



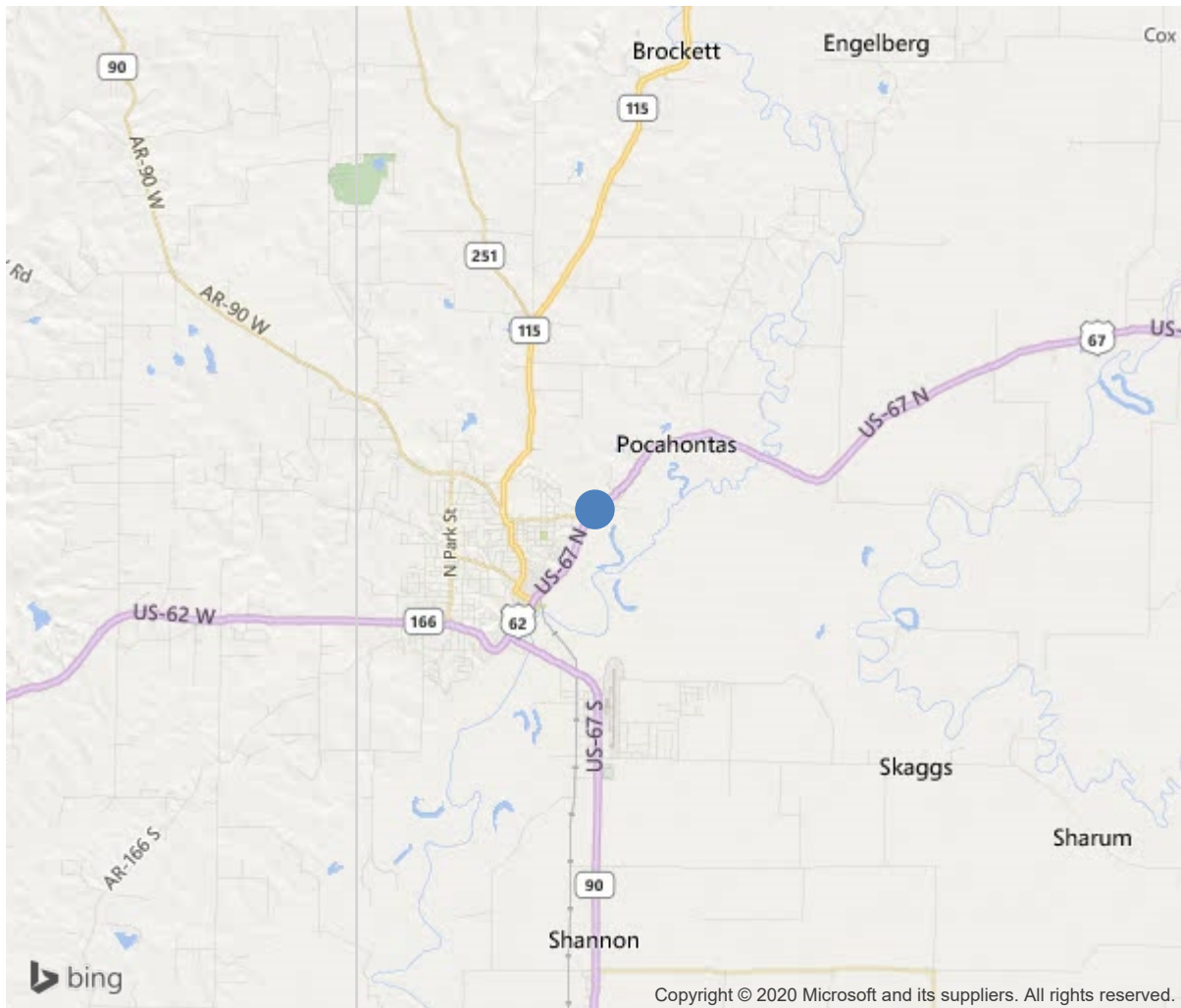
**Bridge #00510(Routine)**

**US 67-19- LM 1.49 over MANSKER CREEK**

**Location: 1.49 N OF JCT 62 & 67**

**Team Lead: Tim Myrick Inspection Date: July 26, 2018**

1.49 N OF JCT 62 & 67



36.27337, -90.95830



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	00510
(5) Inventory Route	67
(2) Highway Agency District	10
(3) County Code	121-Randolph County, Arkansas
(4) Place Code	54120
(6) Features Intersected	MANSKER CREEK
(7) Facility Carried	US 67-19- LM 1.49
(9) Location	1.49 N OF JCT 62 & 67
(11) Mile Point	1.49 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000067190
(16) Latitude	36.27337
(17) Longitude	-90.95830
(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	14
Material	1-Concrete
Type	4-Tee beam
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	2
(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	1928
(106) Year Reconstructed	1955
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	8218
(30) Year of ADT	2018
(109) Truck ADT	34 %
(19) Bypass, Detour Length	12 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	81 ft
(49) Structure Length	161 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.8 ft
(32) Approach Roadway Width (W/Shoulders)	44 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	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			1
(26) Functional Class	14-Urban Other Principal 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	1-The inventory route is part of the		
(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			6
(62) Culverts			N
LOAD RATING AND POSTING			
(31) Design Load	4-M 18 / H 20		
(63) Operating Rating Method			1
(64) Operating Rating			
Type	1-Load Factor(LF)		
Rating			42
(65) Inventory Rating Method	1-Load Factor(LF)		
(66) Inventory Rating			
Type			1
Rating			25
(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	5-Bridge foundations determined to be		
PROPOSED IMPROVEMENTS			
(75) Type of Work	Replacement of bridge or other		
(76) Length of Structure Improvement	191 ft		
(94) Bridge Improvement Cost	\$ 0		
(95) Roadway Improvement Cost	\$ 306		
(96) Total Project Cost	\$ 888		
(97) Year of Improvement Cost Estimate	2002		
(114) Future ADT	4677		
(115) Year of Future ADT	2028		
INSPECTIONS			
(90) Inspection Date			201904
(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	

SUFFICIENCY RATING	50.1
STATUS (SD/FO/None)	Not Deficient



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	5128	3377	61	1690	0
1080	Delamination/Spall/Patched Area	SF	61	0	61	0	0
1120	Efflorescence/Rust Staining	SF	588	0	0	588	0
510	Wearing Surfaces	SF	4501	4222	61	218	0
3220	Crack (Wearing Surface)	SF	162	0	0	162	0
3210	Delam/Spall/Patched Area/Pothole	SF	61	0	61	0	0
107	Steel Open Girder/Beam	LF	409	259	0	0	150
1000	Corrosion	LF	150	0	0	0	150
515	Steel Protective Coating	SF	4384	877	0	3507	0
3440	Effectiveness (Steel Protective Coatings)	SF	877	0	0	877	0
3420	Peeling/Bubbling/Cracking	SF	2630	0	0	2630	0
110	Reinforced Concrete Open Girder/Beam	LF	398	391	2	5	0
1090	Exposed Rebar	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	5	0	0	5	0
210	Reinforced Concrete Pier Wall	LF	58	54	0	4	0
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	1	0	0	1	0
215	Reinforced Concrete Abutment	LF	75	69	6	0	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
234	Reinforced Concrete Pier Cap	LF	59	37	22	0	0
1090	Exposed Rebar	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	18	0	18	0	0
311	Movable Bearing	EA	5	0	0	5	0
1000	Corrosion	EA	5	0	0	5	0
313	Fixed Bearing	EA	5	0	0	4	1
1000	Corrosion	EA	5	0	0	4	1
330	Metal Bridge Railing	LF	330	0	330	0	0
1000	Corrosion	LF	164	0	164	0	0



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## **Maintenance Needs**



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## Inspection Comments

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### Deck Notes

Metal rails are rust covered with pitting. Concrete curbs have a few cracks with 6 ft. of spalls, no exposed rebar. Asphalt overlay has open cracks over joints all bents with a few minor spalls. Span 2 Lt. side at bent 2 and Span 2 Rt. side at Bent 3 concrete patches to deck ,See photos 2018. Span 3 right lane has a 7 ft. x 3 ft. full depth repair in wearing surface and deck. Soffit has several cracks, especially overhangs, with heavy leakage and heavy efflorescence buildup. Heavy chloride contamination over majority of steel girders. Especially Steel girders of Span 2 possible deck and girder separation large flakes of rust are falling to ground from traffic.

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### Superstructure Notes

Concrete haunches under concrete T-beams have moderate size cracks at Span 1 over Bents 1 and 2, and at span 3 over bent 3. Haunches at bent 1 have a few minor spalls. No change since 2014. Span 3 reinforced girder 5 has moderate width cracking over bent 3. No change since 2016. Reinforced Concrete girder 1 over bent 2 has a small spall with exposed rebar. Concrete diaphragms at bent 2 have minor cracks. Span 2 girders have 50% paint deterioration with surface rust and areas of pitting and initial section loss. Girders 1 and 5 have some measurable section loss at top and bottom flange, especially near mid span, See 2014 & 2016 photos. Span 2 bearings are rust covered with initial section loss. Anchor bolts and nuts have heavy rust and section loss with a few nuts rusted off. Bent 2 Rocker bearings are tilted up to 12 degrees. No change since 2008. Span 2 bent 3 fixed bearing 5 has measurable section loss and heavy pack rust.

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### Substructure Notes

Bent 2 Pier wall has a few spalls with rebar exposed with section loss, See 2008 photo. Bent 2 cap has spalls with rebar exposed on Left and Right ends. Bent 3 Pier wall and columns has moderate width cracks. Bent 3 pier wall has 1 open vertical crack through wall near centerline. Span 2 side of wall has a 3 feet x 1 foot spall with rebar exposed with section loss, See 2014 photo. Bent 3 Left end of cap has efflorescent map cracking, delaminated areas, and some rust stains. no change since 2014. Bent 3 column 2 has a 1 foot x 3 inch spall with rebar exposed. Bent 1 & 4 abutments have moderate width cracking. Embankment erosion and rodents have exposed piling on bent 1