



Latitude:35.39022, Longitude:-90.27272

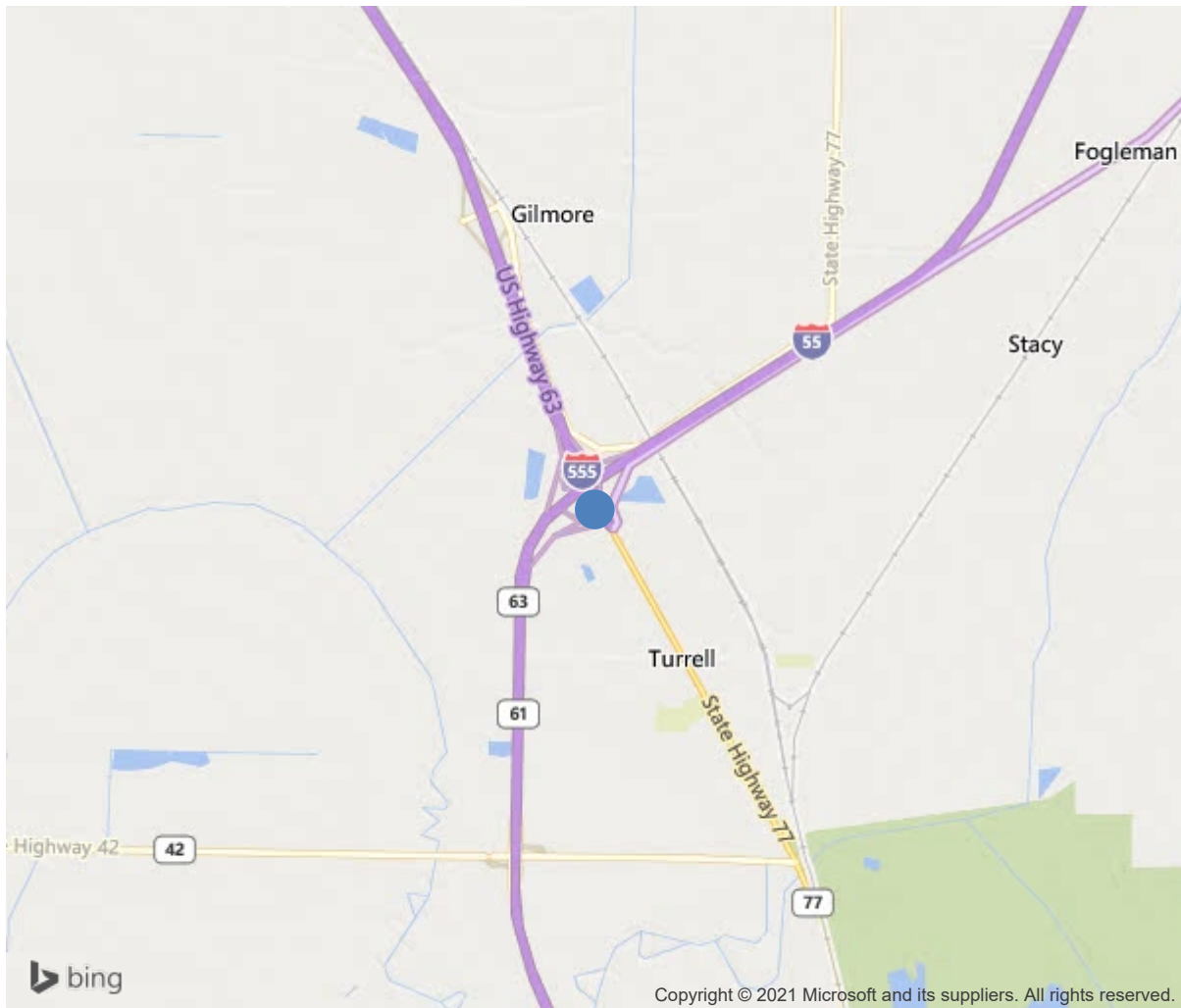
Route:555 Section:01 Log:0.14

Arnold Road ID:18x555x1xA, Arnold Log mile:0.716

District 01, Crittenden County

Owner: 1-State Highway Agency

Jct I-555 & I-55



35.39022, -90.27272



Bridge #06999(Routine)

I-555/Sec-1/L-0.14 over I-555 & I-55

Location: Jct I-555 & I-55

Team Lead: Drew Melton Inspection Date: April 08, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06999
(5) Inventory Route	555
(2) Highway Agency District	01
(3) County Code	35-Crittenden County, Arkansas
(4) Place Code	0
(6) Features Intersected	I-555 & I-55
(7) Facility Carried	I-555/Sec-1/L-0.14
(9) Location	Jct I-555 & I-55
(11) Mile Point	0.14 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000063100
(16) Latitude	35.390217
(17) Longitude	-90.27272
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	13
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	5-Epoxy Overlay
Type of Membrane	0-None
Type of Deck Protection	1-Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2006
(106) Year Reconstructed	0
(42) Type of Service	11
On	1-Highway
Under	1-Highway, with or without pedestrian
(28) Lane	
On	1
Under	6
(29) Average Daily Traffic	4161
(30) Year of ADT	2018
(109) Truck ADT	24 %
(19) Bypass, Detour Length	0 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	135 ft
(49) Structure Length	1027.1 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	25.1 ft
(52) Deck Width Out to Out	27 ft
(32) Approach Roadway Width (W/Shoulders)	25.1 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	25.1 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	17.47 ft
Ref:	
(55) Min Lat Underclear RT	31.6 ft
Ref:	
(56) Min Lat Underclear LT	7.7 ft
NAVIGATION DATA	
(38) Navigation Control	N-Not applicable, no waterway.
(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	1-Rural Principal Arterial - Int
(100) Defense Highway	1-The inventory route is on a In
(101) Parallel Structure	N-No parallel structure exists.
(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	4-Historical significance is not dete
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	8
(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	13
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	8
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	6
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	9
(36) Traffic Safety Features	1111
A) Bridge Railings	1-Inspected feature meets currently a
B) Transitions	1-Inspected feature meets currently a
C) Approach Guardrail	1-Inspected feature meets currently a
D) 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	1730
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No 24
B: Underwater Inspection	No 0
C: Other Special Inspection	No 0



Bridge #06999(Routine)
I-555/Sec-1/L-0.14 over I-555 & I-55

Location: Jct I-555 & I-55

Team Lead: Drew Melton, Inspection Date: April 08, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	28871	24396	4475	0	0
1120	Efflorescence/Rust Staining	SF	525	0	525	0	0
1130	Cracking (RC and Other)	SF	3950	0	3950	0	0
510	Wearing Surfaces	SF	12326	6826	4500	0	1000
3230	Effectiveness (Wearing Surface)	SF	5500	0	4500	0	1000
(12)	Soffit overhangs have hairline transverse cracks spaced four feet apart some with light efflorescence. Deck has longitudinal and transverse cracks on shoulders. Epoxy overlay has been added to travel lane only. Epoxy coating has areas of wear and bare concrete exposed.						
107	Steel Open Girder/Beam	LF	4100	4100	0	0	0
515	Steel Protective Coating	SF	42350	39100	3250	0	0
3420	Peeling/Bubbling/Cracking	SF	3250	0	3250	0	0
(107)	All spans girder #1,4 paint system failing and peeling off on bottom of web and flange and a few other various locations						
205	Reinforced Concrete Column	EA	24	24	0	0	0
(205)	Bent 7,9 left column has paint peeling						
215	Reinforced Concrete Abutment	LF	126	126	0	0	0
234	Reinforced Concrete Pier Cap	LF	324	324	0	0	0
300	Strip Seal Expansion Joint	LF	141	141	0	0	0
515	Steel Protective Coating	SF	504	504	0	0	0
310	Elastomeric Bearing	EA	56	56	0	0	0
321	Reinforced Concrete Approach Slab	SF	1825	1615	200	10	0
1130	Cracking (RC and Other)	SF	210	0	200	10	0
510	Wearing Surfaces	SF	821	801	0	20	0
3220	Crack (Wearing Surface)	SF	20	0	0	20	0
(321)	Approach slabs travel lane has been epoxy overlay. Approach slabs shoulders have open cs2 and cs3 cracks. Abutment #2 approach slab has one cs3 crack reflecting through wearing surface. Spalls in gutters.						
331	Reinforced Concrete Bridge Railing	LF	2054	1354	690	10	0

Location: Jct I-555 & I-55

Team Lead: Drew Melton, **Inspection Date:** April 08, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1080	Delamination/Spall/Patched Area	LF	15	0	5	10	0
1130	Cracking (RC and Other)	LF	685	0	685	0	0
(331)							
Span #5 right side has collision damage with small spall. Left and right rails have vertical cs2 cracks spaced three feet apart. Minor areas of collision damage full length in various locations.							



Bridge #06999(Routine)

I-555/Sec-1/L-0.14 over I-555 & I-55

Location: Jct I-555 & I-55

Team Lead: Drew Melton **Inspection Date:** April 08, 2020

Maintenance Needs

Date Reported: 04/10/2012
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: Approach

Deficiency Description

Approach slabs shoulders have open cs2 and cs3 cracks.
Abutment #2 approach slab has one cs3 crack reflecting through wearing surface.

Remarks



Typical approach slab crack on shoulder.

Date Reported: 04/09/2020
Priority: D- Routine
Type of Work: Clean
Status: Open
Component: 107 - Steel Open Girder/Beam

Deficiency Description

All spans girder #1,4 paint system failing and peeling off on bottom of web and flange and a few other various locations

Remarks



Typical peeling paint



Typical peeling paint



Bridge #06999(Routine)
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Location: Jct I-555 & I-55

Team Lead: Drew Melton **Inspection Date:** April 08, 2020

Inspection Comments

Changed Log mile to 0.14 per Little Rock's direction

Abutment #1 slope pavement has settled three inches since construction right side is tight against wing with one foot spall to wing right side is gaped two inches at top 3/4" at bottom.

Deck Notes

04/08/2020 lowered deck from 8 to 7 due to minor deck cracks.

Superstructure Notes

04/08/2020 lowered superstructure from 8 to 7 due to paint peeling.

Substructure Notes

04/08/2020 lowered substructure from 9 to 8 due to slope pavement settlement.