

# Bridge Inspection Report

**A3853**  
**I-30WBS-14LM 80.58**  
**over**  
**BAYOU DE ROCHE**



**Inspection Date:**

**Inspected By:**

**Inspection Type(s):**

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Inspector:

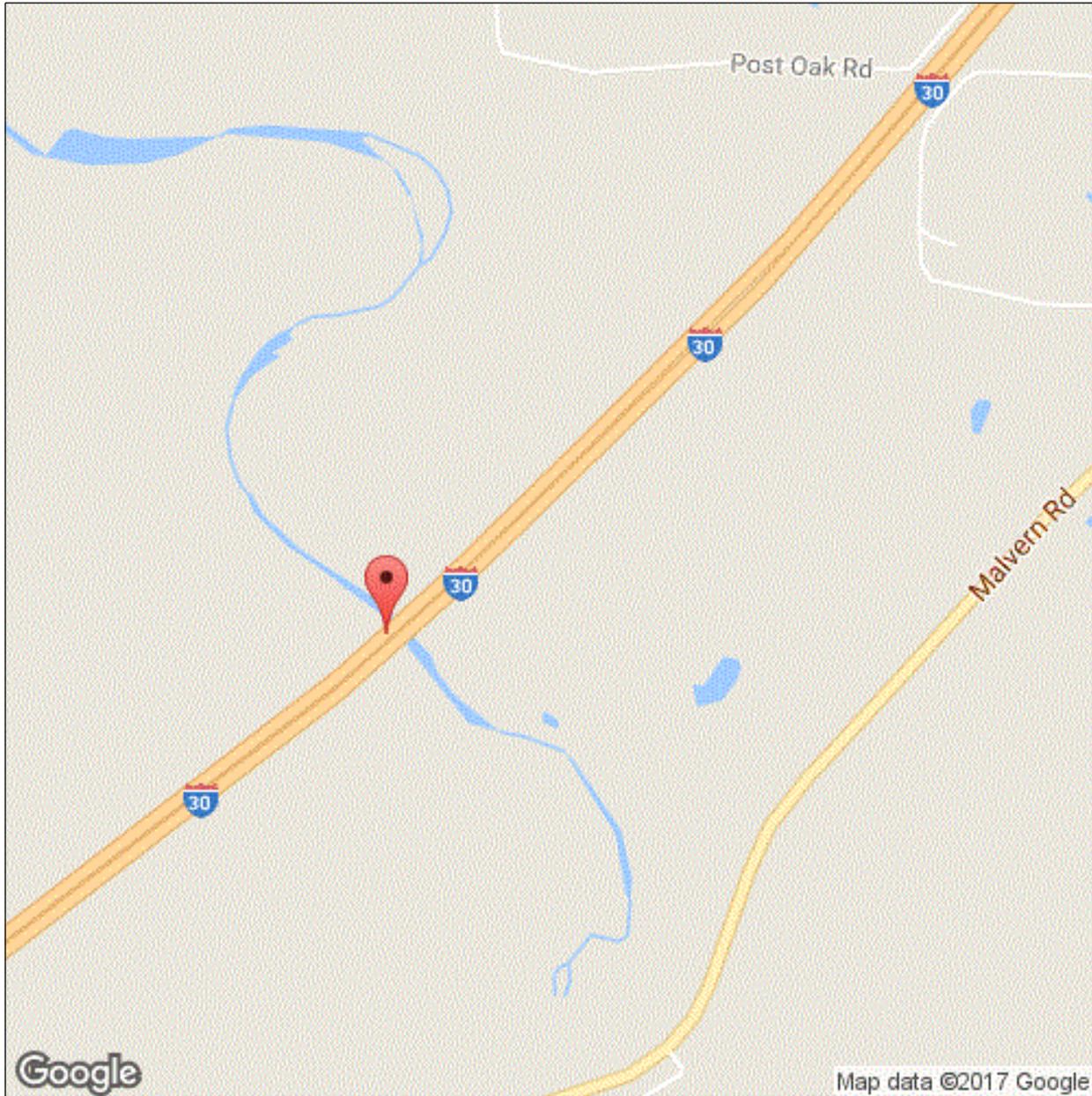
Structure Number: A3853

Inspection Date:

Facility Carried: I-30WBS-14LM 80.58

### Bridge Inspection Report

### Location Map



Latitude: 34.21347

Longitude: -93.03129

Inspector:

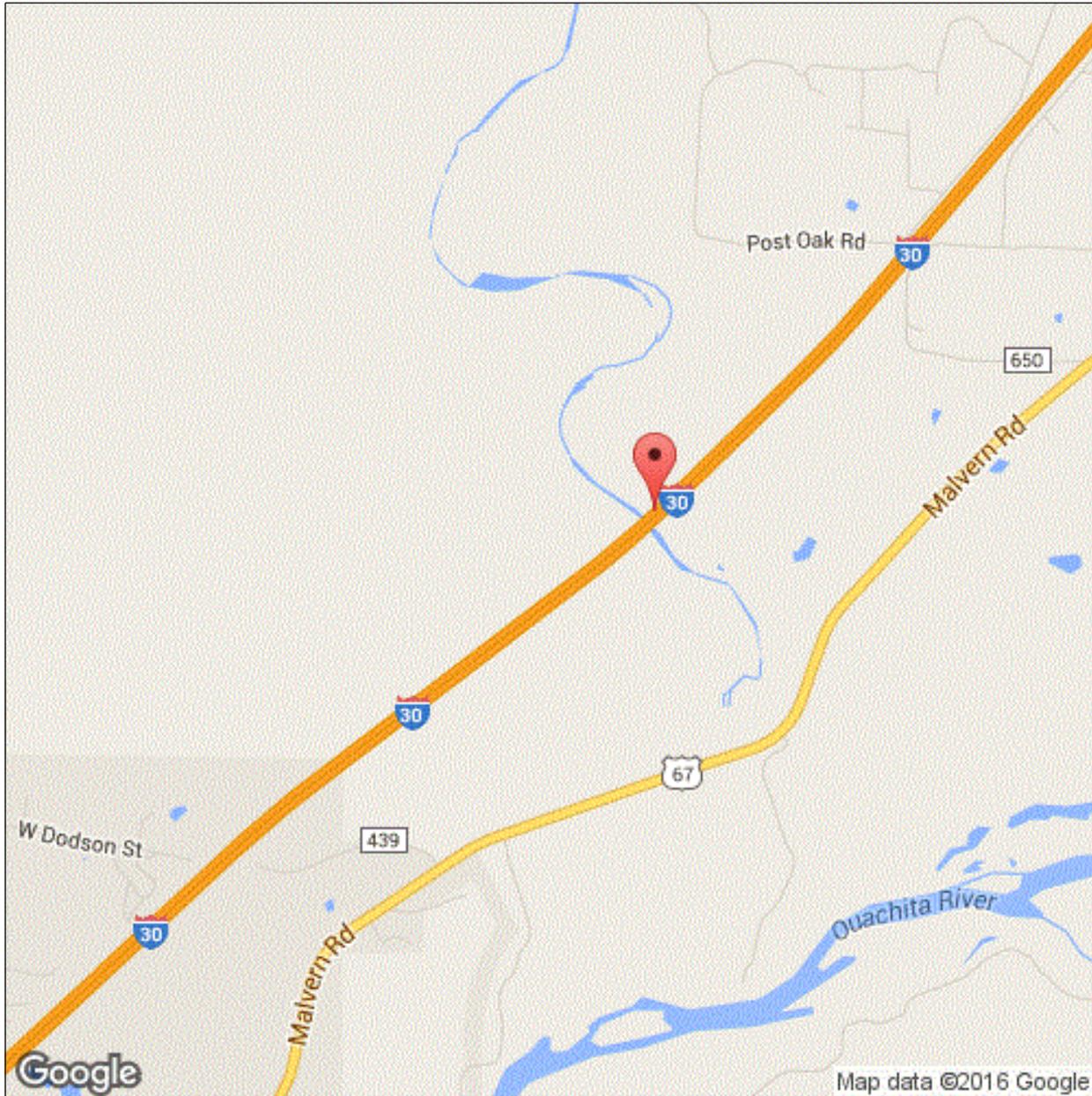
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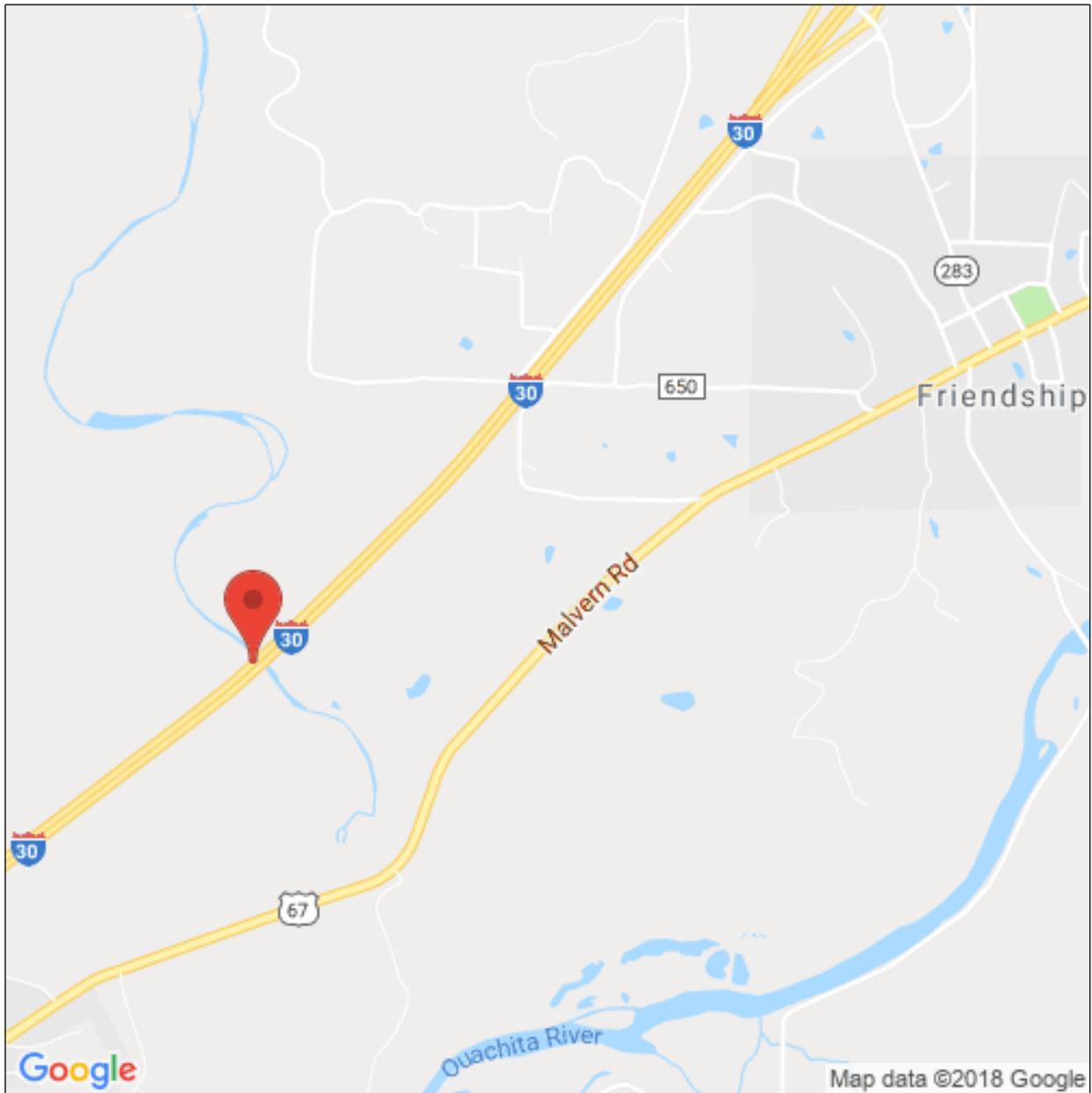
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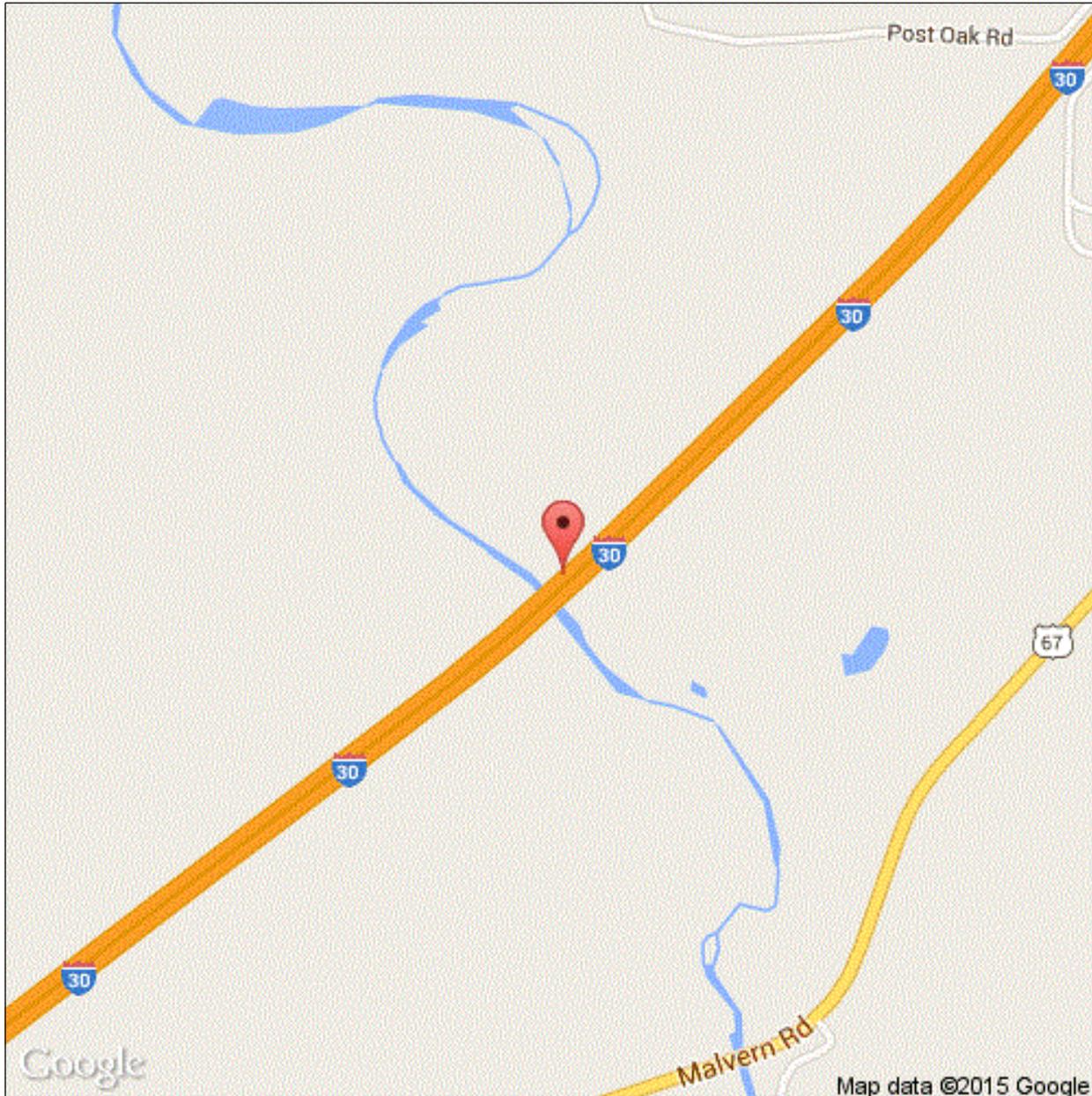
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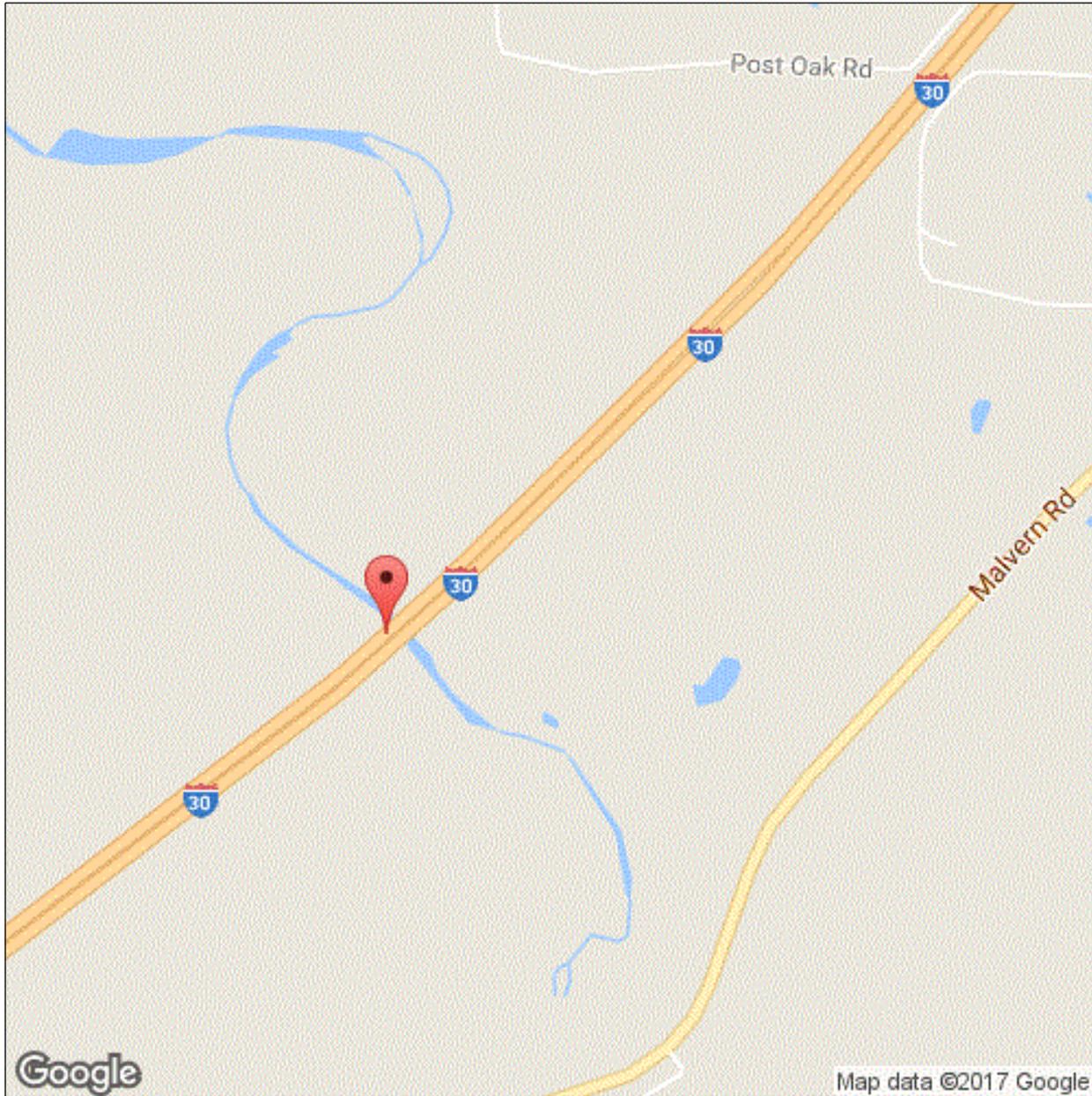
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**Bridge Inspection Report**

**Executive Summary**

07/23/2018 JPR -- This structure is logged from Southwest to Northeast.

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National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	07/23/2018
(8) STRUCTURE NUMBER	A3853	(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	07 (3) COUNTY CODE 019	A. FRACTURE CRITICAL DETAIL	N
(4) PLACE CODE	00000	B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	BAYOU DE ROCHE	C. OTHER SPECIAL	Y 24 08/29/2017
(7) FACILITY CARRIED	I-30WBS-14LM 80.58	CONDITION	
(9) LOCATION	3 MI E JCT SH 7 & I 30	(58) DECK	5
(11) MILEPOINT	80.580 (12) BASE HIGHWAY NETWORK 1	(59) SUPERSTRUCTURE	5 (60) SUBSTRUCTURE 5
(13A) LRS INVENTORY ROUTE	0000030140 (13B) SUBROUTE NUMBER 00	(61) CHANNEL & CHANNEL PROTECTION	7 (62) CULVERT N
(16) LATITUDE	34.21347 (17) LONGITUDE -93.03129	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:	3 - Steel	(66) INVENTORY RATING	36.0
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder	(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	3 (46) NUMBER OF APPROACH	(68) DECK GEOMETRY	6
(107) DECK STRUCTURE TYPE	1 (108A) WEARING SURFACE	(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(108B) DECK MEMBRANE	0 (108C) DECK PROTECTION	(71) WATERWAY ADEQUACY	8
AGE OF SERVICE		(72) APPROACH ROADWAY ALIGNMENT	8
(27) YEAR BUILT	1966 (106) YEAR RECONSTRUCTED	(36) TRAFFIC SAFETY FEATURE	
(42) TYPE OF SERVICE	ON 1 UNDER 5	36A) BRIDGE RAILINGS:	0
(28) LANES	ON 02 UNDER 00	36B) TRANSITIONS:	1
(29) AVERAGE DAILY TRAFFIC	34416 (19) BYPASS DETOUR LENGTH	36C) APPROACH GUARDRAIL:	1
(30) YEAR OF AVERAGE DAILY TRAFFIC	2013	36D) APPROACH GUARDRAIL ENDS:	1
(109) AVERAGE DAILY TRUCK TRAFFIC	1	(113) SCOUR CRITICAL BRIDGES	8
GEOMETRIC DATA		SUFFICIENCY RATING	82.2 STATUS 0
(48) LENGTH OF MAX SPAN (ft.)	70 (49) STRUCTURE LENGTH (ft.)	212	
(50) CURB/SIDEWALK WIDTHS (ft.)	LEFT 0.7 RIGHT 0.7	CLASSIFICATION	
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	38.4	(112) NBIS BRIDGE LENGTH	Y
(52) DECK WIDTH, OUT-TO-OUT (ft.)	42.2	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	1
(32) APPROACH ROADWAY WIDTH (ft.)	40.0	(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	01
(33) BRIDGE MEDIAN	0 (34) SKEW (DEG.)	(100) STRAHNET HIGHWAY DESIGNATION	1
(35) STRUCTURE FLARED	0 (10) INV RTE, MIN VERT CLEAR (ft.)	(101) PARALLEL STRUCTURE DESIGNATION	L
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	40.0	(102) DIRECTION OF TRAFFIC	1
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	99.99	(103) TEMP STRUCTURE	
(54) VERTICAL UNDER CLEARANCE (ft.)	N 0	(105) FEDERAL LANDS HIGHWAYS	0
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	N 99.9	(110) DESIGNATED NATIONAL NETWORK	1
(56) MIN LATERAL UNDER CLEARANCE (ft.)	0	(20) TOLL	3
PROPOSED IMPROVEMENTS		(21) MAINTENANCE RESPONSIBILITY	01
(75A) TYPE OF WORK PROPOSED	35 (75B) WORK DONE BY	(22) OWNER	01
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	212.0	(37) HISTORICAL	5
(94) BRIDGE IMPROVEMENT COST (\$)	0	NAVIGATION DATA	
(95) ROADWAY IMPROVEMENT COST (\$)	0	(38) NAVIGATION CONTROL	0
(96) TOTAL PROJECT COST	400	(111) PIER OR ABUTMENT PROTECTION	5
(97) YEAR OF IMPROVEMENT COST ESTIMATE	2001	(39) NAV VERT CLEARANCE (ft.)	0
(114) FUTURE ADT	14480 (115) YEAR OF FUTURE ADT	(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0
	2028	(40) NAV HORIZONTAL CLEARANCE (ft.)	0

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Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
<b>12 - Reinforced Concrete Deck</b>	1- Ben.	8162	sq. ft.	0	8162	0	0
Some potholes, patches are deteriorated, scale all spans. 08/29/2017 JPR -- numerous deck patches and there are several small pot holes, most are do not have exposed steel, but there a couple of spalls with exposed steel. Span 2 @ Bt. 3 back of joint there is a 1' spall with exposed steel and span 2, 20 ahead of Bt. 2 there is a 2' spall with exposed steel.							
1080 - Delamination/Spall/Patched Area		8162		0	8162	0	0
<b>107 - Steel Open Girder/Beam</b>	1- Ben.	1484	ft.	0	1336	148	0
Girder ends at abutments are rusty.							
1000 - Corrosion		1484		0	1336	148	0
515 - Steel Protective Coating		11634	sq. ft.	0	10634	1000	0
<b>205 - Reinforced Concrete Column</b>	1- Ben.	4	each	4	0	0	0
<b>215 - Reinforced Concrete Abutment</b>	1- Ben.	84	ft.	80	4	0	0
Abutment 2, Girder 5, the concrete riser is cracked on the Lt. side of the girder and there is section loss to bottom flange.							
1130 - Cracking (RC and Other)		4		0	4	0	0
<b>234 - Reinforced Concrete Pier Cap</b>	1- Ben.	84	ft.	80	0	4	0
Right end of pier cap # 2 has a large spall with exposed steel.							
1080 - Delamination/Spall/Patched Area		4		0	0	4	0
<b>303 - Assembly Joint with Seal</b>	1- Ben.	154	ft.	154	0	0	0
<b>304 - Open Expansion Joint</b>	1- Ben.	40	ft.	40	0	0	0
<b>311 - Movable Bearing</b>	1- Ben.	21	each	0	21	0	0
1000 - Corrosion		21		0	21	0	0
<b>313 - Fixed Bearing</b>	1- Ben.	21	each	0	21	0	0
1000 - Corrosion		21		0	21	0	0
<b>321 - Reinforced Concrete Approach Slab</b>	1- Ben.	2888	sq. ft.	2888	0	0	0
<b>330 - Metal Bridge Railing</b>	1- Ben.	424	ft.	424	0	0	0
<b>331 - Reinforced Concrete Bridge Railing</b>	1- Ben.	424	ft.	424	0	0	0

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**Bridge Inspection Report**

**Pictures**

PHOTO 1

Description

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**Bridge Inspection Report**

**Sketches**

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**Bridge Inspection Report**

**Maintenance Needs**

**Date Reported:** 7/16/2012 12:00:00 AM

**Priority:** C - Important

**Work Code:**

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**Deficiency Description:**

Painted steel girders abutments 1 & 2 .... All girder ends abutment 1 have major section loss to bottom flanges @ bearing area. All girder ends abutment 2 have moderate sec. loss to bottom flanges @ bearing area. Span 1 girder 1 @ Bt. 2 has heavy pack rust on bottom flange and web, (7' - 9') back, also there is a little pack rust to top flange @ same location above. Bt. 2 G4 and back have heavy pack rust and section loss to girder ends @ haunches.

**Work Description:**

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**Date Repairs Completed:**

**Maintenance Comments:**

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**Date Reported:** 8/13/2014 12:00:00 AM

**Priority:** D - Routine

**Work Code:**

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**Deficiency Description:**

All joints are open and allowing dirt, debris and road salts to get to girder ends and also to top of caps.

**Work Description:**

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**Date Repairs Completed:**

**Maintenance Comments:**

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**Date Reported:** 8/13/2014 12:00:00 AM

**Priority:** D - Routine

**Work Code:**

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**Deficiency Description:**

Span 1 @ bent 2 bearings are rocked ahead, and Span 3 @ Bt. 3 bearings are rocked back.

**Work Description:**

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**Date Repairs Completed:**

**Maintenance Comments:**

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Bridge Inspection Report

Maintenance Needs

Date Reported: 07/19/2016

Priority: C - Important

Work Code:

Deficiency Description:

All spans have some pot holes, with some having exposed steel. All spans have some spalling on deck. Span 3 has numerous full depth patches. There are spalls to soffit @ span 3 with a couple with exposed steel. 07/23/2018 District Bridge Crew patched several full depth pot holes on Span 3 back of abutment 2 between girders 4 & 5.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description

Stage: Monitor



PHOTO 1 Description District Bridge Crew patched several full depth pot holes on Span 3 back of abutment 2 between girders 4 & 5.