



Latitude:33.04604, Longitude:-93.52335

Route:160 Section:02 Log:9

Arnold Road ID:37x160x2xA, Arnold Log mile:8.962

District 03, 73 - Lafayette County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

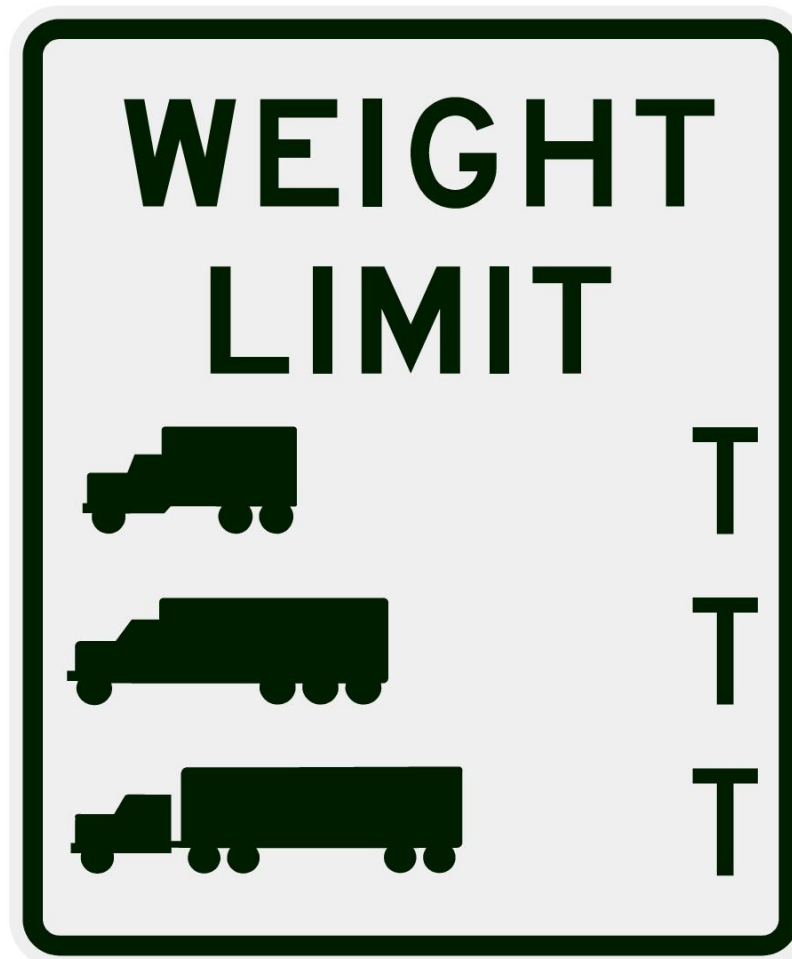
Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

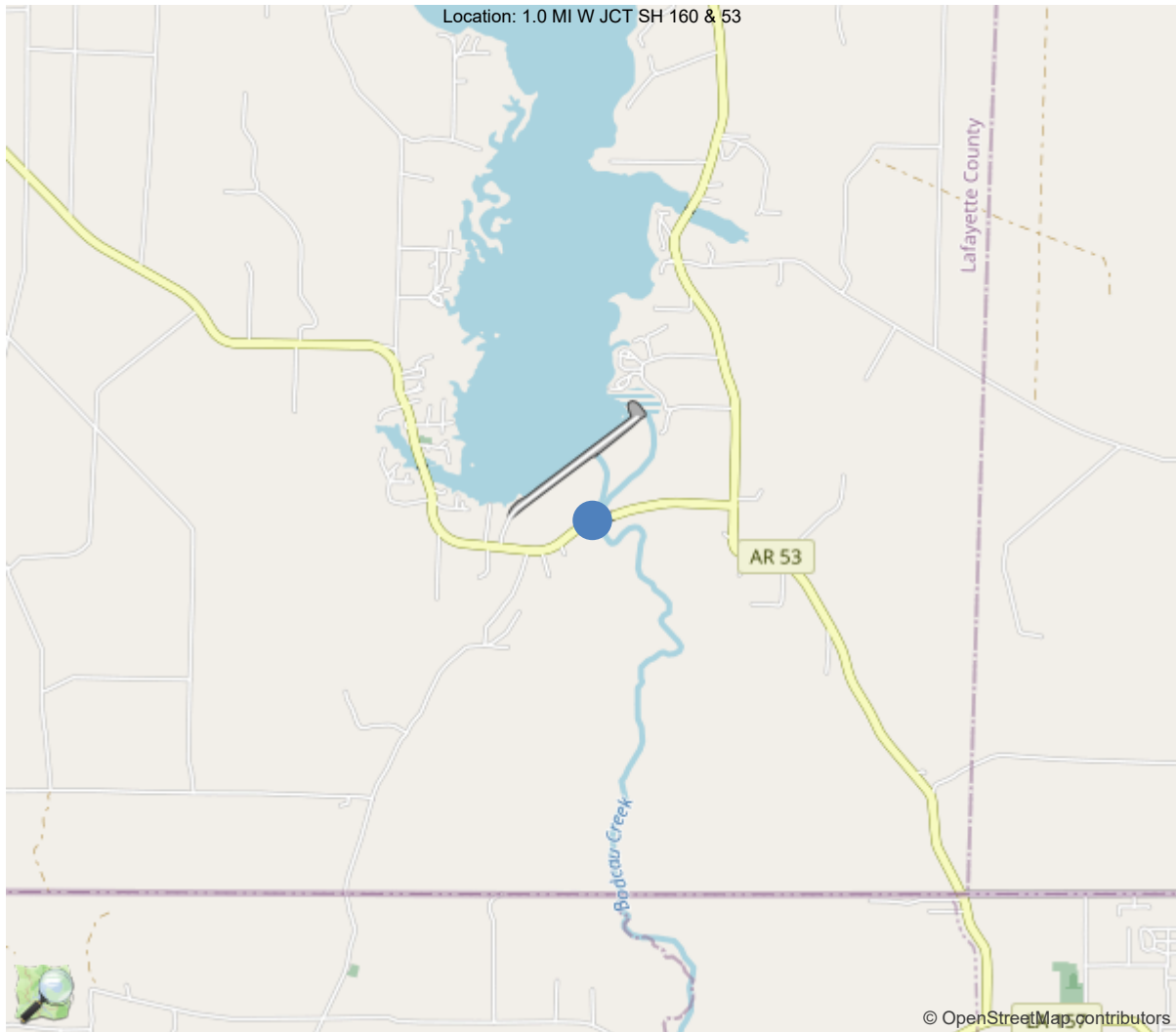
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	39		
Code 9 (31 Tons)	41		
Code 5 (40 Tons)	45		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



33.04604, -93.52335



Asset #03749(Routine)

SH 160 SEC.02-9.00 over BODCAW CREEK

Location: 1.0 MI W JCT SH 160 & 53

Team Lead: John King Inspection Date: 05/15/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03749
(5) Inventory Route	1
(2) Highway Agency District	03 - District 03
(3) County Code	73 - Lafayette County
(4) Place Code	0
(6) Features Intersected	BODCAW CREEK
(7) Facility Carried	SH 160 SEC.02-9.00
(9) Location	1.0 MI W JCT SH 160 & 53
(11) Mile Point	9 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.0460410134806
(17) Longitude	-93.5233455975533
(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	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	10
(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 pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1964
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	1300
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	53 ft
(49) Structure Length	532 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28.4 ft
(32) Approach Roadway Width (W/Shoulders)	20 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	25.9 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 w
(111) Pier Protection	1 - Navigation protection not
(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	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	4
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	48
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	29
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	7 - Countermeasures have been insta
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	1811
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	05/15/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



General Observation

boat and or drone needed to inspect out over water.

58 - Deck (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

Deck rated a 4 poor due to:

Large amounts of cracking in deck on top and underneath.

Large amounts of Delams underneath deck.

Rebar exposed in various locations underneath deck.

All drain holes have cracking and/or rebar exposed.

Deck has old patches in various locations spanning all spans of deck.

Cracking and Delam in concrete guard railing in various locations.

Guard rail has minor amount of corrosion spots in various locations.

59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Rated a 6 sat due to:

Beam end span 2 has corrosion beginning.

All concrete Haunches at bents have cracking.

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Sub Rated a 6 due to:

1 AND 11!!!!

Erosions at bent 1&11.

Cracking in caps in various locations.

Minor scour holes in various spans full of water.

Old Patches in caps in various locations.

NOTE:!!!! LARGE BEEHIVES IN GROUND AT BENTS

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

2023 drone photo of channel

72 - Approach Roadway Alignment (7 - Better than present minimum criteria)

2023 roadway alignment drone photo

A-51 - Inspection Direction (4 - W to E)

05/2023 drone photo taken of alignment..

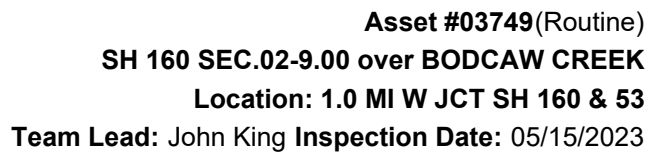
A-54 - Sealable Deck Cracks

Bridge deck in poor condition due to spalls -patchwork-rebar exposed -cracking.

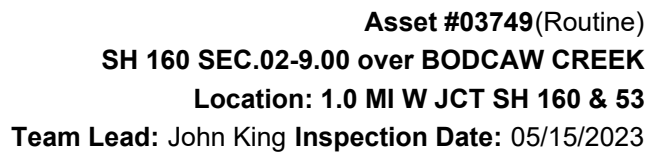
A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (6 - Widespread minor or isolated moderate scour.)

NOTE:!!!! LARGE BEEHIVES IN GROUND AT BENTS 1 AND 11!!!!

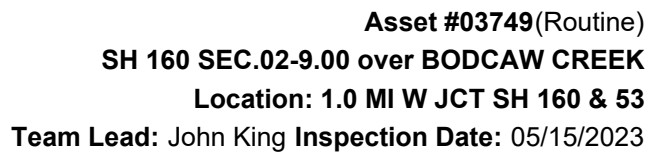
Erosion at bent 1 and 11



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	12985	10325	2530	130	0
1080	Delamination/Spall/Patched Area	SF	1100	0	1000	100	0
1090	Exposed Rebar	SF	40	0	10	30	0
1120	Efflorescence/Rust Staining	SF	20	0	20	0	0
1130	Cracking (RC and Other)	SF	1500	0	1500	0	0
<p>(12) General: Bridge deck in poor condition Cracking in deck various locations All drain holes have cracking and/or rebar exposed in all spans.</p> <p>Top of Deck: Old patch work in various locations across all spans. Large amounts of cracking in all spans on bridge deck in various locations some sealed some not sealed. Beginning of span 7 left side drain hole has rebar exposed. New pop out spall span 9 by yellow line</p> <p>Span 1: Cracking in bottom of deck various locations.</p> <p>Span 2: Delam span 2 bay 1. Delam span 2 bay 2. Cracking in deck span 2. Rebar exposed above bent 2 Rt side span 2. Rebar exposed and Delam span 2 bay 4.</p> <p>Span 3: Delam span 3 bay 2. Delam span 3 bay 4.</p> <p>Span 4:</p> <p>Span 5: Span 5 bay 2 old patch. Span 5 bay 2 efflorescence. Span 5 bay 3 efflorescence. Span 5 bay 4 rebar exposed and Delam.</p> <p>Span 6: Rebar exposed and Delam span 6 bay 1. Rebar exposed span 6 left side.</p> <p>Span 7: Delam above bent 7 right side.</p> <p>Span 8: Spall and old patch span 8 bay 1. Delam span 8 bay 3. Delam span 8 bay 1.</p> <p>Span 9:</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Rebar exposed span 9 bay 2. Delams span 9 bay 2. Rebar exposed and Delams span 9 bays 3 & 4. Rebar exposed span 9 bay 1. Rebar exposed span 9 bay 3. Delam span 9 bay 4. Span 10: Efflorescence span 10 bay 1. Delam span 10 bay 1. Rebar exposed span 10 bay 4.							
107	Steel Open Girder/Beam	LF	2650	2649	0	1	0
1000	Corrosion	LF	1	0	0	1	0
515	Steel Protective Coating	SF	18878	13878	0	5000	0
3410	Chalking (Steel Protective Coatings)	LF	5000	0	0	5000	0
(107) Section loss first 8 in of beam span 2 above bent 3 beam 5.							
215	Reinforced Concrete Abutment	LF	67	67	0	0	0
226	Prestressed concrete piles	EA	36	36	0	0	0
234	Reinforced Concrete Pier Cap	LF	230	212	18	0	0
1080	Delamination/Spall/Patched Area	LF	10	0	10	0	0
1130	Cracking (RC and Other)	LF	8	0	8	0	0
(234) Bent 2 cap Delam span 2 side.							
Bent 6 old patch.							
Map like cracking in bent 8 cap span 8 side.							
Map like cracking bent 10 span 9 side.							
303	Assembly Joint with Seal	LF	264	216	48	0	0
2350	Debris Impaction	LF	48	0	48	0	0
(303) Beginning of bridge debris impaction							
End of bridge debris impaction							
311	Movable Bearing	EA	45	0	25	20	0
1000	Corrosion	EA	45	0	25	20	0
(311) Bearing at bent 10 left outer side span 9 side has movement in it when heavy loads are present.							
Movable bearings are beginning to corrode at all bents.							
(1000-311) bearings at bent 10 beams 2,3,4 shims were added and painted							
313	Fixed Bearing	EA	55	25	30	0	0
1000	Corrosion	EA	30	0	30	0	0
(313) Corrosion beginning on fixed bearings various locations.							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
330	Metal Bridge Railing	LF	1060	1030	30	0	0
1000	Corrosion	LF	30	0	30	0	0
(330) Minor amount of corrosion on guard rail in various locations							
331	Reinforced Concrete Bridge Railing	LF	1060	850	207	3	0
1080	Delamination/Spall/Patched Area	LF	7	0	7	0	0
1130	Cracking (RC and Other)	LF	203	0	200	3	0
(331) Cracking in concrete guard rail various locations.							
Middle of span 2 left side post has rebar exposed.							
End of span 4 right side guard rail posts are cracked severely.							
Large Delam right side curb							



05/16/2023

2023 drone photo bent 10



05/16/2023

drone photo of fix bearings



05/16/2023

2023 elevation



05/16/2023

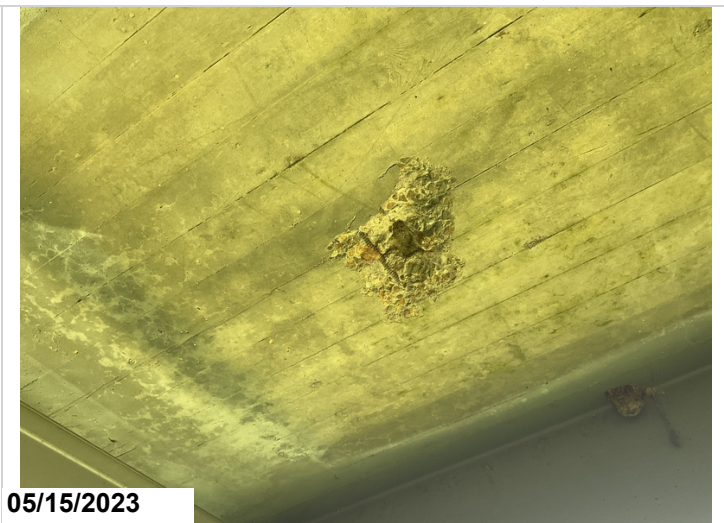
2023 Drone photo roadway



Erosion bent 11



Erosion bent 11



Rebar exposed span 10 bay 4



Rebar exposed span 10 bay 4



Delam span 10 bay 1



Efflorescence span 10 bay 1



Map like cracking bent 10 span 9 side



Delam span 9 bay 4



Rebar exposed span 9 bay 3



Rebar exposed span 9 bay 1



Delam span 9 bay 2



Rebar exposed and delams span 9 bays 3&4



Delam span 9 bay 2



Rebar exposed span 9 bay 2



Delam span 8 bay 1



Delam span 8 bay 3



Spall and old patch span 8 bay 1



Map like cracking in bent 8 cap span 8 side



Delam above bent 7 right side



Rebar exposed span 6 left side



Movable bearing are beginning to corrode



Rebar exposed and delam span 6 bay 1



Bent 6 old patch

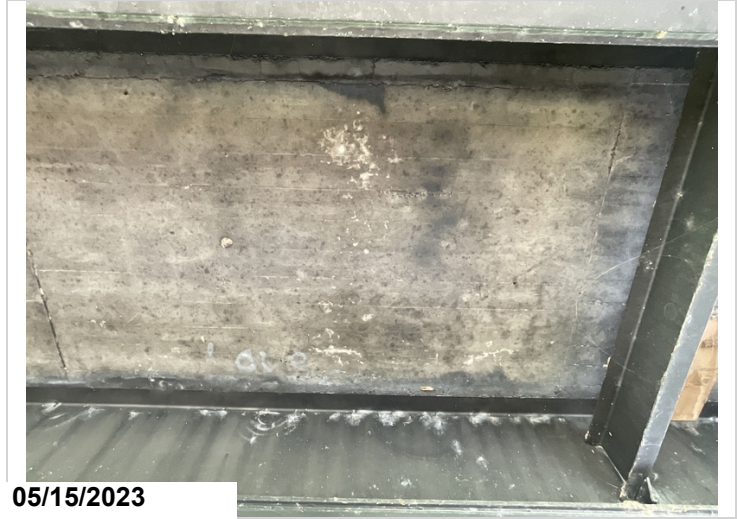


Span 5 bay 4 rebar exposed and delam



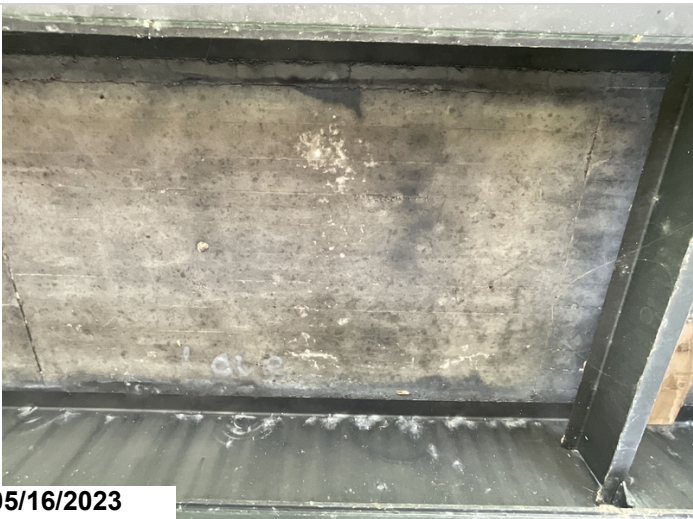
05/15/2023

Span 5 bay 3 efflorescence



05/15/2023

Span 5 bay 2 efflorescence



05/16/2023

paint on beams



05/15/2023

Span 5 bay 2 old patch



End of bridge debris impaction



New pop out spall span 9 by yellow line



Beginning of span 7 left side drain hole has rebar exposed



End of span 4 right side guard rail posts are cracked severely



Old patches all across deck surfaces spanning all spans in various locations and sizes



Middle of span 2 left side post has rebar exposed



Old patches all across deck surfaces spanning all spans in various locations and sizes



Large amounts of cracking in all spans on bridge deck in various locations some sealed some not sealed.



Minor amount of corrosion on guard rail in various locations



Cracking in concrete guard rail various locations



Cracking in concrete guard rail various locations



Deck cracking in various locations some sealed some not



Deck cracking in various locations some sealed some not



Beginning of bridge debris impaction



Bent 2 cap delam span 2 side



Delam span 3 bay 4



Delam span 3 bay 2



Section loss first 8 in of beam span 2 above bent 3 beam 5



Rebar exposed and delam span 2 bay 4



Rebar exposed span 2 left side by drain hole



Cracking around both drain holes span 1 left side



Rebar exposed span 2 left side above bent 2



Rebar exposed left side span 2 by drain hole



Delam span 2 Rt side by drain hole



Cracking in deck various locations



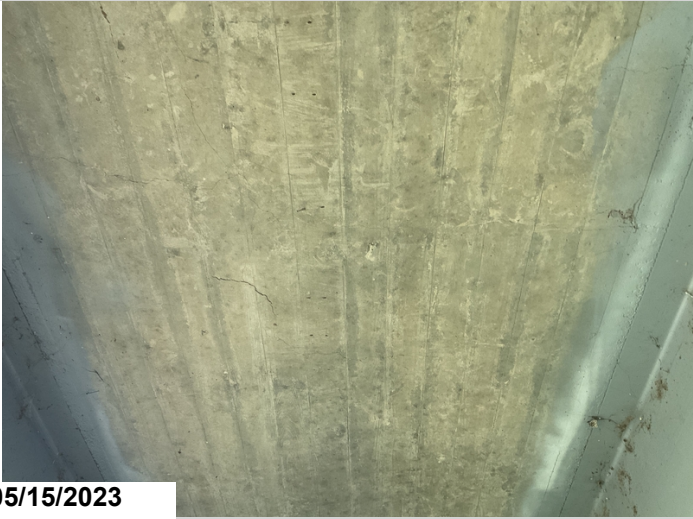
Cracking at both drain holes span 1 Rt side



Rebar exposed above bent 2 Rt side span 2



Delam right side span 2 drain hole



Cracking in deck span 2



Delam span 2 bay 2



Delam span 2 bay 1



Cracking in various haunch areas no element for this



Corrosion beginning on fixed bearings various locations.



Underside of deck



Typical superstructure



Typical substructure



Erosion at bent 1



Erosion at bent 1



Elevation



Typical deck



Alignment



End of bridge



End of bridge





05/04/2021

Large Delam right side curb



06/05/2020

bearings at bent 10 beams 2,3,4 shims were added and painted

Maintenance Needs

Date Reported: 05/04/2021

Priority: D- Routine

Type of Work: Repair (General)

Status: Open

Component: Substructure

Deficiency Description

Erosion starting under bridge, abutment 1. added bent 11 erosion. Scour hole under bridge at bottom of slope in span 1.
NOTE!!!! LARGE BEEHIVES IN GROUND AT BENTS 1 AND 11!!!!

Remarks

reopened to set to monitor. added bent 11 erosion.
NOTE!!!! LARGE BEEHIVES IN GROUND AT BENTS 1 AND 11!!!!



Erosion bent 11



Span 1 bottom of slope



Abutment 1, beginning of bridge



Asset #03749(Routine)

SH 160 SEC.02-9.00 over BODCAW CREEK

Location: 1.0 MI W JCT SH 160 & 53

Team Lead: John King Inspection Date: 05/15/2023

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

A-54 - Sealable Deck Cracks

Bridge deck in poor condition due to spalls -patchwork-rebar exposed -cracking.

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



Asset #03749(Routine)
SH 160 SEC.02-9.00 over BODCAW CREEK
Location: 1.0 MI W JCT SH 160 & 53
Team Lead: John King Inspection Date: 05/15/2023

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Girder Painting Needed

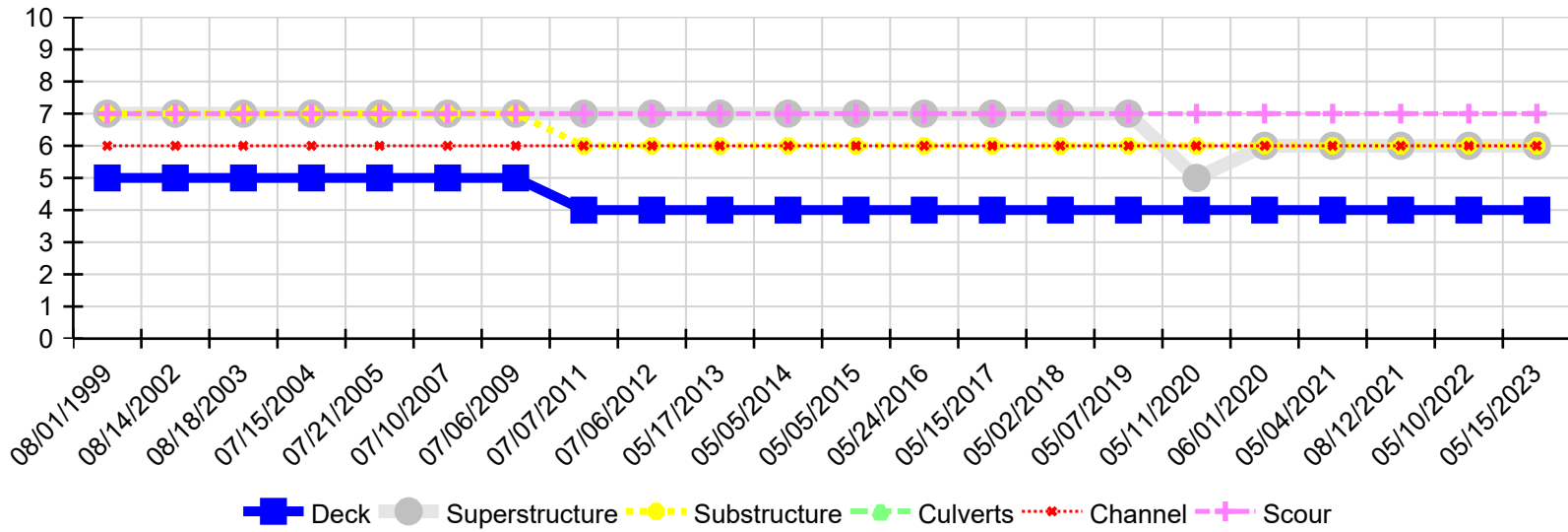
A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/15/2023	4	6	6	N	6	7
05/10/2022	4	6	6	N	6	7
08/12/2021	4	6	6	N	6	7
05/04/2021	4	6	6	N	6	7
06/01/2020	4	6	6	N	6	7
05/11/2020	4	5	6	N	6	7
05/07/2019	4	7	6	N	6	7
05/02/2018	4	7	6	N	6	7
05/15/2017	4	7	6	N	6	7
05/24/2016	4	7	6	N	6	7
05/05/2015	4	7	6	N	6	7
05/05/2014	4	7	6	N	6	7
05/17/2013	4	7	6	N	6	7
07/06/2012	4	7	6	N	6	7
07/07/2011	4	7	6	N	6	7
07/06/2009	5	7	7	N	6	7
07/10/2007	5	7	7	N	6	7
07/21/2005	5	7	7	N	6	7
07/15/2004	5	7	7	N	6	7
08/18/2003	5	7	7	N	6	7
08/14/2002	5	7	7	N	6	7
08/01/1999	5	7	7	N	6	7