



Latitude:34.81798, Longitude:-91.60365

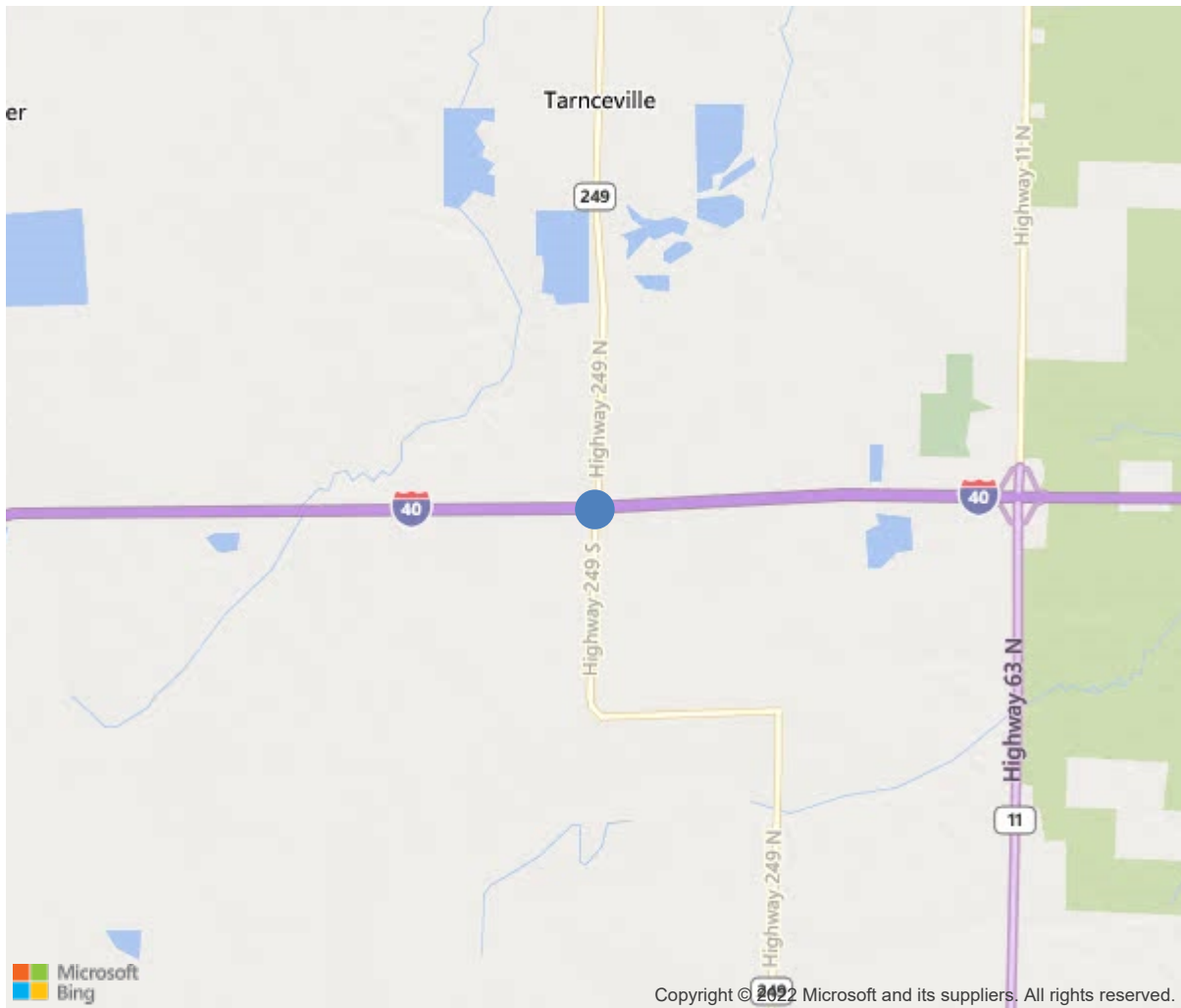
Route:249 Section:01 Log:3.519

Arnold Road ID:59x249x1xA, Arnold Log mile:3.524

District 06, Prairie County

Owner: 1-State Highway Agency

INTER SH 249 & I 40



34.81798, -91.60365

Inspection Direction : S to N



Bridge #03672(Routine)

SH 249 Log 3.52 over I-40 LOG 191.13

Location: INTER SH 249 & I 40

Team Lead: Keith Harris Inspection Date: April 18, 2022

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03672
(5) Inventory Route	249
(2) Highway Agency District	06
(3) County Code	117-Prairie County, Arkansas
(4) Place Code	0
(6) Features Intersected	I-40 LOG 191.13
(7) Facility Carried	SH 249 Log 3.52
(9) Location	INTER SH 249 & I 40
(11) Mile Point	3.519 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.81798
(17) Longitude	-91.60365
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
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	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	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1964
(106) Year Reconstructed	0
(42) Type of Service	11
On	1-Highway
Under	1-Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	400
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	6 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	67 ft
(49) Structure Length	216 ft
(50) Curb or Sidewalk Width	
Left	1.1 ft
Right	1.1 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28.5 ft
(32) Approach Roadway Width (W/Shoulders)	26.9 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	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	15.92 ft
Ref:	
(55) Min Lat Underclear RT	10 ft
Ref:	
(56) Min Lat Underclear LT	7.3 ft
NAVIGATION DATA	
(38) Navigation Control	N-Not applicable, no waterway.
(111) Pier Protection	1-Navigation protection not requ
(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 a S
(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 part of
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	6
(61) Channel & Channel Protection	N
(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	4
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	6
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(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	536
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	04/2022		
(91) Frequency	24 Months		
(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:** Keith Harris, **Inspection Date:** April 18, 2022

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	5472	4635	665	172	0
1080	Delamination/Spall/Patched Area	SF	25	0	25	0	0
1130	Cracking (RC and Other)	SF	812	0	640	172	0
(12)							
Unsealed transverse cracks on 6 to 8 foot centers. 0.035 inch avg. There are some larger shrinkage cracks scattered on the deck surface. Three small spalls in span 1,2 & 4.							
Small spalls in soffit along the edge of beam 1 in span 1							
107	Steel Open Girder/Beam	LF	1070	907	163	0	0
1000	Corrosion	LF	155	0	155	0	0
7000	Damage	LF	8	0	8	0	0
515	Steel Protective Coating	SF	7297	0	7210	47	40
3440	Effectiveness (Steel Protective Coatings)	SF	7297	0	7210	47	40
(107)							
HBM has repainted the beams in the past, date unknown.							
Span 1, beam 1 has been damaged and repaired in the past. The repair was a "tee" section repair with an additional plate welded to the bottom flange. The welds at the plate are cracked transversely. Beam ends at bents 2,3 & 4 have freckling and areas of surface rust in the upper web.							
All spans have areas of freckling rust on the bottom flanges							
205	Reinforced Concrete Column	EA	6	5	1	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
(205)							
Bent 3, right column has a spall.							
215	Reinforced Concrete Abutment	LF	90	87	3	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(215)							
Bent 5 abutment has scattered cracks in the back wall.							
234	Reinforced Concrete Pier Cap	LF	85	72	13	0	0
1080	Delamination/Spall/Patched Area	LF	3	0	3	0	0
1090	Exposed Rebar	LF	6	0	6	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(234)							
Bent 2 back face left end has cracks, the right end has exposed rebar.							
Bent 2 cap back face has delam.							
Bent 2 cap ahead face has spall with exposed rebar and delam.							
Bent 3, back side ,right end, exposed rebar.							

**Location: INTER SH 249 & I 40**

**Team Lead:** Keith Harris, **Inspection Date:** April 18, 2022

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 3 cap back face has delam and cracks							
303	Assembly Joint with Seal	LF	143	143	0	0	0
311	Movable Bearing	EA	20	0	20	0	0
1000	Corrosion	EA	20	0	20	0	0
(311)							
All bearings have minor corrosion							
313	Fixed Bearing	EA	20	0	20	0	0
1000	Corrosion	EA	20	0	20	0	0
(313)							
All bearings have minor corrosion							
330	Metal Bridge Railing	LF	433	433	0	0	0
331	Reinforced Concrete Bridge Railing	LF	433	389	44	0	0
1130	Cracking (RC and Other)	LF	39	0	39	0	0
7000	Damage	LF	5	0	5	0	0
(331)							
The left end post at bent 1 is spalled and the left end post at bent 5 is spalled. Both end post at bent 5 are cracked at the bottom. Concrete bridge railing has scattered cracks.							





Elevation



Deck overview





Span 2 under view



Span 1 beam 1 repair, weld is cracked on added bottom plate. No change since last inspection.



Approach



## Maintenance Needs

**Date Reported:** 05/14/2012  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:** 205 - Reinforced Concrete Column

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### Deficiency Description

Bent 3 column 2 has large spall due to traffic impact

### Remarks

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Bent 3 column 2 has spall due to traffic impact.



Bent 3 column 2 large spall

**Date Reported:** 04/13/2016  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:** 331 - Reinforced Concrete Bridge Railing

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**Deficiency Description**

The left end post at bent 1 is spalled and the left end post at bent 5 is spalled. Both end post at bent 5 are cracked at the bottom.

**Remarks**

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Left end post at bent 5 has spall with exposed rebar and is cracked at the bottom. Common left end post bent 1.



Bent 5 right end post cracked at bottom.



**Bridge #03672(Routine)**

**SH 249 Log 3.52 over I-40 LOG 191.13**

**Location: INTER SH 249 & I 40**

**Team Lead: Keith Harris Inspection Date: April 18, 2022**

**Inspection Comments**

Job #6716, drawing #12035 for layout.  
Logged Northbound.