



Bridge #03118(Routine)
SH 135-04- LM 3.10 over 8 MILE CREEK
Location: 3.10 MI N CRAIGHEAD CO L
Team Lead: Tim Myrick Inspection Date: April 12, 2021



Latitude:36.00980, Longitude:-90.44138

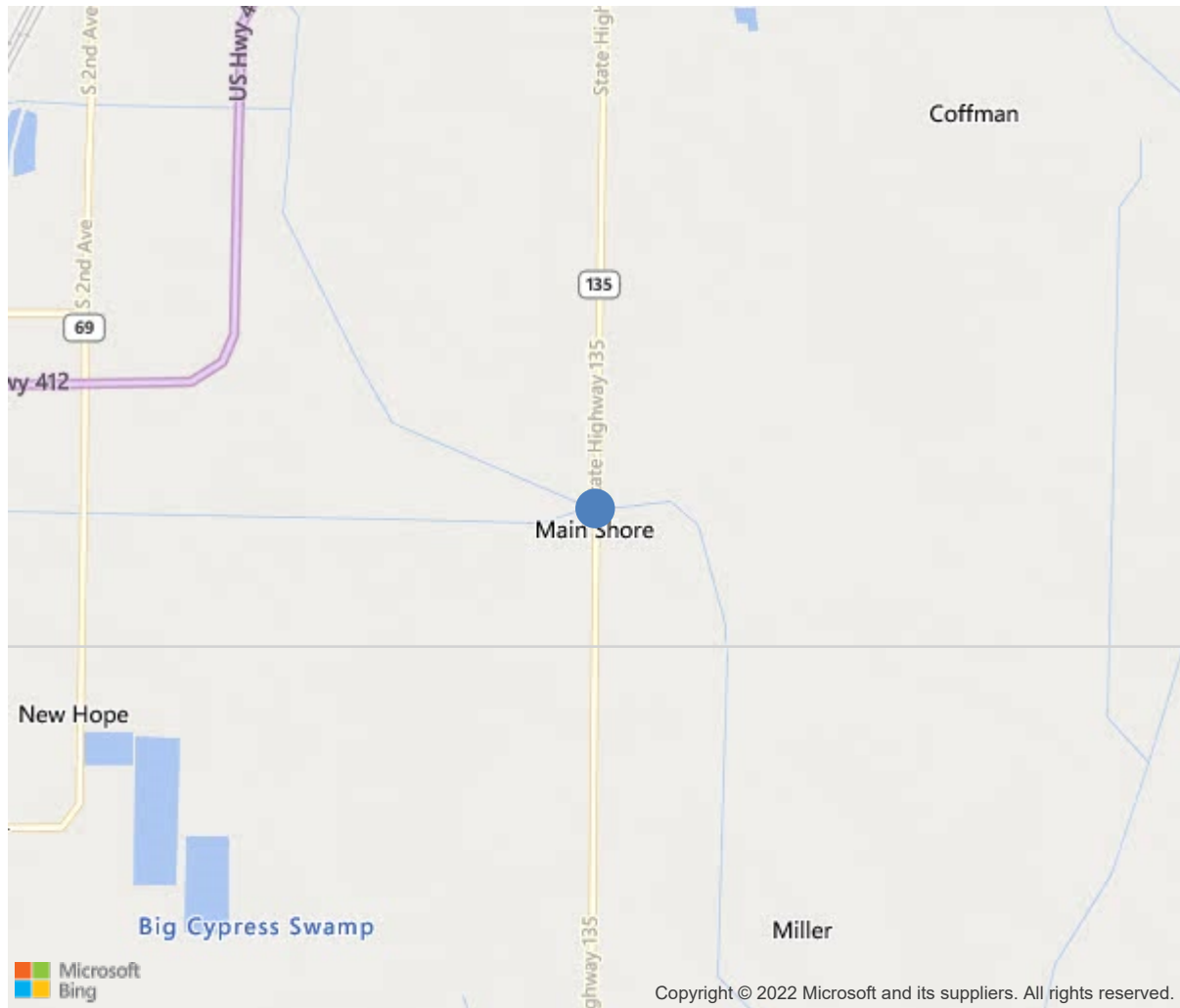
Route:135 Section:04 Log:3.1

Arnold Road ID:28x135x4xA, Arnold Log mile:3.092

District 10, Greene County

Owner: 1-State Highway Agency

3.10 MI N CRAIGHEAD CO L



36.00980, -90.44138



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03118
(5) Inventory Route	135
(2) Highway Agency District	10
(3) County Code	55-Greene County, Arkansas
(4) Place Code	0
(6) Features Intersected	8 MILE CREEK
(7) Facility Carried	SH 135-04- LM 3.10
(9) Location	3.10 MI N CRAIGHEAD CO L
(11) Mile Point	3.1 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000135040
(16) Latitude	36.0098
(17) Longitude	-90.44138
(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	1958
(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	1500
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	12 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	60 ft
(49) Structure Length	132 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 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)	29.9 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	24 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	5-None present but re-evaluation
(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 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	6
(60) Substructure	6
(61) Channel & Channel Protection	5
(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	39
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	23
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	5-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	2008
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			04/2021
(91) Frequency			24 Months
(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.			



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	3346	3312	0	34	0
1080	Delamination/Spall/Patched Area	SF	8	0	0	8	0
1120	Efflorescence/Rust Staining	SF	9	0	0	9	0
1130	Cracking (RC and Other)	SF	17	0	0	17	0
510	Wearing Surfaces	SF	3170	2575	0	595	0
3220	Crack (Wearing Surface)	SF	468	0	0	468	0
3210	Delam/Spall/Patched Area/Pothole	SF	127	0	0	127	0
107	Steel Open Girder/Beam	LF	650	257	225	168	0
1000	Corrosion	LF	393	0	225	168	0
515	Steel Protective Coating	SF	5067	983	1169	1575	1340
3440	Effectiveness (Steel Protective Coatings)	SF	4084	0	1169	1575	1340
215	Reinforced Concrete Abutment	LF	66	66	0	0	0
227	Reinforced Concrete Pile	EA	10	10	0	0	0
234	Reinforced Concrete Pier Cap	LF	49	30	3	16	0
1090	Exposed Rebar	LF	16	0	0	16	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
311	Movable Bearing	EA	15	0	0	15	0
1000	Corrosion	EA	15	0	0	15	0
313	Fixed Bearing	EA	15	0	0	15	0
1000	Corrosion	EA	15	0	0	15	0
330	Metal Bridge Railing	LF	264	0	240	24	0
1000	Corrosion	LF	240	0	240	0	0
7000	Damage	LF	24	0	0	24	0
515	Steel Protective Coating	SF	179	0	0	0	179
3440	Effectiveness (Steel Protective Coatings)	SF	179	0	0	0	179





Beginning end



Ending end



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Team Lead: Tim Myrick **Inspection Date:** April 12, 2021

Maintenance Needs

Date Reported: 05/05/2011
Priority: G - General/ Preventive maintenance
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Bottom of Concrete deck
has a few cracks with efflorescence.

Remarks



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Date Reported: 05/05/2011
Priority: G - General/ Preventive maintenance
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Bents 2 and 3 caps have a few minor cracks and spalls.

Remarks

Date Reported: 05/05/2011
Priority: C - Important

Type of Work: None
Status: Monitor
Component:

Deficiency Description

Lt bridge rail at span 2 has impact damage to 3 posts. Posts are leaning away from bridge and have cracks/spalls at bottom of posts and overhang.

Remarks



Lt rail at span 2



Lt overhang at span 2



Span 2 mid span LT SIDE 2019



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Team Lead: Tim Myrick **Inspection Date:** April 12, 2021

Date Reported: 05/14/2012

Priority: D- Routine

Type of Work: None

Status: Monitor

Component:

Deficiency Description

Steel girders have areas of surface rust through out.

Remarks



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Team Lead: Tim Myrick Inspection Date: April 12, 2021

Date Reported: 04/18/2018
Priority: D- Routine
Type of Work: None
Status: Assigned
Component:

Deficiency Description

Drift buildup at bent 2.

Remarks

To Greene Co for repair KAW 5/15/18

Drift has been removed or washed out as of this inspection, JFA/CWS



Side



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Deck Notes

Metal bridge rails have minor corrosion.
Left bridge rail has 24 ft. of collision damage on span 2 with 3 broken posts.
Asphalt wearing surface has cracks & delaminated areas over joints and in gutters.
Soffit has a few minor cracks with some efflorescence.
Overhangs have a few patched areas at bridge rail posts.
Span 2 drains each have some minor exposed rebar.

Superstructure Notes

Ends of girders were cleaned and painted in 2017. Several girders were T-spliced.
Bearings have been cleaned and painted.
Span 1 bent 1 girders 1 - 3 were spliced in 2013. Girder 5 was cleaned and painted but still has some section loss along bottom of web.
Span 1 bent 2 girders 1, 3, and 5 were spliced in 2017. Girder 1 has a bolted splice in bottom flange. Girder 4 has a plate bolted over hole in web below haunch.
Span 2 bent 2 girders 3 - 5 were spliced in 2017.
Span 2 bent 2 bearings 2 - 4 have shim plates in bearings.
Span 2 bent 3 girders 2, 3, and 5 were spliced in 2017. Girder 1 has a plate bolted over holes in web.
Span 3 bent 3 girders 1, 3, and 5 were spliced in 2017. Girders 1 - 3 have plates bolted over holes in web.
Span 3 bent 4 girders 2 and 3 were spliced in 2017. Girder 5 has a plate bolted over hole in web.

Substructure Notes

Bents 2 and 3 caps have a few minor cracks and spalls, some with exposed rebar.
Bent 3 cap has a spall with exposed rebar on riser near right end.
Entire channel including channel banks are lined with poured concrete.