



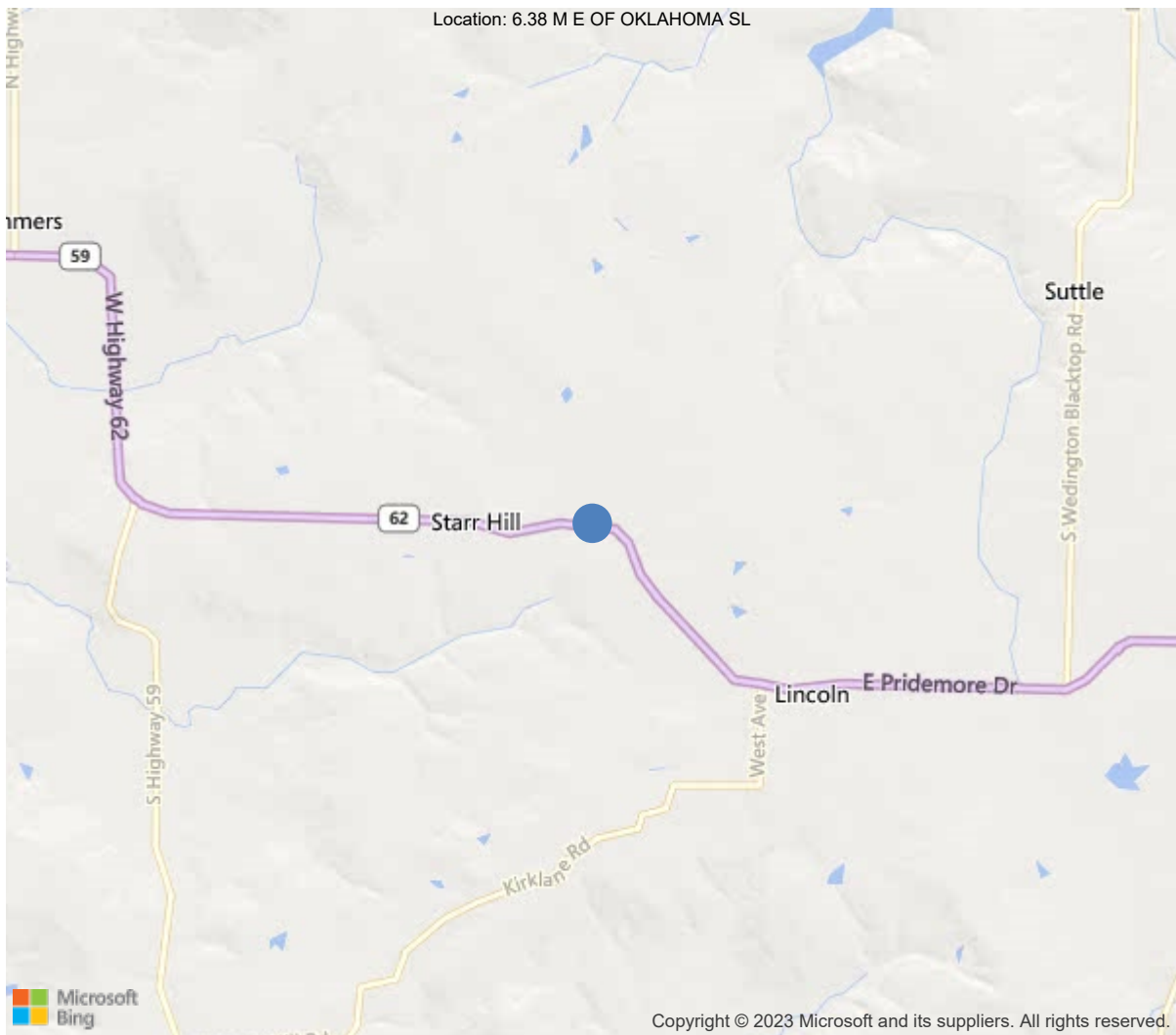
Latitude:35.95932, Longitude:-94.44058

Route:62 Section:01 Log:6.38

Arnold Road ID:72x62x1xA, Arnold Log mile:6.377

District 04, 143 - Washington County

Owner: 1 - State Highway Agency



35.95932, -94.44058





Asset #M1091 (Routine)

US 62-Wash Co. over Ditch

Location: 6.38 M E OF OKLAHOMA SL

Team Lead: Eric West, Inspection Date: 05/18/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M1091
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	Ditch
(7) Facility Carried	US 62-Wash Co.
(9) Location	6.38 M E OF OKLAHOMA SL
(11) Mile Point	6.38 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062010
(16) Latitude	35.95932
(17) Longitude	-94.44058
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	119
Material	1 - Concrete
Type	19 - Culvert
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru
AGE AND SERVICE	
(27) Year Built	1929
(106) Year Reconstructed	1974
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	3699
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	40 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	10.3 ft
(49) Structure Length	20.6 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	0 ft
(52) Deck Width Out to Out	0 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 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	38 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 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	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	6
(62) Culverts	6
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	46
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	N
(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	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	5485
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	05/18/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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 #M1091(Routine)

District: 04, County: 143 - Washington County

Team Lead: Eric West, Inspection Date: 05/18/2023

#### General Observation

05/18/2023 - EJW, JPW & TJL - Routine Inspection conducted on this date.

04/21/2021 - RSM & SPC: Routine inspection conducted this date. See element notes for documentation.

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#### A-15 - Late Reason (Optimize Schedule)

05/18/2023 - EJW - Structure inspected late due to heavy work load.

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#### A-46 - Asset Files

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Asset #M1091(Routine)

US 62-Wash Co. over Ditch

Location: 6.38 M E OF OKLAHOMA SL

Team Lead: Eric West, Inspection Date: 05/18/2023

## Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Asset #M1091(Routine)

US 62-Wash Co. over Ditch

Location: 6.38 M E OF OKLAHOMA SL

Team Lead: Eric West, Inspection Date: 05/18/2023

## Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4





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US 62-Wash Co. over Ditch

Location: 6.38 M E OF OKLAHOMA SL

Team Lead: Eric West, Inspection Date: 05/18/2023

## Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



## Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	104	55	27	21	1
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1090	Exposed Rebar	LF	2	0	0	1	1
1120	Efflorescence/Rust Staining	LF	9	0	5	4	0
1130	Cracking (RC and Other)	LF	20	0	20	0	0
1190	Abrasion/Wear (PSC/RC)	LF	15	0	1	14	0

(241) -Light / medium abrasion along the base of the walls with isolated areas of heavy abrasion and full depth voids.  
 -The bottom slab has heavy abrasion.

-Barrel # 1 & 2 interior wall has a 10" x 8" hole with exposed reinforcing steel at the base of the center wall located at the construction joint approximately 6' from the Inlet end (left side) of the structure and a 8" x 3" hole with exposed reinforcing steel at the base of the center wall located at the construction joint approximately 6' from the outlet end (right side) of the structure.  
 -Barrel # 1 & 2 interior wall has a 12" x 6" area of concrete section loss located at the base near the Inlet end that has exposed reinforcing steel that has 100% section loss. The holes in the center wall appear to be in the corners of the newer sections where the structure was widened.

-Barrel # 1 Rt wing wall (outlet end) and the concrete apron is undermined. The end of the wing wall is completely undermined in an area approximately 4' in length measured along the length of the wing wall.  
 -Barrel # 1 Rt has a hairline shear type diagonal crack over the interior wall and a partial height vertical crack over the interior wall.  
 -Barrel # 1 Lt side exterior wall at the wing wall juncture has short duration vertical and diagonal cracks with efflorescence buildup and adjacent to the top slab construction joint has transverse cracks with efflorescence buildup.

-Barrel # 2 Rt side exterior wall has two diagonal cracks.  
 -Barrel # 2 Lt headwall over the Inlet end has map cracking with light efflorescence.  
 -Barrel # 2 Lt wing wall has areas of honeycomb with up to 3" of section loss in areas.  
 -Barrel # 2 Lt top slab has transverse cracking at the construction joint with light efflorescence buildup.



Elevation



Roadway



Typical driving surface.



Barrel # 1 typical.





Barrel # 2 typical.



Upstream



Downstream



Barrel # 1 Rt wing wall undermining.





Barrel # 2 Lt interior wall concrete deterioration with full depth voids.



Barrel # 2 Lt headwall map cracking with efflorescence buildup.



Barrel # 2 typical.



Barrel # 2 Lt top slab transverse cracking with light efflorescence buildup



Rt headwall diagonal shear type crack and partial height vertical crack over the interior wall.



Barrel # 2 Lt top slab cracking with efflorescence buildup.



### Maintenance Needs

**Date Reported:** 04/10/2019

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Culvert -

The right wing wall (outlet end) and the concrete apron at barrel # 1 is undermined. The end of the wing wall is completely undermined in an area approximately 4' in length measured along the length of the wing wall.

### Remarks

04/22/2021 - RSM -The undermining has partially silted in since last inspection.

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Barrel # 1 Rt wing wall undermining.



Outlet end of structure.

### Maintenance Needs

Date Reported: 04/23/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

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### Deficiency Description

Center wall and base of walls in Box Culvert -

Light / medium abrasion along the base of the walls with isolated areas of heavy abrasion.

There's a 10" x 8" hole with exposed reinforcing steel at the base of the center wall located at the construction joint approximately 6' from the Inlet end (left side) of the structure, and a 8" x 3" hole with exposed reinforcing steel at the base of the center wall located at the construction joint approximately 6' from the outlet end (right side) of the structure.

The center wall has a 12" x 6" area of concrete section loss located at the base near the Inlet end that has exposed reinforcing steel that has 100% section loss. The holes in the center wall appear to be in the corners of the newer sections where the structure was widened.

### Remarks

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Barrel # 2 Lt interior wall concrete deterioration with full depth voids.



Hole through center wall. Inlet end of structure.



**Asset #M1091(Routine)**

**US 62-Wash Co. over Ditch**

**Location: 6.38 M E OF OKLAHOMA SL**

**Team Lead: Eric West, Inspection Date: 05/18/2023**

## **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	





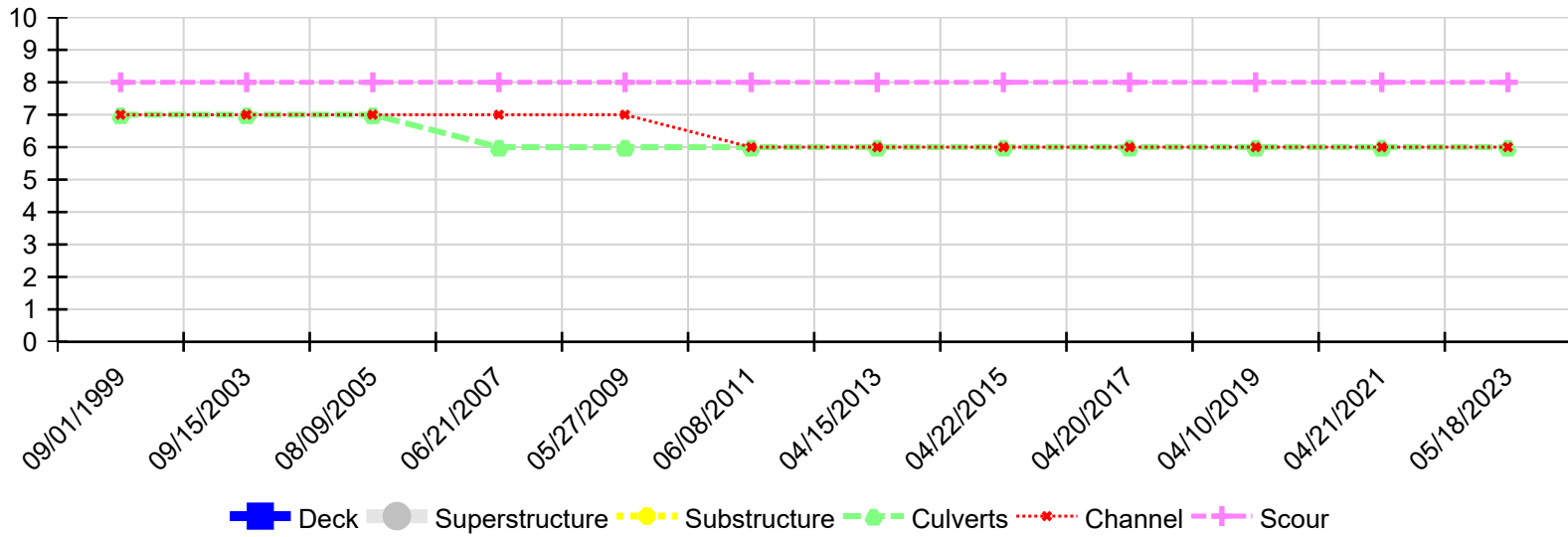
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US 62-Wash Co. over Ditch

Location: 6.38 M E OF OKLAHOMA SL

Team Lead: Eric West, Inspection Date: 05/18/2023

### Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/18/2023	N	N	N	6	6	8
04/21/2021	N	N	N	6	6	8
04/10/2019	N	N	N	6	6	8
04/20/2017	N	N	N	6	6	8
04/22/2015	N	N	N	6	6	8
04/15/2013	N	N	N	6	6	8
06/08/2011	N	N	N	6	6	8
05/27/2009	N	N	N	6	7	8
06/21/2007	N	N	N	6	7	8
08/09/2005	N	N	N	7	7	8
09/15/2003	N	N	N	7	7	8
09/01/1999	N	N	N	7	7	8