



Latitude:36.28398, Longitude:-90.93742

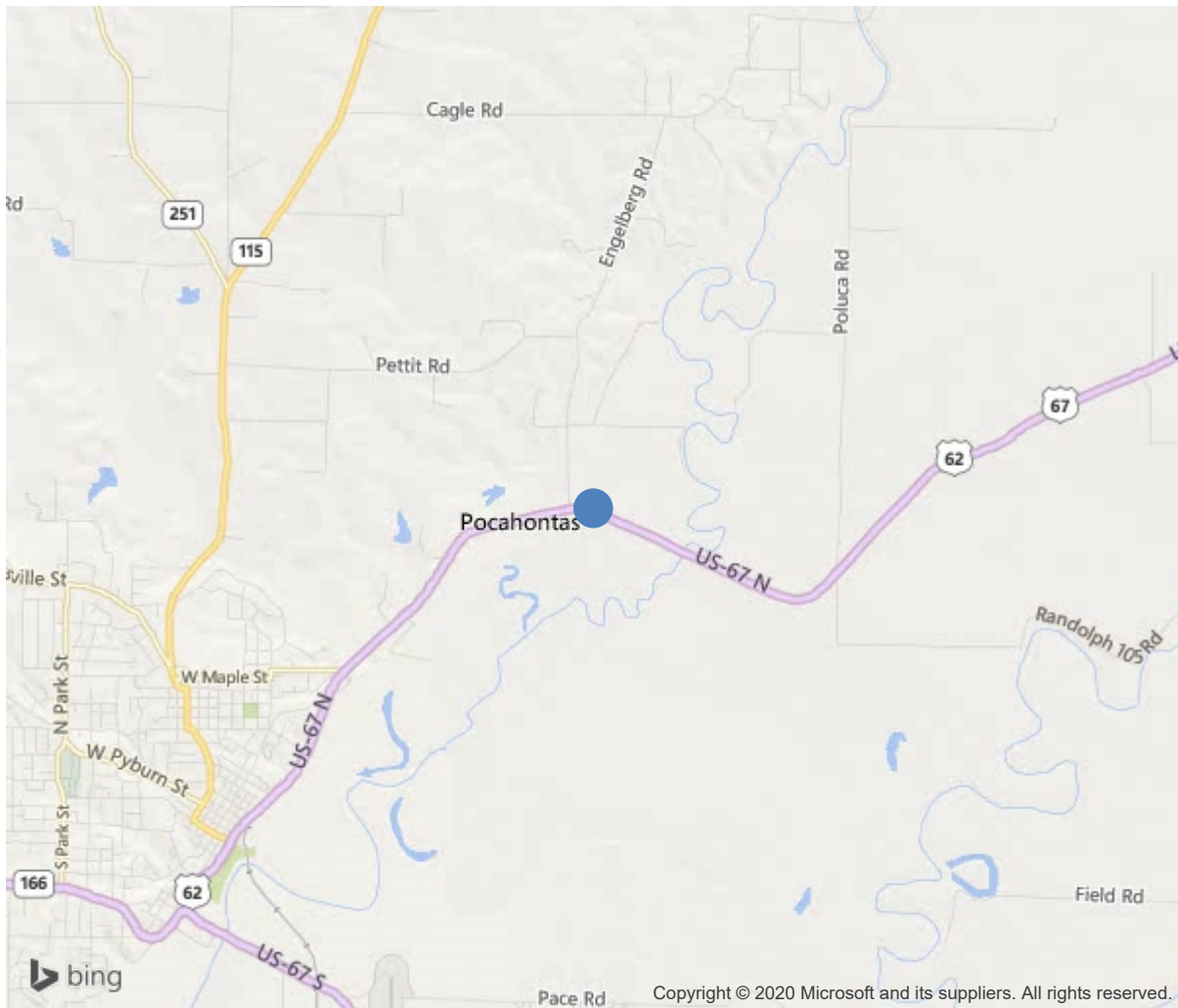
Route:67 Section:19 Log:2.96

Arnold Road ID:61x67x19xA, Arnold Log mile:2.953

District 10, Randolph County

Owner: 1-State Highway Agency

2.90 MI NE JCT US 62 & 67



36.28398, -90.93742



Bridge #00504(Accident)
US 67-19- LM 2.96 over FRISCO CREEK
Location: 2.90 MI NE JCT US 62 & 67

Team Lead: Tim Myrick Inspection Date: January 07, 2019

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	00504
(5) Inventory Route	67
(2) Highway Agency District	10
(3) County Code	121-Randolph County, Arkansas
(4) Place Code	0
(6) Features Intersected	FRISCO CREEK
(7) Facility Carried	US 67-19- LM 2.96
(9) Location	2.90 MI NE JCT US 62 & 67
(11) Mile Point	2.96 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.28398
(17) Longitude	-90.93742
(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	31 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	28 ft
(52) Deck Width Out to Out	31.5 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	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	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			7
(59) Superstructure			5
(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			5
(68) Deck Geometry			4
(69) Clearances, Vertical/Horizontal			N
(71) Waterway Adequacy			9
(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	Replacement of bridge or other		
(76) Length of Structure Improvement	150 ft		
(94) Bridge Improvement Cost	\$ 0		
(95) Roadway Improvement Cost	\$ 400		
(96) Total Project Cost	\$ 1023		
(97) Year of Improvement Cost Estimate	2001		
(114) Future ADT	4677		
(115) Year of Future ADT	2028		
INSPECTIONS			
(90) Inspection Date			201905
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No	24	
B: Underwater Inspection	No	0	
C: Other Special Inspection	No	0	

SUFFICIENCY RATING	63.7
STATUS (SD/FO/None)	Not Deficient



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3844	3835	3	6	0
1090	Exposed Rebar	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	3	0	3	0	0
510	Wearing Surfaces	SF	3417	2197	0	1220	0
3220	Crack (Wearing Surface)	SF	1220	0	0	1220	0
110	Reinforced Concrete Open Girder/Beam	LF	733	716	6	11	0
1130	Cracking (RC and Other)	LF	17	0	6	11	0
215	Reinforced Concrete Abutment	LF	76	74	2	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
227	Reinforced Concrete Pile	EA	18	18	0	0	0
234	Reinforced Concrete Pier Cap	LF	81	72	9	0	0
1080	Delamination/Spall/Patched Area	LF	9	0	9	0	0
311	Movable Bearing	EA	6	0	0	6	0
1000	Corrosion	EA	6	0	0	6	0
330	Metal Bridge Railing	LF	244	0	243	1	0
1000	Corrosion	LF	243	0	243	0	0
1020	Connection	LF	1	0	0	1	0











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Maintenance Needs



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Deck Notes

1/7/2019 Accident report due to collision damage.see photos no structural damage just damage to rail and posts. Debris washed up on Bridge since recent flood. Approach roadways have settlement at each bridge end.Bridge rail has 1 broken post on Rt side at end of span 3. Lt and Rt rails have surface rust.Asphalt wearing surface at spans 1 – 4 has longitudinal cracks and areas of map cracking in wheel path. Wearing surface has cracked and delaminated areas over joints with some spalls/potholes over bent 3. Lt overhang has a few small spalls with rebar exposed at spans 2 and 3.Span 4 soffit has minor crack with efflor.

Superstructure Notes

Fixed ends of several concrete girders have diagonal cracks up to 1/8 inch wide. Adjacent diaphragms have diagonal and vertical cracks and delaminated areas. Girder 6 has grout rub in cracks over Bents 2,3,4Span 1 bent 2 girders 1, 4, and 6Span 2 bent 2 girders 1 – 4 and 6Span 3 bent 3 girders 1 and 4 have moderate sized cracks.Span 3 bent 4 girders 3, 5, and 6 have moderate sized cracks.Span 4 bent 4 girders 1, 2, 4, and 6.

Substructure Notes

Bent 5 NE wing had been repair with Broken asphalt due high water washed out material behind wing. See photo 2017 Bent 5 abutment has 2 feet delaminated under girder 2. Bent 3 cap has 6 feet of small delaminated areas.Bent 4 cap has 3 feet of delaminated areas on span 4 side.