



Latitude:35.17568, Longitude:-92.15758

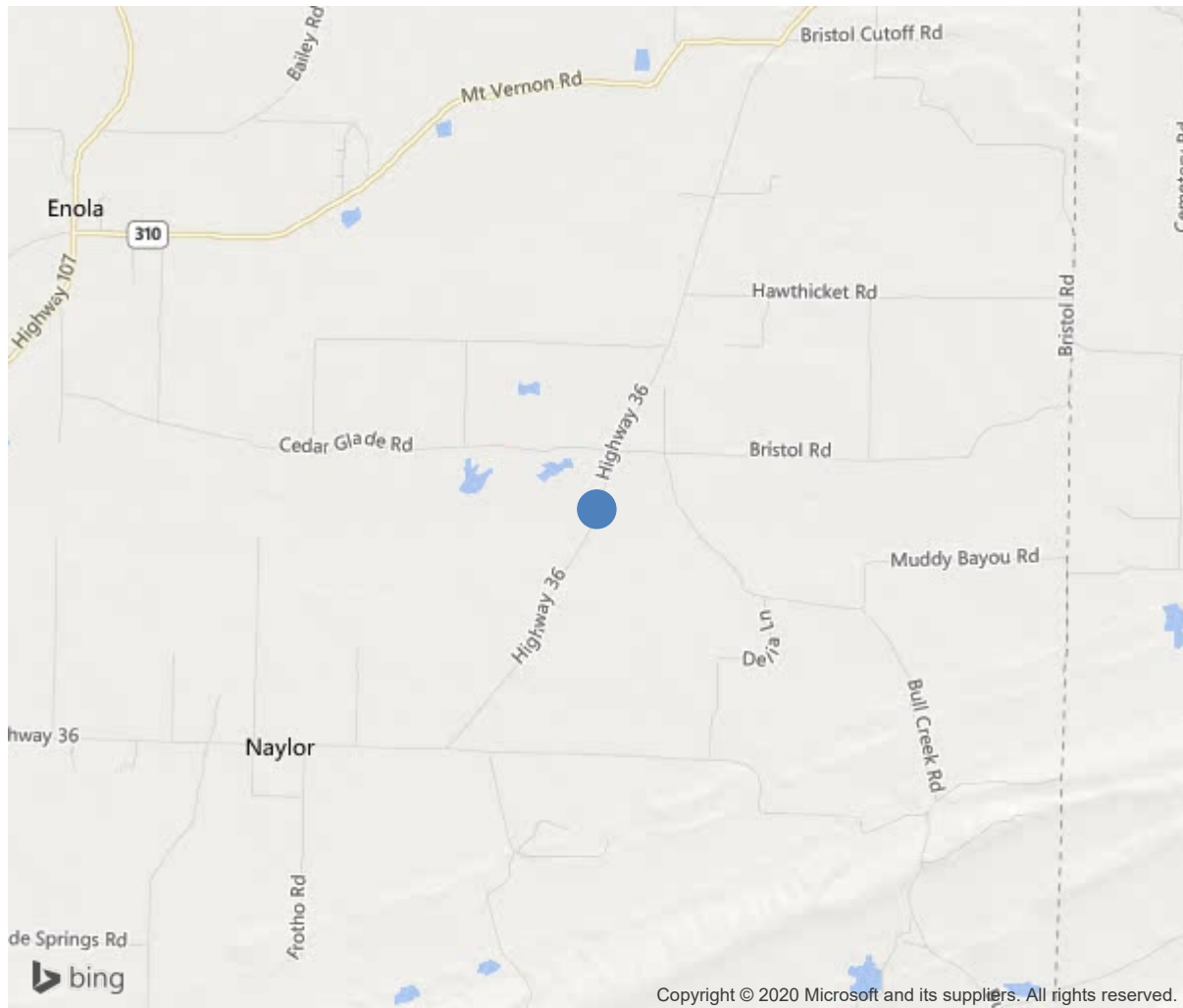
Route:36 Section:01 Log:12.92

Arnold Road ID:23x36x1xA, Arnold Log mile:12.889

District 08, Faulkner County

Owner: 1-State Highway Agency

2.0 Mi NE of Naylor



35.17568, -92.15758



Bridge #03481 (Routine)
SH 36 over Muddy Bayou
Location: 2.0 Mi NE of Naylor

Team Lead: Gary Dorrough Inspection Date: September 13, 2018

| IDENTIFICATION | |
|---|----------------------------------|
| (1) State Names | Arkansas |
| (8) Structure Number | 03481 |
| (5) Inventory Route | 36 |
| (2) Highway Agency District | 08 |
| (3) County Code | 45-Faulkner County, Arkansas |
| (4) Place Code | 0 |
| (6) Features Intersected | Muddy Bayou |
| (7) Facility Carried | SH 36 |
| (9) Location | 2.0 Mi NE of Naylor |
| (11) Mile Point | 12.92 mi |
| (12) Base Highway Network | No |
| (13) LRS Inventory Rte & Subrte | 0000000000 |
| (16) Latitude | 35.17568 |
| (17) Longitude | -92.15758 |
| (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 | 4 |
| (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 | 1962 |
| (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 | 1000 |
| (30) Year of ADT | 2014 |
| (109) Truck ADT | 1 % |
| (19) Bypass, Detour Length | 20 mi |
| GEOMETRIC DATA | |
| (48) Length of Maximum Span | 28 ft |
| (49) Structure Length | 112 ft |
| (50) Curb or Sidewalk Width | |
| Left | 0 ft |
| Right | 0 ft |
| (51) Bridge Roadway Width Curb to Curb | 24 ft |
| (52) Deck Width Out to Out | 28.5 ft |
| (32) Approach Roadway Width (W/Shoulders) | 25.9 ft |
| (33) Bridge Median | 0-No median |
| (34) Skew | 34 Deg |
| (35) Structure Flared | No flare |
| (10) Inventory Route Min Vert Clear | 99.99 ft |
| (47) Inventory Route Total Horiz Clear | 25.9 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 water |
| (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 | 0 |
| (26) Functional Class | 7-Rural Major Collector |
| (100) Defense Highway | 0-The inventory route is not a S |
| (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 part of |
| (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 | 7 |
| (59) Superstructure | 7 |
| (60) Substructure | 6 |
| (61) Channel & Channel Protection | 7 |
| (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 | 41 |
| (65) Inventory Rating Method | 1-Load Factor(LF) |
| (66) Inventory Rating | |
| Type | 4 |
| 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 | 4 |
| (69) Clearances, Vertical/Horizontal | N |
| (71) Waterway Adequacy | 8 |
| (72) Approach Roadway Alignment | 6 |
| (36) Traffic Safety Features | 0000 |
| A) Bridge Railings | 0-Inspected feature does not meet cur |
| B) Transitions | 0-Inspected feature does not meet cur |
| C) Approach Guardrail | 0-Inspected feature does not meet cur |
| D) Approach Guardrail Ends | 0-Inspected feature does not meet cur |
| (113) Scour Critical Bridges | 8-Bridge foundations determined to be |
| 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 | 1740 |
| (115) Year of Future ADT | 2028 |
| INSPECTIONS | |
| (90) Inspection Date | |
| (91) Frequency | 24 Months |
| (92) Critical Feature Inspection | Done Freq. (Mon) Date |
| A: Fracture Critical Detail | No 24 |
| B: Underwater Inspection | No 0 |
| C: Other Special Inspection | No 0 |

Team Lead: Gary Dorrough, **Inspection Date:** September 13, 2018

| ELEM | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|---|---------------------------------|-------|-------|------|-----|-----|-----|
| 38 | RC Slab | SF | 2912 | 2909 | 3 | 0 | 0 |
| 1080 | Delamination/Spall/Patched Area | SF | 3 | 0 | 3 | 0 | 0 |
| 510 | Wearing Surfaces | SF | 2240 | 2040 | 200 | 0 | 0 |
| 3220 | Crack (Wearing Surface) | SF | 200 | 0 | 200 | 0 | 0 |
| (38) | | | | | | | |
| Wearing Surface: Moderate cracks in various places and cracks over joints. 200 SF C2 | | | | | | | |
| Slab: Span #3, right side, over pier #3 - Moderate diagonal crack and delamination in side of slab. 2 SF C2 | | | | | | | |
| Over Pier #4, left side - minor spall in side of slab. 1 SF C2 | | | | | | | |
| Gutters: No wearing surface. Minor scale. | | | | | | | |
| 205 | Reinforced Concrete Column | EA | 6 | 6 | 0 | 0 | 0 |
| 215 | Reinforced Concrete Abutment | LF | 86 | 86 | 0 | 0 | 0 |
| (215) | | | | | | | |
| Added wings to abutment quantity. | | | | | | | |
| Abut #1, left side - undermining under cap and exposed piles. | | | | | | | |
| 234 | Reinforced Concrete Pier Cap | LF | 105 | 97 | 3 | 5 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 5 | 0 | 3 | 2 | 0 |
| 1090 | Exposed Rebar | LF | 3 | 0 | 0 | 3 | 0 |
| (234) | | | | | | | |
| Pier #2, backside- spalls with rebar exposed. 3 LF C3. | | | | | | | |
| Pier #2, ahead side - moderate spall no rebar exposed 2 LF C3. | | | | | | | |
| Pier #3, ahead side - moderate spall 2 LF C2. | | | | | | | |
| Pier #4, left back side - Minor spall with rebar exposed 1 LF C2 | | | | | | | |
| 301 | Pourable Joint Seal | LF | 105 | 105 | 0 | 0 | 0 |
| (301) | | | | | | | |
| Joints are covered with asphalt. | | | | | | | |
| 330 | Metal Bridge Railing | LF | 224 | 174 | 50 | 0 | 0 |
| 1000 | Corrosion | LF | 50 | 0 | 50 | 0 | 0 |
| 515 | Steel Protective Coating | SF | 672 | 672 | 0 | 0 | 0 |
| (330) | | | | | | | |
| Metal rail on concrete post. | | | | | | | |
| Left side, back of pier #2 - post is broke at curb. | | | | | | | |
| Primer is showing in various places and minor rust in places. | | | | | | | |



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Maintenance Needs



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