



Latitude:35.89266, Longitude:-90.58742

Route:49 Section:03 Log:3.51

Arnold Road ID:16x49x3BxA, Arnold Log mile:3.498

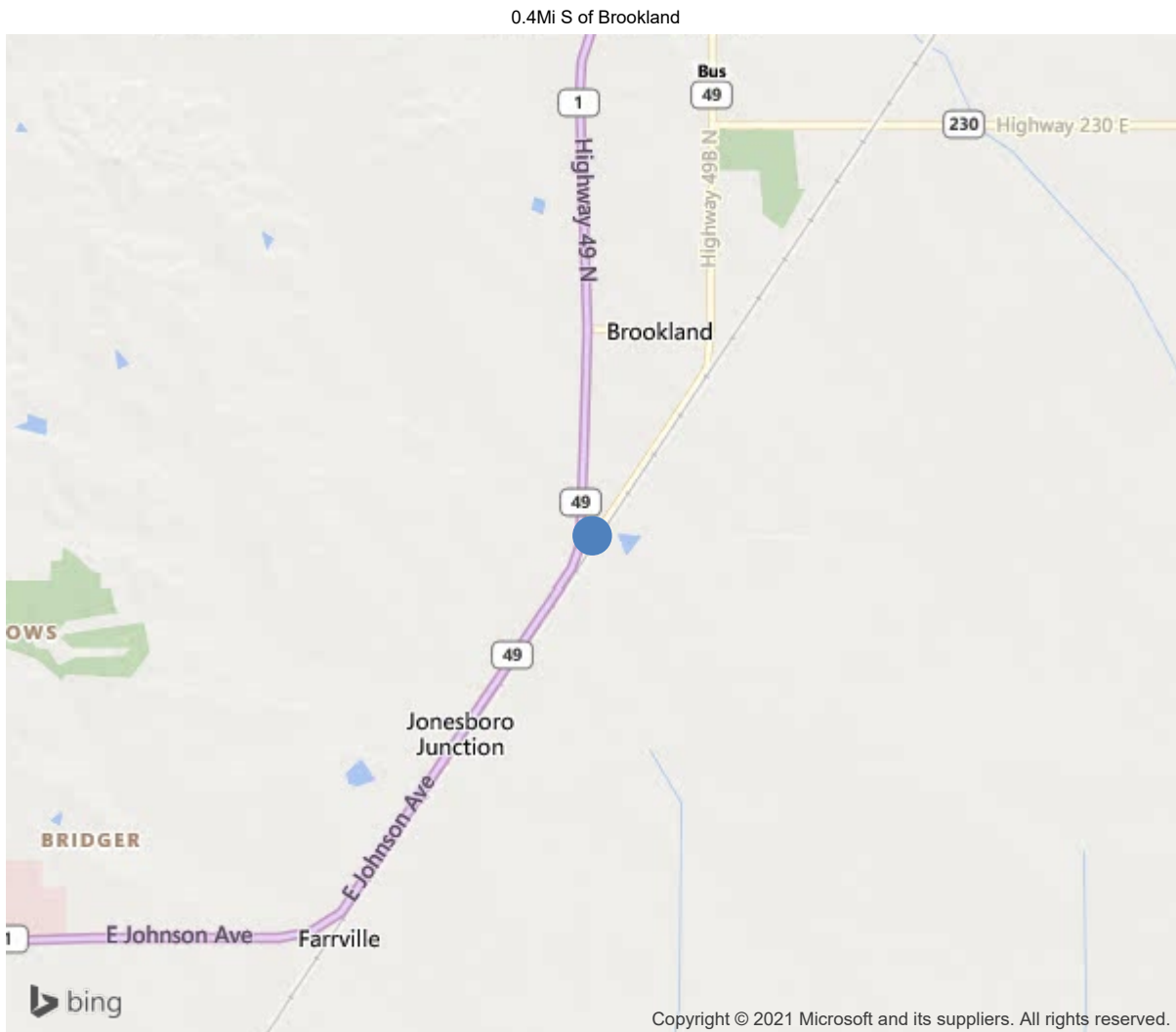
District 10, Craighead County

Owner: 1-State Highway Agency



**Bridge #03746(Routine)**  
**US 49-03B- LM 3.51 over WHITTEN CREEK**  
**Location: 0.4Mi S of Brookland**

**Team Lead:** Tim Myrick **Inspection Date:** March 15, 2018



35.89266, -90.58742



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03746
(5) Inventory Route	49
(2) Highway Agency District	10
(3) County Code	31-Craighead County, Arkansas
(4) Place Code	0
(6) Features Intersected	WHITTEN CREEK
(7) Facility Carried	US 49-03B- LM 3.51
(9) Location	0.4Mi S of Brookland
(11) Mile Point	3.51 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.89266
(17) Longitude	-90.58742
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	4
(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	0-None
AGE AND SERVICE	
(27) Year Built	1963
(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	3800
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	100 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	33.5 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	27.9 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	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	9-Rural Local
(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	6
(59) Superstructure	6
(60) Substructure	6
(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	4
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	6
(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	Replacement of bridge or other
(76) Length of Structure Improvement	127 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 130
(96) Total Project Cost	\$ 387
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	4563
(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
38	RC Slab	SF	3000	1522	820	658	0
1080	Delamination/Spall/Patched Area	SF	200	0	200	0	0
1090	Exposed Rebar	SF	8	0	0	8	0
1120	Efflorescence/Rust Staining	SF	200	0	50	150	0
1130	Cracking (RC and Other)	SF	270	0	70	200	0
1190	Abrasion/Wear (PSC/RC)	SF	800	0	500	300	0
227	Reinforced Concrete Pile	EA	15	15	0	0	0
234	Reinforced Concrete Pier Cap	LF	167	149	0	18	0
1080	Delamination/Spall/Patched Area	LF	13	0	0	13	0
1090	Exposed Rebar	LF	5	0	0	5	0
321	Reinforced Concrete Approach Slab	SF	1700	1558	84	58	0
1080	Delamination/Spall/Patched Area	SF	28	0	0	28	0
1130	Cracking (RC and Other)	SF	30	0	0	30	0
1190	Abrasion/Wear (PSC/RC)	SF	84	0	84	0	0
333	Other Bridge Railing	LF	200	200	0	0	0





Roadway view



Underneath deck view



Span 2 left side shelled out area to slab



Deck view





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## **Maintenance Needs**



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## Inspection Comments

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### Deck Notes

AC overlay is cracked over Bent's. Concrete slab has several longitudinal cracks thru slab, some are large on top and some have efflorescence visible on bottom of slab. 1ft. x 4ft. shelled out area lt. side of Span 2 is 2ft. back of Bent 3. Insignificant cracks vertical to out side of slab Lt. and Rt. sides. Some abrasion and spalls to top of deck. A few spall to bottom of deck with exposed rebar. Poured joint material deteriorating and or missing. North approach slab has been overlaid with asphalt. South approach slab has large cracks with a few spalls.

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### Substructure Notes

Bents 2,3 and 4 caps have areas of delamination, spall and / or exposed rebar. Bent 2 Lt. and Rt. sides ins shelling out. Large trees and drift lodged on Bent 4 piling. Upstream side.