



Latitude:35.21913, Longitude:-94.22384

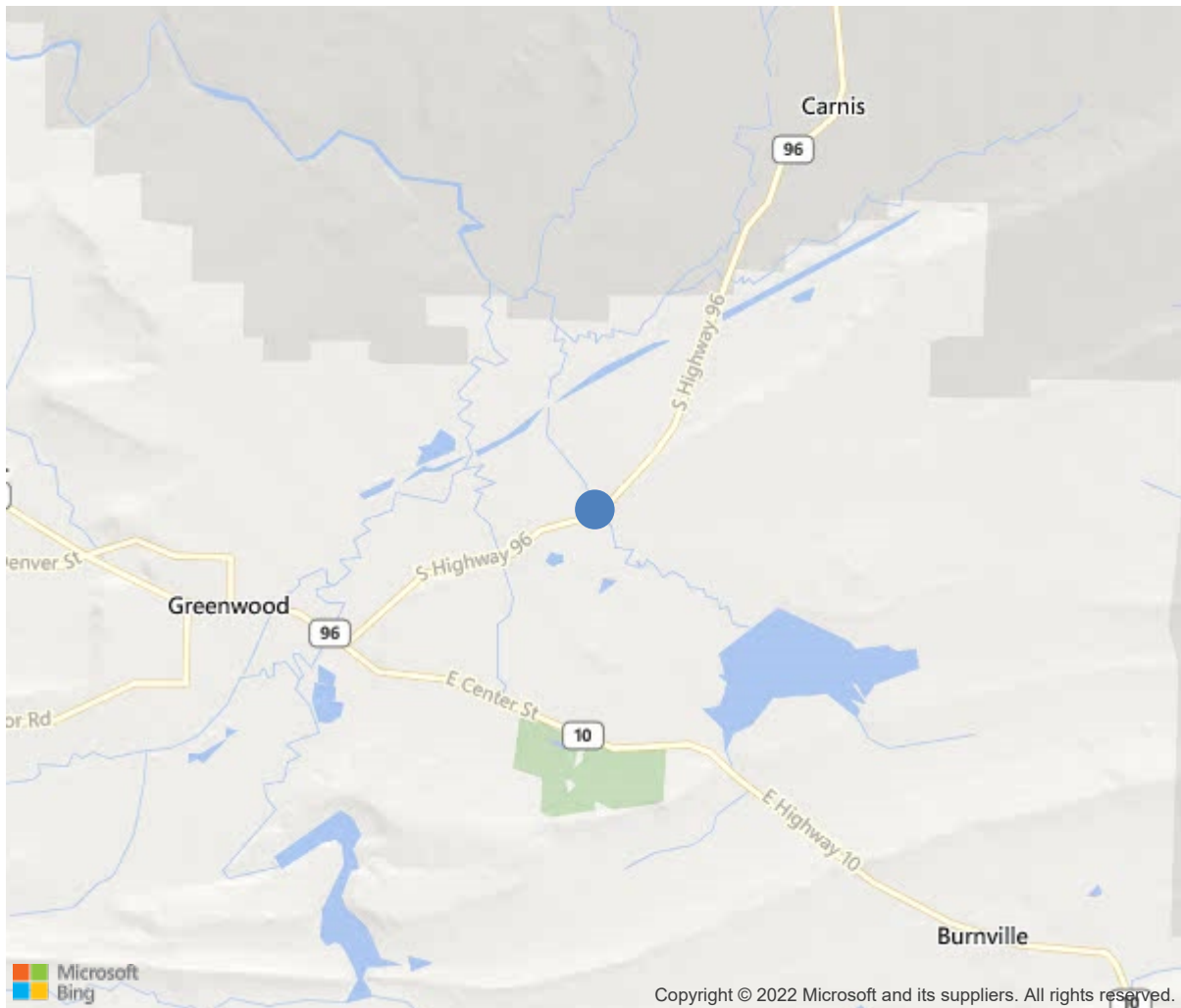
Route:96 Section:02 Log:1.46

Arnold Road ID:65x96x2xA, Arnold Log mile:1.457

District 04, Sebastian County

Owner: 1-State Highway Agency

1.5 MI N SH 10-1



35.21913, -94.22384

Inspection Direction : S to N



Bridge #06557(Routine)

SH 96 Sebastian Co over Vache Grasse Creek

Location: 1.5 MI N SH 10-1

Team Lead: Jeff Jones Inspection Date: October 17, 2022

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06557
(5) Inventory Route	96
(2) Highway Agency District	04
(3) County Code	131-Sebastian County, Arkansas
(4) Place Code	0
(6) Features Intersected	Vache Grasse Creek
(7) Facility Carried	SH 96 Sebastian Co
(9) Location	1.5 MI N SH 10-1
(11) Mile Point	1.46 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.21913
(17) Longitude	-94.22384
(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	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	3
(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 placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1995
(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	2700
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	105 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	32.2 ft
(52) Deck Width Out to Out	34.8 ft
(32) Approach Roadway Width (W/Shoulders)	24 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	32.5 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 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	0
(26) Functional Class	7-Rural Major Collector
(100) Defense Highway	0-The inventory route is not a S
(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 part of
(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	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	7
(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	3
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 currently a
(36B) Transitions	1-Inspected feature meets currently a
(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	4085
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/2022		
(91) Frequency	24 Months		
(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.			

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	3657	3421	232	4	0
1080	Delamination/Spall/Patched Area	SF	22	0	22	0	0
1090	Exposed Rebar	SF	4	0	0	4	0
1130	Cracking (RC and Other)	SF	210	0	210	0	0
(38)							
-The driving surface of the slab has longitudinal cracks in the wheel paths. -Minor concrete deterioration is visible in the edges of the slab over the intermediate bents. -The driving surface of Span # 3 has minor spalling along expansion joint at Bent # 3. -Slight creep visible in the edge of the slab.							
Undersurface:							
-The undersurface of the slab in Span # 2 has delaminated / spalled areas that expose reinforcing steel along the drip groove on the Right side of the structure. -The Left side has short duration delaminations along the drip groove. -There are vertical hairline flexure cracks at variable spacing visible in the edges of the slab. -The Right side of Span # 3 slab has a baseball sized spall adjacent to the drip groove near mid-span that appears to be from an impact.							
205	Reinforced Concrete Column	EA	4	2	2	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	1	0	0
(205)							
-The base of Bent # 2, Column # 1 has light abrasion with a baseball sized area of concrete deterioration in the exterior edge at the normal water elevation. -The ahead face of Bent # 2, Column # 1 has a 12" tall area of shallow spalling / concrete deterioration with vertical cracks midway up the column. -The base of Bent # 2, Column # 2 has light abrasion. -Bent # 3 columns have no apparent noteworthy deficiencies during this inspection.							
215	Reinforced Concrete Abutment	LF	108	84	0	24	0
1120	Efflorescence/Rust Staining	LF	24	0	0	24	0
(215)							
-Abutments have water stains with areas that have efflorescence. -The base of Abutment # 1 stem wall has voids due to varmint holes and minor earth settlement under the Left edge of the abutment. -The Left side of Abutment # 2 has minor earth settlement with approximately 2" of air space in an area approximately 5' long. -Abutment # 2 has a hairline vertical crack located approximately 1' Right of centerline with light efflorescence.							
234	Reinforced Concrete Pier Cap	LF	71	46	25	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
1120	Efflorescence/Rust Staining	LF	21	0	21	0	0
(234)							
-Intermediate bent caps have vertical cracks with light efflorescence over the columns. -Water stains on the caps indicate that the deck joint sealant is leaking.							

Location: 1.5 MI N SH 10-1

Team Lead: Jeff Jones, **Inspection Date:** October 17, 2022

[illegible]



Elevation.



Approach roadway facing South.



Deck. Typical.



Span # 3. Typical.



Longitudinal crack in Span # 3. Typical.



Span # 2. Typical.



Span # 1. Typical.



Longitudinal crack in Span # 1. Typical.



Slight creep visible in the edge of the slab.



Span # 2 slab soffit. Left side.



Undersurface of Span # 2 Right. Spalls with exposed reinforcing steel.



Span # 3 slab soffit. Typical.



Bent # 2. Column # 1. Heavy abrasion at the water elevation.



The ahead face of Bent # 2 Column # 1 has a 12" tall area of shallow spalling / concrete deterioration midway up the column.



Bent # 3 columns. Typical.



Bent # 1. Typical.



Bent # 1 with vermin holes under the abutment cap.



Bent # 4. Typical.



Bent # 4. Typical.



Bent # 2 back face. Typical.



Bent # 2 cap. Left end. Undersurface has a shallow spall with exposed wood that appears to be chamfer cast in the concrete.



Bent # 3 ahead face. Typical.



Expansion joint sealant over Bent # 3. Adhesion failure with leakage.



Spall with exposed reinforcing steel in the Right parapet of Span # 3.



Parapet. Typical.

Maintenance Needs

Date Reported: 10/30/2018
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Inspection Direction S to N
Component: 38 - RC Slab

Deficiency Description

Superstructure -

The undersurface of the slab on the Right side of Span # 2 has delaminated / spalled areas with exposed reinforcing steel along the drip groove. The exposed reinforcing steel has section loss.

Remarks



Span #2, right side-Spalling with exposed reinforcing steel along drip groove.



Span #2, right side-Delaminated areas along drip groove.



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Undersurface of Span # 2 Right. Spalls with exposed reinforcing steel.

Date Reported: 12/14/2012
Priority: D- Routine
Type of Work: Replace
Status: Monitor
Inspection Direction S to N
Component: 301 - Pourable Joint Seal

Deficiency Description

Expansion joints-

The expansion joints sealant has adhesion failure the entire length of joints allowing water, dirt, and debris to enter the joints and leak onto the substructure.

Remarks



Bent #3 expansion joint adhesion failure.



Deck joint sealant over Bent 3.



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Team Lead: Jeff Jones Inspection Date: October 17, 2022



Deck joint sealant over Bent 2.



Bent #2 expansion joint-Adhesion failure.



Bent 3 cap. Left key way.



Expansion joint sealant over Bent # 3. Adhesion failure with leakage.



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Inspection Comments

10182018 SPC- Element quantities plan verified.

10/17/2022 - JCJ & TJL - Routine Inspection conducted this date.

Substructure Notes

10/20/2020 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading and visual observation indicates the footings have cover with no apparent scour problems at this inspection.