



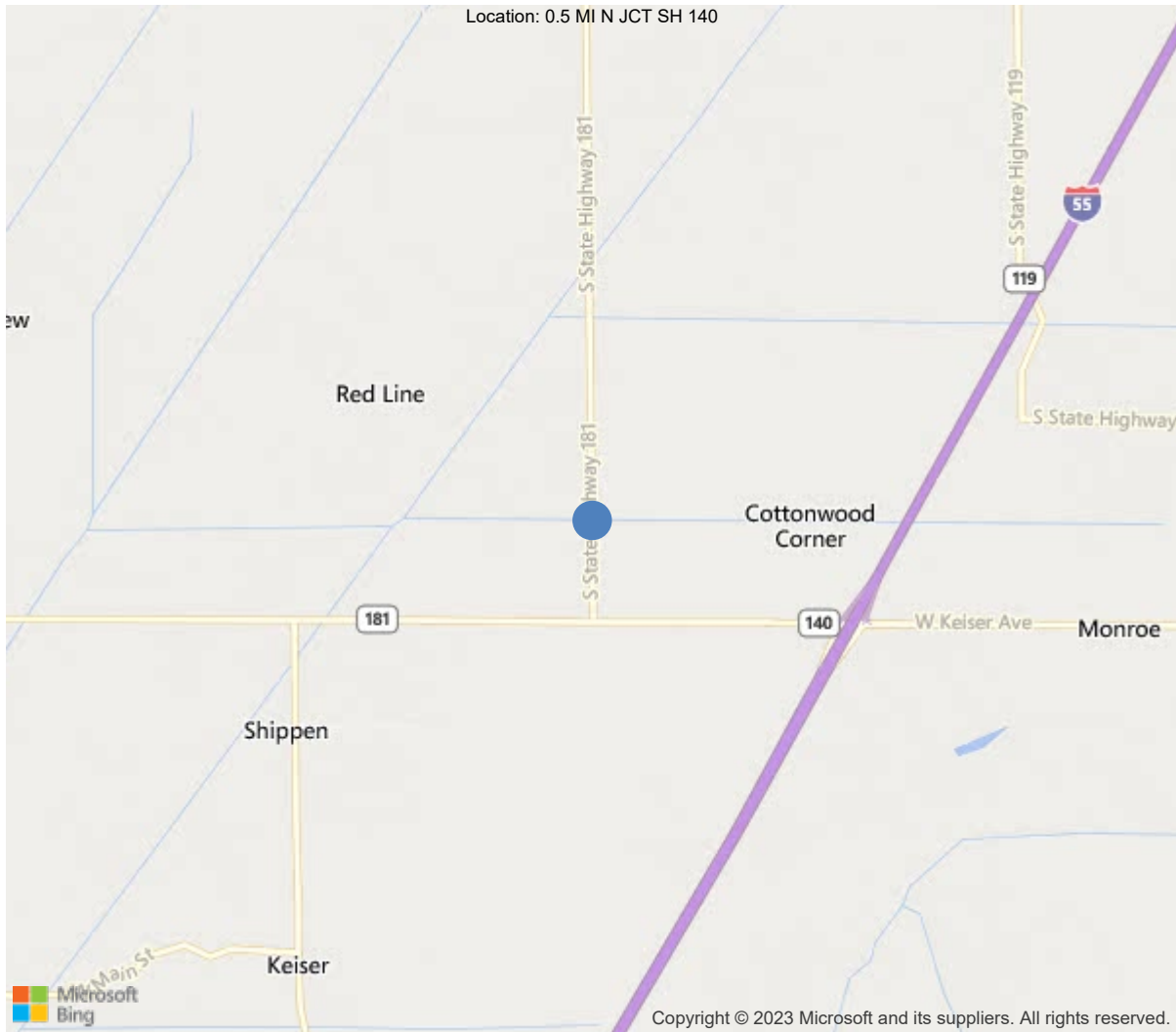
Latitude:35.70559, Longitude:-90.07278

Route:181 Section:02 Log:0.49

Arnold Road ID:47x181x2xA, Arnold Log mile:0.492

District 10, 93 - Mississippi County

Owner: 1 - State Highway Agency



35.70559, -90.07278





Asset #M2232(Routine)

SH 181-02- LM 0.49 over DITCH 44

Location: 0.5 MI N JCT SH 140

Team Lead: Richard Jones, Inspection Date: 10/19/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2232
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	93 - Mississippi County
(4) Place Code	0
(6) Features Intersected	DITCH 44
(7) Facility Carried	SH 181-02- LM 0.49
(9) Location	0.5 MI N JCT SH 140
(11) Mile Point	0.49 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.70559
(17) Longitude	-90.07278
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(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	1960
(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	680
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	15 ft
(49) Structure Length	45 ft
(50) Curb or Sidewalk Width	
Left	0.7 ft
Right	0.7 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	25.1 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 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	24 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 w
(111) Pier Protection	5 - None present but re-evalua
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The 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	4
(59) Superstructure	3
(60) Substructure	4
(61) Channel & Channel Protection	7
(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	
Rating	3
(70) Bridge Posting	0 - > 39.9% below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	3
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	915
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/19/2022		
(91) Frequency	12		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			

**General Observation**

Record change to update posting status

**58 - Deck** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

Metal bridge rails have paint deterioration and minor surface rust. Rails have some minor impact damage. Concrete posts have a few cracks and spalls. Span 2 Rt rail has 1 post spalled with exposed rebar. Asphalt wearing surface is cracked and delaminated over joints between units. Asphalt is raveling out along joints between units at spans 2 and 3. Units are moving/flexing under traffic. Soffit portion of exterior units have some cracks with efflorescence.

Span 2 bent 3 unit 4 has a full depth patch at diaphragm on end.

Span 2 bent 3 unit 5 has a 6" diameter hole with reinforcement wire exposed on soffit portion.

Span 3 bent 3 unit 4 has a full depth patch. Patch was poured even with bottom of girders.

**59 - Superstructure** (3 - SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.)

Concrete channel units have several areas of map cracks with efflorescence or rust stains. Girder portion has several longitudinal cracks and delaminated areas or spalls with rebar exposed. Ends of units over bents 2 and 3 have several spalls or concrete deterioration from movement of units due to past settlement.

Units over bents 2 and 3 have steel, timber, or rubber shims between cap and units to level the deck. Shims are up to 8" thick. Several timber shims are split and/or crushing.

Span 1 unit 1 has efflorescent map cracks throughout, and 3' of rebar exposed.

Span 1 unit 2 has 2' of rebar exposed on Rt leg. Lt leg has efflorescent map cracks throughout.

Span 1 unit 3 has 5' of rebar exposed on Lt leg.

Span 1 unit 4 has 13' of rebar exposed. Stirrup bars have up to 100% section loss.

Span 1 unit 5 has 8' of rebar exposed.

Span 1 unit 6 has 11' of rebar exposed.

Span 1 unit 7 has 11' of rebar exposed. Unit has efflorescence map cracks on Lt leg and diaphragm at bent 2 end.

Span 2 unit 1 has 6' of stirrup bars exposed. Rt leg over bent 3 is spalled with rebar exposed. Soffit has map cracks with efflorescence.

Span 2 unit 2 has 9' of rebar exposed. Rt leg is spalled over shims at bents 2 and 3.

Span 2 unit 3 has 7' of rebar exposed.

Span 2 unit 4 has 14' of rebar exposed.

Span 2 unit 5 has 8' of rebar exposed. Rt leg is spalled over shims at bent 3.

Span 2 unit 6 has 5' of rebar exposed. Rt leg is spalled over shims at bent 3

Span 2 unit 7 has efflorescence throughout. Legs have 2' of rebar exposed. Soffit has map cracks with efflorescence.

Span 3 unit 1 has 5' of rebar exposed. Rt leg at bent 3 end has a possible shear crack at transverse bolt connection. Crack has efflorescent buildup, and runs into soffit portion of unit.

Span 3 unit 2 has 7' of rebar exposed.

Span 3 unit 3 has 13' of rebar exposed.

Span 3 unit 4 has 12' of rebar exposed. Top flange portion has a full depth patch at bent 3 end. Patch was poured even with bottom of girders. Forms were left in place.

Span 3 unit 5 has 13' of rebar exposed.

Span 3 unit 6 has 9' of rebar exposed.

Span 3 unit 7 has a stirrup bar exposed.



**60 - Substructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)**

Bents 1 and 4 have concrete scour repairs below caps. Piles not visible for inspection.

Bents 2 and 3 have had settlement noted since 2011. Caps have settlement cracks near center line 1/16" - 1/8" wide. Units over bents 2 and 3 have steel, timber, or rubber shims between cap and units to level the deck. Shims are up to 8" thick.

Bent 2 cap has 5' of concrete disintegration on Lt end. Top of cap is spalled up to 3.5" deep with exposed rebar and some loss of bearing area under unit 1.

Bent 2 pile 2 bottom 3' has 1/4" wide checks and some core decay.

Bent 2 pile 3 was spliced in the past. Pile is exposed beneath concrete collar. Pile below splice has some outside decay.

Bent 2 pile 5 has a 4" deep damaged area on Rt side. Possibly hit by bush hog.

Bent 3 cap has a 2.5" bow and settlement cracks from piles 2 -4. Lt end of cap is approximately 6.25" lower than Rt end.

Bent 3 piles 1, 2 and 4 have been spliced in the past. Pile 2 is partially exposed under collar.

Pile 3 is encased in concrete above ground level. Pile 3 is partially exposed under encasement. Pile has some outside decay.

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**A-21 - Code 9 (Beginning) (5)**

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**A-22 - Code 9 (End) (5)**

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**A-41 - Load rating date (YYYY-MM-DD) (2021-11-04)**

Put the wrong year in the load rating date.

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**A-46 - Asset Files**

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Asset #M2232(Routine)

SH 181-02- LM 0.49 over DITCH 44

Location: 0.5 MI N JCT SH 140

Team Lead: Richard Jones, Inspection Date: 10/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1130	1091	22	17	0
1080	Delamination/Spall/Patched Area	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	16	0	0	16	0
1130	Cracking (RC and Other)	SF	22	0	22	0	0
510	Wearing Surfaces	SF	1080	701	15	364	0
3210	Delam/Spall/Patched Area/Pothole	SF	73	0	15	58	0
3220	Crack (Wearing Surface)	SF	306	0	0	306	0
110	Reinforced Concrete Open Girder/Beam	LF	315	79	6	229	1
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1090	Exposed Rebar	LF	165	0	0	165	0
1120	Efflorescence/Rust Staining	LF	51	0	0	51	0
1130	Cracking (RC and Other)	LF	14	0	0	13	1
215	Reinforced Concrete Abutment	LF	52	52	0	0	0
228	Timber Pile	EA	10	0	3	7	0
1140	Decay/Section Loss	EA	2	0	2	0	0
1150	Check/Shake	EA	1	0	1	0	0
4000	Settlement	EA	6	0	0	6	0
7000	Damage	EA	1	0	0	1	0
234	Reinforced Concrete Pier Cap	LF	52	34	0	15	3
1080	Delamination/Spall/Patched Area	LF	10	0	0	7	3
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	6	0	0	6	0
330	Metal Bridge Railing	LF	90	42	45	3	0
1000	Corrosion	LF	45	0	45	0	0
7000	Damage	LF	3	0	0	3	0
515	Steel Protective Coating	SF	288	48	0	80	160
3440	Effectiveness (Steel Protective Coatings)	LF	240	0	0	80	160



**Deck**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1130	1091	22	17	0
1080	Delamination/Spall/Patched Area	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	16	0	0	16	0
1130	Cracking (RC and Other)	SF	22	0	22	0	0
510	Wearing Surfaces	SF	1080	701	15	364	0
3210	Delam/Spall/Patched Area/Pothole	SF	73	0	15	58	0
3220	Crack (Wearing Surface)	SF	306	0	0	306	0

**58 - Deck** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

Comment: Metal bridge rails have paint deterioration and minor surface rust. Rails have some minor impact damage.

Concrete posts have a few cracks and spalls. Span 2 Rt rail has 1 post spalled with exposed rebar.

Asphalt wearing surface is cracked and delaminated over joints between units. Asphalt is raveling out along joints between units at spans 2 and 3. Units are moving/flexing under traffic.

Soffit portion of exterior units have some cracks with efflorescence.

Span 2 bent 3 unit 4 has a full depth patch at diaphragm on end.

Span 2 bent 3 unit 5 has a 6" diameter hole with reinforcement wire exposed on soffit portion.

Span 3 bent 3 unit 4 has a full depth patch. Patch was poured even with bottom of girders.



## Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	315	79	6	229	1
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1090	Exposed Rebar	LF	165	0	0	165	0
1120	Efflorescence/Rust Staining	LF	51	0	0	51	0
1130	Cracking (RC and Other)	LF	14	0	0	13	1

**59 - Superstructure** (3 - SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.)

Comment: Concrete channel units have several areas of map cracks with efflorescence or rust stains. Girder portion has several longitudinal cracks and delaminated areas or spalls with rebar exposed. Ends of units over bents 2 and 3 have several spalls or concrete deterioration from movement of units due to past settlement.

Units over bents 2 and 3 have steel, timber, or rubber shims between cap and units to level the deck. Shims are up to 8" thick. Several timber shims are split and/or crushing.

Span 1 unit 1 has efflorescent map cracks throughout, and 3' of rebar exposed.

Span 1 unit 2 has 2' of rebar exposed on Rt leg. Lt leg has efflorescent map cracks throughout.

Span 1 unit 3 has 5' of rebar exposed on Lt leg.

Span 1 unit 4 has 13' of rebar exposed. Stirrup bars have up to 100% section loss.

Span 1 unit 5 has 8' of rebar exposed.

Span 1 unit 6 has 11' of rebar exposed.

Span 1 unit 7 has 11' of rebar exposed. Unit has efflorescence map cracks on Lt leg and diaphragm at bent 2 end.

Span 2 unit 1 has 6' of stirrup bars exposed. Rt leg over bent 3 is spalled with rebar exposed. Soffit has map cracks with efflorescence.

Span 2 unit 2 has 9' of rebar exposed. Rt leg is spalled over shims at bents 2 and 3.

Span 2 unit 3 has 7' of rebar exposed.

Span 2 unit 4 has 14' of rebar exposed.

Span 2 unit 5 has 8' of rebar exposed. Rt leg is spalled over shims at bent 3.

Span 2 unit 6 has 5' of rebar exposed. Rt leg is spalled over shims at bent 3

Span 2 unit 7 has efflorescence throughout. Legs have 2' of rebar exposed. Soffit has map cracks with efflorescence.

Span 3 unit 1 has 5' of rebar exposed. Rt leg at bent 3 end has a possible shear crack at transverse bolt connection. Crack has efflorescent buildup, and runs into soffit portion of unit.

Span 3 unit 2 has 7' of rebar exposed.

Span 3 unit 3 has 13' of rebar exposed.

Span 3 unit 4 has 12' of rebar exposed. Top flange portion has a full depth patch at bent 3 end. Patch was poured even with bottom of girders. Forms were left in place.

Span 3 unit 5 has 13' of rebar exposed.

Span 3 unit 6 has 9' of rebar exposed.

Span 3 unit 7 has a stirrup bar exposed.



**Substructure**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	52	52	0	0	0
228	Timber Pile	EA	10	0	3	7	0
1140	Decay/Section Loss	EA	2	0	2	0	0
1150	Check/Shake	EA	1	0	1	0	0
4000	Settlement	EA	6	0	0	6	0
7000	Damage	EA	1	0	0	1	0
234	Reinforced Concrete Pier Cap	LF	52	34	0	15	3
1080	Delamination/Spall/Patched Area	LF	10	0	0	7	3
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	6	0	0	6	0

**60 - Substructure** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Comment: Bents 1 and 4 have concrete scour repairs below caps. Piles not visible for inspection.

Bents 2 and 3 have had settlement noted since 2011. Caps have settlement cracks near center line 1/16" - 1/8" wide. Units over bents 2 and 3 have steel, timber, or rubber shims between cap and units to level the deck. Shims are up to 8" thick.

Bent 2 cap has 5' of concrete disintegration on Lt end. Top of cap is spalled up to 3.5" deep with exposed rebar and some loss of bearing area under unit 1.

Bent 2 pile 2 bottom 3' has 1/4" wide checks and some core decay.

Bent 2 pile 3 was spliced in the past. Pile is exposed beneath concrete collar. Pile below splice has some outside decay.

Bent 2 pile 5 has a 4" deep damaged area on Rt side. Possibly hit by bush hog.

Bent 3 cap has a 2.5" bow and settlement cracks from piles 2 -4. Lt end of cap is approximately 6.25" lower than Rt end.

Bent 3 piles 1, 2 and 4 have been spliced in the past. Pile 2 is partially exposed under collar.

Pile 3 is encased in concrete above ground level. Pile 3 is partially exposed under encasement. Pile has some outside decay.



Asset #M2232(Routine)  
SH 181-02- LM 0.49 over DITCH 44  
Location: 0.5 MI N JCT SH 140

Team Lead: Richard Jones, Inspection Date: 10/19/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Load posting at beginning



Load posting at end





wearing surface



soffit



Bent 3





Bent 2



Bent 1



Bent 4



**Asset #M2232(Routine)**

**SH 181-02- LM 0.49 over DITCH 44**

**Location: 0.5 MI N JCT SH 140**

**Team Lead: Richard Jones, Inspection Date: 10/19/2022**

#### **Maintenance Needs**

**Date Reported:** 03/16/2011  
**Priority:** (Inactive) (Inactive) G - General/ Preventive maintenance  
**Type of Work:** (Inactive) (Inactive) 9 - None  
**Status:** Monitor  
**Component:** Channel

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#### **Deficiency Description**

Channel was cleaned out in 2011. Bent 3 lost approximately 1 ft. of pile penetration as per field observation.

#### **Remarks**

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**Date Reported:** 01/06/2012



**Asset #M2232(Routine)**

**SH 181-02- LM 0.49 over DITCH 44**

**Location: 0.5 MI N JCT SH 140**

**Team Lead:** Richard Jones, **Inspection Date:** 10/19/2022

**Priority:** C - Important  
**Type of Work:** Repair (General)  
**Status:** Monitor  
**Component:** Deck

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#### **Deficiency Description**

Asphalt wearing surface is cracked and delaminated over joints between units. Asphalt is raveling out along joints between units at spans 2 and 3. Units are moving/flexing under traffic.

#### **Remarks**

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Span 1







2021 - Span 2



2021 - Span 3

**Date Reported:** 01/06/2012  
**Priority:** C - Important  
**Type of Work:** (Inactive) (Inactive) 9 - None  
**Status:** Monitor  
**Component:** Element

---

### Deficiency Description

Metal bridge rails have paint deterioration and minor surface rust. Rails have some minor impact damage. Concrete posts have a few cracks and spalls. Span 2 Rt rail has 1 post spalled with exposed rebar.

### Remarks

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**Date Reported:** 01/06/2012  
**Priority:** C - Important  
**Type of Work:** Repair (General)  
**Status:** Monitor  
**Component:** Element

---

### Deficiency Description

Concrete channel units have several areas of map cracks with efflorescence or rust stains. Girder portion has several longitudinal cracks and delaminated areas or spalls with rebar exposed.

### Remarks

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2021 - Span 1 unit 2



2021 - Span 1 unit 3





2021 - Span 1 units 6 and 7



2021 - Span 2 bent 2 unit 3





2021 - Span 2 unit 7

**Date Reported:** 01/06/2012  
**Priority:** B - Pressing  
**Type of Work:** Replace (General)  
**Status:** Open  
**Component:** Substructure

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### Deficiency Description

Bent 2 cap has 5' of concrete disintegration on Lt end. Top of cap is spalled up to 3.5" deep with exposed rebar and some loss of bearing area under unit 1.

### Remarks

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2022 - Bent 2 Lt



2022 - Bent 2 Lt



Left end bent 2 cap.



Left end bent 2 cap span 2 side.









**Asset #M2232(Routine)**

**SH 181-02- LM 0.49 over DITCH 44**

**Location: 0.5 MI N JCT SH 140**

**Team Lead: Richard Jones, Inspection Date: 10/19/2022**

**Date Reported:** 11/23/2015  
**Priority:** D- Routine  
**Type of Work:** (Inactive) (Inactive) 9 - None  
**Status:** Assigned  
**Component:** Approach

---

**Deficiency Description**

All flare boards and log mile signs are on the ground.

**Remarks**

forward to Sign Crew for replacement

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**Date Reported:** 11/23/2015  
**Priority:** C - Important



**Asset #M2232(Routine)**

**SH 181-02- LM 0.49 over DITCH 44**

**Location: 0.5 MI N JCT SH 140**

**Team Lead: Richard Jones, Inspection Date: 10/19/2022**

**Type of Work:** (Inactive) (Inactive) 9 - None

**Status:** Monitor

**Component:** Substructure

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**Deficiency Description**

Bent 2 pile 5 has a 4" deep damaged area on Rt side. Possibly hit by bush hog.

**Remarks**

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Bent 2 pile 5.







2021 - Bent 2 pile 5

**Date Reported:** 11/23/2015  
**Priority:** B - Pressing  
**Type of Work:** Repair (General)  
**Status:** Open  
**Component:** Substructure

---

#### Deficiency Description

Bents 2 and 3 have had settlement noted since 2011. Caps have settlement cracks near center line 1/16" - 1/8" wide. Units over bents 2 and 3 have steel, timber, or rubber shims between cap and units to level the deck. Shims are up to 8" thick. Several timber shims are decayed, split, and crushing under units. Bent 3 cap has a 2.5" bow and settlement cracks from piles 2 -4. Lt end of cap is approximately 6.25" lower than Rt end.

#### Remarks

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Timber shims



Bent 2 cracks



Bent 2 cracks



B3 left p3





Bent 3 cap.



B3 right side of p3



B3



S2 b3



**B3**



**Bent 3 repair.**





S2 b3



Bent 3 cap 2017



Bent 3 cap repair span 2 side.



2021 - Bent 3



Asset #M2232(Routine)

SH 181-02- LM 0.49 over DITCH 44

Location: 0.5 MI N JCT SH 140

Team Lead: Richard Jones, Inspection Date: 10/19/2022

**Date Reported:** 10/25/2017  
**Priority:** B - Pressing  
**Type of Work:** Repair (General)  
**Status:** Assigned  
**Component:** Deck

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#### Deficiency Description

Bottom of Deck has several cracks thru the deck with some having efflorescence.

\*\*Span 3 unit 4 over bent 3 has a 2' ft. x 3' ft. ft. diameter area in bottom of deck portion of unit spalled with cracking & efflorescence, end of unit is spalled & deteriorated, see 2017 photo.

Span 2 bent 3 unit 5 has a 6" diameter hole with reinforcement wire exposed.

#### Remarks

District Bridge Crew is aware, but busy on other projects - KAW 11/14/17

Span 2 bent 3 unit 4 has a full depth patch at diaphragm on end. - RRJ 10/27/21

\*\*Span 3 bent 3 unit 4 has a full depth patch. Patch was poured even with bottom of girders. Forms are still in place. - RRJ 10/27/21

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2021 - Span 2 bent 3 unit 4



2021 - Span 2 bent 3 unit 5

**Date Reported:** 09/25/2018  
**Priority:** C - Important  
**Type of Work:** (Inactive) (Inactive) 9 - None  
**Status:** Monitor  
**Component:** Substructure

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### Deficiency Description

Bent 2 pile 2 bottom 3' has ¼" wide checks and some core decay.  
Bent 2 pile 3 was spliced in the past. Pile is exposed beneath concrete collar. Pile below splice has some outside decay.  
Bent 3 pile 3 is partially exposed under encasement. Pile has some outside decay.

### Remarks

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Bent 2 pile 3



**Date Reported:** 11/03/2021  
**Priority:** A - Safety deficiency; requires prompt action  
**Type of Work:** Replace (General)  
**Status:** Assigned  
**Component:** Superstructure

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### Deficiency Description

Girder portion of precast units has several spalls with rebar exposed. Ends of units over bents 2 and 3 have several spalls or concrete deterioration from movement of units due to past settlement.

Units over bents 2 and 3 have steel, timber, or rubber shims between cap and units to level the deck. Shims are up to 8" thick. Several timber shims are split and/or crushing. Units are moving/flexing under traffic.

Span 1 unit 1 has efflorescent map cracks throughout, and 3' of rebar exposed.

Span 1 unit 4 has 13' of rebar exposed. Stirrup bars have up to 100% section loss.

Span 1 unit 5 has 8' of rebar exposed.

Span 2 unit 1 has 6' of stirrup bars exposed. Rt leg over bent 2 is spalled with rebar exposed.

Span 2 unit 2 has 9' of rebar exposed. Lt and Rt legs are spalled over shims at bent 2 end.

Span 2 unit 4 has 14' of rebar exposed.

Span 2 unit 5 has 8' of rebar exposed. Rt leg is spalled over shims at bent 3.

Span 2 unit 6 has 5' of rebar exposed. Rt leg is spalled over shims at bent 3.

Span 3 unit 1 has 5' of rebar exposed. Rt leg at bent 3 end has a possible shear crack at transverse bolt connection. Crack has efflorescent buildup, and runs into soffit portion of unit.

Span 3 unit 2 has 7' of rebar exposed.

Span 3 unit 3 has 13' of rebar exposed.

Span 3 unit 4 has 12' of rebar exposed. Top flange portion has a full depth patch at bent 3 end. Patch was poured even with bottom of girders. Forms were left in place.

Span 3 unit 5 has 13' of rebar exposed.

Span 3 unit 6 has 9' of rebar exposed.

### Remarks

Combined some of these from previous maintenance needs and increased priority to A due to the continued deterioration on ends and the possible shear crack on Unit 1 at beginning of span 3. - RRJ 10/27/21

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**Asset #M2232(Routine)**

**SH 181-02- LM 0.49 over DITCH 44**

**Location: 0.5 MI N JCT SH 140**

**Team Lead:** Richard Jones, **Inspection Date:** 10/19/2022

Span 2 units 3 - 5

Span 3 bent 3 unit 4



Span 2 unit 4.



Span 1 unit 4.







2021 - Span 1 unit 1



2021 - Span 1 unit 4



2021 - Span 1 unit 4 - bent 2 end



2021 - Span 1 unit 4 - bent 1 end





2021 - Span 1 unit 5



2021 - Span 2 bent 3 unit 1



2021 - Span 2 bent 2 unit 2



2021 - Span 2 bent 3 unit 5 Rt leg





2021 - Span 2 bent 3 unit 6 Rt leg



2021 - Span 2 bent 2 unit 2





2021 - Span 2 unit 4



2021 - Span 2 bent 2 unit 4



2021 - Span 2 bent 2 unit 5



2021 - Span 3 unit 3 - bent 4 end





2021 - Span 3 units 3 - 5



2021 - Span 3 bent 4 unit 5





2021 - Span 3 bent 4 unit 6



2021 - Span 3 bent 3 unit 6



2021 - Span 3 bent 3 unit 5



2021 - Span 3 unit 3 - bent 3 end





2021 - Span 3 unit 2 - bent 4 end



2021 - Span 3 unit 2 - bent 3 end





2021 - Span 3 unit 2



2021 - Span 3 bent 3 unit 1 - Rt leg



2021 - Span 3 bent 3 unit 1



**Asset #M2232(Routine)**

**SH 181-02- LM 0.49 over DITCH 44**

**Location: 0.5 MI N JCT SH 140**

**Team Lead:** Richard Jones, **Inspection Date:** 10/19/2022

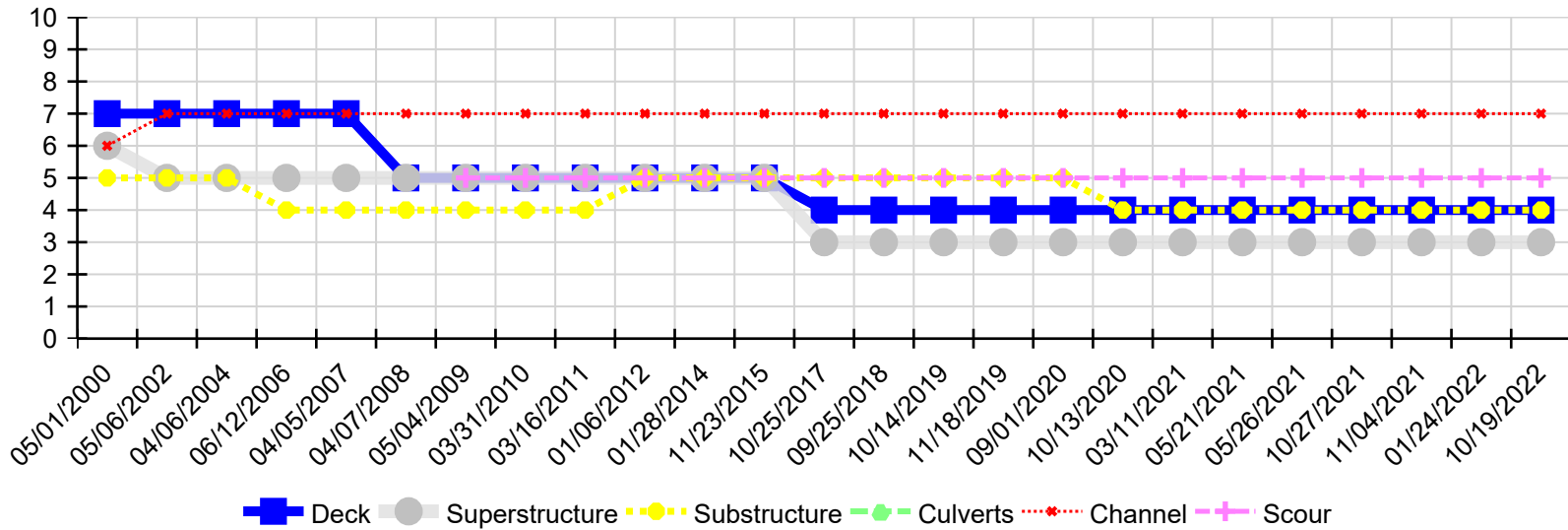
## **Routine Maintenance**

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/19/2022	4	3	4	N	7	5
01/24/2022	4	3	4	N	7	5
11/04/2021	4	3	4	N	7	5
10/27/2021	4	3	4	N	7	5
05/26/2021	4	3	4	N	7	5
05/21/2021	4	3	4	N	7	5
03/11/2021	4	3	4	N	7	5
10/13/2020	4	3	4	N	7	5
09/01/2020	4	3	5	N	7	5
11/18/2019	4	3	5	N	7	5
10/14/2019	4	3	5	N	7	5
09/25/2018	4	3	5	N	7	5
10/25/2017	4	3	5	N	7	5
11/23/2015	5	5	5	N	7	5
01/28/2014	5	5	5	N	7	5
01/06/2012	5	5	5	N	7	5
03/16/2011	5	5	4	N	7	5
03/31/2010	5	5	4	N	7	5
05/04/2009	5	5	4	N	7	5
04/07/2008	5	5	4	N	7	N
04/05/2007	7	5	4	N	7	N
06/12/2006	7	5	4	N	7	N
04/06/2004	7	5	5	N	7	N
05/06/2002	7	5	5	N	7	N
05/01/2000	7	6	5	N	6	N