



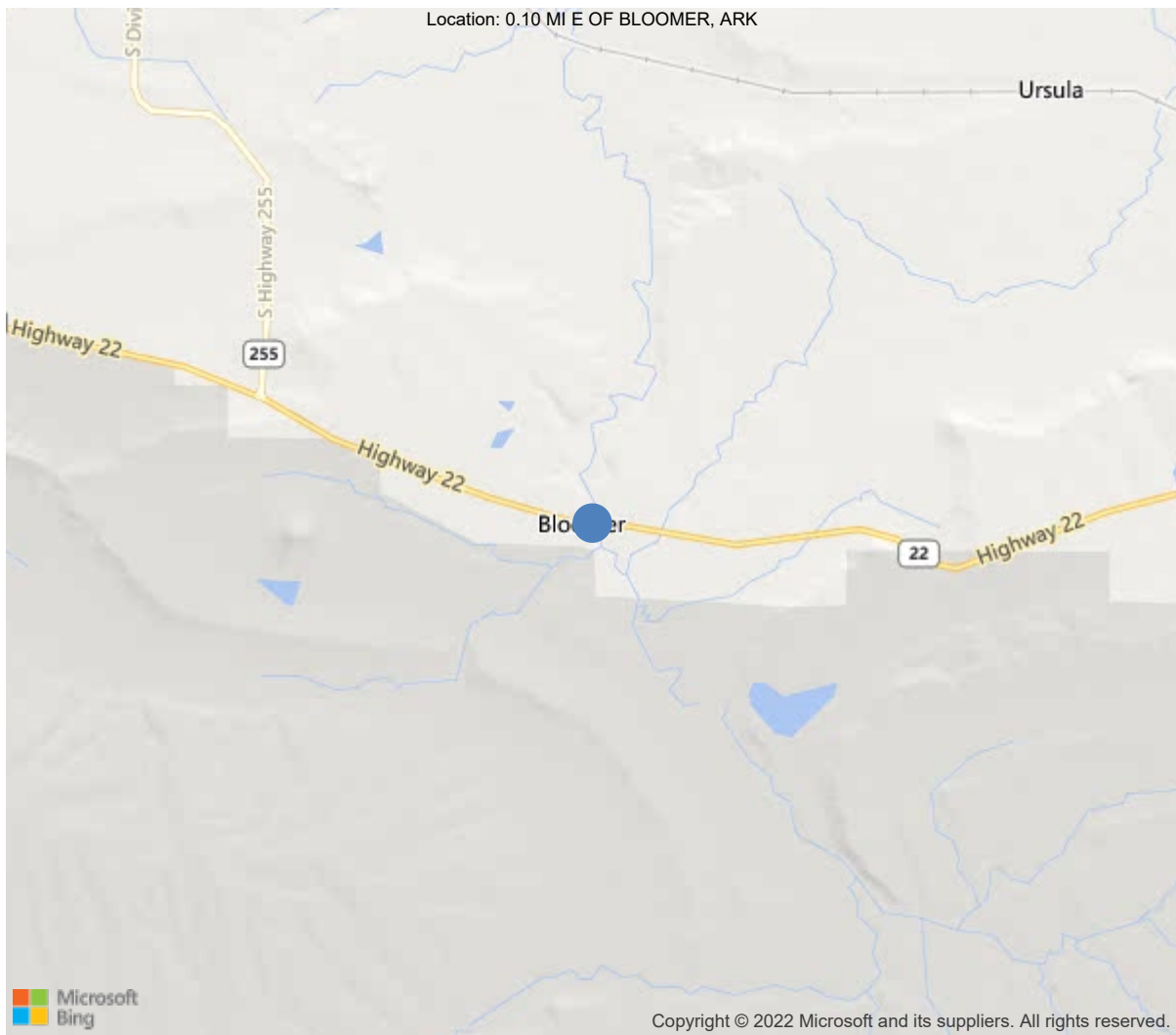
Latitude:35.29290, Longitude:-94.13328

Route:22 Section:01 Log:18.136

Arnold Road ID:65x22x1xA, Arnold Log mile:18.13

District 04, 131 - Sebastian County

Owner: 1 - State Highway Agency



35.29290, -94.13328



Asset #00348(Routine, Underwater type 2)

State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, Inspection Date: 08/01/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	00348
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	131 - Sebastian County
(4) Place Code	0
(6) Features Intersected	Big Creek Seb. Co.
(7) Facility Carried	State Highway 22
(9) Location	0.10 MI E OF BLOOMER, ARK
(11) Mile Point	18.136 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000022010
(16) Latitude	35.292904
(17) Longitude	-94.133278
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	111
Material	1 - Concrete
Type	11 - Arch - Deck
(44) Approach Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	5
(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	1958
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	7700
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	12 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	100 ft
(49) Structure Length	256 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	30.5 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	5
(59) Superstructure	5
(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	48
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	29
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	4
(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	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	8 - 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	9884
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/01/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



60 - Substructure (6)

08/01/2022 - Type 2 Underwater Inspection conducted this date.

ArDot Drawing Number 664 "As Built" Footing elevations indicate that the substructure footings are keyed into actual rock and ArDot Drawing Number 665 General Notes state that Arch footings shall be founded at such elevations as to give at least 2'-0" in sound rock at the rear face.

Visual observations during low and clear water conditions indicate that the intermediate bent footings have cover and the arch footings have no apparent scour problems during this inspection.

A profile of the channel was taken along both sides of the structure this date.

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

61 - Channel/Channel Protection (7)

08/01/2022 - Type 2 Underwater Inspection conducted this date.

ArDot Drawing Number 664 "As Built" Footing elevations indicate that the substructure footings are keyed into actual rock and ArDot Drawing Number 665 General Notes state that Arch footings shall be founded at such elevations as to give at least 2'-0" in sound rock at the rear face.

Visual observations during low and clear water conditions indicate that the intermediate bent footings have cover and the arch footings have no apparent scour problems during this inspection.

A profile of the channel was taken along both sides of the structure this date.

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

A-15 - Late Reason (N/A)

08/01/2022 - JCJ & TJL - Routine Inspection and Type 2 Underwater Inspection conducted late due to heavy workload.

A-46 - Asset Files

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General Observation (False)

08/01/2022 - JCJ & TJL - Routine Inspection and Type 2 Underwater Inspection conducted this date.

07/18/2018 - RSM - Quantities plan verified this date. Arch columns are quantified with the arch. Arch bent caps (Cross beams) are quantified as open girder. Center beam is considered diaphragm and is not quantified with girders.



Asset #00348(Routine, Underwater type 2)

State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, Inspection Date: 08/01/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	7168	6397	245	526	0
1080	Delamination/Spall/Patched Area	SF	12	0	12	0	0
1090	Exposed Rebar	SF	8	0	3	5	0
1120	Efflorescence/Rust Staining	SF	725	0	204	521	0
1130	Cracking (RC and Other)	SF	26	0	26	0	0
510	Wearing Surfaces	SF	7168	422	6	6740	0
3210	Delam/Spall/Patched Area/Pothole	SF	35	0	6	29	0
3220	Crack (Wearing Surface)	SF	6711	0	0	6711	0
(16) Driving Surface: -The asphalt driving surface has heavy map cracking throughout. -The asphalt is breaking apart over the expansion joints allowing potholes to form. Undersurface: -The Left side of structure has heavy map cracking and efflorescence in the undersurface of the deck overhang. -The undersurface has random areas of diagonal cracking with efflorescence in several locations. -Bay # 1 has areas of closely spaced random cracking with efflorescence in some spans. -The tops of the curbs along the Left edge of the deck have soft deteriorated concrete with heavy concrete section loss with areas of exposed reinforcing steel. No apparent repairs since the last inspection. -The undersurface of the deck has a few isolated shallow transverse spalls that expose reinforcing steel, the exposed reinforcing steel has active corrosion and initial section loss.							
110	Reinforced Concrete Open Girder/Beam	LF	1107	980	86	41	0
1080	Delamination/Spall/Patched Area	LF	10	0	8	2	0
1090	Exposed Rebar	LF	6	0	0	6	0
1120	Efflorescence/Rust Staining	LF	33	0	0	33	0
1130	Cracking (RC and Other)	LF	78	0	78	0	0
(110) -The exterior concrete girders have medium scale in the Left side of bridge. -Span # 5, Girders # 1 and 3 have concrete spalling at the haunches adjacent to Bent # 6. -Vertical hairline flexure cracks are typical in the concrete girders. -There are no apparent repairs since the last inspection.							
144	Reinforced Concrete Arch	LF	302	276	3	23	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1090	Exposed Rebar	LF	19	0	0	19	0
1130	Cracking (RC and Other)	LF	4	0	2	2	0

Team Lead: Jeff Jones, **Inspection Date:** 08/01/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(144) -Concrete Arch Rib # 1 has light to medium scale on the Left side of bridge.</p> <p>-Concrete spalling with exposed reinforcing steel is visible in Arch Rib # 2 at the peak and at the base adjacent to Bent # 3.</p> <p>-Arch Rib # 3 has a horizontal crack approximately 18" long visible from the undersurface interior side between Spandrel Columns # 3 & 4.</p> <p>-Spandrel caps that extend to the exterior soffit of the Left overhang have concrete deterioration, map cracking, and efflorescence.</p> <p>-There is map cracking and concrete deterioration in the top of the Spandrel columns at the Spandrel cap juncture located approximately 27' from Bents # 2 & 3.</p> <p>-Spandrel columns founded on the skewback have cracking and spalling at the top of the columns. The most extreme case is located on the Right side of Bent # 2 at Arch Rib # 2 at the widened portion of the structure.</p>							
205	Reinforced Concrete Column	EA	15	1	4	10	0
1080	Delamination/Spall/Patched Area	EA	5	0	1	4	0
1090	Exposed Rebar	EA	1	0	0	1	0
1120	Efflorescence/Rust Staining	EA	3	0	0	3	0
1130	Cracking (RC and Other)	EA	2	0	1	1	0
1190	Abrasion/Wear (PSC/RC)	EA	3	0	2	1	0
<p>(205) -Portions of the structure are covered in vegetation during this inspection.</p> <p>-There is map cracking and concrete deterioration in the spandrel columns located approximately 27' from Bents # 2 & 3.</p> <p>-Spandrel columns founded on the skewback have cracking and spalling at the top of the columns. The most extreme case is located on the Right side of Bent # 2 at Arch Rib # 2 at the widened portion of the structure where there is some minor loss of bearing area at the top of the spandrel column.</p> <p>-Spandrel Column # 1 on Arch Rib # 3 has a 12" long horizontal spall with exposed reinforcing steel near the top of the column.</p> <p>-Spandrel Column # 3 on Arch Rib # 3 has a softball sized spall on the exterior side.</p> <p>-Spandrel Column on Arch Rib # 2 at Bent # 3 has a 5" x 16" spall with exposed reinforcing steel at base and the top of the column.</p> <p>-Bent # 2, Columns # 2 and 3, -Bent # 3, Column # 2, and -Bent # 4, Column # 1 have areas of spalling with exposed reinforcing steel.</p>							
215	Reinforced Concrete Abutment	LF	243	213	28	2	0
1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	10	0	10	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	15	0	15	0	0
<p>(215) -Abutments # 1 and 2 have a vertical hairline crack in the stem wall.</p> <p>-There is a diagonal crack with efflorescence on the Left side of Bent # 1 outside the bearing area.</p> <p>-Abutment # 2 has two horizontal shallow spalls with exposed reinforcing steel near the base of the stem wall.</p> <p>There are no apparent changes since the last inspection.</p>							
234	Reinforced Concrete Pier Cap	LF	140	127	5	8	0
1090	Exposed Rebar	LF	2	0	2	0	0
1120	Efflorescence/Rust Staining	LF	10	0	2	8	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
<p>(234) -There is concrete spalling with efflorescence in the haunches of the caps under the concrete girders.</p>							



Asset #00348(Routine, Underwater type 2)

State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, **Inspection Date:** 08/01/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
330	Metal Bridge Railing	LF	512	416	2	94	0
1000	Corrosion	LF	94	0	0	94	0
1020	Connection	LF	2	0	2	0	0
515	Steel Protective Coating	SF	2664	0	0	1332	1332
3440	Effectiveness (Steel Protective Coatings)	LF	2664	0	0	1332	1332
(330) -The bridge rail posts have areas with flaking paint and active corrosion. -The Southeast end post has been knocked off the structure. -Concrete deterioration and concrete section loss in the Left curb have deterioration that exposes several of the anchors of the bridge railing posts.							

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	7168	6397	245	526	0
1080	Delamination/Spall/Patched Area	SF	12	0	12	0	0
1090	Exposed Rebar	SF	8	0	3	5	0
1120	Efflorescence/Rust Staining	SF	725	0	204	521	0
1130	Cracking (RC and Other)	SF	26	0	26	0	0
510	Wearing Surfaces	SF	7168	422	6	6740	0
3210	Delam/Spall/Patched Area/Pothole	SF	35	0	6	29	0
3220	Crack (Wearing Surface)	SF	6711	0	0	6711	0

(16) Driving Surface:
 -The asphalt driving surface has heavy map cracking throughout.
 -The asphalt is breaking apart over the expansion joints allowing potholes to form.

Undersurface:
 -The Left side of structure has heavy map cracking and efflorescence in the undersurface of the deck overhang.
 -The undersurface has random areas of diagonal cracking with efflorescence in several locations.
 -Bay # 1 has areas of closely spaced random cracking with efflorescence in some spans.
 -The tops of the curbs along the Left edge of the deck have soft deteriorated concrete with heavy concrete section loss with areas of exposed reinforcing steel. No apparent repairs since the last inspection.
 -The undersurface of the deck has a few isolated shallow transverse spalls that expose reinforcing steel, the exposed reinforcing steel has active corrosion and initial section loss.

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	1107	980	86	41	0
1080	Delamination/Spall/Patched Area	LF	10	0	8	2	0
1090	Exposed Rebar	LF	6	0	0	6	0
1120	Efflorescence/Rust Staining	LF	33	0	0	33	0
1130	Cracking (RC and Other)	LF	78	0	78	0	0
(110) -The exterior concrete girders have medium scale in the Left side of bridge. -Span # 5, Girders # 1 and 3 have concrete spalling at the haunches adjacent to Bent # 6. -Vertical hairline flexure cracks are typical in the concrete girders. -There are no apparent repairs since the last inspection.							
144	Reinforced Concrete Arch	LF	302	276	3	23	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1090	Exposed Rebar	LF	19	0	0	19	0
1130	Cracking (RC and Other)	LF	4	0	2	2	0
(144) -Concrete Arch Rib # 1 has light to medium scale on the Left side of bridge. -Concrete spalling with exposed reinforcing steel is visible in Arch Rib # 2 at the peak and at the base adjacent to Bent # 3. -Arch Rib # 3 has a horizontal crack approximately 18" long visible from the undersurface interior side between Spandrel Columns # 3 & 4. -Spandrel caps that extend to the exterior soffit of the Left overhang have concrete deterioration, map cracking, and efflorescence. -There is map cracking and concrete deterioration in the top of the Spandrel columns at the Spandrel cap juncture located approximately 27' from Bents # 2 & 3. -Spandrel columns founded on the skewback have cracking and spalling at the top of the columns. The most extreme case is located on the Right side of Bent # 2 at Arch Rib # 2 at the widened portion of the structure.							

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	15	1	4	10	0
1080	Delamination/Spall/Patched Area	EA	5	0	1	4	0
1090	Exposed Rebar	EA	1	0	0	1	0
1120	Efflorescence/Rust Staining	EA	3	0	0	3	0
1130	Cracking (RC and Other)	EA	2	0	1	1	0
1190	Abrasion/Wear (PSC/RC)	EA	3	0	2	1	0
<p>(205) -Portions of the structure are covered in vegetation during this inspection.</p> <p>-There is map cracking and concrete deterioration in the spandrel columns located approximately 27' from Bents # 2 & 3.</p> <p>-Spandrel columns founded on the skewback have cracking and spalling at the top of the columns. The most extreme case is located on the Right side of Bent # 2 at Arch Rib # 2 at the widened portion of the structure where there is some minor loss of bearing area at the top of the spandrel column.</p> <p>-Spandrel Column # 1 on Arch Rib # 3 has a 12" long horizontal spall with exposed reinforcing steel near the top of the column.</p> <p>-Spandrel Column # 3 on Arch Rib # 3 has a softball sized spall on the exterior side.</p> <p>-Spandrel Column on Arch Rib # 2 at Bent # 3 has a 5" x 16" spall with exposed reinforcing steel at base and the top of the column.</p> <p>-Bent # 2, Columns # 2 and 3, -Bent # 3, Column # 2, and -Bent # 4, Column # 1 have areas of spalling with exposed reinforcing steel.</p>							
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1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	10	0	10	0	0
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1190	Abrasion/Wear (PSC/RC)	LF	15	0	15	0	0
<p>(215) -Abutments # 1 and 2 have a vertical hairline crack in the stem wall.</p> <p>-There is a diagonal crack with efflorescence on the Left side of Bent # 1 outside the bearing area.</p> <p>-Abutment # 2 has two horizontal shallow spalls with exposed reinforcing steel near the base of the stem wall.</p> <p>There are no apparent changes since the last inspection.</p>							
234	Reinforced Concrete Pier Cap	LF	140	127	5	8	0
1090	Exposed Rebar	LF	2	0	2	0	0
1120	Efflorescence/Rust Staining	LF	10	0	2	8	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
<p>(234) -There is concrete spalling with efflorescence in the haunches of the caps under the concrete girders.</p>							



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State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, Inspection Date: 08/01/2022

Comment: 08/01/2022 - Type 2 Underwater Inspection conducted this date.

ArDot Drawing Number 664 "As Built" Footing elevations indicate that the substructure footings are keyed into actual rock and ArDot Drawing Number 665 General Notes state that Arch footings shall be founded at such elevations as to give at least 2'-0" in sound rock at the rear face.

Visual observations during low and clear water conditions indicate that the intermediate bent footings have cover and the arch footings have no apparent scour problems during this inspection.

A profile of the channel was taken along both sides of the structure this date.

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

61 - Channel/Channel Protection (7)

Comment: 08/01/2022 - Type 2 Underwater Inspection conducted this date.

ArDot Drawing Number 664 "As Built" Footing elevations indicate that the substructure footings are keyed into actual rock and ArDot Drawing Number 665 General Notes state that Arch footings shall be founded at such elevations as to give at least 2'-0" in sound rock at the rear face.

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Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, **Inspection Date:** 08/01/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation.



Elevation. Typical.



Approach roadway facing West.



Deck. Typical.



Asphalt wearing surface is breaking apart over Bent # 4.



Span # 1 deck soffit. Typical.



Span # 2 deck soffit. Typical.



Left deck soffit and overhang. Span # 2.



Soft and deteriorated concrete in the Left gutter.



Deck. Typical.



Debris in the Left gutter.



Expansion joint with previous repair on the deck over Span #
2.



Deck over Span # 2. Typical.



Deck. Typical.



Expansion joint over Bent # 2. Typical.



Span # 3. Typical.



Span # 4 superstructure. Typical.



Concrete deterioration over the intermediate bents.



Potholes over the deck joints over the intermediate bents.



Bent # 3 joint repair.



Driving surface cracking.



Span # 1 superstructure. Typical.



Span # 1 superstructure. Typical.



Span # 3. Girder # 1. Scale on the exterior face of the girder.



Scale. Girder # 1 Spans # 4 & 5.



Span # 5 at Bent # 6. Spalls in the girder haunches adjacent to Bent # 6. Photo of Girder # 1 on the Left.



Span # 6. Typical.



Skewback at Bent # 2. Typical.



Skewback at Bent # 3. Typical.



Arch Ribs # 2 & 3 adjacent to Bent # 2. Typical.



Arch Ribs # 2 & 3 adjacent to Bent # 3.



Arch Rib # 1 adjacent to Bent # 3. Typical.



Arch Rib # 1 adjacent to Bent # 2.



Spalls with exposed reinforcing steel in Arch Rib # 2.



Arch Rib # 2 in proximity to Bent # 3. Spalls with exposed reinforcing steel.



Arch. Typical.



Bent # 3. Typical.



Arch Rib # 1, Column # 9 at the floor beam juncture.
Diagonal crack.



Arch. Typical.



Bent # 3 Skewback arch Ribs # 2 & 3. Typical.



Portions of the structure are covered in vegetation during this inspection.
Photo taken of the Left column of Bent # 2.



Column # 2. Bent # 2. Span # 2 ahead face. Diagonal crack with spalling at the cap juncture where the structure was widened.



Columns of Span # 2 adjacent to Bent # 2.



Bent # 2 ahead face of Column # 3. Spalls with exposed reinforcing steel.



Superstructure. Span # 2 looking from Bent # 3 facing West.



Bent # 4. Column # 1. Back face. Spall with exposed reinforcing steel.



Bent # 1. West abutment. Abutment # 1. Typical.



There is a diagonal crack with efflorescence on the Left side of Bent # 1 outside the bearing area.



Bent # 7. East abutment. Abutment # 2. Typical.



Spalls with exposed reinforcing steel in the base of the East abutment.



Bent # 5 back face. Typical.



Bent # 6 back face. Typical.



Bent # 5 ahead face. Typical.



Bent # 4 ahead face. Typical.



Bent # 3 ahead face. Typical.



Bent # 6. Ahead face. Typical.



The Southeast end post has been knocked off the structure.



Bridge railing posts with a deteriorated paint system.



Concrete deterioration and concrete section loss in the Left curb have deterioration that exposes several of the anchors of the bridge railing posts. Photo taken from the Left side of Bent # 4.



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State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, **Inspection Date:** 08/01/2022

Maintenance Needs

Date Reported: 08/02/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Concrete curbs on Left side of structure -
The curbs along the left side of the structure have soft deteriorated concrete and concrete section loss.

Remarks



Span #2 Left-Concrete deterioration / spalling to curbs.



Soft deteriorated concrete in the Left curb.



Exposed reinforcing steel in the curb - Left side of structure.



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Date Reported: 08/02/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Concrete Arch Rib # 2 -
Concrete Arch Rib # 2 has areas of spalling with exposed reinforcing steel. The exposed reinforcing steel has active corrosion.

Remarks



Sp #2, arch #2-Spalling with exposed reinforcing steel at bent #3.



Sp #2, arch #2-Spalling in arch rib in bay #11.



Arch Rib # 2. Spalls with exposed reinforcing steel
in proximity to Bent # 3.



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Date Reported: 08/01/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Driving surface -

The asphalt driving surface is breaking up over the deck joints allowing potholes to form in the driving surface.

Remarks



Bent #4 expansion joint-Potholes forming in driving surface.



Bent #2 expansion joint-Spalling in driving surface.



Asphalt wearing surface is breaking apart over
Bent # 4.

Date Reported: 08/01/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Substructure

Deficiency Description

Substructure - Approach spans,
Bent # 2, Columns # 2 and 3, Bent # 3, Column # 2, and Bent # 4, column # 1 have areas of spalling with exposed reinforcing steel.

Spandrel bents -

Spandrel column # 1 on Arch Rib # 2 has a spall near the top on the Bent # 2 side.

Spandrel column # 1 on Arch Rib # 3 has a 12" long horizontal spall with exposed rebar near the top of the column.

Spandrel column # 3 on Arch Rib # 3 has a softball sized spall on the exterior side.

Spandrel column # 12 on Arch Rib # 2 at Bent # 3 has a 5" x 16" spall with exposed rebar at base of the column.

Remarks



Arch #2 bent #12-Spalling with exposed reinforcing steel in column.



Arch rib #2, column #1-Spalling at cap juncture.



Arch #3, spandrel column #1-Spall with exposed reinforcing steel in column.



Bent # 4. Column # 1. Back face. Spall with exposed reinforcing steel.

Date Reported: 07/30/2014
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Superstructure, Concrete Arch -

The concrete fascia beams located at spandrel column # 4 and column # 9 on arch rib # 1 have fractures and spalling at the bases of the beams with cracking that propagates diagonally across the exterior vertical faces of the beams and the ends of the monolithic floor beams.

Remarks



Arch Rib # 1, Column # 4 at the floor beam juncture. Diagonal crack.



Arch Rib # 1, Column # 9 at the floor beam juncture. Diagonal crack.

Date Reported: 07/29/2014
Priority: (Inactive) (Inactive) G - General/ Preventive maintenance
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Bridge railing posts -
The bridge railing posts have a failing paint system with rust forming.

Remarks



Bridge railing Post has paint failure.



Bridge railing post on the Right side of structure.
Deteriorated paint system. Typical.

Date Reported: 07/06/2016
Priority: C - Important
Type of Work: Repair (General)
Status: Monitor
Component: Substructure

Deficiency Description

Spandrel columns founded on the skewback have cracking and spalling at the base and upper portion of columns. The most extreme case is located on the Right side of Bent # 2 at Arch rib # 2 at the widened portion of the structure where there is some loss of bearing area at the top of the spandrel column.

Remarks



Bent # 2, column # 2-Spalling cracking on ahead face.





Column # 2. Bent # 2. Span # 2 ahead face.
Diagonal crack with spalling at the cap juncture
where the structure was widened.



Asset #00348(Routine, Underwater type 2)

State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, **Inspection Date:** 08/01/2022

Date Reported: 07/07/2016
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Channel

Deficiency Description

Channel - The channel has heavy vegetation that inhibits inspection efforts. Vegetation covers portions of the substructure.

Remarks





Heavy vegetation inhibits inspection efforts.



Vegetation.

Date Reported: 07/17/2018
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Element

Deficiency Description

Deck - The gutters have moderate dirt and debris accumulation.

Remarks



Dirt and debris in gutters.



Debris accumulation in the Right gutter. Typical.

Date Reported: 08/02/2022
Priority: C - Important
Type of Work: Repair (General)
Status: Open
Component: Element

Deficiency Description

The Southeast end post has been knocked off the structure.

Remarks



The Southeast end post has been knocked off the structure.



The Southeast end post has been knocked off the structure.

Date Reported: 08/02/2022
Priority: C - Important
Type of Work: Repair (General)
Status: Open
Component: Element

Deficiency Description

Anchorage for the bridge railing posts is set in deteriorated concrete.

Concrete deterioration and concrete section loss in the Left curb have deterioration that exposes several of the anchors of the bridge railing posts.

Remarks



Concrete deterioration and concrete section loss in the Left curb have deterioration that exposes several of the anchors of the bridge railing posts.

Photo taken of the Left side of Bent # 4.



Asset #00348(Routine, Underwater type 2)

State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, **Inspection Date:** 08/01/2022

Routine Maintenance

Check Box Maintenance Items

Data Field	Value
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 - Hydo and LMC Advised	



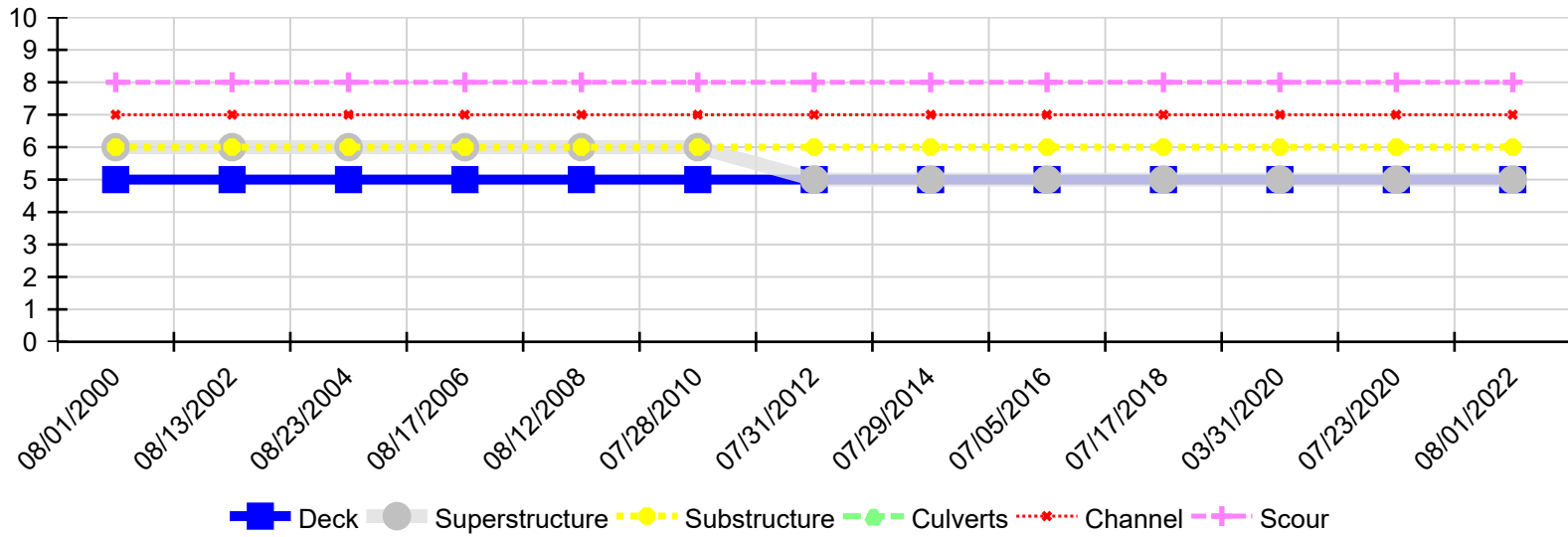
Asset #00348(Routine, Underwater type 2)

State Highway 22 over Big Creek Seb. Co.

Location: 0.10 MI E OF BLOOMER, ARK

Team Lead: Jeff Jones, Inspection Date: 08/01/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/01/2022	5	5	6	N	7	8
07/23/2020	5	5	6	N	7	8
03/31/2020	5	5	6	N	7	8
07/17/2018	5	5	6	N	7	8
07/05/2016	5	5	6	N	7	8
07/29/2014	5	5	6	N	7	8
07/31/2012	5	5	6	N	7	8
07/28/2010	5	6	6	N	7	8
08/12/2008	5	6	6	N	7	8
08/17/2006	5	6	6	N	7	8
08/23/2004	5	6	6	N	7	8
08/13/2002	5	6	6	N	7	8
08/01/2000	5	6	6	N	7	8