

## Bridge 05259 Inspection Report



Latitude:35.52691, Longitude:-93.86339

Route:23 Section:07 Log:3.539

Arnold Road ID:24x23x7xA, Arnold Log mile:3.519

District 04, 47 - Franklin County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

### Bridge Posting Information

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

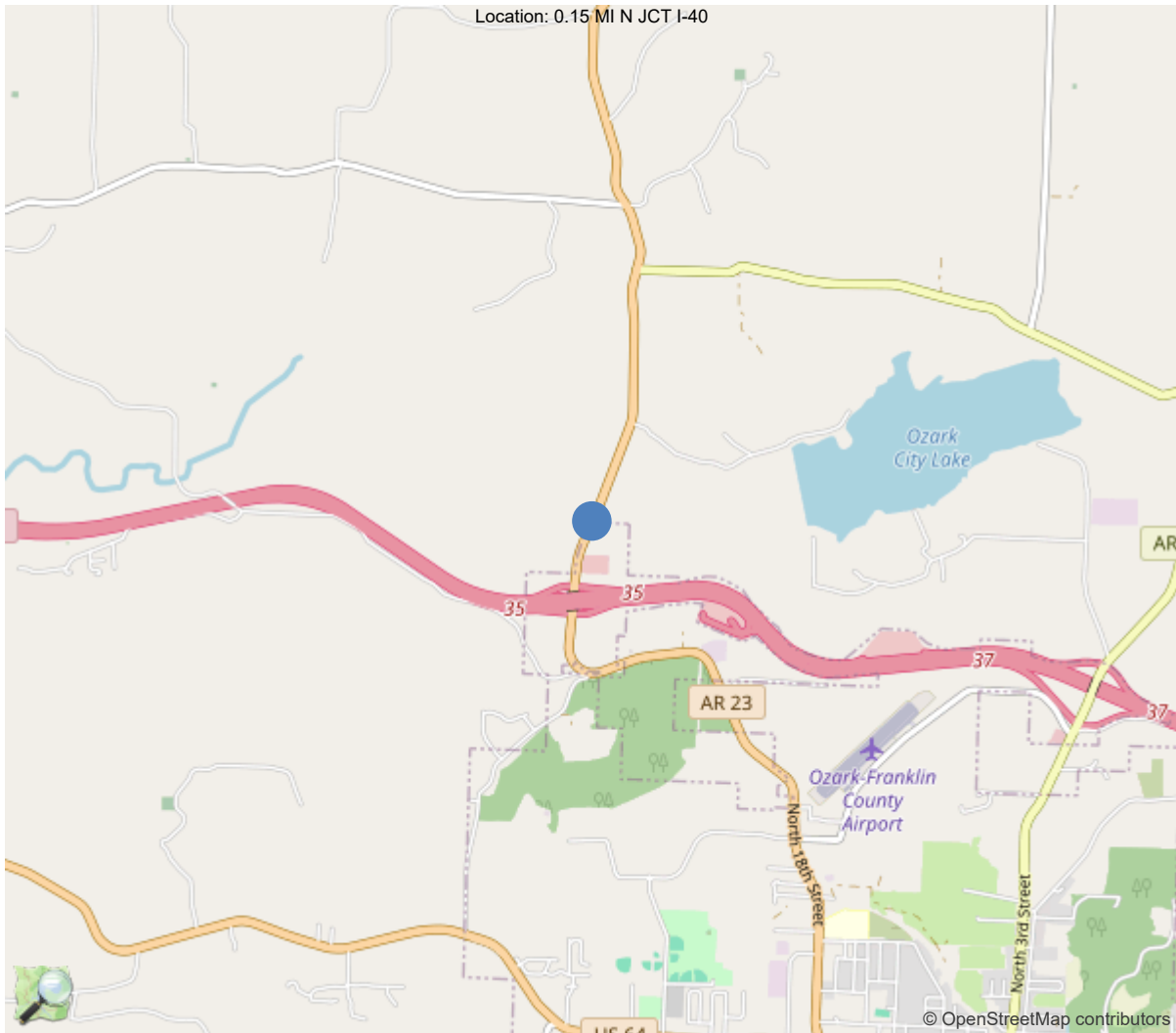
70 - Bridge Posting: 5 - Equal to or above legal loads

| 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) | 46                  |  |                                  |
| Code 5 (40 Tons) | 54                  |  |                                  |

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



35.52691, -93.86339

## National Bridge Inventory Data Sheet

| IDENTIFICATION                            |                                |
|---|--------------------------------|
| (1) State Names                           | 5 - Arkansas                   |
| (8) Structure Number                      | 05259                          |
| (5) Inventory Route                       | 1                              |
| (2) Highway Agency District               | 04 - District 04               |
| (3) County Code                           | 47 - Franklin County           |
| (4) Place Code                            | 0                              |
| (6) Features Intersected                  | White Oak Creek                |
| (7) Facility Carried                      | SH 23-Franklin Co.             |
| (9) Location                              | 0.15 MI N JCT I-40             |
| (11) Mile Point                           | 3.539 mi                       |
| (12) Base Highway Network                 | Yes                            |
| (13) LRS Inventory Rte & Subrte           | 0000023070                     |
| (16) Latitude                             | 35.5269120843656               |
| (17) Longitude                            | -93.8633883186181              |
| (98) Border Bridge State Code             |                                |
| (99) Border Bridge Structure No.          |                                |
| STRUCTURE TYPE AND MATERIAL               |                                |
| (43) Main Structure Type                  | 11                             |
| Material                                  | 1 - Concrete                   |
| Type                                      | 1 - Slab                       |
| (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                   | 6 - Bituminous                 |
| 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                      | 15                             |
| On  | 1 - Highway                    |
| Under                                     | 5 - Waterway                   |
| (28) Lane                                 |                                |
| On  | 2                              |
| Under                                     | 0                              |
| (29) Average Daily Traffic                | 2900                           |
| (30) Year of ADT                          | 2024                           |
| (109) Truck ADT                           | 4 %                            |
| (19) Bypass, Detour Length                | 4 mi                           |
| GEOMETRIC DATA                            |                                |
| (48) Length of Maximum Span               | 35 ft                          |
| (49) Structure Length                     | 140 ft                         |
| (50) Curb or Sidewalk Width               |                                |
| Left                                      | 0.5 ft                         |
| Right                                     | 0.5 ft                         |
| (51) Bridge Roadway Width Curb to Curb    | 34 ft                          |
| (52) Deck Width Out to Out                | 38 ft                          |
| (32) Approach Roadway Width (W/Shoulders) | 34.1 ft                        |
| (33) Bridge Median                        | 0 - No median                  |
| (34) Skew                                 | 15 Deg                         |
| (35) Structure Flared                     | 0 - No flare                   |
| (10) Inventory Route Min Vert Clear       | 99.99 ft                       |
| (47) Inventory Route Total Horiz Clear    | 34 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      | 0 - The inventory route is not      |
| (20) Toll                              | 3 - On free road. The structure     |
| (21) Maintain                          | 1 - State Highway Agency            |
| (22) Owner                             | 1 - State Highway Agency            |
| (37) Historical Significance           | 5 - Bridge is not eligible for      |
| CONDITION                              |                                     |
| (58) Deck                              | 6                                   |
| (59) Superstructure                    | 6                                   |
| (60) Substructure                      | 5                                   |
| (61) Channel & Channel Protection      | 6                                   |
| (62) Culverts                          | N                                   |
| LOAD RATING AND POSTING                |                                     |
| (31) Design Load                       | 4 - M 18 / H 20                     |
| (63) Operating Rating Method           | 1                                   |
| (64) Operating Rating                  |                                     |
| Type                                   | 1 - Load Factor(LF)                 |
| Rating                                 | 56                                  |
| (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   | 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           | 8 - 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                       | 3344                                |
| (115) Year of Future ADT               | 2028                                |

| INSPECTIONS *   |      |             |            |
|---|------|-------------|------------|
| (90) Inspection Date  |      |             | 10/01/2025 |
| (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   |             |            |
| <p>* 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.</p> |      |             |            |



Team Lead: Jeff Jones, Inspection Date: 10/01/2025

### Specifications for National Bridge Inventory Sheets

| IDENTIFICATION              |       |
|-----------------------------|-------|
| B.ID.01 Bridge Number       | 05259 |
| 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                         | 47 - Franklin County |
| B.L.03 Place Code                          | 00000 - N/A          |
| B.L.04 Highway Agency District             | 04 - District 04     |
| B.L.05 Latitude                            | 35.5269120843656     |
| B.L.06 Longitude                           | -93.8633883186181    |
| 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                     | 0.15 MI N JCT I-40   |
| 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           | 140.1 |
| B.G.02 Total Bridge Length          | 140.1 |
| B.G.03 Max Span Length              | 35.1  |
| B.G.04 Min Span Length              | 35    |
| B.G.05 Bridge Width Out-to-Out      | 38.1  |
| B.G.06 Bridge Width Curb-to-Curb    | 34.1  |
| 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       | 34.1  |

|                             |                           |
|-----------------------------|---------------------------|
| B.G.10 Bridge Median        | 0 - No median             |
| B.G.11 Skew                 | 15                        |
| 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 | 5337.8                    |

| LOADS AND LOAD RATING                        |                                     |
|--|-------------------------------------|
| B.LR.01 Design Load                          | H20 - H-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         | 1                                   |
| B.LR.06 Operating Load Rating Factor         | 1.55                                |
| B.LR.07 Controlling Legal Load Rating Factor |                                     |
| B.LR.08 Routine Permit Loads                 | Bridge does not carry routine permi |

| 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          | N - Bridge does not have complex fe |

| COMPONENT CONDITION RATINGS                 |                                |
|---|--------------------------------|
| B.C.01 Deck Condition Rating                | 6 - SATISFACTORY - Widespread  |
| B.C.02 Superstructure Condition             | 6 - SATISFACTORY - Widespread  |
| B.C.03 Substructure Condition               | 5 - FAIR - Some moderate defec |
| 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.                | N - NOT APPLICABLE - Component |
| B.C.08 Bridge Joints Condition              | 6 - SATISFACTORY - Widespread  |
| B.C.09 Channel Condition Rating             | 6 - SATISFACTORY - Widespread  |
| B.C.10 Channel Protection Condition         | 7 - GOOD - Some minor defects. |
| B.C.11 Scour Condition Rating               | 8 - Insignificant scour.       |
| 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        | 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: Jeff Jones, Inspection Date: 10/01/2025

| SPAN SETS                      |                                |  |                                |
|--------------------------------|--------------------------------|--|--------------------------------|
| <b>M1</b>                      |                                |  |                                |
| B.SP.02 # of Spans             | 4                              | B.SP.08 Deck Interaction                   | IM - Integral or monolithic    |
| B.SP.03 # of Beam Lines        | 1                              | B.SP.09 Deck Material and Type             | C01 - Reinforced concrete - ca |
| B.SP.04 Span Material          | C01 - Reinforced concrete - ca | 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              | S02 - Slab - voided            | 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                 |                                |  |                         |
|-----------------------------------|--------------------------------|--|-------------------------|
| <b>A1</b>                         |                                |  |                         |
| 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                | F02 - Footing - on rock |
| B.SB.04 Substructure Type         | A03 - Abutment - open/spill th | B.SB.07 Foundation Protective System   | 0 - None                |
| <b>P1</b>                         |                                |  |                         |
| 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                | F02 - Footing - on rock |
| B.SB.04 Substructure Type         | B02 - Bent - column with web w | B.SB.07 Foundation Protective System   | 0 - None                |

| HIGHWAY FEATURES                        |                          |  |      |
|---|--------------------------|--|------|
| <b>H1</b>                               |                          |  |      |
| B.F.02 Feature Location                 | C - Carried on bridge    | B.H.09 Annual ADT                              | 3000 |
| B.F.03 Feature Name                     | SH 23-Franklin Co.       | B.H.10 Annual ADTT                             | 240  |
| 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 | 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                     | 23070                    | B.H.16 Highway Max Usable Surface Width        | 34.7 |
| B.H.07 LRS Mile Point                   | 3.539                    | B.H.17 Bypass Detour Length                    | 4    |
| 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                       | 23                   | 2-T - TEMP - Two-way traffic - NS or EW | 3 - State route    | 1 - Mainline         |



Team Lead: Jeff Jones, Inspection Date: 10/01/2025

## 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                      | South Fork White Oak Creek | 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 |
|----------------------------------|----------------------------------|----------------------|-----------------------|



## Inspection Notes

### General Observation

10/01/2025 - JCJ & TJL - Routine Inspection conducted this date.

Vehicle can be parked in the access drive located at the Southeast end of structure.  
Water is less than 2.5' deep during the time of inspection.  
Waders were used during this inspection.

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

Overall, the deck is in satisfactory condition with areas of abrasion, cracking, and spalling.

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

Overall, the superstructure is in satisfactory condition with areas of cracking and spalling in scattered locations.

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

Overall, the substructure is in fair condition with major spalling along the keyways in the caps, cracking in the pier walls, and minor scaling along the abutments.

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### 61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

10/01/2025 - JCJ & TJL - Routine Inspection conducted this date.

Water is less than 2.5' deep during the time of inspection.

Top of Bent 3 footings exposed, footings well keyed into solid rock channel.

No apparent scour problems.

#### History:

09/11/2019 - JCJ & TJL - Type 2 Underwater Inspection - Wading and probing during low and clear water conditions indicate that the top of Bent # 3 footing is exposed during this inspection. The footing appears to be well keyed into hard shale with no apparent scour problems during this inspection. Review of ArDOT Plan Drawing # 16716 & 16717 shows that the structure has concrete spread footings keyed into solid rock.

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

Deck shoulders have minor debris and gravel.

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

All joints have asphalt and vegetation growth in joint that needs to be removed.

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### A-59 - Joint Repair Needed (Yes)

All joints: Debris & asphalt accumulation.

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

Right side: Vegetation growth.

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Asset #05259(Routine)

SH 23-Franklin Co. over White Oak Creek

Location: 0.15 MI N JCT I-40

Team Lead: Jeff Jones Inspection Date: 10/01/2025

**A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (8 - Insignificant scour.)**

10/01/2025 - JCJ & TJL - Routine Inspection conducted this date.

Water is less than 2.5' deep during the time of inspection.

Top of Bent 3 footings exposed, footings well keyed into solid rock channel.

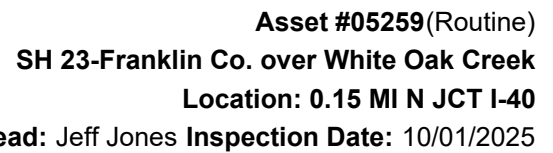
No apparent scour problems.

**History:**

09/11/2019 - JCJ & TJL - Type 2 Underwater Inspection - Wading and probing during low and clear water conditions indicate that the top of Bent # 3 footing is exposed during this inspection. The footing appears to be well keyed into hard shale with no apparent scour problems during this inspection. Review of ArDOT Plan Drawing # 16716 & 16717 shows that the structure has concrete spread footings keyed into solid rock.

### National Bridge Element Quantities and Notes

| ELEMENTS   | DESCRIPTION                     | UNITS | TOTAL | CS1  | CS2 | CS3 | CS4 |
|--|---------------------------------|-------|-------|------|-----|-----|-----|
| 38   | RC Slab                         | SF    | 5040  | 4516 | 378 | 146 | 0   |
| 1080   | Delamination/Spall/Patched Area | SF    | 10    | 0    | 10  | 0   | 0   |
| 1090   | Exposed Rebar                   | SF    | 2     | 0    | 1   | 1   | 0   |
| 1130   | Cracking (RC and Other)         | SF    | 512   | 0    | 367 | 145 | 0   |
| 510  | Wearing Surfaces                | SF    | 3600  | 3600 | 0   | 0   | 0   |
| <p>(38) Deck misalignment is visible along edge that is typical for this type of structure on a skew.<br/> Driving surface, Gutters: Moderate abrasion with minor dirt &amp; debris.<br/> Under Surface:<br/> Adjacent to deck drains: Isolated delaminated areas. 10SF CS2<br/> All spans: Longitudinal cracks. 367SF CS2, 145 SF CS3<br/> Abutment 1, Span 1, Left edge: 1' spall with exposed reinforcing steel. 1SF CS3<br/> Deck drain, Span 2, Right: Exposed reinforcing steel. 1SF CS2</p> <p>Driving surface history before chip seal wearing surface:<br/> Sealable longitudinal and diagonal cracking.<br/> Milled in the past which has exposed reinforcing steel adjacent to the joints. Abrasion 4199SF CS2, Rebar 38SF CS2<br/> Adjacent to joints: Minor spalling.</p> |                                 |       |       |      |     |     |     |
| 205  | Reinforced Concrete Column      | EA    | 9     | 0    | 7   | 2   | 0   |
| 1080   | Delamination/Spall/Patched Area | EA    | 3     | 0    | 2   | 1   | 0   |
| 1090   | Exposed Rebar                   | EA    | 1     | 0    | 0   | 1   | 0   |
| 1190   | Abrasion/Wear (PSC/RC)          | EA    | 5     | 0    | 5   | 0   | 0   |
| <p>(205) Total Quantities:<br/> Spall 2EA CS2, 1EA CS3<br/> Exposed Reinforcing steel 1EA CS3<br/> Abrasion 5EA CS2<br/> Bent 3, Column 1, Base at water elevation: Concrete deterioration up to 5" deep with exposed reinforcing steel. 1EA CS3<br/> Bent 3, Columns 2 &amp; 3, Base: Concrete deterioration with no exposed reinforcing steel. 1EA CS2, 1EA CS3</p>  |                                 |       |       |      |     |     |     |
| 210  | Reinforced Concrete Pier Wall   | LF    | 72    | 3    | 62  | 7   | 0   |
| 1080   | Delamination/Spall/Patched Area | LF    | 1     | 0    | 0   | 1   | 0   |
| 1090   | Exposed Rebar                   | LF    | 2     | 0    | 0   | 2   | 0   |
| 1130   | Cracking (RC and Other)         | LF    | 11    | 0    | 10  | 1   | 0   |
| 1190   | Abrasion/Wear (PSC/RC)          | LF    | 55    | 0    | 52  | 3   | 0   |
| <p>(210) Bent 2, Back face, Adjacent to column 2: Two 10" spalls with exposed reinforcing steel. 2LF CS3<br/> Bent 4, Back face, Left: 1'-8" vertical spall with no exposed reinforcing steel. 1LF CS3<br/> Vertical cracks. 10LF CS2, 1LF CS3<br/> Base of walls: Abrasion. 52LF CS2, 3LF CS3</p>   |                                 |       |       |      |     |     |     |
| 215  | Reinforced Concrete Abutment    | LF    | 110   | 107  | 2   | 1   | 0   |
| 1080   | Delamination/Spall/Patched Area | LF    | 2     | 0    | 2   | 0   | 0   |



| ELEMENTS   | DESCRIPTION                          | UNITS | TOTAL | CS1  | CS2 | CS3 | CS4 |
|--|--------------------------------------|-------|-------|------|-----|-----|-----|
| 1090   | Exposed Rebar                        | LF    | 1     | 0    | 0   | 1   | 0   |
| (215) Total spalls. 2LF CS2<br>Abutments: Minor stains.<br>Abutment 1, Left: One 4" spall with exposed reinforcing steel. 1LF CS3<br>Abutment 2, Right: One 3" shallow spall with no exposed reinforcing steel. 1LF CS2  |                                      |       |       |      |     |     |     |
| 220  | Reinforced Concrete Pile Cap/Footing | LF    | 78    | 78   | 0   | 0   | 0   |
| (220) Bent 3, Columns 2 & 3: Tops of the footings are exposed.<br>No apparent undermining or scour problems during this inspection.<br>Footings appear to be keyed into solid rock channel floor.  |                                      |       |       |      |     |     |     |
| 234  | Reinforced Concrete Pier Cap         | LF    | 114   | 70   | 22  | 22  | 0   |
| 1080   | Delamination/Spall/Patched Area      | LF    | 24    | 0    | 12  | 12  | 0   |
| 1090   | Exposed Rebar                        | LF    | 10    | 0    | 0   | 10  | 0   |
| 1120   | Efflorescence/Rust Staining          | LF    | 2     | 0    | 2   | 0   | 0   |
| 1130   | Cracking (RC and Other)              | LF    | 8     | 0    | 8   | 0   | 0   |
| (234) Total exposed reinforcing steel 10LF CS3<br>Efflorescence/Rust Staining 2LF CS2<br>Cracking 8LF CS2<br>Keyways: Shallow spalling/delaminated areas typical.<br>Bent 2: Spalling/delaminated areas. 12LF CS2<br>Bent 2 back: Large spalls (Up to 6') with exposed reinforcing steel exposed with section loss. Reinforcing steel 6LF CS3, Spalling 3LF CS3<br>Bent 2, Right side: Large delaminated areas.<br>Bent 2, Cap, Ahead: Large areas of delaminated areas.<br>Bent 3, Cap: Spalling. 6LF CS3<br>Bent 4, Cap: Spalling. 3LF CS3 |                                      |       |       |      |     |     |     |
| 301  | Pourable Joint Seal                  | LF    | 190   | 0    | 0   | 190 | 0   |
| 2350   | Debris Impaction                     | LF    | 190   | 0    | 0   | 190 | 0   |
| (301) Joint material: Deteriorated and missing in locations with debris accumulation. 190 LF CS3   |                                      |       |       |      |     |     |     |
| 321  | Reinforced Concrete Approach Slab    | SF    | 1680  | 1680 | 0   | 0   | 0   |
| 510  | Wearing Surfaces                     | SF    | 1584  | 1584 | 0   | 0   | 0   |
| (321) Approach Slabs: Chip seal wearing surface with no apparent noteworthy deficiencies.<br><br>History:<br>Approach slabs have been milled in the past.<br>Light abrasion and grind marks. 1680SF CS2  |                                      |       |       |      |     |     |     |
| 330  | Metal Bridge Railing                 | LF    | 280   | 280  | 0   | 0   | 0   |
| (330) Aluminum rectangular tubing attached to concrete rail posts with no apparent noteworthy problems.<br>Minor offset in edge of slab over the intermediate bents: Typical for slab span structures on a skew.   |                                      |       |       |      |     |     |     |
| 331  | Reinforced Concrete Bridge Railing   | LF    | 280   | 280  | 0   | 0   | 0   |
| (331) Concrete curbs and bridge rail posts with aluminum tubing attached.<br>No apparent noteworthy problems during this inspection.   |                                      |       |       |      |     |     |     |

## Inspection Photos and Notes



Elevation: Right side of structure.



Span 1: Undersurface of slab.



Channel: Left side of structure.



Channel: Right side of structure.





Approach roadway facing North.



Deck shoulders have minor debris and gravel.



Deck shoulders have debris and gravel.



Expansion joint over Bent 4, Debris accumulation





Bent 1, 2, and 3 has debris impaction with vegetation growth in joints.



Abutment 2: expansion joint: debris accumulation.



All joints have asphalt in joint that needs to be removed.



Vegetation. Span 1, Right.





09/20/2023

Bent 4 right side has vegetation growth.



10/01/2025

Span 1, Typical.



10/01/2025

Deck drain, Span 2, Right: Exposed reinforcing steel. 1SF  
CS2



10/01/2025

Left gutter, Typical.





Span 3, Typical.



Span 4, Typical.



Span 4, Slab undersurface, Typical.



Span 3, Slab undersurface, Typical.





Span 2, Slab undersurface, Typical.



Chip and seal wearing surface, Typical.



Bent 3, Column 1, Base at water elevation: Concrete deterioration up to 5" deep with exposed reinforcing steel.  
1EA CS3



Bent 4, Back face, Left: 1'-8" vertical spall with no exposed reinforcing steel. 1LF CS3





10/01/2025

Bent 3, Back face: Typical.



10/01/2025

Bent 2, Backface, Adjacent to column 2: Two 10" spalls with exposed reinforcing steel. 2LF CS3



10/01/2025

Abutment 2, Typical.



10/01/2025

Abutment 1, Left: One 4" spall with exposed reinforcing steel. 1LF CS3





Abutment 1, Typical.



Bent 3, Column 2, Footing: Top is exposed. Well keyed into solid rock channel



Bent 4, Ahead face: Typical.



Bent 4, Back face: Typical.





Bent 3, Back face, Right: 1'-6" spall.



Bent 2, Ahead face: Typical.



Bent 2 cap, Back face, Left: Spalls with exposed reinforcing steel and delaminated areas.



Bent 2 cap, Back face, Right: Spalls with exposed reinforcing steel and delaminated areas.





Bent 2, Back face: Typical.



Bent 2 expansion joint.



Abutment 2, Expansion joint: Debris accumulation.



North approach slab: No apparent problems.





South approach slab wearing surface, Typical.



Minor offset in edge of slab over the intermediate bents:  
Typical for slab span structures on a skew.



Left bridge railing, Typical.



### Maintenance Needs

Date Reported: 01/30/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

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### Deficiency Description

Bent 2 cap, Keyways: Large spalls with exposed reinforcing steel.

Bent 3 cap, Keyway: Large delaminated area.

### Remarks

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10/01/2025

Bent 2 cap, Back face: Spalls with exposed reinforcing steel and delaminated areas.



01/01/2020

Bent 2 cap has large spalls with exposed reinforcing steel at the keyways.



01/01/2020

Bent 2 cap has large spalls with exposed reinforcing steel at the keyways.

### Maintenance Needs

Date Reported: 01/30/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

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### Deficiency Description

Abutment 1, Backwall, Left side: Spall with exposed reinforcing steel.

### Remarks

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10/01/2025

Abutment 1, Backwall, Left side: Spall with exposed reinforcing steel.



01/01/2020

Abutment 1, Backwall, Left side: Spall with exposed reinforcing steel.



### Maintenance Needs

Date Reported: 08/14/2013

Priority: D- Routine

Status: Monitor

Type of Work: Substructure Repair

Component: Element

### Deficiency Description

Bents 2 & 3, Column bases: Areas of concrete deterioration and deteriorated repairs.  
Bent 2, Column 1 base: Two 10" spalls with up to 5" of concrete section loss.

### Remarks



10/01/2025

Bent 3, Column 1, Base at water elevation: Concrete deterioration up to 5" deep with exposed reinforcing steel.  
1EA CS3



09/14/2021

There are two 10" spalls at the base of bent # 2, column # 1 with up to 5" of concrete section loss.



01/01/2020

Bent # 3. Column # 1. Spall with exposed reinforcing steel with 1/8" section loss.



Asset #05259(Routine)

SH 23-Franklin Co. over White Oak Creek

Location: 0.15 MI N JCT I-40

Team Lead: Jeff Jones Inspection Date: 10/01/2025

## Routine Maintenance

### Check Box Maintenance Items

| Type of Maintenance                           | Is Recommended? |
|---|-----------------|
| A-54 - Sealable Deck Cracks                   | No              |
| A-55 - Deck Washing Needed                    | Yes             |
| A-56 - Joint Cleaning/Flushing Needed         | Yes             |
| A-57 - Beam End and Bearing Paint Needed      | No              |
| A-58 - Cap Cleaning/Flushing Needed           | No              |
| 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 (No)**



**A-55 - Deck Washing Needed (Yes)**

Deck shoulders have minor debris and gravel.



Deck shoulders have minor debris and gravel.



Deck shoulders have debris and gravel.

**A-56 - Joint Cleaning/Flushing Needed (Yes)**

All joints have asphalt and vegetation growth in joint that needs to be removed.



Expansion joint over Bent 4, Debris accumulation



Bent 1, 2, and 3 has debris impactation with vegetation growth in joints.

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

**A-58 - Cap Cleaning/Flushing Needed (No)**



**A-59 - Joint Repair Needed (Yes)**

All joints: Debris & asphalt accumulation.



Abutment 2: expansion joint: debris accumulation.



All joints have asphalt in joint that needs to be removed.

**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)**

Right side: Vegetation growth.



Vegetation. Span 1, Right.



Bent 4 right side has vegetation growth.

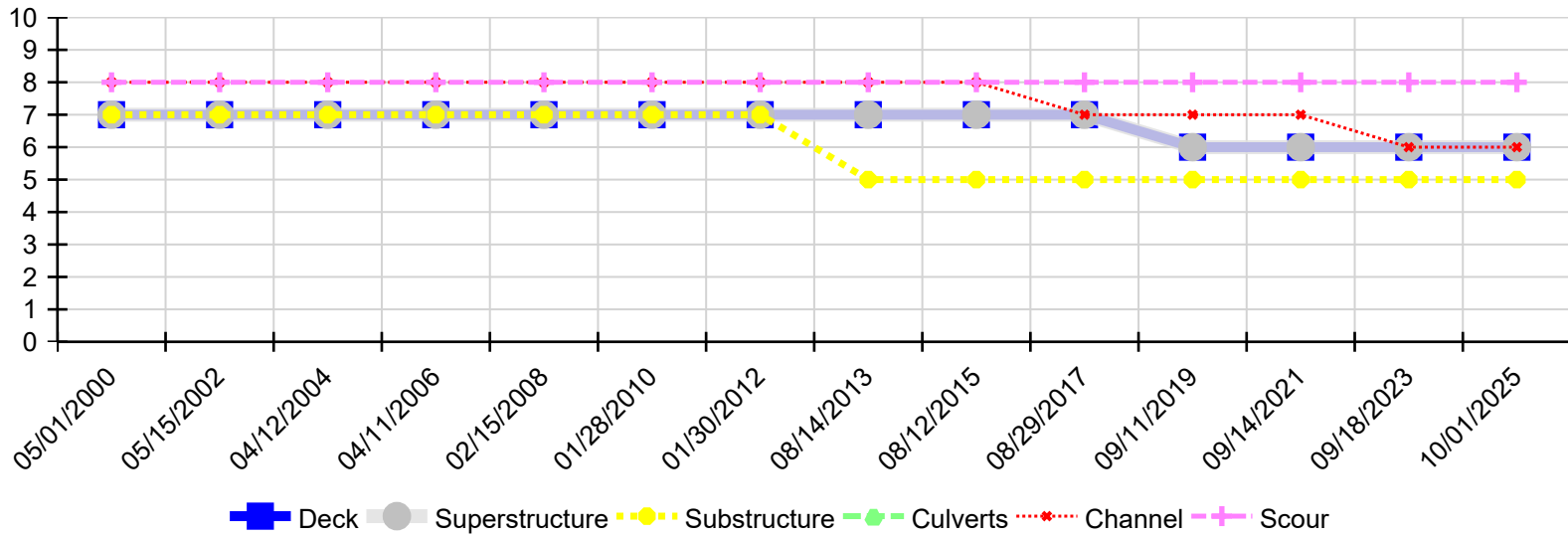
**A-65 - Clogged deck drains? (No)**

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



**Asset #05259**(Routine)  
**SH 23-Franklin Co. over White Oak Creek**  
**Location: 0.15 MI N JCT I-40**  
**Team Lead: Jeff Jones Inspection Date: 10/01/2025**

Condition History



| Inspection Date | Deck | Superstructure | Substructure | Culverts | Channel | Scour |
|-----------------|------|----------------|--------------|----------|---------|-------|
| 10/01/2025      | 6    | 6              | 5            | N        | 6       | 8     |
| 09/18/2023      | 6    | 6              | 5            | N        | 6       | 8     |
| 09/14/2021      | 6    | 6              | 5            | N        | 7       | 8     |
| 09/11/2019      | 6    | 6              | 5            | N        | 7       | 8     |
| 08/29/2017      | 7    | 7              | 5            | N        | 7       | 8     |
| 08/12/2015      | 7    | 7              | 5            | N        | 8       | 8     |
| 08/14/2013      | 7    | 7              | 5            | N        | 8       | 8     |
| 01/30/2012      | 7    | 7              | 7            | N        | 8       | 8     |
| 01/28/2010      | 7    | 7              | 7            | N        | 8       | 8     |
| 02/15/2008      | 7    | 7              | 7            | N        | 8       | 8     |
| 04/11/2006      | 7    | 7              | 7            | N        | 8       | 8     |
| 04/12/2004      | 7    | 7              | 7            | N        | 8       | 8     |
| 05/15/2002      | 7    | 7              | 7            | N        | 8       | 8     |
| 05/01/2000      | 7    | 7              | 7            | N        | 8       | 8     |