



Latitude:33.83106, Longitude:-92.08449

Route:35 Section:05 Log:12.288

Arnold Road ID:13x35x5xA, Arnold Log mile:12.248

District 07, 25 - Cleveland County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

Bridge Posting Information

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

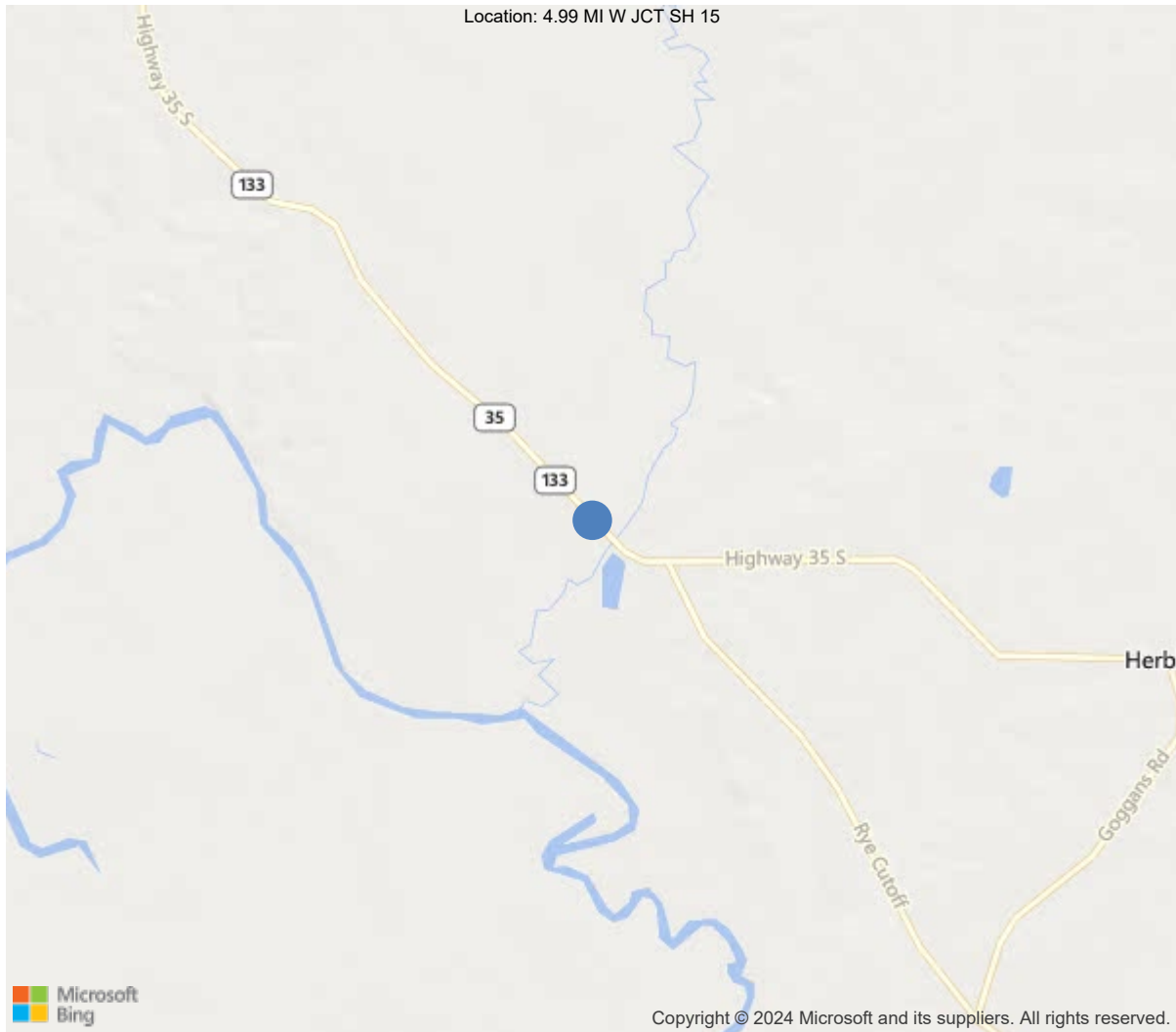
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	38		
Code 5 (40 Tons)	41		

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



33.83106, -92.08449



Asset #03416(Routine)

SH 35 S-5 LM 12.28 over BIG CREEK RELIEF

Location: 4.99 MI W JCT SH 15

Team Lead: John Parks, Inspection Date: 07/06/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03416
(5) Inventory Route	1
(2) Highway Agency District	07 - District 07
(3) County Code	25 - Cleveland County
(4) Place Code	0
(6) Features Intersected	BIG CREEK RELIEF
(7) Facility Carried	SH 35 S-5 LM 12.28
(9) Location	4.99 MI W JCT SH 15
(11) Mile Point	12.288 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.83106
(17) Longitude	-92.08449
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	7
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1961
(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	550
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	0 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	133 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	25 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	24.9 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	7 - Rural Major Collector
(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	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	5
(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	45
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(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	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 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	694
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/06/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	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.			



General Observation

07/30/2018 JPR -- This structure is logged from Northwest to Southeast.

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

Chip seal overlay

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

Numerous cracks and spalls. Moderate to major section loss to bottom reinforcing steel. PC units cracked and spalled with packrust. Span 1 units 2,3,4,5,& 7 Span 2 units 3,6, & 7 Span 3 unit 5 Span 4 unit 1,2, & 5 Span 5 units 3,4, & 6 Span 6 units 3,5, & 6 Span 7 units 2 & 3 Numerous PC units have spalls with exposed steel moderate to severe section loss, cracks and spalls with little exposed steel. Some areas have both bottom rebar exposed.

Units are grouted and bolted.

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

All columns bents 3-6 are "pebbled" from the high water line down with aggregates showing but still imbedded in the concrete. Approach roadway settlement abutment 1

A-46 - Asset Files

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3325	3325	0	0	0
510	Wearing Surfaces	SF	2926	2901	25	0	0
3220	Crack (Wearing Surface)	SF	25	0	25	0	0
(16) Keyways rough with some missing grout, joints leaking. Normal wear and abrasion.							
110	Reinforced Concrete Open Girder/Beam	LF	1862	1597	0	265	0
1090	Exposed Rebar	LF	140	0	0	140	0
1130	Cracking (RC and Other)	LF	125	0	0	125	0
(110) Numerous PC units have spalls with exposed steel moderate to severe section loss, cracks and spalls with little exposed steel. Some areas have both bottom strands exposed. Span 1 units 2,3,4,5,& 7 Span 2 units 3,6, & 7 Span 3 unit 5 Span 4 unit 1,2, & 5 Span 5 units 3,4, & 6 Span 6 units 3,5, & 6 Span 7 units 2 & 3							
215	Reinforced Concrete Abutment	LF	73	43	30	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
4000	Settlement	LF	26	0	26	0	0
(215) Approach roadway settlement abutment 1							
227	Reinforced Concrete Pile	EA	18	3	6	9	0
1190	Abrasion/Wear (PSC/RC)	EA	15	0	6	9	0
(227) All columns bents 3-6 are "pebbled" from the high water line down with aggregates showing but still imbedded in the concrete.							
234	Reinforced Concrete Pier Cap	LF	153	143	1	9	0
1080	Delamination/Spall/Patched Area	LF	10	0	1	9	0
330	Metal Bridge Railing	LF	266	266	0	0	0
515	Steel Protective Coating	SF	532	532	0	0	0
(330) Normal wear and corrosion							



Asset #03416(Routine)

SH 35 S-5 LM 12.28 over BIG CREEK RELIEF

Location: 4.99 MI W JCT SH 15

Team Lead: John Parks, Inspection Date: 07/06/2022

Deck

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Comment: Chip seal overlay

**Superstructure**

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

Comment: Numerous cracks and spalls. Moderate to major section loss to bottom reinforcing steel. PC units cracked and spalled with packrust. Span 1 units 2,3,4,5,& 7 Span 2 units 3,6, & 7 Span 3 unit 5 Span 4 unit 1,2, & 5 Span 5 units 3,4, & 6 Span 6 units 3,5, & 6 Span 7 units 2 & 3

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Asset #03416(Routine)

SH 35 S-5 LM 12.28 over BIG CREEK RELIEF

Location: 4.99 MI W JCT SH 15

Team Lead: John Parks, Inspection Date: 07/06/2022

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	73	43	30	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
4000	Settlement	LF	26	0	26	0	0
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Comment: All columns bents 3-6 are "pebbled" from the high water line down with aggregates showing but still imbedded in the concrete. Approach roadway settlement abutment 1



Elevation



Elevation



Deck overview



Span 5 Underview



Upstream



Piles have abrasion.



Do



Approach



Bt. 6, back side, spalls below girders.

Maintenance Needs

Date Reported: 07/05/2012

Priority: D- Routine

Status: Monitor

Type of Work: (Inactive) (Inactive) 9 - None

Component:

Deficiency Description

PC units cracked and spalled with packrust and section loss to exposed steel.

Span 1 units 2,3,4,5,& 7; unit 5 girder is spalled over cap at Bt. 2. (JDP 07/07/2022)

Span 2 units 3, 6, & 7 girders have spalls with exposed rebar midspan; unit 3 girder is spalled over cap at Bt. 3.(JDP 07/07/2022)

Span 3 unit 4 & 5, girders have spalls with exposed rebar midspan.(JDP 07/07/2022)

Span 4 unit 1,2, & 5, girders have spalls with exposed rebar midspan.(JDP 07/07/2022)

Span 5 units 3,4, & 6, girders have spalls with exposed rebar midspan.(JDP 07/07/2022)

Span 6 units 3,4, 5, 6, and 7, girders have spalls with exposed rebar midspan. Unit 5 and 6 girders have spalls with exposed rebar over cap.(JDP 07/07/2022)

Span 7 units 1, 2, 3, and 6 girders have spalls with exposed rebar midspan.(JDP 07/07/2022)

Remarks



Units 5-6 span 2



PC Units 2 & 3 span 1



Span 2 deck Soffit.



Unit 3 span 2



Span 1 units 2,3,4,5,& 7, girder have spalls with exposed rebar.



Span 2, unit 3, Bt. 3.



Span six units three thru seven.

Maintenance Needs

Date Reported: 07/20/2016

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

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

All pile bents 3-6 are "pebbled" from the high water line down with aggregates showing but still imbedded in the concrete.
07/07/2022 - no change JDP.

Remarks



Abrasion and wear on piles





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	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



Asset #03416(Routine)

SH 35 S-5 LM 12.28 over BIG CREEK RELIEF

Location: 4.99 MI W JCT SH 15

Team Lead: John Parks, Inspection Date: 07/06/2022

A-57 - Beam End and Bearing Painting 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



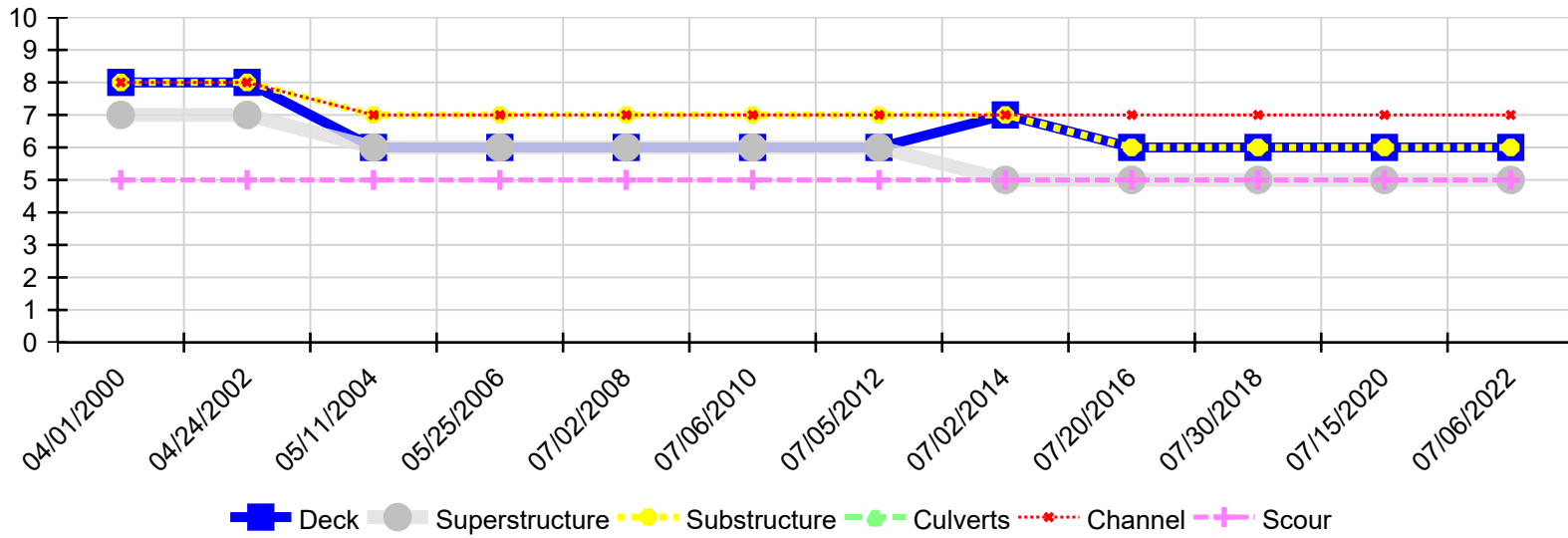
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Team Lead: John Parks, Inspection Date: 07/06/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/06/2022	6	5	6	N	7	5
07/15/2020	6	5	6	N	7	5
07/30/2018	6	5	6	N	7	5
07/20/2016	6	5	6	N	7	5
07/02/2014	7	5	7	N	7	5
07/05/2012	6	6	7	N	7	5
07/06/2010	6	6	7	N	7	5
07/02/2008	6	6	7	N	7	5
05/25/2006	6	6	7	N	7	5
05/11/2004	6	6	7	N	7	5
04/24/2002	8	7	8	N	8	5
04/01/2000	8	7	8	N	8	5