



Latitude:35.98581, Longitude:-91.28266

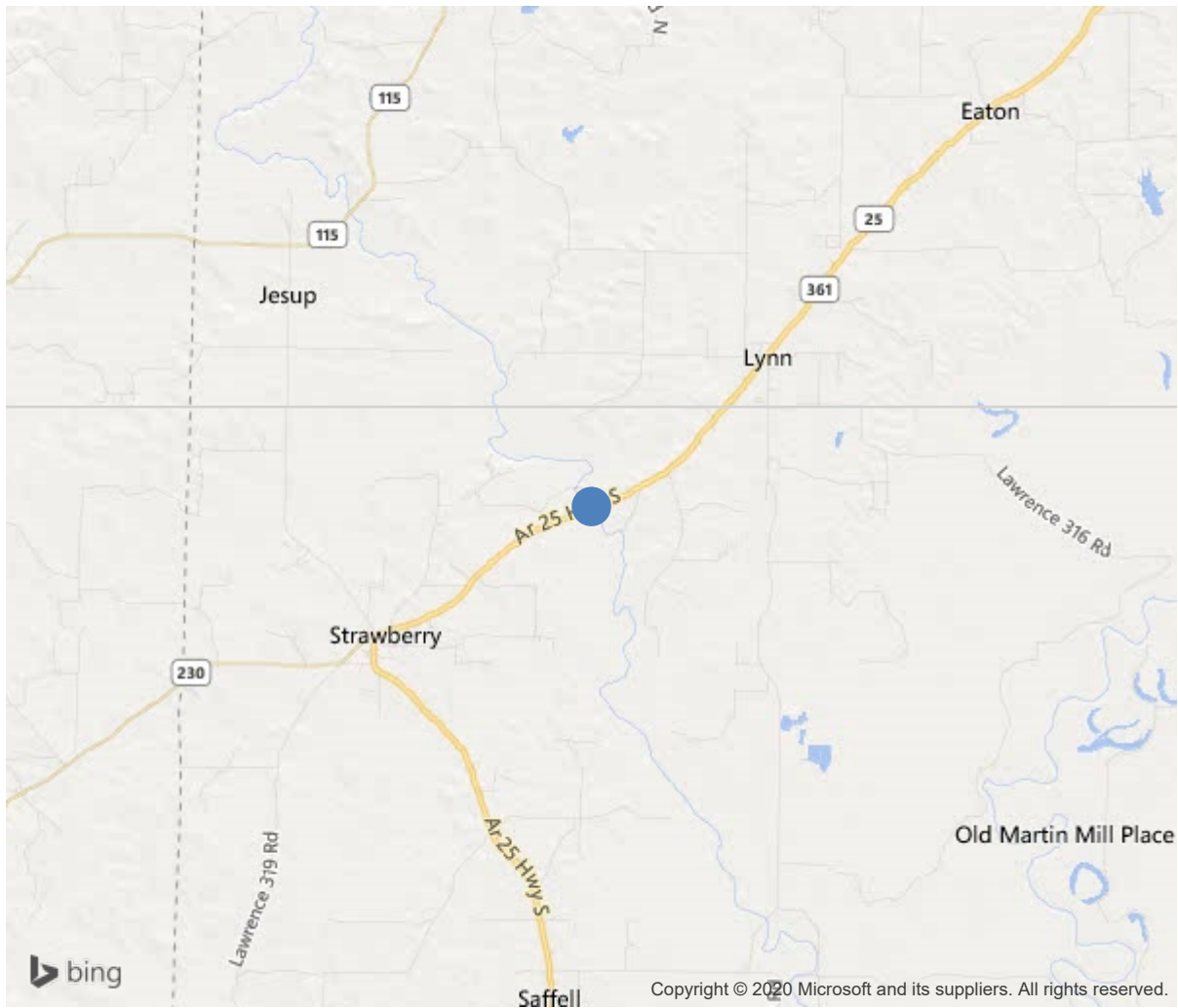
Route:25 Section:06 Log:8.78

Arnold Road ID:38x25x6xA, Arnold Log mile:8.74

District 10, Lawrence County

Owner: 1-State Highway Agency

2.5 MI NE STRAWBERRY



35.98581, -91.28266



Bridge #05815(Routine)

SH 25-06- LM 8.78 over STRAWBERRY RIVER

Location: 2.5 MI NE STRAWBERRY

Team Lead: James Adams Inspection Date: November 14, 2019

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	05815
(5) Inventory Route	25
(2) Highway Agency District	10
(3) County Code	75-Lawrence County, Arkansas
(4) Place Code	0
(6) Features Intersected	STRAWBERRY RIVER
(7) Facility Carried	SH 25-06- LM 8.78
(9) Location	2.5 MI NE STRAWBERRY
(11) Mile Point	8.78 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000025060
(16) Latitude	35.98581
(17) Longitude	-91.28266
(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	11
Material	1-Concrete
Type	1-Slab
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	14
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1980
(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	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	700 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	34.1 ft
(52) Deck Width Out to Out	36.8 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 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	35.1 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	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5-MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	36
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	1000
A) Bridge Railings	1-Inspected feature meets currently a
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	1250
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	201911
(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	97.6
STATUS (SD/FO/None)	Not Deficient



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Team Lead: Cory Shaw, Inspection Date: November 14, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	7735	3082	2765	1888	0
1080	Delamination/Spall/Patched Area	SF	40	0	0	40	0
1090	Exposed Rebar	SF	4	0	0	4	0
1130	Cracking (RC and Other)	SF	3349	0	1505	1844	0
1190	Abrasion/Wear (PSC/RC)	SF	1260	0	1260	0	0
38	RC Slab	SF	18047	80	10659	7308	0
1080	Delamination/Spall/Patched Area	SF	537	0	537	0	0
1090	Exposed Rebar	SF	590	0	0	590	0
1120	Efflorescence/Rust Staining	SF	135	0	0	135	0
1130	Cracking (RC and Other)	SF	8865	0	2282	6583	0
1190	Abrasion/Wear (PSC/RC)	SF	7840	0	7840	0	0
107	Steel Open Girder/Beam	LF	1050	970	0	80	0
1000	Corrosion	LF	80	0	0	80	0
515	Steel Protective Coating	SF	9320	265	8423	30	602
3430	Oxide Film Degradation Color/Texture Adherence (Steel Protective Coatings)	SF	9055	0	8423	30	602
205	Reinforced Concrete Column	EA	2	2	0	0	0
220	Reinforced Concrete Pile Cap/Footing	LF	38	38	0	0	0
227	Reinforced Concrete Pile	EA	98	98	0	0	0
234	Reinforced Concrete Pier Cap	LF	672	553	0	119	0
1080	Delamination/Spall/Patched Area	LF	8	0	0	8	0
1090	Exposed Rebar	LF	10	0	0	10	0
1120	Efflorescence/Rust Staining	LF	8	0	0	8	0
301	Pourable Joint Seal	LF	440	0	0	0	440
2320	Seal Adhesion	LF	440	0	0	0	440
302	Compression Joint Seal	LF	147	0	0	0	147
2320	Seal Adhesion	LF	147	0	0	0	147
310	Elastomeric Bearing	EA	30	20	10	0	0
2230	Bulging, Splitting or Tearing	EA	10	0	10	0	0
321	Reinforced Concrete Approach Slab	SF	2380	2380	0	0	0
331	Reinforced Concrete Bridge Railing	LF	1400	1292	108	0	0
1130	Cracking (RC and Other)	LF	32	0	32	0	0



Span 6 bent 6 girder 1-5



Deck



Span 6 soffit



Roadway



Bent 13 cap 2019



Span 7 bent 7 cap 2019



Span 13 RT SIDE 2019



Bridge #05815(Routine)

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Location: 2.5 MI NE STRAWBERRY

Team Lead: James Adams **Inspection Date:** November 14, 2019

Maintenance Needs



Bridge #05815(Routine)

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Location: 2.5 MI NE STRAWBERRY

Team Lead: James Adams Inspection Date: November 14, 2019

Deck Notes

Checked with SnooperLeft and right bridge rails have a few cracks with some efflorescence.

Deck has several unsealed longitudinal cracks and map cracking at all spans.

Left and right gutters have areas of minor to moderate abrasion.

Several spans have abrasion in wheel paths.

Deck has a few small spalls and delaminated areas.

Poured joint material between slabs is separated, torn, or missing.

Main spans have delaminated areas with map cracking.

Compression seals have lost adhesion and dropped down or completely out of joint.

Deck has transverse cracks and delaminated areas along edge of bent 6 joint.

Left and right edges of slabs near drip groove have delaminated areas or spalls with exposed rebar 5 in. high x 7 in. wide x 3 in. deep. Span 13 right edge has a 2 ft. x 15 ft. area of exposed rebar. See 2019 photo.

Exposed rebar on right edge of span 14 is detached from concrete. Outside corners of slabs have a few diagonal cracks over bents, some with efflorescence.

Edge of slabs have several vertical cracks with efflorescence.

Outside edges of several slab spans appear to have a cold joint running the length of the span.

Spans 7 and 8 soffits have a few cracks with efflorescence and rust stains.

Overhangs at spans 6 – 8 have a few spalls, delaminated areas, and efflorescent cracks.

Superstructure Notes



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Team Lead: James Adams **Inspection Date:** November 14, 2019

Weathering steel girders and diaphragms have areas of hard scale and flaking rust, especially at ends. Some girders have initial section loss at web below haunch and bottom flange. See 2019 photo. Sole plates at elastomeric bearings have some minor pack rust. Elastomeric bearing pads at bents 7 & 9 have some minor lateral shift & deterioration.

All caps of main spans have dirt build up on seat of caps, ends of girders & bearings.

Substructure Notes



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Team Lead: James Adams Inspection Date: November 14, 2019

Bent 6 cap has 3 ft. of cracks and 4 ft. of exposed rebar & 3 ft. of delamination. Bent 7 cap has 8ft. of efflorescent cracks, 6ft. of exposed rebar and an 8ft area on span 7 side at construction joint at column of exposed rebar, 6 in. wide x 1 in. deep, see 2019 photo.

Bent 8 cap has 15ft. of map cracks, 4ft. of efflorescence, and 2ft. of exposed rebar.

Bent 9 cap has 2ft. of cracks.

Bent 11 cap has a spall at right keyway, a 2 ft. spall with exposed rebar on left end with a 4ft. cracked and delaminated area on right side.

Bent 12 cap has 7ft. of delaminated areas and spalls, and 2ft. of exposed rebar with a 2ft. spall at center keyway.

Bent 13 cap has a full length delaminated area on top half of cap on span 12 side up to 1.5 in. deep, 8 ft. with exposed rebar, see 2019 photo.

Bent 14 cap has a 2 ft. spall at centerline.

Bent 16 cap has a 2 ft. spall near centerline.

Bent 17 cap has 2ft. of delaminated areas on left and right ends.

Bent 18 cap left & right ends each have 1 ft. of exposed rebar.

Scour repairs were made under contract job #100096 in 1983.

Bent 6 – top of stabilizer is exposed.

Main channel has silted in since 1984 soundings. Embankment under span 8 has had some scour/erosion since 1984.

Vegetation and small trees growing under and beside bridge.