



**Bridge #06150**(Routine, Underwater type 2)  
**SH 14-13- LM 13.85 over LANGUILLE RIVER**  
**Location: 3.9 MI W JCT 1 & 14**

**Team Lead:** Tim Myrick **Inspection Date:** February 16, 2022



Latitude:35.56457, Longitude:-90.79368

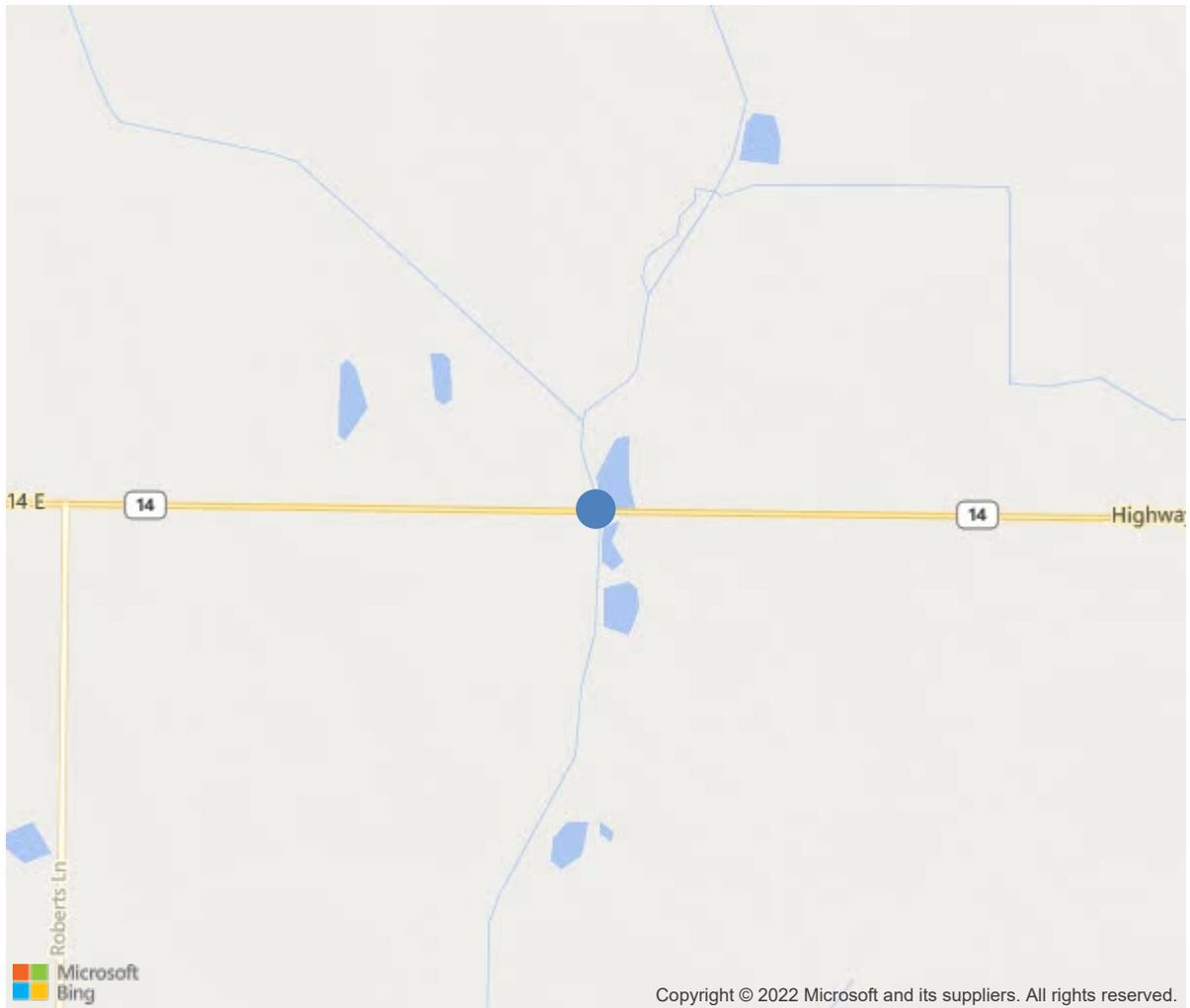
Route:14 Section:13 Log:13.85

Arnold Road ID:56x14x13xA, Arnold Log mile:13.839

District 10, Poinsett County

Owner: 1-State Highway Agency

3.9 MI W JCT 1 & 14



35.56457, -90.79368

Inspection Direction : W to E



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06150
(5) Inventory Route	14
(2) Highway Agency District	10
(3) County Code	111-Poinsett County, Arkansas
(4) Place Code	0
(6) Features Intersected	LANGUILLE RIVER
(7) Facility Carried	SH 14-13- LM 13.85
(9) Location	3.9 MI W JCT 1 & 14
(11) Mile Point	13.85 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000014130
(16) Latitude	35.56457
(17) Longitude	-90.79368
(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	3
(46) No. of Approach Spans	0
(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	1986
(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	2900
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	14 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	50 ft
(49) Structure Length	152 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	42 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	41 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	7
(59) Superstructure	7
(60) Substructure	7
(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	7
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) 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	2856
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			02/2022
(91) Frequency			24 Months
(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.			



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6425	4698	528	1199	0
1120	Efflorescence/Rust Staining	SF	60	0	60	0	0
1130	Cracking (RC and Other)	SF	1138	0	68	1070	0
1190	Abrasion/Wear (PSC/RC)	SF	529	0	400	129	0
107	Steel Open Girder/Beam	LF	900	800	98	2	0
1000	Corrosion	LF	100	0	98	2	0
515	Steel Protective Coating	SF	7510	6894	125	491	0
3440	Effectiveness (Steel Protective Coatings)	SF	616	0	125	491	0
215	Reinforced Concrete Abutment	LF	104	92	0	12	0
1120	Efflorescence/Rust Staining	LF	12	0	0	12	0
227	Reinforced Concrete Pile	EA	12	12	0	0	0
234	Reinforced Concrete Pier Cap	LF	83	74	1	8	0
1130	Cracking (RC and Other)	LF	9	0	1	8	0
302	Compression Joint Seal	LF	172	9	104	59	0
2320	Seal Adhesion	LF	51	0	51	0	0
2330	Seal Damage	LF	112	0	53	59	0
311	Movable Bearing	EA	18	0	0	18	0
1000	Corrosion	EA	18	0	0	18	0
313	Fixed Bearing	EA	18	0	0	18	0
1000	Corrosion	EA	18	0	0	18	0
331	Reinforced Concrete Bridge Railing	LF	300	300	0	0	0





typ beam ends



Typ bearings



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### **Maintenance Needs**

**Date Reported:** 03/05/2012  
**Priority:** G - General/ Preventive maintenance  
**Type of Work:** Clean  
**Status:** Monitor  
**Inspection Direction** W to E  
**Component:** Deck

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### **Deficiency Description**

Deck has several unsealed longitudinal and transverse cracks.

### **Remarks**

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Date Reported: 03/05/2012  
Priority: G - General/ Preventive maintenance  
Type of Work: Clean  
Status: Monitor  
Inspection Direction W to E  
Component: 302 - Compression Joint Seal

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### Deficiency Description

Joint seals are torn and losing adhesion.

### Remarks

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**Date Reported:** 03/05/2012  
**Priority:** G - General/ Preventive maintenance  
**Type of Work:** Clean  
**Status:** Monitor  
**Inspection Direction** W to E  
**Component:** 313 - Fixed Bearing

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**Deficiency Description**

All bearings have some pack rust and section loss.

**Remarks**

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Date Reported: 02/28/2014  
Priority: C - Important  
Type of Work: None  
Status: Monitor  
Inspection Direction W to E  
Component: 313 - Fixed Bearing

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**Deficiency Description**

Lt approach gutter behind bent 4 is undermined. Gutter has had some settlement in the past.

**Remarks**

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Date Reported: 02/28/2014  
Priority: D- Routine  
Type of Work: Repair  
Status: Monitor  
Inspection Direction W to E  
Component: Channel

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### Deficiency Description

Minor embankment erosion on Lt end of Bents 1 and 4.

### Remarks

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### Inspection Comments

Deck could use polymer to seal cracks and replace seals.  
Ends of beams and bearings need to be cleaned and painted.

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### Deck Notes

Approach roadways have some settlement.  
Left approach gutter behind bent 4 is undermined.  
Gutter has had some settlement in the past.  
Deck has several unsealed longitudinal and transverse cracks.  
Wheel paths have areas of abrasion.  
Left and right overhangs have a few transverse efflorescent cracks.  
Joint seals are torn and losing adhesion.

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### Superstructure Notes

Ends of girders have areas of rust with some initial section loss need to be cleaned and painted.  
Bottom flanges have a few small areas of freckled rust.  
All bearings and around anchor bolts have some pack rust and section loss need to be cleaned and painted.

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### Substructure Notes

Bent 1 and 4 backwalls have a few cracks with efflorescence or rust stains.  
Bent 2 cap has a few minor cracks especially between piles 3 & 4 span 2 side.  
Bent 3 piling have been pressure grouted in the past.  
Minor embankment erosion on left end of Bents 1 & 4.