

## Bridge M2649 Inspection Report



Latitude:33.73311, Longitude:-92.37021

Route:274 Section:03 Log:16.996

Arnold Road ID:7x274x3xA, Arnold Log mile:17.001

District 07, 13 - Calhoun County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

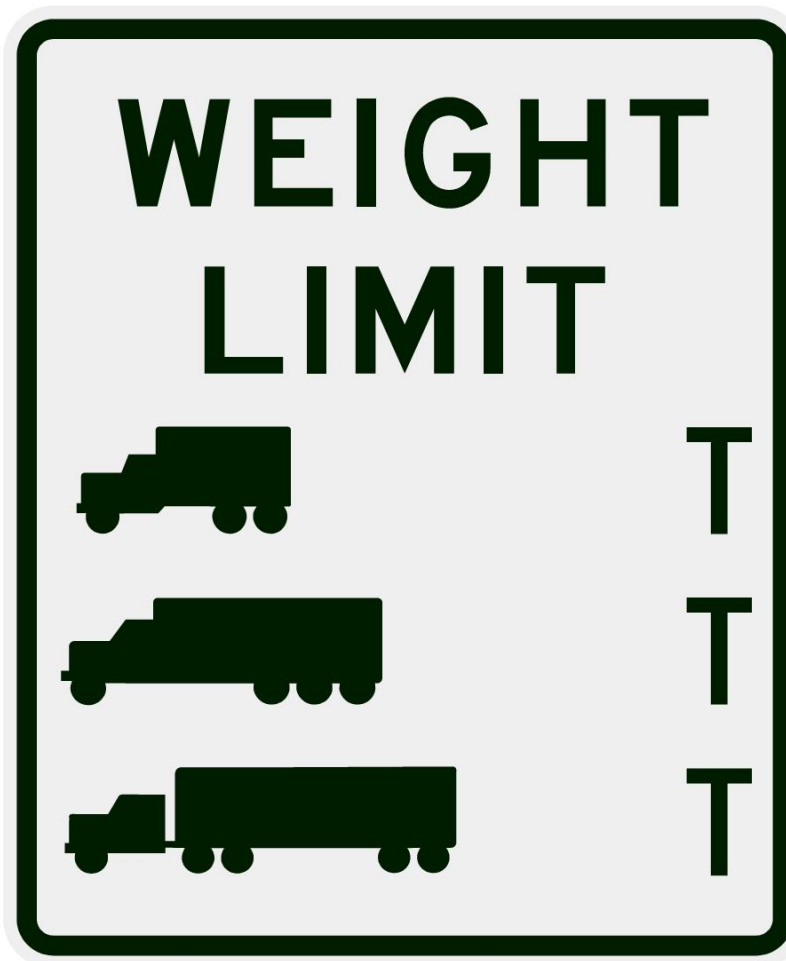
### Bridge Posting Information

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

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

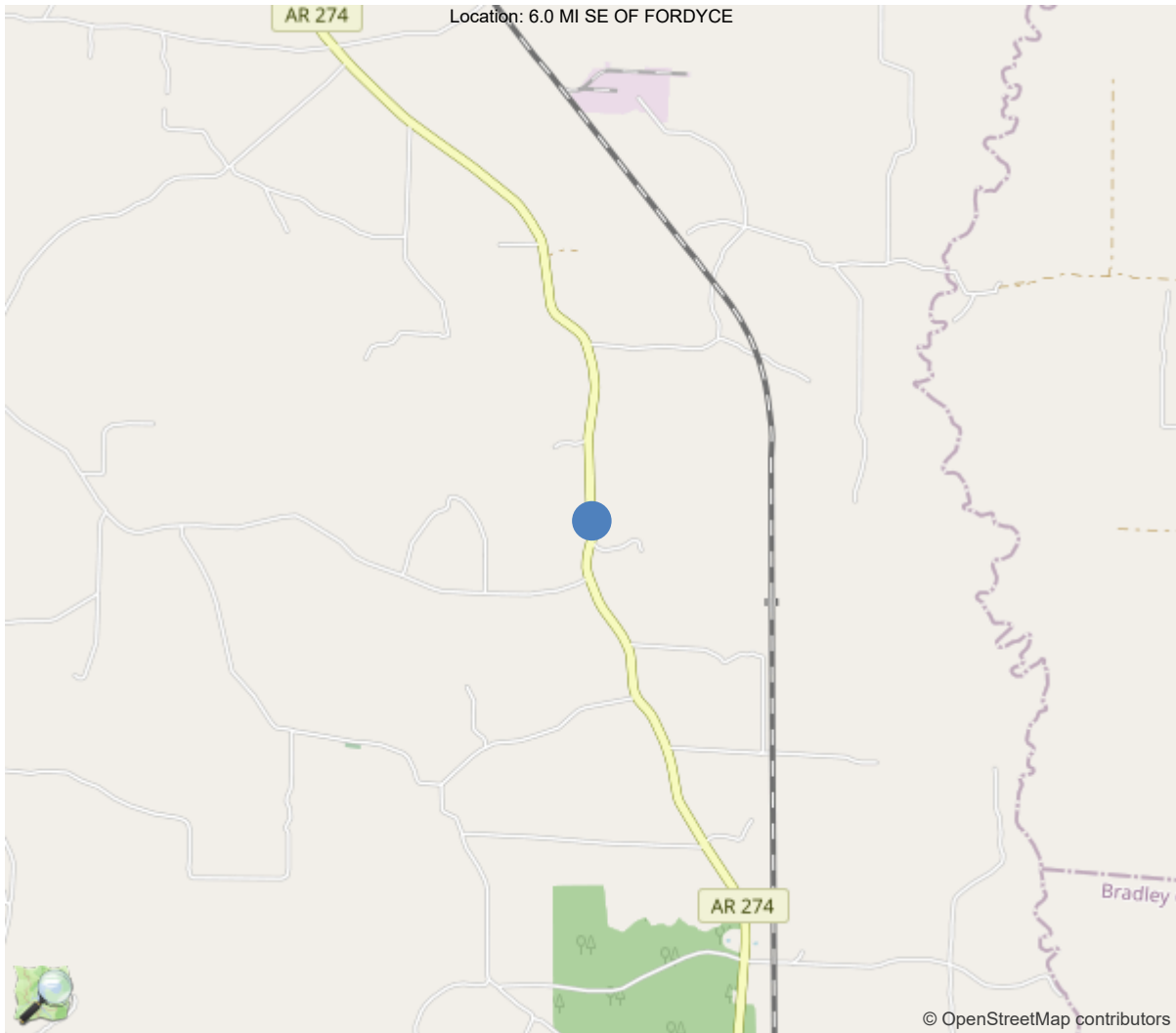
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	38		
Code 5 (40 Tons)	51		

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





33.73311, -92.37021

## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2649
(5) Inventory Route	1
(2) Highway Agency District	07 - District 07
(3) County Code	13 - Calhoun County
(4) Place Code	0
(6) Features Intersected	CLEAR CREEK
(7) Facility Carried	SH 274 S-3 LM17.00
(9) Location	6.0 MI SE OF FORDYCE
(11) Mile Point	16.996 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.73311
(17) Longitude	-92.37021
(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	2
(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	1200
(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	38 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	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	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	5
(60) Substructure	5
(61) Channel & Channel Protection	6
(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	7
(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	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	1194
(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	M2649
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	33.73311
B.L.06 Longitude	-92.37021
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	6.0 MI SE OF FORDYCE
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	35
B.G.02 Total Bridge Length	38.1
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	6
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	961.4

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	N - NOT APPLICABLE - Bridge do
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
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	2 - Very low - once every 51 to 99
B.AP.03 Scour Vulnerability	AB-T - TEMP - Stable for scour, pos
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: John Parks, Inspection Date: 08/27/2024

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	2	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			
<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	P05 - Pile - timber
B.SB.04 Substructure Type	A08 - Abutment - pile bent wit	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv
<b>P1</b>			
B.SB.02 No. of Substructure Units	1	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			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	1200
B.F.03 Feature Name	SH 274 S-3 LM17.00	B.H.10 Annual ADTT	12
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	16.996	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	CLEAR 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
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## Inspection Notes

### General Observation

This bridge is Precast Channel Unit spans with stub abutments and pile bents. Waders and boat 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.

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

Deck is rated 6 due to the top surface of the top flange having scattered moderate spalls and spalls in the grout keyways.

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

The superstructure is rated 5 due to channel unit legs having spalls with exposed rebar, spalls, and cracking.

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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.)

The substructure is rated 5 due to spalls at the abutments and 1 pile having moderate decay. The are timber backwalls allowing scour.

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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.)

The channel is rated 6 due to debris in the stream, the banks slumping up and downstream.

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

Bridge rail is rated 6 due to entire length having surface corrosion and minor damage.

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#### **B.C.10 Channel Protection Condition Rating** (N)

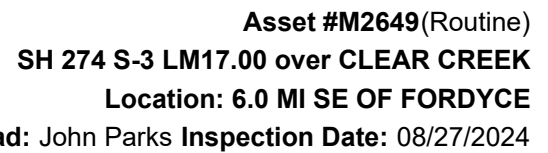
No channel protection in place.

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

Scour condition is rated 5 due to scour behind the timber backwalls and the stream bed being silty clay material.

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	950	887	61	2	0
1080	Delamination/Spall/Patched Area	SF	63	0	61	2	0
510	Wearing Surfaces	SF	923	923	0	0	0
(16) Span 1: Unit 1, Right grout line 19SF spall CS2. Unit 2, at Bent 2, 2SF spall CS3. Right grout line 19SF spall CS2. Unit 3, no defects observed. Unit 4, no defects observed. Unit 5, Right grout line 4SF spall CS2. Unit 6, Right grout line 4SF spall CS2. Unit 7, no defects observed.							
Span 2: Unit 1, no defects observed. Unit 2, no defects observed. Unit 3, Right grout line 5SF spall CS2. Unit 4, no defects observed. Unit 5, Right grout line 4SF spall CS2. Unit 6, at Bent 2, 1LF spall CS2. Right grout line 6SF spall CS2. Unit 7, no defects observed.							
(510-16) Span 1: No defects observed.							
Span 2: No defects observed.							
110	Reinforced Concrete Open Girder/Beam	LF	266	221	18	27	0
1080	Delamination/Spall/Patched Area	LF	19	0	15	4	0
1090	Exposed Rebar	LF	9	0	0	9	0
1130	Cracking (RC and Other)	LF	17	0	3	14	0
(110) Span 1: Unit 1 Left leg, 1LF spall CS2. Back of mid span 2LF cracking CS3. Right leg, no defects observed. Unit 2 Left leg, no defects observed. Right leg, mid span, 1LF spall CS3. Unit 3 Left leg, mid span, 1LF spall CS3. 3LF spall CS2. Right leg, 1LF cracking CS2. Unit 4 Left leg, 2LF cracking CS2. Right leg, 1' back of mid span, 1LF spall CS3. Unit 5 Left leg, no defects observed. Right leg, ahead of mid span, 2LF spall CS3. Unit 6 Left leg, 2LF spall CS2. Right leg, 1LF spall CS2. Unit 7 Left leg, 1' back of mid span, 2LF exposed rebar CS3. 2' ahead of Bent 1, 2LF exposed rebar CS3. Right leg, no defects observed.							
Span 2:							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Unit 1 Left leg, 1LF spall CS2. Right leg, no defects observed. Unit 2 Left leg, no defects observed. Right leg, no defects observed. Unit 3 Left leg, 1LF spall CS2. Right leg, ahead of mid span 3LF cracking CS3. Back of Bent 3, 5LF exposed rebar CS3. Unit 4 Left leg, 1LF spall CS2. Right leg, no defects observed. Unit 5 Left leg, no defects observed. Right leg, no defects observed. Unit 6 Left leg, no defects observed. Right leg, 1LF spall CS2. Unit 7 Left leg, ahead of Bent 2, 9LF cracking CS3. 2LF spall CS2. Right leg, 1LF spall CS2.							
215	Reinforced Concrete Abutment	LF	52	48	0	4	0
1080	Delamination/Spall/Patched Area	LF	4	0	0	4	0
(215) Bent 1: Left end, 1Lf spall CS3. Right end, 1LF spall CS3  Bent 3: Left end, 1Lf spall CS3. Right end, 1LF spall CS3, bridge rail end post has broken off the end of the cap.							
216	Timber Abutment	LF	92	69	0	23	0
6000	Scour	LF	23	0	0	23	0
(216) Bent 1: 10' of the left end, scour of embankment behind the backwall causing timbers to be bowed ahead in to the channel. 10LF scour CS3. 10' of the right end, scour of embankment behind the backwall causing timbers to be bowed ahead in to the channel. 10LF scour CS3.  Bent 3: 3' left of center. Section of timber backwall missing allowing embankment to flow through. 3LF scour CS3.							
228	Timber Pile	EA	15	0	14	1	0
1140	Decay/Section Loss	EA	1	0	0	1	0
1160	Crack (Timber)	EA	14	0	14	0	0
(228) Bent 1: 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 2: Pile 1, 1Each decay CS3. Pile 2, 1Each crack CS2. Pile 3, 1Each crack CS2. Pile 4, 1Each crack CS2. Pile 5, 1Each crack CS2.  Bent 3: Pile 1, 1Each crack CS2.							





ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Pile 2, 1Each crack CS2. Pile 3, 1Each crack CS2. Pile 4, 1Each crack CS2. Pile 5, 1Each crack CS2.							
234	Reinforced Concrete Pier Cap	LF	26	24	2	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
(234) Bent 2: Back side, below Unit 4, 1LF spall CS2.							
330	Metal Bridge Railing	LF	76	0	74	2	0
1000	Corrosion	LF	74	0	74	0	0
7000	Damage	LF	2	0	0	2	0
515	Steel Protective Coating	SF	152	0	0	152	0
3440	Effectiveness (Steel Protective Coatings)	SF	152	0	0	152	0
(330) Left rail: Entire length, 38LF corrosion CS2.							
Right rail: At Bent 3, 2LF damage CS3. Entire length, 36LF corrosion CS2.							
(515-330) All protective coating, 152SF effectiveness CS3.							

## Inspection Photos and Notes



Elevation



Typical view of top flange under surface.



Typical view of top flange top surface.



Typical view of the superstructure.





Typical view of the substructure.



Channel left side upstream



Channel right side downstream



Approach



### Maintenance Needs

Date Reported: 08/27/2024

Priority: B - Pressing

Type of Work: Substructure Repair

Status: Open

Component: Substructure

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### Deficiency Description

Bent 1:

10' of the left end, scour of embankment behind the backwall causing timbers to be bowed ahead in to the channel. 10LF scour CS3.

10' of the right end, scour of embankment behind the backwall causing timbers to be bowed ahead in to the channel. 10LF scour CS3.

Bent 2:

Pile 1, 1Each decay CS3.

Bent 3:

3' left of center. Section of timber backwall missing allowing embankment to flow through. 3LF scour CS3.

### Remarks

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Bent 3:

3' left of center. Section of timber backwall missing allowing embankment to flow through. 3LF scour CS3.



Bent 2 Pile 1, 1Each decay CS3.



Bent 1, 10' of the right end, scour of embankment behind the backwall causing timbers to be bowed ahead in to the channel. 10LF scour CS3.



Bent 1, 10' of the left end, scour of embankment behind the backwall causing timbers to be bowed ahead in to the channel. 10LF scour CS3.



### Maintenance Needs

**Date Reported:** 08/27/2024

**Priority:** C - Important

**Type of Work:** Superstructure Repair

**Status:** Open

**Component:** Superstructure

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### Deficiency Description

#### Span 1:

Unit 1 Left leg, 1LF spall CS2. Back of mid span 2LF cracking CS3.

Unit 2 Right leg, mid span, 1LF spall CS3.

Unit 3 Left leg, mid span, 1LF spall CS3.

Unit 4 Right leg, 1' back of mid span, 1LF spall CS3.

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

Unit 7 Left leg, 1' back of mid span, 2LF exposed rebar CS3. 2' ahead of Bent 1, 2LF exposed rebar CS3.

#### Span 2:

Unit 3 Right leg, ahead of mid span 3LF cracking CS3. Back of Bent 3, 5LF exposed rebar CS3.

Unit 7 Left leg, ahead of Bent 2, 9LF cracking CS3.

### Remarks

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Span 2, Unit 7 Left leg, ahead of Bent 2, 9LF cracking CS3. 2LF spall CS2.



Span 2, Unit 3, Right leg, ahead of mid span 3LF cracking CS3. Back of Bent 3, 5LF exposed rebar CS3.





Span 1, Unit 4, Right leg, 1' back of mid span, 1LF spall CS3.

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



Span 1, Unit 7 Left leg, 1' back of mid span, 2LF exposed rebar CS3. 2' ahead of Bent 1, 2LF exposed rebar CS3.

### Maintenance Needs

**Date Reported:** 09/11/2012

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Substructure

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### Deficiency Description

Bent 1:

Left end, 1Lf spall CS3. Right end, 1LF spall CS3

Bent 3:

Left end, 1Lf spall CS3. Right end, 1LF spall CS3, bridge rail end post has broken off the end of the cap.

### Remarks

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Bent 3, Right end, 1LF spall CS3, bridge rail end post has broken off the end of the cap.



Bent 1 Right end, 1LF spall CS3



## 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 #M2649**(Routine)

**SH 274 S-3 LM17.00 over CLEAR CREEK**

**Location: 6.0 MI SE OF FORDYCE**

**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 #M2649**(Routine)

**SH 274 S-3 LM17.00 over CLEAR CREEK**

**Location: 6.0 MI SE OF FORDYCE**

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

**A-66 - Approach minor pothole/leveling needed**



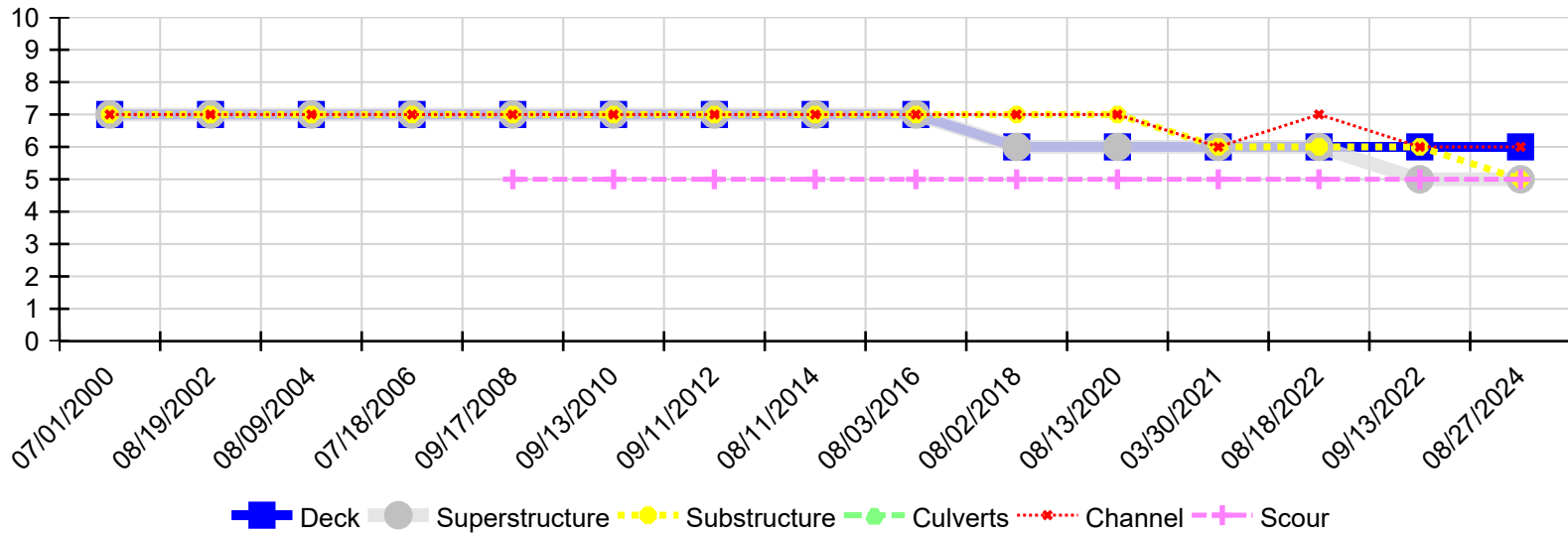


Asset #M2649(Routine)  
SH 274 S-3 LM17.00 over CLEAR CREEK

Location: 6.0 MI SE OF FORDYCE

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

### Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/27/2024	6	5	5	N	6	5
09/13/2022	6	5	6	N	6	5
08/18/2022	6	6	6	N	7	5
03/30/2021	6	6	6	N	6	5
08/13/2020	6	6	7	N	7	5
08/02/2018	6	6	7	N	7	5
08/03/2016	7	7	7	N	7	5
08/11/2014	7	7	7	N	7	5
09/11/2012	7	7	7	N	7	5
09/13/2010	7	7	7	N	7	5
09/17/2008	7	7	7	N	7	5
07/18/2006	7	7	7	N	7	N
08/09/2004	7	7	7	N	7	N
08/19/2002	7	7	7	N	7	N
07/01/2000	7	7	7	N	7	N