

## Bridge B3724 Inspection Report



Latitude:34.86873, Longitude:-91.29432

Route:40 Section:43 Log:209.29

Arnold Road ID:48x40x43xA, Arnold Log mile:209.288

District 01, 95 - Monroe County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

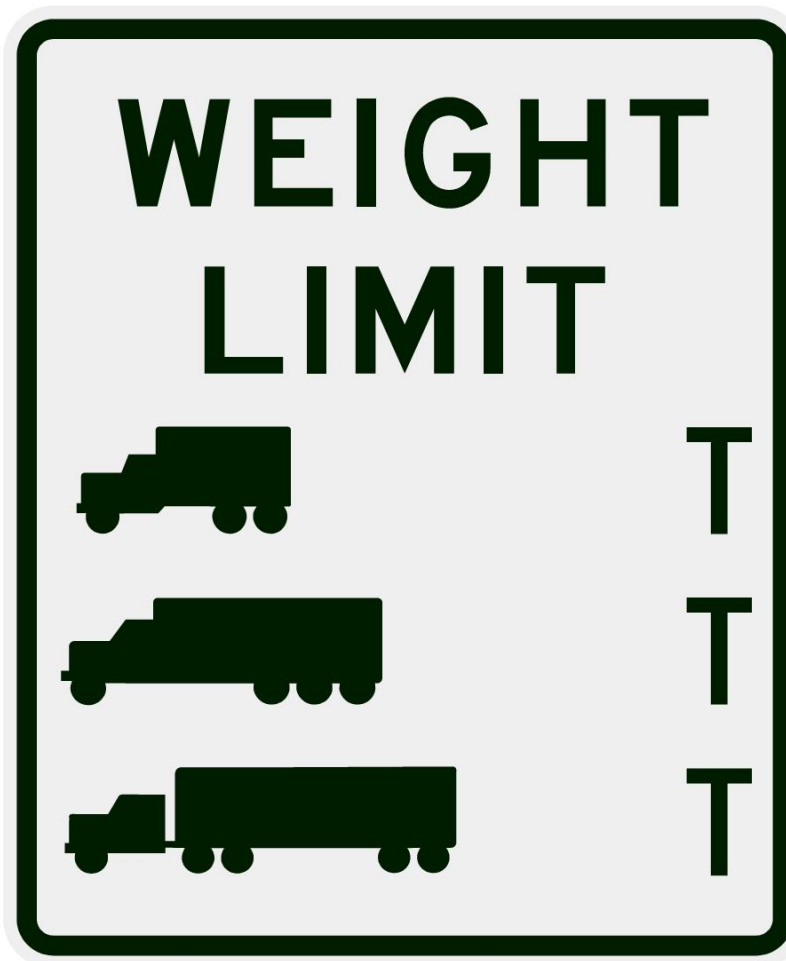
### Bridge Posting Information

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



34.86873, -91.29432



## National Bridge Inventory Data Sheet

| IDENTIFICATION                            |                                   |
|---|-----------------------------------|
| (1) State Names                           | 5 - Arkansas                      |
| (8) Structure Number                      | B3724                             |
| (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-40EB/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                             | 34.868729                         |
| (17) Longitude                            | -91.294319                        |
| (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               | 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                      | 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  | 06/05/2025 |             |            |
| (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         |             |            |
| <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: Drew Melton, Inspection Date: 06/05/2025

### Specifications for National Bridge Inventory Sheets

| IDENTIFICATION              |       |
|-----------------------------|-------|
| B.ID.01 Bridge Number       | B3724 |
| 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                            | 34.868729                |
| B.L.06 Longitude                           | -91.294319               |
| 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.                | 5 - FAIR - Some moderate defec |
| B.C.08 Bridge Joints Condition              | 6 - SATISFACTORY - Widespread  |
| 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               | 8 - Insignificant 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: 06/05/2025

| SPAN SETS                      |                                |  |                                |
|--------------------------------|--------------------------------|--|--------------------------------|
| <b>M1</b>                      |                                |  |                                |
| 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                 |                                |  |                   |
|-----------------------------------|--------------------------------|--|-------------------|
| <b>A1</b>                         |                                |  |                   |
| 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          |
| <b>P1</b>                         |                                |  |                   |
| 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                        |                               |  |       |
|---|-------------------------------|--|-------|
| <b>H1</b>                               |                               |  |       |
| B.F.02 Feature Location                 | C - Carried on bridge         | B.H.09 Annual ADT                              | 16500 |
| B.F.03 Feature Name                     | I-40EB/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                       | 40E                  | 1-T - TEMP - One-way traffic - NB or EB or SB or WB | 1 - Interstate route | 1 - Mainline         |



Team Lead: Drew Melton, Inspection Date: 06/05/2025

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 |
|----------------------------------|----------------------------------|----------------------|-----------------------|





## Inspection Notes

### General Observation

Drawing numbers: 35718,35719,35741

Routine inspection performed by walking across deck and using district 1 A-40 snooper to access 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.

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### 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. Some stay in place forms are rusted through.

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

Superstructure is in good condition. Several bearing pads are slightly misaligned. One splice plate bolt is loose.

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### 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.

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### 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.

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### A-55 - Deck Washing Needed (Y)

Deck Gutters, Full Length: Dirt and debris.

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

Joints, In Gutters: Debris impaction.

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### A-59 - Joint Repair Needed (Y)

Joint Seals: Small holes various locations.

Joint Trough, Bent 8, Right: Last 3' failed.

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### 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

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**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.

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**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 flaking rust and minor timber debris on the North face, large amount of busted concrete with reinforcing steel around all sides. Column 2 has spalling with exposed reinforcing steel at waterline North face, Column 3 concrete with reinforcing steel around column with abrasion. Column 4 flaking rust all around encasement baseball size spall at waterline. There is a large tree fallen behind the column restricting the channel flow. Bent 15 Column 1 face of the encasement is broken off 2' at water line all the way around and has heavy corrosion. Large timer log between these columns. Column 2 Has light abrasion all the way around, between column 2 & 3. Column 3 has a baseball size spall in the SE corner, Column 4 has footing broken off the east side, all sides with heavy corrosion on the encasement.

Defects in condition states 2-4 were noted in the element section of this report.

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

08/31/2022 - RWF & AMJ

- Minor area of scour located at Bent 7 between Column 2-3 approximately 3' 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.

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**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.

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**B.C.07 Bridge Bearings Condition Rating** (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

Bridge bearings are in fair condition with a few bears out of place and one close to coming completely out.

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**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, small area failed, and a couple of drain troughs not hooked up to drains.

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**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.

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**A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS)** (8 - Insignificant scour.)

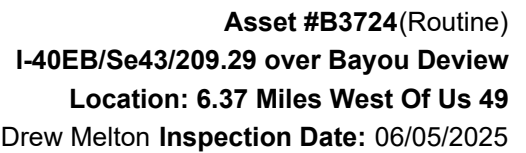
08/31/2022 - RWF & AMJ - Minor area of scour located at Bent 7 between Column 2-3 approximately 3' deep were a large tree log is restricting the channel flow.

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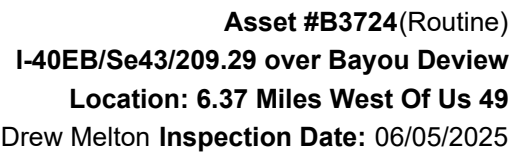
### National Bridge Element Quantities and Notes

| ELEMENTS  | DESCRIPTION                                  | UNITS | TOTAL | CS1   | CS2  | CS3  | CS4 |
|---|--|-------|-------|-------|------|------|-----|
| 12  | Reinforced Concrete Deck                     | SF    | 56496 | 55170 | 1325 | 1    | 0   |
| 1080  | Delamination/Spall/Patched Area              | SF    | 1     | 0     | 0    | 1    | 0   |
| 1120  | Efflorescence/Rust Staining                  | SF    | 325   | 0     | 325  | 0    | 0   |
| 1130  | Cracking (RC and Other)                      | SF    | 1000  | 0     | 1000 | 0    | 0   |
| 510   | Wearing Surfaces                             | SF    | 52800 | 52799 | 0    | 1    | 0   |
| 3230  | Effectiveness (Wearing Surface)              | SF    | 1     | 0     | 0    | 1    | 0   |
| (12) Deck, Span 9, Ahead Of Bent 8 joint: 1' wide spall no exposed reinforcing steel. 1SF CS3 (Delamination/Spall/Patched Area), 1SF CS3 (Effectiveness)  |  |       |       |       |      |      |     |
| Undersurface Overhangs, Full Length: Transverse cracks spaced 3' apart some with light efflorescence. 1000SF CS2 (Cracking), 325SF CS2 (Efflorescence/Rust Staining)  |  |       |       |       |      |      |     |
| Span 18, Undersurface, Center Span, Bay 3, Stay In Place Form: Rusted through.  |  |       |       |       |      |      |     |
| Span 18, Undersurface, Bent 19, Above Girder 5: Rusted through.   |  |       |       |       |      |      |     |
| Span 21, Undersurface, Bay 3 & 4, 1/4 Span: Stay in place forms have rusted through causing bottom of top flanges to corrode with laminations little to no section loss.  |  |       |       |       |      |      |     |
| 107   | Steel Open Girder/Beam                       | LF    | 7920  | 7912  | 5    | 3    | 0   |
| 1000  | Corrosion                                    | LF    | 5     | 0     | 5    | 0    | 0   |
| 1020  | Connection                                   | LF    | 3     | 0     | 0    | 3    | 0   |
| 515   | Steel Protective Coating                     | SF    | 64548 | 64331 | 217  | 0    | 0   |
| 3440  | Effectiveness (Steel Protective Coatings)    | SF    | 217   | 0     | 217  | 0    | 0   |
| (107) Field Splice Plates, Lower Flange: Minor laminations. 210SF CS2 (Effectiveness)   |  |       |       |       |      |      |     |
| Span 4, Girder 4, Field Splice, Bottom, Left: Bolt Loose. 1LF CS2 (Connection)  |  |       |       |       |      |      |     |
| Span 4, Girder 4, 2nd Diaphragm, Left: 2 loose bolts.   |  |       |       |       |      |      |     |
| Span 7, Girder 6, At Bent 8, Bottom Of Bottom Flange: Active corrosion with laminations at bearing little to no section loss. 1LF CS2 (Corrosion), 1SF CS2 (Effectiveness)  |  |       |       |       |      |      |     |
| Span 17, Bay 5, Girder 5, 2nd Diaphragm, Left: 2 lower bolts loose.   |  |       |       |       |      |      |     |
| Span 18, Girder 6, Center Span: 2' active corrosion with lamination little to no section loss bottom flange. 2LF CS2 (Corrosion), 2SF CS2 (Effectiveness)   |  |       |       |       |      |      |     |
| Span 18, Bent 19, Girder 5, Diaphragm: Active corrosion little to no section loss.  |  |       |       |       |      |      |     |
| Bent 20, Girder 4, Girder To Soul Plate Weld: Not welded. 1LF CS2 (Connection)  |  |       |       |       |      |      |     |
| Bent 20, Girder 5, Girder To Soul Plate Weld: Not welded. 1LF CS2 (Connection)  |  |       |       |       |      |      |     |
| Span 21, Undersurface, Bay 3 & 4, 1/4 Span: Stay in place forms have rusted through causing bottom of top flanges to corrode with laminations little to no section loss. 2LF CS2 (Corrosion), 4SF CS2 (Effectiveness) |  |       |       |       |      |      |     |
| 205   | Reinforced Concrete Column                   | EA    | 84    | 44    | 19   | 21   | 0   |
| 1090  | Exposed Rebar                                | EA    | 3     | 0     | 0    | 3    | 0   |
| 1130  | Cracking (RC and Other)                      | EA    | 18    | 0     | 0    | 18   | 0   |
| 1190  | Abrasion/Wear (PSC/RC)                       | EA    | 19    | 0     | 19   | 0    | 0   |
| 520   | Concrete Reinforcing Steel Protective System | SF    | 1557  | 0     | 0    | 1557 | 0   |





| ELEMENTS   | DESCRIPTION                      | UNITS | TOTAL | CS1 | CS2 | CS3  | CS4 |
|--|----------------------------------|-------|-------|-----|-----|------|-----|
| 3600   | Effectiveness— Protective System | SF    | 1557  | 0   | 0   | 1557 | 0   |
| <p>(205) 08/31/2022 - RWF &amp; AMJ - Overall the substructure is in good condition. Bent 7 Column 1 flaking rust and minor timber debris on the North face, large amount of busted concrete with reinforcing steel around all sides. Column 2 has spalling with exposed reinforcing steel at waterline North face, Column 3 concrete with reinforcing steel around column with abrasion. Column 4 flaking rust all around encasement baseball size spall at waterline. There is a large tree fallen behind the column restricting the channel flow. Bent 15 Column 1 face of the encasement is broken off 2' at water line all the way around and has heavy corrosion. Large timer log between these columns. Column 2 Has light abrasion all the way around, between column 2 &amp; 3. Column 3 has a baseball size spall in the SE corner, Column 4 has footing broken off the east side, all sides with heavy corrosion on the encasement. Defects in condition states 2-4 were noted in the element section of this report.</p> <p>Columns 2 &amp; 3: Light abrasion. 19Each CS2 (Abrasion/Wear)</p> <p>Column Encasements, Columns 1 &amp; 2 are corroded with section loss. 1557SF CS3 (Effectiveness)</p> <p>Bent 3, 8 &amp; 17, Column 3: Cracks and delaminations. 3Each CS3 (Cracking)</p> <p>Bent 2, 3, 10, 11 &amp; 16, Column 2: Cracks and delaminations. 5Each CS3 (Cracking)</p> <p>Bent 6, 9, 12, 13 &amp; 14, Column 2 &amp; 3: Cracks and delaminations. 9Each CS3 (Cracking)</p> <p>Bent 6, Column 2, Back, 2' Above Ground: 1' exposed reinforcing steel moderate section loss. 1Each CS3 (Exposed Rebar)</p> <p>Bent 20, Column 3, Back, Right, Corner: Cracked for 3'. 1Each CS3 (Cracking)</p> <p>Bent 21, Column 2: 2' crack and delamination on ahead. 1' spall with exposed reinforcing steel moderate section loss left corner near ground line. 1Each CS3 (Exposed Rebar)</p> <p>Bent 21, Column 3, Ahead, Near Ground: 1' exposed reinforcing steel with moderate section loss. 1Each CS3 (Exposed Rebar)</p> <p>(520-205) 08/31/2022 - RWF &amp; AMJ - Steel encasements have active corrosion with section loss in most locations.</p> <p>Drawing 35711 Pie x diameter = circumference <math>3.14 \times 4 = 12.56 \times 124 = 1557</math></p> |                                  |       |       |     |     |      |     |
| 215  | Reinforced Concrete Abutment     | LF    | 126   | 114 | 12  | 0    | 0   |
| 1120   | Efflorescence/Rust Staining      | LF    | 12    | 0   | 12  | 0    | 0   |
| (215) Abutment, Backwalls: Hairline cracks with light efflorescence. 12LF CS2 (Efflorescence/Rust Staining)  |                                  |       |       |     |     |      |     |
| 234  | Reinforced Concrete Pier Cap     | LF    | 941   | 890 | 0   | 51   | 0   |
| 1090   | Exposed Rebar                    | LF    | 10    | 0   | 0   | 10   | 0   |
| 1130   | Cracking (RC and Other)          | LF    | 41    | 0   | 0   | 41   | 0   |
| (234) Caps: Few vertical cracks in faces various locations.  |                                  |       |       |     |     |      |     |
| <p>Cap, Bent 2, Bottom, Between Columns 2 &amp; 3: 2' cracks with delaminations. 2LF CS3 (Cracking)</p> <p>Cap, Bent 6, Ahead, Above Columns 2 &amp; 3: 1' cracks with delaminations each location. 2LF CS3 (Cracking)</p> <p>Cap, Bent 8, Ahead, Column 2: 1' spall with exposed reinforcing steel, and a 1' cracks with delaminations. 1LF CS3 (Exposed Rebar), 1LF CS3 (Cracking)</p> <p>Cap, Bent 9, Bottom, Between Columns 2 &amp; 3: Two spots of cracks and delaminations. 6LF CS3 (Cracking)</p> <p>Cap, Bent 10, Back, Above, Column 2: 2' cracks and delaminations. 2LF CS3 (Cracking)</p> <p>Cap, Bent 10, Bottom, Between Columns 2 &amp; 3: 3' Cracks and delaminations, and 2' spalled with exposed reinforcing steel moderate section loss. 2LF CS3 (Exposed Rebar), 3LF CS3 (Cracking)</p> <p>Cap, Bent 11, Bottom, Between Columns 2 &amp; 3: 5' of spalls exposed reinforcing steel with moderate to heavy section loss. 5LF CS3 (Exposed Rebar)</p> <p>Cap, Bent 11, Back, Under &amp; To Left Of Girder 3: 3' cracks with delaminations. 3LF CS3 (Cracking)</p> <p>Cap, Bent 12, Bottom, Between Columns 2 &amp; 3: 2' Cracks with delaminations. 2LF CS3 (Cracking)</p> <p>Cap, Bent 12, Back, Between Columns 2 &amp; 3: Three 3' cracks with delaminations. 6LF CS3 (Cracking)</p> <p>Cap, Bent 13, Back, Above Column 3: 8" cracks with delamination. 1LF CS3 (Cracking)</p> <p>Cap, Bent 14, Ahead, Near Column 2: 1' cracks with delamination. 1LF CS3 (Cracking)</p> <p>Cap, Bent 14, Bottom, Between Columns 2 &amp; 3: 2' cracks with delaminations, and 1' spall exposed reinforcing steel with minor section loss. 1LF CS3 (Cracking), 1LF CS3 (Exposed Rebar)</p> <p>Cap, Bent 16, Ahead, Near Column 3: 1' Cracks with delamination. 1LF CS3 (Cracking)</p> <p>Cap, Bent 17, Bottom, Between Column 2 &amp; 3: 2' cracks with delamination. 2LF CS3 (Cracking)</p> <p>Cap, Bent 18, Ahead, Top, Between Girders 3 &amp; 4: 4' cracks with delamination, and a 5' long crack. 6LF CS3 (Cracking)</p>  |                                  |       |       |     |     |      |     |



| ELEMENTS | DESCRIPTION  | UNITS | TOTAL | CS1  | CS2  | CS3 | CS4 |
|----------|--|-------|-------|------|------|-----|-----|
|          | Cap, Bent 19, Ahead, Above Column 2: 1' cracks with delamination. 1LF CS3 (Cracking)<br>Cap, Bent 20, Bottom, Between Column 2 & 3: 1' cracks with delamination. 1LF CS3 (Cracking)<br>Cap, Bent 22, Bottom, Between Column 2 & 3: 1' spall exposed reinforcing steel minor section loss. 1LF CS3 (Exposed Rebar)  |       |       |      |      |     |     |
| 300      | Strip Seal Expansion Joint   | LF    | 168   | 121  | 15   | 32  | 0   |
| 2310     | Leakage  | LF    | 15    | 0    | 15   | 0   | 0   |
| 2350     | Debris Impaction   | LF    | 32    | 0    | 0    | 32  | 0   |
|          | (300) Joint Seals: Small holes various locations. 15LF CS2 (Leakage)<br>Joint Trough, Bent 8, Right: Last 3' failed.<br>Joints, Gutters: Debris impaction. 32LF CS3 (Debris Impaction)   |       |       |      |      |     |     |
| 310      | Elastomeric Bearing  | EA    | 150   | 145  | 1    | 3   | 1   |
| 1020     | Connection   | EA    | 5     | 0    | 1    | 3   | 1   |
|          | (310) Bent 5, Bearing 4, Right: Anchor nut is loose and will not tighten. 1Each CS2 (Connection)<br>Span 7, Bent 8, Bearing 6: Bearing pad has been repositioned and a restrainer added.<br>Span 8, Bent 8, Bearing 6: Bearing pad has sild half way out from under girder. 1Each CS4 (Connection)<br>Span 14, Bent 15, Bearing 4: Bearing has twisted and moved back but still under girder plate. 1Each CS3 (Connection)<br>Span 15, Bent 16, Bearing 6: Bearing has twisted and moved back but still under girder plate. 1Each CS3 (Connection)<br>Span 16, Bent 17, Bearing 4: Bearing has twisted and moved back but still under girder plate. 1Each CS3 (Connection) |       |       |      |      |     |     |
| 321      | Reinforced Concrete Approach Slab  | SF    | 1680  | 1645 | 0    | 0   | 35  |
| 1130     | Cracking (RC and Other)  | SF    | 35    | 0    | 0    | 0   | 35  |
| 521      | Concrete Protective Coating  | SF    | 1680  | 1645 | 0    | 35  | 0   |
| 3540     | Effectiveness (Concrete Protective Coatings)   | SF    | 35    | 0    | 0    | 35  | 0   |
|          | (321) Abutment 1, Approach Slab, Left Lane: Full length longitudinal crack reflecting through overlay. 20SF CS4 (Cracking), 20SF CS3 (Effectiveness)<br>Abutment 2, Approach Slab: Several cracks reflecting through the epoxy coating. 15SF CS4 (Cracking), 15SF CS3 (Effectiveness)  |       |       |      |      |     |     |
| 331      | Reinforced Concrete Bridge Railing   | LF    | 2644  | 1308 | 1336 | 0   | 0   |
| 1120     | Efflorescence/Rust Staining  | LF    | 322   | 0    | 322  | 0   | 0   |
| 1130     | Cracking (RC and Other)  | LF    | 1000  | 0    | 1000 | 0   | 0   |
| 7000     | Damage   | LF    | 14    | 0    | 14   | 0   | 0   |
|          | (331) Bridge Rails, Full Length: Vertical cracks spaced 2' apart half with efflorescence and one longitudinal crack full length 3" down from top. 1000LF CS2 (Cracking), 322LF CS2 (Efflorescence/Rust Staining)<br><br>Span 16, Bridge Rail, Right: 10' long area of impact damage. 10LF CS2 (Damage)<br>Span 18, Bridge Rail, Right: 4' gouging due to collision damage. 4LF CS2 (Damage)  |       |       |      |      |     |     |



## Inspection Photos and Notes



06/17/2025

Side view-elevation



06/17/2025

Side view-elevation



06/05/2025

Side view-elevation



06/05/2025

Typical deck





Typical undersurface overhang



Typical undersurface



Channel left



Channel left





Abutment 1 slope



Channel right



Channel right



Abutment 2 slope





Channel under structure



Top view-Inventory



Typical debris in gutters



Typical debris in joints





Joint Trough, Bent 8, Right: Last 3' failed.



Typical approach rail transition



Typical stay in place form corrosion



Deck, Span 9, Ahead Of Bent 8 joint: 1' wide spall no exposed reinforcing steel.





Bent 20, Girder 4, Girder To Soul Plate Weld: Not welded.  
Bent 20, Girder 5, Girder To Soul Plate Weld: Not welded.



Typical diaphragm bolt loose.

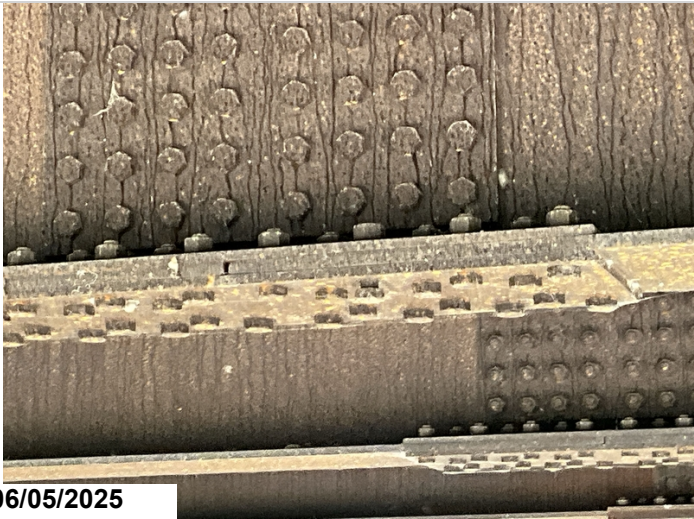


Typical active corrosion on girders.



Typical girder condition





Span 4, Girder 4, Field Splice, Bottom, Left: Bolt Loose.



Bent 20, Column 3, Back, Right, Corner: Cracked for 3'.



Bent 17, Column 3: Cracks and delaminations.



Bent 16, Column 2: Cracks and delaminations.





Bent 14, Column 2 & 3: Cracks and delaminations.



Bent 14, Column 3: Cracks and delaminations.



Bent 12, Column 1 & 2: Cracks and delaminations.



Bent 13, Column 3: Cracks and delaminations.





Bent 10, Column 2: Cracks and delaminations.



Bent 11, Column 2: Cracks and delaminations.



Bent 9, Column 3: Cracks and delaminations.



Bent 6, Column 2: Cracks and delaminations.





Bent 3, Column 2: Cracks and delaminations.



Bent 2, Column 3: Cracks and delaminations.



Abutment 1



Abutment 2





Cap, Bent 19, Ahead, Above Column 2: 1' cracks with delamination.



Cap, Bent 18, Ahead, Top, Between Girders 3 & 4: 4' cracks with delamination, and a 5' long crack.



Cap, Bent 12, Bottom, Between Columns 2 & 3: 2' Cracks with delaminations.

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



Cap, Bent 12, Bottom, Between Columns 2 & 3: 2' Cracks with delaminations.

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





Cap, Bent 11, Bottom, Between Columns 2 & 3: 5' of spalls exposed reinforcing steel with moderate to heavy section loss.



Cap, Bent 11, Back, Under & To Left Of Girder 3: 3' cracks with delaminations.



Cap, Bent 8, Ahead, Column 2: 1' spall with exposed reinforcing steel, and a 1' cracks with delaminations.



Cap, Bent 6, Ahead, Above Columns 2 & 3: 1' cracks with delaminations each location.





Joint Trough, Bent 8, Right: Last 3' failed.



Abutment 1 joint



Joint bent 8



Joint bent 16





Abutment 2 joint



Span 14, Bent 15, Bearing 4: Bearing has twisted and moved back but still under girder plate.

Span 15, Bent 16, Bearing 6: Bearing has twisted and moved back but still under girder plate.

Span 16, Bent 17, Bearing 4: Bearing has twisted and moved back but still under girder plate.



Span 8, Bent 8, Bearing 6: Bearing pad has sild half way out from under girder.



Span 7, Bent 8, Bearing 6: Bearing pad has been repositioned and a restrainer added.





Abutment 1, Approach Slab, Left Lane: Full length longitudinal crack reflecting through overlay.



Abutment 1 approach slab



Abutment 2, Approach Slab: Several cracks reflecting through the epoxy coating.



Abutment 2 approach slab





Span 18, Bridge Rail, Right: 4' gouging due to collision damage.



Span 16, Bridge Rail, Right: 10' long area of impact damage.



Bridge Rails, Full Length: Vertical cracks spaced 2' apart half with efflorescence and one longitudinal crack full length 3" down from top.



Bridge Rails, Full Length: Vertical cracks spaced 2' apart half with efflorescence and one longitudinal crack full length 3" down from top.



### Maintenance Needs

Date Reported: 06/02/2021

Priority: B - Pressing

Type of Work: Bearing Repair/Replacement

Status: Open

Component: Element

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### Deficiency Description

Span 8, Bent 8, Bearing 6: Bearing pad has sild half way out from under girder.

Span 14, Bent 15, Bearing 4: Bearing has twisted and moved back but still under girder plate.

Span 15, Bent 16, Bearing 6: Bearing has twisted and moved back but still under girder plate.

Span 16, Bent 17, Bearing 4: Bearing has twisted and moved back but still under girder plate.

### Remarks

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Span 8, Bent 8, Bearing 6: Bearing pad has sild half way out from under girder.



Span 14, Bent 15, Bearing 4: Bearing has twisted and moved back but still under girder plate.  
Span 15, Bent 16, Bearing 6: Bearing has twisted and moved back but still under girder plate.  
Span 16, Bent 17, Bearing 4: Bearing has twisted and moved back but still under girder plate.



### Maintenance Needs

Date Reported: 05/22/2017

Priority: C - Important

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.

### Remarks



Vegetation



Typical vegetation



Trees and vegetation growing beside and under bridge



Typical vegetation beside bridge





05/26/2021

Typical vegetation hindering inspection access.



05/26/2021

Typical vegetation hindering inspection access.



### Maintenance Needs

**Date Reported:** 06/02/2021

**Priority:** C - Important

**Type of Work:** Superstructure Repair

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Bent 20, Girder 4, Girder To Soul Plate Weld: Not welded.  
Bent 20, Girder 5, Girder To Soul Plate Weld: Not welded.

### Remarks

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Bent 20, Girder 4, Girder To Soul Plate Weld: Not welded.  
Bent 20, Girder 5, Girder To Soul Plate Weld: Not welded.

### Maintenance Needs

**Date Reported:** 06/02/2021

**Priority:** C - Important

**Type of Work:** Approach Leveling/Maintenance

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Abutment 1, Approach Slab, Left Lane: Full length longitudinal crack reflecting through overlay.

Abutment 2, Approach Slab: Several cracks reflecting through the epoxy coating.

### Remarks

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Abutment 2, Approach Slab: Several cracks reflecting through the epoxy coating.



Abutment 1, Approach Slab, Left Lane: Full length longitudinal crack reflecting through overlay.



## 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                | No              |
| 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.



Typical debris in gutters

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

Joints, In Gutters: Debris impaction.



Typical debris in joints

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

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



**A-59 - Joint Repair Needed (Yes)**

Joint Seals: Small holes various locations.

Joint Trough, Bent 8, Right: Last 3' failed.



Joint Trough, Bent 8, Right: Last 3' failed.

**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 (No)**

**A-64 - Vegetation Removal Requested (No)**



**Asset #B3724(Routine)**

**I-40EB/Se43/209.29 over Bayou Deview**

**Location: 6.37 Miles West Of Us 49**

**Team Lead: Drew Melton Inspection Date: 06/05/2025**

**A-65 - Clogged deck drains?**

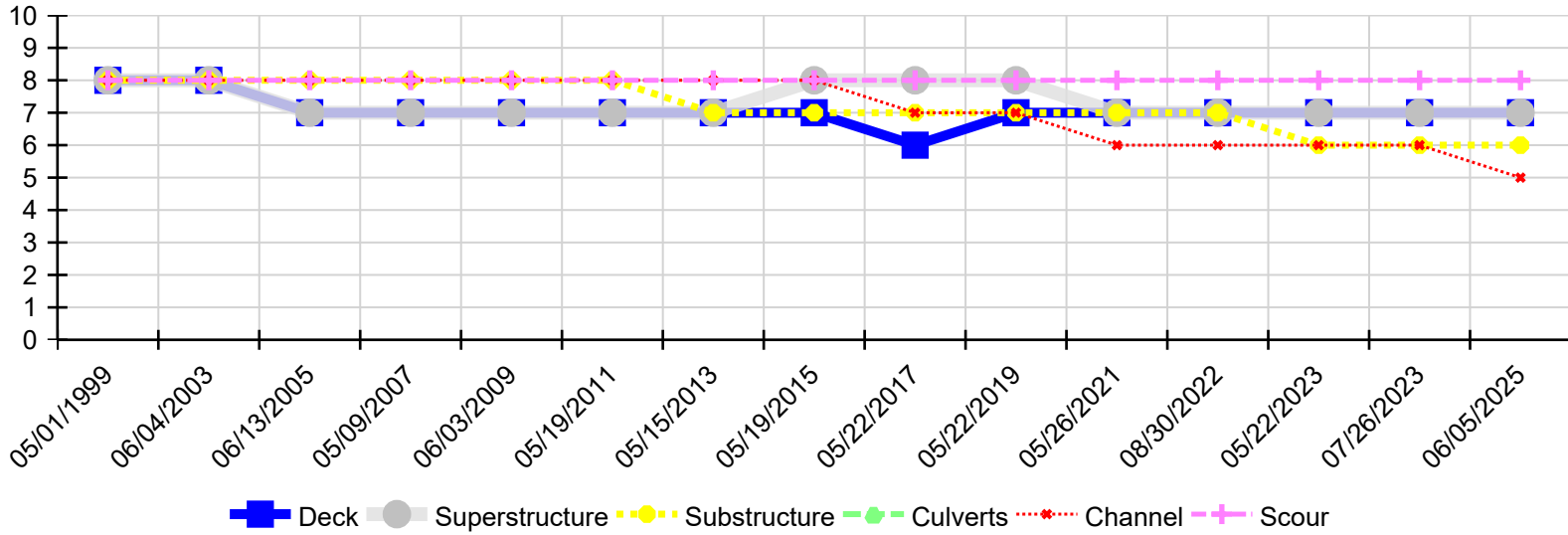
**A-66 - Approach minor pothole/leveling needed**





Asset #B3724(Routine)  
 I-40EB/Se43/209.29 over Bayou Devieu  
 Location: 6.37 Miles West Of Us 49  
 Team Lead: Drew Melton Inspection Date: 06/05/2025

Condition History



| Inspection Date | Deck | Superstructure | Substructure | Culverts | Channel | Scour |
|-----------------|------|----------------|--------------|----------|---------|-------|
| 06/05/2025      | 7    | 7              | 6            | N        | 5       | 8     |
| 07/26/2023      | 7    | 7              | 6            | N        | 6       | 8     |
| 05/22/2023      | 7    | 7              | 6            | N        | 6       | 8     |
| 08/30/2022      | 7    | 7              | 7            | N        | 6       | 8     |
| 05/26/2021      | 7    | 7              | 7            | N        | 6       | 8     |
| 05/22/2019      | 7    | 8              | 7            | N        | 7       | 8     |
| 05/22/2017      | 6    | 8              | 7            | N        | 7       | 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     |