



Latitude:35.89360, Longitude:-92.61411

Route:65 Section:06 Log:1.63

Arnold Road ID:64x65x6xA, Arnold Log mile:1.619

District 09, Searcy County

Owner: 1-State Highway Agency



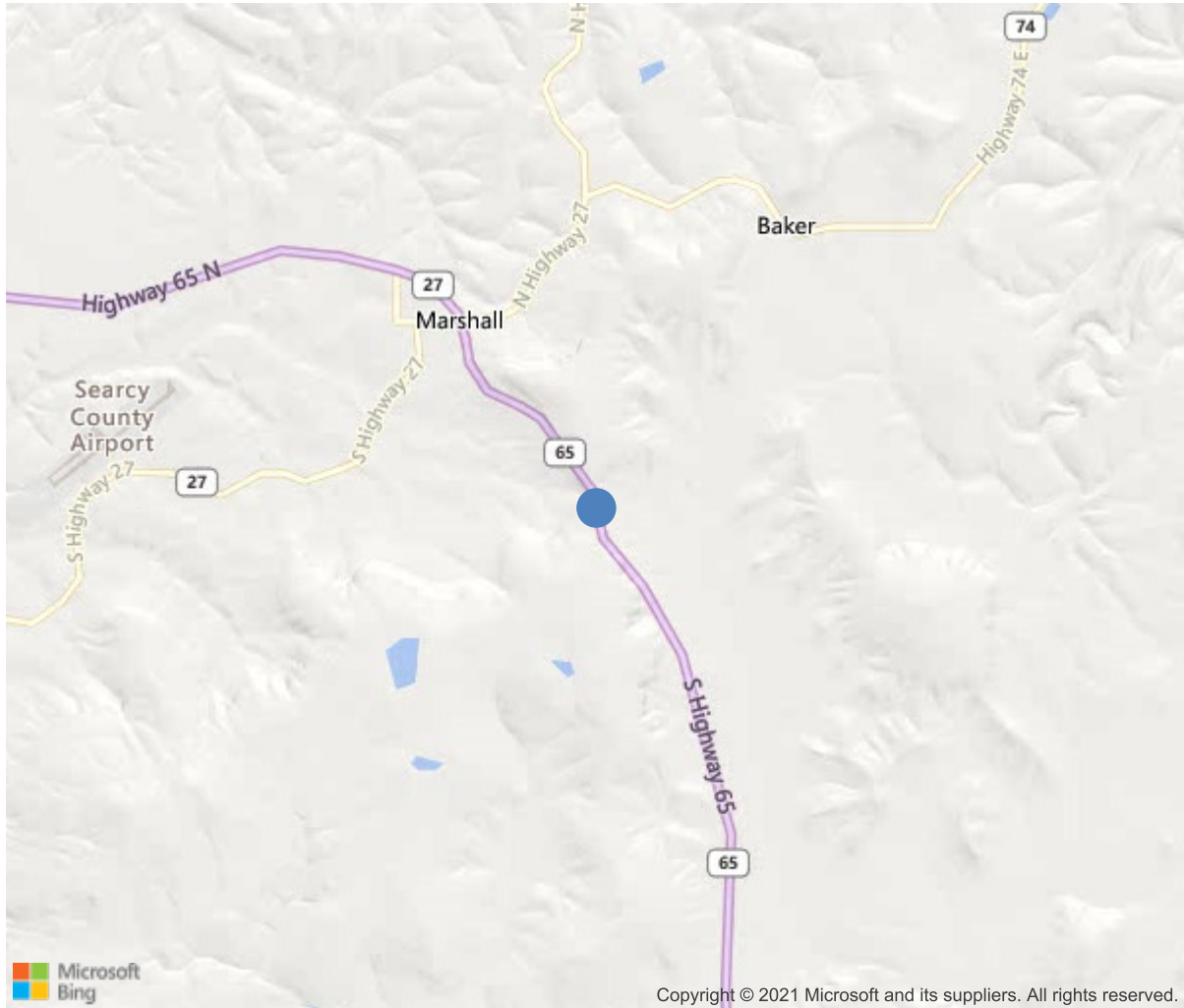
Bridge #05518(Routine)

US 65 Searcy over HALF-BR SPAN SLIDE AREA

Location: 1.10 MI SO JCT SH 27

Team Lead: Benjamin Smith Inspection Date: September 19, 2022

1.10 MI SO JCT SH 27



35.89360, -92.61411



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	05518
(5) Inventory Route	65
(2) Highway Agency District	09
(3) County Code	129-Searcy County, Arkansas
(4) Place Code	0
(6) Features Intersected	HALF-BR SPAN SLIDE AREA
(7) Facility Carried	US 65 Searcy
(9) Location	1.10 MI SO JCT SH 27
(11) Mile Point	1.63 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065060
(16) Latitude	35.8936
(17) Longitude	-92.61411
(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	3
(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	1974
(106) Year Reconstructed	0
(42) Type of Service	10
On	1-Highway
Under	0-Other
(28) Lane	
On	3
Under	0
(29) Average Daily Traffic	5900
(30) Year of ADT	2018
(109) Truck ADT	16 %
(19) Bypass, Detour Length	40 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	65 ft
(49) Structure Length	195 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	28.9 ft
(52) Deck Width Out to Out	30.4 ft
(32) Approach Roadway Width (W/Shoulders)	56.1 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	74.1 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	N-Not applicable, no waterway.
(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	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	6
(59) Superstructure	6
(60) Substructure	7
(61) Channel & Channel Protection	N
(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	3
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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	N-Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	227 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 400
(96) Total Project Cost	\$ 1280
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	6542
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	09/2020
(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

**Team Lead:** Benjamin Smith, **Inspection Date:** September 19, 2022

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	5928	0	5300	628	0
1080	Delamination/Spall/Patched Area	SF	620	0	0	620	0
1090	Exposed Rebar	SF	8	0	0	8	0
1120	Efflorescence/Rust Staining	SF	11	0	11	0	0
1130	Cracking (RC and Other)	SF	5289	0	5289	0	0
(38)							
Driving surface- Left lane- has 480' of patched area at the joints for the width of the lane. The lane has hairline map cracking for the full width and length of the lane Right lane- has 140' of patched area at random locations, some patches are unsound. The lane has hairline map cracking for the full width and length of the lane  Undersurface- the left overhang has spalling with exposed rebar and delamination and efflorescence cracking at the drain areas. The undersurface of the slab has a 2' long hairline crack with efflorescence at mid span on the interior.							
205	Reinforced Concrete Column	EA	9	6	2	1	0
1090	Exposed Rebar	EA	1	0	0	1	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
(205)							
Column #1- has random hairline cracking.							
Column #2- no deficiencies noted.							
Column #3- no deficiencies noted.							
Column #4- no deficiencies noted.							
Column #5- no deficiencies noted.							
Column #6- no deficiencies noted.							
Column #7- has shallow exposed rebar wire on the outside face.							
Column #8- no deficiencies noted.							
Column #9- has random hairline cracking							
215	Reinforced Concrete Abutment	LF	294	241	26	27	0
1080	Delamination/Spall/Patched Area	LF	27	0	0	27	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	22	0	22	0	0
(215)							
Abutment #1- has an 11' long horizontal hairline crack on the left interior. The left retaining wall has spalling and deterioration along the top edge for 14', no rebar exposed.							



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Abutment #2- the left corner has 13' of deterioration with 3' of efflorescence cracking at top left corner.</p> <p>West retaining wall abutment- has 11' of vertical cracking with 1' of efflorescence cracking.</p>							
234	Reinforced Concrete Pier Cap	LF	193	178	11	4	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
<p>(234)</p> <p>Pier cap #1 runs longitudinally along the outer edge of the structure.</p> <p>The cap has 11 vertical hairline cracks, 1' of exposed rebar at the beginning underside of the cap and 1' of exposed rebar on the outside near the cap joint.</p> <p>The cap has a spall at the area where the caps join together.</p>							
302	Compression Joint Seal	LF	120	35	0	85	0
2310	Leakage	LF	85	0	0	85	0
<p>(302)</p> <p>Abutment #1 seal- has areas of cs3 leakage.</p> <p>Compression joint area #1- is leaking for the width of the structure. Heavy bat activity was noted in the joint.</p> <p>Compression joint area #2- is leaking for the width of the structure. Heavy bat activity was noted in the joint.</p> <p>Abutment #2 seal- did not appear to be leaking.</p>							
331	Reinforced Concrete Bridge Railing	LF	195	0	53	142	0
1080	Delamination/Spall/Patched Area	LF	110	0	0	110	0
1090	Exposed Rebar	LF	32	0	0	32	0
1130	Cracking (RC and Other)	LF	53	0	53	0	0
<p>(331)</p> <p>Bridge parapet-</p> <p>Left side- has 53' of hairline vertical cracks and 32' of shallow exposed rebar along the bottom vertical face. The concrete surface grout of the parapet wall is deteriorated, and gives the appearance of abrasion for the length of the wall.</p> <p>Right side- The right side rail is non existent.</p>							



Elevation view. Log mile from right to left.



Typical view of the pier cap and columns.





Approach view in direction of log mile.



Approach view in direction of log mile.





Typical view of driving surface.



View looking east.





View looking west.

**Maintenance Needs**

**Date Reported:** 11/03/2008  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Component:**

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**Deficiency Description**

The driving surface of the deck has a heavy concentration of hairline map cracking for the length and width of both lanes. The patched areas in the right driving lane are unsound and are becoming loose. The right driving lane has a 2" deep by 6" diameter pot hole.

**Remarks**

Map cracking in the deck driving surface. Typical of the entire deck.



Unsound patched area in the right lane. Typical of several locations.



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Patched area in the right lane has a large spall.





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Location: 1.10 MI SO JCT SH 27

Team Lead: Benjamin Smith Inspection Date: September 19, 2022

Date Reported: 11/30/2010

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

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#### Deficiency Description

The joint seal areas have loss of adhesion and are leaking at most locations.

#### Remarks

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Team Lead: Benjamin Smith Inspection Date: September 19, 2022

Date Reported: 11/30/2010

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

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#### Deficiency Description

The left end of joint area #2 has a spall with exposed rebar on the interior.

#### Remarks

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Location: 1.10 MI SO JCT SH 27

Team Lead: Benjamin Smith Inspection Date: September 19, 2022

Date Reported: 09/10/2014

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

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#### Deficiency Description

The left deck over hang has spalls with rebar exposed at some of the drain areas.

#### Remarks

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**Date Reported:** 09/20/2018

**Priority:** D- Routine

**Type of Work:** None

**Status:** Monitor

**Component:**

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**Deficiency Description**

The abutment #1,2 turn back wings have large areas of spalling and concrete deterioration along the tops of the walls.

**Remarks**

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The left corner of abutment #2 has 13' of spalling, deterioration, and efflorescence cracking



The top edge of the left retaining wall at abutment #1. Showing deterioration with no rebar exposed for 14'



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### **Inspection Comments**

Structure is logged from North to South and is accessible from the interior. Air quality readings are needed due to heavy bat presence.