



Latitude:33.96285, Longitude:-91.63494

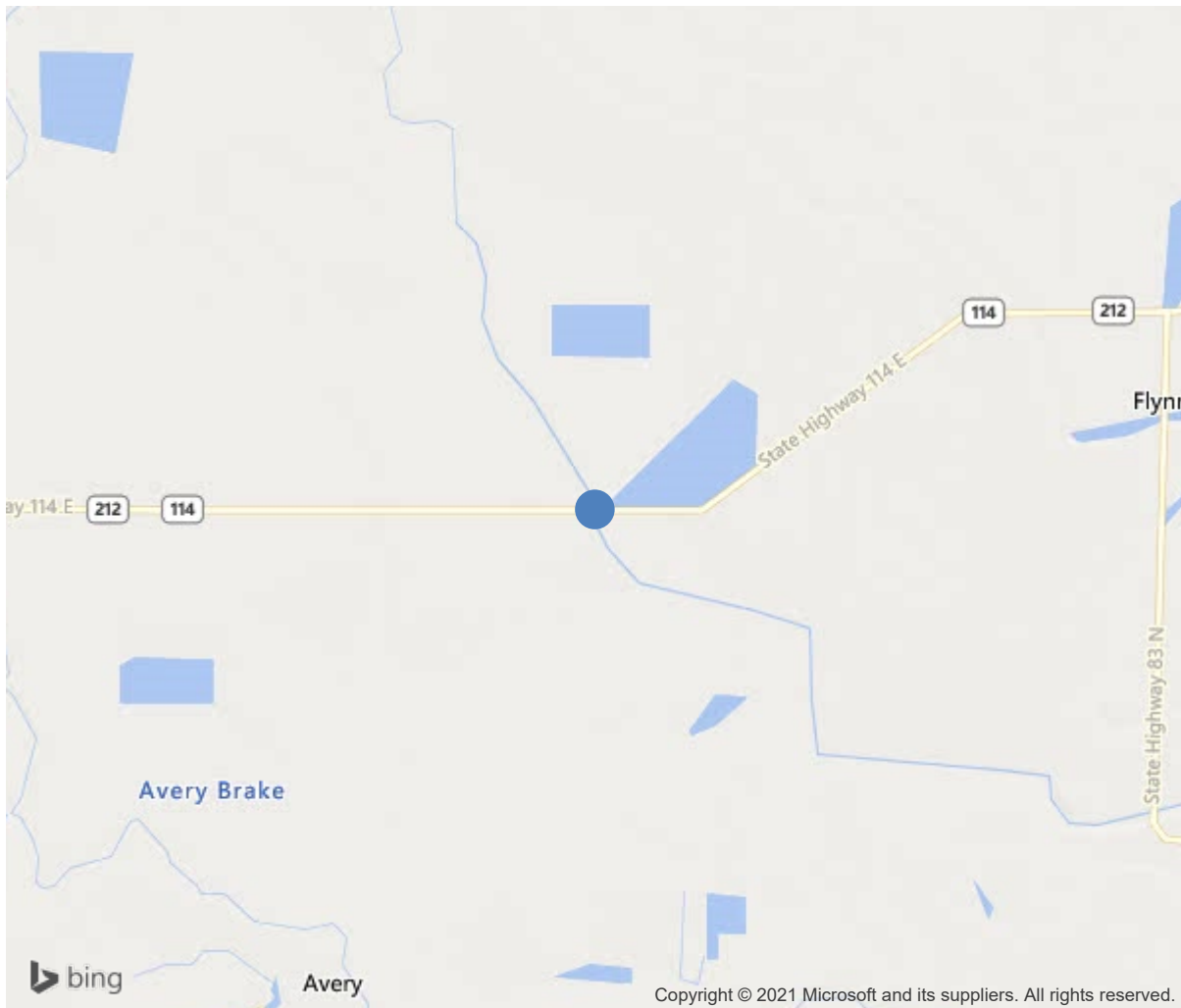
Route:114 Section:02 Log:4.15

Arnold Road ID:40x114x2xA, Arnold Log mile:4.149

District 02, Lincoln County

Owner: 1-State Highway Agency

4.15 Mi E SH 11-Fresno



33.96285, -91.63494



Bridge #02894(Routine, Underwater type 2)

SH 114-02 LM 4.15 over Kersh Canal

Location: 4.15 Mi E SH 11-Fresno

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

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	02894
(5) Inventory Route	114
(2) Highway Agency District	02
(3) County Code	79-Lincoln County, Arkansas
(4) Place Code	0
(6) Features Intersected	Kersh Canal
(7) Facility Carried	SH 114-02 LM 4.15
(9) Location	4.15 Mi E SH 11-Fresno
(11) Mile Point	4.15 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.96285
(17) Longitude	-91.63494
(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	4
(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	112 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 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)	22 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	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	4
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

[illegible]

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
301	Pourable Joint Seal	LF	72	0	0	72	0
2350	Debris Impaction	LF	72	0	0	72	0
(301)							
Joints: 24' each / Bents 2-4. Entire joint is CS3 impacted due to asphalt overlay.							
330	Metal Bridge Railing	LF	224	179	45	0	0
1000	Corrosion	LF	45	0	45	0	0
515	Steel Protective Coating	SF	560	0	448	112	0
3440	Effectiveness (Steel Protective Coatings)	SF	112	0	0	112	0
3410	Chalking (Steel Protective Coatings)	SF	448	0	448	0	0
(330)							
Railing: 112' 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 1-4: Typical



Soffit - Span 2: Typical

Maintenance Needs

Date Reported: 01/26/2011
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: 38 - RC Slab

Deficiency Description

Soffit - all spans: Moderate to heavy deterioration/delaminations/spalling, around drains and along gutter-lines.

Remarks



Span 2 first drain opening on outside of soffit but common on most drain openings



Soffit - Span 1 right: Rebar exposed

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

Deficiency Description

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.

Span 4 right: Spalling of wearing surface (and deck) along edge-line.

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

Remarks



Approach roadway - Bent 1: Deterioration of wearing surface



Joint - Bent 3: Deterioration of wearing surface (potholes)



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Location: 4.15 Mi E SH 11-Fresno

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



Wearing surface/deck - Span 4 right: Spalling

Date Reported: 01/26/2011
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: 234 - Reinforced Concrete Pier Cap

Deficiency Description

Caps – all bents: Some minor deterioration/cracking/delaminations/spalling (with rebar exposed) on faces of caps, with some light efflorescence - heaviest on Bent 2 back side.

Remarks





Cap - Bent 4 ahead: Cracking



Cap - Bent 2 back: Rebar exposed

Date Reported: 12/06/2016
Priority: D- Routine
Type of Work: Repair
Status: Repair Documented
Component: 234 - Reinforced Concrete Pier Cap

Deficiency Description

MERGED - Bent 2 cap back spalls with exposed rebar.

Remarks

12-29-2020 GGL-PRD: Merged with duplicate MN.



Spall with exposed rebar on bent 1 over pile 4



Crack Delams and spall with exposed rebar on bent 1 over pile 2&4



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Inspection Comments

Bridge is logged from west to east.

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