

Bridge 05825 Inspection Report



Latitude:34.37418, Longitude:-91.12486

Route:1 Section:05 Log:13.94

Arnold Road ID:1x1x5xA, Arnold Log mile:13.895

District 02, 1 - Arkansas County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

Bridge Posting Information

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

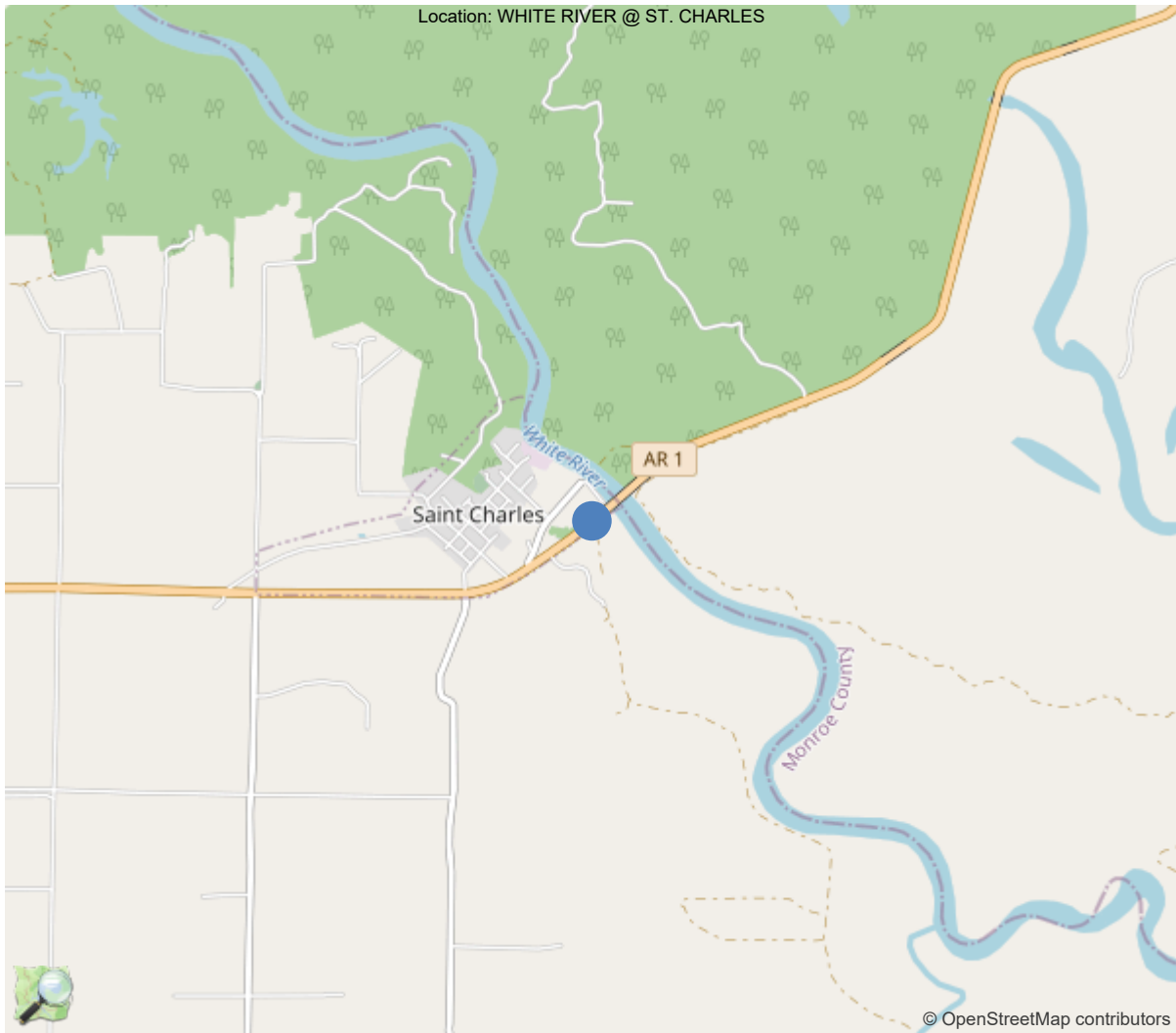
70 - Bridge Posting: 5 - Equal to or above legal loads

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



34.37418, -91.12486

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05825
(5) Inventory Route	1
(2) Highway Agency District	02 - District 02
(3) County Code	1 - Arkansas County
(4) Place Code	61940
(6) Features Intersected	White River-District 2
(7) Facility Carried	State Highway 1
(9) Location	WHITE RIVER @ ST. CHARLES
(11) Mile Point	13.94 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000001110
(16) Latitude	34.3741831082987
(17) Longitude	-91.1248648746808
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	43
Material	4 - Steel continuous
Type	3 - Girder and floorbeam system
(44) Approach Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	2
(46) No. of Approach Spans	20
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1983
(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	1100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	30 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	365 ft
(49) Structure Length	2366 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	43 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	40 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	1 - Navigation control on wate
(111) Pier Protection	5 - None present but re-evalua
(39) Navigation Vertical Clearance	42 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	252 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(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	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	43
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	26
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	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	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	1400
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date			07/14/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	08/11/2022
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: Demetric Jones, Inspection Date: 07/14/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	05825
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1983

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	1 - Arkansas County
B.L.03 Place Code	61940 - St. Charles
B.L.04 Highway Agency District	02 - District 02
B.L.05 Latitude	34.3741831082987
B.L.06 Longitude	-91.1248648746808
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	WHITE RIVER @ ST. CHARLES
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	2366.1
B.G.02 Total Bridge Length	2366.1
B.G.03 Max Span Length	365.2
B.G.04 Min Span Length	53
B.G.05 Bridge Width Out-to-Out	43
B.G.06 Bridge Width Curb-to-Curb	40
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	40

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	42
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	101742.3

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20 - HS-20
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	0.72
B.LR.06 Operating Load Rating Factor	1.19
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	N - No E/E' details
B.IR.03 UW Inspection Required	Y - Underwater inspection required
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	7 - GOOD - Some minor defects.
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.	5 - FAIR - Some moderate defec
B.C.08 Bridge Joints Condition	2 - CRITICAL - Widespread majo
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
B.C.10 Channel Protection Condition	
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	6 - SATISFACTORY - Widespread
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	8 - VERY GOOD - Some inherent

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	0 - Scour appraisal has not been co
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: Demetric Jones, Inspection Date: 07/14/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	2	B.SP.08 Deck Interaction	NC - Non-composite
B.SP.03 # of Beam Lines	3	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S02 - Steel - welded	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	CX - Coating - other
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	M01 - Metal
A1			
B.SP.02 # of Spans	10	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	S02 - Steel - welded	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	CX - Coating - other
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	M01 - Metal
A2			
B.SP.02 # of Spans	10	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	CX - Coating - other
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	M01 - Metal
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	18	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	B01 - Bent - column or open	B.SB.07 Foundation Protective System	0 - None
P3			
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	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	P04 - Pier - multiple column w	B.SB.07 Foundation Protective System	0 - None
P4			
B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	S03 - Caisson
B.SB.04 Substructure Type	P04 - Pier - multiple column w	B.SB.07 Foundation Protective System	0 - None

Team Lead: Demetric Jones, Inspection Date: 07/14/2025

HIGHWAY FEATURES

H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	1100
B.F.03 Feature Name	State Highway 1	B.H.10 Annual ADTT	11
B.H.01 Functional Classification	3 - Principal Arterial - Other	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	Y - 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	1110	B.H.16 Highway Max Usable Surface Width	39.6
B.H.07 LRS Mile Point	13.94	B.H.17 Bypass Detour Length	30
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	1	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline

WATERWAY FEATURES

W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	0
B.F.03 Feature Name	White River	B.N.04 Navigation Channel Width	291
B.N.01 Navigable Waterway	Y - Navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	259
B.N.02 Navigation Min Vertical Clearance	42	B.N.06 Substructure Navigation Protection	2 - Protective system in place

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

Routine inspection was conducted using the Aspen A-62T under bridge inspection unit.
Arkansas (DeWitt) County Area Maintenance yard provided flaggers.
Lane closure information is located in the asset files.

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

Overall, the deck is in satisfactory condition, with minor cracking with efflorescence on the overhangs throughout the structure, and minor cracking and potholes in the driving surface

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

Overall, the superstructure is in satisfactory condition, due to some active corrosion around the joints and moderate corrosion to the girder ends at Bent 8, span 8.

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

Overall, the substructure is in satisfactory condition, with scattered location of spalling, exposed reinforcing steel, cracking, efflorescence and embankment erosion.

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Overall, the channel/channel protection is in good condition with widespread minor slumping in the banks and minor debris accumulation in shallow areas along the channel banks.

A-56 - Joint Cleaning/Flushing Needed (Y)

Joints at bents 6, 8, and 13 have debris impaction.

A-58 - Cap Cleaning/Flushing Needed (Y)

Bents 6, 8, and 13 have debris build-up on the caps.

A-59 - Joint Repair Needed (Y)

Strip Seal Joints:

Joints at bents 1, 18 and 23 have adhesion failure causing a free flow of water and debris.

Assembly Joint with Seal:

Joint at bent 8, 3 broken fingers in center of northbound lane.

Joint at bent 8, wiper plate distortion.

A-64 - Vegetation Removal Requested (Y)

Bents 8 - 23, vegetation growth on both the left and right sides of the bridge.

Spans 13 - 16, right side, thickest vegetation growth.

Vegetation growth onto bents 2 and 22.



A-114 - Underwater Inspection General Observation (0 - Use note section)

Engineer of Record: Samuel Williams, PE

Team Leader: Samuel Williams, PE

Team Members: BG, AC, KD

Total Substructure Units: 23

Substructure Units in Water: Bent 7

Inventory Direction: S to N

Direction of Flow: W to E

Deepest Water Depth: 24.6 ft

Water Velocity: 2.0 FPS

Attachments: Channel Profile/Contour Map, Soundings Table, Inspection Procedures, Stamped Final Report

A-115 - Underwater Inspection Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Overall, the channel is in good condition. The upstream channel is well aligned with the substructure units. There is timber accumulated on the upstream nose of Bent 7 that is resulting in an area of localized scour around the bent. The south bank is stable and well vegetated. The north bank has steep cut banks, up to 8-ft high, with exposed roots.

A-116 - Underwater Inspection Substructure Condition (B.C.15) (8 - VERY GOOD CONDITION - no problems noted.)

Overall, the substructure unit is in very good condition with no significant defects.

A-117 - Underwater Scour Condition (8 - Insignificant scour.)

According to the available drawings (dated 1978) Bent 7 is supported by a concrete caisson. A comparison of these drawings to the soundings data gathered during the underwater inspection indicates negligible variations in the channel bottom elevations, since construction, and remaining caisson embedment exceeding 100-ft. A review of the contour map generated based on the soundings data, shows areas of localized scour on the north and south faces of the caisson, resulting from an accumulation of timber on the upstream nose. These scour holes are approximately 10-ft deep, with a 50-ft radius, and are not considered detrimental to the structure.

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

Overall, the scour condition is satisfactory, due to widespread minor erosion and isolated moderate undermining of abutment 23 under girder 4 exposing a pile.

National Bridge Element Quantities and Notes

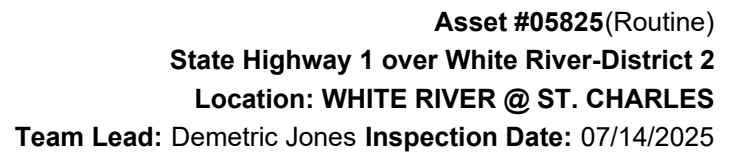
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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(510-12) Wearing surface has various areas where polymer has been worn down, allowing cracks and spalls to be visible in the deck.							
107	Steel Open Girder/Beam	LF	10944	10709	20	215	0
1000	Corrosion	LF	235	0	20	215	0
515	Steel Protective Coating	SF	157599	0	80905	76694	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	78941	0	40594	38347	0
3440	Effectiveness (Steel Protective Coatings)	SF	78658	0	40311	38347	0
(107) Span 5 girder 2 splice plate bottom flange, pack rusting, 1LF CS3. Bent 7, girder 2 right, stiffener above bent, fretting rust. Bent 8, Span 8, girder 2, beam end section loss up to 1/8" to web, 3LF CS3. Bent 8, Span 8, girder 3, beam end section loss up to 1/2" to web 3LF CS3 1"x3" hole Bent 8, Span 8, girder 4, section loss beam end hole 1" x5" hole 1LF CS3. Bent 8, span 7, girder 3, laminating rust on bottom flange, 10LF CS3, laminating rust on web above flange 10LF CS3. Bent 18, Span 17, girder 3, section loss, 5LF CS3. Bent 18, span 17, girder 4 and 5, bottom flange, corrosion, 4LF CS2. (515-107) Span 7, pier 2 bottom flange of all girders, flaking rust, 9,855SF CS3. Bent 6, span 6 full length falling protective coating 66,840SF CS3.							
113	Steel Stringer	LF	1460	1460	0	0	0
515	Steel Protective Coating	SF	7212	7212	0	0	0
(113) No defects noted.							
152	Steel Floor Beam	LF	1152	1152	0	0	0
515	Steel Protective Coating	SF	4066	4066	0	0	0
(152) Several bolts appear to be loose, unreachable in Aspen A62T.							
205	Reinforced Concrete Column	EA	45	38	5	2	0
1080	Delamination/Spall/Patched Area	EA	5	0	3	2	0
1120	Efflorescence/Rust Staining	EA	2	0	2	0	0
(205) Bent 3, column 2, minor spall 1ft above ground line, 1EA CS2. Bent 6, column 1, minor spalling, 1EA CS2. Bent 7, column 3, vertical cracking with efflorescence, 1EA CS2. Bent 9, column 2, horizontal cracking with efflorescence, 1EA CS2. Bent 12, column 1, ahead, spalling with exposed shallow reinforcing steel, 1EA CS2. Bents 16 and 17, column 2, spalling 2EA CS3							
210	Reinforced Concrete Pier Wall	LF	44	22	22	0	0
1190	Abrasion/Wear (PSC/RC)	LF	22	0	22	0	0
(210) Bent 8, pier wall, 1' above ground line, abrasion, 22LF CS2.							
215	Reinforced Concrete Abutment	LF	109	89	20	0	0
1130	Cracking (RC and Other)	LF	15	0	15	0	0
6000	Scour	LF	5	0	5	0	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) Bent 1, minor embankment erosion. Bent 1, topside of back wall, longitudinal cracking, 2LF CS2. Bent 23, bridge seat, horizontal cracking, 10LF CS2. Bent 23, adjacent to girder 5, undermining 3' wide by 2' deep, exposing a pile.							
227	Reinforced Concrete Pile	EA	1	1	0	0	0
(227) Bent 23, adjacent to girder 5, undermining 3' wide by 2' deep, exposing a pile.							
234	Reinforced Concrete Pier Cap	LF	818	770	25	23	0
1090	Exposed Rebar	LF	12	0	12	0	0
1120	Efflorescence/Rust Staining	LF	21	0	1	20	0
1130	Cracking (RC and Other)	LF	15	0	12	3	0
(234) Bent 5 cap, cracking, 1LF CS2. Bent 6 ahead, spalling with exposed rebar, 10LF CS2. Bent 8, pier cap, cracking with efflorescence, 20LF CS3. Bent 13, back, pier cap, exposed rebar, 2LF CS2, cracking with efflorescence, 1LF CS2.							
300	Strip Seal Expansion Joint	LF	120	0	30	90	0
2310	Leakage	LF	120	0	30	90	0
(300) Joints at bents 1, 18 and 23 have adhesion failure causing a free flow of water and debris.							
303	Assembly Joint with Seal	LF	120	0	48	30	42
2310	Leakage	LF	29	0	0	29	0
2350	Debris Impaction	LF	48	0	48	0	0
2370	Metal Deterioration or Damage	LF	43	0	0	1	42
(303) Debris impaction in trough is typical Bent 8, EB lane, broken fingers Bent 8, seal has completely failed, reference maintenance needs.							
310	Elastomeric Bearing	EA	132	94	22	16	0
1000	Corrosion	EA	16	0	0	16	0
1020	Connection	EA	1	0	1	0	0
2220	Alignment	EA	21	0	21	0	0
(310) typical bearings at joints misaligned Bent 8 ahead, active corrosion on sole plates. Bent 18, back and ahead, bearings 1 - 6, active corrosion with flaking rust on the sole plate.							
311	Movable Bearing	EA	6	6	0	0	0
313	Fixed Bearing	EA	3	3	0	0	0
(313) No defects noted.							
321	Reinforced Concrete Approach Slab	SF	2835	2795	20	20	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	SF	40	0	20	20	0
	(321) Transverse cracking typical in both approach slabs Typically light scaling along both approach slabs						
331	Reinforced Concrete Bridge Railing	LF	4732	4467	263	2	0
1080	Delamination/Spall/Patched Area	LF	7	0	5	2	0
1090	Exposed Rebar	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	256	0	256	0	0
	(331) Vertical cracking in the bridge railing typical throughout the structure.						

Inspection Photos and Notes



07/19/2023

Elevation.



07/16/2025

Span 7 Navigation lights right side



07/16/2025

Typical navigation light



07/16/2025

Navigation sign Right side, Bent 7



Navigation sign Left side, Bent 7



Elevation view



Deck view



Undersurface bent 9



Undersurface span 6



Typical undersurface of main spans.



Undersurface typical west approach undersurface.



Downstream



Upstream



Inspection direction



Unsealed moderate width cracks longitudinal and transverse
920 SF in CS2.



Bent 8 debris impaction



Span 7 Bent 8 cap debris buildup



Bent 8 joint seal failure.



Vegetation removal



Vegetation removal



Trees interfering with inspection operation



Bent 2 vegetation buildup



Abutment 23, undermining under girder 4, full depth, 5 feet wide.



Abutment 23, right, undermining of approach slab.



Abutment 1, erosion in the embankment under bay 2 and 3



Abutment 1, erosion in the embankment under bay 2 and 3



Abutment 1, under girder 5, erosion.



Unsealed moderate width cracks longitudinal and transverse
920 SF in CS2. photo 2.



07/16/2025

43 1' spalls 1x1 6 2x2 spall 2 2x2 spall with exposed rebar
12' crack in span 6.



07/16/2025

span 21, left overhang, cracking with efflorescence, 8SF
CS2
Span 21, right overhang, exposed rebar, 4SF CS3.



07/16/2025

Span 20, left overhang, cracking with efflorescence, 6SF
CS2.
Span 20, right overhang, cracking with efflorescence, 6SF
CS2, exposed rebar, 1LF CS2.



07/16/2025

Span 19, left overhang, cracking, 6SF CS2.
Span 19, right overhang, cracking, 4SF CS2.



Span 18, left overhang, cracking with efflorescence, 2SF CS2.
Span 18, right overhang, cracking with efflorescence, 4SF CS2.



Bent 18, ahead, right overhang, exposed rebar, 2SF CS2.



Span 17 right overhang, exposed rebar, 1SF CS2, cracking with efflorescence, 1SF CS2.



Span 17 left overhang, exposed rebar, 1SF CS2, cracking with efflorescence, 1SF CS2.



07/16/2025

Span 16, left overhang, cracking with efflorescence, 14LF CS2.
Span 16, right overhang, cracking with efflorescence, 2LF CS2.



07/16/2025

Span 15, left overhang, cracking with efflorescence, 10SF, CS2.
Span 15, right overhang, cracking with efflorescence, 4SF, CS2.



07/16/2025

Span 15, left overhang, cracking with efflorescence, 10SF CS2.
Span 15, right overhang, cracking with efflorescence, 4SF CS2.



07/16/2025

Span 14, left overhang, spalling, 1LF CS3, cracking with efflorescence, 8SF, CS2.
Span 14, right overhang, cracking with efflorescence, 4SF, CS2.



Span 13, left overhang, exposed rebar, 1SF CS2, cracking with efflorescence, 4SF, CS2.
Span 13, right overhang, cracking with efflorescence, 4SF, CS2.



Span 12, right overhang, delaminated area, 2SF CS2.



Span 12, left overhang, cracking with efflorescence, 6SF CS2.
Span 12, right overhang, cracking with efflorescence, 10SF CS2.

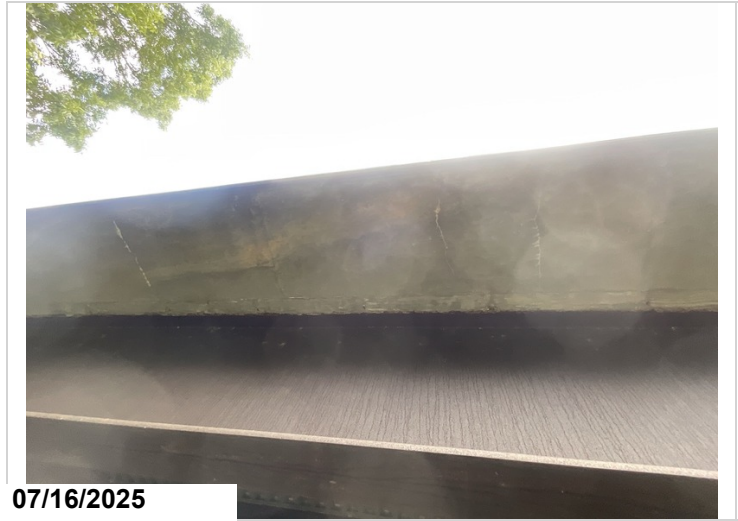


Deck pan corrosion in bay 1 span 12.



07/16/2025

Span 11, left overhang, cracking with efflorescence, 14LF CS2.
Span 11, right overhang, cracking with efflorescence, 16LF CS2.



07/16/2025

Span 10, left overhang, cracking with efflorescence, 20SF, CS3.
Span 10, right overhang, cracking with efflorescence, 10SF, CS3.



07/16/2025

Span 9 bay 2 corroded deck pan.



07/16/2025

Span 9, overhangs, cracking with efflorescence, 11SF, CS3.



span 7 mid span, corrosion in deck pan.



Span 7 Bent 7, spall with exposed rebar in overhang, 1SF CS2.



Main spans, right overhang, cracking with efflorescence, 730SF, CS2.



Main spans, left overhang, cracking with efflorescence, 365SF, CS2.



Span 5, mid span right overhang spall with exposed rebar, 2SF CS2.



Span 5, left overhang, cracking with efflorescence, 16SF, CS2.
Span 5, right overhang, cracking with efflorescence, 24SF, CS2.



Typical pop out throughout spans.



Span 4, left overhang, cracking with efflorescence, 20SF CS2.
Span 4, right overhang, cracking with efflorescence, 32SF CS2.



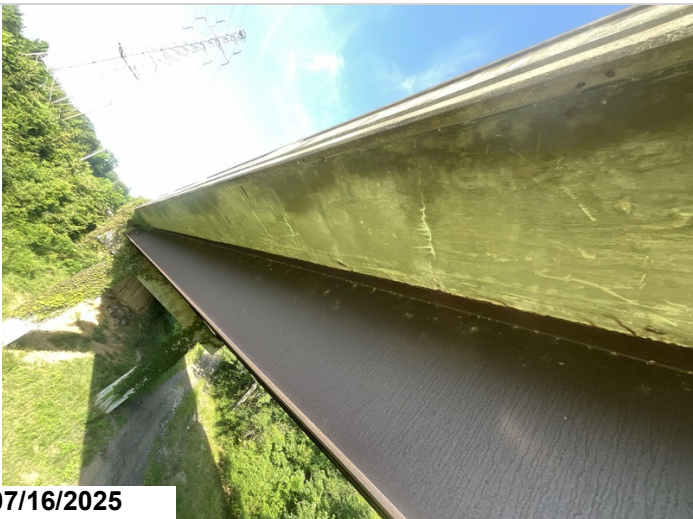
07/16/2025

Span 3 bent 4 back, corrosion in deck pan.



07/16/2025

Span 3, left overhang, cracking with efflorescence, 38SF CS2.
Span 3, right overhang, cracking with efflorescence, 36SF CS2.



07/16/2025

Span 2, left overhang, cracking with efflorescence, 26SF CS2.
Span 2, right overhang, cracking with efflorescence, 26SF CS2.



07/16/2025

typical cracking with efflorescence in overhangs.



Bent 18, span 17, girder 4 and 5, bottom flange, corrosion, 4LF CS2.



Bent 18, Span 17, girder 3, section loss, 5LF CS3.



Bent 18 typical diaphragm corrosion.



Bent 8, Span 8, girder 2, beam end section loss up to 1/8" to web, 3LF CS3.



07/16/2025

Bent 8, Span 8, girder 3, beam end section loss up to 1/2" to web 3LF CS3
1"x3" hole



07/16/2025

Bent 8, Span 8, typical girder in front of bearing stiffener.



07/16/2025

Bent 8, Span 8, girder 4, section loss beam end hole 1" x5"
hole 1LF CS3.



07/16/2025

Bent 8, Span 8, girder 4, section loss beam end hole 1" x5"
hole 1LF CS3.



Bent 8, span 7, girder 3, laminating rust on bottom flange, 10LF CS3, laminating rust on web above flange 10LF CS3.



Bent 8, span 7, girder 3, laminating rust on bottom flange, 10LF CS3, laminating rust on web above flange 10LF CS3.



Bent 7, girder 2 right, stiffener above bent, fretting rust.



Span 5 girder 2 splice plate bottom flange, pack rusting, 1LF CS3.



Span 7, pier 2 bottom flange of all girders, flaking rust, 9,855SF CS3.



Bent1, span 6 full length falling protective coating 66,840SF CS3.



Span 7 bent 8 stringer/floor beam connection area corrosion around bolt.



Bent 7, floor beam and stringer connection has loose bolt can't reach with Aspen A62T.



Bent 7, floor beam connector, loose bolts can't reach with Aspen A62T.



Abutment 23, Bearing 3 bearing seat cracking



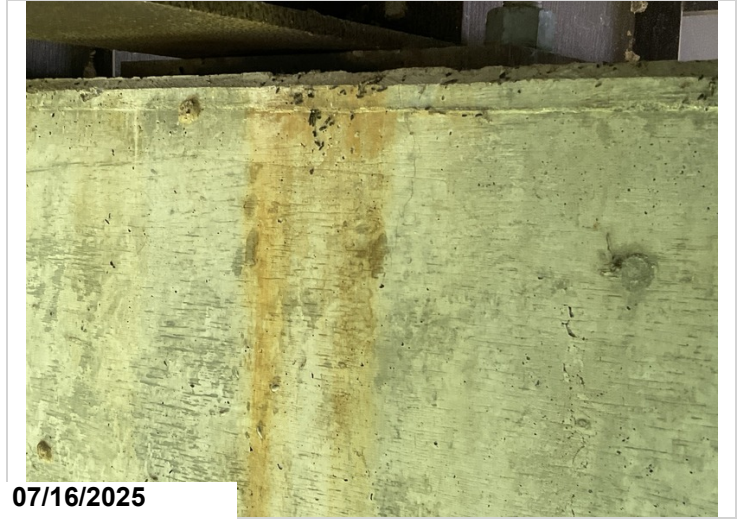
Bent 13, back, pier cap, exposed rebar, 2LF CS2, cracking with efflorescence, 1LF CS2.



Bent 8, pier cap, cracking with efflorescence, 20LF CS3.



Bent 6 ahead, spalling with exposed rebar, 10LF CS2.



Bent 5 cap, cracking, 1LF CS2.



Joint 5



Joint 4



Joint 3



Joint 2



Joint 1



Bent 13 joint debris impaction.



Bent 8 joint seal failure.



Bent 6 joint, debris impact, full width, CS2.



Joint system failure, Bent 6.



Abutment 1, bearing 5.



Bent 18 ahead bearing 1-6 sole plate and diaphragm corroded.



Bent 18 bearings misalignment.



Typical condition of bearing misalignment on Bent 13, back, girder 1,3,4,5.



Bent 8 typical bearings.



Bent 6 overview of bearing out of plane distortion.



Bent 6 girder 1 out of plane distortion.



Bent 6 girder bearing distortion.



Bent 6 girder 5 bearing distortion.



Typical bearing condition.



Typical condition of bearing at Bent 7.

Maintenance Needs

Date Reported: 07/16/2025

Priority: B - Pressing

Type of Work: Superstructure Repair

Status: Open

Component: Superstructure

Deficiency Description

SUPERSTRUCTURE: - Bent 8, ahead girders 2, 3, and 4 significant corrosion around bearing stiffeners with holes in web in ends of girders 3 and 4. Girder 4 has started crushing due to section loss.

Corrosion caused by failed joint seal allowing water and material onto girder and cap, issues will continue without repair of joint seal as well.

Remarks



Bent 8, Joint seal failure



Span 7, Bent 8, Girder 2, beam end section loss up to 1/8" to web, 3LF CS3.



Span 7, Bent 8, Girder 4, section loss beam end hole with crushing action 1" x5" hole 1LF CS3.(CF)



Span 7, Bent 8, Girder 4, section loss beam end hole 1" x5" hole 1LF CS3. Photo 2



Span 7, Bent 8, typical girders in front of bearing stiffener.



Span 7, Bent 8, girder 3, beam end with crushing action section loss up to 1/2" to web 3LF CS3 1"x3" hole.(CF)

Maintenance Needs

Date Reported: 08/29/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

ABUTMENTS:

- Bent 1, minor embankment erosion.
- Bent 1, topside of back wall, cs2 longitudinal cracking.
- Bent 23, bridge seat, 10' horizontal cracking
- Bent 23, adjacent to girder 5, undermining 3' wide by 2' deep, exposing a pile.

Remarks



Abutment 1, under girder 5, erosion.



Abutment 23, right, undermining of approach slab.



Abutment 23, undermining under girder 4, full depth, 5 feet wide.



Bent 23, bridge seat, 10' horizontal cracking.



Bent 23, adjacent to girder 5, undermining 3' wide by 2' deep, exposing a pile.



Bent 1, overall view.

Maintenance Needs

Date Reported: 08/29/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

REINFORCED CONCRETE PIER CAPS:

- Bent 3, ahead, girder 4, 1' cracking in cap.
- Bent 6, ahead, adjacent to bay 1, spalling with cs3 exposed reinforcing steel.
- Bent 6, ahead, adjacent to bay 2, 5' horizontal cs2 cracking.
- Bent 8, back, 15' of cracking with cs3 efflorescence. 7' of cs2 cracking.
- Bent 13, back, adjacent to girders 1 & 2, spalling with exposed reinforcing steel. 2ft.
- Bent 20, back, girder 2, cracking with cs2 rust staining.

Remarks



Bent 6 ahead, spalling with exposed rebar, 10LF CS2.



Bent 8, pier cap, cracking with efflorescence, 20LF CS3.



Bent 13, back, pier cap, exposed rebar, 2LF CS2, cracking with efflorescence, 1LF CS2.



Bent 13, back, adjacent to girders 1 & 2, spalling with exposed reinforcing steel. 2ft.



Bent 8, back, 15' of cracking with cs3 efflorescence. 7' of cs2 cracking.



Bent 6, ahead, adjacent to bay 1, spalling with cs3 exposed reinforcing steel.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	Yes
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
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	Yes
A-65 - Clogged deck drains?	No
A-66 - Approach minor pothole/leveling needed	No

A-54 - Sealable Deck Cracks (Yes)



Unsealed moderate width cracks longitudinal and transverse 920 SF in CS2.

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (Yes)
Joints at bents 6, 8, and 13 have debris impaction.



Bent 8 debris impaction

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

A-58 - Cap Cleaning/Flushing Needed (Yes)
Bents 6, 8, and 13 have debris build-up on the caps.



Span 7 Bent 8 cap debris buildup

A-59 - Joint Repair Needed (Yes)

Strip Seal Joints:

Joints at bents 1, 18 and 23 have adhesion failure causing a free flow of water and debris.

Assembly Joint with Seal:

Joint at bent 8, 3 broken fingers in center of northbound lane.

Joint at bent 8, wiper plate distortion.



Bent 8 joint seal failure.

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 (Yes)

Bents 8 - 23, vegetation growth on both the left and right sides of the bridge.
Spans 13 - 16, right side, thickest vegetation growth.
Vegetation growth onto bents 2 and 22.



Vegetation removal



Vegetation removal



Trees interfering with inspection operation



Bent 2 vegetation buildup

A-65 - Clogged deck drains? (No)

A-66 - Approach minor pothole/leveling needed (No)



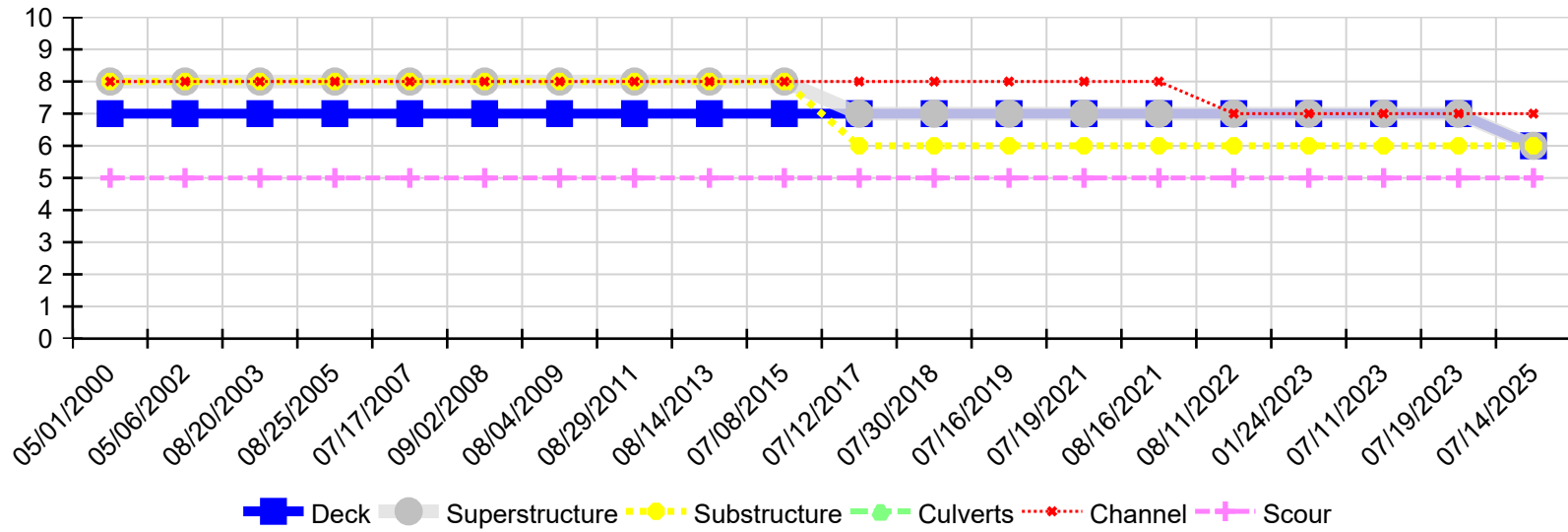
Asset #05825(Routine)

State Highway 1 over White River-District 2

Location: WHITE RIVER @ ST. CHARLES

Team Lead: Demetric Jones Inspection Date: 07/14/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/14/2025	6	6	6	N	7	5
07/19/2023	7	7	6	N	7	5
07/11/2023	7	7	6	N	7	5
01/24/2023	7	7	6	N	7	5
08/11/2022	7	7	6	N	7	5
08/16/2021	7	7	6	N	8	5
07/19/2021	7	7	6	N	8	5
07/16/2019	7	7	6	N	8	5
07/30/2018	7	7	6	N	8	5
07/12/2017	7	7	6	N	8	5
07/08/2015	7	8	8	N	8	5
08/14/2013	7	8	8	N	8	5
08/29/2011	7	8	8	N	8	5
08/04/2009	7	8	8	N	8	5
09/02/2008	7	8	8	N	8	5
07/17/2007	7	8	8	N	8	5
08/25/2005	7	8	8	N	8	5
08/20/2003	7	8	8	N	8	5
05/06/2002	7	8	8	N	8	5
05/01/2000	7	8	8	N	8	5