



Bridge #A0690(Underwater type 2, Routine)

US 65 Searcy over LITTLE RED RIVER

Location: 1.2 MI SE JCT 66 LESLIE

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



Latitude:35.81682, Longitude:-92.54994

Route:65 Section:06 Log:8.49

Arnold Road ID:64x65x6xA, Arnold Log mile:8.489

District 09, Searcy County

Owner: 1-State Highway Agency



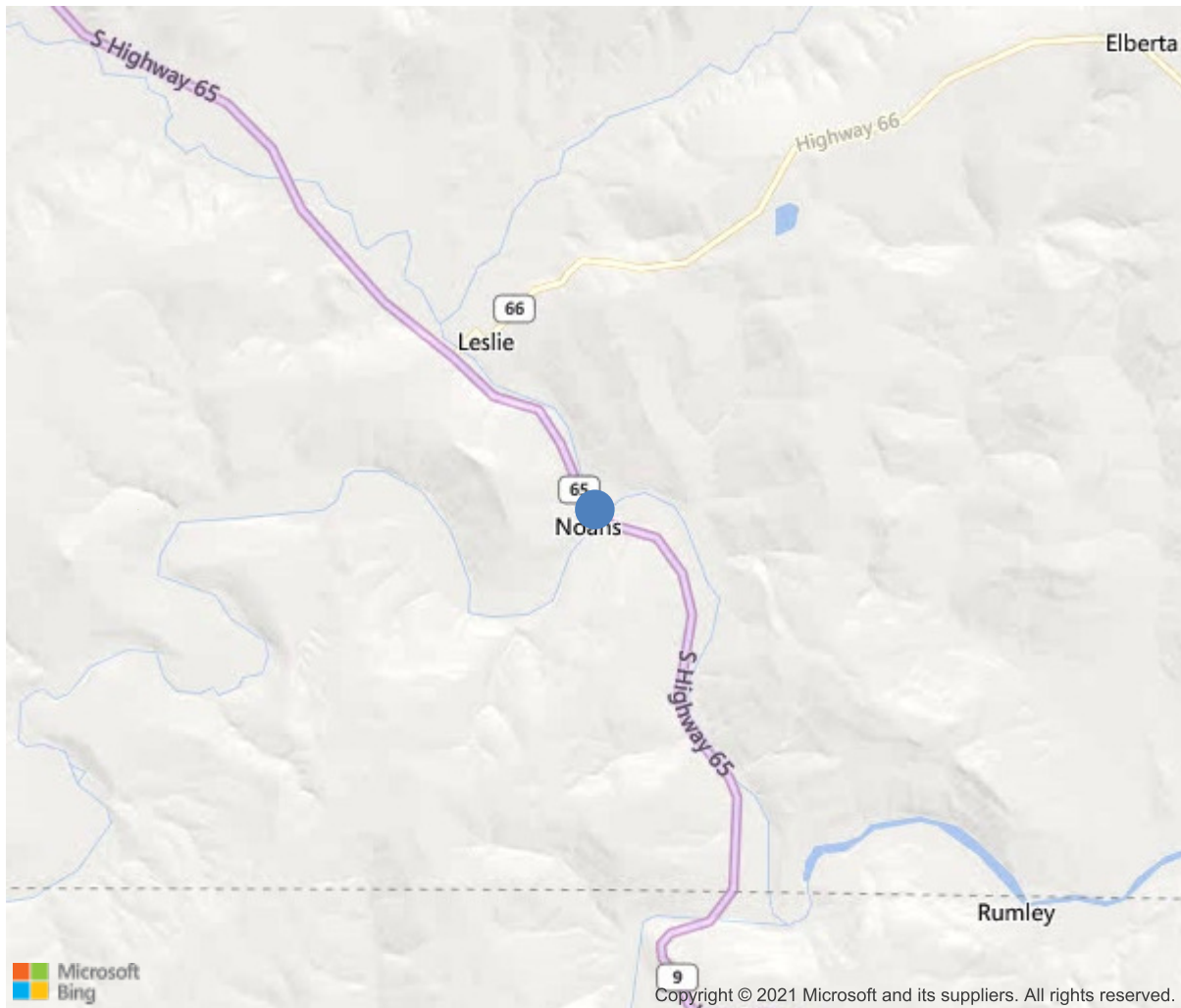
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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A0690
(5) Inventory Route	65
(2) Highway Agency District	09
(3) County Code	129-Searcy County, Arkansas
(4) Place Code	0
(6) Features Intersected	LITTLE RED RIVER
(7) Facility Carried	US 65 Searcy
(9) Location	1.2 MI SE JCT 66 LESLIE
(11) Mile Point	8.49 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065060
(16) Latitude	35.81682
(17) Longitude	-92.54994
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	24
Material	2-Concrete continuous
Type	4-Tee beam
(44) Approach Structure Type	14
Material	1-Concrete
Type	4-Tee beam
(45) No. of Spans in Main Unit	3
(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	1931
(106) Year Reconstructed	1960
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4500
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	40 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	70 ft
(49) Structure Length	280 ft
(50) Curb or Sidewalk Width	
Left	1.4 ft
Right	1.4 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 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	28.2 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	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	5
(59) Superstructure	5
(60) Substructure	7
(61) Channel & Channel Protection	7
(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	50
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	30
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0-Inspected feature does not meet cur
(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	8-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	5787
(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

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	8680	8175	463	42	0
1080	Delamination/Spall/Patched Area	SF	37	0	0	37	0
1090	Exposed Rebar	SF	5	0	0	5	0
1120	Efflorescence/Rust Staining	SF	463	0	463	0	0
510	Wearing Surfaces	SF	7840	853	6945	42	0
3210	Delam/Spall/Patched Area/Pothole	SF	42	0	0	42	0
3220	Crack (Wearing Surface)	SF	6945	0	6945	0	0
(16)							
Driving surface- has a 4" indiscriminate asphalt overlay with longitudinal cracking and reflective cracking and pot holes at the joint areas.							
Left curb- has areas of shallow scaling at the end of span #5.							
Right curb- has large areas of spalling and deterioration in spans # 2,3,4. The spalling in span #2 has 4' of exposed rebar.							
Undersurface-							
Span #1- the left overhang has map cracking with efflorescence for the length of the span. Bay #2 has patched core drill sample holes. The right overhang at the end of the span has map cracking with efflorescence, and a small delaminated area around the drain. Bay #2 has patched core drill test holes.							
Span #2-the left overhang has map cracking with efflorescence for 26'. The right overhang has efflorescence map cracking for 1' at the beginning of the span. All 3 bays have very few transverse cracks with efflorescence, the crack spacing gets closer at the end of the span. Bay #2 has patched core drill test holes.							
Span #3- the left and right over hangs have a few transverse cracks with minor efflorescence All 3 bays have transverse cracks with efflorescence, the crack spacing gets closer at the beginning and end of the span. Bay # 2 has patched core drill test holes.							
Span #4- the left and right over hangs have a few transverse cracks with minor efflorescence. All 3 bays have transverse cracks with minor efflorescence, the crack spacing gets closer at the beginning and end of the span. Bay # 2 has patched core drill test holes.							
Span #5- the left over hang has several large areas of efflorescence map cracking and 1' of shallow exposed rebar. All 3 bays have a few transverse cracks with minor efflorescence. Bay #2 has patched core drill test holes, the beginning of bay #2 has a wooden form from punching through with a pavement breaker.							
110	Reinforced Concrete Open Girder/Beam	LF	1120	1103	10	7	0
1080	Delamination/Spall/Patched Area	LF	7	0	0	7	0
1120	Efflorescence/Rust Staining	LF	10	0	10	0	0
(110)							
Span #1- has 4 tee beams. Tee beam #1 has delamination/ cracking at the bearing area over column #1, with 2 minor efflorescence cracks in the span. Beams #3, #4 have efflorescence cracking at the end of the span in the turn down. Beam #4 has a vertical crack with efflorescence at the beginning of the span.							
Span #2- tee beams #2,3 at the beginning of the span have been repaired with steel plates to repair a crushing issue. The repairs are holding. The bottoms of the diaphragms at the beginning of span #2 are spalled with exposed rebar.							
Span #3- tee beams #1,2,3,4 all have a vertical crack with efflorescence at exact mid span. Tee beam #4 has a delamination on the							

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
underside of the tee at mid span. Tee beam #3 has a small shallow spall at the end of the span.							
Span #4- no deficiencies noted in the tees. The #1,2 diaphragms at the end of the span have delaminations with exposed rebar.							
Span #5- no deficiencies noted.							
205	Reinforced Concrete Column	EA	22	9	2	11	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	3	0	0	3	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	8	0	0	8	0
(205)							
Abutment #1 columns- no deficiencies noted on all 3.							
Bent #1 columns- column #3 has exposed rebar and hairline cracks. No deficiencies noted on the other 3 columns.							
Bent #2 columns- all 4 columns have abrasion with loss of coarse aggregate for 3'.							
Bent #3 columns- all 4 columns have abrasion with loss of coarse aggregate for 3'							
Bent #4 columns- columns #1,4 have a shallow exposed rebar. Column #2 has a small delamination on the span #4 side. Column #3 has vertical hairline cracking.							
Abutment #2 columns- no deficiencies noted on all 3 columns.							
215	Reinforced Concrete Abutment	LF	146	103	42	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	42	0	42	0	0
(215)							
The left and right wing walls are integral and are quantified with the abutment.							
Abutment #1- has 17' of vertical cracking with 1' of delamination in the upper portion of the right side.							
Abutment #2- has 25' of vertical, horizontal, and diagonal cracks.							
234	Reinforced Concrete Pier Cap	LF	108	95	9	4	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	9	0	9	0	0
(234)							
Bent #1 cap- has 2' of shallow exposed rebar with 6' of map cracking over column #3.							
Bent #2 cap- has 1' of shallow exposed rebar on the left cap end and 1' of cs3 spalling on the right cap end.							
Bent #3 cap- has 1' of horizontal cracking on the right end.							
Bent #4 cap- has 2' of map cracking over column #3.							

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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
301	Pourable Joint Seal	LF	186	0	170	16	0
2310	Leakage	LF	186	0	170	16	0
(301)							
The pourable joint seals have an indiscriminate asphalt overlay and are not observable. The visible portion of the seals at the curb sections have cs4 leakage. The caps have water staining that would indicate leakage.							
311	Movable Bearing	EA	16	0	16	0	0
1000	Corrosion	EA	16	0	16	0	0
(311)							
Pier #1 moveable bearings (span #2 side)- the slide plates have corrosion due to leaking joint seals. Pier #2 moveable bearings- Have corrosion due to leaking joint seals Pier #4 moveable bearings (span #4 side)- have corrosion due to leaking joint seals.							
313	Fixed Bearing	EA	22	22	0	0	0
(313)							
Abutment #1 fixed bearings- No deficiencies noted. The tee beam has spalling above the bearing area Pier #1 fixed bearings (span #1 side)- No deficiencies noted. Pier #3 fixed bearings- No deficiencies noted. Pier #4 fixed bearings (span #5 side)- No deficiencies noted. Abutment #2 fixed bearings- No deficiencies noted.							
330	Metal Bridge Railing	LF	560	0	560	0	0
1000	Corrosion	LF	560	0	560	0	0
515	Steel Protective Coating	SF	1680	0	0	1680	0
3440	Effectiveness (Steel Protective Coatings)	SF	1680	0	0	1680	0
(330)							
The metal bridge railing is attached to metal posts.							
Left side- has areas of corrosion and pin point rusting on the front face, the back face has a light rust coating. The metal bridge railing has a few minor loose connections on the left span #2 side Right side- has areas of corrosion and pin point rusting on the front face, the back face has a light rust coating.							



Approach view in direction of log mile.



Approach view in direction of log mile.



Typical view of driving surface.



Typical view of undersurface.



Upstream channel view.



Downstream channel view.

Maintenance Needs

Date Reported: 11/28/2012

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

Deficiency Description

The bottoms of the diaphragms in span #2 between tee beams #1,#2 and #2,#3 and at tee beam #3 have spalling with rebar exposed.

Remarks



Exposed rebar to diaphragms between girders
#1#2, & #2 #3 and under girder #3

Date Reported: 09/10/2014

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

Deficiency Description

Tee beams #3,4 have cracks with efflorescence in span #1 at the haunch areas.

Remarks



Span #1 over bent #2 efflorescence to haunch of girder #3



Cracking to haunch of girder #4 over bent #1



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Date Reported: 09/10/2014

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

Deficiency Description

Tee beam #4 has a 3' delamination on the bottom edge of the beam at mid span of span #3.

Remarks



Midspan crack in girder #4 of span #3



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Date Reported: 09/10/2014

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

Deficiency Description

Bent #1 column #3 and Bent #4 columns #1,4 have rebar exposed.

Remarks



Exposed rebar to right column of bent #5



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Date Reported: 09/10/2014

Priority: D- Routine

Type of Work: None

Status: Assigned

Component:

Deficiency Description

The right side curb has a total of 35' of delamination with 4' of exposed rebar in spans #2,3,4.

Remarks



15' exposed rebar to right curb section in span #4



20' exposed rebar to right curb section of span #3



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Inspection Comments

Structure is logged from NW to SE and is accessible with a ladder.
No bat activity noted.

Load Rating

uploading the correct rating report