



Bridge #00680(Underwater type 2, Routine)

SH 66 Searcy over COVE CREEK

Location: 0.003 MI E JCT 65 LESLIE

Team Lead: Benjamin Smith **Inspection Date:** September 19, 2022



Latitude:35.82811, Longitude:-92.56205

Route:66 Section:01 Log:0.003

Arnold Road ID:64x66x1xA, Arnold Log mile:0.028

District 09, Searcy County

Owner: 1-State Highway Agency

Place Code: 38020 - LESLIE



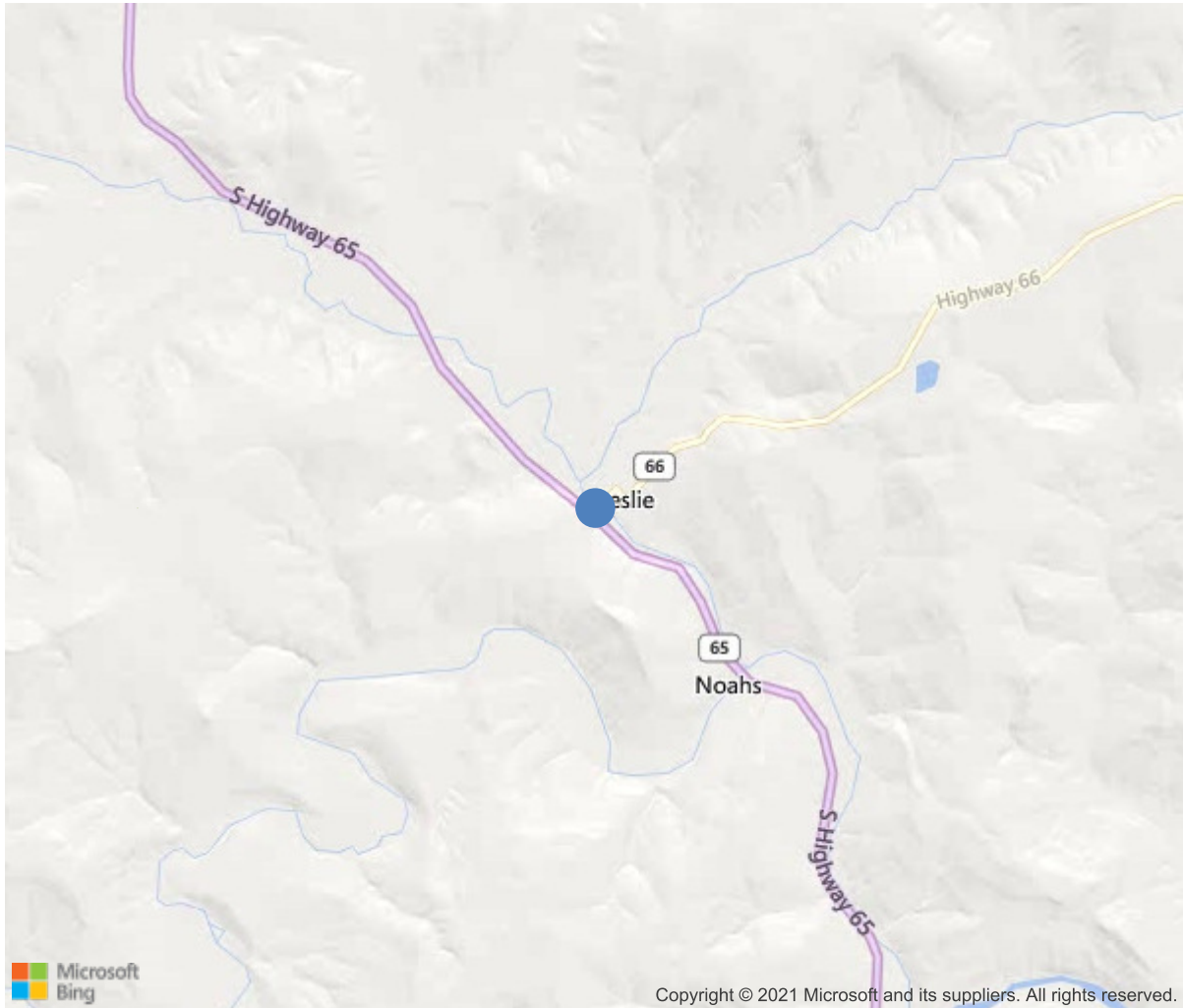
Bridge #00680(Underwater type 2, Routine)

SH 66 Searcy over COVE CREEK

Location: 0.003 MI E JCT 65 LESLIE

Team Lead: Benjamin Smith **Inspection Date:** September 19, 2022

0.003 MI E JCT 65 LESLIE



35.82811, -92.56205



Bridge #00680(Underwater type 2, Routine)

SH 66 Searcy over COVE CREEK

Location: 0.003 MI E JCT 65 LESLIE

Team Lead: Benjamin Smith Inspection Date: September 19, 2022

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	00680
(5) Inventory Route	66
(2) Highway Agency District	09
(3) County Code	129-Searcy County, Arkansas
(4) Place Code	38020
(6) Features Intersected	COVE CREEK
(7) Facility Carried	SH 66 Searcy
(9) Location	0.003 MI E JCT 65 LESLIE
(11) Mile Point	0.003 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.82811
(17) Longitude	-92.56205
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	24
Material	2-Concrete continuous
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	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1930
(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	2500
(30) Year of ADT	2018
(109) Truck ADT	6 %
(19) Bypass, Detour Length	16 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	55 ft
(49) Structure Length	167 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	20 ft
(52) Deck Width Out to Out	23 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	21 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	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	2-Bridge is eligible for the NRHP.
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	6
(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	55
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	33
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(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	8-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	198 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 117
(96) Total Project Cost	\$ 452
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	1636
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	09/2020
(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

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3841	0	3465	376	0
1080	Delamination/Spall/Patched Area	SF	360	0	5	355	0
1090	Exposed Rebar	SF	21	0	0	21	0
1130	Cracking (RC and Other)	SF	258	0	258	0	0
1190	Abrasion/Wear (PSC/RC)	SF	3202	0	3202	0	0
(16)							
Driving surface- the bare concrete deck has been roto-milled in the past, and has scarring.							
Left lane- has 177' of delamination cs3 with 152' of hairline map cracked areas. The deck has wear for the full width of the lane.							
Right lane- has 178' of delamination cs3 with 106' of hairline map cracked areas. The deck has wear for the full width of the lane. The vertical face of the curb has 12' of shallow exposed rebar.							
Undersurface-							
Span #1-The left overhang has 1' of shallow exposed rebar near midspan.							
Span #2- The left overhang has 1' of shallow exposed rebar near the first drain area, and 2' of exposed rebar near the end of the span.							
Span #3- the deck cantilevers on the left and right sides have spalling with exposed rebar.							
110	Reinforced Concrete Open Girder/Beam	LF	334	325	0	9	0
1080	Delamination/Spall/Patched Area	LF	5	0	0	5	0
1090	Exposed Rebar	LF	4	0	0	4	0
(110)							
Two beam variable depth tee beam system.							
Span #1- beam #1 has 1' of patched area over the bearing on the interior side.							
Beam #2 has spalling with 2' of rebar exposed at the beginning of the span over the abutment, the beam appears to be crushing and the bottom edge of the tee is nearly in contact with the top of the abutment. Both tee beams have vertical hairline flexure cracking.							
Span #2-							
Beam #2 has 2' of delamination on the exterior face over pier #2. The diaphragm above pier #2 has spalling with rebar exposed. Both tee beams have vertical hairline flexure cracking.							
Span #3- beam #1 has a small area of honeycombing with a small area of exposed rebar at the beginning of the span.							
Beam #2- has delamination for 2' at the end of the beam and is showing signs of crushing at the end of span #3 over the abutment #2 bearing. Both beams have vertical hairline flexure cracking.							
205	Reinforced Concrete Column	EA	4	0	4	0	0
1130	Cracking (RC and Other)	EA	4	0	4	0	0
(205)							
Pier wall #1							
Left column- has areas of hairline map cracking with vertical cracking and minor delamination. The column has the footing exposed with 16" of vertical face exposed.							
Right column- has areas of hairline map cracking with vertical cracking. The column has the footing exposed with 21" of vertical face exposed							



Bridge #00680(Underwater type 2, Routine)

SH 66 Searcy over COVE CREEK

Location: 0.003 MI E JCT 65 LESLIE

Team Lead: Benjamin Smith, Inspection Date: September 19, 2022

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Pier wall #2- Left column- has map cracking through out its height. Right column- has map cracking through out its height.							
210	Reinforced Concrete Pier Wall	LF	20	0	20	0	0
1130	Cracking (RC and Other)	LF	20	0	20	0	0
(210) The pier walls consist of 10' of web wall between the columns. Pier wall #1- has hairline map cracking for its entire length with vertical hairline cracks. Pier wall #2-has hairline map cracking for its entire length with vertical hairline cracks.							
215	Reinforced Concrete Abutment	LF	124	9	115	0	0
1130	Cracking (RC and Other)	LF	115	0	115	0	0
(215) Abutment #1- has map cracking with vertical cracking for its width, the right integral wing wall is entirely map cracked. The left integral wing wall has 13' of map cracking. Abutment #2- has map cracking with vertical cracking for its width. The lower 2' of the vertical face of the wall has cs2 abrasion for the length of the wall. The footing is exposed for the length of the abutment with 17" of vertical face exposed. The left and right wing walls are entirely map cracked.							
220	Reinforced Concrete Pile Cap/Footing	LF	58	58	0	0	0
(220) The footing is exposed for the full length of pier #1 and abutment #2. No deficiencies noted.							
234	Reinforced Concrete Pier Cap	LF	33	29	4	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(234) Pier wall #1 cap- has 2' of vertical cracking, one on each end. Pier wall #2 cap- has 1' of map cracking on the left end and 1' of vertical cracking on the right end.							
311	Movable Bearing	EA	4	4	0	0	0
(311) Abutment #1 bearings- the brass bearings have a patina coating. Bearing #2 may not be able to move due to the tee beam being nearly in contact with the top of the abutment. Abutment #2 bearings- the brass bearings have a patina coating and appear to be functioning as intended. The bearings over the bents are fixed.							
331	Reinforced Concrete Bridge Railing	LF	334	275	49	10	0
1080	Delamination/Spall/Patched Area	LF	16	0	16	0	0
1090	Exposed Rebar	LF	10	0	0	10	0
1130	Cracking (RC and Other)	LF	33	0	33	0	0

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(331)	<p>The concrete railing consists of concrete posts and concrete railing.</p> <p>Left side- has 3' of exposed rebar and 10' of shallow spalling with no exposed rebar. It has 17' of hairline vertical and horizontal cracking at random locations.</p> <p>Right side- has 7' of exposed rebar and 6' of shallow spalling with no exposed rebar. It has 16' of hairline vertical and horizontal cracking at random locations.</p>						



Approach view in direction of log mile.



Elevation view. Log mile from left to right.



Approach view in direction of log mile.



Typical view of the driving surface.



Typical view of undersurface.



Upstream channel view.



Downstream channel view.

Maintenance Needs

Date Reported: 12/14/2010
Priority: C - Important
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Tee beam #2 has spalling with rebar exposed over abutment #1 on the interior side.

Remarks



Inside view of girder #2 over abutment #1

Date Reported: 09/10/2014
Priority: C - Important
Type of Work: None
Status: Assigned
Component:

Deficiency Description

Tee beam #2 at abutments #1 and #2 has cracking at the bridge seat. The tee beam is nearly in contact with the top of the abutment wall at abutment #1.

Remarks



View of the exterior bearing area of beam #2 over abutment #1. Showing deterioration and crushing. The bottom edge of the tee is nearly in contact with the top face of the abutment



Small amount of Crushing at girder#2 at abutment #2.



Bridge #00680(Underwater type 2, Routine)

SH 66 Searcy over COVE CREEK

Location: 0.003 MI E JCT 65 LESLIE

Team Lead: Benjamin Smith **Inspection Date:** September 19, 2022

Inspection Comments

Structure is logged from SW to NE and is accessible with a ladder.
No bat activity was noted.