



Latitude:33.70479, Longitude:-91.64662

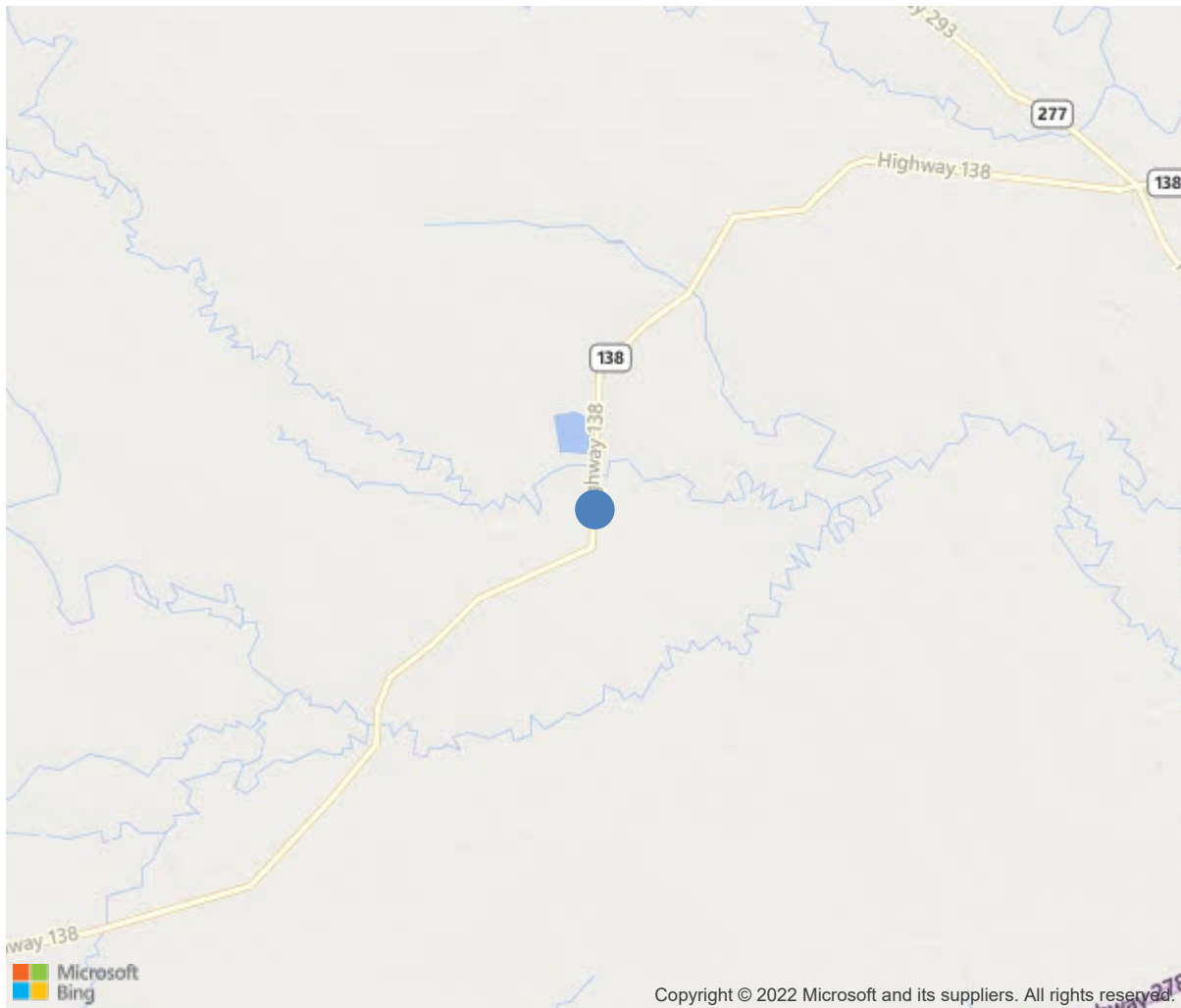
Route:138 Section:03 Log:9.6

Arnold Road ID:22x138x3xA, Arnold Log mile:9.596

District 02, Drew County

Owner: 1-State Highway Agency

9.60 Mi N US 278-Mt Tabor



33.70479, -91.64662

Inspection Direction : W to E



Bridge #M3081(Routine)
SH 138-03 LM 9.60 over Cut-Off Creek Relief
Location: 9.60 Mi N US 278-Mt Tabor

Team Lead: Greg Loomis Inspection Date: August 03, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	M3081
(5) Inventory Route	138
(2) Highway Agency District	02
(3) County Code	43-Drew County, Arkansas
(4) Place Code	0
(6) Features Intersected	Cut-Off Creek Relief
(7) Facility Carried	SH 138-03 LM 9.60
(9) Location	9.60 Mi N US 278-Mt Tabor
(11) Mile Point	9.6 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.7047858157359
(17) Longitude	-91.6466237513225
(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	2
(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 placed
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	19
On	1-Highway
Under	9-Relief for waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	1100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	17 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	17.5 ft
(49) Structure Length	38.8 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)	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	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	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	5
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0-Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	2
Rating	36
(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	6
(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	1-Inspected feature meets currently a
(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	886
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/2021
(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.			

Team Lead: Greg Loomis, **Inspection Date:** August 03, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	953	953	0	0	0
510	Wearing Surfaces	SF	836	836	0	0	0
(16) Deck: 25'-1" wide x 38' long = 953 sqft. (Unable to determine existence or condition of grout due to wearing surface.) Wearing surface (chip seal overlay of 1/2"): 22' wide x 38' long = 836 sqft.							
110	Reinforced Concrete Open Girder/Beam	LF	266	202	45	19	0
1080	Delamination/Spall/Patched Area	LF	12	0	0	12	0
1130	Cracking (RC and Other)	LF	52	0	45	7	0
(110) Girders: 7 precast channel beam units per span / Spans 1 & 2 (19' each = 38' total). Units are bolted longitudinally and transversely - no noted missing or loose bolts. Small vertical and horizontal cracks in channel legs. Span 2 Unit 2 left leg: Cracking/delaminations in bottom of leg.							
216	Timber Abutment	LF	70	0	35	35	0
1140	Decay/Section Loss	LF	70	0	35	35	0
(216) Backwalls: 35' each / Bents 1 & 3. Both back walls have some decay.							
228	Timber Pile	EA	15	1	10	3	1
1020	Connection	EA	6	0	6	0	0
1140	Decay/Section Loss	EA	4	0	1	2	1
1150	Check/Shake	EA	4	0	3	1	0
(228) Pile: 5 per bent / Bents 1-3. Bent 1 Pile 1: Repaired/replaced by state forces – CS2 connection. Bent 1 Pile 2: Large-sized checking with delamination/ring separation – CS3 checking. Bent 1 Pile 3: Hollow/decayed at top – REDUCED BEARING CAPACITY – CS4 decay. Bent 1 Pile 4: No noted defects. Bent 1 Pile 5: Repaired/replaced by state forces – CS2 connection. Bent 2 Pile 1: Repaired/replaced by state forces – CS2 connection. Bent 2 Pile 2: Minor- to moderate-sized checking – CS2 checking. Bent 2 Pile 3: Minor- to moderate-sized checking – CS2 checking. Bent 2 Pile 4: Minor- to moderate-sized checking – CS2 checking. Bent 2 Pile 5: Repaired/replaced by state forces – CS2 connection. Bent 3 Pile 1: Repaired/replaced by state forces – CS2 connection. Bent 3 Pile 2: Hollow/decayed – CS3 decay. Bent 3 Pile 3: Repaired/replaced by state forces – CS2 connection. Bent 3 Pile 4: Some small hollow/decayed areas – CS2 decay.							

Team Lead: Greg Loomis, **Inspection Date:** August 03, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 3 Pile 5: Hollow/decayed at top – CS4 decay.							
234	Reinforced Concrete Pier Cap	LF	84	79	4	1	0
1080	Delamination/Spall/Patched Area	LF	5	0	4	1	0
(234)							
Caps: 28' each / Bents 1-3. Bent 2 back: Contact spalls under channel legs.							
301	Pourable Joint Seal	LF	25	0	0	25	0
2350	Debris Impaction	LF	25	0	0	25	0
(301)							
Joints: 25' each / Bent 2. Joint is CS3 debris-impacted due to asphalt seal.							
330	Metal Bridge Railing	LF	76	76	0	0	0
515	Steel Protective Coating	SF	190	0	190	0	0
3410	Chalking (Steel Protective Coatings)	SF	190	0	190	0	0
(330)							
Railing: 38' each side. Coating: 2.5 square feet per linear feet of railing. Metal rail on concrete posts. Railing is dull and has no luster and primer is beginning to show through.							



Roadway view



Deck - Spans 1-2: Typical



Soffit - Span 2: Typical



Bent 3 Pile 2: Decay



Bridge #M3081(Routine)
SH 138-03 LM 9.60 over Cut-Off Creek Relief
Location: 9.60 Mi N US 278-Mt Tabor

Team Lead: Greg Loomis Inspection Date: August 03, 2021

Maintenance Needs

Date Reported: 06/23/2014
Priority: G - General/ Preventive maintenance
Type of Work: Repair
Status: Monitor
Inspection Direction W to E
Component: 228 - Timber Pile

Deficiency Description

Piling -
Bent 1 Pile 2: Large-sized checking with delamination/ring separation – CS3 checking.

Bent 3 Pile 4: Some small hollow/decayed areas – CS2 decay.

Remarks

Date Reported: 06/26/2018
Priority: C - Important
Type of Work: Repair
Status: Open
Inspection Direction W to E
Component: Approach

Deficiency Description

Approach roadway - all 4 corners of bridge: Some minor erosion at edge of roadway surface, especially at Bent 1 left (small hole just inside curb/outside of edge line).

08-03-2021 GGL-PRD: Changed priority from "G" to "C".

Remarks



Approach roadway - Bent 1 left: Erosion



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Location: 9.60 Mi N US 278-Mt Tabor

Team Lead: Greg Loomis Inspection Date: August 03, 2021

Date Reported: 06/26/2018
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Inspection Direction W to E
Component: 228 - Timber Pile

Deficiency Description

Piling -

Bent 1 Pile 3: Hollow/decayed at top – REDUCED BEARING CAPACITY – CS4 decay.

Bent 3 Pile 2: Hollow/decayed – CS3 decay.

Bent 3 Pile 5: Hollow/decayed at top – CS3 decay.

Remarks



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SH 138-03 LM 9.60 over Cut-Off Creek Relief
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Team Lead: Greg Loomis Inspection Date: August 03, 2021

Date Reported: 06/26/2018
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Inspection Direction W to E
Component: 216 - Timber Abutment

Deficiency Description

Backwalls - both back-walls have some decay.

Changed from "G" to "D" SDH 2020.

Remarks





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Team Lead: Greg Loomis Inspection Date: August 03, 2021

Date Reported: 06/23/2014
Priority: G - General/ Preventive maintenance
Type of Work: Replace
Status: Assigned
Inspection Direction W to E
Component: Approach

Deficiency Description

Log mile signs - both ends: Signs read "9.50" - should read "9.60".

Remarks



Log mile sign - Bent 1 right (incorrect numbers)



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SH 138-03 LM 9.60 over Cut-Off Creek Relief

Location: 9.60 Mi N US 278-Mt Tabor

Team Lead: Greg Loomis **Inspection Date:** August 03, 2021

Inspection Comments

Bridge is logged from west to east (southwest to northeast).

Beginning of structure toward US 278, Monticello, Southwest End.

Item 113 changed from U to 5. Low risk of Scour, Structural foundation assessed as stable. See HEC 18 Chapters 10 and J.15. DMH (8/12/09)

04-24-2012, Updated log mile to match Tech Services data. RHB.