

Bridge 01462 Inspection Report



Latitude:35.08567, Longitude:-91.86368

Route:367 Section:15 Log:5.459

Arnold Road ID:73x367x15xA, Arnold Log mile:5.455

District 05, 145 - White County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

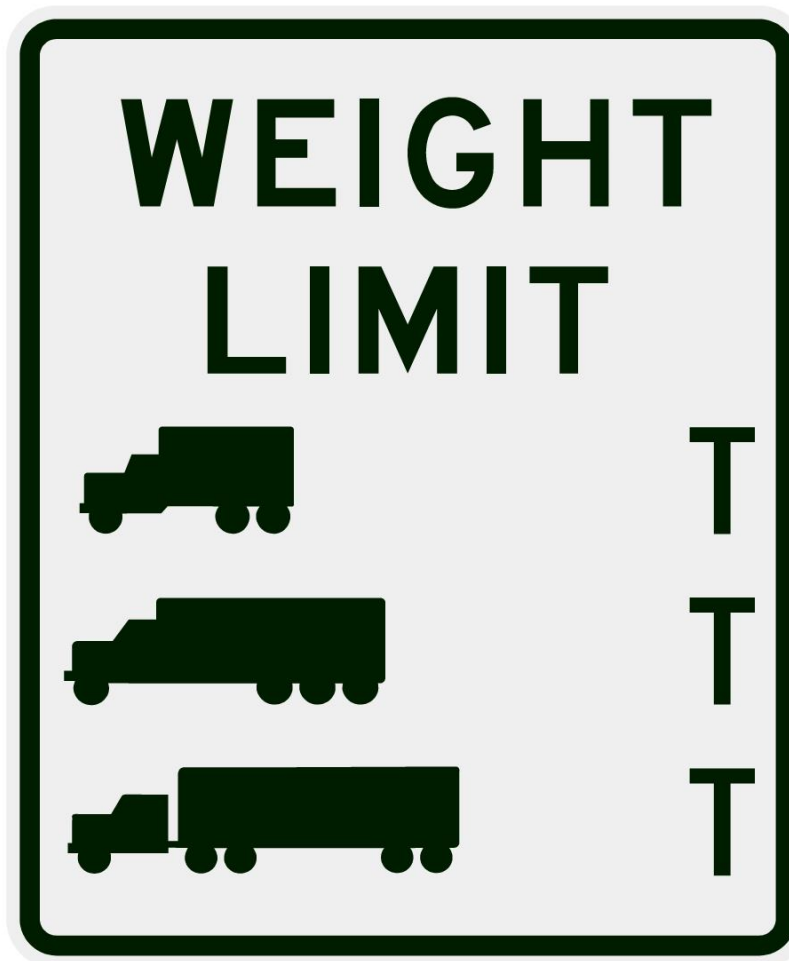
Bridge Posting Information

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

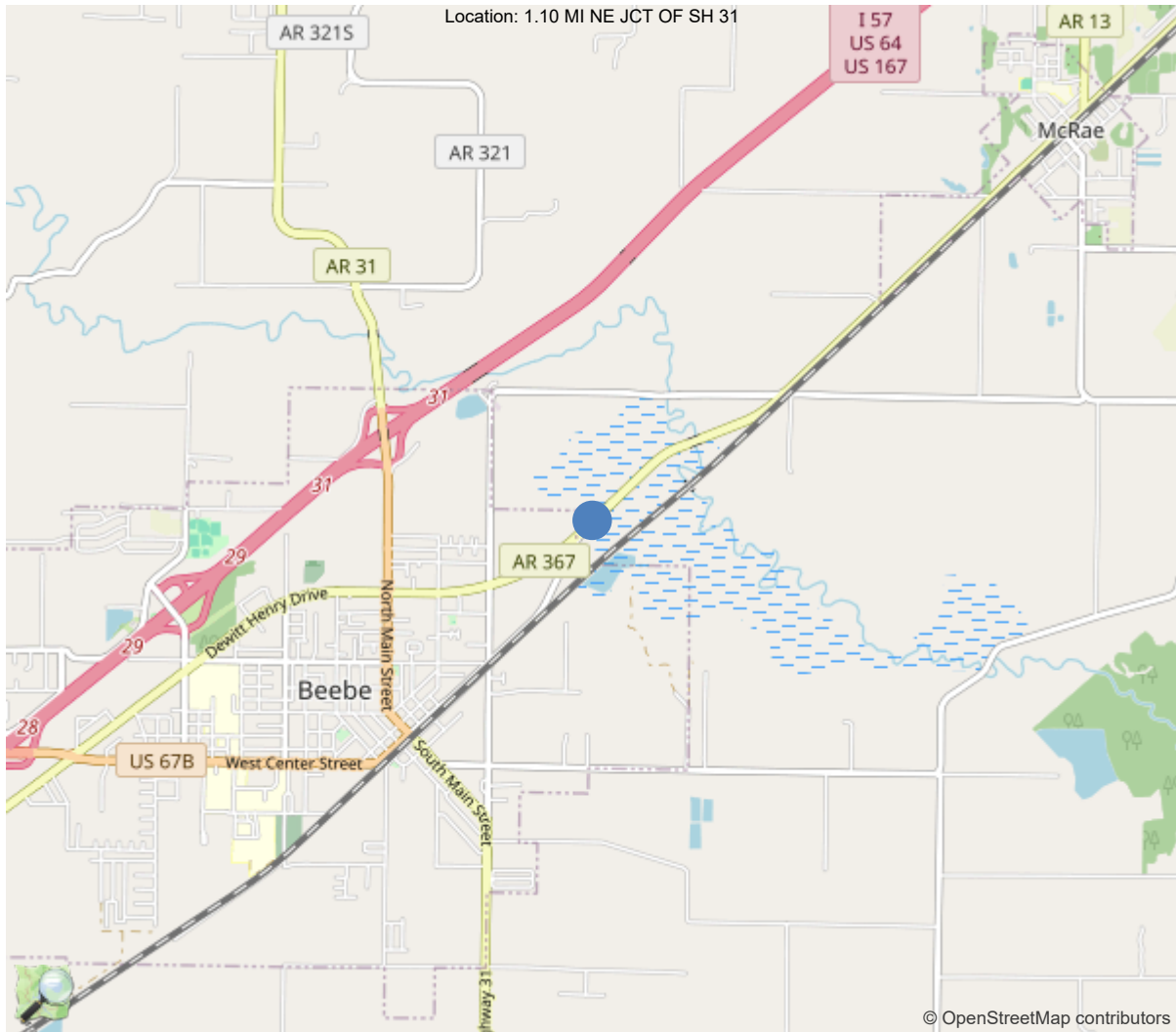
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	44		
Code 5 (40 Tons)	51		

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



35.08567, -91.86368

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	01462
(5) Inventory Route	1
(2) Highway Agency District	05 - District 05
(3) County Code	145 - White County
(4) Place Code	0
(6) Features Intersected	GUM BAYOU
(7) Facility Carried	SH 367 White Co.
(9) Location	1.10 MI NE JCT OF SH 31
(11) Mile Point	5.459 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.08567
(17) Longitude	-91.86368
(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	5
(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	1930
(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	2400
(30) Year of ADT	2024
(109) Truck ADT	3 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	36.1 ft
(49) Structure Length	181.1 ft
(50) Curb or Sidewalk Width	
Left	0.7 ft
Right	0.7 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	26.9 ft
(32) Approach Roadway Width (W/Shoulders)	25.9 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	24 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	17 - Urban Collector
(100) Defense Highway	0 - The inventory route is not
(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	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	6
(60) Substructure	5
(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	57
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	34
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	0 - Inspected feature does not meet
(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	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	211.9 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125000
(96) Total Project Cost	\$ 508000
(97) Year of Improvement Cost Estimate	2000
(114) Future ADT	3117
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			09/09/2025
(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.			



Asset #01462(Routine, Underwater type 2)

SH 367 White Co. over GUM BAYOU

Location: 1.10 MI NE JCT OF SH 31

Team Lead: Seth Foreman Inspection Date: 09/09/2025

Inspection Notes

General Observation

Elevation with Log Mile running to the Right.
Bridge was inspected by foot with no special equipment or traffic control.
Const. Job 595

58 - Deck (7 - GOOD CONDITION - some minor problems.)

Overall deck is in good condition with minor spalls and efflor cracks to undersurface in various locations throughout.

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

Overall superstructure is in satisfactory condition with spalls with rebar exposed to some girders throughout.

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall substructure is in fair condition with spalls with rebar exposed and scour to abutments 1 & 2 with piles exposed. Bents 1 and 2 are rotated back 5/8".

62 - Culverts (N - Not applicable. Used if structure is not a culvert.)

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.)
Overall channel is in satisfactory condition with heavy vegetation to left and right channel.

71 - Waterway Adequacy (7 - Slight chance of overtopping bridge deck and roadway approaches.)

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

113 - Scour Critical Bridges (5 - Bridge foundations determined to be stable for assessed or calculated scour condition. Scour is determined to be within the limits of footing or piles (Example B) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge), by calculations or by installation of properly designed countermeasures (see HEC 23).)

A-51 - Inspection Direction (2 - S to N)

Roadway with Log Mile running Southwest to Northeast.

A-15 - Late Reason



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A-45 - Bats Present (0 - No)

A-108 - Load Rating Requested

A-119 - Scour Assessment Request (No - Scour Assessment not requested at this time.)

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (7 - Some minor scour.)

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4869	4813	4	52	0
1080	Delamination/Spall/Patched Area	SF	3	0	2	1	0
1090	Exposed Rebar	SF	15	0	0	15	0
1120	Efflorescence/Rust Staining	SF	38	0	2	36	0
(16) Deck:							
Span 1 -							
1' minor spall to deck at end of span. 1' CS2							
Undersurface:							
Span 1 -							
Bay 1, spall with 1' of rebar exposed to undersurface. 1' CS3							
Bay 3, 1' delaminated area to undersurface. 1' CS2							
Span 2 -							
Spall with 1' of rebar exposed to left overhang. 1' CS3							
Spalls with 2' total rebar exposed to right overhang. 2' CS3							
20' of efflor cracks to undersurface throughout. 2' CS2, 18' CS3							
Span 3 -							
Spalls with 2' total rebar exposed to left overhang. 2' CS3							
Bay 1, spalls with 2' of rebar exposed to undersurface at beginning of span. 2' CS3							
Bay 2, spall with 1' of rebar exposed to undersurface at beginning of span. 1' CS3							
Bay 3, spall with 1' of rebar exposed to undersurface near mid span. 1' CS3							
Bay 4, spall with 2' of rebar exposed to undersurface at mid span. 2' CS3							
12' of efflor cracks to undersurface throughout. 12' CS3							
Span 4 -							
Bay 3, 2' spall with 1' of rebar exposed to undersurface at end of span. 1' CS3 (spall), 1' CS3 (rebar)							
Bay 4, spall with 2' of rebar exposed to undersurface near mid span. 2' CS3							
8' efflor cracks to undersurface throughout. 2' CS2, 6' CS3							
Span 5 -							
Bay 2, spall with 2' of rebar exposed to undersurface near mid span. 2' CS3							
110	Reinforced Concrete Open Girder/Beam	LF	895	880	4	11	0
1090	Exposed Rebar	LF	11	0	0	11	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(110) Span 1:							
Girder 1 -							
Spall with 1' of rebar exposed to bottom at end of span. 1' CS3							
Span 2:							
Girder 1 -							
Spall with 1' of rebar exposed to right side of girder behind bearing at beginning of span. 1' CS3							
Girder 2 -							
Spall with 1' of rebar exposed to right side of girder behind bearing at beginning of span. 1' CS3							
Girder 3 -							
Spall with 1' of rebar exposed to right side of girder behind bearing at beginning of span. 1' CS3							
Girder 4 -							
Spall with 2' of rebar exposed to bottom of girder at end of span. 2' CS3							
Span 3:							
Girder 1 -							
4' longitudinal crack to bottom of girder at beginning of span. 4' CS2							
Girder 2 -							



Asset #01462(Routine, Underwater type 2)

SH 367 White Co. over GUM BAYOU

Location: 1.10 MI NE JCT OF SH 31

Team Lead: Seth Foreman Inspection Date: 09/09/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Spall with 1' of rebar exposed to bottom of girder at end of span. 1' CS3 Girder 4 - Spall with 1' of rebar exposed to bottom of girder at end of span. 1' CS3 Span 4: Girder 2 - Spall with 1' of rebar exposed to bottom of girder at beginning of span. 1' CS3 Girder 3 - Spall with 1' of rebar exposed to bottom of girder at beginning of span. 1' CS3 Girder 4 - Spall with 1' of rebar exposed to bottom of girder at beginning of span. 1' CS3							
215	Reinforced Concrete Abutment	LF	60	17	42	1	0
1130	Cracking (RC and Other)	LF	3	0	2	1	0
6000	Scour	LF	40	0	40	0	0
(215) Abutment 1 - 2' diagonal crack to left side of abutment. 2' CS2 Erosion to slope with 2 piles exposed. 20' CS2 Abutment 2 - 1 vertical crack to abutment. 1' CS3 Erosion to slope with 3 piles exposed. 20' CS2							
227	Reinforced Concrete Pile	EA	25	4	17	4	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	EA	19	0	15	4	0
(227) Spalls to Piles 1 & 3 at Bent 2. 2 CS2 All piles have moderate scaling to bottom. 15 CS2, 4 CS3							
234	Reinforced Concrete Pier Cap	LF	91	81	4	6	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
(234) Bent 1 - Spall with 3' rebar exposed to bottom of cap between Piles 4 & 5. 3' CS3 Cracks to back of cap over Piles 2 & 3. 2' CS2 Bent 2 - Area of delamination to bottom of cap. 2' CS2 Bent 3 - Spall with 3' rebar exposed to bottom of cap between Piles 4 & 5. 3' CS3							
301	Pourable Joint Seal	LF	48	48	0	0	0
(301) Seals are cracked, deteriorated and losing adhesion with portions missing & leaking at Bents 1 & 3.							
311	Movable Bearing	EA	10	10	0	0	0
(311) Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2. Loss of bearing area to Moveable Bearings 3 & 5 @ beginning of Span 4.							
331	Reinforced Concrete Bridge Railing	LF	362	330	6	26	0
1090	Exposed Rebar	LF	2	0	0	2	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	7	0	6	1	0
7000	Damage	LF	23	0	0	23	0
(331) Concrete railing & post cracking & spalling SEE FORM III for detailed descriptions and locations of deficiencies.							

Inspection Photos and Notes



Elevation with Log Mile going left.



Roadway with log mile looking northeast.



Abrasion to bottom of columns at bents 1 - 4.



Girder 3, beginning of span 4.



Honeycomb area with exposed rebar to girder 2 end of span 3.



Bents 1 and 2 are rotated back 5/8".



Overall deck.



Right channel.



Left channel.



Abutment 1 has settlement with 2 Piles exposed.



Large crack to Rt side of Abutment 1.



Spalls with rebar exposed to caps @ Bents 1 - 3.



09/18/2023

Loss of bearing area @ ends of Girders 3 & 5 @ beginning of Span 4.



09/18/2023

Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2.



09/18/2023

Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2.



09/18/2023

Undersurface at span 2.



Spalls with rebar exposed to Girders @ Spans 1 - 5.
Girder 3, span 3.

Maintenance Needs

Date Reported: 09/09/2025

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Open

Component: Channel

Deficiency Description

Heavy vegetation on Left & Right sides of bridge.

Remarks



Heavy vegetation on Left & Right sides of bridge.



Heavy vegetation on Left & Right sides of bridge.



Heavy vegetation on Left & Right sides of bridge.



Heavy vegetation on Left & Right sides of bridge.

Maintenance Needs

Date Reported: 09/09/2025

Priority: C - Important

Type of Work: Repair (General)

Status: Repair Documented

Component: Element

Deficiency Description

Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2.

Loss of bearing area @ ends of Girders 3 & 5 @ beginning of Span 4.

REPAIRED

Remarks



Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2. REPAIRED



Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2. REPAIRED



Loss of bearing area @ ends of Girders 3 & 5 @ beginning of Span 4.



Loss of bearing area @ ends of Girders 1, 2 & 3 @ beginning of Span 2.



09/18/2023

Loss of bearing area @ ends of Girders 3 & 5 @
beginning of Span 4.
Girder 5



09/18/2023

Loss of bearing area @ ends of Girders 1, 2 & 3 @
beginning of Span 2.



09/18/2023

Loss of bearing area @ ends of Girders 1, 2 & 3 @
beginning of Span 2.

Maintenance Needs

Date Reported: 09/10/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

Abutment 1 has settlement with 2 Piles exposed.
Abutment 2 has settlement with 3 Piles exposed.

Remarks



Abutment 2 has settlement with 3 Piles exposed.



Abutment 1 has settlement with 2 Piles exposed.

Maintenance Needs

Date Reported: 09/10/2015

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component:

Deficiency Description

Random cracking & spalls to concrete post & bridge railing @ all spans.

Remarks



09/09/2025

Random cracking & spalls to concrete post & bridge railing @ all spans



09/09/2025

Random cracking & spalls to concrete post & bridge railing @ all spans



09/09/2025

Random cracking & spalls to concrete post & bridge railing @ all spans



01/01/2020

Random cracking & spalls to concrete post & bridge railing @ all spans

Maintenance Needs

Date Reported: 09/10/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

Spalls with rebar exposed to Girders @ Spans 1 - 5.

Remarks



Spalls with exposed rebar to girders 2 and 5 end of span 3.(Girder 2)



Spalls with exposed rebar to girders3 and 4 at beginning of span 3.



Spall with exposed rebar to girder 4 at end of span 2.



Spalls with rebar exposed to Girders @ Spans 1 - 5.



Spalls with rebar exposed to Girders @ Spans 1 - 5.
Girder 3, span 3.

Maintenance Needs

Date Reported: 09/13/2011

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

Undersurface has Spalls with rebar exposed at various locations @ Spans 1 thru 5

Remarks



Spalls with exposed rebar to undersurface beginning of span 3.



Undersurface has Spalls with rebar exposed at various locations @ Spans 1 thru 5

Maintenance Needs

Date Reported: 09/13/2011

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

Spalls with rebar exposed to caps @ Bents 1 - 3.

Remarks



09/09/2025

Spall with exposed rebar to bottom of cap right side of bent 1.



01/01/2020

Spalls with rebar exposed to caps @ Bents 1 - 3.



09/18/2023

Spalls with rebar exposed to caps @ Bents 1 - 3.



09/18/2023

Spalls with rebar exposed to caps @ Bents 1 - 3.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	Yes
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)



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A-57 - Beam End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Beam Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (Yes)

A-65 - Clogged deck drains?



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A-66 - Approach minor pothole/leveling needed



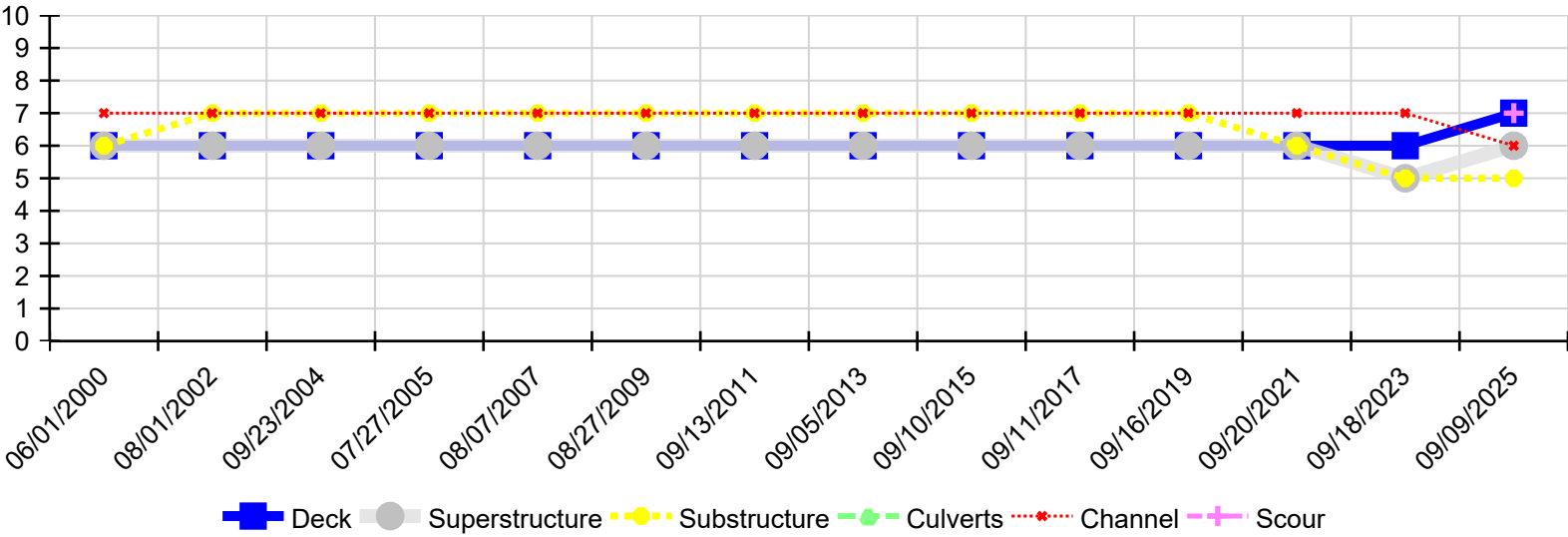
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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/09/2025	7	6	5	N	6	7
09/18/2023	6	5	5	N	7	N
09/20/2021	6	6	6	N	7	N
09/16/2019	6	6	7	N	7	N
09/11/2017	6	6	7	N	7	N
09/10/2015	6	6	7	N	7	N
09/05/2013	6	6	7	N	7	N
09/13/2011	6	6	7	N	7	N
08/27/2009	6	6	7	N	7	N
08/07/2007	6	6	7	N	7	N
07/27/2005	6	6	7	N	7	N
09/23/2004	6	6	7	N	7	N
08/01/2002	6	6	7	N	7	N
06/01/2000	6	6	6	N	7	N