



Latitude:34.92777, Longitude:-94.16883

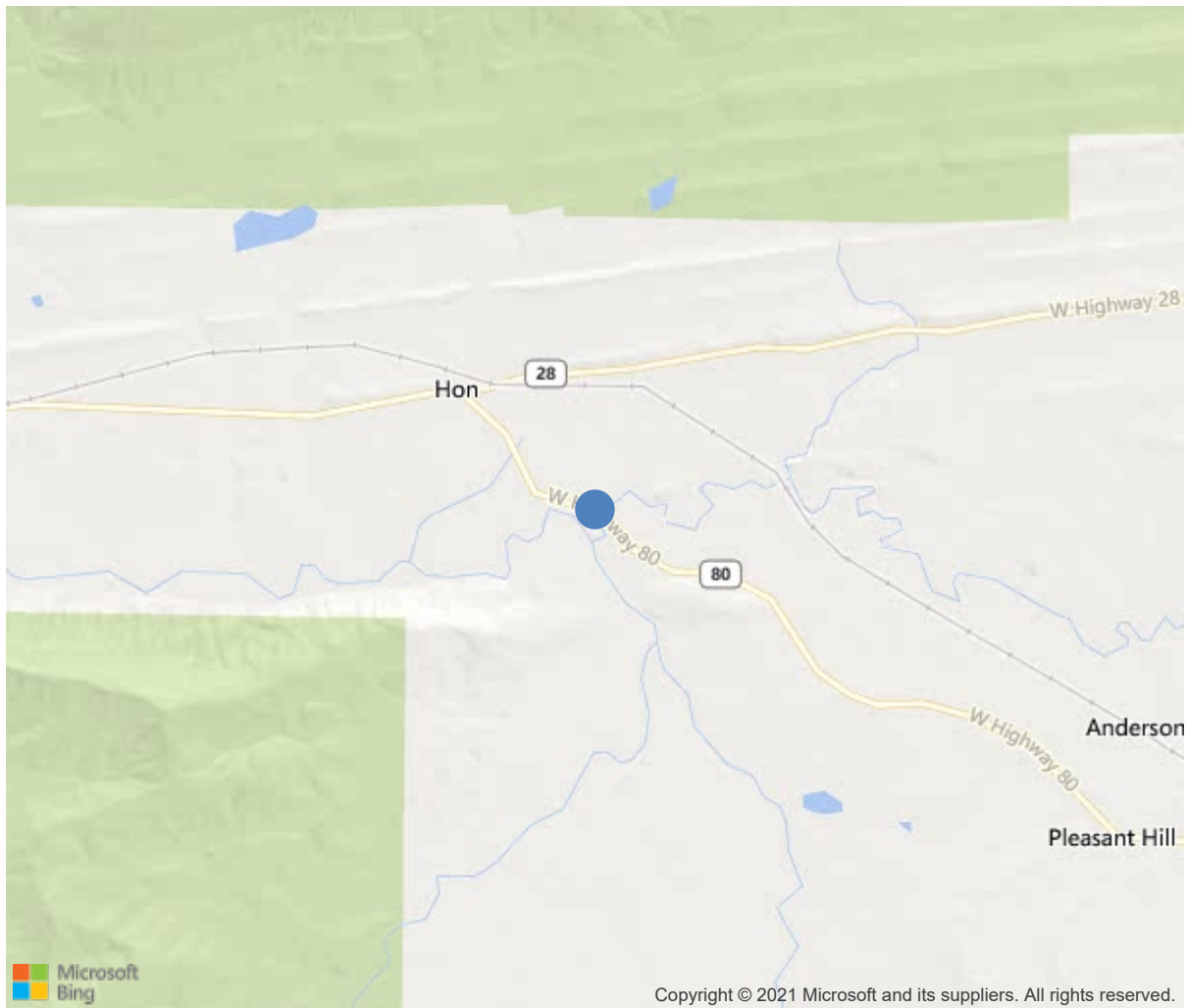
Route:80 Section:00 Log:1.01

Arnold Road ID:63x80x0xA, Arnold Log mile:0.991

District 04, Scott County

Owner: 1-State Highway Agency

1.04 MI SE JCT SH 28&80



34.92777, -94.16883



**Bridge #06110(Routine, Underwater type 2)**

**SH 80 - Scott Co. over Poteau Creek**

**Location: 1.04 MI SE JCT SH 28&80**

**Team Lead: Jeff Jones Inspection Date: September 29, 2021**

| IDENTIFICATION                            |  |
|---|--|
| (1) State Names                           | Arkansas                                   |
| (8) Structure Number                      | 06110                                      |
| (5) Inventory Route                       | 80   |
| (2) Highway Agency District               | 04   |
| (3) County Code                           | 127-Scott County, Arkansas                 |
| (4) Place Code                            | 0  |
| (6) Features Intersected                  | Poteau Creek                               |
| (7) Facility Carried                      | SH 80 - Scott Co.                          |
| (9) Location                              | 1.04 MI SE JCT SH 28&80                    |
| (11) Mile Point                           | 1.01 mi                                    |
| (12) Base Highway Network                 | No   |
| (13) LRS Inventory Rte & Subrte           | 0000000000                                 |
| (16) Latitude                             | 34.92777                                   |
| (17) Longitude                            | -94.16883                                  |
| (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                   | 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                | 870  |
| (30) Year of ADT                          | 2018                                       |
| (109) Truck ADT                           | 1 %  |
| (19) Bypass, Detour Length                | 3 mi                                       |
| GEOMETRIC DATA                            |  |
| (48) Length of Maximum Span               | 60 ft                                      |
| (49) Structure Length                     | 182 ft                                     |
| (50) Curb or Sidewalk Width               |  |
| Left                                      | 0 ft                                       |
| Right                                     | 0 ft                                       |
| (51) Bridge Roadway Width Curb to Curb    | 27.9 ft                                    |
| (52) Deck Width Out to Out                | 30.8 ft                                    |
| (32) Approach Roadway Width (W/Shoulders) | 25.9 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    | 29.2 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      | 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                      | 5                                      |
| (61) Channel & Channel Protection      | 6                                      |
| (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             | 5                                      |
| (68) Deck Geometry                     | 5                                      |
| (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           | 8-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                       | 1135                                   |
| (115) Year of Future ADT               | 2028                                   |

| INSPECTIONS *  |      |             |           |
|--|------|-------------|-----------|
| (90) Inspection Date   |      |             | 09/2021   |
| (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. |      |             |           |





Bridge #06110(Routine, Underwater type 2)

SH 80 - Scott Co. over Poteau Creek

Location: 1.04 MI SE JCT SH 28&80

Team Lead: Jeff Jones, Inspection Date: September 29, 2021

| ELEM  | DESCRIPTION   | UNITS | TOTAL | CS1  | CS2  | CS3  | CS4 |
|-------|---|-------|-------|------|------|------|-----|
| 12    | Reinforced Concrete Deck  | SF    | 5580  | 5406 | 173  | 1    | 0   |
| 1090  | Exposed Rebar   | SF    | 1     | 0    | 0    | 1    | 0   |
| 1120  | Efflorescence/Rust Staining   | SF    | 45    | 0    | 45   | 0    | 0   |
| 1130  | Cracking (RC and Other)   | SF    | 128   | 0    | 128  | 0    | 0   |
| (12)  | -There is 1 delaminated area and 1 shallow softball sized spall visible from the undersurface of the overhang under the Right gutter of the structure. Span # 3 Right over Bent # 3.<br>-There are a few transverse hairline cracks with light efflorescence visible from the undersurface of the overhang.<br>-The driving surface has short duration longitudinal and transverse cracking.  |       |       |      |      |      |     |
| 107   | Steel Open Girder/Beam  | LF    | 720   | 0    | 720  | 0    | 0   |
| 1000  | Corrosion   | LF    | 720   | 0    | 720  | 0    | 0   |
| 515   | Steel Protective Coating  | SF    | 5430  | 0    | 4026 | 1350 | 54  |
| 3440  | Effectiveness (Steel Protective Coatings)   | SF    | 5430  | 0    | 4026 | 1350 | 54  |
| (107) | -Superstructure paint system is beginning to show signs of deterioration with light freckled rust typical.<br>-Ends of beams and bearings have areas of active corrosion that have been covered with "Bridge Mate" rust inhibitor as a type of repair.<br>-Welded repair to the end of the cover plate at Span # 1, Beam # 1 is still holding during this inspection. See history for additional information.<br>-No visible cracks apparent in the steel beams during this inspection. |       |       |      |      |      |     |
| 205   | Reinforced Concrete Column  | EA    | 4     | 2    | 2    | 0    | 0   |
| 1080  | Delamination/Spall/Patched Area   | EA    | 1     | 0    | 1    | 0    | 0   |
| 1190  | Abrasion/Wear (PSC/RC)  | EA    | 1     | 0    | 1    | 0    | 0   |
| (205) | -The base of Bent # 2 columns have light abrasion at the water elevation.<br>-There is one shallow baseball sized spall with no exposed reinforcing steel in Bent # 2 column # 2. (Appears to be from the construction process).  |       |       |      |      |      |     |
| 215   | Reinforced Concrete Abutment  | LF    | 73    | 68   | 5    | 0    | 0   |
| 1130  | Cracking (RC and Other)   | LF    | 5     | 0    | 5    | 0    | 0   |
| (215) | -Transverse racks typical in the tops of the back walls. (Seal Coat)<br>-The top of Bent # 1 backwall has been covered with a chip and seal coat.<br>-The top of Bent # 4 backwall has been partially covered with a chip and seal coat.<br>There is hairline map cracking in the right end of Bent # 4.  |       |       |      |      |      |     |
| 234   | Reinforced Concrete Pier Cap  | LF    | 57    | 33   | 18   | 6    | 0   |
| 1080  | Delamination/Spall/Patched Area   | LF    | 4     | 0    | 4    | 0    | 0   |



| ELEM  | DESCRIPTION                        | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|---|------------------------------------|-------|-------|-----|-----|-----|-----|
| 1090  | Exposed Rebar                      | LF    | 6     | 0   | 0   | 6   | 0   |
| 1130  | Cracking (RC and Other)            | LF    | 14    | 0   | 14  | 0   | 0   |
| (234)   |                                    |       |       |     |     |     |     |
| -Intermediate bent caps spalls with exposed reinforcing steel visible from the undersurface of the caps. Exposed reinforcing steel appears to be secondary hoops with initial section loss during this inspection.<br>-There are vertical cracks in the caps over the columns.<br>-There is a horizontal crack in the Ahead face of Bent # 3 cap located over Column # 2. |                                    |       |       |     |     |     |     |
| 302   | Compression Joint Seal             | LF    | 112   | 0   | 0   | 112 | 0   |
| 2310  | Leakage                            | LF    | 112   | 0   | 0   | 112 | 0   |
| (302)   |                                    |       |       |     |     |     |     |
| -The tops of the compression joint seals are torn and deteriorated from traffic impacts and snow removal operations.<br>-Joints are leaking water on the superstructure, bearings, and substructure caps.   |                                    |       |       |     |     |     |     |
| 311   | Movable Bearing                    | EA    | 12    | 0   | 12  | 0   | 0   |
| 1000  | Corrosion                          | EA    | 12    | 0   | 12  | 0   | 0   |
| (311)   |                                    |       |       |     |     |     |     |
| -Ends of beams and bearings have areas of active corrosion that have been covered with "Bridge Mate" rust inhibitor as a type of repair in the past.  |                                    |       |       |     |     |     |     |
| 313   | Fixed Bearing                      | EA    | 12    | 0   | 7   | 5   | 0   |
| 1000  | Corrosion                          | EA    | 12    | 0   | 7   | 5   | 0   |
| (313)   |                                    |       |       |     |     |     |     |
| -Ends of beams and bearings have areas of active corrosion that have been covered with "Bridge Mate" rust inhibitor and painted in areas.   |                                    |       |       |     |     |     |     |
| 331   | Reinforced Concrete Bridge Railing | LF    | 360   | 304 | 56  | 0   | 0   |
| 1090  | Exposed Rebar                      | LF    | 28    | 0   | 28  | 0   | 0   |
| 1130  | Cracking (RC and Other)            | LF    | 28    | 0   | 28  | 0   | 0   |
| (331)   |                                    |       |       |     |     |     |     |
| -There are vertical cracks at variable spacing visible in the face of the parapet walls.<br>-The bridge rails have shallow spalls that expose reinforcing steel.  |                                    |       |       |     |     |     |     |



Elevation.



Approach roadway facing West.





Deck. Typical.



Span # 1 deck soffit. Typical.





Bent # 2 footings have cover.



South approach roadway settlement.





Bent 3 compression joint seal tears and partially missing.



Elevation





Channel



Typical undersurface of the deck.





North approach roadway settlement.



Typical cap staining from water leakage through the deck joints.





Bent 2 shallow spalling with exposed reinforcing steel on the cap undersurface.



Bent 2 compression joint seal cracking.





Southwest approach guardrail repair.



Roadway





Typical vertical cracking in the caps.



Bent 3 Rt cap undersurface spalling with exposed reinforcing steel.





Bent 4 Beams 3 & 4 active corrosion with layers of flaking rust on the masonry plates.



Typical driving surface of the deck.



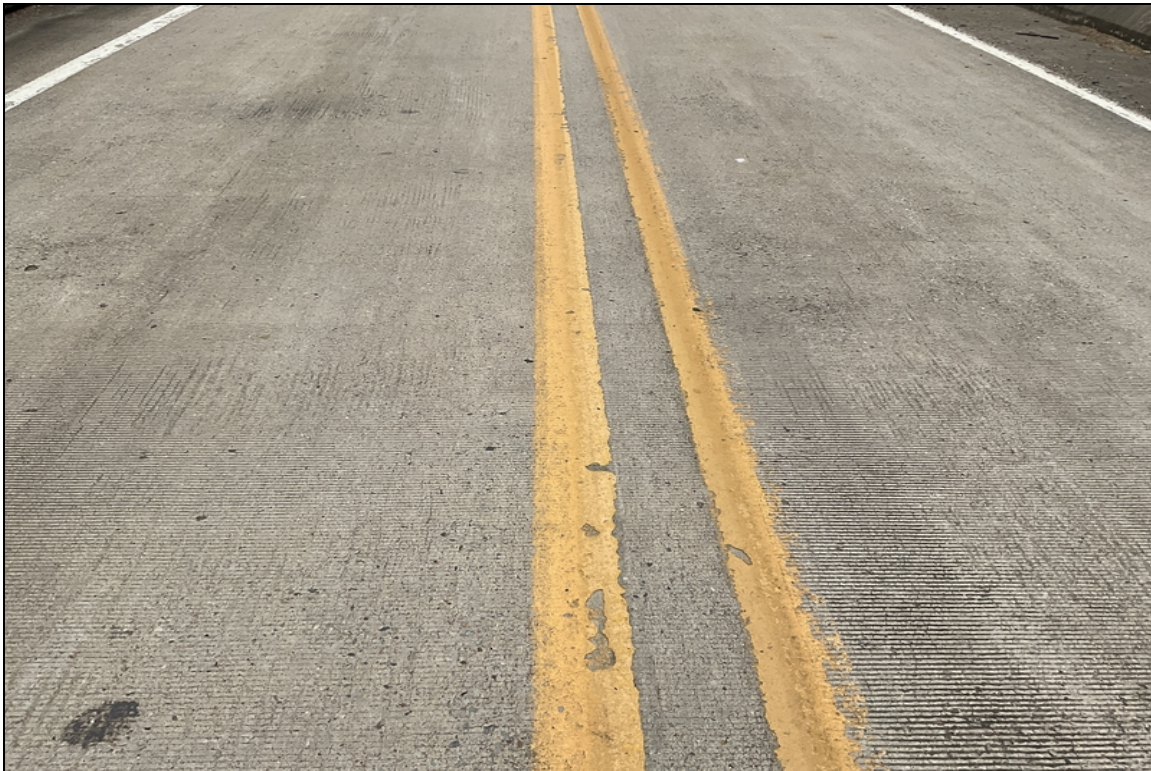


South approach roadway settlement.



Deck. Span # 3. Typical.





Deck. Span # 2. Typical.



Deck. Span # 1. Typical.





Transverse crack in Span # 1.



Left overhang of Span # 1. Typical.



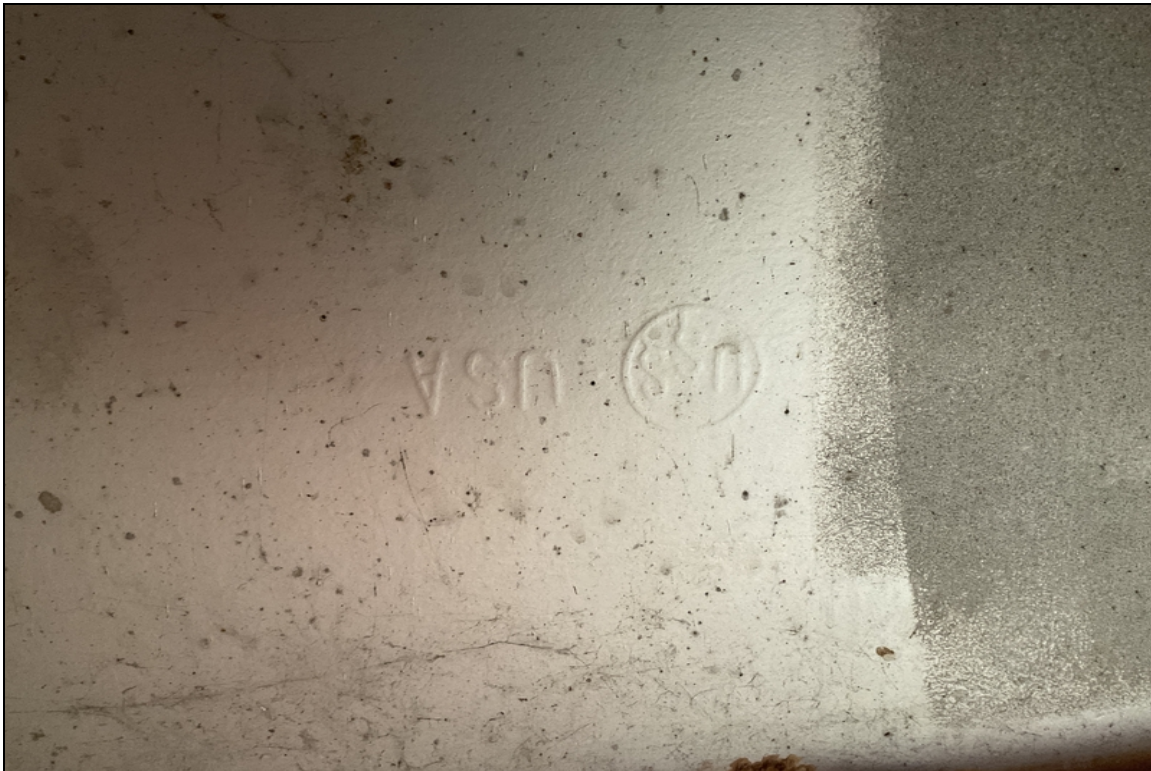


Welded repair to the end of the cover plate at Span # 1, Beam # 1 is still holding during this inspection.



End of Beam # 1 at Bent # 1.





Beam stamp on superstructure.



Span # 1 superstructure. Typical.





Span # 2 superstructure. Typical.



Span # 3 superstructure. Typical.





Bent # 2. Right column.



Light abrasion at the base of Bent # 2 columns.





Top of Bent # 4 backwall. Typical.



Top of Bent # 1 backwall.





Bent # 1. Typical.



Bent # 1. Typical.





Bent # 4. Typical.



Bent # 4. Typical.





Hairline map cracking in the right end of Bent # 4.



Bent # 2 back face. Typical.





Undersurface of Bent # 2 cap. Spalls with exposed reinforcing steel.



Bent # 2. Ahead face. Typical.





Bent # 3. Back face. Typical.



Right end of Bent # 3 cap. Undersurface. Spall with exposed reinforcing steel.



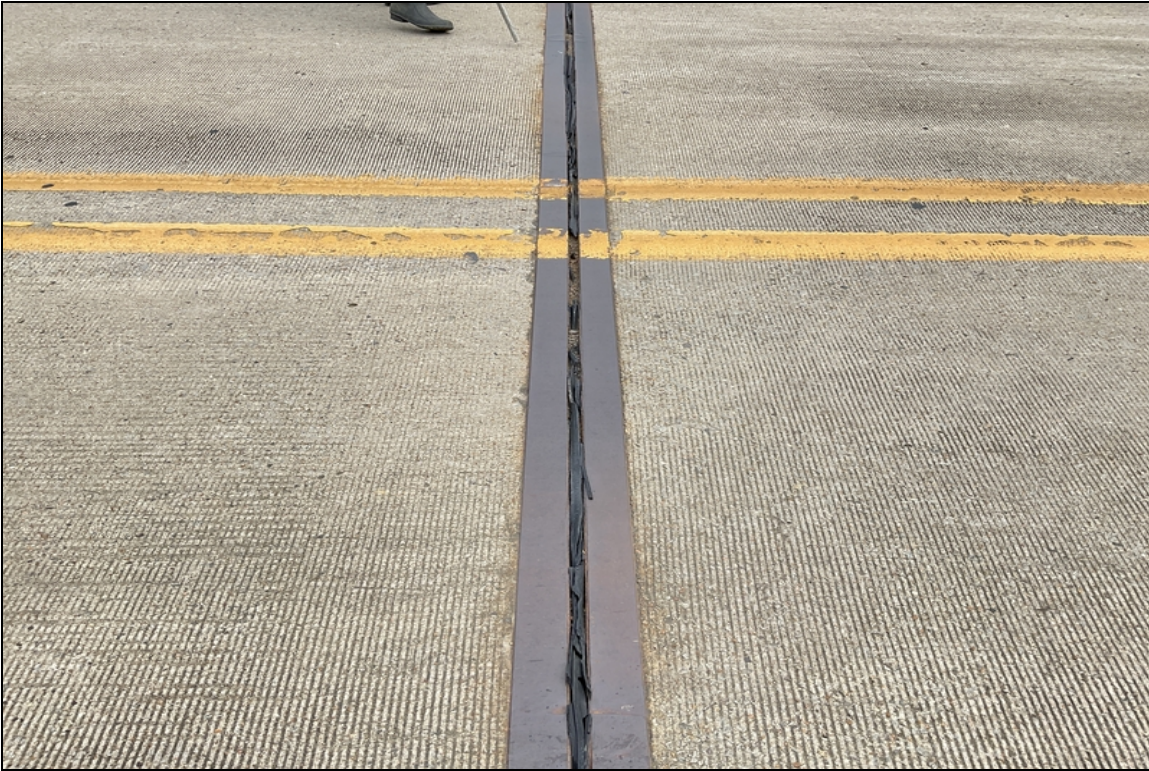


Horizontal crack in the Ahead face of Bent # 3 cap.



Torn expansion joint seal over Bent # 4.





Bent # 3 expansion joint seal.



Span # 1 side of Bent # 2 - Expansion bearings. Typical.





Bent # 1. Beam # 2 bearing. Typical.



Bent # 4. Beam # 4 bearing corrosion showing through the paint system.





Parapet. Typical.



Spalls with exposed reinforcing steel in the Left parapet of Span # 1.



## Maintenance Needs

**Date Reported:** 10/03/2013  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** 302 - Compression Joint Seal

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### Deficiency Description

#### Deck Joints Seals

The deck joint seals are ripped, torn, and leak water on the superstructure and substructure.

### Remarks

Bent 4 expansion joint seal. Torn.

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Bent # 3 compression joint seal tears and partially missing.



Bent # 4 compression joint seal tears.





**Bridge #06110**(Routine, Underwater type 2)

**SH 80 - Scott Co. over Poteau Creek**

**Location: 1.04 MI SE JCT SH 28&80**

**Team Lead:** Jeff Jones **Inspection Date:** September 29, 2021



Bent # 3 expansion joint seal.



**Date Reported:** 10/19/2015  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Approach

---

### Deficiency Description

Approach Roadway

There is earth settlement adjacent to the approach gutters and asphalt settlement in the approach roadway adjacent to the abutments.

### Remarks

09/29/2021 - JCJ & TJL - Department Maintenance Forces have constructed a new asphalt leveling course at both approaches. There are still voids under the concrete approach gutters.

---



South approach roadway settlement.



South approach roadway settlement.





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**SH 80 - Scott Co. over Poteau Creek**

**Location: 1.04 MI SE JCT SH 28&80**

**Team Lead:** Jeff Jones **Inspection Date:** September 29, 2021



North approach roadway settlement.





09/29/2021 - JCJ & TJL - New asphalt at the East approach.



Void under the Northeast approach gutter.





**Bridge #06110**(Routine, Underwater type 2)

**SH 80 - Scott Co. over Poteau Creek**

**Location: 1.04 MI SE JCT SH 28&80**

**Team Lead:** Jeff Jones **Inspection Date:** September 29, 2021



09/29/2021 - JCJ & TJL - New asphalt at the West approach.



**Date Reported:** 10/19/2015  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** 234 - Reinforced Concrete Pier Cap

---

### Deficiency Description

#### Substructure

The bent caps have spalls with exposed reinforcing steel.  
Stains on the substructure caps indicate leaking deck joint seals.

#### Remarks

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Bent # 3 Rt cap undersurface spalling with exposed reinforcing steel.



Bent # 2 shallow spalling with exposed reinforcing steel on the cap undersurface.





Deck soffit over Bent # 3.



Undersurface of Bent # 2 cap. Spalls with exposed reinforcing steel.



**Date Reported:** 10/19/2015  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** 107 - Steel Open Girder/Beam

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**Deficiency Description**

Superstructure

The superstructure has isolated areas with active corrosion and freckled rust typical throughout.

**Remarks**

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Typical undersurface of the deck.



Beams over Bent # 2. Typical.



**Date Reported:** 10/17/2019  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** 311 - Movable Bearing

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**Deficiency Description**

Bearings

The bearings have active corrosion and layers of flaking rust.

**Remarks**

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Bent # 4 Beams # 3 & 4 active corrosion with layers of flaking rust on the masonry plates.



Bent # 3 bearing corrosion.





**Bridge #06110**(Routine, Underwater type 2)

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**Team Lead:** Jeff Jones **Inspection Date:** September 29, 2021

**Date Reported:** 09/29/2021  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Open  
**Component:** 331 - Reinforced Concrete Bridge Railing

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#### **Deficiency Description**

Numerous spalls with exposed reinforcing steel in the face of the parapet walls.

#### **Remarks**

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Numerous spalls with exposed reinforcing steel in the face of the parapet wall.





**Bridge #06110**(Routine, Underwater type 2)

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**Team Lead:** Jeff Jones **Inspection Date:** September 29, 2021

### **Inspection Comments**

09/29/2021 - JCJ & TJL - Routine Inspection and Type 2 Underwater Inspection conducted this date.

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### **Substructure Notes**

09/29/2021 - JCJ & TJL - Type 2 Underwater Inspection conducted this date.

ArDOT drawing # 27143 General Notes state that Footings for Bents # 2 & 3 shall be set a minimum of 1' - 0" into material designated on the boring logs as hard, dark gray shale.

Piling in Bents # 1 & 4 shall be 12 X 53 and shall be driven to a minimum bearing capacity of 70 tons per pile and into material designated on the boring logs as hard, dark gray shale.

Wading and probing along with visual observations during low and clear water conditions indicate that footings have cover with no apparent scour problems during this inspection.

A profile of the channel was conducted along both sides of the structure this date.

See channel profile documentation associated with this inspection for additional information.