

## **Bridge 06667 Inspection Report**



Latitude:36.25151, Longitude:-93.33040

Route:412 Section:05 Log:17.59

Arnold Road ID:8x412x5xA, Arnold Log mile:17.578

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

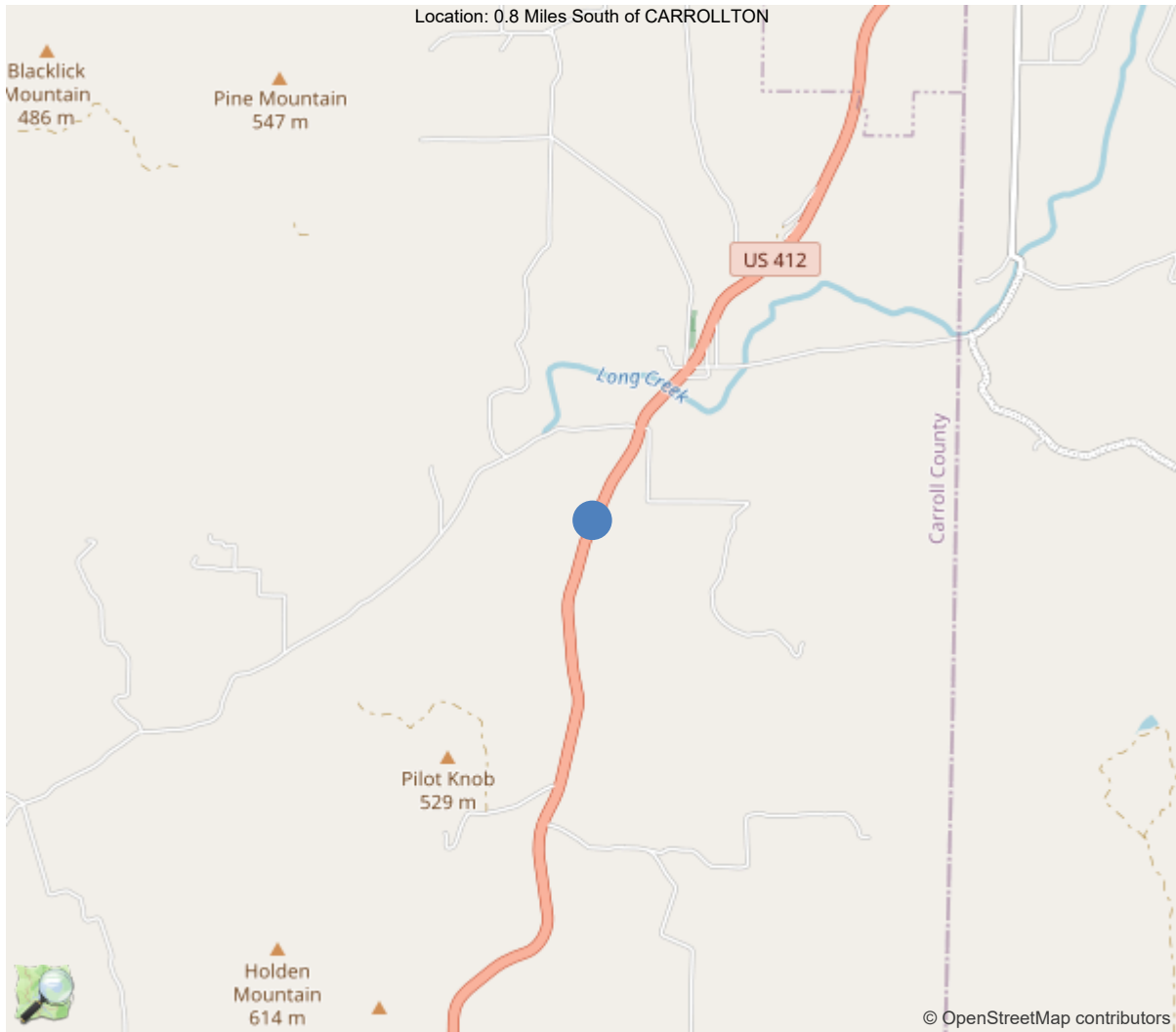
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	56		

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



36.25151, -93.33040



# National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06667
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	15 - Carroll County
(4) Place Code	0
(6) Features Intersected	LONG CREEK
(7) Facility Carried	US 412 S-5 Carroll
(9) Location	0.8 Miles South of CARROLLTON
(11) Mile Point	17.59 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000412050
(16) Latitude	36.25151
(17) Longitude	-93.3304
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
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	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	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1998
(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	4700
(30) Year of ADT	2018
(109) Truck ADT	13 %
GEOMETRIC DATA	
(48) Length of Maximum Span	75 ft
(49) Structure Length	274.2 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0 - No median
(34) Skew	20 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41 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	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 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	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - 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	6000
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			07/02/2024
(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: Benjamin Smith, Inspection Date: 07/02/2024

### Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	06667
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	02193
B.W.01 Year Built	1998

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	15 - Carroll County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	09 - District 09
B.L.05 Latitude	36.25151
B.L.06 Longitude	-93.3304
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	0.8 MI S CARROLLTON
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	272
B.G.02 Total Bridge Length	274
B.G.03 Max Span Length	75.1
B.G.04 Min Span Length	61
B.G.05 Bridge Width Out-to-Out	42.7
B.G.06 Bridge Width Curb-to-Curb	40
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	40

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	20
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	30
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	11684.2

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20 - HS-20
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	0.97
B.LR.06 Operating Load Rating Factor	1.61
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	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	7 - GOOD - Some minor defects.
B.C.03 Substructure Condition	7 - GOOD - Some minor defects.
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	8 - VERY GOOD - Some inherent
B.C.07 Bridge Bearings Cond.	7 - GOOD - Some minor defects.
B.C.08 Bridge Joints Condition	4 - POOR - Widespread moderate
B.C.09 Channel Condition Rating	8 - VERY GOOD - Inherent defec
B.C.10 Channel Protection Condition	8 - VERY GOOD - Some inherent
B.C.11 Scour Condition Rating	8 - Insignificant scour.
B.C.12 Bridge Condition Classification	G - Good
B.C.13 Lowest Condition Rating	7 - GOOD - Some minor defects.
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	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	A - Seismic evaluation completed. B

Team Lead: Benjamin Smith, Inspection Date: 07/02/2024

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	4	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	CX - Coating - other
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	P01 - Patina - uncoated weathe	B.SP.13 Deck Stay-In-Place Forms	M01 - Metal

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	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
<b>P1</b>			
B.SB.02 No. of Substructure Units	3	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	P02 - Pier - single column	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	4700
B.F.03 Feature Name	US 412 S-5 Carroll	B.H.10 Annual ADTT	611
B.H.01 Functional Classification	3 - Principal Arterial - Other	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	Y - NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or	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	412050	B.H.16 Highway Max Usable Surface Width	40.6
B.H.07 LRS Mile Point	17.59	B.H.17 Bypass Detour Length	20
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	R01	412	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline



Team Lead: Benjamin Smith, Inspection Date: 07/02/2024

## 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	LONG 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 - 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

Structure is logged from SW to NE and is accessible with a large extension ladder or snooper.  
No bat activity noted.

Sufficiency Rating Calculation Accepted by dlw at 2010-06-23 10:08:30  
Changed LM from 17.63 to 17.59 per str line from Tech Services dated 9/2011. DRB, 11/22/11

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### 58 - Deck (7 - GOOD CONDITION - some minor problems.)

The driving surface has wear in the wheel paths with unsealed cs2 cracking. The undersurface has SIP forms in the bays. The overhangs have cs2 efflorescence.

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### 59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

The beams have cs3 corrosion at the abutments due to leaking compression seals. The bearings at the abutments have cs3 corrosion. The exterior lower web of the fascia beams have either cs2 corrosion or a darkened patina.

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### 60 - Substructure (7 - GOOD CONDITION - some minor problems.)

The abutments have cs3 delamination and spalling on the top of the back wall in the driving surface. The pier caps have shrinkage cracking.

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### 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 channel is well vegetated.

The channel beneath the structure has minor drift on pier #2. The lower portion of the abutment slopes have rip rap that is in place with no deficiencies. The channel is dry for most of the year.

The downstream channel has embankment erosion. The channel banks are mostly vegetated.

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### A-54 - Sealable Deck Cracks (Y)

The driving surface of the deck has sealable longitudinal and transverse cracking.

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### A-57 - Girder End and Bearing Painting Needed (Y)

The beams are weathering steel. The beam ends and bearings have cs3 corrosion at the abutments.

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### A-59 - Joint Repair Needed (Y)

The compression joint seal at abutment #1 is leaking and is damaged and pushed up into traffic. The abutment #2 seal is leaking.

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### A-61 - Polymer Overlay Advised (Y)

The driving surface has unsealed cracking and wear in the wheel paths.

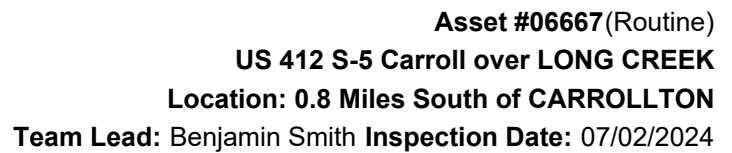
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### A-64 - Vegetation Removal Requested (Y)

The structure has trees and brush growing beneath.

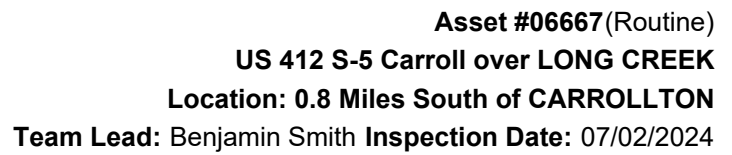
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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	11727	6446	5280	1	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	106	0	106	0	0
1130	Cracking (RC and Other)	SF	1886	0	1886	0	0
1190	Abrasion/Wear (PSC/RC)	SF	3288	0	3288	0	0
(12) Driving surface- has a tined finish that is showing a total of 12' wide wear in the wheel paths.							
Left lane- has 928' of sealed and unsealed cs2 longitudinal and transverse cracking in the driving lanes. The gutter line has minor short duration cs2 transverse cracking.							
Right lane - has 958' of sealed and unsealed cs2 longitudinal and transverse cracking in the driving lanes. The gutter line has minor short duration cs2 transverse cracking.							
Undersurface-							
Span #1- The sip form under the construction joint has minor cs3 corrosion near the end of the span.							
Left overhang- has 8' of cs2 efflorescence.							
Right deck overhang- has 16' of cs2 efflorescence.							
Span #2 -bay #1 has minor cs3 corrosion in the sip forms under the construction joint at the end of the span.							
Left overhang- has 18' of cs2 efflorescence.							
Right overhang- has 14' of cs2 efflorescence.							
Span #3- bay #1 has minor cs3 corrosion in the sip form under the construction joint at the end of the span in bays #1,2,4,5.							
Left overhang- has 14' of cs2 efflorescence and and 1' of spalling with exposed cs3 rebar 4' back from pier #3.							
Right overhang- has 14' of cs2 efflorescence.							
Span #4- bay #5 has cs3 corrosion in the sip form under the construction joint at the beginning of the span.							
Left overhang- has 12' of cs2 efflorescence.							
Right overhang- has 10' of cs2 efflorescence.							
107	Steel Open Girder/Beam	LF	1632	1561	4	67	0
1000	Corrosion	LF	71	0	4	67	0
515	Steel Protective Coating	SF	16546	16442	30	74	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	104	0	30	74	0
(107) 6 weathering steel beam system. The weathering steel protective coating total includes the diaphragms.							
The beam ends at the abutments have corrosion due to leaking compression seals.							
Span #1-							
Beam #1- has 4' of cs3 corrosion at the beginning of the span. The exterior lower web has a darkened patina for the length of the span.(51')							
Beam #2- has 2' of cs3 corrosion							
Beam #3- has 4' of cs3 corrosion at the beginning of the span.							
Beam #4- has 2' of cs2 corrosion at the beginning							
Beam #5 has cs3 corrosion on the bottom flange and lower web at the beginning of the span for 18' due to leaking joint seals.							
Beam #6- has 2' of cs2 corrosion at the beginning of the span. The exterior lower web has a darkened patina for the length of the							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>span.</p> <p>Span #2-</p> <p>beam #1- has 4' of cs3 corrosion at the end of the span. The exterior lower web has a darkened patina for the length of the span. (51')</p> <p>Beam #2- no deficiencies noted,</p> <p>Beam #3- no deficiencies noted.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- the lower exterior web has a darkened patina that is not yet corrosion for the length of the span. (51')</p> <p>Span #3-</p> <p>beam #1- has 20' of cs3 corrosion beginning at the field splice. The exterior lower web has a darkened patina for the length of the span. (51')</p> <p>Beam #2- no deficiencies noted.</p> <p>Beam #3- no deficiencies noted.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- The exterior lower web has a darkened patina for the length of the span. (51')</p> <p>Span #4-</p> <p>Beam #1- has 2' of cs3 corrosion at the end of the span. The exterior lower web has cs2 corrosion for the length of the span. (51')</p> <p>Beam #2- has 2' of cs3 corrosion at the end of the span.</p> <p>Beam #3- has 2' of cs3 corrosion at the end of the span.</p> <p>Beam #4- has 3' of cs3 corrosion at abutment #2 due to leaking joint seals.</p> <p>Beam #5- has 3' of cs3 corrosion at the end of the span.</p> <p>Beam #6- has 3' of cs3 corrosion at the end of the span. The exterior lower web has cs2 corrosion for the length of the span.(51')</p>							
210	Reinforced Concrete Pier Wall	LF	39	28	11	0	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
<p>(210) The pier walls consist of 13' wide pier columns.</p> <p>Pier wall #1- has 5' of vertical cs2 cracking. The footing has cover.</p> <p>Pier wall#2- has 1 vertical hairline cs2 crack at the center. The upstream end of the wall has minor drift accumulation. The footing has cover.</p> <p>Pier wall #3- has 5' of vertical and diagonal hairline cs2 cracking. The footing has cover.</p>							
215	Reinforced Concrete Abutment	LF	90	44	11	35	0
1080	Delamination/Spall/Patched Area	LF	35	0	0	35	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	7	0	7	0	0
<p>(215) Abutment #1- the top of the back wall has 9' of cs3 delamination and 12' of cs3 spalling on the edge in the driving surface. The abutment has 4 vertical cs2 cracks in the back wall, 2 have cs2 efflorescence. The bridge seat has build up due to leaking joint seals. The rip rap is in place and functioning as intended at the lower portion of the slope.</p> <p>Abutment #2- the top of the back wall has 17' of shallow cs3 delamination in the driving surface. The right side of abutment #2 has 6" of embankment settlement for 4', no piling is exposed at this location. The right end of the bridge seat has cs2 cracking at the extreme end. The bridge seat has build up due to leaking joint seals. The abutment has 2' of cs2 efflorescence cracking and 3' of vertical cs2 hairline cracking in the back wall with 2' of cs2 cracking in the bridge seat. The rip rap is in place and functioning as intended at the lower portion of the slope, the upper portion of the slope does not have rip rap and has areas of minor erosion.</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	132	121	11	0	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
(234) Pier cap #1- has 5 vertical cs2 hairline cracks at the step downs. The top edge of the pier cap on the span #2 side has insignificant spalling under bays #2,3,4.							
Pier cap #2- has 3 vertical cs2 hairline cracks.							
Pier cap #3- has 3 vertical cs2 hairline cracks.							
302	Compression Joint Seal	LF	90	0	10	80	0
2310	Leakage	LF	40	0	0	40	0
2320	Seal Adhesion	LF	35	0	10	25	0
2330	Seal Damage	LF	8	0	0	8	0
2340	Seal Cracking	LF	7	0	0	7	0
(302) Abutment #1 compression joint seal- has 5' of cs3 seal cracking at the top edge. The armoring plates have pack rust that is causing loss of adhesion. The left and right end of the seal is pushed up above the deck in several locations and has cs3 damage. The remainder of the seal has cs3 leakage.							
Abutment #2 compression joint seal- has 2' of cs3 cracking and adhesion loss due to pack rust on the armoring plates. The remainder of the seal has cs3 leakage.							
310	Elastomeric Bearing	EA	30	19	0	11	0
1000	Corrosion	EA	11	0	0	11	0
(310) Abutment #1 bearings- no deficiencies noted on all 6 elastomeric pads. The sole plates at bearings #1,2,3,5,6 have cs3 corrosion. Bearing #1 has build up of back fill around the bearing pad.							
Pier #1 bearings- no deficiencies noted on all 6 pads.							
Pier #2 bearings- no deficiencies noted on all 6 pads.							
Pier #3 bearings- no deficiencies noted on all 6 pads.							
Abutment #2 bearings- no deficiencies noted on the elastomeric pads of all 6 bearings. The sole plate has cs3 corrosion at all 6 locations.							
331	Reinforced Concrete Bridge Railing	LF	548	415	133	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	132	0	132	0	0
(331) Left side parapet wall - has 67' of cs2 hairline vertical cracking located at the saw joints and top corners of the drain areas. The 20th parapet section has 1' of cs3 spalling with no rebar exposed on the top edge.							
Right side parapet wall- has 65' of cs2 hairline vertical cracking located at the saw joints and top corners of the drain areas.							
Approach railing- The left ending end treatment is unattached from the post.							
No deficiencies noted at the remaining locations.							
Transitions- no deficiencies noted.							



## Inspection Photos and Notes



07/02/2024

Bridge plate.



07/02/2024

Elevation view.



07/02/2024

Undersurface view.



07/02/2024

Driving surface view.





Embankment erosion on the downstream channel.



Channel beneath the structure.



Upstream channel view.



Downstream channel view.





Approach view in direction of log mile.



Typical view of the piers.



Typical abutment view.

### Maintenance Needs

Date Reported: 06/02/2016

Priority: D- Routine

Type of Work: Replace (General)

Status: Repair Documented

Component:

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### Deficiency Description

Log mile sign is incorrect. Should read 17.59

### Remarks

It was noted during the routine inspection that the log mile sign has been replaced and reads correctly. BDS 2024

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Replaced log mile sign to reflect proper log mile.



Asset #06667(Routine)

US 412 S-5 Carroll over LONG CREEK

Location: 0.8 Miles South of CARROLLTON

Team Lead: Benjamin Smith Inspection Date: 07/02/2024

## Routine Maintenance

### Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	Yes
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	Yes
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

#### **A-54 - Sealable Deck Cracks (Yes)**

The driving surface of the deck has sealable longitudinal and transverse cracking.

#### **A-55 - Deck Washing Needed (No)**

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



**Asset #06667**(Routine)

**US 412 S-5 Carroll over LONG CREEK**

**Location: 0.8 Miles South of CARROLLTON**

**Team Lead: Benjamin Smith Inspection Date: 07/02/2024**

**A-57 - Girder End and Bearing Painting Needed (Yes)**

The beams are weathering steel. The beam ends and bearings have cs3 corrosion at the abutments.

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

**A-59 - Joint Repair Needed (Yes)**

The compression joint seal at abutment #1 is leaking and is damaged and pushed up into traffic. The abutment #2 seal is leaking.

**A-60 - Full Girder Painting Needed (No)**

**A-61 - Polymer Overlay Advised (Yes)**

The driving surface has unsealed cracking and wear in the wheel paths.

**A-62 - Hydro and LMC Advised (No)**

**A-63 - Missing/Incorrect Log Mile Signage (No)**

**A-64 - Vegetation Removal Requested (Yes)**

The structure has trees and brush growing beneath.

**A-65 - Clogged deck drains?**



**Asset #06667**(Routine)

**US 412 S-5 Carroll over LONG CREEK**

**Location: 0.8 Miles South of CARROLLTON**

**Team Lead: Benjamin Smith Inspection Date: 07/02/2024**

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





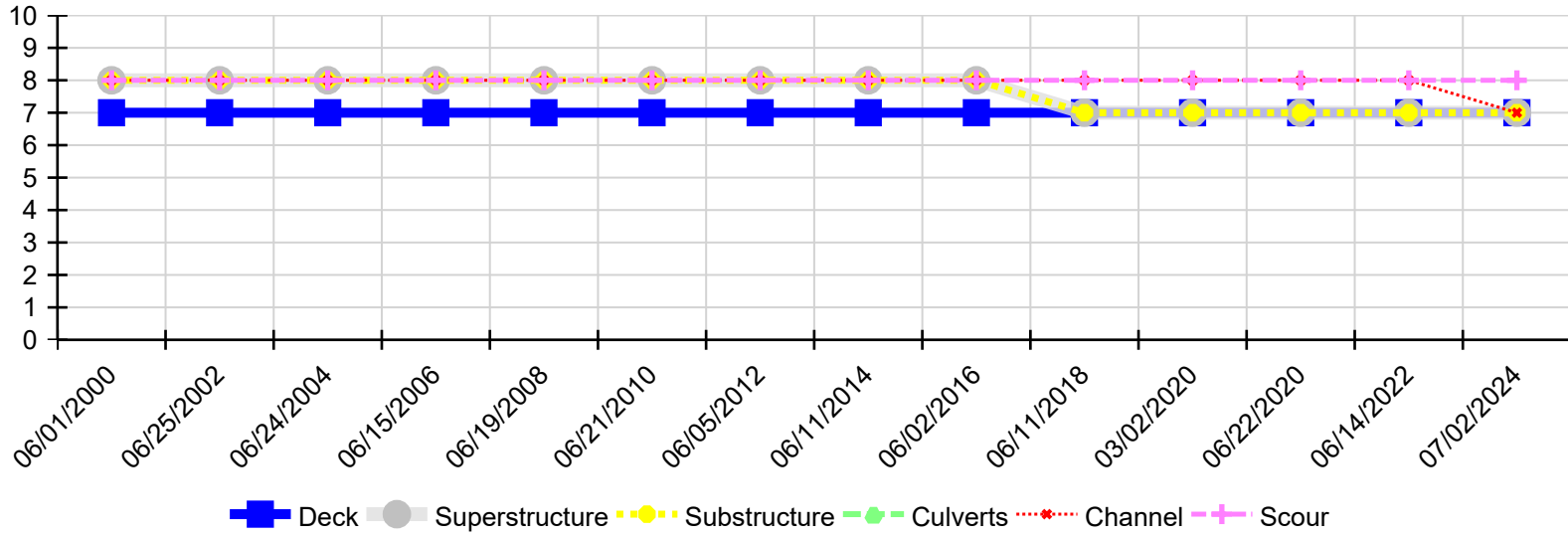
Asset #06667(Routine)

US 412 S-5 Carroll over LONG CREEK

Location: 0.8 Miles South of CARROLLTON

Team Lead: Benjamin Smith Inspection Date: 07/02/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/02/2024	7	7	7	N	7	8
06/14/2022	7	7	7	N	8	8
06/22/2020	7	7	7	N	8	8
03/02/2020	7	7	7	N	8	8
06/11/2018	7	7	7	N	8	8
06/02/2016	7	8	8	N	8	8
06/11/2014	7	8	8	N	8	8
06/05/2012	7	8	8	N	8	8
06/21/2010	7	8	8	N	8	8
06/19/2008	7	8	8	N	8	8
06/15/2006	7	8	8	N	8	8
06/24/2004	7	8	8	N	8	8
06/25/2002	7	8	8	N	8	8
06/01/2000	7	8	8	N	8	8