



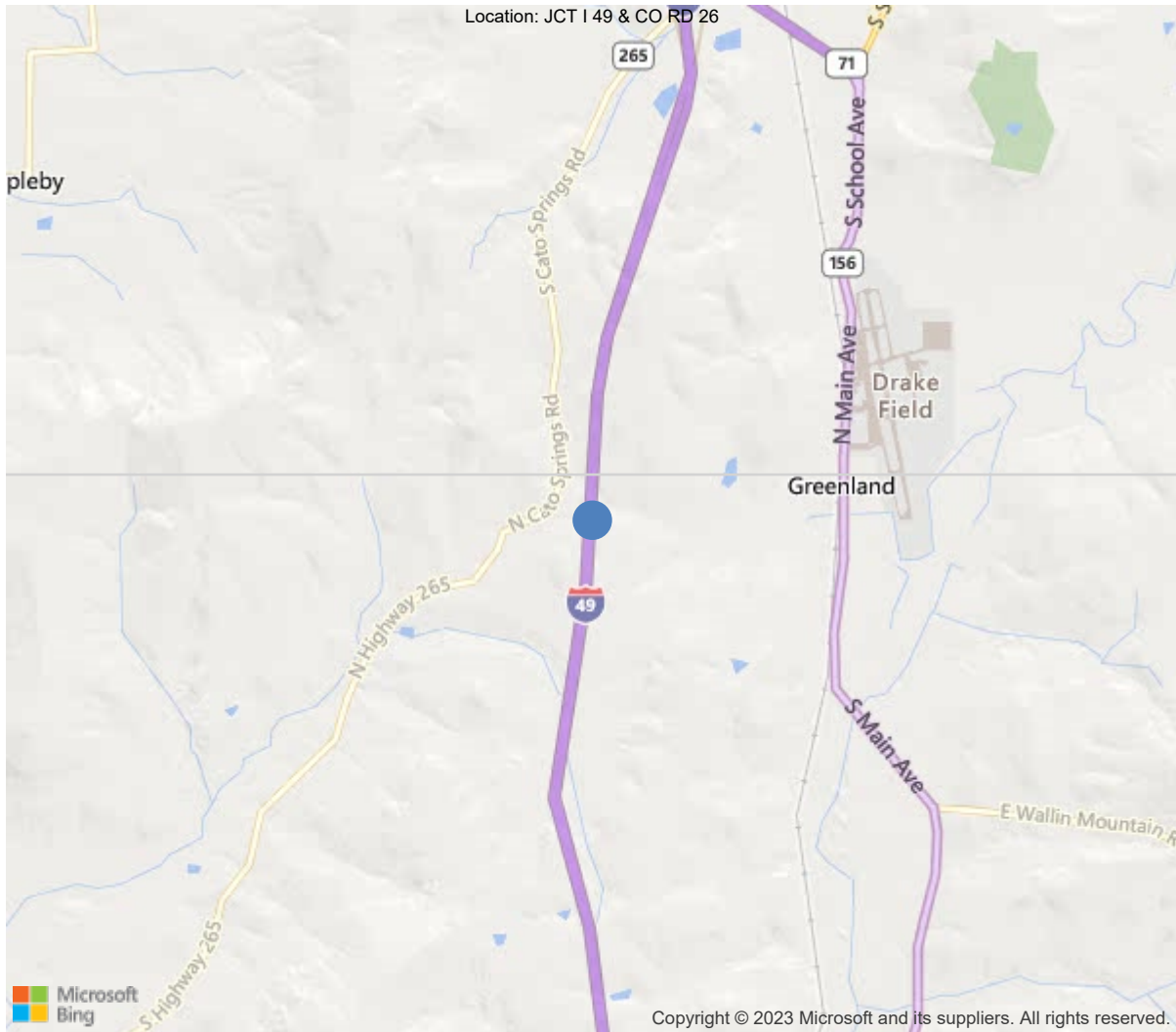
Latitude:35.99676, Longitude:-94.19606

Route:49 Section:28 Log:57.88

Arnold Road ID:72x49x28xA, Arnold Log mile:57.953

District 04, 143 - Washington County

Owner: 1 - State Highway Agency



35.99676, -94.19606



Asset #B6242(Routine)

I 49 NB LANES over W. Wilson Street - Wash.

Location: JCT I 49 & CO RD 26

Team Lead: Eric West, Inspection Date: 07/19/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B6242
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	W. Wilson Street - Wash.
(7) Facility Carried	I 49 NB LANES
(9) Location	JCT I 49 & CO RD 26
(11) Mile Point	57.88 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000049080
(16) Latitude	35.99676
(17) Longitude	-94.19606
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
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	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1994
(106) Year Reconstructed	0
(42) Type of Service	11
On	1 - Highway
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	2
(29) Average Daily Traffic	13000
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	68 ft
(49) Structure Length	160 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.9 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0 - No median
(34) Skew	8 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	15.9 ft
Ref:	
(55) Min Lat Underclear RT	20.1 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	1
(26) Functional Class	11 - Urban Principal Arterial
(100) Defense Highway	1 - The inventory route is on
(101) Parallel Structure	R - The right structure of par
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	7
(60) Substructure	6
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	6 - MS 18+Mod / HS 20+Mod
(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	
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	7
(69) Clearances, Vertical/Horizontal	7
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.
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	19691
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/19/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



Asset #B6242(Routine)

District: 04, County: 143 - Washington County

Team Lead: Eric West, Inspection Date: 07/19/2022

General Observation

07/19/2022 - EJW & JPW - Routine Inspection conducted on this date.

06/11/2020 - RSM & SPC: Routine inspection conducted this date. See element notes for documentation. Underclearances field measured and verified this date. See Microstation sketch linked in "Files" tab for clearance measurements.

06/13/2018 - TJL - Elements were plan verified on this date.

A-15 - Late Reason (Optimize Schedule)

07/19/2022 - EJW - Structure inspected late due to heavy work load.

A-46 - Asset Files

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I 49 NB LANES over W. Wilson Street - Wash.

Location: JCT I 49 & CO RD 26

Team Lead: Eric West, **Inspection Date:** 07/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6768	4337	648	1783	0
1080	Delamination/Spall/Patched Area	SF	3	0	3	0	0
1090	Exposed Rebar	SF	1	0	0	1	0
1130	Cracking (RC and Other)	SF	2427	0	645	1782	0
(12) -There is sealable longitudinal, transverse, and map cracking on the driving surface of the deck. -Map cracking appears to be most excessive in the outside lane. -The transverse saw joints in the deck have deteriorated sealant.							
107	Steel Open Girder/Beam	LF	948	627	320	1	0
1000	Corrosion	LF	321	0	320	1	0
515	Steel Protective Coating	SF	9795	8995	400	400	0
3410	Chalking (Steel Protective Coatings)	LF	400	0	400	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	400	0	0	400	0
(107) -The exterior surfaces of the exterior beams have a chalking paint system that exposes the primer coat in areas. -There are a few isolated areas of light superficial rust. -The exterior side of beam # 6 top flange over abutment # 2 has a 6" long area of corrosion with flaking rust / initial section loss. -No visible cracks in the steel beams.							
205	Reinforced Concrete Column	EA	6	0	6	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1130	Cracking (RC and Other)	EA	5	0	5	0	0
(205) -Bent # 2 Column # 1 has a 5" spall at the base of the Column where the concrete rip rap makes contact with the column. 06-11-2020 - Spall no longer visible due to concrete repairs made to revetment. -Bent # 2, Columns # 1, 2 & 3 have hairline cracks. -Bent # 3, Columns # 1, 2 & 3 have hairline cracks. -There are insignificant scrape marks from apparent mowing operations at the base of Bent # 3 columns. -The base of bent # 3, column # 3 has a minor 1" void that appears to be from a pop-out.							
215	Reinforced Concrete Abutment	LF	128	23	105	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	101	0	101	0	0
(215) -Map cracking in both ends of abutments # 1 and # 2 with areas horizontal cracking in random locations in the backwall. -Maintenance forces have filled the cracks in the Left end of abutment # 2 with caulking and have painted both ends of both abutments as a type of repair. -Rust stains from leaking deck joint seals are apparent in both abutments. -Abutment # 1 has map cracking for the majority of the length of the abutment stem. -Abutment # 2 has a few minor spalls with no exposed reinforcing steel visible from the driving surface of the deck. -Abutment # 2 backwall has transverse, longitudinal, and map cracks visible from the driving surface of the deck.							
234	Reinforced Concrete Pier Cap	LF	83	77	6	0	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
(234) -There is hairline map cracking in the Left end of Bent # 2 cap and the Right end of Bent # 3 cap. -The texicoat is peeling on Bent # 3 cap.							



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I 49 NB LANES over W. Wilson Street - Wash.

Location: JCT I 49 & CO RD 26

Team Lead: Eric West, Inspection Date: 07/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
302	Compression Joint Seal	LF	87	0	66	21	0
2310	Leakage	LF	66	0	66	0	0
2330	Seal Damage	LF	21	0	0	21	0
(302) -Abutment # 1 expansion joint seal protrudes above the bridge deck with numerous cracks and tears. -Deck joint seals are in place with water stains on the back walls that indicate that the seals are leaking.							
311	Movable Bearing	EA	12	10	2	0	0
1000	Corrosion	EA	10	10	0	0	0
1020	Connection	EA	2	0	2	0	0
515	Steel Protective Coating	SF	60	48	12	0	0
3440	Effectiveness (Steel Protective Coatings)	EA	60	48	12	0	0
(311) -Bearings appear to be set and adjusted in " As built" condition. -Bearing # 5 at abutment # 1, and bearing # 4 at abutment # 2 have a bolt that attaches the beam to the bearing device that is not fully seated. -There is minor superficial rust between the rocker and the masonry plates at abutment # 2.							
313	Fixed Bearing	EA	12	9	3	0	0
1020	Connection	EA	3	0	3	0	0
515	Steel Protective Coating	SF	60	24	36	0	0
3410	Chalking (Steel Protective Coatings)	EA	36	0	36	0	0
(313) Fixed bearings appear to be functioning as intended at this inspection. -The paint system on the exterior bearings is beginning to oxidize.							
321	Reinforced Concrete Approach Slab	SF	1776	203	422	1151	0
1080	Delamination/Spall/Patched Area	SF	27	0	0	27	0
1130	Cracking (RC and Other)	SF	1264	0	140	1124	0
1190	Abrasion/Wear (PSC/RC)	SF	282	0	282	0	0
(321) -Both approach slabs have map, transverse, and diagonal cracking. -The South approach slab has a 4' spall with a temporary asphalt patch adjacent to the PCCP. The North approach slab. -There is one 3" deep spall at the Northeast bridge end adjacent to the Back wall of abutment # 2. -There is one 3' spall and one 4' spall with temporary asphalt patches in the North approach slab adjacent to the PCCP. The temporary asphalt patches are failing in locations allowing potholes to form.							
331	Reinforced Concrete Bridge Railing	LF	316	30	3	283	0
1090	Exposed Rebar	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	278	0	0	278	0
1234	ASR	LF	1	1	0	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	(331) -Parapet have been documented as sandblasted and sealed under contract in the past. Open mapcracking is visible throughout the entire length of parapets at this inspection. -There are a few isolated shallow spalls with exposed reinforcing steel visible in the face of the West parapet wall. Exposed reinforcing steel has very little concrete cover from the construction process. -The base of the Left parapet has shallow spall at abutment # 2 adjacent to expansion joint assembly.						

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Team Lead: Eric West, **Inspection Date:** 07/19/2022

I 49 NB LANES over W. Wilson Street - Wash.

Location: JCT I 49 & CO RD 26

Team Lead: Eric West, **Inspection Date:** 07/19/2022

Substructure

[illegible]



Asset #B6242(Routine)

I 49 NB LANES over W. Wilson Street - Wash.

Location: JCT I 49 & CO RD 26

Team Lead: Eric West, Inspection Date: 07/19/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Elevation



Roadway



Typical driving surface of the deck.



Span #2 typical undersurface of the deck.



Sealable deck cracking.



Failing saw joint sealant.



Bent #3 texicoat peeling.



Abutment #1 typical map cracking.



Abutment #1 typical.



Abutment #1 compression joint seal.



Abutment #2 typical joint seal.



Abutment #2 bearings typical.



Abutment #2 approach slab typical.



Abutment #2 approach slab spalling with temporary asphalt patches.



Abutment #1 approach slab spalling.



Abutment #1 approach slab typical.



Typical bridge rail cracking.



Bridge rail.

Maintenance Needs

Date Reported: 06/14/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Approach slabs -

Both approach slabs have large spalls with temporary asphalt patches. Both approach slabs have moderate width sealable cracking.

Remarks

07/19/2022 - EJW - Updated deficiency description to reflect current conditions.



Abutment #1 approach slab spalling.



Abutment #2 approach slab spalling with temporary asphalt patches.



Approach slab-Mapcracking.



The North approach slab has a 4' x 4' area of settlement / spalling with failing asphalt repairs in the outside lane at the juncture of the approach roadway.

Maintenance Needs

Date Reported: 06/18/2020

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Bearings -

Bearing # 5 at abutment # 1, and bearing # 4 at abutment # 2 have a bolt that attaches the beam to the bearing device that is not fully seated and appears to be working out.

Remarks



Bearing # 5 at abutment # 1, and bearing # 4 at abutment # 2 have a bolt that attach the beam to the bearing device that is not fully seated and appears to be working out.

Maintenance Needs

Date Reported: 07/30/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Deck -

There is sealable longitudinal and map cracking on the driving surface of deck. The transverse saw joints in the deck have deteriorated sealant.

Remarks



Sawn joint sealant missing.



Span 1, right lane-Mapcracking.



Span 3, right lane-Mapcracking.

Maintenance Needs

Date Reported: 06/14/2018

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Compression joint seals -

The compression joint seals at both abutments leak. The compression joint seal at abutment # 1 protrudes above the assembly and has several rips and tears.

Remarks



Abutment 1 expansion joint seal.

Maintenance Needs

Date Reported: 06/14/2018

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

The superstructure paint system has chalking paint with exposed primer on the exterior beams.

Beam # 6 has corrosion with initial section loss to the exterior side of the top flange over abutment # 2.

Remarks



Beam # 6 has corrosion with initial section loss to the exterior side of the top flange over abutment # 2.



Paint system failing on exterior beams.

Maintenance Needs

Date Reported: 07/21/2022

Priority: D- Routine

Type of Work: Repair (General)

Status: Open

Component: Approach

Deficiency Description

Approach Gutter-

Abutment # 1 Lt approach gutter has a large concrete delamination adjacent to the abutment.

Remarks



Abutment #1 Lt gutter spalling.



Asset #B6242(Routine)

I 49 NB LANES over W. Wilson Street - Wash.

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Team Lead: Eric West, Inspection Date: 07/19/2022

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	



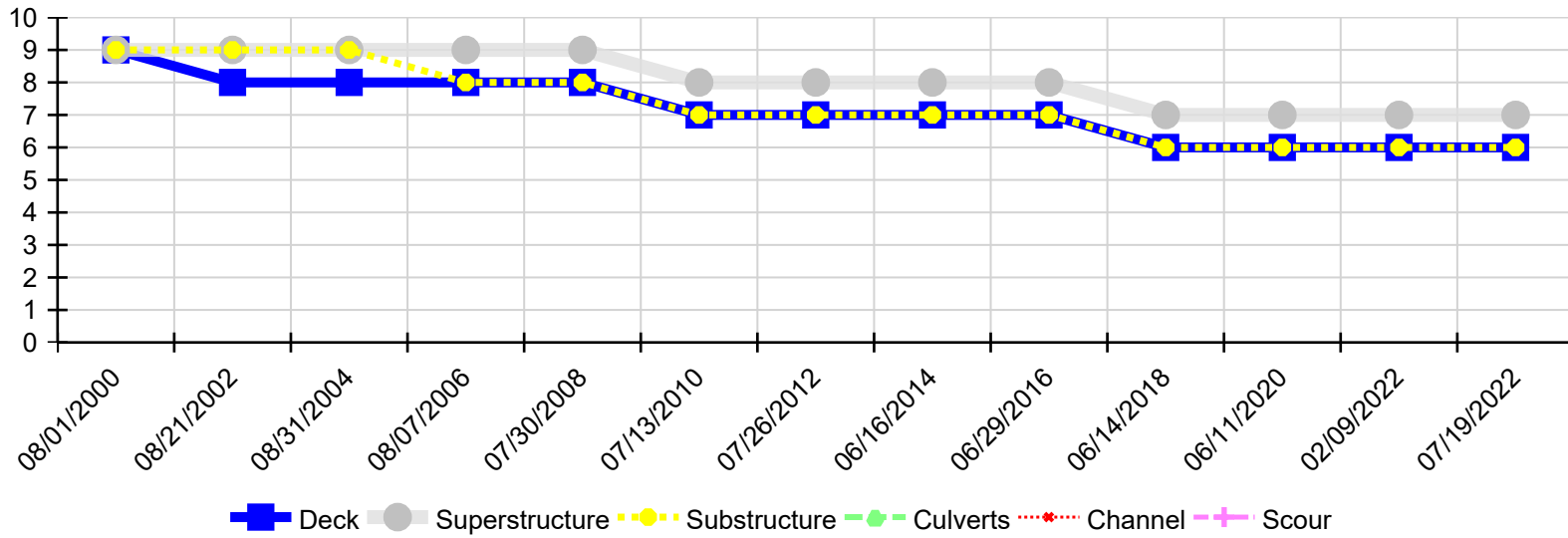
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Location: JCT I 49 & CO RD 26

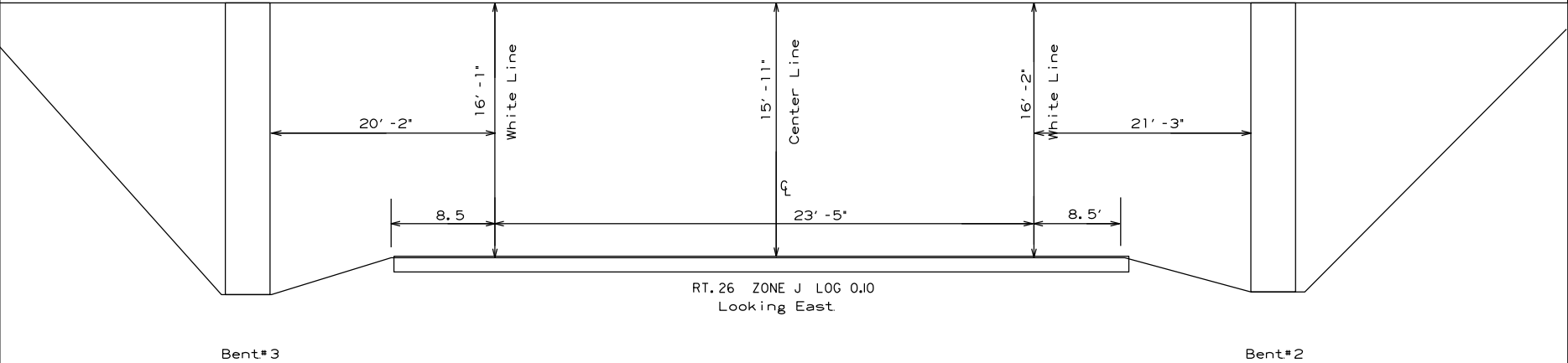
Team Lead: Eric West, Inspection Date: 07/19/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/19/2022	6	7	6	N	N	N
02/09/2022	6	7	6	N	N	N
06/11/2020	6	7	6	N	N	N
06/14/2018	6	7	6	N	N	N
06/29/2016	7	8	7	N	N	N
06/16/2014	7	8	7	N	N	N
07/26/2012	7	8	7	N	N	N
07/13/2010	7	8	7	N	N	N
07/30/2008	8	9	8	N	N	N
08/07/2006	8	9	8	N	N	N
08/31/2004	8	9	9	N	N	N
08/21/2002	8	9	9	N	N	N
08/01/2000	9	9	9	N	N	N

RT. 49 SEC. 28 LOG: 57.8 BR #B6242



Insp. EJW&JPW

Date 07/19/2022

BRIDGE INSPECTION REPORT FORM 111

Dist. 4 Co. 72 Rt. 540 Sec. 4 Log 57.88 Br. No. B6242