



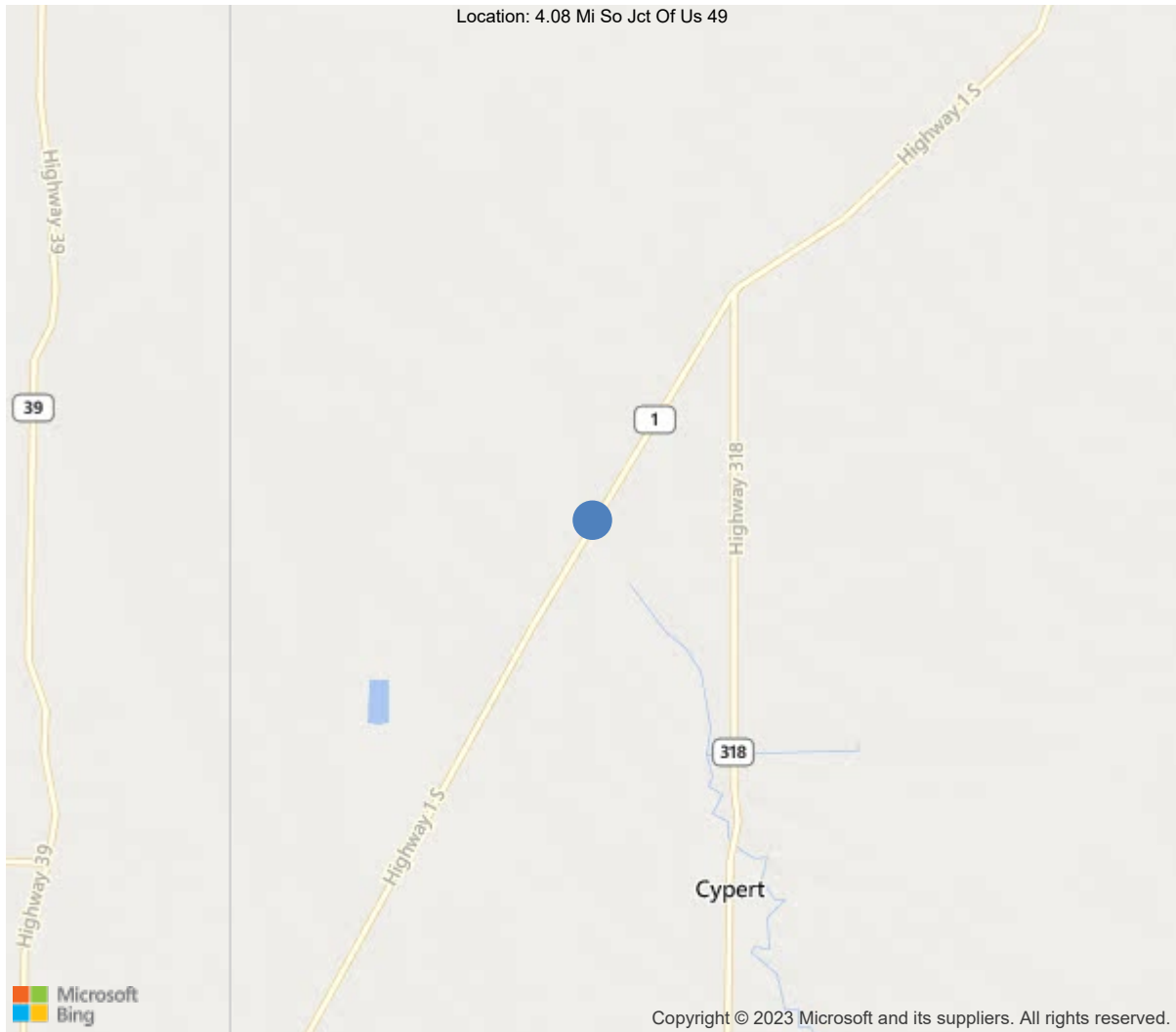
Latitude:34.51633, Longitude:-90.96817

Route:1 Section:07 Log:4.01

Arnold Road ID:54x1x7xA, Arnold Log mile:4.009

District 01, 107 - Phillips County

Owner: 1 - State Highway Agency



34.51633, -90.96817



Asset #03070(Routine)

Sh-1/Sec-7/L-4.01 over Coffee Creek

Location: 4.08 Mi So Jct Of Us 49

Team Lead: Drew Melton, Inspection Date: 07/27/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03070
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	107 - Phillips County
(4) Place Code	0
(6) Features Intersected	Coffee Creek
(7) Facility Carried	Sh-1/Sec-7/L-4.01
(9) Location	4.08 Mi So Jct Of Us 49
(11) Mile Point	4.01 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000001070
(16) Latitude	34.516331
(17) Longitude	-90.96817
(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	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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1962
(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	1200
(30) Year of ADT	2018
(109) Truck ADT	19 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	125 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	26.2 ft
(52) Deck Width Out to Out	29.5 ft
(32) Approach Roadway Width (W/Shoulders)	26.5 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	26.2 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 w
(111) Pier Protection	1 - Navigation protection not
(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	2 - Rural Principal Arterial -
(100) Defense Highway	0 - The inventory route is not
(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
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	7
(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	41
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
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	6
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - Bridge foundations determined t
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	1500
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date	07/27/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



Asset #03070(Routine)

District: 01, County: 107 - Phillips County

Team Lead: Drew Melton, Inspection Date: 07/27/2022

General Observation

DRAWING NUMBERS-9214,9216,5415-16.

Abutment #1,2 left approach rail has multiple areas of collision damage.

Gutters are full of dirt and debris with vegetation growing in them.

Trees and vegetation are growing beside and under bridge bridge and onto roadway.

A-46 - Asset Files

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	3688	3669	0	19	0
1120	Efflorescence/Rust Staining	SF	15	0	0	15	0
1190	Abrasion/Wear (PSC/RC)	SF	4	0	0	4	0
510	Wearing Surfaces	SF	3250	250	2500	500	0
3220	Crack (Wearing Surface)	SF	3000	0	2500	500	0
(38) Soffit-under surface span #1 has a four foot area that is scaled near right side close to abutment #1. Soffit-under surface span #1 has two longitudinal cracks with moderate efflorescence. Wearing surface has multiple cracks all directions.							
215	Reinforced Concrete Abutment	LF	76	50	25	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
6000	Scour	LF	25	0	25	0	0
(215) Abutment #1 cap has a 1' spall near left end at top with no rebar exposed. Abutment #1 cap 15' from left end has a 1' delaminated area at top. Abutment #1 cap is undermined six inches to eight inches deep for twenty five feet.							
227	Reinforced Concrete Pile	EA	18	18	0	0	0
234	Reinforced Concrete Pier Cap	LF	120	114	2	4	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
(234) Bent #2 cap left side has two six inch spalls with no rebar exposed. Bent #2 cap right end cracked with efflorescence last 1'. Bent #3 cap has two six inch spalls on bottom between piles #3,4 with rebar expose with 5% section loss. Bent #3 cap ahead face has 2' delamination on left side. Bent #3 cap left end has 6" spall at top.							
301	Pourable Joint Seal	LF	118	0	0	118	0
2350	Debris Impaction	LF	118	0	0	118	0
(301) Joints have been overlaid limiting movement.							
330	Metal Bridge Railing	LF	250	215	5	30	0
1020	Connection	LF	5	0	5	0	0
7000	Damage	LF	30	0	0	30	0
515	Steel Protective Coating	SF	750	750	0	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	0	0	0	0	0
(330) Span #1,2 bridge rail has collision damage full length. Spans #2,3 right side has five posts that are cracked with delaminations.							

Team Lead: Drew Melton, **Inspection Date:** 07/27/2022

Deck

[illegible]



Asset #03070(Routine)

Sh-1/Sec-7/L-4.01 over Coffee Creek

Location: 4.08 Mi So Jct Of Us 49

Team Lead: Drew Melton, Inspection Date: 07/27/2022

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4

Team Lead: Drew Melton, **Inspection Date:** 07/27/2022

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	76	50	25	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
6000	Scour	LF	25	0	25	0	0
(215) Abutment #1 cap has a 1' spall near left end at top with no rebar exposed. Abutment #1 cap 15' from left end has a 1' delaminated area at top. Abutment #1 cap is undermined six inches to eight inches deep for twenty five feet.							
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234	Reinforced Concrete Pier Cap	LF	120	114	2	4	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
(234) Bent #2 cap left side has two six inch spalls with no rebar exposed. Bent #2 cap right end cracked with efflorescence last 1'. Bent #3 cap has two six inch spalls on bottom between piles #3,4 with rebar expose with 5% section loss. Bent #3 cap ahead face has 2' delamination on left side. Bent #3 cap left end has 6" spall at top.							



Team Lead: Drew Melton, Inspection Date: 07/27/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Side view-elevation

Maintenance Needs

Date Reported: 07/16/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Span #1,2 bridge rail has collision damage full length.

Remarks



Span #1,2 bridge rail has collision damage full length.



Left rail span #1



Left rail damage spans #1 and 2.

Maintenance Needs

Date Reported: 07/08/2014

Priority: C - Important

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Element

Deficiency Description

Gutters are full of dirt and debris with vegetation growing in them.

Remarks



Gutters are full of dirt and debris with vegetation growing in them.



Dirt and vegetation in gutters.

Maintenance Needs

Date Reported: 07/08/2014

Priority: C - Important

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Channel

Deficiency Description

Trees and vegetation are growing beside and under bridge bridge and onto roadway.

Remarks



Trees and vegetation are growing beside and under bridge bridge and onto roadway.



Vegetation growing bridge at abutment #1 right side



Trees and vegetation growing beside and under bridge
left side.

Maintenance Needs

Date Reported: 07/16/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment #1,2 left approach rail has multiple areas of collision damage.

Remarks



Abutment #1 left approach rail has multiple areas of collision damage.

Maintenance Needs

Date Reported: 07/09/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Abutment #1 cap is undermined six inches to eight inches deep for twenty five feet.

Remarks



Abutment #1 cap

Maintenance Needs

Date Reported: 07/16/2018

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Bent #2 cap left side has two six inch spalls with no rebar exposed.

Bent #2 cap right end cracked with efflorescence last 1'.

Bent #3 cap has two six inch spalls on bottom between piles #3,4 with rebar exposed with 5% section loss.

Bent #3 cap ahead face has 2' delamination on left side.

Abutment #1 cap has a 1' spall near left end at top with no rebar exposed.

Remarks



Delamination on bent #3 ahead face left side.



Bent #2 cap left end spalled with no exposed rebar.



Bent #2 cap right end cracked with efflorescence last 1'.

Maintenance Needs

Date Reported: 07/17/2020

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Wearing surface has open cracks throughout.

Remarks



Bent #5 deck.



Span #4 deck.



Span #3 deck.



Span #2 deck.



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Span #1 deck.



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Team Lead: Drew Melton, Inspection Date: 07/27/2022

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	



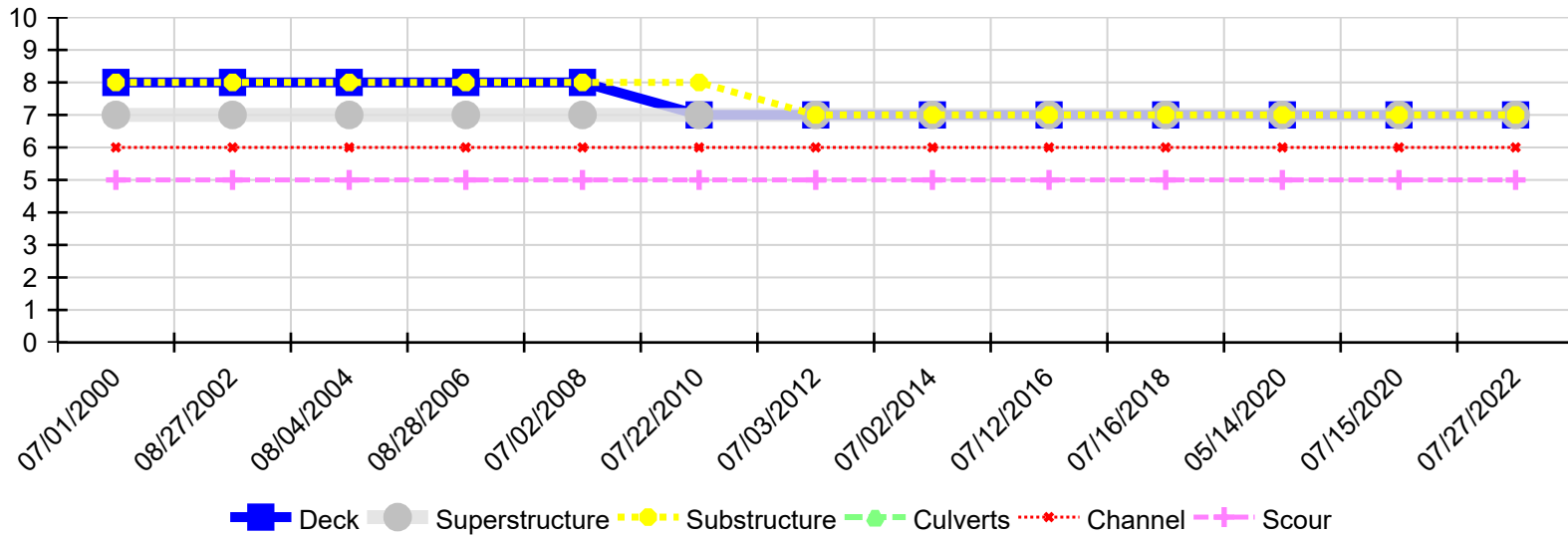
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Team Lead: Drew Melton, Inspection Date: 07/27/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/27/2022	7	7	7	N	6	5
07/15/2020	7	7	7	N	6	5
05/14/2020	7	7	7	N	6	5
07/16/2018	7	7	7	N	6	5
07/12/2016	7	7	7	N	6	5
07/02/2014	7	7	7	N	6	5
07/03/2012	7	7	7	N	6	5
07/22/2010	7	7	8	N	6	5
07/02/2008	8	7	8	N	6	5
08/28/2006	8	7	8	N	6	5
08/04/2004	8	7	8	N	6	5
08/27/2002	8	7	8	N	6	5
07/01/2000	8	7	8	N	6	5