



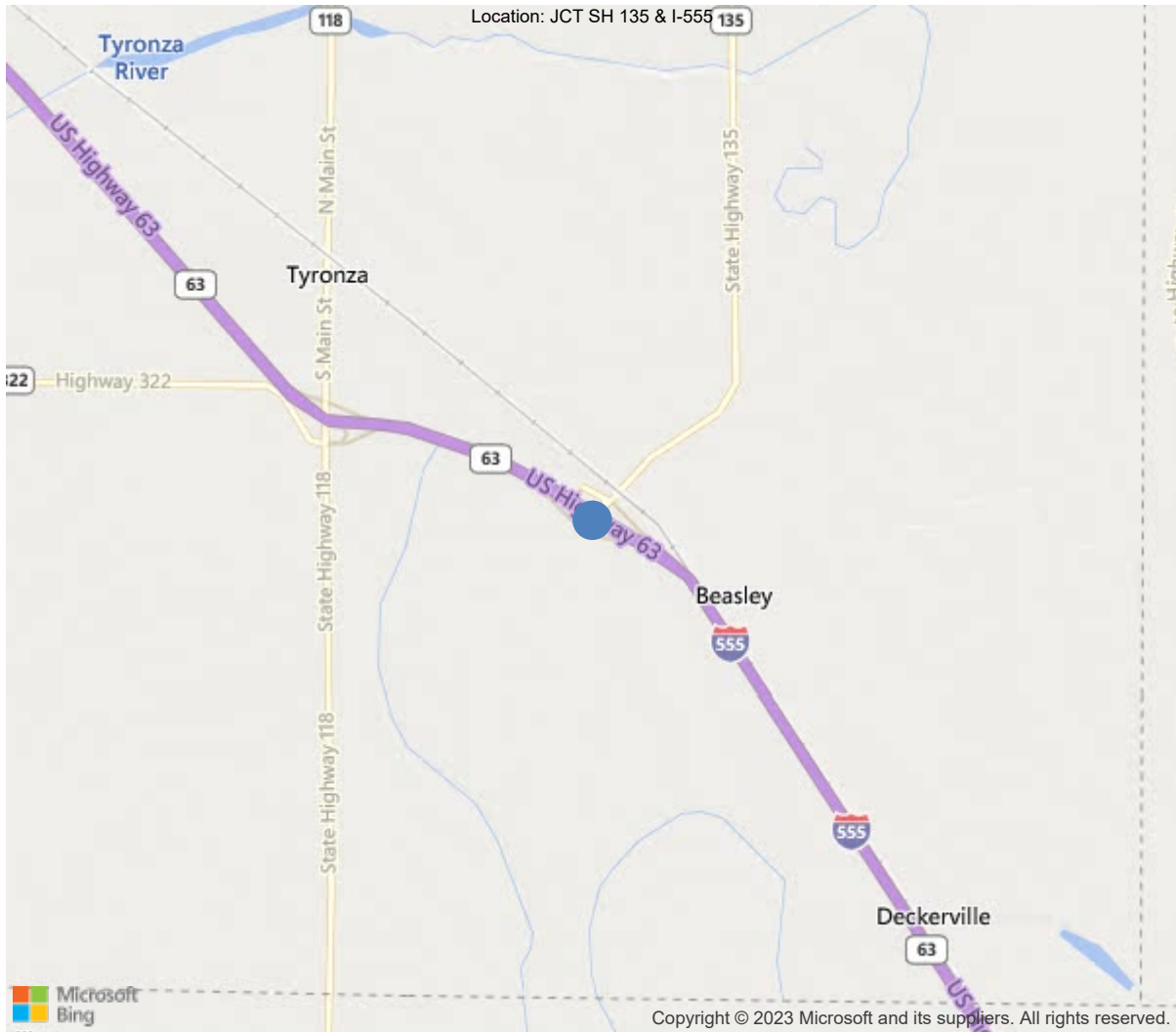
Latitude:35.47314, Longitude:-90.33522

Route:135 Section:01 Log:0.15

Arnold Road ID:56x135x1xA, Arnold Log mile:0.129

District 10, 111 - Poinsett County

Owner: 1 - State Highway Agency



35.47314, -90.33522



Asset #07019(Routine)

SH 135 over I-555

Location: JCT SH 135 & I-555

Team Lead: Tim Myrick, Inspection Date: 05/10/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	07019
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	111 - Poinsett County
(4) Place Code	0
(6) Features Intersected	I-555
(7) Facility Carried	SH 135
(9) Location	JCT SH 135 & I-555
(11) Mile Point	0.15 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.47314
(17) Longitude	-90.33522
(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	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	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2007
(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	1100
(30) Year of ADT	2018
(109) Truck ADT	18 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	88 ft
(49) Structure Length	310.2 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	43.2 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0 - No median
(34) Skew	10 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	17 ft
Ref:	
(55) Min Lat Underclear RT	30.2 ft
Ref:	
(56) Min Lat Underclear LT	27.1 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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 exis
(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	4 - Historical significance is
CONDITION	
(58) Deck	8
(59) Superstructure	9
(60) Substructure	9
(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	
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	9
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	8
(71) Waterway Adequacy	N
(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	N - Bridge not over waterway.
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	1105
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	05/10/2021		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* 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.</p>			



58 - Deck (8 - VERY GOOD CONDITION - no problems noted.)

Minimum Clearances checked and verified.2021

Concrete rails have moderate width cracks.

Under Clearance route direction changed from North to South to South to North due to I555 route direction is South to North.

Both Bridge Ends have up to 3in. Roadway Settlement, especially near drop inlets.

Approach Slabs have several moderate width cracks.

Top of Deck has some moderate width cracks with some cracks with efflorescence concrete portion of Soffit. Deck has been sealed with polymer overlay as observed 2021 inspection.

Joint seals are partially filled with dirt.

Stay in place deck form span 3 bay 1 has 2 ft. of rust due to leakage thru deck.

59 - Superstructure (9 - EXCELLENT CONDITION)

Superstructure has no noteworthy deficiencies.

60 - Substructure (9 - EXCELLENT CONDITION)

Top of concrete back walls (roadway portion) have moderate width cracks.

Cap portion of bent 1 abutment has moderate width cracking.

A-46 - Asset Files

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	13392	13018	372	2	0
1120	Efflorescence/Rust Staining	SF	374	0	372	2	0
1130	Cracking (RC and Other)	SF	946	946	0	0	0
521	Concrete Protective Coating	SF	12408	12408	0	0	0
107	Steel Open Girder/Beam	LF	1540	1540	0	0	0
515	Steel Protective Coating	SF	17259	17259	0	0	0
205	Reinforced Concrete Column	EA	6	6	0	0	0
215	Reinforced Concrete Abutment	LF	132	132	0	0	0
234	Reinforced Concrete Pier Cap	LF	123	123	0	0	0
300	Strip Seal Expansion Joint	LF	86	0	86	0	0
2350	Debris Impaction	LF	86	0	86	0	0
310	Elastomeric Bearing	EA	25	25	0	0	0
321	Reinforced Concrete Approach Slab	SF	1752	1615	40	97	0
1130	Cracking (RC and Other)	SF	137	0	40	97	0
331	Reinforced Concrete Bridge Railing	LF	620	521	99	0	0
1130	Cracking (RC and Other)	LF	99	0	99	0	0



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Deck

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58 - Deck (8 - VERY GOOD CONDITION - no problems noted.)

Comment: Minimum Clearances checked and verified.2021

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Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	1540	1540	0	0	0
515	Steel Protective Coating	SF	17259	17259	0	0	0

59 - Superstructure (9 - EXCELLENT CONDITION)

Comment: Superstructure has no noteworthy deficiencies.



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Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	6	6	0	0	0
215	Reinforced Concrete Abutment	LF	132	132	0	0	0
234	Reinforced Concrete Pier Cap	LF	123	123	0	0	0

60 - Substructure (9 - EXCELLENT CONDITION)

Comment: Top of concrete back walls (roadway portion) have moderate width cracks.
Cap portion of bent 1 abutment has moderate width cracking.



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Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Maintenance Needs

Date Reported: 04/18/2017

Priority: (Inactive) (Inactive) G - General/
Preventive maintenance

Status: Assigned

Type of Work: Repair (General)

Component: Approach

Deficiency Description

Both bridge ends have up to 3" roadway settlement, especially near drop inlet.

Remarks

copy to Poinsett Crew for review





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SH 135 over I-555

Location: JCT SH 135 & I-555

Team Lead: Tim Myrick, **Inspection Date:** 05/10/2021

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	



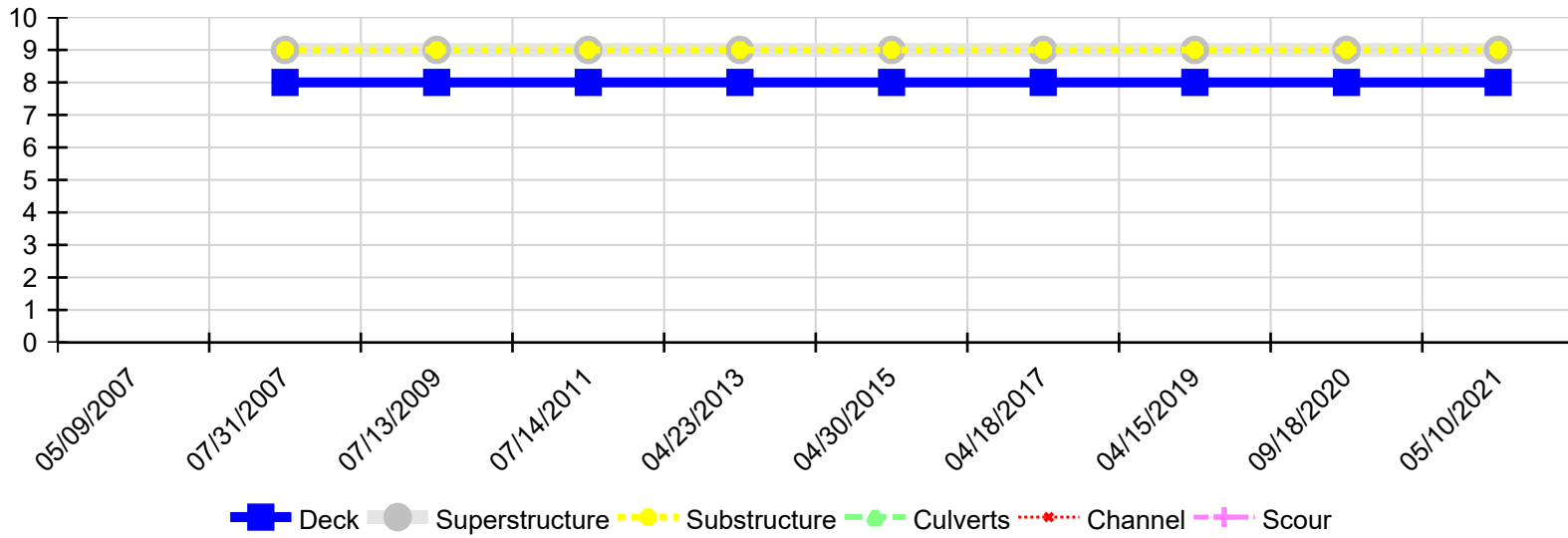
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Team Lead: Tim Myrick, Inspection Date: 05/10/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/10/2021	8	9	9	N	N	N
09/18/2020	8	9	9	N	N	N
04/15/2019	8	9	9	N	N	N
04/18/2017	8	9	9	N	N	N
04/30/2015	8	9	9	N	N	N
04/23/2013	8	9	9	N	N	N
07/14/2011	8	9	9	N	N	N
07/13/2009	8	9	9	N	N	N
07/31/2007	8	9	9	N	N	N
05/09/2007	N	N	N	N	N	N