



Latitude:33.70785, Longitude:-91.64650

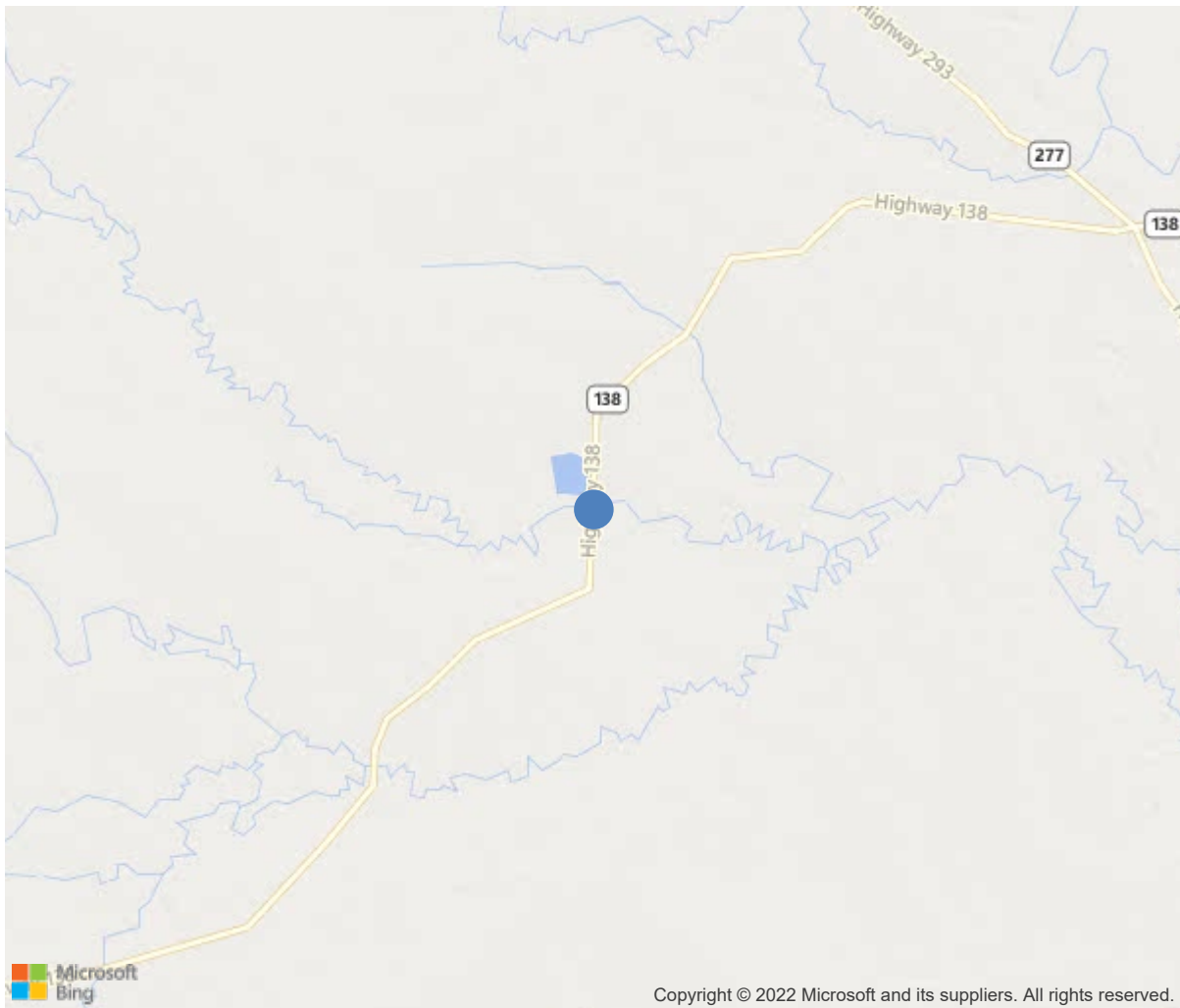
Route:138 Section:03 Log:9.82

Arnold Road ID:22x138x3xA, Arnold Log mile:9.808

District 02, Drew County

Owner: 1-State Highway Agency

9.82 Mi N US 278-Mt Tabor



33.70785, -91.64650

Inspection Direction : W to E



Bridge #M3083(Routine, Other Special Recurring)

SH 138-03 LM 9.82 over Cut-Off Creek

Location: 9.82 Mi N US 278-Mt Tabor

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

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	M3083
(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
(7) Facility Carried	SH 138-03 LM 9.82
(9) Location	9.82 Mi N US 278-Mt Tabor
(11) Mile Point	9.82 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.7078536410197
(17) Longitude	-91.6465042238765
(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	3
(46) No. of Approach Spans	0
(107) Deck Structure Type	2-Concrete Precast Panels
(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	1967
(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	1100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	17 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	31 ft
(49) Structure Length	69.7 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	26 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	6
(60) Substructure	6
(61) Channel & Channel Protection	5
(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	44
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	27
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	4
(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	Yes		08/2021
* 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.			



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Channel - Spans 1 & 2 left: Significant, active erosion along channel bank and up to piling at Bent 2. Sounding of the channel along piling indicate the bottom of the channel is 14' below the bottom of the cap at Pile 1 (pile length is unknown). Channel bottom also falls approximately 4' from right to left side of bent. Bent 2 sounding (from bottom of cap) Lt.</p> <p>"Note scour still exist but appears to be out side of pile area. 2019"</p> <p>2017. 2019 Pile 1: 14' 1- 12.2 Pile 2: 12'. 2- 10.5 Pile 3: 11'. 3- 8.9 Pile 4: 10' 4- 7.3</p>							
234	Reinforced Concrete Pier Cap	LF	104	99	5	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
<p>(234)</p> <p>Caps: 26' each / Bents 1-4 Bents 1 & 4: Both abutments have very small spalls on face. Bents 2 & 3: Contact spalls below channel units.</p>							
301	Pourable Joint Seal	LF	50	0	0	50	0
2350	Debris Impaction	LF	50	0	0	50	0
<p>(301)</p> <p>Joints: 25' each / Bents 2-3. Joint is CS3 debris-impacted due to asphalt seal.</p>							
330	Metal Bridge Railing	LF	138	138	0	0	0
515	Steel Protective Coating	SF	340	0	340	0	0
3410	Chalking (Steel Protective Coatings)	SF	340	0	340	0	0
<p>(330)</p> <p>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.</p>							



Roadway view



Deck - Spans 1-3: Typical



Soffit - Span 1: Typical

Maintenance Needs

Date Reported: 08/28/2019
Priority: A - Safety deficiency; requires prompt action
Type of Work: Repair
Status: Repair Documented
Inspection Direction W to E
Component: 228 - Timber Pile

Deficiency Description

CORRECTED -

Bent 1 pile 1 hollow and decayed at cap.
Bent 1 pile 2. Minor decay to back at cap.
Bent 1 pile 3 hollow at cap.
Bent 1 pile 4 & 5 have decay at cap.
Bent 3 pile 3 heavy decay with small core at cap down 3'. Decay at ground line.
Bent 4 pile 2 has some decay.
Bent 4 pile 3 hollow with heavy decay.
Bent 4 pile 4 hollow with heavy decay.
Changed priority from "B" to "A" 2020 SDH.

Remarks

1/28/2021 checked on bridge water was to high to make repair's . CRM per JRB

08-03-2021 GGL-PRD: Piling at Bents 1, 3, & 4 have been repaired/replaced.



Bent 1 pile 1 hollow and decayed at cap.



Bent 3 pile 3 heavy decay with small core.



Bent 4 pile 3 hollow with heavy decay.



Bent 1 pile 3 hollow and decayed at cap.



Bent 4 pile 4 hollow with heavy decay.



Bent 4 pile 2 and 3 have decay. Pile 3 has no bearing capacity.



Bent 4 pile 4 has heavy decay.



CORRECTED - Bent 1 Piles 1-4: Decay

Date Reported: 08/23/2017
Priority: C - Important
Type of Work: Repair
Status: Assigned
Inspection Direction W to E
Component: Channel

Deficiency Description

Channel - Spans 1 & 2 left: Significant, active erosion along channel bank and up to piling at Bent 2. Sounding of the channel along piling indicate the bottom of the channel is 14' below the bottom of the cap at Pile 1 (pile length is unknown). Channel bottom also falls approximately 4' from right to left side of bent.
NOTE: 2019 shows to be 12.1 below cap with no additional erosion at pile.

Remarks

David: Need to fill this hole with rip-rap



Channel - Spans 1 & 2 left: Erosion



Bridge #M3083(Routine, Other Special Recurring)

SH 138-03 LM 9.82 over Cut-Off Creek

Location: 9.82 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, South End.

08-03-2021 GGL-PRD: Removed OSR inspection after repair/replacement of piling at Bents 1, 3, & 4 (NBI substructure rating > 4).

08/28/2019 SDH-JRB. Added 12-month special recurring inspection to monitor condition of pile at bents 1 and 4. NBI rating of 4 for item 60.

Repairs have been made to all piling at bent 2 and rating raised to 6. Removed 6 month special. SDH 3/26/2018

08/23/2017 GGL-KLR: Add 6-month special inspection to monitor condition of Bent 2 piling (NBI Substructure<5).

Item 113 changed from U to 5. See Bridge Scour Assessment Procedure Worksheet. Inspectors do a good job of keeping track of and reporting scour on this bridge. (DMH 11/16/10)