



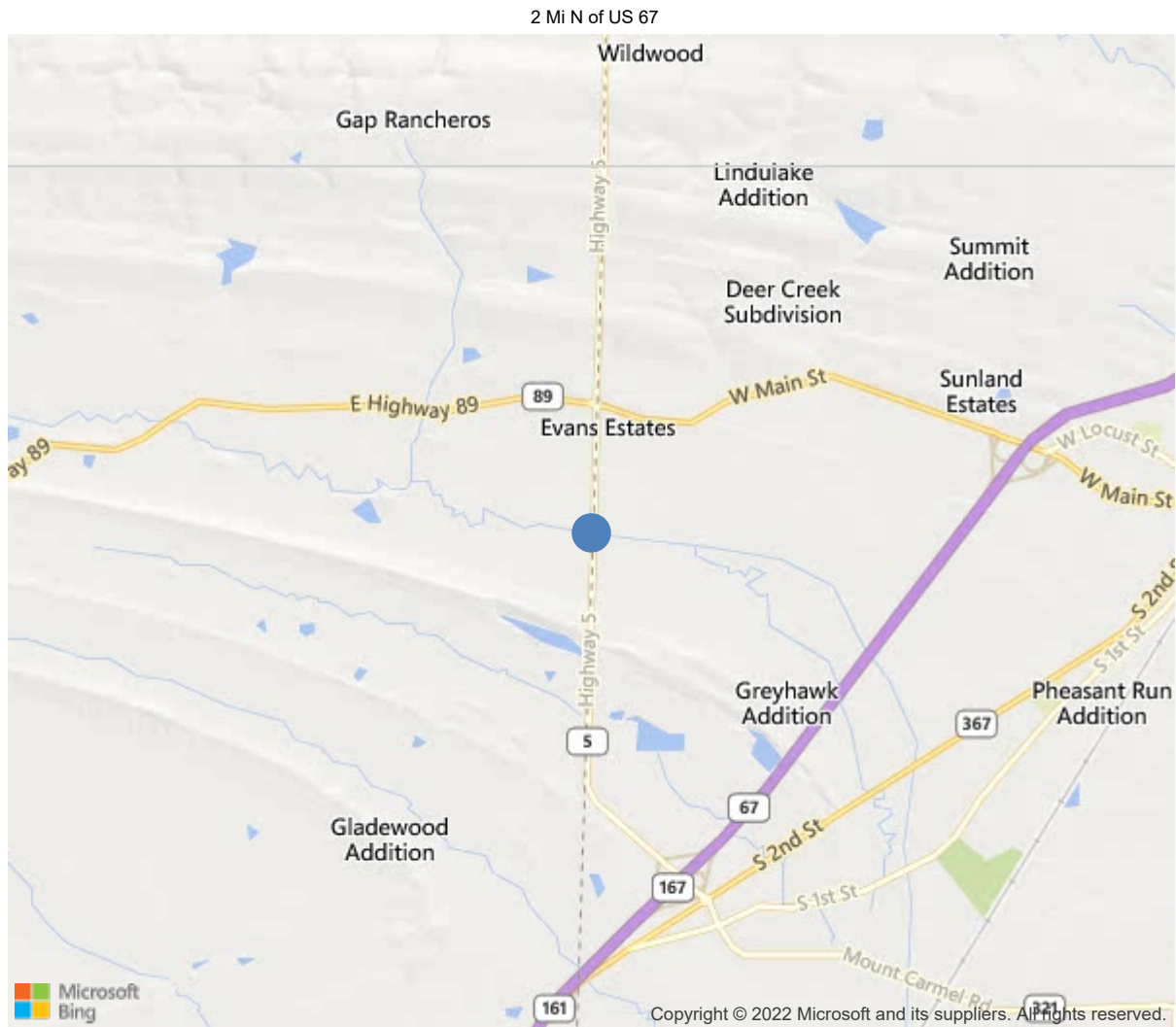
Latitude:34.97347, Longitude:-92.07201

Route:5 Section:12 Log:2.09

Arnold Road ID:43x5x12xB, Arnold Log mile:6.959

District 06, Lonoke County

Owner: 1-State Highway Agency



34.97347, -92.07201

Inspection Direction : S to N



Bridge #A7017(Routine)
SH 5 Log 2.09 SB over Two Prairie Bayou
Location: 2 Mi N of US 67

Team Lead: Keith Harris Inspection Date: November 04, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A7017
(5) Inventory Route	5
(2) Highway Agency District	06
(3) County Code	85-Lonoke County, Arkansas
(4) Place Code	0
(6) Features Intersected	Two Prairie Bayou
(7) Facility Carried	SH 5 Log 2.09 SB
(9) Location	2 Mi N of US 67
(11) Mile Point	2.09 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000005120
(16) Latitude	34.97347
(17) Longitude	-92.07201
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	1-Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2006
(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	6500
(30) Year of ADT	2018
(109) Truck ADT	6 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	39 ft
(49) Structure Length	106 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	36.1 ft
(52) Deck Width Out to Out	39 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.01 ft
(47) Inventory Route Total Horiz Clear	36.1 ft
(53) Min Vert Clear Over Bridge Rdwy	99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99 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	14-Urban Other Principal Arterial
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	L-The left structure of parallel
(102) Direction of Traffic	1 - 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	8
(61) Channel & Channel Protection	7
(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	52
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	31
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	8
(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	7458
(115) Year of Future ADT	2024

INSPECTIONS *			
(90) Inspection Date			11/2021
(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.			



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Team Lead: Keith Harris, Inspection Date: November 04, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	4152	3807	345	0	0
1120	Efflorescence/Rust Staining	SF	20	0	20	0	0
1130	Cracking (RC and Other)	SF	325	0	325	0	0
(12)	Longitudinal cracks in the deck. 0.030 inch avg. And scattered cracks in the soffit overhang.						
107	Steel Open Girder/Beam	LF	525	525	0	0	0
515	Steel Protective Coating	SF	3182	0	3182	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	3182	0	3182	0	0
(107-515)	All beams have a granular texture						
215	Reinforced Concrete Abutment	LF	89	88	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
225	Steel Pile	EA	10	10	0	0	0
515	Steel Protective Coating	SF	195	195	0	0	0
(225)	Steele pile encased in concrete						
234	Reinforced Concrete Pier Cap	LF	72	72	0	0	0
313	Fixed Bearing	EA	10	10	0	0	0
331	Reinforced Concrete Bridge Railing	LF	212	212	0	0	0



Elevation



Deck overview



Span 2 under view



Bent 4 spall on left side



Approach

Maintenance Needs

Date Reported: 11/21/2013

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

Unsealed deck cracks up to 0.030 inch.

Remarks



Span 3: Unsealed deck cracks up to 0.030 inch.
Common to all spans



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Common to all spans



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Team Lead: Keith Harris **Inspection Date:** November 04, 2021

Inspection Comments

Job 060905, layout 46876

Logged Northbound.