

# Bridge Inspection Report

**M0228**  
**SH 8 S-6 LM 5.13**  
**over**  
**CYPRESS CR**



**Inspection Date:**

**Inspected By:**

**Inspection Type(s):**

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Inspector:

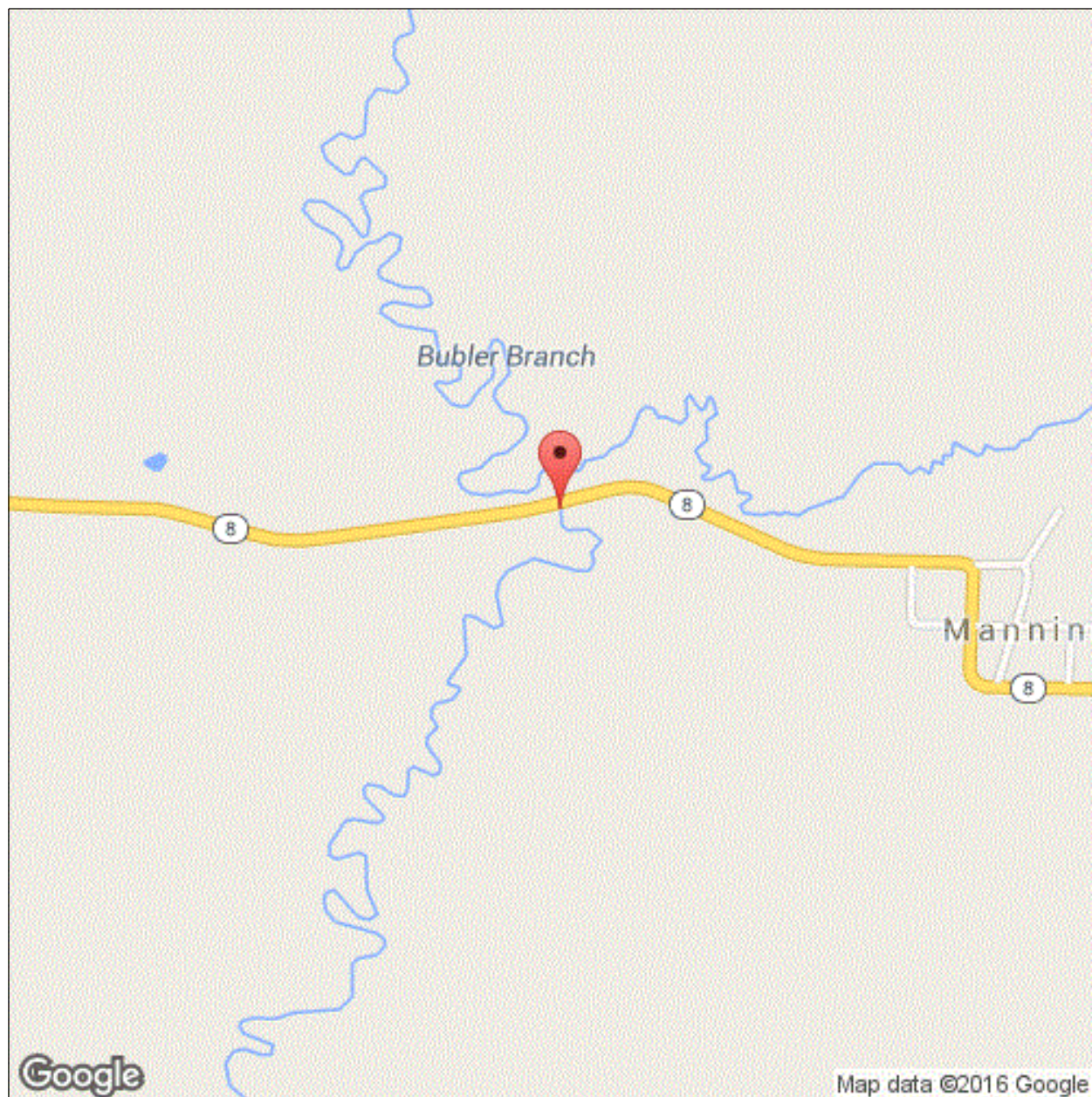
Structure Number: M0228

Inspection Date:

Facility Carried: SH 8 S-6 LM 5.13

# Bridge Inspection Report

## Location Map



Latitude: 34.02327

Longitude: -92.80227



Inspector:

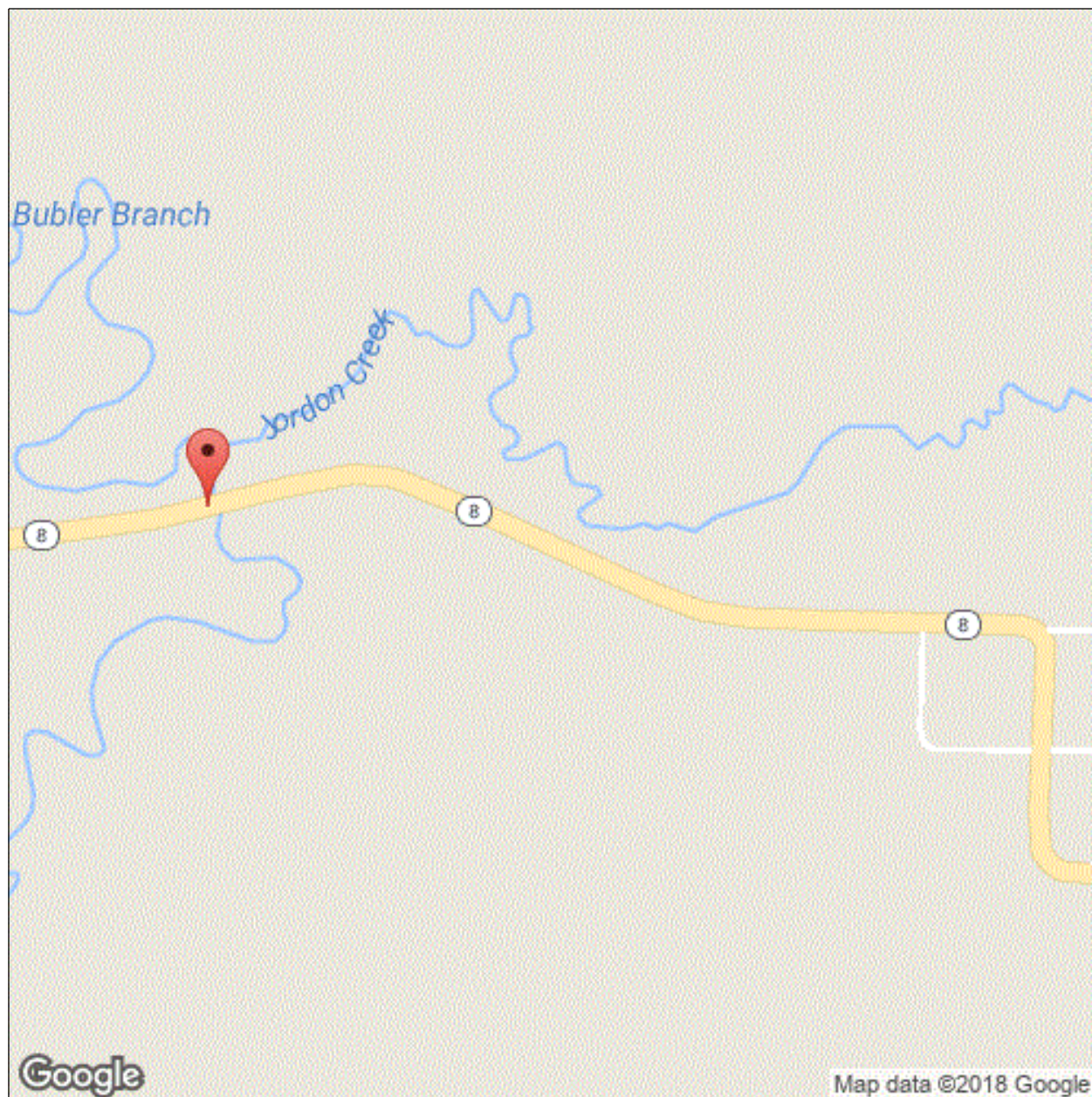
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## Bridge Inspection Report

### Location Map



Latitude: 34.02327

Longitude: -92.80227



Inspector:

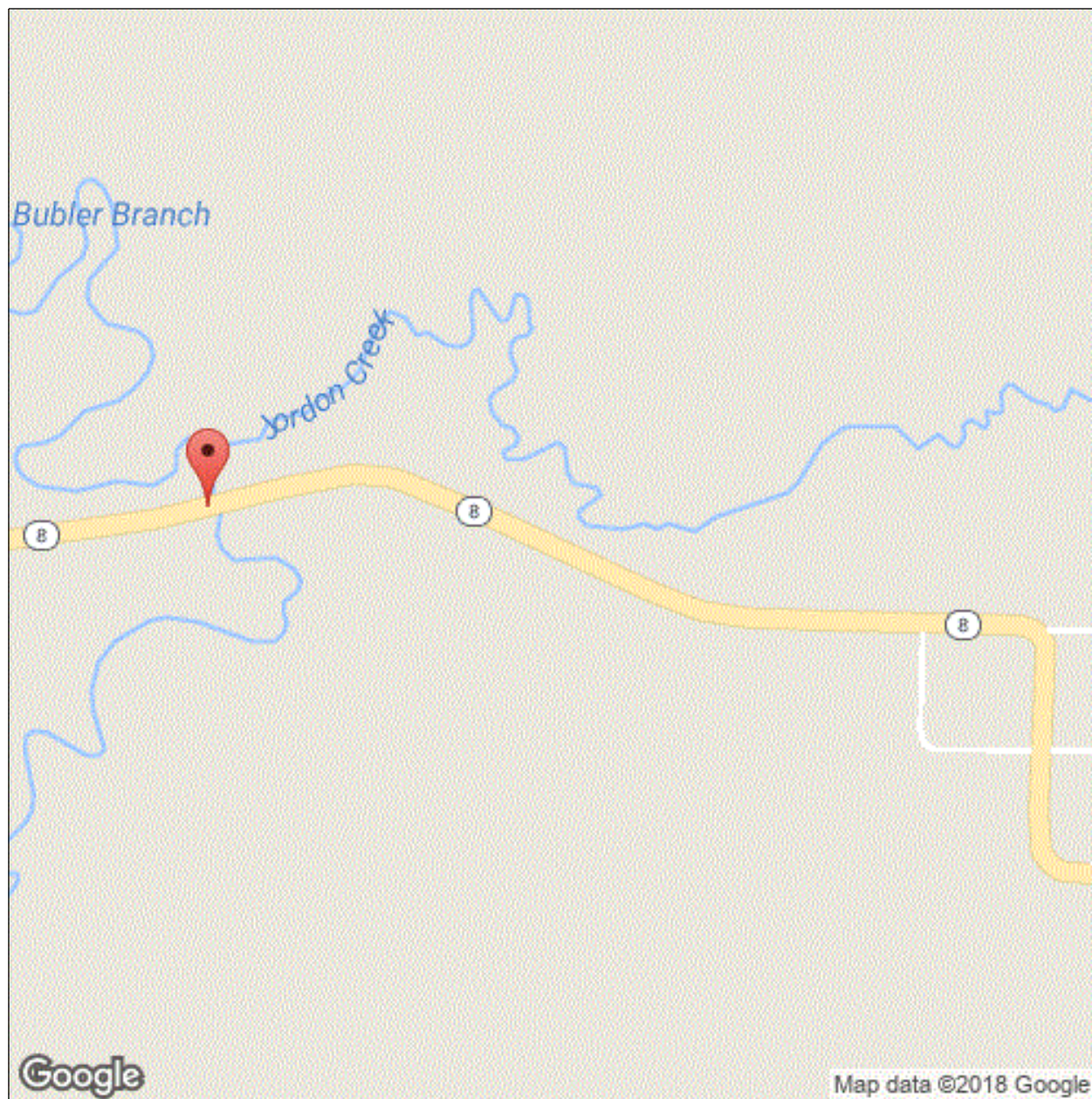
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## Bridge Inspection Report

### Location Map



Latitude: 34.02327

Longitude: -92.80227

Inspector:

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## Bridge Inspection Report

### Executive Summary

This structure is logged from West to East.

Inspector:

Structure Number: M0228

Inspection Date:

Facility Carried: SH 8 S-6 LM 5.13

## Bridge Inspection Report

## National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	02/13/2018
(8) STRUCTURE NUMBER	M0228	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 3 1 8 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	07	(3) COUNTY CODE	039
(4) PLACE CODE	00000	A. FRACTURE CRITICAL DETAIL	N
(6) FEATURES INTERSECTED	CYPRESS CR	B. UNDERWATER INSPECTION	N
(7) FACILITY CARRIED	SH 8 S-6 LM 5.13	C. OTHER SPECIAL	N
(9) LOCATION	5.17 MI E OF SH 7	CONDITION	
(11) MILEPOINT	5.130	(58) DECK	6
(12) BASE HIGHWAY NETWORK	1	(59) SUPERSTRUCTURE	5
(13A) LRS INVENTORY ROUTE	0000008060	(60) SUBSTRUCTURE	6
(13B) SUBROUTE NUMBER	00	(61) CHANNEL & CHANNEL PROTECTION	5
(16) LATITUDE	34.02327	(62) CULVERT	N
(17) LONGITUDE	-92.80227	LOAD RATING AND POSTING	
(98A) BORDER BRIDGE CODE		(31) DESIGN LOAD	2
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT	(63) METHOD USED TO DETERMINE OPERATING RATING	1
STRUCTURE TYPE AND MATERIAL		(64) OPERATING RATING	60.0
(43) STRUCTURE TYPE, MAIN		(65) METHOD USED TO DETERMINE INVENTORY RATING	1
A) KIND OF MATERIAL/DESIGN:	1 - Concrete	(66) INVENTORY RATING	36.0
B) TYPE OF DESIGN/CONSTR:	22 - Channel Beam	(70) BRIDGE POSTING	5
(44) STRUCTURE TYPE, APPROACH SPANS		(41) STRUCTURE OPEN/POSTED/CLOSED	A
A) KIND OF MATERIAL/DESIGN:	0 - Other	APPRAISAL	
B) TYPE OF DESIGN/CONSTR:	00 - Other	(67) STRUCTURAL EVALUATION	5
(45) NUMBER OF SPANS IN MAIN	5	(68) DECK GEOMETRY	4
(46) NUMBER OF APPROACH	0	(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(107) DECK STRUCTURE TYPE	2	(71) WATERWAY ADEQUACY	5
(108A) WEARING SURFACE	6	(72) APPROACH ROADWAY ALIGNMENT	6
(108B) DECK MEMBRANE	0	(36) TRAFFIC SAFETY FEATURE	
(108C) DECK PROTECTION	0	36A) BRIDGE RAILINGS:	0
AGE OF SERVICE		36B) TRANSITIONS:	0
(27) YEAR BUILT	1954	36C) APPROACH GUARDRAIL:	0
(106) YEAR RECONSTRUCTED	0000	36D) APPROACH GUARDRAIL ENDS:	0
(42) TYPE OF SERVICE	ON 1 UNDER 5	(113) SCOUR CRITICAL BRIDGES	5
(28) LANES	ON 02 UNDER 00	SUFFICIENCY RATING	71.7
(29) AVERAGE DAILY TRAFFIC	230	STATUS	0
(19) BYPASS DETOUR LENGTH	13	CLASSIFICATION	
(30) YEAR OF AVERAGE DAILY TRAFFIC	2014	(112) NBIS BRIDGE LENGTH	Y
(109) AVERAGE DAILY TRUCK TRAFFIC	1	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
GEOMETRIC DATA		(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	06
(48) LENGTH OF MAX SPAN (ft.)	19	(100) STRAHNET HIGHWAY DESIGNATION	0
(49) STRUCTURE LENGTH (ft.)	95	(101) PARALLEL STRUCTURE DESIGNATION	N
(50) CURB/SIDEWALK WIDTHS (ft.)	LEFT 0 RIGHT 0	(102) DIRECTION OF TRAFFIC	2
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	23.6	(103) TEMP STRUCTURE	
(52) DECK WIDTH, OUT-TO-OUT (ft.)	25.3	(105) FEDERAL LANDS HIGHWAYS	0
(32) APPROACH ROADWAY WIDTH (ft.)	29.9	(110) DESIGNATED NATIONAL NETWORK	0
(33) BRIDGE MEDIAN	0	(20) TOLL	3
(34) SKEW (DEG.)	0	(21) MAINTENANCE RESPONSIBILITY	01
(35) STRUCTURE FLARED	0	(37) HISTORICAL	5
(10) INV RTE, MIN VERT CLEAR (ft.)	99.99	NAVIGATION DATA	
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	25.6	(38) NAVIGATION CONTROL	0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	99.99	(111) PIER OR ABUTMENT PROTECTION	1
(54) VERTICAL UNDER CLEARANCE (ft.)	N 0	(39) NAV VERT CLEARANCE (ft.)	0
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	N 99.9	(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0
(56) MIN LATERAL UNDER CLEARANCE (ft.)	0	(40) NAV HORIZONTAL CLEARANCE (ft.)	0
PROPOSED IMPROVEMENTS			
(75A) TYPE OF WORK PROPOSED	(75B) WORK DONE BY		
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	0		
(94) BRIDGE IMPROVEMENT COST (\$)	0		
(95) ROADWAY IMPROVEMENT COST (\$)	0		
(96) TOTAL PROJECT COST	0		
(97) YEAR OF IMPROVEMENT COST ESTIMATE			
(114) FUTURE ADT	339		
(115) YEAR OF FUTURE ADT	2028		

Inspector:

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## Bridge Inspection Report

## Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
16 - Reinforced Concrete Top Flange	1- Ben.	2404	sq. ft.	2404			
Cracks in the wearing surface are over the shear key grout joints.							
510 - Wearing Surfaces		2052	sq. ft.	1452	600	0	0
3220 - Crack (Wearing Surface)		600			600		
110 - Reinforced Concrete Open Girder/Beam	1- Ben.	665	ft.	495	0	170	0
Pc units all spans cracks and spalls with exposed steel, minor to moderate section loss. See pictures.							
1080 - Delamination/Spall/Patched Area		70				70	
1090 - Exposed Rebar		50				50	
1130 - Cracking (RC and Other)		50				50	
215 - Reinforced Concrete Abutment	1- Ben.	51	ft.	26	25	0	0
Abutment 1 left side is undermined. Maint. repaired post flood roadway washout several years back old repair is beginning to undermine.							
6000 - Scour		25			25		
228 - Timber Pile	1- Ben.	20	each	19	0	1	0
Pile 1 bent 1 rotten with holes.							
1140 - Decay/Section Loss		1				1	
234 - Reinforced Concrete Pier Cap	1- Ben.	101	ft.	101			
304 - Open Expansion Joint	1- Ben.	76	ft.	76			
330 - Metal Bridge Railing	1- Ben.	190	ft.	0	190	0	0
Rusty							
1000 - Corrosion		190			190		



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## Bridge Inspection Report

Pictures

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## Bridge Inspection Report

Sketches

Inspector:

Structure Number: M0228

Inspection Date:

Facility Carried: SH 8 S-6 LM 5.13

## Bridge Inspection Report

### Maintenance Needs

Date Reported: 2/14/2012 12:00:00 AM

Priority: C - Important

Work Code:

---

Deficiency Description:

Channel

Bent 1 scour along and under cap with roadway settlement.

Work Description:

---

Date Repairs Completed:

Maintenance Comments:

---

Stage: Monitor



PHOTO 1      Description      Abutment 1 left

Stage: Monitor



PHOTO 2      Description      Abutment 1 left side scour under wing



Inspector:

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## Bridge Inspection Report

### Maintenance Needs

Stage: Monitor



PHOTO 3      Description      Abutment 1 scour back under the abutment.

Inspector:

Structure Number: M0228

Inspection Date:

Facility Carried: SH 8 S-6 LM 5.13

## Bridge Inspection Report

### Maintenance Needs

Date Reported: 2/14/2012 12:00:00 AM

Priority: D - Routine

Work Code:

---

#### Deficiency Description:

##### PC Units

Span 1 PC Units 1 & 2 cracks and spalls with exposed steel, Mod. sec. loss. Span 4 PC Units 6 & 7 cracks and spalls with exposed steel. Minor sec. loss. Span 2 units 2-5 cracks and spalls Mod. sec. loss.

#### Work Description:

---

Date Repairs Completed:

Maintenance Comments:

---

Stage: Monitor



PHOTO 1 Description M0228 PC ut 2 span 1

Stage: Monitor



PHOTO 2 Description Span 2 PC units 2 & 4 have spalls with exposed steel.

Inspector:

Inspection Date:

Structure Number: M0228

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## Bridge Inspection Report

### Maintenance Needs

Stage: Monitor



PHOTO 3	Description	Span 2 PC units 2 - 5 with spalls and exposed steel.
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Inspector:

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## Bridge Inspection Report

### Maintenance Needs

Date Reported: 2/14/2012 12:00:00 AM

Priority: C - Important

Work Code:

---

Deficiency Description:

Pile 1 bent 1

Rotten

Work Description:

---

Date Repairs Completed:

Maintenance Comments:

---

Stage: Monitor



PHOTO 1 Description M0228 pile 1 bent 1 rotten with hole.

Stage: Monitor



PHOTO 2 Description Pile 1 bent 1 rotten

Inspector:

Structure Number: M0228

Inspection Date:

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## Bridge Inspection Report

### Maintenance Needs

Date Reported: 02/13/2018

Priority: C - Important

Work Code:

---

#### Deficiency Description:

Spans 3,4 and 5 have severe degradation with 3 & 4 being the worst, thus this is causing the channel to scour abutment 1. There is little or no flow under spans 3 & 4.

#### Work Description:

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Date Repairs Completed:

Maintenance Comments:

---

Stage: Open



PHOTO 1	Description	Spans 3,4 and 5 have severe degradation with 3 & 4 being the worst, thus this is causing the channel to scour abutment 1. There is little or no flow under spans 3 & 4.
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