

① A&B 3727 & A&B 373



NOTE: For Anchor Stud
See Dwg. No. 3798

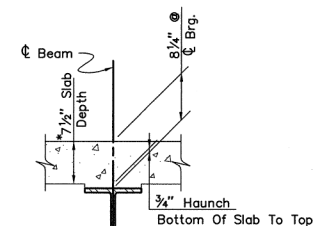
At The Contractors Option, In Lieu Of Providing Bars S502E, Two
May Be Substituted With The Bars Epoxy Coated. Payment For
Will Be Based On The Weight Of Bars S502E.

TRANSVERSE: S501E @ 12" In Top & Bottom
S502E @ 12" Bent Up Over Beams
LONGITUDINAL: 701E (See Plan For Placement)
S401E & 402E In Top (Placed As Shown - 12" Max. Spa.)
S401E & 402E In Bottom (Placed As Shown)
S601E or S602E In Top
(Placed As Shown - 12" Max. Spa.)(Over Int. Supports)

Scale: $\frac{1}{2}" = 1'-0"$
Looking Ahead Bridge A
Bridge B Sym. About C 1-40

① Tolerance Minus: $\frac{1}{4}"$
 Plus: Equal To Amount Of Slab Thickening Used To Meet Slab
 Thickness Tolerance - See Typical Haunch Detail.

② Refer To Typical Haunch Detail



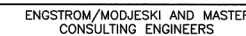
Haunch Is Required. Slab May Be Thickened And/Or
The Haunch Thickened To Maintain Slab Tolerance.

*Thickness As Detailed On Roadway Section. Tolerance Is Minus $\frac{1}{4}$ " And Plus $\frac{1}{2}$ ".

Note: No Increase In Concrete And Structural Steel Quantities
Will Be Made To Meet Slab Tolerances.

Note: Refer To Dwg. No. 37986
For Joint Details.

Scale: $\frac{1}{2}" = 1'-0"$
Looking Ahead Bridge A
Bridge B Symmetrical
About $\text{C} 1-40$



MONROE COUNTY
INTERSTATE ROUTE 40 SEC
ARKANSAS STATE HIGHWAY C
LITTLE ROCK, ARK.

SCALE: $\frac{1}{2}$

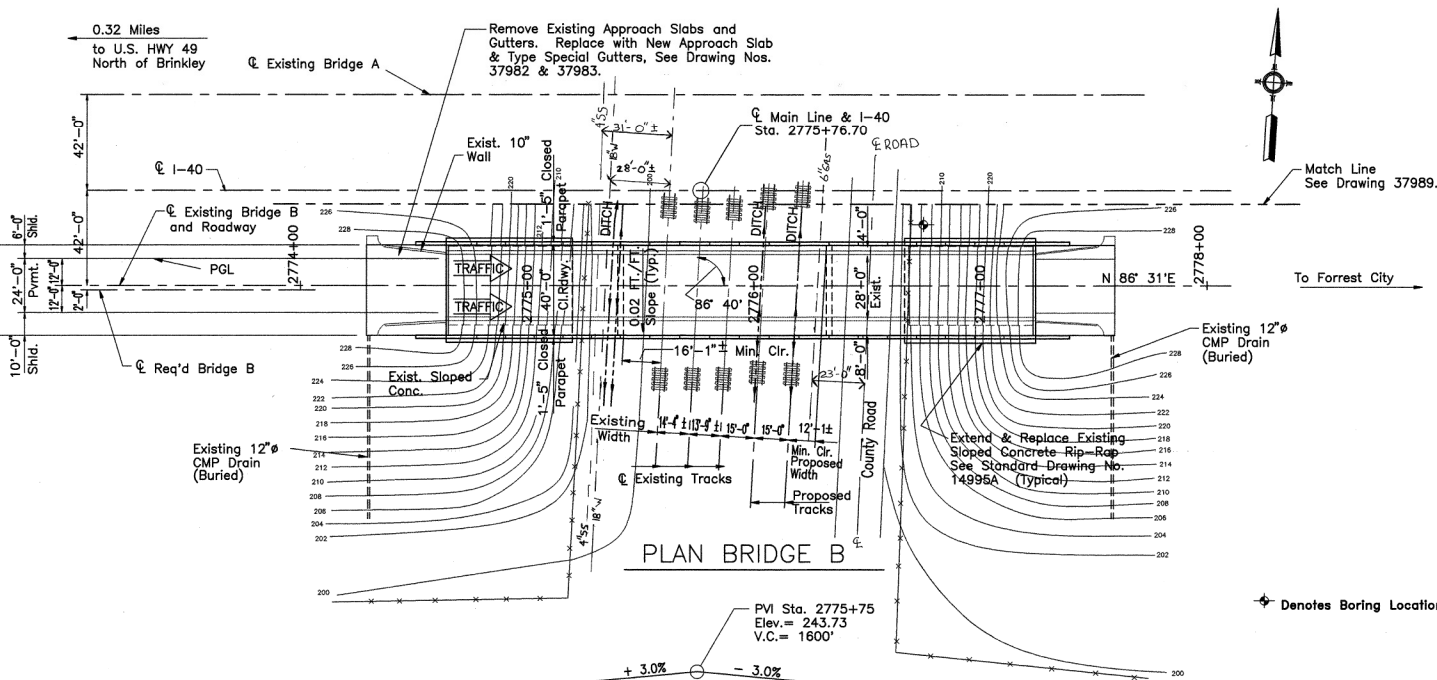
DRAWING

DRAWING

ABMB ENGINEERS, INC.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PR.
				6	ARK.	
				JOB NO.		R1005

① B3731 Layout



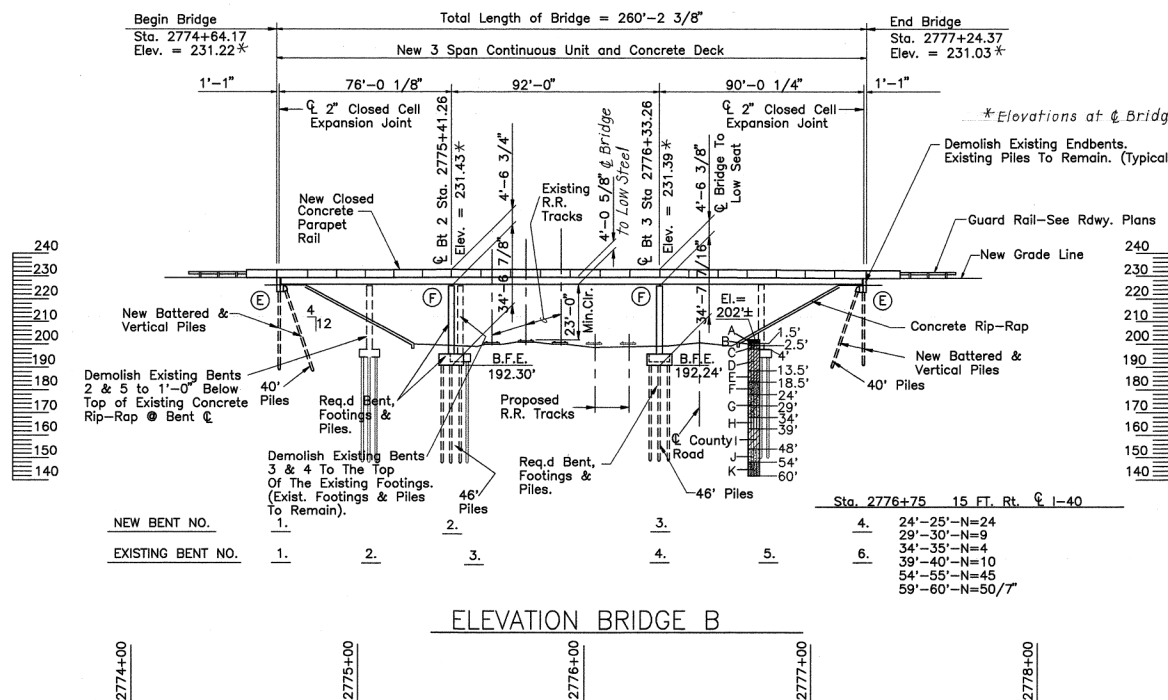
BORING LOGS

Sta. 2776+75 15 FT. Rt. CL I-40

- A-Reddish Tan Sand With Coarse Gravel (Fill)
- B-Stiff Reddish Tan Clayey Silt
- C-Very Stiff Gray Clayey Silt With Clay Pocket
- D-Very Stiff Tan And Gray Silty Clay With Ferr And Silt Pockets
- E-Stiff To Firm Reddish Tan Clayey Silt
- F-Loose Tan Silty Fine Sand
- G-Medium-Dense Reddish Tan Sandy Silt, Silty - loose below 29 ft.
- H-Loose Brown Silt
- I-Stiff Gray Silty Clay With Silt Partings
- J-Loose To Medium-Dense Gray Sandy Silt
- K-Dense Gray Fine To Medium Sand, Slightly Trace Fine Gravel

NOTES:

- Stations & Dimensions Based Upon Existing Plans
- (E) Indicates Expansion Bearing
- (F) Indicates Fixed Bearing
- Roadway Elevations Shown Are At CL New Bridges.
- Vertical Dimensions Are From CL Bridge To Top Of Low Riser.
- For General Notes See Drawing No. 37968.
- For Additional Notes And Boring Logs See Dwg. No. 37968.
- Temporary Shoring To Be Provided By The Contractor As Req'd. To Maintain The Existing Track And Protect Work. Shoring Shall Conform To The Requirements Of The Southern Pacific Transportation Co. (SPTCO) Supplemental Specifications For Shoring. The Minimum Distance From CL Of Track Nearest Face Of Shoring Shall Be 8'-6\".



EXIST. NEW BENT	EXISTING PILE TIP ELEVATIONS*
1 1	EL. 190.00
2 —	
3 2	EL. 149.00
4 3	EL. 150.00
5 —	
6 4	EL. 192.00

*Existing pile tip elevations are the lowest average pile tip elevations at the bents. At minimum, required piles shall be driven to the existing pile tip elevation.



ENGSTROM/MODJESKI AND MASTER CONSULTING ENGINEERS	
STRUCTURE PLAN & ELEVATION	
2 of 2 BRIDGE B3731	
ST. LOUIS - SOUTHWESTERN	
MONROE COUNTY	
INTERSTATE ROUTE 40	
ARIZONA STATE HIGHWAY	
LITTLE ROCK, ARK.	
DRAWN BY: JHS	DATE: 8/94
CHECKED BY: CDE	DATE: 3-97
DESIGNED BY: CDE	DATE: 8-94
BRIDGE NO. B3731	
DRAWING	