



Latitude:34.88708, Longitude:-92.10696

Route:67 Section:10 Log:10.89

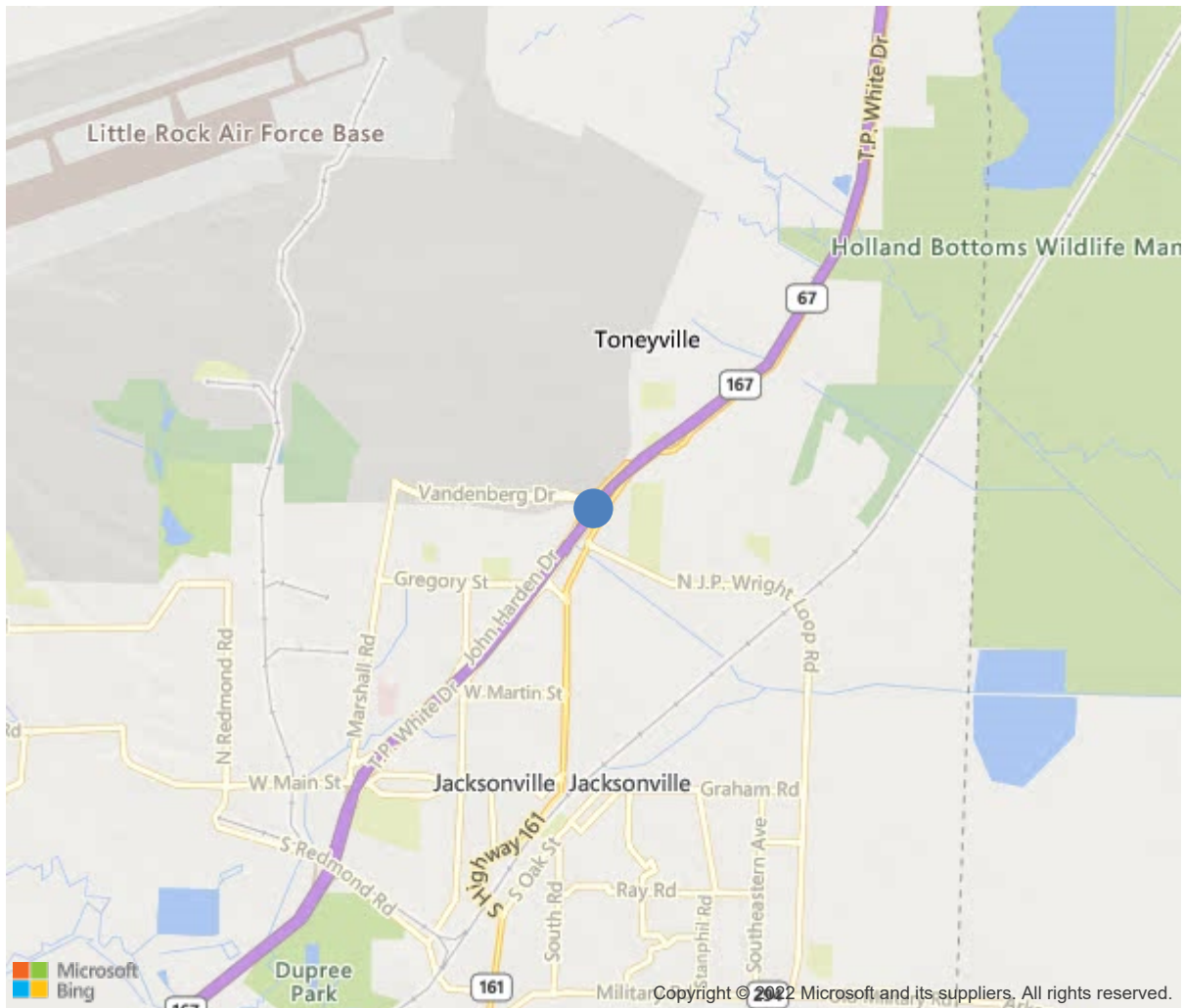
Arnold Road ID:60x67x10xA, Arnold Log mile:10.869

District 06, Pulaski County

Owner: 1-State Highway Agency

Place Code: 34750 - Jacksonville

LRAF BASE EXIT



34.88708, -92.10696

Inspection Direction : S to N



Bridge #A3080(Routine)

US 67 NB Log 10.89 over SH 161

Location: LRAF BASE EXIT

Team Lead: Keith Harris Inspection Date: March 03, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A3080
(5) Inventory Route	67
(2) Highway Agency District	06
(3) County Code	119-Pulaski County, Arkansas
(4) Place Code	34750
(6) Features Intersected	SH 161
(7) Facility Carried	US 67 NB Log 10.89
(9) Location	LRAF BASE EXIT
(11) Mile Point	10.89 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000067100
(16) Latitude	34.88708
(17) Longitude	-92.10696
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
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 placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1958
(106) Year Reconstructed	0
(42) Type of Service	11
On	1-Highway
Under	1-Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	50000
(30) Year of ADT	2018
(109) Truck ADT	13 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	64 ft
(49) Structure Length	152 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	33.5 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 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	30.8 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	14.9 ft
Ref:	
(55) Min Lat Underclear RT	2.5 ft
Ref:	
(56) Min Lat Underclear LT	2.5 ft
NAVIGATION DATA	
(38) Navigation Control	N-Not applicable, no waterway.
(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	1
(26) Functional Class	12-Urban Principal Arterial - Oth
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	R-The right structure of paralle
(102) Direction of Traffic	1 - 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	4
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	N
(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	3
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	5
(68) Deck Geometry	2
(69) Clearances, Vertical/Horizontal	2
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	N-Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	182 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 190
(96) Total Project Cost	\$ 612
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	37000
(115) Year of Future ADT	2033

INSPECTIONS *			
(90) Inspection Date			03/2021
(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		03/2022
* 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.			



Bridge #A3080(Routine)

US 67 NB Log 10.89 over SH 161

Location: LRAF BASE EXIT

Team Lead: Keith Harris, Inspection Date: March 03, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	4275	3427	718	124	6
1080	Delamination/Spall/Patched Area	SF	636	0	533	97	6
1090	Exposed Rebar	SF	27	0	0	27	0
1130	Cracking (RC and Other)	SF	185	0	185	0	0
(12)	All spans have large cracks that the majority have been sealed. All spans have concrete patched areas, Spalls filled with asphalt and open spalls with exposed rebar.						
107	Steel Open Girder/Beam	LF	750	265	430	55	0
1000	Corrosion	LF	480	0	425	55	0
7000	Damage	LF	5	0	5	0	0
515	Steel Protective Coating	SF	6593	0	1500	1226	3867
3410	Chalking (Steel Protective Coatings)	SF	5093	0	0	1226	3867
3420	Peeling/Bubbling/Cracking	SF	1500	0	1500	0	0
(107)	Active rust in the beam ends near the deck haunches. All beams have freckled rust and peeling paint. Impact damage to beams 4 and 5 in span 2, minor scrapes. The beams ends at bent 4 have laminating rust with pitting up to 1/8" deep.						
205	Reinforced Concrete Column	EA	4	4	0	0	0
(205)	Bent 2 right column cracked.						
215	Reinforced Concrete Abutment	LF	78	0	0	78	0
1080	Delamination/Spall/Patched Area	LF	78	0	0	78	0
(215)	Both abutments are broken and are leaning against the beam ends. Large spalls and spalls filled with asphalt in the top of both back walls.						
234	Reinforced Concrete Pier Cap	LF	58	54	4	0	0
1080	Delamination/Spall/Patched Area	LF	3	0	3	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
(234)	Bent 3 cap has small spalls and a small spall with rebar back right of column 2.						
303	Assembly Joint with Seal	LF	112	0	82	30	0
2330	Seal Damage	LF	30	0	0	30	0



**Team Lead:** Keith Harris, **Inspection Date:** March 03, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2360	Adjacent Deck or Header	LF	82	0	82	0	0
(303)	Along all joints the adjacent header is cracked and spalled. Bent 3 deck plate is missing.						
311	Movable Bearing	EA	15	0	5	10	0
1000	Corrosion	EA	5	0	5	0	0
2220	Alignment	EA	10	0	0	10	0
(311)	All bearings have active rust. Bearings at span 1 bent 2 and span 3 at bent 3 are rotated.						
313	Fixed Bearing	EA	15	0	5	10	0
1000	Corrosion	EA	15	0	5	10	0
(313)	The bearings at both abutments have laminated rust						
321	Reinforced Concrete Approach Slab	SF	1400	617	710	73	0
1080	Delamination/Spall/Patched Area	SF	83	0	10	73	0
4000	Settlement	SF	700	0	700	0	0
(321)	South approach slab has minor settlement. Spalled area is filled with asphalt. Both approach slabs have large spalls.						
330	Metal Bridge Railing	LF	300	75	225	0	0
1000	Corrosion	LF	225	0	225	0	0
515	Steel Protective Coating	SF	600	150	0	450	0
3440	Effectiveness (Steel Protective Coatings)	SF	450	0	0	450	0
(330)	All bridge rail has freckled rust. Protective coating has limited effectiveness.						



Span 3 deck plate is missing



Span 2 under view





Low clearance sign east side of bridge



Low clearance sign west side of bridge



Typical paint condition



Bent 3 cap spall with exposed rebar





Span 2 minor damage to beams from traffic impact



Deck overview





Bent 1 right side



Approach looking north



## Maintenance Needs

**Date Reported:** 04/24/2012  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:**

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### Deficiency Description

Bearings at bent 1 and 4 abutments have heavy laminating rust between bearing and masonry plate. Bearings at bents 2 and 3 are fully rotated.

### Remarks

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Bent 1, girder 2: bearing has active corrosion with section loss to it. This is condition is similar to the other bearings at this bent.



Bent 2 beam 5 bearing is fully rotated



Bent 1 bearing 1 corrosion



**Date Reported:** 04/24/2012  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:**

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**Deficiency Description**

Beam ends at haunch are have active rust with minor section loss.  
Span 3 beam 3 has a 1" hole in web at haunch area.

**Remarks**

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Span 1, girder 2: the haunch has pitting



Span 3 Beam 3 at bent 4 has a 1" hole in web and active corrosion to haunch.

**Date Reported:** 04/24/2012  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:**

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**Deficiency Description**

Bent 1 and 4 abutments the back walls are sheared and leaning against bridge deck closing all deck joints not allowing the bridge to expand and causing hard impact to span 1.

**Remarks**

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Bent 1 abutment the back walls are sheared and leaning against bridge deck closing all deck joints and causing hard impact to span 1.



Bent 1: the back wall is broke and is leaning against the girders. The back wall has spalled in numerous places and exposing rebar





Bent 4 abutment the back wall is sheared and leaning against bridge deck closing deck joint.



**Date Reported:** 03/26/2014  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:**

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**Deficiency Description**

Bearings at bent 1 abutment have a gap between sole plate and bearing causing span 1 to work up and down. Photo

**Remarks**

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Bearings at bent 1 abutment have a gap between sole plate and bearing causing span 1 to work up and down.



Bearings at bent 1 abutment have a gap between sole plate and bearing causing span 1 to work up and down.

**Date Reported:** 03/26/2014  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:**

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**Deficiency Description**

Tops of bent 1 and 4 abutments have deep spalls and spalls filled with asphalt.

**Remarks**

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Bent 4: joint material is missing and the joint has completely closed. Similar condition is at bent 1 and 3.



Bent 4 top of back wall has large spalls and spalls filled with asphalt



**Date Reported:** 03/14/2019

**Priority:** D- Routine

**Type of Work:** None

**Status:** Monitor

**Inspection Direction** S to N

**Component:**

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**Deficiency Description**

Span 1, girder 1, ahead of bent 1: blocking is in place from previous maintenance work pressing against the girder. Also, there is false work that is laying around under the bridge near bent 1.

**Remarks**

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Span 1, girder 1, ahead of bent 1: blocking is in place from previous maintenance work at this bridge.



there is false work and busted concrete laying around under the bridge near bent 1.

**Date Reported:** 03/03/2021

**Priority:** A - Safety deficiency; requires prompt action

**Type of Work:** Repair

**Status:** Open

**Inspection Direction** S to N

**Component:**

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**Deficiency Description**

Span 1 Previous patch is failing. Daylight can be seen through patch.  
Numerous large spalls with exposed rebar in deck.

**Remarks**

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Span 1 large spall with exposed rebar at centerline



Large spalls with exposed rebar and spalls filled with asphalt in span 1.





Span 1 overview



Span 1 Previous patch is failing. Daylight can be seen through patch.



Span 1 Previous patch is failing. Daylight can be seen through patch.





**Bridge #A3080** (Routine)  
**US 67 NB Log 10.89 over SH 161**  
**Location: LRAF BASE EXIT**

**Team Lead:** Keith Harris **Inspection Date:** March 03, 2021

**Inspection Comments**

See AHTD Job # 6507 Drawing # 9283 for layout.

Logged North bound.