



Latitude:36.29873, Longitude:-90.86051

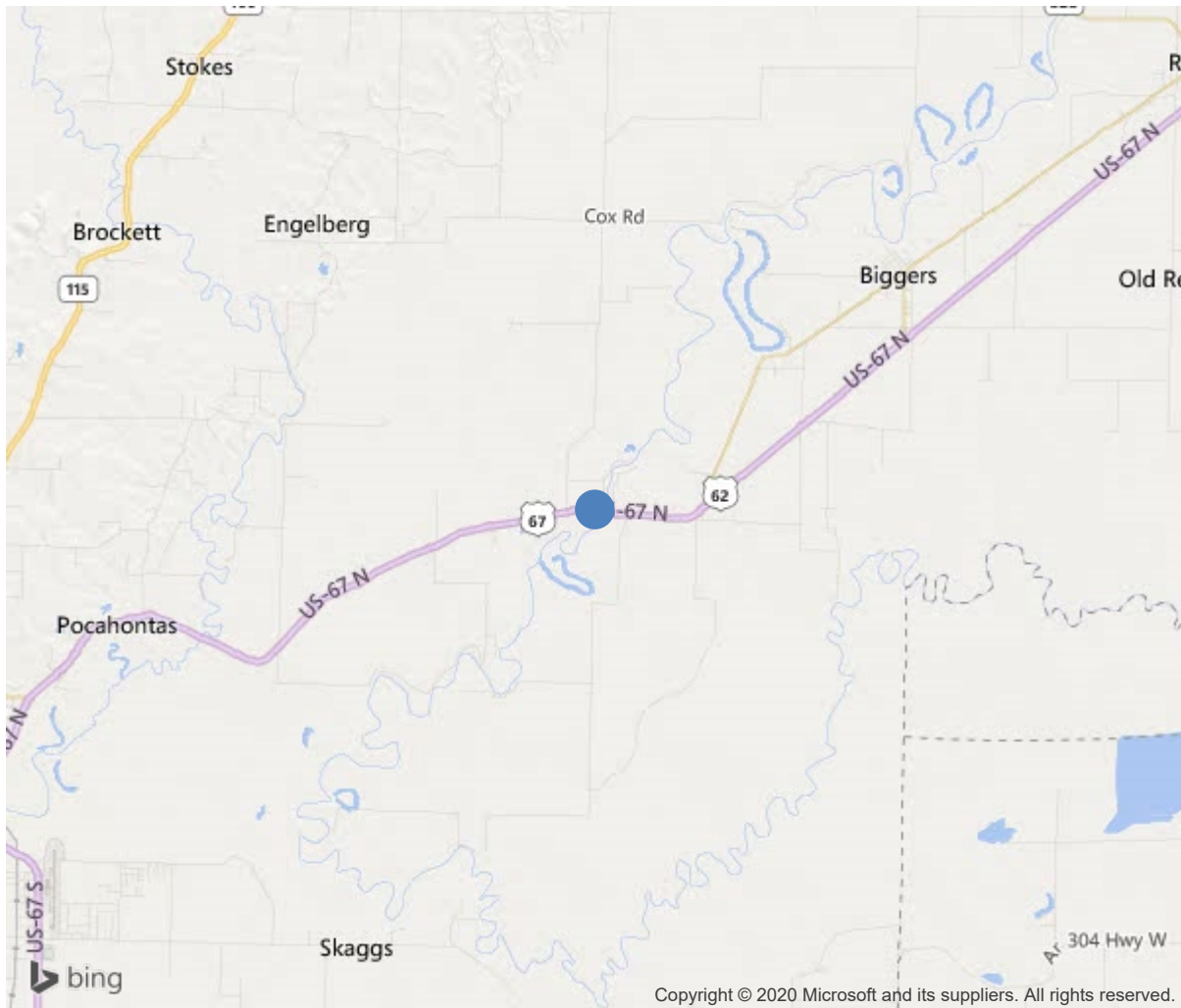
Route:67 Section:19 Log:7.78

Arnold Road ID:61x67x19xA, Arnold Log mile:7.765

District 10, Randolph County

Owner: 1-State Highway Agency

4.8 MI E JCT SH 166



36.29873, -90.86051



Bridge #A0615(Routine)
US 67-19- LM 7.78 over CURRENT RIVER
Location: 4.8 MI E JCT SH 166

Team Lead: Tim Myrick Inspection Date: April 12, 2017

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A0615
(5) Inventory Route	67
(2) Highway Agency District	10
(3) County Code	121-Randolph County, Arkansas
(4) Place Code	0
(6) Features Intersected	CURRENT RIVER
(7) Facility Carried	US 67-19- LM 7.78
(9) Location	4.8 MI E JCT SH 166
(11) Mile Point	7.78 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000067190
(16) Latitude	36.29873
(17) Longitude	-90.86051
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
Type	2-Stringer/Multi-beam or girder
(44) Approach Structure Type	12
Material	1-Concrete
Type	2-Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	4
(46) No. of Approach Spans	12
(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	1929
(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	6600
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	65 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	111 ft
(49) Structure Length	754 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.5 ft
(32) Approach Roadway Width (W/Shoulders)	45.9 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	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			6
(61) Channel & Channel Protection			6
(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			38
(65) Inventory Rating Method		1-Load Factor(LF)	
(66) Inventory Rating			
Type			4
Rating			23
(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	7-Countermeasures have been installed		
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			0
(114) Future ADT			5436
(115) Year of Future ADT			2028
INSPECTIONS			
(90) Inspection Date			201904
(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	43.3
STATUS (SD/FO/None)	Not Deficient

Location: 4.8 MI E JCT SH 166

Team Lead: Tim Myrick, **Inspection Date:** April 12, 2017

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	12831	7473	945	4413	0
1080	Delamination/Spall/Patched Area	SF	1738	0	0	1738	0
1090	Exposed Rebar	SF	38	0	0	38	0
1120	Efflorescence/Rust Staining	SF	945	0	945	0	0
1130	Cracking (RC and Other)	SF	2637	0	0	2637	0
510	Wearing Surfaces	SF	1176	588	0	588	0
3210	Delam/Spall/Patched Area/Pothole	SF	588	0	0	588	0
3220	Crack (Wearing Surface)	SF	0	0	0	0	0
(12)							
42' at beginning of span 12 has asphalt wearing surface							
16	Reinforced Concrete Top Flange	SF	10434	10242	132	60	0
1080	Delamination/Spall/Patched Area	SF	30	0	0	30	0
1090	Exposed Rebar	SF	24	0	0	24	0
1120	Efflorescence/Rust Staining	SF	138	0	132	6	0
510	Wearing Surfaces	SF	9275	8582	0	693	0
3210	Delam/Spall/Patched Area/Pothole	SF	665	0	0	665	0
3220	Crack (Wearing Surface)	SF	28	0	0	28	0
38	RC Slab	SF	447	327	0	120	0
1080	Delamination/Spall/Patched Area	SF	112	0	0	112	0
1090	Exposed Rebar	SF	8	0	0	8	0
107	Steel Open Girder/Beam	LF	1630	1573	55	2	0
1000	Corrosion	LF	32	0	32	0	0
1020	Connection	LF	25	0	23	2	0
515	Steel Protective Coating	SF	11364	10999	0	0	365
3440	Effectiveness (Steel Protective Coatings)	SF	365	0	0	0	365
110	Reinforced Concrete Open Girder/Beam	LF	1988	1932	30	0	26
1080	Delamination/Spall/Patched Area	LF	26	0	26	0	0
1130	Cracking (RC and Other)	LF	30	0	4	0	26
(110)							



Bridge #A0615(Routine)
US 67-19- LM 7.78 over CURRENT RIVER

Location: 4.8 MI E JCT SH 166

Team Lead: Tim Myrick, Inspection Date: April 12, 2017

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span 4 bent 4 girder 3 is broken with diagonal crack over cap. Several concrete tee girders have diagonal cracks and spalls at fixed ends over caps. Steel columns placed as a repair under cracked tee girders: Bent 5 span 5 girders 1 – 5 have columns Bent 7 span 7 girders 2 – 5 have columns Bent 9 span 9 girders 2 – 5 have columns Bent 10 span 9 girders 2 – 5 have columns Bent 11 span 11 girders 2 – 5 have columns Span 11 girders 2 – 5 and soffit of RC top flange are cracked (up to 1/8 inch wide) approx. 5 feet back from bent 12. Crack runs down ¾ of the depth of the girders.							
202	Steel Column	EA	21	0	21	0	0
1000	Corrosion	EA	21	0	21	0	0
(202)							
Steel columns added as a repair under girders at bents 5, 7, 9, 10, and 11							
205	Reinforced Concrete Column	EA	6	4	0	2	0
1090	Exposed Rebar	EA	2	0	0	2	0
210	Reinforced Concrete Pier Wall	LF	82	81	1	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
215	Reinforced Concrete Abutment	LF	57	57	0	0	0
227	Reinforced Concrete Pile	EA	60	49	11	0	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
1130	Cracking (RC and Other)	EA	9	0	9	0	0
234	Reinforced Concrete Pier Cap	LF	420	275	57	88	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0
305	Assembly Joint without Seal	LF	189	189	0	0	0
311	Movable Bearing	EA	16	7	0	0	9
2220	Alignment	EA	9	0	0	0	9
(311)							
Bent 13 span 12 bearings 1 – 3 each have 1 cotter key missing from rocker pin. Bearings 1 – 4 are at maximum forward rotation. Bent 13 span 13 bearings 1 – 4 are missing anchor bolts. Rocker bearings are no longer centered on masonry plates. Bent 15 span 15 bearing 1 has 2 anchor bolts missing. Rocker is at max rotation.							
313	Fixed Bearing	EA	16	0	16	0	0
1000	Corrosion	EA	16	0	16	0	0
330	Metal Bridge Railing	LF	1506	0	1506	0	0
1000	Corrosion	LF	815	0	815	0	0

















Bridge #A0615(Routine)
US 67-19- LM 7.78 over CURRENT RIVER
Location: 4.8 MI E JCT SH 166

Team Lead: Tim Myrick **Inspection Date:** April 12, 2017

Maintenance Needs



Deck Notes

Inspected with snoopers 04-12-2017

*Steel columns placed as a repair under cracked tee girders at bents 5, 7, 9, 10, and 11.

*Span 14 is a slab span over pier 14. Spans 13, 14, and 15 all tie into the pier at bent 14.

*Span 12 has 42 feet covered by asphalt wearing surface at beginning of span. See Photo 2017

Metal rail has light surface corrosion.

Asphalt wearing surface at spans 1 – 12 is cracked and spalled out over joints. See Photo 2017

RC deck at spans 12, 13, 15, and 16 has several delaminated areas, spalls, and patches. Some rebar exposed. Have been repaired with asphalt, See photo 2017

Soffit at main and approach spans has some minor cracking with light efflorescence.

Superstructure Notes

Several concrete tee girders have diagonal cracks and spalls at fixed ends over caps. See Photo 2017 Steel columns placed as a repair under cracked tee girders: Bent 5 span 5 girders 1 – 5 have columns Bent 7 span 7 girders 2 – 5 have columns Bent 9 span 9 girders 2 – 5 have columns Bent 10 span 9 girders 2 – 5 have columns Bent 11 span 11 girders 2 – 5 have columns Span 4 bent 4 girder 3 is broken with diagonal crack over cap. See Photo 2017 Steel columns at bents 5, 7, 9, 10, and 11 have corrosion with initial section loss 1' up from ground line. Steel girders at spans 12, 13, 15, and 16 have light rust at ends of girders. Paint system has minor fading. Bearings at bents 12 – 16 have corrosion with minor section loss. Bent 13 span 12 bearings 1 – 3 each have 1 cotter key missing from rocker pin. Bearings 1 – 4 are at maximum forward rotation. Bent 13 span 13 bearings 1 – 4 are missing anchor bolts. Rocker bearings are no longer centered on masonry plates. See photo 2017 Spans 12 – 16 have several loose bolts at diaphragm connections: Span 12 diaphragm 2 bay 1 girder 2 has 2 loose bolts Span 12 diaphragm 3 bay 1 girder 2 has 2 loose bolts Span 12 diaphragm 3 bay 3 girder 3 has 2 loose bolts Span 12 diaphragm 4 bay 1 girder 2 has 2 loose bolts Span 12 diaphragm 4 bay 3 girder 3 has 2 loose bolts Span 13 diaphragm 2 bay 2 girder 2 has 2 loose bolts Span 13 diaphragm 3 bay 1 girder 2 has 2 loose bolts Span 13 diaphragm 3 bay 3 girder 3 has 2 loose bolts Span 13 diaphragm 3 bay 3 girder 4 has 1 loose bolt Span 13 diaphragm 4 bay 2 girder 2 has 2 loose bolts Span 13 diaphragm 4 bay 3 girder 3 has 2 loose bolts Span 13 diaphragm 5 bay 2 girder 2 has 4 loose bolts Span 13 diaphragm 6 bay 2 girder 3 has 2 loose bolts Span 15 diaphragm 3 bay 1 girder 2 has 2 loose bolts Span 15 diaphragm 3 bay 3 girder 3 has 4 loose bolts Span 15 diaphragm 4 bay 2 girder 2 has 4 loose bolts Span 15 diaphragm 4 bay 2 girder 3 has 4 loose bolts Span 15 diaphragm 4 bay 3 girder 3 has 4 loose bolts Span 15 diaphragm 5 bay 3 girder 3 has 2 loose and 2 missing. Span 15 diaphragm 6 bay 1 girder 2 has 1 loose bolt. Span 15 diaphragm 6 bay 3 girder 3 has 2 loose bolts Span 15 diaphragm 6 bay 3 girder 4 has 2 loose bolts Span 16 diaphragm 2 bay 1 girder 2 has 2 loose bolts Span 16 diaphragm 3 bay 1 girder 2 has 2 loose bolts Span 16 diaphragm 4 bay 1 girder 2 has 2 loose bolts Span 16 diaphragm 5 bay 3 girder 3 has 2 missing bolts



Bridge #A0615(Routine)
US 67-19- LM 7.78 over CURRENT RIVER

Location: 4.8 MI E JCT SH 166

Team Lead: Tim Myrick Inspection Date: April 12, 2017

Substructure Notes

Several caps have delaminated areas and cracks with efflor. Bent 2 cap span 1 side over pile 5 has a 1.5 ft. x 1.5 ft. x 1 1/2 inch deep spall with exposed rebar. Bent 3 cap span 2 side under girder 4 has a 1.5 ft. x 1.5 ft. x 1 inch deep spall with exposed rebar. Patched with grout Bent 5 pile 6 has cracks at top of pile. See Photo 2017 Bent 6 pile 4 has cracks at top of pile. Bent 7 cap span 7 side has 2' spall under girder 1. Approx. 3" loss of bearing under girder. See photo 2017 Bent 8 cap span 7 side has a 2' spall with rebar exposed under girders 5 and 6. Approx. 3" loss of bearing area under girders. Bent 9 cap span 8 side under Girder 6 has 3 spalls (6 inch diameter typical) with exposed rebar. (Patched with grout) Bent 9 cap span 9 side has a 2' spall under girder 1. Approx. 3" loss of bearing area under girder. Bent 11 cap has heavy cracking and deterioration on Lt end. Bent 11 cap span 11 side under Girder 6 has a 1 ft. x 1 ft. x 1 inch deep spall with exposed rebar. Span 11 girders 2 – 5 and soffit of RC top flange are cracked (up to 1/8 inch wide) approx. 5 feet back from bent 12. Crack runs down 3/4 of the depth of the girders. Soffit is spalled with some exposed rebar. Bent 12 cap span 11 side under Girder 6 has a 1 ft. x 8 inch x 1 inch deep spall with exposed rebar. (Patched with grout) Grout has fell out some, See photo 2017 Bent 14 cap on span 13 side has a spall with 1 foot of rebar exposed and 4 feet of cracks under girders 2 and 3. Bent 15 has vertical crack near center line. Bent 16 Spans 15 & 16 Girder 1 have anchor bolts rust off. Bent 15 Rt column has 2 spalls with rebar exposed. (1' x 3") Bent 15 span 15 bearing 1 has 2 anchor bolts missing. Rocker is at max rotation. Bent 15 span 15 bearing 4 has 1 cotter key missing at rocker pin. Bent 15 span 16 bearings 1 – 3 are missing both anchor bolts