



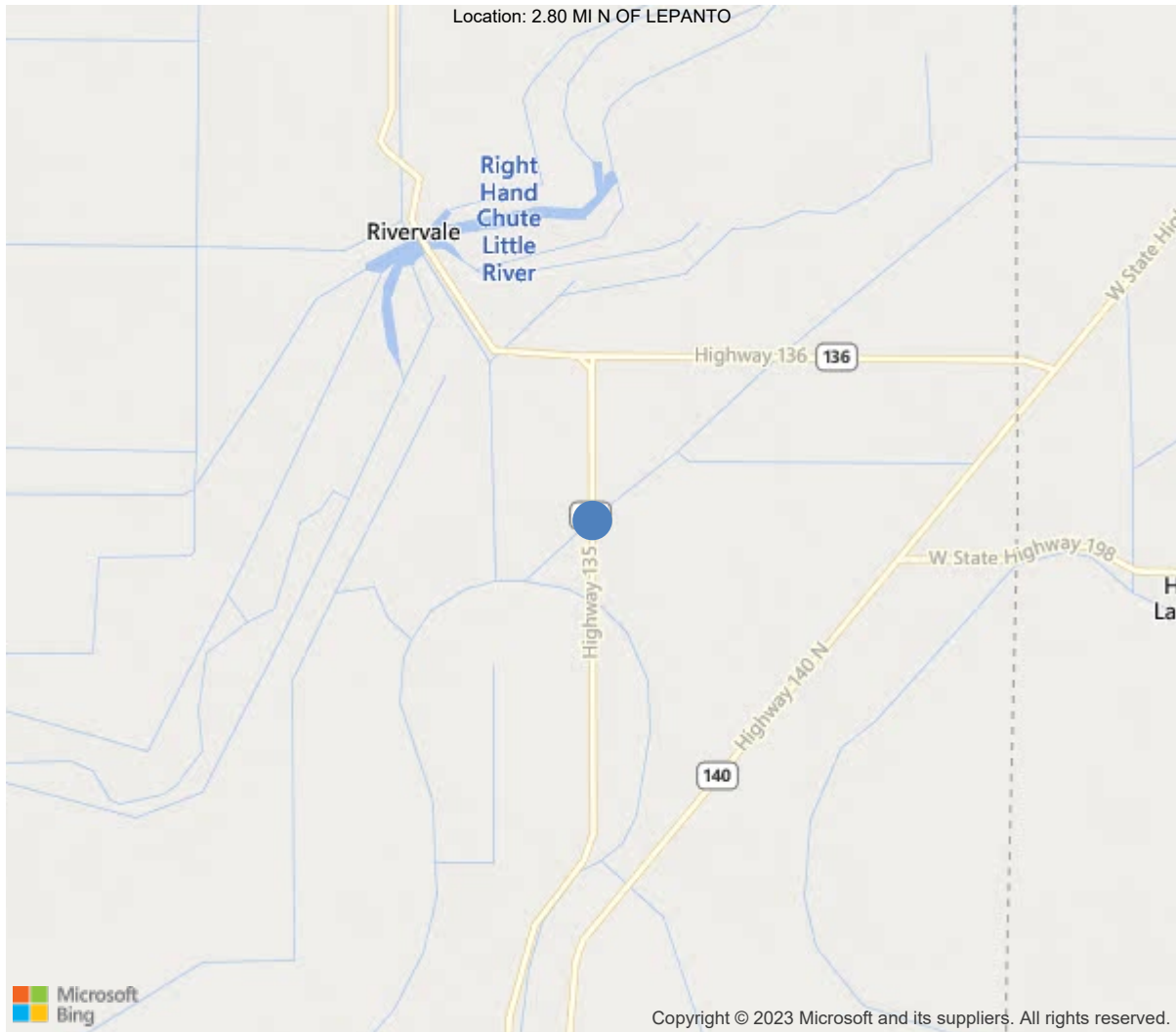
Latitude:35.65241, Longitude:-90.32340

Route:135 Section:01 Log:13.24

Arnold Road ID:56x135x1xA, Arnold Log mile:13.237

District 10, 111 - Poinsett County

Owner: 1 - State Highway Agency



35.65241, -90.32340



Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, Inspection Date: 10/13/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02905
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	111 - Poinsett County
(4) Place Code	0
(6) Features Intersected	DITCH NO 12
(7) Facility Carried	SH 135-01-LM 13.24
(9) Location	2.80 MI N OF LEPANTO
(11) Mile Point	13.24 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000135010
(16) Latitude	35.65241
(17) Longitude	-90.3234
(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	1
(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	1954
(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	1101
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	8 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	55 ft
(49) Structure Length	57 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28.6 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 ft
(33) Bridge Median	0 - No median
(34) Skew	30 Deg
(35) Structure Flared	0 - 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 w
(111) Pier Protection	5 - None present but re-evalua
(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	6 - Rural 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 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	6
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	6
(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	34
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	20
(70) Bridge Posting	2 - 20.0 - 29.9 % below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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 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	1155
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/13/2022		
(91) Frequency	12		
(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.			

General Observation

Talked with Shannon about bearing 5 bent 2 10-14-2022

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Right bridge rail posts and overhangs have been patched from past collision damage.

Right end post (both ends) & 6 concrete post have been repaired.

Left bridge rail has minor surface corrosion & paint failure.

Asphalt wearing surface has areas of map cracking in wheel path.

Left curb, bridge rail & end post & wing wall at bent 2 has collision damage with some exposed rebar

Soffit has a few cracks with efflorescence buildup.

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Steel girders have areas of surface rust. Paint system is faded.

Ends of girders 1 and 5 over bents 1 and 2 have areas of moderate to heavy section loss, especially around bottom flange and bearing.

Ends of girders 2 - 4 have surface rust with areas of initial section loss.

Girder 1 over bent 1 has 4 ft. of heavy section loss at end of web and along bottom flange and bottom of web. 2 ft. on inside bottom flange has heavy section loss. Edge of flange has 3/16 in. remaining.

Girder 5 over bent 1 has 1 ft. of 1/8 in. section loss at end and along bottom of web. 2 ft. of bottom flange has 1/8 in. section loss with up to 1/4 in. section loss adjacent to bearing.

Girder 1 has rust and some section loss to top flange.

Girder 1 top flange, inside bottom flange and soffit has heavy efflorescence buildup.

Girder 1 near drain has minor section loss.

Girder 1 over bent 2 has 2 ft. of heavy section loss at end of web and along bottom of web and bottom flange.

Girder 5 at bent 2 has heavy section loss to web near haunch.

Bent 2 bay 1 diaphragm has measurable section loss.

Rocker bearings have heavy pack rust and section loss.

Bent 2 bearings 1 has heavy section loss and is rotated forward.

Bent 2 bearings 2,3 & 4 are tilted forward slightly.

Bent 2 bearing 5 bottom metal plate heavy section loss and movable bearing has rotated on verge of falling out. see photo 2022

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Concrete wall was poured under & in front of abutments as a scour repair in the past.

Bent 2 abutment has a 2 ft. area of cracks under girder 2.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

Concrete wall was poured under & in front of abutments as a scour repair in the past.

Embankment erosion is beginning to undermine scour repair at bent 1.

Embankment erosion has undermined approximately 5 ft. of bent 2 abutment near Lt end up to 2 ft. down and 2 ft. back under.

Trees and brush in channel.

A-46 - Asset Files

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Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, Inspection Date: 10/13/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1394	1308	3	83	0
1090	Exposed Rebar	SF	5	0	3	2	0
1120	Efflorescence/Rust Staining	SF	81	0	0	81	0
510	Wearing Surfaces	SF	1320	978	0	342	0
3220	Crack (Wearing Surface)	SF	342	0	0	342	0
107	Steel Open Girder/Beam	LF	275	177	32	57	9
1000	Corrosion	LF	98	0	32	57	9
515	Steel Protective Coating	SF	2273	0	1768	265	240
3440	Effectiveness (Steel Protective Coatings)	LF	2273	0	1768	265	240
215	Reinforced Concrete Abutment	LF	77	35	37	5	0
1120	Efflorescence/Rust Staining	LF	5	0	0	5	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
6000	Scour	LF	35	0	35	0	0
227	Reinforced Concrete Pile	EA	4	0	4	0	0
6000	Scour	EA	4	0	4	0	0
304	Open Expansion Joint	LF	56	56	0	0	0
311	Movable Bearing	EA	5	0	0	3	2
1000	Corrosion	EA	5	0	0	3	2
313	Fixed Bearing	EA	5	0	0	5	0
1000	Corrosion	EA	5	0	0	5	0
330	Metal Bridge Railing	LF	114	42	71	1	0
1000	Corrosion	LF	55	0	55	0	0
7000	Damage	LF	17	0	16	1	0
515	Steel Protective Coating	SF	388	350	0	38	0
3420	Peeling/Bubbling/Cracking	LF	38	0	0	38	0



Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, Inspection Date: 10/13/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1394	1308	3	83	0
1090	Exposed Rebar	SF	5	0	3	2	0
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510	Wearing Surfaces	SF	1320	978	0	342	0
3220	Crack (Wearing Surface)	SF	342	0	0	342	0

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Comment: Right bridge rail posts and overhangs have been patched from past collision damage.

Right end post (both ends) & 6 concrete post have been repaired.

Left bridge rail has minor surface corrosion & paint failure.

Asphalt wearing surface has areas of map cracking in wheel path.

Left curb, bridge rail & end post & wing wall at bent 2 has collision damage with some exposed rebar

Soffit has a few cracks with efflorescence buildup.

**Superstructure**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	275	177	32	57	9
1000	Corrosion	LF	98	0	32	57	9
515	Steel Protective Coating	SF	2273	0	1768	265	240
3440	Effectiveness (Steel Protective Coatings)	LF	2273	0	1768	265	240

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Comment: Steel girders have areas of surface rust. Paint system is faded.

Ends of girders 1 and 5 over bents 1 and 2 have areas of moderate to heavy section loss, especially around bottom flange and bearing.

Ends of girders 2 - 4 have surface rust with areas of initial section loss.

Girder 1 over bent 1 has 4 ft. of heavy section loss at end of web and along bottom flange and bottom of web. 2 ft. on inside bottom flange has heavy section loss. Edge of flange has 3/16 in. remaining.

Girder 5 over bent 1 has 1 ft. of 1/8 in. section loss at end and along bottom of web. 2 ft. of bottom flange has 1/8 in. section loss with up to 1/4 in. section loss adjacent to bearing.

Girder 1 has rust and some section loss to top flange.

Girder 1 top flange, inside bottom flange and soffit has heavy efflorescence buildup.

Girder 1 near drain has minor section loss.

Girder 1 over bent 2 has 2 ft. of heavy section loss at end of web and along bottom of web and bottom flange.

Girder 5 at bent 2 has heavy section loss to web near haunch.

Bent 2 bay 1 diaphragm has measurable section loss.

Rocker bearings have heavy pack rust and section loss.

Bent 2 bearings 1 has heavy section loss and is rotated forward.

Bent 2 bearings 2,3 & 4 are tilted forward slightly.

Bent 2 bearing 5 bottom metal plate heavy section loss and movable bearing has rotated on verge of falling out. see photo 2022

**Substructure**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	77	35	37	5	0
1120	Efflorescence/Rust Staining	LF	5	0	0	5	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
6000	Scour	LF	35	0	35	0	0
227	Reinforced Concrete Pile	EA	4	0	4	0	0
6000	Scour	EA	4	0	4	0	0

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Comment: Concrete wall was poured under & in front of abutments as a scour repair in the past.

Bent 2 abutment has a 2 ft. area of cracks under girder 2.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

Comment: Concrete wall was poured under & in front of abutments as a scour repair in the past.

Embankment erosion is beginning to undermine scour repair at bent 1.

Embankment erosion has undermined approximately 5 ft. of bent 2 abutment near Lt end up to 2 ft. down and 2 ft. back under.

Trees and brush in channel.



Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, Inspection Date: 10/13/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4





Beginning end



Ending end

Maintenance Needs

Date Reported: 03/02/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Superstructure

Deficiency Description

Ends of girders 1 and 5 have areas of moderate to heavy section loss.

Girder 1 over bent 1 has 4' of heavy section loss at end of web and along bottom flange and bottom of web. 2' on inside bottom flange is beginning to knife edge. Edge of flange has 3/16" remaining.

Girder 5 over bent 1 has 1' of 1/8" section loss at end and along bottom of web. 2' of bottom flange has 1/8" section loss with up to 1/4" section loss adjacent to bearing.

Girder 1 over bent 2 has 2' of heavy section loss at end of web and along bottom of web and bottom flange.

Girder 5 at bent 2 has heavy section loss to web near haunch.

Remarks







Maintenance Needs

Date Reported: 03/02/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Superstructure

Deficiency Description

Rocker bearings have heavy pack rust and section loss.

Bearings 1 at bent 2 has heavy section loss and is rotated forward.

Bent 2 bearings 2,3 & 4 are tilted forward slightly.

Bent 2 bearing 5 bottom metal plate heavy section loss and movable bearing has rotated on verge of falling out. see photo 2022

Remarks



B2 g1



B2 g5



Bent 2 bearing 5



Bent 2 girder 1 bearing leaning 2019

Maintenance Needs

Date Reported: 03/02/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Channel

Deficiency Description

Embankment erosion is beginning to undermine scour repair at bent 1.

Embankment erosion has undermined approximately 5' of bent 2 abutment near Lt end up to 2' down and 2' back under.

Remarks



Bent 2 LT SIDE 2019



Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, **Inspection Date:** 10/13/2022

Maintenance Needs

Date Reported: 03/02/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Deck

Deficiency Description

Lt curb and bridge rail end post at bent 2 has collision damage.

Remarks





Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, Inspection Date: 10/13/2022

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	



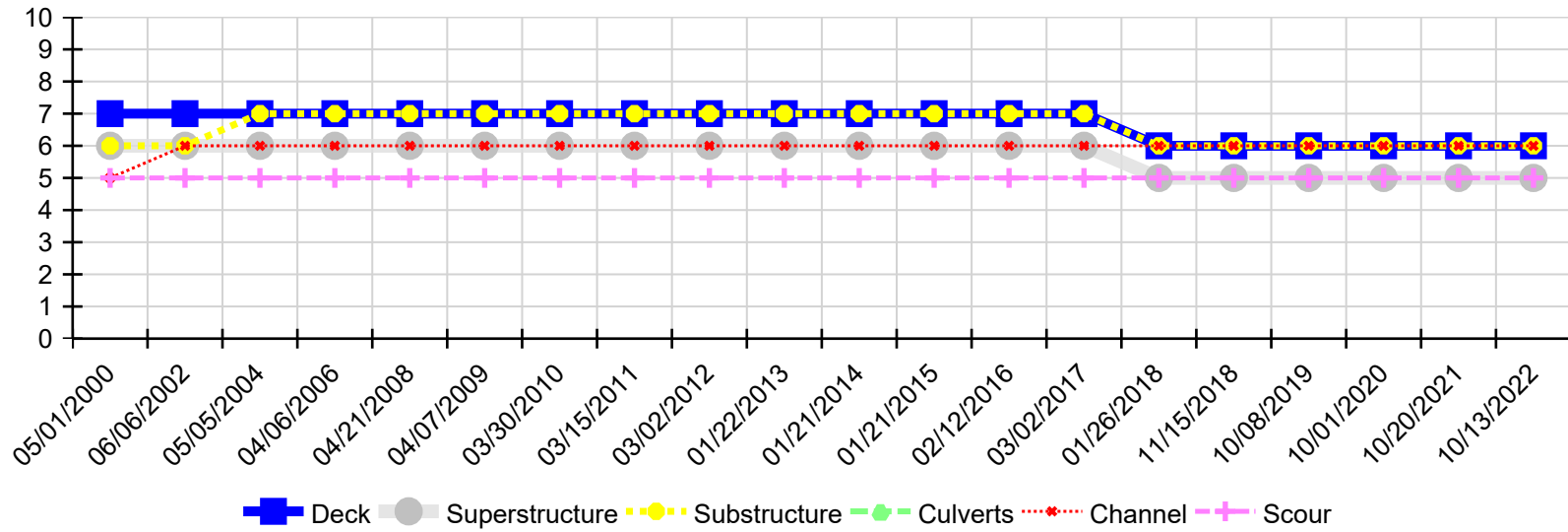
Asset #02905(Routine)

SH 135-01-LM 13.24 over DITCH NO 12

Location: 2.80 MI N OF LEPANTO

Team Lead: Tim Myrick, Inspection Date: 10/13/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/13/2022	6	5	6	N	6	5
10/20/2021	6	5	6	N	6	5
10/01/2020	6	5	6	N	6	5
10/08/2019	6	5	6	N	6	5
11/15/2018	6	5	6	N	6	5
01/26/2018	6	5	6	N	6	5
03/02/2017	7	6	7	N	6	5
02/12/2016	7	6	7	N	6	5
01/21/2015	7	6	7	N	6	5
01/21/2014	7	6	7	N	6	5
01/22/2013	7	6	7	N	6	5
03/02/2012	7	6	7	N	6	5
03/15/2011	7	6	7	N	6	5
03/30/2010	7	6	7	N	6	5
04/07/2009	7	6	7	N	6	5
04/21/2008	7	6	7	N	6	5
04/06/2006	7	6	7	N	6	5
05/05/2004	7	6	7	N	6	5
06/06/2002	7	6	6	N	6	5
05/01/2000	7	6	6	N	5	5