

Bridge 20409 Inspection Report



Latitude:35.12467, Longitude:-93.71192

Route:53865 Section:00 Log:0.43

Arnold Road ID:42xRICHIERDx1xA, Arnold Log mile:0.432

District 08, 83 - Logan County

Owner: 4 - City or Municipal Highway Agency

Inspection Direction: 1 - N to S

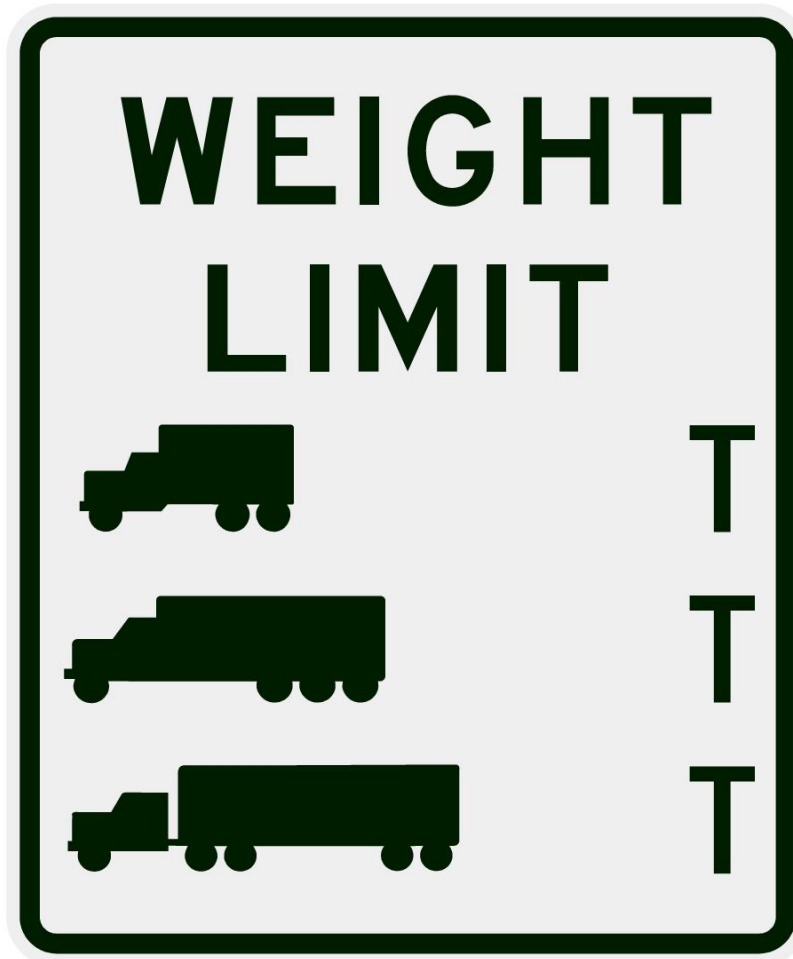
Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

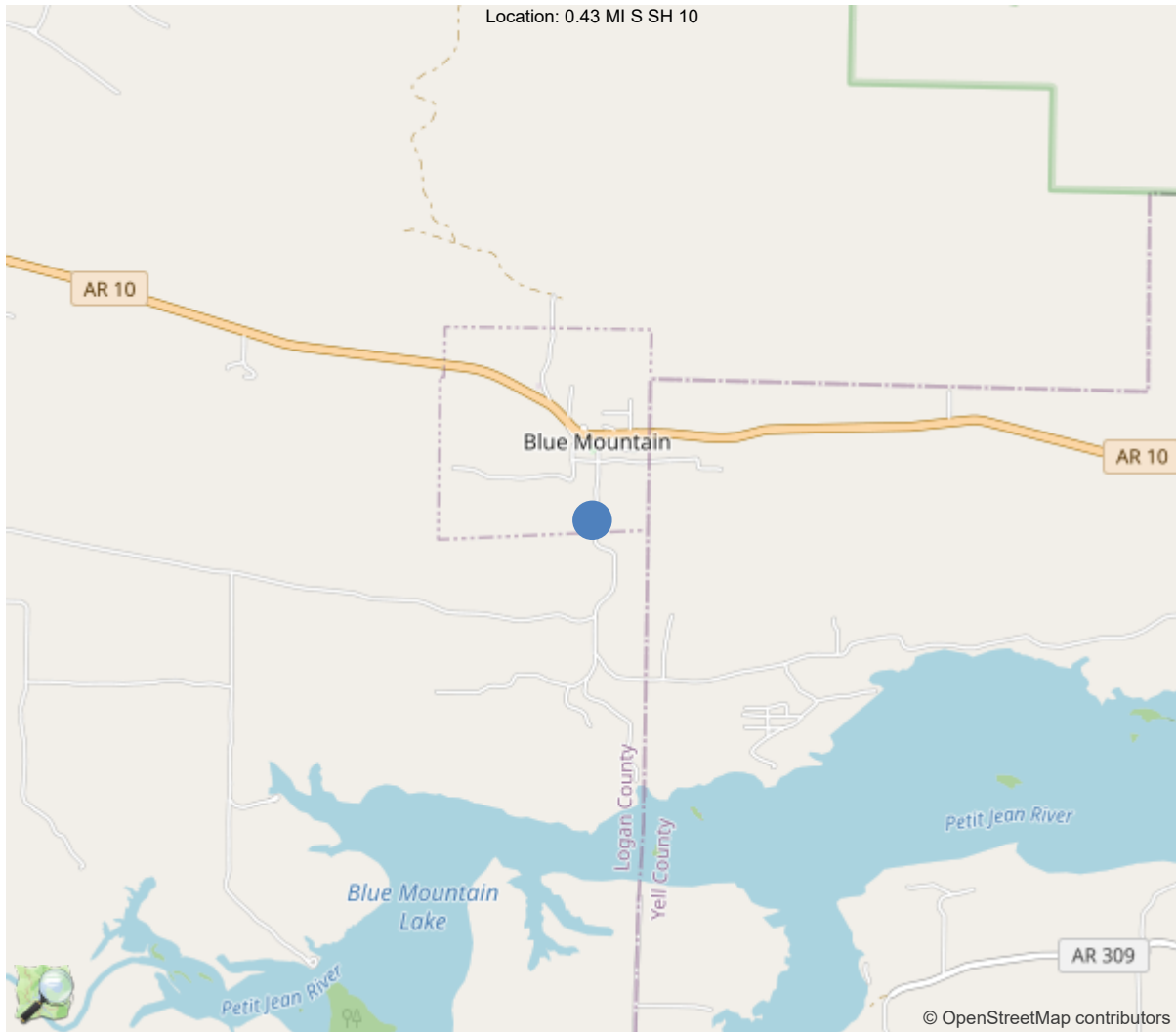
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	25		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	42		

If calculated capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner.



30"x36" AR



35.12467, -93.71192

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	20409
(5) Inventory Route	1
(2) Highway Agency District	08 - District 08
(3) County Code	83 - Logan County
(4) Place Code	7210
(6) Features Intersected	Ashley Creek-Logan Co.
(7) Facility Carried	Richie Rd.
(9) Location	0.43 MI S SH 10
(11) Mile Point	0.43 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.1246666666667
(17) Longitude	-93.7119166666667
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1983
(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	190
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	20 ft
(49) Structure Length	40 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	18.3 ft
(52) Deck Width Out to Out	18.4 ft
(32) Approach Roadway Width (W/Shoulders)	16.1 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	17.7 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 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	0
(26) Functional Class	8 - Rural Minor Collector
(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	4 - City or Municipal Highway
(22) Owner	4 - City or Municipal Highway
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	6
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0 - Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	38
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	23
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	5
(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 t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	64 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 109
(96) Total Project Cost	\$ 229
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	293
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date			03/11/2024
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* 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.			

Team Lead: Rhett Franks, Inspection Date: 03/11/2024

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	20409
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	19252
B.W.01 Year Built	1983

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	83 - Logan County
B.L.03 Place Code	07210 - Blue Mountain
B.L.04 Highway Agency District	08 - District 08
B.L.05 Latitude	35.1246666666667
B.L.06 Longitude	-93.7119166666667
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	0.43 MI S SH 10
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	L03 - City or municipal highway age
B.CL.02 Maint. Responsibility	L03 - City or municipal highway age
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	7 - Historic significance of the br
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	40
B.G.02 Total Bridge Length	40
B.G.03 Max Span Length	20
B.G.04 Min Span Length	20
B.G.05 Bridge Width Out-to-Out	18.4
B.G.06 Bridge Width Curb-to-Curb	18.4
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	16.1

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	6
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	735.4

LOADS AND LOAD RATING	
B.LR.01 Design Load	U - Unknown
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.64
B.LR.06 Operating Load Rating Factor	1.06
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	6 - SATISFACTORY - Widespread
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	5 - FAIR - Some moderate defec
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	4 - POOR - Widespread moderate
B.C.06 Bridge Railing Transitions Condition	4 - POOR - Widespread moderate
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	5 - FAIR - Some moderate defec
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	6 - SATISFACTORY - Widespread
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	F - Fair
B.AP.02 Overtopping Likelihood	5 - High - once every 3 to 10 years
B.AP.03 Scour Vulnerability	AB-T - TEMP - Stable for scour, pos
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

SPAN SETS			
M1			
B.SP.02 # of Spans	2	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C02 - Reinforced concrete - pr
B.SP.04 Span Material	C02 - Reinforced concrete - pr	B.SP.10 Wearing Surface	C01 - Concrete - monolithic
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G07 - Girder/beam - channel ad	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	A04 - Abutment - integral	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	P01 - Pier - wall	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	190
B.F.03 Feature Name	Richie Rd.	B.H.10 Annual ADTT	1
B.H.01 Functional Classification	6 - Minor Collector	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	17.3
B.H.07 LRS Mile Point	0.43	B.H.17 Bypass Detour Length	2
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	R01	53865	2-T - TEMP - Two-way traffic - NS or EW	5 - City street	1 - Mainline



Team Lead: Rhett Franks, Inspection Date: 03/11/2024

WATERWAY FEATURES

W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	Ashley Creek-Logan Co.	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and Open	

LOAD EVALUATION AND POSTING

B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
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Inspection Notes

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

Overall, the deck is in satisfactory condition with numerous asphalt patches scattered throughout entire deck. Maintenance forces have made patches to the wearing surface that are failing.

Wearing Surface: Precast concrete channels with ACHM Overlay.

Drift and debris accumulation in the gutters indicate structure has been recently overtopped.

Asphalt wearing surface is non-uniform and is deteriorated with rutting and has areas that have been patched by maintenance forces.

Channel 5 has been replaced with concrete slabs in both spans. The slab in span 2 has transverse cracking and areas of leaching visible from the undersurface.

The guardrail on the right side of the structure is loosely bolted to the exterior stem of channel beams. Some bolts can be turned by hand with one nut missing on right side of span 2, post 3.CS2

Isolated areas of shallow spalling with exposed reinforcing steel visible from the undersurface of the deck portion of channel units of span 1, channels 1, 2, 3 & 6.CS2

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the superstructure is in fair condition with shear type cracking, spalling with exposed reinforcing steel, longitudinal crack in the deck junctures.

Precast concrete channels with flexural cracking in the stems of channels at approximately 4" to 6" centers.CS2

Channels 1, 2, & 4 in span 1, and units 2, 3, 4, & 6 in span 2 have shear type cracking adjacent to the bents.CS2

Numerous areas of concrete spalling with exposed reinforcing steel in the stems of the units.CS3

Longitudinal cracking at the stem / deck juncture.CS3

Span 1, unit 1 right stem has longitudinal cracking in undersurface.CS3

Span 1, units 2, 3, 4, & 6 and span 2, unit 3 have areas of shallow spalling with exposed reinforcing steel along the bottom of the stems.CS2

Span 2, unit 6 has longitudinal cracks in the left and right stems that extends for the majority of the length of the beam.CS3

Span 2, unit 6 has a grouted repair over a spall with exposed reinforcing steel in the left stem near abutment 2 that is deteriorated and breaking apart.CS3

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the substructure is in fair condition with fractured wing wall, irregular voids, spalling in the bearing areas and exposed footings.

Bent 1 right is fractured with exposed exposed reinforcing steel. The fractured portion of the stem wall extends under the right stem of unit 6 on the exterior side of the structure.CS3

Abutment 2 is constructed on non-uniform solid rock with a few minor voids under the abutment. The abutment has a 3' long x 5" tall void that penetrates up to 16" under the base of the stem wall that is located under unit 5. No scour problems during this inspection.

Bent 2 pier wall has a 36" x 10" x 4" deep spall in the back face in the bearing area of unit 5.

span # 2, units # 4 & 5 One 18" wide shallow spall in the bearing area with no exposed reinforcing steel.

Bent 2 footing is exposed during this inspection and has a 8" void under the left end and 6" void under the right end.



Asset #20409(Routine, Underwater type 2)

Richie Rd. over Ashley Creek-Logan Co.

Location: 0.43 MI S SH 10

Team Lead: Rhett Franks Inspection Date: 03/11/2024

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.)

Overall, the channel is in fair condition, founded on irregular rock that restricts the channel flow in all spans, large rock/trees restrict the channel flow upstream and downstream. Channel is on poor alignment and over tops often. Banks are covered in large rock.

Underwater Type II inspection conducted this date. Wadding and probing in clear low water conditions indicate, abutment 2 is constructed on non-uniform solid rock with a few minor voids under the abutment. The abutment has a 3' long x 5" tall void that penetrates up to 16" under the base of the stem wall that is located under unit 5. Bent 2 footing is exposed during this inspection and has a 8" void under the left end and 6" void under the right end. No scour problems during this inspection.

71 - Waterway Adequacy (5 - Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with significant traffic delays.)

03/31/2020 - JCJ & TJL - Drift accumulation adjacent to the structure indicates the structure was inundated by recent high water event.

A-15 - Late Reason (N/A)

-

A-64 - Vegetation Removal Requested (Y)

Vegetation in channel restricting flow on the right down stream side.

Inspection Photos and Notes



03/12/2024

Elevation



03/12/2024

Vertical and horizontal cracking in the overlay full length of deck. CS3 Cracking



03/12/2024

Typical deck.



03/12/2024

Span 2, unit 5, right leg, has cracking along the bolted guard rail. CS3 15 LF.



Span 2, unit 3, right leg, has spalling with exposed reinforcing steel. CS3



Typical flexure cracks in all units. CS2



Span 1, unit 4, right leg has spalling. CS3 1LF



Typical undersurface



Bent 3, has irregular void under the footing. CS2 1LF



Pier 2, back side in the bearing area has large spall. CS3 2LF



Abutment 1 on the right side has large crack. CS3



Right down stream.



Left up stream.



Inventory



Vegetation in channel restricting flow.

Maintenance Needs

Date Reported: 04/07/2014

Priority: C - Important

Type of Work: Substructure Repair

Status: Open

Component: Substructure

Deficiency Description

Substructure -

The right side of abutment # 1 stem wall is fractured and has exposed reinforcing steel. The fractured portion of the stem wall extends under the right stem of unit # 6 on the exterior side of the structure.

Remarks



Abutment 1 on the right side has large crack. CS3



Abutment # 1, right side-Fractured under right stem of unit # 6.



The right side of abutment # 1 stem wall is fractured and has exposed reinforcing steel. The fractured portion of the stem wall extends under the right stem of unit # 6 on the exterior side of the structure.



The right side of abutment # 1 stem wall is fractured and has exposed reinforcing steel. The fractured portion of the stem wall extends under the right stem of unit # 6 on the exterior side of the structure.

Maintenance Needs

Date Reported: 04/01/2020

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Abutment # 2 -

Abutment # 2 stem wall has a 3' long x 5" high void that penetrates up to 16" under the base of the abutment located under channel unit # 5. Abutment appears to be constructed on non-uniform solid rock channel with no apparent scour problems during this inspection.

Remarks



Bent 3, has irregular void under the footing. 1LF



Abutment # 2 has a 3' long x 5" tall void that penetrates up to 16" under the base of the abutment that is located under Unit # 5. Bent appears to be constructed on non-uniform solid rock channel with no apparent scour problems during this inspection.



Abutment # 2 has a 3' long x 5" tall void that penetrates up to 16" under the base of the abutment that is located under Unit # 5. Bent appears to be constructed on non-uniform solid rock channel with no apparent scour problems during this inspection.

Maintenance Needs

Date Reported: 05/14/2012

Priority: D- Routine

Type of Work: Superstructure Repair

Status: Monitor

Component: Superstructure

Deficiency Description

Precast Concrete Channel Units -

Span # 1, units # 1, 2, & 4 and span # 2, units 2, 3, 4, & 6 have shear type cracking adjacent to the bents.

Remarks



Span # 2, unit # 3, left stem-Shear type crack.



Span # 1 shear cracks in the Right stem of Channel # 1.



Bent # 3 Unit # 4 shear crack that extends into the deck.



Span # 2 Unit # 6 shear type crack in the RT stem.

Maintenance Needs

Date Reported: 04/07/2014

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component: Deck

Deficiency Description

Superstructure and deck undersurface -

The stems of channel units have longitudinal cracking in several locations.

Span # 1, units # 2, 3, 4, & 6 and span # 2, unit # 3 have areas of shallow spalling with exposed reinforcing steel along the bottom of the stems.

Span # 2, unit # 6 has longitudinal cracks in the left and right stems that extends for the majority of the length of the beam.

Span # 2, unit # 6 has a failed grouted repair in the left stem near abutment # 2 with the reinforcing steel exposed.

Remarks



Span # 1, Left stem of Unit # 3.



Span # 1, unit # 4, right stem-Spalling



Span # 1, unit # 2-Spalling with exposed reinforcing steel in deck undersurface.



Span # 2, unit # 6, left stem has longitudinal cracking.



Span # 1, unit # 4, right stem-Spalling



Span # 2, unit # 6, left stem near abutment 2-Failing grout repair.



Span # 1. Channel Unit # 2. Spalls with exposed reinforcing steel.



Span # 1, Left stem of Unit # 3.



05/20/2020

Span # 1 Unit # 2 with spalling that exposes reinforcing steel in the stem and on the undersurface of the units deck.

Maintenance Needs

Date Reported: 04/07/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Substructure -
Bent # 2 pier wall has spalling in the bearing area of the channel units.

Remarks



03/12/2024

Span # 1, bent # 2-Spalling in bearing area under channel unit # 5.



06/01/2022

Span # 1, bent # 2-Spalling in bearing area under channel unit # 5.



05/20/2020

Span # 1, bent # 2-Spalling in bearing area under channel unit # 5.



05/20/2020

Span # 1, bent # 2-Spalling in bearing area under channel unit # 5.

Maintenance Needs

Date Reported: 04/07/2014

Priority: D- Routine

Type of Work: Deck Repair

Status: Open

Component: Bridge

Deficiency Description

Bridge Railing -

The bridge rail on the right side of the structure is loosely bolted to the exterior stem of channel units.

Post # 3 on the right side of span # 2 is missing a nut on the lower anchorage bolt.

Remarks



Loosely bolted rail on right side of bridge.



Span # 2, post # 3, right side-Missing nut on bolt that secures post to channel beam



The bridge rail on the right side of the structure is loosely bolted to the exterior stem of channel units.



Post # 3 on the right side of span # 2 is missing a nut on the lower anchorage bolt.



Asset #20409(Routine, Underwater type 2)

Richie Rd. over Ashley Creek-Logan Co.

Location: 0.43 MI S SH 10

Team Lead: Rhett Franks Inspection Date: 03/11/2024

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	Yes
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)



Asset #20409(Routine, Underwater type 2)

Richie Rd. over Ashley Creek-Logan Co.

Location: 0.43 MI S SH 10

Team Lead: Rhett Franks Inspection Date: 03/11/2024

A-57 - Girder End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (Yes)

Vegetation in channel restricting flow on the right down stream side.



Vegetation in channel restricting flow.

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed



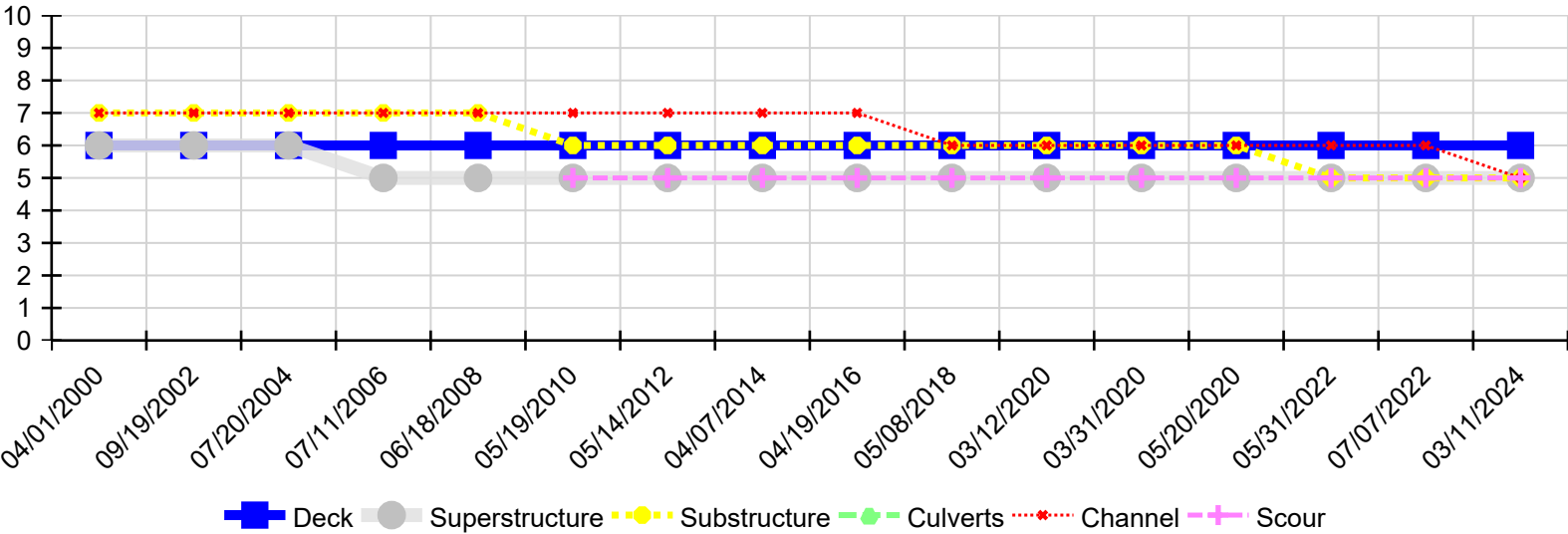
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Location: 0.43 MI S SH 10

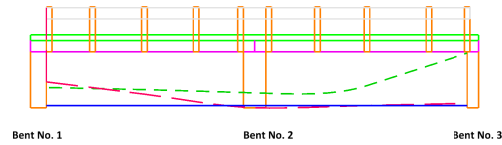
Team Lead: Rhett Franks Inspection Date: 03/11/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/11/2024	6	5	5	N	5	5
07/07/2022	6	5	5	N	6	5
05/31/2022	6	5	5	N	6	5
05/20/2020	6	5	6	N	6	5
03/31/2020	6	5	6	N	6	5
03/12/2020	6	5	6	N	6	5
05/08/2018	6	5	6	N	6	5
04/19/2016	6	5	6	N	7	5
04/07/2014	6	5	6	N	7	5
05/14/2012	6	5	6	N	7	5
05/19/2010	6	5	6	N	7	5
06/18/2008	6	5	7	N	7	N
07/11/2006	6	5	7	N	7	N
07/20/2004	6	6	7	N	7	N
09/19/2002	6	6	7	N	7	N
04/01/2000	6	6	7	N	7	N

10' Scale



BRIDGE NO.

20409

ARKANSAS STATE HIGHWAY COMMISSION
Little Rock, ARK.

Scale: 1"=8'

Inspection Dir: N to S

Channel Flow: E to W

Drawn By: EJK

Project: Chan Prof

Checked By: Edit

Date: 3/13/2024

