



Latitude:35.23545, Longitude:-94.21250

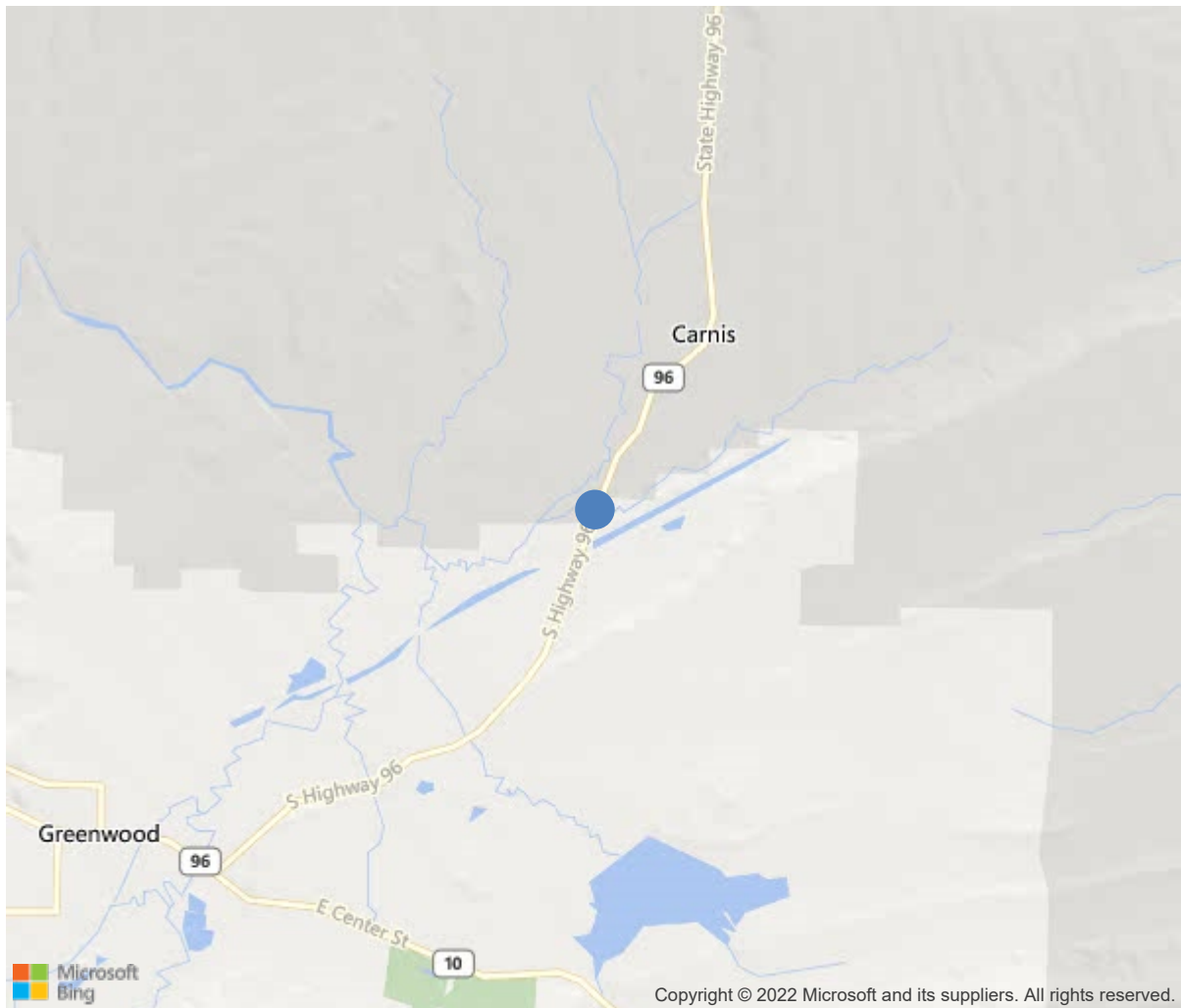
Route:96 Section:02 Log:2.79

Arnold Road ID:65x96x2xA, Arnold Log mile:2.783

District 04, Sebastian County

Owner: 1-State Highway Agency

2.8 MI N SH 10-1



35.23545, -94.21250

Inspection Direction : S to N



Bridge #06558(Routine)
State Highway 96 over Vache Grasse Creek
Location: 2.8 MI N SH 10-1

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

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06558
(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	State Highway 96
(9) Location	2.8 MI N SH 10-1
(11) Mile Point	2.79 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.23545
(17) Longitude	-94.2125
(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	4
(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	3100
(30) Year of ADT	2018
(109) Truck ADT	3 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	120 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	6
(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	4
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	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	4217
(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.			

[illegible]

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

[illegible]



Elevation. Right side of structure.



Approach roadway facing North.



Slab soffit. Typical.



Driving surface of the slab. Typical.



Slab soffit. Span # 1. Typical.



Span # 2. Right. Delaminated area along the drip groove.



Spall with exposed reinforcing steel in the right drip groove of span # 3.



Left edge of spans # 3 & 4 over Bent # 4. Concrete deterioration.



Hairline longitudinal cracks in the driving surface of the slab. Span # 4.



Driving surface of the slab. Typical.



Longitudinal cracking in the driving surface of span # 2.



Driving surface of the slab. Typical.



Bent # 3. Columns. Typical.



South abutment. Typical.



North abutment. Typical.



Bent # 2. Typical.



-There is a 6" spall with exposed reinforcing steel in the undersurface of Bent # 2 cap adjacent to Column # 1.



Leaking expansion joint sealant over Bent # 4.



Left concrete bridge railing. Typical.



Spalls with exposed reinforcing steel at the base of concrete parapet. Span # 3. Right.

Maintenance Needs

Date Reported: 10/31/2018

Priority: D- Routine

Type of Work: Repair

Status: Monitor

Inspection Direction S to N

Component: Channel

Deficiency Description

Channel-

The South embankment has erosion that has displaced a portion of the rip rap.

Remarks



South embankment-Erosion.



Minor rip rap displacement. South abutment.

Date Reported: 12/14/2012
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Inspection Direction S to N
Component: 38 - RC Slab

Deficiency Description

R.C. Slab Span -

There is minor concrete deterioration and spalling that is visible in the exterior edges of the deck over the intermediate bents.

The undersurface of the slab on the Right side of Spans # 2 & 3 have delaminated areas along the drip groove.

There is a spall with exposed reinforcing steel in the Right side of Span # 3 along the drip groove.

Remarks



Span # 4, left-Shallow spalls in ends of slab on exterior sides over intermediate bents.



The undersurface of the slab has delaminated areas along the drip groove on the right side in span # 3.



Minor concrete deterioration in edge of slab over Bent # 4 Right.



Span # 3. Spall with exposed reinforcing steel in the Right drip groove.

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 -

Expansion joint sealant between the concrete slabs have adhesion failure the entire length of joints allowing water, dirt, and debris to enter the joints and leak onto the substructure.

Remarks



Expansion joint over bent # 3-Adhesion failure.



Bent # 2 expansion joint-Adhesion failure.



Leakage on bent # 4 cap.



Expansion joint seal over Bent # 4. Leakage.



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



Leaking expansion joint sealant over bent # 3.



Leaking expansion joint sealant over bent # 2.



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State Highway 96 over Vache Grasse Creek

Location: 2.8 MI N SH 10-1

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

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 - Type 2 Underwater Inspection - Wading and probing during low and clear water conditions indicate that the footings have cover with no apparent scour problems at this inspection.