



Latitude:34.77491, Longitude:-90.88964

Route:79 Section:15 Log:13.33

Arnold Road ID:39x79x15xA, Arnold Log mile:13.335

District 01, 77 - Lee County

Owner: 1 - State Highway Agency



34.77491, -90.88964



Asset #02398(Routine, Underwater type 2)

Us-79/Sec15/L13.33 over Cat Creek

Location: .30 Mi East Sh 121 Sec 3

Team Lead: Myron Futrell, Inspection Date: 11/09/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02398
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	77 - Lee County
(4) Place Code	0
(6) Features Intersected	Cat Creek
(7) Facility Carried	Us-79/Sec15/L13.33
(9) Location	.30 Mi East Sh 121 Sec 3
(11) Mile Point	13.33 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000079150
(16) Latitude	34.77491
(17) Longitude	-90.88964
(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	2
(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	1949
(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	2200
(30) Year of ADT	2019
(109) Truck ADT	14 %
(19) Bypass, Detour Length	22 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	62.2 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 ft
(51) Bridge Roadway Width Curb to Curb	26 ft
(52) Deck Width Out to Out	30.5 ft
(32) Approach Roadway Width (W/Shoulders)	26 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	26 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	2 - Rural Principal Arterial -
(100) Defense Highway	0 - The inventory route is not
(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	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	4
(60) Substructure	7
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	3
(64) Operating Rating	
Type	3 - Load and Resistance Factor(LRFR)
Rating	22
(65) Inventory Rating Method	3 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	17
(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	3
(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	1 - Inspected feature meets current
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	87 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 235
(96) Total Project Cost	\$ 476
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	2505
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	11/09/2022		
(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

Drawing numbers:6569-71,5252a.

11/13/2017-Special inspection for superstructure due to superstructure NBIS rating being a 4.

02/03/2020 Record change inspection to up date posting.

05-20-2020 removing specials due to some repairs.

Abutment #1 left approach rail end has two feet of damage.

Abutment #1 right approach rail end has one foot of damage

Abutment #2 left approach rail has a one foot area of collision damage twenty five feet from bridge.

Abutment #1,2 doesn't have route, section, log mile sign.

Abutment #1 left approach rail beginning to separate from monument post

36C - Approach Guardrail (0 - Inspected feature does not meet currently acceptable stds. or a safety feature is required and none is provided.*)

Abutment #2 left approach rail has minor collision damage for three feet.

Abutment #1 left approach rail end has two feet of damage.

Abutment #1 right approach rail end has one foot of damage

41 - Structure Open/Posted/Closed (P)

Posted based on crushing of exterior beam - Beam 1 in Span 1.

59 - Superstructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

11/20/2019 lowered superstructure rating from 4 to 3 to condition of girder #1 at bent #2.

05-20-2020 raised superstructure from 3 to 4 due to repairs.

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

05/20/2020 lowered substructure from 8 to 7 due to minor problems.

61 - 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.)

11/08/2021-Lowered channel from 8 to 7 due to minor erosion at abutment #2.

A-46 - Asset Files

-

A-108 - Load Rating Requested (Yes)

Email from 1/28/2020-The reason for the posting change is the deterioration of the ends of the steel beams. Currently, Girder 1 in Span 1 and Bent 2 has buckled creating a need for limiting the load on the structure.

Photos from 3/9/2020:

Span #1 girder #1 at bent #2 has an L shape patch that is full height at end ten inches wide the leg is two foot long by seven inches tall.

Span #2 girder #1 at bent #2 has an L shape patch that is full height at end ten inches wide the leg is two foot long by seven inches tall.

Spans #1 and 2, girder #1 at bent #2 have been Tee-spliced.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1650	1642	0	8	0
1090	Exposed Rebar	SF	8	0	0	8	0
510	Wearing Surfaces	SF	1560	1399	76	85	0
3220	Crack (Wearing Surface)	SF	161	0	76	85	0
(12) Wearing surface has transverse cracks at each joint and several longitudinal various locations. Gutters full of dirt and debris with vegetation growing in them with several drains blocked. Curb on outside has hairline vertical cracks spaced one foot apart. Soffit/under surface overhangs have areas of spalls with exposed rebar primarily at drains with 5% section loss eight feet total. Soffit/under surface has transverse hairline cracks spaced three foot apart.							
107	Steel Open Girder/Beam	LF	240	0	227	10	3
1000	Corrosion	LF	232	0	219	10	3
1900	Distortion	LF	8	0	8	0	0
515	Steel Protective Coating	SF	1637	0	20	1290	327
3440	Effectiveness (Steel Protective Coatings)	LF	1637	0	20	1290	327
(107) Each girder end has been painted about two feet on ends with paint failing rest of girder areas have 20% of no paint, and 78% of paint has limited effectiveness. Several diaphragms between girders have areas of section loss with holes. Girders 2,3,4 at bent #2 have areas of up to 50% section loss in the web at the haunches and diaphragm connections. Span #1 girder #1 at bent #1 has a one and a half foot tall by three foot long t-splice at girder end. With area in web above the T-splice has a three by six inch hole. Span #1 girder #1 at bent #2 has an L shape patch that is full height at end ten inches wide the leg is two foot long by seven inches tall. Span #2 girder #1 at bent #2 has an L shape patch that is full height at end ten inches wide the leg is two foot long by seven inches tall. Span #2 bent #2 girder #3 has a two foot by ten inch wide window put in. Span #2 bent #2 girder #4 has a two inch long hole at haunch, with up to 50% section loss around diaphragm area in web, and has a five foot long area of corrosion with laminations and section loss up to 65% in web near bottom flange at end of girder. Bent #2 spans #1 and #2 at girder #5 are bent out of plane due to pack rust at diaphragm. Span #2 girder #1 at bent #3 has a two foot tall by three foot long t-splice.							
215	Reinforced Concrete Abutment	LF	72	66	6	0	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	LF	2	0	2	0	0
6000	Scour	LF	2	0	2	0	0
(215) Abutment caps and back wall have vertical cracks. Abutment #1 behind girder 1,4 each have one foot area of honey combing with no loose aggregate. Abutment #2 cap right side has two foot long area undermined up to six inches, due to roadway runoff.							
227	Reinforced Concrete Pile	EA	4	0	4	0	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
(227) Bent #2 all four piles has light abrasion exposing aggregate, but none is loose.							

Team Lead: Myron Futrell, Inspection Date: 11/09/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	25	25	0	0	0
305	Assembly Joint without Seal	LF	90	0	0	84	6
2350	Debris Impaction	LF	84	0	0	84	0
2370	Metal Deterioration or Damage	LF	6	0	0	0	6
(305) Joint steel has no paint left. Joint steel is heavily corroded and touching span to span last two feet and has some holes on ends leading down to 25% section in center. Joints are overlaid.							
311	Movable Bearing	EA	8	0	0	8	0
2210	Movement	EA	8	0	0	8	0
515	Steel Protective Coating	SF	16	0	0	16	0
3440	Effectiveness (Steel Protective Coatings)	EA	16	0	0	16	0
(311) Bearings are rotated up to 15 degrees. Movable bearings are corroded with lamination with up to 15% section loss. several anchor bolts rusted in two and missing. Bearings have been painted and have rust showing through.							
313	Fixed Bearing	EA	8	0	0	8	0
1000	Corrosion	EA	8	0	0	8	0
515	Steel Protective Coating	SF	8	0	0	8	0
3440	Effectiveness (Steel Protective Coatings)	EA	8	0	0	8	0
(313) Fixed bearings corroded with lamination, section loss up to 15%. Several anchor bolts are rusted in two and missing. Abutment bearings have been painted since last inspection, but have speckled rust showing through							
331	Reinforced Concrete Bridge Railing	LF	124	106	11	7	0
1080	Delamination/Spall/Patched Area	LF	6	0	0	6	0
1090	Exposed Rebar	LF	11	0	11	0	0
7000	Damage	LF	1	0	0	1	0
(331) Span #1 right rail has one foot spall with exposed rebar. Span #1 left rail has one foot spall with no exposed rebar. Span #2 right side rail has a four foot long spall on bottom back face with exposed rebar and two 2' spalls with exposed rebar on inside face . Next to last post on left side span #2 has spall on top. Span #2 right rail at next to last post has a one foot spall on bottom. Span #2 right rail next to last post has small spall. Span #2 left rail posts #2,3,4 all have collision damage on top with spalls posts #4 with rebar exposed. Abutment #1 left monument post has collision damage caused spall with exposed rebar Abutment #2 left monument post has collision damage with exposed rebar and is leaning back.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1650	1642	0	8	0
1090	Exposed Rebar	SF	8	0	0	8	0
510	Wearing Surfaces	SF	1560	1399	76	85	0
3220	Crack (Wearing Surface)	SF	161	0	76	85	0
<p>(12) Wearing surface has transverse cracks at each joint and several longitudinal various locations.</p> <p>Gutters full of dirt and debris with vegetation growing in them with several drains blocked.</p> <p>Curb on outside has hairline vertical cracks spaced one foot apart.</p> <p>Soffit/under surface overhangs have areas of spalls with exposed rebar primarily at drains with 5% section loss eight feet total.</p> <p>Soffit/under surface has transverse hairline cracks spaced three foot apart.</p>							



Asset #02398(Routine, Underwater type 2)

Us-79/Sec15/L13.33 over Cat Creek

Location: .30 Mi East Sh 121 Sec 3

Team Lead: Myron Futrell, Inspection Date: 11/09/2022

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	240	0	227	10	3
1000	Corrosion	LF	232	0	219	10	3
1900	Distortion	LF	8	0	8	0	0
515	Steel Protective Coating	SF	1637	0	20	1290	327
3440	Effectiveness (Steel Protective Coatings)	LF	1637	0	20	1290	327
<p>(107) Each girder end has been painted about two feet on ends with paint failing rest of girder areas have 20% of no paint, and 78% of paint has limited effectiveness.</p> <p>Several diaphragms between girders have areas of section loss with holes.</p> <p>Girders 2,3,4 at bent #2 have areas of up to 50% section loss in the web at the haunches and diaphragm connections.</p> <p>Span #1 girder #1 at bent #1 has a one and a half foot tall by three foot long t-splice at girder end. With area in web above the T-splice has a three by six inch hole.</p> <p>Span #1 girder #1 at bent #2 has an L shape patch that is full height at end ten inches wide the leg is two foot long by seven inches tall.</p> <p>Span #2 girder #1 at bent #2 has an L shape patch that is full height at end ten inches wide the leg is two foot long by seven inches tall.</p> <p>Span #2 bent #2 girder #3 has a two foot by ten inch wide window put in.</p> <p>Span #2 bent #2 girder #4 has a two inch long hole at haunch, with up to 50% section loss around diaphragm area in web, and has a five foot long area of corrosion with laminations and section loss up to 65% in web near bottom flange at end of girder.</p> <p>Bent #2 spans #1 and #2 at girder #5 are bent out of plane due to pack rust at diaphragm.</p> <p>Span #2 girder #1 at bent #3 has a two foot tall by three foot long t- splice.</p>							

59 - Superstructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Comment: 11/20/2019 lowered superstructure rating from 4 to 3 to condition of girder #1 at bent #2.

05-20-2020 raised superstructure from 3 to 4 due to repairs.



Asset #02398(Routine, Underwater type 2)

Us-79/Sec15/L13.33 over Cat Creek

Location: .30 Mi East Sh 121 Sec 3

Team Lead: Myron Futrell, Inspection Date: 11/09/2022

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	72	66	6	0	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	LF	2	0	2	0	0
6000	Scour	LF	2	0	2	0	0
(215) Abutment caps and back wall have vertical cracks. Abutment #1 behind girder 1,4 each have one foot area of honey combing with no loose aggregate. Abutment #2 cap right side has two foot long area undermined up to six inches, due to roadway runoff.							
227	Reinforced Concrete Pile	EA	4	0	4	0	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
(227) Bent #2 all four piles has light abrasion exposing aggregate, but none is loose.							
234	Reinforced Concrete Pier Cap	LF	25	25	0	0	0

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

Comment: 05/20/2020 lowered substructure from 8 to 7 due to minor problems.

61 - 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.)

Comment: 11/08/2021-Lowered channel from 8 to 7 due to minor erosion at abutment #2.



Asset #02398(Routine, Underwater type 2)

Us-79/Sec15/L13.33 over Cat Creek

Location: .30 Mi East Sh 121 Sec 3

Team Lead: Myron Futrell, Inspection Date: 11/09/2022

Culvert

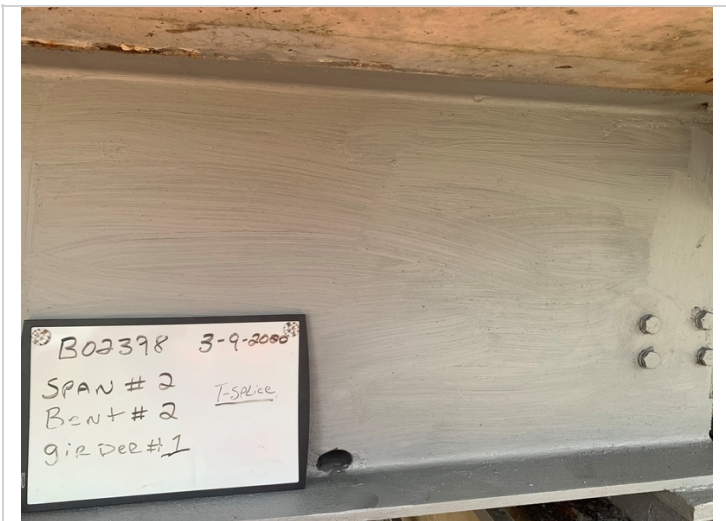
ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Side view / elevation



Span 1, Bent 2, Girder 1



Span 2, Bent 2, Girder 1

Maintenance Needs

Date Reported: 11/02/2015

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Bearings are rotated up to 15 degrees.

Movable bearings are corroded with lamination with up to 15% section loss. Several anchor bolts rusted in two and missing.

Remarks



Typical movable bearing.



Typical fixed bearing.



Typical movable bearings.



Typical movable bearing



Typical fixed abutment bearing with broken anchor bolt

Maintenance Needs

Date Reported: 11/20/2019

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Span #1 girder #1 at bent #1 has a one and a half foot tall by three foot long t-splice at girder end. With area in web above the T-splice has a three inch by six inch hole.

Span #2 bent #2 girder #4 has a two inch long hole at haunch, with up to 50% section loss around diaphragm area in web, and has a five foot long area of corrosion with laminations and section loss up to 65% in web near bottom flange at end of girder.

Remarks



Span #2 bent #2 girder #4 has a 2" long hole at haunch, with up to 50% section loss around diaphragm area in web, and has 5' long area of corrosion with laminations and section loss up to 65% in web near bottom flange at end of girder.



Bent 2 span 2 girder 4 has a 2" long hole at haunch.



Span #1 girder #1 at bent #1 has a one and a half foot tall by three foot long t-splice at girder end. Area above T-splice has 3" hole in web.



Span #1 girder #1 at bent #1 has a one and a half foot tall by three foot long t-splice at girder end. With area in web above the T-splice has a three inch hole.



Span #2 bent #2 girder #4 has a two inch long hole at haunch, with up to 50% section loss around diaphragm area in web, and has a five foot long area of corrosion with laminations and section loss up to 65% in web near bottom flange at end of girder.



Span #2 bent #2 girder #4 hole in web at haunch



Abutment #1 girder #1, 3" x 6" hole in web at haunch

Maintenance Needs

Date Reported: 11/02/2015

Priority: C - Important

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Element

Deficiency Description

All girders at bent #2 have areas of up to 50% section loss in the web at the haunches and diaphragm connections unless other wise noted.

Remarks



Bent #2 span #1,2 girder #2 ends.

Maintenance Needs

Date Reported: 11/02/2015

Priority: C - Important

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Deck

Deficiency Description

Gutters full of dirt and debris with vegetation growing in them with several drains blocked.

Remarks



Dirt and vegetation in gutters



Gutters



Dirt and debris in gutter

Maintenance Needs

Date Reported: 11/13/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment #2 left side is eroded under approach roadway one foot.

Remarks



Abutment #2 left approach shoulder eroded



Erosion under approach roadway abutment #2 left side



Erosion at abutment #2 left side

Maintenance Needs

Date Reported: 11/02/2015

Priority: C - Important

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Element

Deficiency Description

Paint is failing allowing girders to rust.

Remarks



Typical paint condition



Typical paint on girders.

Maintenance Needs

Date Reported: 11/02/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Span #1 right rail has one foot spall with exposed rebar.

Span #1 left rail has one foot spall with no exposed rebar.

Span #2 right side rail has a four foot long spall on bottom back face with exposed rebar and two 2' spalls with exposed rebar on inside face .

Next to last post on left side span #2 has spall on top.

Span #2 right rail at next to last post has a one foot spall on bottom.

Span #2 right rail next to last post has small spall.

Span #2 left rail posts #2,3,4 all have collision damage on top with spalls posts #4 with rebar exposed.

Abutment #1 left monument post has collision damage caused spall with exposed rebar

Abutment #2 left monument post has collision damage with exposed rebar and is leaning back.

Remarks



Abutment 2 left monument post.



Left bridge rail



Span #3 left rail posts #2,3,4 all have collision damage on top with spalls posts #4 with rebar exposed.



Right bridge rail



Span #2 right rail spalled



Abutment #2 left monument post



Abutment #1 left monument post spalled with exposed rebar no section loss

Maintenance Needs

Date Reported: 11/20/2019

Priority: D- Routine

Type of Work: Replace (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment #1,2 does not have route, section, log mile sign. Should read Highway 79, Section 15, Log mile 13.33.

Remarks



Abutment #1,2 does not have route, section, log mile sign.

Maintenance Needs

Date Reported: 11/17/2021

Priority: D- Routine

Type of Work: Repair (General)

Status: Forward State

Component: Element

Deficiency Description

Abutment #2 cap right side has two foot long area undermined up to six inches, due to roadway runoff.

Remarks



Abutment #2 erosion, right side

Maintenance Needs

Date Reported: 11/18/2021

Priority: D- Routine

Type of Work: Repair (General)

Status: Forward State

Component: Approach

Deficiency Description

Abutment #2 right approach rail has collision damage fifteen feet from end.

Abutment #1 left approach rail end has damage.

Abutment #1 right approach rail end has damage.

Abutment #1 left approach rail beginning to separate from monument post

Remarks



Abutment #1 left approach rail beginning to separate from monument post



Abutment #2 right approach rail



Abutment #2 right approach rail has collision damage
fifteen feet from end



Abutment #1 left approach rail end



Abutment #1 right approach rail end

Maintenance Needs

Date Reported: 11/17/2021

Priority: D- Routine

Type of Work: Repair (General)

Status: Forward State

Component: Deck

Deficiency Description

Soffit overhangs have several small spalls with exposed rebar with minor section loss.

Remarks



Spalls in soffit overhang with exposed rebar



Asset #02398(Routine, Underwater type 2)

Us-79/Sec15/L13.33 over Cat Creek

Location: .30 Mi East Sh 121 Sec 3

Team Lead: Myron Futrell, **Inspection Date:** 11/09/2022

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	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	



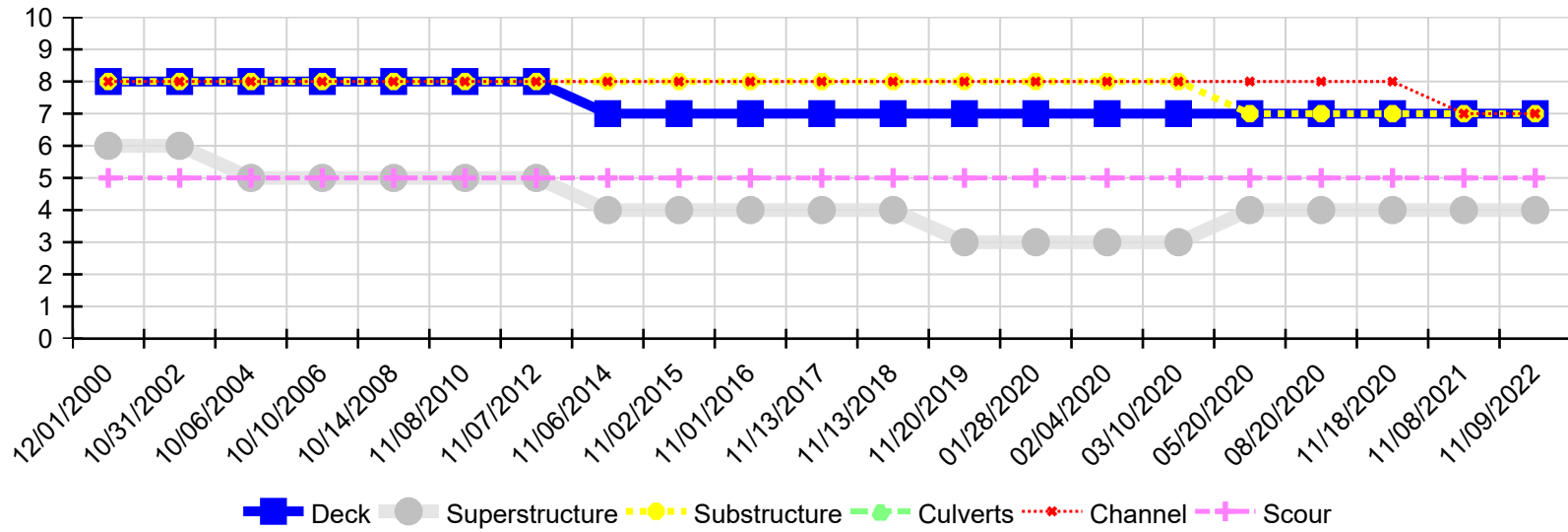
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Location: .30 Mi East Sh 121 Sec 3

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Condition History

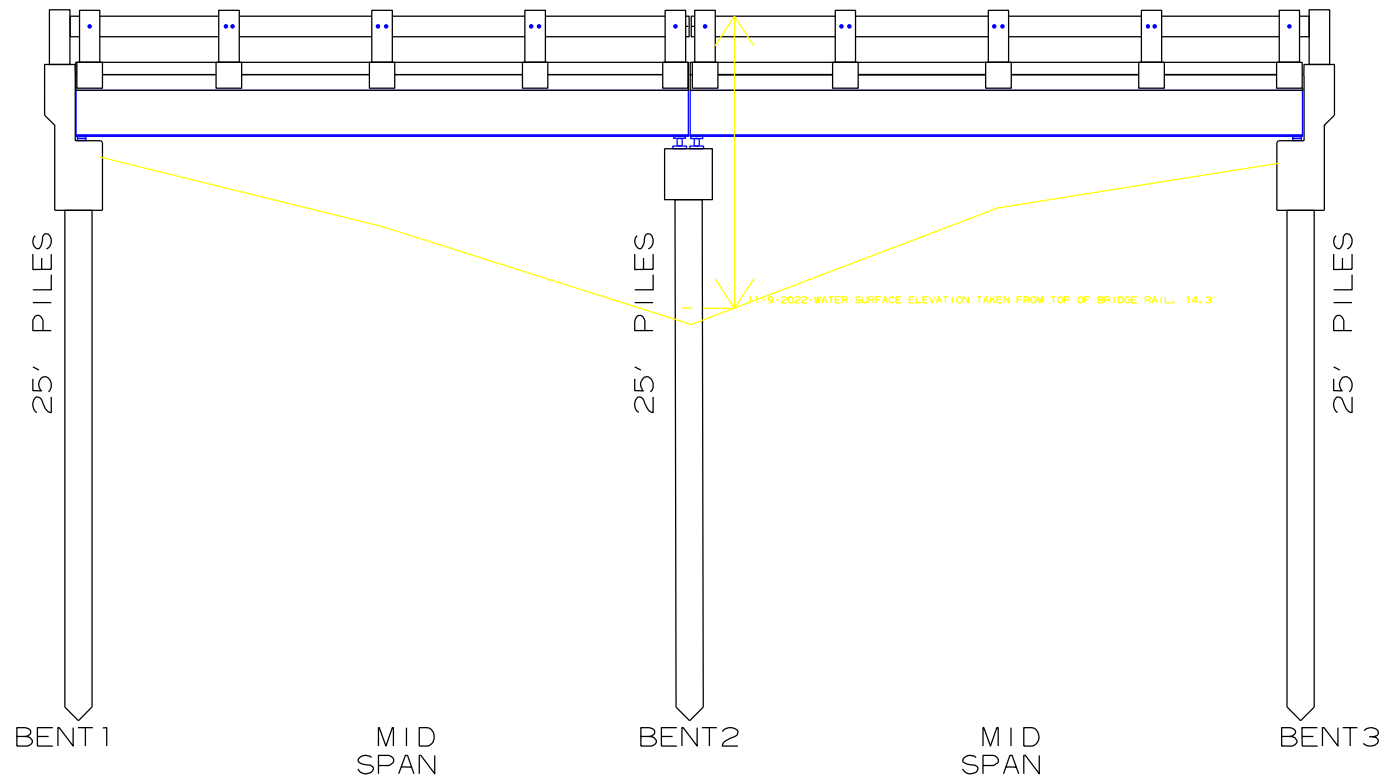


Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/09/2022	7	4	7	N	7	5
11/08/2021	7	4	7	N	7	5
11/18/2020	7	4	7	N	8	5
08/20/2020	7	4	7	N	8	5
05/20/2020	7	4	7	N	8	5
03/10/2020	7	3	8	N	8	5
02/04/2020	7	3	8	N	8	5
01/28/2020	7	3	8	N	8	5
01/28/2020	7	3	8	N	8	5
11/20/2019	7	3	8	N	8	5
11/13/2018	7	4	8	N	8	5
11/13/2017	7	4	8	N	8	5
11/01/2016	7	4	8	N	8	5
11/02/2015	7	4	8	N	8	5
11/06/2014	7	4	8	N	8	5
11/07/2012	8	5	8	N	8	5
11/08/2010	8	5	8	N	8	5
10/14/2008	8	5	8	N	8	5
10/10/2006	8	5	8	N	8	5
10/06/2004	8	5	8	N	8	5
10/31/2002	8	6	8	N	8	5
12/01/2000	8	6	8	N	8	5

BRIDGE 02398

CHANNEL PROFILE

RIGHT SIDE



11/09/2022

6.9'

10.3'

15.1'

9.4'

7.2'

*Not to Scale

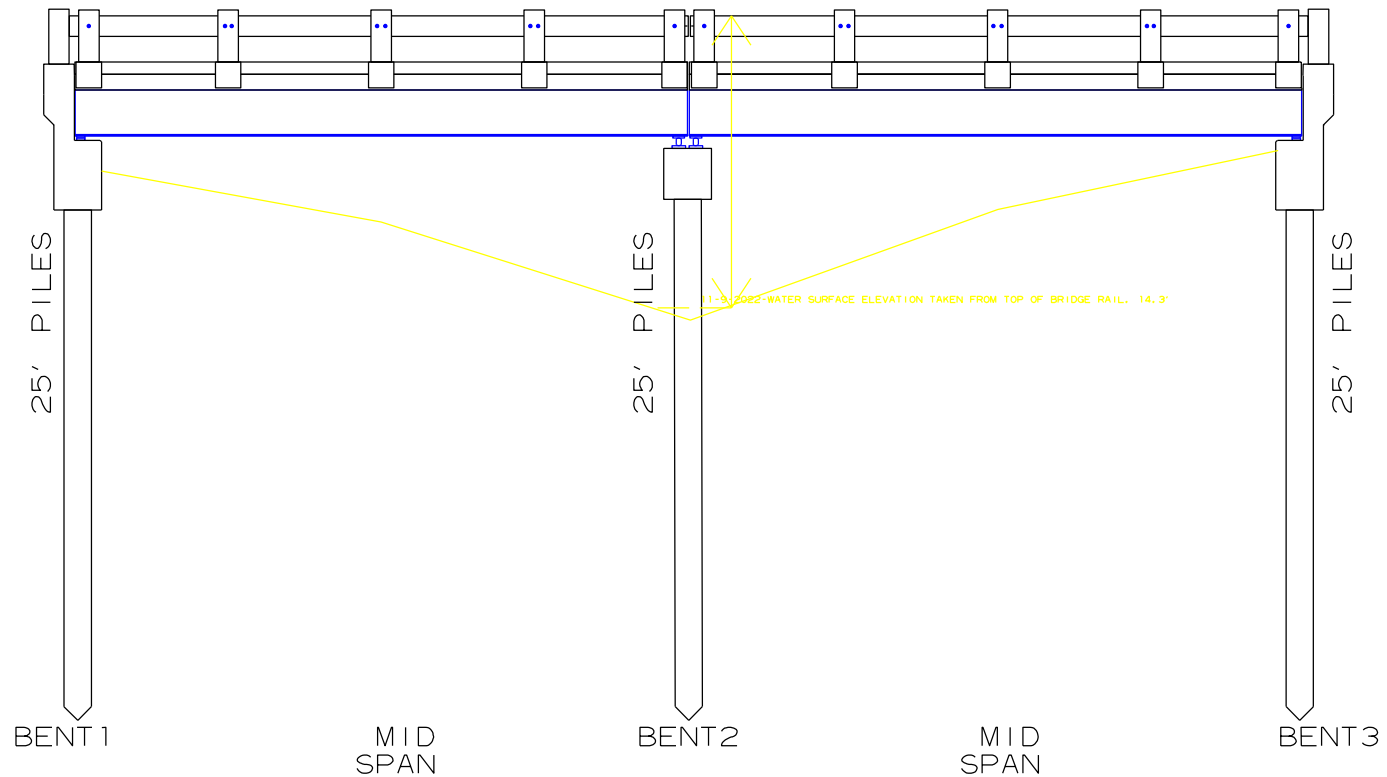
READINGS TAKEN FROM TOP OF BRIDGE RAIL, RIGHT SIDE.

Bridge No. 02398	Dist. 1	Co. LEE/39
Logmile 13.34	Rt. 79	Sect/Zone - 15/00
Date Drawn 06/20/2018 Date Redrawn 11/14/2022 By DMF		

BRIDGE 02398

CHANNEL PROFILE

LEFT SIDE



11/09/2022

7.6'

10.1'

14.9'

9.5'

6.6'

*Not to Scale

Bridge No. 02398	Dist. 1	Co. LEE/39
Logmile 13.34	Rt. 79	Sect/Zone - 15/00
Date Drawn 06/20/2018 Date Redrawn 11/14/2022 By DMF		

READINGS TAKEN FROM TOP OF BRIDGE RAIL, LEFT SIDE.