



Latitude:35.02801, Longitude:-90.49153

Route:50 Section:01 Log:15.35

Arnold Road ID:68x50x1xA, Arnold Log mile:15.345

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

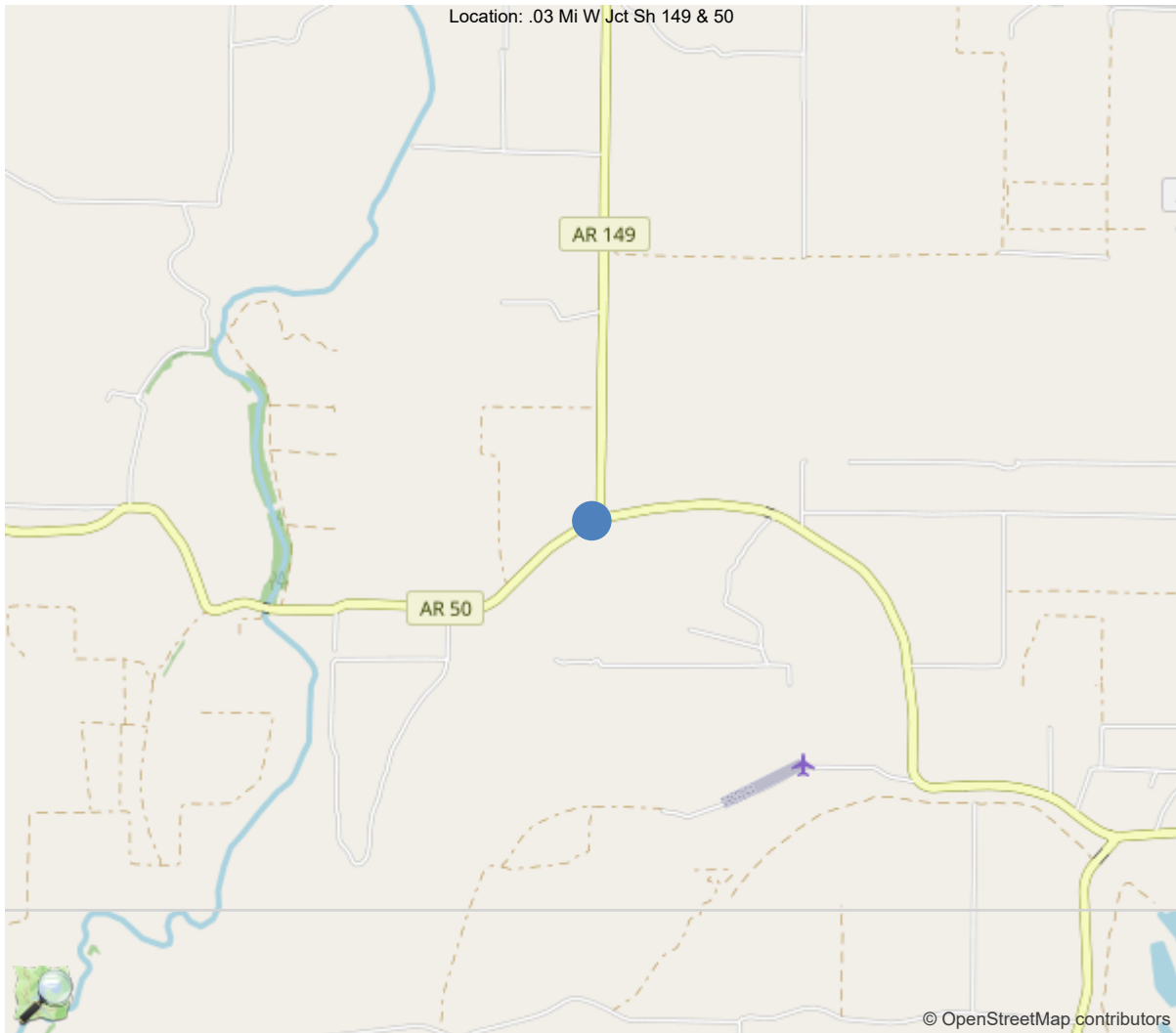
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	38		
Code 5 (40 Tons)	51		

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



35.02801, -90.49153



IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M3332
(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	Big Rabbit Bayou
(7) Facility Carried	Sh-50/Sec-1/L15.35
(9) Location	.03 Mi W Jct Sh 149 & 50
(11) Mile Point	15.35 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.02801
(17) Longitude	-90.49153
(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	9
(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	171 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.1 ft
(32) Approach Roadway Width (W/Shoulders)	21 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	27.9 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	45
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(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	6
(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	1 - Inspected feature meets current
(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	12/09/2024		
(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

Team Lead-Myron Futrell  
Bridge Inspector-Charley Smith  
Waders used for access.  
No lane closures required for inspection.

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

Reinforced concrete channel beam top flange deck is in overall satisfactory condition. Deck has several areas of small areas heavy scaling with loose aggregate and small spalls and delaminated areas. Deck has now been chip sealed across units 2-7. Several units have transverse cracks some reflecting through undersurface with light efflorescence. Several curb units have small pieces of exposed rebar due to poor concrete coverage.

12/9/2024-Lowered deck from 7 to 6 due to several small areas of heavy scaling with loose aggregate and a few hairline cracks in undersurface of units having light efflorescence.

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

Reinforced concrete channel beam superstructure is in overall fair condition. Multiple units each span have longitudinal cracked and delaminated areas with some having rust staining and several units having spalls with exposed reinforcing steel with moderate section.

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

Substructure consists of timber piles and precast reinforced concrete caps. Substructure is in overall fair condition with multiple piles having been spliced and encased in concrete. Several piles have minor to moderate decay and minor splits. Concrete caps have exposed reinforcing steel due to poor concrete coverage, especially on bottoms. Timber backwalls are decayed with some areas at abutment 1 having sandbags in place.

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

Channel is in overall fair condition, alignment is good. Trees and brush are growing in channel both sides of structure.

12/9/2024-Lowered channel from 6 to 5 due to trees and vegetation growing in channel both sides.

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

Dirt and debris in gutters.

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

Log mile signs should be 15.35.

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### A-64 - Vegetation Removal Requested (Y)

Small trees and vegetation growing beside, under and onto bridge.

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[illegible]

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Span 1, unit 3 right leg, mid span: cracked and delaminated 7' with rust staining, and 1' spall with exposed reinforcing steel with moderate section loss. Cracking 4LF CS3, Rust staining 3LF CS3, Rebar 1LF CS3						
	Span 1, unit 4, left leg: cracked full length with some rust staining CS3. Cracking 16LF CS3, Rebar						
	Span 1, unit 4, right leg, full length: cracked, delaminated with 3' spall with exposed reinforcing steel with moderate section loss. Cracking 16LF CS3, Rebar 3LF CS3						
	Span 1, unit 5, left leg: cracked for 2' at 1/4 span and 2' mid span. Cracking 4LF CS3						
	span 1, unit 5, right leg, mid span: 2' cracking. Cracking 2LF CS3						
	Span 1, unit 6, left leg: 2' cracking at 1/4 span and 3' cracking mid span. Cracking 5LF CS3						
	Span 1, unit 6, right leg: 2' cracking first 1/4 span and 1' cracking mid span CS3.						
	Span 1, unit 7, left leg; cracked for 6' first 1/2 span and 2' at 3/4 span. Cracking 8LF CS3						
	Span 1, unit 7, right leg: cracked for 9' mid span. Cracking 2LF CS3						
	Span 1, unit 8, left leg: cracked for 2' at 1/4 span. Cracking 2LF CS3						
	Span 2, unit 1, right leg, 3/4 span: cracked for 3' with rust staining. Rust staining 3LF CS3						
	Span 2, unit 2, left leg: scattered throughout cracked for 6'. Cracking 3LF CS3						
	Span 2, unit 2, right leg, last 1/2 span : cracked for 6'. Cracking 6LF CS3						
	Span 2, unit 3, left leg: cracked for 5' with 1' spall at 3/4 span with exposed reinforcing steel with moderate section loss. Rebar 1LF CS3						
	Span 2, unit 3, right leg, full length cracked and delaminated, with 6' spall with exposed reinforcing steel with moderate section loss mid span. Cracking 12LF CS3, Rebar 7LF CS3						
	Span 2, unit 4, left leg: cracked and delaminated for 12' starting at 1/4 span. Cracking 12LF CS3						
	Span 2, unit 4, right leg: cracked for 4' mid span CS3.						
	Span 2, unit 5, left leg: cracked for 3' CS2.						
	Span 2, unit 5, right leg: cracked for 3' at 1/4 span and 3' at 3/4 span. Cracking 6LF CS3						
	Span 2, unit 6, left leg, last 1/2 span: cracked for 8' with rust staining. Rust staining 8LF CS3						
	Span 2, unit 6, right leg: cracked for 6' first 1/2 span and 1' at 3/4 span. Cracking 6LF CS3						
	Span 2, unit 8, left leg: cracked for 1' at 1/4 span and 6' at three quarter span with rust stains. Rust staining 7LF CS3						
	Span 3, unit 3, right leg, near mid span: cracked for 4' with rust staining. Cracking 3LF CS3, Rust staining 1LF CS3						
	Span 3, unit 4, left leg: cracked 9' first half of span with rust stains, with 2' of cracking at 3/4 span. Rust staining 9LF CS3, Cracking 2LF CS3						
	Span 3, unit 4, right leg: cracked for 4' CS2 first 1/2 span.						
	Span 3, unit 5, right leg, mid span: cracked for 10'. Cracking 10LF CS3						
	Span 3, unit 6, left leg: cracked at 1/4 span for 4'. Cracking 4LF CS3						
	Span 3, unit 6, right leg: cracked for 3' at 3/4 span. Cracking 3LF CS3						
	Span 4, unit 1, right leg, at bent 5: cracked for 2'. Cracking 2LF CS2						
	Span 4, unit 2, left leg, mid span: 1' cracking with light efflorescence. Efflorescence 1LF CS2						
	Span 4, unit 2, right leg, 1/4 span: 1' cracking. Cracking 1LF CS2						
	Span 4, unit 3, right leg: spalled 5' with exposed reinforcing steel with moderate section loss rest of leg is cracked. Cracking 14LF CS3, Rebar 5LF CS3						
	Span 4, unit 3, left leg: cracked full length CS3.						
	Span 4, unit 4, left leg: cracked for 2' at 1/4 span and 4' at 3/4 span. Cracking 6LF CS3						
	Span 4, unit 4, right leg: cracked for 2' at 1/4 span and 3' near mid span CS2.						
	Span 4, unit 5, left leg: cracked and delaminated for 3' at three quarter span, CS3.						
	Span 4, unit 5, right: leg cracked for 12' starting at 1/4 span. Cracking 12LF CS3						
	Span 4, unit 6, left leg: cracked for 4' first 1/2 span. Cracking 4LF CS3						
	span 4, unit 6, right leg, mid span: cracked for 2' with rust staining. Rust staining 2LF CS3						
	Span 4, unit 7, left leg, bent 4: 1' delamination. Delam 1LF CS2						
	Span 5, unit 1, right leg, bent 6: 1' cracking. Cracking 1LF CS2						
	Span 5, unit 2, left leg: cracked for 4' at 1/4 span and 5' at 3/4 span. Cracking 9LF CS3						
	Span 5, unit 2, right leg: cracked for 6', first 1/2 span CS3.						
	Span 5, unit 3, left leg: cracked and delaminated full length. Cracking 19LF CS3						
	Span 5, unit 3, right leg: cracked for 8', last 1/2 span, CS3.						
	Span 5, unit 4, right leg: 5' spall with exposed rebar at 3/4 span with moderate section loss and 5' of cracking with rust staining. Cracking 5LF CS3, Rebar 5LF CS3						
	Span 5, unit 4, left leg: cracked 4' at three quarter span, CS3.						
	Span 5, unit 7, left leg: cracked for 10'.						
	Span 5, unit 7, right leg: cracked for 2'.						
	Span 5, unit 6, left leg, full length: cracked and delaminated, CS3.						



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Span 5, unit 6, right leg, full length: cracked and delaminated with 1' spall with exposed reinforcing steel with moderate section loss near mid span. Cracking 18LF CS3, Rebar 1LF CS3						
	Span 5, unit 7, left leg, scattered throughout: 8' cracking. Cracking 8LF CS3						
	Span 5, unit 7, right leg, 3/4 span: 2' cracking CS3.						
	Span 6, unit 1, right leg, first 1/2 span: cracked for 4'. Cracking 4LF CS3						
	Span 6, unit 2, left leg: is cracked for 16' with rust staining. Rust staining 16LF CS3						
	Span 6, unit 2, right leg, mid span: cracked for 2' CS3.						
	Span 6, unit 3, left leg, first 1/2 span: 4' CS3 cracking.						
	Span 6, unit 3, right leg, near full length: cracked and delaminated. Cracking 16LF CS3						
	Span 6, unit 5, left leg, mid span: cracked for 8' with rust staining. Rust staining 8LF CS3						
	Span 6, unit 5, right leg, mid span: cracked for 2', CS3.						
	Span 6, unit 6, left leg: cracked and delaminated for 14' with 1' spall with exposed reinforcing steel with moderate section loss. Cracking 14LF CS3, Rebar 1LF CS3						
	Span 6, unit 6, right leg, full length: cracked and delaminated. Cracked 5LF CS3						
	Span 6, unit 7, left leg: 8" shallow spall with no exposed rebar.						
	Span 6, unit 7, right leg: 6' of cracking starting mid span. Cracking 6LF CS3						
	Span 7, unit 2, left leg, starting mid span: cracked for 4' with rust staining. Rust staining 4LF CS3						
	Span 7, unit 2, right leg, starting at 1/4 span: cracked for 5' with rust staining. Rust staining 5LF CS3						
	Span 7, unit 3, left leg, starting at 1/4 span: cracked with rust stains for 6' with 4' spall with exposed reinforcing steel with moderate section loss. Cracking 6LF CS3, Rebar 4LF CS3						
	Span 7, unit 3, right leg, starting at 1/4 span: cracked and delaminated for 6' with rust staining, CS3.						
	Span 7, unit 4, left leg: and delaminated for 4' with rust staining, CS3.						
	Span 7, unit 4, right leg, starting at 1/4 span: cracked and delaminated for 12' with rust staining, with 1' spall with exposed reinforcing steel with moderate section loss. Cracking 12LF CS4, Rebar 1LF CS3						
	Span 7, unit 5, left leg, at 3/4 span cracked for 3', CS2.						
	Span 7, unit 5, right leg, starting at 1/4 span: cracked for 12'. Cracking 12LF CS3						
	Span 7, unit 6, left leg, mid span: 4' of cracking, CS2.						
	Span 7, unit 6, right leg, mid span: 6' of cracking. Cracking 6LF CS2						
	Span 7, unit 7, left leg, mid span: 2' cracking. Cracking 2LF CS2						
	Span 8, unit 3, left leg: cracked for 5' mid span. Cracking 5LF CS3						
	Span 8, unit 3, right leg: is cracked and delaminated for 8' mid span. Cracking 5LF CS3						
	Span 8, unit 4, left leg: 4' of cracking and delamination first 1/2 span and 2' spall with exposed reinforcing steel with moderate section loss at 3/4 span. Cracking 4LF CS3, Rebar 2LF CS3						
	Span 8, unit 4, right leg: 12' of cracking with rust staining. Rust staining 5LF CS3						
	Span 8, unit 5, left leg, scattered throughout: cracked and delaminated for 6'. Cracking 6LF CS3						
	Span 8, unit 5, right leg, scattered throughout: cracked and delaminated for 10'. Cracking 6LF CS3						
	Span 8, unit 6, left leg: cracked for 7' first 3/4 span. Cracking 7LF CS3						
	Span 8, unit 6, right leg: cracked and delaminated for 8' starting at 1/4 span. Cracking 2LF CS2						
	Span 8, unit 7, left leg: cracked for 10' with rust staining. Cracking 7LF CS3, Rust staining 3LF CS3						
	Span 8, unit 7, right leg: cracked for 6', CS3. Cracking 2LF CS3						
	Span 8, unit 8, left leg, mid span: cracked for 3' with rust staining. Rust staining 3LF CS3						
	Span 9, unit 2, left leg, scattered throughout: cracked for 6', CS2. Cracking 3LF CS2						
	Span 9, unit 2, right leg, last 1/2 span: 5' cracking with rust stains near mid span. Rust staining 5LF CS3						
	Span 9, unit 3, left leg: cracked for 2' near mid span, CS3.						
	Span 9, unit 3, right leg: cracked and delaminated 2' with 14' spall with exposed reinforcing steel with moderate section loss. Cracking 2LF CS3, Rebar 14LF CS3						
	Span 9, unit 4, left leg, starting at 1/4 span: cracked and delaminated for 10'. Cracking 10LF CS3						
	Span 9, unit 4, right leg, scattered throughout: cracked for 10', CS3. Cracking 4LF CS3						
	Span 9, unit 5, left leg: cracked for 12' with rust staining, CS3.						
	Span 9, unit 5 right leg: cracked and delaminated full length, with 6' spall with exposed reinforcing steel with moderate section loss. Cracking 12LF CS3, Rebar 6LF CS3						
	Span 9, unit 6, left leg: cracked for 1' mid span and 1' 3/4 span with a 6" spall with no exposed reinforcing steel. Cracking 2LF CS2						
	Span 9, unit 7, left leg: 1' of cracking mid span with rust staining. Rust staining 1LF CS3						
	Span 9, unit 8, left leg: 1' of cracking mid span with rust staining. Rust staining 1LF CS3						
	Girders have hairline vertical flexure cracks in legs.						



Asset #M3332(Routine)

Sh-50/Sec-1/L15.35 over Big Rabbit Bayou

Location: .03 Mi W Jct Sh 149 & 50

Team Lead: Myron Futrell Inspection Date: 12/09/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
216	Timber Abutment	LF	79	15	32	32	0
1140	Decay/Section Loss	LF	32	0	32	0	0
4000	Settlement	LF	32	0	0	32	0
(216) Abutment #2 back wall is rotated 1 1/4" per foot measured at pile #2,3 and 2" per foot at pile #4. Abutment #2 timber back wall is decayed full width with areas of 100% section loss allowing for erosion. Abutment #2 has void behind abutment #2 cap left side. 1' x 2' at outer edge, tapering towards center of bridge. Abutment #1 is decayed, weathered and cracked with a one foot void behind back wall. Abutment #1 has small void behind cap extending under bridge.							
228	Timber Pile	EA	50	35	2	13	0
1140	Decay/Section Loss	EA	13	0	0	13	0
1150	Check/Shake	EA	2	0	2	0	0
(228) Bent 1, pile 4: core decayed with 40% section loss. Decay 1EA CS3 Bent 1, pile 5: spliced and encased in concrete. Decay 1EA CS3 Bent 2, pile 5: spliced and encased in concrete. Decay 1EA CS3 Bent 3, pile 5: spliced and encased in concrete. Decay 1EA CS3 Bent 4, pile 1: sounds moderately hollow, core decayed. Decay 1EA CS3 Bent 4, pile 2: moderate shake. Shake 1EA CS2 Bent 5 pile 3: spliced and encased in concrete. Decay 1EA CS3 Bent 5, pile 5: small shake. Shake 1EA CS2 Bent 7 pile 2: 4" wide by 3" deep hole in outer shell at ground line. Decay 1EA CS3 Bent 8, pile 1: spliced and encased in concrete and split at top. Decay 1EA CS3 Bent 8, pile 2: spliced and encased in concrete. Decay 1EA CS3 Bent 9, pile 4: outer shell decay with 10% section loss at ground. Decay 1EA CS3 Bent 9, pile 5: spliced and encased in concrete. Decay 1EA CS3 Bent 10, pile 2: minor outer shell decay, less than 5% section loss. Decay 1EA CS3 Bent 10, pile 5: spliced and encased in concrete. Decay 1EA CS3 Bent #10 pile #2 is leaning back towards channel 1 1/2" per foot. Bent #10 pile #3 is leaning back towards channel 1 1/2" per foot. Bent #10 pile #4 is leaning back towards channel 1.6" per foot. Bent #10 pile #5 is leaning back towards channel 3/4" per foot.							
234	Reinforced Concrete Pier Cap	LF	299	127	0	172	0
1090	Exposed Rebar	LF	168	0	0	168	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0
(234) All caps have exposed reinforcing steel on bottoms spaced at 2' with minor section loss. Rebar 166LF CS3 Abutment 1, pile cap: rotated back slightly. Abutment 2, pile cap, right end: spalled with exposed reinforcing steel. Rebar 1LF CS3 Bent 9, pile cap: 4' of longitudinal cracking and delamination on ahead with 1' spall with exposed reinforcing steel beside pile 3. Cracking 4LF CS3 Bent 10, pile cap, right end: spalled with exposed reinforcing steel. Rebar 1LF CS3							
301	Pourable Joint Seal	LF	230	0	0	230	0
2350	Debris Impaction	LF	230	0	0	230	0
(301) Joints: full of non-compressible material. Debris Impaction 230LF CS3							
330	Metal Bridge Railing	LF	342	331	11	0	0



(330) All head wall posts: leaning due to bolting guard rails to posts. Connection 4LF CS2  
Left rail: 6' minor damage. Distortion 6LF CS2  
Bridge rail, right side, second rail post: bolt loose. Connection 1LF CS2  
Bridge rails, full length: oxidized full length with areas of light surface rust. Oxide film degradation 1026SF CS2





Side view / elevation



Top view / inventory



Bridge rail, left side



Bridge rail, right side.





Abutment 1, left side, first rail post: leaning back.



Abutment 1, transition, right side



Abutment 1, approach rail, left side



Abutment 1, approach rail, right side.





Abutment 2, approach rail, right side



Abutment 2, approach rail, left side



Span 1, unit 1, at bent 2: 1' heavy scaling 1" deep with loose aggregate.  
Span 2, unit 1, at bent 2: 1' heavy scaling 1", deep with loose aggregate



Span 1, unit 8, at bent 2, right side white line: 1' spall no reinforcing steel exposed. Spall





Span 9, undersurface of deck.



Span 8, undersurface of deck



Span 7, undersurface of deck



Span 6, undersurface of deck



Span 5, undersurface of deck



Span 4, undersurface of deck



Span 3, undersurface of deck



Span 2, undersurface of deck





Span 1, undersurface of deck.



Typical deck



Abutment 2, right side void behind cap.



Bent 10





Bent 7 pile 2: 4" wide by 3" deep hole in outer shell at ground line.



Abutment 2



Typical exposed reinforcing steel on bottom of pile caps.



Abutment 1





Typical intermediate bent



Channel, right side



Channel, left side



Abutment 1, approach shoulder, right side





Abutment 1, approach shoulder, left side



Abutment 1 approach roadway



Dirt and debris in gutters



Abutment 1, log mile sign





Abutment 2, log mile sign



Typical vegetation growing beside, under and onto bridge.

## Maintenance Needs

Date Reported: 10/27/2022

Priority: B - Pressing

Type of Work: Superstructure Repair

Status: Assigned

Component: Superstructure

## Deficiency Description

Span 2, unit 3, right leg, full length cracked and delaminated, with 6' spall with exposed reinforcing steel with moderate section loss mid span.

Span 4, unit 3, right leg: spalled 5' with exposed reinforcing steel with moderate section loss rest of leg is cracked.

Span 5, unit 4, right leg: 5' spall with exposed rebar at 3/4 span with moderate section loss and 5' of cracking with rust staining.

Span 5, unit 6, right leg, full length: cracked and delaminated with 1' spall with exposed reinforcing steel with moderate section loss near mid span.

Span 6, unit 6, left leg: cracked and delaminated for 14' with 1' spall with exposed reinforcing steel with moderate section loss.

Span 6, unit 6, right leg, full length: cracked and delaminated.

Span 7, unit 3, left leg, starting at 1/4 span: cracked with rust stains for 6' with 4' spall with exposed reinforcing steel with moderate section loss.

Span 9, unit 3, right leg: cracked and delaminated 2' with 14' spall with exposed reinforcing steel with moderate section loss.

Span 9, unit 5 right leg: cracked and delaminated full length, with 6' spall with exposed reinforcing steel with moderate section loss.

## Remarks



Span 6, unit 6, left leg: cracked and delaminated for 14' with 1' spall with exposed reinforcing steel with moderate section loss.

Span 6, unit 6, right leg, full length: cracked and delaminated.



Span 2, unit 3, right leg, full length cracked and delaminated, with 6' spall with exposed reinforcing steel with moderate section loss mid span.





Span 4, unit 3, right leg: spalled 5' with exposed reinforcing steel with moderate section loss rest of leg is cracked.



Span 5, unit 4, right leg: 5' spall with exposed rebar at 3/4 span with moderate section loss and 5' of cracking with rust staining.

Span 5, unit 6, right leg, full length: cracked and delaminated with 1' spall with exposed reinforcing steel with moderate section loss near mid span.



Span 7, unit 3, left leg, starting at 1/4 span: cracked with rust stains for 6' with 4' spall with exposed reinforcing steel with moderate section loss.



Span 9, unit 3, right leg: cracked and delaminated 2' with 14' spall with exposed reinforcing steel with moderate section loss.

Span 9, unit 5 right leg: cracked and delaminated full length, with 6' spall with exposed reinforcing steel with moderate section loss.



### Maintenance Needs

Date Reported: 10/01/2018

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Approach

### Deficiency Description

Abutment 1 and 2, approach roadway, at bridge end: void under roadway.

### Remarks

12/10/2024-Abutment 1 left side has sandbags in place. Abutment 2 right side has 12" x12" timber block placed in opening.



Abutment 2, right side void behind cap.



Abutment 1, approach shoulder, left side



Abutment 1, approach shoulder, right side



Abutment 2, left side: void behind cap



### Maintenance Needs

**Date Reported:** 10/01/2018

**Priority:** C - Important

**Type of Work:** Piling Repair/Replace

**Status:** Monitor

**Component:** Substructure

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### Deficiency Description

Bent 1, pile 4: core decayed with 40% section loss.

Bent 4, pile 1: sounds moderately hollow, core decayed.

Bent 9, pile 4: outer shell decay with 10% section loss at ground.

### Remarks

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12/11/2024

Bent 7 pile 2: 4" wide by 3" deep hole in outer shell at ground line. Decay 1EA CS3



10/01/2018

Bent #9 pile #4



10/01/2018

Bent #1 pile #4

### Maintenance Needs

**Date Reported:** 10/03/2012

**Priority:** C - Important

**Type of Work:** Substructure Repair

**Status:** Monitor

**Component:** Substructure

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### Deficiency Description

Bent 10, pile 2: leaning back towards channel 1 1/2" per foot.

Bent 10, pile 3: leaning back towards channel 1 1/2" per foot.

Bent 10, pile 4: leaning back towards channel 1.6" per foot.

Bent 10, pile 5: leaning back towards channel 3/4" per foot.

Abutment 2 cap is rotated back slightly reducing contact with piles due to leaning abutment.

### Remarks

12/10/2024-Piles have been pulled back slightly and angles have been bolted to cap and unit legs to help hold abutment in place.

---



Abutment 2



Bent 10





Abutment #2 timber back wall is decayed full width with areas of 100% section loss allowing for erosion.



Typical bearing of piles at abutment #2 cap due to rotation



### Maintenance Needs

Date Reported: 10/03/2012

Priority: C - Important

Type of Work: Approach Leveling/Maintenance

Status: Monitor

Component: Approach

### Deficiency Description

Approach shoulders abutment 1: both ends have settled several inches.

### Remarks

12/10/2024-Abutment 1 approach shoulders have been leveled at time of inspection.



Abutment 1, approach shoulder, left side



Abutment 1, approach shoulder, right side



Abutment #2 left approach shoulder



Erosion at abutment #1 right shoulder





Abutment #2 approach roadway has been repaired with achm.



Typical approach shoulders.

### Maintenance Needs

**Date Reported:** 10/13/2014

**Priority:** C - Important

**Type of Work:** Substructure Repair

**Status:** Monitor

**Component:** Substructure

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### Deficiency Description

Abutment backwalls: weathered and cracked, with several missing boards. Several boards decayed and missing. abutment 1 has sandbags in place, abutment 2 has patches behind backwall missing boards.

### Remarks

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12/11/2024

Abutment 2



12/11/2024

Abutment 1





Asset #M3332(Routine)

Sh-50/Sec-1/L15.35 over Big Rabbit Bayou

Location: .03 Mi W Jct Sh 149 & 50

Team Lead: Myron Futrell Inspection Date: 12/09/2024

## Maintenance Needs

**Date Reported:** 10/13/2020

**Priority:** C - Important

**Status:** Monitor

**Type of Work:** Superstructure Repair

**Component:** Superstructure

---

## Deficiency Description

Span 1, unit 2, right leg: cracked and delaminated for 4' with 3' spall with exposed reinforcing steel with moderate section loss first 1/2 span.

Span 1, unit 3, right leg, mid span: cracked and delaminated 7' with rust staining, and 1' spall with exposed reinforcing steel with moderate section loss.

Span 1, unit 7, right leg: cracked for 9' mid span.

Span 2, unit 6, left leg, last 1/2 span: cracked for 8' with rust staining.

Span 2, unit 6, right leg: cracked for 6' first 1/2 span and 1' at 3/4 span.

Span 3, unit 4, left leg: cracked 9' first half of span with rust stains, with 2' of cracking at 3/4 span.

Span 3, unit 5, right leg, mid span: cracked for 10'.

Span 5, unit 7, left leg: cracked for 10'.

Span 6, unit 2, left leg: is cracked for 16' with rust staining.

Span 6, unit 5, left leg, mid span: cracked for 8' with rust staining.

Span 7, unit 5, right leg, starting at 1/4 span: cracked for 12'.

Span 8, unit 3, right leg: is cracked and delaminated for 8' mid span.

Span 8, unit 4, left leg: 4' of cracking and delamination first 1/2 span and 2' spall with exposed reinforcing steel with moderate section loss at 3/4 span.

Span 8, unit 4, right leg: 12' of cracking with rust staining.

Span 8, unit 5, right leg, scattered throughout: cracked and delaminated for 10'.

Span 8, unit 6, left leg: cracked for 7' first 3/4 span.

Span 8, unit 6, right leg: cracked and delaminated for 8' starting at 1/4 span.

Span 8, unit 7, left leg: cracked for 10' with rust staining.

Span 8, unit 7, right leg: cracked for 6'.

Span 9, unit 4, left leg, starting at 1/4 span: cracked and delaminated for 10'.

Span 9, unit 4, right leg, scattered throughout: cracked for 10',

## Remarks

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Span 1, unit 2, right leg: cracked and delaminated for 4' with 3' spall with exposed reinforcing steel with moderate section loss first 1/2 span.

Span 1, unit ,3 right leg, mid span: cracked and delaminated 7' with rust staining, and 1' spall with exposed reinforcing steel with moderate section loss.

Span 1, unit 7, right leg: cracked for 9' mid span.



Span 2, unit 6, left leg, last 1/2 span: cracked for 8' with rust staining.

Span 2, unit 6, right leg: cracked for 6' first 1/2 span and 1' at 3/4 span.



Span 3, unit 4, left leg: cracked 9' first half of span with rust stains, with 2' of cracking at 3/4 span.

Span 3, unit 5, right leg, mid span: cracked for 10'.



Span 5, unit 7, left leg: cracked for 10'.





12/11/2024

Span 6, unit 2, left leg: is cracked for 16' with rust staining.

Span 6, unit 5, left leg, mid span: cracked for 8' with rust staining.



12/11/2024

Span 8, unit 3, right leg: is cracked and delaminated for 8' mid span.

Span 8, unit 4, left leg: 4' of cracking and delamination first 1/2 span and 2' spall with exposed reinforcing steel with moderate section loss at 3/4 span.

Span 8, unit 4, right leg: 12' of cracking with rust staining.

Span 8, unit 5, right leg, scattered throughout: cracked and delaminated for 10'.

Span 8, unit 6, left leg: cracked for 7' first 3/4 span.

Span 8, unit 6, right leg: cracked and delaminated for 8' starting at 1/4 sp



12/11/2024

Span 9, unit 4, left leg, starting at 1/4 span: cracked and delaminated for 10'.

Span 9, unit 4, right leg, scattered throughout: cracked for 10',



12/11/2024

Span 7, unit 5, right leg, starting at 1/4 span: cracked for 12'.



### Maintenance Needs

Date Reported: 10/27/2022

Priority: C - Important

Type of Work: Approach Leveling/Maintenance

Status: Monitor

Component: Approach

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### Deficiency Description

Abutment 2, approach roadway: settled up to 2".

### Remarks

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Abutment 2, approach roadway settlement



### Maintenance Needs

**Date Reported:** 10/27/2022

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Bridge

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### Deficiency Description

Abutment 1, left side, approach rail transition: last post missing, third post from bridge not connected.  
Abutment 2, right, side, approach rail: several damaged posts with the fourth rail post not connected

### Remarks

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**12/09/2024**

Abutment 1, left side, approach rail transition: last post missing, third post from bridge not connected.



**10/27/2022**

Abutment #2 right approach rail has several damaged posts with the fourth rail post not connected

### Maintenance Needs

**Date Reported:** 10/01/2018

**Priority:** D- Routine

**Type of Work:** Deck Repair

**Status:** Monitor

**Component:** Deck

### Deficiency Description

Span 1, unit 1, at bent 2: 1' heavy scaling 1" deep with loose aggregate.

Span 1, unit 7 at bent 2: 4" x 8" spall with no exposed reinforcing steel and 1' x 4" area of heavy scaling with loose aggregate.

Span 1, unit 8, at bent 2, right side white line: 1' spall no rebar exposed.

Span 1, unit 8 at bent 2: 1' of heavy scaling 1" deep with loose aggregate.

Span 2, unit 1 and 8 at bent 2: 1' of heavy scaling 1" deep with loose aggregate.

Span 2, unit 1, at bent 2: 1' heavy scaling 1", deep with loose aggregate.

Span 2, unit 8, at bent 3: 1' of scaling with loose aggregate.

Spans 2 and 3, units 1, at bent 3: 1' of heavy scaling with loose aggregate each.

### Remarks

Deck units 2-7 have been chip sealed.



Span 1, unit 8, at bent 2, right side white line: 1' spall no rebar exposed. Spall



Span 1, unit 1, at bent 2: 1' heavy scaling 1" deep with loose aggregate.  
Span 2, unit 1, at bent 2: 1' heavy scaling 1", deep with loose aggregate



**Maintenance Needs**

**Date Reported:** 10/03/2012

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

All end rail posts are leaning due to bolting guard rails to posts.

**Remarks**

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Abutment #2 right side last rail post leaning ahead



Abutment 1, left side, first rail post: leaning back. Typical of others.



Asset #M3332(Routine)

Sh-50/Sec-1/L15.35 over Big Rabbit Bayou

Location: .03 Mi W Jct Sh 149 & 50

Team Lead: Myron Futrell Inspection Date: 12/09/2024

## 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)**

Dirt and debris in gutters.



Dirt and debris in gutters

**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 signs should be 15.35.



Abutment 1, log mile sign



Abutment 2, log mile sign

**A-64 - Vegetation Removal Requested (Yes)**

Small trees and vegetation growing beside, under and onto bridge.



Typical vegetation growing beside, under and onto bridge.





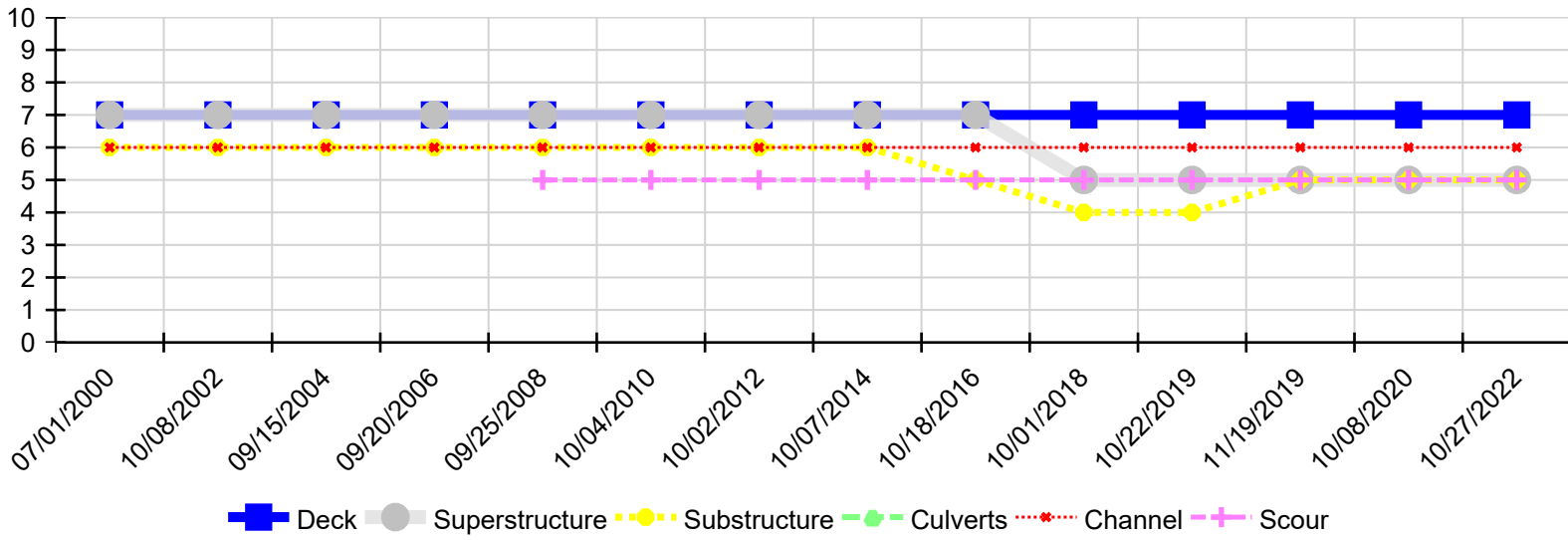
Asset #M3332(Routine)

Sh-50/Sec-1/L15.35 over Big Rabbit Bayou

Location: .03 Mi W Jct Sh 149 & 50

Team Lead: Myron Futrell Inspection Date: 12/09/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/27/2022	7	5	5	N	6	5
10/08/2020	7	5	5	N	6	5
11/19/2019	7	5	5	N	6	5
10/22/2019	7	5	4	N	6	5
10/01/2018	7	5	4	N	6	5
10/18/2016	7	7	5	N	6	5
10/07/2014	7	7	6	N	6	5
10/02/2012	7	7	6	N	6	5
10/04/2010	7	7	6	N	6	5
09/25/2008	7	7	6	N	6	5
09/20/2006	7	7	6	N	6	N
09/15/2004	7	7	6	N	6	N
10/08/2002	7	7	6	N	6	N
07/01/2000	7	7	6	N	6	N