



Latitude:36.29099, Longitude:-90.89735

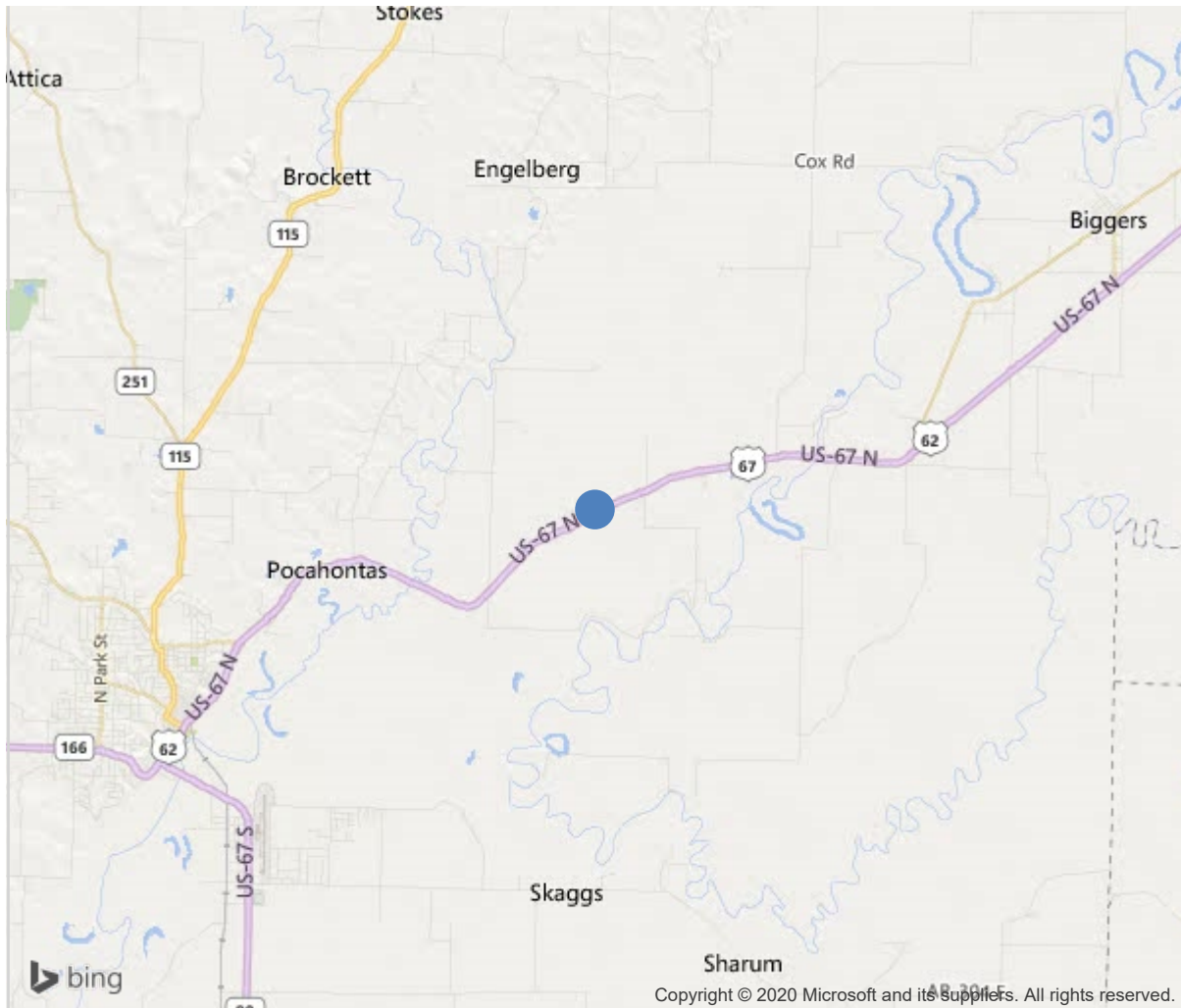
Route:67 Section:19 Log:5.63

Arnold Road ID:61x67x19xA, Arnold Log mile:5.616

District 10, Randolph County

Owner: 1-State Highway Agency

5.57 MI NE JCT US 62 & 67



36.29099, -90.89735



Bridge #00500(Routine)

US 67-19- LM 5.63 over BEAVER DITCH

Location: 5.57 MI NE JCT US 62 & 67

Team Lead: Richard Jones Inspection Date: January 09, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	00500
(5) Inventory Route	67
(2) Highway Agency District	10
(3) County Code	121-Randolph County, Arkansas
(4) Place Code	0
(6) Features Intersected	BEAVER DITCH
(7) Facility Carried	US 67-19- LM 5.63
(9) Location	5.57 MI NE JCT US 62 & 67
(11) Mile Point	5.63 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000067190
(16) Latitude	36.29099
(17) Longitude	-90.89735
(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	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	4
(46) No. of Approach Spans	0
(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	1955
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	6600
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	122 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.7 ft
(32) Approach Roadway Width (W/Shoulders)	44 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	27.9 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	6
(59) Superstructure	6
(60) Substructure	6
(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	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	4
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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	0000
A) Bridge Railings	0-Inspected feature does not meet cur
B) Transitions	0-Inspected feature does not meet cur
C) Approach Guardrail	0-Inspected feature does not meet cur
D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(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	5436
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	202001
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No 24
B: Underwater Inspection	Yes 0
C: Other Special Inspection	No 0

SUFFICIENCY RATING	75.6
STATUS (SD/FO/None)	Not Deficient





Bridge #00500(Routine)

US 67-19- LM 5.63 over BEAVER DITCH

Location: 5.57 MI NE JCT US 62 & 67

Team Lead: Brandon Sutton, Inspection Date: January 09, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3846	3830	15	1	0
1120	Efflorescence/Rust Staining	SF	16	0	15	1	0
510	Wearing Surfaces	SF	3419	2459	840	120	0
3220	Crack (Wearing Surface)	SF	936	0	816	120	0
3210	Delam/Spall/Patched Area/Pothole	SF	24	0	24	0	0
110	Reinforced Concrete Open Girder/Beam	LF	792	792	0	0	0
215	Reinforced Concrete Abutment	LF	76	76	0	0	0
227	Reinforced Concrete Pile	EA	21	0	21	0	0
1190	Abrasion/Wear (PSC/RC)	EA	21	0	21	0	0
234	Reinforced Concrete Pier Cap	LF	91	60	4	27	0
1080	Delamination/Spall/Patched Area	LF	11	0	4	7	0
1090	Exposed Rebar	LF	20	0	0	20	0
330	Metal Bridge Railing	LF	244	92	152	0	0
1000	Corrosion	LF	152	0	152	0	0
515	Steel Protective Coating	SF	781	295	0	0	486
3440	Effectiveness (Steel Protective Coatings)	SF	486	0	0	0	486



Map crack / rutting



**Bridge #00500**(Routine)  
**US 67-19- LM 5.63 over BEAVER DITCH**  
**Location: 5.57 MI NE JCT US 62 & 67**

**Team Lead:** Richard Jones **Inspection Date:** January 09, 2020

## Maintenance Needs

**Date Reported:** 02/02/2012  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** 234 - Reinforced Concrete Pier Cap

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## Deficiency Description

Bents 2, 3, and 4 concrete caps have a few spalls and delaminated areas.

## Remarks

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**Date Reported:** 02/02/2012  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** 234 - Reinforced Concrete Pier Cap

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**Deficiency Description**

Bent 4 cap has 14' of rebar exposed on back face. Stirrup bars have heavy section loss. These areas have been patched in the past, but patches have spalled out.

**Remarks**

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Bent 4



Bridge #00500(Routine)  
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Location: 5.57 MI NE JCT US 62 & 67

Team Lead: Richard Jones Inspection Date: January 09, 2020

Date Reported: 02/02/2012  
Priority: D- Routine  
Type of Work: Repair  
Status: Monitor  
Component: 510 - 16 - Reinforced Concrete Top Flange

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#### Deficiency Description

Asphalt wearing surface has several longitudinal and transverse cracks. Asphalt has map cracking and rutting in wheel paths with a few patched areas.

#### Remarks

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Map crack / rutting





**Bridge #00500**(Routine)  
**US 67-19- LM 5.63 over BEAVER DITCH**  
**Location: 5.57 MI NE JCT US 62 & 67**

**Team Lead:** Richard Jones **Inspection Date:** January 09, 2020

**Date Reported:** 02/02/2012  
**Priority:** G - General/ Preventive maintenance  
**Type of Work:** None  
**Status:** Monitor  
**Component:**

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**Deficiency Description**

Bridge rails have areas of surface rust.

**Remarks**

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**Location: 5.57 MI NE JCT US 62 & 67**

**Team Lead:** Richard Jones **Inspection Date:** January 09, 2020

**Date Reported:** 02/02/2012

**Priority:** D- Routine

**Type of Work:** None

**Status:** Monitor

**Component:**

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**Deficiency Description**

Rt end of original cap at Bent 2 has a 1' spall with rebar exposed and 1' delaminated area under girder 5 on ahead side.

**Remarks**

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Bridge #00500(Routine)

US 67-19- LM 5.63 over BEAVER DITCH

Location: 5.57 MI NE JCT US 62 & 67

Team Lead: Richard Jones Inspection Date: January 09, 2020

## Inspection Comments

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### Deck Notes

Asphalt wearing surface has several longitudinal and transverse cracks.  
Asphalt has map cracking and rutting in wheel paths with a few patched areas.  
Soffit has a few minor cracks; some have light efflorescence.

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### Superstructure Notes

Spans 1 & 4 have 6 T- Beams, Spans 2 & 3 have 7 T- Beams Total 792.  
Tee beams have a few very minor cracks and spalls.

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### Substructure Notes

Bents 2,3 & 4 have 7-Piles per Bent  
Bents 2, 3, & 4 have different cap lengths  
Bents 2,3 and 4 concrete caps have a few spalls and delaminated areas.  
Rt end of original cap at Bent 2 has a 1' spall with rebar exposed, and 1' delaminated area under girder 5 on ahead side.  
Bent 4 cap has 14' of rebar exposed on back face. Stirrup bars have heavy section loss. These areas have been patched in the past, but patches have spalled out.