



Latitude:34.64679, Longitude:-92.42563

Route:30 Section:23 Log:127.52

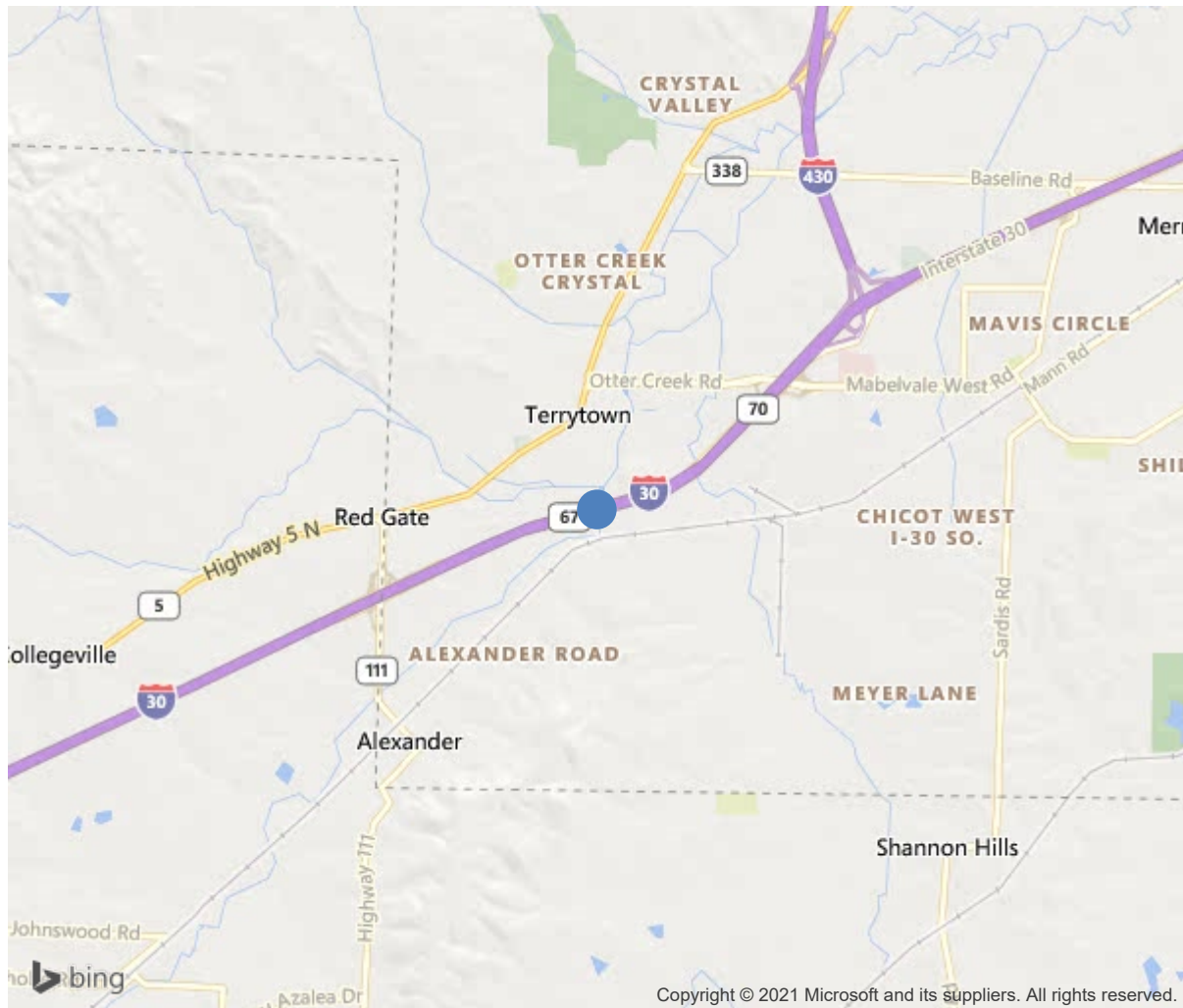
Arnold Road ID:60x30x23xA, Arnold Log mile:127.452

District 06, Pulaski County

Owner: 1-State Highway Agency

Place Code: 39020 - LITTLE ROCK

1.2 MI E SH 111



34.64679, -92.42563





**Bridge #A2804(Routine)**  
**I-30 EB Log 127.52 over CROOKED CREEK**

**Location: 1.2 MI E SH 111**

**Team Lead: Shane Byrd Inspection Date: August 13, 2019**

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A2804
(5) Inventory Route	30
(2) Highway Agency District	06
(3) County Code	119-Pulaski County, Arkansas
(4) Place Code	39020
(6) Features Intersected	CROOKED CREEK
(7) Facility Carried	I-30 EB Log 127.52
(9) Location	1.2 MI E SH 111
(11) Mile Point	127.52 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000030230
(16) Latitude	34.64679
(17) Longitude	-92.42563
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3-Steel
Type	2-Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	6
(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	1959
(106) Year Reconstructed	1993
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	3
Under	0
(29) Average Daily Traffic	98000
(30) Year of ADT	2014
(109) Truck ADT	21 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	182 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	55.5 ft
(52) Deck Width Out to Out	58.5 ft
(32) Approach Roadway Width (W/Shoulders)	55.4 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	55.5 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	11-Urban Principal Arterial - Int
(100) Defense Highway	1-The inventory route is on a In
(101) Parallel Structure	R-The right structure of paralle
(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	7
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5-MS 18 / HS 20
(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	6
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	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) 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	Replacement of bridge or other
(76) Length of Structure Improvement	213 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 533
(96) Total Project Cost	\$ 1865
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	2916
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	08/2019
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No
B: Underwater Inspection	No
C: Other Special Inspection	No



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**Location: 1.2 MI E SH 111**

**Team Lead: Shane Byrd, Inspection Date: August 13, 2019**

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	10530	3249	6240	1041	0
1080	Delamination/Spall/Patched Area	SF	1	0	0	1	0
1130	Cracking (RC and Other)	SF	7280	0	6240	1040	0
(12)	Deck all spans have unsealed longitudinal and transverse cracks up to 0.050' wide. Deck at bent 2 has small spall.						
107	Steel Open Girder/Beam	LF	1440	1440	0	0	0
515	Steel Protective Coating	SF	8164	8164	0	0	0
205	Reinforced Concrete Column	EA	20	13	7	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1090	Exposed Rebar	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	5	0	5	0	0
210	Reinforced Concrete Pier Wall	LF	105	0	105	0	0
1080	Delamination/Spall/Patched Area	LF	0	0	0	0	0
1190	Abrasion/Wear (PSC/RC)	LF	105	0	105	0	0
(210)	All pier walls have minor abrasion.						
215	Reinforced Concrete Abutment	LF	157	122	21	14	0
1080	Delamination/Spall/Patched Area	LF	3	0	0	3	0
1090	Exposed Rebar	LF	11	0	0	11	0
1130	Cracking (RC and Other)	LF	21	0	21	0	0
(215)	Scattered cracks in both abutments. Bent 7 top of back wall at right shoulder has a spall with exposed rebar. See photo.						
234	Reinforced Concrete Pier Cap	LF	288	287	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
302	Compression Joint Seal	LF	167	0	0	87	80
2310	Leakage	LF	167	0	0	87	80
(302)	Joint seals at both abutments have lost bond and leak. 62' of joint armor missing at bent 1 & 6. See photo.						
311	Movable Bearing	EA	32	16	16	0	0
1000	Corrosion	EA	16	0	16	0	0



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(311)							
Bearing 4 and 5 at bent 7, The bearings have a gap of 1/16" to 1/8" between the bearing and masonry plate. When beams are loaded with heavy traffic the bearings slap the masonry plate. See photo.							
313	Fixed Bearing	EA	32	32	0	0	0
321	Reinforced Concrete Approach Slab	SF	4180	3929	251	0	0
1080	Delamination/Spall/Patched Area	SF	1	0	1	0	0
1130	Cracking (RC and Other)	SF	250	0	250	0	0
(321)							
West approach slab spall at backwall.							
Diagonal and transverse cracks in the slab on the west side.							
331	Reinforced Concrete Bridge Railing	LF	360	302	58	0	0
1080	Delamination/Spall/Patched Area	LF	12	0	12	0	0
1130	Cracking (RC and Other)	LF	46	0	46	0	0



Approach looking Eastbound



Bent 6 column back spall with exposed rebar.





Deck overview



Bent 4 column 4 back spall





Deck bent 2 spall



Bents 5 & 6 channel scour has been repaired.





Bent 7 abutment, bearing at girder 5.  
Gap between bearing and masonry plate.



Bent 1 joint armor missing.





Bent 7 spall filled with asphalt in top of back wall





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### **Inspection Comments**

See AHTD drawing #31003 for layout and #43904 for modifications.

Logged Eastbound