Bridge Inspection Report

A6525

US 65 SB LM 6.41
over
Union Pacific Railroad

Inspection Date:

Inspected By:

Inspection Type(s):

Inspector: **Structure Number:** A6525

Inspection Date: **Facility Carried:** US 65 SB LM 6.41

Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION

(1) STATE CODE 056 - Arkansas
(8) STRUCTURE NUMBER A6525
(5) INV. ROUTE (ON/UNDER) 1 2 1 65 3
(2) HIGHWAY AGENCY 02 (3) COUNTY CODE 069
(4) PLACE CODE 00000
(6) FEATURES INTERSECTED Union Pacific Railroad
(7) FACILITY CARRIED US 65 SB LM 6.41
(9) LOCATION 3.2 Mi SW US 425-Glenlake
(11) MILEPOINT 6.410 (12) BASE HIGHWAY NETWORK 1
(13A) LRS INVENTORY ROUTE 0000065150 (13B) SUBROUTE NUMBER 00
(16) LATITUDE 34.18016918082532 (17) LONGITUDE -91.86087087169221
(98A) BORDER BRIDGE CODE
PERCENT RESPONSIBILITY (99) BORDER BRIDGE STRUCT

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN
A) KIND OF MATERIAL/DESIGN: 4 - Steel continuous
B) TYPE OF DESIGN/CONSTR: 02 - Stringer/Multi-beam or Girder
(44) STRUCTURE TYPE, APPROACH SPANS
A) KIND OF MATERIAL/DESIGN: 0 - Other
B) TYPE OF DESIGN/CONSTR: 00 - Other
(45) NUMBER OF SPANS IN MAIN 5 (46) NUMBER OF APPROACH 0
(107) DECK STRUCTURE TYPE 1 (108A) WEARING SURFACE 1
(108B) DECK MEMBRANE 0 (108C) DECK PROTECTION 1

AGE OF SERVICE

(27) YEAR BUILT 1997 (106) YEAR RECONSTRUCTED 0000
(42) TYPE OF SERVICE ON 1 UNDER 2
(28) LANES ON 02 UNDER 00
(29) AVERAGE DAILY TRAFFIC 7000 (19) BYPASS DETOUR LENGTH 50
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014
(109) AVERAGE DAILY TRUCK TRAFFIC 1

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN (ft.) 88 (49) STRUCTURE LENGTH (ft.) 411
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 0 RIGHT 0
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.) 40.0
(52) DECK WIDTH, OUT-TO-OUT (ft.) 42.8
(32) APPROACH ROADWAY WIDTH (ft.) 40.0
(33) BRIDGE MEDIAN 0 (34) SKEW (DEG.) 55
(35) STRUCTURE FLARED 0 (10) INV RTE, MIN VERT CLEAR (ft.) 99.99
(47) TOTAL HORIZONTAL CLEARANCE (ft.) 41.3
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) 99.99
(54) VERTICAL UNDER CLEARANCE (ft.) R 32.5
(55) LATERAL UNDER CLEARANCE RIGHT (ft.) R 26.8
(56) MIN LATERAL UNDER CLEARANCE (ft.) 0

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK PROPOSED (75B) WORK DONE BY
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.) 0
(94) BRIDGE IMPROVEMENT COST ($) 0
(95) ROADWAY IMPROVEMENT COST ($) 0
(96) TOTAL PROJECT COST 0
(97) YEAR OF IMPROVEMENT COST ESTIMATE
(114) FUTURE ADT 4053 (115) YEAR OF FUTURE ADT 2028

INSPECTIONS

(90) INSPECTION DATE 02/23/2017
(91) DESIGNATED INSPECTION FREQUENCY 24
(92) CRITICAL FEATURE INSPECTION (93) CFI DATE
A. FRACTURE CRITICAL DETAIL N
B. UNDERWATER INSPECTION N
C. OTHER SPECIAL N

CONDITION

(58) DECK 7
(59) SUPERSTRUCTURE 8 (60) SUBSTRUCTURE 8
(61) CHANNEL & CHANNEL PROTECTION N (62) CULVERT N

LOAD RATING AND POSTING

(31) DESIGN LOAD 5
(63) METHOD USED TO DETERMINE OPERATING RATING 1
(64) OPERATING RATING 60.0
(65) METHOD USED TO DETERMINE INVENTORY RATING 1
(66) INVENTORY RATING 36.0
(70) BRIDGE POSTING 5
(41) STRUCTURE OPEN/POSTED/CLOSED A

APPRAISAL

(67) STRUCTURAL EVALUATION 8
(68) DECK GEOMETRY 7
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL 9
(71) WATERWAY ADEQUACY N
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURE
36A) BRIDGE RAILINGS: 1
36B) TRANSITIONS: 1
36C) APPROACH GUARDRAIL: 1
36D) APPROACH GUARDRAIL ENDS: 1
(113) SCOUR CRITICAL BRIDGES N
SUFFICIENCY RATING 0 STATUS 84.7

CLASSIFICATION

(112) NBIS BRIDGE LENGTH Y
(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE 1
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE 02
(100) STRAHNET HIGHWAY DESIGNATION 2
(101) PARALLEL STRUCTURE DESIGNATION R
(102) DIRECTION OF TRAFFIC 1
(103) TEMP STRUCTURE
(105) FEDERAL LANDS HIGHWAYS 0
(110) DESIGNATED NATIONAL NETWORK 1
(20) TOLL 3
(21) MAINTENANCE RESPONSIBILITY 01
(22) OWNER 01
(37) HISTORICAL 5

NAVIGATION DATA

(38) NAVIGATION CONTROL N
(111) PIER OR ABUTMENT PROTECTION 5
(39) NAV VERT CLEARANCE (ft.) 0
(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.) 0
(40) NAV HORIZONTAL CLEARANCE (ft.) 0

Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	1- Ben.	17590	sq. ft.	15124	1644	822	0
	Deck: 42.8' wide x 411' long. All spans: Unsealed, minor- to moderate-sized longitudinal cracking along the inside wheel path of the right (outside) lane (over top of Girder 3 & 4) (822 - CS3. 1644 - CS2). A few scattered, unsealed, minor- to moderate-sized transverse cracks.						
1130 - Cracking (RC and Other)		2466			1644	822	
107 - Steel Open Girder/Beam	1- Ben.	2040	ft.	2040			
	Girders: 5 per span / 408' total span. Coating (W36 x 182, 260, or 150): approximately 9.2 square feet per linear feet of girder. Some discoloration/variance in rust coating noted, mainly on the high side of the bottom of bottom flange of high side girder.						
515 - Steel Protective Coating		18700	sq. ft.	18700	0	0	0
205 - Reinforced Concrete Column	1- Ben.	12	each	12			
	Columns: 3 per bent / Bents 2-5.						
215 - Reinforced Concrete Abutment	1- Ben.	102	ft.	102			
	Abutments: 51' each (skewed) / Bents 1 & 6. Bent 6: Minor dirt and debris build-up on tops of caps and around bearings and ends of girders, mainly on right side (between Bearings 4 & 5).						
234 - Reinforced Concrete Pier Cap	1- Ben.	200	ft.	200			
	Caps: 50' each (skewed) / Bents 2-5.						
301 - Pourable Joint Seal	1- Ben.	100	ft.	0	0	0	100
	Joints: 50' each (skewed) / Bents 1 & 6. Bents 1 & 6: Material is loose from armor, allowing water to seep through and some dirt and debris to build-up on caps and around bearings and ends of girders (100 - CS4)						
2320 - Seal Adhesion		100					100
310 - Elastomeric Bearing	1- Ben.	30	each	30			
	Bearings: 5 per bent / Bents 1-6.						
321 - Reinforced Concrete Approach Slab	1- Ben.	2880	sq. ft.	1440	1440	0	0
	Approach slabs: 1440 square feet each / Bents 1 & 6. Bent 1: Minor dip/settlement in slab, causing a bump for traffic going onto bridge (1440 - CS2).						
4000 - Settlement		1440			1440		
331 - Reinforced Concrete Bridge Railing	1- Ben.	822	ft.	822			
	Railing: 411' each side. Spray-on finish is weathering and beginning to flake off.						