



Latitude:35.11093, Longitude:-91.09502

Route:49 Section:07 Log:7.6

Arnold Road ID:74x49x7xA, Arnold Log mile:7.619

District 01, Woodruff County

Owner: 1-State Highway Agency



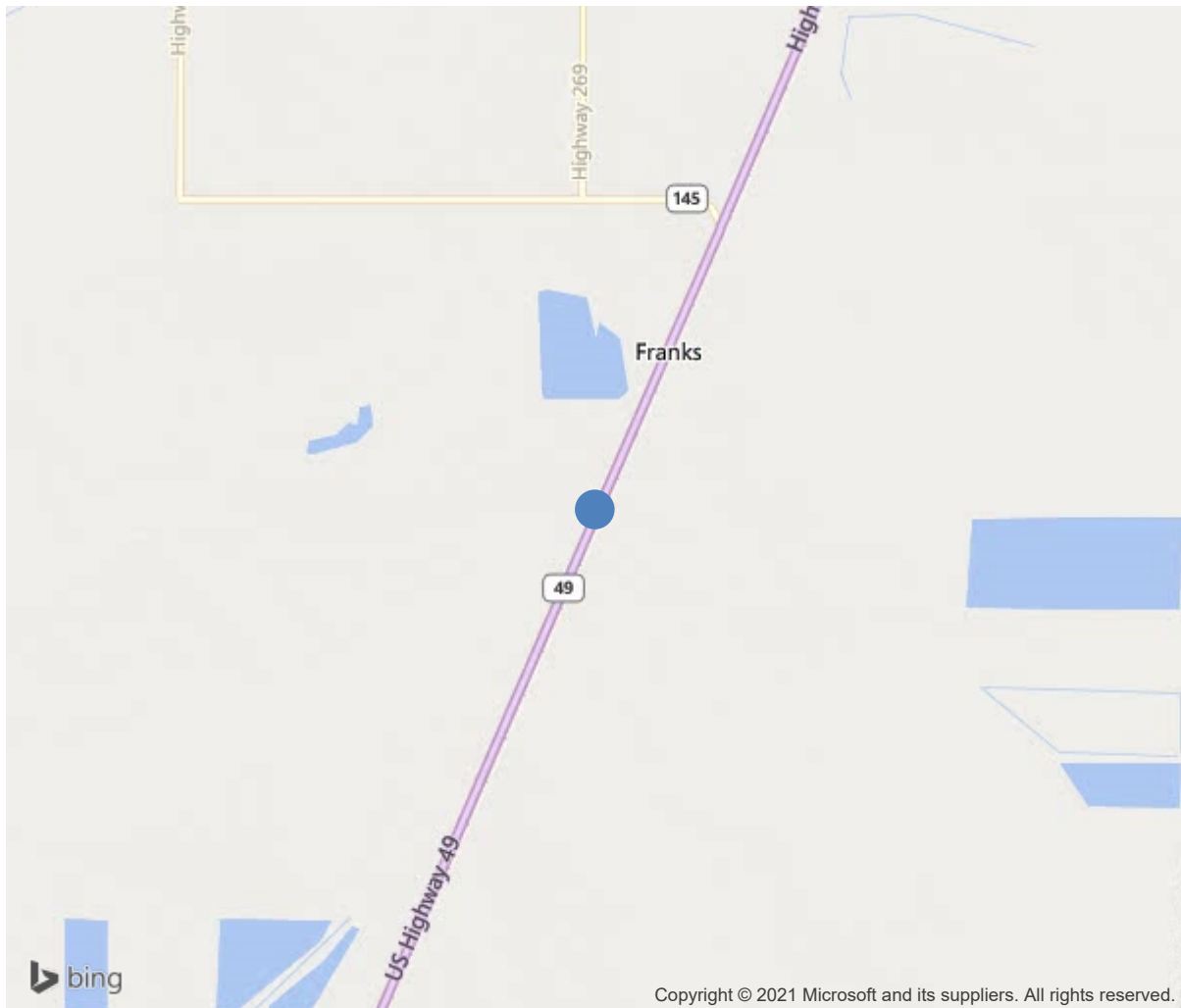
Bridge #03047 (Routine, Underwater type 2)

US 49/sec-7/L-7.60 over Caney Creek

Location: 1.50 MI S JCT OF SH 269

Team Lead: Myron Futrell **Inspection Date:** May 07, 2020

1.50 MI S JCT OF SH 269



35.11093, -91.09502



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Location: 1.50 MI S JCT OF SH 269

Team Lead: Myron Futrell Inspection Date: May 07, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03047
(5) Inventory Route	49
(2) Highway Agency District	01
(3) County Code	147-Woodruff County, Arkansas
(4) Place Code	0
(6) Features Intersected	Caney Creek
(7) Facility Carried	US 49/sec-7/L-7.60
(9) Location	1.50 MI S JCT OF SH 269
(11) Mile Point	7.6 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000049070
(16) Latitude	35.11093
(17) Longitude	-91.09502
(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	2
(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	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	1100
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	38 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	25 ft
(32) Approach Roadway Width (W/Shoulders)	24 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	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	0 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			6-Rural Minor Arterial
(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			5-Bridge is not eligible for the NRHP
CONDITION			
(58) Deck			7
(59) Superstructure			5
(60) Substructure			7
(61) Channel & Channel Protection			7
(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			37
(65) Inventory Rating Method			1-Load Factor(LF)
(66) Inventory Rating			
Type			2
Rating			22
(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			4
(69) Clearances, Vertical/Horizontal			N
(71) Waterway Adequacy			8
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			0001
A) Bridge Railings			0-Inspected feature does not meet cur
B) Transitions			0-Inspected feature does not meet cur
C) Approach Guardrail			0-Inspected feature does not meet cur
D) 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			1482
(115) Year of Future ADT			2028
INSPECTIONS			
(90) Inspection Date			
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No	24	
B: Underwater Inspection	No	0	
C: Other Special Inspection	No	0	



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	950	950	0	0	0
510	Wearing Surfaces	SF	931	831	100	0	0
3220	Crack (Wearing Surface)	SF	100	0	100	0	0
(16)	Wearing surface has longitudinal and transverse cracks 100 square feet total.						
110	Reinforced Concrete Open Girder/Beam	LF	266	219	12	35	0
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1090	Exposed Rebar	LF	13	0	0	13	0
1120	Efflorescence/Rust Staining	LF	19	0	0	19	0
1130	Cracking (RC and Other)	LF	9	0	6	3	0
(110)	<p>Each span each unit steam has hairline vertical cracks spaced one foot apart.</p> <p>Connection bolts are corroded with no section loss.</p> <p>Each span has a few 6" and smaller pop offs on units.</p> <p>Span #1 unit #1 at bent #2 diaphragm has one foot spall with exposed rebar with 20% section loss.</p> <p>Span #1 unit #2 right leg cracked for 6' with rust staining.</p> <p>Span #1 unit #7 left leg cracked for 3'.</p> <p>Span #1 unit #7 at bent #2 diaphragm is spalled for eight inches with exposed rebar with 20% section loss.</p> <p>Span #2 unit #1 bent #2 diaphragm has two foot spall with exposed rebar with 20% section loss.</p> <p>Span #2 unit #1 left leg is cracked and delaminated first half of span with two foot delamination and a one foot spall with exposed rebar at bent #2 with 20% section loss.</p> <p>Span #2 unit #6 left leg has two foot spall at bent #3 with exposed rebar with 20% section loss, right leg has 4' of cracking.</p> <p>Span #2 unit #7 left leg has six foot spall in fist half of span with exposed rebar with 20% section loss and three feet of cracks and delamination around spall.</p>						
215	Reinforced Concrete Abutment	LF	72	72	0	0	0
227	Reinforced Concrete Pile	EA	3	0	0	3	0
1190	Abrasion/Wear (PSC/RC)	EA	3	0	0	3	0
(227)	Piles have light to moderate abrasion.						
234	Reinforced Concrete Pier Cap	LF	26	26	0	0	0
301	Pourable Joint Seal	LF	25	0	0	25	0
2350	Debris Impaction	LF	25	0	0	25	0
(301)	Joints have been overlaid limiting movement.						
330	Metal Bridge Railing	LF	76	0	57	19	0
1000	Corrosion	LF	54	0	54	0	0

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1020	Connection	LF	7	0	3	4	0
1900	Distortion	LF	15	0	0	15	0
515	Steel Protective Coating	SF	228	0	0	114	114
3440	Effectiveness (Steel Protective Coatings)	SF	228	0	0	114	114
(330)							
Right side rail post #4,5 are broken and spalled with exposed rebar posts #6,7,8 each have small spalls on top. All left side rail posts are spalled with exposed rebar with no section loss. Left rail is bent and has two gashes in it for fifteen feet. All rails have surface rust full length back side has no paint bare steel 50% rest of paint has limited effectiveness.							



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Location: 1.50 MI S JCT OF SH 269

Team Lead: Myron Futrell **Inspection Date:** May 07, 2020

Maintenance Needs

Date Reported: 05/30/2018

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Small trees and vegetation are growing under and beside bridge.

Remarks



Small trees and vegetation are growing under and beside bridge.



Small trees and vegetation growing beside and under bridge.

Date Reported: 06/12/2014
Priority: C - Important
Type of Work: N/A
Status: Monitor
Component:

Deficiency Description

Right side rail post #1 and 2 are broken at bottom.
All left side rail posts are spalled with exposed rebar with no section loss.
Left rail is bent and has two gashes in it for fifteen feet.

Remarks



All left side rail posts are spalled with exposed rebar with no section loss.



1st and 2nd rail posts on right side broken at bottom.



Left rail damage at abutment #2

Date Reported: 06/12/2012
Priority: C - Important
Type of Work: N/A
Status: Monitor
Component:

Deficiency Description

Span #1 unit #2 right leg cracked for 6' with rust staining.

Span #1 unit #7 left leg cracked for 3'.

Span #1 unit #7 at bent #2 diaphragm is spalled for eight inches with exposed rebar with 20% section loss.

Span #2 unit #1 bent #2 diaphragm has two foot spall with exposed rebar with 20% section loss.

Span #2 unit #1 left leg is cracked and delaminated first half of span with two foot delamination and a one foot spall with exposed rebar at bent #2 with 20% section loss.

Span #2 unit #6 left leg has two foot spall at bent #3 with exposed rebar with 20% section loss, right leg has 4' of cracking.

Span #2 unit #7 left leg has six foot spall in first half of span with exposed rebar with 20% section loss and three feet of cracks and delamination around spall.

Remarks



Span #2 unit #1 at bent #2



Span #2 unit #7 left leg.



Span #2 unit #1 left leg 3' delamination



Span #2 unit #6



Span #2 girder #7 cracked and spalled full length with 6' of exposed rebar with 10% section loss.



Span #2 unit #6 left leg at abutment #2.



Span #2 unit #1 left leg at bent #2.

Date Reported: 05/11/2020
Priority: C - Important
Type of Work: Repair
Status: Open
Component: Channel

Deficiency Description

Abutment #2 cap undermined for 1' up to 4" six feet from right end.

Remarks



Abutment #2 cap undermined for 1' up to 4" six feet from right end.

Date Reported: 05/11/2020
Priority: C - Important
Type of Work: Repair
Status: Open
Component: Approach

Deficiency Description

Abutment #1 right approach rail has 3' of minor collision damage at bridge end.
Left approach rail at abutment #2 has 2 missing and 1 broken spacers.

Remarks



Left approach rail at abutment #2 has 2 missing and 1 broken spacers.



Abutment #1, right side, approach rail damage.



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Inspection Comments

5/7/2020-Left approach rail at abutment #2 has 2 missing and 1 broken spacers.

Deck Notes

05/07/2020-Lowered deck from 8 to 7 due to cracking in wearing surface.