

Bridge A3724 Inspection Report



Latitude:34.86890, Longitude:-91.29440

Route:40 Section:43 Log:209.29

Arnold Road ID:48x40x43xB, Arnold Log mile:75.216

District 01, 95 - Monroe County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

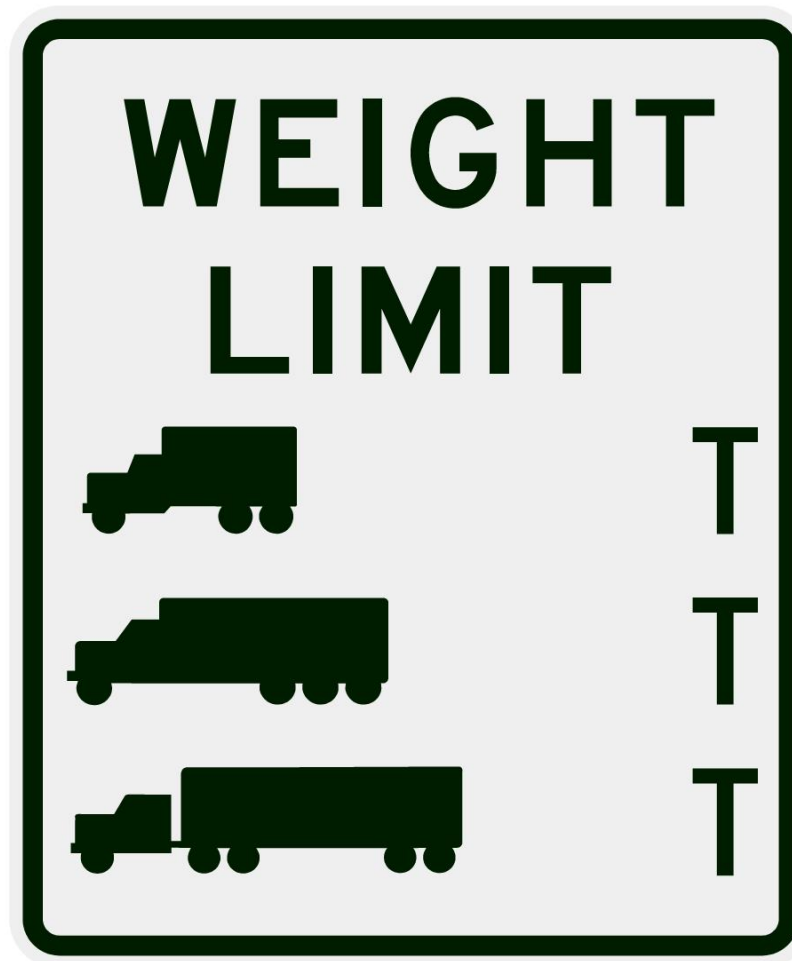
Bridge Posting Information

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



34.86890, -91.29440

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A3724
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	95 - Monroe County
(4) Place Code	0
(6) Features Intersected	Bayou Deview
(7) Facility Carried	I-40WB/Se43/209.29
(9) Location	6.37 Miles West Of Us 49
(11) Mile Point	209.29 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000040430
(16) Latitude	34.8689
(17) Longitude	-91.294395
(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	22
(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	0 - None
AGE AND SERVICE	
(27) Year Built	1966
(106) Year Reconstructed	1997
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	16500
(30) Year of ADT	2018
(109) Truck ADT	48 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	60 ft
(49) Structure Length	1322.2 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)	42 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	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	L - The left structure of para
(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	6
(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	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	1356 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 247
(96) Total Project Cost	\$ 3700
(97) Year of Improvement Cost Estimate	1999
(114) Future ADT	18277
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			06/04/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	08/30/2022
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: Drew Melton, Inspection Date: 06/04/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	A3724
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1966

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	95 - Monroe County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	01 - District 01
B.L.05 Latitude	34.8689
B.L.06 Longitude	-91.294395
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	6.37 Miles West Of Us 49
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	1320.2
B.G.02 Total Bridge Length	1322.2
B.G.03 Max Span Length	60
B.G.04 Min Span Length	58
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	42

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	23
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	56457.94

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	Y - Underwater inspection required
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	7 - GOOD - Some minor defects.
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	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	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	
B.C.15 UW Inspection Condition	7 - GOOD - Some minor defects.

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	0 - Seismic evaluation not complete

Team Lead: Drew Melton, Inspection Date: 06/04/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	22	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	P01 - Polymer - epoxy
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	CX - Coating - other
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	PX - Pile - other
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	21	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	PX - Pile - other
B.SB.04 Substructure Type	P03 - Pier - multiple column	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	16500
B.F.03 Feature Name	I-40WB/Se43/209.29	B.H.10 Annual ADTT	7920
B.H.01 Functional Classification	1 - Interstate	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	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	40430	B.H.16 Highway Max Usable Surface Width	39.6
B.H.07 LRS Mile Point	209.29	B.H.17 Bypass Detour Length	5
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	40W	1-T - TEMP - One-way traffic - NB or EB or SB or WB	1 - Interstate route	1 - Mainline



Team Lead: Drew Melton, Inspection Date: 06/04/2025

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	Bayou Deview	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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Inspection Notes

General Observation

Drawing numbers: 35718,35719,35741.

Routine inspection performed by walking across deck and using district 1 A-40 snoopers to access under structure. Several spans near center cannot be accessed by snoopers due to over abundance of vegetation. These spans were looked at by walking under structure. Lane closure used closing down right lane by District 1 bridge maintenance crew with assistance from Monroe county crew. Drone was used to take aerial pictures.

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

Deck is in good condition with deck surface having an epoxy overlay. Undersurface overhangs have transverse hairline cracks, some with light efflorescence.

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

Superstructure is in good condition with some minor active corrosion forming on a few girder ends at bents with little to no section loss.

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

Substructure is in satisfactory condition with multiple caps and columns, primarily the original section of cap and columns 2 & 3, having cracks, delaminations, and spalling with exposed reinforcing steel with minor to moderate section loss.

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 has good alignment and is in fair condition. An over abundance of trees and vegetation growing under and beside bridge restriction channel flow rate.

A-55 - Deck Washing Needed (Y)

Deck Gutters, Full Length: Dirt and debris.

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

Joints, In Gutters: Debris impaction.

A-59 - Joint Repair Needed (Y)

Joints, Various locations: Small Holes.

Bent 8 & 16, Joint Drain, Under Bridge: Disconnected not working.

A-61 - Polymer Overlay Advised (Y)

Wearing Surface, Span 22: 3" wide by 2' long wearing surface missing.

A-114 - Underwater Inspection General Observation

Team Leader: Rhett Franks
Dive Team: Rhett Franks, Austin Janes & Zac Adams
Total substructure units: 8
Substructure units in Water: Bent 7 & 15
Inventory Direction: South to North
Direction of Flow: East to West
Deepest Dive Depth: 11'
Water Velocity: Calm
Attachments: Channel Profile / Underwater Inspection Procedure
Dive Planning: Pre and post dive evaluation was done in Microsoft Forms

A-115 - Underwater Inspection 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.)

08/31/2022 - RWF & AMJ -

- Overall the channel is in good condition.
 - The banks are well vegetated.
-

A-116 - Underwater Inspection Substructure Condition (B.C.15) (7 - GOOD CONDITION - some minor problems.)

08/31/2022 - RWF & AMJ - Overall the substructure is in good condition. Bent 7 Column 1 has 2 baseball size spalls in the west face with flaking rust and minor timber debes on the North face. Column 2 has spalling with exposed reinforcing steel 7' below the waterline South face, Column 3 no defects from the waterline down. Column 4 has a cut out section of encasement 8"x10" on the SE-SW corners. Bent 15 Column 1 face of the encasement is broken off 2' above the water line all the way around and has heavy corrosion. Column 2 Has light abrasion all the way around, between column 2 & 3 there is a scour holes 7'6"deep. Column 3 has a baseball size spall in the NE corner 3'5" below the water line, between comun 3 & 4 large pile of riprap from previous collision dame with reinforcing steel protruding outward causing a entanglement hazard. Column 4 has 4 8"x10" windows cut out on all sides with heavy corrosion on the encasement. Defects in condition states 2-4 were noted in the element section of this report.

A-117 - Underwater Scour Condition (8 - Insignificant scour.)

08/31/2022 - RWF & AMJ

- Minor area of scour located at Bent 15 between Column 2-3 approximately 7' deep.
 - Bents 7 & 15 are drilled shafts. These areas show to have very minor changes on the rehab plans Job R10085.
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B.C.05 Bridge Railing Condition Rating (7 - GOOD - Some minor defects.)

Bridge railing is in good condition with cracks and some minor collision damage.

B.C.06 Bridge Railing Transitions Condition Rating (8 - VERY GOOD - Some inherent defects.)

Bridge railing transitions are in very good condition with no note worthy defects.

B.C.07 Bridge Bearings Condition Rating (8 - VERY GOOD - Some inherent defects.)

Bridge bearings are in very good condition with no note worthy defects.

B.C.08 Bridge Joints Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

Bridge joints are in satisfactory condition with a few small holes, debris impaction, and a couple of drains troughs not hooked up to drains.



Asset #A3724(Routine)

I-40WB/Se43/209.29 over Bayou Deview

Location: 6.37 Miles West Of Us 49

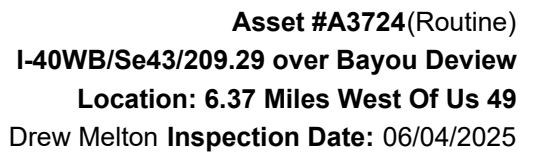
Team Lead: Drew Melton **Inspection Date:** 06/04/2025

B.C.10 Channel Protection Condition Rating (7 - GOOD - Some minor defects.)

Channel protection is in the form of concrete rubble on abutment slopes. Concrete rubble is in good condition functioning as intended.

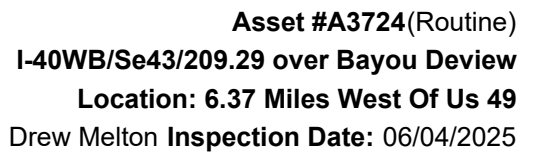
A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (7 - Some minor scour.)

RWF & AMJ - Minor area of scour located at Bent 15 between Column 2-3 approximately 7' deep.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	56496	54733	1763	0	0
1120	Efflorescence/Rust Staining	SF	100	0	100	0	0
1130	Cracking (RC and Other)	SF	1663	0	1663	0	0
510	Wearing Surfaces	SF	52800	52798	0	2	0
3210	Delam/Spall/Patched Area/Pothole	SF	2	0	0	2	0
(12) Wearing Surface, Span 22: 3" wide by 2' long wearing surface missing. 2SF CS3 (Delam/Spall/Patched Area/Pothole)							
Undersurface Overhangs, Full Length: Cracks spaced 3' apart a few with efflorescence. 1663SF CS2 (Cracking), 100SF CS2 (Efflorescence/Rust Staining)							
107	Steel Open Girder/Beam	LF	7920	7917	3	0	0
1000	Corrosion	LF	1	0	1	0	0
1020	Connection	LF	2	0	2	0	0
515	Steel Protective Coating	SF	64548	64337	211	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	211	0	211	0	0
(107) Field Splice Plates, Lower Flange: Minor laminations. 210SF CS2 (Effectiveness)							
Span 7, Girder 2, Field Splice, Bottom, Left: Bolt Loose. 1LF CS2 (Connection)							
Span 8, Girders 3, 4 & 5, Bottom Of Bottom Flange: Minor delaminations.							
Span 11, Girders 3, 4 & 5, Bottom Of Bottom Flange: Minor delaminations.							
Span 16, Girder 1, At Bent 16, Bottom Of Bottom Flange: Active corrosion with laminations at bearing little to no section loss. 1LF CS2 (Corrosion), 1SF CS2 (Effectiveness)							
Span 22, Girder 3, Field splice, Bottom, Left: Bolt loose. 1LF CS2 (Connection)							
Spans 15 & 16, Girder 1, Girder To Soul Plate Weld: Cracked.							
205	Reinforced Concrete Column	EA	84	35	26	23	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1090	Exposed Rebar	EA	2	0	0	2	0
1130	Cracking (RC and Other)	EA	20	0	0	20	0
1190	Abrasion/Wear (PSC/RC)	EA	26	0	26	0	0
520	Concrete Reinforcing Steel Protective System	SF	1558	0	0	1558	0
3600	Effectiveness— Protective System	SF	1558	0	0	1558	0
(205) 08/31/2022 - RWF & AMJ - Overall the substructure is in good condition.							
Bent 7 Column 1 has 2 baseball size spalls in the west face with flaking rust.							
Column 2 has spalling with exposed reinforcing steel 7' below the waterline South face, Column 3 no defects from the waterline down.							
Column 4 has a cut out section of encasement 8"x10" on the SE-SW corners.							
Bent 15 Column 1 face of the encasement is broken off 2' above the water line all the way around and has heavy corrosion.							
Column 2 Has light abrasion all the way around, between column 2 & 3 there is a scour holes 7'6"deep.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Column 3 has a baseball size spall in the NE corner 3'5" below the water line, between column 3 & 4 large pile of riprap from previous collision came with reinforcing steel protruding outward causing an entanglement hazard.</p> <p>Column 4 has 4 8"x10" windows cut out on all sides with heavy corrosion on the encasement.</p> <p>Defects in condition states 2-4 were noted in the element section of this report.</p> <p>Columns 2 & 3: Light abrasion. 26Each CS2 (Abrasion/Wear)</p> <p>Bent 2, Column 4, Ahead, 2' Below Cap: 1' cracks and delamination. 1Each CS3 (Cracking)</p> <p>Bent 3, 4, 5, 6, 7, 8 & 10, Columns 2 & 3: Multiple cracks with delaminations. 14Each CS3 (Cracking)</p> <p>Bent 9, 12, 13 & 18: Column 3: Multiple cracks with delaminations. 4Each CS3 (Cracking)</p> <p>Bent 9, Column 2, Back, Left, Corner, Top: 1' spall no reinforcing steel exposed. 1Each CS3 (Delamination/Spall/Patched Area)</p> <p>Bent 12, Column 3, At Ground: 1' spall exposed reinforcing steel moderate section loss. 1Each CS3 (Exposed Rebar)</p> <p>Bent 7 & 15, Column 2: Cracks and delamination. 1Each CS3 (Cracking)</p> <p>Bent 7, Column 2, Back: 2' of exposed reinforcing steel moderate section loss. 1Each CS3 (Exposed Rebar)</p> <p>(520-205) 08/31/2022 - RWF & AMJ - Steel encasements have active corrosion with section loss in most locations. Several windows have bent cut in the encasements in the past.</p> <p>Drawing 35711 $\text{Pie} \times \text{diameter} = \text{circumference}$ $3.14 \times 4 = 12.56 \times 124 = 1557$</p>							
215	Reinforced Concrete Abutment	LF	126	126	0	0	0
(215) No note worthy defects.							
234	Reinforced Concrete Pier Cap	LF	941	876	4	61	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
1090	Exposed Rebar	LF	15	0	0	15	0
1130	Cracking (RC and Other)	LF	46	0	0	46	0
<p>(234) Caps, Faces: Few vertical hairline cracks.</p> <p>Cap, Bent 3, Back, Bottom, At Column 2: 2' cracks with delaminations. 2LF CS3 (Cracking)</p> <p>Cap, Bent 3, Ahead, Bottom, Between Columns 2 & 3: 8' of cracks with delaminations. 4' spalled with exposed reinforcing steel with moderate section loss. 4LF CS3 (Cracking), 4LF CS3 (Exposed Rebar)</p> <p>Cap, Bent 4, Back, Bottom, Between Columns 2 & 3: 6' spall with exposed reinforcing steel moderate section loss. 2' cracks with delaminations. 6LF CS3 (Exposed Rebar), 2LF CS3 (Cracking)</p> <p>Cap, Bent 4, Riser, Under Bearing 4, Left Side: Small spall no exposed reinforcing steel. 1LF CS2 (Delamination/Spall/Patched Area)</p> <p>Cap, Bent 5, Back, Bottom, Between Columns 2 & 3: 1' spall with exposed reinforcing steel moderate section loss. 2' cracks with delaminations. 1LF CS3 (Exposed Rebar), 2LF CS3 (Cracking)</p> <p>Cap, Bent 6, Riser, Back, Under Bearing 1: Small spall no exposed reinforcing steel. 1LF CS2 (Delamination/Spall/Patched Area)</p> <p>Cap, Bent 7, Back, Between Girders 4 & 5, Top: 2' cracks with delamination. 2LF CS3 (Cracking)</p> <p>Cap, Bent 7, Bottom, Between Columns 2 & 3: Two 1' cracks with delaminations. 2LF CS3 (Cracking)</p> <p>Cap, Bent 8, Ahead, Between Columns 2 & 3: 2' spall with exposed reinforcing steel with moderate section loss. 2LF CS3 (Exposed Rebar)</p> <p>Cap, Bent 9, Ahead, Bottom, Back, Between Columns 2 & 3: 12' cracks with delaminations. 6" piece of exposed reinforcing steel moderate section loss. 11LF CS3 (Cracking), 1LF CS3 (Exposed Rebar)</p> <p>Cap, Bent 10, Back, Lower Corner Into Bottom, Starting At Column 2: 3' cracks with delaminations. 3LF CS3 (Cracking)</p> <p>Cap, Bent 11, Ahead, Back, Lower Corner, Starting At Column 3: 4' cracks with delaminations. 4LF CS3 (Cracking)</p> <p>Cap, Bent 11, Bottom, Between, Columns 2 & 3: 6' cracks with delaminations. 4LF CS3 (Cracking)</p> <p>Cap, Bent 12, Ahead, Back, Bottom, Between Columns 2 & 3: 5' cracks with delaminations. 5LF CS3 (Cracking)</p> <p>Cap, Bent 15, Bearing 5, Riser: Small spall no exposed reinforcing steel. 1LF CS2 (Delamination/Spall/Patched Area)</p> <p>Cap, Bent 15, Bottom, Between Columns 2 & 3: 3' cracks and delaminations, and one small spall no exposed reinforcing steel. 3LF CS3 (Cracking)</p> <p>Cap, Bent 16, Ahead, Back, Left, Above Column 1: 2' cracks. 2LF CS3 (Cracking)</p> <p>Cap, Bent 19, Ahead, Right Corner Of Riser: Small spall no exposed reinforcing steel. 1LF CS2 (Delamination/Spall/Patched Area)</p> <p>Cap, Bent 22, Ahead, Under Girder 3: 1' exposed reinforcing steel minor section loss. 1LF CS3 (Exposed Rebar)</p>							
300	Strip Seal Expansion Joint	LF	168	121	47	0	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2310	Leakage	LF	15	0	15	0	0
2350	Debris Impaction	LF	32	0	32	0	0
(300) Joints, Various locations: Small Holes. 15LF CS2 (Leakage) Joints, Gutters: Dirt and debris. 32LF CS2 (Debris Impaction) Bent 8 & 16, Joint Drain, Under Bridge: Disconnected not working.							
310	Elastomeric Bearing	EA	150	150	0	0	0
(310) No note worthy defects.							
321	Reinforced Concrete Approach Slab	SF	1680	1680	0	0	0
521	Concrete Protective Coating	SF	1680	1680	0	0	0
(321) No note worthy defects.							
331	Reinforced Concrete Bridge Railing	LF	2644	1316	1322	6	0
1080	Delamination/Spall/Patched Area	LF	6	0	0	6	0
1120	Efflorescence/Rust Staining	LF	322	0	322	0	0
1130	Cracking (RC and Other)	LF	1000	0	1000	0	0
(331) Bridge Rails, Full length: Vertical cracks spaced 2' apart and a few longitudinal half with light efflorescence. 1000LF CS2 (Cracking), 322LF CS2 (Efflorescence/Rust Staining) Bridge Rails, Full Length: Minor collision damage. Span 12,Bridge Rail, Left: 5' of collision fire damage. 5LF CS3 (Delamination/Spall/Patched Area) Span 16, Bent 16, Right Bridge Rail: Spalled 1' on outside. 1LF CS3 (Delamination/Spall/Patched Area)							

Inspection Photos and Notes



06/16/2025

Side view-elevation



06/16/2025

Side view-elevation



06/04/2025

Side view-elevation



06/04/2025

Typical deck



Typical undersurface



Typical undersurface overhang



Channel right



Channel under structure



Abutment 2 slope



Channel left



Channel left



Abutment 1 slope



Top view-Inventory



Deck Gutters, Full Length: Dirt and debris.



Bent 8 & 16, Joint Drain, Under Bridge: Disconnected not working.



Joints, In Gutters: Debris impactation.



Wearing Surface, Span 22: 3" wide by 2' long wearing surface missing.



Typical approach rail transition



Wearing Surface, Span 22: 3" wide by 2' long wearing surface missing.



Span 7, Girder 2, Field Splice, Bottom, Left: Bolt Loose.



Typical minor delamination on bottom of girder.



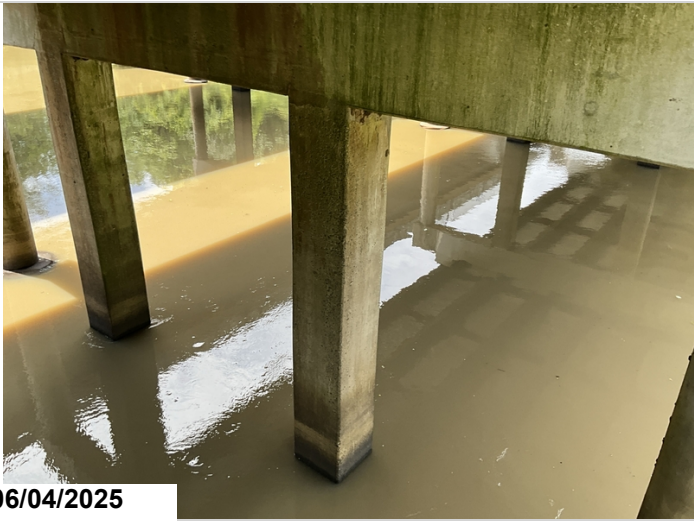
Span 16, Girder 1, At Bent 16, Bottom Of Bottom Flange:
Active corrosion with laminations at bearing little to no
section loss.



Span 22, Girder 3, Field splice, Bottom, Left: Bolt loose.



Typical girder condition



06/04/2025

Bent 7 column 2 left top



06/04/2025

Bent 13 column 3 ahead right corner



06/04/2025

Bent 15 column 2 right back corner



06/04/2025

Abutment 2



Abutment 1



Cap, Bent 3, Back, Bottom, At Column 2: 2' cracks with delaminations.



Cap, Bent 3, Ahead, Bottom, Between Columns 2 & 3: 8' of cracks with delaminations. 4' spalled with exposed reinforcing steel with moderate section loss.



Cap, Bent 4, Back, Bottom, Between Columns 2 & 3: 6' spall with exposed reinforcing steel moderate section loss. 2' cracks with delaminations.



06/04/2025

Cap, Bent 5, Back, Bottom, Between Columns 2 & 3: 1' spall with exposed reinforcing steel moderate section loss. 2' cracks with delaminations.



06/04/2025

Cap, Bent 7, Back, Between Girders 4 & 5, Top: 2' cracks with delamination.
Cap, Bent 7, Bottom, Between Columns 2 & 3: Two 1' cracks with delaminations.



06/04/2025

Cap, Bent 8, Ahead, Between Columns 2 & 3: 2' spall with exposed reinforcing steel with moderate section loss.



06/04/2025

Cap, Bent 9, Ahead, Bottom, Back, Between Columns 2 & 3: 12' cracks with delaminations. 6" piece of exposed reinforcing steel moderate section loss..



06/04/2025

Cap, Bent 12, Ahead, Back, Bottom, Between Columns 2 & 3: 5' cracks with delaminations.



06/04/2025

Cap, Bent 11, Ahead, Back, Lower Corner, Starting At Column 3: 4' cracks with delaminations.
Cap, Bent 11, Bottom, Between, Columns 2 & 3: 6' cracks with delaminations.



06/04/2025

Cap, Bent 10, Back, Lower Corner Into Bottom, Starting At Column 2: 3' cracks with delaminations.



06/04/2025

Cap, Bent 11, Ahead, Back, Lower Corner, Starting At Column 3: 4' cracks with delaminations.
Cap, Bent 11, Bottom, Between, Columns 2 & 3: 6' cracks with delaminations.



06/04/2025

Cap, Bent 10, Back, Lower Corner, Starting At Column 2: 3' cracks with delaminations.



06/04/2025

Cap, Bent 12, Ahead, Back, Bottom, Between Columns 2 & 3: 5' cracks with delaminations.



06/04/2025

Cap, Bent 15, Bottom, Between Columns 2 & 3: 3' cracks and delaminations, and one small spall no exposed reinforcing steel.



06/04/2025

Cap, Bent 22, Ahead, Under Girder 3: 1' exposed reinforcing steel minor section loss.



Bent 8 & 16, Joint Drain, Under Bridge: Disconnected not working.



Abutment 2 joint



Joint bent 16



Bridge joint bent 8



Abutment 1 joint



Abutment 2 approach slab



Abutment 1 approach slab



Span 12, Bridge Rail, Left: 5' of collision fire damage.



Bridge Rails, Full Length: Minor collision damage.



Bridge Rails, Full Length: Minor collision damage.



Bridge Rails, Full Length: Minor collision damage.

Maintenance Needs

Date Reported: 05/22/2017

Priority: B - Pressing

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Over abundance of trees and vegetation is growing under and beside bridge hindering access for bridge inspection. Spans 11, 12, 13 have no access with snooper, ground access only.

Remarks



Typical vegetation



Vegetation



Typical vegetation



Typical vegetation



Typical vegetation



Typical vegetation

Maintenance Needs

Date Reported: 05/22/2017

Priority: C - Important

Type of Work: Miscellaneous

Status: Monitor

Component: Approach

Deficiency Description

Abutment 1, Approach Rail, Right, Terminal End: Collision damage.
Abutment 2, Approach Rail, Left & Right: Collision damage.

Remarks



Abutment 2, Approach Rail, Right: Collision damage.



Abutment 2, Approach Rail, Left: Collision damage.



Abutment 1, Approach Rail, Right, Terminal End: Collision damage.

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	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?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

Deck Gutters, Full Length: Dirt and debris.



Deck Gutters, Full Length: Dirt and debris.

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

Joints, In Gutters: Debris impaction.



Bent 8 & 16, Joint Drain, Under Bridge: Disconnected not working.



Joints, In Gutters: Debris impaction.

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

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

A-59 - Joint Repair Needed (Yes)

Joints, Various locations: Small Holes.

Bent 8 & 16, Joint Drain, Under Bridge: Disconnected not working.

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (Yes)

Wearing Surface, Span 22: 3" wide by 2' long wearing surface missing.



Wearing Surface, Span 22: 3" wide by 2' long wearing surface missing.

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?



Asset #A3724(Routine)

I-40WB/Se43/209.29 over Bayou Deview

Location: 6.37 Miles West Of Us 49

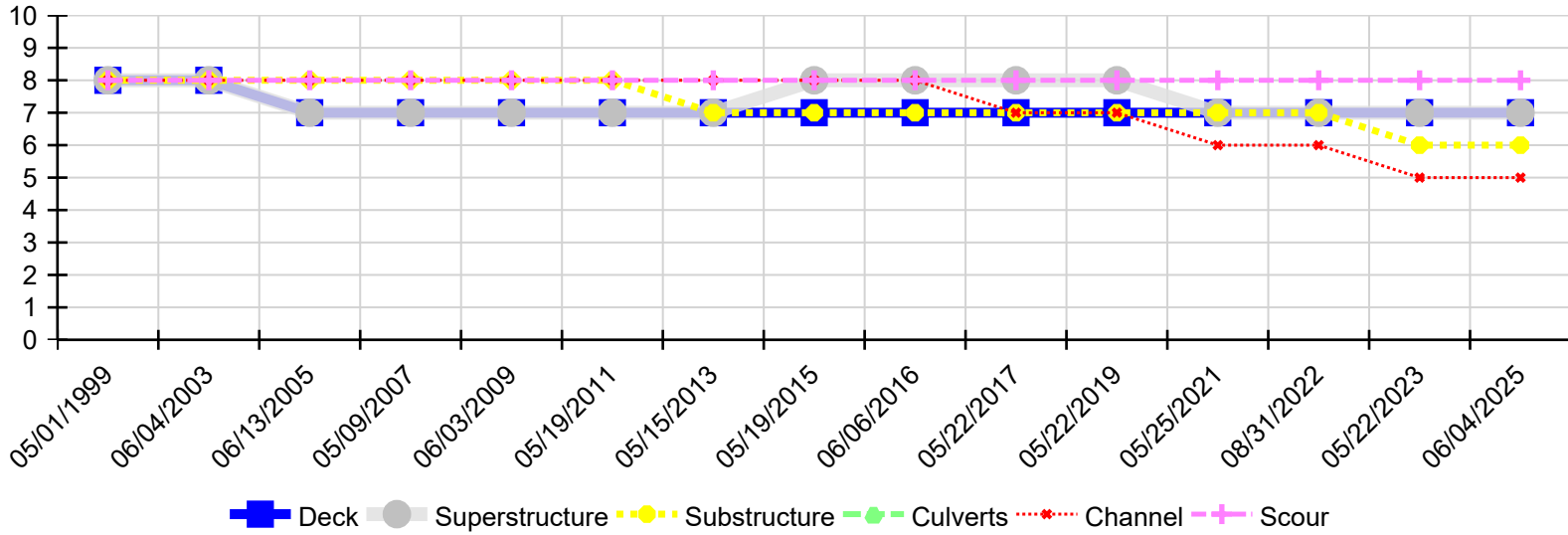
Team Lead: Drew Melton Inspection Date: 06/04/2025

A-66 - Approach minor pothole/leveling needed



Asset #A3724(Routine)
I-40WB/Se43/209.29 over Bayou Devieu
Location: 6.37 Miles West Of Us 49
Team Lead: Drew Melton Inspection Date: 06/04/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/04/2025	7	7	6	N	5	8
05/22/2023	7	7	6	N	5	8
08/31/2022	7	7	7	N	6	8
05/25/2021	7	7	7	N	6	8
05/22/2019	7	8	7	N	7	8
05/22/2017	7	8	7	N	7	8
06/06/2016	7	8	7	N	8	8
05/19/2015	7	8	7	N	8	8
05/15/2013	7	7	7	N	8	8
05/19/2011	7	7	8	N	8	8
06/03/2009	7	7	8	N	8	8
05/09/2007	7	7	8	N	8	8
06/13/2005	7	7	8	N	8	8
06/04/2003	8	8	8	N	8	8
05/01/1999	8	8	8	N	8	8