



Latitude:33.96312, Longitude:-91.69272

Route:114 Section:02 Log:0.83

Arnold Road ID:40x114x2xA, Arnold Log mile:0.831

District 02, Lincoln County

Owner: 1-State Highway Agency



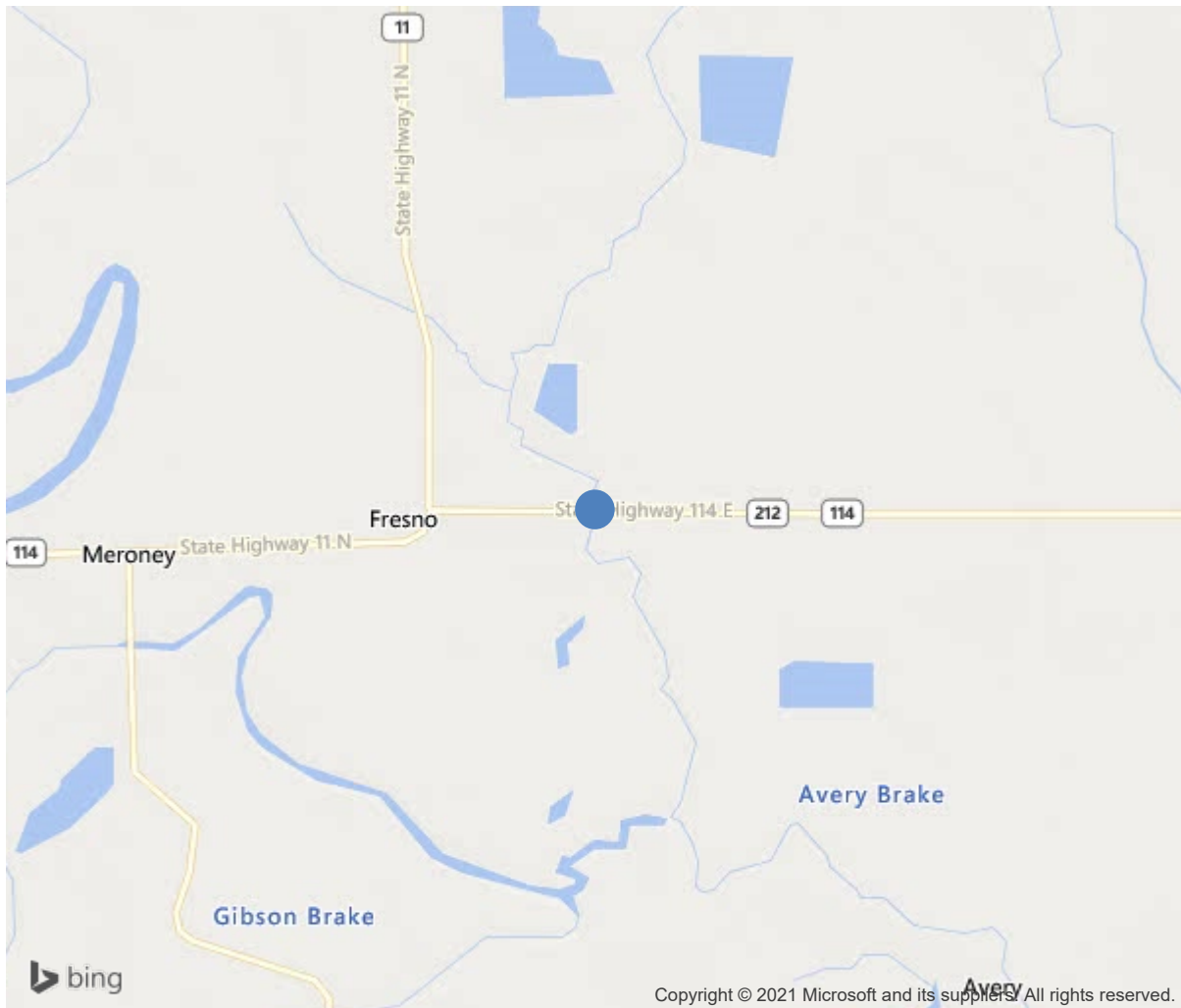
Bridge #02893(Routine, Underwater type 2)

SH 114-02 LM 0.83 over Deep Bayou

Location: 0.83 Mi E SH 11-Fresno

Team Lead: Greg Loomis **Inspection Date:** December 29, 2020

0.83 Mi E SH 11-Fresno



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Team Lead: Greg Loomis Inspection Date: December 29, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	02893
(5) Inventory Route	114
(2) Highway Agency District	02
(3) County Code	79-Lincoln County, Arkansas
(4) Place Code	0
(6) Features Intersected	Deep Bayou
(7) Facility Carried	SH 114-02 LM 0.83
(9) Location	0.83 Mi E SH 11-Fresno
(11) Mile Point	0.83 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.96312
(17) Longitude	-91.69272
(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	6
(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	1954
(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	930
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	18 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	28 ft
(49) Structure Length	168 ft
(50) Curb or Sidewalk Width	
Left	1.3 ft
Right	1.3 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	26.5 ft
(32) Approach Roadway Width (W/Shoulders)	25.9 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	24 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	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	0
(26) Functional Class	7-Rural Major 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	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	7
(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	6
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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	0000
A) Bridge Railings	0-Inspected feature does not meet cur
B) Transitions	0-Inspected feature does not meet cur
C) Approach Guardrail	0-Inspected feature does not meet cur
D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(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	919
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No 24
B: Underwater Inspection	No 0
C: Other Special Inspection	No 0



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	4452	4435	13	4	0
1080	Delamination/Spall/Patched Area	SF	12	0	8	4	0
1090	Exposed Rebar	SF	5	0	5	0	0
510	Wearing Surfaces	SF	3696	2146	960	590	0
3210	Delam/Spall/Patched Area/Pothole	SF	440	0	220	220	0
3220	Crack (Wearing Surface)	SF	1110	0	740	370	0
(38)							
Deck: 26'-6" wide x 168' long = 4452 sqft. Wearing surface: 22' wide x 168' long = 3696 sqft.							
Wearing surface - all spans: Moderate to large transverse cracking - especially at joints - with some material spalling up and leaving small potholes. A couple minor-sized longitudinal cracks.							
Curbs: A couple places on faces where reinforcing steel is showing through.							
Soffit: A few areas with minor delaminations/spalls (with some rebar exposed), mainly around drains/gutter-lines and right along caps. Spans 2 & 3: Patched on right side.							
215	Reinforced Concrete Abutment	LF	69	68	1	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
(215)							
Abutments: 27'-6" = 28' each (with 4'-3" wings each corner) / Bents 1 & 7. Bent 1: 12 feet from left end of cap a vertical crack, 1/16 inch wide. Bent 7: Spalled area repaired with concrete patch.							
227	Reinforced Concrete Pile	EA	20	19	1	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
(227)							
Piling: 4 per bent / Bents 2-6. Bent 6 Pile 4: Repaired with a concrete patch.							
234	Reinforced Concrete Pier Cap	LF	140	138	2	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
(234)							
Caps: 27'-6" = 28' each / Bents 2-6. Bent 6 back side: Shallow delamination/spall near right end. (2')							
Bent 2 over Pile 2: Repaired with concrete patch. Bent 4 top back face of cap: Repaired with concrete patch. Bent 6 at Pile 2 back face of cap: Repaired with concrete patch.							
301	Pourable Joint Seal	LF	120	0	0	120	0

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2350 (301)	Debris Impaction	LF	120	0	0	120	0
Joints: 24' each / Bents 2-6. Entire joint is CS3 impacted due to asphalt overlay.							
330	Metal Bridge Railing	LF	336	269	67	0	0
1000	Corrosion	LF	67	0	67	0	0
515	Steel Protective Coating	SF	840	0	672	168	0
3440	Effectiveness (Steel Protective Coatings)	SF	168	0	0	168	0
3410	Chalking (Steel Protective Coatings)	SF	672	0	672	0	0
(330)							
Railing: 168' each side. Coating/paint: 2.5 square feet per linear feet of railing. Metal railing on concrete posts. Scattered locations of light surface corrosion. Remaining paint is dull and faded and has a few places where primer or corrosion is showing through.							



Roadway view



Deck - Spans 16: Typical



Soffit - Span 2: Typical



Soffit - Span 2 @ Bent 3 left: Rebar exposed



Soffit - Span 2 right: Patched/spalling

Maintenance Needs

Date Reported: 12/08/2014
Priority: C - Important
Type of Work: Repair
Status: Open
Component: 510 - 38 - RC Slab

Deficiency Description

Deck – all spans: Moderate to large transverse cracking - especially at joints - with some material spalling up and leaving small potholes.

A couple minor-sized longitudinal cracks.

12-29-2020 GGL-PRD: Changed priority from "D" to "C".

Remarks



Wearing surface - Bent 5: Deterioration (potholes)



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Inspection Comments

Bridge is logged from west to east.

Beginning of structure toward SH 11, Fresno, West End.