



Latitude:36.10828, Longitude:-94.53498

Route:59 Section:02 Log:4.96

Arnold Road ID:4x59x2xA, Arnold Log mile:5.106

District 09, 7 - Benton County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

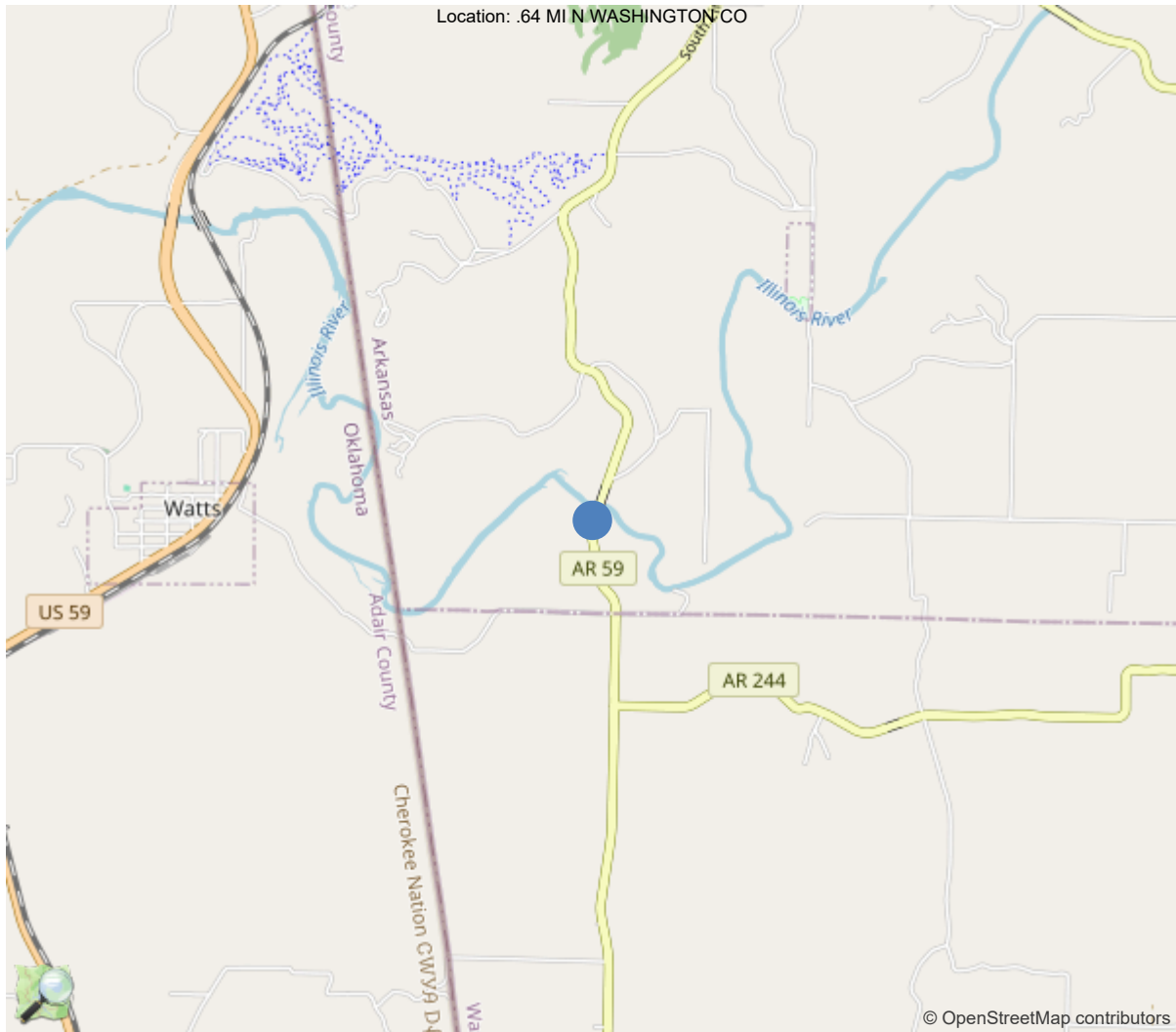
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40	Null	Null
Code 9 (31 Tons)	50	Null	Null
Code 5 (40 Tons)	54	Null	Null

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



36.10828, -94.53498



Asset #03743(Routine, Underwater type 2)

SH 59 Benton 2 over ILLINOIS RIVER

Location: .64 MI N WASHINGTON CO

Team Lead: Benjamin Smith Inspection Date: 06/11/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03743
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	7 - Benton County
(4) Place Code	0
(6) Features Intersected	ILLINOIS RIVER
(7) Facility Carried	SH 59 Benton 2
(9) Location	.64 MI N WASHINGTON CO
(11) Mile Point	4.96 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000059020
(16) Latitude	36.10828
(17) Longitude	-94.53498
(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	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	13
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1963
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	3000
(30) Year of ADT	2018
(109) Truck ADT	24 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	957 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	25.9 ft
(52) Deck Width Out to Out	31.6 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	26.2 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 w
(111) Pier Protection	1 - Navigation protection not
(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	0
(26) Functional Class	6 - Rural Minor Arterial
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(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	4
(59) Superstructure	5
(60) Substructure	4
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(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	33
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	997 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 156
(96) Total Project Cost	\$ 2216
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	4372
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/11/2024		
(91) Frequency	24		
(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.			



Asset #03743(Routine, Underwater type 2)

SH 59 Benton 2 over ILLINOIS RIVER

Location: .64 MI N WASHINGTON CO

Team Lead: Benjamin Smith Inspection Date: 06/11/2024

General Observation

Logged North to South

Special Equipment:-Chain Drag-Pit Gauge-Calipers -Ladder and/or UBIU; limb saw

58 - Deck (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

The deck driving surface has numerous areas of asphalt patches and unrepaired delaminations. The right lane has large concrete repairs.

The undersurface has areas of spalling with exposed rebar in the overhangs and random drain areas.

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

The superstructure has a failing paint system with cs3 corrosion at the beam ends and random areas within the span, most bearings have cs3 corrosion.

60 - Substructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Many of the pier caps have delamination. Pier caps #11,12 have deep spalling and concrete deterioration at the right cap end. Pier #11 is the worst case condition with loss of bearing area. Bent #8 has steel piling with section loss at the top of the piling.

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

The upstream channel banks are vegetated. The upstream channel has aggradation islands.

The channel beneath the structure has drift on bent #9. Bent #1 has local scour around the piles. Bent #11 has local scour around the columns. Portions of the substructure of the previous bridge are still in the channel.

The downstream channel is well vegetated.

A-45 - Bats Present (1 - Yes)

Bat activity was noted at Bent #13.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	24830	19762	5049	19	0
1080	Delamination/Spall/Patched Area	SF	4466	0	4463	3	0
1090	Exposed Rebar	SF	16	0	0	16	0
1130	Cracking (RC and Other)	SF	586	0	586	0	0
<p>(12) Deck surface:</p> <p>The deck has numerous pop outs throughout all spans. The gutters have areas of heavy / medium scaling and multiple areas of delamination throughout the deck.</p> <p>Maintenance forces have made numerous concrete repairs and sealed the majority of deck cracking. Repairs appear to be sound at this inspection.</p> <p>Delaminated areas and areas of shallow spalling still exists in several locations.</p> <p>The overhangs have areas of spalling with exposed reinforcing steel adjacent to the deck drains.</p> <p>Recent concrete repairs are sound at this inspection.</p> <p>Span #1- has 4' of cs3 asphalt patched area at the beginning of the span.</p> <p>Span #2 right lane has multiple spalls with some having exposed reinforcing steel. The right gutter line has been completely patched with concrete.</p> <p>Deck Span #3 right lane spalling with steel exposed 10' north of bent #3.</p> <p>Span #4- has numerous unrepaired delamination in the right lane.</p> <p>Span #5- has numerous unrepaired delamination mostly in the right lane.</p> <p>Span #6- has numerous asphalt repairs mostly in the right lane. The gutter line has been completely patched with concrete.</p> <p>Span #7- has numerous asphalt repairs mostly in the right lane. The right lane has been completely patched with concrete in the past.</p> <p>Span #8- has numerous areas of asphalt repairs mostly at the centerline near the end of the span. The right lane has been completely patched with concrete.</p> <p>Span #9- the left outer deck edge has 1' of spalling with rebar exposed. Concrete posts #2,3 on the left side have vehicle damage.</p> <p>Deck span #8 left lane spalled area adjacent to centerline approximately 25' north of bent #8. The right lane has been completely patched with concrete.</p> <p>Span #10- has repaired and unrepaired delaminated areas mostly at the end of the left lane.</p> <p>-Deck span #10 left lane adjacent to centerline approximately 5' north of bent #10 large spall with steel exposed. Spall is approximately 3" deep at deepest point. This area has been patched with asphalt.</p> <p>Span #11- the right lane has a large patched area in the right lane. The left lane has numerous unpatched areas.</p> <p>Deck span #12 left lane adjacent to centerline approximately 33' south of bent #11 large spall with steel exposed. Spall is approximately 1.5" deep at deepest point. The left lane has concrete patched areas with asphalt patched areas. The end of the right lane has a concrete patched areas at the end of the span.</p> <p>Span #13- the left lane has large concrete patched areas and numerous asphalt repaired areas. The right lane has numerous asphalt repaired areas with a few concrete repaired areas. The left deck edge at the end of the span has 2' of spalling with cs3 rebar exposed.</p> <p>Span #14- the left and right lanes have large concrete repaired areas with numerous repaired and unrepaired delaminations.</p> <p>Span #15- the left and right lanes have a few unrepaired delamination.</p> <p>Span #16- the left lane has repaired and unrepaired delamination. The right lane has cs3 spalling in the right gutter line.</p> <p>Undersurface:</p> <p>Span #5- the right overhang has 8' of shallow exposed rebar. The left overhang has 3' of cs3 exposed rebar.</p> <p>Sp #7, bay #4, 16' ahead Bt #6 has a basketball sized spall with exposed reinforcing steel in undersurface of deck.</p> <p>Span #9 bay #3 approximately 16' from bent #9 - spalling steel exposed.</p> <p>Span #13 bay #1 approximately 17' from bent #13 - beach ball sized spall with structural steel exposed signs of section loss.</p> <p>See 2017 updated deck sketch.</p>							
107	Steel Open Girder/Beam	LF	4775	3252	1014	480	29

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1000	Corrosion	LF	1523	0	1014	480	29
515	Steel Protective Coating	SF	326284	323036	0	2564	684
3420	Peeling/Bubbling/Cracking	LF	2355	0	0	2355	0
3440	Effectiveness (Steel Protective Coatings)	LF	893	0	0	209	684
<p>(107) 5 steel painted girder system.</p> <p>Girders have a failing paint system with active corrosion and pitting/section loss to ends of girders.</p> <p>The bottom flanges have a cover plate that is tapered and welded at the ends. This is an E detail.</p> <p>The exterior girders have cs3 corrosion on the lower web and bottom flanges.</p> <p>Maintenance forces have made multiple repairs throughout the superstructure. See asset file name "3743-Other-SuperStructureConditions" for details on superstructure repairs.</p>							
205	Reinforced Concrete Column	EA	14	6	4	4	0
1080	Delamination/Spall/Patched Area	EA	2	0	0	2	0
1090	Exposed Rebar	EA	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
<p>(205)</p> <p>Bents #9 - #15 have a two-column system with a web wall/pier wall.</p> <p>Bents #9, #10, and #11 columns #1 & #2 near water line have minor abrasion.</p> <p>Bent #9 column #1 behind - baseball sized spalling.</p> <p>Bent #11 columns- the left and right columns have cs2 abrasion.</p> <p>Bent #12 column #2 right side - spalling with steel exposed.</p> <p>Bent #12 column #1 behind - baseball sized spalling.</p> <p>Bent #13 column #2 behind side - spalling with steel exposed with section loss to steel and vertical cracking migrating up to cap.</p>							
210	Reinforced Concrete Pier Wall	LF	105	105	0	0	0
<p>(210) Bents #9 - 15 have a strut that is quantified as concrete web wall/pier wall that are approximately 14'6" wide. No deficiencies noted.</p>							
215	Reinforced Concrete Abutment	LF	56	56	0	0	0
<p>(215)</p> <p>Abutment #1:</p> <p>No notable deficiencies were apparent at this inspection. The hand placed rip rap is in place and functioning as intended.</p> <p>Abutment #2:</p> <p>No notable deficiencies were apparent at this inspection. The hand placed rip rap is in place and functioning as intended.</p>							
225	Steel Pile	EA	40	0	6	30	4
1000	Corrosion	EA	40	0	6	30	4
515	Steel Protective Coating	SF	2688	0	1213	0	1475
3440	Effectiveness (Steel Protective Coatings)	EA	2688	0	1213	0	1475
<p>(225) Intermediate bents #1 through #8 have steel piling.</p> <p>Bent #1- has a 36" deep local scour around the bent. Columns #1,3,4,5 have cs3 corrosion at the top of the pile. Column #2 has general cs2 corrosion.</p> <p>Bent #2- The piles have a failing paint system with minor corrosion.</p> <p>Bent #3- piling #3 ahead flange near the ground line has out of plane bending. The piles have corrosion with flaking rust near the ground line.</p> <p>Bent #4- The piles have corrosion with flaking rust near the ground line.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Bent #5- The piles have corrosion with flaking rust near the ground line.</p> <p>Bent #6- has rock placed around it to repair a previous scour issue. The piles have corrosion with flaking rust near the ground line.</p> <p>Bent #7- piling #1 near the cap has repair to the flanges. The piles have corrosion with flaking rust near the ground line.</p> <p>Bent #8 piles-</p> <p>Steel piling #1- the ahead flange on the left side has a 6" by 1.5" rust hole in the flange at the top of the pile.</p> <p>Steel piling #2- The pile has cs3 corrosion with flaking rust near the ground line.</p> <p>Steel piling #3- The ahead flange on the right side has a 3" wide by 3/4" tall rust hole at the top of the pile.</p> <p>Steel piling #4- The span #7 side of the flange has a full width rust hole on the flange at the top of the pile.</p> <p>Steel piling #5- The span #7 flange on the right side has a 3" wide by 1/2" tall rust hole at the top of the pile.</p> <p>The piles have cs3 corrosion with flaking rust near the ground line.</p> <p>Protective system:</p> <p>All Steel piling have a failing paint system.</p> <p>Bents 7 & 8 have additional exposed steel piling due to normal erosion making their quantities for protective coating larger than average.04/23/2018 WNR - JCM:</p> <p>Intermediate bents 1 through 8 - have steel piling.</p> <p>Bents #3, #4, #5, #6, #7, and #8 have areas of flaking rust and/or pitting on multiple piling near ground level.</p> <p>Bent #3 piling #3 ahead flange near the ground line - out of plane bending.</p> <p>Bent #7 piling #1 near cap - repair to flanges.</p> <p>Bent #8 steel piling #3 ahead flange right side has complete section loss approximately 4" wide and 1" tall at the concrete cap juncture. Bent #8 steel piling #4 behind flange right and left side has areas of complete section loss. Left side of flange has a 1"x1" hole and the right side has a 6"x2" hole through flange.</p> <p>Protective system:</p> <p>All Steel piling have a failing paint system.</p> <p>Bents 7 & 8 have additional exposed steel piling due to normal erosion making their quantities for protective coating larger than average.</p>							
234	Reinforced Concrete Pier Cap	LF	420	261	99	60	0
1080	Delamination/Spall/Patched Area	LF	52	0	0	52	0
1090	Exposed Rebar	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	99	0	99	0	0
<p>(234)</p> <p>Bent #1 cap- the behind side has approximately 11' of cs3 horizontal delamination..</p> <p>Bent #2 cap- the behind side has 1' of cs3 spalling under bearing #4 and bearing #2.</p> <p>Bent #3 cap- the behind side has 1' of cs3 spalling.</p> <p>Bent #3 cap ahead side - The left cap corner has 1' of cs3 spalling that is beginning to affect the bearing area of beam #1 in span #4.</p> <p>Bent #5 cap- the behind side has a large delaminated and honeycombed area. The left cap end has 1' of shallow exposed cs3 rebar.</p> <p>Bent #9 cap- the ahead side at bearing #5 has spalling with cs3 steel exposed and horizontal delamination that extends into bay #3.</p> <p>The bent #9 cap at span #8 bearing #1 has loss of bearing area due to a 9" wide x 2" deep spall.</p> <p>Bent #10 cap- the behind side bays #3 and #4 has cs3 steel exposed and large horizontal cracking.</p> <p>Bent #11 cap- bearings #5 in spans #11 and #10 have loss of bearing area and structural steel exposed due to concrete deterioration. Bearings #5 in spans #11 and #10 have loss of bearing area and structural steel exposed due to concrete deterioration.</p> <p>Bent #12 cap- the right cap end has 2' of deep cs3 spalling with rebar exposed.</p> <p>Bent #13 cap- has geological survey equipment attached. The conduit is damaged. The cap has 6' of cs3 delamination on the span 13 side. The left cap end has 1' of cs3 rebar exposed. Bat activity was noted at bent #13.</p> <p>Bent #14 cap- the left cantilever has 5' of cs3 delamination.</p> <p>Bent #15 cap- has 18' of cs3 delamination on the span #15 side.</p>							
305	Assembly Joint without Seal	LF	459	459	0	0	0
(305) No deficiencies noted at the joint areas.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
The joints are allowing deicing agents onto the beam ends and bearings.							
311	Movable Bearing	EA	80	0	32	48	0
1000	Corrosion	EA	80	0	32	48	0
515	Steel Protective Coating	SF	80	0	0	32	48
3440	Effectiveness (Steel Protective Coatings)	EA	80	0	0	32	48
(311) The bearings either have cs2 corrosion or have active cs3 corrosion with thick flaking rust between rockers and masonry plates due to the open assembly joints.							
Worst Case: Bent #11 bearings #5 in spans #11 and #10 - have loss of bearing area and structural steel exposed due to concrete deterioration.							
313	Fixed Bearing	EA	80	0	3	77	0
1000	Corrosion	EA	80	0	3	77	0
515	Steel Protective Coating	SF	80	0	0	3	77
3440	Effectiveness (Steel Protective Coatings)	EA	80	0	0	3	77
(313) Abutment #1 fixed bearings- all 5 have cs3 corrosion.							
Bent #9 fixed bearings- bearings #1, #5 have cs3 corrosion. bearings #2,3,4 have cs2 corrosion. The remaining bearings have heavy cs3 corrosion with thick flaking rust.							
Worst Case: Bent #9 Span 8 bearing #1 - has loss of bearing area approximately 9" wide x2" deep.							
Abutment #2 fixed bearings- all 5 have cs3 corrosion.							
321	Reinforced Concrete Approach Slab	SF	880	759	121	0	0
1080	Delamination/Spall/Patched Area	SF	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	SF	120	0	120	0	0
(321) Approach slab#1- has 120 square feet of wear in the wheel paths. The slab has random popouts and insignificant spalling at the edge of the slab.							
Check plans for another approach slab.							
330	Metal Bridge Railing	LF	1914	1913	0	0	1
1020	Connection	LF	1	0	0	0	1
515	Steel Protective Coating	SF	5742	3367	0	2375	0
3440	Effectiveness (Steel Protective Coatings)	LF	2375	0	0	2375	0
(330) The concrete posts in multiple locations have shallow cs3 rebar exposed at the base.							
Right railing- The paint system is failing for the entire length of the bridge, the railing has cs2 corrosion. Left railing- The paint system is failing for the entire length of the bridge, the railing has cs2 corrosion.							
Transitions- the approaches have thrie rail transition railing. No deficiencies noted.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Approach railing- no deficiencies noted.						



Elevation view.



Channel beneath the structure.



Undersurface view.



Bridge plate.



Downstream channel view.



Upstream channel view.



Typical metal railing condition.



Driving surface view.



Approach slab #1 condition.



Transition area.



Approach view in direction of log mile.

Maintenance Needs

Date Reported: 04/23/2018

Priority: B - Pressing

Type of Work: Substructure Repair

Status: Monitor

Component:

Deficiency Description

Loss of Bearing:

-Bent #9 Span 8 bearing #1 - has loss of bearing area approximately 9"wide x2"deep.

-Bent #11 bearings #5 in spans #11 and #10 - have loss of bearing area and structural steel exposed due to concrete deterioration.

Remarks



06/11/2024

Bent #11 the anchor bolts are exposed at the right cap end.



06/11/2024

Bent #11 the right cap end has concrete deterioration with severe section loss.



04/24/2023

Still exists Bent #11 bearings #5 in spans #11 and #10 - have loss of bearing area and structural steel exposed.



05/15/2020

Bent #9 Span #8 bearing #1 - has loss of bearing area.



Bent #11 bearings #5 in spans #11 and #10 - have loss of bearing area and structural steel exposed.



Bent #9 Span #8 bearing #1 - has loss of bearing area.



Bent #11 bearings #5 in spans #11 and #10 - have loss of bearing area and structural steel exposed.

Maintenance Needs

Date Reported: 04/30/2020

Priority: B - Pressing

Type of Work: Substructure Repair

Status: Monitor

Component: Substructure

Deficiency Description

Steel piling:

- Bent #8 steel piling #1 ahead flange left side complete section loss adjacent to the concrete cap. Section loss area 3" x 1".
- Bent #8 steel piling #3 ahead flange right side has complete section loss approximately 4" wide and 1" tall at the concrete cap juncture.
- Bent #8 steel piling #4 behind flange right and the left side has areas of complete section loss. Left side of flange has a 1"x1" hole and the right side has a 6"x2" hole through flange.
- Bent #8 steel piling #5 behind flange right side complete section loss adjacent to the concrete cap. Section loss area 3" x 1".
- Bent #8 steel piling #5 ahead flange right side complete section loss adjacent to the concrete cap. Section loss area 3" x 1"

Remarks

05/09/2022 WNR: These deficiencies are still present as of this inspection.

04/24/2023 WNR: These deficiencies are still present as of this inspection.



6" long by 1.5" wide rust hole on the top left flange of pile #1 at bent #8.



3" long by 1/2" wide rust holes at the top right side of pile #5 at bent #8 on the span #7 and span #8 sides.



Full width flange rust hole on the span #7 side of pile #4 at bent #8.



3" long by 3/4" tall rust hole at the top of pile #3 at bent #8.



Bent #8 steel piling #4 behind flange right and left side has areas of complete section loss.



Bent #8 steel piling #3 ahead flange right side has complete section loss approximately 4" wide and 1" tall at the concrete cap juncture.



Bent #8 steel piling #5 behind flange right side complete section loss adjacent to concrete cap. Section loss area 3" x 1"



Bent #8 steel piling #5 ahead flange right side complete section loss adjacent to concrete cap. Section loss area 3" x 1"



Bent #8 steel piling #1 ahead flange left side complete section loss adjacent to concrete cap. Section loss area 3" x 1"

Maintenance Needs

Date Reported: 05/05/2021

Priority: B - Pressing

Type of Work: Repair (General)

Status: Repair Documented

Component: Element

Deficiency Description

Railing right in span #11 railing has lost connection

Remarks

D9 Bridge Crew

Bridge Maintenance crews have made repairs to the right railing in span #11. 4/24/2023 WNR



04/24/2023

Maintenance forces have repaired the end of span #11 right railing loose railing and broken post.

Maintenance Needs

Date Reported: 06/11/2024

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Open

Component: Channel

Deficiency Description

Drift accumulation causing scour at bent #9 .

Remarks



Drift accumulation on bent #9.

Maintenance Needs

Date Reported: 05/10/2017

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component:

Deficiency Description

Deck - Driving Surface and undersurface spalling with steel exposed.

Deck Surface:

- Span #2 right lane multiple spalls some with steel exposed.
- Deck Span #3 right lane spalling with steel exposed 10' north of bent #3.
- Deck span #12 left lane adjacent to centerline approximately 33' south of bent #11 large spall with steel exposed. Spall is approximately 1.5" deep at deepest point.
- Deck span #13 left lane adjacent to centerline approximately 22' north of bent #13 basketball sized spall. Spall is approximately 2" deep at deepest point.
- Undersurface span #13 bay #1 approximately 16' behind bent #14 large deep spall with exposed steel with section loss.

Under Surface:

- Span #7, bay #5, 16' ahead Bt #6 has a basketball sized spall with exposed reinforcing steel in undersurface of deck.
- Span #9 bay #3 approximately 16' from bent #9 - spalling steel exposed.
- Span #13 bay #1 approximately 17' from bent #13 - beach ball sized spall with structural steel exposed.

Remarks



Spans #13 and #14 asphalt patches



Span #8 asphalt patches



Span #6 asphalt patches



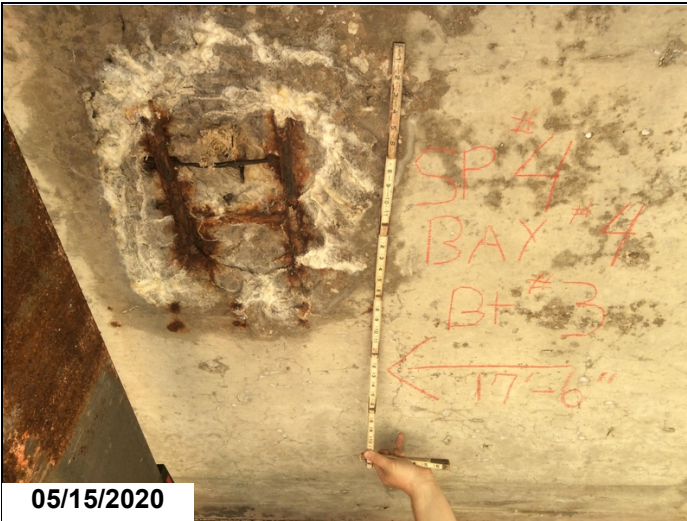
Span #2 asphalt patches



Span #2 right lane multiple spalls some with steel exposed.



Deck span #13 left lane adjacent to centerline approximately 22' north of bent #13 basketball sized spall. Spall is approximately 2" deep at deepest point.



05/15/2020

Span #4, bay #4-Spall with exposed reinforcing steel in undersurface of deck.



05/15/2020

Deck Span #11 right lane adjacent to centerline spalling with steel exposed approximately 10' north of bent #3.



05/15/2020

Span #7-Spalling.



05/15/2020

Span #9, bay #1-Spalling with exposed reinforcing steel.



Deck span #10 left lane adjacent to centerline approximately 5' north of bent #10 large spall with steel exposed. Spall is approximately 3" deep at deepest point.



Typical spalling with steel exposed around deck drains.



Deck Span #3 right lane spalling with steel exposed 10' north of bent #3.



Deck span #12 left lane adjacent to centerline approximately 33' south of bent #11 large spall with steel exposed. Spall is approximately 1.5" deep at deepest point.



05/15/2020

Undersurface span #13 bay #1 approximately 16' behind bent #14 large deep spall with exposed steel with section loss.



05/15/2020

Sp #7, bay #5, 16' ahead Bt #6 has a basketball sized spall with exposed reinforcing steel in undersurface of deck.



05/15/2020

Span #9 bay #3 approximately 16' from bent #9 - spalling steel exposed.



05/15/2020

Span #3, right side-Spalling with exposed reinforcing steel.



Asset #03743(Routine, Underwater type 2)

SH 59 Benton 2 over ILLINOIS RIVER

Location: .64 MI N WASHINGTON CO

Team Lead: Benjamin Smith **Inspection Date:** 06/11/2024

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	Yes
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	Yes
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

A-56 - Joint Cleaning/Flushing Needed (No)



Asset #03743(Routine, Underwater type 2)

SH 59 Benton 2 over ILLINOIS RIVER

Location: .64 MI N WASHINGTON CO

Team Lead: Benjamin Smith Inspection Date: 06/11/2024

A-57 - Girder End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (Yes)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (Yes)

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (No)



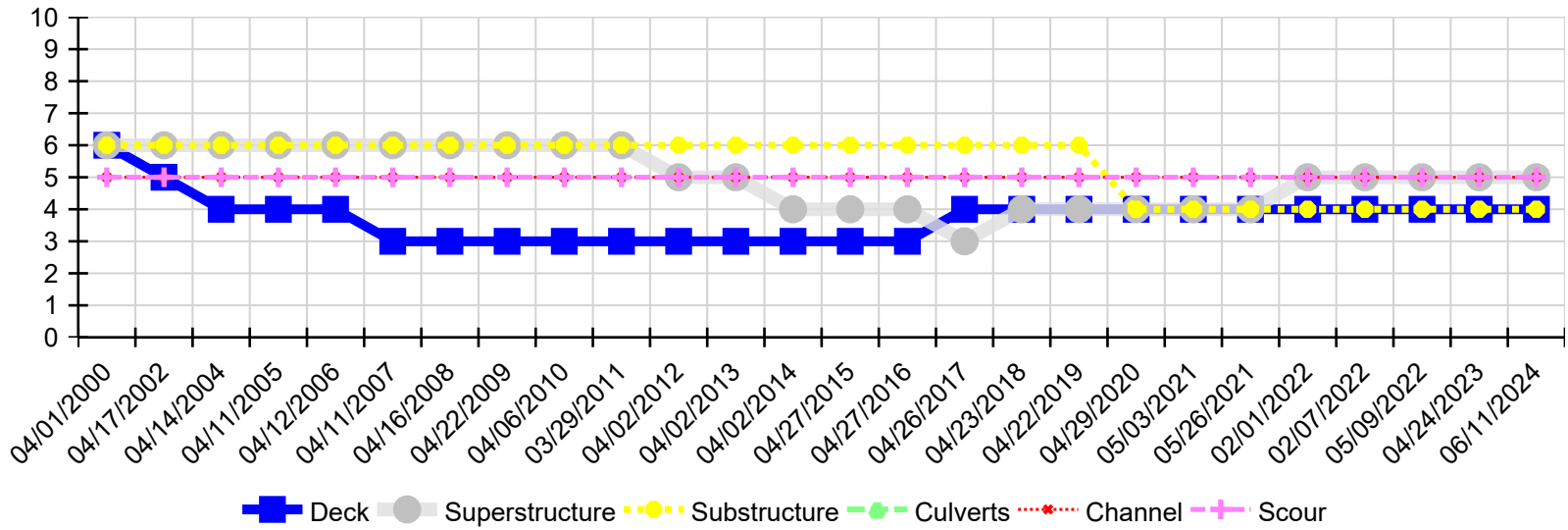
Asset #03743(Routine, Underwater type 2)

SH 59 Benton 2 over ILLINOIS RIVER

Location: .64 MI N WASHINGTON CO

Team Lead: Benjamin Smith Inspection Date: 06/11/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/11/2024	4	5	4	N	5	5
04/24/2023	4	5	4	N	5	5
05/09/2022	4	5	4	N	5	5
02/07/2022	4	5	4	N	5	5
02/01/2022	4	5	4	N	5	5
05/26/2021	4	4	4	N	5	5
05/03/2021	4	4	4	N	5	5
04/29/2020	4	4	4	N	5	5
04/22/2019	4	4	6	N	5	5
04/23/2018	4	4	6	N	5	5
04/26/2017	4	3	6	N	5	5
04/27/2016	3	4	6	N	5	5
04/27/2015	3	4	6	N	5	5
04/02/2014	3	4	6	N	5	5
04/02/2013	3	5	6	N	5	5
04/02/2012	3	5	6	N	5	5
03/29/2011	3	6	6	N	5	5
04/06/2010	3	6	6	N	5	5
04/22/2009	3	6	6	N	5	5
04/16/2008	3	6	6	N	5	5
04/11/2007	3	6	6	N	5	5
04/12/2006	4	6	6	N	5	5
04/11/2005	4	6	6	N	5	5
04/14/2004	4	6	6	N	5	5
04/17/2002	5	6	6	N	5	5
04/01/2000	6	6	6	N	5	5