



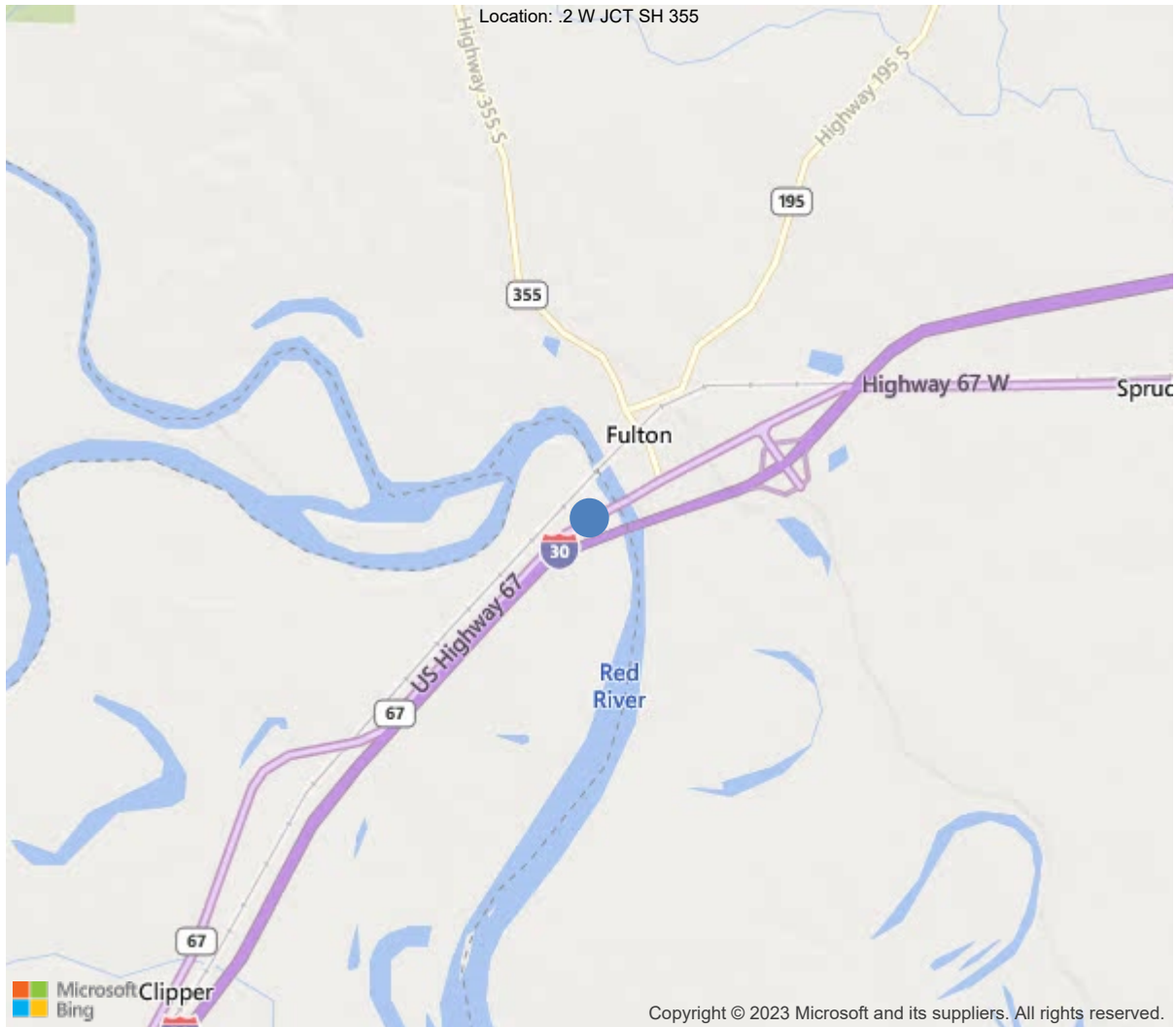
Latitude:33.60656, Longitude:-93.81662

Route:67 Section:01 Log:18.51

Arnold Road ID:46x67x1xA, Arnold Log mile:18.479

District 03, 91 - Miller County

Owner: 1 - State Highway Agency



33.60656, -93.81662



Asset #05823(Routine)

US 67-SEC.01-18.51 over RED RIVER

Location: .2 W JCT SH 355

Team Lead: Jared Kegley, Inspection Date: 08/10/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05823
(5) Inventory Route	1
(2) Highway Agency District	03 - District 03
(3) County Code	91 - Miller County
(4) Place Code	25360
(6) Features Intersected	RED RIVER
(7) Facility Carried	US 67-SEC.01-18.51
(9) Location	.2 W JCT SH 355
(11) Mile Point	18.51 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.60656
(17) Longitude	-93.81662
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	42
Material	4 - Steel continuous
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	4
(46) No. of Approach Spans	5
(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	1982
(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	4300
(30) Year of ADT	2018
(109) Truck ADT	17 %
(19) Bypass, Detour Length	6 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	210 ft
(49) Structure Length	1322 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	35 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	32.2 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 water
(111) Pier Protection	5 - None present but re-evalua
(39) Navigation Vertical Clearance	22.4 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	200 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 exis
(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	6
(59) Superstructure	7
(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	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	6
(68) Deck Geometry	4
(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	0
(114) Future ADT	3140
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/10/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	08/04/2022
C: Other Special Inspection			
* 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.			



39 - Navigation Vertical Clearance (22.4)

see drawing # 23438

<https://ardot.maps.arcgis.com/apps/mapviewer/index.html?layers=4a472fa9e03b40718565be79fb8e9eca>

40 - Navigation Horizontal Clearance (200)

see drawing # 23438

<https://ardot.maps.arcgis.com/apps/mapviewer/index.html?layers=4a472fa9e03b40718565be79fb8e9eca>

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

Deck is rated a 6 this inspection due to sealable deck cracks in all spans, deck spalling around assembly joints, cracking with efflorescence in both overhangs.

Polymer overlay is scheduled on this bridge in 2023.

59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

Superstructure rated a 7 due to minor deterioration of the paint on beams with minor corrosion in various locations , pack rust on moveable bearings on bents 1 & 10, cracks in the welds of some diaphragms.

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

Dropped substructure down to a 6 due to erosion and undermining under bent 10 abutment, and erosion has started on bent 1, minor delams on a few columns and pier walls.

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.)

Channel is rated a 7 due to minor erosion of banks but mostly well vegetated.

A-5 - Stay In Place Forms (Yes)

-

A-46 - Asset Files

-

A-114 - Underwater Inspection General Observation

Engineer of Record: Samuel Williams, PE

Team Leader: Samuel Williams, PE

Team Members: BG, AC, KD

Total Substructure Units: 10

Substructure Units in Water: Bents 5-7

Inventory Direction: S to N

Direction of Flow: W to E

Deepest Water Depth: 14.9 ft

Water Velocity: 0.25 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 was timber debris on the piers that does not adversely affect flow through the channel. The south bank consists of sandbars at the shoreline and is well vegetated on the remainder of the slope. The north bank is lined with riprap at the shoreline and is well vegetated on the remainder of the slope.

A-116 - Underwater Inspection Substructure Condition (7 - GOOD CONDITION - some minor problems.)

Overall the substructure units are in good condition with minor defects located throughout. These defects include scaling on the columns and scaling, spalls, and exposed rebar on the pier walls. There was also corrosion on the steel casings around the columns, which are incidental to the element. All defects are quantified in the element level portion of this report.

A-117 - Underwater Scour Condition (8 - Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing (Example A) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge4), by calculation or by installation of properly designed countermeasures (see HEC 23).)

Based on field observations and available data, there are no signs of scour at the bridge site.

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

Scour is rated a 6 due to isolated moderate scour.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	45980	45105	850	25	0
1080	Delamination/Spall/Patched Area	SF	25	0	0	25	0
1120	Efflorescence/Rust Staining	SF	300	0	300	0	0
1130	Cracking (RC and Other)	SF	550	0	550	0	0
(12) Deck has cracking in all spans, delams in various locations, efflorescence and cracking in deck overhangs							
(1120-12) most effl. on overhangs right and left sides							
107	Steel Open Girder/Beam	LF	5280	5265	15	0	0
1000	Corrosion	LF	15	0	15	0	0
515	Steel Protective Coating	SF	21840	21590	0	230	20
3440	Effectiveness (Steel Protective Coatings)	LF	250	0	0	230	20
(107) span 6 beam 3 bottom flange paint loss.....MINOR CRACK IN WELD @ TOP OF WEB STIFFNER @ CROSS BRACES SPAN #1 GIRDER #1 AT 4th BRACE SPAN #2 GIRDER #1 AT 3RD BRACE SPAN #2 GIRDER # 4 AT 3rd BRACE SPAN #5 GIRDER #1NEAR MED SPAN SPAN #8 GIRDER #4 ..1st X BRACE PAST BT. #8. SPAN #8 GIRDER #1 ..3rd X BRACE PAST BT. #8							
(515-107) Paint loss in various locations							
205	Reinforced Concrete Column	EA	18	9	9	0	0
1080	Delamination/Spall/Patched Area	EA	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	EA	6	0	6	0	0
(205) Spalls in various columns							
210	Reinforced Concrete Pier Wall	LF	81	21	58	2	0
1080	Delamination/Spall/Patched Area	LF	29	0	29	0	0
1090	Exposed Rebar	LF	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	LF	29	0	29	0	0
(210) Pier 4 wall has delams							
(1080-210) 2022 Underwater - Piers 5-7: Voids up to 2"D, located intermittently along the bottom of the pier walls. (29LF, CS2)							
(1090-210) 2022 Underwater - Pier 5: Void with exposed rebar that has up to 10% section, located at the bottom of the pier wall near the columns. (2LF, CS3)							
(1190-210) 2022 Underwater - Piers 5 & 7: Scaling up to 1/8"D, located from 5" below the waterline to 10' above the waterline. (19LF, CS2)							
2022 Underwater - Pier 6: Scaling up to 3/16"D, located from 5" below the waterline to 10' above the waterline. (10LF, CS2)							
215	Reinforced Concrete Abutment	LF	170	165	5	0	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
(215) Cracking in both concrete abutments.							

Team Lead: Jared Kegley, Inspection Date: 08/10/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	263	259	4	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
(234) Delam on pier cap							
302	Compression Joint Seal	LF	64	39	0	25	0
2310	Leakage	LF	10	0	0	10	0
7000	Damage	LF	15	0	0	15	0
(302) first compression seal has damage to it and is leaking							
305	Assembly Joint without Seal	LF	64	32	0	15	17
2370	Metal Deterioration or Damage	LF	32	0	0	15	17
(305) new photo taken in 08/2021 of bent 8 joint has some repairs done. part of top plate of joint has been taken out . some small spalls at joint line in concrete. .							
8/23 Assembly joint #1 left side has broken loose and can be heard well when any vehicle passes over it							
311	Movable Bearing	EA	24	0	20	4	0
1000	Corrosion	EA	23	0	20	3	0
2240	Loss of Bearing Area	EA	1	0	0	1	0
(311) All movable bearings are showing signs of corrosion, abutment 2 has excessive pack rust and that with the combination of section loss to bearing #1 on abutment 2 the whole of bearing #1 is now freefloating.							
313	Fixed Bearing	EA	24	20	0	4	0
1000	Corrosion	EA	4	0	0	4	0
(313) some fixed bearings showing signs of corrosion at pier 8 and pier 5							
321	Reinforced Concrete Approach Slab	SF	2520	2360	100	60	0
1130	Cracking (RC and Other)	SF	160	0	100	60	0
(321) Large cracking in approach slab in various locations							
331	Reinforced Concrete Bridge Railing	LF	2644	2044	300	300	0
1080	Delamination/Spall/Patched Area	LF	200	0	0	200	0
1090	Exposed Rebar	LF	400	0	300	100	0
(331) Parapet wall has cracking in various locations some with efflorescence, spalling and rebar exposed is occurring in various locations.							



Asset #05823(Routine)

US 67-SEC.01-18.51 over RED RIVER

Location: .2 W JCT SH 355

Team Lead: Jared Kegley, Inspection Date: 08/10/2023

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	45980	45105	850	25	0
1080	Delamination/Spall/Patched Area	SF	25	0	0	25	0
1120	Efflorescence/Rust Staining	SF	300	0	300	0	0
1130	Cracking (RC and Other)	SF	550	0	550	0	0
(12) Deck has cracking in all spans, delams in various locations, efflorescence and cracking in deck overhangs							
(1120-12) most effl. on overhangs right and left sides							

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

Comment: Deck is rated a 6 this inspection due to sealable deck cracks in all spans, deck spalling around assembly joints, cracking with efflorescence in both overhangs.

Polymer overlay is scheduled on this bridge in 2023.



Asset #05823(Routine)

US 67-SEC.01-18.51 over RED RIVER

Location: .2 W JCT SH 355

Team Lead: Jared Kegley, Inspection Date: 08/10/2023

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	5280	5265	15	0	0
1000	Corrosion	LF	15	0	15	0	0
515	Steel Protective Coating	SF	21840	21590	0	230	20
3440	Effectiveness (Steel Protective Coatings)	LF	250	0	0	230	20
(107) span 6 beam 3 bottom flange paint loss.....MINOR CRACK IN WELD @ TOP OF WEB STIFFNER @ CROSS BRACES SPAN #1 GIRDER #1 AT 4th BRACE SPAN #2 GIRDER #1 AT 3RD BRACE SPAN #2 GIRDER # 4 AT 3rd BRACE SPAN #5 GIRDER #1NEAR MED SPAN SPAN #8 GIRDER #4 ..1st X BRACE PAST BT. #8. SPAN #8 GIRDER #1 ..3rd X BRACE PAST BT. #8 (515-107) Paint loss in various locations							

59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

Comment: Superstructure rated a 7 due to minor deterioration of the paint on beams with minor corrosion in various locations , pack rust on moveable bearings on bents 1 & 10, cracks in the welds of some diaphragms.



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	18	9	9	0	0
1080	Delamination/Spall/Patched Area	EA	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	EA	6	0	6	0	0
(205) Spalls in various columns							
210	Reinforced Concrete Pier Wall	LF	81	21	58	2	0
1080	Delamination/Spall/Patched Area	LF	29	0	29	0	0
1090	Exposed Rebar	LF	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	LF	29	0	29	0	0
(210) Pier 4 wall has delams							
(1080-210) 2022 Underwater - Piers 5-7: Voids up to 2"D, located intermittently along the bottom of the pier walls. (29LF, CS2)							
(1090-210) 2022 Underwater - Pier 5: Void with exposed rebar that has up to 10% section, located at the bottom of the pier wall near the columns. (2LF, CS3)							
(1190-210) 2022 Underwater - Piers 5 & 7: Scaling up to 1/8"D, located from 5" below the waterline to 10' above the waterline. (19LF, CS2)							
2022 Underwater - Pier 6: Scaling up to 3/16"D, located from 5" below the waterline to 10' above the waterline. (10LF, CS2)							
215	Reinforced Concrete Abutment	LF	170	165	5	0	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
(215) Cracking in both concrete abutments.							
234	Reinforced Concrete Pier Cap	LF	263	259	4	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
(234) Delam on pier cap							

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

Comment: Dropped substructure down to a 6 due to erosion and undermining under bent 10 abutment, and erosion has started on bent 1, minor delams on a few columns and pier walls.

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.)

Comment: Channel is rated a 7 due to minor erosion of banks but mostly well vegetated.



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US 67-SEC.01-18.51 over RED RIVER

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Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Pier 5 bearing 4



Outside of beams



Pier wall pier 5



Paint loss on beams



Pier 5 bearings



Pier 6 bearings



Pier 6 bearings



Pier 6 pier wall



Concrete cap



Cracking with efflorescence in overhangs



Pier 6 bearing 4



West embankment



Channel overall



Elevation



Pier 7 bearings



Pier 7 bearings



Beam change at pier 7



Outside of beam 4



Outside of beam 4



Downstream channel



Pier 7 column 2



Debris buildup behind pier 7



Pier 7 bearings



Pier 7 bearings



Pier 7 bearings



Pier 6



Pier 8 bearing 4



Pier 8 bearings



Upstream channel



Downstream channel



Underside of deck, steel beams



Pier 5 bearings



Typical substructure



Typical superstructure



Utility pipe on left side deck overhang



pier 4 column 2 Delam



Pier 4 wall delams



Pier 4 column 1 Delam



Pier 3 column 4 Delam



Paint chipping in various locations



Pier 2 column 1 delams



Caps need cleaned off



Corrosion on rocker bearings abutment 1



Bearing is free floating from section loss abutment 2



Corrosion pack rust abutment 2 bearing



Delams around assembly joint #2



Assembly joint #2 repairs



Assembly joint #2 repairs



Assembly joint #2 repairs



Assembly joint #2 repairs



Assembly joint #2 repairs



Large spall on top of parapet wall right side with rebar exposed



Rebar exposed in various locations on parapet wall



Rebar exposed in various locations on parapet wall



Assembly joint #1 left side has broken loose and can be heard well when any vehicle passes over it



Delams around first slider plate



Rebar exposed in various locations of parapet wall



Rust staining and cracking in various locations of parapet wall



Deck cracking in various locations



Damage to seal #1



Cracking in parapet wall various locations



Delam in parapet wall various locations



Large cracking in approach slab



Typical deck



Elevation



Alignment



UPSTREAM ELEVATION



DOWNSTREAM ELEVATION



SOUTH EMBANKMENT



NORTH EMBANKMENT



VIEW OF UPSTREAM CHANNEL FROM ABOVE THE
BRIDGE



VIEW OF DOWNSTREAM CHANNEL FROM ABOVE THE
BRIDGE



PIER 5



PIER 6



PIER 7

Maintenance Needs

Date Reported: 08/26/2015

Priority: C - Important

Type of Work: Miscellaneous

Status: Open

Component:

Deficiency Description

EROSION AT BENT 10 ABUTMENT UNDER CAP. PILING EXPOSED, Erosion has formed at bent 1 right side of bridge.

Remarks

Maintenance Crew will handle.

8/23 updated to a C and updated photos added erosion at bent 1



Erosion at bent 1 right side



Updated erosion on bent 10



Updated erosion on bent 10



Bent 10 erosion under cap. Piling exposed

Maintenance Needs

Date Reported: 08/07/2017

Priority: C - Important

Type of Work: Replace (General)

Status: Open

Component: Element

Deficiency Description

Joints leaking beginning and end of bridge causing rust on bearings.

new photo added 09/25/2019 (snooper inspection)

new photo taken in 08/2021 of bent 8 joint has some repairs done. part of top plate of joint has been taken out . Joint needs sealant added to prevent water from flowing through joint and on the bearings

some small spalls at joint line in concrete. .

Remarks

8/10/2023...Re-opened MN for review to assign or monitor.



Joint Bent 8



Joint Bent 8



Joint Bent 8



Joint Bent 8



Bent 8 Joint



Bent 8 Joint



Bent 8 Joint



Bent 4 joint leaking causing rust on bearings and some debris on top of cap



Joints leaking beginning and end of bridge causing rust on bearings.



Maintenance Needs

Date Reported: 08/10/2023

Priority: C - Important

Type of Work: Bearing Repair/Replacement

Status: Open

Component: Superstructure

Deficiency Description

Section loss has caused bearing #1 on bent 10 to free float and all other bearing has large amounts of pack rust.

Remarks



Floating bearing



Pack rust

Maintenance Needs

Date Reported: 08/07/2017

Priority: D- Routine

Type of Work: Miscellaneous

Status: Open

Component: Miscellaneous

Deficiency Description

Vegetation growing along end of bridge right and left side.
Trees growing under bridge needs cut....
snooper hitting trees at inspection photo taken....

Remarks

AMS will handle

8/10/2023...Re-opened MN for review to assign or monitor.





Vegetation growing along end of bridge right and left side.



Trees need cut span 4 snoopers hitting trees at inspection



Trees growing



Vegetation growing along end of bridge right and left side.

Maintenance Needs

Date Reported: 09/09/2011

Priority: D- Routine

Type of Work: Superstructure Repair

Status: Open

Component: Superstructure

Deficiency Description

MINOR CRACK IN WELD @ TOP OF WEB STIFFNER @ CROSS BRACES

SPAN #1 GIRDER #2 AT 2ND BRACE

SPAN #1 GIRDER #1 AT 4th BRACE

SPAN #2 GIRDER #4 AT 2ND BRACE

SPAN #2 GIRDER #1 AT 3RD BRACE

SPAN #2 GIRDER # 4 AT 3rd BRACE

SPAN #5 GIRDER #1 NEAR MED SPAN

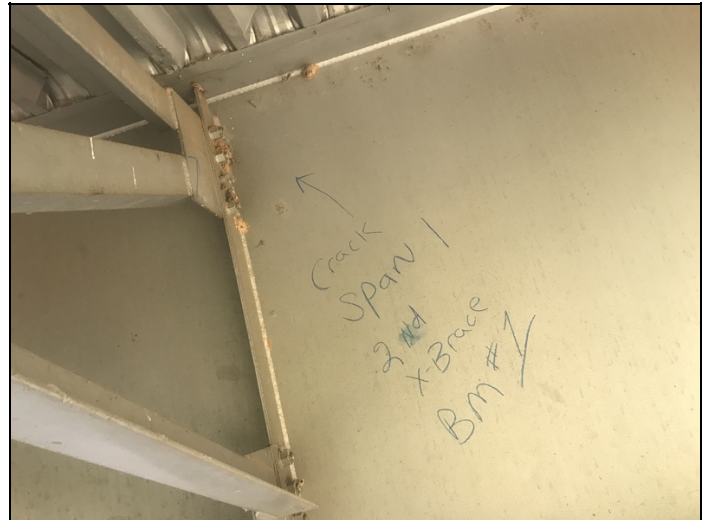
SPAN #8 GIRDER #4 1st X BRACE PAST

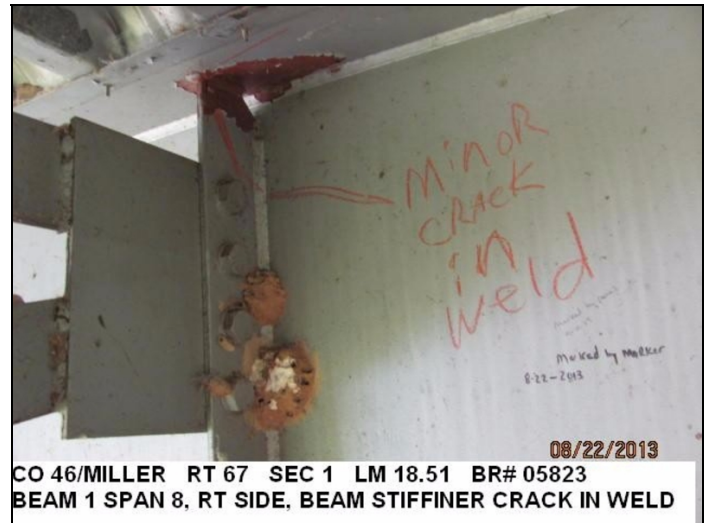
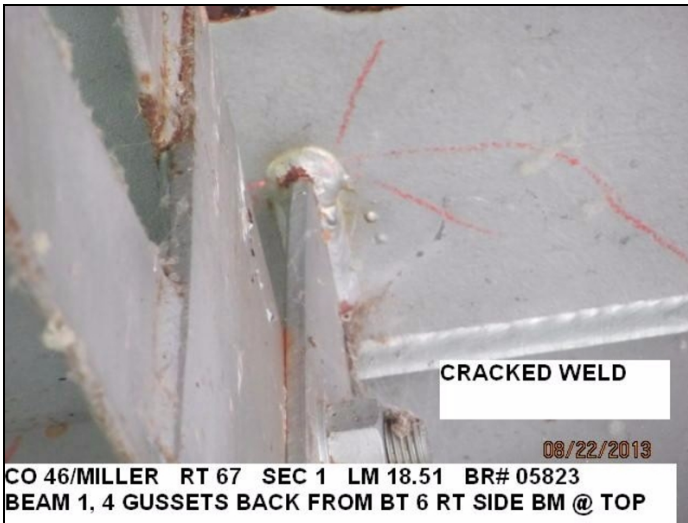
BT. #8. SPAN #8 GIRDER #1 3rd X BRACE PAST BT. #8

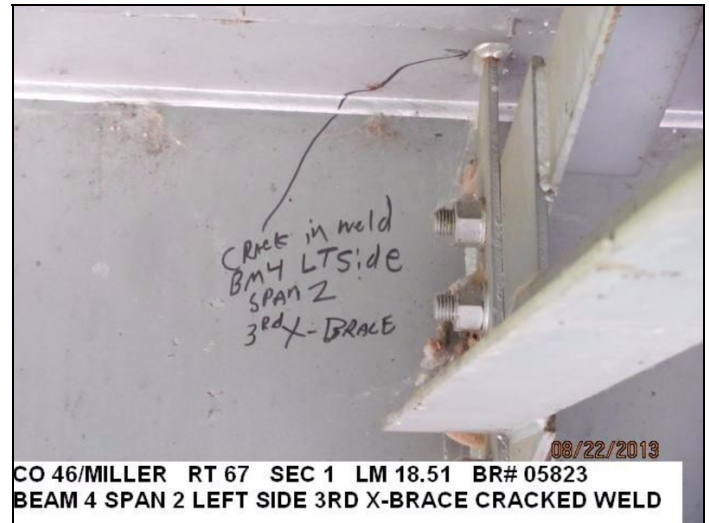
Remarks

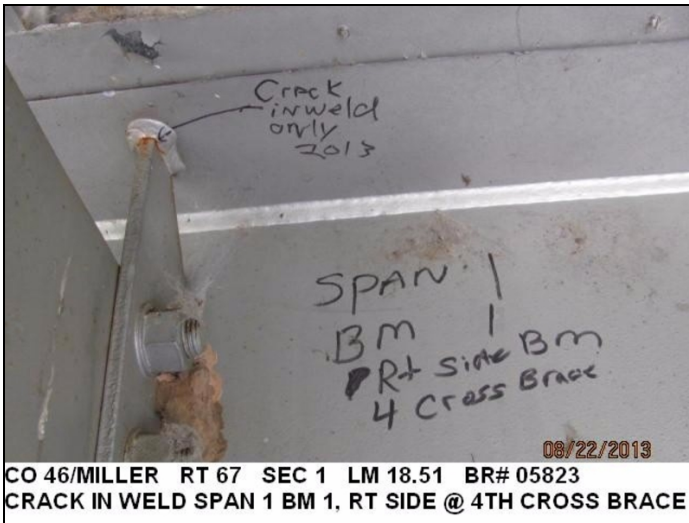


Span 9 brace weld between beams 1 and 2











Asset #05823(Routine)

US 67-SEC.01-18.51 over RED RIVER

Location: .2 W JCT SH 355

Team Lead: Jared Kegley, Inspection Date: 08/10/2023

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	Yes



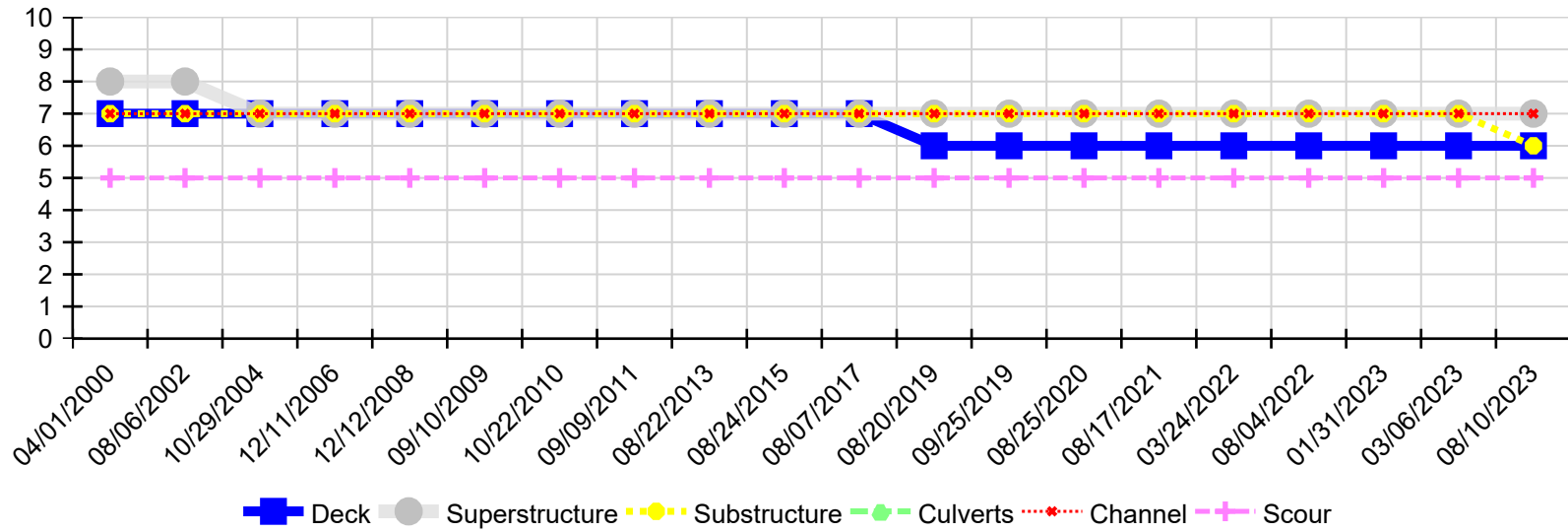
Asset #05823(Routine)

US 67-SEC.01-18.51 over RED RIVER

Location: .2 W JCT SH 355

Team Lead: Jared Kegley, Inspection Date: 08/10/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/10/2023	6	7	6	N	7	5
03/06/2023	6	7	7	N	7	5
01/31/2023	6	7	7	N	7	5
08/04/2022	6	7	7	N	7	5
03/24/2022	6	7	7	N	7	5
08/17/2021	6	7	7	N	7	5
08/25/2020	6	7	7	N	7	5
09/25/2019	6	7	7	N	7	5
08/20/2019	6	7	7	N	7	5
08/07/2017	7	7	7	N	7	5
08/24/2015	7	7	7	N	7	5
08/22/2013	7	7	7	N	7	5
09/09/2011	7	7	7	N	7	5
10/22/2010	7	7	7	N	7	5
09/10/2009	7	7	7	N	7	5
12/12/2008	7	7	7	N	7	5
12/11/2006	7	7	7	N	7	5
10/29/2004	7	7	7	N	7	5
08/06/2002	7	8	7	N	7	5
04/01/2000	7	8	7	N	7	5