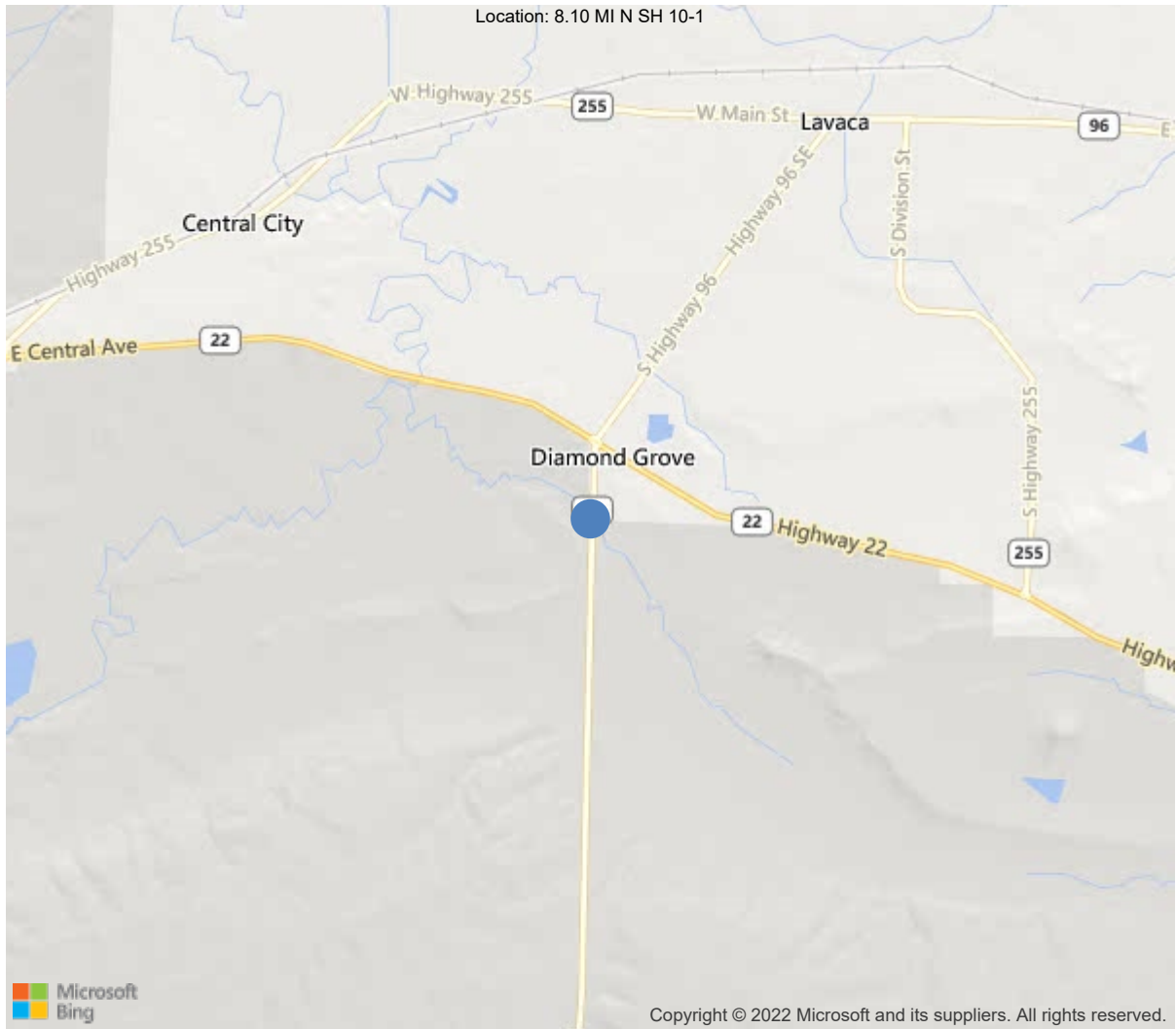




Latitude:35.30740, Longitude:-94.20072

District 04, 131 County

Team Leader: Jeff Jones



35.30740, -94.20072

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06559
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	131 - Sebastian County
(4) Place Code	0
(6) Features Intersected	Flat Rock Creek Seb. Co.
(7) Facility Carried	State Highway 96
(9) Location	8.10 MI N SH 10-1
(11) Mile Point	7.97 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.3074
(17) Longitude	-94.20072
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(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 pl
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	35 ft
(49) Structure Length	140 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	30 Deg
(35) Structure Flared	0 - 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 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	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	7
(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	
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	4217
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	12/01/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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.			

60 - Substructure (6)

12/03/2020 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading and probing indicates that the footings have cover with no apparent scour problems.

A-2 - Wearing Surface Thickness (0.2)

12/03/2020 - EJW - New double polymer overlay.

A-46 - Asset Files

-

Pontis Notes (1)

No Asset Level Notes.

Element 12 Note on 12/9/2014 : 12/09/2014 - EJW - Short duration full depth hairline cracks with light efflorescence at approximately 3 foot centers that are perpendicular to the substructure, adjacent to the deck joints. Deck joint sealant is deteriorated.

Element 110 Note on 12/9/2014 : 12/08/2014 - EJW - Vertical hairline flexure cracks at approximately 12 to 18 inch centers. The end diaphragm over the North abutment has a 10" delaminated area and a 24" shallow spall with no exposed reinforcing steel. There is minor concrete deterioration in the exterior edges of the diaphragms over the intermediate bents.

Element 205 Note on 12/9/2014 : 12/09/2014 - EJW - The Right column of Bent # 2 has two holes formed in the column located approximately 3' below the base of the cap from the fabrication process.

Element 215 Note on 12/9/2014 : 12/09/2014 - EJW - Vertical hairline cracks with light efflorescence at variable spacing in the abutments. No apparent change since last inspection.

Element 234 Note on 12/9/2014 : 12/09/2014 - EJW - Bent # 2 cap has 2 vertical hairline cracks between the columns at this inspection. The Left side of bent # 2 cap has two 6 inch long shallow spalls with exposed reinforcing steel visible from the undersurface of the cap. The exposed reinforcing steel has initial section loss at this inspection. Bent caps have efflorescence where the deck joints leak water onto the caps.

Element 331 Note on 12/9/2014 : 12/09/2014 - EJW - No apparent noteworthy problems at this inspection.

Element 12 Note on 12/13/2012 : 12/13/2012 - JCJ - Short duration full depth hairline cracks with light efflorescence at approximately 3 foot centers that are perpendicular to the substructure, adjacent to the deck joints. Deck joint sealant is deteriorated.

Element 110 Note on 12/13/2012 : 12/13/2012 - JCJ - Vertical hairline flexure cracks at approximately 12 to 18 inch centers. The end diaphragm over the North abutment has a 10" delaminated area and a 24" shallow spall with no exposed reinforcing steel. There is minor concrete deterioration in the exterior edges of the diaphragms over the intermediate bents.

Element 205 Note on 12/13/2012 : 12/13/2012 - JCJ - The Right column of Bent # 2 has two holes formed in the column located approximately 3' below the base of the cap from the fabrication process.

Element 215 Note on 12/13/2012 : 12/13/2012 - JCJ - Vertical hairline cracks with light efflorescence at variable spacing in the abutments. No apparent change since last inspection.

Element 234 Note on 12/13/2012 : 12/13/2012 - JCJ - Bent # 2 cap has 2 vertical hairline cracks between the columns at this inspection. The Left side of bent # 2 cap has two 6 inch long shallow spalls with exposed reinforcing steel

visible from the undersurface of the cap. The exposed reinforcing steel has initial section loss at this inspection. Bent caps have efflorescence where the deck joints leak water onto the caps.

Element 12 Note on 1/19/2011 : Short duration full depth hairline cracks with light efflorescence at approximately 3 foot centers that are perpendicular to the substructure.

Element 110 Note on 1/19/2011 : Vertical hairline flexure cracks at approximately 12 inch centers.

Element 215 Note on 1/19/2011 : Vertical hairline cracks with light efflorescence at variable spacing in the abutments.

Element 234 Note on 1/19/2011 : The Left side of bent # 2 cap has two 6 inch long shallow spalls with exposed reinforcing steel visible from the undersurface of the cap. No apparent section loss to the exposed reinforcing steel.

Element 12 Note on 1/14/2009 : Short duration superficial cracks at approximately 3 foot centers that are adjacent to, and perpendicular to the abutments.

Element 12 Note on 2/9/2007 : Short duration superficial cracks at approximately 3 foot centers that are adjacent to, and perpendicular to the abutments.

Element 215 Note on 3/7/2005 : =

Element 234 Note on 3/7/2005 : =

Element 12 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

Element 110 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

Element 205 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

Element 215 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

Element 234 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -



Previous comments > < none >

Element 331 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

Element 358 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

Element 359 Note on 4/15/2003 : LGT element inspection comments -

Structure 000000000006559 -

Date 2003-04-15 -

Previous comments > < none >

A-59 - Joint Repair Needed (Yes)

Expansion joints -

The pourable type expansion joint sealant is deteriorated with adhesion failure the full length of the joints.

The joints leak water onto the substructure.

The polymer overlay material is peeling off of the joint and adjacent deck.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4877	4829	48	0	0
1120	Efflorescence/Rust Staining	SF	48	0	48	0	0
510	Wearing Surfaces	SF	4480	4390	0	0	90
3230	Effectiveness (Wearing Surface)	SF	90	0	0	0	90
(16) Concrete Deck Girder with a polymer wearing surface: -Polymer wearing surface is breaking apart over the expansion joints. -Deck joint sealant is deteriorated. Deck Soffit: -There are diagonal cracks with light efflorescence in the corner of the spans. History Notes: 12/03/2020 - EJW & JPW - New polymer overlay since the last inspection. -Short duration full depth hairline cracks with light efflorescence at approximately 3 foot centers that are perpendicular to the substructure located adjacent to the deck joints. -The Left lane of span #3 has a shallow spall adjacent to bent #3. The area surrounding the spall is delaminated. -The driving surface of span #2 has spalling along the expansion joint at bent #2. -There are areas with hairline map cracking in the wheel paths and other random locations. (510-16) 12/03/2020 - EJW & JPW - New polymer overlay since the last inspection. -Polymer overlay that is breaking apart over the expansion joints.							
110	Reinforced Concrete Open Girder/Beam	LF	560	411	149	0	0
1130	Cracking (RC and Other)	LF	149	0	149	0	0
(110) -The girders have vertical hairline flexure cracks at variable spacing. -There is minor concrete deterioration in the exterior edges of the end diaphragms over the intermediate bents.							
205	Reinforced Concrete Column	EA	6	5	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	1	0	0
(205) -The Right column of Bent # 2 has two holes formed in the column from the construction process located approximately 3' below the base of the cap. -Bent # 3, Column # 2 has an area of medium abrasion at base of column.							
215	Reinforced Concrete Abutment	LF	85	80	4	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(215) -Abutment # 1 stem wall has a vertical crack at centerline with efflorescence and mineral staining. -Abutment # 2 stem wall has a few isolated hairline vertical cracks. -The end diaphragm / Integral backwall at Abutment # 2 has a spall approximately 24" long x 6" high and 1-1/2" deep with no exposed reinforcing steel in Bay # 1 and a 10" spall under Girder # 2. Diaphragm defects are not quantified in the element.							
234	Reinforced Concrete Pier Cap	LF	128	52	73	3	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	2	0	0	2	0

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4877	4829	48	0	0
1120	Efflorescence/Rust Staining	SF	48	0	48	0	0
510	Wearing Surfaces	SF	4480	4390	0	0	90
3230	Effectiveness (Wearing Surface)	SF	90	0	0	0	90
<p>(16) Concrete Deck Girder with a polymer wearing surface:</p> <ul style="list-style-type: none"> -Polymer wearing surface is breaking apart over the expansion joints. -Deck joint sealant is deteriorated. 							
<p>Deck Soffit:</p> <ul style="list-style-type: none"> -There are diagonal cracks with light efflorescence in the corner of the spans. 							
<p>History Notes:</p> <p>12/03/2020 - EJW & JPW - New polymer overlay since the last inspection.</p> <ul style="list-style-type: none"> -Short duration full depth hairline cracks with light efflorescence at approximately 3 foot centers that are perpendicular to the substructure located adjacent to the deck joints. -The Left lane of span #3 has a shallow spall adjacent to bent #3. The area surrounding the spall is delaminated. -The driving surface of span #2 has spalling along the expansion joint at bent #2. -There are areas with hairline map cracking in the wheel paths and other random locations. <p>(510-16) 12/03/2020 - EJW & JPW - New polymer overlay since the last inspection.</p> <ul style="list-style-type: none"> -Polymer overlay that is breaking apart over the expansion joints. 							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	560	411	149	0	0
1130	Cracking (RC and Other)	LF	149	0	149	0	0
(110) -The girders have vertical hairline flexure cracks at variable spacing. -There is minor concrete deterioration in the exterior edges of the end diaphragms over the intermediate bents.							

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	6	5	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	1	0	0
(205) -The Right column of Bent # 2 has two holes formed in the column from the construction process located approximately 3' below the base of the cap. -Bent # 3, Column # 2 has an area of medium abrasion at base of column.							
215	Reinforced Concrete Abutment	LF	85	80	4	1	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
(215) -Abutment # 1 stem wall has a vertical crack at centerline with efflorescence and mineral staining. -Abutment # 2 stem wall has a few isolated hairline vertical cracks. -The end diaphragm / Integral backwall at Abutment # 2 has a spall approximately 24" long x 6" high and 1-1/2" deep with no exposed reinforcing steel in Bay # 1 and a 10" spall under Girder # 2. Diaphragm defects are not quantified in the element.							
234	Reinforced Concrete Pier Cap	LF	128	52	73	3	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	57	0	57	0	0
1130	Cracking (RC and Other)	LF	16	0	16	0	0
(234) -The intermediate bent caps have vertical hairline cracks at variable spacing. -Bent caps have several vertical hairline cracks between the columns during this inspection. -The Left side of Bent # 2 cap has two 6" long shallow spalls with exposed reinforcing steel visible from the undersurface of the cap. The exposed reinforcing steel has initial section loss during this inspection. -Bent caps have efflorescence where the deck joints leak water onto the caps.							

60 - Substructure (6)

Comment: 12/03/2020 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading and probing indicates that the footings have cover with no apparent scour problems.



Asset #06559(Routine)

District: 04, County: 131

Team Lead: Jeff Jones, Inspection Date: 12/01/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Span # 1. Right. Diagonal crack with efflorescence visible from the undersurface of the top flange.



Deck soffit. Span # 2. Typical.



Span # 3. Undersurface of top flange.



Span # 4. Diagonal cracks with efflorescence in the undersurface.



Wearing surface of the deck. Typical.



Span # 2. Superstructure. Typical.



Span # 3. Left end diagram over Bent # 4. Concrete deterioration.



-There is minor concrete deterioration in the exterior edges of the end diaphragms over the intermediate bents.
Epoxy leakage on the cap - Right side of Span # 3 over Bent # 4.



Span # 4. Superstructure. Typical.



Span 4 - Vertical flexure cracks in the superstructure.
Typical.



Bent # 2. Columns. Typical.



Bent # 1. Typical.



Bent# 5. Typical.



Spalls with no exposed reinforcing steel in the end diaphragm over Bent # 5.



Bent # 3. Typical.



Left overhang of Bent # 2. Spalls with exposed reinforcing.



Backface of Bent # 4. Typical.



Expansion joint over Bent # 4.



Expansion joint over Bent # 3. Polymer overlay is peeling off of the joint and adjacent deck.



Expansion joint over Bent # 2 polymer overlay is peeling off of the joint and adjacent deck.



Left parapet. Typical.



Right parapet. Typical.



Shallow spalls with exposed reinforcing steel at the base of the parapet.



Elevation. Right side of structure.



Elevation. Left side of structure.



Driving surface of the deck. Typical.



Deck soffit. Span # 2. Typical.



Approach roadway facing North.



12/01/2022 - JCJ & TJL - The polymer overlay material is peeling off of the joint and adjacent deck.

Maintenance Needs

Date Reported: 12/15/2018
Priority: D- Routine
Type of Work: Joint Repair
Status: Open
Component: Element

Deficiency Description

Expansion joints -

The pourable type expansion joint sealant is deteriorated with adhesion failure the full length of the joints.

The joints leak water onto the substructure.

The polymer overlay material is peeling off of the joint and adjacent deck.

Remarks

12/01/2022 - JCJ & TJL - The polymer overlay material is peeling off of the joint and adjacent deck. This Maintenance Need was duplicated in the new software check box to see how it works. This Maintenance Need can be removed if not wanted in this location.

12/03/2020 - EJW - The joints are covered with polymer overlay and currently are not visible.



12/01/2022 - JCJ & TJL - The polymer overlay material is peeling off of the joint and adjacent deck.

Date Reported: 12/15/2018
Priority: D- Routine
Type of Work: Substructure Repair
Status: Monitor
Component: Element

Deficiency Description

Substructure -

The undersurface of bent # 2 cap has two 6 inch long shallow spalls with exposed reinforcing steel in the left cantilever portion of the cap. The exposed reinforcing steel has initial section loss during this inspection.

Remarks



The left side of bent # 2 cap has two 6 inch long shallow spalls with exposed reinforcing steel visible from the undersurface of the cap. The exposed reinforcing steel has initial section loss during this inspection.



Spalls with exposed reinforcing steel in the Left end of Bent # 2.



Asset #06559(Routine)

District: 04, County: 131

Team Lead: Jeff Jones, Inspection Date: 12/01/2022

Date Reported: 12/04/2018
Priority: D- Routine
Type of Work: Channel Work/Drift Removal
Status: Monitor
Component: Channel

Deficiency Description

The South embankment has erosion with loss of rip-rap.
The North embankment has minor erosion with exposed filter fabric.

Remarks

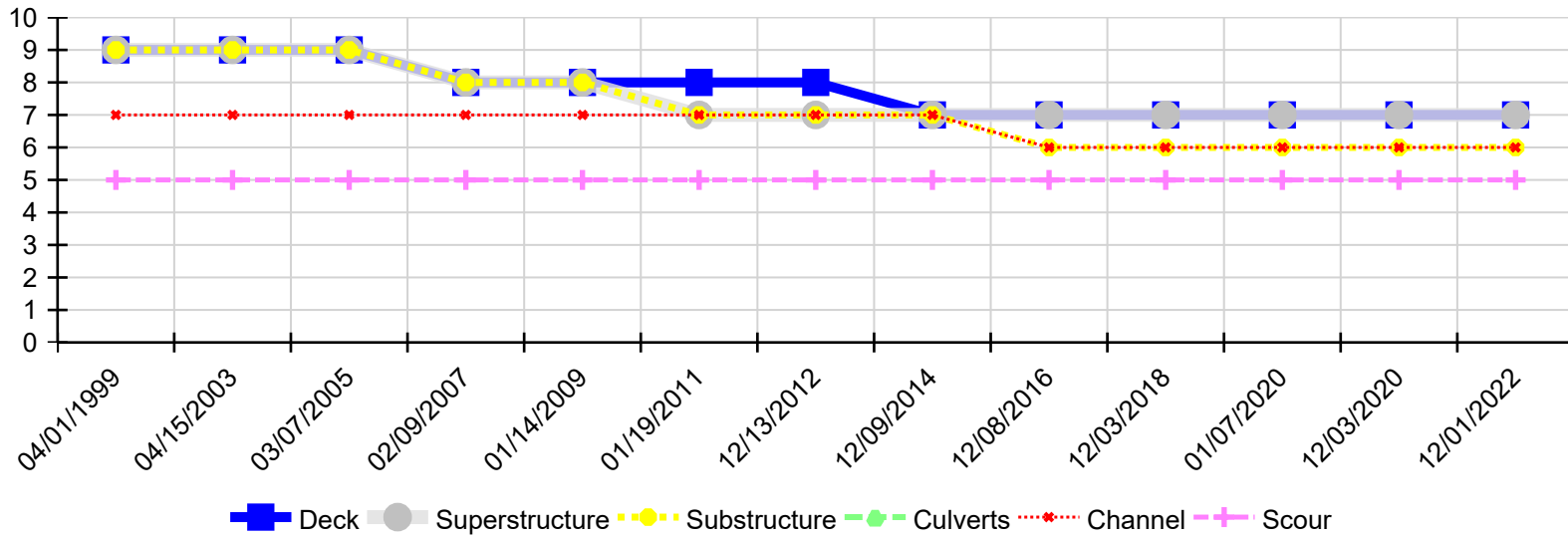


South embankment. Minor erosion.



Embankment erosion with exposed filter fabric at the North embankment.

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/01/2022	7	7	6	N	6	5
12/03/2020	7	7	6	N	6	5
01/07/2020	7	7	6	N	6	5
12/03/2018	7	7	6	N	6	5
12/08/2016	7	7	6	N	6	5
12/09/2014	7	7	7	N	7	5
12/13/2012	8	7	7	N	7	5
01/19/2011	8	7	7	N	7	5
01/14/2009	8	8	8	N	7	5
02/09/2007	8	8	8	N	7	5
03/07/2005	9	9	9	N	7	5
04/15/2003	9	9	9	N	7	5
04/01/1999	9	9	9	N	7	5