



Latitude:36.02539, Longitude:-94.31956

Route:62 Section:00 Log:4.48

Arnold Road ID:72xBETHELBLACKTOPx1xA, Arnold Log mile:3.075

District 04, Washington County

Owner: 2-County Highway Agency



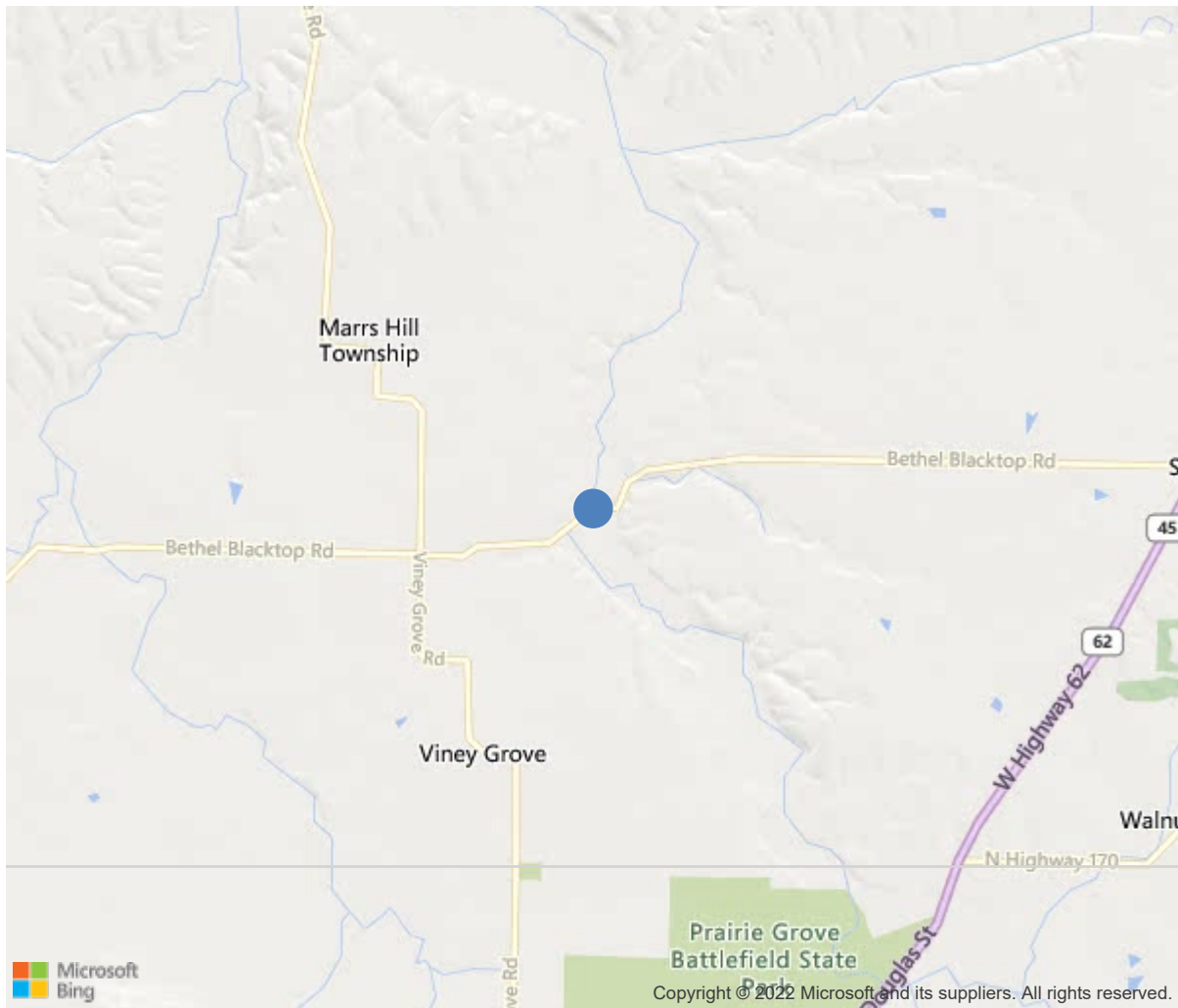
Bridge #23169(Underwater type 2, Routine)

Bethel Blacktop Rd over Illinois River Relief

Location: 2.91 M W Farmington

Team Lead: Eric West **Inspection Date:** February 07, 2022

2.91 M W Farmington



36.02539, -94.31956

Inspection Direction : W to E



Bridge #23169(Underwater type 2, Routine)

Bethal Blacktop Rd over Illinois River Relief

Location: 2.91 M W Farmington

Team Lead: Eric West Inspection Date: February 07, 2022

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	23169
(5) Inventory Route	62
(2) Highway Agency District	04
(3) County Code	143-Washington County, Arkansas
(4) Place Code	0
(6) Features Intersected	Illinois River Relief
(7) Facility Carried	Bethal Blacktop Rd
(9) Location	2.91 M W Farmington
(11) Mile Point	4.48 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.0253888888889
(17) Longitude	-94.3195555555556
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
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	1
(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 placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	2008
(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	2065
(30) Year of ADT	2018
(109) Truck ADT	1 %
GEOMETRIC DATA	
(48) Length of Maximum Span	50 ft
(49) Structure Length	52.4 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	25.7 ft
(52) Deck Width Out to Out	27 ft
(32) Approach Roadway Width (W/Shoulders)	20 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	25.6 ft
(53) Min Vert Clear Over Bridge Rdwy	99.9 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	1-Navigation protection not requ
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7-Rural Major Collector
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	N-No parallel structure exists.
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0-N/A
(110) Designated National Network	0-The inventory route is not part of
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	2-County Highway Agency
(22) Owner	2-County Highway Agency
(37) Historical Significance	4-Historical significance is not dete
CONDITION	
(58) Deck	7
(59) Superstructure	6
(60) Substructure	7
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0-Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	39
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	1
Rating	23
(70) Bridge Posting	3-10.0 - 19.9 % below
(41) Structure Open/Posted/Closed	P-Posted for load (may include o
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be
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	357
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date			02/2022
(91) Frequency			24 Months
(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.			



Elevation



East approach load posting sign.



West approach load posting sign.



Typical driving surface of the deck.



Typical undersurface of the deck.



Abutment #2 top of the backwall spalling along the approach slab.

Maintenance Needs

Date Reported: 09/18/2012
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: Superstructure

Deficiency Description

Superstructure -
The superstructure has areas with flaking paint with rust forming.

Remarks



Paint system failure.



Beam 4-Failing paint with rust forming.



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Bethal Blacktop Rd over Illinois River Relief
Location: 2.91 M W Farmington

Team Lead: Eric West **Inspection Date:** February 07, 2022

Date Reported: 03/30/2017
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: Approach

Deficiency Description

Approach Roadway -
The concrete approach slabs have minor settlement at this inspection.

Remarks



The concrete approach slabs have minor settlement at this inspection.

Date Reported: 03/12/2020
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Approach

Deficiency Description

West approach roadway embankment -

The North embankment of the West approach roadway has erosion that is nearing the edge of approach roadway.

Remarks

West approach erosion along the roadway.



The North embankment of the West approach roadway has erosion that is nearing the approach roadway.



The North embankment of the West approach roadway has erosion that is nearing the edge of approach roadway.



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Inspection Comments

02/23/2021 - RSM & SPC: Routine inspection conducted this date. See notes tab for documentation.

02/27/2020 - RSM & SPC: Routine and Underwater Type II Inspections conducted this date. See notes tab for documentation. Profiled / Sounded channel this inspection. See Microstation linked in "Sketch" for measurements.

03/07/2018 - JCJ & TJL - Type 2 Underwater Inspection - Wading and probing in turbid water conditions indicate that portions of the top of the footings at Bents 1 & 2 are exposed with no apparent scour problems at this inspection.

04/11/2016 - EJW & RWF - Underwater Type II inspection conducted this date. Wading and probing indicate no apparent scour issues at this inspection.

Deck Notes

Driving Surface:

- The driving surface has several hairline diagonal cracks in right lane adjacent to abutment # 2.

Joints:

- Compression joint seals are in place and appear to have minor leakage at this inspection.

Deck undersurface:

- There are minor areas of honeycombing in the edges of the deck overhangs.

Approach roadway / approach slabs:

- The North embankment at the West approach roadway has erosion that is nearing the approach roadway. No apparent changes or repairs since last inspection.

- The West approach slab has shallow spalling the full width of slab adjacent to abutment backwall.

- The left lane of the East approach slab has medium wear in the wheel paths.

Superstructure Notes

Beams:

- Superstructure is constructed from salvaged steel beams with no visible cracks apparent at this inspection.

- Paint system is peeling primarily on exterior beams top and bottom flanges. Paint was applied over rusted areas. Rust coating now visible in a few areas.

Diaphragms:

- Diaphragms have peeling paint in some locations.

Bearings:

- Minor drift accumulation on the abutment caps cover some of the bearings during this inspection. Bearings appear to be functioning as intended.

No apparent changes since the last inspection.

Substructure Notes



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02/07/2022 - EJW & JPW - Underwater Type II inspection conducted this date. Wading and probing indicates:

- Abutment #1 footing is partially exposed near the centerline with no apparent scour problems or undermining.
- Abutment #2 footing is exposed but appears to be keyed into solid rock.

Abutments:

- Stem walls have random areas of honeycombing from the construction process.
- Transverse cracks typical in the top of the back walls.
- Abutment #1 has two vertical hairline cracks in the stem wall. One of the cracks has light efflorescence.
- Abutment #2 top of the back wall at the East abutment has minor shallow spalling with no exposed reinforcing steel adjacent to the approach slab.
- Bridge seats have minor debris / drift accumulation from high water events that cover portions of the bridge seat with no apparent noteworthy deficiencies at this inspection.

Wingwalls:

- There is one vertical hairline crack at the Southeast wing wall juncture to the abutment with no apparent significant deficiencies during this inspection.