



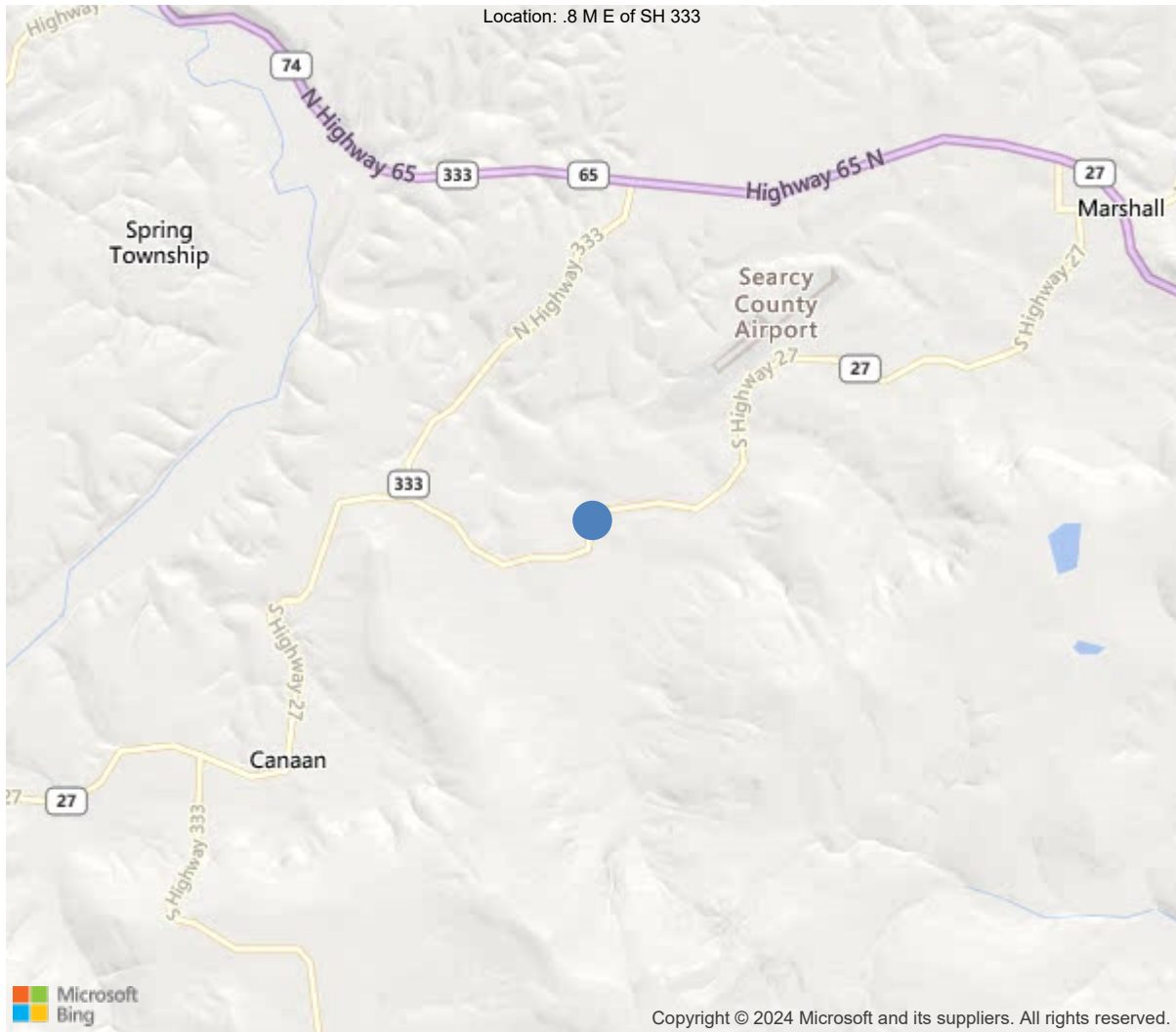
Latitude:35.88472, Longitude:-92.67249

Route:27 Section:16 Log:19.636

Arnold Road ID:64x27x16xA, Arnold Log mile:19.527

District 09, 129 - Searcy County

Owner: 1 - State Highway Agency



35.88472, -92.67249



Asset #M0670(Routine, Underwater type 2)

SH 27 Searcy Co. over DITCH

Location: .8 M E of SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M0670
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	129 - Searcy County
(4) Place Code	0
(6) Features Intersected	DITCH
(7) Facility Carried	SH 27 Searcy Co.
(9) Location	.8 M E of SH 333
(11) Mile Point	19.636 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.88472
(17) Longitude	-92.67249
(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	3
(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	1956
(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	314
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	57 ft
(50) Curb or Sidewalk Width	
Left	0.7 ft
Right	0.7 ft
(51) Bridge Roadway Width Curb to Curb	23.6 ft
(52) Deck Width Out to Out	25 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	25.6 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	7
(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	39
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	23
(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	8
(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 to
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	377
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	11/16/2022		
(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 **#M0670**(Routine, Underwater type 2)

District: 09, **County:** 129 - Searcy County

Team Lead: Nathan Rowland, **Inspection Date:** 11/16/2022

General Observation

11/16/2022 WNR & DBM: Routine inspection conducted this date. See element notes for documentation.
Structure is logged from South to North and is accessible from the ground.
No bat activity noted.



Asset #M0670(Routine, Underwater type 2)

SH 27 Searcy Co. over DITCH

Location: .8 M E of SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1425	1391	34	0	0
1120	Efflorescence/Rust Staining	SF	31	0	31	0	0
1130	Cracking (RC and Other)	SF	3	0	3	0	0
510	Wearing Surfaces	SF	1440	1261	83	96	0
3210	Delam/Spall/Patched Area/Pothole	SF	96	0	0	96	0
3220	Crack (Wearing Surface)	SF	83	0	83	0	0
(16) 11/16/2022 WNR & DBM:							
Driving surface- the deck has an indiscriminate chip and seal over lay with longitudinal cracks in both lanes for the full length of the structure and reflective cracks over the joints. The chip and seal has shallow pot holes in the left and right gutter lines.							
Undersurface-							
Span #1: The deck portion of unit #1 in span #1 has 26' transverse cracks with light efflorescence visible from the undersurface.							
Span #2- the undersurface of unit #2 has minor efflorescence for 5' at the end of the span. No other deficiencies noted.							
Span #3- units #2,3,4 have map cracking with no efflorescence in the undersurface for 1' each at the beginning of the span.							
110	Reinforced Concrete Open Girder/Beam	LF	399	243	0	156	0
1080	Delamination/Spall/Patched Area	LF	67	0	0	67	0
1090	Exposed Rebar	LF	72	0	0	72	0
1120	Efflorescence/Rust Staining	LF	17	0	0	17	0



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SH 27 Searcy Co. over DITCH

Location: .8 M E of SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(110) 11/16/2022 WNR & DBM:</p> <p>7 RCCB system. The channel beams have numerous areas of spalling with exposed rebar, delaminated areas and cracking in the stems throughout the structure.</p> <p>Span #1: The right stem of unit #1 has an area of map cracking with efflorescence that is 7' long near bent #1. The right stem of unit #2 in span #1 has a 2' long delaminated area near mid-span. The right stem of unit #3 has an area of spalling with exposed primary rebar that is 12' long. The exposed rebar has measurable section loss. The left stem of unit #4 has a spall with exposed primary rebar that is 3' long, and 4' of delamination. The right stem of unit #5 has a spall that is 2' long near mid-span with exposed primary rebar, and 2' of delamination. The right stem of unit #6 has spalling with exposed rebar that is 6' long, and 4' of delamination. The right stem of unit #7 has 3' of delamination at mid span. The diaphragms of units 1,2,3,7 at the end of the span have efflorescence map cracking.</p> <p>Span #2:</p> <p>Unit #1- has insignificant spalling on both stems near mid span. Unit #2- has map cracking with efflorescence in the left stem for 6' at the end of the span. Unit #3- has 3' of delamination in the right stem. Unit #4- has 6' of delamination in the right stem. Unit #5- has 5' total of exposed rebar in both stems, and 11' of delamination. Unit #6- has 6' total of exposed rebar in both stems, and 10' of delamination. Unit #7- has insignificant spalls.</p> <p>Span #3:</p> <p>Unit #1-has insignificant spalls. Unit #2- has longitudinal cracking with efflorescence in the undersurface of the left stem in the same footage as the exposed rebar, and spalling with 16' of exposed rebar in the right stem. Unit #3- has 8' of spalling with exposed rebar, and 3' of delamination in the right stem. Unit #4- has 8' of exposed rebar, and 6' of delamination in the right stem. Unit #5- has 9' of delamination in the right stem. unit #6- has 6' of exposed rebar in the right stem, and 4' total of delamination in both stems. Unit #7- has no deficiencies.</p>							
210	Reinforced Concrete Pier Wall	LF	50	17	32	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
1190	Abrasion/Wear (PSC/RC)	LF	18	0	18	0	0
<p>(210) 11/16/2022 WNR & DBM:</p> <p>Pier wall #1- has 7 vertical hairline cracks with minor abrasion for the length of the wall for 2'. The top of the footing is exposed for 11' at the downstream end of the span #2 side.</p> <p>Pier wall #2- has 6' of vertical cracking, 1' of exposed rebar on the span #2 side, and 1' of impact spalling on the upstream side. The top of the footing is exposed with 4" of vertical face exposed for the length of the wall on both sides.</p>							
215	Reinforced Concrete Abutment	LF	74	50	22	2	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1130	Cracking (RC and Other)	LF	9	0	9	0	0
1190	Abrasion/Wear (PSC/RC)	LF	12	0	12	0	0



Asset #M0670(Routine, Underwater type 2)

SH 27 Searcy Co. over DITCH

Location: .8 M E of SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) 11/16/2022 WNR & DBM:							
Abutment #1- The vertical face of the wall has 8 vertical cracks. The wing walls are integral.							
Abutment #2- The right side of the abutment wall has a large spall with no rebar exposed in the upper portion where the concrete end post has been broken off. The right wing wall has minor abrasion for 12' at the bottom. The left wing wall has 1' of spall at the top edge and 1' of vertical cracking. The top of the footing is exposed for the length of the abutment with up to 14" of vertical face exposed. The wing walls are integral.							
217	Masonry Abutment	LF	22	19	3	0	0
1610	Mortar Breakdown (Masonry)	LF	3	0	3	0	0
(217) 11/16/2022 WNR & DBM:							
Abutment #2 masonry- has a few minor areas of grout deterioration, with minor efflorescence in the grout. No splitting or cracking was noted.							
220	Reinforced Concrete Pile Cap/Footing	LF	86	13	0	73	0
1080	Delamination/Spall/Patched Area	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	1	0	0	1	0
1190	Abrasion/Wear (PSC/RC)	LF	64	0	0	64	0
(220) 11/16/2022 WNR & DBM:							
Abutment #1 footing- has cover.							
Pier wall #1 footing- has 18' of the footing exposed, the footing has abrasion.							
Pier wall #2 footing- has 26' of the footing exposed, the footing has abrasion.							
Abutment #2 footing- has 26' of the footing exposed the footing has abrasion with 1' of vertical cracking and 8' of spalling on the upper edge of the footing.							
234	Reinforced Concrete Pier Cap	LF	104	77	15	12	0
1080	Delamination/Spall/Patched Area	LF	9	0	0	9	0
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	15	0	15	0	0
(234) 11/16/2022 WNR & DBM:							
Abutment #1 cap- has 6 hairline vertical cracks.							
Pier wall cap #1- has a spall with no exposed rebar under the right stem of unit #5.							
Pier wall cap #2- has a spall with exposed rebar on the span #2 side under unit #5, and a small spall on the right end of the cap. The cap has 5' of horizontal and vertical hairline cracking.							
Abutment #2 cap- (leveling course above the masonry)- has 3' of exposed rebar, 4' of cracking and 6' of delamination. (Scaling).							
330	Metal Bridge Railing	LF	114	114	0	0	0
515	Steel Protective Coating	SF	342	171	171	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	171	0	171	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(330) 11/16/2022 WNR & DBM: The metal railing consists of w-section railing attached to concrete posts.</p> <p>Right side metal railing- the front side has some areas of pin point rusting and the back side has areas with a light rust coating.</p> <p>Left side metal railing- the front side has some areas of pin point rusting and the back side has areas with a light rust coating.</p> <p>The right bridge railing has an area of minor collision damage in span #2. Bridge railing post #9 on the right side has spalling with exposed rebar. The end post on the right side of abutment #2 has been broken off due to collision damage.</p>							

Team Lead: Nathan Rowland, **Inspection Date:** 11/16/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1425	1391	34	0	0
1120	Efflorescence/Rust Staining	SF	31	0	31	0	0
1130	Cracking (RC and Other)	SF	3	0	3	0	0
510	Wearing Surfaces	SF	1440	1261	83	96	0
3210	Delam/Spall/Patched Area/Pothole	SF	96	0	0	96	0
3220	Crack (Wearing Surface)	SF	83	0	83	0	0
(16) 11/16/2022 WNR & DBM:							
Driving surface- the deck has an indiscriminate chip and seal over lay with longitudinal cracks in both lanes for the full length of the structure and reflective cracks over the joints. The chip and seal has shallow pot holes in the left and right gutter lines.							
Undersurface-							
Span #1: The deck portion of unit #1 in span #1 has 26' transverse cracks with light efflorescence visible from the undersurface.							
Span #2- the undersurface of unit #2 has minor efflorescence for 5' at the end of the span. No other deficiencies noted.							
Span #3- units #2,3,4 have map cracking with no efflorescence in the undersurface for 1' each at the beginning of the span.							

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	399	243	0	156	0
1080	Delamination/Spall/Patched Area	LF	67	0	0	67	0
1090	Exposed Rebar	LF	72	0	0	72	0
1120	Efflorescence/Rust Staining	LF	17	0	0	17	0

(110) 11/16/2022 WNR & DBM:

7 RCCB system. The channel beams have numerous areas of spalling with exposed rebar, delaminated areas and cracking in the stems throughout the structure.

Span #1: The right stem of unit #1 has an area of map cracking with efflorescence that is 7' long near bent #1.

The right stem of unit #2 in span #1 has a 2' long delaminated area near mid-span.

The right stem of unit #3 has an area of spalling with exposed primary rebar that is 12' long. The exposed rebar has measurable section loss.

The left stem of unit #4 has a spall with exposed primary rebar that is 3' long, and 4' of delamination.

The right stem of unit #5 has a spall that is 2' long near mid-span with exposed primary rebar, and 2' of delamination.

The right stem of unit #6 has spalling with exposed rebar that is 6' long, and 4' of delamination.

The right stem of unit #7 has 3' of delamination at mid span.

The diaphragms of units 1,2,3,7 at the end of the span have efflorescence map cracking.

Span #2:

Unit #1- has insignificant spalling on both stems near mid span.

Unit #2- has map cracking with efflorescence in the left stem for 6' at the end of the span.

Unit #3- has 3' of delamination in the right stem.

Unit #4- has 6' of delamination in the right stem.

Unit #5- has 5' total of exposed rebar in both stems, and 11' of delamination.

Unit #6- has 6' total of exposed rebar in both stems, and 10' of delamination.

Unit #7- has insignificant spalls.

Span #3:

Unit #1-has insignificant spalls.

Unit #2- has longitudinal cracking with efflorescence in the undersurface of the left stem in the same footage as the exposed rebar, and spalling with 16' of exposed rebar in the right stem.

Unit #3- has 8' of spalling with exposed rebar, and 3' of delamination in the right stem.

Unit #4- has 8' of exposed rebar, and 6' of delamination in the right stem.

Unit #5- has 9' of delamination in the right stem.

unit #6- has 6' of exposed rebar in the right stem, and 4' total of delamination in both stems.

Unit #7- has no deficiencies.

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
210	Reinforced Concrete Pier Wall	LF	50	17	32	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
1190	Abrasion/Wear (PSC/RC)	LF	18	0	18	0	0
(210) 11/16/2022 WNR & DBM:							
Pier wall #1- has 7 vertical hairline cracks with minor abrasion for the length of the wall for 2'. The top of the footing is exposed for 11' at the downstream end of the span #2 side.							
Pier wall #2- has 6' of vertical cracking, 1' of exposed rebar on the span #2 side, and 1' of impact spalling on the upstream side. The top of the footing is exposed with 4" of vertical face exposed for the length of the wall on both sides.							
215	Reinforced Concrete Abutment	LF	74	50	22	2	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1130	Cracking (RC and Other)	LF	9	0	9	0	0
1190	Abrasion/Wear (PSC/RC)	LF	12	0	12	0	0
(215) 11/16/2022 WNR & DBM:							
Abutment #1- The vertical face of the wall has 8 vertical cracks. The wing walls are integral.							
Abutment #2- The right side of the abutment wall has a large spall with no rebar exposed in the upper portion where the concrete end post has been broken off. The right wing wall has minor abrasion for 12' at the bottom. The left wing wall has 1' of spall at the top edge and 1' of vertical cracking. The top of the footing is exposed for the length of the abutment with up to 14" of vertical face exposed. The wing walls are integral.							
217	Masonry Abutment	LF	22	19	3	0	0
1610	Mortar Breakdown (Masonry)	LF	3	0	3	0	0
(217) 11/16/2022 WNR & DBM:							
Abutment #2 masonry- has a few minor areas of grout deterioration, with minor efflorescence in the grout. No splitting or cracking was noted.							
220	Reinforced Concrete Pile Cap/Footing	LF	86	13	0	73	0
1080	Delamination/Spall/Patched Area	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	1	0	0	1	0
1190	Abrasion/Wear (PSC/RC)	LF	64	0	0	64	0
(220) 11/16/2022 WNR & DBM:							
Abutment #1 footing- has cover.							
Pier wall #1 footing- has 18' of the footing exposed, the footing has abrasion.							
Pier wall #2 footing- has 26' of the footing exposed, the footing has abrasion.							
Abutment #2 footing- has 26' of the footing exposed the footing has abrasion with 1' of vertical cracking and 8' of spalling on the upper edge of the footing.							

Team Lead: Nathan Rowland, **Inspection Date:** 11/16/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	104	77	15	12	0
1080	Delamination/Spall/Patched Area	LF	9	0	0	9	0
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	15	0	15	0	0
(234) 11/16/2022 WNR & DBM:							
Abutment #1 cap- has 6 hairline vertical cracks.							
Pier wall cap #1- has a spall with no exposed rebar under the right stem of unit #5.							
Pier wall cap #2- has a spall with exposed rebar on the span #2 side under unit #5, and a small spall on the right end of the cap. The cap has 5' of horizontal and vertical hairline cracking.							
Abutment #2 cap- (leveling course above the masonry)- has 3' of exposed rebar, 4' of cracking and 6' of delamination. (Scaling).							



Elevation with log left right



General view of deck



View of span #3 superstructure



View of span #2 superstructure



View of abutment #2



View of span #3 superstructure



Upstream view



Downstream view



Inventory looking direction of log



Downstream channel view.



Upstream channel view.



Approach view in direction of log mile.



Typical view of the undersurface.



Typical view of driving surface.



General view of abutment #1.



Typical view of the pier walls.



Approach view in direction of log mile.



General view of abutment #2.



Downstream channel view.



The railing end post on the right side of abutment #2 has been displaced due to collision damage and is exposing an unprotected end of the metal railing.



Exposed footing on the span #2 side of pier wall #2 for the length of the wall.



Elevation view. Log mile from left to right.



Upstream channel view.



Elevation view. Log mile from left to right.



Typical view of the driving surface.



Exposed footing at pier wall 1.



Exposed footing at pier wall 2.



Exposed footing at abutment 2.

Maintenance Needs

Date Reported: 11/19/2012

Priority: C - Important

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

Status: Assigned

Component:

Deficiency Description

Pre-cast channel units -

The stems of the pre-cast channel units have numerous areas of spalling with exposed primary rebar, and longitudinal delamination in all spans.

Remarks



Span #3-General view of spalling with exposed reinforcing steel in stems of channel units.



Span #2, unit #6-Spalling with exposed reinforcing steel in stems.



Span #1, unit #3, Right stem with spalling and exposed reinforcing steel.

Maintenance Needs

Date Reported: 11/19/2012

Priority: C - Important

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

Status: Assigned

Component:

Deficiency Description

The concrete end post on the right side of the railing at abutment #2 has been displaced due to collision damage, this has exposed the untreated end of the metal guard rail.

Concrete post #9 on the right side of the structure is damaged with rebar exposed.

Remarks



Spall on the Right side of abutment #2 breastwall.



Abutment #2, Right side railing missing end post.



Spalling with exposed reinforcing steel to bridge railing post.



Asset #M0670(Routine, Underwater type 2)

SH 27 Searcy Co. over DITCH

Location: .8 M E of SH 333

Team Lead: Nathan Rowland, **Inspection Date:** 11/16/2022

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	



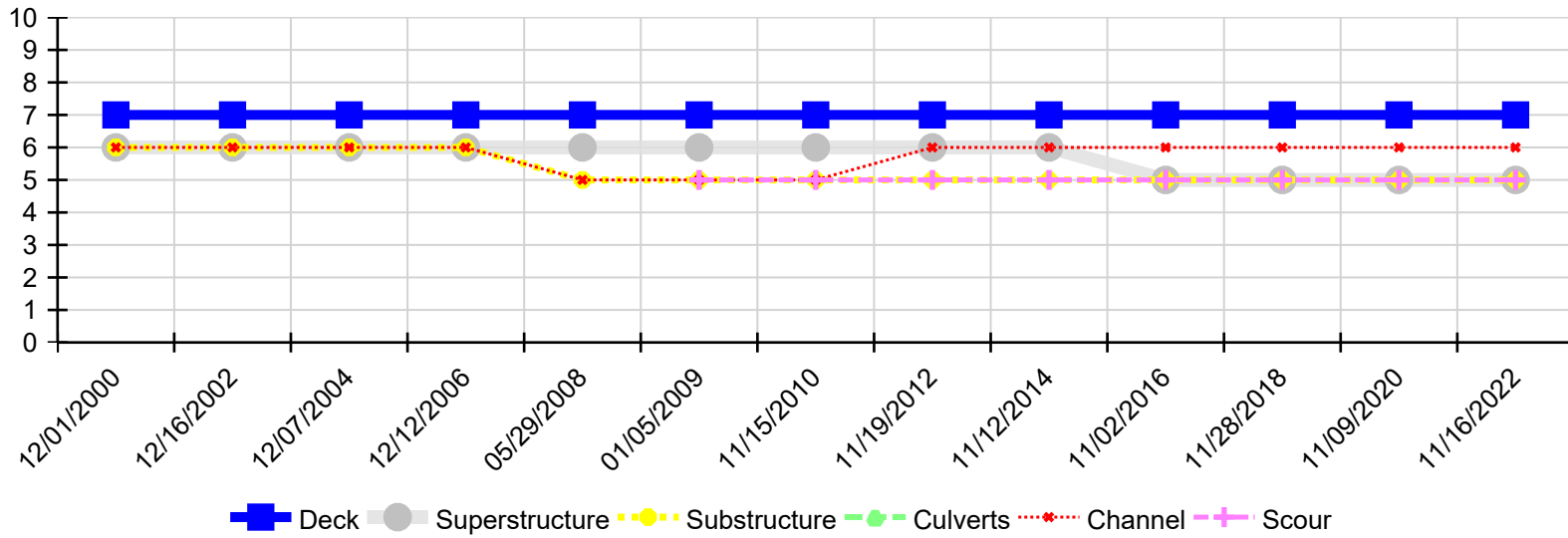
Asset #M0670(Routine, Underwater type 2)

SH 27 Searcy Co. over DITCH

Location: .8 M E of SH 333

Team Lead: Nathan Rowland, Inspection Date: 11/16/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/16/2022	7	5	5	N	6	5
11/09/2020	7	5	5	N	6	5
11/28/2018	7	5	5	N	6	5
11/02/2016	7	5	5	N	6	5
11/12/2014	7	6	5	N	6	5
11/19/2012	7	6	5	N	6	5
11/15/2010	7	6	5	N	5	5
01/05/2009	7	6	5	N	5	5
05/29/2008	7	6	5	N	5	N
12/12/2006	7	6	6	N	6	N
12/07/2004	7	6	6	N	6	N
12/16/2002	7	6	6	N	6	N
12/01/2000	7	6	6	N	6	N