



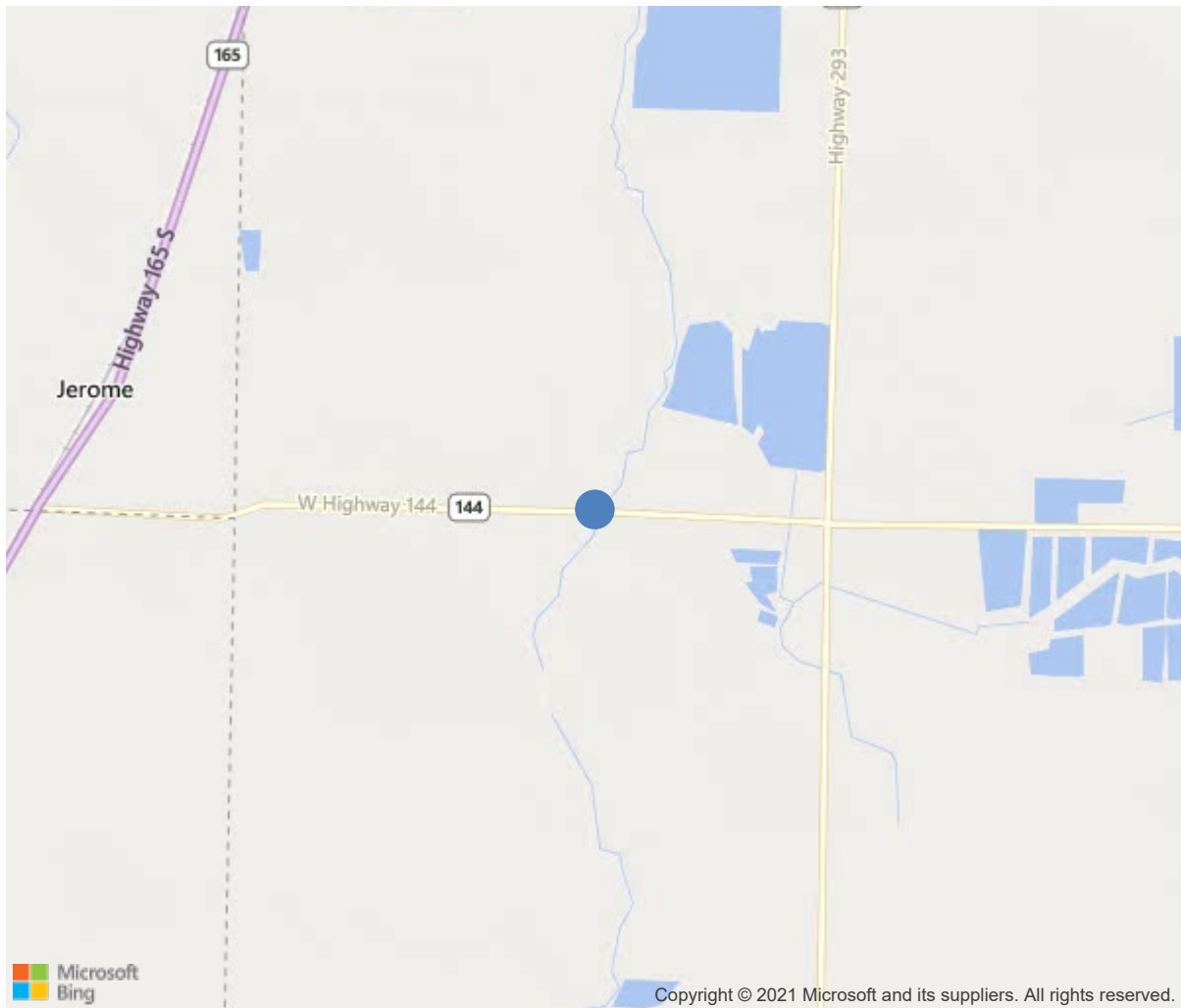
Bridge #03261 (Routine)

SH 144-02 LM 1.86 over Big Bayou

Location: 1.86 Mi E Ashley Co-Jerome

Team Lead: Greg Loomis **Inspection Date:** June 13, 2018

1.86 Mi E Ashley Co-Jerome



33.38943, -91.42567



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03261
(5) Inventory Route	144
(2) Highway Agency District	02
(3) County Code	17-Chicot County, Arkansas
(4) Place Code	0
(6) Features Intersected	Big Bayou
(7) Facility Carried	SH 144-02 LM 1.86
(9) Location	1.86 Mi E Ashley Co-Jerome
(11) Mile Point	1.86 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.38943
(17) Longitude	-91.42567
(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	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1959
(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	220
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	18 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	60 ft
(49) Structure Length	132 ft
(50) Curb or Sidewalk Width	
Left	1.3 ft
Right	1.3 ft
(51) Bridge Roadway Width Curb to Curb	24.3 ft
(52) Deck Width Out to Out	28.5 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	25.9 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	49.1
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	29
(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	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(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	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	250
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	05/2020
(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



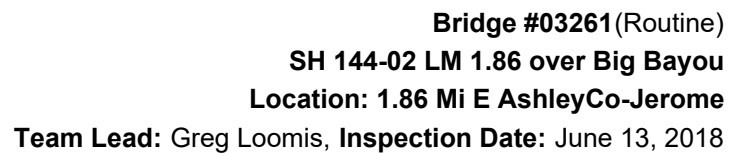
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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	3696	2708	0	988	0
1080	Delamination/Spall/Patched Area	SF	200	0	0	200	0
1090	Exposed Rebar	SF	4	0	0	4	0
1130	Cracking (RC and Other)	SF	784	0	0	784	0
510	Wearing Surfaces	SF	3075	0	2963	112	0
3220	Crack (Wearing Surface)	SF	3075	0	2963	112	0
(12)							
Deck: 28' wide x 132' wide. Wearing surface - Bents 2 & 3: Cracking and deterioration of asphalt at joints. Joints are completely filled and any expansion results in a "bulging" at joints. Minor-sized cracking scattered throughout. Soffit - Span 1 : Exposed rebar with section loss and scattered minor cracks. Soffit - Span 2 : Light map cracking near Bent 2 and Bent 3 inside cold joint locations, and large areas of scattered delaminations throughout span, mostly in Bay 2.							
107	Steel Open Girder/Beam	LF	650	585	45	20	0
1000	Corrosion	LF	65	0	45	20	0
515	Steel Protective Coating	SF	4777	0	4299	478	0
3440	Effectiveness (Steel Protective Coatings)	SF	478	0	0	478	0
3410	Chalking (Steel Protective Coatings)	SF	4299	0	4299	0	0
(107)							
Girders: 5 per span / Span 1-3 (130' total span). Coating: Spans 1 & 3 (20.5" x 8.5") Span 2 (29.5" x 10.75") = 7.35 square feet per linear feet of girder (average). Span 2: Corrosion on interior of Girders 1 & 5 at Bents 2 & 3 with some minor measurable loss on web and top of bottom flange - areas have been cleaned and repainted in past (20'). Remaining girders have some scattered areas of light surface corrosion with remaining paint being dull and without luster.							
215	Reinforced Concrete Abutment	LF	76	76	0	0	0
(215)							
Abutments: 38' each / Bents 1 & 4.							
227	Reinforced Concrete Pile	EA	10	10	0	0	0
(227)							
Piling: 5 per bent / Bents 2-3.							
234	Reinforced Concrete Pier Cap	LF	56	50	4	2	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(234)							
Caps: 28' each / Bents 2-3. Bent 3 bottom face: Spalling with rebar exposed between Piles 1 & 2. Bent 3: Hairline-sized map cracking on ahead face under Girder 2.							
304	Open Expansion Joint	LF	96	0	0	0	96
2350	Debris Impaction	LF	96	0	0	0	96
(304)							
Joints: 32' each / Bents 1-4. Joints have been completely filled with asphalt. Soffit view shows 2" gap at Bent 2 / no gap at Bent 3 with corrosion and section loss to road irons.							
311	Movable Bearing	EA	15	0	6	9	0
1000	Corrosion	EA	10	0	6	4	0
2210	Movement	EA	5	0	0	5	0
515	Steel Protective Coating	SF	30	0	0	12	18
3440	Effectiveness (Steel Protective Coatings)	SF	30	0	0	12	18
(311)							
Movable bearings: 5 per bent / Bent 1, 3 back, & 4. Coating: 2 square feet each. Bearings 1 & 5 @ Bents 1 & 4: Some minor corrosion with flaking, pack rust, and section loss. Bearings 2-4 @ Bents 1 & 4: Light surface corrosion. Bearings 1-5 - Span 2 @ Bent 3: Bearing are tilted almost back fully - no more room for expansion at this bent. Pack rust between rockers and masonry plates with surface rust on remaining bearing. Anchor bolts have considerable section loss.							
313	Fixed Bearing	EA	15	5	1	9	0
1000	Corrosion	EA	9	0	0	9	0
1020	Connection	EA	1	0	1	0	0
515	Steel Protective Coating	SF	30	0	0	10	20
3440	Effectiveness (Steel Protective Coatings)	SF	30	0	0	10	20
(313)							
Fixed bearings: 5 per bent / Bent 2 back, 2 ahead, & 3 ahead. Coating: 2 square feet each. Bearings 1-5 @ Bent 2 back: Pack rust between risers and masonry plate - enough to lift and gap under Bearing 5. Bearings 1-5 @ Bents 2 ahead: Light surface corrosion. Bearings 1-5 @ Bent 3 ahead: Pack rust between risers and masonry plate - approximately 3/4" thick.							
330	Metal Bridge Railing	LF	264	264	0	0	0
515	Steel Protective Coating	SF	660	0	660	0	0
3410	Chalking (Steel Protective Coatings)	SF	660	0	660	0	0
(330)							
Railing: 132' each side. Coating: 2.5 square feet per linear feet of railing.							

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Paint is dull, scratched, and faded with no luster throughout.							



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Inspection Comments

Bridge is logged from west to east.