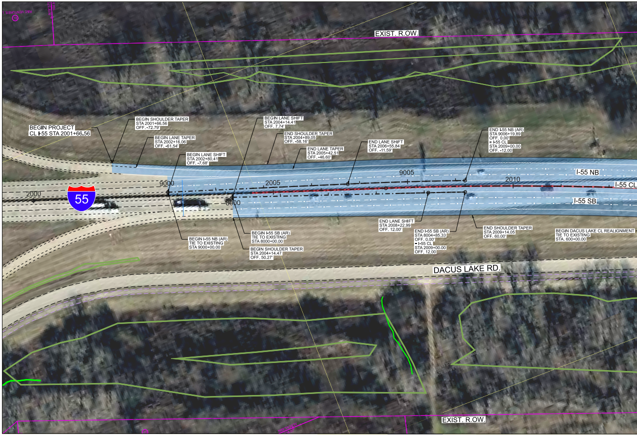
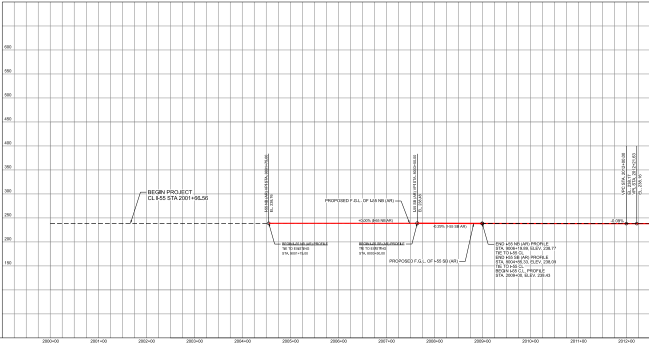
AMERICA'S RIVER CROSSING
I-55 OVER THE MISSISSIPPI RIVER
SHELBY COUNTY, TENNESSEE AND CRITTENDEN COUNTY, ARKANSAS

LINE AND GRADE DESIGN (9/20/2024)

LEGEND

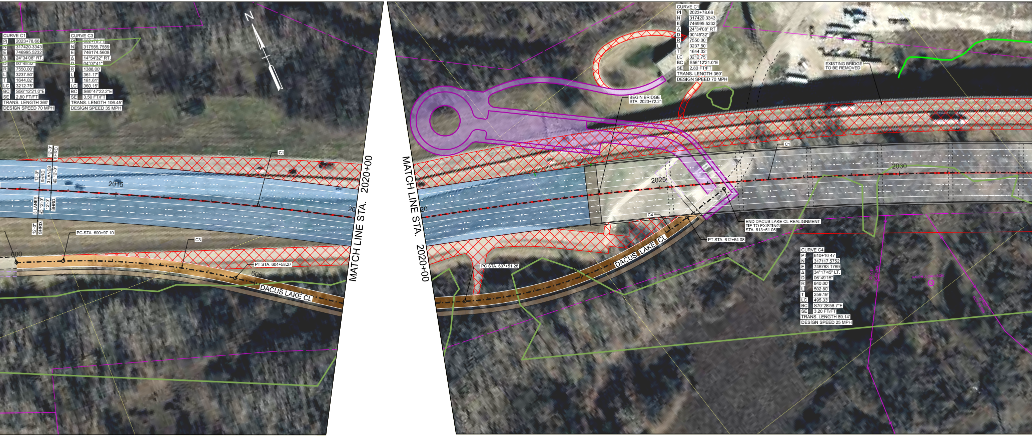
🟦	Main Lanes
🟨	System Ramps
🟧	Cross Streets
⬜	Steel or Concrete Bridge Structure
⬛	Bridge Approach Slab
▨	Bridge Substructure
▭	Sidewalks
- - -	Existing STATE ROW
—	Proposed ROW
-·-·	Proposed Centerline / Baseline
═	Median Parapet Railing
—	Property Line
—	Water Feature (WOTUS)
—	Wetland Feature (WOTUS)
🟩	Crump Interchange
🟪	Big River Trail (Arkansas Trailhead)
🟦	Crump Park Mitigation
☒	Bridge / Roadway Removals


EXIST. R.OW.
BEGIN PROJECT
CL I-55 STA 2001+66.56
BEGIN SHOULDER TAPER
STA 2001+66.56
OFF. -72.79'
BEGIN LANE TAPER
STA 2002+16.06
OFF. -61.54'
BEGIN LANE SHIFT
STA 2002+80.41
OFF. -7.68'
BEGIN LANE SHIFT
STA 2004+14.41
OFF. 7.74'
END SHOULDER TAPER
STA 2004+89.05
OFF. -58.16'
END LANE TAPER
STA 2005+42.51
OFF. -46.60'
END LANE SHIFT
STA 2006+55.84
OFF. -11.59'
END I-55 NB (AR)
STA 9006+19.89
OFF. 0.00'
= I-55 CL
STA 2009+00.00
OFF. -12.00
2000
55
9000
2005
8000
9005
2010
I-55 NB
I-55 CL
I-55 SB
BEGIN I-55 NB (AR)
TIE TO EXISTING
STA 9000+00.00
BEGIN I-55 SB (AR)
TIE TO EXISTING
STA 8000+00.00
BEGIN SHOULDER TAPER
STA 2004+14.47
OFF. 50.27'
END LANE SHIFT
STA 2008+22.99
OFF. 12.00'
END I-55 SB (AR)
STA 8004+85.33
OFF. 0.00'
= I-55 CL
STA 2009+00.00
OFF. 12.00
END SHOULDER TAPER
STA 2009+14.05
OFF. 60.00'
BEGIN DACUS LAKE CL REALIGNMENT
TIE TO EXISTING
STA. 600+00.00
DACUS LAKE RD.
EXIST. R.OW.


600
550
500
450
400
350
300
250
200
150
BEGIN PROJECT
CL I-55 STA 2001+66.56
I-55 NB (AR) VPI STA. 9001+75.00
EL. 238.76
PROPOSED F.G.L. OF I-55 NB (AR)
+0.00% (I-55 NB AR)
I-55 SB (AR) VPI STA. 8003+50.00
EL. 238.48
-0.29% (I-55 SB AR)
-0.09%
VPC STA. 2012+00.00
EL. 238.17
VPI STA. 2012+21.63
EL. 238.16
BEGIN I-55 NB (AR) PROFILE
TIE TO EXISTING
STA. 9001+75.00
BEGIN I-55 SB (AR) PROFILE
TIE TO EXISTING
STA. 8003+50.00
PROPOSED F.G.L. OF I-55 SB (AR)
END I-55 NB (AR) PROFILE
STA. 9006+19.89, ELEV. 238.77
TIE TO I-55 CL
END I-55 SB (AR) PROFILE
STA. 8004+85.33, ELEV. 238.09
TIE TO I-55 CL
BEGIN I-55 C.L. PROFILE
STA. 2009+00, ELEV. 238.43
2000+00
2001+00
2002+00
2003+00
2004+00
2005+00
2006+00
2007+00
2008+00
2009+00
2010+00
2011+00
2012+00

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

0 50 100
HORIZONTAL
0 50 100
VERTICAL



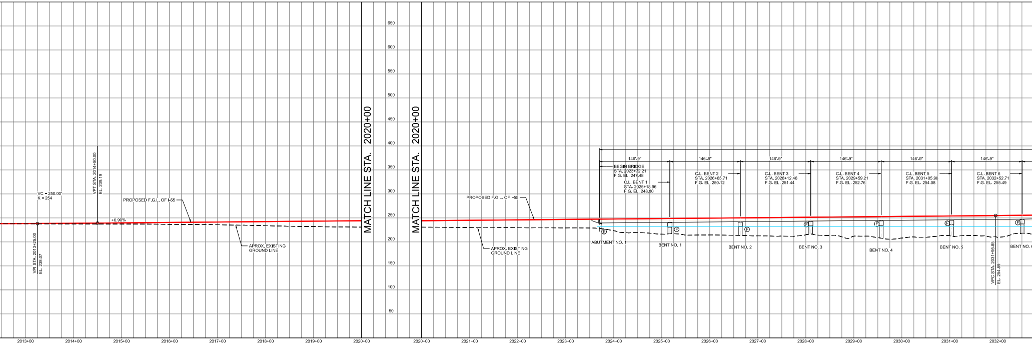
CURVE C1	
PI	2023+78.66
N	317420.3343
E	746995.5232
Δ	24°34'08" RT.
D	00°45'32"
R	7550.00'
L	3237.50'
T	1644.02'
LC	3212.75'
BC	S56°12'21.0"E
SE	2.80 FT/FT
TRANS. LENGTH 360'	
DESIGN SPEED 70 MPH	

CURVE C3	
PI	602+78.71
N	317555.7559
E	746174.5608
Δ	14°54'32" RT.
D	04°07'41"
R	1388.00'
L	361.17'
T	181.61'
LC	360.15'
BC	S60°47'22.2"E
SE	3.50 FT/FT
TRANS. LENGTH 106.45'	
DESIGN SPEED 35 MPH	

CURVE C1	
PI	2023+78.66
N	317420.3343
E	746995.5232
Δ	24°34'08" RT.
D	00°45'32"
R	7550.00'
L	3237.50'
T	1644.02'
LC	3212.75'
BC	S56°12'21.0"E
SE	2.80 FT/FT
TRANS. LENGTH 360'	
DESIGN SPEED 70 MPH	

CURVE C4	
PI	610+10.47
N	317117.5752
E	746763.1769
Δ	34°17'45" LT.
D	06°49'15"
R	840.00'
L	502.80'
T	259.19'
LC	495.33'
BC	S70°28'58.7"E
SE	3.20 FT/FT
TRANS. LENGTH 89.14'	
DESIGN SPEED 25 MPH	

N
12'-0" SHRD
3 LANES @ 12'-0"
12'-0" SHRD
3 LANES @ 12'-0"
12'-0" SHRD
2015
20
C1
PC STA. 600+97.10
600
C3
PT STA. 604+58.27
605
DACUS LAKE CL
MATCH LINE STA. 2020+00
MATCH LINE STA. 2020+00
20
BEGIN BRIDGE
STA. 2023+72.21
EXISTING BRIDGE
TO BE REMOVED
C1
2025
2030
C4
END DACUS LAKE CL REALIGNMENT
TIE TO EXISTING
STA. 613+51.05
PT STA. 612+54.08
PC STA. 607+51.28
DACUS LAKE CL



VC = 250.00'
K = 254
VPT STA. 2014+50.00
EL. 239.19
+0.90%
PROPOSED F.G.L. OF I-55
APROX. EXISTING
GROUND LINE
VPI STA. 2013+25.00
EL. 238.07
MATCH LINE STA. 2020+00
MATCH LINE STA. 2020+00
650
600
550
500
450
400
350
300
250
200
150
100
50
PROPOSED F.G.L. OF I-55
APROX. EXISTING
GROUND LINE
146'-9"
146'-9"
146'-9"
146'-9"
146'-9"
146'-9"
BEGIN BRIDGE
STA. 2023+72.21
F.G. EL. 247.48
C.L. BENT 1
STA. 2025+18.96
F.G. EL. 248.80
C.L. BENT 2
STA. 2026+65.71
F.G. EL. 250.12
C.L. BENT 3
STA. 2028+12.46
F.G. EL. 251.44
C.L. BENT 4
STA. 2029+59.21
F.G. EL. 252.76
C.L. BENT 5
STA. 2031+05.96
F.G. EL. 254.08
C.L. BENT 6
STA. 2032+52.71
F.G. EL. 255.49
E
F
ABUTMENT NO. 1
BENT NO. 1
BENT NO. 2
BENT NO. 3
BENT NO. 4
BENT NO. 5
BENT NO. 6
VPC STA. 2031+95.85
EL. 254.89
2013+00
2014+00
2015+00
2016+00
2017+00
2018+00
2019+00
2020+00
2020+00
2021+00
2022+00
2023+00
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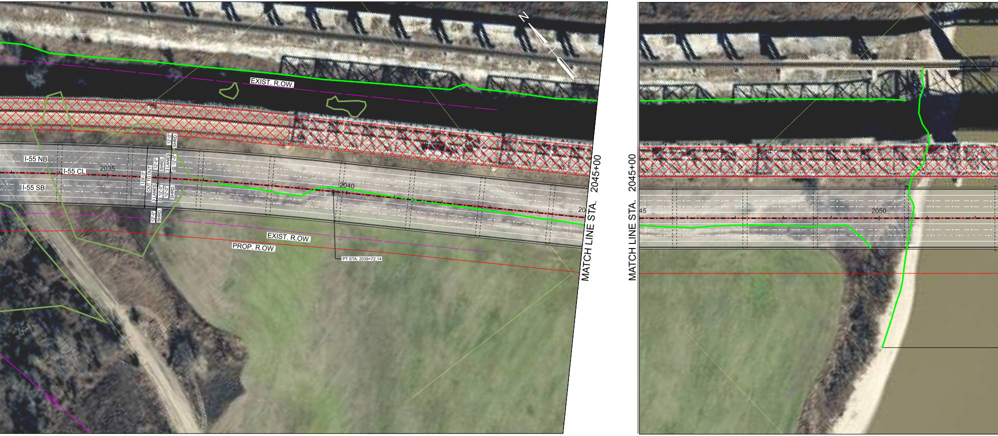
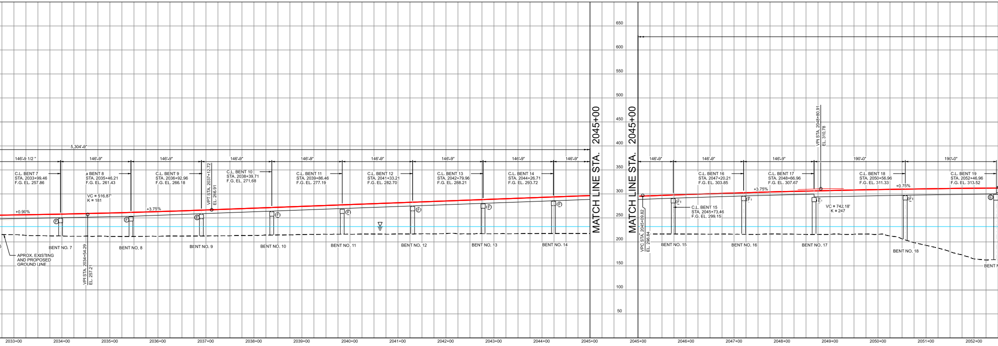
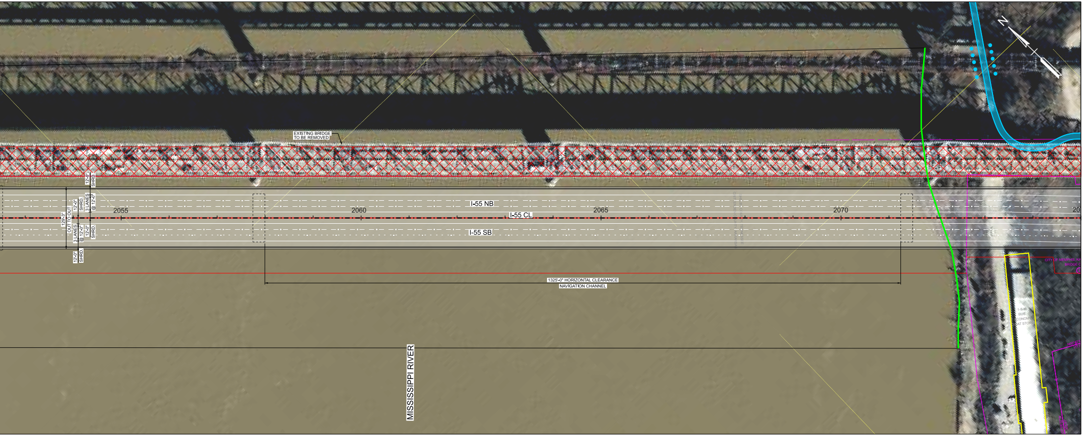
2026+00
2027+00
2028+00
2029+00
2030+00
2031+00
2032+00


N
EXIST. R.OW.
I-55 NB
I-55 CL
I-55 SB
2035
129'-3"
OUT TO OUT
12'-0"
SHRD.
3 LANES
@ 12'-0"
12'-0"
SHRD.
3 LANES
@ 12'-0"
12'-0"
SHRD.
12'-0"
SHRD.
2040
EXIST. R.OW.
PROP. R.OW.
PT STA. 2039+72.14
20
MATCH LINE STA. 2045+00
MATCH LINE STA. 2045+00
45
2050

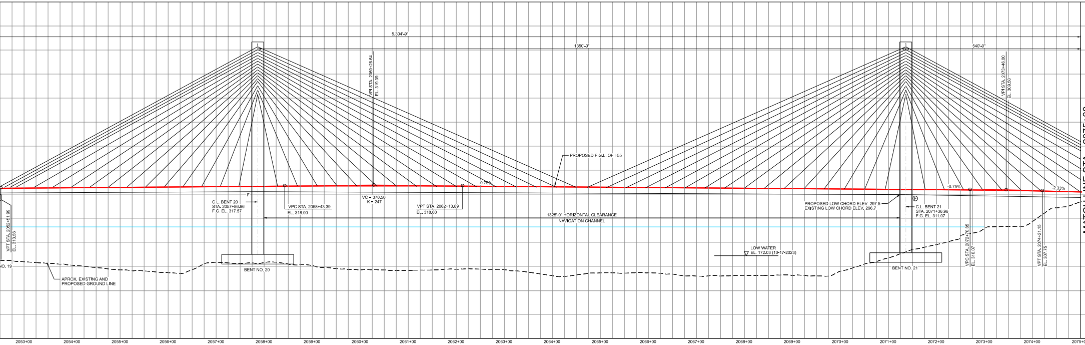

5,304'-9"
146'-9 1/2 "
146'-9"
146'-9"
146'-9"
146'-9"
146'-9"
146'-9"
146'-9"
146'-9"
C.L. BENT 7
STA. 2033+99.46
F.G. EL. 257.86
a BENT 8
STA. 2035+46.21
F.G. EL. 261.43
C.L. BENT 9
STA. 2036+92.96
F.G. EL. 266.18
C.L. BENT 10
STA. 2038+39.71
F.G. EL. 271.68
C.L. BENT 11
STA. 2039+86.46
F.G. EL. 277.19
C.L. BENT 12
STA. 2041+33.21
F.G. EL. 282.70
C.L. BENT 13
STA. 2042+79.96
F.G. EL. 288.21
C.L. BENT 14
STA. 2044+26.71
F.G. EL. 293.72
VC = 516.87'
K = 181
VPT STA. 2037+12.72
EL. 266.91
+0.90%
+3.75%
F
BENT NO. 7
BENT NO. 8
BENT NO. 9
BENT NO. 10
BENT NO. 11
BENT NO. 12
BENT NO. 13
BENT NO. 14
APROX. EXISTING
AND PROPOSED
GROUND LINE
VPI STA. 2034+54.29
EL. 257.21
MATCH LINE STA. 2045+00
650
600
550
500
450
400
350
300
250
200
150
100
50
MATCH LINE STA. 2045+00
146'-9"
146'-9"
146'-9"
190'-0"
190'-0"
VPI STA. 2048+80.91
EL. 310.78
C.L. BENT 16
STA. 2047+20.21
F.G. EL. 303.85
C.L. BENT 17
STA. 2048+66.96
F.G. EL. 307.67
C.L. BENT 18
STA. 2050+56.96
F.G. EL. 311.33
C.L. BENT 19
STA. 2052+46.96
F.G. EL. 313.52
+3.75%
+0.75%
C.L. BENT 15
STA. 2045+73.46
F.G. EL. 299.15
VC = 742.18'
K = 247
VPC STA. 2045+09.82
EL. 296.84
BENT NO. 15
BENT NO. 16
BENT NO. 17
BENT NO. 18
BENT N
2033+00
2034+00
2035+00
2036+00
2037+00
2038+00
2039+00
2040+00
2041+00
2042+00
2043+00
2044+00
2045+00
2045+00
2046+00
2047+00
2048+00
2049+00
2050+00
2051+00
2052+00

MATCH LINE CRUMP PARK MITIGATION A



N
EXISTING BRIDGE
TO BE REMOVED
12'-0"
SHRD.
3 LANES
@ 12'-0"
12'-0"
SHRD.
129'-3"
OUT TO OUT
12'-0"
SHRD.
3 LANES
@ 12'-0"
12'-0"
SHRD.
2055
2060
2065
2070
I-55 NB
I-55 CL
I-55 SB
1325'-0" HORIZONTAL CLEARANCE
NAVIGATION CHANNEL
MISSISSIPPI RIVER

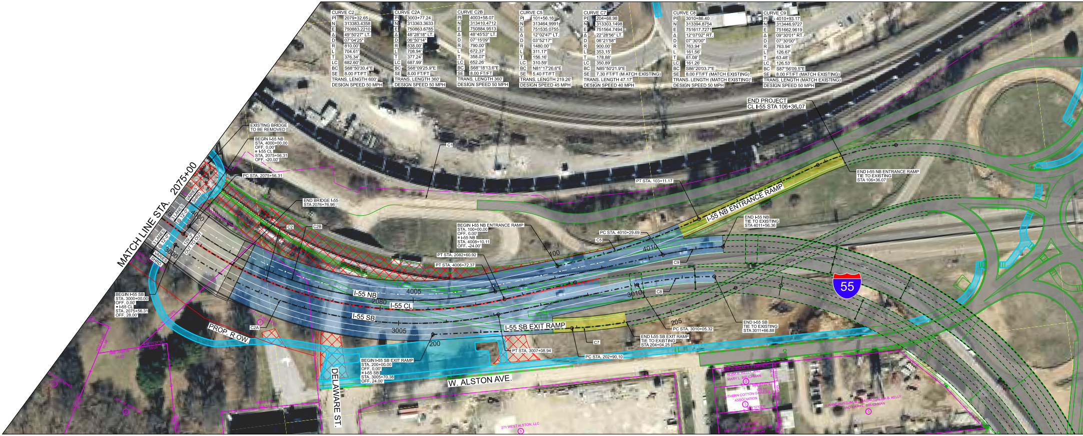
MATCH LINE STA. 2075+00



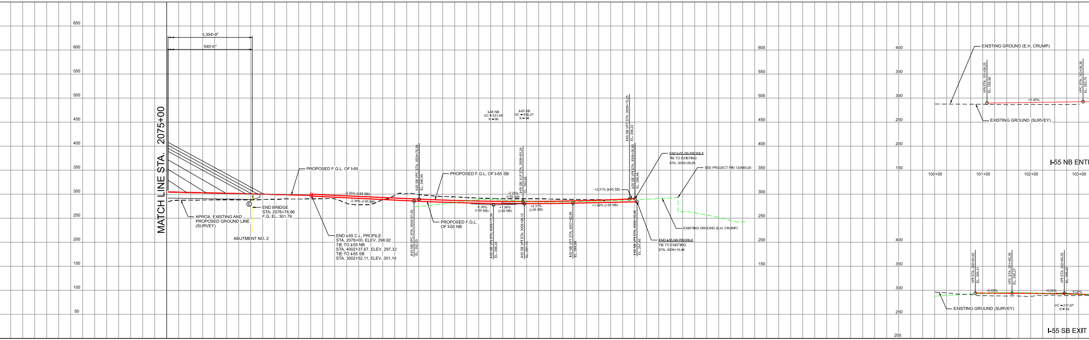
5,304'-9"
1350'-0"
540'-0"
VPI STA. 2060+28.64
EL. 319.39
VPI STA. 2073+46.00
EL. 309.50
PROPOSED F.G.L. OF I-55
-0.75%
-0.75%
-2.33%
F
C.L. BENT 20
STA. 2057+86.96
F.G. EL. 317.57
VPC STA. 2058+43.39
EL. 318.00
VC = 370.50
K = 247
VPT STA. 2062+13.89
EL. 318.00
1325'-0" HORIZONTAL CLEARANCE
NAVIGATION CHANNEL
PROPOSED LOW CHORD ELEV. 297.5
EXISTING LOW CHORD ELEV. 296.7
F
C.L. BENT 21
STA. 2071+36.96
F.G. EL. 311.07
VPT STA. 2052+51.99
EL. 313.56
VPC STA. 2072+70.85
EL. 310.07
VPT STA. 2074+21.15
EL. 307.75
LOW WATER
EL. 172.03 (10-17-2023)
NO. 19
BENT NO. 20
BENT NO. 21
APROX. EXISTING AND
PROPOSED GROUND LINE
2053+00
2054+00
2055+00
2056+00
2057+00
2058+00
2059+00
2060+00
2061+00
2062+00
2063+00
2064+00
2065+00
2066+00
2067+00
2068+00
2069+00
2070+00
2071+00
2072+00
2073+00
2074+00
2075+00

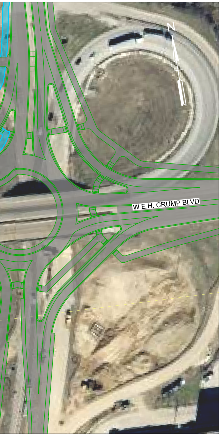
MATCH LINE STA. 2075+00

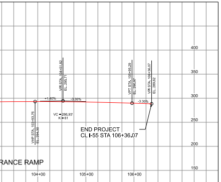
MATCH LINE CRUMP PARK MITIGATION B

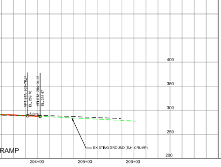


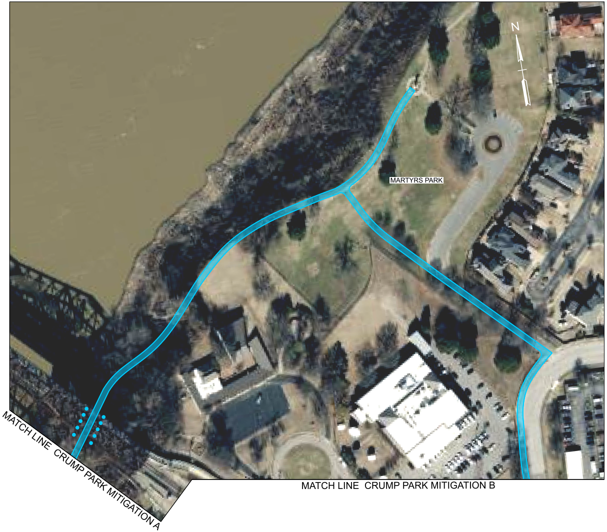
CURVE C2		CURVE C2A		CURVE C2B		CURVE C5		CURVE C7		CURVE C8		CURVE C9	
PI	2079+32.65	PI	3003+77.24	PI	4003+58.07	PI	101+56.16	PI	204+68.98	PI	3010+86.40	PI	4010+93.17
N	313383.4358	N	313363.3633	N	313410.4712	N	313464.9991	N	313303.1498	N	313394.8754	N	313446.9727
E	750883.2210	E	750863.6785	E	750884.9513	E	751535.0755	E	751564.7494	E	751617.7271	E	751662.9619
Δ	49°50'27" LT.	Δ	48°28'18" LT.	Δ	48°45'53" LT.	Δ	12°02'47" LT.	Δ	22°28'56" LT.	Δ	12°07'02" RT.	Δ	09°30'01" RT.
D	07°04'25"	D	06°50'14"	D	07°15'09"	D	03°52'17"	D	06°21'58"	D	07°30'00"	D	07°30'00"
R	810.00'	R	838.00'	R	790.00'	R	1480.00'	R	900.00'	R	763.94'	R	763.94'
L	704.61'	L	708.94'	L	672.37'	L	311.17'	L	353.15'	L	161.56'	L	126.67'
T	376.34'	T	377.24'	T	358.07'	T	156.16'	T	178.88'	T	81.08'	T	63.48'
LC	682.60'	LC	687.99'	LC	652.26'	LC	310.59'	LC	350.89'	LC	161.26'	LC	126.53'
BC	S68°50'30.4"E	BC	S68°09'25.9"E	BC	S68°18'13.6"E	BC	N81°17'26.6"E	BC	N85°50'21.9"E	BC	S86°20'03.7"E	BC	S87°56'09.5"E
SE	8.00 FT/FT	SE	8.00 FT/FT	SE	8.00 FT/FT	SE	5.40 FT/FT	SE	7.30 FT/FT (MATCH EXISTING)	SE	8.00 FT/FT (MATCH EXISTING)	SE	8.00 FT/FT (MATCH EXISTING)
TRANS. LENGTH 600'		TRANS. LENGTH 360'		TRANS. LENGTH 360'		TRANS. LENGTH 219.26'		TRANS. LENGTH 47.17'		TRANS. LENGTH (MATCH EXISTING)'		TRANS. LENGTH (MATCH EXISTING)	
DESIGN SPEED 50 MPH		DESIGN SPEED 50 MPH		DESIGN SPEED 50 MPH		DESIGN SPEED 45 MPH		DESIGN SPEED 40 MPH		DESIGN SPEED 50 MPH		DESIGN SPEED 50 MPH	




N
W E.H. CRUMP BLVD






N
MARTYRS PARK
MATCH LINE CRUMP PARK MITIGATION A
MATCH LINE CRUMP PARK MITIGATION B

AMERICA'S RIVER CROSSING
I-55 OVER THE MISSISSIPPI RIVER
SHELBY COUNTY, TENNESSEE AND CRITTENDEN COUNTY, ARKANSAS

LINE AND GRADE DESIGN (9/20/2024)

LEGEND

🟦	Main Lanes
🟨	System Ramps
🟧	Cross Streets
⬜	Steel or Concrete Bridge Structure
⬛	Bridge Approach Slab
▨	Bridge Substructure
▭	Sidewalks
- - -	Existing STATE ROW
—	Proposed ROW
— · —	Proposed Centerline / Baseline
▬	Median Parapet Railing
—	Property Line
—	Water Feature (WOTUS)
—	Wetland Feature (WOTUS)
🟩	Crump Interchange
▭	Big River Trail (Arkansas Trailhead)
▭	Crump Park Mitigation
☒	Bridge / Roadway Removals

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

0 50 100
HORIZONTAL

0 50 100
VERTICAL

AMERICA'S RIVER CROSSING 55

TN TDOT Department of Transportation

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION