



Latitude:35.84072, Longitude:-90.75232

Route:555 Section:03 Log:47.899

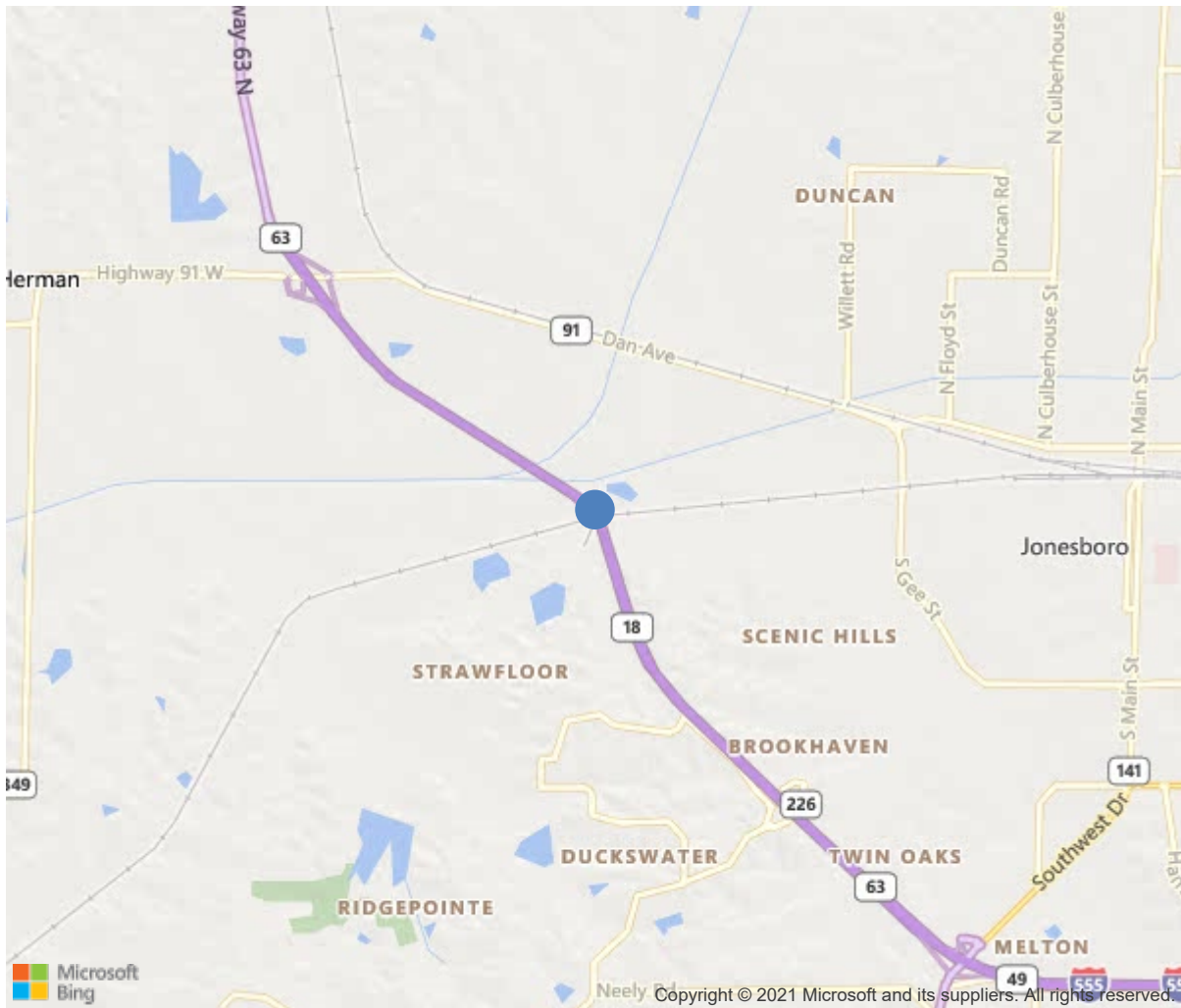
Arnold Road ID:16x555x3xA, Arnold Log mile:47.899

District 10, Craighead County

Owner: 1-State Highway Agency

Place Code: 34720 - JONESBORO

4.14 MI NW OF SH 1B



35.84072, -90.75232



Bridge #B5204(Routine)

I-555 over SLSW RR; Mahon St.

Location: 4.14 MI NW OF SH 1B

Team Lead: Richard Jones Inspection Date: April 21, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	B5204
(5) Inventory Route	63
(2) Highway Agency District	10
(3) County Code	31-Craighead County, Arkansas
(4) Place Code	34720
(6) Features Intersected	SLSW RR; Mahon St.
(7) Facility Carried	US 63, NB LNS
(9) Location	4.14 MI NW OF SH 1B
(11) Mile Point	10.92 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000063060
(16) Latitude	35.84072
(17) Longitude	-90.75232
(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	4
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	3-Latex Concrete or similar additive
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1970
(106) Year Reconstructed	2006
(42) Type of Service	14
On	1-Highway
Under	4-Highway-railroad
(28) Lane	
On	3
Under	2
(29) Average Daily Traffic	24483
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	102 ft
(49) Structure Length	274.2 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0.4 ft
(51) Bridge Roadway Width Curb to Curb	47.5 ft
(52) Deck Width Out to Out	50.7 ft
(32) Approach Roadway Width (W/Shoulders)	47.6 ft
(33) Bridge Median	0-No median
(34) Skew	25 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	48.6 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	23.2 ft
Ref:	
(55) Min Lat Underclear RT	6.5 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	N-Not applicable, no waterway.
(111) Pier Protection	5-None present but re-evaluation
(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	12-Urban Principal Arterial - Oth
(100) Defense Highway	2-The inventory route is on a No
(101) Parallel Structure	L-The left structure of parallel
(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	N
(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	4
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	4
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	N-Bridge not over waterway.
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	
(114) Future ADT	11407
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			04/2020
(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		
* 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.			



Bridge #B5204(Routine)
I-555 over SLSW RR; Mahon St.
Location: 4.14 MI NW OF SH 1B

Team Lead: Richard Jones, **Inspection Date:** April 21, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	13623	13527	80	16	0
1080	Delamination/Spall/Patched Area	SF	1	0	1	0	0
1090	Exposed Rebar	SF	16	0	0	16	0
1120	Efflorescence/Rust Staining	SF	70	0	70	0	0
1130	Cracking (RC and Other)	SF	9	0	9	0	0
107	Steel Open Girder/Beam	LF	2176	539	1637	0	0
1000	Corrosion	LF	1637	0	1637	0	0
515	Steel Protective Coating	SF	19685	4620	2423	12642	0
3420	Peeling/Bubbling/Cracking	SF	192	0	192	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	14873	0	2231	12642	0
205	Reinforced Concrete Column	EA	9	9	0	0	0
210	Reinforced Concrete Pier Wall	LF	44	44	0	0	0
215	Reinforced Concrete Abutment	LF	134	127	7	0	0
1130	Cracking (RC and Other)	LF	7	0	7	0	0
234	Reinforced Concrete Pier Cap	LF	156	142	13	1	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
301	Pourable Joint Seal	LF	253	250	0	0	3
2320	Seal Adhesion	LF	3	0	0	0	3
310	Elastomeric Bearing	EA	48	48	0	0	0
313	Fixed Bearing	EA	16	0	16	0	0
1000	Corrosion	EA	16	0	16	0	0
321	Reinforced Concrete Approach Slab	SF	2930	2522	227	181	0
1130	Cracking (RC and Other)	SF	408	0	227	181	0
330	Metal Bridge Railing	LF	272	252	20	0	0
7000	Damage	LF	20	0	20	0	0
331	Reinforced Concrete Bridge Railing	LF	544	347	197	0	0
1130	Cracking (RC and Other)	LF	197	0	197	0	0



Roadway



Overall



Soffit



Roadway view



Elevation view



Deck view



Bridge #B5204(Routine)
I-555 over SLSW RR; Mahon St.
Location: 4.14 MI NW OF SH 1B

Team Lead: Richard Jones **Inspection Date:** April 21, 2020

Maintenance Needs

Date Reported: 04/23/2012
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Caps have a few horizontal and vertical cracks under bearings.
Bent 2 cap has 10' of horizontal cracks on span 1 side; span 2 side has 1 spall with exposed rebar.

Remarks

Date Reported: 04/23/2012
Priority: C - Important
Type of Work: Clean
Status: Monitor
Component: Superstructure

Deficiency Description

Original steel girders and diaphragms have scattered surface rust throughout.
New girders (1 and 2) have several areas of peeling paint.

Remarks



Typical paint peeling to Girder 2 of all spans



typical paint



Bridge #B5204(Routine)
I-555 over SLSW RR; Mahon St.
Location: 4.14 MI NW OF SH 1B

Team Lead: Richard Jones Inspection Date: April 21, 2020

Date Reported: 05/12/2016
Priority: C - Important
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Overhangs have several spalls with rebar exposed at drain openings.

Remarks





Bridge #B5204(Routine)
I-555 over SLSW RR; Mahon St.
Location: 4.14 MI NW OF SH 1B

Team Lead: Richard Jones **Inspection Date:** April 21, 2020

Date Reported: 05/12/2016
Priority: C - Important
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Metal bridge rail has approximately 20' of minor collision damage on Rt side at span 1.

Remarks



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Team Lead: Richard Jones **Inspection Date:** April 21, 2020

Deck Notes

Approach slabs have a few unsealed transverse cracks, and a few map cracks. Slabs have minor abrasion/traffic wear in wheel path.
Metal bridge rail has approximately 20' of minor collision damage on Rt side at span 1.
Concrete bridge rail has several vertical cracks.
Bent 3 joint seal has 3' that has lost adhesion.
Latex concrete deck is in overall good condition.
Span 3 has a few minor cracks and a small delaminated area/spall forming.
Soffit has a few cracks with efflorescence.
Overhangs have several spalls with rebar exposed at drain openings.

Superstructure Notes

Original steel girders and diaphragms have scattered surface rust throughout.
New girders (1 and 2) have several areas of peeling paint.
Elastomeric bearings are in good condition.
Steel bearings at bents 1 & 5 have freckled rust.
Span 2 bent 3 girder 3 appears to have a slight lean to the Lt.

Substructure Notes

Concrete abutments have a few vertical cracks with some efflorescence on back walls.
Caps have a few horizontal and vertical cracks under bearings.
Bent 2 cap has 10' of horizontal cracks on span 1 side; span 2 side has 1 spall with exposed rebar.