



Latitude:35.95510, Longitude:-90.17686

Route:119 Section:05 Log:1.69

Arnold Road ID:47x119x5xA, Arnold Log mile:1.691

District 10, Mississippi County

Owner: 1-State Highway Agency

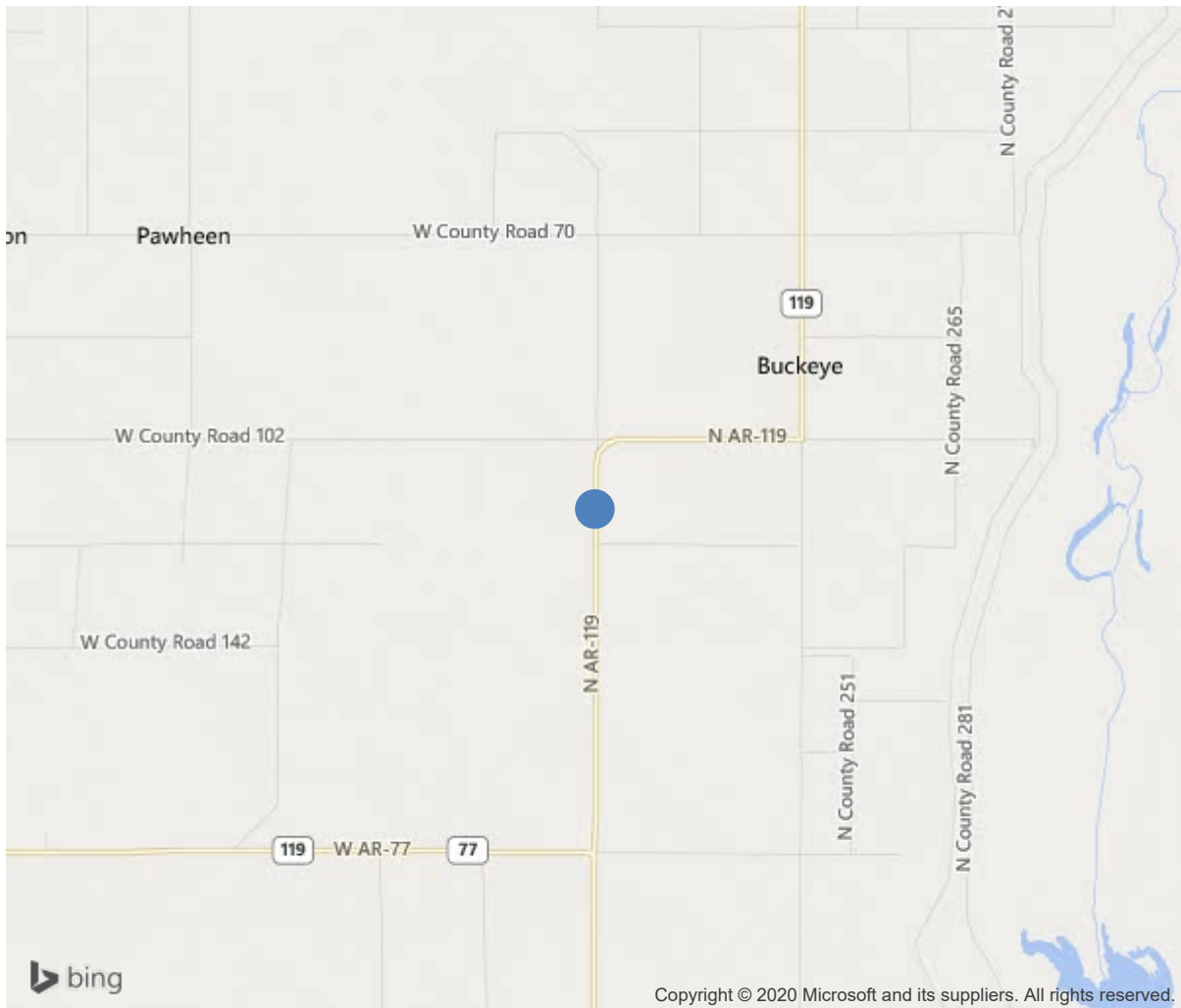


Bridge #06031 (Routine)
SH 119-05- LM 1.69 over BUFFALO DITCH

Location: 1.7 MI N JCT SH 77 & 119

Team Lead: Tim Myrick Inspection Date: June 24, 2019

1.7 MI N JCT SH 77 & 119



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06031
(5) Inventory Route	119
(2) Highway Agency District	10
(3) County Code	93-Mississippi County, Arkansa
(4) Place Code	0
(6) Features Intersected	BUFFALO DITCH
(7) Facility Carried	SH 119-05- LM 1.69
(9) Location	1.7 MI N JCT SH 77 & 119
(11) Mile Point	1.69 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.95510
(17) Longitude	-90.17686
(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	5
(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	1985
(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	350
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	8 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	45 ft
(49) Structure Length	228 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	29.9 ft
(52) Deck Width Out to Out	32.8 ft
(32) Approach Roadway Width (W/Shoulders)	32.2 ft
(33) Bridge Median	0-No median
(34) Skew	45 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	30.8 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	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	7
(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	5
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	7
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	1111
A) Bridge Railings	1-Inspected feature meets currently a
B) Transitions	1-Inspected feature meets currently a
C) Approach Guardrail	1-Inspected feature meets currently a
D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be
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	549
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	201906
(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	94.8
STATUS (SD/FO/None)	Not Deficient



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	7387	7387	0	0	0
1120	Efflorescence/Rust Staining	SF	0	0	0	0	0
107	Steel Open Girder/Beam	LF	675	555	120	0	0
1000	Corrosion	LF	120	0	120	0	0
515	Steel Protective Coating	SF	5512	0	5512	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	5512	0	5512	0	0
215	Reinforced Concrete Abutment	LF	118	112	6	0	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
227	Reinforced Concrete Pile	EA	20	17	3	0	0
1130	Cracking (RC and Other)	EA	3	0	3	0	0
234	Reinforced Concrete Pier Cap	LF	160	149	11	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	9	0	9	0	0
302	Compression Joint Seal	LF	279	69	210	0	0
2320	Seal Adhesion	LF	210	0	210	0	0
311	Movable Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	19	0	0	19	0
1020	Connection	EA	1	0	0	1	0
313	Fixed Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	20	0	0	20	0
331	Reinforced Concrete Bridge Railing	LF	456	379	77	0	0
1130	Cracking (RC and Other)	LF	77	0	77	0	0



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Maintenance Needs



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Inspection Comments

Deck Notes

No log Mile Posting. Compression seals are torn and split with leakage showing on the caps. Deck has been sand sealed. Concrete rails have a few moderate width cracks. Both Bridge Ends have up to 2" roadway settlement. A few moderate width cracks thru Deck with very minor efflorescence bottom of deck. Majority of compression seals are losing adhesion.

Superstructure Notes

Steel Girders have 3' on ends over Bents rusted with pitting. Freckled Rust is forming on entire length of Girders, especially on bottom flange. Majority of bearing Plates are rusted with initial loss of section some with heavy pack rust. Most have rust between sole and masonry plate. Span 2 bent 3 girder 1 has a hole in the web between the anchor bolts as built condition. Span 5 Girder 3 Bearing over Bent 5 has 1 anchor bolt missing.

Substructure Notes

Concrete Caps have some moderate width cracks. Bent 2 & 3 cap each have a minor delamination. Concrete abutments have a few moderate width cracks with a few moderate width cracks with efflorescence in back wall portion of abutments. Bent 2 Pile 5 has some vertical cracks extending 3' from ground line, see 2015 photo for typical. Bent 5 Piles 3&5 has some vertical cracks extending 3' from ground line. Drift lodged on Bents 3&4. Trees & brush growing under bridge.