

Bridge M3610 Inspection Report



Latitude:35.27187, Longitude:-91.02456

Route:49 Section:06 Log:11.96

Arnold Road ID:19x49x6xA, Arnold Log mile:11.964

District 01, 37 - Cross County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

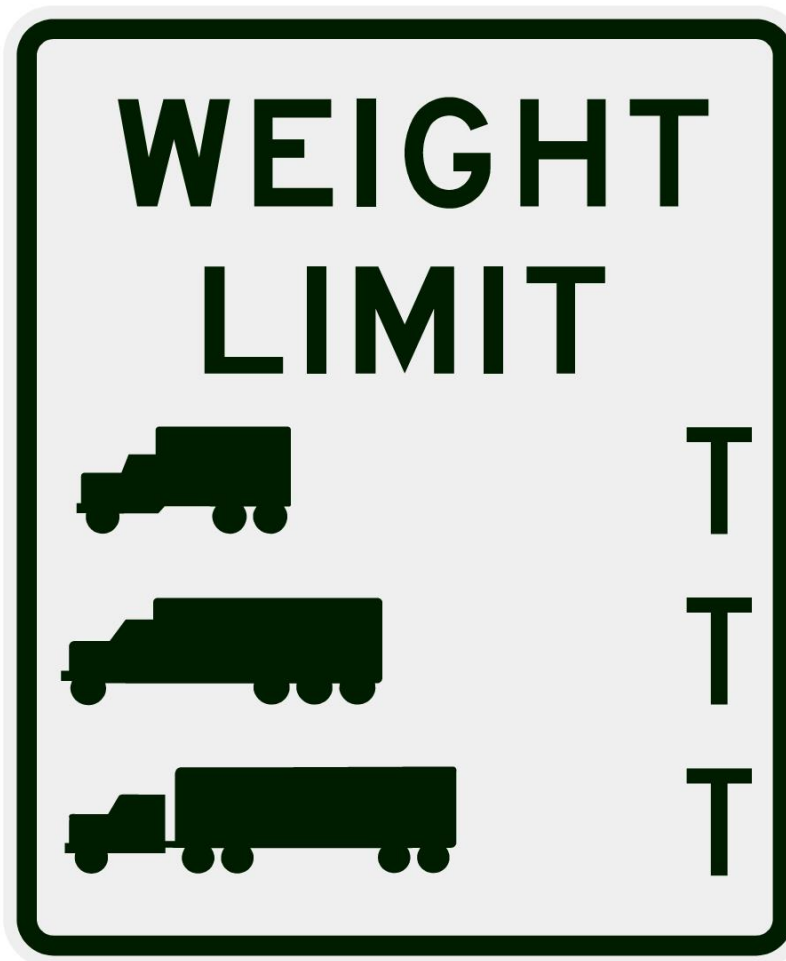
Bridge Posting Information

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

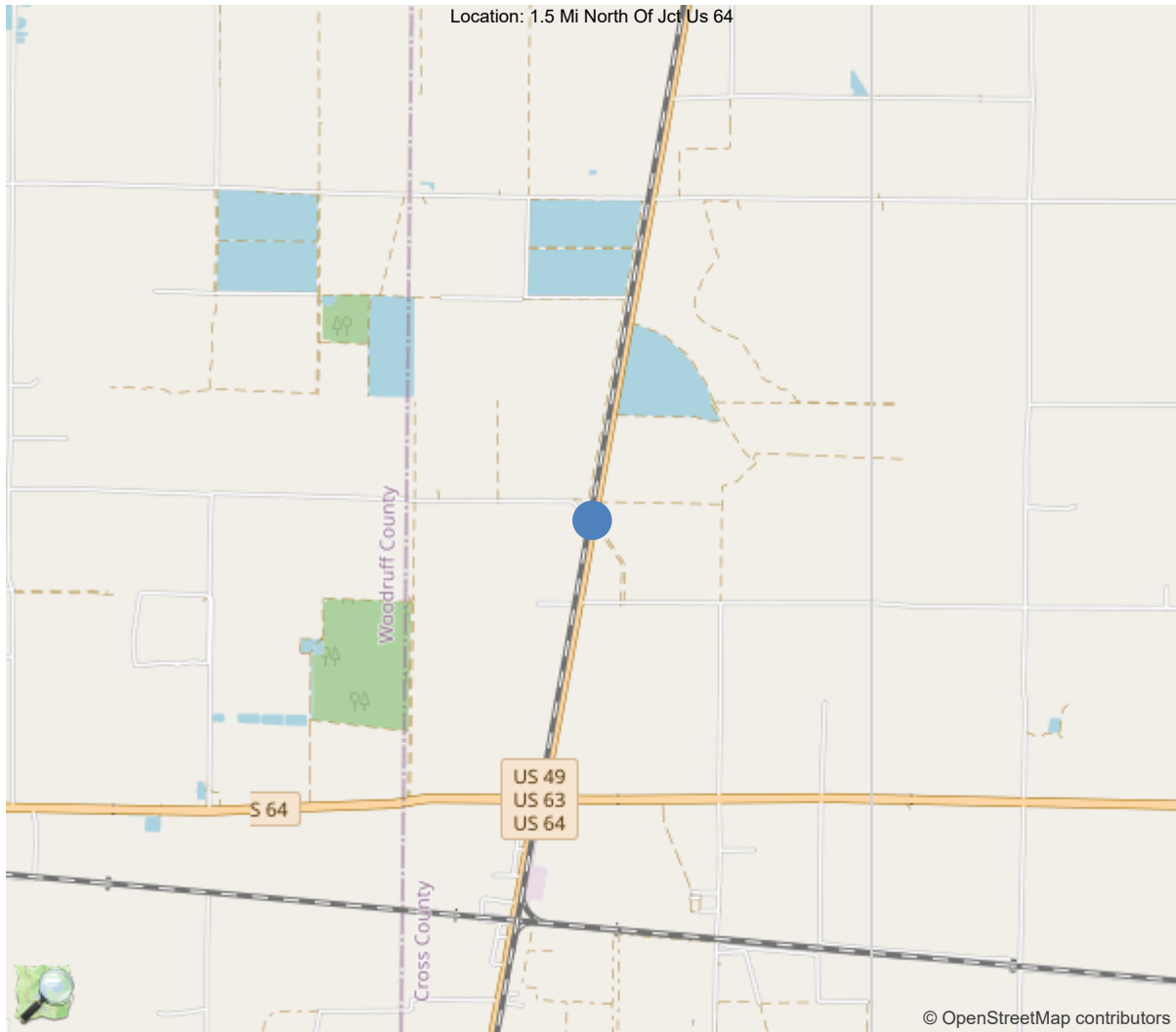
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	30		
Code 9 (31 Tons)	33		
Code 5 (40 Tons)	45		

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



35.27187, -91.02456

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M3610
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	37 - Cross County
(4) Place Code	0
(6) Features Intersected	Canal
(7) Facility Carried	Us-49/Sec-6/L11.96
(9) Location	1.5 Mi North Of Jct Us 64
(11) Mile Point	11.96 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000049060
(16) Latitude	35.27187
(17) Longitude	-91.02456
(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	1973
(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	1000
(30) Year of ADT	2018
(109) Truck ADT	29 %
(19) Bypass, Detour Length	14 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	57 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	27.5 ft
(52) Deck Width Out to Out	28.5 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	27.5 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	6 - Rural Minor 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	8
(59) Superstructure	5
(60) Substructure	6
(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	40
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	24
(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	5
(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	1 - Inspected feature meets current
(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	1100
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date			02/06/2024
(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.			

Team Lead: Drew Melton, Inspection Date: 02/06/2024

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	M3610
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	M0853
B.W.01 Year Built	1973

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	37 - Cross County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	01 - District 01
B.L.05 Latitude	35.27187
B.L.06 Longitude	-91.02456
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	1.5 Mi North Of Jct Us 64
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	53.9
B.G.02 Total Bridge Length	57.1
B.G.03 Max Span Length	19
B.G.04 Min Span Length	19
B.G.05 Bridge Width Out-to-Out	28.5
B.G.06 Bridge Width Curb-to-Curb	27.9
B.G.07 Left Curb or Sidewalk Width	0.7
B.G.08 Right Curb or Sidewalk Width	0.7
B.G.09 Approach Roadway Width	25.9

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	6
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1629.4

LOADS AND LOAD RATING	
B.LR.01 Design Load	U - Unknown
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.67
B.LR.06 Operating Load Rating Factor	1.11
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	8 - VERY GOOD - Some inherent
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	7 - GOOD - Some minor defects.
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	8 - VERY GOOD - Some inherent
B.C.06 Bridge Railing Transitions Condition	8 - VERY GOOD - Some inherent
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	6 - SATISFACTORY - Widespread
B.C.09 Channel Condition Rating	5 - FAIR - Moderate defects; b
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	AB-T - TEMP - Stable for scour, pos
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

Team Lead: Drew Melton, Inspection Date: 02/06/2024

SPAN SETS			
M1			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	8	B.SP.09 Deck Material and Type	C02 - Reinforced concrete - pr
B.SP.04 Span Material	C02 - Reinforced concrete - pr	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G07 - Girder/beam - channel ad	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C02 - Reinforced concrete - pr	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	A03 - Abutment - open/spill th	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv
A2			
B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C02 - Reinforced concrete - pr	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	A08 - Abutment - pile bent wit	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv
P1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	T01 - Treated - timber preserv
B.SB.03 Substructure Material	T03 - Timber - solid sawn	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	1000
B.F.03 Feature Name	Us-49/Sec-6/L11.96	B.H.10 Annual ADTT	290
B.H.01 Functional Classification	4 - Minor Arterial	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID	49060	B.H.16 Highway Max Usable Surface Width	27.5
B.H.07 LRS Mile Point	11.96	B.H.17 Bypass Detour Length	14
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	R01	49	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline



Team Lead: Drew Melton, Inspection Date: 02/06/2024

WATERWAY FEATURES

W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	Canal	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent - Open	

LOAD EVALUATION AND POSTING

B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
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Inspection Notes

58 - Deck (8 - VERY GOOD CONDITION - no problems noted.)

Deck is in very good condition with no note worthy defects.

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

Superstructure is in fair condition with unit legs having Cracks, delaminated areas, and spalls some with exposed rebar.

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Substructure is in satisfactory condition with caps having cracks, and spalls some with exposed rebar. Piles have cracks, splits, and shakes.

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 has poor alignment with structure. Banks have areas of erosion and slumping with scour under bridge due to channel alignment. Channel has moderate drift with water flow rate affected.

Channel right side and bent #2,3 all have moderate drift.

A-55 - Deck Washing Needed (Y)

Gutters have dirt and debris in them.

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

Log mile signs are incorrect. They should read Us-49, Section-6, Log mile-11.96.

A-64 - Vegetation Removal Requested (Y)

Brush is growing at abutment #1 left side.

B.C.05 Bridge Railing Condition Rating (8 - VERY GOOD - Some inherent defects.)

Bridge rails are in very good condition with some minor coating issues.

B.C.06 Bridge Railing Transitions Condition Rating (8 - VERY GOOD - Some inherent defects.)

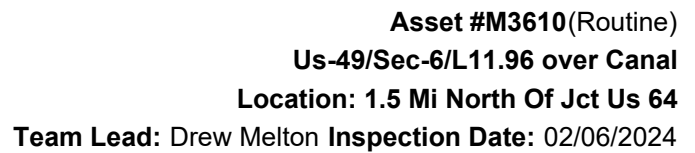
Transitions are in very good condition with no note worth defects.

B.C.08 Bridge Joints Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

Joints are in satisfactory condition with joints having been impacted due to asphalt overlay.

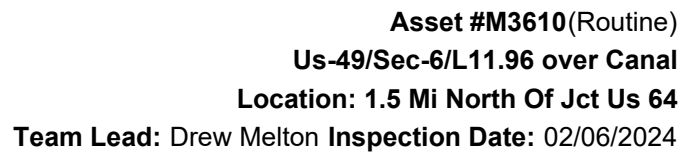
A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (6 - Widespread minor or isolated moderate scour.)

Channel has scour due to water swirling as it goes under structure due to the alignment of the structure.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1625	1625	0	0	0
510	Wearing Surfaces	SF	1568	0	1068	500	0
3220	Crack (Wearing Surface)	SF	1568	0	1068	500	0
(16) Wearing surface has transverse and longitudinal CS2 and CS3 cracks all spans.							
110	Reinforced Concrete Open Girder/Beam	LF	456	161	14	156	125
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	16	0	0	16	0
1120	Efflorescence/Rust Staining	LF	56	0	0	56	0
1130	Cracking (RC and Other)	LF	222	0	14	83	125
<p>(110) All units all legs have vertical hairline flexure cracks.</p> <p>All units all legs have minor pop offs at various locations some with exposed rebar with section loss.</p> <p>Unit bolts are corroded with laminations minor section loss.</p> <p>Span #1 unit #1 left leg outside at bent #2 has a 1' spall on lower leg with exposed rebar with minor section loss.</p> <p>Span #1 unit #1 left leg has CS2 cracks for 4' with rust stains at center span on bottom and side of leg.</p> <p>Span #1 unit #1 right leg has CS2 cracks for 6' with rust stains at center span on bottom of leg.</p> <p>Span #1 unit #2 left leg has CS2, CS3 cracks full length with rust stains on bottom and side of leg, a 2' spall near bent #1 with exposed rebar with moderate section loss, and a 2' delaminated area at bent #2.</p> <p>Span #1 unit #2 right leg has 2 areas of hairline cracks on bottom of leg one at center span the other at bent #2 each is cracked for 1'.</p> <p>Span #1 unit #3 right leg has CS3 cracks full length on bottom of leg.</p> <p>Span #1 unit #4 left leg has CS2 cracks for 3' at 1/4 span, and CS3 cracks for 4' at 3/4 span.</p> <p>Span #1 unit #4 right leg has CS3 cracks and delaminated areas full length with rust stains on bottom and side of leg with 1' of exposed rebar with moderate section loss.</p> <p>Span #1 unit #5 left leg has CS3, CS4 cracks and delaminated areas full length with rust stains on bottom of unit leg.</p> <p>Span #1 unit #5 right leg has CS2 cracks for 3' at 3/4 span.</p> <p>Span #1 unit #7 left leg has CS2 cracks with rust staining for 4' at 1/4 span on bottom of unit leg.</p> <p>Span #1 unit #7 right leg has CS3 cracks full length with rust stains on side and bottom of unit leg.</p> <p>Span #1 unit #8 left leg has CS2 cracks with rust staining for 2' near 3/4 span on bottom of unit leg.</p> <p>Span #1 unit #8 right leg has CS2 cracks for 1' center span on side of unit leg.</p> <p>Span #2 unit #1 left leg has CS3 cracks for 3' at 3/4 span on side and bottom of unit leg.</p> <p>Span #2 unit #1 right leg has CS3, CS4 cracks and delaminated areas for 12' starting at bent #2 on side and bottom of unit legs.</p> <p>Span #2 unit #2 left leg has CS3 cracks for 6' with rust staining on bottom and side of unit leg.</p> <p>Span #2 unit #3 left leg has CS3 cracks for 4' on bottom of unit leg.</p> <p>Span #2 unit #3 right leg has CS3 cracks for 6' with rust stains on bottom of unit leg, and CS2 cracks for 6' on bottom of unit leg.</p> <p>Span #2 unit #4 right leg has CS3, CS4 cracks and delaminated areas full length with rust stains on bottom and side of unit leg.</p> <p>Span #2 unit #5 left leg has CS3, CS4 cracks and delaminated areas full length with rust stains on bottom and side of unit legs.</p> <p>Span #2 unit #5 right leg has CS2 cracks for 1' at 1/4 span on bottom of unit leg.</p> <p>Span #2 unit #6 left leg has CS2 cracks for 1' near center span on bottom of unit leg.</p> <p>Span #2 unit #7 left leg has a 1' spall near bent #3 no rebar exposed.</p> <p>Span #2 unit #7 right leg has CS3 cracks and delaminated areas full length with rust staining with 12' spall starting at 1/4 span with exposed rebar with moderate section loss on bottom and side of unit leg.</p> <p>Span #3 unit #1 left leg has CS2 cracks for 1' at 3/4 span on side of unit leg.</p> <p>Span #3 unit #1 right leg has CS3, CS4 cracks and delaminated areas full length with rust stains on bottom and side of unit leg.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Span #3 unit #2 left leg has CS3, CS4 cracks and delaminated areas full length with rust stains on bottom and side of unit leg.</p> <p>Span #3 unit #2 right leg has 2 areas of CS2 cracks one at 1/4 span the other at bent #4 on bottom of unit leg.</p> <p>Span #3 unit #3 left leg has CS3,CS4 cracks and delaminated areas for 2' at 1/4 span on bottom and side of unit leg, and CS3 cracks for 1' at bent #4 on side and bottom of unit leg.</p> <p>Span #3 unit #3 right leg has CS3 cracks for 9' with rust staining starting at center span on side and bottom of unit leg.</p> <p>Span #3 unit #4 left leg has CS3 cracks full length with rust staining on bottom and side of unit leg.</p> <p>Span #3 unit #4 right leg has CS3 cracks for 6' with rust staining starting at bent #3 on side and bottom of unit leg.</p> <p>Span #3 unit #5 left leg has CS3 cracks and delaminated area starting at bent #3 for 4' with rust stains.</p> <p>Span #3 unit #5 right leg has CS3 cracks for 2' starting at bent #3 on side and bottom of unit leg.</p> <p>Span #3 unit #6 right leg has CS3 cracks and delaminated areas for 4' with rust stains at 1/4 span on bottom of unit leg, and CS2 cracks for 1' at 3/4 span on bottom of unit leg.</p> <p>Span #3 unit #7 right leg has CS3, CS4 cracks and delaminated areas full length with rust staining on bottom of unit leg.</p> <p>Span #3 unit #7 left leg has CS3 cracks and delaminated areas for 12' with rust stains starting at bent #3 on bottom and side of unit legs.</p> <p>Span #3 unit #8 left leg has CS3 cracks for 1' center span, and CS3 cracks for 1' at 1/4 span with rust staining both on side and bottom of unit leg.</p>							
215	Reinforced Concrete Abutment	LF	32	32	0	0	0
216	Timber Abutment	LF	36	0	0	36	0
1140	Decay/Section Loss	LF	19	0	0	19	0
6000	Scour	LF	17	0	0	17	0
(216) Abutment #2 timber back wall just below cap is decayed with areas of moderate to heavy section loss full length with voids to material behind cap and under roadway.							
228	Timber Pile	EA	15	0	14	1	0
1150	Check/Shake	EA	1	0	0	1	0
1160	Crack (Timber)	EA	8	0	8	0	0
1170	Split/Delamination (Timber)	EA	6	0	6	0	0
<p>(228) Depth and length of piles is unknown.</p> <p>All piles are weathered, cracked, and split.</p> <p>Bent #2 pile #3 has moderate shake left side at top.</p>							
234	Reinforced Concrete Pier Cap	LF	89	80	0	9	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	8	0	0	8	0
<p>(234) Bent #2 cap bottom has 4 pieces of exposed rebar with moderate section loss between piles 1,2.</p> <p>Bent #3 cap ahead face has a 8" spall over pile #3 with no rebar exposed.</p> <p>Bent #4 cap bottom has 4 spalls with exposed rebar moderate section loss between piles #4,5.</p>							
301	Pourable Joint Seal	LF	57	0	0	57	0
2350	Debris Impaction	LF	57	0	0	57	0
(301) Joints have been impacted due to asphalt overlay.							
330	Metal Bridge Railing	LF	114	114	0	0	0
515	Steel Protective Coating	SF	342	0	342	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	342	0	342	0	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	(330) Connection bolts from rail posts to bridge are corroded. Bridge rails are oxidized full length.						

Inspection Photos and Notes



Side view-elevation



Typical soffit/under surface



Typical deck



Typical drift in channel



Channel left side



Channel right side



Top view-inventory



Typical debris in gutters



Typical log mile sign



Brush growing at abutment #1 left side



Span #3 channel beam units



Span #2 channel beam units



Span #1 channel beam units



Abutment #2 timber back wall just below cap is decayed with areas of moderate to heavy section loss full length with voids to material behind cap and under roadway.



Abutment #2



Abutment #1



Typical pile condition



Bent #3 cap ahead face spall 8" over pile #3 no rebar exposed.

Maintenance Needs

Date Reported: 02/24/2014

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Abutment #2 timber back wall just below cap is decayed with areas of moderate to heavy section loss full length with voids to material behind cap and under roadway.

Remarks



02/02/2022

Abutment #2 timber back wall just below cap is decayed with areas of moderate to heavy section loss full length with voids to material behind cap and under roadway.

Maintenance Needs

Date Reported: 02/28/2020

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Channel right side and bent #2,3 all have moderate drift.

Remarks



Moderate amount of drift at bent #3



Small amount of drift at bent #2

Maintenance Needs

Date Reported: 02/03/2022

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment #1 right lane approach roadway has settled 1".
Abutment #2 approach roadway has settled up to 1 1/2".

Remarks



Abutment #1 right lane approach roadway has settled one inch



Abutment #1 approach roadway



Abutment #2 approach roadway has settled up to one and a half inches



Abutment #2 approach roadway

Maintenance Needs

Date Reported: 02/28/2020

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Units have wide cracks, delaminated areas and spalls with exposed rebar to unit legs.

Remarks



Span #1 channel beam units



Span #2 channel beam units



Span #3 channel beam units

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	Yes
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	Yes
A-64 - Vegetation Removal Requested	Yes
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed (Yes)

Gutters have dirt and debris in them.



Typical debris in gutters

A-56 - Joint Cleaning/Flushing Needed

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Girder Painting Needed

A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

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

Log mile signs are incorrect. They should read Us-49, Section-6, Log mile-11.96.



Typical log mile sign

A-64 - Vegetation Removal Requested (Yes)

Brush is growing at abutment #1 left side.



Brush growing at abutment #1 left side

A-65 - Clogged deck drains?



Asset #M3610(Routine)

Us-49/Sec-6/L11.96 over Canal

Location: 1.5 Mi North Of Jct Us 64

Team Lead: Drew Melton Inspection Date: 02/06/2024

A-66 - Approach minor pothole/leveling needed



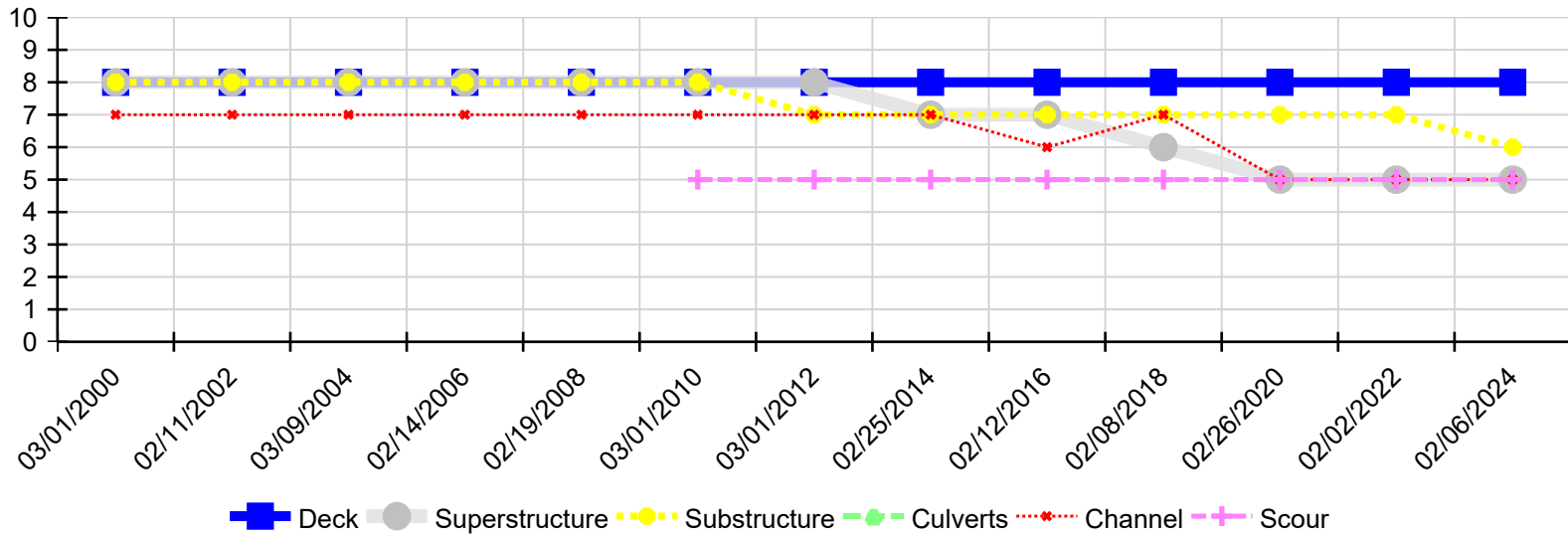
Asset #M3610(Routine)

Us-49/Sec-6/L11.96 over Canal

Location: 1.5 Mi North Of Jct Us 64

Team Lead: Drew Melton Inspection Date: 02/06/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
02/06/2024	8	5	6	N	5	5
02/02/2022	8	5	7	N	5	5
02/26/2020	8	5	7	N	5	5
02/08/2018	8	6	7	N	7	5
02/12/2016	8	7	7	N	6	5
02/25/2014	8	7	7	N	7	5
03/01/2012	8	8	7	N	7	5
03/01/2010	8	8	8	N	7	5
02/19/2008	8	8	8	N	7	N
02/14/2006	8	8	8	N	7	N
03/09/2004	8	8	8	N	7	N
02/11/2002	8	8	8	N	7	N
03/01/2000	8	8	8	N	7	N