



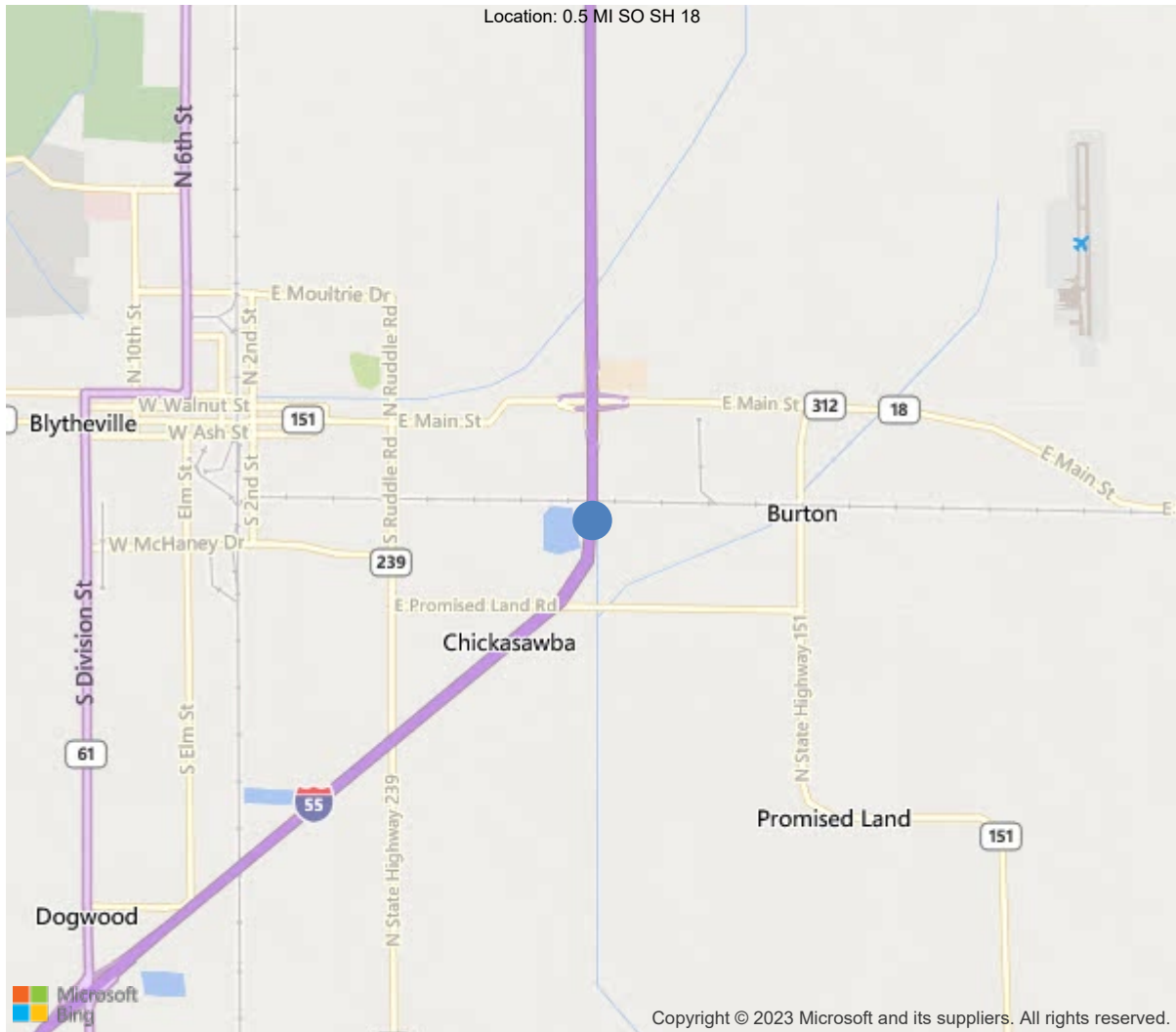
Latitude:35.92036, Longitude:-89.87420

Route:55 Section:12 Log:66.75

Arnold Road ID:47x55x12xA, Arnold Log mile:66.79

District 10, 93 - Mississippi County

Owner: 1 - State Highway Agency



35.92036, -89.87420



**Asset #B3166(Routine)**  
**I-55NB-12-LM 66.75 over BURLINGTON,SH 239S**

**Location: 0.5 MI SO SH 18**

**Team Lead: Richard Jones, Inspection Date: 11/03/2022**

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B3166
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	93 - Mississippi County
(4) Place Code	0
(6) Features Intersected	BURLINGTON,SH 239S
(7) Facility Carried	I-55NB-12-LM 66.75
(9) Location	0.5 MI SO SH 18
(11) Mile Point	66.75 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000055120
(16) Latitude	35.92036
(17) Longitude	-89.8742
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1 - Concrete
Type	1 - Slab
(44) Approach Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	14
(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	14
On	1 - Highway
Under	4 - Highway-railroad
(28) Lane	
On	2
Under	2
(29) Average Daily Traffic	11500
(30) Year of ADT	2018
(109) Truck ADT	52 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	67.7 ft
(49) Structure Length	984 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	40 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	21.36 ft
Ref:	
(55) Min Lat Underclear RT	18.3 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	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	7
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	9
(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	11/03/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			



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

Approach slabs have a few unsealed cracks, and a few spalls.

Bridge rails have several cracks. Rails have a few spalled areas from impact damage. (Span 7, Span 10)

Deck has numerous unsealed cracks, and areas of minor abrasion.

Compression seals have several areas that are ripped or torn and have several sections missing. Road irons have a few areas that are loose. Some have been partially removed at bents 8 and 11.

Soffit has several transverse cracks with efflorescence.

Main slab span at span 8 is patched along joint over bent 8. Slab has several unsealed cracks. Slab soffit has some efflorescence.

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

Girders have freckled surface rust throughout. Ends of girders have flaking rust with some section loss at web below haunch.

Bearings have minor pack rust. Bearings at abutments have some section loss.

Span 1 bent 1 bearings 3 and 4 have 1/8" gaps between masonry plate and bearings.

Span 2 bent 2 bearings 1 - 5 are rotated back and are near max rotation.

Span 2 bent 3 bearing 1 has a loose cap screw.

Span 5 bent 6 bearing 2 has a loose cap screw.

Span 6 girder 4 has a possible crack in weld at end of cover plate near bent 7.

Span 10 bent 11 bearings 2 and 4 have 1/8" gaps between masonry plate and bearing.

Span 13 bent 13 girders 2, 3, and 4 have holes in web below haunch.

Span 14 bent 14 girder 4 has a hole in web below haunch.

Span 15 bent 16 bearings 2, 4, and 5 have 1/8" gaps between masonry plate and bearing.

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

Abutment backwalls have a few cracks with efflorescence.

Caps have a few minor cracks, especially near construction joints.

Bent 2 column 2 has some delaminated areas.

Bent 3 cap has a minor spall near bearing 6 on back side.

Bent 3 column 4 has some delaminated areas.

Bent 6 cap has exposed rebar on bottom of cap near column 4.

Bent 8 bottom of cap has some exposed rebar.

Bent 10 column 4 has some delaminated areas.

Bent 15 column 4 has some spalls with exposed rebar due to lack of steel coverage.

Several trees growing under bridge.

**A-27 - Job Number** (10616)

bridge was widened under contract job 100133

**A-46 - Asset Files**

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Asset #B3166(Routine)

I-55NB-12-LM 66.75 over BURLINGTON,SH 239S

Location: 0.5 MI SO SH 18

Team Lead: Richard Jones, Inspection Date: 11/03/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	40498	20003	18835	1660	0
1120	Efflorescence/Rust Staining	SF	529	0	0	529	0
1130	Cracking (RC and Other)	SF	4846	0	3715	1131	0
1190	Abrasion/Wear (PSC/RC)	SF	15120	0	15120	0	0
38	RC Slab	SF	1560	1322	16	222	0
1080	Delamination/Spall/Patched Area	SF	13	0	0	13	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	56	0	16	40	0
1130	Cracking (RC and Other)	SF	168	0	0	168	0
107	Steel Open Girder/Beam	LF	5673	3375	2270	28	0
1000	Corrosion	LF	2298	0	2270	28	0
515	Steel Protective Coating	SF	56180	33708	12899	9363	210
3440	Effectiveness (Steel Protective Coatings)	LF	22472	0	12899	9363	210
205	Reinforced Concrete Column	EA	56	52	0	4	0
1080	Delamination/Spall/Patched Area	EA	3	0	0	3	0
1090	Exposed Rebar	EA	1	0	0	1	0
215	Reinforced Concrete Abutment	LF	133	123	10	0	0
1120	Efflorescence/Rust Staining	LF	6	0	6	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
234	Reinforced Concrete Pier Cap	LF	597	536	55	6	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	53	0	53	0	0
302	Compression Joint Seal	LF	686	12	0	419	255
2330	Seal Damage	LF	387	0	0	132	255
2340	Seal Cracking	LF	254	0	0	254	0
2360	Adjacent Deck or Header	LF	33	0	0	33	0
311	Movable Bearing	EA	84	0	60	24	0
1000	Corrosion	EA	84	0	60	24	0
313	Fixed Bearing	EA	84	0	84	0	0



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Location: 0.5 MI SO SH 18

Team Lead: Richard Jones, Inspection Date: 11/03/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1000	Corrosion	EA	82	0	82	0	0
1020	Connection	EA	2	0	2	0	0
321	Reinforced Concrete Approach Slab	SF	1752	1467	0	285	0
1080	Delamination/Spall/Patched Area	SF	3	0	0	3	0
1130	Cracking (RC and Other)	SF	282	0	0	282	0
331	Reinforced Concrete Bridge Railing	LF	1964	1645	66	228	25
1080	Delamination/Spall/Patched Area	LF	30	0	16	14	0
1090	Exposed Rebar	LF	50	0	50	0	0
1130	Cracking (RC and Other)	LF	214	0	0	214	0
7000	Damage	LF	25	0	0	0	25



Asset #B3166(Routine)

I-55NB-12-LM 66.75 over BURLINGTON,SH 239S

Location: 0.5 MI SO SH 18

Team Lead: Richard Jones, Inspection Date: 11/03/2022

**Deck**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	40498	20003	18835	1660	0
1120	Efflorescence/Rust Staining	SF	529	0	0	529	0
1130	Cracking (RC and Other)	SF	4846	0	3715	1131	0
1190	Abrasion/Wear (PSC/RC)	SF	15120	0	15120	0	0
38	RC Slab	SF	1560	1322	16	222	0
1080	Delamination/Spall/Patched Area	SF	13	0	0	13	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	56	0	16	40	0
1130	Cracking (RC and Other)	SF	168	0	0	168	0

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

Comment: Approach slabs have a few unsealed cracks, and a few spalls.

Bridge rails have several cracks. Rails have a few spalled areas from impact damage. (Span 7, Span 10)

Deck has numerous unsealed cracks, and areas of minor abrasion.

Compression seals have several areas that are ripped or torn and have several sections missing. Road irons have a few areas that are loose. Some have been partially removed at bents 8 and 11.

Soffit has several transverse cracks with efflorescence.

Main slab span at span 8 is patched along joint over bent 8. Slab has several unsealed cracks. Slab soffit has some efflorescence.

**Superstructure**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	5673	3375	2270	28	0
1000	Corrosion	LF	2298	0	2270	28	0
515	Steel Protective Coating	SF	56180	33708	12899	9363	210
3440	Effectiveness (Steel Protective Coatings)	LF	22472	0	12899	9363	210

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

Comment: Girders have freckled surface rust throughout. Ends of girders have flaking rust with some section loss at web below haunch.

Bearings have minor pack rust. Bearings at abutments have some section loss.

Span 1 bent 1 bearings 3 and 4 have 1/8" gaps between masonry plate and bearings.

Span 2 bent 2 bearings 1 - 5 are rotated back and are near max rotation.

Span 2 bent 3 bearing 1 has a loose cap screw.

Span 5 bent 6 bearing 2 has a loose cap screw.

Span 6 girder 4 has a possible crack in weld at end of cover plate near bent 7.

Span 10 bent 11 bearings 2 and 4 have 1/8" gaps between masonry plate and bearing.

Span 13 bent 13 girders 2, 3, and 4 have holes in web below haunch.

Span 14 bent 14 girder 4 has a hole in web below haunch.

Span 15 bent 16 bearings 2, 4, and 5 have 1/8" gaps between masonry plate and bearing.



**Substructure**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	56	52	0	4	0
1080	Delamination/Spall/Patched Area	EA	3	0	0	3	0
1090	Exposed Rebar	EA	1	0	0	1	0
215	Reinforced Concrete Abutment	LF	133	123	10	0	0
1120	Efflorescence/Rust Staining	LF	6	0	6	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
234	Reinforced Concrete Pier Cap	LF	597	536	55	6	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	53	0	53	0	0

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

Comment: Abutment backwalls have a few cracks with efflorescence.

Caps have a few minor cracks, especially near construction joints.

Bent 2 column 2 has some delaminated areas.

Bent 3 cap has a minor spall near bearing 6 on back side.

Bent 3 column 4 has some delaminated areas.

Bent 6 cap has exposed rebar on bottom of cap near column 4.

Bent 8 bottom of cap has some exposed rebar.

Bent 10 column 4 has some delaminated areas.

Bent 15 column 4 has some spalls with exposed rebar due to lack of steel coverage.

Several trees growing under bridge.



Asset #B3166(Routine)

I-55NB-12-LM 66.75 over BURLINGTON,SH 239S

Location: 0.5 MI SO SH 18

Team Lead: Richard Jones, Inspection Date: 11/03/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Approach spans



Main



Span 2 soffit



**Maintenance Needs**

**Date Reported:** 10/22/2012

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Superstructure

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**Deficiency Description**

Girders have freckled surface rust throughout. Ends of girders have flaking rust with some section loss at web below haunch.

**Remarks**

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Soffit





### Maintenance Needs

**Date Reported:** 10/22/2012

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Superstructure

---

### Deficiency Description

Bearings have minor pack rust. Bearings at abutments have some section loss.

Span 1 bent 1 bearings 3 and 4 have 1/8" gaps between masonry plate and bearings.

Span 2 bent 2 bearings 1 - 5 are rotated back and are near max rotation.

Span 2 bent 3 bearing 1 has a loose cap screw.

Span 5 bent 6 bearing 2 has a loose cap screw.

Span 10 bent 11 bearings 2 and 4 have 1/8" gaps between masonry plate and bearing.

Span 15 bent 16 bearings 2, 4, and 5 have 1/8" gaps between masonry plate and bearing.

### Remarks

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Span 2 bent 2 bearing 5



**Asset #B3166**(Routine)

**I-55NB-12-LM 66.75 over BURLINGTON,SH 239S**

**Location: 0.5 MI SO SH 18**

**Team Lead:** Richard Jones, **Inspection Date:** 11/03/2022

#### **Maintenance Needs**

**Date Reported:** 10/22/2012

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Deck

---

#### **Deficiency Description**

Deck has numerous unsealed cracks, and areas of minor abrasion.

Main slab span at span 8 is patched along joint over bent 8. Slab has several unsealed cracks. Slab soffit has some efflorescence.

#### **Remarks**

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**Maintenance Needs**

**Date Reported:** 10/22/2012

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Deck

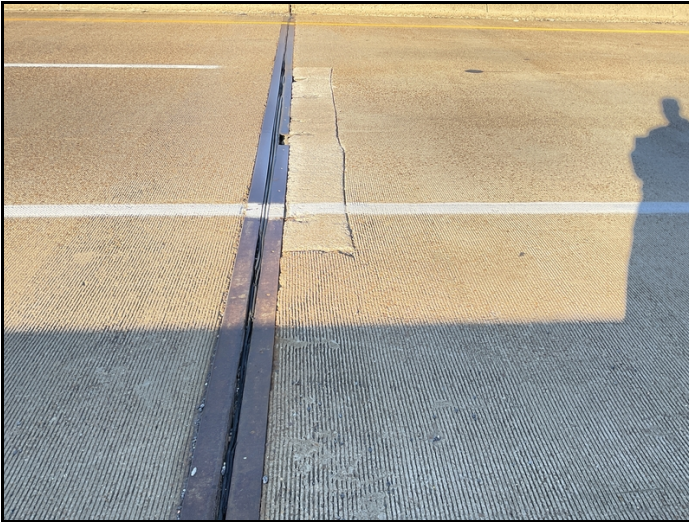
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**Deficiency Description**

Road irons have a few areas that are loose. Some have been partially removed at bents 8 and 11.

**Remarks**

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Bent 8 joint



Bent 11

**Maintenance Needs**

**Date Reported:** 10/22/2012

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Element

---

**Deficiency Description**

Compression seals have several areas that are ripped or torn and have several sections missing.

**Remarks**

---



Typ joint



Bent 3 joint



**Asset #B3166**(Routine)

**I-55NB-12-LM 66.75 over BURLINGTON,SH 239S**

**Location: 0.5 MI SO SH 18**

**Team Lead:** Richard Jones, **Inspection Date:** 11/03/2022

#### **Maintenance Needs**

**Date Reported:** 11/21/2014

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Channel

---

#### **Deficiency Description**

Trees and dense vegetation are growing around interior bents and restricting inspection.

#### **Remarks**

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**Maintenance Needs**

**Date Reported:** 10/17/2016

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Approach

---

**Deficiency Description**

Approach slabs have a few unsealed cracks, and a few spalls.

**Remarks**

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Approach slab at beginning

**Maintenance Needs**

**Date Reported:** 10/17/2016

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

**Status:** Monitor

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

**Component:** Substructure

---

**Deficiency Description**

Caps have a few minor cracks, especially near construction joints.

**Remarks**

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Bent 8 cap bottom



**Asset #B3166**(Routine)

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**Team Lead:** Richard Jones, **Inspection Date:** 11/03/2022

#### **Maintenance Needs**

**Date Reported:** 10/17/2016

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

**Status:** Monitor

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

**Component:** Substructure

---

#### **Deficiency Description**

Concrete columns have a few delaminated areas or spalls with rebar exposed.

#### **Remarks**

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**Asset #B3166**(Routine)

**I-55NB-12-LM 66.75 over BURLINGTON,SH 239S**

**Location: 0.5 MI SO SH 18**

**Team Lead:** Richard Jones, **Inspection Date:** 11/03/2022

### Maintenance Needs

**Date Reported:** 11/16/2022

**Priority:** C - Important

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

**Status:** Open

**Component:** Element

---

### Deficiency Description

Bridge rails have a few spalled areas from impact damage. (Span 7, Span 10)

### Remarks

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Span 10



Asset #B3166(Routine)

I-55NB-12-LM 66.75 over BURLINGTON,SH 239S

Location: 0.5 MI SO SH 18

Team Lead: Richard Jones, Inspection Date: 11/03/2022

## Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
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	





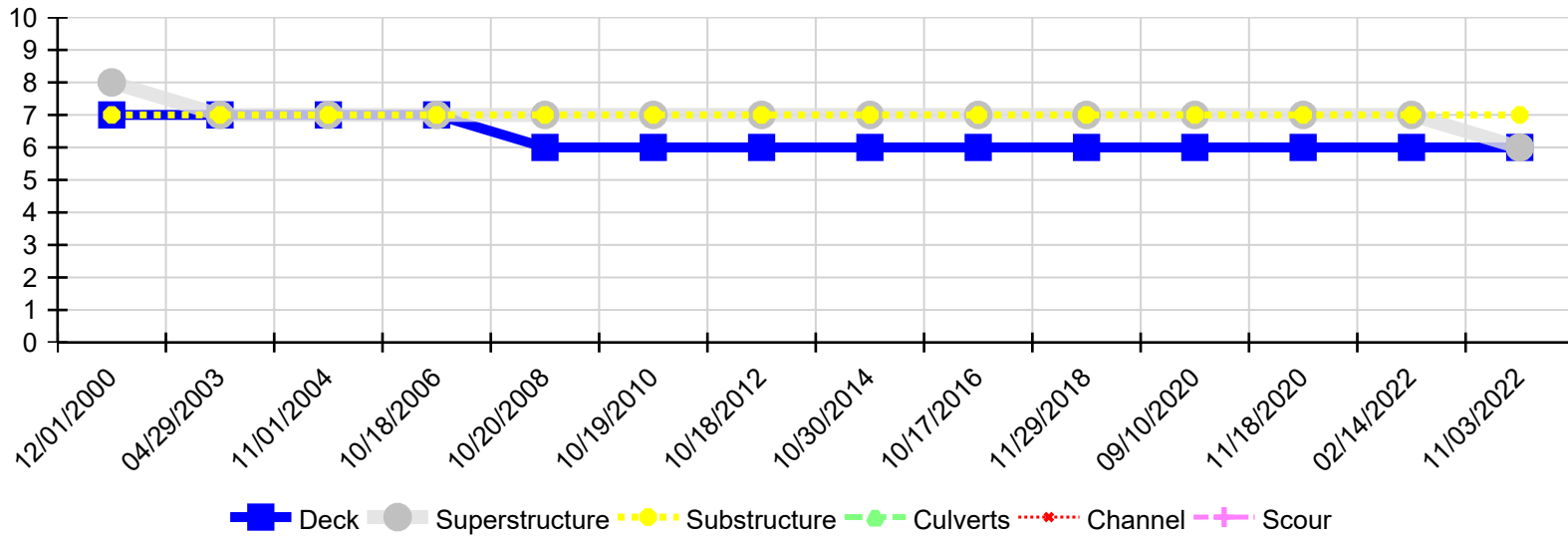
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I-55NB-12-LM 66.75 over BURLINGTON,SH 239S

Location: 0.5 MI SO SH 18

Team Lead: Richard Jones, Inspection Date: 11/03/2022

### Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/03/2022	6	6	7	N	N	N
02/14/2022	6	7	7	N	N	N
11/18/2020	6	7	7	N	N	N
09/10/2020	6	7	7	N	N	N
11/29/2018	6	7	7	N	N	N
10/17/2016	6	7	7	N	N	N
10/30/2014	6	7	7	N	N	N
10/18/2012	6	7	7	N	N	N
10/19/2010	6	7	7	N	N	N
10/20/2008	6	7	7	N	N	N
10/18/2006	7	7	7	N	N	N
11/01/2004	7	7	7	N	N	N
04/29/2003	7	7	7	N	N	N
12/01/2000	7	8	7	N	N	N