Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025

Bridge 06913 Inspection Report



Latitude:35.52139, Longitude:-92.43889

Route:65 Section:08 Log:5.85

Arnold Road ID:71x65x8xA, Arnold Log mile:5.79

District 08, 141 - Van Buren County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

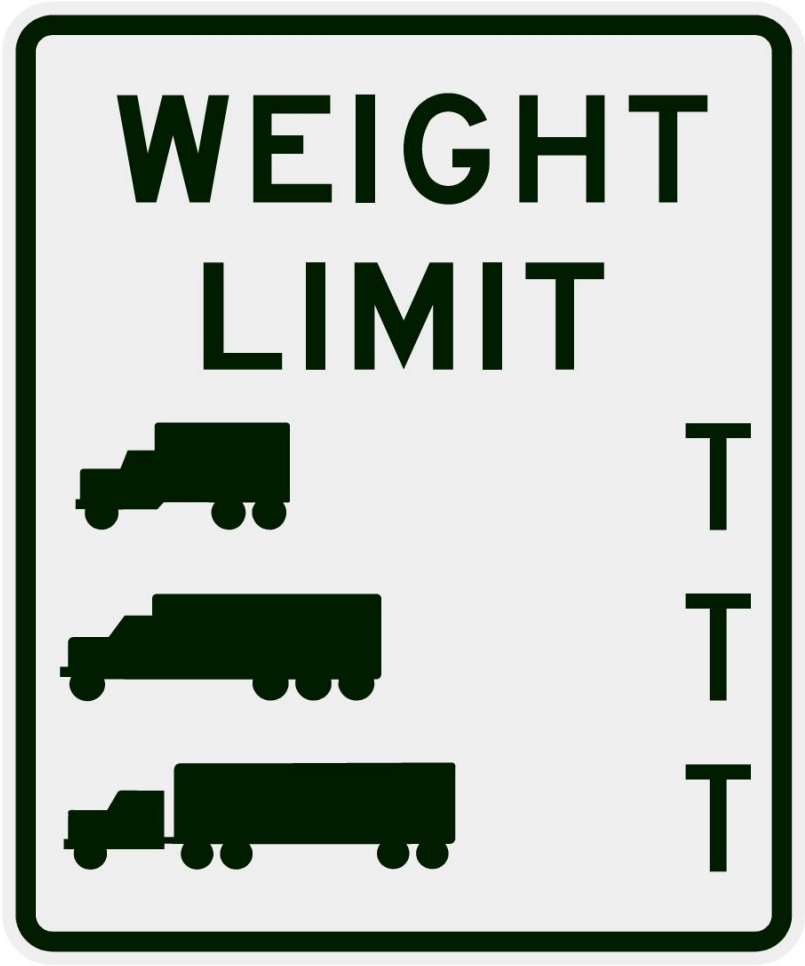
Bridge Posting Information

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

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

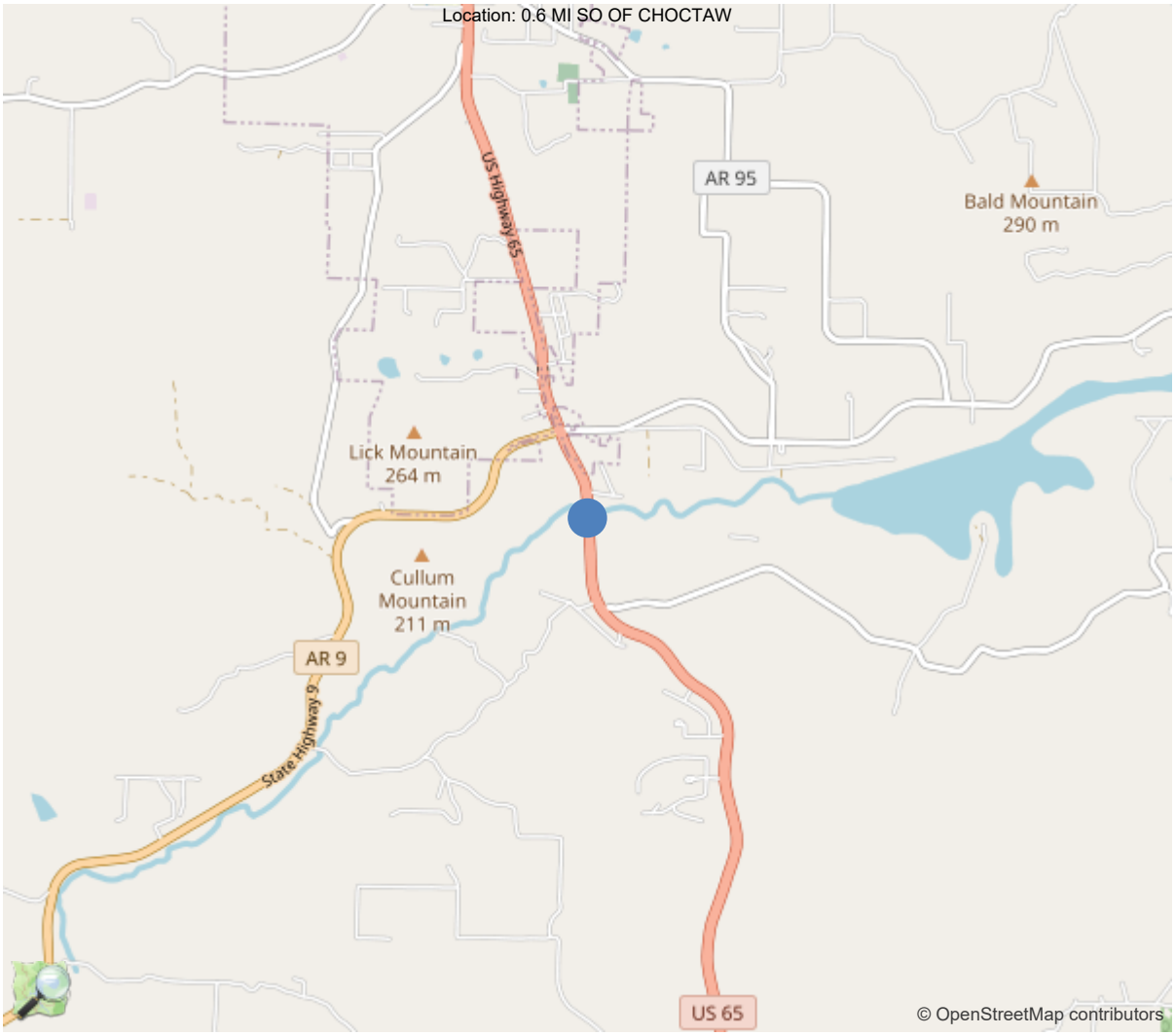
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



35.52139, -92.43889

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06913
(5) Inventory Route	1
(2) Highway Agency District	08 - District 08
(3) County Code	141 - Van Buren County
(4) Place Code	0
(6) Features Intersected	Choctaw Creek
(7) Facility Carried	US 65
(9) Location	0.6 MI SO OF CHOCTAW
(11) Mile Point	5.85 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065080
(16) Latitude	35.521387
(17) Longitude	-92.438885
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
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	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	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2003
(106) Year Reconstructed	2017
(42) Type of Service	55
On	5 - Highway-pedestrian
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	12204
(30) Year of ADT	2017
(109) Truck ADT	12 %
(19) Bypass, Detour Length	27 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	210 ft
(50) Curb or Sidewalk Width	
Left	6.5 ft
Right	6.5 ft
(51) Bridge Roadway Width Curb to Curb	55 ft
(52) Deck Width Out to Out	74.1 ft
(32) Approach Roadway Width (W/Shoulders)	58 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	71 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	1
(26) Functional Class	2 - Rural Principal Arterial -
(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	7
(59) Superstructure	8
(60) Substructure	7
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(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	9
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
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	
(114) Future ADT	18500
(115) Year of Future ADT	2037

INSPECTIONS *			
(90) Inspection Date			01/14/2025
(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.

Inspection Notes

General Observation

1/14/2025 - ADC & CFC - Routine inspection conducted on this date
This structure has been inspected from N to S in the past. This has been changed to S to N based on the way the plans have the bridge laid out.
This structure was inspected from the ground, using a GoPro to view bearings and the top of the cap at Bents 2 & 3.

---

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

Overall, the deck is in good condition with minor transverse cracking, longitudinal cracking, and minor to moderate abrasion. For this reason the deck is rated a 7.

---

59 - Superstructure (8 - VERY GOOD CONDITION - no problems noted.)

Overall, the superstructure is in good condition with insignificant defects, for a rating of an 8.

---

60 - Substructure (7 - GOOD CONDITION - some minor problems.)

Overall, the substructure is in good condition and is rated a 7, due to abrasion found at bent 2 and minor cracking at bent 3.

---

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, the channel/channel protection is in fair condition and is rated a 6 due to the minor channel migration to the south.
Bent 2, column 3: showing channel migration.
Bent 3: minor local scour around columns and aggradation around the backside of bent.

---

71 - Waterway Adequacy (8 - Bridge deck above roadway approaches. Slight chance of overtopping roadway approaches.)

---

72 - Approach Roadway Alignment (8 - Equal to present desirable criteria)

---

113 - Scour Critical Bridges (8 - Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing (Example A) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge4), by calculation or by installation of properly designed countermeasures (see HEC 23).)

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

Inspection direction

A-15 - Late Reason

A-45 - Bats Present

A-108 - Load Rating Requested

A-119 - Scour Assessment Request

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (7 - Some minor scour.)
Overall, the Scour Condition is in good condition with a rating of 7.
Bent 3: minor local scour around columns and aggradation around backside of bent.

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	15427	12000	3427	0	0
1120	Efflorescence/Rust Staining	SF	360	0	360	0	0
1130	Cracking (RC and Other)	SF	3067	0	3067	0	0
(12) Overall, the deck is in good condition, with minor cracking and abrasion on the driving surface and minor efflorescence on the undersurface. Span 1, northbound, right lane transverse cracking, CS2. Span 2, northbound, left lane: longitudinal cracking, CS2. Span 3, left side: light to moderate abrasion. This is typical throughout the structure. Span 3, southbound, right lane: map cracking CS2. Span 2, left side, under surface: efflorescent cracking, CS2. Span 2, right side, undersurface: efflorescent cracking, 340SF CS2. typical in span 3. Bent 3, left side, undersurface, efflorescent cracks, CS2, typical on both sides in all spans.							
107	Steel Open Girder/Beam	LF	2080	2079	1	0	0
1000	Corrosion	LF	1	0	1	0	0
515	Steel Protective Coating	SF	18720	18717	3	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	3	0	3	0	0
(107) Overall, the Girders are in good condition with minor corrosion and no measurable section loss. Bent 1, girder 9, haunch area: minor corrosion, 1LF CS2. (515-107) Overall, the Steel Protective Coating is in good condition, with minor deterioration throughout the structure. Span 2, splice connection 2: protective coating has minor deterioration.							
205	Reinforced Concrete Column	EA	10	8	1	1	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	0	1	0
(205) Overall, the Concrete Columns are in good condition with abrasion at bent 2 and minor cracking in bent 3 column 1. Bent 2, column 3, at ground line: moderate to heavy abrasion, CS3. This is due to channel misalignment towards abutment 1, or south. Bent 3, column 1, left ahead side: small cracked area, CS2.							
215	Reinforced Concrete Abutment	LF	197	162	34	1	0
1120	Efflorescence/Rust Staining	LF	17	0	16	1	0
1130	Cracking (RC and Other)	LF	18	0	18	0	0
(215) Overall, the Abutments are in good condition, with minor efflorescent cracking and rust staining in the back walls at both abutments. Bent 1: vertical efflorescent cracking, 9LF CS2. Bent 4, bay 4: vertical crack with rust staining, CS3. Bent 4, bay 7, back wall : vertical efflorescent cracking, 7LF CS2. this is typical at various locations at abutments.							
234	Reinforced Concrete Pier Cap	LF	148	147	1	0	0

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
(234) Overall, the Pier Caps are in good condition, with one efflorescent crack found in bent 3 at this inspection. Bent 3, between columns 4 and 5, bottom face: efflorescent crack							
301	Pourable Joint Seal	LF	148	86	50	12	0
2310	Leakage	LF	2	0	0	2	0
2320	Seal Adhesion	LF	10	0	0	10	0
2350	Debris Impaction	LF	50	0	50	0	0
(301) Overall the Pourable Joints are in fair condition, with moderate defects throughout the joints. Bent 1, girder 2, construction joint: heavy leakage around bearing 2, 2LF CS3. Bent 4, pourable joint: minor tears to joint and minor debris impaction, seal adhesion 7LF CS3, 30LF CS3 debris impaction Bent 1, pourable joint: minor debris impaction, 20LF CS2.							
305	Assembly Joint without Seal	LF	32	32	0	0	0
(305) Overall, the Assembly Joints are in good condition with no defects found at this inspection.							
310	Elastomeric Bearing	EA	40	36	0	4	0
1000	Corrosion	EA	4	0	0	4	0
515	Steel Protective Coating	SF	60	45	0	15	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	15	0	0	15	0
(310) Overall, the Bearings are in good condition. Bearings 2 and 9 at bent 1 and 4 have laminating rust that does not restrict their movement. Bent 1, bearing 9 and 2: laminated rust, 2 CS3. Bent 4, bearing 9: laminating rust under bearing pad, CS3. Typical at bearing 2. The remaining bearings are in good condition. (515-310) Overall, the Steel Protective Coating is in good condition, with isolated effectiveness issues at Bearings 2 and 9 in bents 1 and 4.							
330	Metal Bridge Railing	LF	408	408	0	0	0
515	Steel Protective Coating	SF	408	408	0	0	0
(330) Overall, the Metal Bridge Railing is in good condition, with no notable defects found at this inspection. (515-330) Overall, the Steel Protective Coating is in good condition, with no notable defects found at this inspection.							
331	Reinforced Concrete Bridge Railing	LF	416	318	98	0	0
1130	Cracking (RC and Other)	LF	98	0	98	0	0
(331) Overall, the Concrete Bridge Railing is in fair condition, with widespread minor cracking found throughout the guardrail. Span 1, right side bridge railing: vertical cracks, typical CS2. 98LF							

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025

Inspection Photos and Notes



Elevation



Typical undersurface



Typical deck



Bent 2, column 3: showing channel migration.

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



Left/upstream side channel alignment



Bent 3: minor local scour around columns and aggredation around backside of bent.



Right/downstream side channel.



Inspection direction

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



01/14/2025

No log mile sign


01/15/2025

Bent 3: minor local scour around columns and aggredation around backside of bent.


01/14/2025

Span 2, left side, under surface: efflorescent cracking, CS2.


01/14/2025

Span 2, right side, undersurface: efflorescent cracking, 340SF CS2. typical in span 3.

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



Bent 3, left side, under surface, efflorescent cracks, CS2, typical both sides in all spans.



Span 3, left side: light to moderate abrasion, this is typical throughout the structure.



Span 3, southbound, right lane: map cracking CS2.



Span 3, southbound, right lane: map cracking CS2.



Span 2, northbound, left lane: longitudinal cracking, CS2.



Span 2, northbound, left lane: longitudinal cracking, CS2.



Span 1, northbound, right lane transverse cracking, CS2.



Span 1, northbound, right lane transverse cracking, CS2.

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



Typical girder condition



Bent 1, girder 9, haunch area: minor corrosion, 1LF CS2.



Span 2, splice connection 2: protective coating has minor deterioration.



Bent 2, column 3, at ground line: moderate to heavy abrasion, CS3. This is due to channel misalignment towards abutment 1, or south.

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



Bent 3, column 1, left ahead side: small cracked area, CS2.



Bent 1: vertical efflorescent cracking, 9LF CS2.



Bent 4, bay 4: vertical crack with rust staining, CS3.



Bent 4, bay 7, back wall : vertical efflorescent cracking, 7LF CS2. this is typical at various locations at abutments.



Bent 3, between columns 4 and 5, bottom face: efflorescent crack, 1LF CS2.



Bent 1, girder 2, construction joint: heavy leakage around bearing 2, CS3.



Bent 4, pourable joint: minor tears to joint and minor debris impaction, seal adhesion 7LF CS3, 30LF CS3 debris impaction



Bent 1, pourable joint: minor debris impaction, 20LF CS2.

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025



Bent 1, bearing 9 and 2: laminated rust, 2 CS3.



Bent 4, bearing 9: laminating rust under bearing pad, CS3. typical at bearing 2. Remaining bearings are in good condition.



Left side typical bridge railing.



Span 1, right side bridge railing: vertical cracks,typical CS2. 98LF

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	Yes
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	Yes
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	Yes
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (Yes)

There are sealable deck cracks present. This structure would benefit from a polymer overlay.
Span 3, southbound, right lane: map cracking CS2.
Span 2, northbound, left lane: longitudinal cracking, CS2.
Span 1, northbound, right lane transverse cracking, CS2.



Span 3, southbound, right lane: map cracking CS2.



Span 2, northbound, left lane: longitudinal cracking, CS2.



Span 1, northbound, right lane transverse cracking, CS2.

A-55 - Deck Washing Needed (No)

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

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 (Yes)
There are light sealable cracks throughout the deck. This structure would benefit from a polymer overlay.

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (Yes)
This structure does not have Log Mile Signs at either end.



No log mile sign

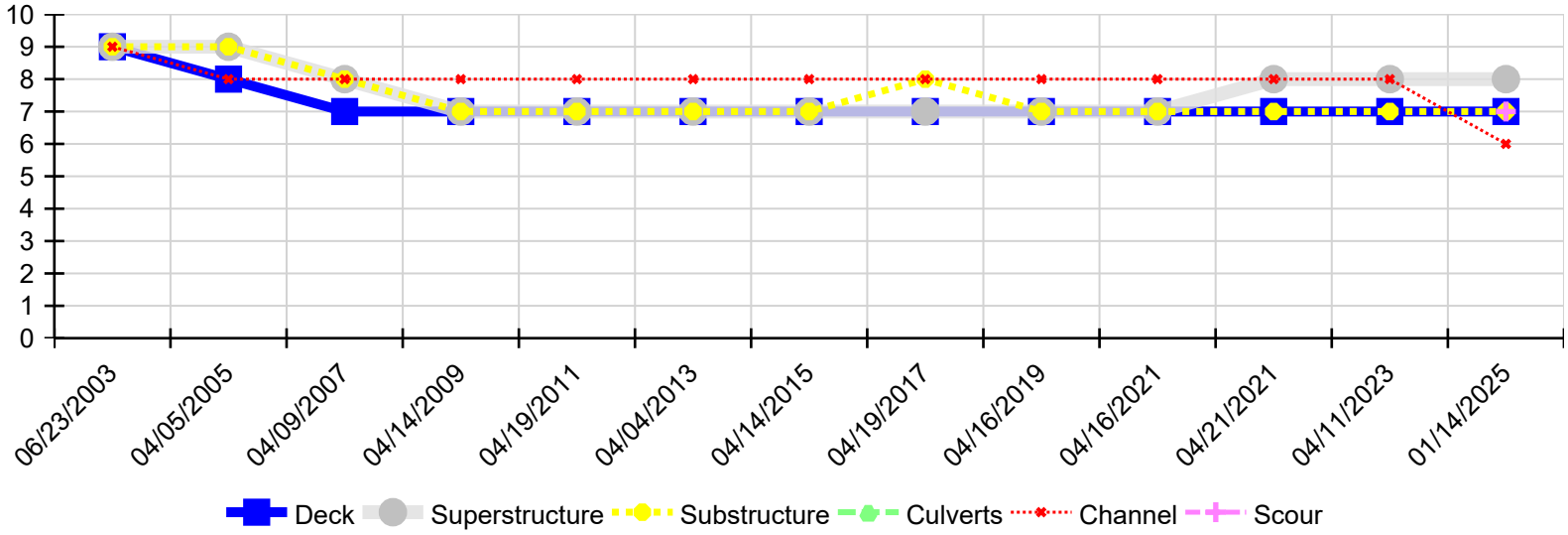
A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed

Asset #06913(Routine, Underwater type 2)
US 65 over Choctaw Creek
Location: 0.6 MI SO OF CHOCTAW
Team Lead: Anthony Caudel **Inspection Date:** 01/14/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
01/14/2025	7	8	7	N	6	7
04/11/2023	7	8	7	N	8	N
04/21/2021	7	8	7	N	8	N
04/16/2021	7	7	7	N	8	N
04/16/2019	7	7	7	N	8	N
04/19/2017	7	7	8	N	8	N
04/14/2015	7	7	7	N	8	N
04/04/2013	7	7	7	N	8	N
04/19/2011	7	7	7	N	8	N
04/14/2009	7	7	7	N	8	N
04/09/2007	7	8	8	N	8	N
04/05/2005	8	9	9	N	8	N
06/23/2003	9	9	9	N	9	N