

# Bridge Inspection Report

**A1747  
SH 1  
over  
BIG CYPRESS BAYOU**



**Inspection Date:**

**Inspected By:**

**Inspection Type(s):**

Inspector:

Structure Number: A1747

Inspection Date:

Facility Carried: SH 1

## Bridge Inspection Report

## National Bridge Inventory

| IDENTIFICATION                                    |                             | INSPECTIONS   |               |
|---|-----------------------------|---|---------------|
| (1) STATE CODE                                    | 056 - Arkansas              | (90) INSPECTION DATE  | 10/13/2016    |
| (8) STRUCTURE NUMBER                              | A1747                       | (91) DESIGNATED INSPECTION FREQUENCY                        | 24            |
| (5) INV. ROUTE (ON/UNDER)                         | 1 3 1 1 0                   | (92) CRITICAL FEATURE INSPECTION                            | (93) CFI DATE |
| (2) HIGHWAY AGENCY 01                             | (3) COUNTY CODE 095         | A. FRACTURE CRITICAL DETAIL                                 | N             |
| (4) PLACE CODE                                    | 00000                       | B. UNDERWATER INSPECTION                                    | N             |
| (6) FEATURES INTERSECTED                          | BIG CYPRESS BAYOU           | C. OTHER SPECIAL  | N             |
| (7) FACILITY CARRIED                              | SH 1                        |   |               |
| (9) LOCATION                                      | 3.8 MI NE JCT SH 17         |   |               |
| (11) MILEPOINT 8.780                              | (12) BASE HIGHWAY NETWORK 1 |   |               |
| (13A) LRS INVENTORY ROUTE                         | 0000001060                  | (13B) SUBROUTE NUMBER                                       | 00            |
| (16) LATITUDE                                     | 34.461819                   | (17) LONGITUDE  | -91.019150    |
| (98A) BORDER BRIDGE CODE                          |                             |   |               |
| PERCENT RESPONSIBILITY                            | (99) BORDER BRIDGE STRUCT   |   |               |
| STRUCTURE TYPE AND MATERIAL                       |                             | CONDITION   |               |
| (43) STRUCTURE TYPE, MAIN                         |                             | (58) DECK   | 7             |
| A) KIND OF MATERIAL/DESIGN: 1 - Concrete          |                             | (59) SUPERSTRUCTURE   | 7             |
| B) TYPE OF DESIGN/CONSTR: 01 - Slab               |                             | (60) SUBSTRUCTURE   | 7             |
| (44) STRUCTURE TYPE, APPROACH SPANS               |                             | (61) CHANNEL & CHANNEL PROTECTION                           | 7             |
| A) KIND OF MATERIAL/DESIGN: 0 - Other             |                             | (62) CULVERT  | N             |
| B) TYPE OF DESIGN/CONSTR: 00 - Other              |                             |   |               |
| (45) NUMBER OF SPANS IN MAIN                      | 12                          | (46) NUMBER OF APPROACH                                     | 0             |
| (107) DECK STRUCTURE TYPE                         | 1                           | (108A) WEARING SURFACE                                      | 6             |
| (108B) DECK MEMBRANE                              | 0                           | (108C) DECK PROTECTION                                      | 0             |
| AGE OF SERVICE                                    |                             | LOAD RATING AND POSTING                                     |               |
| (27) YEAR BUILT                                   | 1956                        | (106) YEAR RECONSTRUCTED                                    | 0000          |
| (42) TYPE OF SERVICE                              | ON 1 UNDER 5                | (63) DESIGN LOAD  | 4             |
| (28) LANES  | ON 02 UNDER 00              | (64) OPERATING RATING                                       | 45.0          |
| (29) AVERAGE DAILY TRAFFIC                        | 1300                        | (65) METHOD USED TO DETERMINE OPERATING RATING              | 1             |
| (30) YEAR OF AVERAGE DAILY TRAFFIC                | 2014                        | (66) METHOD USED TO DETERMINE INVENTORY RATING              | 1             |
| (109) AVERAGE DAILY TRUCK TRAFFIC                 | 1                           | (66) INVENTORY RATING                                       | 27.0          |
|   |                             | (70) BRIDGE POSTING   | 5             |
|   |                             | (41) STRUCTURE OPEN/POSTED/CLOSED                           | A             |
| GEOMETRIC DATA                                    |                             | APPRAISAL   |               |
| (48) LENGTH OF MAX SPAN (ft.)                     | 25                          | (49) STRUCTURE LENGTH (ft.)                                 | 300           |
| (50) CURB/SIDEWALK WIDTHS (ft.)                   | LEFT 1.4 RIGHT 1.4          | (67) STRUCTURAL EVALUATION                                  | 6             |
| (51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)           | 25.9                        | (68) DECK GEOMETRY  | 4             |
| (52) DECK WIDTH, OUT-TO-OUT (ft.)                 | 29.5                        | (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL                 | N             |
| (32) APPROACH ROADWAY WIDTH (ft.)                 | 28.9                        | (71) WATERWAY ADEQUACY                                      | 8             |
| (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.)             | 25.9                        | (72) APPROACH ROADWAY ALIGNMENT                             | 8             |
| (53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) | 99.99                       | (36) TRAFFIC SAFETY FEATURE                                 |               |
| (54) VERTICAL UNDER CLEARANCE (ft.)               | N 0                         | 36A) BRIDGE RAILINGS:                                       | 0             |
| (55) LATERAL UNDER CLEARANCE RIGHT (ft.)          | N 99.9                      | 36B) TRANSITIONS:   | 1             |
| (56) MIN LATERAL UNDER CLEARANCE (ft.)            | 0                           | 36C) APPROACH GUARDRAIL:                                    | 1             |
|   |                             | 36D) APPROACH GUARDRAIL ENDS:                               | 1             |
|   |                             | (113) SCOUR CRITICAL BRIDGES                                | 5             |
|   |                             | SUFFICIENCY RATING  | 0             |
|   |                             | STATUS  | 74.8          |
| PROPOSED IMPROVEMENTS                             |                             | CLASSIFICATION  |               |
| (75A) TYPE OF WORK PROPOSED                       | (75B) WORK DONE BY          | (112) NBIS BRIDGE LENGTH                                    | Y             |
| (76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)        | 0                           | (104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE                 | 1             |
| (94) BRIDGE IMPROVEMENT COST (\$)                 | 0                           | (26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE           | 02            |
| (95) ROADWAY IMPROVEMENT COST (\$)                | 0                           | (100) STRAHNET HIGHWAY DESIGNATION                          | 0             |
| (96) TOTAL PROJECT COST                           | 0                           | (101) PARALLEL STRUCTURE DESIGNATION                        | N             |
| (97) YEAR OF IMPROVEMENT COST ESTIMATE            |                             | (102) DIRECTION OF TRAFFIC                                  | 2             |
| (114) FUTURE ADT                                  | 1415                        | (103) TEMP STRUCTURE  |               |
| (115) YEAR OF FUTURE ADT                          | 2028                        | (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>38 - Reinforced Concrete Slab</b>      | 1- Ben.  | 8700           | sq. ft. | 8399              | 301               | 0                 | 0                 |
|   | DECK SOFFIT HAS HAIRLINE CRACKS NEAR CENTERLINE EACH SPAN, SEVERAL SPANS HAVE AREAS OF MODERATE EFFLORESCENCE.<br>GUTTERS ARE FULL OF DIRT AND DEBRIS WITH VEGETATION GROWING IN THEM.<br>CURBS BOTH SIDES HAVE AREAS OF SCALING AND SPALLING.   |                |         |                   |                   |                   |                   |
| 1080 - Delamination/Spall/Patched Area    |  | 1              |         |                   | 1                 |                   |                   |
| 1120 - Efflorescence/Rust Staining        |  | 300            |         |                   | 300               |                   |                   |
| 510 - Wearing Surfaces                    |  | 7800           | sq. ft. | 6288              | 1512              | 0                 | 0                 |
| 3220 - Crack (Wearing Surface)            |  | 1512           |         |                   | 1512              |                   |                   |
| <b>215 - Reinforced Concrete Abutment</b> | 1- Ben.  | 76             | ft.     | 60                | 0                 | 16                | 0                 |
|   | ABUTMENT #1,2 CAP HAS SEVERAL LARGE SPALLS, NO REBAR EXPOSED.  |                |         |                   |                   |                   |                   |
| 1080 - Delamination/Spall/Patched Area    |  | 16             |         |                   |                   | 16                |                   |
| <b>227 - Reinforced Concrete Pile</b>     | 1- Ben.  | 45             | each    | 45                |                   |                   |                   |
| <b>234 - Reinforced Concrete Pier Cap</b> | 1- Ben.  | 327            | ft.     | 284               | 5                 | 38                | 0                 |
|   | MOST CAP ENDS ARE CRACKED WITH EFFLORESCENCE.<br>BENT #2 BACK FACE IN CENTER HAS 1' OF EXPOSED REBAR, FRONT FACE HAS 2 6" PIECES OF EXPOSED REBAR.<br>BENT #3 RIGHT END IS CRACKING<br>BENT #4 FRONT FACE HAS 1 PIECE 1' LONG OF EXPOSED REBAR & 1 - 2' LONG DELAMINATION.<br>BENT #5 RIGHT END HAS 2 SPALLS<br>BENT #7 LEFT END AT TOP HAS 6" SPALL WITH NO REBAR EXPOSED.<br>BENT #7 FRONT FACE HAS 6" LONG PIECE OF EXPOSED REBAR.<br>BENT #7 FRONT FACE LEFT TOP CORNER IS DELAMINATED & CRACKED.<br>BENT #8 AHEAD FACE TOP RIGHT END CORNER IS DELAMINATED<br>BENT #8 BACK FACE HAS 6" DELAMINATION.<br>BENT #9 RIGHT END TOP HAS 1' SPALL WITH NO REBAR EXPOSED.<br>BENT #10 AHEAD FACE ABOVE PILE #3,4 HAS 6" DELAMINATION<br>BENT #10 BACK FACE HAS 1' SPALL IN CENTER TOP WITH NO REBAR EXPOSED.<br>BENT #10 RIGHT END BACK FACE HAS 6" CRACK/DELAMINATION ON TOP CORNER.<br>BENT #10 CAP BACK FACE LEFT CORNER IS SPALLED OFF WITH NO REBAR EXPOSED.<br>BENT #11 CAP RIGHT END IS CRACKED & DELAMINATED. |                |         |                   |                   |                   |                   |
| 1080 - Delamination/Spall/Patched Area    |  | 14             |         |                   |                   | 14                |                   |
| 1090 - Exposed Rebar                      |  | 5              |         |                   | 5                 |                   |                   |

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|  |  |      |         |     |      |    |   |
|--|--|------|---------|-----|------|----|---|
| 1120 - Efflorescence/Rust Staining   |  | 24   |         |     |      | 24 |   |
| <b>306 - Other Joint</b>   | 1- Ben.  | 78   | ft.     | 78  |      |    |   |
|  | Joints are covered in achm overlay.  |      |         |     |      |    |   |
| <b>330 - Metal Bridge Railing</b>  | 1- Ben.  | 600  | ft.     | 492 | 108  | 0  | 0 |
|  | RAIL POST BENT #2 BOTH SIDES, BENT #9 LEFT - BOTTOMS SPALLED OFF.<br>SPAN #3 2ND POST LEFT SIDE TOP BROKEN OFF.<br>SPAN #12 LEFT HAS MINOR DAMAGE TO RAIL FOR 4'.<br>SPAN #9 LEFT POST TOP IS BROKEN.<br>RAILS HAVE SPOTTY RUST FULL LENGTH. |      |         |     |      |    |   |
| 1000 - Corrosion   |  | 100  |         |     | 100  |    |   |
| 7000 - Damage  |  | 8    |         |     | 8    |    |   |
| 515 - Steel Protective Coating   |  | 1800 | sq. ft. | 0   | 1800 | 0  | 0 |
| 3430 - Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings) |  | 1800 |         |     | 1800 |    |   |