



Latitude:34.83813, Longitude:-92.23162

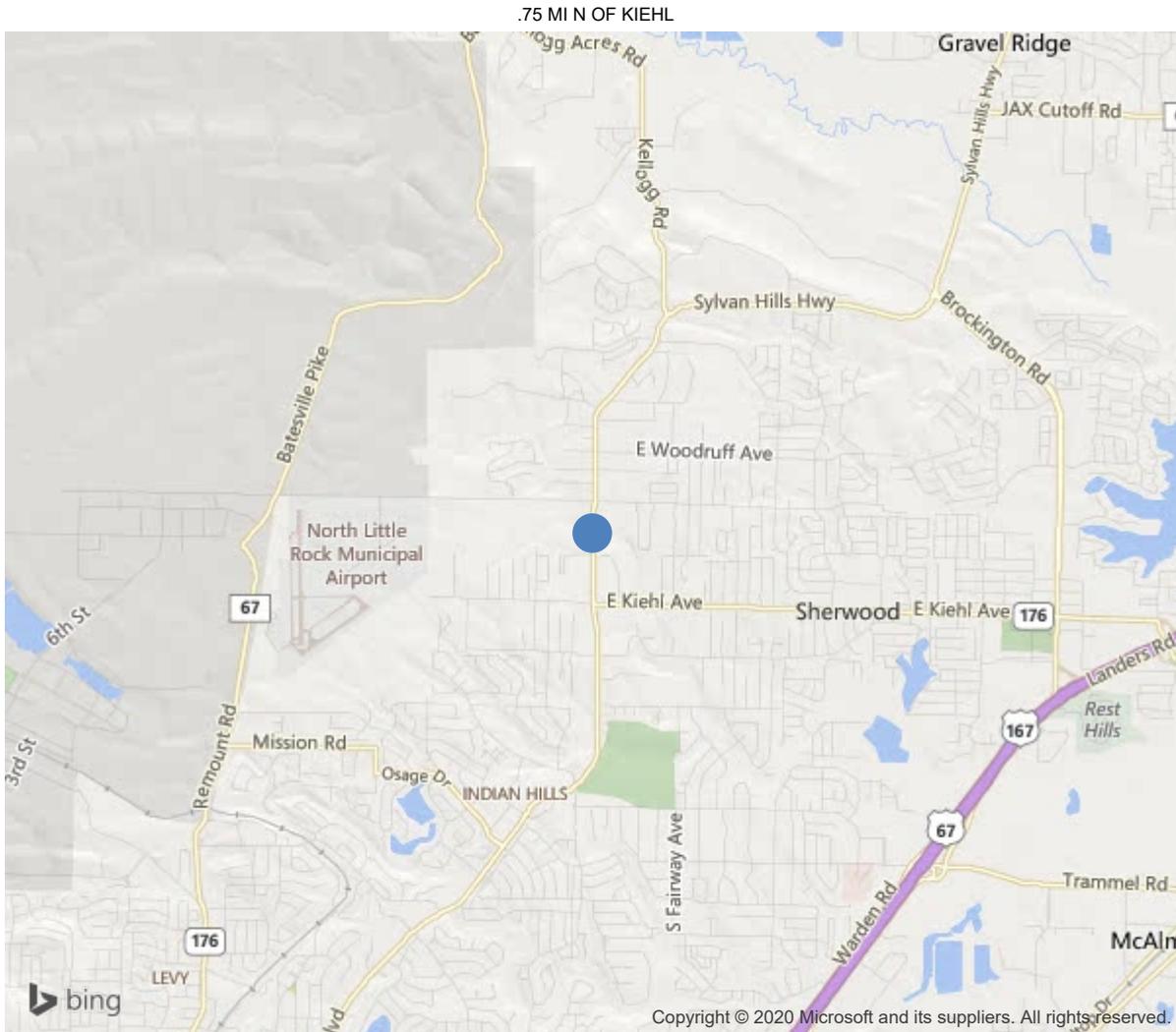
Route:107 Section:01 Log:4.949

Arnold Road ID:60x107x1xA, Arnold Log mile:4.944

District 06, Pulaski County

Owner: 1-State Highway Agency

Place Code: 47940 - NORTH LITTLE ROCK



34.83813, -92.23162



**Bridge #06439(Routine)**  
**SH 107 Log 4.95 over WOODRUFF CREEK**

**Location: .75 MI N OF KIEHL**

**Team Lead: Kevin Milligan Inspection Date: February 05, 2018**

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06439
(5) Inventory Route	107
(2) Highway Agency District	06
(3) County Code	119-Pulaski County, Arkansas
(4) Place Code	47940
(6) Features Intersected	WOODRUFF CREEK
(7) Facility Carried	SH 107 Log 4.95
(9) Location	.75 MI N OF KIEHL
(11) Mile Point	4.949 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000107010
(16) Latitude	34.83813
(17) Longitude	-92.23162
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	1-Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1996
(106) Year Reconstructed	0
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	21287
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	8 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	50 ft
(49) Structure Length	132 ft
(50) Curb or Sidewalk Width	
Left	6 ft
Right	6 ft
(51) Bridge Roadway Width Curb to Curb	58.1 ft
(52) Deck Width Out to Out	71.2 ft
(32) Approach Roadway Width (W/Shoulders)	71.9 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	69.9 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			1
(26) Functional Class	14-Urban Other Principal 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	0-The inventory route is not part of		
(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			8
(60) Substructure			7
(61) Channel & Channel Protection			6
(62) Culverts			N
LOAD RATING AND POSTING			
(31) Design Load	5-MS 18 / HS 20		
(63) Operating Rating Method			1
(64) Operating Rating			
Type	1-Load Factor(LF)		
Rating			60
(65) Inventory Rating Method	1-Load Factor(LF)		
(66) Inventory Rating			
Type			3
Rating			36
(70) Bridge Posting	5-Equal to or above legal loads		
(41) Structure Open/Posted/Closed	A-Open, no restriction		
APPRAISAL			
(67) Structural Evaluation			7
(68) Deck Geometry			2
(69) Clearances, Vertical/Horizontal			N
(71) Waterway Adequacy			8
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			11NN
A) Bridge Railings	1-Inspected feature meets currently a		
B) Transitions	1-Inspected feature meets currently a		
C) Approach Guardrail	N-Not applicable or a safety feature		
D) Approach Guardrail Ends	N-Not applicable or a safety feature		
(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			24627
(115) Year of Future ADT			2028
INSPECTIONS			
(90) Inspection Date			202002
(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			66
STATUS (SD/FO/None)			Functionally Obsolete



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	9648	8968	680	0	0
1120	Efflorescence/Rust Staining	SF	156	0	156	0	0
1130	Cracking (RC and Other)	SF	524	0	524	0	0
(12) 02/05/2018 - KRM & RLS - Deck has sealable transverse/longitude cracks scattered throughout structure. Soffits have cracks with efflorescence staining. All spans have longitudinal and transverse cracks. 0.030 inch avg.							
107	Steel Open Girder/Beam	LF	1170	1170	0	0	0
515	Steel Protective Coating	SF	7933	7933	0	0	0
(107) 02/05/2018 - KRM & RLS - Girders have no defects and protective coating is working as intended.							
205	Reinforced Concrete Column	EA	6	6	0	0	0
(205) 02/05/2018 - KRM & RLS - No noteworthy defects at this inspection.							
215	Reinforced Concrete Abutment	LF	168	0	26	142	0
1120	Efflorescence/Rust Staining	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	166	0	26	140	0
(215) 02/05/2018 - KRM & RLS - Both abutments have moderate horizontal cracks along entire length. Bent 1 is the worst with cracks measuring up to .05". Both abutments have moderate horizontal cracks along their entire length. 0.30 avg. Kevin bent 1 the worst.							
234	Reinforced Concrete Pier Cap	LF	130	130	0	0	0
(234) 02/05/2018 - KRM & RLS - No noteworthy defects at this inspection.							
302	Compression Joint Seal	LF	146	0	146	0	0
2340	Seal Cracking	LF	146	0	146	0	0
(302) 02/05/2018 - KRM & RLS - Compression joints have cracks at bent 1 and 4. Both of the seals at the abutments are cracked.							
311	Movable Bearing	EA	18	18	0	0	0
(311) 02/05/2018 - KRM & RLS - No noteworthy defects at this inspection.							
313	Fixed Bearing	EA	18	18	0	0	0



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(313)							
02/05/2018 - KRM & RLS - No noteworthy defects at this inspection.							
330	Metal Bridge Railing	LF	264	264	0	0	0
515	Steel Protective Coating	SF	264	264	0	0	0
(330)							
02/05/2018 - KRM & RLS - No noteworthy defects at this inspection.							
331	Reinforced Concrete Bridge Railing	LF	264	264	0	0	0
(331)							
02/05/2018 - KRM & RLS - Concrete bridge rail has vertical/diagonal cracking throughout structure.							



Elevation



Vertical and horizontal cracking in concrete bridge rail.



Typical deck.



Spall in curb right side.



Inventory



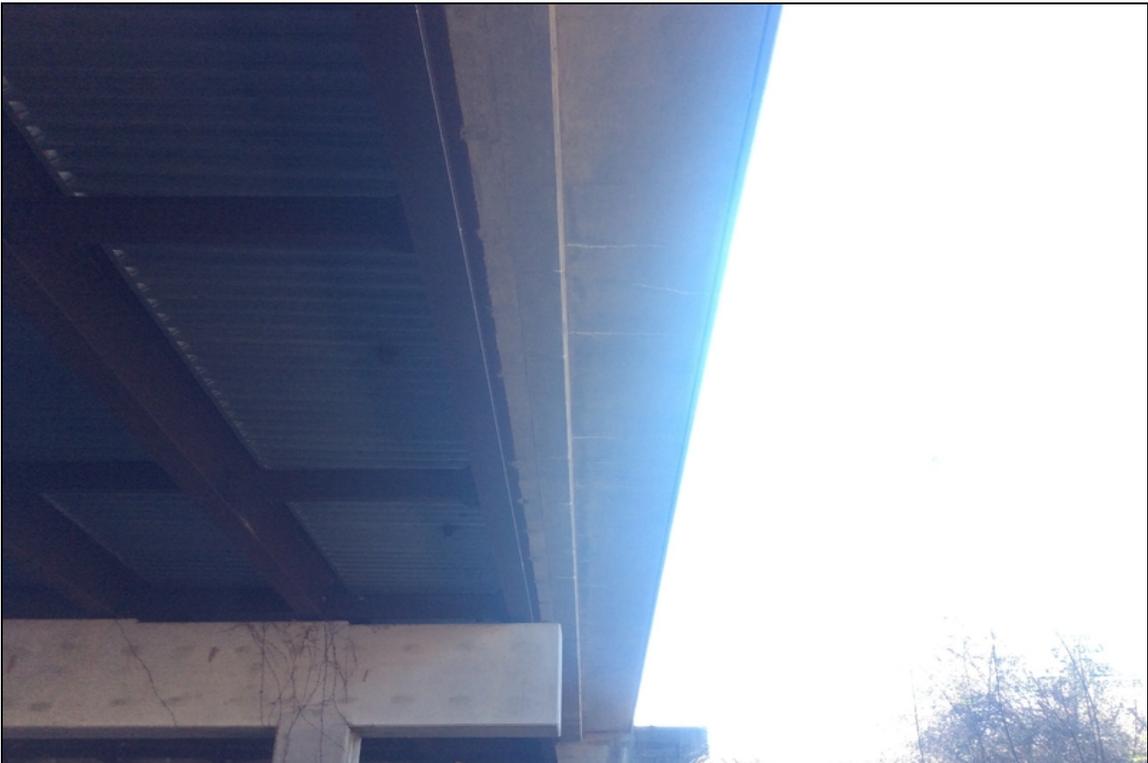
Spall in top of back wall right side north end.



Settlement in asphalt approach north end.



Typical condition of undersurface.



Efflorescence cracking on soffits.



Compression seal joints at bent 1.



Bent 4 horizontal cracks full length of abutment.



Bent 1 right side.



Span 1 longitudinal cracking.



Bent 4 compression joint seal damaged.



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## **Maintenance Needs**



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### **Inspection Comments**

AHTD Job 060318, 32582 for layout, Inspected South/North

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