

Bridge Inspection Report

B3092
I -30-SEC 22 WB
over
US 67-9 Log 7.61



Inspection Date:

Inspected By:

Inspection Type(s):

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Inspector:

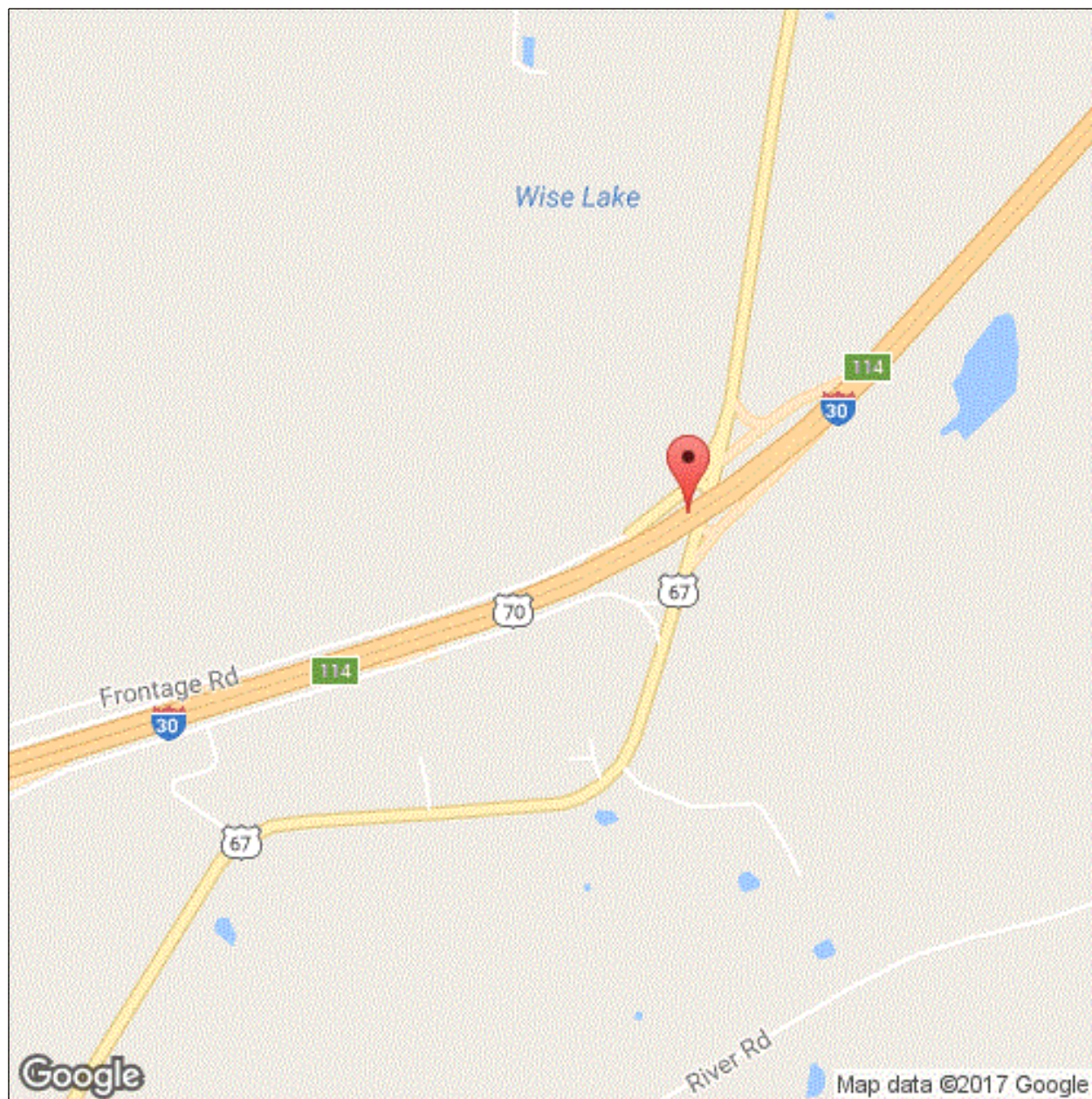
Structure Number: B3092

Inspection Date:

Facility Carried: I-30-SEC 22 WB

Bridge Inspection Report

Location Map



Latitude: 34.54497

Longitude: -92.63129

Inspector:

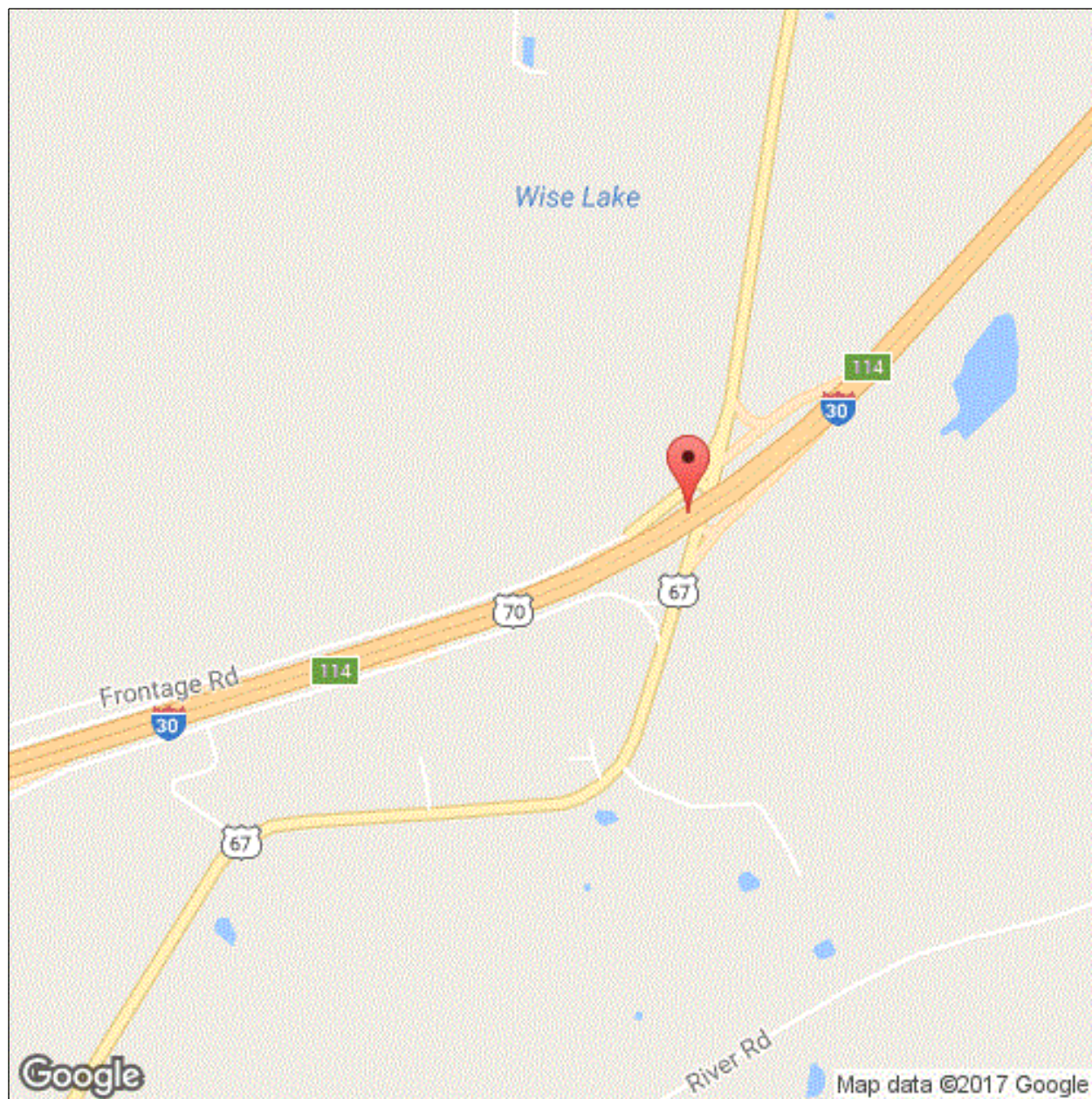
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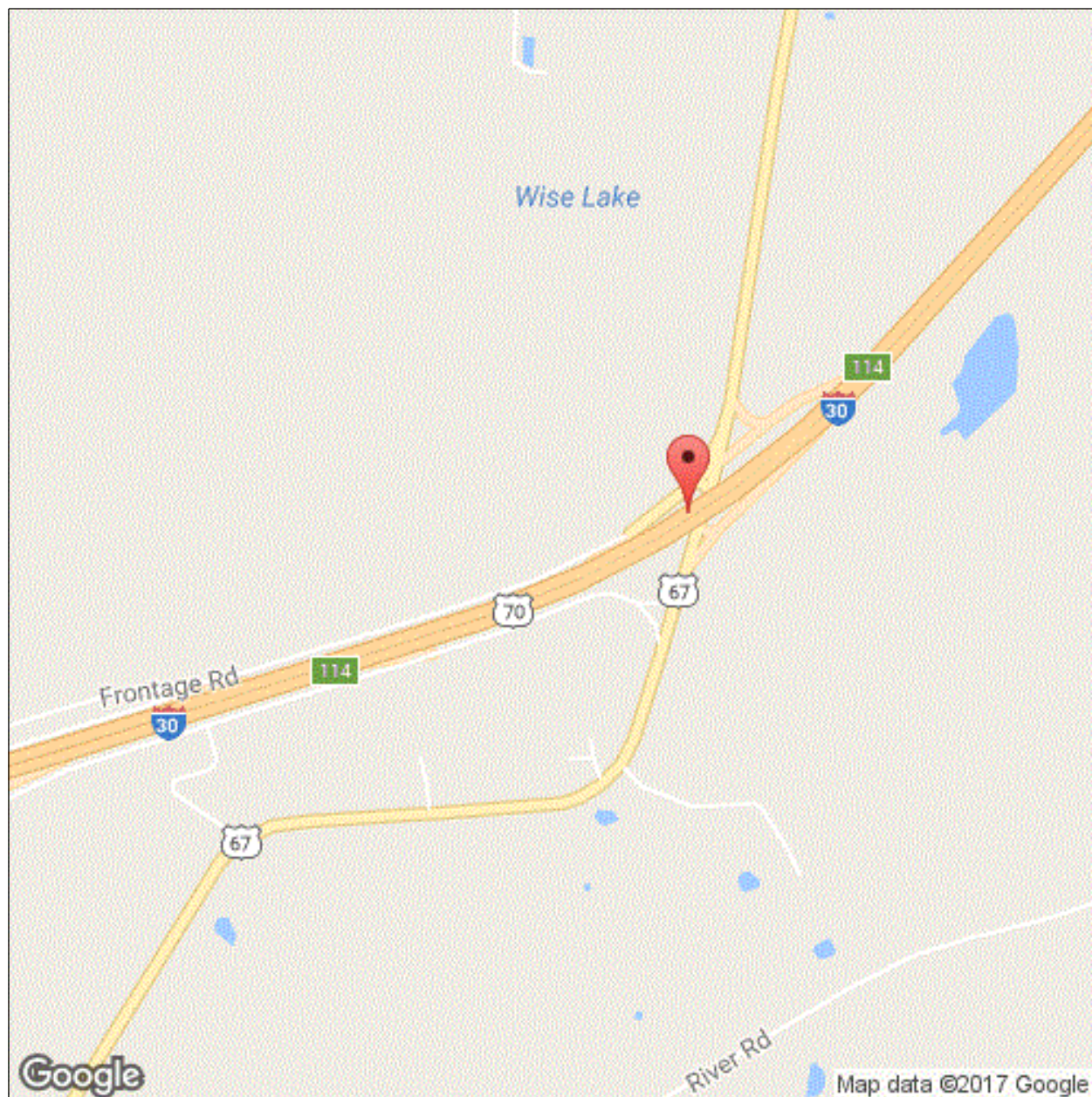
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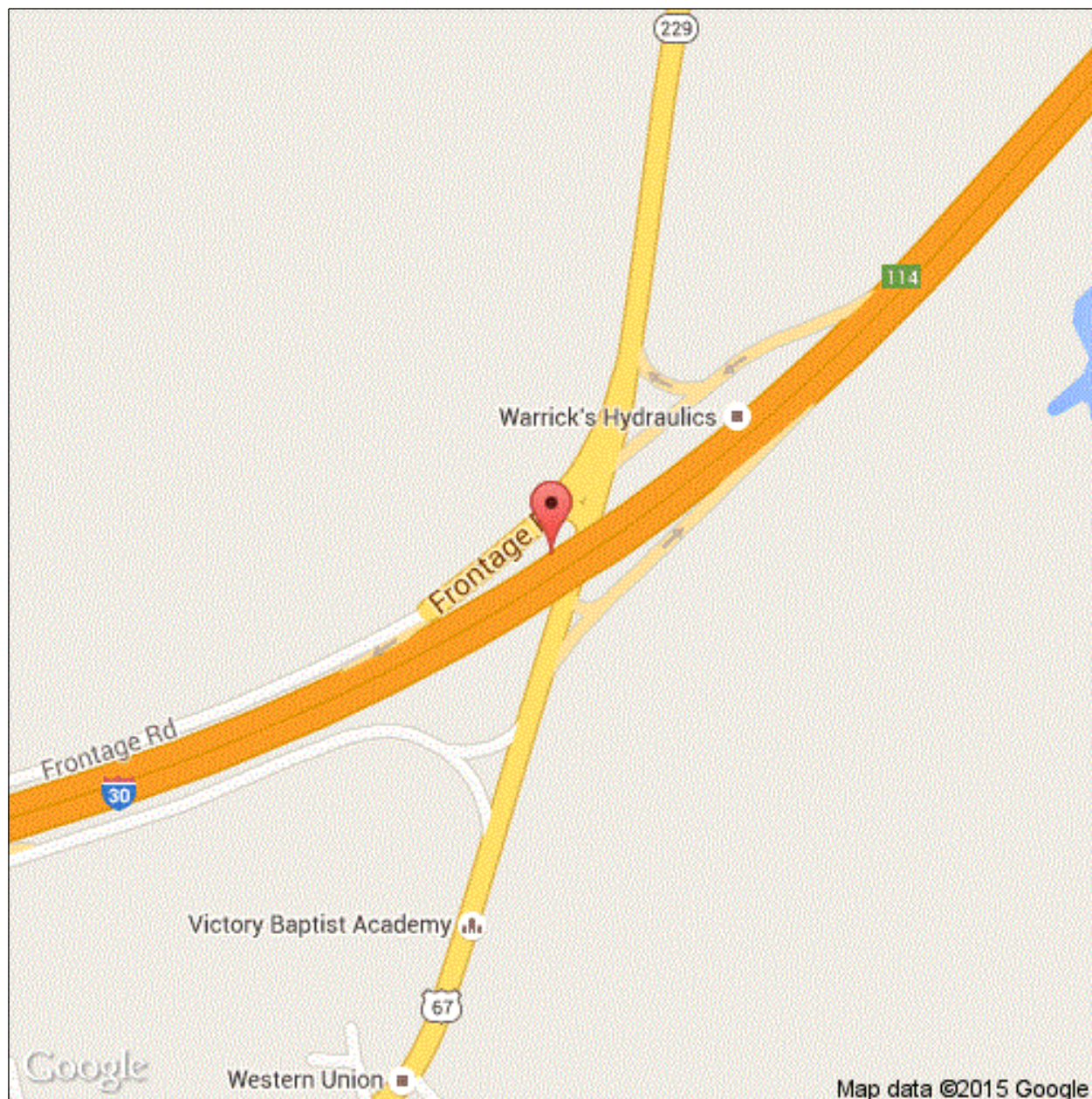
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Executive Summary

Job # 60247, drawing # 24664

Use man lift.

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Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	05/14/2018
(8) STRUCTURE NUMBER	B3092	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 1 1 30 4	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	06 (3) COUNTY CODE 125	A. FRACTURE CRITICAL DETAIL	N
(4) PLACE CODE	00000	B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	US 67-9 Log 7.61	C. OTHER SPECIAL	Y 24 05/11/2017
(7) FACILITY CARRIED	I-30-SEC 22 WB		
(9) LOCATION	3.0 MI SW SH 5 @ BENTON		
(11) MILEPOINT 113.650	(12) BASE HIGHWAY NETWORK 1		
(13A) LRS INVENTORY ROUTE	0000030220 (13B) SUBROUTE NUMBER 00		
(16) LATITUDE 34.54497	(17) LONGITUDE -92.63129		
(98A) BORDER BRIDGE CODE			
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT		
STRUCTURE TYPE AND MATERIAL		CONDITION	
(43) STRUCTURE TYPE, MAIN		(58) DECK	6
A) KIND OF MATERIAL/DESIGN: 3 - Steel		(59) SUPERSTRUCTURE	4 (60) SUBSTRUCTURE 6
B) TYPE OF DESIGN/CONSTR: 02 - Stringer/Multi-beam or Girder		(61) CHANNEL & CHANNEL PROTECTION	N (62) CULVERT N
(44) STRUCTURE TYPE, APPROACH SPANS			
A) KIND OF MATERIAL/DESIGN: 0 - Other			
B) TYPE OF DESIGN/CONSTR: 00 - Other			
(45) NUMBER OF SPANS IN MAIN 3	(46) NUMBER OF APPROACH 0		
(107) DECK STRUCTURE TYPE 1	(108A) WEARING SURFACE 2		
(108B) DECK MEMBRANE 0	(108C) DECK PROTECTION 0		
AGE OF SERVICE		LOAD RATING AND POSTING	
(27) YEAR BUILT 1958	(106) YEAR RECONSTRUCTED 1983	(31) DESIGN LOAD	6
(42) TYPE OF SERVICE ON 6 UNDER 1		(63) METHOD USED TO DETERMINE OPERATING RATING	1
(28) LANES ON 02 UNDER 02		(64) OPERATING RATING	60.0
(29) AVERAGE DAILY TRAFFIC 96882	(19) BYPASS DETOUR LENGTH 1	(65) METHOD USED TO DETERMINE INVENTORY RATING	1
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014		(66) INVENTORY RATING	36.0
(109) AVERAGE DAILY TRUCK TRAFFIC 30		(70) BRIDGE POSTING	5
		(41) STRUCTURE OPEN/POSTED/CLOSED	A
GEOMETRIC DATA		APPRAISAL	
(48) LENGTH OF MAX SPAN (ft.) 85	(49) STRUCTURE LENGTH (ft.) 258	(67) STRUCTURAL EVALUATION	4
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 0 RIGHT 0		(68) DECK GEOMETRY	7
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.) 40.0		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	5
(52) DECK WIDTH, OUT-TO-OUT (ft.) 43		(71) WATERWAY ADEQUACY	N
(32) APPROACH ROADWAY WIDTH (ft.) 40.0		(72) APPROACH ROADWAY ALIGNMENT	8
(33) BRIDGE MEDIAN 0	(34) SKEW (DEG.) 50	(36) TRAFFIC SAFETY FEATURE	
(35) STRUCTURE FLARED 0	(10) INV RTE, MIN VERT CLEAR (ft.) 99.99	36A) BRIDGE RAILINGS:	1
(47) TOTAL HORIZONTAL CLEARANCE (ft.) 41.0		36B) TRANSITIONS:	1
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) 99.99		36C) APPROACH GUARDRAIL:	1
(54) VERTICAL UNDER CLEARANCE (ft.) H 14.42		36D) APPROACH GUARDRAIL ENDS:	1
(55) LATERAL UNDER CLEARANCE RIGHT (ft.) H 10.7		(113) SCOUR CRITICAL BRIDGES	N
(56) MIN LATERAL UNDER CLEARANCE (ft.) 11		SUFFICIENCY RATING	57.0 STATUS 1
PROPOSED IMPROVEMENTS		CLASSIFICATION	
(75A) TYPE OF WORK PROPOSED	(75B) WORK DONE BY	(112) NBIS BRIDGE LENGTH	Y
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.) 0		(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	1
(94) BRIDGE IMPROVEMENT COST (\$)	0	(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	01
(95) ROADWAY IMPROVEMENT COST (\$)	0	(100) STRAHNET HIGHWAY DESIGNATION	1
(96) TOTAL PROJECT COST	0	(101) PARALLEL STRUCTURE DESIGNATION	L
(97) YEAR OF IMPROVEMENT COST ESTIMATE		(102) DIRECTION OF TRAFFIC	1
(114) FUTURE ADT 37000	(115) YEAR OF FUTURE ADT 2033	(103) TEMP STRUCTURE	
		(105) FEDERAL LANDS HIGHWAYS	0
		(110) DESIGNATED NATIONAL NETWORK	1
		(20) TOLL	3
		(21) MAINTENANCE RESPONSIBILITY	01
		(22) OWNER	01
		(37) HISTORICAL	5
		NAVIGATION DATA	
		(38) NAVIGATION CONTROL	N
		(111) PIER OR ABUTMENT PROTECTION	1
		(39) NAV VERT CLEARANCE (ft.)	0
		(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0
		(40) NAV HORIZONTAL CLEARANCE (ft.)	0

Inspector:

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Bridge Inspection Report

Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	1- Ben.	10735	sq. ft.	9146	1577	12	0
	<p>5/14/2018 - KRM & RLS - 26' wide area full length of bridge has 1 3/4" overlay. Large unsealed transverse/longitude and map cracking in all spans. Span 1 has a large spall in the wearing surface filled with asphalt.</p> <p>Multiple transverse unsealed cracks. Also, numerous spalls and spalls filled with asphalt in all 3 spans.</p>						
1080 - Delamination/Spall/Patched Area		12		0	0	12	0
1120 - Efflorescence/Rust Staining		110		0	110	0	0
1130 - Cracking (RC and Other)		945		0	945	0	0
1190 - Abrasion/Wear (PSC/RC)		522		0	522	0	0
510 - Wearing Surfaces		6708	sq. ft.	4547	1630	531	0
3210 - Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)		21		0	0	21	0
3220 - Crack (Wearing Surface)		1630		0	1630	0	0
3230 - Effectiveness (Wearing Surface)		510		0	0	510	0
107 - Steel Open Girder/Beam	1- Ben.	1785	ft.	1743	20	22	0
	<p>5/14/2018 - KRM & RLS.- All spans Girders 1 and 7 have cracks in the toe of weld of diaphragm connection and cracks propagating into the web, (See maintenance needs for locations). Missing and sheared bolts in diaphragm connections. (See maintenance needs for locations). Girders have active corrosion at beam ends. Bent 1 girder 3 has up to 3/8" section loss to bottom of bottom flange at the bearing. Paint is starting to peel and losing effectiveness on exterior girders.</p> <p>Span 1, girder 1, diaphragm 3: crack propagates into the web. Girder 2, diaphragm 3 left side: crack in the toe of the weld at the top. Span 1, girder 7, diaphragm 4: crack at the diaphragm that propagates to the web and reflects through the web. Span 2 beam 1 diaphragm 3 and 4 repair welds have cracked and crack propagated into the web. Span 2 girder 7, diaphragm 3 crack running out of drilled hole. Span 3 girder 7 diaphragm 2 and 3 cracks in weld propagating into web. Diaphragm 3 crack reflects through the web.</p>						
1000 - Corrosion		18		0	5	13	0
1010 - Cracking		22		0	15	7	0
1020 - Connection		2		0	0	2	0
515 - Steel Protective Coating		16065	sq. ft.	8720	7345	0	0
3410 - Chalking (Steel Protective Coatings)		2295		0	2295	0	0
3420 - Peeling/Bubbling/Cracking (Steel Protective Coatings)		1950		0	1950	0	0

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Element Inspection

3440 - Effectiveness (Steel Protective Coatings)		3100		0	3100	0	0
205 - Reinforced Concrete Column	1- Ben.	8	each	4	3	1	0
5/14/2018 - KRM & RLS.- Columns have exposed reinforcing steel at bents 2 and 3.							
1080 - Delamination/Spall/Patched Area		2		0	2	0	0
1090 - Exposed Rebar		2		0	1	1	0
215 - Reinforced Concrete Abutment	1- Ben.	134	ft.	121	13	0	0
5/14/2018 - KRM & RLS - Both abutments have vertical cracks and cracks with efflorescence in th beam seats and back walls.							
1120 - Efflorescence/Rust Staining		4		0	4	0	0
1130 - Cracking (RC and Other)		9		0	9	0	0
234 - Reinforced Concrete Pier Cap	1- Ben.	134	ft.	112	22	0	0
5/14/2018 - KRM & RLS.- Caps have vertical cracks some with efflorescence and spalls with reinforcing steel.							
1090 - Exposed Rebar		14		0	14	0	0
1120 - Efflorescence/Rust Staining		3		0	3	0	0
1130 - Cracking (RC and Other)		5		0	5	0	0
300 - Strip Seal Expansion Joint	1- Ben.	260	ft.	155	25	80	0
5/14/2018 - KRM & RLS.- All joints have debris in the gutter lines and leaking at isolated areas.							
2330 - Seal Damage		25		0	25	0	0
2350 - Debris Impaction		80		0	0	80	0
311 - Movable Bearing	1- Ben.	21	each	0	21	0	0
5/14/2018 - KRM & RLS.- Bearings have active corrosion.							
1000 - Corrosion		21		0	21	0	0
313 - Fixed Bearing	1- Ben.	21	each	6	3	12	0
5/14/2018 - KRM & RLS - Bearings at bent 1,2 and 4 have laminating and pack rust. Floating bearings at bent 4 bearings 3 and 4, bent 1 bearing 3.							
1000 - Corrosion		12		0	0	12	0
2220 - Alignment		3		0	3	0	0
321 - Reinforced Concrete Approach Slab	1- Ben.	4680	sq. ft.	4554	60	66	0
5/14/2018 - KRM & RLS.- Both approaches have large transverse cracks.							
1080 - Delamination/Spall/Patched Area		10		0	10	0	0
1130 - Cracking (RC and Other)		116		0	50	66	0
331 - Reinforced Concrete Bridge Railing	1- Ben.	510	ft.	405	105	0	0
5/14/2018 - KRM & RLS.- Numerous vertical cracks and shallow spalls with exposed rebar.							
1090 - Exposed Rebar		60		0	60	0	0
1130 - Cracking (RC and Other)		45		0	45	0	0

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Bridge Inspection Report

Pictures

PHOTO 1

Description

PHOTO 1

Description

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Bridge Inspection Report

Pictures

PHOTO 2

Description

PHOTO 3

Description

Inspector:

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Facility Carried: I -30-SEC 22 WB

Bridge Inspection Report

Sketches

Inspector:

Structure Number: B3092

Inspection Date:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 05/28/2015

Priority: C - Important

Work Code:

Deficiency Description:

Deck all spans large unsealed cracks and spalls filled with asphalt.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description Transverse cracks in span 1 left lane.

Stage: Open



PHOTO 2 Description Longitudinal cracks in span 3.

Inspector:

Structure Number: B3092

Inspection Date:

Facility Carried: I-30-SEC 22 WB

Bridge Inspection Report

Maintenance Needs

Date Reported: 05/28/2015

Priority: C - Important

Work Code:

Deficiency Description:

Bents 1 & 4 bearing have heavy laminating rust. Added 5/14/2018 – Bent 3 all bearings have pack rust. Bent 4 bearings 3 and 4 are floating.

Photo attached.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Bent 3 bearing 4 pack rust.

Stage: Monitor



PHOTO 2 Description Bent 4 girder 3 and 4 have floating bearings.

Inspector:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 05/11/2017

Priority: B - Pressing; 6 month completion goal

Work Code:

Deficiency Description:

Span 3 girder 7, diaphragms 2, 3 and 4 , cracks in weld propagating into web. Span 2 girder 7 diaphragm 3 crack running from hole drilled by state forces.

Added 5/14/2018 –Cracks propagated into web at the following locations, Span 1 girder 1 diaphragm 3 and span 1 girder 7 diaphragm 2. Cracks in toe of welds at the following locations, Span 1 girder 1 Diaphragm 2, Span 2 girder 1 diaphragm 3 and Span 2 girder 7 diaphragm 4.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open

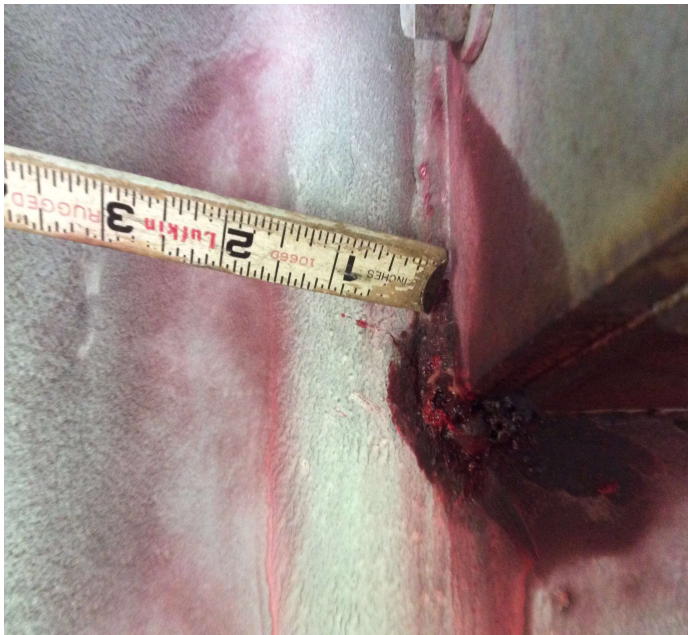


PHOTO 1 Description

Stage: Assigned



PHOTO 2 Description Span 3 girder 7 diaphragm 4 crack in web.

Inspector:

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Maintenance Needs

Stage: Assigned



PHOTO 3 Description Span 2 girder 7 diaphragm 4 crack in toe of weld.

Stage: Assigned



PHOTO 4 Description Span 2 girder 7 diaphragm 3 crack has propagated out of arrest hole into web.

Stage: Assigned



PHOTO 5 Description Span 1 girder 1 diaphragm 3 crack in web.

Stage: Open



PHOTO 6 Description

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Maintenance Needs

Stage: Open

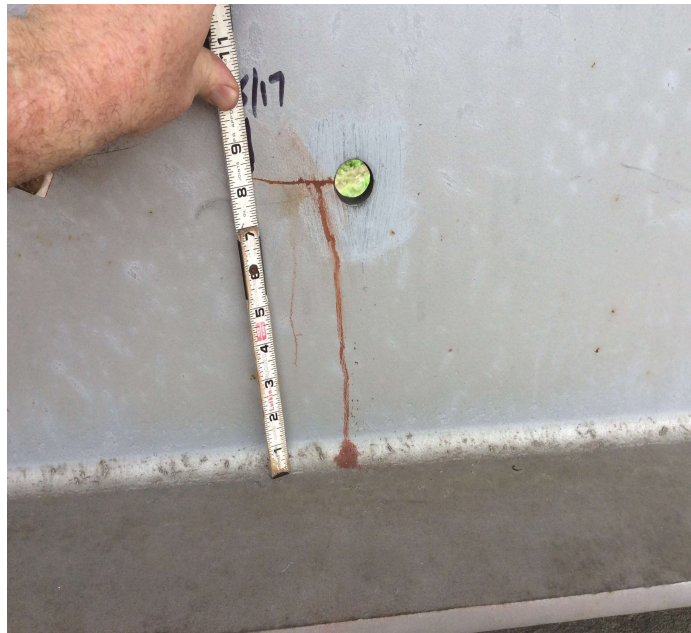


PHOTO 7 Description

Stage: Open

Stage: Open

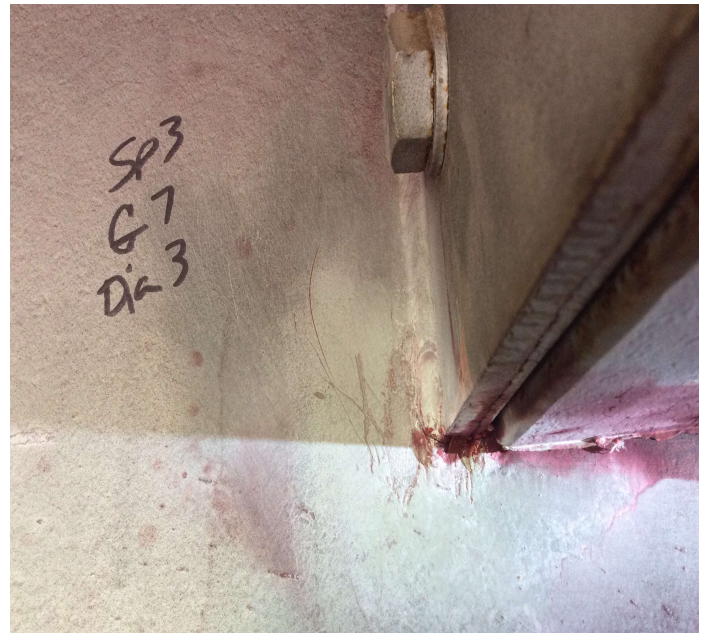


PHOTO 9 Description



PHOTO 8 Description

Inspector:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 05/14/2018

Priority: D - Routine

Work Code:

Deficiency Description:

Sheared bolts in diaphragm connections at the following locations, Span 1, Girder 5, diaphragm 1 and Bent 2 girders 4 and 5.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description Bent 2 girder 4 has 2 missing bolts in bottom of diaphragm connection.

Stage: Open



PHOTO 2 Description Bent 2 girder 5 has 1 sheared bolt in diaphragm connection.