



Bridge #A6357 (Routine)
I-30 EB log 128.02 over OTTER CREEK

Location: 1.8 MI E JCT SH 111

Team Lead: Keith Harris Inspection Date: May 06, 2019



Latitude:34.64935, Longitude:-92.41733

Route:30 Section:23 Log:128.02

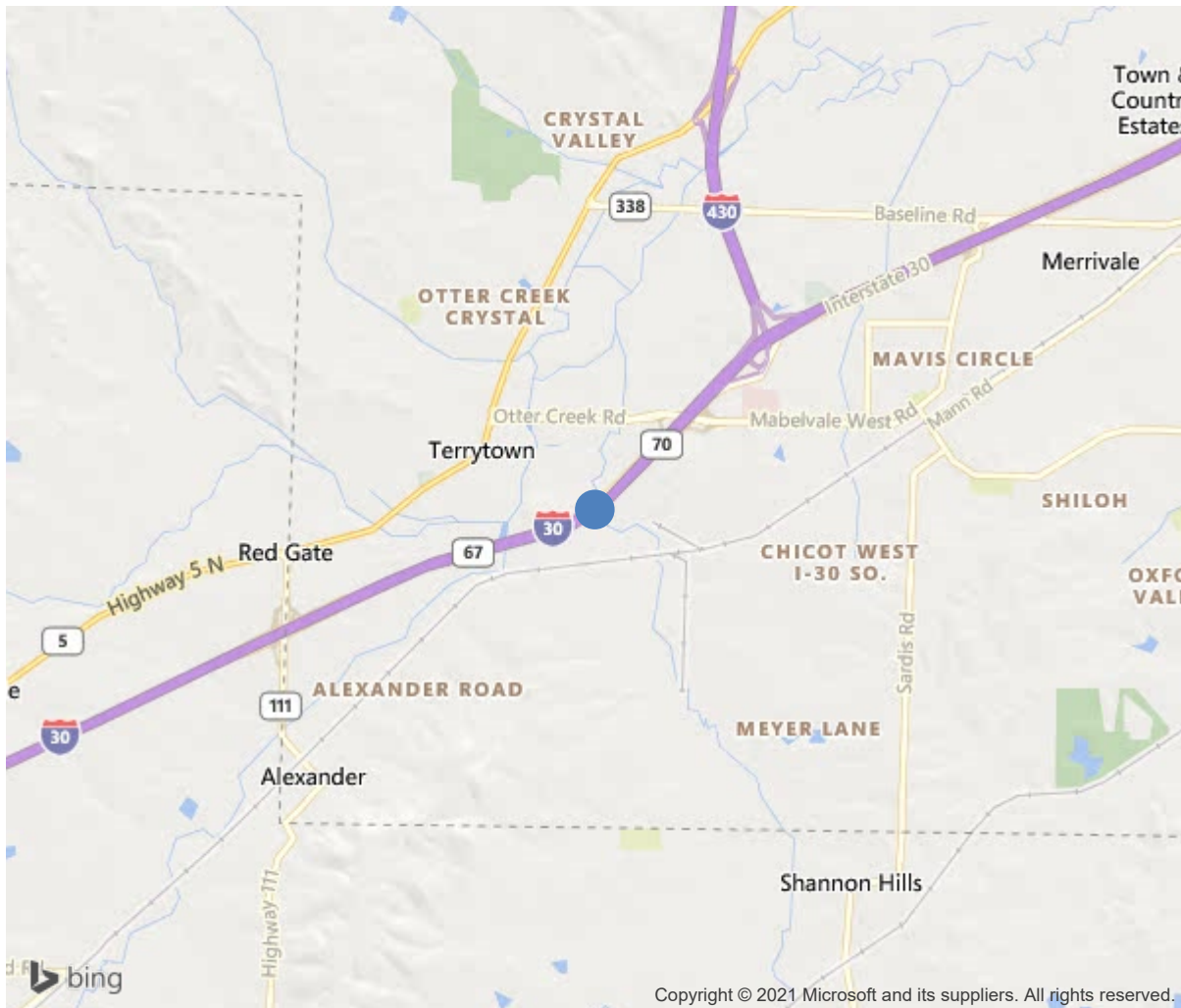
Arnold Road ID:60x30x23xA, Arnold Log mile:127.961

District 06, Pulaski County

Owner: 1-State Highway Agency

Place Code: 39020 - LITTLE ROCK

1.8 MI E JCT SH 111



34.64935, -92.41733



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A6357
(5) Inventory Route	30
(2) Highway Agency District	06
(3) County Code	119-Pulaski County, Arkansas
(4) Place Code	39020
(6) Features Intersected	OTTER CREEK
(7) Facility Carried	I-30 EB log 128.02
(9) Location	1.8 MI E JCT SH 111
(11) Mile Point	128.02 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000030230
(16) Latitude	34.64935
(17) Longitude	-92.41733
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	5
(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 placed
Type of Membrane	0-None
Type of Deck Protection	1-Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1995
(106) Year Reconstructed	0
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	3
Under	0
(29) Average Daily Traffic	98000
(30) Year of ADT	2014
(109) Truck ADT	21 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	142 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	56.1 ft
(52) Deck Width Out to Out	60.3 ft
(32) Approach Roadway Width (W/Shoulders)	56.1 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	57.4 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 water
(111) Pier Protection	1-Navigation protection not requ
(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	1
(26) Functional Class	11-Urban Principal Arterial - Int
(100) Defense Highway	1-The inventory route is on a In
(101) Parallel Structure	R-The right structure of paralle
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0-N/A
(110) Designated National Network	1-The inventory route is part of the
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	7
(59) Superstructure	8
(60) Substructure	7
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	6-MS 18+Mod / HS 20+Mod
(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	5
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	7
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be
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	58328
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	05/2019
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No
B: Underwater Inspection	No
C: Other Special Inspection	No

Team Lead: Keith Harris, **Inspection Date:** May 06, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	8447	6327	1520	600	0
1120	Efflorescence/Rust Staining	SF	60	0	60	0	0
1130	Cracking (RC and Other)	SF	2060	0	1460	600	0
(12)	unsealed cracks in all spans up to Overhang has cracks with efflorescence						
107	Steel Open Girder/Beam	LF	1240	1239	1	0	0
1020	Connection	LF	1	0	1	0	0
515	Steel Protective Coating	SF	7031	7031	0	0	0
(107)	Bent 1, girder 1: diaphragm bolt missing						
215	Reinforced Concrete Abutment	LF	141	130	9	2	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	9	0	9	0	0
(215)	Spalls with rebar in back wall bent 6. Both abutments have small cracks. Added 5/17/17 Bent 1, between girders 7 & 8: material is being eroded from under the beam seat.						
225	Steel Pile	EA	36	0	36	0	0
1000	Corrosion	EA	36	0	36	0	0
515	Steel Protective Coating	SF	2790	2574	216	0	0
3420	Peeling/Bubbling/Cracking	SF	216	0	216	0	0
(225)	Steel Columns at bent # 2,3,4 & 5 Columns at top of encasement, dirt and silt causing rust to form.						
234	Reinforced Concrete Pier Cap	LF	238	237	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
(234)	Small spall on the left end of bent 5 ahead.						
302	Compression Joint Seal	LF	121	118	0	3	0
2330	Seal Damage	LF	3	0	0	3	0
(302)							



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Torn joint seal at bent 1							
311	Movable Bearing	EA	36	26	8	2	0
1000	Corrosion	EA	9	0	8	1	0
2220	Alignment	EA	1	0	0	1	0
(311)							
Rust forming on the bearings at end bents. See photo. Bent 6, girder 1: dirt and debris accumulating around bearing allowing pack rust to form. Bent 6 Girder 6: bearing is floating, causing the sole and masonry plates to collide against each other.							
313	Fixed Bearing	EA	18	18	0	0	0
321	Reinforced Concrete Approach Slab	SF	2628	2508	115	5	0
1080	Delamination/Spall/Patched Area	SF	5	0	0	5	0
1130	Cracking (RC and Other)	SF	115	0	115	0	0
(321)							
Spalls on west approach slab. See photo.							
331	Reinforced Concrete Bridge Railing	LF	280	280	0	0	0



Elevation



Approach



Crack with efflorescence on overhang



Span 4 unsealed cracks up to 1/8"



Span 5 unsealed cracks up to 1/8"



Bent 6 bearing 6 bearing is floating, causing the sole and masonry plates to collide against each other.



Under view



Bent 4 logs and debris restricting water flow



Bent 1, between girders 7 & 8: material is being eroded from under the beam seat exposing piling.



Bent 4 Pile at top of encasement has dirt and silt causing rust to form.



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Inspection Comments

Approach looking eastbound.

See AHTD job # B60120