



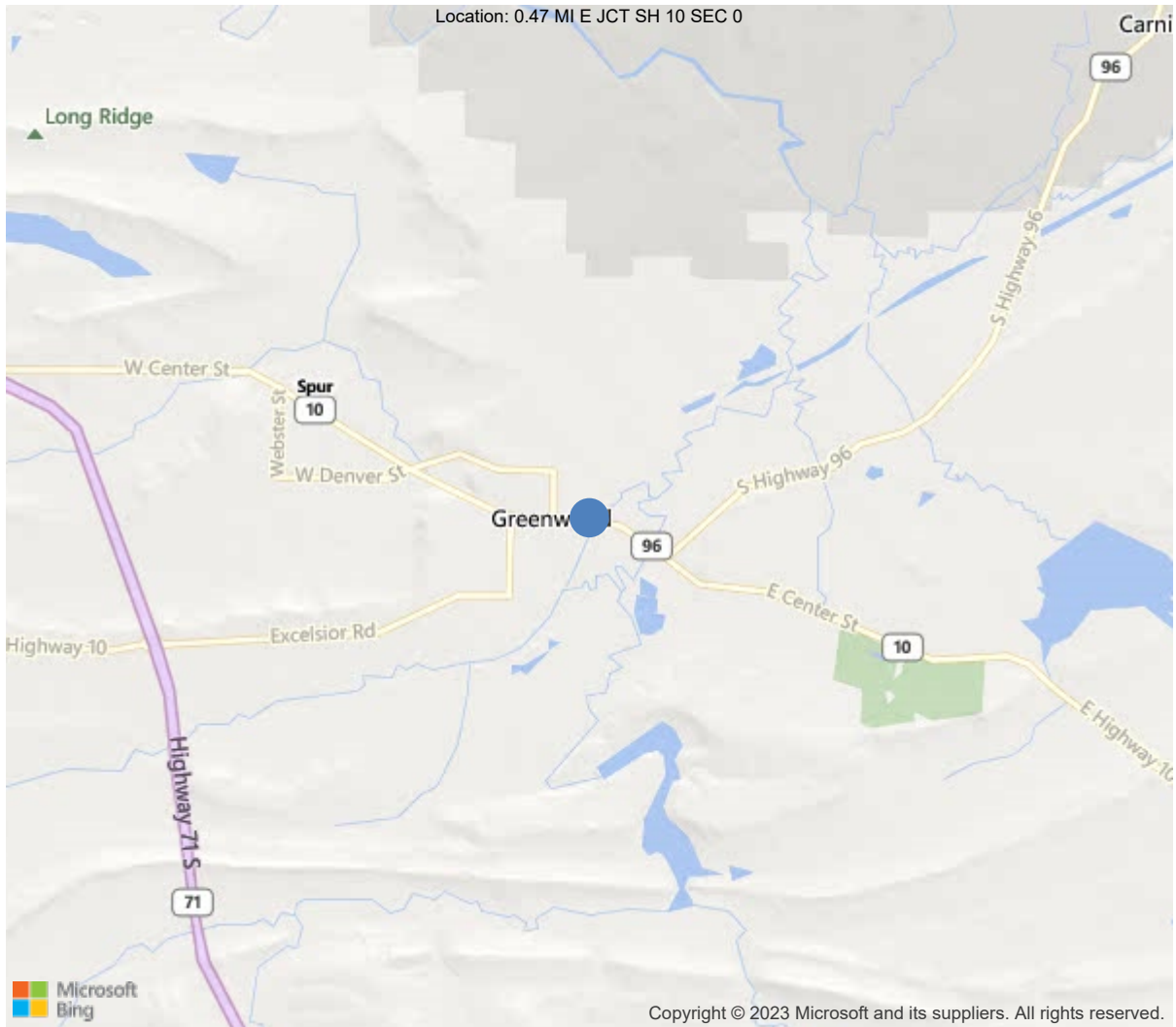
Latitude:35.21236, Longitude:-94.25250

Route:10 Section:01 Log:0.45

Arnold Road ID:65x10x1xA, Arnold Log mile:0.441

District 04, 131 - Sebastian County

Owner: 1 - State Highway Agency



35.21236, -94.25250



Asset #A0424(Routine)

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A0424
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	131 - Sebastian County
(4) Place Code	28780
(6) Features Intersected	Adamson Creek - Seb. Co.
(7) Facility Carried	State Highway 10
(9) Location	0.47 MI E JCT SH 10 SEC 0
(11) Mile Point	0.45 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000010010
(16) Latitude	35.21236
(17) Longitude	-94.2525
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	6
(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	1928
(106) Year Reconstructed	1973
(42) Type of Service	55
On	5 - Highway-pedestrian
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	12000
(30) Year of ADT	2018
(109) Truck ADT	4 %
(19) Bypass, Detour Length	8 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	36 ft
(49) Structure Length	217 ft
(50) Curb or Sidewalk Width	
Left	5 ft
Right	5 ft
(51) Bridge Roadway Width Curb to Curb	32.2 ft
(52) Deck Width Out to Out	43.8 ft
(32) Approach Roadway Width (W/Shoulders)	42 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	32.2 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 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	16 - Urban Minor Arterial
(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	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	56
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	34
(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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(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	8 - Bridge foundations determined to
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	217 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 426
(97) Year of Improvement Cost Estimate	2000
(114) Future ADT	13900
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date	08/31/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



General Observation

08/31/2023 - JCJ & TJL - Routine Inspection conducted this date.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)
08/26/2021 - EJW & JPW - Type 2 Underwater Inspection - Wading and probing along with visual observation during low water conditions indicate that the footings have cover with no apparent scour problems at this inspection.

08/28/2017 - JCJ & JML - Type 2 Underwater Inspection - Wading and probing along with visual observation during low water conditions indicate that the footings have cover with no apparent scour problems at this inspection.

A-46 - Asset Files

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A-59 - Joint Repair Needed (Y)

Compression Joint Seals -

Staining on the substructure indicates that the compression joint seals leak water.



Asset #A0424(Routine)

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4492	4435	51	6	0
1080	Delamination/Spall/Patched Area	SF	2	0	0	2	0
1090	Exposed Rebar	SF	4	0	0	4	0
1120	Efflorescence/Rust Staining	SF	41	0	41	0	0
1130	Cracking (RC and Other)	SF	10	0	10	0	0
510	Wearing Surfaces	SF	3689	2975	0	714	0
3210	Delam/Spall/Patched Area/Pothole	SF	115	0	0	115	0
3220	Crack (Wearing Surface)	SF	599	0	0	599	0
<p>(16) -The asphalt driving surface is breaking apart over the expansion joints.</p> <p>-There are longitudinal cracks in the asphalt driving surface over the construction joints where the structure was widened.</p> <p>-There are a few transverse cracks with light efflorescence visible from the undersurface of the deck.</p> <p>-There are vertical and horizontal hairline cracks with light efflorescence in the deck haunch / diaphragm between the girders over most of the Bents.</p> <p>-Span # 1, Bay # 2 has a 10" spall with exposed reinforcing visible from the undersurface of the deck.</p> <p>-Span # 2, Bay # 1 has spalling with exposed reinforcing steel.</p> <p>-Span # 3 end diaphragm over Bent # 3, Bays # 1 & 2 have spalling with exposed reinforcing steel.</p> <p>-Span # 5, Bay # 1 adjacent to Bent # 6 has a 16" spall with exposed reinforcing steel visible from the undersurface of the deck.</p> <p>Exposed reinforcing steel has initial section loss.</p>							
38	RC Slab	SF	5012	4950	59	3	0
1080	Delamination/Spall/Patched Area	SF	34	0	34	0	0
1090	Exposed Rebar	SF	3	0	0	3	0
1120	Efflorescence/Rust Staining	SF	3	0	3	0	0
1130	Cracking (RC and Other)	SF	22	0	22	0	0
510	Wearing Surfaces	SF	3255	2068	1116	71	0
3210	Delam/Spall/Patched Area/Pothole	SF	83	0	12	71	0
3220	Crack (Wearing Surface)	SF	1104	0	1104	0	0
<p>(38) Exterior slab portions of the deck:</p> <p>-The undersurface of the slab spans have delaminated areas and spalls with exposed reinforcing steel visible adjacent to the deck drains.</p> <p>-Exposed reinforcing steel has active corrosion with up to initial section loss.</p> <p>-The sidewalk portion of the structure has a few hairline transverse cracks with efflorescence.</p> <p>(510-38) -The majority of the asphalt is map cracked over the slab spans of the widened portion of the deck.</p> <p>-The asphalt over the expansion joints has temporary asphalt patches and areas with crafc joint sealer that is losing bond.</p>							
110	Reinforced Concrete Open Girder/Beam	LF	651	551	93	7	0
1080	Delamination/Spall/Patched Area	LF	5	0	4	1	0
1090	Exposed Rebar	LF	4	0	0	4	0



Asset #A0424(Routine)

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	89	0	87	2	0
(110) -The girders have vertical hairline flexure cracking at approximately 12 inch centers near mid-span. -Vertical crack at girder # 3 abutment # 1 measured 0.030" during this inspection. -There is a spall with exposed reinforcing steel in Span # 1 Girder # 3 at the fixed end attached to the cap. -There is a spall with exposed reinforcing steel in Span # 3 Girder # 2 at Bent # 3. -Map cracking with efflorescence in the diaphragms between the deck girders over the intermediate bents typical. -Concrete spalling with exposed reinforcing steel in the diaphragm between Girders # 1 and 2 over Bent # 3 is visible from the undersurface of the deck. -There are vertical cracks over the cap haunches in the ends of several girders during this inspection. -All three girders in Span # 5 have a diagonal crack at the cap haunch at Bent # 5.							
205	Reinforced Concrete Column	EA	20	7	6	7	0
1080	Delamination/Spall/Patched Area	EA	3	0	2	1	0
1090	Exposed Rebar	EA	2	0	0	2	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	7	0	3	4	0
(205) -Columns in the channel have medium abrasion at the water elevation. -Bent # 2, Columns # 2 & 3 have spalling with exposed reinforcing steel. -Bent # 5, columns have heavy abrasion with no exposed reinforcing steel. -Bent # 6 columns have light abrasion, Column # 4 has light cracking. -The columns have a few random shallow 6" spalls that expose shallow placed reinforcing steel and # 9 wire. -There are no apparent significant changes since the last inspection.							
215	Reinforced Concrete Abutment	LF	96	80	11	5	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	6	0	4	2	0
1130	Cracking (RC and Other)	LF	9	0	7	2	0
(215) Abutment # 1: -The end diaphragm in Bay # 2 over Abutment # 1 has vertical and horizontal cracks with light efflorescence. There is a 12" tall X 3' wide delaminated area in bay # 2. Abutment # 2: -The end diaphragm in Bay # 1 over Abutment # 2 has wide cracking along the top and several diagonal cracks with efflorescence and delaminated areas. -The end diaphragm in Bay # 2 over Abutment # 2 - Top of end diaphragm appears to be rotated towards the channel approximately 3.25" during this inspection.							
234	Reinforced Concrete Pier Cap	LF	175	119	43	13	0
1080	Delamination/Spall/Patched Area	LF	18	0	17	1	0
1090	Exposed Rebar	LF	9	0	0	9	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	25	0	22	3	0

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, **Inspection Date:** 08/31/2023

[illegible]

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, **Inspection Date:** 08/31/2023

Deck

[illegible]

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	651	551	93	7	0
1080	Delamination/Spall/Patched Area	LF	5	0	4	1	0
1090	Exposed Rebar	LF	4	0	0	4	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	89	0	87	2	0

(110) -The girders have vertical hairline flexure cracking at approximately 12 inch centers near mid-span.
 -Vertical crack at girder # 3 abutment # 1 measured 0.030" during this inspection.
 -There is a spall with exposed reinforcing steel in Span # 1 Girder # 3 at the fixed end attached to the cap.
 -There is a spall with exposed reinforcing steel in Span # 3 Girder # 2 at Bent # 3.
 -Map cracking with efflorescence in the diaphragms between the deck girders over the intermediate bents typical.
 -Concrete spalling with exposed reinforcing steel in the diaphragm between Girders # 1 and 2 over Bent # 3 is visible from the undersurface of the deck.
 -There are vertical cracks over the cap haunches in the ends of several girders during this inspection.
 -All three girders in Span # 5 have a diagonal crack at the cap haunch at Bent # 5.

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	20	7	6	7	0
1080	Delamination/Spall/Patched Area	EA	3	0	2	1	0
1090	Exposed Rebar	EA	2	0	0	2	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	7	0	3	4	0
(205) -Columns in the channel have medium abrasion at the water elevation. -Bent # 2, Columns # 2 & 3 have spalling with exposed reinforcing steel. -Bent # 5, columns have heavy abrasion with no exposed reinforcing steel. -Bent # 6 columns have light abrasion, Column # 4 has light cracking. -The columns have a few random shallow 6" spalls that expose shallow placed reinforcing steel and # 9 wire. -There are no apparent significant changes since the last inspection.							
215	Reinforced Concrete Abutment	LF	96	80	11	5	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	6	0	4	2	0
1130	Cracking (RC and Other)	LF	9	0	7	2	0
(215) Abutment # 1: -The end diaphragm in Bay # 2 over Abutment # 1 has vertical and horizontal cracks with light efflorescence. There is a 12" tall X 3' wide delaminated area in bay # 2. Abutment # 2: -The end diaphragm in Bay # 1 over Abutment # 2 has wide cracking along the top and several diagonal cracks with efflorescence and delaminated areas. -The end diaphragm in Bay # 2 over Abutment # 2 - Top of end diaphragm appears to be rotated towards the channel approximately 3.25" during this inspection.							
234	Reinforced Concrete Pier Cap	LF	175	119	43	13	0
1080	Delamination/Spall/Patched Area	LF	18	0	17	1	0
1090	Exposed Rebar	LF	9	0	0	9	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	25	0	22	3	0
(234) -Horizontal and map cracking with efflorescence between the girders at Bent # 6. -Concrete spalling with exposed reinforcing steel in Bent # 2 under Girder # 3. -There are several spalls with exposed reinforcing steel and delaminated areas in the caps adjacent to the exterior girders and in the cap haunches under the concrete deck girders. -Bent # 4 Right, back face has longitudinal cracking in the lower edge at the end of the cap. -Bent # 5 ahead face has spalling with exposed reinforcing steel below Girders # 1 & 3. -Bent # 6 has horizontal cracking with light efflorescence in Bay # 2.							

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)



Asset #A0424(Routine)

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

Comment: 08/26/2021 - EJW & JPW - Type 2 Underwater Inspection - Wading and probing along with visual observation during low water conditions indicate that the footings have cover with no apparent scour problems at this inspection.

08/28/2017 - JCJ & JML - Type 2 Underwater Inspection - Wading and probing along with visual observation during low water conditions indicate that the footings have cover with no apparent scour problems at this inspection.



Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Approximately 15' of collision damage to bridge railing in Spans # 5 & 6 Left.



Driving surface of the deck. Typical.



Asphalt driving surface breaking apart over Abutment # 2.



Driving surface of the deck. Typical.



Channel looking downstream.



Channel looking upstream.



The end diaphragm in Bay # 2 over Abutment # 2 - Top of end diaphragm appears to be rotated towards the channel approximately 3.25" during this inspection.



The end diaphragm in Bay # 2 over Abutment # 2 - Top of end diaphragm appears to be rotated towards the channel approximately 3.25" during this inspection.



Abutment # 2. Typical.



Left side of Span # 5 & 6. Metal rail posts are split from apparent impact damage.



Span # 6. Transverse cracks with efflorescence in the sidewalk portion of structure.



Span # 3. Superstructure. Typical.



Span # 4. Deck soffit. Typical.



Bent # 5. Typical.



Bent # 4. Typical.



Bent # 3. Ahead face. Spall adjacent to Girder # 3.



Span # 1. Girder # 3. Fixed end. Spall with exposed reinforcing steel.



Span # 2. Slab soffit. Typical.



Compression Joint Seals -
Staining on the substructure indicates that the compression joint seals leak water.



Bent # 2. Spalling with exposed reinforcing under and adjacent to Girder # 3.



Span # 1. Deck soffit. Typical.



Girder # 3. Bent # 1. Vertical crack measured 0.030".



Abutment # 1. Typical.



Elevation. Left side of structure.



Approach roadway facing East.



Asset #A0424(Routine)

State Highway 10 over Adamson Creek - Seb. Co.

Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

Maintenance Needs

Date Reported: 08/31/2023

Priority: B - Pressing

Type of Work: Deck Repair

Status: Open

Component: Deck

Deficiency Description

There are delaminated areas in the slab soffit over the pedestrian walkway.

Remarks



Span # 2. Right. Delaminated areas adjacent to the deck drains over the pedestrian walkway.

Maintenance Needs

Date Reported: 11/04/2011

Priority: C - Important

Type of Work: Miscellaneous

Status: Monitor

Component: Element

Deficiency Description

Left bridge railing -

Approximately 15' of collision damage to the bridge railing on the left side of Span # 5 & 6. Two aluminum bridge rail posts are split longitudinally along their webs from crushing.

Remarks



Span # 5, left-Collision damage to railing.



Span # 5, left-Collision damage to railing and post.



Two aluminum bridge rail posts are split longitudinally along their web / flange juncture from traffic impact.



Approximately 15' of collision damage to the bridge railing on the Left side of Span # 5 & 6.



Left side of Span # 5 & 6. Metal rail posts are split from apparent impact damage.

Maintenance Needs

Date Reported: 11/04/2011

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Driving Surface -
Asphalt driving surface is breaking apart over the deck joints.

Remarks



Abutment # 2 expansion joint.



Asphalt driving surface breaking apart over Bent # 2.



Asphalt driving surface breaking apart over Bent # 5.



Asphalt driving surface breaking apart over Abutment # 2.

Maintenance Needs

Date Reported: 11/04/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Superstructure

Deficiency Description

Substructure -

The concrete caps and haunches have cracking and spalling adjacent to the "TEE" beams.

Remarks



Bent # 2-Spalling with exposed reinforcing steel at girder # 3.



Bent # 5. Spalls with exposed reinforcing steel in the cap haunches.



Bent # 2. Spalling with exposed reinforcing steel.

Maintenance Needs

Date Reported: 11/04/2011

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Deck -

The undersurface of the deck has delaminated areas and spalls with exposed reinforcing steel adjacent to the deck drains.

Remarks



Span # 2, right side-Delaminated area adjacent to deck drain.



Span # 3, right side-Delaminated and spalled areas with exposed steel adjacent to deck drains.



Span # 5. Slab soffit. Delaminated areas adjacent to the deck drains.



Span # 3. Slab soffit. Spalls with exposed reinforcing steel and delaminated areas.

Maintenance Needs

Date Reported: 11/04/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure -

Bent # 2, columns # 2 & 3 have spalls with exposed reinforcing steel.

Bent # 5, Column # 2 has concrete deterioration and section loss with no exposed reinforcing steel.

Remarks



Bent # 5, column # 2-Heavy abrasion / concrete deterioration.



Bent # 5, Column # 2 has concrete deterioration and section loss with no exposed reinforcing steel.



Bent # 2. Column # 2. Spalls with exposed reinforcing steel.

Maintenance Needs

Date Reported: 08/22/2013

Priority: D- Routine

Type of Work: Superstructure Repair

Status: Monitor

Component: Superstructure

Deficiency Description

Superstructure -

Diaphragms between the deck girders over the intermediate bents have spalls with exposed reinforcing steel and map cracking with efflorescence.

There is spalling with exposed reinforcing steel in the girder haunches adjacent to the substructure caps.

Remarks



Span # 3 deck haunch over bent # 3-Spalling with exposed reinforcing steel.



Span # 3. Girder # 2. Spalling with exposed reinforcing steel.



Span # 3. Bent # 3. Spalling with exposed reinforcing steel in the diaphragms.

Maintenance Needs

Date Reported: 11/04/2011

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Undersurface of the Deck -

There is a basket ball sized spall with exposed reinforcing steel in the undersurface of span # 1, bay # 2 and span # 2, bay # 1. Span # 5, Bay # 1 adjacent to Bent # 6 has a 16" spall with exposed reinforcing steel visible from the undersurface of the deck. Exposed reinforcing steel has initial section loss.

Remarks



Span # 1, bay # 2-Spall with exposed reinforcing steel.



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



Span # 5. Bay # 1. Spall with exposed reinforcing steel.



Span # 2. Bay # 1. Spall with exposed reinforcing steel.



Span # 1. Bay # 2. Spall with exposed reinforcing steel.

Maintenance Needs

Date Reported: 08/25/2015

Priority: D- Routine

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Channel

Deficiency Description

Channel -

The channel has drift accumulation at bent #5 with a tree wedged against column #2.

Remarks

08/30/2021 - EJW - Light drift only. Trees are no longer in place.



Bent #5 light drift accumulation.



Drift at bent #5.



The channel has drift accumulation at bent #5.



Bent 5. Drift accumulation.



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Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	



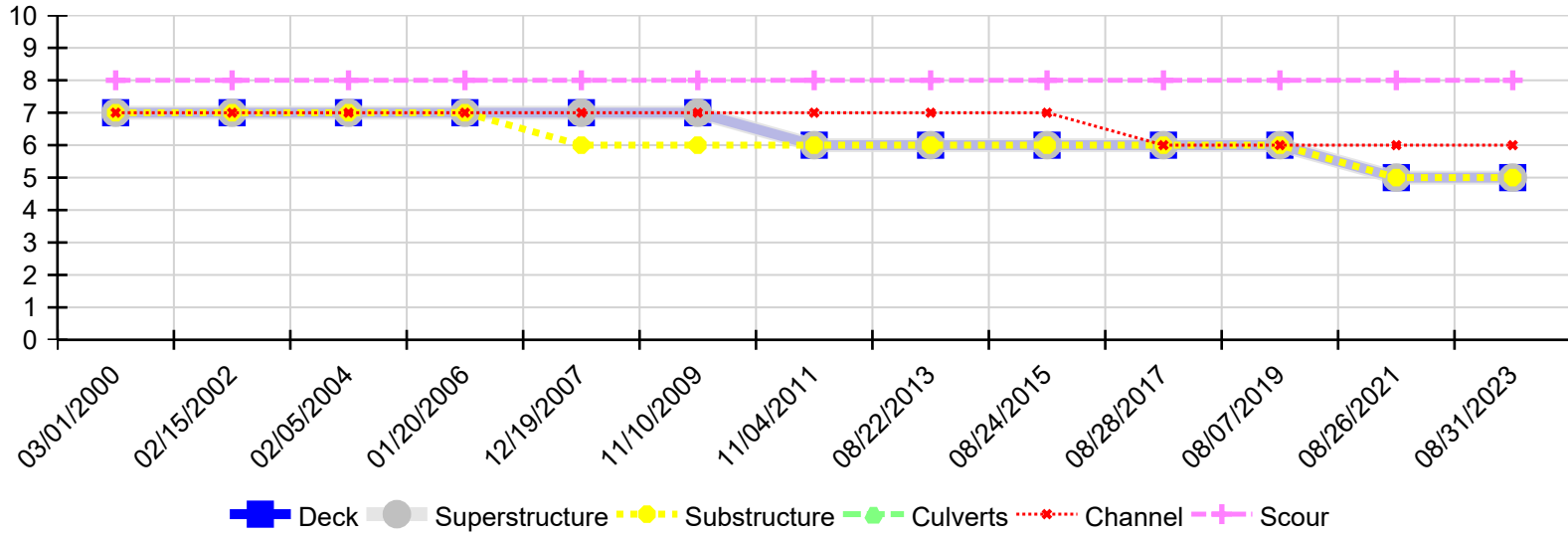
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Location: 0.47 MI E JCT SH 10 SEC 0

Team Lead: Jeff Jones, Inspection Date: 08/31/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/31/2023	5	5	5	N	6	8
08/26/2021	5	5	5	N	6	8
08/07/2019	6	6	6	N	6	8
08/28/2017	6	6	6	N	6	8
08/24/2015	6	6	6	N	7	8
08/22/2013	6	6	6	N	7	8
11/04/2011	6	6	6	N	7	8
11/10/2009	7	7	6	N	7	8
12/19/2007	7	7	6	N	7	8
01/20/2006	7	7	7	N	7	8
02/05/2004	7	7	7	N	7	8
02/15/2002	7	7	7	N	7	8
03/01/2000	7	7	7	N	7	8