



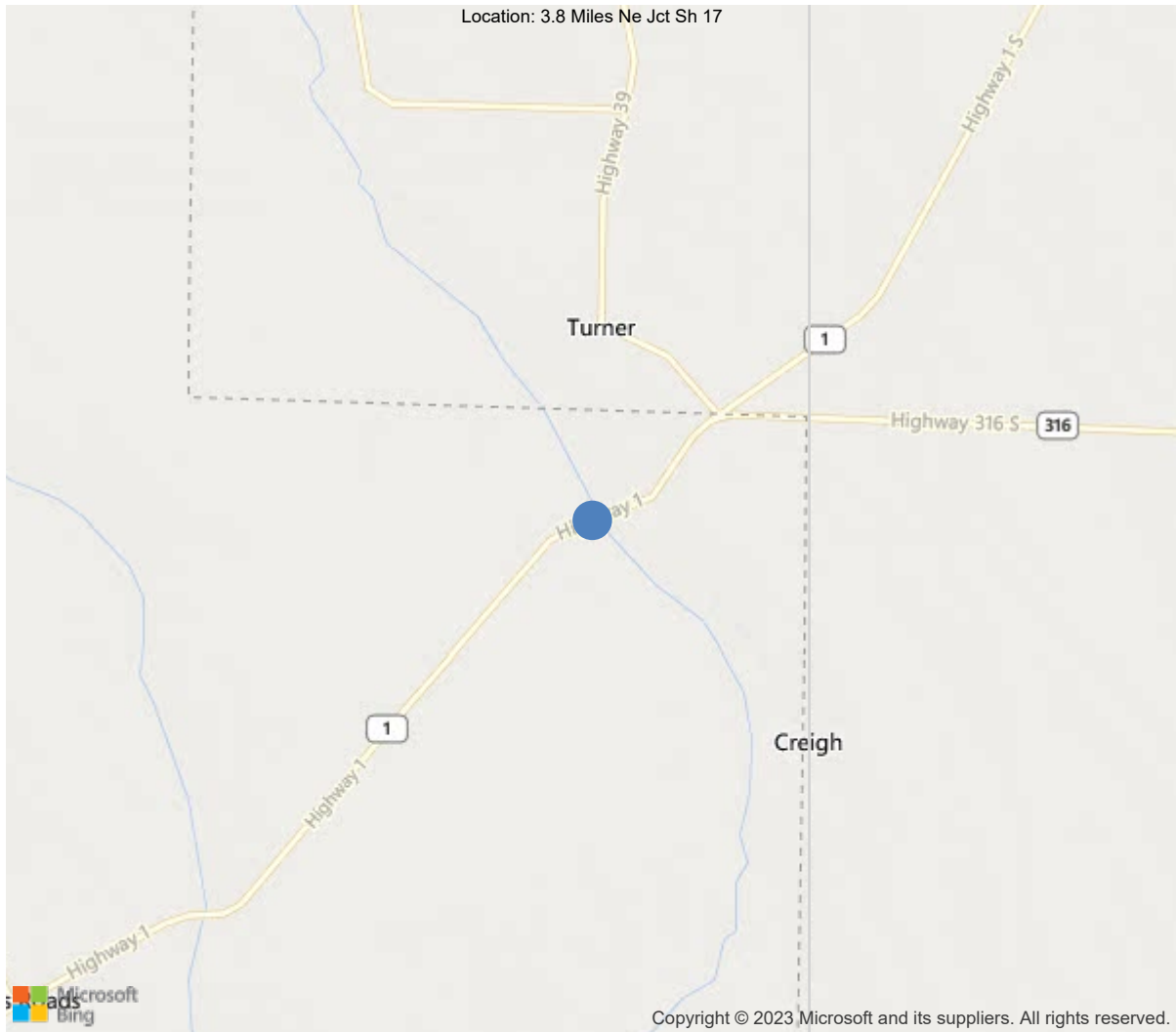
Latitude:34.46185, Longitude:-91.01907

Route:1 Section:06 Log:9.08

Arnold Road ID:48x1x6xA, Arnold Log mile:9.083

District 01, 95 - Monroe County

Owner: 1 - State Highway Agency



34.46185, -91.01907



Asset #A1747(Routine)

Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A1747
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	95 - Monroe County
(4) Place Code	0
(6) Features Intersected	Big Cypress Bayou
(7) Facility Carried	Sh-1/Sec-6/L-9.08
(9) Location	3.8 Miles Ne Jct Sh 17
(11) Mile Point	9.08 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000001060
(16) Latitude	34.46185
(17) Longitude	-91.01907
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1 - Concrete
Type	1 - Slab
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	12
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(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	1956
(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	1300
(30) Year of ADT	2019
(109) Truck ADT	1 %
(19) Bypass, Detour Length	7 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	300 ft
(50) Curb or Sidewalk Width	
Left	1.4 ft
Right	1.4 ft
(51) Bridge Roadway Width Curb to Curb	26 ft
(52) Deck Width Out to Out	29 ft
(32) Approach Roadway Width (W/Shoulders)	24 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	25.7 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	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	0 - The inventory route is not
(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
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	45
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - Bridge foundations determined to
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	1415
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/31/2022		
(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.			



General Observation

JOB NUMBER-11495 DRAWING NUMBERS-8909,8911,5415-16

Trees and vegetation are growing beside and under bridge.

Abutment #1 slope is eroded undermining cap on left end and exposing one pile.

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

10/23/2018 lowered deck from 7 to 5 due to large number of asphalt patches, cracks and efflorescence.

10/31/2022 raised deck from 5 to 6 due to asphalt overlay being added.

59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

10/23/2018 lowered superstructure from 7 to 5 due to being a slab bridge.

10/31/2022 raised superstructure from 5 to 6 due to being a slab bridge.

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

10/23/2018 lowered substructure from 7 to 6 due to spalls and efflorescence.

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

10/23/2018 lowered channel from 7 to 5 due to restrictions in channel.

Channel has large amounts of restrictions due to vegetation.

A-46 - Asset Files

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Asset #A1747 (Routine)

Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	8850	7349	300	1201	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	300	0	300	0	0
1190	Abrasion/Wear (PSC/RC)	SF	1200	0	0	1200	0
510	Wearing Surfaces	SF	7650	7200	450	0	0
3220	Crack (Wearing Surface)	SF	450	0	450	0	0
(38) Wearing surface has cs2 cracks at joint and a few various locations. Bridge curbs spans #1,2,3,4,5,6,7,10 have areas of spalling and deterioration. Deck soffit-under surface has hairline cracks near center in each span with most spans having light efflorescence. Span #11 soffit-under surface right side at bent #12 has 1' of exposed rebar with moderate section loss.							
215	Reinforced Concrete Abutment	LF	76	58	4	14	0
1080	Delamination/Spall/Patched Area	LF	14	0	0	14	0
6000	Scour	LF	4	0	4	0	0
(215) Abutment #1 cap ahead face has eight feet of spalls at top no rebar exposed. Abutment #2 cap back face has three two foot spalls at top no rebar exposed.							
227	Reinforced Concrete Pile	EA	45	9	36	0	0
1190	Abrasion/Wear (PSC/RC)	EA	36	0	36	0	0
(227) Piles #3 -11 have light abrasion.							
234	Reinforced Concrete Pier Cap	LF	327	283	8	36	0
1080	Delamination/Spall/Patched Area	LF	6	0	5	1	0
1090	Exposed Rebar	LF	10	0	3	7	0
1120	Efflorescence/Rust Staining	LF	24	0	0	24	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0

Team Lead: Drew Melton, **Inspection Date:** 10/31/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(234) Most cap ends are cracked with efflorescence. Bent #2 cap back face in center has a one foot piece of exposed rebar with moderate section loss, and ahead face has two six inch pieces of exposed rebar with moderate section loss, right end has 1' of cracking and delamination. Bent #3 cap left end is cracking with delamination, spalling. Bent #4 cap ahead face has one piece of rebar one foot exposed, one piece two foot long, and a two foot delamination. Bent #5 cap right end bottom corner is spalled with exposed rebar with moderate section loss. Bent #7 cap left end at top has a six inch spall with no rebar exposed. Bent #7 cap ahead face has a six inch piece of exposed rebar between piles #3,4 with moderate section loss. Bent #7 cap back face right side has cs3 crack/delaminated area. Bent #8 cap ahead face at top right end corner is delaminated. Bent #8 cap back face above pile #3 has a one foot spall with exposed rebar with moderate section loss. Bent #9 cap right end is spalled with no exposed rebar. Bent #9 cap left end back corner is cracked and delaminated with a piece of rebar exposed moderate section loss. Bent #10 cap ahead face above pile #3,4 has a six inch delamination. Bent #10 cap back face has a two foot spall in center at top with no rebar exposed. Bent #10 cap right end back face has two foot crack that is delaminated on top corner. Bent #10 cap back face left corner is spalled with no rebar exposed. Bent #11 cap right end is spalled with exposed rebar with moderate section loss. Bent #11 cap left end has 1' of cracking with moderate efflorescence. Bent #12 cap right end is cracked and spalled at bottom no rebar exposed. Bent #12 cap left end cracked for 3' with light efflorescence and has 6" spall with no exposed rebar.							
301	Pourable Joint Seal	LF	78	0	0	78	0
2350	Debris Impaction	LF	78	0	0	78	0
(301) Joints are full of debris limiting movement.							
330	Metal Bridge Railing	LF	600	492	108	0	0
1000	Corrosion	LF	100	0	100	0	0
7000	Damage	LF	8	0	8	0	0
515	Steel Protective Coating	SF	1800	0	1800	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	LF	1800	0	1800	0	0
(330) Rails have spotty rust full length. Span #1 left side last rail post spalled on bottom. Bent #2, span #2 rail post spalled on side with exposed rebar. Span #5 bent #5 bottom spalled on first rail post, top and bottom spalled on second rail post with no exposed rebar. Span #3 bent #3 left and right sides first rail posts spalled on bottom. Span #3 second rail post on left side top is broken off. Span #4 left side first and second rail posts spalled on bottom. Span #7 bent #7 left side first post spalled on bottom. Span #9 left post top is broken. Span #9 left side first rail post spalled on bottom. Span #10 at bent #11 left rail post spalled on top with no exposed rebar. Span #12 left side has minor damage to rail for four feet. Span #12 right side first rail post spalled on bottom.							

**Deck**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	8850	7349	300	1201	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	300	0	300	0	0
1190	Abrasion/Wear (PSC/RC)	SF	1200	0	0	1200	0
510	Wearing Surfaces	SF	7650	7200	450	0	0
3220	Crack (Wearing Surface)	SF	450	0	450	0	0
(38) Wearing surface has cs2 cracks at joint and a few various locations. Bridge curbs spans #1,2,3,4,5,6,7, 10 have areas of spalling and deterioration. Deck soffit-under surface has hairline cracks near center in each span with most spans having light efflorescence. Span #11 soffit-under surface right side at bent #12 has 1' of exposed rebar with moderate section loss.							

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Comment: 10/23/2018 lowered deck from 7 to 5 due to large number of asphalt patches, cracks and efflorescence.

10/31/2022 raised deck from 5 to 6 due to asphalt overlay being added.



Asset #A1747(Routine)

Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4

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Comment: 10/23/2018 lowered superstructure from 7 to 5 due to being a slab bridge.

10/31/2022 raised superstructure from 5 to 6 due to being a slab bridge.



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	76	58	4	14	0
1080	Delamination/Spall/Patched Area	LF	14	0	0	14	0
6000	Scour	LF	4	0	4	0	0
(215) Abutment #1 cap ahead face has eight feet of spalls at top no rebar exposed. Abutment #2 cap back face has three two foot spalls at top no rebar exposed.							
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1190	Abrasion/Wear (PSC/RC)	EA	36	0	36	0	0
(227) Piles #3 -11 have light abrasion.							
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1080	Delamination/Spall/Patched Area	LF	6	0	5	1	0
1090	Exposed Rebar	LF	10	0	3	7	0
1120	Efflorescence/Rust Staining	LF	24	0	0	24	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0
(234) Most cap ends are cracked with efflorescence. Bent #2 cap back face in center has a one foot piece of exposed rebar with moderate section loss, and ahead face has two six inch pieces of exposed rebar with moderate section loss, right end has 1' of cracking and delamination. Bent #3 cap left end is cracking with delamination, spalling. Bent #4 cap ahead face has one piece of rebar one foot exposed, one piece two foot long, and a two foot delamination. Bent #5 cap right end bottom corner is spalled with exposed rebar with moderate section loss. Bent #7 cap left end at top has a six inch spall with no rebar exposed. Bent #7 cap ahead face has a six inch piece of exposed rebar between piles #3,4 with moderate section loss. Bent #7 cap back face right side has cs3 crack/delaminated area. Bent #8 cap ahead face at top right end corner is delaminated. Bent #8 cap back face above pile #3 has a one foot spall with exposed rebar with moderate section loss. Bent #9 cap right end is spalled with no exposed rebar. Bent #9 cap left end back corner is cracked and delaminated with a piece of rebar exposed moderate section loss. Bent #10 cap ahead face above pile #3,4 has a six inch delamination. Bent #10 cap back face has a two foot spall in center at top with no rebar exposed. Bent #10 cap right end back face has two foot crack that is delaminated on top corner. Bent #10 cap back face left corner is spalled with no rebar exposed. Bent #11 cap right end is spalled with exposed rebar with moderate section loss. Bent #11 cap left end has 1' of cracking with moderate efflorescence. Bent #12 cap right end is cracked and spalled at bottom no rebar exposed. Bent #12 cap left end cracked for 3' with light efflorescence and has 6" spall with no exposed rebar.							

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Comment: 10/23/2018 lowered substructure from 7 to 6 due to spalls and efflorescence.

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

Comment: 10/23/2018 lowered channel from 7 to 5 due to restrictions in channel.

Channel has large amounts of restrictions due to vegetation.



Asset #A1747(Routine)

Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Side view-elevation

Maintenance Needs

Date Reported: 10/23/2018
Priority: C - Important
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Channel

Deficiency Description

Trees and vegetation are growing beside and under bridge.

Remarks



Trees and vegetation growing beside and under bridge.



Trees and vegetation growing beside and under bridge.

Date Reported: 10/23/2018
Priority: C - Important
Type of Work: Repair (General)
Status: RepairDocumented
Component: Element

Deficiency Description

Gutters have moderate scaling full length.

Remarks

10/31/2022 deck has had an asphalt overlay cannot see gutter scaling



Gutters have moderate scaling full length.



Typical deck asphalt overlay

Date Reported: 10/23/2018
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Bridge curbs spans #2,3,4,5,6,7 have areas of spalling and deterioration.

Remarks



Heavy scaling on curbs.



Typical curb condition spans #1-7 left and right
sideline



Asset #A1747(Routine)

Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

Date Reported: 10/30/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Bent #2 cap back face in center has a one foot piece of exposed rebar with moderate section loss, and ahead face has two six inch pieces of exposed rebar with moderate section loss, right end has 1' of cracking and delamination.
Bent #3 cap left end is cracking with delamination, spalling.
Bent #4 cap ahead face has one piece of rebar one foot exposed, one piece two foot long, and a two foot delamination.
Bent #5 cap right end bottom corner is spalled with exposed rebar with moderate section loss.
Bent #7 cap left end at top has a six inch spall with no rebar exposed.
Bent #7 cap ahead face has a six inch piece of exposed rebar between piles #3,4 with moderate section loss.
Bent #7 cap back face right side has cs3 crack/delaminated area.
Bent #8 cap ahead face at top right end corner is delaminated.
Bent #8 cap back face above pile #3 has a one foot spall with exposed rebar with moderate section loss.
Bent #9 cap right end is spalled with no exposed rebar.
Bent #9 cap left end back corner is cracked and delaminated with a piece of rebar exposed moderate section loss.
Bent #10 cap ahead face above pile #3,4 has a six inch delamination.
Bent #10 cap back face has a two foot spall in center at top with no rebar exposed.
Bent #10 cap right end back face has two foot crack that is delaminated on top corner.
Bent #10 cap back face left corner is spalled with no rebar exposed.
Bent #11 cap right end is spalled with exposed rebar with moderate section loss.
Bent #11 cap left end has 1' of cracking with moderate efflorescence.
Bent #12 cap right end is cracked and spalled at bottom no rebar exposed.
Bent #12 cap left end cracked for 3' with light efflorescence and has 6" spall with no exposed rebar. posed rebar.

Remarks



Typical cap end and bent #2 guard rail post bottoms



Bent #2 cap back face



Abutment #1 cap



Bent #11 cap right end.

Date Reported: 10/30/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Abutment #1 slope is eroded undermining cap on left end and exposing one pile.

Remarks



Abutment #1 left side erosion



Abutment #1 cap left side undermined.



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Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

Date Reported: 10/30/2020
Priority: D- Routine
Type of Work: Repair (General)
Status: Forward State
Component: Approach

Deficiency Description

Approach rails have minor damage both abutments.

Remarks



Abutment #2 left approach rail damage and 2 rail posts not connected.



Abutment #1 right approach rail.



Abutment #1 left approach rail.



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Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

Date Reported: 10/30/2020
Priority: D- Routine
Type of Work: Repair (General)
Status: Forward State
Component: Element

Deficiency Description

Rail post bent #2 both sides, and bent #9 left side the bottoms are spalled off.
Span #1 left side last rail post spalled on bottom.
Bent #2, span #2 rail post spalled on side with exposed rebar.
Span #5 bent #5 bottom spalled on first rail post, top and bottom spalled on second rail post with no exposed rebar.
Span #3 bent #3 left and right sides first rail posts spalled on bottom.
Span #3 second rail post on left side top is broken off.
Span #4 left side first and second rail posts spalled on bottom.
Span #7 bent #7 left side first post spalled on bottom.
Span #10 at bent #11 left rail post spalled on top with no exposed rebar.
Span #12 left side has minor damage to rail for four feet.
Span #12 right side first rail post spalled on bottom.
Span #9 left post top is broken.
Span #9 left side first rail post spalled on bottom.

Remarks



Span #9 at bent #10 left rail post spalled with exposed rebar.



Span #2 bent #2 right rail post.



Span #3 second rail post on left side.



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Sh-1/Sec-6/L-9.08 over Big Cypress Bayou

Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

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	



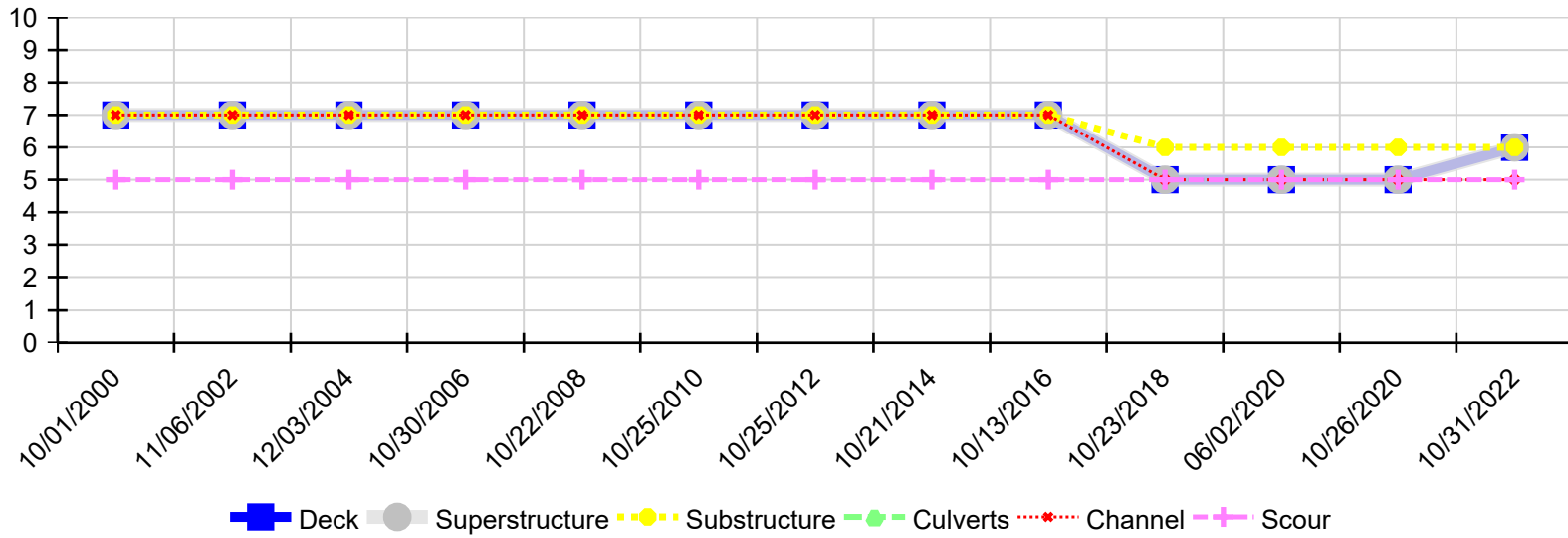
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Location: 3.8 Miles Ne Jct Sh 17

Team Lead: Drew Melton, Inspection Date: 10/31/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/31/2022	6	6	6	N	5	5
10/26/2020	5	5	6	N	5	5
06/02/2020	5	5	6	N	5	5
10/23/2018	5	5	6	N	5	5
10/13/2016	7	7	7	N	7	5
10/21/2014	7	7	7	N	7	5
10/25/2012	7	7	7	N	7	5
10/25/2010	7	7	7	N	7	5
10/22/2008	7	7	7	N	7	5
10/30/2006	7	7	7	N	7	5
12/03/2004	7	7	7	N	7	5
11/06/2002	7	7	7	N	7	5
10/01/2000	7	7	7	N	7	5