



Latitude:34.07054, Longitude:-93.09632

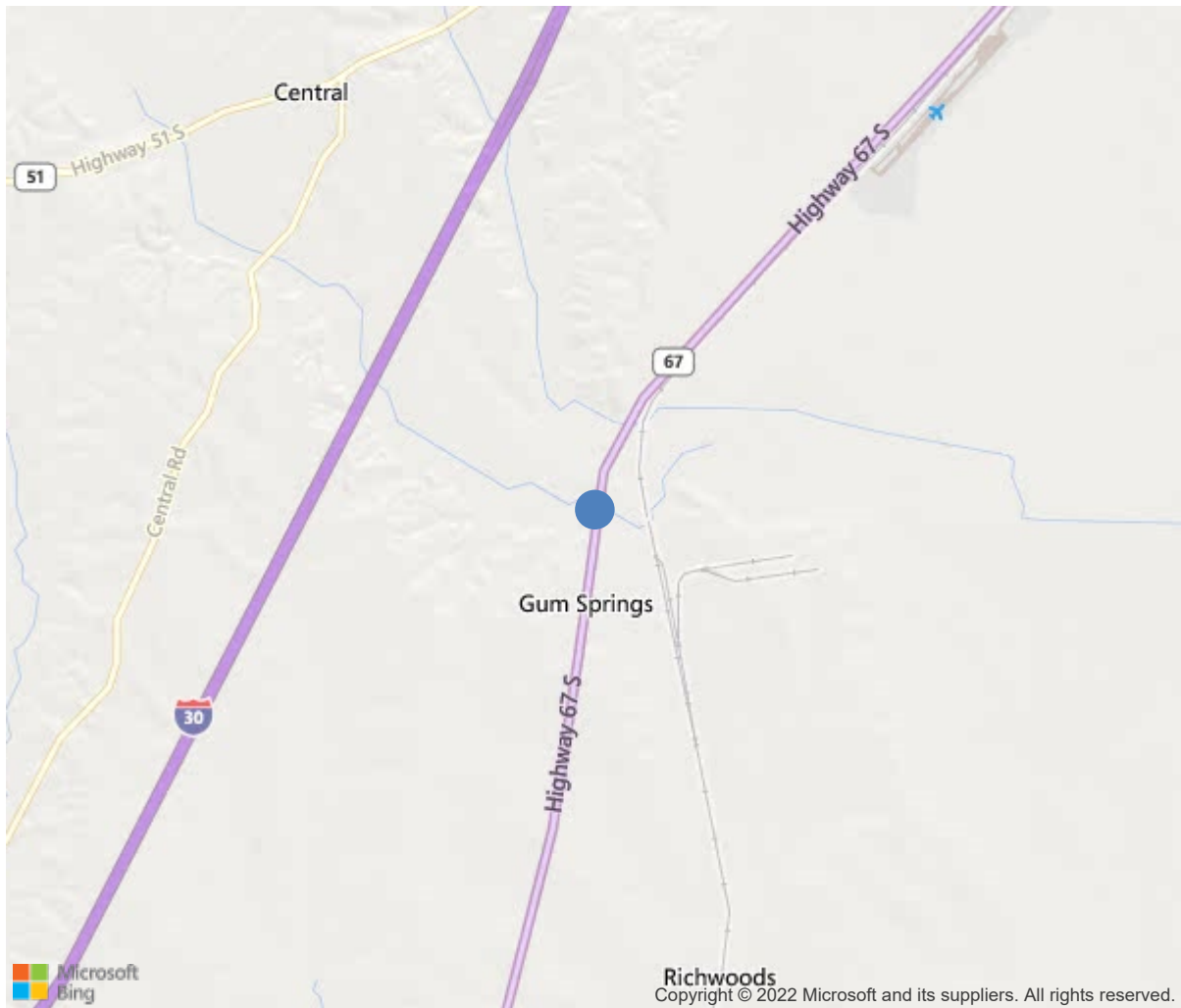
Route:67 Section:05 Log:11.068

Arnold Road ID:10x67x5xA, Arnold Log mile:11.056

District 07, Clark County

Owner: 1-State Highway Agency

.8 MI NORTH JCT SH 26



34.07054, -93.09632

Inspection Direction : W to E



Bridge #01481(Routine)

US 67 S-5 LM 11.07 over BIG DECEIPER CREEK

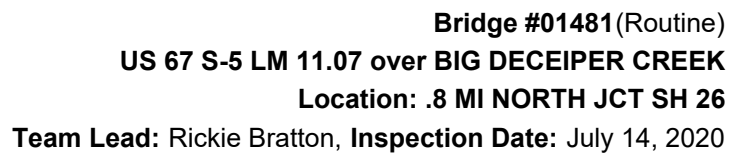
Location: .8 MI NORTH JCT SH 26

Team Lead: Rickie Bratton Inspection Date: July 14, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	01481
(5) Inventory Route	67
(2) Highway Agency District	07
(3) County Code	19-Clark County, Arkansas
(4) Place Code	0
(6) Features Intersected	BIG DECEIPER CREEK
(7) Facility Carried	US 67 S-5 LM 11.07
(9) Location	.8 MI NORTH JCT SH 26
(11) Mile Point	11.068 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.07054
(17) Longitude	-93.09632
(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	3
(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	3200
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	105 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	24.3 ft
(52) Deck Width Out to Out	27.2 ft
(32) Approach Roadway Width (W/Shoulders)	42 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	26.9 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	0
(26) Functional Class	7-Rural Major Collector
(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	6
(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	55
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	33
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	5
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(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	132 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 377
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	3620
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			07/2020
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	Yes		04/2021
* 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.			





ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	07/23/2018 JPR -- A large tree fell across guardrail @ Span 3 Rt. and damaged about 25' of rail & t 1' on the Lt. side where the top hit it. The rest of the rail has light rust on all of it.						



Soffit overview



Abutment 2, back wall





Abutment 1 right side, back wall has large delam



Deck overview





Approach roadway



**Maintenance Needs**

**Date Reported:** 07/16/2012

**Priority:** D- Routine

**Type of Work:** None

**Status:** Monitor

**Component:**

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**Deficiency Description**

Bents 2 - 3 have shifted/rotated ahead, Girder ends are cracked and spalled @ ends and haunches.

**Remarks**

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Haunch 1 BT 2 back 01481



01481 BT 3 back



01481 haunch 3 BT 2 back



01481 main span, both bents 2 & 3 have rotated ahead.



**Date Reported:** 07/24/2014  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Component:**

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### Deficiency Description

Abutment 1 Left side bridge end post and the 1st steel guardrail post and curb section @ wingwall have broke loose and post and concrete can be moved by hand, the reinforcing steel and guardrail are the only thing holding post and concrete in place.

### Remarks

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Abutment 1 left side end post has collision damage.

Date Reported: 07/24/2014

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

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### Deficiency Description

Abutment 1 has large cracks with spalls between girders 1 & 2 and 2 & 3 in the diaphragms, abutment 2 has large cracks with large spalls and exposed steel with some section loss to steel in backwall between girders 1 & 2 and 2 & 3. Bridge superstructure and deck appears to be pushing east towards Arkadelphia. 07/23/2018 JPR -- Little or no change since last inspection.

### Remarks

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01481 abutment 2



Abutment 1 Rt., cracks in diaphragm between girders 2 & 3.





Abutment 1 Lt. cracks in diaphragm between girders 1 & 2.



Abutment 2 pier wall has a large crack & spalls & the middle upper section between girders 1 & 3 have shifted ahead thus exposing some of the reinforcing steel.



01481 abutment 1 p 2





**Bridge #01481**(Routine)  
**US 67 S-5 LM 11.07 over BIG DECEIPER CREEK**

**Location: .8 MI NORTH JCT SH 26**

**Team Lead:** Rickie Bratton **Inspection Date:** July 14, 2020

**Date Reported:** 10/30/2018  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Assigned  
**Component:**

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### Deficiency Description

Span 3 Rt., a large tree fell and damaged 25' of guardrail on the rt. and about 2' on the Lt. across the highway from that on the Rt.

### Remarks

Bridge Crew has replaced new guardrail. RHB, 7-22-20.

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Rail damage right side



Span 3, minor damage to guardrail on the Rt. side



**Bridge #01481 (Routine)**  
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**Location: .8 MI NORTH JCT SH 26**

**Team Lead: Rickie Bratton Inspection Date: July 14, 2020**



New guardrail, right side



New guardrail left side





**Bridge #01481**(Routine)

**US 67 S-5 LM 11.07 over BIG DECEIPER CREEK**

**Location: .8 MI NORTH JCT SH 26**

**Team Lead:** Rickie Bratton **Inspection Date:** July 14, 2020

### **Inspection Comments**

08/23/2018 JPR -- This structure is logged from Southwest to Northeast.

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### **Deck Notes**

AC OL

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### **Superstructure Notes**

Cracking, with several haunch areas spalled and cracked at the bearing areas. Girder 1 & 3 @ 2 ahead is cracked and 1 & 3 and back are spalled @ the bearing area. G's 1 & 3 are spalled and cracked @ Bt 3 ahead.

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### **Substructure Notes**

Steel piles are rusty . Both abutments have severe cracks and settlement. Both have supplemental steel piles directly adjacent to the abutments supporting the concrete T girders.. Abutment 1 right side has traffic impact damage. See photos. Bent 3 is 8" out of plumb of 12'