



Latitude:35.11169, Longitude:-90.56437

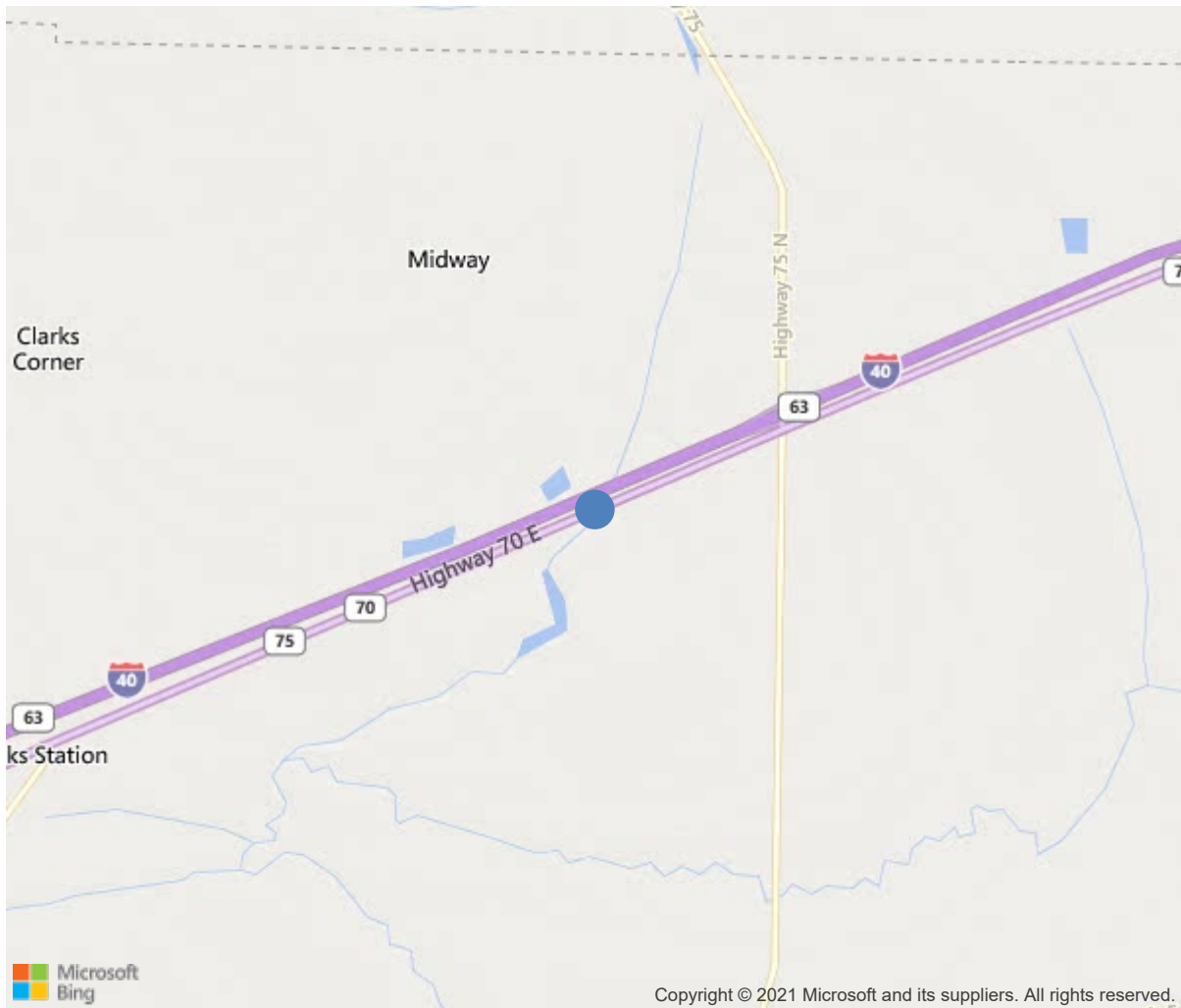
Route:70 Section:19 Log:15.28

Arnold Road ID:68x70x19xA, Arnold Log mile:15.217

District 01, St. Francis County

Owner: 1-State Highway Agency

3.2 Mi Ne Jct Of Sh 75



35.11169, -90.56437



Bridge #07016(Routine, Underwater type 2)

Us-70/Sec19/L15.28 over Bevins Bayou

Location: 3.2 Mi Ne Jct Of Sh 75

Team Lead: Myron Futrell Inspection Date: January 13, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	07016
(5) Inventory Route	70
(2) Highway Agency District	01
(3) County Code	123-St. Francis County, Arkansa
(4) Place Code	0
(6) Features Intersected	Bevins Bayou
(7) Facility Carried	Us-70/Sec19/L15.28
(9) Location	3.2 Mi Ne Jct Of Sh 75
(11) Mile Point	15.28 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.111691
(17) Longitude	-90.564369
(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	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	2-Integral Concrete (separate non-modified
Type of Membrane	0-None
Type of Deck Protection	1-Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2005
(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	1000
(30) Year of ADT	2014
(109) Truck ADT	18 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	65 ft
(49) Structure Length	177 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	32.2 ft
(52) Deck Width Out to Out	35.2 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	32.2 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	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	8
(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	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	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	980
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			01/2020
(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.			

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6095	4805	1219	71	0
1120	Efflorescence/Rust Staining	SF	71	0	0	71	0
1130	Cracking (RC and Other)	SF	1219	0	1219	0	0
(12) Each span has transverse cracks spaced 5', a few longitudinal cracks, and diagonal cracks in corners of spans. Deck soffit overhangs have transverse cracks with moderate efflorescence spaced 10' apart.							
107	Steel Open Girder/Beam	LF	875	875	0	0	0
515	Steel Protective Coating	SF	6558	6558	0	0	0
215	Reinforced Concrete Abutment	LF	78	70	8	0	0
1120	Efflorescence/Rust Staining	LF	8	0	8	0	0
(215) Abutment #1 and #2 back walls have vertical hairline cracks with 4 each abutment having light efflorescence.							
225	Steel Pile	EA	10	10	0	0	0
515	Steel Protective Coating	SF	788	788	0	0	0
(225) Steel piles have cmp encased with concrete fill.							
234	Reinforced Concrete Pier Cap	LF	70	70	0	0	0
321	Reinforced Concrete Approach Slab	SF	1752	1662	90	0	0
1130	Cracking (RC and Other)	SF	90	0	90	0	0
(321) Each approach slab has two diagonal cracks in corners and one transverse crack.							
331	Reinforced Concrete Bridge Railing	LF	354	336	18	0	0
1120	Efflorescence/Rust Staining	LF	18	0	18	0	0
(331) Bridge rail both sides has vertical hair line cracks some with efflorescence 18 feet total.							



Bridge #07016(Routine, Underwater type 2)

Us-70/Sec19/L15.28 over Bevins Bayou

Location: 3.2 Mi Ne Jct Of Sh 75

Team Lead: Myron Futrell **Inspection Date:** January 13, 2020

Maintenance Needs

Date Reported: 01/15/2014
Priority: C - Important
Type of Work: N/A
Status: Monitor
Component:

Deficiency Description

Abutment #2 approach roadway has settled 1" increasing impact loading on bridge.

Remarks



Abutment #2 approach roadway



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Location: 3.2 Mi Ne Jct Of Sh 75

Team Lead: Myron Futrell **Inspection Date:** January 13, 2020

Date Reported: 01/15/2014

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Each approach slab has two diagonal cracks in corners and one transverse crack.

Remarks



Typical approach slab cracks.



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Us-70/Sec19/L15.28 over Bevins Bayou

Location: 3.2 Mi Ne Jct Of Sh 75

Team Lead: Myron Futrell **Inspection Date:** January 13, 2020

Date Reported: 01/15/2014

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Each span has transverse cracks spaced 5', a few longitudinal cracks, and diagonal cracks in corners of spans. Deck soffit overhangs have transverse cracks with moderate efflorescence spaced 10' apart.

Remarks



Typical deck cracks



Bridge #07016(Routine, Underwater type 2)

Us-70/Sec19/L15.28 over Bevins Bayou

Location: 3.2 Mi Ne Jct Of Sh 75

Team Lead: Myron Futrell **Inspection Date:** January 13, 2020

Date Reported: 01/13/2020

Priority: D- Routine

Type of Work: Replace

Status: Open

Component: Approach

Deficiency Description

Log mile signs missing.

Remarks

Date Reported: 01/13/2020
Priority: C - Important
Type of Work: Repair
Status: Open
Component: Approach

Deficiency Description

Abutment 2 left approach rail has collision damage 60' from bridge end.

Remarks



Abutment 2 left approach rail damage 60' from bridge end.



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Us-70/Sec19/L15.28 over Bevins Bayou

Location: 3.2 Mi Ne Jct Of Sh 75

Team Lead: Myron Futrell **Inspection Date:** January 13, 2020

Inspection Comments

Drawing numbers: 46833,46837.

01/08/2018 lowered deck from 8 to 7 due to sealable deck cracks.

01/08/2018 lowered substructure from 8 to 7 due to cracks in abutments with efflorescence.

Abutment #2 approach roadway has settled 1" increasing impact loading on bridge.