



Latitude:36.19747, Longitude:-94.13827

Route:71 Section:17 Log:7.34

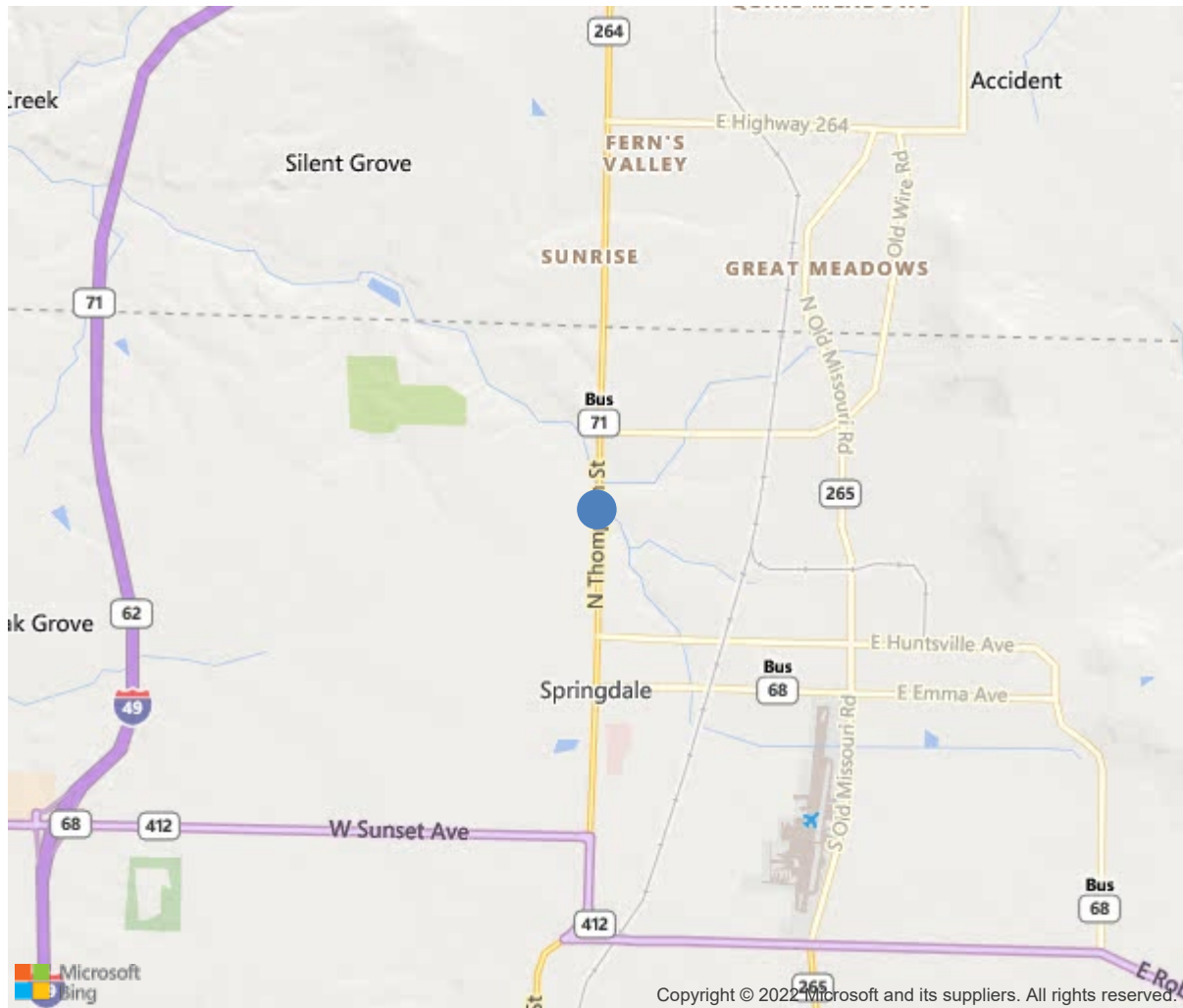
Arnold Road ID:72x71x17BxA, Arnold Log mile:7.204

District 04, Washington County

Owner: 1-State Highway Agency

Place Code: 63900 - SPRINGDALE

0.89 MI S OF BENTON CO LN



36.19747, -94.13827

Inspection Direction : S to N



**Bridge #01196(Routine)**  
**US 71 B-Washington over Spring Creek**  
**Location: 0.89 MI S OF BENTON CO LN**

**Team Lead: Jacob Turner Inspection Date: September 30, 2021**

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	01196
(5) Inventory Route	71
(2) Highway Agency District	04
(3) County Code	143-Washington County, Arkansas
(4) Place Code	63900
(6) Features Intersected	Spring Creek
(7) Facility Carried	US 71 B-Washington
(9) Location	0.89 MI S OF BENTON CO LN
(11) Mile Point	7.34 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	000007117B
(16) Latitude	36.19747
(17) Longitude	-94.13827
(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	1929
(106) Year Reconstructed	1984
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	28000
(30) Year of ADT	2014
(109) Truck ADT	1 %
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	90 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	80.1 ft
(52) Deck Width Out to Out	82.9 ft
(32) Approach Roadway Width (W/Shoulders)	80.1 ft
(33) Bridge Median	0-No median
(34) Skew	45 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	81 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	1
(26) Functional Class	14-Urban Other Principal Arterial
(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	1-The inventory route is part of the
(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	5
(59) Superstructure	5
(60) Substructure	5
(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	49
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	3
Rating	29
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(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	8-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	36568
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/2021		
(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.			

**Team Lead:** Jacob Turner, **Inspection Date:** September 30, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	3538	2830	706	2	0
1080	Delamination/Spall/Patched Area	SF	1	0	1	0	0
1090	Exposed Rebar	SF	5	0	3	2	0
1120	Efflorescence/Rust Staining	SF	268	0	268	0	0
1130	Cracking (RC and Other)	SF	434	0	434	0	0
510	Wearing Surfaces	SF	1934	364	1570	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	3	0	3	0	0
3220	Crack (Wearing Surface)	SF	1567	0	1567	0	0
(16)							
11/01/2021 - JRT & AMJ							
- All spans have cracking with efflorescence in various bays at various locations - Abrasion typical in wheel paths on the deck							
This structure has been widened several times over the years.							
-Both shoulders have a concrete deck with no wearing surface. -The original and widened portion of the concrete deck girder on the right side of the structure has a reinforced concrete wearing surface. -Both shoulders have no apparent noteworthy problems on the driving surface of the deck during this inspection. -Random surface cracking in the concrete wearing surface of the original portion of the structure. (primarily right lanes) -There is light wear in the wheel paths. -There are diagonal cracks on the right side of span # 1 visible from the wearing surface of the deck.							
Deck Soffit - Deck Girder portion of the structure.							
-Transverse cracking at random spacing and map cracking with efflorescence visible from the undersurface of the right side of deck between the deck girders. -The deck haunches / expansion dams between the girders over the intermediate bents have soft deteriorated concrete with map cracking and efflorescence. -There are deteriorated areas with exposed reinforcing steel in the deck haunches / expansion dams between the girders over bent # 3. -There are two 8" spalls with exposed reinforcing steel adjacent to girder # 3 at bent # 4.							
38	RC Slab	SF	4064	3197	786	81	0
1080	Delamination/Spall/Patched Area	SF	10	0	9	1	0
1120	Efflorescence/Rust Staining	SF	305	0	225	80	0
1130	Cracking (RC and Other)	SF	552	0	552	0	0
510	Wearing Surfaces	SF	2484	508	1857	119	0
3210	Delam/Spall/Patched Area/Pothole	SF	119	0	0	119	0
3220	Crack (Wearing Surface)	SF	1857	0	1857	0	0
(38)							





**Bridge #01196(Routine)**  
**US 71 B-Washington over Spring Creek**  
**Location: 0.89 MI S OF BENTON CO LN**

**Team Lead:** Jacob Turner, **Inspection Date:** September 30, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>11/01/2021 - JRT &amp; AMJ</p> <ul style="list-style-type: none"> <li>- Spans 1 and 2 spalling on inside southbound lane in wheel path</li> <li>- Span 1 slab cracking with efflorescence at construction joint</li> <li>- Span 2 slab cracking with efflorescence</li> <li>- Span 2 slab construction joint cracking with efflorescence</li> <li>- Span 2 longitudinal cracking</li> <li>- Span 3 slab construction joint cracking with efflorescence</li> </ul> <p>This structure has been widened several times over the years.</p> <ul style="list-style-type: none"> <li>-The left half of the bridge deck is a concrete hollow core slab span with an additional non-reinforced concrete wearing surface.</li> <li>-The center portion of the bridge deck is a concrete slab span with no additional wearing surface.</li> <li>-Random surface cracking in the wearing surface over the hollow core deck.</li> <li>-There is wear in the wheel paths.</li> <li>-The non reinforced concrete wearing surface of the hollow core slab has areas of heavy map cracking over the longitudinal construction joint between the hollow core slab span and the slab span portion of the deck at bent # 1 along with numerous repairs and a 3' patched area with map cracking.</li> <li>-The non reinforced concrete wearing surface of the hollow core slab has map cracking and spalling over bent # 2.</li> <li>-There is one softball sized spall with no exposed reinforcing steel on the driving surface of the deck.</li> </ul> <p>Deck soffit -</p> <ul style="list-style-type: none"> <li>-Efflorescence and staining in the longitudinal construction joint between the hollow core slab span and the slab span portion of the deck.</li> <li>-Delaminated areas in the the longitudinal construction joint between the hollow core slab span and the slab span portion of the deck.</li> <li>-Longitudinal cracking with efflorescence adjacent to girder # 2 in the deck soffit in the left edge of the hollow core portion of the deck.</li> <li>-There are a few longitudinal hairline cracks with brown staining in the hollow core portions of the deck.</li> </ul>							
110	Reinforced Concrete Open Girder/Beam	LF	674	604	65	5	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	4	0	0	4	0
1120	Efflorescence/Rust Staining	LF	50	0	50	0	0
1130	Cracking (RC and Other)	LF	14	0	13	1	0
(110)							
<p>11/01/2021 - JRT &amp; AMJ</p> <ul style="list-style-type: none"> <li>- Span 1 girders 5 &amp; 6 cracking with efflorescence</li> <li>- Span 1 bent 1 girder 5 shear type crack</li> <li>- Span 1 bent 1 girder 4 spalling with exposed reinforcing steel</li> <li>- Span 3 girder 3 bent 3 spalling with exposed reinforcing steel</li> <li>- Span 3 girder 7 spall</li> </ul> <ul style="list-style-type: none"> <li>-Hairline longitudinal/map cracking with light efflorescence at the right side of bridge adjacent to bent # 1.</li> <li>-Span # 1, beam # 4 adjacent to bent # 1 has an 8" spall with exposed reinforcing steel.</li> <li>-Span # 3, beam # 4 has a 10" spall with exposed reinforcing steel adjacent to bent # 3.</li> <li>-Span # 3, beam # 3 at bent # 3 has basketball sized spall with exposed reinforcing steel. Exposed reinforcing steel has active corrosion with up to initial section loss during this inspection.</li> </ul>							
205	Reinforced Concrete Column	EA	18	2	12	4	0
1080	Delamination/Spall/Patched Area	EA	3	0	3	0	0
1090	Exposed Rebar	EA	4	0	0	4	0

**Team Lead:** Jacob Turner, **Inspection Date:** September 30, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1120	Efflorescence/Rust Staining	EA	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	EA	6	0	6	0	0
(205)							
11/01/2021 - JRT & AMJ							
- Bent 2 columns 2 & 3 cracking with efflorescence - Bents 2 & 3 columns have abrasion - Bent 3 column 4 spalling  -Abrasion in the base of most columns typical. - Bent # 2, column # 7 has a 1/16" wide horizontal crack through the column located approximately 3' below the bottom of the cap. There is a spall with exposed reinforcing steel located 1' below the bottom of the cap. - Columns have several spalls with exposed reinforcing steel. - Bent # 3 column # 7 has 2 shallow spalls with exposed reinforcing steel.							
210	Reinforced Concrete Pier Wall	LF	32	9	19	4	0
1080	Delamination/Spall/Patched Area	LF	3	0	3	0	0
1090	Exposed Rebar	LF	0	0	0	0	0
1120	Efflorescence/Rust Staining	LF	3	0	1	2	0
1130	Cracking (RC and Other)	LF	2	0	0	2	0
1190	Abrasion/Wear (PSC/RC)	LF	15	0	15	0	0
(210)							
11/01/2021 - JRT & AMJ							
- Bent 2 pier wall abrasion - Bent 2 pier wall cracking with efflorescence  -The 4 pier walls (2 at each bent, bent # 2 & 3) documented in this element are adjacent to the exterior columns of the original portions of the substructure that were added when the structure was widened on the right half of the current structure.  Bent # 2 - -There is a 2' delaminated area in the left pier wall in the span # 1 side of bent # 2. -There is light abrasion at the base of the pier walls.  -Gravel accumulation has covered the footings and very base of the pier walls during this inspection.							
215	Reinforced Concrete Abutment	LF	280	171	97	12	0
1080	Delamination/Spall/Patched Area	LF	6	0	1	5	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	70	0	67	3	0
1130	Cracking (RC and Other)	LF	12	0	12	0	0
1190	Abrasion/Wear (PSC/RC)	LF	20	0	17	3	0
(215)							

**Team Lead:** Jacob Turner, **Inspection Date:** September 30, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
11/01/2021 - JRT & AMJ							
<ul style="list-style-type: none"> <li>- Bent 1 cracking with efflorescence (Has been painted over)</li> <li>- Bent 1 spall (Has been painted over)</li> <li>- Bent 1 adjacent to girder 2 spalling with exposed reinforcing steel</li> <li>- Bent 4 spalling with exposed reinforcing steel at construction joint</li> <li>- Bent 4 cracking with efflorescence</li> </ul>							
<ul style="list-style-type: none"> <li>-The original portions of both abutments have longitudinal, diagonal, and map cracking with efflorescence.</li> <li>-Bent # 1 has been painted by maintenance forces in the past.</li> <li>-Bent # 1 has a 14" shallow spall with no exposed reinforcing steel located in the right side of the abutment.</li> <li>-The left end of bent # 1 has a 7" spall with exposed reinforcing steel located at the top of the abutment.</li> <li>-There is dark staining in the right side of bent # 1 from apparent joint leakage.</li> </ul>							
Bent # 4 -							
<ul style="list-style-type: none"> <li>-The left side of bent # 4 has a 30" wide x 6" deep area with concrete deterioration located at the water elevation.</li> <li>-There is light abrasion at the base of the abutment.</li> <li>-Staining indicates that there is joint leakage.</li> </ul>							
220	Reinforced Concrete Pile Cap/Footing	LF	122	112	10	0	0
1190	Abrasion/Wear (PSC/RC)	LF	10	0	10	0	0
(220)							
11/01/2021 - JRT & AMJ							
<ul style="list-style-type: none"> <li>- No apparent noteworthy changes at this inspection.</li> </ul>							
<ul style="list-style-type: none"> <li>-Bent # 3, columns # 2 &amp; 3 - The top of footings are exposed with abrasion and no apparent undermining during this inspection.</li> <li>-The channel has been reworked in the past and the remaining footings are covered with stream bed material during this inspection.</li> </ul>							
234	Reinforced Concrete Pier Cap	LF	234	30	186	18	0
1080	Delamination/Spall/Patched Area	LF	19	0	13	6	0
1090	Exposed Rebar	LF	12	0	0	12	0
1120	Efflorescence/Rust Staining	LF	152	0	152	0	0
1130	Cracking (RC and Other)	LF	21	0	21	0	0
(234)							
11/01/2021 - JRT & AMJ							
<ul style="list-style-type: none"> <li>- Bent 2 cap cracking with efflorescence (Both sides)</li> <li>- Bent 2 spalling at bearing area adjacent to girder 4 (Bk)</li> <li>- Bent 2 cap (ahd) spalling with exposed reinforcing steel</li> <li>- Bent 3 has 2 spalls (bk)</li> <li>- Bent 3 spalling with exposed reinforcing steel (both sides)</li> <li>- Bent 3 spalling with exposed reinforcing steel</li> </ul>							
<ul style="list-style-type: none"> <li>-Both intermediate bent caps have numerous spalls with exposed reinforcing steel.</li> <li>-There is map cracking with efflorescence typical.</li> <li>-Stains on the caps indicate that the joint seals leak.</li> </ul>							
Bent # 2 -							
<ul style="list-style-type: none"> <li>-There is a 2' spall with exposed reinforcing steel in the span # 2 side of bent # 2.</li> </ul>							

**Team Lead:** Jacob Turner, **Inspection Date:** September 30, 2021

[illegible]





Span 1 spalling in wheel path



Span 2 spalling in wheel path





Abrasion in wheel paths typical



Span 1 spalling on inside southbound lane in wheel path





Typical deck



Inventory





Elevation



Typical under surface





Span 3 girder 7 spall



Span 3 under surface cracking with efflorescence





Span 3 girder 3 bent 3 spalling with exposed reinforcing steel



Bent 4 cracking with efflorescence





Bent 3 spalling with exposed reinforcing steel



Bent 3 column 4 spalling





Bent 3 spalling with exposed reinforcing steel (both sides)



Span 3 construction joint cracking with efflorescence





Bent 4 spalling with exposed reinforcing steel at construction joint



Bents 2 & 3 columns have abrasion





Bent 3 has 2 spalls (bk)



Span 2 longitudinal cracking





Span 2 slab construction joint cracking with efflorescence



Span 2 slab cracking with efflorescence





Span 2 under surface cracking with efflorescence



Bent 2 cap (ahd) spalling with exposed reinforcing steel





Bent 2 cap (ahd) spalling with exposed reinforcing steel



Bent 2 pier wall abrasion





Bent 2 spalling at bearing area adj to girder 4 (Bk)



Bent 2 pier wall cracking with efflorescence





Bent 1 adjacent to girder 2 spalling with exposed reinforcing steel



Bent 2 columns 2 & 3 cracking with efflorescence





Bent 2 cap cracking with efflorescence (Both sides)



Span 1 slab cracking with efflorescence at construction joint





Bent 1 spall



Span 1 bent 1 girder 4 spalling with exposed reinforcing steel





Span 1 bent 1 girder 5 shear type crack



Span 1 girders 5 & 6 cracking with efflorescence



Bent 1 cracking with efflorescence



## Maintenance Needs

**Date Reported:** 10/15/2013  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:**

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## Deficiency Description

Substructure

Bent # 2, Column # 7 has a 1/16" wide horizontal crack through the column located approximately 3' below the bottom of the cap.

## Remarks

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Crack column # 7. Bent # 2.



Spall with exposed reinforcing steel. Bent # 2.  
Column # 7.

**Date Reported:** 10/15/2013  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:**

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### Deficiency Description

#### Substructure

The original portions of the abutments have longitudinal, diagonal, and map cracking with efflorescence. The Left side of Bent # 4 has a 30" area with concrete deterioration located at the water elevation.

#### Remarks

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Bent # 1. Typical.



Concrete deterioration. Left end of Bent # 4.





Bent # 4. Right.



Concrete deterioration. Right end of Bent # 4.

Date Reported: 10/15/2013  
Priority: D- Routine  
Type of Work: Repair  
Status: Monitor  
Component:

---

### Deficiency Description

Concrete deck girders  
11/01/2021 - JRT & AMJ

- Span 1 girders 5 & 6 cracking with efflorescence
- Span 1 bent 1 girder 5 shear type crack
- Span 1 bent 1 girder 4 spalling with exposed reinforcing steel
- Span 3 girder 3 bent 3 spalling with exposed reinforcing steel
- Span 3 girder 7 spall

Hairline longitudinal and map cracking with light efflorescence at the Right side of bridge adjacent to Bent # 1.  
Span # 1, Girder # 4 adjacent to Bent # 1 has a softball sized spall with exposed reinforcing steel.  
Span # 3, Girder # 4 has a 10 inch spall with exposed reinforcing steel adjacent to Bent # 3.  
Span # 3, Girder # 3 at Bent # 3 has a basketball sized spall with exposed reinforcing steel.  
Up to initial section loss to the exposed reinforcing steel during this inspection.

### Remarks

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Girder # 3 adjacent to Bent # 1. Map cracking with efflorescence. Spall with exposed reinforcing steel.



Span # 3. Girders # 3 & 4 over Bent # 3. Spalls with exposed reinforcing steel.



**Date Reported:** 10/15/2013  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:**

---

### Deficiency Description

Substructure

11/01/2021 - JRT & AMJ

#### ABUTMENTS

- Bent 1 cracking with efflorescence (Has been painted over)
- Bent 1 spall (Has been painted over)
- Bent 1 adjacent to girder 2 spalling with exposed reinforcing steel
- Bent 4 spalling with exposed reinforcing steel at construction joint
- Bent 4 cracking with efflorescence

#### INTERMEDIATE BENTS

- Bent 2 columns 2 & 3 cracking with efflorescence
- Bents 2 & 3 columns have abrasion
- Bent 3 column 4 spalling
- Bent 2 cap cracking with efflorescence (Both sides)
- Bent 2 spalling at bearing area adjacent to girder 4 (Bk)
- Bent 2 cap (ahd) spalling with exposed reinforcing steel
- Bent 3 has 2 spalls (bk)
- Bent 3 spalling with exposed reinforcing steel (both sides)
- Bent 3 spalling with exposed reinforcing steel
- Bent 2 pier wall abrasion
- Bent 2 pier wall cracking with efflorescence

The original portions of the substructure caps have map cracking with efflorescence and numerous spalls with exposed reinforcing steel.

### Remarks

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Bent 1 cracking with efflorescence



Bent 2 cap (ahd) spalling with exposed reinforcing steel





Bent 4 spalling with exposed reinforcing steel at construction joint



Bent 4 cracking with efflorescence



Bent 1 adjacent to girder 2 spalling with exposed reinforcing steel



Bent 1 spall





Bent 2 cap cracking with efflorescence (Both sides)



Bent 2 columns 2 & 3 cracking with efflorescence



Bent 2 pier wall cracking with efflorescence



Bent 2 spalling at bearing area adj to girder 4 (Bk)



**Date Reported:** 10/15/2013  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Monitor  
**Component:**

---

**Deficiency Description**

Bridge Deck -

11/01/2021 - JRT & AMJ

- Bridge deck has various areas of cracking throughout the structure
  - Span 1 and 2 has spalling with failing patches on the inside southbound lane
- There are sealable cracks on the driving surface of the deck.  
Efflorescence is visible from the undersurface of the deck in all spans.

**Remarks**

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Deck Soffit - Span # 3. Bay # 2. Spalls with exposed reinforcing steel adjacent to Bent # 4.



Span # 1. Patched area.



**Bridge #01196**(Routine)  
**US 71 B-Washington over Spring Creek**  
**Location: 0.89 MI S OF BENTON CO LN**

**Team Lead:** Jacob Turner **Inspection Date:** September 30, 2021



Span # 2.



Span # 3 cracking.





Span # 3. Left. Transverse cracks with efflorescence.



Spans # 1 & 2 over Bent # 2.



Span # 3. Right.



Span 1 spalling in wheel path





Span 2 spalling in wheel path

**Date Reported:** 10/12/2015  
**Priority:** D- Routine  
**Type of Work:** Replace  
**Status:** Monitor  
**Component:**

---

**Deficiency Description**

Deck Joint Sealant

11/01/2021 - JRT & AMJ (Maintenance items still exist at this inspection.)

Deck joint material has failed and leaks water and chlorides on the substructure and between the concrete wearing surface and the deck.

**Remarks**

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Spans # 1 & 2 over Bent # 2.



Joint Sealant. Deteriorated and missing.





Bent # 4. Left.



Bent # 1. Typical.



Joints leaking onto substructure



**Date Reported:** 10/16/2017  
**Priority:** C - Important  
**Type of Work:** None  
**Status:** Monitor  
**Component:**

---

### Deficiency Description

Hollow Core R.C. Slab Span Portion of the Deck -  
11/01/2021 - JRT & AMJ

- Maintenance item still exist at this inspection.

Span # 1 has an area of heavy map cracking near the centerline that appears to be breaking apart adjacent to Bent # 1.

The non reinforced concrete wearing surface of the hollow core slab has areas of heavy map cracking over the longitudinal construction joint between the hollow core slab span and the slab span portion of the deck at Span # 1 along with numerous repairs and a 3' patched area with map cracking.

The non reinforced concrete wearing surface of the hollow core slab has map cracking and spalling over Bent # 2.

The undersurface of the Hollow Core portion of the slab has longitudinal hairline cracks with rust stains and map cracking with efflorescence adjacent to the longitudinal construction joints along the edges of the slab.

### Remarks

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Span 1 slab cracking with efflorescence at construction joint



Span 2 slab construction joint cracking with efflorescence



**Bridge #01196(Routine)**

**US 71 B-Washington over Spring Creek**

**Location: 0.89 MI S OF BENTON CO LN**

**Team Lead:** Jacob Turner **Inspection Date:** September 30, 2021

### **Inspection Comments**

RSM & SPC: Routine inspection conducted this date. See notes tab for documentation.

10/29/2019 - JCJ & TJL -Routine and Underwater Type 2 Inspections conducted on this date. Wading and probing during low and clear water conditions indicate that up to approximately 18" of the top of footings at Bent # 3 Columns # 2 & 3 are exposed (Plan Drawing # 11721 states that the footings for Columns # 2 & 3 are 30" thick) with no apparent undermining during this inspection. Plan drawings indicate that the footings are constructed on solid limestone. Footings range in thickness from 2' up to 2' 6" depending on date of construction. The channel has been reworked in the past and the remaining footings are covered with stream bed material during this inspection. 10/29/2019 - JCJ & TJL - Deck Notes - See ArDOT Drawing # 26273 For a Details This structure has been widened several times over the years. Both shoulders have a concrete deck with no wearing surface. The original and widened portion of the concrete deck girder on the Right side of the structure has a reinforced concrete wearing surface over the original deck. The Left half of the bridge deck is a concrete hollow core slab span with an additional non-reinforced concrete wearing surface. The center portion of the bridge deck is a concrete slab span with no additional wearing surface.