



Latitude:35.17249, Longitude:-92.15958

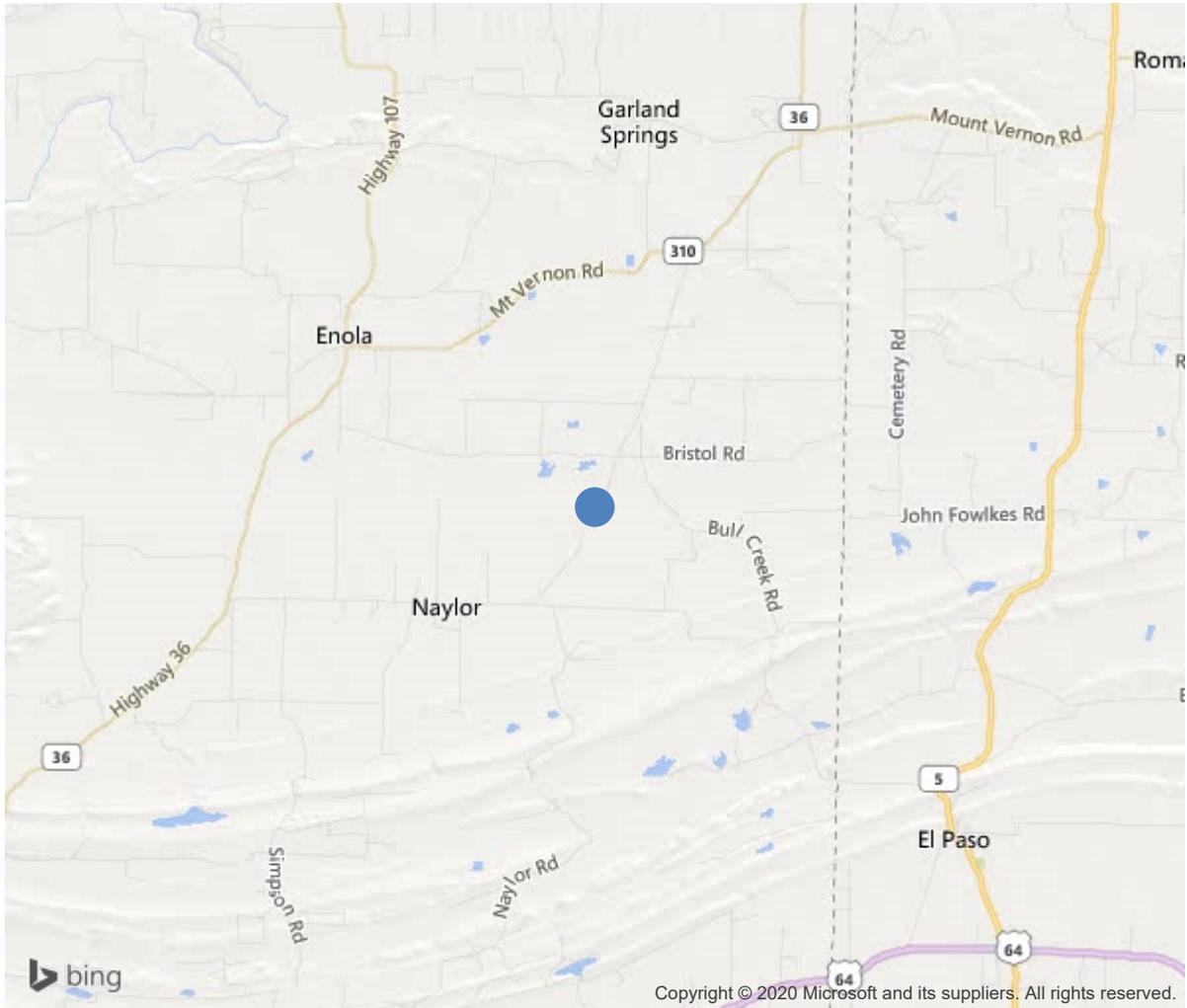
Route:36 Section:01 Log:12.68

Arnold Road ID:23x36x1xA, Arnold Log mile:12.64

District 08, Faulkner County

Owner: 1-State Highway Agency

2.0 MI NE of Naylor



35.17249, -92.15958



Bridge #03485(Routine)
SH 36 over Muddy Bayou Relief
Location: 2.0 MI NE of Naylor

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

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03485
(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 Relief
(7) Facility Carried	SH 36
(9) Location	2.0 MI NE of Naylor
(11) Mile Point	12.68 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.172493
(17) Longitude	-92.159584
(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	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	45 ft
(49) Structure Length	45 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	0 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	6
(59) Superstructure	6
(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	47
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	1
Rating	28
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(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



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

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1140	1050	90	0	0
1080	Delamination/Spall/Patched Area	SF	90	0	90	0	0
510	Wearing Surfaces	SF	990	733	112	145	0
3210	Delam/Spall/Patched Area/Pothole	SF	57	0	12	45	0
3220	Crack (Wearing Surface)	SF	200	0	100	100	0
(12)							
Wearing surface: 4 Patched areas near abutment #1 where holes were cut in deck to install piles. 12 SF C2 Left side - spall in edge of wearing surface along gutter. 45 SF C3 Moderate to major longitudinal cracks 100 SF C2, 100 SF C3							
Deck: Left gutter (no wearing surface) - heavy scale or minor stalls 45 SF C2. Right side gutter is mostly covered with dirt but appears to have heavy scale 45 SF C2							
107	Steel Open Girder/Beam	LF	225	57	165	3	0
1000	Corrosion	LF	168	0	165	3	0
515	Steel Protective Coating	SF	1407	807	300	200	100
3410	Chalking (Steel Protective Coatings)	SF	0	0	0	0	0
3420	Peeling/Bubbling/Cracking	SF	0	0	0	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	600	0	300	200	100
(107)							
Abutment # 1, Beam #'s 1 & 5 - Moderate rust on ends of beams and minor section loss in the web below the concrete haunch. Beam #'s 2 & 4 - Minor rust on ends of beams. 2 LF C3							
Abutment # 3, Beam # 5 - Moderate rust on end of beam and minor section loss in the web below the concrete haunch. 1 LF C3.							
Corrosion - Outside beams all in 90 LF C2, Inside beams 75 LF C2							
215	Reinforced Concrete Abutment	LF	63	32	31	0	0
4000	Settlement	LF	31	0	31	0	0
(215)							
MODERATE SETTLEMENT & EROSION AT ABUTMENT 1. STEEL CAP & COLUMNS ADDED DUE TO SETTLEMENT AT ABUTMENT 1. MODERATE SETTLEMENT & EROSION BETWEEN MASONRY ABUTMENT & CONCRETE ABUTMENT 1. DIRT BETWEEN ABUTMENTS HAS SETTLED & ERODED APPROX. 2' . SETTLEMENT & EROSION HAS CAUSED CONCRETE ABUTMENT TO SETTLE & PULL DOWN APPROX. 1/2" ON ENDS OF THE BEAMS BETWEEN STEEL CAP & CONCRETE ABUTMENT 1.							
Added wings to abutment quantity. 63 LF total.							
225	Steel Pile	EA	4	0	0	4	0
1000	Corrosion	EA	4	0	0	4	0
515	Steel Protective Coating	SF	96	36	10	10	40



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3440	Effectiveness (Steel Protective Coatings)	SF	60	0	10	10	40
(225)	Pile bent near abutment #1, All piles- rust and section loss at ground line. 4 ea. C3 Approximately 1.5' to 2' of the lower part of pile never painted because of scour exposed this area after piles were painted. PC 40 SF C4						
231	Steel Pier Cap	LF	24	24	0	0	0
515	Steel Protective Coating	SF	144	144	0	0	0
311	Movable Bearing	EA	10	0	10	0	0
1000	Corrosion	EA	10	0	10	0	0
515	Steel Protective Coating	SF	25	0	5	0	20
3440	Effectiveness (Steel Protective Coatings)	SF	25	0	5	0	20
(311)	Abut #1 - all have moderate to heavy rust. 5 ea. C2, PC 20 SF C4 Pile Bent - minor rust. 5 ea. C2, PC 5 SF C2						
313	Fixed Bearing	EA	5	0	5	0	0
1000	Corrosion	EA	5	0	5	0	0
515	Steel Protective Coating	SF	5	0	2	2	1
3440	Effectiveness (Steel Protective Coatings)	SF	5	0	2	2	1
(313)	Minor to moderate rust on all bearings						
330	Metal Bridge Railing	LF	90	50	40	0	0
1000	Corrosion	LF	40	0	40	0	0
515	Steel Protective Coating	SF	270	190	40	20	20
3440	Effectiveness (Steel Protective Coatings)	SF	80	0	40	20	20
(330)	Metal rail on concrete post. Minor rust on rail.						



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Maintenance Needs



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Deck Notes

Substructure Notes