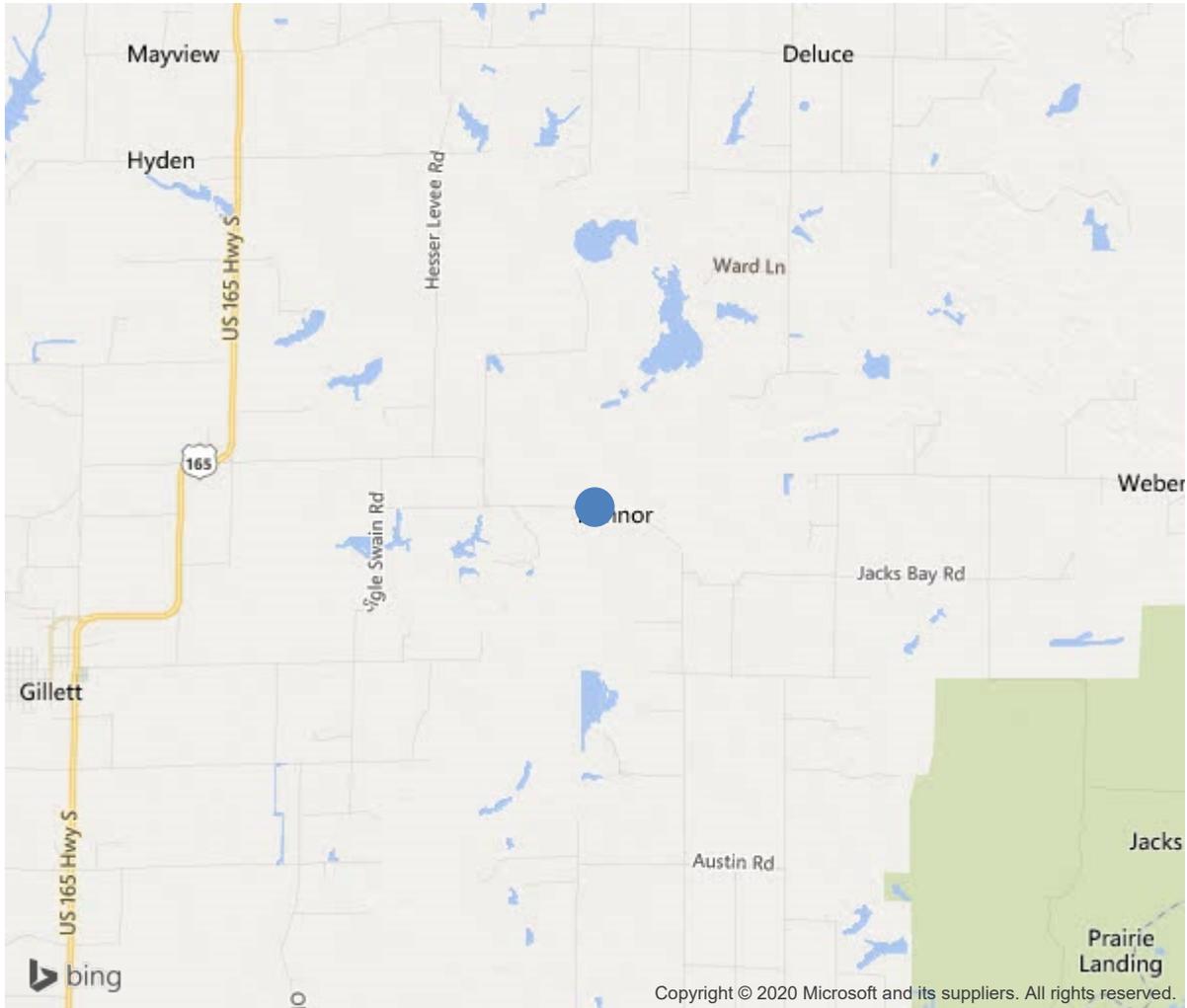




Bridge #03918(Routine)
SH 44-01 LM 4.03 over Cypress Bayou
Location: 4.03 Mi E US 165-Tichnor
Team Lead: Greg Loomis Inspection Date: August 28, 2019

4.03 Mi E US 165-Tichnor



34.14302, -91.28111



Bridge #03918(Routine)

SH 44-01 LM 4.03 over Cypress Bayou

Location: 4.03 Mi E US 165-Tichnor

Team Lead: Greg Loomis Inspection Date: August 28, 2019

| IDENTIFICATION | |
|---|----------------------------------|
| (1) State Names | Arkansas |
| (8) Structure Number | 03918 |
| (5) Inventory Route | 44 |
| (2) Highway Agency District | 02 |
| (3) County Code | 1-Arkansas County, Arkansas |
| (4) Place Code | 0 |
| (6) Features Intersected | Cypress Bayou |
| (7) Facility Carried | SH 44-01 LM 4.03 |
| (9) Location | 4.03 Mi E US 165-Tichnor |
| (11) Mile Point | 4.03 mi |
| (12) Base Highway Network | No |
| (13) LRS Inventory Rte & Subrte | 0000000000 |
| (16) Latitude | 34.14302 |
| (17) Longitude | -91.28111 |
| (98) Border Bridge State Code | |
| (99) Border Bridge Structure No. | |
| STRUCTURE TYPE AND MATERIAL | |
| (43) Main Structure Type | 122 |
| Material | 1-Concrete |
| Type | 22-Channel beam |
| (44) Approach Structure Type | 00 |
| Material | 0-Other |
| Type | 0-Other |
| (45) No. of Spans in Main Unit | 10 |
| (46) No. of Approach Spans | 0 |
| (107) Deck Structure Type | 2-Concrete Precast Panels |
| (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 | 1965 |
| (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 | 890 |
| (30) Year of ADT | 2014 |
| (109) Truck ADT | 1 % |
| (19) Bypass, Detour Length | 0 mi |
| GEOMETRIC DATA | |
| (48) Length of Maximum Span | 31 ft |
| (49) Structure Length | 310 ft |
| (50) Curb or Sidewalk Width | |
| Left | 1 ft |
| Right | 1 ft |
| (51) Bridge Roadway Width Curb to Curb | 27.6 ft |
| (52) Deck Width Out to Out | 29.8 ft |
| (32) Approach Roadway Width (W/Shoulders) | 30.8 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 | 27.6 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 | 5-None present but re-evaluation |
| (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 | 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 | 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 | 60 |
| (65) Inventory Rating Method | 1-Load Factor(LF) |
| (66) Inventory Rating | |
| Type | 10 |
| 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 | 5 |
| (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 | 864 |
| (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 |



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| ELEM | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|---|--------------------------------------|-------|-------|------|------|-----|-----|
| 16 | Reinforced Concrete Top Flange | SF | 8525 | 8525 | 0 | 0 | 0 |
| 510 | Wearing Surfaces | SF | 8525 | 6103 | 2422 | 0 | 0 |
| 3220 | Crack (Wearing Surface) | SF | 2422 | 0 | 2422 | 0 | 0 |
| (16) | | | | | | | |
| Deck: 27.5' wide (separate curb NOT included) x 310' long = 8525 sqft. Wearing surface: 27.5' wide x 310' long = 8525 sqft. Some minor transverse cracking in asphalt wearing surface along joints of units at bents. Minor longitudinal cracking in asphalt wearing surface along joints between units. Asphalt material is "humped-up" at each bent from repeated filling of joint cracks. | | | | | | | |
| 110 | Reinforced Concrete Open Girder/Beam | LF | 2480 | 2342 | 138 | 0 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 9 | 0 | 9 | 0 | 0 |
| 1090 | Exposed Rebar | LF | 5 | 0 | 5 | 0 | 0 |
| 1130 | Cracking (RC and Other) | LF | 124 | 0 | 124 | 0 | 0 |
| (110) | | | | | | | |
| Girders: 8 precast units per span / Spans 1-10 (31' each = 310' total span). Units are bolted transversely and longitudinally except as noted below - no noted missing or loose bolts. NOTE: No longitudinal bolts in units @ Bents 5, 7, & 9 (as-built). Very few scattered, minor, shallow spalls (less than 1/2" deep). Some hairline- to minor-sized horizontal cracking along legs of units, near soffit - most noticeable on Spans 1 & 2 Units 4 & 5. (CS2 124') All spans have very small spalls . Most of rebar showing is due steel too close to surface of concrete. Span 5 Units 4 & 8 @ Bent 6: Diaphragms have large spalls on bottom. | | | | | | | |
| 215 | Reinforced Concrete Abutment | LF | 80 | 46 | 32 | 2 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 1 | 0 | 1 | 0 | 0 |
| 1130 | Cracking (RC and Other) | LF | 8 | 0 | 6 | 2 | 0 |
| 6000 | Scour | LF | 25 | 0 | 25 | 0 | 0 |
| (215) | | | | | | | |
| Abutments: 31' each (with 4.5' wings each corner) / Bents 1 & 11. Bent 1: Delamination under Unit 6 / a couple areas of minor horizontal cracking near top corner / settlement/scouring of slope material, exposing 2 pile. Bent 11: Minor horizontal cracking near top corner at center-line / settlement of slope material has been lightly addressed (applying soil cement - 1 pile still exposed). | | | | | | | |
| 227 | Reinforced Concrete Pile | EA | 39 | 15 | 24 | 0 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | EA | 24 | 0 | 24 | 0 | 0 |
| (227) | | | | | | | |
| Piling: 2 per bent (exposed due to settlement/scour) / Bent 1; 4 per bent / Bents 2-10; 1 per bent (exposed due to settlement/scour) / Bent 11. | | | | | | | |



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| ELEM | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--|---|-------|-------|-----|------|-----|-----|
| Bents 3-8: Pile have initial abrasive wear from water. | | | | | | | |
| 234 | Reinforced Concrete Pier Cap | LF | 270 | 246 | 12 | 12 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 6 | 0 | 6 | 0 | 0 |
| 1090 | Exposed Rebar | LF | 18 | 0 | 6 | 12 | 0 |
| (234) | | | | | | | |
| Caps: 30' each / Bents 2-10. A few minor spalls with some cracks on front or back face of caps at bearing points. A few scattered areas of shallow delaminations and spalling with small amounts of rebar exposed with light rust, especially Bent 3 bottom right side (CS3 rebar exposed 3') and Bent 9 back face between Piles 2 & 3 (CS2 spalling 3'). Bent 3 & 4: Some contact spalls along top edge. | | | | | | | |
| 330 | Metal Bridge Railing | LF | 620 | 580 | 40 | 0 | 0 |
| 1000 | Corrosion | LF | 40 | 0 | 40 | 0 | 0 |
| 515 | Steel Protective Coating | SF | 1550 | 0 | 1450 | 100 | 0 |
| 3440 | Effectiveness (Steel Protective Coatings) | SF | 410 | 0 | 310 | 100 | 0 |
| 3410 | Chalking (Steel Protective Coatings) | SF | 1140 | 0 | 1140 | 0 | 0 |
| (330) | | | | | | | |
| Railing: 310' each side. Coating: 2.5 square feet/linear feet of railing. Metal railing on concrete posts. A few scattered areas of light surface rust - coating is dull and has no luster. | | | | | | | |



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Maintenance Needs



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Inspection Comments

Bridge is logged from west to east.