



Latitude:34.85065, Longitude:-90.62705

Route:79 Section:16 Log:10.25

Arnold Road ID:39x79x16xA, Arnold Log mile:10.249

District 01, 77 - Lee County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

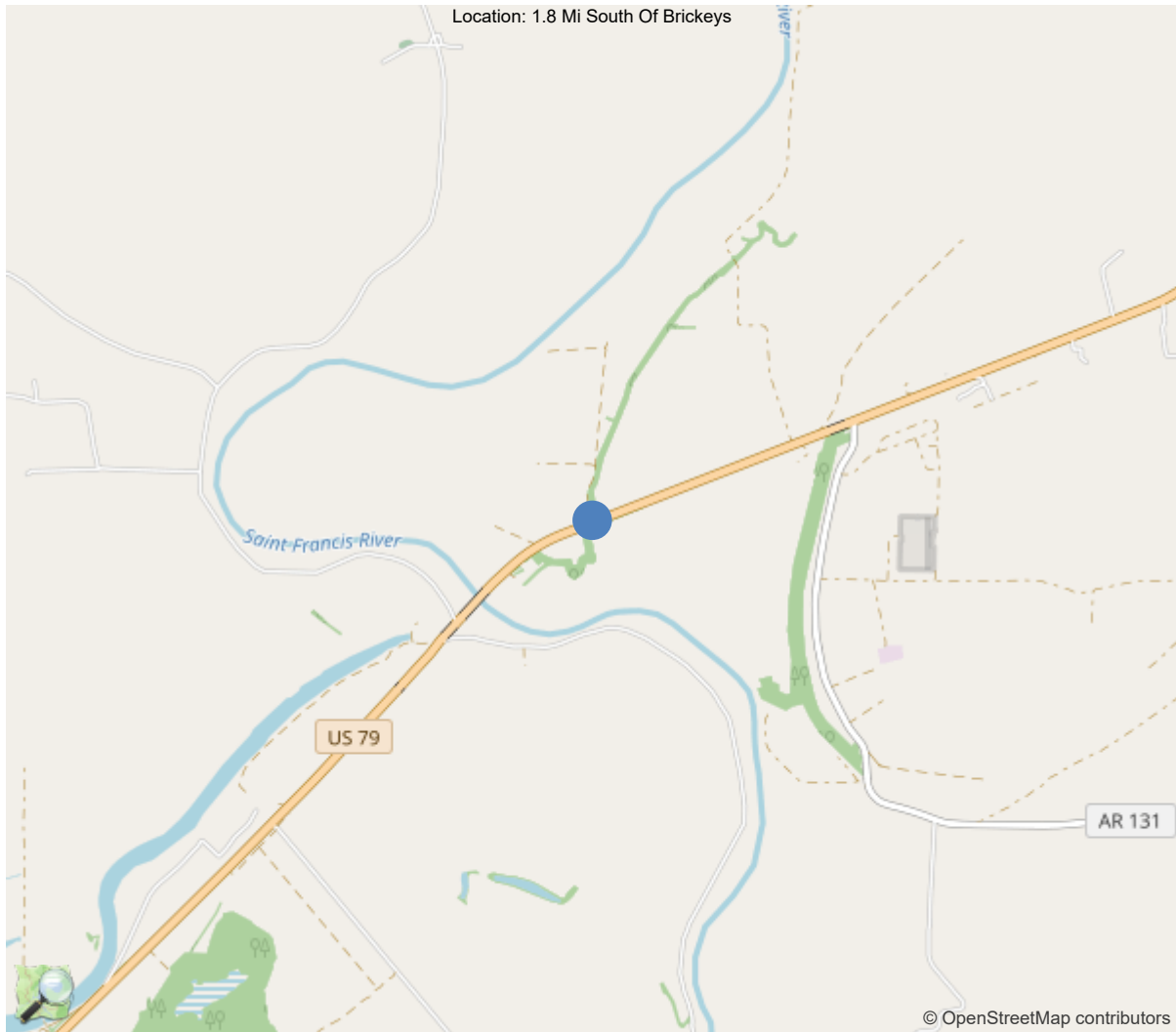
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	28		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	41		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



34.85065, -90.62705



Asset #M1466(Routine)

Us-79/Sec16/L10.25 over Ditch

Location: 1.8 Mi South Of Brickeys

Team Lead: Austin Janes Inspection Date: 10/01/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M1466
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	77 - Lee County
(4) Place Code	0
(6) Features Intersected	Ditch
(7) Facility Carried	Us-79/Sec16/L10.25
(9) Location	1.8 Mi South Of Brickeys
(11) Mile Point	10.25 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000079160
(16) Latitude	34.850647
(17) Longitude	-90.627052
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	119
Material	1 - Concrete
Type	19 - Culvert
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru
AGE AND SERVICE	
(27) Year Built	1951
(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	1800
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	14 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	12 ft
(49) Structure Length	24.6 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	0 ft
(52) Deck Width Out to Out	0 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 ft
(33) Bridge Median	0 - No median
(34) Skew	45 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	36 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(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 -
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(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 par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	5
(62) Culverts	6
LOAD RATING AND POSTING	
(31) Design Load	0 - Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	43
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	26
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	N - Not applicable or a safety feat
(36B) Transitions	N - Not applicable or a safety feat
(36C) Approach Guardrail	N - Not applicable or a safety feat
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(113) Scour Critical Bridges	8 - Bridge foundations determined t
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	1936
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/01/2024		
(91) Frequency	24		
(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.			

General Observation

Large vegetation is growing on both sides of box wings and head wall and in channel.

59 - Superstructure (N)

2' of silt in both barrels, soffit inside barrels 1 & 2 left and right spalled w / exposed rebar and 20% sect. loss. Walls have vertical cracks a few with efflorescence. Barrel #2 right end at wing has 1/16" crack in wall. left wing is leaning in 6" at top. Barrel #1 & 2 right end soffit is spalled with exposed rebar with up to 20% section loss. Barrel #2 right end soffit has a few small areas of honeycombing.

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

Overall the channel is in fair condition with trees, brush and debris restricting the channel.

62 - Culverts (6 - Deterioration or initial disintegration, minor chloride contamination, cracking with some leaching, or spalls on concrete or masonry walls and slabs. Local minor scouring at curtain walls, wingwalls or pipes. Metal culverts have a smooth curvature, non-symmetrical shape, significant corrosion or moderate pitting.)

Overall the culvert is in satisfactory condition with exposed rebar with section loss, vertical cracking and some efflorescence.

2' of silt in both barrels

soffit inside barrels 1 & 2 left and right spalled with exposed rebar and 20% section loss.

Walls have vertical cracks, a few with efflorescence.

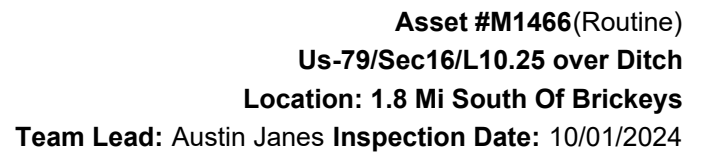
Barrel 2, right end, at wing, has 1/16" crack in wall. left wing is leaning in 6" at top.

Barrel 1 & 2, right end, soffit is spalled with exposed rebar with up to 20% section loss

Barrel 2 right end soffit has a few small areas of honeycombing.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (8 - Insignificant scour.)

Overall the scour is in very good condition with no note worthy scour occurring.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	238	183	44	10	1
1090	Exposed Rebar	LF	7	0	0	6	1
1120	Efflorescence/Rust Staining	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	40	0	40	0	0
1190	Abrasion/Wear (PSC/RC)	LF	4	0	4	0	0
(241) Barrels 1 & 2: Up to 2' of silt build up for the length of the Culvert. Barrel 1, Left Headwall: Spalling with exposed reinforcing steel with 100% section loss and loss of bond. CS4. 1'. Barrels 1 & 2, Left, Undersurface: Spalling with exposed reinforcing steel. 3' CS3. Barrels 1 & 2, Right, Undersurface: Spalling with exposed reinforcing steel. 3' CS3. Walls: Vertical cracking typical throughout the structure. CS2. 4' CS2 efflorescence.							



Elevation.



Left side of Culvert: Channel view.



Right side of Culvert: Channel view.



Barrel 1.



Barrel 2.



Typical roadway.



Inspection direction.



Left side of Culvert: Vegetation growth.



Right side of Culvert: Vegetation growth.



Barrels 1 & 2, Left, Undersurface: Spalling with exposed reinforcing steel. CS3.



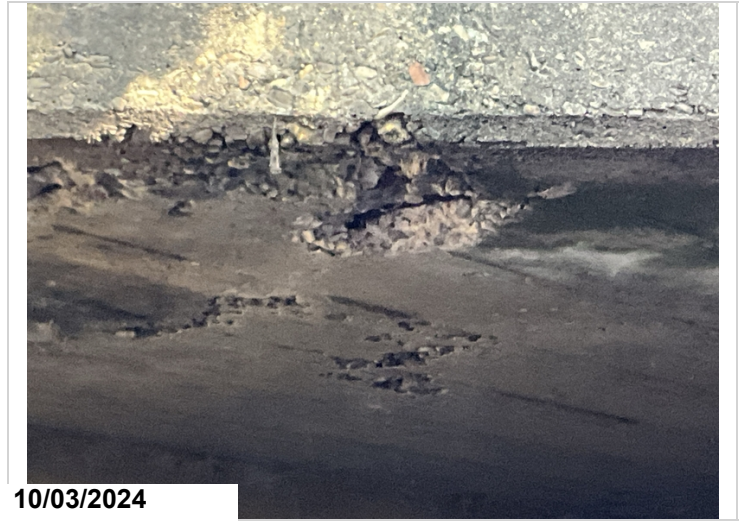
Intermediate Wall: Minor vertical cracking. CS2.



Barrel 1, Left Headwall: Spalling with exposed reinforcing steel with 100% section loss and loss of bond. CS4. 1'.



Intermediate wall, Right: Minor spall. CS2.



Barrel 2, Right, Undersurface: Spalling with exposed reinforcing steel. CS3.

Maintenance Needs

Date Reported: 08/04/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Culverts

Deficiency Description

Barrel 1, Left Headwall: Spalling with exposed reinforcing steel with 100% section loss and loss of bond. CS4. 1'.

Barrels 1 & 2, Left, Undersurface: Spalling with exposed reinforcing steel. 3' CS3.

Barrels 1 & 2, Right, Undersurface: Spalling with exposed reinforcing steel. 3' CS3.

Remarks



Barrel 1, Left Headwall: Spalling with exposed reinforcing steel with 100% section loss and loss of bond. CS4. 1'.



Barrel 1, Right, Undersurface: Spalling with exposed reinforcing steel. CS3.



Barrels 1 & 2, Right Headwall: Spalling with exposed reinforcing steel with section loss and loss of bond from concrete. CS4. 2'.



Exposed rebar left side of culvert head wall



Exposed rebar in right side head wall



Left side head wall with exposed rebar.



Right side head wall

Maintenance Needs

Date Reported: 08/05/2020

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Culverts

Deficiency Description

Barrel 2, Left wing wall: 6" of separation from culvert.

Remarks



Barrel 2, Left wing wall: 6" of separation from culvert.



Barrel #2 left wing separated and leaning in



Abutment #2 right wing wall

Maintenance Needs

Date Reported: 08/05/2020

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Barrels 1 & 2: 2' of silt build up.

Remarks



Barrels 1 & 2: 2' of silt build up.



Barrel #1 two feet of silt in barrel full length.



Barrel #2 two feet of silt in barrel full length.

Maintenance Needs

Date Reported: 08/31/2022

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Barrels #1 soffit left and right ends and barrel #2 left end has spalling with exposed rebar two linear feet each with up to 20% section loss.

Remarks



Exposed rebar in barrel #2 soffit, left side



Exposed rebar in barrel #1 soffit, left side



Barrel #1 soffit right side



Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	Yes

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)



Asset #M1466(Routine)

Us-79/Sec16/L10.25 over Ditch

Location: 1.8 Mi South Of Brickeys

Team Lead: Austin Janes Inspection Date: 10/01/2024

A-57 - Girder End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (Yes)



Left side of Culvert: Vegetation growth.



Right side of Culvert: Vegetation growth.



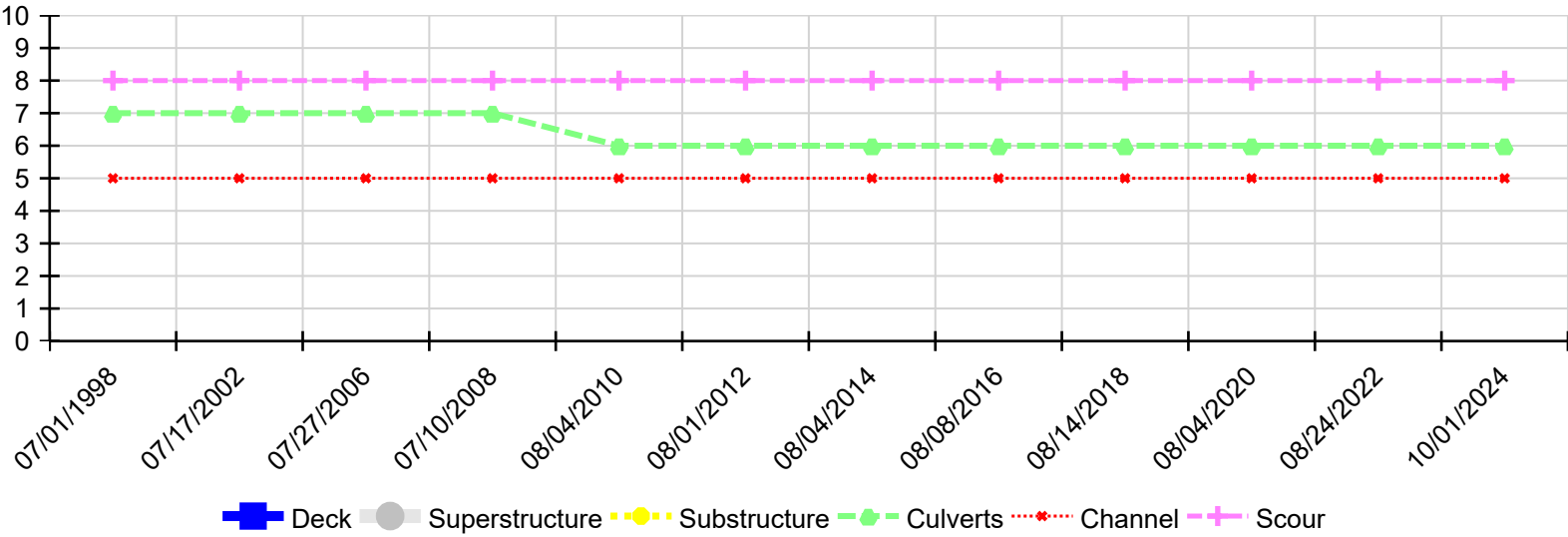
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Us-79/Sec16/L10.25 over Ditch

Location: 1.8 Mi South Of Brickeys

Team Lead: Austin Janes Inspection Date: 10/01/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/01/2024	N	N	N	6	5	8
08/24/2022	N	N	N	6	5	8
08/04/2020	N	N	N	6	5	8
08/14/2018	N	N	N	6	5	8
08/08/2016	N	N	N	6	5	8
08/04/2014	N	N	N	6	5	8
08/01/2012	N	N	N	6	5	8
08/04/2010	N	N	N	6	5	8
07/10/2008	N	N	N	7	5	8
07/27/2006	N	N	N	7	5	8
07/17/2002	N	N	N	7	5	8
07/01/1998	N	N	N	7	5	8