



**Bridge #M3317**(Routine, Underwater type 2)  
**SH 25-06- LM 14.30 over LITTLE CYPRESS CREEK**

**Location: 3.5 MI NE OF LYNN**

**Team Lead:** James Adams **Inspection Date:** October 22, 2019



Latitude:36.04202, Longitude:-91.21352

Route:25 Section:06 Log:14.3

Arnold Road ID:38x25x6xA, Arnold Log mile:14.293

District 10, Lawrence County

Owner: 1-State Highway Agency

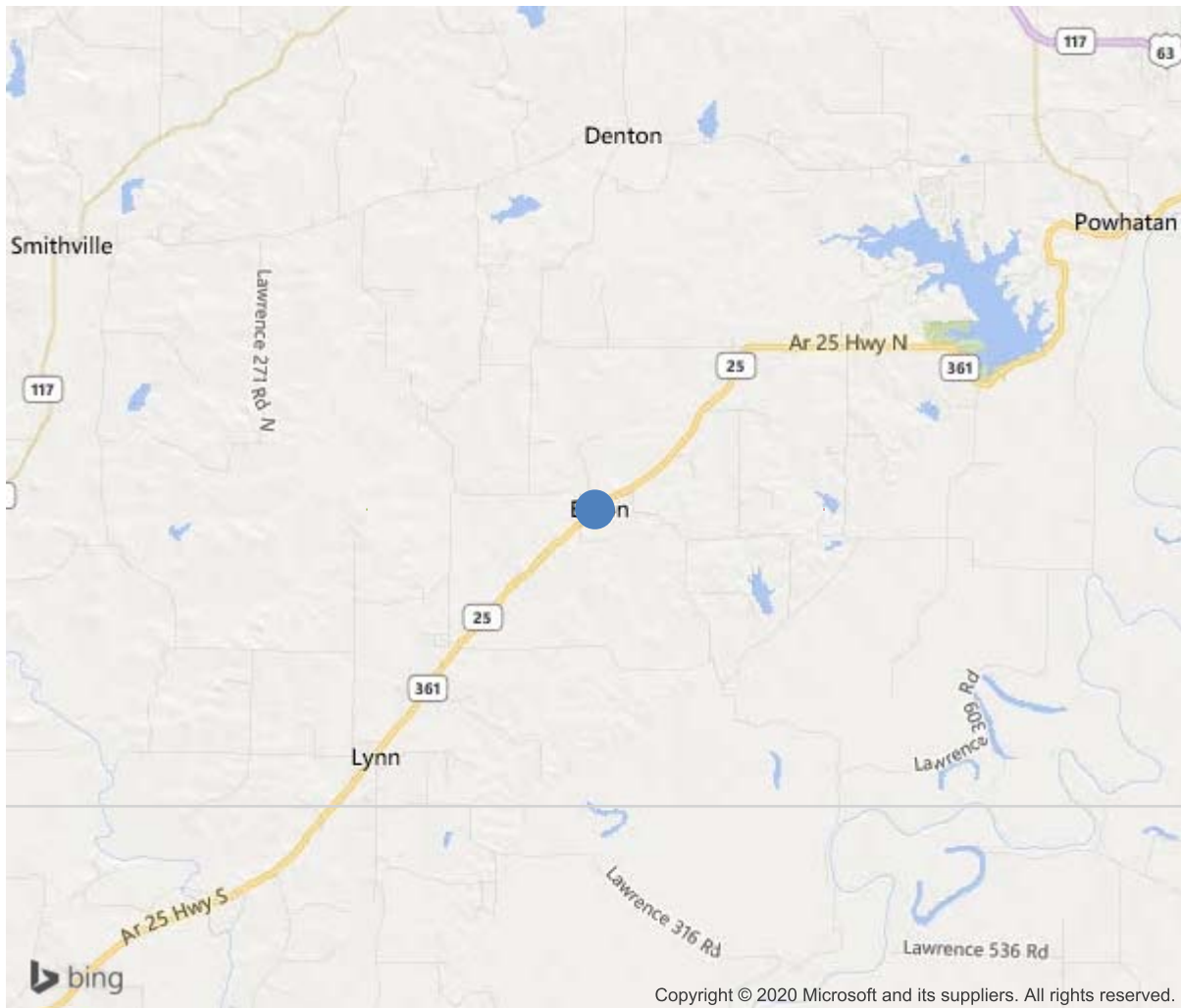


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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	M3317
(5) Inventory Route	25
(2) Highway Agency District	10
(3) County Code	75-Lawrence County, Arkansas
(4) Place Code	0
(6) Features Intersected	LITTLE CYPRESS CREEK
(7) Facility Carried	SH 25-06- LM 14.30
(9) Location	3.5 MI NE OF LYNN
(11) Mile Point	14.3 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000025060
(16) Latitude	36.04202
(17) Longitude	-91.21352
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	72
Material	7-Wood or timber
Type	2-Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	6
(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	1971
(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	1800
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	107 ft
(50) Curb or Sidewalk Width	
Left	0.3 ft
Right	0.3 ft
(51) Bridge Roadway Width Curb to Curb	26.6 ft
(52) Deck Width Out to Out	28.2 ft
(32) Approach Roadway Width (W/Shoulders)	28.9 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	27.6 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	5-None present but re-evaluation
(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 a S
(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 part of
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	4
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0-Other or Unknown
(63) Operating Rating Method	2
(64) Operating Rating	
Type	2-Allowable Stress(AS)
Rating	14
(65) Inventory Rating Method	2-Allowable Stress(AS)
(66) Inventory Rating	
Type	6
Rating	7
(70) Bridge Posting	0-> 39.9% below
(41) Structure Open/Posted/Closed	P-Posted for load (may include o
APPRAISAL	
(67) Structural Evaluation	2
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	0000
A) Bridge Railings	0-Inspected feature does not meet cur
B) Transitions	0-Inspected feature does not meet cur
C) Approach Guardrail	0-Inspected feature does not meet cur
D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	5-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	134 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 156
(96) Total Project Cost	\$ 467
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	1499
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	201910
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No 24
B: Underwater Inspection	Yes 0
C: Other Special Inspection	No 0

SUFFICIENCY RATING	17.9
STATUS (SD/FO/None)	Structurally Deficient



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	3017	1859	0	1158	0
1080	Delamination/Spall/Patched Area	SF	214	0	0	214	0
1090	Exposed Rebar	SF	5	0	0	5	0
1120	Efflorescence/Rust Staining	SF	939	0	0	939	0
510	Wearing Surfaces	SF	2846	1792	0	1054	0
3210	Delam/Spall/Patched Area/Pothole	SF	580	0	0	580	0
3220	Crack (Wearing Surface)	SF	474	0	0	474	0
111	Timber Open Girder/Beam	LF	1590	1362	0	228	0
1140	Decay/Section Loss	LF	228	0	0	228	0
216	Timber Abutment	LF	75	0	50	25	0
1140	Decay/Section Loss	LF	25	0	0	25	0
1150	Check/Shake	LF	50	0	50	0	0
228	Timber Pile	EA	49	0	47	2	0
1140	Decay/Section Loss	EA	2	0	0	2	0
1150	Check/Shake	EA	47	0	47	0	0
235	Timber Pier Cap	LF	197	0	197	0	0
1150	Check/Shake	LF	197	0	197	0	0
330	Metal Bridge Railing	LF	214	214	0	0	0
515	Steel Protective Coating	SF	728	728	0	0	0





Span 1 girder 15 at bent 1 2019



Span 2 soffit





Roadway



Deck





End posting



Span 1 girder 1 2019



Beg posting





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## **Maintenance Needs**



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## Inspection Comments

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### Deck Notes

Asphalt has been added to both bridge ends to correct approach roadway settlement. Wearing surface has several transverse and longitudinal cracks.

Wearing surface has several asphalt patches, spalls, and delaminated areas.

Soffit has excessive cracking with heavy efflorescence and some rust stains.

Left and right edges of deck have concrete disintegration with exposed reinforcement. See 2019 side view photo.

Span 5 left gutter has a 3 ft. x 1 ft. full depth patch between girders 1 and 2.

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### Superstructure Notes

Timber girders have some decay and checking, especially at end bents. Several girders have corner splits on bottom of girder.

Span 1 girder 1 has top decay and is mostly hollow. See 2019 photo.

Span 1 bent 1 girder 12 has a corner split.

Span 1 bent 1 girder 15 over bent 1 has decay and is partially hollow at bolted connection to bridge rail post. See 2019 photo.

Exterior girders (#1 & # 15) at all spans have decay, checks, and areas that are hollow.

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### Substructure Notes





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Timber caps and piles  
have some minor decay and checking. Timber backwall cribbing  
has advanced decay.

Bent 2 pile 6 has 1 in.  
outside decay near groundline.

Bent 3 pile 6 was driven  
out of plumb.

Bent 4 pile 1 has some  
core decay.

Bent 4 crossbracing has  
a large split at pile 5.

Bent 5 cap right end has a corner split.

Erosion behind Bent 7 abutment on left end is beginning to  
undermine approach roadway.

Large stump lodged against bent 2 piling.

Minor drift in channel at bent 3.

Underwater type 2 inspection performed this report.

3 ft. loss of pile penetration at bent 4 since 3-02-1972.