



Latitude:35.18427, Longitude:-92.74161

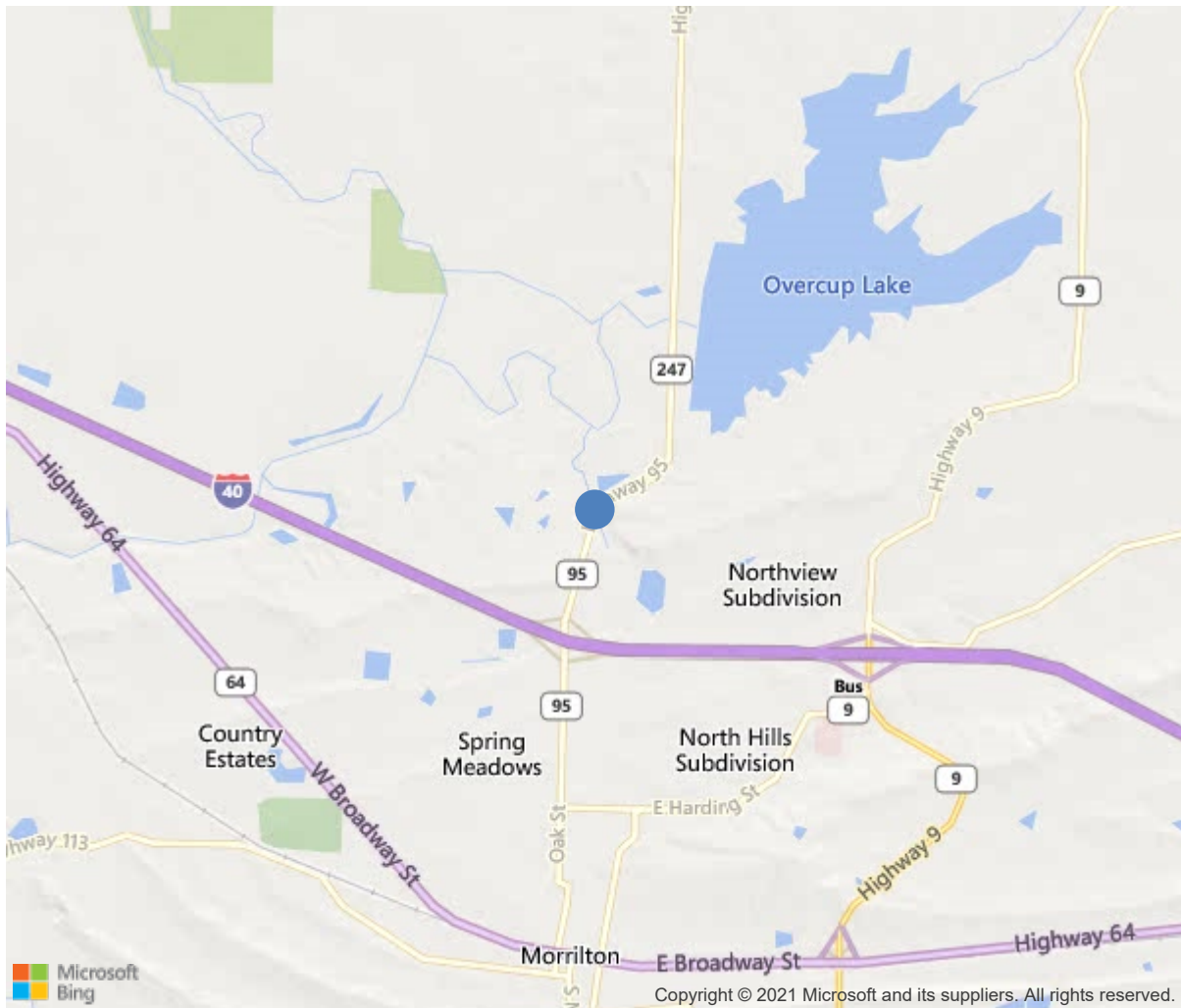
Route:95 Section:01 Log:2.239

Arnold Road ID:15x95x1xA, Arnold Log mile:2.231

District 08, Conway County

Owner: 1-State Highway Agency

.75 M N I-40 Interchange



35.18427, -92.74161



Bridge #03519(Routine, Underwater type 2)

SH 95 over Caney Creek

Location: .75 M N I-40 Interchange

Team Lead: Kevin Milligan Inspection Date: December 02, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03519
(5) Inventory Route	95
(2) Highway Agency District	08
(3) County Code	29-Conway County, Arkansas
(4) Place Code	0
(6) Features Intersected	Caney Creek
(7) Facility Carried	SH 95
(9) Location	.75 M N I-40 Interchange
(11) Mile Point	2.239 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.1842722973336
(17) Longitude	-92.7416116813819
(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	5
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1962
(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	2700
(30) Year of ADT	2018
(109) Truck ADT	6 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	125 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28.6 ft
(32) Approach Roadway Width (W/Shoulders)	28.4 ft
(33) Bridge Median	0-No median
(34) Skew	30 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	26 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	17-Urban Collector
(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	0-The inventory route is not part of
(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	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2-M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	45
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	5
Rating	27
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	4
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	8-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	153 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 410
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	3714
(115) Year of Future ADT	2027

INSPECTIONS *			
(90) Inspection Date			12/2020
(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.			

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	3313	3298	7	8	0
1080	Delamination/Spall/Patched Area	SF	7	0	7	0	0
1090	Exposed Rebar	SF	8	0	0	8	0
510	Wearing Surfaces	SF	3000	1996	0	1004	0
3220	Crack (Wearing Surface)	SF	1000	0	0	1000	0
3210	Delam/Spall/Patched Area/Pothole	SF	4	0	0	4	0
(38)							
12/02/2020 Inspection KRM and MLM Span #4 on the right side has exposed rebar at the drain area. There is one area of minor delam near pier 3 and there are also a couple small spalls with exposed rebar in a few other areas in this span.							
MINOR TO MODERATE CRACKING & MINOR SPALLING IN OVERLAY AT JOINTS. SOFFIT - MINOR CRACKING W / EFFLOR. MINOR TO MODERATE DELAM, CRACKING & SPALLING W / REBAR EXPOSED AROUND DECK DRAIN IN SPAN 4 RT. SIDE.							
(38-510)							
12/02/2020 Inspection KRM and MLM Moderate to large longitudinal cracks in wearing surface throughout.							
205	Reinforced Concrete Column	EA	8	1	5	2	0
1090	Exposed Rebar	EA	4	0	2	2	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	2	0	2	0	0
(205)							
12/02/2020 Inspection KRM and MLM Pier #2, back side, column #1 has a minor spall with exposed rebar. Pier #2, ahead side, column #2 has some large spalls and rear exposed with moderate section loss. Columns at piers 3 and 4 have moderate abrasion below the R/C pier walls and a few small areas of exposed rebar due to being to close to the surface.							
COND. 1 - 4 EA - GOOD COND. 2 - 1 EA - MINOR TO MODERATE CRACKING IN COLUMN 2 AT PIER 4. COND. 3 - 3 EA - MINOR TO MODERATE DELAM, CRACKING & SPALLING W / REBAR EXPOSED IN COLUMNS 1 & 2 AT PIER 2 & COLUMN 1 AT PIER 4 AHD SIDE.							
210	Reinforced Concrete Pier Wall	LF	32	32	0	0	0
215	Reinforced Concrete Abutment	LF	83	83	0	0	0
(215)							
12/02/2020 Inspection KRM and MLM							

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Abut.#1 has erosion the full length and steel piles are exposed with very minor section loss.							
MINOR SECTION LOSS ON EXPOSED PILES AT ABUTMENT 1.							
225	Steel Pile	EA	4	0	4	0	0
1000	Corrosion	EA	4	0	4	0	0
(225)							
12/02/2020 Inspection KRM and MLM Piles are exposed at abutment #1 and have minor corrosion with minor section loss.							
234	Reinforced Concrete Pier Cap	LF	132	118	7	7	0
1080	Delamination/Spall/Patched Area	LF	5	0	5	0	0
1090	Exposed Rebar	LF	7	0	0	7	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
(234)							
12/02/2020 Inspection KRM and MLM A few minor cracks in a couple places on pier caps. Right ahead side of pier #2 has moderate delam above column #2. Pier #4 left ahead side has exposed rebar due to being to close to the surface.							
COND. 1 - 100 LF - GOOD COND. 2 - 22 LF - MINOR TO MODERATE DELAM & CRACKING AT VARIOUS LOCATIONS THROUGHOUT CAPS. MODERATE CRACK IN CAP 2 AHD FACE ABOVE COLUMN 2. COND. 3 - 10 LF - MINOR TO MODERATE DELAM, CRACKING & SPALLING W / REBAR EXPOSED IN LT & RT ENDS OF CAPS 4 (AHD FACE) & RT END OF 5 (BK FACE).							
301	Pourable Joint Seal	LF	111	0	0	111	0
2350	Debris Impaction	LF	111	0	0	111	0
(301)							
12/02/2020 Inspection KRM and MLM Joint #1 has complete debris impaction (asphalt) the full length. All joints are typical.							
330	Metal Bridge Railing	LF	250	170	80	0	0
1000	Corrosion	LF	75	0	75	0	0
7000	Damage	LF	5	0	5	0	0
515	Steel Protective Coating	SF	750	600	100	50	0
3440	Effectiveness (Steel Protective Coatings)	SF	150	0	100	50	0
(330)							
12/02/2020 Inspection KRM and MLM Left side post #1 has old impact damage at the bottom of the post.							



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Team Lead: Kevin Milligan, **Inspection Date:** December 02, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Beginning of span 2 on left side has old rail damage. Minor corrosion throughout rail.						
	MINOR IMPACT DAMAGE TO RAIL & POST AT ABUTMENT 1 LT. SIDE & ABUTMENT 4 RT. SIDE.						



Inventory



Typical deck



Typical bottom of the deck



Moderate to large longitudinal cracks in wearing surface throughout.



Span #4 on the right side has exposed rebar at the drain area.
There are also a couple small spalls with exposed rebar in a few other areas in this span.



Span #4 has minor delam in the bottom of the slab.



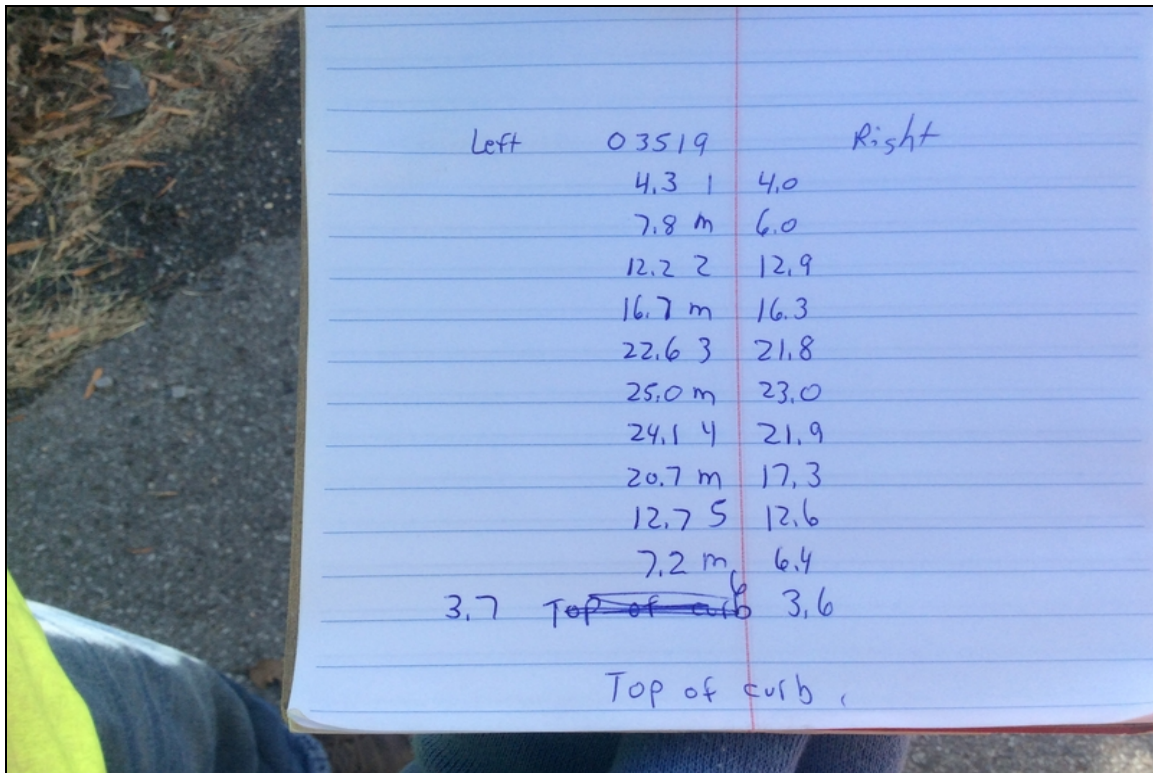
Joint #1 has complete debris impact (asphalt) the full length.
All joints are typical.



Left side post #1 has old impact damage.



Beginning of span 2 on left side has old rail damage.



Left	03519	Right
4.3	1	4.0
7.8	m	6.0
12.2	2	12.9
16.7	m	16.3
22.6	3	21.8
25.0	m	23.0
24.1	4	21.9
20.7	m	17.3
12.7	5	12.6
7.2	m	6.4
3.7	Top of curb	3.6
Top of curb		



Abut.#1 has erosion the full length and steel piles are exposed with very minor section loss.



Piles are exposed at abutment #1 and have minor corrosion with minor section loss.



Right ahead side of pier #2 has moderate delam above column #2.



Pier #4 left ahead side has exposed rebar due to being too close to the surface.



Col. #1 at pier #2 backside



Col.#2 ahead side of pier #2.



Columns at piers 3 and 4 has moderate abrasion below the R/C pier walls.



Columns 3 and 4 have a few small areas of exposed rebar due to being too close to the surface.

Maintenance Needs

Date Reported: 12/05/2018

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

CHANNEL ON SKEW TO BRIDGE ON RT. (UP) SIDE. CHANNEL IS CAUSING EMBANKMENT EROSION BEHIND ABUTMENT 1 ON RT. SIDE.

Remarks



Embankment Erosion Behind Abutment 1 on Rt.
(UP) Side.
Channel on skew to Bridge.

Date Reported: 12/04/2012
Priority: C - Important
Type of Work: Repair
Status: Open
Component: 205 - Reinforced Concrete Column

Deficiency Description

Right column at pier # 2.

Moderate spalling with rebar exposed, exposed rebar has section loss.

Remarks



Pier #2, column #2 - Ahead side has major spall with rebar exposed, rebar has section loss. Cond. 3 for spall.



Delam, Cracking & Spalling W / Rebar Exposed in Column 2 at Pier 2.



Col.#2 ahead side of pier #2.

Date Reported: 12/04/2012

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

Abutment # 1.

Minor to moderate erosion has exposed the tops of all piles at this location, exposed pile have section loss.

Remarks



Erosion at Abutment 1.



Abut. #1 - Erosion extends the full length of abutment and extends back 2 foot under abutment. All piles are exposed.

Date Reported: 12/04/2012

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

End post at the left side of abutment # 1.

Minor collision damage.

Remarks



End Post at Abutment 1 Lt. Side Broken due to Impact.



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Team Lead: Kevin Milligan Inspection Date: December 02, 2020

Inspection Comments

-

Deck Notes

DECK / SLAB - MINOR TO MODERATE CRACKING & MINOR SPALLING IN OVERLAY AT JOINTS. SOFFIT - MINOR CRACKING W / EFFLOR. MINOR TO MODERATE DELAM, CRACKING & SPALLING W / REBAR EXPOSED AROUND DECK DRAIN IN SPAN 4 RT. SIDE.

Superstructure Notes

R/C SLAB

Substructure Notes

12/02/2020 inspection KRM and MLM

Under water type 2 inspection was performed during this routine inspection.

Measurements were taken from the top of the curb using a weighted tape measure.

ABUTMENTS - MINOR SECTION LOSS ON EXPOSED PILES AT ABUTMENT 1. COLUMNS - COND. 1 - 4 EA - GOOD
COND. 2 - 1 EA - MINOR TO MODERATE CRACKING IN COLUMN 2 AT PIER 4.
COND. 3 - 3 EA - MINOR TO MODERATE DELAM, CRACKING & SPALLING W / REBAR EXPOSED IN COLUMNS 1 & 2 AT PIER 2 & COLUMN 1 AT PIER 4 AHD SIDE. CAPS - COND. 1 - 100 LF - GOOD
COND. 2 - 22 LF - MINOR TO MODERATE DELAM & CRACKING AT VARIOUS LOCATIONS THROUGHOUT CAPS. MODERATE CRACK IN CAP 2 AHD FACE ABOVE COLUMN 2.
COND. 3 - 10 LF - MINOR TO MODERATE DELAM, CRACKING & SPALLING W / REBAR EXPOSED IN LT & RT ENDS OF CAPS 4 (AHD FACE) & RT END OF 5 (BK FACE). CHANNEL: CLAY & GRAVEL - MINOR EROSION AT ABUTMENT 1. MINOR DRIFT IN CHANNEL BLOCKING FLOW AT PIERS 3 & 4 ON RT. (UP) SIDE. CHANNEL ON SKEW TO BRIDGE ON RT. (UP) SIDE CAUSING MODERATE EMBANKMENT EROSION BEHIND ABUTMENT 1.