



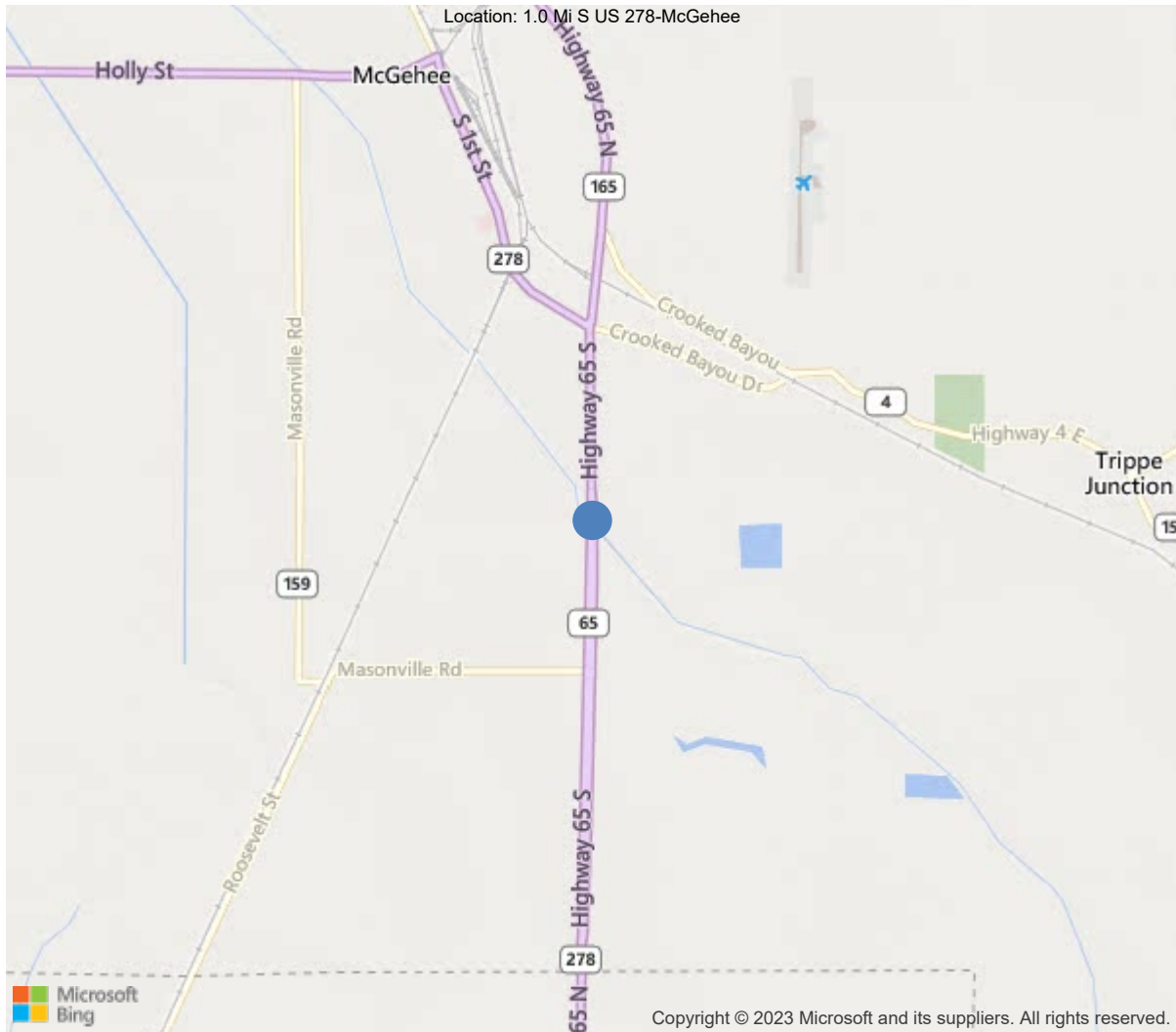
Latitude:33.59642, Longitude:-91.38296

Route:65 Section:19 Log:9.47

Arnold Road ID:21x65x19xB, Arnold Log mile:2.278

District 02, 41 - Desha County

Owner: 1 - State Highway Agency



33.59642, -91.38296



Asset #B6811 (Load Rating Inspection)
US65-19 LM 9.47 NB over Black Pond Slough
Location: 1.0 Mi S US 278-McGehee

Team Lead: Kylie Thompson, Inspection Date: 11/01/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B6811
(5) Inventory Route	1
(2) Highway Agency District	02 - District 02
(3) County Code	41 - Desha County
(4) Place Code	0
(6) Features Intersected	Black Pond Slough
(7) Facility Carried	US65-19 LM 9.47 NB
(9) Location	1.0 Mi S US 278-McGehee
(11) Mile Point	9.47 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065190
(16) Latitude	33.59642
(17) Longitude	-91.38296
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	5 - Epoxy Overlay
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2003
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4150
(30) Year of ADT	2018
(109) Truck ADT	13 %
(19) Bypass, Detour Length	11 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	61 ft
(49) Structure Length	165 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	38.1 ft
(52) Deck Width Out to Out	40.9 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 ft
(33) Bridge Median	0 - No median
(34) Skew	35 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	39 ft
(53) Min Vert Clear Over Bridge Rdwy	99.9 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	5 - None present but re-evalua
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	2 - The inventory route is on
(101) Parallel Structure	R - The right structure of par
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	8
(59) Superstructure	8
(60) Substructure	8
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	8
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	4155
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	01/21/2021		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



Asset #B6811(Load Rating Inspection)

District: 02, County: 41 - Desha County

Team Lead: Kylie Thompson, Inspection Date: 11/01/2021

General Observation (False)

Beginning of structure toward SH 4, McGehee, North End.Bridge 0000000000A6811 entered 2003-06-19 13:57 by userid rlw. REPLACES SB TRAFFIC OF STR. #A2068 UNDER JOB #020239..04-24-2012, Updated log mile to match Tech Services data. RHB.

A-46 - Asset Files

-

Team Lead: Kylie Thompson, **Inspection Date:** 11/01/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6748	6748	0	0	0
521	Concrete Protective Coating	SF	6286	6286	0	0	0
(12) Deck: 40.9' wide x 165' long = 6,748 sqft. A couple of very light longitudinal cracks in all spans. Pourable Joint Seals and Polymer overlay added in 2018 during construction.							
107	Steel Open Girder/Beam	LF	990	990	0	0	0
515	Steel Protective Coating	SF	6692	6362	330	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	LF	330	0	330	0	0
(107) Girders: 6 per span / Spans 1-3 (50' - 62' - 50') 162' total. Coating: W27x129 (60.5' x 6.92); W27x84 (41' x 6.78); W27x129 (60.5' x 6.92) = 6692 sqft total. Outer girders are brown with light granular texture.							
215	Reinforced Concrete Abutment	LF	112	107	5	0	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
(215) Abutments: 56' each (skewed) / Bents 1 & 4. Typical scattered longitudinal cracks across top of backwalls, becoming vertical with light efflorescence behind ends of girders.							
227	Reinforced Concrete Pile	EA	14	14	0	0	0
(227) Piling: 7 per bent / Bents 2 & 3.							
234	Reinforced Concrete Pier Cap	LF	112	112	0	0	0
(234) Caps: 56' each (skewed) / Bents 2 & 3.							
301	Pourable Joint Seal	LF	108	88	20	0	0
2350	Debris Impaction	LF	20	0	20	0	0
(301) Joints: 54" each (skewed) / Bents 1 & 4. Both joint seals have minor debris impaction.							
310	Elastomeric Bearing	EA	24	18	6	0	0
2220	Alignment	EA	6	0	6	0	0
(310) Bearings: 6 per bent / Bents 1-4. Bents 1 & 4 : Significant tilt/twist toward backwalls, most noticeable at Bent 1 left (Bearings 1-3) and Bent 4 right (Bearings 4-6).							
331	Reinforced Concrete Bridge Railing	LF	330	330	0	0	0
(331) Railing: 165' each side. Some map cracking, close to top of wall with small amount of efflorescence visible.							

Location: 1.0 Mi S US 278-McGehee

Team Lead: Kylie Thompson, **Inspection Date:** 11/01/2021

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6748	6748	0	0	0
521	Concrete Protective Coating	SF	6286	6286	0	0	0
(12) Deck: 40.9' wide x 165' long = 6,748 sqft. A couple of very light longitudinal cracks in all spans. Pourable Joint Seals and Polymer overlay added in 2018 during construction.							

Asset #B6811(Load Rating Inspection)
US65-19 LM 9.47 NB over Black Pond Slough



Asset #B6811(Load Rating Inspection)
US65-19 LM 9.47 NB over Black Pond Slough
Location: 1.0 Mi S US 278-McGehee

Team Lead: Kylie Thompson, **Inspection Date:** 11/01/2021

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Overview of soffit and girders.



Deck overview.



Approach.



Elevation.



Asset #B6811(Load Rating Inspection)

US65-19 LM 9.47 NB over Black Pond Slough

Location: 1.0 Mi S US 278-McGehee

Team Lead: Kylie Thompson, **Inspection Date:** 11/01/2021

Maintenance Needs



Asset #B6811(Load Rating Inspection)

US65-19 LM 9.47 NB over Black Pond Slough

Location: 1.0 Mi S US 278-McGehee

Team Lead: Kylie Thompson, **Inspection Date:** 11/01/2021

Routine Maintenance

Check Box Maintenance Items

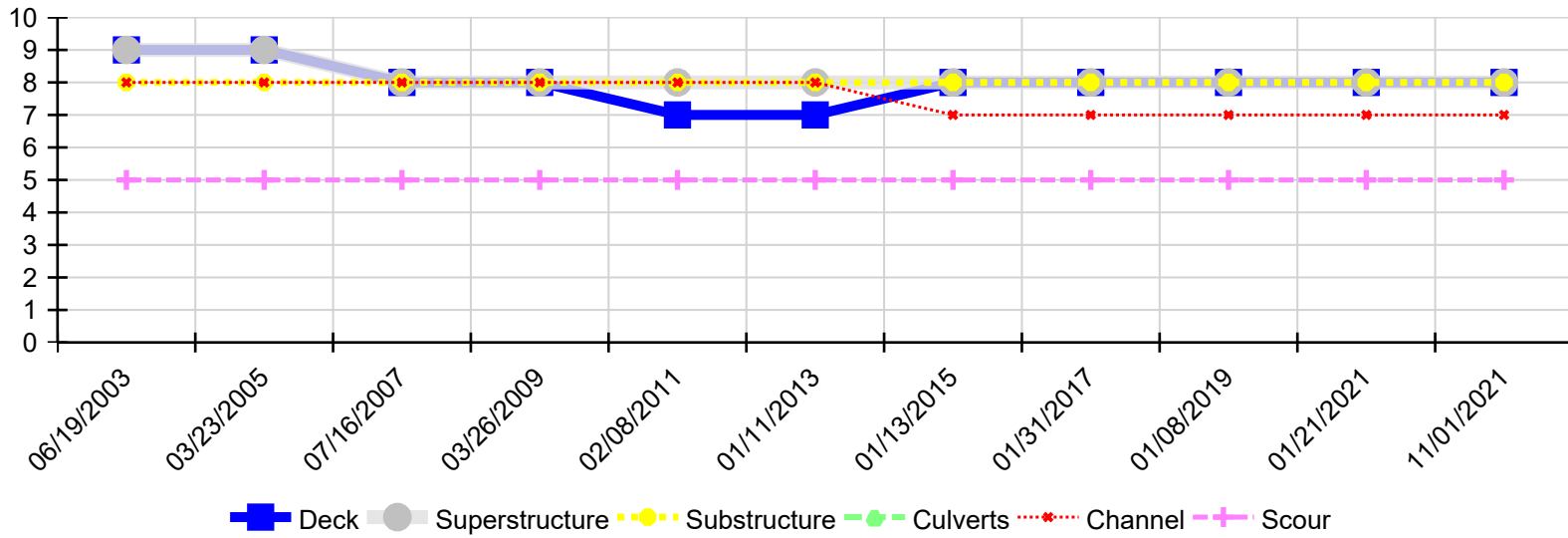
Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



Asset #B6811(Load Rating Inspection)
US65-19 LM 9.47 NB over Black Pond Slough
Location: 1.0 Mi S US 278-McGehee

Team Lead: Kylie Thompson, **Inspection Date:** 11/01/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/01/2021	8	8	8	N	7	5
01/21/2021	8	8	8	N	7	5
01/08/2019	8	8	8	N	7	5
01/31/2017	8	8	8	N	7	5
01/13/2015	8	8	8	N	7	5
01/11/2013	7	8	8	N	8	5
02/08/2011	7	8	8	N	8	5
03/26/2009	8	8	8	N	8	5
07/16/2007	8	8	8	N	8	5
03/23/2005	9	9	8	N	8	5
06/19/2003	9	9	8	N	8	5

ARDOT Load Rating Summary Sheet

Structure No: B6811

District: 02
 County: Desha (21)
 Rte/Sec(Zone)/LogMile: US 65/19/9.47
 Feature Intersected: Black Pond Slough

Load Rating Engineer: KJT
 Year Built/Revised: 2003
 Inspection Date: 01/21/2021
 Rating Method: LFR

Additional. Dead Load:

Overlay/Fill thickness:
 Other Items:

Structure Details Source:

Plans/Job No.: Job No. 020239
 Sketches/Date:
 Other:

Changes to Existing Model:

Changed non-composite sections to composite.

LLFD=7.25/5.5=1.318

DL= 277 plf - 152 plf = 125 plf

Special Notes:**GOVERNING TONNAGES**

Operating Rating (NBI Item 64)	60	tons
Inventory Rating (NBI Item 66)	36	tons

Kylie Thompson Digitally signed by Kylie Thompson
 Date: 2021.11.01 13:42:47 -05'00'

Posting Recommendations		
Code 4	40	tons
Code 9	50	tons
Code 5	60	tons
EV2	60	tons
EV3	60	tons
NRL	60	tons
SU4	60	tons
SU5	60	tons
SU6	60	tons
DS5	60	tons

Complete any section that applies.

☐ **Retained Load Rating Statement**

Existing load rating calculations exist and bridge conditions are very nearly unchanged since the last routine inspection. I concur with the previous load rating calculations dated .

01	062403BEF	AAA				*LF*	POST
02B6811	BEF	20	17CSC	03X	1650000X	380000	3
04B6811	,,,						
05B6811	B6811	021	65	19		65	65
06B6811	1The job number is 020239. The layout drawing is 41351. The span dr						
06B6811	2awings are 41358 to 41349.						
06B6811	ZZNBIID 0000000000B6811						
06B6811	ZZFACCARUS 65						
06B6811	ZZFEAINTBlack Pond Slough						
07B6811						3030303010101010	
08B6811	G01	3	X	500000X	620000X	500000CSC50000	40001.318 30303030
48B6811	G0199ZZ						
44B6811	G011.0000,1.0000						
10B6811	G01	1		X	00000	W125.0125.0X	500000
10B6811	G01	2				W125.0125.0X	620000
10B6811	G01	3				W125.0125.0X	500000
11B6811	G01	1	1X	500000	1		
11B6811	G01	2	1X	105000	1		
11B6811	G01	2	2X	410000	2		
11B6811	G01	2	3X	105000	1		
11B6811	G01	3	1X	500000	1		
12B6811	G01					W 1	127.00 129.00
12B6811	G01					W 2	127.00 84.000
14B6811	G01	1	1X	350000C	8 1	87.007.5010.01.0084.007.003.400	60000
14B6811	G01	1	2X	150000C	8 2	87.007.5010.01.0084.007.003.4006.5303.7560000	
14B6811	G01	2	1X	105000C	8 2		
14B6811	G01	2	2X	50000C	8 3	87.007.5010.01.0084.007.003.8606.5303.7560000	
14B6811	G01	2	3X	310000C	8 4	87.007.5010.01.0084.007.003.860	60000
14B6811	G01	2	4X	50000C	8 3		
14B6811	G01	2	5X	105000C	8 2		
14B6811	G01	3	1X	150000C	8 2		
14B6811	G01	3	2X	350000C	8 1		
16B6811	G01	1T	1X	500000C			
16B6811	G01	2T	1X	620000C			
16B6811	G01	3T	1X	500000C			
16B6811	G01	1B	1X	65400SPSP	1X	65400 X	500000X 500000
16B6811	G01	1B	2X	145000SPSP	1X	145000 X	500000X 500000
16B6811	G01	1B	3X	113300SPSP	1X	113300 X	500000X 500000
16B6811	G01	1B	4X	145000SPSP	1X	145000 X	600000X 500000
16B6811	G01	1B	5X	31300SPSP	1X	31300 X	500000X 500000
16B6811	G01	2B	1X	51200SPSP	1X	51200 X	500000X 500000
16B6811	G01	2B	2X	145000SPSP	1X	145000 X	620000X 620000
16B6811	G01	2B	3X	247500SPSP	3X	82500 X	620000X 620000
16B6811	G01	2B	4X	145000SPSP	1X	145000 X	620000X 620000
16B6811	G01	2B	5X	31300SPSP	1X	31300 X	500000X 500000
16B6811	G01	3B	1X	51200SPSP	1X	51200 X	500000X 500000
16B6811	G01	3B	2X	145000SPSP	1X	145000 X	500000X 500000
16B6811	G01	3B	3X	113300SPSP	1X	113300 X	500000X 500000
16B6811	G01	3B	4X	145000SPSP	1X	145000 X	500000X 500000
16B6811	G01	3B	5X	45500SPSP	1X	45400 X	500000X 500000
40B6811	G011.000,0.330,0.150,0.0000,1.0000						

BRIDGE SUMMARY REPORT

STRUCTURE ID: B6811

C.P.		Critical Member		Rating Factor	Rating Value	Load Cap./Res. (tons)
2.500	INV.	Truck: HS20				
		G01 LFD S	1.73	HS 34.67	62.4	
2.500	OPER.	Truck: HS20				
		G01 LFD S	2.89	HS 57.78	104.0	
2.500	POST.	Truck: ARK4				
		G01 LFD S	3.64	0.00	82.0	
2.500	POST.	Truck: ARK9				
		G01 LFD S	2.86	0.00	88.6	
2.500	POST.	Truck: ARK5				
		G01 LFD S	2.48	0.00	99.2	
2.500	POST.	Truck: EV2				
		G01 LFD S	3.28	0.00	94.3	
2.500	POST.	Truck: EV3				
		G01 LFD S	2.14	0.00	92.1	
2.500	POST.	Truck: NRL				
		G01 LFD S	2.46	0.00	98.6	
2.500	POST.	Truck: SU4				
		G01 LFD S	3.31	0.00	89.4	
2.500	POST.	Truck: SU5				
		G01 LFD S	3.06	0.00	94.7	
2.500	POST.	Truck: SU6				
		G01 LFD S	2.76	0.00	95.9	
2.000	POST.	Truck: DS5				
		G01 LFD S	4.10	0.00	163.8	

BRIDGE / MEMBER DATA

SUMMARY REPORT

Bridge ID B6811

NBI ID 0000000000B6811

Facility Carried US 65

Feature Intersected Black Pond Slough

Material of Construction CSC

Year of Construction 2003

Roadway Width 38.000

Number of Spans 3

Live Load Distribution Factor 1.318

Comments:

1The job number is 020239. The layout drawing is 41351. The span drawings are 41358 to 41349.

Member ID G01

Symmetry:

Span Length:	Span 1	Span 2	Span 3	Span 4	Span 5
	50.000	62.000	50.000	0.000	0.000

Moment

C.P.		Rating Factor	Rating Value	Load Capacity (tons)
2.500	INV. Truck:	HS20		
		1.95	HS 38.90	70.0
2.500	OPER. Truck:	HS20		
		3.24	HS 64.83	116.7
2.500	POST. Truck:	ARK4		
		4.09	0.00	92.0
2.500	POST. Truck:	ARK9		
		3.21	0.00	99.4
2.500	POST. Truck:	ARK5		
		2.78	0.00	111.3
2.500	POST. Truck:	EV2		
		3.68	0.00	105.8
2.500	POST. Truck:	EV3		
		2.40	0.00	103.4
2.500	POST. Truck:	NRL		
		2.77	0.00	110.6
2.500	POST. Truck:	SU4		

			3.72	0.00	100.4
2.500	POST.	Truck:	SU5		
			3.43	0.00	106.3
2.500	POST.	Truck:	SU6		
			3.10	0.00	107.6
2.500	POST.	Truck:	DS5		
			5.23	0.00	209.2

Shear

C.P.			Rating (-)	Factor (+)	Rating Value	Load Capacity
2.800	INV.	Truck:	HS20			
			3.57	29.52	HS 71.35	128.40
2.800	OPER.	Truck:	HS20			
			5.95	49.20	HS118.91	214.00
2.800	POST.	Truck:	ARK4			
			8.40	75.81	0.00	189.10
2.800	POST.	Truck:	ARK9			
			6.35	60.89	0.00	196.80
2.800	POST.	Truck:	ARK5			
			5.50	50.11	0.00	220.00
2.800	POST.	Truck:	EV2			
			6.86	68.18	0.00	197.30
2.800	POST.	Truck:	EV3			
			4.64	45.98	0.00	199.70
3.000	POST.	Truck:	NRL			
			5.89	67.43	0.00	235.60
2.800	POST.	Truck:	SU4			
			7.32	71.36	0.00	197.70
2.800	POST.	Truck:	SU5			
			6.63	64.11	0.00	205.70
2.800	POST.	Truck:	SU6			
			6.33	57.80	0.00	220.10
3.000	POST.	Truck:	DS5			
			8.33	130.68	0.00	333.20

Serviceability

C.P.			Rating Factor	Rating Value	Load Capacity (tons)
2.500	INV.	Truck:	HS20		
			1.73	HS 34.67	62.4
2.500	OPER.	Truck:	HS20		
			2.89	HS 57.78	104.0
2.500	POST.	Truck:	ARK4		
			3.64	0.00	82.0
2.500	POST.	Truck:	ARK9		
			2.86	0.00	88.6
2.500	POST.	Truck:	ARK5		
			2.48	0.00	99.2
2.500	POST.	Truck:	EV2		
			3.28	0.00	94.3
2.500	POST.	Truck:	EV3		
			2.14	0.00	92.1
2.500	POST.	Truck:	NRL		
			2.46	0.00	98.6
2.500	POST.	Truck:	SU4		
			3.31	0.00	89.4
2.500	POST.	Truck:	SU5		
			3.06	0.00	94.7

2.500	POST.	Truck:	SU6		
			2.76	0.00	95.9
2.000	POST.	Truck:	DS5		
			4.10	0.00	163.8



Bridge #B6811(Routine, Underwater type 2)

US65-19 LM 9.47 NB over Black Pond Slough

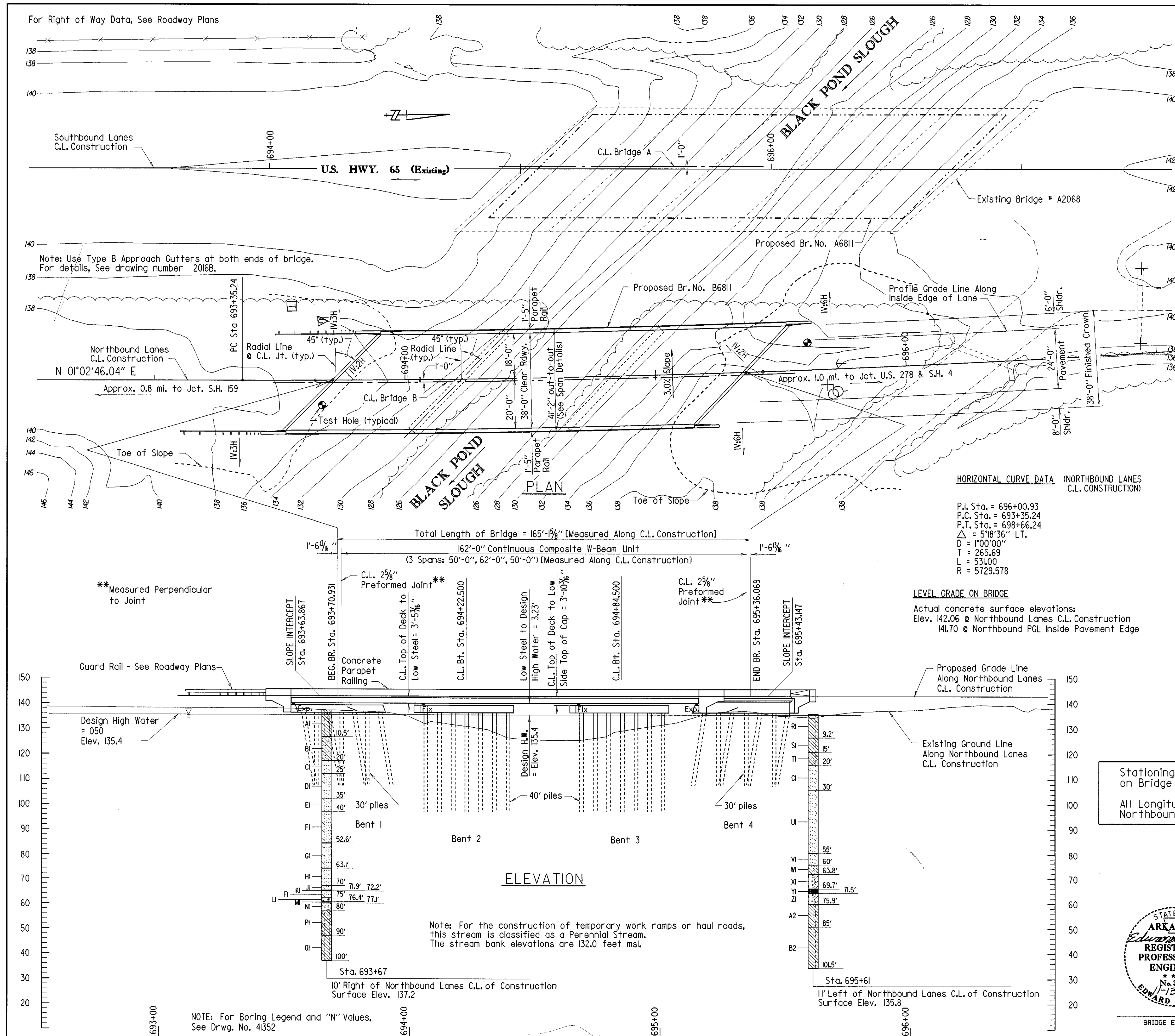
Location: 1.0 Mi S US 278-McGehee

Team Lead: Sharon Hooks Inspection Date: January 21, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	B6811
(5) Inventory Route	65
(2) Highway Agency District	02
(3) County Code	41-Desha County, Arkansas
(4) Place Code	0
(6) Features Intersected	Black Pond Slough
(7) Facility Carried	US65-19 LM 9.47 NB
(9) Location	1.0 Mi S US 278-McGehee
(11) Mile Point	9.47 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065190
(16) Latitude	33.59642
(17) Longitude	-91.38296
(98) Border Bridge State Code	
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Type of Membrane	0-None
Type of Deck Protection	1-Epoxy Coated Reinforcing
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(106) Year Reconstructed	0
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Under	5-Waterway
(28) Lane	
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Under	0
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(30) Year of ADT	2014
(109) Truck ADT	13 %
(19) Bypass, Detour Length	11 mi
GEOMETRIC DATA	
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(49) Structure Length	165 ft
(50) Curb or Sidewalk Width	
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Right	0 ft
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(52) Deck Width Out to Out	40.9 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 ft
(33) Bridge Median	0-No median
(34) Skew	35 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	39 ft
(53) Min Vert Clear Over Bridge Rdwy	99.9 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	5-None present but re-evaluation
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	2-Rural Principal Arterial - Oth
(100) Defense Highway	2-The inventory route is on a No
(101) Parallel Structure	R-The right structure of paralle
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0-N/A
(110) Designated National Network	1-The inventory route is part of the
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	8
(59) Superstructure	8
(60) Substructure	8
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5-MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	36
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	8
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	4155
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			01/2021
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



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.		020239	119	236
GENERAL NOTES				B681I	LAYOUT			41351

All dimensions are in feet unless otherwise noted.

BENCH MARK: Aluminum cap in Northeast corner of existing Bridge No. A2068, 52.38 feet left of northbound centerline construction Sta. 695+99.73, Elevation 141.67.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (1996 edition) with applicable supplemental specifications and special provisions. Unless otherwise noted on the plans, Section and Subsection refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges (1996 edition) with current Interim specifications.

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor

SEISMIC PERFORMANCE CATEGORY: A

MATERIALS AND STRENGTHS:

Class (SAE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

CONCRETE PILING: Piling for Bents 1 through 4 shall be 18" square precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 60 tons per pile. Piling shapes shall not be mixed. Drive all piles to a minimum penetration of 20' below natural ground. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. Drive one 35' test pile in Bent 1 and one 45' test pile in Bent 3. Piles in end bents are to be driven after embankment is in place to bottom of cap.

BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class I Protective Surface treatment shall be applied to the roadway surface and to the face and top of the concrete parapet rail.

HORIZONTAL CURVE DATA (NORTHBOUND LANES C.L. CONSTRUCTION)

P.I. Sta. = 696+00.93
P.C. Sta. = 693+35.24
P.T. Sta. = 698+66.24
Δ = 51°36' LT.
D = 1°00'00"
T = 265.69
L = 531.00
R = 5729.578

LEVEL GRADE ON BRIDGE

Actual concrete surface elevations:
Elev. 142.06 @ Northbound Lanes C.L. Construction
141.70 @ Northbound PGL Inside Pavement Edge

DETAIL DRAWINGS:	DRAWING NO.
End Bents	41353, 41354, 41356, 41357
Intermediate Bents	41355
162'-0" Cont. Comp. W-Beam Unit	41358 thru 41362
Elastomeric Bearings	41363
Concrete Piling	2383
Type B Approach Gutters	2016B

EXISTING BRIDGE: The existing bridge No. A2068 (log mile 9.45) is 46' wide and 181' long and consists of a concrete deck with steel stringer superstructure supported by a concrete, trestle-pile substructure. The existing bridge (centerline) is located approximately 81 feet west of the proposed new northbound bridge (centerline.)

FLOOD DESCRIPTION		FREQUENCY	DISCHARGE	*NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
		YEARS	CFS	FEET	FEET
Design		50	980	135.4	135.5
Base		100	1100	136.0	136.0
Extreme		500	1340	136.9	137.0
Overtopping		-	-	-	-

*Unconstricted water surface without structure or roadway approaches.
Drainage area = 10.2 square miles.
Historical H.W. Elev. = N/A



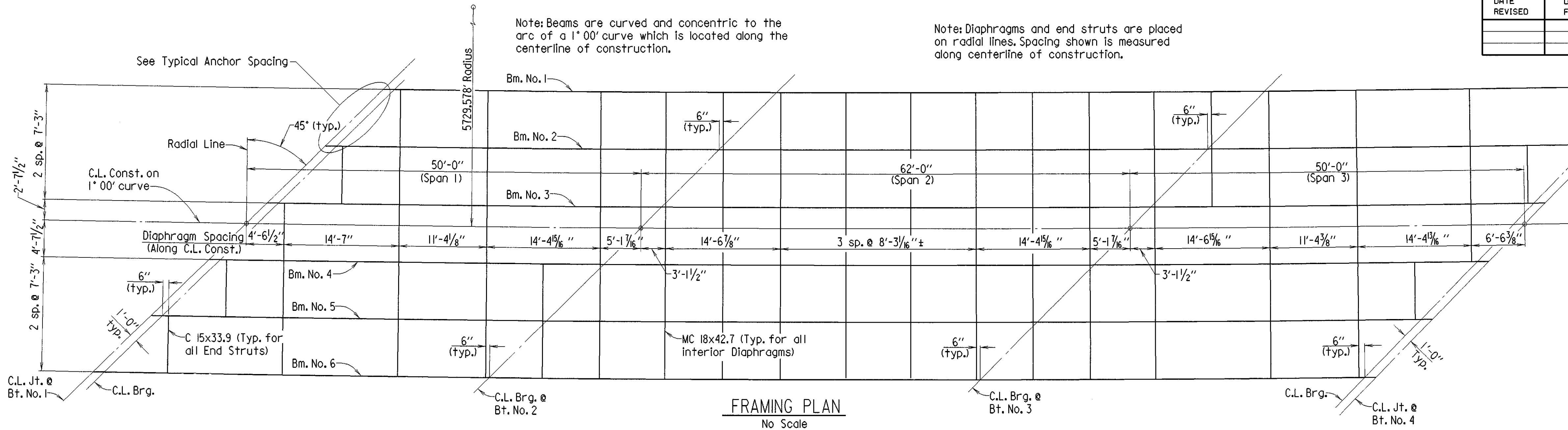
SHEET 1 OF 2
LAYOUT OF
BRIDGE B OVER BLACK POND SLOUGH
SOUTH C.L. McGEHEE -
BLACK POND SLOUGH (S)
CHICOT & DESHA COUNTIES

ROUTE 65 SEC. 19 & 20
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

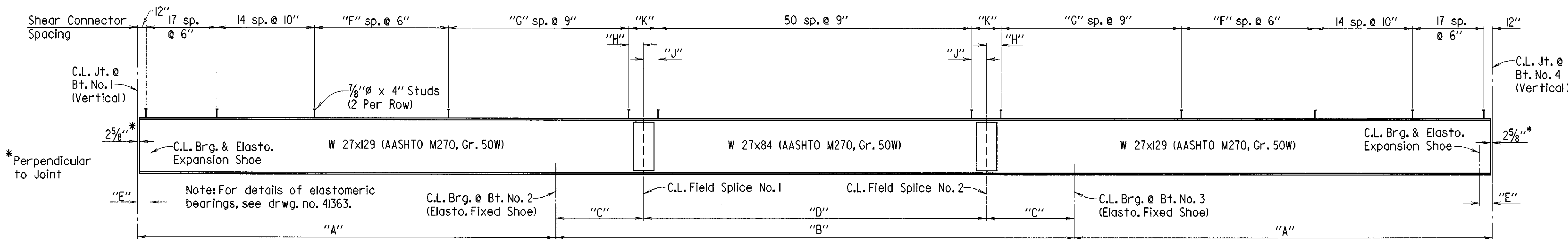
DRAWN BY: MJS DATE: 01 NOV 99 FILENAME: B020239.LI
CHECKED BY: JAM DATE: 08-00 SCALE: 1" = 20'
DESIGNED BY: MJS DATE: 10-99
BRIDGE NO. B681I DRAWING NO. 41351

NOTE: For Boring Legend and "N" Values, See Drwg. No. 41352

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.		020239	127	236
				B6811		SPAN DTLS.		41359



FRAMING PLAN
No Scale

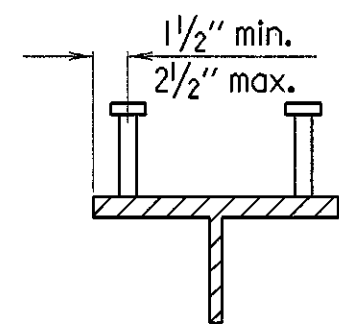


TYPICAL BEAM ELEVATION
No Scale

Note: Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Bridge Engineer (See Shop Drawings for final beam configuration). Payment will be made on the basis of the bolted splice shown.

TABLE OF BEAM VARIABLES

	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"
Bm. 1	49'-10 3/16"	61'-9 3/4"	10'-6 1/8"	40'-9 1/2"	1'-5"	33	28	1'-8 5/8"	1'-7 3/4"	3'-4 1/16"
Bm. 2	49'-10 5/16"	61'-10 1/16"	10'-6 1/4"	40'-10 3/16"	1'-5"	32	29	1'-8 3/16"	1'-8 3/16"	3'-2 1/4" ±
Bm. 3	49'-11 3/4"	61'-11 1/8"	10'-6 3/16"	40'-10 3/8"	1'-5"	32	29	1'-7 7/8"	1'-8 3/8"	3'-3 3/16" ±
Bm. 4	50'-0 1/2"	62'-0 5/8"	10'-6 3/8"	40'-11 1/2"	1'-4 5/8"	32	29	1'-8 1/8"	1'-8 3/4"	3'-4 3/16"
Bm. 5	50'-1 1/4"	62'-1 1/8"	10'-6 3/4"	41'-0 1/16"	1'-4 5/8"	34	28	1'-6"	1'-8 3/4"	3'-3" ±
Bm. 6	50'-2"	62'-2 1/2"	10'-6 7/8"	41'-0 3/4"	1'-4 5/8"	34	28	1'-6 1/8"	1'-9 3/8"	3'-4 1/4"



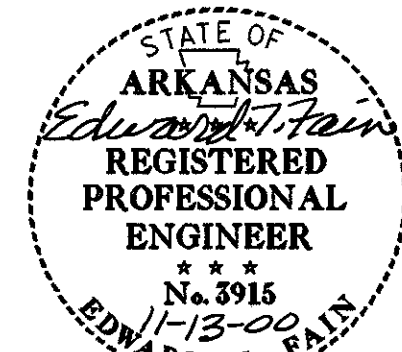
Stud Shear Connectors shown shall be 7/8" x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. 3/4" studs may be used in place of the 7/8" studs shown, at the ratio of 1.361-3/4" studs in place of one 7/8" stud. 7/8" studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

SHEAR CONNECTOR DETAIL
No Scale

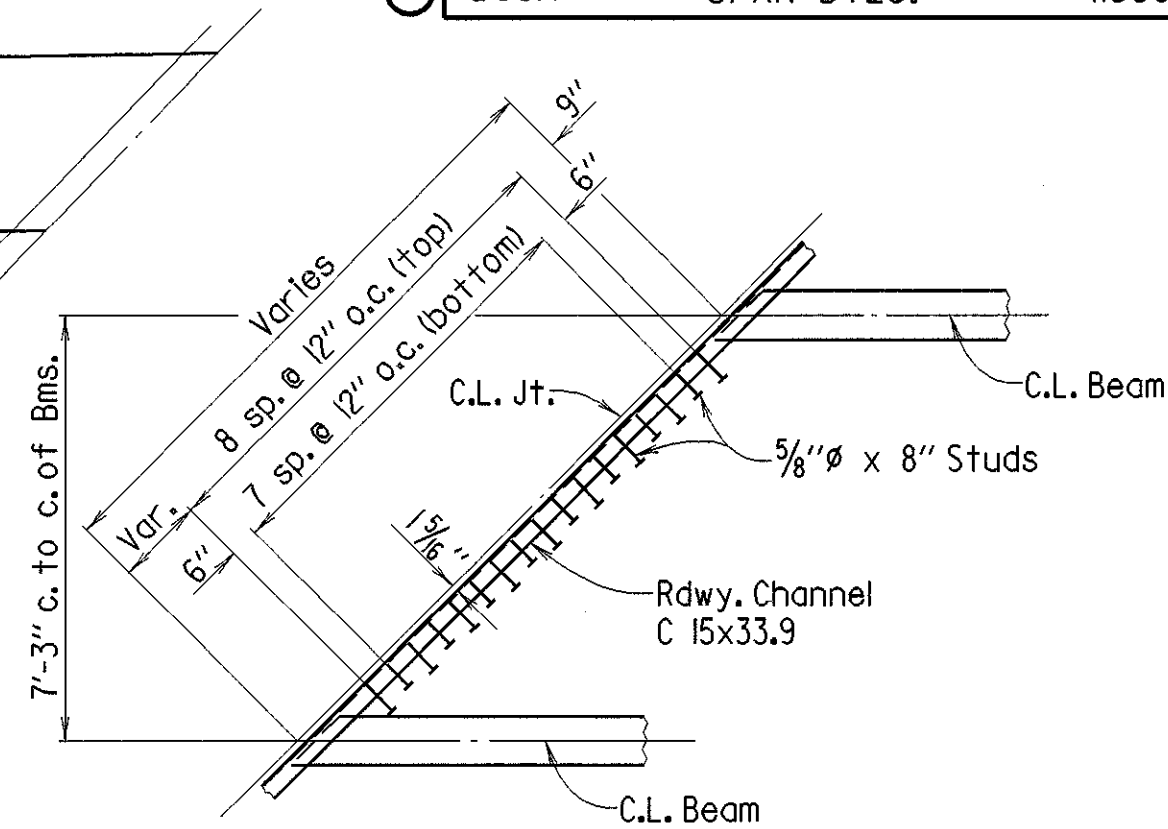
TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To 3/4" Inclusive	1/4"	
Over 3/4"	5/16"	

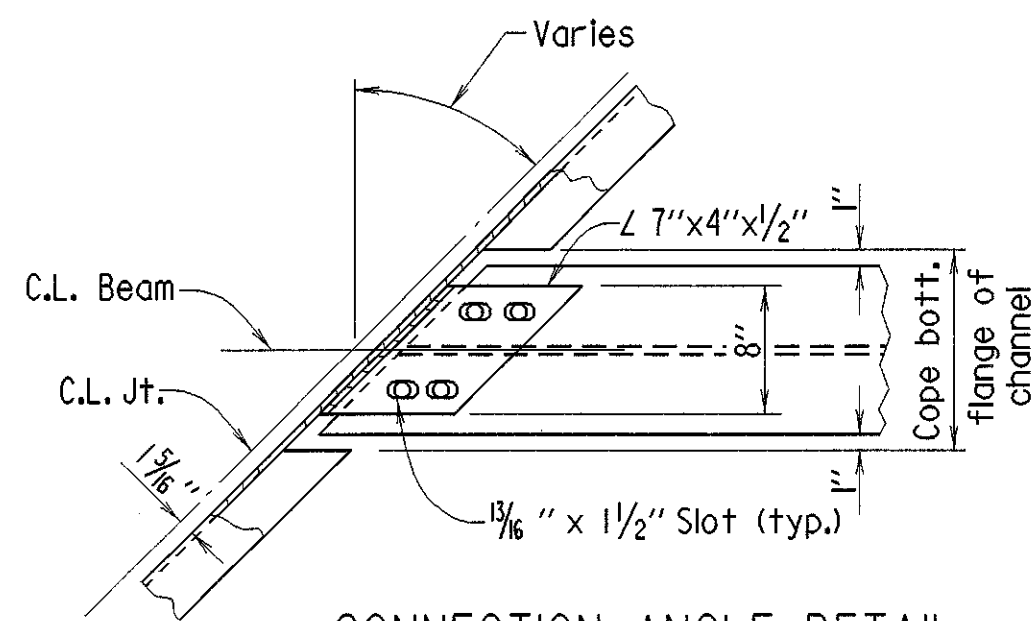
NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.



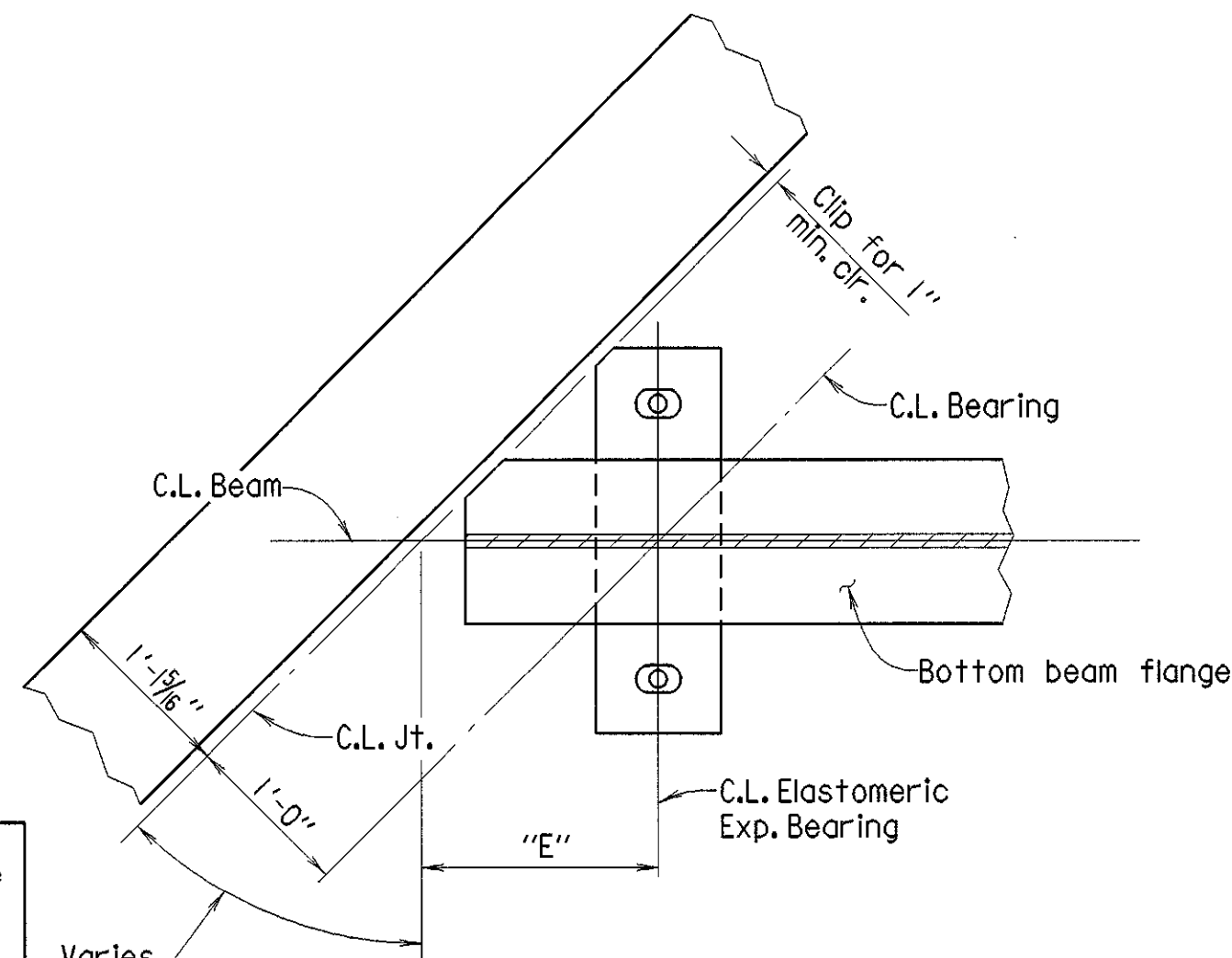
BRIDGE ENGINEER



TYPICAL ANCHOR SPACING
No Scale



CONNECTION ANGLE DETAIL
No Scale



PLAN OF BEARING AT END BENTS
No Scale

SHEET 2 OF 5
DETAILS OF 162'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE OVER BLACK POND SLOUGH
(NORTHBOUND LANES)
CHICOT & DESHA COUNTY
ROUTE 65 SEC. 19
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 25 Apr 00 FILENAME: B020239.S12
CHECKED BY: D.M. DATE: 08-01-00 SCALE: As Shown
DESIGNED BY: D.M. DATE: 07-00
BRIDGE NO. B6811 DRAWING NO. 41359

- Notes:
- All Field Splice Bolts to be 7/8" H.S. Bolts.
 - All Field Splice plates to be AASHTO M270, Gr. 50W steel.
 - All bolt holes for field splices to be 15/16" open holes.

SUPERSTRUCTURE GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (1996 edition) with applicable supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges (1996 edition) with current Interim specifications.

LIVE LOADING: HS20 - 44

METHOD OF DESIGN: Load Factor

MATERIALS AND STRENGTHS:

Concrete: All concrete shall be Class S(AE) with minimum 28 day compressive strength $f'_c = 4000$ psi.

Reinforcing Steel: Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (Yield Strength = 60,000 psi.)

Structural Steel: Structural steel shall conform to AASHTO M270, Gr. 50W ($F_y = 50,000$ psi.) or AASHTO M270, Gr. 36 ($F_y = 36,000$ psi.)

STRUCTURAL STEEL:

All structural steel shall be AASHTO M270, Gr. 50W unless otherwise noted and shall be paid for as Structural Steel in Beam Spans (M270, Gr. 50W). M270, Gr. 50W steel shall not be painted. All exposed surfaces to be cleaned in accordance with subsection 807.84(e). Structural steel completely embedded in concrete may be AASHTO M270, Gr. 36.

Structural shapes of equal or greater strength may be substituted for shapes shown if approval is obtained from the Bridge Engineer. Payment will be made on the basis of shapes shown.

Longitudinal beams are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in subsection 807.05. This work and material will not be paid for directly, but will be considered subsidiary to the item "Structural Steel in Beam Spans (M270-Grade 50W)." Charpy V-Notch Test will not be required on web and flange splice plates.

Flange field splice plates shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

All beams shall be blocked in their true position in the shop in groups of a minimum of three sections. Beams shall be blocked with webs horizontal. See subsection 807.54 (b)(2). The camber, length of sections, distance between bearings, and openings of joints shall be measured with the beams in their true position. This information shall become a part of the permanent records of this job. The component parts shall be match-marked in this assembly and these marks shall be shown on the erection diagram. All beam dimensions are based on a temperature of 60°F. A tolerance of (+/-) $1/4$ " is allowed for camber.

Anchor bolts shall be galvanized according to subsection 807.07 and shall be Grade 55.

Elastomeric Bearings shall be firmly seated in accordance with subsection 808.08. This work to be considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Field connections to be bolted with high strength bolts. For $3/4$ " bolts: Open holes = $15/16$ " unless otherwise noted; Bolt spacing = $2 1/2$ " unless otherwise noted; Minimum edge distance = $1 1/4$ " unless otherwise noted. For $1/2$ " bolts: Open holes = $5/8$ " unless otherwise noted; Bolt spacing = 3" unless otherwise noted; Minimum edge distance = $1 1/2$ " unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior beam webs and on bottom of beam flanges.

Holes for $3/4$ " high strength bolts in diaphragms may be $15/16$ " if a washer is supplied for use under both the nut and the head of the bolt.

Diaphragms shall be installed as beams are erected. All bolts in diaphragms and field splices shall be installed and tightened in accordance with subsection 807.71 prior to pouring of concrete deck.

All welding that is to be done during fabrication of structural steel, including temporary welds shall be detailed on the shop drawings and submitted for approval. If the contractor or erector should want to make additional welds, whether temporary or permanent, he shall submit detailed drawings with a formal request to the Bridge Engineer for approval. All welding shall conform to subsection 807.26.

Drawings show general features of design only. Shop drawings shall be made in accordance with the specifications, submitted, and approval secured before fabrication is begun.

REINFORCING STEEL:

The reinforcing steel shall be accurately located in the forms and firmly held in place by steel wire supports sufficient in size and number to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel - Bridge (Grade 60)".

CONCRETE:

Concrete in bridge superstructure shall be placed and consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent. The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.19 for a Class 5 tined bridge roadway surface finish. Movement of the finishing machine across the new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the beam. Any ralling pours made before the entire slab unit is in place must be approved by the Bridge Engineer. If a longitudinal strike-off is used, a vertical camber adjustment must be made in the strike-off to account for the future dead load deflection due to the ralling.

The bridge slab shall be poured as shown on the pouring sequence diagram. All pours (1) adjacent to pours (2) must be placed before pours (2) can be placed.

All exposed corners to be chamfered $3/4$ " unless otherwise noted.

LOAD DISTRIBUTION:

Dead Load:

	Int. Beam	Ext. Beam
To W-Beam	810 PLF (+) 1.3 (wt./ft. of W-Bm.)	666 PLF (+) 1.3 (wt./ft. of W-Bm.)
To Composite Beam	277*	277*

*Includes 152 PLF Future Wearing Surface

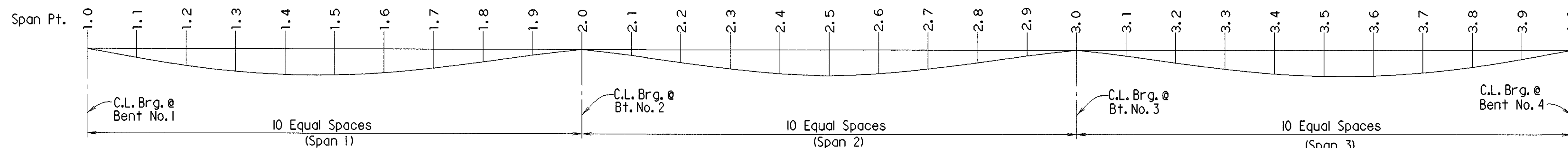
Live Load:

	Int. Bm. = 1.318 wheels (+) impact	Ext. Bm. = 1.247 wheels (+) impact
To each Composite Beam		

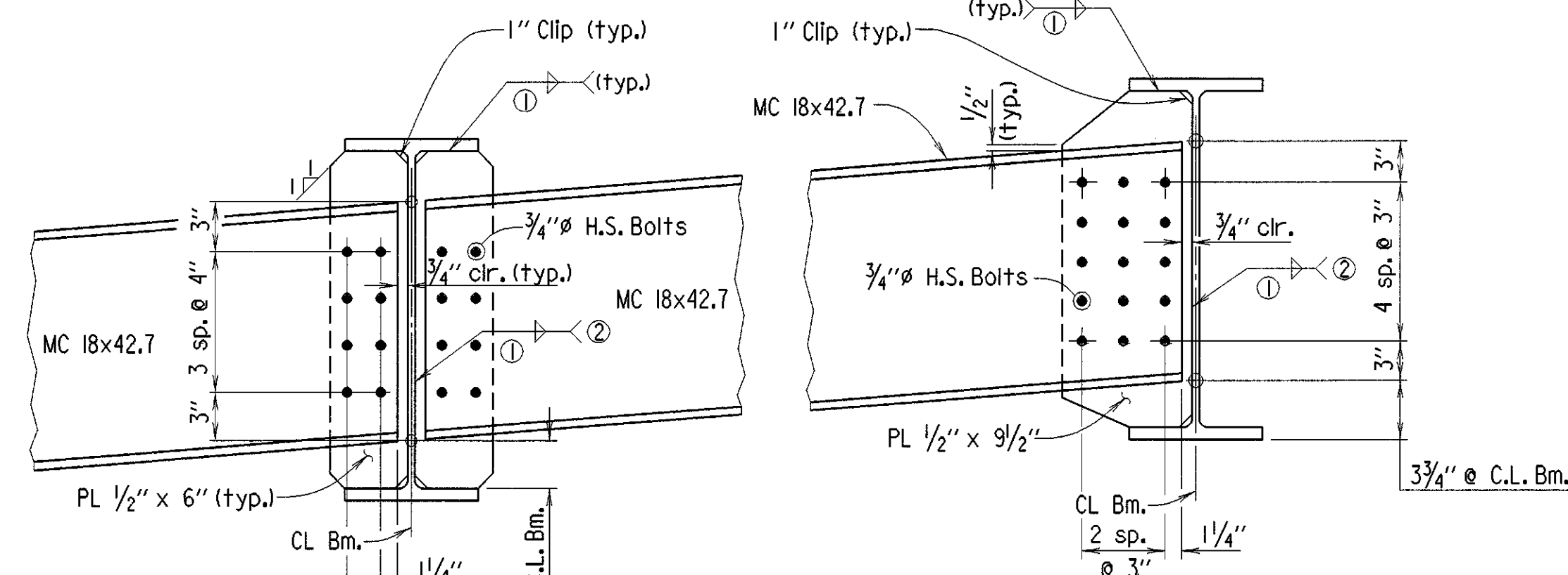
TABLE OF DEFLECTIONS (INCHES)

Camber for Dead Load Deflection plus Vertical curve $\pm 1/4$ " tolerance.
Deflections shown are from a chord from CL Bearing to CL Bearing.

Span	Point of Deflection	BEAM NO. 1			BEAM NOS. 2 THRU 5			BEAM NO. 6		
		Structural Steel	Struct. Steel (+) Slab	Struct. Steel (+) Slab (+) Parapet	Structural Steel	Struct. Steel (+) Slab	Struct. Steel (+) Slab (+) Parapet	Structural Steel	Struct. Steel (+) Slab	Struct. Steel (+) Slab (+) Parapet
SPAN 1	1.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1.1	0.022	0.092	0.100	0.024	0.107	0.115	0.022	0.094	0.103
	1.2	0.041	0.168	0.183	0.045	0.196	0.211	0.040	0.171	0.187
	1.3	0.055	0.221	0.241	0.060	0.255	0.274	0.053	0.222	0.242
	1.4	0.061	0.240	0.261	0.066	0.277	0.298	0.059	0.243	0.265
	1.5	0.060	0.227	0.247	0.065	0.262	0.281	0.058	0.230	0.251
	1.6	0.053	0.186	0.202	0.056	0.214	0.230	0.050	0.188	0.205
	1.7	0.040	0.126	0.137	0.042	0.144	0.154	0.037	0.126	0.137
	1.8	0.024	0.061	0.066	0.025	0.069	0.074	0.022	0.060	0.065
	1.9	0.009	0.011	0.012	0.009	0.012	0.012	0.008	0.010	0.011
SPAN 2	2.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2.1	0.002	0.069	0.075	0.002	0.079	0.085	0.003	0.072	0.079
	2.2	0.013	0.193	0.211	0.016	0.224	0.241	0.015	0.199	0.217
	2.3	0.028	0.331	0.361	0.033	0.384	0.414	0.031	0.340	0.371
	2.4	0.040	0.434	0.474	0.047	0.505	0.543	0.042	0.445	0.486
	2.5	0.046	0.473	0.513	0.052	0.550	0.592	0.046	0.482	0.526
	2.6	0.042	0.436	0.476	0.047	0.506	0.545	0.041	0.443	0.484
	2.7	0.030	0.333	0.363	0.034	0.386	0.416	0.028	0.337	0.368
	2.8	0.015	0.195	0.213	0.017	0.226	0.243	0.013	0.196	0.214
	2.9	0.003	0.069	0.075	0.003	0.081	0.087	0.001	0.069	0.076
SPAN 3	3.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3.1	0.008	0.010	0.011	0.009	0.012	0.012	0.009	0.011	0.012
	3.2	0.022	0.059	0.064	0.024	0.069	0.074	0.025	0.063	0.068
	3.3	0.036	0.122	0.133	0.041	0.143	0.153	0.041	0.130	0.141
	3.4	0.049	0.182	0.198	0.055	0.213	0.229	0.054	0.192	0.209
	3.5	0.057	0.224	0.244	0.064	0.261	0.280	0.062	0.234	0.255
	3.6	0.058	0.237	0.258	0.066	0.276	0.297	0.063	0.247	0.269
	3.7	0.052	0.218	0.238	0.059	0.254	0.273	0.056	0.226	0.246
	3.8	0.039	0.166	0.181	0.045	0.195	0.210	0.042	0.173	0.189
	3.9	0.021	0.091	0.099	0.024	0.106	0.114	0.023	0.095	0.104
	4.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000



DEAD LOAD DEFLECTION DIAGRAM
No Scale



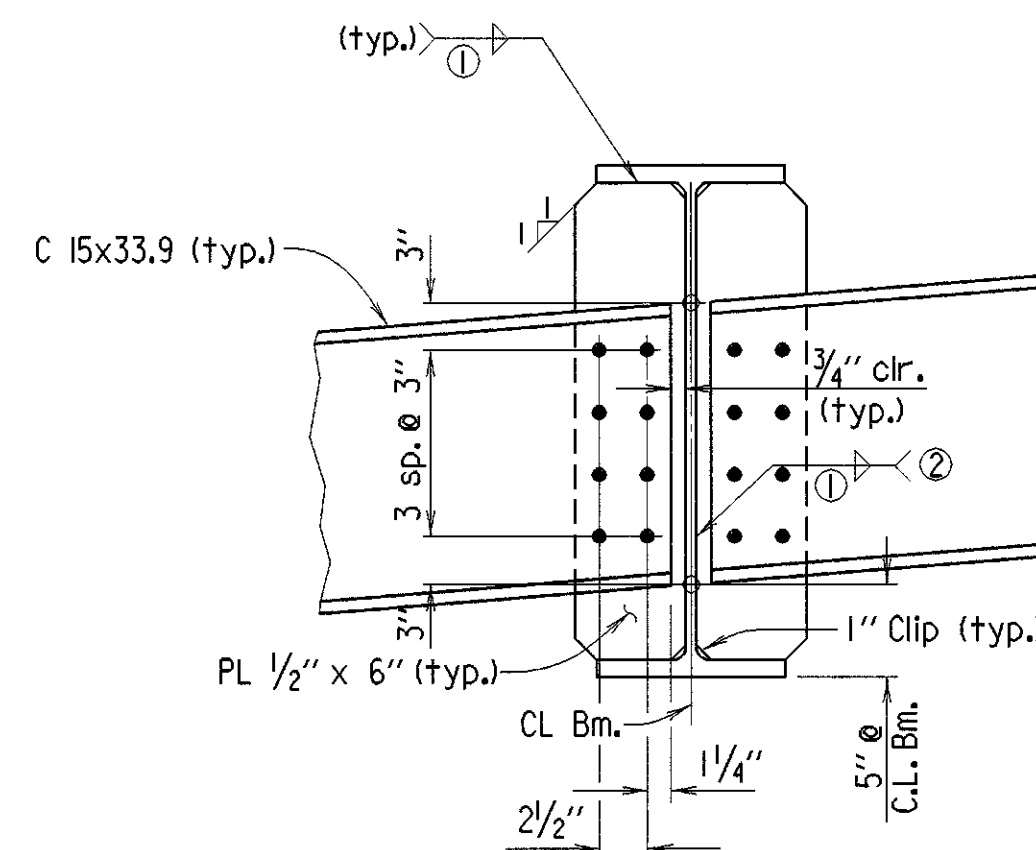
DIAPHRAGM CONNECTION AT INTERIOR BEAM

No Scale

DIAPHRAGM CONNECTION AT EXTERIOR BEAM

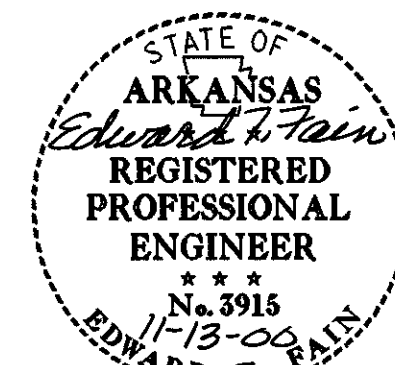
No Scale

- ① See Weld Table for AWS Minimum
② Stop weld $1/4$ " - 1" from end of clip (typ.)



TYPICAL END STRUT CONNECTION

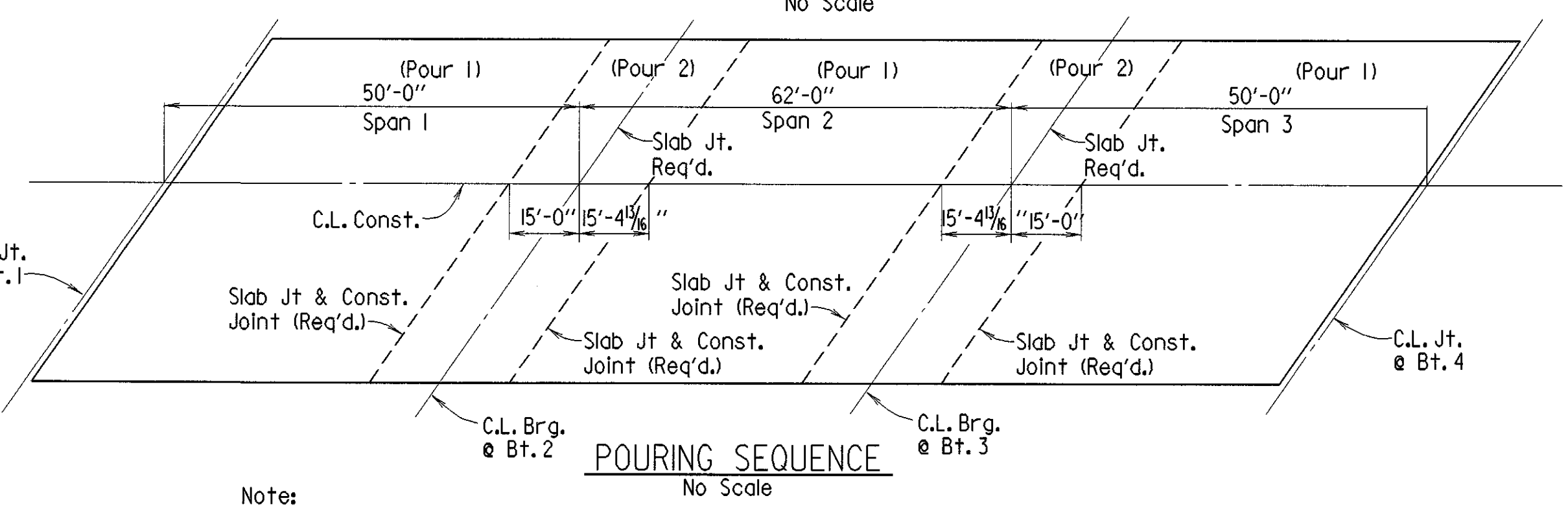
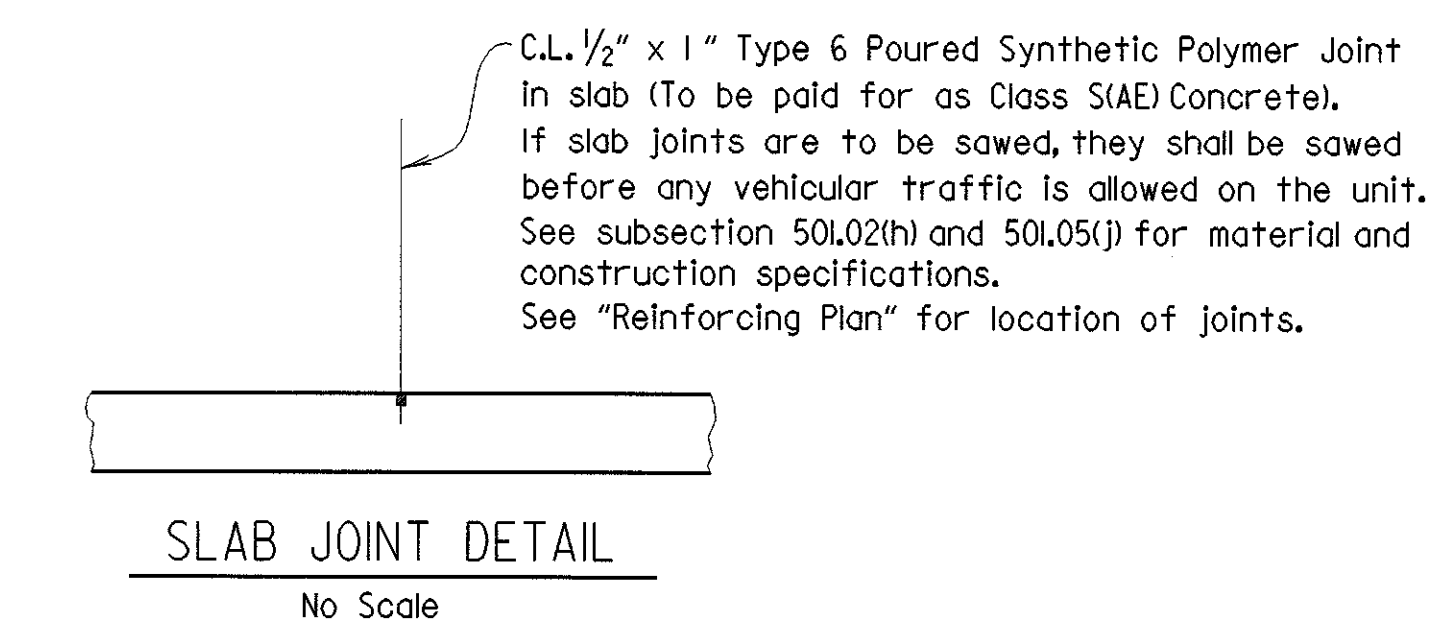
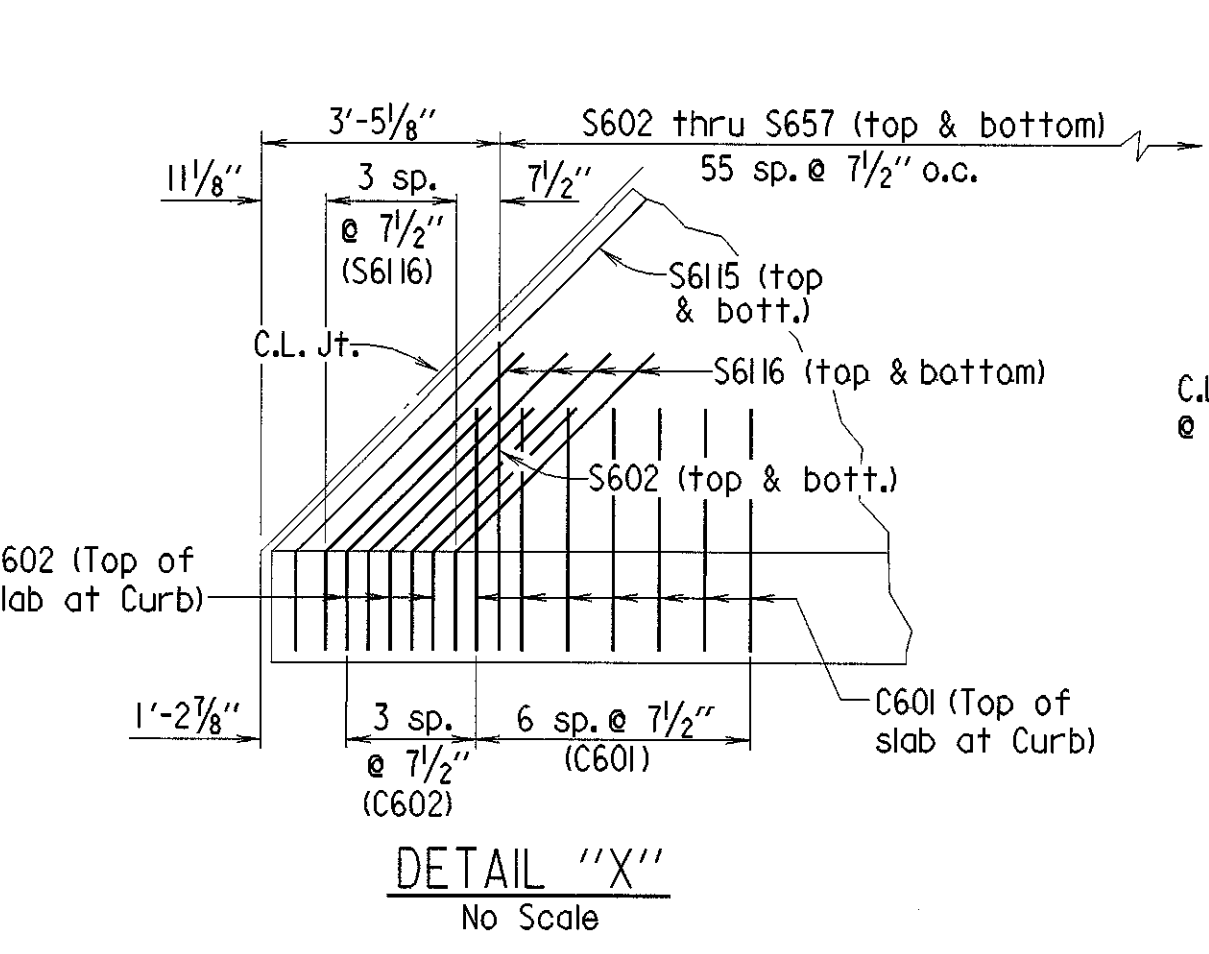
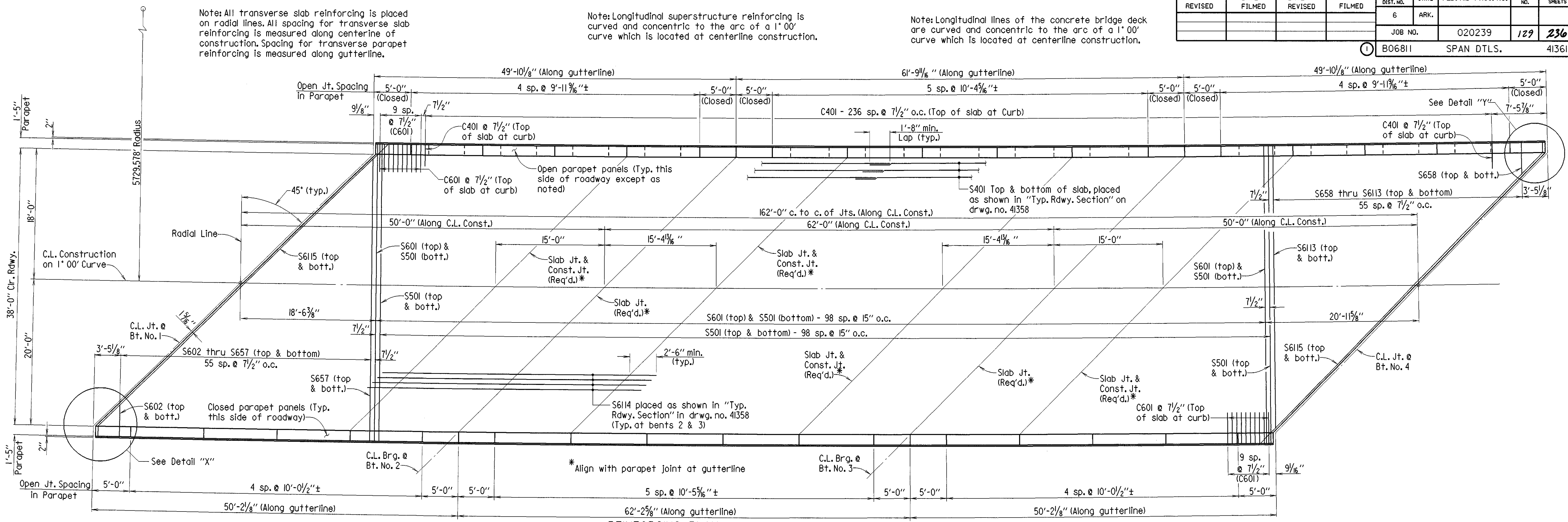
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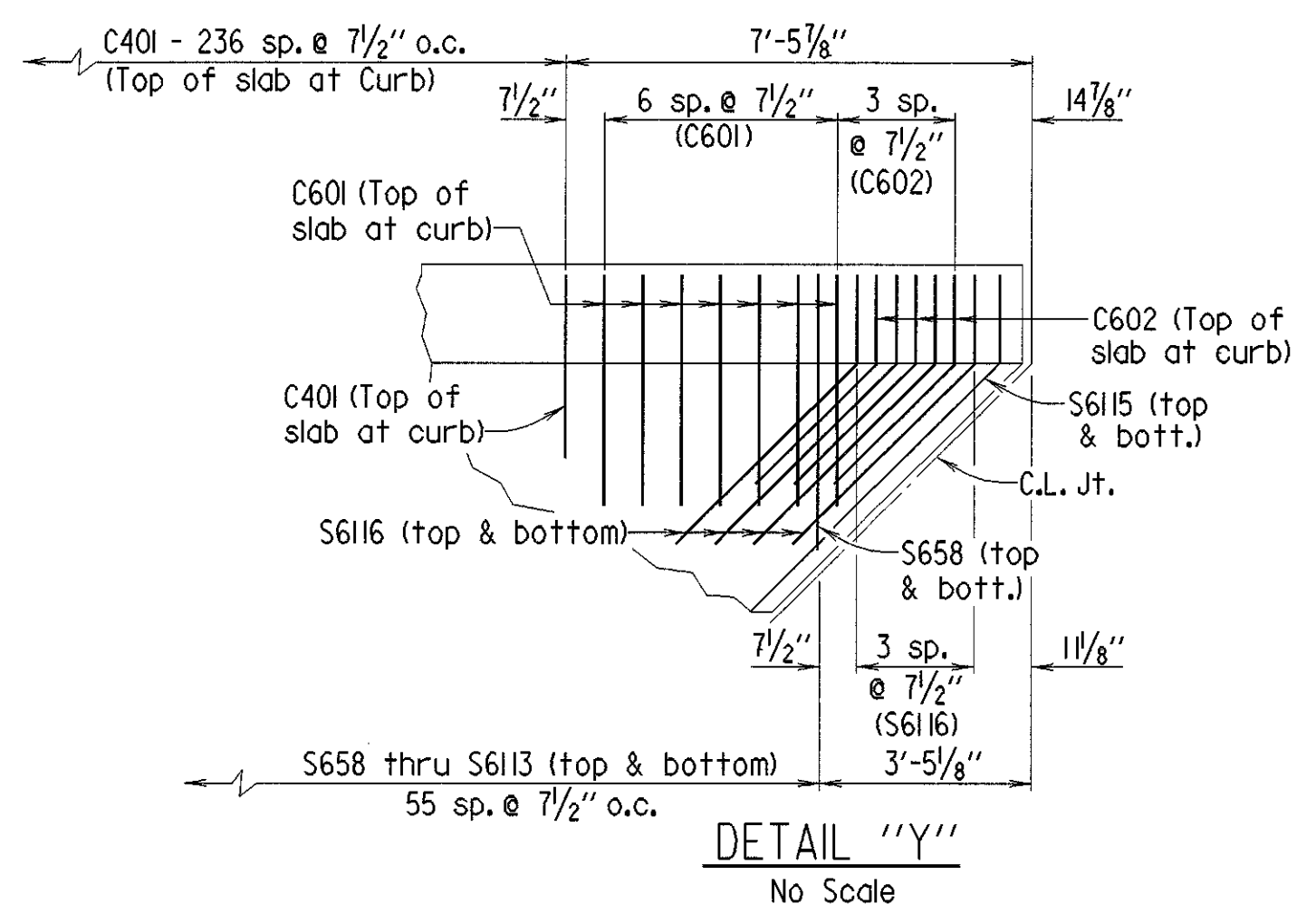
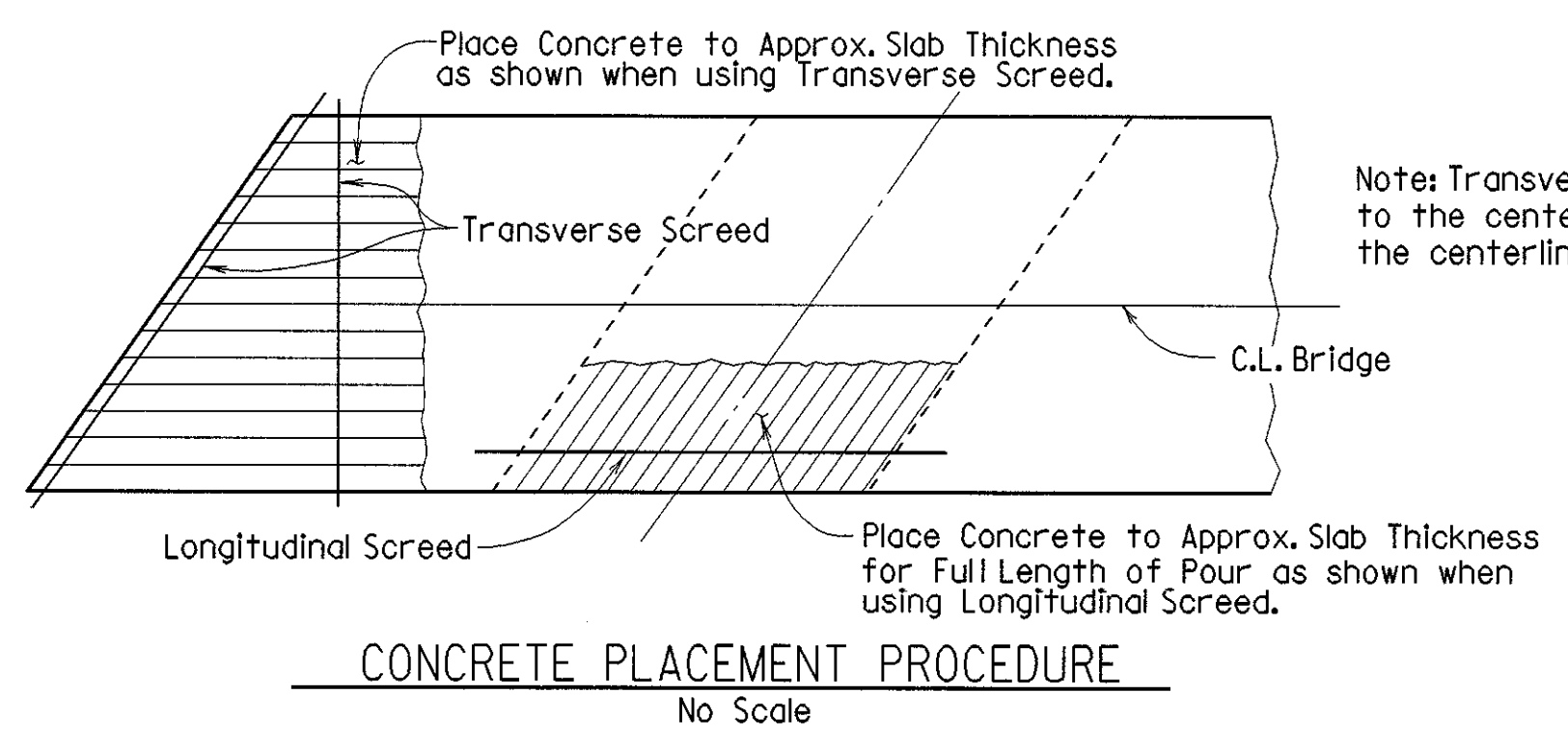
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF 162'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE OVER BLACK POND SLOUGH
(NORTHBOUND LANES)
CHICOT & DESHA COUNTY
ROUTE 65 SEC. 19
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: KMG DATE: 26 Apr 00 FILENAME: B020239.S13
CHECKED BY: J.H. DATE: 08-01-00 SCALE: As Shown
DESIGNED BY: B.H. DATE: 07-00
BRIDGE NO. B6811 DRAWING NO. 41360

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.		020239	129	236
				B06811	SPAN DTLS.			41361

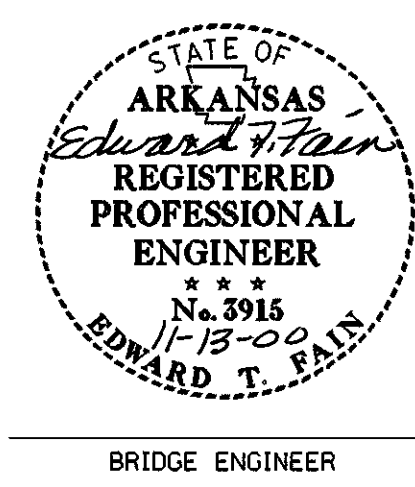


Note: Pours with the same number may be poured simultaneously or separately. All pours (1) must be placed before Pours (2) can be placed, 48 hours shall elapse between pours and 72 hours shall elapse between adjacent pours. Any railing pours made before the entire slab unit has been placed must be approved by the Bridge Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent. The contractor must obtain approval from the Bridge Engineer for any deviations from the pouring sequence shown.

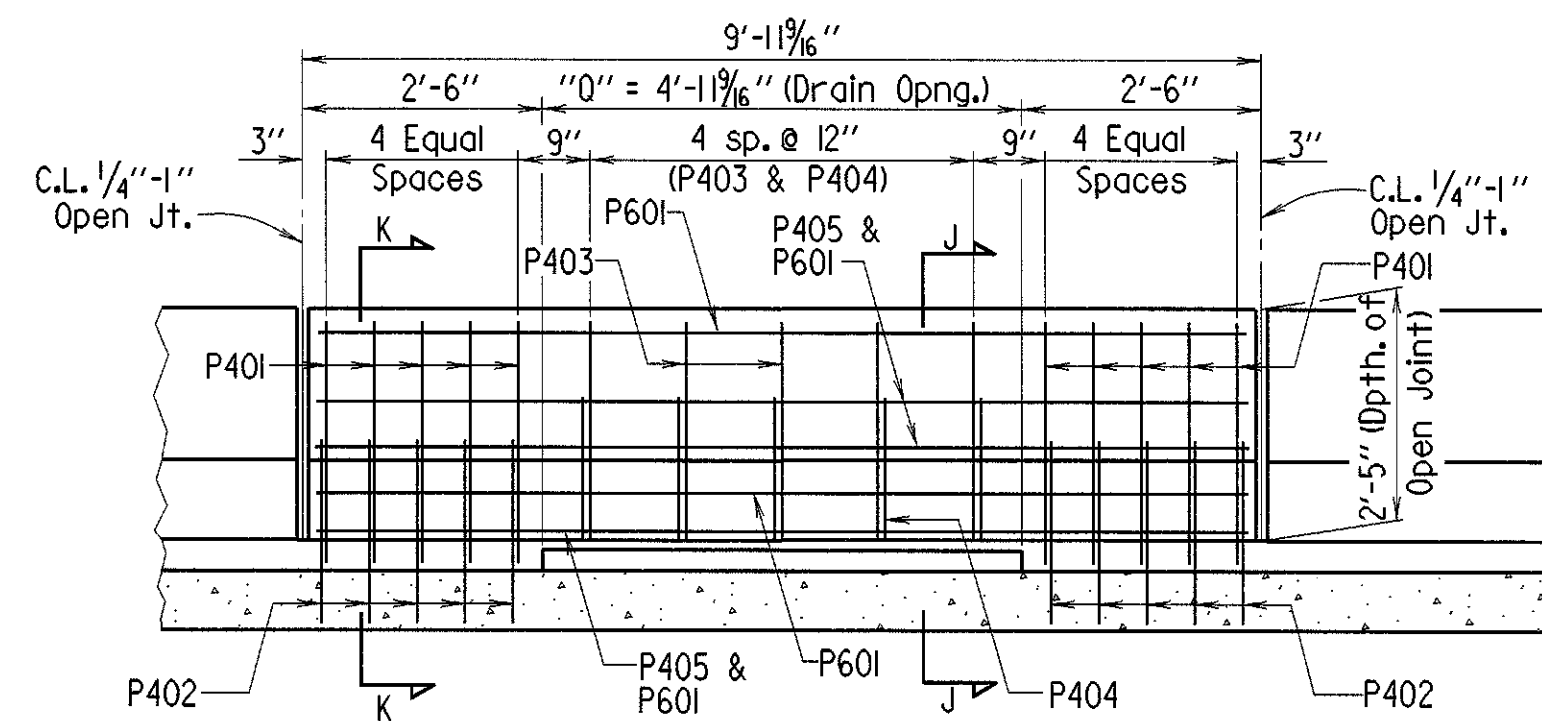


Note: For Bar List and Bending Diagrams, see drwg. no. 41362.

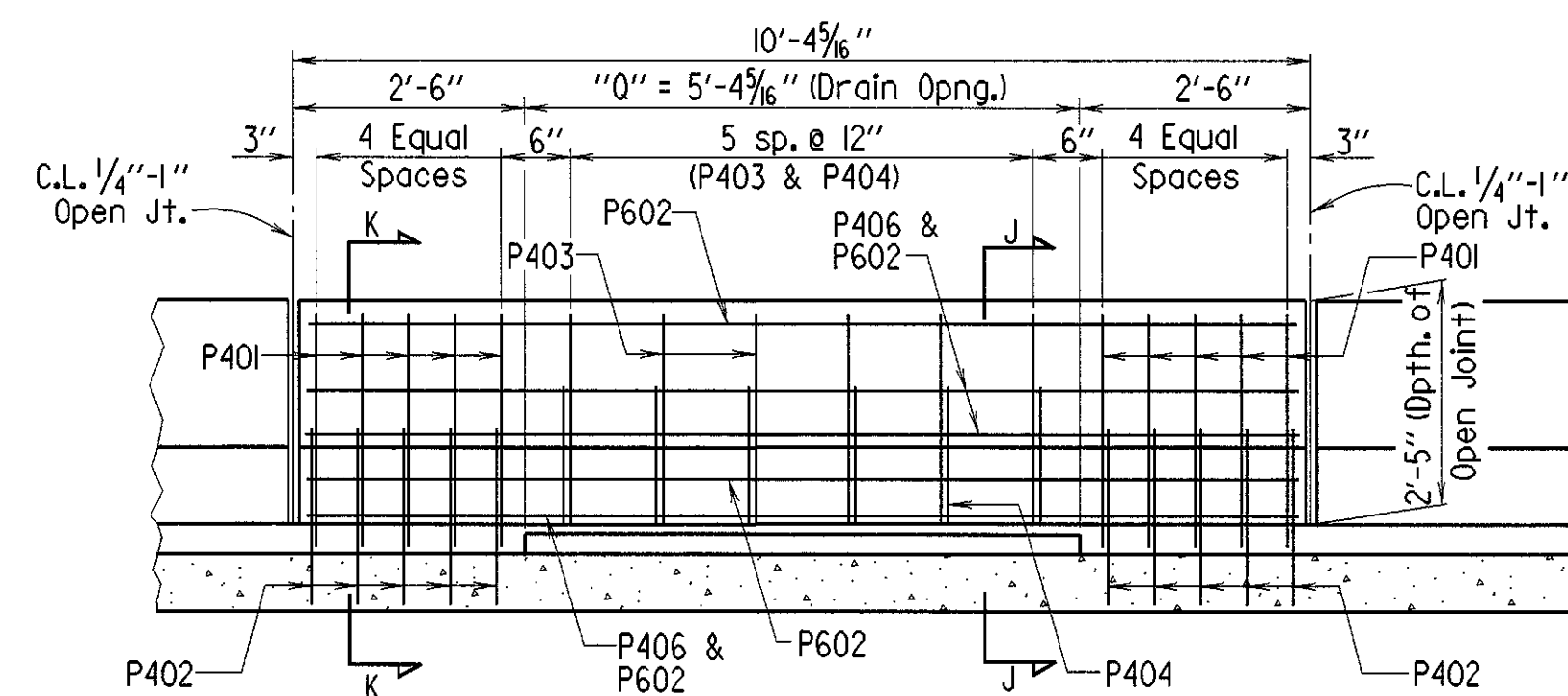
SHEET 4 OF 5
 DETAILS OF 162'-0" CONTINUOUS
 COMPOSITE W-BEAM UNIT
 BRIDGE OVER BLACK POND SLOUGH
 (NORTHBOUND LANES)
 CHICOT & DESHA COUNTY
 ROUTE 65 SEC. 19
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: KMG DATE: 1 May 00 FILENAME: B020239.S14
 CHECKED BY: B. H. M. DATE: 08-01-00 SCALE: As Shown
 DESIGNED BY: B. H. M. DATE: 07-00
 BRIDGE NO. B06811 DRAWING NO. 41361



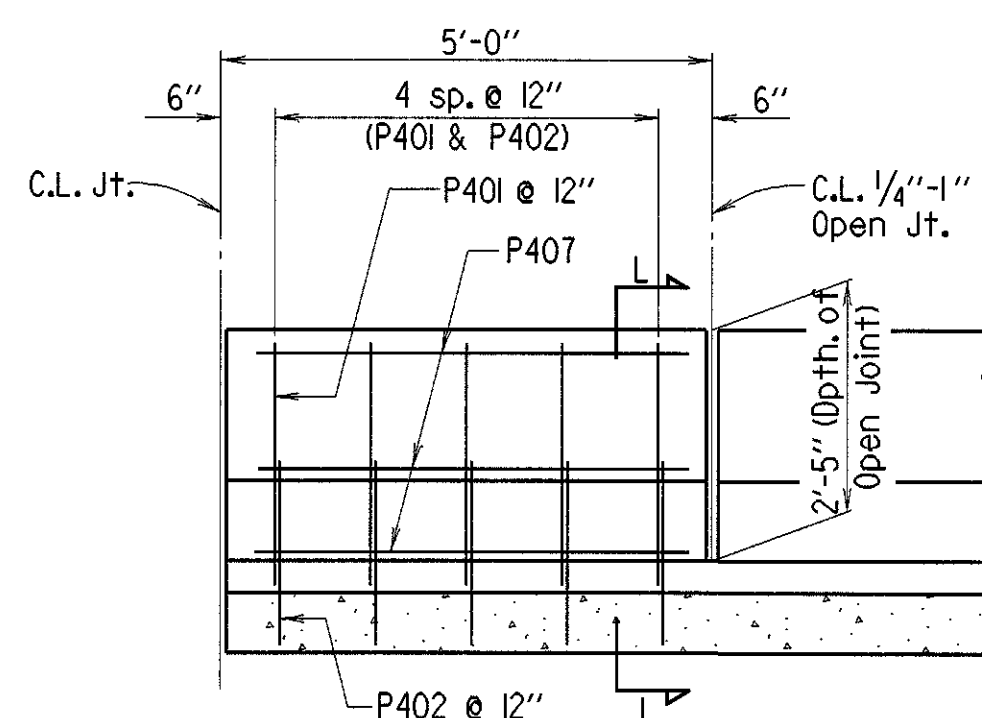
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020239	130	236
				1	B6811	SPAN DTLS.		41362



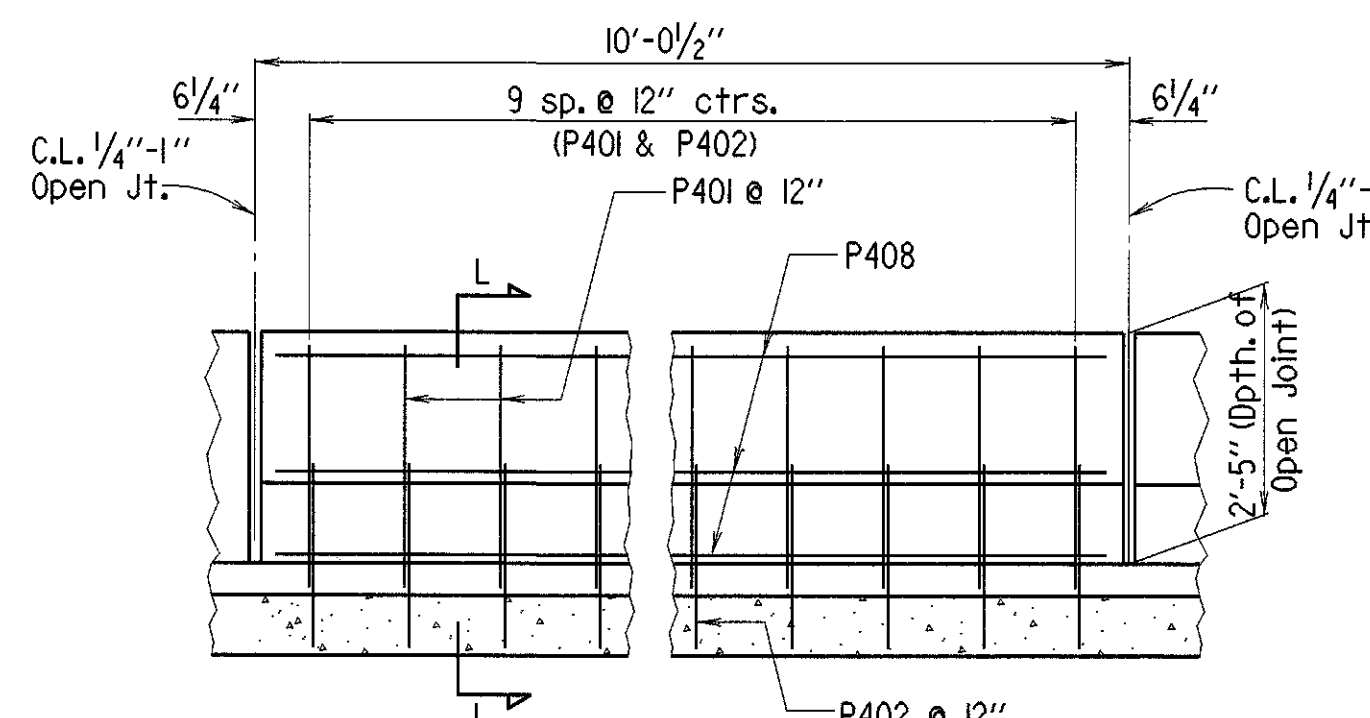
DETAILS OF 9'-11 1/16" OPEN PARA. PANEL
No Scale



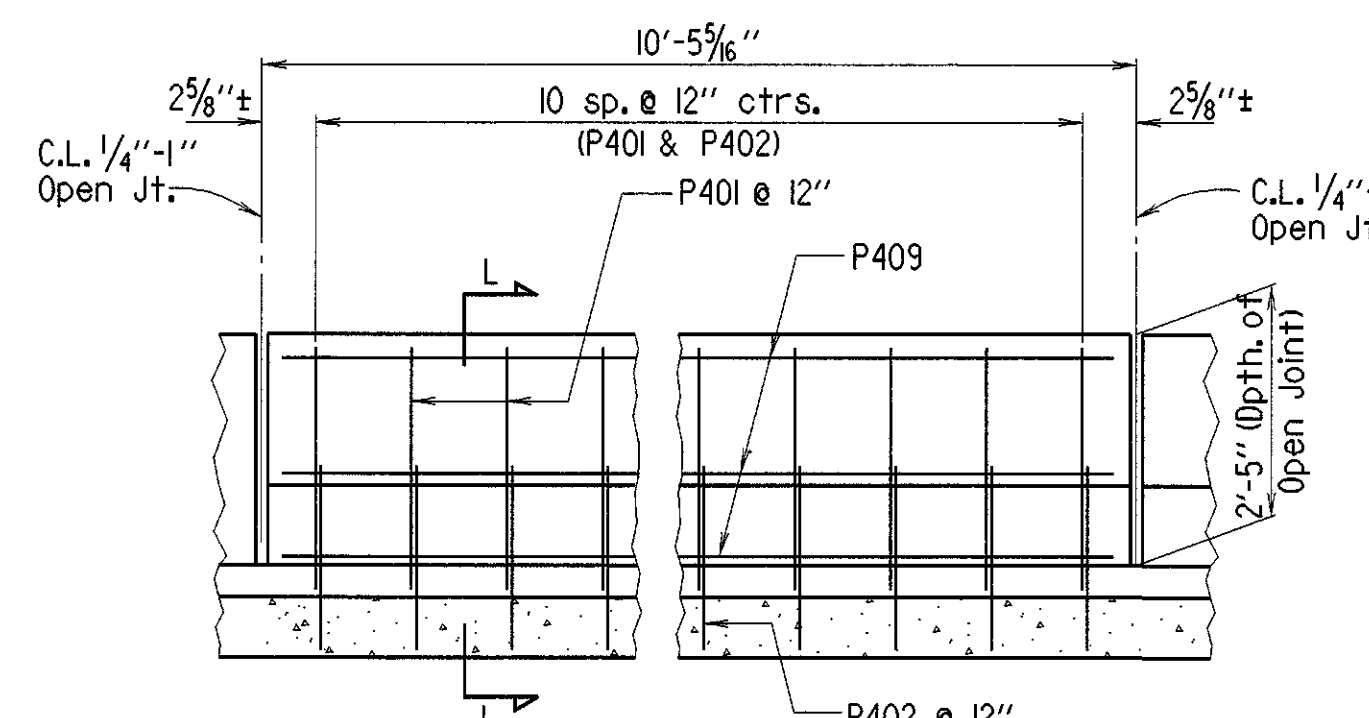
DETAILS OF 10'-4 5/16" OPEN PARA. PANEL
No Scale



DETAILS OF 5'-0" CLOSED PARA. PANEL
No Scale



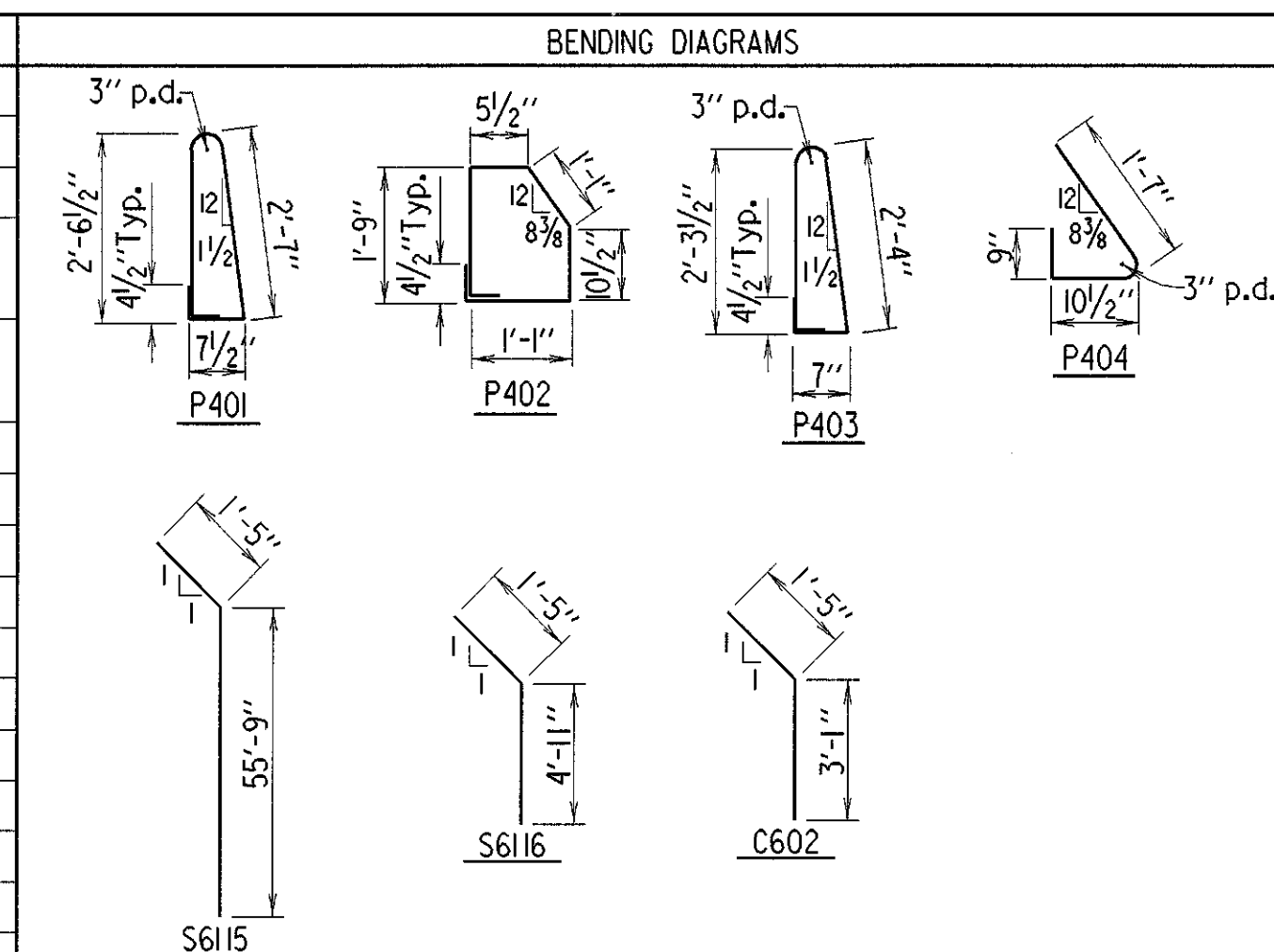
DETAILS OF 10'-0 1/2" CLOSED PARA. PANEL
No Scale



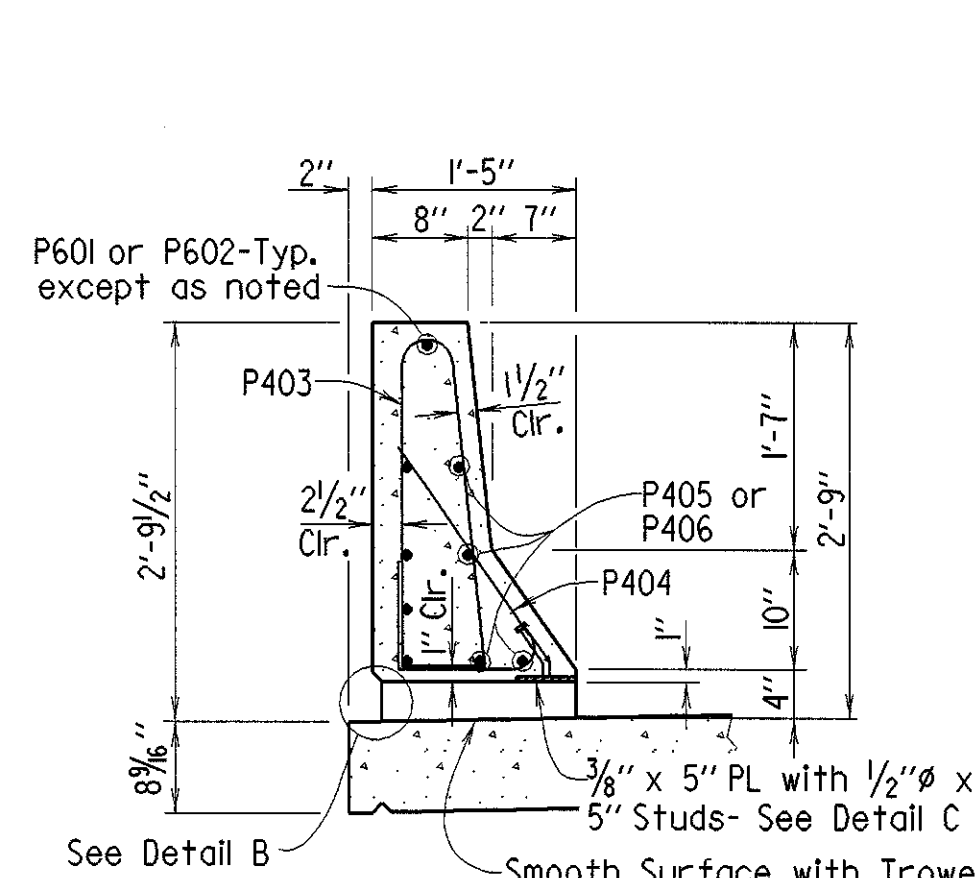
DETAILS OF 10'-5 5/16" CLOSED PARA. PANEL
No Scale

BAR LIST (UNIT TOTAL)

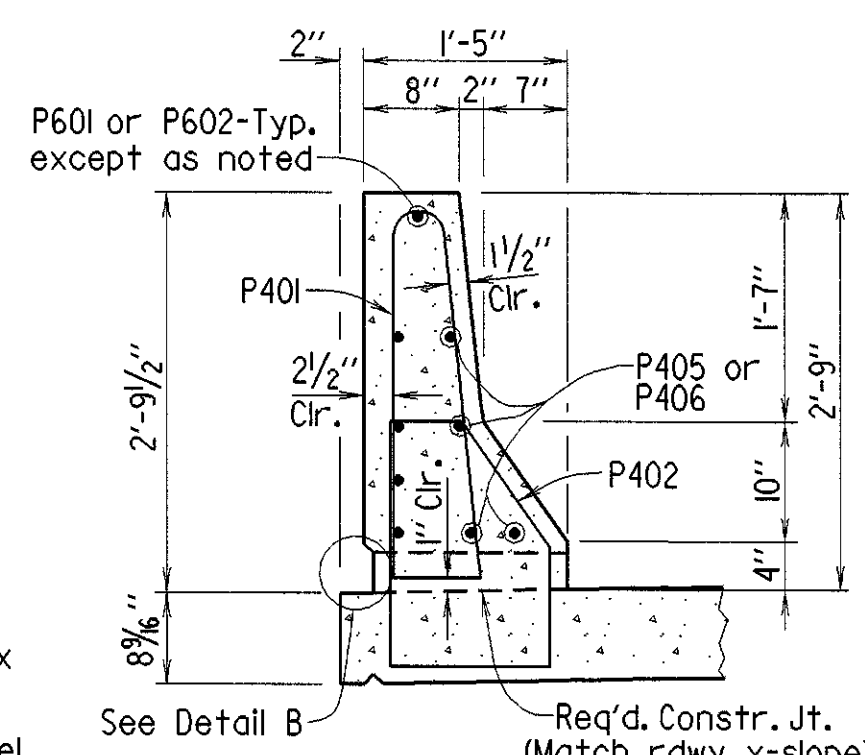
MARK	NO. REQ'D.	LENGTH	P.D.
S401	450	33'-8"	Str.
S501	297	40'-10"	Str.
S601	99	40'-10"	Str.
S602	2 of each	Var. 4'-5" to 38'-9 1/2"	Str.
S658	2 of each	Var. 4'-5" to 38'-9 1/2"	Str.
S613	92	35'-6"	Str.
S614	4	57'-2"	4 1/2"
S615	16	6'-4"	4 1/2"
C401	237	3'-7"	Str.
C601	34	4'-4"	Str.
C602	6	4'-6"	4 1/2"
P401	325	6'-4"	2"
P402	325	5'-7"	2"
P403	70	5'-10"	2"
P404	70	3'-2"	2"
P405	32	9'-8"	Str.
P406	20	10'-0"	Str.
P407	72	4'-8"	Str.
P408	48	9'-9"	Str.
P409	30	10'-1"	Str.
P601	40	9'-8"	Str.
P602	25	10'-0"	Str.



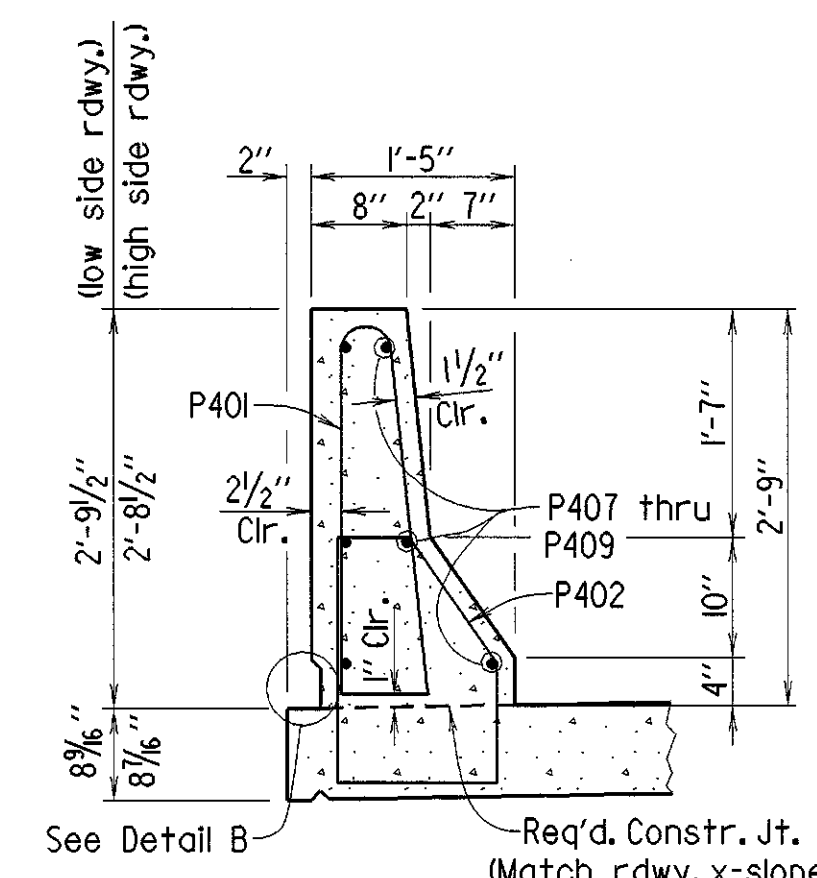
(Dimensions are out to out of bars.)



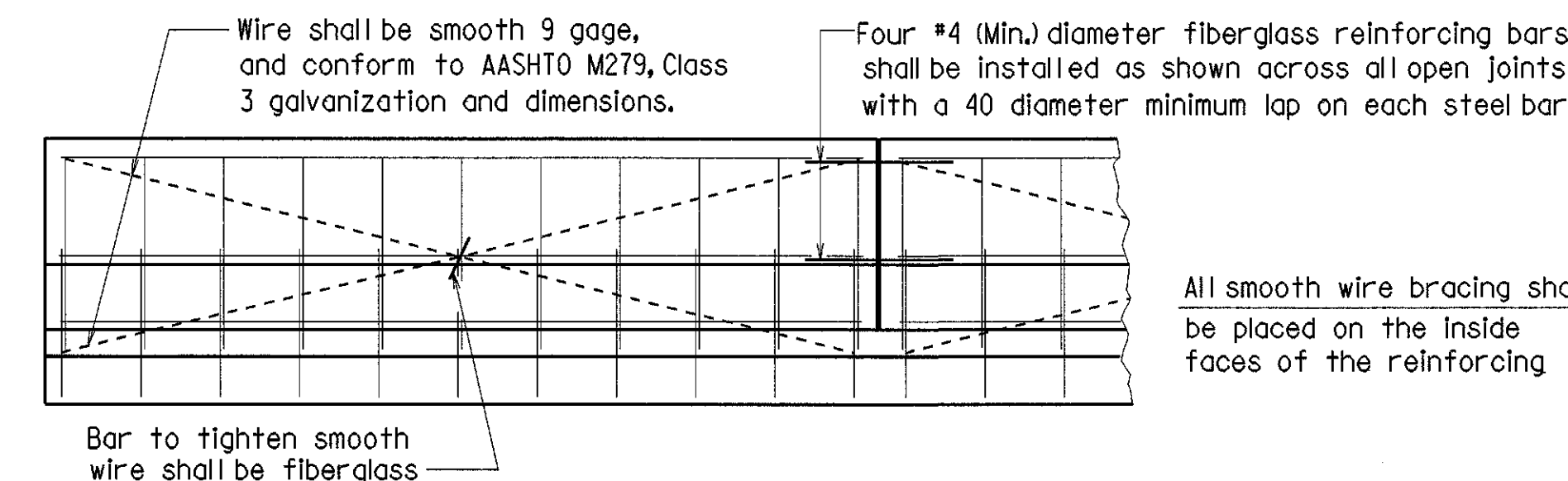
SECTION J-J
Scale: 3/4" = 1'-0"



SECTION K-K
Scale: 3/4" = 1'-0"



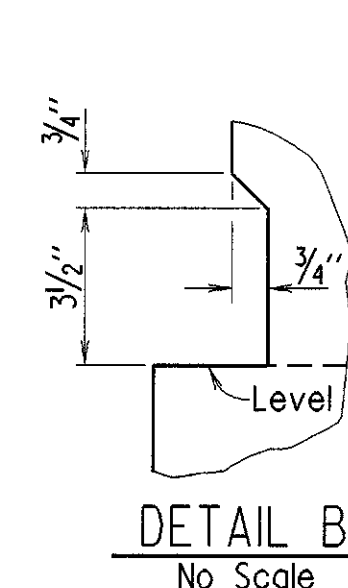
SECTION L-L
Scale: 3/4" = 1'-0"



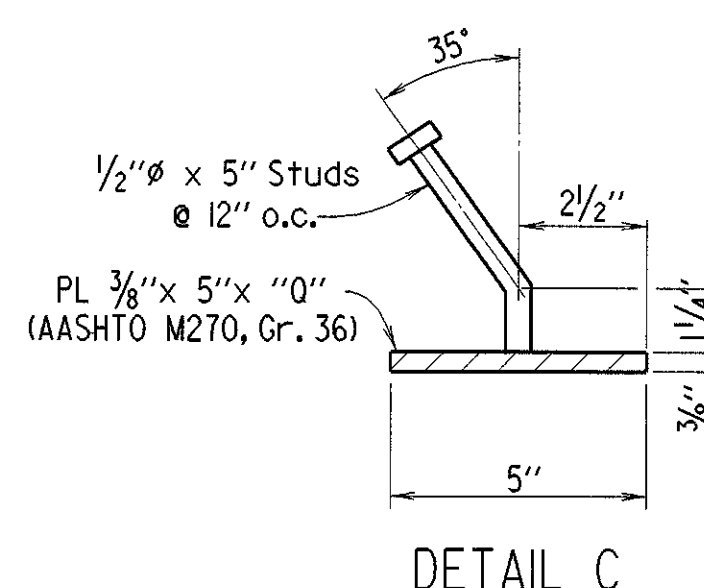
DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL (OPEN OR CLOSED) No Scale

Note: Slip forming details shown are general and show basic requirements for bracing parapet panel reinforcement. For actual parapet panel reinforcement placement and details, see parapet details on this drawing.

The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Exposed surfaces may be given a light brush finish or a Class 3, Sprayed Finish, in place of Class 2, Rubbed Finish.



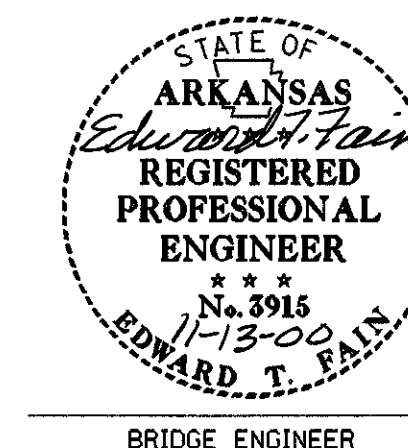
DETAIL B
No Scale



DETAIL C
No Scale

Note:
Parapet Studs shall be 5" long, granular flux filled, solid fluxed, or equal, and automatically end welded to the plate. Studs and plate shall meet the requirements of Section 807. Studs and plate shall be measured and paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)". The surfaces of the 3/8" Plates which will not be in contact with concrete shall be painted with aluminum epoxy paint in accordance with Section 638, or as approved by the Engineer. Only one coat is required and shall be applied in the fabricator's shop.

Note: Painting will not be paid for directly but will be included in the item for structural steel.



SHEET 5 OF 5
DETAILS OF 162'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
BRIDGE OVER BLACK POND SLOUGH
(NORTHBOUND LANES)
CHICOT & DESHA COUNTY
ROUTE 65 SEC. 19
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: KMG DATE: 1 May 00 FILENAME: B020239.S15
CHECKED BY: D.A.M. DATE: 08-01-00 SCALE: As Shown
DESIGNED BY: D.A.M. DATE: 07-00
BRIDGE NO. B6811 DRAWING NO. 41362