



Latitude:34.97057, Longitude:-90.89100

Route:70 Section:18 Log:13.54

Arnold Road ID:68x70x18xA, Arnold Log mile:13.573

District 01, St. Francis County

Owner: 1-State Highway Agency

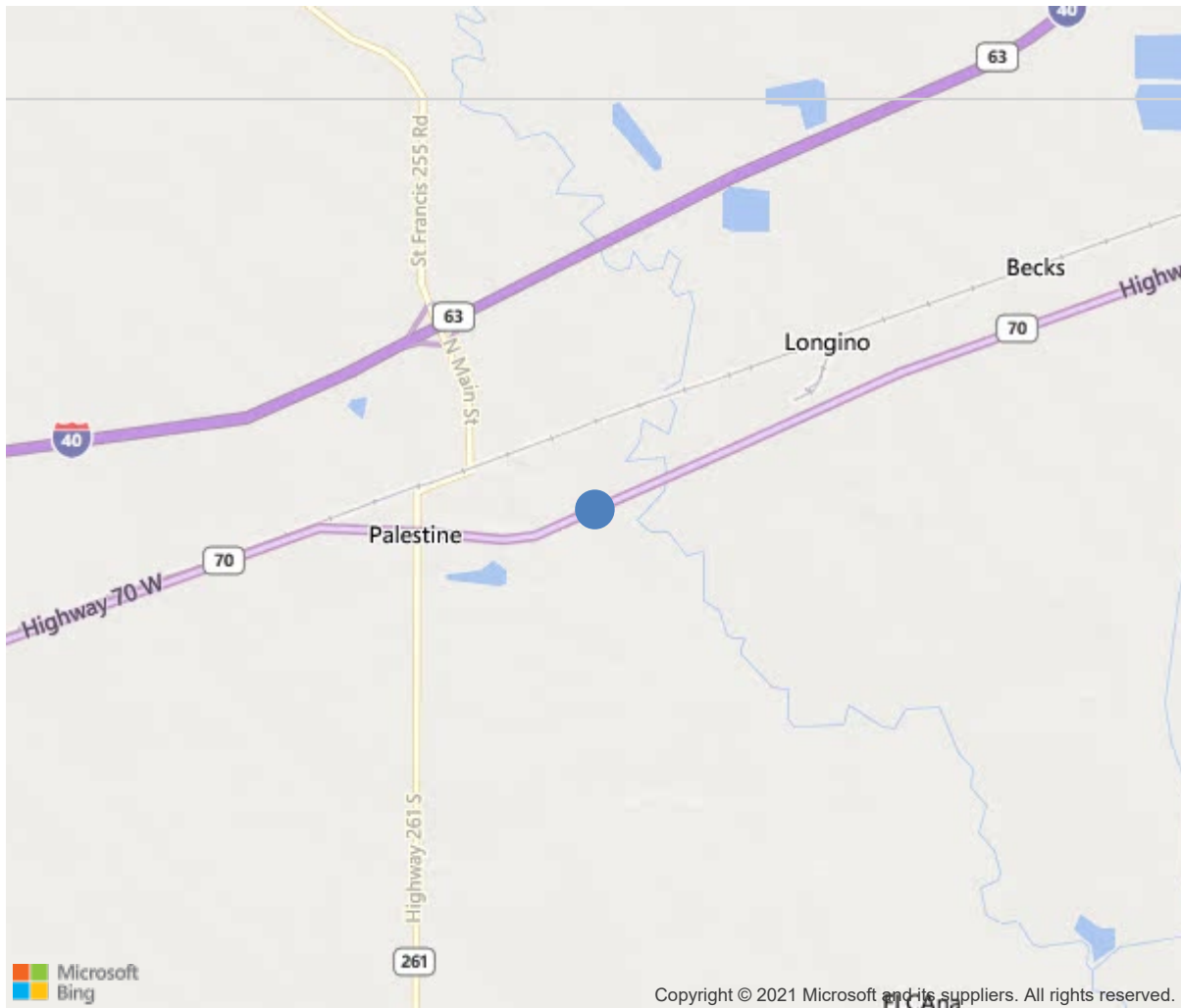


Bridge #01578(Routine, Underwater type 2)
Us70/Sec-18/L13.54 over Languille River Relief

Location: .9 M E Of Jct Sh 261

Team Lead: Myron Futrell Inspection Date: August 27, 2020

.9 M E Of Jct Sh 261



34.97057, -90.89100



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Location: .9 M E Of Jct Sh 261

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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	01578
(5) Inventory Route	70
(2) Highway Agency District	01
(3) County Code	123-St. Francis County, Arkansa
(4) Place Code	0
(6) Features Intersected	Languille River Relief
(7) Facility Carried	Us70/Sec-18/L13.54
(9) Location	.9 M E Of Jct Sh 261
(11) Mile Point	13.54 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.97057
(17) Longitude	-90.891
(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	10
(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	1986
(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	2600
(30) Year of ADT	2019
(109) Truck ADT	13 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	34 ft
(49) Structure Length	342 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	41 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	41.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 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	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	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	8
(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	54
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	10
Rating	32
(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	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) 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	3267
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/2020
(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		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	14514	11262	0	3252	0
1120	Efflorescence/Rust Staining	SF	346	0	0	346	0
1130	Cracking (RC and Other)	SF	2906	0	0	2906	0
(38)	Each span has open longitudinal crack in center. Soffit in center has hairline longitudinal crack with some light efflorescence.						
215	Reinforced Concrete Abutment	LF	98	98	0	0	0
227	Reinforced Concrete Pile	EA	81	73	0	8	0
1090	Exposed Rebar	EA	5	0	0	5	0
1130	Cracking (RC and Other)	EA	3	0	0	3	0
(227)	Bent #3 pile #5 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss. Bent #7 pile #3 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss. Bent #7 piles #4,5 are cracked at top. Bent #8 pile #3 cracked and delaminated at top for 2'. Bent #9 piles #3,4 are cracked, delaminated and spalled at top with exposed rebar with 5% section loss. Bent #10 pile #3 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss.						
234	Reinforced Concrete Pier Cap	LF	387	380	0	7	0
1080	Delamination/Spall/Patched Area	LF	6	0	0	6	0
1090	Exposed Rebar	LF	1	0	0	1	0
(234)	Bent #7 cap left end back face has a two foot by three foot delamination. Bent #8 cap left end has a one foot spall no rebar exposed. Bent #9 cap left end back face has 3' spall with exposed rebar with 5% section loss and 1' delamination.						
301	Pourable Joint Seal	LF	385	0	385	0	0
2350	Debris Impaction	LF	385	0	385	0	0
(301)	Joints are cracked and weathered allowing non compressible material to enter. Joints have vegetation growing in them.						
331	Reinforced Concrete Bridge Railing	LF	684	684	0	0	0



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Location: .9 M E Of Jct Sh 261

Team Lead: Myron Futrell **Inspection Date:** August 27, 2020

Maintenance Needs

Date Reported: 08/14/2018

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Joints have vegetation growing in them.

Remarks



Joints have vegetation growing in them.



Vegetation growing in gutters at joints.



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Team Lead: Myron Futrell Inspection Date: August 27, 2020

Date Reported: 08/14/2018

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Joints are cracked and weathered allowing non compressible material to enter.

Remarks



Joints are cracked and weathered allowing non compressible material to enter.



Bent #10 joint.



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Bent #9 joint.



Bent #8 joint.



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Bent #7 joint.



Bent #6 joint.



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Bent #5 joint.



Bent #4 joint.



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Bent #3 joint.



Bent #2 joint.

Date Reported: 08/14/2018

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Bent #7 cap left end back face has a two foot by three foot delamination.

Bent #8 cap left end has a one foot spall no rebar exposed.

Bent #9 cap left end back face has 3' spall with exposed rebar with 5% section loss and 1' delamination.

Remarks



Span #7 cap left side back face spalled and delaminated.



Bent #8 cap left end back face.



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Bent #9 cap back face left end.

Date Reported: 08/07/2012
Priority: C - Important
Type of Work: N/A
Status: Monitor
Component:

Deficiency Description

Deck each span has open longitudinal crack in center.

Remarks



Typical longitudinal deck crack.



Span #2 deck.

Date Reported: 08/07/2012

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Approach rail abutment #1 left side has collision damage first forty feet of rail.
Abutment #1 right approach rail has 40'+- of collision damage 90' +- from bridge end.

Remarks



Abutment #1 left approach rail.



Abutment #1 right approach rail has 40'+- of collision damage 90' +- from bridge end.



Abutment #1 left approach rail has minor collision damage first two rail posts are damaged and not connected.

Date Reported: 08/07/2012

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Bent #3 pile #5 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss.

Bent #7 pile #3 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss.

Bent #7 piles #4,5 are cracked at top.

Bent #8 pile #3 cracked and delaminated at top for 2'.

Bent #9 piles #3,4 are cracked, delaminated and spalled at top with exposed rebar with 5% section loss.

Bent #10 pile #3 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss.

Remarks







Bent #7 pile #3 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss.



Bent #8 pile #3.



Bent #10 pile #3 is cracked, delaminated and spalled at top with exposed rebar with 5% section loss.



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Location: .9 M E Of Jct Sh 261

Team Lead: Myron Futrell Inspection Date: August 27, 2020

Date Reported: 08/13/2014

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Trees and vegetation are growing beside and under bridge.

Remarks



Trees and vegetation are growing beside and under bridge.





Trees and vegetation growing beside and under bridge.



Vegetation growing beside and under bridge.



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Team Lead: Myron Futrell Inspection Date: August 27, 2020

Date Reported: 08/31/2020
Priority: D- Routine
Type of Work: Repair
Status: Open
Component: Approach

Deficiency Description

Approach gutters have settled 1" to 2".

Remarks



Approach gutters have settled 1" to 2".



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Location: .9 M E Of Jct Sh 261

Team Lead: Myron Futrell **Inspection Date:** August 27, 2020

Inspection Comments

Trees and vegetation are growing beside and under bridge.
Approach rail abutment #1 left side has collision damage first forty feet of rail.
Abutment #1 right approach rail has 40' +/- of collision damage 90' +/- from bridge end.
Approach gutters have settled 1" to 2".

Superstructure Notes

05/07/2020 lowered superstructure from 8 to 7 due to being slab.