



Latitude:34.78750, Longitude:-92.10156

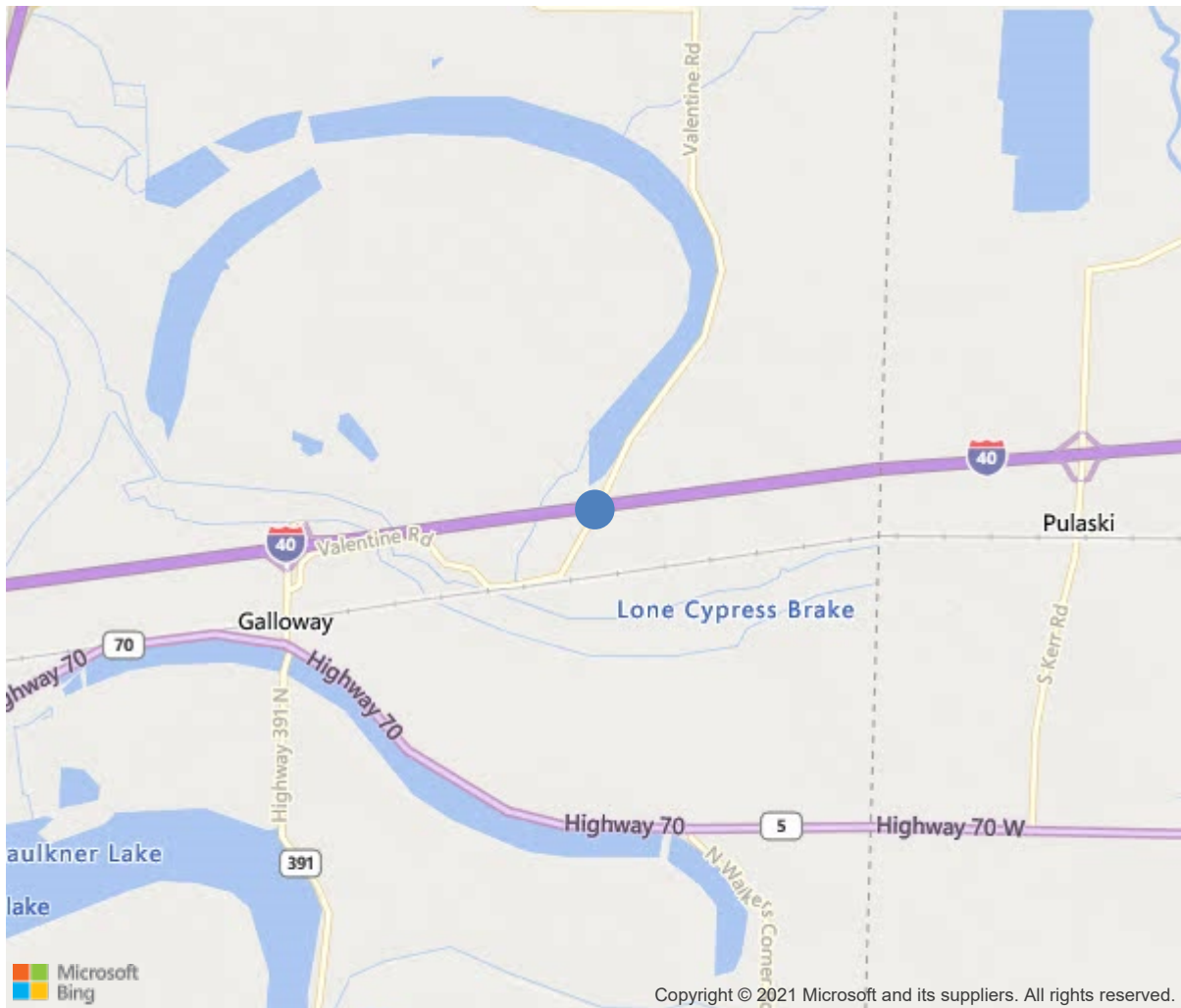
Route:79 Section:00 Log:2

Arnold Road ID:60xVALENTINERDx1xA, Arnold Log mile:4.862

District 06, Pulaski County

Owner: 1-State Highway Agency

I-40 Log 162.39



34.78750, -92.10156



Bridge #03198(Routine)

CR 79, Valentine over I-40 Log 162.39

Location: I-40 Log 162.39

Team Lead: Shane Byrd Inspection Date: December 17, 2019

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03198
(5) Inventory Route	79
(2) Highway Agency District	06
(3) County Code	119-Pulaski County, Arkansas
(4) Place Code	0
(6) Features Intersected	I-40 Log 162.39
(7) Facility Carried	CR 79, Valentine
(9) Location	I-40 Log 162.39
(11) Mile Point	2 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.7875
(17) Longitude	-92.10156
(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	11
On	1-Highway
Under	1-Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	844
(30) Year of ADT	1987
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	79 ft
(49) Structure Length	259 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	31.7 ft
(32) Approach Roadway Width (W/Shoulders)	22 ft
(33) Bridge Median	0-No median
(34) Skew	34 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	8.6 ft
Ref:	
(56) Min Lat Underclear LT	38.6 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	7-Rural Major Collector
(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	6
(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	6
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	3
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(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	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	N-Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	Bridge deck rehabilitation wit
(76) Length of Structure Improvement	259 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 85
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	1094
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date			12/2019
(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.			

**Location: I-40 Log 162.39**

**Team Lead:** Shane Byrd, **Inspection Date:** December 17, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6656	4030	898	1728	0
1080	Delamination/Spall/Patched Area	SF	176	0	48	128	0
1090	Exposed Rebar	SF	0	0	0	0	0
1120	Efflorescence/Rust Staining	SF	50	0	50	0	0
1130	Cracking (RC and Other)	SF	1600	0	0	1600	0
1190	Abrasion/Wear (PSC/RC)	SF	800	0	800	0	0
(12)							
The deck surface has spalls and spalls filled with asphalt in spans 2,3&4. All spans have transverse cracks, avg width 0.05 inch with some to 1/8 inch in width. Common spacing approx four foot centers with spacing to two foot centers in spans 2&3. A few small cracks with efflorescence in the soffit of spans 1-3.							
107	Steel Open Girder/Beam	LF	1280	600	624	56	0
1000	Corrosion	LF	675	0	619	56	0
7000	Damage	LF	5	0	5	0	0
515	Steel Protective Coating	SF	11213	1	6371	4350	491
3420	Peeling/Bubbling/Cracking	SF	1350	0	0	1350	0
3440	Effectiveness (Steel Protective Coatings)	SF	9862	0	6371	3000	491
(107)							
Beams in spans 2&3 have minor impact damage (scrapes and dents) that were in place prior to the spans being raised. The beam ends and scattered areas on the webs and flanges have active surface rust.							
205	Reinforced Concrete Column	EA	6	0	6	0	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
1090	Exposed Rebar	EA	3	0	3	0	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
(205)							
Bent 2, left column has 2 exposed rebar. Right column has cracks. Bent 3, left column has an exposed rebar and horizontal cracks. Bent 4, left column has a delam on the right side, the right column has a spall at the pier protection wall.							
215	Reinforced Concrete Abutment	LF	85	78	7	0	0
1090	Exposed Rebar	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
(215)							
Bent 1 has vertical cracks in the beam seat and two exposed rebar.							



**Bridge #03198(Routine)**  
**CR 79, Valentine over I-40 Log 162.39**  
**Location: I-40 Log 162.39**

**Team Lead:** Shane Byrd, **Inspection Date:** December 17, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Reinforced Concrete Pier Cap	LF	106	99	7	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
(234)	Bent 3, back side at the left column, vertical crack in the cap. 2 delams. Bent 4, both side have small areas of exposed rebar.						
303	Assembly Joint with Seal	LF	157	75	30	52	0
2360	Adjacent Deck or Header	LF	30	0	30	0	0
2370	Metal Deterioration or Damage	LF	52	0	0	52	0
(303)	The joint armor is loose under traffic at bents 2&4. Small Spalls are present along the joints.						
311	Movable Bearing	EA	20	20	0	0	0
313	Fixed Bearing	EA	20	20	0	0	0
330	Metal Bridge Railing	LF	516	516	0	0	0
331	Reinforced Concrete Bridge Railing	LF	516	516	0	0	0





Span 3 deck has spalls filled with asphalt.



Bent 3 column 1 has spall with exposed rebar.





Deck span 3 has Longitudinal cracks up to 1/8". Common all spans.



Sliding plate joint at bent 2 loose under traffic.





Deck overview.



Bent 4 column 2 has spall.





Span 2 soffit overview.



Approach Northbound.



Bent 2 column 1 has spall with exposed rebar.





**Bridge #03198**(Routine)

**CR 79, Valentine over I-40 Log 162.39**

**Location: I-40 Log 162.39**

**Team Lead:** Shane Byrd **Inspection Date:** December 17, 2019

### **Inspection Comments**

Job 6637, layout

Logged north.