



Latitude:35.35187, Longitude:-90.27523

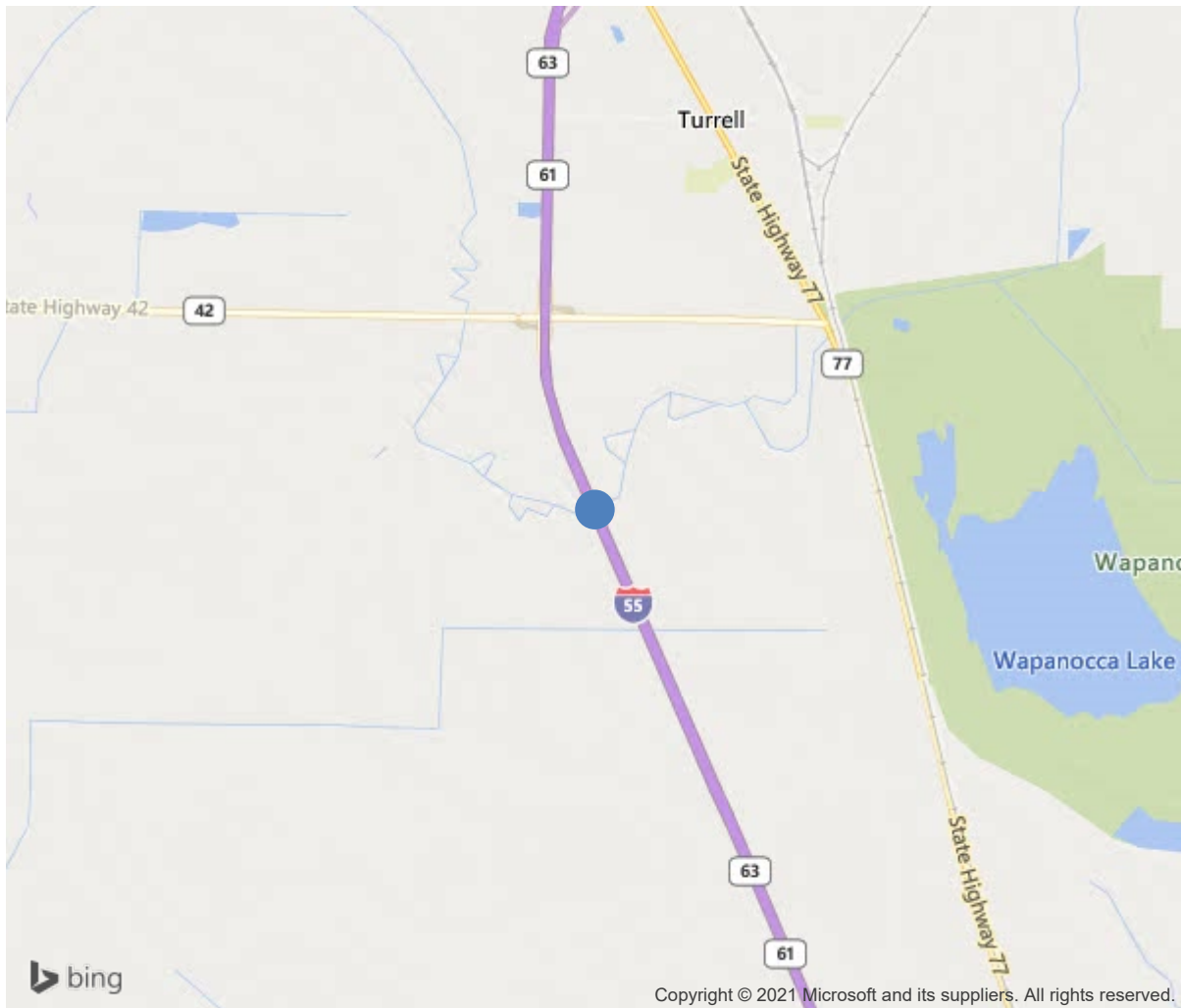
Route:55 Section:11 Log:20.55

Arnold Road ID:18x55x11xA, Arnold Log mile:20.55

District 01, Crittenden County

Owner: 1-State Highway Agency

1.0 Mi S Jct Of Sh 42



35.35187, -90.27523



Bridge #02809(Routine)

I-55N/Sec11/L20.55 over Big Creek

Location: 1.0 Mi S Jct Of Sh 42

Team Lead: Drew Melton Inspection Date: April 13, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	02809
(5) Inventory Route	55
(2) Highway Agency District	01
(3) County Code	35-Crittenden County, Arkansas
(4) Place Code	0
(6) Features Intersected	Big Creek
(7) Facility Carried	I-55N/Sec11/L20.55
(9) Location	1.0 Mi S Jct Of Sh 42
(11) Mile Point	20.55 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000055110
(16) Latitude	35.35187
(17) Longitude	-90.27523
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	21
Material	2-Concrete continuous
Type	1-Slab
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	6
(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	0-None
AGE AND SERVICE	
(27) Year Built	1956
(106) Year Reconstructed	1975
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	2800
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	162 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	39 ft
(52) Deck Width Out to Out	42.2 ft
(32) Approach Roadway Width (W/Shoulders)	38.1 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	39 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(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	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	8
(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	6
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	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be
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	17304
(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	Yes
C: Other Special Inspection	No



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Location: 1.0 Mi S Jct Of Sh 42

Team Lead: Drew Melton, Inspection Date: April 13, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	6804	6312	0	492	0
1120	Efflorescence/Rust Staining	SF	492	0	0	492	0
510	Wearing Surfaces	SF	6318	6318	0	0	0
(38)	Widened areas have transverse & longitudinal cracks with moderate efflorescence. Original area has longitudinal cracks with moderate efflorescence, each span has one transverse crack with efflorescence. Deck has epoxy overlay since 2014 inspection. Slab has vertical hairline cracks in side of slab spaced one foot apart.						
215	Reinforced Concrete Abutment	LF	99	97	2	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
(215)	Abutment #2 cap has several 2' spalls at top with no rebar exposed						
227	Reinforced Concrete Pile	EA	35	22	13	0	0
1080	Delamination/Spall/Patched Area	EA	10	0	10	0	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	1	0	0
(227)	Bent #2 piles #1,2,3,4,5 have small pop offs with no rebar exposed and 5,6,7 have hairline crack at top. Bent #3 pile #3,4,5,6&7 repair is spalling. Bent #4 all piles bottom 10' scaling. Bent #6 all piles have transverse cracks near top.						
234	Reinforced Concrete Pier Cap	LF	213	210	3	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
(234)	Bent #4 cap ahead face between pile #1 & 2 at top has 2' delamination. Bent #6 ahead face has vertical crack at centerline. Bent #6 cap bottom chord has 6" spall with rebar exposed beside pile #6.						
301	Pourable Joint Seal	LF	84	0	0	84	0
2350	Debris Impaction	LF	84	0	0	84	0
(301)	Joints are covered with epoxy overlay.						
330	Metal Bridge Railing	LF	324	321	3	0	0
1900	Distortion	LF	3	0	3	0	0

Team Lead: Drew Melton, **Inspection Date:** April 13, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(330)							
Span #2 right side has minor collision.							
331	Reinforced Concrete Bridge Railing	LF	324	319	0	5	0
1080	Delamination/Spall/Patched Area	LF	5	0	0	5	0
(331)							
Span #1 right rail has 2 2' spalls with rebar exposed reflecting through to outside.							
Abutment #2 right end post spalled at top.							
Rail has hairline vertical cracks spaced 2' with light efflorescence.							



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Team Lead: Drew Melton **Inspection Date:** April 13, 2020



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I-55N/Sec11/L20.55 over Big Creek
Location: 1.0 Mi S Jct Of Sh 42

Team Lead: Drew Melton **Inspection Date:** April 13, 2020

Maintenance Needs

Date Reported: 04/16/2018
Priority: D- Routine
Type of Work: Clean
Status: Monitor
Component: Channel

Deficiency Description

Vegetation is growing under and beside bridge.

Remarks



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I-55N/Sec11/L20.55 over Big Creek

Location: 1.0 Mi S Jct Of Sh 42

Team Lead: Drew Melton Inspection Date: April 13, 2020

Date Reported: 04/14/2020

Priority: D- Routine

Type of Work: Clean

Status: Open

Component: Deck

Deficiency Description

Gutters are full of dirt and debris full length.

Remarks



Typical debris in gutters



Bridge #02809(Routine)
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Location: 1.0 Mi S Jct Of Sh 42

Team Lead: Drew Melton **Inspection Date:** April 13, 2020

Inspection Comments

Drawing numbers: 19217-22, Widened Job #11864.

Vegetation is growing under and beside bridge.

Gutters are full of dirt and debris full length.

Deck Notes

Slab:Widened areas have transverse & longitudinal cracks with moderate efflorescence. Original area has longitudinal cracks with moderate efflorescence, each span has one transverse crack with efflorescence.Deck has epoxy overlay since 2014 inspection.Joints:Joints are covered with epoxy overlay.Rail: Span #1 right curb has 2 2' spalls with rebar exposed Abutment #2 right end post spalled at top.Rail has hairline vertical cracks spaced 2' with light efflorescence.

Substructure Notes

Piles:Bent #2 piles #1,2,3,4,5 have small pop offs with no rebar exposed and 5,6,7 have hairline crack at top.Bent #3 pile #3,4,5,6&7 repair is spalling.Bent #4 all piles bottom 10' scaling.Bent #6 all piles have transverse cracks near top.Caps:Abutment #2 cap has several 2' spalls at top with no rebar exposed Bent #4 cap ahead face between pile #1 & 2 at top has 2' delamination.Bent #6 ahead face has vertical crack at centerline.Bent #6 cap bottom chord has 6" spall with rebar exposed beside pile #6.