



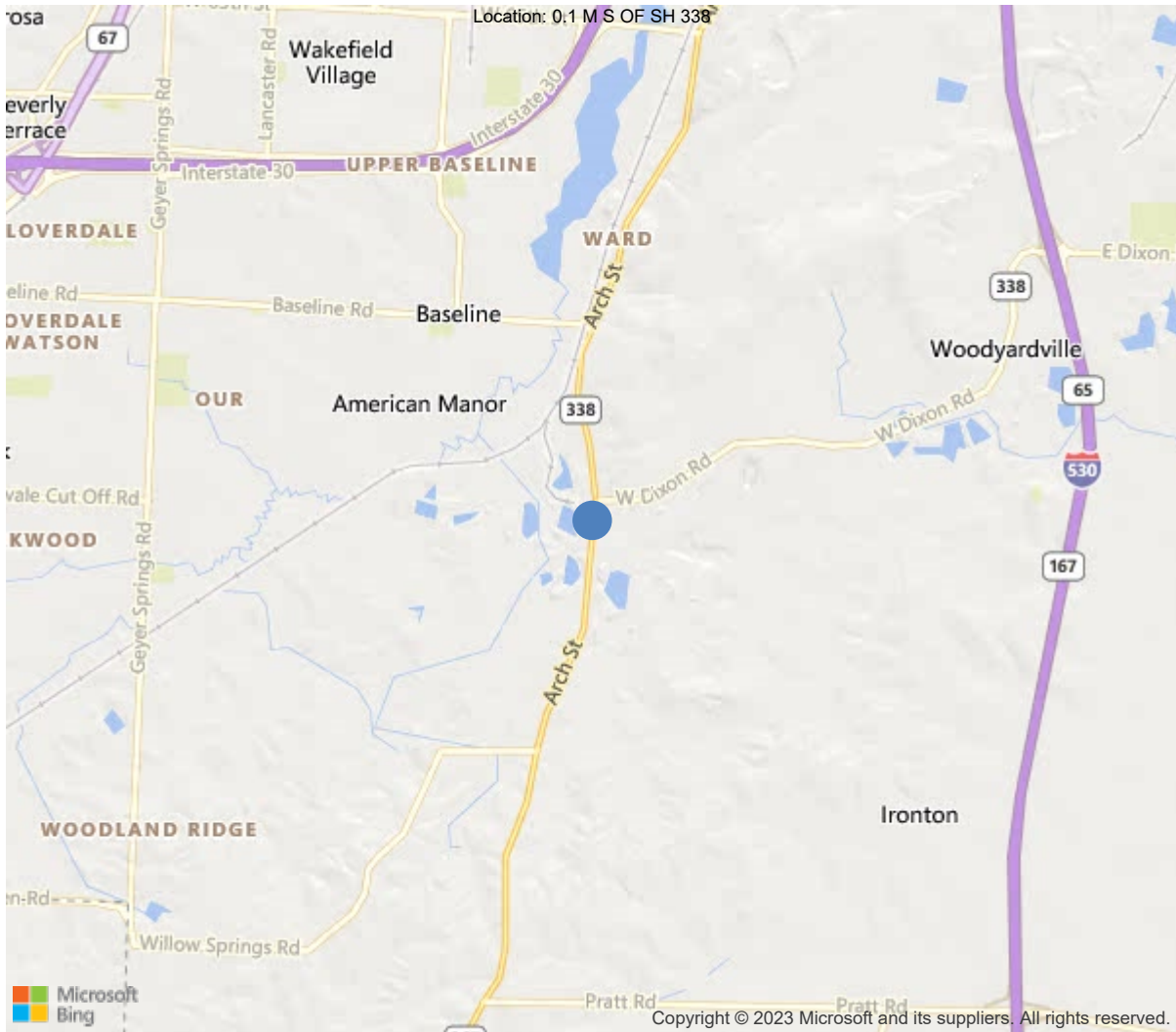
Latitude:34.65309, Longitude:-92.30601

Route:367 Section:13 Log:5.169

Arnold Road ID:60x367x13xA, Arnold Log mile:5.169

District 06, 119 - Pulaski County

Owner: 1 - State Highway Agency



34.65309, -92.30601



Asset #M2981 (Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2981
(5) Inventory Route	1
(2) Highway Agency District	06 - District 06
(3) County Code	119 - Pulaski County
(4) Place Code	41000
(6) Features Intersected	DITCH
(7) Facility Carried	SH 367 Log 5.17
(9) Location	0.1 M S OF SH 338
(11) Mile Point	5.169 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000367130
(16) Latitude	34.65309
(17) Longitude	-92.30601
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1 - Concrete
Type	1 - Slab
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	2
(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	1943
(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	11000
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	15 ft
(49) Structure Length	30 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	42.7 ft
(52) Deck Width Out to Out	44 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 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	99.9 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 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	0
(26) Functional Class	16 - Urban Minor 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	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(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	5
(61) Channel & Channel Protection	5
(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	40
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	24
(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	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined to
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	12962
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	03/14/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



Asset #M2981(Routine)

District: 06, County: 119 - Pulaski County

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

General Observation (False)

Logged north bound.

A-46 - Asset Files

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Asset #M2981 (Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	1320	1318	2	0	0
1080	Delamination/Spall/Patched Area	SF	2	0	2	0	0
510	Wearing Surfaces	SF	1281	1105	176	0	0
3220	Crack (Wearing Surface)	SF	176	0	176	0	0
(38) Two small spalls on each side of span 1.							
210	Reinforced Concrete Pier Wall	LF	44	0	44	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	LF	43	0	43	0	0
(210) Minor abrasion along the pier wall. Small spall on the ahead face left side of pier wall							
215	Reinforced Concrete Abutment	LF	88	0	81	7	0
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	3	0	2	1	0
1190	Abrasion/Wear (PSC/RC)	LF	79	0	79	0	0
(215) Bent 1. Vertical Crack is 1 ¼ inch wide at top and ¾ inch at bottom and is full height . About ten feet from downstream end. Both abutments have small spalls with exposed rebar and minor abrasion.							
234	Reinforced Concrete Pier Cap	LF	45	44	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0

Team Lead: Bryan Saunders, **Inspection Date:** 03/14/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	1320	1318	2	0	0
1080	Delamination/Spall/Patched Area	SF	2	0	2	0	0
510	Wearing Surfaces	SF	1281	1105	176	0	0
3220	Crack (Wearing Surface)	SF	176	0	176	0	0
(38) Two small spalls on each side of span 1.							



Asset #M2981(Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Asset #M2981(Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
210	Reinforced Concrete Pier Wall	LF	44	0	44	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	LF	43	0	43	0	0
(210) Minor abrasion along the pier wall. Small spall on the ahead face left side of pier wall							
215	Reinforced Concrete Abutment	LF	88	0	81	7	0
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	3	0	2	1	0
1190	Abrasion/Wear (PSC/RC)	LF	79	0	79	0	0
(215) Bent 1. Vertical Crack is 1 ¼ inch wide at top and ¾ inch at bottom and is full height . About ten feet from downstream end. Both abutments have small spalls with exposed rebar and minor abrasion.							
234	Reinforced Concrete Pier Cap	LF	45	44	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0



Asset #M2981(Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



Approach



Soffit



Deck



Bent 2 undermine 4 inches at inlet end



Asset #M2981(Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, **Inspection Date:** 03/14/2022

Maintenance Needs

Date Reported: 03/27/2012
Priority: C - Important
Type of Work: (Inactive) (Inactive) 9 - None
Status: Monitor
Component:

Deficiency Description

Bent 1.
Vertical Crack is 1 ¼ inch wide at top and ¾ inch at bottom and is full height . About ten feet from downstream end.

Remarks



cracking in the abutment in bent 1



Bent 1.

Vertical Crack is 1 1/4 inch wide at top and 3/4 inch at bottom and is full height . About ten feet from downstream end.



Bent 1.

Vertical Crack is 1 ¼ inch wide at top and ¾ inch at bottom and is full height . About ten feet from downstream end. 3/17/2020



Asset #M2981(Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, **Inspection Date:** 03/14/2022

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	



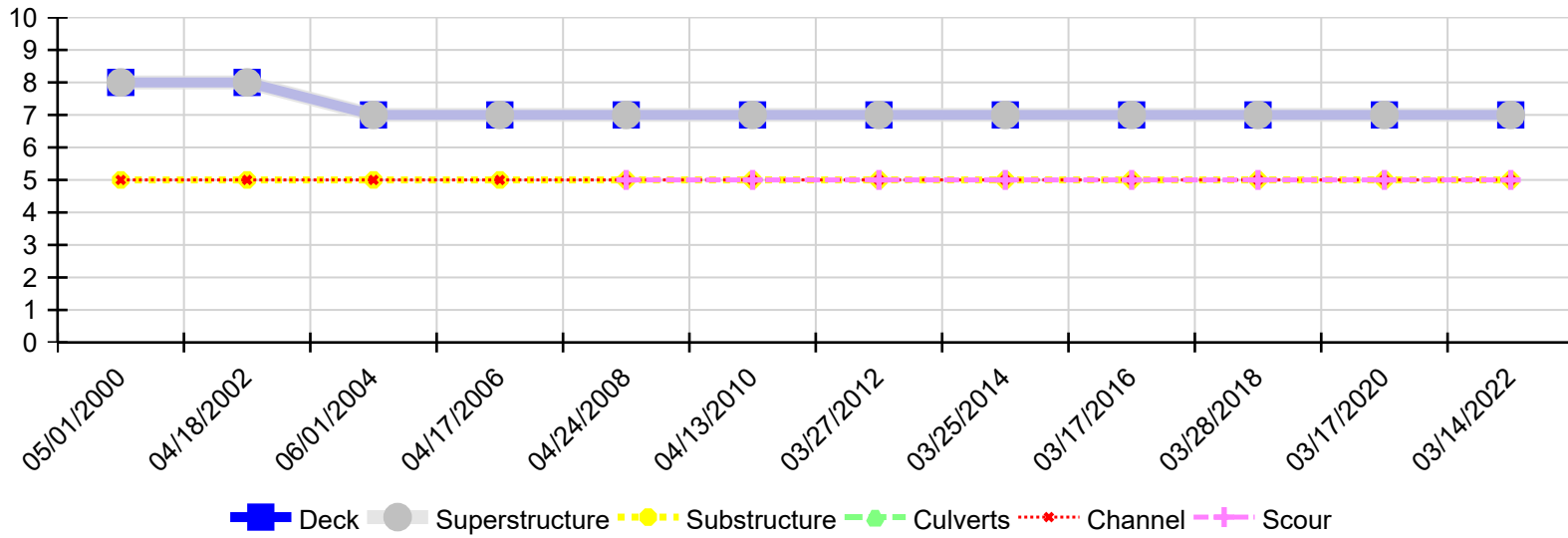
Asset #M2981 (Routine)

SH 367 Log 5.17 over DITCH

Location: 0.1 M S OF SH 338

Team Lead: Bryan Saunders, Inspection Date: 03/14/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/14/2022	7	7	5	N	5	5
03/17/2020	7	7	5	N	5	5
03/28/2018	7	7	5	N	5	5
03/17/2016	7	7	5	N	5	5
03/25/2014	7	7	5	N	5	5
03/27/2012	7	7	5	N	5	5
04/13/2010	7	7	5	N	5	5
04/24/2008	7	7	5	N	5	5
04/17/2006	7	7	5	N	5	N
06/01/2004	7	7	5	N	5	N
04/18/2002	8	8	5	N	5	N
05/01/2000	8	8	5	N	5	N