



Latitude:34.38947, Longitude:-92.84078

Route:30 Section:21 Log:97.06

Arnold Road ID:30x30x21xB, Arnold Log mile:45.899

District 06, 59 - Hot Spring County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

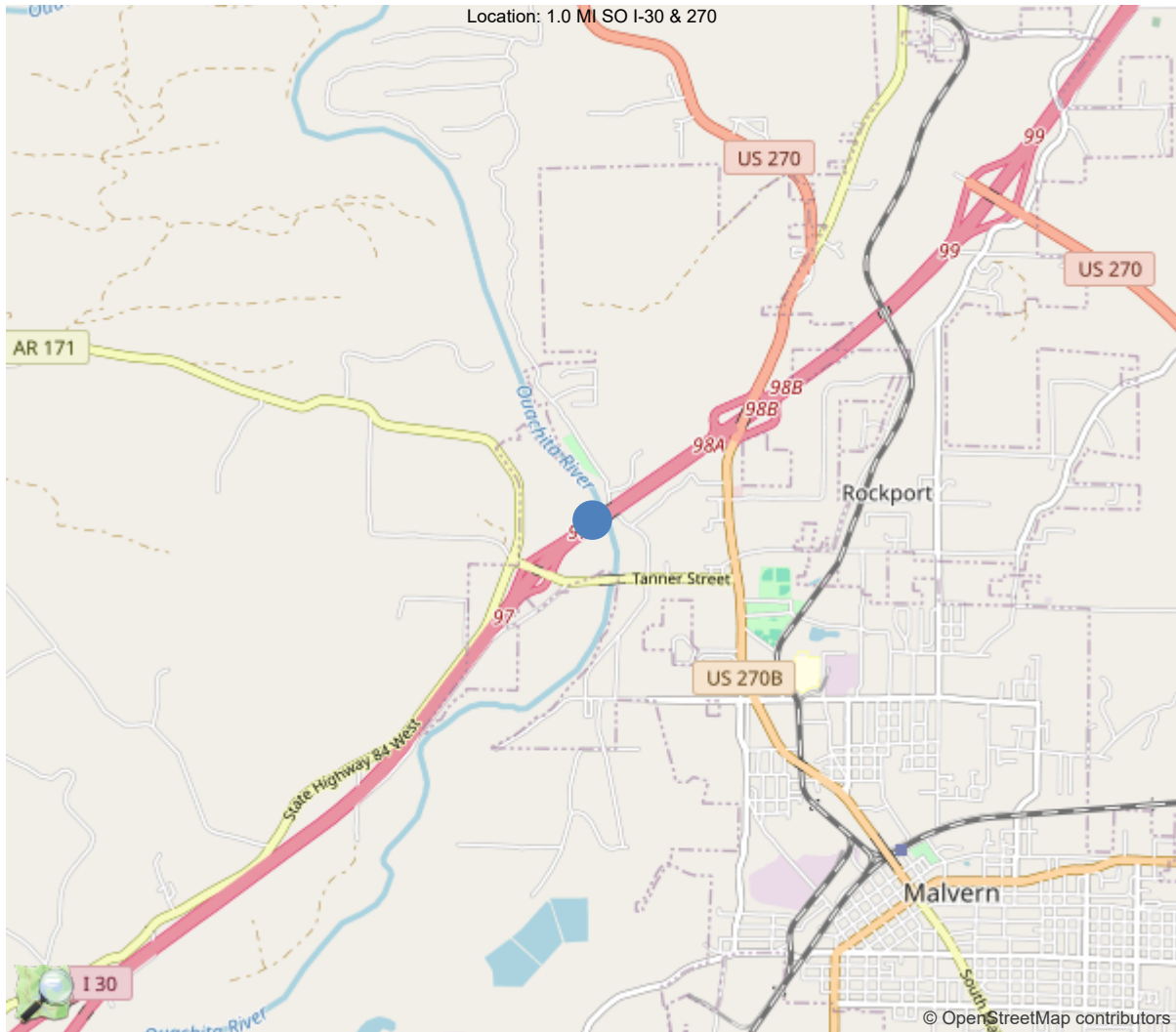
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	49		
Code 5 (40 Tons)	56		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



34.38947, -92.84078



Asset #A3424(Routine)

I-30 WB Log 97.06 over Ouachita Rvr& Riverview

Location: 1.0 MI SO I-30 & 270

Team Lead: Chris Doggett Inspection Date: 07/22/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A3424
(5) Inventory Route	1
(2) Highway Agency District	06 - District 06
(3) County Code	59 - Hot Spring County
(4) Place Code	43610
(6) Features Intersected	Ouachita Rvr& Riverview
(7) Facility Carried	I-30 WB Log 97.06
(9) Location	1.0 MI SO I-30 & 270
(11) Mile Point	97.06 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000030210
(16) Latitude	34.38947
(17) Longitude	-92.84078
(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	9
(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 pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1963
(106) Year Reconstructed	1988
(42) Type of Service	16
On	1 - Highway
Under	6 - Highway-waterway
(28) Lane	
On	2
Under	2
(29) Average Daily Traffic	15000
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	110 ft
(49) Structure Length	712 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	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - 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	15.17 ft
Ref:	
(55) Min Lat Underclear RT	6 ft
Ref:	
(56) Min Lat Underclear LT	5.5 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(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
(100) Defense Highway	1 - The inventory route is on
(101) Parallel Structure	L - The left structure of para
(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 par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	6
(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	
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	
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	4 - Bridge foundations determined t
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	0
(114) Future ADT	21993
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/22/2024		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	48	09/14/2021
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



Asset #A3424(Routine)

I-30 WB Log 97.06 over Ouachita Rvr& Riverview

Location: 1.0 MI SO I-30 & 270

Team Lead: Chris Doggett Inspection Date: 07/22/2024

General Observation

Platform snoopers would be better for this structure.

Job# 6721 and 60381. Dwg# 28165 For layout

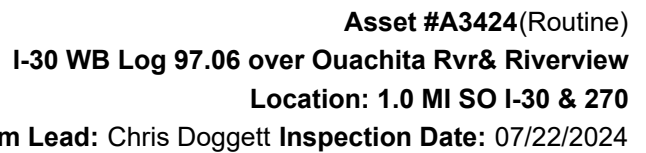
Approach going west with traffic. Logged eastbound.

Bents are numbered according to plans (Bent 1,2, Piers 1-6, bent 3,4)

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Updated 8/30/2023: these locations have been corrected by state forces.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	30412	13374	17023	15	0
1080	Delamination/Spall/Patched Area	SF	1	0	1	0	0
1120	Efflorescence/Rust Staining	SF	274	0	274	0	0
1130	Cracking (RC and Other)	SF	3263	0	3248	15	0
1190	Abrasion/Wear (PSC/RC)	SF	13500	0	13500	0	0
(12) Deck has transverse/longitude cracks, soffits have cracking with efflorescence. Joint at pier 3 has a small spall adjacent to sliding joint. Longitudinal cracks run length of bridge in both lanes. Minor abrasion across entire deck.							
(1190-12) Minor abrasion across entire deck.							
107	Steel Open Girder/Beam	LF	4420	3917	440	60	3
1000	Corrosion	LF	487	0	428	59	0
1010	Cracking	LF	14	0	11	0	3
1020	Connection	LF	2	0	1	1	0
515	Steel Protective Coating	SF	26917	14415	2882	9320	300
3420	Peeling/Bubbling/Cracking	LF	2200	0	0	2200	0
3440	Effectiveness (Steel Protective Coatings)	LF	10302	0	2882	7120	300
<p>(107) Cracks are present in the welded connections of the diaphragm connections.</p> <p>Beams ends have section loss to lower and upper webs. Top flanges on exterior girders have corrosion in scattered locations. Paint system has scattered locations of peeling paint and freckled rust on bottom flanges and scattered locations of freckled rust in the webs.</p> <p>Girder 4: 3"x 3" hole in the web between the stiffeners above the bearing at pier 2. CS4-1'</p> <p>Girder 2, Pier 2, span 4: up to 1/4" section loss to the lower web. (4"x2" area)Large hole in the adjacent stiffener. CS3-1'</p> <p>Span 4, girder 3, diaphragm 2: a 2" crack in the weld. CS4-1'</p> <p>Span 4, girder 2, diaphragm 4: a 1/2" crack at the toe of the weld. CS4-1'</p> <p>Span 6, girder 3, diaphragm 3; HBM repaired previous crack into the web. Common to all spans that have had previous cracks that propagated into the web.</p> <p>Span 7, girder 5, diaphragm 5: Cracked weld. CS4-1</p> <p>Span 6, girder 2: scattered freckled rust to the top of bottom flange and lower web. Common to all beams.</p> <p>Span 7, girder 3, 6th diaphragm: previous cracked weld has been repaired. CS2-1'</p> <p>Span 4, girder 3, diaphragm 4: crack has been arrested. CS2-1'</p> <p>Span 5, girder 4, diaphragm 4: broken weld has been repaired. CS2-1'</p> <p>Span 5, girder 5, diaphragm 4: crack has been arrested. CS2-1'</p> <p>Span 5, girder 3, diaphragm 5: crack has been arrested. CS2-1'</p> <p>Span 7, girder 3, diaphragm 4: crack has been arrested. CS2-1'</p> <p>(515-107) Paint system has scattered locations of peeling paint and freckled rust on bottom flanges and scattered locations of freckled rust in the webs.</p>							
205	Reinforced Concrete Column	EA	8	0	0	8	0
1090	Exposed Rebar	EA	8	0	0	8	0
(205) Pier 3: column has a spall.							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Pier 4: column has reinforcing steel exposed. Pier 5: column has a crack. Columns at piers 2-5 have abrasion.. (1090-205) See UW Inspection Report							
210	Reinforced Concrete Pier Wall	LF	243	49	115	78	1
1080	Delamination/Spall/Patched Area	LF	44	0	2	41	1
1090	Exposed Rebar	LF	13	0	13	0	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	133	0	96	37	0
(210) Pier walls have spalls and abrasion at water line, cracks and cracks with efflorescence and spalls exposed reinforcing steel. Pier 1, small spalls with exposed rebar on the back side. Pier 2, has small spalls with exposed rebar on the back side. Pier 5: at the centerline of the pier a large spall with exposed rebar that is believed to be a previous location for utility pipe. Pier 5: at the centerline of the pier a large spall with exposed rebar that is believed to be a previous location for utility pipe. (1 1/2' x 1') CS4-1' Backside of pier 4: numerous spalls with exposed rebar to the pier wall. CS3-10' Backside Pier 3: multiple spalls due to abrasion and previous utility location. CS3-15' Ahead side pier 2: severe abrasion at the water line. CS3-11' Backside Pier 2: 8' severe abrasion has created spalls CS3-5'							
215	Reinforced Concrete Abutment	LF	81	65	16	0	0
1120	Efflorescence/Rust Staining	LF	16	0	16	0	0
(215) Multiple cracks with efflorescence in the in the back walls of abutments.							
220	Reinforced Concrete Pile Cap/Footing	LF	112	0	84	28	0
6000	Scour	LF	112	0	84	28	0
(220) Footings are exposed at piers 3 and 4, water level was low at time of inspection in 2018. Footings not visible in 2020.							
(6000-220) See UW Inspection Report							
225	Steel Pile	EA	14	4	4	4	2
1000	Corrosion	EA	10	0	4	4	2
234	Reinforced Concrete Pier Cap	LF	324	324	0	0	0
(234) Bent 3 previous spalls have been repaired by state forces.							
302	Compression Joint Seal	LF	387	0	185	0	202
2310	Leakage	LF	387	0	185	0	202
(302) The joint seals at Piers 3,4, 6 and 7 have fallen out.							

Location: 1.0 MI SO I-30 & 270

Team Lead: Chris Doggett **Inspection Date:** 07/22/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
303	Assembly Joint with Seal	LF	43	0	43	0	0
2360	Adjacent Deck or Header	LF	2	0	2	0	0
2370	Metal Deterioration or Damage	LF	41	0	41	0	0
(303) The sliding plate is loose under traffic. A spall adjacent to header span 6.							
310	Elastomeric Bearing	EA	68	36	30	2	0
1000	Corrosion	EA	32	0	30	2	0
(310) All bearings have some rust between sole plate and elastomeric pads.							
311	Movable Bearing	EA	30	0	24	6	0
1000	Corrosion	EA	25	0	24	1	0
2220	Alignment	EA	5	0	0	5	0
(311) All moveable bearings at pier 4 are rotated back. All bearings have corrosion.							
313	Fixed Bearing	EA	18	0	18	0	0
1000	Corrosion	EA	18	0	18	0	0
(313) All bearings have corrosion.							
321	Reinforced Concrete Approach Slab	SF	1588	1386	202	0	0
1080	Delamination/Spall/Patched Area	SF	2	0	2	0	0
1130	Cracking (RC and Other)	SF	200	0	200	0	0
(321) The west end approach slab has multiple unsealed cracks and small spalls at the joint.							
(1130-321) The west approach slab has cracks and mapp cracking with small spalls at the joint.							
331	Reinforced Concrete Bridge Railing	LF	1320	1208	112	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	111	0	111	0	0
(331) Vertical cracks in bridge railing.							



Elevation



Elevation.



Deck view.



Under surface view



Channel looking upstream.



Channel looking down stream.



Approach westbound



Dirt and debris in the gutter line of the deck.



Span 5: unsealed transverse crack (0.020")



Span 4: unsealed longitudinal crack. (0.020")



Span 7, girder 5, diaphragm 5: Cracked weld. CS4-1



Girder 4: 3"x 3" hole in the web between the stiffeners above the bearing at pier 2. CS4-1'



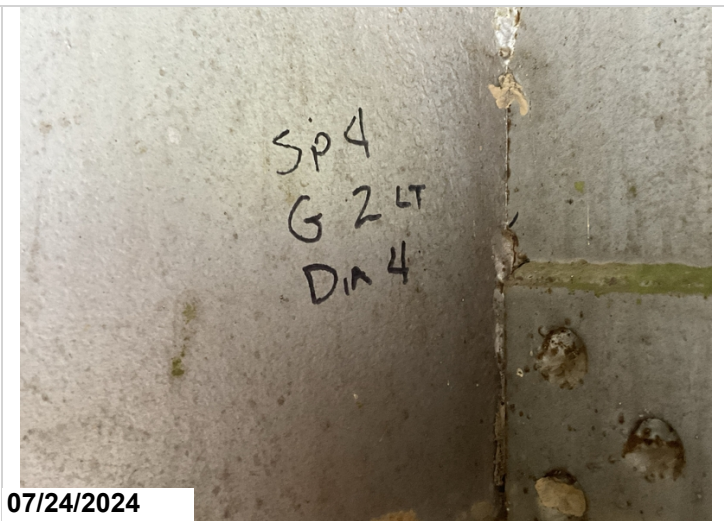
07/24/2024

Girder 2, Pier 2, span 4: up to 1/4" section loss to the lower web. (4"x2" area) Large hole in the adjacent stiffener. CS3-1'



07/24/2024

Span 4, girder 3, diaphragm 2: a 2" crack in the weld. CS4-1'



07/24/2024

Span 4, girder 2, diaphragm 4: a 1/2" crack at the toe of the weld.
CS4-1'



07/24/2024

Span 6, girder 3, diaphragm 3; HBM repaired previous crack into the web. Common to all spans that have had previous cracks that propagated into the web.



07/24/2024

Span 6, girder 2: scattered freckled rust to the top of bottom flange and lower web. Common to all beams.



07/24/2024

Span 7, girder 5, diaphragm 5: Cracked weld. CS4-1



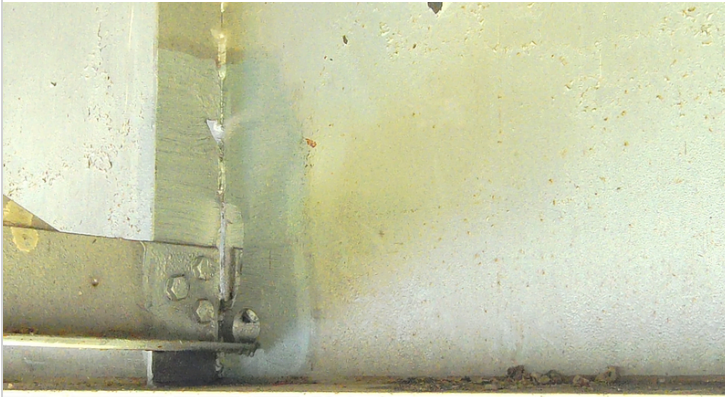
07/24/2024

Span 7, girder 4, diaphragm 5: 1" crack in weld. CS4-1'



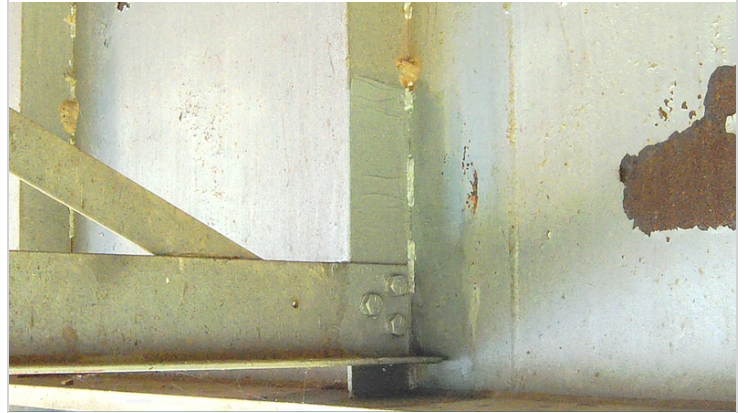
07/24/2024

Span 7, girder 3, 6th diaphragm: previous cracked weld has been repaired. CS2-1'



09/05/2023

Span 4, girder 3, diaphragm 4: crack has been arrested.
CS2-1'



09/05/2023

Span 5, girder 4, diaphragm 4: broken weld has been
repaired.
CS2-1'



09/05/2023

Span 5, girder 5, diaphragm 4: crack has been arrested.
CS2-1'



09/05/2023

Span 5, girder 3, diaphragm 5: crack has been arrested.
CS2-1'



09/05/2023

Span 7, girder 3, diaphragm 4: crack has been arrested.
CS2-1'



07/24/2024

Span 7, girder 3: paint flaking



07/24/2024

Pier 5: at the centerline of the pier a large spall with exposed rebar that is believed to be a previous location for utility pipe.



07/24/2024

Pier 5: at the centerline of the pier a large spall with exposed rebar that is believed to be a previous location for utility pipe.
(1 1/2' x 1') CS4-1'



07/24/2024

Backside of pier 4: numerous spalls with exposed rebar to the pier wall. CS3-10'



07/24/2024

Backside Pier 3: multiple spalls due to abrasion and previous utility location. CS3-15'



07/24/2024

Ahead side pier 2: severe abrasion at the water line. CS3-11'



07/24/2024

Backside Pier 2: 8' severe abrasion has created spalls CS3-5'



Pier 5: footing is exposed.



Bent 3, pile 4 ahead: The flange has a 1/2" hole and the remainder has approximately 3/16" section loss adjacent from the cap. CS4-1



Bent 3, pile 2 backside: The flange has a 1 1/2" hole. CS4-1



Bent 3, pile 4 backside: the entire flange adjacent to the cap has up to 1/4" section loss. CS3-1



07/24/2024

Bent 3, pile 5 backside: the entire flange adjacent to the cap has up to 3/16" section loss. CS3-1



07/24/2024

Bent 3, pile 6 backside: the entire flange adjacent to the cap has up to 3/16" section loss. CS3-1



07/24/2024

Bent 2, pier 1: the flange has a 1/2' hole on the edge and approximately 4" of section loss up to 3/16" adjacent to the cap. CS3-1



07/24/2024

Pier 7: 3' of joint armor missing in the right west bound lane



Bent 3: entire compress seal has fallen out.



Pier 5, girder 1: bearing rocked back. Common to all bearings at this span.



Bent 2, span 2, girder 4: bearing with some pack rust. Worst case.

Maintenance Needs

Date Reported: 06/20/2022

Priority: A - Safety deficiency; requires prompt action

Status: Open

Type of Work: Substructure Repair

Component: Substructure

Deficiency Description

Bent 3 steel piles have severe corrosion with multiple holes and section loss up to 3/16" pitting below cap.

Remarks

Bent 3, pile 4 ahead: The flange has a 1/2" hole and the remainder has approximately 3/16" section loss adjacent from the cap. CS4-1

Bent 3, pile 2 backside: The flange has a 1 1/2" hole. CS4-1

Bent 3, pile 4 backside: the entire flange adjacent to the cap has up to 1/4" section loss. CS3-1

Bent 3, pile 5 backside: the entire flange adjacent to the cap has up to 3/16" section loss. CS3-1

Bent 3, pile 6 backside: the entire flange adjacent to the cap has up to 3/16" section loss. CS3-1

Bent 2, pier 1: the flange has a 1/2" hole on the edge and approximately 4" of section loss up to 3/16" adjacent to the cap. CS3-1



07/30/2024

Bent 2, pier 1: the flange has a 1/2" hole on the edge and approximately 4" of section loss up to 3/16" adjacent to the cap. CS3-1



07/30/2024

Bent 3, pile 6 backside: the entire flange adjacent to the cap has up to 3/16" section loss. CS3-1



07/30/2024

Bent 3, pile 5 backside: the entire flange adjacent to the cap has up to 3/16" section loss. CS3-1



07/30/2024

Bent 3, pile 4 backside: the entire flange adjacent to the cap has up to 1/4" section loss. CS3-1



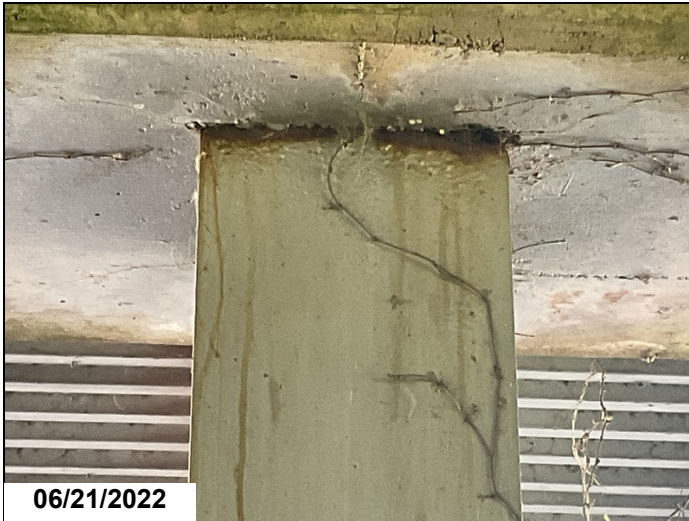
07/30/2024

Bent 3, pile 2 backside: The flange has a 1 1/2" hole. CS4-1



07/30/2024

Bent 3, pile 4 ahead: The flange has a 1/2" hole and the remainder has approximately 3/16" section loss adjacent from the cap. CS4-1



Bent 3 steel pile 3 deep pitting to flange at cap.

Maintenance Needs

Date Reported: 07/25/2024

Priority: B - Pressing

Type of Work: Superstructure Repair

Status: Open

Component: Superstructure

Deficiency Description

Girder 4: 3"x 3" hole in the web between the stiffeners above the bearing at pier 2. CS4-1'

Girder 2, Pier 2, span 4: up to 1/4" section loss to the lower web. (4"x2" area) Large hole in the adjacent stiffener. CS3-1'

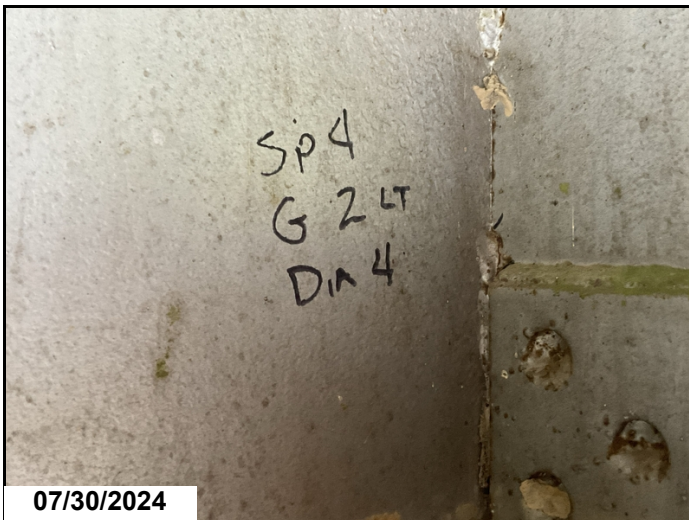
Span 4, girder 3, diaphragm 2: a 2" crack in the weld. CS4-1'

Span 4, girder 2, diaphragm 4: a 1/2" crack at the toe of the weld.

CS4-1'

Remarks

null



Span 4, girder 2, diaphragm 4: a 1/2" crack at the toe of the weld.
CS4-1'



Span 4, girder 3, diaphragm 2: a 2" crack in the weld.
CS4-1'



Girder 2, Pier 2, span 4: up to 1/4" section loss to the lower web. (4"x2" area) Large hole in the adjacent stiffener. CS3-1'



Girder 4: 3"x 3" hole in the web between the stiffeners above the bearing at pier 2. CS4-1'

Maintenance Needs

Date Reported: 06/26/2014

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Joint seal have fallen out at pier 1,2,4 & 5

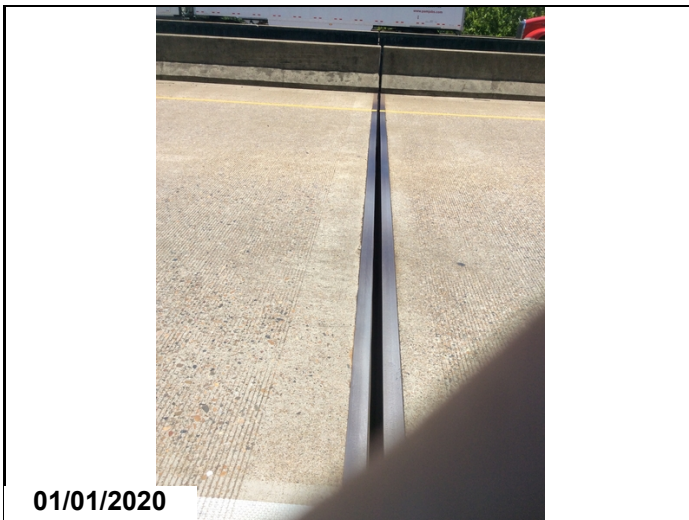
Remarks



Pier 5: Joint seal has fallen out and I'd sitting atop the pier



Pier 4, missing joint seal.



01/01/2020



01/01/2020

Pier 1, joint seal has fallen through.



Pier 4, joint seal has fallen out.

Maintenance Needs

Date Reported: 07/14/2015

Priority: C - Important

Type of Work: Repair (General)

Status: Repair Documented

Component: Substructure

Deficiency Description

Bent 2 & 3 cap spalls with exposed rebar.
Added 6/26/2018 Cap at bent 2 has been repaired.

Remarks

Added 6/26/2018 Cap at bent 2 has been repaired.



Bent 3, spalls with exposed rebar on the cap.



Bent 3 between piles 4 and 5 spalls with exposed reinforcing steel.



Maintenance Needs

Date Reported: 06/26/2018

Priority: C - Important

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Deck has sealable transverse/longitude cracks in all spans.

Remarks



Span 4: unsealed longitudinal crack. (0.020")



Span 5: unsealed transverse crack (0.020")



Span 7, large transverse cracks.



Span 9 longitudinal cracks.



01/01/2020

Span 8, longitudinal & transverse cracks up to .020".



01/01/2020

Span 3, longitudinal cracks up to .025".

Maintenance Needs

Date Reported: 07/14/2015

Priority: C - Important

Type of Work: Superstructure Repair

Status: Monitor

Component: Superstructure

Deficiency Description

Missing or loose diaphragm bolts at span 2 beam 3 at the 1st diaphragm, Span 5 girders 2 and 3 at the 4th diaphragm and span 6 girder 3 at the 4th diaphragm.

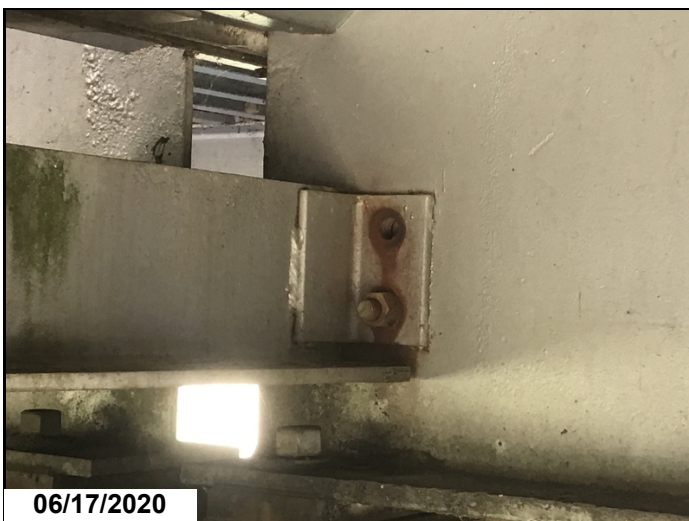
Remarks



Span 5, girder 2, dia 4: loose bolts.



Span 5, loose bolts in top of diaphragm



Span 2 girder 3, missing bolt.



Span 5 girder 2 right, diaphragm 4, bolts are loose at top.



Span 5 g2 dia 4 loose bolts



Bent 2 girder 3 ahead side loose bolts in diaphragm connection.



Span 6 girder 3 4th diaphragm has missing bolts

Maintenance Needs

Date Reported: 07/01/2021

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Substructure

Deficiency Description

Pier 3 trees lodged against bent. Common at pier 2,4 & 5

Remarks



Pier 3: drift has accumulated on the upstream end of pier.



Pier 3 logs against bent.



Pier 3 tree lodge against bent.

Maintenance Needs

Date Reported: 07/01/2021

Priority: C - Important

Type of Work: Repair (General)

Status: Forward State

Component: Substructure

Deficiency Description

Piers 2 thru 5 have areas of severe abrasion.

Remarks



Backside Pier 2: 8' severe abrasion has created spalls
CS3-5'



Ahead side pier 2: severe abrasion at the water line.
CS3-11'



Backside Pier 3: multiple spalls due to abrasion and
previous utility location. CS3-15'



Pier 5: at the centerline of the pier a large spall with
exposed rebar that is believed to be a previous location
for utility pipe.
(1 1/2' x 1') CS4-1'



07/30/2024

Pier 5: at the centerline of the pier a large spall with exposed rebar that is believed to be a previous location for utility pipe.



06/30/2021

Pier 2 ahead abrasion with exposed rebar to pier wall.



06/30/2021

Pier wall 5 has severe abrasion with exposed rebar.



Asset #A3424(Routine)

I-30 WB Log 97.06 over Ouachita Rvr& Riverview

Location: 1.0 MI SO I-30 & 270

Team Lead: Chris Doggett **Inspection Date:** 07/22/2024

Maintenance Needs

Date Reported: 11/10/2021

Priority: C - Important

Type of Work: Repair (General)

Status: Forward State

Component: Substructure

Deficiency Description

Scour countermeasures should be designed and installed around Pier 5 footing to mitigate the weathered shale bottom from further erosion. Repair/patch and clean/coat exposed steel within areas of voiding in the pier columns and web walls.

Remarks

See UW Inspection Report



Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	Yes
A-61 - Polymer Overlay Advised	Yes
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	Yes

A-54 - Sealable Deck Cracks (Yes)

A-55 - Deck Washing Needed (Yes)



Dirt and debris in the gutter line of the deck.

A-56 - Joint Cleaning/Flushing Needed (No)

A-57 - Girder End and Bearing Painting Needed (Yes)

A-58 - Cap Cleaning/Flushing Needed (Yes)

A-59 - Joint Repair Needed (Yes)

A-60 - Full Girder Painting Needed (Yes)

A-61 - Polymer Overlay Advised (Yes)



Asset #A3424(Routine)

I-30 WB Log 97.06 over Ouachita Rvr& Riverview

Location: 1.0 MI SO I-30 & 270

Team Lead: Chris Doggett Inspection Date: 07/22/2024

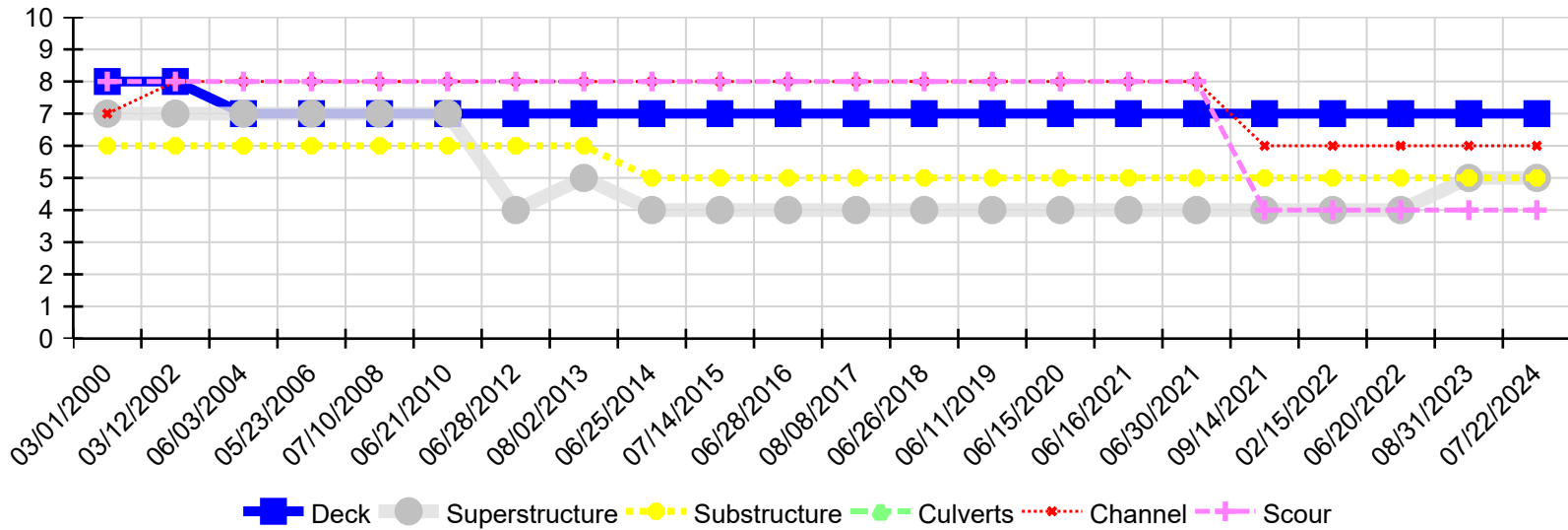
A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (Yes)



Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/22/2024	7	5	5	N	6	4
08/31/2023	7	5	5	N	6	4
06/20/2022	7	4	5	N	6	4
02/15/2022	7	4	5	N	6	4
09/14/2021	7	4	5	N	6	4
06/30/2021	7	4	5	N	8	8
06/16/2021	7	4	5	N	8	8
06/15/2020	7	4	5	N	8	8
06/11/2019	7	4	5	N	8	8
06/26/2018	7	4	5	N	8	8
08/08/2017	7	4	5	N	8	8
06/28/2016	7	4	5	N	8	8
07/14/2015	7	4	5	N	8	8
06/25/2014	7	4	5	N	8	8
08/02/2013	7	5	6	N	8	8
06/28/2012	7	4	6	N	8	8
06/21/2010	7	7	6	N	8	8
07/10/2008	7	7	6	N	8	8
05/23/2006	7	7	6	N	8	8
06/03/2004	7	7	6	N	8	8
03/12/2002	8	7	6	N	8	8
03/01/2000	8	7	6	N	7	8