

# Bridge Inspection Report

**M0833**  
**SH 37/Indepen Co.**  
**over**  
**CURIO BAYOU**



**Inspection Date:**

**Inspected By:**

**Inspection Type(s):**

Inspector:

Structure Number: M0833

Inspection Date:

Facility Carried: SH 37/Indepen Co.

## Bridge Inspection Report

## National Bridge Inventory

IDENTIFICATION						INSPECTIONS							
(1) STATE CODE		056 - Arkansas				(90) INSPECTION DATE		06/23/2016					
(8) STRUCTURE NUMBER		M0833				(91) DESIGNATED INSPECTION FREQUENCY		24					
(5) INV. ROUTE (ON/UNDER)		1	3	1	37	0	(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE				
(2) HIGHWAY AGENCY		05	(3) COUNTY CODE		063				A. FRACTURE CRITICAL DETAIL				N
(4) PLACE CODE		00000				B. UNDERWATER INSPECTION				N			
(6) FEATURES INTERSECTED		CURIO BAYOU				C. OTHER SPECIAL				N			
(7) FACILITY CARRIED		SH 37/Indepen Co.											
(9) LOCATION		2.9 MI SE JCT SH 122 & 37											
(11) MILEPOINT		1.750	(12) BASE HIGHWAY NETWORK		0								
(13A) LRS INVENTORY ROUTE		0000000000		(13B) SUBROUTE NUMBER		00							
(16) LATITUDE		35.790920		(17) LONGITUDE		-91.310478							
(98A) BORDER BRIDGE CODE													
PERCENT RESPONSIBILITY		(99) BORDER BRIDGE STRUCT											
STRUCTURE TYPE AND MATERIAL													
(43) STRUCTURE TYPE, MAIN													
A) KIND OF MATERIAL/DESIGN: 1 - Concrete													
B) TYPE OF DESIGN/CONSTR: 22 - Channel Beam													
(44) STRUCTURE TYPE, APPROACH SPANS													
A) KIND OF MATERIAL/DESIGN: 0 - Other													
B) TYPE OF DESIGN/CONSTR: 00 - Other													
(45) NUMBER OF SPANS IN MAIN		4	(46) NUMBER OF APPROACH		0								
(107) DECK STRUCTURE TYPE		2	(108A) WEARING SURFACE		1								
(108B) DECK MEMBRANE		0	(108C) DECK PROTECTION		0								
AGE OF SERVICE													
(27) YEAR BUILT		1961		(106) YEAR RECONSTRUCTED		0000							
(42) TYPE OF SERVICE		ON 1	UNDER 5										
(28) LANES		ON 02	UNDER 00										
(29) AVERAGE DAILY TRAFFIC		1500		(19) BYPASS DETOUR LENGTH		24							
(30) YEAR OF AVERAGE DAILY TRAFFIC		2014											
(109) AVERAGE DAILY TRUCK TRAFFIC		1											
GEOMETRIC DATA													
(48) LENGTH OF MAX SPAN (ft.)		19		(49) STRUCTURE LENGTH (ft.)		76							
(50) CURB/SIDEWALK WIDTHS (ft.)		LEFT 0.7	RIGHT 0.7										
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)		20.3											
(52) DECK WIDTH, OUT-TO-OUT (ft.)		21.7											
(32) APPROACH ROADWAY WIDTH (ft.)		22.0											
(33) BRIDGE MEDIAN		0		(34) SKEW (DEG.)		0							
(35) STRUCTURE FLARED		0		(10) INV RTE, MIN VERT CLEAR (ft.)		99.99							
(47) TOTAL HORIZONTAL CLEARANCE (ft.)		22.3											
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)		99.99											
(54) VERTICAL UNDER CLEARANCE (ft.)		N		0									
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)		N		99.9									
(56) MIN LATERAL UNDER CLEARANCE (ft.)		0											
PROPOSED IMPROVEMENTS													
(75A) TYPE OF WORK PROPOSED		31		(75B) WORK DONE BY		1							
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)		102.0											
(94) BRIDGE IMPROVEMENT COST (\$)		0											
(95) ROADWAY IMPROVEMENT COST (\$)		117											
(96) TOTAL PROJECT COST		304											
(97) YEAR OF IMPROVEMENT COST ESTIMATE		2002											
(114) FUTURE ADT		2508		(115) YEAR OF FUTURE ADT		2028							

(90) INSPECTION DATE		06/23/2016			
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(92) CRITICAL FEATURE INSPECTION				(93) CFI DATE	
A. FRACTURE CRITICAL DETAIL		N			
B. UNDERWATER INSPECTION		N			
C. OTHER SPECIAL		N			
CONDITION					
(58) DECK		7			
(59) SUPERSTRUCTURE		6		(60) SUBSTRUCTURE 6	
(61) CHANNEL & CHANNEL PROTECTION		6		(62) CULVERT N	
LOAD RATING AND POSTING					
(31) DESIGN LOAD		2			
(63) METHOD USED TO DETERMINE OPERATING RATING		1			
(64) OPERATING RATING		60.0			
(65) METHOD USED TO DETERMINE INVENTORY RATING		1			
(66) INVENTORY RATING		36.0			
(70) BRIDGE POSTING		5			
(41) STRUCTURE OPEN/POSTED/CLOSED		A			
APPRAISAL					
(67) STRUCTURAL EVALUATION		6			
(68) DECK GEOMETRY		2			
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL		N			
(71) WATERWAY ADEQUACY		4			
(72) APPROACH ROADWAY ALIGNMENT		6			
(36) TRAFFIC SAFETY FEATURE					
36A) BRIDGE RAILINGS:		0			
36B) TRANSITIONS:		0			
36C) APPROACH GUARDRAIL:		0			
36D) APPROACH GUARDRAIL ENDS:		0			
(113) SCOUR CRITICAL BRIDGES		5			
SUFFICIENCY RATING		2		STATUS 72.3	
CLASSIFICATION					
(112) NBIS BRIDGE LENGTH		Y			
(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE		0			
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE		07			
(100) STRAHNET HIGHWAY DESIGNATION		0			
(101) PARALLEL STRUCTURE DESIGNATION		N			
(102) DIRECTION OF TRAFFIC		2			
(103) TEMP STRUCTURE					
(105) FEDERAL LANDS HIGHWAYS		0			
(110) DESIGNATED NATIONAL NETWORK		0			
(20) TOLL		3			
(21) MAINTENANCE RESPONSIBILITY		01			
(22) OWNER		01			
(37) HISTORICAL		5			
NAVIGATION DATA					
(38) NAVIGATION CONTROL		0			
(111) PIER OR ABUTMENT PROTECTION		1			
(39) NAV VERT CLEARANCE (ft.)		0			
(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)		0			
(40) NAV HORIZONTAL CLEARANCE (ft.)		0			

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## Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
<b>16 - Reinforced Concrete Top Flange</b>	1- Ben.	1649	sq. ft.	1592	47	10	0
	Transverse cracks to deck at: Span 1 Units 1, 2, 5 & 6 Span 2 Unit 1 Span 3 Units 1 & 2 Span 4 Units 1, 2, 3 & 6 Left curb at end of Span 4 has a spall with 6" of rebar exposed.						
1090 - Exposed Rebar		1			1		
1120 - Efflorescence/Rust Staining		8			8		
1130 - Cracking (RC and Other)		48			38	10	
<b>110 - Reinforced Concrete Open Girder/Beam</b>	1- Ben.	456	ft.	448	8	0	0
	Spall with 8" rebar exposed to diaphragm at midspan to Unit 3 Span 1. Spall with 1' rebar exposed to diaphragm at midspan to Unit 4 Span 2. Spall with 2' rebar exposed to diaphragm at midspan to Unit 5 Span 3. Spall with 2' rebar exposed to diaphragm at midspan to Unit 3 Span 4. Spall with 1' rebar exposed to girder at Unit 6 Span 4.						
1090 - Exposed Rebar		8			8		
<b>215 - Reinforced Concrete Abutment</b>	1- Ben.	68	ft.	9	35	24	0
	1/4" cracks to Left & Right wings at Abutments 1 & 2. All wing walls are undermined and have minor settling. Scour 1' below and 2' back under Abutment 1 (2 piles exposed) Scour 2' - 3' below and 2' back under cap at Abutment 2 (Guardrail has been placed behind scoured area)						
1130 - Cracking (RC and Other)		8				8	
4000 - Settlement		16				16	
6000 - Scour		35			35		
<b>227 - Reinforced Concrete Pile</b>	1- Ben.	14	each	12	2	0	0
	Scour 1' below and 2' back under Abutment 1 (2 piles exposed)						
6000 - Scour		2			2		
<b>234 - Reinforced Concrete Pier Cap</b>	1- Ben.	77	ft.	75	0	2	0
	Spalls and honey combed areas with 1.5' of rebar exposed to bottom of cap at Bent 1.						
1090 - Exposed Rebar		2				2	

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#### Element Inspection

<b>330 - Metal Bridge Railing</b>	1- Ben.	156	ft.	73	40	43	0
	Collision damage to Left end posts at Abutments 1 & 2 (Cracks / spalls to posts) Bridge rail Post 3 on Right at Span 1 has spall with 6" of rebar exposed. First Post Span 3 Left is Broke. Posts 2 & 3 at Span 4 Right has heavy cracks and spalls with 6" of rebar exposed to Post 3. 2nd Post at Span 4 Left is cracked. Right bridge rail has collision damage at Spans 2 - 4. Left metal rail has been replaced.						
1000 - Corrosion		36			36		
1010 - Cracking		4			4		
7000 - Damage		43				43	
515 - Steel Protective Coating		468	sq. ft.	348	0	0	120
3440 - Effectiveness (Steel Protective Coatings)		120					120