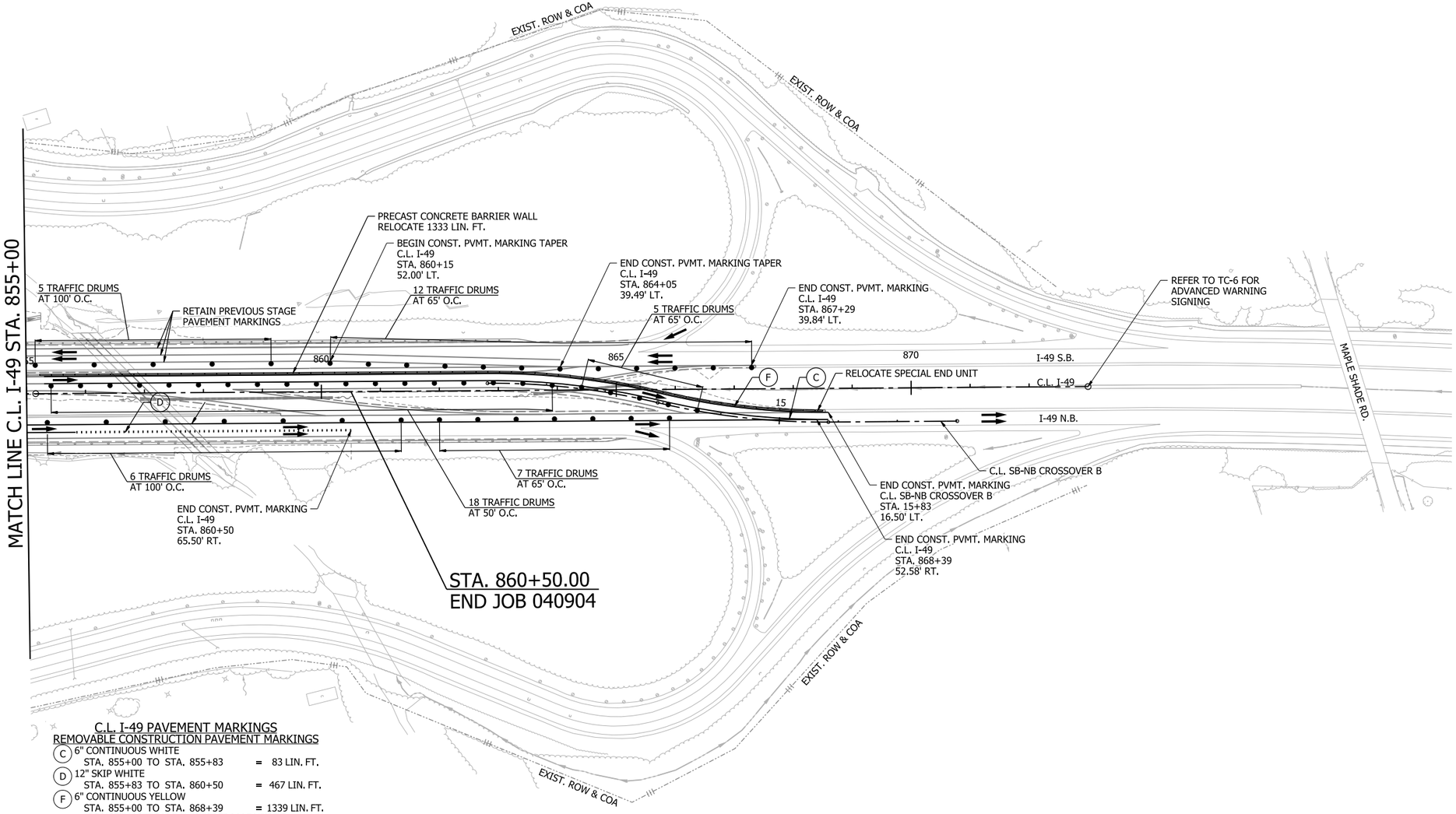
# I-49
# STAGE 6
# MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:09 AM
R040904_06_MOT_ST6_009.dgn

| 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

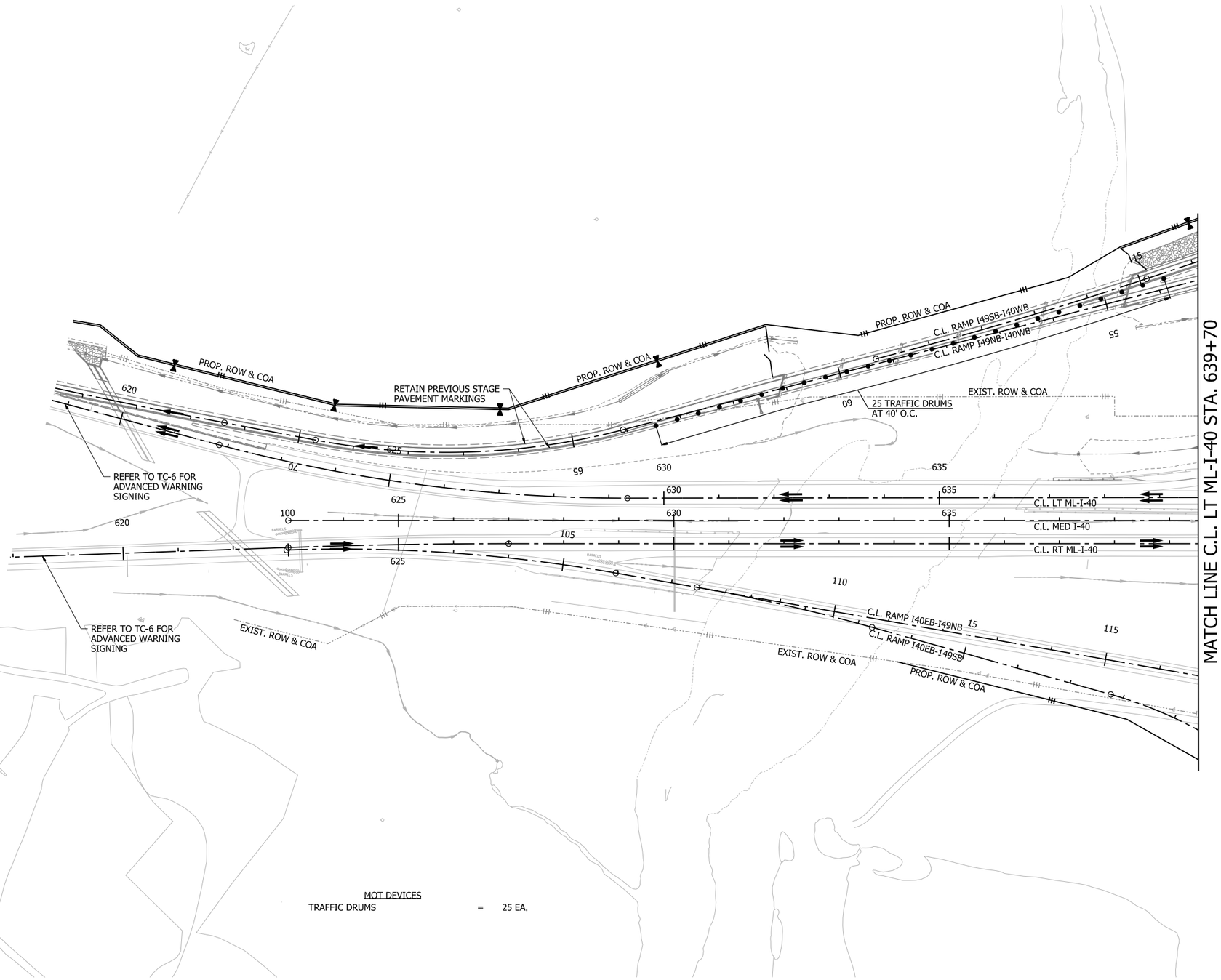
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 181 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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. |

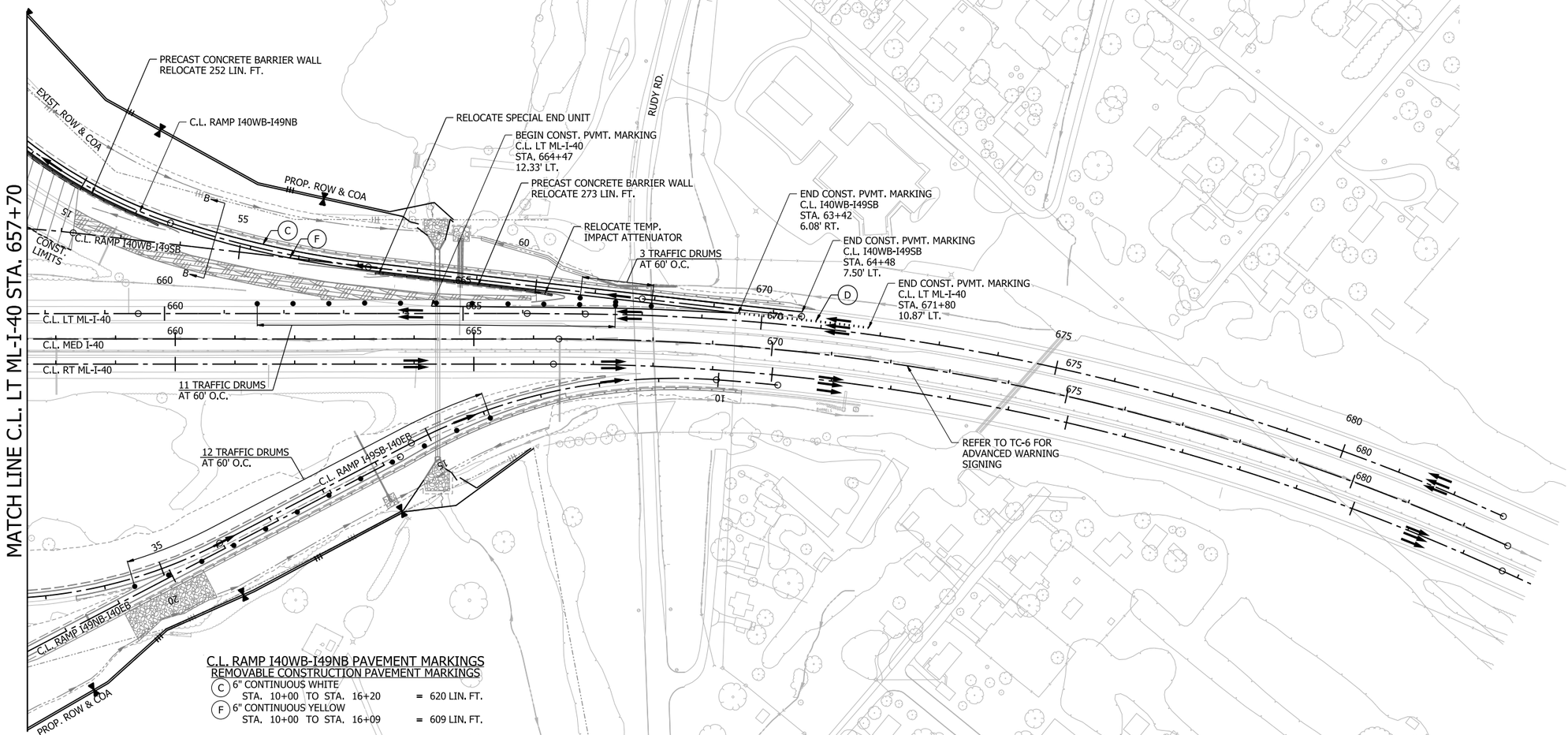
# I-40
# STAGE 6
# MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:17 AM
R040904_06_MOT_ST6_012.dgn

| 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.

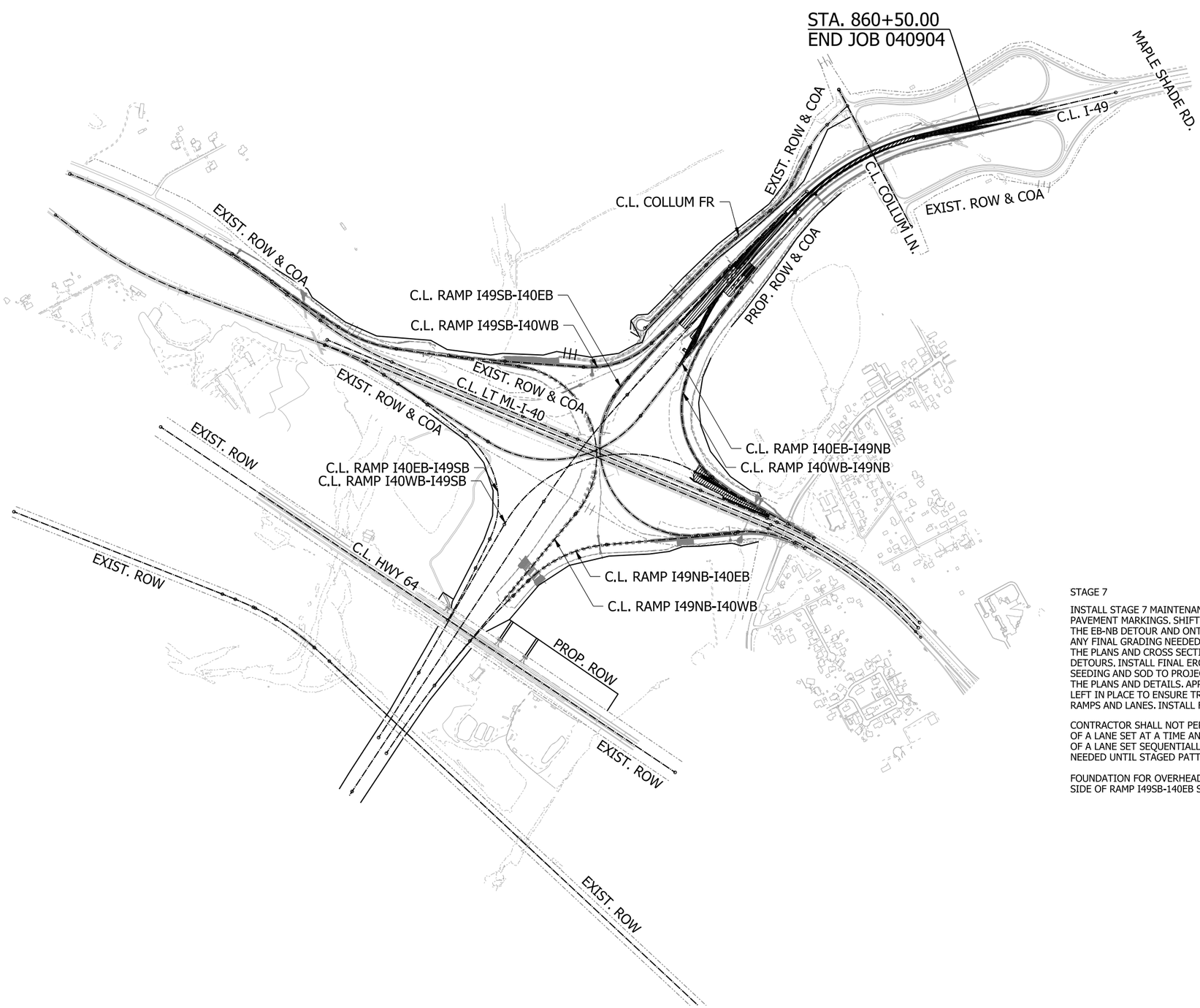
*SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

# I-40
# STAGE 6
# MAINTENANCE OF TRAFFIC DETAILS

5/1/2026 10:34:56 AM
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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.

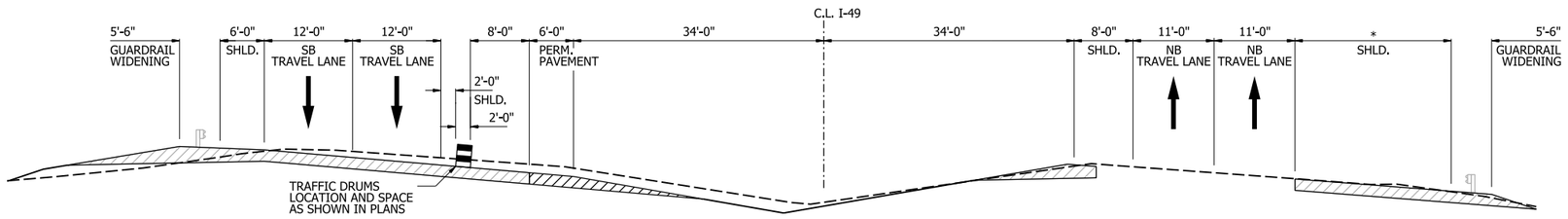
# OVERVIEW
# STAGE 7
# MAINTENANCE OF TRAFFIC DETAILS

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

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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

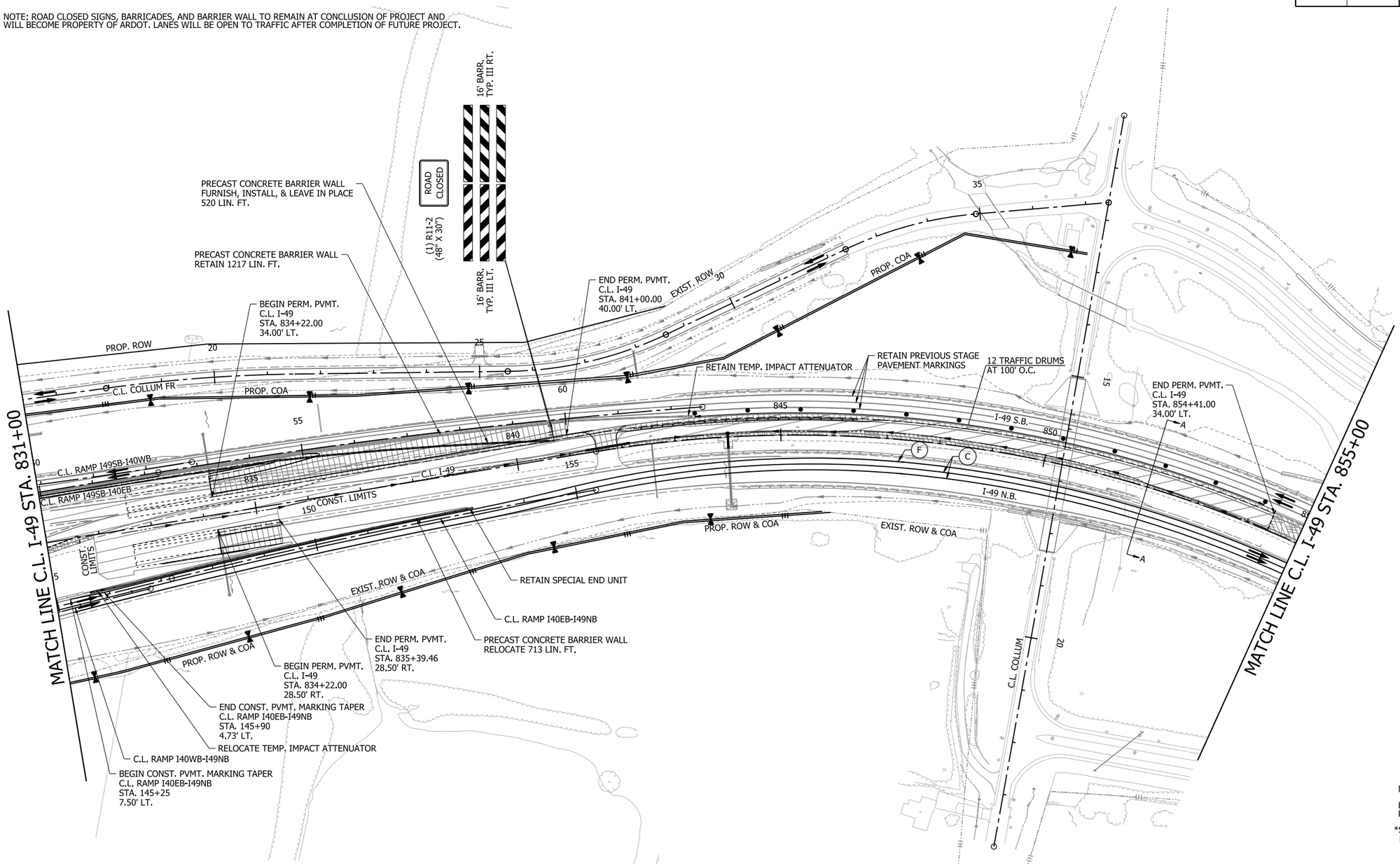
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 186 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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

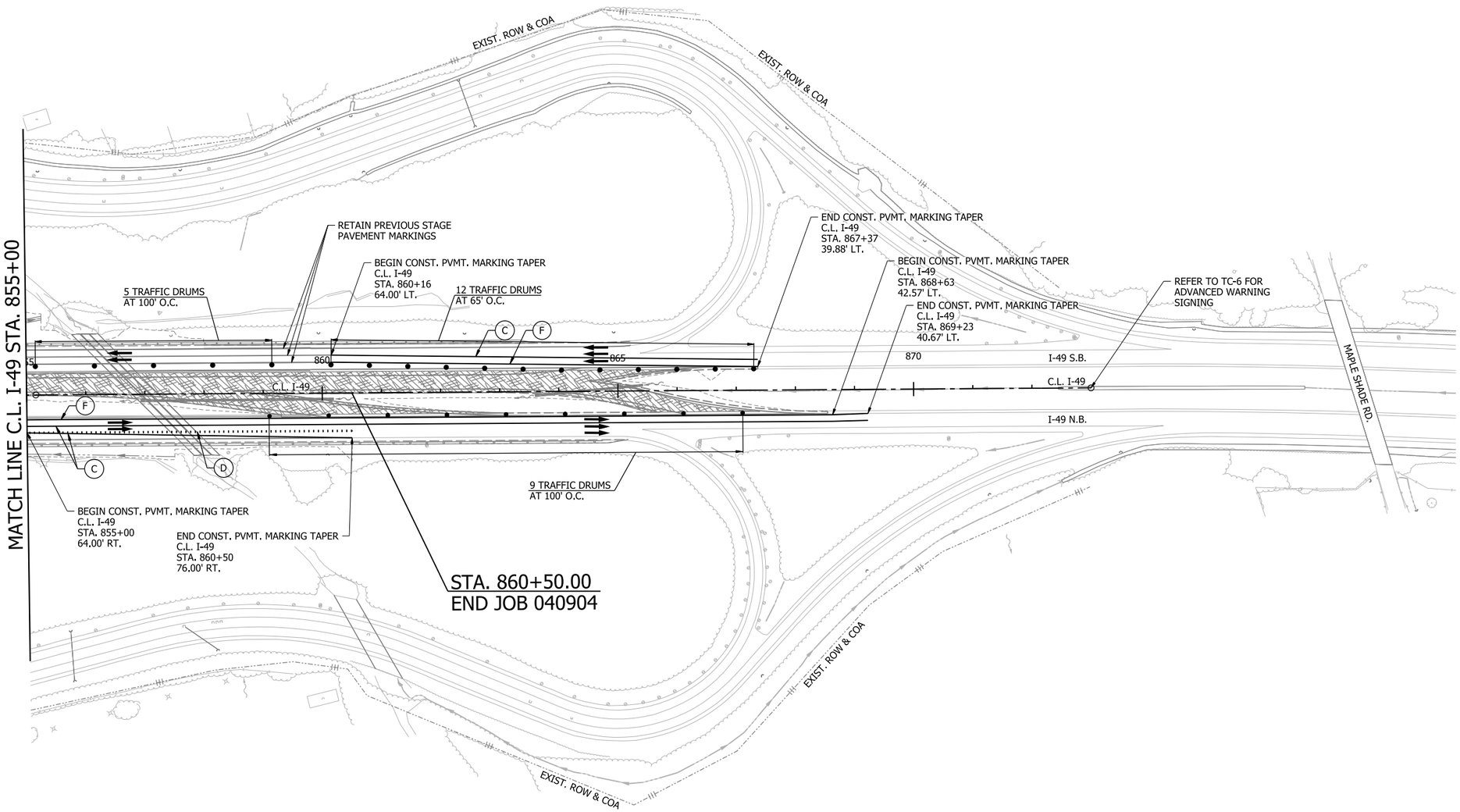
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 187 | 742 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

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. |

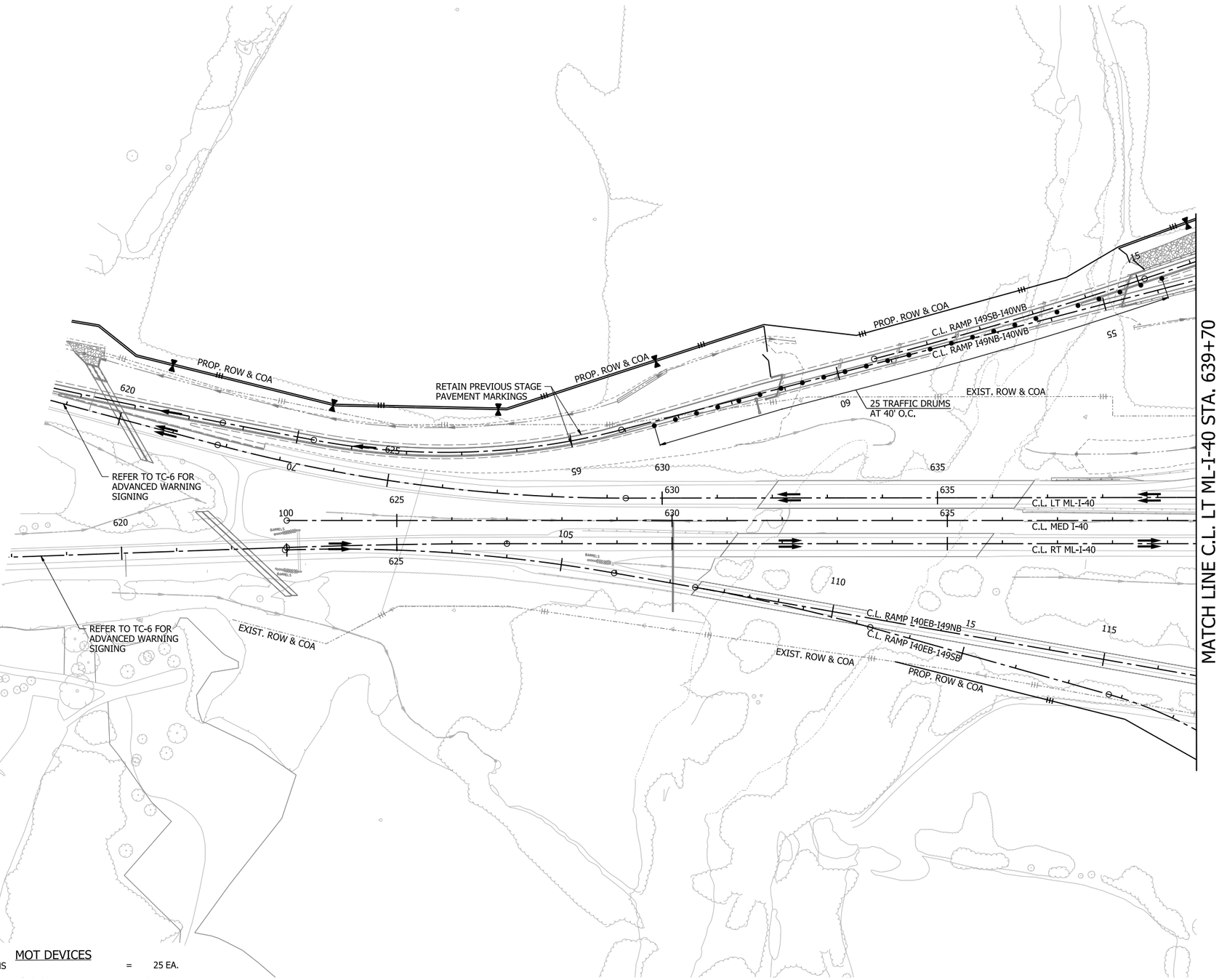
# I-49
# STAGE 7
# MAINTENANCE OF TRAFFIC DETAILS

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| 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

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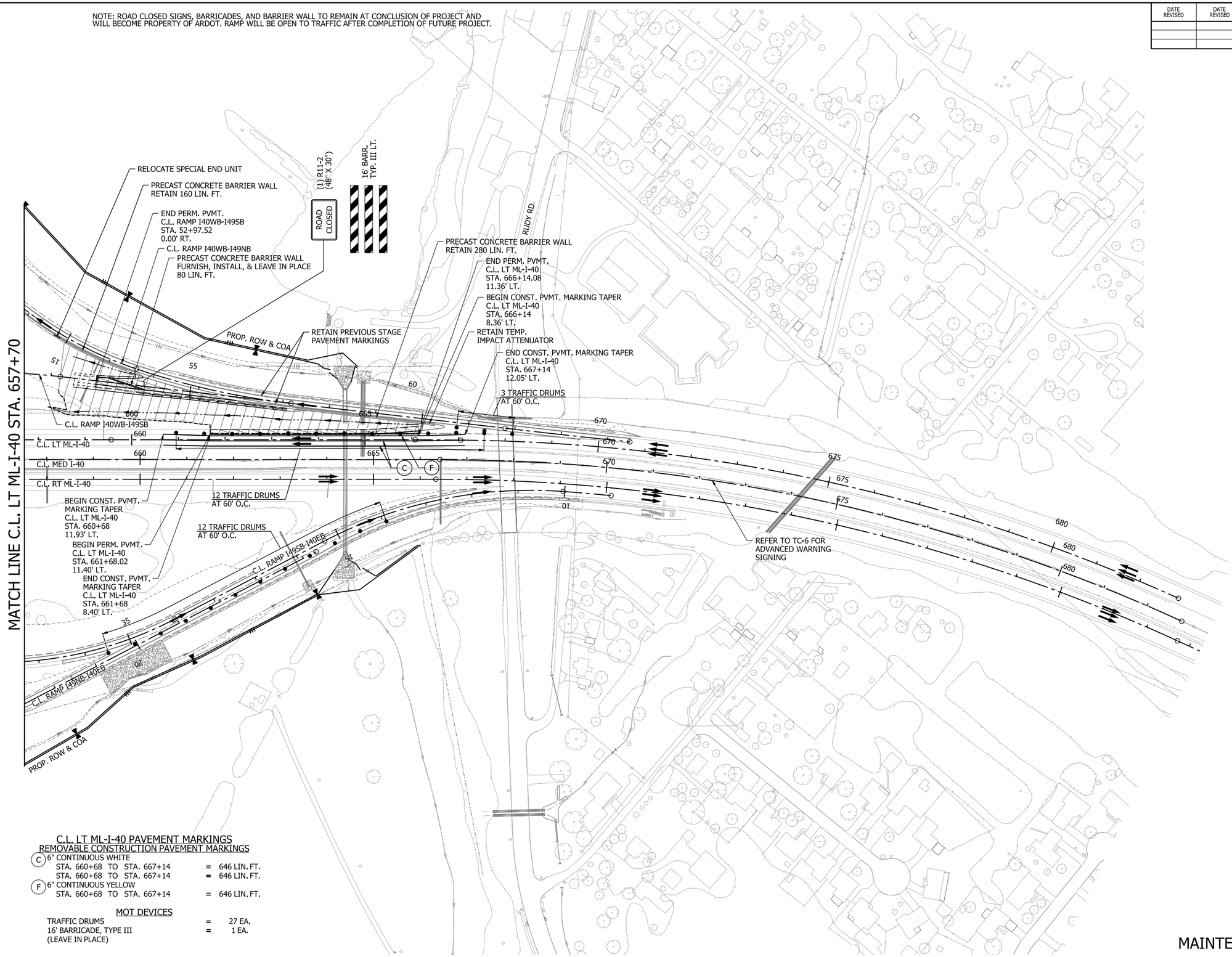
NOTE: ROAD CLOSED SIGNS, BARRICADES, AND BARRIER WALL TO REMAIN AT CONCLUSION OF PROJECT AND WILL BECOME PROPERTY OF ARDOT. RAMP WILL BE OPEN TO TRAFFIC AFTER COMPLETION OF FUTURE PROJECT.

| 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. |

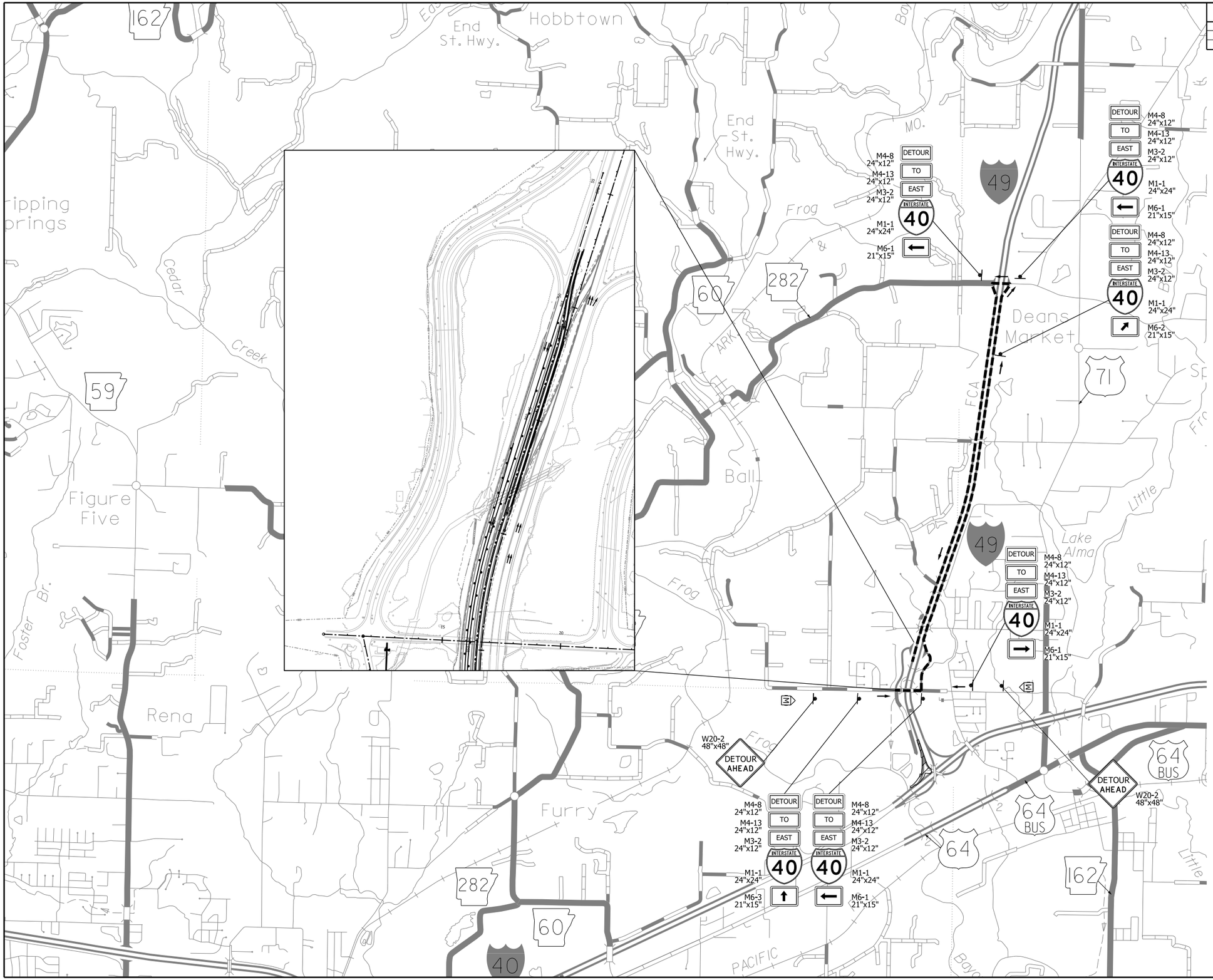
# I-40
# STAGE 7
# MAINTENANCE OF TRAFFIC DETAILS

4/30/2026 7:41:56 AM
R040904_06_MOT_ST7_013.dgn

| 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:

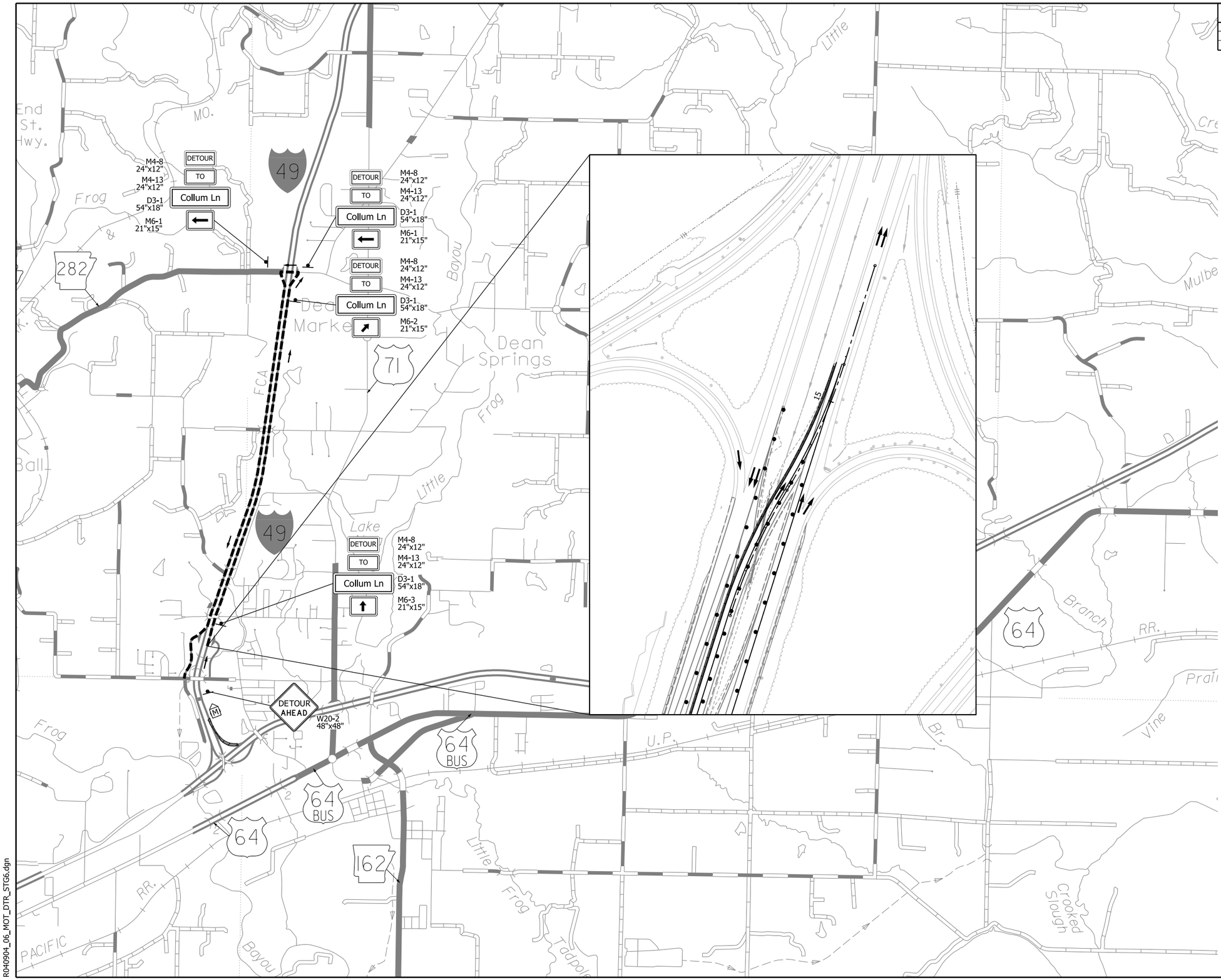
THIS DETOUR IS TO BE USED FOR THE SHORT-TERM REMOVAL OF ACCESS TO THE I49SB-I40EB RAMP IN STAGE 4.

# 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

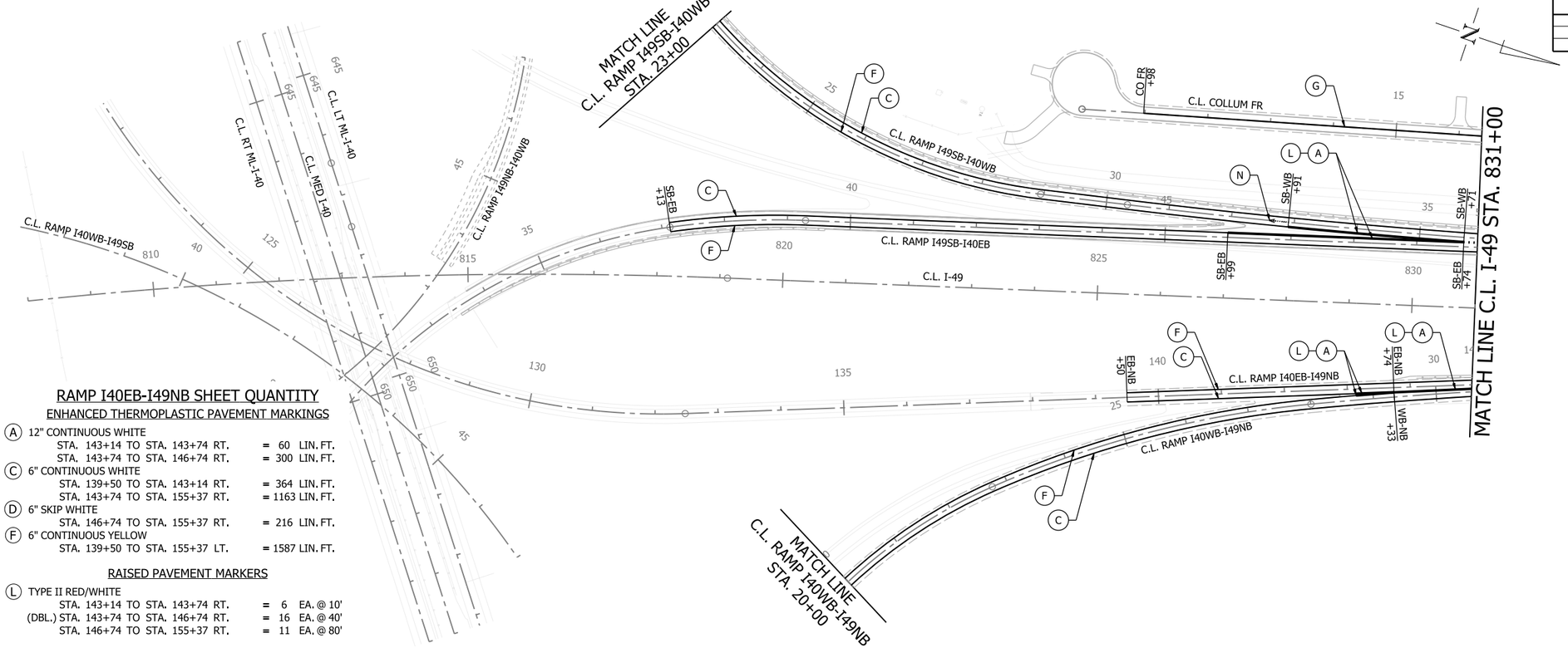
NOTE:

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

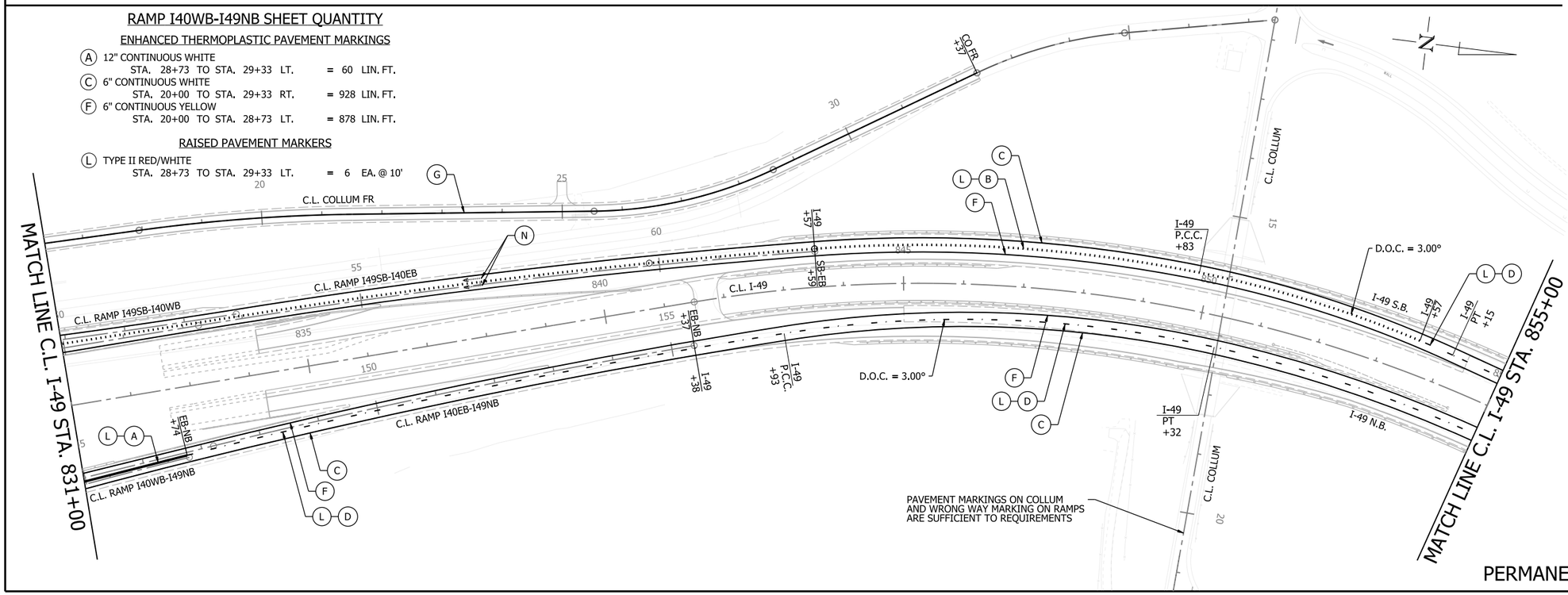
(A) 12" CONTINUOUS WHITE
- STA. 28+73 TO STA. 29+33 LT. = 60 LIN. FT.

(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.

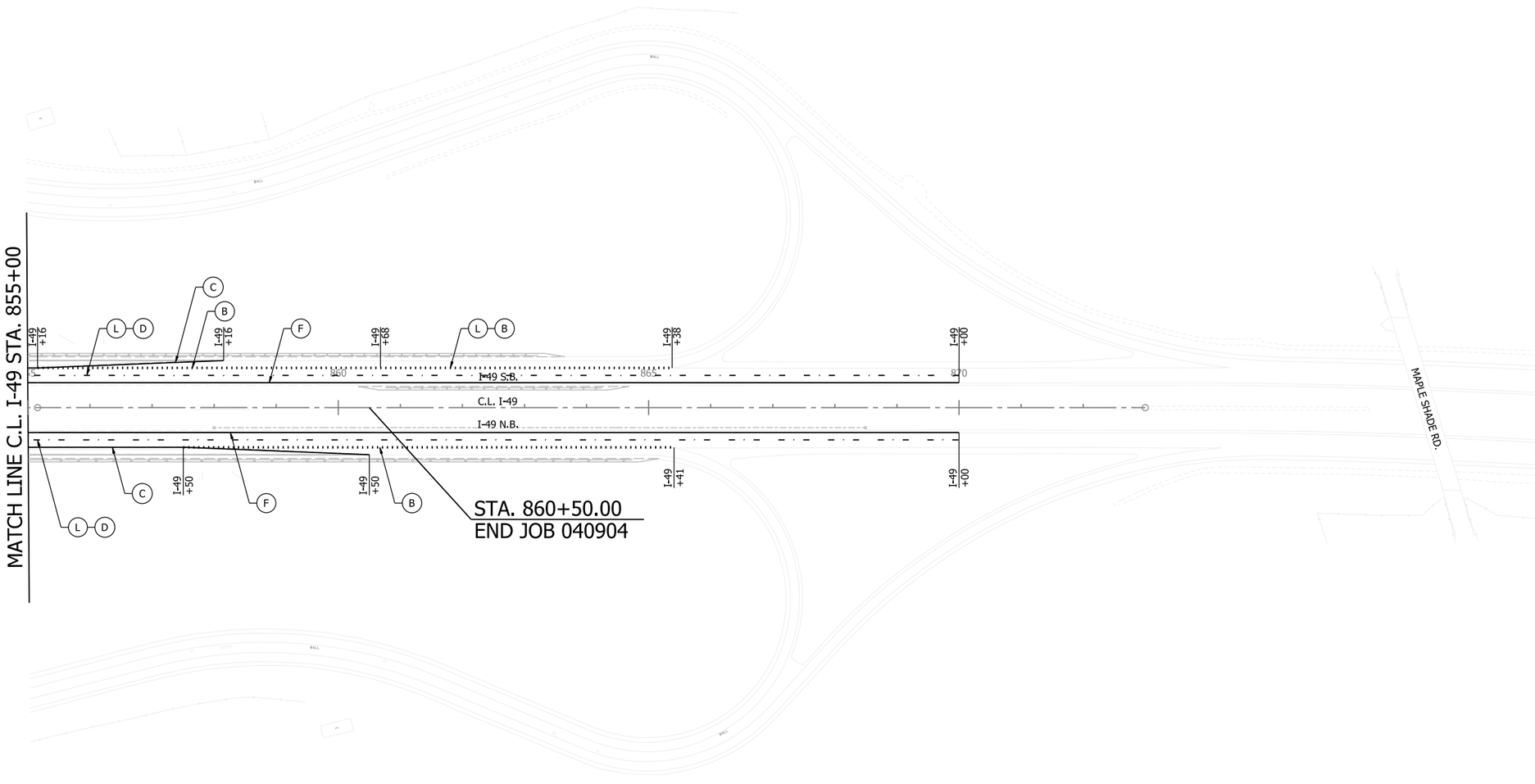
# I-49
# PERMANENT PAVEMENT MARKING DETAILS

4/30/2026 7:42:20 AM
R040904_07_PM_001.dgn

| 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

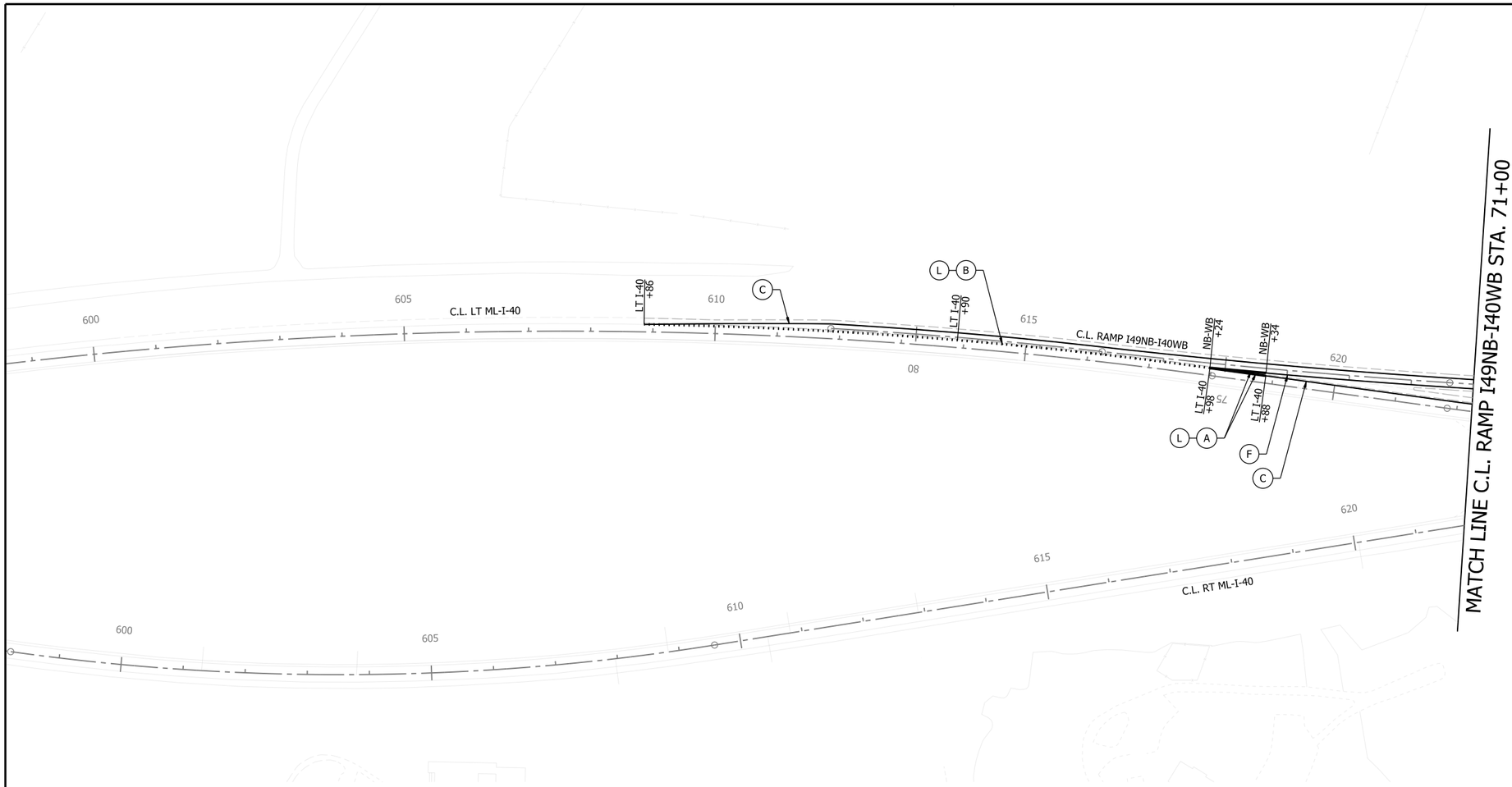
(L) TYPE II RED/WHITE
STA. 855+00 TO STA. 870+00 LT. = 38 EA. @ 40'
STA. 855+00 TO STA. 870+00 RT. = 38 EA. @ 40'
(DBL.) STA. 860+68 TO STA. 865+38 LT. = 40 EA. @ 24'

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

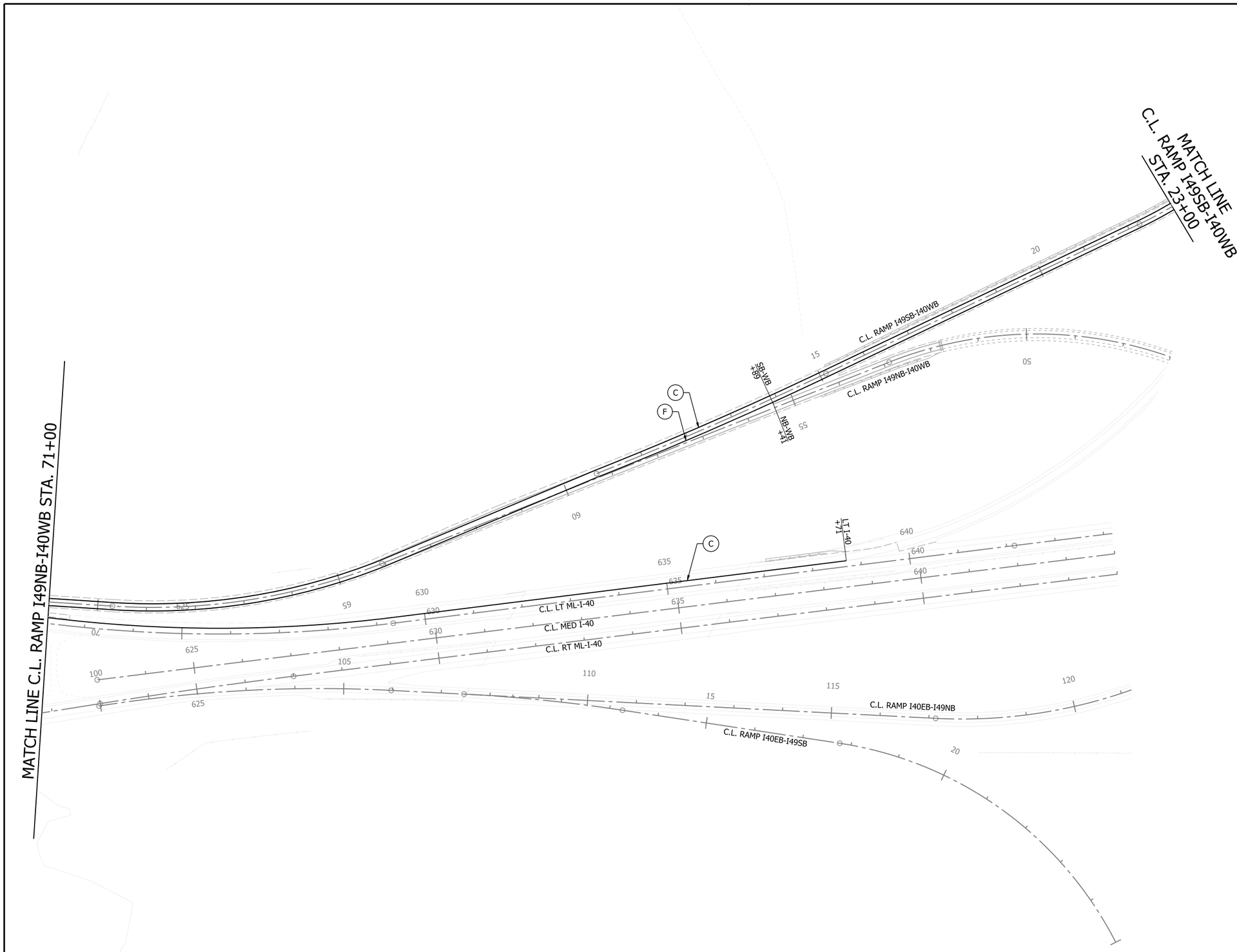
(L) TYPE II RED/WHITE
STA. 74+34 TO STA. 75+24 LT. = 9 EA. @ 10'

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
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| 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

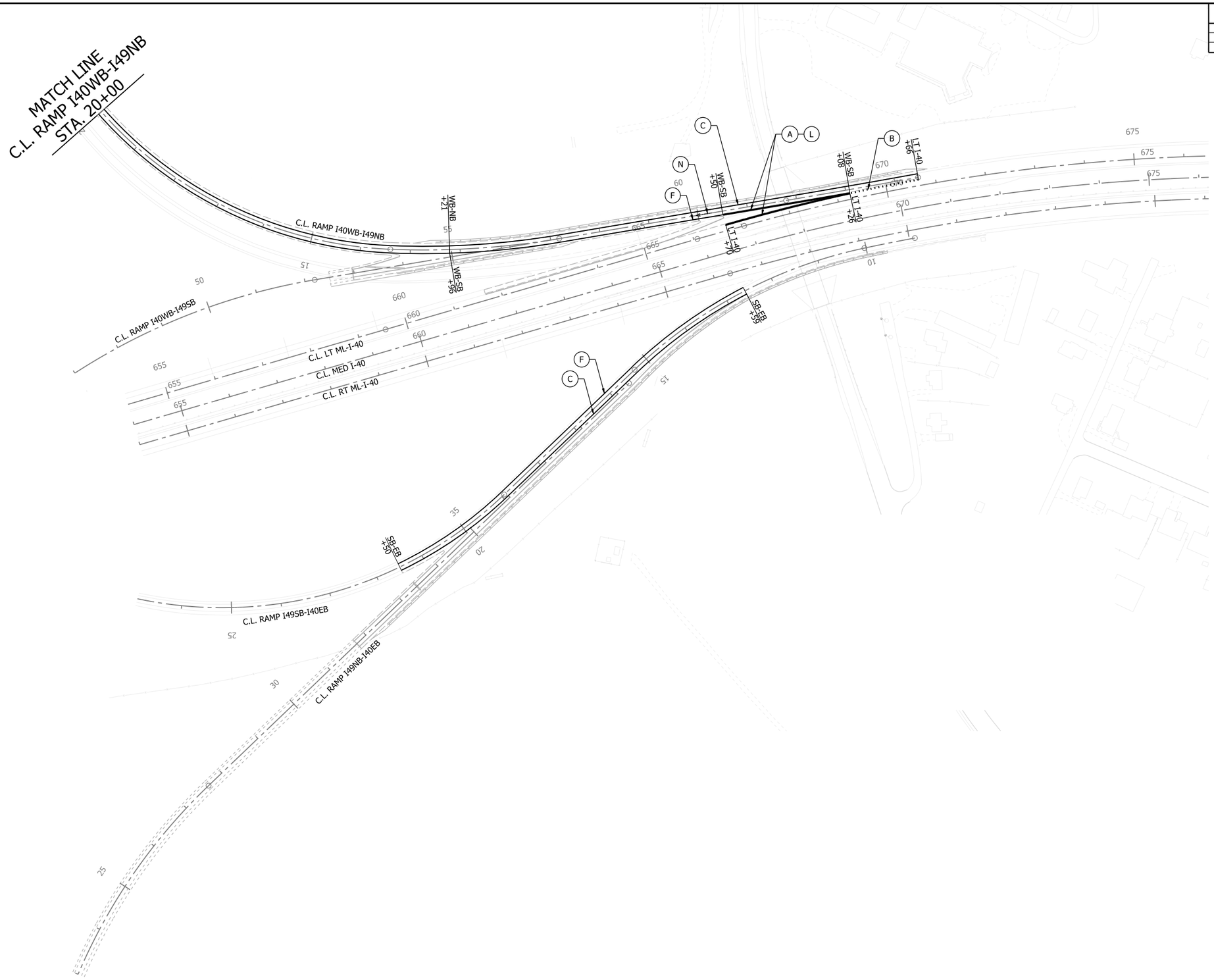
(C) 6" CONTINUOUS WHITE
STA. 55+41 TO STA. 71+00 RT. = 1559 LIN. FT.
(F) 6" CONTINUOUS YELLOW
STA. 55+41 TO STA. 71+00 = 1559 LIN. FT.

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
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| 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

4/30/2026 7:42:31 AM
R040904_07_PM_005.dgn

| 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 |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 198 | 742 |
| | | QUANTITY SHEETS | | | | |

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

## REMOVAL AND DISPOSAL OF ITEMS

| STATION | STATION | LOCATION | CONCRETE DRIVEWAYS | FOUNDATIONS | WRSF | GUARDRAIL | BUILDINGS | SIGNS |
|---|---|---|---|---|---|---|---|---|
| | | | SQ. YD. | | LIN. FT. | | EACH | |
| 596+85 | 598+17 | C.L. OF I-49 | | | | | 4 | |
| 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 |
| 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 |
| 841+00 | 841+00 | C.L. I-49 S.B. BRIDGE MOUNTED | | | | | | 4 |
| 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 |
| 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 |
| 11+36.52 | 11+52.99 | LT. OF C.L. WATERFRONT | 24 | | | | | |
| 12+68.72 | 12+94.32 | RT. OF C.L. WATERFRONT | 77 | | | | | |
| 16+46.18 | 16+81.03 | RT. OF C.L. WATERFRONT | 638 | | | | | |
| 17+83.57 | 18+13.13 | C.L. WATERFRONT | 824 | | | | | |
| 19+58.36 | 19+79.52 | RT. OF C.L. WATERFRONT | 81 | | | | | |
| 20+67.01 | 21+01.32 | RT. OF C.L. WATERFRONT | 48 | | | | | |
| 22+31.29 | 22+56.40 | RT. OF C.L. WATERFRONT | 50 | | | | | |
| 22+77.83 | 23+07.41 | LT. OF C.L. WATERFRONT | 92 | | | | | |
| 16+48.98 | 16+82.06 | RT. OF C.L. WATERFRONT | | | | | 1 | |
| 16+92.81 | 17+44.01 | RT. OF C.L. WATERFRONT | | | | | 1 | |
| 18+54.54 | 19+28.15 | LT. OF C.L. WATERFRONT | | | | | 1 | |
| 18+84.97 | 19+51.00 | RT. OF C.L. WATERFRONT | | | | | 1 | |
| 642+20.55 | 643+25.65 | LT. OF C.L. I-49 | | | | | 1 | |
| 650+15.88 | 650+22.95 | LT. OF C.L. I-49 | | 2.8 | | | | |
| 33+32.57 | 36+04.15 | RT. OF C.L. RAMP I49SB-I40EB | | | | 267 | | |
| 41+12 | 41+12 | RT. OF C.L. RAMP I49SB-I40EB | | | | | | 1 |
| 33+40.30 | 35+78.52 | LT. OF C.L. RAMP I49SB-I40EB | | | | 243 | | |
| 38+71 | 38+71 | LT. OF C.L. RAMP I49SB-I40EB | | | | | | 1 |
| 52+10 | 52+10 | LT. OF C.L. RAMP I49SB-I40EB | | | | | | 1 |
| 33+95 | 35+15 | RT. OF C.L. RAMP I49SB-I40EB | | | | | | 2 |
| 138+59 | 138+59 | RT. OF C.L. RAMP I40EB-I49NB | | | | | | 1 |
| 16+40 | 17+60 | LT. OF C.L. RAMP I40WB-I49NB | | | | | | 5 |
| 641+25 | 641+25 | C.L. LT ML-I-40 | | | | | | 2 |
| 642+16 | 646+46 | C.L. LT ML-I-40 | | | | | | 5 |
| 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** | **2.8** | **2114** | **510** | **9** | **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") (E-1) | SAND BAG DITCH CHECKS (E-5) | ROCK DITCH CHECKS (E-6) | SILT FENCE (E-11) | DIVERSION DITCH (E-8) | PIPE FOR SLOPE DRAINS SLOPE DRAIN (E-12) | DUMPED RIPRAP | DROP INLET FILTER SOCK (12") (E-13) | TRIANGULAR SILT DIKE | SEDIMENT BASIN (E-14) | OBLITERATION OF SEDIMENT BASIN | *SEDIMENT REMOVAL & DISPOSAL |
| | | | 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 |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 199 | 742 |
| | | QUANTITY SHEETS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
6-10-2026

## 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" | 36" | 24" | 36" | 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 - DOUBLE 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 | | 66 | | | | | | | | | 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 | 1947 | | | | 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 - DOUBLE 24" SIDE DRAIN | | | | | | | | | | 96 | | | | | | | | | | | | | | | | | | | | 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** | **1714** | **928** | **198** | **124** | **166** | **130** | **172** | **524** | **528** | **24** | **12** | **2** | **861** | **296** | **5** | **8** | **14** | **2** | **15** | | | | **531.58** | **51427** | **2167** | **450** | **5.67** | **13.00** | |



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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 200 | 742 |
| | | QUANTITY SHEETS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
6-29-2026

## 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" | 36" | ALT. 2, 3, 4, 5, AND 6 (WITH CLASS III ALT. 1) 24" | 36" | 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 | 6845.88 | 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):** | | | | | | | | | | | | | | | | | | | | | | | | **14255.92** | **1549816** | **5273** | **411** | **5.18** | | |
| **SUBTOTALS (1 OF 2):** | | **134** | **1714** | **928** | **198** | **124** | **166** | **130** | **172** | **524** | **528** | **24** | **12** | **2** | **861** | **296** | **5** | **8** | **14** | **2** | **15** | | | | **531.58** | **51427** | **2167** | **450** | **5.67** | **13** | |
| **SUBTOTALS (2 OF 2):** | | | | | | | | | | | | | | | | | | | | | | | | **14255.92** | **1549816** | **5273** | **411** | **5.18** | | |
| **TOTALS:** | | **134** | **1714** | **928** | **198** | **124** | **166** | **130** | **172** | **524** | **528** | **24** | **12** | **2** | **861** | **296** | **5** | **8** | **14** | **2** | **15** | | | | **14787.50** | **1601243** | **7440** | **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. | 147 |
| * | STA. 35+42.97 C.L. I40WB - I49SB | 2875 |
| * | STA. 27+00 C.L. I49NB - I40EB | 39 |
| * | STA. 23+00 C.L. I49NB - I40WB | 88 |
| * | STA. 20+70 C.L. WATERFRONT | 1660 |
| | | |
| | ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | 400 |
| | | |
| | **TOTAL:** | **5209** |

* 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 | | |
| | | | | | | | |
| * | ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | | | 1100 | 4 | 500 | 500 |
| | | | | | | | |
| | **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 I49NB-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 | LT. 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).



6/19/2026 9:19:42 AM
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 201 | 742 |
| | | QUANTITY SHEETS | | | | |

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

## 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 | 117.33 | 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. | 158.00 | 6.00 | 105.33 | 70.22 | 0.88 |
| 832+42.00 | 834+00.00 | C.L. I-49 MED. | 158.00 | 6.00 | 105.33 | 70.22 | 0.88 |
| 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 |
| 30+75.00 | 32+00.00 | C.L. COLLUM FR LT. | 125.00 | 6.00 | 83.33 | 55.56 | 0.70 |
| | | | | | | | |
| TOTALS: | | | | | 4244.89 | 1864.23 | 23.47 |

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 202 | 742 |
| | | QUANTITY SHEETS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
7-14-2026

## 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 | 40375 | 1003296 | |
| 593+14.72 | 861+00.00 | I-49 STAGE 2 | 69784 | 63569 | |
| 593+14.72 | 861+00.00 | I-49 STAGE 3 | 105451 | 24213 | |
| 593+14.72 | 861+00.00 | I-49 STAGE 4 | 6065 | 165894 | |
| 593+14.72 | 861+00.00 | I-49 STAGE 5 | 5061 | 22647 | |
| 593+14.72 | 861+00.00 | I-49 STAGE 7 | 15349 | 38601 | |
| 608+85.66 | 670+87.24 | I-40 STAGE 2 | 1808 | 5103 | |
| 608+85.66 | 670+87.24 | I-40 STAGE 4 | 12770 | 81 | |
| 608+85.66 | 670+87.24 | I-40 STAGE 7 | 767 | | |
| ENTIRE | PROJECT | APPROACHES | 5 | 745 | |
| 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 | 15236 | |
| 139+50.00 | 152+92.94 | RAMP I40EB-I49NB STAGE 5 | 1319 | 33841 | |
| 139+50.00 | 152+92.94 | RAMP I40EB-I49NB STAGE 6 | 165 | 3268 | |
| 139+50.00 | 152+92.94 | RAMP I40EB-I49NB STAGE 7 | 15015 | 474 | |
| 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 | 170 | 71282 | |
| 16+94.04 | 34+89.89 | RAMP I49NB-I40EB STAGE 2 | 90 | 7397 | |
| 34+00.00 | 34+89.89 | RAMP I49NB-I40EB STAGE 2 UNDERCUT | 583 | | |
| 52+00.00 | 61+01.43 | RAMP I40WB-I49SB STAGE 2 | 884 | 9561 | |
| 52+00.00 | 61+01.43 | RAMP I40WB-I49SB STAGE 7 | | 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 | | |
| 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 | 7631 | 2595 | |
| 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 | 31353 | |
| 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 | | 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 | 1732 | 1186 | |
| ENTIRE | PROJECT | POND AND FILL | | 1887 | |
| ENTIRE | PROJECT | FROG BAYOU SPECIAL GRADING | 20183 | | |
| ENTIRE | PROJECT | REMOVING AND REPLACING TOPSOIL | | | 26932 |
| | | | | | |
| **TOTALS:** | | | **450699** | **1820162** | **26932** |

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

## 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 | 347 |
| | | |
| **TOTAL:** | | **16315** |

NOTE: STONE BACKFILL TO BE PAID FOR AS ROCK FILL

## 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 | 29145 | 6057 | 9007 |
| 768+61.00 | 770+82.00 | I-49 STAGE 2 | 20245 | 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 | 2116 | 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:** | | | **209970** | **75948** | **101554** |

NOTE: 10" AGGREGATE BASE COURSE (CLASS 7) TO BE PAID FOR AS ROCK FILL. SEE SPECIAL DETAIL.
NOTE: STONE BACKFILL TO BE PAID FOR AS ROCK FILL.

## 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** |

## 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 | 4175 | 9194 | 272 |
| | | | |
| **TOTALS:** | **4175** | **9194** | **272** |

## 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

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| 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.

6/29/2026 2:03:03 PM
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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.

7/29/2026 11:42:37 AM
R040904_08_QTY009.dgn

| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 206 | 742 |
| | | QUANTITY SHEETS | | | | |

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

## 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 | 4.17 | 65.27 | 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 | 3.95 | 61.95 | 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 | 3.72 | 58.31 | 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 | 3.83 | 59.95 | 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 | 4.68 | 73.32 | 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 | 4.52 | 70.80 | 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 | 4.52 | 70.80 | 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 | 4.68 | 73.32 | 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 | 12.88 | 201.83 | 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 | 2.96 | 46.40 | 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 | 65.40 | 1024.58 | 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 | 3.14 | 49.15 | 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 | 8.82 | 138.17 | 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 | 109.60 | 1717.12 | 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 | 70.73 | 1108.09 | 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 | 65.89 | 1032.25 | 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 | 13.61 | 213.15 | 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 | 25.15 | 394.07 | 14.00 | 1197.78 | 12.00 | 1026.67 |
| | **RAMPS** | | | | | | | | | | |
| 52+97.52 | 60+49.17 | RAMP I40WB-I49SB | 751.65 | 19.00 | 1586.82 | 33.32 | 522.06 | 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 | 9.25 | 144.92 | 9.44 | 440.48 | 9.44 | 440.48 |
| 13+21.94 | 28+47.15 | RAMP I40WB-I49NB | 1525.21 | 19.00 | 3219.89 | 67.62 | 1059.34 | 19.00 | 3219.89 | 15.00 | 2542.02 |
| 139+50.00 | 142+87.73 | RAMP I40EB-I49NB | 337.73 | 19.00 | 712.99 | 14.97 | 234.57 | 19.00 | 712.99 | 15.00 | 562.88 |
| 142+87.73 | 146+76.73 | RAMP I40EB-I49NB | 389.00 | 14.00 | 605.11 | 12.71 | 199.08 | 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 | 3.00 | 46.93 | 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 | 12.69 | 198.85 | 14.00 | 604.40 | 12.00 | 518.05 |
| 146+76.73 | 152+93.07 | RAMP I40EB-I49NB | 616.34 | 26.00 | 1780.54 | 37.39 | 585.80 | 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 | 5.56 | 87.08 | 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 | 14.33 | 224.46 | 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 | 0.56 | 8.71 | 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 | 1.16 | 18.18 | 8.42 | 55.25 | 8.42 | 55.25 |
| 37+12.82 | 39+59.74 | RAMP I49SB-I40EB | 246.92 | 17.00 | 466.40 | 9.79 | 153.45 | 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 | 5.78 | 90.59 | 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 | 1.84 | 28.86 | 6.71 | 87.73 | 4.71 | 61.58 |
| 39+59.74 | 52+91.33 | RAMP I49SB-I40EB | 1331.59 | 15.00 | 2219.32 | 46.61 | 730.16 | 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 | 2.60 | 40.73 | 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 | 28.35 | 444.17 | 15.45 | 1350.06 | 15.45 | 1350.06 |
| 52+91.33 | 55+30.91 | RAMP I49SB-I40EB | 239.58 | 26.00 | 692.12 | 14.53 | 227.71 | 26.00 | 692.12 | 24.00 | 638.88 |
| 15+16.99 | 31+88.98 | RAMP I49SB-I40WB | 1671.99 | 19.00 | 3529.76 | 74.12 | 1161.29 | 19.00 | 3529.76 | 15.00 | 2786.65 |
| 31+88.98 | 32+22.72 | RAMP I49SB-I40WB | 33.74 | 17.00 | 63.73 | 1.34 | 20.97 | 17.00 | 63.73 | 15.00 | 56.23 |
| 51+75.00 | 54+27.60 | RAMP I49NB-I40WB | 252.60 | 19.00 | 533.27 | 11.20 | 175.45 | 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 | 0.72 | 11.24 | 10.55 | 34.16 | 10.55 | 34.16 |
| 31+75.00 | 34+30.02 | RAMP I49NB-I40EB | 255.02 | 19.00 | 538.38 | 11.31 | 177.13 | 19.00 | 538.38 | 15.00 | 425.03 |
| 34+30.02 | 34+89.89 | RAMP I49NB-I40EB | 59.87 | 17.00 | 113.09 | 2.37 | 37.21 | 17.00 | 113.09 | 15.00 | 99.78 |
| | | | | | | | | | | | |
| **TOTALS:** | | | | | **39779.46** | **835.37** | **13087.47** | | **39779.46** | | **35155.91** |

BASIS OF ESTIMATE:
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT

4/30/2026 7:42:57 AM
R040904_08_QTY010.dgn

| 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 |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 211 | 742 |
| | | SUMMARY OF QUANTITIES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
7-29-2026

## 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 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 BUILDINGS | | 9 | EACH |
| | 202 | REMOVAL AND DISPOSAL OF SIGNS | | 43 | EACH |
| | SP & 207 | STONE BACKFILL | | 16315 | TON |
| | SP, SS, & 210 | UNCLASSIFIED EXCAVATION | | 453817 | CU. YD. |
| | SP | SELECT GRANULAR BACKFILL | | 7827 | CU. YD. |
| | SP & 210 | COMPACTED EMBANKMENT | | 1820162 | CU. YD. |
| | SP & 210 | ROCK FILL | | 209970 | 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 | | 13087 | TON |
| | SP, SS, & 308 | CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE | | 835 | 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) | | 5747 | SQ. YD. |
| | SS & 606 | 18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 134 | LIN. FT. |
| | SS & 606 | 24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 1714 | 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 | 36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 198 | LIN. FT. |
| * | SS & 606 | 36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | (ALTERNATE NO. 1) | 166 | LIN. FT. |
| * | SS & 606 | 36" ASPHALT COATED CORRUGATED STEEL PIPE CULVERTS (14 GAUGE) | (ALTERNATE NO. 2) | 172 | LIN. FT. |
| * | SS & 606 | 36" ALUMINUM COATED CORRUGATED STEEL PIPE CULVERTS (14 GAUGE) | (ALTERNATE NO. 3) | 172 | LIN. FT. |
| * | SS & 606 | 36" POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE CULVERT (14 GAUGE) | (ALTERNATE NO. 4) | 172 | LIN. FT. |
| * | SP, SS, & 606 | 36" HIGH DENSITY POLYETHYLENE PIPE | (ALTERNATE NO. 5) | 172 | LIN. FT. |
| * | SP, SS, & 606 | 36" PVC PIPE | (ALTERNATE NO. 6) | 172 | 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 | | 560 | LIN. FT. |

* DENOTES ALTERNATE BID ITEMS.

7/29/2026 11:31:53 AM
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SUMMARY OF QUANTITIES

| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 212 | 742 |
| | | SUMMARY OF QUANTITIES | | | | |

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

## SUMMARY OF QUANTITIES (BOX 2 OF 3)

| ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| SS & 606 | SELECTED PIPE BEDDING | 5209 | 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 | 49382.6 | 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 | 3397 | 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) | 3149 | 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 |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 213 | 742 |
| | | SUMMARY OF QUANTITIES | | | | |




## 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 | 2167 | CU. YD. |
| SP, SS, & 802 | CLASS S CONCRETE-ROADWAY | 559.92 | CU. YD. |
| SP | RETAINING WALL | 4693 | SQ. FT. |
| SP | TEMPORARY RETAINING WALL | 9194 | 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 | 14255.92 | 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 | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 214 | 742 |
| | | SUMMARY OF QUANTITIES AND REVISIONS | | | | |




**REVISIONS**

| DATE | REVISION | SHEET NUMBER |
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|---|---|---|---|---|---|---|
| | | 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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| | | 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

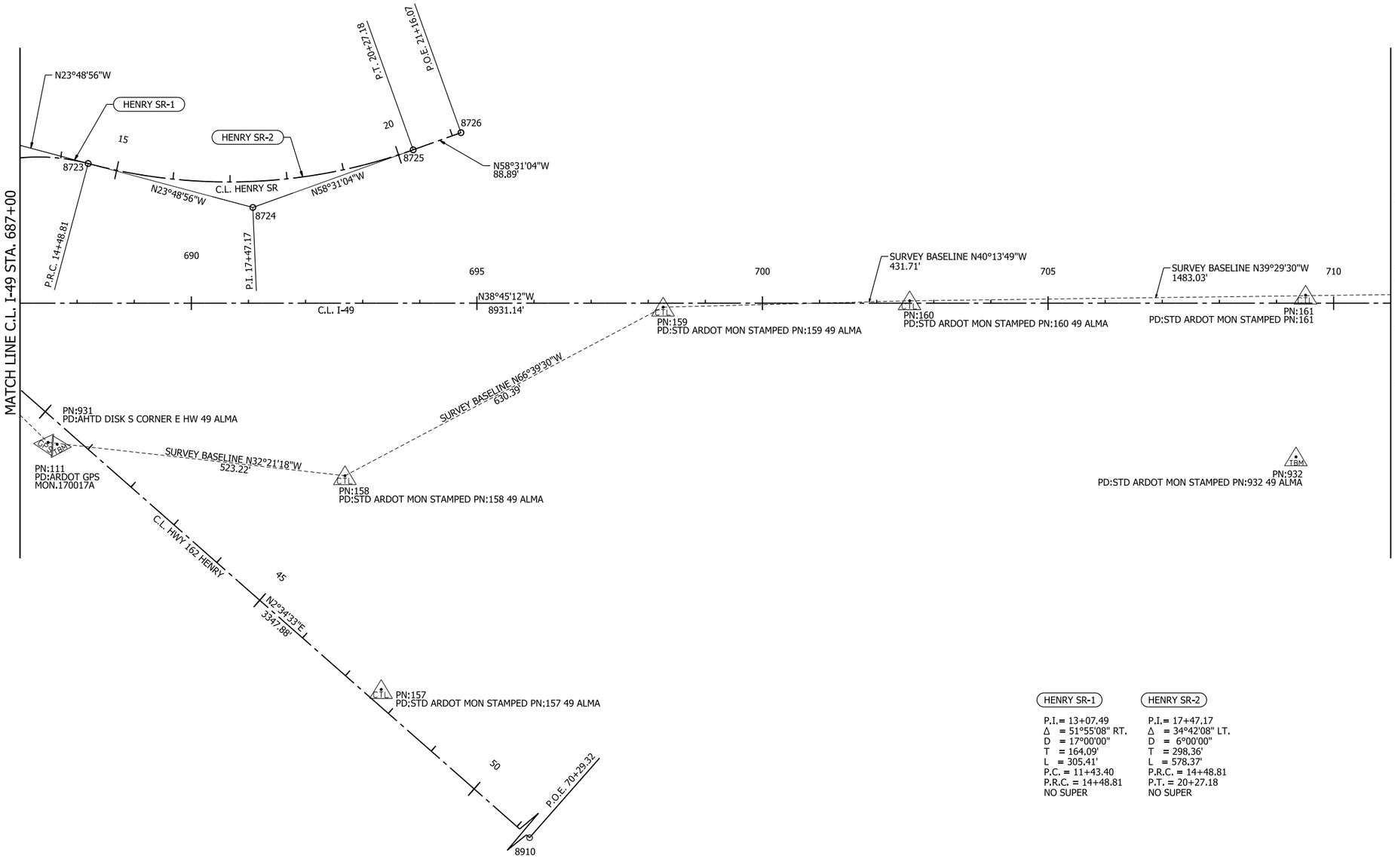
| DATE REVISED | DATE REVISED |
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 221 | 742 |

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

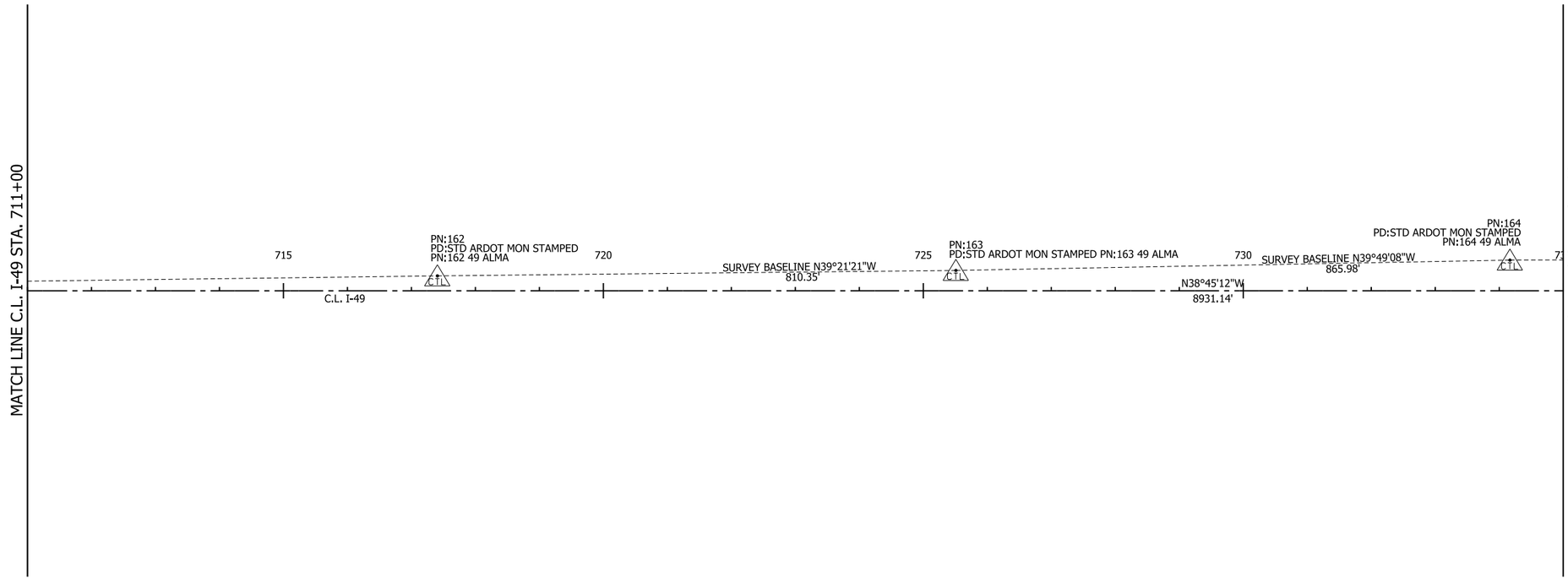
| DATE REVISED | DATE REVISED |
|---|---|
| | |
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| | |

| 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

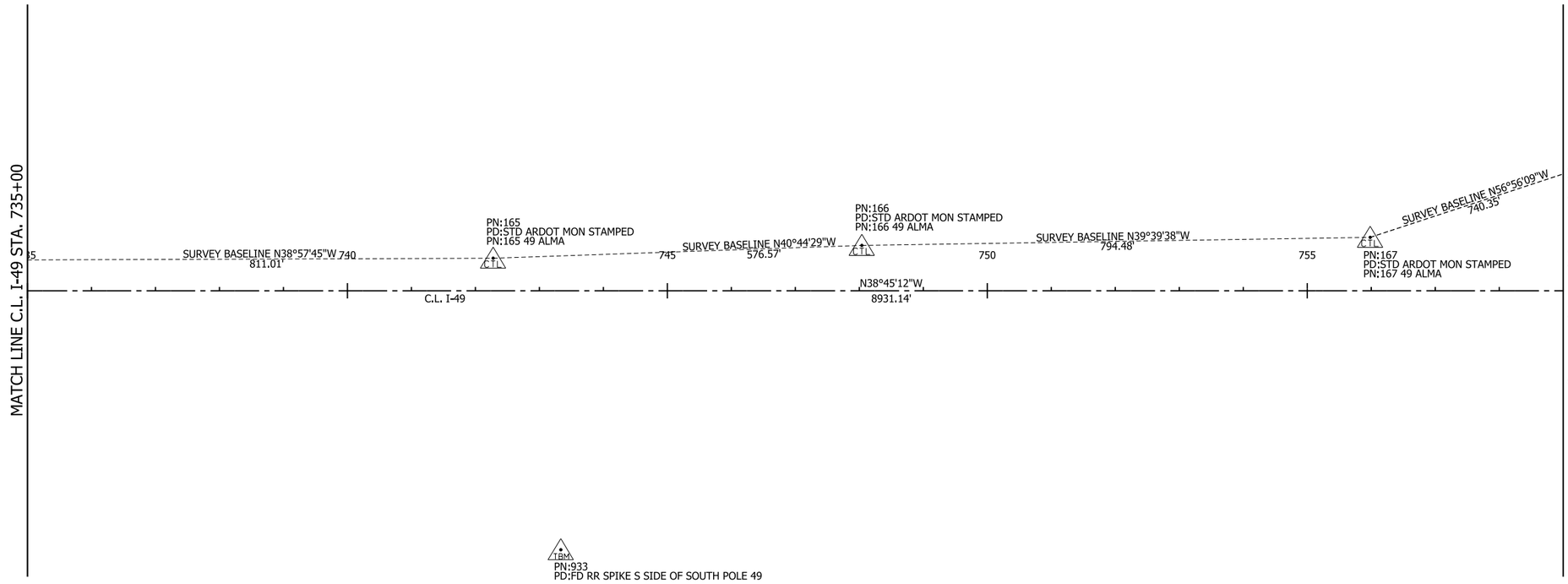
| DATE REVISED | DATE REVISED |
|---|---|
| | |
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| | |

| 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

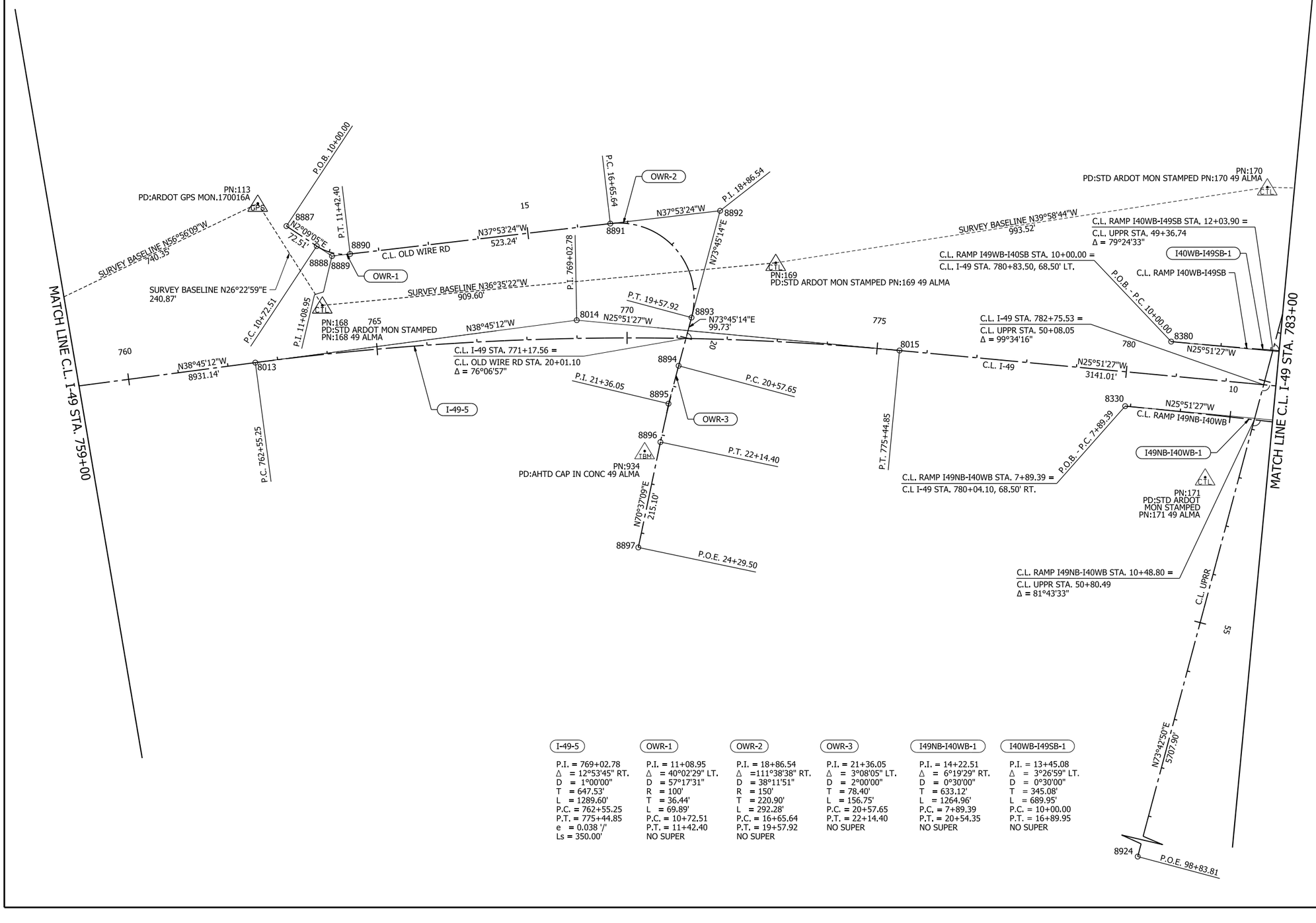
| DATE REVISED | DATE REVISED |
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| | |

| 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

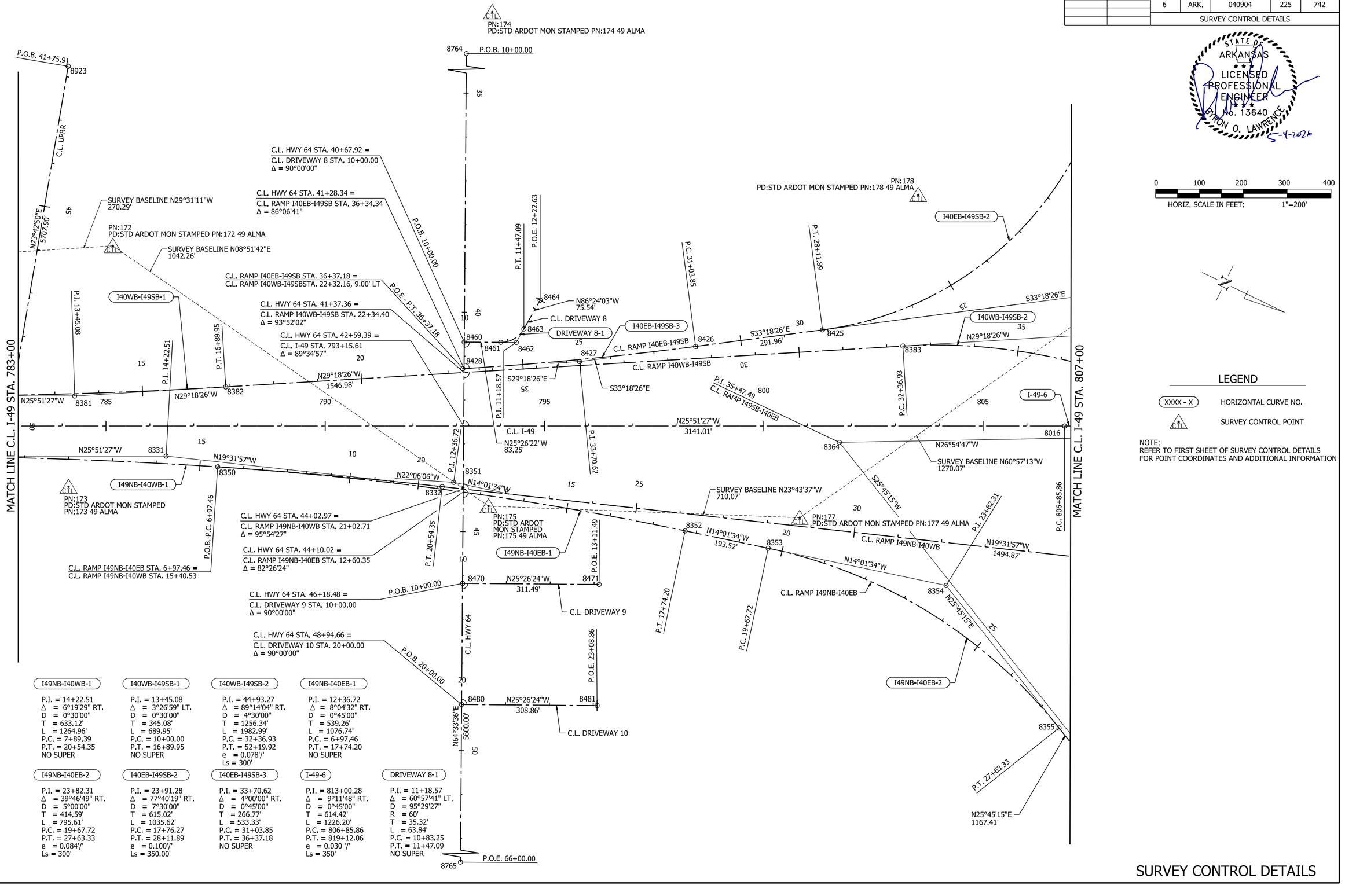
0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

## 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 | | | | |

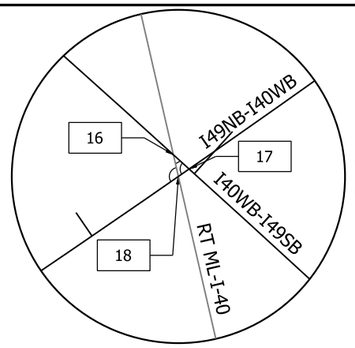
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

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

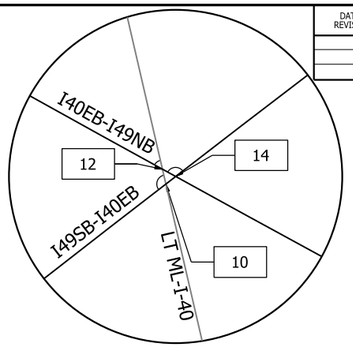
MATCH LINE C.L. MED I-40 STA. 639+50

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

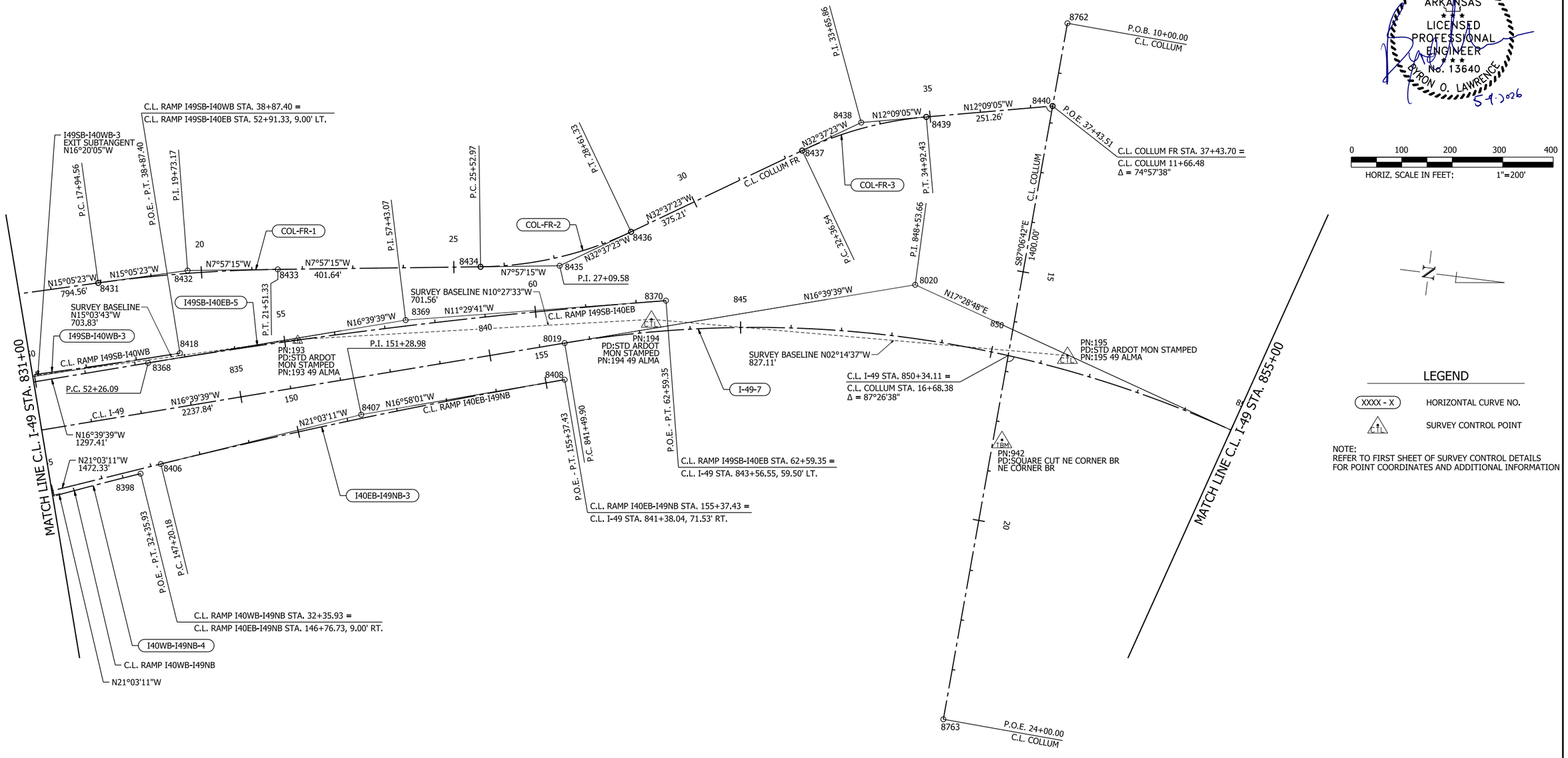
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SURVEY CONTROL DETAILS

| 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'

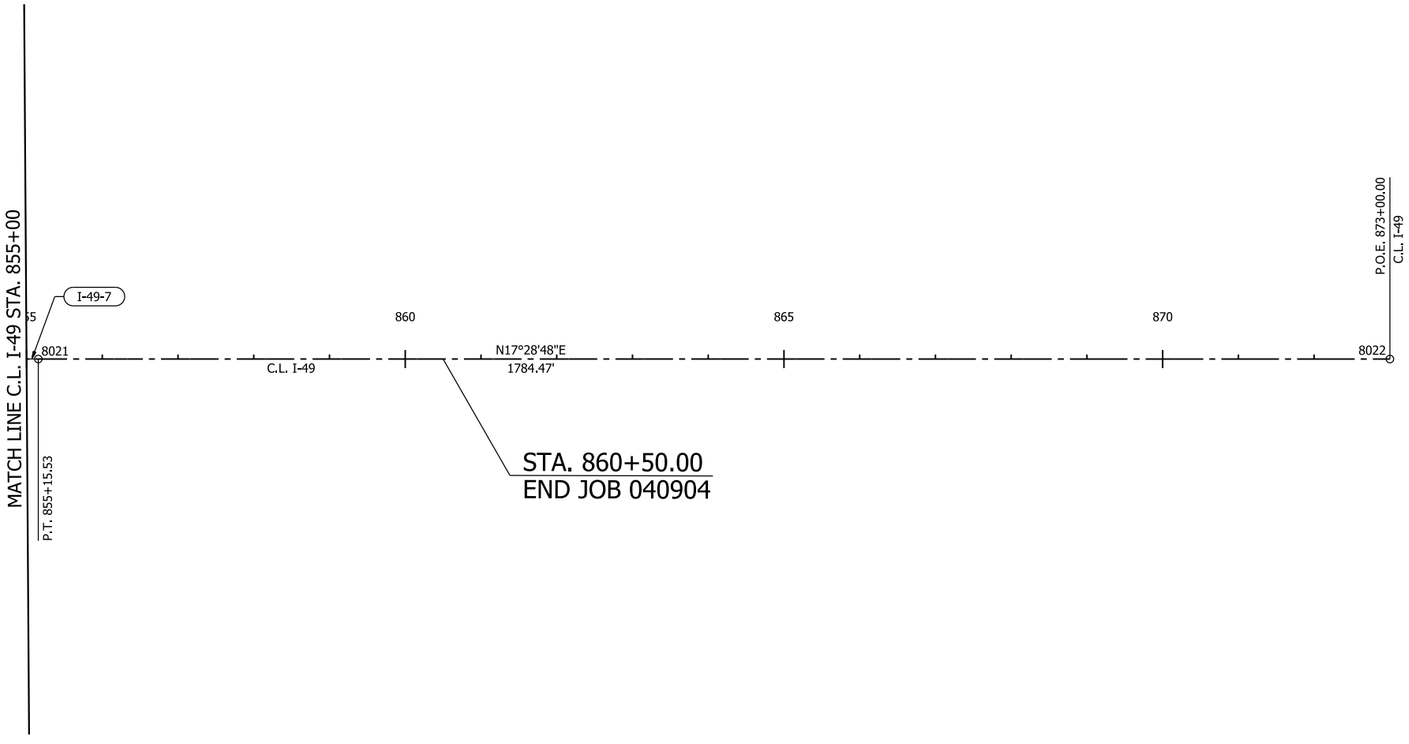
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# SURVEY CONTROL DETAILS

| 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

4/30/2026 7:43:57 AM
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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

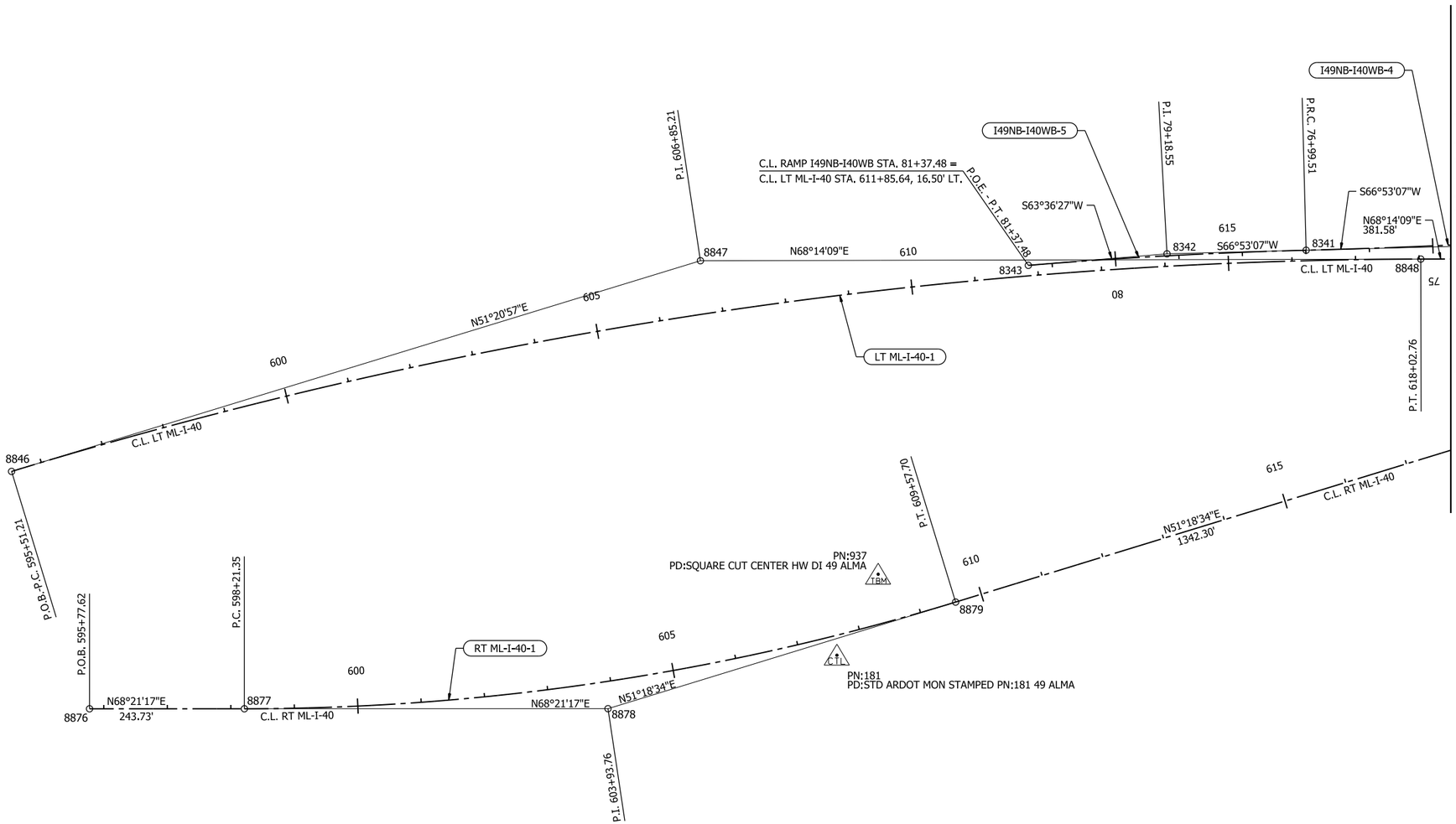
**RT ML-I-40-1**
P.I.= 603+93.76
Δ = 17°02'43" LT.
D = 1°30'00"
T = 572.41'
L = 1136.35'
P.C. = 598+21.35
P.T. = 609+57.70
EXISTING

**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

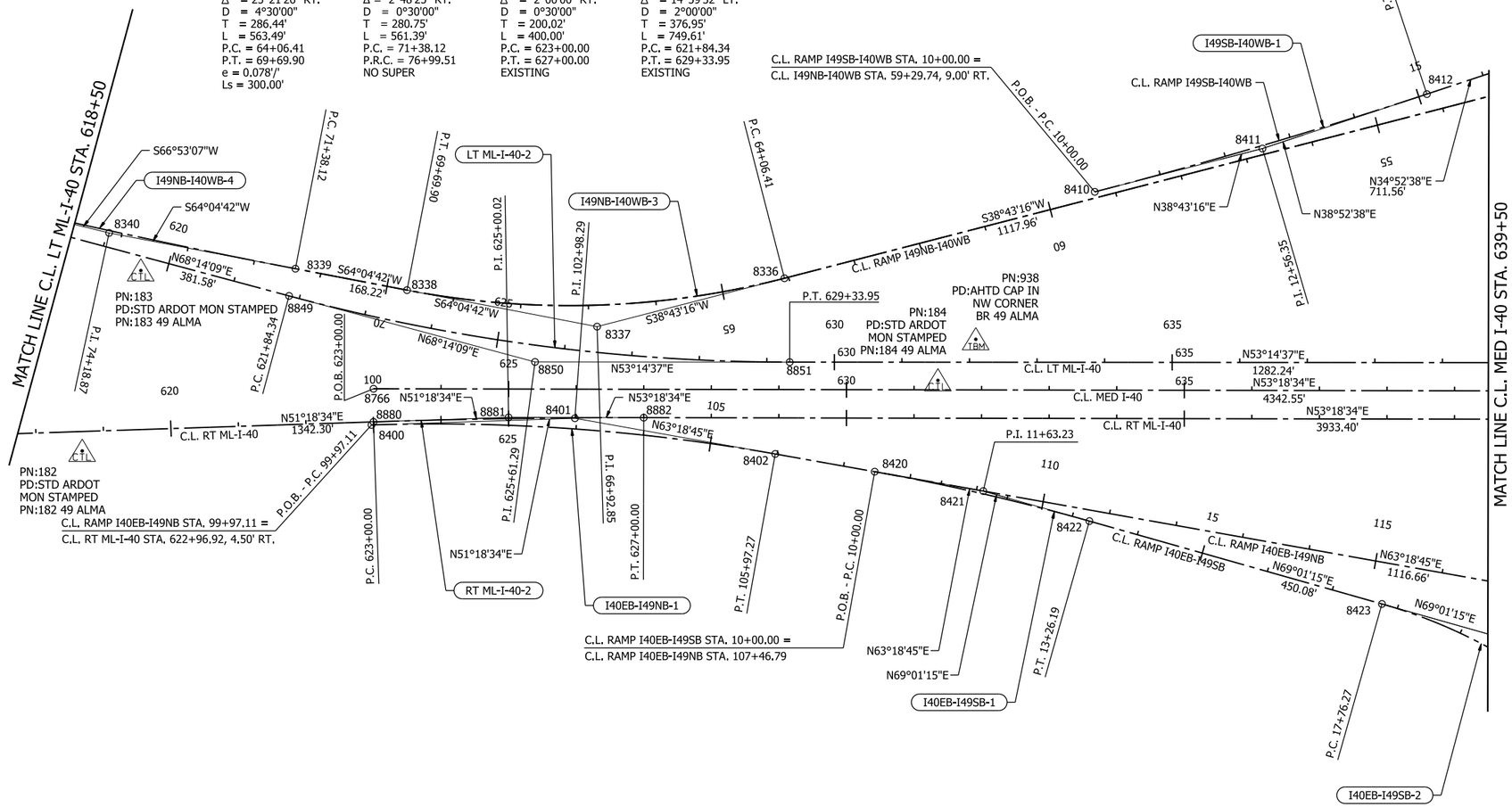
| DATE REVISED | DATE REVISED |
|---|---|
| | |
| | |
| | |

| 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

4/30/2026 7:44:03 AM
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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

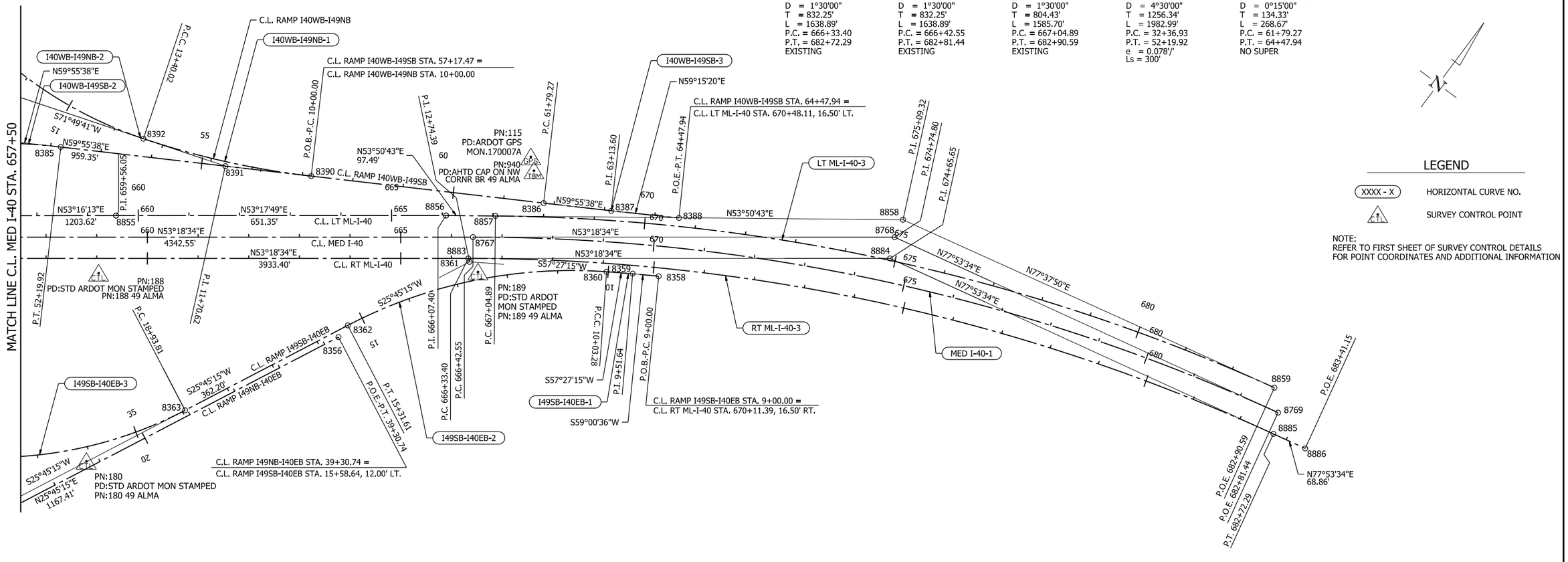
**RT ML-I-40-3**
P.I.= 674+65.65
Δ = 24°35'00" RT.
D = 1°30'00"
T = 832.25'
L = 1638.89'
P.C. = 666+33.40
P.T. = 682+72.29
EXISTING

**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

4/30/2026 7:44:06 AM
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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

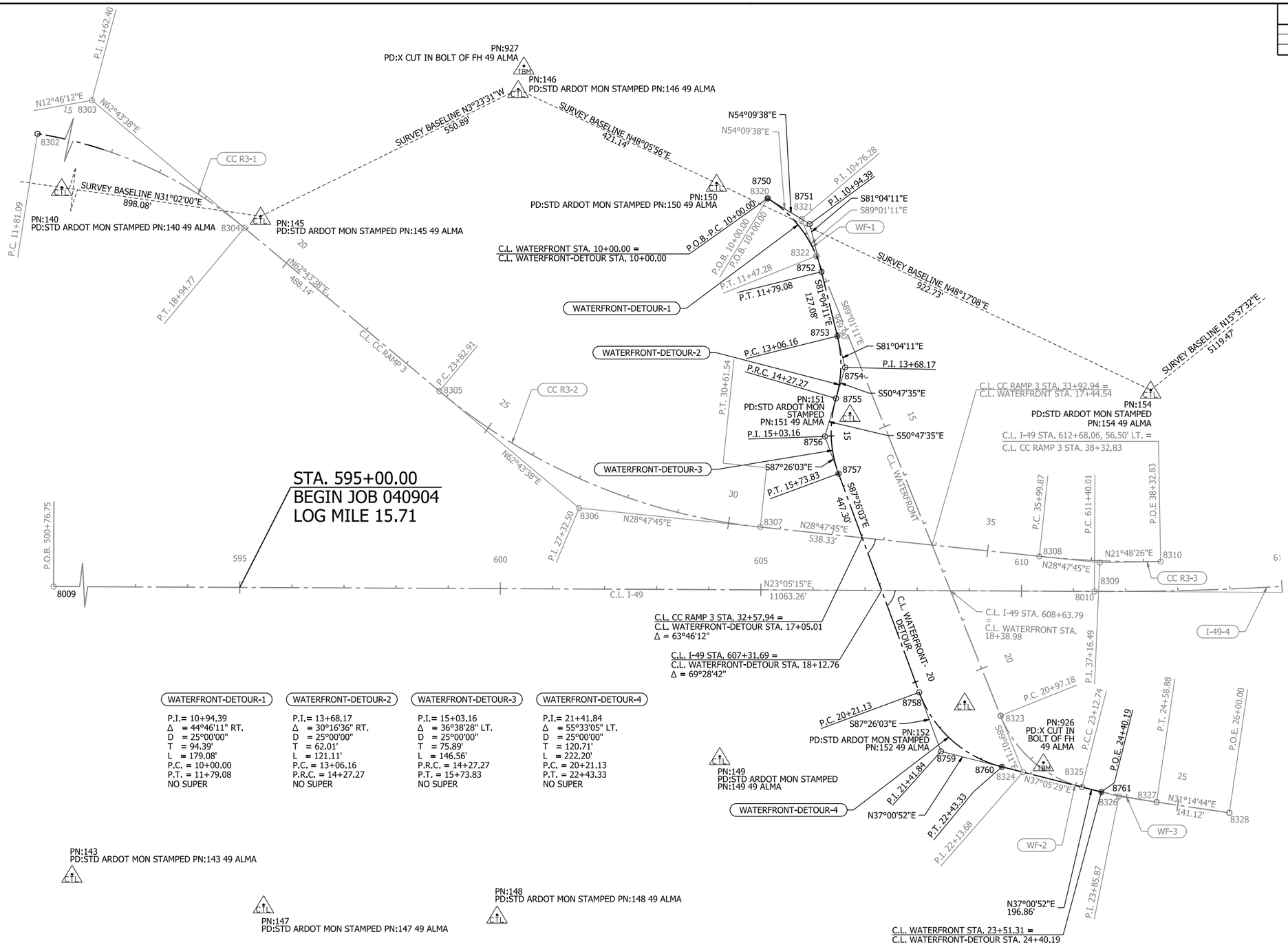
0 100 200 300 400
HORIZ. SCALE IN FEET: 1"=200'

## 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

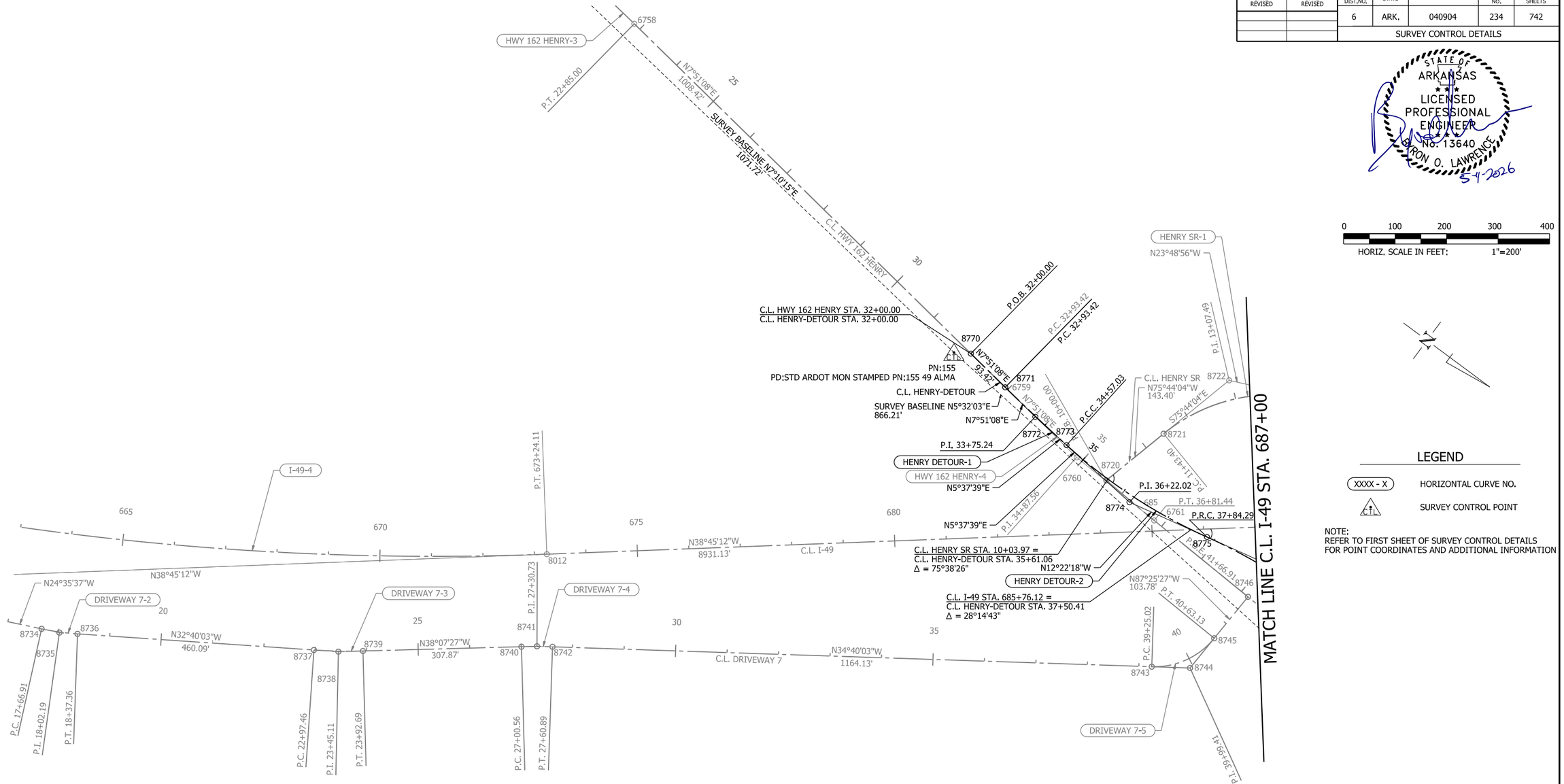
DETOUR
SURVEY CONTROL DETAILS

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

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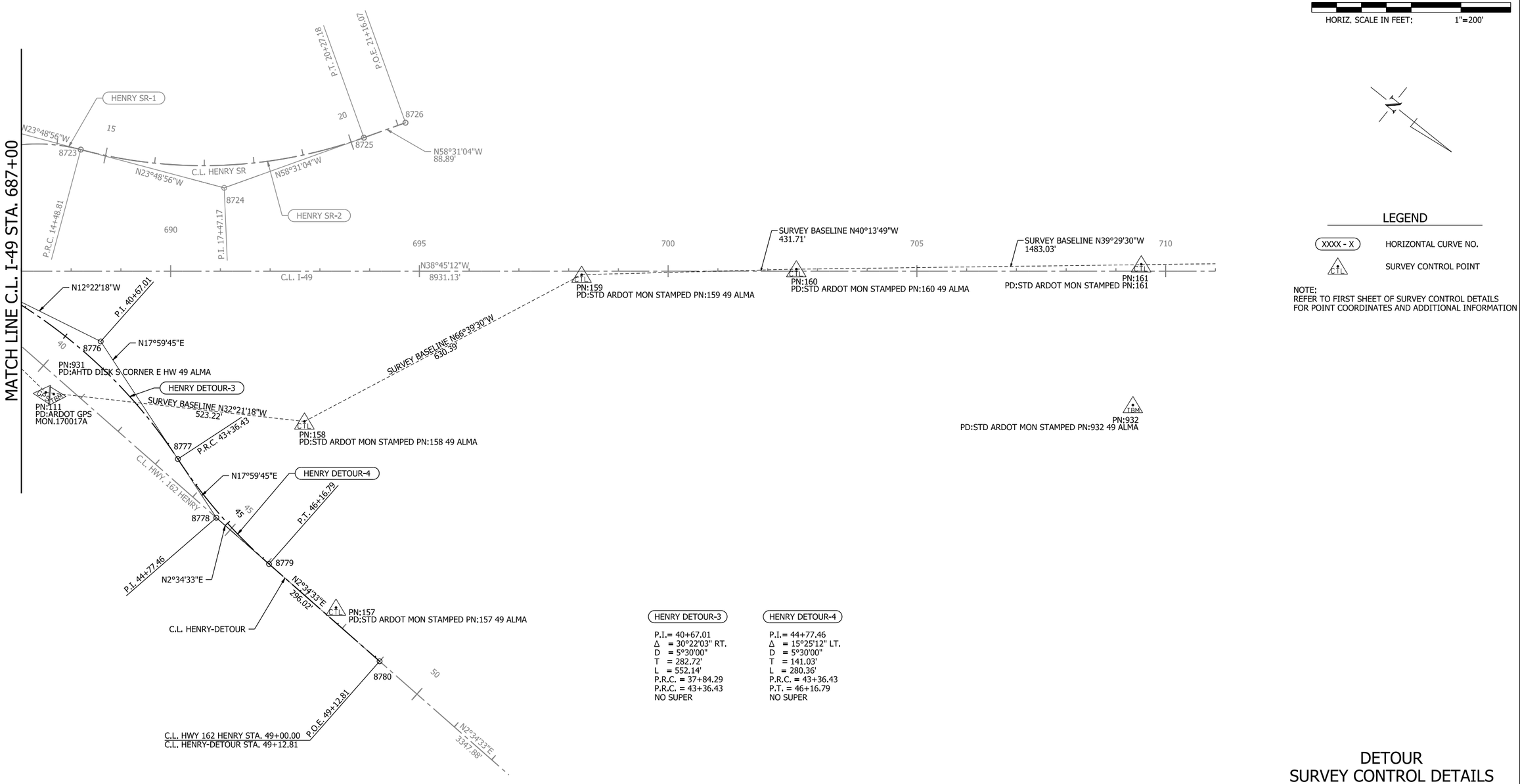
| DATE REVISED | DATE REVISED |
|---|---|
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 235 | 742 |

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) |

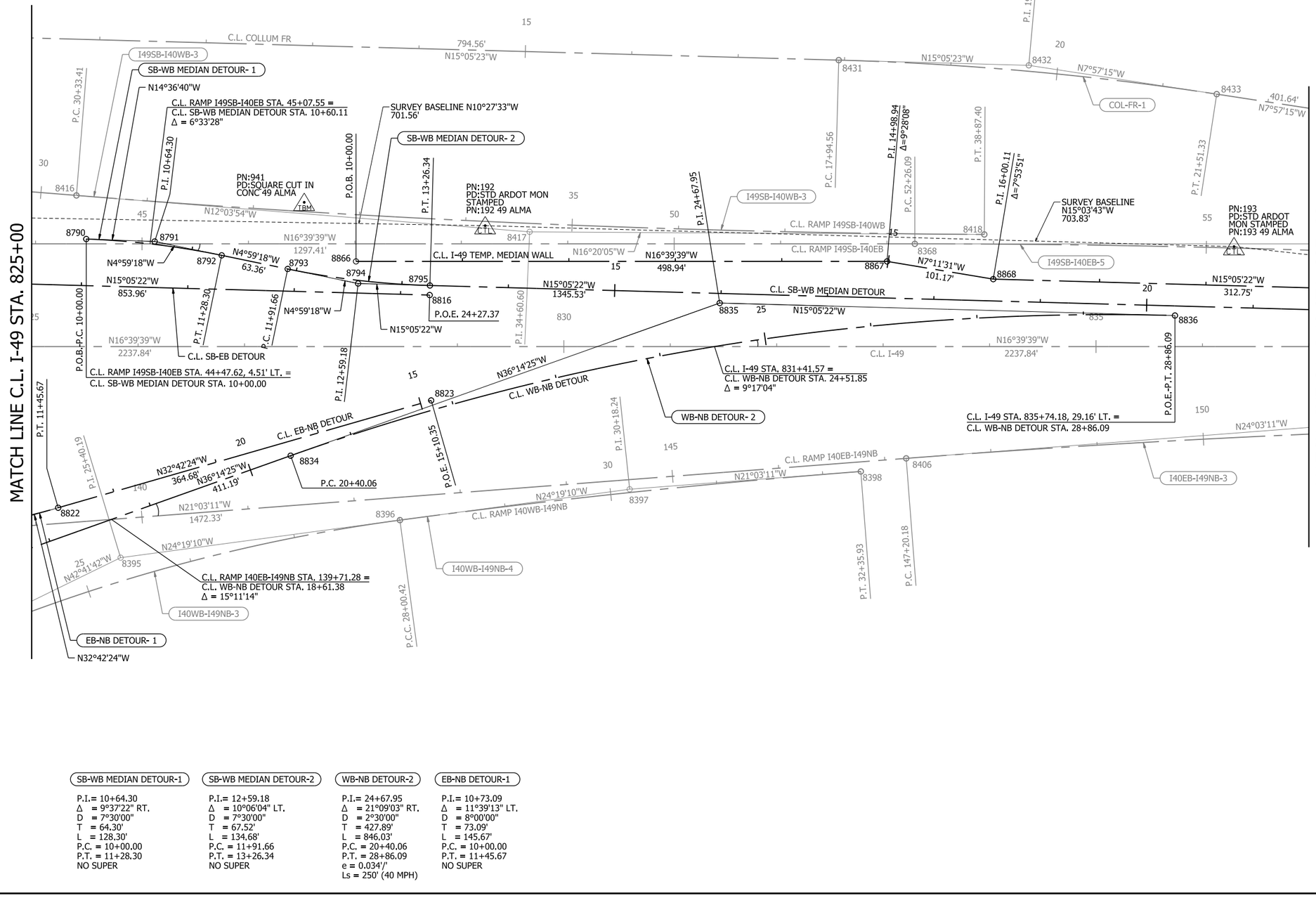
# DETOUR SURVEY CONTROL DETAILS

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|---|---|---|---|---|---|---|
| | | 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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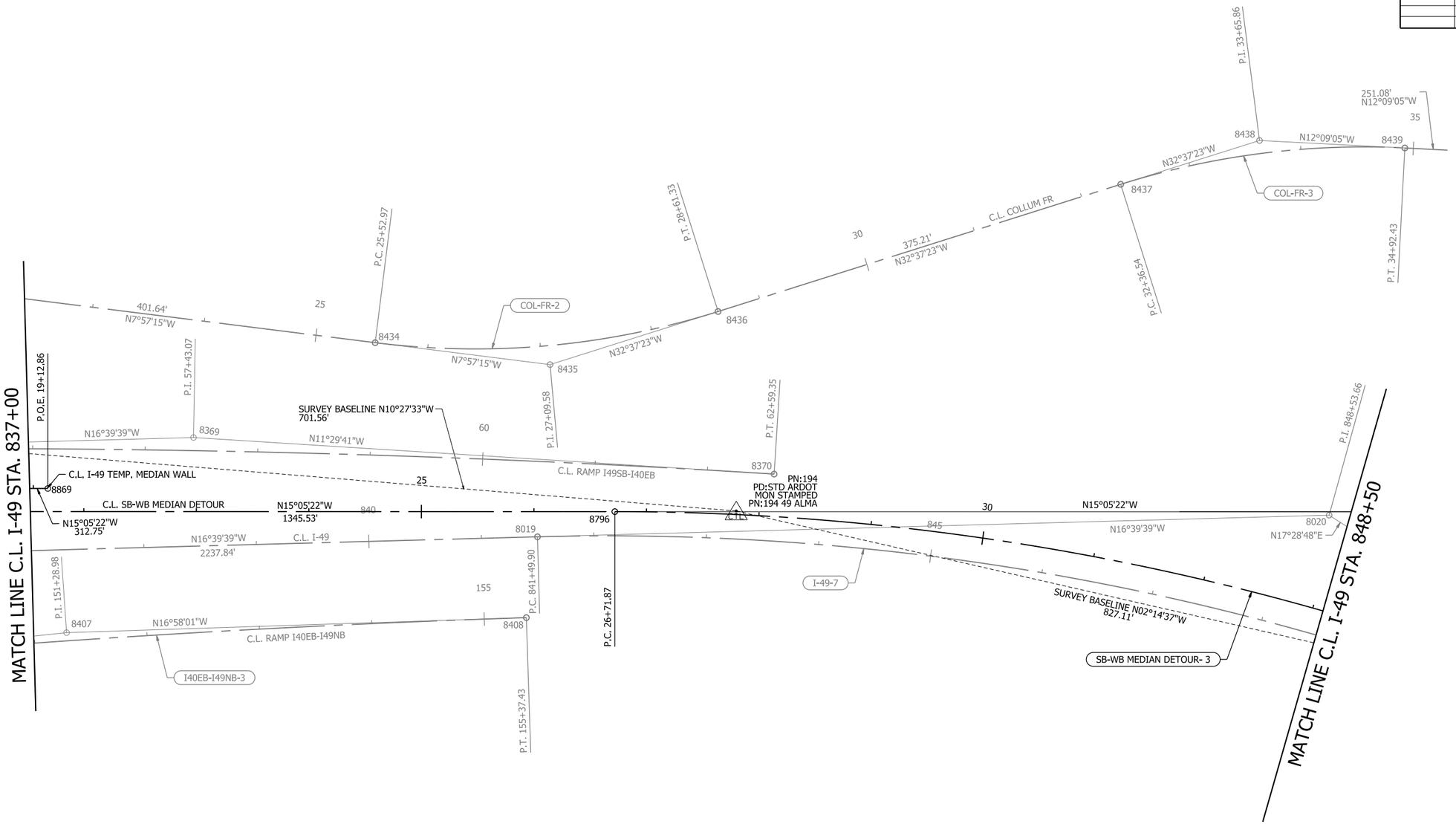
| DATE REVISED | DATE REVISED |
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| | |

| 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

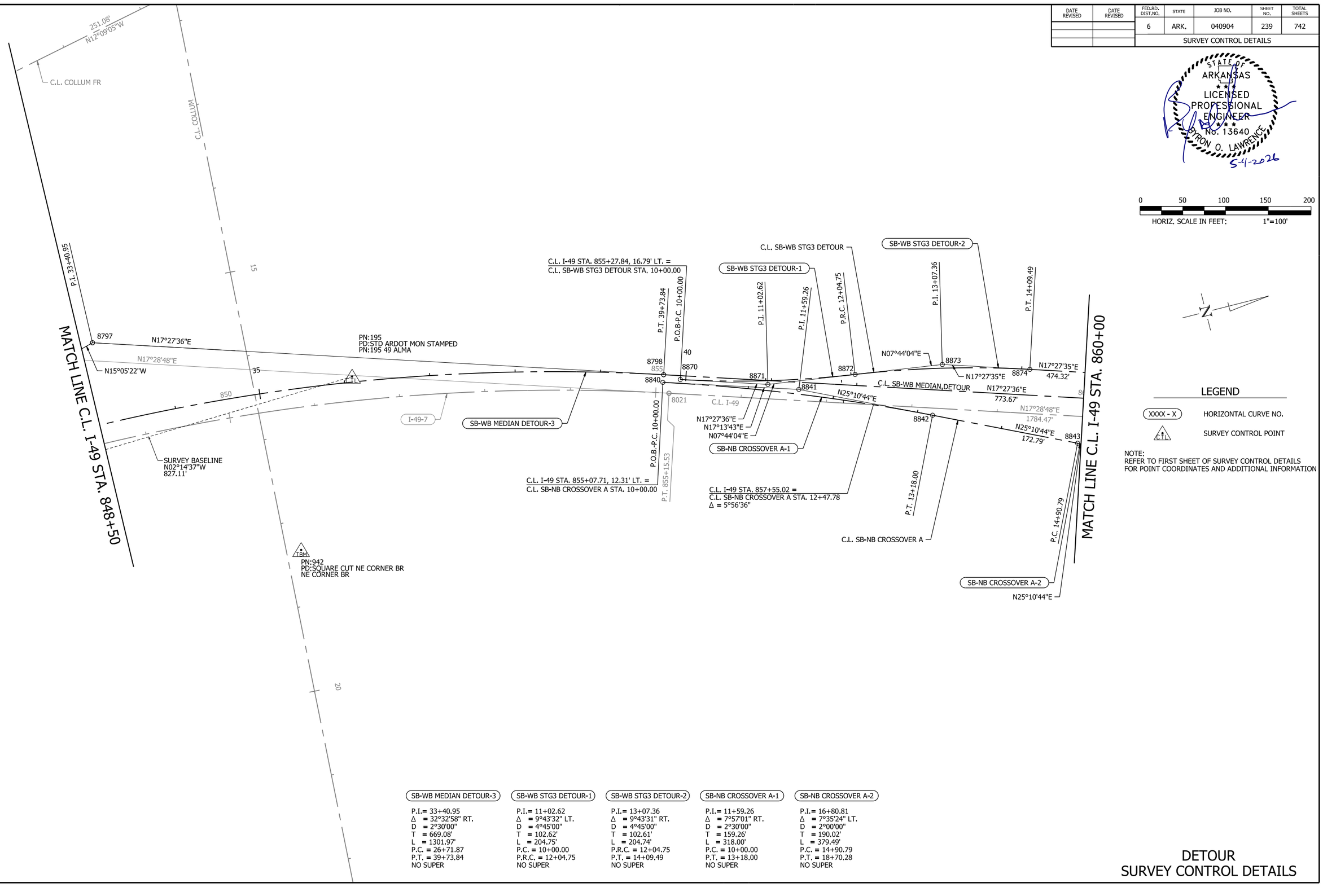
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# DETOUR
# SURVEY CONTROL DETAILS

| 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

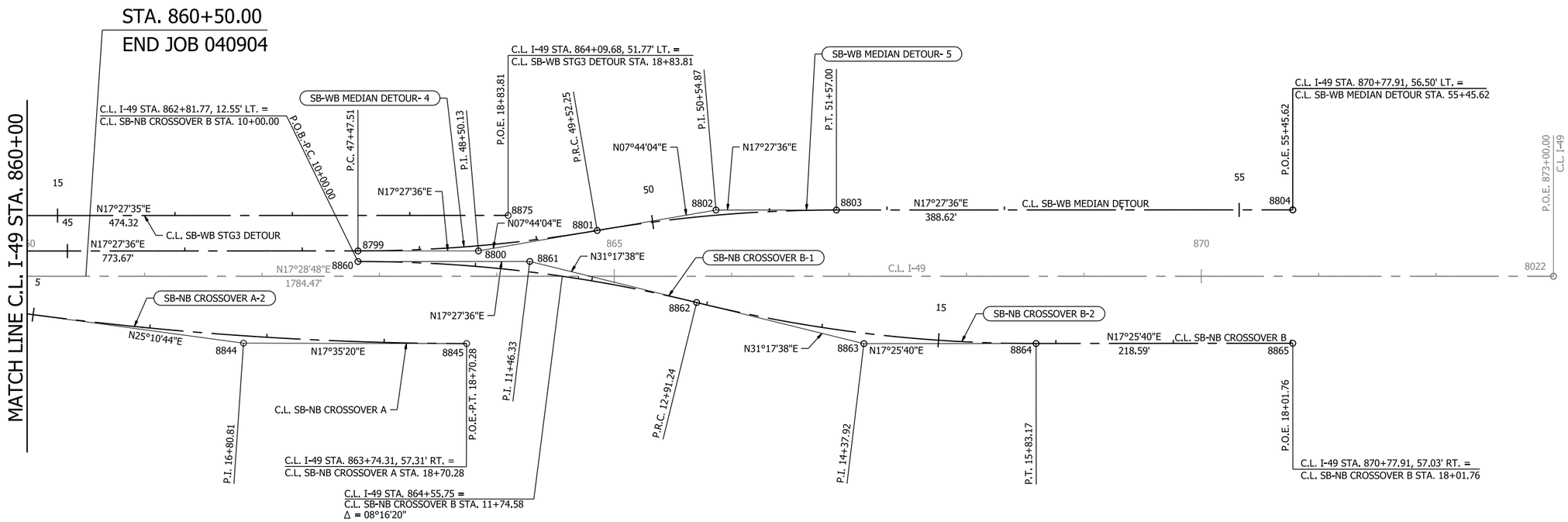
# DETOUR
# SURVEY CONTROL DETAILS

4/30/2026 7:44:31 AM
R040904_11_SC_025.dgn

| 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
R040904_11_SC_026.dgn

| 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 |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 242 | 742 |
| | | PLAN AND PROFILE SHEETS - I-49 | | | | |

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

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
DOUBLE 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

PROP. ROW & COA

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

MATCH LINE C.L. I-49 STA. 639+00

CONST. LIMITS

I-49 S.B.

C.L. I-49

I-49 N.B.

END PAVE. +56.26

END PAVE. +02.90

T.C.E.

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

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'

FROG BAYOU
FLOWAGE EASEMENT
MITIGATION AREA

-0.15%

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

STA. 619+99.37
TOP ELEV. = 405.54
INV. ELEV. = 402.54
OUTLET = 400.28

STA. 619+45.74
TOP ELEV. = 404.73
INV. ELEV. = 401.73
OUTLET = 398.00

50yr WSEL FROG BAYOU 396.34

100yr WSEL FROG BAYOU 398.08

K=265.49
VC=300'
e=-0.42'

P.V.I. 616+00.00
ELEV. 407.66

ELEV. 406.98

0.63%

TOP OF ROCK FILL
ELEV. = 398.00

PROFILE GRADE

EXISTING GROUND

-0.50%

3:1

0.97% LT. DT. GR.

2.69% LT. DT. GR.

0.30% RT. DT. GR.

-0.30% MED. DT. GR.

K=300.00
VC=300'
e=0.38'

P.V.C. 629+25.00
ELEV. 401.04

100yr WSEL FROG BAYOU 398.73

50yr WSEL FROG BAYOU 397.14

P.V.T. 632+25.00
ELEV. 401.04

STA. 631+45.00
TOP ELEV.=395.10

0.36% LT. DT. GR.

0.50%

-5.84% LT. DT. GR.

ELEV. 404.41

0.52% 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.

-2.10% RT. DT. GR.

-6.03% LT. DT. GR.

-0.30% LT. DT. GR.

0.30% LT. DT. GR.

2.88% LT. DT. GR.

F.L. IN RT. = 383.95
F.L. OUT LT. = 383.68
50yr WS = 388.41
100yr WS = 389.19

0.12% LT. DT. GR.

0.53% RT. DT. GR.

2.07% RT. DT. GR.

-0.30% RT. DT. GR.

USACE FLOWAGE EASEMENT
ELEV. 387.00

P.V.T. 617+90.00
ELEV. 406.91

P.V.I. 630+75.00
ELEV. 400.29

+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
+75.00 RT. 390.00
+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

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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 | 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

5/1/2026 10:35:20 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 | 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
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 245 | 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. 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

STA. 688+03.60 END APPROACH SLAB

END PAVE, +85.42

CONST. LIMITS

PROP. ROW & COA

100 YEAR FLOODPLAIN BOUNDARY

C.L. HWY. 162 HENRY

EXIST. ROW

HENRY RD.

I-49 S.B.

C.L. I-49
N38°45'12"W

I-49 N.B.

UNNAMED TRIBUTARY

PROP. ROW & COA

FUTURE PAVING BY OTHERS JOB 040903 (PHASE 2)

CONST. LIMITS

PROP. ROW & COA

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN BOUNDARY

T.C.E.

CONST. LIMITS

PROP. ROW & COA

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.

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. 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. 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. 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.

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

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

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+50.00 | RT. | 180 | 6'-0" | 120.00 |

MATCH LINE C.L. I-49 STA. 687+00

MATCH LINE C.L. I-49 STA. 711+00

ELEV. 426.97

STA. 687+68.60 END BRIDGE B7693

TOP OF ROCK FILL ELEV. = 408.00

STA. 688+45.08
TOP ELEV = 424.88
INV. ELEV = 421.88
OUTLET = 408.00

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

+79.84 EFF.

P.V.T. 692+40.00 ELEV. 417.38

P.V.C. 692+50.00 ELEV. 417.09

-2.83%

-0.95% MED. DT. GR.

K=195.20
VC=650'
e=2.71'

+50.00 MED. 408.61

+65.00 LT. 399.97

+50.00 LT. 401.79

P.V.T. 695+75.00 ELEV. 407.90

2.14% LT. DT. GR.

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.

+85.00 LT. 397.74

+20

+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

500 480 460 440 420 400 380 360 340 320

690+00 695+00 700+00 705+00 710+00

NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-49
PLAN AND PROFILE SHEETS

4/30/2026 7:45:38 AM
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| 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

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| 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

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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.

P.C. 806+85.86

CONST. LIMITS

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

C.L. DRIVEWAY 9

+24.31 371.35

+24.64 351.35

+25.00 330.00

+37.73 369.99

EXIST. ROW

NOSE +94.04 7.50' LT.

100 YEAR FLOODPLAIN

+30.00 380.00

+30.00 510.00

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'

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

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

FUTURE BRIDGE BY OTHERS

ELEV. 506.41

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

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-49
PLAN AND PROFILE SHEETS

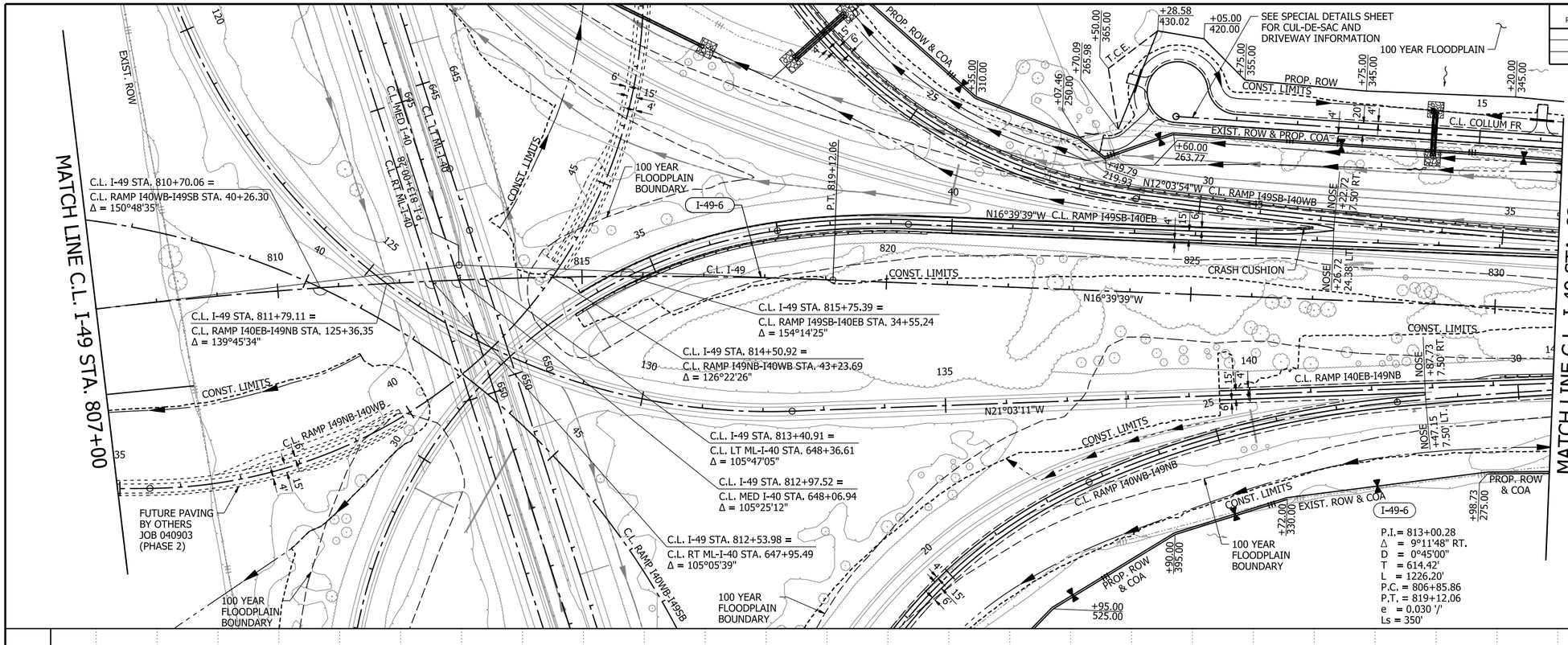
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 250 | 742 |
| | | PLAN AND PROFILE SHEETS - I-49 | | | | |

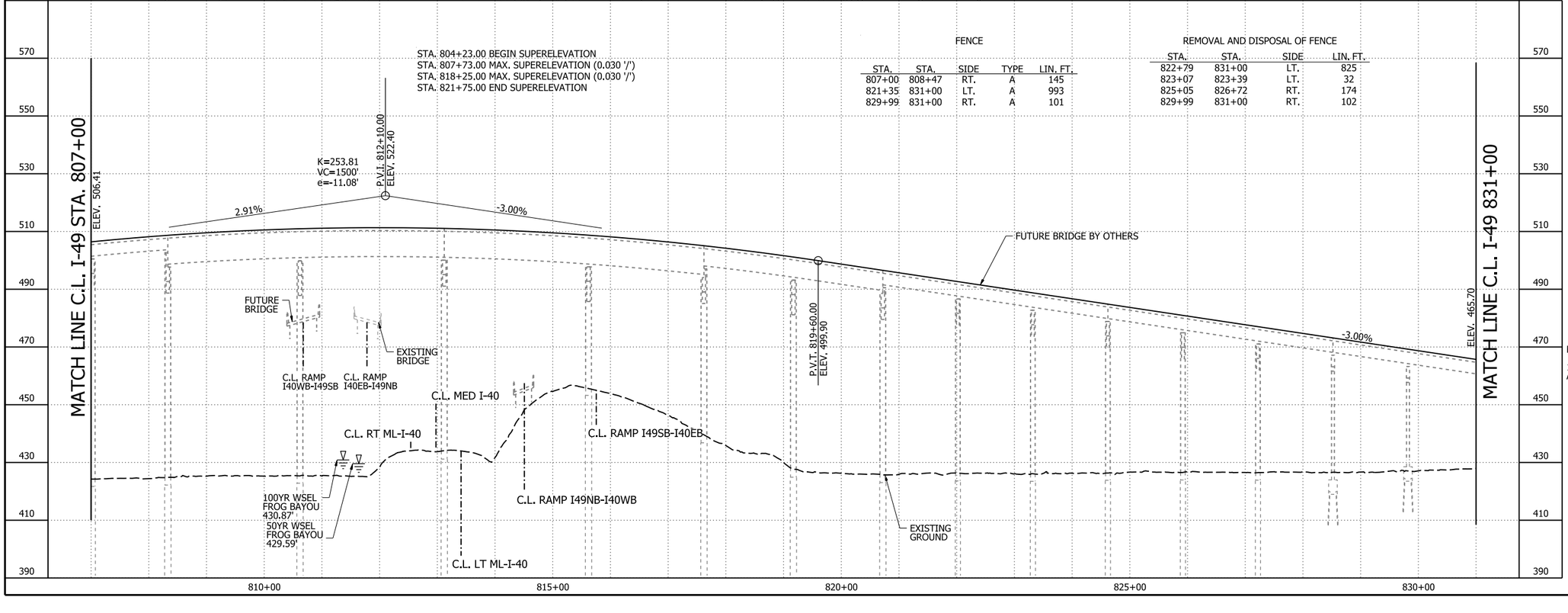
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-4-2026

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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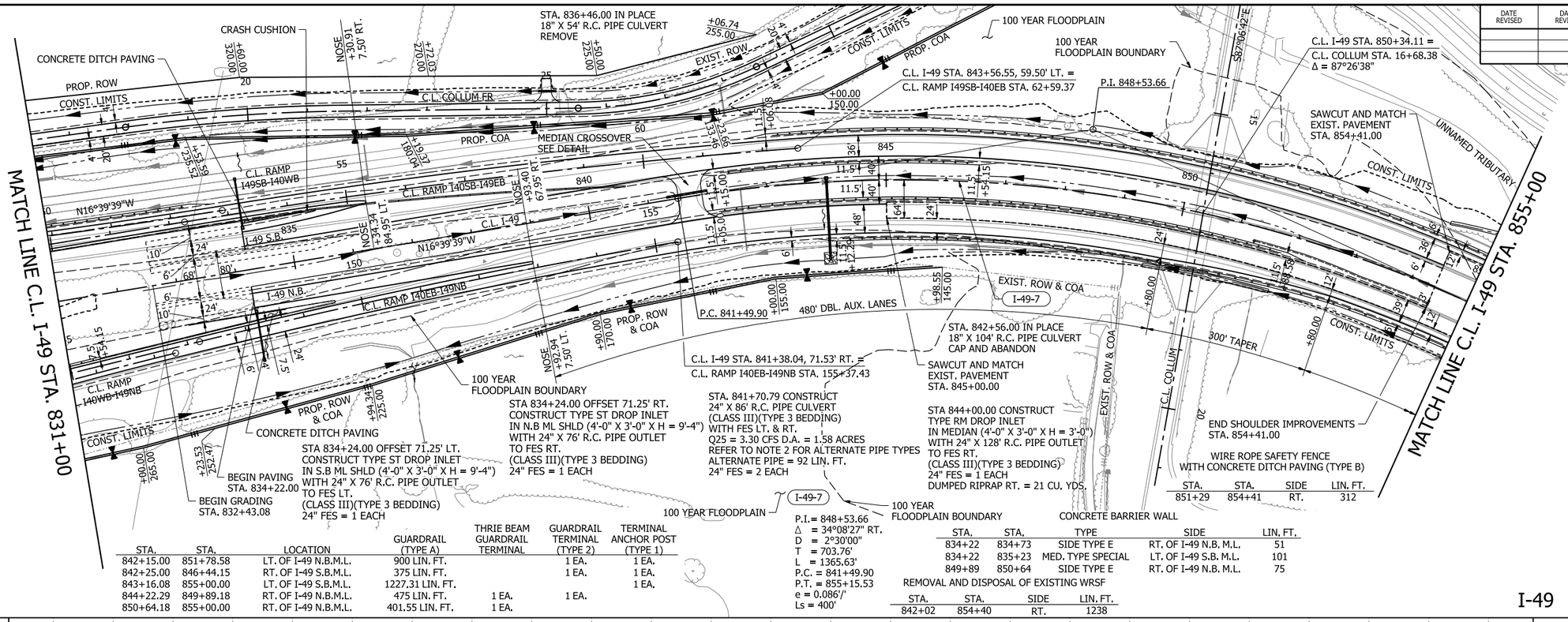
I-49
PLAN AND PROFILE SHEETS

| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 251 | 742 |
| | | PLAN AND PROFILE SHEETS - I-49 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-1-2006

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 | LEN. | "W" | SQ. YDS. |
|---|---|---|---|---|---|
| 832+22.00 | 834+00.00 | MED. | 158 | 6'-0" | 105.33 |
| 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. 838+50.00 BEGIN SUPERELEVATION I-49 S.B. MAINLANES
STA. 842+50.00 MAX. SUPERELEVATION I-49 S.B. MAINLANES (0.086 '/')
STA. 853+21.00 MAX. SUPERELEVATION I-49 S.B. MAINLANES (0.086 '/')
STA. 854+41.00 MATCH S.B. I-49 EXIST. (0.067 '/')

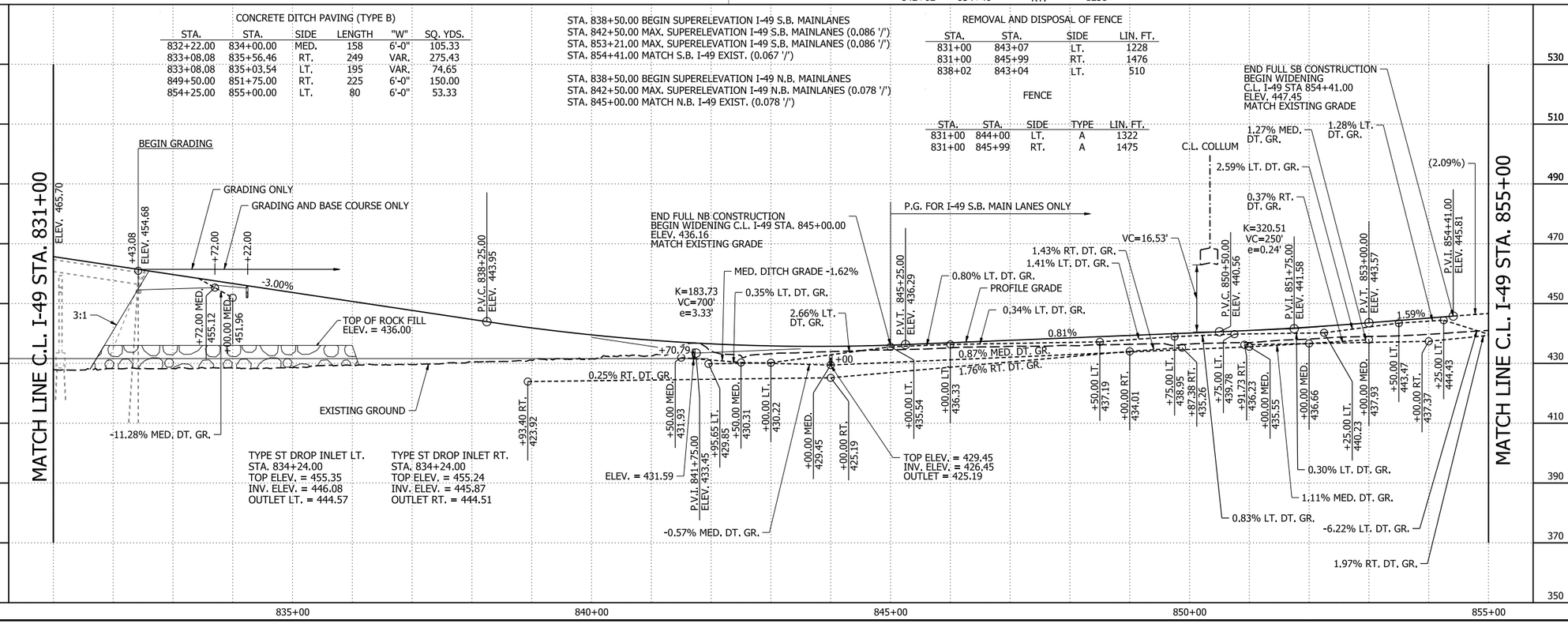
STA. 838+50.00 BEGIN SUPERELEVATION I-49 N.B. MAINLANES
STA. 842+50.00 MAX. SUPERELEVATION I-49 N.B. MAINLANES (0.078 '/')
STA. 845+00.00 MATCH N.B. I-49 EXIST. (0.078 '/')

REMOVAL AND DISPOSAL OF FENCE

| STA. | STA. | SIDE | LIN. FT. |
|---|---|---|---|
| 831+00 | 843+07 | LT. | 1228 |
| 831+00 | 845+99 | RT. | 1476 |
| 838+02 | 843+04 | LT. | 510 |

FENCE

| 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

I-49
PLAN AND PROFILE SHEETS

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| | |
| | |

| 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
R040904_12_PP_012.dgn

| 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
R040904_12_PP_013.dgn

| 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
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| 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
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| 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

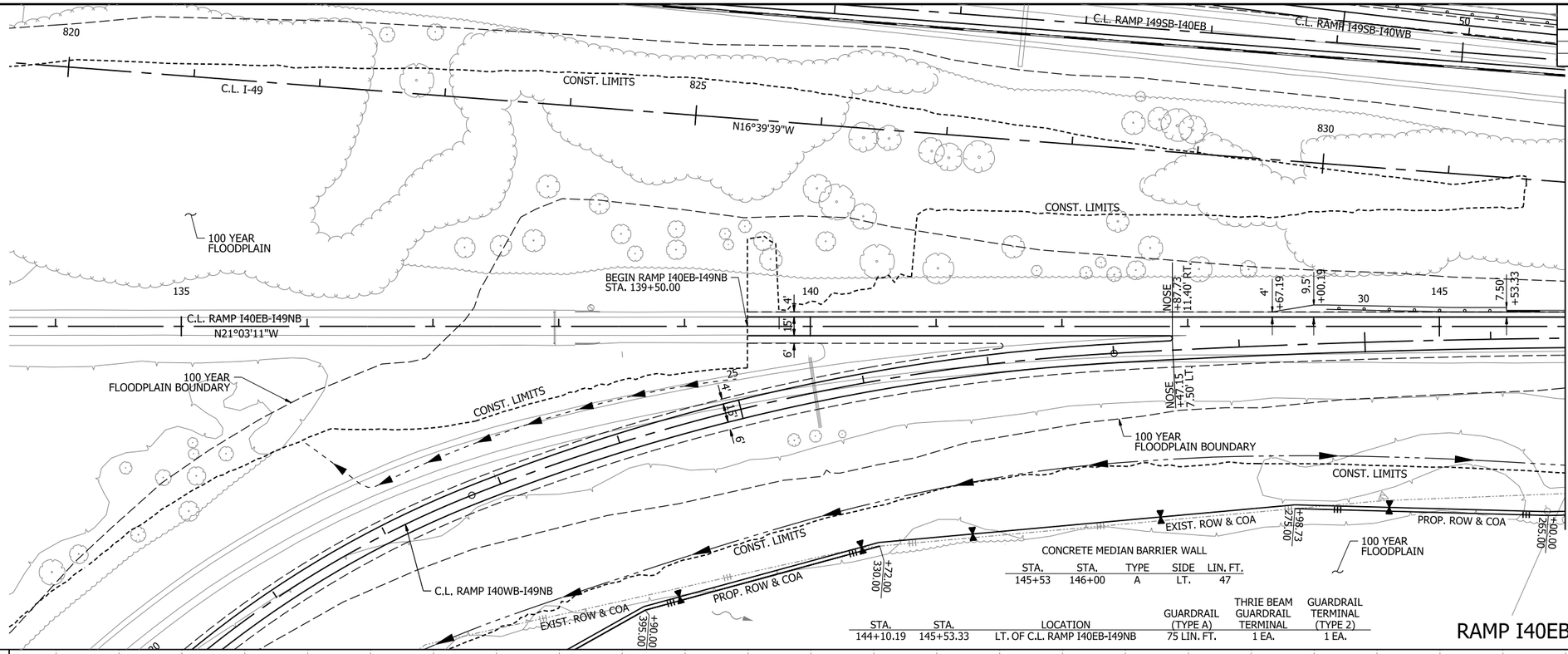
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| DATE REVISED | DATE REVISED |
|---|---|
| | |
| | |
| | |

| 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 |

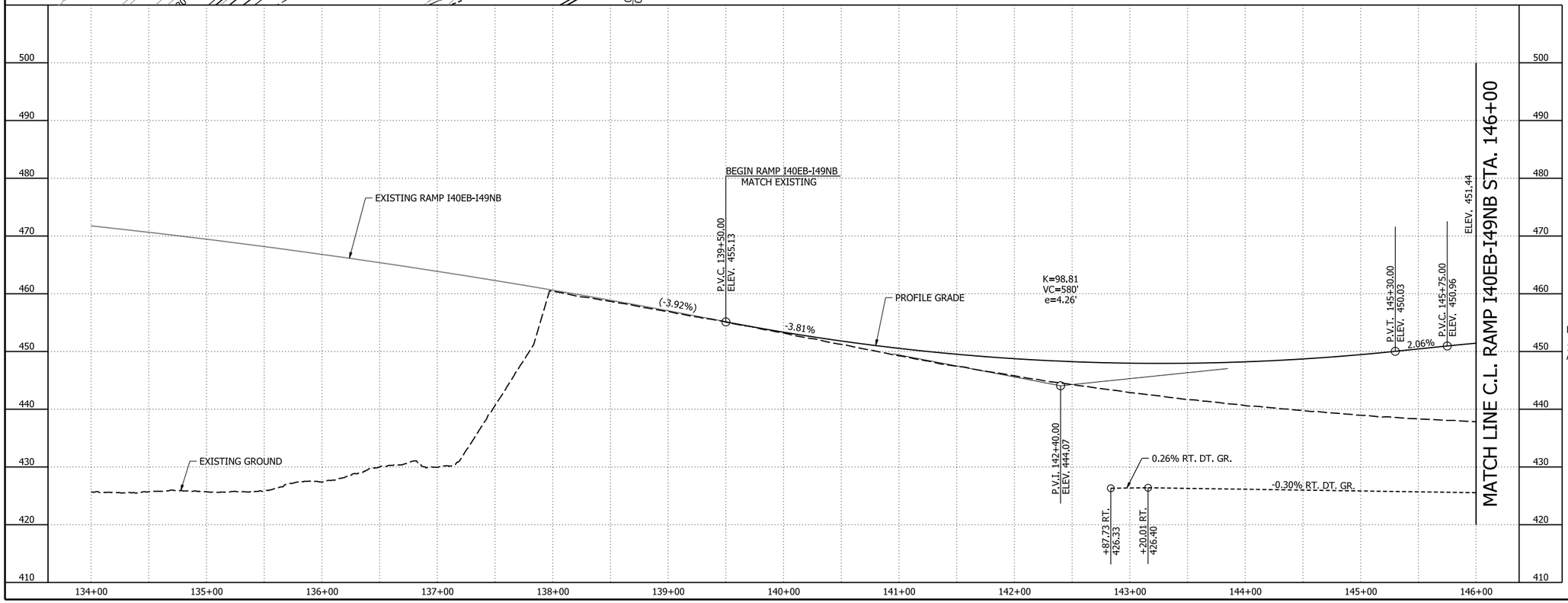
| STA. | STA. | LOCATION | GUARDRAIL (TYPE A) | THRIE BEAM GUARDRAIL TERMINAL | GUARDRAIL TERMINAL (TYPE 2) |
|---|---|---|---|---|---|
| 144+10.19 | 145+53.33 | LT. OF C.L. RAMP I40EB-I49NB | 75 LIN. FT. | 1 EA. | 1 EA. |

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.

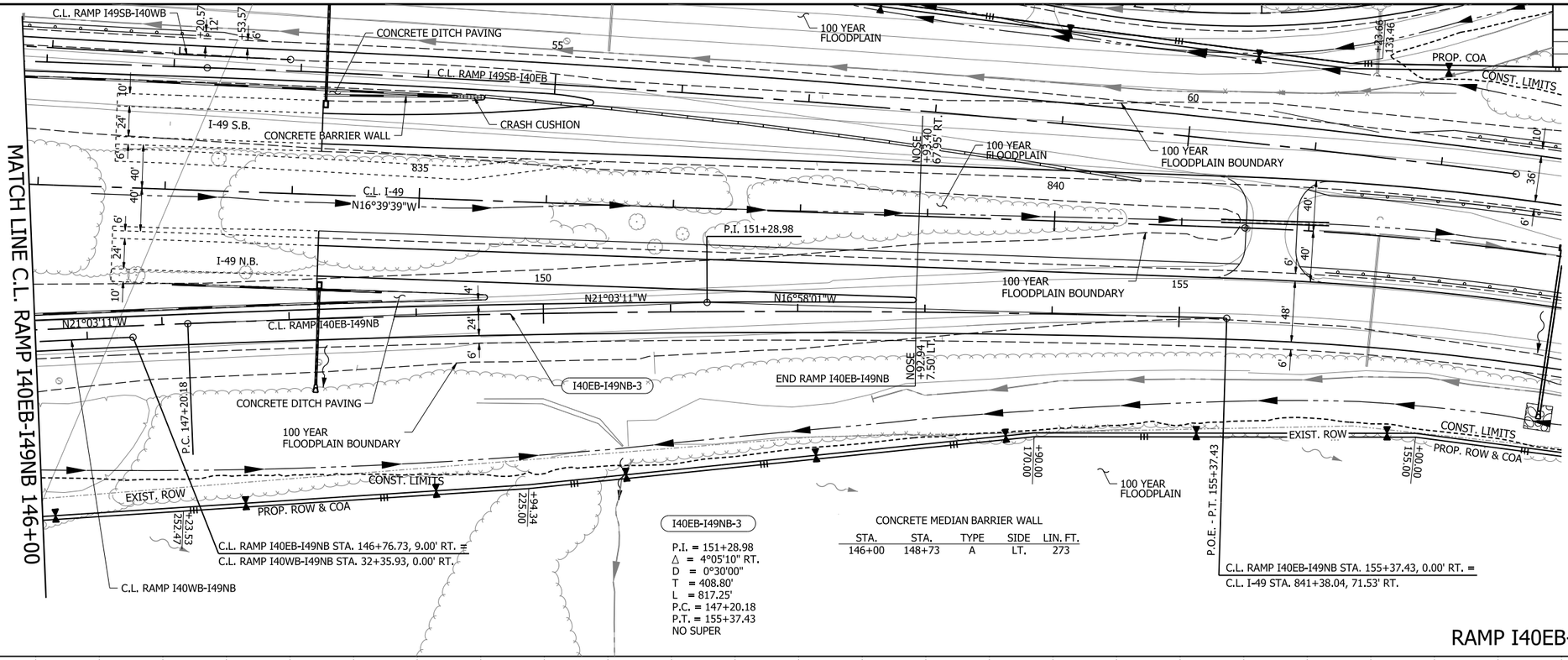
RAMP I40EB-I49NB
PLAN AND PROFILE SHEETS

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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




CONCRETE MEDIAN BARRIER WALL

| STA. | STA. | TYPE | SIDE | LIN. FT. |
|---|---|---|---|---|
| 146+00 | 148+73 | A | LT. | 273 |

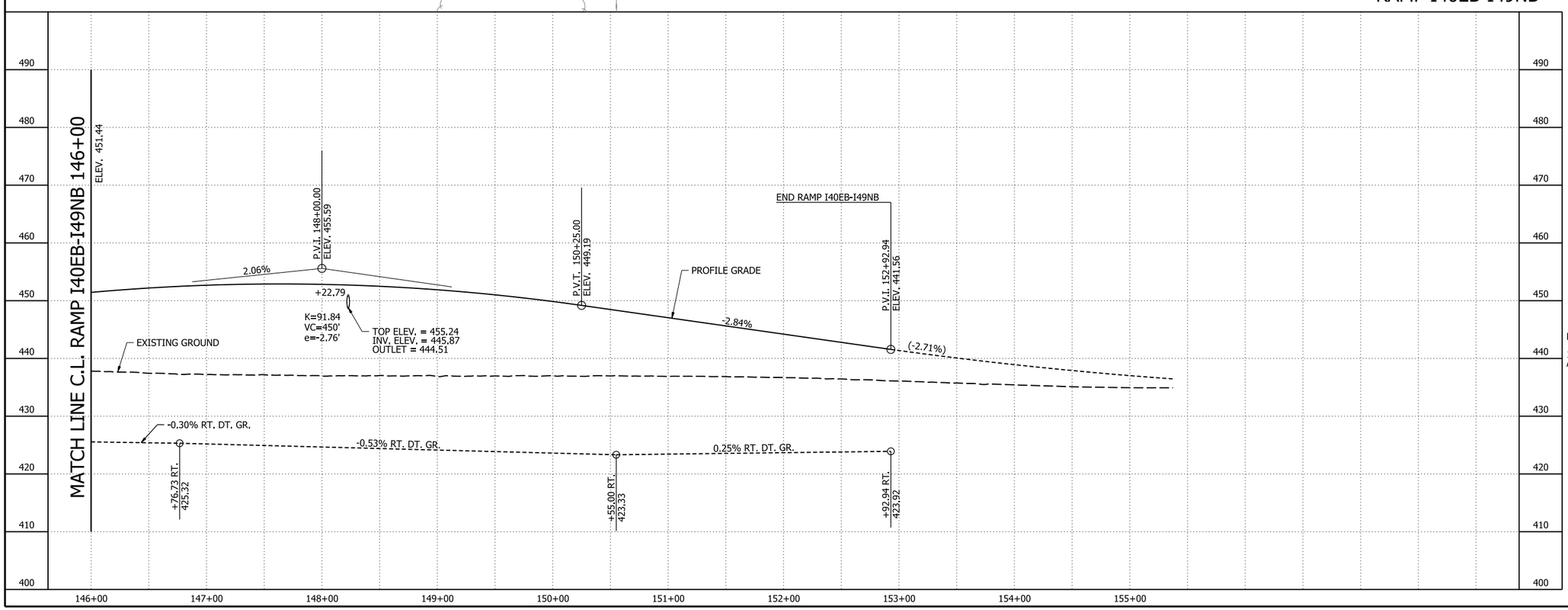
RAMP I40EB-I49NB

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:

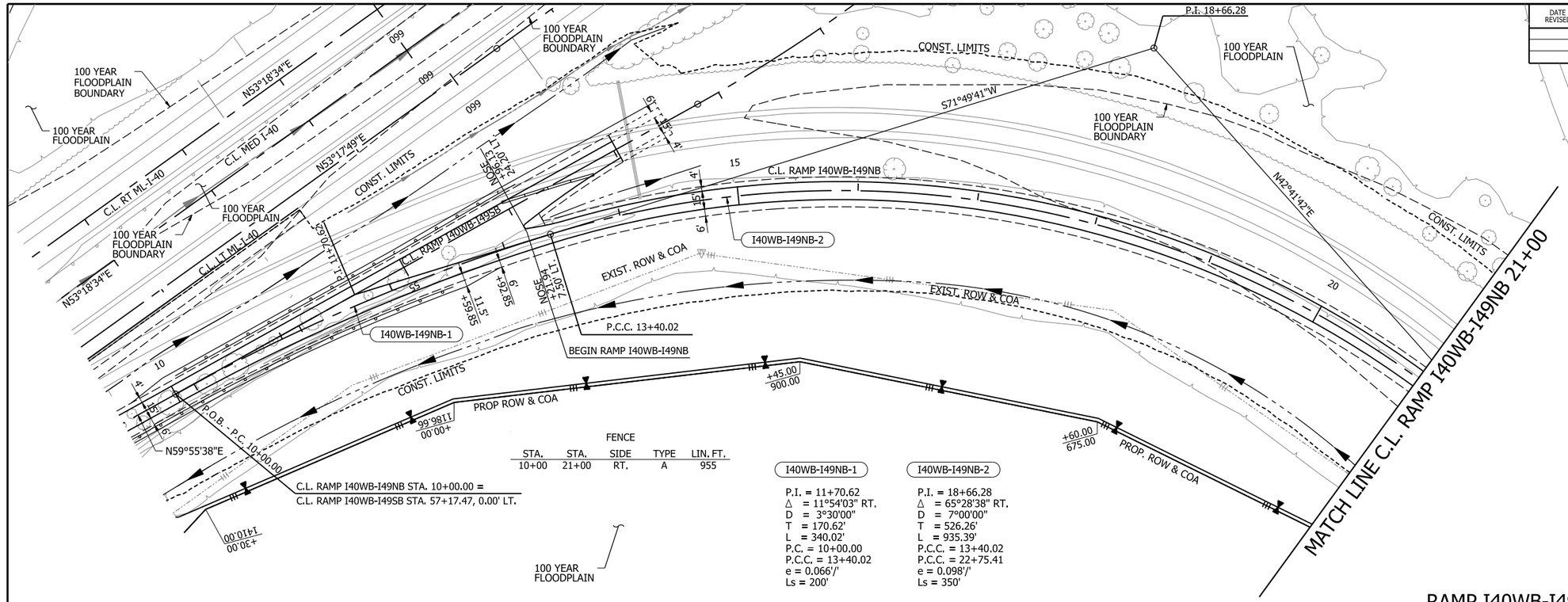
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I40EB-I49NB
PLAN AND PROFILE SHEETS

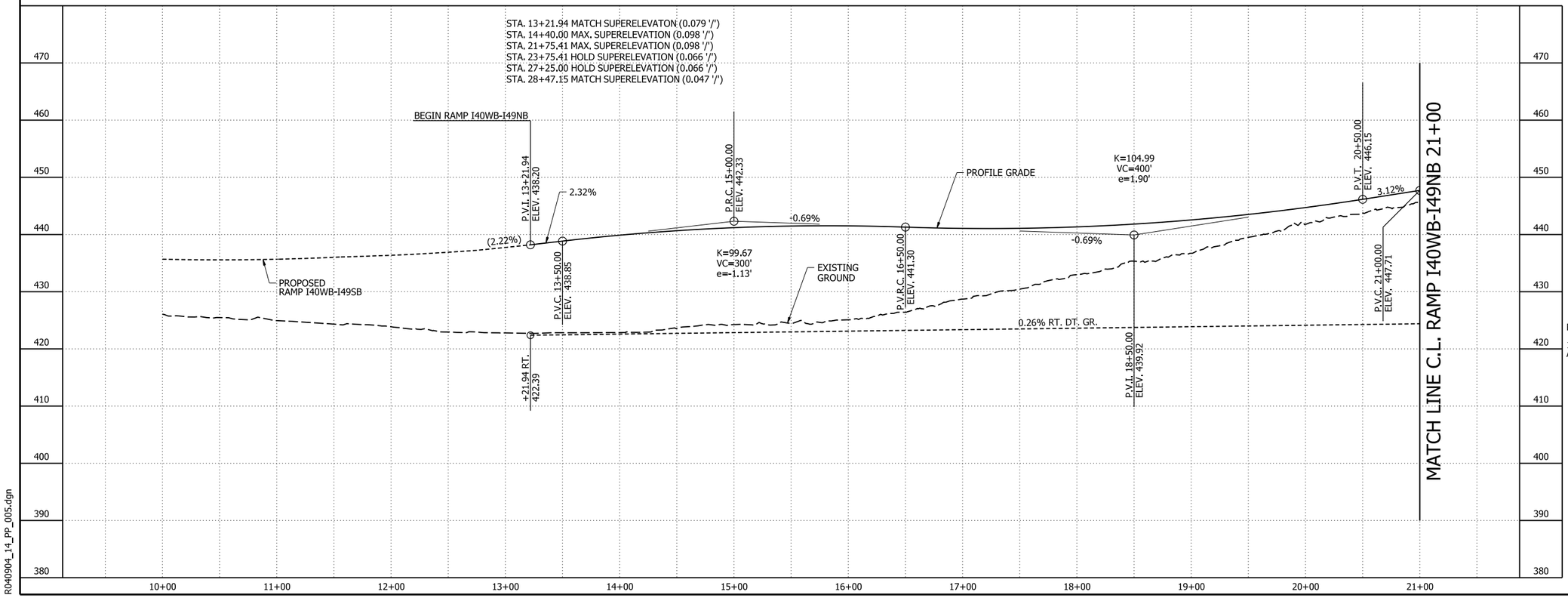
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 262 | 742 |
| | | PLAN AND PROFILE SHEETS - RAMP I40WB-I49NB | | | | |

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.

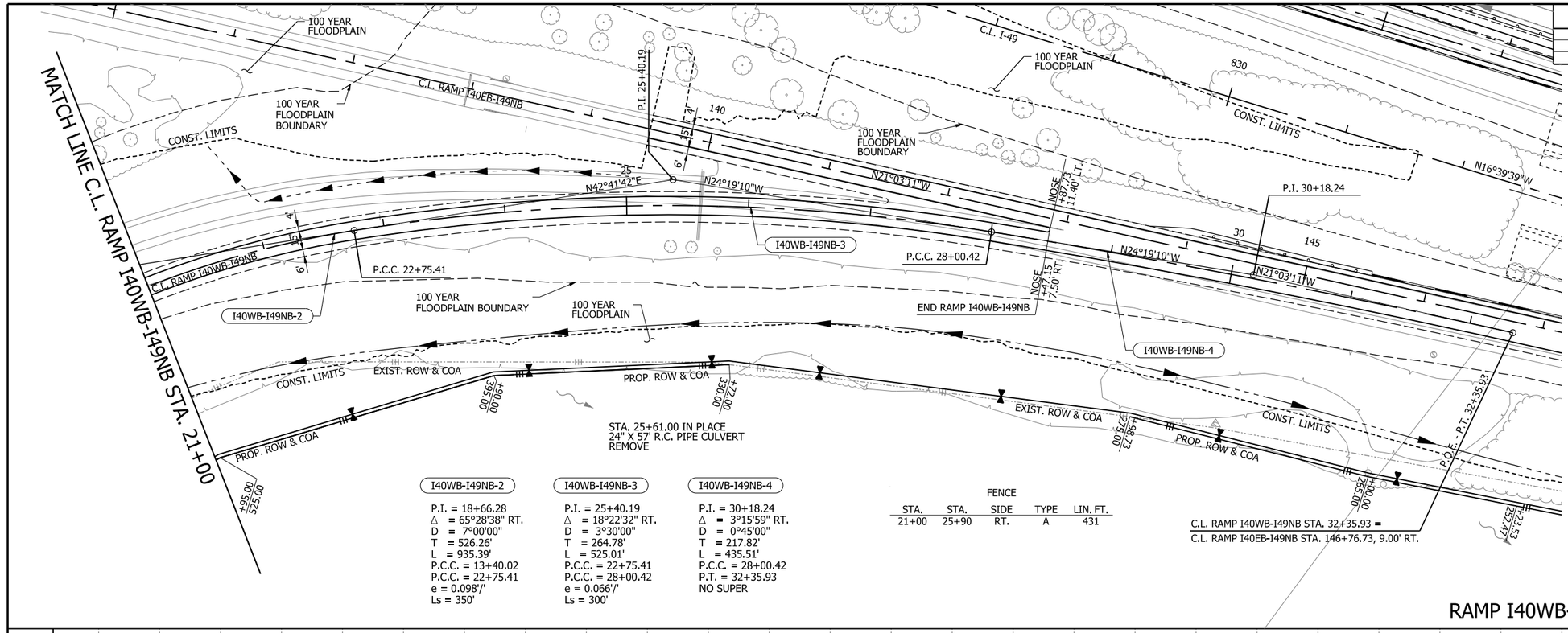
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 263 | 742 |
| | | PLAN AND PROFILE SHEETS - RAMP I40WB-I49NB | | | | |

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'

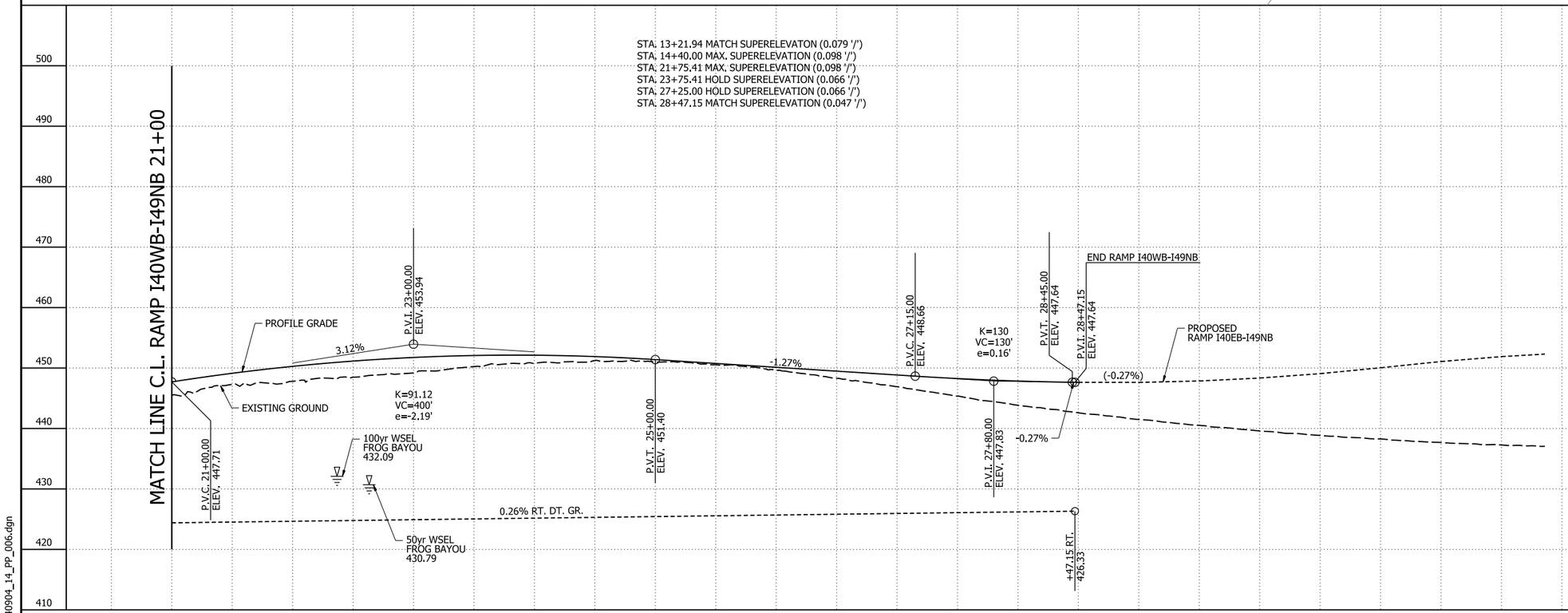
I40WB-I49NB-4

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

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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

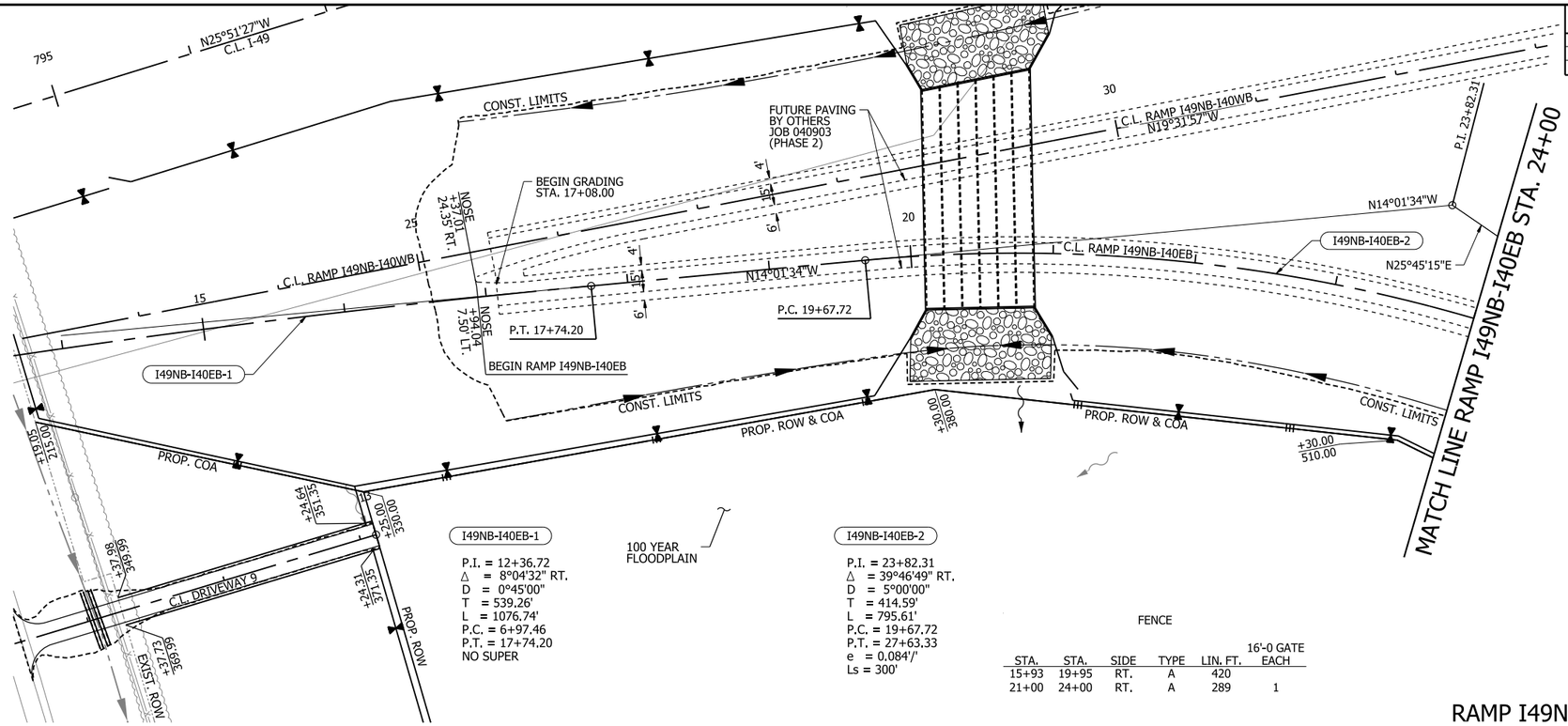
56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00

RAMP I40WB-I49SB
PLAN AND PROFILE SHEETS

4/30/2026 7:49:13 AM
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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 |

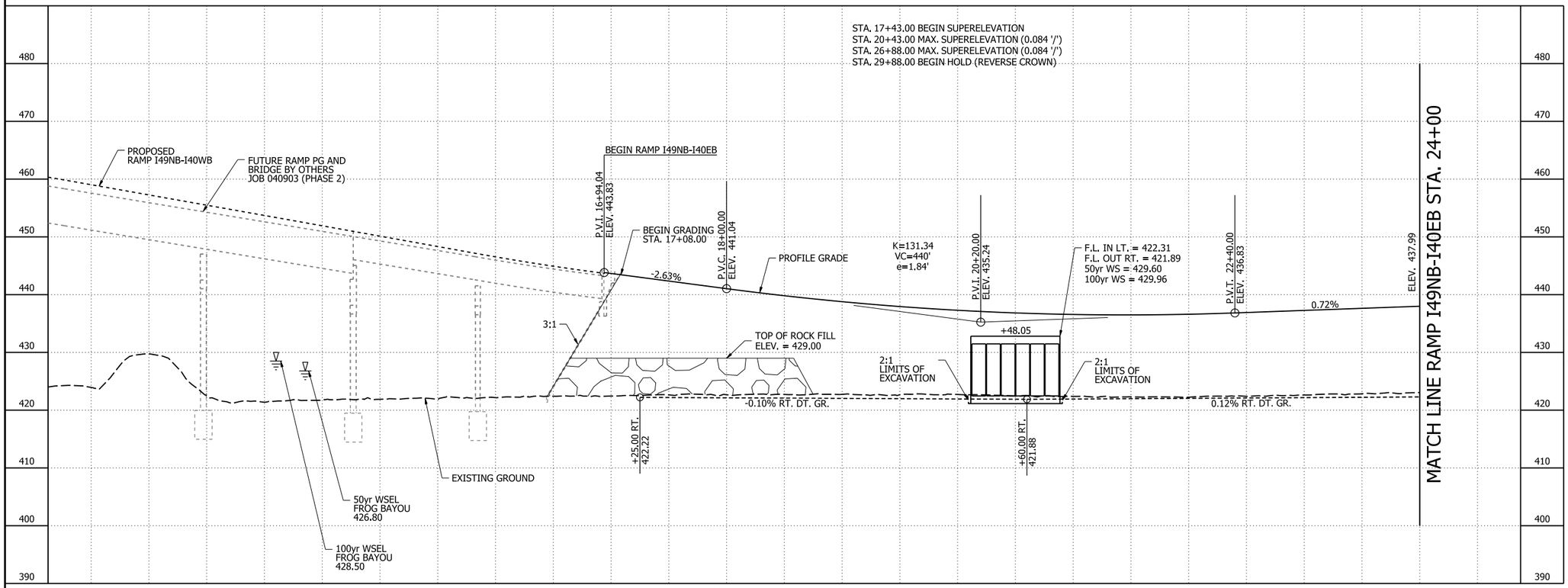
# RAMP I49NB-I40EB

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

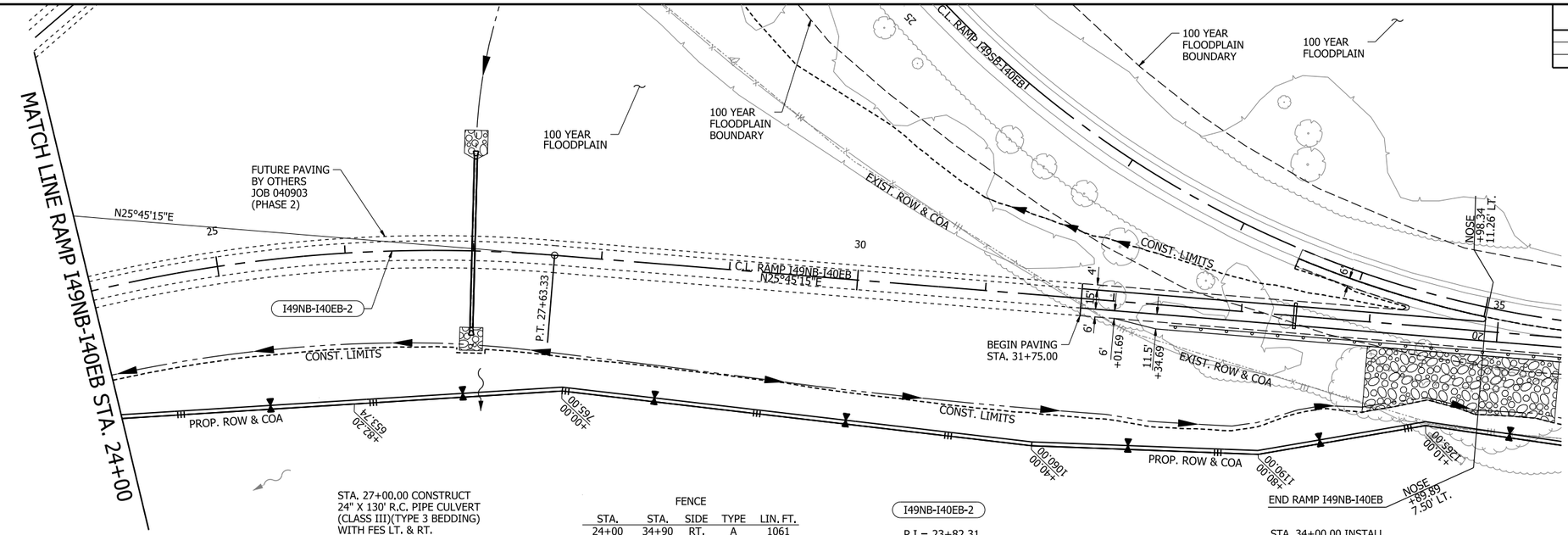
NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

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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 |

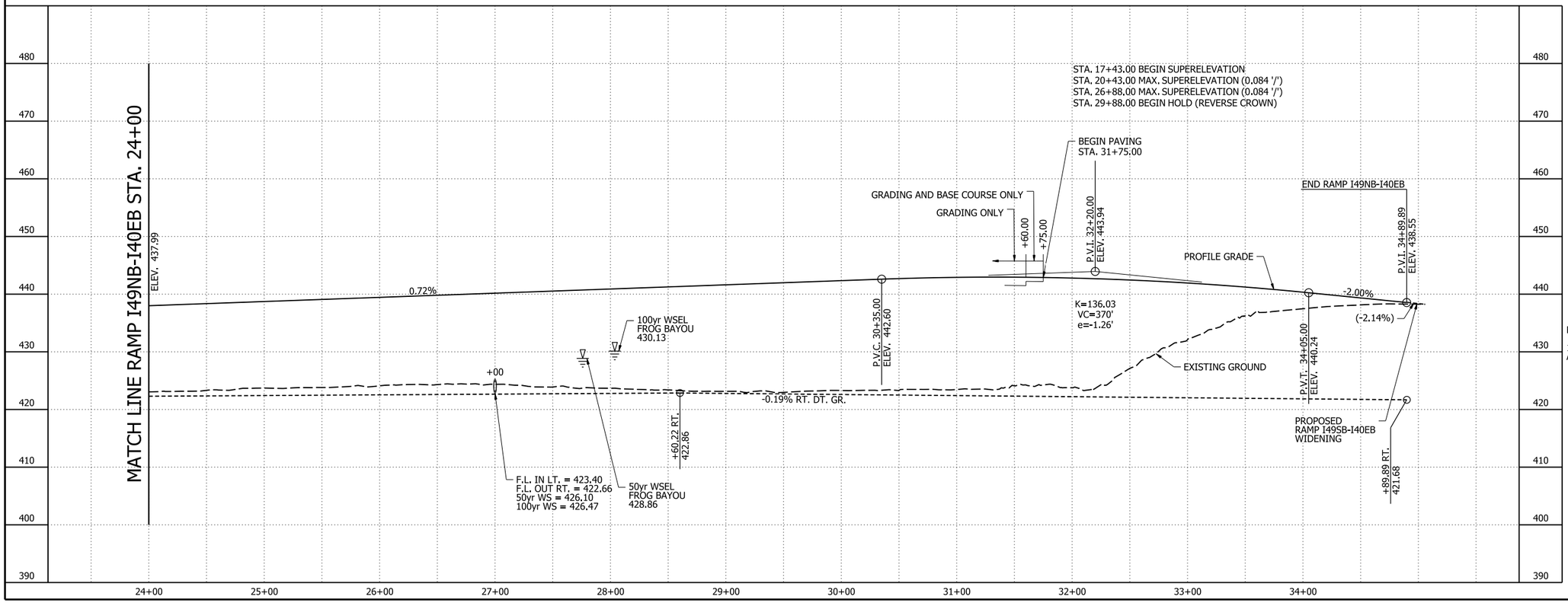
| STA. | STA. | LOCATION | GUARDRAIL (TYPE A) | GUARDRAIL TERMINAL (TYPE 2) |
|---|---|---|---|---|
| 32+44.69 | 34+89.89 | RT. OF C.L. RAMP I49NB-I40EB | 195.20 LIN. FT. | 1 EA. |

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

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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' 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' 10' 6' 4' 40' +97.36

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
PROFILE GRADE
3.00%
-0.50%
-3.05%

P.V.I. 35+50.00 ELEV. 458.86
P.V.I. 45+40.00 ELEV. 453.91
ELEV. 454.84

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

0.10% LT. DT. GR.
-0.76% LT. DT. GR.

EXISTING GROUND

+77.74 LT. 423.39

EXISTING I-40 EB

+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

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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'

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

NOSE +40.74 11.40' RT.

+86.76

S38°43'16"W

+83.11 +13.32 +86.79

N34°52'38"E

PROP. ROW & COA

+15.00 1170.00 +86.80 1222.93

NOSE +88.78 +50' RT.

+85.00 1095.00

BRIDGE 07694

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'

+85.00 805.00

RAMP I49NB-I40WB

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'

-3.05%

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

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

MATCH LINE C.L. RAMP I49NB-I40WB STA. 57+00
ELEV. 441.02

P.V.T. 46+50.00
ELEV. 450.56

P.V.I. 48+50.00
ELEV. 444.46

EXISTING GROUND

TOP OF ROCK FILL
ELEV. = 433.00

3:1

-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

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:

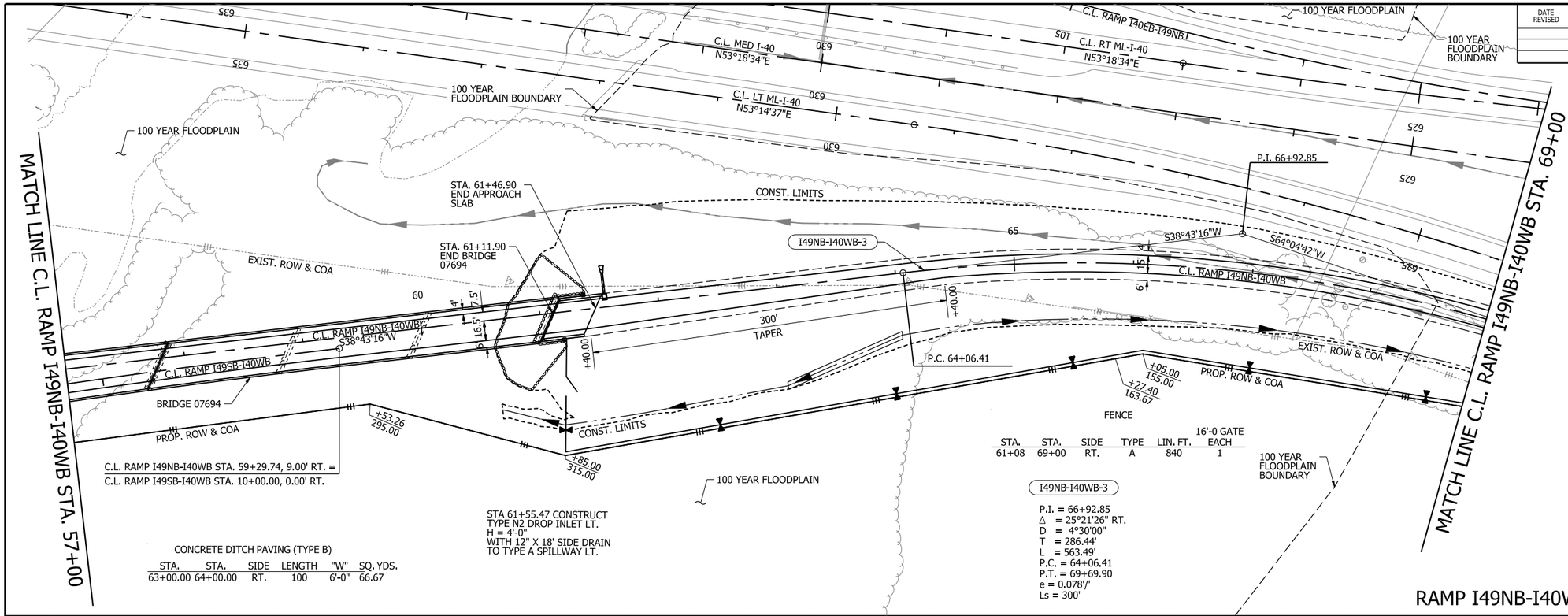
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

4/30/2026 7:50:18 AM
R040904_14_PP_013.dgn

| 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 |

FENCE

| STA. | STA. | SIDE | TYPE | LIN. FT. | 16'-0 GATE EACH |
|---|---|---|---|---|---|
| 61+08 | 69+00 | RT. | A | 840 | 1 |

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'

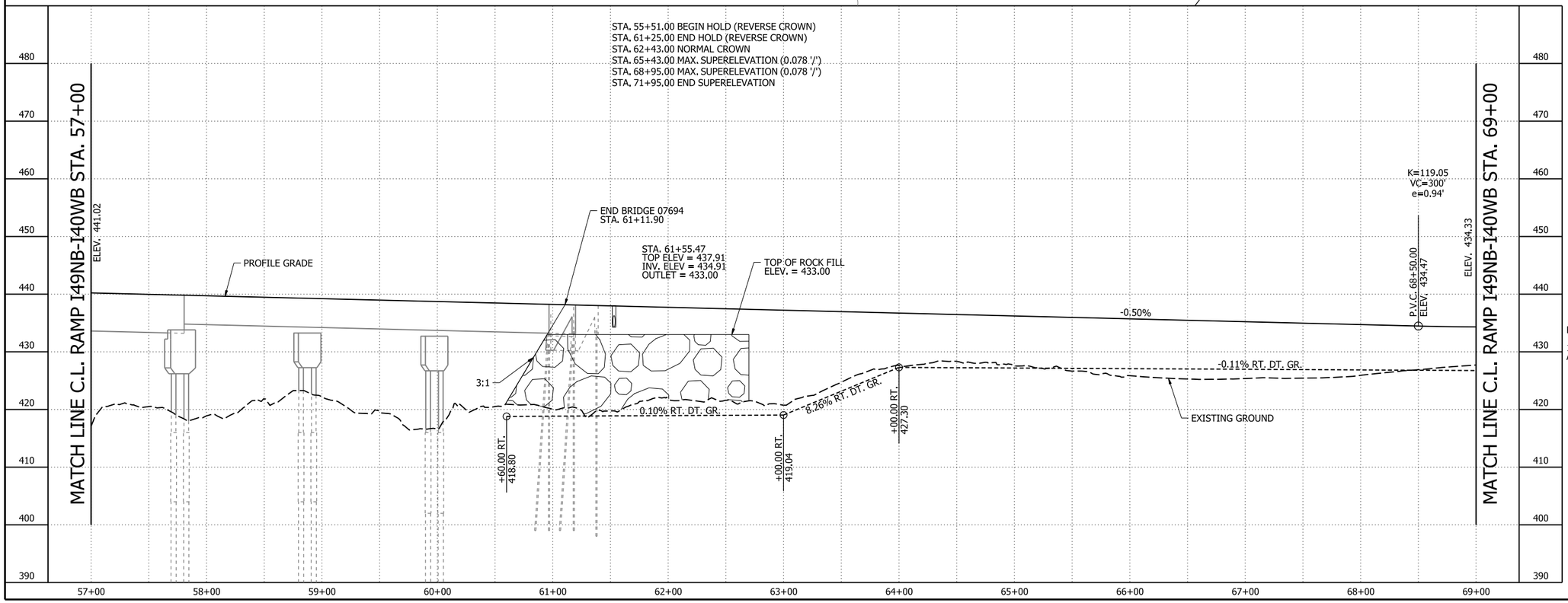
RAMP I49NB-I40WB

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.

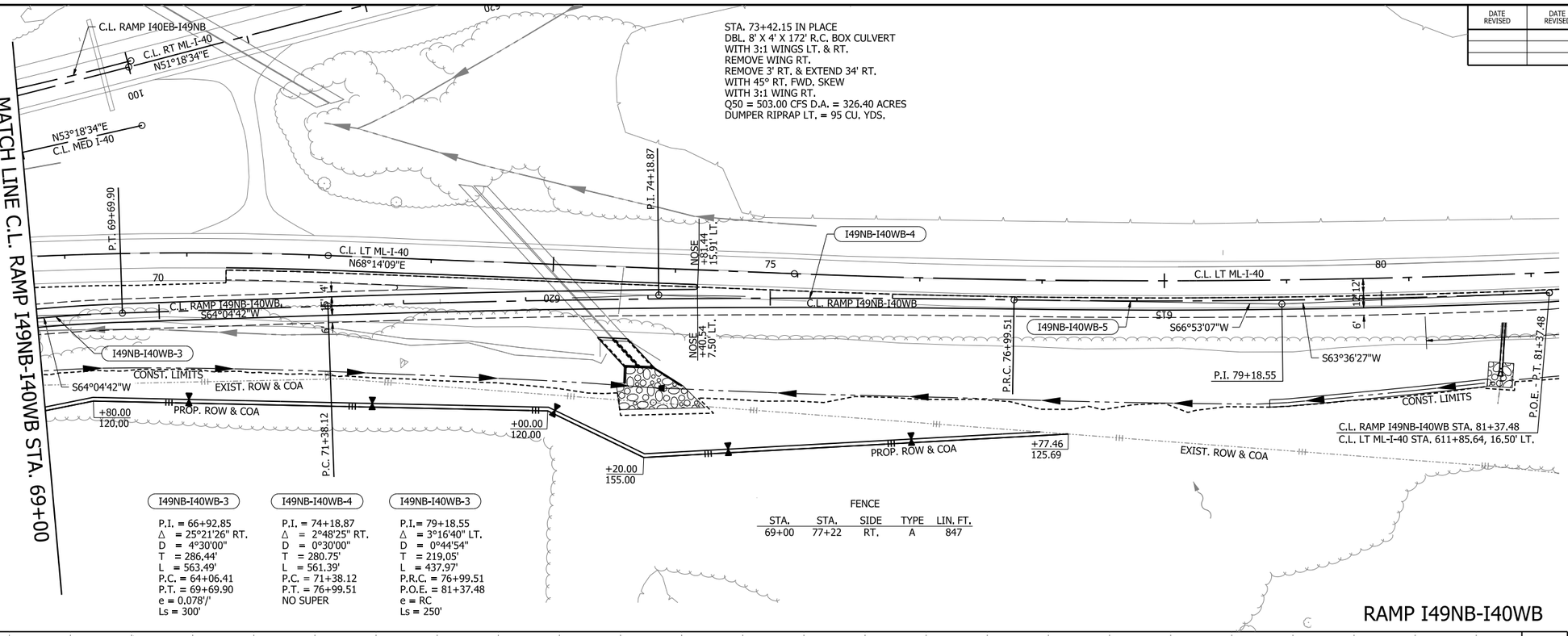
RAMP I49NB-I40WB
PLAN AND PROFILE SHEETS

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 |

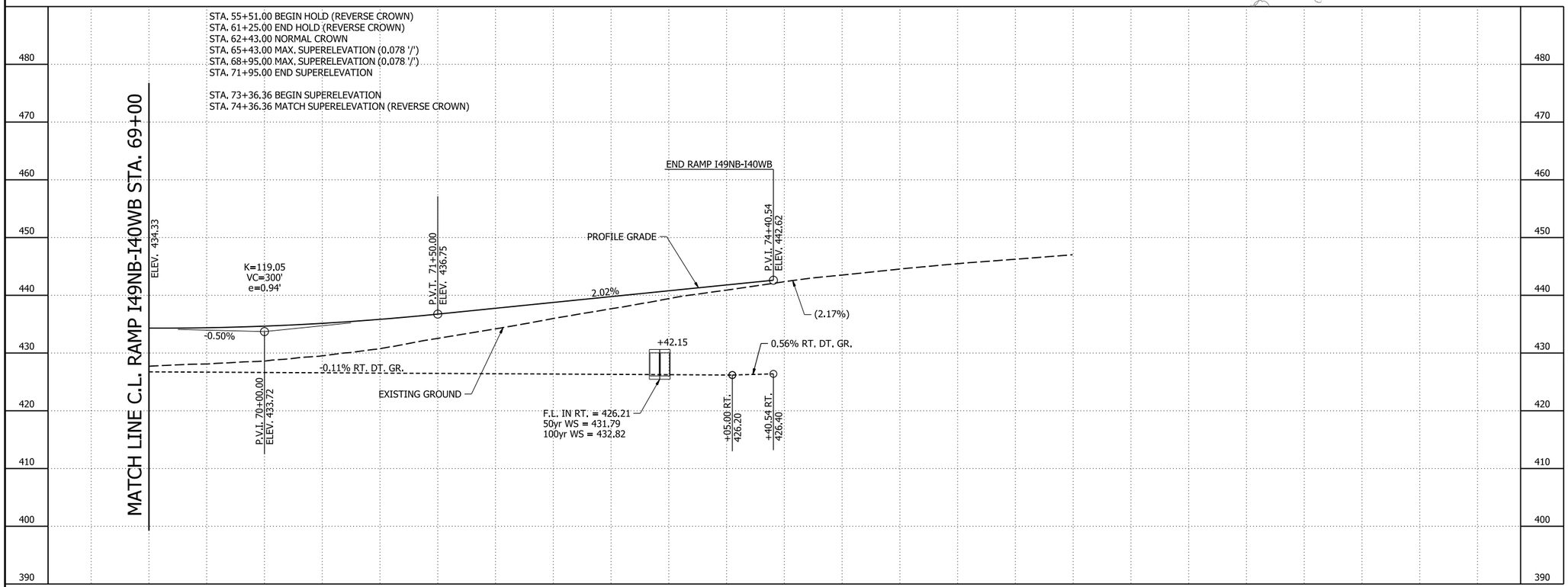
0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

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.

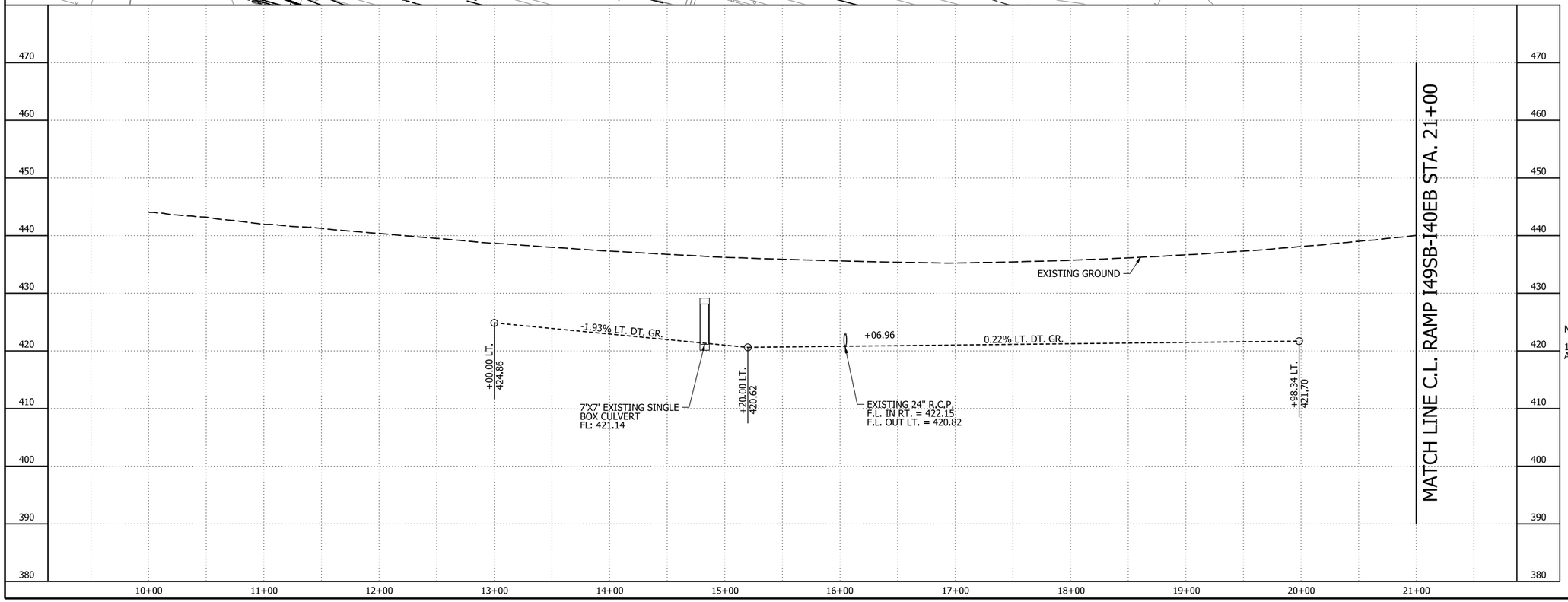
P.O.B. 9+00.00
P.I. 9+51.64
S59°00'36"W
55.5'
+59.63
P.C.C. 10+03.28
10
RUDY RD.
EXIST. ROW
100 YEAR FLOODPLAIN BOUNDARY
100 YEAR FLOODPLAIN
BEGIN TAPER
C.L. RAMP I49SB-I40EB
STA. 15+58.64
STA. 16+06.96 IN PLACE
24" RCP PIPE WITH FES RT.
REMOVE FES RT.
RETAIN & EXTEND 24" X 8' RT.
(CLASS III)(TYPE 3 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
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| 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
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| 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
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| 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

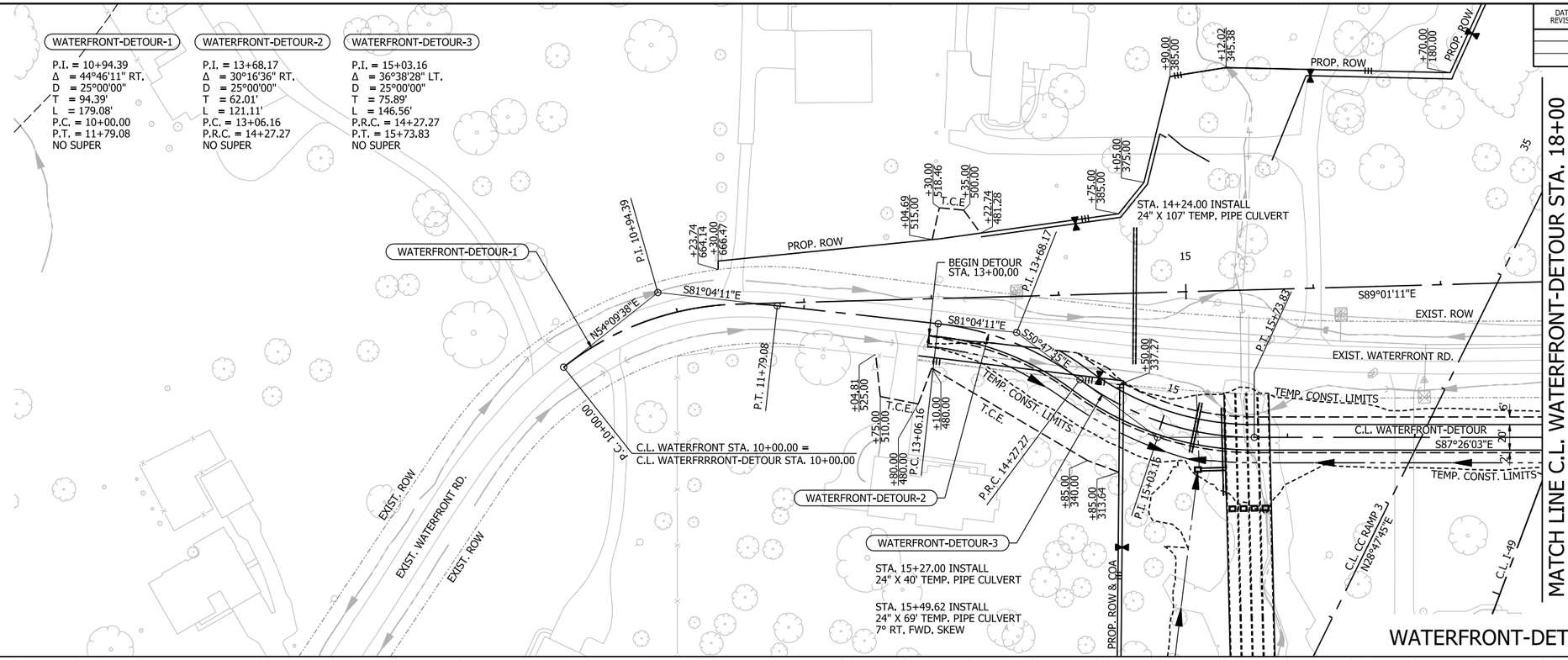
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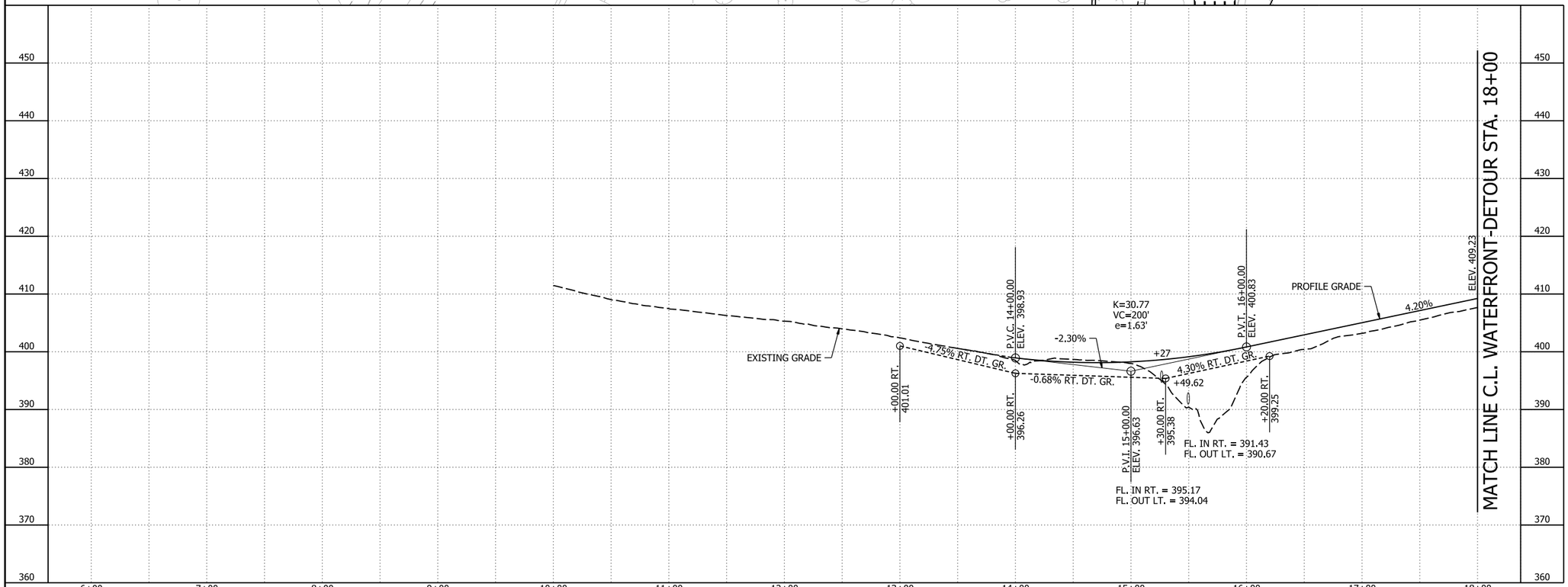
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 279 | 742 |
| | | PLAN AND PROFILE SHEETS - WATERFRONT-DETOUR | | | | |

**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.

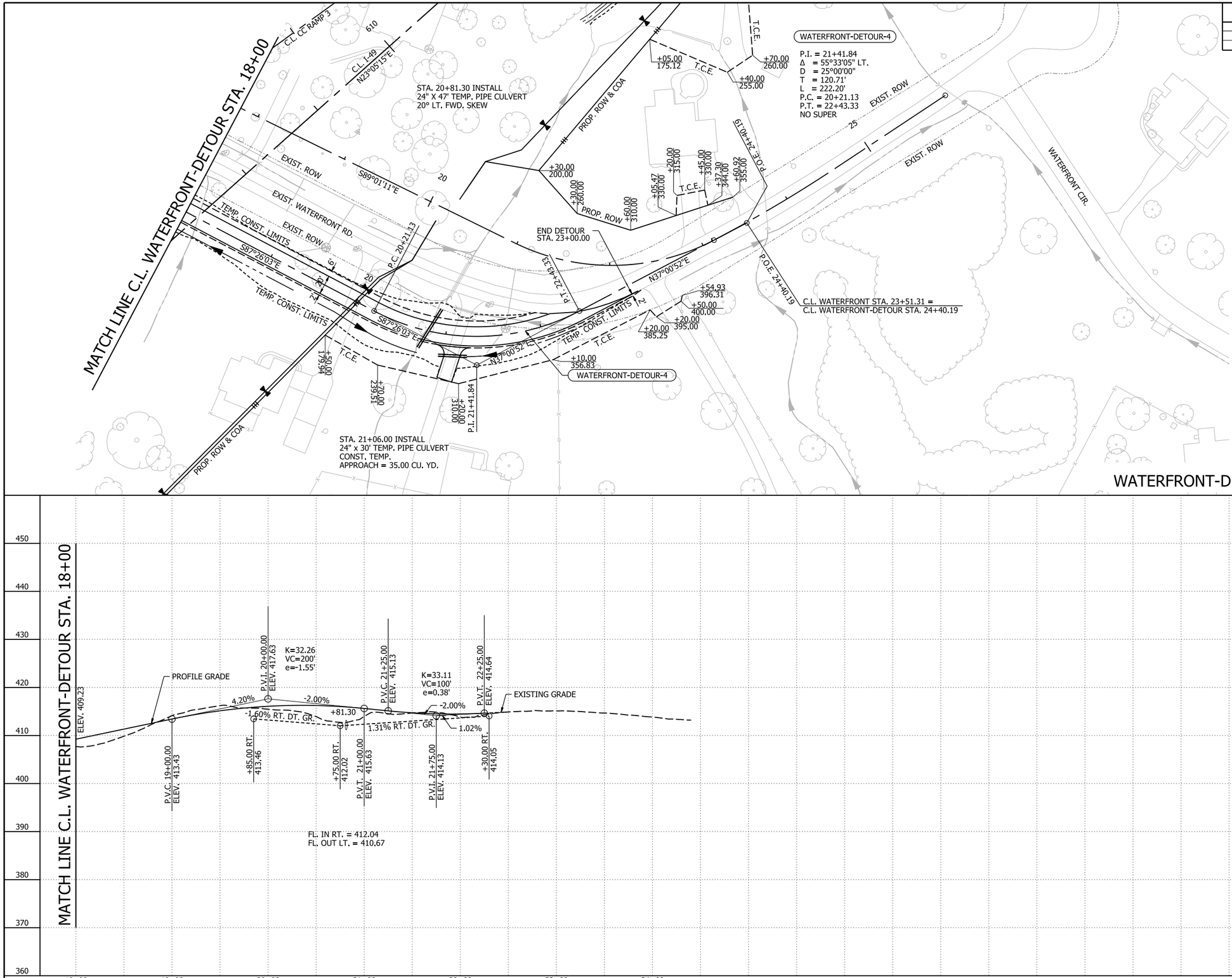
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 280 | 742 |
| | | PLAN AND PROFILE SHEETS - WATERFRONT-DETOUR | | | | |

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

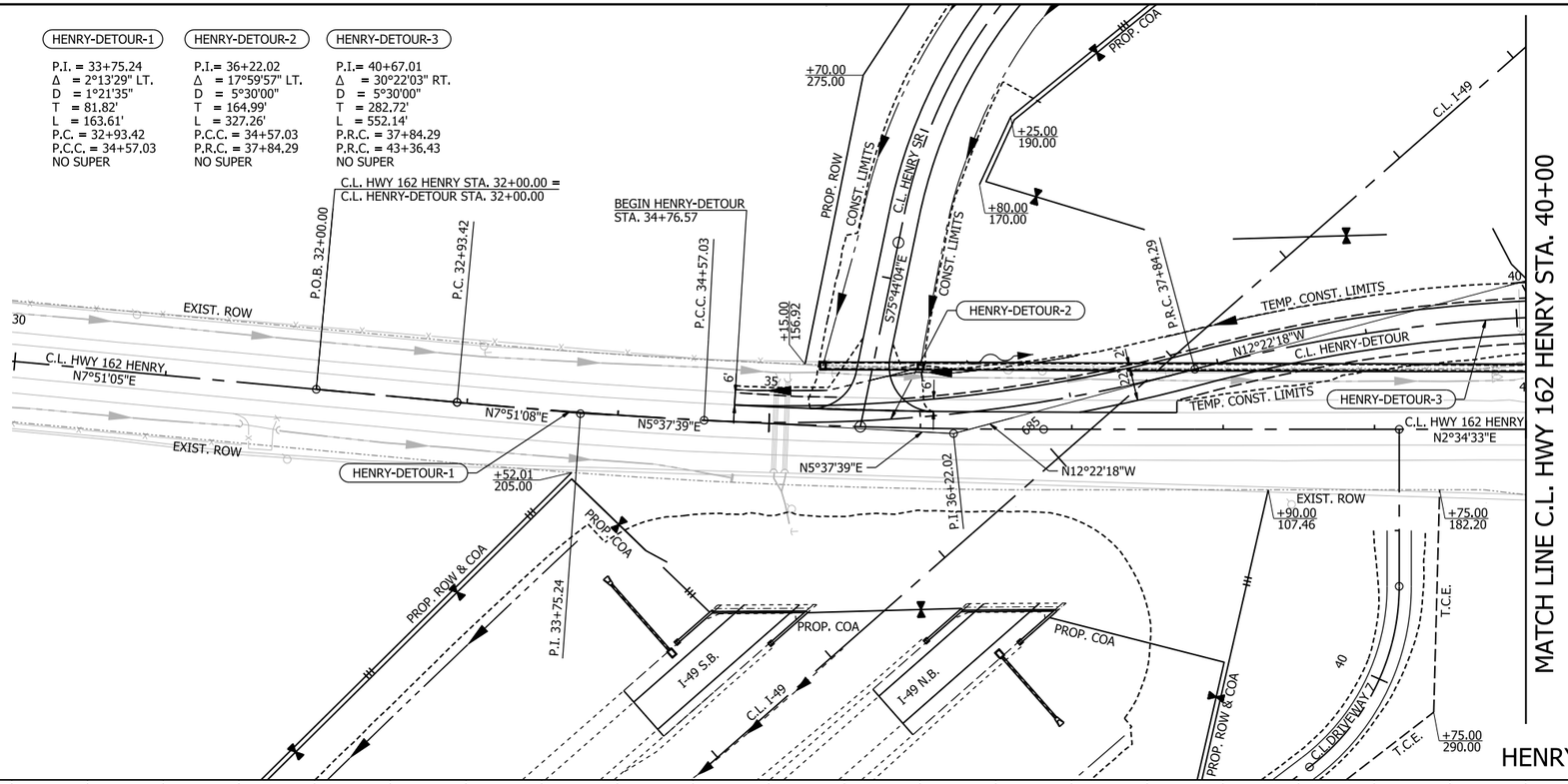
P.I.= 36+22.02
Δ = 17°59'57" LT.
D = 5°30'00"
T = 164.99'
L = 327.26'
P.C.C. = 34+57.03
P.R.C. = 37+84.29
NO SUPER

HENRY-DETOUR-3

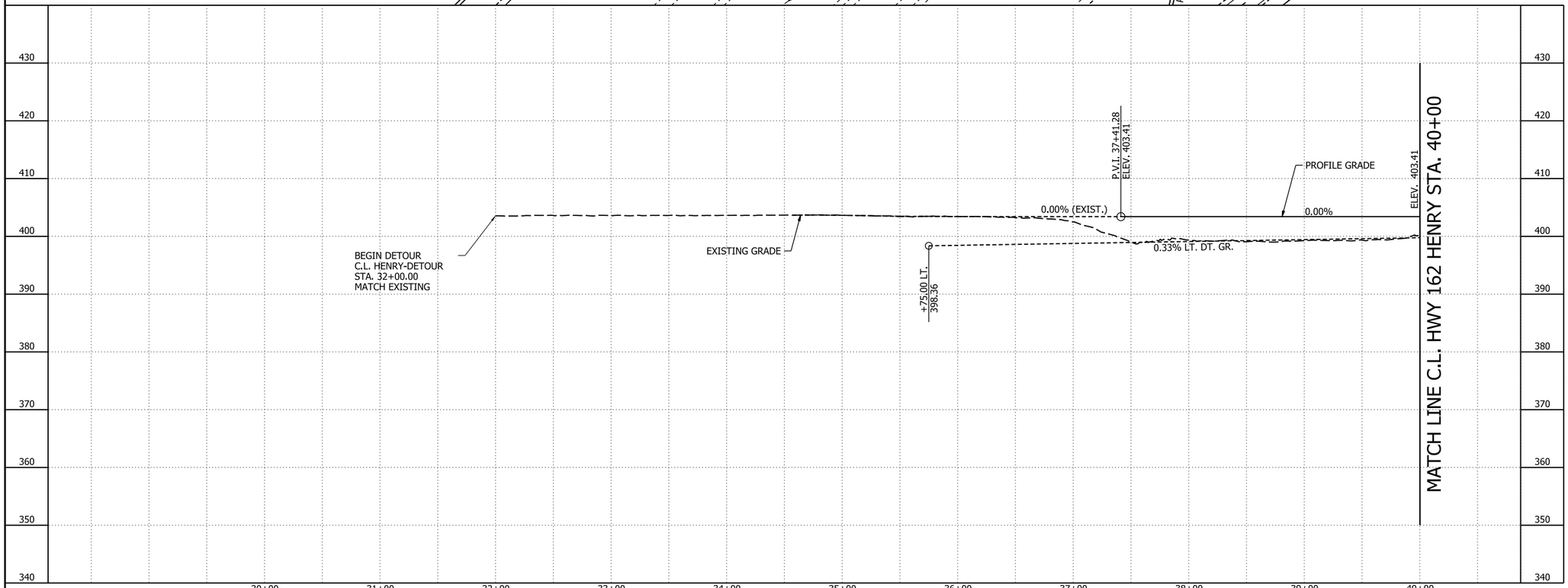
P.I.= 40+67.01
Δ = 30°22'03" RT.
D = 5°30'00"
T = 282.72'
L = 552.14'
P.R.C. = 37+84.29
P.R.C. = 43+36.43
NO SUPER

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

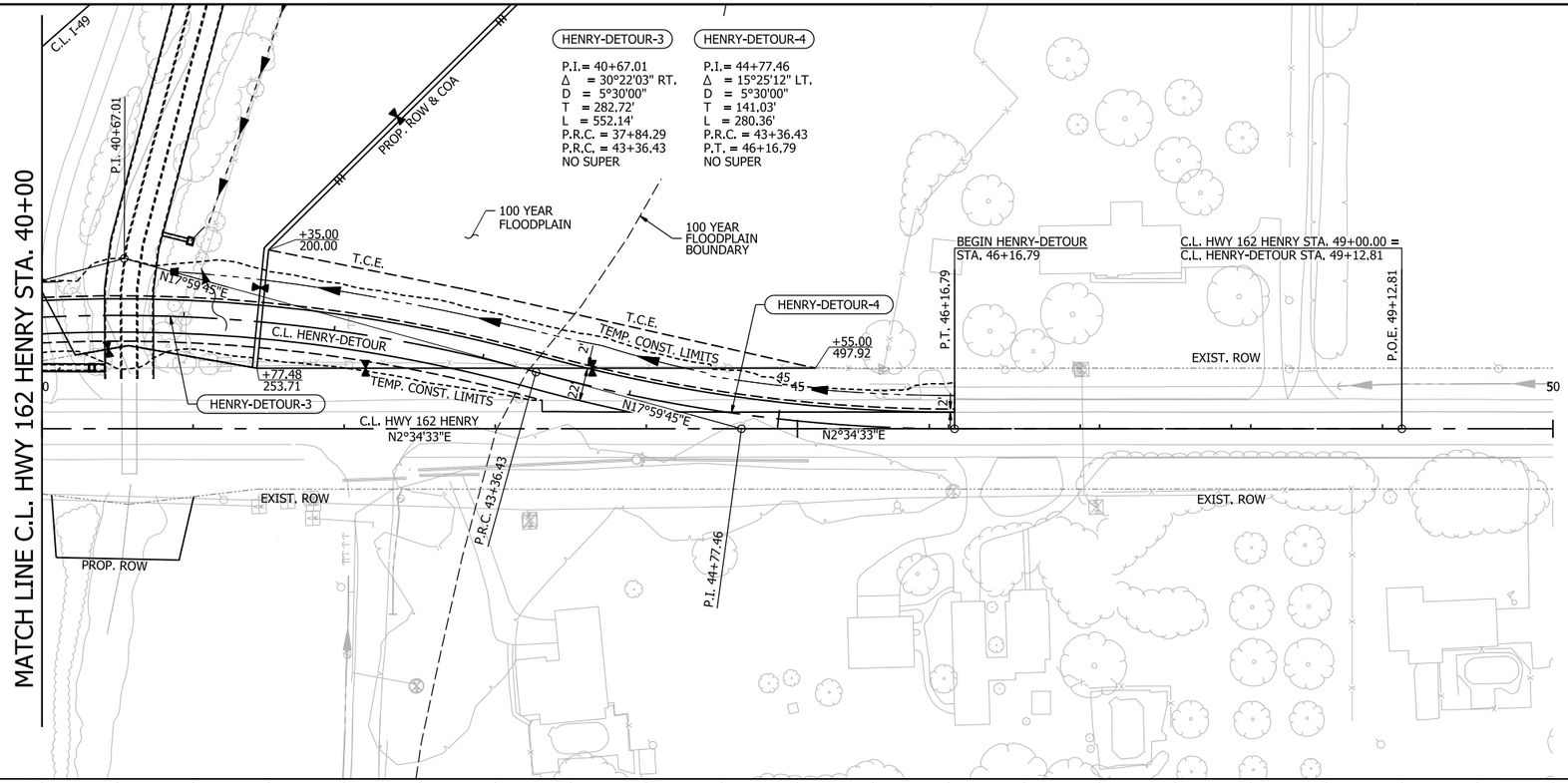
NOTES:

1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

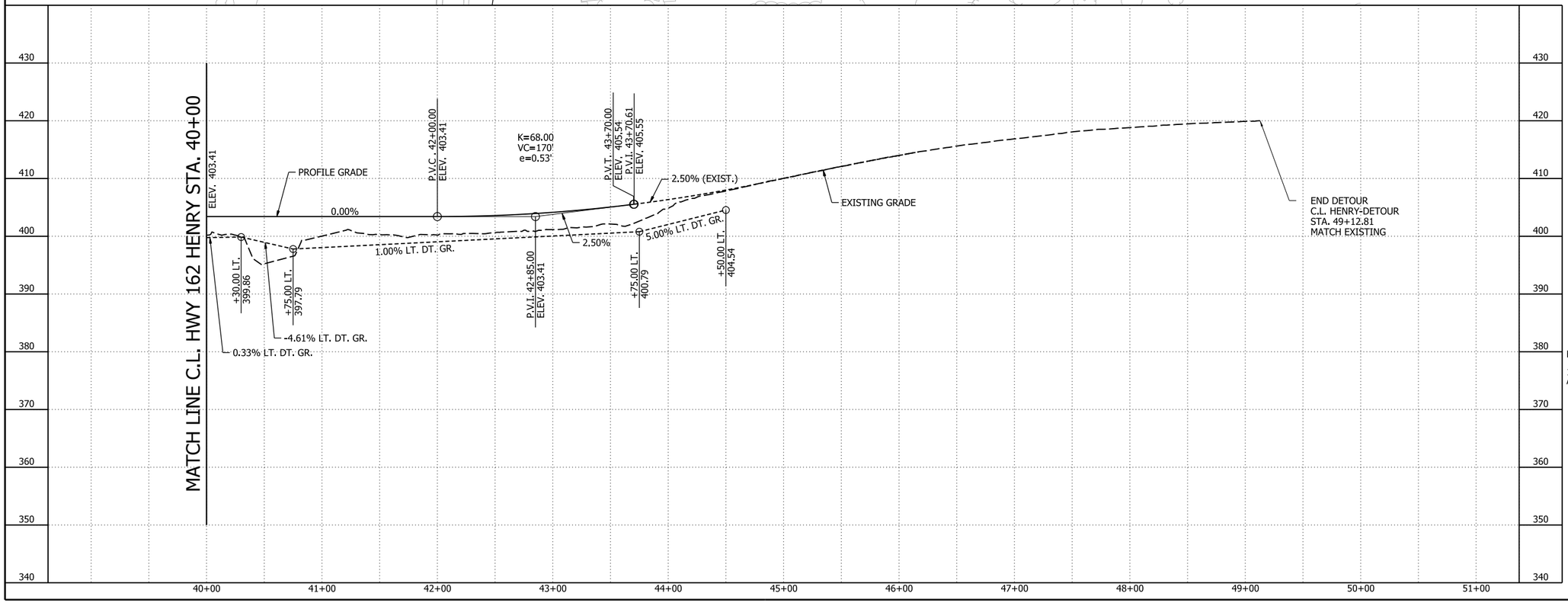
5/1/2026 10:53:28 AM
R040904_15_PP_003.dgn

| 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

4/30/2026 7:51:57 AM
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 |

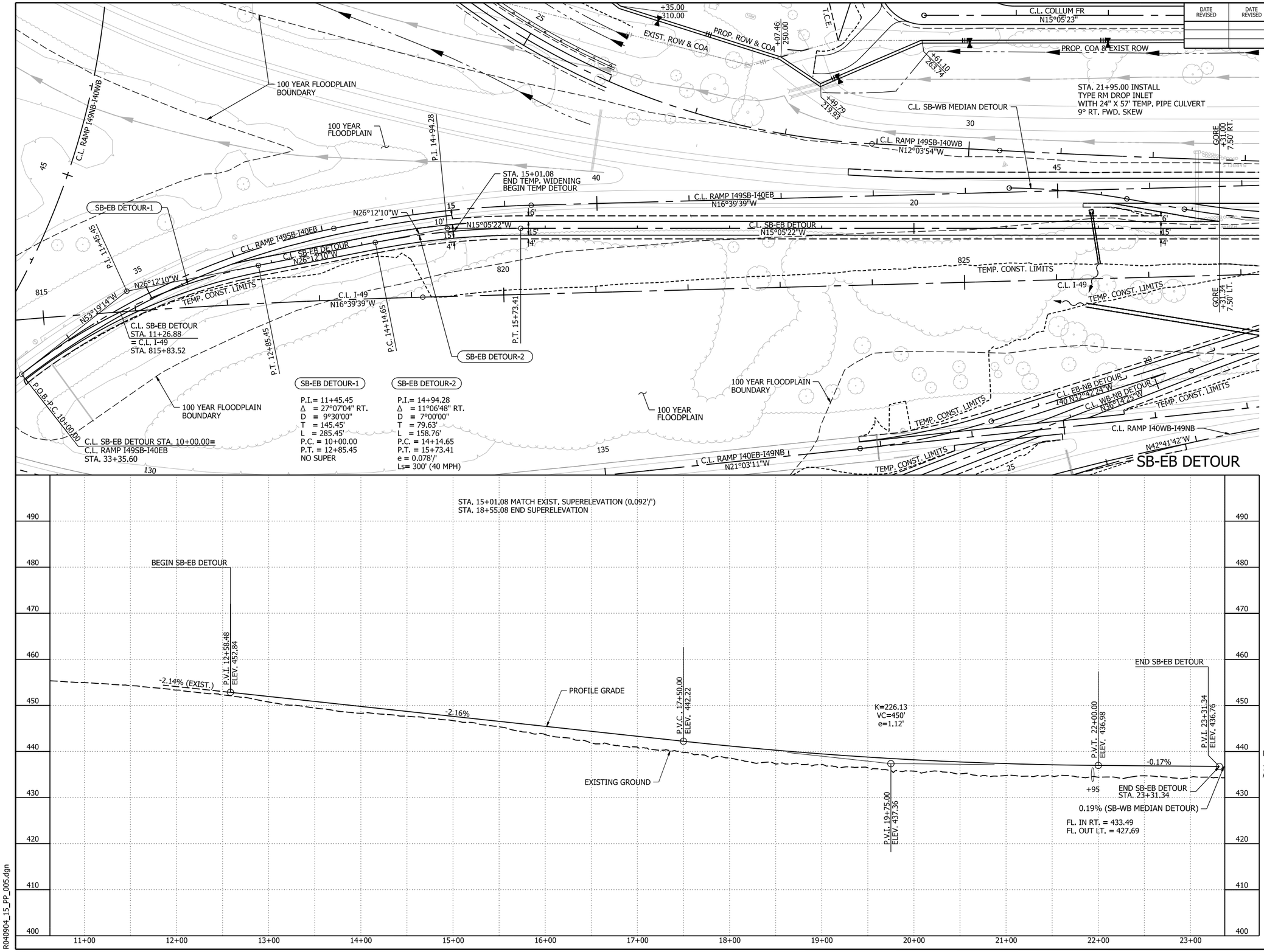
PLAN AND PROFILE SHEET - SB-EB DETOUR

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
R040904_15_PP_005.dgn

| 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
R040904_15_PP_007.dgn

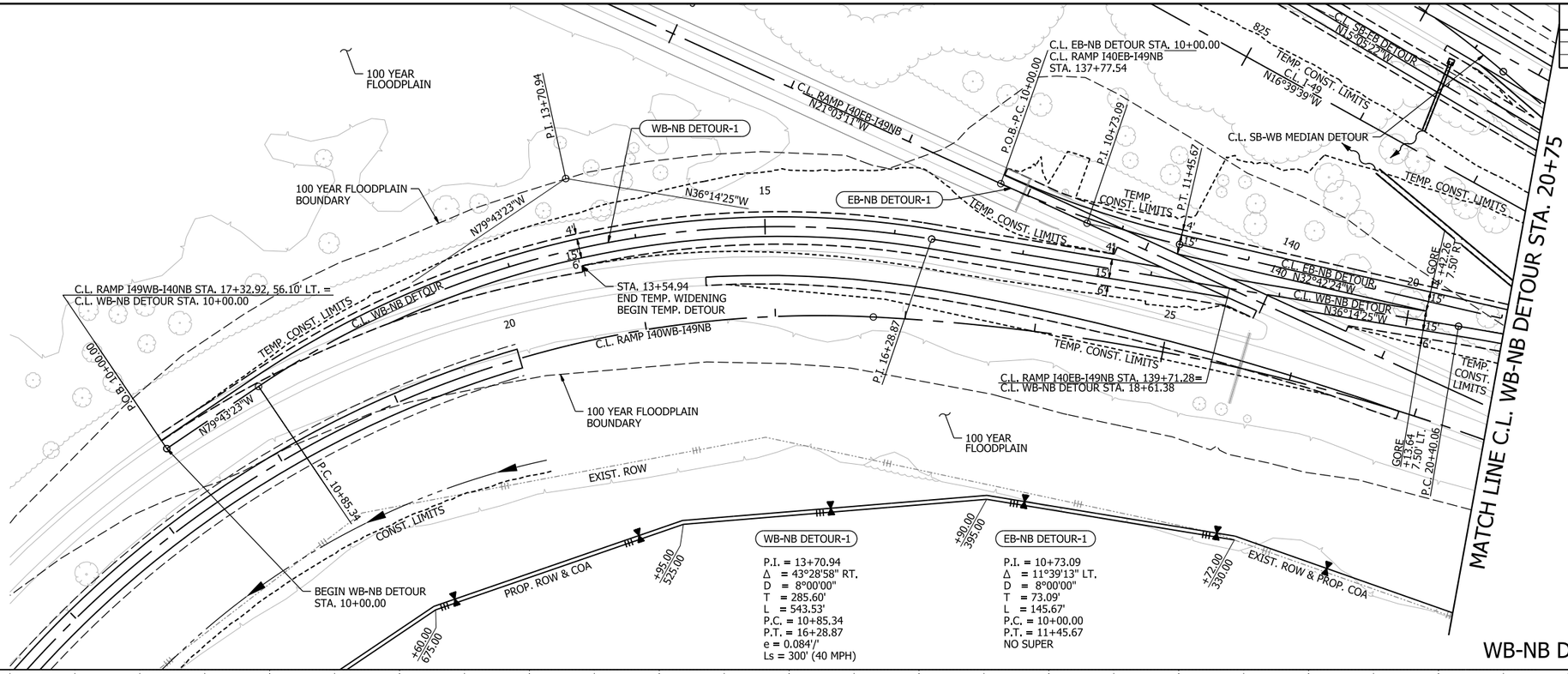
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 286 | 742 |
| | | PLAN AND PROFILE SHEETS - WB-NB DETOUR | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23099
CLIFFORD EUGENE WELD

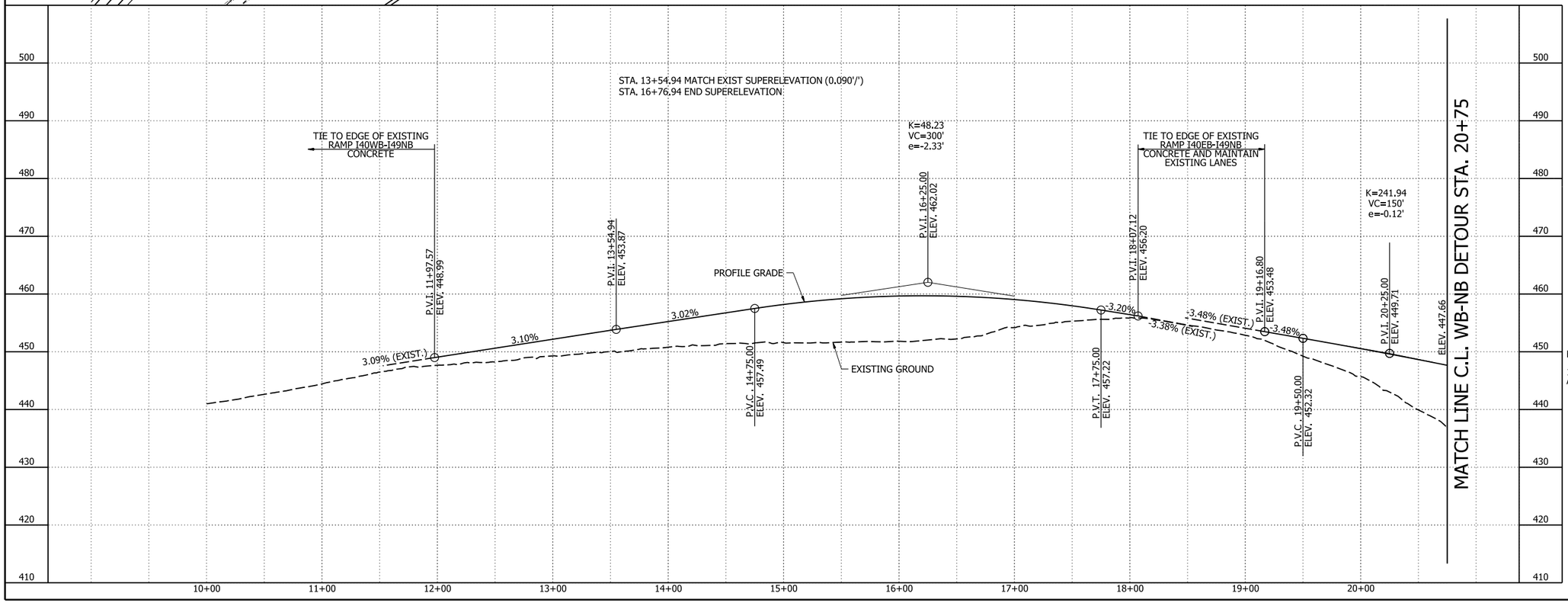
5-1-2026

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
R040904_15_PP_008.dgn

| 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
R040904_15_PP_009.dgn

| 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

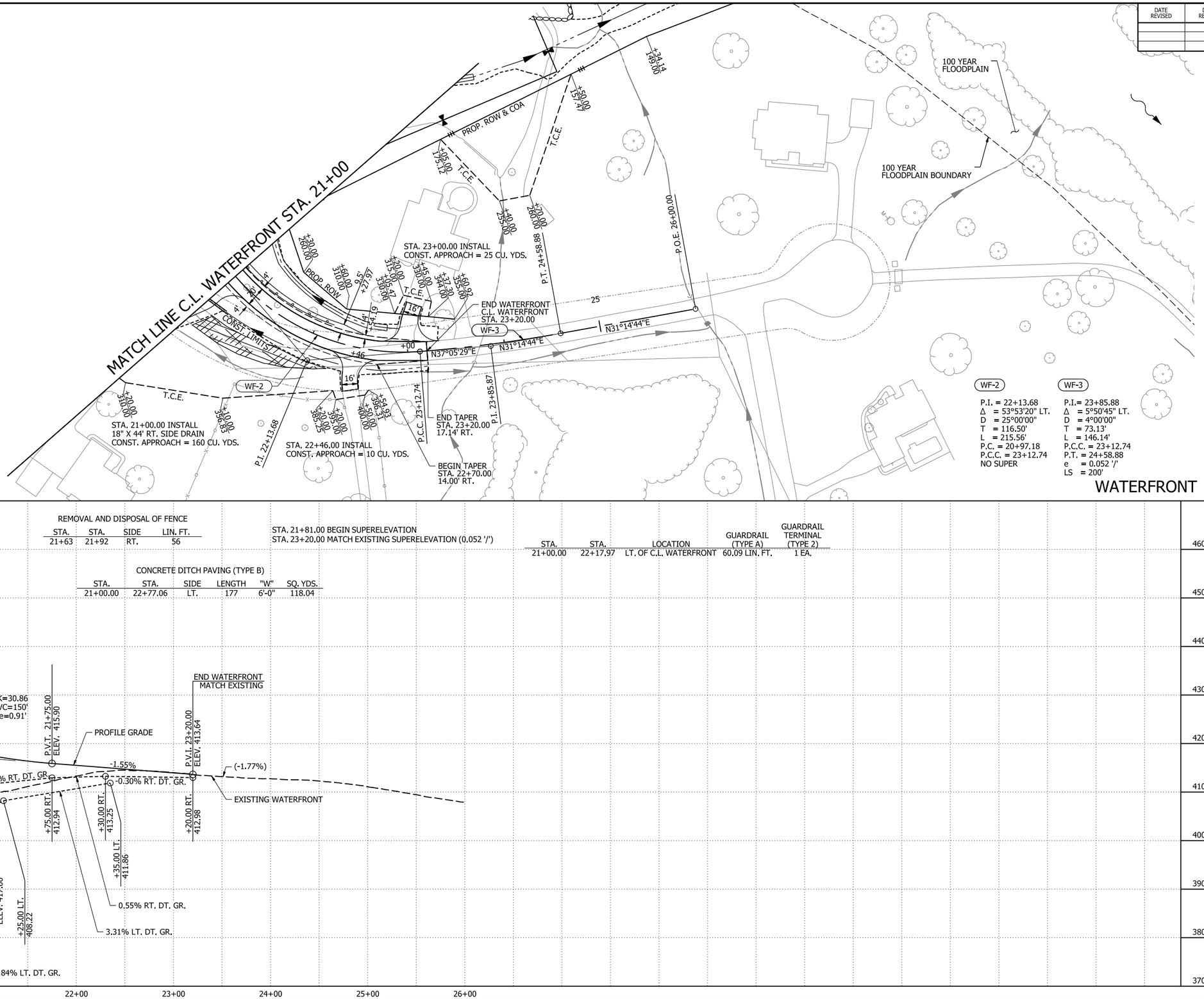
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 289 | 742 |
| | | PLAN AND PLOT SHEETS - WATERFRONT | | | | |

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

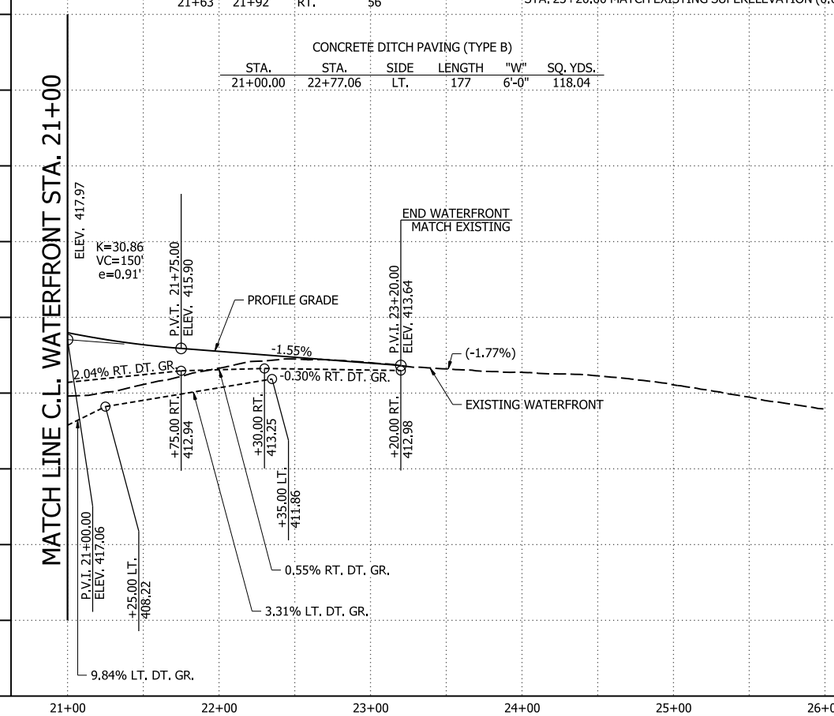
| STA. | STA. | SIDE | LIN. FT. |
|---|---|---|---|
| 21+63 | 21+92 | RT. | 56 |

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
R040904_16_PP_002.dgn

| 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

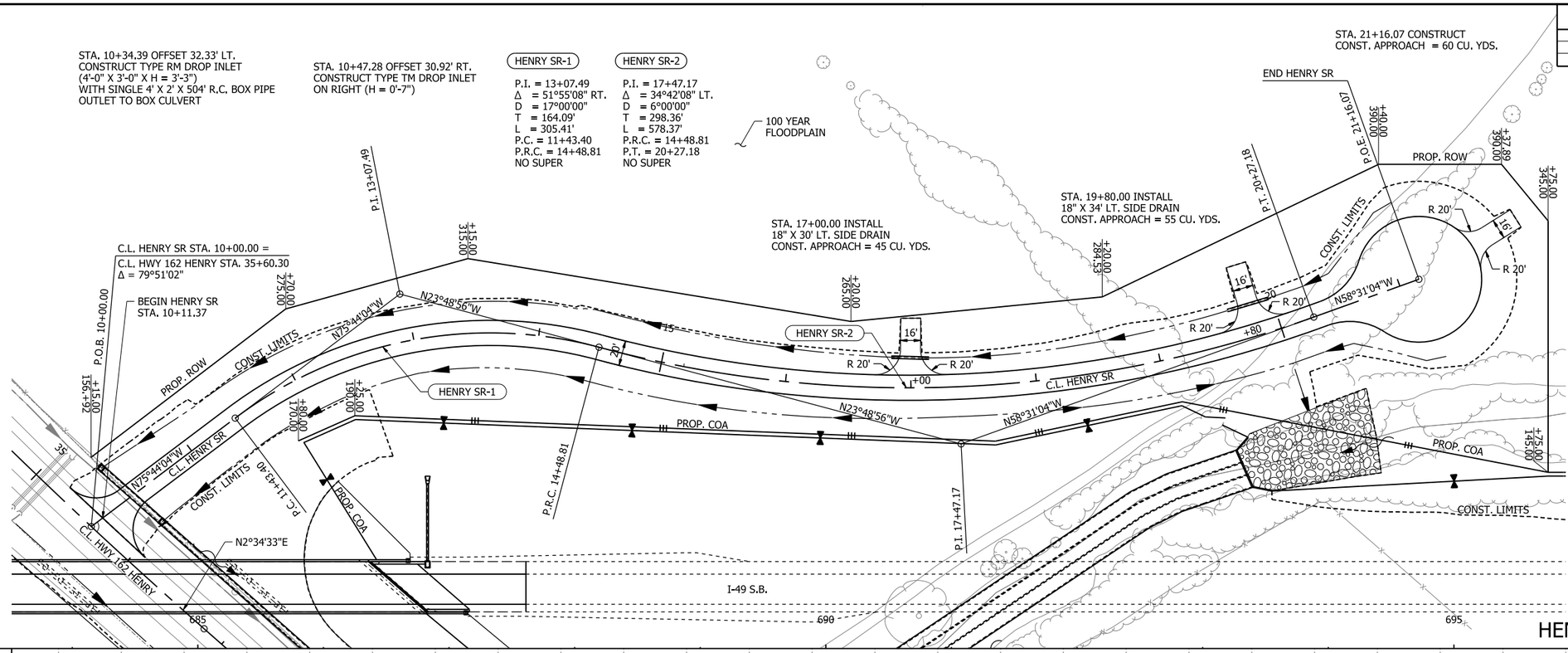
HENRY SR-2
P.I. = 17+47.17
Δ = 34°42'08" LT.
D = 6°00'00"
T = 298.36'
L = 578.37'
P.R.C. = 14+48.81
P.T. = 20+27.18
NO SUPER

100 YEAR FLOODPLAIN

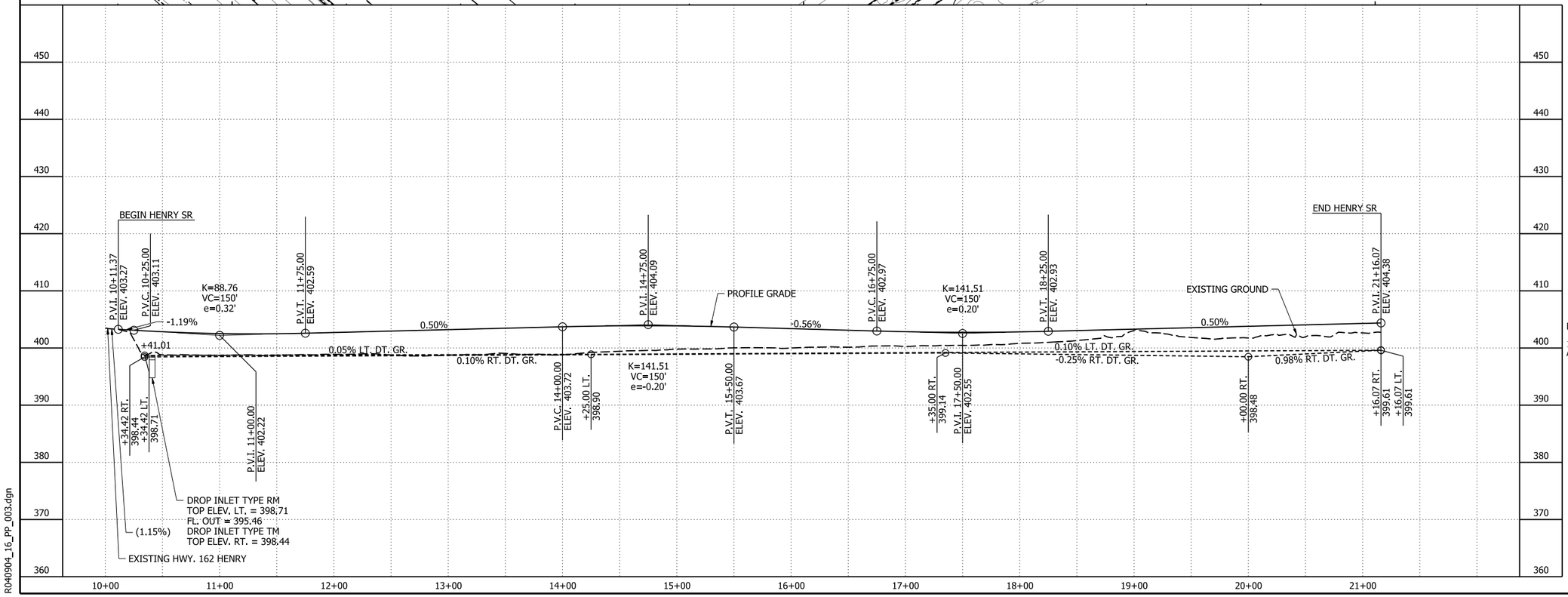
STA. 21+16.07 CONSTRUCT
CONST. APPROACH = 60 CU. YDS.

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
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| 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

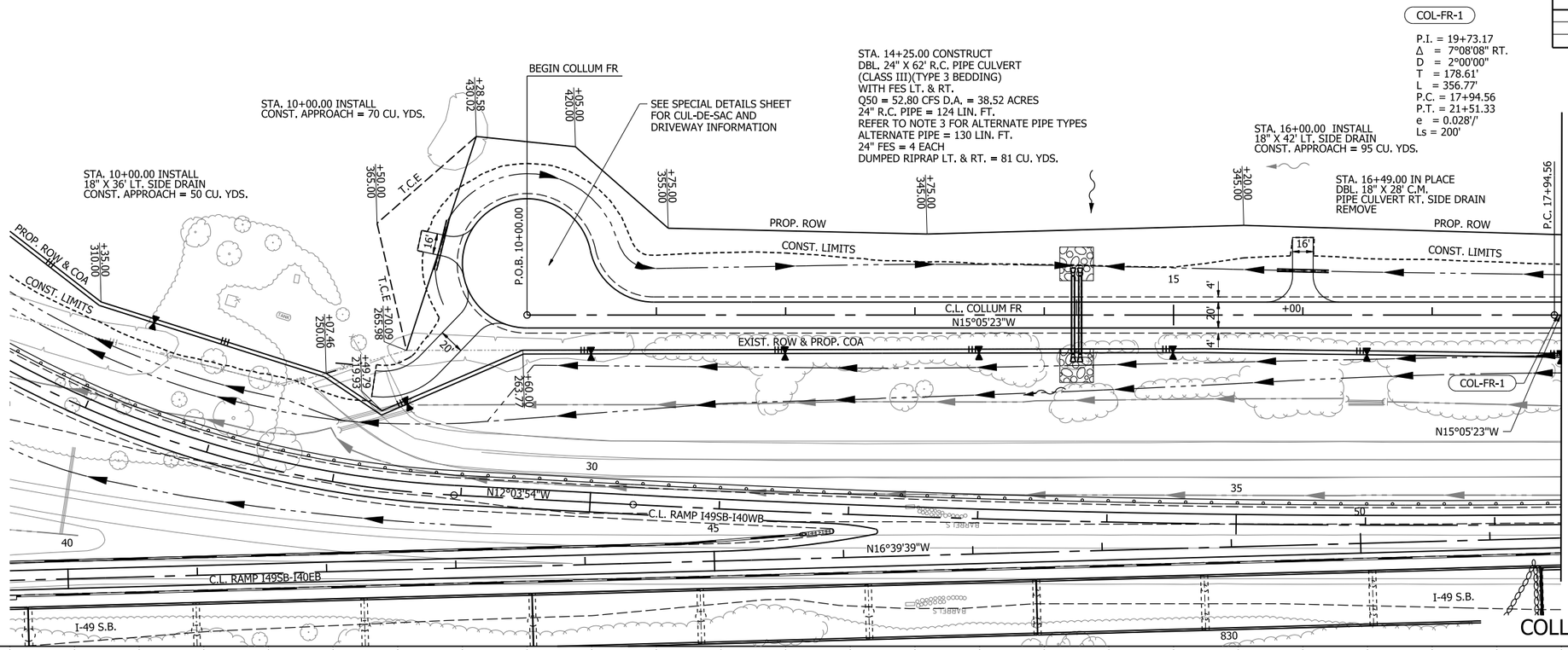
NOTES:

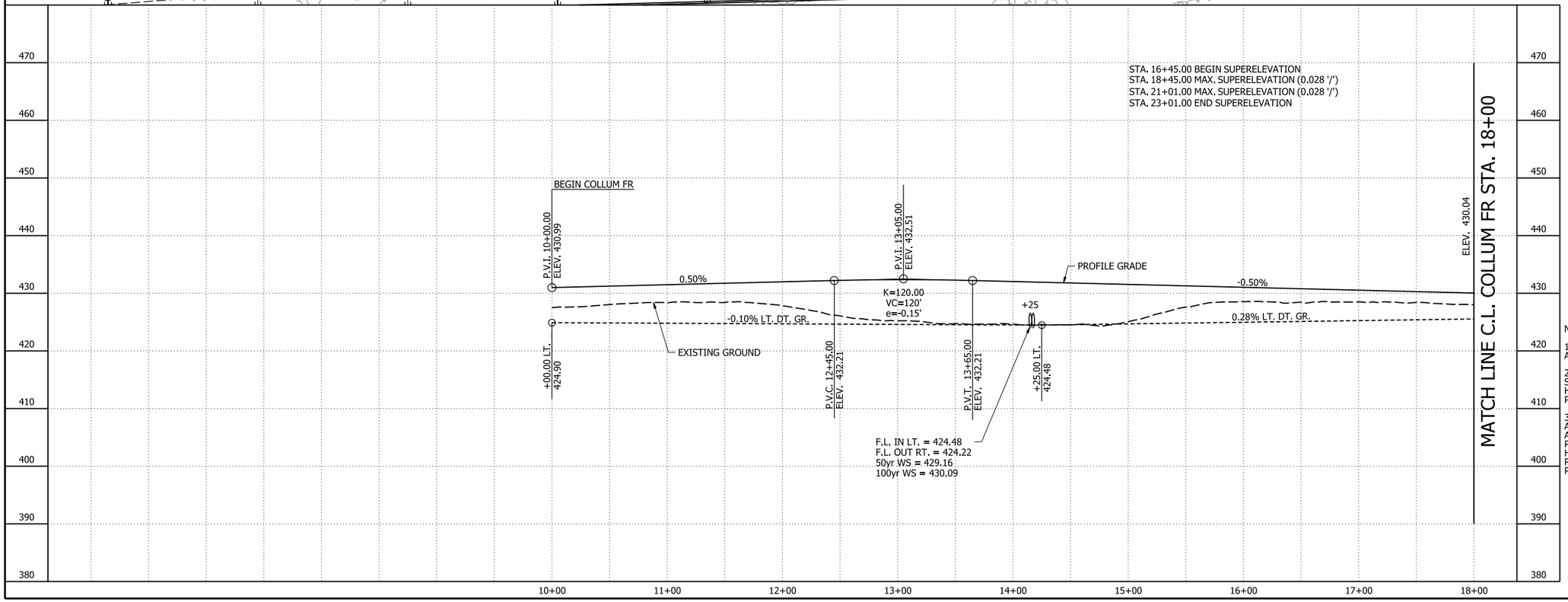
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

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

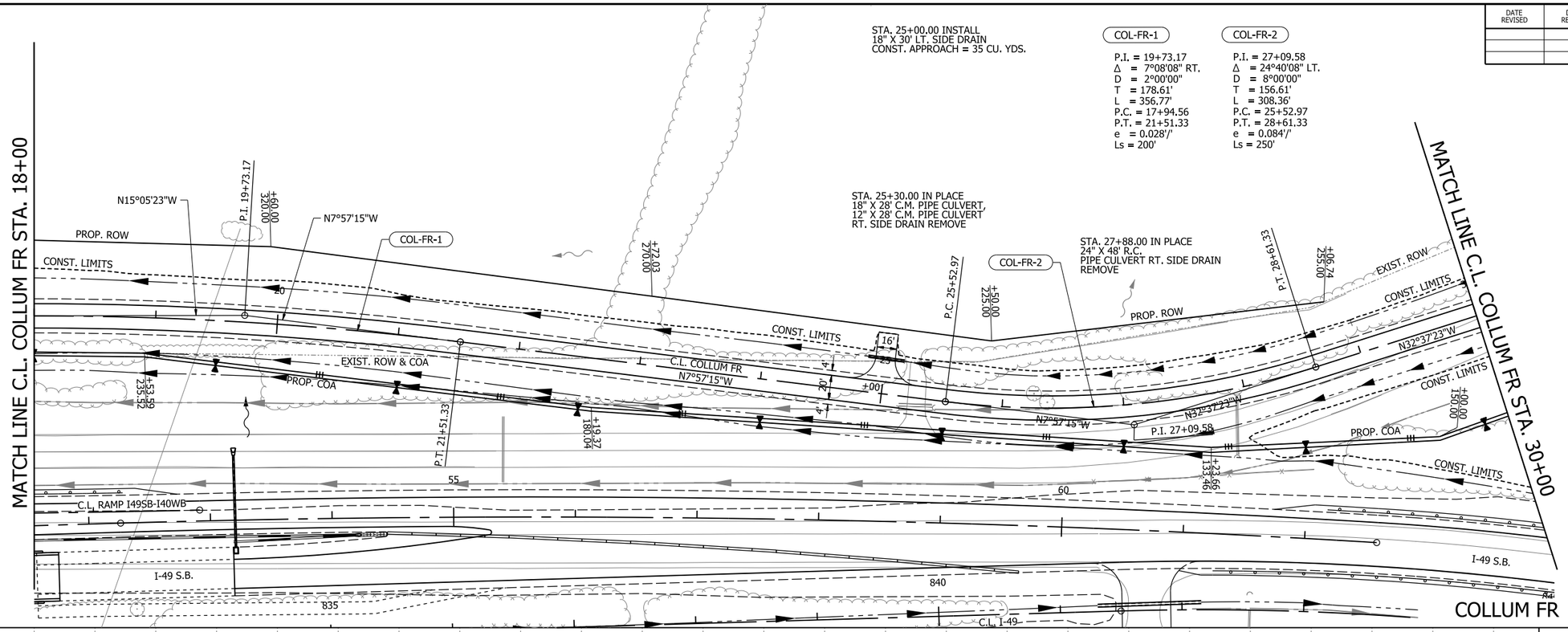
STA. 25+00.00 INSTALL
18" X 30' LT. SIDE DRAIN
CONST. APPROACH = 35 CU. YDS.

**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

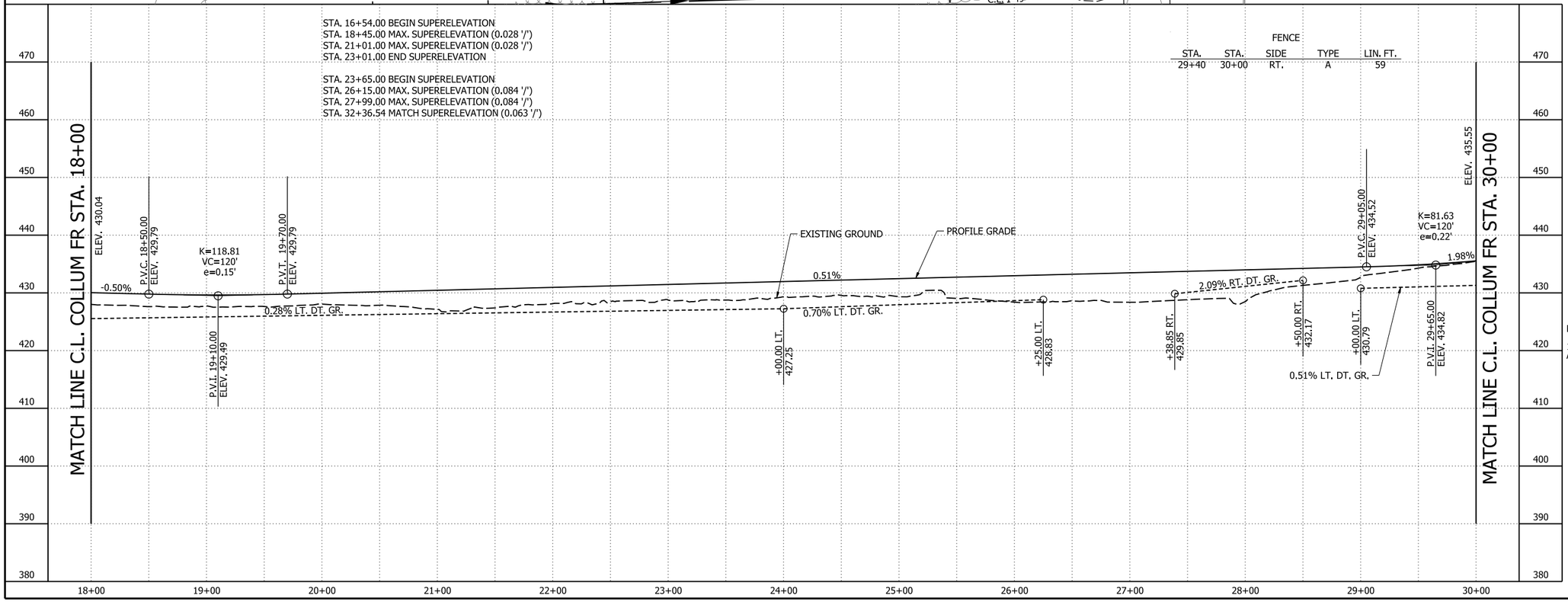



STA. 16+54.00 BEGIN SUPERELEVATION
STA. 18+45.00 MAX. SUPERELEVATION (0.028 '/')
STA. 21+01.00 MAX. SUPERELEVATION (0.028 '/')
STA. 23+01.00 END SUPERELEVATION

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 |
|---|---|---|---|---|---|---|
| | | 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'

100 YEAR FLOODPLAIN

EXIST. ROW

END COLLUM FR

P.C. 32+36.54

P.I. 33+65.86

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

100 YEAR FLOODPLAIN BOUNDARY

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN

MATCH LINE C.L. COLLUM FR STA. 30+00

EXIST. ROW

CONST. LIMITS

C.L. COLLUM FR
N32°37'23"W

N32°37'23"W

N12°09'05"W

35

+00.00
-00.00

N12°09'05"W

COL-FR-3

P.T. 34+92.43

PROP. COA

CONST. LIMITS

PROP. COA

C.L. COLLUM

+00.00
-00.00

100 YEAR FLOODPLAIN

100 YEAR FLOODPLAIN

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 | 4'-0" | 55.56 |

CONST. LIMITS

I-49 S.B.

100 YEAR FLOODPLAIN BOUNDARY

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.

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

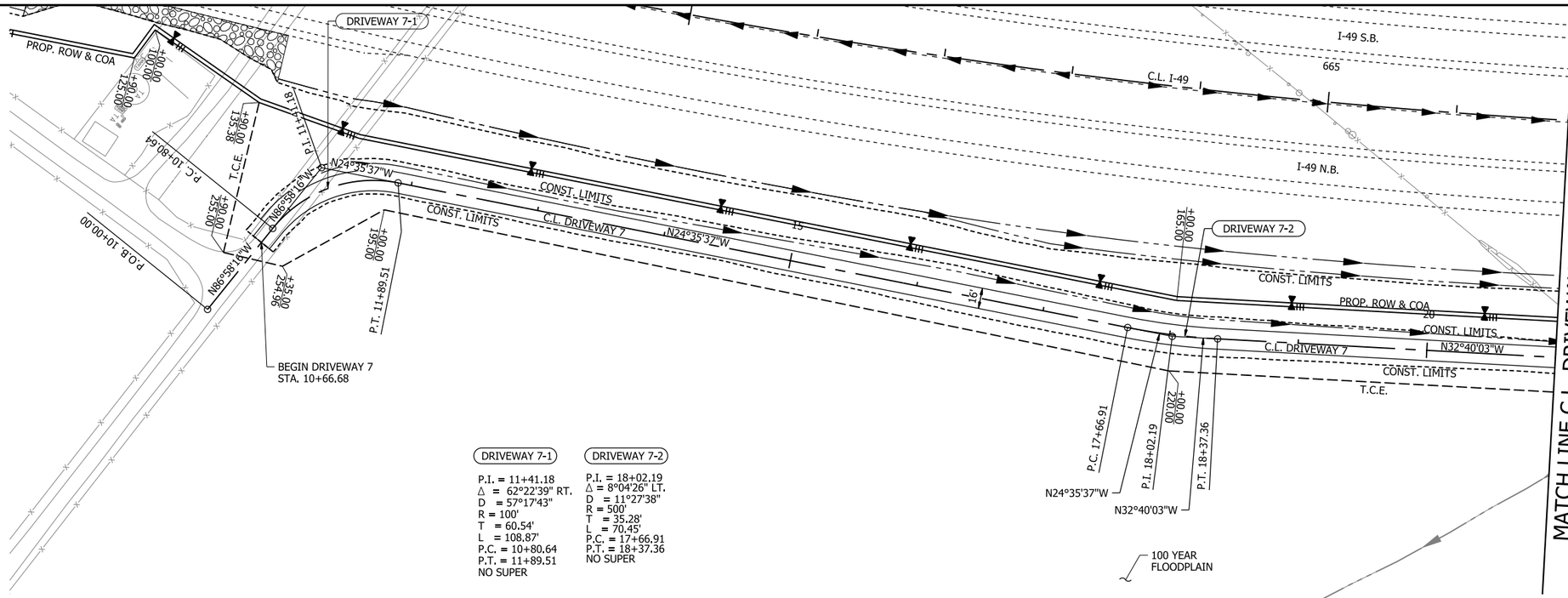
30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00

COLLUM FR
PLAN AND PROFILE SHEETS

4/30/2026 7:53:00 AM
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| 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

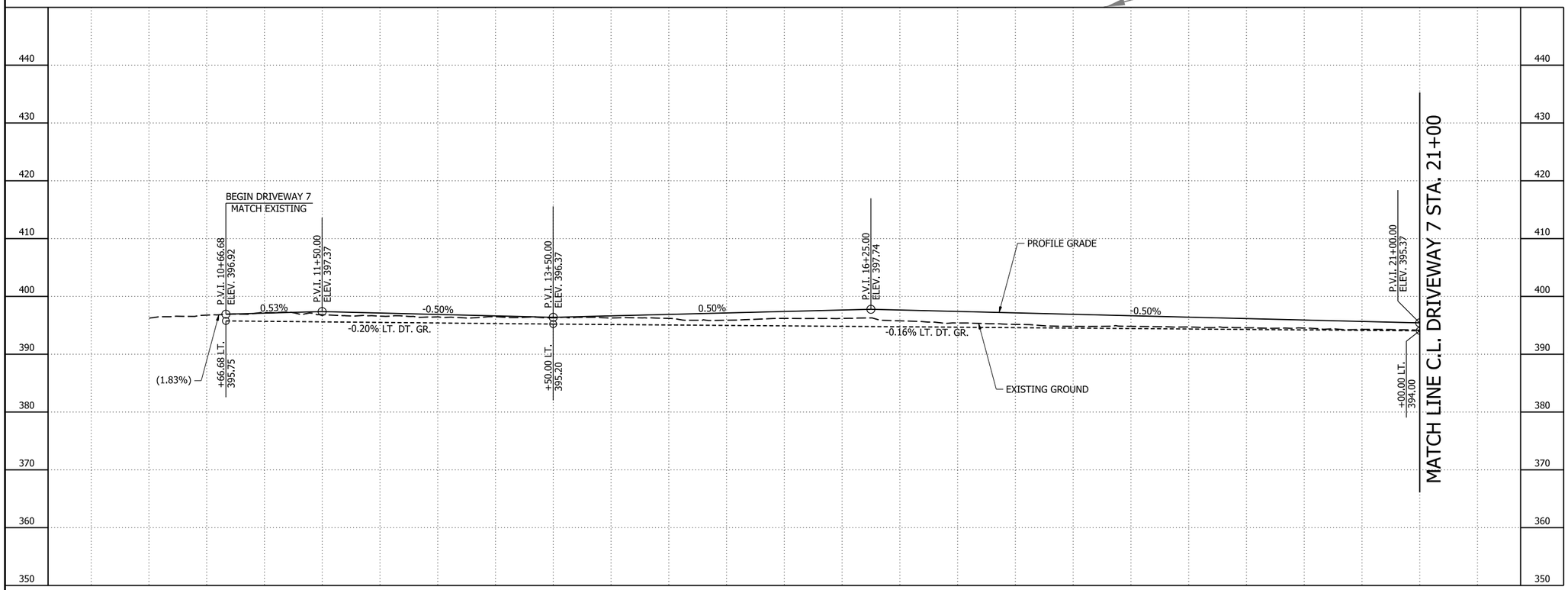
0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

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:

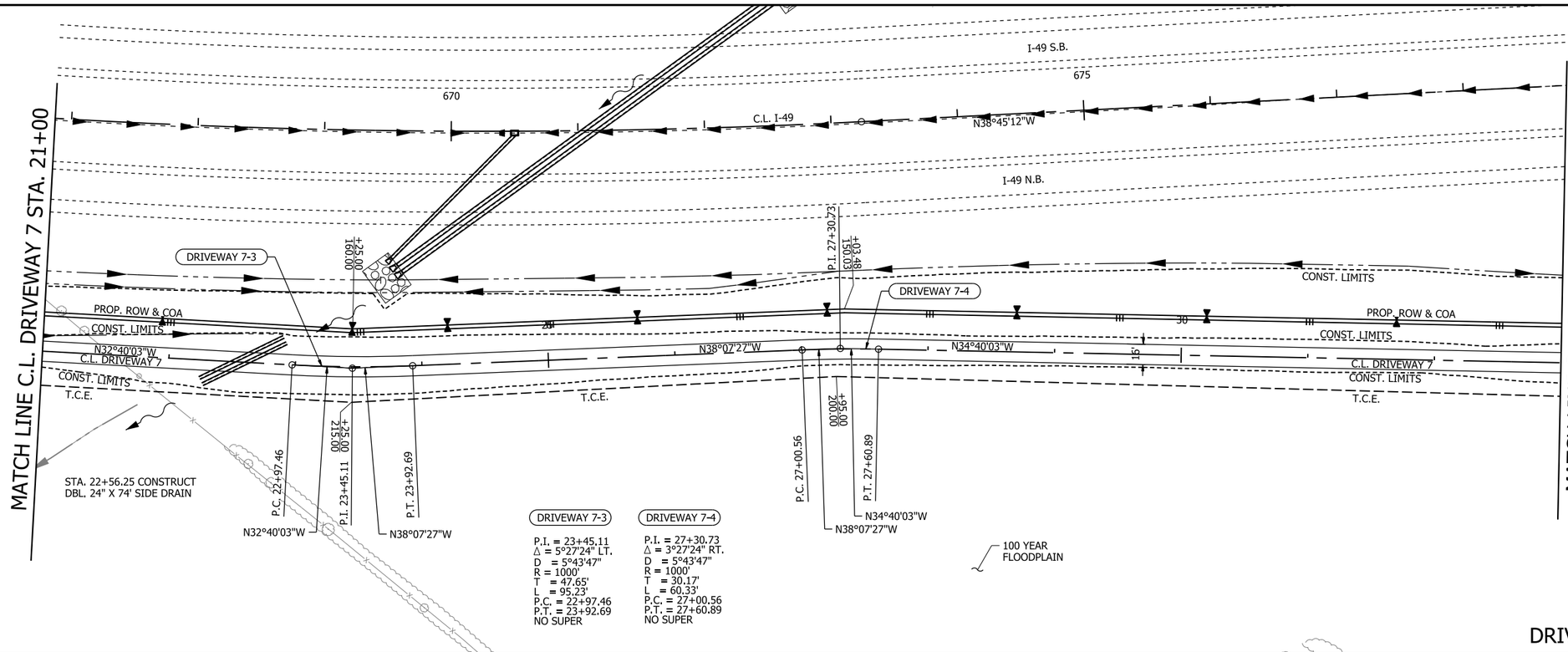
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

DRIVEWAY 7
PLAN AND PROFILE SHEETS

4/30/2026 7:53:03 AM
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| 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

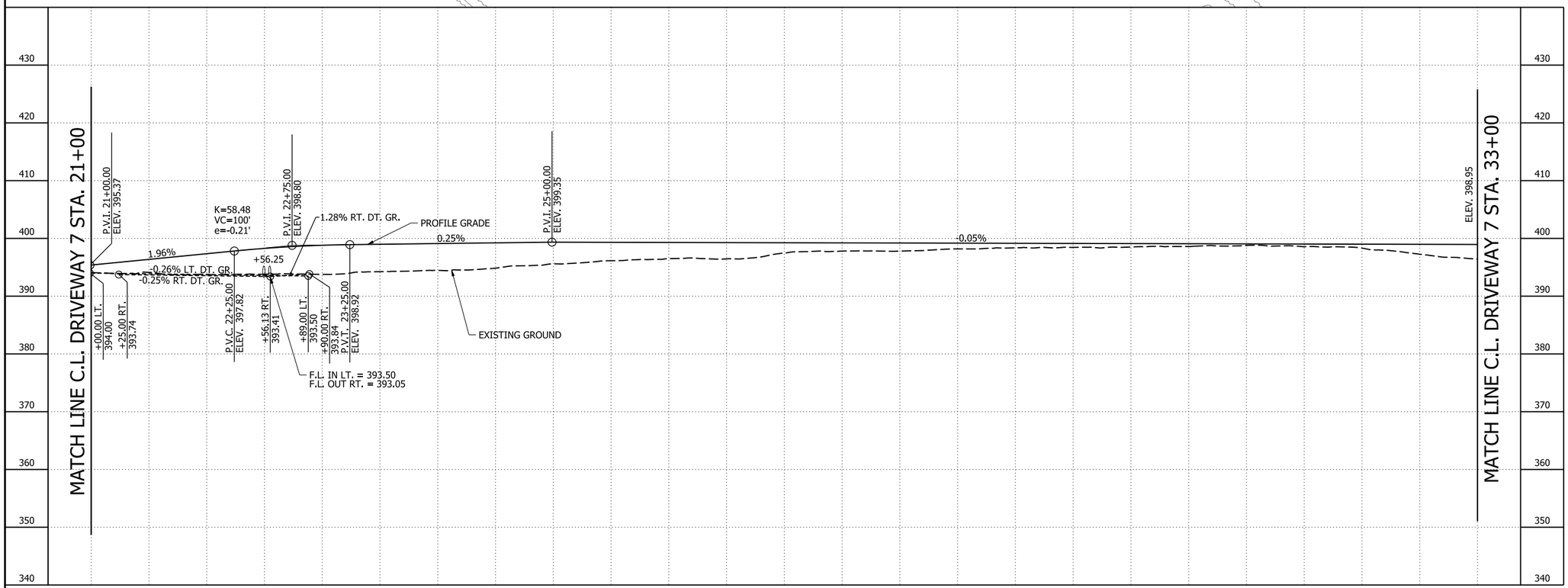
0 50 100 150 200
HORIZ. SCALE IN FEET: 1"=100'

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

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| 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

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| DATE REVISED | DATE REVISED |
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| 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

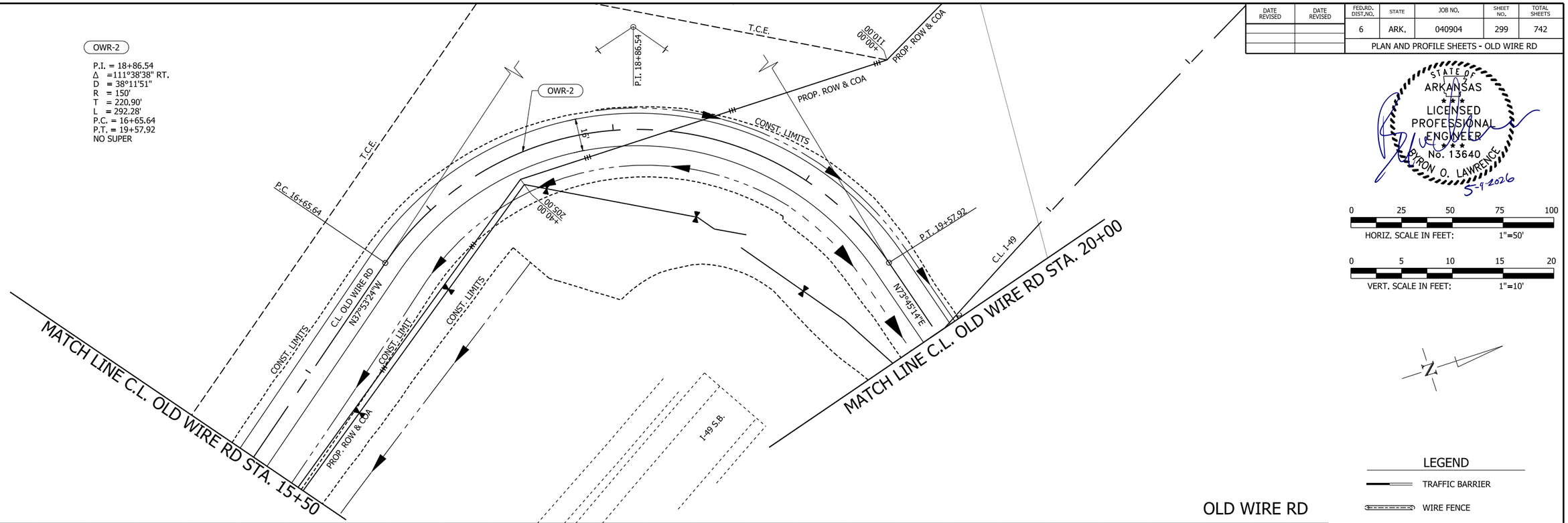
OLD WIRE RD
PLAN AND PROFILE SHEETS

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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



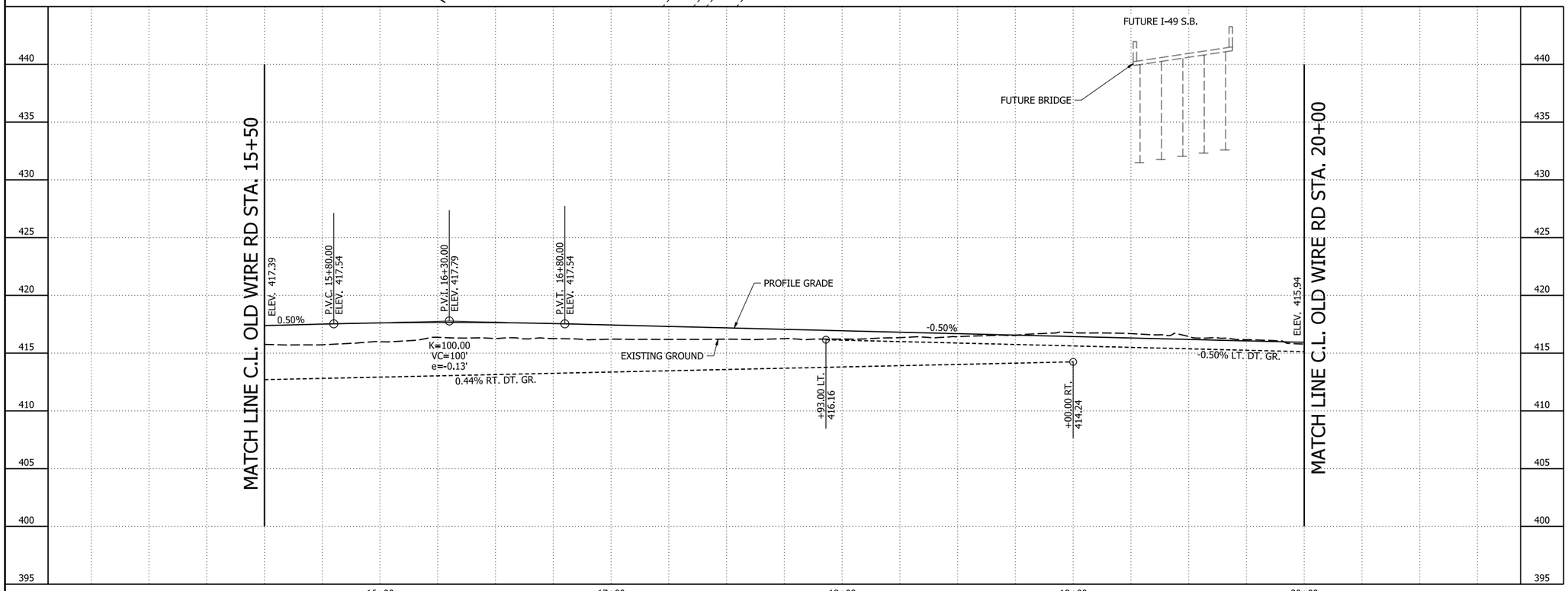

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
BYRON O. LAWRENCE
5-9-2026

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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| DATE REVISED | DATE REVISED |
|---|---|
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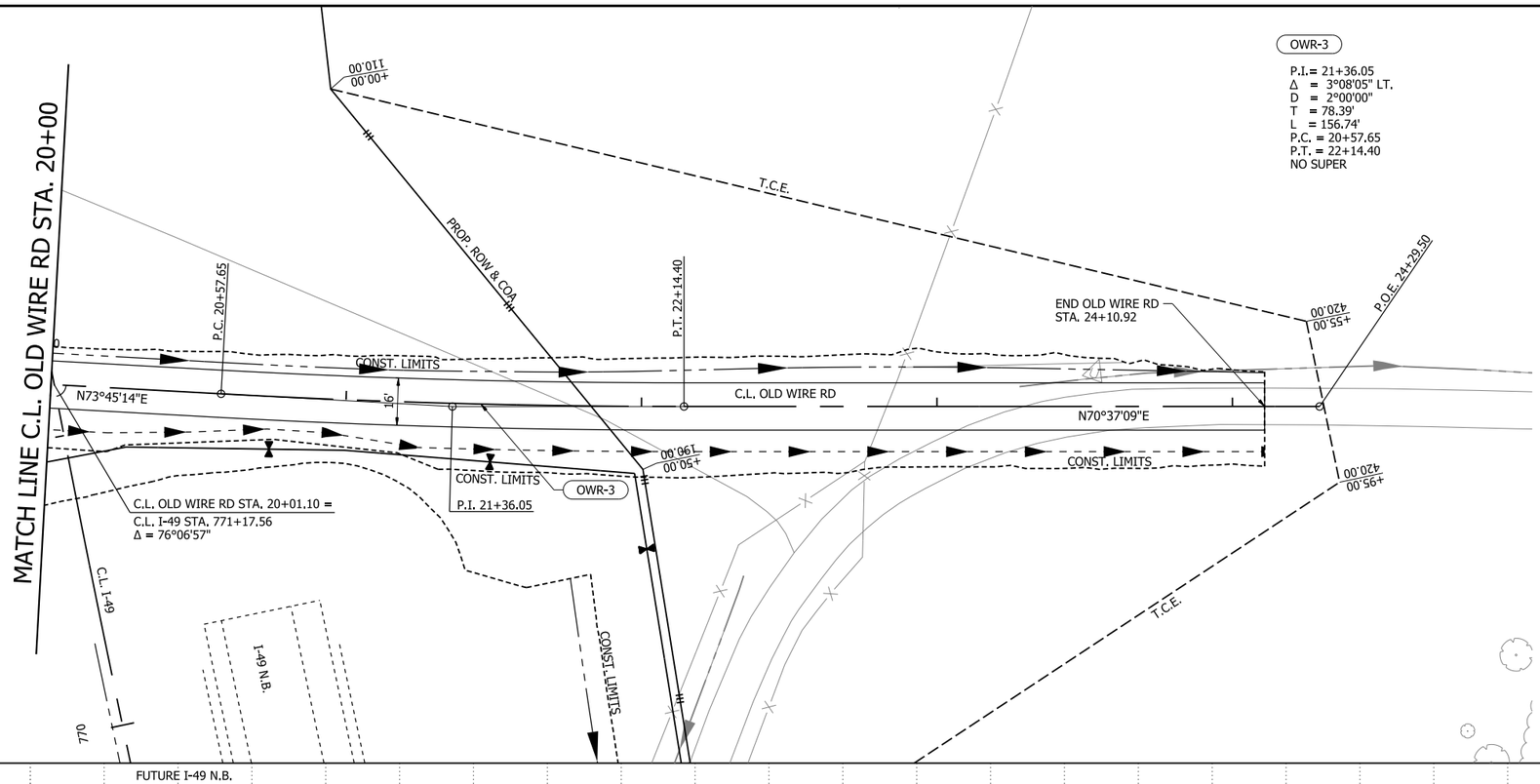
| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 300 | 742 |

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 |
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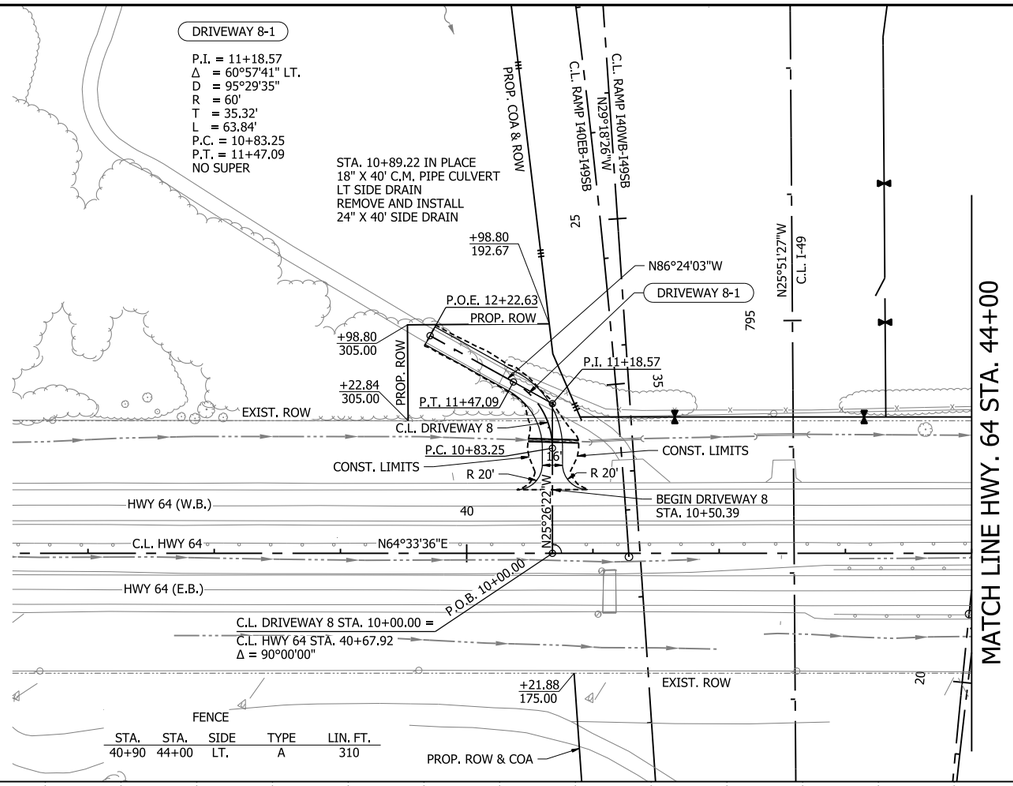
| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 301 | 742 |

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'

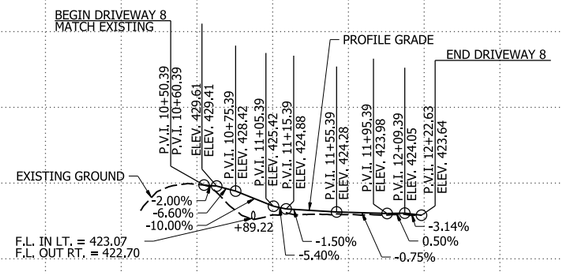
0 15 30 45 60
VERT. SCALE IN FEET: 1"=30'




| 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

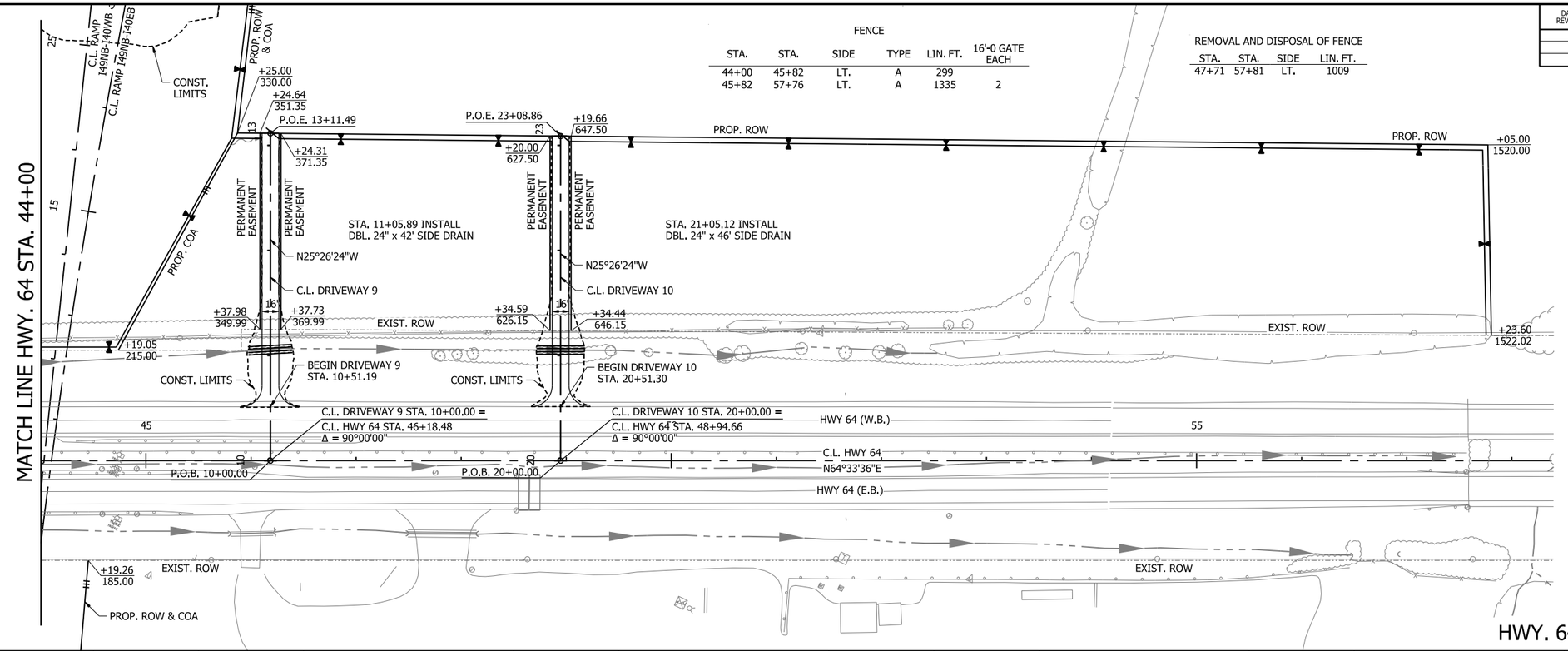
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 302 | 742 |
| | | PLAN AND PROFILE SHEETS - HWY. 64 | | | | |

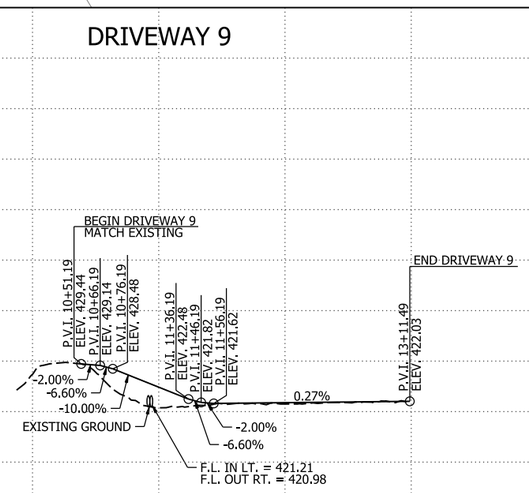
FENCE

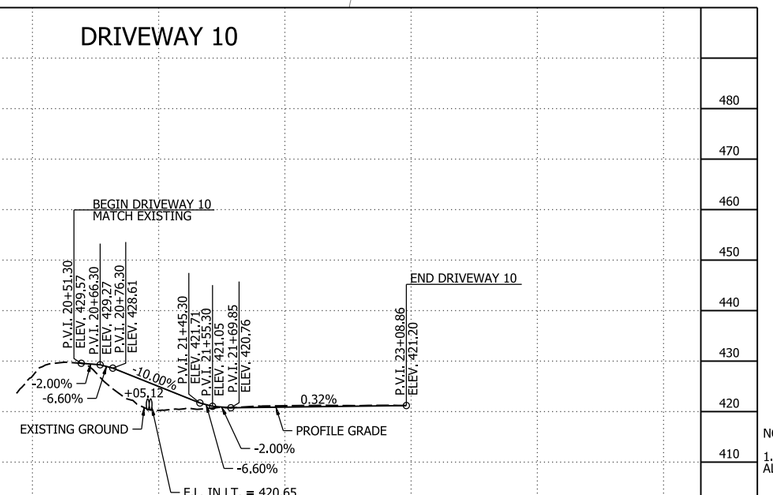
| STA. | STA. | SIDE | TYPE | LIN. FT. | 16'-0 GATE EACH |
|---|---|---|---|---|---|
| 44+00 | 45+82 | LT. | A | 299 | |
| 45+82 | 57+76 | LT. | A | 1335 | 2 |

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

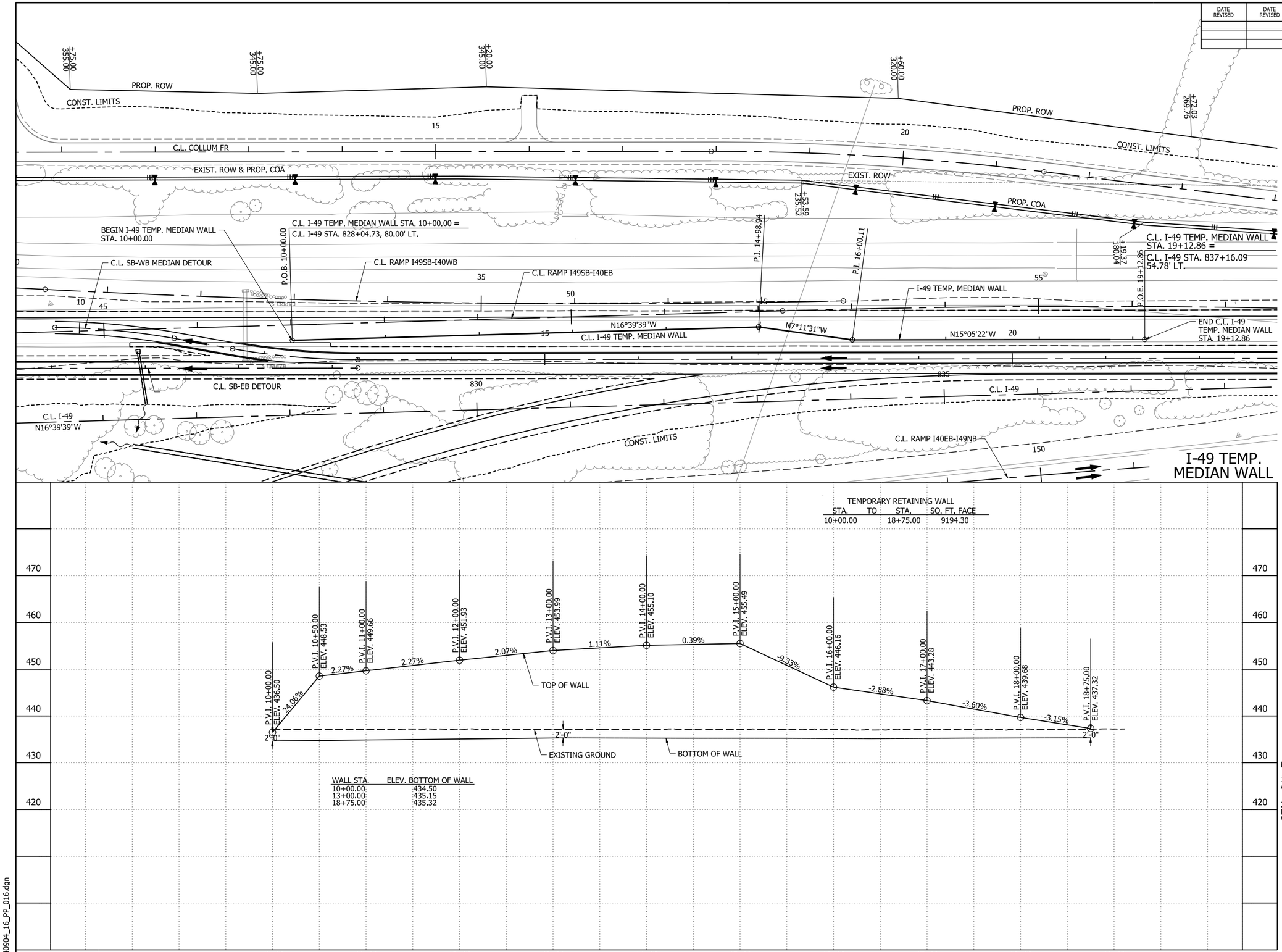
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| FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 040904 | 303 | 742 |

PLAN AND PROFILE SHEET - I-49 TEMP. MEDIAN WALL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13640
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'

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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|---|---|---|---|---|---|---|
| | | 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

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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 | | | | |

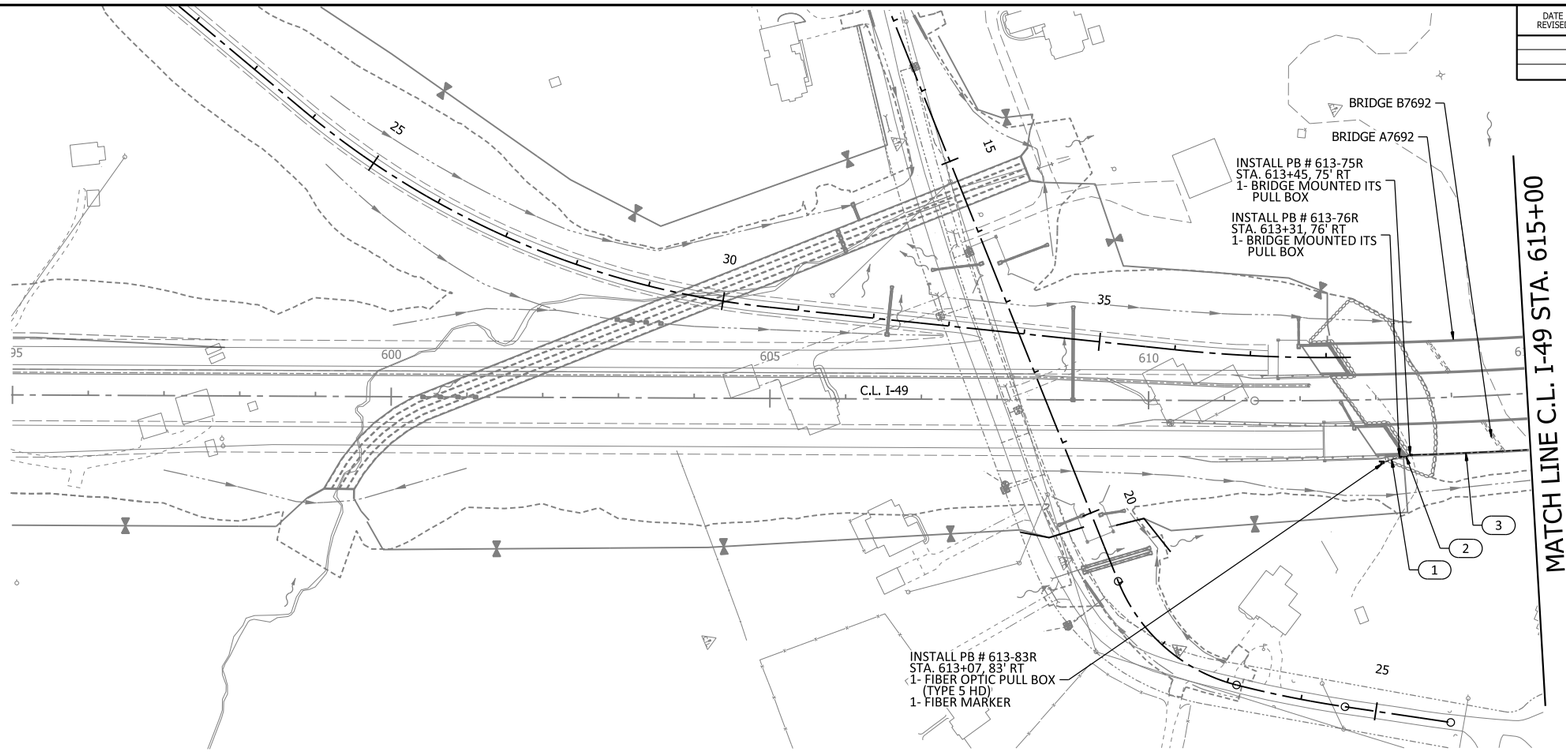
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 23873
MARQUES ALLEN

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 |
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| 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 |

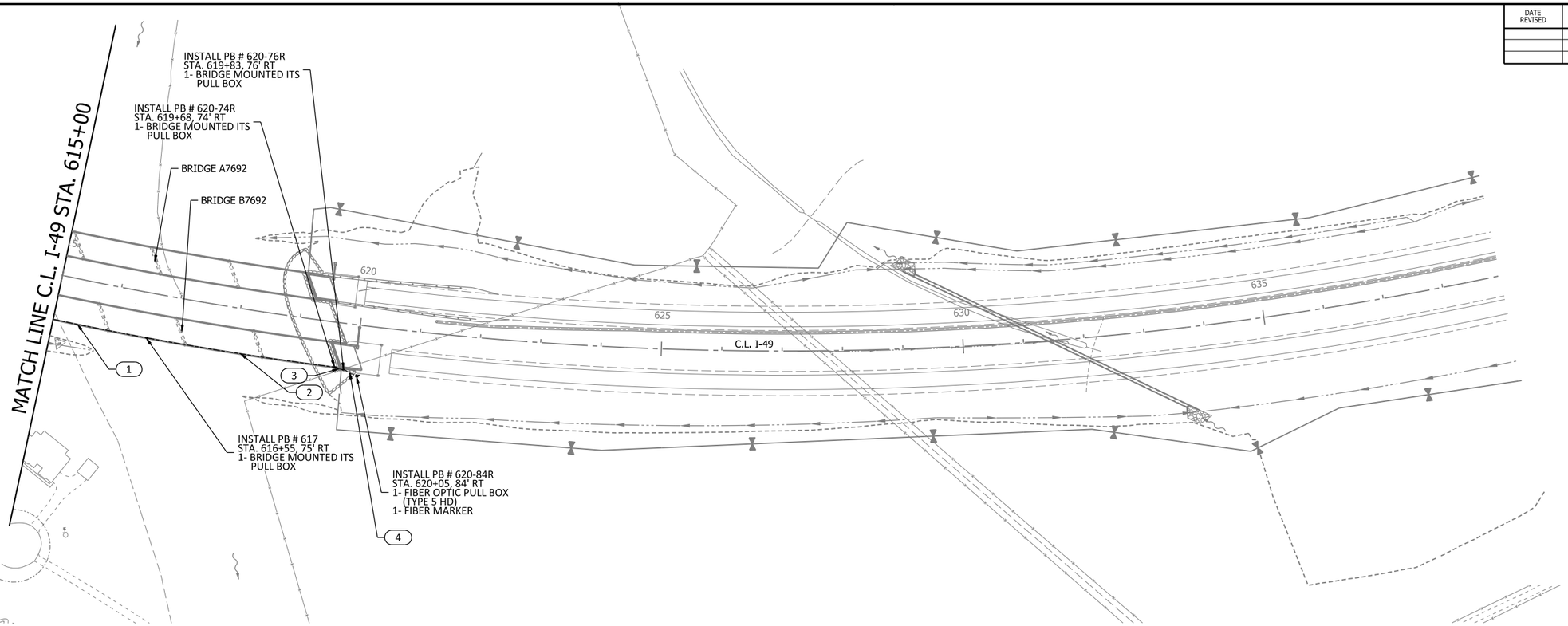
ITS PLAN AND DETAIL SHEETS
ITS PLANS

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| 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

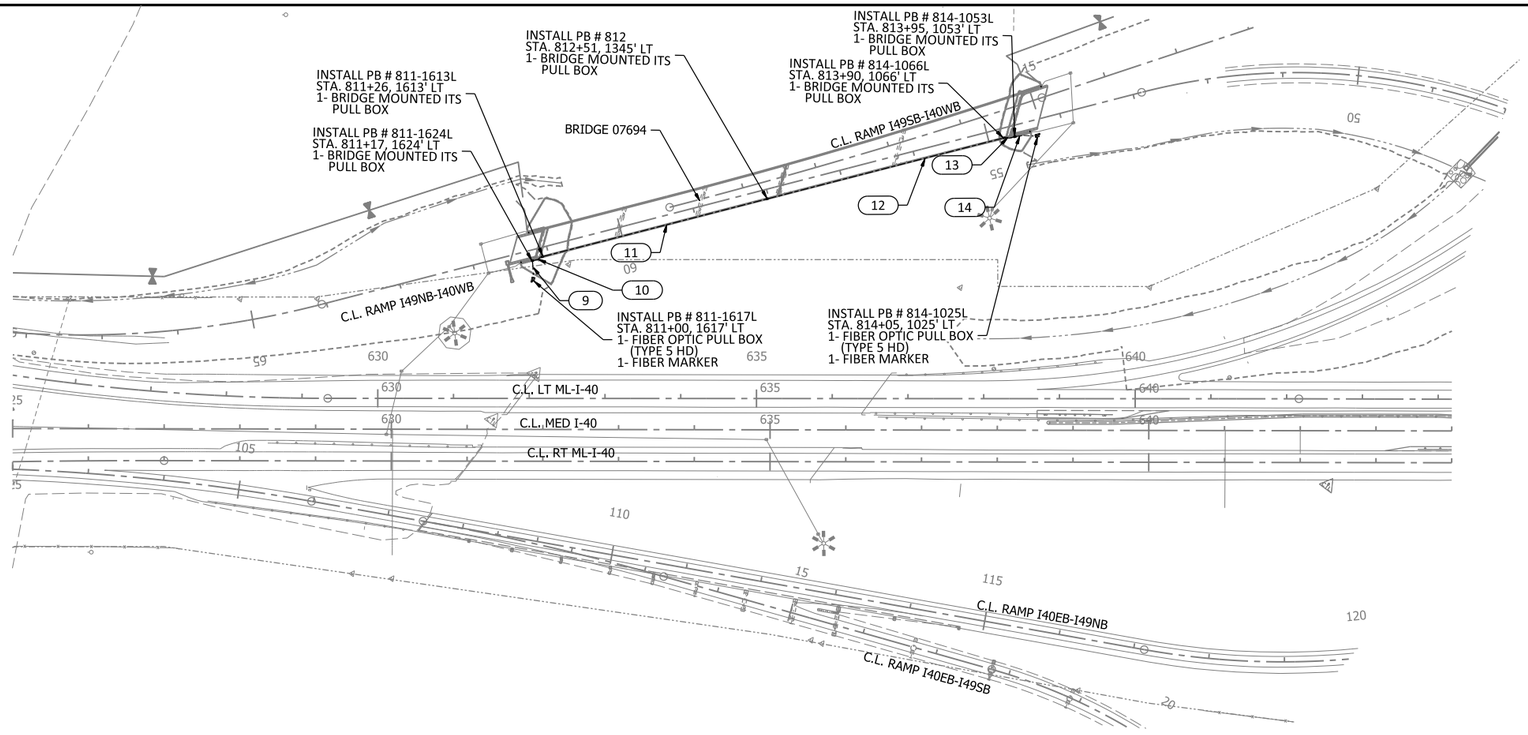
- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

| 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.

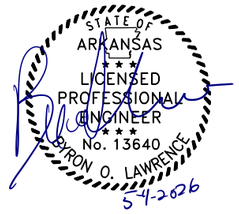
| CONDUIT CHART I-40 STA. 623+00 TO STA. 640+62 | | | |
|---|---|---|---|
| RUN NUMBER | SP & 709 | SP & 710 | RUN LENGTH (FEET) |
| | GALVANIZED STEEL CONDUIT (4") | NON-METALLIC CONDUIT (4") | |
| 9 | | 2 | 22 |
| 10 | 2 | | 12 |
| 11 | 2 | | 303 |
| 12 | 2 | | 320 |
| 13 | 2 | | 12 |
| 14 | | 2 | 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 |
|---|---|---|---|---|---|---|
| | | 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 LENGTH | | FOOTINGS | | | | LEGEND | TYPE A | |
| | OC | OH | OH | G2 | LENGTH LIN. FT. | HEIGHT LIN. FT. | SQ. FT. | BEAM | LBS | H - 1 LIN FT. | H - 2 LIN FT. | H - 1 LIN FT. | H - 2 LIN FT. | DIA. LIN FT. | DEPTH LIN FT. | EMBED. LIN FT. | POUND | | SQ. FT. | SQ. FT. |
| **ROADSIDE MOUNTED** | | | | | | | | | | | | | | | | | | | | |
| GM-49 STA 856+00NB | | | | 1 | | | | W18 | 35.00 | 21.01 | 23.01 | 5.67 | 5.67 | 3.00 | 8.00 | 5.33 | 1937.60 | | | |
| 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: | | | | | | | | | | | | | | | | | 3149.20 | | | |
| **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** | | | | | | | | | | **3149.20** | | **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) | 3149 | 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.

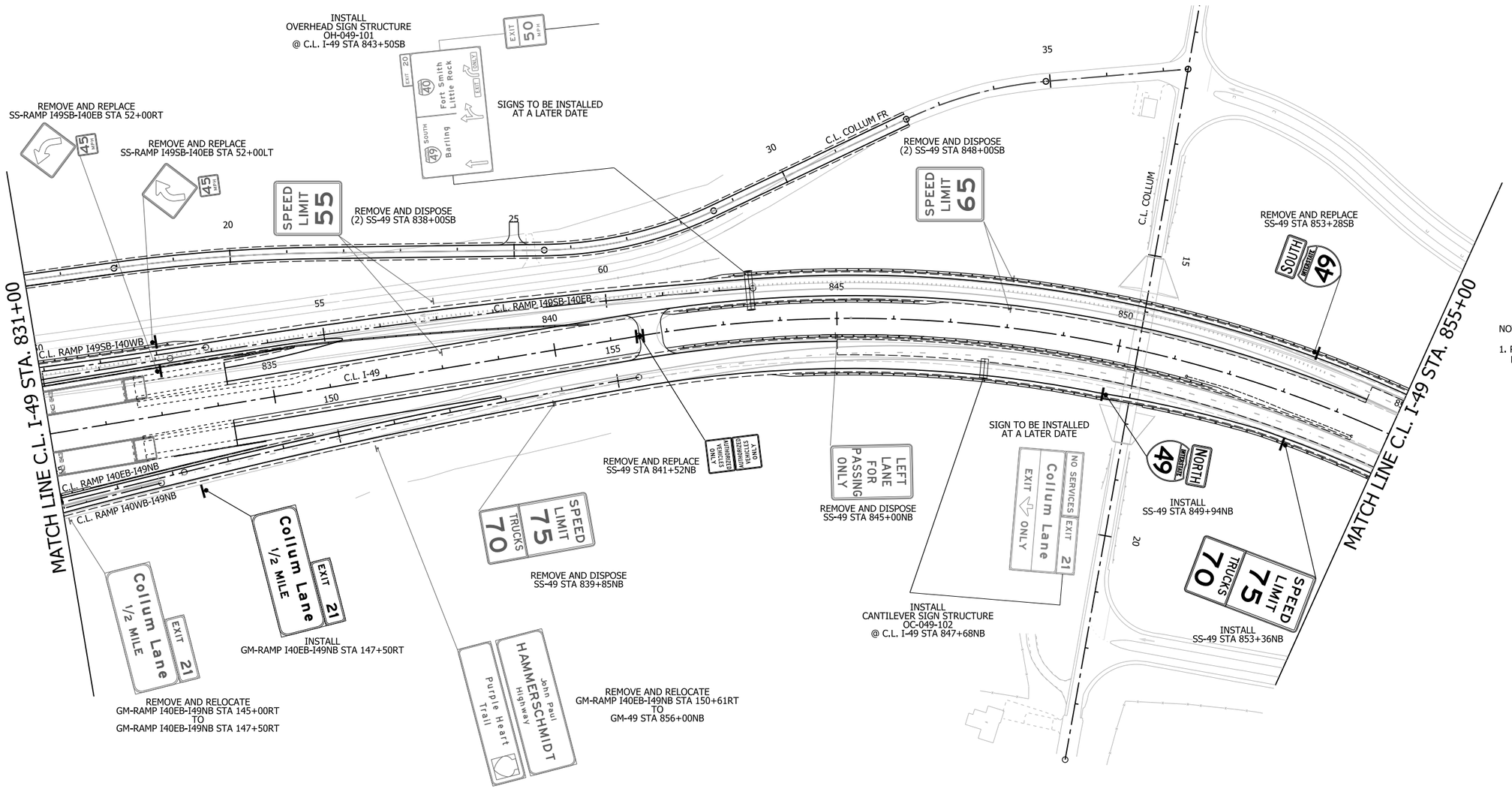
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I-49
PERMANENT SIGNING PLANS

| 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

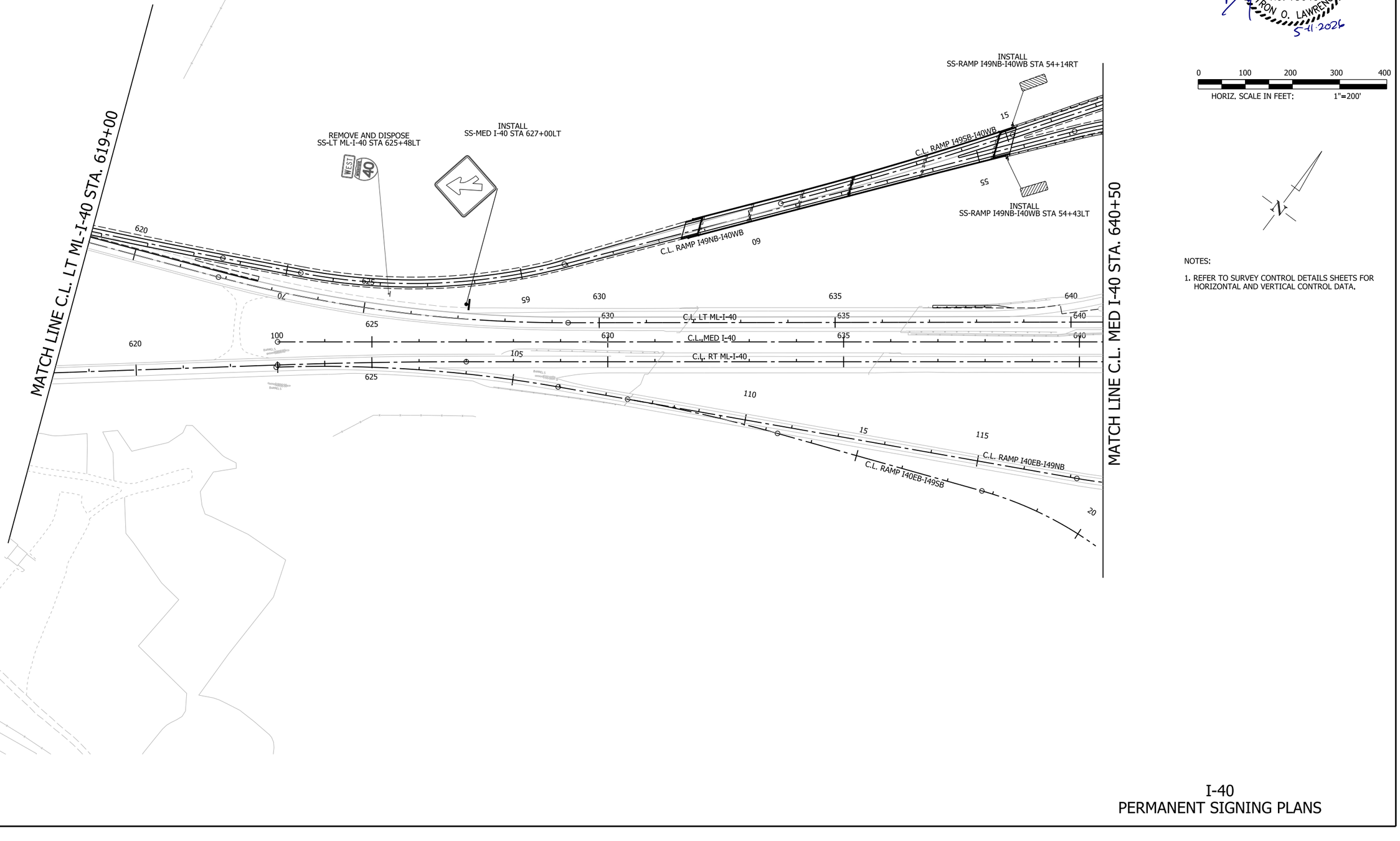
MAINTAIN
GM-RT ML-I-40 STA 614+85RT

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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

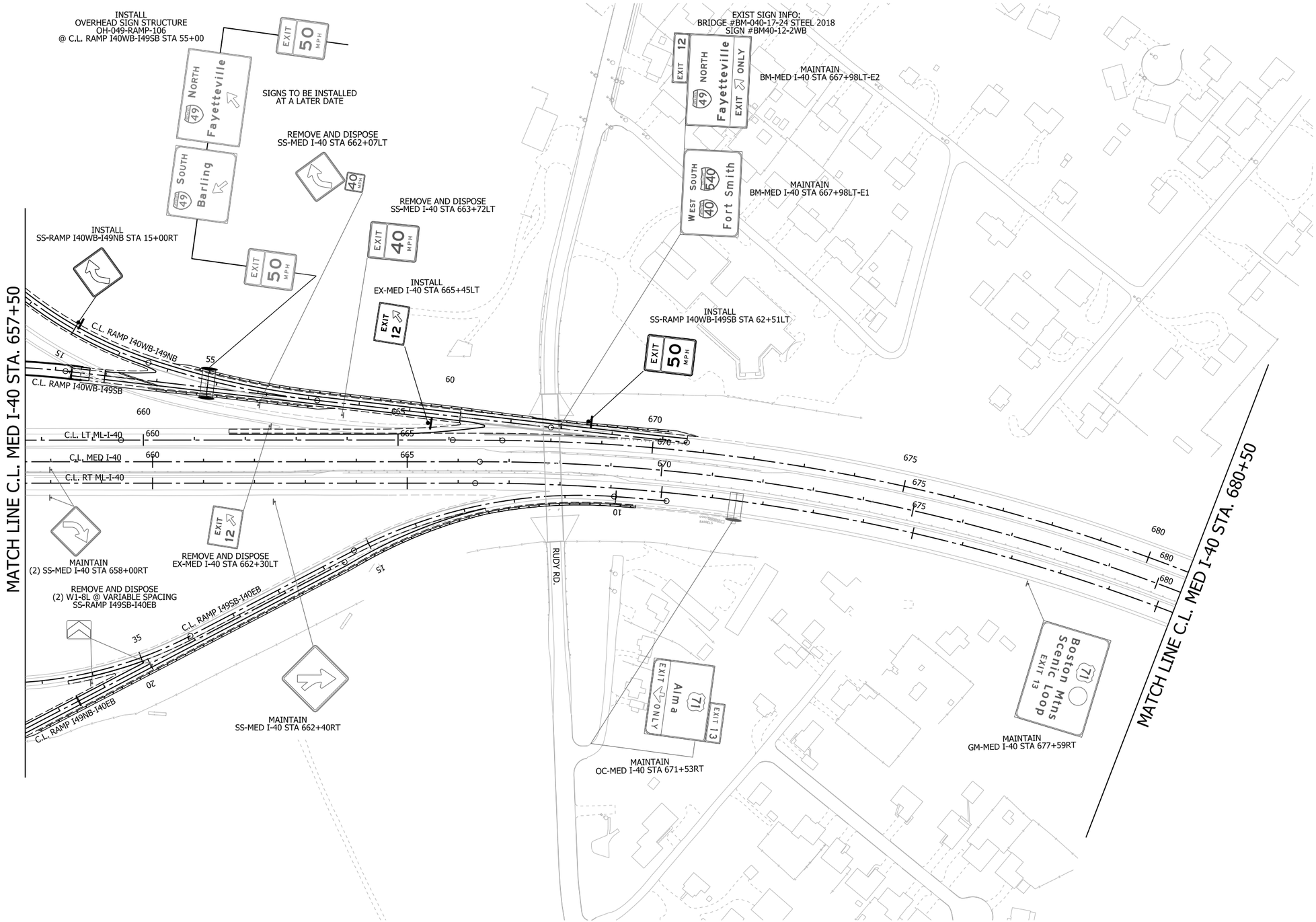
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 318 | 742 |
| | | PERMANENT SIGNING PLANS | | | | |

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.

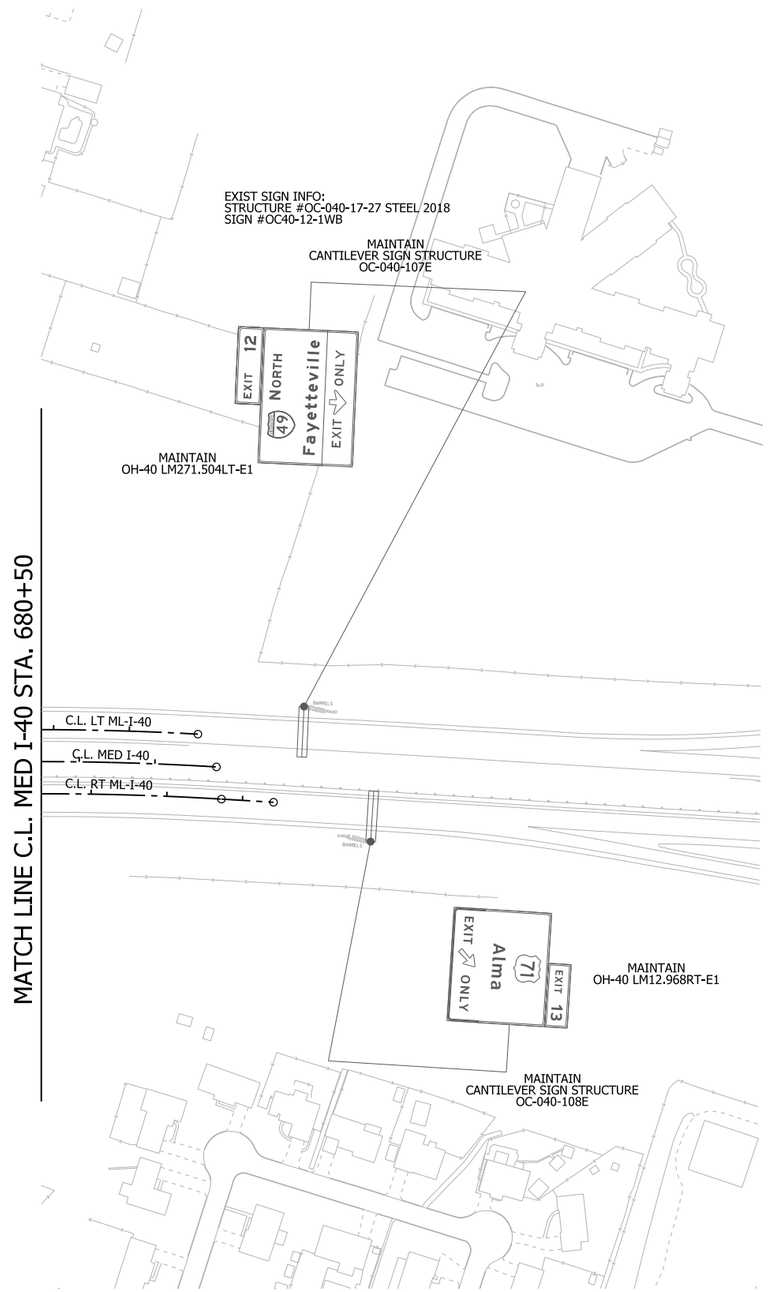


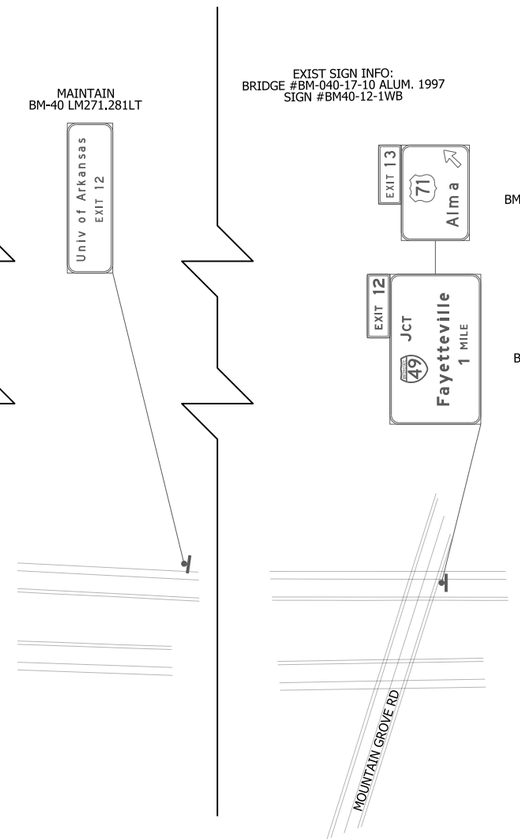

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I-40
PERMANENT SIGNING PLANS

| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 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.

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I-40
PERMANENT SIGNING PLANS

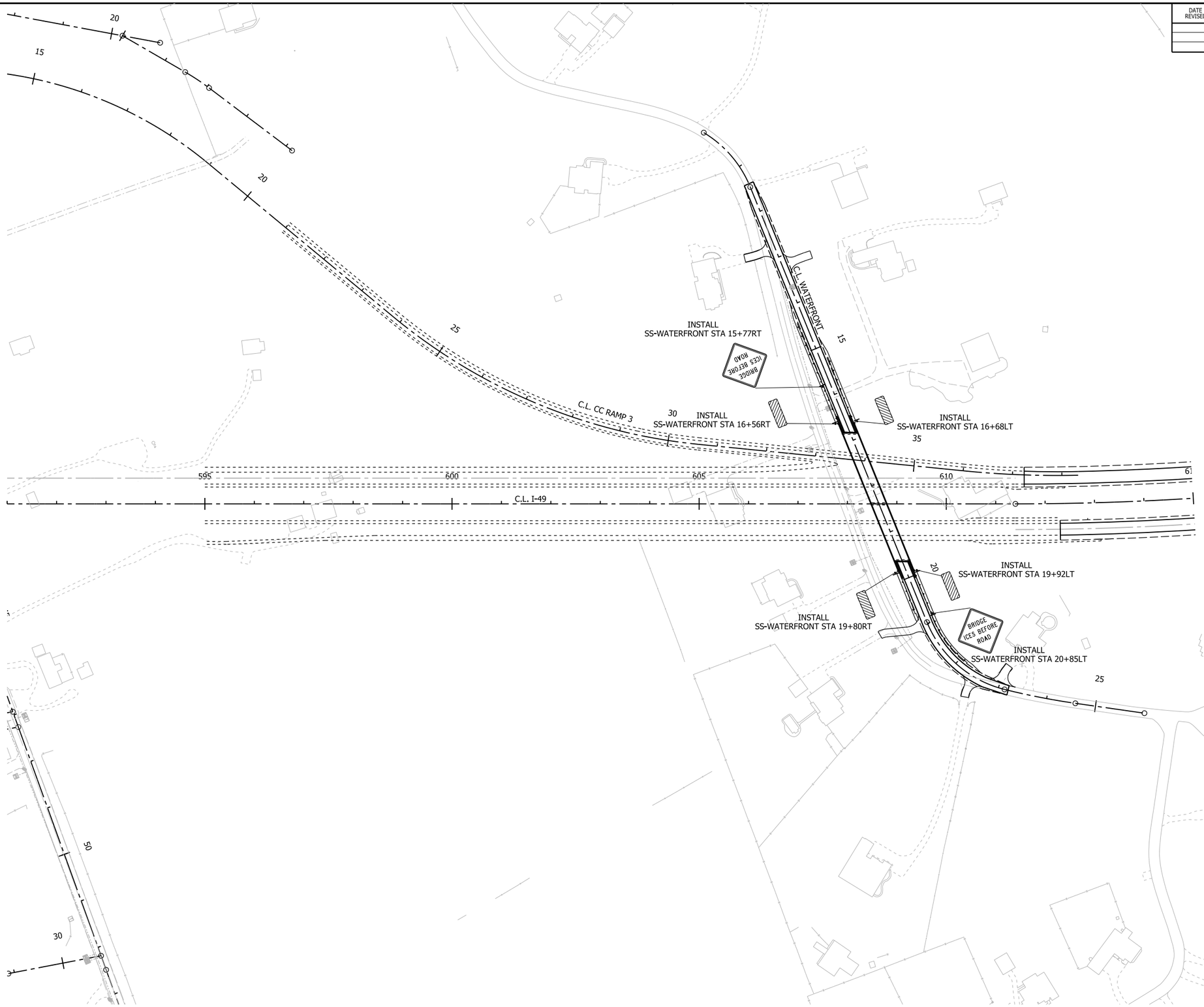
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 320 | 742 |
| | | PERMANENT SIGNING PLANS | | | | |

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.



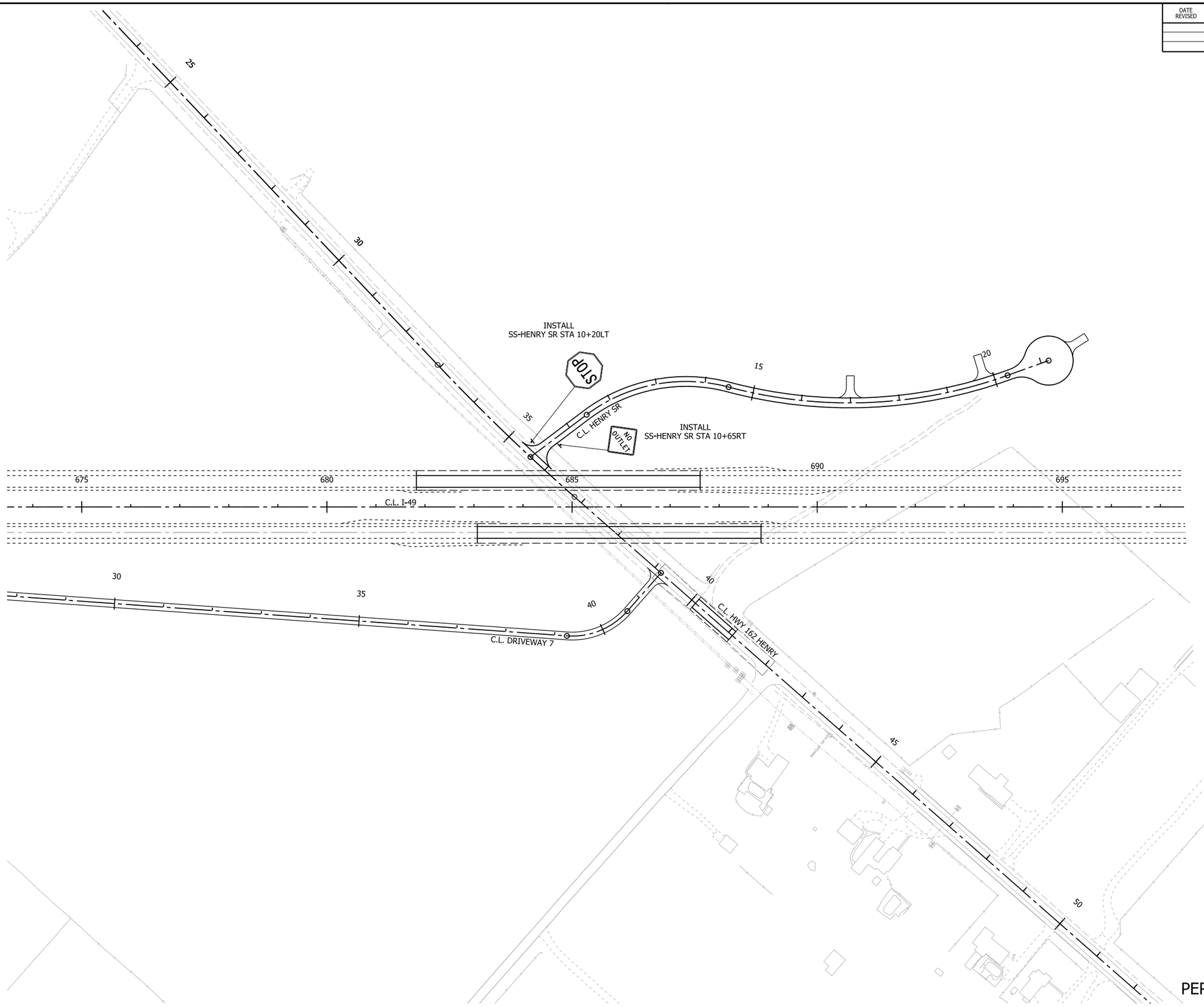

WATERFRONT
PERMANENT SIGNING PLANS

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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:

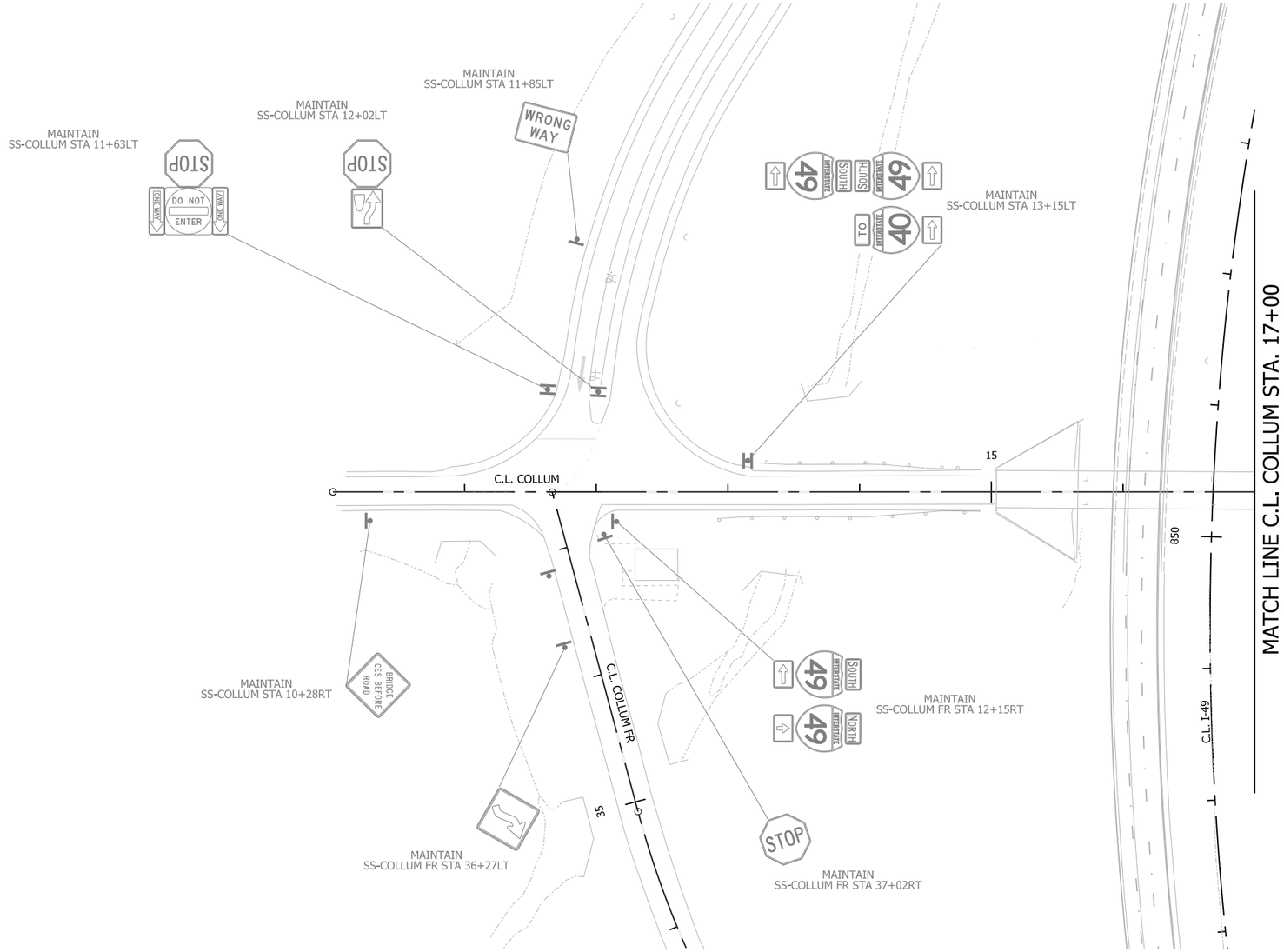
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

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:

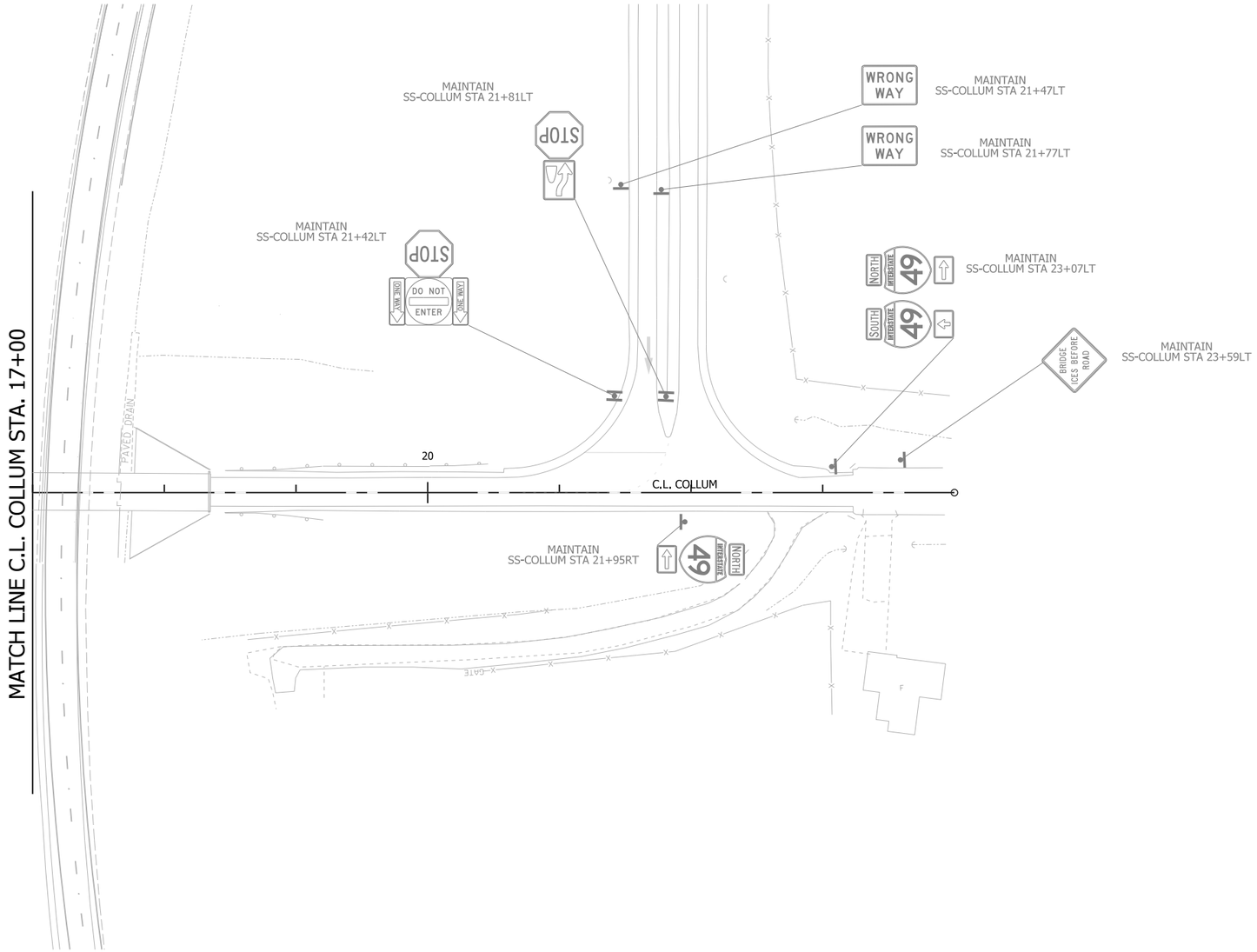
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COLLUM
PERMANENT SIGNING PLANS

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:

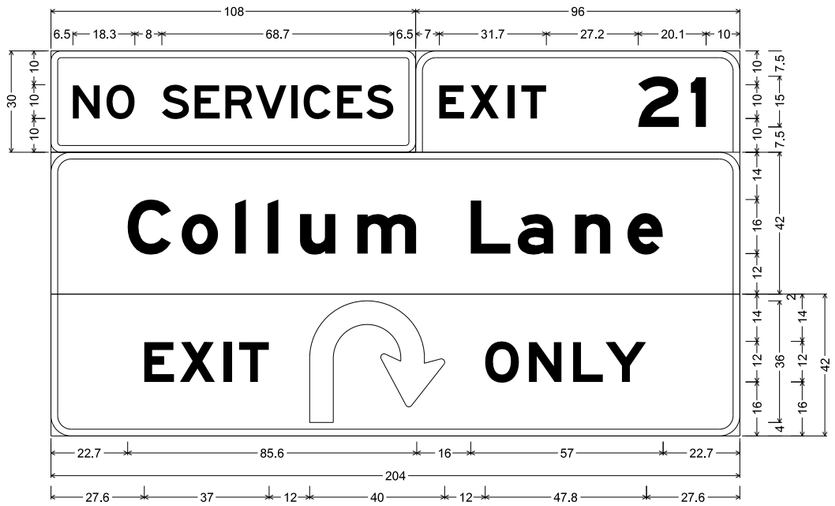
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4/30/2026 7:55:47 AM
R040904_18_SP_013.dgn

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



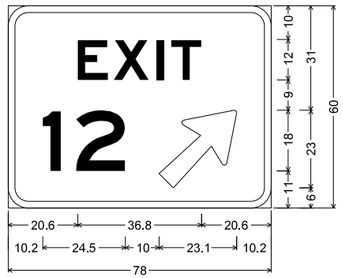

INSTALL
OC-49 STA 864+41NB

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

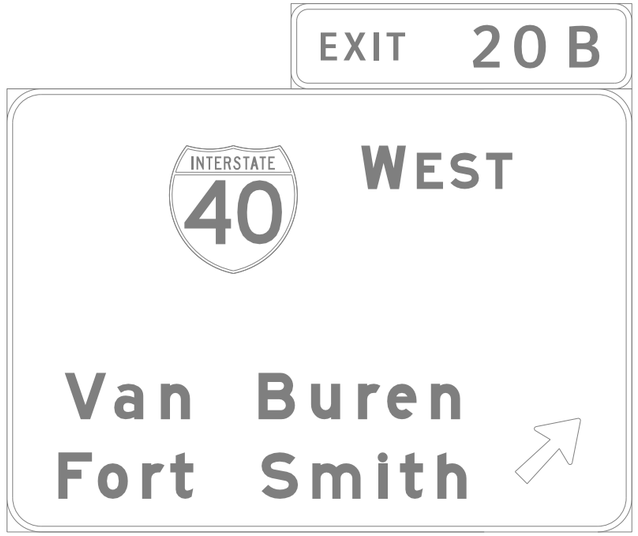
PERMANENT SIGNING DETAILS
PERMANENT SIGNING PLANS

| 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

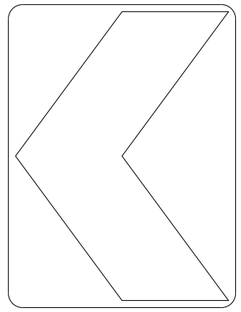
INSTALL
G-2(I-BEAMS)
GM-49 STA 856+00NB

PERMANENT SIGNING DETAILS
PERMANENT SIGNING PLANS

4/30/2026 7:55:57 AM
R040904_18_SP_015.dgn

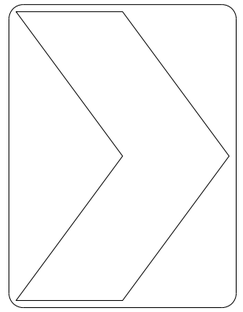
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 326 | 742 |
| | | PERMANENT SIGNING PLANS | | | | |

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



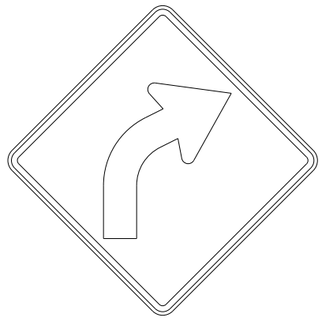
W1-8L_36x48

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

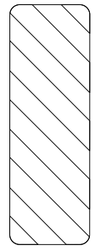
R5-11_30x24

INSTALL
G-1
SS-49 STA 841+52NB



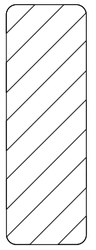

W8-13_48x48

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

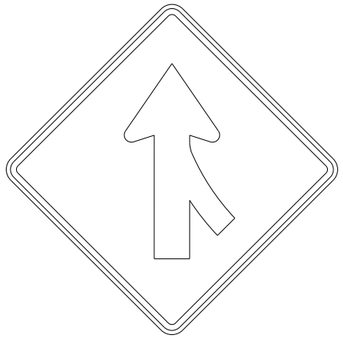
INSTALL
U-1
SS-WATERFRONT STA 16+56RT
SS-WATERFRONT STA 19+92LT
SS-RAMP I49NB-I40WB STA 54+14RT

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

4/30/2026 7:56:03 AM
R040904_18_SP_016.dgn

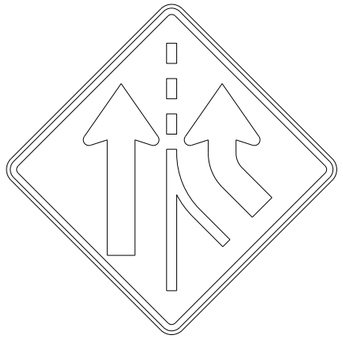
| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 327 | 742 |
| | | PERMANENT SIGNING PLANS | | | | |

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



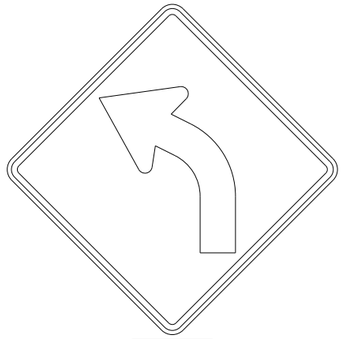
W4-1R_48x48

INSTALL
G2-1
SS-MED I-40 STA 627+00LT



W4-3_48x48

INSTALL
G2-1
SS-RAMP I40EB-I49NB STA 134+00RT

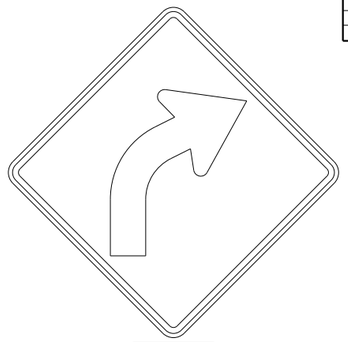


W1-2L_48X48




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

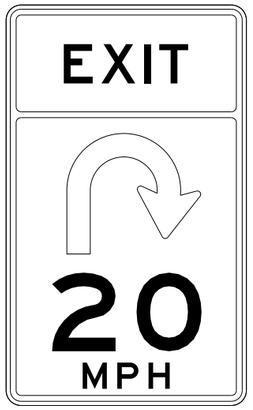



R2-1_48x60




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



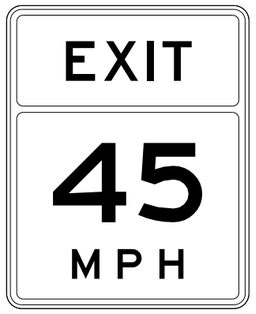

R4-2aT_48x72

INSTALL
G-2
SS-49 STA 860+00NB



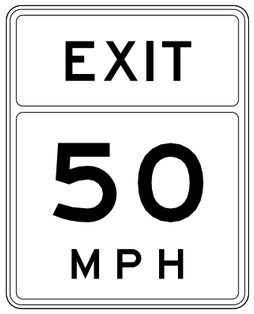

R2-1_48x60

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

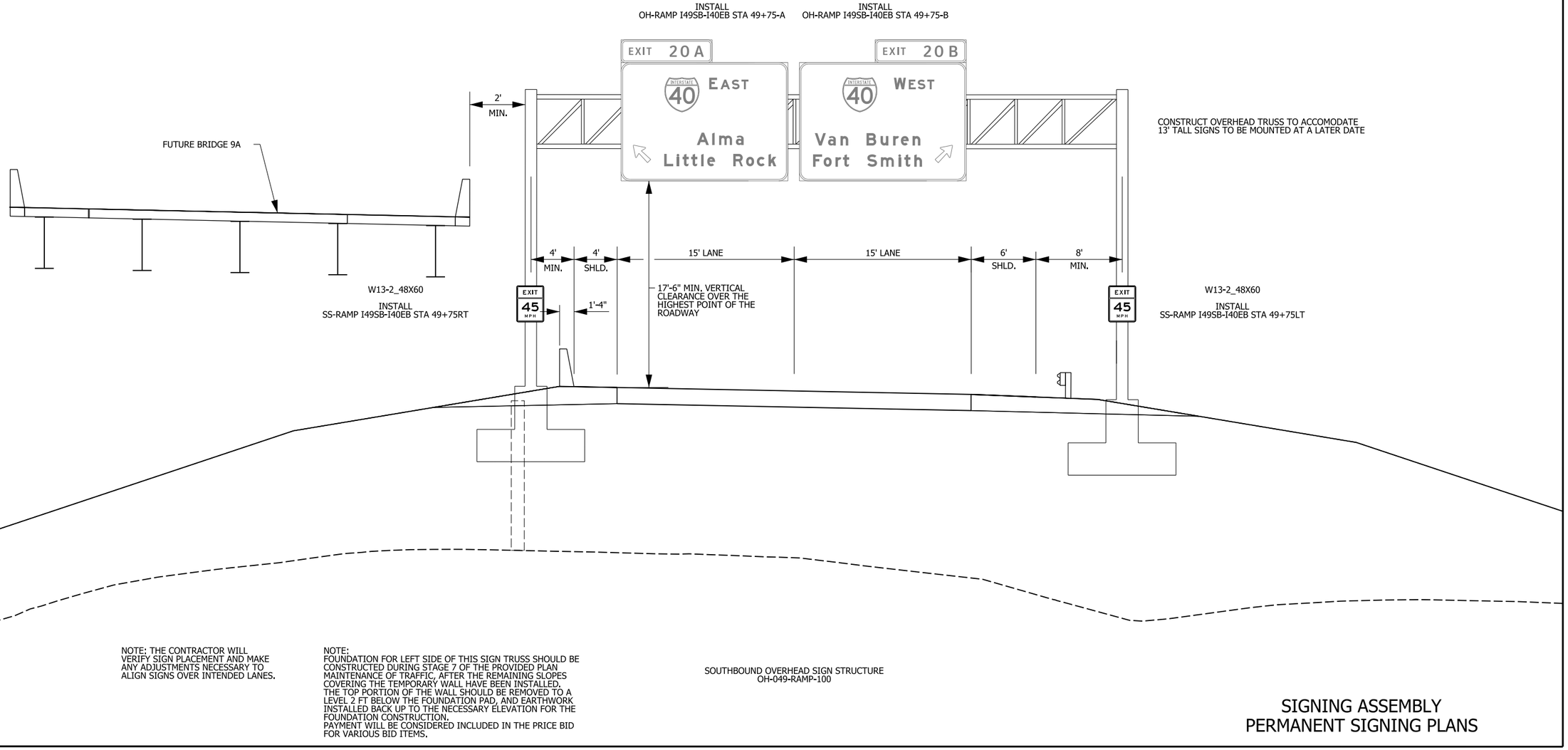
**TABLE OF VARIABLES: OVERHEAD SIGN STRUCTURE**
(For details, see Std. Dwg. Nos. 55092A-55092F)

| 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)

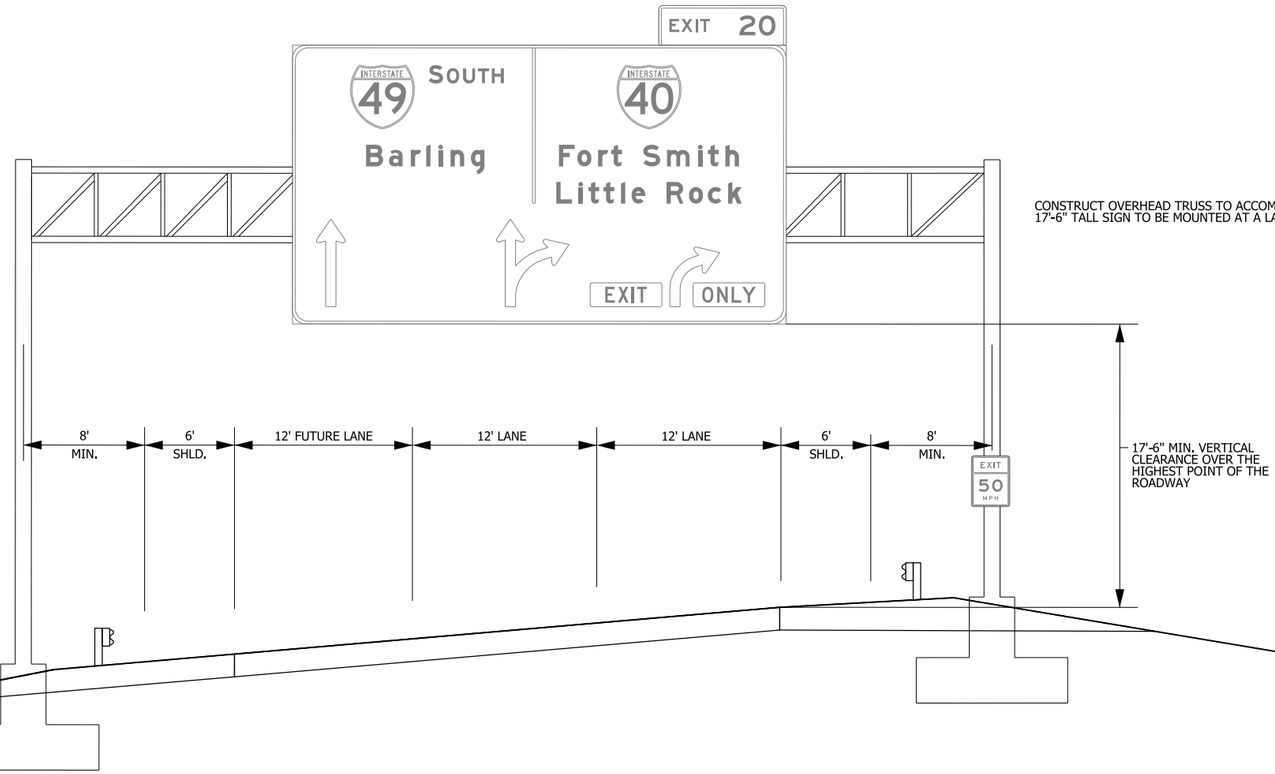
| SIGN STRUCTURE | SPAN LENGTH (X) | FOUNDATION | |
|---|---|---|---|
| | | INSIDE SHOULDER | OUTSIDE SHOULDER |
| OH-049-101 | 64'-0" | A1 | A1 |

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)

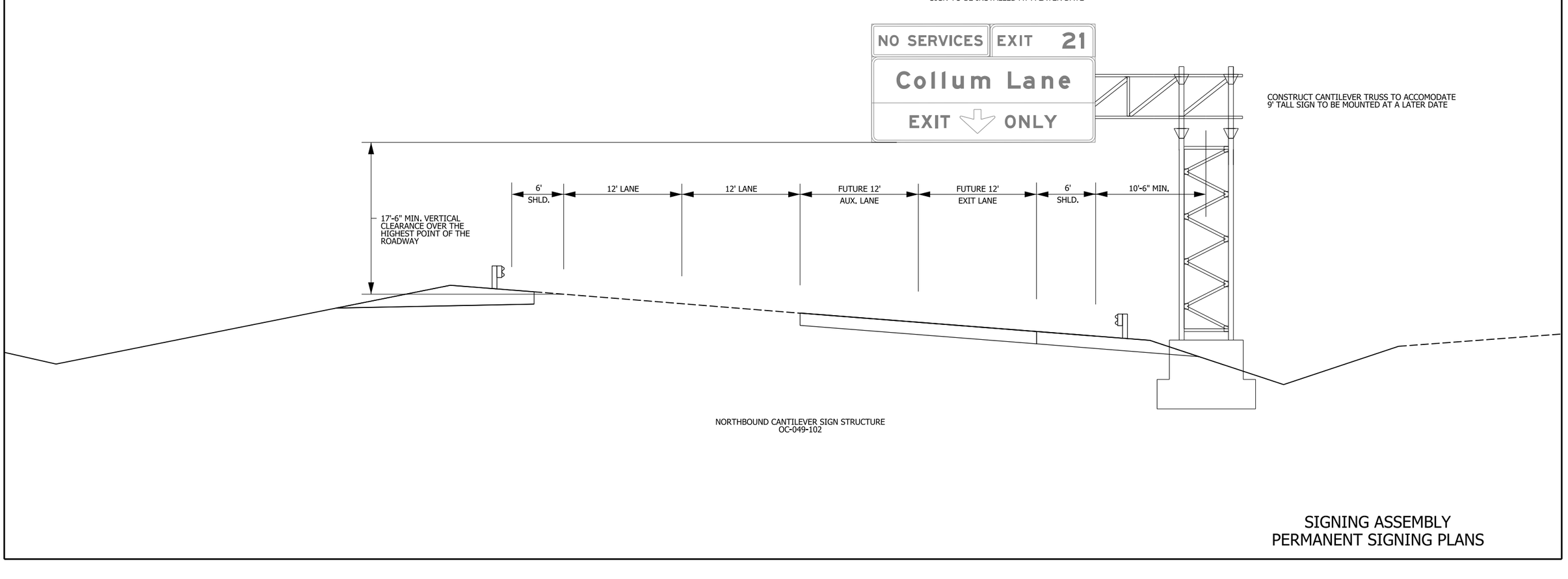
| SIGN STRUCTURE | SPAN LENGTH (X) | FOUNDATION |
|---|---|---|
| | | OUTSIDE SHOULDER |
| OC-049-102 | 35'-0" | A1 |

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)

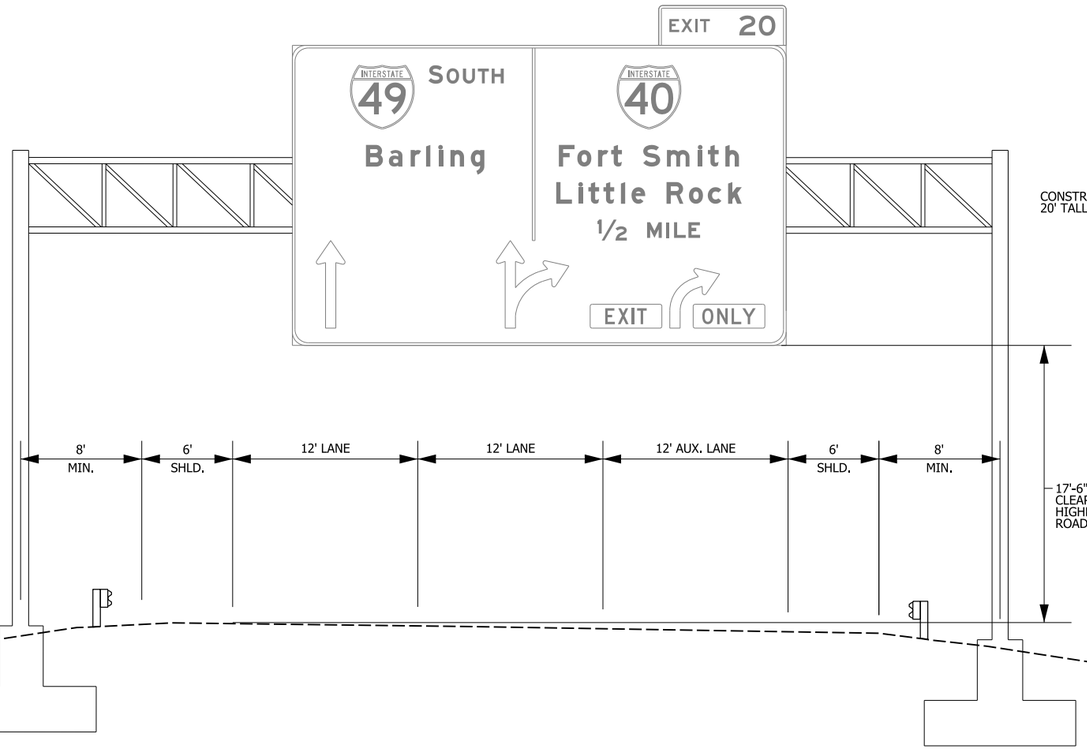
| SIGN STRUCTURE | SPAN LENGTH (X) | FOUNDATION | |
|---|---|---|---|
| | | INSIDE SHOULDER | OUTSIDE SHOULDER |
| OH-049-103 | 64'-0" | A1 | A1 |

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)

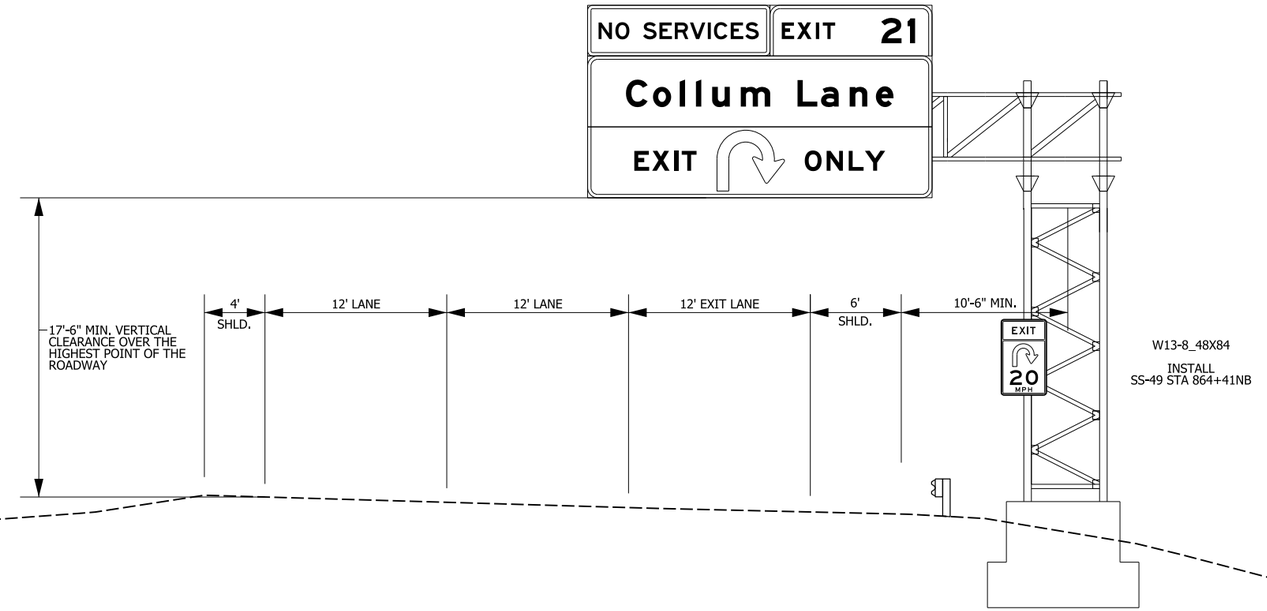
| SIGN STRUCTURE | SPAN LENGTH (X) | FOUNDATION |
|---|---|---|
| | | OUTSIDE SHOULDER |
| OC-049-104 | 35'-0" | A1 |

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)

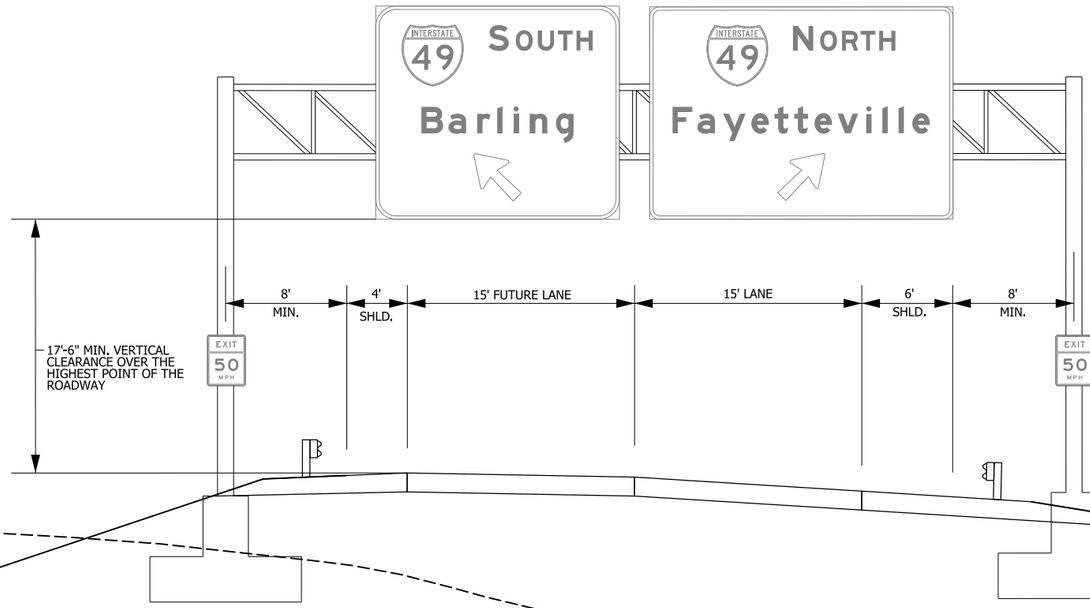
| SIGN STRUCTURE | SPAN LENGTH (X) | FOUNDATION | |
|---|---|---|---|
| | | INSIDE SHOULDER | OUTSIDE SHOULDER |
| OH-049-RAMP-106 | 56'-0" | A1 | A1 |

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
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| 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
R040904_19_LT_003

| 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

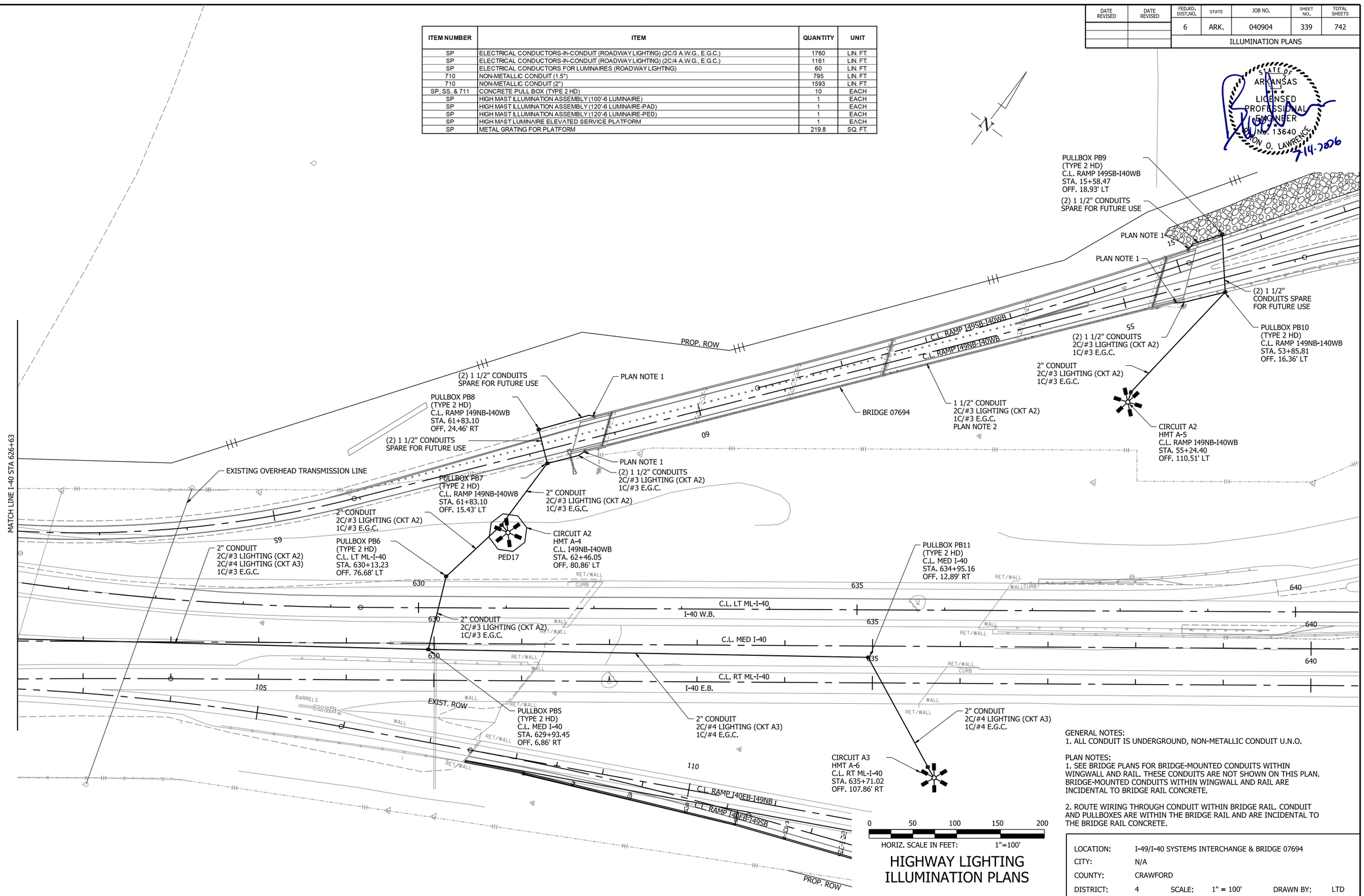
| | | | | | |
|---|---|---|---|---|---|
| LOCATION: | I-49/I-40 SYSTEMS INTERCHANGE | | | | |
| CITY: | N/A | | | | |
| COUNTY: | CRAWFORD | | | | |
| DISTRICT: | 4 | SCALE: | 1" = 100' | DRAWN BY: | LTD |

7/13/2026 1:26:14 PM
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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'

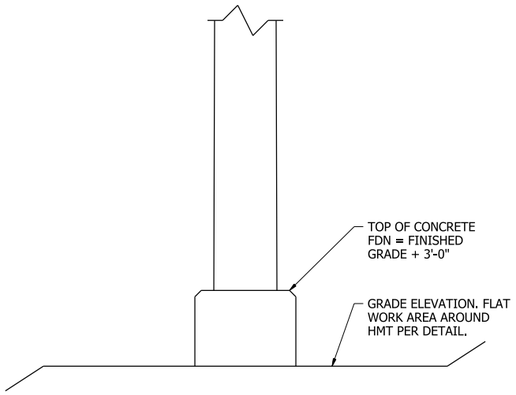
# HIGHWAY LIGHTING ILLUMINATION PLANS

| | | | | | |
|---|---|---|---|---|---|
| LOCATION: | COLLUM LN/I-49 NB RAMPS INTERCHANGE | | | | |
| CITY: | ALMA | | | | |
| COUNTY: | CRAWFORD | | | | |
| DISTRICT: | 4 | SCALE: | 1" = 50' | DRAWN BY: | LTD |

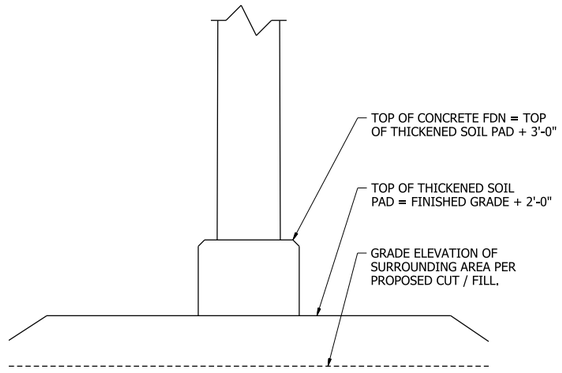
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| DATE REVISED | DATE REVISED | FED.RD. DIST.NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 344 | 742 |
| | | ILLUMINATION PLANS | | | | |

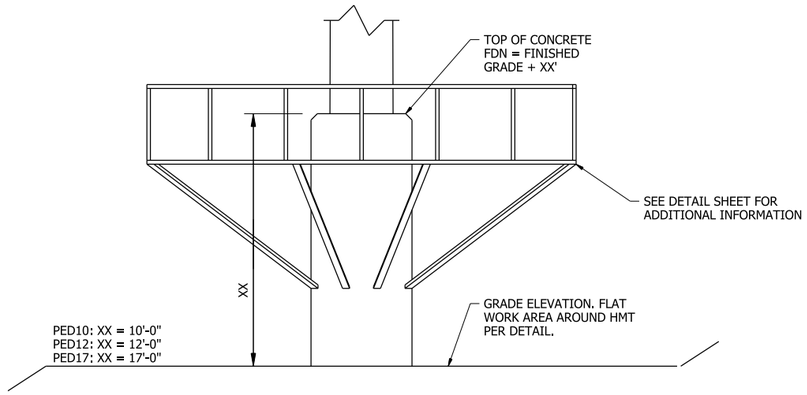
NOTE: THESE ELEVATION VIEWS OF TYPICAL INSTALLATION TYPES ARE GENERIC AND ARE INCLUDED FOR CLARITY WITH THE HMT SCHEDULES. SEE SPECIFIC DETAILS SHEETS FOR EACH TYPE.




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

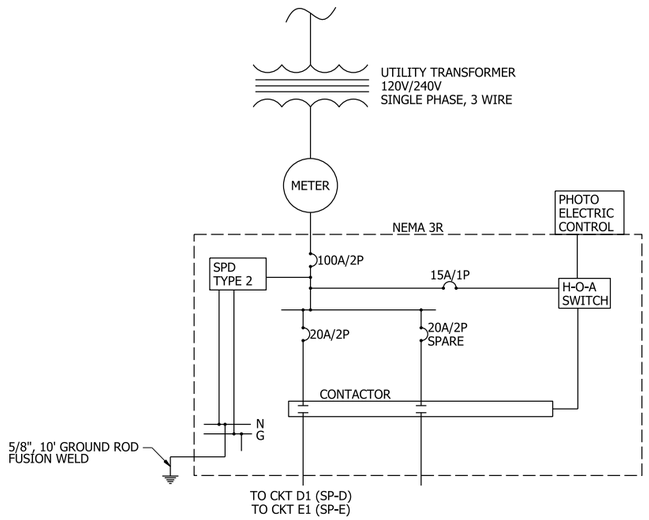
| SEGMENT | | VOLTAGE | PHASE | SETS | CONDUCTOR | CURRENT | Z/1000FT | LENGTH | VOLTAGE DROP (VOLTS) | VOLTAGE DROP (%) |
|---|---|---|---|---|---|---|---|---|---|---|
| SP-E | PB 3 | 240 | 1 | 1 | #8 COPPER | 1.26 | 0.78 | 16 | 0.03 | 0.01% |
| PB 3 | PB 2 | 240 | 1 | 1 | #8 COPPER | 1.26 | 0.78 | 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 | | | | |

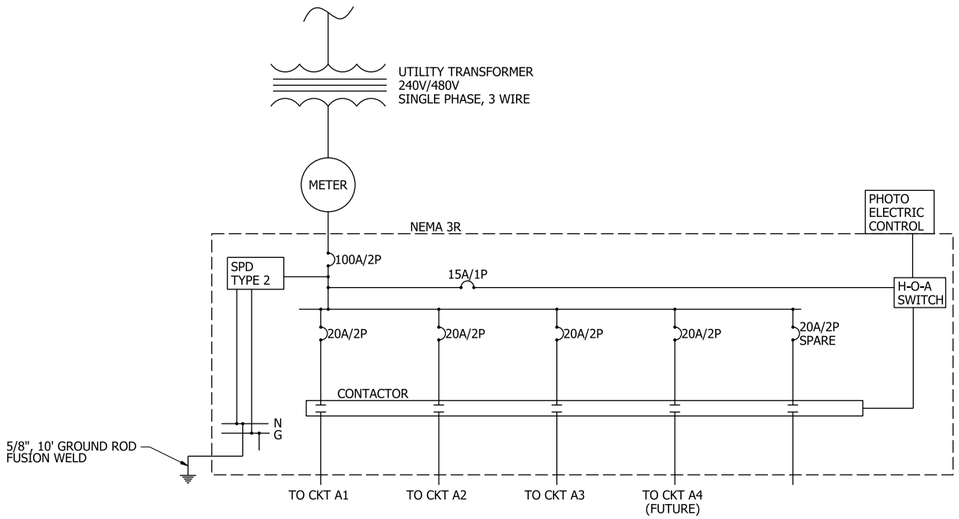
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026



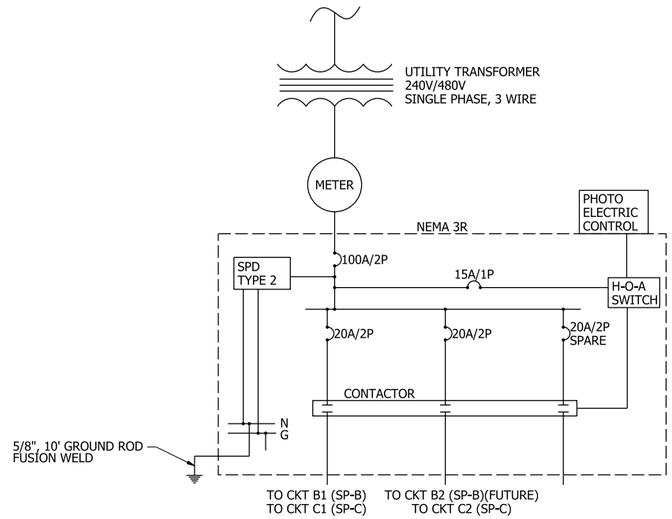

ONE-LINE DIAGRAM FOR TWO CIRCUIT, 240V SERVICE POINT (SP-D, SP-E) (NO SCALE)

## 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)



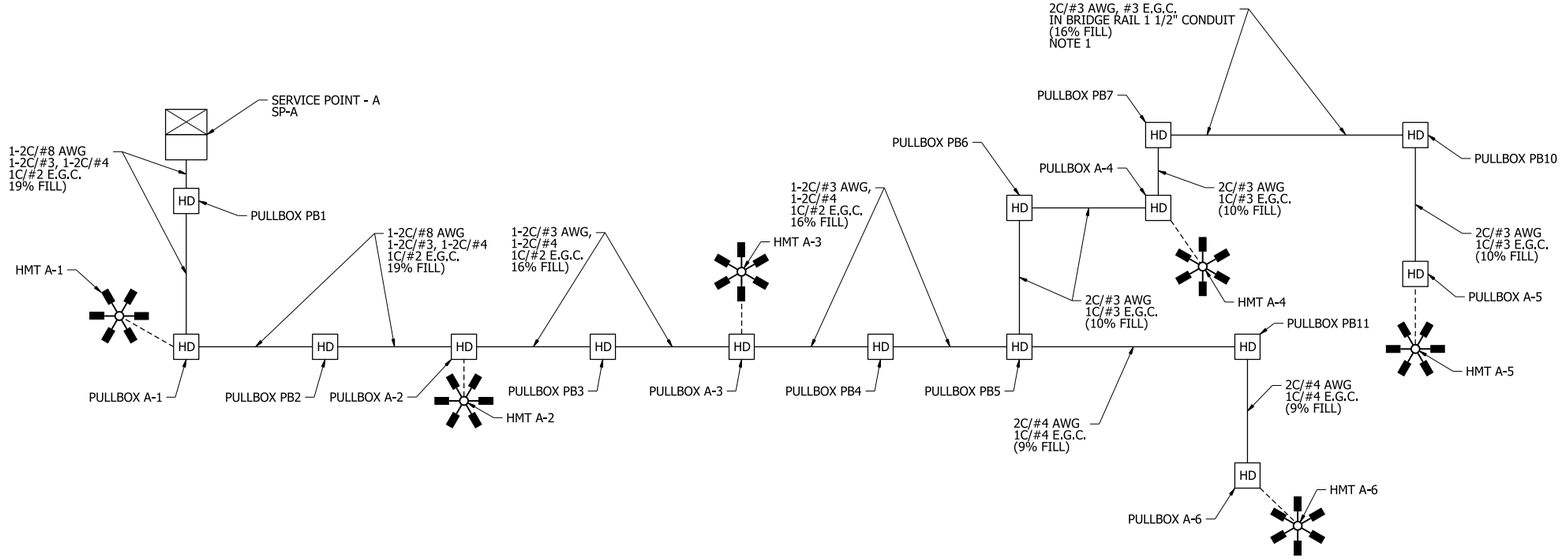

ONE-LINE DIAGRAM FOR THREE CIRCUIT, 480V SERVICE POINT (SP-B, SP-C) (NO SCALE)

DETAILS
ILLUMINATION PLANS

4/30/2026 7:58:45 AM
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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

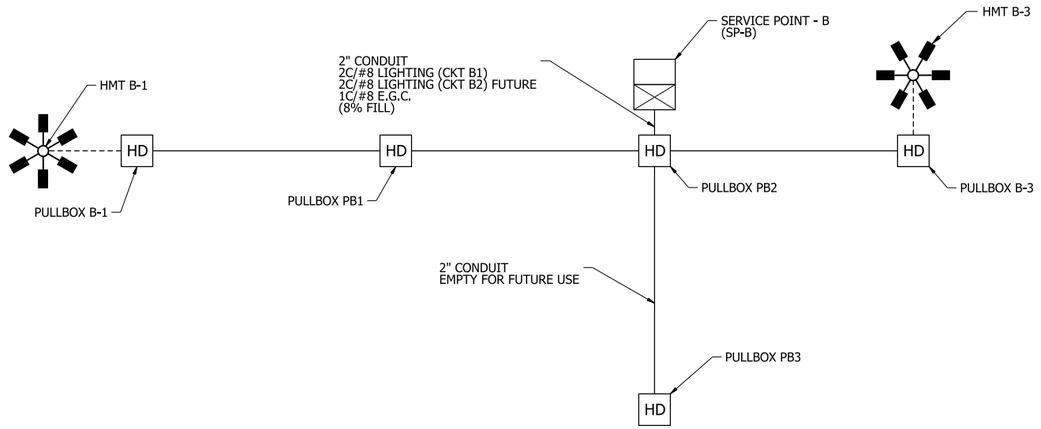
## CONDUIT FILL CHART (TYPICALS)

| 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% |

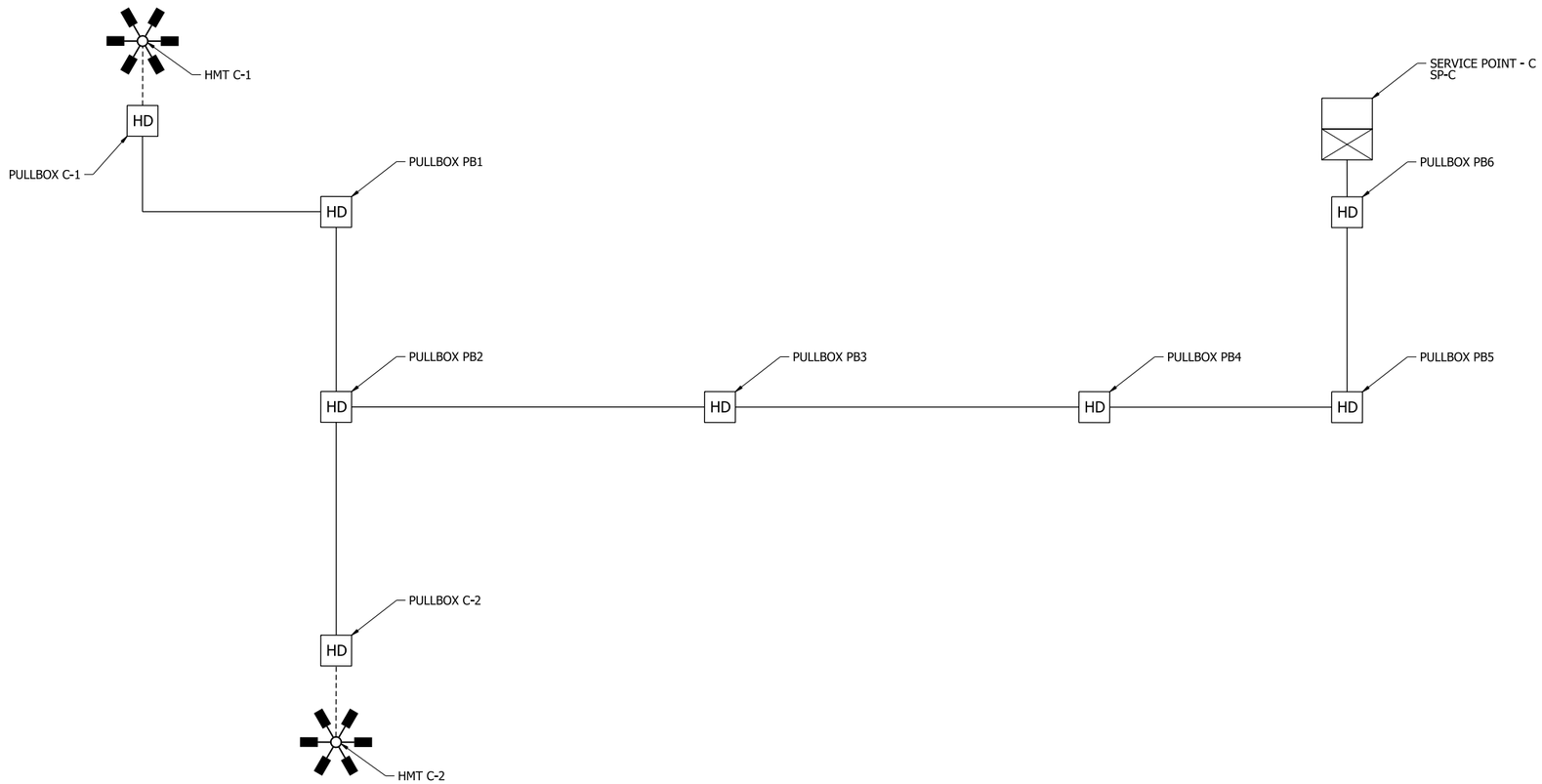
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2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

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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% |

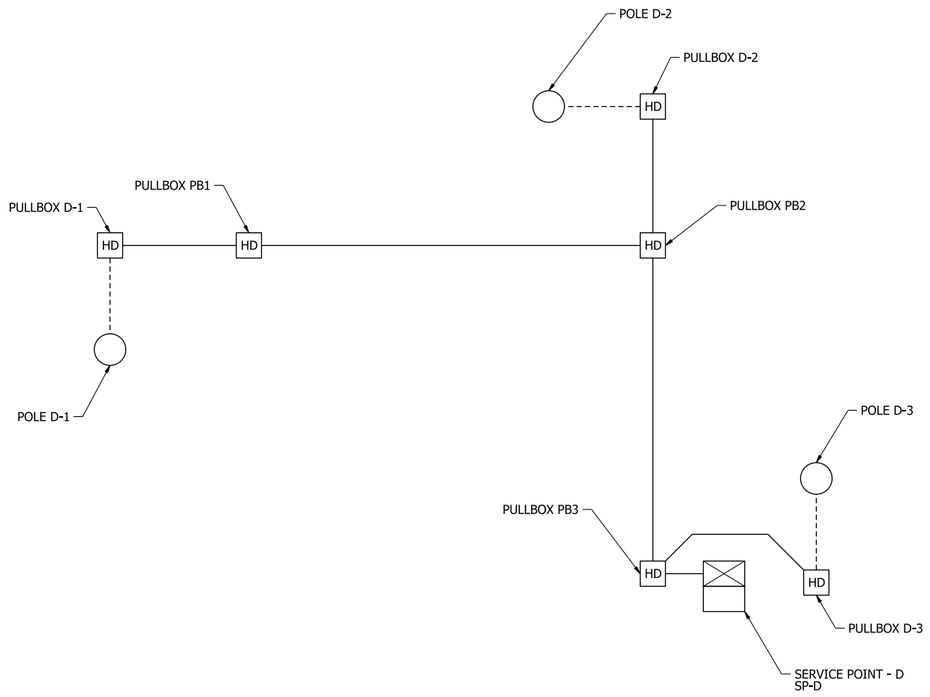
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2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

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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% |

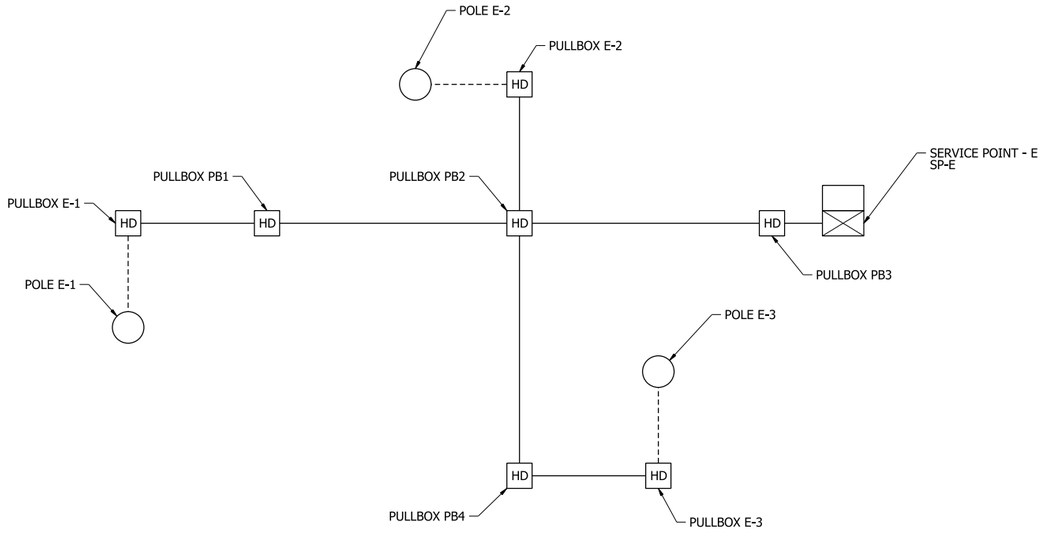
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WIRING DIAGRAMS
ILLUMINATION PLANS

| 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% |

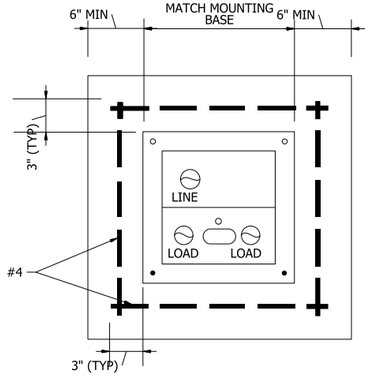
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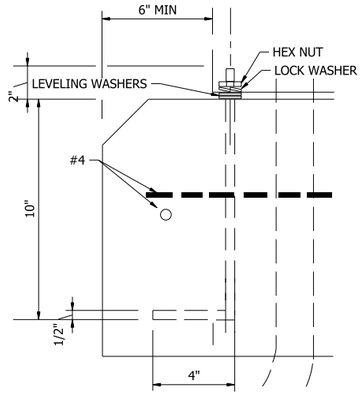
WIRING DIAGRAMS
ILLUMINATION PLANS

| 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



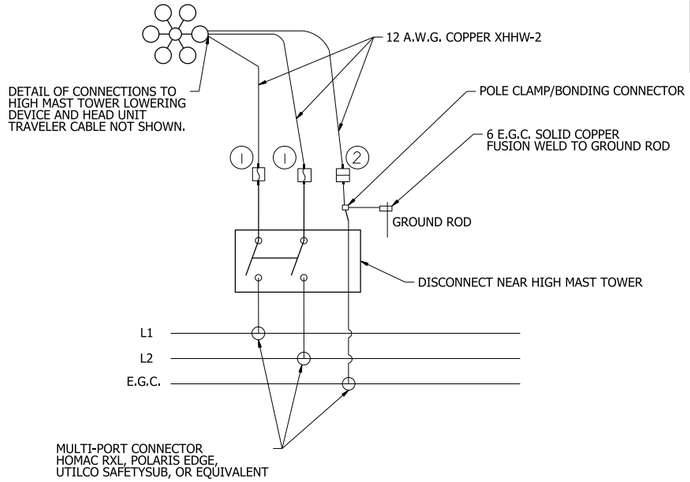

## SECTION A-A




## 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.



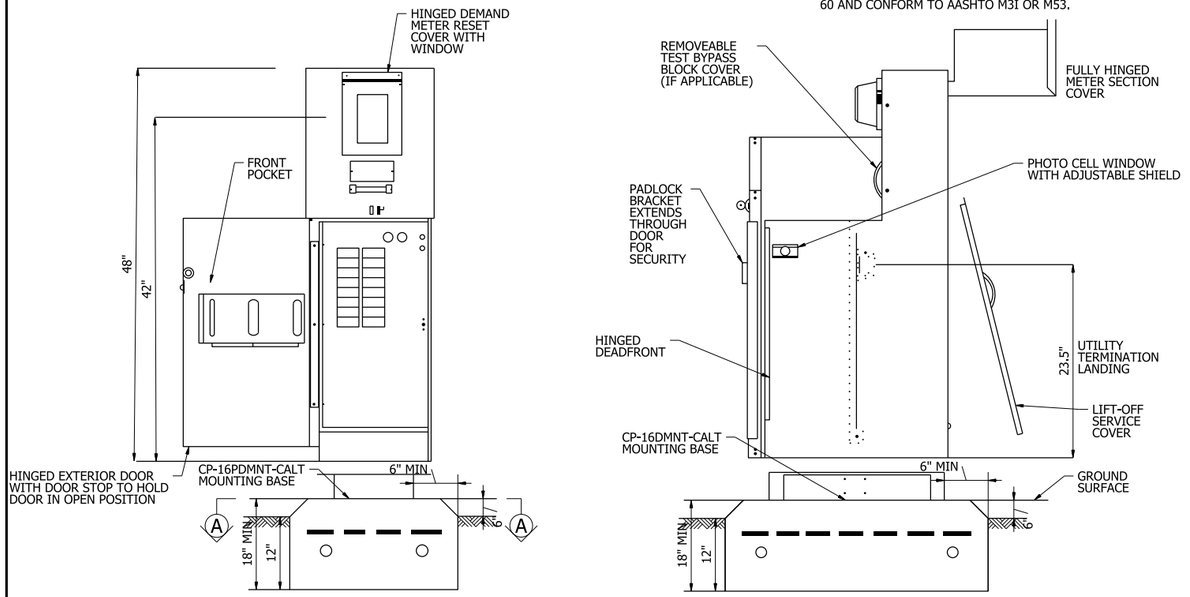

TYPICAL WIRING FOR HIGH MAST TOWERS
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINAIRES SERVED AT 480 VAC

(240/480 VOLT SERVICE)

## LUMINAIRE WIRING SCHEMATICS

NOTES:

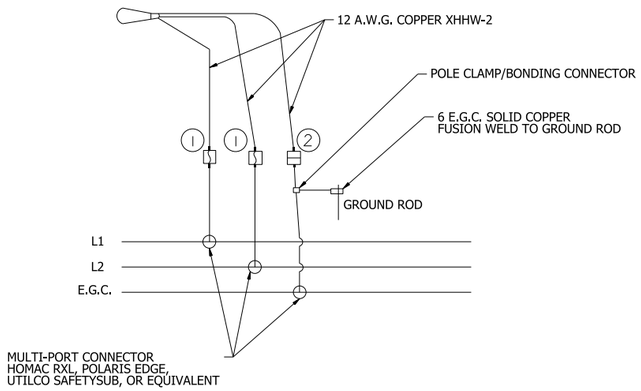
1. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.
2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC 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:

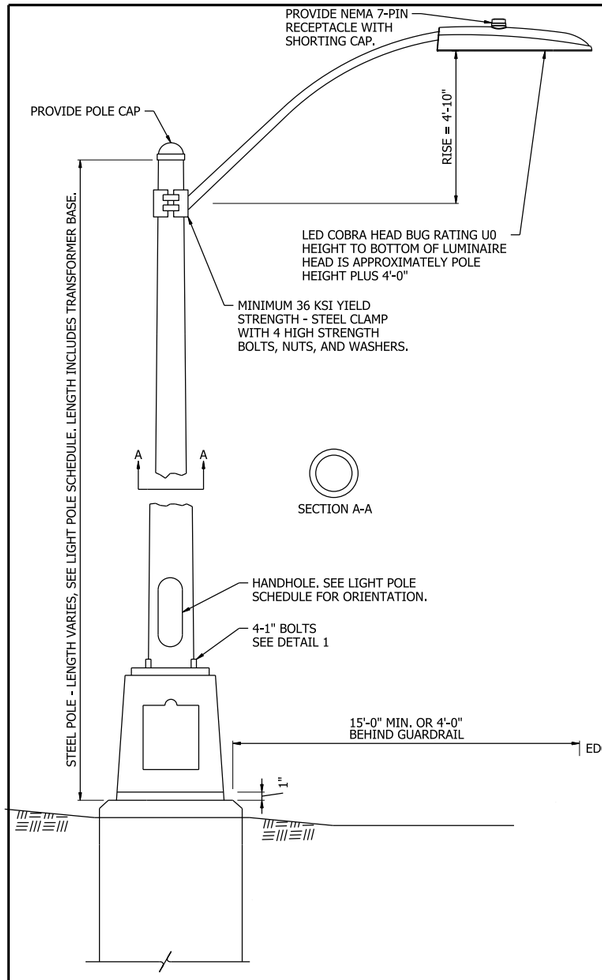
1. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.
2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC 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 |
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| | | 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.

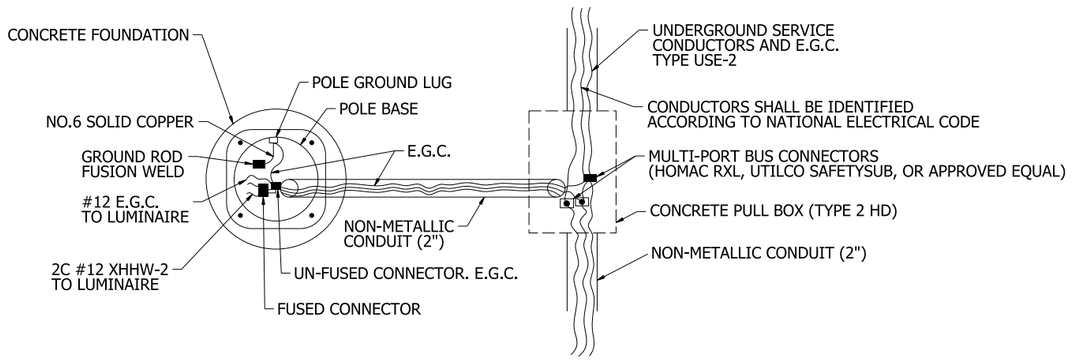
4. POLE CAP OR TENON CAP SHALL BE PROVIDED.

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.

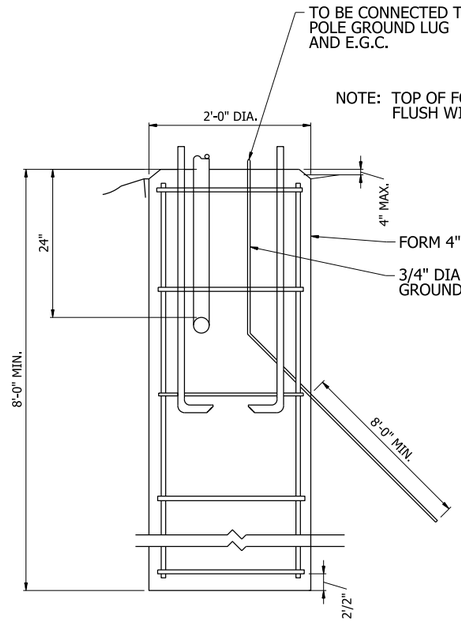
7. FOR LIGHT POLES MOUNTED ON THE BRIDGE, SEE BRIDGE LIGHT POLE SUPPORT DETAILS.

## COBRA HEAD LUMINAIRE WITH BREAKAWAY BASE



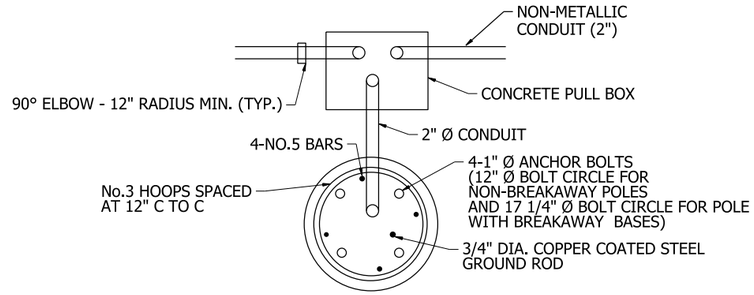

## POLE FOUNDATION/PULL BOX WIRING DETAIL

NOTE: FUSES SHALL BE SLOW-BLOW FUSE



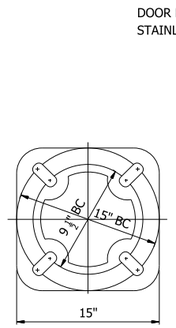

NOTE: TOP OF FOUNDATION SHALL BE FLUSH WITH LOCAL GROUND SURFACE.

ELEVATION

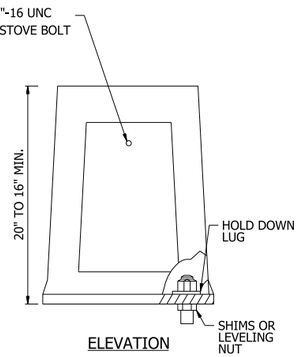



PLAN

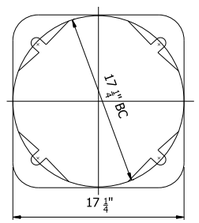
# ROADWAY LUMINAIRE POLE FOUNDATION




TOP PLAN




ELEVATION

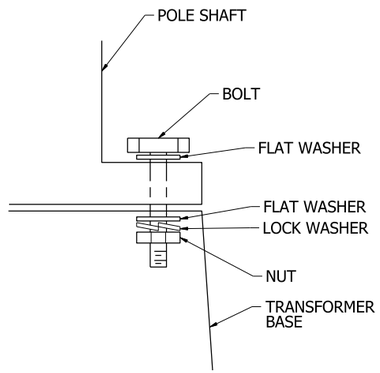



BOTTOM PLAN

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



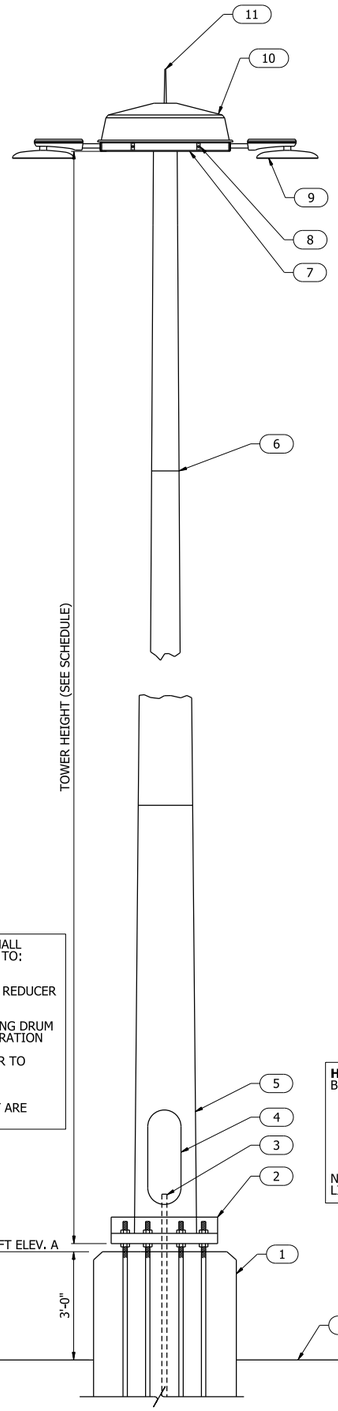

DETAIL 1

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.

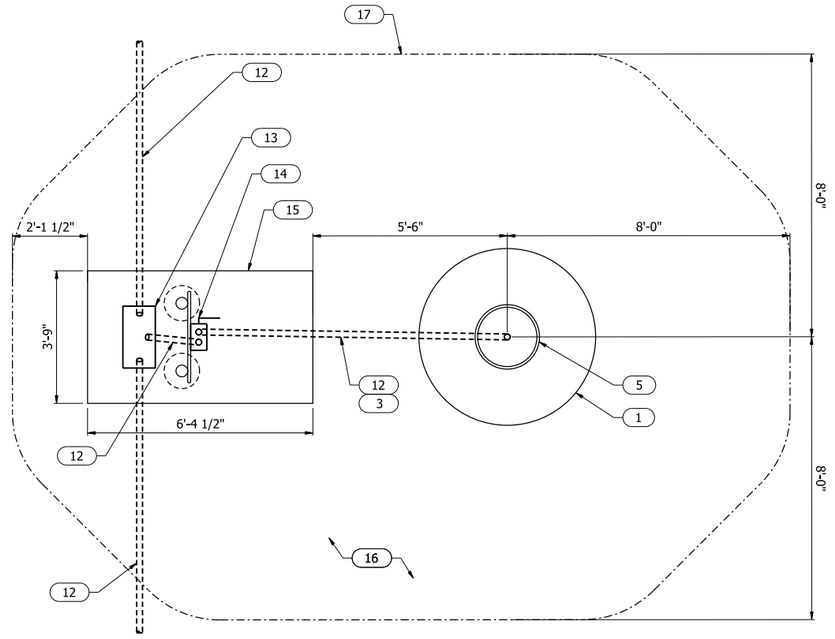
**WINCH PLATE ASSEMBLY** SHALL INCLUDE BUT NOT BE LIMITED TO:
- -MOUNTING FRAME
- -NEMA 3R BREAKER BOX
- -DRIVE MOTOR WITH GEAR REDUCER AND TORQUE CLUTCH
- -WINCH
- -50FT CORD WITH REVERSING DRUM SWITCH FOR REMOTE OPERATION
- -480-240/120V STEP-DOWN TRANSFORMER FOR POWER TO MOTOR

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.

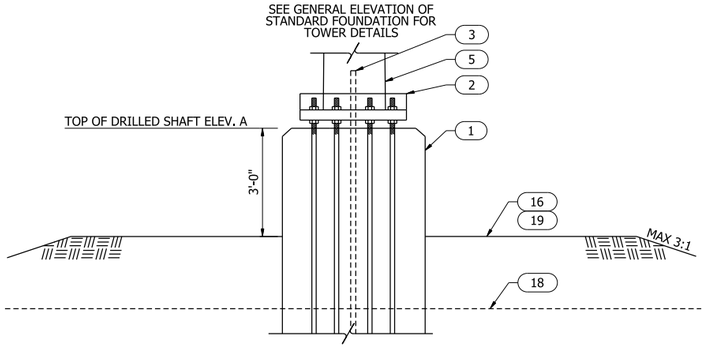
## HIGH MAST TOWER GENERAL ELEVATION
## STANDARD FOUNDATION




## 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

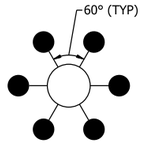
NOTE: GRADING AROUND TOWER SHALL BE PAID FOR SUBSIDIARY TO PAY ITEM "HIGH MAST ILLUMINATION ASSEMBLY (XXX'-# LUMINARE)".

## DETAILS
## ILLUMINATION PLANS

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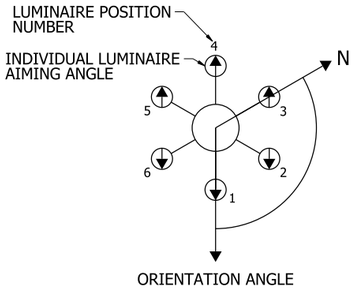
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| | | ILLUMINATION PLANS | | | | |

STATE OF ARKANSAS
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No. 19394
PAUL D. HUNTER
6/10/26




6 LUMINAIRES - GENERAL LAYOUT

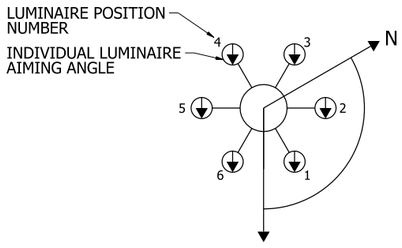
## MAST ARM LAYOUTS




| LUMINAIRE POSITION | AIMING ANGLE* |
|---|---|
| 1 | 0 |
| 2 | 0 |
| 3 | 180 |
| 4 | 180 |
| 5 | 180 |
| 6 | 0 |

*AIMING ANGLE IS MEASURED CLOCKWISE FROM ORIENTATION ANGLE

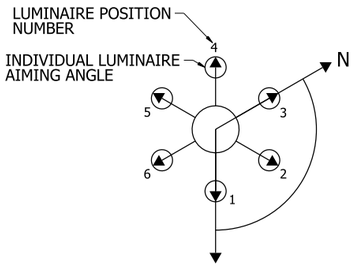
6 LUMINAIRE, IES CLASSIFICATION "LONG NARROW"




| 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 |

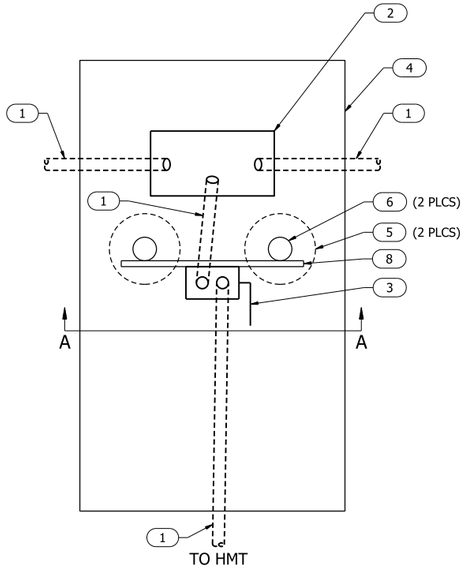
*AIMING ANGLE IS MEASURED CLOCKWISE FROM ORIENTATION ANGLE

6 LUMINAIRE, IES CLASSIFICATION "MEDIUM ASYMMETRIC WIDE"

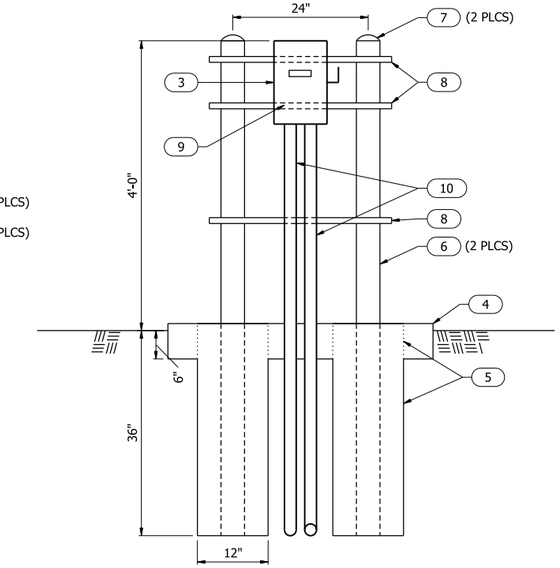
## HIGH MAST ORIENTATION AND AIMING

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.

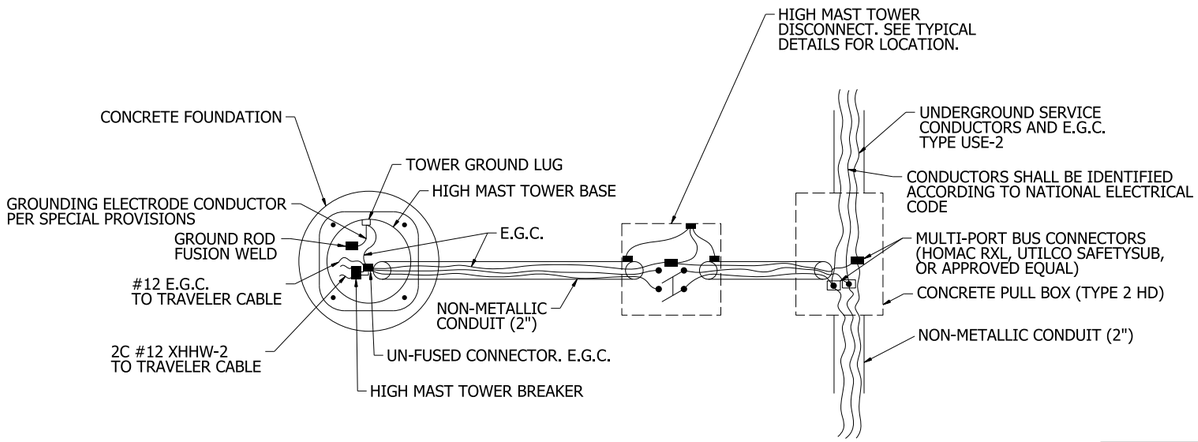



PLAN




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.

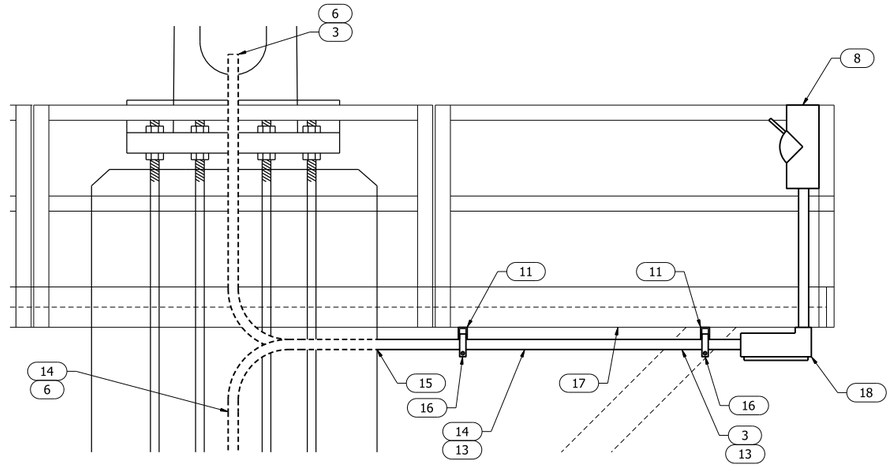
NOTE: GRADING AROUND TOWER SHALL BE PAID FOR SUBSIDIARY TO PAY ITEM "HIGH MAST ILLUMINATION ASSEMBLY (XXX'-# LUMINAIRE)".

DETAILS
ILLUMINATION PLANS

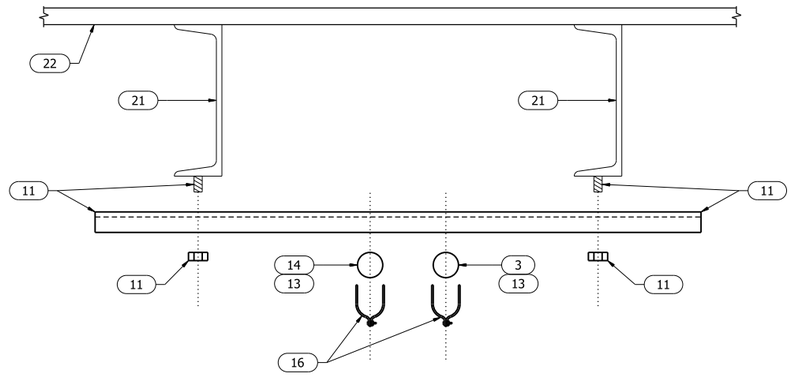
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| | | ILLUMINATION PLANS | | | | |

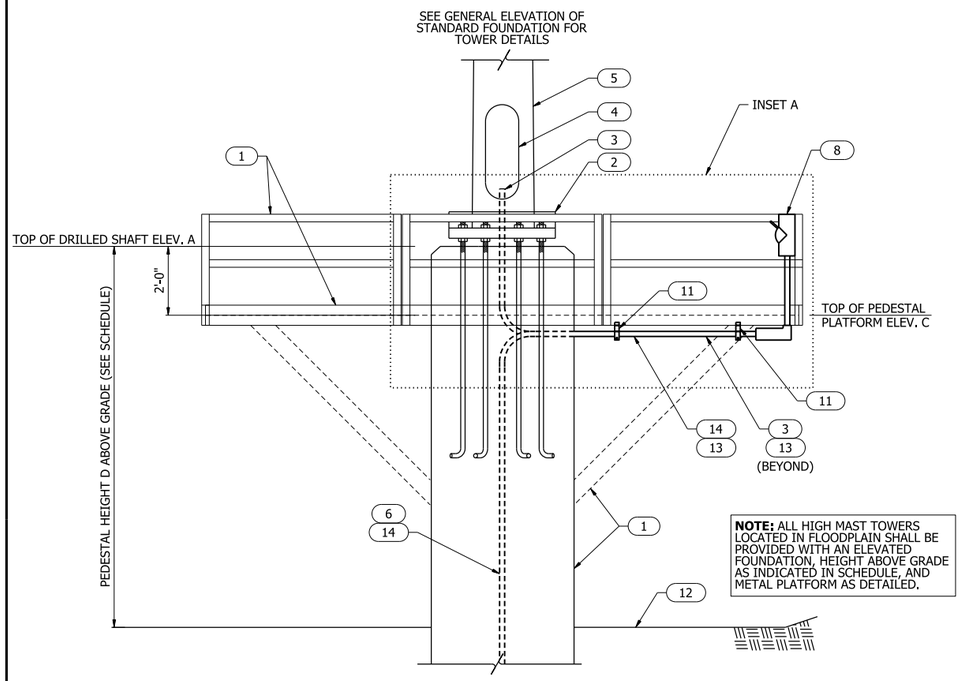
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 19394
PAUL D. HUNTER
5-4-2026




ENLARGED ELEVATION VIEW AT DISCONNECT
INSET A

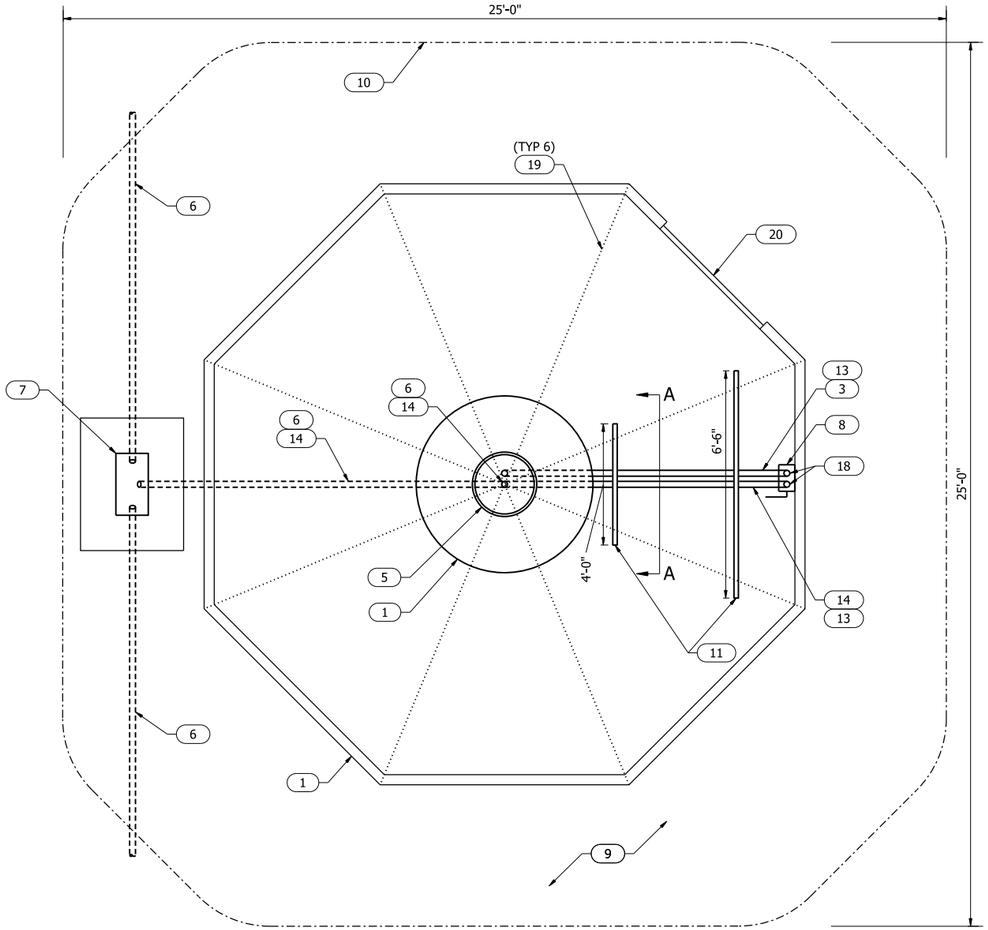



SECTION VIEW AT CONDUIT SUPPORTS
SECTION A-A




**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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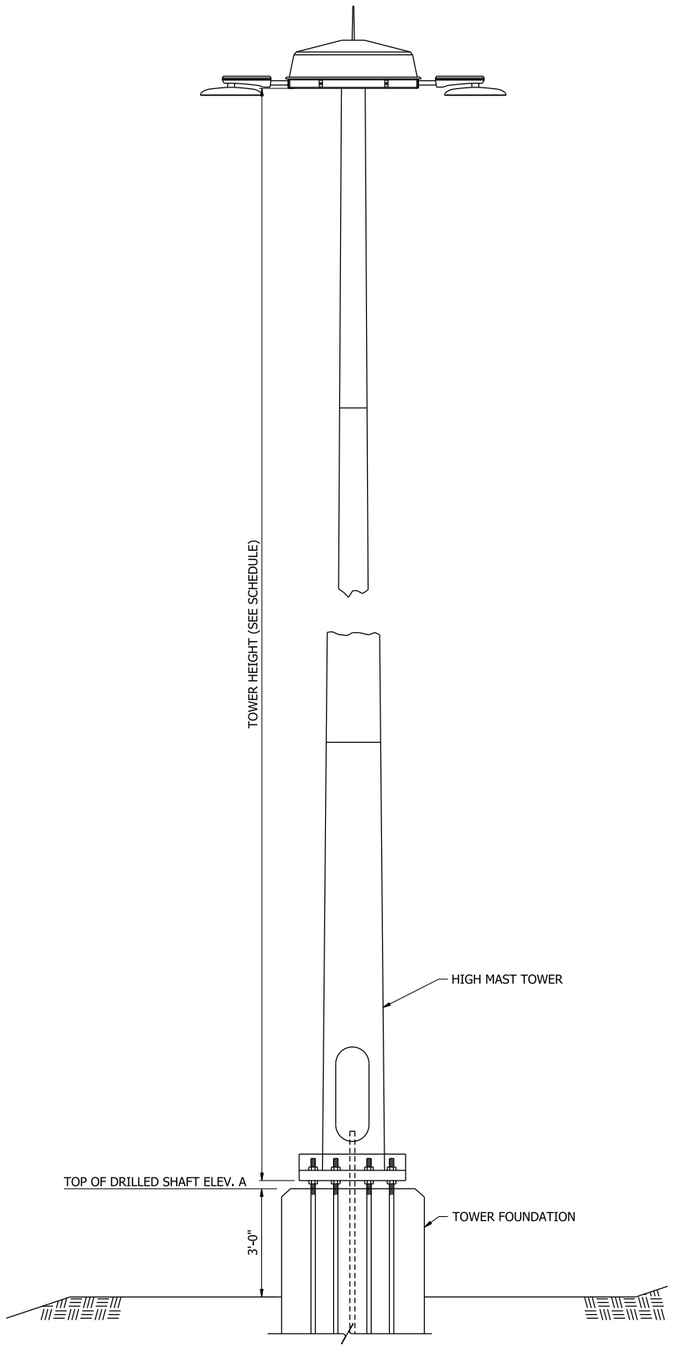
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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 358 | 742 |
| | | ILLUMINATION PLANS | | | | |

| 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 |

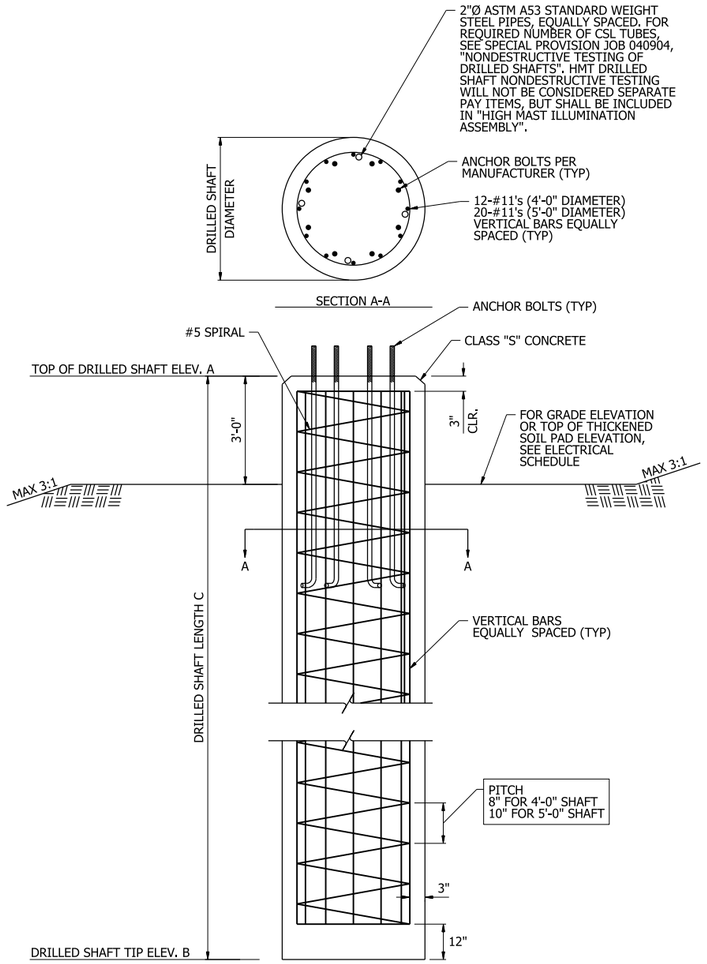
* NOTE: MINIMUM DRILLED SHAFT LENGTH SHOWN AND IS FOR INFORMATION ONLY. DRILLED SHAFTS SHALL EXTEND TO ROCK.

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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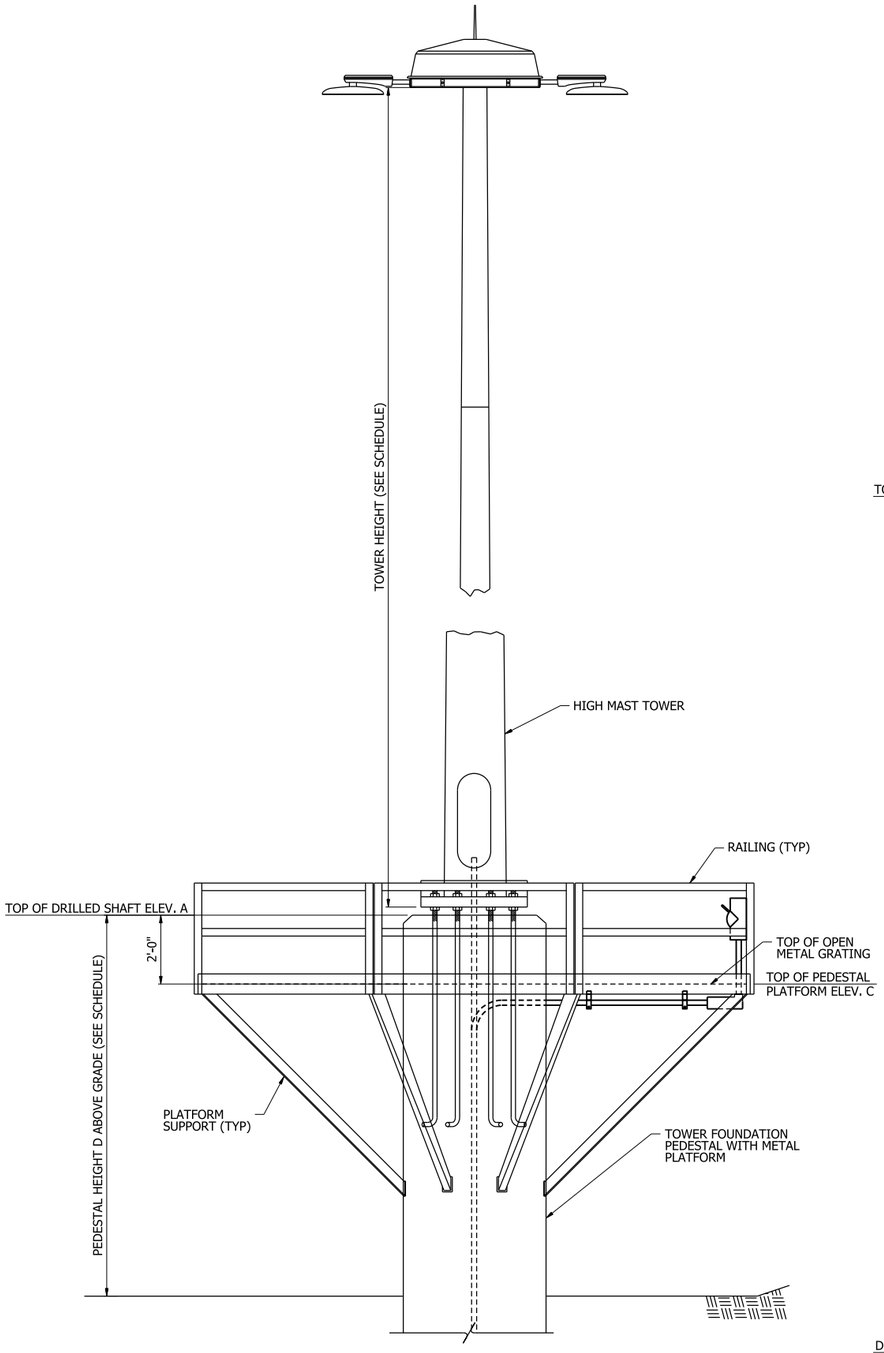
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| | | ILLUMINATION PLANS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15778
NATALIE McCOMBS

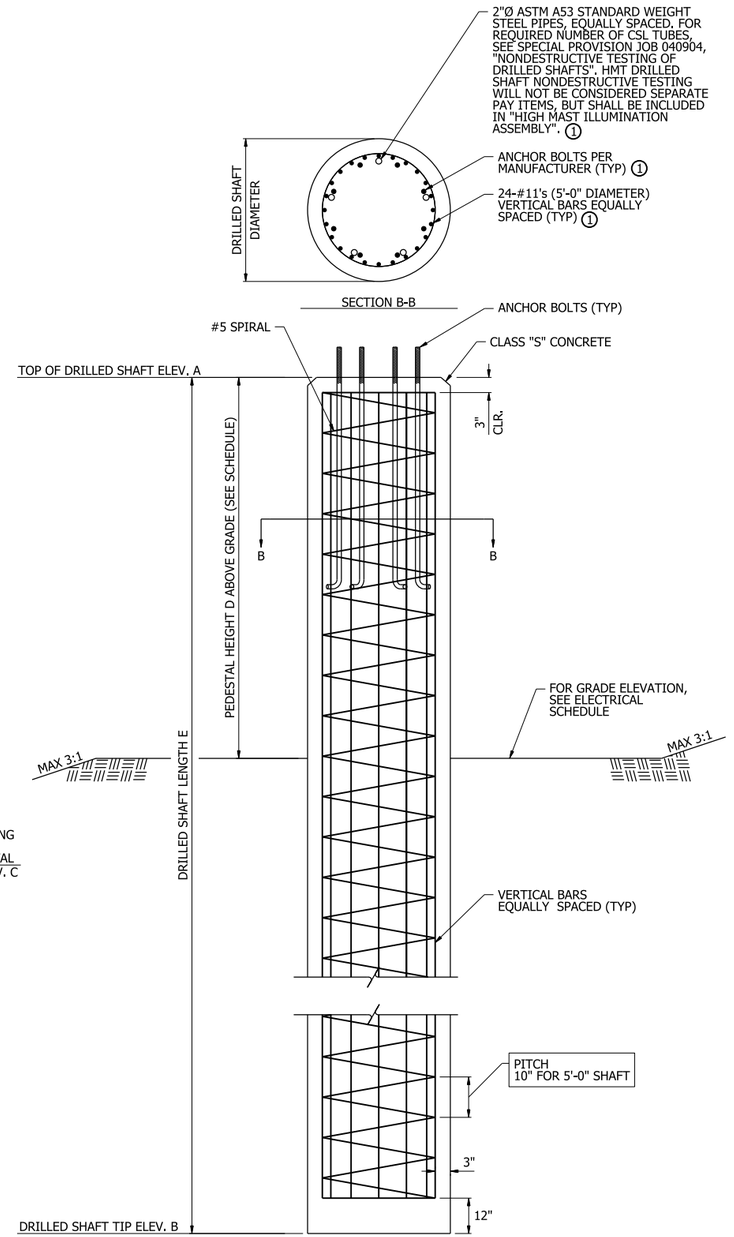
5/4/26

| 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

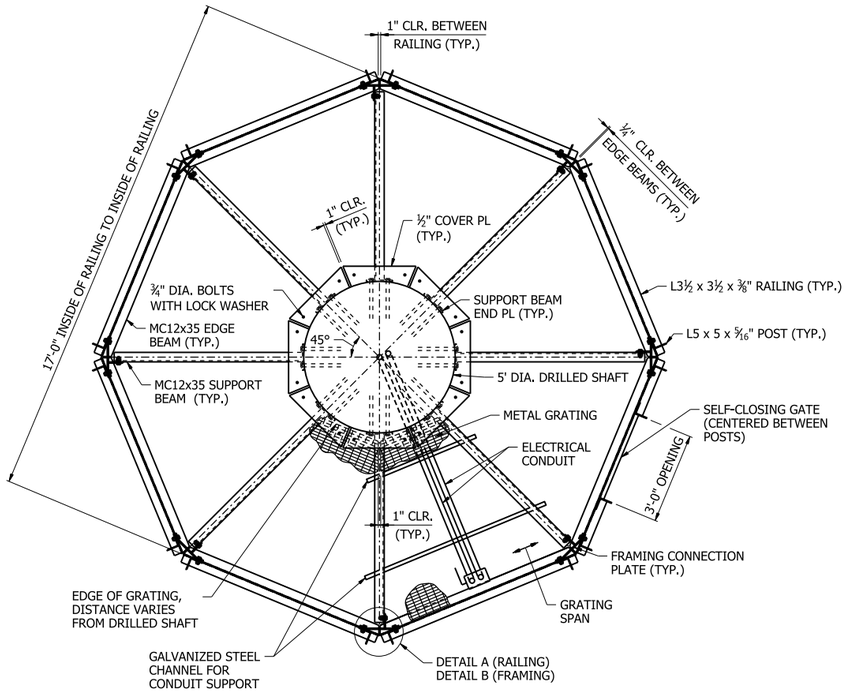
# HMT DRILLED SHAFT DETAILS - PLATFORM

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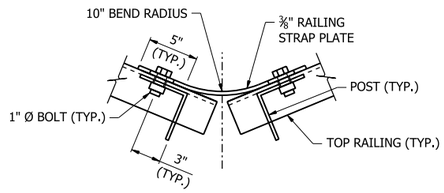
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| | | ILLUMINATION PLANS | | | | |

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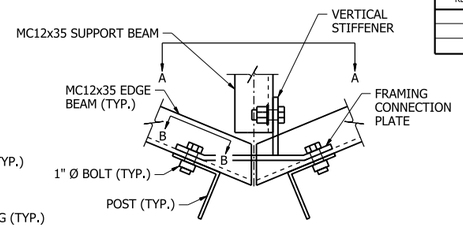
5/4/26



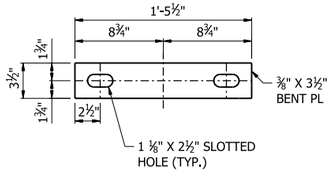

PLAN



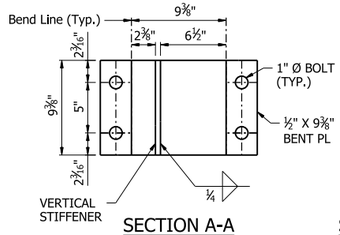

DETAIL A



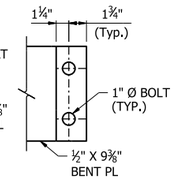

DETAIL B




RAILING STRAP PLATE DETAILS

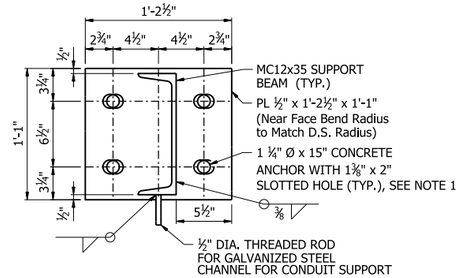



SECTION A-A

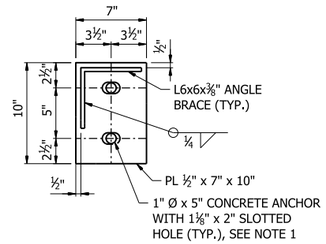



SECTION B-B

FRAMING CONNECTION PLATE DETAILS

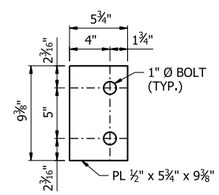



SUPPORT BEAM END PLATE

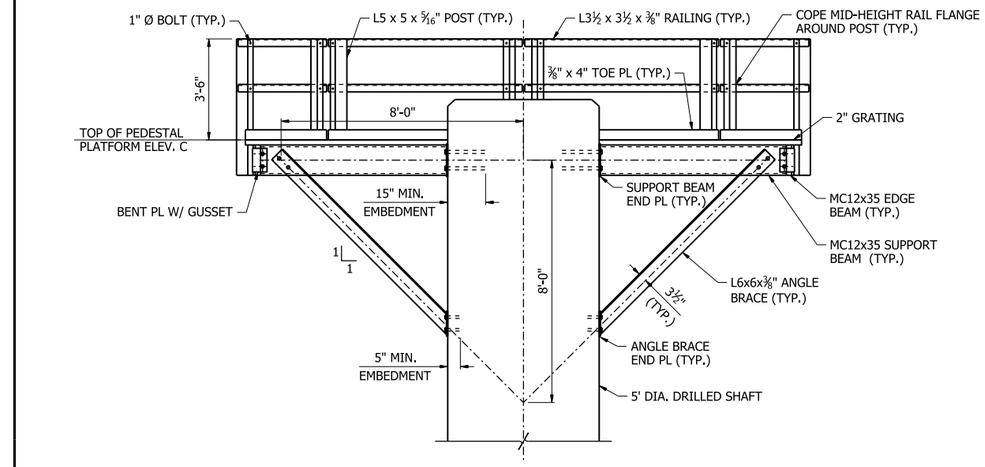



ANGLE BRACE END PLATE

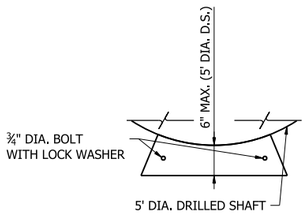
(Angle Brace is at angle to End PL)



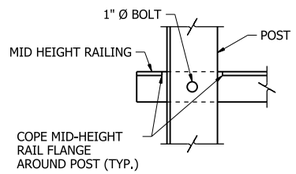

VERTICAL STIFFENER




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.

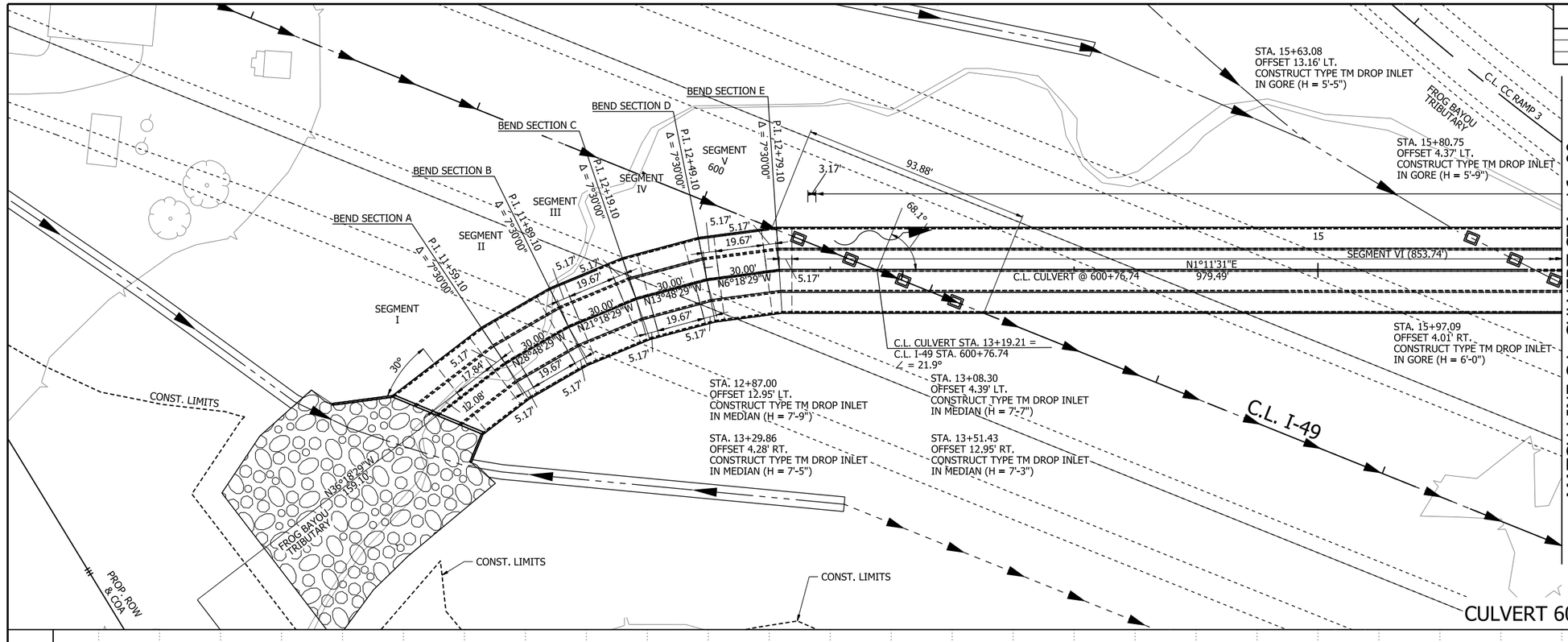
# HIGH MAST TOWER GENERAL ELEVATION "ELEVATED PEDESTAL"

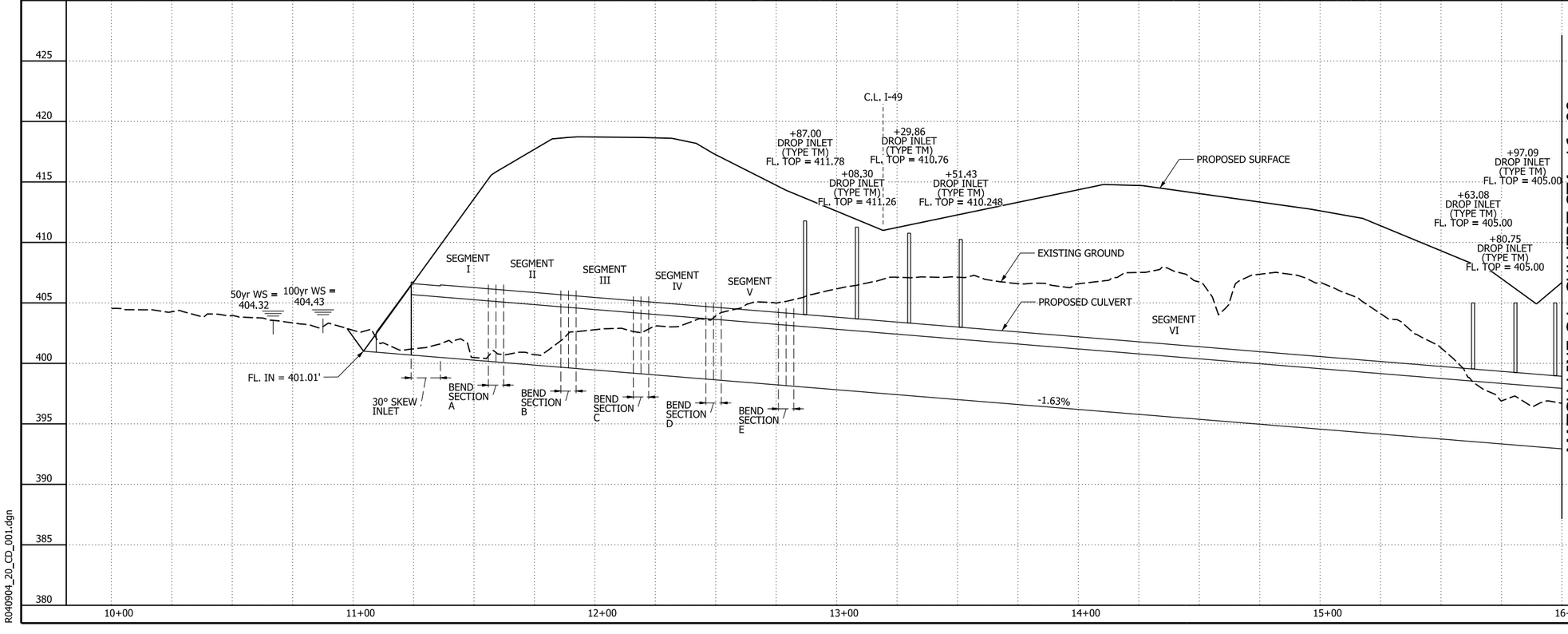
# HIGH MAST TOWER PLATFORM

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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')

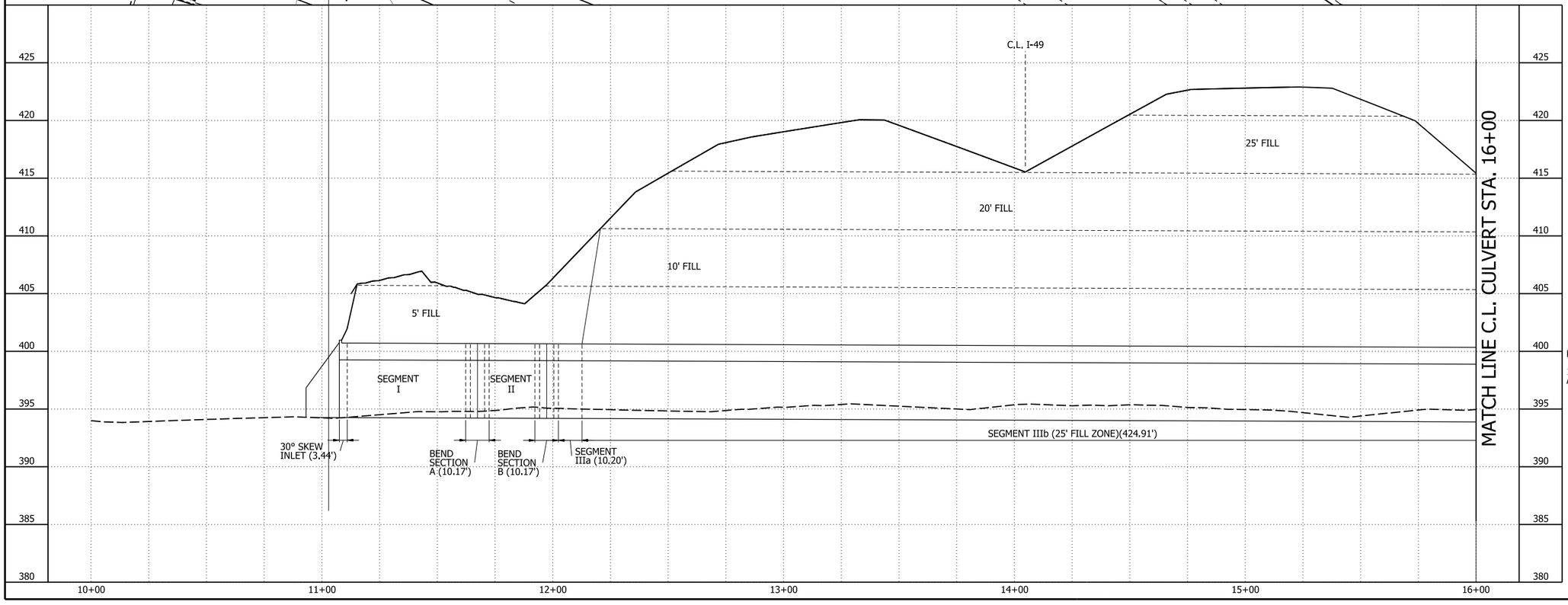
S72°34'38"E
456.62'

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:

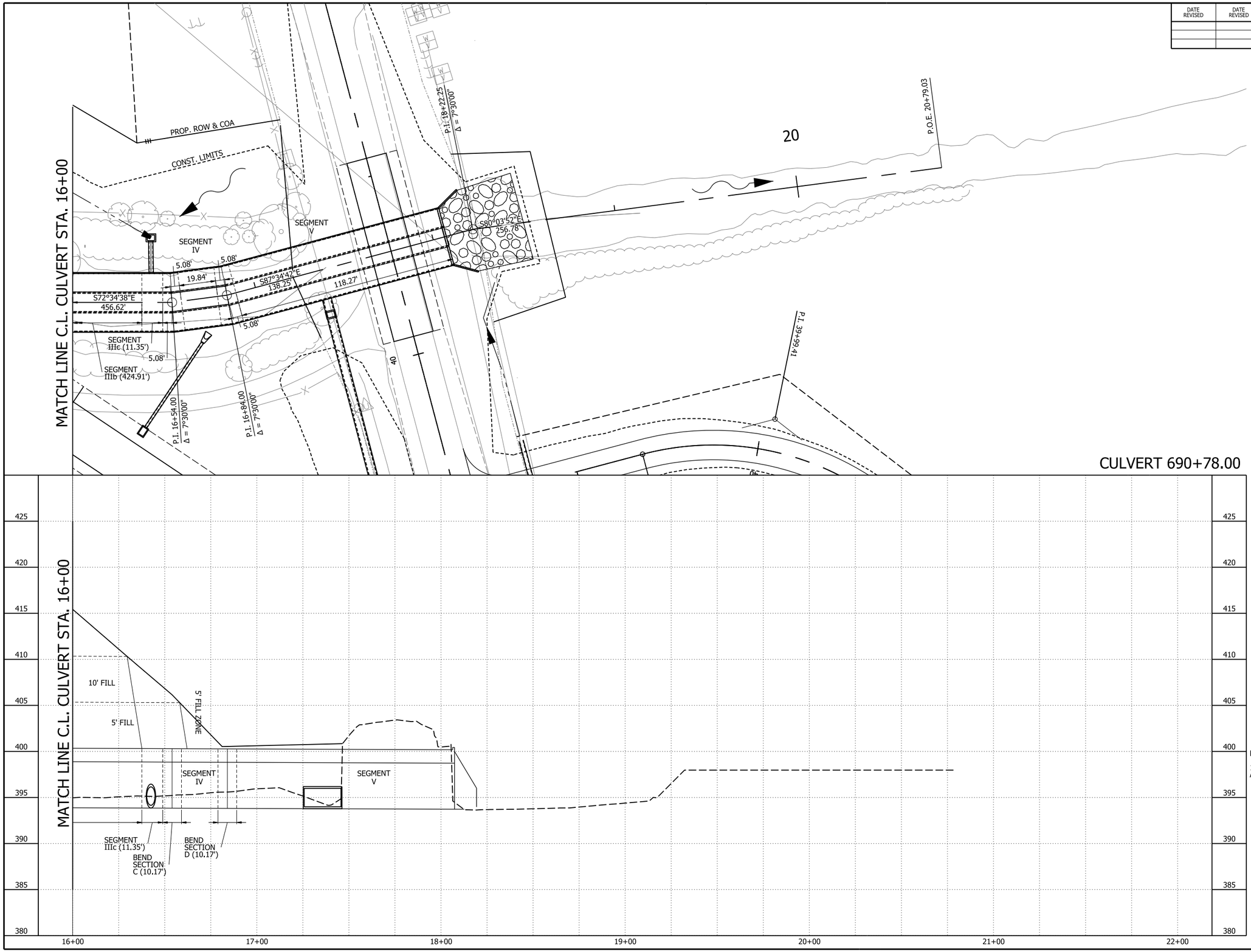
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

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

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| 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

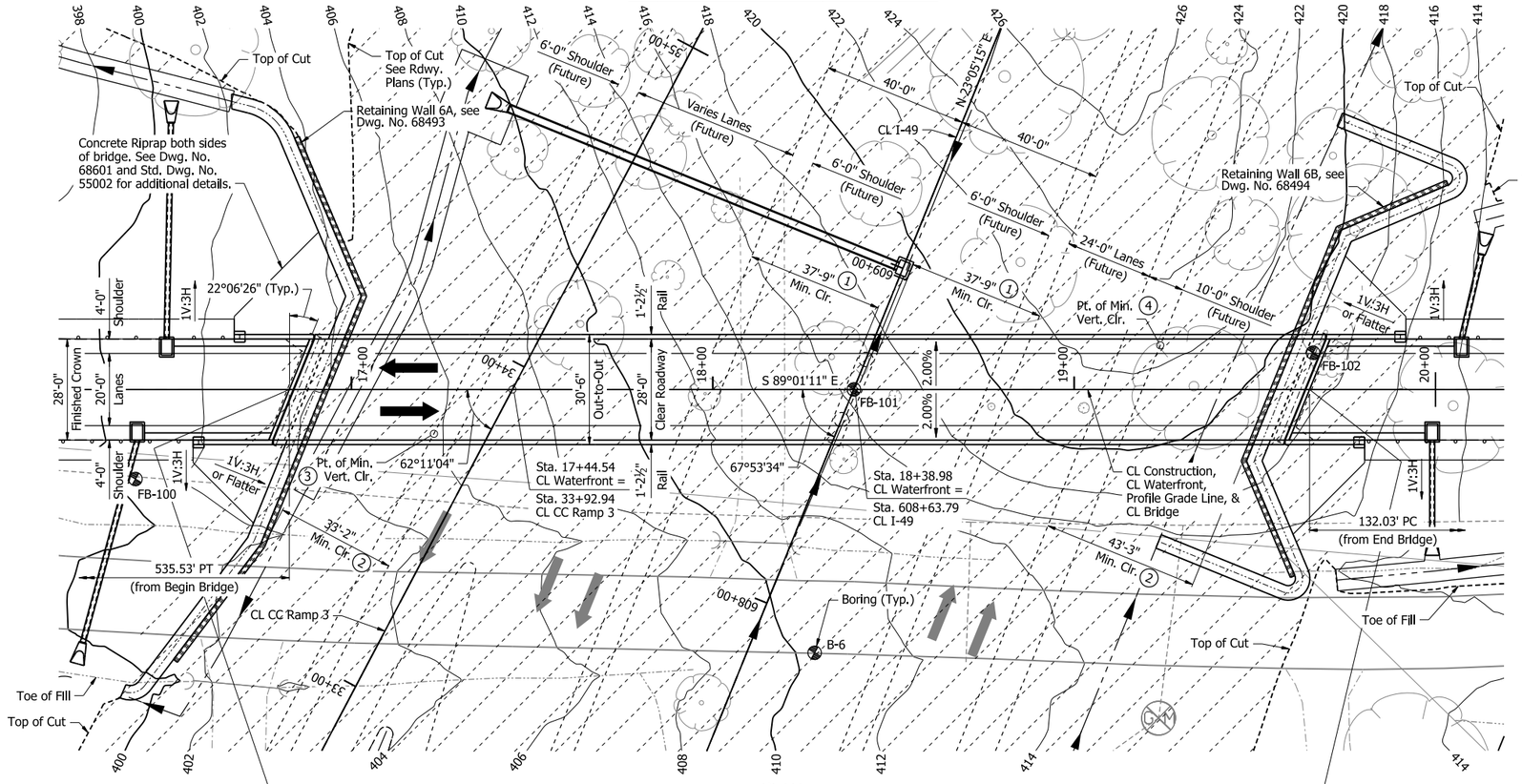
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: BTJ DATE: 10/4/24
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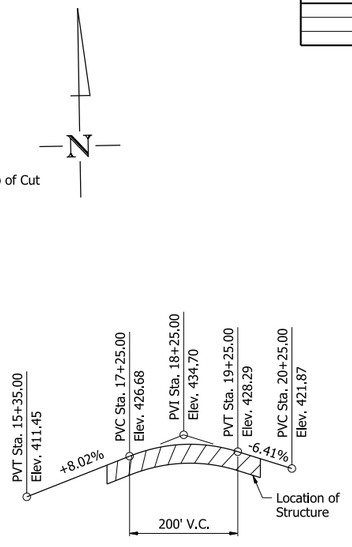
BRIDGE NO. 07691, A7692, B7692, A7693, B7693, & 07694 DRAWING NO. 68476

| 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.

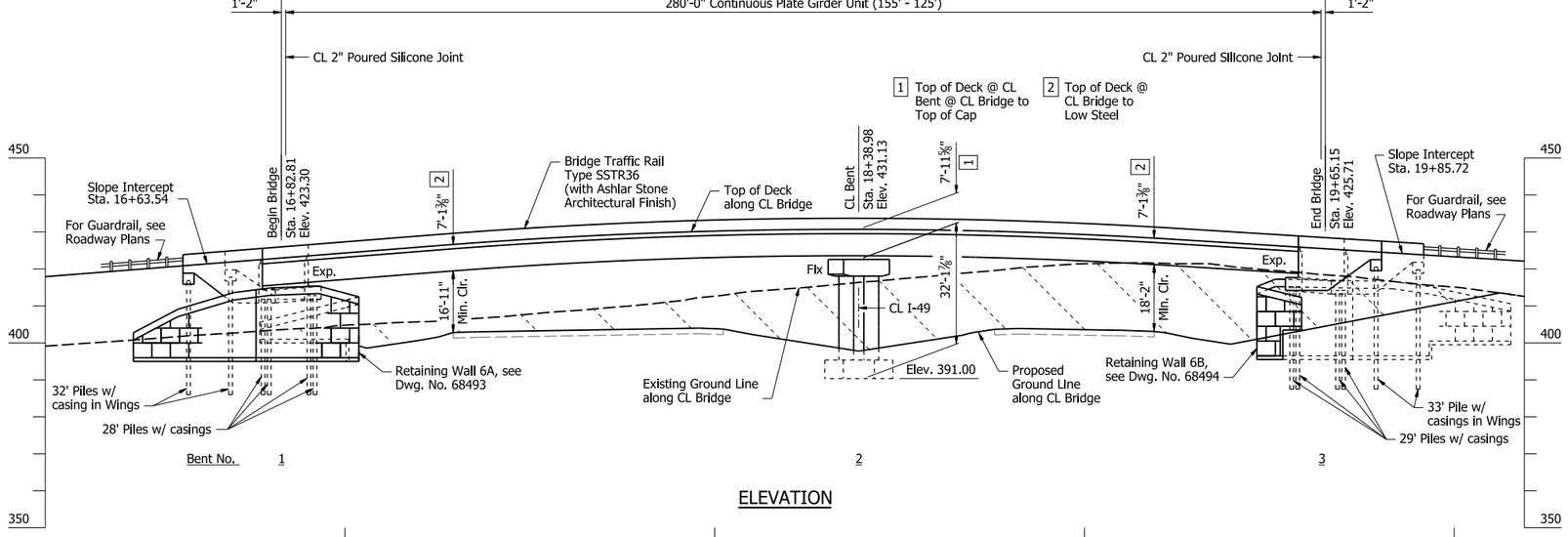
| DETAIL DRAWINGS: | DRAWING NO(S). |
|---|---|
| End Bents | 68479-68483 |
| Intermediate Bent No. 2 | 68484 & 68485 |
| Elastomeric Bearings | 68599 & 68600 |
| 280' Continuous Plate Girder Unit | 68486-68492 |
| Retaining Walls | 68493-68496 |
| General Notes for Steel Bridge Structures | 68476 & 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

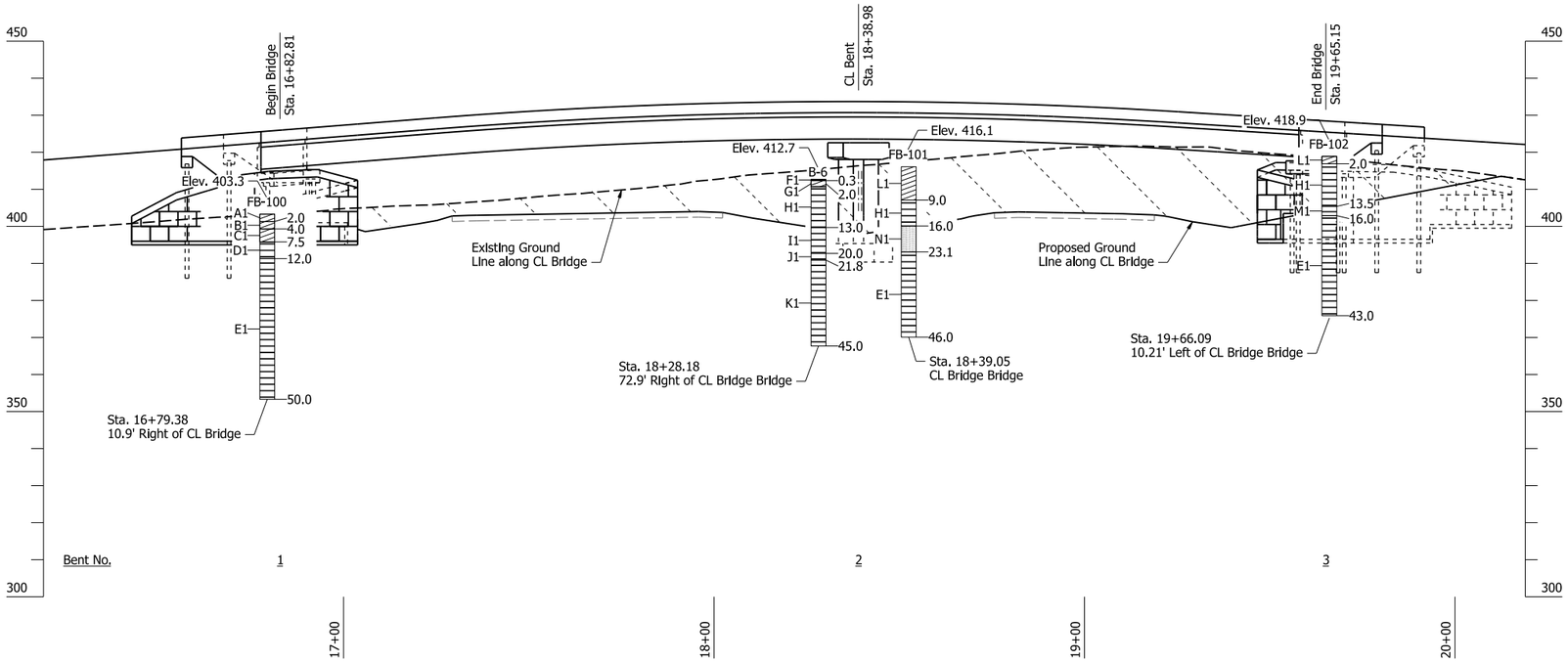
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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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

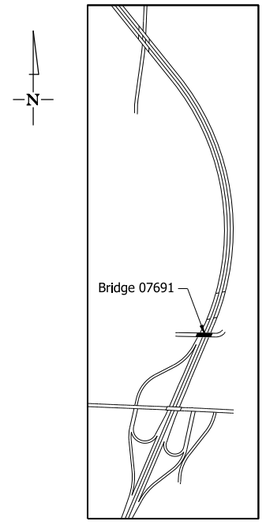
| | |
|---|---|
| 0.5-1.5 | N=13 |
| 2.5-3.5 | N=32 |
| 4.5-5.5 | N=50/11" |
| 6.5-7.5 | N=46 |
| 9.0-10.0 | N=44 |
| 14.0-15.0 | N=50/3" |

## 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

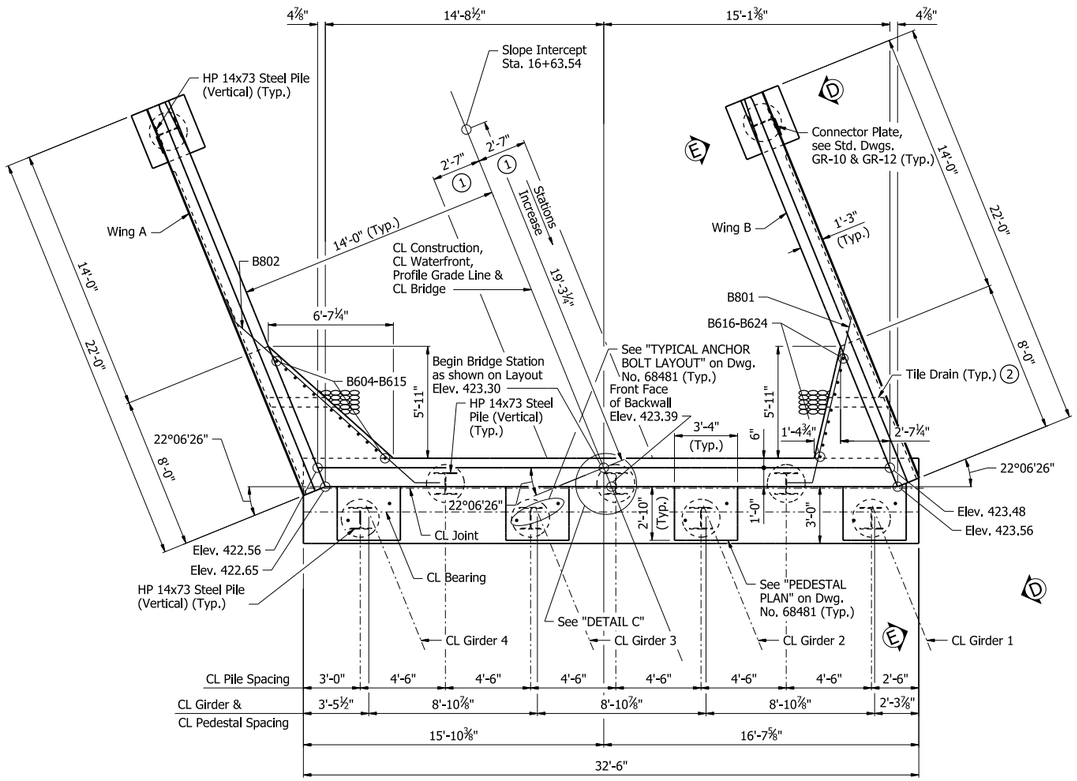
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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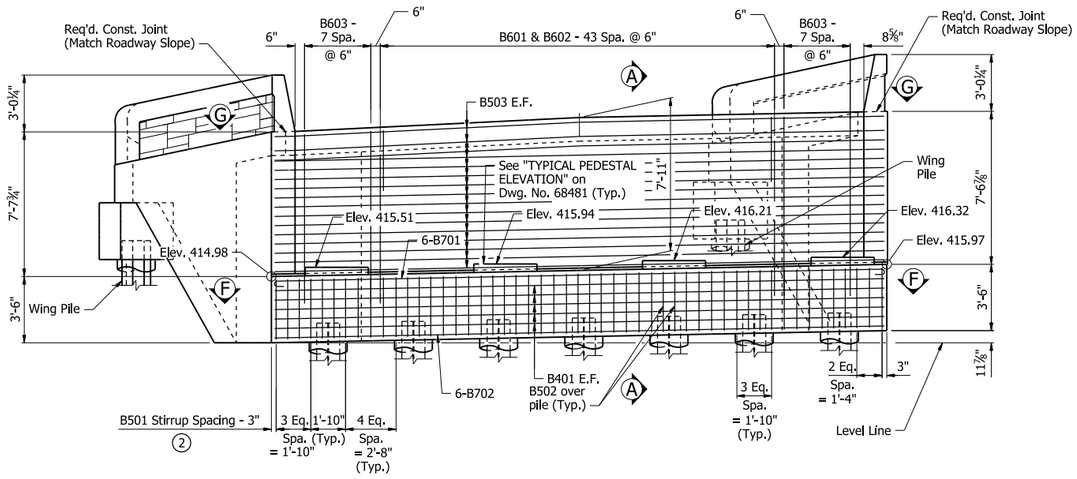
BRIDGE NO. 07691 DRAWING NO. 68478

PRINT DATE: 4/22/2026

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 368 | 742 |
| | | 07691 - END BENTS - 68479 | | | | |



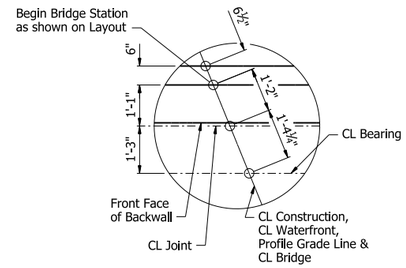

PLAN - BENT NO. 1




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

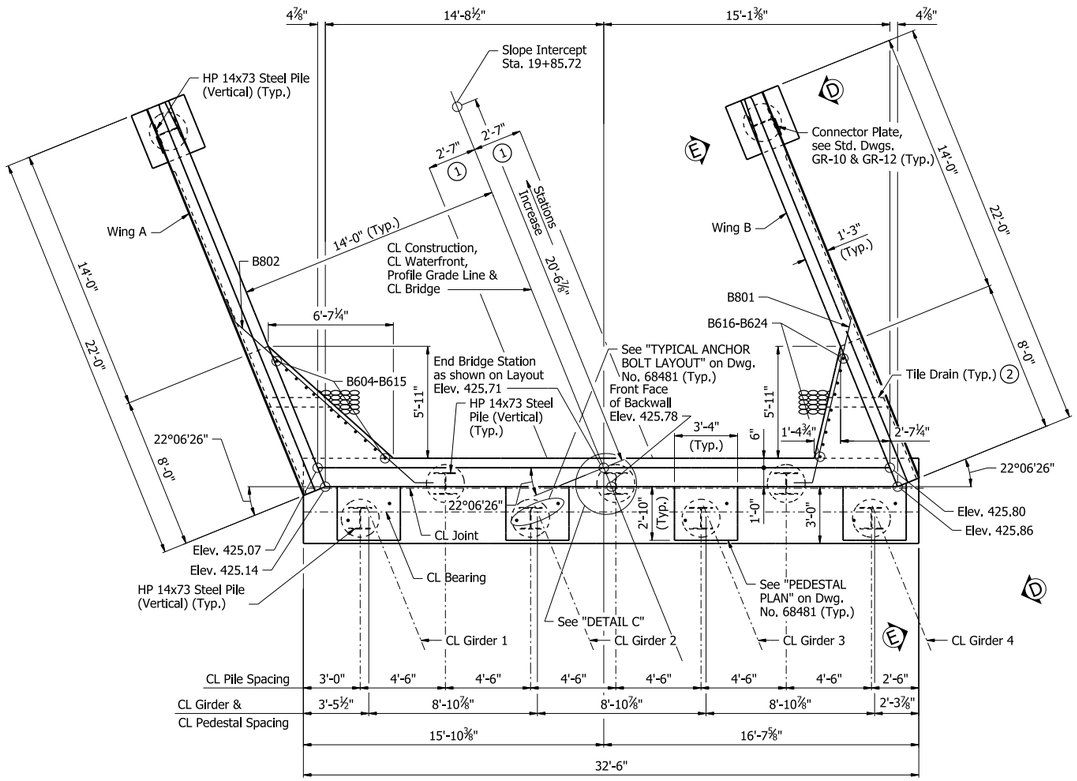
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

| | | | | | |
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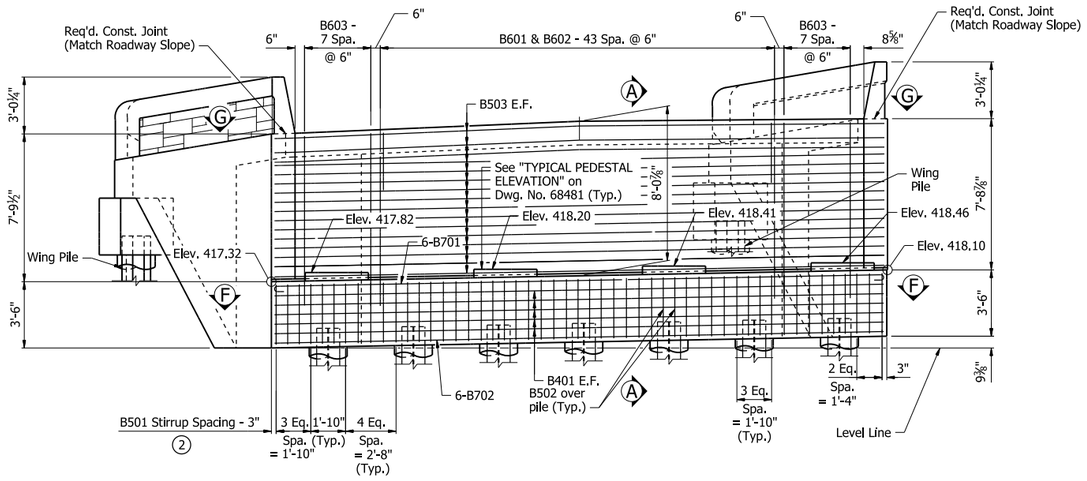
BRIDGE NO. 07691 DRAWING NO. 68479

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 | | | | |



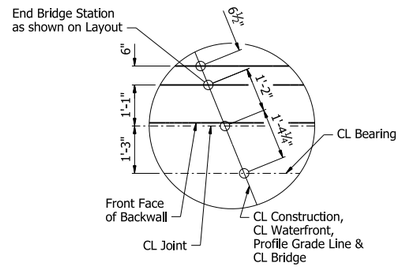

PLAN - BENT NO. 3




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
LICENSED PROFESSIONAL ENGINEER
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No. 17233
QING LIU
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

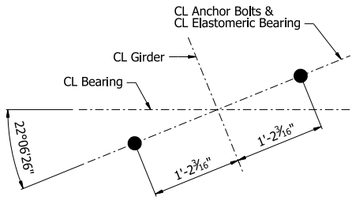
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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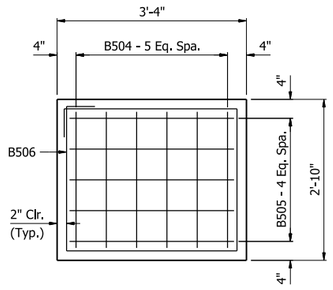
BRIDGE NO. 07691 DRAWING NO. 68480

PRINT DATE: 4/8/2026

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| | | 07691 - END BENTS - 68481 | | | | |

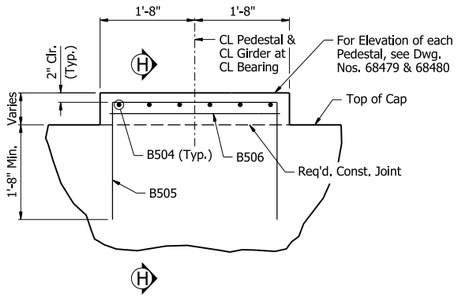



## TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"

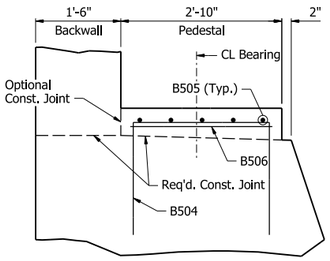



## TYPICAL PEDESTAL PLAN
¾" = 1'-0"

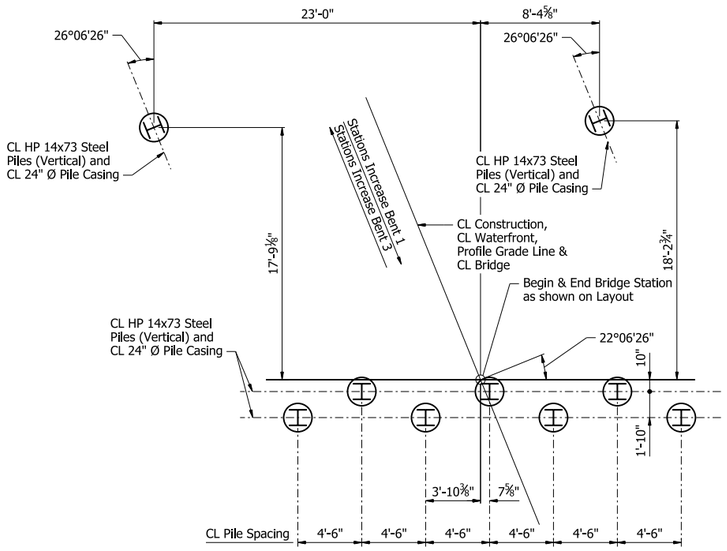
Note:
Contractor shall adjust B504 & B505 bar spacing to accommodate anchor bolts and sheet metal sleeves.



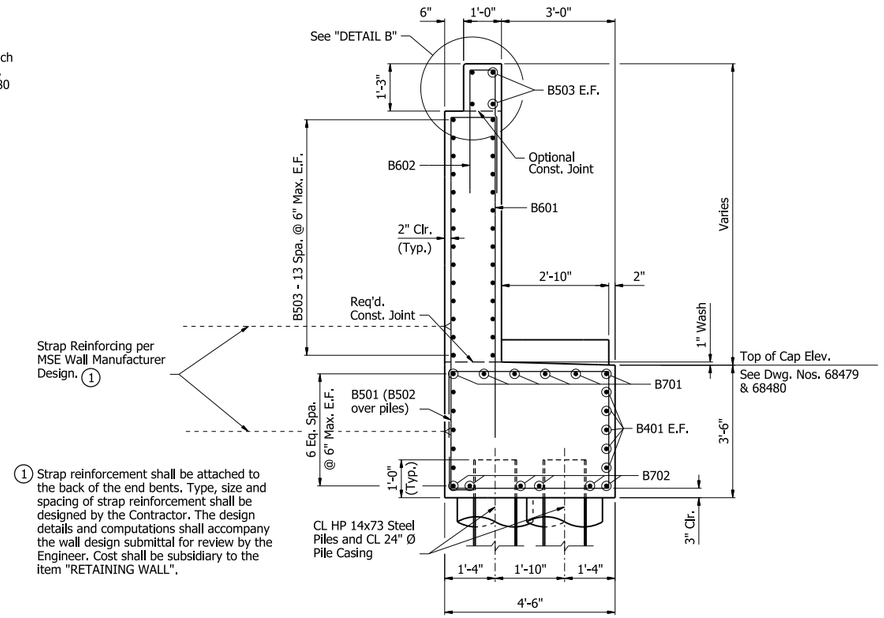

## TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"




## SECTION H-H
¾" = 1'-0"



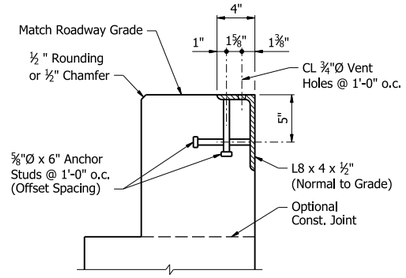

## LAYOUT OF PILES
No Scale




## 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

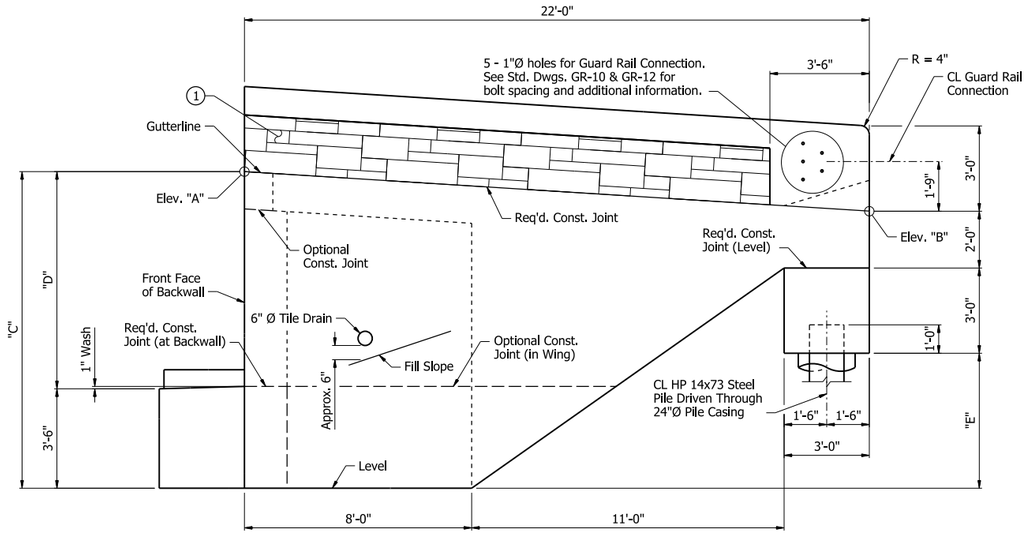
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 7/16/24
CHECKED BY: CPS DATE: 8/14/24
DESIGNED BY: CPS DATE: 6/11/24
FILENAME: b040904x6_b13.dgn
SCALE: AS NOTED

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 |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 371 | 742 |
| | | 07691 - END BENTS - 68482 | | | | |

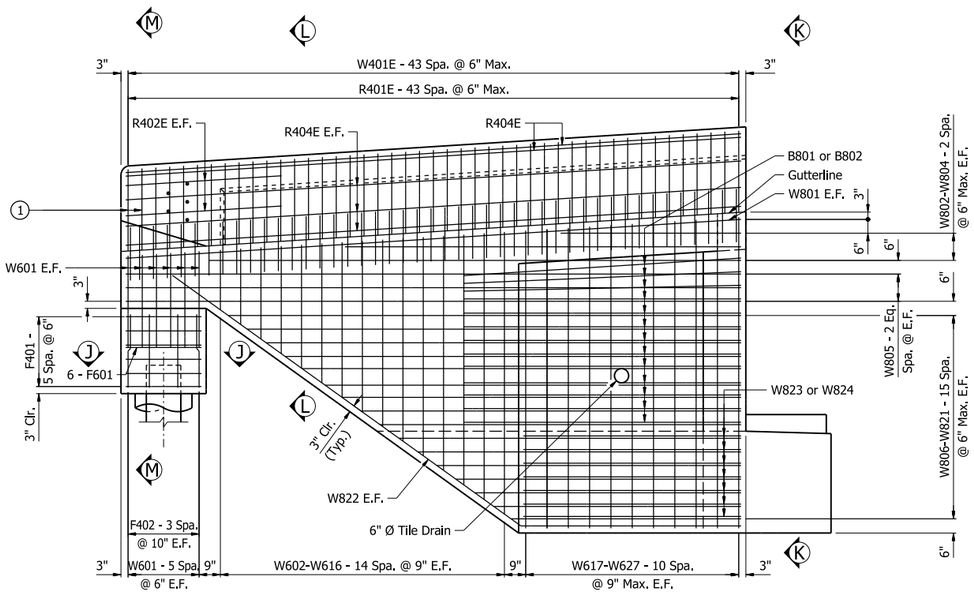



VIEW D-D

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"

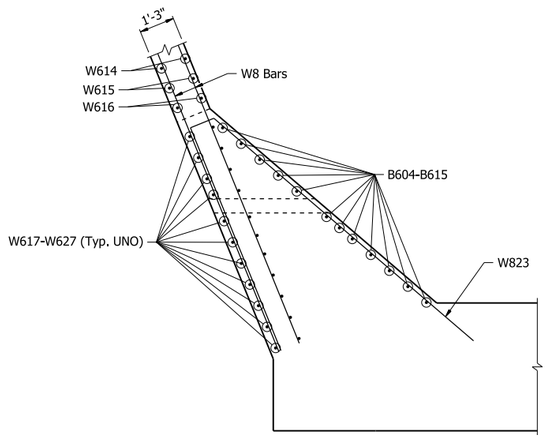
(Wing B shown; Wing A similar)

## TABLE OF VARIABLES

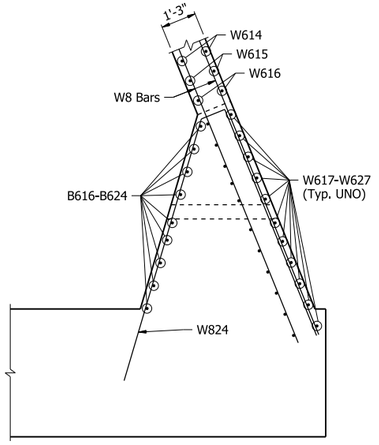
| Bent No. | Wing | Elev. "A" | Elev. "B" | "C" | "D" | "E" |
|---|---|---|---|---|---|---|
| 1 | A | 422.63 | 420.87 | 11'-1¾" | 7'-7¾" | 4'-4⅝" |
| 1 | B | 423.54 | 421.78 | 11'-0⅞" | 7'-6⅞" | 4'-3¾" |
| 3 | A | 425.11 | 423.70 | 11'-3½" | 7'-9½" | 4'-10½" |
| 3 | B | 425.84 | 424.43 | 11'-2⅞" | 7'-8⅞" | 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.



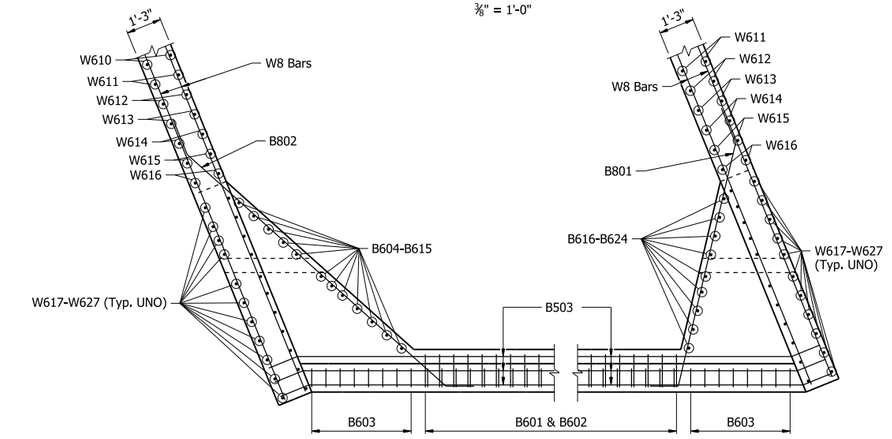

WING A




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

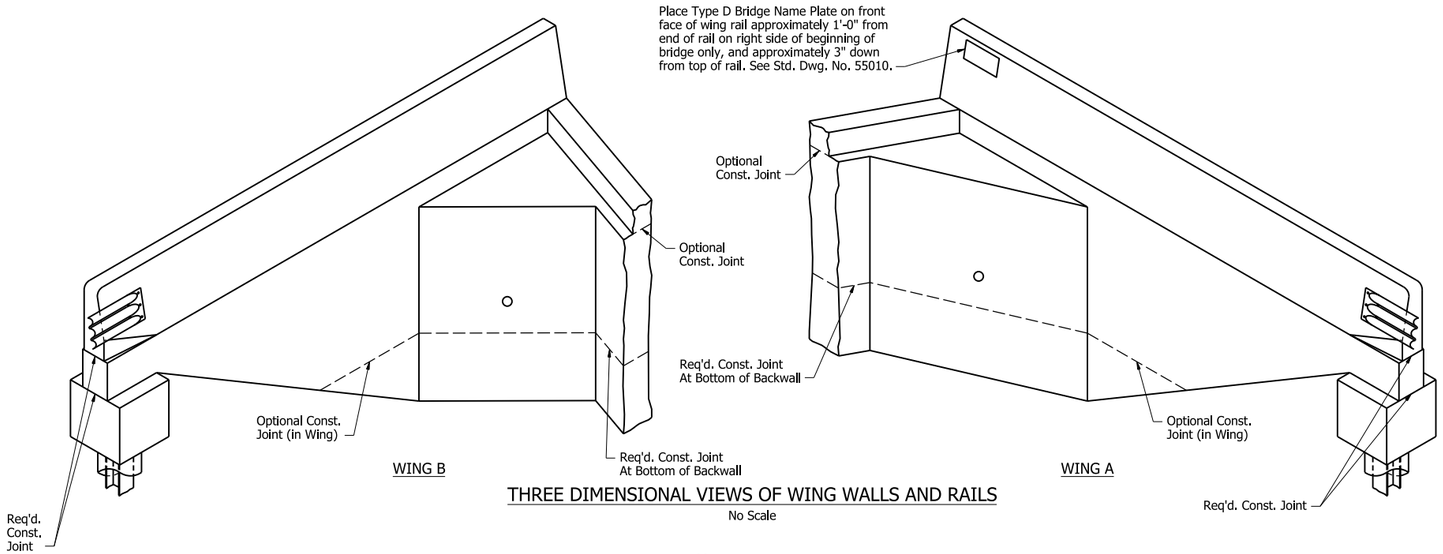
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 8/5/24
CHECKED BY: CPS DATE: 8/15/24
DESIGNED BY: CPS DATE: 6/11/24
FILENAME: b040904x6_b14.dgn
SCALE: AS NOTED

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 | | | | |

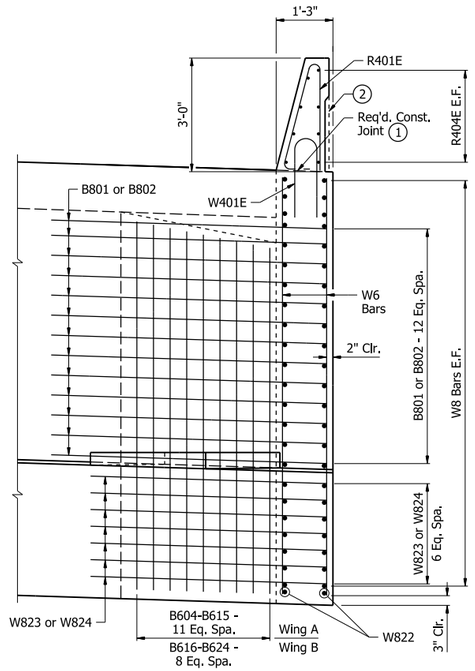



## THREE DIMENSIONAL VIEWS OF WING WALLS AND RAILS

No Scale

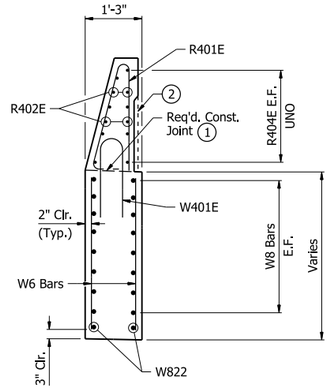
(1) Match roadway slope at Wing A and Wing B.

(2) "Ashlar Stone" Form Liner. For limits of form liner on rail, see Dwg. No. 68492.



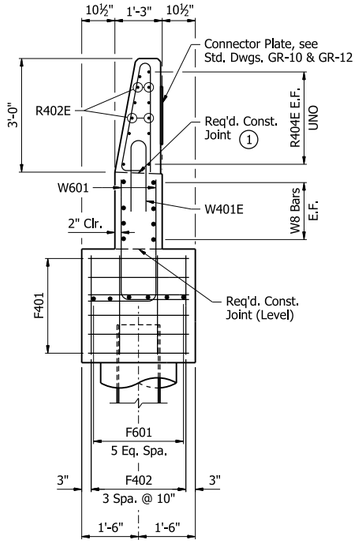

VIEW K-K

½" = 1'-0"



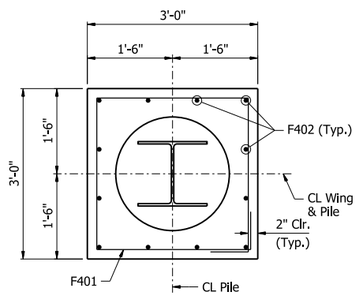

SECTION L-L

½" = 1'-0"




SECTION M-M

½" = 1'-0"



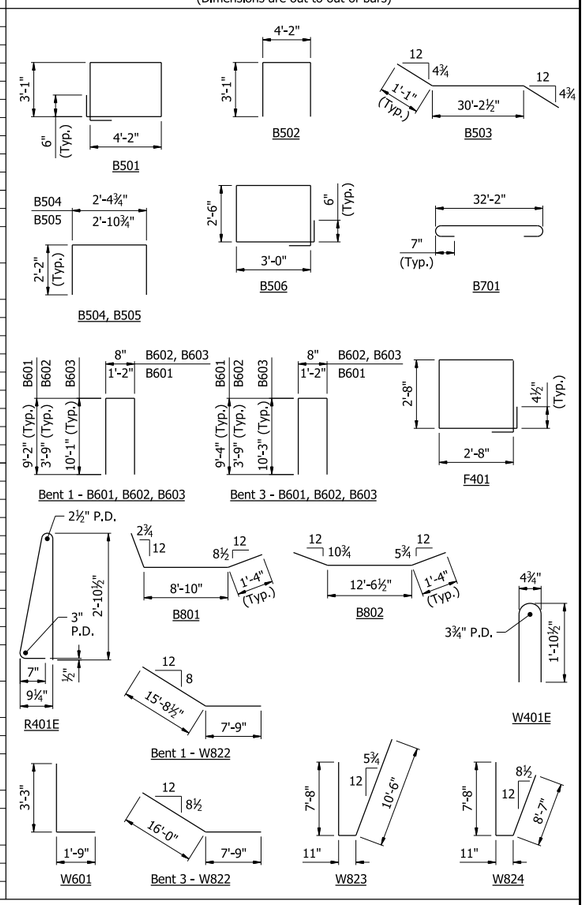

SECTION J-J

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

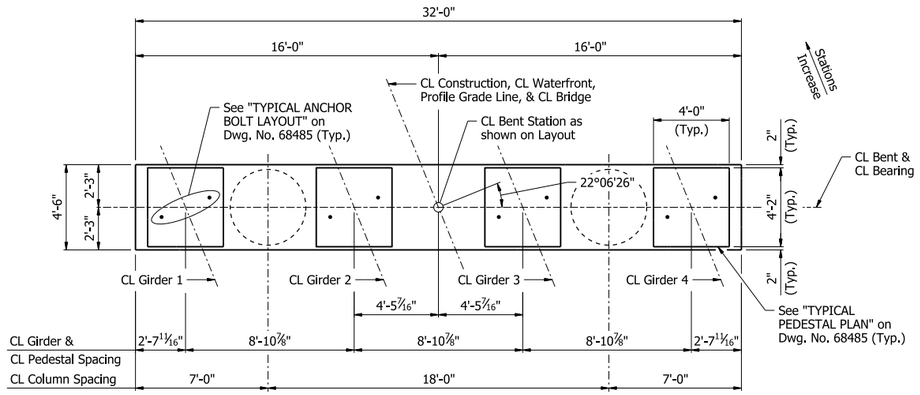
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 8/7/24
CHECKED BY: CPS DATE: 8/20/24
DESIGNED BY: CPS DATE: 6/11/24
FILENAME: b040904x6_b15.dgn
SCALE: AS NOTED

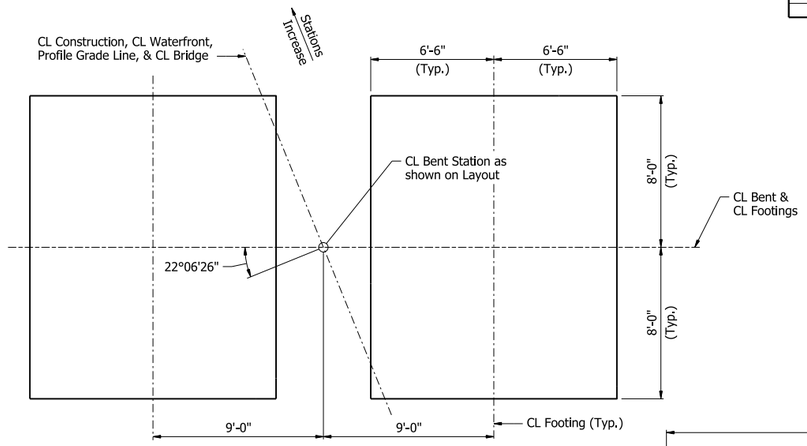
BRIDGE NO. 07691 DRAWING NO. 68483

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 | | | | |



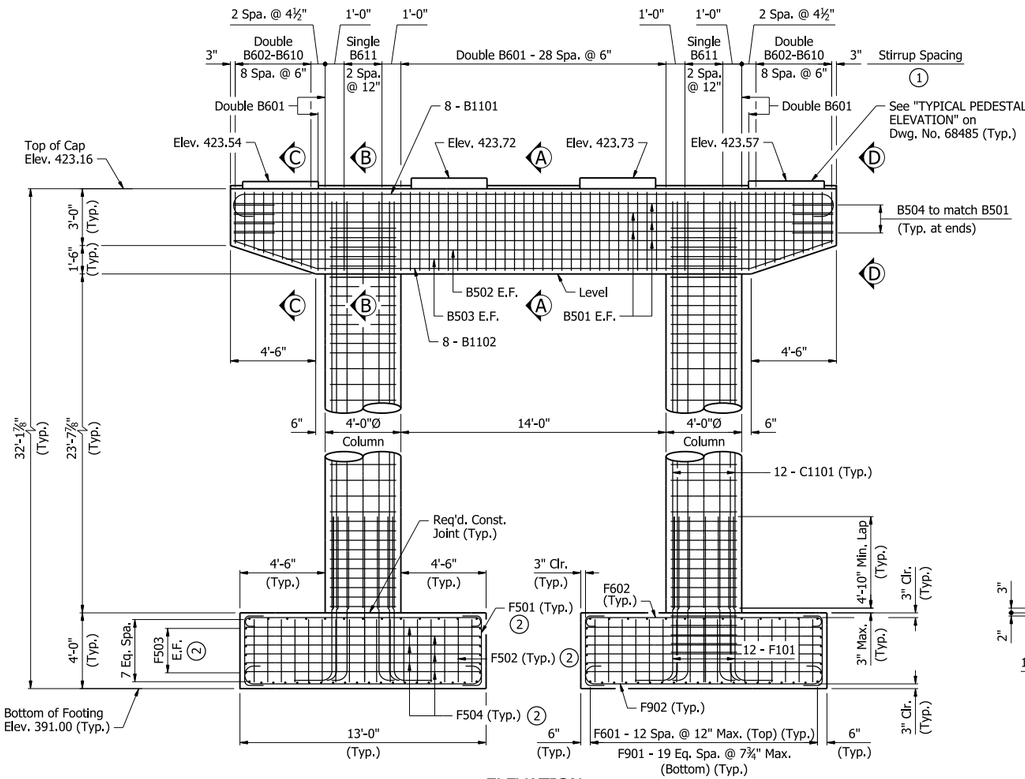

PLAN
¼" = 1'-0"




LAYOUT OF FOOTINGS
¼" = 1'-0"

Notes:
For "GENERAL NOTES", see Dwg. No. 68476.

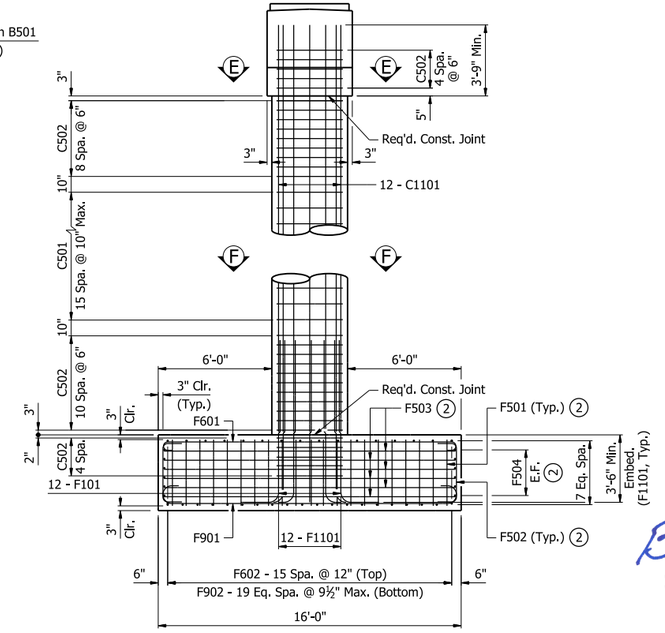
For "SECTION A-A" thru "SECTION C-C", "VIEW D-D", & "SECTION E-E", & "SECTION F-F", see Dwg. No. 68485.




ELEVATION
¼" = 1'-0"
Looking Upstation

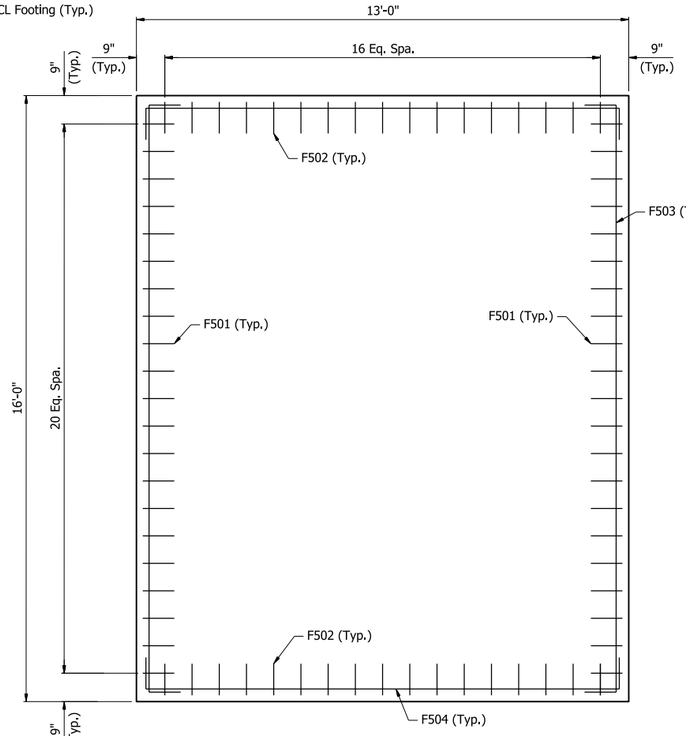
(1) Contractor shall adjust B601 to B610 bar spacing to accommodate anchor bolts or sheet metal sleeves. B601 to B610 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

(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.

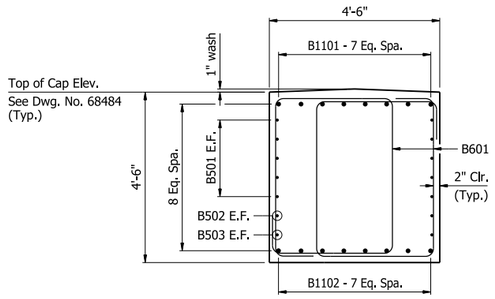
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 19996
BRENT T. JONES
Brent T. Jones
5/4/26
BRIDGE ENGINEER

| | | | |
|---|---|---|---|
| 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

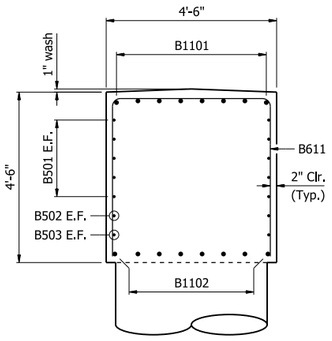
PRINT DATE: 4/10/2026

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 374 | 742 |
| | | 07691 - INT. BENT - 68485 | | | | |




SECTION A-A

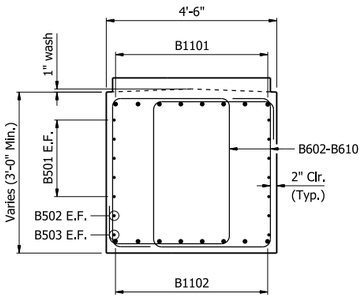
½" = 1'-0"




SECTION B-B

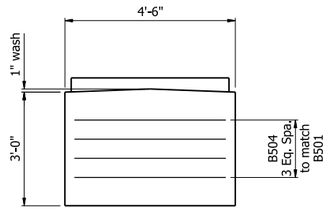
½" = 1'-0"
(Column reinforcing not shown for clarity)

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)

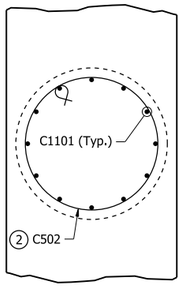



VIEW D-D

½" = 1'-0"

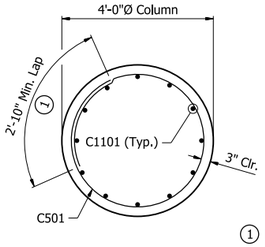
Notes:
For locations of "SECTION A-A" thru "SECTION C-C", "VIEW D-D", "SECTION E-E", & "SECTION F-F", see Dwg. No. 68484.

For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 68599 & 68600.




SECTION E-E

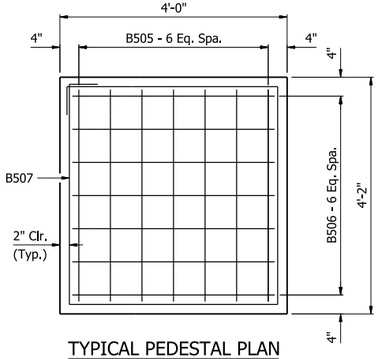
½" = 1'-0"
(Cap reinforcing not shown for clarity)




SECTION F-F

½" = 1'-0"

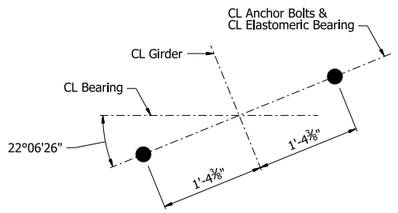
1. Location of lap splices in C501 ties shall be alternated 180° at adjacent ties.
2. Location of end hooks in C502 ties shall be alternated 180° at adjacent ties.




TYPICAL PEDESTAL PLAN

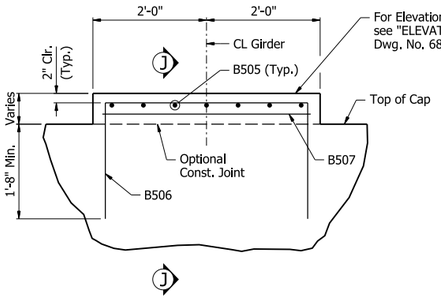
¾" = 1'-0"

Note:
Contractor shall adjust B505 & B506 bar spacing to accommodate anchor bolts and sheet metal sleeves.



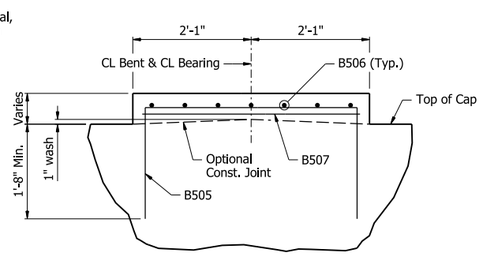

TYPICAL ANCHOR BOLT LAYOUT

1" = 1'-0"




TYPICAL PEDESTAL ELEVATION

¾" = 1'-0"



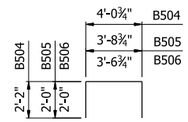

SECTION J-J

¾" = 1'-0"

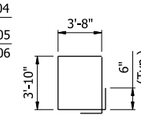
## BAR LIST

| 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" |

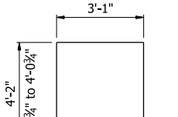
Bending Diagrams
(Dimensions are out to out of bars)



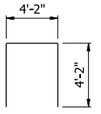

B504, B505, B506



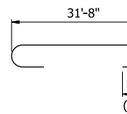

B507



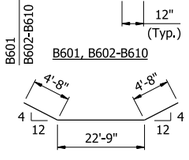

B601, B602-B610



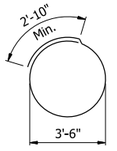

B611



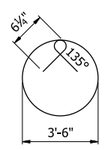

B1101



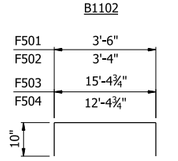

B1102



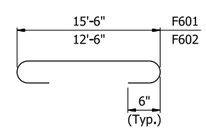

C501



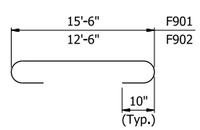

C502



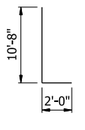

F501, F502, F503, F504




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

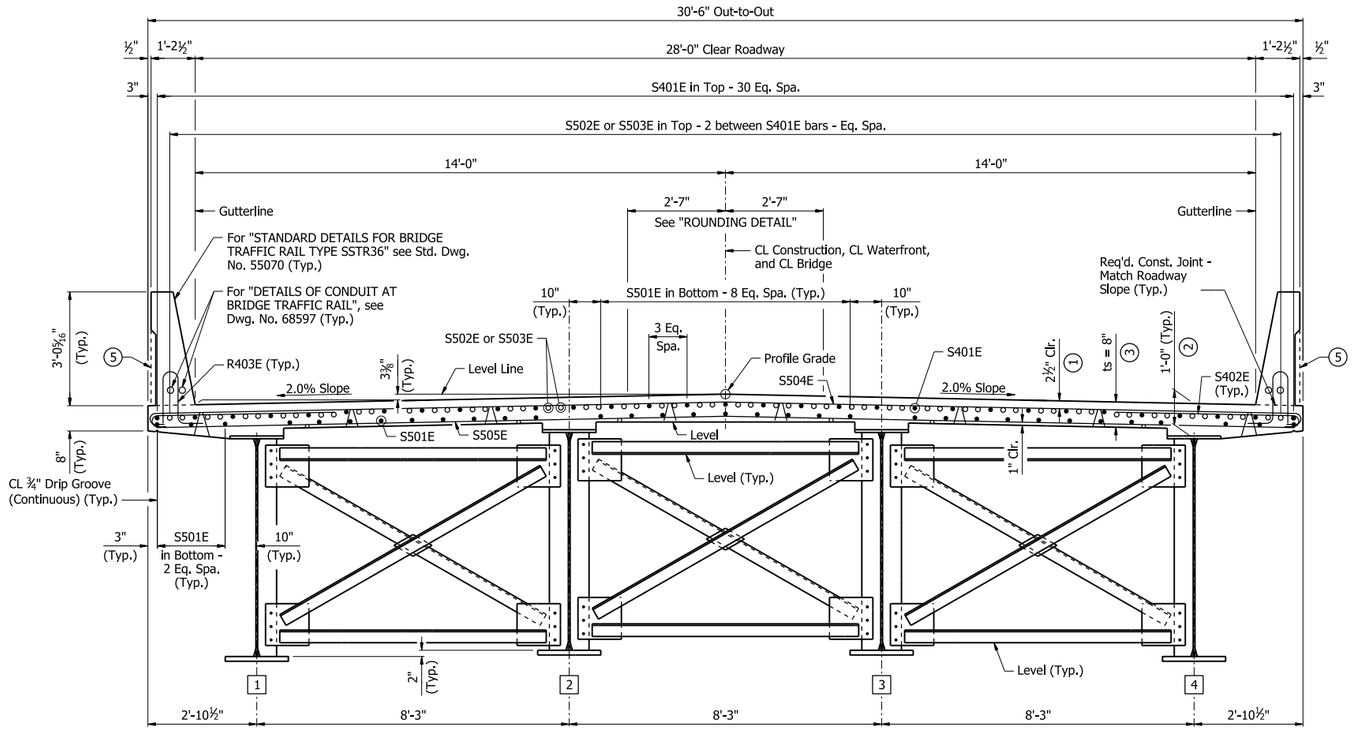
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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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

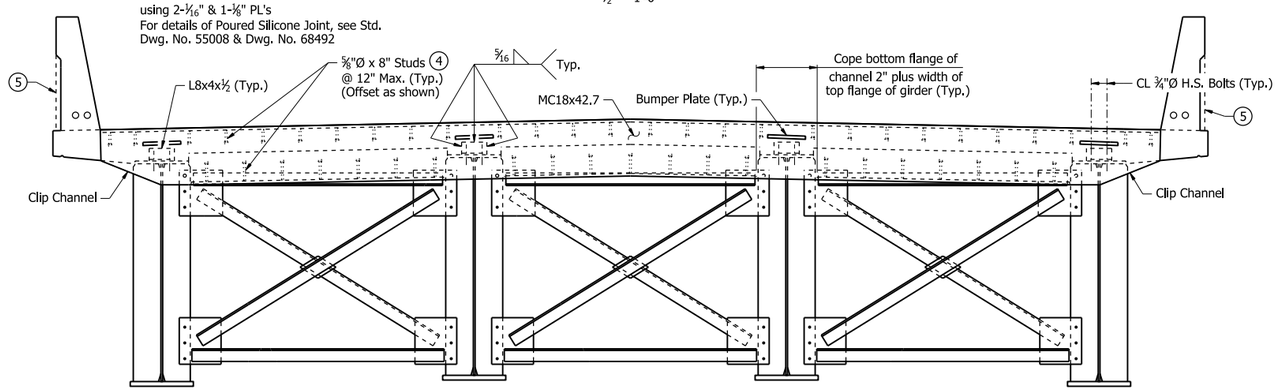
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 375 | 742 |
| | | 07691 - 280'-0" UNIT - 68486 | | | | |




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

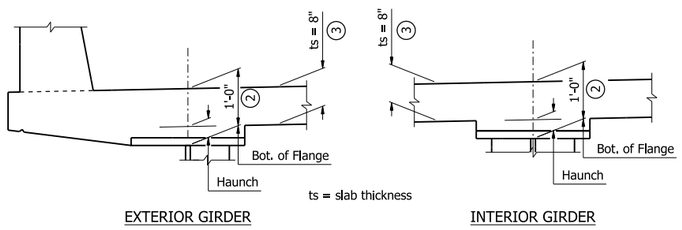
## TYPICAL ROADWAY SECTION

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.

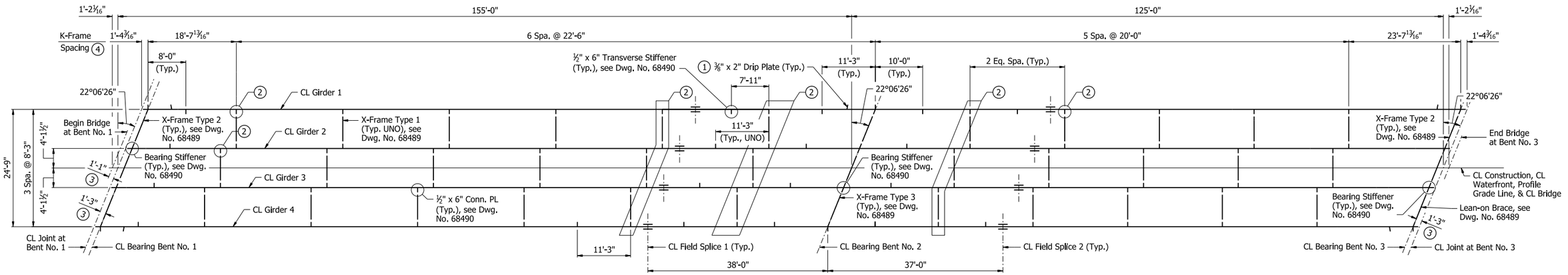
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CHECKED BY: RLW DATE: 7/15/24
DESIGNED BY: SCB DATE: 2/6/24
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SCALE: AS NOTED

BRIDGE NO. 07691 DRAWING NO. 68486

PRINT DATE: 4/9/2026

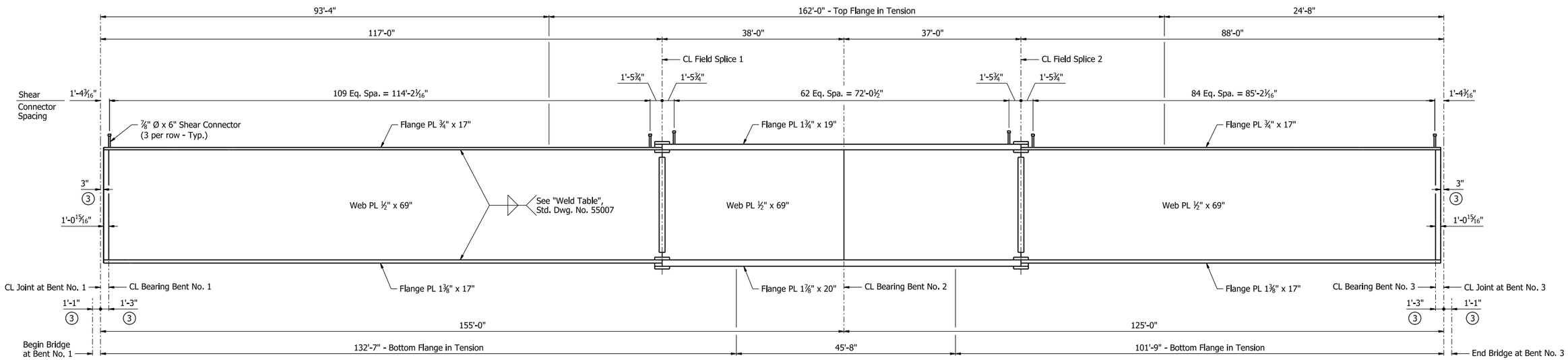
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 376 | 742 |
| | | 07691 - 280'-0" UNIT - 68487 | | | | |

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.

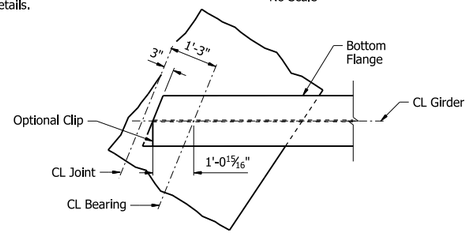
(2) Connection Plates acting as transverse stiffeners.

(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.

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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 |
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| | | 07691 - 280'-0" UNIT - 68488 | | | | |

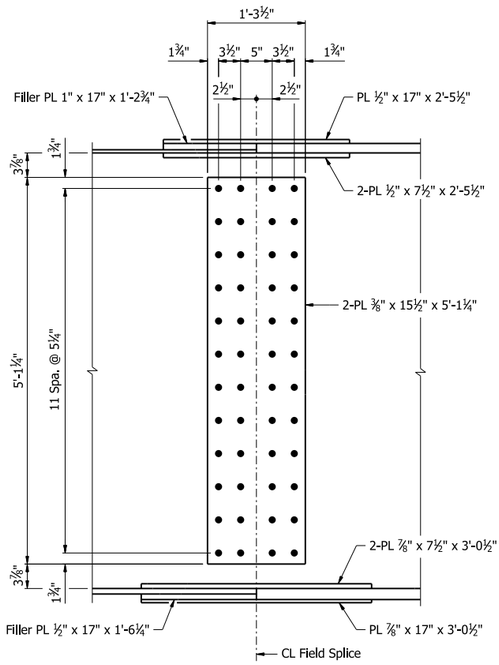
Notes:
For location of field splices, see Dwg. Nos. 68487.

All field splice bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

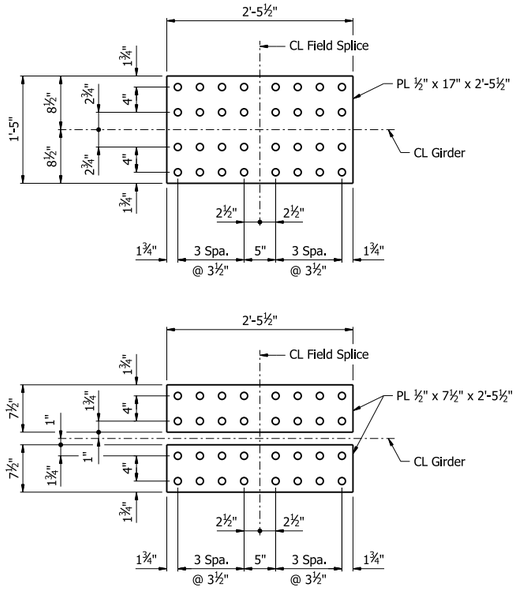
All holes for splice bolts shall be 1⅛"Ø.

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.



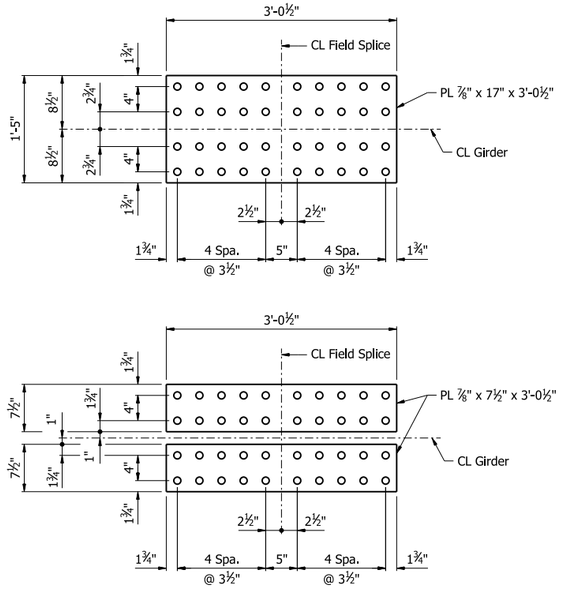

WEB SPLICE







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

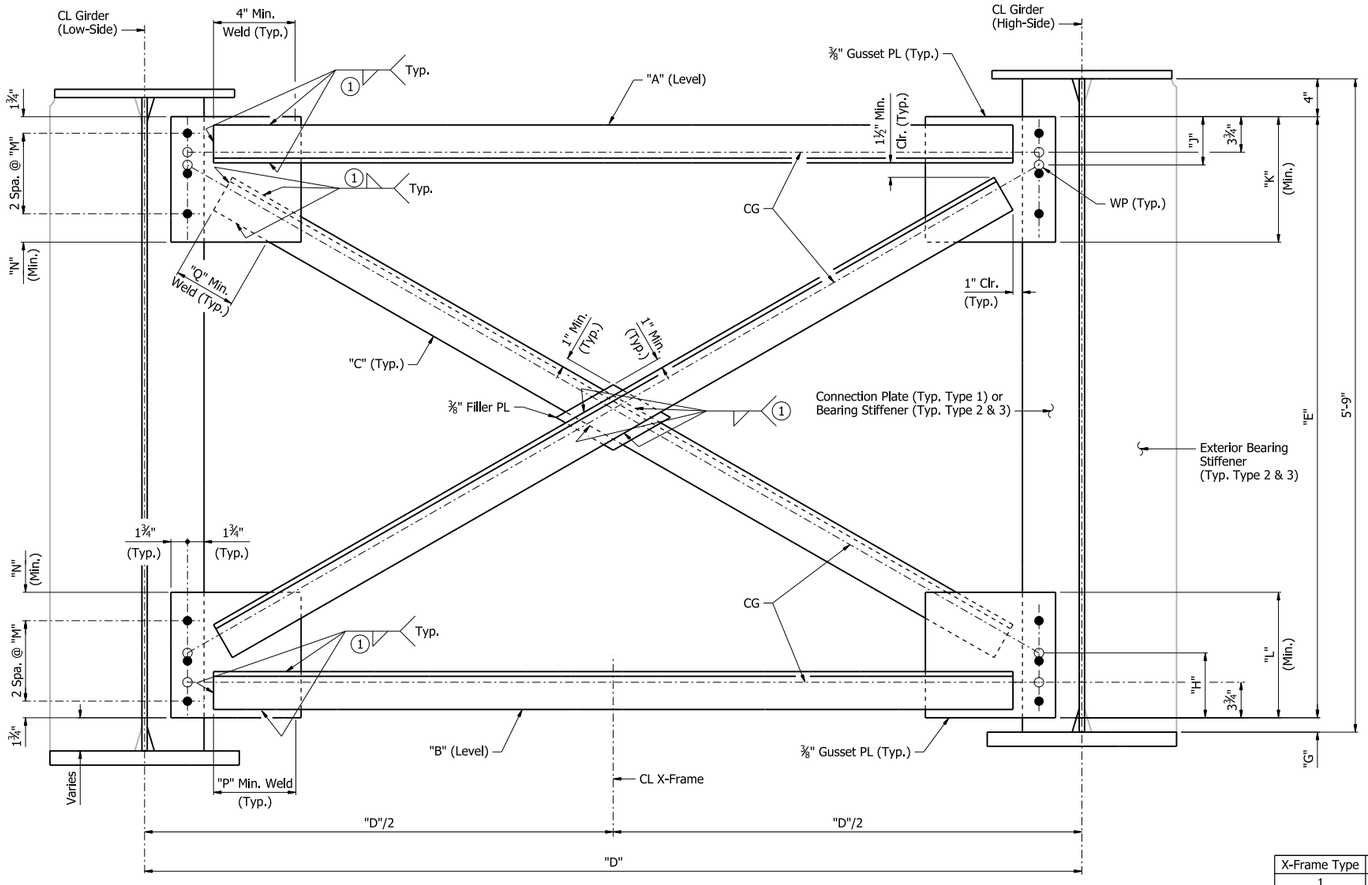
ROUTE 549 SEC. 6

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

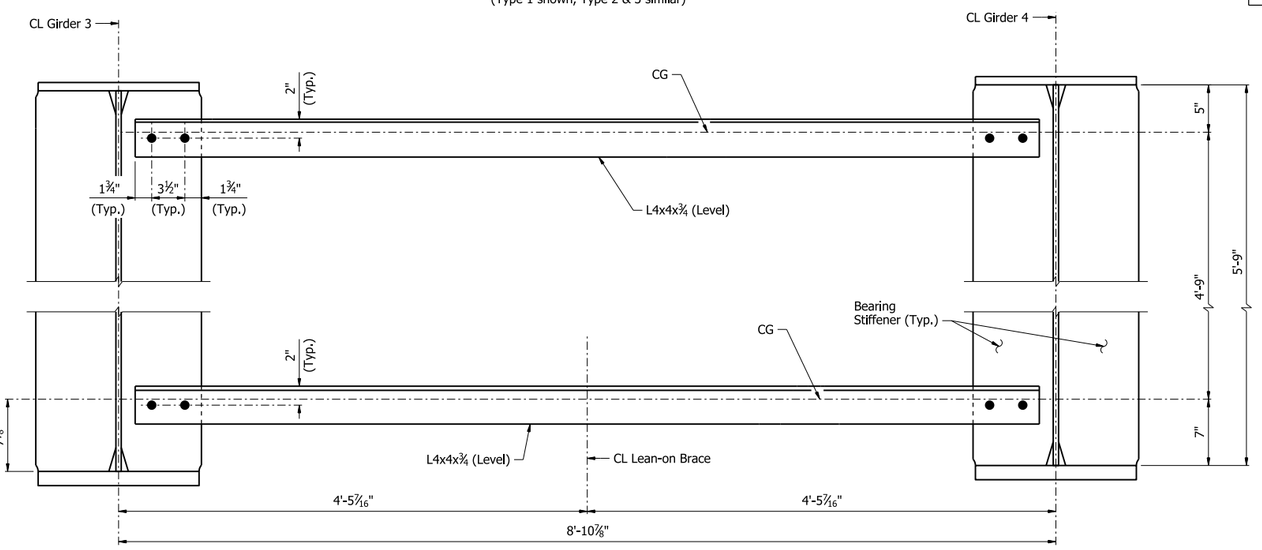
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DESIGNED BY: SCB DATE: 2/6/24
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BRIDGE NO. 07691 DRAWING NO. 68488

| 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

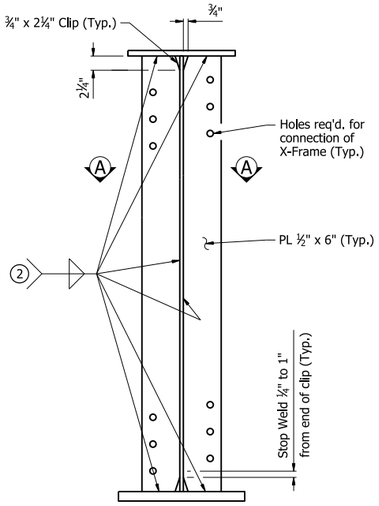
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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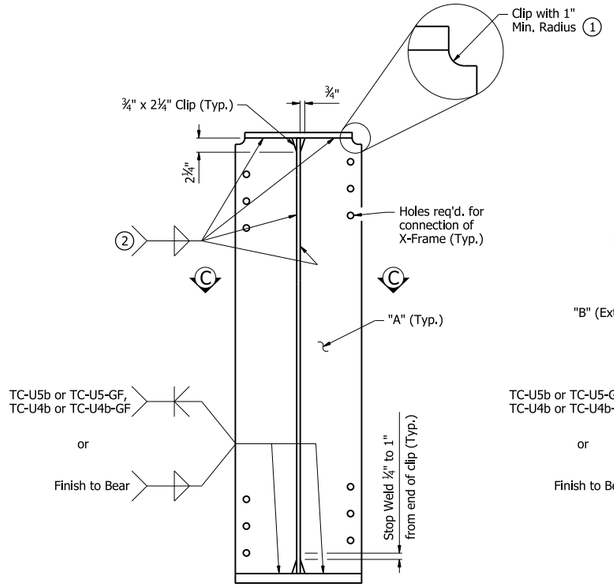
BRIDGE NO. 07691
DRAWING NO. 68489

PRINT DATE: 4/3/2026

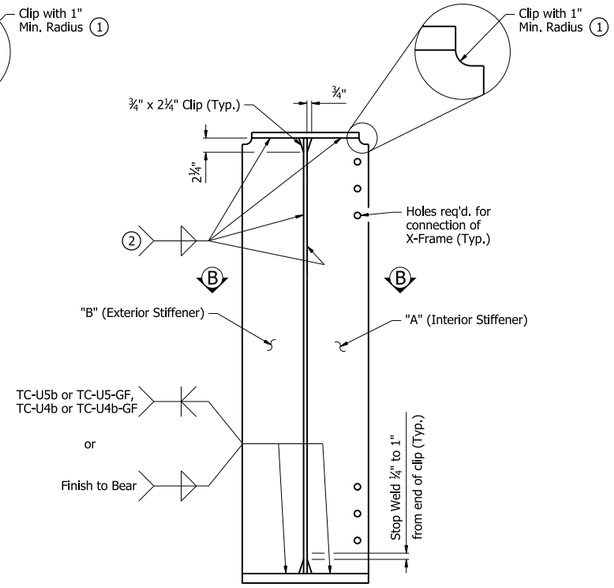
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 379 | 742 |
| | | 07691 - 280'-0" UNIT - 68490 | | | | |



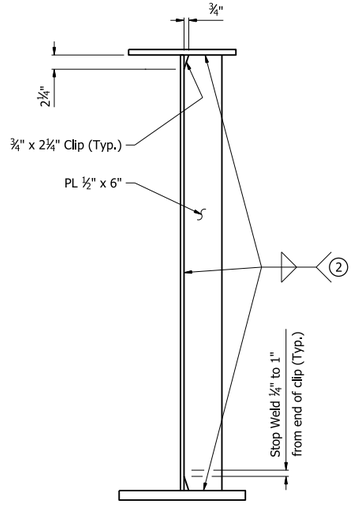

CONNECTION PLATES
(Located at X-Frame Type 1)
1" = 1'-0"




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)."

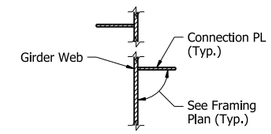
For location of stiffeners and connection plates, see Dwg. No. 68487.

For details of X-Frames and Lean-on Brace, see Dwg. No. 68489.

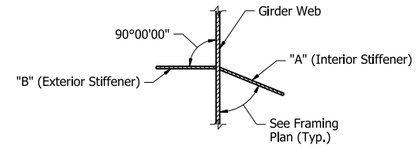
For "Standard Details For Poured Silicone Joints", see Std. Dwg. No 55008.

(1) If permanent steel bridge deck forms are used, the Fabricator shall clip the plates as necessary to accommodate the deck form support.

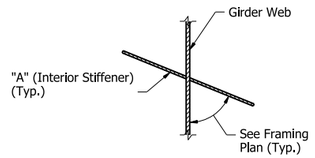
(2) See "WELD TABLE" for minimum weld sizes on Std. Dwg. No. 55007.




SECTION A-A
1" = 1'-0"




SECTION B-B
1" = 1'-0"



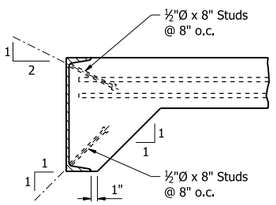

SECTION C-C
1" = 1'-0"

## 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.

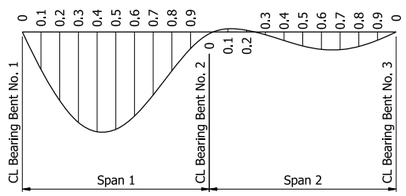



Note:
As an alternate to ⅝"Ø studs, ½"Ø x 8" studs spaced as shown may be used. Use weight of ⅝"Ø stud as basis of measurement of structural steel in anchors.

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" |

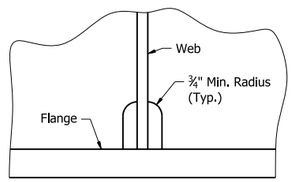



DEAD LOAD DEFLECTION DIAGRAM
No Scale

## 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

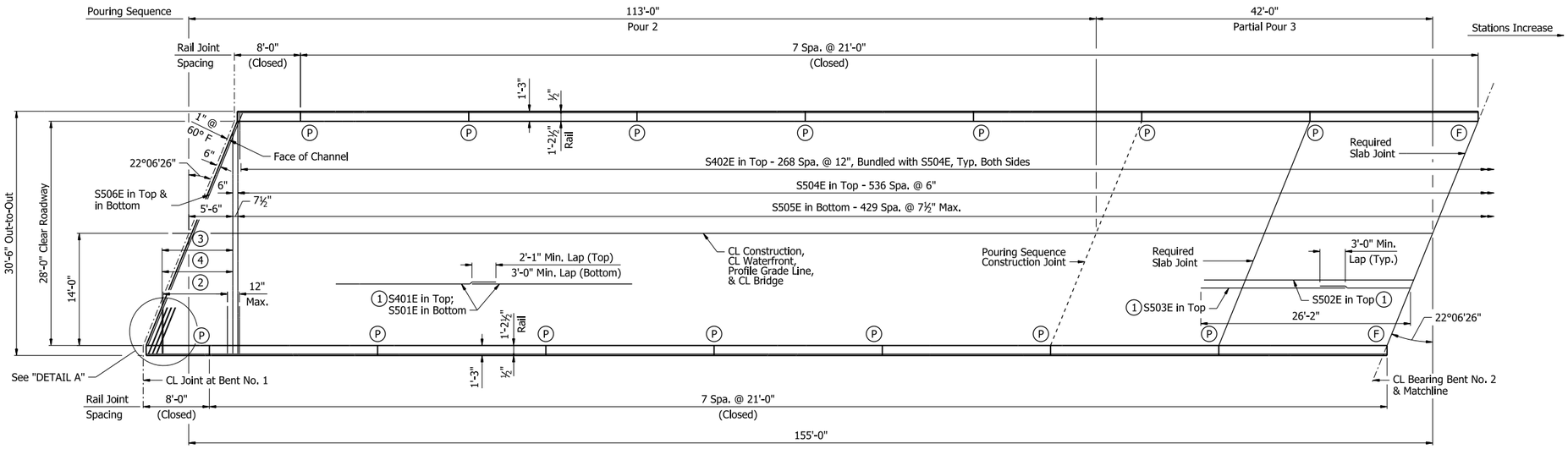
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: SCB DATE: 2/6/24

BRIDGE NO. 07691 DRAWING NO. 68490

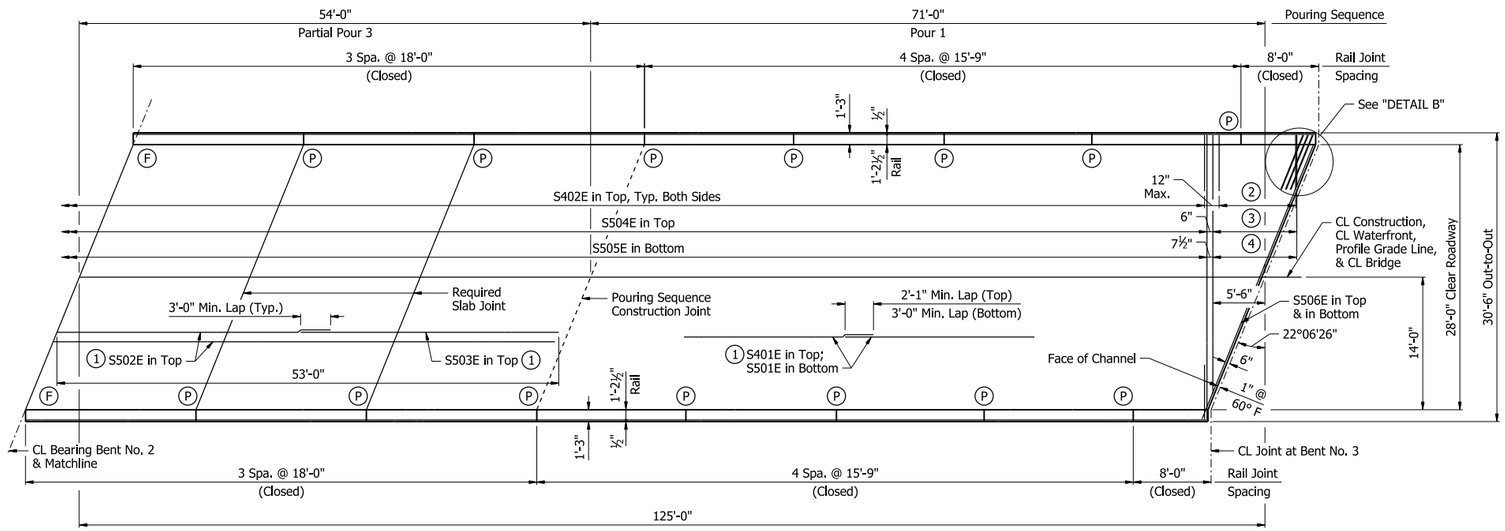
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| | | 07691 - 280'-0" UNIT - 68491 | | | | |



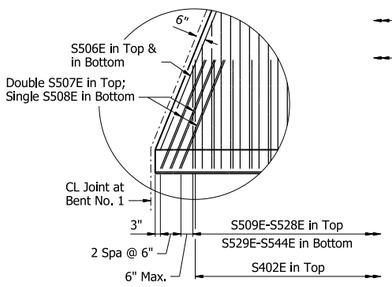

PARTIAL REINFORCING PLAN AND POURING SEQUENCE

⅛" = 1'-0"



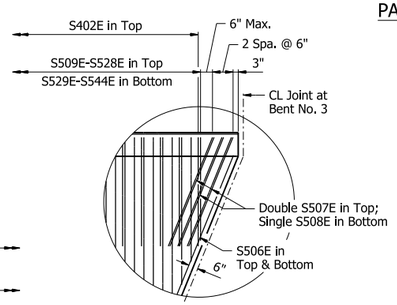

PARTIAL REINFORCING PLAN AND POURING SEQUENCE

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

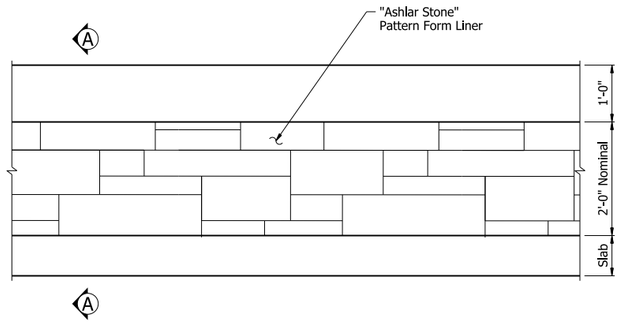
LITTLE ROCK, ARK.

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BRIDGE NO. 07691 DRAWING NO. 68491

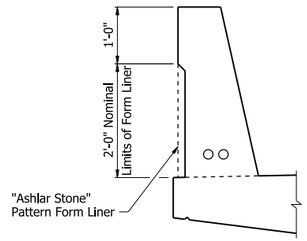
PRINT DATE: 4/2/2026

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 381 | 742 |
| | | 07691 - 280'-0" UNIT - 68492 | | | | |




RAIL ARCHITECTURAL FINISH ELEVATION

(Rail on bridge slab shown, Rail on wingwall similar)

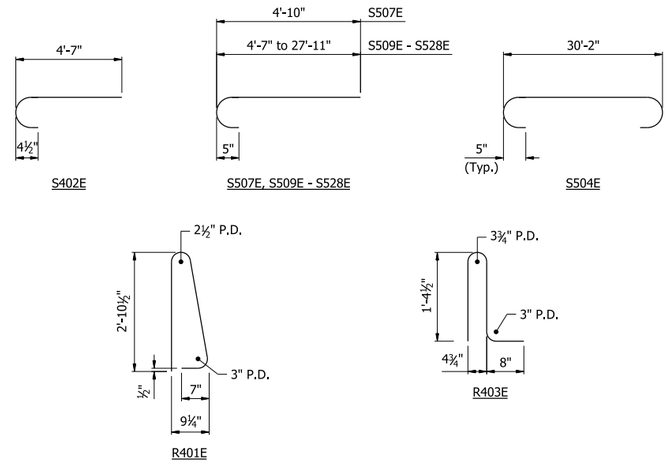



SECTION A-A

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

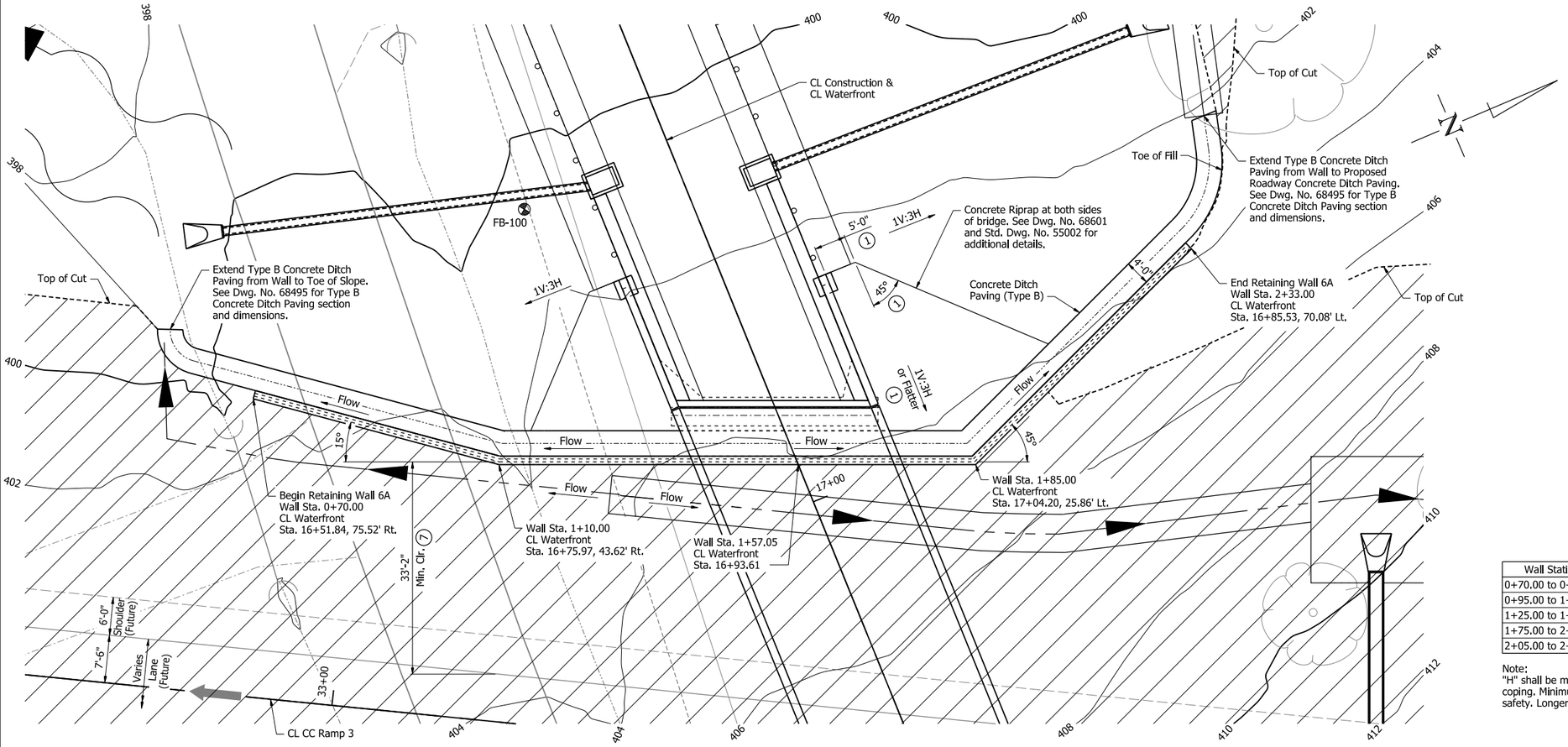
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: RLW DATE: 7/15/24
DESIGNED BY: RCR DATE: 7/21/22
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SCALE: ¾" = 1'-0"

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.

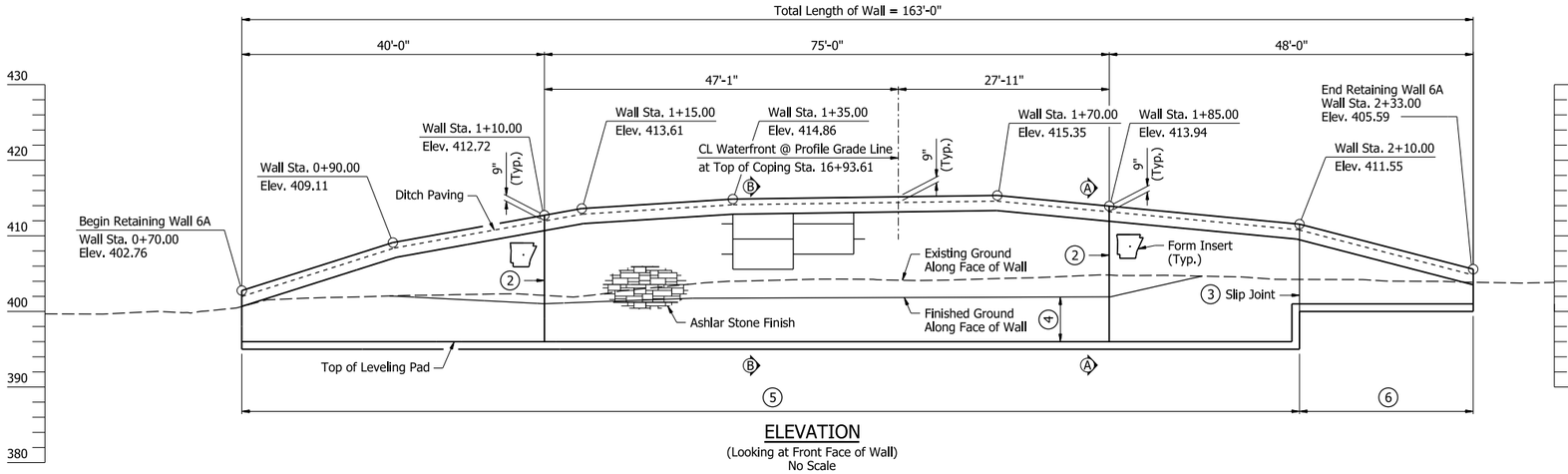
(6) From wall station 2+10.00 to 2+33.00, maximum elevation of leveling pad shall be 401.00.

(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

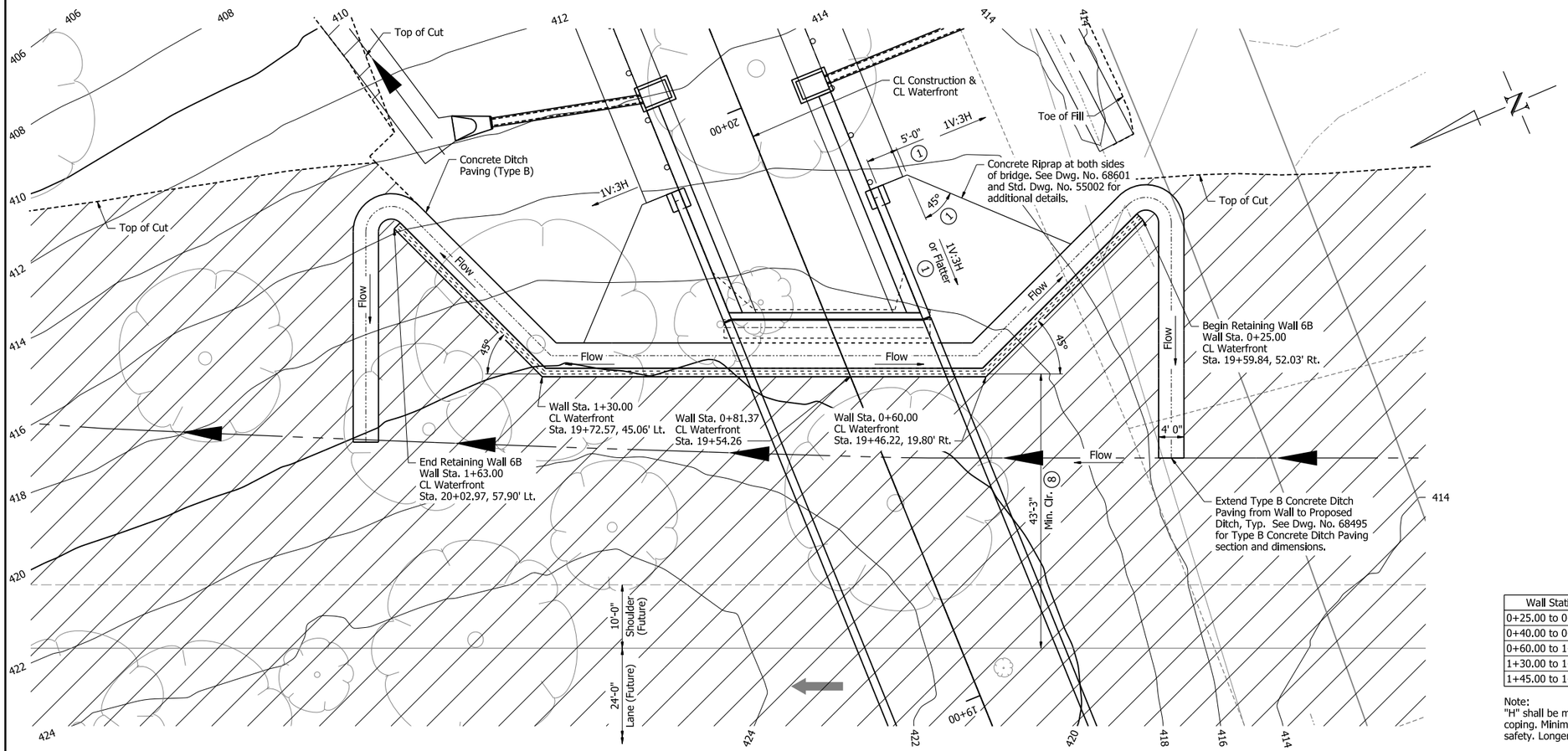
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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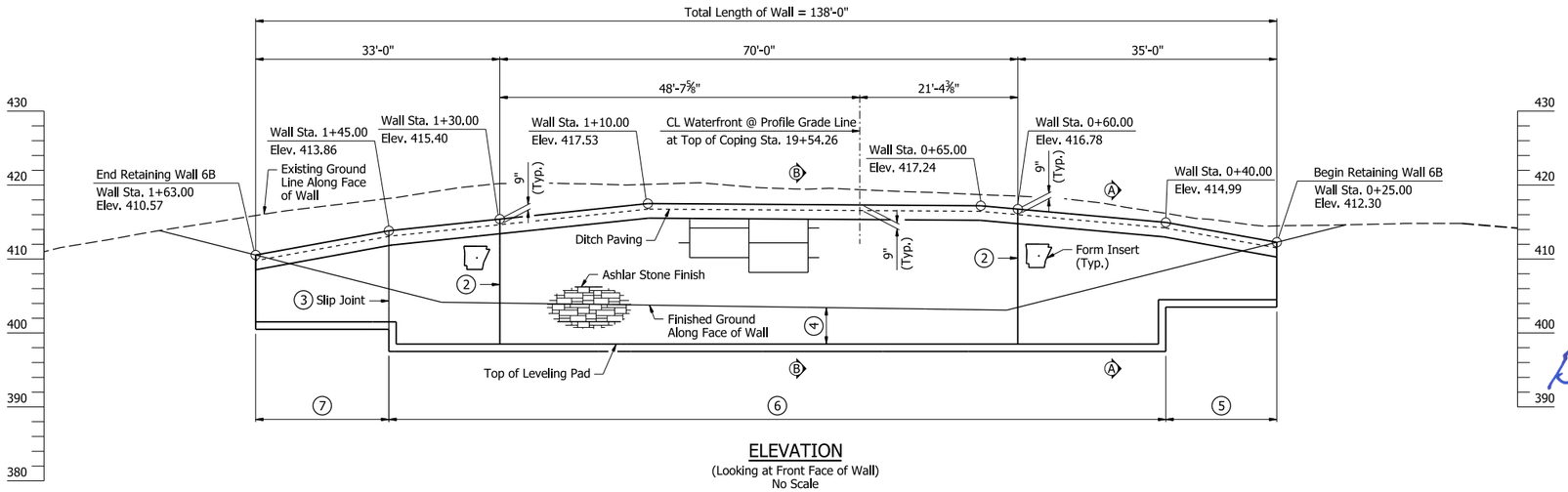
BRIDGE NO. 07691 DRAWING NO. 68493

PRINT DATE: 4/29/2026

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|---|---|---|---|---|---|---|
| | | 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

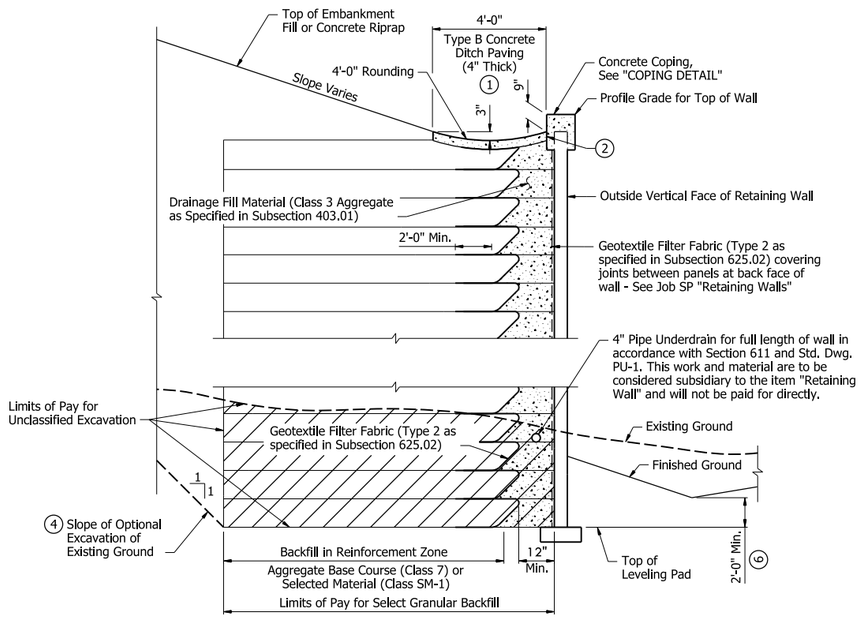
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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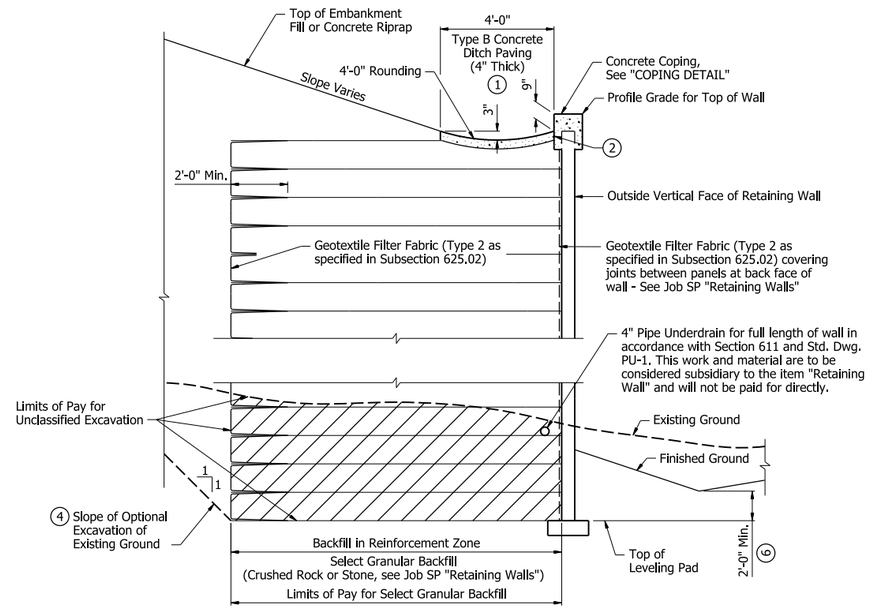
BRIDGE NO. 07691 DRAWING NO. 68494

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.

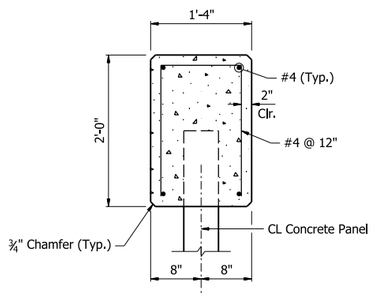
(1) The 4'-0" concrete ditch paving shall be constructed without the 3" weep holes. See Std. Dwg. No. CDP-1 for ditch paving details.

(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.

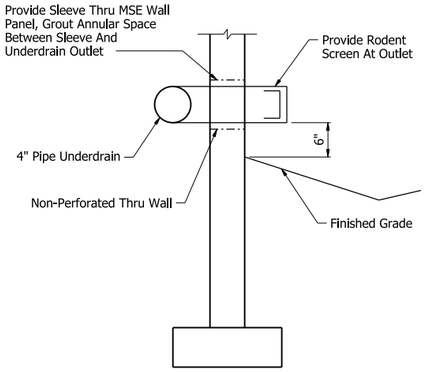
(6) See Wall Elevation Views for embedment requirements.



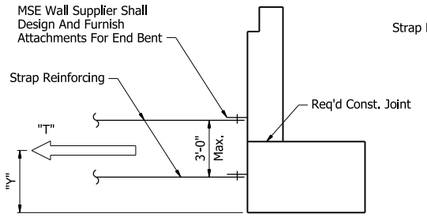

COPING DETAIL
No Scale

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



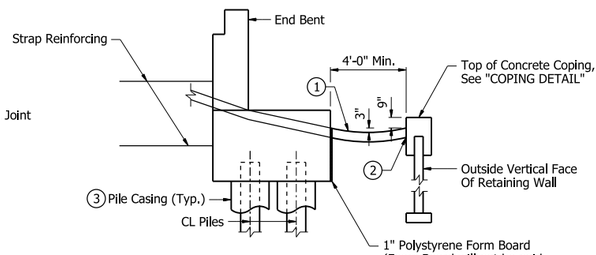

END BENT STRAP DETAIL
No Scale

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

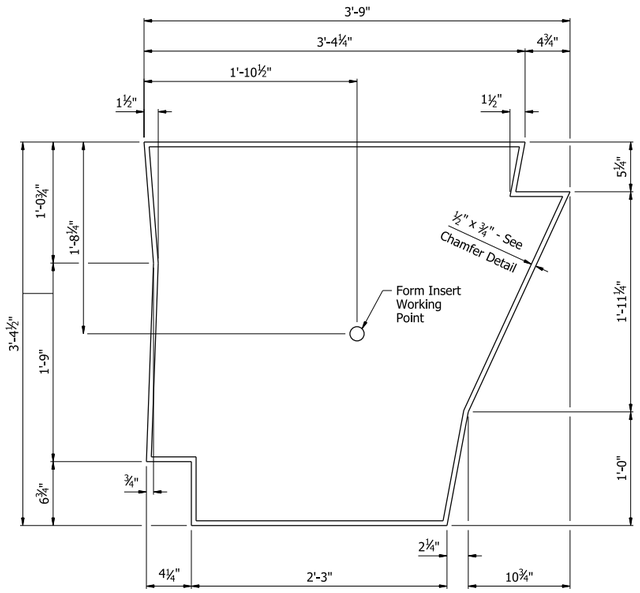
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: CPS DATE: 9/20/24 SCALE: AS NOTED
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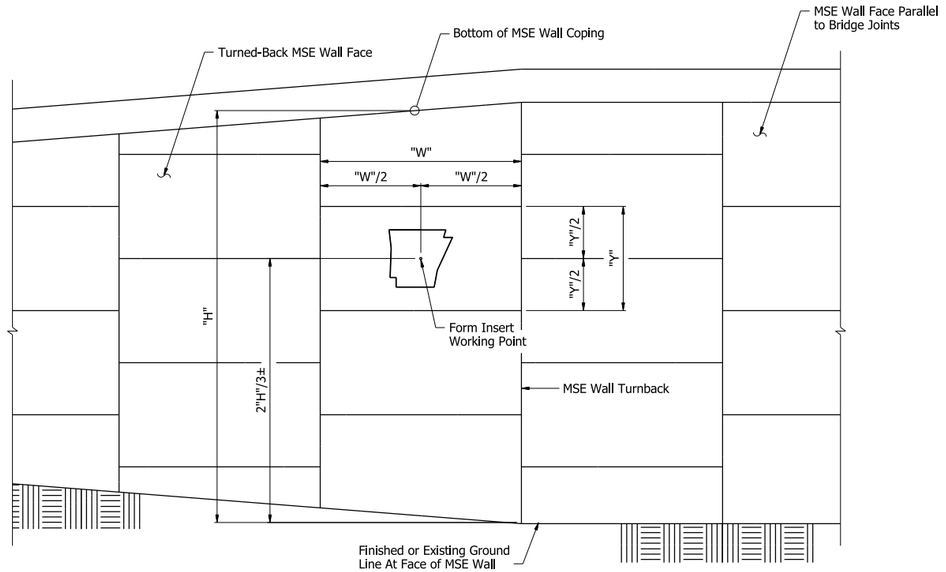
BRIDGE NO. 07691 DRAWING NO. 68495

PRINT DATE: 4/22/2026

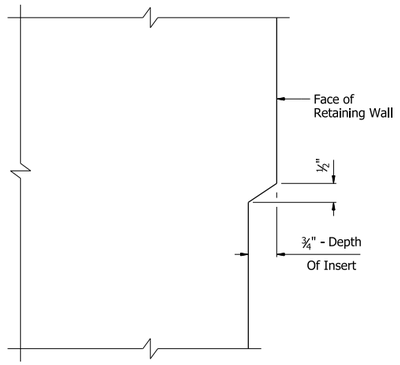
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 385 | 742 |
| | | 07691 - Retaining Wall - 68496 | | | | |



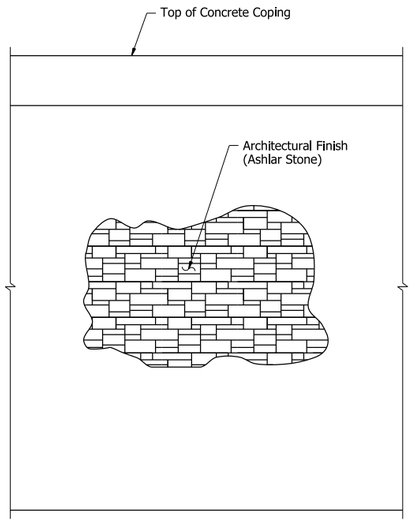

FORM INSERT DETAILS ON MSE WALLS
No Scale




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.

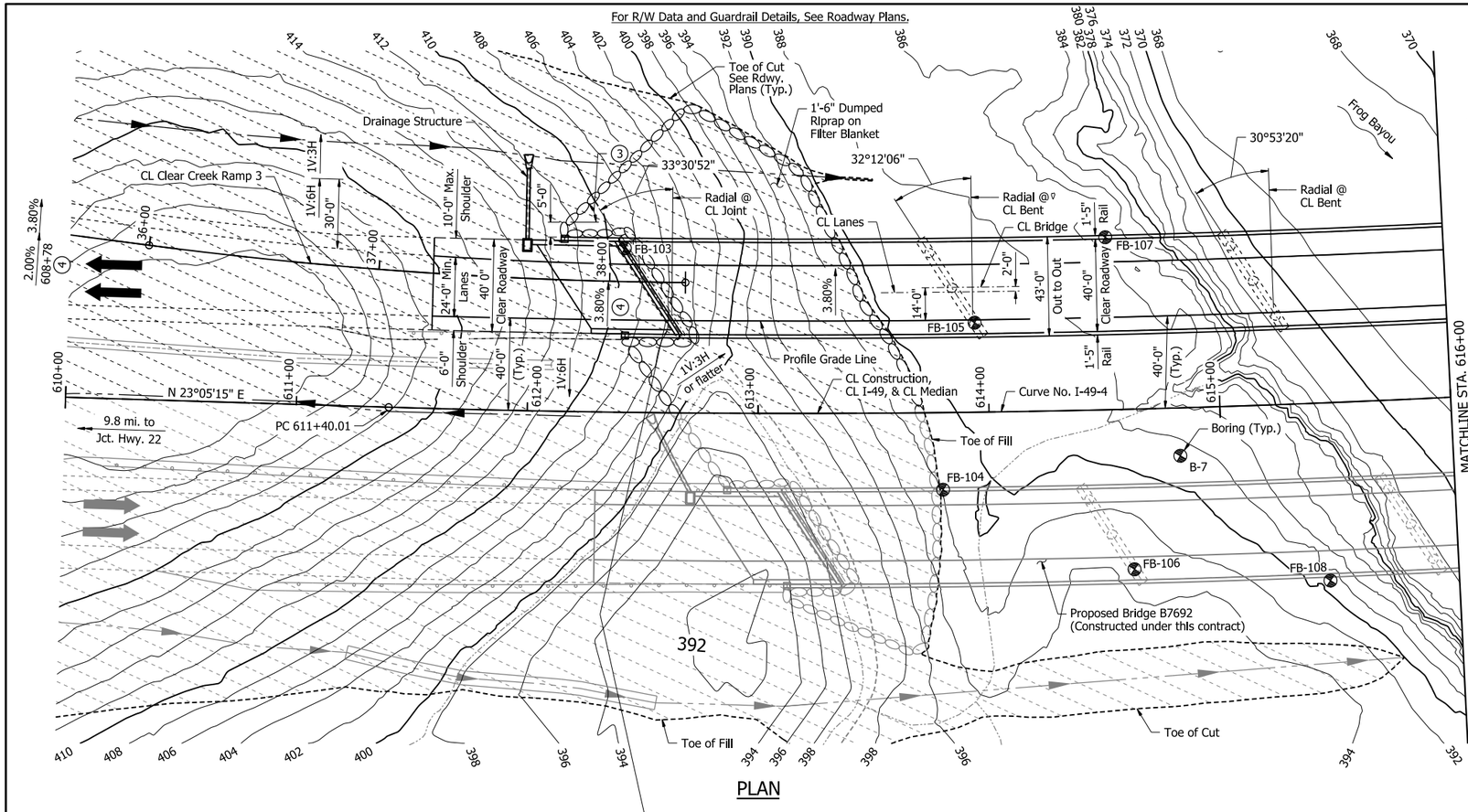
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SCALE: AS NOTED

BRIDGE NO. 07691 DRAWING NO. 68496

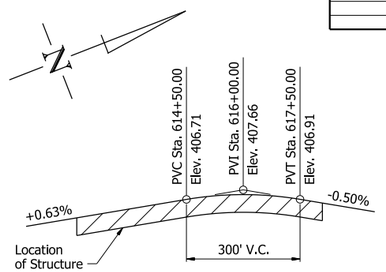
PRINT DATE: 4/8/2026

| 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

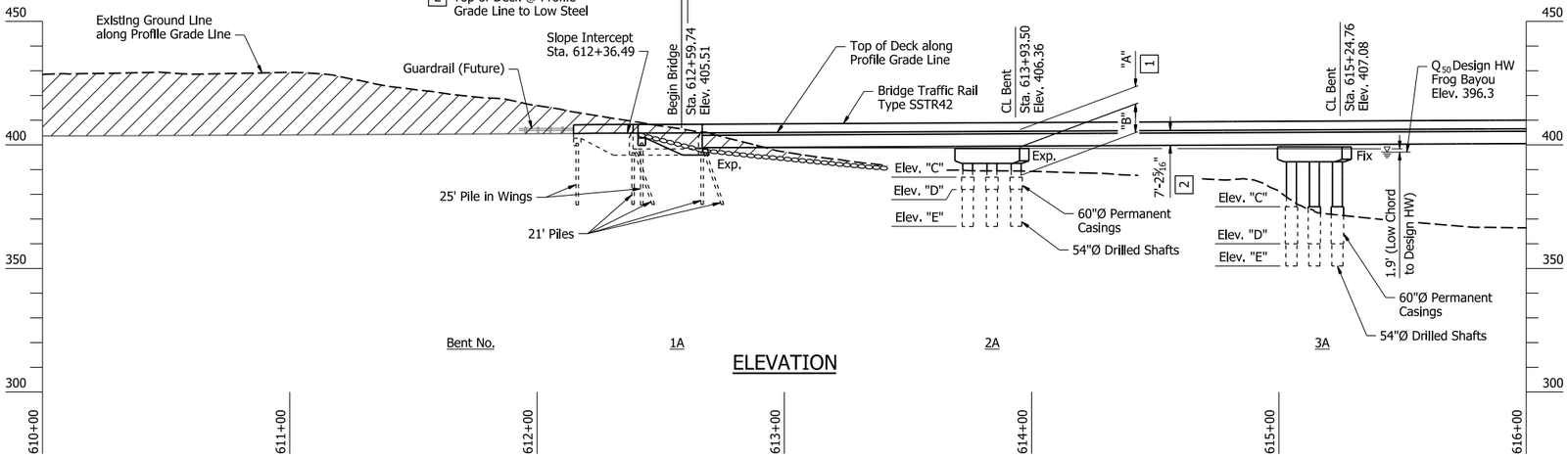
(2) Unconstricted water surface without structure or roadway approaches.

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.

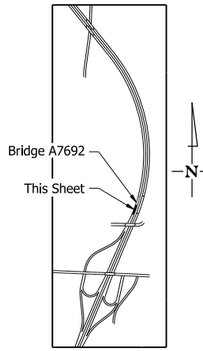



ELEVATION

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.

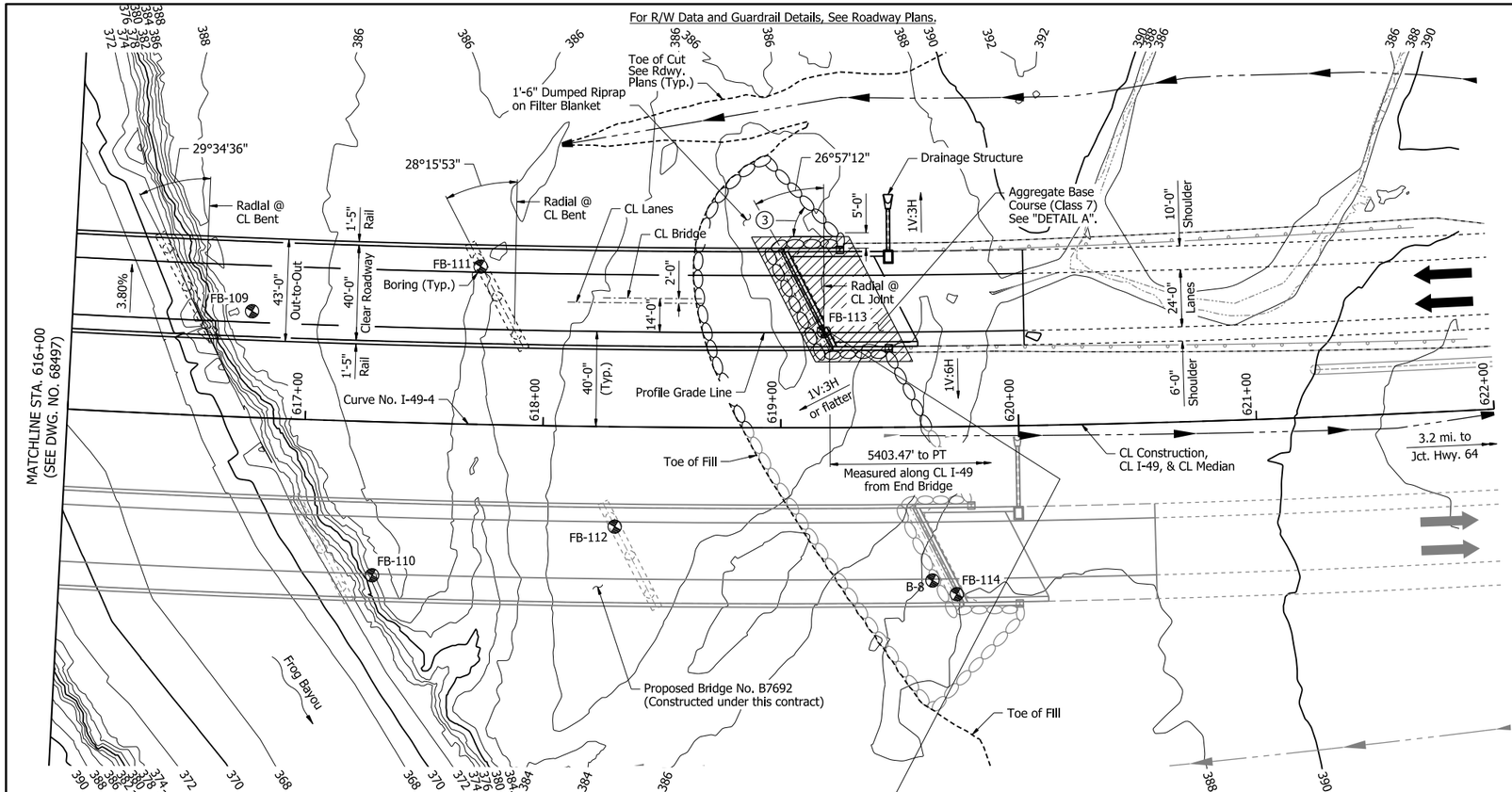
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CHECKED BY: BTJ DATE: 9/25/24
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SCALE: 1" = 30'-0"

BRIDGE NO. A7692 DRAWING NO. 68497

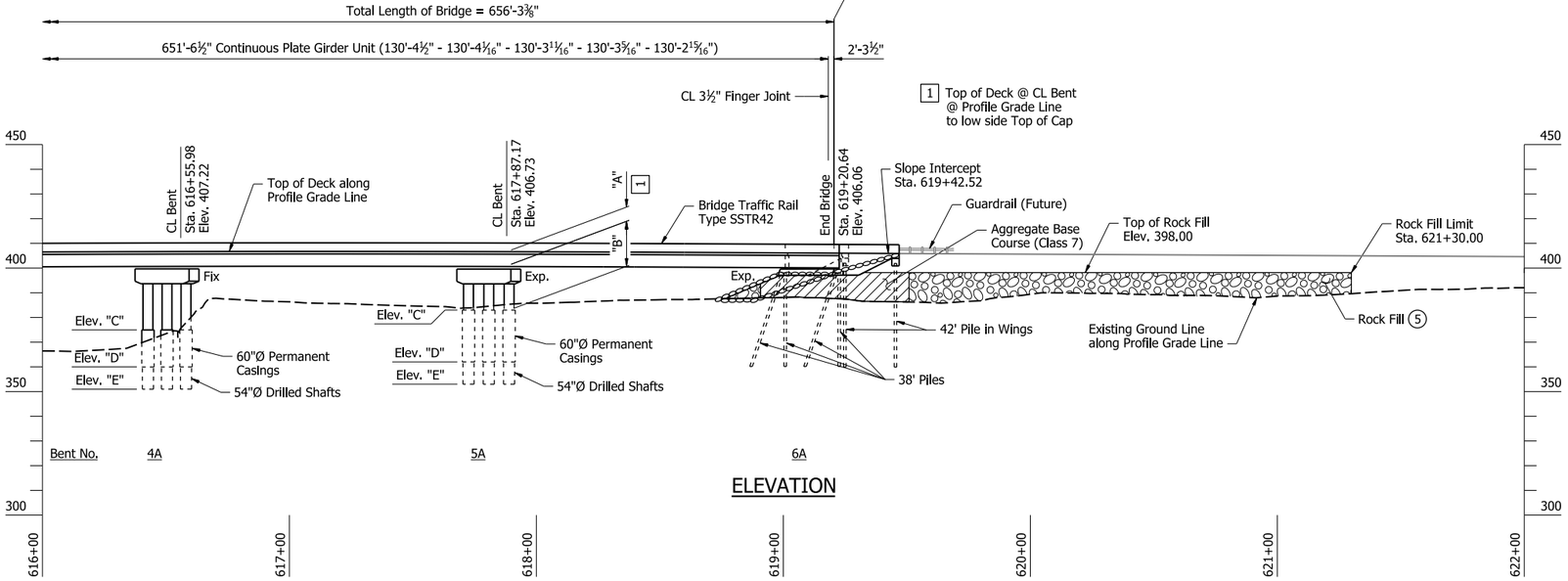
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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 387 | 742 |
| | | A7692 - BRIDGE LAYOUTS - 68498 | | | | |

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.

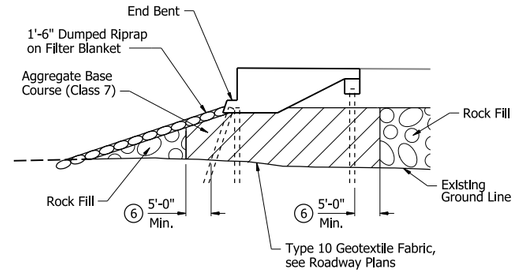
For Layout of Bridge B7692, see Dwg. Nos. 68499-68500.

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".

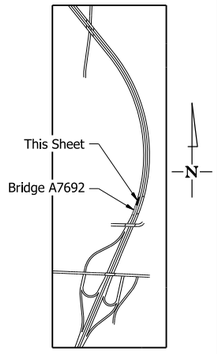
Limits of rock fill for Bridge Nos. A7692 and B7692 shall begin at toe of end slopes to CL I-49 Station 621+30.

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.

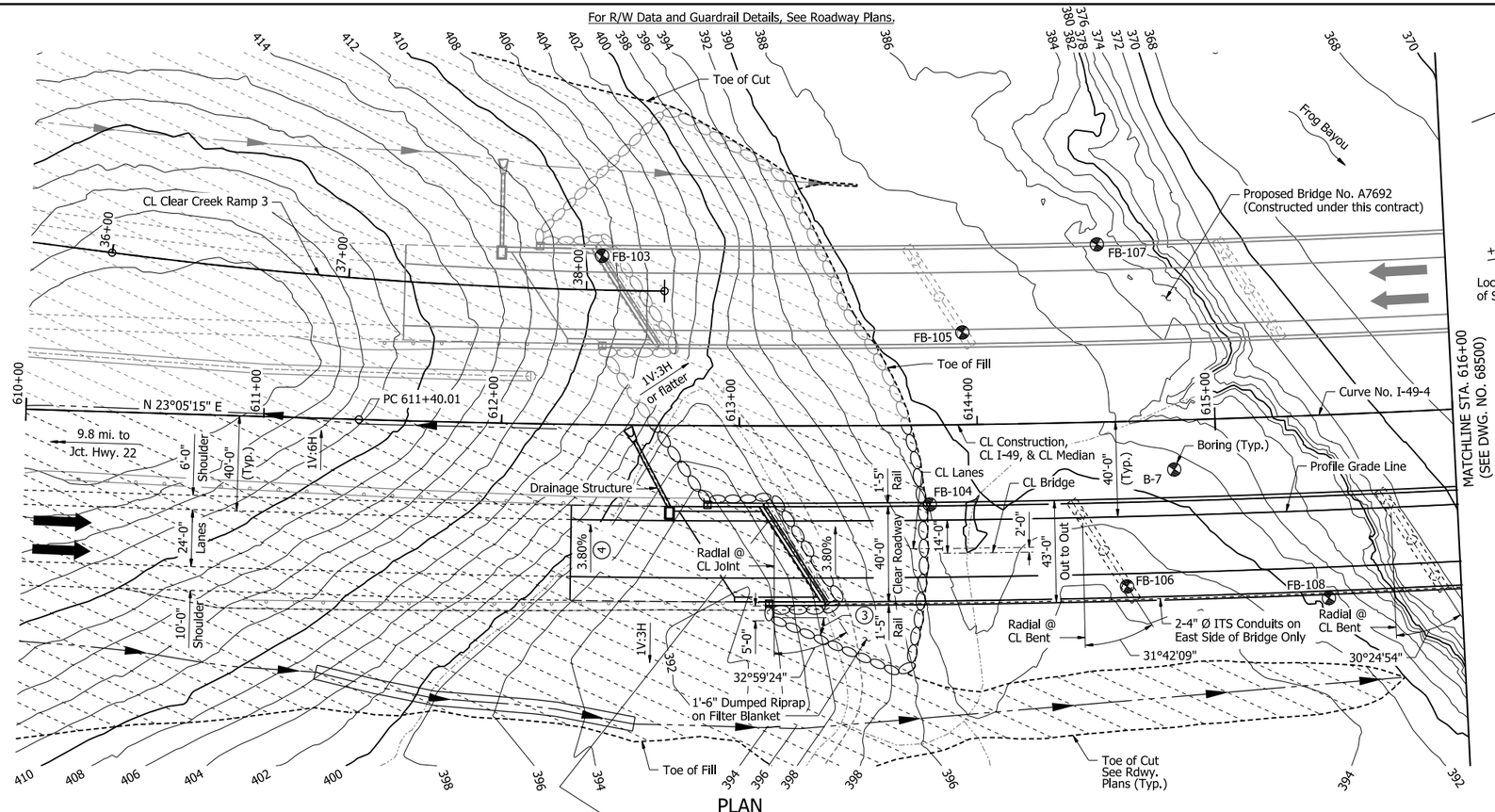
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| DESIGNED BY: | BTJ | DATE: | 7/1/22 | | |

BRIDGE NO. A7692 DRAWING NO. 68498

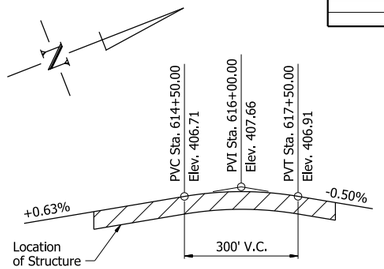
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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 388 | 742 |
| | | B7692 - BRIDGE LAYOUTS - 68499 | | | | |

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

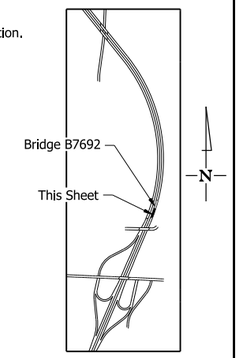
② Unconstricted water surface without structure or roadway approaches.

Proposed Bridge Low Chord Elevation = 399.75 feet at Station 613+17.33.

Drainage Area = 241 square miles.

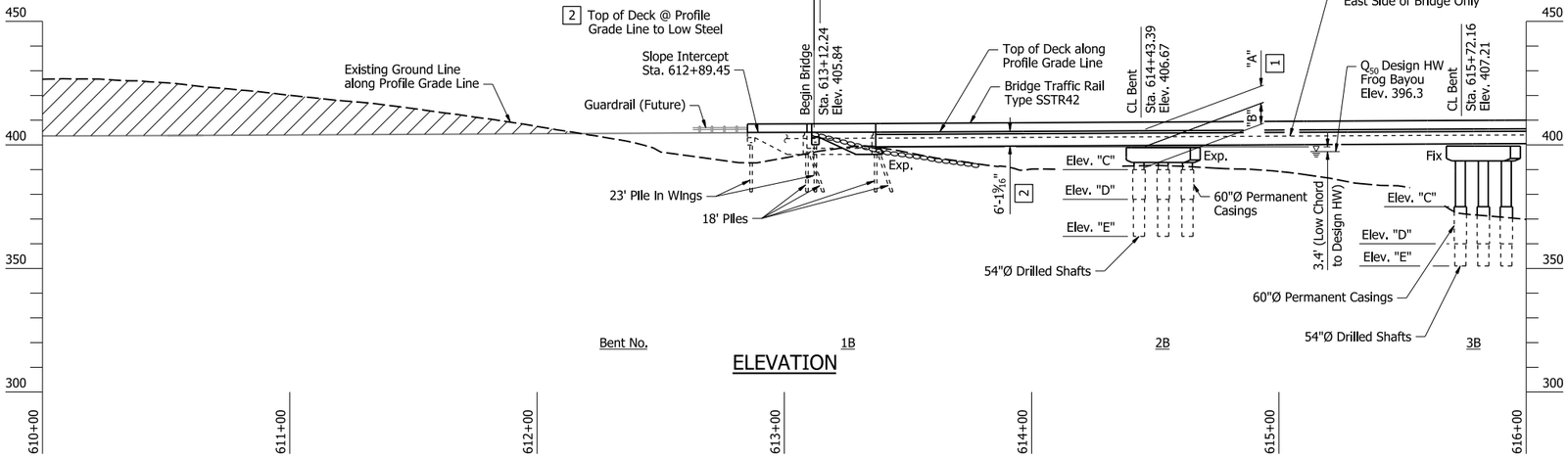
③ Bridge B End Bent 1 Dumped Riprap Angle = 23°00'00"

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
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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.

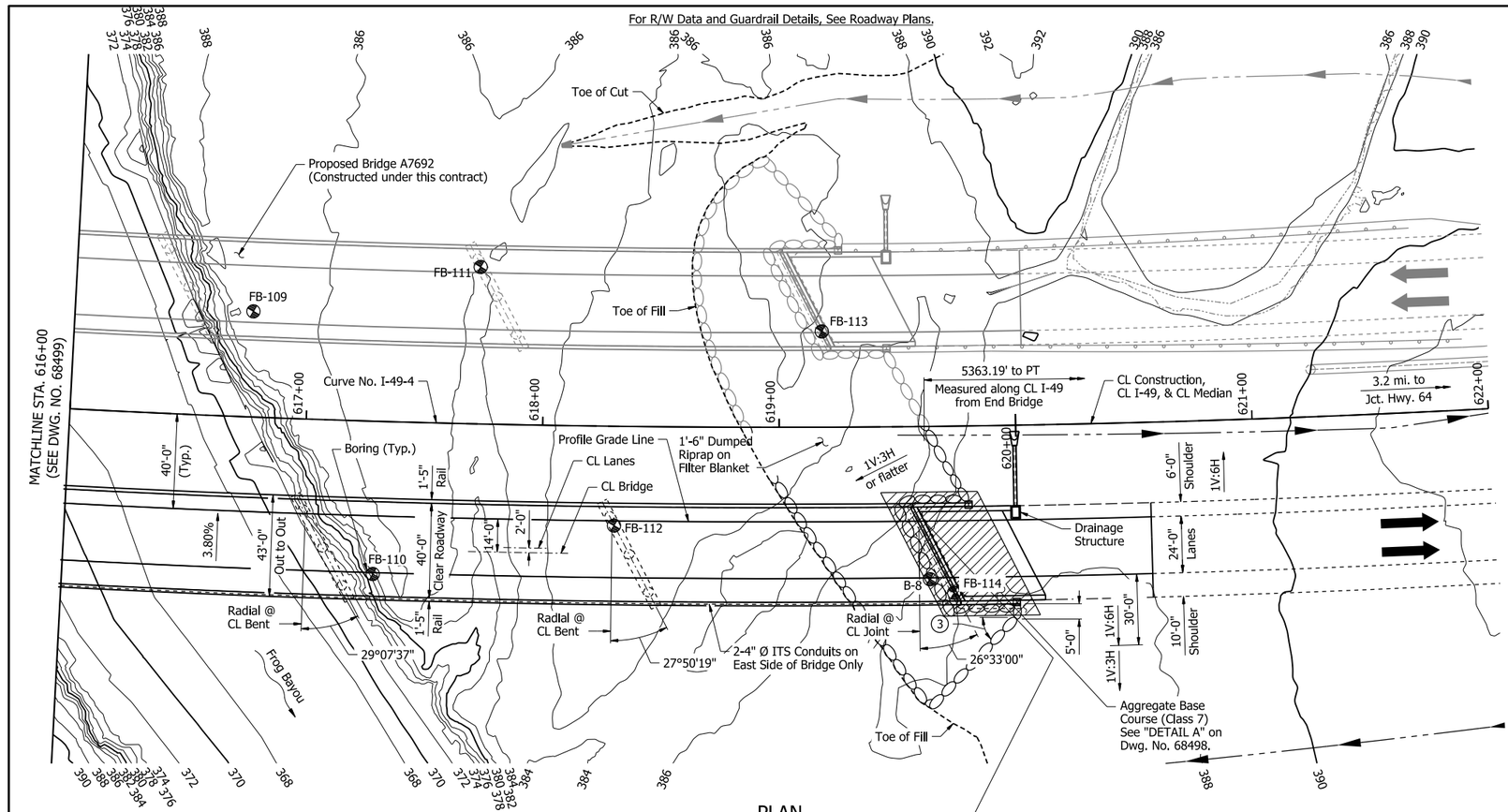
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CHECKED BY: BTJ DATE: 9/25/24
DESIGNED BY: BTJ DATE: 7/1/22
FILENAME: b040904b7_l1.dgn
SCALE: 1" = 30'-0"

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.

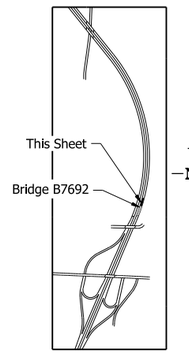
For General Notes, see Dwg. No. 68476.

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

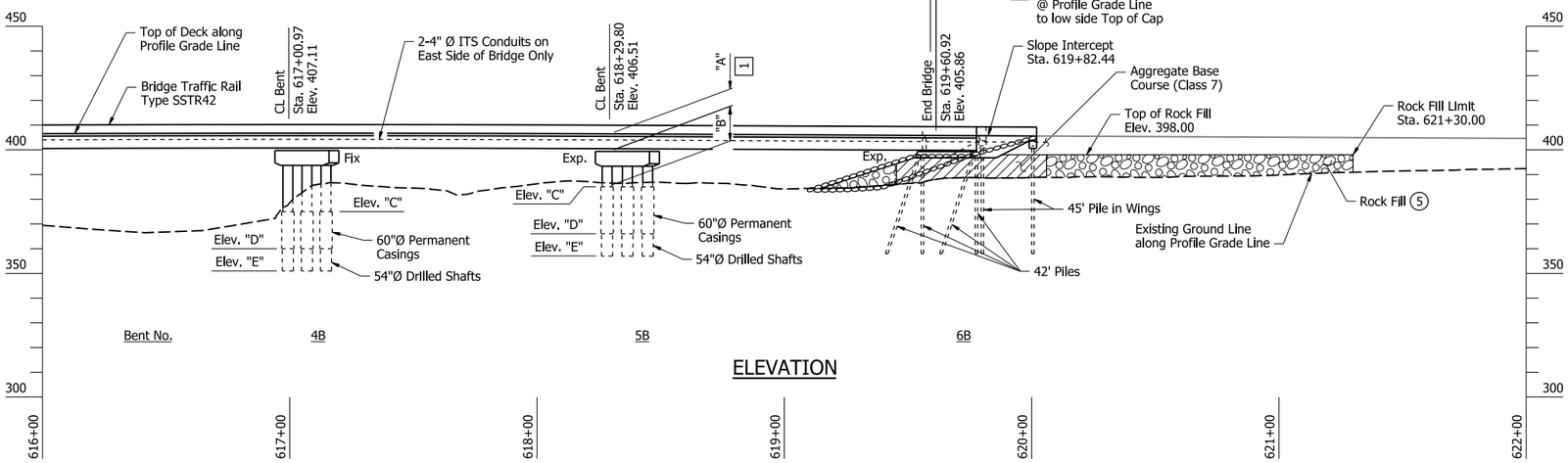
Total Length of Bridge = 653'-2½"

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

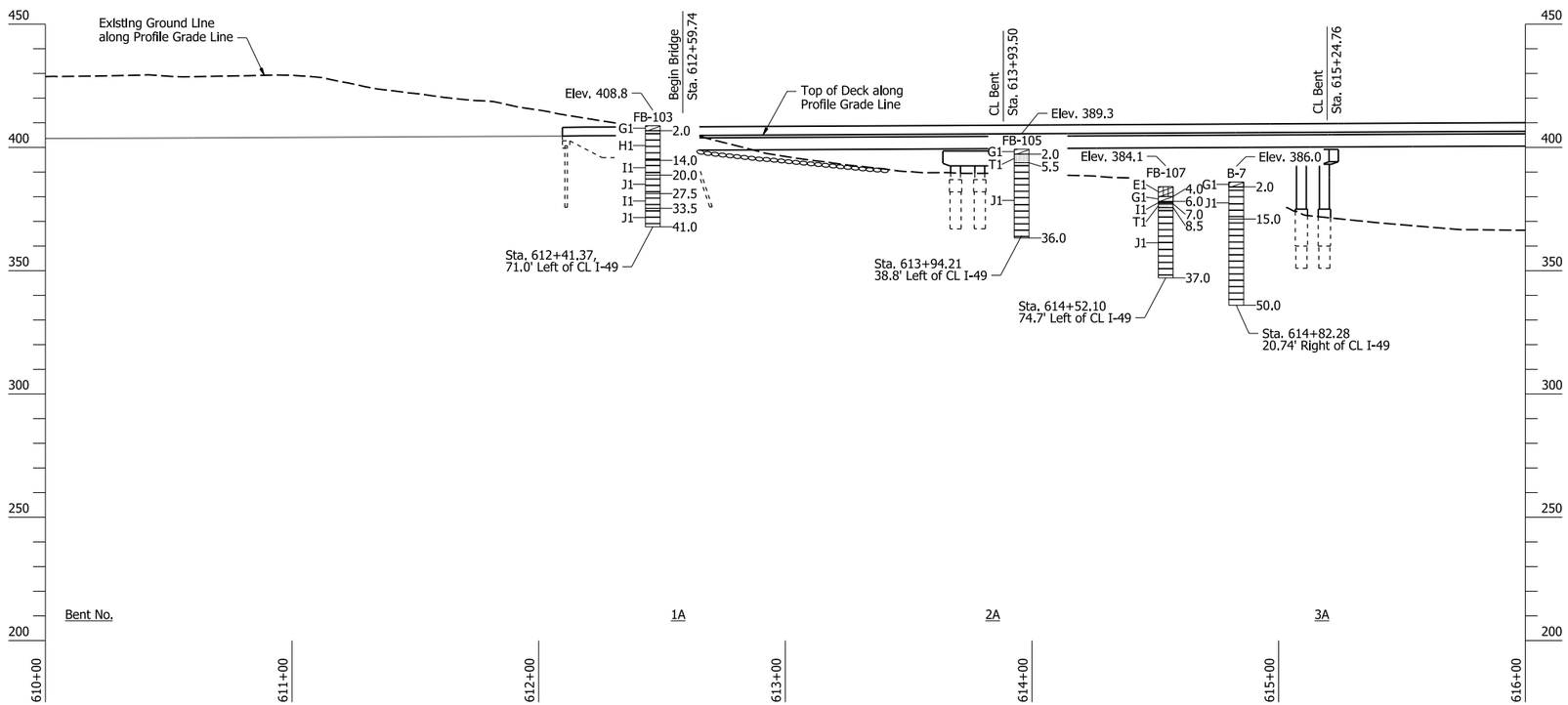
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/19/22 FILENAME: b040904b7_l2.dgn
CHECKED BY: BTJ DATE: 9/25/24 SCALE: 1" =30'-0"
DESIGNED BY: BTJ DATE: 7/1/22

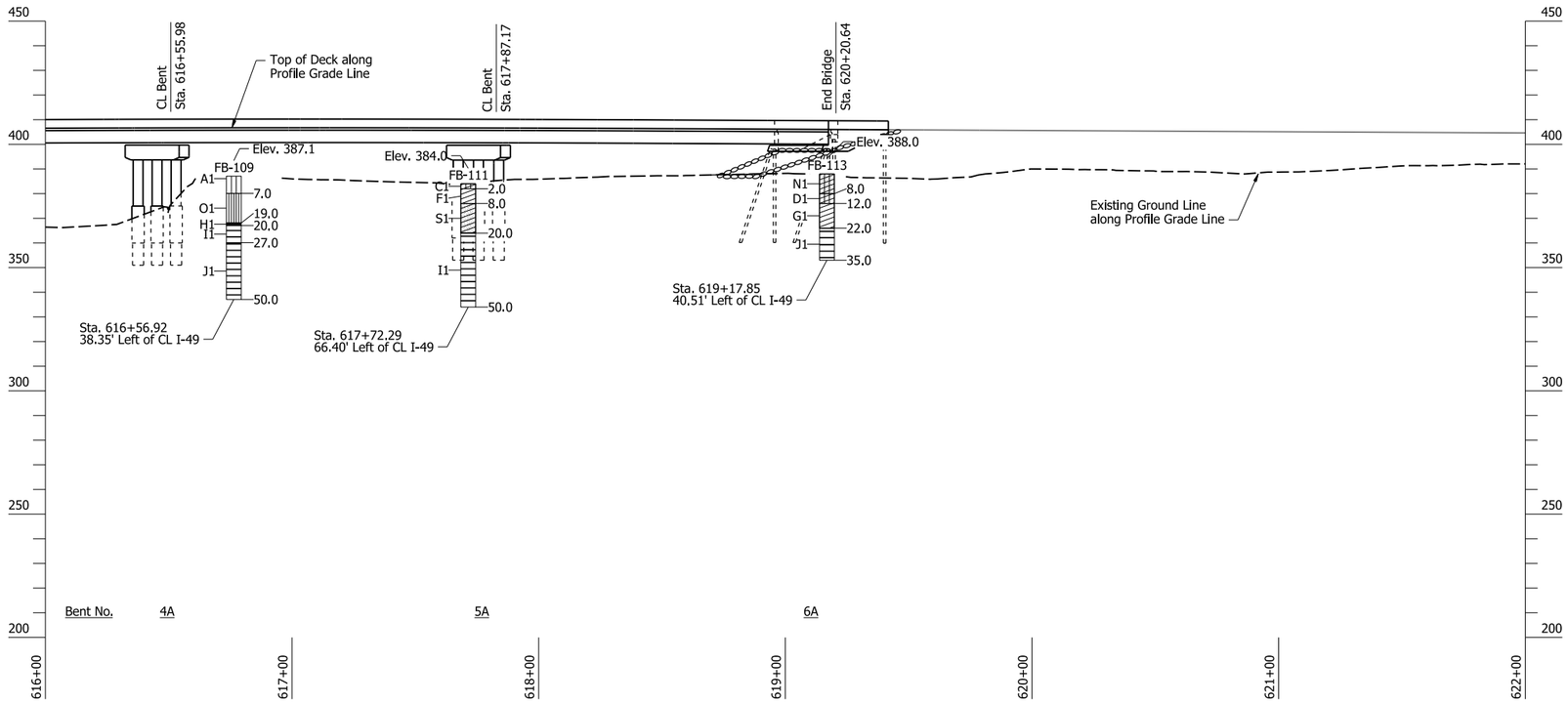
BRIDGE NO. B7692 DRAWING NO. 68500

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

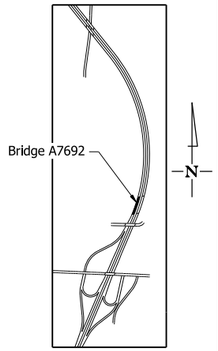
| | |
|---|---|
| 0.5-1.5 | N=5 |
| 2.5-3.5 | N=3 |
| 6.5-7.5 | N=3 |
| 9.0-10.0 | N=2 |
| 14.0-15.0 | N=24 |
| 19.0-20.0 | N=7 |
| 24.0-25.0 | N=50/5" |

## 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

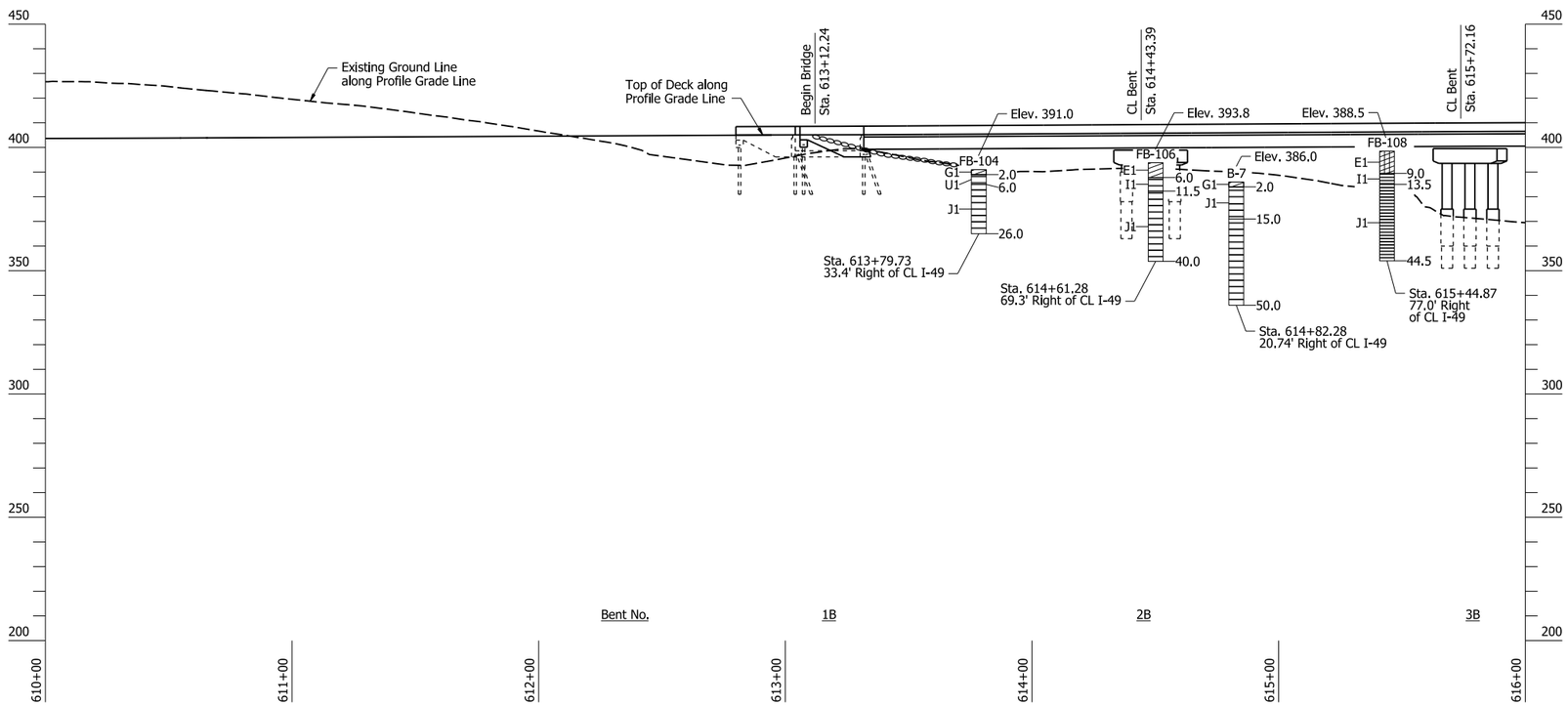
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: ZTB DATE: 9/23/24
DESIGNED BY: MJD DATE: 9/11/24
FILENAME: b040904m7_J1.dgn
SCALE: 1" = 30'-0"

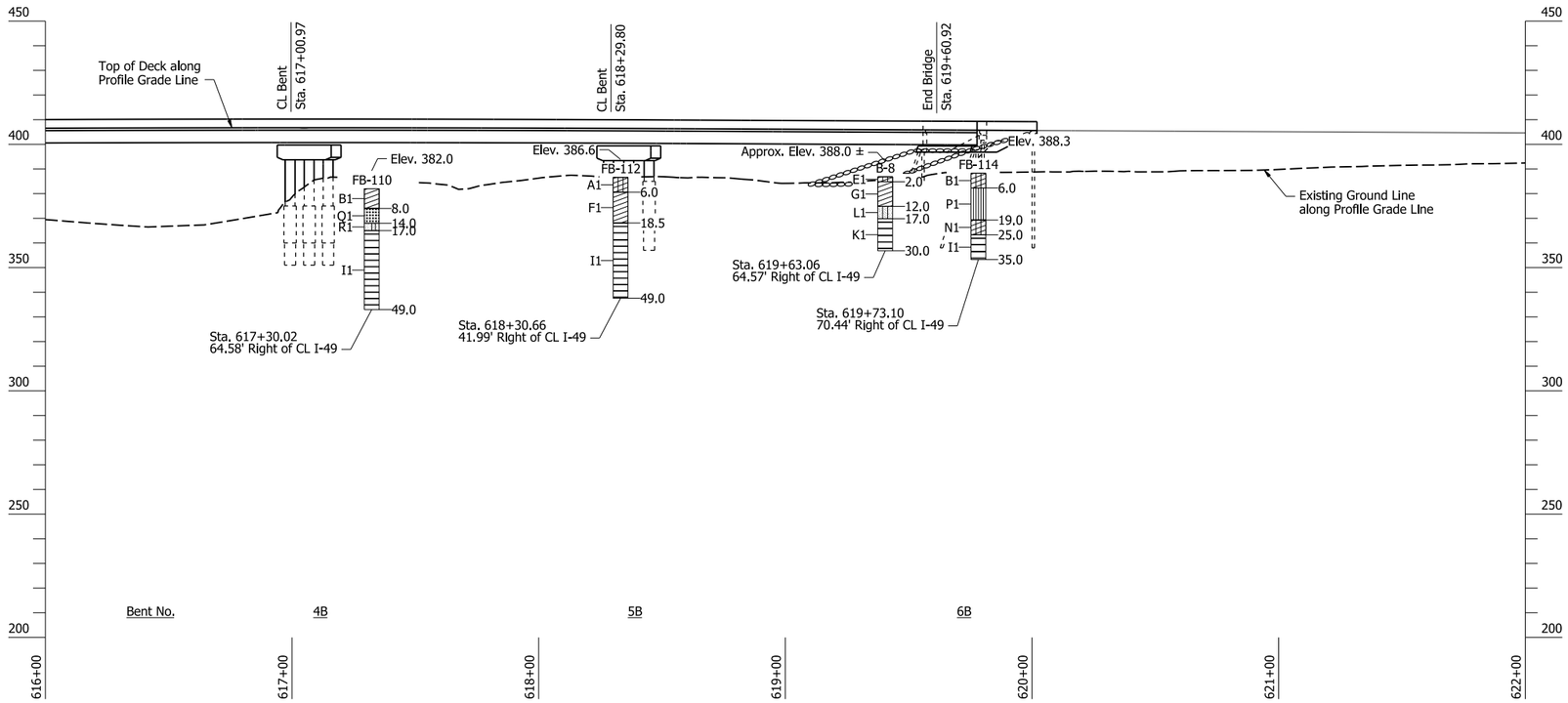
BRIDGE NO. A7692 DRAWING NO. 68501

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

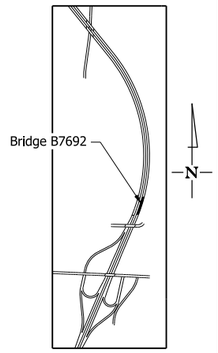
| | |
|---|---|
| 0.5-1.5 | N=5 |
| 2.5-3.5 | N=11 |
| 4.5-5.5 | N=9 |
| 9.0-10.0 | N=5 |
| 14.0-15.0 | N=3 |
| 19.0-20.0 | N=7 |
| 24.0-25.0 | N=36 |

## 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.

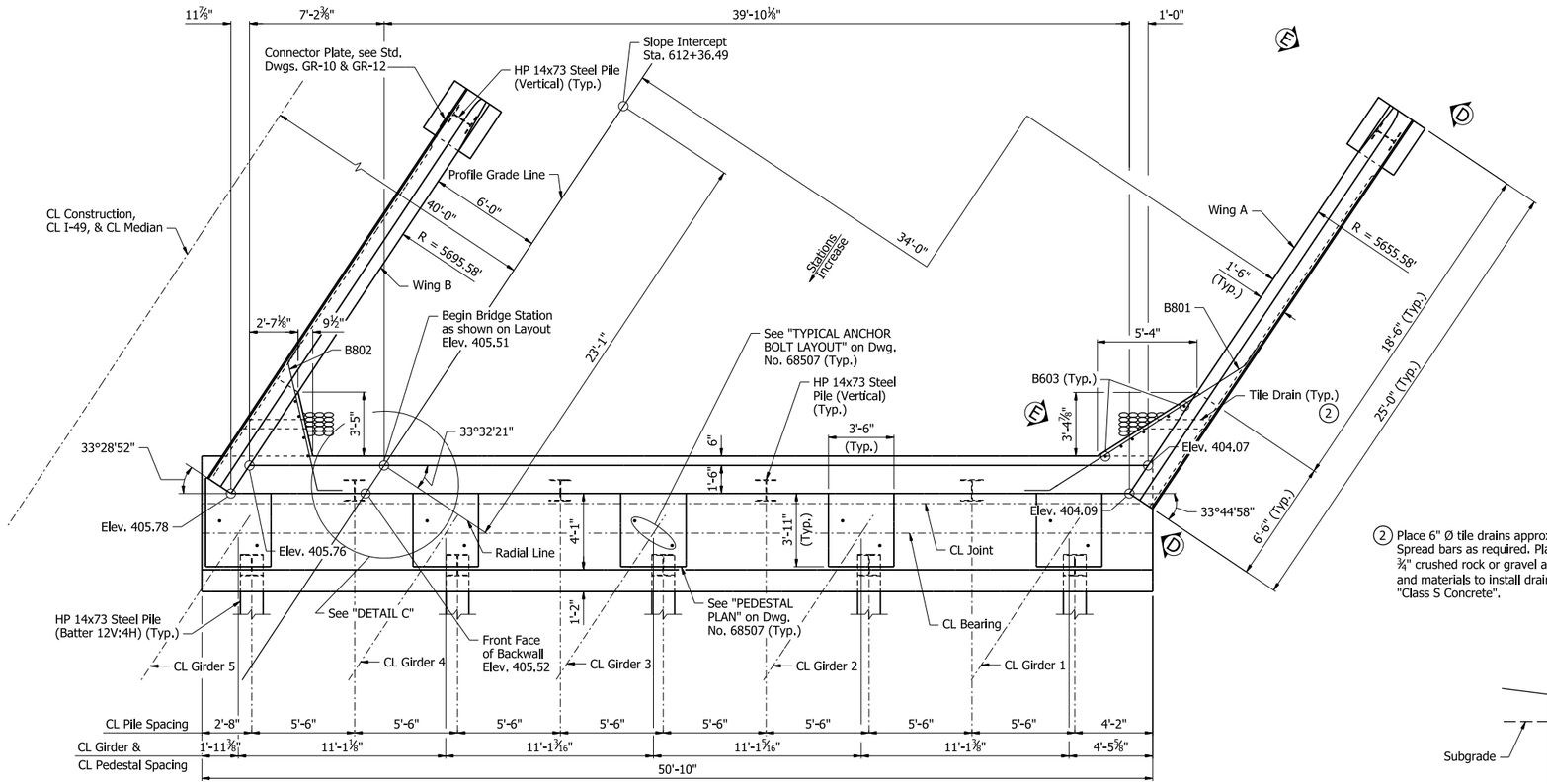
For "SECTION A-A", see Dwg. No. 68507.

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)".

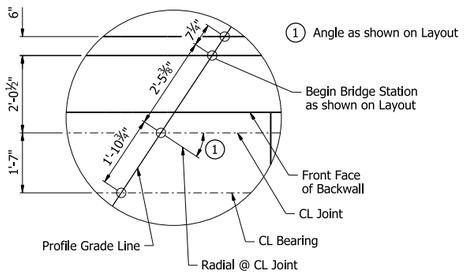
Top of backwall surface finish shall match that used on the bridge deck.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.

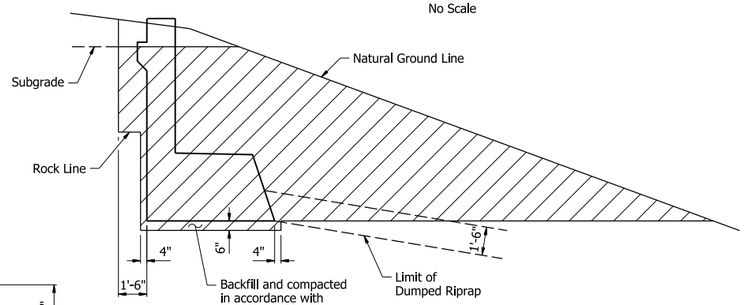



PLAN - BENT NO. 1A

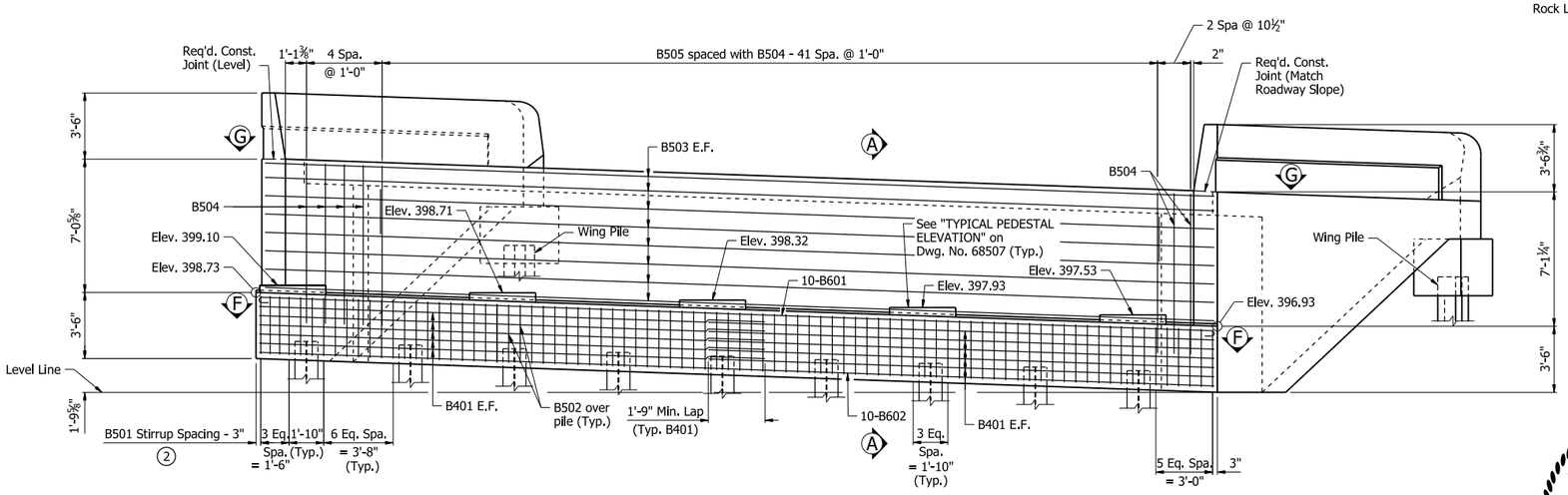
② Place 6" Ø tile drains approx. 6" above fill slope. Spread bars as required. Place 6 cu. ft. of sacked ¾" crushed rock or gravel at each drain. All work and materials to install drains shall be subsidiary to "Class S Concrete".




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

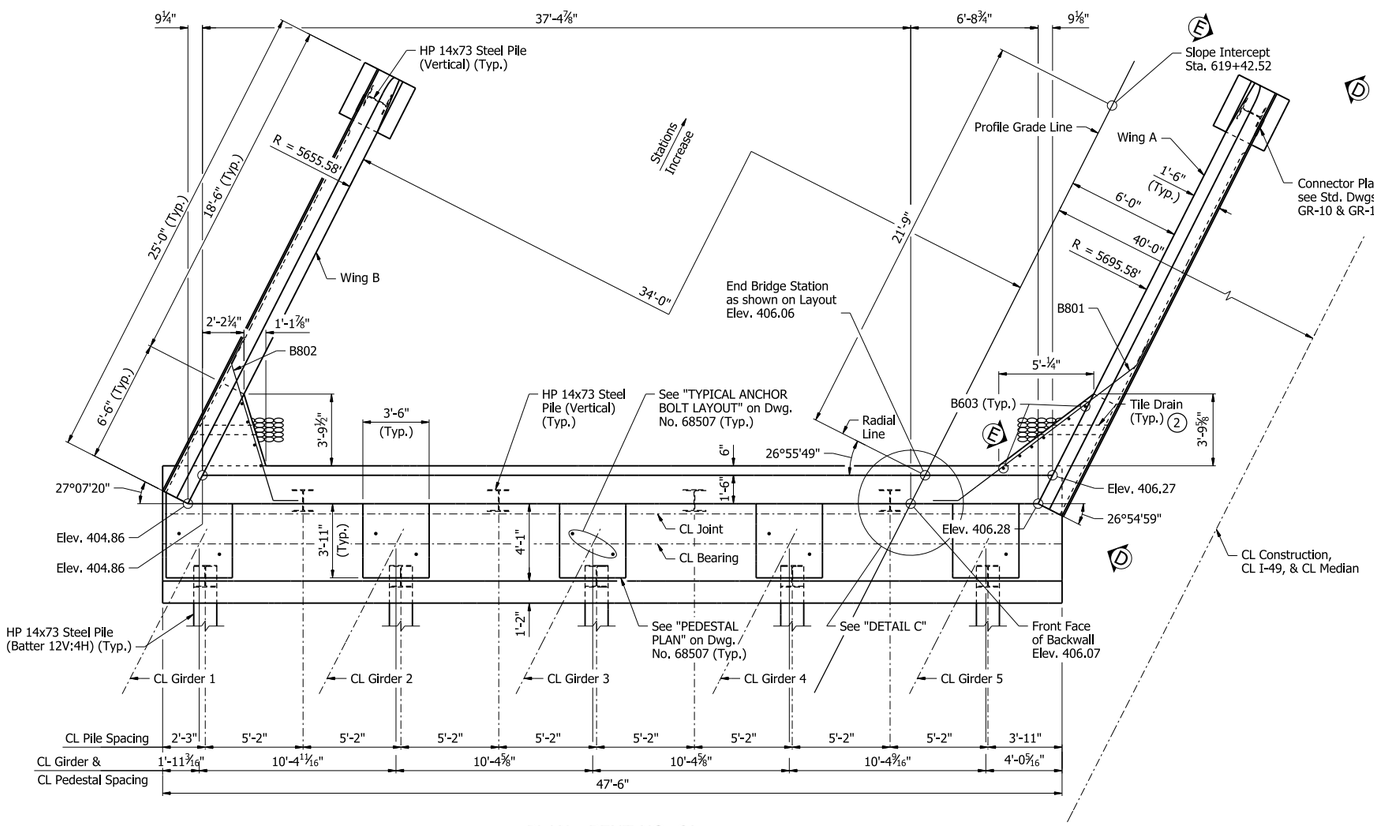
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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"

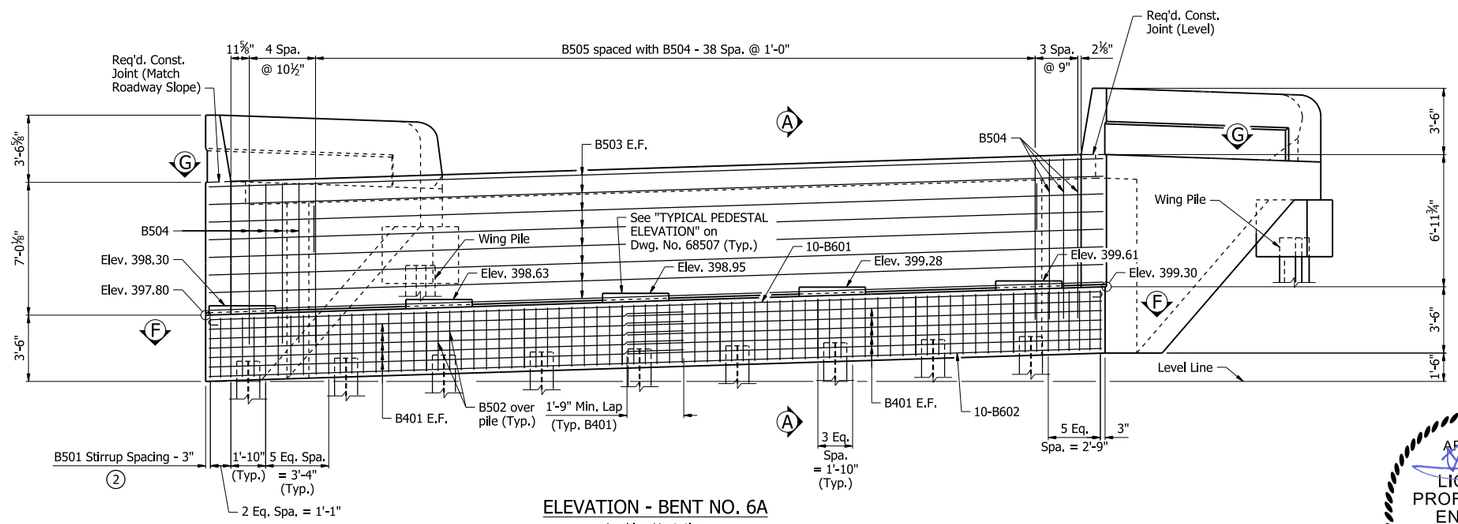
BRIDGE NO. A7692 DRAWING NO. 68503

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.

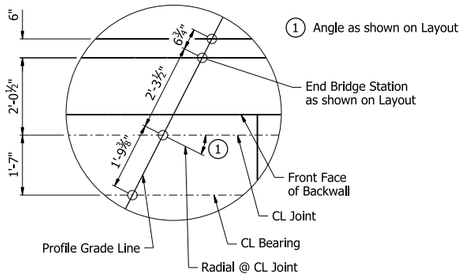
For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

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

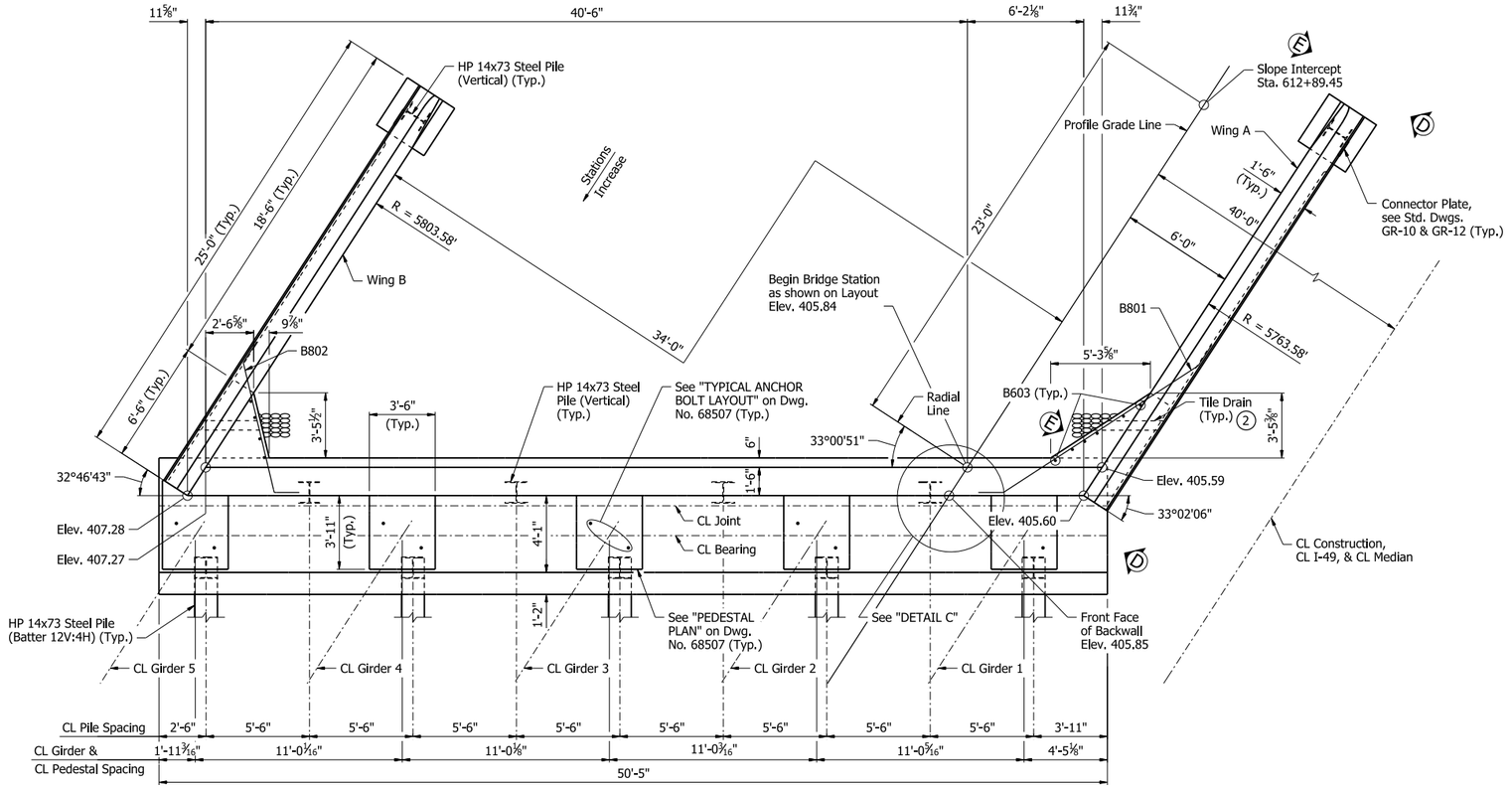
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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.

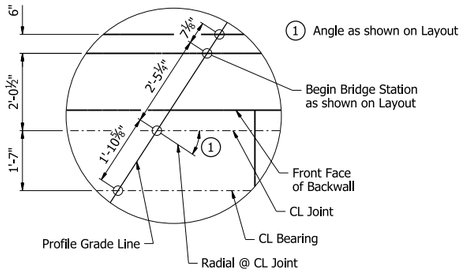
For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

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)".

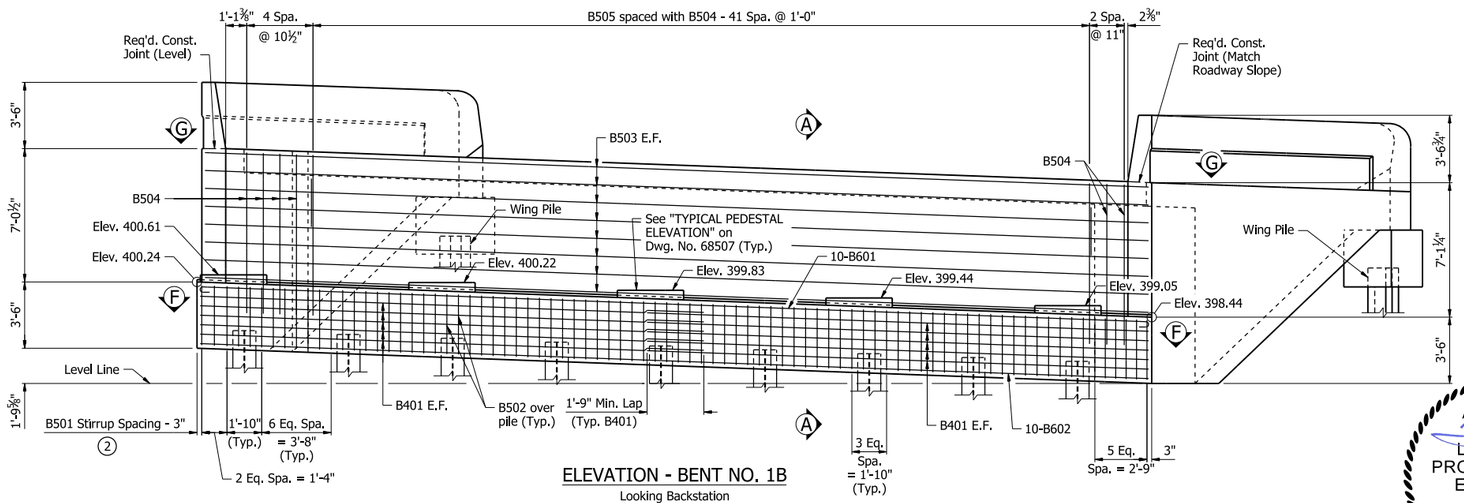
Top of backwall surface finish shall match that used on the bridge deck.

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.

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LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU
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

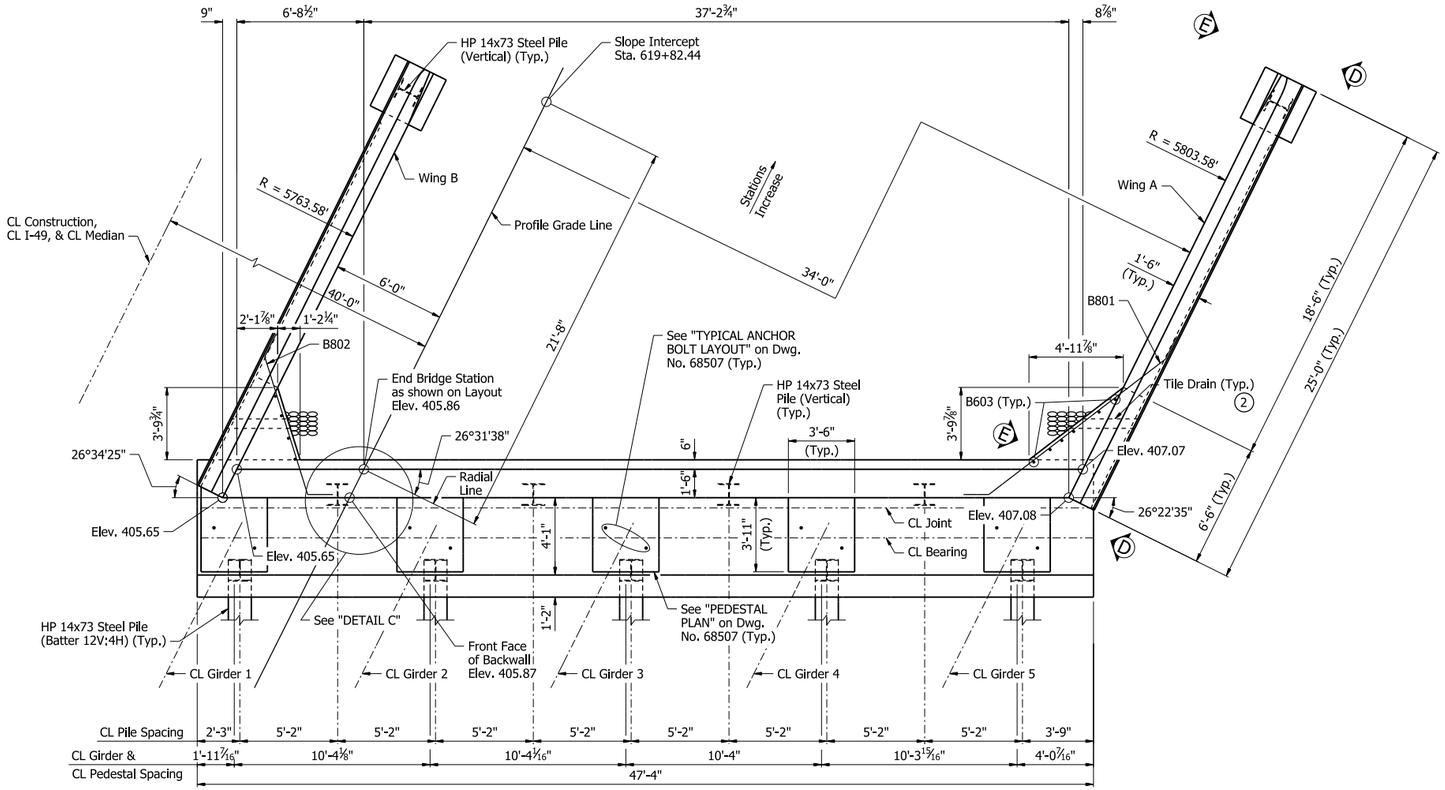
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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"

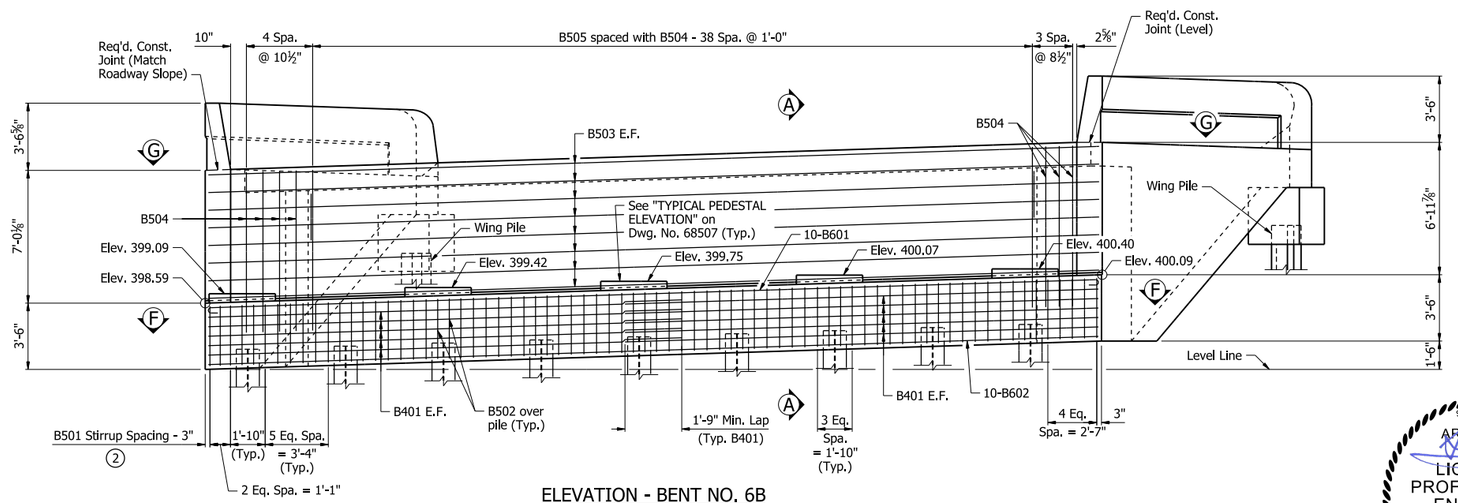
BRIDGE NO. B7692 DRAWING NO. 68505

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.

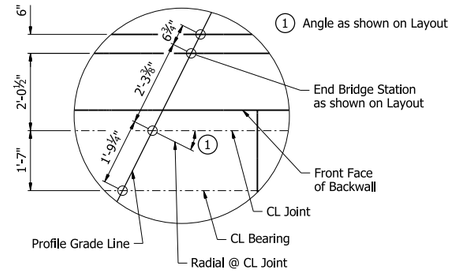
For "VIEW D-D", "VIEW E-E", "SECTION F-F", & VIEW G-G", see Dwg. No. 68508.

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

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BRIDGE ENGINEER

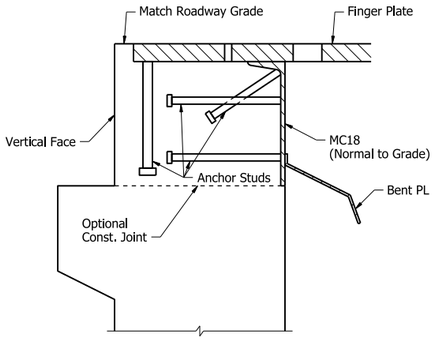
SHEET 4 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

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

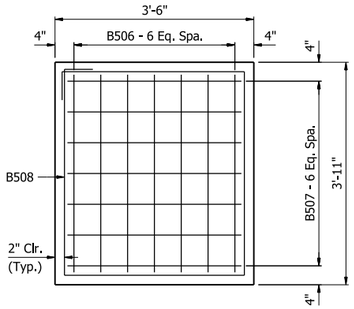
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 396 | 742 |
| | | A7692 & B7692 - END BENTS - 68507 | | | | |



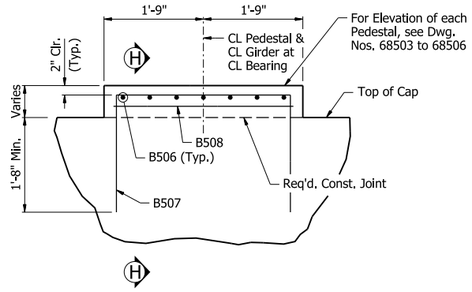

## DETAIL B
No Scale

Notes:
For additional joint details, see Dwg. No. 68533.

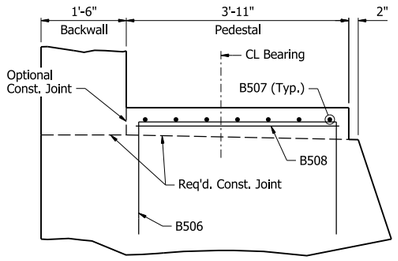
The profile of the end bent channel shall be established based on the vertical curve in conjunction with the skew angle as shown on the layout.



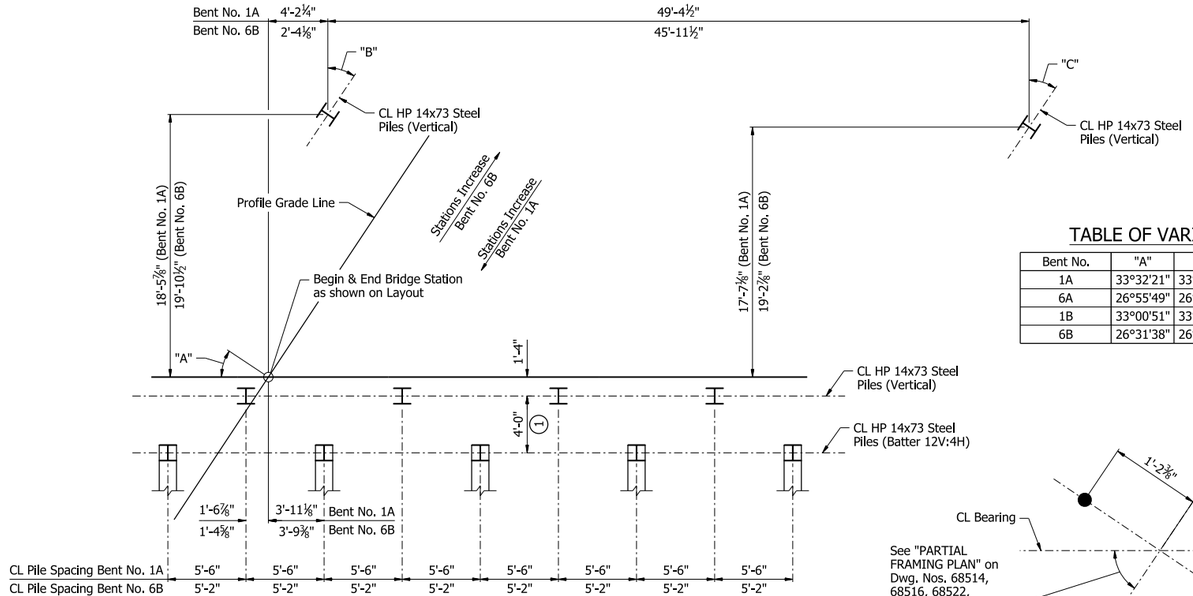

## TYPICAL PEDESTAL PLAN
¾" = 1'-0"




## TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"




## SECTION H-H
¾" = 1'-0"

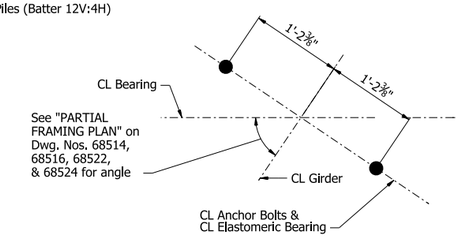



## LAYOUT OF PILES BENT NO. 1A & 6B
No Scale

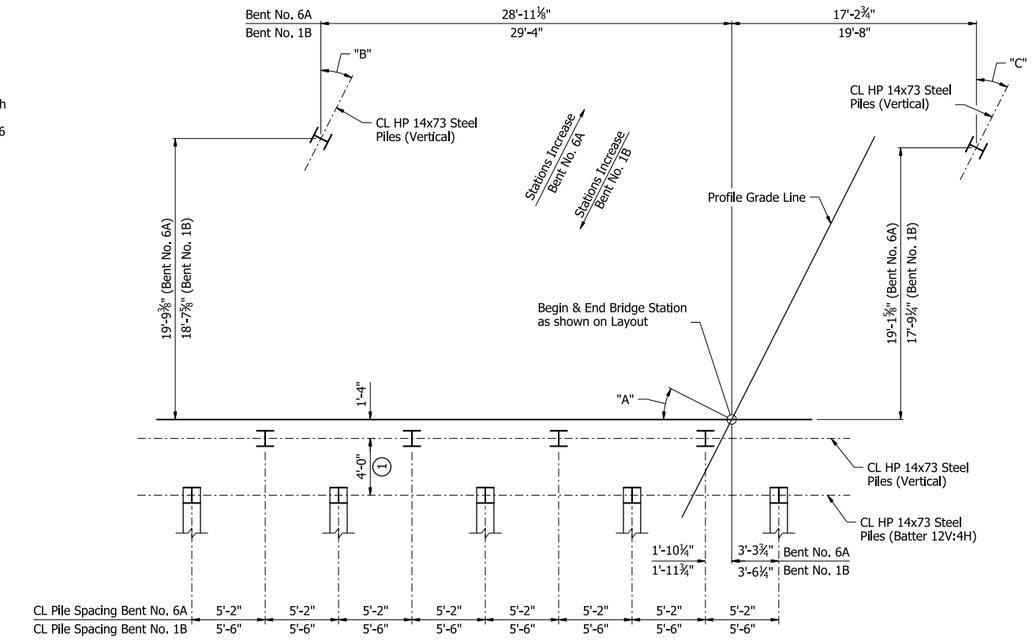
(1) Measured at bottom of cap.

## 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"

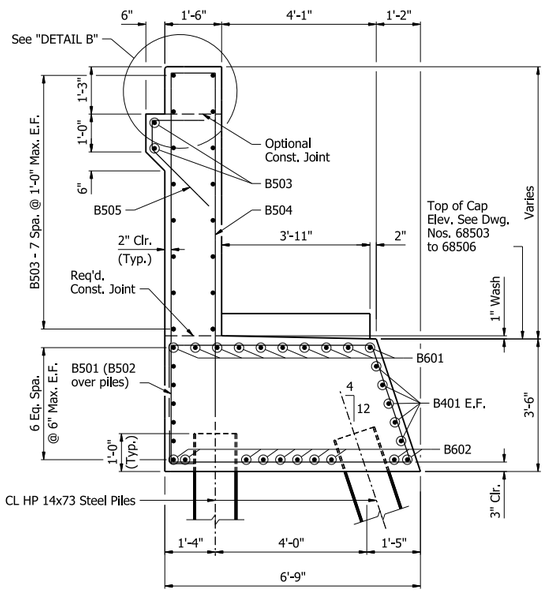



## LAYOUT OF PILES BENT NO. 6A & 1B
No Scale

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".

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SHEET 5 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

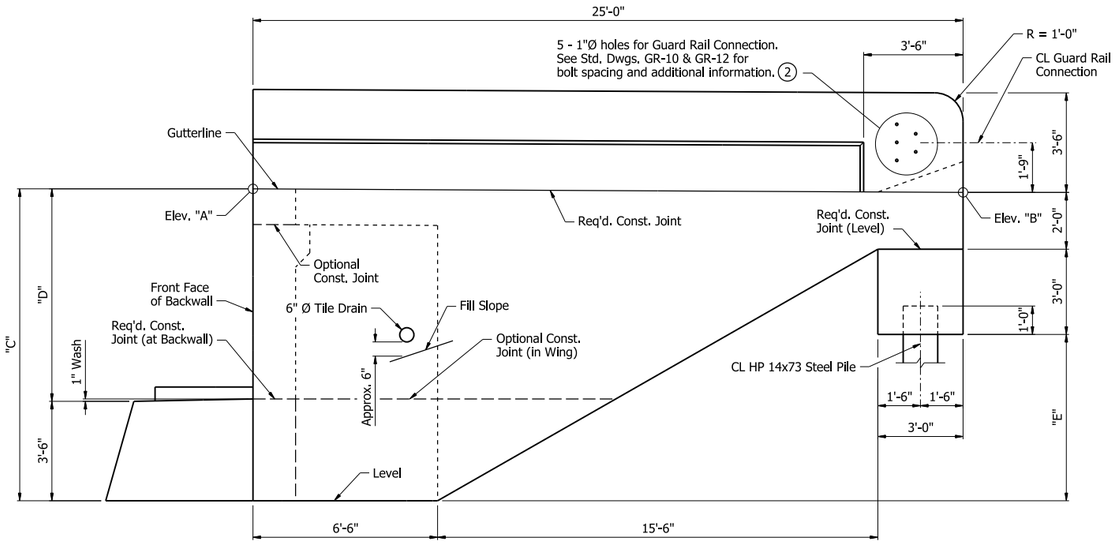
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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 | | | | |



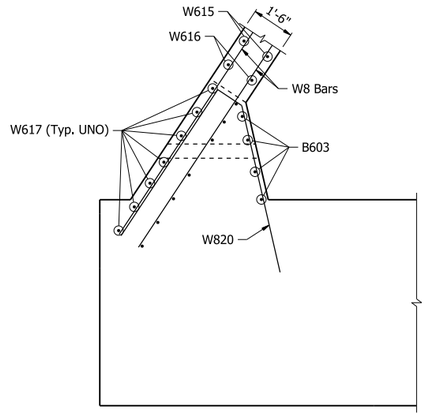

VIEW D-D
⅜" = 1'-0"
(Wing A shown; Wing B similar)

(2) Required at Bent Nos. 1A Wing B, 6A Wing A & Wing B, and 1B Wing A & Wing B only.

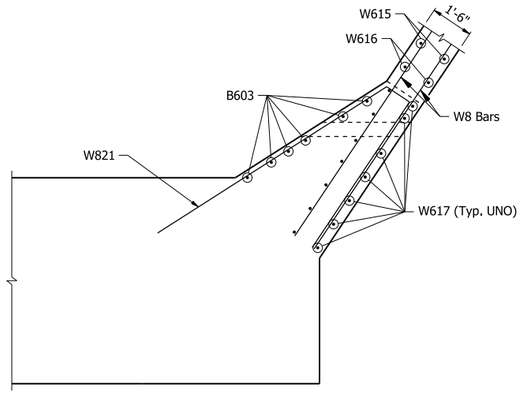
TABLE OF VARIABLES

| 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.

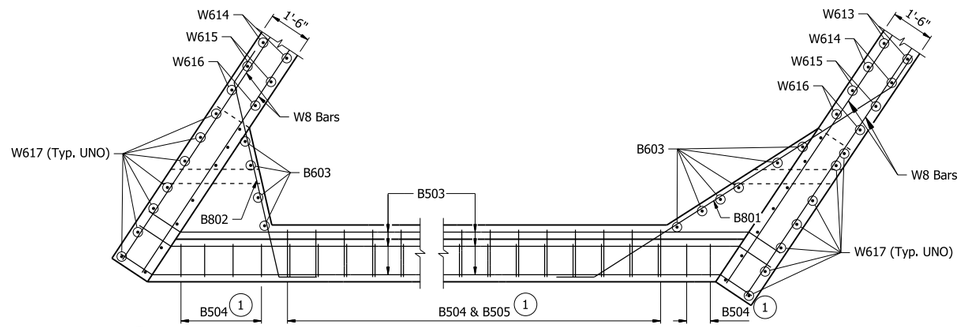



WING B



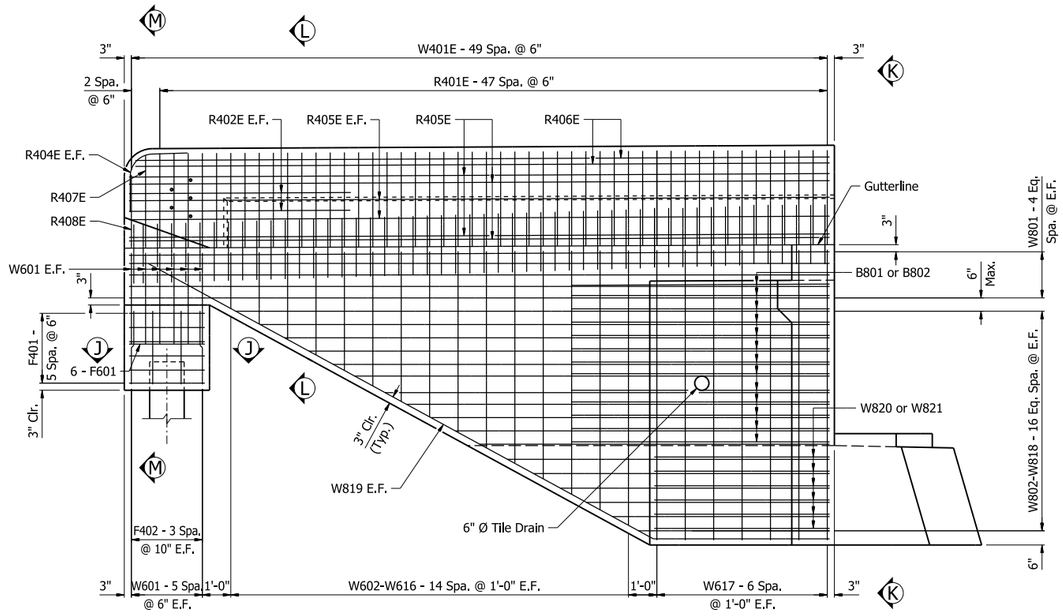

WING A

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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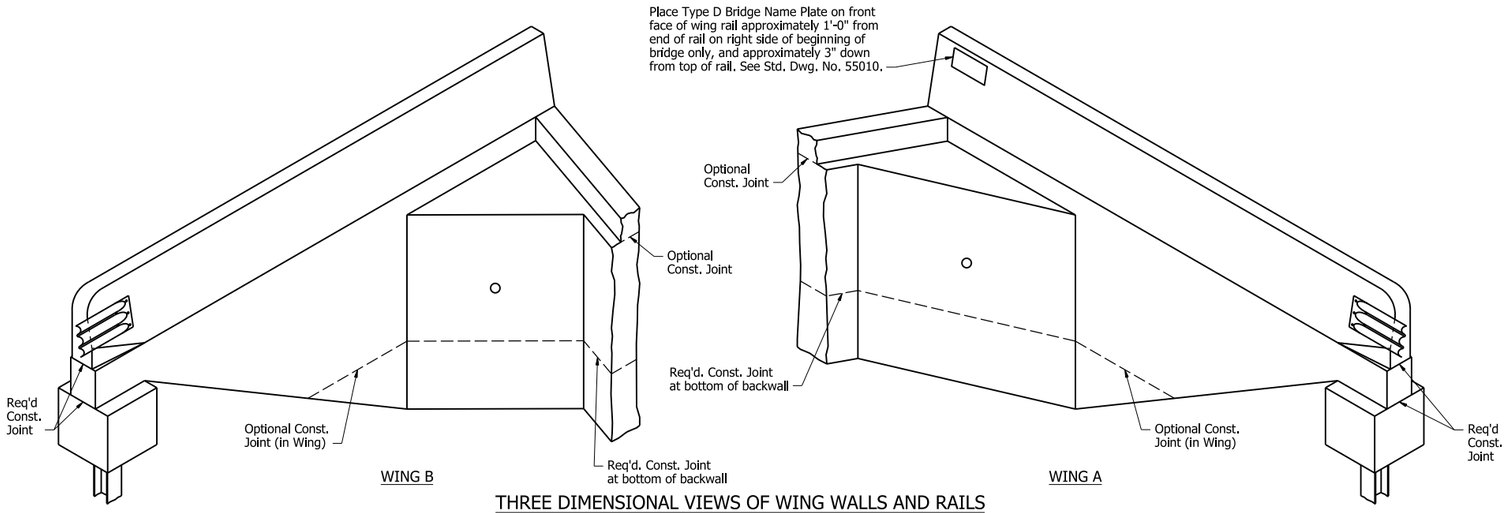
SHEET 6 OF 7
DETAILS OF END BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

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 | | | | |



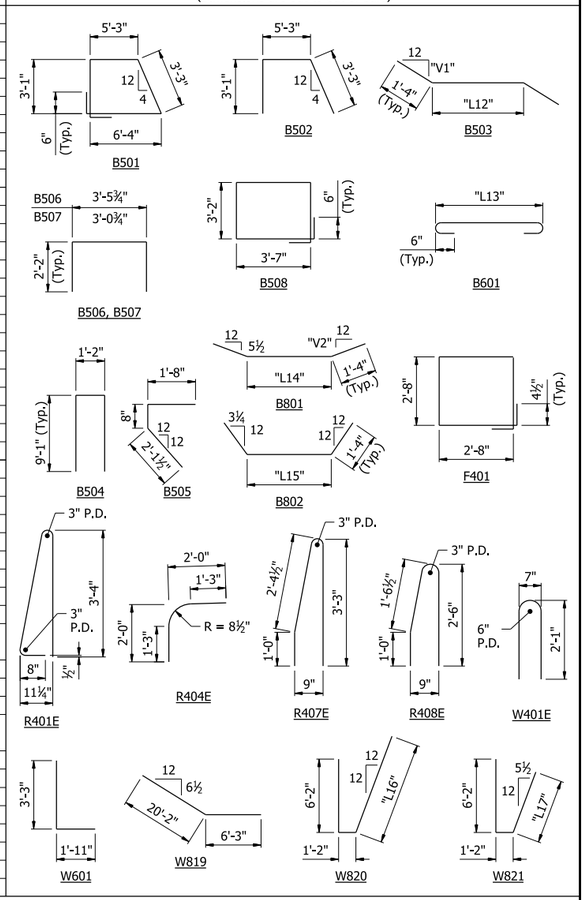

## THREE DIMENSIONAL VIEWS OF WING WALLS AND RAILS

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" |

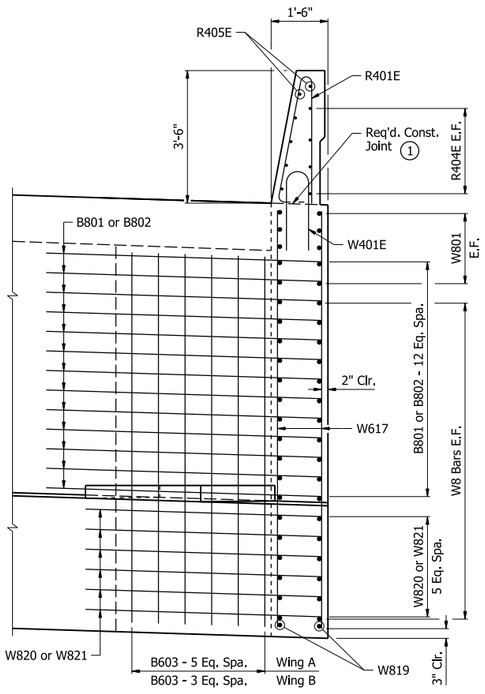
Bending Diagrams (Dimensions are out to out of bars)




All bars designated with an "E" suffix are to be epoxy coated.

## TABLE OF VARIABLES

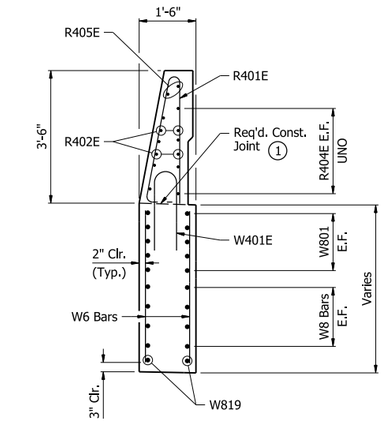
| Bent No. | "N1" | "N2" | "N3" | "L1" | "L2" | "L3" | "L4" | "L5" | "L6" | "L7" | "L8" | "L9" | "L10" | "L11" | "L12" |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | 66 | 48 | 42 | 26'-2" | 50'-8" | 51'-11" | 50'-6" | 8'-11" | 14'-10" | 9'-5" | 2'-0" to 9'-8" | 10'-2" | 13'-2" | 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

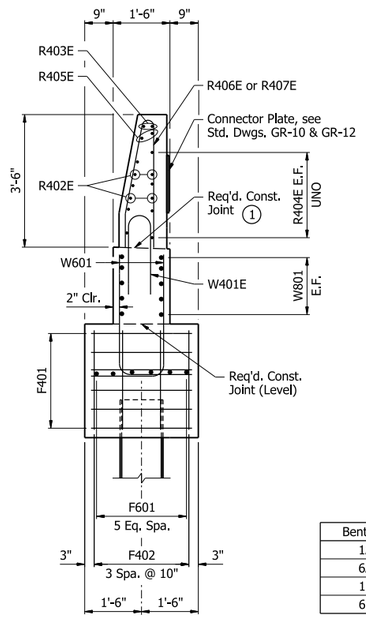
½" = 1'-0"

(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.



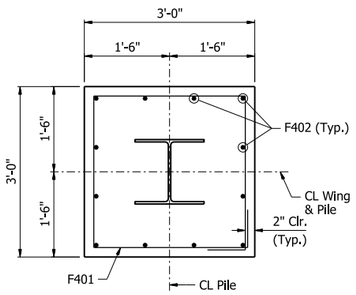

SECTION L-L

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 |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 17233
QING LIU

5/4/26

BRIDGE ENGINEER

# 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

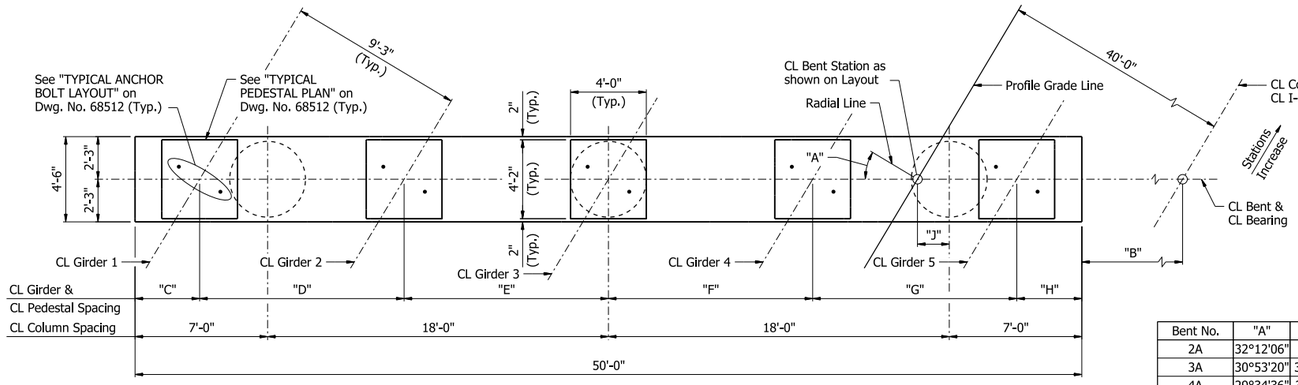
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 9/17/24
CHECKED BY: QL DATE: 9/20/24
DESIGNED BY: QL DATE: 5/31/24
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SCALE: AS NOTED

BRIDGE NO. A7692 & B7692 DRAWING NO. 68509

PRINT DATE: 4/8/2026

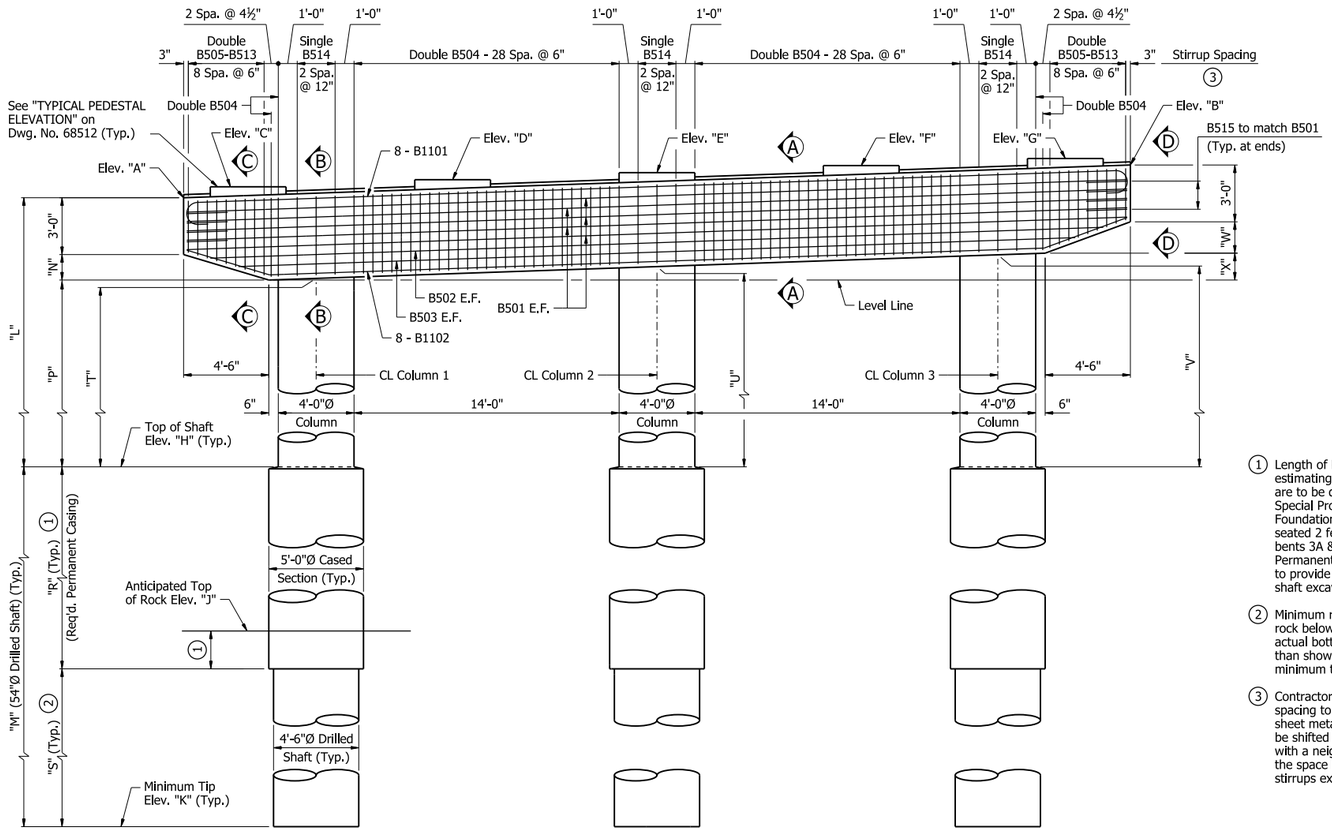
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 399 | 742 |
| | | A7692 - INT. BENTS - 68510 | | | | |




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" |



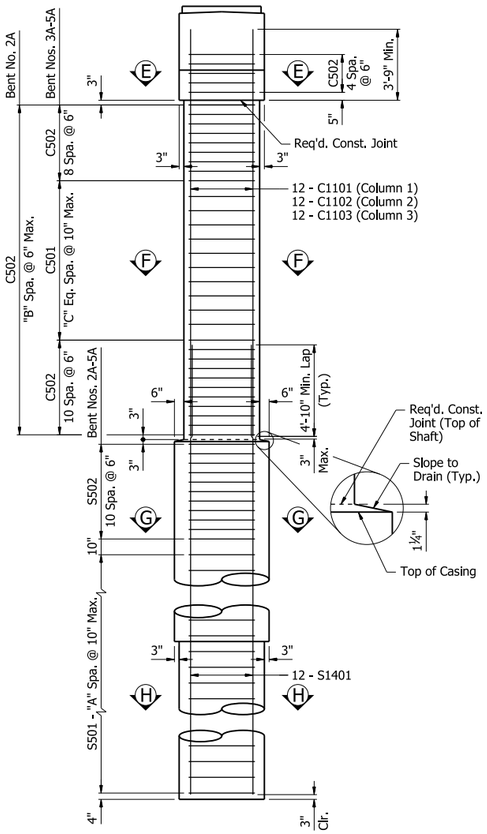

ELEVATION - BENT NOS. 2A-5A
Looking Upstation

"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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BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENTS
I-49 OVER FROG BAYOU
CLEAR CREEK RD. - I-40 (PHASE 1) (F)
CRAWFORD COUNTY

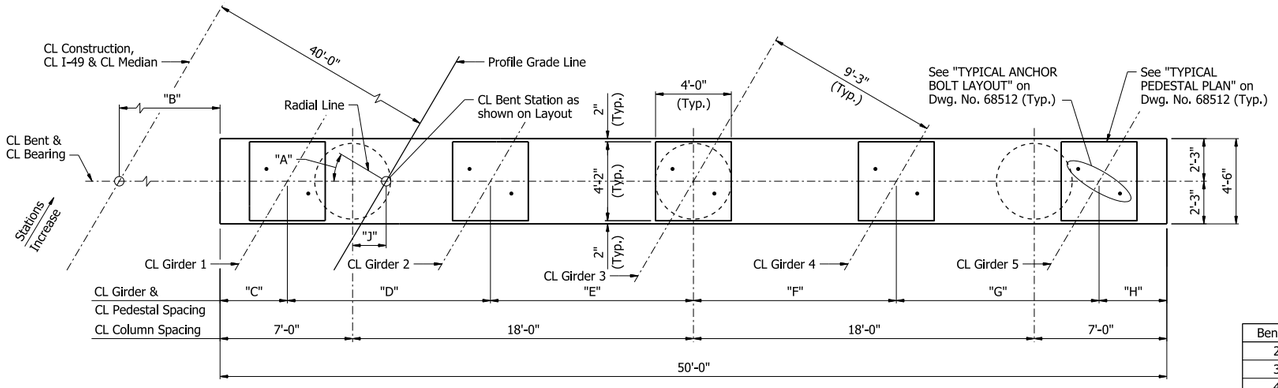
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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. A7692 DRAWING NO. 68510

PRINT DATE: 7/6/2026

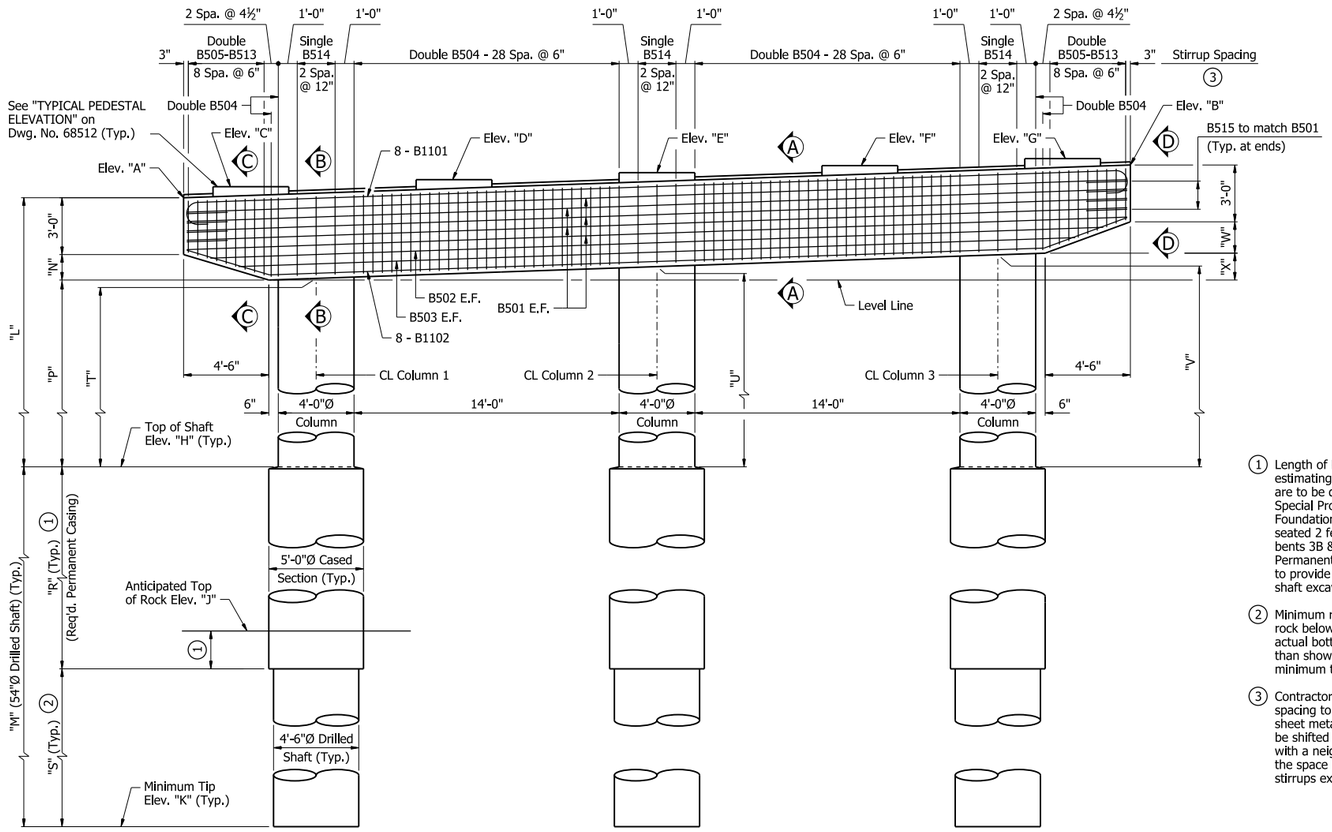
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 040904 | 400 | 742 |
| | | B7692 - INT. BENTS - 68511 | | | | |




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" |



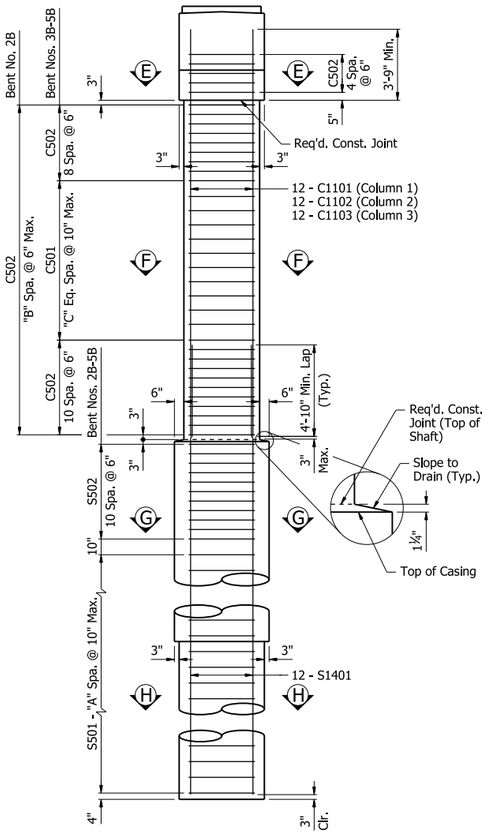

ELEVATION - BENT NOS. 2B-5B
Looking Upstation

"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

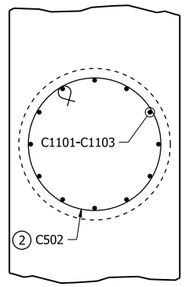
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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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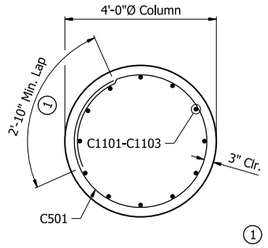
BRIDGE NO. B7692 DRAWING NO. 68511

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 | | | | |



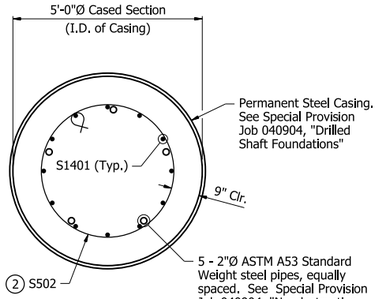

SECTION E-E
½" = 1'-0"
(Cap reinforcing not shown for clarity)



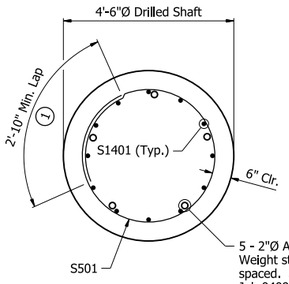

SECTION F-F
½" = 1'-0"

1 Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.

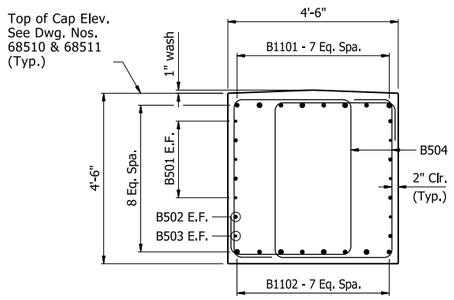
2 Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.



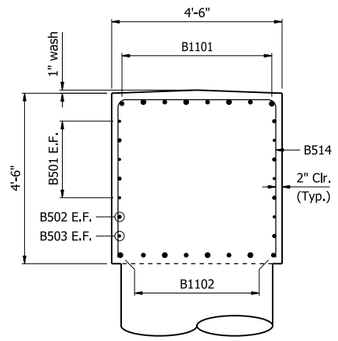

SECTION G-G
½" = 1'-0"




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".

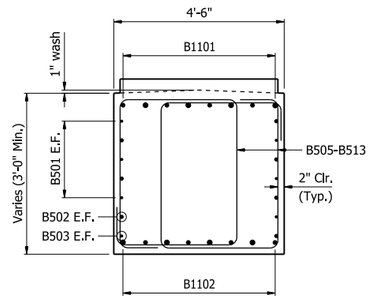



SECTION A-A
½" = 1'-0"

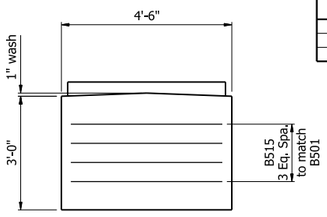



SECTION B-B
½" = 1'-0"
(Column reinforcing not shown for clarity)

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)



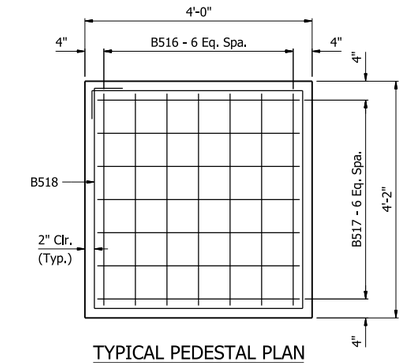

VIEW D-D
½" = 1'-0"

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.

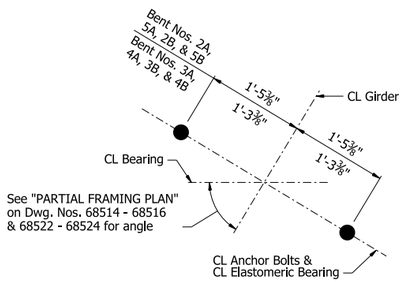
## TABLE OF VARIABLES

| 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" |

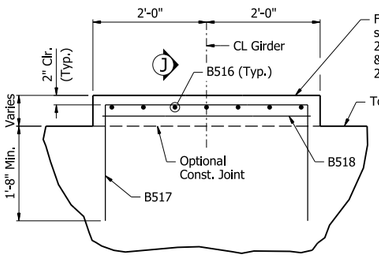



TYPICAL PEDESTAL PLAN
¾" = 1'-0"

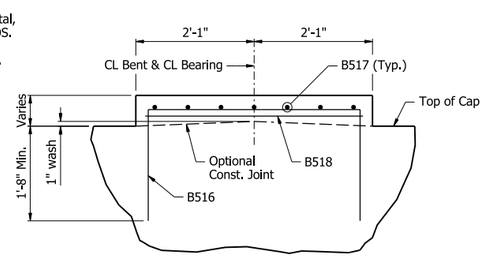
Note:
Contractor shall adjust B516 & B517 bar spacing to accommodate anchor bolts and sheet metal sleeves.




TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"




TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"

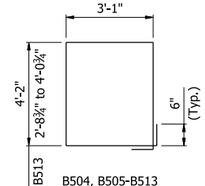



SECTION J-J
¾" = 1'-0"

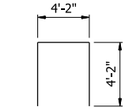
## BAR LIST- PER BENT

| 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. |

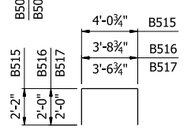
Bending Diagrams (Dimensions are out to out of bars)



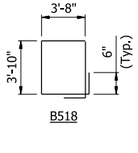

B504, B505-B513



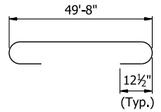

B514



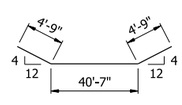

B515, B516, B517



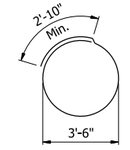

B518



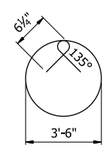

B1101




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

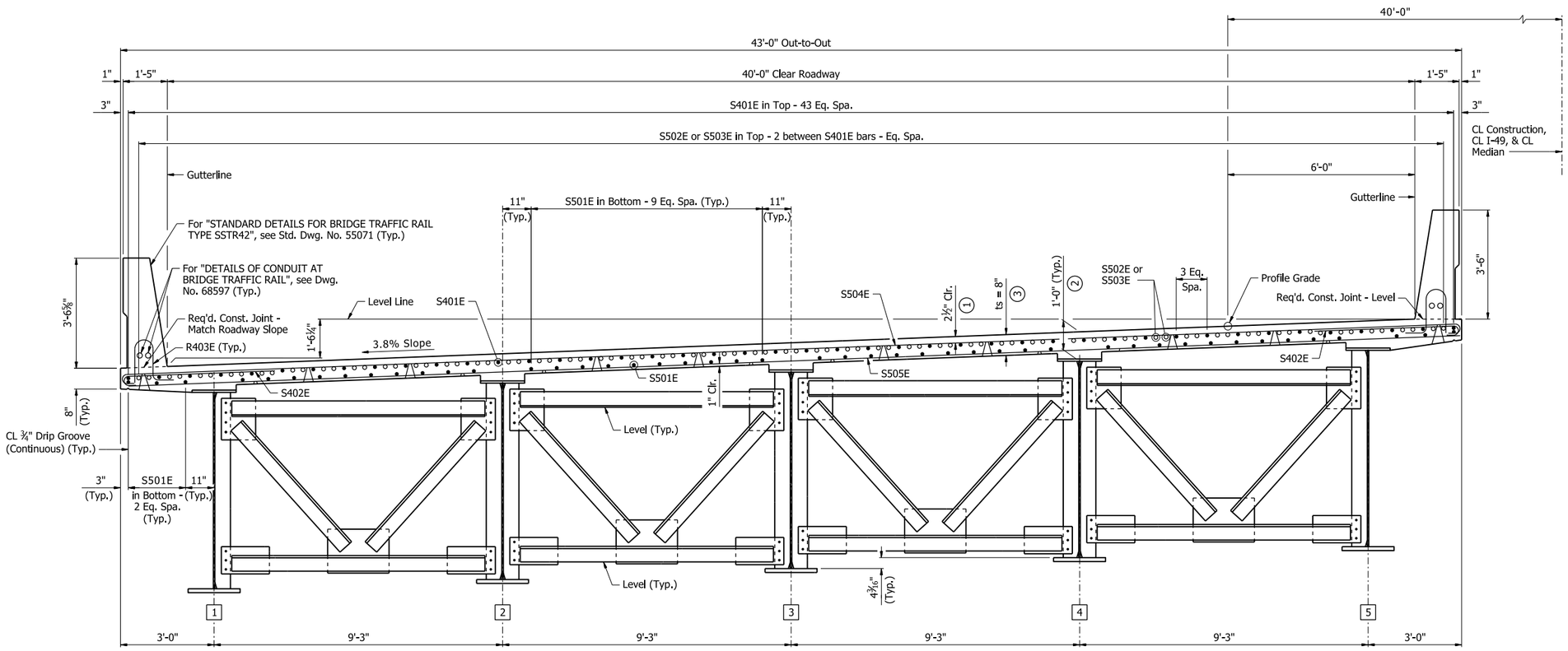
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: QL DATE: 9/5/24
DESIGNED BY: CCD/CZ DATE: 7/15/24
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SCALE: AS NOTED

BRIDGE NO. A7692 & B7692 DRAWING NO. 68512

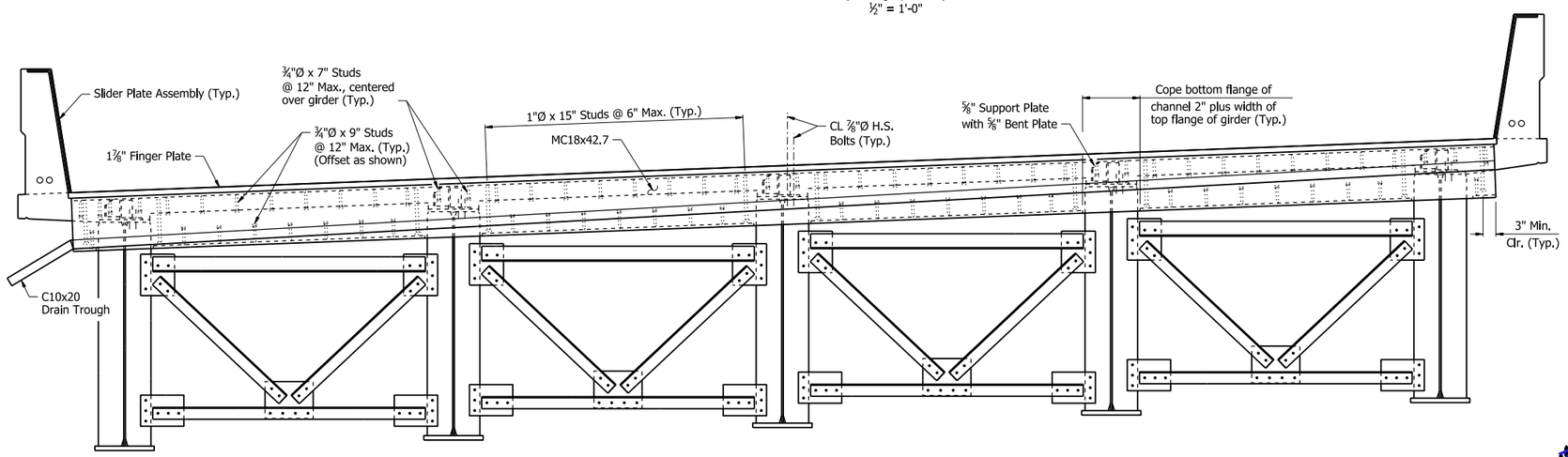
PRINT DATE: 4/7/2026

| 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" |

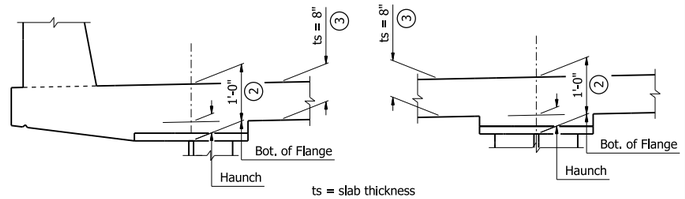
No increase in concrete and structural steel quantities will be made to maintain tolerances. Tolerances shown are applicable for both removable deck forming and permanent steel deck forms. Payment for concrete shall be based on removable deck forming.

(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

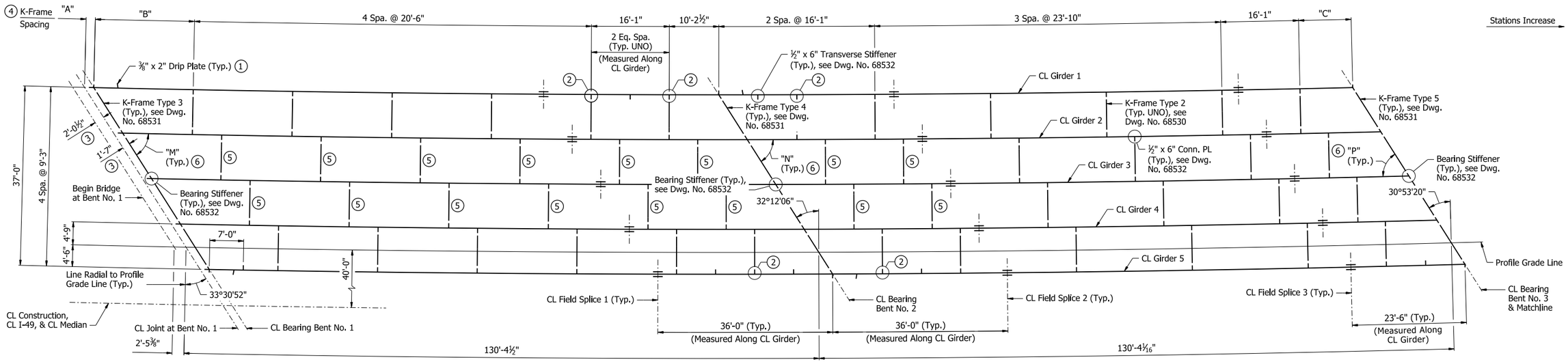
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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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

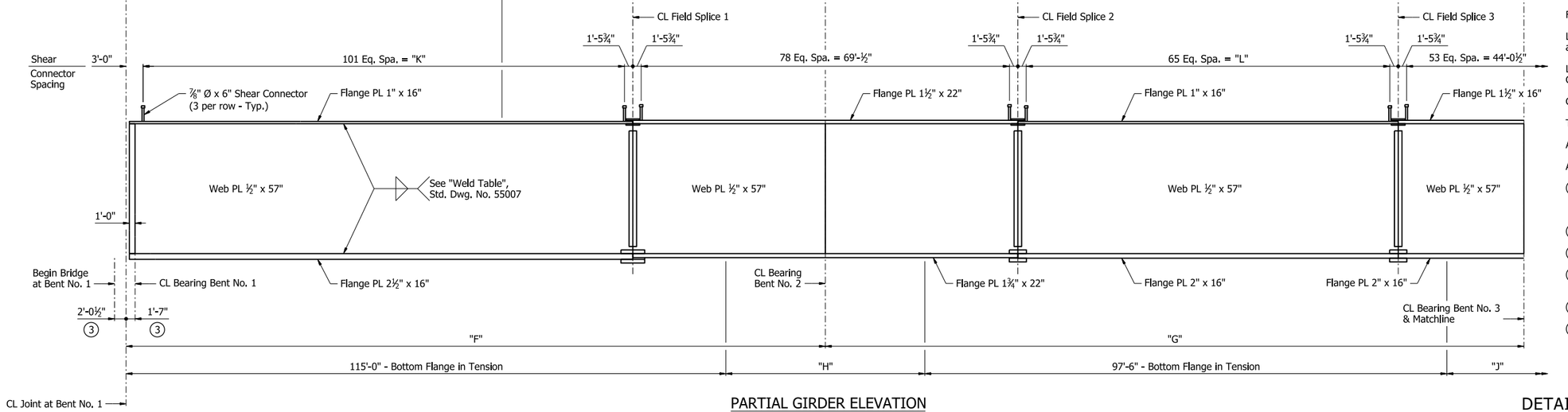
PRINT DATE: 4/2/2026

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| | | 6 | ARK. | 040904 | 403 | 742 |
| | | A7692 - 651'-6½" Unit - 68514 | | | | |



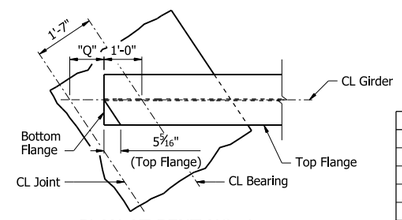

## PARTIAL FRAMING PLAN

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

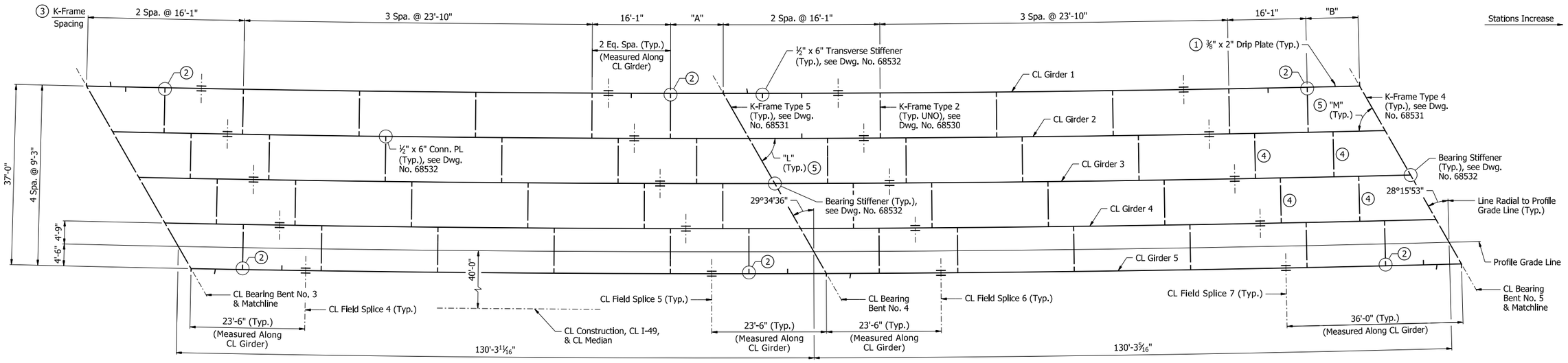
LITTLE ROCK, ARK.

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CHECKED BY: CZ DATE: 7/30/24
DESIGNED BY: CZ DATE: 4/18/24
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SCALE: AS NOTED

BRIDGE NO. A7692 DRAWING NO. 68514

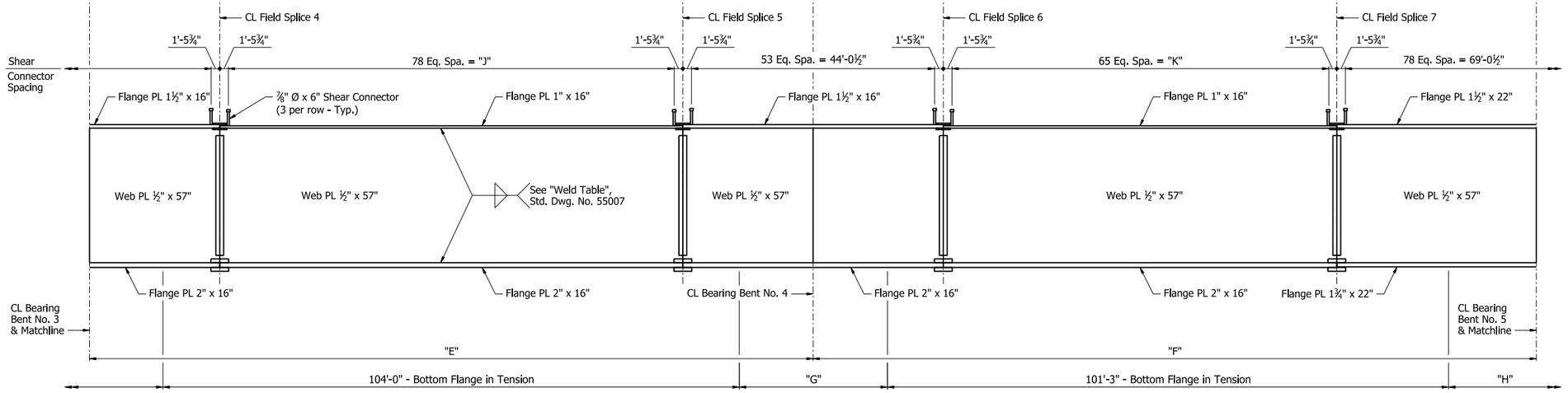
PRINT DATE: 4/2/2026

| 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

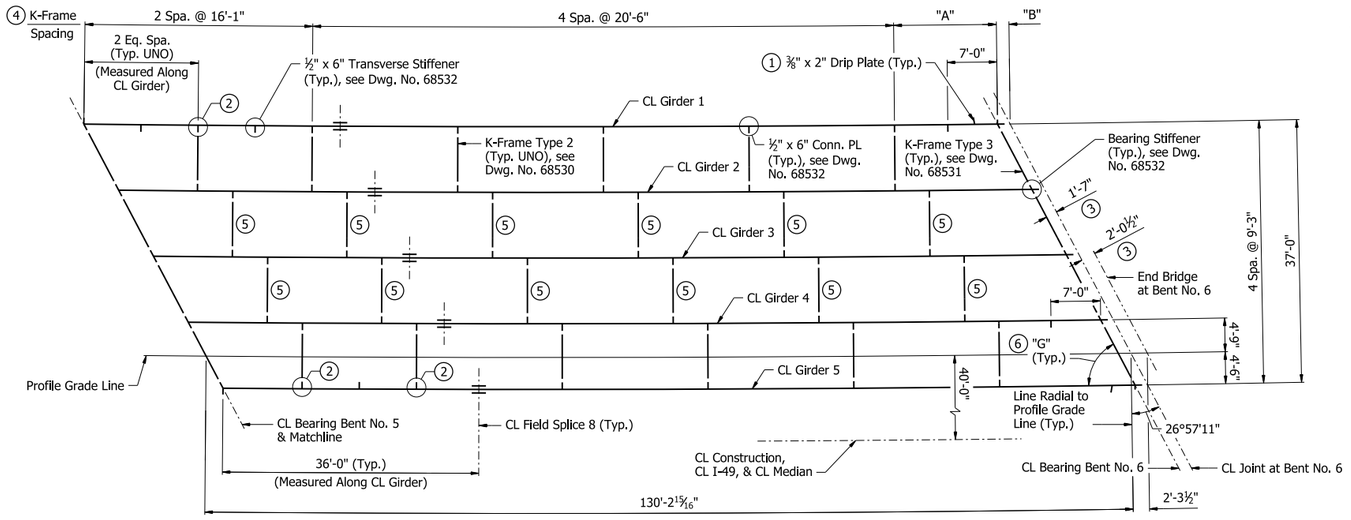
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: CZ DATE: 7/31/24
DESIGNED BY: CZ DATE: 4/18/24
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BRIDGE NO. A7692 DRAWING NO. 68515

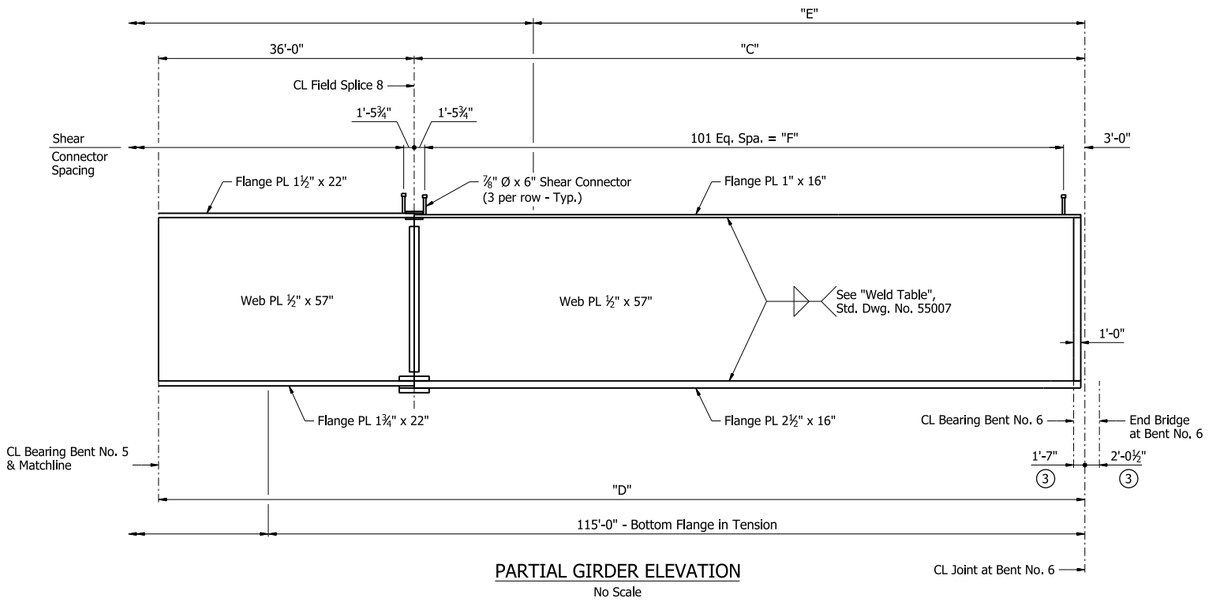
PRINT DATE: 4/2/2026

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| | | 6 | ARK. | 040904 | 405 | 742 |
| | | A7692 - 651'-6½" Unit - 68516 | | | | |



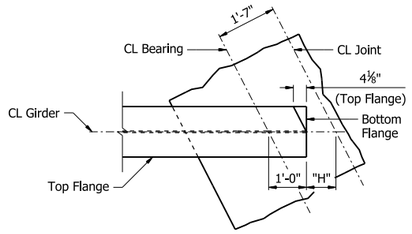

## PARTIAL FRAMING PLAN

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

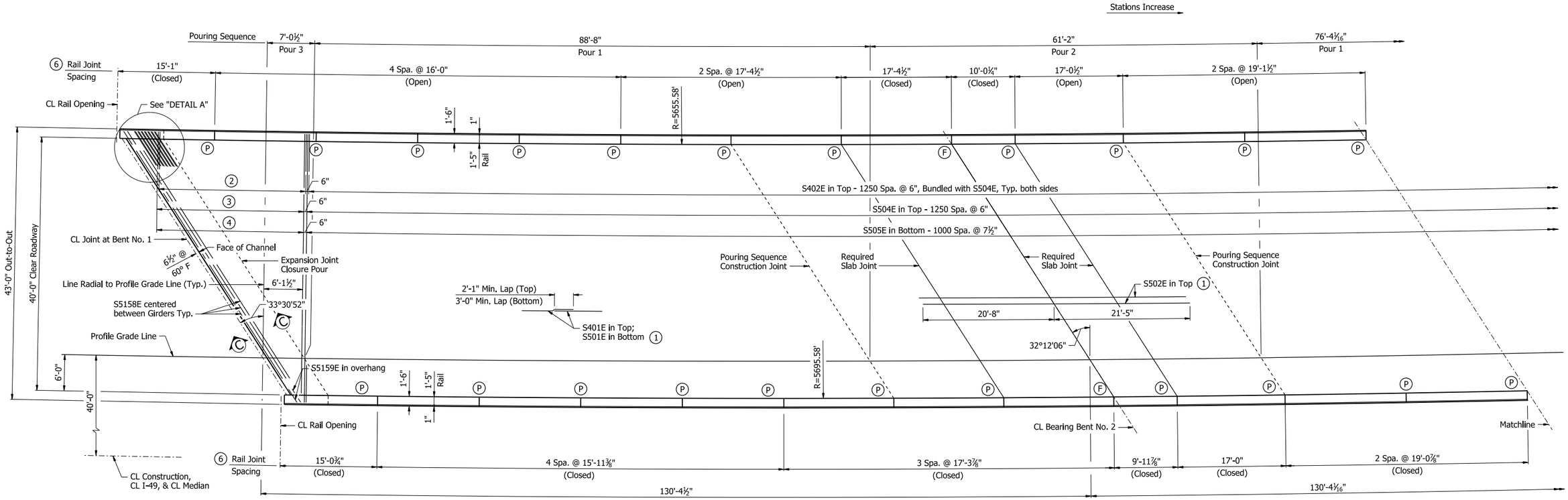
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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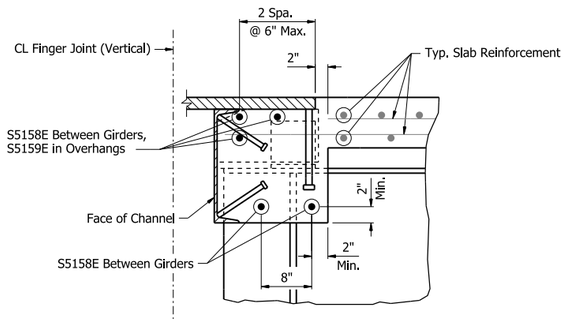
PRINT DATE: 4/2/2026

| 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.

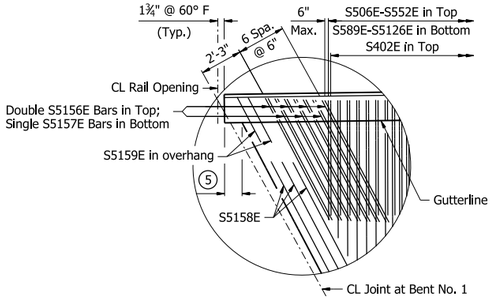
Extend longitudinal reinforcement into the slab extension underneath the rails at finger joint locations. Maintain 3" min. clearance from end of reinforcement to end of slab extension.

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

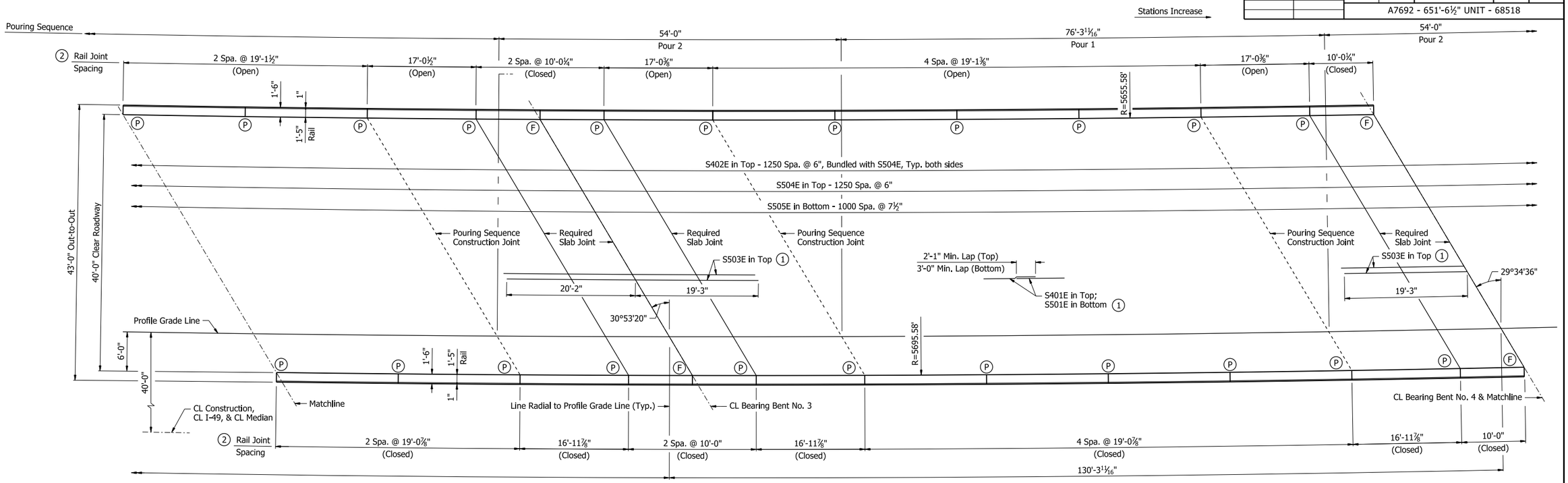
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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

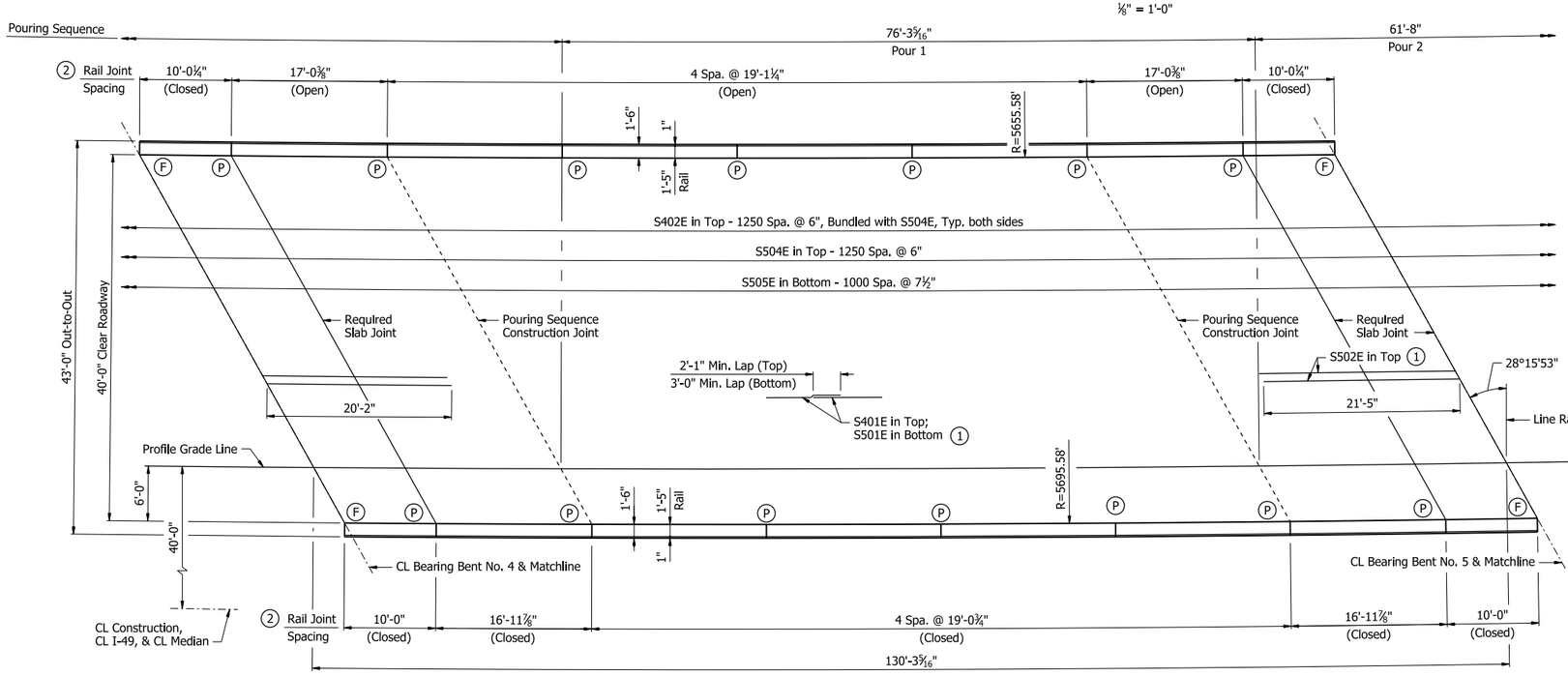
PRINT DATE: 4/13/2026

| 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

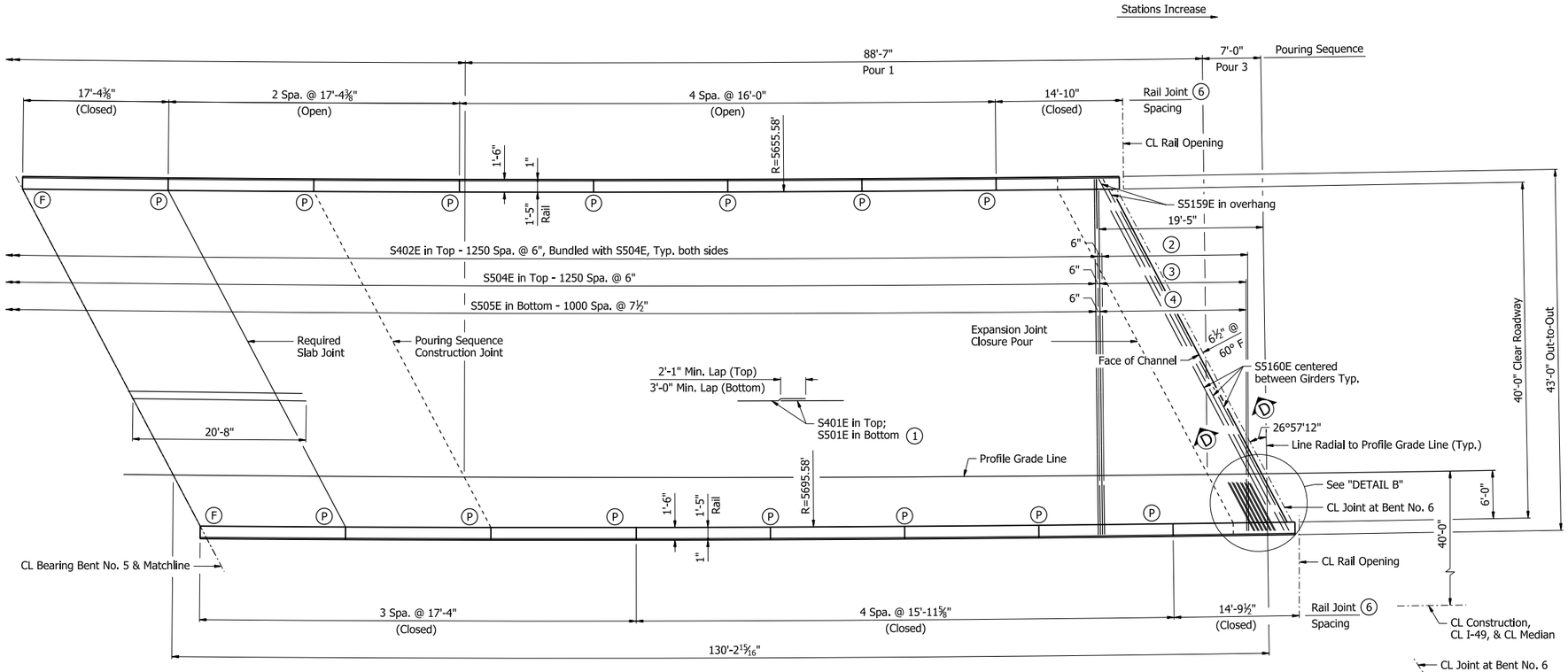
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

| | | | | | |
|---|---|---|---|---|---|
| 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

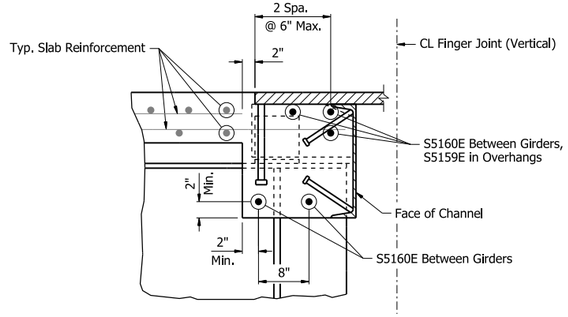
PRINT DATE: 4/2/2026

| 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"

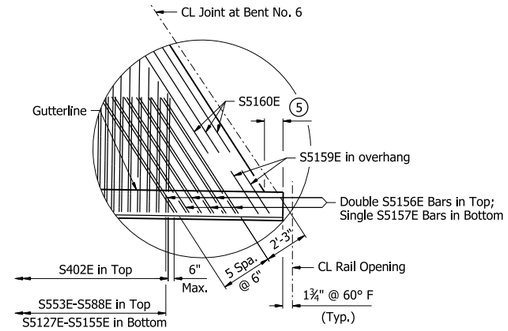
(4) S5127E-S5155E in Bottom - 28 Spa. @ 7½"

(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
CHECKED BY: CZ DATE: 8/13/24
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 | | | | |

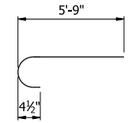
## RAIL VARIABLES

| 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

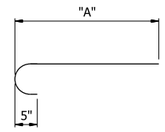
| Mark | Number Required | Length | Pin Dia. |
|---|---|---|---|
| S401E | 704 | 42'-10" | Str. |
| S402E | 2585 | 6'-3" | 3" |
| S501E | 598 | 53'-1" | Str. |
| S502E | 172 | 42'-1" | Str. |
| S503E | 172 | 39'-5" | Str. |
| S504E | 1251 | 43'-10" | 3¾" |
| S505E | 1001 | 42'-8" | Str. |
| S506E - S552E | 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)

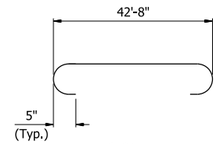


S402E

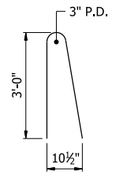
| Mark ① | "A" |
|---|---|
| S506E-S552E | 6'-3" to 40'-10" |
| S553E-S588E | 6'-7" to 40'-9" |
| S5156E | 7'-2" |



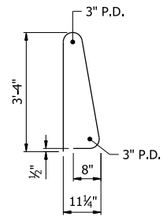
① S5XXE



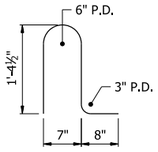
S504E



R400E



R401E



R403E

All bars designated with an "E" suffix are to be epoxy coated.

STATE OF ARKANSAS
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★★★
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RACHEL L. WESSON
5/4/26
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

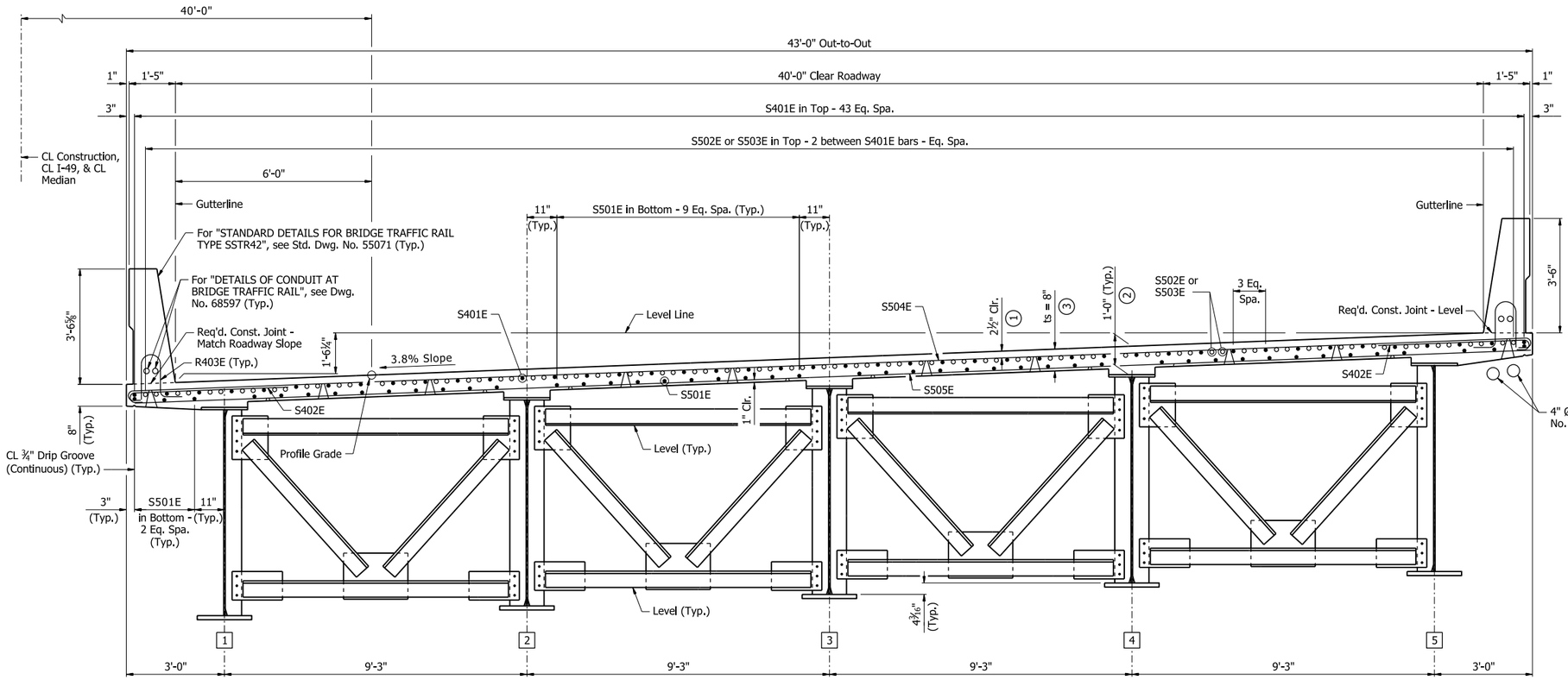
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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" |

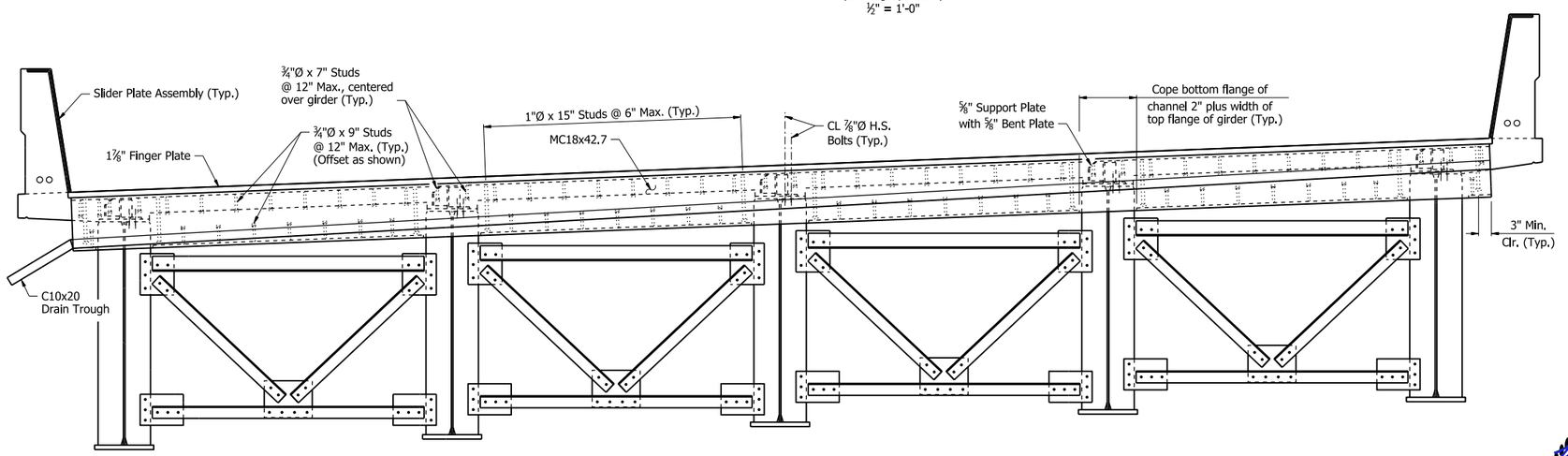
No increase in concrete and structural steel quantities will be made to maintain tolerances. Tolerances shown are applicable for both removable deck forming and permanent steel deck forms. Payment for concrete shall be based on removable deck forming.

(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

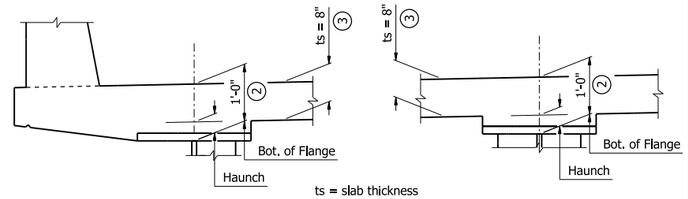
(Looking Upstation)
½" =1'-0"

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

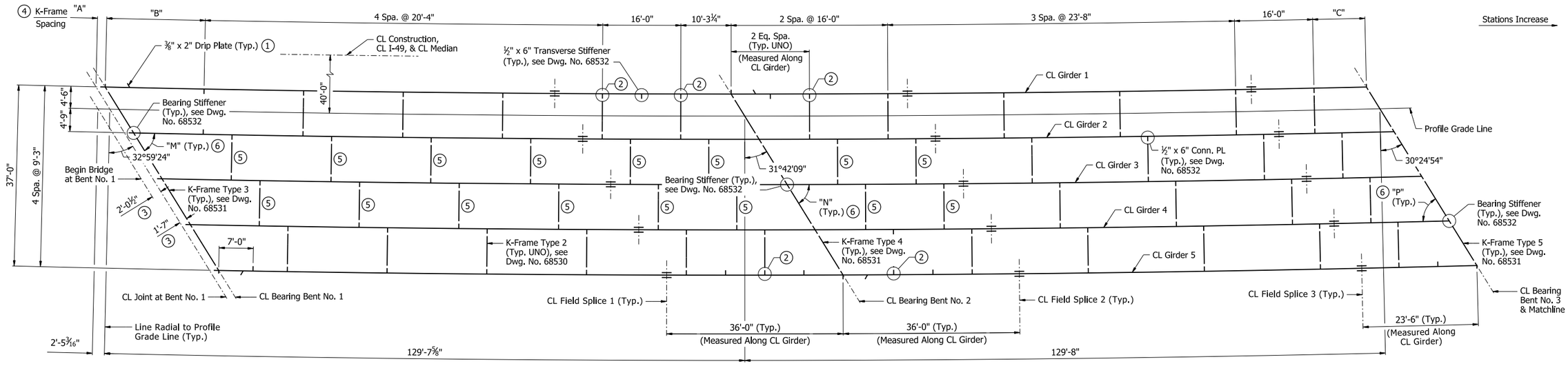
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/12/24
CHECKED BY: AMW DATE: 9/20/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904b7_s11.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68521

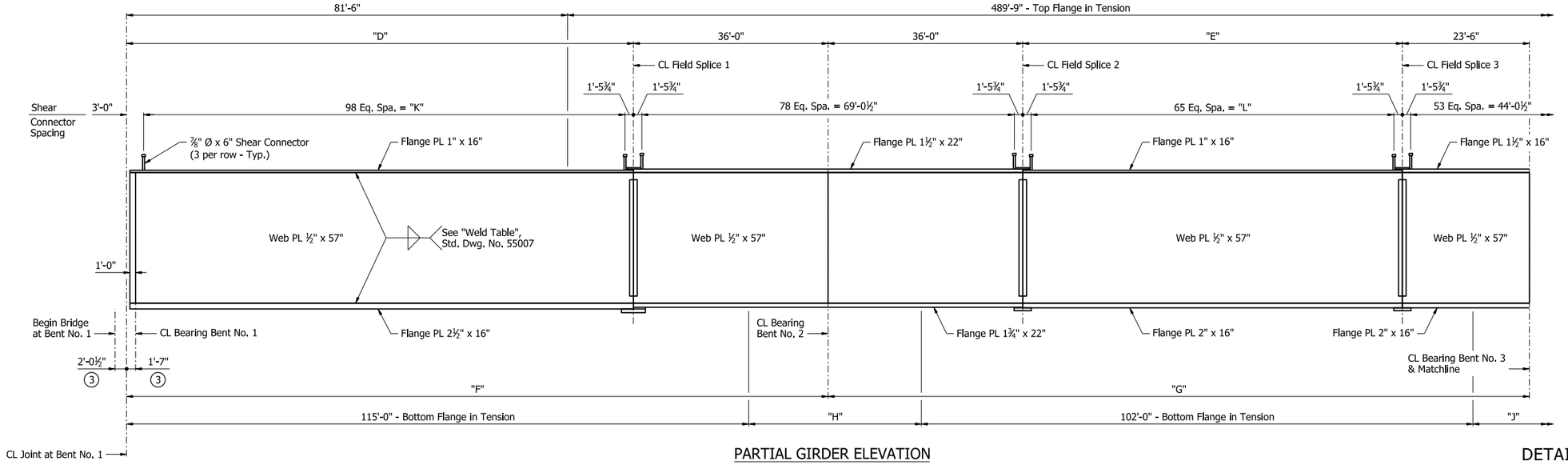
PRINT DATE: 3/30/2026

| 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 | | | | |



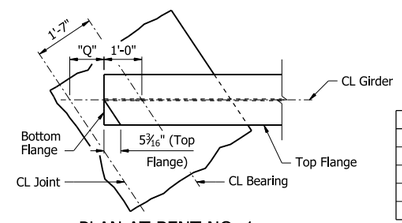

## PARTIAL FRAMING PLAN

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

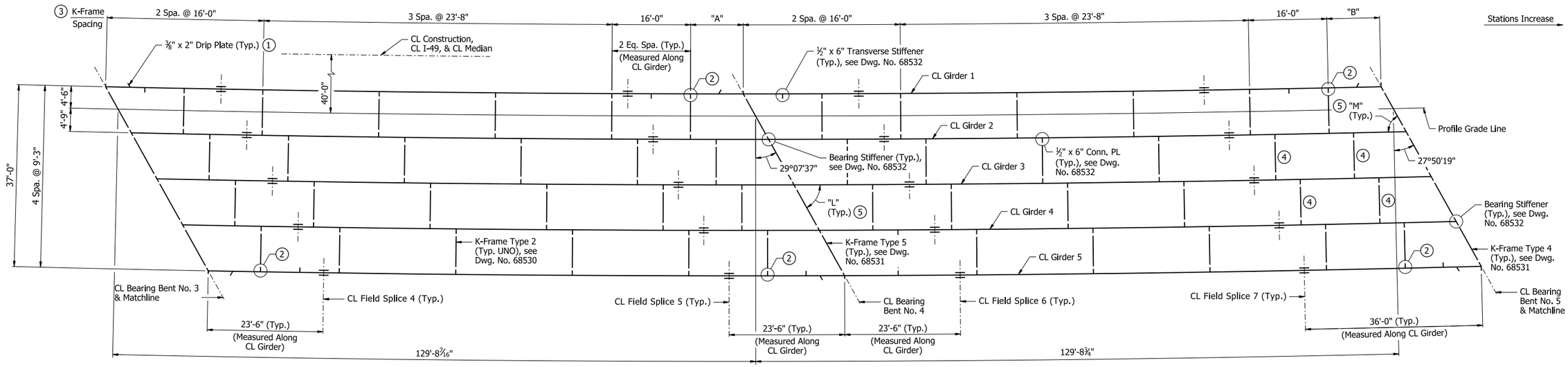
LITTLE ROCK, ARK.

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

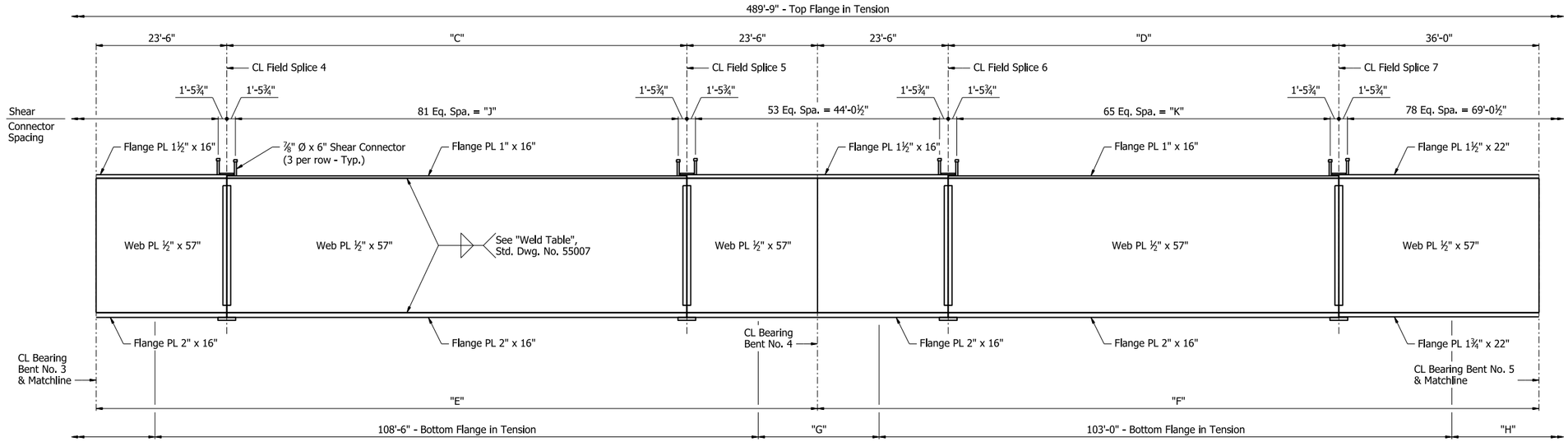
PRINT DATE: 4/2/2026

| 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
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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

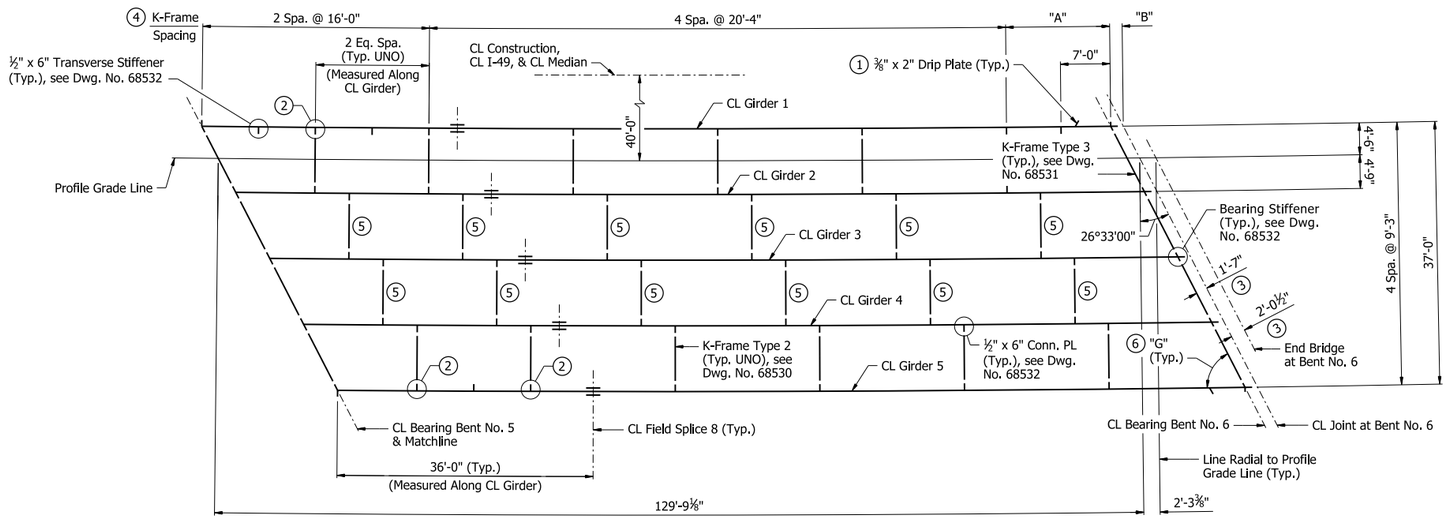
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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 | | | | |



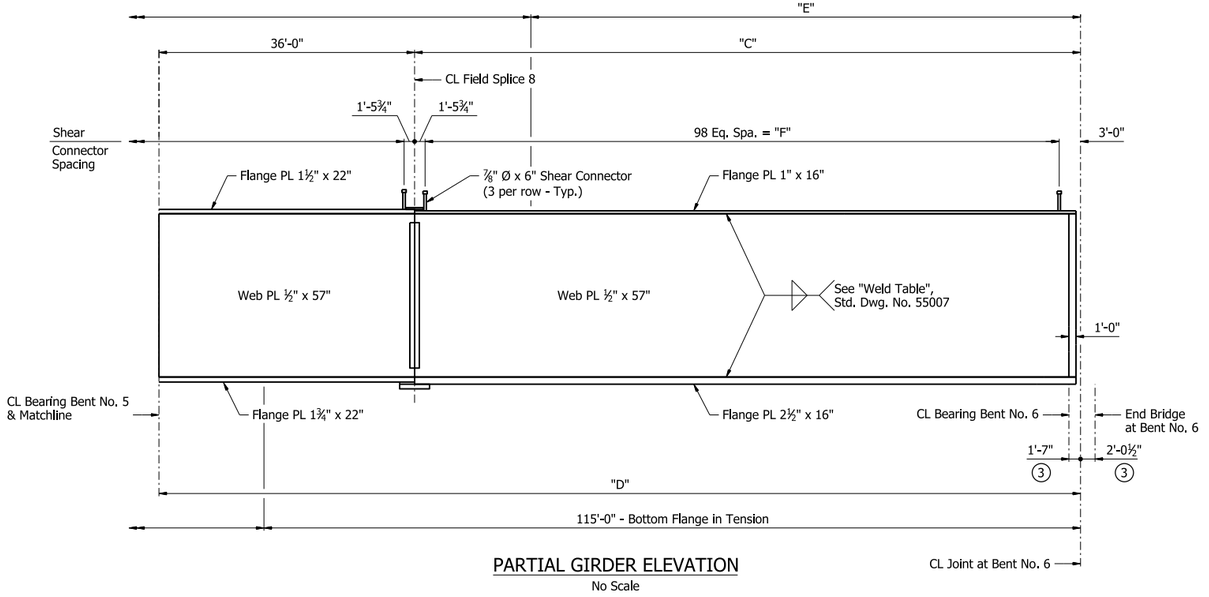

Stations Increase

## PARTIAL FRAMING PLAN

3/32" = 1'-0"

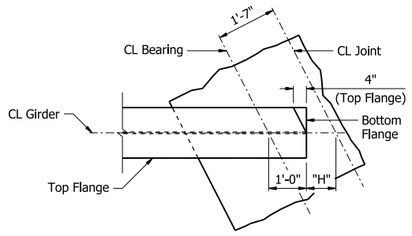
Notes:
For additional notes, see Dwg. No. 68522.

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

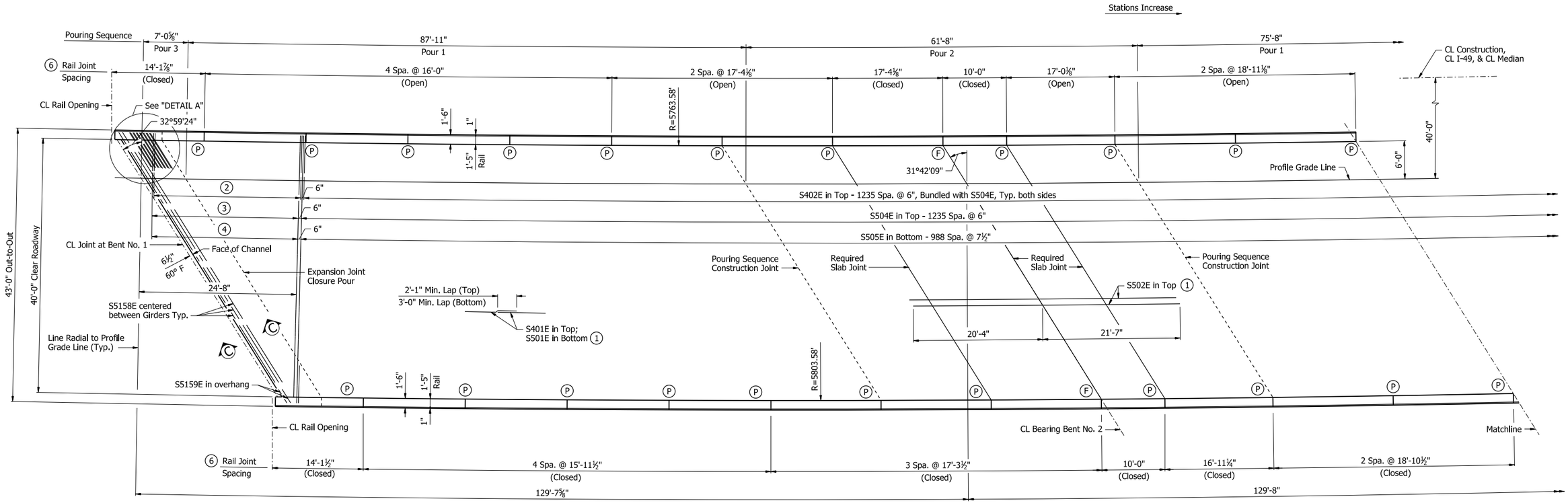
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: CZ DATE: 8/2/24
DESIGNED BY: KBJ DATE: 2/26/24
FILENAME: b040904b7_s14.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68524

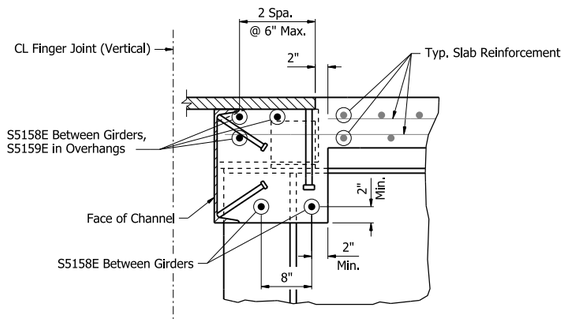
PRINT DATE: 4/2/2026

| 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"

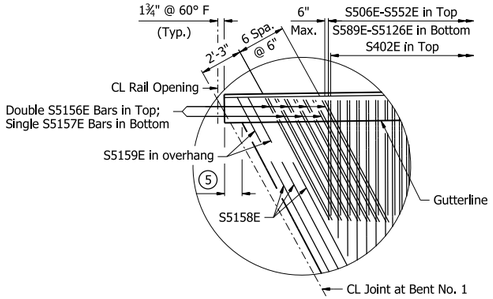
(4) S589E-S5126E in Bottom - 37 Spa. @ 7½"

(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

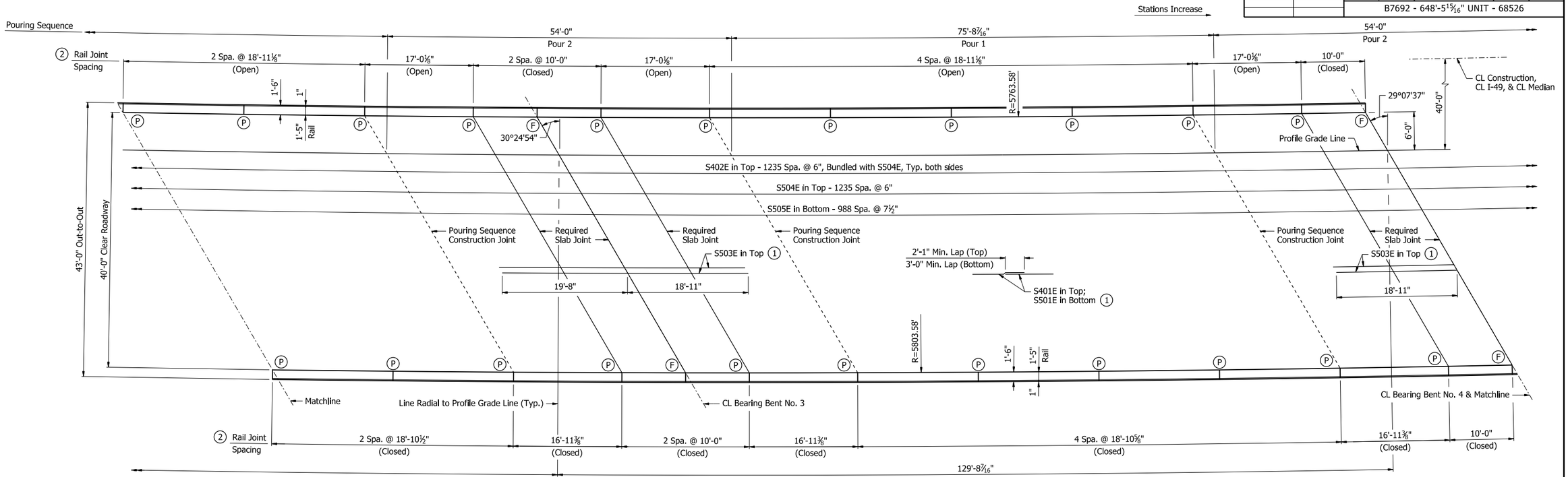
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/17/24
CHECKED BY: AMW DATE: 9/20/24
DESIGNED BY: RCR DATE: 7/13/22
FILENAME: b040904b7_s15.dgn
SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68525

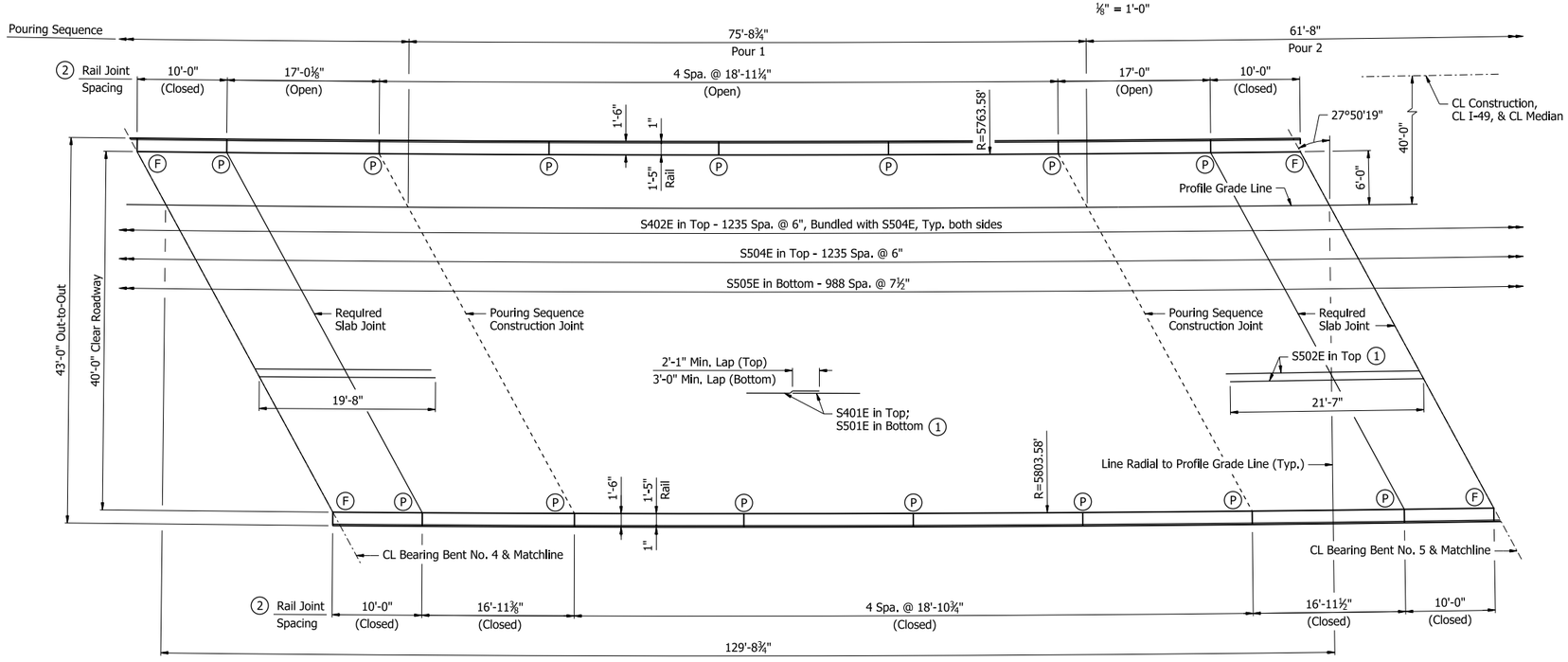
PRINT DATE: 4/13/2026

| 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

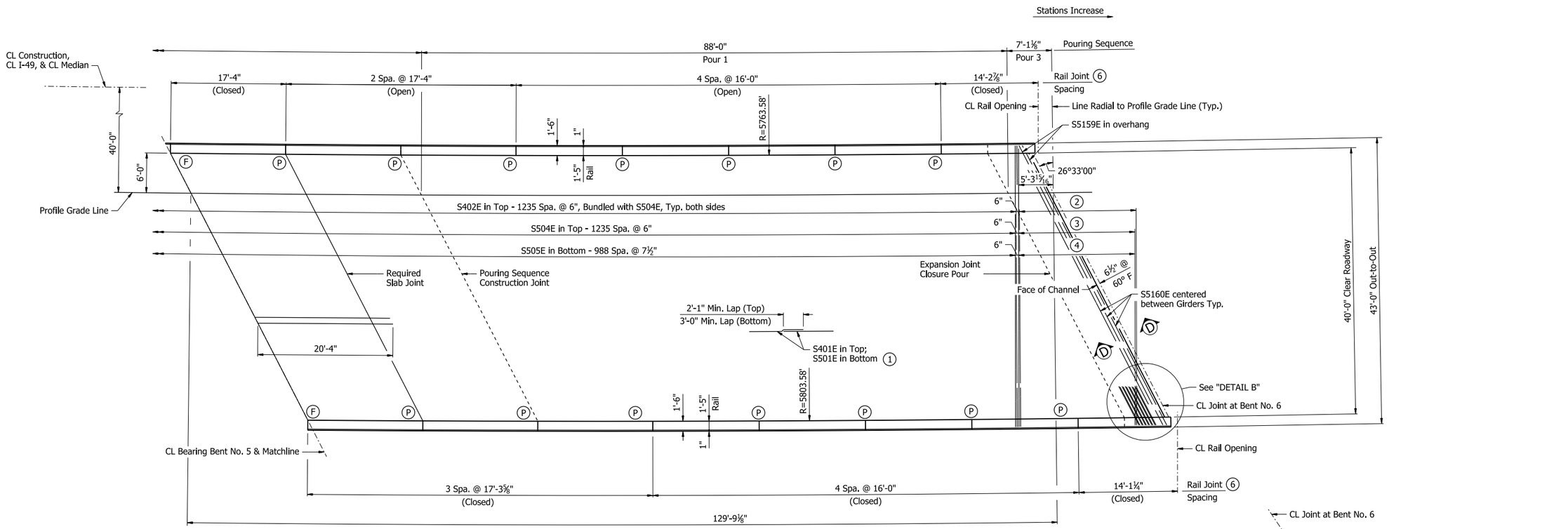
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/17/24
CHECKED BY: AMW DATE: 9/20/24
DESIGNED BY: RCR DATE: 7/13/22
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SCALE: AS NOTED

BRIDGE NO. B7692 DRAWING NO. 68526

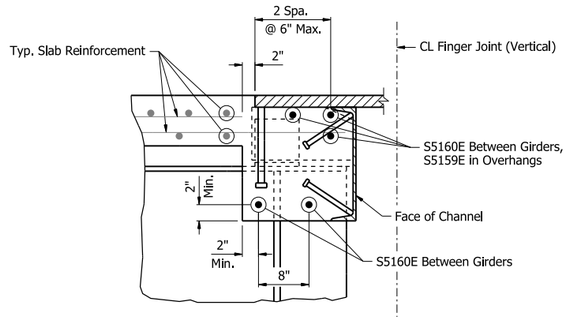
PRINT DATE: 4/6/2026

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|---|---|---|---|---|---|---|
| | | 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"

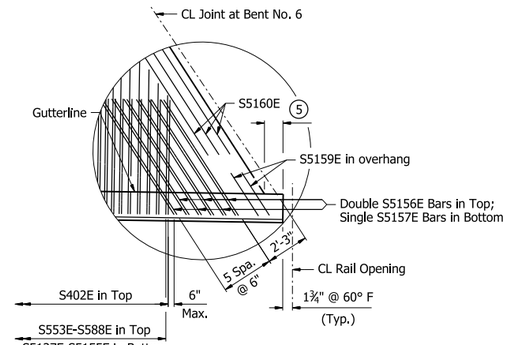
(4) S5127E-S5155E in Bottom - 28 Spa. @ 7½"

(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 | | | | |

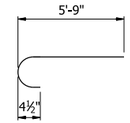
## RAIL VARIABLES

| 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

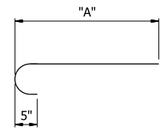
| Mark | Number Required | Length | Pin Dia. |
|---|---|---|---|
| S401E | 704 | 42'-7" | Str. |
| S402E | 2555 | 6'-3" | 3" |
| S501E | 598 | 52'-9" | Str. |
| S502E | 172 | 41'-11" | Str. |
| S503E | 172 | 38'-7" | Str. |
| S504E | 1236 | 43'-10" | 3¾" |
| S505E | 989 | 42'-8" | Str. |
| S506E - S552E | 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)

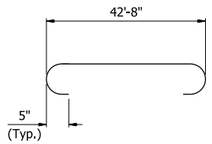


S402E

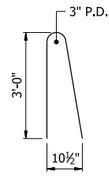
| Mark ① | "A" |
|---|---|
| S506E-S552E | 6'-2" to 41'-10" |
| S553E-S588E | 6'-3" to 41'-5" |
| S5156E | 7'-2" |



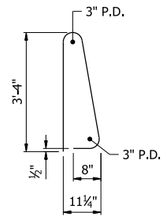
① S5XXE



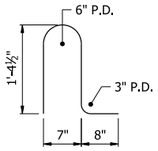
S504E



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.

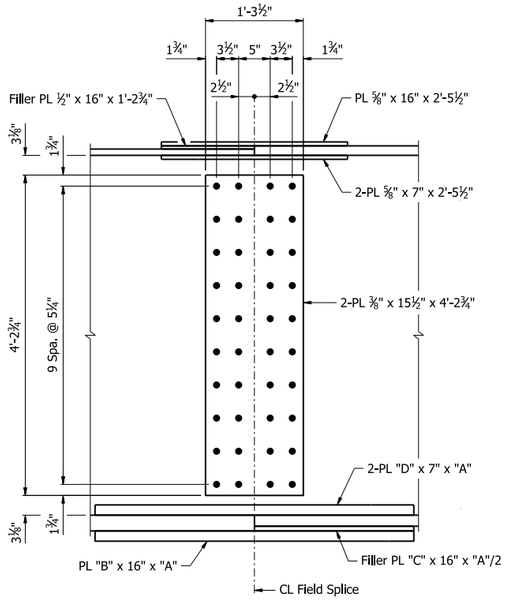
For location of B7692 field splices, see Dwg. Nos. 68522 - 68524.

All field splice bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

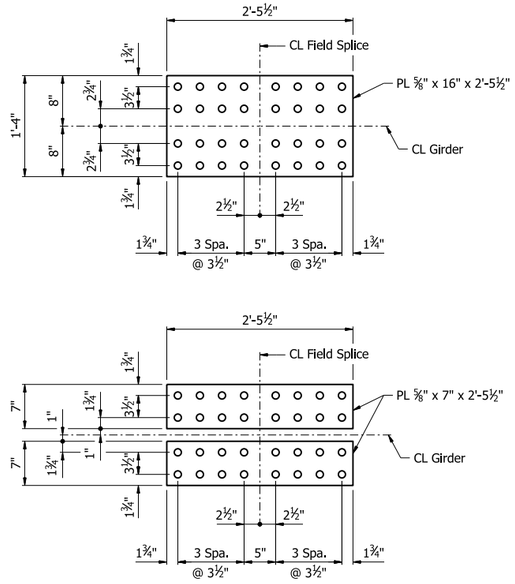
All holes for splice bolts shall be 1⅛"Ø.

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)."

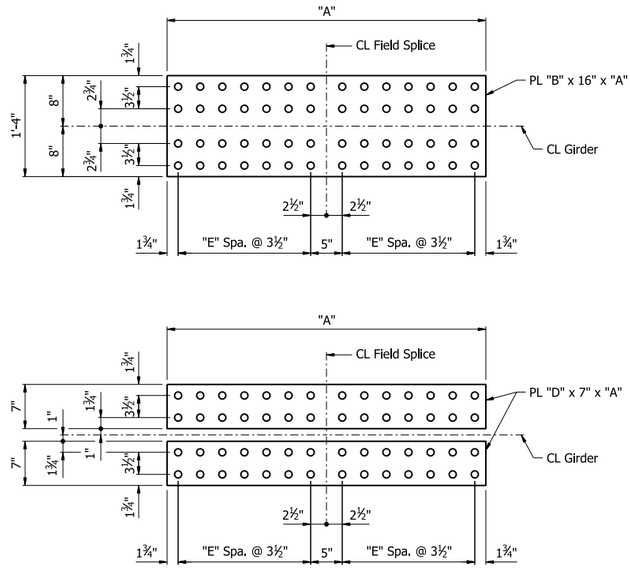
Bolted field splices may either be eliminated or shop weld splices may be substituted with the approval of the Engineer. Payment will be made on the basis of plan quantities.




WEB SPLICE




TOP FLANGE SPLICE




BOTTOM FLANGE SPLICE

## DETAILS OF FIELD SPLICES

PRINT DATE: 3/16/2026

STATE OF ARKANSAS
Allie Wagner
PROFESSIONAL ENGINEER
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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.

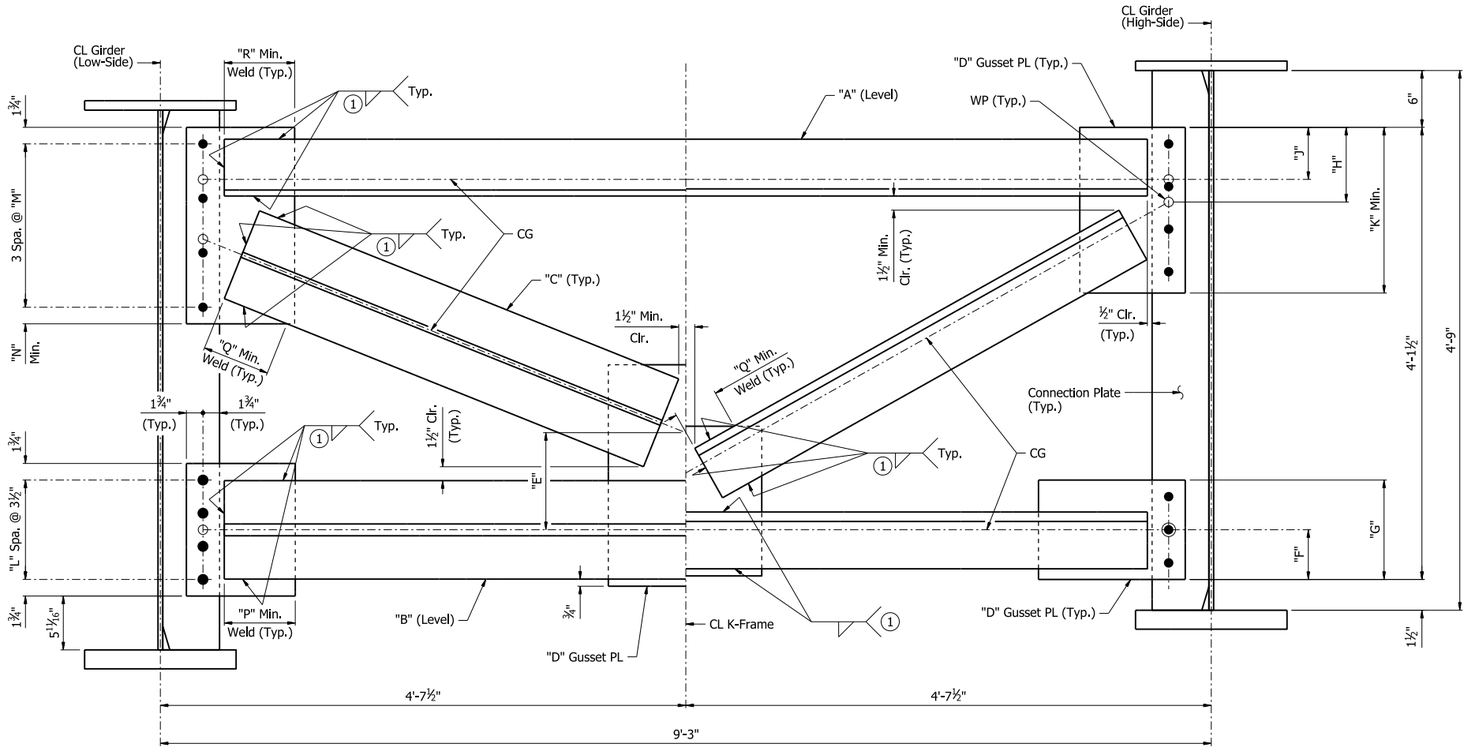
All holes shall be drilled for K-Frames connection and shall be 1⅛"Ø.

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.

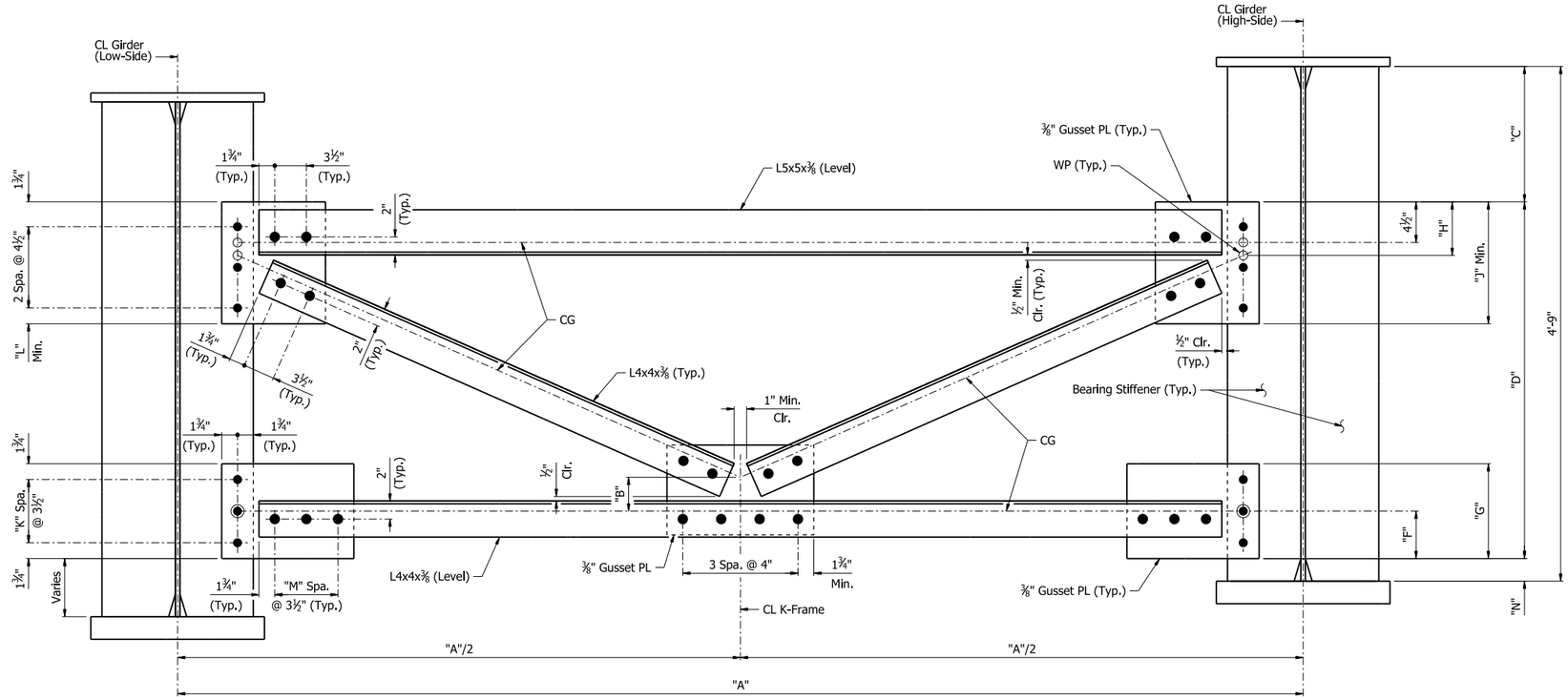
All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.

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