



Latitude:36.00109, Longitude:-91.25844

Route:25 Section:06 Log:10.5

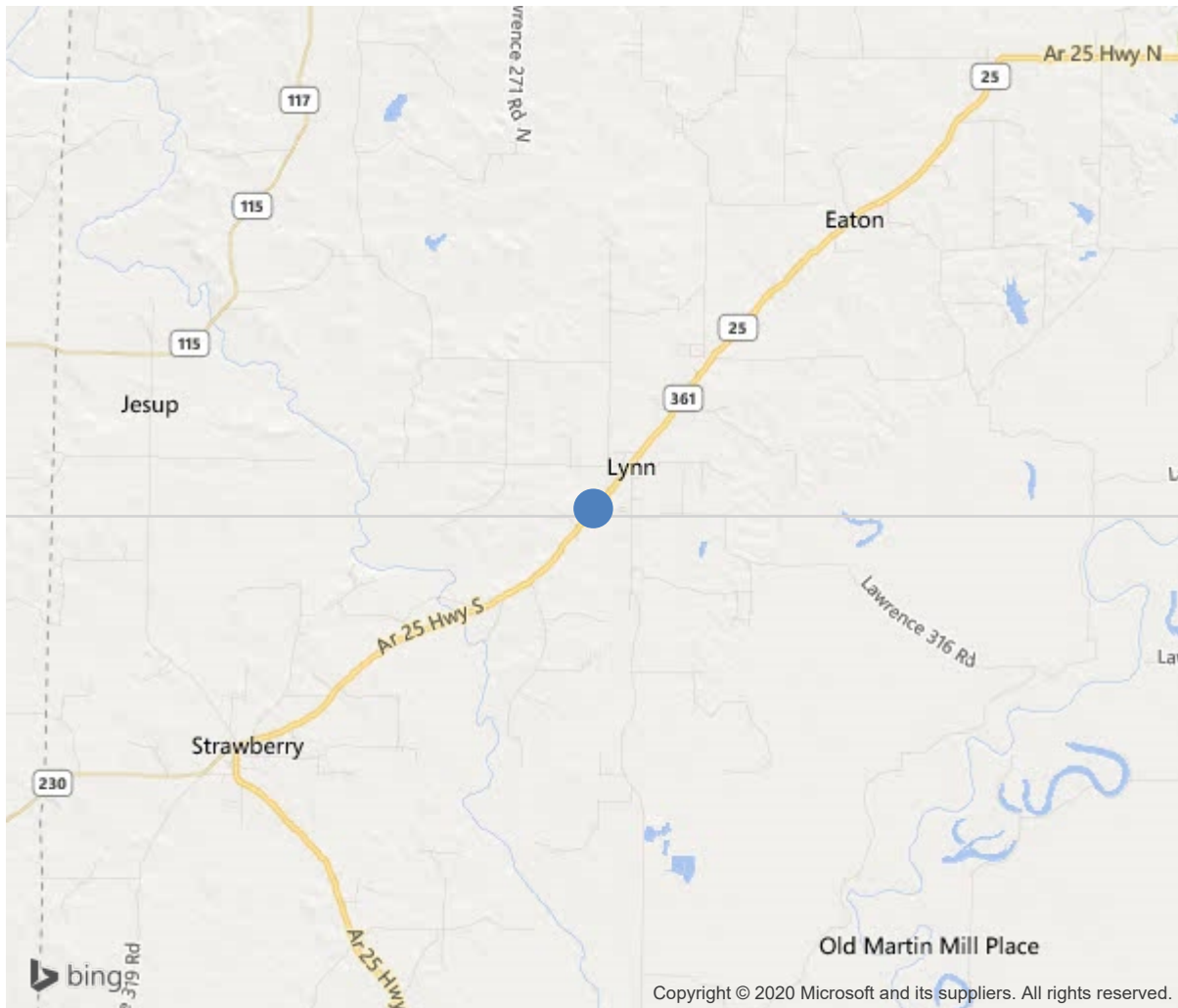
Arnold Road ID:38x25x6xA, Arnold Log mile:10.493

District 10, Lawrence County

Owner: 1-State Highway Agency

Place Code: 40440 - LYNN

.2 M SW OF SH 361



36.00109, -91.25844



Bridge #M0611(Routine)
SH 25-06- LM 10.50 over MORGAN CREEK

Location: .2 M SW OF SH 361

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

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	M0611
(5) Inventory Route	25
(2) Highway Agency District	10
(3) County Code	75-Lawrence County, Arkansas
(4) Place Code	40440
(6) Features Intersected	MORGAN CREEK
(7) Facility Carried	SH 25-06- LM 10.50
(9) Location	.2 M SW OF SH 361
(11) Mile Point	10.5 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000025060
(16) Latitude	36.00109
(17) Longitude	-91.25844
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
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	1
(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	1949
(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	1500
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	0 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	60 ft
(49) Structure Length	62 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	20 ft
(52) Deck Width Out to Out	22.7 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	22.3 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			5
(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			36
(65) Inventory Rating Method			1-Load Factor(LF)
(66) Inventory Rating			
Type			1
Rating			21
(70) Bridge Posting			3-10.0 - 19.9 % below
(41) Structure Open/Posted/Closed			P-Posted for load (may include o
APPRAISAL			
(67) Structural Evaluation			5
(68) Deck Geometry			2
(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			87 ft
(94) Bridge Improvement Cost			\$ 0
(95) Roadway Improvement Cost			\$ 156
(96) Total Project Cost			\$ 371
(97) Year of Improvement Cost Estimate			2002
(114) Future ADT			1250
(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	51
STATUS (SD/FO/None)	Functionally Obsolete



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Team Lead: Cory Shaw, **Inspection Date:** October 22, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1408	1196	0	212	0
1080	Delamination/Spall/Patched Area	SF	2	0	0	2	0
1090	Exposed Rebar	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	204	0	0	204	0
510	Wearing Surfaces	SF	1240	894	0	346	0
3220	Crack (Wearing Surface)	SF	160	0	0	160	0
3210	Delam/Spall/Patched Area/Pothole	SF	186	0	0	186	0
107	Steel Open Girder/Beam	LF	240	0	225	15	0
1000	Corrosion	LF	240	0	225	15	0
515	Steel Protective Coating	SF	2198	0	1724	220	254
3440	Effectiveness (Steel Protective Coatings)	SF	2198	0	1724	220	254
215	Reinforced Concrete Abutment	LF	65	65	0	0	0
216	Timber Abutment	LF	43	0	43	0	0
1150	Check/Shake	LF	43	0	43	0	0
228	Timber Pile	EA	16	0	13	3	0
1140	Decay/Section Loss	EA	3	0	0	3	0
1150	Check/Shake	EA	13	0	13	0	0
235	Timber Pier Cap	LF	85	0	43	26	16
1140	Decay/Section Loss	LF	42	0	0	26	16
1150	Check/Shake	LF	43	0	43	0	0
330	Metal Bridge Railing	LF	124	0	124	0	0
1000	Corrosion	LF	124	0	124	0	0
515	Steel Protective Coating	SF	422	127	0	295	0
3440	Effectiveness (Steel Protective Coatings)	SF	295	0	0	295	0



Deck



Bent 1 Left. Shoulder 2019



End posting



Soffit



Beg posting



Bent 1 LEFT END 2019



Bent 1 RIGHT END 2019



Roadway



Bridge #M0611(Routine)

SH 25-06- LM 10.50 over MORGAN CREEK

Location: .2 M SW OF SH 361

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

Maintenance Needs



Inspection Comments

Deck Notes

Approach roadway shoulder at NW corner of bent
1 has a 2 ft. deep x 3 ft. wide area in shoulder of erosion 2 ft. from white
line that extends 2 ft. back under roadway, see

Wearing surface has several transverse cracks
and a 3 ft. x 58 ft. area of map cracking & spalling in left lane. Asphalt
is cracked, rutted and spalled in gutters.

Several
concrete guardrail post have minor
cracks and spalls. 3 post on the right have concrete disintegration &
efflorescence on bottom with exposed rebar .

Railing
has minor surface rust throughout.

Soffit
has a few transverse cracks with efflorescence.

Superstructure Notes

Steel
girders have areas of surface rust with some section loss to splice plates,
bolts, and nuts. Girder 4 splice 1 inside plate & bolts have measurable
section loss.

Girder
4 has areas of initial to measureable section loss.

Substructure Notes



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

Bent 1 right corner has had flowable fill placed in the past to repair slope erosion.

Bent 1 cap has 6 ft. on left and right ends that are decayed and mostly hollow. Cap has some crushing with 3 ½ in. of decay under girders 1 and 4. See 2019 photos.

Bent 1 has had rip rap placed on slopes to repair slope erosion. Cap is still undermined, especially on ends.

Bent 1 pile 2 has 2 in. outside decay and checking. (Bad portion of pile noted in previous inspections is not visible. Embankments covered in rip rap in 2012 to repair erosion.)

Bent 1 Pile 3 is decayed and partially hollow. Bad portion of pile noted in previous inspections is not visible.

Bent 2 cap has 4 ft. on the right that is decayed and partially hollow.

Bent 2 & 3 sub cap is decayed and partially hollow.

Bent 2 Pile 3 has outside decay, split and is leaning. Subcap over pile 3 is rotated.

Bent 2 Piles 1, 2, and 4 have been spliced in the past.

Bent 1 cap has a 4 ft. deep area of undermining under approach roadway near centerline.

Bent 2 backwall is undermined, rotated towards the channel, and losing some roadway embankment.