



Latitude:33.85293, Longitude:-91.25899

Route:1 Section:01 Log:18.41

Arnold Road ID:21x1x1xA, Arnold Log mile:18.41

District 02, Desha County

Owner: 1-State Highway Agency



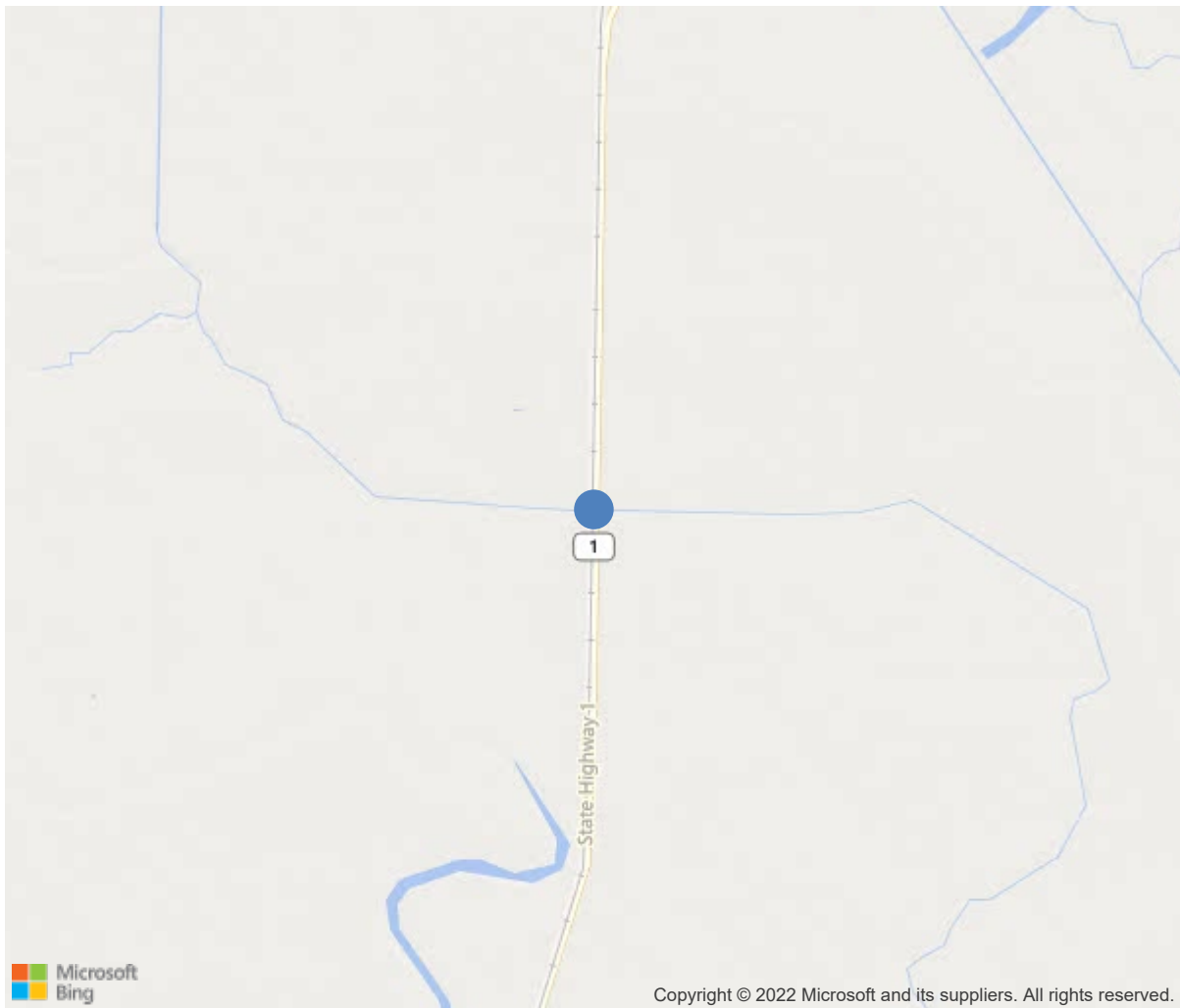
Bridge #02841 (Routine, Underwater type 2)

SH 1-01 LM 18.41 over Drainage Ditch

Location: 4.0 Mi N SH 138-Watson

Team Lead: Sharon Hooks **Inspection Date:** January 20, 2021

4.0 Mi N SH 138-Watson



33.85293, -91.25899

Inspection Direction : S to N



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Location: 4.0 Mi N SH 138-Watson

Team Lead: Sharon Hooks **Inspection Date:** January 20, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	02841
(5) Inventory Route	1
(2) Highway Agency District	02
(3) County Code	41-Desha County, Arkansas
(4) Place Code	0
(6) Features Intersected	Drainage Ditch
(7) Facility Carried	SH 1-01 LM 18.41
(9) Location	4.0 Mi N SH 138-Watson
(11) Mile Point	18.41 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.8529337025407
(17) Longitude	-91.2589851101239
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1-Concrete
Type	22-Channel beam
(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	2-Concrete Precast Panels
(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	1952
(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	460
(30) Year of ADT	2018
(109) Truck ADT	15 %
(19) Bypass, Detour Length	31 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	76 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	23 ft
(52) Deck Width Out to Out	24.6 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	24.6 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	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	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	4
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	4
(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	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	5-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Bridge rehabilitation because
(76) Length of Structure Improvement	76 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 83
(97) Year of Improvement Cost Estimate	1996
(114) Future ADT	565
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			01/2021
(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
16	Reinforced Concrete Top Flange	SF	1870	1870	0	0	0
510	Wearing Surfaces	SF	1672	836	0	836	0
3220	Crack (Wearing Surface)	SF	836	0	0	836	0
(16)							
Deck: 24.6' wide x 76' long. Wearing surface: Asphalt overlay has large cracks at seams of units and at bents.							
110	Reinforced Concrete Open Girder/Beam	LF	532	291	165	0	76
1130	Cracking (RC and Other)	LF	165	0	165	0	0
7000	Damage	LF	76	0	0	0	76
(110)							
Girders: 7 precast units per span / Spans 1-4 - 4 spans @ 19' each = 76' total. Units are bolted transversely and longitudinally - scattered loose and missing bolts. Minor flexure cracks, mainly from 1/4 to 3/4 span points.							
Repaired by State Forces.							
Old Notes . Bent 3: Apparent lateral and longitudinal movement of piling and cap - leaning to the right and back. Cap appears to have moved approximately 6" to the right and 6" back from original position. Movement has resulted in the reduction of bearing area for precast channel beam units of Span 3 at Bent 3 - only 4-5" of legs remaining on cap on right side (Units 5-7) and half-width of outer leg of Unit 1 remaining on cap (left end of cap).							
215	Reinforced Concrete Abutment	LF	68	55	13	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
6000	Scour	LF	12	0	12	0	0
(215)							
Abutments: 34' each / Bents 1 & 5. Bent 1 cap has small contact spalls. Endslope - Bent 5: - Minor settlement (4-5") of fill material under bottom face of cap - full length of abutment.							
228	Timber Pile	EA	20	3	12	5	0
1020	Connection	EA	14	0	12	2	0
1140	Decay/Section Loss	EA	1	0	0	1	0
1150	Check/Shake	EA	2	0	0	2	0
(228)							
Piling: 5 per bent / Bents 2-5. Bent 2 & 3 Piles 1-5 and Bent 4 Pile1 and 3-5 have all been repaired/replaced (spliced). Bent 2 Pile 1: Surface checking widespread (checking - CS3)							

[illegible]



Overview of soffit and girders.



Ben 3 pile 5 has large checks.



Approach.



Deck overview.

Maintenance Needs

Date Reported: 01/07/2013
Priority: G - General/ Preventive maintenance
Type of Work: N/A
Status: Monitor
Inspection Direction S to N
Component:

Deficiency Description

Cap - Bent 2: Small areas of delaminations and spalling on bottom face of cap - reinforcing steel exposed with some rust and section loss.

Remarks



Cap - Bent 2 bottom face (corrosion)

Date Reported: 01/07/2013
Priority: G - General/ Preventive maintenance
Type of Work: N/A
Status: Monitor
Inspection Direction S to N
Component:

Deficiency Description

Endslope - Bent 5: - Minor settlement (4-5") of fill material under bottom face of cap - full length of abutment.

Remarks



Endslope - Bent 5 (settlement)



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Location: 4.0 Mi N SH 138-Watson

Team Lead: Sharon Hooks **Inspection Date:** January 20, 2021

Date Reported: 01/20/2017
Priority: C - Important
Type of Work: N/A
Status: Assigned
Inspection Direction S to N
Component:

Deficiency Description

Signs - Bent 5: Object markers, posts, and log mile signs are missing (have been knocked down) on both side - object marker and broken post currently lying down behind railing on right side.

Remarks

Repaired by state forces.



Sign - Bent 5 left (missing)

Date Reported: 01/20/2021
Priority: B - Pressing; 6 month completion goal
Type of Work: Repair
Status: Open
Inspection Direction S to N
Component: Approach

Deficiency Description

Approach roadway right side, south end has settled causing cracking in asphalt and 1' vertical drop near edge of pavement.

Remarks



Approach roadway right side south end has settled causing cracking in asphalt and 1' vertical drop near edge of pavement.



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Team Lead: Sharon Hooks **Inspection Date:** January 20, 2021

Inspection Comments

Beginning of structure toward US 65, McGehee, South End.

Special inspection of repairs 1/02/2018

Dropping special inspection due to continued monitoring of repairs made by state forces. 1-2-2018 SDH. No change from previous special inspection. (Repairs in good working order.)