



Latitude:35.85826, Longitude:-92.75106

Route:27 Section:16 Log:13.287

Arnold Road ID:64x27x16xA, Arnold Log mile:13.186

District 09, 129 - Searcy County

Owner: 1 - State Highway Agency



35.85826, -92.75106



Asset #M0664(Routine, Underwater type 2)

SH 27 Searcy over COTTON HOLLOW

Location: 5.1MI SW JCT SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

| IDENTIFICATION | |
|---|--|
| (1) State Names | 5 - Arkansas |
| (8) Structure Number | M0664 |
| (5) Inventory Route | 1 |
| (2) Highway Agency District | 09 - District 09 |
| (3) County Code | 129 - Searcy County |
| (4) Place Code | 0 |
| (6) Features Intersected | COTTON HOLLOW |
| (7) Facility Carried | SH 27 Searcy |
| (9) Location | 5.1MI SW JCT SH 333 |
| (11) Mile Point | 13.287 mi |
| (12) Base Highway Network | No |
| (13) LRS Inventory Rte & Subrte | 0000000000 |
| (16) Latitude | 35.85826 |
| (17) Longitude | -92.75106 |
| (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 | 4 |
| (46) No. of Approach Spans | 0 |
| (107) Deck Structure Type | 2 - Concrete Precast Panels |
| (108) Wearing Surface/Protective System | |
| Type of Wearing Surface | 1 - Monolithic Concrete (concurrently pl |
| Type of Membrane | 0 - None |
| Type of Deck Protection | 0 - None |
| AGE AND SERVICE | |
| (27) Year Built | 1956 |
| (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 | 170 |
| (30) Year of ADT | 2018 |
| (109) Truck ADT | 1 % |
| (19) Bypass, Detour Length | 3 mi |
| GEOMETRIC DATA | |
| (48) Length of Maximum Span | 19 ft |
| (49) Structure Length | 76 ft |
| (50) Curb or Sidewalk Width | |
| Left | 0.8 ft |
| Right | 0.8 ft |
| (51) Bridge Roadway Width Curb to Curb | 23.6 ft |
| (52) Deck Width Out to Out | 25.2 ft |
| (32) Approach Roadway Width (W/Shoulders) | 22 ft |
| (33) Bridge Median | 0 - No median |
| (34) Skew | 30 Deg |
| (35) Structure Flared | 0 - No flare |
| (10) Inventory Route Min Vert Clear | 99.99 ft |
| (47) Inventory Route Total Horiz Clear | 25.6 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 | 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 | 0 |
| (26) Functional Class | 7 - Rural Major Collector |
| (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 | 5 |
| (59) Superstructure | 5 |
| (60) Substructure | 6 |
| (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 | 45 |
| (65) Inventory Rating Method | 1 - Load Factor(LF) |
| (66) Inventory Rating | |
| Type | |
| Rating | 27 |
| (70) Bridge Posting | 5 - Equal to or above legal loads |
| (41) Structure Open/Posted/Closed | A - Open, no restriction |
| APPRAISAL | |
| (67) Structural Evaluation | |
| (68) Deck Geometry | 4 |
| (69) Clearances, Vertical/Horizontal | N |
| (71) Waterway Adequacy | 8 |
| (72) Approach Roadway Alignment | 7 |
| (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 | 264 |
| (115) Year of Future ADT | 2028 |

| INSPECTIONS * | | | |
|---|------------|-------------|------|
| (90) Inspection Date | 11/16/2022 | | |
| (91) Frequency | 24 | | |
| (92) Critical Feature Inspection | Done | Freq. (Mon) | Date |
| A: Fracture Critical Detail | No | | |
| B: Underwater Inspection | No | | |
| C: Other Special Inspection | No | | |
| <p>* 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.</p> | | | |



Asset **#M0664**(Routine, Underwater type 2)

District: 09, **County:** 129 - Searcy County

Team Lead: Nathan Rowland, **Inspection Date:** 11/16/2022

General Observation

11/16/2022 WNR & DBM: Routine and Underwater Type II inspections conducted this date. See element notes for documentation.

Structure is logged from NW to SE and is accessible with a small ladder.

No bat activity was noted.



Asset #M0664(Routine, Underwater type 2)

SH 27 Searcy over COTTON HOLLOW

Location: 5.1MI SW JCT SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--|--------------------------------------|-------|-------|-----|------|-----|-----|
| 16 | Reinforced Concrete Top Flange | SF | 1915 | 176 | 1526 | 213 | 0 |
| 1080 | Delamination/Spall/Patched Area | SF | 201 | 0 | 0 | 201 | 0 |
| 1090 | Exposed Rebar | SF | 3 | 0 | 0 | 3 | 0 |
| 1120 | Efflorescence/Rust Staining | SF | 12 | 0 | 3 | 9 | 0 |
| 1130 | Cracking (RC and Other) | SF | 3 | 0 | 3 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | SF | 1520 | 0 | 1520 | 0 | 0 |
| <p>(16) 11/16/2022 WNR & DBM:</p> <p>Driving surface-</p> <p>Span #1- units #2-7 have spalled/patched areas at random locations, mostly at the beginning and end of the units. Unit #2 is the worst case condition in span #1 with 24' of patched area. (59' total patched area)</p> <p>Span #2- units #1-6 have spalled/patched areas mostly at the beginning of the span and along the edges between the units. (46' total patched area)</p> <p>Span #3- all 7 units have spalled/ patched areas mostly at the corners of the units at the beginning and end of the span. (34' total patched area)</p> <p>Span #4- all 7 units have spalled/patched areas. Units #2,3,4 are the worst case. Units #1,4 have unsound patches at the beginning of the span. (62' of total patched area).</p> <p>Under surface-</p> <p>Span #1-</p> <p>Unit #2 has 2' of rebar exposed from punching through with a pavement breaker.</p> <p>Unit #5 has 1' of rebar exposed and 2' of map cracking.</p> <p>Span #2-</p> <p>Unit #3 has 3' of minor efflorescence.</p> <p>Unit #4 has 2' of rust staining at the beginning of the span.</p> <p>Unit #6 has 2' of efflorescence and 1' of rust staining at the beginning of the span.</p> <p>Span #3-</p> <p>Unit #3 has 3' of rust staining near the beginning of the span.</p> <p>Span #4-</p> <p>Unit #3 has 1' of minor efflorescence at the beginning of the span and 1' of exposed rebar at the end of the span.</p> | | | | | | | |
| 110 | Reinforced Concrete Open Girder/Beam | LF | 532 | 276 | 28 | 228 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 227 | 0 | 0 | 227 | 0 |
| 1090 | Exposed Rebar | LF | 1 | 0 | 0 | 1 | 0 |
| 1120 | Efflorescence/Rust Staining | LF | 28 | 0 | 28 | 0 | 0 |



Asset #M0664(Routine, Underwater type 2)

SH 27 Searcy over COTTON HOLLOW

Location: 5.1MI SW JCT SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--|---------------------------------|-------|-------|-----|-----|-----|-----|
| <p>(110) 11/16/2022 WNR & DBM: 7 RCCB system. The units are bolted and grouted together.</p> <p>Span #1- Unit #1- no deficiencies noted. Unit#2 has 12' of repaired areas on both stems. Unit #3- has 9' of repaired areas on both stems. Unit #4- has 7' of repaired areas on both stems, 1' of exposed rebar and 3' of delamination. Unit #5 has 3' of repaired area on the left stem. Unit #6- no deficiencies noted. Unit #7- has 6' of efflorescence cracking in the left stem at the beginning of the span.</p> <p>Span #2- Unit #1- has 6' of repaired area on the right stem. Unit #2- has 19' of repaired area on the right stem. Unit #3- has 6' of repaired area and 2' of delamination. Unit #4- has 19' of repaired area on the left stem and 1' of repaired area on the right stem in the same footage. Unit #5- has 18 total feet of repaired area on both stems. Unit #6- has 10' of repaired area on the right stem and efflorescence cracking on the left stem in the same footage. Unit #7- has 8' of repaired area on the left stem and 3' of delamination.</p> <p>Span #3- Unit #1- has 2' of repaired area on the right stem. Unit #2- has 5' of repaired area on the right stem and 4' of delamination. Unit #3- has 4' of repaired area on the right stem and 4' of delamination. Unit #4- has 5' of repaired area on the left stem and 3' of delamination. Unit #5- has 4' of repaired area on the left and right stem and 8' of delamination. Unit #6- has 3' of repaired area on the left and right stems and 3' of delamination. Unit #7- has 6' of spalled or delaminated areas.</p> <p>Span #4- Unit #1- has 7' of repaired area on the right stem and 5' of efflorescence at the beginning of the span and 1' of delamination. Unit #2- has 6' of repaired area on both stems, and 2' of delamination some repairs and defects occupy the same footage. Unit #3- has 9' of repaired area on both stems and 5' of efflorescence. Unit #4- has 7' of repaired area on both stems and 6' of efflorescence cracking. Unit #5- has 6' of repaired area on both stems and 3' of efflorescence cracking. Unit #6- has 8' of repaired area on both stems with 3' of efflorescence and 2' of delamination. Unit #7- has 3' of minor spalled areas.</p> | | | | | | | |
| 205 | Reinforced Concrete Column | EA | 9 | 6 | 3 | 0 | 0 |
| 1080 | Delamination/Spall/Patched Area | EA | 1 | 0 | 1 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | EA | 2 | 0 | 2 | 0 | 0 |



Asset #M0664(Routine, Underwater type 2)

SH 27 Searcy over COTTON HOLLOW

Location: 5.1MI SW JCT SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--|--------------------------------------|-------|-------|-----|-----|-----|-----|
| <p>(205) 11/16/2022 WNR & DBM: Bent #1 columns- Column #1- no deficiencies noted. Column #2- no deficiencies noted. Column #3- no deficiencies noted.</p> <p>Bent #2 columns- Column #1- has minor abrasion on the lower portion for 2' with minor spalling Column #2- has minor abrasion on the lower portion for 2' with minor spalling Column #3- has spalling with no rebar exposed on the upstream side.</p> <p>Bent #3 columns- Column #1- has minor spalling with no rebar exposed. Column #2- has minor abrasion with a minor spill. Column #3- has minor abrasion for 2' at the lower portion of the column with a minor spill.</p> | | | | | | | |
| 215 | Reinforced Concrete Abutment | LF | 84 | 79 | 5 | 0 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 1 | 0 | 1 | 0 | 0 |
| 1130 | Cracking (RC and Other) | LF | 4 | 0 | 4 | 0 | 0 |
| <p>(215) 11/16/2022 WNR & DBM: Abutment #1- no deficiencies noted. Minor pop outs were noted. The wing walls are integral</p> <p>Abutment #2- has 4' of vertical hairline cracks and 1' of spalling on the top of the right wing. The wing walls are integral.</p> | | | | | | | |
| 220 | Reinforced Concrete Pile Cap/Footing | LF | 25 | 0 | 25 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | LF | 25 | 0 | 25 | 0 | 0 |
| <p>(220) 11/16/2022 WNR & DBM: Bent #2 column footings- columns #1,2 have the 5' of the tops of the footing exposed at each column. Both footings have cs2 abrasion for the full width. The footings are cast in solid rock.</p> <p>Bent #3 column footings- columns #1,2,3 have 5' of the tops of the footings exposed at each column. All 3 columns have cs2 abrasion for the full width. The footings are cast in solid rock.</p> | | | | | | | |
| 234 | Reinforced Concrete Pier Cap | LF | 96 | 50 | 19 | 27 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 25 | 0 | 0 | 25 | 0 |
| 1090 | Exposed Rebar | LF | 2 | 0 | 0 | 2 | 0 |
| 1130 | Cracking (RC and Other) | LF | 19 | 0 | 19 | 0 | 0 |
| <p>(234) 11/16/2022 WNR & DBM: Abutment #1 cap- has 3' of cs3 delamination and 1' of vertical hairline cracking.</p> <p>Bent cap #1- has 11' of vertical, horizontal and map cracking and 3' of spalling on the top outer ends of the caps.</p> <p>Bent cap #2- has 2' of exposed rebar on the span #2 side, 7' of delamination and spalling, and 2' of vertical hairline cracking.</p> <p>Bent cap #3- has 11' of spalled and delaminated areas and 5' of vertical hairline cracking.</p> <p>Abutment #2 cap- has 1' of spalling with no rebar exposed under the left stem of unit #2.</p> | | | | | | | |
| 330 | Metal Bridge Railing | LF | 152 | 0 | 152 | 0 | 0 |
| 1000 | Corrosion | LF | 152 | 0 | 152 | 0 | 0 |

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|---|---|-------|-------|-----|-----|-----|-----|
| 515 | Steel Protective Coating | SF | 304 | 71 | 233 | 0 | 0 |
| 3440 | Effectiveness (Steel Protective Coatings) | LF | 233 | 0 | 233 | 0 | 0 |
| <p>(330) 11/16/2022 WNR & DBM: Right side metal railing- the front side has areas of pin point rusting and the back side has corrosion for the full length. The right beginning approach railing has no posts supporting the rail.</p> <p>Left side metal railing- the front and back side has corrosion for the full length. The left ending approach railing has a tear in the face of the rail.</p> | | | | | | | |

Deck

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--|---------------------------------|-------|-------|-----|------|-----|-----|
| 16 | Reinforced Concrete Top Flange | SF | 1915 | 176 | 1526 | 213 | 0 |
| 1080 | Delamination/Spall/Patched Area | SF | 201 | 0 | 0 | 201 | 0 |
| 1090 | Exposed Rebar | SF | 3 | 0 | 0 | 3 | 0 |
| 1120 | Efflorescence/Rust Staining | SF | 12 | 0 | 3 | 9 | 0 |
| 1130 | Cracking (RC and Other) | SF | 3 | 0 | 3 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | SF | 1520 | 0 | 1520 | 0 | 0 |
| <p>(16) 11/16/2022 WNR & DBM:</p> <p>Driving surface-</p> <p>Span #1- units #2-7 have spalled/patched areas at random locations, mostly at the beginning and end of the units. Unit #2 is the worst case condition in span #1 with 24' of patched area. (59' total patched area)</p> <p>Span #2- units #1-6 have spalled/patched areas mostly at the beginning of the span and along the edges between the units. (46' total patched area)</p> <p>Span #3- all 7 units have spalled/ patched areas mostly at the corners of the units at the beginning and end of the span. (34' total patched area)</p> <p>Span #4- all 7 units have spalled/patched areas. Units #2,3,4 are the worst case. Units #1,4 have unsound patches at the beginning of the span. (62' of total patched area).</p> <p>Under surface-</p> <p>Span #1-</p> <p>Unit #2 has 2' of rebar exposed from punching through with a pavement breaker.</p> <p>Unit #5 has 1' of rebar exposed and 2' of map cracking.</p> <p>Span #2-</p> <p>Unit #3 has 3' of minor efflorescence.</p> <p>Unit #4 has 2' of rust staining at the beginning of the span.</p> <p>Unit #6 has 2' of efflorescence and 1' of rust staining at the beginning of the span.</p> <p>Span #3-</p> <p>Unit #3 has 3' of rust staining near the beginning of the span.</p> <p>Span #4-</p> <p>Unit #3 has 1' of minor efflorescence at the beginning of the span and 1' of exposed rebar at the end of the span.</p> | | | | | | | |

Superstructure

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|---|--------------------------------------|-------|-------|-----|-----|-----|-----|
| 110 | Reinforced Concrete Open Girder/Beam | LF | 532 | 276 | 28 | 228 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 227 | 0 | 0 | 227 | 0 |
| 1090 | Exposed Rebar | LF | 1 | 0 | 0 | 1 | 0 |
| 1120 | Efflorescence/Rust Staining | LF | 28 | 0 | 28 | 0 | 0 |
| (110) 11/16/2022 WNR & DBM: 7 RCCB system. The units are bolted and grouted together. | | | | | | | |
| Span #1- | | | | | | | |
| Unit #1- no deficiencies noted. | | | | | | | |
| Unit#2 has 12' of repaired areas on both stems. | | | | | | | |
| Unit #3- has 9' of repaired areas on both stems. | | | | | | | |
| Unit #4- has 7' of repaired areas on both stems, 1' of exposed rebar and 3' of delamination. | | | | | | | |
| Unit #5 has 3' of repaired area on the left stem. | | | | | | | |
| Unit #6- no deficiencies noted. | | | | | | | |
| Unit #7- has 6' of efflorescence cracking in the left stem at the beginning of the span. | | | | | | | |
| Span #2- | | | | | | | |
| Unit #1- has 6' of repaired area on the right stem. | | | | | | | |
| Unit #2- has 19' of repaired area on the right stem. | | | | | | | |
| Unit #3- has 6' of repaired area and 2' of delamination. | | | | | | | |
| Unit #4- has 19' of repaired area on the left stem and 1' of repaired area on the right stem in the same footage. | | | | | | | |
| Unit #5- has 18 total feet of repaired area on both stems. | | | | | | | |
| Unit #6- has 10' of repaired area on the right stem and efflorescence cracking on the left stem in the same footage. | | | | | | | |
| Unit #7- has 8' of repaired area on the left stem and 3' of delamination. | | | | | | | |
| Span #3- | | | | | | | |
| Unit #1- has 2' of repaired area on the right stem. | | | | | | | |
| Unit #2- has 5' of repaired area on the right stem and 4' of delamination. | | | | | | | |
| Unit #3- has 4' of repaired area on the right stem and and 4' of delamination. | | | | | | | |
| Unit #4- has 5' of repaired area on the left stem and 3' of delamination. | | | | | | | |
| Unit #5- has 4' of repaired area on the left and right stem and 8' of delamination. | | | | | | | |
| Unit #6- has 3' of repaired area on the left and right stems and 3' of delamination. | | | | | | | |
| Unit #7- has 6' of spalled or delaminated areas. | | | | | | | |
| Span #4- | | | | | | | |
| Unit #1- has 7' of repaired area on the right stem and 5' of efflorescence at the beginning of the span and 1' of delamination. | | | | | | | |
| Unit #2- has 6' of repaired area on both stems, and 2' of delamination some repairs and defects occupy the same footage. | | | | | | | |
| Unit #3- has 9' of repaired area on both stems and 5' of efflorescence. | | | | | | | |
| Unit #4- has 7' of repaired area on both stems and 6' of efflorescence cracking. | | | | | | | |
| Unit #5- has 6' of repaired area on both stems and 3' of efflorescence cracking. | | | | | | | |
| Unit #6- has 8' of repaired area on both stems with 3' of efflorescence and 2' of delamination. | | | | | | | |
| Unit #7- has 3' of minor spalled areas. | | | | | | | |

Substructure

| ELEMENTS | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|---|--------------------------------------|-------|-------|-----|-----|-----|-----|
| 205 | Reinforced Concrete Column | EA | 9 | 6 | 3 | 0 | 0 |
| 1080 | Delamination/Spall/Patched Area | EA | 1 | 0 | 1 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | EA | 2 | 0 | 2 | 0 | 0 |
| (205) 11/16/2022 WNR & DBM: Bent #1 columns- Column #1- no deficiencies noted. Column #2- no deficiencies noted. Column #3- no deficiencies noted. Bent #2 columns- Column #1- has minor abrasion on the lower portion for 2' with minor spalling Column #2- has minor abrasion on the lower portion for 2' with minor spalling Column #3- has spalling with no rebar exposed on the upstream side. Bent #3 columns- Column #1- has minor spalling with no rebar exposed. Column #2- has minor abrasion with a minor spall. Column #3- has minor abrasion for 2' at the lower portion of the column with a minor spall. | | | | | | | |
| 215 | Reinforced Concrete Abutment | LF | 84 | 79 | 5 | 0 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 1 | 0 | 1 | 0 | 0 |
| 1130 | Cracking (RC and Other) | LF | 4 | 0 | 4 | 0 | 0 |
| (215) 11/16/2022 WNR & DBM: Abutment #1- no deficiencies noted. Minor pop outs were noted. The wing walls are integral Abutment #2- has 4' of vertical hairline cracks and 1' of spalling on the top of the right wing. The wing walls are integral. | | | | | | | |
| 220 | Reinforced Concrete Pile Cap/Footing | LF | 25 | 0 | 25 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | LF | 25 | 0 | 25 | 0 | 0 |
| (220) 11/16/2022 WNR & DBM: Bent #2 column footings- columns #1,2 have the 5' of the tops of the footing exposed at each column. Both footings have cs2 abrasion for the full width. The footings are cast in solid rock. Bent #3 column footings- columns #1,2,3 have 5' of the tops of the footings exposed at each column. All 3 columns have cs2 abrasion for the full width. The footings are cast in solid rock. | | | | | | | |
| 234 | Reinforced Concrete Pier Cap | LF | 96 | 50 | 19 | 27 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 25 | 0 | 0 | 25 | 0 |
| 1090 | Exposed Rebar | LF | 2 | 0 | 0 | 2 | 0 |
| 1130 | Cracking (RC and Other) | LF | 19 | 0 | 19 | 0 | 0 |
| (234) 11/16/2022 WNR & DBM: Abutment #1 cap- has 3' of cs3 delamination and 1' of vertical hairline cracking. Bent cap #1- has 11' of vertical, horizontal and map cracking and 3' of spalling on the top outer ends of the caps. Bent cap #2- has 2' of exposed rebar on the span #2 side, 7' of delamination and spalling, and 2' of vertical hairline cracking. Bent cap #3- has 11' of spalled and delaminated areas and 5' of vertical hairline cracking. | | | | | | | |



Elevation with log left to right.



Inventory looking north



View of span #2 superstructure



View of span #3 superstructure



View of span #2 superstructure



View of span #1 superstructure



General view of deck



Upstream view



Downstream view



Typical view of the driving surface.



Downstream channel view.



Upstream channel view.



Approach view in direction of log mile.



General view of abutment #1.



General view of the bents.



Typical view of the undersurface and repaired areas.



Upstream channel view.



Downstream channel view.



Approach view in the direction of log mile.



View of the right cap end of bent #1. Showing spalling and efflorescence map cracking. Typical also of the left end of the cap.



Elevation view. Log mile from left to right.



General view of the driving surface.



General view of abutment #2.



Elevation view. Log mile from left to right.



Exposed column footings at bent #3. Typical.



Large delamination on the under surface of the bent #3 cap.



4' long tear in the face of the left ending approach railing.



No posts supporting the beginning right approach railing.

Maintenance Needs

Date Reported: 11/27/2012

Priority: D- Routine

Status: Assigned

Type of Work: (Inactive) (Inactive) 9 - None

Component:

Deficiency Description

The driving surface of the deck has spalls, some patched areas are unsound.

Remarks



Maintenance Needs

Date Reported: 11/29/2018

Priority: D- Routine

Status: Monitor

Type of Work: (Inactive) (Inactive) 9 - None

Component:

Deficiency Description

Bent 1 cap- The left and right ends of the cap have spalling and efflorescence map cracking.

Bent 2 cap-has a spall with rebar exposed on the span 2 face.

Bent 3 cap- the undersurface of the cap has a large delamination between columns 2,3

Remarks



View of the right cap end of bent #1. Showing spalling and efflorescence map cracking. Typical also of the left end of the cap.

Maintenance Needs

Date Reported: 11/24/2020

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

The undersurface of the deck has spalling with rebar exposed

Remarks

Bridge Crew



Spalling with exposed rebar in the undersurface of the deck. Typical of several locations.

Maintenance Needs

Date Reported: 11/24/2020

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

The channel beam stems have areas of delamination at random locations throughout the structure.

Remarks

Bridge Crew



Repaired and unrepaired delamination on the channel beam stems. Typical.

Maintenance Needs

Date Reported: 11/17/2022

Priority: D- Routine

Type of Work: Repair (General)

Status: Open

Component: Element

Deficiency Description

Spalling/pothole - Basketball sized spall in the driving surface in span #1 end of unit #3

Remarks



Basketball sized spall in the driving surface in span #1
end of unit #3



Asset #M0664(Routine, Underwater type 2)

SH 27 Searcy over COTTON HOLLOW

Location: 5.1MI SW JCT SH 333

Team Lead: Nathan Rowland, **Inspection Date:** 11/16/2022

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 | |



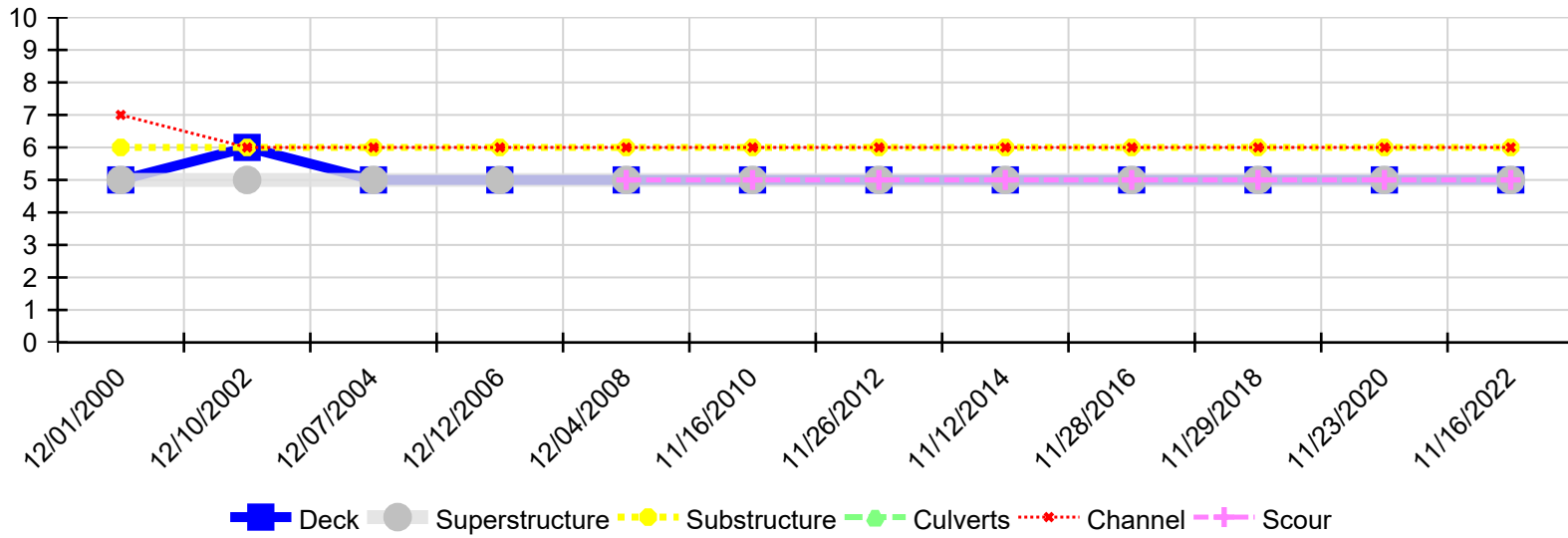
Asset #M0664(Routine, Underwater type 2)

SH 27 Searcy over COTTON HOLLOW

Location: 5.1MI SW JCT SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

Condition History



| Inspection Date | Deck | Superstructure | Substructure | Culverts | Channel | Scour |
|-----------------|------|----------------|--------------|----------|---------|-------|
| 11/16/2022 | 5 | 5 | 6 | N | 6 | 5 |
| 11/23/2020 | 5 | 5 | 6 | N | 6 | 5 |
| 11/29/2018 | 5 | 5 | 6 | N | 6 | 5 |
| 11/28/2016 | 5 | 5 | 6 | N | 6 | 5 |
| 11/12/2014 | 5 | 5 | 6 | N | 6 | 5 |
| 11/26/2012 | 5 | 5 | 6 | N | 6 | 5 |
| 11/16/2010 | 5 | 5 | 6 | N | 6 | 5 |
| 12/04/2008 | 5 | 5 | 6 | N | 6 | 5 |
| 12/12/2006 | 5 | 5 | 6 | N | 6 | N |
| 12/07/2004 | 5 | 5 | 6 | N | 6 | N |
| 12/10/2002 | 6 | 5 | 6 | N | 6 | N |
| 12/01/2000 | 5 | 5 | 6 | N | 7 | N |