



Latitude:34.23519, Longitude:-93.00804

Route:283 Section:03 Log:0.25

Arnold Road ID:30x283x3xA, Arnold Log mile:0.247

District 06, 59 - Hot Spring County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

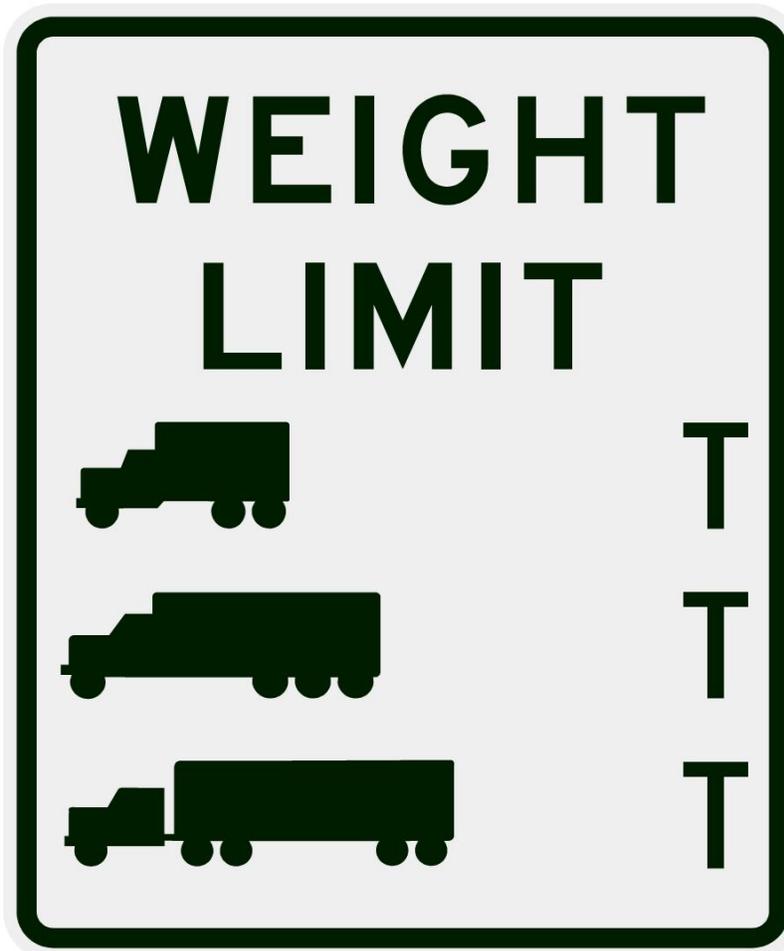
Bridge Posting Information

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)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	56		

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



Asset #03896(Routine)

SH 283-3 Log 0.25 over I-30 Log 82.59

Location: 1.14 MI N JCT US 67

Team Lead: Keith Harris Inspection Date: 07/22/2024

An error has occurred while processing Map 'map1':
Response status code does not indicate success: 403 (Forbidden).

34.23519, -93.00804



IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03896
(5) Inventory Route	1
(2) Highway Agency District	06 - District 06
(3) County Code	59 - Hot Spring County
(4) Place Code	0
(6) Features Intersected	I-30 Log 82.59
(7) Facility Carried	SH 283-3 Log 0.25
(9) Location	1.14 MI N JCT US 67
(11) Mile Point	0.25 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.235191
(17) Longitude	-93.008041
(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	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	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1967
(106) Year Reconstructed	0
(42) Type of Service	61
On	6 - Overpass structure at an interchange or s
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	890
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	67 ft
(49) Structure Length	231 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	26 ft
(52) Deck Width Out to Out	28 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 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	29.5 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	16.4 ft
Ref:	
(55) Min Lat Underclear RT	11 ft
Ref:	
(56) Min Lat Underclear LT	8.7 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	4
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	59
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	35
(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	5
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	N
(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	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	233 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 329
(97) Year of Improvement Cost Estimate	2000
(114) Future ADT	2199
(115) Year of Future ADT	2027

INSPECTIONS *			
(90) Inspection Date			07/22/2024
(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

6-8-23-CLL-LIDAR Collection of URC. No Change. Updated Item 54B to match inspector's previous measurement.

Job #6808, Drawing #12926 for layout.

Girder ends repainted 1/24/04 by HBM.

Approach looking south

Special inspection due to deck NBI rating of 4.

58 - Deck (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

Overall, the deck is in poor condition. Deck has numerous spalls, spalls filled with asphalt, cracks and patched areas.

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

Overall, the superstructure is in fair condition. Girder ends have section loss and areas of corrosion throughout.

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

Overall, the substructure is in fair condition. Spalls with exposed rebar and cracks are present in substructure.

A-55 - Deck Washing Needed (Y)

Both shoulders have debris

A-57 - Girder End and Bearing Painting Needed (Y)

Girder ends need to be cleaned and repainted.

A-60 - Full Girder Painting Needed (Y)

Paint system is failing.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6468	2256	2125	2087	0
1080	Delamination/Spall/Patched Area	SF	2696	0	1305	1391	0
1090	Exposed Rebar	SF	16	0	0	16	0
1120	Efflorescence/Rust Staining	SF	380	0	380	0	0
1130	Cracking (RC and Other)	SF	1120	0	440	680	0
<p>(12) Deck has large unsealed transverse cracks at 3' spacing with numerous open spalls and spalls filled with asphalt in all spans. CS2/CS3 Spans 2 & 3 have large spalls with exposed rebar and spalls filled with asphalt. CS2/CS3 State forces have patched the majority of spans 1 and 4, some of the patches are deteriorating and have transverse cracks. CS2/CS3 Span 1 has approx. 810 sf of patched area. Span 4 has approx. 615 sf of patched area. Large transverse cracks and efflorescence cracks in the under surface, delaminated areas in all spans. Spans 1 and 4 have large spalls in the under surface.</p>							
107	Steel Open Girder/Beam	LF	1155	330	800	25	0
1000	Corrosion	LF	825	0	800	25	0
515	Steel Protective Coating	SF	9820	0	550	6103	3167
3410	Chalking (Steel Protective Coatings)	LF	270	0	0	270	0
3440	Effectiveness (Steel Protective Coatings)	LF	9550	0	550	5833	3167
<p>(107) All girders have active corrosion to the top/bottom flanges and webs. CS2 Bent 2, span 1, all girders have measurable section loss to the upper web at the haunch, lower web and bottom flange. CS3 Bent 3, span 2, all girders have measurable section loss to the upper web at the haunch, lower web and bottom flange. CS3 Bent 4, span 2, all girders have measurable section loss to the upper web at the haunch, lower web and bottom flange. CS3 Bent 5, Span 4 girder 3, corrosion with minor section loss to top flange. CS3 Bent 5, Span 4 girder 2, laminating rust with section loss on girder end. CS3 (515-107) Paint system is failing. CS2-CS4</p>							
205	Reinforced Concrete Column	EA	6	0	2	4	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
1090	Exposed Rebar	EA	1	0	0	1	0
1130	Cracking (RC and Other)	EA	3	0	0	3	0
<p>(205) Bent 2 both columns have patched areas. CS2 Bent 3 both columns have vertical cracks up to 0.070". Column 2 has spall with exposed rebar. CS3 Bent 3 column 2 has spall and crack up to 0.080". Column 1 has a crack up to 0.070" CS3</p>							
215	Reinforced Concrete Abutment	LF	68	32	33	3	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1080	Delamination/Spall/Patched Area	LF	20	0	17	3	0
1120	Efflorescence/Rust Staining	LF	8	0	8	0	0
1130	Cracking (RC and Other)	LF	8	0	8	0	0
(215) Both butments have vertical and horizontal cracks with efflorescence. CS2 Bent 5, spalls in top of back wall. CS2/CS3							
234	Reinforced Concrete Pier Cap	LF	78	17	31	30	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	56	0	30	26	0
(234) Bent 2: spall on bottom of cap has been patched and has a crack between columns. CS2 Spall with exposed rebar on backside. CS3 Bent 3: delam on back right corner. CS2 Bent 4: bottom of cap has a crack up to 0.080" between the columns. CS3 Large horizontal crack on backside. CS3							
305	Assembly Joint without Seal	LF	78	0	78	0	0
2350	Debris Impaction	LF	78	0	78	0	0
(305) Joints are half full of debris. CS2							
311	Movable Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	20	0	0	20	0
(311) All bearings have laminated rust. CS3 Bent 5 girder 4 has a broken anchor bolt.							
313	Fixed Bearing	EA	20	0	20	0	0
1000	Corrosion	EA	20	0	20	0	0
(313) All bearings have active corrosion. CS2							
321	Reinforced Concrete Approach Slab	SF	1704	0	1644	60	0
1130	Cracking (RC and Other)	SF	60	0	0	60	0
1190	Abrasion/Wear (PSC/RC)	SF	1644	0	1644	0	0
(321) Both approach slabs have transverse cracks up to 0.070" and light abrasion. CS3/CS2							
330	Metal Bridge Railing	LF	462	462	0	0	0
331	Reinforced Concrete Bridge Railing	LF	462	416	46	0	0
1130	Cracking (RC and Other)	LF	46	0	46	0	0
(331) Both concrete bridge rails have small scattered cracks. CS2							



Elevation



Inventory looking south



Span 3 under surface



Deck overview



Span 2 unsealed transverse cracks up to 0.080". CS3



Both shoulders have debris



Bent 3, joint is half full of debris



Span 3, spalls, spalls filled with asphalt and patched area.
CS3



07/22/2024

Span 2, spalls, spalls filled with asphalt and patched area.
CS3



07/22/2024

Span 1 bay 1 spalls with exposed rebar on under surface.
CS3



07/22/2024

Span 1 under view



07/22/2024

Span 4 bay 4 at bent 5, spall with exposed rebar in under surface. CS3



Span 4 overview



Span 3 at bent 4, numerous spalls filled with asphalt. CS3



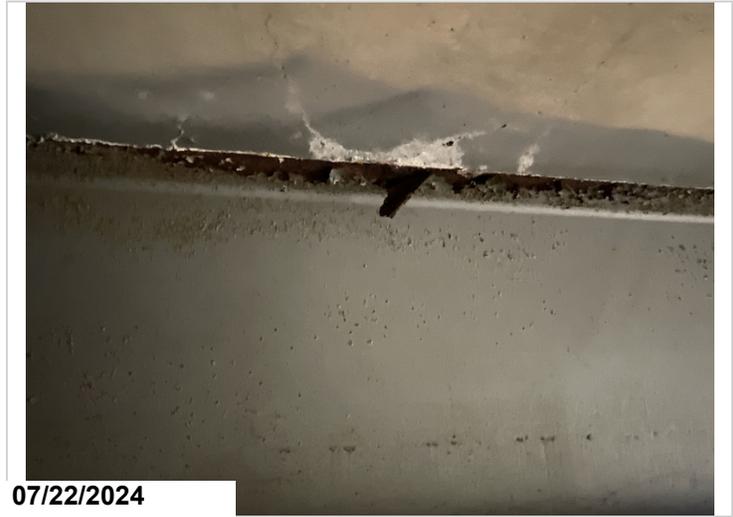
Span 1, spall with exposed rebar, spalls filled with asphalt and patched area. CS2 CS3



Bent 2, span 1, all girders have measurable section loss to the upper web at the haunch, lower web and bottom flange. CS3



Span 4 girder 2 at bent 5, laminating rust with section loss on girder end. CS3



Span 4 girder 3 corrosion with minor section loss to top flange. CS3



Span 4 girder 1 paint condition



Bent 2 column 1, spalls have been patched. Common column 2. CS2



Bent 3 column 2, large crack on corner up to 1/4" and spall with exposed rebar. CS3



Bent 4 column 2, spall and crack up to 0.060" CS3



Bent 5, spalls in top of back wall. CS2/CS3



Bent 4 crack on backside. CS3



Bent 3 back right corner of cap has a delam. CS2



Bent 4 crack in between columns. CS3



Bent 5 girder 4 has a broken anchor bolt.



Bent 5 bearing 3, laminating rust. CS3



South Approach slab, transverse crack up to 0.070". CS3

Maintenance Needs

Date Reported: 07/05/2016

Priority: B - Pressing

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Deck all spans have spalls and spalls filled with asphalt.

Added 7/9/2018 All spans have spalls with reinforcing steel exposed, soffits in spans 1 and 4 have deep spalls with reinforcing steel exposed.

2022: spans 2 and 3 have multiple open spalls in the travel lanes.

2023: Spans 2 and 3 still have multiple open spalls and spalls filled with asphalt in the travel lanes. The patched areas in spans 1 and 4 are deteriorating and there are a couple of open spalls.

2024: all span have multiple open spalls and spalls filled with asphalt in the travel lanes. The patched areas in spans 1 and 4 are deteriorating.

Remarks



07/22/2024

Span 3 at bent 4, numerous spalls filled with asphalt.
CS3



07/05/2023

Span 2, right lane: numerous spalls and large unsealed transverse cracks at average 3' spacing. 2023



Span 3: numerous open spalls and large unsealed transverse cracks. 2023



Span 3: Approximately 260sf of spalls filled with asphalt. 2023



Span 4: couple of open spalls and spalls filled with asphalt. 2023



Span 2 at bent 3: spalls adjacent to the joint. 2023



06/28/2023

Span 2: numerous spalls filled with asphalt and open spalls.
2023



06/28/2023

Span 1: small open spall in the right lane.
2023



06/28/2023

Span 1: open spall
2023



07/06/2022

Span 1: few spalls in the soffit



07/06/2022

Span 3: couple of large open spall in the travel lane.
2022



07/06/2022

Span 2: Multiple large open spalls. 2022



09/25/2020

Span 4 deck has spalls and spalls filled with asphalt.



09/25/2020

Spalls and spalls filled with asphalt in deck span 1.



07/09/2018

Span 3 right lane spall with exposed reinforcing steel.



07/30/2019

Span 1 has large spalls, spalls with asphalt and spalls with rebar



Span 3 failed asphalt patches.



Span 4 spall with exposed reinforcing steel at center line.



Span 2 has large spalls filled with asphalt and large patched areas



Span 1 has large spalls, spalls with asphalt and spalls with rebar



Span 3 has 6' of spall with exposed reinforcing steel at center line.



Span 1 left lane spall with exposed reinforcing steel.



Span 4 has large spalls, spalls with asphalt and large patched areas

Maintenance Needs

Date Reported: 07/09/2018

Priority: D- Routine

Type of Work: Substructure Repair

Status: Repair Documented

Component: Substructure

Deficiency Description

Large spall and at bent 2 on underside of cap.

Remarks

Spall has been patched by state forces.



07/06/2022

Bent 2: large spall with exposed rebar at the bottom of cap.



09/25/2020

Bent 2 cap bottom has spall with exposed rebar.



07/09/2018

Large spall and delaminated area at bent 2 underside of cap.

Routine Maintenance

Check Box Maintenance Items

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

A-54 - Sealable Deck Cracks (Yes)



Span 2 unsealed transverse cracks up to 0.080". CS3

A-55 - Deck Washing Needed (Yes)

Both shoulders have debris



Both shoulders have debris

A-56 - Joint Cleaning/Flushing Needed (Yes)



Bent 3, joint is half full of debris

A-57 - Girder End and Bearing Painting Needed (Yes)

Girder ends need to be cleaned and repainted.

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



Asset #03896(Routine)

SH 283-3 Log 0.25 over I-30 Log 82.59

Location: 1.14 MI N JCT US 67

Team Lead: Keith Harris Inspection Date: 07/22/2024

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (Yes)
Paint system is failing.

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (Yes)

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

A-64 - Vegetation Removal Requested (No)



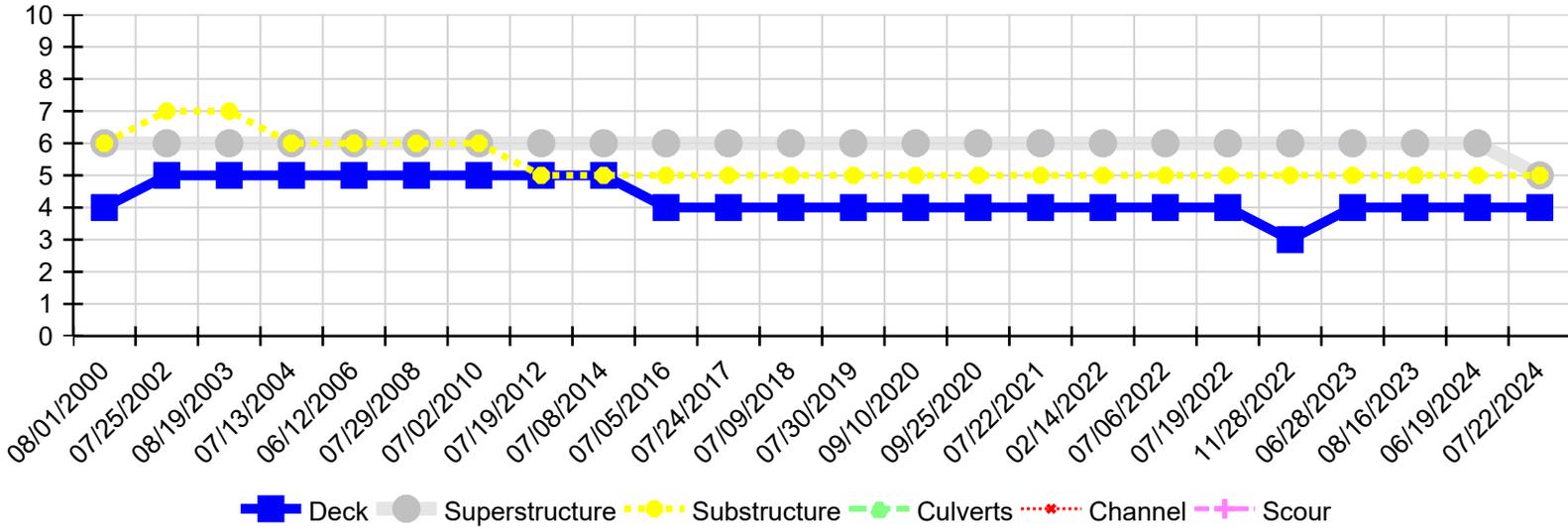
Asset #03896(Routine)

SH 283-3 Log 0.25 over I-30 Log 82.59

Location: 1.14 MI N JCT US 67

Team Lead: Keith Harris Inspection Date: 07/22/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/22/2024	4	5	5	N	N	N
06/19/2024	4	6	5	N	N	N
08/16/2023	4	6	5	N	N	N
06/28/2023	4	6	5	N	N	N
11/28/2022	3	6	5	N	N	N
07/19/2022	4	6	5	N	N	N
07/06/2022	4	6	5	N	N	N
02/14/2022	4	6	5	N	N	N
07/22/2021	4	6	5	N	N	N
09/25/2020	4	6	5	N	N	N
09/10/2020	4	6	5	N	N	N
07/30/2019	4	6	5	N	N	N
07/09/2018	4	6	5	N	N	N
07/24/2017	4	6	5	N	N	N
07/05/2016	4	6	5	N	N	N
07/08/2014	5	6	5	N	N	N
07/19/2012	5	6	5	N	N	N
07/02/2010	5	6	6	N	N	N
07/29/2008	5	6	6	N	N	N
06/12/2006	5	6	6	N	N	N
07/13/2004	5	6	6	N	N	N
08/19/2003	5	6	7	N	N	N
07/25/2002	5	6	7	N	N	N
08/01/2000	4	6	6	N	N	N