



Latitude:34.75461, Longitude:-92.29506

Route:10 Section:08 Log:14.437

Arnold Road ID:60x10x8xA, Arnold Log mile:14.256

District 06, 119 - Pulaski County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

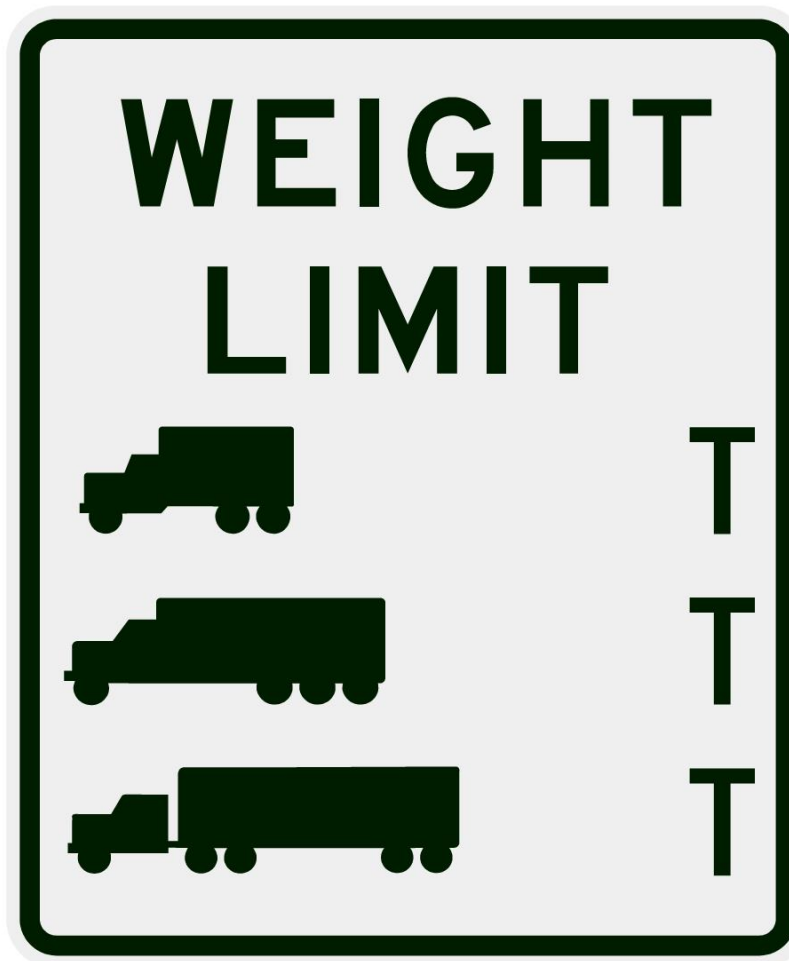
### Bridge Posting Information

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

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

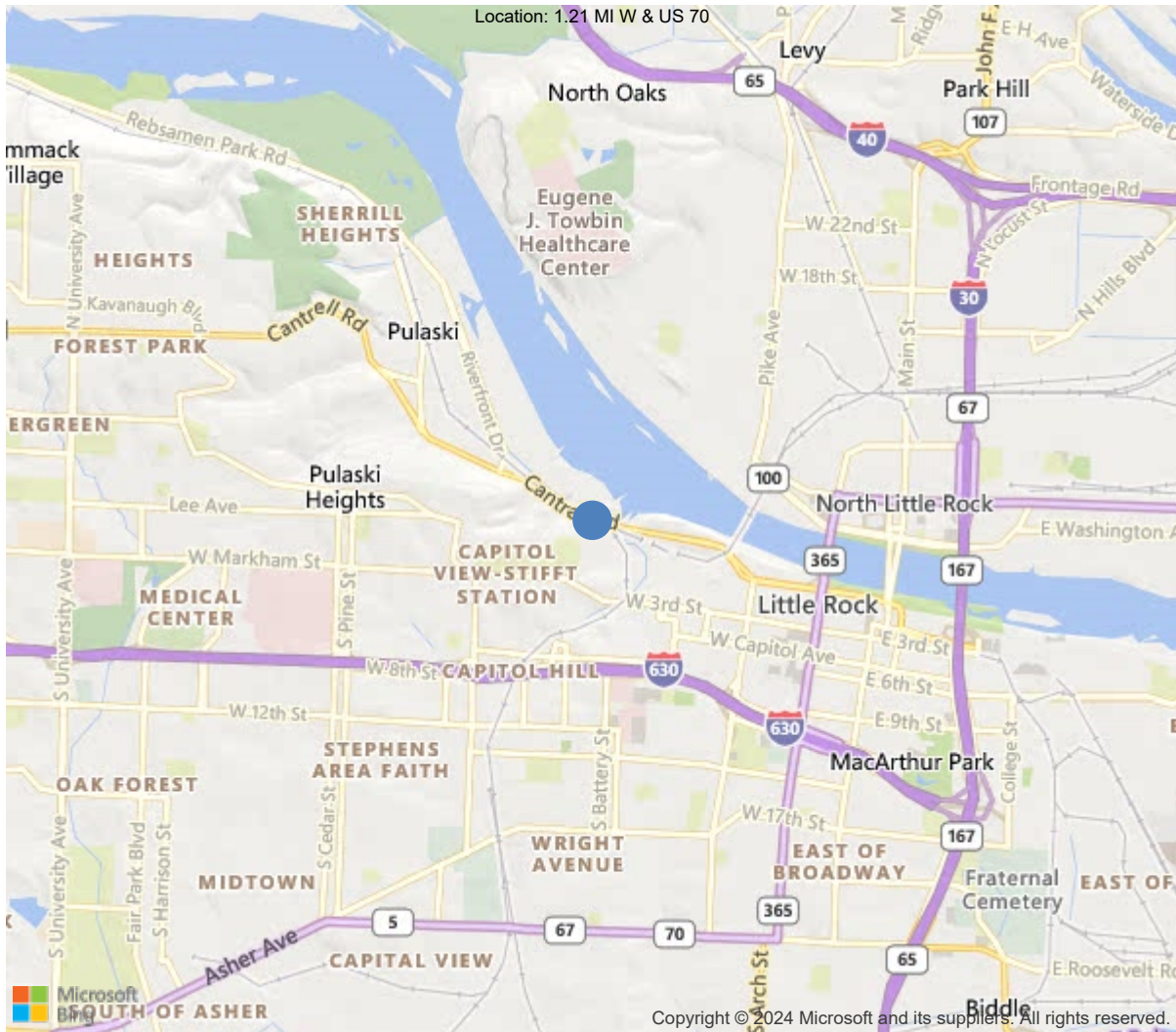
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR





34.75461, -92.29506



Asset #A1538(Routine, Underwater type 2)

SH 10-SEC 8, WB LN over Gill St/RR/Rose Bayou

Location: 1.21 MI W & US 70

Team Lead: Keith Harris Inspection Date: 06/27/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A1538
(5) Inventory Route	1
(2) Highway Agency District	06 - District 06
(3) County Code	119 - Pulaski County
(4) Place Code	41000
(6) Features Intersected	Gill St/RR/Rose Bayou
(7) Facility Carried	SH 10-SEC 8, WB LN
(9) Location	1.21 MI W & US 70
(11) Mile Point	14.437 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000010080
(16) Latitude	34.75461
(17) Longitude	-92.29506
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	23
(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	1961
(106) Year Reconstructed	0
(42) Type of Service	18
On	1 - Highway
Under	8 - Highway-waterway-railroad
(28) Lane	
On	2
Under	2
(29) Average Daily Traffic	21884
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	85 ft
(49) Structure Length	935 ft
(50) Curb or Sidewalk Width	
Left	1.4 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	25.9 ft
(52) Deck Width Out to Out	27.3 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 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	59.1 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	26.92 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	1 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	1
(26) Functional Class	14 - Urban Other Principal Art
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	L - The left structure of para
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	4
(60) Substructure	5
(61) Channel & Channel Protection	6
(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	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	2
(69) Clearances, Vertical/Horizontal	2
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	977 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 176
(96) Total Project Cost	\$ 1728
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	18794
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/27/2023		
(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.			





**Asset #A1538**(Routine, Underwater type 2)  
**SH 10-SEC 8, WB LN over Gill St/RR/Rose Bayou**  
**Location: 1.21 MI W & US 70**  
**Team Lead: Keith Harris Inspection Date: 06/27/2023**

### **General Observation**

Inspected by Bent numbering backward to log mile.

Man lift and ladder is needed for inspection.

Special recurring inspection for item 59 rating of 4

Letting for Bridge replacement is scheduled for November 2023

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

overall deck is in fair condition. Spalls with exposed rebar/cracks on soffit.

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**59 - Superstructure** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

overall superstructure is in poor condition. Extensive section loss to beam ends.

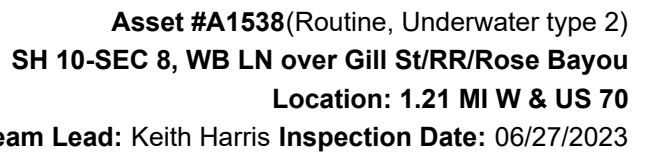
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**60 - Substructure** (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall substructure is in fair condition

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	25526	12478	12866	182	0
1080	Delamination/Spall/Patched Area	SF	151	0	145	6	0
1090	Exposed Rebar	SF	26	0	0	26	0
1120	Efflorescence/Rust Staining	SF	3585	0	3435	150	0
1130	Cracking (RC and Other)	SF	9286	0	9286	0	0
510	Wearing Surfaces	SF	24268	19991	4259	18	0
3210	Delam/Spall/Patched Area/Pothole	SF	162	0	144	18	0
3220	Crack (Wearing Surface)	SF	4115	0	4115	0	0
(12) The soffit of all spans have cracks and cracks with efflorescence. The deck has numerous concrete patches. (510-12) Asphalt wearing surface is spalled at every joint.							
107	Steel Open Girder/Beam	LF	4675	0	222	4135	318
1000	Corrosion	LF	4670	0	221	4133	316
1010	Cracking	LF	1	0	1	0	0
1900	Distortion	LF	4	0	0	2	2
515	Steel Protective Coating	SF	34642	0	0	16975	17667
3420	Peeling/Bubbling/Cracking	LF	34642	0	0	16975	17667
(107) All steel beams have moderate to heavy surface rust with pitting. Beam ends at bents 1, 2, 3, 4, 5, 6, 7, 8,15, 16, 17,18 and 19 have holes in the webs at the haunch and the lower web near the bottom flange and section loss with up to 3/8" pitting to lower flange. Bent 4 span 4 beam 2 right side. Lower flange bowed up to 1/8" due pack rust between lower flange and diaphragm. State forces have made section loss repairs at bents 12,4,5,6,7,8,9,13,14,1516&17. See M.S. section loss and section loss repair sketch.  Added 2021: Updates to the section loss sketch in this report. Bent 15, beam 5: end of beam with significant section loss to the web and bottom flange. Minor Out of plane bending to the web at this location. Also, the bottom flange with moderate section loss to it back from the bearing up to 1 foot. ( 3/8" of flange left.) Back of Bent 22, span 22, beam 1 left side: web has some out of plane bending due to pack rust at the haunch on the opposite side  2023: Abutment 1 span 1 beam 4, left bottom flange is down to a knives edge over bearing. 6" from beam end. Bent 6, span 6, beam 3: 10"x1" holes in the web at the haunch where it nearly goes to the end of the girder and lower web just back from the diaphragm. 4"x4" hole in lower web in front of diaphragm. 1" hole behind diaphragm. 1/2" section loss to left side of bottom flange 1" in front of bearing. span 15, bent 15, beam 2: 4"x1" hole in lower web. Bottom on left side only has 1/8" remaining and is distorted from pack rust under diaphragm Bent 16, span 16 beam 1. Right bottom flange is down to a knives edge. 3/8" section loss to lower web and haunch area. Span 17 bent 17 beam 5, left bottom flange is down to a knives edge 5' in length. 14"x5" hole in lower web. 5/16" section loss in haunch area.  2022: Ahead bent 21, span 22, beam 1: beam has severe section loss to the bottom flange at the bearing. Bent 22, span 22, beam 1, right side: bottom flange with severe section loss at its bearing area. The beam doesn't have much section left.							
205	Reinforced Concrete Column	EA	46	21	6	19	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1080	Delamination/Spall/Patched Area	EA	6	0	3	3	0
1090	Exposed Rebar	EA	16	0	0	16	0
1130	Cracking (RC and Other)	EA	3	0	3	0	0
(205)	Bent 1 column 1 exposed rebar Bent 3 column 2 exposed rebar Bent 5 column 1 has small spall Bent 7 column 1 exposed rebar Bent 8 column 2 has large spall with exposed rebar. Bent 9 column 1 small spall. Bent 9 column 2 exposed rebar Bent 11 column 2 small spall and crack. Bent 11 column 1 exposed rebar Bent 12 columns 1&2 exposed rebar Bent 13 columns 1&2 exposed rebar Bent 14 column 1 exposed rebar Bent 16 column 1 large spall with exposed rebar. Bent 17 columns 2 Bent 18 column 2 crack. Bent 22 column 1 has a spall						
215	Reinforced Concrete Abutment	LF	60	44	1	15	0
1080	Delamination/Spall/Patched Area	LF	10	0	0	10	0
1090	Exposed Rebar	LF	5	0	0	5	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
(215)	Abutment 1 spall with rebar under beam 4. Abutment 2 large spall with exposed rebar under bearing 2. 50% loss of bearing area. Large delams in repairs under beams 1&3						
234	Reinforced Concrete Pier Cap	LF	661	574	36	51	0
1080	Delamination/Spall/Patched Area	LF	14	0	14	0	0
1090	Exposed Rebar	LF	26	0	0	26	0
1130	Cracking (RC and Other)	LF	47	0	22	25	0
(234)	Bent 1 ahead, bent 8 ahead, bent 9 bottom, bent 10 back and ahead, bent 12 bottom, bent 13 ahead, bent 18 bottom all have spalls with exposed rebar. Spalls at bent 15 have been repaired by state forces. Bent 21 large crack across the face						
311	Movable Bearing	EA	115	0	0	115	0
1000	Corrosion	EA	115	0	0	115	0
(311)	All bearings have severe corrosion						
313	Fixed Bearing	EA	115	0	0	115	0
1000	Corrosion	EA	115	0	0	115	0
(313)	Severe corrosion to all bearings						





**Asset #A1538**(Routine, Underwater type 2)  
**SH 10-SEC 8, WB LN over Gill St/RR/Rose Bayou**  
**Location: 1.21 MI W & US 70**  
**Team Lead: Keith Harris Inspection Date: 06/27/2023**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
330	Metal Bridge Railing	LF	937	937	0	0	0
331	Reinforced Concrete Bridge Railing	LF	937	817	120	0	0
1130	Cracking (RC and Other)	LF	120	0	120	0	0
(331) scattered small cracks in rail							



Elevation



Approach looking west



Deck overview



Span 10 exposed rebar on soffit





Span 8 soffit view



Upstream channel



Downstream channel



Span 21 beam 1 at bent 21 t-splice repair





06/29/2023

Bent 1, beam 1 right side: section loss up to 3/8" to the end of web and haunch area. Bottom flange with 1/16" section loss



06/29/2023

Bent 1 span 1 beam 4, 3"x1/2" hole in lower web 13" from beam end.



06/29/2023

bent 8 column 1 spall with exposed rebar 3 spalls with exposed rebar.



06/22/2021

Back of Bent 22, span 22, beam 1 left side: web has some out of plane bending due to pack rust at the haunch on the opposite side



Ahead side of bent 21: large horizontal crack runs along the entire face. (Approximately up to 1/8" in width.)



## Maintenance Needs

**Date Reported:** 06/29/2021

**Priority:** A - Safety deficiency; requires prompt action

**Status:** Assigned

**Type of Work:** Repair (General)

**Component:** Element

## Deficiency Description

2023: Abutment 1 span 1 beam 1, 8" of left side of bottom flange has 100%. 1/2" hole in lower web 6" from beam end. Right bottom flange has 75% section loss over bearing  
Bent 6, span 6, beam 3: 10"x1" holes in the web at the haunch where it nearly goes to the end of the girder and lower web just back from the diaphragm. 4"x4" hole in lower web in front of diaphragm. 1" hole behind diaphragm. 1/2" section loss to left side of bottom flange 1" in front of bearing.  
span 15, bent 15, beam 2: 4"x1" hole in lower web. Bottom on left side only has 1/8" remaining and is distorted from pack rust under diaphragm  
Bent 16, span 16 beam 1. Right bottom flange is down to a knives edge. 3/8" section loss to lower web and haunch area.  
Span 17 bent 17 beam 5, left bottom flange is down to a knives edge 5' in length. 14"x5" hole in lower web. 5/16" section loss in haunch area.

2022: Ahead bent 21, span 22, beam 1: beam has severe section loss to the bottom flange at the bearing.  
Bent 22, span 22, beam 1, right side: bottom flange with severe section loss at its bearing area. The beam doesn't have much section left.

## Remarks

Assigned to Bridge crew 7-7-2021



Abutment 1 span 1 beam 1, 8" of left side of bottom flange has 100%. 1/2" hole in lower web 6" from beam end. Right bottom flange has 75% section loss over bearing



Ahead bent 21, span 22, beam 1: beam has severe section loss to the right bottom flange at the bearing.





06/29/2023

span 15, bent 15, beam 2: 4"x1" hole in lower web. Bottom on left side only has 1/8" remaining and distorted from pack rust under diaphragm



06/29/2023

Span 17 bent 17 beam 5, left bottom flange is down to a knives edge 5' in length. 14"x5" hole in lower web. 5/16" section loss in haunch area.



06/29/2023

Span 17 bent 17 beam 5, left bottom flange is down to a knives edge 5' in length. 14"x5" hole in lower web. 5/16" section loss in haunch area.



06/29/2023

Bent 16, span 16 beam 1. Right bottom flange is down to a knives edge. 3/8" section loss to lower web and haunch area.





Bent 16 span 16 beam 5 t-splice repair 2023



Bent 16 span 16 beam 2, t-splice repair 2023



Abutment 1 span 1 beam 4, left bottom flange is down to a knives edge over bearing. 6" from beam end.



Bent 6, span 6, beam 3: 10"x1" holes in the web at the haunch where it nearly goes to the end of the girder and lower web just back from the diaphragm. 4"x4" hole in lower web in front of diaphragm. 1" hole behind diaphragm. 1/2" section loss to left side of bottom flange 1" in front of bearing.





06/20/2022

Bent 22, span 22, beam 1: web has some out of plane bending due to severe section loss. 2022



06/22/2021

Bent 16, beam 1, span 15: section loss to both upper and lower web and bottom flange edge down to knives edge 8 inches in length back from diaphragm



06/20/2022

Bent 22, span 22, beam 1: bottom flange with severe section loss at it's bearing area.



06/22/2021

Bent 22, span 22, beam 1, right side: bottom flange with severe section loss at its bearing area. The beam doesn't have much section left.





Ahead bent 21, span 22, beam 1: beam has severe section loss to the bottom flange at the bearing.

### Maintenance Needs

**Date Reported:** 06/10/2016

**Priority:** B - Pressing

**Type of Work:** Repair (General)

**Status:** Forward State

**Component:** Element

---

### Deficiency Description

Holes in the webs and 1/4" pitting to lower flanges and 3/16" pitting to webs of beam ends at bents 1,2,3,4,5,6,7,8,9,10,15,16,17,18,&19. See photos and section loss sketch in the report.

2021: Added multiple new photos in the superstructure element and updated MicroStation sketch.

2023: New photos and updated MicroStation Sketch.

### Remarks

---



Span 18, bent 18, beam 3: 6"x2" hole in haunch area.  
5/16" section loss in lower web.



Span 15, bent 15, beam 3: 5"x1" hole in haunch and  
lower web.





06/29/2023

Bent 8, span 8, beam 4: section loss at the beam end with 1"x 2" hole in lower Web 10" from beam end 1" hole in haunch



06/29/2023

Bent 8, span 8, beam 2: section loss at the beam end with 2"x 2" hole in lower Web 10" from beam end 1" hole in haunch



06/29/2023

Bent 7, span 7, beam 4: section loss at the beam end with 2"x 1" hole in lower Web 10" from beam end and 7" x 1" hole in haunch



06/29/2023

Bent 6, span 6, beam 4: section loss at the beam end with 3"x1" hole in lower Web 10" from beam end and 3"x2" hole in haunch





Bent 5, span 5, beam 5: section loss at the beam end with 6"x2" hole in lower web 12" from beam end and 3"x2" hole in haunch



Bent 5, span 5, beam 3: section loss at the beam end with 8"x1" hole in lower web 12" from beam end and 5"x1" hole in haunch



Bent 2, span 2, beam 1: 1" Hole in the web at the haunch.



Bent 3, span 2, beam 1: 1-1/2" hole in the web at the haunch. 3"x1" hole in lower web





Bent 6 beam 3 holes in the upper and lower web



Bent 5 beam 2 back hole in the web.



Bent 19, span 19, beam 5: large hole in web.2022

**Maintenance Needs**

**Date Reported:** 06/27/2023

**Priority:** B - Pressing

**Type of Work:** Substructure Repair

**Status:** Open

**Component:** Substructure

---

**Deficiency Description**

Abutment 2 has a spall under beam 2 with 50% section loss to bearing area.  
Previous repairs under beams 1&3 have delams.

**Remarks**

---



Abutment 2, spall 50% bearing loss area



**Maintenance Needs**

**Date Reported:** 06/30/2015

**Priority:** C - Important

**Type of Work:** (Inactive) (Inactive) 9 - None

**Status:** Monitor

**Component:**

---

**Deficiency Description**

Columns and caps at bents 1,3,5,7,8, 9, 10,11, 12, 13, 14,15, 17 and 18 have spalls with rebar exposed.

**Remarks**

---



Bent 8 column 1 spall with exposed rebar



Bent 8 column 2 spall with exposed rebar.



Bent 16 column 1 spall with exposed rebar.



### Maintenance Needs

Date Reported: 06/30/2015

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component:

### Deficiency Description

Span 3 soffit between beams 3 & 4 large delamination. Span 6 between beams 1 & 2 delamination.  
Span 4 soffit between beams 3 & 4: heavy amount of cracking and efflorescence build up.

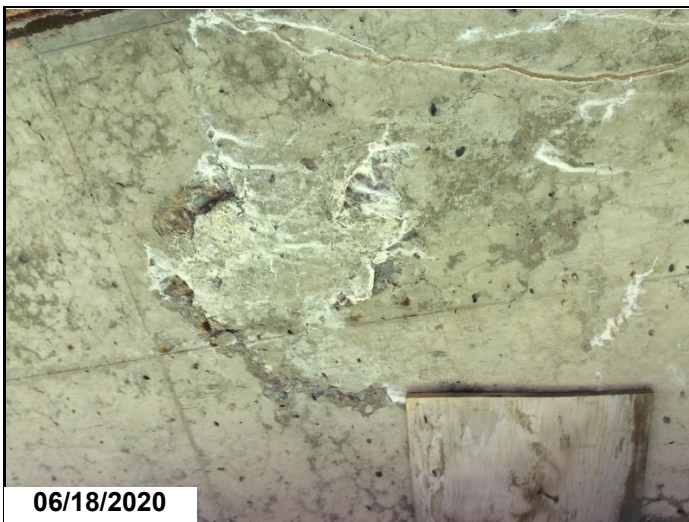
### Remarks



Span 6 soffit between beams 1 & 2 delam.



Span 3 soffit between beams 3 & 4 delam.



Span 3 soffit between beams 3 & 4 large delamination.



Span 4 soffit between beams 3 & 4.



### Maintenance Needs

**Date Reported:** 06/06/2018

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

---

### Deficiency Description

Bearings have both anchorage bolts missing at the following locations:

Bent 9 Ahead side bearings 1-5

Bent 10 ahead and back side bearings 1-5.

Bent 11 Back side bearings 1,2 & 5 Ahead side 1-5

Bent 12 Back side bearings 1,2,4 and 5.

### Remarks

---



Span 10 at bent 9 anchor bolts missing



Bent 9 bearing at beams 2 & 3 ahead missing anchor bolts.



Bent 9, span 10, beam 2: bearing is missing anchor bolts.  
Common to all moveable bearings at this bent



Bent 9 bearings on the ahead side have both anchor bolts rusted out on all five girders. This is typical at bents 10-12 also.





**Asset #A1538**(Routine, Underwater type 2)  
**SH 10-SEC 8, WB LN over Gill St/RR/Rose Bayou**  
**Location: 1.21 MI W & US 70**  
**Team Lead: Keith Harris Inspection Date: 06/27/2023**

**Maintenance Needs**

**Date Reported:** 06/28/2021

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** Forward State

**Component:** Miscellaneous

---

**Deficiency Description**

Left curb unit deteriorating in multiple locations.

**Remarks**

---



Left side of span 5: curb unit deteriorating in multiple locations.

**Maintenance Needs**

**Date Reported:** 06/28/2023

**Priority:** D- Routine

**Type of Work:** Miscellaneous

**Status:** Open

**Component:** Deck

---

**Deficiency Description**

Spalls in asphalt overlay

**Remarks**

---



Most joints have spalls in asphalt overlay



Spalls in asphalt overlay





## Routine Maintenance

### Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	Yes
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-54 - Sealable Deck Cracks (No)**

**A-55 - Deck Washing Needed (No)**

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



**Asset #A1538**(Routine, Underwater type 2)  
**SH 10-SEC 8, WB LN over Gill St/RR/Rose Bayou**  
**Location: 1.21 MI W & US 70**  
**Team Lead: Keith Harris Inspection Date: 06/27/2023**

**A-57 - Girder End and Bearing Painting Needed (Yes)**

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

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

**A-60 - Full Girder Painting Needed (Yes)**

**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)**





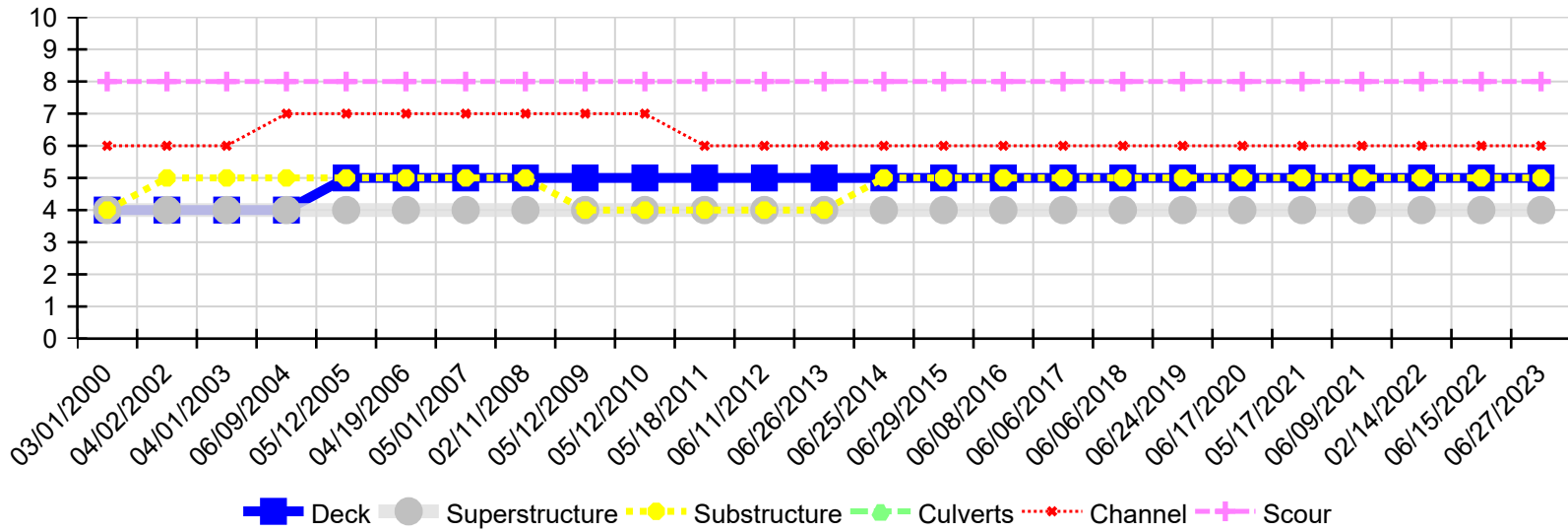
Asset #A1538(Routine, Underwater type 2)

SH 10-SEC 8, WB LN over Gill St/RR/Rose Bayou

Location: 1.21 MI W & US 70

Team Lead: Keith Harris Inspection Date: 06/27/2023

### Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/27/2023	5	4	5	N	6	8
06/15/2022	5	4	5	N	6	8
02/14/2022	5	4	5	N	6	8
06/09/2021	5	4	5	N	6	8
05/17/2021	5	4	5	N	6	8
06/17/2020	5	4	5	N	6	8
06/24/2019	5	4	5	N	6	8
06/06/2018	5	4	5	N	6	8
06/06/2017	5	4	5	N	6	8
06/08/2016	5	4	5	N	6	8
06/29/2015	5	4	5	N	6	8
06/25/2014	5	4	5	N	6	8
06/26/2013	5	4	4	N	6	8
06/11/2012	5	4	4	N	6	8
05/18/2011	5	4	4	N	6	8
05/12/2010	5	4	4	N	7	8
05/12/2009	5	4	4	N	7	8
02/11/2008	5	4	5	N	7	8
05/01/2007	5	4	5	N	7	8
04/19/2006	5	4	5	N	7	8
05/12/2005	5	4	5	N	7	8
06/09/2004	4	4	5	N	7	8
04/01/2003	4	4	5	N	6	8
04/02/2002	4	4	5	N	6	8
03/01/2000	4	4	4	N	6	8