



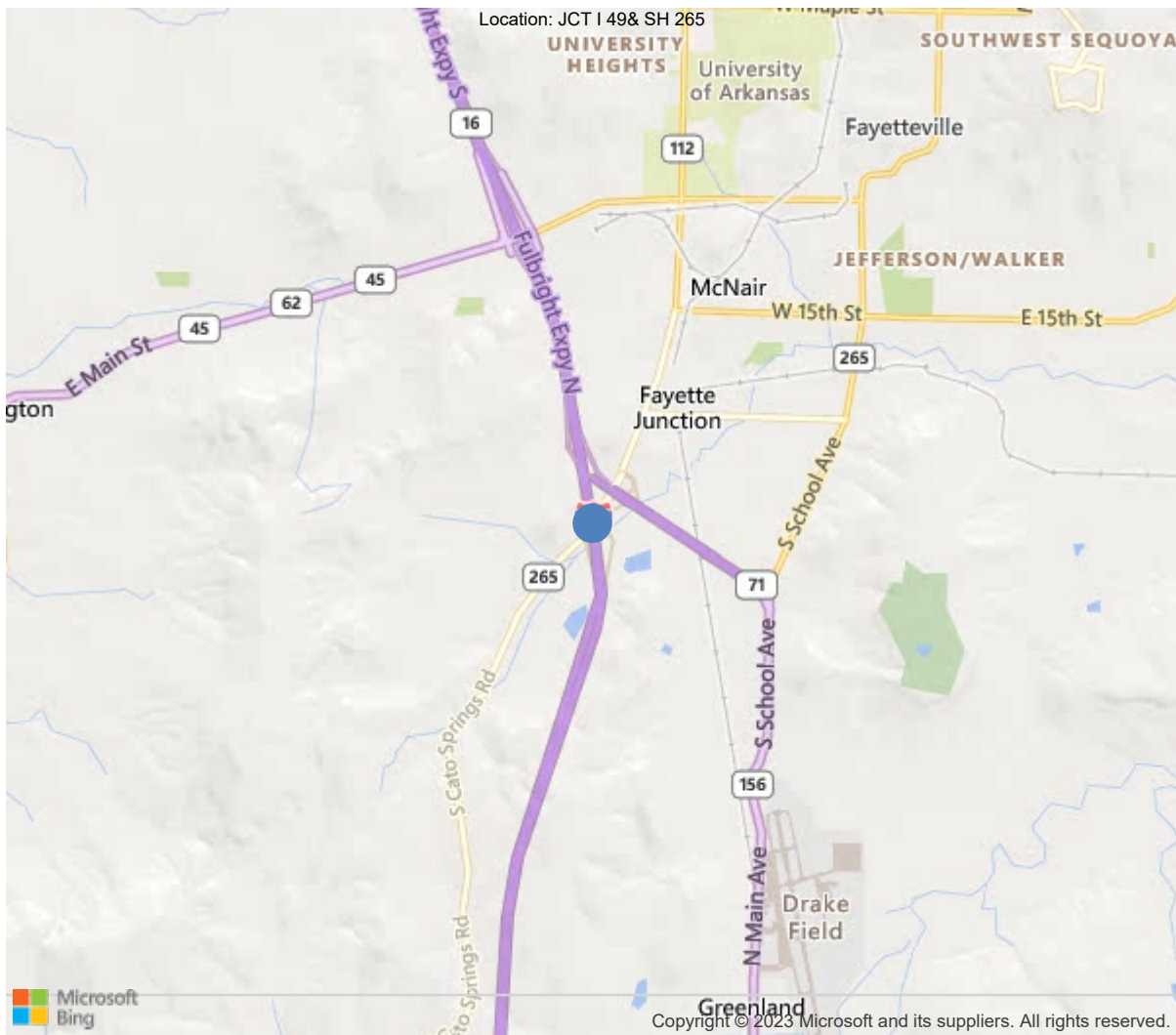
Latitude:36.03353, Longitude:-94.18803

Route:49 Section:28 Log:60.56

Arnold Road ID:72x49x28xA, Arnold Log mile:60.563

District 04, 143 - Washington County

Owner: 1 - State Highway Agency



36.03353, -94.18803



Asset #B6243(Routine)

Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B6243
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	State Highway 265
(7) Facility Carried	Interstate 49 NB
(9) Location	JCT I 49& SH 265
(11) Mile Point	60.56 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000049080
(16) Latitude	36.03353
(17) Longitude	-94.18803
(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	16056
(30) Year of ADT	2018
(109) Truck ADT	20 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	100 ft
(49) Structure Length	243 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	45 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	17.41 ft
Ref:	
(55) Min Lat Underclear RT	20.8 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	9
(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	23910
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/18/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* 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.</p>			



General Observation

07/18/2022 - EJW & JPW - Routine Inspection conducted on this date.

06/29/2020 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation.

06/29/2020 - NBIS Condition Rating for item "59" lowered from "8" to "7" due to minor longitudinal movement of the Superstructure causing beams to make contact with the South abutment backwall. The movable bearings at abutments are expanded to a point that is not consistent with the Ambient temperature.

Underclearances field measured and verified this date. See Microstation sketch linked in "Files" tab for clearance measurements.

06/26/2018 - TJL - Elements were plan verified on this date.

59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

06/29/2020 - NBIS Condition Rating for item "59" lowered from "8" to "7" due to minor longitudinal movement of the Superstructure causing beams to make contact with the South abutment backwall. The movable bearings at abutments are expanded to a point that is not consistent with the Ambient temperature.

A-15 - Late Reason (Optimize Schedule)

07/18/2022 - EJW - Structure inspected late due to heavy work load.

A-46 - Asset Files

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Asset #B6243(Routine)

Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	10280	10188	88	4	0
1080	Delamination/Spall/Patched Area	SF	13	0	13	0	0
1090	Exposed Rebar	SF	4	0	0	4	0
1130	Cracking (RC and Other)	SF	5177	5102	75	0	0
(12) -There are a few delaminated areas and spalls with exposed reinforcing steel visible from the Right overhang of the deck. -Maintenance forces have sealed the majority of the transverse, map, and longitudinal cracks on the driving surface of the deck since last inspection.							
107	Steel Open Girder/Beam	LF	1200	748	452	0	0
1000	Corrosion	LF	452	0	452	0	0
515	Steel Protective Coating	SF	17195	15237	0	1928	30
3410	Chalking (Steel Protective Coatings)	LF	1928	0	0	1928	0
3440	Effectiveness (Steel Protective Coatings)	LF	30	0	0	0	30
(107) -Span # 2, Beam # 5 has insignificant scrape marks over the Eastbound lane. -Bottom flanges of Beams # 2, 3, and 4 at abutment # 1 are approximately 1/8" from making contact with abutment backwall due to full expansion of abutment # 1 movable bearings. -Beam # 5 has 1/2" space between the bottom flange and the face of the backwall during this inspection. -Paint system on the exterior beams is beginning to chalk in locations exposing the primer undercoat. Rust is visible along the bottom flanges of the exterior beams. -No visible cracks in the steel beams.							
205	Reinforced Concrete Column	EA	8	3	5	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1130	Cracking (RC and Other)	EA	4	0	4	0	0
(205) -Bent # 2, Columns # 1, 3, and 4 have hairline cracks at the base of column adjacent to the concrete rip rap. -Bent # 3 has a hairline crack at the base of column # 1 adjacent to the concrete rip rap. -Bent # 3, Column # 4 has a 3" spall near base of column. Embankment work for a bicycle path under Span # 3 appears to have covered some of the hairline cracks in the columns of Bent # 3. See history for additional documentation.							
215	Reinforced Concrete Abutment	LF	160	93	27	40	0
1080	Delamination/Spall/Patched Area	LF	21	0	21	0	0
1130	Cracking (RC and Other)	LF	46	0	6	40	0



Asset #B6243(Routine)

Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) Abutment # 1 - -Abutment # 1 has 34' of hairline map cracking in the abutment cap. -Vertical hairline cracks in the backwall of abutment # 1. -There are no apparent spalls or delaminated areas where the ends of the beams make contact with the backwall during high ambient temperatures. Abutment # 2 - -The top of abutment # 2 backwall is spalled at the expansion joint anchorage. Maintenance forces have made repairs to the spalls in the back wall of abutment #2. -Abutment # 2 has map cracking in the Right side of abutment.							
234	Reinforced Concrete Pier Cap	LF	112	107	5	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(234) -Bent #2 Rt cap has a vertical hairline crack in its backface. -Bent #3 has transverse cracks in both ends of the cap.							
305	Assembly Joint without Seal	LF	114	99	0	15	0
2370	Metal Deterioration or Damage	LF	15	0	0	15	0
(305) -Abutment # 2 Sliding Plate Assembly is noisy in the right lane when impacted by traffic. Sounding indicates that approximately 15' of the assembly in the right lane is not securely anchored. 07/18/2022 - maintenance forces have made repairs to the loose road iron and is no longer noisy when impacted by traffic.							
311	Movable Bearing	EA	10	0	8	2	0
1000	Corrosion	EA	8	0	6	2	0
2220	Alignment	EA	2	0	2	0	0
515	Steel Protective Coating	SF	40	20	0	7	13
3440	Effectiveness (Steel Protective Coatings)	EA	20	0	0	7	13
(311) -Some bearings have minor corrosion on the masonry plates. -Bearings do not appear to be installed in accordance with the design. See History. -Rocker bearings at abutments # 1 and # 2 are near fully expanded with ambient temperature approximately 78 degrees Fahrenheit at time of inspection.							
313	Fixed Bearing	EA	10	9	1	0	0
1000	Corrosion	EA	1	0	1	0	0
515	Steel Protective Coating	SF	1000	996	0	4	0
3440	Effectiveness (Steel Protective Coatings)	EA	4	0	0	4	0
(313) -The Intermediate bearings at Bents # 2 & 3 have no apparent noteworthy problems at this inspection.							
321	Reinforced Concrete Approach Slab	SF	1680	1574	105	1	0
1130	Cracking (RC and Other)	SF	1621	1544	76	1	0
1190	Abrasion/Wear (PSC/RC)	SF	29	0	29	0	0

Team Lead: Eric West, **Inspection Date:** 07/18/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(321) -Sealable diagonal and map cracking is typical in the approach slabs at this inspection. Maintenance forces have sealed a majority of the cracks in the past.							
331	Reinforced Concrete Bridge Railing	LF	480	127	349	4	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	349	0	345	4	0
1234	ASR	LF	1	1	0	0	0
(331) -Previous documentation indicates that the parapet walls have been sand blasted and sealed under contract in the past but open mapcracking is visible throughout the parapets on the left and right sides of structure. -Parapets have minor shallow spalling adjacent to the sliding plate assemblies.							
Approach railing: -Southeast approach railing has light collision damage.							

Asset #B6243(Routine)
Interstate 49 NB over State Highway 265

**Superstructure**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	1200	748	452	0	0
1000	Corrosion	LF	452	0	452	0	0
515	Steel Protective Coating	SF	17195	15237	0	1928	30
3410	Chalking (Steel Protective Coatings)	LF	1928	0	0	1928	0
3440	Effectiveness (Steel Protective Coatings)	LF	30	0	0	0	30
<p>(107) -Span # 2, Beam # 5 has insignificant scrape marks over the Eastbound lane.</p> <p>-Bottom flanges of Beams # 2, 3, and 4 at abutment # 1 are approximately 1/8" from making contact with abutment backwall due to full expansion of abutment # 1 movable bearings.</p> <p>-Beam # 5 has 1/2" space between the bottom flange and the face of the backwall during this inspection.</p> <p>-Paint system on the exterior beams is beginning to chalk in locations exposing the primer undercoat. Rust is visible along the bottom flanges of the exterior beams.</p> <p>-No visible cracks in the steel beams.</p>							

59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

Comment: 06/29/2020 - NBIS Condition Rating for item "59" lowered from "8" to "7" due to minor longitudinal movement of the Superstructure causing beams to make contact with the South abutment backwall. The movable bearings at abutments are expanded to a point that is not consistent with the Ambient temperature.

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	8	3	5	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1130	Cracking (RC and Other)	EA	4	0	4	0	0
(205) -Bent # 2, Columns # 1, 3, and 4 have hairline cracks at the base of column adjacent to the concrete rip rap. -Bent # 3 has a hairline crack at the base of column # 1 adjacent to the concrete rip rap. -Bent # 3, Column # 4 has a 3" spall near base of column. Embankment work for a bicycle path under Span # 3 appears to have covered some of the hairline cracks in the columns of Bent # 3. See history for additional documentation.							
215	Reinforced Concrete Abutment	LF	160	93	27	40	0
1080	Delamination/Spall/Patched Area	LF	21	0	21	0	0
1130	Cracking (RC and Other)	LF	46	0	6	40	0
(215) Abutment # 1 - -Abutment # 1 has 34' of hairline map cracking in the abutment cap. -Vertical hairline cracks in the backwall of abutment # 1. -There are no apparent spalls or delaminated areas where the ends of the beams make contact with the backwall during high ambient temperatures. Abutment # 2 - -The top of abutment # 2 backwall is spalled at the expansion joint anchorage. Maintenance forces have made repairs to the spalls in the back wall of abutment #2. -Abutment # 2 has map cracking in the Right side of abutment.							
234	Reinforced Concrete Pier Cap	LF	112	107	5	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(234) -Bent #2 Rt cap has a vertical hairline crack in its backface. -Bent #3 has transverse cracks in both ends of the cap.							



Asset #B6243(Routine)

Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



Typical undersurface of the deck.



Typical driving surface of the deck.



Span #3 typical undersurface of the cap.



Failing saw joint sealant.



Span #3 Rt concrete delamination and spalling with exposed reinforcing steel.



Span #2 beam #7 scrape marks.



Abutment #1 Rt map cracking.



Abutment #2 top of backwall repair.



Abutment #2 typical.



Abutment #1 sliding plate.



Abutment #2 new anchorage welds.



Abutment #1 bearings nearly fully expanded.



North approach slab cracking.



South approach slab cracking.



Possible ASR.

Maintenance Needs

Date Reported: 07/02/2020

Priority: C - Important

Type of Work: Repair (General)

Status: Repair Documented

Component: Element

Deficiency Description

Abutment # 2 Sliding Plate Assembly -

Abutment # 2 Sliding Plate Assembly is noisy in the right lane when impacted by traffic. Sounding indicates that approximately 15' of the assembly in the right lane is not securely anchored.

Remarks

07/18/2022 - EJW - Maintenance forces have repaired the noisy sliding plate since the last inspection.



Abutment #2 new anchorage welds.



Abutment # 2 Sliding Plate Assembly is noisy in the right lane when impacted by traffic. Sounding indicates that approximately 15' of the assembly in the right lane is not securely anchored.



Asset #B6243(Routine)

Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

Maintenance Needs

Date Reported: 08/01/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

The exterior beams paint system is chalking in areas that expose the primer undercoat.

Remarks



Right side

Maintenance Needs

Date Reported: 08/01/2012

Priority: (Inactive) (Inactive) G - General/
Preventive maintenance

Status: Monitor

Type of Work: Repair (General)

Component: Element

Deficiency Description

South abutment -

Beams # 2, 3, and 4 are making contact with the North abutment back wall. The North abutment bearings are in the expanded position at this inspection. The temperature is approximately 78 degrees at time of inspection.

Remarks

07/18/2022 - EJW - No apparent repairs, temperature was approximately 100 degrees at the time of the inspection.



Beams # 2, 3, and 4 are making contact with the North abutment back wall. The North abutment bearings are in the expanded position at this inspection. The temperature is approximately 78 degrees at time of inspection.



Asset #B6243(Routine)

Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

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	



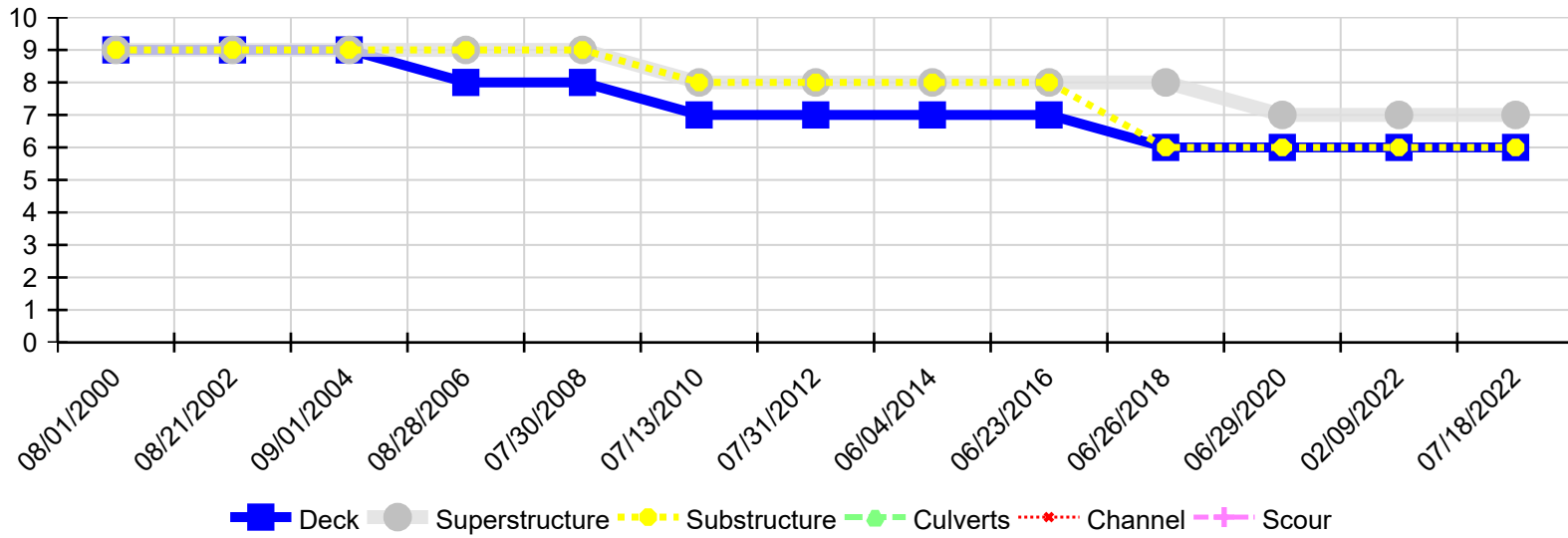
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Interstate 49 NB over State Highway 265

Location: JCT I 49& SH 265

Team Lead: Eric West, Inspection Date: 07/18/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/18/2022	6	7	6	N	N	N
02/09/2022	6	7	6	N	N	N
06/29/2020	6	7	6	N	N	N
06/26/2018	6	8	6	N	N	N
06/23/2016	7	8	8	N	N	N
06/04/2014	7	8	8	N	N	N
07/31/2012	7	8	8	N	N	N
07/13/2010	7	8	8	N	N	N
07/30/2008	8	9	9	N	N	N
08/28/2006	8	9	9	N	N	N
09/01/2004	9	9	9	N	N	N
08/21/2002	9	9	9	N	N	N
08/01/2000	9	9	9	N	N	N

