



Latitude:36.42615, Longitude:-93.62312

Route:143 Section:01 Log:2.75

Arnold Road ID:8x143x1xA, Arnold Log mile:2.725

District 09, 15 - Carroll County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

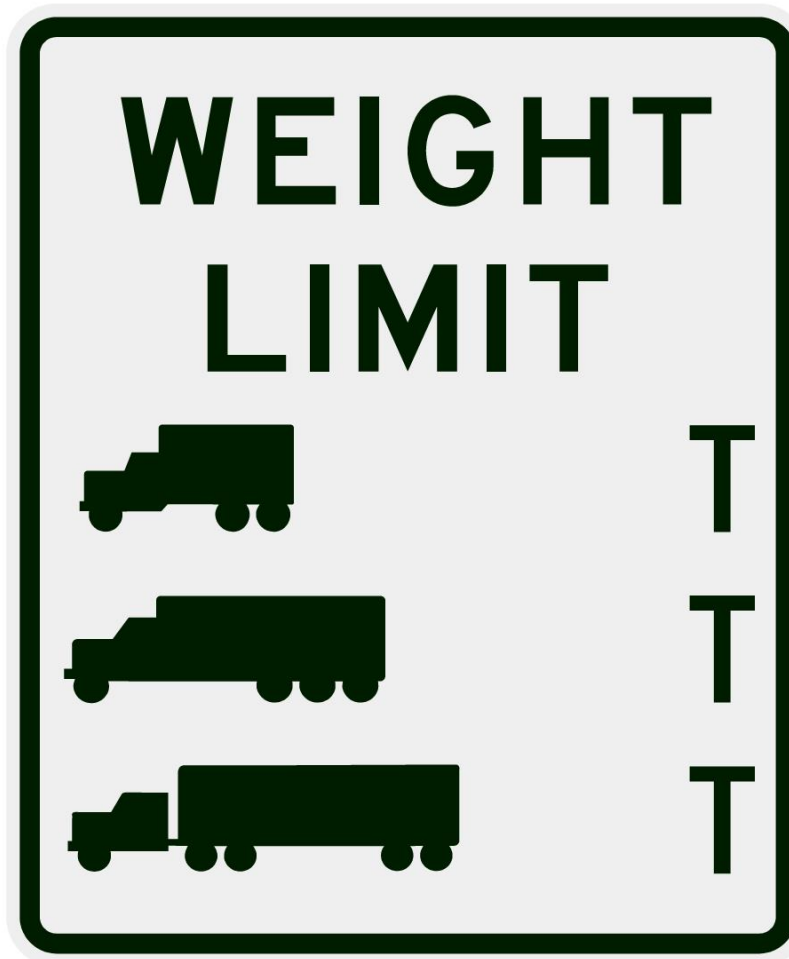
Bridge Posting Information

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

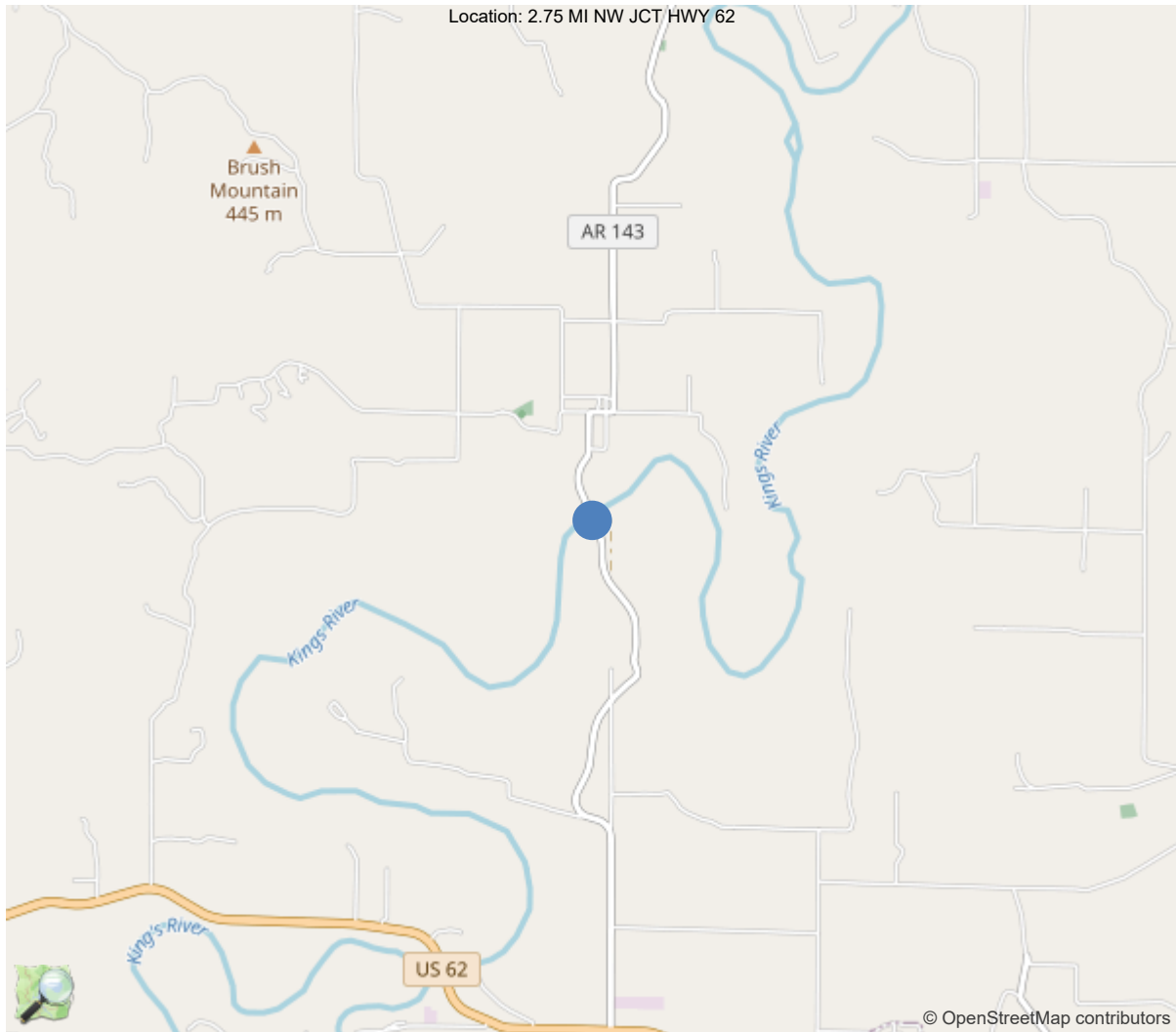
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	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



36.42615, -93.62312



Asset #05571(Routine, Underwater type 2)

SH 143 Carroll over KINGS RIVER

Location: 2.75 MI NW JCT HWY 62

Team Lead: Benjamin Smith Inspection Date: 04/19/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05571
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	15 - Carroll County
(4) Place Code	0
(6) Features Intersected	KINGS RIVER
(7) Facility Carried	SH 143 Carroll
(9) Location	2.75 MI NW JCT HWY 62
(11) Mile Point	2.75 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.42615
(17) Longitude	-93.62312
(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	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	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1975
(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	1300
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	20 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	85 ft
(49) Structure Length	427 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	32.6 ft
(52) Deck Width Out to Out	34.6 ft
(32) Approach Roadway Width (W/Shoulders)	27 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	26.9 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 exis
(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	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	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	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(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	2357
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	04/19/2022		
(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 #05571(Routine, Underwater type 2)

SH 143 Carroll over KINGS RIVER

Location: 2.75 MI NW JCT HWY 62

Team Lead: Benjamin Smith **Inspection Date:** 04/19/2022

General Observation

Structure is logged from South to North, and is accessible with a snooper only.
No bat activity noted.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	12298	5168	5895	1235	0
1080	Delamination/Spall/Patched Area	SF	1230	0	0	1230	0
1090	Exposed Rebar	SF	5	0	0	5	0
1120	Efflorescence/Rust Staining	SF	17	0	17	0	0
1130	Cracking (RC and Other)	SF	754	0	754	0	0
1190	Abrasion/Wear (PSC/RC)	SF	5124	0	5124	0	0
<p>(12) The driving surface of the deck has moderate wear with delamination and patched areas especially in spans #1,3. The deck has cracking through out, some of the cracks have been sealed with epoxy in the past, but most of the cracking is unsealed.</p> <p>Span #1 The right lane has large areas of delamination from mid span to the end of the span, totaling 244'. The left lane has numerous patched areas from mid span on to the end of the span totaling 195'.</p> <p>Span #2- The right lane has 3' of delaminated area. The left lane has short duration transverse cracking in the gutter lines, with 17' of delaminated area.</p> <p>Span #3- has some full width transverse cracks with numerous areas of delamination. The right lane has 49' of delamination with two areas of 1' by 2' pot holes with exposed rebar. The left lane of span #3 has 465' of delamination.</p> <p>Span #4- has numerous transverse hairline cracks, many are full width. Some cracking has been sealed with epoxy in the past. The right lane has 2' of delamination. The left lane has 12' of delamination with shallow potholes.</p> <p>Span #5- has numerous transverse hairline cracks, many are full width. Some cracking has been sealed with epoxy in the past. The left lane has 225' of delamination. The right lane has 16' of delamination.</p> <p>Under surface- Has sip forms in all bays of all spans. No corrosion was noted in the sip forms. Span #1- has 8' of transverse cracks with cs2 efflorescence in the overhangs. The right over hang has a spall with cs3 rebar exposed. Span #2- has 3' of transverse cracking with cs2 efflorescence. Span #3- has a spall with cs3 exposed rebar at the 4th drain area. Span #4- has 6' of transverse cracking with cs2 efflorescence. The left overhang has 1' of cs3 delamination at the third drain area. Span #5-The left and right overhangs did not have any efflorescence. The left overhang has 1' of cs3 delamination at the second drain area.</p>							
107	Steel Open Girder/Beam	LF	1700	1382	0	318	0
1000	Corrosion	LF	318	0	0	318	0
515	Steel Protective Coating	SF	16065	15263	0	0	802
3440	Effectiveness (Steel Protective Coatings)	LF	802	0	0	0	802
<p>(107) Beam size is W36 x 135 x 4 beams. The cover plates are cut square and welded at the ends. The paint coating condition of the beams is 9' per foot. The coating total includes the diaphragms using the 5% method.</p> <p>Span #1- All 4 beams have 2' of corrosion on the bottom flanges over abutment #1. Beams #1,2,4 have 4' of corrosion on the beam</p>							



Asset #05571(Routine, Underwater type 2)

SH 143 Carroll over KINGS RIVER

Location: 2.75 MI NW JCT HWY 62

Team Lead: Benjamin Smith Inspection Date: 04/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>ends over the pier due to leaking joint seals. Beam #1 has 23' of cs3 corrosion on the exterior bottom flange. Beam #4 has 32' of cs3 corrosion of the top of the outer bottom flange.</p> <p>Span #2- beam #1 has 14' of cs3 corrosion on the exterior bottom flange and lower web. The upper corner of the web has 3/16" section loss for 4". Beams #2,3 have 3' of corrosion on the bottom flange and lower web over the pier due to leaking joint seals. Beam #4 has 7' of cs3 corrosion on the exterior lower web and bottom flange.</p> <p>Span #3- All 4 beams have 3' of corrosion on the bottom flange and lower web over the pier due to leaking joint seals.</p> <p>Span #4- All 4 beams have 3' of corrosion on the bottom flange and lower web over the pier due to leaking joint seals. Beam #4 has 22' of cs3 corrosion on the interior lower web at mid span. Beam #3 has 1/16" inch of section loss for 5' on the bottom flange at the beginning of the span over the pier. The beginning on the right side of the bottom flange of beam #3 has 1/4" section loss for 4" at the beginning of the beam in the same footage.</p> <p>Span #5-</p> <p>Beam #1 has sporadic cs3 corrosion on the top of the interior and exterior bottom flange for the length of the span. Beam #2 has 25' of corrosion on the top of the bottom flange extending toward the end of the span. The end of the beam at abutment #2 has cs3 corrosion on the web for 3'.</p> <p>Beam #3 has 4' of corrosion on the top of the bottom flange at abutment #2 and 1' of the web. The beginning on the right side of the bottom flange has 1/4" section loss for 4" at the beginning of the span. The beginning of the cover plate has a possible crack in the weld, will continue to monitor. No change from last inspection. The right anchor bolt is missing at abutment #2.</p> <p>Beam #4- has 4' of cs3 corrosion on the interior top of the bottom flange at abutment #2 and 2' of the web. The interior and exterior bottom flange has 31' of cs3 corrosion on the top of the bottom flange.</p>							
205	Reinforced Concrete Column	EA	4	0	3	1	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
1090	Exposed Rebar	EA	2	0	1	1	0
<p>(205) Pier column #1- has minor hairline vertical and horizontal cracking on all 4 faces. The bottom left face has a large vertical delamination. Minor pop outs exist on the column due to shallow rebar ends. The footing has cover.</p> <p>Pier column #2- has large areas of delamination with shallow exposed rebar on the span #3 side. The top of the footing is entirely exposed at pier #2 with 4" of vertical face exposed.</p> <p>Pier column #3- has large areas of vertical delamination on the span #3 side. The span #4 side has large horizontal delamination. The footing has cover.</p> <p>Pier #4 column- has minor pop outs due to shallow rebar ends. No other deficiencies noted. The footing has cover.</p>							
215	Reinforced Concrete Abutment	LF	94	82	10	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	11	0	9	2	0
<p>(215) Abutment #1- The back wall has 5 vertical hairline cracks. The vertical face of the bridge seat has a shallow spall and a 2' area of hairline map cracking under bay #1. The rip rap is in place and functioning as intended.</p> <p>Abutment #2 - has 3' of hairline vertical cracks in the back wall and 1' hairline vertical crack in the vertical face of the bridge seat. The mid section of the bridge seat has build up from leaking joint seals. The rip rap is in place and functioning as intended.</p>							
234	Reinforced Concrete Pier Cap	LF	104	33	41	30	0
1080	Delamination/Spall/Patched Area	LF	7	0	1	6	0
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	61	0	40	21	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(234) Pier #1 cap- has 9' of horizontal and vertical hairline cracking with 3' of spalling with rebar exposed on the span #1 side. The cap has build up from leaking joint seals.</p> <p>Pier #2 cap- has 13' of vertical hairline cracking and 1' of delamination under bay #2.</p> <p>Pier #3 cap - has horizontal cracking for the full length of the cap on both sides with 5' of delamination.</p> <p>Pier #4 cap- has 18' of vertical and horizontal cracking that is leaching efflorescence and rust staining at bay #2 in span #4.</p>							
302	Compression Joint Seal	LF	174	31	14	66	63
2310	Leakage	LF	63	0	0	0	63
2320	Seal Adhesion	LF	59	0	0	59	0
2330	Seal Damage	LF	7	0	0	7	0
2340	Seal Cracking	LF	8	0	8	0	0
2350	Debris Impaction	LF	6	0	6	0	0
<p>(302) Abutment #1 seal- has 8' of cs2 cracking with 10' of cs3 damage.</p> <p>Pier #1 seal- has 5' of cs3 damage, and 14' of cs4 leakage. The armoring plates are vertically misaligned between the spans, the span #1 side has gouges from snow plow impact.</p> <p>Pier #2 seal- has 7' of cs4 leakage at the right end with 23' of cs3 loss of adhesion. The joint seal over pier #2 is nearly closed together in warm weather.</p> <p>Pier #3 seal- has 17' of cs3 loss adhesion and 15' of cs4 leakage.</p> <p>Pier #4 seal- has 29' of cs4 leakage. The full width of the seal has failed.</p> <p>Abutment #2 seal- has 4' of cs4 leakage with 19' of cs3 adhesion loss and 6' of cs2 debris impaction.</p>							
311	Movable Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	20	0	0	20	0
<p>(311) Pier #1 moveable bearings- all 4 have cs3 corrosion with flaking rust.</p> <p>Pier #2 moveable bearings- all 4 have cs3 corrosion.</p> <p>Pier #3 moveable bearings- all 8 have cs3 corrosion.</p> <p>Pier #4 moveable bearings- all 4 have cs3 corrosion.</p>							
313	Fixed Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	20	0	0	20	0
<p>(313) Abutment #1 fixed bearings- all 4 have cs3 corrosion with minor pack rust.</p> <p>Pier #1 fixed bearing- all 4 have cs3 corrosion.</p> <p>Pier #2 fixed bearings- all 4 have cs3 corrosion.</p> <p>Pier #4 fixed bearings- all 4 have cs3 corrosion.</p> <p>Abutment #2 fixed bearings- all 4 have cs3 corrosion with minor pack rust. One of the two anchor bolts is completely missing at beam #3.</p>							
331	Reinforced Concrete Bridge Railing	LF	854	735	114	5	0
1090	Exposed Rebar	LF	5	0	0	5	0
1130	Cracking (RC and Other)	LF	114	0	114	0	0
<p>(331) Right side parapet wall- has 68' of hairline vertical cracks and 4' of shallow exposed cs3 rebar.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	<p>Left side parapet wall- has 46' of hairline vertical cracks and 1' of shallow exposed cs3 rebar in span #5.</p> <p>Approach railing- Approach guard rail post #8, and #11 at the left beginning of the structure are broken from impact damage. The first 3 concrete posts have been replaced with metal posts. The beginning left approach railing has distortion at the turn down. The right beginning approach railing has been totally replaced with metal posts and w-section railing.</p> <p>The left and right ending approach railing has a few areas of minor distortion.</p>						



Elevation view. Log mile from left to right



Approach view in direction of log mile



Paint condition on the exterior beams.



Paint condition on the interior beams.



General view of the driving surface



Downstream channel view.



Upstream channel view.



Approach view. In direction of log mile.



General condition of the beam ends at pier #1.



General view of abutment #2.



Spall with rebar exposed on the left face of pier column #2.



Spalling with rebar exposed on the span #3 side of pier column #2.



Area of map cracking with a shallow spall in bay #1 of abutment #1.



Pier cap #3 condition. Showing horizontal cracking for the full length. This area does not sound hollow under hammer blows.



Spalling with rebar exposed on the span #1 side of pier cap #1.



Possible crack or slag inclusion at the end of the cover plate on beam #3 span #5 at the beginning of the plate. Will monitor.



04/22/2020

driving surface condition. Showing moderate wear. The driving surface has numerous areas of shallow delamination also.



04/22/2020

Pier #2 cap condition. Showing cracking and one small delamination.



04/22/2020

2' of corrosion on the top of the bottom flange of beams 1-4 at abutment #1.



04/22/2020

Beam end condition of beam #2 at pier #2. Typical.



bearing condition at pier #1. Typical of all 4 moveable and all 4 fixed at this location. Note the build up on the cap due to missing joint seal.



Joint seal over pier #2 is nearly adjacent.



Patched areas in the left lane of span #1



Fixed bearing condition at abutment #2. All 4 have heavy corrosion with flaking rust.



The top of the pier #2 footing is entirely exposed with 4" of vertical face exposed.



Pier #1 cap condition. Note the joint seal hanging in bay #2.



Beam end condition of beam #2 at pier #4. Typical of beams #2,3. Worst case condition at this location.



Typical view of piers.



Upstream channel view.



Approach view in direction of log mile.



Pier #4 cap condition. Showing horizontal cracking that has begun to leach efflorescence and rust staining.



A steel pile is exposed under beam #2 at abutment #1.



Bearing condition at pier #2. Typical of all 4 fixed and all 4 moveable bearings at this location. Note the joint seal on the cap.



Beam end condition at pier #3.



Bearing condition at pier #4. Typical of all 4 moveable and all 4 fixed bearings at this location.



Abutment #1 compression joint seal condition. Showing cracking.



Typical paint condition of the superstructure. Loss of gloss with no chalking.



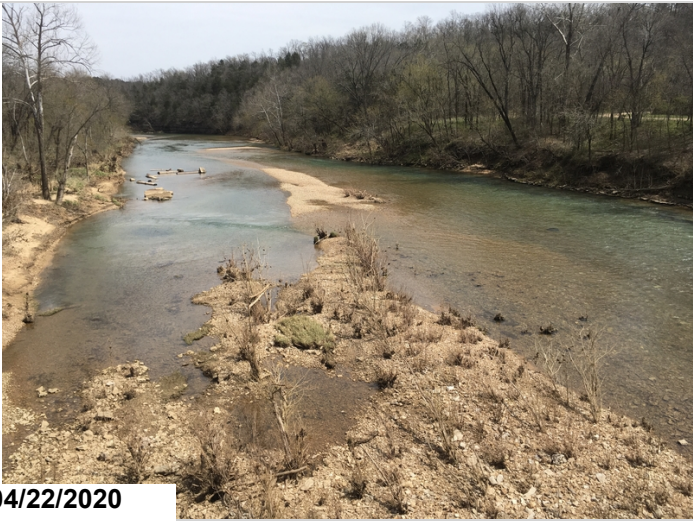
Dislodged joint seal condition. Typical over the piers.



Compression joint seal condition at abutment #2. Showing loss of adhesion and debris impactation.



Concrete post damage at the left beginning transition railing.



04/22/2020

Downstream channel view.



04/22/2020

Heavy corrosion and the anchor bolt nut is missing at beam #3 abutment #2.



04/22/2020

Pot holes and delamination in both lanes of span #3.



04/22/2020

Possible crack or slag inclusion at beam #3 span #5 at the beginning of the cover plate. Will monitor.



Elevation view. Log mile from left to right.



Typical undersurface condition.



The cover plates are cut square with the bottom flange and welded in all locations.



Bridge plate.



Bearing condition at pier #3. Typical of all 8 moveable bearings at this location.



Fixed bearing condition at abutment #1. Typical of all 4 at this location.



General view of abutment #1.



Corrosion on the top of the bottom flange of beam #2 at abutment #2 for 25'



Flaking paint with general rusting on the bottom flange of beam #4 in span #1.



Beam end condition over pier #1. Typical of both outside beams 8' of corrosion. The inside beams have corrosion for 3'.



Elevation view. Log mile from left to right.



View of span 2 driving surface.



Span 4 driving surface.



Span 3 driving surface.



Typical view of the undersurface.



Delamination and pot holes in span 1.



Left lane of span 5 showing scaling and delamination.



Welded cover plate detail.



Corrosion on the top of the exterior bottom flange of beam 4 in span 1.



Beam end and bearing condition at pier 1



04/22/2020

Flaking paint with minor corrosion on the exterior bottom flange of beam 1 in span 5.



04/22/2020

The top of the footing is exposed at pier 2. The footing is cast in solid rock.



04/22/2020

Abutment 1 joint seal condition.

Maintenance Needs

Date Reported: 04/04/2016

Priority: C - Important

Type of Work: Replace (General)

Status: Monitor

Component:

Deficiency Description

Sections of the joint seal are completely missing, other locations have sections that have lost adhesion and are leaking.

Remarks



Abutment #1 joint seal condition



Joint seal at bents #1- #4 lose of adhesive with large portions missing.



Pier 1 joint seal condition.



Pier 4 joint condition. Completely in cs4 leakage.

Maintenance Needs

Date Reported: 04/04/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

The driving surface of the deck has sealable cracks in all spans with shallow delaminations in span #1 and delaminations and potholes with exposed rebar in span #3.

Remarks



Pot hole with exposed rebar in the right lane of span #3.



2'x1' area of pot holing with exposed rebar in span #3.



Heavy - moderate deck scaling in span #3



Moderate deck scaling in span #1

Maintenance Needs

Date Reported: 04/04/2016

Priority: D- Routine

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

Status: Assigned

Component:

Deficiency Description

The vertical face of the pier #1 cap has spalls with rebar exposed on the span #1 side.
Large spalls with exposed rebar exist on the back side of the piers #2, #3 columns 15' down from cap on the span #3 side., large delaminations are also present in the same area.

Remarks



Exposed rebar back side bent #2 column



Spalling on the span 1 side of the cap with rebar exposed. Note the joint seal condition.

Maintenance Needs

Date Reported: 04/04/2016

Priority: D- Routine

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

Status: Assigned

Component:

Deficiency Description

All moveable and fixed bearings have corrosion with flaking rust and/or pack rust due to leaking joint seals. Beam #3 at the beginning of span #4 has 1/16" section loss for 5'. The superstructure has numerous areas of cs3 corrosion throughout, especially at the ends of the spans.

Remarks



Bearing and beam end condition at pier 2. Note the joint seal and build up on the cap.

Maintenance Needs

Date Reported: 04/04/2016

Priority: D- Routine

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

Status: Assigned

Component:

Deficiency Description

The cap of piers #3,4 have a large horizontal rust stained crack on the vertical faces with areas of delamination.

Remarks



Ahead side of bent #3 cap rust stained cracking under girders #2 and #3



Maintenance Needs

Date Reported: 04/04/2016

Priority: D- Routine

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

Status: Monitor

Component:

Deficiency Description

The 8th and 11th approach guard rail post on the left side is broken with exposed rebar due to vehicle damage.

Remarks



Beginning bridge 2nd guardrail post left side broken



Concrete approach railing post is damaged at the left beginning of the structure.



Asset #05571(Routine, Underwater type 2)

SH 143 Carroll over KINGS RIVER

Location: 2.75 MI NW JCT HWY 62

Team Lead: Benjamin Smith **Inspection Date:** 04/19/2022

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



Asset #05571(Routine, Underwater type 2)

SH 143 Carroll over KINGS RIVER

Location: 2.75 MI NW JCT HWY 62

Team Lead: Benjamin Smith Inspection Date: 04/19/2022

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Girder Painting Needed

A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested



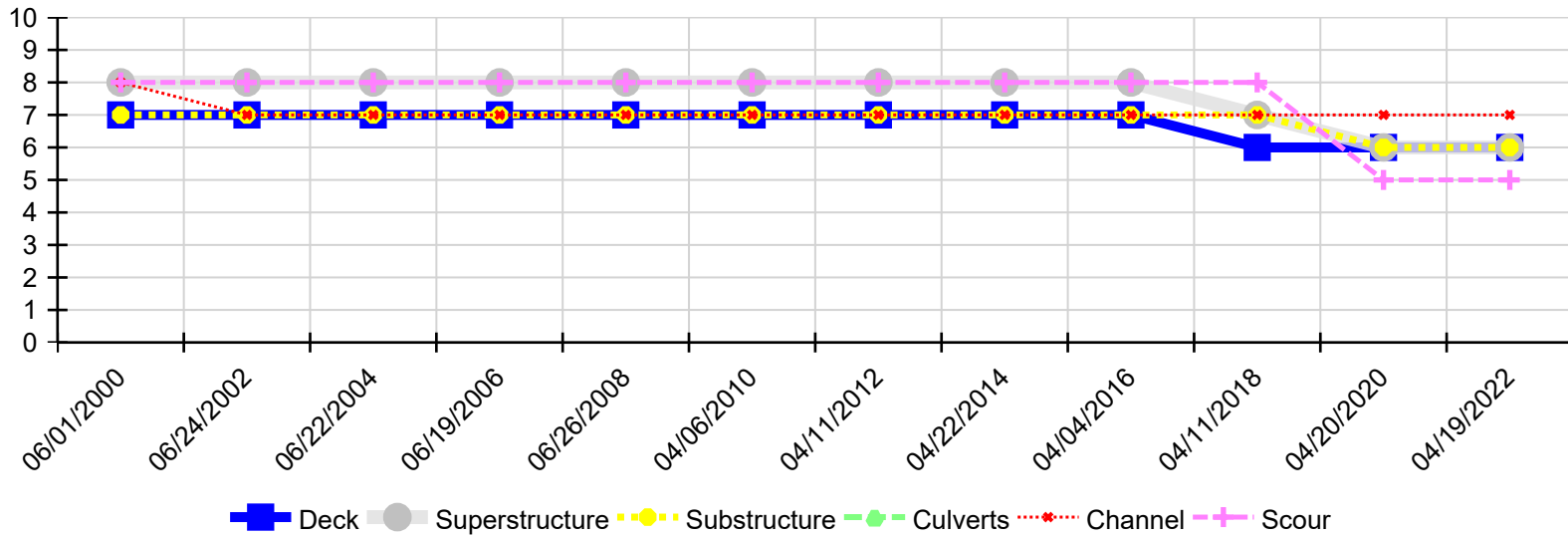
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Team Lead: Benjamin Smith Inspection Date: 04/19/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
04/19/2022	6	6	6	N	7	5
04/20/2020	6	6	6	N	7	5
04/11/2018	6	7	7	N	7	8
04/04/2016	7	8	7	N	7	8
04/22/2014	7	8	7	N	7	8
04/11/2012	7	8	7	N	7	8
04/06/2010	7	8	7	N	7	8
06/26/2008	7	8	7	N	7	8
06/19/2006	7	8	7	N	7	8
06/22/2004	7	8	7	N	7	8
06/24/2002	7	8	7	N	7	8
06/01/2000	7	8	7	N	8	8