



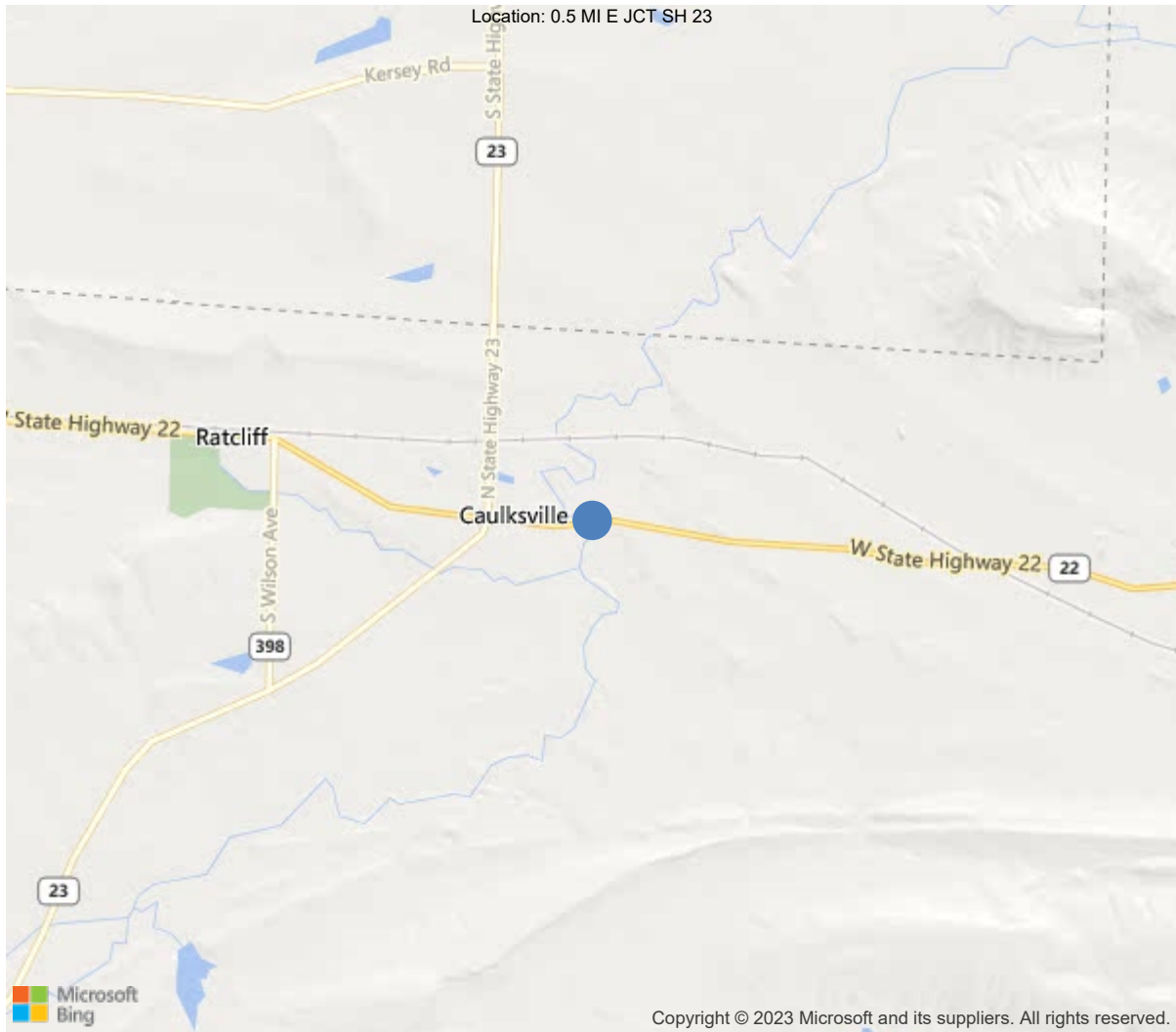
Latitude:35.30168, Longitude:-93.85478

Route:22 Section:03 Log:3.679

Arnold Road ID:42x22x3xA, Arnold Log mile:3.676

District 04, 83 - Logan County

Owner: 1 - State Highway Agency



35.30168, -93.85478



Asset #00356(Routine, Underwater type 2)
State Highway 22 over Six Mile Creek-Logan Co.

Location: 0.5 MI E JCT SH 23

Team Lead: Bob McEntyre, Inspection Date: 08/24/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	00356
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	83 - Logan County
(4) Place Code	0
(6) Features Intersected	Six Mile Creek-Logan Co.
(7) Facility Carried	State Highway 22
(9) Location	0.5 MI E JCT SH 23
(11) Mile Point	3.679 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000022030
(16) Latitude	35.30168
(17) Longitude	-93.85478
(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	14
Material	1 - Concrete
Type	4 - Tee beam
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	2
(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	1957
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4800
(30) Year of ADT	2018
(109) Truck ADT	7 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	83 ft
(49) Structure Length	153 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 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	30.8 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	5
(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	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	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	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	183 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 265
(96) Total Project Cost	\$ 954
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	6309
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/24/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



Asset #00356(Routine, Underwater type 2)

District: 04, County: 83 - Logan County

Team Lead: Bob McEntyre, Inspection Date: 08/24/2022

General Observation

08/24/2022 - RSM & SPC: Routine and Underwater Type II inspections conducted this date. See element notes for documentation. Channel sounded / profiled this inspection. See MicroStation sketch linked in "Files" tab for sounding measurements.

08/19/2020 - JCJ & TJL - Accident Inspection conducted this date.

Collision damage to approximately 75' of Bridge railing and posts on the Right side of all Spans.

There is no apparent damage to the Superstructure or the Substructure caused by the accident.

The deck does not appear to have any structural damage caused by the accident that would be a problem for the traveling public.

Bridge railing base plates have out of plane bending and anchorage damage.

County Maintenance Forces have placed reflective traffic drums along the damaged bridge railing.

A "B" Priority Maintenance Need has been issued for the collision damage to the bridge railing.

07/23/2020 - JCJ & TJL - Routine Inspection conducted this date.

07/25/2018 - EJW & JPW - Underwater Type II inspection conducted on this date. Visual observation with low water conditions indicate the footings have cover at this inspection with no substructure in the water at this inspection.

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

08/24/2022 - RSM & SPC: Underwater Type II Inspection: Visual observation in low water conditions revealed that the footings have cover with no apparent scour problems at this inspection. Channel sounded / profiled this inspection. See Microstation sketch linked in "Files" tab for sounding measurements.

A-15 - Late Reason (N/A)

08/24/2022 - RSM - Inspection 1 month late due to heavy workload.

A-46 - Asset Files

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Asset #00356(Routine, Underwater type 2)

State Highway 22 over Six Mile Creek-Logan Co.

Location: 0.5 MI E JCT SH 23

Team Lead: Bob McEntyre, Inspection Date: 08/24/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	2561	1843	69	649	0
1080	Delamination/Spall/Patched Area	SF	57	0	3	54	0
1090	Exposed Rebar	SF	67	0	0	67	0
1120	Efflorescence/Rust Staining	SF	528	0	0	528	0
1130	Cracking (RC and Other)	SF	66	0	66	0	0
510	Wearing Surfaces	SF	2305	576	0	1729	0
3210	Delam/Spall/Patched Area/Pothole	SF	125	0	0	125	0
3220	Crack (Wearing Surface)	SF	1604	0	0	1604	0
(12) -The flare board sign on the left side of abutment # 2 is twisted away from the roadway.							
Span # 3 - Concrete deck with an asphalt wearing:							
-Asphalt wearing surface has map cracking throughout with potholes over the mid-span joint and in the left driving lane.							
-Large areas of concrete deterioration in the curbs with exposed reinforcing steel.							
-The curbs have concrete deterioration that exposes approximately 74' of reinforcing steel and approximately 32' of concrete deterioration that does not currently have exposed reinforcing steel.							
Deck Undersurface:							
-Map cracking with light efflorescence is visible on the undersurface in span # 3, bays # 1 & 3.							
-Span # 3, bay # 3 adjacent to bent # 3 has a shallow concrete delamination that appears to have been caused by shallow placed reinforcing steel.							
(510-12) The driving surface of the deck has heavy map cracking throughout with potholes forming. The asphalt is breaking apart over bent # 3.							
16	Reinforced Concrete Top Flange	SF	2183	2080	101	2	0
1080	Delamination/Spall/Patched Area	SF	1	0	1	0	0
1090	Exposed Rebar	SF	2	0	0	2	0
1120	Efflorescence/Rust Staining	SF	70	0	70	0	0
1130	Cracking (RC and Other)	SF	30	0	30	0	0
510	Wearing Surfaces	SF	1965	491	0	1474	0
3210	Delam/Spall/Patched Area/Pothole	SF	42	0	0	42	0
3220	Crack (Wearing Surface)	SF	1432	0	0	1432	0
(16) Spans # 1 & 2							
Driving Surface:							
-Asphalt wearing surface with map cracking and potholes at the joints.							
Deck Undersurface:							
-Transverse cracks with light efflorescence and staining in the deck undersurface.							
107	Steel Open Girder/Beam	LF	330	35	166	129	0



Team Lead: Bob McEntyre, **Inspection Date:** 08/24/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1000	Corrosion	LF	295	0	166	129	0
515	Steel Protective Coating	SF	3674	1046	0	1905	723
3440	Effectiveness (Steel Protective Coatings)	LF	2628	0	0	1905	723
(107) -Active corrosion, layers of rust, and initial section loss along the top flanges in span # 3 adjacent to bent # 3. -The majority of the corrosion is in the exterior beams. -Span # 3, beam # 1 over bent # 3 has corrosion with flaking rust / section loss at the expansion dam juncture. -Span # 3, beam # 4 has numerous areas of corrosion to the interior and exterior sides of the top and bottom flanges. -Span # 3, beams # 2 and # 3 have approximately 1/4" section loss to the bottom flange behind the bearing device. -No visible cracks are apparent during this inspection.							
110	Reinforced Concrete Open Girder/Beam	LF	350	310	39	1	0
1080	Delamination/Spall/Patched Area	LF	9	0	9	0	0
1120	Efflorescence/Rust Staining	LF	7	0	7	0	0
1130	Cracking (RC and Other)	LF	24	0	23	1	0
(110) -Concrete girders have vertical hairline flexure cracking at approximately 3' centers, some with light efflorescence. -Minor shallow spalls with no exposed reinforcing steel in isolated locations. -Span # 2, girders # 2 and 4 at bent # 2 have a delaminated area in the haunch portion of the girder.							
205	Reinforced Concrete Column	EA	6	1	4	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
(205) -Bent # 2 column # 4 has a shallow 2" spall with exposed reinforcing steel. -Bent # 2, column # 2 aheadface has vertical cracking and minor delaminated area at cap haunch juncture. -Bent # 3 columns have minor horizontal cracks with efflorescence on the span # 3 side. Both columns have a shallow 5" spall with exposed reinforcing steel with no apparent section loss on the span # 3 side adjacent to the web wall.							
210	Reinforced Concrete Pier Wall	LF	20	18	0	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
(210) -Bent # 3 web wall. -Superficial map cracking in the web wall.							
215	Reinforced Concrete Abutment	LF	93	83	4	6	0
1080	Delamination/Spall/Patched Area	LF	7	0	1	6	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(215) -Minor vertical cracks on the abutment backwalls. -Abutment # 2 backwall has been chipped out behind the beams in the past to provide additional clearance for superstructure expansion.							
234	Reinforced Concrete Pier Cap	LF	120	49	58	13	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	11	0	0	11	0



Asset #00356(Routine, Underwater type 2)
State Highway 22 over Six Mile Creek-Logan Co.
Location: 0.5 MI E JCT SH 23

Team Lead: Bob McEntyre, **Inspection Date:** 08/24/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1120	Efflorescence/Rust Staining	LF	55	0	53	2	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(234) R.C. Pier Cap: -The caps have a few shallow spalls with exposed reinforcing steel. -Vertical hairline cracking in the caps. -Cracking in the cap haunches under the tee beams. -Some cracking in the tee beam haunches have efflorescence. -The right end of bent # 3 cap has concrete deterioration with exposed reinforcing steel. R.C. Abutment Cap: -No apparent problems during this inspection. -Abutment caps are stained from water leakage through the deck joint at bent # 4.							
301	Pourable Joint Seal	LF	30	0	0	30	0
2350	Debris Impaction	LF	30	0	0	30	0
(301) Joints are covered with asphalt and not visible during this inspection.							
305	Assembly Joint without Seal	LF	56	56	0	0	0
(305) Joints are covered with asphalt and not visible during this inspection.							
311	Movable Bearing	EA	4	0	0	4	0
1000	Corrosion	EA	4	0	0	4	0
515	Steel Protective Coating	SF	4	0	0	0	4
3440	Effectiveness (Steel Protective Coatings)	EA	4	0	0	0	4
(311) -Span # 3 movable bearings over bent # 3 have heavy corrosion with thick pack rust between the rockers and masonry plates possibly restricting movement.							
313	Fixed Bearing	EA	4	0	0	4	0
1000	Corrosion	EA	4	0	0	4	0
515	Steel Protective Coating	SF	4	0	0	1	3
3440	Effectiveness (Steel Protective Coatings)	EA	4	0	0	1	3
(313) -The masonry plates have active corrosion with layers of rust at the base of the plates.							
330	Metal Bridge Railing	LF	306	103	128	0	75
1000	Corrosion	LF	116	0	116	0	0
7000	Damage	LF	87	0	12	0	75
515	Steel Protective Coating	SF	1464	1220	60	60	124
3440	Effectiveness (Steel Protective Coatings)	LF	244	0	60	60	124

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	<p>(330) -The left bridge railing in span # 3 has minor collision damage and is loose at 3 of the bridge rail posts. -The curbs have concrete deterioration that exposes approximately 74' of reinforcing steel and approximately 32' of concrete deterioration that does not currently have exposed reinforcing steel.</p> <p>Approach Railing: -Abutment # 1, right approach railing has collision damage that has broken the bolted connection to one of the posts and fractured post the post at the bridge end. The railing caused the railing Is leaning away from the roadway. -Abutment # 2, left approach railing has collision damage that has fractured two of the railing post. The railing is leaning away from the roadway.</p>						

Asset #00356(Routine, Underwater type 2)
State Highway 22 over Six Mile Creek-Logan Co.



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	6	1	4	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
(205) -Bent # 2 column # 4 has a shallow 2" spall with exposed reinforcing steel. -Bent # 2, column # 2 aheadface has vertical cracking and minor delaminated area at cap haunch juncture. -Bent # 3 columns have minor horizontal cracks with efflorescence on the span # 3 side. Both columns have a shallow 5" spall with exposed reinforcing steel with no apparent section loss on the span # 3 side adjacent to the web wall.							
210	Reinforced Concrete Pier Wall	LF	20	18	0	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
(210) -Bent # 3 web wall. -Superficial map cracking in the web wall.							
215	Reinforced Concrete Abutment	LF	93	83	4	6	0
1080	Delamination/Spall/Patched Area	LF	7	0	1	6	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(215) -Minor vertical cracks on the abutment backwalls. -Abutment # 2 backwall has been chipped out behind the beams in the past to provide additional clearance for superstructure expansion.							
234	Reinforced Concrete Pier Cap	LF	120	49	58	13	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	11	0	0	11	0
1120	Efflorescence/Rust Staining	LF	55	0	53	2	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(234) R.C. Pier Cap: -The caps have a few shallow spalls with exposed reinforcing steel. -Vertical hairline cracking in the caps. -Cracking in the cap haunches under the tee beams. -Some cracking in the tee beam haunches have efflorescence. -The right end of bent # 3 cap has concrete deterioration with exposed reinforcing steel. R.C. Abutment Cap: -No apparent problems during this inspection. -Abutment caps are stained from water leakage through the deck joint at bent # 4.							

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Comment: 08/24/2022 - RSM & SPC: Underwater Type II Inspection: Visual observation in low water conditions revealed that the footings have cover with no apparent scour problems at this inspection. Channel sounded / profiled this inspection. See Microstation sketch linked in "Files" tab for sounding measurements.



Elevation looking Southeast



Inventory 1 looking East



Span # 3, beams # 2 and # 3 have approximately 1/4" section loss to the bottom flange behind the bearing device.



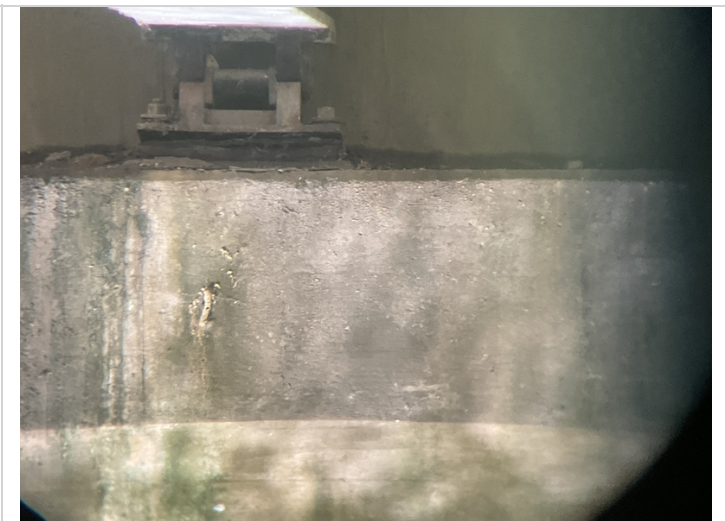
Abutment 2 backwall chipped out to provide additional expansion room



Abutment 2 bearing area



Abutment 2, bearing 4-Corrosion



Movable bearings at bent 3-Corrosion with pack rust between rockers and masonry plates.



Movable bearings at bent 3-Corrosion with pack rust between rockers and masonry plates.



Movable bearings at bent 3-Corrosion with pack rust between rockers and masonry plates.



Span 3, beam # 4 has numerous areas of corrosion to the interior and exterior sides of the top and bottom flanges.



Span 3, beam # 4 has numerous areas of corrosion to the interior and exterior sides of the top and bottom flanges.



Bent 3 cap aheadface, right side-Spalling with exposed reinforcing steel



Bent 3, column 1 aheadface-5" spall with exposed reinforcing steel



Bent 3, columns # 1 and 2 have a hairline horizontal crack with light efflorescence in the aheadface mid-way up the column.



Abutment 2



Span 3, right side-Mapcracking with efflorescence in deck overhang



Span 3, beam 1 at bent 3-Corrosion to top flange



Span 3 undersurface



Bent 3 footings have cover



Bent 3 web wall-Superficial mapcracking



Bent 3 cap, right side-Spalling with exposed reinforcing steel



Bent 3 cap backface, left side-Spall with exposed reinforcing steel



Bent 3



Span 2, bay 3-Transverse crack in deck undersurface with shallow spalling



Span # 2, girder/# 4 at bent.# 2 has a delaminated area in the haunch portion of the girder.



Span 2, girder 5-Vertical cracking with efflorescence



Bent 2 cap haunch, left side-Spalling with exposed reinforcing steel in ahead side



Bent # 2, column # 2 aheadface has vertical cracking and minor delaminated area at cap juncture.



Span 1 undersurface



Bent 2



Abutment 1



Typical of vertical flexure cracks in girders



Abutment 1



Span 2, right side-Mapcracking with efflorescence



Span 3, right curb



Span 3, right railing-Collision damage



Span 2, right side-Concrete deterioration to curb



Abutment # 1, right approach railing has collision damage that has broken the bolted connection to one of the posts and caused the railing and posts to lean away from the roadway.



Asphalt over abutment 2



Span 3 driving surface



Asphalt breaking apart over bent 3



Span 3, left lane-Potholes forming in asphalt wearing surface.



Span 3, left lane-Potholes forming in asphalt wearing surface.



Dirt and debris in gutters



Asphalt over abutment 2



Abutment # 2, left approach railing has collision damage that has fractured two of the railing post.



Abutment # 2, left approach railing has collision damage that has fractured two of the railing post.



The flare board sign on the left side of abutment # 2 is twisted away from the roadway.

Maintenance Needs

Date Reported: 08/29/2022

Priority: C - Important

Type of Work: Repair (General)

Status: Open

Component: Element

Deficiency Description

Bearings -

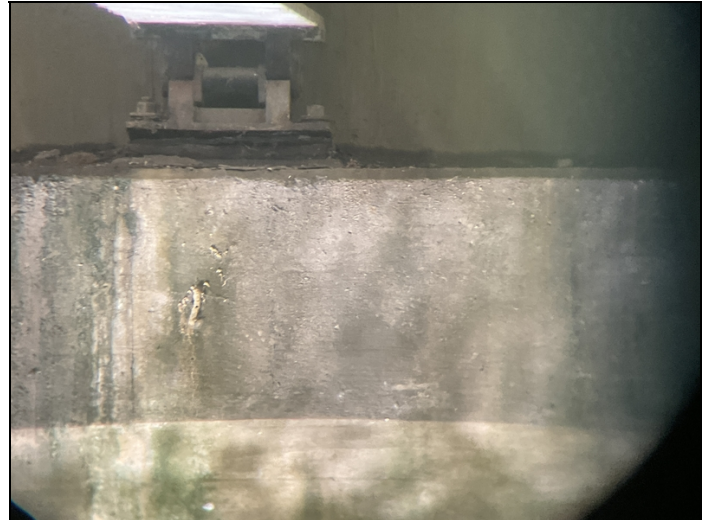
The movable bearing over bent # 3 have heavy corrosion with thick pack rust between the rockers and masonry plates possibly restricting movement.

The fixed bearings at abutment # 2 have corrosion with flaking rust.

Remarks



Abutment # 2, bearing # 4-Corrosion.



Movable bearings at bent # 3-Corrosion with pack rust between rockers and masonry plates.



Movable bearings at bent # 3-Corrosion with pack rust between rockers and masonry plates.

Maintenance Needs

Date Reported: 06/13/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Deck -

There is concrete deterioration with map cracking and efflorescence in the exterior edge of span # 3. Curbs have soft deteriorated concrete with exposed reinforcing steel.

Remarks



Span # 2, right side-Mapcracking with efflorescence.



Span # 2, right side-Concrete deterioration to curb.



Span # 3 efflorescence leaching through the deck.



Left concrete curb-Deterioration with exposed reinforcing steel.



Right curb-Concrete deterioration with exposed reinforcing steel.

Maintenance Needs

Date Reported: 06/13/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Deck -

Asphalt wearing surface of the deck is breaking apart in the wheel paths and over the intermediate bents with potholes forming. The asphalt wearing surface has heavy map cracking throughout.

Remarks



Asphalt breaking apart over bent # 3.



Span # 3, left lane-Potholes forming in asphalt wearing surface.



Bent # 3 asphalt breaking apart over the bent.





Asphalt wearing surface over bent # 3 is breaking apart.



Asphalt wearing surface of the deck is breaking apart in the wheel paths and over the intermediate bents with potholes forming. The asphalt wearing surface has heavy map cracking throughout.

Maintenance Needs

Date Reported: 06/13/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

The steel beams have areas of corrosion with flaking rust. Beam # 4 is the most notable area with numerous areas of corrosion with flaking rust along the interior and exterior sides of the beam.

Remarks



Span 3, beam # 4 has numerous areas of corrosion to the interior and exterior sides of the top and bottom flanges.



Span 3, beam # 4 has numerous areas of corrosion to the interior and exterior sides of the top and bottom flanges.



The steel beams have areas of corrosion with flaking rust. Beam # 4 is the most notable area with numerous areas of corrosion with flaking rust along the interior and exterior sides of the beam.



Active corrosion, layers of rust and initial section loss along the top flanges in Span # 3 adjacent to Bent # 3.



Active corrosion in beam ends and bearings at abutment # 2.



The steel beams have areas of corrosion with flaking rust. Beam # 4 is the most notable area with numerous areas of corrosion with flaking rust along the interior and exterior sides of the beam.



Span # 3, beam # 1 at bent # 3-Active corrosion in the top flange with layers of flaking rust.

Maintenance Needs

Date Reported: 06/12/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Substructure -

The concrete caps have random areas of shallow spalling with exposed reinforcing steel.

Remarks



Bent # 3 cap aheadface, right side-Spalling with exposed reinforcing steel.



The concrete caps have random areas of shallow spalling with exposed reinforcing steel.



The concrete caps have random areas of shallow spalling with exposed reinforcing steel.



The concrete caps have random areas of shallow spalling with exposed reinforcing steel.

Maintenance Needs

Date Reported: 07/24/2020

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Approach Roadways:

Abutment # 1, right approach railing has collision damage that has fractured two of the railing post and has broken the bolted connection to one of the posts. The railing is leaning away from the roadway.

Abutment # 2, left approach railing has collision damage that has fractured two of the railing post.

The flare board sign on the left side of abutment # 2 is twisted away from the roadway.

Remarks



Abutment # 1, right approach railing has collision damage that has fractured two of the railing post and has broken the bolted connection to one of the posts. The railing is leaning away from the roadway.



Abutment # 2, left approach railing has collision damage that has fractured two of the railing post.



The flare board sign on the left side of abutment # 2 is twisted away from the roadway.



Fractured approach guardrail post.

Maintenance Needs

Date Reported: 07/12/2016

Priority: (Inactive) (Inactive) G - General/
Preventive maintenance

Status: Monitor

Type of Work: Repair (General)

Component: Element

Deficiency Description

Bridge Railing -
The left bridge railing in span # 3 has minor collision damage.

Remarks

08/24/2022 - RSM - A Routine Inspection revealed that Maintenance Forces have repaired the previously documented failed bolted connections since last inspection. The railing has minor out of plane bending due to collision damage. Priority changed from "D" to "G" due to repairs made to the railing.



Span 3, left railing-Collision damage.



The left bridge railing in span # 3 has minor collision damage.



The left bridge railing in span # 3 has minor collision damage.



The left bridge railing in span # 3 has minor collision damage.



The left bridge railing in span # 3 has minor collision damage.



Asset #00356(Routine, Underwater type 2)
State Highway 22 over Six Mile Creek-Logan Co.

Location: 0.5 MI E JCT SH 23

Team Lead: Bob McEntyre, **Inspection Date:** 08/24/2022

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	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

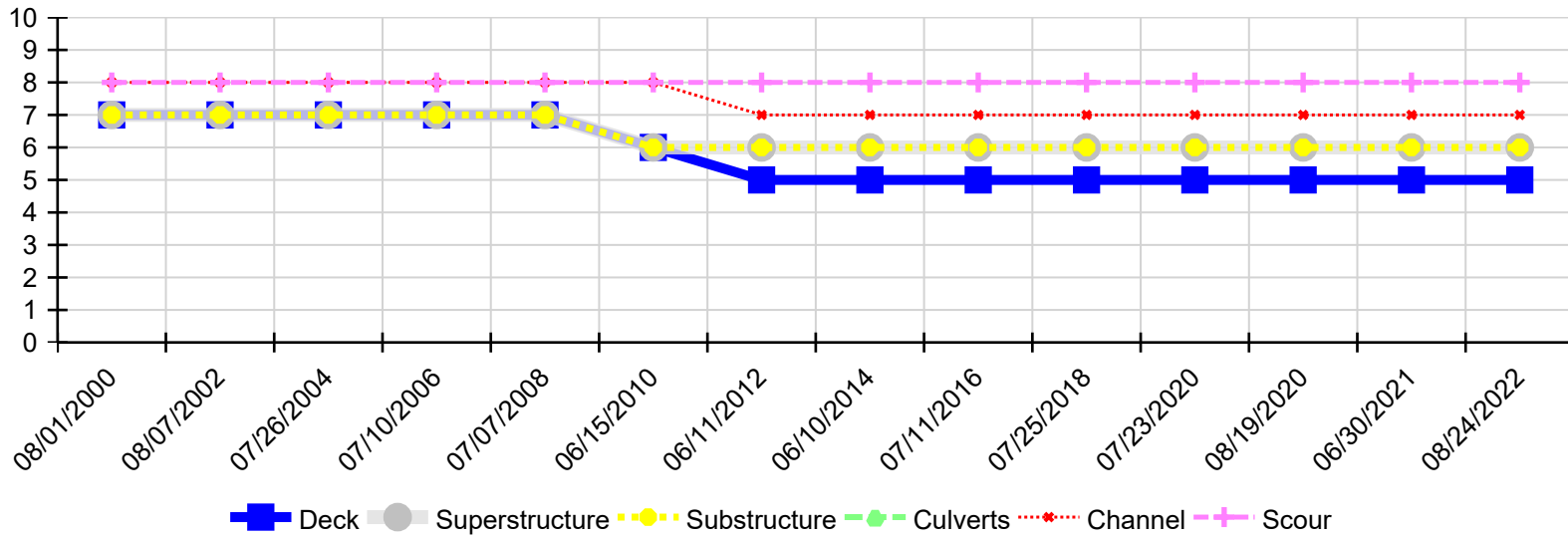


Asset #00356(Routine, Underwater type 2)
State Highway 22 over Six Mile Creek-Logan Co.

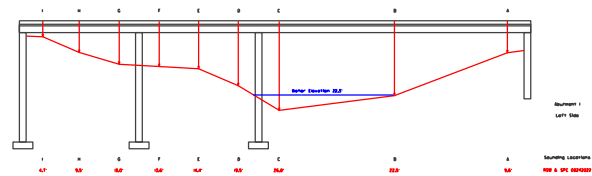
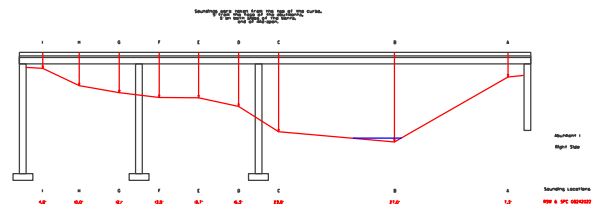
Location: 0.5 MI E JCT SH 23

Team Lead: Bob McEntyre, Inspection Date: 08/24/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/24/2022	5	6	6	N	7	8
06/30/2021	5	6	6	N	7	8
08/19/2020	5	6	6	N	7	8
07/23/2020	5	6	6	N	7	8
07/25/2018	5	6	6	N	7	8
07/11/2016	5	6	6	N	7	8
06/10/2014	5	6	6	N	7	8
06/11/2012	5	6	6	N	7	8
06/15/2010	6	6	6	N	8	8
07/07/2008	7	7	7	N	8	8
07/10/2006	7	7	7	N	8	8
07/26/2004	7	7	7	N	8	8
08/07/2002	7	7	7	N	8	8
08/01/2000	7	7	7	N	8	8



BRIDGE INSPECTION REPORT FORM III

Inspected By: RSM & SPC

Date: 08/24/2022

District: 4 Co.: 42 Rte.: 22 Sect/Zone 03 Log Mile: 3.68 Str. No.: 00356