

Bridge 05133 Inspection Report



Latitude:35.50471, Longitude:-93.75775

Route:186 Section:02 Log:5.989

Arnold Road ID:24x186x2xA, Arnold Log mile:5.886

District 04, 47 - Franklin County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

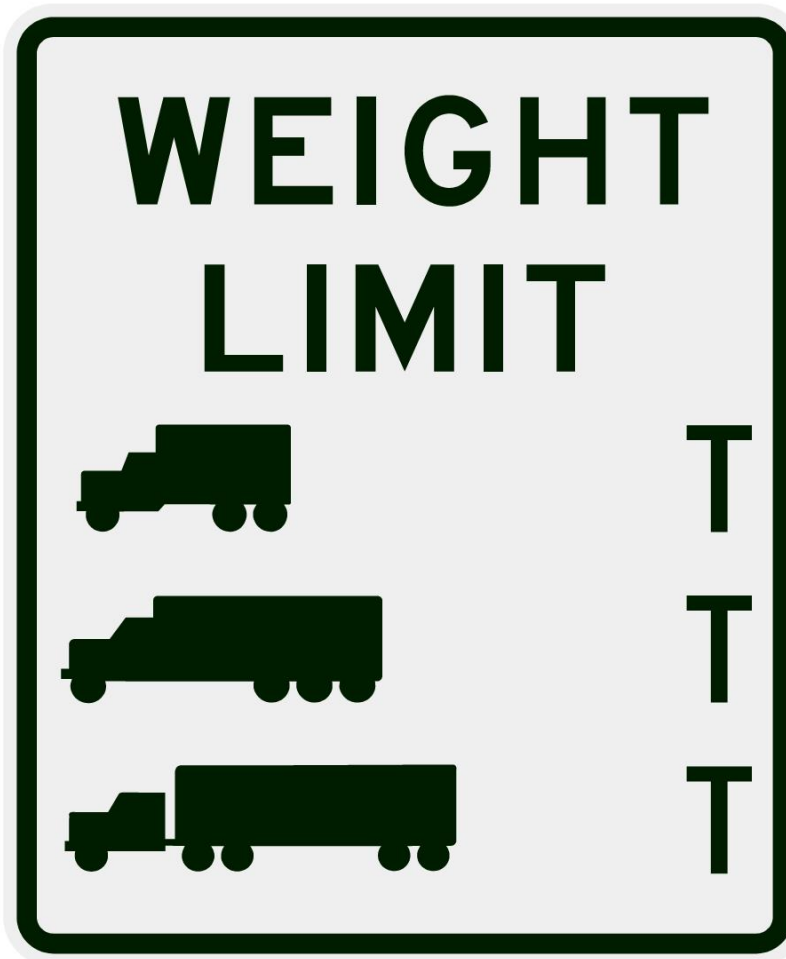
Bridge Posting Information

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

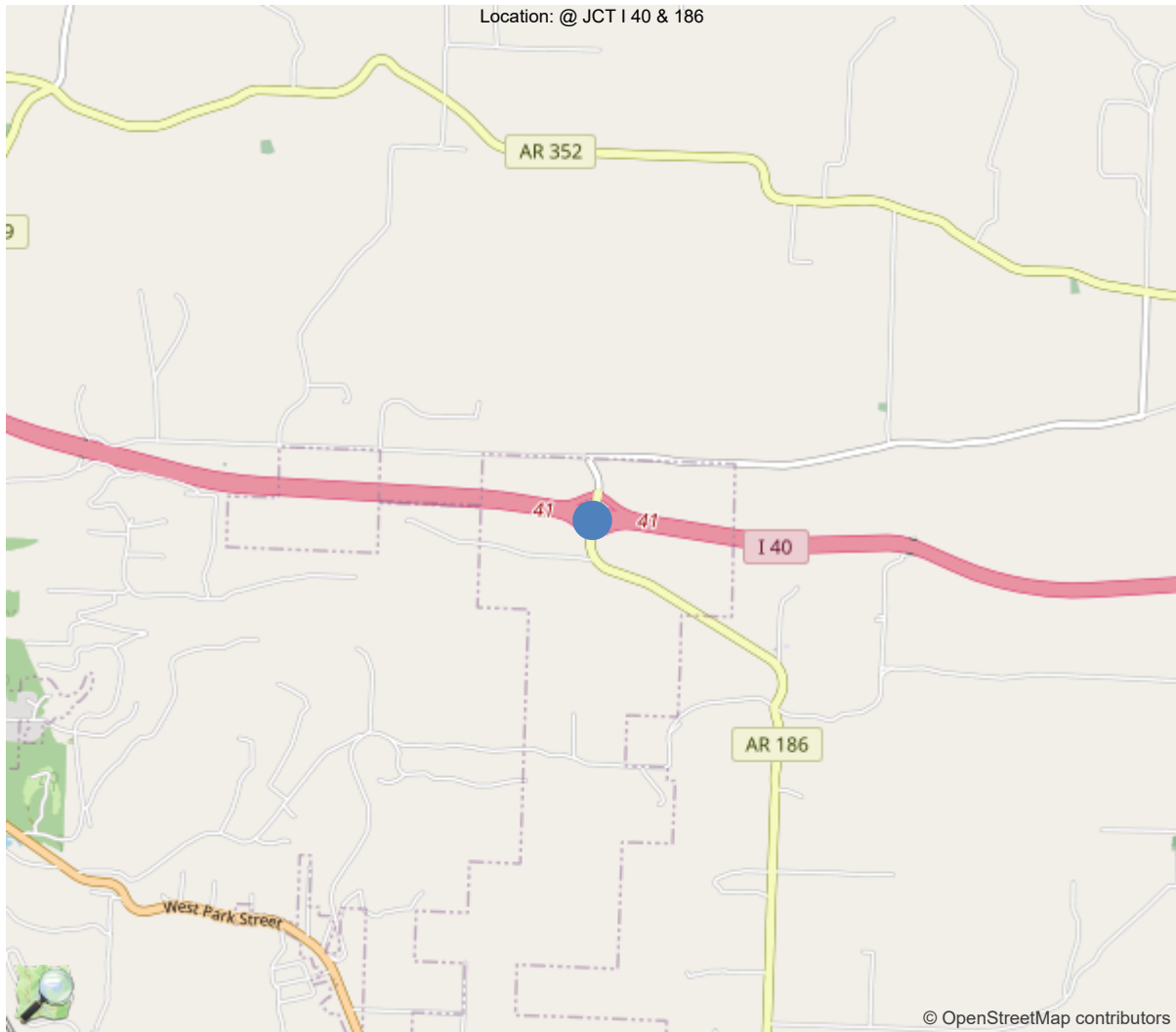
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	50		
Code 5 (40 Tons)	51		

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



35.50471, -93.75775



National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05133
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	47 - Franklin County
(4) Place Code	75570
(6) Features Intersected	Interstate 40 - Franklin
(7) Facility Carried	State Highway 186
(9) Location	@ JCT I 40 & 186
(11) Mile Point	5.989 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.5047120361682
(17) Longitude	-93.7577536378967
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	47
Material	4 - Steel continuous
Type	7 - Frame
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	5
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
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	61
On	6 - Overpass structure at an interchange or s
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	430
(30) Year of ADT	2024
(109) Truck ADT	%
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	99 ft
(49) Structure Length	334 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	28 ft
(52) Deck Width Out to Out	31.2 ft
(32) Approach Roadway Width (W/Shoulders)	29.9 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	28 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	16.4 ft
Ref:	
(55) Min Lat Underclear RT	27.3 ft
Ref:	
(56) Min Lat Underclear LT	35.1 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	7 - Rural Major Collector
(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	2 - Bridge is eligible for the
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	N
(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	51
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	31
(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	6
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	615
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			06/25/2024
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			

Team Lead: Caleb Lambert, Inspection Date: 06/24/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	05133
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	75570 - Wiederkehr Village
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.5047120361682
B.L.06 Longitude	-93.7577536378967
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	@ JCT I 40 & 186
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	2 - Bridge is eligible for the Nati
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	334
B.G.02 Total Bridge Length	334
B.G.03 Max Span Length	99.1
B.G.04 Min Span Length	41.5
B.G.05 Bridge Width Out-to-Out	31.2
B.G.06 Bridge Width Curb-to-Curb	27.9
B.G.07 Left Curb or Sidewalk Width	0.7
B.G.08 Right Curb or Sidewalk Width	0.7
B.G.09 Approach Roadway Width	29.9

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	21
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	10420.8

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	0.86
B.LR.06 Operating Load Rating Factor	1.42
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	Y - E/E' details are present
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	5 - FAIR - Some moderate defec
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	6 - SATISFACTORY - Widespread
B.C.06 Bridge Railing Transitions Condition	6 - SATISFACTORY - Widespread
B.C.07 Bridge Bearings Cond.	5 - FAIR - Some moderate defec
B.C.08 Bridge Joints Condition	6 - SATISFACTORY - Widespread
B.C.09 Channel Condition Rating	N - NOT APPLICABLE - Bridge do
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	N - Bridge does not cross over
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	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	
B.AP.03 Scour Vulnerability	
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

Team Lead: Caleb Lambert, Inspection Date: 06/24/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	5	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	6 - Frame	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	F03 - Frame - K-shaped	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	P01 - Patina - uncoated weathe	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	4	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	Pier - footing or cap only	B.SB.07 Foundation Protective System	0 - None

Team Lead: Caleb Lambert, Inspection Date: 06/24/2025

HIGHWAY FEATURES					
H1					
B.F.02 Feature Location	C - Carried on bridge		B.H.09 Annual ADT	398	
B.F.03 Feature Name	State Highway 186		B.H.10 Annual ADTT	3	
B.H.01 Functional Classification	5 - Major Collector		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			B.H.16 Highway Max Usable Surface Width	27.8	
B.H.07 LRS Mile Point	5.989		B.H.17 Bypass Detour Length	5	
B.H.08 Lanes On Highway	2		B.H.18 Crossing Bridge Number		
H2					
B.F.02 Feature Location	B - Below bridge		B.H.09 Annual ADT	11000	
B.F.03 Feature Name	I 40-SEC 12		B.H.10 Annual ADTT	110	
B.H.01 Functional Classification	1 - Interstate		B.H.11 Year of Annual ADT	2014	
B.H.02 Urban Code	99999		B.H.12 Highway Max Usable Vertical Clearance	16.2	
B.H.03 NHS Designation	Y - NHS		B.H.13 Highway Min Vertical Clearance	16.1	
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or		B.H.14 Highway Min Horizontal Clearance, Left	24.9	
B.H.05 STRAHNET Designation	1 - STRAHNET route		B.H.15 Highway Min Horizontal Clearance, Right	27.8	
B.H.06 LRS Route ID	40120		B.H.16 Highway Max Usable Surface Width	78.7	
B.H.07 LRS Mile Point	40.921		B.H.17 Bypass Detour Length	0	
B.H.08 Lanes On Highway			B.H.18 Crossing Bridge Number		
H3					
B.F.02 Feature Location	B - Below bridge		B.H.09 Annual ADT	11000	
B.F.03 Feature Name	I 40-SEC 12		B.H.10 Annual ADTT	110	
B.H.01 Functional Classification	1 - Interstate		B.H.11 Year of Annual ADT	2014	
B.H.02 Urban Code	T-U		B.H.12 Highway Max Usable Vertical Clearance	17.4	
B.H.03 NHS Designation	Y - NHS		B.H.13 Highway Min Vertical Clearance		
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or		B.H.14 Highway Min Horizontal Clearance, Left		
B.H.05 STRAHNET Designation	1 - STRAHNET route		B.H.15 Highway Min Horizontal Clearance, Right		
B.H.06 LRS Route ID	40120		B.H.16 Highway Max Usable Surface Width	76.7	
B.H.07 LRS Mile Point	40.921		B.H.17 Bypass Detour Length	0	
B.H.08 Lanes On Highway			B.H.18 Crossing Bridge Number		

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	R01	186	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline
H2	R01	40E	1-T - TEMP - One-way traffic - NB or EB or SB or WB	1 - Interstate route	1 - Mainline
H3	R01	40W	1-T - TEMP - One-way traffic - NB or EB or SB or WB	1 - Interstate route	1 - Mainline



Team Lead: Caleb Lambert, Inspection Date: 06/24/2025

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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Asset #05133(Under Record Clearance)

State Highway 186 over Interstate 40 - Franklin

Location: @ JCT I 40 & 186

Team Lead: Caleb Lambert Inspection Date: 06/24/2025

Inspection Notes

General Observation

06/25/2024 - JCJ & TJL - Routine Inspection conducted this date.

10-09-2023 - CLL - LiDAR Collection of URC. No change to A-52 measurements. Updated 54B to match lowest A-52 measurement.

06/05/2018 - TJL - Elements were plan verified on this date.06/05/2018.

Inspection Procedure:

Parking:

Vehicle can be parked on the shoulder of the Interstate and in the median of the interstate.

Access:

Structure inspected from the ground and with a ladder in the median (Span 3).

There is pedestrian access on both sides of the structure without needing to go through locked gates.

Depth of Water:

There is no channel under the structure.

Tools Needed:

GoPro Camera on a pole - Span 2 superstructure in the impact area along the bottom flange of Girders 1 & 5 were inspected using a go pro camera.

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

The deck is in Fair Condition with minor spalling, transverse cracking, and section loss with numerous delaminated areas.

06/16/2022 - EJW - The deck / superstructure in Span # 3 appears to be non-composite (Garver & Garver Engineering Drawing # 13798) and has separated from the deck in areas up to 1/2".

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

The Superstructure is in fair condition with areas of active corrosion with section loss and pack rust.

06/16/2022 - EJW - The deck in Span # 3 appears to be non-composite (Garver & Garver Engineering Drawing # 13798) and has separated from the deck in areas up to 1/2" with pack rust between the deck and the beams.

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

The Substructure is in Satisfactory condition with structural elements showing some signs of minor deterioration.

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

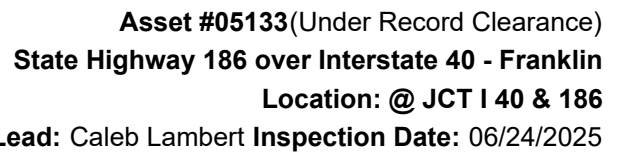
There is debris on the abutment caps.

A-62 - Hydro and LMC Advised (Y)

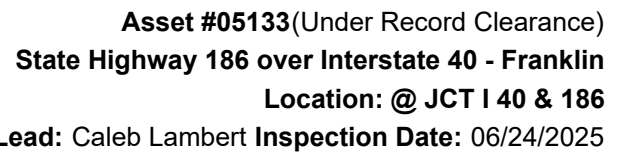
A chain drag indicates numerous delaminated areas.

A-108 - Load Rating Requested (No)

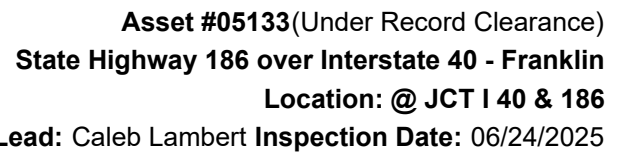
06/16/2022 - EJW - The deck in Span # 3 appears to be non-composite (Garver & Garver Engineering Drawing # 13798) and has separated from the deck in areas up to 1/2" with light pack rust between the deck and the beams.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	10057	5710	4115	232	0
1080	Delamination/Spall/Patched Area	SF	1513	0	1442	71	0
1090	Exposed Rebar	SF	13	0	1	12	0
1120	Efflorescence/Rust Staining	SF	158	0	158	0	0
1130	Cracking (RC and Other)	SF	2663	0	2514	149	0
<p>(12) Deck:</p> <p>There are several temporary asphalt patches that cover the previously exposed reinforcing steel in the deck. (Previous Inspection Quantity for Exposed Reinforcing Steel 12SF CS3)</p> <p>Utilizing a chain drag revealed that the deck has numerous delaminated areas in the shoulders and driving lanes of all spans. 1442SF CS2</p> <p>There are sealable transverse cracks that range in spacing from approximately 2' to 5' centers on the driving surface of the deck. 2514SF CS2 & 149SF CS3</p> <p>There are shallow spalls with delaminated areas adjacent to the sealable deck cracks. 71SF CS3</p> <p>The deck joint sealant in the transverse saw joints is deteriorated and leaks water through the deck onto the superstructure. Span 2 has an area of moderate width transverse and diagonal cracking that is full width of both lanes and approximately 8' long located near construction joint 2.</p> <p>Deck Undersurface:</p> <p>Transverse cracking with efflorescence in the undersurface of deck. 158SF CS2</p> <p>There is spalling adjacent to the top flanges of the superstructure that is visible from the undersurface of the deck.</p> <p>There are large delaminated areas visible from the undersurface of the deck in all spans during this inspection.</p> <p>The majority of the delaminated areas appear to be associated with the construction joints in the deck from the concrete pouring sequence during the construction phase.</p> <p>There are no delaminated areas apparent over the traveled roadway.</p> <p>Areas with light scale/ leaching are visible from the undersurface of the deck.</p> <p>Span 1 Right. Over Abutment 1 has a 4"X 2.5" spall with exposed reinforcing steel. 1SF CS2</p> <p>Span 3, Mid-Span of deck is separated from the top flange of the girders. The design plans indicate that Span 3 is non composite.</p> <p>Span 3, Girder 1, Actual field measurement indicates 1/2" air space between the top flange and the undersurface of the deck.</p>							
107	Steel Open Girder/Beam	LF	1662	1482	27	153	0
1000	Corrosion	LF	164	0	11	153	0
1900	Distortion	LF	16	0	16	0	0
515	Steel Protective Coating	SF	13018	12897	8	13	100
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	121	0	8	13	100
<p>(107) Superstructure is a Rigid K Frame Structure with weathering steel.</p> <p>There are isolated areas with active corrosion and flaking rust where the transverse saw joints in the deck and sealable deck cracks leak water on the superstructure. 11LF CS2 & 153LF CS3</p> <p>Span 1, Girder 1, Abutment 1 interior of web has 1/8" section loss at the expansion dam haunch juncture.</p> <p>Span 1, Girder 5, Abutment 1 has corrosion with flaking rust and initial section loss to the bottom flange on exterior side.</p> <p>Span 2, Girders 1 & 5 have out of plane bending due to traffic impacts under the outside lane. 4LF CS2</p> <p>Span 2, Girder 5 has minor sweep in the bottom flange. 12LF CS2</p> <p>There are no apparent changes to the out of plane bending of the exterior girders in Span 2 caused by traffic impacts in the past. (See 03/05/2001 report). Utilizing a video pole indicated no visible cracks were apparent during this inspection.</p> <p>Span 3, top flange of the girders have numerous areas of active corrosion with pack rust between the top flange and the deck causing the deck to be raised approximately 1/2" higher than originally constructed.</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Span 3 Girders have areas with active corrosion and flaking rust on the top flange, bottom flange, and base of web with up to initial section loss.</p> <p>Span 5, Girder 1, Abutment 2 interior of web has 1/16" section loss at the expansion dam haunch juncture.</p> <p>There are no visible cracks apparent in the superstructure during this inspection.</p>							
202	Steel Column	EA	20	20	0	0	0
515	Steel Protective Coating	SF	3762	3762	0	0	0
<p>(202) The rigid frame diagonal support members at Bents 2, 3, 4, & 5 are documented as columns in this inspection report.</p> <p>Some vegetation is growing on the columns in the median during this inspection.</p> <p>There are no apparent noteworthy deficiencies with the steel columns during this inspection.</p>							
215	Reinforced Concrete Abutment	LF	72	61	11	0	0
1080	Delamination/Spall/Patched Area	LF	5	0	5	0	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
<p>(215) Abutments have transverse hairline cracks in the top of the back wall visible from the driving surface of the deck. 6LF CS2</p> <p>Top of backwalls have a few minor shallow spalls visible from the driving surface. 5LF CS2</p>							
234	Reinforced Concrete Pier Cap	LF	116	114	2	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
<p>(234) Rigid frame structure.</p> <p>This element is for the concrete portions of the substructure at Bents 2, 3, 4, & 5.</p> <p>Concrete pedestals at the intermediate bents have rust staining.</p> <p>Bent 3, Column 1 has a shallow 4" spall with no exposed reinforcing steel. 1LF CS2</p> <p>Bent 4, Column 2 has a shallow 4" spall with no exposed reinforcing steel. 1LF CS2</p>							
301	Pourable Joint Seal	LF	60	31	17	0	12
2310	Leakage	LF	12	0	0	0	12
2350	Debris Impaction	LF	6	0	6	0	0
2360	Adjacent Deck or Header	LF	8	0	8	0	0
7000	Damage	LF	3	0	3	0	0
<p>(301) Both abutments, Pourable sealant has several areas of full depth adhesion failure. 12LF CS4</p> <p>Delaminated areas adjacent to the expansion joint anchorage. 8LF CS2</p> <p>Expansion joint assembly at abutment 2 has minor gouges that appear to be impacts from snow plow during winter operations. 3LF CS2</p> <p>Assemblies have minor dirt and debris in the shoulders. 6LF CS2</p>							
310	Elastomeric Bearing	EA	10	0	5	5	0
1000	Corrosion	EA	8	0	3	5	0
2220	Alignment	EA	2	0	2	0	0
515	Steel Protective Coating	SF	30	0	0	0	30
3440	Effectiveness (Steel Protective Coatings)	SF	30	0	0	0	30
<p>(310) Anchor bolts are leaning towards the median at both abutments.</p> <p>The external loading plates on the elastomeric bearing pads have active corrosion with layers of flaking rust. 3EA CS2 & 5EA CS3</p> <p>The shim plates between the sole plates and elastomeric bearing pads of the exterior bearings at both abutments have active corrosion and are deteriorated.</p> <p>The shim plate for Girder 1 at the South abutment has rusted into flaking pieces.</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Abutment 1 bearings have active corrosion with up to 1" of pack rust between the bearing pads and the external loading plates. Elastomeric bearing pads at the abutments appear to have moved to the edge of the abutment face since originally constructed. There are no apparent changes since last inspection. 2EA CS2							
313	Fixed Bearing	EA	20	20	0	0	0
515	Steel Protective Coating	SF	60	60	0	0	0
(313) There are no apparent noteworthy deficiencies to the anchorage at the base of the intermediate bents.							
321	Reinforced Concrete Approach Slab	SF	960	814	146	0	0
1130	Cracking (RC and Other)	SF	14	0	14	0	0
1190	Abrasion/Wear (PSC/RC)	SF	132	0	132	0	0
510	Wearing Surfaces	SF	360	283	46	31	0
3210	Delam/Spall/Patched Area/Pothole	SF	46	0	46	0	0
3220	Crack (Wearing Surface)	SF	31	0	0	31	0
(321) Approach slabs have light abrasion. 132SF CS2 North approach slab has a few short duration transverse hairline cracks. 14SF CS2							
330	Metal Bridge Railing	LF	665	656	8	0	1
7000	Damage	LF	9	0	8	0	1
(330) The majority of the Metal railing vertical support brackets on both sides of structure have impact damage that has created minor dents / gouges With cracking in some locations. 8LF CS2 Span 1, Vertical support 6, Right side bracket is twisted with broken bolted connections that attach the railing to the support. The majority of the bridge railing appears to be well anchored during this inspection. 1LF CS4							
331	Reinforced Concrete Bridge Railing	LF	665	497	154	14	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	167	0	153	14	0
(331) There are vertical hairline cracks at variable spacing in the concrete portions of the bridge railing. 153LF CS2 & 14LF CS3							

Inspection Photos and Notes



Elevation Eastbound



Elevation



Span #2 typical undersurface of the deck.



Span #1 typical undersurface of the deck.



Roadway



Span #4 no visible delamination over the travel lanes.



Span #2 no visible delamination over the traveling roadway.



Span #2 transverse cracking with efflorescence buildup and large concrete delaminations.



Span #4 spalling with exposed reinforcing steel.



Debris accumulation in the gutters.



Sealable deck cracking.



Span #3 spalling on the driving surface of the deck.



Span #2 spalling with exposed reinforcing steel.



Span #2 Lt spalling in the deck.



Span #1 Lt spalling with exposed reinforcing steel.



Span #1 Lt spalling in the deck.



Span #3 beam #1 deck separation between the deck and beams.



Span #3 beam #1 active corrosion with pack rust.



Span #2 beam #5 active corrosion with pack rust along the top flange.



Span #2 beam #5 collision damage with no visible cracks.



Span #2 beam #1 collision damage with no visible cracks.
06/16/2022



Abutment #2 poured joint seal.



Abutment #1 poured joint seal with adhesion failure in areas.



Abutment #1 bearing #5 active corrosion with pack rust.



Abutment #1 bearing #1 active corrosion with pack rust.



South approach slab.



Span #1 Rt rail post with collision damage.



Elevation. Left side of structure.

Maintenance Needs

Date Reported: 06/22/2012

Priority: C - Important

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

Deck -

The driving surface of the deck has several large spalls with exposed reinforcing steel (covered with temporary asphalt patches during this inspection) and sealable transverse cracks that range in spacing from approximately 2' to 5' centers on the driving surface of the deck.

Utilizing a chain drag revealed that the deck has numerous delaminated areas in the gutters and driving lanes of all spans. The deck joint sealant in the transverse saw joints is deteriorated and leaks water through the deck onto the superstructure.

There is spalling adjacent to the top flanges of the superstructure that is visible from the undersurface of the deck.

There are large delaminated areas visible from the undersurface of the deck in Spans 2 and 3 during this inspection.

There are no delaminated areas over the traveled roadway apparent during this inspection.

Remarks

06/15/2022 - EJW - Updated deficiency description to reflect current conditions.



06/25/2024

Spalling with Temporary asphalt patches over Bent 4.



06/25/2024

Span 2, undersurface of the deck has large delaminated areas.



Span 5, left lane-Spalling.



Span 3-Spall near centerline.



The driving surface of the deck over bent # 3 has scaling with several delaminated areas.



Span 2, bay 1-Delaminated area with transverse cracking with efflorescence.

Maintenance Needs

Date Reported: 06/21/2012

Priority: D- Routine

Status: Monitor

Type of Work: Bearing Repair/Replacement

Component: Element

Deficiency Description

North and South abutment bearings -

The shim plates between the external loading plates and elastomeric bearing pads have active corrosion and are deteriorated. The shim plate for Girder # 1 at the South abutment has rusted into flaking pieces. The external loading plates have active corrosion with pack rust.

Remarks

06/15/2022 - EJW - Updated deficiency description updated to reflect current conditions.



Abutment 2, Bearing 5, Active corrosion with pack rust between loading plate and bearing pad.



Abutment 1, Bearing 1, has 1" of pack rust between the external loading plate and bearing pad.



Abutment 1. Bearing 1 has 1" of pack rust between the external loading plate and bearing pad.



Abutment 1, Girder 5 elastomeric bearing pad has layers of flaking rust in the undersurface of the external loading pad.



Abutment #1 bearing #1 active corrosion with pack rust.



The shim plates between the sole plates and elastomeric bearing pads have active corrosion and are deteriorated. The shim plate for Girder # 1 at the South abutment has rusted into flaking pieces.



The shim plates between the sole plates and elastomeric bearing pads have active corrosion and are deteriorated. The shim plate for Girder # 1 at the South abutment has rusted into flaking pieces.

Maintenance Needs

Date Reported: 05/15/2014

Priority: D- Routine

Type of Work: Superstructure Repair

Status: Monitor

Component: Element

Deficiency Description

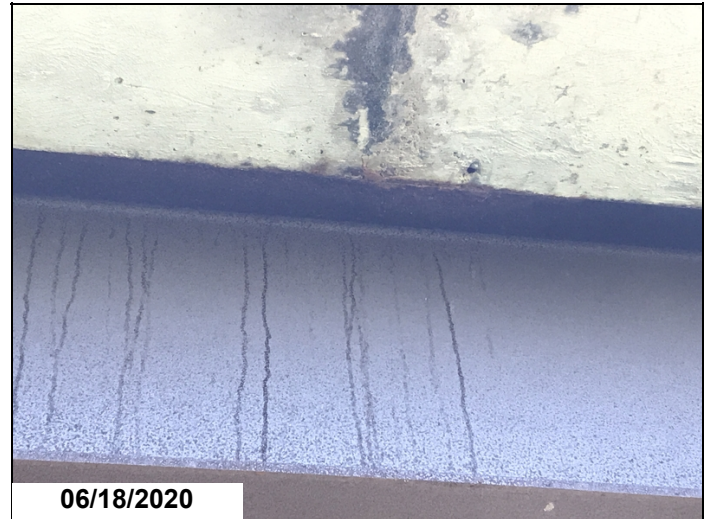
Superstructure -

There are isolated areas with active corrosion and flaking rust where the transverse saw joints in the deck and sealable deck cracks leak water on the superstructure.

Remarks



Span 3, Girder 5, Active corrosion and flaking rust on the bottom flange.



There are isolated areas with active corrosion and flaking rust where the transverse saw joints in the deck and sealable deck cracks leak water on the superstructure.



There are isolated areas with active corrosion and flaking rust where the transverse saw joints in the deck and sealable deck cracks leak water on the superstructure.

Maintenance Needs

Date Reported: 06/29/2022

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

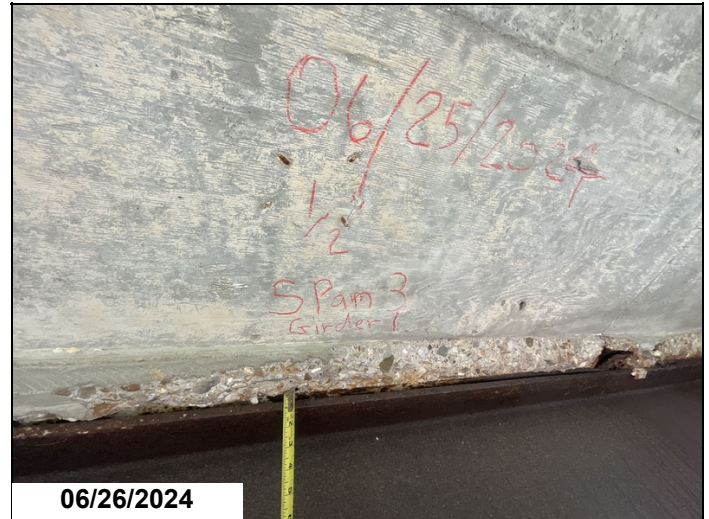
Deck / Superstructure-

The deck in Span 3 appears to be non-composite (Garver & Garver Engineering Drawing # 13798) and has separated from the girders in areas up to 1/2".

Remarks



Span 3, Girder 1, Actual field measurement indicates 1/2" air space between the top flange and the undersurface of the deck.



Span 3, Girder 1, Actual field measurement indicates 1/2" air space between the top flange and the undersurface of the deck.



Span 3. Driving surface of deck.



Span #2 spalling with exposed reinforcing steel.



Span #3, spalling on the driving surface of the deck.



Span #3, Girder #1 deck separation between the deck and girders.



Span # 3, Girder # 1 separation between the deck and the girders.

Maintenance Needs

Date Reported: 06/25/2024

Priority: D- Routine

Status: Monitor

Type of Work: Heat Straightening/Bridge Strike

Component: Superstructure

Deficiency Description

Span 2, Girders 1 & 5, Bottom flanges have have minor out of plane bending from traffic impacts. Utilizing a video pole indicated no visible cracks were apparent during this inspection. (This defect was originally documented in the 03/05/2001 Bridge Inspection Report)

Remarks



Girder 5, Span 2, Bridge Strike



Girder 1, Span 2, Bridge Strike.



Span 2, Girder 5, out of plane bending due to traffic impact.

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	No
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	Yes
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

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



Asset #05133(Under Record Clearance)

State Highway 186 over Interstate 40 - Franklin

Location: @ JCT I 40 & 186

Team Lead: Caleb Lambert Inspection Date: 06/24/2025

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

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

There is debris on the abutment caps.

A-59 - Joint Repair Needed (Yes)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (Yes)

A chain drag indicates numerous delaminated areas.

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains?



Asset #05133(Under Record Clearance)

State Highway 186 over Interstate 40 - Franklin

Location: @ JCT I 40 & 186

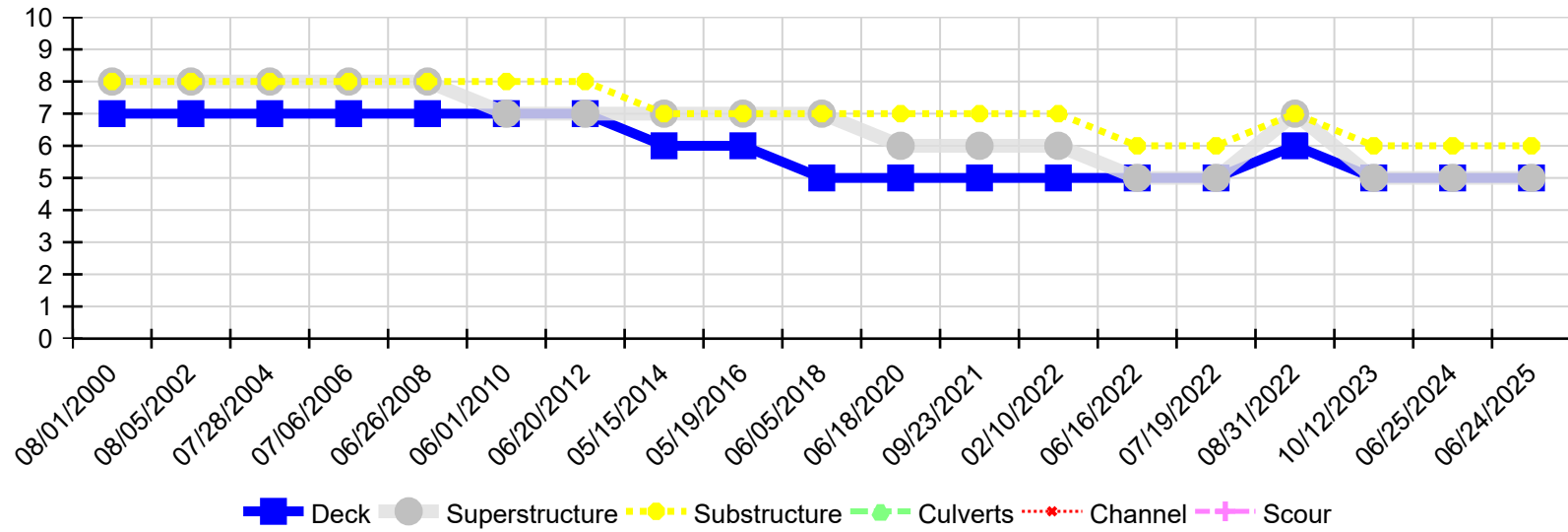
Team Lead: Caleb Lambert **Inspection Date:** 06/24/2025

A-66 - Approach minor pothole/leveling needed



Asset #05133(Under Record Clearance)
State Highway 186 over Interstate 40 - Franklin
Location: @ JCT I 40 & 186
Team Lead: Caleb Lambert Inspection Date: 06/24/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/24/2025	5	5	6	N	N	N
06/25/2024	5	5	6	N	N	N
10/12/2023	5	5	6	N	N	N
08/31/2022	6	7	7	N	N	N
07/19/2022	5	5	6	N	N	N
06/16/2022	5	5	6	N	N	N
02/10/2022	5	6	7	N	N	N
09/23/2021	5	6	7	N	N	N
06/18/2020	5	6	7	N	N	N
06/05/2018	5	7	7	N	N	N
05/19/2016	6	7	7	N	N	N
05/15/2014	6	7	7	N	N	N
06/20/2012	7	7	8	N	N	N
06/01/2010	7	7	8	N	N	N
06/26/2008	7	8	8	N	N	N
07/06/2006	7	8	8	N	N	N
07/28/2004	7	8	8	N	N	N
08/05/2002	7	8	8	N	N	N
08/01/2000	7	8	8	N	N	N