



Latitude:35.89773, Longitude:-90.58320

Route:49 Section:03 Log:3.09

Arnold Road ID:16x49x3BxA, Arnold Log mile:3.075

District 10, Craighead County

Owner: 1-State Highway Agency

Place Code: 08420 - BROOKLAND



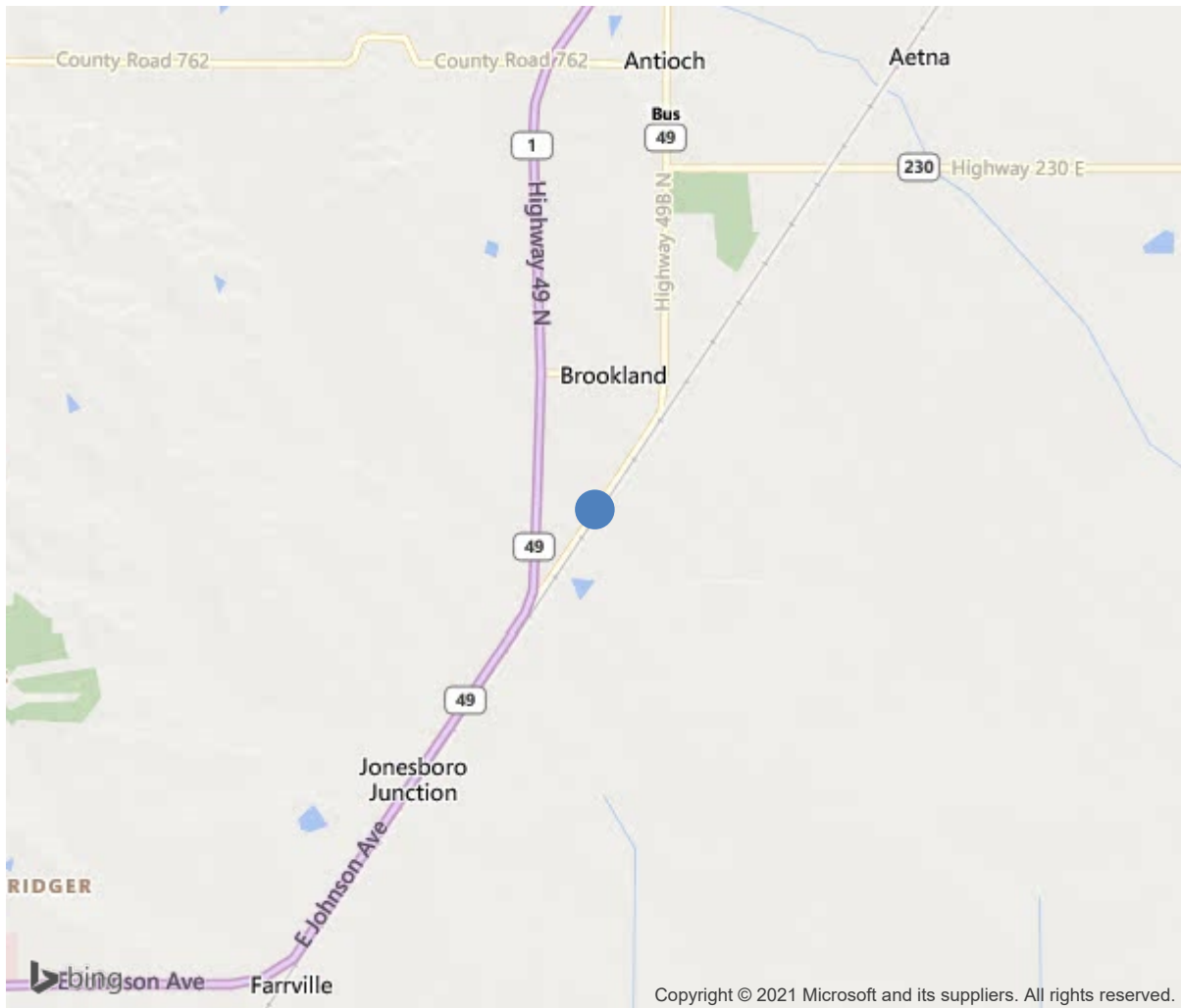
Bridge #03747 (Routine)

US 49B over TOWN DITCH

Location: 3.09 M S Jct. 49B & 49

Team Lead: Tim Myrick Inspection Date: March 15, 2018

3.09 M S Jct. 49B & 49



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03747
(5) Inventory Route	49
(2) Highway Agency District	10
(3) County Code	31-Craighead County, Arkansas
(4) Place Code	8420
(6) Features Intersected	TOWN DITCH
(7) Facility Carried	US 49B
(9) Location	3.09 M S Jct. 49B & 49
(11) Mile Point	3.09 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.89773
(17) Longitude	-90.5832
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(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	1963
(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	3800
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	28 ft
(49) Structure Length	84 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	33.6 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	27.9 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	5-None present but re-evaluation
(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	19-Urban Local
(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	5
(60) Substructure	6
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5-MS 18 / HS 20
(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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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	7-Countermeasures have been installed
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	110 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 131
(96) Total Project Cost	\$ 359
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	4563
(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



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	2604	1300	691	613	0
1080	Delamination/Spall/Patched Area	SF	366	0	40	326	0
1090	Exposed Rebar	SF	30	0	0	30	0
1120	Efflorescence/Rust Staining	SF	90	0	60	30	0
1130	Cracking (RC and Other)	SF	146	0	0	146	0
1190	Abrasion/Wear (PSC/RC)	SF	672	0	591	81	0
227	Reinforced Concrete Pile	EA	10	10	0	0	0
234	Reinforced Concrete Pier Cap	LF	136	127	1	8	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	8	0	0	8	0
321	Reinforced Concrete Approach Slab	SF	1700	1662	8	30	0
1080	Delamination/Spall/Patched Area	SF	8	0	8	0	0
1130	Cracking (RC and Other)	SF	30	0	0	30	0
333	Other Bridge Railing	LF	168	168	0	0	0





Underneath deck view



Deck view





Roadway view



Span 2 shell out area left side to slab



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## **Maintenance Needs**



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**Team Lead:** Tim Myrick **Inspection Date:** March 15, 2018

## **Inspection Comments**

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### **Deck Notes**

Approach slabs have a few cracks and patched areas. Span 1 deck has a 28' x 4' patch in Lt and Rt gutters. Patches have cracks and spalls and are in fair to poor condition deck has been chip sealed. Deck at spans 1 – 3 have areas of moderate abrasion. Deck has a few wide unsealed cracks with spalls forming along cracks.

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### **Superstructure Notes**

Span 2 soffit has efflorescent cracks, and several small spalls with rebar exposed at drain openings and near beginning of span. Span 3 soffit has a 2' x 1' spall with rebar exposed on Rt edge over bent 3. Two shelled out rebar exposed a 2ft. x 4ft. and 1ft. x 1ft. Lt side around drain openings. Span 2 has 2ft. x 1ft. Rt. drain opening.

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### **Substructure Notes**

Span 1 soffit has efflorescent cracks, a 1' diameter full depth patch, and 4' x 28' area under Rt gutter that is cracked/delaminated and has a spall with 6' of rebar exposed. Bent 2 cap has 1' on Rt end cracked/delaminated. Bent 3 cap has several small spalls with rebar exposed on face of cap. Rt end of cap has a 2' spall with rebar exposed.