

Bridge Inspection Report

A3876
I 40, WB LNS
over
LITTLE BLEVINS BAYOU



Inspection Date:

Inspected By:

Inspection Type(s):

Inspector:

Structure Number: A3876

Inspection Date:

Facility Carried: I 40, WB LNS

Bridge Inspection Report

National Bridge Inventory

| IDENTIFICATION | | INSPECTIONS | |
|---|--|---|-----------------------|
| (1) STATE CODE | 056 - Arkansas | (90) INSPECTION DATE | 04/26/2016 |
| (8) STRUCTURE NUMBER | A3876 | (91) DESIGNATED INSPECTION FREQUENCY | 24 |
| (5) INV. ROUTE (ON/UNDER) | 1 1 1 40 4 | (92) CRITICAL FEATURE INSPECTION | (93) CFI DATE |
| (2) HIGHWAY AGENCY 01 | (3) COUNTY CODE 123 | A. FRACTURE CRITICAL DETAIL | N |
| (4) PLACE CODE | 00000 | B. UNDERWATER INSPECTION | N |
| (6) FEATURES INTERSECTED | LITTLE BLEVINS BAYOU | C. OTHER SPECIAL | N |
| (7) FACILITY CARRIED | I 40, WB LNS | CONDITION | |
| (9) LOCATION | 0.91 MI W JCT SH 75 & 40 | (58) DECK | 5 |
| (11) MILEPOINT 255.330 | (12) BASE HIGHWAY NETWORK 1 | (59) SUPERSTRUCTURE | 5 (60) SUBSTRUCTURE 6 |
| (13A) LRS INVENTORY ROUTE 0000040510 | (13B) SUBROUTE NUMBER 00 | (61) CHANNEL & CHANNEL PROTECTION | 8 (62) CULVERT N |
| (16) LATITUDE 35.11345 | (17) LONGITUDE -90.56314 | LOAD RATING AND POSTING | |
| (98A) BORDER BRIDGE CODE | | (31) DESIGN LOAD | 6 |
| PERCENT RESPONSIBILITY | (99) BORDER BRIDGE STRUCT | (63) METHOD USED TO DETERMINE OPERATING RATING | 1 |
| STRUCTURE TYPE AND MATERIAL | | (64) OPERATING RATING | 60.0 |
| (43) STRUCTURE TYPE, MAIN | | (65) METHOD USED TO DETERMINE INVENTORY RATING | 1 |
| A) KIND OF MATERIAL/DESIGN: 1 - Concrete | | (66) INVENTORY RATING | 36.0 |
| B) TYPE OF DESIGN/CONSTR: 01 - Slab | | (70) BRIDGE POSTING | 5 |
| (44) STRUCTURE TYPE, APPROACH SPANS | | (41) STRUCTURE OPEN/POSTED/CLOSED | A |
| A) KIND OF MATERIAL/DESIGN: 0 - Other | | APPRAISAL | |
| B) TYPE OF DESIGN/CONSTR: 00 - Other | | (67) STRUCTURAL EVALUATION | 5 |
| (45) NUMBER OF SPANS IN MAIN 5 | (46) NUMBER OF APPROACH 0 | (68) DECK GEOMETRY | 6 |
| (107) DECK STRUCTURE TYPE 1 | (108A) WEARING SURFACE 1 | (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL | N |
| (108B) DECK MEMBRANE 0 | (108C) DECK PROTECTION 0 | (71) WATERWAY ADEQUACY | 8 |
| AGE OF SERVICE | | (72) APPROACH ROADWAY ALIGNMENT | 8 |
| (27) YEAR BUILT 1965 | (106) YEAR RECONSTRUCTED 0000 | (36) TRAFFIC SAFETY FEATURE | |
| (42) TYPE OF SERVICE ON 1 UNDER 5 | | 36A) BRIDGE RAILINGS: | 1 |
| (28) LANES ON 02 UNDER 00 | | 36B) TRANSITIONS: | 1 |
| (29) AVERAGE DAILY TRAFFIC 14000 | (19) BYPASS DETOUR LENGTH 1 | 36C) APPROACH GUARDRAIL: | 1 |
| (30) YEAR OF AVERAGE DAILY TRAFFIC 2014 | | 36D) APPROACH GUARDRAIL ENDS: | 1 |
| (109) AVERAGE DAILY TRUCK TRAFFIC 56 | | (113) SCOUR CRITICAL BRIDGES | 5 |
| GEOMETRIC DATA | | SUFFICIENCY RATING | 0 STATUS 84.5 |
| (48) LENGTH OF MAX SPAN (ft.) 30 | (49) STRUCTURE LENGTH (ft.) 150 | CLASSIFICATION | |
| (50) CURB/SIDEWALK WIDTHS (ft.) LEFT 0 RIGHT 0 | | (112) NBIS BRIDGE LENGTH | Y |
| (51) BRDG RDWY WIDTH CURB-TO-CURB (ft.) | 38.1 | (104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE | 1 |
| (52) DECK WIDTH, OUT-TO-OUT (ft.) | 40.7 | (26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE | 01 |
| (32) APPROACH ROADWAY WIDTH (ft.) | 38.1 | (100) STRAHNET HIGHWAY DESIGNATION | 1 |
| (33) BRIDGE MEDIAN 0 | (34) SKEW (DEG.) 45 | (101) PARALLEL STRUCTURE DESIGNATION | L |
| (35) STRUCTURE FLARED 0 | (10) INV RTE, MIN VERT CLEAR (ft.) 99.99 | (102) DIRECTION OF TRAFFIC | 1 |
| (47) TOTAL HORIZONTAL CLEARANCE (ft.) | 39.7 | (103) TEMP STRUCTURE | |
| (53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) | 99.99 | (105) FEDERAL LANDS HIGHWAYS | 0 |
| (54) VERTICAL UNDER CLEARANCE (ft.) | N 0 | (110) DESIGNATED NATIONAL NETWORK | 1 |
| (55) LATERAL UNDER CLEARANCE RIGHT (ft.) | N 99.9 | (20) TOLL | 3 |
| (56) MIN LATERAL UNDER CLEARANCE (ft.) | 0 | (21) MAINTENANCE RESPONSIBILITY | 01 |
| PROPOSED IMPROVEMENTS | | (22) OWNER | 01 |
| (75A) TYPE OF WORK PROPOSED | (75B) WORK DONE BY | (37) HISTORICAL | 5 |
| (76) LENGTH OF STRUCTURE IMPROVEMENT (ft.) | 0 | NAVIGATION DATA | |
| (94) BRIDGE IMPROVEMENT COST (\$) | 0 | (38) NAVIGATION CONTROL | 0 |
| (95) ROADWAY IMPROVEMENT COST (\$) | 0 | (111) PIER OR ABUTMENT PROTECTION | 1 |
| (96) TOTAL PROJECT COST | 0 | (39) NAV VERT CLEARANCE (ft.) | 0 |
| (97) YEAR OF IMPROVEMENT COST ESTIMATE | | (116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.) | 0 |
| (114) FUTURE ADT 19000 | (115) YEAR OF FUTURE ADT 2034 | (40) NAV HORIZONTAL CLEARANCE (ft.) | 0000 |

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| | Environment | Total Quantity | Units | Condition State 1 | Condition State 2 | Condition State 3 | Condition State 4 |
|---|--|----------------|---------|-------------------|-------------------|-------------------|-------------------|
| 38 - Reinforced Concrete Slab | 1- Ben. | 6105 | sq. ft. | 2716 | 2035 | 1354 | 0 |
| | <p>SPAN #1 AT BENT #2 JOINT HAS SEVERAL FAILING ASPHALT PATCHES.SPAN #1 HAS PARTIAL ASPHALT OVERLAY WITH SPALLING AT CENTER LINE ABUTMENT #1. EACH SPAN HAS OPEN LONGITUDIONAL CRACKS SPACED 3' +- SPAN #1 RIGHT GUTTER HAS ONE SPALL WITH EXPOSED REBAR. SPAN #1 LEFT SHOULDER AT BENT #2 HAS SPALL WITH EXPOSED REBAR.</p> <p>SOFFIT: ALL SPANS HAVE SEVERAL OPEN HAIRLINE LONGITUDINAL CRACKS WITH AREAS OF LIGHT EFFLORESCENCE AND AREAS OF RUST STAIN. SPAN #1 HAS ONE SPALL WITH EXPOSED REBAR. SPAN 32 HAS ONE 2 SF DELAMINATION.</p> | | | | | | |
| 1080 - Delamination/Spall/Patched Area | | 82 | | | | 82 | |
| 1090 - Exposed Rebar | | 12 | | | | 12 | |
| 1130 - Cracking (RC and Other) | | 3295 | | | 2035 | 1260 | |
| 510 - Wearing Surfaces | | 950 | sq. ft. | 0 | 0 | 950 | 0 |
| 3210 - Delamination/Spall/Patched Area/Pothole (Wearing Surfaces) | | 80 | | | | 80 | |
| 3230 - Effectiveness (Wearing Surface) | | 870 | | | | 870 | |
| 215 - Reinforced Concrete Abutment | 1- Ben. | 132 | ft. | 124 | 0 | 8 | 0 |
| | ABUTMENT #1 IS UNDERMINED EXPOSING 2 PILES | | | | | | |
| 6000 - Scour | | 8 | | | | 8 | |
| 227 - Reinforced Concrete Pile | 1- Ben. | 30 | each | 30 | | | |
| 234 - Reinforced Concrete Pier Cap | 1- Ben. | 244 | ft. | 210 | 0 | 34 | 0 |
| | <p>BENTS, 2,3,4,5 HAVE AREAS OF LARGE SPALL NEAR TOP AT KEYWAYS WITH EXPOSED REBAR. REBAR HAS MINOR SECTION LOSS. BENT #4 CAP SPALLED ON BOTTOM CHORD WITH EXPOSED REBAR. REBAR HAS MINOR SECTION LOSS.</p> <p>BENT #2 AHEADFACE ABOVE PILE #4 3' ON BOTTOM CORNER IS CRACKED AND DELAMINATED.</p> <p>BENT #3 BACK FACE LARGE 3' SPALL WITH EXPOSED REBAR. BENT #3 BOTTOM BY PILE #7 DELAMINATION AND 6" SPALL WITH EXPOSED REBAR.</p> <p>BENT #4 BACKFACE OF CAP ABOVE PILE #2 HAS 2' SPALL AT KEY WAY.</p> | | | | | | |
| 1080 - Delamination/Spall/Patched Area | | 5 | | | | 5 | |
| 1090 - Exposed Rebar | | 29 | | | | 29 | |
| 321 - Reinforced Concrete Approach Slab | 1- Ben. | 1680 | sq. ft. | 1680 | | | |
| | APPROACH SLABS HAVE ASPHALT OVER LAY AND CAN NOT BE SEEN. ABUTMENT #2 OVERLAY HAS SPALLS IN RIGHT LANE AND AT CENTERLINE JOINT. | | | | | | |

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| | | | | | | | |
|---|---|------|---------|-----|---|------|---|
| 521 - Concrete Protective Coating | | 1680 | sq. ft. | 0 | 0 | 1680 | 0 |
| 3540 - Effectiveness (Concrete Protective Coatings) | | 1680 | | | | 1680 | |
| 331 - Reinforced Concrete Bridge Railing | 1 - Ben. | 300 | ft. | 295 | 0 | 5 | 0 |
| | BENT # 4 RIGHT SIDE WALL IS SPALLED AT BOTTOM. BENT #3 LEFT SIDE WALL IS SPALLED AT BOTTOM. BENT #2,3,6 RIGHT RAIL AT JOINT 6" SPALLS ON OUTSIDE OF WALL. | | | | | | |
| 1080 - Delamination/Spall/Patched Area | | 5 | | | | 5 | |