

## Bridge 06668 Inspection Report



Latitude:36.26077, Longitude:-93.32386

Route:412 Section:05 Log:18.33

Arnold Road ID:8x412x5xA, Arnold Log mile:18.322

District 09, 15 - Carroll County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

### Bridge Posting Information

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

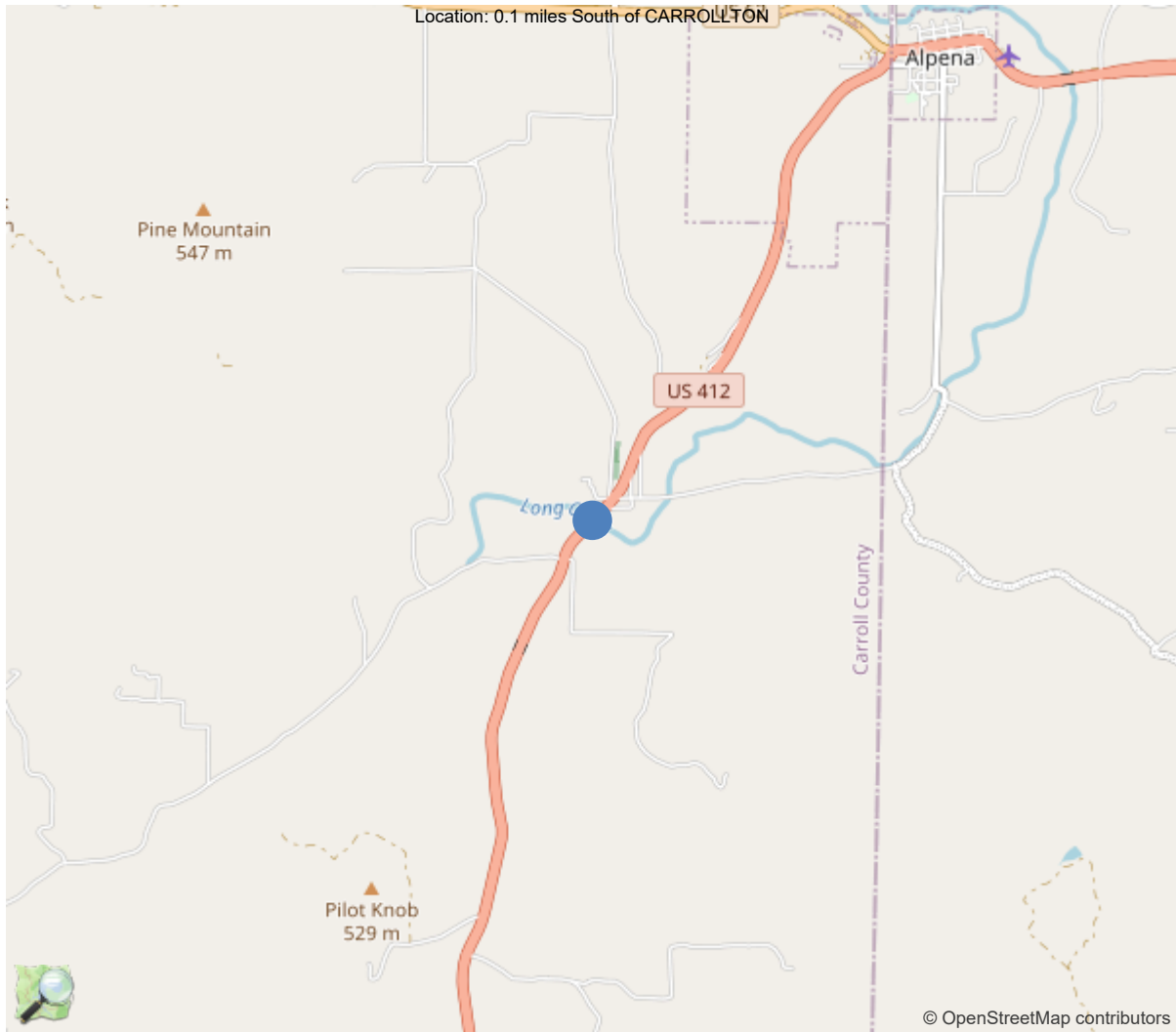
70 - Bridge Posting: 5 - Equal to or above legal loads

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



36.26077, -93.32386



## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06668
(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	0.1 miles South of CARROLLTON
(11) Mile Point	18.33 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000412050
(16) Latitude	36.26077
(17) Longitude	-93.32386
(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	3
(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	1 - Epoxy Coated Reinforcing
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	5100
(30) Year of ADT	2023
(109) Truck ADT	14 %
GEOMETRIC DATA	
(48) Length of Maximum Span	75 ft
(49) Structure Length	199.2 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 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)	27.9 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	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	8
(60) Substructure	7
(61) Channel & Channel Protection	8
(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	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	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	5500
(115) Year of Future ADT	2035

INSPECTIONS *			
(90) Inspection Date			08/13/2024
(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: 08/13/2024

## Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	06668
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	02192
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	36.26077
B.L.06 Longitude	-93.32386
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	0.1 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	197
B.G.02 Total Bridge Length	199.1
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	27.9

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	21
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	8493.8

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	1
B.LR.06 Operating Load Rating Factor	1.67
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	8 - VERY GOOD - Some inherent
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	8 - VERY GOOD - Some inherent
B.C.06 Bridge Railing Transitions Condition	9 - EXCELLENT - Isolated inher
B.C.07 Bridge Bearings Cond.	9 - EXCELLENT - Isolated inher
B.C.08 Bridge Joints Condition	6 - SATISFACTORY - Widespread
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	9 - No 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

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	3	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	C01 - Coating - epoxy coated
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	2	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	41
B.H.07 LRS Mile Point	18.33	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: 08/13/2024

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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Asset #06668(Routine, Underwater type 2)

US 412 S-5 Carroll over LONG CREEK

Location: 0.1 miles South of CARROLLTON

Team Lead: Benjamin Smith Inspection Date: 08/13/2024

## Inspection Notes

### General Observation

Structure is logged West to East and is accessible with a small extension ladder.  
No bat activity was noted.

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

The driving surface has wear in the wheel paths with unsealed longitudinal cracking. The deck edges have cs2 cracking along the joint seal armoring plates.

The undersurface has cs2 efflorescence in the overhangs.

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### 59 - Superstructure (8 - VERY GOOD CONDITION - no problems noted.)

Beams #1 and #6 have cs2 corrosion on the lower exterior webs at the end of span #3. No other deficiencies noted.

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

The abutments have a few small areas of cs2 efflorescence in the back wall. The pier caps have shrinkage cracking.

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### 61 - Channel/Channel Protection (8 - Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.)

The upstream channel banks are well vegetated. The channel bottom has large areas of exposed solid rock.

The channel flows mainly in span #2. The rip rap on the abutment embankments is in place and functioning as intended.

The downstream channel banks are well vegetated.

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

The driving surface has sealable longitudinal cracks in all spans.

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

The compression joint material is cracking at both abutments. The joint seals have damage in the gutter lines.

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### A-63 - Missing/Incorrect Log Mile Signage (Y)

The log mile sign is incorrect:

Per DRB: "Changed LM from 18.35 to 18.33 per straight line from Tech Services dated 9/2011. DRB, 11/22/11"

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

Both sides and underneath the structure have a heavy growth of vegetation.

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## National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	8517	6002	2515	0	0
1080	Delamination/Spall/Patched Area	SF	80	0	80	0	0
1120	Efflorescence/Rust Staining	SF	71	0	71	0	0
1130	Cracking (RC and Other)	SF	788	0	788	0	0
1190	Abrasion/Wear (PSC/RC)	SF	1576	0	1576	0	0
<p>(12) Driving surface- The deck was treated with boiled linseed oil after construction.</p> <p>Span #1- is 61' long.</p> <p>The deck has cs2 spalling for the entire width of the road iron at abutment #1. (40')</p> <p>The left and right lanes have 244' (2 cracks per lane) of full length longitudinal cs2 cracking with transverse cracking in random locations. Some of the deck surface cracking has an epoxy repair, the repair has worn away. The deck has 488' of wear in the wheel paths for the length of the span.</p> <p>Span #2- is 75' long.</p> <p>The left and right lanes have 300' (2 cracks per lane) of full length longitudinal cs2 cracking with transverse cracking in random locations. Some of the deck surface cracking has an epoxy repair, the repair has worn away. The deck has 8' of wear in the wheel paths for the length of the span.(600')</p> <p>Span #3- is 61' long.</p> <p>The left and right lanes have 244' (2 cracks per lane) of full length longitudinal cs2 cracking with transverse cracking in random locations. Some of the deck surface cracking has an epoxy repair, the repair has worn away. The deck has 8' of wear in the wheel paths for the length of the span.(488') The ending deck edge has cs2 spalling for the width of the deck.(40')</p> <p>Undersurface- The bays have metal SIP forms in all 3 spans.</p> <p>Span #1- the bays have metal sip forms. No corrosion was noted.</p> <p>Overhangs-</p> <p>Left overhang- has 8' of cs2 efflorescence.</p> <p>Right overhang- has 9' of cs2 efflorescence.</p> <p>Span #2- Bays #2,5 have cs3 corrosion on the sip forms at the 2nd splice.</p> <p>Overhangs-</p> <p>Left overhang- has 14' of cs2 efflorescence.</p> <p>Right overhang- has 18' of cs2 efflorescence.</p> <p>Span #3- The sip forms have small areas of cs2 corrosion beneath the construction joint areas.</p> <p>Overhangs-</p> <p>Left overhang- has 14' of cs2 efflorescence.</p> <p>Right overhang- has 8' of cs2 efflorescence.</p>							
107	Steel Open Girder/Beam	LF	1182	1136	46	0	0
1000	Corrosion	LF	46	0	46	0	0
515	Steel Protective Coating	SF	9101	9055	0	46	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	46	0	0	46	0
(107) 6 weathering steel beam system. The weathering steel protective coating does not include the diaphragms.							

[illegible]



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Pier cap #2- has 14' of cs2 cracking at the top of the cap and to both the ahead and behind vertical faces of the pier cap. The cracking is localized to the top of the cap. Some of the cracking is propagating from the bearings #3, 4, &amp; 5 anchor bolts.</p>							
302	Compression Joint Seal	LF	86	44	27	15	0
2330	Seal Damage	LF	15	0	0	15	0
2340	Seal Cracking	LF	27	0	27	0	0
<p>(302) Abutment #1 compression joint seal- The armoring plates have pack rust and flaking rust on the vertical faces next to the compression joint material. The seal has 12' of damage in the left and right gutter lines. The top edge of the seal has cracking for the length of the seal.</p> <p>Abutment #2 compression joint seal- The seal has 2' of damage in the right gutter line and 1' in the left gutter line and is pushed up into traffic. The seals have cracking on the top edge for the length of the seal. The armoring plates have flaking rust and pack rust next to the compression joint material.</p>							
310	Elastomeric Bearing	EA	24	23	1	0	0
2220	Alignment	EA	1	0	1	0	0
<p>(310) Abutment #1 bearings- No deficiencies noted.</p> <p>Pier #1 bearings- No deficiencies noted.</p> <p>Pier #2 bearings- No deficiencies noted on bearings #1,2,3,5,6.</p> <p>Bearing #4- the elastomeric bearing pad has minor misalignment on the right side, but it is still in place.</p> <p>Abutment #2 bearings- No deficiencies noted.</p>							
331	Reinforced Concrete Bridge Railing	LF	398	176	55	167	0
1130	Cracking (RC and Other)	LF	222	0	55	167	0
<p>(331) Right side parapet wall- The right parapet has 43' of vertical cs2 cracking at the construction joints and at the corner of deck drains.</p> <p>Left side parapet wall- Span #1- has 12' of cs2 cracking in the first 30', the remaining 31' of the parapet is in cs3 map cracking. Span #2- has 75' of cs3 map cracking. Span #3- has 61' of cs3 map cracking.</p>							

## Inspection Photos and Notes



Elevation view.



Channel beneath the structure.



General view of abutment #1.



General view of pier #1.





Undersurface view.



Brush along the side and underneath the structure.



Transition area.



Upstream channel view.





Downstream channel view.



Driving surface view.



Bridge plate.



Abutment #1 seal condition.





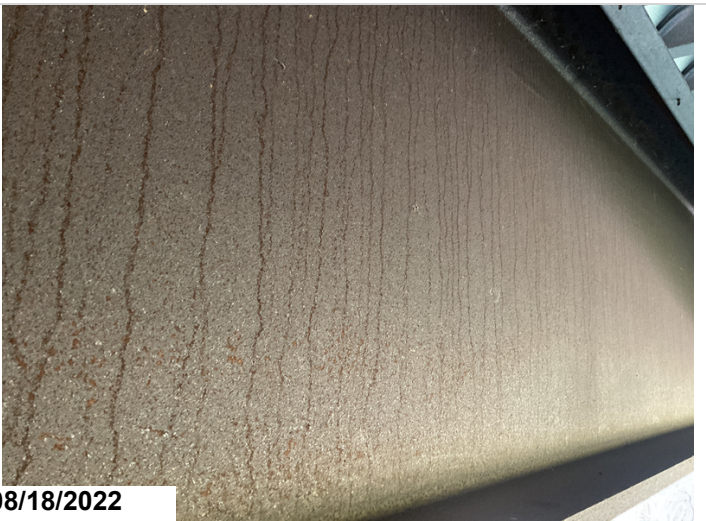
08/13/2024

The left beginning end treatment is detached from the post.



08/13/2024

Approach view in direction of log mile.



08/18/2022

Typical view of the weathering steel protective coating condition.



08/18/2022

Superficial factory defect on the bottom flange of beam #3 in span #1. Typical.





Map cracking in the left parapet wall.



Seal damage at abutment #1.



Efflorescence cracking in the deck overhangs.



Joint seal condition at abutment 1.



### Maintenance Needs

**Date Reported:** 08/22/2022

**Priority:** D- Routine

**Status:** Monitor

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

**Component:**

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### Deficiency Description

The right beginning and right ending approach railing end treatment is not attached to the post. The left beginning approach rail end treatment is detached from the post.

### Remarks

Carroll Co.

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The right ending approach railing end treatment is not attached to the post.



The right beginning approach railing end treatment is not attached to the post.



Asset #06668(Routine, Underwater type 2)

US 412 S-5 Carroll over LONG CREEK

Location: 0.1 miles South of CARROLLTON

Team Lead: Benjamin Smith Inspection Date: 08/13/2024

## 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	No
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	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	Yes
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 has has sealable longitudinal cracks in all spans.

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

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



**Asset #06668**(Routine, Underwater type 2)

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

**Location: 0.1 miles South of CARROLLTON**

**Team Lead: Benjamin Smith Inspection Date: 08/13/2024**

**A-57 - Girder End and Bearing Painting Needed (No)**

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

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

The compression joint material is cracking at both abutments. The joint seals have damage in the gutter lines.

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

**A-61 - Polymer Overlay Advised (No)**

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

**A-63 - Missing/Incorrect Log Mile Signage (Yes)**

The log mile sign is incorrect:

Per DRB: "Changed LM from 18.35 to 18.33 per straight line from Tech Services dated 9/2011. DRB, 11/22/11"



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

Both sides and underneath the structure have a heavy growth of vegetation.



Brush along the side and underneath the structure.

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

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



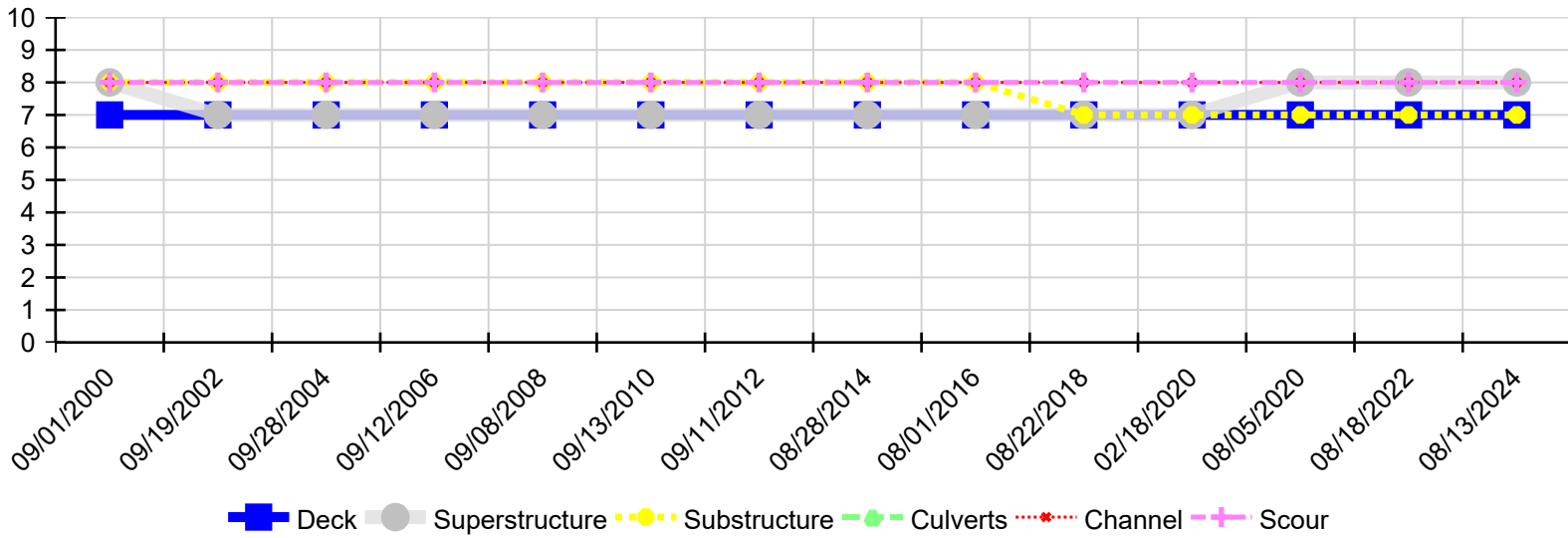
Asset #06668(Routine, Underwater type 2)

US 412 S-5 Carroll over LONG CREEK

Location: 0.1 miles South of CARROLLTON

Team Lead: Benjamin Smith Inspection Date: 08/13/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/13/2024	7	8	7	N	8	8
08/18/2022	7	8	7	N	8	8
08/05/2020	7	8	7	N	8	8
02/18/2020	7	7	7	N	8	8
08/22/2018	7	7	7	N	8	8
08/01/2016	7	7	8	N	8	8
08/28/2014	7	7	8	N	8	8
09/11/2012	7	7	8	N	8	8
09/13/2010	7	7	8	N	8	8
09/08/2008	7	7	8	N	8	8
09/12/2006	7	7	8	N	8	8
09/28/2004	7	7	8	N	8	8
09/19/2002	7	7	8	N	8	8
09/01/2000	7	8	8	N	8	8