



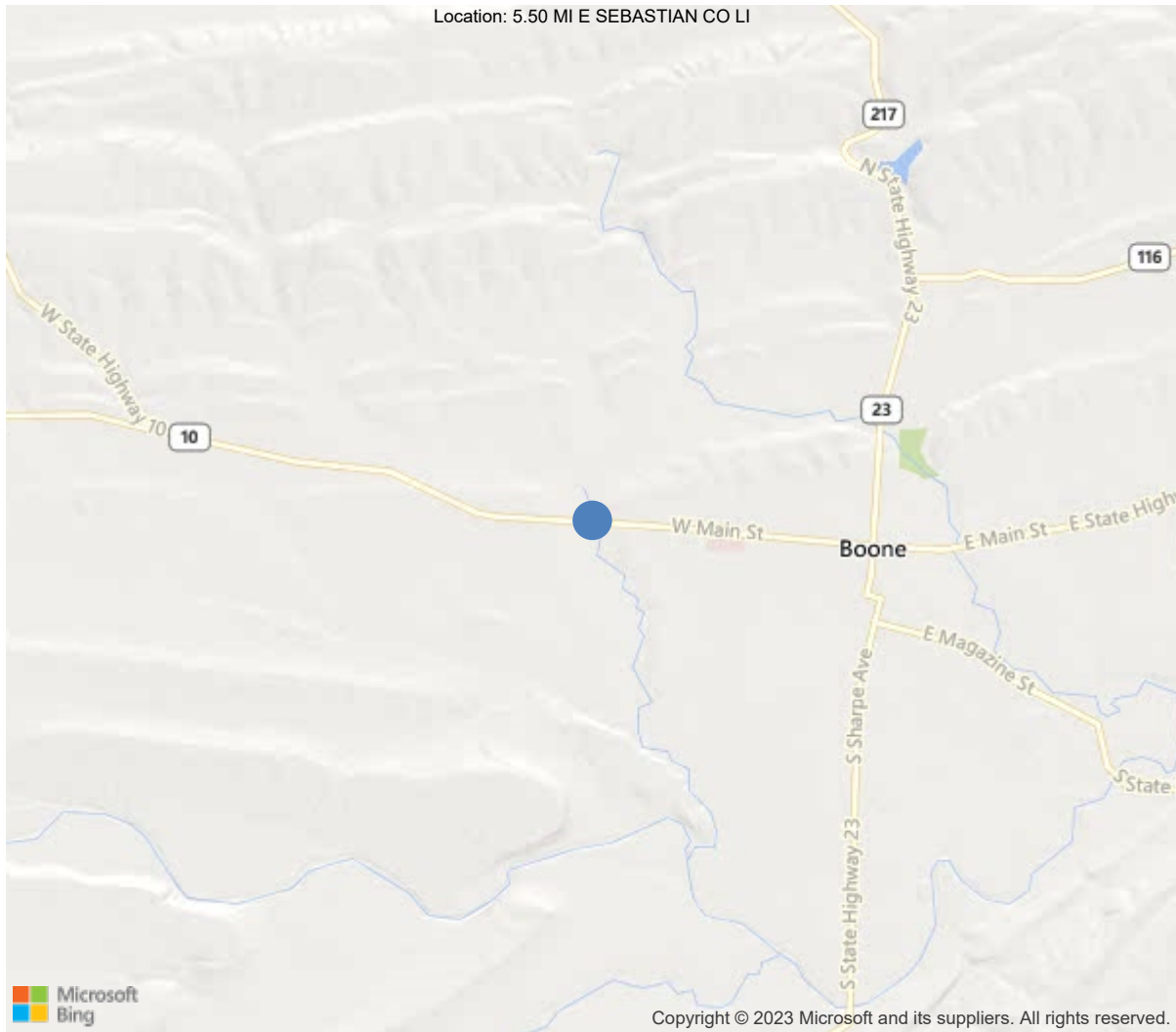
Latitude:35.14195, Longitude:-93.94631

Route:10 Section:02 Log:5.499

Arnold Road ID:42x10x2xA, Arnold Log mile:5.493

District 04, 83 - Logan County

Owner: 1 - State Highway Agency



35.14195, -93.94631





Asset #A0704(Routine)

## State Highway 10 over Greasy Creek - Logan Co.

Location: 5.50 MI E SEBASTIAN CO LI

Team Lead: Bob McEntyre, Inspection Date: 07/19/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A0704
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	83 - Logan County
(4) Place Code	0
(6) Features Intersected	Greasy Creek - Logan Co.
(7) Facility Carried	State Highway 10
(9) Location	5.50 MI E SEBASTIAN CO LI
(11) Mile Point	5.499 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000010020
(16) Latitude	35.14195
(17) Longitude	-93.94631
(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	2
(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	1928
(106) Year Reconstructed	1967
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	3800
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	14 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	72 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.7 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	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	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	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	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	6
(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	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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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	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	4200
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date	07/19/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* 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.</p>			



### General Observation

07/19/2022 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation.

-06/10/2020 - JCJ & JRM - Routine Inspection and Type 2 Underwater Inspection conducted this date.

Jose R Malagon was on site this date.

---

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

-06/10/2020 - JCJ & JRM - Type 2 Underwater Inspection conducted this date.

ArDOT Drawing # 13163 Indicates that structure is founded on solid shale. General Notes state that Rock excavations shall be made to neat lines of concrete footings.

ArDOT Drawing # 13164 & 13165 Indicates that the abutment footings are 1' - 6" thick and the intermediate bent footing is 2'-0" thick.

Wading and probing along with visual observations during low and clear water conditions indicate that Bent 3 footing is exposed with no apparent scour problems during this inspection.

Bent 3 footing appears to be well founded on the Solid shale channel that is exposed under Span 2.

Soundings were taken along both sides of the structure during this inspection.

See channel profile documentation associated with this inspection for additional information.

---

### A-15 - Late Reason (N/A)

07/19/2022 - RSM - Inspection 1 month late due to heavy workload.

---

### A-46 - Asset Files

-

---



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	2112	2058	51	3	0
1080	Delamination/Spall/Patched Area	SF	2	0	1	1	0
1090	Exposed Rebar	SF	2	0	0	2	0
1120	Efflorescence/Rust Staining	SF	6	0	6	0	0
1130	Cracking (RC and Other)	SF	44	0	44	0	0
510	Wearing Surfaces	SF	1960	1806	154	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	22	0	22	0	0
3220	Crack (Wearing Surface)	SF	132	0	132	0	0
<p>(16) Deck wearing surface:</p> <ul style="list-style-type: none"> <li>-There are a few isolated pot holes in the asphalt wearing surface of the deck.</li> <li>-Transverse cracking in wearing surface over bent # 2.</li> </ul> <p>Deck Undersurface:</p> <ul style="list-style-type: none"> <li>-Transverse cracking with rust stains at variable spacing are visible from the undersurface of the deck.</li> <li>-Shallow baseball sized spalls with exposed reinforcing steel is visible from the undersurface of the overhang along the right side of the deck adjacent to bent # 2.</li> <li>-Light scale visible in the undersurface due to water leaching through the deck is typical in both spans.</li> <li>-Span # 2, right overhang has a 10" long shallow spall at the deck drain with exposed reinforcing steel that has initial section loss.</li> <li>-Span # 2 deck undersurface has an 8" void that appears to be caused by wood left in the concrete during the construction process.</li> </ul>							
110	Reinforced Concrete Open Girder/Beam	LF	350	204	142	2	2
1090	Exposed Rebar	LF	4	0	2	2	0
1130	Cracking (RC and Other)	LF	142	0	140	0	2
<p>(110) -Vertical hairline flexure cracking at approximately 12 inch centers near mid-span typical.</p> <ul style="list-style-type: none"> <li>-Span # 1, girders # 3 and 4 have concrete spalls with exposed reinforcing steel adjacent to bent # 2.</li> <li>-Span # 2 girder # 2 has a hairline shear type crack and spalling with exposed reinforcing steel in the beam over bent # 2.</li> </ul>							
205	Reinforced Concrete Column	EA	4	1	2	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	1	0	0	1	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
<p>(205) -Maintenance forces have covered the spall in column # 2 at bent # 2 with caulking as a type of repair in the past.</p> <ul style="list-style-type: none"> <li>-Bent # 2, column # 2 left exterior face has an 18" delaminated area at the cap juncture.</li> <li>-Bent # 2, column # 1 has a 16" wide spall with exposed reinforcing steel (Hoop) located in the North face approximately 4" below the base of the cap. Exposed reinforcing steel has active corrosion with approximately 25% section loss.</li> <li>-Bent # 2, column # 3 has a hairline horizontal crack approximately 2' below cap.</li> </ul>							
215	Reinforced Concrete Abutment	LF	116	74	33	9	0
1080	Delamination/Spall/Patched Area	LF	8	0	7	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	11	0	9	2	0

## State Highway 10 over Greasy Creek - Logan Co.

**Location: 5.50 MI E SEBASTIAN CO LI**

**Team Lead:** Bob McEntyre, **Inspection Date:** 07/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1190	Abrasion/Wear (PSC/RC)	LF	22	0	17	5	0
(215) -Abutment # 1 under beam # 2 has a large 36 inch delaminated area under the beam. Maintenance Forces have grouted over a portion of the delaminated area in the past. The grouted repair has failed and is delaminated. -Maintenance forces have made a few grouted patches in both abutments. -Abutment stem walls have a few vertical full height cracks. -Abutment # 2 left monolithic wing wall has a moderate width vertical crack in upper portion of wall adjacent at the abutment juncture. The right wing wall has vertical and diagonal cracking and concrete deterioration below the weep hole. -Concrete deterioration is visible between the weep holes in abutment # 2 stem wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	45	0	0	45	0
1190	Abrasion/Wear (PSC/RC)	LF	45	0	0	45	0
(220) -The top of abutment # 2 footing is exposed during this inspection. The footing has soft deteriorated concrete with up to 2" of section loss around the edges. No exposed reinforcing steel or apparent scour problems at this inspection.							
234	Reinforced Concrete Pier Cap	LF	95	62	29	4	0
1080	Delamination/Spall/Patched Area	LF	16	0	16	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
(234) -Bent # 2 cap has shallow spalling with exposed reinforcing steel in the beam # 2 haunch. -Bent # 2 cap has light scale due to leaking deck joint.							
330	Metal Bridge Railing	LF	144	144	0	0	0
(330) The aluminum bridge railing has no apparent problems during this inspection. -Left end post at abutment # 1 has shallow spalling to the top of post.  <b>Approach Railing:</b> -The left approach railing at abutment # 1 has collision damage that has created sharp jagged edges along the top.							

## State Highway 10 over Greasy Creek - Logan Co.

**Location: 5.50 MI E SEBASTIAN CO LI**

**Team Lead:** Bob McEntyre, **Inspection Date:** 07/19/2022

## Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	2112	2058	51	3	0
1080	Delamination/Spall/Patched Area	SF	2	0	1	1	0
1090	Exposed Rebar	SF	2	0	0	2	0
1120	Efflorescence/Rust Staining	SF	6	0	6	0	0
1130	Cracking (RC and Other)	SF	44	0	44	0	0
510	Wearing Surfaces	SF	1960	1806	154	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	22	0	22	0	0
3220	Crack (Wearing Surface)	SF	132	0	132	0	0
<p>(16) Deck wearing surface:</p> <ul style="list-style-type: none"> <li>-There are a few isolated pot holes in the asphalt wearing surface of the deck.</li> <li>-Transverse cracking in wearing surface over bent # 2.</li> </ul> <p>Deck Undersurface:</p> <ul style="list-style-type: none"> <li>-Transverse cracking with rust stains at variable spacing are visible from the undersurface of the deck.</li> <li>-Shallow baseball sized spalls with exposed reinforcing steel is visible from the undersurface of the overhang along the right side of the deck adjacent to bent # 2.</li> <li>-Light scale visible in the undersurface due to water leaching through the deck is typical in both spans.</li> <li>-Span # 2, right overhang has a 10" long shallow spall at the deck drain with exposed reinforcing steel that has initial section loss.</li> <li>-Span # 2 deck undersurface has an 8" void that appears to be caused by wood left in the concrete during the construction process.</li> </ul>							



## State Highway 10 over Greasy Creek - Logan Co.

**Location: 5.50 MI E SEBASTIAN CO LI**

**Team Lead:** Bob McEntyre, **Inspection Date:** 07/19/2022

## Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	350	204	142	2	2
1090	Exposed Rebar	LF	4	0	2	2	0
1130	Cracking (RC and Other)	LF	142	0	140	0	2
(110) -Vertical hairline flexure cracking at approximately 12 inch centers near mid-span typical. -Span # 1, girders # 3 and 4 have concrete spalls with exposed reinforcing steel adjacent to bent # 2. -Span # 2 girder # 2 has a hairline shear type crack and spalling with exposed reinforcing steel in the beam over bent # 2.							

## Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	4	1	2	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	1	0	0	1	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
(205) -Maintenance forces have covered the spall in column # 2 at bent # 2 with caulking as a type of repair in the past. -Bent # 2, column # 2 left exterior face has an 18" delaminated area at the cap juncture. -Bent # 2, column # 1 has a 16" wide spall with exposed reinforcing steel (Hoop) located in the North face approximately 4" below the base of the cap. Exposed reinforcing steel has active corrosion with approximately 25% section loss. -Bent # 2, column # 3 has a hairline horizontal crack approximately 2' below cap.							
215	Reinforced Concrete Abutment	LF	116	74	33	9	0
1080	Delamination/Spall/Patched Area	LF	8	0	7	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	11	0	9	2	0
1190	Abrasion/Wear (PSC/RC)	LF	22	0	17	5	0
(215) -Abutment # 1 under beam # 2 has a large 36 inch delaminated area under the beam. Maintenance Forces have grouted over a portion of the delaminated area in the past. The grouted repair has failed and is delaminated. -Maintenance forces have made a few grouted patches in both abutments. -Abutment stem walls have a few vertical full height cracks. -Abutment # 2 left monolithic wing wall has a moderate width vertical crack in upper portion of wall adjacent at the abutment juncture. The right wing wall has vertical and diagonal cracking and concrete deterioration below the weep hole. -Concrete deterioration is visible between the weep holes in abutment # 2 stem wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	45	0	0	45	0
1190	Abrasion/Wear (PSC/RC)	LF	45	0	0	45	0
(220) -The top of abutment # 2 footing is exposed during this inspection. The footing has soft deteriorated concrete with up to 2" of section loss around the edges. No exposed reinforcing steel or apparent scour problems at this inspection.							
234	Reinforced Concrete Pier Cap	LF	95	62	29	4	0
1080	Delamination/Spall/Patched Area	LF	16	0	16	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
(234) -Bent # 2 cap has shallow spalling with exposed reinforcing steel in the beam # 2 haunch. -Bent # 2 cap has light scale due to leaking deck joint.							

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



**Asset #A0704(Routine)**

**State Highway 10 over Greasy Creek - Logan Co.**

**Location: 5.50 MI E SEBASTIAN CO LI**

**Team Lead: Bob McEntyre, Inspection Date: 07/19/2022**

Comment: -06/10/2020 - JCJ & JRM - Type 2 Underwater Inspection conducted this date.

ArDOT Drawing # 13163 Indicates that structure is founded on solid shale. General Notes state that Rock excavations shall be made to neat lines of concrete footings.

ArDOT Drawing # 13164 & 13165 Indicates that the abutment footings are 1' - 6" thick and the intermediate bent footing is 2'-0" thick.

Wading and probing along with visual observations during low and clear water conditions indicate that Bent 3 footing is exposed with no apparent scour problems during this inspection.

Bent 3 footing appears to be well founded on the Solid shale channel that is exposed under Span 2.

Soundings were taken along both sides of the structure during this inspection.

See channel profile documentation associated with this inspection for additional information.





Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation looking South



Inventory 1 looking East



Abutment 1, left side-Delaminated repair



Abutment 2 stem wall-Concrete deterioration





Abutment 2 footing-Concrete deterioration



Abutment 2, right wing wall-Abrasion



Abutment # 2 right monolithic wing wall has a moderate width vertical crack in upper portion of wall adjacent to abutment stem wall.



Span 2, bay 2-Void in deck undersurface





Span 2, bay 2-Transverse crack with light efflorescence



Span # 2, right deck overhang has a shallow spall with exposed reinforcing steel adjacent to the deck drain. Initial section loss to the reinforcing steel.



Abutment 2



Span # 2 girder # 2 has a hairline shear type crack and spalling with exposed reinforcing steel in the beam over bent # 2.





Span # 2 girder # 2 has a hairline shear type crack and spalling with exposed reinforcing steel in the beam over bent # 2.



Bent 2, column 1-Spall with exposed reinforcing steel



Bent 2, column 2-Repaired area



Bent # 2, column # 2 left exterior face has an 18" delaminated area at the cap juncture.





Span # 1, girder # 4 at bent # 2 has a 6" spall with exposed reinforcing steel.



Scaling in bent 2 cap backface



Span 1 undersurface



Abutment 1





Span 2 undersurface



Bent 2



The drainage ditch on the left embankment at the East bridge end has erosion that has eroding the adjacent private property.



The drainage ditch on the left embankment at the East bridge end has erosion that has eroding the adjacent private property.





Left end post at abutment # 1 has shallow spalling to the top of post.



Driving surface



The left approach railing at abutment # 1 has collision damage that has created sharp jagged edges along the top.



**Asset #A0704(Routine)**

**State Highway 10 over Greasy Creek - Logan Co.**

**Location: 5.50 MI E SEBASTIAN CO LI**

**Team Lead: Bob McEntyre, Inspection Date: 07/19/2022**

#### **Maintenance Needs**

**Date Reported:** 07/11/2012  
**Priority:** D- Routine  
**Type of Work:** Repair (General)  
**Status:** Monitor  
**Component:** Superstructure

---

#### **Deficiency Description**

Superstructure -  
Span # 1, girders # 3 and 4 have shallow concrete spalls with exposed reinforcing steel adjacent to bent # 2.  
Span # 2, girder # 2 has a shallow 6" spall with exposed reinforcing steel over bent # 2.

#### **Remarks**

---



Span # 2, girder # 2 has a shallow 6" spall with exposed reinforcing steel over bent # 2.



Span # 1, girder # 4 at bent # 2 has a 6" spall with exposed reinforcing steel.





Span # 1, beam # 3-Spalling with exposed reinforcing steel over bent # 2.



Span # 1, girders # 3 and 4 have shallow concrete spalls with exposed reinforcing steel adjacent to bent # 2.



**Date Reported:** 07/11/2012  
**Priority:** D- Routine  
**Type of Work:** Repair (General)  
**Status:** RepairDocumented  
**Component:** Substructure

---

### Deficiency Description

Substructure

Bent 2 column 1 has a 16" spall with exposed reinforcing steel.  
Bent # 2 Cap has light scale with water stains.

### Remarks

07/19/2022 - RSM - This deficiency included in another sequence.

---



Bent # 2 staining from apparent water leakage through the deck joints.



Bent 2. Column 1.

**Date Reported:** 07/11/2012  
**Priority:** D- Routine  
**Type of Work:** Repair (General)  
**Status:** Monitor  
**Component:** Substructure

---

### Deficiency Description

#### Substructure -

Abutment # 1 has a 30" delaminated area under girder # 2. The grouted repairs to the delaminated area have failed and sound delaminated when sounded with a geologist hammer.

The ahead face of bent # 2 cap haunch has a spall with exposed reinforcing steel under girder # 2.

Bent # 2, column # 1 has a 16" spall with exposed reinforcing steel.

Bent # 2, column # 2 left exterior face has an 18" delaminated area at the cap juncture.

### Remarks

---



Abutment # 1 has a 30" delaminated area under girder # 2. The grouted repairs to the delaminated area have failed and sound delaminated when sounded with a geologist hammer.



Bent # 2, column # 1-Spall with exposed reinforcing steel.





Bent # 2, column # 2 left exterior face has an 18" delaminated area at the cap juncture.



Abutment # 1 has a 30" delaminated area under girder # 2. The grouted repairs to the delaminated area have failed and sound delaminated when sounded with a geologist hammer.



One basketball size delaminated area next to the repaired spall in Bent # 2, Column # 2.



The ahead face of bent # 2 cap haunch has a spall with exposed reinforcing steel under girder # 2.



Abutment # 1 has a 30" delaminated area under girder # 2. The grouted repairs to the delaminated area have failed and sound delaminated when sounded with a geologist hammer.



Abutment # 1 has a 30" delaminated area under girder # 2. The grouted repairs to the delaminated area have failed and sound delaminated when sounded with a geologist hammer.



**Date Reported:** 07/19/2022  
**Priority:** B - Pressing  
**Type of Work:** Repair (General)  
**Status:** Open  
**Component:** Miscellaneous

---

**Deficiency Description**

Approach Guard Railing -

The left approach railing at abutment # 1 has collision damage that has created sharp jagged edges along the top of railing.

**Remarks**

---



The left approach railing at abutment # 1 has collision damage that has created sharp jagged edges along the top of railing.

**Date Reported:** 07/19/2022  
**Priority:** C - Important  
**Type of Work:** Repair (General)  
**Status:** Open  
**Component:** Approach

---

**Deficiency Description**

Northeast Embankment -  
The drainage ditch on the Northeast embankment has significant erosion.

**Remarks**

---



The drainage ditch on the Northeast embankment  
has significant erosion.



Asset #A0704(Routine)

State Highway 10 over Greasy Creek - Logan Co.

Location: 5.50 MI E SEBASTIAN CO LI

Team Lead: Bob McEntyre, Inspection Date: 07/19/2022

## 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	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



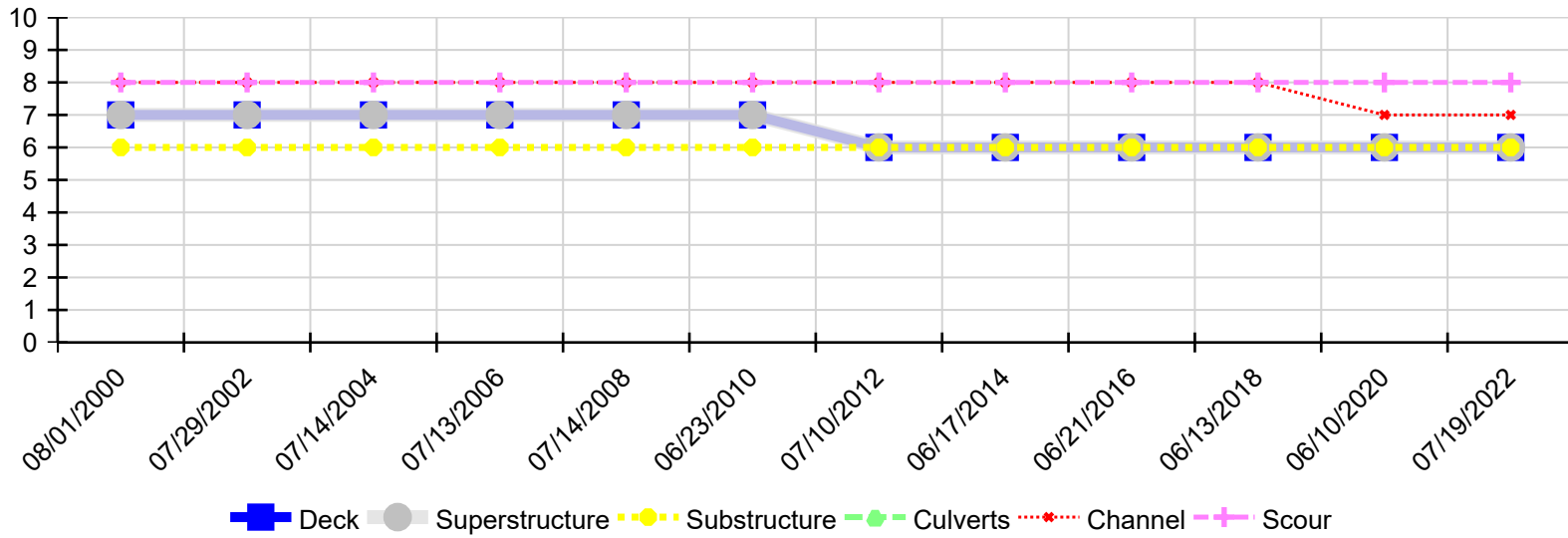
Asset #A0704(Routine)

State Highway 10 over Greasy Creek - Logan Co.

Location: 5.50 MI E SEBASTIAN CO LI

Team Lead: Bob McEntyre, Inspection Date: 07/19/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/19/2022	6	6	6	N	7	8
06/10/2020	6	6	6	N	7	8
06/13/2018	6	6	6	N	8	8
06/21/2016	6	6	6	N	8	8
06/17/2014	6	6	6	N	8	8
07/10/2012	6	6	6	N	8	8
06/23/2010	7	7	6	N	8	8
07/14/2008	7	7	6	N	8	8
07/13/2006	7	7	6	N	8	8
07/14/2004	7	7	6	N	8	8
07/29/2002	7	7	6	N	8	8
08/01/2000	7	7	6	N	8	8