

# Bridge Inspection Report

**A0487**

**State Highway 22**

**over**

**Hagwood Creek-Logan Co.**



**Inspection Date:**

**Inspected By:**

**Inspection Type(s):**

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Inspector:

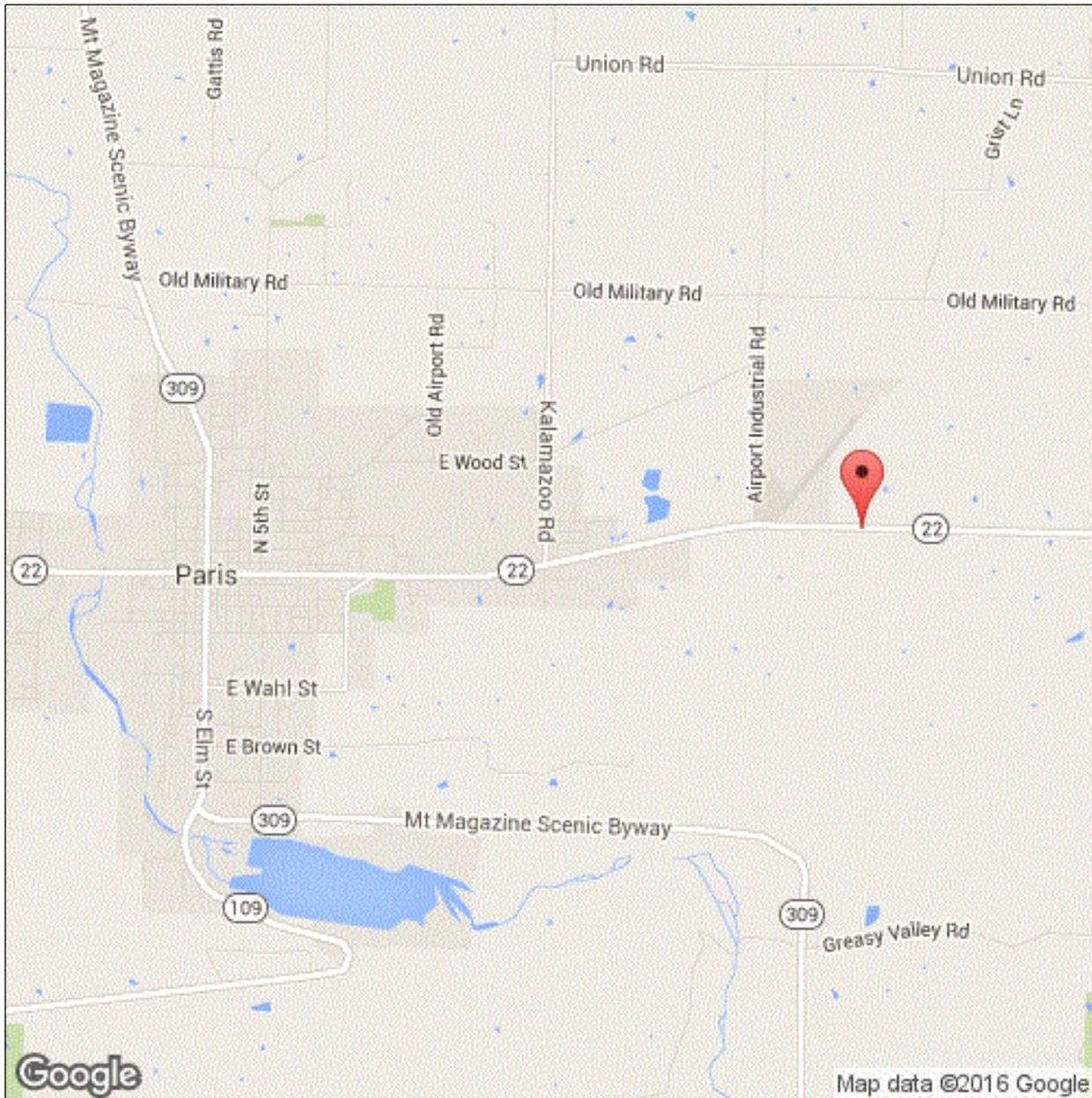
Structure Number: A0487

Inspection Date:

Facility Carried: State Highway 22

### Bridge Inspection Report

### Location Map



Latitude: 35.29502

Longitude: -93.67838

Inspector:

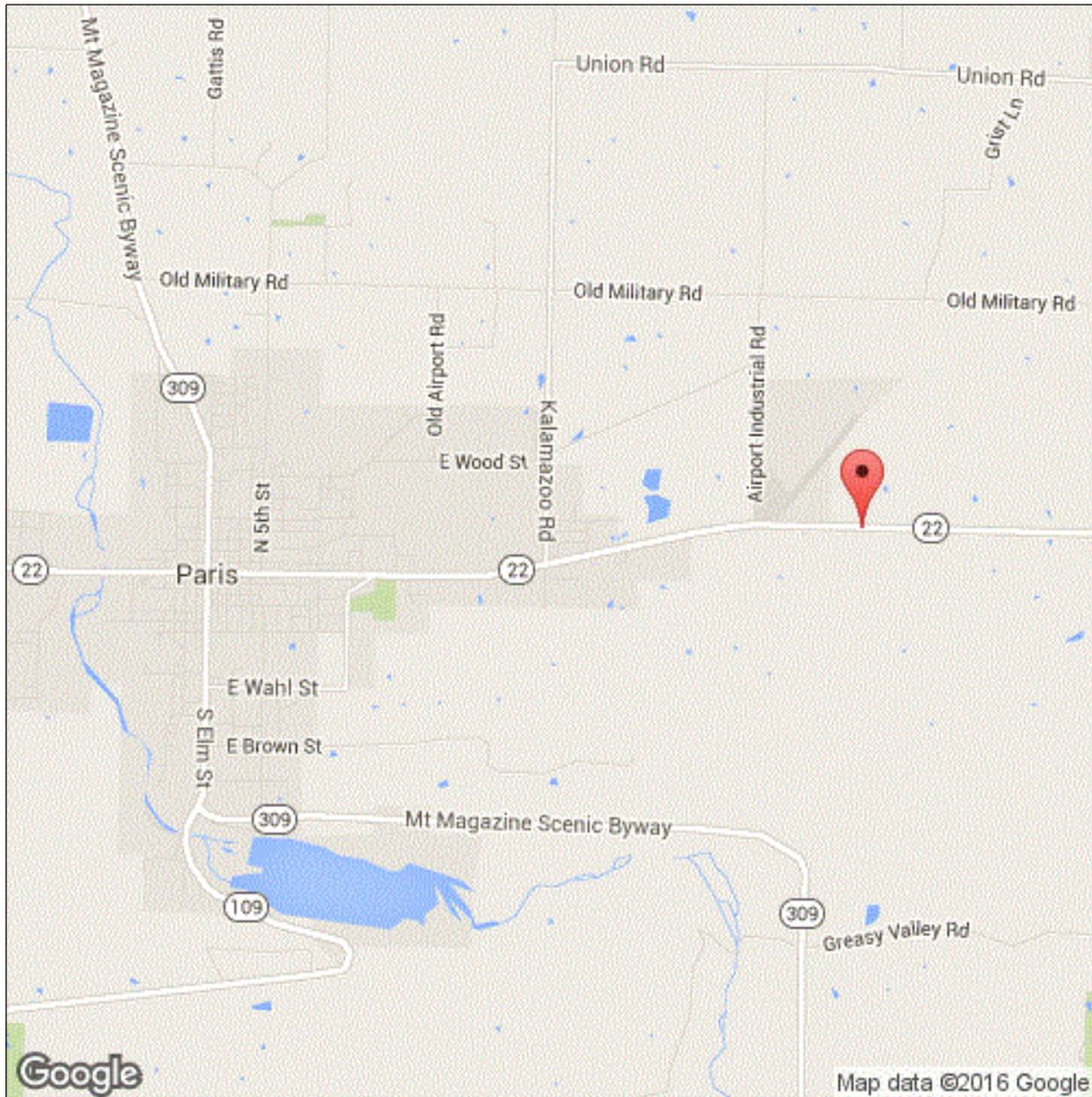
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### Location Map



Latitude: 35.29502

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**Bridge Inspection Report**

**Executive Summary**

Inspector:

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Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION				INSPECTIONS			
(1) STATE CODE	056 - Arkansas			(90) INSPECTION DATE	06/11/2018		
(8) STRUCTURE NUMBER	A0487			(91) DESIGNATED INSPECTION FREQUENCY	24		
(5) INV. ROUTE (ON/UNDER)	1	3	1 22 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE		
(2) HIGHWAY AGENCY	04	(3) COUNTY CODE	083	A. FRACTURE CRITICAL DETAIL	N		
(4) PLACE CODE	00000			B. UNDERWATER INSPECTION	N		
(6) FEATURES INTERSECTED	Hagwood Creek-Logan Co.			C. OTHER SPECIAL	N		
(7) FACILITY CARRIED	State Highway 22			CONDITION			
(9) LOCATION	3 MI EAST JCT 309 @ PARIS			(58) DECK	6		
(11) MILEPOINT 13.777	(12) BASE HIGHWAY NETWORK 1			(59) SUPERSTRUCTURE	6	(60) SUBSTRUCTURE	6
(13A) LRS INVENTORY ROUTE	0000022030	(13B) SUBROUTE NUMBER	00	(61) CHANNEL & CHANNEL PROTECTION	7	(62) CULVERT	N
(16) LATITUDE	35.29502	(17) LONGITUDE	-93.67838	LOAD RATING AND POSTING			
(98A) BORDER BRIDGE CODE				(31) DESIGN LOAD	4		
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT			(63) METHOD USED TO DETERMINE OPERATING RATING	1		
STRUCTURE TYPE AND MATERIAL				(64) OPERATING RATING	48.0		
(43) STRUCTURE TYPE, MAIN				(65) METHOD USED TO DETERMINE INVENTORY RATING	1		
A) KIND OF MATERIAL/DESIGN:	1 - Concrete			(66) INVENTORY RATING	29.0		
B) TYPE OF DESIGN/CONSTR:	04 - Tee Beam			(70) BRIDGE POSTING	5		
(44) STRUCTURE TYPE, APPROACH SPANS				(41) STRUCTURE OPEN/POSTED/CLOSED	A		
A) KIND OF MATERIAL/DESIGN:	0 - Other			APPRAISAL			
B) TYPE OF DESIGN/CONSTR:	00 - Other			(67) STRUCTURAL EVALUATION	6		
(45) NUMBER OF SPANS IN MAIN	1	(46) NUMBER OF APPROACH	0	(68) DECK GEOMETRY	5		
(107) DECK STRUCTURE TYPE	1	(108A) WEARING SURFACE	6	(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N		
(108B) DECK MEMBRANE	0	(108C) DECK PROTECTION	0	(71) WATERWAY ADEQUACY	8		
AGE OF SERVICE				(72) APPROACH ROADWAY ALIGNMENT	7		
(27) YEAR BUILT	1928	(106) YEAR RECONSTRUCTED	1963	(36) TRAFFIC SAFETY FEATURE			
(42) TYPE OF SERVICE	ON 1	UNDER	5	36A) BRIDGE RAILINGS:	0		
(28) LANES	ON 02	UNDER	00	36B) TRANSITIONS:	0		
(29) AVERAGE DAILY TRAFFIC	5715	(19) BYPASS DETOUR LENGTH	6	36C) APPROACH GUARDRAIL:	0		
(30) YEAR OF AVERAGE DAILY TRAFFIC	2014			36D) APPROACH GUARDRAIL ENDS:	0		
(109) AVERAGE DAILY TRUCK TRAFFIC	1			(113) SCOUR CRITICAL BRIDGES	8		
GEOMETRIC DATA				SUFFICIENCY RATING	88.2	STATUS	0
(48) LENGTH OF MAX SPAN (ft.)	30	(49) STRUCTURE LENGTH (ft.)	30	CLASSIFICATION			
(50) CURB/SIDEWALK WIDTHS (ft.)	LEFT 0.7	RIGHT	0.7	(112) NBIS BRIDGE LENGTH	Y		
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	40.4			(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0		
(52) DECK WIDTH, OUT-TO-OUT (ft.)	42.5			(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	06		
(32) APPROACH ROADWAY WIDTH (ft.)	40.0			(100) STRAHNET HIGHWAY DESIGNATION	0		
(33) BRIDGE MEDIAN	0	(34) SKEW (DEG.)	0	(101) PARALLEL STRUCTURE DESIGNATION	N		
(35) STRUCTURE FLARED	0	(10) INV RTE, MIN VERT CLEAR (ft.)	99.99	(102) DIRECTION OF TRAFFIC	2		
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	42.0			(103) TEMP STRUCTURE			
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	99.99			(105) FEDERAL LANDS HIGHWAYS	0		
(54) VERTICAL UNDER CLEARANCE (ft.)	N		0	(110) DESIGNATED NATIONAL NETWORK	0		
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	N		99.9	(20) TOLL	3		
(56) MIN LATERAL UNDER CLEARANCE (ft.)	0			(21) MAINTENANCE RESPONSIBILITY	01		
PROPOSED IMPROVEMENTS				(22) OWNER	01		
(75A) TYPE OF WORK PROPOSED	35	(75B) WORK DONE BY	1	(37) HISTORICAL	5		
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	30			NAVIGATION DATA			
(94) BRIDGE IMPROVEMENT COST (\$)	0			(38) NAVIGATION CONTROL	0		
(95) ROADWAY IMPROVEMENT COST (\$)	0			(111) PIER OR ABUTMENT PROTECTION	1		
(96) TOTAL PROJECT COST	57			(39) NAV VERT CLEARANCE (ft.)	0		
(97) YEAR OF IMPROVEMENT COST ESTIMATE	1994			(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0		
(114) FUTURE ADT	7114	(115) YEAR OF FUTURE ADT	2028	(40) NAV HORIZONTAL CLEARANCE (ft.)	0		

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Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
<b>16 - Reinforced Concrete Top Flange</b>	1- Ben.	1275	sq. ft.	1245	23	7	0
	-Asphalt driving surface of the deck has map cracking with asphalt patches in the Rt wheel path of the Eastbound lanes. -One softball size area of honeycomb under the Lt gutter with exposed reinforcing steel located approx. 8" from Bent 1. Exposed reinforcing steel has initial section loss.						
1080 - Delamination/Spall/Patched Area		2			1	1	
1090 - Exposed Rebar		2				2	
1120 - Efflorescence/Rust Staining		19			15	4	
1130 - Cracking (RC and Other)		7			7		
510 - Wearing Surfaces		1212	sq. ft.	881	76	255	0
3210 - Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)		76			76		
3220 - Crack (Wearing Surface)		255				255	
<b>110 - Reinforced Concrete Open Girder/Beam</b>	1- Ben.	235	ft.	139	96	0	0
	-Vertical hairline flexure cracking at approx. 12" to 16" centers. -Number 9 wire used during the construction process is exposed adjacent to the West abutment.						
1080 - Delamination/Spall/Patched Area		12			12		
1130 - Cracking (RC and Other)		84			84		
<b>205 - Reinforced Concrete Column</b>	1- Ben.	4	each	4			
	-No apparent noteworthy problems at this inspection.						
<b>234 - Reinforced Concrete Pier Cap</b>	1- Ben.	141	ft.	127	11	3	0
	-Concrete cracking with a shallow softball size spall with no exposed reinforcing steel in the bearing area of Girder 3, Bent 2. -Vertical and horizontal cracking in the abutments.						
1080 - Delamination/Spall/Patched Area		4			2	2	
1090 - Exposed Rebar		1				1	
1130 - Cracking (RC and Other)		9			9		
<b>330 - Metal Bridge Railing</b>	1- Ben.	60	ft.	0	60	0	0
	-The paint system on the metal rails and posts is failing with rust showing through the paint system. -The rail is sound at this inspection. -The rail posts on the right side of the structure have been replaced in the past. These posts do not have a paint system and are still covered with the mill scale from the factory.						
1000 - Corrosion		60			60		
515 - Steel Protective Coating		373	sq. ft.	0	0	277	96
3440 - Effectiveness (Steel Protective Coatings)		373				277	96

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**Pictures**

PHOTO 1

Description

PHOTO 2

Description

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**Bridge Inspection Report**

**Pictures**

PHOTO 2

Description

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**Bridge Inspection Report**

**Sketches**

Inspector:

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**Bridge Inspection Report**

**Maintenance Needs**

Date Reported: 6/27/2012 12:00:00 AM

Priority: D - Routine

Work Code:

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**Deficiency Description:**

Deck

Honeycomb with exposed reinforcing steel is visible from the undersurface of the Left overhang. Exposed reinforcing steel has active corrosion with initial section loss.

**Work Description:**

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**Date Repairs Completed:**

**Maintenance Comments:**

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**Stage: Open**



PHOTO 1 Description One softball size area of honeycomb under the Lt gutter with exposed reinforcing steel located approx. 8' from Bent 1. Exposed reinforcing steel has initial section loss.

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Maintenance Needs

Date Reported: 05/18/2016

Priority: D - Routine

Work Code:

Deficiency Description:

Bridge Rail

The paint system on the metal rails and posts is failing with rust showing through the paint system. The right bridge rail has mill scale from the factory.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description The paint system on the metal rails and posts is failing with rust showing through the paint system.

Stage: Monitor



PHOTO 2 Description Mill scale on the Rt rail posts.