



Latitude:35.96278, Longitude:-93.80441

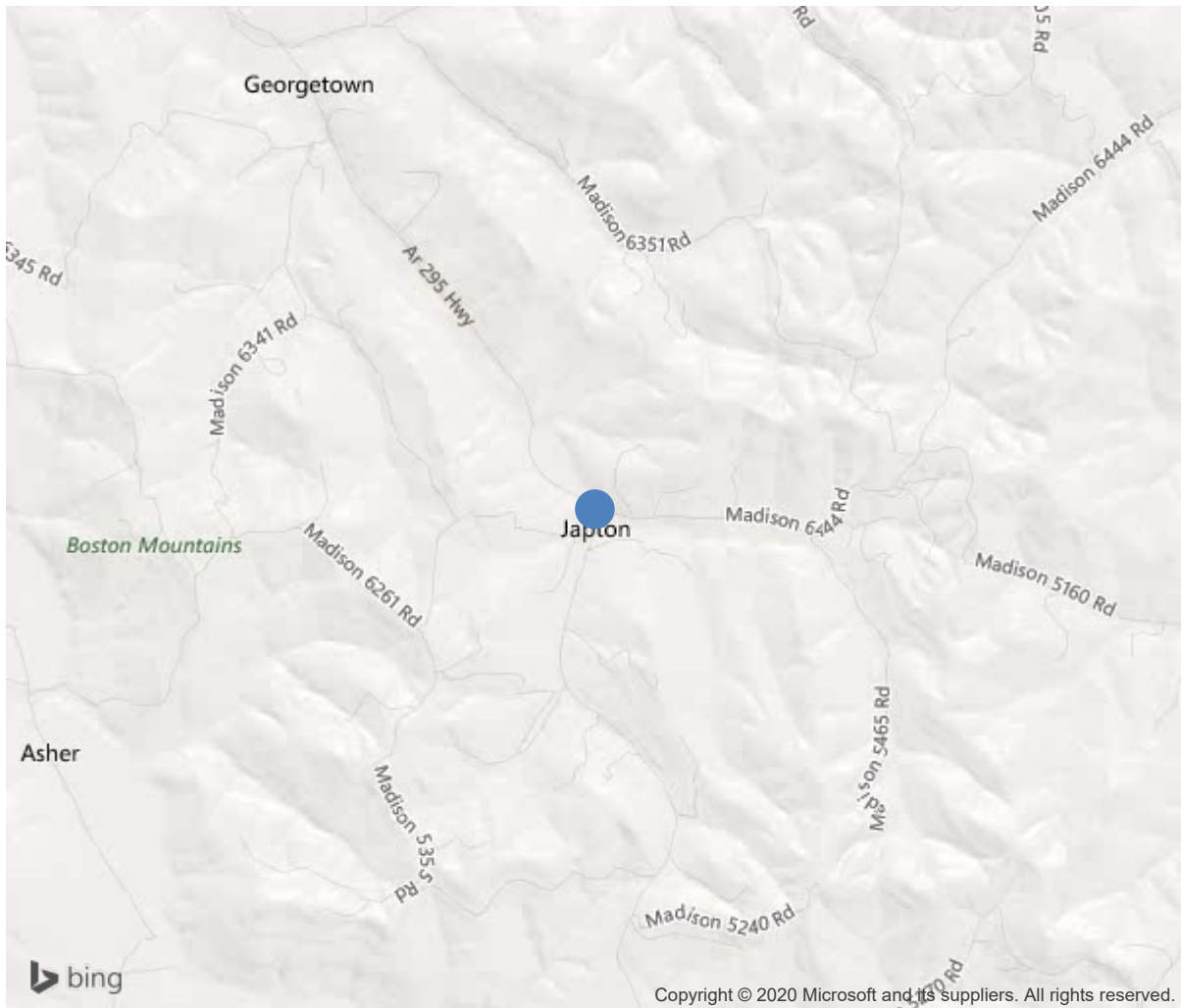
Route:180 Section:00 Log:5.25

Arnold Road ID:44xMADISON6381RDx1xA, Arnold Log mile:0.05

District 09, Madison County

Owner: 2-County Highway Agency

0.1 MI N JAPTON



35.96278, -93.80441



Bridge #22420(Routine)

CR 180 Madison Co. over DRAKES CREEK

Location: 0.1 MI N JAPTON

Team Lead: Nathan Rowland Inspection Date: September 12, 2019

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	22420
(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	0.1 MI N JAPTON
(11) Mile Point	5.25 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.96278
(17) Longitude	-93.80441
(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	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	2001
(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	78
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	34 ft
(49) Structure Length	36 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	24.9 ft
(52) Deck Width Out to Out	25.6 ft
(32) Approach Roadway Width (W/Shoulders)	22 ft
(33) Bridge Median	0-No median
(34) Skew	6 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.9 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	9-Rural Local
(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	8
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0-Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	49
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	1
Rating	30
(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	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(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	ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	94
(115) Year of Future ADT	2007
INSPECTIONS	
(90) Inspection Date	201909
(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	82.1
STATUS (SD/FO/None)	Not Deficient



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Location: 0.1 MI N JAPTON

Team Lead: Nathan Rowland, Inspection Date: September 12, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Abutment #1 Typical spalling and delaminated areas under girders.



General view of deck.



Top of Abutment #2 bearing area under Girders 4 - 6 spalling.



Inventory looking South



Typical settlement of north approach roadway



Elevation looking East



General view of superstructure



Cracking and spalling of asphalt wearing surface has caused a pothole near centerline of roadway.



Abutment #1



Abutment #2



Bridge #22420(Routine)
CR 180 Madison Co. over DRAKES CREEK
Location: 0.1 MI N JAPTON

Team Lead: Nathan Rowland **Inspection Date:** September 12, 2019

Maintenance Needs



Inspection Comments

Logged North to South.

Deck Notes

09/12/2019 - WNR & DBM:

- The driving surface of the deck has an ACHM overlay. The driving surface has longitudinal cracking at centerline where a pothole has formed and a transverse crack in the Northbound lane near the South bridge end.
- The undersurface of the deck is partially covered with visqueen. Areas that appear to be superficial mapcracking visible in locations.
- The North and South approach roadways have approximately 2" of settlement at the bridge ends. Maintenance forces have placed asphalt shims at the bridge ends.

Superstructure Notes

09/12/2019 - WNR & DBM:-The superstructure appears to be constructed from salvaged beams with old diaphragm connections left in place and torch cut holes in the bottom flanges of beams in random locations. -The ends of girders over both abutments have old section loss scars with a few small holes in the webs that appears to be from when they were part of a previous structure and are the "as-built" Condition of this structure.-The undersurface of the bottom flanges have a rust coating throughout. The webs and top flanges of beams have rust forming in several locations.-Beam #1 bottom flange has drilled holes throughout.

Substructure Notes

09/12/2019 - WNR & DBM:

- Abutment #1 breastwall has a basketball sized spall under beam #2, a 20" spall under beam #6 and large delaminated areas approximately 30" in diameter under beams #3, #4 and #5. The spall under beam #6 has caused approximately 4" of bearing area loss.
- The top of Abutment #1 (North) footing is exposed on left side with a few shallow voids along the edge of footing.
- Abutment #2 breastwall has large spalls that range in size from approximately 8" to 16" in diameter under beams #1, #2, #4, #5 and #6 and a full height vertical crack at centerline. The backwall of abutment #2 has a full height vertical crack in bay #2 and in bay #5.