



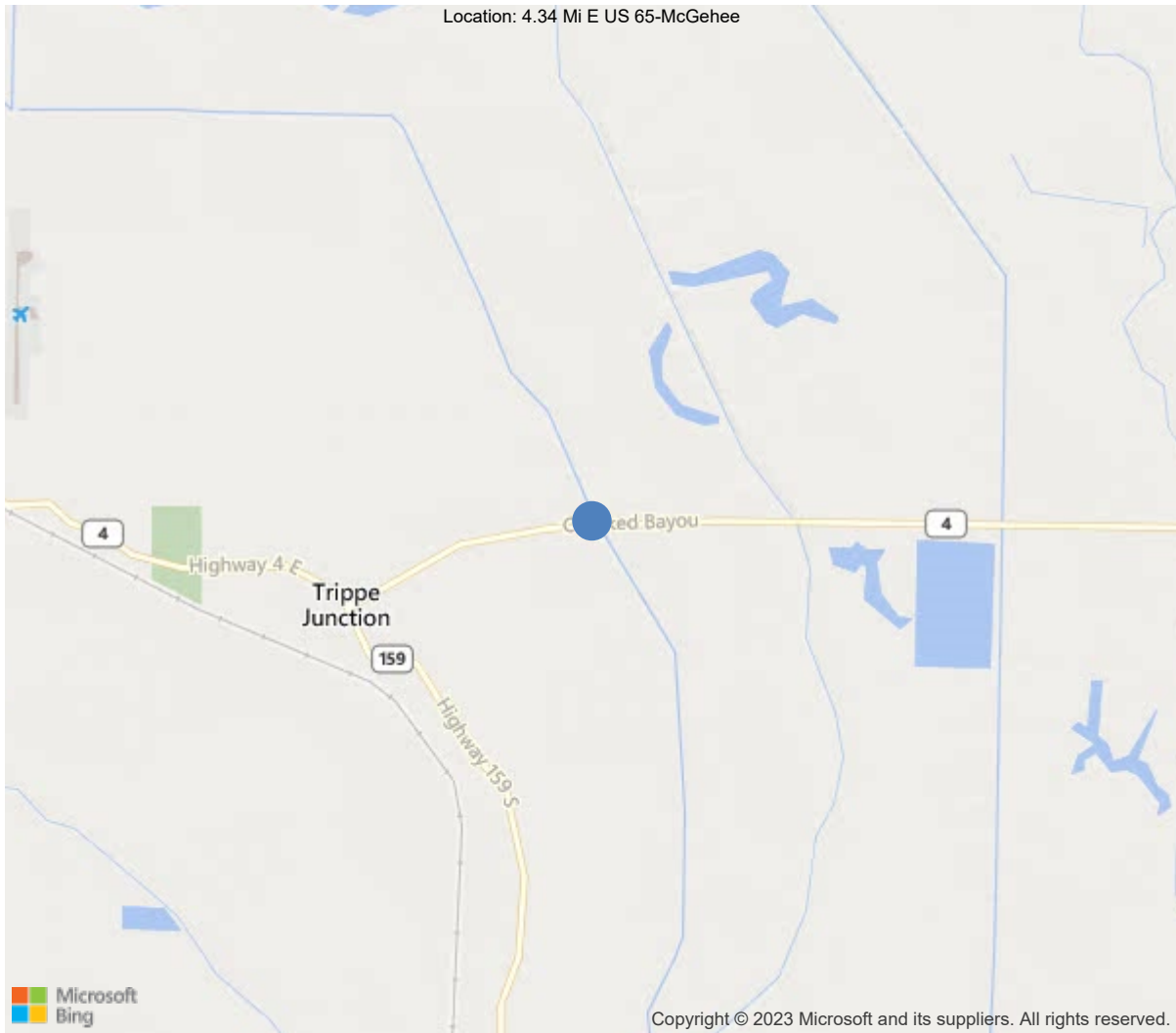
Latitude:33.60605, Longitude:-91.31430

Route:4 Section:17 Log:4.34

Arnold Road ID:21x4x17xA, Arnold Log mile:4.316

District 02, 41 - Desha County

Owner: 1 - State Highway Agency



33.60605, -91.31430



Asset #03799(Routine, Underwater type 2)

SH 4-17 LM 4.34 over Canal No. 18

Location: 4.34 Mi E US 65-McGehee

Team Lead: Sharon Hooks, Inspection Date: 03/09/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03799
(5) Inventory Route	1
(2) Highway Agency District	02 - District 02
(3) County Code	41 - Desha County
(4) Place Code	0
(6) Features Intersected	Canal No. 18
(7) Facility Carried	SH 4-17 LM 4.34
(9) Location	4.34 Mi E US 65-McGehee
(11) Mile Point	4.34 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.6060452107252
(17) Longitude	-91.3143034593264
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	7
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(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	1964
(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	820
(30) Year of ADT	2016
(109) Truck ADT	9 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	31 ft
(49) Structure Length	149 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	24.3 ft
(52) Deck Width Out to Out	25.3 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 ft
(33) Bridge Median	0 - No median
(34) Skew	45 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.9 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 w
(111) Pier Protection	5 - None present but re-evalua
(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
(101) Parallel Structure	N - No parallel structure exis
(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 structu
(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	2 - M 13.5 / H 15
(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	
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	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(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	1700
(115) Year of Future ADT	2036

INSPECTIONS *			
(90) Inspection Date	03/09/2021		
(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 #03799(Routine, Underwater type 2)

District: 02, County: 41 - Desha County

Team Lead: Sharon Hooks, Inspection Date: 03/09/2021

A-46 - Asset Files

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General Observation (False)

Bridge is logged form west to east.(Beginning of bridge towards McGehee.)03-16-2009, Dropping UW inspection due to sub-str. elements are not continuously submerged. High water events occur. NBI Items #60 and #61 will represent all elements. RLW.



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SH 4-17 LM 4.34 over Canal No. 18

Location: 4.34 Mi E US 65-McGehee

Team Lead: Sharon Hooks, Inspection Date: 03/09/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3770	3765	5	0	0
1090	Exposed Rebar	SF	5	0	5	0	0
510	Wearing Surfaces	SF	3427	3377	50	0	0
3220	Crack (Wearing Surface)	SF	50	0	50	0	0
(16) Deck: 25.3' wide x 149' long. Wearing surface: A couple minor transverse cracks at joints.							
110	Reinforced Concrete Open Girder/Beam	LF	1015	751	263	1	0
1080	Delamination/Spall/Patched Area	LF	18	0	18	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	245	0	245	0	0
(110) Girders: 7 precast units per span \ 145' total span. Units are bolted transversely and longitudinally - no noted missing or loose bolts. Scattered hairline vertical cracks and very small spalls in channel legs. Span 3 unit 7 left leg has small spall at mid span. Span 6 Unit 7: Exposed Rebar 1'							
215	Reinforced Concrete Abutment	LF	72	71	1	0	0
6000	Scour	LF	1	0	1	0	0
(215) Abutments: 36' each \ Bents 1 & 8. Minor erosion from left roadway ditch at bent 6 pile 1.							
227	Reinforced Concrete Pile	EA	24	24	0	0	0
(227) Piling: 4 per bent \ Bents 2-7.							
234	Reinforced Concrete Pier Cap	LF	156	136	20	0	0
1080	Delamination/Spall/Patched Area	LF	5	0	5	0	0
1090	Exposed Rebar	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
(234) Caps: 26' each \ Bents 2-7. Bents 2, 3, 5, 6, & 7: Scattered small contact spalls under channel legs and small spalls to ends of caps. Bents 4 & 6: Horizontal cracks above pile.. Ends of some caps have light deterioration.							
330	Metal Bridge Railing	LF	298	278	20	0	0
1000	Corrosion	LF	20	0	20	0	0
515	Steel Protective Coating	SF	745	0	695	50	0
3410	Chalking (Steel Protective Coatings)	LF	695	0	695	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	50	0	0	50	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	(330) Railing: 149' each side. Coating: 2.5 square feet per linear foot of railing. Metal railing with concrete posts. Some rail posts with minor collision damage. Paint on railing is thinning with primer showing through in most places - surface corrosion on a few panels.						

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3770	3765	5	0	0
1090	Exposed Rebar	SF	5	0	5	0	0
510	Wearing Surfaces	SF	3427	3377	50	0	0
3220	Crack (Wearing Surface)	SF	50	0	50	0	0
(16) Deck: 25.3' wide x 149' long. Wearing surface: A couple minor transverse cracks at joints.							

Asset #03799(Routine, Underwater type 2)

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	72	71	1	0	0
6000	Scour	LF	1	0	1	0	0
(215) Abutments: 36' each \ Bents 1 & 8. Minor erosion from left roadway ditch at bent 6 pile 1.							
227	Reinforced Concrete Pile	EA	24	24	0	0	0
(227) Piling: 4 per bent \ Bents 2-7.							
234	Reinforced Concrete Pier Cap	LF	156	136	20	0	0
1080	Delamination/Spall/Patched Area	LF	5	0	5	0	0
1090	Exposed Rebar	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
(234) Caps: 26' each \ Bents 2-7. Bents 2, 3, 5, 6, & 7: Scattered small contact spalls under channel legs and small spalls to ends of caps. Bents 4 & 6: Horizontal cracks above pile.. Ends of some caps have light deterioration.							



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Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation.



Span 6 near bent 7 girder 7 has cracking and delams.



Cap at bent 6 has spall with exposed rebar.



Span6 unit 7 has spall with exposed rebar.



Under view.



Bent 2 cap right has spall and delam.



Approach.



Deck over view.



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SH 4-17 LM 4.34 over Canal No. 18

Location: 4.34 Mi E US 65-McGehee

Team Lead: Sharon Hooks, **Inspection Date:** 03/09/2021

Maintenance Needs

Date Reported: 02/11/2015

Priority: (Inactive) (Inactive) G - General/ Preventive maintenance

Type of Work: (Inactive) (Inactive) 0 - N/A

Status: Monitor

Component:

Deficiency Description

Channel legs spans 2,3,5 & 6 have small spalls and small delaminations.

Remarks

Date Reported: 02/11/2015

Priority: (Inactive) (Inactive) G - General/ Preventive maintenance

Type of Work: (Inactive) (Inactive) 0 - N/A

Status: Monitor

Component:

Deficiency Description

Caps Bents 2,3,5 & 6 have small spalls and cracks.

Remarks



Bent 6 back cap has cracking with some exposed rebar



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SH 4-17 LM 4.34 over Canal No. 18

Location: 4.34 Mi E US 65-McGehee

Team Lead: Sharon Hooks, **Inspection Date:** 03/09/2021

Routine Maintenance

Check Box Maintenance Items

Data Field	Value
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 - Hydo and LMC Advised	



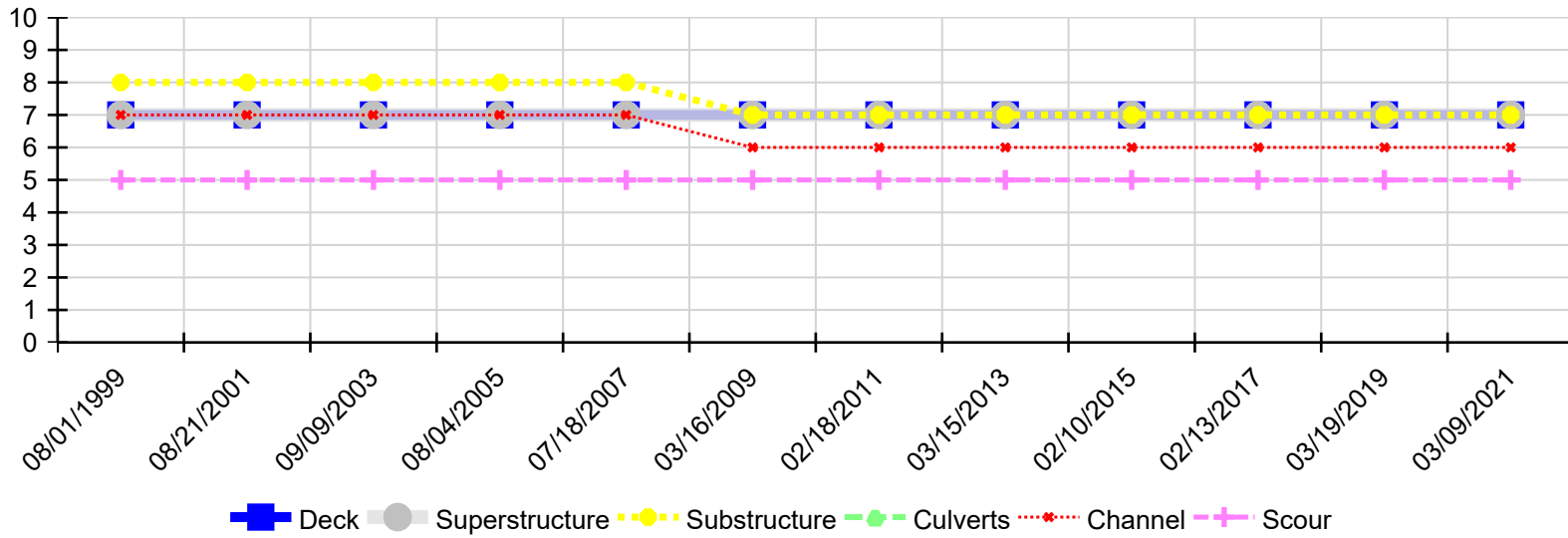
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Location: 4.34 Mi E US 65-McGehee

Team Lead: Sharon Hooks, Inspection Date: 03/09/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/09/2021	7	7	7	N	6	5
03/19/2019	7	7	7	N	6	5
02/13/2017	7	7	7	N	6	5
02/10/2015	7	7	7	N	6	5
03/15/2013	7	7	7	N	6	5
02/18/2011	7	7	7	N	6	5
03/16/2009	7	7	7	N	6	5
07/18/2007	7	7	8	N	7	5
08/04/2005	7	7	8	N	7	5
09/09/2003	7	7	8	N	7	5
08/21/2001	7	7	8	N	7	5
08/01/1999	7	7	8	N	7	5