



**Bridge #M4039(Routine)**  
**SH 158-01-LM 10.35 over NATIONAL DITCH**

**Location: 2 MI W VICTORIA ARK.**

**Team Lead: Richard Jones Inspection Date: March 01, 2022**



Latitude:35.75652, Longitude:-90.09831

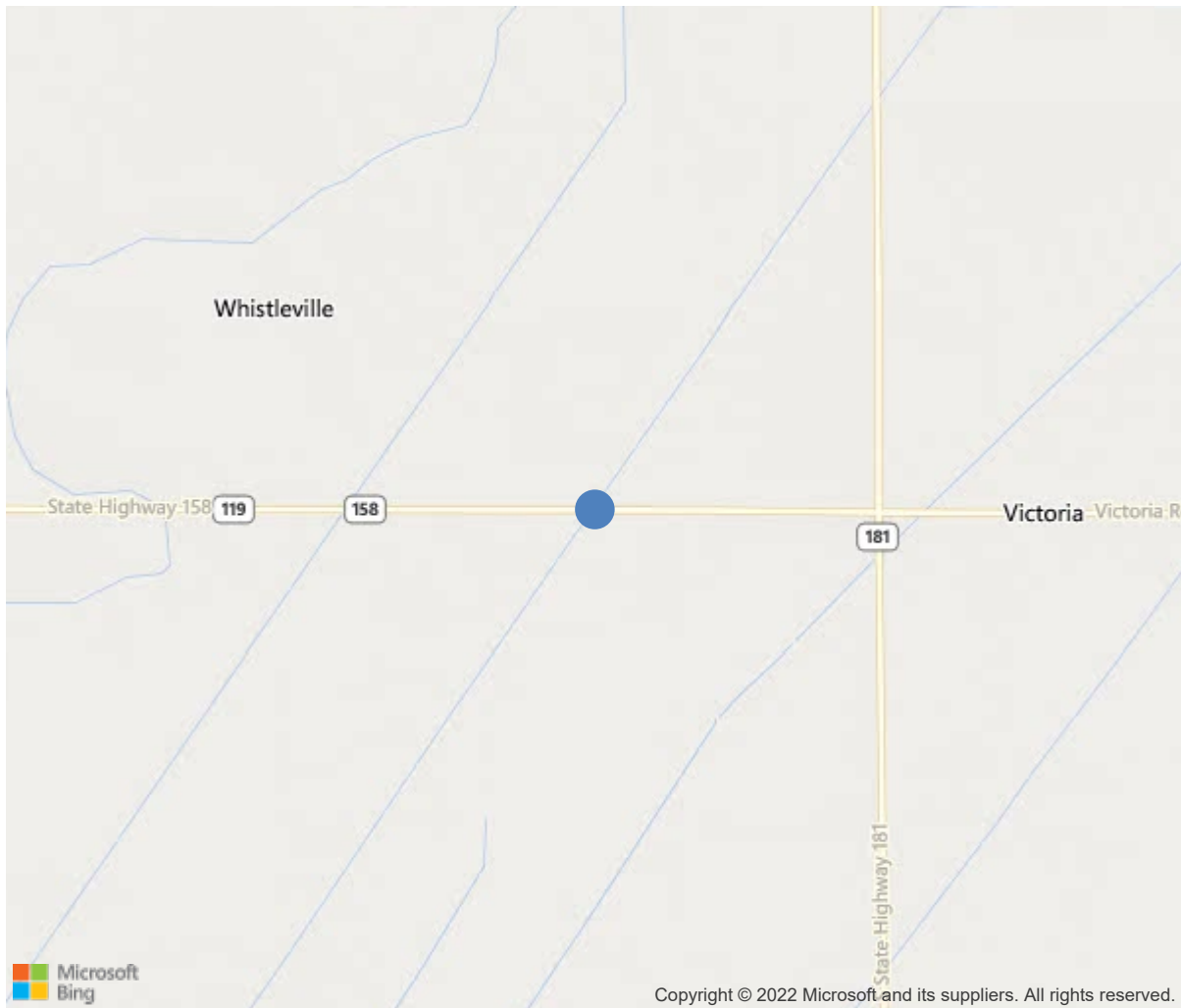
Route:158 Section:01 Log:10.35

Arnold Road ID:47x158x1xA, Arnold Log mile:10.355

District 10, Mississippi County

Owner: 1-State Highway Agency

2 MI W VICTORIA ARK.



35.75652, -90.09831

Inspection Direction : E to W





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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	M4039
(5) Inventory Route	158
(2) Highway Agency District	10
(3) County Code	93-Mississippi County, Arkansa
(4) Place Code	0
(6) Features Intersected	NATIONAL DITCH
(7) Facility Carried	SH 158-01-LM 10.35
(9) Location	2 MI W VICTORIA ARK.
(11) Mile Point	10.35 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.75652
(17) Longitude	-90.09831
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
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	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1978
(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	630
(30) Year of ADT	2018
(109) Truck ADT	13 %
(19) Bypass, Detour Length	8 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	58 ft
(49) Structure Length	232 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	28.2 ft
(52) Deck Width Out to Out	31 ft
(32) Approach Roadway Width (W/Shoulders)	30.8 ft
(33) Bridge Median	0-No median
(34) Skew	25 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	29.2 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	5-None present but re-evaluation
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7-Rural Major Collector
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	N-No parallel structure exists.
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0-N/A
(110) Designated National Network	0-The inventory route is not part of
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	3
(59) Superstructure	3
(60) Substructure	4
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0-Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	5
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	7
Rating	3
(70) Bridge Posting	0-> 39.9% below
(41) Structure Open/Posted/Closed	P-Posted for load (may include o
APPRAISAL	
(67) Structural Evaluation	2
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	5-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	266 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 121
(96) Total Project Cost	\$ 575
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	598
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			03/2022
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
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.			



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	7192	2398	1735	3039	20
1080	Delamination/Spall/Patched Area	SF	4446	0	1458	2978	10
1090	Exposed Rebar	SF	71	0	0	61	10
1120	Efflorescence/Rust Staining	SF	277	0	277	0	0
510	Wearing Surfaces	SF	5615	0	538	5077	0
3230	Effectiveness (Wearing Surface)	SF	2099	0	0	2099	0
3210	Delam/Spall/Patched Area/Pothole	SF	3516	0	538	2978	0
107	Steel Open Girder/Beam	LF	1856	363	1392	59	42
1000	Corrosion	LF	1493	0	1392	59	42
515	Steel Protective Coating	SF	12271	609	9203	1227	1232
3440	Effectiveness (Steel Protective Coatings)	SF	11662	0	9203	1227	1232
216	Timber Abutment	LF	89	0	43	46	0
1140	Decay/Section Loss	LF	89	0	43	46	0
228	Timber Pile	EA	64	53	6	3	2
1140	Decay/Section Loss	EA	11	0	6	3	2
235	Timber Pier Cap	LF	274	244	0	17	13
1140	Decay/Section Loss	LF	30	0	0	17	13
331	Reinforced Concrete Bridge Railing	LF	464	411	28	25	0
1090	Exposed Rebar	LF	25	0	0	25	0
1130	Cracking (RC and Other)	LF	28	0	28	0	0





Load posting at beginning





Load posting at end







2022 - Span 1 bent 2 girder 3





2022 - Span 5 bent 6 girders 5 - 7



2022 - Span 7 bent 8 girder 4





Bent 7 Lt





## Maintenance Needs

**Date Reported:** 02/16/2011  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Deck

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## Deficiency Description

Deck has several surface and full depth patches. Patches are in mostly poor condition. Deck has concrete disintegration along joints, and overhangs at drain openings. Several areas along joints are patched full depth. Majority of gutters and outside wheel path of travel lanes are patched or delaminated.

## Remarks

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Span 4 left overhang.



Span 7 left overhang.





B4



B3



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2022 - Span 1



2022 - Span 2





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2022 - Bent 2 joint



2022 - Span 3



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2022 - Span 4



2022 - Span 5





2022 - Span 6



2022 - Span 7



2022 - Span 7 Lt



**Date Reported:** 01/10/2012  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Substructure

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### Deficiency Description

Bent 1 pile 1 has been reported as being decayed and hollow with a 3" shell remaining. Pile is not visible for inspection due to being covered with embankment.

Bent 1 pile 6 is decayed and hollow. 2" shell remains.

Bent 1 pile 7 is decayed and hollow. 1.25" shell and soft core remain.

Bent 3 pile 1 has 1" deep outside decay at ground line. Pile has some core decay

Bent 3 pile 8 has 1" outside decay and some section loss.

Bent 4 pile 8 has 1" outside decayed with some section loss. (Possible past fire damage.)

Bent 5 piles 5 and 7 have up to 2" outside decay on bottom 1.5' of pile.

Bent 6 pile 1 has some core decay.

Bent 6 pile 6 has some core decay.

### Remarks

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Bent 1 pile 6



Bent 3 pile 8



Bent 1 pile 1.





Bent 4 pile 8



Bent 1 pile 6



Bent 1 pile 7



Bent 1 pile 6



**Date Reported:** 11/30/2012  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Superstructure

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#### Deficiency Description

Majority of diaphragms have heavy section loss with holes rusted through, some diaphragms are missing.

#### Remarks

All diaphragms in span 5 have been replaced JFA 01-24-2017

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Span 1 bay 6 diaphragm 1.



Span 2 Bay 1 over Bent 2 Diaphragm 1



Span 1 bay 4 diaphragm 1.





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Date Reported: 01/27/2015  
Priority: C - Important  
Type of Work: Repair  
Status: Monitor  
Component: Approach

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#### Deficiency Description

Approach roadways have settlement and several potholes.

#### Remarks

East Bridge End Approach Roadway has been repaired with new asphalt. RES 1-25-2017

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**Date Reported:** 01/08/2016  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Deck

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**Deficiency Description**

Soffit has a few areas of map cracks with efflorescence.

**Remarks**

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Span 2 Bay 1 over Bent 2 Diaphragm 1



Span 6 bay 3.



**Date Reported:** 01/08/2016  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Superstructure

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**Deficiency Description**

Ends of girders have rust and section loss along bottom of web, bottom flange, and at diaphragm connections.

**Remarks**

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Span 7 girder 7



Span 7 girder 5 over bent 8.



Span 7 girder 3 over bent 8.





Span 3 girder 1 outside at Bent 4





Span 7 girder 7 at bent 8.







S1 b2 g1



S2 b2 g6





S1 b2 g8



S6 b6 g1 & 2



S7 b7 g6 & s6 b7 g6



S7 b7 g7





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**Team Lead:** Richard Jones **Inspection Date:** March 01, 2022



S7 b8 g8

**Date Reported:** 01/08/2016  
**Priority:** B - Pressing; 6 month completion goal  
**Type of Work:** Repair  
**Status:** Repair Documented  
**Component:** Superstructure

---

**Deficiency Description**

Span 5 girder 8 is crushed over stiff leg at mid span.

**Remarks**

Span 5 girders have been spliced & t- spliced. Girder 8 has been replaced. observed during inspection .01-24-2018

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Span 5 girder 8.



Span 6 Girder 3 Bent 6







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Span 5 Right Overhang.











Span 7 girder 5 at bent 8





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**Team Lead:** Richard Jones **Inspection Date:** March 01, 2022

**Date Reported:** 01/08/2016  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Substructure

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#### Deficiency Description

Bent 1 timber back wall is decayed with some section loss, beginning to lose embankment near piles 7 and 8.  
Bent 8 timber back wall is decayed and rotted & losing embankment.

#### Remarks

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**Date Reported:** 01/31/2017  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:** Deck

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**Deficiency Description**

Asphalt wearing surface is mostly spalled.

**Remarks**

Span 5 deck, 40% of span 6 & 20% of span 7 deck has been replaced, observed during inspection 01-24-2018.

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**Date Reported:** 01/29/2019  
**Priority:** B - Pressing; 6 month completion goal  
**Type of Work:** Repair  
**Status:** Assigned  
**Component:** Substructure

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#### Deficiency Description

Bent 2 pile 6 has 3" deep outside decay on ahead side. Pile is partially hollow.

#### Remarks

to Dist Bridge Crew for repair as priorities allow. 1/30/19 KAW  
10/19/2021 dlvr load rating performed, posting recommended. Signs not updated to date.  
Posting signs are in place. Bridge is under contract to be replaced (100955) RRJ 3/1/22

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B2 p6



2022 - Bent 2 pile 6





Team Lead: Richard Jones Inspection Date: March 01, 2022

**Date Reported:** 01/29/2019  
**Priority:** B - Pressing; 6 month completion goal  
**Type of Work:** Repair  
**Status:** Assigned  
**Component:** Superstructure

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### Deficiency Description

Span 1 bent 1 girder 1 has 2' of heavy section loss. Rt bottom flange is knife edged.  
Span 1 bent 1 girder 5 has heavy section loss along bottom of web. Lt bottom flange is knife edged.  
Span 1 bent 1 girder 7 has an 8" x 3" area of heavy section loss with holes rusted through bottom of web starting 8" from end. Bottom flange is knife edged.  
Span 1 bent 1 girder 8 has heavy section loss at end with holes rusted through web near top flange 9" from end.

Span 1 bent 2 girder 1 heavy section loss to inside bottom flange.  
Span 1 bent 2 girder 3 was t spliced in the past. Web above splice has section loss around diaphragm connection.  
Span 1 bent 2 girder 8 bottom flange is knife edged.

Span 2 bent 2 girder 3 was t spliced in the past. Web above splice has a 2" diameter hole near old diaphragm connection.  
Span 2 bent 2 girder 4 has an 11" x 2" hole in bottom of web 21" from end. End of web is heavily pitted.  
Span 2 bent 2 girder 5 has 3' of heavy loss with holes rusted through at end of web, diaphragm connection, a 2" x 1" in bottom of web 8.5" from end. Lt bottom flange is knife edged with several holes rusted through.  
Span 2 bent 2 girder 6 has a 1" hole at end of web over T- splice. Top of web has 1" diameter hole 16" from end.  
Span 2 bent 2 girder 7 was t spliced in the past. Web above splice has a 7" x 2" hole at top of web.

Span 2 bent 3 girder 4 was t spliced in the past. Top of web has a 1" x 3" hole near diaphragm connection.  
Span 2 bent 3 girder 5 has 1.5' of heavy section loss along bottom of web with 2 - 1" diameter holes rusted through 8" from end.  
Span 2 bent 3 girder 8 has an 8" x 1" hole in bottom of web 8" from end. Lt bottom flange is knife edged with holes rusted through.

Span 3 bent 3 girder 1 has heavy section loss along bottom of web and bottom flange.  
Span 3 bent 3 girder 4 was t spliced in the past. Web above splice has 1' of heavy section loss with pin holes rusted through.  
Span 3 bent 3 girder 6 has 2" x 1" hole in bottom of web 7" from end. Rt bottom flange is knife edged with a 5" x 1" hole rusted through.  
Span 3 bent 3 girder 7 was t spliced in the past. Top of web has a 4" x 1" hole at diaphragm connection.

Span 4 girders have negative camber.  
Span 4 bent 5 girders 2 and 7 have knife edged bottom flanges.

Span 6 bent 6 girder 1 has heavy section loss along bottom of web and bottom flange. Rt bottom flange is knife edged.  
Span 6 bent 6 girder 3 has a 6" x 10" hole in web at old diaphragm connection 2" from end of girder. Bottom of web has a 2" x 1" hole 7" from end.  
Span 6 bent 6 girders 4 - 7 were t spliced in the past. Girder 6 has a 5" x 1" hole in top of web 6" from end.  
Span 6 bent 6 girder 8 has a 5' area of heavy section loss along bottom of web with a 7" x 1" hole 14" from and an 11" x 1" hole 37" from end. Bottom flange is knife edged with holes rusted through.

Span 6 bent 7 girder 3 was t spliced in the past. Top of web has a 1" x 3" hole at end of girder.  
Span 6 bent 7 girder 4 was t spliced in the past. Web above splice has a 6" area of section loss with holes rusted through at end.  
Span 6 bent 7 girder 5 was t spliced in the past. Web above splice has a 6" area of section loss with holes rusted through at end.  
Span 6 bent 7 girder 6 was t spliced in the past. Web above splice has a 6" area of section loss with holes rusted through at end.  
Span 6 bent 7 girder 8 was t spliced in the past. Web above splice has a 6" area of section loss with a 6" x 7" hole rusted through at end.

Span 7 bent 7 girder 4 was t spliced in the past. End of web above splice has 6" area of section loss with holes rusted

through.

Span 7 bent 7 girder 6 was t spliced in the past. End of web above splice has 6" area of section loss with holes rusted through.

Span 7 bent 7 girder 7 was t spliced in the past. End of web above splice has an 8" x 7" hole rusted through.

Span 7 bent 8 girder 3 has a 3" x up to 2" hole in Lt bottom flange.

Span 7 bent 8 girder 6 has a 3" x 10" in web at diaphragm connection.

Span 7 bent 8 girder 7 has a 4" x 1" hole in bottom of web 13" from end. Bottom flange is knife edged with holes rusted through at edge.

Span 7 bent 8 girder 8 has a 2" x 8" hole in web at diaphragm connection. Bottom of web has section loss. Bottom flange is knife edged.

### Remarks

to District Bridge Crew for repair as priorities allow. 1/30/19 KAW

Bridge is under contract 100955 to be replaced. RRJ



Span 3 girder 3





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S2 b2 g4



S2 b2 g5



S3 b3 g6





S6 b6 g3



S6 b7 g4



S6 b7 g8



S7 b8 g3





S3 b4 g5



S2 b2 g1



S6 b6 g8



2022 - Span 1 bent 1 girder 8





2022 - Span 1 bent 1 girder 7



2022 - Span 1 bent 1 girder 7



2022 - Span 1 bent 1 girder 5



Span 1 bent 1 girder 1





2022 - Span 2 bent 2 girder 3



2022 - Span 1 bent 2 girder 1



2022 - Span 2 bent 2 girder 4



2022 - Span 2 bent 2 girder 5





2022 - Span 2 bent 2 girder 6



2022 - Span 2 bent 2 girder 7



2022 - Span 3 bent 3 girder 1



2022 - Span 3 bent 3 girder 4





2022 - Span 3 bent 3 girder 6



2022 - Span 6 bent 7 girder 8



2022 - Span 7 bent 7 girder 7



2022 - Span 7 bent 8 girder 6





2022 - Span 7 bent 8 girder 8



2022 - Span 6 bent 6 girder 1



2022 - Span 6 bent 6 girder 3



2022 - Span 6 bent 6 girder 8



**Date Reported:** 03/10/2020  
**Priority:** A - Safety deficiency; requires prompt action  
**Type of Work:** Repair  
**Status:** Assigned  
**Component:** Superstructure

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### Deficiency Description

Span 1 bent 1 girder 2 has a 19" x 2" hole in bottom of web 22" from end of girder. Top of web has a 4" x 2" hole near diaphragm connection.

Span 2 bent 3 girder 1 has a 12" x 1" hole in bottom of web 38" from end. Top of web has a 4" x 1" hole 8" from end. Rt bottom flange is knife edged.

Span 2 bent 3 girder 2 has a 24" x 1.5" hole in bottom of web 28" from end.

Span 3 bent 3 girder 2 has 34" x up to 5" area of heavy section loss along bottom of web with several holes rusted through.

Span 3 bent 4 girder 1 has a 16" x 2" hole in top of web 2" from end. Bottom of web and bottom flange has a 3' long area of heavy section loss with holes rusted through web and bottom flange starting 3' from end of girder.

Span 3 bent 4 girder 3 has a 19" x 3 1/2" hole in bottom of web 3" from end. Top of web has a 10" x 3" hole near diaphragm connection. Bottom flange is knife edged with holes rusted through. Girder is crushing over cap.

Span 3 bent 4 girder 5 has a 24.5" x up to 2" hole along bottom of web 7" from end.

Span 3 bent 4 girder 6 has a 17" x 1" hole in bottom of web 34" from end.

Span 6 bent 6 girder 2 has 2' of heavy section loss with a 9" x 1" hole along bottom of web 4" from end.

Span 6 bent 7 girder 1 has a 15" x 2.5" hole in bottom of web 21" from end of girder. Top of web has a 6" x 2" at end. Rt bottom flange is knife edged.

Span 7 girder 1 has a 72" x up to 5" hole along top of web 53" from bent 7 end.

Span 7 bent 8 girder 2 has a 11" x 1" hole in bottom of web 2" from end.

Span 7 bent 8 girder 5 has a 15" x 2" hole in bottom of web 5" from end. Bottom flange is knife edged with some holes rusted through at edge.

### Remarks

This bridge scheduled for replacement with numerous others in this area in next year or so. Will keep monitoring as bridge repair schedule is overwhelmed. KAW 4/10/20  
Bridge is under contract 100955 to be replaced. RRJ

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S1 b1 g2



S2 b3 g1



S2 b3 g2



S3 b3 g2





S6 b7 g1



S7 b8 g5



S7 b8 g2



S3 b4 g3







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S2 b3 g8



S7 b8 g5



Span 7 girder 5 at bent 8





2022 - Span 1 bent 1 girder 2



2022 - Span 2 bent 3 girder 1



2022 - Span 2 bent 3 girder 2



2022 - Span 3 bent 3 girder 2





2022 - Span 2 bent 3 girder 8



2022 - Span 7 girder 1



2022 - Span 7 bent 8 girder 2



2022 - Span 7 bent 8 girder 5





2022 - Span 6 bent 6 girder 2



2022 - Span 6 bent 6 girder 2



2022 - Span 3 bent 4 girder 3



2022 - Span 3 bent 4 girder 1





2022 - Span 3 bent 4 girder 1



2022 - Span 3 bent 4 girder 5



2022 - Span 3 bent 4 girder 6



**Date Reported:** 03/02/2021  
**Priority:** A - Safety deficiency; requires prompt action  
**Type of Work:** Repair  
**Status:** Assigned  
**Component:** Superstructure

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### Deficiency Description

Span 1 bent 2 girder 2 has 3' of heavy section loss. Bottom of web has an 18" x up to 3" area of advanced section loss with holes rusted through and beginning to crush. Lt bottom flange has an 8" x 1.5" hole near cap.  
Span 2 bent 2 girder 2 has a 21" x 5" area of holes, cracked, and crushing at end.

### Remarks

4/13/2021 Reviewed by CSL, recommend current load rating using current condition  
5/24/21 bridge is posted for load rating that accounts for these deficiencies. ADN  
6/23/21 Reviewed by MAH - Rating rerated this in April7.  
7/19/2021 Reviewed by CSL; Rating considers current condition.  
8/4/21 No additional information - ADN  
10/19/2021 Reviewed by MAH, Asked District if posting updated. District says signs updated.  
12/1/2021 dlV Rating includes deficiencies. Posting updated per above comment.  
3/1/22 updated photos. Girder ends continue to deteriorate. Bridge is under contract 100955 to be replaced. RRJ

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S2 & s2 g2



S2 g2



S1 g2



S2 b2 g2





S1 b2 g2



2022 - Span 1 bent 2 girder 2



2022 - Span 1 bent 2 girder 2



2022 - Span 1 bent 2 girder 2 Rt





2022 - Span 2 bent 2 girder 2

**Date Reported:** 03/02/2021  
**Priority:** B - Pressing; 6 month completion goal  
**Type of Work:** Repair  
**Status:** Assigned  
**Component:** Substructure

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### Deficiency Description

Bent 2 cap is spliced over pile 6. Cap is decayed and hollow for 1' on each side of splice.  
Bent 3 cap is spliced over pile 3. Cap is decayed and hollow with some crushing for 6' on Lt side of splice.  
Bent 5 cap is spliced over pile 3. Cap has some crushing over piles 1, 2, and 3.  
Bent 6 is spliced over pile 2. Cap has some crushing over piles 1 and 2. Cap to the Rt of pile 2 has checks, 4" deep top decay, and areas of core decay. Cap is spliced over pile 6. Rt end has decay with 25% section loss for 3'.  
Bent 8 cap is spliced over pile 6. Cap is decayed and hollow with some section loss and minor crushing.

### Remarks

4/13/2021 Reviewed by CSL, recommend load rating considering current information  
5/24/21 bridge is posted for load rating that accounts for these deficiencies. ADN  
6/23/21 Reviewed by MAH - Rating rerated in April.  
7/19/2021 Reviewed by CSL; Rating considers current condition.  
8/4/21 No additional information - ADN  
10/19/2021 Reviewed by MAH, Asked District if posting updated. District says signs updated.  
12/1/2021 dlvr Rating includes deficiencies, posting in place per above note.

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Left b3



Left b3





Bent 6 right end of cap.



Bent 8 cap over pile 6.



Bent 3 cap at splice over pile 3.



B3 left





B3 left



B8 over p6



2022 - Bent 2 over pile 6



2022 - Bent 3 cap over pile 3





2022 - Bent 8 cap over pile 6



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### Deck Notes

Bridge is under contract to be replaced. (#100955)

Approach roadways have settlement and several potholes.

Bridge rails have several cracks and spalls with exposed rebar, mostly from lack of coverage.

Asphalt wearing surface is mostly spalled.

Deck has several surface and full depth patches. Patches are in mostly poor condition. Deck has concrete disintegration along joints, and overhangs at drain openings. Several areas along joints are patched full depth.

Majority of gutters and outside wheel path of travel lanes are patched or delaminated.

Deck at span 5 was replaced in the past. Approximately 40% of span 6, and 20% of span 7 is a full depth patch.

Soffit has a few areas of map cracks with efflorescence.

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### Superstructure Notes

Ends of girders have rust and section loss along bottom of web, bottom flange, and at diaphragm connections.

Majority of diaphragms have heavy section loss with holes rusted through, some diaphragms are missing.

Span 1 bent 1 girder 1 has 2' of heavy section loss. Rt bottom flange is knife edged.

Span 1 bent 1 girder 2 has a 19" x 2" hole in bottom of web 22" from end of girder. Top of web has a 4" x 2" hole near diaphragm connection.

Span 1 bent 1 girder 3 was t spliced in the past.

Span 1 bent 1 girder 4 was t spliced in the past.

Span 1 bent 1 girder 5 has heavy section loss along bottom of web. Lt bottom flange is knife edged.

Span 1 bent 1 girder 7 has an 8" x 3" area of heavy section loss with holes rusted through bottom of web starting 8" from end. Bottom flange is knife edged.

Span 1 bent 1 girder 8 has heavy section loss at end with holes rusted through web near top flange 9" from end.

Span 1 bent 2 girder 1 heavy section loss to inside bottom flange.

Span 1 bent 2 girder 2 has 3' of heavy section loss. Bottom of web has an 18" x up to 3" area of advanced section loss with holes rusted through and beginning to crush. Lt bottom flange has an 8" x 1.5" hole near cap.

Span 1 bent 2 girder 3 was t spliced in the past. Web above splice has section loss around diaphragm connection.

Span 1 bent 2 girder 4 was t spliced in the past.

Span 1 bent 2 girder 5 was t spliced in the past.

Span 1 bent 2 girder 7 was t spliced in the past.

Span 1 bent 2 girder 8 bottom flange is knife edged.

Span 2 bent 2 girder 1 was t spliced in the past.

Span 2 bent 2 girder 2 has a 21" x 5" area of holes, cracked, and crushing at end.

Span 2 bent 2 girder 3 was t spliced in the past. Web above splice has a 2" diameter hole near old diaphragm connection.

Span 2 bent 2 girder 4 has an 11" x 2" hole in bottom of web 21" from end. End of web is heavily pitted.

Span 2 bent 2 girder 5 has 3' of heavy loss with holes rusted through at end of web, diaphragm connection, a 2" x 1" in bottom of web 8.5" from end. Lt bottom flange is knife edged with several holes rusted through.

Span 2 bent 2 girder 6 has a 1" hole at end of web over T- splice. Top of web has 1" diameter hole 16" from end.

Span 2 bent 2 girder 7 was t spliced in the past. Web above splice has a 7" x 2" hole at top of web.

Span 2 bent 2 girder 8 was t spliced in the past.

Span 2 bent 3 girder 1 has a 12" x 1" hole in bottom of web 38" from end. Top of web has a 4" x 1" hole 8" from end. Rt bottom flange is knife edged.

Span 2 bent 3 girder 2 has a 24" x 1.5" hole in bottom of web 28" from end.

Span 2 bent 3 girder 3 was t spliced in the past.

Span 2 bent 3 girder 4 was t spliced in the past. Top of web has a 1" x 3" hole near diaphragm connection.

Span 2 bent 3 girder 5 has 1.5' of heavy section loss along bottom of web with 2 - 1" diameter holes rusted through 8" from end.

Span 2 bent 3 girder 7 was t spliced in the past.

Span 2 bent 3 girder 8 has an 8" x 1" hole in bottom of web 8" from end. Lt bottom flange is knife edged with holes rusted through.

Span 3 bent 3 girder 1 has heavy section loss along bottom of web and bottom flange.

Span 3 bent 3 girder 2 has 34" x up to 5" area of heavy section loss along bottom of web with several holes rusted through.





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Span 3 bent 3 girder 3 was t spliced in the past.  
Span 3 bent 3 girder 4 was t spliced in the past. Web above splice has 1' of heavy section loss with pin holes rusted through.  
Span 3 bent 3 girder 5 was t spliced in the past.  
Span 3 bent 3 girder 6 has 2" x 1" hole in bottom of web 7" from end. Rt bottom flange is knife edged with a 5" x 1" hole rusted through.  
Span 3 bent 3 girder 7 was t spliced in the past. Top of web has a 4" x 1" hole at diaphragm connection.

Span 3 bent 4 girder 1 has a 16" x 2" hole in top of web 2" from end. Bottom of web and bottom flange has a 3' long area of heavy section loss with holes rusted through web and bottom flange starting 3' from end of girder.  
Span 3 bent 4 girder 3 has a 19" x 3 1/2" hole in bottom of web 3" from end. Top of web has a 10" x 3" hole near diaphragm connection. Bottom flange is knife edged with holes rusted through. Girder is crushing over cap.  
Span 3 bent 4 girder 5 has a 24.5" x up to 2" hole along bottom of web 7" from end.  
Span 3 bent 4 girder 6 has a 17" x 1" hole in bottom of web 34" from end.

Span 4 girders have negative camber.  
Span 4 bent 5 girders 2 and 7 have knife edged bottom flanges.

Span 5 bent 5 girder 1 was t spliced in the past.  
Span 5 bent 5 girder 4 was t spliced in the past.  
Span 5 bent 5 girders 5 and 7 have splices on end with bolted splice plates.

Span 5 bent 6 girder 4 was t spliced in the past.  
Span 5 bent 6 girders 5 and 7 have splices on end with bolted splice plates.

Span 6 bent 6 girder 1 has heavy section loss along bottom of web and bottom flange. Rt bottom flange is knife edged.  
Span 6 bent 6 girder 2 has 2' of heavy section loss with a 9" x 1" hole along bottom of web 4" from end.  
Span 6 bent 6 girder 3 has a 6" x 10" hole in web at old diaphragm connection 2" from end of girder. Bottom of web has a 2" x 1" hole 7" from end.  
Span 6 bent 6 girders 4 - 7 were t spliced in the past. Girder 6 has a 5" x 1" hole in top of web 6" from end.  
Span 6 bent 6 girder 8 has a 5' area of heavy section loss along bottom of web with a 7" x 1" hole 14" from and an 11" x 1" hole 37" from end. Bottom flange is knife edged with holes rusted through.

Span 6 bent 7 girder 1 has a 15" x 2.5" hole in bottom of web 21" from end of girder. Top of web has a 6" x 2" at end. Rt bottom flange is knife edged.  
Span 6 bent 7 girder 2 was t spliced in the past.  
Span 6 bent 7 girder 3 was t spliced in the past. Top of web has a 1" x 3" hole at end of girder.  
Span 6 bent 7 girder 4 was t spliced in the past. Web above splice has a 6" area of section loss with holes rusted through at end.  
Span 6 bent 7 girder 5 was t spliced in the past. Web above splice has a 6" area of section loss with holes rusted through at end.  
Span 6 bent 7 girder 6 was t spliced in the past. Web above splice has a 6" area of section loss with holes rusted through at end.  
Span 6 bent 7 girder 7 was t spliced in the past.  
Span 6 bent 7 girder 8 was t spliced in the past. Web above splice has a 6" area of section loss with a 6" x 7" hole rusted through at end.

Span 7 girder 1 has a 72" x up to 5" hole along top of web 53" from bent 7 end.  
Span 7 bent 7 girder 2 was t spliced in the past.  
Span 7 bent 7 girder 3 was t spliced in the past.  
Span 7 bent 7 girder 4 was t spliced in the past. End of web above splice has 6" area of section loss with holes rusted through.  
Span 7 bent 7 girder 5 was t spliced in the past.  
Span 7 bent 7 girder 6 was t spliced in the past. End of web above splice has 6" area of section loss with holes rusted through.  
Span 7 bent 7 girder 7 was t spliced in the past. End of web above splice has an 8" x 7" hole rusted through.  
Span 7 bent 7 girder 8 was t spliced in the past.

Span 7 bent 8 girder 2 has a 11" x 1" hole in bottom of web 2" from end.  
Span 7 bent 8 girder 3 has a 3" x up to 2" hole in Lt bottom flange.  
Span 7 bent 8 girder 4 has welded plate repairs.  
Span 7 bent 8 girder 5 has a 15" x 2" hole in bottom of web 5" from end. Bottom flange is knife edged with some holes rusted through at edge.  
Span 7 bent 8 girder 6 has a 3" x 10" in web at diaphragm connection.



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Span 7 bent 8 girder 7 has a 4" x 1" hole in bottom of web 13" from end. Bottom flange is knife edged with holes rusted through at edge.  
Span 7 bent 8 girder 8 has a 2" x 8" hole in web at diaphragm connection. Bottom of web has section loss. Bottom flange is knife edged.

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### Substructure Notes

Caps have checks and areas of decay.  
Several piles have moderate checks and outside decay near ground line.

Bent 1 timber back wall is decayed with some section loss, beginning to lose embankment near piles 7 and 8.  
Bent 1 pile 1 has been reported as being decayed and hollow with a 3" shell remaining. Pile is not visible for inspection due to being covered with embankment.  
Bent 1 pile 6 is decayed and hollow. 2" shell remains.  
Bent 1 pile 7 is decayed and hollow. 1.25" shell and soft core remain.  
Bent 1 Lt end of cap was spliced over pile 3 sometime in the past.

Bent 2 cap is spliced over pile 6. Cap is decayed and hollow for 1' on each side of splice.  
Bent 2 pile 6 has 3" deep outside decay on ahead side. Pile is partially hollow.

Bent 3 cap is spliced over pile 3. Cap is decayed and hollow with some crushing for 6' on Lt side of splice.  
Bent 3 pile 1 has 1" deep outside decay at ground line. Pile has some core decay  
Bent 3 pile 8 has 1" outside decay and some section loss.

Bent 4 cap is spliced near pile 6.  
Bent 4 pile 8 has 1" outside decayed with some section loss. (Possible past fire damage.)

Bent 5 cap is spliced over pile 3. Cap has some crushing over piles 1, 2, and 3.  
Bent 5 pile 1 was spliced in the past.  
Bent 5 piles 5 and 7 have up to 2" outside decay on bottom 1.5' of pile.

Bent 6 is spliced over pile 2. Cap has some crushing over piles 1 and 2. Cap to the Rt of pile 2 has checks, 4" deep top decay, and areas of core decay. Cap is spliced over pile 6. Rt end has decay with 25% section loss for 3'.  
Bent 6 pile 1 has some core decay.  
Bent 6 pile 6 has some core decay.

Bent 7 cap is spliced over pile 3.

Bent 8 timber back wall is decayed and rotted & losing embankment.  
Bent 8 cap is spliced over pile 6. Cap is decayed and hollow with some section loss and minor crushing.  
Small drift buildup at bents 3 and 4.