



Latitude:35.90014, Longitude:-90.58829

Route:49 Section:03 Log:5.07

Arnold Road ID:16x49x3xA, Arnold Log mile:5.03

District 10, Craighead County

Owner: 1-State Highway Agency



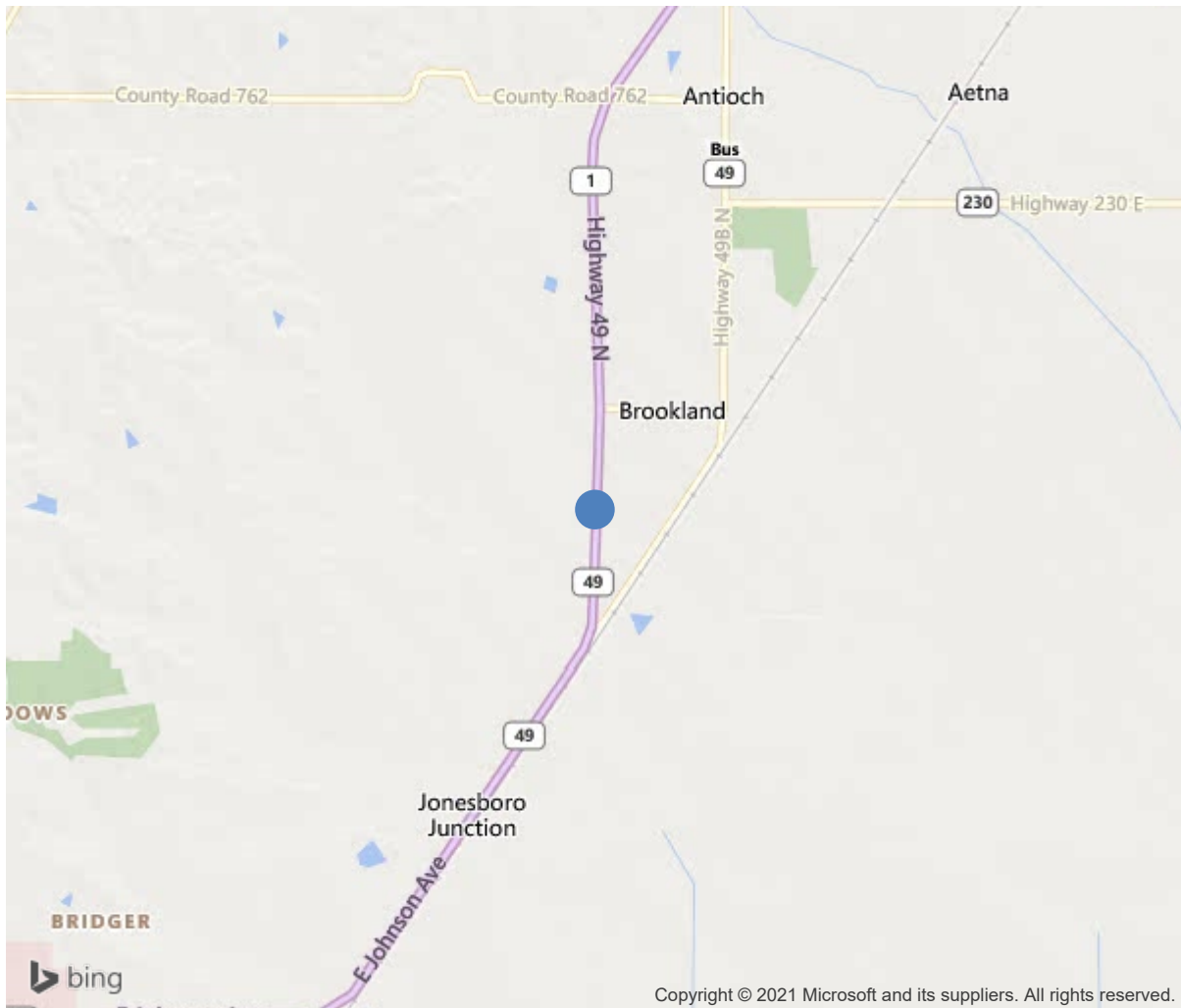
Bridge #06614(Routine)

US 49-03- LM 5.07 over MAPLE SLOUGH DITCH TRIB

Location: 1/4 M. W OF BROOKLAND

Team Lead: Tim Myrick Inspection Date: March 01, 2018

1/4 M. W OF BROOKLAND



35.90014, -90.58829



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06614
(5) Inventory Route	49
(2) Highway Agency District	10
(3) County Code	31-Craighead County, Arkansas
(4) Place Code	0
(6) Features Intersected	MAPLE SLOUGH DITCH TRIB
(7) Facility Carried	US 49-03- LM 5.07
(9) Location	1/4 M. W OF BROOKLAND
(11) Mile Point	5.07 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000049030
(16) Latitude	35.90014
(17) Longitude	-90.58829
(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	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	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1999
(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	19000
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	48 ft
(49) Structure Length	226 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	69.9 ft
(52) Deck Width Out to Out	72.8 ft
(32) Approach Roadway Width (W/Shoulders)	69.9 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	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	1
(26) Functional Class	2-Rural Principal Arterial - Oth
(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	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	8
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	5
(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	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	7
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	1111
A) Bridge Railings	1-Inspected feature meets currently a
B) Transitions	1-Inspected feature meets currently a
C) Approach Guardrail	1-Inspected feature meets currently a
D) Approach Guardrail Ends	1-Inspected feature meets currently a
(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	17446
(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
12	Reinforced Concrete Deck	SF	16473	15795	678	0	0
1130	Cracking (RC and Other)	SF	678	0	678	0	0
107	Steel Open Girder/Beam	LF	2016	1962	54	0	0
1000	Corrosion	LF	54	0	54	0	0
515	Steel Protective Coating	SF	15382	15086	296	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	296	0	296	0	0
215	Reinforced Concrete Abutment	LF	146	146	0	0	0
225	Steel Pile	EA	40	40	0	0	0
515	Steel Protective Coating	SF	939	939	0	0	0
234	Reinforced Concrete Pier Cap	LF	291	291	0	0	0
302	Compression Joint Seal	LF	146	146	0	0	0
310	Elastomeric Bearing	EA	54	54	0	0	0
321	Reinforced Concrete Approach Slab	SF	3942	3561	0	381	0
1130	Cracking (RC and Other)	SF	381	0	0	381	0
331	Reinforced Concrete Bridge Railing	LF	452	452	0	0	0



Compression seal



Roadway view



Deck view



Underneath deck view



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Maintenance Needs



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Inspection Comments

Deck Notes

Concrete deck has a few longitudinal cracks. Approach slabs have some large open cracks see 2016 photo. Bents 1 & 6 compression joints losing adhesion and beginning to drop down allowing leakage on to abutment & girders over Bents. Approach guard rail on Rt. side at Bt. 1 has minor collision damage, see photo.

Superstructure Notes

Weathering steel girders beginning to show some initial rust with some flaking beginning to develop on bottom flange & light pitting mostly on end bents due to moisture from leaking joint seals. A few anchor bolt nuts missing. Bt. 2, Girder 9 has One nut missing. Bt. 3, Girder 1 has One nut missing. Bt. 4, Girder 1 and 9 each have One nut missing.

Substructure Notes

Heavy channel scour has reduced pile penetration at bent 3 up to 6 ft. Encasements are undermined up 6' below encasement no changes since last insp.