

Bridge 03870 Inspection Report



Latitude:36.23053, Longitude:-93.81700

Route:12 Section:04 Log:3.35

Arnold Road ID:44x12x4xA, Arnold Log mile:3.116

District 09, 87 - Madison County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

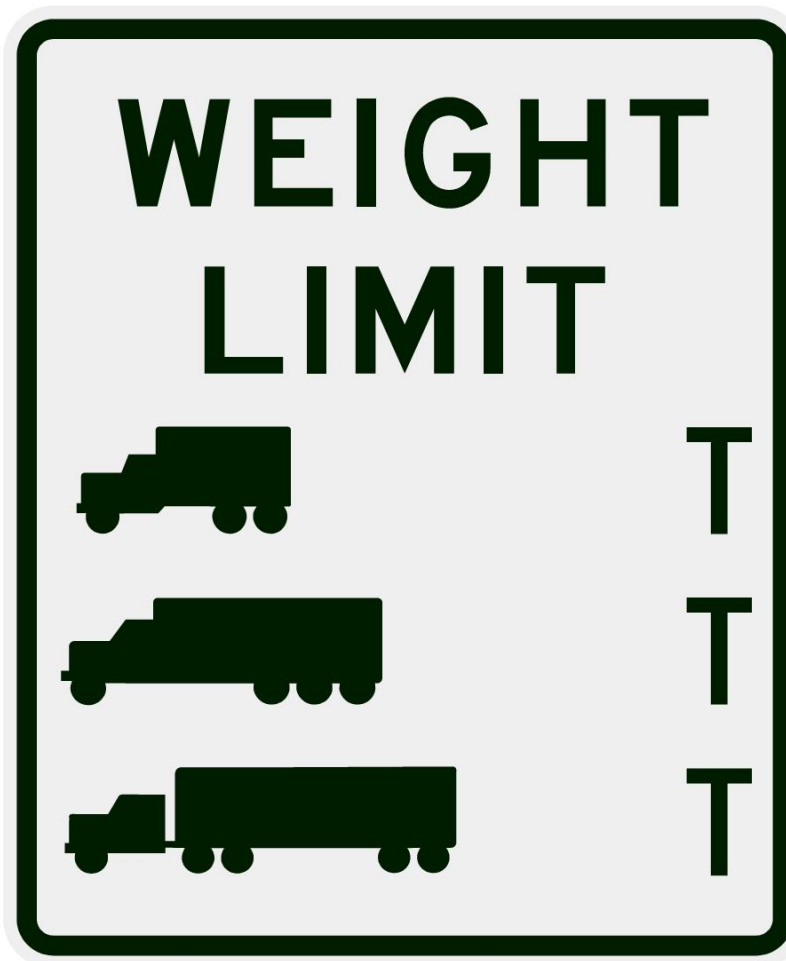
Bridge Posting Information

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

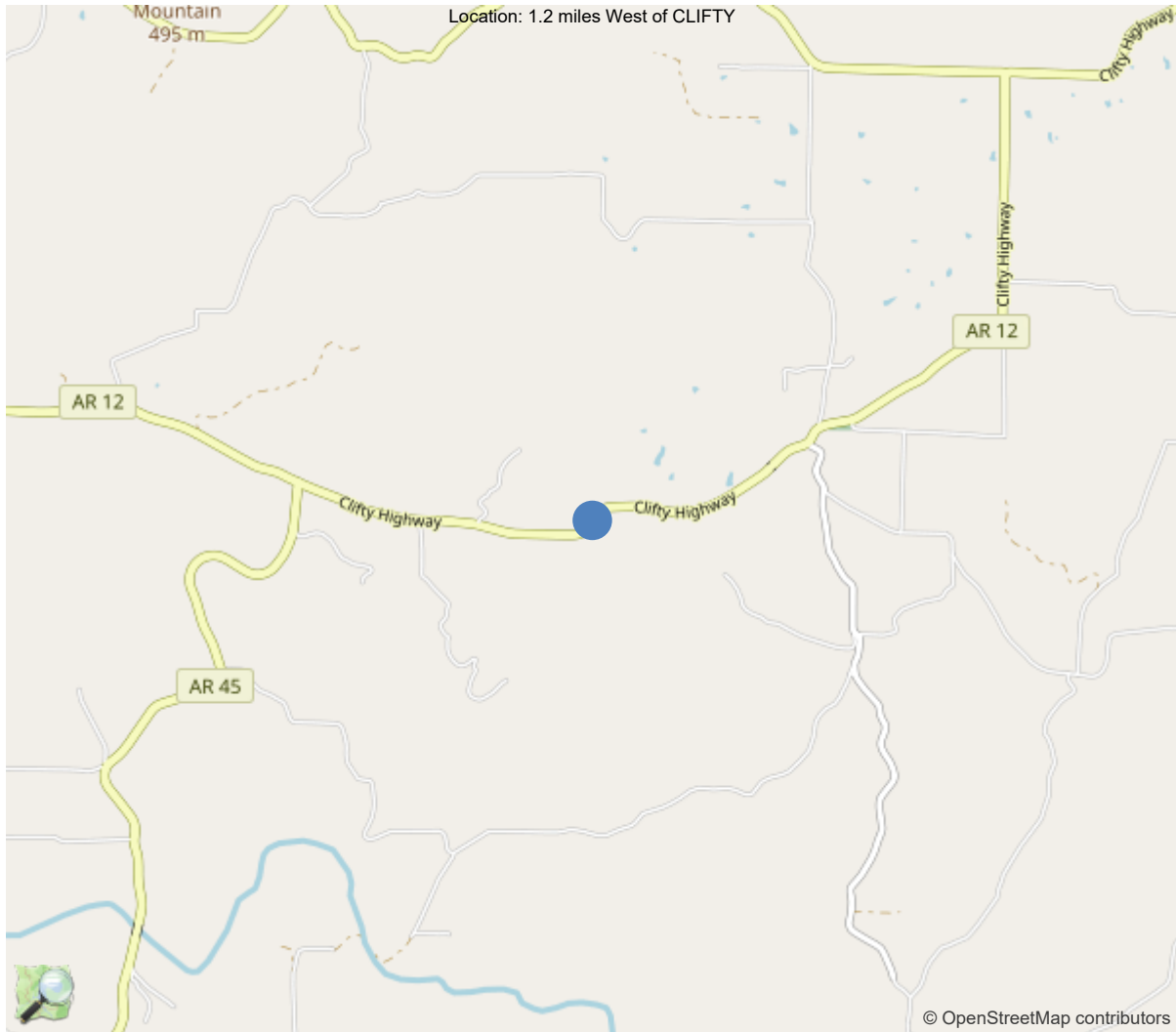
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	28		
Code 9 (31 Tons)	33		
Code 5 (40 Tons)	43		

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



36.23053, -93.81700

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03870
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	87 - Madison County
(4) Place Code	0
(6) Features Intersected	STANLEY CREEK
(7) Facility Carried	AR 12 Madison Co.
(9) Location	1.2 miles West of CLIFTY
(11) Mile Point	3.35 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.23053
(17) Longitude	-93.817
(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	4
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1964
(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	2300
(30) Year of ADT	2024
(109) Truck ADT	3 %
(19) Bypass, Detour Length	25 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	100 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	28.7 ft
(32) Approach Roadway Width (W/Shoulders)	24 ft
(33) Bridge Median	0 - No median
(34) Skew	30 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.3 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	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	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	7
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	7
(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	31 - Replacement of bridge or
(76) Length of Structure Improvement	127 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 369
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	2800
(115) Year of Future ADT	2040

INSPECTIONS *			
(90) Inspection Date			01/08/2026
(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		
<p>* 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.</p>			

Team Lead: Benjamin Smith, Inspection Date: 01/09/2026

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	03870
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1964

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	87 - Madison County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	09 - District 09
B.L.05 Latitude	36.23053
B.L.06 Longitude	-93.817
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	1.2 MI W OF CLIFTY
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
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	100
B.G.02 Total Bridge Length	100.1
B.G.03 Max Span Length	24.9
B.G.04 Min Span Length	25
B.G.05 Bridge Width Out-to-Out	28.5
B.G.06 Bridge Width Curb-to-Curb	24
B.G.07 Left Curb or Sidewalk Width	1
B.G.08 Right Curb or Sidewalk Width	1
B.G.09 Approach Roadway Width	24

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	30
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	14
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	2852.8

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
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	0.78
B.LR.06 Operating Load Rating Factor	1.28
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	Bridge does not carry routine permi

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	N - No E/E' 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	6 - SATISFACTORY - Widespread
B.C.03 Substructure Condition	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	4 - POOR - Widespread moderate
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	7 - GOOD - Some minor defects.
B.C.11 Scour Condition Rating	7 - Some minor scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	A - Scour appraisal completed. Brid
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	N - Bridge does not require seismic

Team Lead: Benjamin Smith, Inspection Date: 01/09/2026

SPAN SETS			
M1			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	1	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	C01 - Reinforced concrete - ca	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	S02 - Slab - voided	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	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	3	B.SB.05 Substructure Protective System	C01 - Coating - paint
B.SB.03 Substructure Material	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	C01 - Coating - paint

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	2199
B.F.03 Feature Name	SH 12 Madison Co.	B.H.10 Annual ADTT	21
B.H.01 Functional Classification	5 - Major 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	24.2
B.H.07 LRS Mile Point	3.35	B.H.17 Bypass Detour Length	25
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	1	12	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline



Team Lead: Benjamin Smith, Inspection Date: 01/09/2026

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	Stanley Creek	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	

OTHER FEATURES

B1

B.F.02 Feature Location	C - Carried on bridge	B.F.01A Feature Type	B - Urban feature
B.F.03 Feature Name	AR 12		

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and Open	12/24/2025

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

General Observation

The structure is logged from North to South and is accessible from the ground/ small ladder. Parking is available on the shoulder.

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

The deck is in satisfactory condition with spalling, pop outs and abrasion in the driving surface

59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

The superstructure is in satisfactory condition with spalling with rebar exposed and delamination on the edges of the undersurface.

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

The substructure is in satisfactory condition with spalling with rebar exposed and delamination on the bent caps.

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

The upstream channel is mostly vegetated. The channel banks far upstream have erosion and bank slumping. The channel alignment is good.

The channel beneath the structure flows mainly in spans #2,3. The channel has minor local scour near bent #2. Abutments #1,2 have large rock channel protection on the slopes.

The downstream channel is well vegetated. The channel alignment is good.

A-51 - Inspection Direction (1 - N to S)

Logged W to E. Inspected SW to NE

A-59 - Joint Repair Needed (Y)

Pourable joint material has lost adhesion.

B.C.05 Bridge Railing Condition Rating (7 - GOOD - Some minor defects.)

The collision damage has been repaired.

B.C.08 Bridge Joints Condition Rating (4 - POOR - Widespread moderate or isolated major defects.)

Pourable joint material has lost adhesion.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (7 - Some minor scour.)

The channel has minor local scour near bent #2.



Asset #03870(Routine)

AR 12 Madison Co. over STANLEY CREEK

Location: 1.2 miles West of CLIFTY

Team Lead: Benjamin Smith Inspection Date: 01/09/2026

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	2870	0	2206	664	0
1080	Delamination/Spall/Patched Area	SF	21	0	0	21	0
1090	Exposed Rebar	SF	36	0	0	36	0
1190	Abrasion/Wear (PSC/RC)	SF	2813	0	2206	607	0
<p>(38)</p> <p>-The driving surface of the deck has numerous pop outs and light scaling throughout entire driving surface.</p> <p>-Maintenance forces have sealed cracks in some locations but unsealed cracks still exists.</p> <p>-Undersurface of the slab adjacent to deck drains have delaminated and spalled areas with exposed reinforcing steel.</p> <p>BDS/LRW 1/8/26</p> <p>Driving surface-</p> <p>Span #1-</p> <p>Left lane- has 4' of spalling CS3 with abrasion CS2 and pop outs.</p> <p>Right lane- has abrasion CS2 with pop outs.</p> <p>Span #2-</p> <p>Left lane- has abrasion CS2 with pop outs.</p> <p>Right lane- has abrasion CS2 with pop outs.</p> <p>Span #3-</p> <p>Left lane- has abrasion CS2 with pop outs.</p> <p>Right lane- has abrasion CS2 with pop outs.</p> <p>Span #4-</p> <p>Left lane- has abrasion CS2 with pop outs.</p> <p>Right lane- has abrasion CS2 with pop outs.</p> <p>Undersurface -</p> <p>Span #1-</p> <p>Left side- has 1' of delamination CS3, 1' of exposed rebar CS3. The overhang has 2' of repaired area CS3 and 1' of exposed rebar CS3.</p> <p>Right side- 7' of spalling with exposed rebar CS3.</p> <p>Span #2-</p> <p>Left side- has 3' of spalling with exposed rebar CS3, 4' of delamination CS3.</p> <p>Right side- has 7' of spalling with exposed rebar CS3. The right overhang has 2' of delamination CS3.</p> <p>Span #3-</p> <p>Left side- has 3' of exposed rebar CS3, 2' of delamination CS3. The overhang has 3' of repaired area CS3.</p> <p>Right side- has 8' of spalling with exposed rebar CS3, 2' of delamination CS3.</p> <p>Span #4-</p> <p>Left side- has 1' of spalling with exposed rebar, 1' of delamination CS3.</p> <p>Right side- has 5' of spalling with exposed rebar CS3.</p>							
225	Steel Pile	EA	15	5	1	9	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1000	Corrosion	EA	10	0	1	9	0
515	Steel Protective Coating	SF	788	445	0	126	217
3420	Peeling/Bubbling/Cracking	SF	126	0	0	126	0
3440	Effectiveness (Steel Protective Coatings)	SF	217	0	0	0	217

(225) BDS/LRW 1/8/26

Bent #1:

Pile #1- has corrosion CS3 with 1/8" deep pitting at the top 2" of the cap interface. The ahead flange of pile has a 16" long area of out-of-plane bending that is approximately 1" wide in the lower portion of pile.

Pile #2- has corrosion CS3 with 1/4" section loss at the top 2" of the cap interface with a 2" by 1" rust hole in the ahead flange.

Pile #3- has flaking paint with corrosion CS2.

Pile #4- has corrosion CS3 3/16" section loss at the top 2" of the cap interface and on the lower portion.

Pile #5- has flaking paint with corrosion CS2, the bottom portion has corrosion CS3 with 1/16" section loss.

The piles have flaking paint with corrosion CS2.

Bent #2:

Pile #1- has corrosion CS3 with flaking rust on the bottom of the pile with moderate pitting with 1/16" section loss on the flange.

The top 2" of the pile has corrosion CS3 with flaking rust and 1/8" section loss.

Pile 2- has corrosion CS3 with 1/8" section loss at the top 2".

Pile #3- has corrosion CS3 with 1/8" section loss on the span #3 face at the top 2".

Pile #4- has corrosion CS3 with 1/8" section loss on the top 2" on the span #3 side. Pile #4 has a splice.

Pile #5- has corrosion CS3 with flaking rust and 1/16" section loss at the top 2" of the pile.

The piles have flaking paint with corrosion CS2.

Bent #3

pile #1- has corrosion CS3 with 1/8" section loss at the top 2".

Pile #2- has corrosion CS3 with 1/8" section loss at the top 2" and 1/16" section loss at the bottom.

Pile #3- has corrosion CS3 with 1/8" section loss at the top 2" and corrosion CS2 at the bottom.

Pile #4- has corrosion CS3 with 1/8" section loss on the top 2" on the span #3 and #4 side. Pile #4 has a splice.

Pile #5- has corrosion CS3 with 1/8" section loss on the top 2" of the span #3 side.

The piles have flaking paint with corrosion CS2.

(515-225) The tops of most of the piles have corrosion CS3 with section loss. The piles have flaking paint with underlying corrosion CS2.

234	Reinforced Concrete Pier Cap	LF	128	87	34	7	0
1080	Delamination/Spall/Patched Area	LF	28	0	28	0	0
1090	Exposed Rebar	LF	7	0	0	7	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0

(234) BDS/LRW 1/8/26

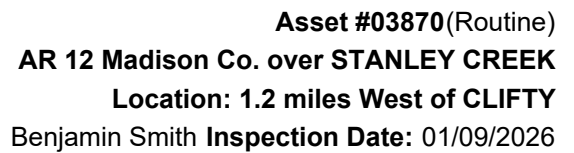
Bent #1 cap- has 16' of delaminated areas CS3 along the bottom. The right end of cap has concrete deterioration with 1' of spalling with exposed rebar CS3. The span #1 face has 1' of exposed rebar CS3.

Bent #2 cap- the span #2 face has 2' of vertical cracking CS2, 1' of efflorescence CS2. The span #3 face has 2' of cracking CS2, 1' of exposed rebar CS3.

Bent #3 cap- has 11' of delaminated areas CS3 along the base of the ahead side with 4' of exposed rebar CS3 on the undersurface. The span #3 face has 1' of delamination CS3, 1' of cracking CS2.

End Bent:

No apparent noteworthy deficiencies at this inspection.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Abutment #1-							
Abutment #2-							
301	Pourable Joint Seal	LF	84	0	0	84	0
2320	Seal Adhesion	LF	84	0	0	84	0
(301) The joint seals consist of d200 joint sealant.							
The pourable joint seals at all locations have adhesion failure with areas of debris impaction allowing water to leak onto the substructure.							
330	Metal Bridge Railing	LF	200	200	0	0	0
515	Steel Protective Coating	SF	600	600	0	0	0
(330) BDS/LRW 1/8/26							
Right railing- has a section of railing and 3 concrete posts that has been replaced due to previous damage.							
Left railing- has a section of railing and 2 concrete posts that have been replaced.							
Approach railing- A section of the beginning left approach railing has been replaced.							
Transitions- are gradually stiffened.							
HISTORICAL NOTE: The right bridge railing at bent #2 has collision damage that has broken the railing into exposing blunt ends. The collision damage has displaced two of the concrete bridge posts and has created large spalled areas with exposed reinforcing steel in the concrete curb where the posts were attached.							

Inspection Photos and Notes



Elevation view.



Channel beneath the structure.



Abutment #1 general view.



Downstream channel view.



Upstream channel view.



Bridge plate.



Driving surface view.



Driving surface view.



Approach view in direction of log mile.



Beginning left approach railing replaced.



Collision repair on the right railing.



Transition area.



Asset #03870(Routine)

AR 12 Madison Co. over STANLEY CREEK

Location: 1.2 miles West of CLIFTY

Team Lead: Benjamin Smith Inspection Date: 01/09/2026



Typical approach rail end treatment.

Maintenance Needs

Date Reported: 01/11/2016

Priority: C - Important

Type of Work: (Inactive) (Inactive) 9 - None

Status: Monitor

Component:

Deficiency Description

Substructure - Steel piling has a failing paint system with active corrosion at the cap interface and at the bases. The flanges of piling at the cap interface have section loss that ranges from initial up to 1/4". The bases of piling have flaking rust with moderate pitting in some locations.

Remarks



02/16/2020

1/4" section loss bent #2 pile #2 at cap interface.



02/16/2020

Bents #2 thru #4 steel piles
Visible rust and corrosion.



02/16/2020

Bent #2, pile #1-Pitting to flanges at base.



02/16/2020

Bent #1, pile #4-Corrosion with section loss at cap
interface.

Maintenance Needs

Date Reported: 01/11/2016

Priority: D- Routine

Status: Monitor

Type of Work: (Inactive) (Inactive) 9 - None

Component:

Deficiency Description

Slab - The undersurface of the slab has delaminated and spalled areas with exposed reinforcing steel around the deck drains.

Remarks



Typical view of steel exposed around deck drains.

Maintenance Needs

Date Reported: 01/24/2018

Priority: D- Routine

Type of Work: (Inactive) (Inactive) 9 - None

Status: Monitor

Component:

Deficiency Description

Substructure - Bent caps have delaminated and spalled areas. The most notable area is bent #3 which has delaminated areas along the bottom edge of the ahead side and delaminated and spalled areas in the undersurface. The undersurface between piles #2 and #3 has several spalls that expose reinforcing steel with section loss.

Remarks



Bent #3 between pile #2 and #3

Maintenance Needs

Date Reported: 01/11/2016

Priority: D- Routine

Type of Work: (Inactive) (Inactive) 9 - None

Status: Repair Documented

Component:

Deficiency Description

East embankment - The East embankment has an area of erosion with rip-rap displacement near bent #1

Remarks

Large rock has been placed on the embankment.



Rip rap has been replaced at abutment #1.



Embankment at abutment #1 settlement.



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	Yes
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	Yes
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	No
A-66 - Approach minor pothole/leveling needed	No

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

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

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

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

A-59 - Joint Repair Needed (Yes)
Pourable joint material has lost adhesion.

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (Yes)



Driving surface view.

A-62 - Hydro and LMC Advised (No)

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



Asset #03870(Routine)

AR 12 Madison Co. over STANLEY CREEK

Location: 1.2 miles West of CLIFTY

Team Lead: Benjamin Smith Inspection Date: 01/09/2026

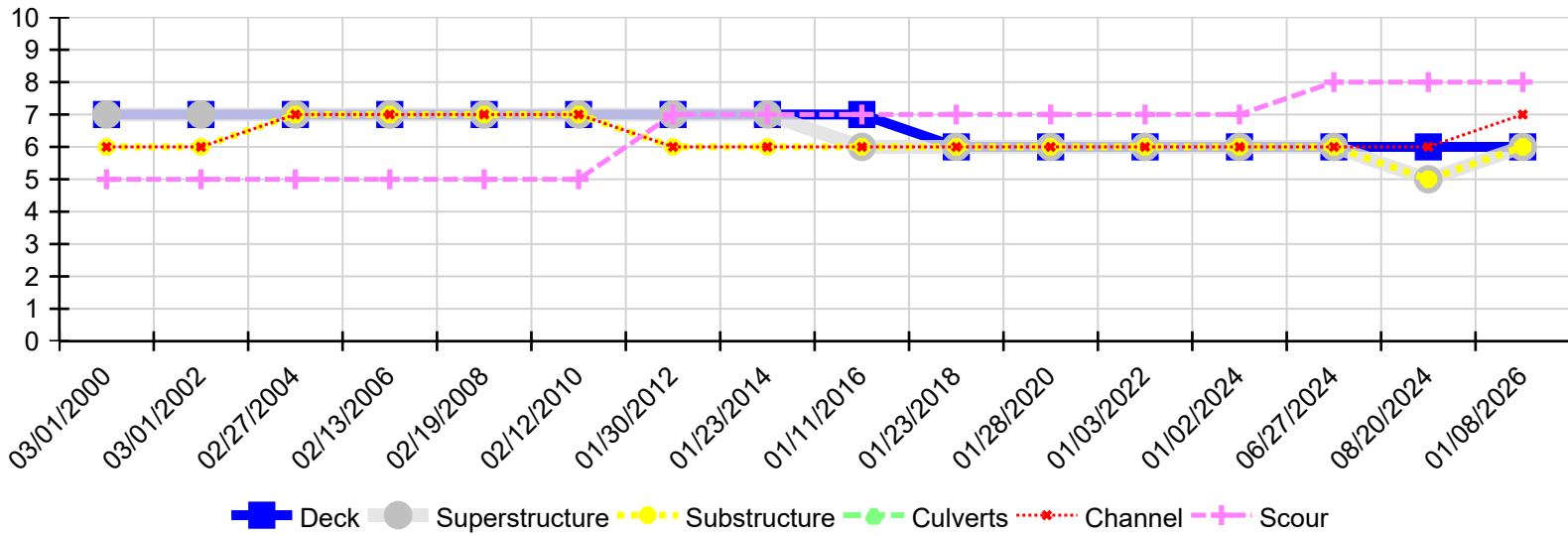
A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains? (No)

A-66 - Approach minor pothole/leveling needed (No)



Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
01/08/2026	6	6	6	N	7	8
08/20/2024	6	5	5	N	6	8
06/27/2024	6	6	6	N	6	8
01/02/2024	6	6	6	N	6	7
01/03/2022	6	6	6	N	6	7
01/28/2020	6	6	6	N	6	7
01/23/2018	6	6	6	N	6	7
01/11/2016	7	6	6	N	6	7
01/23/2014	7	7	6	N	6	7
01/30/2012	7	7	6	N	6	7
02/12/2010	7	7	7	N	7	5
02/19/2008	7	7	7	N	7	5
02/13/2006	7	7	7	N	7	5
02/27/2004	7	7	7	N	7	5
03/01/2002	7	7	6	N	6	5
03/01/2000	7	7	6	N	6	5