



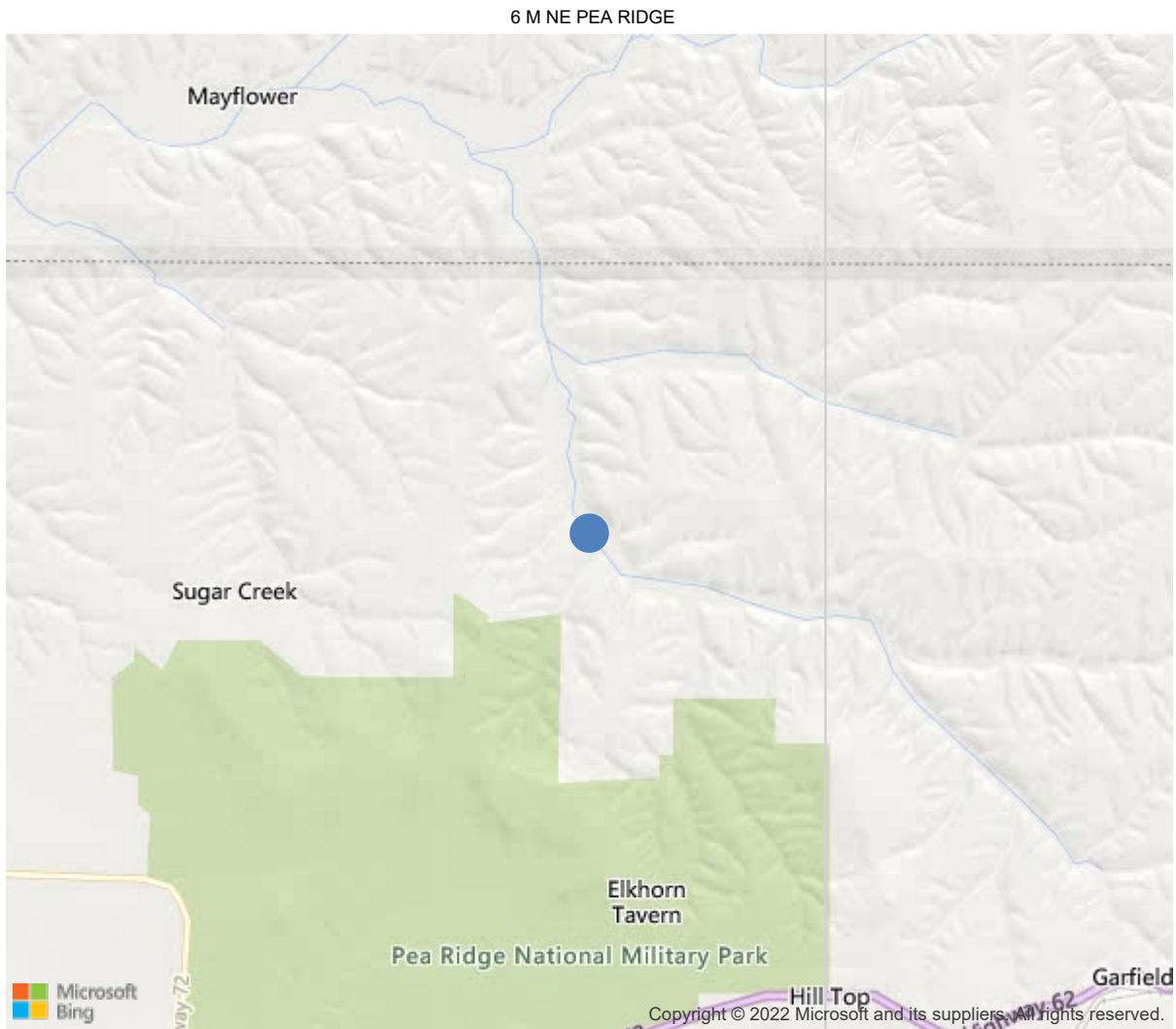
Latitude:36.47950, Longitude:-94.02086

Route:68 Section:00 Log:1.04

Arnold Road ID:4xGANNRIDGERDx1xA, Arnold Log mile:2.292

District 09, Benton County

Owner: 2-County Highway Agency



36.47950, -94.02086

Inspection Direction : W to E



Bridge #04316(Routine)

CR 68 ZN C Benton over LIMEKILN CREEK

Location: 6 M NE PEA RIDGE

Team Lead: Benjamin Smith Inspection Date: December 14, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	04316
(5) Inventory Route	68
(2) Highway Agency District	09
(3) County Code	7-Benton County, Arkansas
(4) Place Code	0
(6) Features Intersected	LIMEKILN CREEK
(7) Facility Carried	CR 68 ZN C Benton
(9) Location	6 M NE PEA RIDGE
(11) Mile Point	1.04 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.4795
(17) Longitude	-94.02086111111111
(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	3
(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	1976
(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	570
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	58 ft
(49) Structure Length	176 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	27 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	25.3 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	8-Rural Minor 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	4-Historical significance is not dete
CONDITION	
(58) Deck	7
(59) Superstructure	7
(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	44
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
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	6
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	8-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			12/2020
(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.			



Approach view in direction of log mile.



Typical view of the under surface.



General paint condition except at the beam ends.



Typical cover plate detail.



Upstream channel view.



Typical view of the driving surface.



Downstream channel view.



Beam #3 at abutment #2 flaking rust with failed paint repair.



Abutment #2 bearing #3 flaking with a failed paint repair.



Pier #2 behind and ahead vertical face of hammerhead cap at bearing #3 has a short duration vertical crack.



Abutment #1 left signs of embankment settlement.



Bent #2 joint material cracking and minor debris impact.



Elevation looking North.



Abutment #2 bearing paint repair attempt



Abutment #1 joint material.



Inventory looking East.



General view of deck



Drift accumulation in ditch paving possibly redirecting water to roadway.



Northwest approach railing repair.



Abutment #2 joint material.

Maintenance Needs

Date Reported: 12/14/2016
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

The compression joint seals at all bents are deteriorated and have adhesion failure allowing water to leak onto the substructure.

Remarks



Abutment #2 joint material.



Abutment #1 joint material.



Bent #2 joint material cracking and minor debris impaction.



Abutment #1-Deteriorated compression joint seal.



Bridge #04316(Routine)
CR 68 ZN C Benton over LIMEKILN CREEK
Location: 6 M NE PEA RIDGE

Team Lead: Benjamin Smith **Inspection Date:** December 14, 2020



Bent #1 compression joint seal-Adhesion failure.

Date Reported: 12/14/2016

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

Superstructure - The bearings at all bents have a failing paint system with active corrosion and a rust coating. The most notable case is bearings #1 and 3 over abutment #2 which has heavy flaking rust between the sole and masonry plates. The Beams have areas of active corrosion. The Most notable area is beam #3 over abutment #2 which has corrosion with flaking rust and initial section loss to web and bottom flange.

Remarks



Abutment #2, bearing #3-Corrosion with heavy flaking rust.



Abutment #2, bearing #1-Corrosion with flaking rust.



Abutment #2 bearing #3 flaking with a failed paint repair.



Abutment #2, Beam #3 corrosion with flaking rust to web and bottom flange.



Beam #3 at abutment #2 flaking rust with failed paint repair.



Bridge #04316(Routine)
CR 68 ZN C Benton over LIMEKILN CREEK
Location: 6 M NE PEA RIDGE

Team Lead: Benjamin Smith Inspection Date: December 14, 2020

Date Reported: 12/03/2014
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component:

Deficiency Description

The Northwest approach guard railing has collision damage that has created a "pocket" in the railing. Several railing posts are bent and leaning out of plumb.

Remarks



Inspection Comments

Structure is logged from West to East.
No bat activity was noted.

Deck Notes

- The driving surface of the deck has light abrasion in the wheel paths. The left lane of span #1 has an area approximately 4' x 4' of medium scaling.

The compression joint seals at all bents have deteriorated and have minor debris impaction and adhesion failure allowing water to leak onto the substructure.

The left lane of span #2 has a transverse crack adjacent to bent #2.

The Left parapet in spans #1 and 2 has a few shallow spalls from apparent collision damage. The Left parapet in span #3 has two shallow spalls with exposed reinforcing steel.

-Under surface of deck -
the left and right edge have have short duration transverse cracking with efflorescence at random spacing.
No sip forms were noted.

Northwest approach guard railing has collision damage that has created a "pocket" in the railing. Several railing posts are bent and leaning out of plumb.

Superstructure Notes

The cover plates are cut square with the beams and welded at the ends. No cracking was noted at these locations.

- The exterior bearings at abutment #1 have a failing paint system with rust forming on the bearings. The bearings over the intermediate bents and abutment #2 have a failing paint system with a rust coating and areas of flaking rust.

-Abutment #2 Bearings #1 and 3 are the most extreme case with active corrosion and heavy flaking rust between the sole and masonry plates.

-Beam #3 of span #3 has active corrosion with flaking rust and initial section loss to the lower portion of the web and the bottom flange over abutment #2.

-Spans #1 and #2 all beam bottom flanges have areas active corrosion in random location. The worst cast is span #2 beam #4 adjacent bent #1.

Substructure Notes

Abutment 1- the embankment has erosion, but is not threatening the abutment stability.

- Pier #1 has a short duration vertical crack approximately 8' above the channel.

-Pier #2 behind and ahead vertical face of hammerhead cap has vertical hairline cracks at the step downs. The widest crack is beneath bearing #3. Pier 2 column has a previous embankment scour area that has been repaired with large rock.

Abutment 2- has minor embankment settlement at the left corner, no piling was exposed.