

Bridge Inspection Report

07154

State Highway 22

over

Big Vache Grasse Creek



Inspection Date: 08/14/2019

Inspected By: Bob McEntyre

Inspection Type(s): Routine
Underwater type 2

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Location Map



Latitude: 35.31758
Longitude: -94.21634

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Executive Summary

08/14/2019 - RSM - Routine and Underwater Type II inspections conducted this date. See element notes for documentation. NBIS Condition Rating for item "58" changed from "6" to "7" due to observed condition of the pre-stressed girders. Inspection report created on the web application due to report failing to upload.

Underwater Type II inspection: Visual observation in low water conditions revealed that the drilled shafts are visible in several locations. Bents #4 and #5 are the most notable case with up to approximately 8' of the drilled shafts exposed at some of the columns. A review of the plans indicate that the shafts are 26 feet in length with a minimum of 8 feet socketed in medium hard shale. No apparent scour problems at this inspection.

08/25/2015 - EJW & RWF - Underwater Type II inspection conducted on this date. No apparent scour problems at this inspection.

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National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	08/28/2017
(8) STRUCTURE NUMBER	07154	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 3 1 22 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	04 (3) COUNTY CODE 131	A. FRACTURE CRITICAL DETAIL	N
(4) PLACE CODE	00000	B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	Big Vache Grasse Creek	C. OTHER SPECIAL	N
(7) FACILITY CARRIED	State Highway 22		
(9) LOCATION	1.99 mi E of Central City		
(11) MILEPOINT 13.090	(12) BASE HIGHWAY NETWORK 1		
(13A) LRS INVENTORY ROUTE	0000022010 (13B) SUBROUTE NUMBER 00		
(16) LATITUDE 35.31758	(17) LONGITUDE -94.21634		
(98A) BORDER BRIDGE CODE			
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT		
STRUCTURE TYPE AND MATERIAL		CONDITION	
(43) STRUCTURE TYPE, MAIN		(58) DECK	7
A) KIND OF MATERIAL/DESIGN: 5 - Prestressed concrete		(59) SUPERSTRUCTURE	7
B) TYPE OF DESIGN/CONSTR: 02 - Stringer/Multi-beam or Girder		(60) SUBSTRUCTURE	7
(44) STRUCTURE TYPE, APPROACH SPANS		(61) CHANNEL & CHANNEL PROTECTION	7
A) KIND OF MATERIAL/DESIGN: 0 - Other		(62) CULVERT	N
B) TYPE OF DESIGN/CONSTR: 00 - Other			
(45) NUMBER OF SPANS IN MAIN 5	(46) NUMBER OF APPROACH 0		
(107) DECK STRUCTURE TYPE 1	(108A) WEARING SURFACE 2		
(108B) DECK MEMBRANE 0	(108C) DECK PROTECTION 1		
AGE OF SERVICE		LOAD RATING AND POSTING	
(27) YEAR BUILT 2012	(106) YEAR RECONSTRUCTED 0000	(31) DESIGN LOAD	A
(42) TYPE OF SERVICE ON 1 UNDER 5		(63) METHOD USED TO DETERMINE OPERATING RATING	1
(28) LANES ON 05 UNDER 00		(64) OPERATING RATING	46.0
(29) AVERAGE DAILY TRAFFIC 12000	(19) BYPASS DETOUR LENGTH 2	(65) METHOD USED TO DETERMINE INVENTORY RATING	1
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014		(66) INVENTORY RATING	21.1
(109) AVERAGE DAILY TRUCK TRAFFIC 8		(70) BRIDGE POSTING	5
		(41) STRUCTURE OPEN/POSTED/CLOSED	A
GEOMETRIC DATA		APPRAISAL	
(48) LENGTH OF MAX SPAN (ft.) 70	(49) STRUCTURE LENGTH (ft.) 352	(67) STRUCTURAL EVALUATION	4
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 0 RIGHT 0		(68) DECK GEOMETRY	6
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.) 75.1		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(52) DECK WIDTH, OUT-TO-OUT (ft.) 78.1		(71) WATERWAY ADEQUACY	9
(32) APPROACH ROADWAY WIDTH (ft.) 75.1		(72) APPROACH ROADWAY ALIGNMENT	8
(33) BRIDGE MEDIAN 0	(34) SKEW (DEG.) 0	(36) TRAFFIC SAFETY FEATURE	
(35) STRUCTURE FLARED 0	(10) INV RTE, MIN VERT CLEAR (ft.) 99.99	36A) BRIDGE RAILINGS:	1
(47) TOTAL HORIZONTAL CLEARANCE (ft.) 75.1		36B) TRANSITIONS:	1
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) 99.90		36C) APPROACH GUARDRAIL:	1
(54) VERTICAL UNDER CLEARANCE (ft.) N 0		36D) APPROACH GUARDRAIL ENDS:	1
(55) LATERAL UNDER CLEARANCE RIGHT (ft.) N 0		(113) SCOUR CRITICAL BRIDGES	5
(56) MIN LATERAL UNDER CLEARANCE (ft.) 0		SUFFICIENCY RATING	80.1
		STATUS	0
PROPOSED IMPROVEMENTS		CLASSIFICATION	
(75A) TYPE OF WORK PROPOSED	(75B) WORK DONE BY	(112) NBIS BRIDGE LENGTH	Y
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)		(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(94) BRIDGE IMPROVEMENT COST (\$)		(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	06
(95) ROADWAY IMPROVEMENT COST (\$)		(100) STRAHNET HIGHWAY DESIGNATION	0
(96) TOTAL PROJECT COST		(101) PARALLEL STRUCTURE DESIGNATION	N
(97) YEAR OF IMPROVEMENT COST ESTIMATE		(102) DIRECTION OF TRAFFIC	2
(114) FUTURE ADT 17000	(115) YEAR OF FUTURE ADT 2030	(103) TEMP STRUCTURE	
		(105) FEDERAL LANDS HIGHWAYS	0
		(110) DESIGNATED NATIONAL NETWORK	1
		(20) TOLL	3
		(21) MAINTENANCE RESPONSIBILITY	01
		(22) OWNER	01
		(37) HISTORICAL	5
		NAVIGATION DATA	
		(38) NAVIGATION CONTROL	0
		(111) PIER OR ABUTMENT PROTECTION	1
		(39) NAV VERT CLEARANCE (ft.)	0
		(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0
		(40) NAV HORIZONTAL CLEARANCE (ft.)	0

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Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
15 - Prestressed Concrete Top Flange	1- Ben.	27358	sq. ft.	24750	2608	0	0
<p>-There are sealable longitudinal, map, and transverse cracks on the deck. See previous inspection notes.</p> <p>-The driving surface of the deck has transverse cracks with light efflorescence visible in the undersurface of the deck overhangs in all spans. The majority of the cracks are in the left side of structure.</p> <p>-The right half of the deck (Stage 1 Construction) has hairline sealable transverse cracks that are visible from the driving surface and edge of the deck.</p> <p>-The left half of the deck (Stage 2 Construction) has map cracking visible from the driving surface. Longitudinal cracks appear to correspond with the pre-stressed concrete girders. Cracks range in width from 0.015" to 0.020". The majority of the documented cracks were sealed by contractors; a returned Form VIII linked in San 1 dated 05/24/2012 indicates that the contractor sealed the deck cracks with Sitka Pronto 197F. The sealant appears to have failed in most locations with unsealed cracks visible in all spans. The previously documented transverse cracks ranging in spacing from approximately 4" to 8" centers were documented in wet conditions and were not visible to that extent at this inspection. The deck joint sealant for the sawn joints and the construction joint along the centerline appears to have adhesion failure and appears to be allowing water to penetrate the joints, minor active corrosion is forming on the stay in place forms along the centerline in areas.</p> <p>Approach roadways:</p> <p>-West approach roadway has minor settlement at the bridge end.</p>							
1110 - Cracking (PSC)		2608		0	2608	0	0
1120 - Efflorescence/Rust Staining		0		0	0	0	0
109 - Prestressed Concrete Open Girder/Beam	1- Ben.	2800	ft.	2739	61	0	0
<p>-Girder deficiencies are well documented. There are no apparent significant changes since the last inspection.</p> <p>-Girders #2, 3, & 5 in span # 1 has a shallow 4" surface spall in the bottom flange from apparent impacts during the construction process. Spalls are located on the right side of the beams approximately 20' from abutment # 1. No reinforcement is exposed at this inspection.</p> <p>-The majority of the girders in all spans have non-flexural cracks in the end of the beams in the anchorage zone. The number of cracks ranges from 1 - 4 cracks. The crack width is typically 0.005" wide or less and are short duration in length.</p> <p>-No rust staining is visible at the time of this inspection.</p> <p>-No flexure cracks were visible in the girders at this inspection.</p> <p>-No apparent noteworthy problems at this inspection.</p>							
1080 - Delamination/Spall/Patched Area		3		0	3	0	0
1110 - Cracking (PSC)		58		0	58	0	0

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Element Inspection

205 - Reinforced Concrete Column	1- Ben.	16	each	16	0	0	0
	-Bent #2 columns have minor scour holes at base of columns. -Bent #3 columns have scour holes approximately 3' deep that exposes approximately 16" of the top of drilled shafts at columns #1 and #2. The top of shafts are visible at columns #3 and #4. -The drilled shafts at bents #4 are exposed at all columns. The shafts at columns #1 and #2 are exposed approximately 5'. Shafts at columns #3 and #4 are exposed up to approximately 8'. -The drilled shafts at bent #5 are exposed at all columns. The shafts at columns #1, 2 and 3 are exposed approximately 5'. The shafts at column #4 is exposed approximately 3'.						
215 - Reinforced Concrete Abutment	1- Ben.	157	ft.	96	61	0	0
	-Reinforced concrete abutments. -Transverse cracking visible in the tops of the back wall visible from the driving surface of the deck. -The top of abutment #2 backwall has a few areas of shallow spalling along the edge at the approach roadway interface. -The vertical face of abutment backwalls have a couple of vertical cracks with efflorescence visible from under the structure.						
1120 - Efflorescence/Rust Staining		5		0	5	0	0
1130 - Cracking (RC and Other)		56		0	56	0	0
234 - Reinforced Concrete Pier Cap	1- Ben.	284	ft.	277	7	0	0
	-A few of the caps have a couple of vertical hairline cracks at the steps. -The caps have light debris indicating water elevation during high water event.						
1130 - Cracking (RC and Other)		7		0	7	0	0
300 - Strip Seal Expansion Joint	1- Ben.	157	ft.	125	32	0	0
	-Strip seals are in place and the anchorage is sound. Seals do not appear to leak at this inspection. -Expansion joint assemblies have dirt, debris and gravel accumulation in the gutters. Abutment #2 assembly has dirt and gravel accumulation in the East bound lane as well as the gutters. The accumulation does not appear to impact joint movement.						
2350 - Debris Impaction		32		0	32	0	0
310 - Elastomeric Bearing	1- Ben.	80	each	80	0	0	0
	-Bearings have a light rust coating on the sole plates at this inspection.						
331 - Reinforced Concrete Bridge Railing	1- Ben.	700	ft.	534	166	0	0
	-The parapet walls have vertical hairline cracks that correspond with the sawn joints and in a few other random locations. -The steel cover plates on the South parapet walls at abutments #1 and #2 have out of plane bending.						
1130 - Cracking (RC and Other)		166		0	166	0	0

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PHOTO 1

Description



PHOTO 2

Description Elevation looking Southeast.

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PHOTO 3

Description



PHOTO 4

Description General view of driving surface.

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PHOTO 5

Description



PHOTO 6

Condition

Description Dirt and debris expansion joint assembly.

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PHOTO 7

Description



PHOTO 8

Description

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PHOTO 9 Condition

Description West approach roadway-Minor settlement at bridge end.



PHOTO 10

Description

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PHOTO 11

Description



PHOTO 12

Description

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PHOTO 13

Description



PHOTO 14

Description

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PHOTO 15 Condition

Description East approach roadway-Minor settlement.



PHOTO 16

Description East abutment expansion joint assembly-Dirt and debris.

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PHOTO 17

Description



PHOTO 18

Description

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PHOTO 19 Condition

Description Transverse deck cracking.



PHOTO 20 Condition

Description Transverse deck cracking.

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PHOTO 21 Condition

Description Crack sealant has failed.



PHOTO 22 Condition

Description Transverse deck cracking.

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PHOTO 23 Condition

Description Longitudinal deck cracking.



PHOTO 24

Description

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PHOTO 25 Condition

Description Vertical cracking in parapets.



PHOTO 26

Description

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PHOTO 27

Description Saw joint sealant.



PHOTO 28

Description

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PHOTO 29

Description



PHOTO 30

Description

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PHOTO 31

Description Vertical cracking with efflorescence in abutment backwall.



PHOTO 32

Description Honeycombing in bottom flanges typical.

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PHOTO 33

Description



PHOTO 34

Description

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PHOTO 35

Description

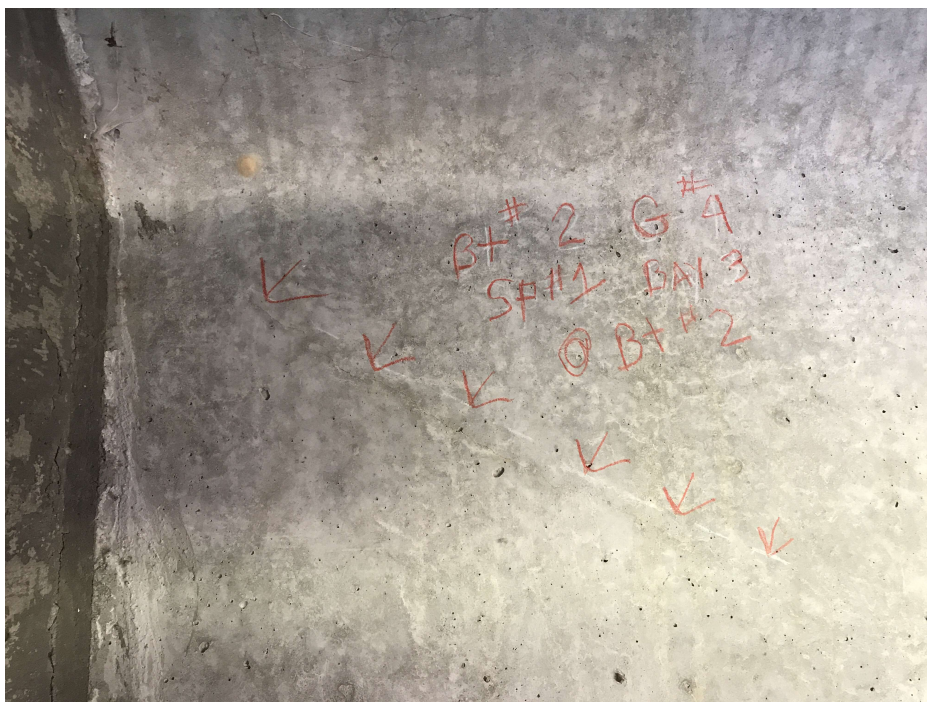


PHOTO 36 Condition

Description Diagonal cracking in girder web.

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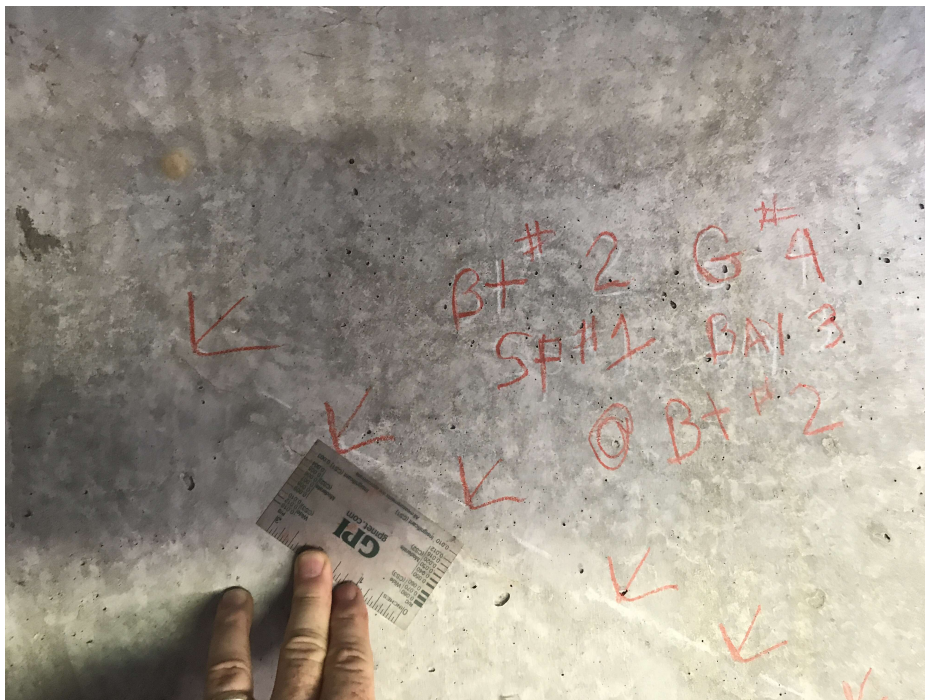


PHOTO 37 Condition

Description Diagonal cracking in girder web.



PHOTO 38

Description General view of bent #2 bearing area.

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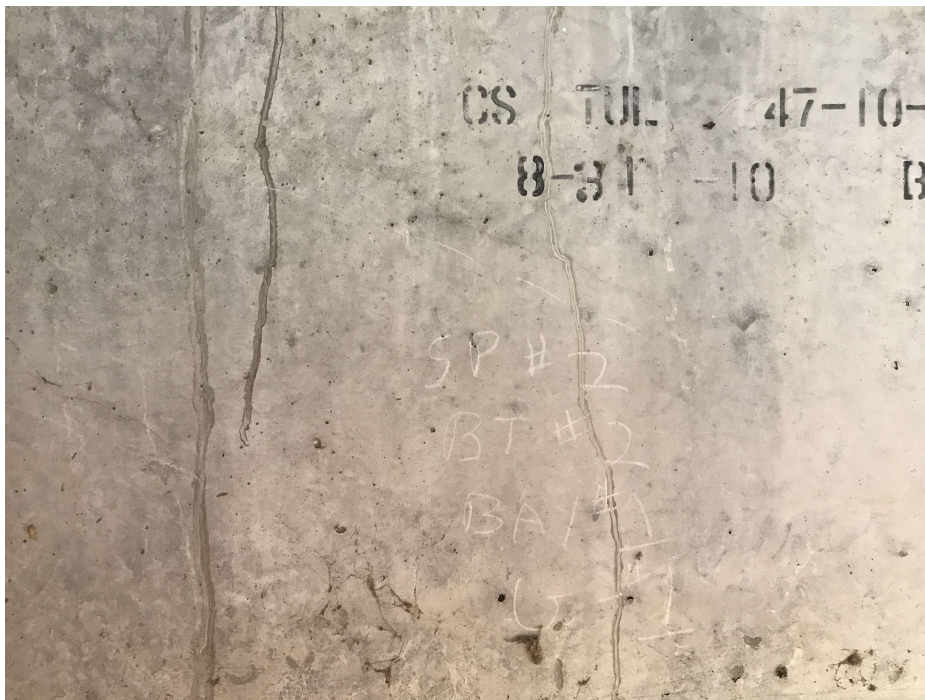


PHOTO 39

Description



PHOTO 40

Description General view of substructure.

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PHOTO 41

Description



PHOTO 42

Description Minor scour hole.

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PHOTO 43

Description Tops of drilled shafts exposed.



PHOTO 44

Description

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PHOTO 45

Description



PHOTO 46

Description

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PHOTO 47

Description Bent #5-Drilled shafts exposed.



PHOTO 48

Description Bent #4-Drilled shafts exposed.

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PHOTO 49

Description



PHOTO 50

Description

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PHOTO 51

Description



PHOTO 52

Description Bent #4, Column #4.

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PHOTO 53

Description Bent #4-Drilled shafts exposed. Photo #2.



PHOTO 54

Description General view of abutment #2.

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PHOTO 55

Description



PHOTO 56

Description

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PHOTO 57

Description Channel looking South.



PHOTO 58

Description Channel looking North.

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Sketches

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Maintenance Needs

Date Reported: 2/3/2012 12:00:00 AM
Priority: G - General/ Preventive maintenance
Work Code: Repair

Deficiency Description:

Deck and Top of Back Walls -
Driving surface of the deck has sealable longitudinal, transverse and map cracks. The cracks sealant used in the past has failed in most locations with numerous unsealed cracks visible in all spans. The tops of the back walls have numerous unsealed transverse cracks.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Transverse deck cracking.

Stage: Monitor



PHOTO 2 Description Transverse deck cracking.

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Maintenance Needs

Stage: Monitor



PHOTO 3 Description Longitudinal deck cracking.

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Maintenance Needs

Date Reported: 08/25/2015
Priority: G - General/ Preventive maintenance
Work Code: Repair

Deficiency Description:

Deck -

The deck sawn joints and the centerline construction joint sealant appears to have adhesion failure allowing water to penetrate the joints. Active corrosion is forming on the stay in place forms along the centerline of the structure. Joint sealant is in place at the time of the inspection.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Corrosion to SIP forms along construction joint.

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Maintenance Needs

Date Reported: 08/28/2017
Priority: C - Important
Work Code:

Deficiency Description:

The steel cover plates attached to the right parapet wall have out of plane bending at Both abutment expansion joints.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description South sliding plate at Bent 1.

Stage: Monitor



PHOTO 1 Description The steel cover plates attached to the right parapet wall have out of plane bending at Both abutment expansion joints.

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Maintenance Needs

Stage: Monitor



PHOTO 2 **Description** The steel cover plates attached to the right parapet wall have out of plane bending at Both abutment expansion joints.

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Maintenance Needs

Date Reported: 08/14/2019

Priority: D - Routine

Work Code:

Deficiency Description:

Expansion joints - The expansion joints at both abutments have dirt, debris and gravel accumulation in the gutters and in portions of the driving lanes.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description Dirt and debris expansion joint assembly.

Stage: Open



PHOTO 2 Description The expansion joints at both abutments have dirt, debris and gravel accumulation in the gutters and in portions of the driving lanes.

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Maintenance Needs

Stage: Open



PHOTO 3 Description East abutment expansion joint assembly-Gravel accumulation.

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Deck/Culvert Notes

SuperStructure Notes

SubStructure Notes

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Load Posting

Legal Load	Calculated
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CODE 4 VEHICLE (22 tons)	40 Tons
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CODE 9 VEHICLE (31 tons)	43 Tons
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CODE 5 VEHICLE (40 tons)	47 Tons
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If calculated < legal load posting is required