

Bridge M3479 Inspection Report



Latitude:33.61248, Longitude:-91.80018

Route:83 Section:01 Log:0.41

Arnold Road ID:22x83x1SxA, Arnold Log mile:0.407

District 02, 43 - Drew County

Owner: 1 - State Highway Agency

Inspection Direction: 3 - E to W

Bridge Posting Information

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

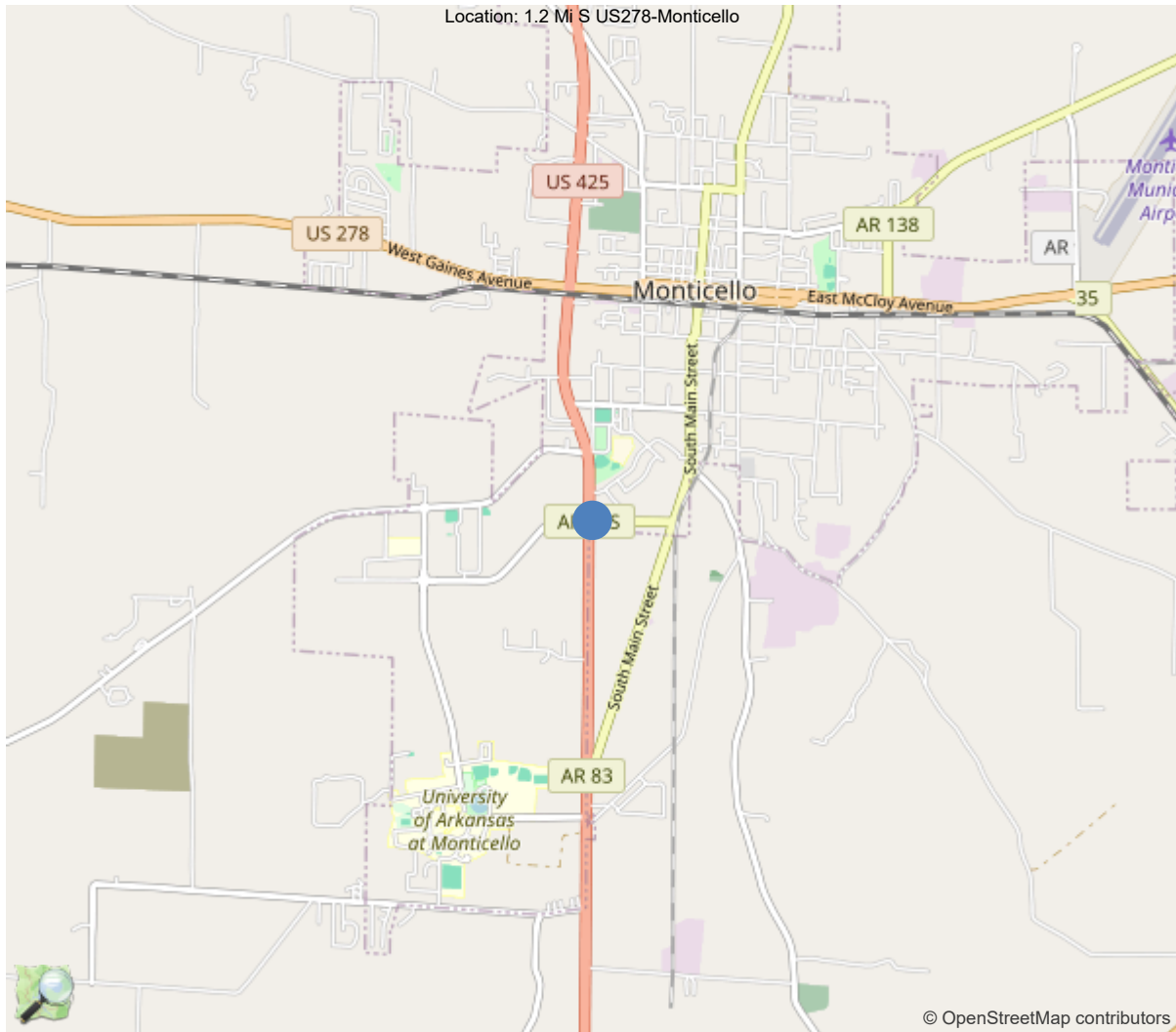
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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



33.61248, -91.80018

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M3479
(5) Inventory Route	1
(2) Highway Agency District	02 - District 02
(3) County Code	43 - Drew County
(4) Place Code	46580
(6) Features Intersected	US 425
(7) Facility Carried	SH 83-01S LM 0.41
(9) Location	1.2 Mi S US278-Monticello
(11) Mile Point	0.41 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.61248
(17) Longitude	-91.80018
(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	4
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	3 - Latex Concrete or similar additive
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1971
(106) Year Reconstructed	0
(42) Type of Service	11
On	1 - Highway
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	1355
(30) Year of ADT	2018
(109) Truck ADT	9 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	66 ft
(49) Structure Length	213 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	32.2 ft
(52) Deck Width Out to Out	34.8 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 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	33.1 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	15.75 ft
Ref:	
(55) Min Lat Underclear RT	35 ft
Ref:	
(56) Min Lat Underclear LT	3.7 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(111) Pier Protection	5 - None present but re-evalua
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	16 - Urban 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	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	7
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	1 - M9 / H10
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(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	7
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.
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	3743
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/05/2024
(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: Phillip Dowell, Inspection Date: 08/05/2024

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	M3479
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1971

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	43 - Drew County
B.L.03 Place Code	46580 - Monticello
B.L.04 Highway Agency District	02 - District 02
B.L.05 Latitude	33.61248
B.L.06 Longitude	-91.80018
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	1.2 Mi S US278-Monticello
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	210
B.G.02 Total Bridge Length	212.9
B.G.03 Max Span Length	65.9
B.G.04 Min Span Length	40
B.G.05 Bridge Width Out-to-Out	34.8
B.G.06 Bridge Width Curb-to-Curb	32.2
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	36.1

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	16
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	7404.9

LOADS AND LOAD RATING	
B.LR.01 Design Load	H10 - H-10
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	1
B.LR.06 Operating Load Rating Factor	1.67
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	Y - E/E' details are present
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	6 - SATISFACTORY - Widespread
B.C.03 Substructure Condition	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	6 - SATISFACTORY - Widespread
B.C.08 Bridge Joints Condition	7 - GOOD - Some minor defects.
B.C.09 Channel Condition Rating	N - NOT APPLICABLE - Bridge do
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	N - Bridge does not cross over
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
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	
B.AP.03 Scour Vulnerability	
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: Phillip Dowell, Inspection Date: 08/05/2024

SPAN SETS			
M1			
B.SP.02 # of Spans	4	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	5	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	C03 - Concrete - latex modifie
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	P01 - Patina - uncoated weathe	B.SP.13 Deck Stay-In-Place Forms	0 - None
SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	PX - Pile - other
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	3	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	PX - Pile - other
B.SB.04 Substructure Type	P03 - Pier - multiple column	B.SB.07 Foundation Protective System	0 - None

Team Lead: Phillip Dowell, Inspection Date: 08/05/2024

HIGHWAY FEATURES					
H1					
B.F.02 Feature Location	C - Carried on bridge		B.H.09 Annual ADT	1355	
B.F.03 Feature Name	SH 83-01S LM 0.41		B.H.10 Annual ADTT	121	
B.H.01 Functional Classification	4 - Minor Arterial		B.H.11 Year of Annual ADT	2018	
B.H.02 Urban Code	T-U		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	N - Not on the NHFN		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			B.H.16 Highway Max Usable Surface Width	32.8	
B.H.07 LRS Mile Point	0.41		B.H.17 Bypass Detour Length	3	
B.H.08 Lanes On Highway	2		B.H.18 Crossing Bridge Number		
H2					
B.F.02 Feature Location	B - Below bridge		B.H.09 Annual ADT	4800	
B.F.03 Feature Name	US 425		B.H.10 Annual ADTT	432	
B.H.01 Functional Classification	4 - Minor Arterial		B.H.11 Year of Annual ADT	2014	
B.H.02 Urban Code	T-U		B.H.12 Highway Max Usable Vertical Clearance	15.7	
B.H.03 NHS Designation	N - Non-NHS		B.H.13 Highway Min Vertical Clearance	15.7	
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or		B.H.14 Highway Min Horizontal Clearance, Left	3.6	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route		B.H.15 Highway Min Horizontal Clearance, Right	34.7	
B.H.06 LRS Route ID	425030		B.H.16 Highway Max Usable Surface Width	61	
B.H.07 LRS Mile Point	15.58		B.H.17 Bypass Detour Length	3	
B.H.08 Lanes On Highway			B.H.18 Crossing Bridge Number		
H3					
B.F.02 Feature Location	B - Below bridge		B.H.09 Annual ADT	4800	
B.F.03 Feature Name	US 425		B.H.10 Annual ADTT	48	
B.H.01 Functional Classification	4 - Minor Arterial		B.H.11 Year of Annual ADT	2014	
B.H.02 Urban Code	T-U		B.H.12 Highway Max Usable Vertical Clearance	15.7	
B.H.03 NHS Designation	Y - NHS		B.H.13 Highway Min Vertical Clearance		
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	425030		B.H.16 Highway Max Usable Surface Width	61	
B.H.07 LRS Mile Point	15.58		B.H.17 Bypass Detour Length	3	
B.H.08 Lanes On Highway			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	83	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	4 - Spur
H2	R01	425N	1-T - TEMP - One-way traffic - NB or EB or SB or WB	2 - U.S. route	1 - Mainline
H3	R01	425S	1-T - TEMP - One-way traffic - NB or EB or SB or WB	2 - U.S. route	1 - Mainline



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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

General Observation

Bridge is logged East to West
Beginning of structure toward SH 83, East End.
Under-route (US 425) is logged from south to north.
Deck Hydro-Demo replaced under Construction Contract Job 012375 2022. SDH

Inspection of this structure can be performed by foot - a ladder may be used for closer access to some overhead elements.

NOTE (Review of bridge records show the following impacts/damages - 10-19-2021 GGL):

Late 1998/early 1999 - actual damage not determined / Span 2 Girders 1 & 2 (northbound lanes) replaced/spliced (girder numbers reversed due to change in numbering convention).

April 2003 - Impact damage (bending of girder / broken welds on connection plates) / Span 2 Girders 1, 3, & 5 (northbound lanes) / repair date unknown.

Early 2010? - Impact damage (bending of girder) / Span 3 Girders 4 & 5 (southbound lanes) / repair date unknown.

October 2021 (Accident inspection performed) - Impact damage (bending of girder / broken welds on connection plates) / Span 2 Girder 1 (northbound lanes) / no repairs as of 11-20-2021.

10-15-2021 GGL: Accident inspection due to traffic impact to Span 2 Girder 1.

See photos and remarks for Elements 12 (Deck) & 107 (Girders) for details.

09-05-2017 GGL: Removed 24-month Underclearance Inspection - not needed (included in Routine Inspection).

Traffic Impact to Span 3 Girder 5 may warrant structural analysis and after analysis may need to change rating and quantities of Item #59 and Element #s 106 & 362. RLW.

11 - Milepoint (0.41)

Updated the LM for under record (US 425) from 15.54 to 15.58 per Str Line from Tech Services dated 02/2010. DRB, 6/16/10

58 - Deck (7 - GOOD CONDITION - some minor problems.)

Deck is in good condition with very minor cracks (hydro-demo Completed 2022).

59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Superstructure is in satisfactory condition with some corrosion on girders end.

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

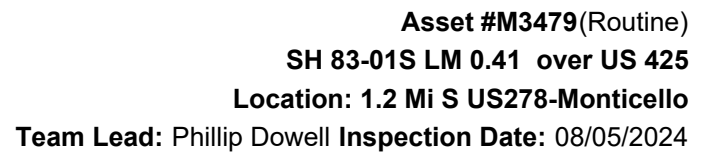
Substructure is in satisfactory condition with some deterioration, cracking and spalling in columns.

B.IR.02 - Fatigue Prone Details (Y)

Bridge has welded cover plates.

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	7412	7319	84	9	0
1080	Delamination/Spall/Patched Area	SF	9	0	9	0	0
1090	Exposed Rebar	SF	9	0	0	9	0
1130	Cracking (RC and Other)	SF	75	0	75	0	0
<p>(12) Deck: 34' 10" wide x 213' long = 7413 LF total. Deck Replaced/ Repaired Under Construction Contract Job 012375 2022. SDH</p> <p>Some very light cracks scattered thru-out. 15 SF CS2 Cracking</p> <p>Soffit: Some spalls and exposed rebar on overhang at joints over each bent. 5 SF CS2 Spalls, 9 LF CS3 Exposed Rebar Some minor cracking remains on under side of deck. 60 SF CS2 Cracking</p> <p>Old notes before (Deck Rehab 2022). Some minor- to moderate-sized transverse cracks (seem to be where rebar is too close to surface). Some spalling with exposed rebar (with minor corrosion of rebar) - mainly Span 2 . (Some spalls have been filled with asphalt mix.) A couple patched areas on the second half of Span 2 over Girders 1 & 2 (as-built?/repairs due to previous impact damage). **Accident inspection (10/15/2021 GGL) - No noted cracking or other defects to the top of deck as an effect of impact.</p> <p>Soffit **Accident inspection (10/15/2021 GGL) - Some minor cracking/delaminating/spalling adjacent to Girder 1 @ splice (both sides). 4 SF CS2 spalling.</p>							
107	Steel Open Girder/Beam	LF	1065	805	254	6	0
1000	Corrosion	LF	6	0	0	6	0
1900	Distortion	LF	249	0	249	0	0
7000	Damage	LF	5	0	5	0	0
515	Steel Protective Coating	SF	7945	7900	0	0	45
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	45	0	0	0	45
<p>(107) Girders (weathering steel): Spans 1-4 / 5 per span (213' total span) = 1,065 LF total. Coating: 7.46 square feet per linear feet of girder = 7,945 SF total.</p> <p>All girders are dark brown with a granular texture. Girder 1, @ Bents 1 & 5: Some corrosion (flaking rust) to inner face of web and lower flange for approximately 3' ahead of bearing area. 6 LF CS3 Corrosion</p> <p>Impact damage: Span 2 Girders 1, 2, & 5 and Span 3 Girders 4 & 5 have had collision damage over 3 or 4 different events. Repairs have been implemented and appear stable. 5 LF CS2 Damage</p> <p>**Accident inspection (10/15/2021 GGL) - Some distortion (bending) of Span 2 Girder 1 @ Splice due to impact - 3" horizontal bend of bottom of girder towards Girder 2 across 25-30' span (from Diaphragm 1 to Bent 3) / approximate 1/2' vertical bend down on left side of bottom flange across the same span (reflective of girder twisting/not impact). A small impact dent to the corner of the bottom lower flange splice plate is noted approximate 6-8" ahead of the gap of girders at splice with an even smaller dent (skuff) to the nearest bolt. (Some older dents in this same location are noted back of the gap.) A 5 1/4"-long crack is noted in the bottom of weld of the connection plate for Diaphragm 1 on the right side of Girder 1 (The upper 1"</p>							



of this crack appears to be a new/fresh crack due to no surface corrosion.)

An approximate 1 ½" crack is noted in the weld of the connection plate for Diaphragm 2 on the right side of Girder 1 – beginning approximately 2" from the bottom of the weld. The plate is somewhat distorted/bent below the diaphragm. A fresh mark can be seen on the web of Girder 1 where the bottom flange of the diaphragm contacted upon impact – the web of the girder is slightly distorted/bent out to the left in this same area.

NOTE: Cracks are currently only in welds – NOT into webs (not added to element defects for girders at this time/condition.)

Hand-on examination showed there are no noted cracks in the welds of the cover plate; no gapping, distortion, or movement of the splice plates; and no noted movement or damage of the splice bolts. An ultra-sound examination was made of the bolts in the bottom flange splice plate – none were noted to be broke/fractured (bolts are 5" in length).

249 LF CS2 Distortion

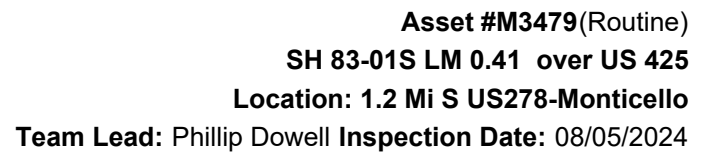
This girder is already included in CS2 distortion quantity - no addition quantity or change of state required.

205	Reinforced Concrete Column	EA	6	3	1	2	0
1090	Exposed Rebar	EA	2	0	0	2	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
(205) Columns: Bents 2-4 / 2 per bent = 6 column total.							
Bent 2, Column 2: Horizontal crack 1' down from cap. 1 EA CS2 Cracking							
Bent 4, Column 1 & 2: Some small spalls with exposed rebar (with minor corrosion) on left side face. 2 EA CS3 Exposed Rebar							

215	Reinforced Concrete Abutment	LF	90	87	3	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(215) Abutments: Bents 1 & 5 / 45' each = 90 LF total.							
Bent 1: Some small cracks on top on backwall and down face with a couple of vertical cracks near bearings. 3 LF CS2 Cracking							

234	Reinforced Concrete Pier Cap	LF	96	38	18	40	0
1080	Delamination/Spall/Patched Area	LF	28	0	8	20	0
1130	Cracking (RC and Other)	LF	30	0	10	20	0
(234) Caps: Bents 2-4 / 32' each = 96 LF total.							
Some horizontal cracking/delamination's along top corners of caps in various locations, heaviest at Bent 2 left side and Bent 4 @ Column 2. 20 LF CS3 Delamination, 8 LF CS2 Delamination, 20 LF CS3 Cracking							
Some minor vertical cracking at step-ups. 10 LF CS2 Cracking							
Some debris build-up on top of caps due to construction							

302	Compression Joint Seal	LF	160	0	160	0	0
2350	Debris Impaction	LF	160	0	160	0	0
(302) Joints: Bents 1-5 / 32' each = 160 LF total.							
Joints seals have been replaced under contract 2022 JRB							
Joint seals have minor debris impaction. 160 LF CS2 Debris Impaction							
Old notes							
Bent 1: Good condition - no notable defects.							
Bent 2: Preformed joint material is tattered and cracked throughout - 32' CS3 damage.							
Bent 3: Preformed joint material is tattered and cracked with half missing - 16' CS3 damage; 16' CS4 adhesion.							
Bent 4: Preformed joint material is missing - 32' CS4 adhesion. Span 3 side of Bent 4 road-iron is up to 1" lower than opposite road-iron (possibly due to bearings pack rust raising span).							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 5: Preformed joint material is tattered and cracked in places with remaining joint having some cracking and chipping of the concrete of adjacent deck - 10' CS3 damage; 22' CS2 adjacent deck. Repaired by contractors 2022 JRB							
311	Movable Bearing	EA	20	0	12	8	0
1000	Corrosion	EA	20	0	12	8	0
515	Steel Protective Coating	SF	40	0	0	24	16
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	40	0	0	24	16
(311) Movable bearings: Bents 2 & 4 10 per bent (5 each direction) = 20 bearings total. Coating: 2 square feet each = 40 SF total.							
Some light pack rust around rockers, heaviest on exterior bearings. 12 EA CS2 and 8 EA CS3 Corrosion 24 SF CS3 and 16 SF CS4 Oxide Film Some debris build-up around bearings due to joint deterioration/leakage and bat guano.							
313	Fixed Bearing	EA	20	15	3	2	0
1000	Corrosion	EA	5	0	3	2	0
515	Steel Protective Coating	SF	30	25	0	3	2
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	5	0	0	3	2
(313) Movable bearings: Bents 1 & 5 / 5 per bent; Bent 3 / 10 per bent (5 each direction) = 20 bearings total. Coating: Bents 1 & 5 / 1 square feet each; Bent 3 / 2 square feet each = 210 SF total.							
Bent 1, Bearings 1 & 5 (exterior bearings): Corrosion with section loss. 2 EA CS3 Corrosion, 2 SF CS4 Oxide Film Bent 1, Bearings 2-4 (interior bearings): Minor surface corrosion. 3 EA CS2 Corrosion, 3 SF CS3 Oxide Film							
Some debris build-up around bearings due to joint deterioration/leakage and bat guano.							
321	Reinforced Concrete Approach Slab	SF	2240	2195	0	45	0
1130	Cracking (RC and Other)	SF	45	0	0	45	0
(321) Approach slabs: Bents 1 & 5 / 1 each (32' x 35' = 1120 SF) = 2240 SF total.							
Approach slabs overlaid Under Construction Job 012375. 2022 Prior to overlay: Some minor- to moderate-sized transverse cracks (some sealed / some unsealed). 45 SF CS3 Cracking (still reflected in quantities).							
Old Notes Minor settlement occurring with some traffic impact onto and off-of structure. Drop Inlet at end of approach slab settled 2-3".							
331	Reinforced Concrete Bridge Railing	LF	426	426	0	0	0
(331) Railing: 213' each side = 426 LF total.							

Inspection Photos and Notes



Elevation - Right side view



Roadway View



Deck- Spans 1 & 2: Typical



Undersurface - Span 2: Typical



Under Route - Left view



Under Route - Right View



Bent 4, columns 1 & 3 - CS3 Exposed Rebar

Maintenance Needs

Date Reported: 07/25/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Bent 4 Column 1 & 2: Some small spalls with exposed rebar (with minor corrosion) on left side face.

Remarks



Maintenance Needs

Date Reported: 07/03/2018

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Caps -

Some horizontal cracking/delaminations along top corners of caps in various locations, heaviest at Bent 2 left side and Bent 4 @ Column 2.

Some minor vertical cracking at step-ups.

07-03-2018 GGL-KLR: Changed priority from "G" to "D".

Remarks



Cap - Bent 2 left : Delamination



Cap - Bent 4: Delamination

Maintenance Needs

Date Reported: 07/26/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Channel

Deficiency Description

Slope paving at bent 1 east end slope.

Some erosion starting at top of slope paving running along right side causing separation from end bent.

RC Concrete paving is settling and falling away from abutment. Material has been placed where erosion outside of paving is occurring but already eroding material again as of 7-10-18.JRB

Remarks



Bent 1 right erosion.



Bent 1 right slope paving separation due to erosion.



Bent 1 right has erosion at end slopes.



Bent 1 right enslope has erosion.



Erosion on slope on east side of slope closest to town

Maintenance Needs

Date Reported: 07/03/2018

Priority: D- Routine

Status: Monitor

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

Component: Element

Deficiency Description

Caps - all bents: Some debris build-up on top of caps due to joint deterioration/leakage and bat defecation, allowing moisture to be retained around bearings, ends of girders, and on top of cap.

Remarks



Bent 4 cap has debris on cap.



Cap - Bent 4: Delamination

Maintenance Needs

Date Reported: 07/30/2020

Priority: D- Routine

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

Status: Assigned

Component: Bridge

Deficiency Description

Abutment 1 concrete riprap-
Vines are over taking slope and walls.

Remarks



07/28/2022

Bent 1 concrete slope paving has vines and vegetation.



07/29/2020

Bent 1 concrete slope has vines and vegetation growing.



Asset #M3479(Routine)

SH 83-01S LM 0.41 over US 425

Location: 1.2 Mi S US278-Monticello

Team Lead: Phillip Dowell Inspection Date: 08/05/2024

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
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	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

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



Asset #M3479(Routine)

SH 83-01S LM 0.41 over US 425

Location: 1.2 Mi S US278-Monticello

Team Lead: Phillip Dowell Inspection Date: 08/05/2024

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 (No)

A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains?



Asset #M3479(Routine)

SH 83-01S LM 0.41 over US 425

Location: 1.2 Mi S US278-Monticello

Team Lead: Phillip Dowell Inspection Date: 08/05/2024

A-66 - Approach minor pothole/leveling needed



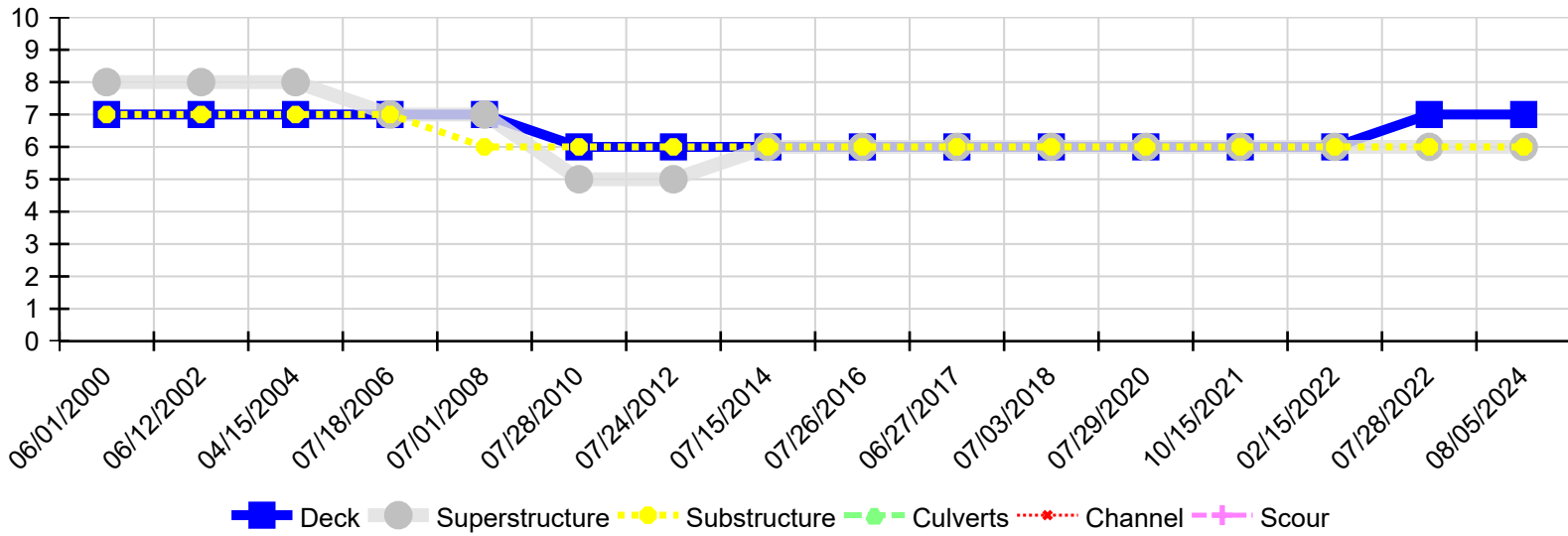
Asset #M3479(Routine)

SH 83-01S LM 0.41 over US 425

Location: 1.2 Mi S US278-Monticello

Team Lead: Phillip Dowell Inspection Date: 08/05/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/05/2024	7	6	6	N	N	N
07/28/2022	7	6	6	N	N	N
02/15/2022	6	6	6	N	N	N
10/15/2021	6	6	6	N	N	N
07/29/2020	6	6	6	N	N	N
07/03/2018	6	6	6	N	N	N
06/27/2017	6	6	6	N	N	N
07/26/2016	6	6	6	N	N	N
07/15/2014	6	6	6	N	N	N
07/24/2012	6	5	6	N	N	N
07/28/2010	6	5	6	N	N	N
07/01/2008	7	7	6	N	N	N
07/18/2006	7	7	7	N	N	N
04/15/2004	7	8	7	N	N	N
06/12/2002	7	8	7	N	N	N
06/01/2000	7	8	7	N	N	N