



Latitude:36.22585, Longitude:-92.68120

Route:62 Section:09 Log:0.03

Arnold Road ID:45x62x9xA, Arnold Log mile:0.02

District 09, 89 - Marion County

Owner: 1 - State Highway Agency

Bridge Posting Information

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

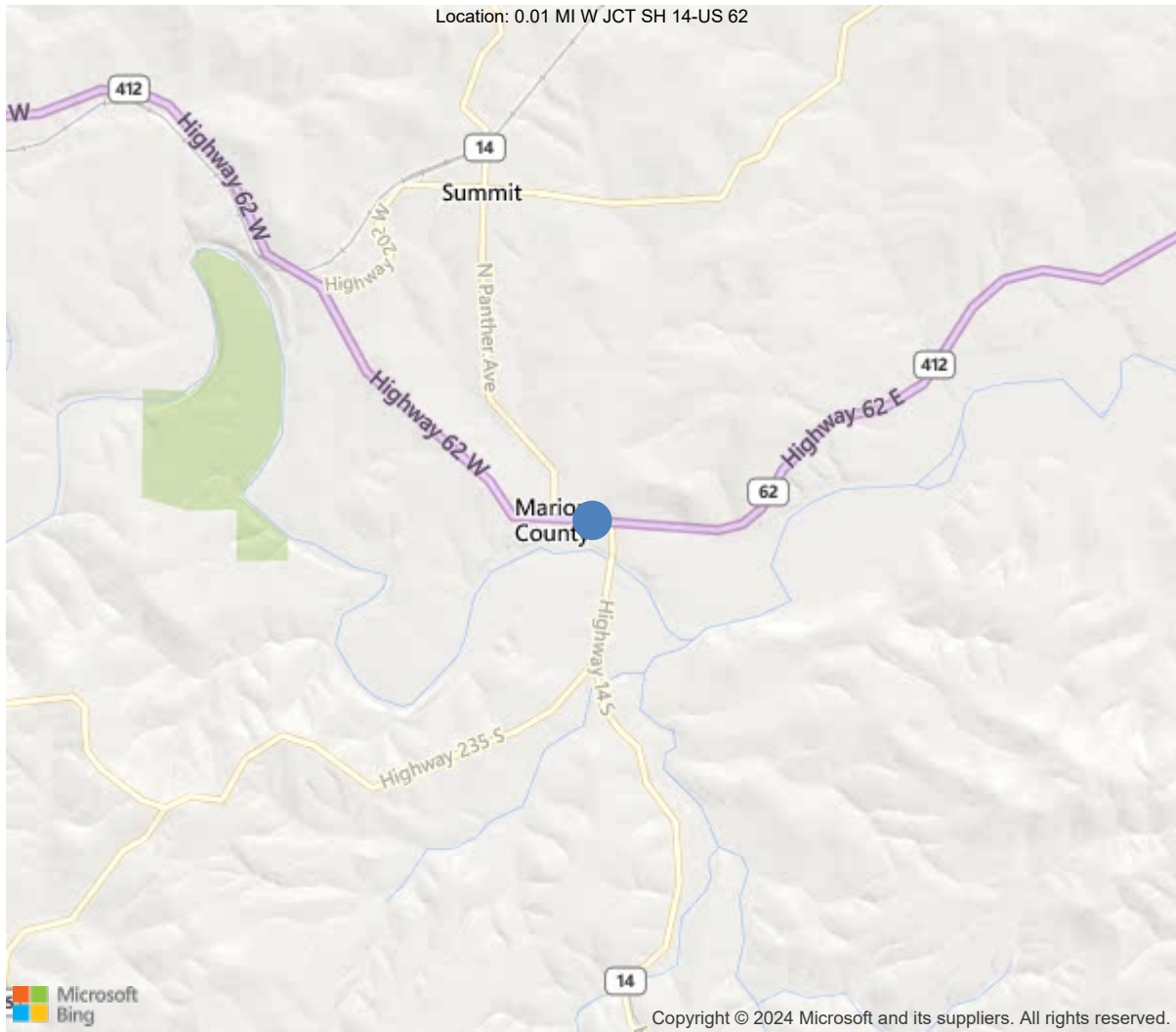
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	38		
Code 9 (31 Tons)	44		
Code 5 (40 Tons)	52		

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



36.22585, -92.68120



Asset #A0676(Routine)

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A0676
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	89 - Marion County
(4) Place Code	74720
(6) Features Intersected	TOWN BRANCH
(7) Facility Carried	US 62/412 Marion
(9) Location	0.01 MI W JCT SH 14-US 62
(11) Mile Point	0.03 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062090
(16) Latitude	36.22585
(17) Longitude	-92.6812
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	4
(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	1928
(106) Year Reconstructed	1960
(42) Type of Service	55
On	5 - Highway-pedestrian
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	8400
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	120 ft
(50) Curb or Sidewalk Width	
Left	3.5 ft
Right	3.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	37.4 ft
(32) Approach Roadway Width (W/Shoulders)	25.9 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	35 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	1
(26) Functional Class	2 - Rural Principal Arterial -
(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	1 - The inventory route is par
(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	5
(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	58
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	35
(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	N
(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	148 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 400
(96) Total Project Cost	\$ 1019
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	10944
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/01/2023		
(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		
<p>* 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.</p>			



Asset #A0676(Routine)

District: 09, County: 89 - Marion County

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

General Observation

Structure is logged from West to East, and is accessible from the ground and with a small extension ladder.
No bat activity noted.

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)
The upstream and downstream embankment at abutment #1 is armored with stone and cinder block masonry.



Asset #A0676(Routine)

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4488	4261	199	28	0
1080	Delamination/Spall/Patched Area	SF	8	0	3	5	0
1090	Exposed Rebar	SF	8	0	0	8	0
1120	Efflorescence/Rust Staining	SF	96	0	81	15	0
1130	Cracking (RC and Other)	SF	115	0	115	0	0
510	Wearing Surfaces	SF	3360	3149	205	6	0
3210	Delam/Spall/Patched Area/Pothole	SF	6	0	0	6	0
3220	Crack (Wearing Surface)	SF	205	0	205	0	0
<p>(16) Driving surface- has an asphalt overlay with reflective cracking over the joints with areas of map cracking. The right lane has asphalt patched areas in span #3. The left and right sidewalks have transverse cracking. Left side sidewalk- has cracking with 2' of exposed rebar. Right side sidewalk- has cracking with 1' of exposed rebar.</p> <p>Undersurface- Span #1- Bay #1- has 1' of cs2 efflorescence at the end of the span. Bay #3- the undersurface of bay #3 has 4 transverse hairline cracks with minor cs2 efflorescence.</p> <p>Overhangs- The left overhang has 2' of efflorescence and a large spall with exposed rebar. The right overhang has hairline cracking with 1' of rebar at the end of the span.</p> <p>Span #2- has 81' total feet of transverse cracking in the undersurface. Bay #1- has 2' of cs3 efflorescence and 7' of cs2 efflorescence. Bay #2 has a 2' area of delamination at the end of the span.</p> <p>Overhangs- The left overhang has 5' of transverse cracking with efflorescence and 3' of shallow exposed cs3 rebar. The right overhang has transverse cracking and 2' of shallow exposed cs3 rebar and 1' of cs3 spalling.</p> <p>Span #3- the undersurface of span #3 has 130' of hairline cracking with 13' of cs3 efflorescence and 50' of cs2 efflorescence.</p> <p>Overhangs- The left overhang has 2' of efflorescence. The right overhang has transverse cracking.</p> <p>Span #4- the undersurface has 58' of transverse cracks and 11' of efflorescence cracking. Bay #3 has 5' of delamination and 2' of exposed rebar in the undersurface. The left overhang has 2' of efflorescence. The right overhang has transverse cracking and 1' of delamination.</p>							
110	Reinforced Concrete Open Girder/Beam	LF	480	298	171	11	0
1080	Delamination/Spall/Patched Area	LF	13	0	5	8	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	163	0	163	0	0



Asset #A0676(Routine)

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(110) 4 concrete tee beam system.</p> <p>Span #1- The tee beams have vertical hairline flexure cracking. Tee beam #1 has a 1' patched area on the exterior face at the end of the span. Tee beam #2 has a 1' delamination at the end of the span. Tee beam #3 has 1' of exposed rebar at the end of the span. The diaphragm between beams #2,3 and #3,4 have diagonal cracking.</p> <p>Span #2- The tee beams have minor vertical flexure cracking. The beam ends of beam #1 have been patched for 2' , the beginning and end of the beam has 1' of exposed cs3 rebar each.</p> <p>Beam #2- Minor insignificant spalling was noted at some beam ends and on the exterior face of beam #4.</p> <p>Beam #3- has an insignificant spall on the bottom at mid span.</p> <p>Beam #4-</p> <p>Span #3- all four tee beams have vertical flexure cracking. Beams #1-3 have 1' of efflorescence cracking at the beam ends at the end of the span. Beam #3 has 1' of spalling at the beginning of the span. Beam #4 has a delamination on the exterior face at the end of the span. Diaphragm between tee beams #2,3 at the beginning of span #3 has spalling with exposed rebar. All 3 diaphragms at the end of span #3 have cracking with efflorescence.</p> <p>Span #4- all four tee beams have minor vertical flexure cracking, the exterior beginning left of beam #1 has a 2' spall. Tee beam #3 has 1' of delamination at the beginning of the span. Tee beam #4 has 1' of delamination on the exterior face at the beginning of the span.</p>							
205	Reinforced Concrete Column	EA	12	1	4	7	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1090	Exposed Rebar	EA	5	0	0	5	0
1120	Efflorescence/Rust Staining	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
<p>(205) Bent #1-</p> <p>Column #1 has a large spall with cs3 rebar exposed on the interior face with vertical delaminations.</p> <p>Column #2- has a short duration vertical crack.</p> <p>Column #3- has 2 large vertical delaminations, with short duration hairline cracking.</p> <p>Column #4- has vertical hairline cracking.</p> <p>all 4 columns have footings exposed, but are cast on solid rock.</p> <p>Bent #2-</p> <p>Column #1 -has a large spall with rebar exposed with hairline cracking. The top of the column has heavy efflorescence leaching.</p> <p>Column #2- has a large spall with rebar exposed with hairline cracking on the span #3 side. The span #2 side has a full height delamination.</p> <p>Column #3 -has a large spall with rebar exposed with hairline cracking on 2 of the 4 corners.</p> <p>Column #4- has hairline cracking with a small area of shallow exposed rebar. All 4 columns have the tops of the footings exposed at bent #2.</p> <p>Bent #3-</p> <p>Column #1 has cracking with a moderate amount of efflorescence.</p> <p>Column #2 has cracking with efflorescence.</p> <p>Column #3 has cracking with efflorescence.</p> <p>Column #4 has 2 short duration hairline cracks and was left in CS1. Columns #2,3,4 have the tops of the footings exposed.</p>							
215	Reinforced Concrete Abutment	LF	95	41	49	5	0
1080	Delamination/Spall/Patched Area	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	46	0	46	0	0



Asset #A0676(Routine)

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(215) Abutment #1- has 9' of vertical hairline cracking including the integral wing walls. The left integral wing wall has a 3' shallow spall with no rebar exposed above the drain. The footing is exposed for the entire width of abutment #1, but is cast on solid rock. The lower portion of the vertical face has an 18" storm drain incorporated into vertical face.</p> <p>Abutment #2- has 37' of vertical, diagonal and horizontal hairline cracking. The left side of the abutment face has 3' of efflorescence and the right side has 2' of cs3 spalling. Abutment #2 footing has cover.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	96	15	0	81	0
1080	Delamination/Spall/Patched Area	LF	16	0	0	16	0
1190	Abrasion/Wear (PSC/RC)	LF	65	0	0	65	0
<p>(220) Abutment #1 footing- has 11' of cs3 spalling/honeycombing and 30' of abrasion cs3.</p> <p>Bent #1 Column #1 footing- has 3' of cs3 abrasion and 2' of cs3 spalling. Column #2 footing- has 3' of cs3 abrasion and 2' of cs3 spalling. Column #3 footing- has 4' of cs3 abrasion and 1' of cs3 spalling. Column #4 footing- has 5' of cs3 abrasion.</p> <p>Bent #2 Column #1 footing- has cs3 abrasion. Column #2 footing- has cs3 abrasion. Column #3 footing- has cs3 abrasion. Column #4 footing- has cs3 abrasion.</p> <p>Bent #3 Column #2 footing- no deficiencies noted. Column #3 footing- no deficiencies noted. Column #4 footing- no deficiencies noted.</p>							
234	Reinforced Concrete Pier Cap	LF	99	50	34	15	0
1080	Delamination/Spall/Patched Area	LF	10	0	8	2	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	12	0	0	12	0
1130	Cracking (RC and Other)	LF	26	0	26	0	0
<p>(234) Pier cap #1 has 2' of spalled area at the left end with efflorescence in the same footage. minor cs3 spalls were noted under beams #2,4. Pier cap #1 has 4' of vertical hairline cracking, efflorescence leaching was noted beneath beam #4 on the span #1 side.</p> <p>Pier cap #2- has 5' of vertical and horizontal hairline cracking, with 4' of delamination and spalling with 1' of cs3 rebar exposed on the underside between columns #3,4.</p> <p>Pier cap #3- has 17' of vertical and horizontal hairline cracking with large areas of map cracking with efflorescence. The left cap end is spalled for 2' of concrete deterioration.</p>							
311	Movable Bearing	EA	4	3	0	1	0
1000	Corrosion	EA	1	0	0	1	0
<p>(311) Bent #2 bearings- Bearings #1,#2,#3 over bent #2 are barely observable. Bearing #4 has cs3 corrosion with section loss.</p>							
330	Metal Bridge Railing	LF	208	208	0	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
515	Steel Protective Coating	SF	624	624	0	0	0
(330) The metal portion of the bridge railing has been repainted on the left and right sides. No deficiencies noted.							
Approach railing- The bridge does not have approach railing.							

Deck

[illegible]

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, **Inspection Date:** 08/01/2023

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	480	298	171	11	0
1080	Delamination/Spall/Patched Area	LF	13	0	5	8	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	163	0	163	0	0
(110) 4 concrete tee beam system.							
Span #1- The tee beams have vertical hairline flexure cracking. Tee beam #1 has a 1' patched area on the exterior face at the end of the span. Tee beam #2 has a 1' delamination at the end of the span. Tee beam #3 has 1' of exposed rebar at the end of the span. The diaphragm between beams #2,3 and #3,4 have diagonal cracking.							
Span #2- The tee beams have minor vertical flexure cracking. The beam ends of beam #1 have been patched for 2' , the beginning and end of the beam has 1' of exposed cs3 rebar each.							
Beam #2- Minor insignificant spalling was noted at some beam ends and on the exterior face of beam #4.							
Beam #3- has an insignificant spall on the bottom at mid span.							
Beam #4-							
Span #3- all four tee beams have vertical flexure cracking. Beams #1-3 have 1' of efflorescence cracking at the beam ends at the end of the span. Beam #3 has 1' of spalling at the beginning of the span. Beam #4 has a delamination on the exterior face at the end of the span. Diaphragm between tee beams #2,3 at the beginning of span #3 has spalling with exposed rebar. All 3 diaphragms at the end of span #3 have cracking with efflorescence.							
Span #4- all four tee beams have minor vertical flexure cracking, the exterior beginning left of beam #1 has a 2' spall. Tee beam #3 has 1' of delamination at the beginning of the span. Tee beam #4 has 1' of delamination on the exterior face at the beginning of the span.							

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	12	1	4	7	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1090	Exposed Rebar	EA	5	0	0	5	0
1120	Efflorescence/Rust Staining	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
<p>(205) Bent #1-</p> <p>Column #1 has a large spall with cs3 rebar exposed on the interior face with vertical delaminations.</p> <p>Column #2- has a short duration vertical crack.</p> <p>Column #3- has 2 large vertical delaminations, with short duration hairline cracking.</p> <p>Column #4- has vertical hairline cracking.</p> <p>all 4 columns have footings exposed, but are cast on solid rock.</p> <p>Bent #2-</p> <p>Column #1 -has a large spall with rebar exposed with hairline cracking. The top of the column has heavy efflorescence leaching.</p> <p>Column #2- has a large spall with rebar exposed with hairline cracking on the span #3 side. The span #2 side has a full height delamination.</p> <p>Column #3 -has a large spall with rebar exposed with hairline cracking on 2 of the 4 corners.</p> <p>Column #4- has hairline cracking with a small area of shallow exposed rebar. All 4 columns have the tops of the footings exposed at bent #2.</p> <p>Bent #3-</p> <p>Column #1 has cracking with a moderate amount of efflorescence.</p> <p>Column #2 has cracking with efflorescence.</p> <p>Column #3 has cracking with efflorescence.</p> <p>Column #4 has 2 short duration hairline cracks and was left in CS1. Columns #2,3,4 have the tops of the footings exposed.</p>							
215	Reinforced Concrete Abutment	LF	95	41	49	5	0
1080	Delamination/Spall/Patched Area	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	46	0	46	0	0
<p>(215) Abutment #1- has 9' of vertical hairline cracking including the integral wing walls. The left integral wing wall has a 3' shallow spall with no rebar exposed above the drain. The footing is exposed for the entire width of abutment #1, but is cast on solid rock. The lower portion of the vertical face has an 18" storm drain incorporated into vertical face.</p> <p>Abutment #2- has 37' of vertical, diagonal and horizontal hairline cracking. The left side of the abutment face has 3' of efflorescence and the right side has 2' of cs3 spalling. Abutment #2 footing has cover.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	96	15	0	81	0
1080	Delamination/Spall/Patched Area	LF	16	0	0	16	0
1190	Abrasion/Wear (PSC/RC)	LF	65	0	0	65	0
<p>(220) Abutment #1 footing- has 11' of cs3 spalling/honeycombing and 30' of abrasion cs3.</p> <p>Bent #1</p> <p>Column #1 footing- has 3' of cs3 abrasion and 2' of cs3 spalling.</p> <p>Column #2 footing- has 3' of cs3 abrasion and 2' of cs3 spalling.</p> <p>Column #3 footing- has 4' of cs3 abrasion and 1' of cs3 spalling.</p> <p>Column #4 footing- has 5' of cs3 abrasion.</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent #2 Column #1 footing- has cs3 abrasion. Column #2 footing- has cs3 abrasion. Column #3 footing- has cs3 abrasion. Column #4 footing- has cs3 abrasion. Bent #3 Column #2 footing- no deficiencies noted. Column #3 footing- no deficiencies noted. Column #4 footing- no deficiencies noted.							
234	Reinforced Concrete Pier Cap	LF	99	50	34	15	0
1080	Delamination/Spall/Patched Area	LF	10	0	8	2	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	12	0	0	12	0
1130	Cracking (RC and Other)	LF	26	0	26	0	0
(234) Pier cap #1 has 2' of spalled area at the left end with efflorescence in the same footage. minor cs3 spalls were noted under beams #2,4. Pier cap #1 has 4' of vertical hairline cracking, efflorescence leaching was noted beneath beam #4 on the span #1 side. Pier cap #2- has 5' of vertical and horizontal hairline cracking, with 4' of delamination and spalling with 1' of cs3 rebar exposed on the underside between columns #3,4. Pier cap #3- has 17' of vertical and horizontal hairline cracking with large areas of map cracking with efflorescence. The left cap end is spalled for 2' of concrete deterioration.							

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Comment: The upstream and downstream embankment at abutment #1 is armored with stone and cinder block masonry.



Elevation view.



Approach view in direction of log mile.



General view of the driving surface.



Typical view of the undersurface.



Typical cs3 map cracking with efflorescence in random locations. Bay #1 of span #3 pictured.



View of the channel beneath the structure.



Downstream channel view.



Upstream channel view.



Elevation view. Log mile from left to right.



Approach view in direction of log mile.



Beam #4 in span #3 bearing condition.



The left overhang in span #1 has a large spall with exposed rebar at the end of span.



Downstream channel view.



Upstream channel view.



Typical view of driving surface.



Exterior face of beam #1 at the beginning of span #4 showing 2' of spalling.



Upstream channel view.



Spalling at the beginning of beam #3 at the beginning of span #3.



Elevation view. Log mile from left to right.



General view of abutment #2.



Typical view of the undersurface.



Delamination at the end of tee beams #2,3 at the end of span #1.



Large spall with rebar exposed on column #1 of bent #1.



Bridge plate.



Spalling with rebar exposed on column #1 of bent #2.



Typical view of the metal and concrete bridge railing.



Typical view of bent #1.



Spalling with rebar exposed at the end of beam #1 in span #2.



28" of the vertical face of the column footings at bent #1.
Typical of all at bent #1.



Efflorescence map cracking at the left end of bent #3 and
column #1.



Typical view of driving surface.



Approach view in direction of log mile.



Downstream channel view.



Vertical cracking at the beginning of tee beam #1 at the beginning of span #2.



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 #A0676(Routine)

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

A-57 - Beam End and Bearing Painting 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



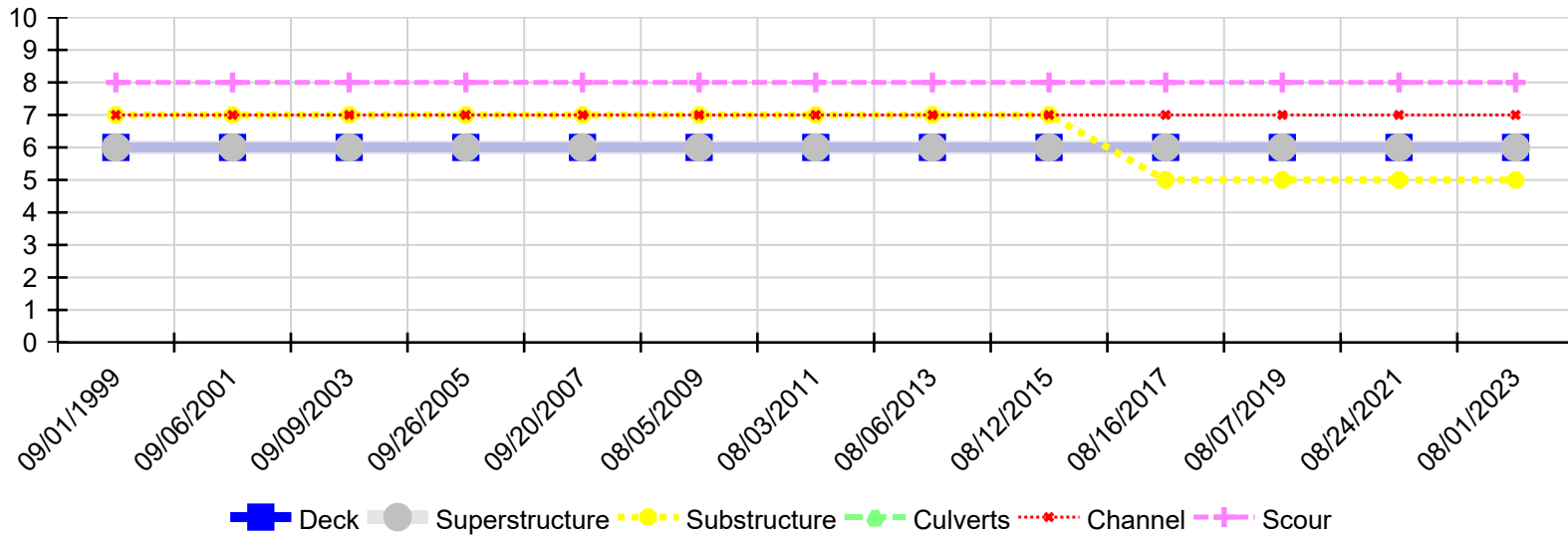
Asset #A0676(Routine)

US 62/412 Marion over TOWN BRANCH

Location: 0.01 MI W JCT SH 14-US 62

Team Lead: Benjamin Smith, Inspection Date: 08/01/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/01/2023	6	6	5	N	7	8
08/24/2021	6	6	5	N	7	8
08/07/2019	6	6	5	N	7	8
08/16/2017	6	6	5	N	7	8
08/12/2015	6	6	7	N	7	8
08/06/2013	6	6	7	N	7	8
08/03/2011	6	6	7	N	7	8
08/05/2009	6	6	7	N	7	8
09/20/2007	6	6	7	N	7	8
09/26/2005	6	6	7	N	7	8
09/09/2003	6	6	7	N	7	8
09/06/2001	6	6	7	N	7	8
09/01/1999	6	6	7	N	7	8