



Latitude:36.01671, Longitude:-90.59089

Route:358 Section:01 Log:4.39

Arnold Road ID:28x358x1xA, Arnold Log mile:4.387

District 10, 55 - Greene County

Owner: 1 - State Highway Agency

Inspection Direction: 3 - E to W

### Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

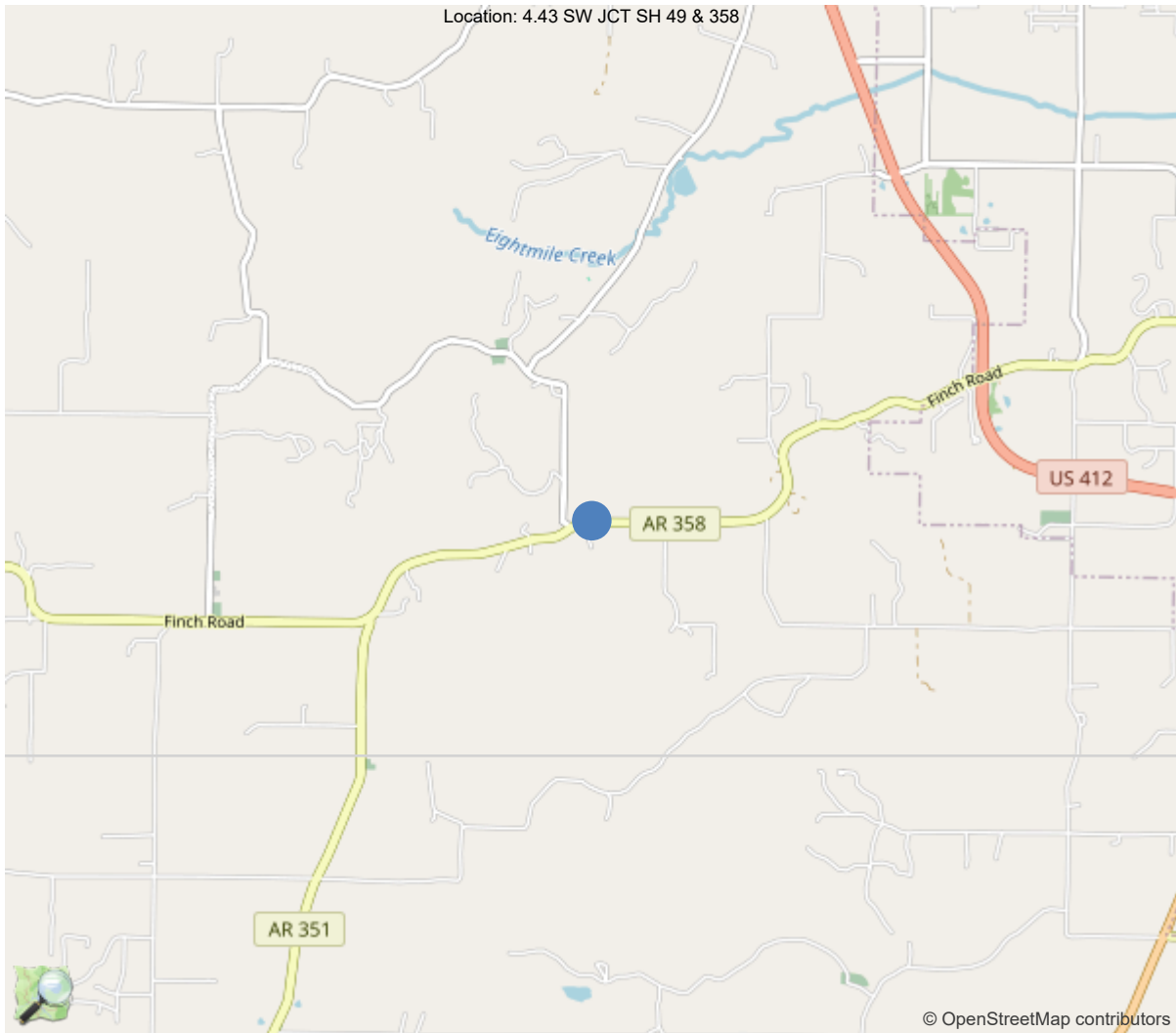
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



36.01671, -90.59089





Asset #M3982(Other Special Recurring)

SH 358-01- LM 4.39 over VILLAGE CREEK

Location: 4.43 SW JCT SH 49 &amp; 358

Team Lead: Richard Jones Inspection Date: 05/08/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M3982
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	55 - Greene County
(4) Place Code	0
(6) Features Intersected	VILLAGE CREEK
(7) Facility Carried	SH 358-01- LM 4.39
(9) Location	4.43 SW JCT SH 49 & 358
(11) Mile Point	4.39 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.01671
(17) Longitude	-90.59089
(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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1976
(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	3200
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	29 ft
(49) Structure Length	87 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	28 ft
(52) Deck Width Out to Out	30.8 ft
(32) Approach Roadway Width (W/Shoulders)	30.8 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	28 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 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	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 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	5
(59) Superstructure	6
(60) Substructure	5
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0 - Other or Unknown
(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	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(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	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	87 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 120
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	3480
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	05/03/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* 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 #M3982**(Other Special Recurring)

**SH 358-01- LM 4.39 over VILLAGE CREEK**

**Location: 4.43 SW JCT SH 49 & 358**

**Team Lead: Richard Jones Inspection Date: 05/08/2024**

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

Deck has areas of concrete disintegration along joints and overhangs.

Span 3 has full depth patches.

Asphalt wearing surface has map cracks with efflorescence pumping through cracks.

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**59 - Superstructure** (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Several repairs were made in 2019. See elements

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

Timber has mostly moderate decay, but a few areas of advanced deterioration.

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**61 - Channel/Channel Protection** (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Channel is mostly good condition.

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	2680	636	0	2036	8
1080	Delamination/Spall/Patched Area	SF	1884	0	0	1876	8
1090	Exposed Rebar	SF	16	0	0	16	0
1120	Efflorescence/Rust Staining	SF	144	0	0	144	0
510	Wearing Surfaces	SF	2436	2001	42	393	0
3210	Delam/Spall/Patched Area/Pothole	SF	57	0	42	15	0
3220	Crack (Wearing Surface)	SF	378	0	0	378	0
<p>(12) Approach roadways have some settlement and patched areas at each bridge end.  Top of deck was noted as having 70% delaminated areas in 2003 inspection report.  Deck has areas of concrete disintegration along joints and overhangs. Overhangs have rebar exposed near joints and drain openings.  Span 3 has full depth patches.  Soffit has a few cracks with efflorescence.</p> <p>(510-12) Asphalt wearing surface has map cracks with efflorescence pumping through cracks. Asphalt has a few spalls/potholes.</p>							
107	Steel Open Girder/Beam	LF	696	522	139	35	0
1000	Corrosion	LF	174	0	139	35	0
515	Steel Protective Coating	SF	4601	1654	1793	924	230
3440	Effectiveness (Steel Protective Coatings)	LF	2947	0	1793	924	230
<p>(107) Girders have scattered areas of surface rust. Most girder ends were t-spliced in 2019.  Exterior girders on span 2 have some section loss to the web and bottom flange under drains.</p> <p>Span 1 bent 1 girder 1 was t-spliced sometime in the past. Splice is painted but has some existing pitting/section loss.  Span 1 bent 1 girder 2 was t-spliced in 2019.  Span 1 bent 1 girder 8 was t-spliced in 2019.</p> <p>Span 1 bent 2 girder 1 was t-spliced sometime in the past  Span 1 bent 2 girder 2 was t-spliced sometime in the past  Span 1 bent 2 girder 3 has plates welded over holes in bottom of web.  Span 1 bent 2 girder 4 was t-spliced sometime in the past.  Span 1 bent 2 girder 7 was t-spliced sometime in the past.  Span 1 bent 2 girder 8 was t-spliced sometime in the past.</p> <p>Span 2 bent 2 girder 1 was cleaned and painted in 2019.  Span 2 bent 2 girder 2 was cleaned and painted in 2019.  Span 2 bent 2 girder 3 was repaired with a bolted plate at bottom of web.  Span 2 bent 2 girder 4 was t-spliced sometime in the past  Span 2 bent 2 girder 5 has 30" x 3.75" plates welded over holes in bottom of web 4.5" from end of girder.  Span 2 bent 2 girder 7 was t-spliced sometime in the past.  Span 2 bent 2 girder 8 was t-spliced sometime in the past.</p> <p>Span 2 bent 3 girder 1 was repaired with a 3' bolted plate on bottom of web.  Span 2 bent 3 girder 2 was t-spliced sometime in the past  Span 2 bent 3 girders 4 and 5 was t-spliced sometime in the past.  Span 2 bent 3 girder 6 was t-spliced sometime in the past.  Span 2 bent 3 girder 7 was cleaned and painted in 2019.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span 2 bent 3 girder 8 was repaired with a T-Splice and bolted plate along bottom flange.							
Span 3 bent 3 girder 1 was t-spliced sometime in the past Span 3 bent 3 girder 2 was cleaned and painted in 2019, but has some active corrosion. Span 3 bent 3 girder 3 was t-spliced sometime in the past Span 3 bent 3 girder 4 was t-spliced sometime in the past Span 3 bent 3 girder 5 was t-spliced sometime in the past Span 3 bent 3 girder 6 was t-spliced sometime in the past Span 3 bent 3 girder 7 was t-spliced sometime in the past Span 3 bent 3 girder 8 has a bolted web plate at end of girder.							
Span 3 bent 4 girder 1 was t-spliced sometime in the past. Span 3 bent 4 girder 2 was t-spliced sometime in the past. Span 3 bent 4 girders 3 and 4 were cleaned and painted in 2019. Span 3 bent 4 girder 5 was t-spliced sometime in the past. Span 3 bent 4 girder 6 was t-spliced sometime in the past. Span 3 bent 4 girder 7 was t-spliced sometime in the past. Span 3 bent 4 girder 8 was t-spliced sometime in the past.							
216	Timber Abutment	LF	82	0	52	30	0
1140	Decay/Section Loss	LF	82	0	52	30	0
(216) Back wall timbers have decay with areas of section loss.							
228	Timber Pile	EA	32	8	21	2	1
1140	Decay/Section Loss	EA	10	0	7	2	1
1150	Check/Shake	EA	14	0	14	0	0
(228) Piles have checks and some outside decay near ground level. Bent 1 pile spacer blocks have splits and some crushing. Bent 2 pile 1 was spliced in 2019. Concrete collar is cracked/broken on back side. Bent 2 piles 2 and 3 have a concrete mass pressed against them on back side. Piles have delaminated areas on ahead side and are bowed. Pile 3 is possibly broken. Bent 2 pile 8 is decayed and hollow at ground line. Pile appears to be swelling or broken on ahead side.							
235	Timber Pier Cap	LF	123	61	46	4	12
1140	Decay/Section Loss	LF	32	0	16	4	12
1150	Check/Shake	LF	30	0	30	0	0
(235) Bent 2 cap was partially replaced in 2013. Cap is spliced between piles 4 and 5. Bent 3 cap has a 16' check on ahead side with some core decay. Bottom of cap has checks. Cap is partially hollow between piles 7 and 8. Bent 4 Lt end has 4' that is decayed and partially hollow. Bent 4 cap has 12' of top decay on Rt end. Cap is hollow up to 8" deep with some crushing/swelling under girders 6 and 7.							
331	Reinforced Concrete Bridge Railing	LF	174	18	20	136	0
1080	Delamination/Spall/Patched Area	LF	110	0	20	90	0
1090	Exposed Rebar	LF	46	0	0	46	0
(331) Concrete rails have several minor spalls with exposed rebar from lack of coverage. Rails have moderate to advanced abrasion, especially at span 1 Lt.							





Side



Roadway



Wearing surface



under surface





Span 3 bay 2 fdp



Span 1 Rt overhang



Span 1 girder 2 near 1/4 point



Span 3 bent 3 girder 8





Bent 1, Pile 1: spacer block split



Bent 1 piles 1 and 2



Bent 1, Pile 5: spacer block is decay and crushing



Bent 1 pile 6





Bent 2 pile 1



Span 1 Lt rail



### Maintenance Needs

Date Reported: 05/24/2021

Priority: A - Safety deficiency; requires prompt action

Type of Work: Repair (General)

Status: Assigned

Component: Substructure

### Deficiency Description

Bent 4 Lt end has 4' that is decayed and partially hollow.

Bent 4 cap has 12' of top decay on Rt end. Cap is hollow up to 8" deep with some crushing/swelling under girders 6 and 7.

### Remarks



Bent 4 Rt



Bent 4 at girder 6



Bent 4 at girder 7



Bent 4 cap over pile 6



Bent 4 cap near pile 6



2021



## Maintenance Needs

Date Reported: 05/02/2017

Priority: B - Pressing

Type of Work: Piling Repair/Replace

Status: Monitor

Component: Substructure

## Deficiency Description

Bent 2 piles 2 and 3 have a concrete mass pressed against them on back side. Piles have delaminated areas on ahead side and are bowed. Pile 3 is possibly broken.

Bent 2 pile 8 is decayed and hollow at ground line. Pile appears to be swelling or broken on ahead side.

## Remarks



05/08/2024

Bent 2, Pile 3: concrete slid against pile. Pile has some outer split and delam on ahead side



05/08/2024

Bent 2, Pile 2:



05/08/2024

Bent 2 pile 8



05/08/2024

Bent 2 pile 8





05/03/2023

Bent 2 pile 8



05/03/2023

Bent 2 pile 8



05/03/2023

Bent 2 pile 3



05/03/2023

Bent 2 pile 2



### Maintenance Needs

**Date Reported:** 05/06/2019

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Deck

### Deficiency Description

Deck has areas of concrete disintegration along joints and overhangs. Overhangs have rebar exposed near joints and drain openings.

### Remarks



Span 3 Lt



Bent 4 Lt



2023 - Bent 3 joint



2019 - Bent 3 joint



**Maintenance Needs**

**Date Reported:** 05/02/2017

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Approach

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**Deficiency Description**

Approach roadways have some settlement and patched areas at each bridge end.

**Remarks**

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Bent 1 approach

### Maintenance Needs

**Date Reported:** 05/02/2017

**Priority:** D- Routine

**Type of Work:** Replace (General)

**Status:** Monitor

**Component:** Deck

### Deficiency Description

Asphalt wearing surface has map cracks with efflorescence pumping through cracks. Asphalt has a few spalls/potholes.

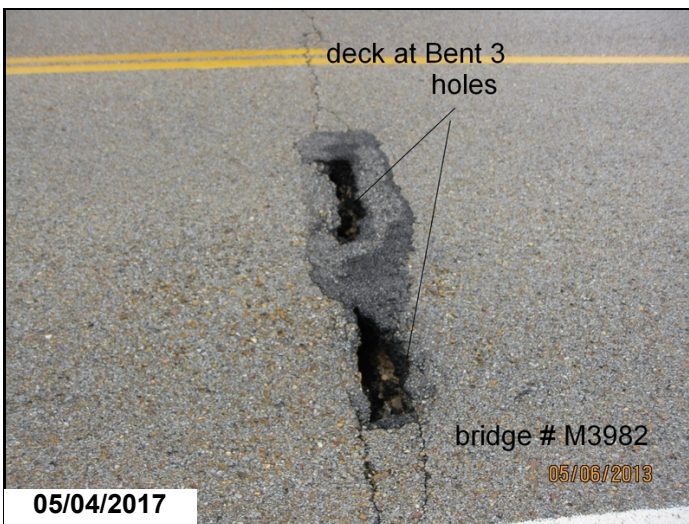
### Remarks



Span 1



Map cracks



bent 3



## **Routine Maintenance**

### **Check Box Maintenance Items**

<b>Type of Maintenance</b>	<b>Is recommended?</b>
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No

**A-54 - Sealable Deck Cracks (No)**

**A-55 - Deck Washing Needed (Yes)**

**A-56 - Joint Cleaning/Flushing Needed (No)**



**Asset #M3982**(Other Special Recurring)  
**SH 358-01- LM 4.39 over VILLAGE CREEK**

**Location: 4.43 SW JCT SH 49 & 358**

**Team Lead: Richard Jones Inspection Date: 05/08/2024**

**A-57 - Girder End and Bearing Painting Needed (No)**

**A-58 - Cap Cleaning/Flushing Needed (No)**

**A-59 - Joint Repair Needed (No)**

**A-60 - Full Girder Painting Needed (No)**

**A-61 - Polymer Overlay Advised (No)**

**A-62 - Hydro and LMC Advised (No)**

**A-63 - Missing/Incorrect Log Mile Signage (No)**

**A-64 - Vegetation Removal Requested (No)**



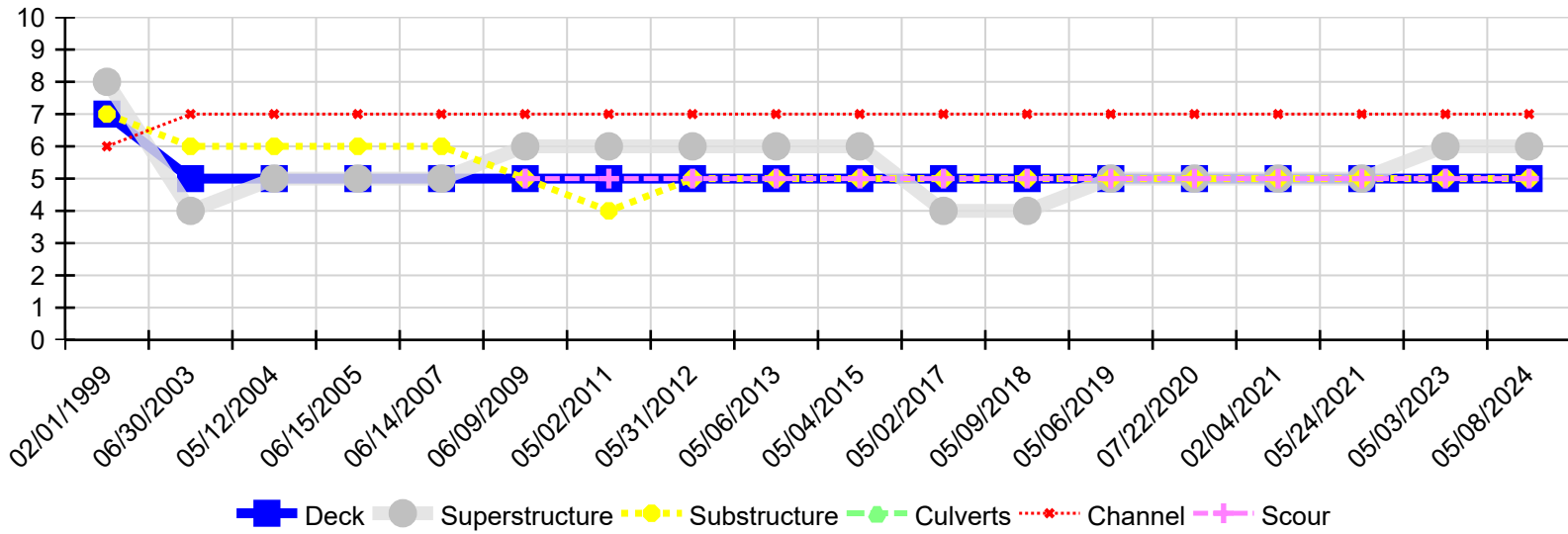


Asset #M3982(Other Special Recurring)  
SH 358-01- LM 4.39 over VILLAGE CREEK

Location: 4.43 SW JCT SH 49 & 358

Team Lead: Richard Jones Inspection Date: 05/08/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/08/2024	5	6	5	N	7	5
05/03/2023	5	6	5	N	7	5
05/24/2021	5	5	5	N	7	5
02/04/2021	5	5	5	N	7	5
07/22/2020	5	5	5	N	7	5
05/06/2019	5	5	5	N	7	5
05/09/2018	5	4	5	N	7	5
05/02/2017	5	4	5	N	7	5
05/04/2015	5	6	5	N	7	5
05/06/2013	5	6	5	N	7	5
05/31/2012	5	6	5	N	7	5
05/02/2011	5	6	4	N	7	5
06/09/2009	5	6	5	N	7	5
06/14/2007	5	5	6	N	7	N
06/15/2005	5	5	6	N	7	N
05/12/2004	5	5	6	N	7	N
06/30/2003	5	4	6	N	7	N
02/01/1999	7	8	7	N	6	N