

Bridge M2648 Inspection Report



Latitude:33.66103, Longitude:-92.35427

Route:274 Section:03 Log:11.768

Arnold Road ID:7x274x3xA, Arnold Log mile:11.771

District 07, 13 - Calhoun County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

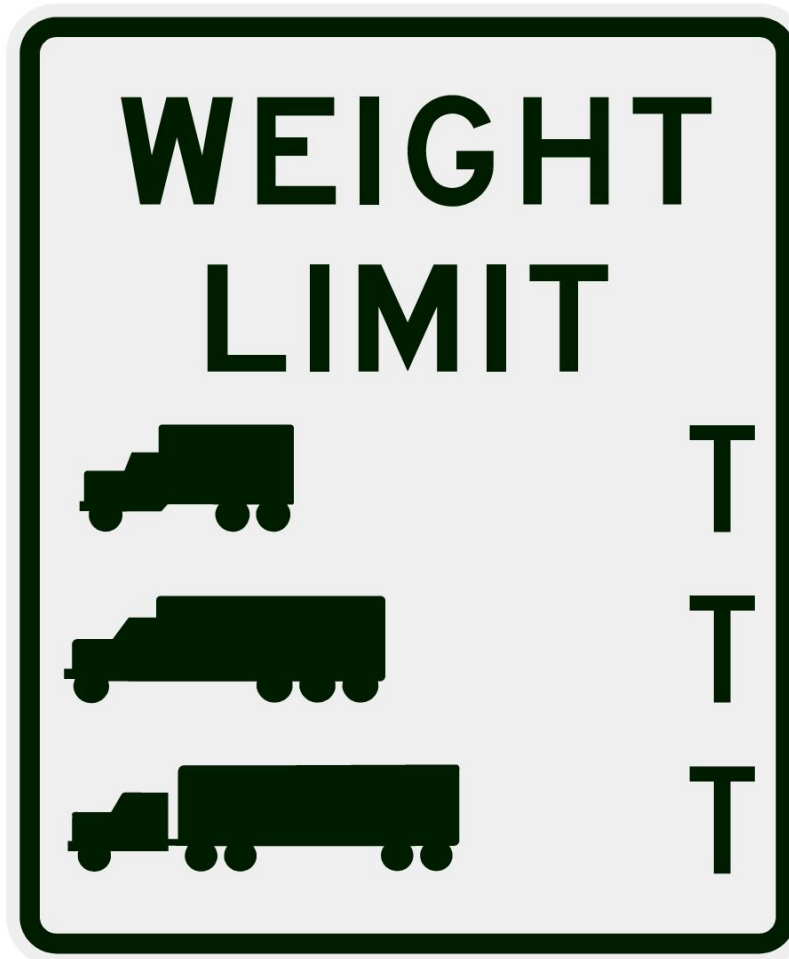
Bridge Posting Information

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

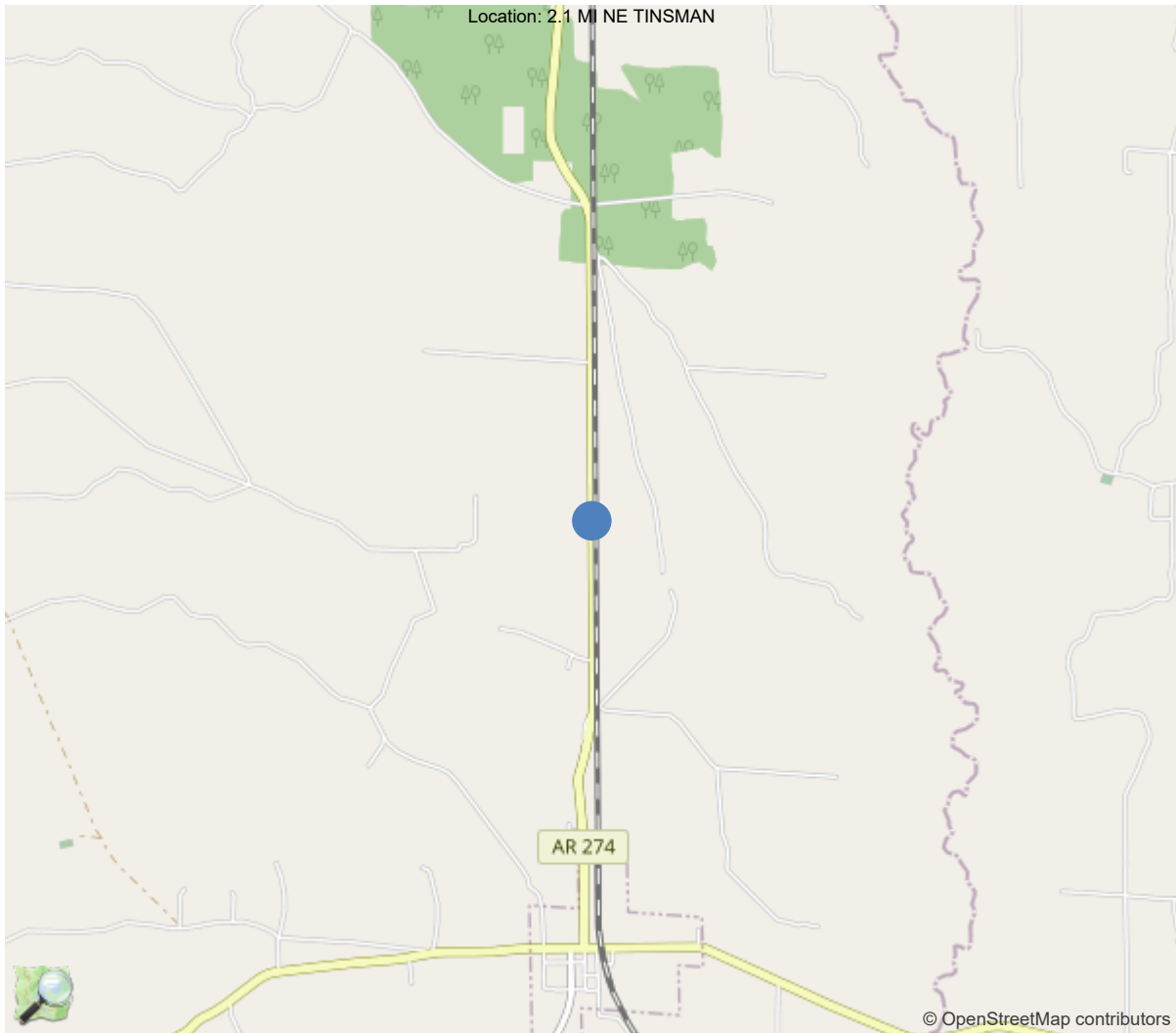
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	38		
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



33.66103, -92.35427



Asset #M2648(Routine, Underwater type 2)

SH 274 S-3 LM11.77 over WHITE WATER CREEK

Location: 2.1 MI NE TINSMAN

Team Lead: John Parks Inspection Date: 08/27/2024

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2648
(5) Inventory Route	1
(2) Highway Agency District	07 - District 07
(3) County Code	13 - Calhoun County
(4) Place Code	0
(6) Features Intersected	WHITE WATER CREEK
(7) Facility Carried	SH 274 S-3 LM11.77
(9) Location	2.1 MI NE TINSMAN
(11) Mile Point	11.768 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.6610304103577
(17) Longitude	-92.354268083175
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	12
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(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	1966
(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	500
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	32 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	228 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	24.3 ft
(52) Deck Width Out to Out	25.2 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	24.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	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	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 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	6
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	45
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	6
(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	7 - Countermeasures have been installed
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	501
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/27/2024		
(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: John Parks, Inspection Date: 08/27/2024

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	M2648
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1966

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	13 - Calhoun County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	07 - District 07
B.L.05 Latitude	33.6610304103577
B.L.06 Longitude	-92.354268083175
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	2.1 MI NE TINSMAN
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	224
B.G.02 Total Bridge Length	228
B.G.03 Max Span Length	19
B.G.04 Min Span Length	19
B.G.05 Bridge Width Out-to-Out	25.3
B.G.06 Bridge Width Curb-to-Curb	24.3
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	27.9

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	10
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	5760.3

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
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	0.75
B.LR.06 Operating Load Rating Factor	1.25
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	N - No E/E' details
B.IR.03 UW Inspection Required	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	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	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	5 - FAIR - Some moderate defec
B.C.09 Channel Condition Rating	5 - FAIR - Moderate defects; b
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	5 - Moderate scour; strength a
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	

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	BCE-T - TEMP - Undesigned scour cou
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

SPAN SETS			
M1			
B.SP.02 # of Spans	12	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	7	B.SP.09 Deck Material and Type	C02 - Reinforced concrete - pr
B.SP.04 Span Material	C02 - Reinforced concrete - pr	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	G07 - Girder/beam - channel ad	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			
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	P05 - Pile - timber
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv
P1			
B.SB.02 No. of Substructure Units	11	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	500
B.F.03 Feature Name	SH 274 S-3 LM11.77	B.H.10 Annual ADTT	5
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	25.5
B.H.07 LRS Mile Point	11.768	B.H.17 Bypass Detour Length	32
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	1	274	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline



Team Lead: John Parks, Inspection Date: 08/27/2024

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	WHITE WATER 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 and 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
----------------------------------	----------------------------------	----------------------	-----------------------



Asset #M2648(Routine, Underwater type 2)

SH 274 S-3 LM11.77 over WHITE WATER CREEK

Location: 2.1 MI NE TINSMAN

Team Lead: John Parks Inspection Date: 08/27/2024

Inspection Notes

General Observation

This bridge is Precast Channel Unit spans with stub abutments and pile bents. Waders are used for access to inspect the underside of all spans and pile bents. Inspection tools used are probing rods, tape measures, levels, and flashlights.

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

Deck is rated 6 due to the top flange having scattered spalls through out the top and under surface.

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

The superstructure is rated 6 due to the channel unit legs having scattered spalls, spalls with exposed rebar, and cracking through out the bridge.

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

The substructure is rated 6 due to spalls on the caps, timber piles having minor cracks and several piles have been spliced.

Bent 5, right end, Pile 5 is ahead of center of the cap, the units are centered on the cap. Piles 2 - 5 get progressively farther ahead of center of the cap the further you look right. Bent 6, 7, and 8 are similar.

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

The channel is rated 5 due to the stream alignment, banks slumping, and debris in the creek. The channel approaches the bridge near the left side of Bent 11, runs down the left side of the bridge, and exits the bridge at Bent 3.

B.C.05 Bridge Railing Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

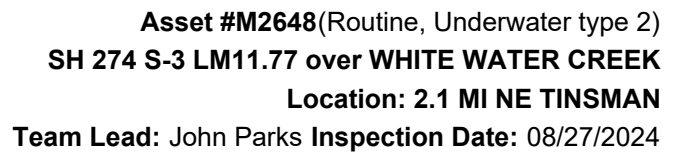
The bridge rail is rated 6 due to the entire length has surface corrosion.

B.C.08 Bridge Joints Condition Rating (5 - FAIR - Some moderate defects.)

The joints are rated 5 due to being full of debris.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (5 - Moderate scour; strength and stability of the bridge are not affected.)

The scour condition is rated 5 due to the abutment embankments being scoured and the left side of the bridge has local scour. The stream bed is silty sand material.

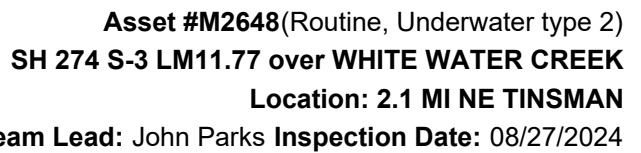


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span 12: Top surface, 5SF spall CS2. Under surface, no defects observed. (510-16) No defects observed.							
110	Reinforced Concrete Open Girder/Beam	LF	1596	1282	111	203	0
1080	Delamination/Spall/Patched Area	LF	71	0	25	46	0
1090	Exposed Rebar	LF	22	0	0	22	0
1120	Efflorescence/Rust Staining	LF	5	0	1	4	0
1130	Cracking (RC and Other)	LF	216	0	85	131	0
(110) Span 1: Unit 1 Left leg, no defects observed. Right leg, no defects observed. Unit 2 Left leg, no defects observed. Right leg, 4LF cracking CS2 Unit 3 Left leg, ahead of Bent 1, 8LF cracking CS3. Back of mid span, 2LF spall CS3. Right leg, 2LF cracking CS2. Unit 4 Left leg, Ahead of mid span, 2LF cracking CS3. Right leg, 8LF cracking CS2. Unit 5 Left leg, no defects observed. Right leg, 8LF cracking CS2. Unit 6 Left leg, at mid span 12LF cracking CS3. Right leg, no defects observed. Unit 7 Left leg, no defects observed. Right leg, no defects observed.							
Span 2: Unit 1 Left leg, no defects observed. Right leg, back of mid span, 6LF cracking CS3. Unit 2 Left leg, no defects observed. Right leg, no defects observed. Unit 3 Left leg, no defects observed. Right leg, 1LF spall CS2. Unit 4 Left leg, 3LF cracking CS2. Right leg, no defects observed. Unit 5 Left leg, no defects observed. Right leg, at mid span, 1LF spall CS3. Unit 6 Left leg, 4LF cracking CS2. Right leg, 4LF cracking CS2. Unit 7 Left leg, 3' back of mid span 2LF cracking CS3. Right leg, 2' ahead of mid span, 2LF cracking CS3.							
Span 3: Unit 1 Left leg, no defects observed. Right leg, 12LF cracking CS2 Unit 2 Left leg, no defects observed. Right leg, 2LF spall CS2 Unit 3 Left leg, at mid span, 3LF cracking CS3 Right leg, no defects observed. Unit 4 Left leg, no defects observed. Right leg, no defects observed. Unit 5 Left leg, no defects observed. Right leg, 2LF cracking CS2.							



Asset #M2648(Routine, Underwater type 2)
SH 274 S-3 LM11.77 over WHITE WATER CREEK
Location: 2.1 MI NE TINSMAN
Team Lead: John Parks Inspection Date: 08/27/2024

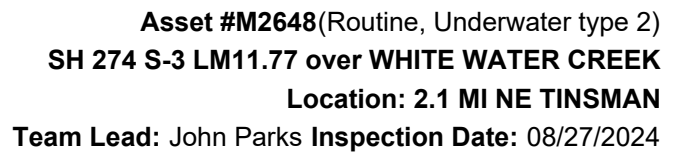
ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Right leg, 2LF cracking CS2. Unit 3 Left leg, 2LF cracking CS2. Right leg, no defects observed. Unit 4 Left leg, no defects observed. Right leg, 1LF spall CS2. Unit 5 Left leg, 2' ahead of Bent 7, 15LF cracking CS3. Right leg, back of mid span, 7LF cracking CS3. Unit 6 Left leg, ahead of mid span, 2LF cracking CS3. Right leg, no defects observed. Unit 7 Left leg, at Bent 7, 2LF efflorescence CS3. At Bent 8, 2LF efflorescence CS3. 4LF cracking CS2 Right leg, no defects observed.						
	Span 8: Unit 1 Left leg, no defects observed. Right leg, 1LF spall CS2. Unit 2 Left leg, no defects observed. Right leg, no defects observed. Unit 3 Left leg, 1' ahead of mid span, 4LF exposed rebar CS3. Right leg, no defects observed. Unit 4 Left leg, at mid span, 1LF spall CS3. Right leg, 3' ahead of Bent 8, 3LF spall CS3. Back of mid span 6LF cracking CS3. Unit 5 Left leg, no defects observed. Right leg, 1LF spall CS2. Unit 6 Left leg, no defects observed. Right leg, 2LF spall CS2 Unit 7 Left leg, no defects observed. Right leg, 4LF spall CS2						
	Span 9: Unit 1 Left leg, no defects observed. Right leg, no defects observed. Unit 2 Left leg, no defects observed. Right leg, no defects observed. Unit 3 Left leg, 4LF cracking CS2 Right leg, no defects observed. Unit 4 Left leg, 1LF cracking CS2, 1LF spall CS2. Right leg, no defects observed. Unit 5 Left leg, no defects observed. Right leg, no defects observed. Unit 6 Left leg, 1' back of mid span, 4LF exposed rebar CS3. Ahead of Bent 9, 2LF cracking CS3. Right leg, 2' back of mid span, 3LF exposed rebar CS3. Unit 7 Left leg, no defects observed. Right leg, 1LF spall CS2.						
	Span 10: Unit 1 Left leg, no defects observed. Right leg, no defects observed. Unit 2 Left leg, mid span, 2LF cracking CS3. Right leg, no defects observed. Unit 3 Left leg, no defects observed. Right leg, no defects observed. Unit 4 Left leg, no defects observed. Right leg, at mid span, 1LF spall CS3. Ahead of mid span, 1LF cracking CS3. Unit 5 Left leg, 5LF cracking CS2. Right leg, at mid span, 1LF exposed rebar CS3. Unit 6 Left leg, no defects observed. Right leg, no defects observed.						

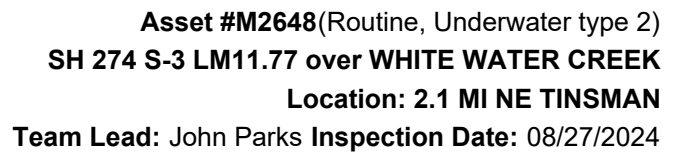


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Unit 7 Left leg, 6' ahead of Bent 10, 3LF cracking CS3. Ahead of mid span, 3LF exposed rebar CS3. Right leg, no defects observed.							
Span 11:							
Unit 1 Left leg, no defects observed.							
Right leg, 1LF spall CS2							
Unit 2 Left leg, at mid span, 1LF cracking CS3. 1LF spall CS2.							
Right leg, no defects observed.							
Unit 3 Left leg, no defects observed.							
Right leg, no defects observed.							
Unit 4 Left leg, no defects observed.							
Right leg, no defects observed.							
Unit 5 Left leg, back of mid span, 6LF cracking CS3. Ahead of mid span 8LF spall CS3.							
Right leg, no defects observed.							
Unit 6 Left leg, no defects observed.							
Right leg, no defects observed.							
Unit 7 Left leg, no defects observed.							
Right leg, no defects observed.							
Span 12:							
Unit 1 Left leg,							
Right leg, 2' ahead of Bent 12, 12LF cracking CS3.							
Unit 2 Left leg, 3' ahead of Bent 12, 10LF spall CS3.							
Right leg, no defects observed.							
Unit 3 Left leg, back of mid span, 3LF cracking CS3.							
Right leg, no defects observed.							
Unit 4 Left leg, 2LF cracking CS3.							
Right leg, 2' back of mid span, 3LF spall CS3.							
Unit 5 Left leg, no defects observed.							
Right leg, no defects observed.							
Unit 6 Left leg, no defects observed.							
Right leg, no defects observed.							
Unit 7 Left leg, no defects observed.							
Right leg, no defects observed.							
215	Reinforced Concrete Abutment	LF	56	0	53	3	0
1080	Delamination/Spall/Patched Area	LF	3	0	0	3	0
6000	Scour	LF	53	0	53	0	0
(215) Bent 1:							
Below Unit 1, 1LF spall CS3. Right end, 2LF spall CS3.							
Entire length embankment has settled 10" below the stub. 25LF scour CS2							
Bent 13:							
Entire length embankment has settled 10" below the stub. 28LF scour CS2							
228	Timber Pile	EA	55	19	33	3	0
1160	Crack (Timber)	EA	36	0	33	3	0
(228) Bent 2:							
Pile 1, spliced with concrete collar.							
Pile 2, 1Each crack CS2							
Pile 3, spliced with concrete collar.							
Pile 4, spliced with concrete collar.							
Pile 5, spliced with concrete collar.							

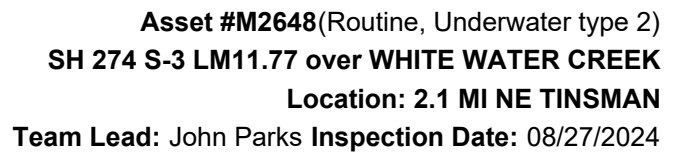


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 3:							
	Pile 1, spliced with concrete collar.						
	Pile 2, spliced with concrete collar.						
	Pile 3, 1Each crack CS2						
	Pile 4, spliced with concrete collar.						
	Pile 5, spliced with concrete collar.						
Bent 4:							
	Pile 1, spliced with concrete collar.						
	Pile 2, 1Each shake CS2						
	Pile 3, 1Each crack CS2						
	Pile 4, spliced with concrete collar.						
	Pile 5, spliced with concrete collar.						
Bent 5:							
	Pile 1, 1Each crack CS2						
	Pile 2, 1Each crack CS2						
	Pile 3, 1Each crack CS2						
	Pile 4, 1Each crack CS2						
	Pile 5, 1Each crack CS2						
Bent 6:							
	Pile 1, 1Each crack CS2						
	Pile 2, 1Each crack CS2						
	Pile 3, 1Each crack CS2						
	Pile 4, spliced with concrete collar.						
	Pile 5, 1Each crack CS2						
Bent 7:							
	Pile 1, 1Each crack CS2						
	Pile 2, 1Each crack CS2						
	Pile 3, 1Each crack CS2						
	Pile 4, 1Each crack CS2						
	Pile 5, 1Each crack CS2						
Bent 8:							
	Pile 1, 1Each crack CS2						
	Pile 2, 1Each crack CS2						
	Pile 3, 1Each crack CS2						
	Pile 4, 1Each crack CS2						
	Pile 5, 1Each crack CS2						
Bent 9:							
	Pile 1, spliced with concrete collar.						
	Pile 2, 1Each crack CS2						
	Pile 3, 1Each crack CS2						
	Pile 4, 1Each crack CS2						
	Pile 5, 1Each crack CS2						
Bent 10:							





ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Under surface, no defects observed. Ahead side, below Unit 4, 2LF spall CS2.						
	Bent 8: Back side, no defects observed. Under surface, no defects observed. Ahead side, below Units 5, 6, and 7, 3LF spall CS2						
	Bent 9: Back side, below Unit 7, 1LF spall CS2. Under surface, no defects observed. Ahead side, below Unit 5 and 7, 2LF spall CS2.						
	Bent 10: Back side, below Unit 4 and 7, 2LF spall CS2. Under surface, no defects observed. Ahead side, below Unit 4, 1LF spall CS2.						
	Bent 11: Back side, no defects observed. Under surface, no defects observed. Ahead side, no defects observed.						
	Bent 12: Back side, no defects observed. Under surface, no defects observed. Ahead side, below Unit 5 and 7, 3LF spall CS2.						
301	Pourable Joint Seal	LF	277	0	0	277	0
2350	Debris Impaction	LF	277	0	0	277	0
(301) Bent 2:	25LF debris impaction CS3.						
Bent 3:	25LF debris impaction CS3.						
Bent 4:	25LF debris impaction CS3.						
Bent 5:	25LF debris impaction CS3.						
Bent 6:	25LF debris impaction CS3.						
Bent 7:	25LF debris impaction CS3.						
Bent 8:	25LF debris impaction CS3.						
Bent 9:	25LF debris impaction CS3.						
Bent 10:	25LF debris impaction CS3.						



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 11: 25LF debris impaction CS3. Bent 12: 25LF debris impaction CS3.							
330	Metal Bridge Railing	LF	456	0	456	0	0
1000	Corrosion	LF	456	0	456	0	0
515	Steel Protective Coating	SF	912	0	0	912	0
3440	Effectiveness (Steel Protective Coatings)	SF	912	0	0	912	0
(330) Left rail: 228LF corrosion CS2. Right rail: 228LF corrosion CS2.							

Inspection Photos and Notes



Elevation



Under surface of top flange



Deck overview



Typical superstructure



Bent 5, ahead side, Piles 2 - 5 get progressively farther ahead of center of the cap the further you look right.



Bent 5, right end, Pile 5 is ahead of center of the cap, the units are centered on the cap.
Bent 6, 7, and 8 are similar.



Typical substructure



Channel right side downstream



Channel left side upstream



Approach



Right side several spans have spalls in the top flange.



Span 3 Unit 7, under surface back of Bent 4, 2SF exposed rebar CS3.

Maintenance Needs

Date Reported: 08/27/2024

Priority: A - Safety deficiency; requires prompt action

Status: Open

Type of Work: Approach Leveling/Maintenance

Component: Approach

Deficiency Description

Roadway embankment at Bent 1, right lane, right wheel path, void in the embankment at the backside of the abutment below the asphalt. The void is 4' deep x 1' long x 2' wide. Embankment has settled 10" below the abutment allow erosion to cause the void behind the abutment.

Remarks



Bent 1, Embankment has settled 10" below the abutment allow erosion to cause the void behind the abutment.



Roadway embankment at Bent 1, right lane, right wheel path, void in the embankment at the backside of the abutment below the asphalt. The void is 4' deep x 1' long x 2' wide.



Asset #M2648(Routine, Underwater type 2)
SH 274 S-3 LM11.77 over WHITE WATER CREEK

Location: 2.1 MI NE TINSMAN

Team Lead: John Parks Inspection Date: 08/27/2024

Maintenance Needs

Date Reported: 08/27/2024

Priority: C - Important

Status: Open

Type of Work: Superstructure Repair

Component: Superstructure

Deficiency Description

Span 1:

Unit 3 Left leg, ahead of Bent 1, 8LF cracking CS3. Back of mid span, 2LF spall CS3.

Unit 4 Left leg, Ahead of mid span, 2LF cracking CS3.

Unit 6 Left leg, at mid span 12LF cracking CS3.

Span 2:

Unit 1 Right leg, back of mid span, 6LF cracking CS3.

Unit 5 Right leg, at mid span, 1LF spall CS3.

Unit 7 Left leg, 3' back of mid span 2LF cracking CS3.

Right leg, 2' ahead of mid span, 2LF cracking CS3.

Span 3:

Unit 3 Left leg, at mid span, 3LF cracking CS3

Unit 7 Left leg, back of Bent 4, 3LF exposed rebar CS3

Span 4:

Unit 2 Right leg, back of Bent 5, 6LF cracking CS3.

Unit 3 Right leg, back of Bent 5, 2LF spall CS3.

Unit 5 Right leg, back of mid span, 6LF cracking CS3.

Span 5:

Unit 2 Left leg, back of mid span, 4LF exposed rebar CS3.

Right leg, 2' back of mid span, 4LF cracking CS3.

Unit 4 Left leg, 3' ahead of Bent 5, 2LF cracking CS3. At mid span, 2LF spall CS3.

Unit 5 Right leg, back of mid span, 2LF spall CS3.

Unit 6 Left leg, 2' ahead of mid span, 3LF spall CS3.

Span 6:

Unit 5 Left leg, 1LF cracking CS3

Unit 6 Left leg, ahead of mid span, 8LF spall CS3.

Right leg, ahead of mid span, 8LF cracking CS3.

Unit 7 Right leg, ahead of mid span, 6LF cracking CS3.

Span 7:

Unit 5 Left leg, 2' ahead of Bent 7, 15LF cracking CS3.

Right leg, back of mid span, 7LF cracking CS3.

Unit 6 Left leg, ahead of mid span, 2LF cracking CS3.

Unit 7 Left leg, at Bent 7, 2LF efflorescence CS3. At Bent 8, 2LF efflorescence CS3.

Span 8:

Unit 3 Left leg, 1' ahead of mid span, 4LF exposed rebar CS3.

Unit 4 Left leg, at mid span, 1LF spall CS3.

Right leg, 3' ahead of Bent 8, 3LF spall CS3. Back of mid span 6LF cracking CS3.

Span 9:

Unit 6 Left leg, 1' back of mid span, 4LF exposed rebar CS3. Ahead of Bent 9, 2LF cracking CS3.

Right leg, 2' back of mid span, 3LF exposed rebar CS3.

Span 10:

- Unit 2 Left leg, mid span, 2LF cracking CS3.
- Unit 4 Right leg, at mid span, 1LF spall CS3. Ahead of mid span, 1LF cracking CS3.
- Unit 5 Right leg, at mid span, 1LF exposed rebar CS3.
- Unit 7 Left leg, 6' ahead of Bent 10, 3LF cracking CS3. Ahead of mid span, 3LF exposed rebar CS3.

Span 11:

- Unit 2 Left leg, at mid span, 1LF cracking CS3.
- Unit 5 Left leg, back of mid span, 6LF cracking CS3. Ahead of mid span 8LF spall CS3.

Span 12:

- Unit 1 Right leg, 2' ahead of Bent 12, 12LF cracking CS3.
- Unit 2 Left leg, 3' ahead of Bent 12, 10LF spall CS3.
- Unit 3 Left leg, back of mid span, 3LF cracking CS3.
- Unit 4 Left leg, 2LF cracking CS3.
- Right leg, 2' back of mid span, 3LF spall CS3.

Remarks



Span 3 Unit 7 back of Bent 4, 3LF exposed rebar CS3.



Asset #M2648(Routine, Underwater type 2)
SH 274 S-3 LM11.77 over WHITE WATER CREEK
Location: 2.1 MI NE TINSMAN
Team Lead: John Parks Inspection Date: 08/27/2024

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	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
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	No
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

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



Asset #M2648(Routine, Underwater type 2)
SH 274 S-3 LM11.77 over WHITE WATER CREEK
Location: 2.1 MI NE TINSMAN
Team Lead: John Parks Inspection Date: 08/27/2024

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

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

A-59 - Joint Repair Needed (No)

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 (No)

A-65 - Clogged deck drains?



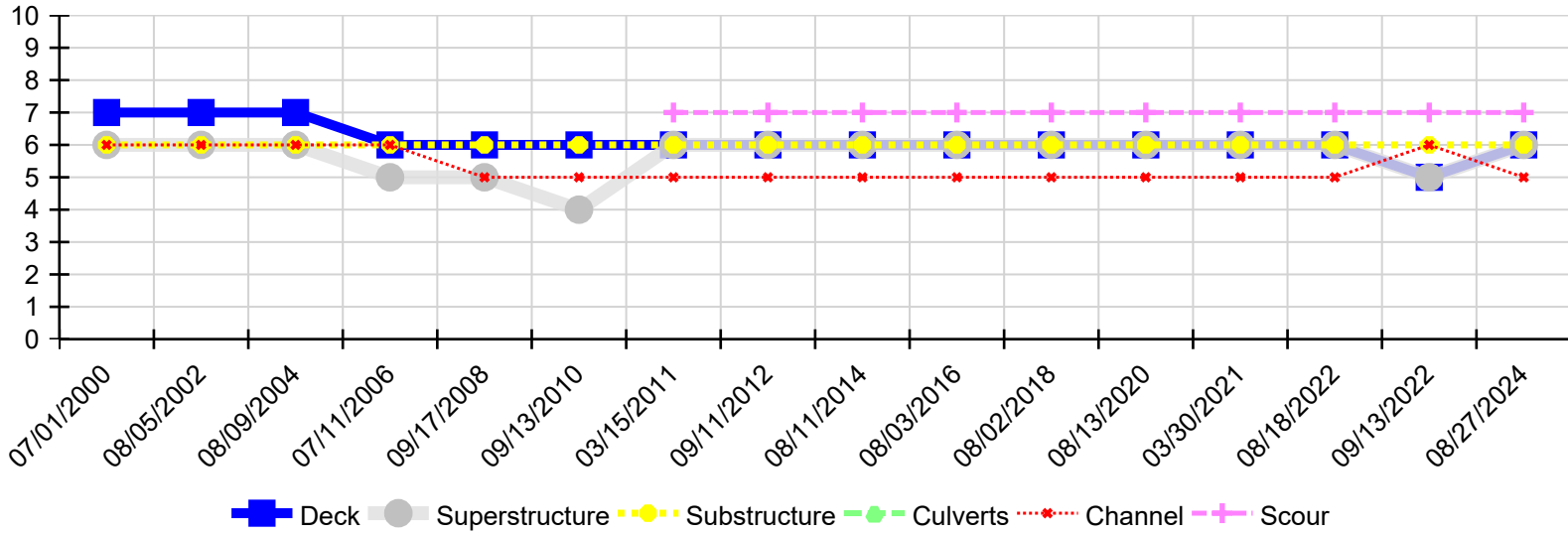
Asset #M2648(Routine, Underwater type 2)
SH 274 S-3 LM11.77 over WHITE WATER CREEK
Location: 2.1 MI NE TINSMAN
Team Lead: John Parks Inspection Date: 08/27/2024

A-66 - Approach minor pothole/leveling needed



Asset #M2648(Routine, Underwater type 2)
SH 274 S-3 LM11.77 over WHITE WATER CREEK
Location: 2.1 MI NE TINSMAN
Team Lead: John Parks Inspection Date: 08/27/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/27/2024	6	6	6	N	5	7
09/13/2022	5	5	6	N	6	7
08/18/2022	6	6	6	N	5	7
03/30/2021	6	6	6	N	5	7
08/13/2020	6	6	6	N	5	7
08/02/2018	6	6	6	N	5	7
08/03/2016	6	6	6	N	5	7
08/11/2014	6	6	6	N	5	7
09/11/2012	6	6	6	N	5	7
03/15/2011	6	6	6	N	5	7
09/13/2010	6	4	6	N	5	N
09/17/2008	6	5	6	N	5	N
07/11/2006	6	5	6	N	6	N
08/09/2004	7	6	6	N	6	N
08/05/2002	7	6	6	N	6	N
07/01/2000	7	6	6	N	6	N