



Latitude:35.87244, Longitude:-94.45727

Route:45 Section:03 Log:1.91

Arnold Road ID:72x45x3xA, Arnold Log mile:1.904

District 04, 143 - Washington County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

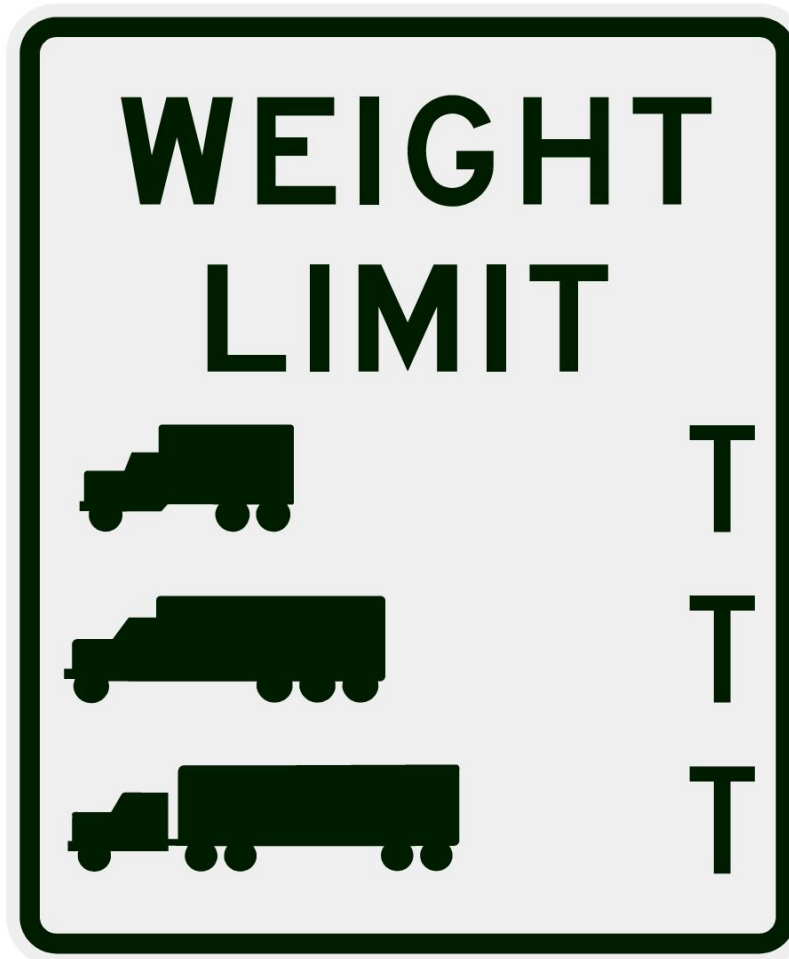
### Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

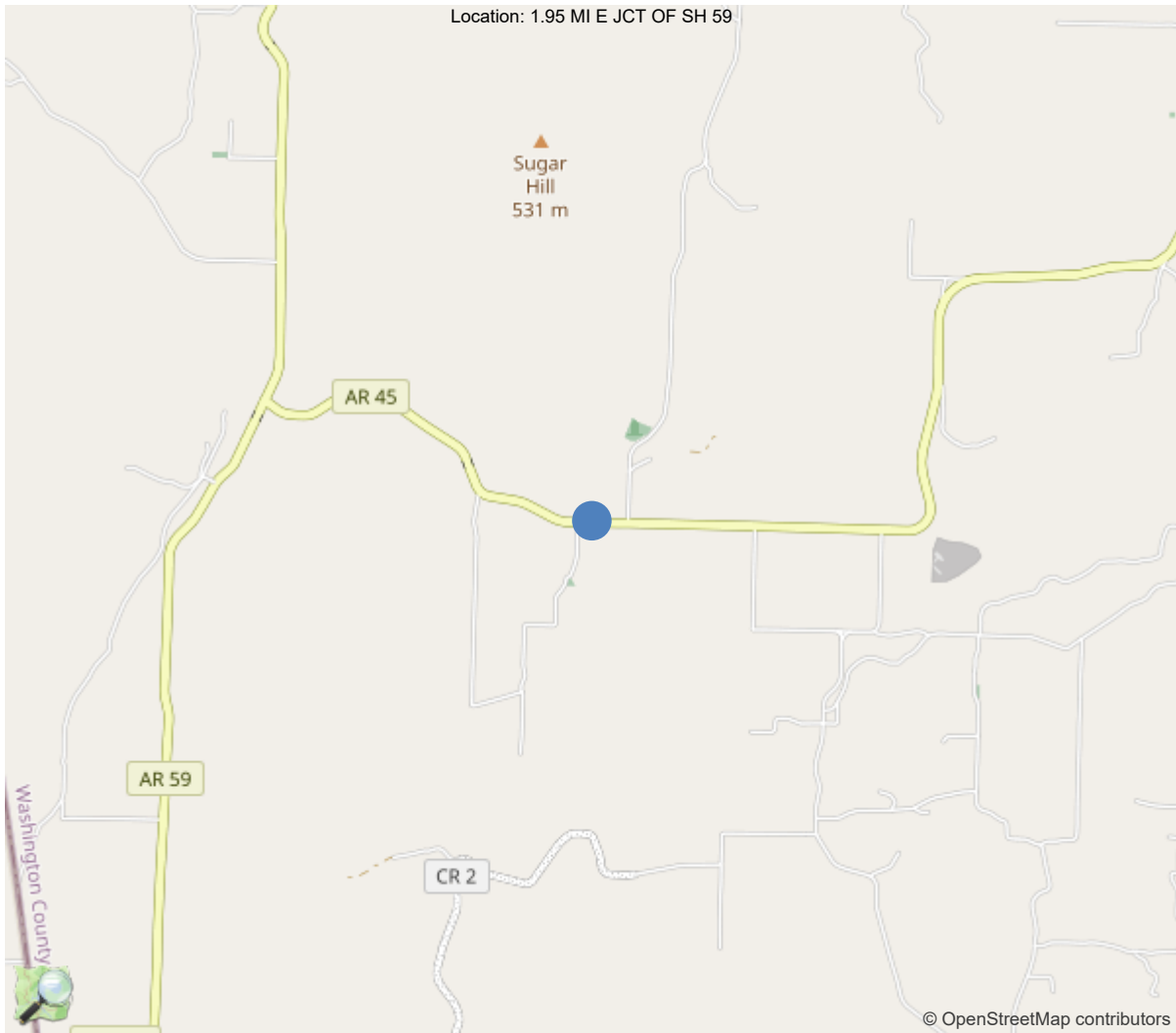
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	30		
Code 9 (31 Tons)	35		
Code 5 (40 Tons)	45		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



35.87244, -94.45727



Asset #03097(Routine, Underwater type 2)  
State Highway 45 over Fly Creek-Washington Co.  
Location: 1.95 MI E JCT OF SH 59  
Team Lead: Jeff Jones Inspection Date: 10/10/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03097
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	Fly Creek-Washington Co.
(7) Facility Carried	State Highway 45
(9) Location	1.95 MI E JCT OF SH 59
(11) Mile Point	1.91 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.87244
(17) Longitude	-94.45727
(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	1957
(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	1100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	28 ft
(49) Structure Length	112 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 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)	27.9 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - 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	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(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
(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
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	4
(59) Superstructure	4
(60) Substructure	4
(61) Channel & Channel Protection	5
(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	48
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
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	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	8 - Bridge foundations determined to
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	1280
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/10/2024		
(91) Frequency	24		
(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.			





Team Lead: Jeff Jones, Inspection Date: 10/10/2024

IDENTIFICATION	
B.ID.01 Bridge Number	03097
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1957

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	143 - Washington County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.87244
B.L.06 Longitude	-94.45727
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	1.95 MI E JCT OF SH 59
B.L.12 Metropolitan Planning Organization	5

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	108
B.G.02 Total Bridge Length	111.9
B.G.03 Max Span Length	27.9
B.G.04 Min Span Length	28
B.G.05 Bridge Width Out-to-Out	26.6
B.G.06 Bridge Width Curb-to-Curb	24
B.G.07 Left Curb or Sidewalk Width	1
B.G.08 Right Curb or Sidewalk Width	1
B.G.09 Approach Roadway Width	27.9

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	17
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	2973.1

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.81
B.LR.06 Operating Load Rating Factor	1.33
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	4 - POOR - Widespread moderate
B.C.02 Superstructure Condition	4 - POOR - Widespread moderate
B.C.03 Substructure Condition	4 - POOR - Widespread moderate
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	5 - FAIR - Some moderate defec
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	4 - POOR - Widespread moderate
B.C.09 Channel Condition Rating	5 - FAIR - Moderate defects; b
B.C.10 Channel Protection Condition	4 - POOR - Widespread moderate
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	P - Poor
B.C.13 Lowest Condition Rating	4 - POOR - Widespread moderate
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	F - Fair
B.AP.02 Overtopping Likelihood	3 - Low - once every 26 to 50 years
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	4	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	1	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	C01 - Reinforced concrete - ca	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	S01 - Slab - solid	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
<b>A1</b>			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	A03 - Abutment - open/spill th	B.SB.07 Foundation Protective System	0 - None
<b>P1</b>			
B.SB.02 No. of Substructure Units	3	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	B02 - Bent - column with web w	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	1100
B.F.03 Feature Name	State Highway 45	B.H.10 Annual ADTT	11
B.H.01 Functional Classification	5 - Major Collector	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	25.5
B.H.07 LRS Mile Point	1.91	B.H.17 Bypass Detour Length	10
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	R01	45	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline



Team Lead: Jeff Jones, Inspection Date: 10/10/2024

WATERWAY FEATURES

W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	Fly Creek-Washington Co.	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent - Open	

LOAD EVALUATION AND POSTING

B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
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### General Observation

10/15/2024 - JCJ & TJL - Routine maintenance and Type 2 Underwater Inspection conducted this date.

Inspection Procedure:

Parking:

Vehicle can be parked on the shoulder at the Southwest end of the structure.

Access:

Structure inspected from the ground.

There is pedestrian access on both sides of the structure without needing to go through locked gates.

Depth of Water:

Water was approximately 3.5' deep during the time of inspection.

Tools Needed:

Sounding weight attached to a tape measure - Channel cross sections were taken along both edges of the deck utilizing a sounding weight attached to a tape measure.

Hip Waders & Range Pole – Substructure in the channel was visually inspected along with wading and probing using sections of range pole from under the structure.

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**58 - Deck** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

Poor condition with advanced deterioration.

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**59 - Superstructure** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Poor condition with advanced deterioration.

---

**60 - Substructure** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Poor condition with advanced deterioration.

---





**61 - Channel/Channel Protection** (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

10/15/2024 - JCJ & TJL - Routine maintenance and Type 2 Underwater Inspection conducted this date.

Design:

ArDOT Drawing Number 9381 indicate all footings for all bents are keyed into rock.

Field observations at the structure:

Wading and probing during deep and turbid water conditions indicate the following:

Bent 2, The top of both footings are exposed.

Bent 3, The top of both footings are exposed.

Bent 4, Column 1, The top of footing is exposed.

Bent 4, Column 2, The top of footing has cover.

Loose gravel located at the base of all footings approximately 6" below the top of the footings.

Water was approximately 3.5' deep in the channel during the time of inspection.

Drift accumulation under Spans 1, 2, & 3.

Profile:

A cross section of the channel was taken along both sides of the structure this date.

See channel cross section documentation associated with this inspection for additional information.

Channel:

There is some embankment erosion observed on the Left and Right ends of the structure.

Abutment 1, The dumped rip rap and grouted riprap has displacement and settlement during the time of inspection.

Abutment 2, Rip Rap is in place and appears to be functioning as intended.

History:

Review of the bridge inspection history files indicate that this structure has no documentation of undermining or scour problems.

Bent 3, Columns 1 footing, The previously documented hole at the base of the left column of Bent 3 was silted in at this inspection and was not visible.

09/21/2022 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading and probing indicates.

-Abutment # 1 has earth settlement under the cap with failing concrete repairs.

-Bent # 2 footings are exposed with a few inches of the vertical faces of the footings exposed.

-Bent # 3 footings exposed with the vertical edge of the footings exposed with no voids found under the footing. Drift accumulation hindered the backface of the Lt footing from being probed.

-Bent # 4 Lt column # 4 footing is exposed and the Rt footing has cover.

-Abutment # 2 footing has cover.

-No apparent significant scour problems at this inspection.

08/19/2020 - RSM & SPC: Underwater Type II Inspection: Wading and probing in low water conditions revealed that the footings are expose but have no apparent undermining or scour problems at this inspection. The previously documented hole at the base of the left column of bent # 3 has apparently silted in at this inspection and was not visible.

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## **A-2 - Wearing Surface Thickness (2)**

08/19/2020 - RSM - Wearing surface updated to reflect new chip and seal wearing surface.

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## **A-15 - Late Reason (N/A)**

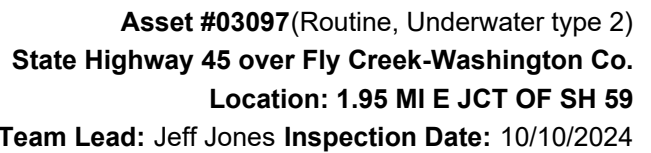
Structure inspected late due to heavy work load.

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## **B.C.08 Bridge Joints Condition Rating (4 - POOR - Widespread moderate or isolated major defects. )**

Covered in asphalt

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[illegible]



**Asset #03097**(Routine, Underwater type 2)  
**State Highway 45 over Fly Creek-Washington Co.**  
**Location: 1.95 MI E JCT OF SH 59**  
**Team Lead: Jeff Jones Inspection Date: 10/10/2024**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	75	67	8	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
(215) Abutment 1: 2 shallow 3" spalls with no exposed reinforcing steel. 2LF CS2 Abutment 1, Right end, wingwall: 5" spall with exposed reinforcing steel. 1LF CS2 Abutment 1: 2 vertical hairline shrinkage cracks. 2LF CS2 Under Span 1: Large portion of the grouted rip rap has fractured, slid out of place, and wedged against Column 1 of Bent 2. Remaining rip rap is undermined. Abutment 2: 3' of efflorescence. 3LF CS2							
220	Reinforced Concrete Pile Cap/Footing	LF	50	44	5	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1190	Abrasion/Wear (PSC/RC)	LF	5	0	5	0	0
(220) Footings: Founded on solid rock channel that is exposed in areas during this inspection. Footings: Abrasion. 5LF CS2 Bent 2: Top of both footings are exposed. Bent 3: Top of both footings are exposed. Previously documented 6" wide void at the base of column 1 of Bent 3 has apparently silted in and could not be located during this inspection. 1LF CS3 Bent 4, Column 1: Softball size area of concrete deterioration with no exposed reinforcing steel. Bent 4, Column 2: Softball size area of concrete deterioration with no exposed reinforcing steel.(Not detected during this inspection) Loose gravel located at the base of all footings approximately 6" below the top of the footings.  History Notes - Several footings are exposed at this inspection. Measurements were taken to determine the distance between the top of the footings and the gravel channel floor. The top of the Right footing of Bent # 2 is 10" above the flowline of the channel at this inspection. The top of the Left footing of Bent # 3 is 2' - 1" above the flowline of the channel at this inspection. The top of the Right footing of Bent # 3 is 1' - 0" above the flowline of the channel at this inspection. The top of the Left footing of Bent # 4 is 8" above the flowline of the channel at this inspection. The top of the Right footing of Bent # 4 is 6" above the flowline of the channel at this inspection.							
234	Reinforced Concrete Pier Cap	LF	83	0	2	81	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1090	Exposed Rebar	LF	14	0	2	12	0
1120	Efflorescence/Rust Staining	LF	67	0	0	67	0
(234) Intermediate Bent Caps: Heavy map cracking with efflorescence and concrete deterioration. 67LF CS3 Exposed reinforcing steel with active corrosion and initial section loss. Bent 2, Both ends: Concrete deterioration with exposed reinforcing steel with active corrosion and up to approximately 25% sections loss. 5LF CS3 Bent 3: Spalls with exposed reinforcing steel. 4LF CS3 Bent 4 cap: Concrete deterioration with exposed reinforcing steel. 2LF CS2 & 3LF CS3							
330	Metal Bridge Railing	LF	224	6	218	0	0
1000	Corrosion	LF	214	0	214	0	0
7000	Damage	LF	4	0	4	0	0

**Asset #03097**(Routine, Underwater type 2)  
**State Highway 45 over Fly Creek-Washington Co.**  
**Location: 1.95 MI E JCT OF SH 59**  
**Team Lead: Jeff Jones Inspection Date: 10/10/2024**





Elevation. Right side of structure.



Undersurface of Span 2. Typical.



Deck. Typical.



Channel, Left side of structure.





Abutment 1. Left embankment.



Probing substructure footings.



Drift accumulation under Spans 1, 2, & 3.



Channel. Right side of structure.





Approach roadway facing East.



Span 4, Abutment 2, Right side of slab.



Span 4, Slab undersurface and exterior edge, Right side: 5' long spall with exposed reinforcing steel. 5SF CS3. Up to approximately 1/4" section loss



Span 4, undersurface of the slab, right side exposed reinforcing steel.





Span 4, Undersurface of the deck. Typical.



Span 3. Undersurface of the deck. Typical.



Span 2, Undersurface of the deck. Typical.



Span 1, Undersurface. Typical.





Span 1, Abutment 1, Left side: Diagonal cracks with efflorescence.



Span 1, Abutment 1, Right side: Diagonal cracks with efflorescence.



Deck. Typical.



Deck. Typical.





10/15/2024

Right curb.



10/15/2024

Right curb.



10/15/2024

Right curb.



10/15/2024

Deck. Left curb. Typical.





Deck. Span 1. Typical.



Bent 4, Right column. Spall with exposed reinforcing steel.  
1EA CS3



Bent 4 columns. Typical.



Bent 2, Left column, Back face, spall with exposed  
reinforcing steel.





10/15/2024

Bent 4 strut. Back face.



10/15/2024

Bent 2, Back Face: Typical.



10/15/2024

Abutment 2: Typical.



10/15/2024

Abutment 1: Typical.





Bent 4, Ahead face.



Bent 3, Ahead face. Typical.



Bent 2 cap, Right end concrete deterioration with exposed reinforcing steel.



Left end of Bent 2 cap. Concrete deterioration with exposed reinforcing steel.





Bent 3, Back face. Typical.



Bent 2, Back face. Typical.



Left bridge railing. Typical.



### Maintenance Needs

**Date Reported:** 09/24/2012

**Priority:** C - Important

**Type of Work:** Deck Repair

**Status:** Monitor

**Component:** Element

### Deficiency Description

The deck has soft and deteriorated concrete with delaminated areas in the gutters on the left and right sides of structure. The concrete curbs have areas that are soft and deteriorated with heavy scaling. Span 4 right has a large spalled area with exposed reinforcing steel that has initial section loss.

### Remarks

08/19/2020 - RSM - A Routine Inspection revealed that Maintenance Forces have applied a new Chip and Seal Wearing surface since last inspection. Deficiencies in the gutters not visible during this inspection.



Span 1 curb, Left side: Rotten deteriorated concrete.



Span 4, right curb-Concrete deterioration.



New chip and seal wearing surface.

### Maintenance Needs

**Date Reported:** 09/24/2012

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

---

### Deficiency Description

Bridge railing posts -

Several posts on both sides of the structure have soft and deteriorated concrete with areas of map cracking with deterioration that exposes reinforcing steel.

### Remarks

---



Span 1, Right bridge rail post: Soft deteriorated concrete with exposed reinforcing steel.



Span 2, left side-Spalling with exposed reinforcing steel to base of bridge railing posts.



### Maintenance Needs

**Date Reported:** 09/24/2012

**Priority:** C - Important

**Type of Work:** Substructure Repair

**Status:** Monitor

**Component:** Element

### Deficiency Description

The intermediate bents have heavy map cracking with concrete deterioration and efflorescence throughout. The ends of the intermediate caps have concrete section loss with exposed reinforcing steel and delaminated areas in some locations. Bent 4 is the most extreme case with heavy cracking with efflorescence, delaminated areas, and concrete deterioration that exposes reinforcing steel in the ends of the cap.

### Remarks



Bent 4 cap.



Bent 4 cap-Delaminated areas in left side of ahead face.



Undersurface of bent 4 cap-Concrete deterioration with heavy mapcracking.



Bent 2 cap, right side-Spalling, concrete deterioration with mapcracking.





Bent 2 cap, left side-Delaminated areas in backface.



Bent 4 cap, right side-Concrete deterioration / spalling  
with exposed reinforcing steel.



Bent 4 cap, left side-Concrete deterioration / spalling.



Undersurface of bent 4 cap.



### Maintenance Needs

**Date Reported:** 08/17/2016

**Priority:** C - Important

**Type of Work:** Superstructure Repair

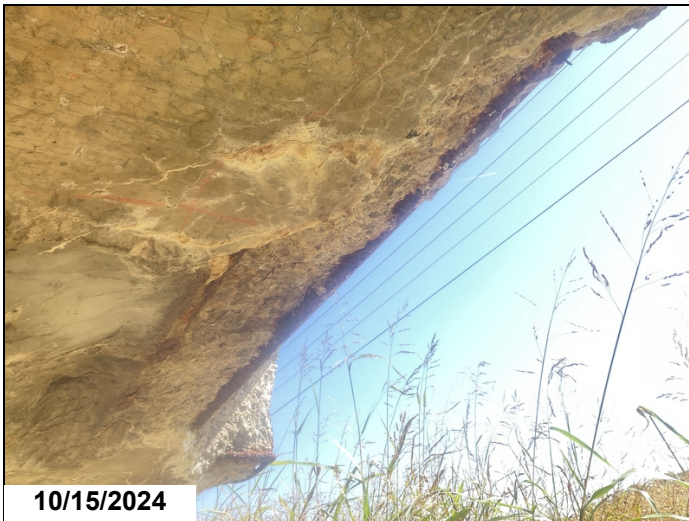
**Status:** Monitor

**Component:** Element

### Deficiency Description

The undersurface of all spans have map cracking with light to heavy efflorescence with delaminated areas along the edges. Span 4 is the worst case during this inspection with soft deteriorated concrete with exposed reinforcing steel visible in the right edge. The area of concrete deterioration adjacent to the deck drain has exposed reinforcing steel with large delaminated areas.

### Remarks



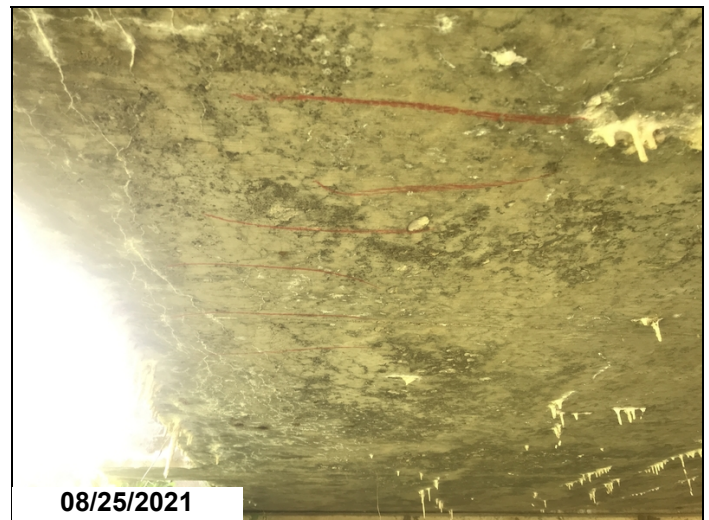
Span 4, right side-Spalling with exposed reinforcing steel and delaminated areas areas.5 SF CS3.



Span 4, right side-Spalling with exposed reinforcing steel and delaminated areas areas.



Span 4, right side-Spalling with exposed reinforcing steel and delaminated areas areas.



Span 4, left side-Delaminated areas in slab undersurface.



08/20/2020

Span 4 undersurface.



### Maintenance Needs

**Date Reported:** 08/29/2018

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Channel

### Deficiency Description

West Embankment -

The grouted rip rap adjacent to abutment 1 has fractured and settled with a large portion of the rip rap wedged against column 1 of bent 2. The grouted rip rap still in place is undermined.

### Remarks



Abutment 1, settlement of grouted riprap.



Abutment 1 typical.



The grouted rip rap adjacent to abutment 1 has fractured and settled with a large portion of the rip rap wedged against column 1 of bent 2. The grouted rip rap still in place is undermined.

**Maintenance Needs**

**Date Reported:** 10/15/2024

**Priority:** C - Important

**Type of Work:** Channel Work/Drift Removal

**Status:** Open

**Component:** Channel

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**Deficiency Description**

Heavy drift accumulation.

**Remarks**

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Drift



### Maintenance Needs

**Date Reported:** 08/17/2016

**Priority:** D- Routine

**Type of Work:** Superstructure Repair

**Status:** Monitor

**Component:** Element

### Deficiency Description

Concrete Slab Span -

Span 1 has a shear type crack adjacent to abutment 1.

The left and right sides of Span 4 have a shear type crack adjacent to abutment 2.

### Remarks



Span 1, Abutment 1, Left side: Shear type crack.



Span 4, left side-Shear type cracks.



Abutment 2, right side-Shear type crack.



Span 1, right side-Shear crack.





## Routine Maintenance

### Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No

**A-54 - Sealable Deck Cracks (No)**

**A-55 - Deck Washing Needed (No)**

**A-56 - Joint Cleaning/Flushing Needed (No)**



**Asset #03097**(Routine, Underwater type 2)  
**State Highway 45 over Fly Creek-Washington Co.**  
**Location: 1.95 MI E JCT OF SH 59**  
**Team Lead: Jeff Jones Inspection Date: 10/10/2024**

**A-57 - Girder End and Bearing Painting Needed (No)**

**A-58 - Cap Cleaning/Flushing Needed (No)**

**A-59 - Joint Repair Needed (No)**

**A-60 - Full Girder Painting Needed (No)**

**A-61 - Polymer Overlay Advised (No)**

**A-62 - Hydro and LMC Advised (No)**

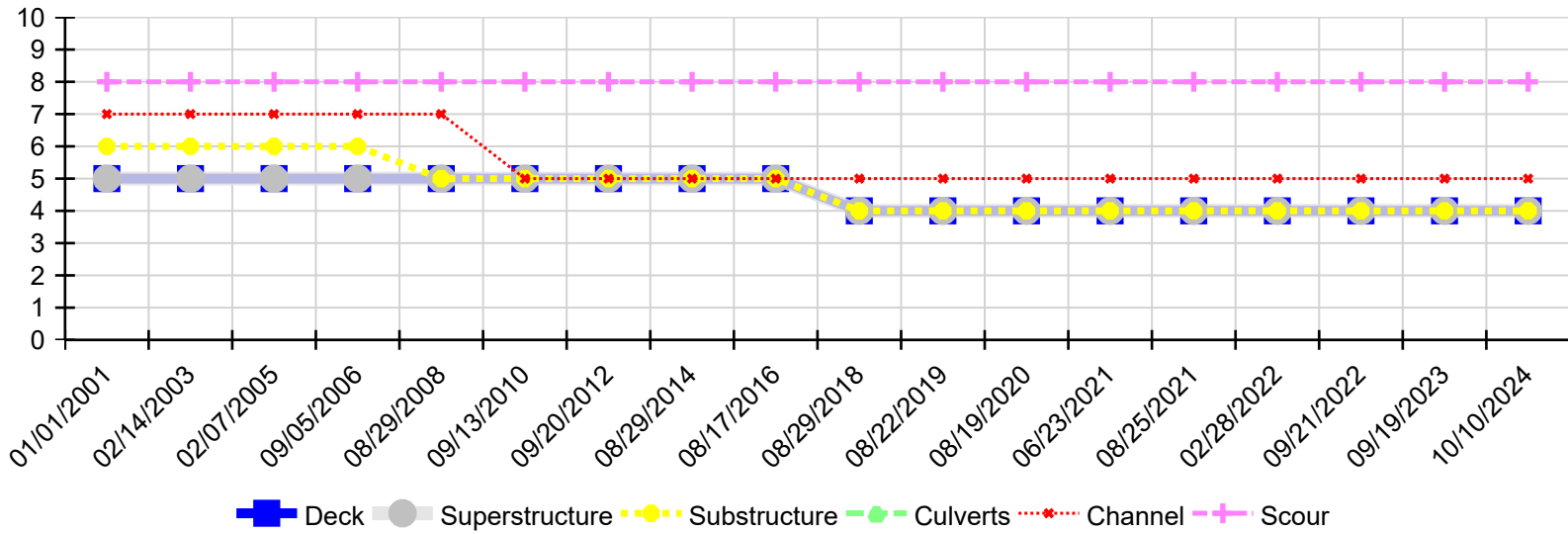
**A-63 - Missing/Incorrect Log Mile Signage (No)**

**A-64 - Vegetation Removal Requested (No)**



Asset #03097(Routine, Underwater type 2)  
State Highway 45 over Fly Creek-Washington Co.  
Location: 1.95 MI E JCT OF SH 59  
Team Lead: Jeff Jones Inspection Date: 10/10/2024

Condition History



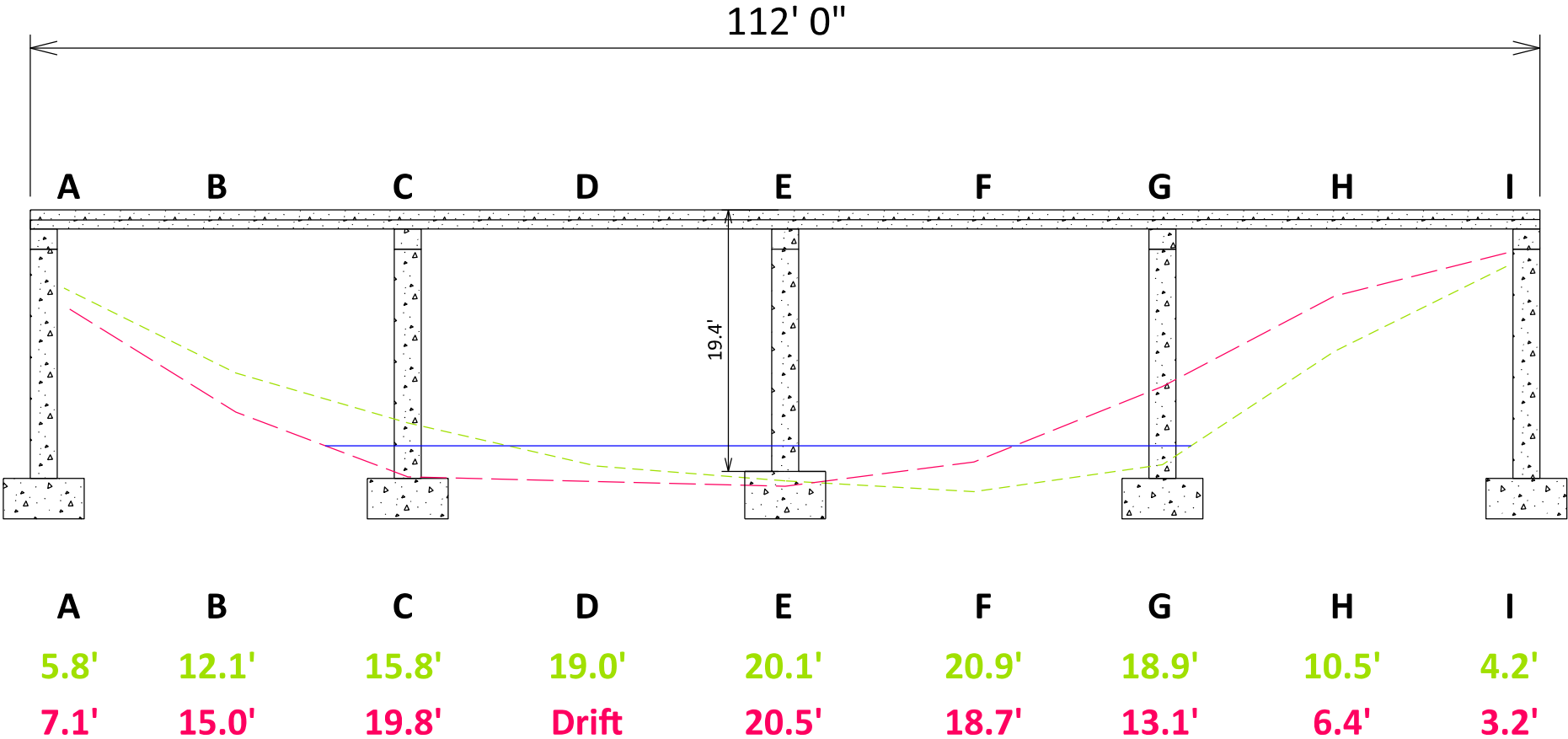
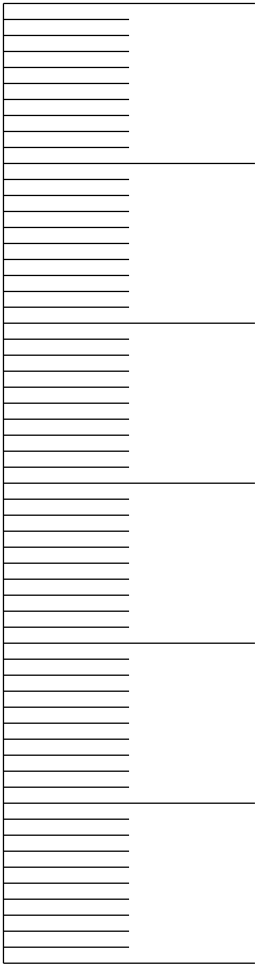
Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/10/2024	4	4	4	N	5	8
09/19/2023	4	4	4	N	5	8
09/21/2022	4	4	4	N	5	8
02/28/2022	4	4	4	N	5	8
08/25/2021	4	4	4	N	5	8
06/23/2021	4	4	4	N	5	8
08/19/2020	4	4	4	N	5	8
08/22/2019	4	4	4	N	5	8
08/29/2018	4	4	4	N	5	8
08/17/2016	5	5	5	N	5	8
08/29/2014	5	5	5	N	5	8
09/20/2012	5	5	5	N	5	8
09/13/2010	5	5	5	N	5	8
08/29/2008	5	5	5	N	7	8
09/05/2006	5	5	6	N	7	8
02/07/2005	5	5	6	N	7	8
02/14/2003	5	5	6	N	7	8
01/01/2001	5	5	6	N	7	8



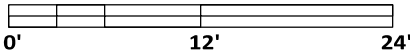
Measurements taken from top of curb  
Solid rock channel exposed in areas under structure

Waterline - 17.5'

10' Scale



ARKANSAS STATE HIGHWAY COMMISSION  
Little Rock, ARK.



Scale: 1"=12'

Inspection Dir: W to E

Channel Flow: S to N

BRIDGE NO.

03097

Drawn By: TJL

Project: Chan\_Prof

Checked By: Edit

Date: 2024/10/15

