



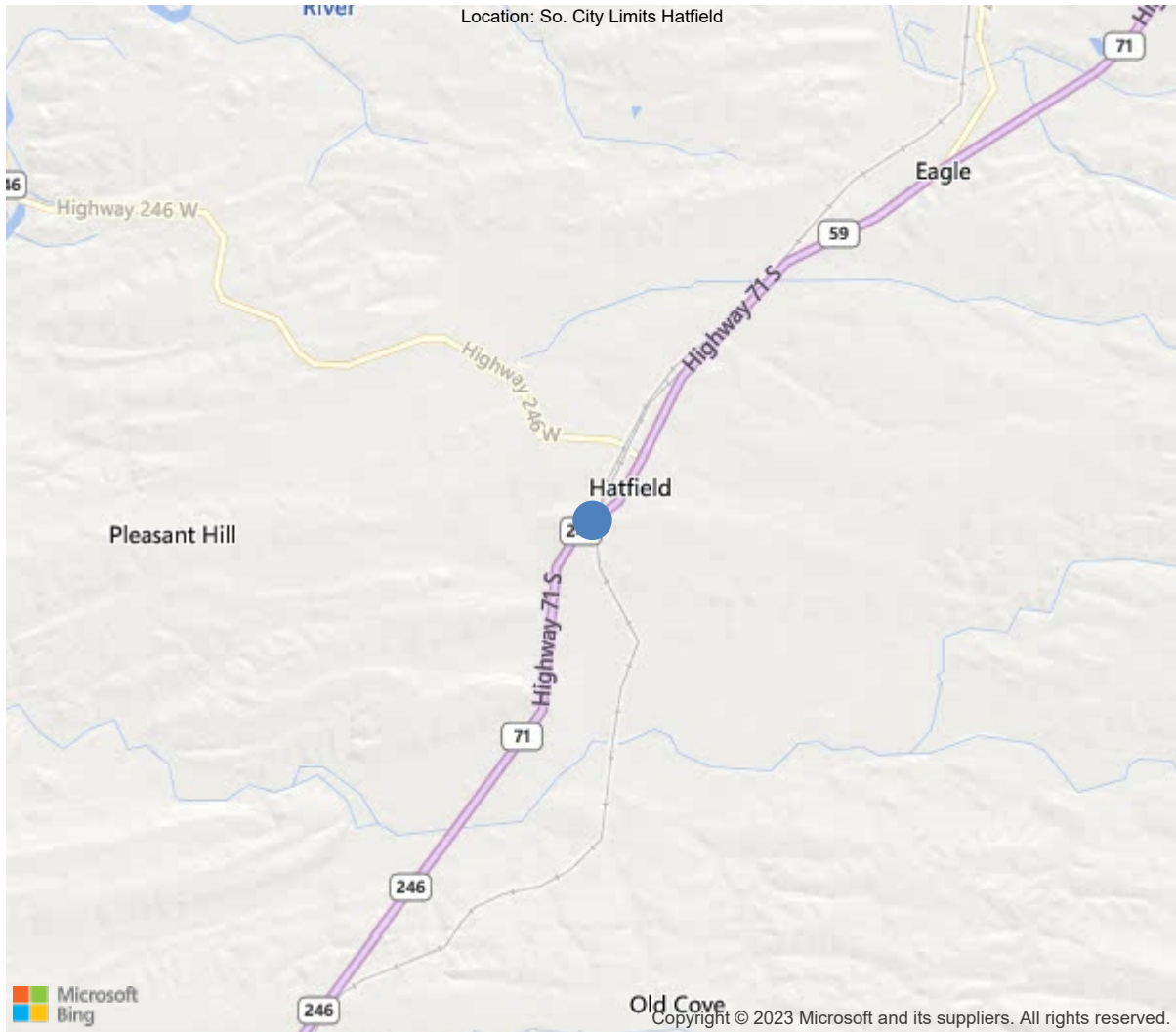
Latitude:34.48219, Longitude:-94.38130

Route:71 Section:08 Log:23.375

Arnold Road ID:57x71x8xA, Arnold Log mile:23.373

District 04, 113 - Polk County

Owner: 1 - State Highway Agency



34.48219, -94.38130



Asset #A0931 (Routine)

US 71 - Polk Co over Railroad - KCS

Location: So. City Limits Hatfield

Team Lead: Eric West, Inspection Date: 06/29/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A0931
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	113 - Polk County
(4) Place Code	30700
(6) Features Intersected	Railroad - KCS
(7) Facility Carried	US 71 - Polk Co
(9) Location	So. City Limits Hatfield
(11) Mile Point	23.375 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000071080
(16) Latitude	34.482189
(17) Longitude	-94.381302
(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	1929
(106) Year Reconstructed	1975
(42) Type of Service	12
On	1 - Highway
Under	2 - Railroad
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	5100
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	46 ft
(49) Structure Length	126 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	34.4 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 ft
(33) Bridge Median	0 - No median
(34) Skew	42 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	33.1 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	21.25 ft
Ref:	
(55) Min Lat Underclear RT	22.3 ft
Ref:	
(56) Min Lat Underclear LT	9.6 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterway
(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	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	N
(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	6
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	7
(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	N - Bridge not over waterway.
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	6478
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/29/2021		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<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>			



Asset #A0931(Routine)

District: 04, County: 113 - Polk County

Team Lead: Eric West, Inspection Date: 06/29/2021

General Observation (False)

05222019 SPC- Quantities plan verified.

06/12/2017 - JCJ & JML - Vertical underclearances are actual field measured this date. There are no apparent changes since the last inspection.

A-46 - Asset Files

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4278	3859	369	50	0
1080	Delamination/Spall/Patched Area	SF	31	0	26	5	0
1090	Exposed Rebar	SF	47	0	2	45	0
1120	Efflorescence/Rust Staining	SF	62	0	62	0	0
1130	Cracking (RC and Other)	SF	279	0	279	0	0
510	Wearing Surfaces	SF	4032	3369	25	638	0
3210	Delam/Spall/Patched Area/Pothole	SF	94	0	25	69	0
3220	Crack (Wearing Surface)	SF	569	0	0	569	0
<p>(16) Driving surface:</p> <ul style="list-style-type: none"> -The asphalt driving surface is breaking apart over the expansion joints. -The asphalt driving surface has areas of longitudinal, transverse, and map cracking. -The end of span # 1 deck over bent # 2 has spalling in the right lane along the expansion joint in an area approximately 1' long visible from the driving surface. -The end of span # 2 deck over bent # 3 has spalling in the right lane along the expansion joint in an area approximately 4' long visible from the driving surface. <p>Undersurface:</p> <ul style="list-style-type: none"> -The undersurface of the deck is delaminated in span # 1 along the right side of girder # 4 in an area approximately 12" wide for the full length of span where the structure has been widened in the past. -The undersurface of span # 2 has longitudinal cracking and delaminated areas along the construction joints adjacent to girders # 2 and # 4 where the structure has been widened in the past. -The undersurface has transverse cracking with rust staining at variable spacing. <ul style="list-style-type: none"> -Isolated areas of shallow spalling with exposed reinforcing steel is visible from the undersurface of all three spans. Section loss to reinforcing steel is initial at this inspection. -Deck joints between spans are open and leak water onto the caps. -Shallow spalling with exposed reinforcing steel is visible around the deck drains. -Span # 2, bays # 2 & 3 are covered in soot from locomotive traffic. -Span # 3 deck haunch over abutment # 2 has mapcracking adjacent to girder # 3. -No repairs or apparent noteworthy changes since last inspection. <p>(510-16) -Deteriorating asphalt along the deck joints with potholes over the intermediate bents.</p> <ul style="list-style-type: none"> -Span #2 Lt has delaminated asphalt in the gutter with a pothole. -isolated asphalt delamination in the gutters. 							
110	Reinforced Concrete Open Girder/Beam	LF	630	489	130	11	0
1080	Delamination/Spall/Patched Area	LF	12	0	12	0	0
1090	Exposed Rebar	LF	11	0	0	11	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	117	0	117	0	0



Asset #A0931 (Routine)

US 71 - Polk Co over Railroad - KCS

Location: So. City Limits Hatfield

Team Lead: Eric West, Inspection Date: 06/29/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(110) -Vertical hairline flexure cracking at approximately 3 foot centers are typical in all spans near mid-span. -Span #1 Girders # 3 & 4 haunches have cracked / delaminated areas over above masonry plates at bent # 2.</p> <p>-Span # 2, Girder # 1 exterior face at midspan has 6" spall at midspan below the deck drain with exposed reinforcing steel. -Span # 2, Girder # 2 bottom surface has shallow spalling with exposed reinforcing steel located approximately 3 feet from bent # 2 cap. The base of girder at bent # 3 has shallow spalling adjacent to bent # 2. -Span # 2, Girder # 3 adjacent to bent # 2 cap has an area of shallow spalling with exposed reinforcing steel in the undersurface. Reinforcing steel has measurable section loss at this inspection. -Span # 2, Girder # 4 bent #3 has a 12" spall with exposed reinforcing steel in the base of girder with an adjacent 12" delamination. Bent #2 end of the girder has a shallow 4" spall with exposed reinforcing steel. -Span # 2, Girder # 5 bent #2 has a full height vertical spall with exposed reinforcing steel over the exterior bearing area of the girder.</p> <p>-Span # 3, Girder # 4 at abutment # 2 has shallow spalling with no exposed reinforcing steel in bearing area along edge of girder. -No repairs or apparent noteworthy changes since last inspection.</p>							
205	Reinforced Concrete Column	EA	20	16	2	2	0
1080	Delamination/Spall/Patched Area	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	1	0	0	1	0
<p>(205) -Bent # 2, column # 2 has a 6" spall approximately 5' below the cap and column # 3 has an 8" spall with no exposed reinforcing steel located approximately 3' above strut. -Bent # 3, column # 3 has a vertical crack in the top of the column. -Bent # 3, column # 4 has a shallow softball sized spall and a 12" delamination approximately 5' below the cap. Abutment columns: No noteworthy deficiencies at this inspection.</p>							
210	Reinforced Concrete Pier Wall	LF	82	79	2	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
<p>(210) -Bent # 2, strut has vertical cracking with efflorescence adjacent to column # 3. -Bent # 2, strut has spalling with exposed reinforcing steel below column # 2. -Bent # 2, strut has a baseball sized spall with no exposed reinforcing steel at base of column below column # 5.</p>							
215	Reinforced Concrete Abutment	LF	90	83	6	1	0
1130	Cracking (RC and Other)	LF	7	0	6	1	0
<p>(215) -The abutments have isolated hairline vertical cracking adjacent to the bearing areas in both abutments. -Abutment # 2 stem wall has vertical cracks adjacent to the columns at girders # 2, # 3 and # 4. The cracking adjacent to girder # 3 is an 1/8" wide at the widest point and propagates transversely across the footing. The deck haunch has mapcracking in the same area.</p>							
234	Reinforced Concrete Pier Cap	LF	140	126	12	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0

Team Lead: Eric West, **Inspection Date:** 06/29/2021

[illegible]

Deck

Elements	Description	Units	Total	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4278	3859	369	50	0
1080	Delamination/Spall/Patched Area	SF	31	0	26	5	0
1090	Exposed Rebar	SF	47	0	2	45	0
1120	Efflorescence/Rust Staining	SF	62	0	62	0	0
1130	Cracking (RC and Other)	SF	279	0	279	0	0
510	Wearing Surfaces	SF	4032	3369	25	638	0
3210	Delam/Spall/Patched Area/Pothole	SF	94	0	25	69	0
3220	Crack (Wearing Surface)	SF	569	0	0	569	0

(16) Driving surface:

- The asphalt driving surface is breaking apart over the expansion joints.
- The asphalt driving surface has areas of longitudinal, transverse, and map cracking.
- The end of span # 1 deck over bent # 2 has spalling in the right lane along the expansion joint in an area approximately 1' long visible from the driving surface.
- The end of span # 2 deck over bent # 3 has spalling in the right lane along the expansion joint in an area approximately 4' long visible from the driving surface.

Undersurface:

- The undersurface of the deck is delaminated in span # 1 along the right side of girder # 4 in an area approximately 12" wide for the full length of span where the structure has been widened in the past.
- The undersurface of span # 2 has longitudinal cracking and delaminated areas along the construction joints adjacent to girders # 2 and # 4 where the structure has been widened in the past.
- The undersurface has transverse cracking with rust staining at variable spacing.

- Isolated areas of shallow spalling with exposed reinforcing steel is visible from the undersurface of all three spans. Section loss to reinforcing steel is initial at this inspection.
- Deck joints between spans are open and leak water onto the caps.
- Shallow spalling with exposed reinforcing steel is visible around the deck drains.
- Span # 2, bays # 2 & 3 are covered in soot from locomotive traffic.
- Span # 3 deck haunch over abutment # 2 has mapcracking adjacent to girder # 3.
- No repairs or apparent noteworthy changes since last inspection.

(510-16) -Deteriorating asphalt along the deck joints with potholes over the intermediate bents.

- Span #2 Lt has delaminated asphalt in the gutter with a pothole.
- isolated asphalt delamination in the gutters.

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	630	489	130	11	0
1080	Delamination/Spall/Patched Area	LF	12	0	12	0	0
1090	Exposed Rebar	LF	11	0	0	11	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	117	0	117	0	0

(110) -Vertical hairline flexure cracking at approximately 3 foot centers are typical in all spans near mid-span.
-Span #1 Girders # 3 & 4 haunches have cracked / delaminated areas over above masonry plates at bent # 2.

-Span # 2, Girder # 1 exterior face at midspan has 6" spall at midspan below the deck drain with exposed reinforcing steel.
-Span # 2, Girder # 2 bottom surface has shallow spalling with exposed reinforcing steel located approximately 3 feet from bent # 2 cap. The base of girder at bent # 3 has shallow spalling adjacent to bent # 2.
-Span # 2, Girder # 3 adjacent to bent # 2 cap has an area of shallow spalling with exposed reinforcing steel in the undersurface. Reinforcing steel has measurable section loss at this inspection.
-Span # 2, Girder # 4 bent #3 has a 12" spall with exposed reinforcing steel in the base of girder with an adjacent 12" delamination. Bent #2 end of the girder has a shallow 4" spall with exposed reinforcing steel.
-Span # 2, Girder # 5 bent #2 has a full height vertical spall with exposed reinforcing steel over the exterior bearing area of the girder.

-Span # 3, Girder # 4 at abutment # 2 has shallow spalling with no exposed reinforcing steel in bearing area along edge of girder.
-No repairs or apparent noteworthy changes since last inspection.

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	20	16	2	2	0
1080	Delamination/Spall/Patched Area	EA	3	0	2	1	0
1130	Cracking (RC and Other)	EA	1	0	0	1	0
(205) -Bent # 2, column # 2 has a 6" spall approximately 5' below the cap and column # 3 has an 8" spall with no exposed reinforcing steel located approximately 3' above strut. -Bent # 3, column # 3 has a vertical crack in the top of the column. -Bent # 3, column # 4 has a shallow softball sized spall and a 12" delamination approximately 5' below the cap. Abutment columns: No noteworthy deficiencies at this inspection.							
210	Reinforced Concrete Pier Wall	LF	82	79	2	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
(210) -Bent # 2, strut has vertical cracking with efflorescence adjacent to column # 3. -Bent # 2, strut has spalling with exposed reinforcing steel below column # 2. -Bent # 2, strut has a baseball sized spall with no exposed reinforcing steel at base of column below column # 5.							
215	Reinforced Concrete Abutment	LF	90	83	6	1	0
1130	Cracking (RC and Other)	LF	7	0	6	1	0
(215) -The abutments have isolated hairline vertical cracking adjacent to the bearing areas in both abutments. -Abutment # 2 stem wall has vertical cracks adjacent to the columns at girders # 2, # 3 and # 4. The cracking adjacent to girder # 3 is an 1/8" wide at the widest point and propagates transversely across the footing. The deck haunch has mapcracking in the same area.							
234	Reinforced Concrete Pier Cap	LF	140	126	12	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
(234) -Bent # 2, Lt side of the cap has two 12" horizontal cracks in the backface of cap. The ahead face of cap has a 6" delaminated area with horizontal cracking over column # 3. -Bent # 3, backface of the cap has spalling with exposed reinforcing steel in the bearing area of girder # 2. The ahead face of cap has a baseball sized spall with exposed reinforcing steel under girder # 4. Exposed reinforcing steel has initial section loss. The right side of cap has a 10" spall with exposed reinforcing steel in the undersurface. -Deck joints between spans are open and leak water onto the caps. -Asphalt and debris accumulation on the caps. -No apparent noteworthy changes since last inspection.							



Asset #A0931(Routine)

US 71 - Polk Co over Railroad - KCS

Location: So. City Limits Hatfield

Team Lead: Eric West, Inspection Date: 06/29/2021

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



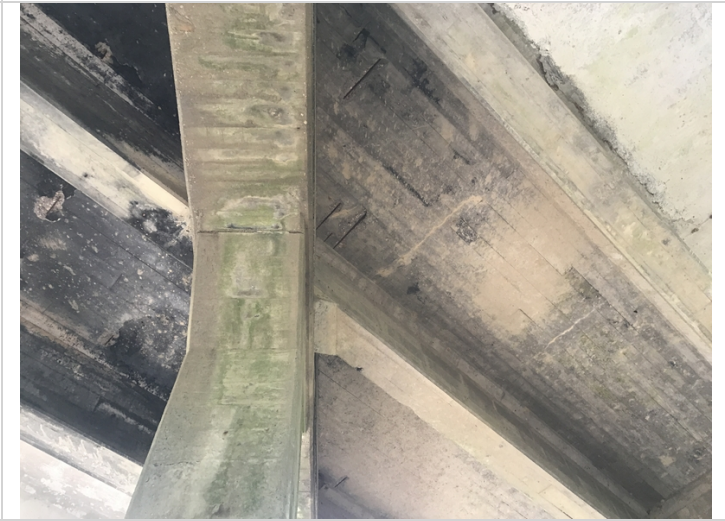
Roadway



Typical driving surface of the deck.



Span #2 typical undersurface of the deck.



Span #3 bays # 2 & 3 spalling with exposed reinforcing steel adjacent to bent #3.



Span #2, bays # 2 & 3 spalling with exposed reinforcing steel on the undersurface of the top flange.



Span #1 bay #3 adjacent to abutment #1 spalling with exposed reinforcing steel.



Span #2, Bent #3 with spalling adjacent to the deck joint in the top flange.



Span #2, girder # 4 spalling with exposed reinforcing steel adjacent to bent #4.



Span #2 girder #1 exterior spalling with exposed reinforcing steel below the deck drain.



Span #2, girder #5 exterior face spalling with exposed reinforcing steel.



Span #2, bent #2 girders # 2, 3 & 4 has shallow spalling adjacent to bent #2.



Span #1, girders # 3 & 4 cracking and delaminated areas in the bearing areas.



Bent #2 typical.



Span #2, bent #3 column #3 vertical cracking.



Abutment #2 with 1/8" wide cracking adjacent to girder #3.



Abutment #1, beam #1 dirt accumulation.



Span #2, girder #2 spalling in the bearing area of the girder.



Typical cracking in the asphalt wearing surface of the deck.



Span #2, the Lt gutter with potholes and delaminated asphalt.



Bent #3 asphalt breaking apart over the deck joint.



Bent #2 asphalt breaking apart over the deck joint.



Asset #A0931(Routine)

US 71 - Polk Co over Railroad - KCS

Location: So. City Limits Hatfield

Team Lead: Eric West, **Inspection Date:** 06/29/2021

Maintenance Needs

Date Reported: 08/16/2011
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Superstructure -

The undersurface of girders # 2 and # 3 of span # 2 has spalling with exposed reinforcing steel adjacent to bent # 2.
Span # 2, girder # 4 has a 12" spall with exposed reinforcing steel adjacent to bent # 3.
Additional girders have shallow spalls with exposed reinforcing steel.

Remarks

06/30/2021 - EJW - Updated deficiency on this date to include additional girders with exposed reinforcing steel.



Span #2, girder # 4 spalling with exposed reinforcing steel adjacent to bent #4.



Span # 2, girder # 3 adjacent to bent # 2-Spalling with exposed reinforcing steel in undersurface.



Span # 2, girder # 4 at bent # 3-Spalling with diagonal cracking.

Date Reported: 06/13/2019
Priority: (Inactive) (Inactive) G - General/ Preventive maintenance
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Element

Deficiency Description

Substructure -

The intermediate bent caps have heavy dirt and debris accumulation where the open expansion joints allow water, dirt and debris to leak onto the substructure.

Remarks



Bent # 2 cap-Dirt and debris accumulation.

Date Reported: 08/16/2011
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Expansion Joints -

Asphalt is breaking up over the deck joints creating potholes in the driving surface. Deck joints between spans are open and leak water onto the caps.

Remarks



Bent # 3 expansion joint-Asphalt breaking up over expansion joints with potholes forming in driving surface.



Bent # 2-Asphalt breaking up over expansion joint.

Date Reported: 08/16/2011
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Substructure, Bent # 3 Cap -
Bent # 3 cap has spalling in the bearing area of girders # 2 and # 4.

Remarks



Bent # 3 cap-Spalling with exposed reinforcing steel under girder # 2.



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US 71 - Polk Co over Railroad - KCS

Location: So. City Limits Hatfield

Team Lead: Eric West, **Inspection Date:** 06/29/2021

Date Reported: 06/16/2015
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Deck -
There are shallow spalls with exposed reinforcing steel visible from the undersurface of the deck.

Remarks



Span #2, bays # 2 & 3 spalling with exposed reinforcing steel on the undersurface of the top flange.



Span # 3, bay # 2-Spalling with exposed reinforcing steel in undersurface of deck at abutment # 2.



Span # 1, bay # 3-Shallow spalling with exposed reinforcing steel near abutment # 1.



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Location: So. City Limits Hatfield

Team Lead: Eric West, **Inspection Date:** 06/29/2021

Date Reported: 06/12/2017
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Approach

Deficiency Description

Southeast approach railing -
The Southeast approach guardrail has minor collision damage.

Remarks



Approach guardrail with minor collision damage at the southeast approach.



The Southeast approach guardrail has minor collision damage.



Southeast approach railing-Collision damage.

Date Reported: 07/01/2021
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Open
Component: Deck

Deficiency Description

R.C. Deck-
The deck has dirt, debris and vegetation in the gutters.

Remarks



Dirt and vegetation in the gutters.

Date Reported: 07/01/2021
Priority: D- Routine
Type of Work: Repair (General)
Status: Open
Component: Element

Deficiency Description

R.C. Deck -

The concrete deck over the intermediate bents is cracking and spalling in the open expansion joints.

Remarks



Span #2, Bent #3 with spalling adjacent to the deck joint in the top flange.

Date Reported: 07/01/2021
Priority: (Inactive) (Inactive) G - General/ Preventive maintenance
Type of Work: Repair (General)
Status: Open
Component: Element

Deficiency Description

Asphalt Driving Surface-
The asphalt driving surface is delaminated in several areas along the gutters.

Remarks



Typical driving surface of the deck.



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Team Lead: Eric West, Inspection Date: 06/29/2021

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	



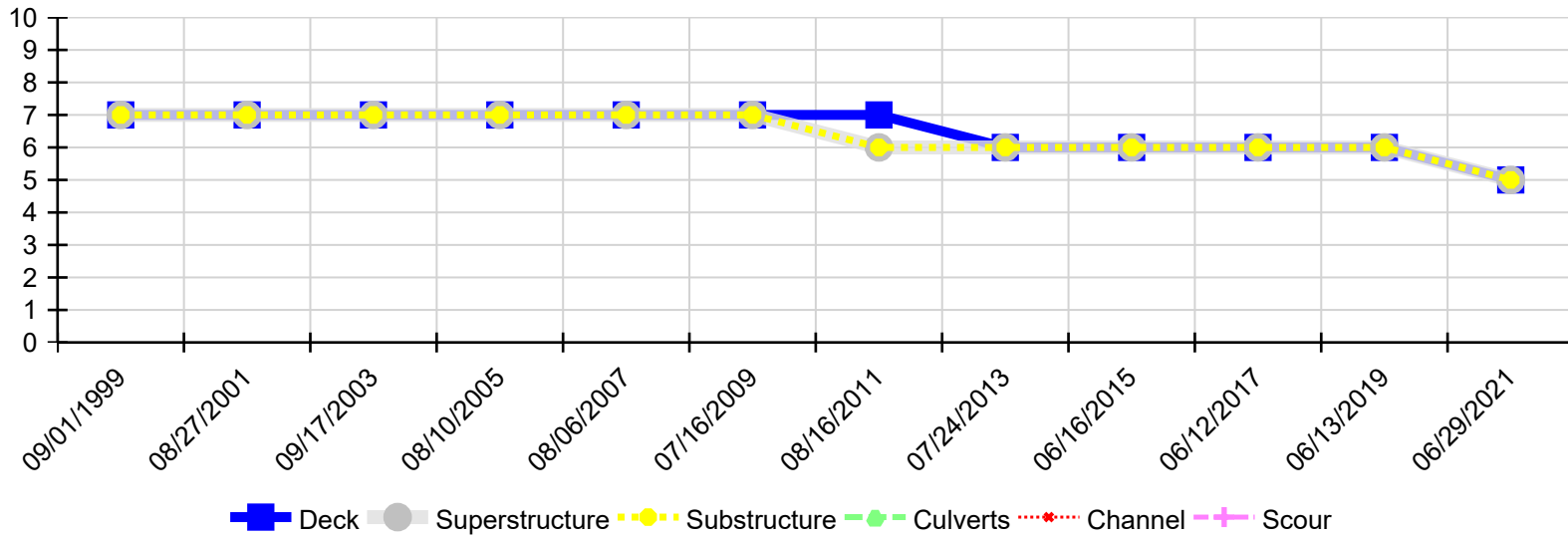
Asset #A0931 (Routine)

US 71 - Polk Co over Railroad - KCS

Location: So. City Limits Hatfield

Team Lead: Eric West, Inspection Date: 06/29/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/29/2021	5	5	5	N	N	N
06/13/2019	6	6	6	N	N	N
06/12/2017	6	6	6	N	N	N
06/16/2015	6	6	6	N	N	N
07/24/2013	6	6	6	N	N	N
08/16/2011	7	6	6	N	N	N
07/16/2009	7	7	7	N	N	N
08/06/2007	7	7	7	N	N	N
08/10/2005	7	7	7	N	N	N
09/17/2003	7	7	7	N	N	N
08/27/2001	7	7	7	N	N	N
09/01/1999	7	7	7	N	N	N