



Latitude:36.24891, Longitude:-93.11878

Route:35470 Section:00 Log:0.05

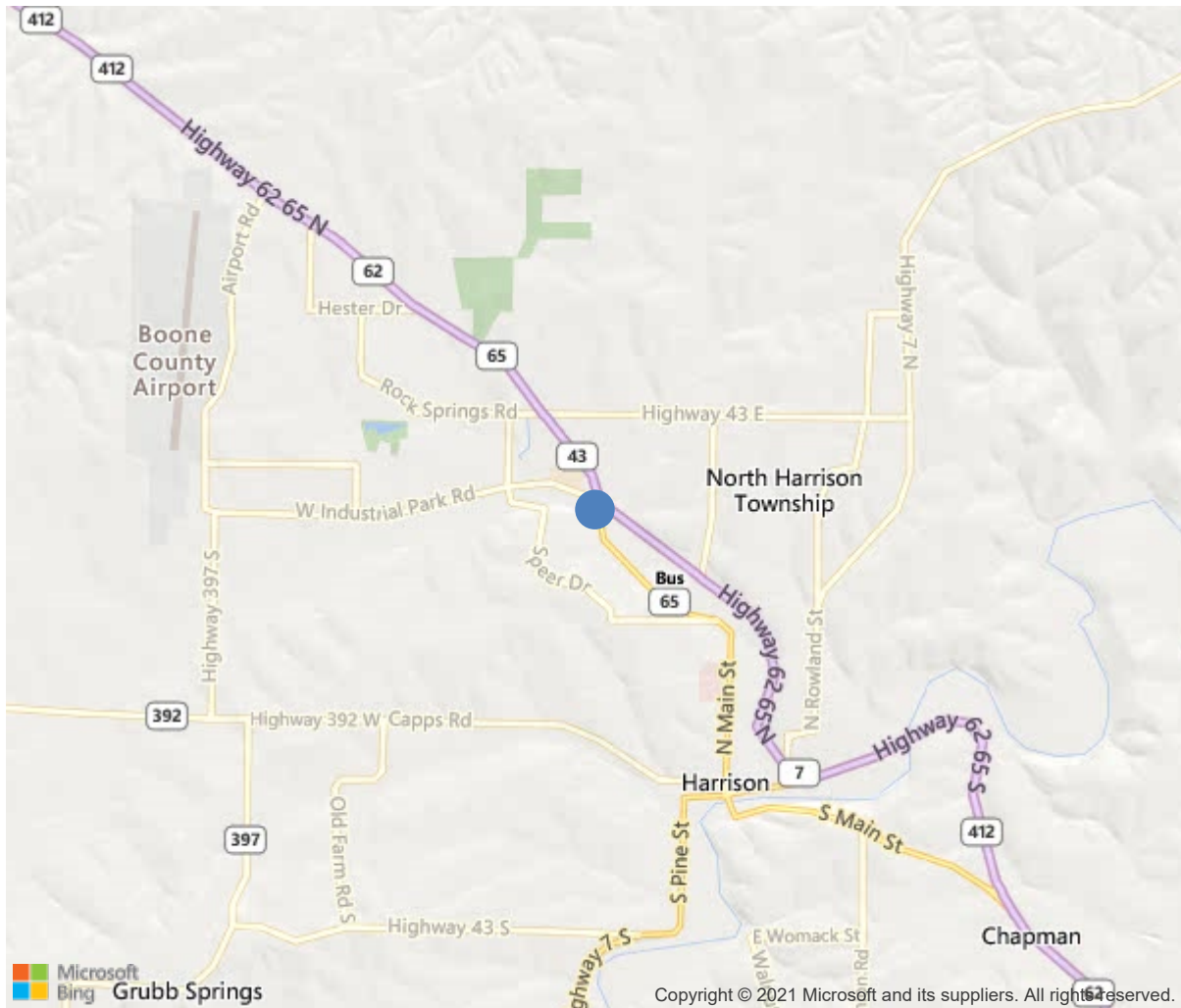
Arnold Road ID:5xMAINSTNx1xA, Arnold Log mile:1.669

District 09, Boone County

Owner: 4-City or Municipal Highway Agency

Place Code: 29600 - HARRISON

0.05 MI S of Jct US 65



36.24891, -93.11878



Bridge #A0333(Underwater type 2)
HarrisnMain Street over DRY JORDAN CREEK
Location: 0.05 MI S of Jct US 65

Team Lead: Benjamin Smith Inspection Date: August 17, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A0333
(5) Inventory Route	35470
(2) Highway Agency District	09
(3) County Code	9-Boone County, Arkansas
(4) Place Code	29600
(6) Features Intersected	DRY JORDAN CREEK
(7) Facility Carried	HarrisnMain Street
(9) Location	0.05 MI S of Jct US 65
(11) Mile Point	0.05 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.2489145751095
(17) Longitude	-93.1187775075718
(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	11
Material	1-Concrete
Type	1-Slab
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	2
(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	1928
(106) Year Reconstructed	1962
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	15000
(30) Year of ADT	2008
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	69 ft
(50) Curb or Sidewalk Width	
Left	1.4 ft
Right	1.4 ft
(51) Bridge Roadway Width Curb to Curb	51.8 ft
(52) Deck Width Out to Out	55 ft
(32) Approach Roadway Width (W/Shoulders)	51.8 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	54.8 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	16-Urban Minor Arterial
(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	4-City or Municipal Highway Agency
(22) Owner	4-City or Municipal Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	7
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4-M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	48
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	1
Rating	29
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	7-Countermeasures have been installed
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	94 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 362
(96) Total Project Cost	\$ 747
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	19520
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/2019
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



Patched area in the top slab of span #3.



Right cap end of bent #2. Typical also of the left cap end.



Elevation view. Log mile from left to right.



General view of abutment #1.



Exposed footings at columns #1,2 at bent #1.



Span #1 deck undersurface.



Approach view in direction of log mile.



View of span #3 undersurface. Typical of span #1,3.



Patched area on column #1 at abutment #2.



Typical view of driving surface.



General view of the bents.



Downstream channel view.



General view of abutment #2.



View of span #2 Undersurface.

Maintenance Needs

Date Reported: 08/11/2011

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

Bent #1 columns #1 and #2 have minor scour with the tops of the footings exposed.

Remarks



Tops of the footings are exposed at columns #1,2,3 at bent #1.

Date Reported: 08/05/2015
Priority: G - General/ Preventive maintenance
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Abutments #1,2 have areas of map cracking with vertical and longitudinal hairline cracking.

Remarks



Bent#3 left cap - map cracking with soft deteriorated concrete.

Date Reported: 08/17/2017

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

The left and right cap ends of bent #2 have cracking and delamination with efflorescence.

Remarks



Concrete deterioration at the left cap end of bent #2. Typical also of the right cap end.



Bridge #A0333(Underwater type 2)
HarrisnMain Street over DRY JORDAN CREEK

Location: 0.05 MI S of Jct US 65

Team Lead: Benjamin Smith **Inspection Date:** August 17, 2021

Inspection Comments

Structure is logged from North to South and is accessible with a small extension ladder.

No bat activity was noted.

Deck Notes

Driving surface- The deck has an asphalt overlay with reflective cracking at the abutments. The left and right vertical faces of the curbs have small areas of shallow exposed rebar.

Undersurface-

span #1- has efflorescence at the cold joints of the deck widening project, with a few short duration cracks with efflorescence

span #2- The undersurface of the deck has transverse cracking with efflorescence in the under surface of the bays between the tee beams.

Span #3- longitudinal cracking with rebar exposed exists in the slab portion of the deck (These areas have been patched). The undersurface has efflorescence at the cold joints of the deck widening project, with a few short duration cracks with efflorescence.

Left deck overhang- no deficiencies noted.

Right deck overhang- has insignificant delamination around the drain areas.

Superstructure Notes

The tee beams in span #2 have minor vertical hairline flexure cracking. No other deficiencies noted.

Substructure Notes

Abutment #1- has areas of map cracking and vertical and horizontal hairline cracking through out its length. The abutment columns also have hairline cracks.

Bent #1 cap- the cap has patched areas with vertical hairline cracks with efflorescence. The right side of the cap has cracking with efflorescence for 2'.

Bent #1 columns- column #1 has a large patched area. Column #6 has a small patched area. All columns have hairline cracking with minor insignificant spalling.

Bent #2 cap- the left and right cap ends have cracking with efflorescence for 2-3'. The cap has vertical hairline cracks with efflorescence. The columns of bent #2 all had hairline vertical and horizontal hairline cracking. Bent #2 has a small amount drift lodged on column #6.

Abutment #2- has areas of map cracking and vertical and horizontal hairline cracking through out its length. The abutment columns also have hairline cracks.

Channel- span #2 has large amounts of stream bed material build up in the past. (this condition has corrected itself naturally).