

Bridge B6518 Inspection Report



Latitude:34.98897, Longitude:-90.89184

Route:40 Section:51 Log:233.97

Arnold Road ID:68x40x51xA, Arnold Log mile:233.967

District 01, 123 - St. Francis County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

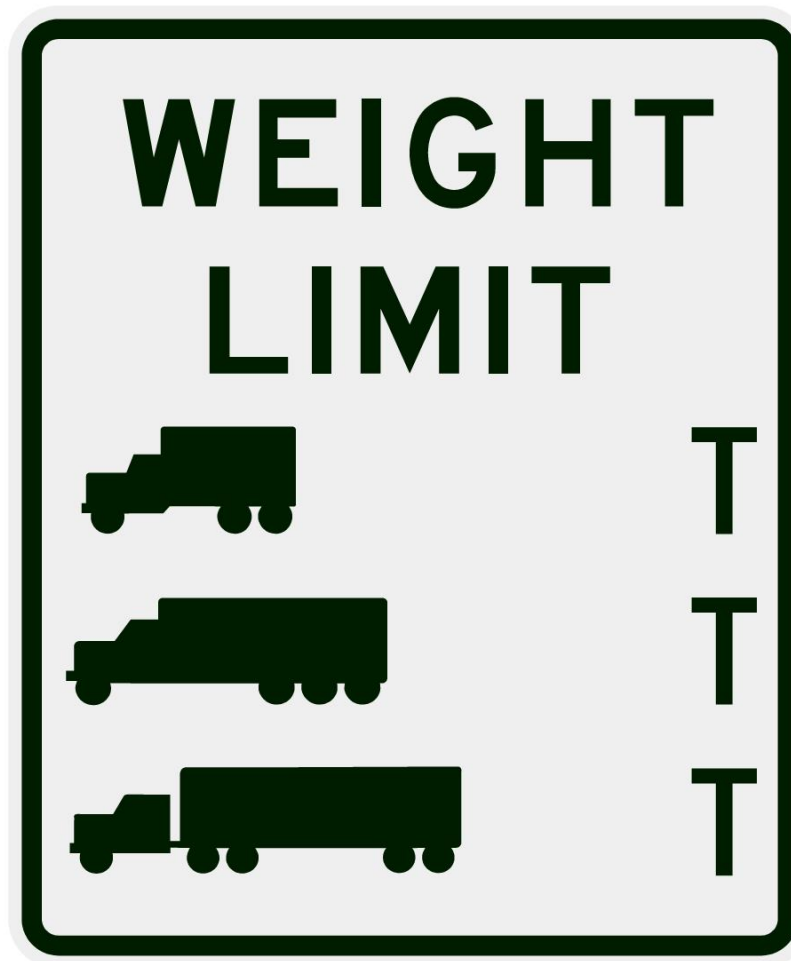
Bridge Posting Information

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

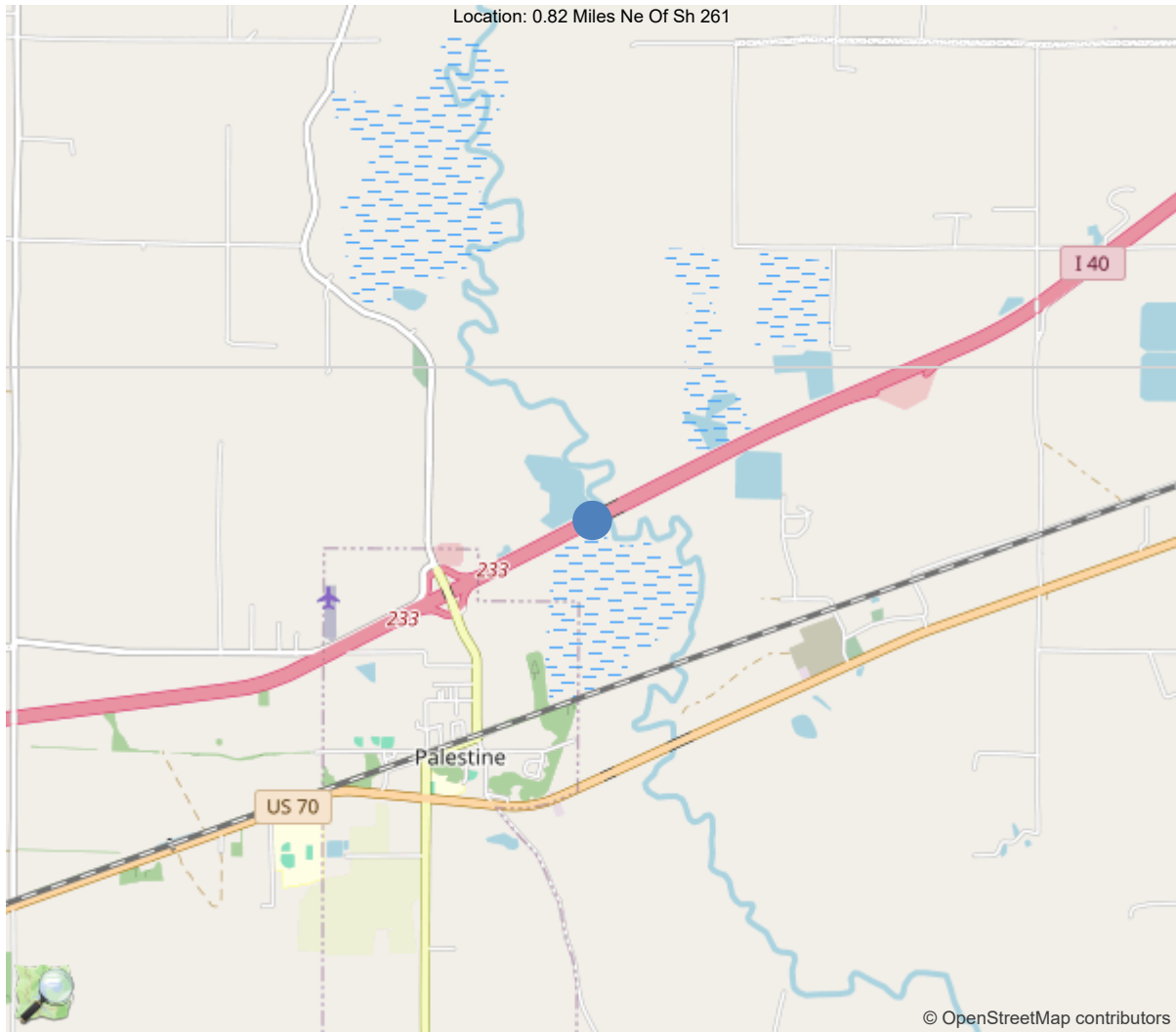
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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



34.98897, -90.89184

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B6518
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	123 - St. Francis County
(4) Place Code	0
(6) Features Intersected	Languille River
(7) Facility Carried	I-40EB/Se51/233.97
(9) Location	0.82 Miles Ne Of Sh 261
(11) Mile Point	233.97 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000040510
(16) Latitude	34.988972
(17) Longitude	-90.891838
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
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	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	5 - Epoxy Overlay
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1998
(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	33000
(30) Year of ADT	2019
(109) Truck ADT	65 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	150 ft
(49) Structure Length	792 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	40 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	1
(26) Functional Class	1 - Rural Principal Arterial -
(100) Defense Highway	1 - The inventory route is on
(101) Parallel Structure	R - The right structure of par
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	6 - MS 18+Mod / HS 20+Mod
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(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	5 - 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	19965
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			04/09/2025
(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: Myron Futrell, Inspection Date: 04/09/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	B6518
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	B3775
B.W.01 Year Built	1998

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	123 - St. Francis County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	01 - District 01
B.L.05 Latitude	34.988972
B.L.06 Longitude	-90.891838
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	0.82 Miles Ne Of Sh 261
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	786.5
B.G.02 Total Bridge Length	792
B.G.03 Max Span Length	149.9
B.G.04 Min Span Length	83
B.G.05 Bridge Width Out-to-Out	42.7
B.G.06 Bridge Width Curb-to-Curb	40
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	40

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	21
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	33779.3

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20M - HS-20 and Military
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	1
B.LR.06 Operating Load Rating Factor	1.67
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

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	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	8 - VERY GOOD - Some inherent
B.C.03 Substructure Condition	7 - GOOD - Some minor defects.
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	6 - SATISFACTORY - Widespread
B.C.06 Bridge Railing Transitions Condition	8 - VERY GOOD - Some inherent
B.C.07 Bridge Bearings Cond.	8 - VERY GOOD - Some inherent
B.C.08 Bridge Joints Condition	6 - SATISFACTORY - Widespread
B.C.09 Channel Condition Rating	5 - FAIR - Moderate defects; b
B.C.10 Channel Protection Condition	6 - SATISFACTORY - Widespread
B.C.11 Scour Condition Rating	7 - Some minor scour.
B.C.12 Bridge Condition Classification	G - Good
B.C.13 Lowest Condition Rating	7 - GOOD - Some minor defects.
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	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	A - Seismic evaluation completed. B

SPAN SETS			
M1			
B.SP.02 # of Spans	7	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	5	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S02 - Steel - welded	B.SP.10 Wearing Surface	P01 - Polymer - epoxy
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	C01 - Coating - epoxy coated
B.SP.07 Span Protective System	P01 - Patina - uncoated weathe	B.SP.13 Deck Stay-In-Place Forms	M01 - Metal

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	P02 - Pile - steel pipe
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P2			
B.SB.02 No. of Substructure Units	6	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P02 - Pile - steel pipe
B.SB.04 Substructure Type	P01 - Pier - wall	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	33000
B.F.03 Feature Name	I-40EB/Se51/233.97	B.H.10 Annual ADTT	21450
B.H.01 Functional Classification	1 - Interstate	B.H.11 Year of Annual ADT	2019
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	Y - NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	1 - STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID	40510	B.H.16 Highway Max Usable Surface Width	39.6
B.H.07 LRS Mile Point	233.97	B.H.17 Bypass Detour Length	10
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	R01	40E	1-T - TEMP - One-way traffic - NB or EB or SB or WB	1 - Interstate route	1 - Mainline



Team Lead: Myron Futrell, Inspection Date: 04/09/2025

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	Languille River	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	

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent - Open	

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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Asset #B6518(Routine, Underwater type 2)

I-40EB/Se51/233.97 over Languille River

Location: 0.82 Miles Ne Of Sh 261

Team Lead: Myron Futrell Inspection Date: 04/09/2025

Inspection Notes

General Observation

Team Lead-Myron Futrell
Senior Bridge Inspector-Drew Melton
Bridge Inspectors-Austin Crain, Charley Smith
Bridge accessed with Aspen Aerial A-40 Under Bridge Inspection Unit.
Lane closure provided by District Bridge Crew with the assistance of St. Francis County Area Maintenance.

Drawing numbers: 34349,34366,34371,34376.

36C - Approach Guardrail (1 - Inspected feature meets currently acceptable standards.*)

Abutment 2, approach rail, right side: approximately 40' moderate collision damage 60' from bridge end.

58 - Deck (7 - GOOD CONDITION - some minor problems.)

Reinforced concrete deck is in overall good condition. Deck has epoxy overlay and metal stay in place forms. Deck surface cracks have been sealed with epoxy overlay, undersurface of overhangs have transverse cracks with light to moderate efflorescence. Span 5 deck has one 1' spall with no exposed reinforcing steel.

59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

A588 steel superstructure is in overall good condition. Several girders at abutments have scaly to flaky rust on bottom flanges. Two splice plates have minor pack rust and steel protective coating has a granular texture. One diaphragm has loose bolts, one anchor nut is missing and several are loose.

4/10/2025-Lowered superstructure from 8 to 7 due to corrosion on girder ends.

60 - Substructure (7 - GOOD CONDITION - some minor problems.)

Reinforced concrete substructure is in overall good condition. Pier walls have some minor abrasion, abutment pier caps and back walls have several hairline vertical cracks some with light efflorescence. Pier walls and pier caps have a few vertical hairline cracks.

01/09/2023 lowered substructure from 8 to 7 due to minor abrasion and minor cracks in caps and pier walls.

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.)

Channel is in overall fair condition. Channel alignment is fair at structure, slopes are well vegetated however, trees and vegetation growing along and into channel restrict flow slightly.

01/09/2023 lowered channel from 8 to 5 due to debris restrictions in channel.



Asset #B6518(Routine, Underwater type 2)

I-40EB/Se51/233.97 over Languille River

Location: 0.82 Miles Ne Of Sh 261

Team Lead: Myron Futrell Inspection Date: 04/09/2025

113 - Scour Critical Bridges (5 - Bridge foundations determined to be stable for assessed or calculated scour condition. Scour is determined to be within the limits of footing or piles (Example B) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge), by calculations or by installation of properly designed countermeasures (see HEC 23).)
Minor erosion under bridge.

A-55 - Deck Washing Needed (Y)

Dirt and debris in gutters.

A-56 - Joint Cleaning/Flushing Needed (Y)

Strip seals in gutters have debris in them.

A-57 - Girder End and Bearing Painting Needed (Y)

Span 1, girder 1, bottom flange and lower web: first 5' has flaky rust.
Span 1, girder 2, bottom flange and lower web: first 10' has flaky rust.
Span 1, girder 3, bottom flange and lower web: first 10' has flaky rust.
Span 1, girder 4, bottom flange and lower web: first 10' has flaky rust.
Span 1, girder 5, bottom flange and lower web: first 5' has flaky rust.
Span 7, girder 3, bottom flange and lower web, last 10': scaly rust.

A-58 - Cap Cleaning/Flushing Needed (Y)

Caps have minor amounts of debris on them.

A-59 - Joint Repair Needed (Y)

Abutment 1, pourable joint seal: splits and holes throughout 35LF total. Leakage 35LF CS4

A-63 - Missing/Incorrect Log Mile Signage (Y)

No log mile sign in place.

A-64 - Vegetation Removal Requested (Y)

Trees and vegetation growing beside, under and onto bridge

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	33812	33019	792	1	0
1080	Delamination/Spall/Patched Area	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	792	0	792	0	0
1130	Cracking (RC and Other)	SF	6609	6609	0	0	0
510	Wearing Surfaces	SF	31600	31599	0	1	0
3210	Delam/Spall/Patched Area/Pothole	SF	1	0	0	1	0
(12) Wearing surface, span 5, at bent 6 joint: 1' spall. Spall 1SF CS3 Undersurface of overhangs: transverse cracks with light efflorescence spaced 3' to 4' apart. Efflorescence 792SF CS2 Deck: cracks have been sealed with epoxy overlay. Cracking 6609SF CS1 Span 5, deck, right lane, at bent 6 joint: 1' spall with no exposed reinforcing steel. Spall 1SF CS3							
107	Steel Open Girder/Beam	LF	3950	3897	1	52	0
1000	Corrosion	LF	52	0	0	52	0
1020	Connection	LF	1	0	1	0	0
515	Steel Protective Coating	SF	31680	0	31528	0	152
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	31680	0	31528	0	152
(107) Steel protective coating, full length: granular texture with 50LF of scaly to flaky rust on girder ends. Oxide Film Degradation 31528SF CS2, 152SF CS4 Span 1, girder 1, bottom flange and lower web: first 5' has flaky rust. Corrosion 5LF CS3 Span 1, girder 2, bottom flange and lower web: first 10' has flaky rust. Corrosion 10LF CS3 Span 1, girder 3, bottom flange and lower web: first 10' has flaky rust. Corrosion 10LF CS3 Span 1, girder 4, bottom flange and lower web: first 10' has flaky rust. Corrosion 10LF CS3 Span 1, girder 5, bottom flange and lower web: first 5' has flaky rust. Corrosion 5LF CS3 Span 1, girder 4, diaphragm 3, right lower bolts: loose with two missing nuts. Span 7, girder 3, lower field splice: initial pack rust. Corrosion 1LF CS3 Span 7, girder 4, lower field splice: initial pack rust. Corrosion 1LF CS3 Span 7, girder 3, bottom flange and lower web, last 10': scaly rust. Corrosion 10LF CS3							
210	Reinforced Concrete Pier Wall	LF	240	160	80	0	0
1190	Abrasion/Wear (PSC/RC)	LF	80	0	80	0	0
(210) Piers 4 and 5: minor abrasion and water staining at the high-water marks. Abrasion 80LF CS2 Bent 3 and 6 each have pier walls and cap all other interior bents have pier walls only.							
215	Reinforced Concrete Abutment	LF	126	116	10	0	0
1120	Efflorescence/Rust Staining	LF	10	0	10	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) Abutment back walls and pier caps: vertical open hairline cracks some with light efflorescence. Efflorescence 10LF CS2							
234	Reinforced Concrete Pier Cap	LF	83	83	0	0	0
(234) Bent 3 and 6 each have pier walls and cap all other interior bents have pier walls only. Pier cap, bent 3 and 6, faces: a few hairline vertical cracks. Pier caps: minor amounts of debris on them.							
300	Strip Seal Expansion Joint	LF	86	54	32	0	0
2350	Debris Impaction	LF	32	0	32	0	0
(300) Bent 3 and 6 each have a strip seal. Strip seals, in gutters: debris in them. Debris Impaction. 32LF CS2							
301	Pourable Joint Seal	LF	80	45	0	0	35
2310	Leakage	LF	35	0	0	0	35
(301) Abutment joints have been rehabbed with the addition of epoxy overlay and changed to pourable joint seal. Abutment 1, pourable joint seal: splits and holes throughout 35LF total. Leakage 35LF CS4							
310	Elastomeric Bearing	EA	50	47	3	0	0
1020	Connection	EA	3	0	3	0	0
(310) Span 1, girder 1, bent 2, right bearing nut: sitting on bent. Connection 1EA CS2 Span 3, girder 4, at bent 3, left anchor nut: cannot be tightened due to clearance. Connection 1EA CS2 Bent 5, girder 3, left anchor bolt: moves in concrete. Connection 1EA CS2							
321	Reinforced Concrete Approach Slab	SF	1752	1752	0	0	0
1130	Cracking (RC and Other)	SF	483	483	0	0	0
510	Wearing Surfaces	SF	1752	1746	0	0	6
3230	Effectiveness (Wearing Surface)	SF	6	0	0	0	6
(321) Wearing surface: 6SF spalled off. Effectiveness. 6SF CS4 Approach slab: cracks have been sealed with epoxy overlay. Cracking 483SF CS1 Abutment 2, approach slab, epoxy overlay: 6 square feet that has failed and is missing.							
331	Reinforced Concrete Bridge Railing	LF	1584	1267	317	0	0
1120	Efflorescence/Rust Staining	LF	317	0	317	0	0
(331) Reinforced concrete bridge rail: several sections have longitudinal cracking with light efflorescence near top, each rail has vertical hairline cracking some with light efflorescence. Efflorescence 317LF CS2 Span 3, bent 4, bridge rail, left side: 10' minor scrapes.							

Inspection Photos and Notes



Side View / Elevation



Side view / elevation



Top view/ inventory



Name plate.



Span 3, bent 4, bridge rail, left side: 10' minor scrapes.



Typical longitudinal cracking in bridge rail



Bridge rail, left side



Bridge rail, right side



Abutment 2, transition, right side



Abutment 1, transition, right side



Abutment 1, transition, left side



Abutment 2, approach rail, right side: approximately 40' moderate collision damage 60' from bridge end.



Abutment 1, approach rail, left side



Abutment 1, approach rail, right side



Span 5, deck, right lane, at bent 6 joint: 1' spall with no exposed reinforcing steel.



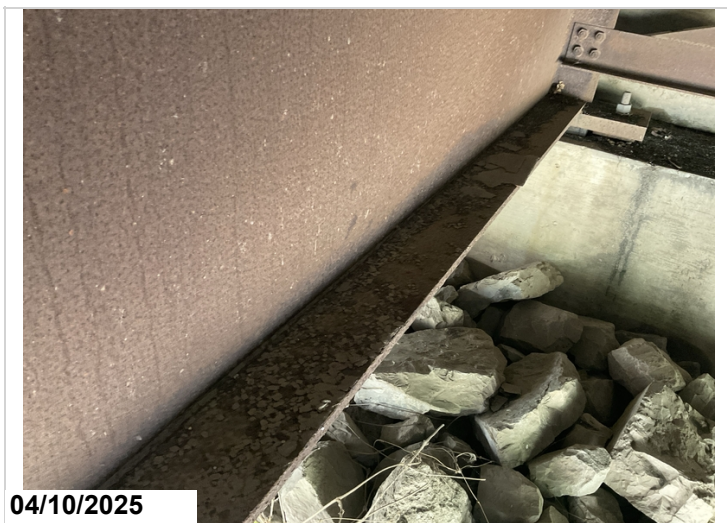
Typical cracking with light efflorescence in undersurface of overhang.



Typical undersurface of deck



Typical deck



Span 7, girder 3, bottom flange and lower web, last 10':
scaly rust.



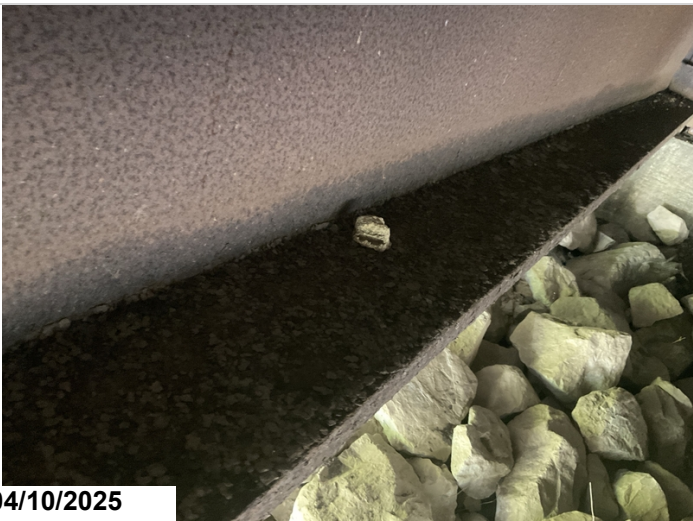
Span 7, girder 3, lower field splice: initial pack rust. Typical of
girder 4.



Span 1, girder ,1 bent 2, right bearing nut: sitting on bent.



Span 1, girder 4, diaphragm 3, right lower bolts: loose with two missing nuts.



Span 1, girder 4, bottom flange and lower web: first 10' has flaky rust . Typical of girders 2,3,4.



Abutment 2



Typical intermediate bent



Abutment 1



Channel, right side



Channel, left side



Channel, left side



Channel, right side



Abutment 2, approach roadway, left lane: asphalt minor spalling.



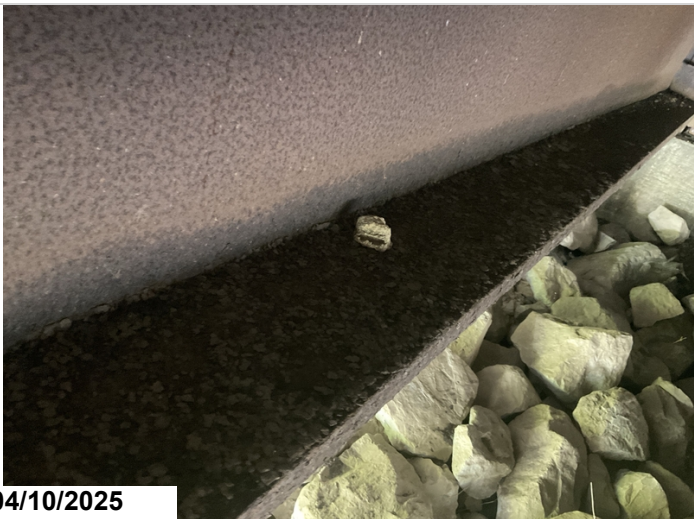
Abutment 1, approach roadway, left lane: asphalt minor spalling.



Dirt and debris in gutters



Typical debris impaction of joints.



Span 1, girder 4, bottom flange and lower web: first 10' has flaky rust . Typical of girders 2,3,4.



Span 7, girder 3, bottom flange and lower web, last 10': scaly rust.



Dirt and debris on bent 5 pier cap



Dirt and debris on abutment caps



Abutment 1, pourable joint seal: splits and holes throughout 35LF total. Leakage 35LF CS4



No log mile sign in place.



Trees and vegetation growing beside, under and onto bridge



Typical debris impaction of joints.



Abutment 2, pourable joint seal



Abutment 1, joint



Bent 5, girder 3, left anchor bolt: moves in concrete.



Abutment 2, approach slab.



Abutment 1, approach slab

Maintenance Needs

Date Reported: 04/10/2025

Priority: C - Important

Type of Work: Deck Repair

Status: Open

Component: Deck

Deficiency Description

Span 5, deck, right lane, at bent 6 joint: 1' spall with no exposed reinforcing steel.

Remarks



Span 5, deck, right lane, at bent 6 joint: 1' spall with no exposed reinforcing steel.

Maintenance Needs

Date Reported: 04/10/2025

Priority: C - Important

Status: Open

Type of Work: Approach Leveling/Maintenance

Component: Approach

Deficiency Description

Abutment 1, approach roadway, left lane: asphalt minor spalling.

Abutment 2, approach roadway, left lane: asphalt minor spalling.

Remarks



04/10/2025

Abutment 1, approach roadway, left lane: asphalt minor spalling.



04/10/2025

Abutment 2, approach roadway, left lane: asphalt minor spalling.

Maintenance Needs

Date Reported: 01/06/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Superstructure

Deficiency Description

Span 1, girder 4, diaphragm bolts: loose.

Span 3, bent 4, girder 5, lower diaphragm connection: several loose bolts.

Remarks



Span 1, girder 4, diaphragm 3, right lower bolts: loose with two missing nuts.



Typical loose diaphragm bolts



Asset #B6518(Routine, Underwater type 2)

I-40EB/Se51/233.97 over Languille River

Location: 0.82 Miles Ne Of Sh 261

Team Lead: Myron Futrell Inspection Date: 04/09/2025

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	Yes
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	Yes
A-64 - Vegetation Removal Requested	Yes
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

Dirt and debris in gutters.



Dirt and debris in gutters

A-56 - Joint Cleaning/Flushing Needed (Yes)

Strip seals in gutters have debris in them.



Typical debris impaction of joints.

A-57 - Girder End and Bearing Painting Needed (Yes)

Span 1, girder 1, bottom flange and lower web: first 5' has flaky rust.

Span 1, girder 2, bottom flange and lower web: first 10' has flaky rust.

Span 1, girder 3, bottom flange and lower web: first 10' has flaky rust.

Span 1, girder 4, bottom flange and lower web: first 10' has flaky rust.

Span 1, girder 5, bottom flange and lower web: first 5' has flaky rust.

Span 7, girder 3, bottom flange and lower web, last 10': scaly rust.



Span 1, girder 4, bottom flange and lower web: first 10' has flaky rust . Typical of girders 2,3,4.



Span 7, girder 3, bottom flange and lower web, last 10': scaly rust.

A-58 - Cap Cleaning/Flushing Needed (Yes)

Caps have minor amounts of debris on them.



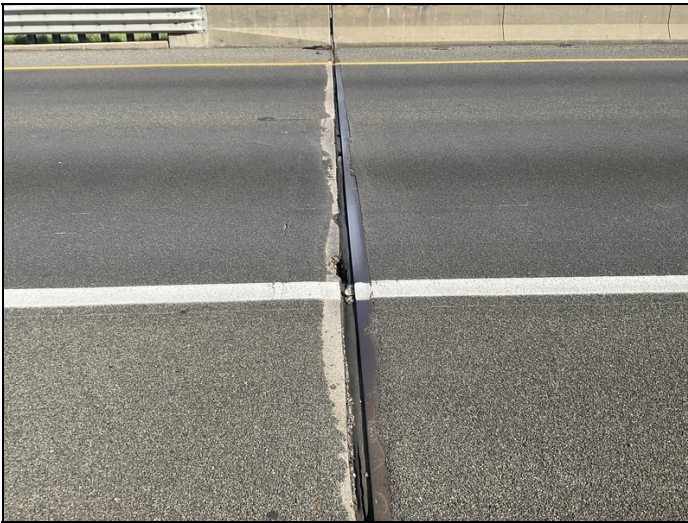
Dirt and debris on bent 5 pier cap



Dirt and debris on abutment caps

A-59 - Joint Repair Needed (Yes)

Abutment 1, pourable joint seal: splits and holes throughout 35LF total. Leakage 35LF CS4



Abutment 1, pourable joint seal: splits and holes throughout 35LF total. Leakage 35LF CS4

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (Yes)

No log mile sign in place.



No log mile sign in place.

A-64 - Vegetation Removal Requested (Yes)

Trees and vegetation growing beside, under and onto bridge



Trees and vegetation growing beside, under and onto
bridge

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed



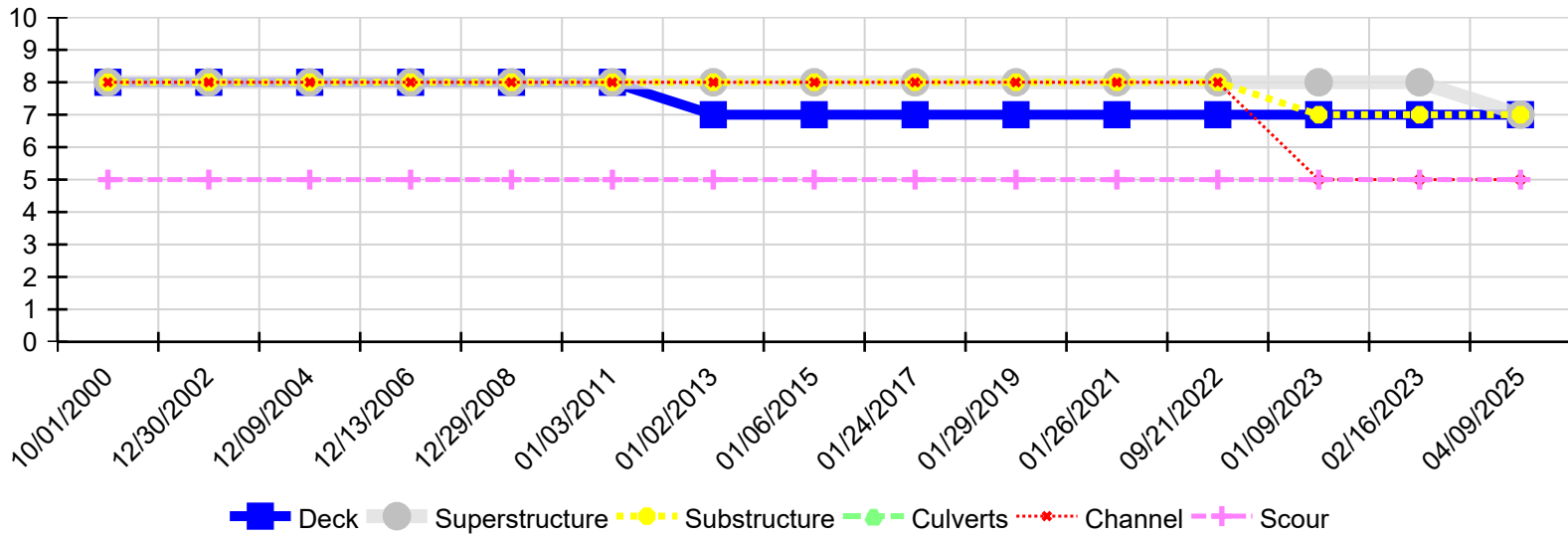
Asset #B6518(Routine, Underwater type 2)

I-40EB/Se51/233.97 over Languille River

Location: 0.82 Miles Ne Of Sh 261

Team Lead: Myron Futrell Inspection Date: 04/09/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
04/09/2025	7	7	7	N	5	5
02/16/2023	7	8	7	N	5	5
01/09/2023	7	8	7	N	5	5
09/21/2022	7	8	8	N	8	5
01/26/2021	7	8	8	N	8	5
01/29/2019	7	8	8	N	8	5
01/24/2017	7	8	8	N	8	5
01/06/2015	7	8	8	N	8	5
01/02/2013	7	8	8	N	8	5
01/03/2011	8	8	8	N	8	5
12/29/2008	8	8	8	N	8	5
12/13/2006	8	8	8	N	8	5
12/09/2004	8	8	8	N	8	5
12/30/2002	8	8	8	N	8	5
10/01/2000	8	8	8	N	8	5