



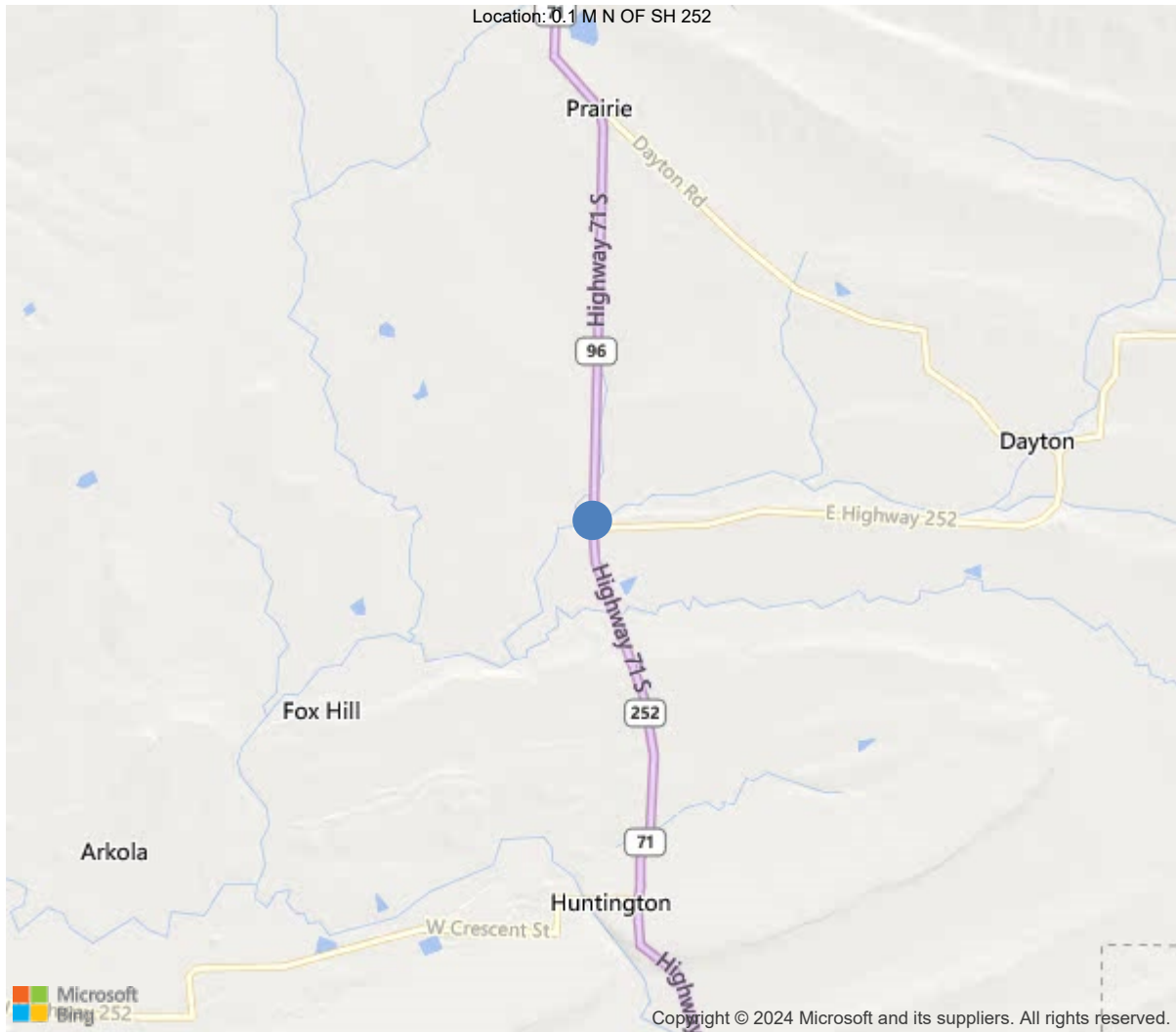
Latitude:35.10945, Longitude:-94.26740

Route:71 Section:13 Log:3.479

Arnold Road ID:65x71x13xA, Arnold Log mile:3.468

District 04, 131 - Sebastian County

Owner: 1 - State Highway Agency



35.10945, -94.26740



Asset #02240(Routine)

US 71 - Seb. Co. over Prairie Creek

Location: 0.1 M N OF SH 252

Team Lead: Jeff Jones, Inspection Date: 08/17/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02240
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	131 - Sebastian County
(4) Place Code	0
(6) Features Intersected	Prairie Creek
(7) Facility Carried	US 71 - Seb. Co.
(9) Location	0.1 M N OF SH 252
(11) Mile Point	3.479 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000071130
(16) Latitude	35.10945
(17) Longitude	-94.2674
(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	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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1944
(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	8291
(30) Year of ADT	2018
(109) Truck ADT	9 %
(19) Bypass, Detour Length	7 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	36 ft
(49) Structure Length	110 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	32 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 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	27.9 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	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	2 - The inventory route is on
(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	1 - The inventory route is par
(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	6
(59) Superstructure	4
(60) Substructure	4
(61) Channel & Channel Protection	6
(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	45
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(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	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	137 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 400
(96) Total Project Cost	\$ 978
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	11202
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/17/2023		
(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		
<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>			



General Observation

05232019 SPC- Element quantities plan verified.

08/17/2023 - JCJ & TJL - Routine Inspection conducted this date.

08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span 1 Girders or Bent 1 backwall since the 08/30/2016 inspection.

Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.

-See Form III Documentation of measurements associated with this inspection for additional information.

07/21/2016 - JCJ - Construction plans showing typical pavement section of the roadway, Reflective cracking in the approach roadway, and core sample taken from the roadway indicate that PCCP is adjacent to the structure backwall. See email from Celest Howard, District 4 Materials supervisor dated 10/01/2015 for additional information.

12/02/2015 - JCJ - An "On Site" Meeting with Stewart Linz, Staff Engineer for Heavy Bridge Maintenance took place this date to discuss PCCP applying lateral forces to the abutment backwalls.

59 - Superstructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

08/17/2023 - JCJ & TJL - Routine Inspection conducted this date. Previous superstructure inspection notes are applicable with additional deterioration to the ends of the girders over Abutment # 1. Actual field measurement indicates that there are no apparent noteworthy changes to Span # 1 since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span # 1 Girders or Bent # 1 backwall since the 08/30/2016 inspection.

08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span 1 Girders or Bent 1 backwall since the 08/30/2016 inspection.

Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.

-See Documentation of measurements associated with this inspection for additional information.

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

08/17/2023 - JCJ & TJL - Routine Inspection conducted this date. Previous inspection notes are applicable.

08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span 1 Girders or Bent 1 backwall since the 08/30/2016 inspection.

Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.

-See Documentation of measurements associated with this inspection for additional information.



61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)
08/19/2021 - EJW & JPW - Underwater Type 2 inspection conducted on this date. Wading, probing and visual observation during low and clear water conditions indicate no apparent scour problems at this inspection. Bent # 3 footing is exposed with no apparent scour problems.

07/13/2017 - JCJ & JML - Type 2 Underwater Inspection - Wading and probing along with visual observation during low water conditions indicate that the top of Bent 3 footing is exposed with no apparent scour problems at this inspection. Bent 3 footing appears to be well keyed into solid shale channel that is exposed in areas.

A-2 - Wearing Surface Thickness (5.8)

08/17/2022 - JCJ & TJL - The deck has a new asphalt wearing surface since the last inspection. Actual field measurement along the Left side of Span 1 indicates approximately 5 3/4" of asphalt on the deck.

A-45 - Bats Present (1 - Yes)

08/17/2023 - JCJ & TJL - Evidence of Bats under Span # 1 during this inspection.

08/17/2022 - JCJ & TJL - Evidence of Bats under Span # 1 during this inspection.

07/30/2018 - Numerous bats were present in the expansion joint at bent # 3 at this inspection.



Asset #02240(Routine)

US 71 - Seb. Co. over Prairie Creek

Location: 0.1 M N OF SH 252

Team Lead: Jeff Jones, Inspection Date: 08/17/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3159	3079	68	12	0
1080	Delamination/Spall/Patched Area	SF	68	0	68	0	0
1090	Exposed Rebar	SF	12	0	0	12	0
510	Wearing Surfaces	SF	2520	2424	96	0	0
3220	Crack (Wearing Surface)	SF	96	0	96	0	0
(16) 08/17/2023 - JCJ & TJL - Routine Inspection conducted this date. -The asphalt wearing surface has transverse cracking over the expansion joints. Deck soffit: -There are a few isolated spalls with exposed reinforcing steel visible from the undersurface of the overhang of the deck. History Notes: 08/17/2022 - JCJ & TJL - The deck has a new asphalt wearing surface since the last inspection. Actual field measurement along the Left side of Span # 1 indicates approximately 5 3/4" of asphalt on the deck.							
110	Reinforced Concrete Open Girder/Beam	LF	540	395	136	5	4
1080	Delamination/Spall/Patched Area	LF	8	0	3	1	4
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	134	0	133	1	0
(110) 08/17/2023 - JCJ & TJL - -The ends of the concrete deck girders in Span # 1 at Abutment # 1 are rubblized with exposed reinforcing steel over the bearings. There is additional deterioration since the last inspection. -The ends of the girders over Abutment # 1 are in the process of shearing off the fixed bearings due to lateral movement of the superstructure towards Bent # 2. -No significant movement was detected in the Substructure since the last inspection. -Actual field verified measurements were taken from a documented painted location at Abutment # 1, Beam # 3 and Bent # 2 pier cap. -Span # 2 Beam # 5 has a 6" shallow spall adjacent to the deck drain near Bent # 3 with exposed reinforcing steel. Exposed reinforcing steel has active corrosion with initial section loss. -There are no apparent changes in Span # 1 measurements since the last inspection. History Notes: 08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span # 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the past 10 years. There have been no apparent repairs to Span # 1 girders or Bent 1 backwall since the 08/30/2016 inspection. -Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall. -See Documentation of measurements associated with this inspection for additional information.							
205	Reinforced Concrete Column	EA	5	5	0	0	0
(205) -The cast-in-place columns placed under the girders at Abutment # 1 (for additional support) have no apparent noteworthy deficiencies during this inspection.							
210	Reinforced Concrete Pier Wall	LF	57	0	35	22	0



Asset #02240(Routine)

US 71 - Seb. Co. over Prairie Creek

Location: 0.1 M N OF SH 252

Team Lead: Jeff Jones, Inspection Date: 08/17/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1090	Exposed Rebar	LF	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	LF	55	0	35	20	0
(210) -Bents have full height vertical cracks during this inspection. -Both bents have light abrasion near the water elevation. -Bent # 2 has a shallow 6" spall with exposed reinforcing under beam # 2 back face. -Bent # 3 ahead face has a 3' long x 6" tall area of concrete deterioration / section loss at the base of the pier wall adjacent to the top of the footing at the Right side of the structure. -Bent #3 back face has an 8" spall with exposed reinforcing steel located approximately 2' below the Right end of the cap. The top of Bent # 2 and 3 footings are exposed.							
215	Reinforced Concrete Abutment	LF	128	29	33	6	60
1080	Delamination/Spall/Patched Area	LF	60	0	0	0	60
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	17	0	15	2	0
1190	Abrasion/Wear (PSC/RC)	LF	18	0	18	0	0
(215) 08/17/2023 - JCJ & TJL - Routine Inspection: -The additional shoring placed by maintenance forces in the past is functioning as intended. The top of the backwalls at both abutments are fractured and leaning towards the channel. The South abutment backwall has exposed reinforcing steel and is jammed-up tight against the deck. The ends of Span # 1 "Tee" beams are rubblized with exposed reinforcing steel. The backwall has several vertical cracks with efflorescence. No apparent repairs since last inspection. See documentation in media and history files for additional information. -Abutment # 2 has vertical and horizontal cracks in the stem wall. -There are delaminated areas and map cracking in the exterior edges of the back walls adjacent to the wing wall connection. -Abutment # 2 cap has a 10" spall with exposed reinforcing steel at the centerline. -See documentation of measurements for Abutment 1 associated with this inspection for additional information. History Notes: 08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span # 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span # 1 Girders or Bent # 1 backwall since the 08/30/2016 inspection. Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.							
220	Reinforced Concrete Pile Cap/Footing	LF	57	15	42	0	0
1190	Abrasion/Wear (PSC/RC)	LF	42	0	42	0	0



Asset #02240(Routine)

US 71 - Seb. Co. over Prairie Creek

Location: 0.1 M N OF SH 252

Team Lead: Jeff Jones, Inspection Date: 08/17/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(220) Both bent footings appear to be keyed into solid shale channel. Both footings have light abrasion.</p> <p>Bent # 2 footing: Bent # 2 footing is exposed on the ahead face of the bent. The top of footing to the base of the concrete Girder # 1 on the Left side of Bent # 2 ahead face measures 14'-0". The floor of channel to the base of concrete Girder # 1 on the Left side of Bent # 2 ahead face adjacent to the footing measures 15'-3".</p> <p>Bent # 3 Footing: -Bent # 3 footing is exposed the entire length of pier wall. No apparent undermining to footing during this inspection. The top of footing to the base of the concrete Girder # 5 on the Right side of Bent # 3 back face measures 13'-5". The floor of channel to the base of the concrete Girder # 5 on the Right side of Bent # 3 ahead face adjacent to the footing measures 14'-4".</p>							
234	Reinforced Concrete Pier Cap	LF	57	44	8	5	0
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1090	Exposed Rebar	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	3	0	2	1	0
<p>(234) -Intermediate bent caps have light / medium scale and staining from apparent water leakage through the deck joints. -Bent # 2 back face has a 12" vertical delamination / spall with exposed reinforcing steel at the centerline and a vertical crack near Beam # 3. -Bent # 3 ahead face has 2 small delaminated areas and a spall with exposed reinforcing steel.</p>							
303	Assembly Joint with Seal	LF	112	0	0	112	0
2350	Debris Impaction	LF	112	0	0	112	0
<p>(303) -Asphalt driving surface has transverse cracks over the expansion joints. -The exposed edges of the sliding plate at the curbs over the South abutment and Bent # 2 Right side are not level and appear to be pushed up beyond the original design gradient.</p>							
311	Movable Bearing	EA	15	0	3	12	0
1000	Corrosion	EA	10	0	3	7	0
2220	Alignment	EA	5	0	0	5	0
515	Steel Protective Coating	SF	45	0	0	0	45
3440	Effectiveness (Steel Protective Coatings)	EA	45	0	0	0	45
<p>(311) -Active corrosion with layers of flaking rust in areas. -The expansion bearings for Span # 1 over Bent # 2 appear to be fully expanded during this inspection. -There are no apparent changes since the last inspection.</p>							
313	Fixed Bearing	EA	15	0	2	13	0
1000	Corrosion	EA	15	0	2	13	0
515	Steel Protective Coating	SF	45	0	0	0	45
3440	Effectiveness (Steel Protective Coatings)	EA	45	0	0	0	45

Team Lead: Jeff Jones, **Inspection Date:** 08/17/2023

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3159	3079	68	12	0
1080	Delamination/Spall/Patched Area	SF	68	0	68	0	0
1090	Exposed Rebar	SF	12	0	0	12	0
510	Wearing Surfaces	SF	2520	2424	96	0	0
3220	Crack (Wearing Surface)	SF	96	0	96	0	0
<p>(16) 08/17/2023 - JCJ & TJL - Routine Inspection conducted this date.</p> <p>-The asphalt wearing surface has transverse cracking over the expansion joints.</p> <p>Deck soffit:</p> <p>-There are a few isolated spalls with exposed reinforcing steel visible from the undersurface of the overhang of the deck.</p> <p>History Notes:</p> <p>08/17/2022 - JCJ & TJL - The deck has a new asphalt wearing surface since the last inspection. Actual field measurement along the Left side of Span # 1 indicates approximately 5 3/4" of asphalt on the deck.</p>							



Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	540	395	136	5	4
1080	Delamination/Spall/Patched Area	LF	8	0	3	1	4
1090	Exposed Rebar	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	134	0	133	1	0
<p>(110) 08/17/2023 - JCJ & TJL -</p> <p>-The ends of the concrete deck girders in Span # 1 at Abutment # 1 are rubblized with exposed reinforcing steel over the bearings. There is additional deterioration since the last inspection.</p> <p>-The ends of the girders over Abutment # 1 are in the process of shearing off the fixed bearings due to lateral movement of the superstructure towards Bent # 2.</p> <p>-No significant movement was detected in the Substructure since the last inspection.</p> <p>-Actual field verified measurements were taken from a documented painted location at Abutment # 1, Beam # 3 and Bent # 2 pier cap.</p> <p>-Span # 2 Beam # 5 has a 6" shallow spall adjacent to the deck drain near Bent # 3 with exposed reinforcing steel. Exposed reinforcing steel has active corrosion with initial section loss.</p> <p>-There are no apparent changes in Span # 1 measurements since the last inspection.</p> <p>History Notes:</p> <p>08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span # 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the past 10 years. There have been no apparent repairs to Span # 1 girders or Bent 1 backwall since the 08/30/2016 inspection.</p> <p>-Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.</p> <p>-See Documentation of measurements associated with this inspection for additional information.</p>							

59 - Superstructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Comment: 08/17/2023 - JCJ & TJL - Routine Inspection conducted this date. Previous superstructure inspection notes are applicable with additional deterioration to the ends of the girders over Abutment # 1. Actual field measurement indicates that there are no apparent noteworthy changes to Span # 1 since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span # 1 Girders or Bent # 1 backwall since the 08/30/2016 inspection.

08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span 1 Girders or Bent 1 backwall since the 08/30/2016 inspection.

Maintenance Forces have removed the PCCP adjacent to the South abutment in the past reliving the pressure against the South abutment backwall.

-See Documentation of measurements associated with this inspection for additional information.

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	5	5	0	0	0
(205) -The cast-in-place columns placed under the girders at Abutment # 1 (for additional support) have no apparent noteworthy deficiencies during this inspection.							
210	Reinforced Concrete Pier Wall	LF	57	0	35	22	0
1090	Exposed Rebar	LF	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	LF	55	0	35	20	0
(210) -Bents have full height vertical cracks during this inspection. -Both bents have light abrasion near the water elevation. -Bent # 2 has a shallow 6" spall with exposed reinforcing under beam # 2 back face. -Bent # 3 ahead face has a 3' long x 6" tall area of concrete deterioration / section loss at the base of the pier wall adjacent to the top of the footing at the Right side of the structure. -Bent #3 back face has an 8" spall with exposed reinforcing steel located approximately 2' below the Right end of the cap. The top of Bent # 2 and 3 footings are exposed.							
215	Reinforced Concrete Abutment	LF	128	29	33	6	60
1080	Delamination/Spall/Patched Area	LF	60	0	0	0	60
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	3	0	0	3	0
1130	Cracking (RC and Other)	LF	17	0	15	2	0
1190	Abrasion/Wear (PSC/RC)	LF	18	0	18	0	0
(215) 08/17/2023 - JCJ & TJL - Routine Inspection: -The additional shoring placed by maintenance forces in the past is functioning as intended. The top of the backwalls at both abutments are fractured and leaning towards the channel. The South abutment backwall has exposed reinforcing steel and is jammed-up tight against the deck. The ends of Span # 1 "Tee" beams are rubblized with exposed reinforcing steel. The backwall has several vertical cracks with efflorescence. No apparent repairs since last inspection. See documentation in media and history files for additional information. -Abutment # 2 has vertical and horizontal cracks in the stem wall. -There are delaminated areas and map cracking in the exterior edges of the back walls adjacent to the wing wall connection. -Abutment # 2 cap has a 10" spall with exposed reinforcing steel at the centerline. -See documentation of measurements for Abutment 1 associated with this inspection for additional information. History Notes: 08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span # 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span # 1 Girders or Bent # 1 backwall since the 08/30/2016 inspection. Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.							
220	Reinforced Concrete Pile Cap/Footing	LF	57	15	42	0	0
1190	Abrasion/Wear (PSC/RC)	LF	42	0	42	0	0
(220) Both bent footings appear to be keyed into solid shale channel. Both footings have light abrasion. Bent # 2 footing: Bent # 2 footing is exposed on the ahead face of the bent.							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>The top of footing to the base of the concrete Girder # 1 on the Left side of Bent # 2 ahead face measures 14'-0".</p> <p>The floor of channel to the base of concrete Girder # 1 on the Left side of Bent # 2 ahead face adjacent to the footing measures 15'-3".</p> <p>Bent # 3 Footing:</p> <p>-Bent # 3 footing is exposed the entire length of pier wall. No apparent undermining to footing during this inspection.</p> <p>The top of footing to the base of the concrete Girder # 5 on the Right side of Bent # 3 back face measures 13'-5".</p> <p>The floor of channel to the base of the concrete Girder # 5 on the Right side of Bent # 3 ahead face adjacent to the footing measures 14'-4".</p>							
234	Reinforced Concrete Pier Cap	LF	57	44	8	5	0
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1090	Exposed Rebar	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	3	0	2	1	0
<p>(234) -Intermediate bent caps have light / medium scale and staining from apparent water leakage through the deck joints.</p> <p>-Bent # 2 back face has a 12" vertical delamination / spall with exposed reinforcing steel at the centerline and a vertical crack near Beam # 3.</p> <p>-Bent # 3 ahead face has 2 small delaminated areas and a spall with exposed reinforcing steel.</p>							

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

Comment: 08/17/2023 - JCJ & TJL - Routine Inspection conducted this date. Previous inspection notes are applicable.

08/17/2022 - JCJ & TJL - Special Recurring Inspection - Special Recurring Inspection was conducted this date to monitor Span 1 Superstructure and Substructure for any additional excessive movement. Actual field measurement indicates that there are no apparent noteworthy changes since the last inspection. Field measurements are consistent with previous measurements taken over the Past 10 years. There have been no apparent repairs to Span 1 Girders or Bent 1 backwall since the 08/30/2016 inspection.

Maintenance Forces have removed the PCCP adjacent to the South abutment in the past relieving the pressure against the South abutment backwall.

-See Documentation of measurements associated with this inspection for additional information.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

Comment: 08/19/2021 - EJW & JPW - Underwater Type 2 inspection conducted on this date. Wading, probing and visual observation during low and clear water conditions indicate no apparent scour problems at this inspection. Bent # 3 footing is exposed with no apparent scour problems.

07/13/2017 - JCJ & JML - Type 2 Underwater Inspection - Wading and probing along with visual observation during low water conditions indicate that the top of Bent 3 footing is exposed with no apparent scour problems at this inspection. Bent 3 footing appears to be well keyed into solid shale channel that is exposed in areas.



Channel. Typical.



Span # 2 superstructure. Typical.



Span # 3 superstructure. Typical.



Bent # 3 footing exposed. Solid shale channel.



Span # 3 beam ends over Bent # 3.



Span # 3 beam ends over Abutment # 2.



Abutment # 2 - There are delaminated areas and map cracking in the exterior edges of the back walls adjacent to the wing wall connection.



Abutment # 2 cap. Centerline. Spall with exposed reinforcing steel.



Abutment # 2. Typical.



Bent # 3 ahead face. Typical.



Concrete deterioration at the base of Bent # 3. Ahead face.



Abutment # 2. Typical.



Elevation.



Bent # 3 footing.



Actual field measurement to document exposed footing elevation.



Span # 2 superstructure. Typical.



Span # 2 deck soffit. Typical.



Bent # 2 ahead face. Typical.



Bent # 3 back face. Typical.



Bent # 2 footing is exposed on the ahead face of the bent.



Span # 1 superstructure. Typical.



Right overhang of Span # 2.



Expansion bearings over Bent # 2. Expanded for Span # 1.



Left overhang of Span # 1 deck soffit.



Span # 1 deck soffit. Typical.



Abutment # 1 backwall makes contact with the ends of the girders at Abutment # 1.



Abutment # 1. Typical.



Columns at Abutment # 1. Typical.



Bent # 2 back face. Typical.



Girder # 1 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 2 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 3 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 4 at Abutment # 1. No apparent problems during this inspection.



Girder # 5 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 3 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 3 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 2 at Abutment # 1. Spalling with exposed reinforcing steel.



Fixed bearing at Abutment # 1. Girder # 2.



Fixed bearing at Abutment # 1. Girder # 2.



Fixed bearing at Abutment # 1. Girder # 4.



Fixed bearing at Abutment # 1. Girder # 3.



Girder # 3 at Abutment # 1. Spalling with exposed reinforcing steel.



Girder # 1 at Abutment # 1. Spalling with exposed reinforcing steel.



Abutment # 1. Left side. Backwall is fractured and rotated towards the channel.



Girder # 1 at Abutment # 1. Spalling with exposed reinforcing steel.



Bridge railing. Typical.



- Asphalt driving surface has transverse cracks over the expansion joints.
- The exposed edges of the sliding plate at the curbs over the South abutment and Bent # 2 Right side are not level and appear to be pushed up beyond the original design gradient.



Deck. Typical.



Transverse cracks in the asphalt over Abutment #2 expansion joint.



Deck. Typical.



Deck. Typical.



Approach roadway facing South.



New asphalt wearing surface

08/17/2022 - JCJ & TJL - The deck has a new asphalt wearing surface since the last inspection. Actual field measurement along the left side of Span # 1 indicates approximately 5 3/4" of asphalt on the deck.

Maintenance Needs

Date Reported: 11/01/2011

Priority: B - Pressing

Type of Work: Superstructure Repair

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

The ends of concrete T-beams have spalls with exposed reinforcing steel over abutment # 1 where the sole plate is incorporated into the ends of the concrete girders (Fixed Bearings). The ends of the girders appear to be in the process of being sheared off of the fixed bearings. Reference measurements were taken at Span # 1 to monitor substructure. Expansion bearings for Span # 1 at Bent # 2 are fully expanded. See sketches with actual field measurements and photos for additional information.

Remarks

08/17/2023 - JCJ & TJL - The priority code for this deficiency is raised to a B during this inspection. The ends of the girders over Abutment # 1 continue to rubblize with reduced concrete area over the bearings.



Girder # 1 at Bent # 1. Spalls with exposed reinforcing steel.



Bent # 1 Girder # 1.



Bent # 2 Span # 1 Bearing movement.



Girder # 3, span # 1 at abutment # 1.



Span # 3, girder # 3 at abutment # 2- Spall with exposed reinforcing steel.



Girder # 1 at Bent # 5. Spalls with exposed reinforcing steel.



Girder # 1 at Bent # 3. Spalls with exposed reinforcing steel.



Girder # 2 at Bent # 1. Spalls with exposed reinforcing steel.



Girder # 1 at Bent # 1. Spalls with exposed reinforcing steel.

Maintenance Needs

Date Reported: 09/03/2013

Priority: C - Important

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure -

Abutment back walls are leaning towards the channel and have map cracking (Appears to be crushing / rubbelized) where it makes contact with the top of the concrete deck girders and edge of deck. The backwall at abutment # 1 appears to be pushing Span # 1 North.

Remarks

Construction plans showing typical pavement section of the roadway, Reflective cracking in the approach roadway, and core sample taken from the roadway indicate that PCCP is adjacent to the structure backwall. See email from Celest Howard, District 4 Materials supervisor dated 10/01/2015 for additional information.

12/02/2015 - JCJ - An "On Site" Meeting with Stewart Linz, Staff Engineer for Heavy Bridge Maintenance took place this date to discuss PCCP applying lateral forces to the structure.



Bent # 1 backwall is leaning towards the channel.



Bent # 1 Back wall cracking. With efflorescence.



Abutment #1, left side- backwall fractured and rotating.



Abutment # 2 backwall, left side- fractured and leaning towards the channel.



Bent # 1 backwall is leaning towards the channel.

Maintenance Needs

Date Reported: 07/09/2015

Priority: C - Important

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Element

Deficiency Description

Bearings -

The bearings for Span # 1 over bent # 2 are fully expanded with excessive rotation.

Bearing have active corrosion and flaking rust.

Remarks



Span # 1, Bent # 2 bearing leaning. Girder # 5. No apparent change since the last inspection.



General view of bent # 2 bearing area.



Bent # 2 Girder # 1 Active corrosion with flaking rust in the bearing.



Bearings -

The bearings for Span # 1 over bent # 2 are fully expanded with excessive rotation. Bearing have active corrosion and flaking rust.

Maintenance Needs

Date Reported: 11/01/2011

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

Undersurface of the deck -

Deck has shallow spalls with exposed reinforcing steel on the undersurface of the deck overhang.

Remarks



Right overhang of Span # 1. Spall with exposed reinforcing steel.



Span # 1 Right Spalling with exposed reinforcing steel in the bridge rails.



Span # 1 Right Spalling with exposed reinforcing steel.



Span # 1, left side-Spalling with exposed reinforcing steel adjacent to deck drain.



Span # 3, left side of girder # 5- softball sized delaminated area.



Right overhang of Span # 1 over Bent # 2. Spall with exposed reinforcing steel.

Maintenance Needs

Date Reported: 10/31/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure -
Bent caps have a few shallow spalls with exposed reinforcing steel.

Remarks



Bent # 3 cap. Ahead face. Spall with exposed reinforcing steel.



Span # 1 Bent # 2 Spalling with exposed reinforcing steel.



Bent # 3 Span # 3 Spalling with exposed reinforcing steel.



Abutment # 2 spall with exposed reinforcing steel.



Span # 1 Bent # 2 Spalling with exposed reinforcing steel.

Maintenance Needs

Date Reported: 10/31/2011

Priority: D- Routine

Type of Work: Miscellaneous

Status: Monitor

Component: Element

Deficiency Description

Retrofit bearing devices at south abutment -

The retrofit bearing devices at the south abutment have loose / fractured bolts / nuts where they attach to the sides of the concrete girders.

Remarks



Bent # 1. Girder # 2. Retrofit bearing has fractured and missing bolts.



Bent # 1 Girder # 3.



Span # 1, girder # 3- loose bolt.



Bent # 1 Girder # 2.



Bent # 1. Girder # 2. Retrofit bearing has fractured and missing bolts.

Maintenance Needs

Date Reported: 07/18/2019

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Element

Deficiency Description

Substructure -
Base of bent # 3 has heavy abrasion with up to 2" of section loss.

Remarks



Concrete deterioration at the base of Bent # 3.



Base of bent # 3 has heavy abrasion with up to 2" of section loss.



Concrete deterioration at the base of Bent # 3.



Asset #02240(Routine)

US 71 - Seb. Co. over Prairie Creek

Location: 0.1 M N OF SH 252

Team Lead: Jeff Jones, Inspection Date: 08/17/2023

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	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	



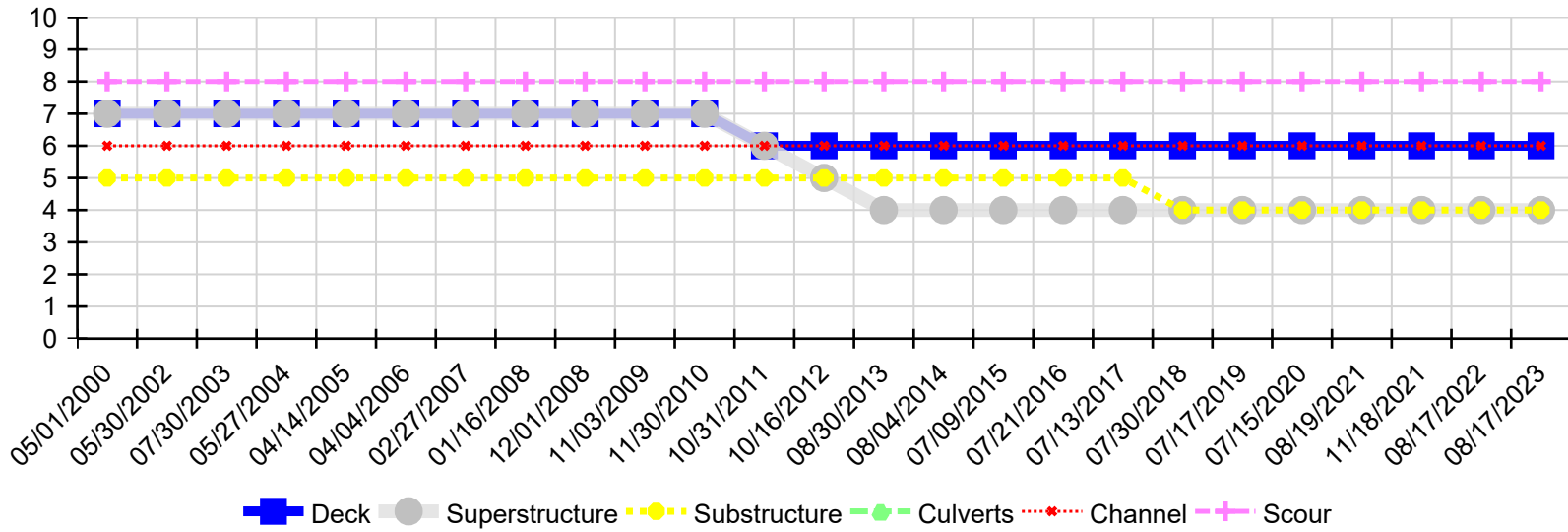
Asset #02240(Routine)

US 71 - Seb. Co. over Prairie Creek

Location: 0.1 M N OF SH 252

Team Lead: Jeff Jones, Inspection Date: 08/17/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/17/2023	6	4	4	N	6	8
08/17/2022	6	4	4	N	6	8
11/18/2021	6	4	4	N	6	8
08/19/2021	6	4	4	N	6	8
07/15/2020	6	4	4	N	6	8
07/17/2019	6	4	4	N	6	8
07/30/2018	6	4	4	N	6	8
07/13/2017	6	4	5	N	6	8
07/21/2016	6	4	5	N	6	8
07/09/2015	6	4	5	N	6	8
08/04/2014	6	4	5	N	6	8
08/30/2013	6	4	5	N	6	8
10/16/2012	6	5	5	N	6	8
10/31/2011	6	6	5	N	6	8
11/30/2010	7	7	5	N	6	8
11/03/2009	7	7	5	N	6	8
12/01/2008	7	7	5	N	6	8
01/16/2008	7	7	5	N	6	8
02/27/2007	7	7	5	N	6	8
04/04/2006	7	7	5	N	6	8
04/14/2005	7	7	5	N	6	8
05/27/2004	7	7	5	N	6	8
07/30/2003	7	7	5	N	6	8
05/30/2002	7	7	5	N	6	8
05/01/2000	7	7	5	N	6	8