

Bridge 06750 Inspection Report



Latitude:35.94011, Longitude:-92.71320

Route:65 Section:05 Log:4.18

Arnold Road ID:64x65x5xA, Arnold Log mile:4.118

District 09, 129 - Searcy County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

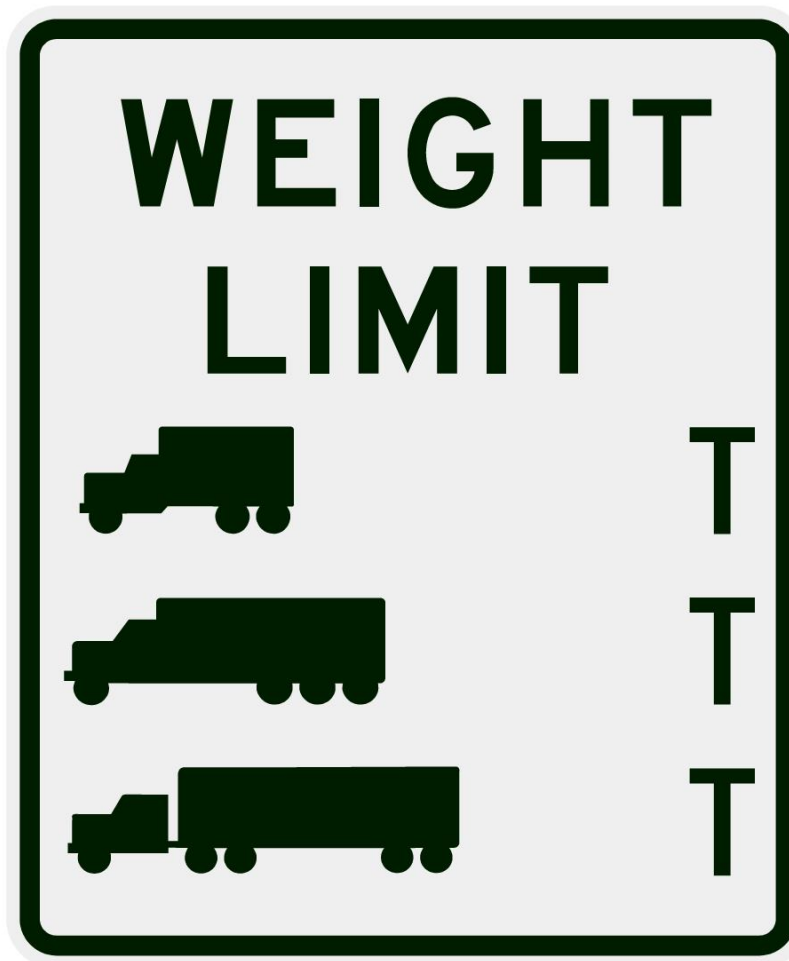
Bridge Posting Information

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

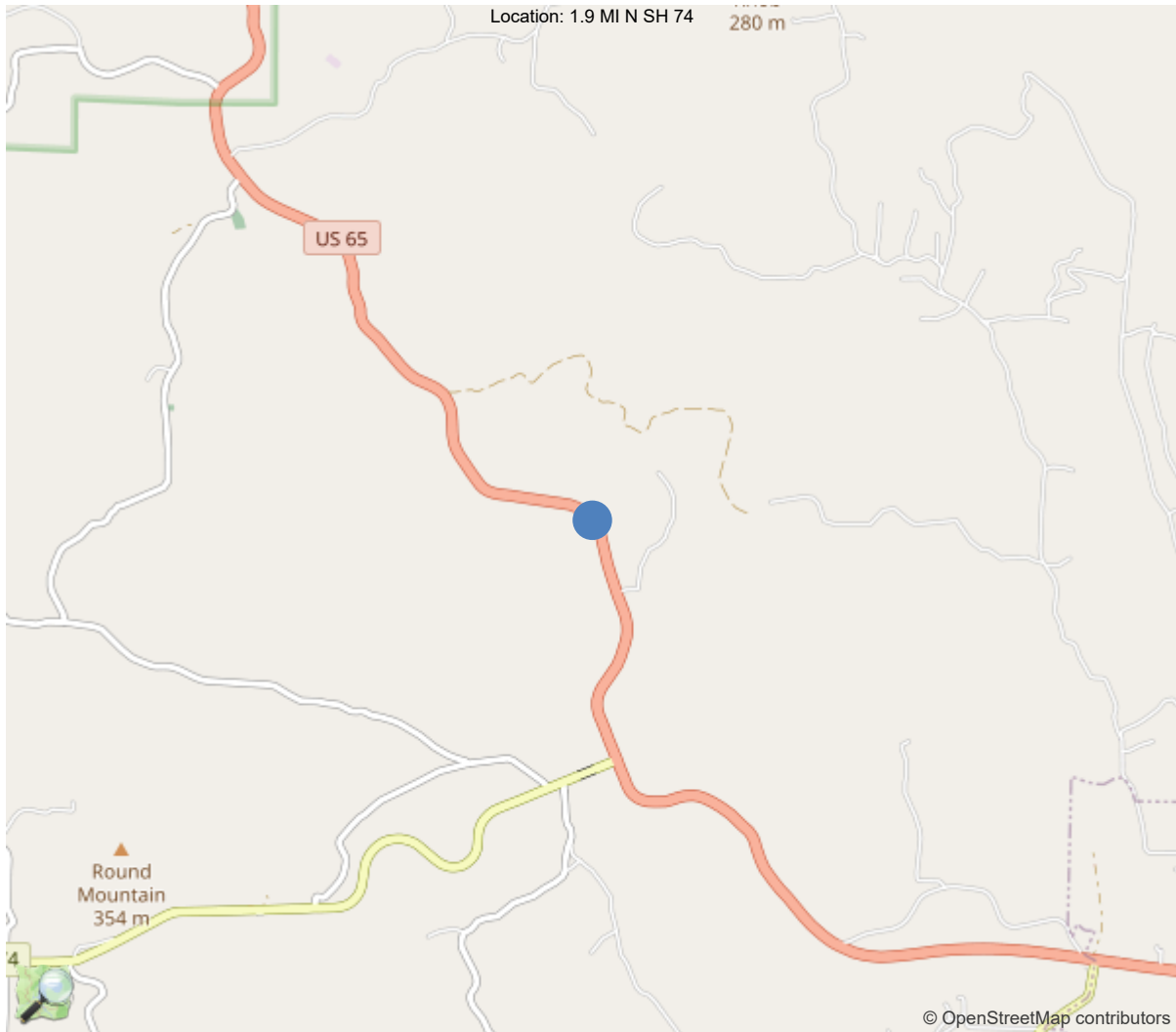
70 - Bridge Posting: 5 - Equal to or above legal loads

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



35.94011, -92.71320

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06750
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	129 - Searcy County
(4) Place Code	0
(6) Features Intersected	BEAR CREEK
(7) Facility Carried	US 65 Searcy
(9) Location	1.9 MI N SH 74
(11) Mile Point	4.18 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000065050
(16) Latitude	35.94011
(17) Longitude	-92.7132
(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	6
(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	2000
(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	4700
(30) Year of ADT	2018
(109) Truck ADT	18 %
(19) Bypass, Detour Length	23 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	95 ft
(49) Structure Length	494 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	41 ft
(52) Deck Width Out to Out	43.8 ft
(32) Approach Roadway Width (W/Shoulders)	41 ft
(33) Bridge Median	0 - No median
(34) Skew	12 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	42.3 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 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	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	7
(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	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(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	5032
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			06/01/2022
(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.			

Team Lead: Benjamin Smith, Inspection Date: 06/01/2022

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	06750
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	129 - Searcy County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	09 - District 09
B.L.05 Latitude	35.94011
B.L.06 Longitude	-92.7132
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	
B.CL.02 Maint. Responsibility	
B.CL.03 Federal or Tribal Land Access	
B.CL.04 Historic Significance	
B.CL.05 Toll	
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	
B.G.02 Total Bridge Length	
B.G.03 Max Span Length	
B.G.04 Min Span Length	
B.G.05 Bridge Width Out-to-Out	
B.G.06 Bridge Width Curb-to-Curb	
B.G.07 Left Curb or Sidewalk Width	
B.G.08 Right Curb or Sidewalk Width	
B.G.09 Approach Roadway Width	

B.G.10 Bridge Median	
B.G.11 Skew	
B.G.12 Curved Bridge	
B.G.13 Max Bridge Height	
B.G.14 Sidehill Bridge	
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	

LOADS AND LOAD RATING	
B.LR.01 Design Load	
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	
B.LR.05 Inventory Load Rating Factor	
B.LR.06 Operating Load Rating Factor	
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	
B.IR.04 Complex Feature	

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	
B.C.02 Superstructure Condition	
B.C.03 Substructure Condition	
B.C.04 Culvert Condition	
B.C.05 Bridge Railing Condition	
B.C.06 Bridge Railing Transitions Condition	
B.C.07 Bridge Bearings Cond.	
B.C.08 Bridge Joints Condition	
B.C.09 Channel Condition Rating	
B.C.10 Channel Protection Condition	
B.C.11 Scour Condition Rating	
B.C.12 Bridge Condition Classification	
B.C.13 Lowest Condition Rating	
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	
B.AP.02 Overtopping Likelihood	
B.AP.03 Scour Vulnerability	
B.AP.04 Scour Plan of Action	
B.AP.05 Seismic Vulnerability	



Team Lead: Benjamin Smith, Inspection Date: 06/01/2022

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date

LOAD EVALUATION AND POSTING			
B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value



Asset #06750(Routine, Underwater type 2)

US 65 Searcy over BEAR CREEK

Location: 1.9 MI N SH 74

Team Lead: Benjamin Smith **Inspection Date:** 06/01/2022

Inspection Notes

General Observation

Structure is logged from NW to SE and is accessible with a large extension ladder.

No bat activity was noted.

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	21637	21487	144	6	0
1080	Delamination/Spall/Patched Area	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	144	0	144	0	0
<p>(12) Driving surface- the bare concrete deck has a tined finish that is showing very little wear. The cracks have been sealed with epoxy. The right lane has 821' of sealed longitudinal cracking with intermittent sealed transverse cracking. Longitudinal cracking extends the length of the structure in the driving lane, Longitudinal cracks are mainly located over beams #2 and # 4. The gutter line has sealed short duration hairline cracking. The left lane has 691' of sealed longitudinal cracking with intermittent unsealed transverse cracking in the gutter lines. longitudinal cracking extends the length of the structure in the driving lane, longitudinal cracks are mainly located over beams # 2 and # 4.</p> <p>6' of shallow delamination/spalling exists at the sliding plate joint edge.</p> <p>Undersurface- The left and right overhangs have transverse cracking with cs2 efflorescence, average spacing is 8'. All bays have sip forms. Spans #1,2,3,5,6 have corrosion on the sip forms due to leaking construction joint seals. The sip forms in span #5 have smoke discoloration due to fires beneath the bridge.</p>							
107	Steel Open Girder/Beam	LF	2460	2395	34	31	0
1000	Corrosion	LF	65	0	34	31	0
515	Steel Protective Coating	SF	36840	36661	104	75	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	179	0	104	75	0
<p>(107) 5 beam system. The steel protective coating includes the diaphragms.</p> <p>Span #1- beams #1,5 have a darkened patina on the exterior lower web that is not yet corrosion. This condition is present in all spans. Beams #2-5 have corrosion on the bottom flange and lower web. Beam #3 has minor corrosion on the lower web for 35' due to leaking joint seals. Span #2- no deficiencies noted. Span #3- no deficiencies noted. Span #4- no deficiencies noted. Span #5- no deficiencies noted. Span #6- beam #3 has corrosion on the bottom flange and lower web for 6' due to leaking joint seals. Beam #4 has 1' of cs3 corrosion on the lower web at the end of span #6.</p>							
205	Reinforced Concrete Column	EA	15	6	9	0	0
1130	Cracking (RC and Other)	EA	9	0	9	0	0
<p>(205) Bent #1 columns- no deficiencies noted on columns #1,2. Column #3 has minor local scour due to drift accumulation. No footings are exposed.</p> <p>Bent #2 columns- all 3 columns have minor vertical hairline cracking. The footings have cover.</p> <p>Bent #3 columns- column #2 has vertical hairline cracks in two faces. No deficiencies noted in columns #1,3. Columns #2,3 have minor local scour. No footings are exposed.</p> <p>Bent #4 columns- columns #1,2 have minor vertical hairline cracking. No deficiencies noted on column #3. The footings have cover.</p> <p>Bent #5 columns- columns #1,2,3 have minor vertical hairline cracks. The footings have cover.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	128	111	17	0	0
1130	Cracking (RC and Other)	LF	17	0	17	0	0
<p>(215) Abutment #1- has 8' of vertical hairline cracks in the back wall and 2' in the vertical face of the bridge seat. The abutment has minor debris build up due to leaking joint seals. The rip rap is in place and functioning as intended.</p> <p>Abutment #2- has 6' of vertical hairline cracks in the back wall and 1' in the bridge seat. The bridge seat has debris build up due to leaking joint seals. The rip rap is in place and functioning as intended.</p>							
234	Reinforced Concrete Pier Cap	LF	205	200	5	0	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
<p>(234) Bent #1 cap- no deficiencies noted.</p> <p>Bent #2 cap- no deficiencies noted.</p> <p>Bent #3 cap- has 2 vertical hair line cracks under bay #4.</p> <p>Bent #4 cap- has 1 vertical hairline crack under bay #4.</p> <p>Bent #5 cap- has 2 vertical hairline cracks under bay #4.</p>							
302	Compression Joint Seal	LF	88	0	44	44	0
2310	Leakage	LF	44	0	0	44	0
2320	Seal Adhesion	LF	26	0	26	0	0
2340	Seal Cracking	LF	18	0	18	0	0
<p>(302) Abutment #1 compression seal- has pack rust forming on the armoring plates that is causing adhesion loss and leakage, the seal has a few areas of cracking on the top edge.</p> <p>Abutment #2 compression joint seal- has pack rust forming on the armoring plates that is causing adhesion loss. The joint has 27' of leakage with some areas of cracking on the top edge.</p>							
303	Assembly Joint with Seal	LF	43	43	0	0	0
(303) The neoprene trough over bent 3 is in good condition and appears to be functioning as intended with no evidence of leaking.							
310	Elastomeric Bearing	EA	40	33	3	4	0
1000	Corrosion	EA	7	0	3	4	0
<p>(310) Abutment #1 bearings- bearings #2,4,5 have cs3 corrosion with flaking rust on the sole plates. Bearings #1,3 have cs2 corrosion on the sole plates . No deficiencies were noted in the elastomeric pads at any locations.</p> <p>Bent #1 bearings- no deficiencies noted on all 5 bearings.</p> <p>Bent #2 bearings- no deficiencies noted on all 5 bearings.</p> <p>Bent #3 bearings- no deficiencies noted on all 10 bearings.</p> <p>Bent #4 bearings- no deficiencies noted on all 5 bearings.</p> <p>Bent #5 bearings- no deficiencies noted on all 5 bearings.</p> <p>Abutment #2 bearings- bearing #2 has cs2 corrosion on the sole plate. Bearing #3 has cs3 corrosion with flaking rust on the sole plate. No deficiencies noted on bearings #1,4,5.</p>							
331	Reinforced Concrete Bridge Railing	LF	989	693	296	0	0
1130	Cracking (RC and Other)	LF	296	0	296	0	0
(331) The left parapet wall has 131' of hairline vertical cracks at random locations. The parapet wall grout coating has map cracking							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	through out that does not extend into the parapet wall.						
	The right parapet wall has 165' of hairline vertical cracks at random locations. The parapet wall grout coating has map cracking through out that does not extend into the parapet wall.						
	Approach railing- The right ending rail approach post termination is split and unattached.						

Inspection Photos and Notes



Elevation view. Log mile from left to right.



Approach view in direction of log mile



General view of the driving surface



Downstream channel view.



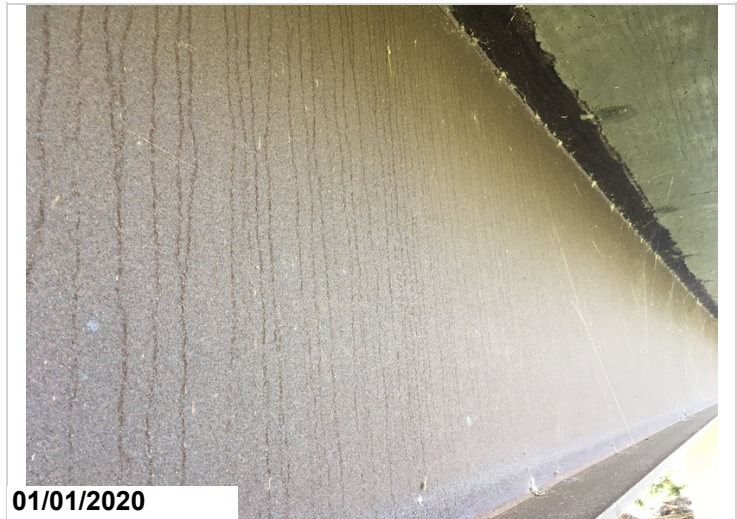
Upstream channel view.



Approach view in direction of log mile.



General view of abutment #2.



Typical weathering steel protective coating condition.



General view of abutment #1.



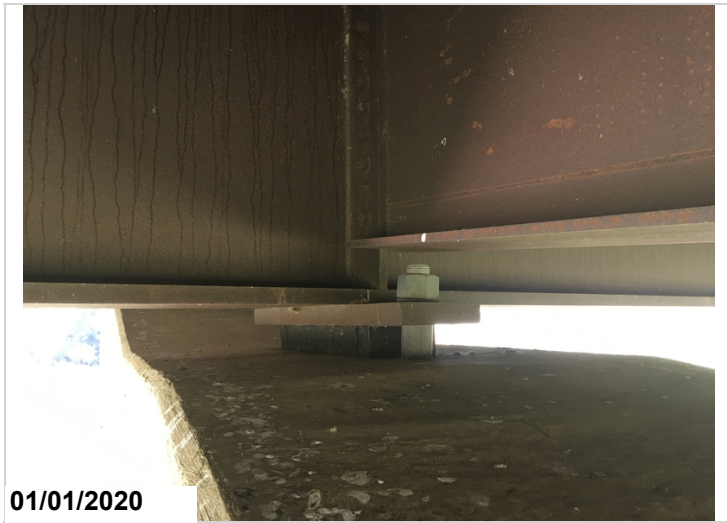
Bearing #3 at abutment #2. Showing minor corrosion with flaking rust.



Condition of compression joint seal at abutment #2.



Downstream channel view.



Bearing condition at bent #4. Typical.



Condition of assembly joint seal.



Bearing #4 at abutment #1 showing corrosion on the sole plate.



Condition of compression joint seal at abutment #1.



01/01/2020

Typical view of driving surface.



01/01/2020

Typical view of the undersurface.



01/01/2020

Elevation view. Log mile from left to right.



01/01/2020

Bridge plate.



Elastomeric bearing condition at bent #3. Typical of all 10 at this location.



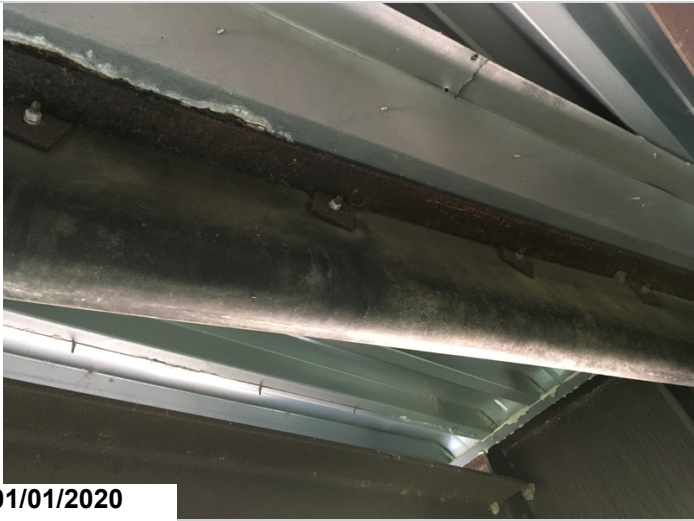
Minor drift accumulation on bent #1 is causing local scour at column #3.



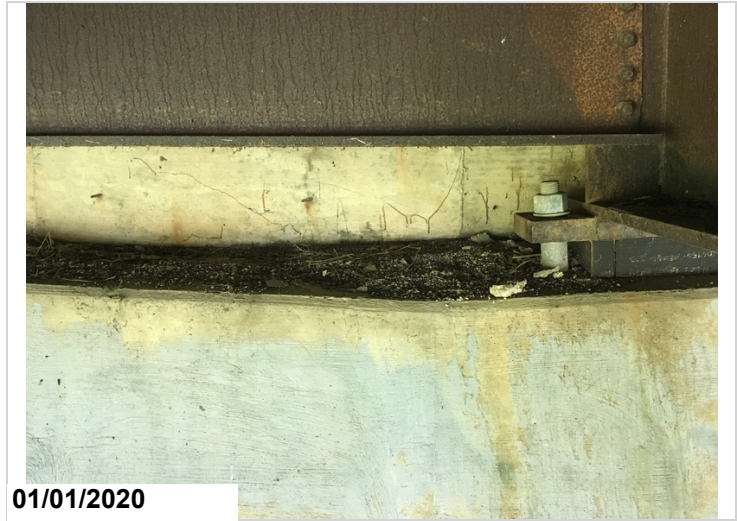
Approach view in direction of log mile.



Corrosion in the sip forms in bays 2,3 in span #1 due to leaking construction joint seals. Typical of several locations



Neoprene trough condition at bent #3. No leaking was noted.



Debris build up on the abutment #2 bridge seat.



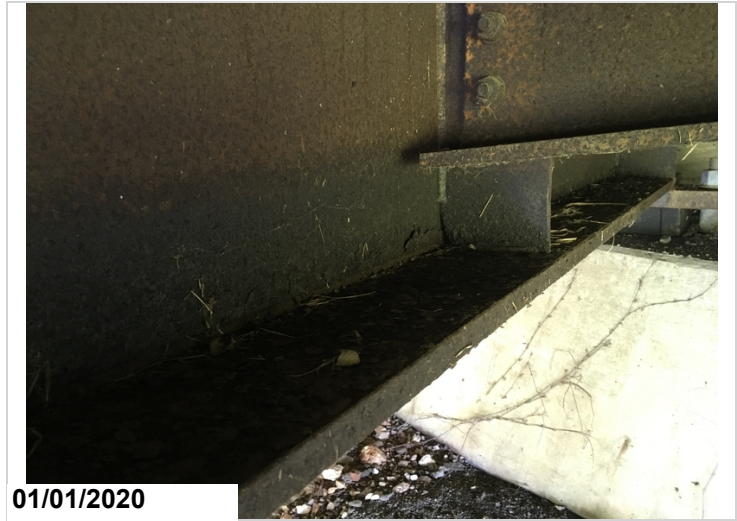
Spall in the left driving lane at the assembly joint seal.



Typical vertical crack in the parapet walls.



Upstream channel view.



Corrosion with flaking rust on the bottom flange and lower web of beam #3 at abutment #1. Typical of several locations.



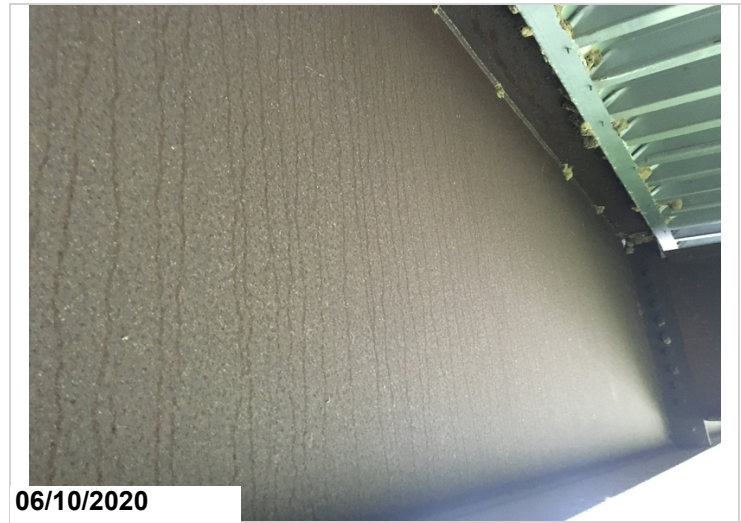
Elevation view. Log mile from left to right.



Typical view of the driving surface.



Typical view of the undersurface.



Typical weathering steel protective coating condition.



Joint seal condition at abutment 1.

Maintenance Needs

Date Reported: 06/02/2022

Priority: C - Important

Type of Work: Repair (General)

Status: Open

Component:

Deficiency Description

The right ending rail approach post termination is split and unattached.

Remarks



The right ending rail approach post termination is split and unattached.



Asset #06750(Routine, Underwater type 2)

US 65 Searcy over BEAR CREEK

Location: 1.9 MI N SH 74

Team Lead: Benjamin Smith **Inspection Date:** 06/01/2022

Maintenance Needs

Date Reported: 06/07/2018

Priority: D- Routine

Type of Work: Repair (General)

Status: Repair Documented

Component:

Deficiency Description

The driving surface of the deck has unsealed longitudinal and transverse cracking in all spans.

Remarks

It was noted during the routine inspection that the cracks have been sealed with epoxy.



Asset #06750(Routine, Underwater type 2)

US 65 Searcy over BEAR CREEK

Location: 1.9 MI N SH 74

Team Lead: Benjamin Smith **Inspection Date:** 06/01/2022

Maintenance Needs

Date Reported: 06/01/2022

Priority: D- Routine

Status: Open

Type of Work: Repair (General)

Component:

Deficiency Description

The compression joint seals are leaking at both abutments causing corrosion on the beam ends and bearing sole plates at some locations.

Remarks



Asset #06750(Routine, Underwater type 2)

US 65 Searcy over BEAR CREEK

Location: 1.9 MI N SH 74

Team Lead: Benjamin Smith Inspection Date: 06/01/2022

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



Asset #06750(Routine, Underwater type 2)

US 65 Searcy over BEAR CREEK

Location: 1.9 MI N SH 74

Team Lead: Benjamin Smith Inspection Date: 06/01/2022

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Girder Painting Needed

A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested

A-65 - Clogged deck drains?



Asset #06750(Routine, Underwater type 2)

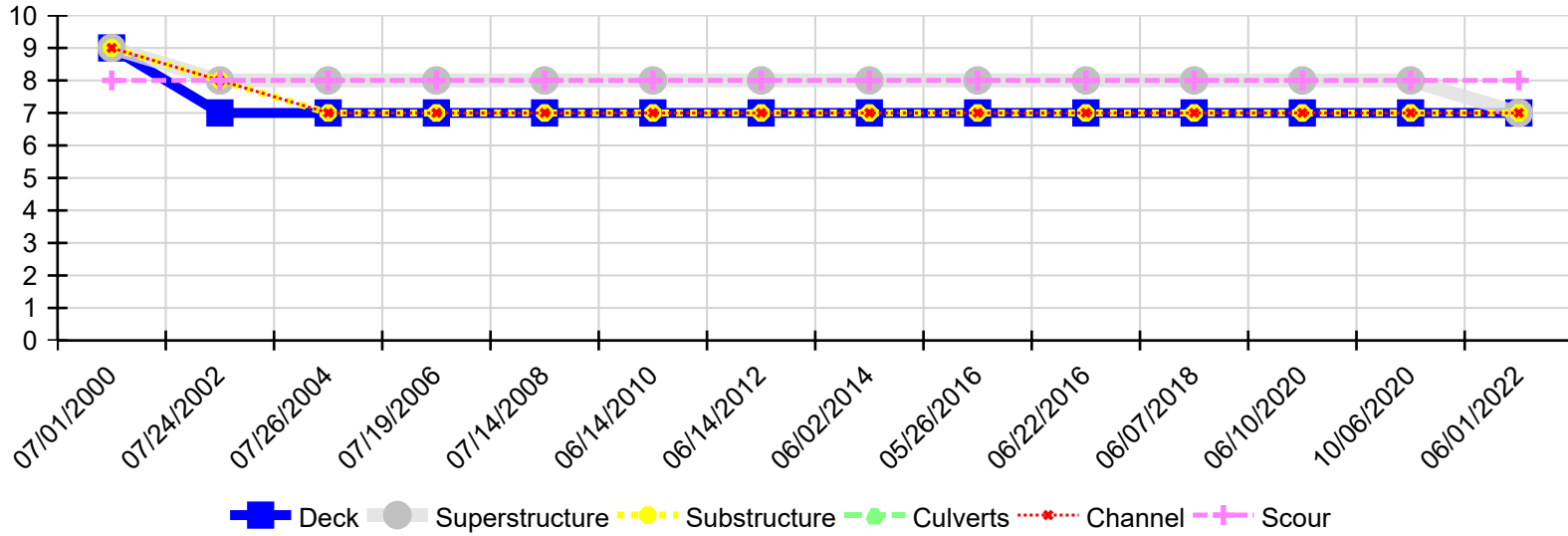
US 65 Searcy over BEAR CREEK

Location: 1.9 MI N SH 74

Team Lead: Benjamin Smith **Inspection Date:** 06/01/2022

A-66 - Approach minor pothole/leveling needed

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/01/2022	7	7	7	N	7	8
10/06/2020	7	8	7	N	7	8
06/10/2020	7	8	7	N	7	8
06/07/2018	7	8	7	N	7	8
06/22/2016	7	8	7	N	7	8
05/26/2016	7	8	7	N	7	8
06/02/2014	7	8	7	N	7	8
06/14/2012	7	8	7	N	7	8
06/14/2010	7	8	7	N	7	8
07/14/2008	7	8	7	N	7	8
07/19/2006	7	8	7	N	7	8
07/26/2004	7	8	7	N	7	8
07/24/2002	7	8	8	N	8	8
07/01/2000	9	9	9	N	9	8