Asset #07000(Routine, Underwater type 2)
US 65 over PINE MT. CREEK
Location: 1.5 MI N OF DAMASCUS
Team Lead: Anthony Caudel **Inspection Date:** 11/19/2024

Bridge 07000 Inspection Report



Latitude:35.39693, Longitude:-92.39191

Route:65 Section:08 Log:15.62

Arnold Road ID:71x65x8xA, Arnold Log mile:15.553

District 08, 141 - Van Buren County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

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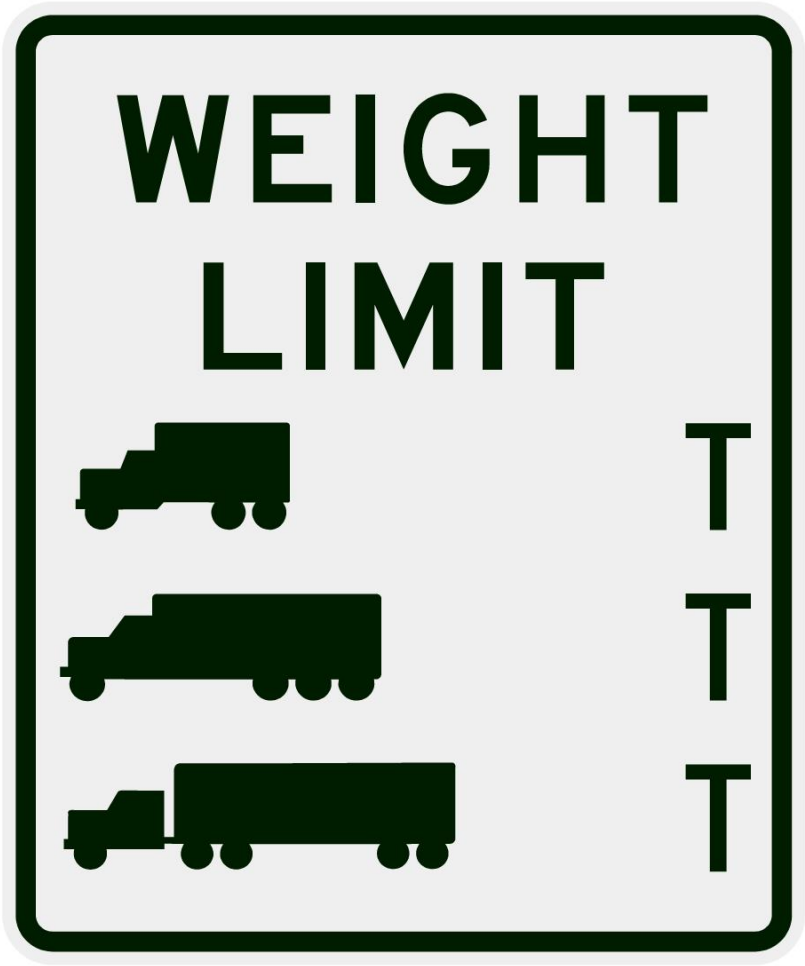
Bridge Posting Information

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

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

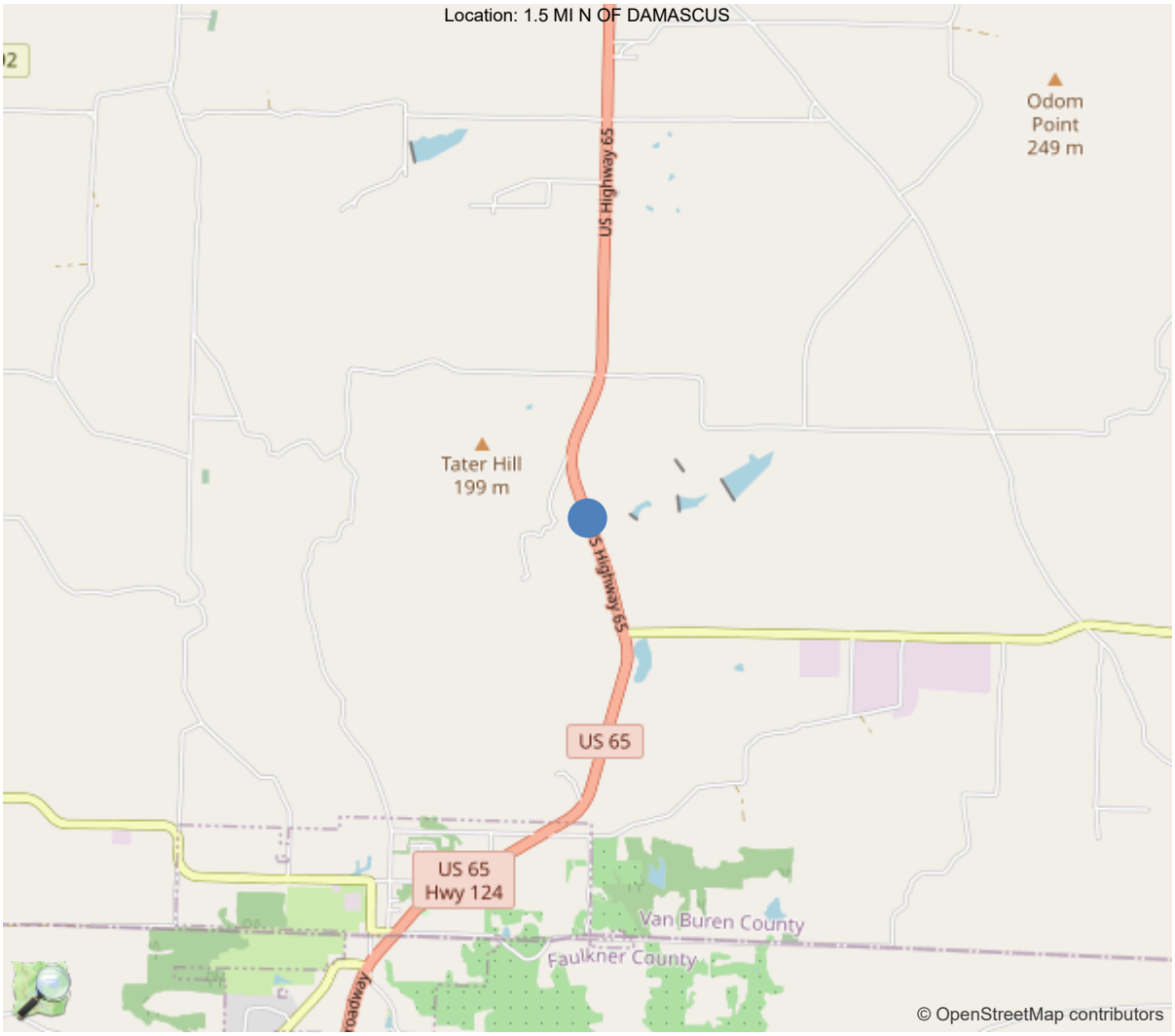
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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

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35.39693, -92.39191

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US 65 over PINE MT. CREEK
Location: 1.5 MI N OF DAMASCUS
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National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	07000
(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	PINE MT. CREEK
(7) Facility Carried	US 65
(9) Location	1.5 MI N OF DAMASCUS
(11) Mile Point	15.62 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065080
(16) Latitude	35.39693
(17) Longitude	-92.39191
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	

STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	62
Material	6 - Prestressed concrete 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	2005
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	7900
(30) Year of ADT	2018
(109) Truck ADT	12 %
(19) Bypass, Detour Length	25 mi

GEOMETRIC DATA	
(48) Length of Maximum Span	70 ft
(49) Structure Length	212 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	75.1 ft
(52) Deck Width Out to Out	78.2 ft
(32) Approach Roadway Width (W/Shoulders)	73.2 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	75.1 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	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	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	4 - Historical significance is

CONDITION	
(58) Deck	7
(59) Superstructure	8
(60) Substructure	7
(61) Channel & Channel Protection	7
(62) Culverts	N

LOAD RATING AND POSTING	
(31) Design Load	A - HL93
(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	6
(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	5 - 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	13639
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			11/19/2024
(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

11/20/2024 - ADC & CFC - Routine inspection conducted on this date.
Aspen A-75 needed to inspect the full width of the bridge
Stationary Lane Closure on a Divided Highway Temporary lane closure is needed for this structure.

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

Overall, the Deck is in good condition, with minor cracking throughout the driving surface and the undersurface, where there is no stay-in-place forms.

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

Overall, the Superstructure is in very good condition, and the girders were free of defects at this inspection.

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

Overall, the substructure is in good condition, with one spall found, and minor scour at the abutments.

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

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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.)
Overall, the channel/channel protection is rated a 7. The banks have slumped off, exposing piles on both abutments.

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

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

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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 (1 - N to S)

A-15 - Late Reason (N/A)

A-45 - Bats Present (0 - No)

A-108 - Load Rating Requested

A-119 - Scour Assessment Request

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (6 - Widespread minor or isolated moderate scour.)
The scour condition rating is rated a 6 due to widespread minor scour at the abutments, which has exposed the piles.

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National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	16416	12435	2721	1260	0
1120	Efflorescence/Rust Staining	SF	160	0	160	0	0
1130	Cracking (RC and Other)	SF	1890	0	1260	630	0
1190	Abrasion/Wear (PSC/RC)	SF	1931	0	1301	630	0
(12) The reinforced concrete deck is in good condition, with transverse and longitudinal cracking throughout. Span 1, right side, undersurface: efflorescent cracking, CS2. Span 2, northbound lanes: longitudinal and transverse cracking, CS3. Span 2, bay 4: efflorescent cracking, typical all spans Span 2, centerline: transverse efflorescent cracking, CS2. Typical in all spans Span 3, northbound lanes: longitudinal cracking, CS3 Span 3, northbound lanes: longitudinal cracking, CS3 Span 3, southbound lanes: transverse cracking, 630SF CS3. 1260SF CS2. Span 3, southbound lanes: heavy abrasion, 630SF CS3. Span 3, right side, southbound lane: transverse cracking, CS2.							
109	Prestressed Concrete Open Girder/Beam	LF	1890	1890	0	0	0
(109) The prestressed concrete girders are in good condition, with no defects found in the girders at this inspection. Bent 3, backside, bays 1-8: spalling on the diaphragm, CS3. Bent 3, ahead, girder 6, bottom flange: honeycomb factory defect, CS2. Bent 3, ahead, bay 7: vertical cracking on diaphragms, typical, CS2.							
205	Reinforced Concrete Column	EA	6	5	1	0	0
1090	Exposed Rebar	EA	1	0	1	0	0
(205) The reinforced concrete columns are in good condition with only one spall found at this inspection. Bent 2, column 2, ahead side: spall, exposed reinforcing steel, CS3.							
215	Reinforced Concrete Abutment	LF	196	66	100	30	0
1080	Delamination/Spall/Patched Area	LF	30	0	0	30	0
6000	Scour	LF	100	0	100	0	0
(215) The reinforced concrete abutments have scour due to the embankment settlement and spalling on the top of the back wall. Bent 1, right side, under girder 7: undermining up to 5', 30LF CS3. Bent 1, left side, abutment, back wall: spalling, 30LF CS3. Bent 4, right side: abutment repair has settled and broken loose due to embankment settlement. Scour, 30LF CS2.							
225	Steel Pile	EA	3	3	0	0	0
(225) The steel piles are in good condition with no notable defects found at this inspection.							
234	Reinforced Concrete Pier Cap	LF	152	152	0	0	0
(234) The reinforced concrete caps are in good condition with no defects found at this inspection.							
302	Compression Joint Seal	LF	154	60	39	55	0
2320	Seal Adhesion	LF	5	0	5	0	0
2330	Seal Damage	LF	44	0	14	30	0

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2340	Seal Cracking	LF	45	0	20	25	0
(302) The compression joint seals are damaged throughout. Bent 4, left side, compression joint: the joint seal is torn and deteriorated, 30LF CS3.							
310	Elastomeric Bearing	EA	54	53	0	1	0
1020	Connection	EA	1	0	0	1	0
(310) The Elastomeric bearings are in good shape with the only defect found being missing anchor nuts. Bent 1, girder 9: missing anchor nuts, CS3.							
331	Reinforced Concrete Bridge Railing	LF	424	324	100	0	0
1130	Cracking (RC and Other)	LF	100	0	100	0	0
(331) The Reinforced concrete bridge railing is in good condition with minor vertical cracking found throughout. Span 3, left side, bridge railing: vertical efflorescent cracking, 1LF CS2.							

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Inspection Photos and Notes



Elevation



Elevation



Typical deck



Typical undersurface

Asset #07000(Routine, Underwater type 2)
US 65 over PINE MT. CREEK
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Typical deck



Right/downstream channel alignment



Left/upstream channel alignment



Inspection direction

Asset #07000(Routine, Underwater type 2)
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Span 3, northbound lanes: longitudinal cracking, CS3



Dirt and debris on shoulders.



Shoulders have dirt and debris.



Bent 4, left side, compression joint: the joint seal is torn and deteriorated, 30LF CS3.

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Vegetation cleared by support crew.



Bent 3, column 1: vegetation growth on column.



Most of this vegetation was cleared by the support crew.



Typical transition railing

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Span 3, embankment erosion: this is typical in span 1.



Bent 1, right side, under girder 7: undermining up to 5', 30LF CS2.



Bent 4, right side: abutment repair has settled and broken loose due to embankment settlement. Scour, 30LF CS2.



Span 2, northbound lanes: longitudinal and transverse cracking, CS3.



Span 3, northbound lanes: longitudinal cracking, CS3



Span 2, bay 4: efflorescent cracking, typical of all spans.



Span 3, southbound lanes: transverse cracking, 630SF CS3. 1260SF CS2.



Span 3, southbound lanes: heavy abrasion, 630SF CS3.



Span 3, right side, southbound lane: transverse cracking, CS2.



Span 2, centerline: transverse efflorescent cracking, CS2. Typical in all spans



Span 1, right side, undersurface: efflorescent cracking, CS2.



Bent 3, backside, bays 1-8: spalling on the diaphragm, CS3.

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Bent 3, ahead, girder 6, bottom flange: honeycomb factory defect, CS2.



Bent 3, ahead, bay 7: vertical cracking on diaphragms, typical, CS2.



Bent 2, column 2, ahead side: spall, exposed reinforcing steel, CS3.



Bent 1, left side, abutment, back wall: spalling, 30LF CS3.

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Bent 4, right side: abutment repair has settled and broken loose due to embankment settlement. Scour, 30LF CS2.



Bent 1, right side, under girder 7: undermining up to 5', 30LF CS3.



Bent 1, left side: embankment erosion, up to 2' undermining, scour 40LF CS2.



Bent 4, left side, compression joint: the joint seal is torn and deteriorated, 30LF CS3.



Bent 1, girder 9: missing anchor nuts, CS3.



Bent 1, typical bearings.



Span 3, left side, bridge railing: vertical efflorescent cracking, 1LF CS2.

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Team Lead: Anthony Caudel **Inspection Date:** 11/19/2024

Maintenance Needs

Date Reported: 11/07/2016

Priority: C - Important
Status: Open
Type of Work: Channel Work/Drift Removal
Component: Channel

Deficiency Description

Abut #1, left side - moderate erosion and minor undermining under abutment. Pile is exposed.
Abut #1, left side - moderate erosion of back slope.
Abut #1, right of center - moderate erosion and major undermining under abutment. Some piles are exposed.
Bent 1, right side, under girder 7: undermining up to 5'.
Abut #4, back slope - moderate erosion of back slope. Erosion protection is failing.
Minor erosion at abutment and undermining with some piles exposed.
Bent 4, right side: abutment repair has settled and broken loose due to embankment settlement. Scour, 30' LF x 5' Depth/undermined.

Remarks



Bent 1, right side, under girder 7: undermining up to 5' x 30'.



Bent 1, left side: embankment erosion, up to 2' undermining x 40' scour.

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Erosion at Abutment 1 Rt. Side.



Abut #1, left side - Moderate erosion and minor undermining under abutment. The pile is exposed.



Embankment Erosion at Abutment 1.



Abut #1, right of center - Moderate erosion and major undermining under abutment. Some piles are exposed.



Embankment Erosion at Abutment 1 Lt. Side.



Abut #1, left side - Moderate erosion of the back slope.

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Erosion at Abutment 1 Lt. Side.



Bent 4, right side: abutment repair has settled and broken loose due to embankment settlement. Scour, 30LF CS2.



Abut #4, back slope - Moderate erosion of the back slope.



Erosion at Abutment 4.



Abut #4, right of center - Minor erosion at abutment and undermining with some piles exposed.

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Maintenance Needs

Date Reported: 12/09/2024

Priority: C - Important
Status: Open
Type of Work: Substructure Repair
Component: Substructure

Deficiency Description

Abutments: Abutment 1, top of backwall, left/northbound lanes: 30LF of spalling.

Remarks



Bent 1, left side, abutment, back wall: spalling, 30LF CS3.

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Maintenance Needs

Date Reported: 11/12/2014

Priority: D- Routine

Status: Open

Type of Work: Substructure Repair

Component: Substructure

Deficiency Description

Columns: Bent 2, column 2, ahead side: spall, exposed reinforcing steel.

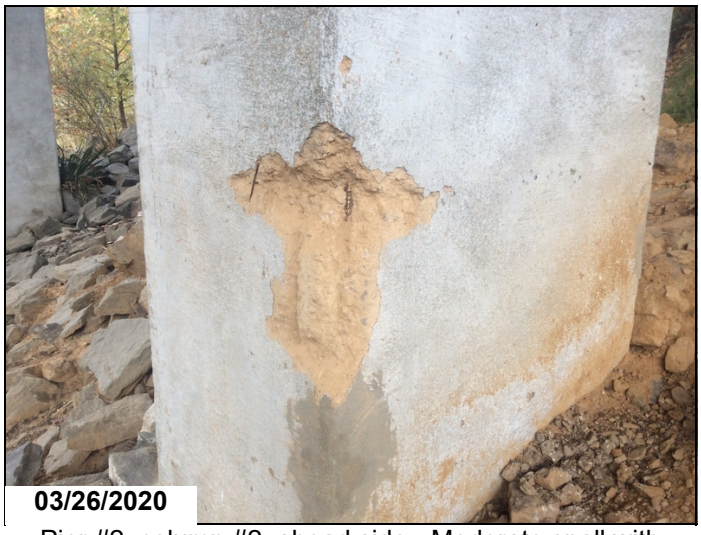
Remarks



Bent 2, column 2, ahead side: spall, exposed reinforcing steel, CS3.



Spalling in Column 2 at Pier 2.



Pier #2, column #2, ahead side - Moderate spall with rebar exposed.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	Yes
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	Yes
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 (Yes)
Sealable longitudinal and transverse cracks in all spans at various locations.



Span 3, northbound lanes: longitudinal cracking, CS3

A-55 - Deck Washing Needed (Yes)



Dirt and debris on shoulders.



Shoulders have dirt and debris.

A-56 - Joint Cleaning/Flushing Needed (Yes)

Minor debris in joints that needs to be flushed out.

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

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

A-59 - Joint Repair Needed (Yes)



Bent 4, left side, compression joint: the joint seal is torn and deteriorated, 30LF CS3.

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)
Bent 3, column 1: vegetation growth on the column.
Bent 4, left side: vegetation growth
The inspection support crew cleared the tall trees but could not get the vegetation growing up the columns.



Vegetation cleared by support crew.



Bent 3, column 1: vegetation growth on column.



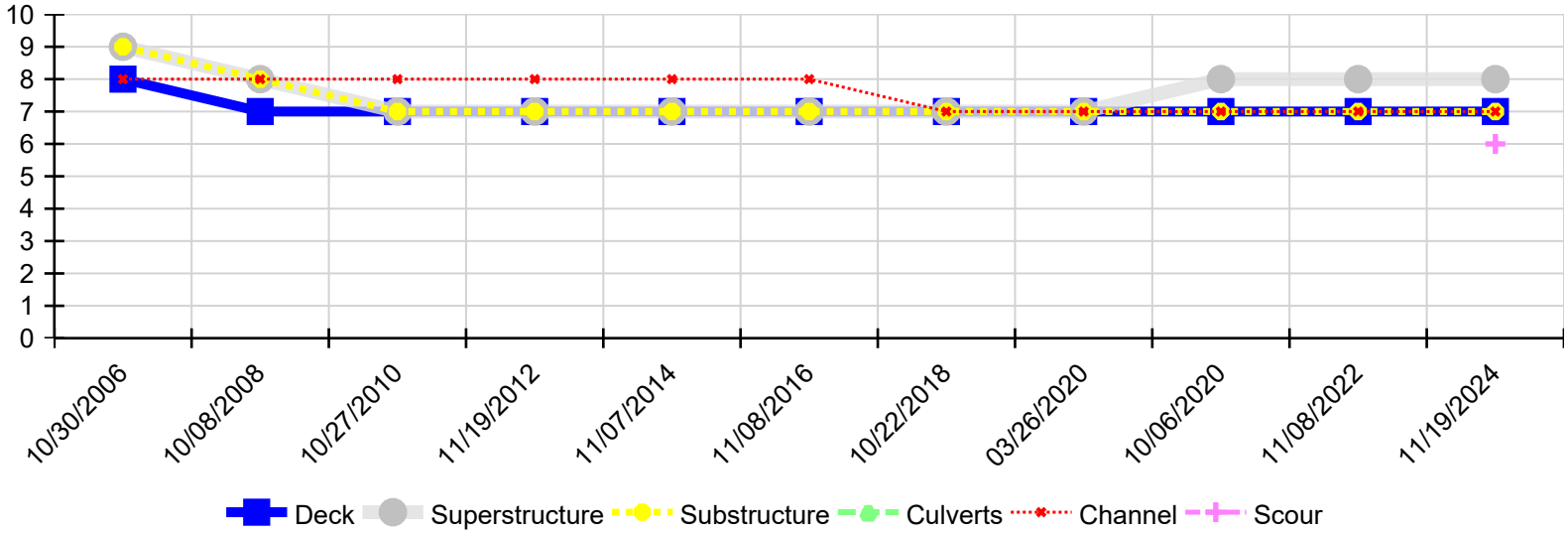
Most of this vegetation was cleared by the support crew.

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed

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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/19/2024	7	8	7	N	7	6
11/08/2022	7	8	7	N	7	N
10/06/2020	7	8	7	N	7	N
03/26/2020	7	7	7	N	7	N
10/22/2018	7	7	7	N	7	N
11/08/2016	7	7	7	N	8	N
11/07/2014	7	7	7	N	8	N
11/19/2012	7	7	7	N	8	N
10/27/2010	7	7	7	N	8	N
10/08/2008	7	8	8	N	8	N
10/30/2006	8	9	9	N	8	N