



Latitude:34.07997, Longitude:-93.11615

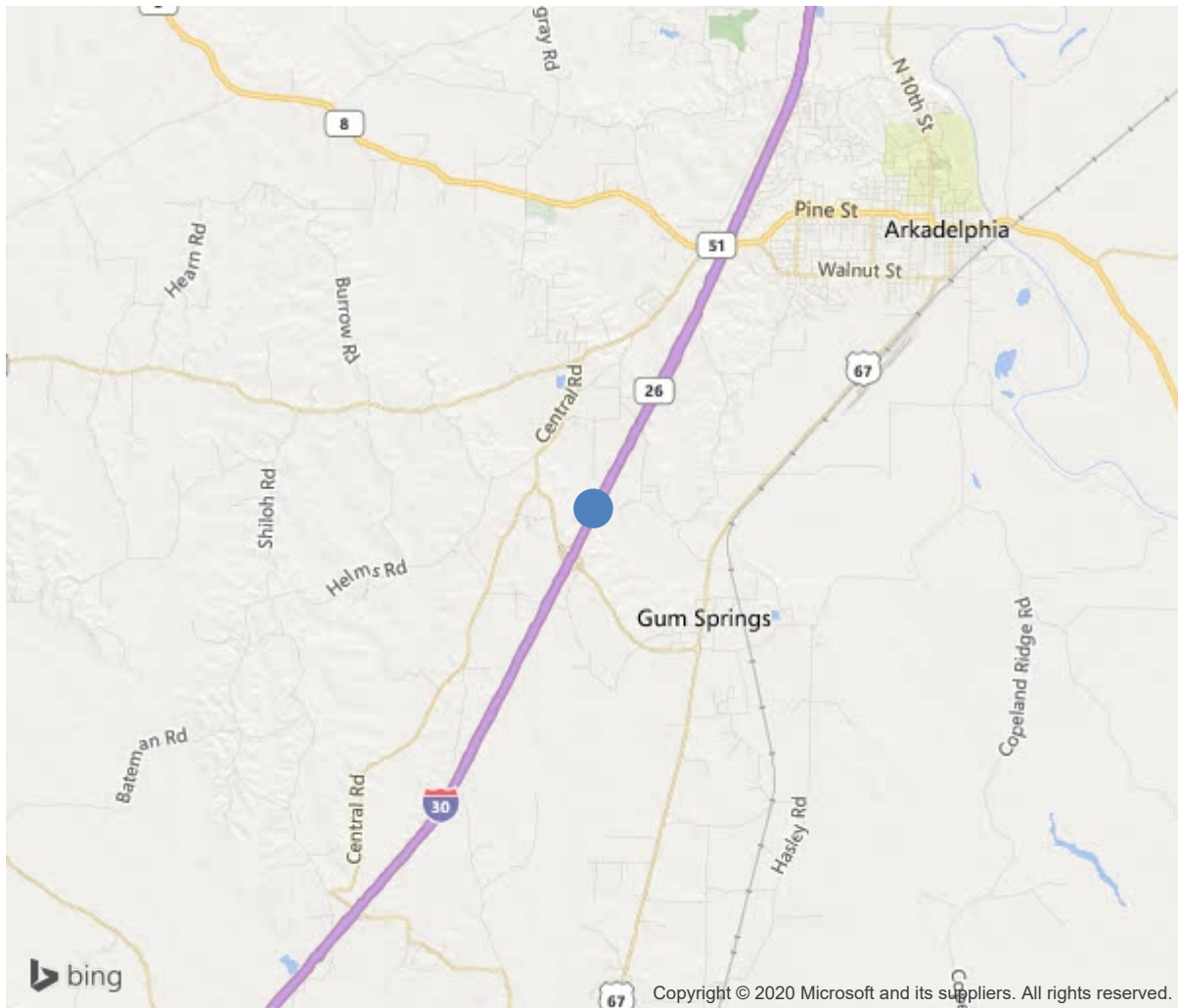
Route:30 Section:14 Log:69.8

Arnold Road ID:10x30x14xB, Arnold Log mile:73.141

District 07, Clark County

Owner: 1-State Highway Agency

.53 MI E JCT SH 26



34.07997, -93.11615



Bridge #A3689(Routine)
I-30 WBS-14LM69.8 over BIG DECIPER CREEK

Location: .53 MI E JCT SH 26

Team Lead: Rickie Bratton Inspection Date: December 17, 2019

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A3689
(5) Inventory Route	30
(2) Highway Agency District	07
(3) County Code	19-Clark County, Arkansas
(4) Place Code	0
(6) Features Intersected	BIG DECIPER CREEK
(7) Facility Carried	I-30 WBS-14LM69.8
(9) Location	.53 MI E JCT SH 26
(11) Mile Point	69.8 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000030140
(16) Latitude	34.07997
(17) Longitude	-93.11615
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(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	1965
(106) Year Reconstructed	1999
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	14482
(30) Year of ADT	2018
(109) Truck ADT	50 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	25 ft
(49) Structure Length	100 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.9 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	41.3 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		1-Rural Principal Arterial - Int	
(100) Defense Highway		1-The inventory route is on a In	
(101) Parallel Structure		L-The left structure of parallel	
(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			7
(60) Substructure			8
(61) Channel & Channel Protection			8
(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			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			7
(68) Deck Geometry			7
(69) Clearances, Vertical/Horizontal			N
(71) Waterway Adequacy			8
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			0111
A) Bridge Railings		0-Inspected feature does not meet cur	
B) Transitions		1-Inspected feature meets currently a	
C) Approach Guardrail		1-Inspected feature meets currently a	
D) 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			18704
(115) Year of Future ADT			2028
INSPECTIONS			
(90) Inspection Date			201912
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No	24	
B: Underwater Inspection	No	0	
C: Other Special Inspection	No	0	

SUFFICIENCY RATING	93.8
STATUS (SD/FO/None)	Not Deficient



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Team Lead: Rickie Bratton, Inspection Date: December 17, 2019

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	4450	3567	758	125	0
1120	Efflorescence/Rust Staining	SF	325	0	325	0	0
1130	Cracking (RC and Other)	SF	558	0	433	125	0
(38) Longitudinal cracks. Soffit has corresponding efflorescent cracks. 12/27/17 JPR -- there is 1 full length longitudinal crack + 1 more on span 4 that are #3 crack, the rest are #2 cracks.							
215	Reinforced Concrete Abutment	LF	80	80	0	0	0
227	Reinforced Concrete Pile	EA	21	21	0	0	0
234	Reinforced Concrete Pier Cap	LF	133	133	0	0	0
301	Pourable Joint Seal	LF	200	0	140	60	0
2320	Seal Adhesion	LF	140	0	140	0	0
2330	Seal Damage	LF	60	0	0	60	0
(301) Losing bond and leaking. 12/27.2017 JPR -- some of the joint material is missing.							
331	Reinforced Concrete Bridge Railing	LF	200	200	0	0	0



Deck overview.



Soffit span 3, cracks with light efflorescence.



Approach roadway.



Cracks Span 1.



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Maintenance Needs



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Inspection Comments

Logged west to east.

Deck Notes

Surface crkg all spans esp. longit. crks in Lt lane(Rt lane for traf.) sealable 12/16/2013 JPR Longitudinal crack span 4 in deck, Lt. of C/L or (Rt. of C/L of RML with flow of traffic), this crack has opened up and is allowing water road salts and debris to get down into the concrete and reinforcing steel. There are several more longitudinal cracks in the deck but span 4 is the worst. 12/27/17 JPR -- there is 1 full length longitudinal crack + 1 more on span 4 that are #3 crack, the rest are #2 cracks.