



Latitude:35.87690, Longitude:-94.46834

Route:45 Section:03 Log:1.15

Arnold Road ID:72x45x3xA, Arnold Log mile:1.15

District 04, 143 - Washington County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

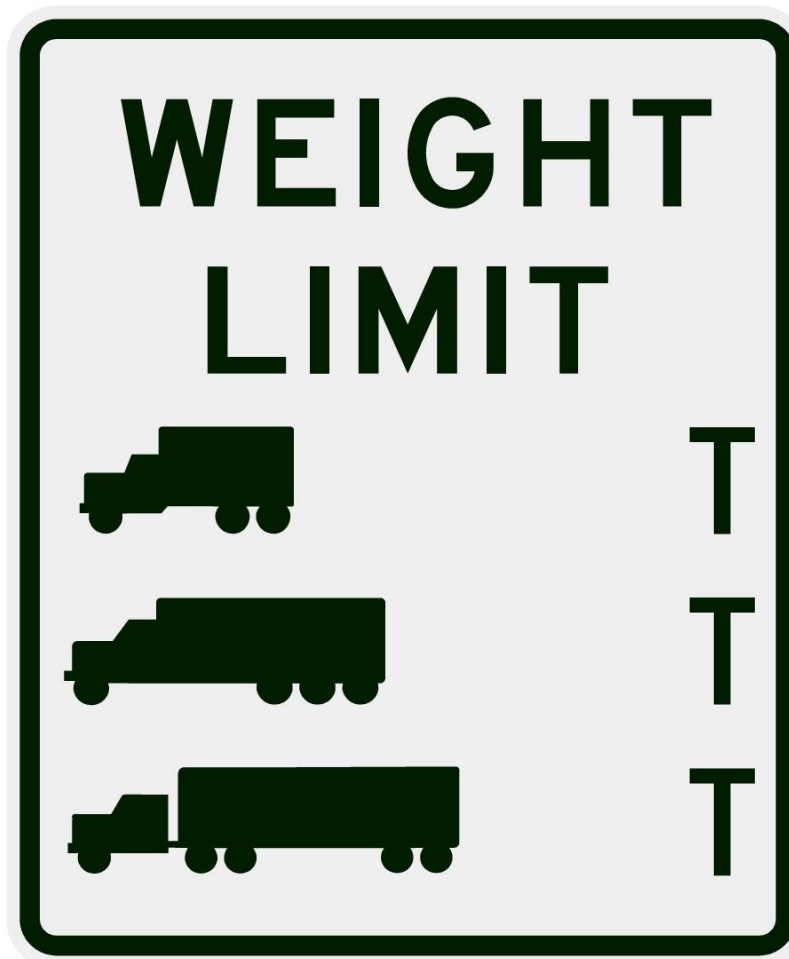
Bridge Posting Information

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

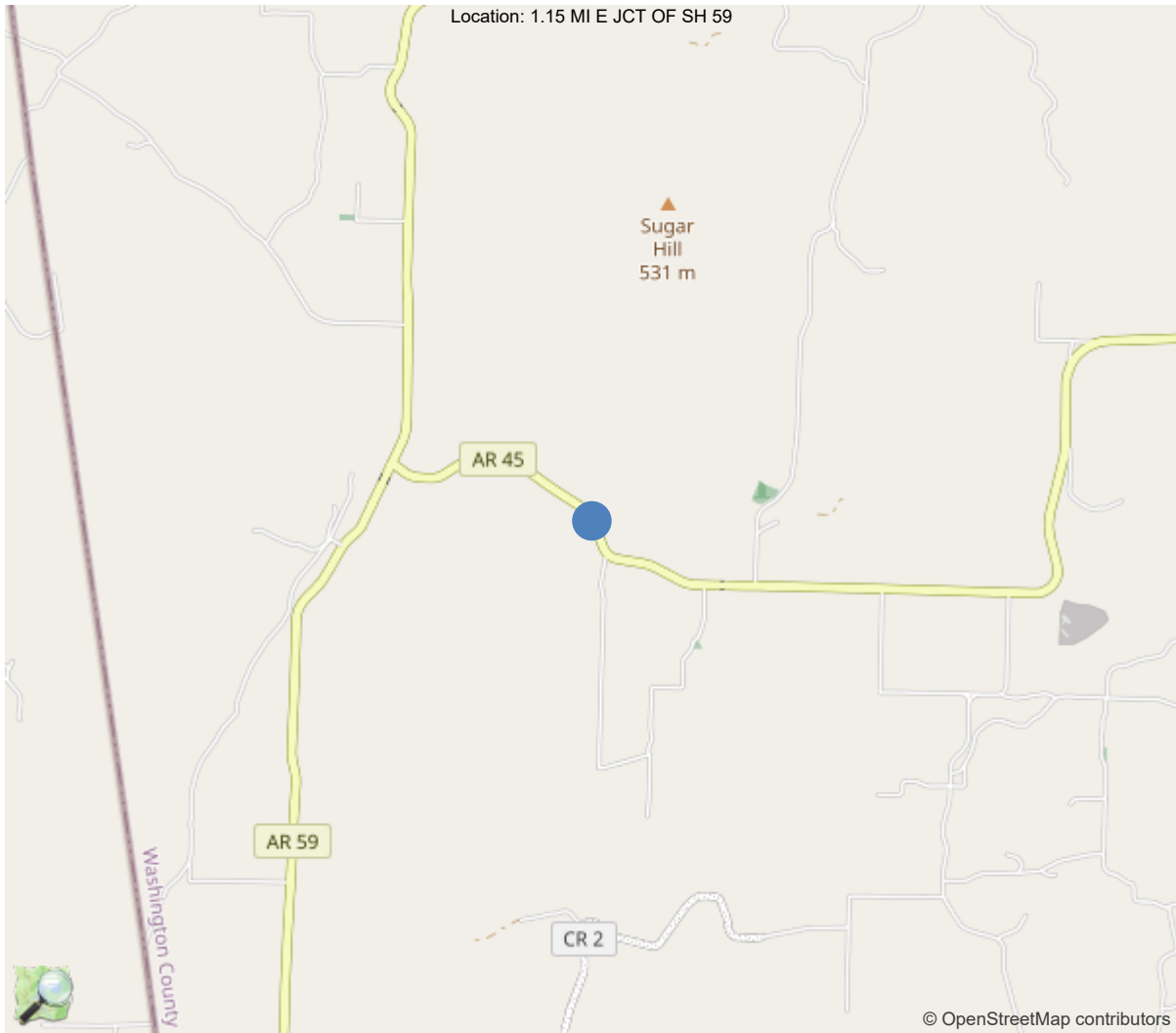
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	30		
Code 9 (31 Tons)	35		
Code 5 (40 Tons)	45		

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



35.87690, -94.46834



Asset #03096(Routine)

State Highway 45 over Barren Fork - Wash. Co.

Location: 1.15 MI E JCT OF SH 59

Team Lead: Eric West Inspection Date: 04/20/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03096
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	Barren Fork - Wash. Co.
(7) Facility Carried	State Highway 45
(9) Location	1.15 MI E JCT OF SH 59
(11) Mile Point	1.15 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.8769
(17) Longitude	-94.46834
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1 - Concrete
Type	1 - Slab
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	7
(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 pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1957
(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	1100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	28 ft
(49) Structure Length	196 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 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	25.9 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	7 - Rural Major 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	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	4
(59) Superstructure	4
(60) Substructure	5
(61) Channel & Channel Protection	3
(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	46
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	28
(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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	8 - Bridge foundations determined t
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	1280
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	04/20/2022		
(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: Eric West, Inspection Date: 04/20/2022

IDENTIFICATION	
B.ID.01 Bridge Number	03096
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	143 - Washington County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.8769
B.L.06 Longitude	-94.46834
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	
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	
B.CL.02 Maint. Responsibility	
B.CL.03 Federal or Tribal Land Access	
B.CL.04 Historic Significance	
B.CL.05 Toll	
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	
B.G.02 Total Bridge Length	
B.G.03 Max Span Length	
B.G.04 Min Span Length	
B.G.05 Bridge Width Out-to-Out	
B.G.06 Bridge Width Curb-to-Curb	
B.G.07 Left Curb or Sidewalk Width	
B.G.08 Right Curb or Sidewalk Width	
B.G.09 Approach Roadway Width	

B.G.10 Bridge Median	
B.G.11 Skew	
B.G.12 Curved Bridge	
B.G.13 Max Bridge Height	
B.G.14 Sidehill Bridge	
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	

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

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	
B.IR.04 Complex Feature	

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	
B.C.02 Superstructure Condition	
B.C.03 Substructure Condition	
B.C.04 Culvert Condition	
B.C.05 Bridge Railing Condition	
B.C.06 Bridge Railing Transitions Condition	
B.C.07 Bridge Bearings Cond.	
B.C.08 Bridge Joints Condition	
B.C.09 Channel Condition Rating	
B.C.10 Channel Protection Condition	
B.C.11 Scour Condition Rating	
B.C.12 Bridge Condition Classification	
B.C.13 Lowest Condition Rating	
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	
B.AP.02 Overtopping Likelihood	
B.AP.03 Scour Vulnerability	
B.AP.04 Scour Plan of Action	
B.AP.05 Seismic Vulnerability	



Team Lead: Eric West, Inspection Date: 04/20/2022

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

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date

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

General Observation

03/03/2021 - RSM & SPC: "Other Special Recurring" Inspection conducted this date to monitor the condition of the slab (items "58" and "59") due to an NBIS Condition Rating of "4". Maintenance Forces have applied a new chip and seal wearing surface since last inspection. Notes in completed Maintenance Needs indicate that repairs were made to the delaminated and spalled areas in the driving surface in preparation for the new chip and seal wearing surface. Utilizing a chain drag revealed numerous delaminated areas throughout the driving surface. NBIS Condition Rating of "4" retained due to extensive areas of spalling with exposed reinforcing steel in the undersurface of the slab and failed repairs to driving surface.

03/18&30/2020 - RSM & SPC: Routine and Underwater Type II Inspections conducted this date. See notes tab for documentation. Channel profiled / sounded this inspection. See Microstation drawing linked in "Files" tab for sounding measurements.

03/27/2019 - JCJ & TJL - Special Recurring Inspection- Special Recurring Inspection conducted this date for Items 58 & 59 which have an NBIS rating of 4. No apparent repairs to the deck or deck soffit since the last inspection. Numerous spalls with exposed reinforcing steel and numerous failing repairs on the driving surface of the deck. See notes in Element 38 for additional documentation.

03/27/2019 - JCJ & TJL - There is lateral migration of the channel at the inlet end of structure. Channel alignment is now approximately 300' to the East of the structure and approximately 100' from the edge of the pavement. See images in Google Earth for progression of the lateral migration of the channel.

03/14/2016 Underwater Type II inspection conducted this date. Wading and probing in clear water conditions indicate Bents # 3, 4, & 5 footing are exposed, but not undermined, no apparent scour problems at this inspection.

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

03/18&30/2020 - RSM & SPC: Routine and Underwater Type II Inspection: Channel was profiled / sounded this inspection. See Microstation drawing linked in "Files" tab for sounding measurements. Wading, probing and visual observation in deep water conditions revealed that the channel has heavy drift accumulation at bents # 3, 4 and 5 limiting access to probe footings. The footings at bents # 2 and # 3 are exposed at this inspection with no apparent undermining. The upstream channel still has severe migration to the East with no apparent repairs since last inspection.

A-2 - Wearing Surface Thickness (2)

03/03/2021 - RSM - New chip and seal wearing surface since last inspection.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	5096	4629	252	215	0
1080	Delamination/Spall/Patched Area	SF	125	0	125	0	0
1090	Exposed Rebar	SF	37	0	7	30	0
1120	Efflorescence/Rust Staining	SF	185	0	0	185	0
1130	Cracking (RC and Other)	SF	120	0	120	0	0
510	Wearing Surfaces	SF	4704	4299	405	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	405	0	405	0	0

(38) 03/03/2021 - RSM & SPC: "Other Special Recurring" Inspection conducted this date to monitor the condition of the slab (items "58" and "59") due to an NBIS Condition Rating of "4". Maintenance Forces have applied a new chip and seal wearing surface since last inspection. Notes in completed Maintenance Needs indicate that repairs were made to the delaminated and spalled areas in the driving surface in preparation for the new chip and seal wearing surface. Utilizing a chain drag revealed numerous delaminated areas throughout the driving surface. The most notable areas are listed below.

Driving surface:

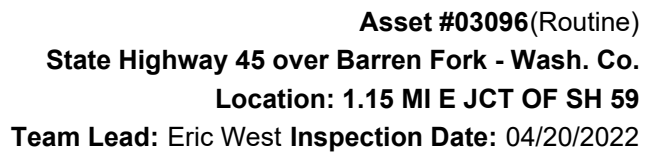
- Span # 1, right lane has a 5' long x 3' wide delaminated area along the white line.
- Span # 5, right lane has a 12' long x 6' wide delaminated area.
- Span # 7, left lane at abutment # 2 has a 12' long x 6' wide delaminated area with a portion of the failing repair heaved up and beginning to spall.
- Span # 7, right lane near abutment # 2 has a delaminated area approximately 25' long x 6' wide where previous repairs appear to have failed.
- Span #6 & 7 concrete curbs have soft concrete deterioration and section loss.
- Span #6 Lt & Rt curbs at Bent #6 have shear type cracks visible from the roadway but do not appear to extend into the slab from the exterior edges of the slab.
- Span #7 Lt curb at Bent #6 has a shear type crack in the curb that does not appear to extend into the slab.

Slab undersurface:

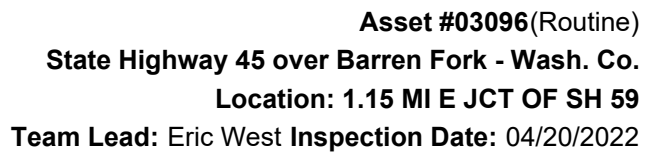
- Spans # 5, 6, and 7 adjacent to Bents # 6 and 7 have soft deteriorated concrete with numerous spalled areas with exposed reinforcing steel with approximately 1/8" section loss visible from the undersurface of slab.
- Up to 4' delaminated areas and concrete spalling with exposed reinforcing steel is visible from the undersurface of the deck adjacent to the deck drains. Exposed reinforcing steel has active corrosion with 1/8" section loss.
- Span #1 Lt & Rt, Span #2 Rt, Span #3 Rt, Span #4 Lt & Rt, Span #5 Lt & Rt, Span #6 Lt & Rt, Span #7 Lt & Rt have spalling with exposed reinforcing steel at the deck drains, the exposed reinforcing steel has up to 1/8" section loss in areas.
- Span #6 Rt adjacent to Bent # 7 has cracking with efflorescence buildup along the edge of the slab, the slab has several spall with exposed reinforcing steel between centerline and the Rt edge of the slab with exposed reinforcing steel, some of the steel has been painted. The slab is delaminating around the exposed reinforcing steel adjacent to the Bent #7 cap.
- Span #7 has soft concrete and map cracking with heavy efflorescence that is visible from the undersurface and along the edges of span # 7. Exposed reinforcing steel is primary longitudinal steel with active corrosion and up to approximately 1/8" section loss.
- Span #7 left side has a spall approximately 14" x 14" with two mats of exposed reinforcing steel visible and a 4" diameter area with up to approximately 5" of section loss that appears to be a possible full depth failure due to recent deck repairs

History:

- Maintenance forces have milled the majority of the asphalt off the driving surface of the deck and have replaced it with an asphalt seal coat.
- Numerous deteriorated repairs with asphalt patches.
- Span # 1 has large spalls and delamination with up to 2' X 5' areas along the edges of the deck and adjacent to the deck drains.
- Maintenance forces have made several large repairs in Spans # 6 & 7 in the past. Some repairs are concrete and others are temporary asphalt patches.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
-Driving surface of Span # 7 has heavy scale along the gutters with numerous repairs from maintenance forces. (510-38) -Span #1, 5, 6 & 7 have large areas of delaminating chip seal wearing surface.							
205	Reinforced Concrete Column	EA	12	3	6	3	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	2	0	1	1	0
1120	Efflorescence/Rust Staining	EA	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
(205) -Light abrasion at the base of columns. -Bent # 5, Left column has three 4" spalls with cracking at the column edge and with exposed reinforcing steel. No apparent section loss to the exposed reinforcing steel. -Bent # 6 Column # 1 has concrete deterioration and section loss at the water elevation. (Silted in during this inspection). -Bent # 7, Left column backface has two 24" long shallow spalls with exposed reinforcing steel. Exposed reinforcing steel at has up to initial section loss. Exposed reinforcing steel is secondary bands around the columns. Maintenance forces have grouted over the exposed reinforcing steel since the last inspection. -Bent # 7, Right column inside face has a delaminated area under cap. -Bent #7 columns have cracking with efflorescence buildup.							
210	Reinforced Concrete Pier Wall	LF	87	83	4	0	0
1010	Cracking	LF	4	0	4	0	0
(210) -Bent # 2 strut has a short duration vertical crack. -Bent # 5 strut has a short duration horizontal crack.							
215	Reinforced Concrete Abutment	LF	37	33	3	1	0
1080	Delamination/Spall/Patched Area	LF	4	0	3	1	0
(215) -Abutment # 2 has two basket ball sized shallow spalls with no exposed reinforcing steel in the bearing area of the slab span. These areas have been grouted as a repair. -Abutment #2 Lt wing wall has a 12" spall adjacent to the slab.							
220	Reinforced Concrete Pile Cap/Footing	LF	60	40	20	0	0
1190	Abrasion/Wear (PSC/RC)	LF	20	0	20	0	0
(220) -Bents # 2, 3 & 5 footings are exposed but have no apparent undermining at this inspection. -Visible portions of footings at bents # 2 and # 3 appear to have light abrasion.							
234	Reinforced Concrete Pier Cap	LF	165	80	45	40	0
1080	Delamination/Spall/Patched Area	LF	34	0	27	7	0
1090	Exposed Rebar	LF	9	0	0	9	0
1120	Efflorescence/Rust Staining	LF	23	0	0	23	0
1130	Cracking (RC and Other)	LF	19	0	18	1	0
(234) -Numerous areas in the bent caps have water stains with light scale and concrete deterioration as a result of leaking deck joints over the years. -Bents # 2, 3, 5, 6 & 7 caps have delaminated areas and concrete spalling with exposed reinforcing steel. -Bent #2 Rt backface, Bent # 3 backface, Bent # 5 backface, Bent #6 backface, have exposed reinforcing steel has active corrosion							





Elevation



Roadway



Span #1 typical undersurface of the slab.



Channel looking upstream.



04/20/2022

Channel migration



04/20/2022

Channel migration.



04/20/2022

Channel migration has eroded the embankment and is currently 30' from the right of way fence.



04/20/2022

Bent # 2, 3 & 4 drift accumulation.



Span #7 has map cracking and efflorescence buildup visible from the undersurface of the slab.



Span #7 Lt spalling with exposed reinforcing steel.



Span #6 adjacent to Bent #7 concrete deterioration with exposed reinforcing steel.



Span #6 Rt spalling with exposed reinforcing steel at the deck drains.



Span #6 Lt spalling with exposed reinforcing steel at the deck drain.



Span #5 Rt spalling with exposed reinforcing steel at the deck drains.



Span #5 bent #6 spalling with exposed reinforcing steel at the cap juncture.



Span #5 Lt spalling with exposed reinforcing steel at the deck drains.



Span #4 Lt exposed reinforcing steel in the deck drain.



Span #4 Rt spalling with exposed reinforcing steel.



Span #3 Rt concrete spalling with exposed reinforcing steel.



Span #2 Rt spalling with exposed reinforcing steel.



04/20/2022

Span #1 Lt concrete spalling with exposed reinforcing steel at the deck drain.



04/20/2022

Span #7 Lt at Bent #7 shear type crack exterior edge of the slab.



04/20/2022

Span #6 Rt at Bent #7 shear type crack exterior edge of the slab.



04/20/2022

Span #6 Lt at Bent #7 shear type crack exterior edge of the slab.



Span #6 Rt at Bent #7 shear type crack.



Span #6 Lt at Bent #7 shear type crack.



Bent #5 column #1 ahead face spalling with exposed reinforcing steel.



Abutment #1 typical.



Abutment #2 grouted repairs.



Probing the the footings.



Bent #7 Lt vertical cracking in the Lt end of the cap.



Bent #7 backface map cracking with efflorescence buildup.



Bent #6 concrete delaminations and spalling with exposed reinforcing steel.



Bent #5 backface spalling with exposed reinforcing steel.



Bent #3 Rt cap with shallow spalling with exposed reinforcing steel.



Bent #4 backface large concrete delamination.



Bent #2 ahead face concrete delamination.



Span #7 curbs with concrete deterioration with section loss.



Typical failing paint system on the bridge rail.



Span # 5, 6 & 7 Rt wearing surface delamination.



Span #1 Rt delamination of the wearing surface.

Maintenance Needs

Date Reported: 04/06/2018

Priority: B - Pressing

Type of Work: Repair (General)

Status: Open

Component: Channel

Deficiency Description

Channel -

The upstream channel has lateral migration. Channel alignment is now approximately 300' to the East of the structure and approximately 66' from the edge of the pavement. See attached Google Earth images for progression of the lateral migration of the channel.

Remarks

04/20/2022 - EJW - Updated deficiency description on this date to reflect current conditions. Changed priority code due to significant change since the last inspection.



Channel migration.



Channel migration has eroded the embankment and is currently 30" from the right of way fence.



Channel migration.



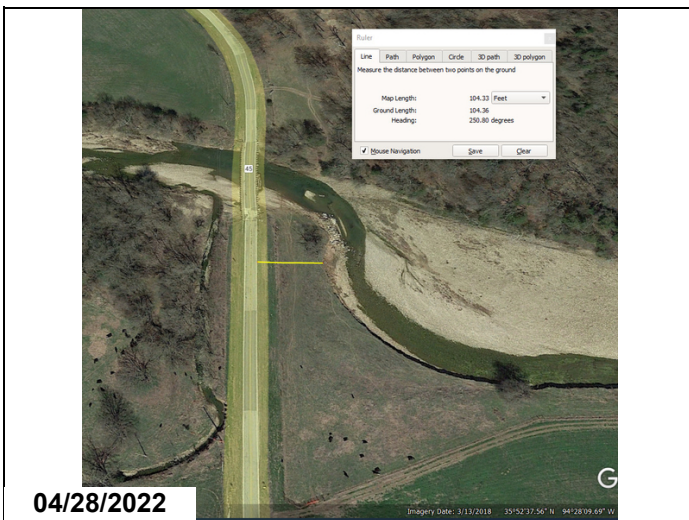
Channel migration.



Channel migration.



Channel migration.



2018 erosion



2021 erosion



Asset #03096(Routine)

State Highway 45 over Barren Fork - Wash. Co.

Location: 1.15 MI E JCT OF SH 59

Team Lead: Eric West **Inspection Date:** 04/20/2022

Maintenance Needs

Date Reported: 04/28/2022

Priority: B - Pressing

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

Status: Open

Component: Channel

Deficiency Description

Channel-

The channel has drift accumulation at Bent # 3.

Remarks

Maintenance Needs

Date Reported: 04/06/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure - (undersurface of slab)

Spans # 5, 6, and 7 adjacent to Bents # 6 and 7 have soft deteriorated concrete with numerous spalled areas with exposed reinforcing steel visible from the undersurface of the slab. The exposed reinforcing steel has up to 1/8" section loss.

All spans have delaminated areas and concrete spalling with exposed reinforcing steel is visible from the undersurface of the slab adjacent to the deck drains. Exposed reinforcing steel has active corrosion with 1/8" section loss.

Soft concrete and map cracking with heavy efflorescence is visible from the undersurface and along the edges of Span # 7. Exposed reinforcing steel is primary longitudinal steel with active corrosion and up to approximately 1/8" section loss.

Span # 7, left side has a spall approximately 14" x 14" with two mats of exposed reinforcing steel visible and a 4" diameter area with up to approximately 5" of section loss that appears to be a possible full depth failure due to recent deck repairs.

Remarks



04/01/2020

Span 7 undersurface, left side-Spalling with exposed reinforcing steel adjacent to deck drain.



04/01/2020

Span 7 undersurface, right side-Mapcracking with efflorescence / concrete deterioration.



Span 4, right side-Spalling adjacent to deck drains.



Span # 7, left side has a spall approximately 14" x 14" with two mats of exposed reinforcing steel and a 4" diameter area with up to approximately 5" of section loss that appears to be a possible full depth failure due to recent deck repairs. Photo 1.



Span 6, at bent 7-Spalling / delaminated areas with exposed reinforcing steel.



Span 4, right side-Spalling / delaminated areas with exposed reinforcing steel at deck drains.



Span # 7, left side has a spall approximately 14" x 14" with two mats of exposed reinforcing steel and a 4" diameter area with up to approximately 5" of section loss that appears to be a possible full depth failure due to recent deck repairs. Photo 2.

Maintenance Needs

Date Reported: 03/05/2021

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Deck -

The chip seal wearing surface is delaminated in numerous areas, a chain drag revealed that the repairs made to the driving surface in preparation for the chip and seal coat do not appear to be sound with numerous delaminated areas throughout. The most notable areas are listed below.

-Span # 1, right lane has a 5' long x 3' wide delaminated area along the white line.

-Span # 5, right lane has a 12' long x 6' wide delaminated area.

-Span # 7, left lane at abutment # 2 has a 12' long x 6' wide delaminated area with a portion of the failing repair heaved up and beginning to spall.

-Span # 7, right lane near abutment # 2 has a delaminated area approximately 25' long x 6' wide.

Remarks

04/20/2022 - Updated deficiency description on this date.



Span # 7, left lane at abutment # 2 has a 12' x 6' delaminated area with a portion failing repair beginning to spall.



Span # 7, right lane near abutment # 2 has a delaminated area approximately 25' x 6' where previous repairs appear to have failed.



Span 5, right lane has a 12' x 6' delaminated area.



Span # 1 has a delaminated area approximately 5' x 3' along the white line.

Maintenance Needs

Date Reported: 04/05/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Substructure -

The substructure has areas of delamination and spalling with exposed reinforcing steel in numerous locations. Bent # 7 has chloride contamination with map cracking and efflorescence. The undersurface of bent # 7 cap has several delaminated areas. The left cantilever portion of bent # 7 cap has a moderate width vertical crack in the ahead face outside the bearing area. Repair to the Left end of cap has cracking with efflorescence present.

Remarks



Bent #5 backface spalling with exposed reinforcing steel.



Bent 2 cap, ahead face on left side-Delaminated area.



04/01/2020

Bent # 7-Mapcracking / chloride contamination.



04/01/2020

Bent 7 cap undersurface-Mapcracking with delaminated areas.



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	
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	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



Asset #03096(Routine)

State Highway 45 over Barren Fork - Wash. Co.

Location: 1.15 MI E JCT OF SH 59

Team Lead: Eric West Inspection Date: 04/20/2022

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Girder Painting Needed

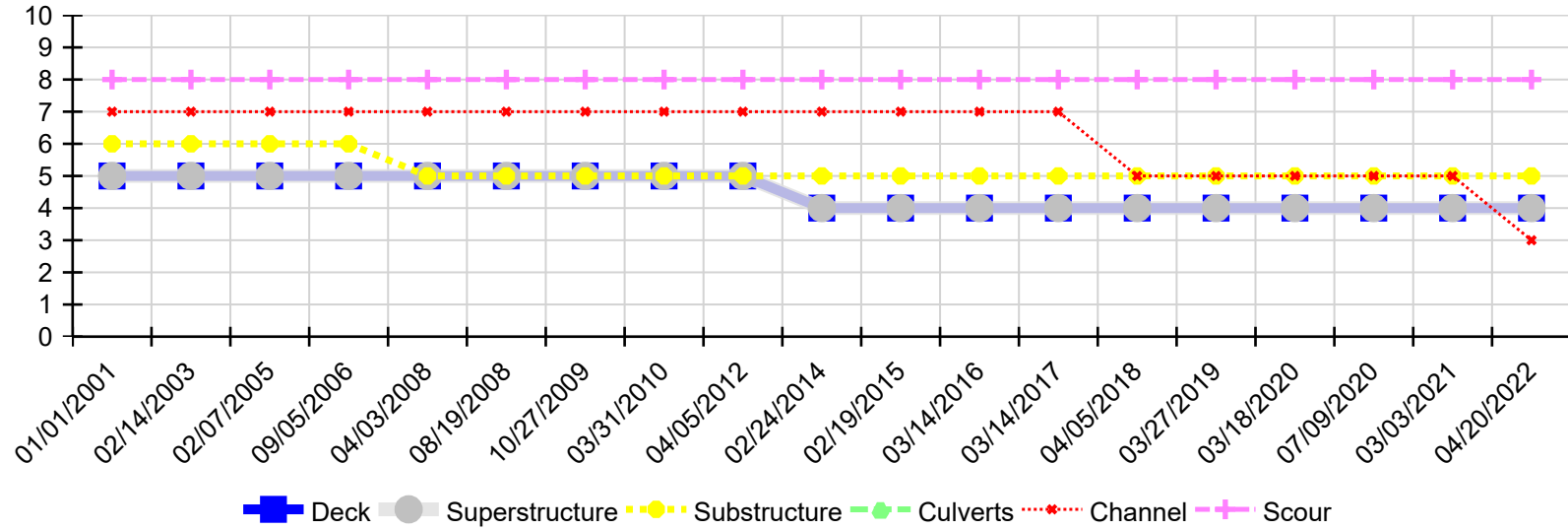
A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
04/20/2022	4	4	5	N	3	8
03/03/2021	4	4	5	N	5	8
07/09/2020	4	4	5	N	5	8
03/18/2020	4	4	5	N	5	8
03/27/2019	4	4	5	N	5	8
04/05/2018	4	4	5	N	5	8
03/14/2017	4	4	5	N	7	8
03/14/2016	4	4	5	N	7	8
02/19/2015	4	4	5	N	7	8
02/24/2014	4	4	5	N	7	8
04/05/2012	5	5	5	N	7	8
03/31/2010	5	5	5	N	7	8
10/27/2009	5	5	5	N	7	8
08/19/2008	5	5	5	N	7	8
04/03/2008	5	5	5	N	7	8
09/05/2006	5	5	6	N	7	8
02/07/2005	5	5	6	N	7	8
02/14/2003	5	5	6	N	7	8
01/01/2001	5	5	6	N	7	8