



Latitude:35.43635, Longitude:-94.32594

Route:162 Section:01 Log:0.65

Arnold Road ID:17x162x1xA, Arnold Log mile:0.619

District 04, 33 - Crawford County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

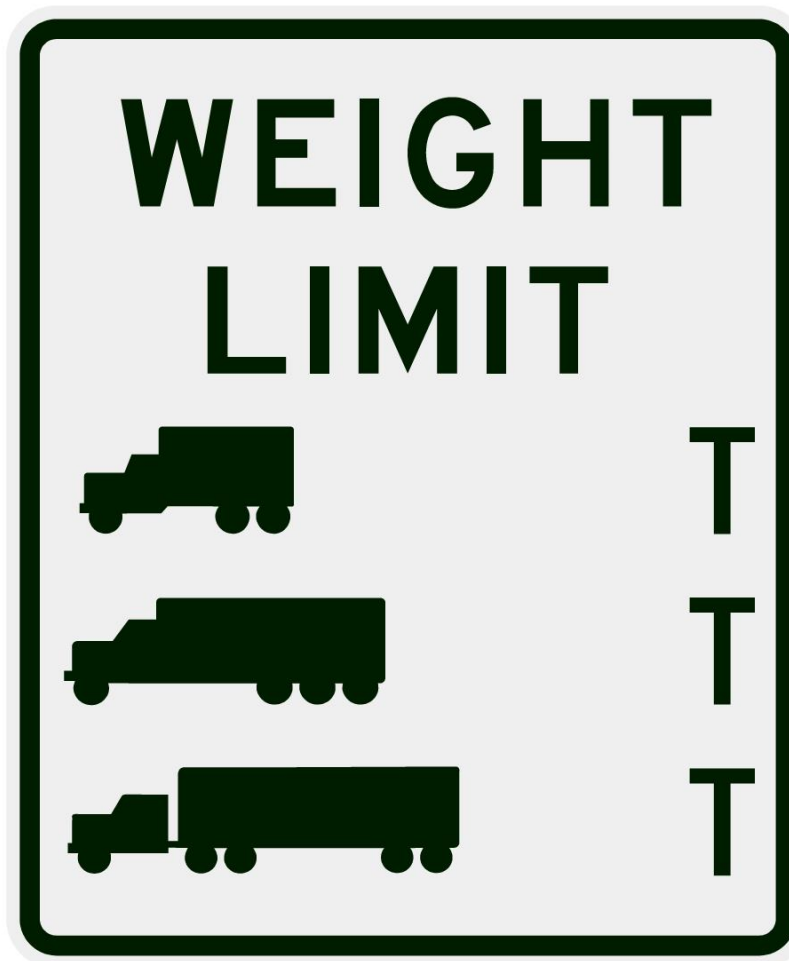
Bridge Posting Information

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

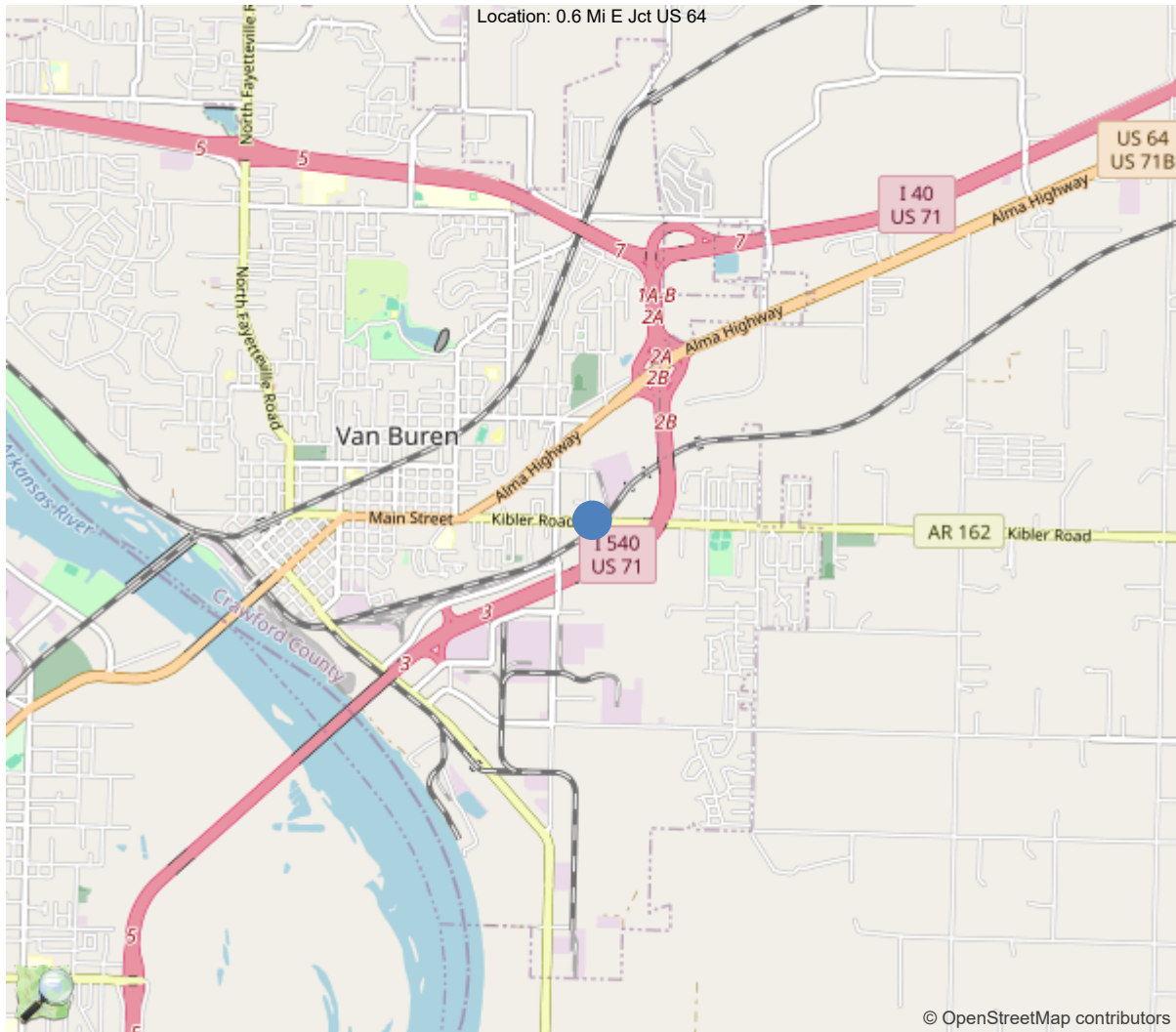
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	50		
Code 5 (40 Tons)	60		

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



35.43635, -94.32594



Asset #06048(Routine)

State Highway 162 over UNION PAC RR-Crawford Co

Location: 0.6 Mi E Jct US 64

Team Lead: Bob McEntyre Inspection Date: 09/18/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06048
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	71480
(6) Features Intersected	UNION PAC RR-Crawford Co
(7) Facility Carried	State Highway 162
(9) Location	0.6 Mi E Jct US 64
(11) Mile Point	0.65 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.436348
(17) Longitude	-94.325935
(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	8
(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	0 - None
AGE AND SERVICE	
(27) Year Built	1986
(106) Year Reconstructed	0
(42) Type of Service	32
On	3 - Pedestrian-bicycle
Under	2 - Railroad
(28) Lane	
On	4
Under	0
(29) Average Daily Traffic	6700
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	86 ft
(49) Structure Length	500.6 ft
(50) Curb or Sidewalk Width	
Left	3 ft
Right	3 ft
(51) Bridge Roadway Width Curb to Curb	49.9 ft
(52) Deck Width Out to Out	58 ft
(32) Approach Roadway Width (W/Shoulders)	59.1 ft
(33) Bridge Median	0 - No median
(34) Skew	40 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	49.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	22.5 ft
Ref:	
(55) Min Lat Underclear RT	20.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	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	0 - The inventory route is not
(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	7
(60) Substructure	6
(61) Channel & Channel Protection	N
(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	
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	6
(71) Waterway Adequacy	N
(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	N - Bridge not over waterway.
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	7113
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/18/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	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**

09/18/2023 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation. Under clearances field measured and verified this inspection. See Microstation sketch linked in Files for sounding measurements.

09/27/2021 - JCJ & TJL - Routine Inspection conducted this date.

09/27/2021 - JCJ & TJL - Vertical Underclearance was actual field measured during this inspection.

58 - Deck (7 - GOOD CONDITION - some minor problems.)

09/18/2023 - RSM & SPC: The deck is in good condition. The driving surface has sealable cracking in all spans. The undersurface has a few transverse cracks with light efflorescence.

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

09/18/2023 - RSM & SPC: The superstructure is in good condition. The paint system is beginning to fail with freckled rust visible throughout. The most notable areas are the beam ends over the intermediate bents with corrosion visible in areas.

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

09/18/2023 - RSM & SPC: The substructure is in satisfactory condition. The bent caps and abutment stem walls have delaminated and spalled areas that expose reinforcing steel in random locations.

A-54 - Sealable Deck Cracks (Y)

09/18/2023 - RSM & SPC: The driving surface of the deck has sealable cracking in all spans.

A-55 - Deck Washing Needed (Y)

09/18/2023 - RSM & SPC: The gutters have dirt and debris accumulation.

A-56 - Joint Cleaning/Flushing Needed (Y)

09/18/2023 - RSM & SPC: The expansion joint assemblies have dirt and debris accumulation.

A-58 - Cap Cleaning/Flushing Needed (Y)

09/18/2023 - RSM & SPC: The bearing areas have dirt and debris accumulation.

A-59 - Joint Repair Needed (Y)

09/18/2023 - RSM & SPC: Expansion joint seals are deteriorated and leak. The expansion joint seals at bents # 4 and 6 have fallen out of the assemblies.

A-60 - Full Girder Painting Needed (Y)

09/18/2023 - RSM & SPC: The paint system is failing with freckled rust visible throughout. The most notable areas are the beam ends with corrosion visible in areas.

A-61 - Polymer Overlay Advised (Y)

09/18/2023 - RSM & SPC: The driving surface of the deck has sealable cracking throughout. This structure appears to be a good candidate for a polymer wearing surface based on the condition of the deck at time of inspection.



Asset #06048(Routine)

State Highway 162 over UNION PAC RR-Crawford Co

Location: 0.6 Mi E Jct US 64

Team Lead: Bob McEntyre Inspection Date: 09/18/2023

A-64 - Vegetation Removal Requested

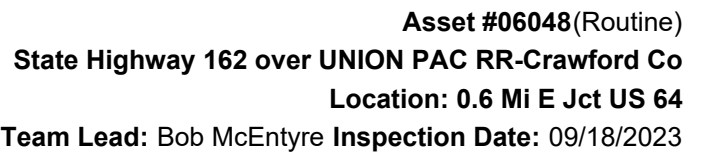
09/18/2023 - RSM & SPC: Vegetation is growing over right bridge railing and into driving lane at East bridge end.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	26394	17636	8758	0	0
1080	Delamination/Spall/Patched Area	SF	3	0	3	0	0
1120	Efflorescence/Rust Staining	SF	20	0	20	0	0
1130	Cracking (RC and Other)	SF	4751	0	4751	0	0
1190	Abrasion/Wear (PSC/RC)	SF	3984	0	3984	0	0
(12) Driving surface: -Light wear in the wheel paths with numerous pop outs in the driving surface due to shale inclusion in the concrete from the construction process. -Driving surface of the deck has longitudinal and mapcracking in the wheel paths in several locations. -Driving surface of the deck has transverse cracks in several locations. Longitudinal cracks (perpendicular to substructure) propagate from the ends of the expansion joint assemblies in some spans. -Vegetation is growing over right bridge railing and into driving lane at East bridge end. Deck Undersurface: A few transverse cracks with light efflorescence are visible from the undersurface of the deck. Approach Roadways: -East approach roadway has rutting in the Eastbound lanes with potholes forming.							
107	Steel Open Girder/Beam	LF	3486	0	3486	0	0
1000	Corrosion	LF	3486	0	3486	0	0
515	Steel Protective Coating	SF	26396	0	26221	0	175
3440	Effectiveness (Steel Protective Coatings)	LF	26396	0	26221	0	175
(107) -The ends of beams adjacent to the deck joints have areas of light rust. -Light freckled rust is typical throughout the superstructure. -There are areas with light pitting in the bottom flanges of the beams in spans # 6, 7, and 8. -No visible cracks apparent during this inspection. -Span # 4 has some staining from train exhaust.							
205	Reinforced Concrete Column	EA	21	7	13	1	0
1080	Delamination/Spall/Patched Area	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	11	0	11	0	0
(205) -Multiple columns have hairline vertical cracking from apparent water leakage through the deck joints. -Bent # 2, column # 3 has a couple of shallow spalls with no exposed reinforcing steel from apparent traffic impacts. -Bent # 3, base of column # 3 has an 8' high vertical delaminated area along the edge.							
215	Reinforced Concrete Abutment	LF	145	88	48	9	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	9	0	0	9	0
1120	Efflorescence/Rust Staining	LF	16	0	16	0	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	30	0	30	0	0
(215) -Abutment # 1 stem wall has 6 full height vertical cracks with 3 spalls that expose reinforcing steel in the base of stem wall under bay # 6. Exposed reinforcing steel has active corrosion with initial section loss. -Abutment # 1 retaining walls have diagonal and horizontal hairline cracks. -Abutment # 2 (East abutment) has several delaminated areas and baseball sized spalls with exposed reinforcing steel in the face of the backwall. -Abutment # 1 retaining wing walls appear to be slightly rotated away from the roadway. The left retaining wall is misaligned 7/8" during this inspection. The right retaining wall is misaligned 1-3/8". Measurements were taken at the construction joint located approximately 9' from the centerline of the expansion joint on top of the fill at the construction joint in the retaining wall. 09/18/2019 - EJW & JPW - The retaining wing walls at Bent 1 appear to be leaning away from the roadway. The Left side is misaligned 7/8" at this inspection. The Right side is misaligned 1 3/8". Measurements were taken approximately 9' from the centerline of the expansion joint on top of the fill at the construction joint in the retaining wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	195	195	0	0	0
(220) -Footings have cover and are not visible.							
234	Reinforced Concrete Pier Cap	LF	401	319	81	1	0
1080	Delamination/Spall/Patched Area	LF	12	0	12	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	66	0	66	0	0
(234) -Several of the caps have transverse hairline cracks visible from the undersurface of the caps. -There is a vertical crack in the right side of bent # 2 cap over the exterior face of the right column and a vertical crack in the cap over the right column at the step with light efflorescence. -Bent # 2 cap has a few delaminated areas in both faces of the cap. -Bent # 3 has two, 2' high delaminated areas in the right end of cap and 2 softball sized delaminated areas visible from the undersurface of the left end of cap. -Bent # 4 has several delaminated areas in the back face of the cap. -Bent # 4 has several transverse cracks visible from the undersurface of the cap. -Bent # 5 has multiple delaminated areas on the span # 4 side between columns # 2 & 3. -Bent # 6 has a 2' tall delaminated area over column # 2 in the back face of the cap. -Bent # 7 has a shallow spall with exposed reinforcing steel that has active corrosion and initial section loss in the right end of the back face of cap. -Bent # 8 has a 3' horizontal crack at the top of the cap between beams # 6 & 7.							
302	Compression Joint Seal	LF	522	0	0	396	126
2310	Leakage	LF	390	0	0	390	0
2330	Seal Damage	LF	132	0	0	6	126
(302) -Expansion joint compression seals at bents # 4 and 6 have fallen out of position and are laying on the caps allowing water, dirt, and debris to leak onto the substructure. -Expansion joint assemblies have light/ moderate dirt accumulation. -Deck joint seals appear to leak water.							
311	Movable Bearing	EA	56	0	11	45	0
1000	Corrosion	EA	55	0	11	44	0
1020	Connection	EA	1	0	0	1	0
515	Steel Protective Coating	SF	56	1	0	11	44





Elevation looking Southwest



Inventory 1 looking East



Drone usage



Elevation looking Southwest



East approach roadway has rutting in the Eastbound lanes with potholes forming.



East approach roadway has rutting in the Eastbound lanes with potholes forming.



Vegetation is growing over right bridge railing and into driving lane at East bridge end.



West approach roadway-Settlement with pothole forming in right outside lane



West approach roadway



Abutment 1 left approach railing-Collision damage



East approach Roadway-Settlement in left lane



Abutment 2 left approach railing-Collision damage



09/18/2023

09/18/2023 - RSM & SPC: The gutters have dirt and debris accumulation.



09/19/2023

Vegetation is growing over right bridge railing and into driving lane at East bridge end.



09/19/2023

Dirt and debris in gutters



09/18/2023

Span # 1 undersurface



Transverse deck cracking



Transverse deck cracking



Transverse deck cracking



Span 5 driving surface



Span 5, right outside lane-Mapcracking in wheel path



Span 5, right outside lane-Mapcracking in wheel path



Span 4 right outside lane at bent 5-Transverse cracking with delaminated area adjacent to expansion joint assembly



Span 4 has a longitudinal crack (Perpendicular to expansion joints) in right outside lane at bent 5



Span 4, right lane adjacent to bent 4-Transverse deck cracking



Span 3 driving surface



Cracking in wheel path



Drone Photo-General view of undersurface



Span # 7 beam # 1



Span # 7 undersurface



Bent # 5 beam # 7 corrosion



Span # 4 left overhang efflorescence



Span # 4 beams have staining from train exhaust.



Bent # 4 beam # 4 corrosion



Bent # 4 beam # 4 corrosion



Typical beam corrosion



09/18/2023

Bent # 6



09/18/2023

Bent # 4



09/18/2023

Bent # 3, column # 3 has an 8' high vertical delamination in the base.



09/18/2023

Bent # 2 column # 3



Abutment # 2, East abutment, has several delaminated areas and baseball sized spalls with exposed reinforcing steel.



Abutment # 2



Abutment # 1 stem with 3 spalls that expose reinforcing steel in the base of the bent under bay # 6.



Abutment # 1 left retaining wall-Leaning away from roadway.



Abutment # 1 left retaining wall-Leaning away from roadway.



Abutment # 1 right retaining wall -Leaning away from roadway.



Abutment # 1 right wing wall.



Abutment # 1



Abutment 2-Transverse cracks in top of backwall



Drone Photo-General view of bearing area



Drone Photo-Spall in bent cap with exposed reinforcing steel.



Drone Photo-Heavy dirt and debris accumulation on bent cap



09/20/2023

Drone Photo-Heavy dirt and debris accumulation on bent cap



09/18/2023

Bent # 8 has a 3' horizontal crack at the top of the cap between beams # 6 & 7.



09/18/2023

Bent # 7 backface, right end



09/18/2023

Bent # 5 cap cracking



09/20/2023

Bent # 5 has multiple delaminated areas on the span # 4 side between columns # 2 & 3.



09/18/2023

Bent # 4 has several delaminated areas in the back face of the cap.



09/18/2023

Bent # 3 has two, 2' tall delaminated areas in the right end of cap



09/18/2023

Bent # 2 cap has a few delaminated areas in both faces of the cap.



Bent # 2 backface



Bent 7 expansion joint



Bent 6 expansion joint seal fallen out of the assembly



Bent # 4 expansion joint seal has fallen out of the assembly.



09/20/2023

Bent 4 expansion joint seal fallen out of position



09/18/2023

Bent 3 expansion joint



09/18/2023

Abutment # 1 expansion joint seal deteriorated.



09/20/2023

Abutment 1 expansion joint



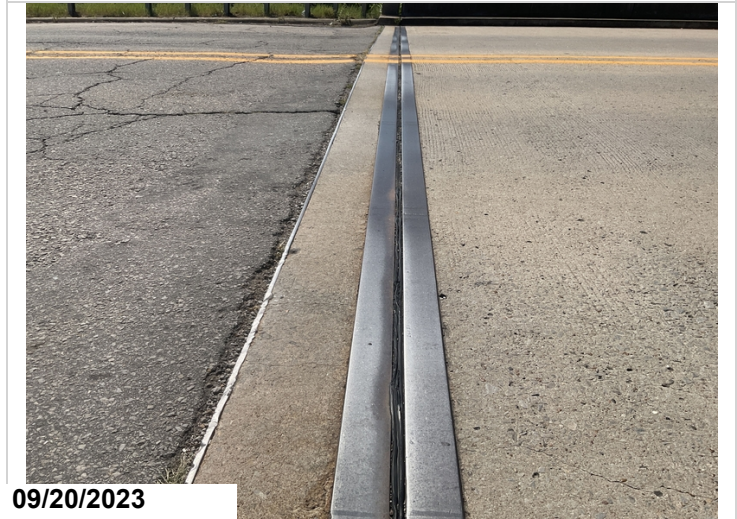
Dirt and debris in expansion joint



Dirt and debris in expansion joint



Abutment 2 expansion joint seal



Abutment 2 expansion joint seal



Drone Photo-Corrosion to bearings



Drone Photo-Corrosion with pack rust between bearing plates.



Drone Photo-Heavy corrosion



Drone Photo-Heavy corrosion



Drone Photo-Heavy corrosion



Drone Photo-General view of moveable bearing



Drone Photo-Corrosion with pack rust between bearing plates.



Drone Photo-Corrosion with pack rust between bearing plates.



Drone Photo-Bearing corrosion with pack rust between bearing plates.



Drone Photo-Bent # 2, corrosion to bearing



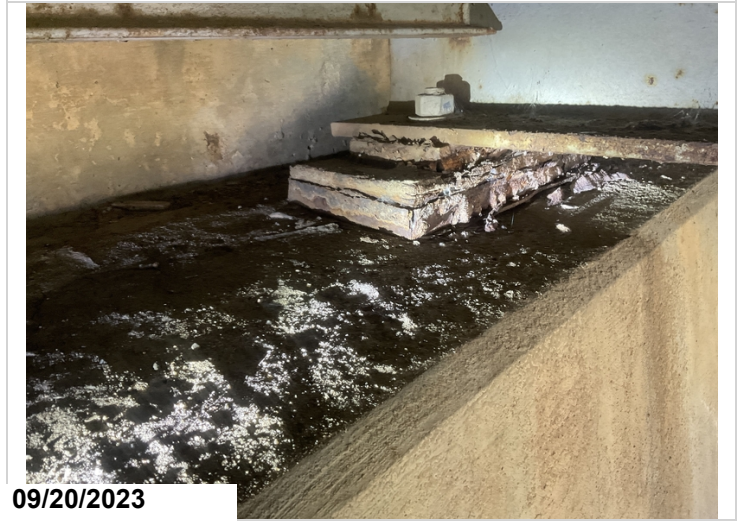
Drone Photo-Corrosion to bearing



Drone Photo-Abutment # 1, bearing 7



Abutment # 2, Beam # 5, has 1 fractured anchor bolt.



Abutment # 2 bearing # 3



Abutment # 2 bearing # 1



Loose anchor bolt nuts that attach metal railing posts to concrete railing

Maintenance Needs

Date Reported: 12/02/2011

Priority: C - Important

Type of Work: Joint Repair

Status: Open

Component: Element

Deficiency Description

Expansion Joints -

The compression joint seals at bents # 4 and 6 have fallen out of position and are laying on the caps below. The open joints are allowing water, dirt, and debris to leak onto the substructure causing corrosion to the bearings. The remaining joint seals are deteriorated and appear to leak water in numerous locations.

Remarks

09/18/2023 - RSM - Priority changed from "D" To "C" due to leaking expansion joints causing excessive corrosion to bearings.



Bent # 6 expansion joint seal has fallen out of the assembly.



Bent # 4 expansion joint seal has fallen out of the assembly.



Bent # 6-Joint seal has fallen out of the assembly.

Maintenance Needs

Date Reported: 12/02/2011

Priority: C - Important

Type of Work: Bearing Repair/Replacement

Status: Open

Component: Element

Deficiency Description

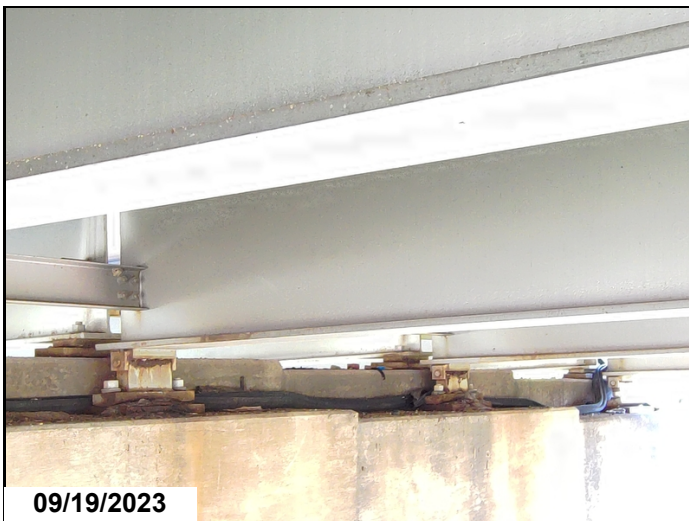
Bearings -

Bearings have a failing paint system with numerous areas of active corrosion, layers of flaking rust, and minor section loss between the sole plates and masonry plates.

There are areas with fretting in several of the bearings.

Remarks

09/18/2023 - RSM - Priority changed from "D" to "C" due to excessive corrosion to bearings with pack rust between bearing plates possibly restricting movement.



Drone Photo-Corrosion to bearings.



Drone Photo-Corrosion with pack rust between bearing plates.



Drone Photo-Heavy corrosion to bearings.



Drone Photo-Heavy corrosion to bearings.



Abutment # 2 bearing # 3-Corrosion.



Bent # 9 bearings with active corrosion and layers of flaking rust on the bearings.

Maintenance Needs

Date Reported: 09/18/2019

Priority: D- Routine

Type of Work: Approach Leveling/Maintenance

Status: Monitor

Component: Approach

Deficiency Description

Approach Roadways -

The asphalt at the approaches has settlement and is deteriorating with potholes forming in the driving surface. The East approach has heavy rutting in the wheel paths.

Remarks



East approach roadway has rutting in the Eastbound lanes with potholes forming.



West approach roadway-Settlement with pothole forming in right outside lane.



East approach Roadway-Settlement at bridge end.



East approach roadway-Settlement.

Maintenance Needs

Date Reported: 09/18/2019

Priority: D- Routine

Type of Work: Miscellaneous

Status: Monitor

Component: Miscellaneous

Deficiency Description

Approach Guardrailing -
Minor collision damage to the left approach guardrailing at both bridge ends.

Remarks



Abutment # 1 left approach railing-Collision damage.



Abutment # 2 left approach railing-Collision damage.



Abutment # 1 left approach railing-Collision damage.

Maintenance Needs

Date Reported: 09/18/2019

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Substructure

Deficiency Description

Substructure -

The substructure has delaminated areas and spalls that expose reinforcing steel in several locations.

Remarks



09/18/2023

Abutment # 2, East abutment, has several delaminated areas and baseball sized spalls with exposed reinforcing steel.



09/18/2023

Abutment # 1 stem with 3 spalls that expose reinforcing steel in the base of the bent under bay # 6.



09/19/2023

Drone Photo-Spall in bent cap with exposed reinforcing steel.



09/18/2023

Bent # 5 cap has multiple delaminated areas on the span # 4 side between columns # 2 & 3.



Bent # 3, column # 3-Delaminated area.

Maintenance Needs

Date Reported: 09/18/2019

Priority: D- Routine

Type of Work: Miscellaneous

Status: Monitor

Component: Element

Deficiency Description

Metal Bridge Railing -

The metal bridge railing anchored to the top of concrete railing has numerous loose anchor bolt nuts in random locations.

Remarks



Loose anchor bolt nuts that attach metal railing posts to concrete railing.



Numerous loose anchor bolt nuts on the bridge rail.

Maintenance Needs

Date Reported: 09/28/2021

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Abutment # 1 Retaining Wall -

The retaining wing walls at abutment # 1 (West Abutment) appear to be leaning away from the roadway. The left wall is misaligned 7/8" during this inspection. The right wall is misaligned 1-3/8". Measurements were taken approximately 9' from the centerline of the expansion joint on top of the fill at the construction joint in the retaining wall.

Remarks



Abutment # 1 left retaining wall-Leaning away from roadway.



Abutment # 1 right retaining wall -Leaning away from roadway.



Abutment # 1 right retaining wall leaning away from roadway.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	Yes
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	Yes
A-61 - Polymer Overlay Advised	Yes
A-62 - Hydro and LMC Advised	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

A-54 - Sealable Deck Cracks (Yes)

09/18/2023 - RSM & SPC: The driving surface of the deck has sealable cracking in all spans.



Transverse deck cracking



Span 5, right outside lane-Mapcracking in wheel path

A-55 - Deck Washing Needed (Yes)

09/18/2023 - RSM & SPC: The gutters have dirt and debris accumulation.



09/18/2023 - RSM & SPC: The gutters have dirt and debris accumulation.

A-56 - Joint Cleaning/Flushing Needed (Yes)

09/18/2023 - RSM & SPC: The expansion joint assemblies have dirt and debris accumulation.



Dirt and debris in expansion joint

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed (Yes)

09/18/2023 - RSM & SPC: The bearing areas have dirt and debris accumulation.



Drone Photo-Heavy dirt and debris accumulation on bent cap

A-59 - Joint Repair Needed (Yes)

09/18/2023 - RSM & SPC: Expansion joint seals are deteriorated and leak. The expansion joint seals at bents # 4 and 6 have fallen out of the assemblies.



Bent # 4 expansion joint seal has fallen out of the assembly.



Abutment # 1 expansion joint seal deteriorated.

A-60 - Full Girder Painting Needed (Yes)

09/18/2023 - RSM & SPC: The paint system is failing with freckled rust visible throughout. The most notable areas are the beam ends with corrosion visible in areas.



Bent # 4 beam # 4 corrosion

A-61 - Polymer Overlay Advised (Yes)

09/18/2023 - RSM & SPC: The driving surface of the deck has sealable cracking throughout. This structure appears to be a good candidate for a polymer wearing surface based on the condition of the deck at time of inspection.



Transverse deck cracking

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested

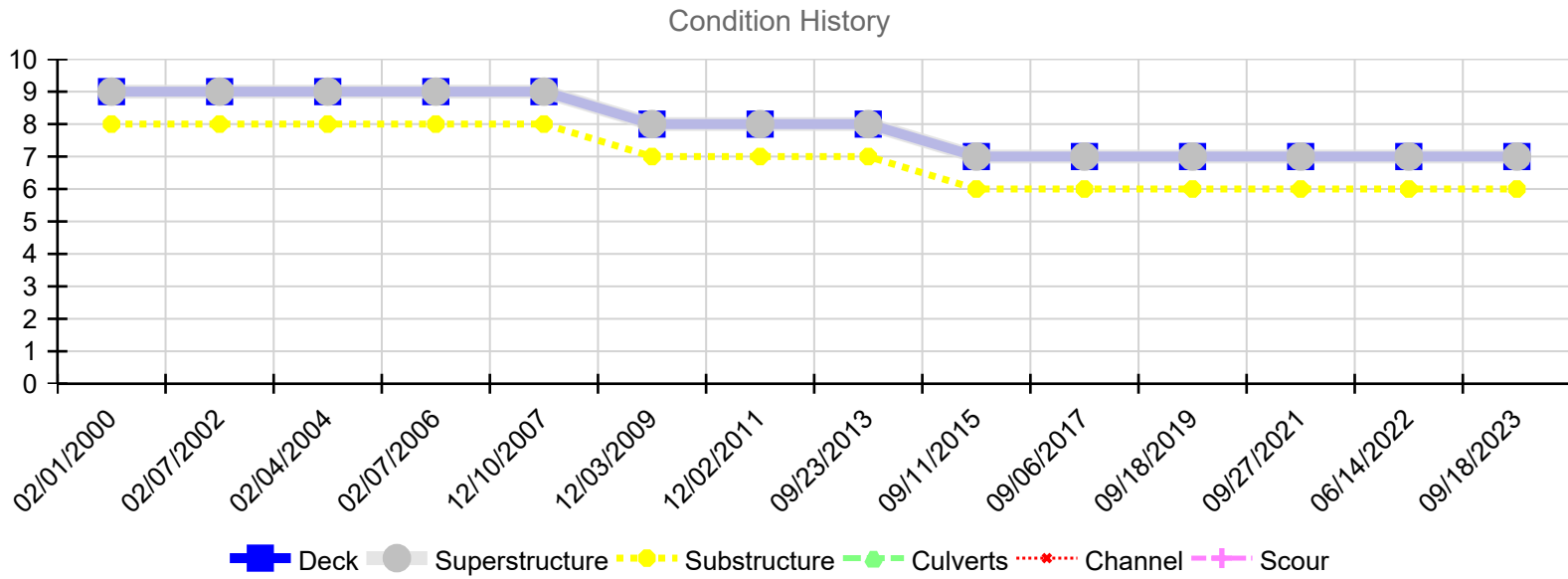
09/18/2023 - RSM & SPC: Vegetation is growing over right bridge railing and into driving lane at East bridge end.



Vegetation is growing over right bridge railing and into driving lane at East bridge end.



Asset #06048(Routine)
State Highway 162 over UNION PAC RR-Crawford Co
Location: 0.6 Mi E Jct US 64
Team Lead: Bob McEntyre Inspection Date: 09/18/2023



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/18/2023	7	7	6	N	N	N
06/14/2022	7	7	6	N	N	N
09/27/2021	7	7	6	N	N	N
09/18/2019	7	7	6	N	N	N
09/06/2017	7	7	6	N	N	N
09/11/2015	7	7	6	N	N	N
09/23/2013	8	8	7	N	N	N
12/02/2011	8	8	7	N	N	N
12/03/2009	8	8	7	N	N	N
12/10/2007	9	9	8	N	N	N
02/07/2006	9	9	8	N	N	N
02/04/2004	9	9	8	N	N	N
02/07/2002	9	9	8	N	N	N
02/01/2000	9	9	8	N	N	N