



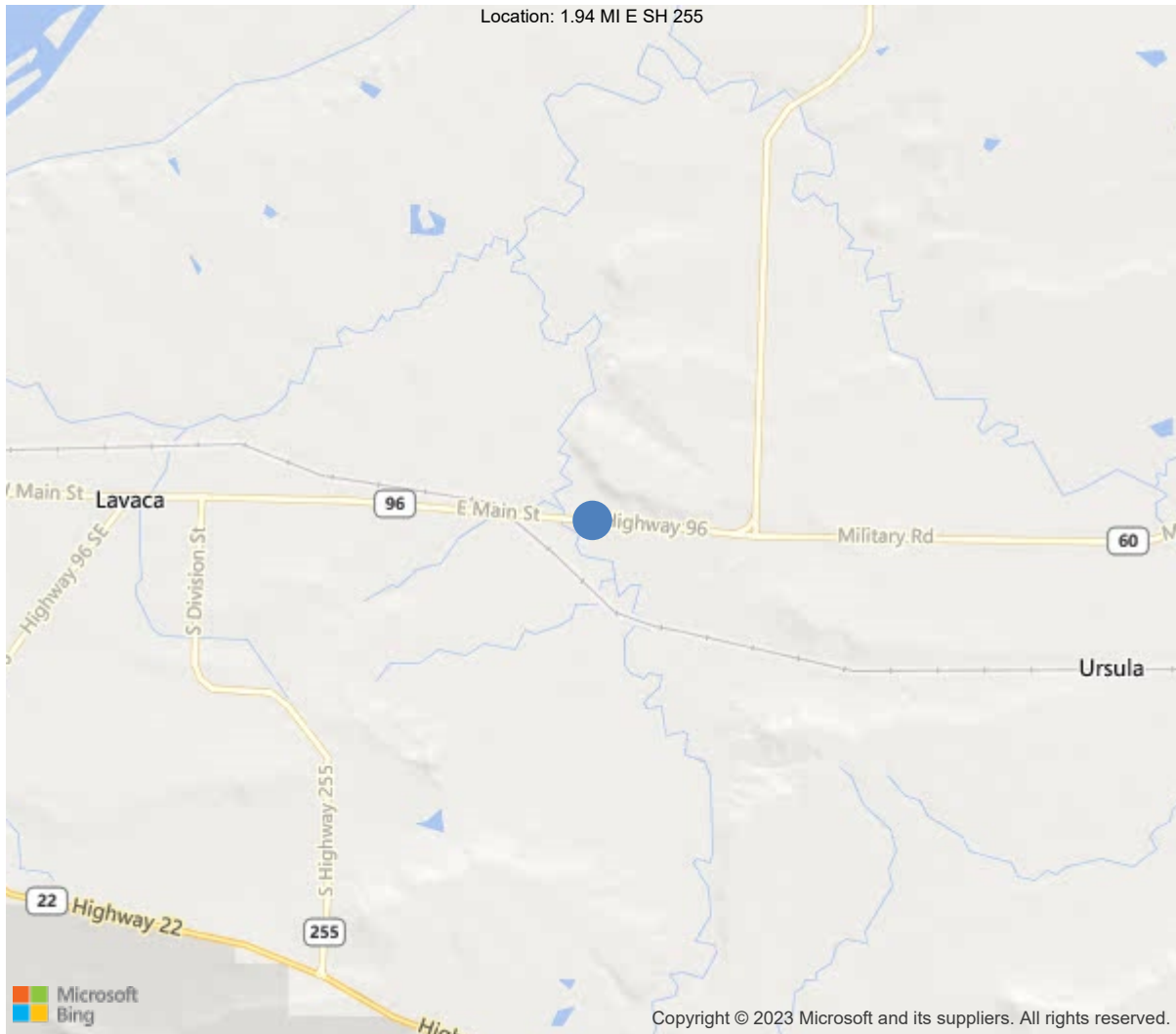
Latitude:35.33443, Longitude:-94.13873

Route:96 Section:03 Log:4.3

Arnold Road ID:65x96x3xA, Arnold Log mile:4.297

District 04, 131 - Sebastian County

Owner: 1 - State Highway Agency



35.33443, -94.13873



Asset #06115(Routine)

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, Inspection Date: 04/20/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06115
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	131 - Sebastian County
(4) Place Code	0
(6) Features Intersected	Big Creek Relief
(7) Facility Carried	State Highway 96
(9) Location	1.94 MI E SH 255
(11) Mile Point	4.3 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.33443
(17) Longitude	-94.13873
(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	7
(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	1987
(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	2103
(30) Year of ADT	2018
(109) Truck ADT	3 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	42 ft
(49) Structure Length	282 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	29.9 ft
(52) Deck Width Out to Out	32.8 ft
(32) Approach Roadway Width (W/Shoulders)	38.1 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	31.2 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 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	ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(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 structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	5
(60) Substructure	5
(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	
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	6
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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	5 - Bridge foundations determined t
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	3163
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	04/20/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<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>			



Asset #06115(Routine)

District: 04, County: 131 - Sebastian County

Team Lead: Jeff Jones, Inspection Date: 04/20/2022

General Observation

04/20/2022 - JCJ & TJL - Routine Inspection conducted this date.

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

04/28/2020 - EJW & JPW - Type 2 Underwater Inspection - Wading and probing in low and turbid water conditions indicate that there are no apparent scour problems at this inspection.

A-46 - Asset Files

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Asset #06115(Routine)

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, Inspection Date: 04/20/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	9194	8552	642	0	0
1120	Efflorescence/Rust Staining	SF	86	0	86	0	0
1130	Cracking (RC and Other)	SF	556	0	556	0	0
(12) -There are minor transverse cracks at variable spacing on the driving surface of the deck. -Transverse hairline cracks with light efflorescence are visible from the undersurface of the deck overhang that appear to correlate with the parapet wall joints. -There are numerous pop outs visible on the driving surface of the deck in Span # 7. -The driving surface of the deck has a few random hairline longitudinal cracks with no apparent significant changes since the last inspection.							
107	Steel Open Girder/Beam	LF	1400	1120	245	35	0
1000	Corrosion	LF	280	0	245	35	0
515	Steel Protective Coating	SF	8577	1400	6477	350	350
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	LF	7177	0	6477	350	350
(107) -Superstructure is constructed with A588 weathering steel. -The ends of beams have active corrosion, flaking rust with initial section loss to the bottom flanges and bases of webs where the deck joint seals leak water on the superstructure. -High water has inundated the base of the superstructure leaving a light brown patina on the lower 3/4 portion of the beams. -Several beam ends have 1/8" section loss across the width of the bottom flange at the juncture with the sole plate. Beam 1 at bent 3, span 3 bottom flange has been reduced down to 3/8" thickness remaining. -There is active corrosion with section loss to the web that measured up to 1/8" deep at several of the expansion dam / web junctures. (515-107) -Steel protective coating has abnormal weathering at the beam ends from apparent water leakage through the deck joints. -The protective coating has a light orange patina forming on the lower 3/4 of the beams and diaphragms from being inundated by the recent flooding events.							
215	Reinforced Concrete Abutment	LF	78	70	8	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	7	0	7	0	0
(215) -The top of the East abutment backwall is covered with a chip seal wearing surface in the driving lanes. -The top of abutment backwalls have hairline transverse cracking at random spacing visible from the driving surface. -There is one shallow delaminated area adjacent to the East abutment.							
225	Steel Pile	EA	24	0	0	24	0
1000	Corrosion	EA	24	0	0	24	0
515	Steel Protective Coating	SF	288	240	0	0	48
3440	Effectiveness (Steel Protective Coatings)	EA	48	0	0	0	48
(225) -Steel piles have active corrosion at the juncture of the concrete collars and caps. -Section loss of the flanges range from initial to being reduced down to 1/8" during this inspection. -The tops of some of the concrete collars are delaminated at the steel pile juncture.							
234	Reinforced Concrete Pier Cap	LF	186	138	24	24	0

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, **Inspection Date:** 04/20/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	24	0	0	24	0
1130	Cracking (RC and Other)	LF	22	0	22	0	0
(234) -Intermediate bent caps have delaminated areas, spalls with exposed reinforcing steel and cracks that propagate from the steel pile juncture indicating that there is active corrosion in the top of the steel piles. -The most notable area of spalling is the undersurface of Bent # 7 cap on the Right side which has numerous spalls with exposed reinforcing steel. The exposed reinforcing steel appears to be hoops with insufficient concrete coverage from the construction process. The exposed steel has active corrosion and flaking rust with up to approximately 25% section loss.							
302	Compression Joint Seal	LF	264	24	131	109	0
2310	Leakage	LF	72	0	72	0	0
2320	Seal Adhesion	LF	128	0	40	88	0
2330	Seal Damage	LF	21	0	0	21	0
2340	Seal Cracking	LF	15	0	15	0	0
2360	Adjacent Deck or Header	LF	4	0	4	0	0
(302) -There are isolated areas with shallow spalls in the adjacent deck. -The compression joint seals are deteriorated with cracking visible in the tops of seals. The assemblies have pack rust throughout that has caused the seals to lose adhesion. -Several of the seals have damaged areas where they stick up above the assemblies. -The substructure caps have staining and the ends of beams have active corrosion where the expansion joints leak water.							
311	Movable Bearing	EA	35	0	12	23	0
1000	Corrosion	EA	35	0	12	23	0
515	Steel Protective Coating	SF	35	0	0	1	34
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	EA	35	0	0	1	34
(311) -The bearings have active corrosion with thick flaking rust where the deck joint seals leak water on the bearings. -The bearings in several locations have thick flaking rust between the sole and masonry plates.							
313	Fixed Bearing	EA	35	0	6	29	0
1000	Corrosion	EA	35	0	6	29	0
515	Steel Protective Coating	SF	35	7	0	5	23
3440	Effectiveness (Steel Protective Coatings)	EA	28	0	0	5	23
(313) -The bearings have active corrosion with thick flaking rust where the deck joint seals leak water on the bearings. -The bearings in several locations have thick flaking rust between the sole and masonry plates.							
331	Reinforced Concrete Bridge Railing	LF	560	497	63	0	0
1130	Cracking (RC and Other)	LF	63	0	63	0	0
(331) -Cast-in-place concrete New Jersey type parapets with paint coating that is peeling off the interior face of the parapets. -The parapets have vertical cracks that correspond with the joints in parapet and adjacent to the drain openings.							

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, **Inspection Date:** 04/20/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	9194	8552	642	0	0
1120	Efflorescence/Rust Staining	SF	86	0	86	0	0
1130	Cracking (RC and Other)	SF	556	0	556	0	0
<p>(12) -There are minor transverse cracks at variable spacing on the driving surface of the deck.</p> <p>-Transverse hairline cracks with light efflorescence are visible from the undersurface of the deck overhang that appear to correlate with the parapet wall joints.</p> <p>-There are numerous pop outs visible on the driving surface of the deck in Span # 7.</p> <p>-The driving surface of the deck has a few random hairline longitudinal cracks with no apparent significant changes since the last inspection.</p>							

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, **Inspection Date:** 04/20/2022

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	1400	1120	245	35	0
1000	Corrosion	LF	280	0	245	35	0
515	Steel Protective Coating	SF	8577	1400	6477	350	350
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	LF	7177	0	6477	350	350
<p>(107) -Superstructure is constructed with A588 weathering steel.</p> <p>-The ends of beams have active corrosion, flaking rust with initial section loss to the bottom flanges and bases of webs where the deck joint seals leak water on the superstructure.</p> <p>-High water has inundated the base of the superstructure leaving a light brown patina on the lower 3/4 portion of the beams.</p> <p>-Several beam ends have 1/8" section loss across the width of the bottom flange at the juncture with the sole plate.</p> <p>Beam 1 at bent 3, span 3 bottom flange has been reduced down to 3/8" thickness remaining.</p> <p>-There is active corrosion with section loss to the web that measured up to 1/8" deep at several of the expansion dam / web junctures.</p>							
<p>(515-107) -Steel protective coating has abnormal weathering at the beam ends from apparent water leakage through the deck joints.</p> <p>-The protective coating has a light orange patina forming on the lower 3/4 of the beams and diaphragms from being inundated by the recent flooding events.</p>							



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	78	70	8	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	7	0	7	0	0
(215) -The top of the East abutment backwall is covered with a chip seal wearing surface in the driving lanes. -The top of abutment backwalls have hairline transverse cracking at random spacing visible from the driving surface. -There is one shallow delaminated area adjacent to the East abutment.							
225	Steel Pile	EA	24	0	0	24	0
1000	Corrosion	EA	24	0	0	24	0
515	Steel Protective Coating	SF	288	240	0	0	48
3440	Effectiveness (Steel Protective Coatings)	EA	48	0	0	0	48
(225) -Steel piles have active corrosion at the juncture of the concrete collars and caps. -Section loss of the flanges range from initial to being reduced down to 1/8" during this inspection. -The tops of some of the concrete collars are delaminated at the steel pile juncture.							
234	Reinforced Concrete Pier Cap	LF	186	138	24	24	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	24	0	0	24	0
1130	Cracking (RC and Other)	LF	22	0	22	0	0
(234) -Intermediate bent caps have delaminated areas, spalls with exposed reinforcing steel and cracks that propagate from the steel pile juncture indicating that there is active corrosion in the top of the steel piles. -The most notable area of spalling is the undersurface of Bent # 7 cap on the Right side which has numerous spalls with exposed reinforcing steel. The exposed reinforcing steel appears to be hoops with insufficient concrete coverage from the construction process. The exposed steel has active corrosion and flaking rust with up to approximately 25% section loss.							

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

Comment: 04/28/2020 - EJW & JPW - Type 2 Underwater Inspection - Wading and probing in low and turbid water conditions indicate that there are no apparent scour problems at this inspection.



Asset #06115(Routine)

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, Inspection Date: 04/20/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation. Right side of structure.



Elevation. Right side of structure.



Elevation.



Roadway.



Approach roadway facing west.



Typical driving surface of the deck.



Typical undersurface of the deck.



Driving surface of the deck. Typical.



Deck soffit. Typical. Span # 3.



Bent # 1 approach roadway asphalt breaking apart and minor settlement.



Bent # 8 minor asphalt settlement.



Span # 7 pop outs on the driving surface of the deck.



Driving surface of Span # 7. Several pop outs.



Driving surface of the deck. Typical.



Longitudinal and transverse cracking in Span # 2. Driving surface.



Longitudinal cracking in driving of Span # 1.



Deck soffit. Span # 2. Typical.



Deck soffit. Span # 5. Typical.



Transverse cracks with efflorescence in the overhang of the deck.



Bent # 2 Beam # 5 active corrosion along the bottom flange and base of the web.



Bent # 3 Beam # 1 with initial section loss along the edge of the sole plate and the bottom surface of the bottom flange.



Typical flaking rust at the beam ends.



Bridge mate applied to the beam ends in some locations.



Active corrosion with section loss adjacent to the expansion dam. Beam 4. Bent.



Beam 1. Bent 1. Active corrosion with section loss that measured 1/8" deep during this inspection.



Beam 1. Bent 2. Span 2. There is 1/2" remaining section in the bottom flange thickness.



Superstructure. Typical.



Span 3. Bent 3. Beam 1. Bottom flange has been reduced down to 3/8" thickness.



Active corrosion. Beam 2. Over Bent 4.



Superstructure. Typical. Span 4.



Beam 5. Bent 5. Active corrosion in the beam ends.



The protective coating has a light orange patina forming on the lower 3/4 of the beams and diaphragms from being inundated by the recent flooding events.



Top of the East abutment. Typical.



Top of Bent # 1. Abutment backwall.



Bent # 1. Typical.



Bent # 8. Typical.



Bent # 2 Column # 4 active corrosion that is cracking the concrete collar at the base of the steel pile.



Typical active corrosion along to cap / steel pile interface.



Active corrosion between concrete collar and the steel pile column.



Steel piles bent # 2. Typical.



Active corrosion in the steel piles at the cap juncture. Pile # 4. Bent # 2.



Bent # 4. Pile # 1. Flange edge has been reduced down to 1/8" thickness.



Active corrosion with flaking rust in the steel pile. Spalling with exposed reinforcing steel in the concrete collar. Bent # 7. Pile # 4.



Bent # 3 spalling with exposed reinforcing steel on the undersurface of the cap.



Bent # 7 cap undersurface spalling with exposed reinforcing steel.



Bent # 2. Cap. Typical.



Undersurface of bent # 3. Spalls with exposed reinforcing steel.



Bent # 5. Typical.



Undersurface of bent # 7. Spalls with exposed reinforcing steel.



Bent # 4 failing compression joint seal.



Compression joint seal over bent # 7.



Compression joint seal over bent # 5.



Bent # 7. Stains from apparent joint leakage.



Active corrosion in the bearings.



Fixed bearings with active corrosion and layers of flaking rust.



Active corrosion in the bearings.



Left parapet. Typical.



Right parapet. Typical.

Maintenance Needs

Date Reported: 04/05/2016

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Substructure -

The steel piles have a failing paint system with active corrosion, heavy flaking rust and measurable section loss at the juncture of the concrete caps and concrete encasements. The top of some of the concrete collars have spalling with delaminated areas.

Remarks

04/28/2020 - EJW - Maintenance forces have painted the steel pile since the last inspection but active corrosion is still present at the juncture with the cap and at the concrete encasement.



Active corrosion between concrete collar and the steel pile column.



Bent # 2 Column # 4 active corrosion that is cracking the concrete collar at the base of the steel pile.



Typical active corrosion along the cap / steel pile interface.



Active corrosion with section loss in the steel piles at the cap juncture. Bent # 2. Pile # 1.



Bent # 2. Pile # 4. Delaminated areas in the top of the concrete collars.



Active corrosion with pack rust. Bent # 3. Pile # 3.



Bent # 6. Pile # 3. Active corrosion with section and delaminated concrete collar.

Maintenance Needs

Date Reported: 04/05/2016

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

The ends of the beams and the bearings have abnormal weathering with thick flaking rust where the failing expansion joint seals allow water to leak onto the Superstructure.

There is active corrosion with section loss at the expansion dam / web juncture that measured up to 1/8" deep.

The bottom flanges of the beam ends have been reduced up to 3/8" section adjacent to the sole plates in numerous locations throughout the superstructure.

The bearings have heavy pack rust between the sole and masonry plates in several locations.

Remarks

04/28/2020 - EJW - Maintenance forces have placed rust inhibitor in several locations throughout the superstructure at the beam ends and on the bearings.



Fixed bearings with active corrosion and layers of flaking rust.



Typical flaking rust at the beam ends.



Bent # 3 Beam # 1 with initial section loss along the edge of the sole plate and the bottom surface of the bottom flange.



Bridge mate applied to the beam ends in some locations.



Active corrosion in the bottom flange adjacent to the bearings. Beam # 1. Bent # 1.



Active corrosion with section loss adjacent to the expansion dam.



Active corrosion with flaking rust in the beam ends and bearings.



Span # 3. Beam # 1. Bent # 3. Has been reduced down to 3/8" thickness.



Beam # 5. Bent # 8. Active corrosion in the bearings.

Maintenance Needs

Date Reported: 04/05/2016

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Substructure-

Several bent caps have shallow spalls with exposed reinforcing steel on the undersurface of the bent caps. The exposed reinforcing steel has active corrosion with measurable section loss.

Remarks



Bent # 7 undersurface of cap exposed reinforcing steel.



Bent # 7 cap undersurface spalling with exposed reinforcing steel.



Bent # 3 spalling with exposed reinforcing steel on the undersurface of the cap.



Undersurface of bent # 4. Several spalls with exposed reinforcing.



Undersurface of bent # 7. Spalls with exposed reinforcing steel.

Maintenance Needs

Date Reported: 04/05/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Deck -
The driving surface of the deck has sealable cracking in all spans.

Remarks



Span # 5, Right lane-Transverse cracking.



Span # 1, left lane-Longitudinal cracking.



Transverse cracks in the driving surface of the deck.



Sealable Longitudinal cracking in span # 2.



Sealable transverse cracks in the driving surface of the deck.

Maintenance Needs

Date Reported: 04/05/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Repair Documented

Component: Approach

Deficiency Description

Approach Roadway-

There is asphalt settlement in the approach roadways adjacent to the abutments.

Remarks

JCJ & TJL - 04/20/2022 - There is new asphalt at both approaches placed since the previous inspection.



Bent # 8 minor asphalt settlement.



Bent # 1 approach roadway asphalt breaking apart and minor settlement.



East approach. New asphalt roadway.



West approach roadway. New asphalt roadway.

Maintenance Needs

Date Reported: 04/05/2016

Priority: D- Routine

Type of Work: Replace (General)

Status: Monitor

Component: Element

Deficiency Description

Deck Joint Seals -

Deck Joint seals leak.

The compression joint seals are deteriorated with cracking visible in the tops of seals. The assemblies have dirt and debris in the gutters with pack rust throughout that has caused the seals to lose adhesion.

The seals have damaged areas where they stick up above the assemblies in numerous areas throughout the structure.

Remarks



Expansion joint seals deteriorated.



Expansion joints have dirt and debris impaction in the gutters.



Deteriorated expansion joint seal over bent # 7.



Damaged compression joint seal over bent # 3. Left.



Staining in the bent caps from apparent joint leakage.

Maintenance Needs

Date Reported: 04/21/2022

Priority: D- Routine

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

Status: Open

Component: Element

Deficiency Description

There is debris accumulation in the gutters of the deck.

Remarks



Right gutter. Debris accumulation.



Left gutter. Debris accumulation.



Asset #06115(Routine)

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, Inspection Date: 04/20/2022

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	



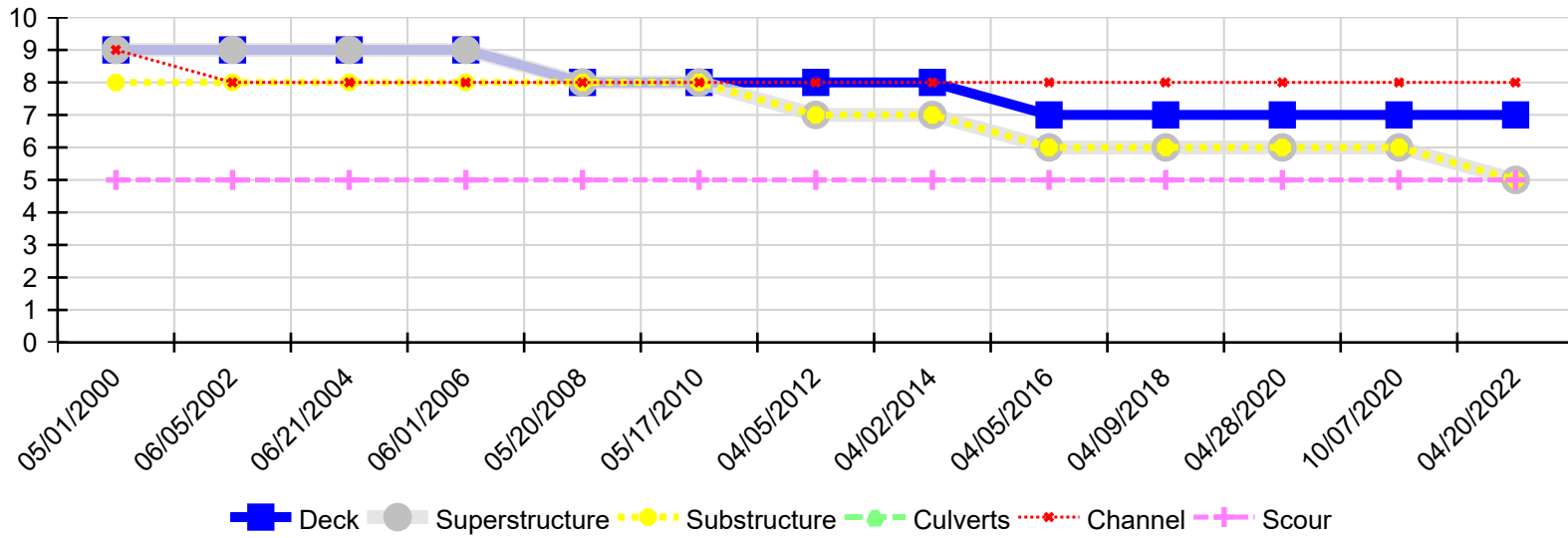
Asset #06115(Routine)

State Highway 96 over Big Creek Relief

Location: 1.94 MI E SH 255

Team Lead: Jeff Jones, Inspection Date: 04/20/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
04/20/2022	7	5	5	N	8	5
10/07/2020	7	6	6	N	8	5
04/28/2020	7	6	6	N	8	5
04/09/2018	7	6	6	N	8	5
04/05/2016	7	6	6	N	8	5
04/02/2014	8	7	7	N	8	5
04/05/2012	8	7	7	N	8	5
05/17/2010	8	8	8	N	8	5
05/20/2008	8	8	8	N	8	5
06/01/2006	9	9	8	N	8	5
06/21/2004	9	9	8	N	8	5
06/05/2002	9	9	8	N	8	5
05/01/2000	9	9	8	N	9	5