



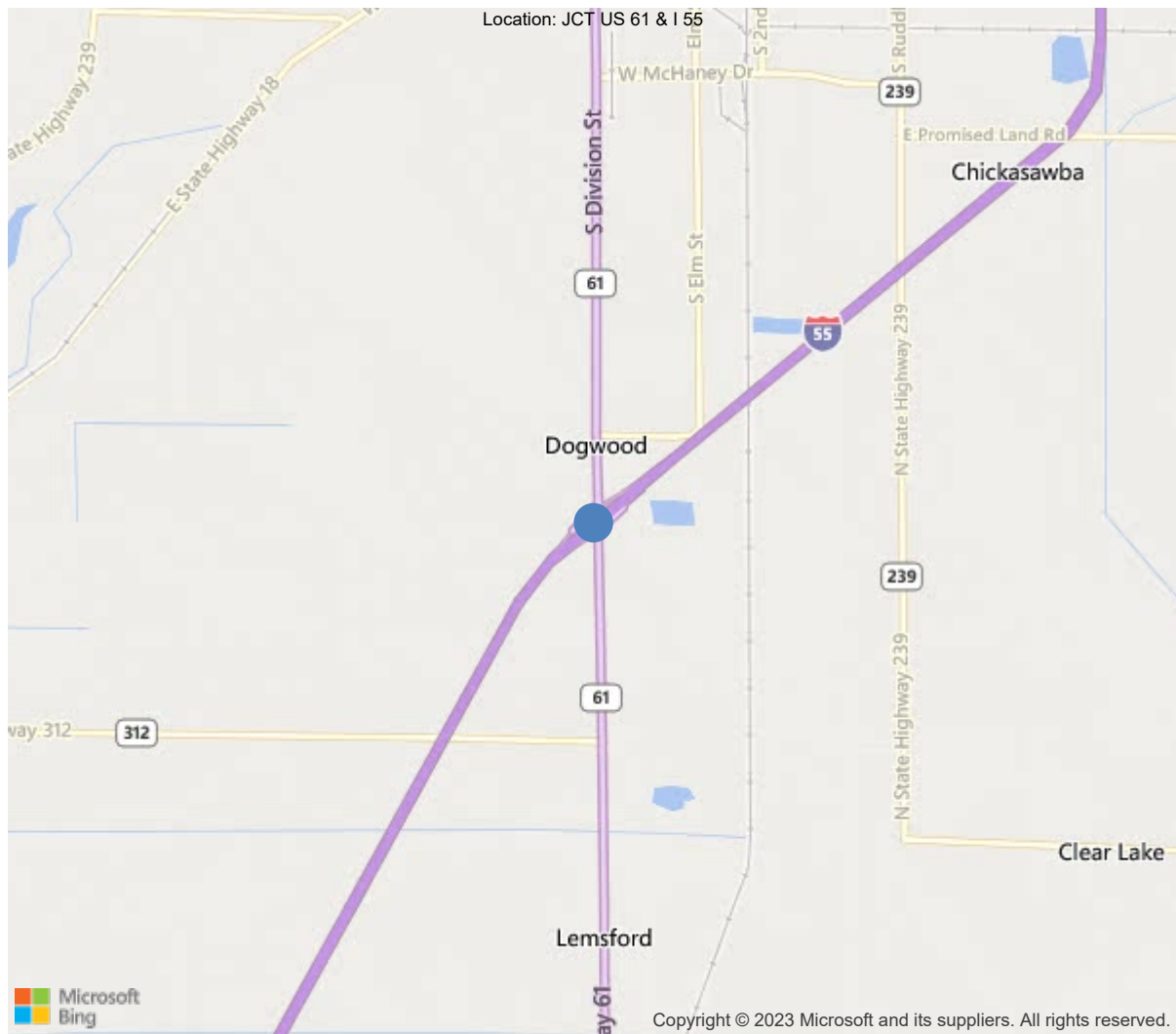
Latitude:35.88662, Longitude:-89.91886

Route:55 Section:12 Log:63.28

Arnold Road ID:47x55x12xA, Arnold Log mile:63.308

District 10, 93 - Mississippi County

Owner: 1 - State Highway Agency



35.88662, -89.91886





Asset #B3162(Routine)

I 55-12NB-LM 63.28 over US 61-SEC 3

Location: JCT US 61 & I 55

Team Lead: Jacob Turner, Inspection Date: 06/15/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B3162
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	93 - Mississippi County
(4) Place Code	0
(6) Features Intersected	US 61-SEC 3
(7) Facility Carried	I 55-12NB-LM 63.28
(9) Location	JCT US 61 & I 55
(11) Mile Point	63.28 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000055120
(16) Latitude	35.88662
(17) Longitude	-89.91886
(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	3
(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	1960
(106) Year Reconstructed	1988
(42) Type of Service	61
On	6 - Overpass structure at an interchange or s
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	11029
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	100 ft
(49) Structure Length	226 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)	42 ft
(33) Bridge Median	0 - No median
(34) Skew	40 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	14.95 ft
Ref:	
(55) Min Lat Underclear RT	12 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(111) Pier Protection	5 - None present but re-evalua
(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	R - The right structure of par
(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	6
(59) Superstructure	6
(60) Substructure	7
(61) Channel & Channel Protection	N
(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	58
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	35
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	6
(71) Waterway Adequacy	N
(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	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	12812
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/15/2021		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* 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.</p>			

**58 - Deck** (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Under clearance only this inspection 2020.

North bound Clearance is posted less than 15ft.

CHECKED WITH Bucket Truck: 2019 insp.

Concrete rails have heavy map and moderate width vertical cracks.

Approach slabs have been replaced under a Contract Job since 2011 regular inspection; new approach slabs have insignificant size and density cracks. (96sqft.) Top of Deck has moderate width cracks, some map cracking, especially Span 3. (1200sqft.)

Soffit portion of deck overhang has moderate width cracking with light efflorescence, a few with rust staining.

Bottom of Deck Span 2 Bay 4 near Girder 4 near Joint 2B has 1ft. x 2ft.

Stay-in-Place Form damage and diaphragm Damage from an accident in the past.

Bent 1 Compression Seal is losing adhesion, sagging and 24ft. out of Road Iron, 2.0 ft. is filled with dirt.

Bents 2 & 3 Compression Seal original seals have been replaced with a poured joint material in past.

Bents 2 & 3 Poured Joint Material seal is losing adhesion deteriorating and splitting allowing leakage thru joint.

Joint 2a has 6.0 ft. split, 2b has 6 ft. filled with dirt.

Bent 4 Compression Seal is losing adhesion, sagging and 40ft. out of Road Iron

**59 - Superstructure** (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Majority of Girders has rust forming with some pitting with some section loss at joint connections.

Span 2 Girder 3 at Joint 2A has some section loss to web 3ft. x 6in. area, been cleaned and painted in the past.

Span 2 Girder 4 at Joint 2B has some section loss to end of web of girder at joint.

Majority of Pin & Hangers have Pack Rust forming.

Pins checked with ultrasonic gauge, no significant differences since previous inspection.

Span 2 Bay 4 on Girders 4&5 at Joint 2B Web Stiffener Plates at diaphragm connection has holes rusted thru plate: Girder 4 - 2 1/2in. x 4in. Girder 5 - 4in. x 4in.

No significant change this report.

Bents 1&4 Majority of Bearings have some pack rust.

Bent 1 Span 1 Girder 1 Bearing has 1 anchor bolt loose and/or sheared off.

Span 1 Girder 3 at Bent 1 girders and bearings are moving under traffic.

Span 1 Bent 1 girder 4 Bearing has 1 anchor bolt loose and/or sheared off, masonry plate is moving and girder is floating under traffic no change.

Spans 1 & 2 Bent 2 girder 5 Bearing has 3 Bolts loose at the beam to bearing connection.

Span 2 Bent 3 girder 6 Bearing has 1 pivot bolt back off or loose.

Span 3 Bent 4 girder 1 Bearing has 1 anchor bolt rusted or sheared off and laying on Girder.

**60 - Substructure** (7 - GOOD CONDITION - some minor problems.)

Bent 3 Concrete Cap has moderate width cracks. (5 LF)

Bent 4 concrete cap has moderate width cracks. (4 LF)

**A-46 - Asset Files**

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Asset #B3162(Routine)

I 55-12NB-LM 63.28 over US 61-SEC 3

Location: JCT US 61 & I 55

Team Lead: Jacob Turner, Inspection Date: 06/15/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	9459	0	9317	142	0
1130	Cracking (RC and Other)	SF	946	0	804	142	0
1190	Abrasion/Wear (PSC/RC)	SF	8513	0	8513	0	0
(12) 06/22/21 JRT & VLC							
<ul style="list-style-type: none"> <li>- Map and transverse cracking at various locations along the driving surface throughout the structure</li> <li>- Between girders 4 &amp; 5 (Span 2) adjacent to bent 3 there is damage to the SIP form along with spalling (This is visible from the undersurface of the deck)</li> </ul>							
107	Steel Open Girder/Beam	LF	1337	1023	240	68	6
1000	Corrosion	LF	314	0	240	68	6
515	Steel Protective Coating	SF	21348	18288	2640	408	12
3440	Effectiveness (Steel Protective Coatings)	LF	3060	0	2640	408	12
(107) 06/22/21 JRT & VLC							
<ul style="list-style-type: none"> <li>- There is failing paint along web with light to moderate corrosion</li> <li>- Bent 1 (Girder 1 &amp; 6) has active corrosion with flaking rust along the bottom flange</li> <li>- Bent 1 (Girder 4) has active corrosion, heavy pitting, and flaking rust along the bottom flange</li> <li>- Girder 2 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girder 3 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girders 4 and 5 (Span 2) wind-locks adjacent to bent 3 have 1/8" section loss along the bottom flanges.</li> <li>- Girder 4 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girder 5 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girder 6 (Span 2) has 3/16" section loss along the web adjacent to the pin and hanger assembly.</li> <li>- Girder 6 in span 2 has out of plane bending along the bottom flange likely from vehicular collision as evidenced by impact marks.</li> </ul>							
161	Steel Pin, Pin and Hanger Assembly	EA	12	0	0	12	0
1000	Corrosion	EA	12	0	0	12	0
(161) 06/22/21 JRT & VLC							
<ul style="list-style-type: none"> <li>- Each of the wind-locks has active corrosion with flaking rust and initial section loss</li> <li>- The hanger bars have active corrosion with flaking rust and pack rust between the hanger bar and beam</li> <li>- The connections at each of the wind-locks have active corrosion with section loss along the bolts and nuts.</li> </ul>							
205	Reinforced Concrete Column	EA	8	4	3	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0

**Team Lead:** Jacob Turner, **Inspection Date:** 06/15/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	EA	3	0	3	0	0
(205) 06/15/21 JRT & VLC							
- Bent 2 (Column 1 & 4) has cracking going around the column.							
- Bent 3 (Column 3) has one shallow spall							
- Bent 3 (Column 4) has map cracking going around the column							
215	Reinforced Concrete Abutment	LF	112	76	36	0	0
1120	Efflorescence/Rust Staining	LF	16	0	16	0	0
1130	Cracking (RC and Other)	LF	20	0	20	0	0
(215) JRT & VLC 06/22/21							
Cracking along wing walls both abutments							
Cracking, efflorescence along back walls both abutments							
234	Reinforced Concrete Pier Cap	LF	112	97	15	0	0
1010	Cracking	LF	15	0	15	0	0
(234) JRT & VLC 06/22/21							
Bent 2 cap cracking							
Bent 3 cap map cracking							
301	Pourable Joint Seal	LF	110	0	8	14	88
2310	Leakage	LF	102	0	0	14	88
2340	Seal Cracking	LF	8	0	8	0	0
(301) JT & VC 06/15/21							
Bent 2 & 3 joint cracking, leaking, adhesion failure, debris							
302	Compression Joint Seal	LF	110	0	0	0	110
2310	Leakage	LF	110	0	0	0	110
(302) JRT & VLC 06/22/21							
Bent 1 & 4 adhesion failure, joint material loss, leakage.							
311	Movable Bearing	EA	12	12	0	0	0
313	Fixed Bearing	EA	12	0	0	12	0
1000	Corrosion	EA	7	0	0	7	0
1020	Connection	EA	2	0	0	2	0
2210	Movement	EA	2	0	0	2	0
2220	Alignment	EA	1	0	0	1	0
(313) JRT & VLC 06/22/21							
Bent 1 (Girder 1 / Bearing 1) active corrosion, pack rust.							
Bent 1 (Girder 3 / Bearing 3) & (Girder 4 / Bearing 4) floating, heavy corrosion.							
Bent 1 (Girder 6 / Bearing 6) 1.75" misalignment							
Bent 2 (Girder 6 / Bearing 6) heavy corrosion, flaking, pack rust, section loss							
Bent 3 joint cracking, leaking, adhesion failure, debris							
Bent 4 (Girder 1 / Bearing 1) active corrosion along bearing, sheared off anchor bolt							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
321	Reinforced Concrete Approach Slab	SF	1920	1440	428	52	0
1130	Cracking (RC and Other)	SF	480	0	428	52	0
(321) JRT & VLC 06/22/21 Bent 1 (West approach slab) cracking Bent 4 (East Approach Slab) open transverse cracking							
331	Reinforced Concrete Bridge Railing	LF	452	384	68	0	0
1130	Cracking (RC and Other)	LF	68	0	68	0	0
(331) 07/06/2021 - JRT & VCL  - The bridge railing has cracking at various spacings throughout the structure							





## Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	9459	0	9317	142	0
1130	Cracking (RC and Other)	SF	946	0	804	142	0
1190	Abrasion/Wear (PSC/RC)	SF	8513	0	8513	0	0
(12) 06/22/21 JRT & VLC							
- Map and transverse cracking at various locations along the driving surface throughout the structure							
- Between girders 4 & 5 (Span 2) adjacent to bent 3 there is damage to the SIP form along with spalling (This is visible from the undersurface of the deck)							

**58 - Deck** (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Comment: Under clearance only this inspection 2020.

North bound Clearance is posted less than 15ft.

CHECKED WITH Bucket Truck: 2019 insp.

Concrete rails have heavy map and moderate width vertical cracks.

Approach slabs have been replaced under a Contract Job since 2011 regular inspection; new approach slabs have insignificant size and density cracks. (96sqft.) Top of Deck has moderate width cracks, some map cracking, especially Span 3. (1200sqft.)

Soffit portion of deck overhang has moderate width cracking with light efflorescence, a few with rust staining.

Bottom of Deck Span 2 Bay 4 near Girder 4 near Joint 2B has 1ft. x 2ft.

Stay-in-Place Form damage and diaphragm Damage from an accident in the past.

Bent 1 Compression Seal is losing adhesion, sagging and 24ft. out of Road Iron, 2.0 ft. is filled with dirt.

Bents 2 &amp; 3 Compression Seal original seals have been replaced with a poured joint material in past.

Bents 2 &amp; 3 Poured Joint Material seal is losing adhesion deteriorating and splitting allowing leakage thru joint.

Joint 2a has 6.0 ft. split, 2b has 6 ft. filled with dirt.

Bent 4 Compression Seal is losing adhesion, sagging and 40ft. out of Road Iron



## Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	1337	1023	240	68	6
1000	Corrosion	LF	314	0	240	68	6
515	Steel Protective Coating	SF	21348	18288	2640	408	12
3440	Effectiveness (Steel Protective Coatings)	LF	3060	0	2640	408	12
(107) 06/22/21 JRT & VLC							
<ul style="list-style-type: none"> <li>- There is failing paint along web with light to moderate corrosion</li> <li>- Bent 1 (Girder 1 &amp; 6) has active corrosion with flaking rust along the bottom flange</li> <li>- Bent 1 (Girder 4) has active corrosion, heavy pitting, and flaking rust along the bottom flange</li> <li>- Girder 2 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girder 3 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girders 4 and 5 (Span 2) wind-locks adjacent to bent 3 have 1/8" section loss along the bottom flanges.</li> <li>- Girder 4 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girder 5 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection</li> <li>- Girder 6 (Span 2) has 3/16" section loss along the web adjacent to the pin and hanger assembly.</li> <li>- Girder 6 in span 2 has out of plane bending along the bottom flange likely from vehicular collision as evidenced by impact marks.</li> </ul>							
161	Steel Pin, Pin and Hanger Assembly	EA	12	0	0	12	0
1000	Corrosion	EA	12	0	0	12	0
(161) 06/22/21 JRT & VLC							
<ul style="list-style-type: none"> <li>- Each of the wind-locks has active corrosion with flaking rust and initial section loss</li> <li>- The hanger bars have active corrosion with flaking rust and pack rust between the hanger bar and beam</li> <li>- The connections at each of the wind-locks have active corrosion with section loss along the bolts and nuts.</li> </ul>							

**59 - Superstructure** (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)



**Asset #B3162(Routine)**

**I 55-12NB-LM 63.28 over US 61-SEC 3**

**Location: JCT US 61 & I 55**

**Team Lead: Jacob Turner, Inspection Date: 06/15/2021**

Comment: Majority of Girders has rust forming with some pitting with some section loss at joint connections.

Span 2 Girder 3 at Joint 2A has some section loss to web 3ft. x 6in. area, been cleaned and painted in the past.

Span 2 Girder 4 at Joint 2B has some section loss to end of web of girder at joint.

Majority of Pin & Hangers have Pack Rust forming.

Pins checked with ultrasonic gauge, no significant differences since previous inspection.

Span 2 Bay 4 on Girders 4&5 at Joint 2B Web Stiffener Plates at diaphragm connection has holes rusted thru plate: Girder 4 - 2 1/2in. x 4in. Girder 5 - 4in. x 4in.

No significant change this report.

Bents 1&4 Majority of Bearings have some pack rust.

Bent 1 Span 1 Girder 1 Bearing has 1 anchor bolt loose and/or sheared off.

Span 1 Girder 3 at Bent 1 girders and bearings are moving under traffic.

Span 1 Bent 1 girder 4 Bearing has 1 anchor bolt loose and/or sheared off, masonry plate is moving and girder is floating under traffic no change.

Spans 1 & 2 Bent 2 girder 5 Bearing has 3 Bolts loose at the beam to bearing connection.

Span 2 Bent 3 girder 6 Bearing has 1 pivot bolt back off or loose.

Span 3 Bent 4 girder 1 Bearing has 1 anchor bolt rusted or sheared off and laying on Girder.





## Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	8	4	3	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1130	Cracking (RC and Other)	EA	3	0	3	0	0
(205) 06/15/21 JRT & VLC							
- Bent 2 (Column 1 & 4) has cracking going around the column.							
- Bent 3 (Column 3) has one shallow spall							
- Bent 3 (Column 4) has map cracking going around the column							
215	Reinforced Concrete Abutment	LF	112	76	36	0	0
1120	Efflorescence/Rust Staining	LF	16	0	16	0	0
1130	Cracking (RC and Other)	LF	20	0	20	0	0
(215) JRT & VLC 06/22/21							
Cracking along wing walls both abutments							
Cracking, efflorescence along back walls both abutments							
234	Reinforced Concrete Pier Cap	LF	112	97	15	0	0
1010	Cracking	LF	15	0	15	0	0
(234) JRT & VLC 06/22/21							
Bent 2 cap cracking							
Bent 3 cap map cracking							

### 60 - Substructure (7 - GOOD CONDITION - some minor problems.)

Comment: Bent 3 Concrete Cap has moderate width cracks. (5 LF)

Bent 4 concrete cap has moderate width cracks. (4 LF)



Asset #B3162(Routine)

I 55-12NB-LM 63.28 over US 61-SEC 3

Location: JCT US 61 & I 55

Team Lead: Jacob Turner, Inspection Date: 06/15/2021

## Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



Elevation



Inventory



Typical deck





Typical under surface



Girder 6 in span 2 has out of plane bending along the bottom flange likely from vehicular collision as evidenced by impact marks.



Girder 6 in span 2 has out of plane bending along the bottom flange likely from vehicular collision as evidenced by impact marks.



Girder 6 in span 2 has out of plane bending along the bottom flange likely from vehicular collision as evidenced by impact marks.



Girder 6 in span 2 has out of plane bending along the bottom flange likely from vehicular collision as evidenced by impact marks.



Girder 2 (Span 2) has active corrosion with a 100% section loss along the bottom section of the diaphragm connection.



Typical section loss along the wind-lock connections



Girder 2 (Span 2) wind-lock connections adjacent to bent 3 has active corrosion with section loss.





Girders 4 and 5 (Span 2) wind-locks adjacent to bent 3 have 1/8" section loss along the bottom flanges.



Girder 6 (Span 2) has 3/16" section loss along the web adjacent to the pin and hanger assembly.



Bent 3 (Column 3) has one shallow spall



Bent 3 cap has map cracking on both sides





Bent 3 (Column 4) has map cracking



Typical cracking with efflorescence along the back walls of both abutments



Bent 2 (Girder 6 / Bearing 6) has heavy corrosion with flaking rust, pack rust, and section loss.



Typical cracking along the wing-walls of both abutments





Typical map cracking in various locations throughout the driving surface



Bent 3 joint has seal cracking along the gutter lines and 100% leakage along the travel lanes allowing water and road debris to accumulate along the bent caps and beam ends.



Bent 2 joint has debris impact and seal cracking along the gutter lines, plus 100% leakage along the travel lanes allowing water and road debris to accumulate along the bent caps and beam ends.



Typical map cracking in various locations throughout the driving surface





Bent 1 (West Approach Slab) has typical cracking



Bent 1 (Girder 1) has active corrosion with flaking rust along the top web juncture.



Typical cracking along the wing walls of both abutments



Bent 1 (Girder 6) has active corrosion with flaking rust and light to moderate pitting along the beam end.





Bent 1 (Girder 6) has active corrosion with flaking rust.



Bent 1 (Girder 4) has active corrosion with heavy pitting along the bottom flange. Bt1 sp4 g4 heavy corrosion flaking rust



Typical failing paint with light to moderate corrosion along the webs of the girders throughout the structure.



Bent 1 (Girder 1 / Bearing 1) has active corrosion with pack rust.



Bent 2 (Column 1) has cracking going around the column.



Bent 2 (Column 4) has map cracking going around the column.



Typical cracking along bent 2 cap.



**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

07/06/2021 - JRT & VCL

- Bent 1 (Girder 3 / Bearing 3) is floating and has heavy corrosion.
- Bent 1 (Girder 4 / Bearing 4) is floating and has heavy corrosion.
- Bent 4 (Girder 1 / Bearing 1) has active corrosion along the bearing and one anchor bolt that has been sheared off due to corrosion.

(SEE FILES FOR VIDEO OF FLOATING BEARINGS)

**Remarks**

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Bent 4 (Girder 1 / Bearing 1) has active corrosion along the bearing and one anchor bolt that has been sheared off due to corrosion.



Bent 1 (Girder 4 / Bearing 4) is floating and has heavy corrosion.



Bent 1 (Girder 3 / Bearing 3) is floating and has heavy corrosion.

**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

---

**Deficiency Description**

07/06/2021 - JRT & VCL

- Bent 1 (Girder 6 / Bearing 6) has one anchor bolt that has sheared off and is causing the bearing to accumulated misalignment of approximately 1.75"

**Remarks**

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Bent 1 (Girder 6 / Bearing 6) has 1.75" of misalignment



Bent 1 (Girder 6 / Bearing 6) has 1.75" of misalignment





Bent 4 girder 1. Anchor bolt missing.

**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

07/06/2021 - JRT & VCL

- The driving surface has open transverse and map cracking in various locations throughout structure

**Remarks**

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Typical map cracking in various locations throughout the driving surface



Typical transverse cracking at various spacing throughout the driving structure



**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** C - Important

**Type of Work:** (Inactive) (Inactive) 9 - None

**Status:** Monitor

**Component:**

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**Deficiency Description**

07/06/2021 - JRT & VCL

- Bent 1 (Girder 4 / Bearing 4) is floating and has heavy corrosion.

(SEE FILES FOR VIDEO OF FLOATING BEARINGS)

**Remarks**

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Bent 1 (Girder 4 / Bearing 4) is floating and has heavy corrosion.



B3162 05-21-2015 Bent 1 Bearing 4

**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** D- Routine

**Type of Work:** (Inactive) (Inactive) 1 - Clean

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

07/06/2021 - JRT & VCL

- Each of the beam ends has active corrosion with light to moderate pitting, flaking rust, and initial section loss

**Remarks**

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Girder 5 (Span 2) has active corrosion with 100% section loss along the bottom diaphragm connection adjacent to bent 3.



Girders 4 and 5 (Span 2) wind-locks adjacent to bent 3 have 1/8" section loss along the bottom flanges.

**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** D- Routine

**Type of Work:** (Inactive) (Inactive) 1 - Clean

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

07/06/21 JRT & VLC

- Each of the wind-locks has active corrosion with flaking rust and initial section loss
- The hanger bars have active corrosion with flaking rust and pack rust between the hanger bar and beam
- The connections at each of the wind-locks have active corrosion with section loss along the bolts and nuts.

**Remarks**

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Typical active corrosion with flaking rust and pack rust along the hanger bars



Typical active corrosion with flaking rust and pack rust along the hanger bars



**Maintenance Needs**

**Date Reported:** 05/09/2011

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

07/06/2021 - JRT & VCL

- Girder 2 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection
- Girder 3 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection
- Girder 4 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection
- Girder 5 (Span 2) has active corrosion with 100% section loss along bottom diaphragm connection

**Remarks**

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Girder 3 (Span 2) has active corrosion with 100% section loss along the bottom diaphragm connection adjacent to bent 3.



Girder 4 (Span 2) has active corrosion with 100% section loss along the bottom diaphragm connection adjacent to bent 3.



Girder 5 (Span 2) has active corrosion with 100% section loss along the bottom diaphragm connection adjacent to bent 3.



B3162 05-21-2015 Span 2 Girder 5 Bay 4 @ joint 2B





B3162 05-21-2015 Span 2 Girder 4 Bay 4 @ Joint 2B

**Maintenance Needs**

**Date Reported:** 05/07/2013

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

06/22/21 JRT & VLC

- Bents 1 and 4 both have adhesion failure with the joint material resting on the bridge seats, causing water and road debris to accumulate on top of the beam ends

**Remarks**

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Bent 4 joint seal has adhesion failure and loss of joint material causing 100% leakage.



Bent 1 compression joint has 100% of the joint laying on top of the bridge seat causing water and road debris to leak onto the bridge seat and beam ends.



B3162 05-21-2015 Bent 4 Compression seal

**Maintenance Needs**

**Date Reported:** 05/07/2013

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

---

**Deficiency Description**

06/15/21 - JT & VC

- Bent 2 & 3 has joint material that is cracking, adhesion failure, and leakage.

**Remarks**

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B3162 05-21-2015 Bent 2 Joint seal



B3162 05-21-2015 Bent 3 Joint seal



**Maintenance Needs**

**Date Reported:** 05/07/2013

**Priority:** C - Important

**Type of Work:** (Inactive) (Inactive) 9 - None

**Status:** Open

**Component:** Element

---

**Deficiency Description**

Bent 1 Compression Seal  
is losing adhesion, sagging and 24ft. has dropped out of road iron.

**Remarks**

This maintenance has been put in twice in the past (This maintenance need can be removed)

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B3162 05-21-2015 Bent 1 Compression seal



Asset #B3162(Routine)

I 55-12NB-LM 63.28 over US 61-SEC 3

Location: JCT US 61 & I 55

Team Lead: Jacob Turner, Inspection Date: 06/15/2021

#### Maintenance Needs

Date Reported: 05/07/2013

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

---

#### Deficiency Description

07/06/2021 - JRT & VCL

- Bent 4 (East Approach Slab) has open transverse and longitudinal cracking

#### Remarks

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Bent 4 (East Approach Slab) has open transverse cracking

**Maintenance Needs**

**Date Reported:** 05/19/2015

**Priority:** (Inactive) (Inactive) G - General/  
Preventive maintenance

**Status:** Monitor

**Type of Work:** (Inactive) (Inactive) 9 - None

**Component:**

---

**Deficiency Description**

07/06/2021 - JRT & VCL

- Between girders 4 & 5 (Span 2) adjacent to bent 3 there is damage to the SIP form along with spalling (This is visible from the undersurface of the deck)

**Remarks**

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Between girders 4 & 5 (Span 2) adjacent to bent 3 there is damage to the SIP form along with spalling (This is visible from the undersurface of the deck)



Span 2 bay 3. collision damage to stay in place form.



**Asset #B3162**(Routine)

**I 55-12NB-LM 63.28 over US 61-SEC 3**

**Location: JCT US 61 & I 55**

**Team Lead:** Jacob Turner, **Inspection Date:** 06/15/2021

#### **Maintenance Needs**

**Date Reported:** 05/19/2015

**Priority:** (Inactive) (Inactive) G - General/  
Preventive maintenance

**Status:** Monitor

**Type of Work:** (Inactive) (Inactive) 9 - None

**Component:**

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#### **Deficiency Description**

Spans 1&2 Girder 5 Bent 2 Bearing  
has 3 Bolts loose at the beam to bearing connection.

#### **Remarks**

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**Asset #B3162(Routine)**

**I 55-12NB-LM 63.28 over US 61-SEC 3**

**Location: JCT US 61 & I 55**

**Team Lead:** Jacob Turner, **Inspection Date:** 06/15/2021

## **Routine Maintenance**

Check Box Maintenance Items

<b>Type of Maintenance</b>	<b>Is recommended?</b>
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



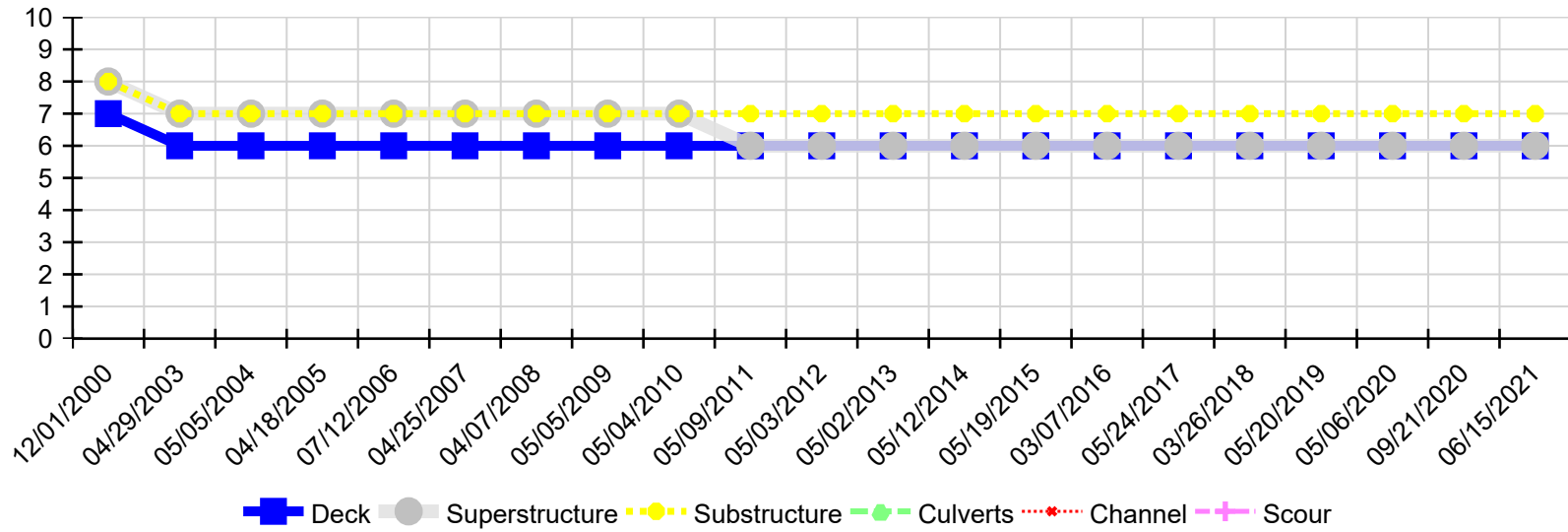
Asset #B3162(Routine)

I 55-12NB-LM 63.28 over US 61-SEC 3

Location: JCT US 61 & I 55

Team Lead: Jacob Turner, Inspection Date: 06/15/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/15/2021	6	6	7	N	N	N
09/21/2020	6	6	7	N	N	N
05/06/2020	6	6	7	N	N	N
05/20/2019	6	6	7	N	N	N
03/26/2018	6	6	7	N	N	N
05/24/2017	6	6	7	N	N	N
03/07/2016	6	6	7	N	N	N
05/19/2015	6	6	7	N	N	N
05/12/2014	6	6	7	N	N	N
05/02/2013	6	6	7	N	N	N
05/03/2012	6	6	7	N	N	N
05/09/2011	6	6	7	N	N	N
05/04/2010	6	7	7	N	N	N
05/05/2009	6	7	7	N	N	N
04/07/2008	6	7	7	N	N	N
04/25/2007	6	7	7	N	N	N
07/12/2006	6	7	7	N	N	N
04/18/2005	6	7	7	N	N	N
05/05/2004	6	7	7	N	N	N
04/29/2003	6	7	7	N	N	N
12/01/2000	7	8	8	N	N	N