

NOTE: Class I Protective Surface Treatment shall be applied to the Roadway Surface and to the Roadway Face & Top of the Concrete Parapet Rail.

The diagrams illustrate the location of the haunch and the bottom of the flange for exterior and interior beams. The exterior beam (left) shows a haunch at the bottom of the flange, with a 10" diameter and a centerline bearing (C.L. Brg.) indicated. The interior beam (right) shows a haunch at the bottom of the flange, with a 10" diameter and a centerline bearing (C.L. Brg.) indicated. The bottom of the flange is marked with a dashed line, and the haunch is marked with a solid line. The thickness of the flange is labeled as t_s .

Notes:
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance : Minimum - occurs when top flange contacts bottom reinforcing steel; Maximum - top flange thickness plus $1\frac{3}{4}$ ". No increase in concrete and structural steel quantities will be made to maintain tolerances.

Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 14991 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

[illegible][illegible]

The diagram illustrates a sag vertical curve. A horizontal line represents the 'Level Line'. A solid line represents the 'Top of Rdwy. Surface' with a constant downward slope of 2%. A dashed line represents the 'Working Point' profile, which consists of two segments with upward grades of 5% each. The horizontal distance from the start of the 5% grade to the lowest point of the curve is 2'-7". The horizontal distance from the lowest point to the end of the 5% grade is also 2'-7".

NOTE: Working Point matches Theoretical Roadway Grade.

TYPICAL ROADWAY SECTION NEAR JOINT
1/2" = 1'-0"

DETAIL Y

NTS

Labels for Detail Y:

- PL $\frac{1}{2}$ " x 6"
- $\frac{5}{16}$ " ∇ typ.
- $\frac{3}{4}$ " \varnothing H.S. bolts
- See "Table for Weld"
- 27" Bent PL
- 7 SP. \varnothing 3"
- 6"
- 3"
- $\frac{1}{4}$ "
- $\frac{1}{2}$ " x $\frac{1}{2}$ " clip (typ.)

DETAIL X

NTS

Labels for Detail X:

- $\frac{5}{16}$ " ∇ typ.
- See "Table for Weld"
- 3"
- $\frac{3}{4}$ " \varnothing H.S. bolts
- 27" Bent PL
- 7 SP. \varnothing 3"
- 6"
- 3"
- $\frac{1}{2}$ " x $\frac{1}{2}$ " clip (typ.)
- PL $\frac{1}{2}$ " x 6"

Notes: Stop weld

Bolts in installed subsection

Bolts in connection shall be properly installed and tightened in accordance with subsection 807.71.

⚠ Deck overhang varies due to Contractor error.
See Sheet No's. 261A and 261B.
6/19/14 ARS

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)
To $\frac{3}{4}$ " Inclusive	$\frac{1}{4}$ "
Over $\frac{3}{4}$ "	$\frac{5}{16}$ "

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

Typ. cross-section for all 27"
bent plate diaphragms.

SECTION B-B
NTS

STATE OF
ARKANSAS
Carl F. Fuselier
REGISTERED
PROFESSIONAL
ENGINEER
No. 7510
9/20/12
CARL F. FUSELIER
BRIDGE ENGINEER

SHEET 1 OF 7
DETAILS OF
360'-0" CONTINUOUS W-BEAM UNIT
HWY. 38 OVER INTERSTATE 40

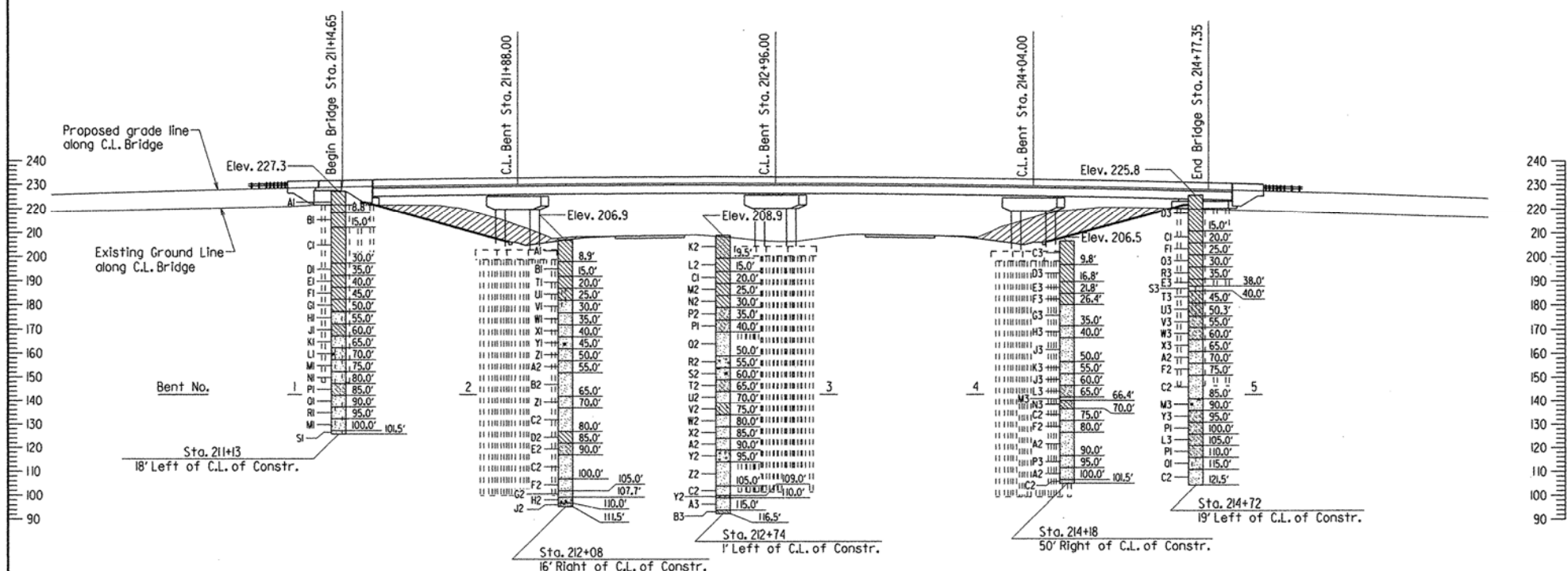
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: PGT DATE: 7-11 FILENAME: bbb0105.sldgn
 CHECKED BY: AMS DATE: 9-16-11 SCALE: As Noted
 DESIGNED BY: KWY DATE: 6/11
 BRIDGE NO. 07233 DRAWING NO. 52486

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO105	261	374
				07233		LAYOUT		52475

BORING LEGEND

- AI-Moist, Medium Stiff, Brown Clay
- BI-Moist, Stiff, Brown and Gray Clay
- CI-Moist, Medium Stiff, Gray Clay
- DI-Moist, Stiff, Gray and Brown Clay
- EI-Moist, Medium Stiff, Gray and Brown Clay some Organic Matter
- FI-Moist, Medium Stiff, Gray Clay with some Organic Matter
- GI-Wet, Medium Stiff, Brown Clay with some Sand
- HI-Wet, Medium Dense, Brown Silty Sand
- JI-Wet, Medium Stiff, Gray Clay with Sand
- KI-Wet, Medium Dense, Brown and Gray Sand with Silt
- LI-Wet, Medium Dense, Gray Sand with Silt and Organic Matter
- MI-Wet, Medium Dense, Gray Sand with Silt
- NI-Wet, Dense, Gray Silty Sand
- PI-Wet, Medium Dense, Gray Sand with Clay
- OI-Wet, Medium Dense, Gray Silty Sand
- RI-Wet, Medium Dense, Gray Silty Sand with Trace of Gravel
- SI-Wet, Dense, Gray Sand with Silt
- TI-Moist, Medium Stiff, Brown and Gray Clay with some Organic Matter
- UI-Wet, Medium Stiff, Brown Silty Clay
- VI-Wet, Loose, Gray and Brown Silty Sand
- WI-Wet, Loose, Brown and Gray Sand
- XI-Wet, Medium Dense, Gray and Brown Sand
- YI-Wet, Medium Dense, Gray and Brown Sand with Organic Matter
- ZI-Wet, Medium Dense, Gray Sand with Trace of Gravel
- A2-Wet, Medium Dense, Gray Sand with Trace of Organic Matter
- B2-Wet, Medium Dense, Gray Sand
- C2-Wet, Medium Dense, Gray Sand
- D2-Wet, Medium Stiff, Gray Clay
- E2-Wet, Medium Dense, Gray Sand with Clay and some Organic Matter
- F2-Wet, Dense, Gray Sand
- G2-Wet, Very Dense, Gray Sand
- H2-Wet, Very Dense, Gray Sand with Gravel
- J2-Wet, Dense, Gray Sand with Gravel, Clay and Cemented Sand Seams
- K2-Moist, Medium Stiff, Gray Clay with Sand and some Organic Matter
- L2-Moist, Stiff, Brown and Gray Clay with some Organic Matter
- M2-Wet, Medium Stiff, Gray and Brown Clay
- N2-Wet, Soft, Brown and Gray Clay
- P2-Wet, Loose, Brown and Gray Clayey Sand
- O2-Wet, Medium Dense, Gray and Brown Sand with Trace of Gravel and Organic Matter
- R2-Wet, Medium Dense, Gray and Brown Sand with Gravel and some Organic Matter
- S2-Wet, Medium Dense, Gray and Brown Sand with Organic Matter and some Gravel
- T2-Wet, Dense, Gray Sand with Clay
- U2-Wet, Medium Dense, Gray and Brown Sand with Trace of Organic Matter
- V2-Wet, Soft, Gray Silty Clay
- W2-Wet, Medium Dense, Gray Sand with some Gravel and Organic Matter
- X2-Wet, Medium Dense, Gray Sand with some Clay and Organic Matter
- Y2-Wet, Medium Dense, Gray Sand with Gravel
- Z2-Wet, Medium Dense, Gray Sand with some Organic Matter
- A3-Wet, Very Dense, Gray Sand with Cemented Sand and Trace of Organic Matter
- B3-Wet, Hard, Gray Clay with Sand
- C3-Moist, Stiff, Brown Clay
- D3-Moist, Medium Stiff, Brown and Gray Clay
- E3-Moist, Medium Stiff, Brown Clay with some Organic Matter
- F3-Moist, Medium Stiff, Brown and Gray Clay with Trace of Sand
- G3-Wet, Medium Dense, Brown and Gray Sand with Trace of Organic Matter
- H3-Wet, Medium Dense, Gray and Brown Sand with Trace of Organic Matter and Gravel
- J3-Wet, Medium Dense, Gray Sand with Trace of Organic Matter and Gravel
- K3-Wet, Dense, Gray Sand with Trace of Gravel
- L3-Wet, Loose, Gray Sand with Clay
- M3-Wet, Medium Dense, Gray Sand with Organic Matter
- N3-Wet, Stiff, Gray Sandy Clay
- P3-Wet, Medium Dense, Gray Sand with some Clayey Sand
- O3-Moist, Stiff, Gray Clay
- R3-Moist, Stiff, Brown Clay with some Organic Matter
- S3-Wet, Loose, Brown Silty Sand
- T3-Wet, Soft, Brown Silty Clay with some Organic Matter
- U3-Wet, Soft, Gray Silty Clay with Sand
- V3-Wet, Medium Dense, Brown Sand with Clay
- W3-Wet, Loose, Gray Clayey Sand
- X3-Wet, Medium Dense, Gray Sand with some Clay
- Y3-Wet, Very Loose, Gray Clayey Sand



ELEVATION OF SOIL BORINGS

Sta. 211+13 - 18' Left of C.L. of Constr.	Sta. 212+08 - 16' Right of C.L. of Constr.	Sta. 212+74 - 1' Left of C.L. of Constr.	Sta. 214+18 - 50' Right of C.L. of Constr.	Sta. 214+72 - 19' Left of C.L. of Constr.
4.3- 5.3, N=6	4.4- 5.4, N=8	5.0- 6.0, N=8	7.3- 8.3, N=9	4.6- 5.6, N=7
9.3- 10.3, N=10	9.4- 10.4, N=11	10.0- 11.0, N=10	12.3- 13.3, N=7	9.6- 10.6, N=6
15.5- 16.5, N=5	15.5- 16.5, N=8	15.5- 16.5, N=7	17.3- 18.3, N=5	15.5- 16.5, N=6
20.5- 21.5, N=7	20.5- 21.5, N=6	20.5- 21.5, N=6	22.3- 23.3, N=7	20.5- 21.5, N=8
25.5- 26.5, N=6	25.5- 26.5, N=6	25.5- 26.5, N=4	25.5- 26.5, N=4	25.5- 26.5, N=9
30.5- 31.5, N=11	30.5- 31.5, N=10	30.5- 31.5, N=8	30.5- 31.5, N=14	30.5- 31.5, N=9
35.5- 36.5, N=8	35.5- 36.5, N=22	35.5- 36.5, N=19	35.5- 36.5, N=26	35.5- 36.5, N=6
40.5- 41.5, N=8	40.5- 41.5, N=14	40.5- 41.5, N=16	40.5- 41.5, N=17	40.5- 41.5, N=2
45.5- 46.5, N=8	45.5- 46.5, N=20	45.5- 46.5, N=21	45.5- 46.5, N=29	45.5- 46.5, N=2
50.5- 51.5, N=11	50.5- 51.5, N=24	50.5- 51.5, N=21	50.5- 51.5, N=33	50.5- 51.5, N=20
55.5- 56.5, N=7	55.5- 56.5, N=28	55.5- 56.5, N=25	55.5- 56.5, N=25	55.5- 56.5, N=8
60.5- 61.5, N=25	60.5- 61.5, N=19	60.5- 61.5, N=37	60.5- 61.5, N=7	60.5- 61.5, N=13
65.5- 66.5, N=22	65.5- 66.5, N=27	65.5- 66.5, N=28	65.5- 66.5, N=25	65.5- 66.5, N=22
70.5- 71.5, N=21	70.5- 71.5, N=24	70.5- 71.5, N=4	70.5- 71.5, N=29	70.5- 71.5, N=36
75.5- 76.5, N=41	75.5- 76.5, N=26	75.5- 76.5, N=25	75.5- 76.5, N=37	75.5- 76.5, N=27
80.5- 81.5, N=26	80.5- 81.5, N=5	80.5- 81.5, N=19	80.5- 81.5, N=27	80.5- 81.5, N=15
85.5- 86.5, N=29	85.5- 86.5, N=18	85.5- 86.5, N=20	85.5- 86.5, N=25	85.5- 86.5, N=16
90.5- 91.5, N=29	90.5- 91.5, N=27	90.5- 91.5, N=19	90.5- 91.5, N=26	90.5- 91.5, N=2
95.5- 96.5, N=29	95.5- 96.5, N=25	95.5- 96.5, N=28	95.5- 96.5, N=26	95.5- 96.5, N=27
100.5- 101.5, N=31	100.5- 101.5, N=37	100.5- 101.5, N=30	100.5- 101.5, N=30	100.5- 101.5, N=10
	105.5- 106.5, N=61	105.5- 106.5, N=26		105.5- 106.5, N=15
	110.5- 111.5, N=50	110.5- 111.5, N=109(9')		110.5- 111.5, N=19
		115.5- 116.5, N=42		115.5- 116.5, N=19
				120.5- 121.5, N=25

"N" VALUES

SHEET 2 OF 2
 LAYOUT OF BRIDGE
 HWY. 38 OVER INTERSTATE 40
 FORREST CITY - EAST (F)
 ST. FRANCIS COUNTY
 ROUTE 40 SEC. 51
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: KWT DATE: 5-23-11 FILENAME: bbb0105.LI.dgn
 CHECKED BY: PGT DATE: 9-22-11 SCALE: 1" = 30'
 DESIGNED BY: KWT DATE: 5/11
 BRIDGE NO. 07233 DRAWING NO. 52475



210+00 211+00 212+00 213+00 214+00 215+00 216+00
 BRIDGE ENGINEER