



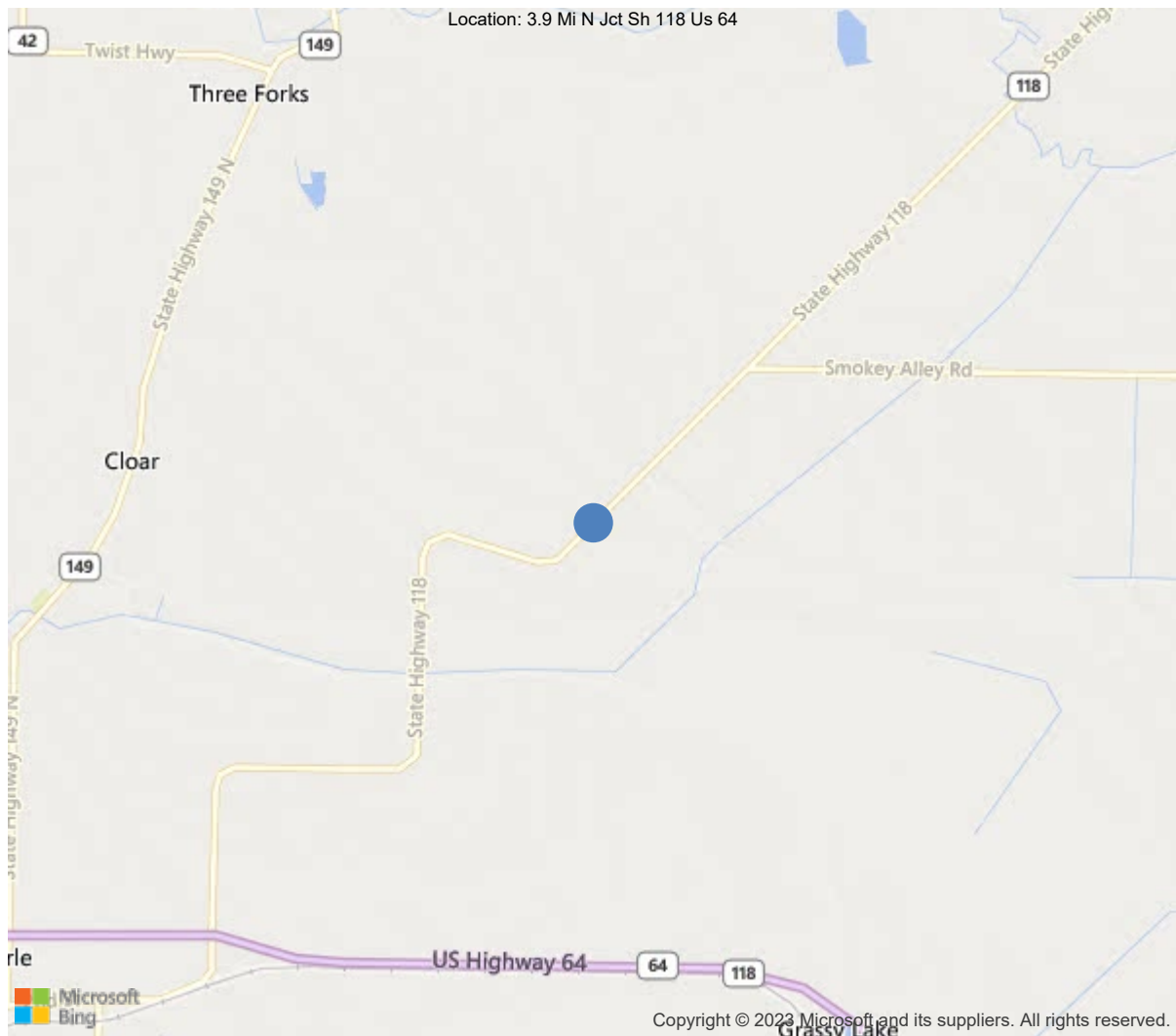
Latitude:35.30512, Longitude:-90.41742

Route:118 Section:03 Log:10.6

Arnold Road ID:18x118x3xA, Arnold Log mile:10.603

District 01, 35 - Crittenden County

Owner: 1 - State Highway Agency



35.30512, -90.41742



Asset #M1829(Routine, Underwater type 2)

Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M1829
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	35 - Crittenden County
(4) Place Code	0
(6) Features Intersected	Chatman Branch
(7) Facility Carried	Sh118/Sec-3/L10.60
(9) Location	3.9 Mi N Jct Sh 118 Us 64
(11) Mile Point	10.6 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.305122
(17) Longitude	-90.417419
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	72
Material	7 - Wood or timber
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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1919
(106) Year Reconstructed	1954
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	230
(30) Year of ADT	2019
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	15.6 ft
(49) Structure Length	47 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	23 ft
(52) Deck Width Out to Out	23.2 ft
(32) Approach Roadway Width (W/Shoulders)	20 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	23.7 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	5
(60) Substructure	5
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	2
(64) Operating Rating	
Type	2 - Allowable Stress(AS)
Rating	10
(65) Inventory Rating Method	2 - Allowable Stress(AS)
(66) Inventory Rating	
Type	
Rating	5
(70) Bridge Posting	0 - > 39.9% below
(41) Structure Open/Posted/Closed	P - Posted for load (may include
APPRAISAL	
(67) Structural Evaluation	3
(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	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - Bridge foundations determined to
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	47 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 60
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	383
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	03/02/2023		
(91) Frequency	12		
(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.			



Asset #M1829(Routine, Underwater type 2)

District: 01, County: 35 - Crittenden County

Team Lead: Drew Melton, Inspection Date: 03/02/2023

General Observation

Abutment #1 right approach rail has several posts broken with minor collision damage to rail.
Abutment #2 right, left approach rail has minor collision damage.
Abutment #2 right and left side approach shoulders are eroded underneath approach roadway

Right side there is a tree limb hanging into the bridge rail.

32 - Approach Roadway Width (20)

03/16/2020 updated per coding guidelines.

47 - Inventory Rte Total Horz Clearance (23.7)

3/16/2020 updated per coding guide lines.

55B - Min Lateral Underclear On Right (0)

3-16-2020 updated per coding guidelines.

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

3/16/2020 lowered deck form 7 to 6 due to fire damage to soffit-under surface.

Deck has an asphalt wearing surface with fire damage to soffit-undersurface.

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

Superstructure is in fair condition with fire damage with some section loss with some girders having some cracks.

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

03/02/2023 raised substructure from 4 to 5 to due bad piles being spliced and encased in concrete.

Substructure is in fair condition with a pile having minor problems, Multiple piles being spliced and encased in concrete, abutments have some erosion.

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.)

03/02/2023 lowered channel from 7 to 5 due to large amounts of debris and vegetation growing in channel restricting water flow.

Channel banks have some protection with channel alignment off a little. Channel has large vegetation growing in it and debris restricting water flow.

72 - Approach Roadway Alignment (6 - Equal to present minimum criteria)

Lowered due to settlement of abutment #2 having to slow down at bridge.



Asset #M1829(Routine, Underwater type 2)

District: 01, County: 35 - Crittenden County

Team Lead: Drew Melton, Inspection Date: 03/02/2023

A-46 - Asset Files

-

A-55 - Deck Washing Needed (Y)

Gutters are full of dirt and debris with vegetation growing in them.

A-63 Missing/Incorrect Log Mile Signage

No log mile signs in place should read 10.60



Asset #M1829(Routine, Underwater type 2)

Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1095	895	200	0	0
1080	Delamination/Spall/Patched Area	SF	200	0	200	0	0
510	Wearing Surfaces	SF	1043	809	4	230	0
3210	Delam/Spall/Patched Area/Pothole	SF	4	0	4	0	0
3220	Crack (Wearing Surface)	SF	230	0	0	230	0
<p>(12) Gutters are full of dirt and debris with vegetation growing in them.</p> <p>Soffit-under surface has shallow spalled areas from fire rest of soffit is smoked up exposing soffit form wire in span #2.</p> <p>Wearing surface is cracked at bents. Left lane has one longitudinal crack in asphalt.</p> <p>Span #3 right curb spalled 1' with exposed rebar with no section loss at abutment #2.</p> <p>Span #2 right lane has a one foot spall in asphalt wearing surface that has been repaired and a two foot repaired spall in wearing surface. These repairs are being to fail with 2 small shallow spalls in repaired area.</p>							
111	Timber Open Girder/Beam	LF	893	0	893	0	0
1140	Decay/Section Loss	LF	892	0	892	0	0
1160	Crack (Timber)	LF	1	0	1	0	0
<p>(111) All girders have fire damage.</p> <p>Spans #1,2 have up to eighth of an inch section loss on all three exposed sides.</p> <p>Span #3 has up to quarter of an inch section loss on all three exposed sides.</p> <p>Girders are weathered with minor cracking in the grain.</p> <p>Span #3 girder #14 has diagonal crack across bottom face extending into girder three inches near center span.</p>							
216	Timber Abutment	LF	74	0	54	20	0
1140	Decay/Section Loss	LF	20	0	0	20	0
6000	Scour	LF	54	0	54	0	0
<p>(216) Fire damage on front face with quarter of an inch section loss.</p> <p>Both abutment back walls are undermined up to eight inches.</p> <p>Abutment #1 has one foot of erosion behind backwall behind pile #4.</p> <p>Abutment #1,2 timber back walls are decayed with voids behind backwalls allowing roadway to settle.</p> <p>3/21/2021-abutment #1 sandbags have been placed between piles 2 through 5 under back wall.</p>							
228	Timber Pile	EA	20	0	13	7	0
1140	Decay/Section Loss	EA	7	0	0	7	0
1150	Check/Shake	EA	2	0	2	0	0
1160	Crack (Timber)	EA	11	0	11	0	0

Team Lead: Drew Melton, **Inspection Date:** 03/02/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(228) Pile depth and length unknown. All piles have vertical minor cracks. Some piling have minor fire damage. Bent #1 piles #1,5 have been spliced and encased in concrete. Encasement structural makeup is unknown. Bent #1 pile #4 60% bearing under cap. Bent #2 piles #1,3,4,5 have been spliced and encased in concrete. Encasement structural makeup is unknown. Bent #3 pile #1 has been spliced and encased in concrete. Encasement structural makeup is unknown. Bent #3 pile #3 has a moderate shake near bottom back side. Bent #3 pile #4 has shake on back side near top. Bent #4 pile #3 has minor outer shell decay near ground approximately 10% section loss. Bent #4 all 5 piles have minor fire damage little section loss.							
235	Timber Pier Cap	LF	115	0	115	0	0
1140	Decay/Section Loss	LF	115	0	115	0	0
(235) All caps have fire damage. All caps have minor cracks and some splits. Bents #1,4 have a quarter of an inch of section loss on three exposed sides. Bents #2,3 have eighth of an inch of section loss on three exposed sides.							
330	Metal Bridge Railing	LF	94	0	0	94	0
1020	Connection	LF	94	0	0	94	0
515	Steel Protective Coating	SF	282	0	282	0	0
3410	Chalking (Steel Protective Coatings)	LF	282	0	282	0	0
(330) Bridge rail posts on both sides are spalled at top and bottom connection bolts with exposed rebar no section loss and rail is leaning outward. Bridge rail has minor dent and digs full length. Span #1 left side, third post not connected. Span #2 right side, first rail post not connected. Span #3 left side, last rail post not connected.							



Asset #M1829(Routine, Underwater type 2)

Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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1080	Delamination/Spall/Patched Area	SF	200	0	200	0	0
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3210	Delam/Spall/Patched Area/Pothole	SF	4	0	4	0	0
3220	Crack (Wearing Surface)	SF	230	0	0	230	0
(12) Gutters are full of dirt and debris with vegetation growing in them.							
Soffit-under surface has shallow spalled areas from fire rest of soffit is smoked up exposing soffit form wire in span #2. Wearing surface is cracked at bents. Left lane has one longitudinal crack in asphalt. Span #3 right curb spalled 1' with exposed rebar with no section loss at abutment #2. Span #2 right lane has a one foot spall in asphalt wearing surface that has been repaired and a two foot repaired spall in wearing surface. These repairs are being to fail with 2 small shallow spalls in repaired area.							

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

Comment: 3/16/2020 lowered deck form 7 to 6 due to fire damage to soffit-under surface.

Deck has an asphalt wearing surface with fire damage to soffit-undersurface.

72 - Approach Roadway Alignment (6 - Equal to present minimum criteria)

Comment: Lowered due to settlement of abutment #2 having to slow down at bridge.



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Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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(111) All girders have fire damage. Spans #1,2 have up to eighth of an inch section loss on all three exposed sides. Span #3 has up to quarter of an inch section loss on all three exposed sides. Girders are weathered with minor cracking in the grain. Span #3 girder #14 has diagonal crack across bottom face extending into girder three inches near center span.							

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

Comment: Superstructure is in fair condition with fire damage with some section loss with some girders having some cracks.



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Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
216	Timber Abutment	LF	74	0	54	20	0
1140	Decay/Section Loss	LF	20	0	0	20	0
6000	Scour	LF	54	0	54	0	0
(216) Fire damage on front face with quarter of an inch section loss. Both abutment back walls are undermined up to eight inches. Abutment #1 has one foot of erosion behind backwall behind pile #4. Abutment #1,2 timber back walls are decayed with voids behind backwalls allowing roadway to settle. 3/21/2021-abutment #1 sandbags have been placed between piles 2 through 5 under back wall.							
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1140	Decay/Section Loss	EA	7	0	0	7	0
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(228) Pile depth and length unknown. All piles have vertical minor cracks. Some piling have minor fire damage. Bent #1 piles #1,5 have been spliced and encased in concrete. Encasement structural makeup is unknown. Bent #1 pile #4 60% bearing under cap. Bent #2 piles #1,3,4,5 have been spliced and encased in concrete. Encasement structural makeup is unknown. Bent #3 pile #1 has been spliced and encased in concrete. Encasement structural makeup is unknown. Bent #3 pile #3 has a moderate shake near bottom back side. Bent #3 pile #4 has shake on back side near top. Bent #4 pile #3 has minor outer shell decay near ground approximately 10% section loss. Bent #4 all 5 piles have minor fire damage little section loss.							
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(235) All caps have fire damage. All caps have minor cracks and some splits. Bents #1,4 have a quarter of an inch of section loss on three exposed sides. Bents #2,3 have eighth of an inch of section loss on three exposed sides.							

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

Comment: 03/02/2023 raised substructure from 4 to 5 to due bad piles being spliced and encased in concrete.

Substructure is in fair condition with a pile having minor problems, Multiple piles being spliced and encased in concrete, abutments have some erosion.

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.)

Comment: 03/02/2023 lowered channel from 7 to 5 due to large amounts of debris and vegetation growing in channel restricting water flow.

Channel banks have some protection with channel alignment off a little. Channel has large vegetation growing in it and debris restricting water flow.



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Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Side view-elevation



Top view-inventory



Abutment #1 posting sign



Abutment #2 posting sign



Channel left side



Channel right side



Typical channel under bridge



Abutment #1 right approach rail



Abutment #2 left approach rail



Abutment #2 right approach rail



Abutment #1 approach roadway



Abutment #2 approach roadway



Right side there is a tree limb hanging into the bridge rail.



Left bridge rail



Right bridge rail



Typical rail post



Span #1 left side, third post not connected.



Span #2 right side, first rail post not connected.



Span #3 left side, last rail post not connected.



Typical deck



Typical soffit-under surface



Typical debris in gutters



Span #3 right curb spalled 1' with exposed rebar with no section loss at abutment #2.



Span #2 right lane has a one foot spall in asphalt wearing surface that has been repaired and a two foot repaired spall in wearing surface. These repairs are being to fail with 2 small shallow spalls in repaired area.



Typical girder fire damage



Typical girders



Typical span #3 girder



Span #3 girder #14 has diagonal crack across bottom face extending into girder three inches near center span.



Typical caps



Typical bent #3 cap



Typical pile



Typical spliced and encased piles



Bent #3 pile #3 has a moderate shake near bottom back side.



Bent #4 pile #3 has minor outer shell decay near ground approximately minor section loss.



Abutment #1



Abutment #2



Typical abutment #2 cap



Typical debris in gutters



No log mile signs in place should read 10.60

Maintenance Needs

Date Reported: 03/16/2011

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Bridge rail posts on left & right side are spalled at top with exposed rebar & at bottom at connection bolts.

Span #1 left side, third post not connected.

Span #2 right side, first rail post not connected.

Span #3 left side, last rail post not connected.

Remarks



Right bridge rail



Left bridge rail



Typical missing rail post bolt.



Bridge rail right side.



Span #2 first rail post not connected

Maintenance Needs

Date Reported: 03/07/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment #2 right and left side approach shoulders are eroded underneath approach roadway.

Remarks

3/22/2021-Abutment #1 right approach shoulder has been repaired at time of inspection.



Abutment #1 right approach shoulder.



Abutment #2 left approach shoulder



Abutment #2 right approach shoulder



Abutment #2 right approach rail



Abutment #1 right approach shoulder repair.



Erosion at abutment #2 right side.



Erosion at abutment #2 left side.



Erosion at abutment #2 right approach shoulder



Abutment #2 left approach shoulder

Maintenance Needs

Date Reported: 03/11/2014

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Abutment #2 timber backwalls are decayed with voids behind backwalls allowing abutment #1 roadway to settle up to 2" and abutment #2 roadway to settle up to 3 1/2"

Remarks

3/22/2021-Abutment #1 backwall has had sandbags added between piles #2 though 5.



Abutment #2.



Abutment #1.



Abutment #1 approach roadway.



Abutment #2 approach roadway.



Abutment #2 approach roadway settlement.

Maintenance Needs

Date Reported: 03/11/2014

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Bent #4 pile #3 has minor outer shell decay near ground approximately minor section loss.

Remarks



Bent #4 pile #3 has minor outer shell decay near ground approximately minor section loss.

Maintenance Needs

Date Reported: 03/23/2021

Priority: C - Important

Type of Work: Repair (General)

Status: Forward State

Component: Approach

Deficiency Description

Abutment #1 roadway has settled up to 2" and abutment #2 roadway has settled up to 3 1/2"

Remarks

3-7-2022- abutment #1 right approach roadway has been repaired, left lane has 1" of settlement remaining.



Abutment #2 approach roadway settlement.



Abutment #2 approach roadway.



Abutment #1 approach roadway.



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Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, **Inspection Date:** 03/02/2023

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	Yes
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	



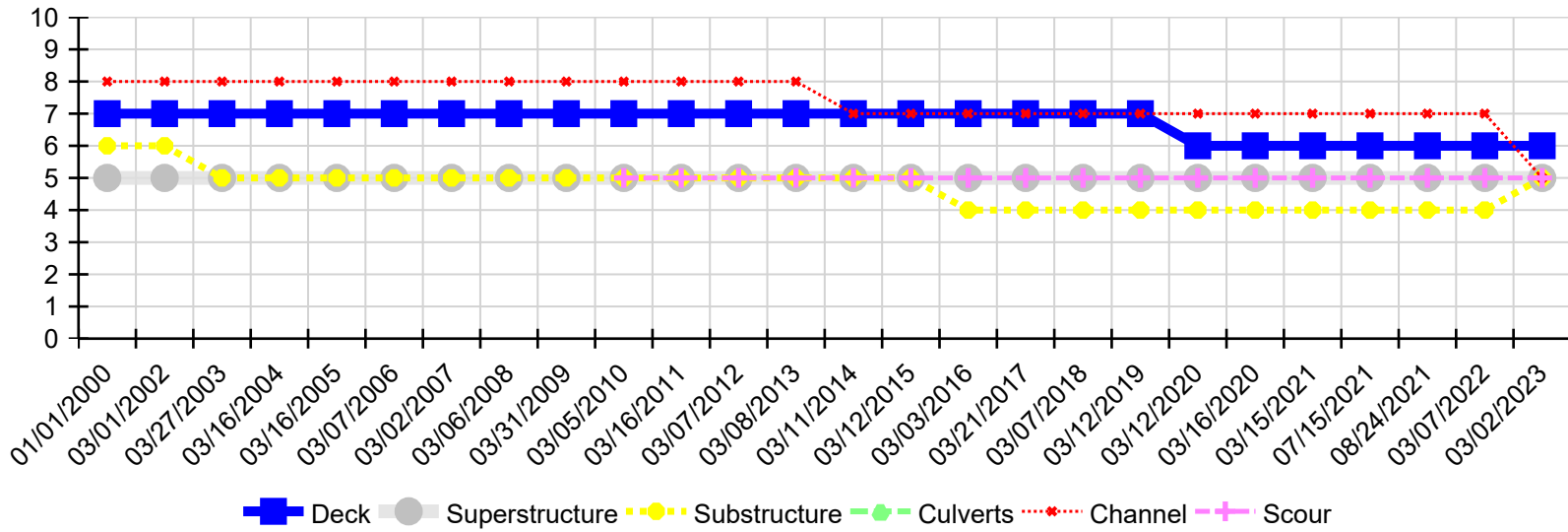
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Sh118/Sec-3/L10.60 over Chatman Branch

Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, Inspection Date: 03/02/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/02/2023	6	5	5	N	5	5
03/07/2022	6	5	4	N	7	5
08/24/2021	6	5	4	N	7	5
08/24/2021	6	5	4	N	7	5
08/24/2021	6	5	4	N	7	5
07/15/2021	6	5	4	N	7	5
03/15/2021	6	5	4	N	7	5
03/16/2020	6	5	4	N	7	5
03/12/2020	6	5	4	N	7	5
03/12/2019	6	5	4	N	7	5
03/12/2019	7	5	4	N	7	5
03/07/2018	7	5	4	N	7	5
03/21/2017	7	5	4	N	7	5
03/03/2016	7	5	4	N	7	5
03/12/2015	7	5	5	N	7	5
03/11/2014	7	5	5	N	7	5
03/08/2013	7	5	5	N	8	5
03/07/2012	7	5	5	N	8	5
03/16/2011	7	5	5	N	8	5
03/05/2010	7	5	5	N	8	5
03/31/2009	7	5	5	N	8	N
03/06/2008	7	5	5	N	8	N
03/02/2007	7	5	5	N	8	N
03/07/2006	7	5	5	N	8	N
03/16/2005	7	5	5	N	8	N
03/16/2004	7	5	5	N	8	N
03/27/2003	7	5	5	N	8	N



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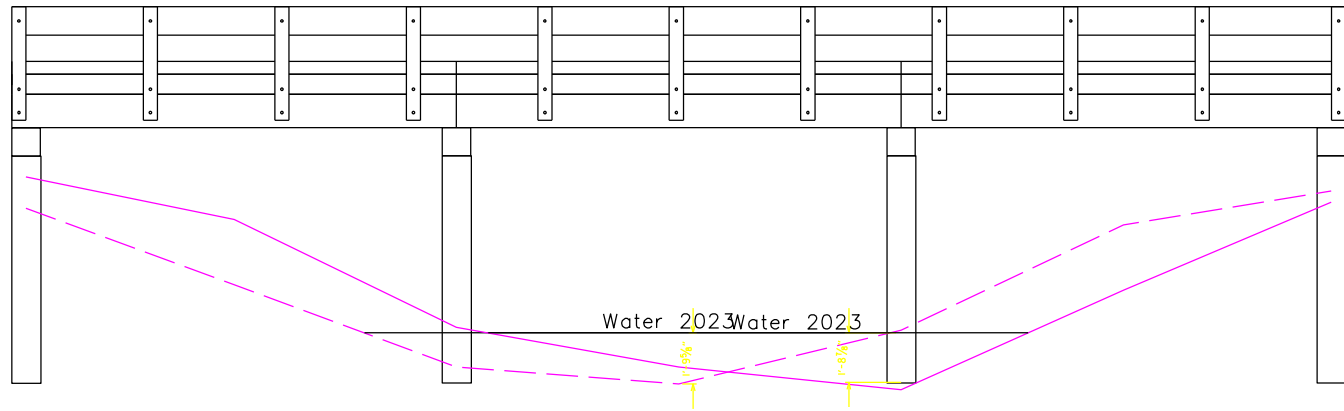
Location: 3.9 Mi N Jct Sh 118 Us 64

Team Lead: Drew Melton, **Inspection Date:** 03/02/2023

Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/01/2002	7	5	6	N	8	N
01/01/2000	7	5	6	N	8	N

CHANNEL CROSS SECTION

READINGS TAKEN FROM TOP OF BRIDGE RAIL, SIDE OF BRIDGE



BENT #1 1/2 BENT #2 1/2 BENT #3 1/2 BENT #4

03/02/2023 Left 7.1' 9.8' 12.7' 13.3' 11.4' 7.7' 6.5'

03/02/2023 Right 6.0' 7.5' 11.3' 12.7' 13.5' 10.0' 6.9'

*Not to Scale