



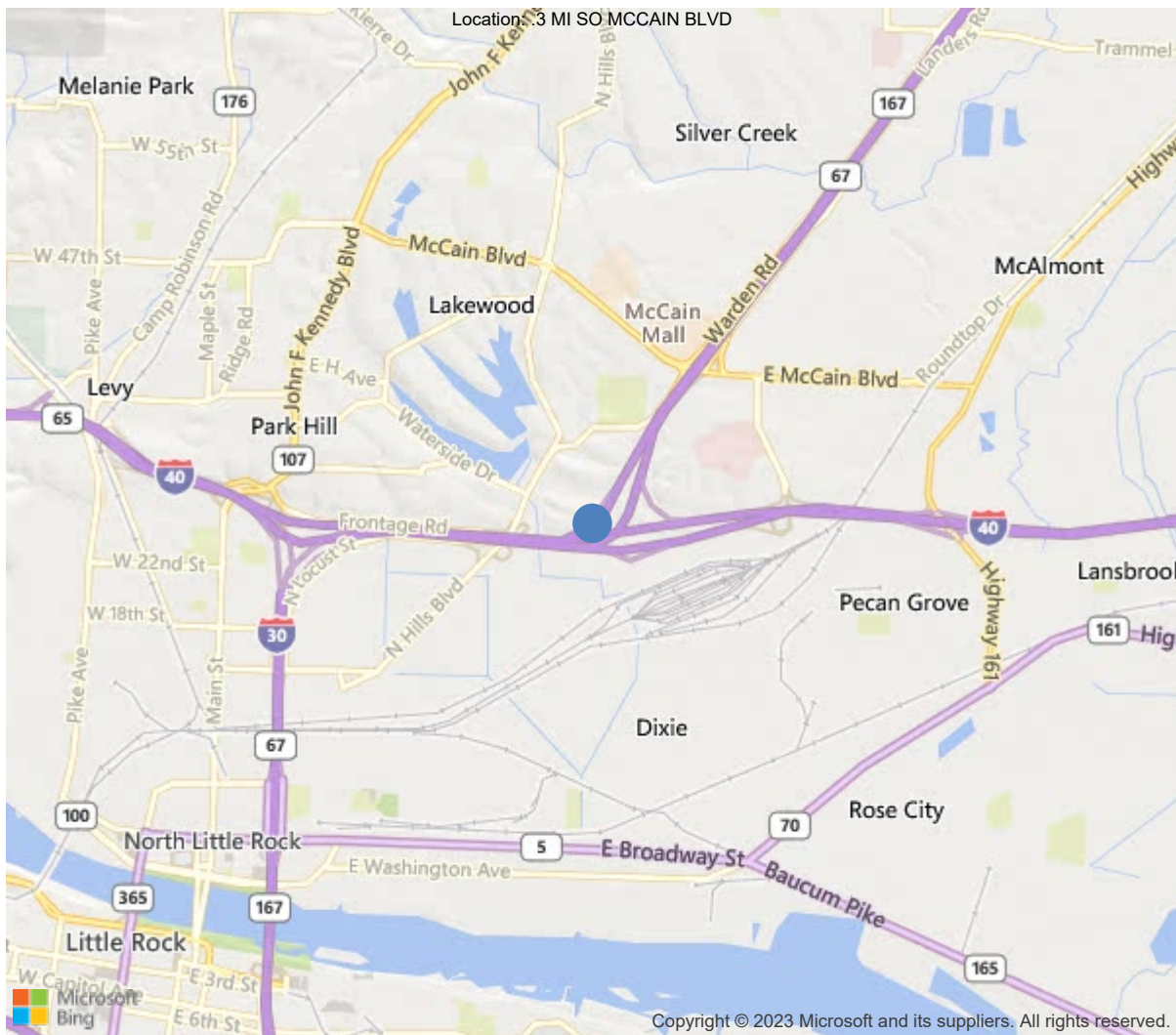
Latitude:34.77874, Longitude:-92.23432

Route:67 Section:10 Log:0.2

Arnold Road ID:60x67x111xA, Arnold Log mile:0.283

District 06, 119 - Pulaski County

Owner: 1 - State Highway Agency



34.77874, -92.23432



Asset #06658(Routine)

US 67 SB RAMP/40 over I-40 & US67 RAMPS

Location: .3 MI SO MCCAIN BLVD

Team Lead: Keith Harris, Inspection Date: 12/27/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06658
(5) Inventory Route	1
(2) Highway Agency District	06 - District 06
(3) County Code	119 - Pulaski County
(4) Place Code	50450
(6) Features Intersected	I-40 & US67 RAMPS
(7) Facility Carried	US 67 SB RAMP/40
(9) Location	.3 MI SO MCCAIN BLVD
(11) Mile Point	0.2 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000067100
(16) Latitude	34.77874
(17) Longitude	-92.23432
(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	42
Material	4 - Steel continuous
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	15
(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 pl
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1998
(106) Year Reconstructed	0
(42) Type of Service	66
On	6 - Overpass structure at an interchange or s
Under	6 - Highway-waterway
(28) Lane	
On	1
Under	8
(29) Average Daily Traffic	4800
(30) Year of ADT	2018
(109) Truck ADT	10 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	150 ft
(49) Structure Length	1547 ft
(50) Curb or Sidewalk Width	
Left	0.3 ft
Right	0.3 ft
(51) Bridge Roadway Width Curb to Curb	24.9 ft
(52) Deck Width Out to Out	27.8 ft
(32) Approach Roadway Width (W/Shoulders)	24.9 ft
(33) Bridge Median	0 - No median
(34) Skew	30 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	25.6 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	17.25 ft
Ref:	
(55) Min Lat Underclear RT	12.2 ft
Ref:	
(56) Min Lat Underclear LT	33.3 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	1
(26) Functional Class	11 - Urban Principal Arterial
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(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 par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	8
(60) Substructure	8
(61) Channel & Channel Protection	N
(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	
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	8
(68) Deck Geometry	2
(69) Clearances, Vertical/Horizontal	6
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	1 - Inspected feature meets current
(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	9 - Bridge foundations (including p
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	94620
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	12/27/2021		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* 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.</p>			



Asset #06658(Routine)

District: 06, County: 119 - Pulaski County

Team Lead: Keith Harris, Inspection Date: 12/27/2021

General Observation (False)

Job R60138, drawings 37346 thru 37349, Form IIIB 2015

Logged Southbound.

A-46 - Asset Files

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US 67 SB RAMP/40 over I-40 & US67 RAMPS

Location: .3 MI SO MCCAIN BLVD

Team Lead: Keith Harris, Inspection Date: 12/27/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	43053	36421	6632	0	0
1120	Efflorescence/Rust Staining	SF	432	0	432	0	0
1130	Cracking (RC and Other)	SF	6200	0	6200	0	0
(12) All spans have transverse cracks and small areas of map cracks. Other spans have some random transverse cracks. 0.025 inch avg. some of the cracks were sealed during construction.							
107	Steel Open Girder/Beam	LF	6178	6176	2	0	0
1000	Corrosion	LF	2	0	2	0	0
515	Steel Protective Coating	SF	94462	70395	24067	0	0
3410	Chalking (Steel Protective Coatings)	LF	23547	0	23547	0	0
3420	Peeling/Bubbling/Cracking	LF	520	0	520	0	0
(107) Span 7 at bent 7 girder 1 & span 12 at bent 13 girder 3, Small area of active rust on the bottom of the bottom flange. The outside faces of girders 1&4 have chalky paint. There are scattered ares in all spans of peeling paint, the finish coat is peeling, exposing the primer coat (515-107) The outside faces of girders 1&4 have chalky paint. There are scattered ares in all spans of peeling paint, the finish coat is peeling, exposing the primer coat							
205	Reinforced Concrete Column	EA	11	11	0	0	0
210	Reinforced Concrete Pier Wall	LF	30	30	0	0	0
(210) Bents 2,8&9 are 10 feet wide.							
215	Reinforced Concrete Abutment	LF	120	110	10	0	0
1130	Cracking (RC and Other)	LF	10	0	10	0	0
(215) Bent 1 small cracks on both sides of abutment Bent 16 small cracks on right side of abutment							
234	Reinforced Concrete Pier Cap	LF	391	391	0	0	0
303	Assembly Joint with Seal	LF	167	147	20	0	0
2350	Debris Impaction	LF	14	0	14	0	0
2360	Adjacent Deck or Header	LF	6	0	6	0	0
(303) The deck at bent 10 has a few small Spalls along the joint. Bent 16 joint has debris in trough							
310	Elastomeric Bearing	EA	80	80	0	0	0
321	Reinforced Concrete Approach Slab	SF	1152	980	172	0	0
1130	Cracking (RC and Other)	SF	172	0	172	0	0
(321) Small cracks in both approach slabs.							
331	Reinforced Concrete Bridge Railing	LF	3094	1054	2040	0	0
1130	Cracking (RC and Other)	LF	2040	0	2040	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	(331) All of the rail has vertical cracks on 4 to 6 foot centers and several sections have horizontal cracking along the base of the railing.						

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Team Lead: Keith Harris, **Inspection Date:** 12/27/2021

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	6178	6176	2	0	0
1000	Corrosion	LF	2	0	2	0	0
515	Steel Protective Coating	SF	94462	70395	24067	0	0
3410	Chalking (Steel Protective Coatings)	LF	23547	0	23547	0	0
3420	Peeling/Bubbling/Cracking	LF	520	0	520	0	0
<p>(107) Span 7 at bent 7 girder 1 & span 12 at bent 13 girder 3, Small area of active rust on the bottom of the bottom flange. The outside faces of girders 1&4 have chalky paint. There are scattered ares in all spans of peeling paint, the finish coat is peeling, exposing the primer coat</p> <p>(515-107) The outside faces of girders 1&4 have chalky paint. There are scattered ares in all spans of peeling paint, the finish coat is peeling, exposing the primer coat</p>							



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Location: .3 MI SO MCCAIN BLVD

Team Lead: Keith Harris, Inspection Date: 12/27/2021

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	11	11	0	0	0
210	Reinforced Concrete Pier Wall	LF	30	30	0	0	0
(210) Bents 2,8&9 are 10 feet wide.							
215	Reinforced Concrete Abutment	LF	120	110	10	0	0
1130	Cracking (RC and Other)	LF	10	0	10	0	0
(215) Bent 1 small cracks on both sides of abutment Bent 16 small cracks on right side of abutment							
234	Reinforced Concrete Pier Cap	LF	391	391	0	0	0



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Location: .3 MI SO MCCAIN BLVD

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Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



Elevation



Deck overview



Deck overview



Span 1 girder 4 peeling paint



Span 3 under view



Approach



Span 10 deck cracking up to 0.025"



Map cracking around joint at bent 10



Span 13 peeling paint



Typical cracks in bridge rail



Span 12 at bent 13 girder 3 small area of active corrosion

Maintenance Needs

Date Reported: 12/28/2021
Priority: C - Important
Type of Work: Repair (General)
Status: Open
Component:

Deficiency Description

Approach guardrail is damaged from traffic impact.

Remarks



Approach guardrail is damaged from traffic impact.



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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	



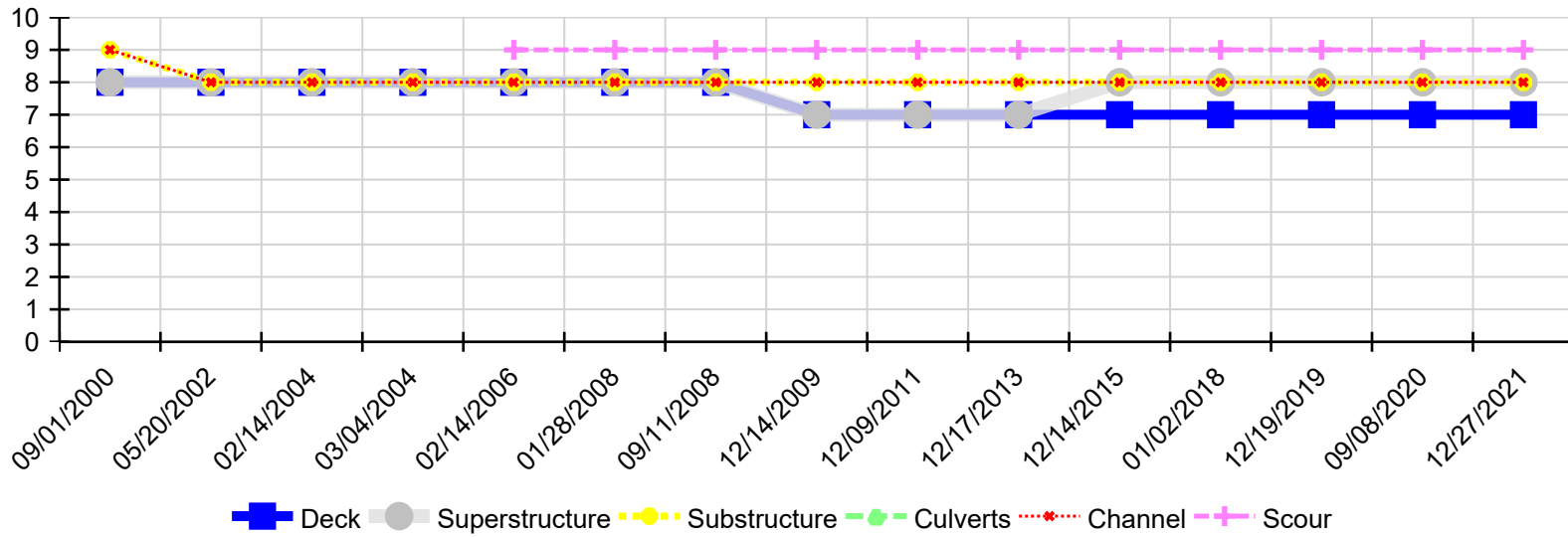
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Team Lead: Keith Harris, Inspection Date: 12/27/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/27/2021	7	8	8	N	8	9
09/08/2020	7	8	8	N	8	9
12/19/2019	7	8	8	N	8	9
01/02/2018	7	8	8	N	8	9
12/14/2015	7	8	8	N	8	9
12/17/2013	7	7	8	N	8	9
12/09/2011	7	7	8	N	8	9
12/14/2009	7	7	8	N	8	9
09/11/2008	8	8	8	N	8	9
01/28/2008	8	8	8	N	8	9
02/14/2006	8	8	8	N	8	9
03/04/2004	8	8	8	N	8	N
02/14/2004	8	8	8	N	8	N
05/20/2002	8	8	8	N	8	N
09/01/2000	8	8	9	N	9	N