



Latitude:35.02860, Longitude:-90.55689

Route:50 Section:01 Log:11.08

Arnold Road ID:68x50x1xA, Arnold Log mile:11.082

District 01, 123 - St. Francis County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

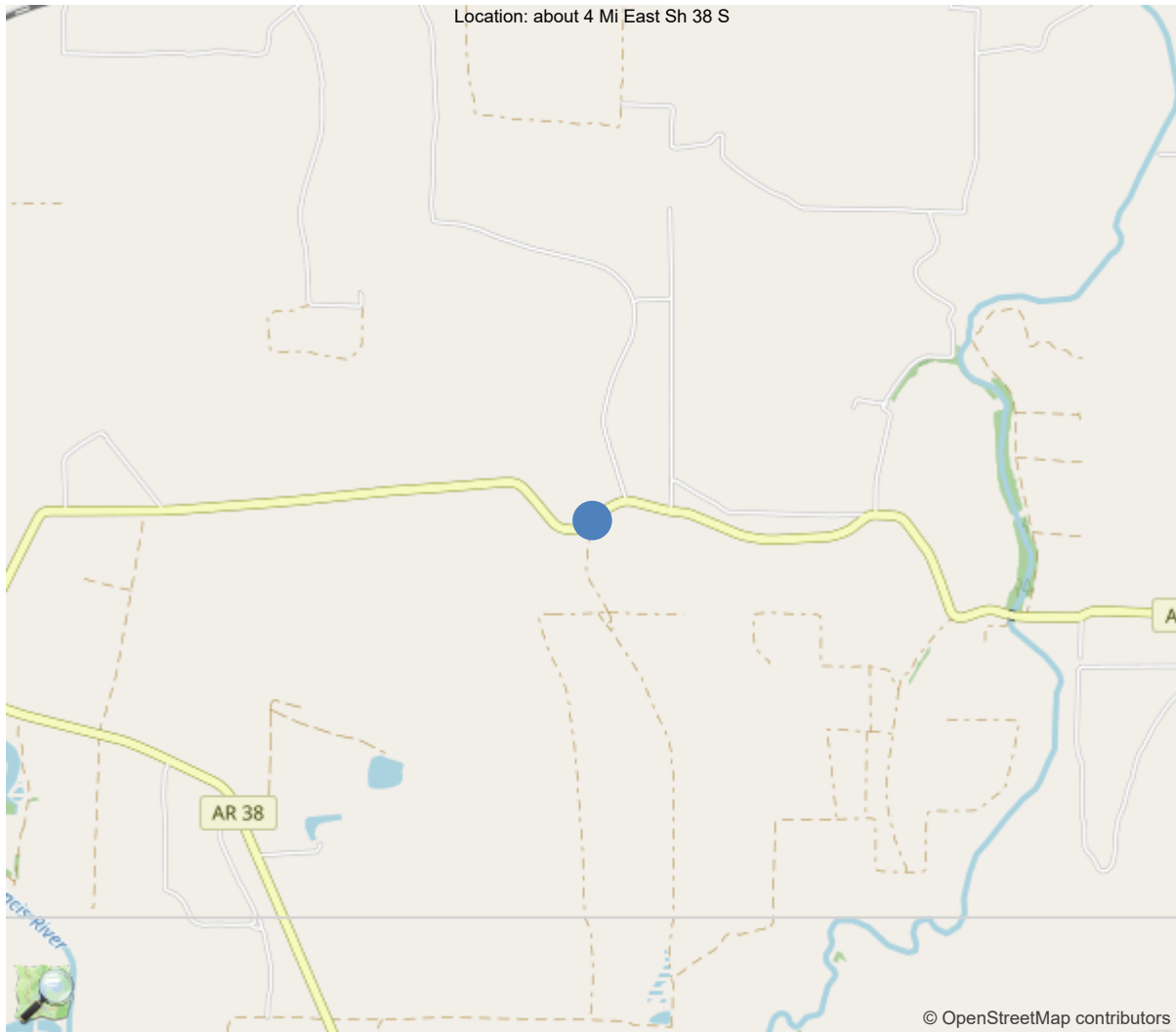
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	28		
Code 9 (31 Tons)	32		
Code 5 (40 Tons)	44		

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



35.02860, -90.55689



Asset #M3330(Routine, Underwater type 2)

Sh-50/Sec-1/L11.08 over Ten Mile Bayou

Location: about 4 Mi East Sh 38 S

Team Lead: Austin Janes Inspection Date: 10/02/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M3330
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	123 - St. Francis County
(4) Place Code	0
(6) Features Intersected	Ten Mile Bayou
(7) Facility Carried	Sh-50/Sec-1/L11.08
(9) Location	about 4 Mi East Sh 38 S
(11) Mile Point	11.08 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.028599
(17) Longitude	-90.556892
(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	6
(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	1972
(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	80
(30) Year of ADT	2019
(109) Truck ADT	7 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	114 ft
(50) Curb or Sidewalk Width	
Left	0.4 ft
Right	0.4 ft
(51) Bridge Roadway Width Curb to Curb	27.7 ft
(52) Deck Width Out to Out	31 ft
(32) Approach Roadway Width (W/Shoulders)	20.3 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	27.7 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	0
(26) Functional Class	7 - Rural Major Collector
(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	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	5
(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	39
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	23
(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	7
(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 to
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	85
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/02/2024		
(91) Frequency	24		
(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.			

General Observation

The bridge was accessed by boot. No lane closure was required.
9/13/2023-Special recurring inspection to monitor pile condition.
11/7/2023-Special inspection to verify repairs to piling.

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Overall the Deck is in Satisfactory condition with grout joints beginning to spall and several units having hairline cracking in underside of top flange with light efflorescence.

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the Superstructure is in Fair condition with defects such as cracking, spalling, delamination, and exposed reinforcing steel in various locations throughout the structure.

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall the Substructure is in satisfactory condition with multiple piles have been spliced and encased in concrete; encasement is of unknown structural integrity. The timber backwalls are weathered and cracked with abutment 1 having a small void behind backwall. Concrete caps have minor cracking and exposed rebar due to poor concrete coverage and spalling with exposed rebar with minor to moderate section loss.

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

Overall the Channel is in fair condition with fair alignment and trees, brush and debris restricting the flow of the channel.

A-55 - Deck Washing Needed (Y)

Gutters have dirt and debris.

A-63 - Missing/Incorrect Log Mile Signage (Y)

Log mile should be 11.08

A-64 - Vegetation Removal Requested (Y)

Trees an vegetation growing beside, under and onto bridge.

A-108 - Load Rating Requested (No)

11/7/2023-Load rating requested due to the following piles having been spiced and encased in concrete since previous load rating request.

Bent #2 pile #4 has been spliced and encased in concrete, structural integrity unknown.

Bent #2 pile #5 has been spliced and encased in concrete, structural integrity unknown.

Bent #4 pile #2 has outer shell decay with moderate section loss, damage now encased concrete, structural integrity unknown.

Bent #4 pile #3 has been spliced and encased in concrete, structural integrity unknown.

Bent #4 pile #5 has been spliced and encased in concrete, structural integrity unknown.

Bent #5 pile #5 has been spliced and encased in concrete, structural integrity unknown.



Asset #M3330(Routine, Underwater type 2)

Sh-50/Sec-1/L11.08 over Ten Mile Bayou

Location: about 4 Mi East Sh 38 S

Team Lead: Austin Janes Inspection Date: 10/02/2024

B.C.05 Bridge Railing Condition Rating (7 - GOOD - Some minor defects.)

Overall the the bridge railing condition is in good condition with minor damage and isolated missing connections.

B.C.06 Bridge Railing Transitions Condition Rating (7 - GOOD - Some minor defects.)

Overall the bridge railing transitions are in good condition with minor damage and some blocks have rotated.

B.C.08 Bridge Joints Condition Rating (5 - FAIR - Some moderate defects.)

Overall the Joints are in fair condition with moderate widespread debris impaction.

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

Overall the scour condition is in good condition with minor scour at the abutment backwalls.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3278	1756	1520	2	0
1080	Delamination/Spall/Patched Area	SF	1490	0	1488	2	0
1120	Efflorescence/Rust Staining	SF	32	0	32	0	0
510	Wearing Surfaces	SF	2280	2265	0	15	0
3210	Delam/Spall/Patched Area/Pothole	SF	15	0	0	15	0
(16) 9/13/2023-Deck has been chip sealed since the previous inspection. Grout Joints have areas of spalling up to 1" deep. Span 4, Channel unit 7: 13' of spalling. CS3. Span 4, unit 7: Rust staining & unit 8 efflorescence. CS2 & cs3. Span 4-unit 8 soffit-under surface has transverse cracks with light efflorescence. Span 6 units 4, 5, 6, & 7 soffit-under surface has transverse cracks with light efflorescence. (510-16) Span 4, Channel Unit 7, Wearing Surface: 13" of spalling. CS3. Span 5, Channel Unit 4, Wearing Surface: 2' CS3 spalling.							
110	Reinforced Concrete Open Girder/Beam	LF	912	535	46	331	0
1080	Delamination/Spall/Patched Area	LF	24	0	4	20	0
1090	Exposed Rebar	LF	25	0	2	23	0
1120	Efflorescence/Rust Staining	LF	26	0	0	26	0
1130	Cracking (RC and Other)	LF	302	0	40	262	0
(110) All connection bolts are corroded with no section loss. Many diagrams are spalled with exposed rebar at bents. Span 1 Channel Unit 1: 4' CS2 cracking. Channel Unit 2: 18' CS3 cracking. Channel Unit 3: 13' CS3 & 2' CS2 cracking. Channel Unit 4: 2' CS3 cracking. Channel Unit 5: 9' CS3 cracking. Channel Unit 6: 7' CS3 & 1' CS2 cracking. Channel Unit 7: 9' CS3 2' CS2 cracking. Channel Unit 8: 8' CS3 cracking 2' CS2 rebar. Span 2 Channel Unit 1: 4' CS2 cracking. Channel Unit 2: 8' CS3 & 2' CS2 cracking & 3' staining. Channel Unit 3: 2: CS2 cracking. Channel Unit 4: 2' shear type crack CS2, 8' CS3 crack. Channel Unit 5: 3' CS3 cracking. Channel Unit 6: 5' CS3 cracking 1' CS3 stain. Channel Unit 7: 1' CS2 crack. Channel Unit 8: 3' CS3 cracking. 1' stain. Span 3 Channel Unit 1: 2' CS2 spall. Channel Unit 2: 9' CS3 cracking. Channel Unit 3: 5' CS3 rebar, 8 CS3 & 2' CS2 cracking, 2' CS3 staining. Channel Unit 4: Good. Channel Unit 5: Good. Channel Unit 6: 1' CS3 rebar, 5 CS3 cracking 1' CS3 stain.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Channel Unit 7: 12' CS3 & 2' CS2 cracking, 2' CS3 stain. Channel Unit 8: 2' CS3 cracking & 1' CS3 stain. Span 4 Channel Unit 1: 2' CS2 cracking. Channel Unit 2: 9' CS3 exposed steel & 7' CS3 cracking. Channel Unit 3: 6' CS3 cracking. Channel Unit 4: 5' CS3 & 1' CS2 cracking. Channel Unit 5: 3' CS2 cracking. Channel Unit 6: 12' CS3 & 2' CS2 cracking. Channel Unit 7: 6' CS3 cracking. Channel Unit 8: 1' CS3 rebar & 5' CS3 cracking. Span 5 Channel Unit 1: 2' CS2 cracking. Channel Unit 2: 2' rebar & 9' CS3 cracking. Channel Unit 3: 16' of CS3 cracking & 1' CS2 spall. Channel Unit 4: 10' CS3 cracking. Channel Unit 5: 3' CS3 & 4 CS2 cracking. Channel Unit 6: 2' CS3 cracking. Channel Unit 7: 19' CS3 delam. Channel Unit 8: 3' CS3 & 1' CS2 cracking & 2' CS3 staining. Span 6 Channel Unit 1: 1' of cracking. CS2. Channel Unit 2: 4' CS3 cracking & 3' CS3 staining. Channel Unit 3: 12' CS3 cracking & 5' CS3 rebar. Channel Unit 4: 8' CS3 cracking & 1' staining CS3. Channel Unit 5: 8' CS3 cracking & 1' staining CS3. Channel Unit 6: 8' CS3 staining & 2' CS3 cracking. Channel Unit 7: 10' CS3 cracking & 2' CS2 cracking & 1' CS3 spall. Channel Unit 8: 4' CS3 cracking & 1' CS2 spalling.							
216	Timber Abutment	LF	66	34	32	0	0
1140	Decay/Section Loss	LF	29	0	29	0	0
6000	Scour	LF	3	0	3	0	0
(216) Bent 1, Between Piles 3 & 4: 3' erosion/void. Bent 7: Decay in timber back wall full length.							
228	Timber Pile	EA	35	0	24	11	0
1140	Decay/Section Loss	EA	9	0	0	9	0
1150	Check/Shake	EA	4	0	2	2	0
1160	Crack (Timber)	EA	22	0	22	0	0
(228) Pile depth and length is unknown. Piles have minor cracks. Bent 2, pile 4, has been spliced and encased in concrete, structural integrity unknown. Bent 2, pile 5, has been spliced and encased in concrete, structural integrity unknown. Bent 3, piles 2 and 3, have small shake. Bent 3, pile 4, has minor outer shell decay. Bent 4, pile 2, has outer shell decay with moderate section loss, damage now encased concrete, structural integrity unknown. Bent 4, pile 3, has been spliced and encased in concrete, structural integrity unknown. Bent 4, pile 5, has been spliced and encased in concrete, structural integrity unknown. Bent 5, pile 2, has outer shell decay with minor section loss. Bent 5, pile 3, has outer shell decay with minor section loss. Bent 5, pile 4, has moderate shake.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 5, pile 5, has been spliced and encased in concrete, structural integrity unknown. Bent 7, pile 3, has split with shake.							
234	Reinforced Concrete Pier Cap	LF	208	54	7	147	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1090	Exposed Rebar	LF	145	0	0	145	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
(234) Bottom of all interior caps have spalls with exposed rebar with moderate section loss. Bent 1: minor vertical crack above pile 3. Bent 1, bottom 10' rebar. Cs3. Bent 2, bottom: spalling with 20' exposed reinforcing steel. Cs3. Bent 3, bottom: spalling with 19' exposed reinforcing steel. Cs3. Bent 4, Bottom: Spalling with 20' of exposed reinforcing steel. CS3. Bent 5, Bottom: Spalling with 20' cs3 rebar. Bent 6: Spalling with 21' of exposed reinforcing steel. CS3. Bent 7, Bottom of cap: Spalling with 20' of exposed reinforcing steel. CS3.							
301	Pourable Joint Seal	LF	144	144	0	0	0
330	Metal Bridge Railing	LF	228	224	2	2	0
1020	Connection	LF	2	0	0	2	0
7000	Damage	LF	2	0	2	0	0
515	Steel Protective Coating	SF	684	0	684	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	684	0	684	0	0
(330) Spans 4 and 5 the left side have 1 missing rail bolt in each span. Span 4, Left: minor damage. 2' CS2.							



Elevation.



Typical deck.



Typical undersurface.



Right side of bridge: channel view.



Left side of bridge: channel view



Inventory.



Abutment #1 log mile sign



Abutment #2 log mile sign



Bent 1, Left, Transition:



Span 4, Channel unit 7: 13" of spalling. CS3.



Span 4, unit 7: Rust staining & unit 8 efflorescence. CS2 & cs3.



Span 5, Unit 4, wearing surface: 2' cs3 spalling.



10/03/2024

Span 1.



10/03/2024

Span 1, unit 7



10/03/2024

Span 2.



10/03/2024

Span 2, Channel Unit 4: Minor shear type cracking.



Span 3: Channel units.



Span 4, Unit 2: Spalling with exposed reinforcing steel. CS3.



Span 5: Channel Units.



Span 5, Channel Unit7: large cracking.



Span 6, Channel units: Longitudinal cracking.



Span 6, Channel units: Longitudinal cracking.



Span 6, Channel Unit 3: Spalling with 5' of exposed reinforcing steel. CS3.



Bent 1, Between Piles 3 & 4: 2' erosion/void.



Bent 7: Decay in timber back wall full length.



Bent 1, pile 5.



Bent 3, pile 4: Decay along the water line.



Bent 4 piles.



Bent 4 piles.



Bent 5, pile 4: Split.



Bent 5, Pile 5: Minor cracking. CS2.



Bent 5, Piles 1 & 2: Minor to moderate decay to outer shell.



Bent 1: minor vertical crack above pile 3.



Bent 1, bottom 10' rebar. Cs3.



Bent 3, bottom: spalling with 19' exposed reinforcing steel.
Cs3.



Bent 3, bottom: spalling with 19' exposed reinforcing steel.
Cs3.
Bent 2: 20.



Bent 4, Bottom: Spalling with 20' of exposed reinforcing steel. CS3.



Bent 5, Bottom: Spalling with 20' cs3 rebar.



Bent 6: Spalling with 21' of exposed reinforcing steel. CS3.



Bent 7, Bottom of cap: Spalling with 20' of exposed reinforcing steel. CS3.



Span 4, Left: minor damage. 2' CS2.

Maintenance Needs

Date Reported: 09/04/2018

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Left side of the Bridge: Channel has debris and vegetation growth.

Remarks



Debris in channel left side.



Channel left side of bridge is full of debris.

Maintenance Needs

Date Reported: 09/04/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Miscellaneous

Deficiency Description

Bent 1, Between Piles 3 & 4: 3' erosion/void.

Remarks



Abutment #1 has two deep animal holes.

Maintenance Needs

Date Reported: 09/06/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Assigned

Component: Element

Deficiency Description

Abutment #1 back wall has a three foot by three foot void behind pile #3.

Remarks



Abutment #1 void

Maintenance Needs

Date Reported: 09/04/2018

Priority: C - Important

Type of Work: Replace (General)

Status: Monitor

Component: Element

Deficiency Description

Bent #3 pile #4 has minor outer shell decay.

Bent #4 pile #2 has outer shell decay with moderate section loss.

Bent #5 pile #2 has outer shell decay with minor section loss.

Bent #5 pile #3 has outer shell decay with minor section loss.

Bent #5 pile #5 has outer shell decay with moderate section loss.

Remarks

11/7/2023-Damage to bent 4 pile 2 has been encased in concrete at time of inspection.

11/7/2023-Bent 5 pile 5 has been spliced and encased in concrete at time of inspection.



11/08/2023

Bent #4 pile #2 has outer shell decay with moderate section loss, damage now encased concrete, structural integrity unknown.



11/08/2023

Bent #5 pile #5 has been spliced and encased in concrete, structural integrity unknown.



Bent #3 pile #4



Bent #4 pile #2 has outer shell decay with moderate section loss.



Bent #5 pile #2 has outer shell decay with minor section loss.



Bent #5 pile #3 has outer shell decay with minor section loss.



Bent #5 pile #5 has outer shell decay with moderate section loss.

Maintenance Needs

Date Reported: 09/04/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Grout Joints have areas of spalling up to 1" deep.

Remarks



Typical spalled deck joint.

Maintenance Needs

Date Reported: 09/04/2014

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Bottom of all interior caps have spalls with exposed rebar with moderate section loss.

Bent 1: minor vertical crack above pile 3.

Bent 1, bottom 10' rebar. Cs3.

Bent 2, bottom: spalling with 20' exposed reinforcing steel. Cs3.

Bent 3, bottom: spalling with 19' exposed reinforcing steel. Cs3.

Bent 4, Bottom: Spalling with 20' of exposed reinforcing steel. CS3.

Bent 5, Bottom: Spalling with 20' cs3 rebar.

Bent 6: Spalling with 21' of exposed reinforcing steel. CS3.

Bent 7, Bottom of cap: Spalling with 20' of exposed reinforcing steel. CS3.

Remarks



Bent #3 cap bottom face between piles #2 and 3



Typical bottom face of cap



Bent #3 cap between piles #2 and 3.



Typical spalls on bottom of caps.

Maintenance Needs

Date Reported: 09/28/2020

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Span #4 bent #4 unit #7 has 1' x 2' shallow spall.
Span 4, Channel unit 7: 13' of spalling. CS3.

Remarks



Span #4 bent #4 unit #7 has 1' x 2' shallow spall.

Maintenance Needs

Date Reported: 09/28/2020

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Spans #4 and #5 left side have 1 missing rail bolt each span.

Remarks



09/24/2020

Spans #4 and 5 left side have 1 missing rail bolt each span.

Maintenance Needs

Date Reported: 09/04/2018

Priority: D- Routine

Type of Work: Miscellaneous

Status: Monitor

Component: Element

Deficiency Description

Vegetation is growing along the longitudinal shear key connections between channel units 1 & 2 and channel units 7 & 8.

Remarks



Vegetation growing in grout joint.



Asset #M3330(Routine, Underwater type 2)

Sh-50/Sec-1/L11.08 over Ten Mile Bayou

Location: about 4 Mi East Sh 38 S

Team Lead: Austin Janes Inspection Date: 10/02/2024

Maintenance Needs

Date Reported: 09/04/2018

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Span 1

Channel Unit 1: 4' CS2 cracking.

Channel Unit 2: 18' CS3 cracking.

Channel Unit 3: 13' CS3 & 2' CS2 cracking.

Channel Unit 4: 2' CS3 cracking.

Channel Unit 5: 9' CS3 cracking.

Channel Unit 6: 7' CS3 & 1' CS2 cracking.

Channel Unit 7: 9' CS3 2' CS2 cracking.

Channel Unit 8: 8' CS3 cracking 2' CS2 rebar.

Span 2

Channel Unit 1: 4' CS2 cracking.

Channel Unit 2: 8' CS3 & 2' CS2 cracking & 3' staining.

Channel Unit 3: 2: CS2 cracking.

Channel Unit 4: 2' shear type crack CS2, 8' CS3 crack.

Channel Unit 5: 3' CS3 cracking.

Channel Unit 6: 5' CS3 cracking 1' CS3 stain.

Channel Unit 7: 1' CS2 crack.

Channel Unit 8: 3' CS3 cracking. 1' stain.

Span 3

Channel Unit 1: 2' CS2 spall.

Channel Unit 2: 9' CS3 cracking.

Channel Unit 3: 5' CS3 rebar, 8 CS3 & 2' CS2 cracking, 2' CS3 staining.

Channel Unit 4: Good.

Channel Unit 5: Good.

Channel Unit 6: 1' CS3 rebar, 5 CS3 cracking 1' CS3 stain.

Channel Unit 7: 12' CS3 & 2' CS2 cracking, 2' CS3 stain.

Channel Unit 8: 2' CS3 cracking & 1' CS3 stain.

Span 4

Channel Unit 1: 2' CS2 cracking.

Channel Unit 2: 9' CS3 exposed steel & 7' CS3 cracking.

Channel Unit 3: 6' CS3 cracking.

Channel Unit 4: 5' CS3 & 1' CS2 cracking.

Channel Unit 5: 3' CS2 cracking.

Channel Unit 6: 12' CS3 & 2' CS2 cracking.

Channel Unit 7: 6' CS3 cracking.

Channel Unit 8: 1' CS3 rebar & 5' CS3 cracking.

Span 5

Channel Unit 1: 2' CS2 cracking.

Channel Unit 2: 2' rebar & 9' CS3 cracking.

Channel Unit 3: 16' of CS3 cracking & 1' CS2 spall.

Channel Unit 4: 10' CS3 cracking.

Channel Unit 5: 3' CS3 & 4 CS2 cracking.

Channel Unit 6: 2' CS3 cracking.

Channel Unit 7: 19' CS3 delam.

Channel Unit 8: 3' CS3 & 1' CS2 cracking & 2' CS3 staining.

Span 6

Channel Unit 1: 1' of cracking. CS2.

Channel Unit 2: 4' CS3 cracking & 3' CS3 staining.

Channel Unit 3: 12' CS3 cracking & 5' CS3 rebar.
Channel Unit 4: 8' CS3 cracking & 1' staining CS3.
Channel Unit 5: 8' CS3 cracking & 1' staining CS3
Channel Unit 6: 8' CS3 staining & 2' CS3 cracking.
Channel Unit 7: 10' CS3 cracking & 2' CS2 cracking & 1' CS3 spall.
Channel Unit 8: 4' CS3 cracking & 1' CS2 spalling.

Remarks



Typical soffit

Maintenance Needs

Date Reported: 09/04/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment #1 left approach rail last post at bridge is broken.

Remarks



Abutment #1 left side last approach rail post.



Approach rail post

Maintenance Needs

Date Reported: 10/02/2024

Priority: D- Routine

Type of Work: Approach Leveling/Maintenance

Status: Open

Component: Approach

Deficiency Description

Approach Roadways at Bents 1 & 7: Settlement in the approach roadways along both ends of the bridge.

Remarks



Bent 1, Approach: roadway settlement.



Bent 7: Approach roadway settlement.



Asset #M3330(Routine, Underwater type 2)

Sh-50/Sec-1/L11.08 over Ten Mile Bayou

Location: about 4 Mi East Sh 38 S

Team Lead: Austin Janes Inspection Date: 10/02/2024

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	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
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	Yes
A-64 - Vegetation Removal Requested	Yes

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)
Gutters have dirt and debris.

A-56 - Joint Cleaning/Flushing Needed (No)

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

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

A-59 - Joint Repair Needed (No)

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 (Yes)

Log mile should be 11.08



Abutment #1 log mile sign



Abutment #2 log mile sign



Asset #M3330(Routine, Underwater type 2)

Sh-50/Sec-1/L11.08 over Ten Mile Bayou

Location: about 4 Mi East Sh 38 S

Team Lead: Austin Janes **Inspection Date:** 10/02/2024

A-64 - Vegetation Removal Requested (Yes)

Trees an vegetation growing beside, under and onto bridge.



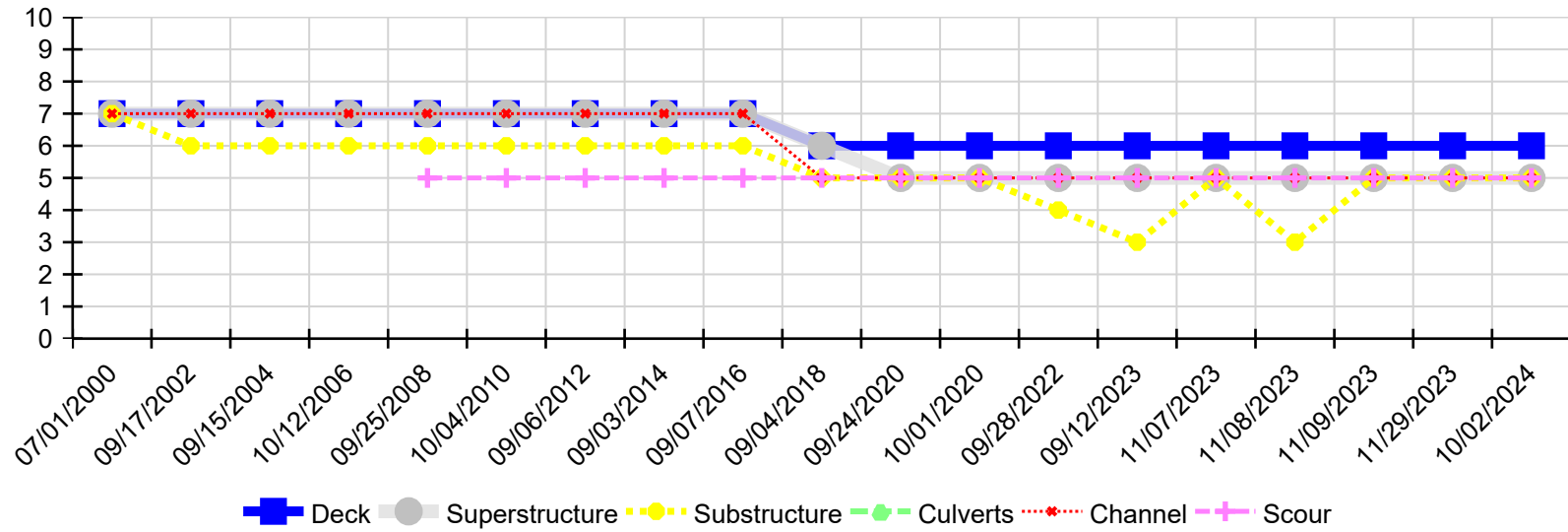
Asset #M3330(Routine, Underwater type 2)

Sh-50/Sec-1/L11.08 over Ten Mile Bayou

Location: about 4 Mi East Sh 38 S

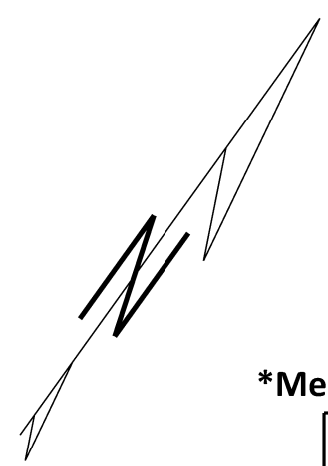
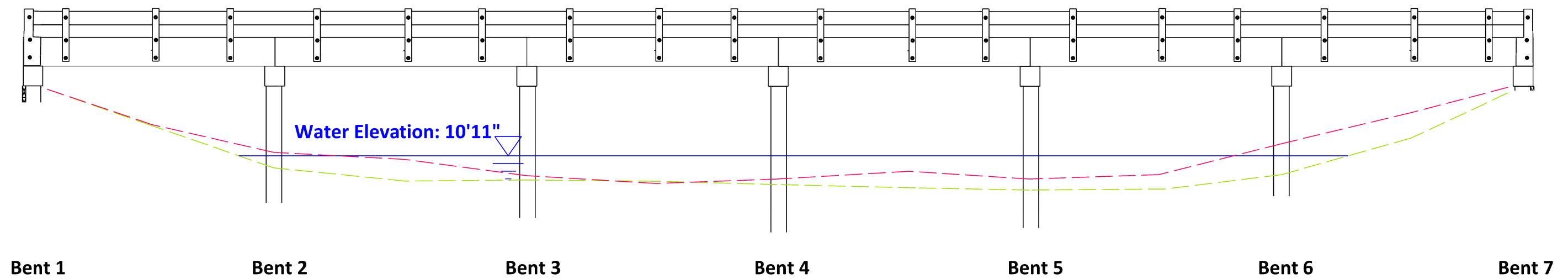
Team Lead: Austin Janes Inspection Date: 10/02/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/02/2024	6	5	5	N	5	5
11/29/2023	6	5	5	N	5	5
11/09/2023	6	5	5	N	5	5
11/08/2023	6	5	3	N	5	5
11/07/2023	6	5	5	N	5	5
09/12/2023	6	5	3	N	5	5
09/28/2022	6	5	4	N	5	5
10/01/2020	6	5	5	N	5	5
09/24/2020	6	5	5	N	5	5
09/04/2018	6	6	5	N	5	5
09/07/2016	7	7	6	N	7	5
09/03/2014	7	7	6	N	7	5
09/06/2012	7	7	6	N	7	5
10/04/2010	7	7	6	N	7	5
09/25/2008	7	7	6	N	7	5
10/12/2006	7	7	6	N	7	N
09/15/2004	7	7	6	N	7	N
09/17/2002	7	7	6	N	7	N
07/01/2000	7	7	7	N	7	N

----- Left Face Sounding
----- Right Face Sounding
----- Water Elevation



*Pile depths unknown.
*Measurements taken from top of Bridge Railing.

ARKANSAS STATE HIGHWAY COMMISSION
Little Rock, ARK.



Scale: 1"=8'

Inspection Dir: SW to NE

Channel Flow: W to E

BRIDGE NO.

M3330

Drawn By: AMJ

Project: Chan. Prof.

Checked By: NVH

Date: 10/02/2024

