



Latitude:35.05284, Longitude:-92.42223

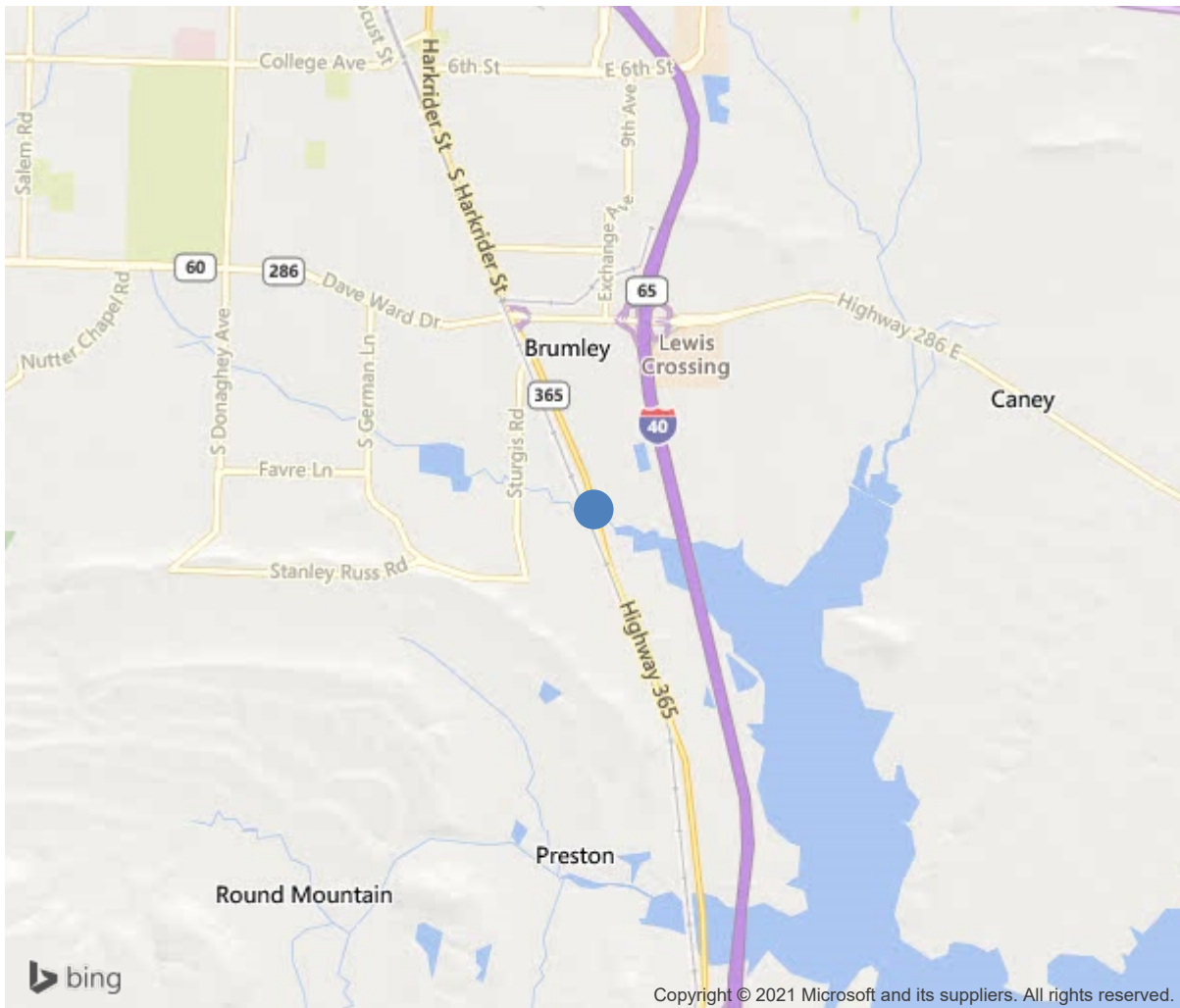
Route:365 Section:10 Log:0.94

Arnold Road ID:23x365x10xA, Arnold Log mile:0.985

District 08, Faulkner County

Owner: 1-State Highway Agency

0.94 MI S SH 286



35.05284, -92.42223



Bridge #01972(Routine)
SH 365 over STONE DAM CREEK
Location: 0.94 MI S SH 286

Team Lead: Gary Dorrough Inspection Date: September 25, 2018

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	01972
(5) Inventory Route	365
(2) Highway Agency District	08
(3) County Code	45-Faulkner County, Arkansas
(4) Place Code	0
(6) Features Intersected	STONE DAM CREEK
(7) Facility Carried	SH 365
(9) Location	0.94 MI S SH 286
(11) Mile Point	0.94 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.05284
(17) Longitude	-92.42223
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1-Concrete
Type	4-Tee beam
(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	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1935
(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	6500
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	6 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	91 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 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)	24.9 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	25.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(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		16-Urban Minor Arterial	
(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			5
(59) Superstructure			6
(60) Substructure			5
(61) Channel & Channel Protection			8
(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			60
(65) Inventory Rating Method		1-Load Factor(LF)	
(66) Inventory Rating			
Type			3
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			5
(68) Deck Geometry			2
(69) Clearances, Vertical/Horizontal			N
(71) Waterway Adequacy			7
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			0000
A) Bridge Railings		0-Inspected feature does not meet cur	
B) Transitions		0-Inspected feature does not meet cur	
C) Approach Guardrail		0-Inspected feature does not meet cur	
D) Approach Guardrail Ends		0-Inspected feature does not meet cur	
(113) Scour Critical Bridges		8-Bridge foundations determined to be	
PROPOSED IMPROVEMENTS			
(75) Type of Work		Replacement of bridge or other	
(76) Length of Structure Improvement			117 ft
(94) Bridge Improvement Cost			\$ 0
(95) Roadway Improvement Cost			\$ 125
(96) Total Project Cost			\$ 352
(97) Year of Improvement Cost Estimate			2002
(114) Future ADT			9426
(115) Year of Future ADT			2028
INSPECTIONS			
(90) Inspection Date			
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No	24	
B: Underwater Inspection	No	0	
C: Other Special Inspection	No	0	

Team Lead: Gary Dorrough, **Inspection Date:** September 25, 2018

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	2506	2483	0	23	0
1080	Delamination/Spall/Patched Area	SF	23	0	0	23	0
510	Wearing Surfaces	SF	2156	1686	300	170	0
3220	Crack (Wearing Surface)	SF	427	0	300	127	0
3210	Delam/Spall/Patched Area/Pothole	SF	43	0	0	43	0
(16)							
Deck: Span #3, right side - moderate spall with rebar exposed in the bottom of the deck at the drain near the end of the span. This is typical in all spans at a few drains. left side - 9 sf. C3 spall right side - 16 sf. C3 spall Wearing surface: Joint #1 - Moderate cracks, spalls and patches in wearing surface. 15 sf. C3 patches Span #1- Minor to moderate cracks throughout span and major longitudinal crack in the center. 100 sf. C2 cracks / 45 sf. C3 cracks Joint #2 - Moderate cracks, spalls and patches in wearing surface. 24 sf. C3 patches Span #2 - Minor to moderate cracks throughout span and major longitudinal crack in the center. 100 sf. C2 cracks / 40 sf. C3 cracks Joint #3 - Moderate cracks, spalls and patches in wearing surface. 24 sf. C3 patches Span #3 - Minor to moderate cracks throughout span and major longitudinal crack in the center. 100 sf. C2 cracks / 42 sf. C3 cracks Joint #4 - Joint #1 - Moderate cracks, spalls and patches in wearing surface. 4 sf. C3 patches							
110	Reinforced Concrete Open Girder/Beam	LF	360	360	0	0	0
205	Reinforced Concrete Column	EA	4	0	4	0	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
(205)							
Pier #2 - moderate abrasion on columns at water line. Typical on all columns 4 C2 abrasion							
210	Reinforced Concrete Pier Wall	LF	36	0	36	0	0
1190	Abrasion/Wear (PSC/RC)	LF	36	0	36	0	0
(210)							
Pier #2 - moderate abrasion on web wall at water line. Typical on both web walls C2 abrasion							
215	Reinforced Concrete Abutment	LF	86	70	2	14	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	14	0	0	14	0
(215)							
Abut.#1, right end - back wall has broken loose from the abut and is leaning in on the t beams of span #1. Large spall, this is typical all 4 corners of the bridge. 12 lf. C3 cracks Abut. #1, right side - moderate delam in the cap under bearing #4. 2 lf. C2 delam. Abut. #4 - large vertical crack on the right end of the abutment. 2 lf. C3 crack							



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	48	48	0	0	0
(234)	A few very minor cracks in places.						
311	Movable Bearing	EA	12	0	0	12	0
1000	Corrosion	EA	4	0	0	4	0
2220	Alignment	EA	8	0	0	8	0
515	Steel Protective Coating	SF	36	24	2	7	3
3440	Effectiveness (Steel Protective Coatings)	SF	12	0	2	7	3
(311)	Pier #2, back side - all bearings are rocked to their limit and the concrete T beams are touching. This is caused by the back wall at both abut. have broken loose and leaning in towards each other. 4 C3 alignment Pier #2, back side - bearing #2 has moderate pack rust . Ahead side is typical on bearings 2 - 4. 4 C3 pack rust Pier 3 , ahead side- all bearings are rocked to their limits and the concrete T beams are nearly touching each other. This is caused from the back wall at abut. #4 being broke loose and leaning in toward pier #3. 4 C3 alignment						
313	Fixed Bearing	EA	12	0	0	12	0
1000	Corrosion	EA	12	0	0	12	0
515	Steel Protective Coating	SF	36	0	6	6	24
3440	Effectiveness (Steel Protective Coatings)	SF	36	0	6	6	24
(313)	Abut. #1 - bearings 1 - 4 all have moderate pack rust. 4 C3 pack rust Pier #3, back side- bearing #4 has minor pack rust. Typical on ahead side bearings 2 - 4 5 C3 pack rust Abut. #4, bearing #2 - there is approximately 3/16 gap between the sole plate and the top of the bearing. This is due because of the pack rust on bearings 1,3 &4. 3 C3 pack rust						
331	Reinforced Concrete Bridge Railing	LF	180	180	0	0	0



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Maintenance Needs



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Deck Notes

Substructure Notes