



Latitude:35.96867, Longitude:-93.81012

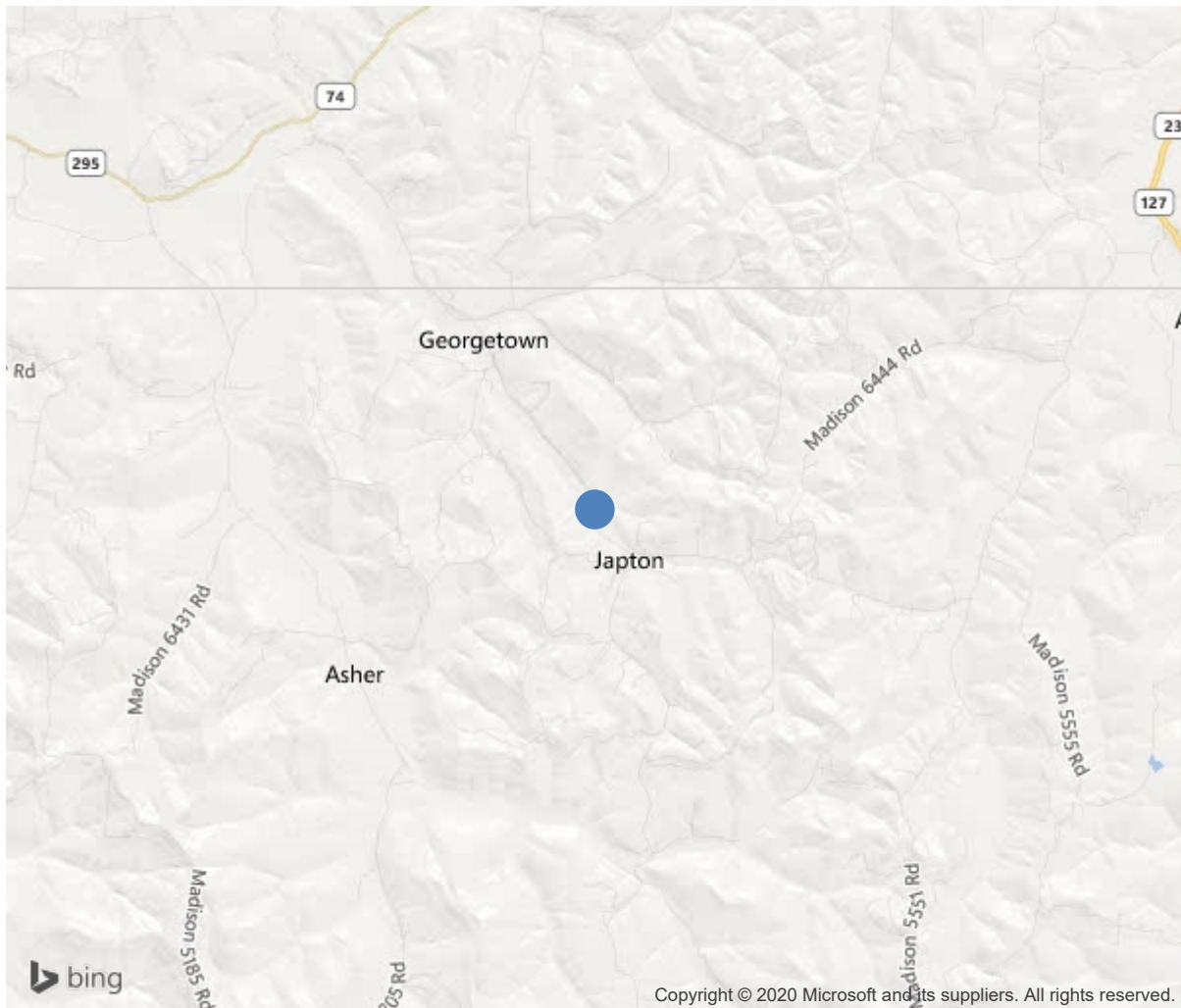
Route:180 Section:00 Log:5.8

Arnold Road ID:44xMADISON6381RDx1xA, Arnold Log mile:0.628

District 09, Madison County

Owner: 2-County Highway Agency

2 MI S OF GEORGETOWN



35.96867, -93.81012



Bridge #22256(Routine)

CR 180 Madison Co over DRAKES CREEK

Location: 2 MI S OF GEORGETOWN

Team Lead: Nathan Rowland Inspection Date: July 19, 2018

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	22256
(5) Inventory Route	180
(2) Highway Agency District	09
(3) County Code	87-Madison County, Arkansas
(4) Place Code	0
(6) Features Intersected	DRAKES CREEK
(7) Facility Carried	CR 180 Madison Co
(9) Location	2 MI S OF GEORGETOWN
(11) Mile Point	5.8 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.96867
(17) Longitude	-93.81012
(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	0-None
AGE AND SERVICE	
(27) Year Built	2000
(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	282
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	12 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	68 ft
(49) Structure Length	71 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	21.3 ft
(52) Deck Width Out to Out	22 ft
(32) Approach Roadway Width (W/Shoulders)	22 ft
(33) Bridge Median	0-No median
(34) Skew	5 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	21.3 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	2-County Highway Agency
(22) Owner	2-County Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	7
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0-Other or Unknown
(63) Operating Rating Method	2
(64) Operating Rating	
Type	2-Allowable Stress(AS)
Rating	41
(65) Inventory Rating Method	2-Allowable Stress(AS)
(66) Inventory Rating	
Type	1
Rating	21
(70) Bridge Posting	3-10.0 - 19.9 % below
(41) Structure Open/Posted/Closed	P-Posted for load (may include o
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	4
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	0000
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	0-Inspected feature does not meet cur
(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	94
(115) Year of Future ADT	2007
INSPECTIONS	
(90) Inspection Date	201907
(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

SUFFICIENCY RATING	77
STATUS (SD/FO/None)	Not Deficient



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Team Lead: Nathan Rowland, Inspection Date: July 19, 2018

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Inventory 1 looking north.



Abutment 2 under girder 3 has a large crack.



Railing left collision damage adjacent to abutment 1.



Load posting north



Elevation looking west.



General view of superstructure.



Abutment 1 joint.



Abutment 1 girder 2 large delaminated area.



Abutment 1 girder 4 spalling.



General view of deck



Railing right side collision damage post 4 near mid span.



Load posting south



North approach flare boards are missing.



Bridge #22256(Routine)

CR 180 Madison Co over DRAKES CREEK

Location: 2 MI S OF GEORGETOWN

Team Lead: Nathan Rowland **Inspection Date:** July 19, 2018

Maintenance Needs



Bridge #22256(Routine)
CR 180 Madison Co over DRAKES CREEK
Location: 2 MI S OF GEORGETOWN

Team Lead: Nathan Rowland Inspection Date: July 19, 2018

Inspection Comments

Logged South to North.

Deck Notes

07/19/2018: -Right side bridge railing has collision damage near mid-span with out-of-plane bending to the railing and posts anchorage. The railing is not attached to posts #4.-The bridge railing on left side at abutment #1 has damage that has created a "rip" in the railing and caused a posts anchorage to fail.

Superstructure Notes

07/19/2018: -The superstructure is constructed with salvaged beams. The paint system is beginning to fail in locations along the top flanges. -The superstructure has drift accumulation over abutment #2.

Substructure Notes

07/19/2018: -Abutment #1 (South abutment) has large spalls (approximately 16") in top of breastwall under girders #1, 3 and 4 with no exposed reinforcing steel and a large delaminated area under girder #2 approximately 24" long. The breastwall has vertical cracks under girders #2 and #3.-Abutment #2 (North abutment) has a full height diagonal crack under girder #3. - Abutment #2 has wide horizontal cracking in backwall between girders #1 and #2.