

Bridge Inspection Report

03364
SH 80-Scott Co.
over
Poteau Creek



Inspection Date:

Inspected By:

Inspection Type(s):

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Inspector:

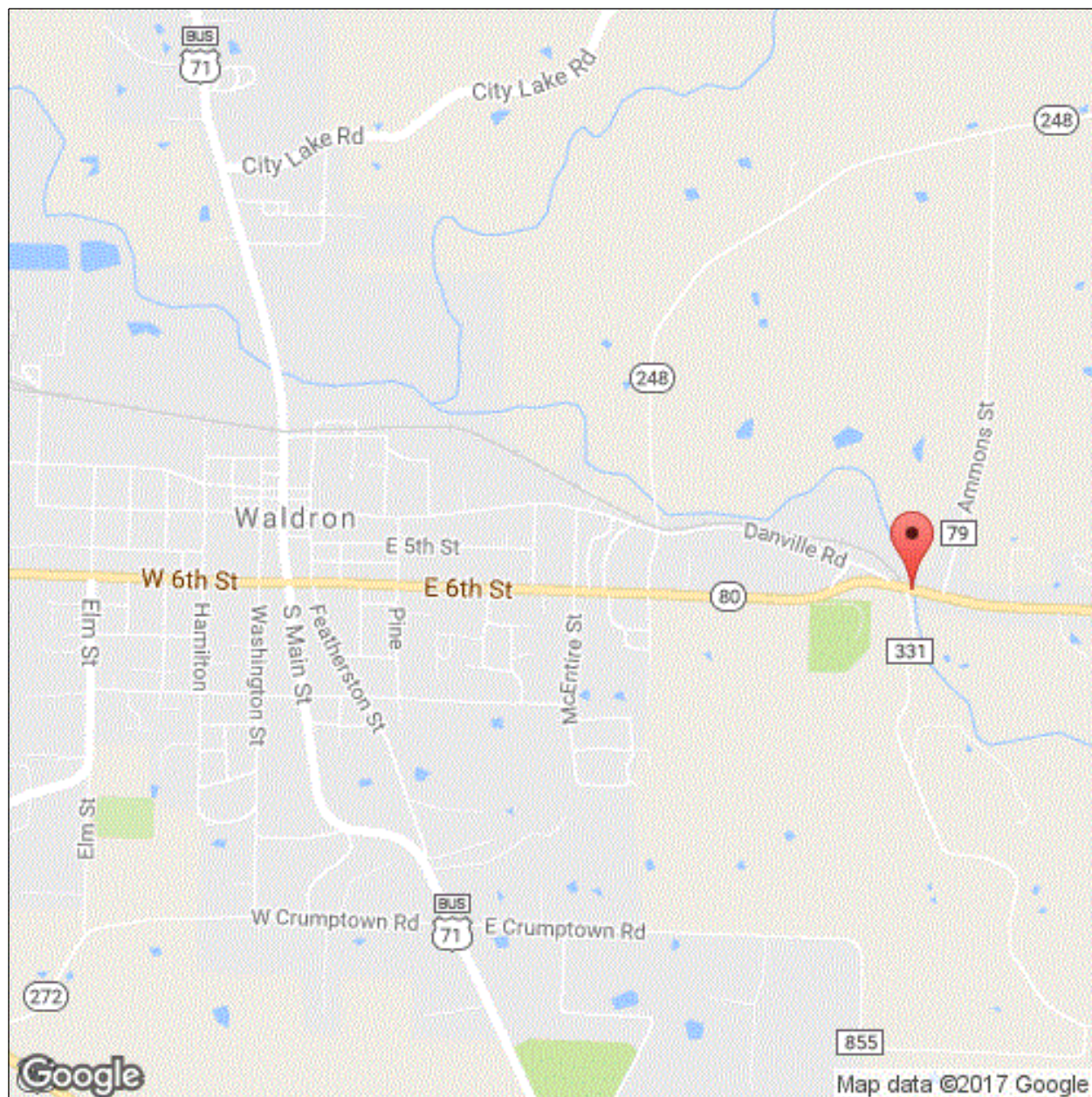
Structure Number: 03364

Inspection Date:

Facility Carried: SH 80-Scott Co.

Bridge Inspection Report

Location Map



Latitude: 34.89614

Longitude: -94.06640

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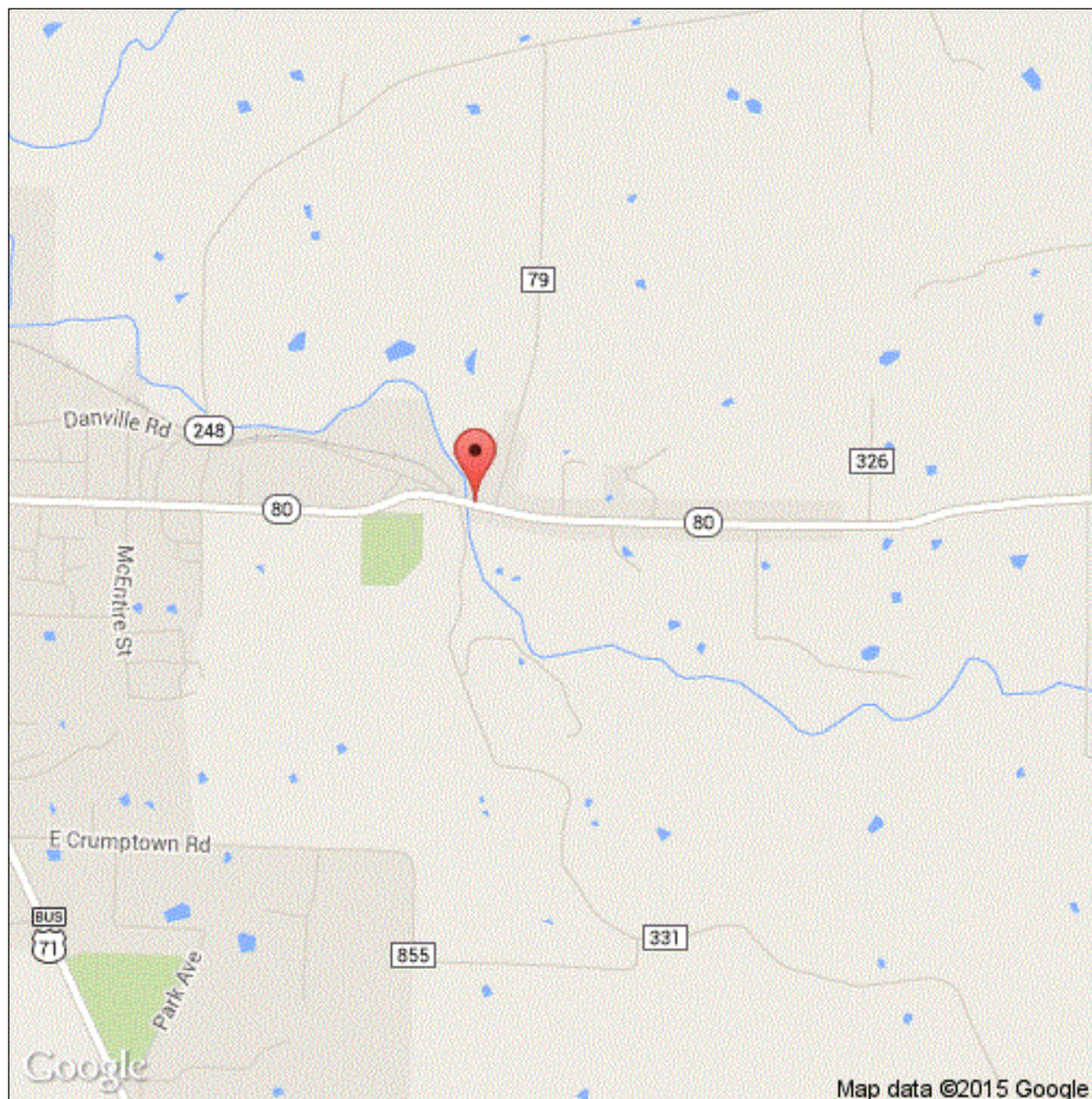
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Executive Summary

02/06/2019 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading and visual observations indicate the footings appear to be well keyed into solid shale channel with no apparent scour problems at this inspection.

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National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	02/05/2019
(8) STRUCTURE NUMBER	03364	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 3 1 80 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	04 (3) COUNTY CODE 127	A. FRACTURE CRITICAL DETAIL	N
(4) PLACE CODE	70440	B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	Poteau Creek	C. OTHER SPECIAL	N
(7) FACILITY CARRIED	SH 80-Scott Co.		
(9) LOCATION	1.43 MI E JCT OF US 71B		
(11) MILEPOINT 1.430	(12) BASE HIGHWAY NETWORK 0		
(13A) LRS INVENTORY ROUTE	0000000000 (13B) SUBROUTE NUMBER 00		
(16) LATITUDE 34.89614	(17) LONGITUDE -94.06640		
(98A) BORDER BRIDGE CODE			
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT		
STRUCTURE TYPE AND MATERIAL		CONDITION	
(43) STRUCTURE TYPE, MAIN		(58) DECK	6
A) KIND OF MATERIAL/DESIGN: 1 - Concrete		(59) SUPERSTRUCTURE	6 (60) SUBSTRUCTURE 5
B) TYPE OF DESIGN/CONSTR: 22 - Channel Beam		(61) CHANNEL & CHANNEL PROTECTION	8 (62) CULVERT N
(44) STRUCTURE TYPE, APPROACH SPANS			
A) KIND OF MATERIAL/DESIGN: 0 - Other			
B) TYPE OF DESIGN/CONSTR: 00 - Other			
(45) NUMBER OF SPANS IN MAIN 4	(46) NUMBER OF APPROACH 0		
(107) DECK STRUCTURE TYPE 2	(108A) WEARING SURFACE 1		
(108B) DECK MEMBRANE 0	(108C) DECK PROTECTION 0		
AGE OF SERVICE		LOAD RATING AND POSTING	
(27) YEAR BUILT 1960	(106) YEAR RECONSTRUCTED 0000	(31) DESIGN LOAD	2
(42) TYPE OF SERVICE ON 1 UNDER 5		(63) METHOD USED TO DETERMINE OPERATING RATING	1
(28) LANES ON 02 UNDER 00		(64) OPERATING RATING	50.0
(29) AVERAGE DAILY TRAFFIC 960	(19) BYPASS DETOUR LENGTH 3	(65) METHOD USED TO DETERMINE INVENTORY RATING	1
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014		(66) INVENTORY RATING	30.0
(109) AVERAGE DAILY TRUCK TRAFFIC 1		(70) BRIDGE POSTING	5
		(41) STRUCTURE OPEN/POSTED/CLOSED	A
GEOMETRIC DATA		APPRAISAL	
(48) LENGTH OF MAX SPAN (ft.) 31	(49) STRUCTURE LENGTH (ft.) 124	(67) STRUCTURAL EVALUATION	5
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 1 RIGHT 1		(68) DECK GEOMETRY	4
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	24.3	(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(52) DECK WIDTH, OUT-TO-OUT (ft.)	26.2	(71) WATERWAY ADEQUACY	6
(32) APPROACH ROADWAY WIDTH (ft.)	21.0	(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:	0
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	25.6	36B) TRANSITIONS:	0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	99.99	36C) APPROACH GUARDRAIL:	0
(54) VERTICAL UNDER CLEARANCE (ft.)	N 0	36D) APPROACH GUARDRAIL ENDS:	0
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	N 99.9	(113) SCOUR CRITICAL BRIDGES	8
(56) MIN LATERAL UNDER CLEARANCE (ft.)	0	SUFFICIENCY RATING	64.8 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.) 0		(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(94) BRIDGE IMPROVEMENT COST (\$)	0	(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	07
(95) ROADWAY IMPROVEMENT COST (\$)	0	(100) STRAHNET HIGHWAY DESIGNATION	0
(96) TOTAL PROJECT COST	0	(101) PARALLEL STRUCTURE DESIGNATION	N
(97) YEAR OF IMPROVEMENT COST ESTIMATE		(102) DIRECTION OF TRAFFIC	2
(114) FUTURE ADT 1342	(115) YEAR OF FUTURE ADT 2028	(103) TEMP STRUCTURE	
		(105) FEDERAL LANDS HIGHWAYS	0
		(110) DESIGNATED NATIONAL NETWORK	0
		(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
12 - Reinforced Concrete Deck	1- Ben.	2976	sq. ft.	744	2177	55	0
	-There is light abrasion on the driving surface of deck. -There is grout deterioration in the transverse joints over the intermediate bents with numerous temporary asphalt repairs. -Permanent grouted repairs made by maintenance forces in the past are beginning to deteriorate and break apart at this inspection. -There is grout deterioration and areas of missing grout in the longitudinal joints on the driving surface of the deck.						
1080 - Delamination/Spall/Patched Area		39		0	0	39	0
1130 - Cracking (RC and Other)		26		0	10	16	0
1190 - Abrasion/Wear (PSC/RC)		2167		0	2167	0	0
110 - Reinforced Concrete Open Girder/Beam	1- Ben.	868	ft.	864	0	4	0
	-Pre-cast concrete channels with units bolted together. -There is one shallow baseball size spall in the stem of Span 1, Units 2 and 4 with no exposed reinforcing steel. -Span 3, Unit 4 Rt stem, has a baseball sized spall with exposed reinforcing steel adjacent to Bent # 4 on the bottom of the stem. Exposed reinforcing steel has no apparent section loss at this inspection. - Span 3, Unit 1 Rt stem has a shallow spall with exposed reinforcing steel with active corrosion on the bottom of the stem adjacent to Bent # 3.						
1080 - Delamination/Spall/Patched Area		2		0	0	2	0
1090 - Exposed Rebar		2		0	0	2	0
205 - Reinforced Concrete Column	1- Ben.	6	each	0	3	3	0
	-Bent 3, Column 2 has vertical and horizontal cracks at top of column adjacent to bent cap. -There is medium abrasion at the base of columns.						
1130 - Cracking (RC and Other)		1		0	0	1	0
1190 - Abrasion/Wear (PSC/RC)		5		0	3	2	0
215 - Reinforced Concrete Abutment	1- Ben.	72	ft.	63	0	9	0
	-Both abutments have shallow spalls with no exposed reinforcing steel in the bearing area under the stems of the channels. Spalls range in size from 6" up to 18" at this inspection.						
1080 - Delamination/Spall/Patched Area		9		0	0	9	0

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Element Inspection

234 - Reinforced Concrete Pier Cap	1- Ben.	78	ft.	61	9	8	0
	-Intermediate bent caps have numerous delaminated areas and shallow spalls in the bearing area under the stems of the channels. Spalls range in size from 6" up to 24" at this inspection. -Bent 3 has a 24" delaminated repair and an 18" spall with exposed reinforcing steel. Exposed reinforcing steel has up to initial section loss at this inspection. -Bent 4 Lt has a shallow spall with exposed reinforcing steel on the Span 3 side.						
1080 - Delamination/Spall/Patched Area		12		0	4	8	0
1090 - Exposed Rebar		2		0	2	0	0
1130 - Cracking (RC and Other)		3		0	3	0	0
330 - Metal Bridge Railing	1- Ben.	248	ft.	248	0	0	0
	-The metal portions of the bridge railing has areas with a rust coating.						
515 - Steel Protective Coating		992	sq. ft.	0	0	662	330
3440 - Effectiveness (Steel Protective Coatings)		992		0	0	662	330

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Pictures

PHOTO 1

Description

PHOTO 2

Description

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Bridge Inspection Report

Pictures

PHOTO 3

Description

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Bridge Inspection Report

Sketches

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Maintenance Needs

Date Reported: 03/30/2015

Priority: C - Important

Work Code: Repair

Deficiency Description:

Southwest approach guardrail

The Southwest approach railing has collision damage to the turn down portion of the railing.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Southwest approach guardrail damage.

Inspector:

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Maintenance Needs

Date Reported: 03/30/2015

Priority: D - Routine

Work Code: Repair

Deficiency Description:

Deck

The transverse grouted joints at the ends of the pre-cast channel units over the intermediate bents have grout deterioration that has created potholes in the driving surface.

The transverse joints leak water which appears to be contributing to the significant amount of spalling on the bent caps.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Typical spalling over the intermediate bents.

Stage: Monitor



PHOTO 2 Description Bent # 3 cap spalling.

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Maintenance Needs

Date Reported: 03/30/2015

Priority: C - Important

Work Code: Repair

Deficiency Description:

East and west approach roadways

The ACHM driving surface at the east and west approach roadways has settlement and is beginning to break apart with potholes forming adjacent to the bridge ends.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Achm settlement and break up at the west approach.