



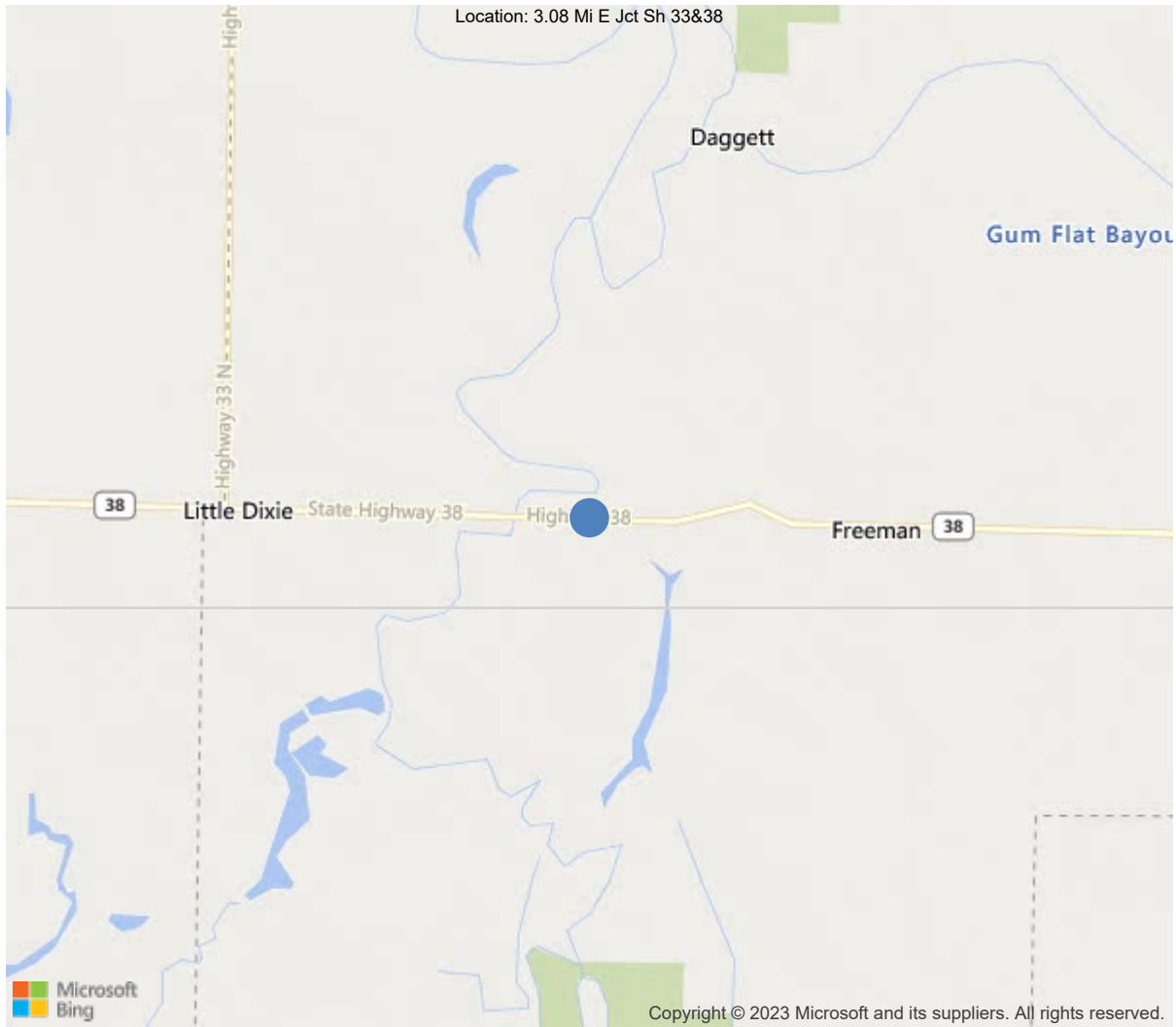
Latitude:35.00651, Longitude:-91.33233

Route:38 Section:2 Log:3.08

Arnold Road ID:, Arnold Log mile:

District 01, 147 - Woodruff County

Owner: 1 - State Highway Agency



35.00651, -91.33233



Asset #X1665(Record Change)

Sh-38/Sec-2/L3.08 over Ditch

Location: 3.08 Mi E Jct Sh 33&38

Team Lead: Myron Futrell, Inspection Date: 03/21/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	X1665
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	147 - Woodruff County
(4) Place Code	0
(6) Features Intersected	Ditch
(7) Facility Carried	Sh-38/Sec-2/L3.08
(9) Location	3.08 Mi E Jct Sh 33&38
(11) Mile Point	3.08 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000038020
(16) Latitude	35.006513
(17) Longitude	-91.332329
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	119
Material	1 - Concrete
Type	19 - Culvert
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	8
(46) No. of Approach Spans	0
(107) Deck Structure Type	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru
AGE AND SERVICE	
(27) Year Built	2022
(106) Year Reconstructed	
(42) Type of Service	19
On	1 - Highway
Under	9 - Relief for waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	740
(30) Year of ADT	2018
(109) Truck ADT	9 %
(19) Bypass, Detour Length	30 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	12 ft
(49) Structure Length	108.1 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	0 ft
(52) Deck Width Out to Out	0 ft
(32) Approach Roadway Width (W/Shoulders)	23.5 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	23.5 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(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
(101) Parallel Structure	N - No parallel structure exis
(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
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	6
(62) Culverts	7
LOAD RATING AND POSTING	
(31) Design Load	A - HL93
(63) Operating Rating Method	3
(64) Operating Rating	
Type	3 - Load and Resistance Factor(LRFR)
Rating	59
(65) Inventory Rating Method	3 - Load and Resistance Factor
(66) Inventory Rating	
Type	
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	
(68) Deck Geometry	
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	N - Not applicable or a safety feat
(36B) Transitions	N - Not applicable or a safety feat
(36C) Approach Guardrail	N - Not applicable or a safety feat
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(113) Scour Critical Bridges	8 - Bridge foundations determined t
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	855
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	11/22/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.) Channel banks have areas of slumping and channel has trees and debris in it restricting channel flow.

62 - Culverts (7 - Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.) Culvert has minor spalling on left side at a few of the culvert walls no rebar exposed.

113 - Scour Critical Bridges (8 - Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing (Example A) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge4), by calculation or by installation of properly designed countermeasures (see HEC 23).)

Item 113 was changed to "8" per office policy regarding culvert structure - KJT 12/14/2022

A-108 - Load Rating Requested (No)

New Structure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	396	381	13	2	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1120	Efflorescence/Rust Staining	LF	12	0	12	0	0
(241) Ends of culvert between barrels have hairline cracks with light efflorescence. Barrel #1 left end back wall has a 1' spall no rebar exposed. Barrel #6 left end back wall has two 6" spalls no rebar exposed. Barrel #8 left end back wall has a 6" spall no rebar exposed.							



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Location: 3.08 Mi E Jct Sh 33&38

Team Lead: Myron Futrell, Inspection Date: 03/21/2023

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



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Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



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Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4

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Comment: Channel banks have areas of slumping and channel has trees and debris in it restricting channel flow.



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Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	396	381	13	2	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1120	Efflorescence/Rust Staining	LF	12	0	12	0	0
(241) Ends of culvert between barrels have hairline cracks with light efflorescence. Barrel #1 left end back wall has a 1' spall no rebar exposed. Barrel #6 left end back wall has two 6" spalls no rebar exposed. Barrel #8 left end back wall has a 6" spall no rebar exposed.							

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Comment: Culvert has minor spalling on left side at a few of the culvert walls no rebar exposed.



Side view-elevation left side



Side view-elevation right side



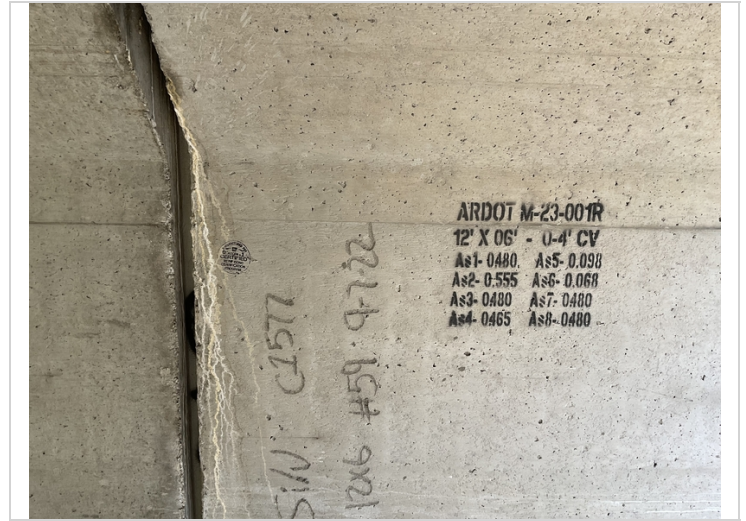
Top view-Inventory



Channel left side



Channel right side



Manufacture stamp inside culvert



Typical roadway



Typical soffit-under surface



Typical view inside of box



Ends of culvert between barrels have hairline cracks with light efflorescence.



Barrel #1 left end back wall has a 1' spall no rebar exposed.



Barrel #6 left end back wall has two 6" spalls no rebar exposed.
Barrel #8 left end back wall has a 6" spall no rebar exposed.



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Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



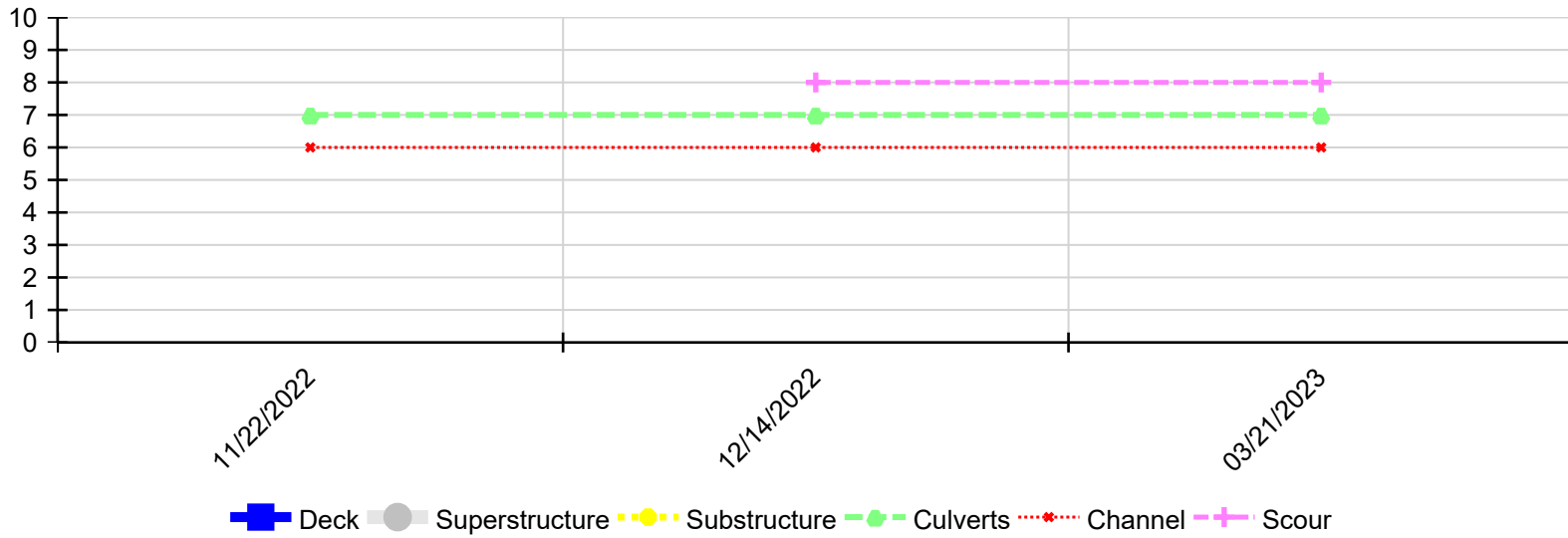
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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/21/2023	N	N	N	7	6	8
12/14/2022	N	N	N	7	6	8
11/22/2022	N	N	N	7	6	N