



Latitude:35.02352, Longitude:-92.41281

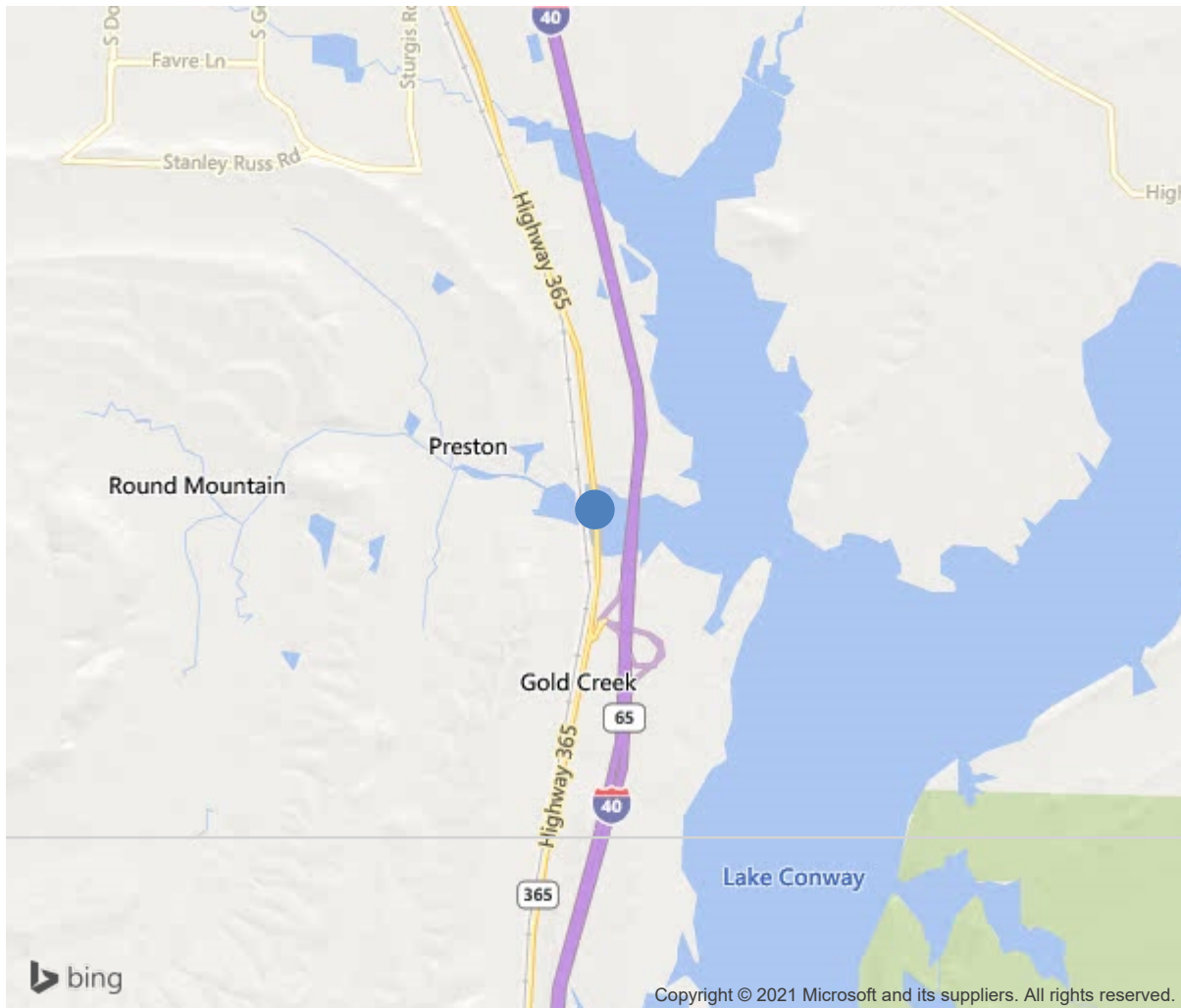
Route:365 Section:10 Log:3.039

Arnold Road ID:23x365x10xA, Arnold Log mile:3.091

District 08, Faulkner County

Owner: 1-State Highway Agency

3.00 MI S OF CONWAY



35.02352, -92.41281



Bridge #01971(Routine)

SH 365 over Gold Creek

Location: 3.00 MI S OF CONWAY

Team Lead: Gary Dorrough Inspection Date: September 25, 2018

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	01971
(5) Inventory Route	365
(2) Highway Agency District	08
(3) County Code	45-Faulkner County, Arkansas
(4) Place Code	0
(6) Features Intersected	Gold Creek
(7) Facility Carried	SH 365
(9) Location	3.00 MI S OF CONWAY
(11) Mile Point	3.039 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.02352
(17) Longitude	-92.41281
(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	5
(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	1936
(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	6500
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	6 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	152 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	27.5 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 ft
(33) Bridge Median	0-No median
(34) Skew	15 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	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	5
(59) Superstructure	5
(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	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	5
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	5
(68) Deck Geometry	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(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	8-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	182 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 460
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	9426
(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



Bridge #01971(Routine)

SH 365 over Gold Creek

Location: 3.00 MI S OF CONWAY

Team Lead: Gary Dorrough, Inspection Date: September 25, 2018

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	4246	4196	0	50	0
1090	Exposed Rebar	SF	50	0	0	50	0
510	Wearing Surfaces	SF	3651	2769	500	382	0
3210	Delam/Spall/Patched Area/Pothole	SF	35	0	0	35	0
3220	Crack (Wearing Surface)	SF	847	0	500	347	0
(12)							
Deck: Soffit area around the deck drains have spalls with rebar exposed in several locations Left side 20 sf. of C3 rebar exposed Right side 30 sf. of C3 rebar exposed Wearing surface: Joint #1 - Moderate density of moderate cracks in the wearing surface across the joint. 26 sf. C3 cracks. Span #1- Major longitudinal cracks and minor to moderate cracks throughout in the wearing surface. 30 sf. C3 cracks / 100 sf. C2 cracks Joint #2 - Major cracks in the wearing surface across the joint. 30 sf. C3 cracks Span #2 - Minor to moderate cracks throughout and a few major longitudinal and transverse cracks in places throughout the wearing surface. 100 sf. C2 cracks / 50 sf. C3 cracks Joint #3 - Major cracks and moderate spalls in the wearing surface across the joint. 25 sf. C3 spalls Span #3 - Minor to major cracks and a few patched areas throughout wearing surface. 25sf. C3 patched areas 100 sf. C2 cracks / 30 sf. C3 cracks Joint #4 - Moderate cracks and patched areas in the wearing surface across the joint. 30 sf. C3 patched areas Span #4 - Minor to moderate longitudinal / transverse cracks and a few minor to moderate spalls throughout the wearing surface. 100 sf. C2 cracks / 40 sf. C3 cracks 10 sf. C3 spalls Joint #5 - Minor to moderate cracks in wearing surface across the joint. 30 sf. C3 cracks Span #5 - Minor to moderate longitudinal / transverse cracks throughout the wearing surface. 100 sf. C2 cracks / 26 sf. C3 cracks Joint #6 - Major cracks in wearing surface across the joint. 30 sf. C3							
110	Reinforced Concrete Open Girder/Beam	LF	608	605	0	3	0
1090	Exposed Rebar	LF	3	0	0	3	0
(110)							
A few very minor cracks in some beams throughout all spans. Span #1, beam #1 - moderate spall with rebar exposed in the diaphragm. 1 lf. C3 exposed rebar Span #2 - beam #1 has moderate density of minor cracks in the bottom of the beam. Span #4 - Beam #1 has moderate spall with rebar exposed at the end of the beam in the bearing area. 2 lf. C3 rebar exposed							
205	Reinforced Concrete Column	EA	8	7	0	1	0
1090	Exposed Rebar	EA	1	0	0	1	0
(205)							
Minor scale at the flow line of most columns. Pier #4, back side- Column #2 has moderate spall with rebar exposed near the top of the column. 1 C3 rebar exposed							
210	Reinforced Concrete Pier Wall	LF	96	96	0	0	0

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	86	86	0	0	0
1130	Cracking (RC and Other)	LF	0	0	0	0	0
(215)							
Added wings Abut #1 - Moderate erosion under the concrete cap. Abut #6 - Minor erosion under concrete cap.							
234	Reinforced Concrete Pier Cap	LF	96	87	5	4	0
1080	Delamination/Spall/Patched Area	LF	5	0	5	0	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	2	0	0	2	0
(234)							
Pier #2, back side- moderate spall with rebar exposed below the bearing. 2 lf. C3 exposed rebar Pier #2 ahead side - moderate spall with minor rebar on the left end. 2 lf. C2 spall Pier #3, back side - Minor delam near the left end of the cap. 2 lf. C2 delam Pier #5 back side- moderate vertical and horizontal cracks on the left side of cap below the bearing. 2 lf. C3 cracks Pier #5, left end - Moderate spall and moderate diagonal crack on the end of the cap. 1 lf. C2 spall Pier #5, ahead side - Minor vertical cracks in cap extending down a couple inches from anchor bolts of all bearings.							
311	Movable Bearing	EA	20	6	0	14	0
1000	Corrosion	EA	6	0	0	6	0
2220	Alignment	EA	8	0	0	8	0
515	Steel Protective Coating	SF	60	42	0	6	12
3440	Effectiveness (Steel Protective Coatings)	SF	18	0	0	6	12
(311)							
Pier 3, back side - Expansion bearings all have minor pack rust and the alignment is poor. 4 C3 alignment Pier #4, backside - Expansion bearings all have minor pack rust. 4 C3 pack rust Pier #5, back side - Expansion bearings #1 and #2 have moderate pack rust. 2 C3 pack rust Ahead side - Expansion bearings all have poor alignment and bearings 2 and 4 have pack rust. 4 C3 alignment							
313	Fixed Bearing	EA	20	13	0	7	0
1000	Corrosion	EA	7	0	0	7	0
515	Steel Protective Coating	SF	60	39	0	7	14
3440	Effectiveness (Steel Protective Coatings)	SF	21	0	0	7	14
(313)							
Pier 2 ahead side - Fixed bearings 3 & 4 have minor pack rust and alignment is good. 2 C3 pack rust. Pier #4, Ahead side - Fixed bearing #1 has moderate pack rust. 1 C3 pack rust Abut. #6 - Fixed bearings all have moderate pack rust. 4 C3 pack rust							
331	Reinforced Concrete Bridge Railing	LF	304	304	0	0	0
(331)							

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span #5, right side - Concrete post #2 - #4 are cracked due to impact.							



Bridge #01971 (Routine)

SH 365 over Gold Creek

Location: 3.00 MI S OF CONWAY

Team Lead: Gary Dorrough **Inspection Date:** September 25, 2018



Bridge #01971 (Routine)

SH 365 over Gold Creek

Location: 3.00 MI S OF CONWAY

Team Lead: Gary Dorrough **Inspection Date:** September 25, 2018

Maintenance Needs



Bridge #01971(Routine)

SH 365 over Gold Creek

Location: 3.00 MI S OF CONWAY

Team Lead: Gary Dorrough **Inspection Date:** September 25, 2018

Deck Notes

Superstructure Notes