



Latitude:35.97857, Longitude:-94.49943

Route:62 Section:01 Log:1.99

Arnold Road ID:72x62x1xA, Arnold Log mile:2.005

District 04, 143 - Washington County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

Bridge Posting Information

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

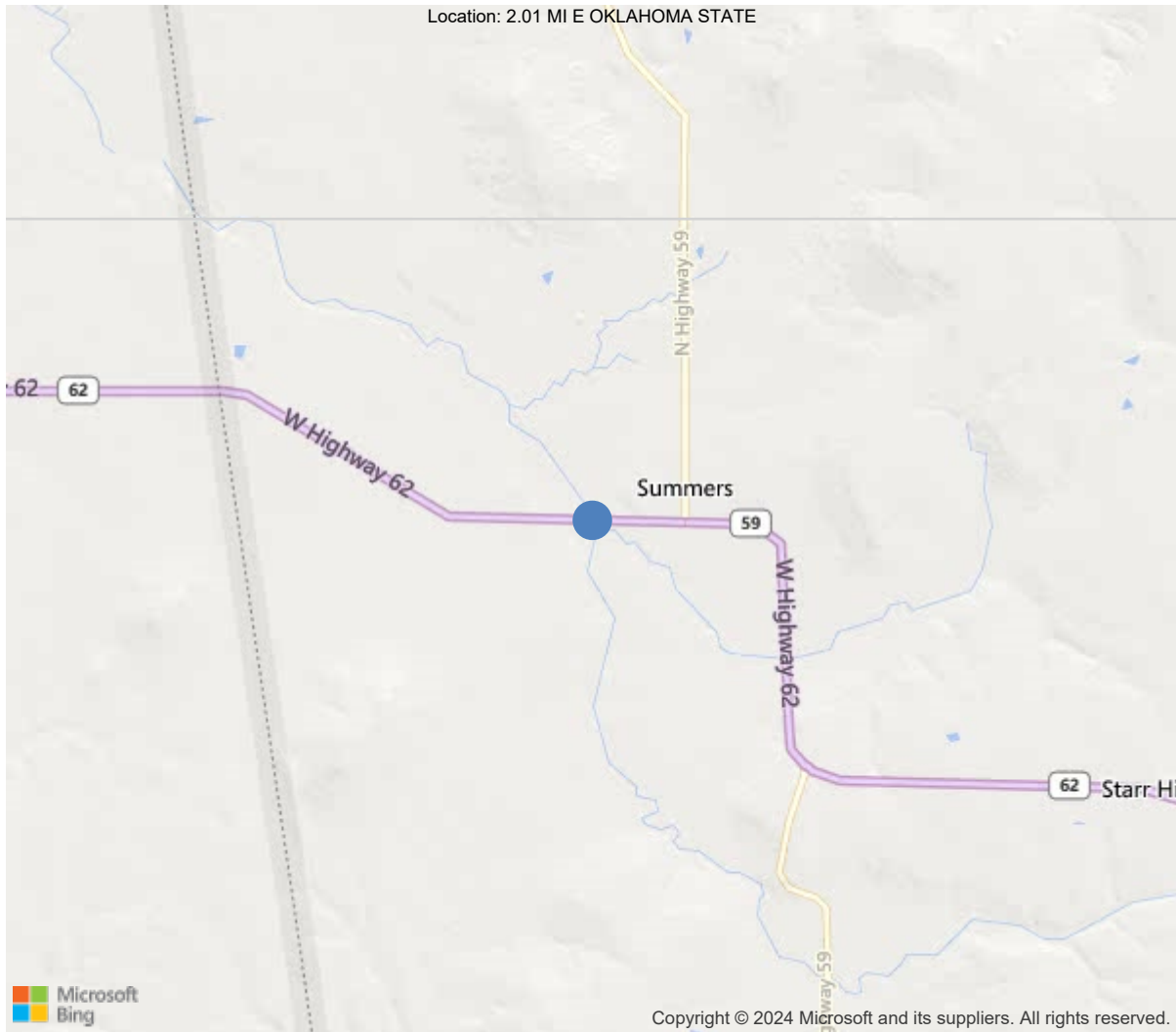
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	46		
Code 5 (40 Tons)	55		

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



35.97857, -94.49943



Asset #A0667(Other Special Recurring)

US 62 - Wash Co. over Ballard Creek

Location: 2.01 MI E OKLAHOMA STATE

Team Lead: Jeff Jones Inspection Date: 07/18/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A0667
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	Ballard Creek
(7) Facility Carried	US 62 - Wash Co.
(9) Location	2.01 MI E OKLAHOMA STATE
(11) Mile Point	1.99 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062010
(16) Latitude	35.97857
(17) Longitude	-94.49943
(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	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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1930
(106) Year Reconstructed	1962
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	2300
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	105 ft
(50) Curb or Sidewalk Width	
Left	1.7 ft
Right	1.7 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.5 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 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	30.8 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	0
(26) Functional Class	6 - Rural Minor 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	5
(59) Superstructure	5
(60) Substructure	4
(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	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	4
(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	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	105 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 148
(97) Year of Improvement Cost Estimate	2000
(114) Future ADT	3235
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/20/2023		
(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		
* 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 #A0667(Other Special Recurring)

US 62 - Wash Co. over Ballard Creek

Location: 2.01 MI E OKLAHOMA STATE

Team Lead: Jeff Jones Inspection Date: 07/18/2024

General Observation

07/18/2024 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 60 has an NBIS Rating of 4.

Inspection Procedure:

Parking:

Vehicle can be parked on County Road 76 (Ballard Creek Road) at the Northeast side of structure.

Access:

Structure inspected from the ground.

There is pedestrian access on both sides of the structure without needing to go through locked gates.

Depth of water:

Water was up to approximately 2' deep under span 1 during this inspection.

06/20/2023 - EJW & JPW - Routine and Underwater Type II Inspection conducted on this date.

05/24/2022 - EJW & JPW - Recurring Special Inspection conducted on this date to monitor the substructure. No apparent changes or repairs since the last inspection. See substructure notes for additional information.

04/08/2021 - RSM & SPC: Routine inspection conducted this date. See element notes for documentation. NBIS Condition Rating for item "6" lowered from "5" to "4" due to heavy concrete section loss with loss of bearing area to intermediate bent caps. Other Special Recurring Inspection on 24 month frequency offset by 12 months from the Routine added this date to achieve 12 month inspections to monitor the condition of the Substructure.

60 - Substructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

07/18/2024 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 60 has an NBIS Rating of 4.

Element notes for the substructure are applicable.

Deterioration continues with no apparent repairs since the last inspection.

There are no significant changes apparent since the last inspection.

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.)

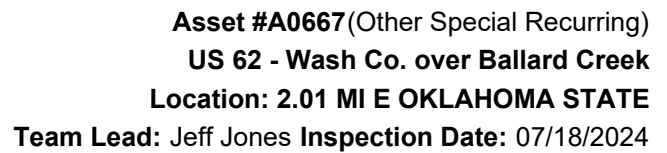
06/20/2023 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading, probing and visual observation with low clear water conditions indicate the footings have cover with no apparent scour problems at this inspection. The intermediate bent footing appear to be well keyed into a solid rock channel with small rock covering the top of the footings at this inspection.

A-15 - Late Reason (N/A)

Heavy workload.

A-55 - Deck Washing Needed (Y)

The deck gutters are partially restricted by vegetation growing along the gutters.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3272	2605	394	273	0
1080	Delamination/Spall/Patched Area	SF	6	0	6	0	0
1090	Exposed Rebar	SF	8	0	0	8	0
1120	Efflorescence/Rust Staining	SF	450	0	185	265	0
1130	Cracking (RC and Other)	SF	203	0	203	0	0
510	Wearing Surfaces	SF	2908	2178	525	149	56
3210	Delam/Spall/Patched Area/Pothole	SF	581	0	525	0	56
3220	Crack (Wearing Surface)	SF	149	0	0	149	0
<p>(16) R.C. Top Flange -</p> <p>-Concrete top flange is soft and deteriorated with exposed reinforcing steel where the gutters are exposed in the pot holes.</p> <p>-Concrete curbs have up to 1/2" section loss with isolated areas with exposed reinforcing steel.</p> <p>Undersurface-</p> <p>-Numerous small shallow spalls along the construction joints on the undersurface of the deck.</p> <p>-Shallow spalling with exposed reinforcing steel that has layers of flaking rust, active corrosion and initial section loss adjacent to abutment # 1 in bays # 2 & 3.</p> <p>-Considerable leaching through the deck adjacent to the construction joints and adjacent to the bents.</p> <p>-Concrete spalling with exposed reinforcing steel in the expansion dams over bent # 3 in bay # 2.</p> <p>-Map cracking with efflorescence typical in the expansion dams.</p> <p>-Span # 1 has areas of map cracking in Bays # 2, 3 & 4 adjacent to abutment #1.</p> <p>-Span # 2 has areas of map cracking between the girders adjacent to bent # 3.</p> <p>-Span # 3 has map cracking with efflorescence buildup in all bays between the girders.</p> <p>(510-16) -Asphalt driving surface of the deck sounds hollow when sounded along the gutters and over the widened sections of the deck.</p> <p>-Numerous large potholes in the asphalt adjacent to the curbs.</p>							
110	Reinforced Concrete Open Girder/Beam	LF	520	346	50	124	0
1080	Delamination/Spall/Patched Area	LF	6	0	5	1	0
1090	Exposed Rebar	LF	7	0	0	7	0
1120	Efflorescence/Rust Staining	LF	143	0	27	116	0
1130	Cracking (RC and Other)	LF	18	0	18	0	0
<p>(110) Span # 1 -</p> <p>-Girder # 2 has spalling with exposed reinforcing steel over bent # 2.</p> <p>-Girders # 1, 2, 4, & 5 have cracking with efflorescence at the ends of the girders adjacent to abutment # 1.</p> <p>Span # 2 -</p> <p>-Girder # 1 has a 10" delaminated area over bent # 3.</p> <p>-Girder # 2 has a 10" spall with exposed reinforcing steel over bents # 2 and 3.</p> <p>-Girder # 3 has an 18" spall with exposed reinforcing steel over bent # 2 and a 12" delaminated area over bent # 3. The exposed longitudinal reinforcing steel has active corrosion and measures approximately 1 1/8" in diameter along with 1 stirrup which has rusted into two pieces. There is a short duration longitudinal crack located approximately 2" above the base of the girder at bent # 3.</p> <p>-Girder # 4 has a basket ball sized spall with exposed reinforcing steel over bent # 3 and a basket ball sized spall with exposed reinforcing steel over bent # 2.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>-Girder # 5 has a 10" spall with exposed steel over bent # 2.</p> <p>Span # 3 -</p> <p>-Girder # 1 has scale in the exterior face of the girder and efflorescence adjacent to bent # 4. .</p> <p>-Girder # 2 has a 24" spall with exposed reinforcing steel over bent # 3. There is one stirrup rusted into. The primary longitudinal reinforcing steel is partially exposed with active corrosion and approximately 25% section loss at this inspection.</p> <p>-Girder # 3 has a spall with exposed reinforcing steel over bent # 3 with map cracking. There is a short duration longitudinal crack located approximately 2" above the base of the girder at bent # 3.</p> <p>-Girder # 4 has a 10" spalled area over bent # 3 and map cracking with 3 vertical shallow spalls with exposed reinforcing steel adjacent to Abutment # 2.</p> <p>-Girder # 5 has map cracking with efflorescence.</p>							
205	Reinforced Concrete Column	EA	8	1	0	7	0
1080	Delamination/Spall/Patched Area	EA	2	0	0	2	0
1090	Exposed Rebar	EA	3	0	0	3	0
1120	Efflorescence/Rust Staining	EA	2	0	0	2	0
<p>(205) Bent # 2-</p> <p>-Column # 1 has a 12" delaminated area located on the North face of the column below the cap.</p> <p>-Column # 2 has a 10" spall with exposed reinforcing steel located 4' below the cap on the left side of column with vertical cracking.</p> <p>-Column # 3 has a 3' area of map cracking located approximately 8' below the cap and a 12" X 2" area of concrete section loss with no exposed reinforcing steel at the water elevation with a 4" spall with reinforcing steel on the right side of the column.</p> <p>-The top of column # 3 has vertical cracks with heavy efflorescence.</p> <p>-Column # 4 has 4' tall longitudinal cracks with efflorescence that begins at the cap. Shallow spalling with exposed reinforcing steel visible in the backface at the base of the column just above the water elevation. Exposed reinforcing steel appears to be secondary hoop reinforcing steel.</p> <p>Bent # 3-</p> <p>-Columns # 1, 2 and 4 have map cracking with efflorescence.</p> <p>-Column # 1 has 6" X 3" area of concrete section loss at the base of column with no exposed reinforcing steel and a 4" spall with exposed reinforcing steel at the cap juncture.</p> <p>-Bent # 3 column # 2 has a 9" spall with exposed reinforcing steel in the ahead face with map cracking and efflorescence. Approximate section loss to exposed rebar ranges from initial up to 1/8" at this inspection.</p> <p>-Bent # 3 column # 3 has a repaired area at the cap juncture.</p> <p>-Bent # 3 base of columns # 3 and 4 have a 4" area of heavy abrasion / concrete section loss at base of columns.</p>							
210	Reinforced Concrete Pier Wall	LF	30	0	29	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
1190	Abrasion/Wear (PSC/RC)	LF	24	0	24	0	0
<p>(210) -This element is being used to document the web walls at the intermediate bents.</p> <p>-Web walls have abrasion with minor defects.</p> <p>-Bent # 2 web wall aheadface has a shallow 4" spall with exposed reinforcing steel adjacent to column # 1.</p> <p>-There is longitudinal cracking at the cap juncture.</p>							
215	Reinforced Concrete Abutment	LF	118	55	37	26	0
1080	Delamination/Spall/Patched Area	LF	9	0	9	0	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	29	0	6	23	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	22	0	22	0	0
(215) -Abutment # 1 has vertical and map cracking with efflorescence and rust stains in the bearing areas under girders # 1, 2, 4, & 5. -Abutment # 1 has a 20" spall with exposed reinforcing steel in the stem wall at the right side of structure and a 6" spall with exposed reinforcing steel on the left side with approximately 1/8" section loss at this inspection. -Abutment # 1 has map cracking with efflorescence in the top of the original portions of the abutment between the girders. -Abutment # 2 has a vertical 16" spall under girder # 5 with exposed reinforcing steel that has active corrosion and initial section loss. -Abutment # 2 has multiple vertical hairline cracks at random spacing. -Abutment # 2 has map cracking with moderate efflorescence buildup at the wing wall junctures. -Abutment # 2 has map cracking with efflorescence in the backwall between the girders. -Abutment # 2 has random cracking with heavy efflorescence to the left side.							
220	Reinforced Concrete Pile Cap/Footing	LF	60	60	0	0	0
(220) -Tops of footings are below the flowline of the channel and appear to be well keyed into solid limestone.							
234	Reinforced Concrete Pier Cap	LF	58	18	13	21	6
1080	Delamination/Spall/Patched Area	LF	15	0	8	1	6
1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	1	1	0	0	0
1130	Cracking (RC and Other)	LF	23	0	5	18	0
(234) -Bent # 2 cap, Rt side has concrete deterioration, delaminated areas with heavy map cracking and efflorescence. Sounding the cap revealed that the delaminated area extends under the bearing of girder # 5 of span # 1. The affected area has concrete section loss with exposed reinforcing steel with approximately 2" of bearing area loss to the exterior side of bearing device. -Bent # 2 cap, Lt side has a baseball sized spall with exposed reinforcing steel with approximately 1/8" section loss visible from the undersurface of the cap between columns # 1 and 2. The ahead face of cap has a shallow 5" long shallow spall with exposed reinforcing steel under girder # 1. -Bent #2 ahead face of cap has a horizontal crack located approximately 6" below the top of cap between girders # 2 & 3. -Bent # 3, left and right sides of cap have concrete deterioration with map cracking and heavy efflorescence. -Bent # 3 cap, concrete deterioration in the top of cap with 1" deep x 12" long area of section loss adjacent to span # 3, girder # 2. -Bent # 3 cap ahead face has map cracking in bays # 1, 2 and 4 with delaminated areas under girders # 1, 2 and 5 of span # 3. -Bent # 3 cap Lt side in the widened portion is delaminated with soft deteriorated concrete with concrete section loss / spalling that exposes the reinforcing steel and has caused approximately 2" of bearing area loss to girder # 1 of span # 3. The delaminated area appears to extend under approximately 50% of the bearing device at this inspection. -Bent # 3 cap Rt ahead face has concrete deterioration with spalling with exposed reinforcing steel that has caused approximately 2" of bearing area loss to girder # 5 of span # 3. The delaminated areas extend under the bearing device. Bent # 3 Rt aheadface of the widened portion is delaminated when sounded.							
301	Pourable Joint Seal	LF	68	0	0	0	68
2350	Debris Impaction	LF	68	0	0	0	68
(301) -Expansion joints are covered with asphalt and are not visible.							
311	Movable Bearing	EA	10	8	0	1	1
1000	Corrosion	EA	2	0	0	1	1
(311) -The expansion bearings on the original portions of the structure appear to be bronze with green patina. -The bearings under girders # 1 & 5 where the structure was widened have active corrosion, heavy flaking rust and are beginning to							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
come apart.							
330	Metal Bridge Railing	LF	208	92	116	0	0
1000	Corrosion	LF	104	0	104	0	0
1900	Distortion	LF	12	0	12	0	0
515	Steel Protective Coating	SF	986	0	370	370	246
3440	Effectiveness (Steel Protective Coatings)	LF	986	0	370	370	246
(330) -The right bridge railing in span # 2 has minor collision damage. -The paint system is failing and the metal rails have a rust coating in areas. (515-330) -The paint system is failing with rust coating showing through the paint system. (3440-515-330) 38 rail posts 75 cs4 25%cs3 rail same percentage.							



Elevation. Right side of structure.



Undersurface of Span 3. Typical.



Span 1, Undersurface of the deck.



Deck. Typical.



Span 1 typical undersurface of the deck.



Span 2 typical undersurface of the deck.



Span 3 typical undersurface of the deck.



Typical driving surface.



Abutment 2. Typical.



Bent 3. Ahead face, Right side of cap has concrete deterioration.



Bent 3. Left side of cap has concrete deterioration.



Bent 2 ahead face. Typical.



Bent 3 back face. Typical.



Bent 2 cap. Right end. Concrete deterioration.



Bent 2 cap. Right end. Concrete deterioration.



Bent 2 back face. Typical.



Abutment 1. Typical.



Bent 3, Ahead face, Left end of cap.



Approach roadway facing West.



Typical driving surface.



Span # 2 bay # 2 spalling with exposed reinforcing steel in the expansion dam.



Span # 3 bay # 4 efflorescence buildup.



Span # 3 undersurface cracking with efflorescence buildup.



Left curb concrete deterioration.



Right curb concrete deterioration.



Span # 1 girders # 1 & 2 cracking with efflorescence buildup.



Span # 1 girders # 4 & 5 cracking with efflorescence buildup.



Span # 2 girders # 3 & 4 spalling with exposed reinforcing steel.



06/20/2023

Span # 3 Bent # 3 Girder # 2 spalling with exposed reinforcing steel.



06/20/2023

Span # 3 Girder # 5 cracking with efflorescence buildup.



06/20/2023

Abutment # 2 Girder # 4 spalling with exposed reinforcing steel.



06/20/2023

Bent # 3 columns # 1 & 2 cracking with efflorescence buildup.



06/20/2023

Abutment # 2 Rt spalling with exposed reinforcing steel.



06/20/2023

Bent # 2 Rt spalling with exposed reinforcing steel and loss of bearing area.



06/20/2023

Bent # 3 cap Rt ahead face has concrete deterioration with spalling with exposed reinforcing steel that has caused approximately 2" of bearing area loss to girder # 5 of span # 3. The delaminated areas extend under the bearing device.



06/20/2023

Bent # 3 Lt concrete delamination with bearing area loss under girder # 1.



06/20/2023

Bent # 3 Girder # 1 bearing with active corrosion and pack rust.



06/20/2023

Span # 2 Rt collision damage.



06/20/2023

Left bridge rail failing paint system.



06/20/2023

Right bridge rail failing paint system.

Maintenance Needs

Date Reported: 04/13/2021

Priority: B - Pressing

Type of Work: Substructure Repair

Status: Assigned

Component: Element

Deficiency Description

Substructure -

The right side of bent 2 cap has concrete deterioration, delaminated areas with heavy map cracking, and efflorescence. Sounding the cap revealed that the delaminated area extends under the bearing of girder 5 of span 1. The affected area has concrete section loss with exposed reinforcing steel with approximately 2" of bearing area loss to the exterior side of bearing device.

The left side of bent 3 cap is delaminated with soft deteriorated concrete with concrete section loss / spalling that exposes the reinforcing steel and has caused approximately 2" of bearing area loss to girder 1 of span 3. The delaminated area appears to extend under approximately 50% of the bearing device during this inspection.

The right end of bent 3 cap has concrete deterioration and spalling with exposed reinforcing steel that has caused approximately 2" of bearing area loss to girder 5 of span 3. The delaminated areas extend under the bearing device.

Remarks



Bent 3 cap, Ahead face, Left end has concrete deterioration with loss of bearing area.



Bent 3 cap Rt ahead face has concrete deterioration with spalling with exposed reinforcing steel that has caused approximately 2" of bearing area loss to girder 5 of span 3. The delaminated areas extend under the bearing device.



06/22/2023

Bent 3 Lt concrete delamination with bearing area loss under girder 1.



06/22/2023

Bent 2 Rt spalling with exposed reinforcing steel and loss of bearing area.



04/08/2021

The right end of bent 3 cap has concrete deterioration with spalling that has caused approximately 2" of bearing area loss to girder 5 of span 3. The delaminated areas extend under the bearing device.

Maintenance Needs

Date Reported: 04/16/2015

Priority: C - Important

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Element

Deficiency Description

Expansion Bearings -

Expansion Bearings under Girders 1 & 5 have heavy active corrosion with thick flaking rust and are beginning to come apart.

Remarks



Bent 3 Girder 1 bearing with active corrosion and pack rust.



Left end of Bent 3 Cap.

Maintenance Needs

Date Reported: 04/16/2015

Priority: C - Important

Type of Work: Superstructure Repair

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

Span 1, Girder 5 has longitudinal and vertical cracking with efflorescence at approximately 2' centers. Girder 2 has spalling with exposed reinforcing steel over Bent 2.

Span 2, Girder 1 has a 10" delaminated area over Bent 3. Girder 2 has a 10" spall with exposed reinforcing steel over Bent 3. Girder 3 has a 12" spall with exposed reinforcing steel over Bent 2 and a 12" delaminated area over Bent 3. Girder 4 has a basket ball sized spall with exposed reinforcing steel over Bent 3 and a basket ball sized delaminated area over Bent 2. Girder 5 has a 10" delaminated area over Bent 2.

Span 3, Girder 2 has a 24" spall with exposed reinforcing steel over Bent 3. Girder 4 has a 10" spalled area over Bent 3 and shallow vertical spalls with exposed rebar adjacent to Bent 4. Girder 5 has map cracking with efflorescence.

Approximate section loss to exposed reinforcing steel ranges from initial up to 1/8" during this inspection.

Remarks



Span 1 girders 4 & 5 cracking with efflorescence buildup.



Span 3 Bent 3 Girder 2 spalling with exposed reinforcing steel.



03/25/2020

Bent 2. Span 1. Girder 2.

Maintenance Needs

Date Reported: 04/16/2015

Priority: C - Important

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

Bridge Deck undersurface-

All spans have transverse cracks at variable spacing. Map cracking and closely spaced transverse cracks with light efflorescence in the ends of spans adjacent to the abutments typical. Concrete haunches adjacent to the intermediate expansion joints have map cracking and spalling with exposed reinforcing steel. Longitudinal construction joints where the deck was widened have heavy efflorescence and map cracking. Isolated areas of concrete spalls with exposed reinforcing steel that appears to have active corrosion with approximately 1/8" section loss.

Span 1, Undersurface of the deck has 2 basketball sized spalls with exposed reinforcing steel in Bay 2 located approximately 2' from abutment 1. Bay 3 has one 10" spall adjacent to abutment 1. Longitudinal and map cracking with heavy efflorescence in Bays 1 and 4 where deck was widened at a later date.

Span 3, Undersurface of the deck has 2 basketball sized spalls with exposed reinforcing steel in Bay 1. Bay 4 has a basketball sized spall with exposed reinforcing steel located approximately 6' from Bent 4.

Remarks



Span 1 bay 2 spalling with exposed reinforcing steel.



Span 3 deck soffit. Bay 4.

Maintenance Needs

Date Reported: 04/16/2015

Priority: D- Routine

Type of Work: Miscellaneous

Status: Monitor

Component: Element

Deficiency Description

Bridge Railing -

The paint system is failing on the bridge rail and the rails have a rust coating.

Remarks



Right curb.

Maintenance Needs

Date Reported: 04/16/2015

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure (Abutments) -

Abutment 1 has vertical and map cracking with efflorescence and rust stains in the bearing areas under Girders 1, 2, 4, & 5. The abutment stem wall has a 20" spall with exposed reinforcing steel on the Right side and a 6" spall with exposed rebar on the Left side. Exposed reinforcing steel has approximately 1/8" section loss during this inspection.

Abutment 2 has a vertical 12" spall under Girder 5 and has 4 vertical hairline cracks at variable spacing. Map cracking with light efflorescence at the wing wall junctures.

Remarks

06/20/2023 - EJW - Updated deficiency description on this date.



Abutment 2 typical.



Abutment 1 typical.



Bent 1. Typical.

Maintenance Needs

Date Reported: 04/16/2015

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure Caps -

The Left side of Bent 2 has a baseball sized spall with exposed reinforcing steel visible from the undersurface of the cap located between Columns 1 and 2. Exposed reinforcing steel has approximately 1/8" section loss. There is one horizontal crack located approximately 6" below the top of cap between Girders 2 & 3 on the Span 2 side of bent.

The Left and Right sides of Bent 3 cap have map cracking with heavy efflorescence.

Remarks



Bent 3 cap Rt ahead face has concrete deterioration with spalling with exposed reinforcing steel that has caused approximately 2" of bearing area loss to girder 5 of span 3. The delaminated areas extend under the bearing device.



Bent 3 Lt concrete delamination with bearing area loss under girder 1.



Right end of Bent 3 cap.

Maintenance Needs

Date Reported: 04/16/2015

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure, (Columns) -

Bent 2, Column 2 has a 10" spall with exposed reinforcing steel located 4' below the cap on the Left side of column. Column 4 has a shallow spall with exposed reinforcing steel above the water elevation. Column 3 has a 3' area of map cracking located approximately 8' below the cap and a 12" X 2" area of concrete section loss with no exposed reinforcing steel at the water elevation. The top of Column 3 has vertical cracks with heavy efflorescence. Column 3 has a softball sized spall with exposed reinforcing steel visible in the Right side of column. Column 4 has 4' tall longitudinal cracks with efflorescence that begin at the cap.

Bent 3, Columns 1 & 4 have 6" X 3" areas of concrete section loss at the base of columns with no exposed reinforcing steel. Columns 1, 2, 3, & 4 have vertical and heavy map cracking with efflorescence in the top of columns.

Approximate section loss to exposed reinforcing steel ranges from initial up to 1/8" during this inspection.

Remarks



Bent 3 aheadface.



Bent 2 backface.



Bent 2, Column 4.

Maintenance Needs

Date Reported: 04/16/2015

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

Bridge Deck -

Asphalt driving surface of the deck sounds hollow when sounded along the gutters and over the widened sections of the deck. Concrete is rotten and deteriorated at the deck drains with exposed reinforcing steel typical. Concrete curbs have up to 1/2" section loss with isolated areas with exposed reinforcing steel.

Remarks



Typical driving surface.



Left curb of Deck. Gutter.



Asset #A0667(Other Special Recurring)

US 62 - Wash Co. over Ballard Creek

Location: 2.01 MI E OKLAHOMA STATE

Team Lead: Jeff Jones Inspection Date: 07/18/2024

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	Yes
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	No
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	No
A-64 - Vegetation Removal Requested	No

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

The deck gutters are partially restricted by vegetation growing along the gutters.



Typical driving surface.

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

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

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

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)



Asset #A0667(Other Special Recurring)

US 62 - Wash Co. over Ballard Creek

Location: 2.01 MI E OKLAHOMA STATE

Team Lead: Jeff Jones Inspection Date: 07/18/2024

A-62 - Hydro and LMC Advised (No)

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

A-64 - Vegetation Removal Requested (No)



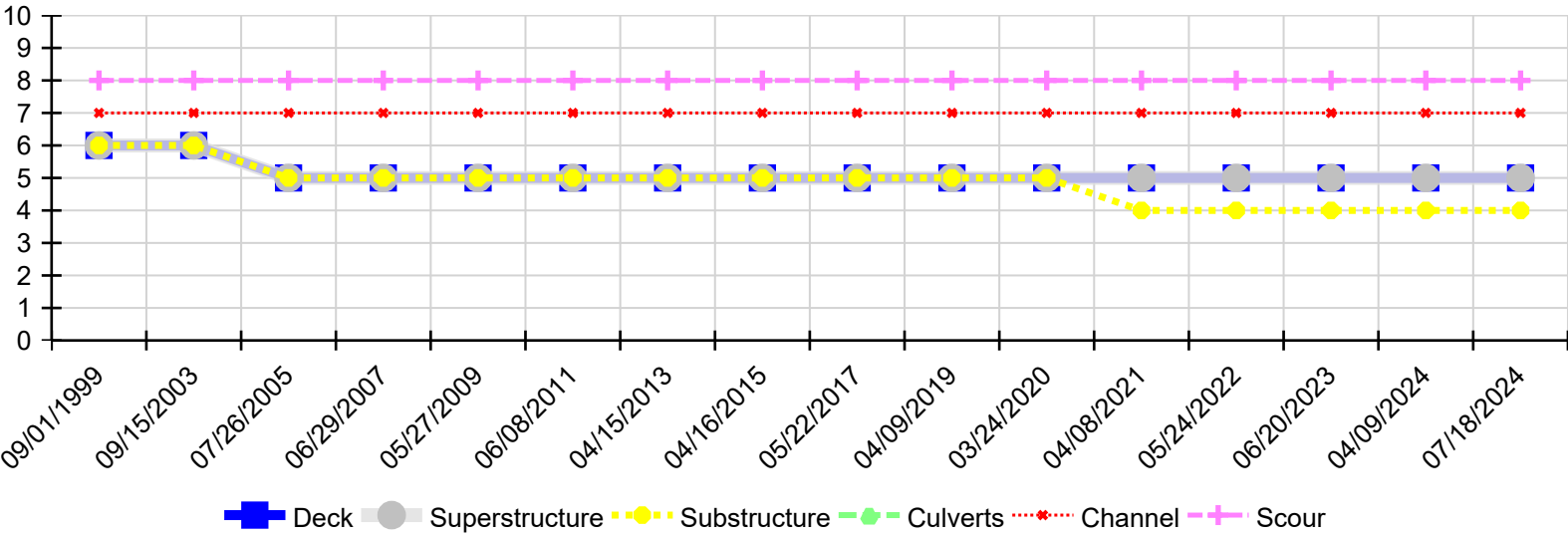
Asset #A0667(Other Special Recurring)

US 62 - Wash Co. over Ballard Creek

Location: 2.01 MI E OKLAHOMA STATE

Team Lead: Jeff Jones Inspection Date: 07/18/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/18/2024	5	5	4	N	7	8
04/09/2024	5	5	4	N	7	8
06/20/2023	5	5	4	N	7	8
05/24/2022	5	5	4	N	7	8
04/08/2021	5	5	4	N	7	8
03/24/2020	5	5	5	N	7	8
04/09/2019	5	5	5	N	7	8
05/22/2017	5	5	5	N	7	8
04/16/2015	5	5	5	N	7	8
04/15/2013	5	5	5	N	7	8
06/08/2011	5	5	5	N	7	8
05/27/2009	5	5	5	N	7	8
06/29/2007	5	5	5	N	7	8
07/26/2005	5	5	5	N	7	8
09/15/2003	6	6	6	N	7	8
09/01/1999	6	6	6	N	7	8