



Latitude:35.10520, Longitude:-92.30664

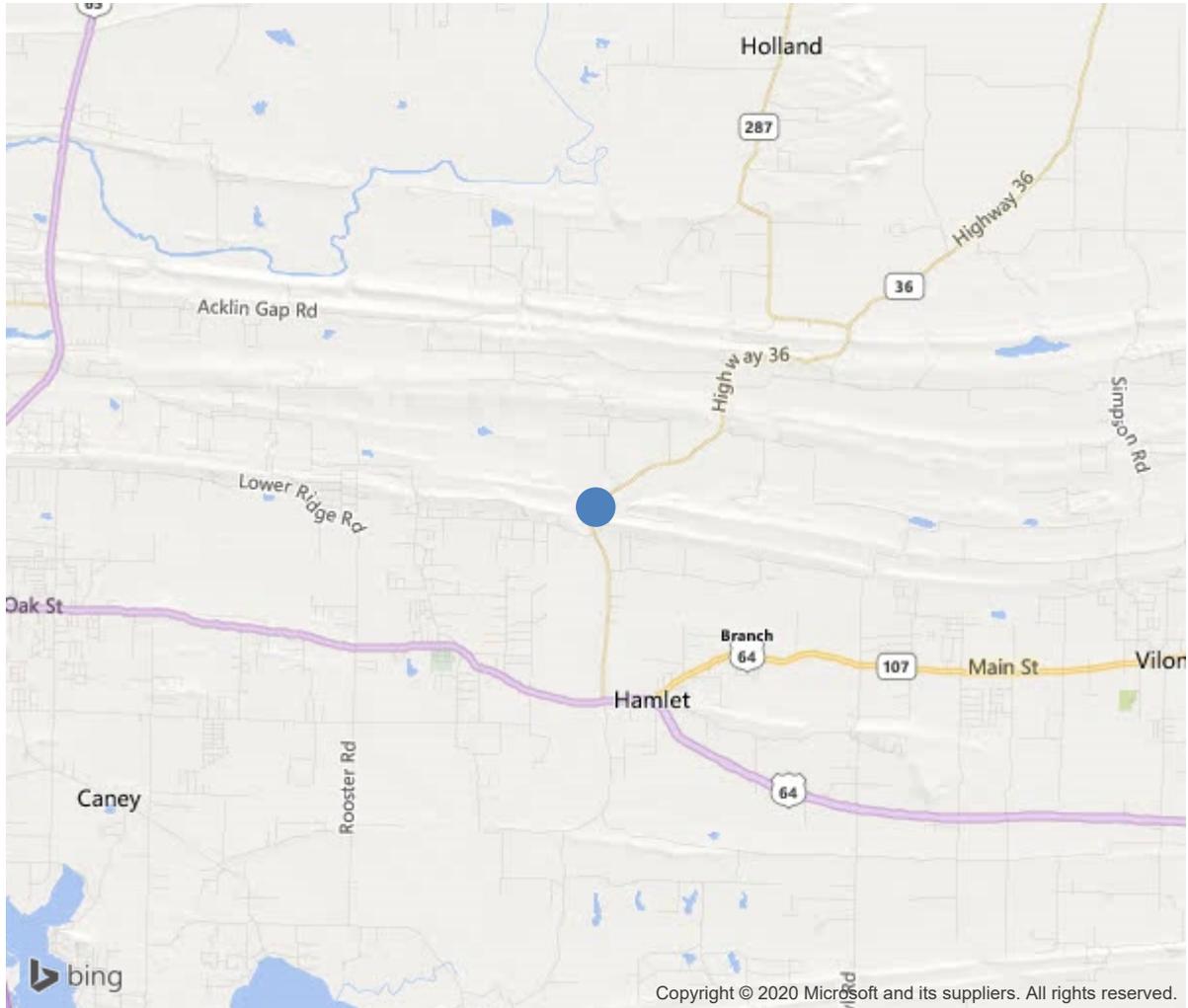
Route:36 Section:01 Log:1.92

Arnold Road ID:23x36x1xA, Arnold Log mile:1.935

District 08, Faulkner County

Owner: 1-State Highway Agency

1.9 MI N JCT OF US 64



35.10520, -92.30664



Bridge #03403(Routine)

SH 36 over Palarm Creek

Location: 1.9 MI N JCT OF US 64

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

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03403
(5) Inventory Route	36
(2) Highway Agency District	08
(3) County Code	45-Faulkner County, Arkansas
(4) Place Code	0
(6) Features Intersected	Palarm Creek
(7) Facility Carried	SH 36
(9) Location	1.9 MI N JCT OF US 64
(11) Mile Point	1.92 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.1052
(17) Longitude	-92.30664
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(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	6-Bituminous
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	2800
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	14 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	101 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	30 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	7
(59) Superstructure	7
(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	48
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	4
Rating	29
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	6
(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	Replacement of bridge or other
(76) Length of Structure Improvement	128 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 370
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	3770
(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
38	RC Slab	SF	2650	2640	4	6	0
1080	Delamination/Spall/Patched Area	SF	4	0	4	0	0
1090	Exposed Rebar	SF	6	0	0	6	0
510	Wearing Surfaces	SF	2400	2301	53	46	0
3210	Delam/Spall/Patched Area/Pothole	SF	53	0	53	0	0
3220	Crack (Wearing Surface)	SF	46	0	0	46	0
(38)	<p>Slab: Span #2, left & right side - spall with rebar exposed around drain 4 SF C3. Span #3, right side - moderate spall with rebar exposed 2 SF C3. Minor spall and delamination. 2 SF C2 Span #4, left & right side - minor spall with rebar exposed. 2 SF C2.</p> <p>Wearing Surface: Over pier #2 – spalls and cracks in wearing surface over joints. 12 LF C2, 12 LF C3 Over pier #3 - Spalls and cracks in wearing surface over joints. 15 SF C2, 10 SF C3. Spalls and patched areas in other places 26 LF C2. Over pier #4 – spalls and cracks in wearing surface over joints. 24 LF C3</p>						
205	Reinforced Concrete Column	EA	6	6	0	0	0
215	Reinforced Concrete Abutment	LF	90	90	0	0	0
(215)	<p>Added wings to abutment quantity. Total 90 LF</p>						
234	Reinforced Concrete Pier Cap	LF	96	90	2	4	0
1080	Delamination/Spall/Patched Area	LF	6	0	2	4	0
(234)	<p>Pier #2, left end - major spall with rebar exposed 2 LF C3 Pier #2, right end - major spall with rebar exposed 2 LF C3 Pier #4, right end - moderate spall. 2 LF C2</p>						
301	Pourable Joint Seal	LF	82	82	0	0	0
(301)	<p>Joints mostly covered with asphalt.</p>						
330	Metal Bridge Railing	LF	200	198	2	0	0
1020	Connection	LF	2	0	2	0	0
515	Steel Protective Coating	SF	600	600	0	0	0
(330)	<p>Metal rail on concrete post. Metal rail - good</p>						



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
End posts at the SE end and NW end is cracked due to impact damage.							



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Maintenance Needs



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