



Bridge #05860(Routine)  
SH 27- 02 - 12.47 over SANDY BRANCH  
Location: 1 MI SE OF NASHVILLE  
Team Lead: Charlie Rogers Inspection Date: April 14, 2020



Latitude:33.92370, Longitude:-93.84282

Route:27 Section:02 Log:12.47

Arnold Road ID:31x27x2xA, Arnold Log mile:12.494

District 03, Howard County

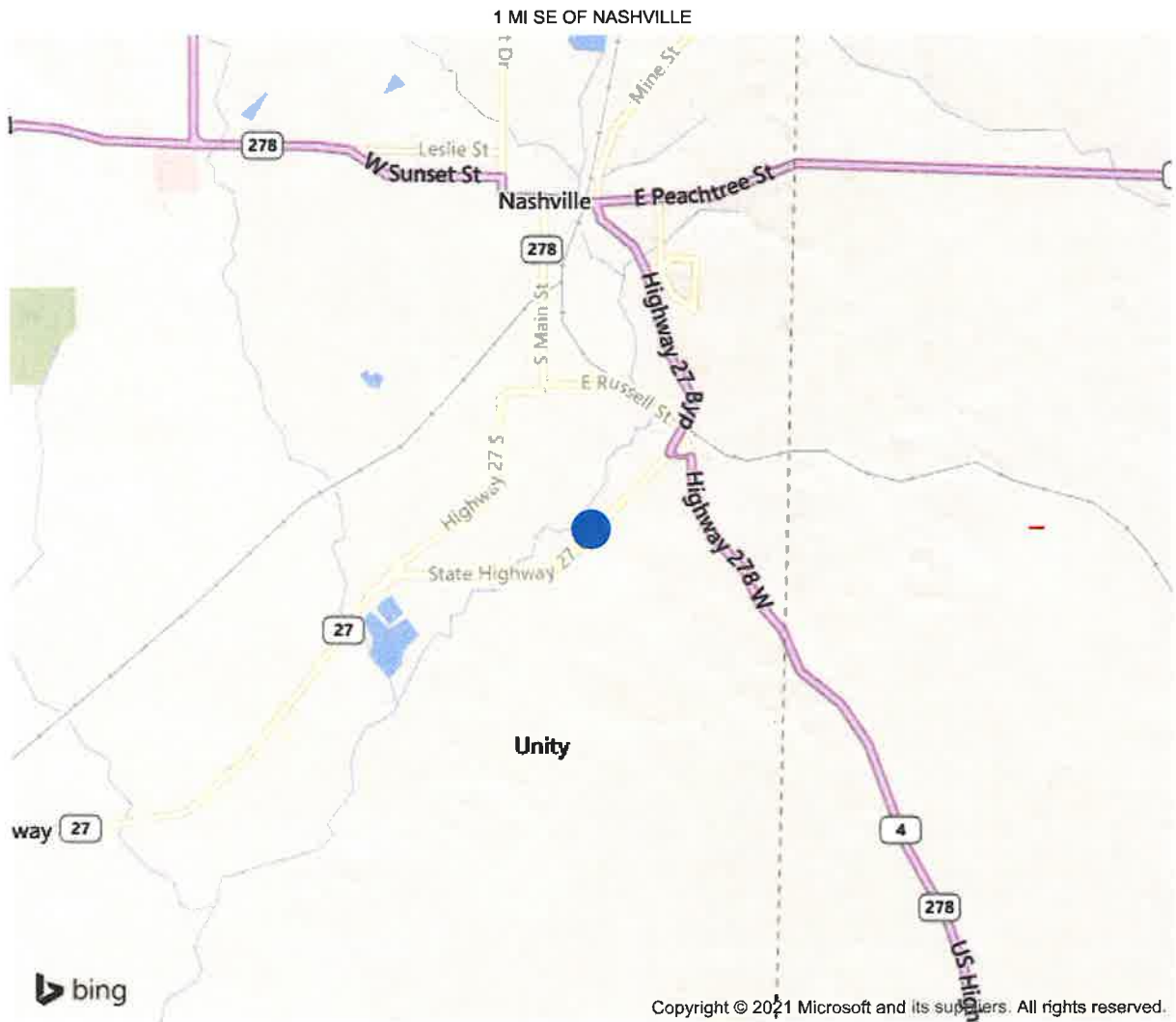
Owner: 1-State Highway Agency

Job # 03797  
Drawing 23351



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33.92370, -93.84282





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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	05860
(5) Inventory Route	27
(2) Highway Agency District	03
(3) County Code	61-Howard County, Arkansas
(4) Place Code	0
(6) Features Intersected	SANDY BRANCH
(7) Facility Carried	SH 27- 02 - 12.47
(9) Location	1 MI SE OF NASHVILLE
(11) Mile Point	12.47 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000
(16) Latitude	33.923695
(17) Longitude	-93.842819
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(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	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1980
(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	4000
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	105 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	44 ft
(52) Deck Width Out to Out	46.8 ft
(32) Approach Roadway Width (W/Shoulders)	44.9 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	45.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	1-Navigation protection not requ
(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	0
(26) Functional Class	6-Rural Minor Arterial
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	N-No parallel structure exists.
(102) Direction of Traffic	2 - 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	7
(59) Superstructure	7
(60) Substructure	6
(61) Channel & Channel Protection	6
(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	6
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	7
(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	0
(114) Future ADT	8080
(115) Year of Future ADT	2027
INSPECTIONS	
(90) Inspection Date	04/2020
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No
B: Underwater Inspection	Yes
C: Other Special Inspection	No



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	4914	4839	50	25	0
1120	Efflorescence/Rust Staining	SF	25	0	0	25	0
1130	Cracking (RC and Other)	SF	50	0	50	0	0
215	Reinforced Concrete Abutment	LF	106	106	0	0	0
225	Steel Pile	EA	14	14	0	0	0
(225)	BRIDGE HAS STEEL PILES WITH CONCRETE ENCASEMENT SEE DRAWINGS #23357						
234	Reinforced Concrete Pier Cap	LF	188	185	3	0	0
1080	Delamination/Spall/Patched Area	LF	3	0	3	0	0
(234)	DELAM ON BT 3 CAP LEFT SIDE. 3 LF						
301	Pourable Joint Seal	LF	176	0	176	0	0
2310	Leakage	LF	176	0	176	0	0
321	Reinforced Concrete Approach Slab	SF	1320	1320	0	0	0
331	Reinforced Concrete Bridge Railing	LF	210	210	0	0	0



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Underside of deck typical all spans



Deck





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Alignment







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Joint bent 2



DECK PHOTO





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BOTTOM OF DECK TYPICAL ALL SPANS.







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AL



SS





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Joint bent 3







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Span 3 bank slump





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Maintenance Needs

Date Reported: 04/28/2014  
Priority: D- Routine  
Type of Work: None  
Status: Monitor  
Component:

Deficiency Description

LARGE DELAM ON BT 3 LT SIDE END OF CAP

Remarks



LARGE DELAM ON BT 3 LT SIDE END OF CAP



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Date Reported: 04/23/2018  
Priority: D- Routine  
Type of Work: Repair  
Status: Open  
Component:

Deficiency Description

BENT 1 RT SIDE, SCOUR HOLE HAS STARTED AT END OF ABUTMENT.

Remarks



BENT 1 RT SIDE, SCOUR HOLE HAS STARTED  
AT END OF ABUTMENT.





Bridge #05860(Routine)  
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Date Reported: 04/23/2018  
Priority: G - General/ Preventive maintenance  
Type of Work: None  
Status: Monitor  
Component:

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#### Deficiency Description

CONSTRUCTION JOINTS NEED TO BE CLEANED OUT AND REPAIRED BENT 2 AND 3.

#### Remarks

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Inspection Comments

4/23/2018 AL,SS,DECK,DEF.PHOTOS TAKEN PER THIS INSPECTION CONSTRUCTION JOINTS NEED TO BE REPAIRED...4/14/2020...AL, Elevation, Deck, Def. Photos taken...

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Deck Notes

Underside of Deck: Efflorescence on bottom side Wearing Surface: Small cracks in deck...

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Superstructure Notes

Girders/Beams: CONCRETE SLAB

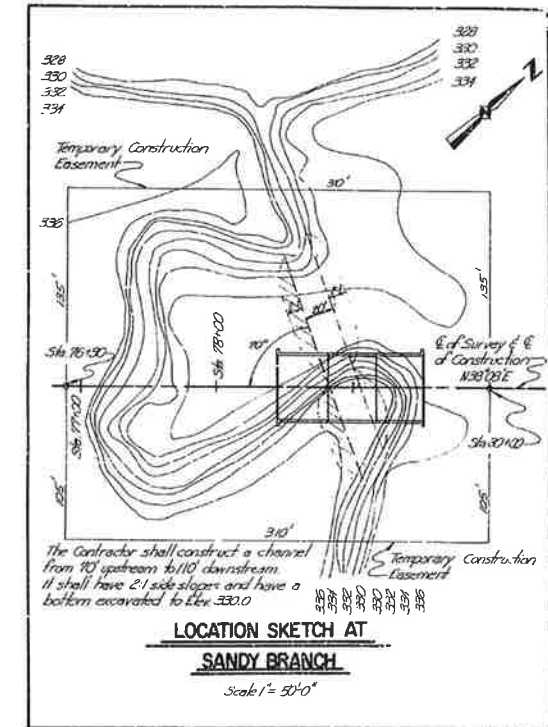
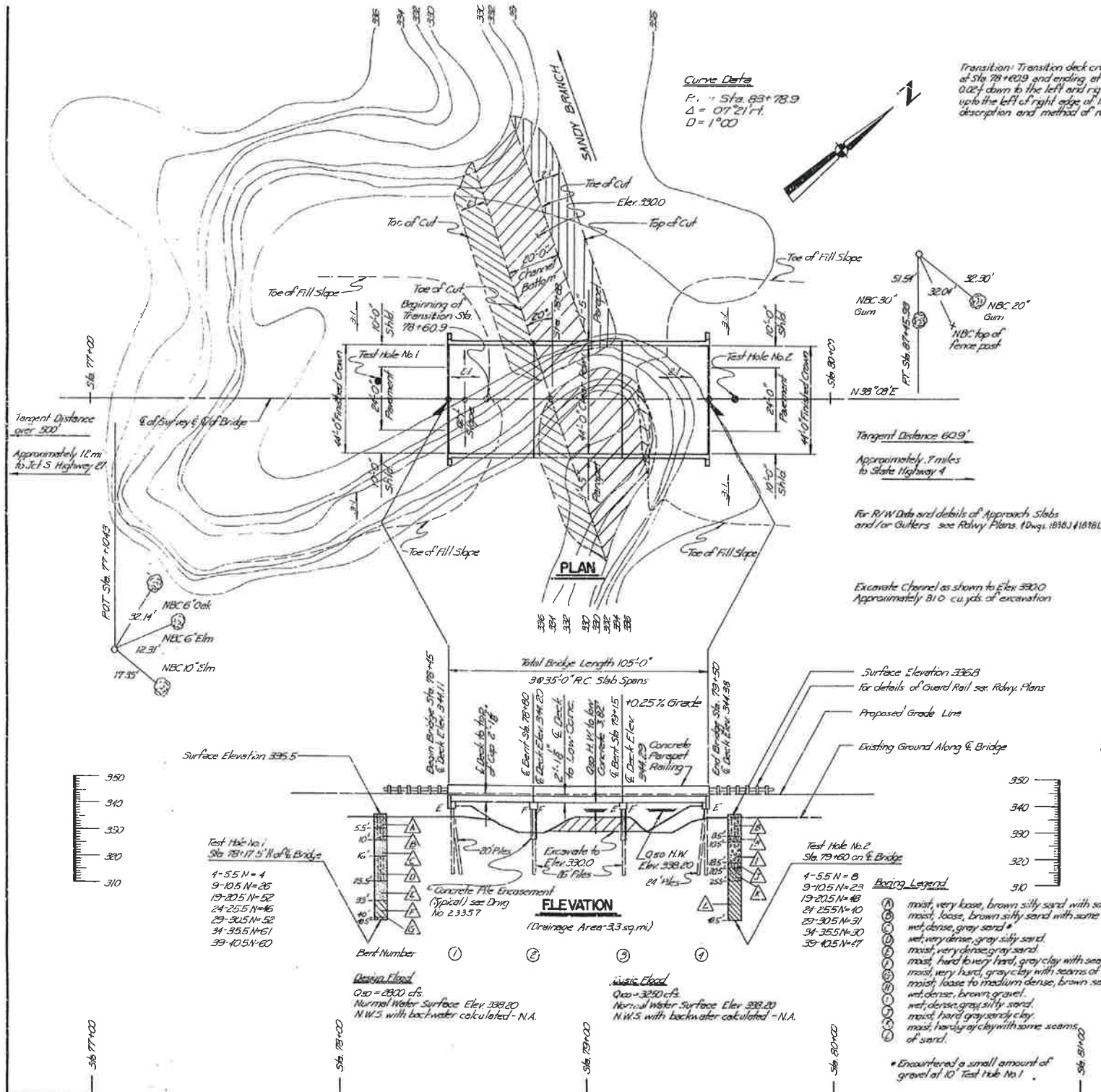
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Substructure Notes

Other: SEE DRAWING 23351 PILES AT ABUTMENTS  
Backwall: SEE DRAWING 23351  
Piles: STEEL PILE WITH CONCRETE ENCASEMENT SEE DRAWING # 23357  
Pier Cap: DELAM BT 3 CONCRETE CAP LEFT SIDE



DATE	TIME	LOCATION	NO.	NO.	SHEET
12-22-80	1:50 PM		6	ARR.	F-04-1(2) 40 110
			JOB NO. 3797		
			5860 - LAYOUT - 2336i		



### GENERAL NOTES

BENCH MARK: N.I.S. 6" ELM 5' LT. CENTERLINE STA. 77+21, ELEV. 337.35.

ALL CONCRETE SHALL BE POURED IN THE DRY.

ALL PILING SHALL BE HP10X42 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE AND TO A MINIMUM PENETRATION OF 15' BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 31' TEST PILE IN BENT NO. 2.

PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO BOTTOM OF BENT CAP IS IN PLACE.

FOR DETAILS OF BENTS, SEE DWG. NO. 23359

FOR DETAILS OF 35' P.C. SLAB SPANS, SEE DWG. NO. 23360

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978 AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 EDITION WITH 1976 INTERIM.

LIVE LOADING: HS20 METHOD OF DESIGN: LOAD FACTOR

UNIT STRESSES:  $f'_c$  = COMPRESSIVE STRENGTH OF CLASS "S" OR "S(AE)" CONCRETE = 3500 PSI. CONCRETE USED IN SUPERSTRUCTURE SHALL BE CLASS "S(AE)." CONCRETE USED IN SUBSTRUCTURE SHALL BE CLASS "S".  $f_y$  = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI.

LAYOUT OF BRIDGE OVER SANDY BRANCH

HWY. 4 &amp; 27 RELOCATION (NASHVILLE)

HOWARD COUNTY

ROUTE 4827SEC. 482

**ARKANSAS STATE HIGHWAY COMMISSION**

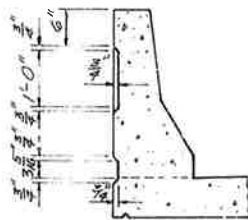
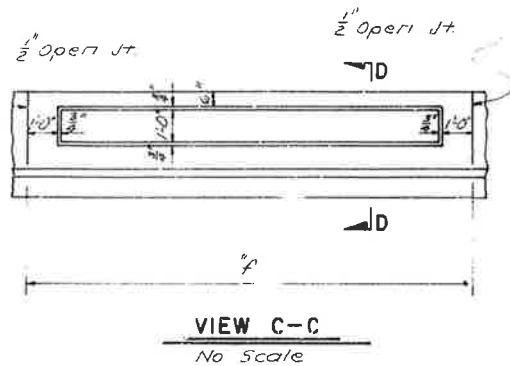
LITTLE ROCK, ARK.

DRAWN BY: WMC DATE: 6-19-79 1" = 20'-0"

CHECKED BY: B.R.D. DATE: 6-22-79 SCALE: 1" = 20'-0"  
 DESIGNED BY: A.S. DATE: 6-22-79

BRIDGE NO. 5860 DRAWING NO. 23381

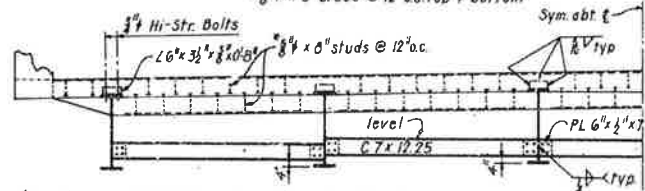




NOTE: Holes for 3/4" hi-str. bolts may be 1/8" if a washer is supplied for use under both the nut and head of the bolt.

#### Expansion Device:

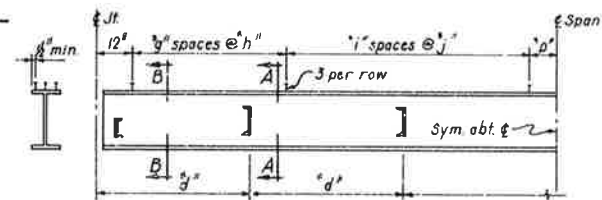
- Roadway C15x33.9
- Conn. & 6"x3 1/2"x3/8"x0.8"
- Preformed Joint Sealer
- Detail device 1/2" high & provide 1/2" shims, using 2"x4" PLS & 1-1/2" PL
- 8"x6" studs @ 12" o.c. top & bottom



\*See dwg. no. 14990F for alternate anchor details.

#### HALF-SECTION B-B MODIFIED OR REGULAR SPANS

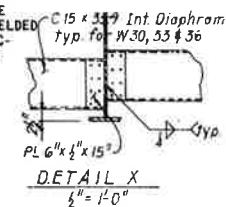
1/2" = 1'-0"



#### SPACING FOR 3/4" STUD SHEAR CONNECTORS & DIAPHRAGMS

N.T.S.

NOTE: 7/8" STUDS, C3X6 CHANNELS MAY BE USED IN PLACE OF THE 3/4" STUDS THAT ARE SHOWN, AT THE RATIO OF 0.735 - 7/8" STUD OR 2.0 INCHES OF C3X6 CHANNEL IN PLACE OF ONE 3/4" STUD. THE STUD CONNECTORS SHALL BE 4" LONG AND MAY BE GRANULAR FLUX FILLED, SOLID FLUXED, OR EQUAL, AND AUTOMATICALLY END WELDED TO THE BEAM FLANGES IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. 3/4" STUDS WILL BE USED AS BASIS FOR MEASUREMENT OF STRUCTURAL STEEL IN SHEAR CONNECTORS.

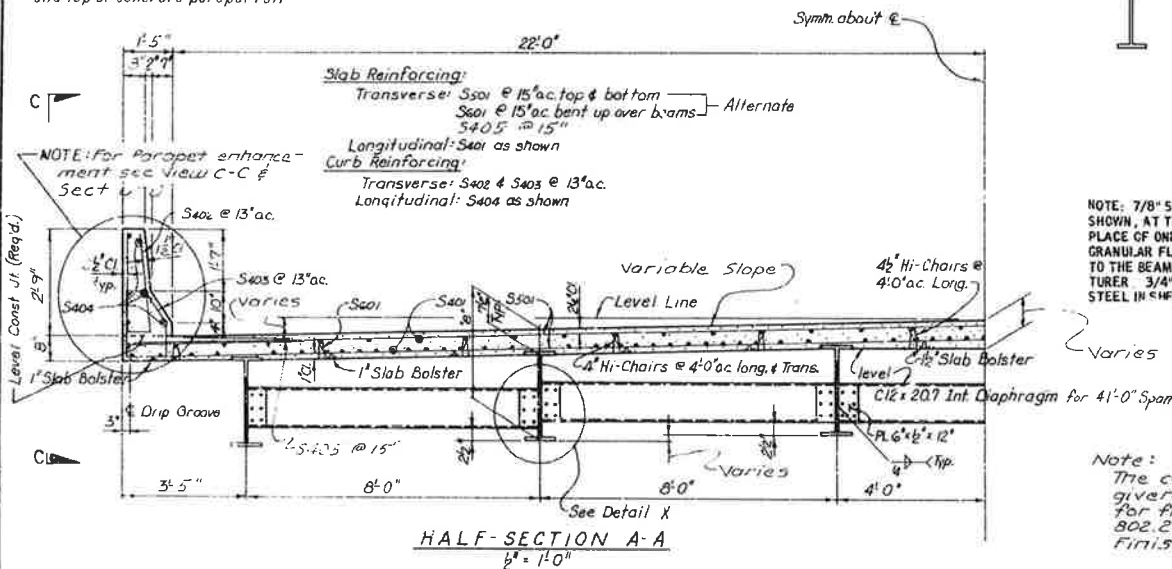


#### DETAIL X

1/2" = 1'-0"

Note: The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.23 for Class 6, Roadway Surface Finish.

NOTE: Boiled Linseed Oil Treatment shall be applied to the roadway surface and the face and top of concrete parapet rail



#### HALF-SECTION A-A

1/2" = 1'-0"

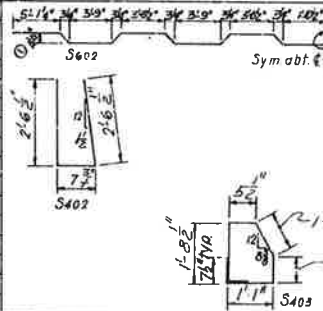
#### REINFORCING STEEL PER SPAN

MK	Size	Length	Pin Dia	Span Length	
				41'-0" 51'-0"	No Required
S501	6	46'-6"	Str	66	82
S601	6	47'-7"	Str	32	40
S401	4	3'-7"	Str	218	218
S403	4	5'-7"	Str	78	96
S404	4	6'-0"	Str	78	96
S405	4	4'-11"	Str	36	48
S406	4	4'-11"	Str	64	80

0.4" Overtolerance. No Undertolerance.

#### Bending Diagrams

Dimens are out to out of bars



DATE	FILED	REVISION	BY	NO.	DATE	BY	NO.
1-16-81	5861-20-81			6	ARK	F-041-1(2)	47
						F-RS-041-1(4)	110
						JOB NO	3797
						5861	SPAN DTLS. - 23368

Note: Use Type B & Shoes for 41'-0" & 51'-0" Spans. For Exp. & Fix designation of shoes see Layout.

#### GENERAL NOTES

ALL STRUCTURAL STEEL SHALL BE PAID FOR AT THE PRICE BID PER POUND FOR "STRUCTURAL STEEL IN BEAM SPANS (A572-50)

THIS DRAWING TO BE USED WITH DRAWING NOS. 14990F & 23369

LOADING: HS 20

DESIGN SPECIFICATIONS: AASHTO 1977 WITH

INTERIMS

DEAD LOAD:

INTERIOR BEAM

EXTERIOR BEAM

a. TO WF BEAM

753#/+1.30 (WT/FT OF WF)

719#/+1.30 (WT/FT OF WF)

b. TO COMPOSITE BEAM\*

273#/ (OPEN BARRIER)

371#/ (OPEN BARRIER)

LIVE LOAD:

TO EACH COMPOSITE BEAM: 1455 WHEELS + IMPACT

1.333 WHEELS + IMPACT

STRUCTURAL STEEL (A572- GRADE 50)  $f_y = 50,000$  PSI

CLASS 5(AE) CONCRETE (IN-9)  $f'_c = 3500$  PSI

STRUCTURAL STEEL (A36)  $f_y = 36,000$  PSI

REINFORCING STEEL (A615 OR A617 GR60)  $f_y = 60,000$  PSI

BEAM SHALL BE A572-50.

ALL OTHER STRUCTURAL STEEL SHALL BE A36.

ALL REINFORCING STEEL SHALL BE A615 OR A617 GRADE 60.

\*INCLUDES 175#/FT WEARING SURFACE.

ALL W-BEAMS

ARE CONSIDERED MAIN LOAD CARRYING MEMBERS AND

SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SECTION 807.05

OF THE STANDARD SPECIFICATIONS.

METHOD OF DESIGN: LOAD FACTOR

#### TABLE OF VARIABLES

Bridge No.	Span No.	Length	Type	Interior Beam		Exterior Beam		Diaphragm Spacing	Variable Of Shear Connector Spacing	Parapet Joint Spacing
				Beam Size	"e"	Beam Size	"e"			
5861	1	41'-0"	Mod	W21x76	2'-6 1/2"	W21x76	2'-6 1/2"	13'-8"	17'-7"	11'-10"
5861	4	51'-0"	Mod	W30x99	3'-0 3/4"	W36x135	3'-6 3/4"	17'-0"	15'-8"	12'-6"

W-Beams shall be painted Blue; for additional notes see dwg. no. 23374

Revised Dead Load Defl. by J.P.S. 1-16-81

DETAILS OF STANDARD 35'-90' COMPOSITE W-BEAM SPANS CONC. PARAPET RAIL (CLOSED) 44'-0" CL. RDWY. 0.02% PEAKED CROWN ROUTE SEC. ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK. DRAWN BY J.P.S. DATE 10-22-79







PROJECT NO.	STATE	FED. AID PROJ. NO.	FED. PROJ. NO.	TOTAL SHEETS
6	ARK	F-041-1121	F-RS-041-114	41
JOB NO.	3797			
5861 - LAYOUT	- 23362			

GENERAL NOTES:

BENCH MARK: "X" CUT IN CENTER OF S. HEADWALL 174' RT. CENTERLINE STA. 114+66, ELEV. 352.42.

ALL PILING SHALL BE HP10X42 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE AND TO A MINIMUM PENETRATION OF 10 FT. BELOW THE GROUND LINE. LENGTH OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTH TO BE DETERMINED IN THE FIELD. DRIVE ONE 45 FT. TEST PILE IN BENT 1 AND ONE 20' TEST PILE IN BENT 3. PILES IN END BENT SHALL BE DRIVEN AFTER EMBANKMENT TO BOTTOM OF BENT CAP IS IN PLACE.

ALL CONCRETE IN THE SUPERSTRUCTURE SHALL BE CLASS S(A). ALL CONCRETE IN THE SUBSTRUCTURE SHALL BE CLASS S AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

FOR DETAILS OF END BENTS, SEE DWG. NOS. 23363 & 23367.

FOR DETAILS OF INT. BENTS, SEE DWG. NOS. 23364 - 23366.

FOR DETAILS OF SUPERSTRUCTURE, SEE DWG. NOS. 23368 - 23375.

FOR DETAILS OF CONCRETE RIPRAP, SEE DWG. NO. 14995A.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978 AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1977 AND INTERIMS.

LIVE LOADING: HS20

METHOD OF DESIGN: LOAD FACTOR

Soiling Legend

- (A) moist, dense, reddish brown, sandy gravel with some clay binder.
- (B) moist, very dense, reddish brown, sandy gravel with some clay binder.
- (C) moist, stiff to very stiff, gray clay with some gravel.
- (D) moist, dense, dark gray sand with some lignite and cemented sand.
- (E) moist, very dense, gray silty sand with some seams of very stiff clay.
- (F) moist, very dense, brown sandy gravel.
- (G) moist, very stiff, gray clay.
- (H) very dense, gray cemented sand.
- (I) moist, very stiff, gray silty clay.
- (J) moist, stiff, gray clay.
- (K) moist, dense, gray silty sand.
- (L) moist, very dense, gray silty sand with some lignite.
- (M) moist, medium dense, reddish brown, sand and gravel with some clay binder.
- (N) moist, dense, brown and gray sand and gravel with some clay binder.
- (O) moist, loose, brown and gray sand and gravel with some clay binder.
- (P) moist, very dense, brown and gray sand and gravel.
- (Q) moist, very dense, gray cemented sand.
- (R) moist, very dense, brown and gray gravel.
- (S) moist, very dense, gray sand with clay layers.
- (T) moist, very dense, gray sand with some lignite.
- (U) moist, medium dense, reddish brown sandy gravel with some clay binder.
- (V) moist, dense, to very dense, reddish brown sandy gravel with some clay binder.
- (W) moist, medium dense, gray sand with some seams of clay.
- (X) moist, stiff, gray silty clay with some sand.
- (Y) moist, dense, gray silty sand with some gravel and seams of clay.
- (Z) moist, very dense, gray silty sand with some lignite.
- (AA) wet, very dense, gray silty sand with some sand.
- (AB) moist, loose, brown silty sand with gravel.
- (AC) moist, very stiff to hard, gray clay with increasing numbers of sand laminae with depth.
- (AD) moist, very dense, gray sand with lignite and some seams of clay.

\* Encountered cemented sand from 15'75" - 16'75" Test Hole No. 1  
 \* Encountered seams of clay and some cemented sand Test Hole No. 6 from 15' - 16'

EXHIBIT A

LAYOUT OF BRIDGE OVER

HWY. 4 & MO. PAC. R.R.

HWY. 4 & 27 RELOCATION (NASHVILLE)

HOWARD COUNTY

ROUTE 4 & 27 SEC. 4 & 2

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DATE: 5-11-79

CHECKED BY: DATE: 6-6-79

DESIGNED BY: DATE:

SCALE: 1"=20'

BRIDGE NO. 5861

DRAWING NO. 23362

