



Latitude:34.41381, Longitude:-92.73142

Route:67 Section:08 Log:6.779

Arnold Road ID:30x67x8xA, Arnold Log mile:6.788

District 06, 59 - Hot Spring County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

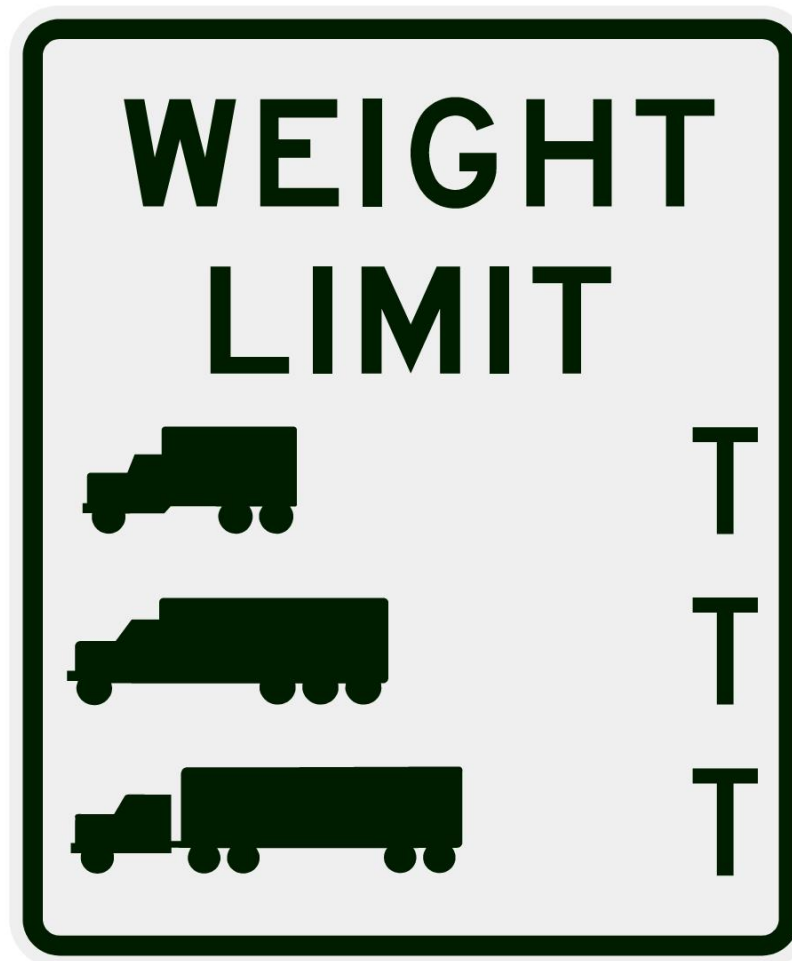
Bridge Posting Information

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

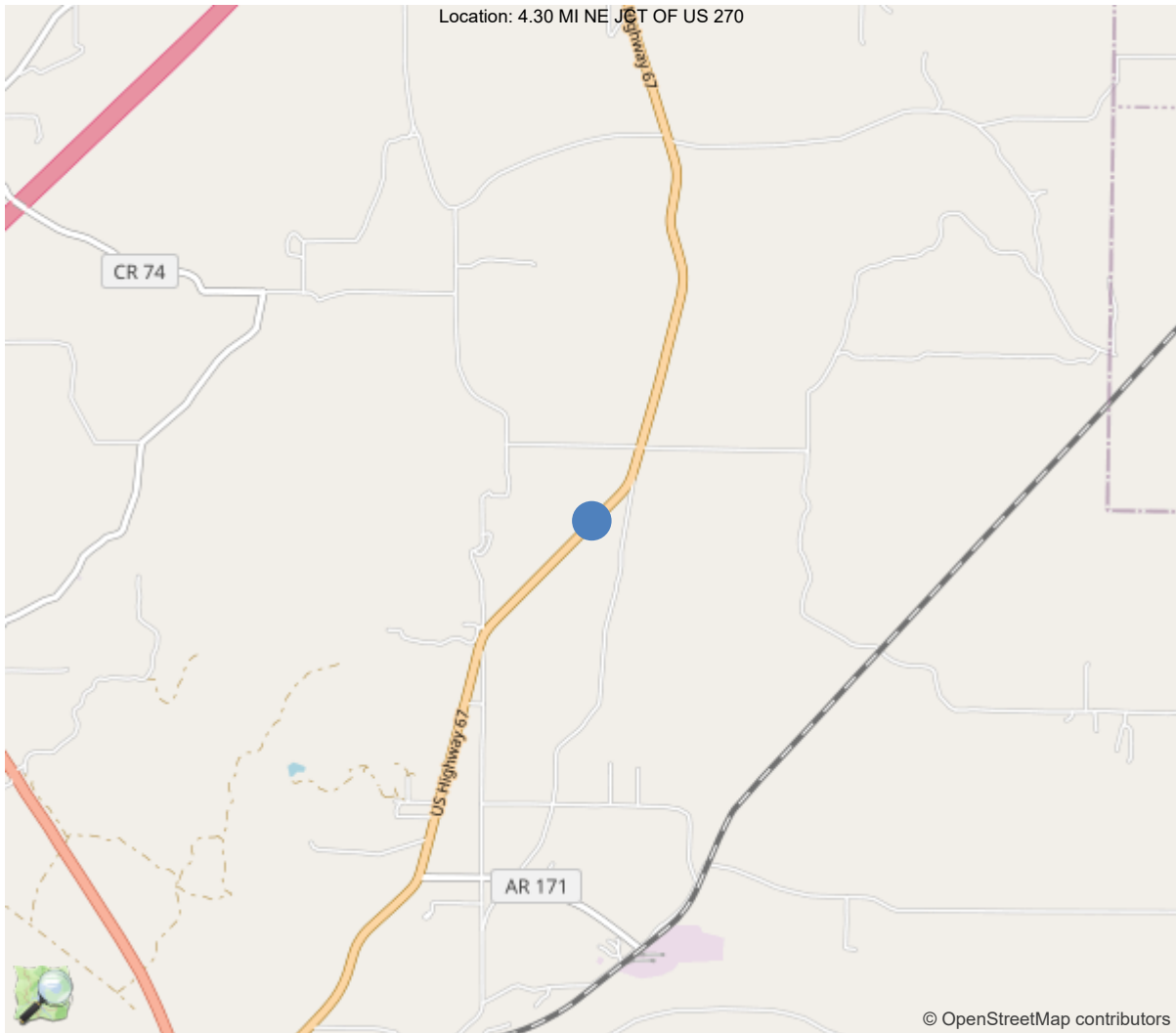
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	34		
Code 9 (31 Tons)	37		
Code 5 (40 Tons)	44		

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



34.41381, -92.73142



Asset #01434(Routine)

US 67-8 Log 6.79 over NINE MILE CREEK

Location: 4.30 MI NE JCT OF US 270

Team Lead: Chris Doggett Inspection Date: 09/20/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	01434
(5) Inventory Route	1
(2) Highway Agency District	06 - District 06
(3) County Code	59 - Hot Spring County
(4) Place Code	0
(6) Features Intersected	NINE MILE CREEK
(7) Facility Carried	US 67-8 Log 6.79
(9) Location	4.30 MI NE JCT OF US 270
(11) Mile Point	6.779 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.41381
(17) Longitude	-92.73142
(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	2
(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	1931
(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	4000
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	60 ft
(50) Curb or Sidewalk Width	
Left	0.4 ft
Right	0.4 ft
(51) Bridge Roadway Width Curb to Curb	27 ft
(52) Deck Width Out to Out	30 ft
(32) Approach Roadway Width (W/Shoulders)	32.2 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	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	0 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 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 par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	2 - Bridge is eligible for the
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	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	42
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	25
(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	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	8
(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	85 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 300
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	4269
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/20/2023		
(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.			



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US 67-8 Log 6.79 over NINE MILE CREEK

Location: 4.30 MI NE JCT OF US 270

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General Observation

Approach going North

Job# 692 Dwg# 2867 For layout

(Job #F.A.-262-B, Drawing #2867)

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Soffit, Span 2 has exposed rebar & delams, scattered cracks in both spans.

State force have milled off the old wearing surface & place a new asphalt wearing surface.

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

Span 1 Girder 1 has 3 exposed rebar.

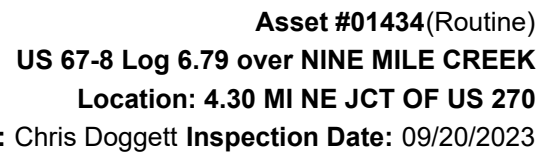
Span 2 girder 2 has a delam & girder 4 has exposed rebar.

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

Bent 2, column 2: abrasion up to 3' from ground line typical to column 1 and the pier wall.

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Water flow is minimum at this bridge. The embankment doesn't show any signs of scour or slumping.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1800	1760	39	1	0
1090	Exposed Rebar	SF	8	0	7	1	0
1130	Cracking (RC and Other)	SF	32	0	32	0	0
510	Wearing Surfaces	SF	1620	1620	0	0	0
(16) Soffit, Span 2 has exposed rebar & delams, scattered cracks in both spans. State force have milled off the old wearing surface & place a new asphalt wearing surface.							
110	Reinforced Concrete Open Girder/Beam	LF	240	235	4	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	4	0	3	1	0
(110) Span 1 Girder 1 has 3 exposed rebar. Span 2 girder 2 has a delam & girder 4 has exposed rebar.							
205	Reinforced Concrete Column	EA	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	EA	2	0	0	2	0
(205) Bent 2, both columns have severe abrasion.							
210	Reinforced Concrete Pier Wall	LF	24	0	24	0	0
1190	Abrasion/Wear (PSC/RC)	LF	24	0	24	0	0
(210) The pier wall has abrasion the entire length.							
215	Reinforced Concrete Abutment	LF	76	60	16	0	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
1190	Abrasion/Wear (PSC/RC)	LF	10	0	10	0	0
(215) Bent. 1 has 3 vertical cracks & 10 feet of light abrasion. Bent. 3 has 3 feet of diagonal cracking.							
234	Reinforced Concrete Pier Cap	LF	27	26	0	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
(234) Bent 2: small spall with exposed rebar on the backside of cap							
311	Movable Bearing	EA	4	4	0	0	0
331	Reinforced Concrete Bridge Railing	LF	120	109	11	0	0
1080	Delamination/Spall/Patched Area	LF	10	0	10	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
(331) All 4 corners of bridge rail have been repaired, 1 exposed rebar.							



Elevation



Bent 2, column 2: abrasion up to 3' from ground line typical to column 1 and pier wall.



Bent 2, column 2: abrasion up to 3' from ground line typical to column 1 and pier wall.



Bent 2: the concrete diaphragms are spalled with exposed rebar.



Span 2 soffit, between girders 3&4: small spalls with exposed rebar. The largest is 5"x13".



Span 2 soffit, between girders 3&4: small spalls with exposed rebar. The largest is 5"x13".



Span 1, girder 1, bent 2: left side of girder has spall with exposed rebar



Span 1, girder 1, bent 2: left side of girder has spall with exposed rebar



09/20/2023

Soffit view



09/20/2023

Deck view



09/20/2023

Inventory looking north



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Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	Yes
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	No

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

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



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

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

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

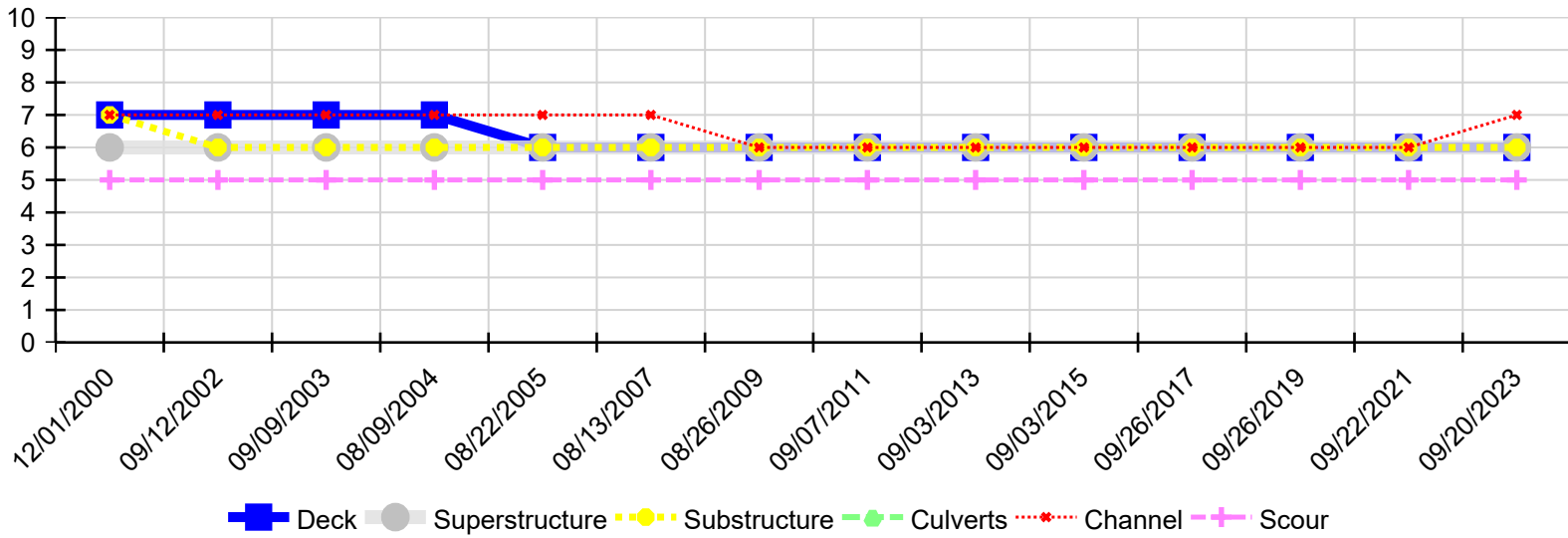
A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (No)



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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/20/2023	6	6	6	N	7	5
09/22/2021	6	6	6	N	6	5
09/26/2019	6	6	6	N	6	5
09/26/2017	6	6	6	N	6	5
09/03/2015	6	6	6	N	6	5
09/03/2013	6	6	6	N	6	5
09/07/2011	6	6	6	N	6	5
08/26/2009	6	6	6	N	6	5
08/13/2007	6	6	6	N	7	5
08/22/2005	6	6	6	N	7	5
08/09/2004	7	6	6	N	7	5
09/09/2003	7	6	6	N	7	5
09/12/2002	7	6	6	N	7	5
12/01/2000	7	6	7	N	7	5