



Latitude:35.92028, Longitude:-94.27042

Route:28 Section:00 Log:0.05

Arnold Road ID:72xHOGYEEx1xA, Arnold Log mile:5.783

District 04, 143 - Washington County

Owner: 2 - County Highway Agency

Bridge Posting Information

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

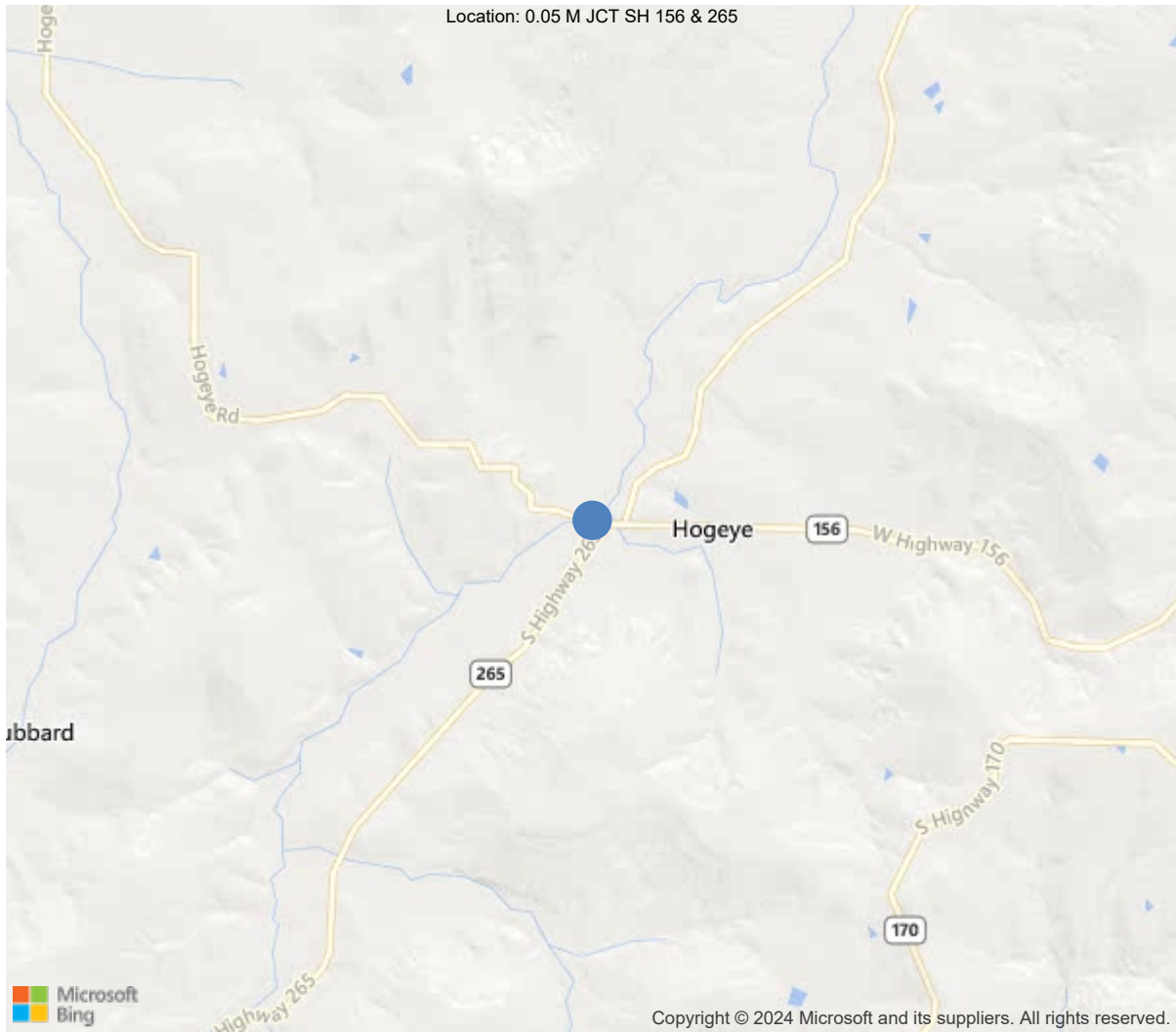
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	27		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	40		

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



35.92028, -94.27042



Asset #18313(Routine, Underwater type 2)

Hogeye Road over Illinois River-Wash. Co.

Location: 0.05 M JCT SH 156 & 265

Team Lead: Eric West, Inspection Date: 12/05/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	18313
(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-Wash. Co.
(7) Facility Carried	Hogeye Road
(9) Location	0.05 M JCT SH 156 & 265
(11) Mile Point	0.05 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.9202777777778
(17) Longitude	-94.2704166666667
(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	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	1972
(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	1900
(30) Year of ADT	2018
(109) Truck ADT	2 %
(19) Bypass, Detour Length	13 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	31 ft
(49) Structure Length	91 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	25.3 ft
(52) Deck Width Out to Out	27 ft
(32) Approach Roadway Width (W/Shoulders)	21 ft
(33) Bridge Median	0 - No median
(34) Skew	28 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	25.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 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 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	7 - Rural Major Collector
(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	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	2 - County Highway Agency
(22) Owner	2 - County Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	7
(60) Substructure	5
(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	42
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	25
(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	7
(72) Approach Roadway Alignment	5
(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	5 - Bridge foundations determined to
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	110
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date	12/05/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	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.			



General Observation

12/05/2022 - EJW & JPW - Routine and Underwater Type II Inspection conducted on this date. Channel profile taken on this date.

11/03/2020 - RSM & SPC: Routine and Underwater Type II inspections conducted this date. See notes tab for documentation.

11/08/2018 - JCJ & TJL - Type 2 Underwater Inspection - Wading and probing along with visual observation during low and clear water conditions indicate that the footings appear to be founded on a non-uniform solid rock channel. Previous inspection Maintenance Needs note stated that there is undermining at the inlet end of Bent # 2. This previously noted area is covered with drift accumulation and is not accessible during this inspection. There is no apparent settlement in the substructure. No apparent scour problems or noteworthy changes during this inspection.

58 - Deck (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

R.C. Deck Driving Surface:

- The driving surface of the deck has an ACHM overlay. See wearing surface thickness for asphalt thickness in each span.
- Maintenance forces have repaired the previously documented 3' area of spalling with exposed reinforcing steel in the deck over bent # 3 since last inspection. The repair was accomplished by installing steel plates under the spalled portion of the deck supported by angle iron welded horizontally along the top of the webs of three beams near centerline with additional supports in a couple locations constructed from angle iron welded vertically to the beams. The repair appears to be functioning as intended with no visible cracks at this inspection. The repair is not visible from the driving surface due to ACHM placed over the repaired area.
- Span # 2 Rt driving surface near bent # 3 has a 3' long x 6" wide area with the ACHM missing that has created a pothole in the driving surface. Concrete deterioration is visible in the structural deck in the affected area.
- There is concrete deterioration in the edges of deck with no exposed reinforcing steel.

R.C. Deck Undersurface:

- Span # 1 undersurface in bays # 8 & 9 have shallow spalling with exposed reinforcing steel near mid-span.
- Span # 2 has cracking visible from the undersurface of the deck, some cracks has efflorescence buildup mostly in the left half of the deck.
- Span # 3 has several areas of shallow spalling with exposed reinforcing steel in the undersurface of the deck. Exposed reinforcing steel has very little concrete cover from the construction process with up to initial section loss during this inspection.

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

- The beams have no paint system with a light rust coating in areas. There is no active corrosion apparent or noteworthy changes apparent during this inspection.
 - All beams have welded splice plate connections with 1/2" steel plates bolted to the webs over the splices.
 - Span # 1 Beam # 3 has three welded splices with no steel plates bolted to the webs. No visible cracks during this inspection.
 - Maintenance forces have repaired the previously documented 3' area of spalling with exposed reinforcing steel in the deck over bent # 3 since last inspection. The repair was accomplished by installing steel plates under the spalled portion of the deck supported by angle iron welded horizontally along the top of the webs of three of the beams located near centerline with additional supports in a couple locations constructed from angle iron welded vertically to the beams. The repair appears to be functioning as intended with no visible cracks at this inspection.
 - No visible cracks in the steel beams were found at this inspection
-



60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

R.C. Abutment:

- Abutment #1 has a diagonal crack at the Lt & Rt wing wall juncture and a vertical crack in bay #7.
- Abutment #2 has diagonal cracks adjacent to beams # 1 & 10 at the wing wall juncture.
- Light abrasion along the base of the abutments.
- Footings appear to be founded on a non-uniform solid rock channel.

R.C. Pier Wall:

- There is minor concrete deterioration at the bases of the walls typical.
- Isolated areas of shallow spalling with no exposed reinforcing steel in the bearing areas.
- Bent # 2 has no apparent noteworthy problems.
- Bent # 3 has a vertical crack under beam #10 and adjacent to beam #1.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.) 12/05/2022 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading and probing with deep clear water indicates:

- Abutment #1 footing is exposed with voids along and under the footing. Some voids reach within 1" of the abutment stem but no voids were found that extends under the abutment stem.
- Bent #2 footing is exposed with voids along the edge of the irregular footing. The backside of the footing has minor voids along the edge of the footing. The aheadface has voids that extend up to the face of the pier wall. The inlet end appears to be completely undermined for approximately 18" under the footing longitudinally.
- Bent #3 footing has voids that penetrate under the edge of the footing but do not reach the face of the pier wall. The aheadface is partially exposed but not undermined.
- Abutment #2 footing has cover and is not exposed.

11/03/2020 - RSM & SPC: Underwater Type II inspection: There are voids under the edges of the non-uniform concrete footings that are exposed at abutment # 1 and bents # 2 and # 3. The left end (inlet end) of Bent # 2 footing has undermining that penetrates the width under the end of footing transversely and up to 18" under the pier wall measured along the length of pier wall. The area of undermining extends approximately 4' in length. Abutment # 2 footing has cover.

A-2 - Wearing Surface Thickness (0.5)

Span #1 Lt- 1" - Rt 1 3/4"

Span #2 Lt- 5" - Rt 2"

Span #3 Lt- 2" - Rt 1 3/8"



Asset #18313(Routine, Underwater type 2)

Hogeye Road over Illinois River-Wash. Co.

Location: 0.05 M JCT SH 156 & 265

Team Lead: Eric West, Inspection Date: 12/05/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Hogeye Road over Illinois River-Wash. Co.

Location: 0.05 M JCT SH 156 & 265

Team Lead: Eric West, Inspection Date: 12/05/2022

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Elevation



Roadway



Typical driving surface of the deck.



Span #1 typical undersurface of the deck.



Span #2 typical undersurface of the deck.



Span #3 typical undersurface of the deck.



Span #1 Rt deck spalling.



Span #2 longitudinal cracking with efflorescence buildup.



Span #3 deck repair still holding.



Span #3 undersurface spalling with exposed reinforcing steel.



Span #3 longitudinal cracking with efflorescence buildup.



Asphalt deterioration over bent #3.



Span #1 Lt longitudinal cracks with efflorescence buildup.



Span #1 bay # 8 & 9 spalling with exposed reinforcing steel.



Span #1 beam #3 welded splices with no cracking visible.



Abutment #1 typical.



Bent #2 typical.



Bent #3 typical.



Abutment #1 Rt vertical crack at the wing wall juncture.



Abutment #1 probing.



Abutment #1 footing partially undermined.



Bent # 2 inlet end with complete undermining for approximately 18" .

Maintenance Needs

Date Reported: 10/16/2012

Priority: B - Pressing

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Inlet end of Bent # 2 -

Bent # 2 footing has undermining the full length of the footing along both sides of the bent. The most severe area of undermining is the left end of the bent (inlet end) which has undermining that extends the full width of the footing and reaches approximately 18" under the end of the Bent wall.

Remarks

11/03/2020 - RSM - Priority changed from "C" to "B" due to increase in scour conditions since last inspection.



The end of Bent # 2 footing has full depth undermining.
Photo # 1.



The end of Bent # 2 footing has full depth undermining.
Photo # 2.



Bent # 2 left end has up to 18" of undermining. Photo # 1.



Bent # 2 left end has up to 18" of undermining. Photo # 2.

Maintenance Needs

Date Reported: 10/08/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Deck

Deficiency Description

Deck -

The right edge of deck has areas of spalling and concrete deterioration in Spans # 1 and # 3.

A portion of the asphalt driving surface approximately 2' long x 8" wide is missing in the right lane of span # 2 near bent # 3 that has created a pothole in the driving surface.

Remarks



Span 2, right lane at bent # 3-Spall / pothole in driving surface.



Span 1, right side-Concrete spalling / deterioration.

Maintenance Needs

Date Reported: 10/08/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Superstructure

Deficiency Description

Superstructure -

The superstructure paint system has areas with rust forming.

Remarks



The superstructure paint system has areas with rust forming.

Maintenance Needs

Date Reported: 12/05/2022

Priority: D- Routine

Type of Work: Approach Leveling/Maintenance

Status: Open

Component: Approach

Deficiency Description

Approach Roadway-
The west approach roadway has approximately 1" of asphalt settlement.

Remarks



West approach roadway with asphalt settlement at the bridge end.



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Team Lead: Eric West, Inspection Date: 12/05/2022

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	Yes
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



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A-57 - Beam End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Beam Painting Needed (Yes)

A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested



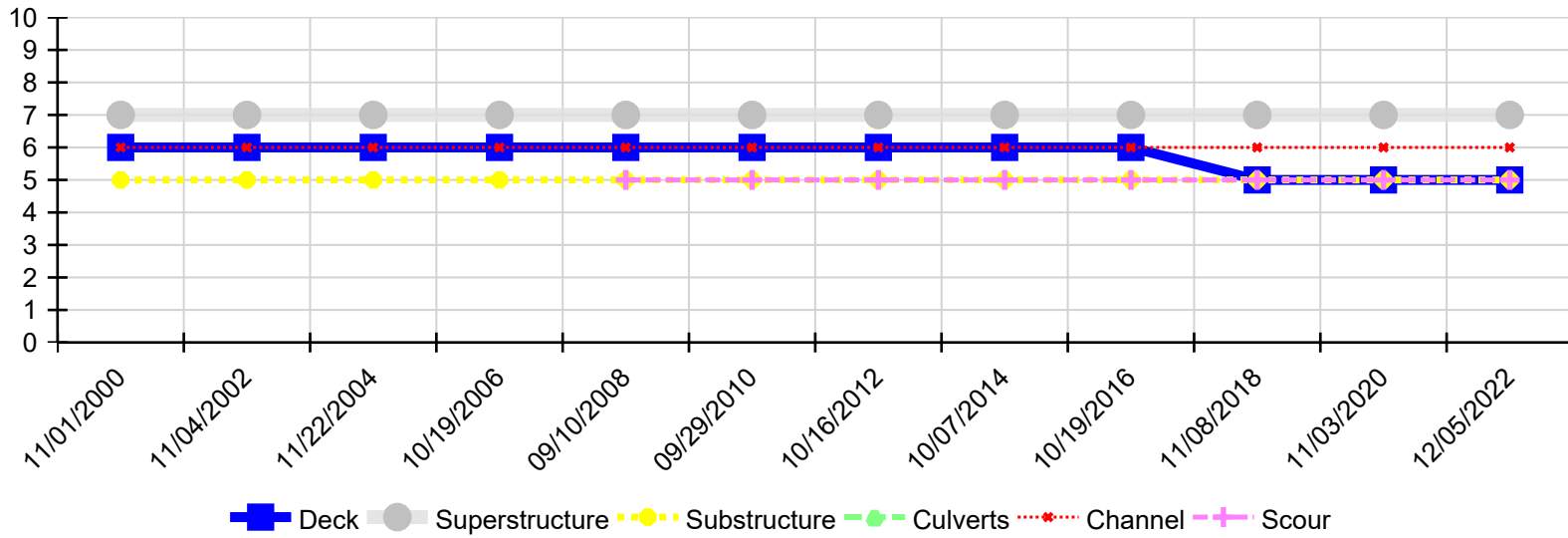
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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/05/2022	5	7	5	N	6	5
11/03/2020	5	7	5	N	6	5
11/08/2018	5	7	5	N	6	5
10/19/2016	6	7	5	N	6	5
10/07/2014	6	7	5	N	6	5
10/16/2012	6	7	5	N	6	5
09/29/2010	6	7	5	N	6	5
09/10/2008	6	7	5	N	6	5
10/19/2006	6	7	5	N	6	N
11/22/2004	6	7	5	N	6	N
11/04/2002	6	7	5	N	6	N
11/01/2000	6	7	5	N	6	N