



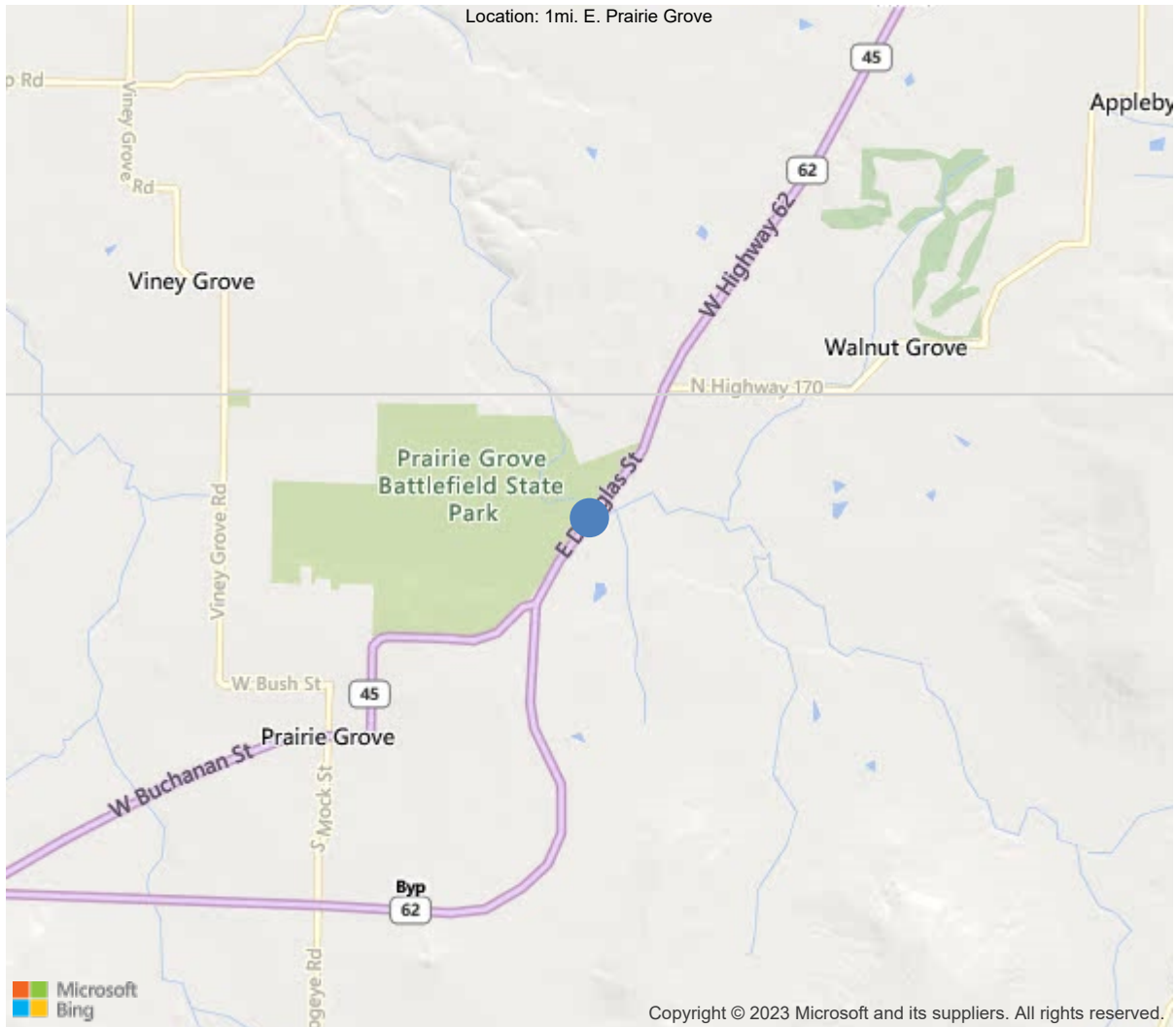
Latitude:35.99118, Longitude:-94.29423

Route:62 Section:01 Log:17.16

Arnold Road ID:72x62x1xA, Arnold Log mile:17.138

District 04, 143 - Washington County

Owner: 1 - State Highway Agency



35.99118, -94.29423





Asset #06732(Routine)

U.S. 62 - Wash. Co over Illinois River

Location: 1mi. E. Prairie Grove

Team Lead: Eric West, Inspection Date: 02/08/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06732
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	Illinois River
(7) Facility Carried	U.S. 62 - Wash. Co
(9) Location	1mi. E. Prairie Grove
(11) Mile Point	17.16 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062010
(16) Latitude	35.99118
(17) Longitude	-94.29423
(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	7
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2002
(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	18000
(30) Year of ADT	2018
(109) Truck ADT	10 %
(19) Bypass, Detour Length	40 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	57 ft
(49) Structure Length	384 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	69.2 ft
(52) Deck Width Out to Out	72.3 ft
(32) Approach Roadway Width (W/Shoulders)	69.9 ft
(33) Bridge Median	1 - Open 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	24.6 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	5 - None present but re-evalua
(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	16 - Urban Minor Arterial
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	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	6
(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	7
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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	ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	16878
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	02/08/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<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>			



### General Observation

02/03/2020 - RSM & SPC: Routine and Underwater Type II inspections conducted this date. See element notes for documentation.

02/04/2016 - EJW - Late inspection performed on this date. Inspection conducted late in order to even out the number of bridges inspected each month in an effort to provide more uniformity in the number of bridges inspected per month. 02/04/2016 - EJW & RWF - Underwater Type II inspection conducted on this date. Wading and probing indicates that the footings have cover with no apparent significant scour problems at this inspection. 02/15/2018 - JCJ & TJL - Drift accumulation in the superstructure indicates that high water reaches the superstructure.

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

02/03/2020 - RSM & SPC: Underwater Type II inspection: Wading probing and visual observation revealed that the channel has moderate drift accumulation at bents #3 and #4 causing localized scour at base of columns. All footings have cover at this inspection.

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### A-46 - Asset Files

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Asset #06732(Routine)

U.S. 62 - Wash. Co over Illinois River

Location: 1mi. E. Prairie Grove

Team Lead: Eric West, Inspection Date: 02/08/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	27677	18747	8857	73	0
1120	Efflorescence/Rust Staining	SF	678	1	677	0	0
1130	Cracking (RC and Other)	SF	5182	1	5108	73	0
1190	Abrasion/Wear (PSC/RC)	SF	3072	0	3072	0	0
(12) -Sealable deck cracking in all spans with areas of map cracking, transverse cracking, longitudinal cracking and random cracking visible -Full length longitudinal cracks appear to be over the top flanges of the beams. -Transverse cracks visible in the undersurface at centerline bay where SIP forms were not used and in the deck overhangs have light efflorescence.							
107	Steel Open Girder/Beam	LF	3830	3830	0	0	0
515	Steel Protective Coating	SF	25280	6358	18922	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	LF	25280	6358	18922	0	0
(107) A588 weathering steel - The superstructure has no apparent noteworthy deficiencies at this inspection. Weathering steel patina appears to be in good condition with no problems noted at this inspection.							
205	Reinforced Concrete Column	EA	24	17	7	0	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	6	0	6	0	0
(205) -Several columns in the channel have light abrasion. -Bent #3, column #1 has an area of honeycombing at base. -Bent #4, column #2 has vertical cracking in lower portion of column on two sides.							
215	Reinforced Concrete Abutment	LF	142	45	91	6	0
1120	Efflorescence/Rust Staining	LF	8	0	5	3	0
1130	Cracking (RC and Other)	LF	89	0	86	3	0
(215) -There is map, transverse and longitudinal cracking in the top of the back walls visible from the driving surface of the deck. -Exposed snap ties from the construction process in the face of the back walls in both abutments. -Vertical cracks with light efflorescence in the back walls visible from the undersurface. -Abutment #1 backwall has horizontal cracking in the right half of backwall located mid-way up the wall behind the end diaphragm.							
220	Reinforced Concrete Pile Cap/Footing	LF	162	162	0	0	0
(220) -Wading and probing in elevated water indicated the top of Bent # 4 Column # 1 footing is partially exposed but does not appear to be undermined.							
234	Reinforced Concrete Pier Cap	LF	386	370	16	0	0
1130	Cracking (RC and Other)	LF	16	0	16	0	0
(234) -Isolated areas of shallow honeycombing from the construction process. -Bent caps have a few short duration hairline cracks at the step downs and other random locations. -Bent caps have drift accumulation in some locations indicating water elevation during high water event. (1130-234) Bent caps have a few short duration hairline cracks at the step downs and other random locations.							
300	Strip Seal Expansion Joint	LF	145	0	61	84	0

**Team Lead:** Eric West, **Inspection Date:** 02/08/2022

[illegible]

## Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	27677	18747	8857	73	0
1120	Efflorescence/Rust Staining	SF	678	1	677	0	0
1130	Cracking (RC and Other)	SF	5182	1	5108	73	0
1190	Abrasion/Wear (PSC/RC)	SF	3072	0	3072	0	0
<p>(12) -Sealable deck cracking in all spans with areas of map cracking, transverse cracking, longitudinal cracking and random cracking visible</p> <p>-Full length longitudinal cracks appear to be over the top flanges of the beams.</p> <p>-Transverse cracks visible in the undersurface at centerline bay where SIP forms were not used and in the deck overhangs have light efflorescence.</p>							







## Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	24	17	7	0	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	6	0	6	0	0
(205) -Several columns in the channel have light abrasion. -Bent #3, column #1 has an area of honeycombing at base. -Bent #4, column #2 has vertical cracking in lower portion of column on two sides.							
215	Reinforced Concrete Abutment	LF	142	45	91	6	0
1120	Efflorescence/Rust Staining	LF	8	0	5	3	0
1130	Cracking (RC and Other)	LF	89	0	86	3	0
(215) -There is map, transverse and longitudinal cracking in the top of the back walls visible from the driving surface of the deck. -Exposed snap ties from the construction process in the face of the back walls in both abutments. -Vertical cracks with light efflorescence in the back walls visible from the undersurface. -Abutment #1 backwall has horizontal cracking in the right half of backwall located mid-way up the wall behind the end diaphragm.							
220	Reinforced Concrete Pile Cap/Footing	LF	162	162	0	0	0
(220) -Wading and probing in elevated water indicated the top of Bent # 4 Column # 1 footing is partially exposed but does not appear to be undermined.							
234	Reinforced Concrete Pier Cap	LF	386	370	16	0	0
1130	Cracking (RC and Other)	LF	16	0	16	0	0
(234) -Isolated areas of shallow honeycombing from the construction process. -Bent caps have a few short duration hairline cracks at the step downs and other random locations. -Bent caps have drift accumulation in some locations indicating water elevation during high water event. (1130-234) Bent caps have a few short duration hairline cracks at the step downs and other random locations.							

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

Comment: 02/03/2020 - RSM & SPC: Underwater Type II inspection: Wading probing and visual observation revealed that the channel has moderate drift accumulation at bents #3 and #4 causing localized scour at base of columns. All footings have cover at this inspection.



Asset #06732(Routine)

U.S. 62 - Wash. Co over Illinois River

Location: 1mi. E. Prairie Grove

Team Lead: Eric West, Inspection Date: 02/08/2022

### Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4





Elevation



Elevation



Roadway



Typical driving surface of the deck.





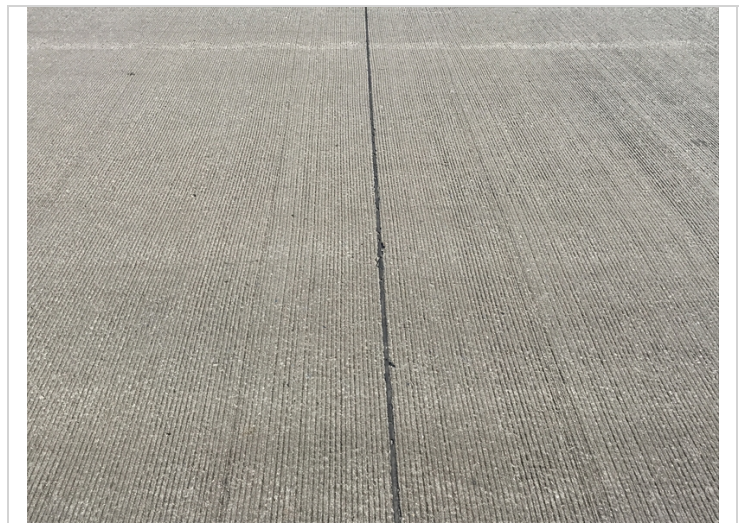
Span #1 typical undersurface of the deck.



Typical transverse cracking with efflorescence buildup along the centerline.



Sealable deck cracking.



Deteriorating saw joint sealant.





Bent #2 typical.



Bent #4 column #2 cracking with efflorescence buildup.



Abutment #1 cracking with efflorescence buildup in the backwall.



Abutment #2 top of the backwall cracking.





Bent #6 Lt cap cracking over column #1.



Abutment #1 debris impact in the expansion joint.



Abutment #2 joint seal debris impact.



Typical cracking in the parapet walls.



**Asset #06732(Routine)**

**U.S. 62 - Wash. Co over Illinois River**

**Location: 1mi. E. Prairie Grove**

**Team Lead: Eric West, Inspection Date: 02/08/2022**

#### **Maintenance Needs**

**Date Reported:** 03/12/2012  
**Priority:** D- Routine  
**Type of Work:** Repair (General)  
**Status:** Monitor  
**Component:** Deck

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#### **Deficiency Description**

Deck -  
The deck has sealable cracks in all spans.

#### **Remarks**

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Map cracking.



**Date Reported:** 02/04/2020  
**Priority:** D- Routine  
**Type of Work:** (Inactive) (Inactive) 1 - Clean  
**Status:** Monitor  
**Component:** Element

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**Deficiency Description**

Expansion joint assemblies -  
Expansion joint assemblies have heavy dirt and debris accumulation.

**Remarks**

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Abutment 1 expansion joint assembly has heavy dirt and debris accumulation.



**Date Reported:** 02/10/2022  
**Priority:** C - Important  
**Type of Work:** (Inactive) (Inactive) 1 - Clean  
**Status:** Open  
**Component:** Channel

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**Deficiency Description**

Channel-  
Drift accumulation at Bent # 4.

**Remarks**

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Bent #4 drift accumulation.



**Asset #06732(Routine)**

**U.S. 62 - Wash. Co over Illinois River**

**Location: 1mi. E. Prairie Grove**

**Team Lead: Eric West, Inspection Date: 02/08/2022**

## **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	



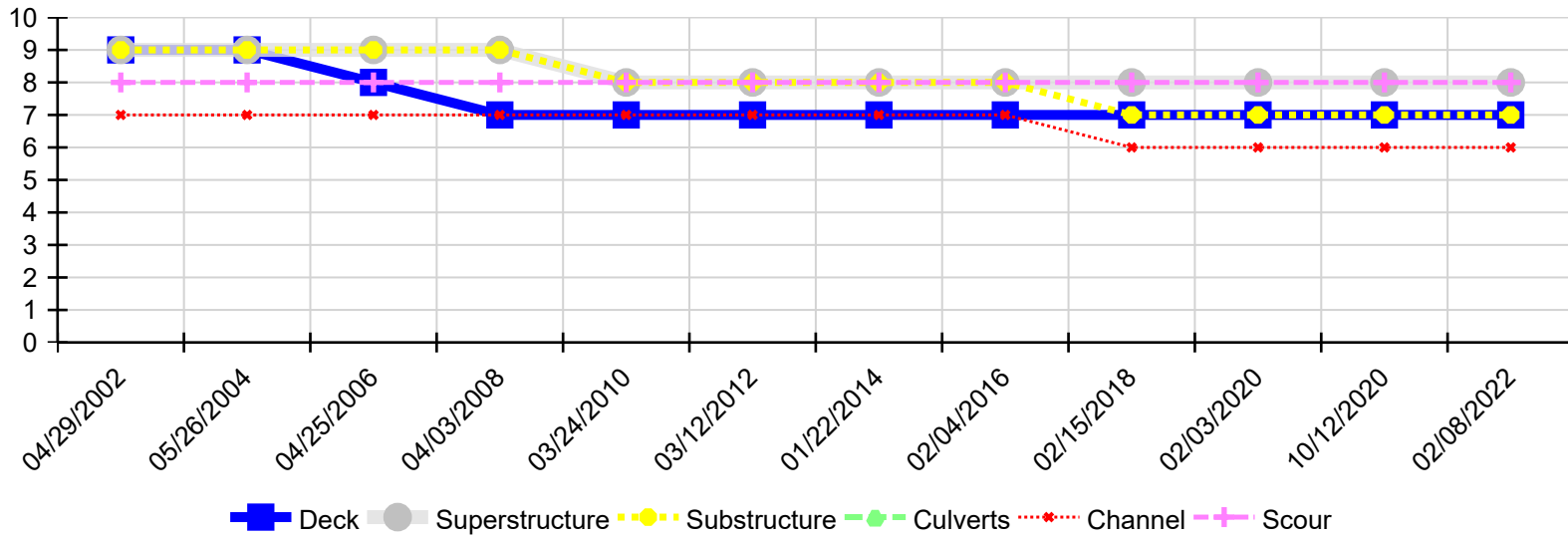
Asset #06732(Routine)

U.S. 62 - Wash. Co over Illinois River

Location: 1mi. E. Prairie Grove

Team Lead: Eric West, Inspection Date: 02/08/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
02/08/2022	7	8	7	N	6	8
10/12/2020	7	8	7	N	6	8
02/03/2020	7	8	7	N	6	8
02/15/2018	7	8	7	N	6	8
02/04/2016	7	8	8	N	7	8
01/22/2014	7	8	8	N	7	8
03/12/2012	7	8	8	N	7	8
03/24/2010	7	8	8	N	7	8
04/03/2008	7	9	9	N	7	8
04/25/2006	8	9	9	N	7	8
05/26/2004	9	9	9	N	7	8
04/29/2002	9	9	9	N	7	8