



Latitude:34.78455, Longitude:-92.12879

Route:391 Section:01 Log:4.04

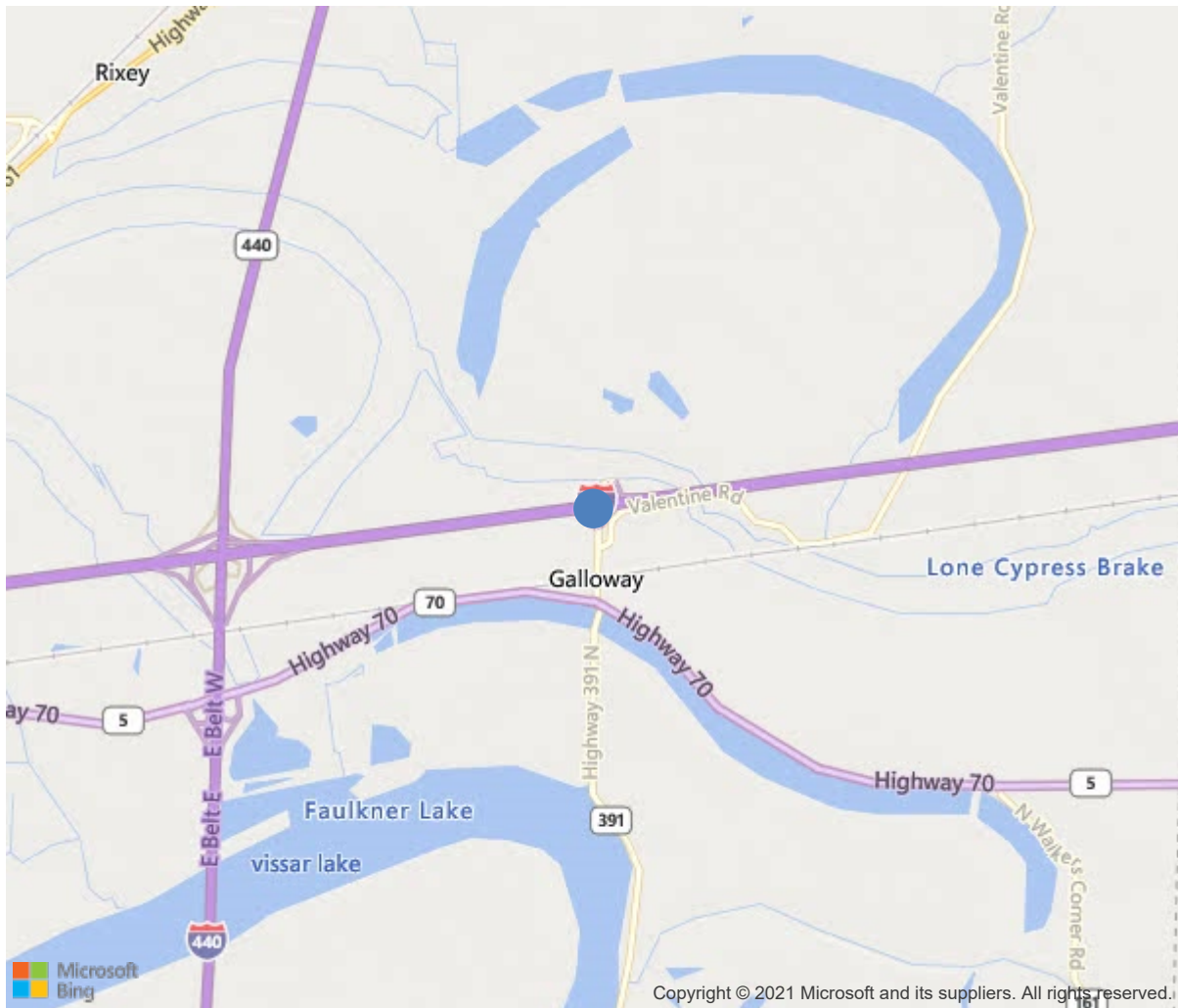
Arnold Road ID:60x391x1xA, Arnold Log mile:4.026

District 06, Pulaski County

Owner: 1-State Highway Agency

Place Code: 47940 - NORTH LITTLE ROCK

I-40 & SH 391



34.78455, -92.12879



Bridge #03197(Routine)
SH 391 GALLOWAY over I 40 LOG 160.81

Location: I-40 & SH 391

Team Lead: Shane Byrd Inspection Date: July 23, 2019

| IDENTIFICATION | |
|---|---|
| (1) State Names | Arkansas |
| (8) Structure Number | 03197 |
| (5) Inventory Route | 391 |
| (2) Highway Agency District | 06 |
| (3) County Code | 119-Pulaski County, Arkansas |
| (4) Place Code | 47940 |
| (6) Features Intersected | I 40 LOG 160.81 |
| (7) Facility Carried | SH 391 GALLOWAY |
| (9) Location | I-40 & SH 391 |
| (11) Mile Point | 4.04 mi |
| (12) Base Highway Network | No |
| (13) LRS Inventory Rte & Subrte | 0000000000 |
| (16) Latitude | 34.78455 |
| (17) Longitude | -92.12879 |
| (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 | 00 |
| Material | 0-Other |
| Type | 0-Other |
| (45) No. of Spans in Main Unit | 4 |
| (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 | 0-None |
| AGE AND SERVICE | |
| (27) Year Built | 1962 |
| (106) Year Reconstructed | 0 |
| (42) Type of Service | 61 |
| On | 6-Overpass structure at an interchange or secon |
| Under | 1-Highway, with or without pedestrian |
| (28) Lane | |
| On | 2 |
| Under | 5 |
| (29) Average Daily Traffic | 19000 |
| (30) Year of ADT | 2014 |
| (109) Truck ADT | 1 % |
| (19) Bypass, Detour Length | 1 mi |
| GEOMETRIC DATA | |
| (48) Length of Maximum Span | 70 ft |
| (49) Structure Length | 222 ft |
| (50) Curb or Sidewalk Width | |
| Left | 1.5 ft |
| Right | 1.5 ft |
| (51) Bridge Roadway Width Curb to Curb | 25.9 ft |
| (52) Deck Width Out to Out | 31.5 ft |
| (32) Approach Roadway Width (W/Shoulders) | 28.9 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 | 29.2 ft |
| (53) Min Vert Clear Over Bridge Rdwy | 99.99 ft |
| (54) Min Vert Underclear | 16.17 ft |
| Ref: | |
| (55) Min Lat Underclear RT | 6 ft |
| Ref: | |
| (56) Min Lat Underclear LT | 23.1 ft |
| NAVIGATION DATA | |
| (38) Navigation Control | N-Not applicable, no waterway. |
| (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 | 0 |
| (26) Functional Class | 16-Urban Minor Arterial |
| (100) Defense Highway | 0-The inventory route is not a S |
| (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 part of |
| (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 | 5 |
| (59) Superstructure | 6 |
| (60) Substructure | 5 |
| (61) Channel & Channel Protection | N |
| (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 | 4 |
| 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 | 5 |
| (68) Deck Geometry | 3 |
| (69) Clearances, Vertical/Horizontal | 2 |
| (71) Waterway Adequacy | N |
| (72) Approach Roadway Alignment | 7 |
| (36A) Bridge Railings | 0-Inspected feature does not meet cur |
| (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 | N-Bridge not over waterway. |
| PROPOSED IMPROVEMENTS | |
| (75) Type of Work | Replacement of bridge or other |
| (76) Length of Structure Improvement | 256 ft |
| (94) Bridge Improvement Cost | \$ 0 |
| (95) Roadway Improvement Cost | \$ 125 |
| (96) Total Project Cost | \$ 577 |
| (97) Year of Improvement Cost Estimate | 2003 |
| (114) Future ADT | 6500 |
| (115) Year of Future ADT | 2034 |

| INSPECTIONS * | | | |
|--|------|-------------|-----------|
| (90) Inspection Date | | | 07/2019 |
| (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 | | |
| * 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. | | | |



Bridge #03197(Routine)
SH 391 GALLOWAY over I 40 LOG 160.81

Location: I-40 & SH 391

Team Lead: Shane Byrd, Inspection Date: July 23, 2019

| ELEM | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|-------|--|-------|-------|-----|-----|------|-----|
| 12 | Reinforced Concrete Deck | SF | 7000 | 399 | 0 | 6601 | 0 |
| 1080 | Delamination/Spall/Patched Area | SF | 345 | 0 | 0 | 345 | 0 |
| 1090 | Exposed Rebar | SF | 56 | 0 | 0 | 56 | 0 |
| 1130 | Cracking (RC and Other) | SF | 4200 | 0 | 0 | 4200 | 0 |
| 1190 | Abrasion/Wear (PSC/RC) | SF | 2000 | 0 | 0 | 2000 | 0 |
| (12) | The deck surface has some abrasion due to the high truck volume. All spans have spalls and spalls filled with asphalt material and all spans have cracks on one foot centers. 0.075 inch max | | | | | | |
| 107 | Steel Open Girder/Beam | LF | 1100 | 721 | 335 | 44 | 0 |
| 1000 | Corrosion | LF | 379 | 0 | 335 | 44 | 0 |
| 515 | Steel Protective Coating | SF | 8514 | 0 | 0 | 8244 | 270 |
| 3410 | Chalking (Steel Protective Coatings) | SF | 6644 | 0 | 0 | 6644 | 0 |
| 3420 | Peeling/Bubbling/Cracking | SF | 1600 | 0 | 0 | 1600 | 0 |
| 3440 | Effectiveness (Steel Protective Coatings) | SF | 270 | 0 | 0 | 0 | 270 |
| (107) | Scattered areas of active rust on the flanges and webs, most common at or near the joints. | | | | | | |
| 205 | Reinforced Concrete Column | EA | 6 | 4 | 0 | 2 | 0 |
| 1080 | Delamination/Spall/Patched Area | EA | 0 | 0 | 0 | 0 | 0 |
| 1090 | Exposed Rebar | EA | 2 | 0 | 0 | 2 | 0 |
| (205) | Bent 3, left column, Spalls with exposed rebar. Bent 4 left column, Spalls with exposed rebar. | | | | | | |
| 215 | Reinforced Concrete Abutment | LF | 70 | 70 | 0 | 0 | 0 |
| 234 | Reinforced Concrete Pier Cap | LF | 84 | 54 | 5 | 25 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 4 | 0 | 0 | 4 | 0 |
| 1090 | Exposed Rebar | LF | 16 | 0 | 5 | 11 | 0 |
| 1130 | Cracking (RC and Other) | LF | 10 | 0 | 0 | 10 | 0 |
| (234) | Bent 2, back side, Spalls with exposed rebar. Moderate cracking on the bottom of the cap between the columns. Bent 3 ahead and back, Spalls with exposed rebar, ahead, delams. Bent 4, back side, Spalls with exposed rebar. | | | | | | |
| 303 | Assembly Joint with Seal | LF | 158 | 0 | 0 | 146 | 12 |



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| ELEM | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|-------|--|-------|-------|------|-----|-----|-----|
| 2310 | Leakage | LF | 94 | 0 | 0 | 94 | 0 |
| 2370 | Metal Deterioration or Damage | LF | 64 | 0 | 0 | 52 | 12 |
| (303) | The sliding plates are loose under traffic at bents 1 and 3. The left half of the sliding plate at Bent 1 is missing. | | | | | | |
| 311 | Movable Bearing | EA | 20 | 0 | 0 | 20 | 0 |
| 1000 | Corrosion | EA | 20 | 0 | 0 | 20 | 0 |
| (311) | All bearing have active rust with pitting and debris accumulation. | | | | | | |
| 313 | Fixed Bearing | EA | 20 | 0 | 0 | 20 | 0 |
| 1000 | Corrosion | EA | 20 | 0 | 0 | 20 | 0 |
| (313) | All bearing have active rust with pitting and debris accumulation. | | | | | | |
| 321 | Reinforced Concrete Approach Slab | SF | 1680 | 1680 | 0 | 0 | 0 |
| 330 | Metal Bridge Railing | LF | 444 | 444 | 0 | 0 | 0 |
| 331 | Reinforced Concrete Bridge Railing | LF | 444 | 444 | 0 | 0 | 0 |



Bent 4 cap back spall with exposed rebar.



Bent 1 beam 3 active corrosion with pitting to upper web. Common all beam ends.



Bent 4 column 1 spall with exposed rebar.



Bent 3 cap ahead face spall with exposed rebar.



Span 2 spalls with exposed rebar.



Deck overview



Bent 1 sliding joint plate missing.



Approach looking Northbound



Span 2 soffit has areas of map cracks.



Bent 3 column 1 spall with exposed rebar right side.



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SH 391 GALLOWAY over I 40 LOG 160.81

Location: I-40 & SH 391

Team Lead: Shane Byrd **Inspection Date:** July 23, 2019

Inspection Comments

AHTD Job 6637, layout 9797

Form IIIB linked.

Logged south to north.