



Latitude:33.70301, Longitude:-91.64668

Route:138 Section:03 Log:9.48

Arnold Road ID:22x138x3xA, Arnold Log mile:9.474

District 02, Drew County

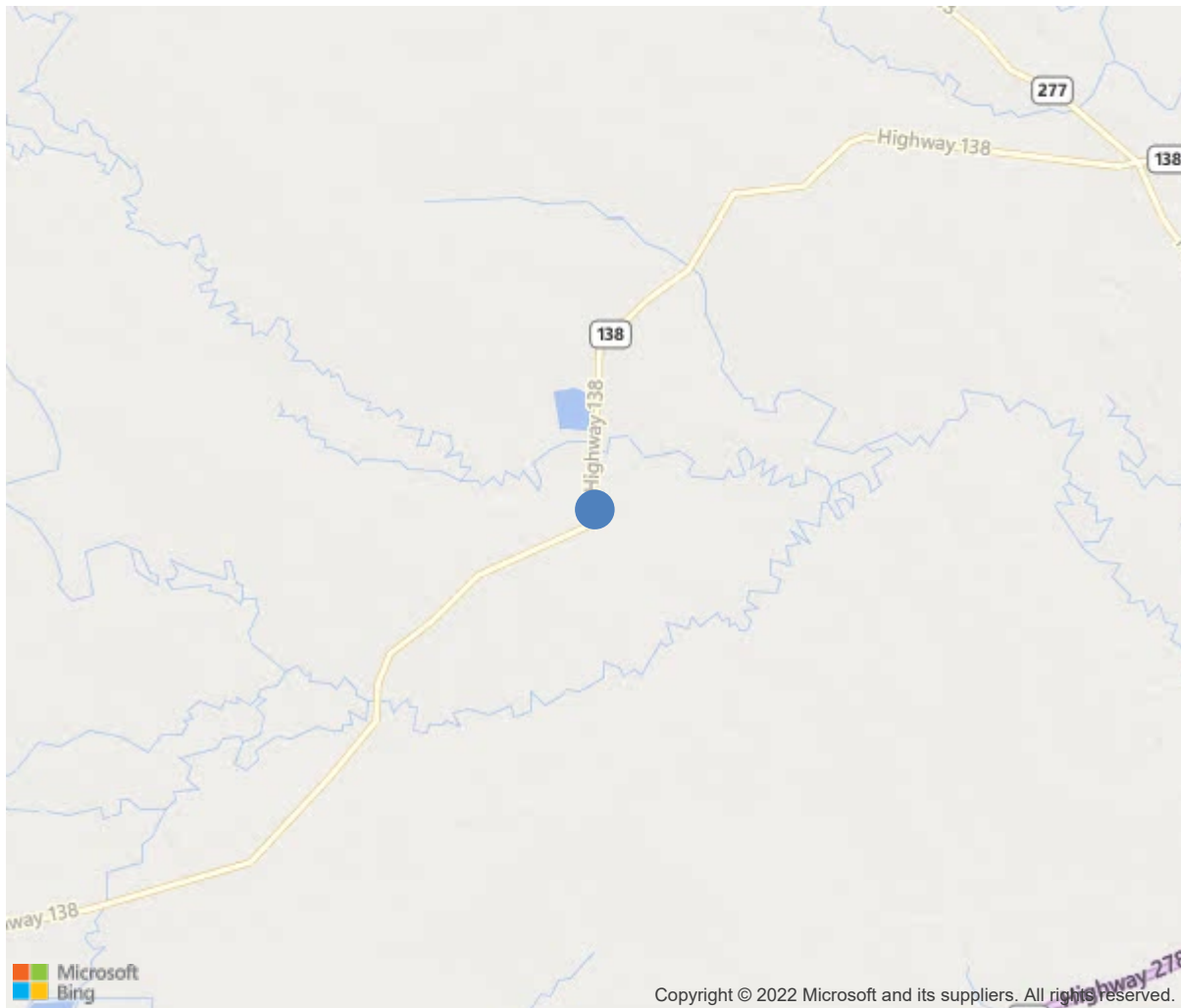
Owner: 1-State Highway Agency



Bridge #M3080(Routine)
SH 138-03 LM 9.48 over Upper Cut-Off Creek
Location: 9.48 Mi N US278-Pine Hill

Team Lead: Sharon Hooks Inspection Date: August 02, 2021

9.48 Mi N US278-Pine Hill



33.70301, -91.64668

Inspection Direction : W to E



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	M3080
(5) Inventory Route	138
(2) Highway Agency District	02
(3) County Code	43-Drew County, Arkansas
(4) Place Code	0
(6) Features Intersected	Upper Cut-Off Creek
(7) Facility Carried	SH 138-03 LM 9.48
(9) Location	9.48 Mi N US278-Pine Hill
(11) Mile Point	9.48 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.70301
(17) Longitude	-91.64668
(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	1
(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	28 ft
(49) Structure Length	31.8 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	26.2 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	6
(61) Channel & Channel Protection	6
(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	49
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	1
Rating	30
(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	6
(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		08/2020
* 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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Team Lead: Sharon Hooks, **Inspection Date:** August 02, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	814	814	0	0	0
510	Wearing Surfaces	SF	744	744	0	0	0
(16)	Deck: 26.25' wide x 31' long. Wearing surface: Thin pea-gravel (chip) seal. Joints appear to be completely grouted and grout seems to be in very good condition.						
110	Reinforced Concrete Open Girder/Beam	LF	217	208	9	0	0
1130	Cracking (RC and Other)	LF	9	0	9	0	0
(110)	Girders: 7 precast channel beam units per span / 31' span. Very small vertical flexure cracks in channel legs.						
216	Timber Abutment	LF	68	30	30	8	0
1140	Decay/Section Loss	LF	38	0	30	8	0
(216)	Backwalls: 34' each / Bents 1 & 2. Some decay, mainly on ends of wings.						
228	Timber Pile	EA	10	0	10	0	0
1020	Connection	EA	9	0	9	0	0
1150	Check/Shake	EA	1	0	1	0	0
(228)	Pile: 5 per bents / Bents 1-2 Bent 1 pile 3 has minor checks 9 piles in connection due to repairs Old notes : Bent 1 pile 1 has been repaired . in CS 2 connection. Bent 1 pile 2 some decay near cap. CS 2 Bent 1 pile 4 hollow with little bearing capacity. CS 3 (Repaired by state forces.) in CS2 for connection Bent 1 pile 5 hollow with little bearing capacity. CS 3 (Repaired by state forces.) in CS2 for connection Bent 2 pile 1 has hollow areas. CS 3 (Repaired by State forces) in CS2 for connection Bent 2 Pile 3: Crushing with no bearing capacity - CS4 decay. (Repaired by State forces) in CS2 for connection Bent 2 pile 4 hollow with decay from cap down. CS 3 showing very early signs of decay. (.Repaired by State forces.) in CS2 for connection Bent 2 Pile 5: very heavy decay with hollow areas. CS 3. (Repaired by State forces) in CS2 for connection						
234	Reinforced Concrete Pier Cap	LF	52	42	1	9	0
1080	Delamination/Spall/Patched Area	LF	4	0	1	3	0

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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	4	0	0	4	0
(234)							
Cap: 26' each / Bents 1 & 2.							
Bents 1 & 2: Deterioration with cracking, delamination with efflorescence and spalls with exposed rebar on ends under railing posts.							
330	Metal Bridge Railing	LF	64	52	10	2	0
7000	Damage	LF	12	0	10	2	0
515	Steel Protective Coating	SF	160	160	0	0	0
(330)							
Railing: 32' each side.							
Coating: 2.5 square feet per linear feet of railing.							
Metal rail on concrete posts.							
Bent 1 left has rail damage with concrete endpost damage.							
Minor collision damage @ Bent 2 right.							



Bent 2 all pile have been replaced. 8/2/2021 JRB



Bent 1 piles 4&5 have been replaced since last inspection . 8/2/2021 JRB



Under view.



Deck over view.



Approach.



Deck over view.

Maintenance Needs

Date Reported: 08/03/2021
Priority: D- Routine
Type of Work: Repair
Status: Open
Inspection Direction W to E
Component: Approach

Deficiency Description

Bent 1: Guardrail left approach has damage with concrete end-post damage .
Bent 2 Guardrail has minor damage from traffic impact.

Remarks



Approach left side has railing damage.



Approach railing has Collision damage.



Bent 1 left concrete end post has Collision damage



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Inspection Comments

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

08/28/ 2019 SDH-JRB. Added one year special recurring inspection to monitor condition of pile at bents 1 and 2. NBI rating of 4 for item 60.

08/02/2021 SHD/JRB removed one year inspection and placed it on 24 month inspection, (due to repair' s being made) raised NBI rating of item 60 to a 6.

06-26-2007, Dropping UW inspection due to sub-str. elements are not continuously submerged. High water events occur. NBI Items #60 and #61 will represent all elements that occasionally stand in water. RLW. 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)