



Latitude:36.28975, Longitude:-93.18249

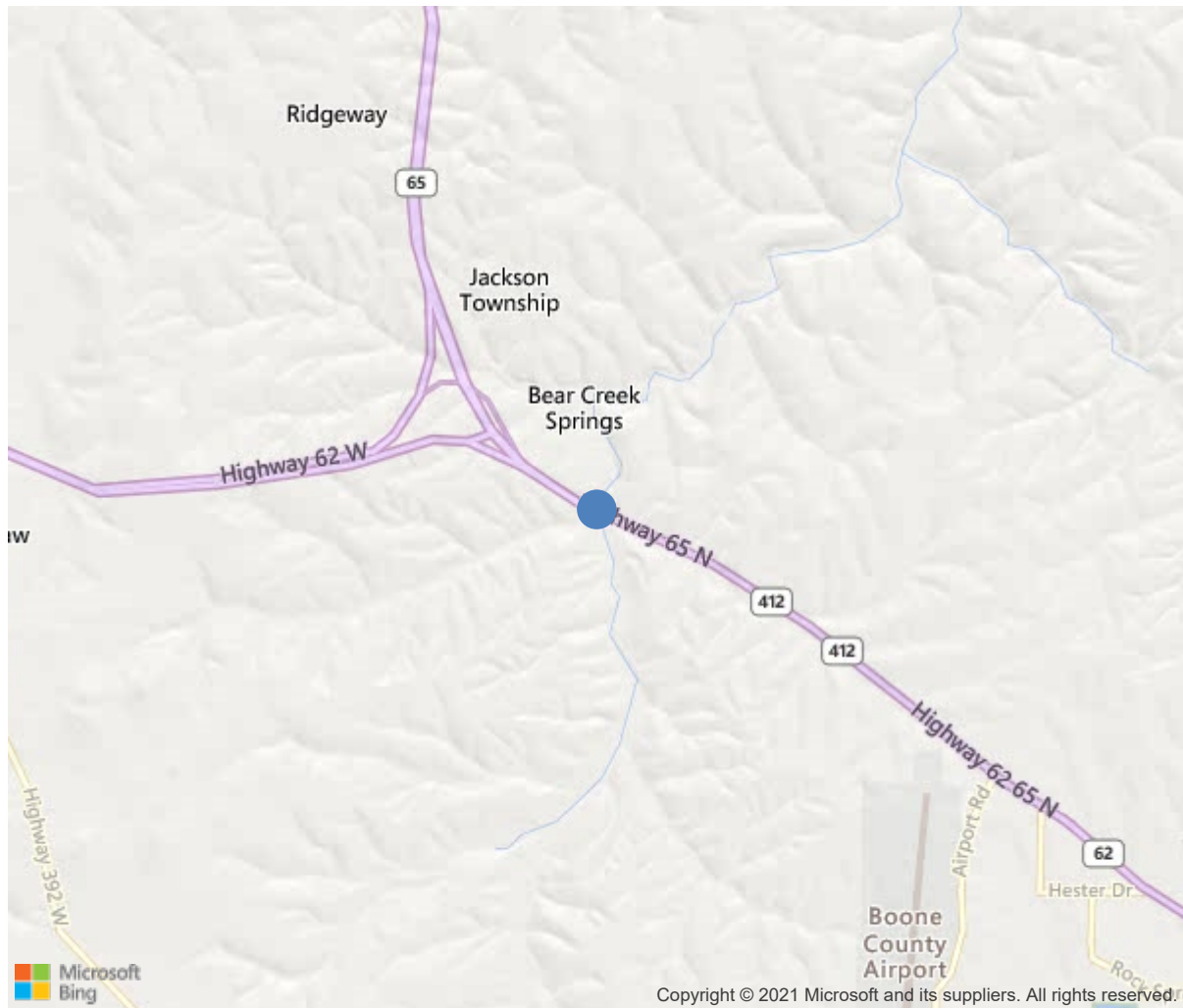
Route:65 Section:01 Log:15.36

Arnold Road ID:5x65x1xA, Arnold Log mile:15.413

District 09, Boone County

Owner: 1-State Highway Agency

0.65 MI S JCT US 412



36.28975, -93.18249



Bridge #06682(Routine, Underwater type 2)

US 65 Boone over DENNING CREEK

Location: 0.65 MI S JCT US 412

Team Lead: Nathan Rowland Inspection Date: October 28, 2019

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06682
(5) Inventory Route	65
(2) Highway Agency District	09
(3) County Code	9-Boone County, Arkansas
(4) Place Code	0
(6) Features Intersected	DENNING CREEK
(7) Facility Carried	US 65 Boone
(9) Location	0.65 MI S JCT US 412
(11) Mile Point	15.36 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065010
(16) Latitude	36.28975
(17) Longitude	-93.18249
(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	1
(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	2007
(106) Year Reconstructed	0
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	17000
(30) Year of ADT	2014
(109) Truck ADT	11 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	150 ft
(49) Structure Length	153 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	76.1 ft
(52) Deck Width Out to Out	79.3 ft
(32) Approach Roadway Width (W/Shoulders)	60 ft
(33) Bridge Median	0-No median
(34) Skew	30 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	77.1 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	1
(26) Functional Class	2-Rural Principal Arterial - Oth
(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	4-Historical significance is not dete
CONDITION	
(58) Deck	7
(59) Superstructure	8
(60) Substructure	8
(61) Channel & Channel Protection	9
(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	1
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	8
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	9
(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	9-Bridge foundations (including piles
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	13013
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			10/2019
(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	12133	9501	2632	0	0
1130	Cracking (RC and Other)	SF	184	0	184	0	0
1190	Abrasion/Wear (PSC/RC)	SF	2448	0	2448	0	0
(12)							
10/28/19 WNR & DBM: The driving surface of the deck has of longitudinal and transverse cracking for the length of the structure the majority of which has been sealed since last inspection. The wheel paths in driving lanes have wear. The majority of the OPEN cracks in the deck surface are found in the right and left gutterlines. -The top of the abutment back wall has cracking that has been sealed. -Both approach slabs have transverse and diagonal cracking that have been sealed.							
107	Steel Open Girder/Beam	LF	1200	1200	0	0	0
515	Steel Protective Coating	SF	40574	40574	0	0	0
(107)							
10/28/19 WNR & DBM: The Weathering steel protective system includes the diaphragms. The weathering steel patina is functioning as intended. No deficiencies noted.							
215	Reinforced Concrete Abutment	LF	414	388	26	0	0
1130	Cracking (RC and Other)	LF	26	0	26	0	0
(215)							
10/28/19 WNR & DBM: The abutment quantities include the MSE wall. Abutment #1 - has 11' of vertical cracking up to .035" wide. Bay #3 at abutment #1 has a .035" wide crack in the bridge seat that extends up through the back wall. Abutment #2 - has 15' of vertical cracking up to .050" wide. Bay #4 at abutment #2 has a .050" wide crack in bridge seat that extends up through the back wall.							
300	Strip Seal Expansion Joint	LF	180	3	0	177	0
2350	Debris Impaction	LF	177	0	0	177	0
(300)							
10/28/19 WNR & DBM: Both abutment #1 and #2 have debris impaction the full width of the bridge, this is restricting the compression material from performing as intended.							
310	Elastomeric Bearing	EA	16	15	1	0	0
1000	Corrosion	EA	1	0	1	0	0
(310)							
10/28/19 WNR & DBM: Abutment #1 bearings- The bearing under girder #8 at abutment #1 is in cs2. Bearings under girders # 1,2,3,4,5,6,7 all in cs1. Abutment #2 bearings-							

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
All 8 bearings are in cs1.							
321	Reinforced Concrete Approach Slab	SF	2	2	0	0	0
(321)							
10/28/19 WNR & DBM: Both approach slabs have transverse and diagonal cracking that have been sealed since the last inspection.							
331	Reinforced Concrete Bridge Railing	LF	306	190	116	0	0
1130	Cracking (RC and Other)	LF	116	0	116	0	0
(331)							
10/28/19 WNR & DBM: The Left side bridge parapet has 40' of hairline vertical and horizontal cracking and some small areas of map cracking. The Right side bridge parapet has 76' of hairline vertical and horizontal cracking and some small areas of map cracking.							



Deck driving surface has sealed full length longitudinal cracking.





General view of bearings at abutment #1



General view of deck.



Condition of girders wearing surface



Debris impaction to joint seal at abutment #1.



Abutment #2 compression joint seal debris impaction.



Inventory looking South



South bound lanes typical view of sealed cracking .



Wide cracking in bridge seat propagating from anchor bolt at bearing #5.



View of sealed cracking in south approach slab



Left parapet vertical cracking



Abutment #2



Upstream view



Abutment #1



Downstream view



Typical cracking in left and right gutterlines.



Bay #4 vertical face of backwall typical vertical cracking.



Left gutter line typical sealed cracking.



Top of abutment #1 backwall has sealed cracking.



Bearings at abutment #2



Northbound lanes typical view of sealed cracking .



Cracking in north approach slab in the north bound lanes has been sealed.



Right parapet wall has vertical cracking.



Turning lane typical view of sealed cracking .



Bridge #06682(Routine, Underwater type 2)

US 65 Boone over DENNING CREEK

Location: 0.65 MI S JCT US 412

Team Lead: Nathan Rowland **Inspection Date:** October 28, 2019

Inspection Comments

Structure is logged NW to SE.No bat activity was noted.