



Bridge #05094(Routine)

SH 25-06- LM 4.91 over STEEP BANK CREEK

Location: 4.91 MI N INDEPENDENCE CO

Team Lead: Richard Jones **Inspection Date:** September 11, 2017

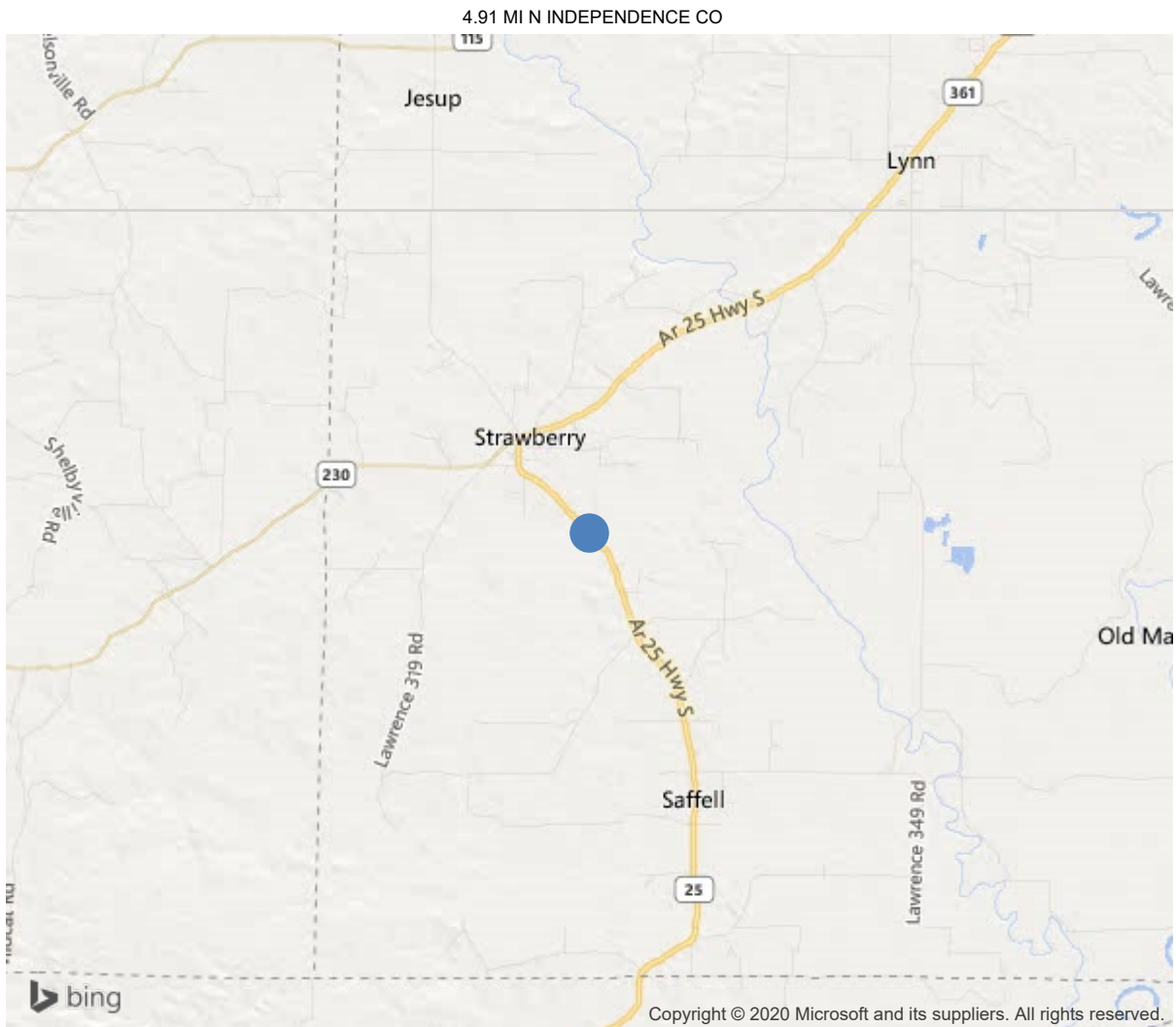


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35.95386, -91.30843



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	05094
(5) Inventory Route	25
(2) Highway Agency District	10
(3) County Code	75-Lawrence County, Arkansas
(4) Place Code	0
(6) Features Intersected	STEEP BANK CREEK
(7) Facility Carried	SH 25-06- LM 4.91
(9) Location	4.91 MI N INDEPENDENCE CO
(11) Mile Point	4.91 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000025060
(16) Latitude	35.95386
(17) Longitude	-91.30843
(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	4
(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	1968
(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	1000
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	16 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	120 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	30 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 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	26.2 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	6
(59) Superstructure	6
(60) Substructure	5
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2-M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	41
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	4
Rating	25
(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	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	
(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	1025
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	201909
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No 24
B: Underwater Inspection	No 0
C: Other Special Inspection	No 0

SUFFICIENCY RATING	57
STATUS (SD/FO/None)	Not Deficient



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	3120	2747	320	53	0
1080	Delamination/Spall/Patched Area	SF	15	0	0	15	0
1090	Exposed Rebar	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	152	0	120	32	0
1130	Cracking (RC and Other)	SF	200	0	200	0	0
510	Wearing Surfaces	SF	2880	2640	240	0	0
3220	Crack (Wearing Surface)	SF	240	0	240	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	0	0	0	0	0
225	Steel Pile	EA	12	0	8	4	0
1000	Corrosion	EA	12	0	8	4	0
515	Steel Protective Coating	SF	535	329	0	58	148
3440	Effectiveness (Steel Protective Coatings)	SF	206	0	0	58	148
234	Reinforced Concrete Pier Cap	LF	139	113	4	22	0
1080	Delamination/Spall/Patched Area	LF	12	0	0	12	0
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	8	0	4	4	0
301	Pourable Joint Seal	LF	120	0	0	60	60
2330	Seal Damage	LF	120	0	0	60	60
330	Metal Bridge Railing	LF	240	236	4	0	0
7000	Damage	LF	4	0	4	0	0



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Maintenance Needs



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Deck Notes

Bridge rail posts have some cracks and spalls. Asphalt wearing surface has transverse cracks over joints. Span 1 slab has diagonal cracks on Left and Right sides over Bent 2. Soffit has longitudinal cracks with light efflorescence and rust stains, and delaminated areas around drain openings. Span 4 soffit has a spall with rebar exposed near Lt drain.

Substructure Notes

Caps have a few cracked and delaminated areas on faces of caps. Bottom of caps have several small spalls with rebar exposed. Bottom of caps are cracked near intersections with piles. Bent 3 cap has spalls/delaminated areas on Lt and Rt ends with some rebar exposed. Bent 4 cap has a large delaminated area on ahead side between piles 2 - 4. Steel H piles have rust with initial to measurable section loss near ground line and at bottom of caps. Minor drift and debris buildup on cattle fence that is attached to bridge.