



Latitude:34.83942, Longitude:-91.27743

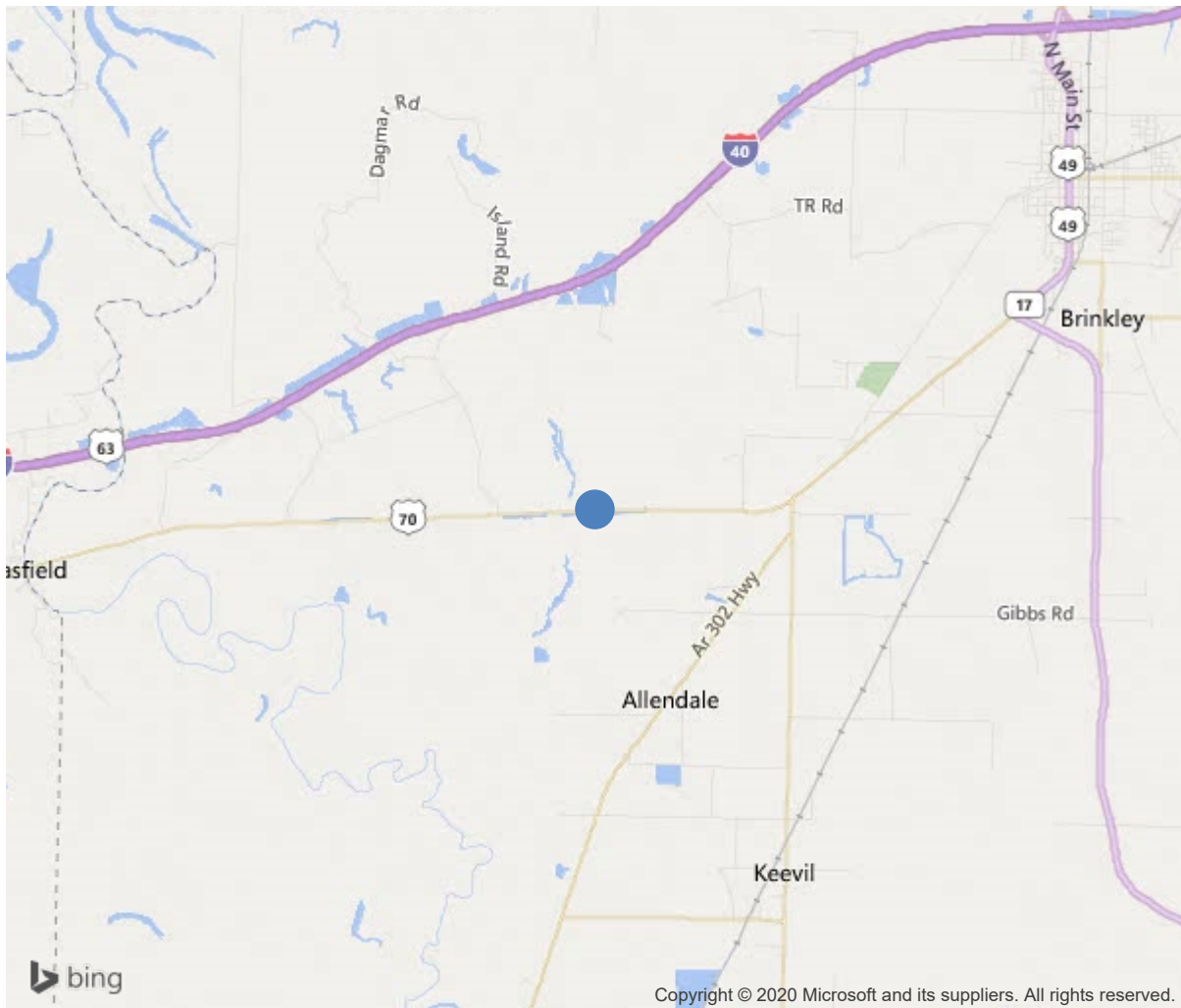
Route:70 Section:17 Log:5.72

Arnold Road ID:48x70x17xA, Arnold Log mile:5.718

District 01, Monroe County

Owner: 1-State Highway Agency

5.72 Mi E Of Prairie Co



34.83942, -91.27743



Bridge #01112(Routine, Underwater type 2)

Us-70/Sec-17/L5.72 over Channey Slough

Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell Inspection Date: October 19, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	01112
(5) Inventory Route	70
(2) Highway Agency District	01
(3) County Code	95-Monroe County, Arkansas
(4) Place Code	0
(6) Features Intersected	Channey Slough
(7) Facility Carried	Us-70/Sec-17/L5.72
(9) Location	5.72 Mi E Of Prairie Co
(11) Mile Point	5.72 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.83942
(17) Longitude	-91.27743
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1-Concrete
Type	4-Tee beam
(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	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1930
(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	980
(30) Year of ADT	2019
(109) Truck ADT	7 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	34 ft
(49) Structure Length	103 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	27 ft
(52) Deck Width Out to Out	30 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	27 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 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		1-The inventory route is part of the	
(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		2-Bridge is eligible for the NRHP.	
CONDITION			
(58) Deck			6
(59) Superstructure			7
(60) Substructure			5
(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			46
(65) Inventory Rating Method		1-Load Factor(LF)	
(66) Inventory Rating			
Type			3
Rating			28
(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			4
(69) Clearances, Vertical/Horizontal			N
(71) Waterway Adequacy			8
(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			1167
(115) Year of Future ADT			2028
INSPECTIONS			
(90) Inspection Date			
(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	

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3090	3031	10	49	0
1080	Delamination/Spall/Patched Area	SF	10	0	10	0	0
1090	Exposed Rebar	SF	15	0	0	15	0
1120	Efflorescence/Rust Staining	SF	34	0	0	34	0
510	Wearing Surfaces	SF	2781	2678	103	0	0
3220	Crack (Wearing Surface)	SF	103	0	103	0	0
(16)							
Gutters have vegetation growing in them. Curbs have several areas of heavy scaling right side has sixty one feet and left side has eighty three feet. Soffit overhangs have areas of exposed rebar and delaminations. Span #2 bay #1 has six feet of exposed rebar total at each end with 15% section loss. Span #2 right overhang has heavy efflorescence full length. Span #1 bay #4 soffit has four feet of exposed rebar with 15% section loss. Span #1 bay #1 soffit has one foot of exposed rebar with 15% section loss.							
110	Reinforced Concrete Open Girder/Beam	LF	515	501	10	4	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	10	0	10	0	0
1130	Cracking (RC and Other)	LF	1	0	0	1	0
(110)							
Span #2 girder #1 at bent #3 has one foot of exposed rebar with 15% section loss and 4' of cracking with light efflorescence. Span #3 girder #5 mid span has 1' of honeycomb and 1' of cracking on bottom chord. Span #3 girder #5 at bent #4 girder is delaminated on inside face at end. Girders have vertical hairline flexure cracks various spacing. Span #2 girders #1,5 each have cracks on bottom for three feet at bent #3 with light efflorescence.							
215	Reinforced Concrete Abutment	LF	64	0	58	6	0
1130	Cracking (RC and Other)	LF	6	0	0	6	0
6000	Scour	LF	58	0	58	0	0
(215)							
Abutment #1 cap is undermined one foot exposing piles #1,2. Abutment #2 rip rap has been moved away from cap exposing piles eight inches. Abutment #2 cap has a six foot horizontal crack ten feet down from top on right back face and a 6" delamination above pile #4.							
227	Reinforced Concrete Pile	EA	17	12	0	5	0
1190	Abrasion/Wear (PSC/RC)	EA	5	0	0	5	0
(227)							
Bent #3 pile #1,5 has a four foot vertical crack at top. Bent #2,3 piles have moderate to heavy scaling with some loss aggregate.							



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Team Lead: Myron Futrell, **Inspection Date:** October 19, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	51	37	5	9	0
1080	Delamination/Spall/Patched Area	LF	5	0	5	0	0
1090	Exposed Rebar	LF	9	0	0	9	0
(234)	Bent #3 cap back face has 1' of spalling with exposed rebar under girders #2,3,4 two inches deep losing some bearing area with 40% section loss and 4' of cracking near top between piles #4 and 5. Bent #3 cap ahead face left and right sides have vertical cracks.						
300	Strip Seal Expansion Joint	LF	27	0	27	0	0
2350	Debris Impaction	LF	27	0	27	0	0
(300)	Joint has been overlaid limiting movement.						
311	Movable Bearing	EA	5	5	0	0	0
515	Steel Protective Coating	SF	10	0	0	0	10
3440	Effectiveness (Steel Protective Coatings)	SF	10	0	0	0	10
331	Reinforced Concrete Bridge Railing	LF	206	206	0	0	0



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Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Maintenance Needs

Date Reported: 10/03/2018

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Soffit overhangs have areas of exposed rebar and delaminations.

Span #2 bay #1 has six feet of exposed rebar total at each end with 15% section loss.

Span #2 right overhang has heavy efflorescence full length.

Span #1 bay #4 soffit has four feet of exposed rebar with 15% section loss.

Span #1 bay #1 soffit has one foot of exposed rebar with 15% section loss.

Remarks



Bridge #01112(Routine, Underwater type 2)

Us-70/Sec-17/L5.72 over Channey Slough

Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Date Reported: 10/03/2018

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Curbs have several areas of heavy scaling right side has sixty one feet and left side has eighty three feet.

Remarks

Date Reported: 10/08/2012

Priority: C - Important



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Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Type of Work: N/A

Status: Assigned

Component:

Deficiency Description

Gutters have vegetation growing in them.

Remarks





Dirt and vegetation in gutters.



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Us-70/Sec-17/L5.72 over Channey Slough

Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Date Reported: 10/08/2012
Priority: C - Important
Type of Work: N/A
Status: Assigned
Component:

Deficiency Description

Slope at abutment #1,2 rip rap has been moved away from caps exposing piles.

Remarks







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Us-70/Sec-17/L5.72 over Channey Slough

Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Date Reported: 10/08/2012

Priority: D- Routine

Type of Work: N/A

Status: Monitor

Component:

Deficiency Description

Small trees and vegetation are growing beside and under bridge.

Remarks





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Us-70/Sec-17/L5.72 over Channey Slough

Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020



Trees and vegetation growing beside and under bridge.

Date Reported: 10/08/2012
Priority: C - Important
Type of Work: N/A
Status: Assigned
Component:

Deficiency Description

Approach shoulder abutment #1 left side has 1' hole leading to large void under approach roadway.

Remarks



Void under abutment #1 approach roadway left side.

Date Reported: 10/08/2012
Priority: C - Important
Type of Work: N/A
Status: Assigned
Component:

Deficiency Description

Bent #3 cap back face has three foot spalls with exposed rebar under girders #2,3,4 two inches deep loosing some bearing area with 40% section loss.

Remarks



Bent #3 cap back face has three foot spalls with exposed rebar under girders #2,3,4 with 40% section loss.



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Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Date Reported: 10/13/2014
Priority: C - Important
Type of Work: N/A
Status: Monitor
Component:

Deficiency Description

Approach rail abutment #1 left side top of rail is at roadway level.

Remarks





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Us-70/Sec-17/L5.72 over Channey Slough

Location: 5.72 Mi E Of Prairie Co

Team Lead: Myron Futrell **Inspection Date:** October 19, 2020

Inspection Comments

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