



Latitude:35.98241, Longitude:-94.17250

Route:71 Section:16 Log:19.056

Arnold Road ID:72x71x16xA, Arnold Log mile:18.988

District 04, 143 - Washington County

Owner: 1 - State Highway Agency

Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

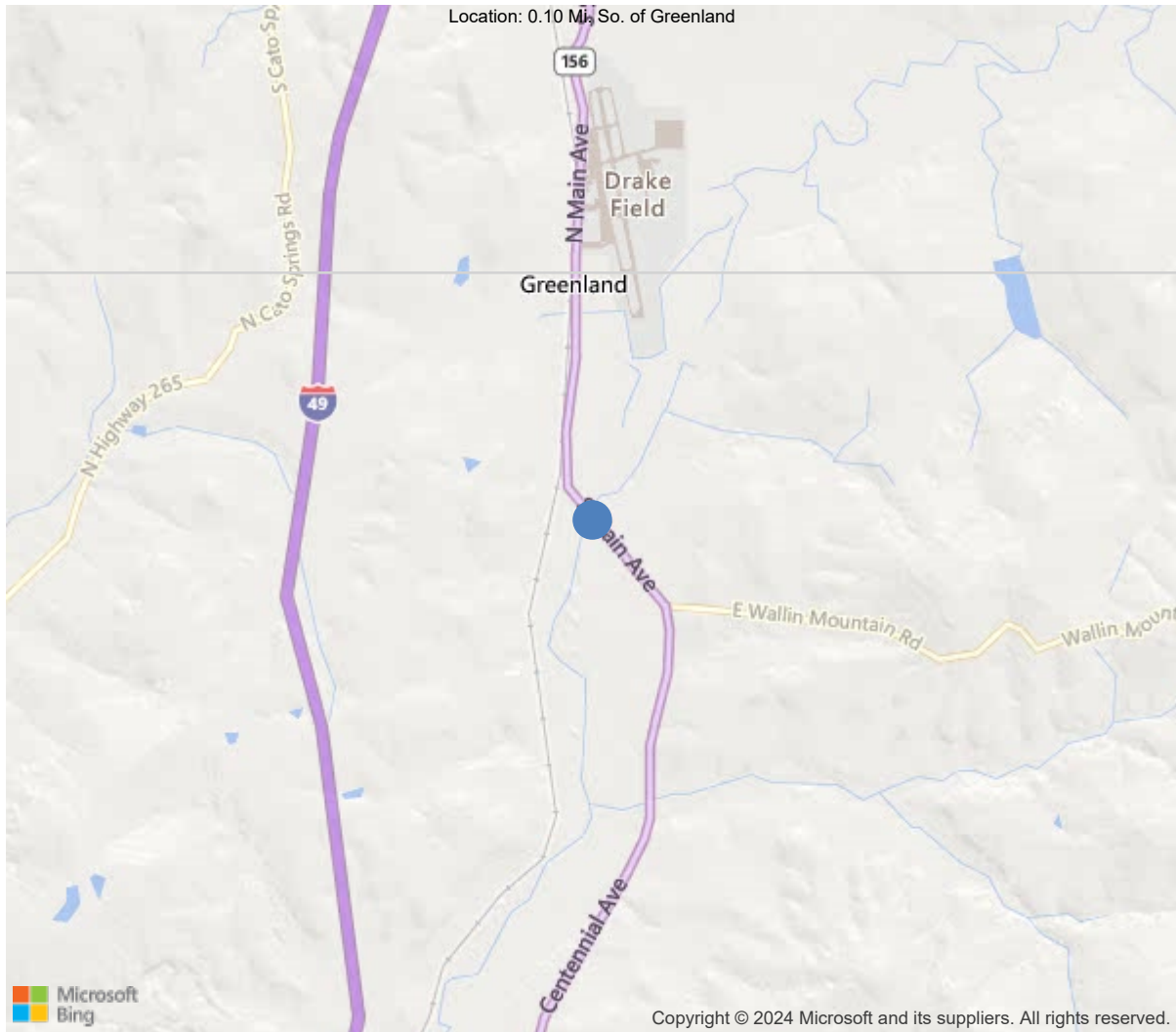
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

If calculated Capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner



30"x36" AR



35.98241, -94.17250



Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03488
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	West Fork White River
(7) Facility Carried	US 71-Wash Co.
(9) Location	0.10 Mi. So. of Greenland
(11) Mile Point	19.056 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000071160
(16) Latitude	35.98241
(17) Longitude	-94.1725
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	7
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1963
(106) Year Reconstructed	1980
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	4
Under	0
(29) Average Daily Traffic	6900
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	27 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	60 ft
(49) Structure Length	382 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	56.1 ft
(52) Deck Width Out to Out	59 ft
(32) Approach Roadway Width (W/Shoulders)	56.1 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	57.1 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	16 - Urban Minor Arterial
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(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	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	
(68) Deck Geometry	5
(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	8 - 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	8861
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/31/2023		
(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		
* 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.			

General Observation

Snooper recommended for this structure.

07/31/2023 - EJW & JPW - Routine Inspection conducted on this date.

07/15/2021 - RSM & SPC: Routine and Underwater Type II inspections conducted this date. See element notes for documentation. NBI Condition Rating lowered from "6" to "5" due to progression of corrosion with measurable section loss to beam ends. Channel sounded/profiled this inspection. See Microstation sketch linked in "Files" tab for sounding measurements.

07/24/2019 - TJL - Elements were plan verified on this date. 07/17/2017 - EJW & JRT - Underwater Type II inspection conducted on this date. Wading and probing indicates that the footings are exposed at bent # 7. Recent high water events have created a large scour area around Bent # 7 that have exposed the footings and displaced a large portion of the hand placed rip rap at the North abutment. Recent high water events have also caused erosion of the channel bank on the south end of the structure.

58 - Deck (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

-The deck is sound but has numerous areas of delaminating concrete, failing repairs, cracking, and spalling with exposed reinforcing steel.

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

07/15/2021 - RSM & SPC: NBI Condition Rating lowered from "6" to "5" due to progression of corrosion with measurable section loss to beam ends.

-The superstructure has section loss in areas typically over the abutment where the joint seals have failed and leak water on the beam ends and bearings.

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

-The substructure has concrete cracking, concrete delamination's and spalling with reinforcing steel exposed.

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.)

07/15/2021 - RSM & SPC: Underwater Type II inspection: Wading and probing along with visual observation in low water conditions revealed that the top of the column footings are exposed in the following locations.

-The top of column # 4 footing of bent # 5 is exposed.

-The top of the footings for all four columns at bent # 6 are exposed.

-The footings for columns # 2 and # 3 of bent # 7 are exposed with approximately 12" of the vertical face of footing exposed at this inspection. No apparent undermining.

A-54 - Sealable Deck Cracks (Y)

-The shoulders and driving surface of the deck has sealable cracking with numerous delaminated areas in all spans.

A-56 - Joint Cleaning/Flushing Needed (Y)

-All expansion joint assemblies have heavy dirt and debris accumulation at this inspection.



A-57 - Beam End and Bearing Painting Needed (Y)

-The beam ends and bearings have active corrosion, pack rust and significant section loss.

A-59 - Joint Repair Needed (Y)

-All expansion joint assemblies have heavy dirt and debris accumulation at this inspection.
-The strip seals appear to be pulling out of the extrusions in numerous locations at all bents.
-Abutment # 1 road iron joint assembly has a cracked weld in the Northbound and Southbound lanes where the structure was widened in the past.
-Bent # 4 has portions of the seal that has fallen out of position and is no longer in the assembly.
-Stains on the substructure caps indicate that the seals leak.

A-60 - Full Beam Painting Needed (Y)

-The steel beams have a failing paint system.

A-62 - Hydro and LMC Advised (Y)

-Deck is recommended for a hydro demolition and LMC overlay.

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, **Inspection Date:** 07/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	22357	2658	18314	1385	0
1080	Delamination/Spall/Patched Area	SF	1239	0	894	345	0
1090	Exposed Rebar	SF	12	0	1	11	0
1120	Efflorescence/Rust Staining	SF	205	0	205	0	0
1130	Cracking (RC and Other)	SF	15187	0	14158	1029	0
1190	Abrasion/Wear (PSC/RC)	SF	3056	0	3056	0	0
(12) Driving Surface:							
-Isolated areas of light map cracking typical on the driving surface.							
-All 4 lanes have light to moderate abrasion in the wheel paths.							
-Shoulders have delaminated areas in random locations. The driving lane has numerous delaminated areas in the wheel paths and other random locations.							
-Span # 1 outside lane and shoulder has delaminated concrete and a 5" long area that is breaking apart and protrudes into the driving surface approximately 1" adjacent to bent # 2.							
-Span # 2 has a 2' wide x 16' long area of delaminated concrete that is breaking apart in the South bound lanes that is raised up approximately 1.5" higher than the surrounding deck area. There is minor leaching with no apparent major cracking or distress visible from the underside of span # 2 during this inspection.							
-Span # 4 Southbound outside lane wheel path has large delaminated areas.							
-Span # 4 Northbound outside lane has a 12' long X 30" wide area of temporary asphalt patches.							
-Span # 5 Rt outside wheel path has large delaminated areas.							
-Span # 6 has a 12' X 25' area with deteriorated patches and spalls with exposed reinforcing steel with temporary asphalt patches.							
Deck Undersurface:							
-Transverse cracks at variable spacing with isolated areas of efflorescence visible on the undersurface of the deck.							
-There are numerous delaminated areas and spalls with exposed reinforcing steel visible in the undersurface of the deck overhangs.							
107	Steel Open Girder/Beam	LF	3420	2165	1000	252	3
1000	Corrosion	LF	1255	0	1000	252	3
515	Steel Protective Coating	SF	27411	11	20000	7000	400
3440	Effectiveness (Steel Protective Coatings)	LF	27400	0	20000	7000	400
(107) -The paint system is flaking with areas of active corrosion.							
-The ends of the beams have numerous areas of active corrosion with layers of flaking rust/section loss where the expansion joints leak. The majority of the active corrosion and section loss exists in the original portion of the structure.							
-The upper portion of the webs over the bearing areas have corrosion with section loss at the expansion dam junctures where the failed expansion joints leak water onto the superstructure. The majority of the active corrosion and section loss exists in the original portion of the structure.							
-Span # 1, beams # 3 - 7 have active corrosion, pack rust and up to 1/8" section loss to the webs and bottom flange over Abutment # 1.							
-Span # 1, beam # 9 has active corrosion and up to 3/16" section loss below the expansion dam over Bent # 2.							
-Span # 3, beams # 3 - 9 have active corrosion and pack rust over Bent # 3, beam # 5 appears to be worst case with up to 2' long area of the bottom flange that has been reduced to approximately 5/8" remaining section.							
-Span # 4, beam # 5 at bent # 5 has a 3" X 1" hole rusted through top of web at the expansion dam juncture.							
-Span # 4, beam # 7 at Bent # 5 has up to 5/16" section loss at the base of the expansion dam juncture and up to 3/16" section loss at the diaphragm connection.							
-Span # 5, beam # 6 at Bent # 6 has approximately 3/16" section loss at the diaphragm connection.							
-There are no visible cracks apparent during this inspection.							



Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	24	3	9	12	0
1080	Delamination/Spall/Patched Area	EA	4	0	3	1	0
1090	Exposed Rebar	EA	10	0	0	10	0
1190	Abrasion/Wear (PSC/RC)	EA	7	0	6	1	0
<p>(205) -Bent # 2, column # 3 aheadface has a 10" spall with no exposed reinforcing steel.</p> <p>-Bent # 3, column # 2 backface has concrete deterioration and cracking at the cap juncture.</p> <p>-Bent # 3, column # 3 aheadface has a 4.5' tall spall with exposed reinforcing steel. Exposed reinforcing steel has initial section loss.</p> <p>-Bent # 4, column # 1 exterior edge of the column has a few spalls from apparent drift impacts or removal operations. The base of columns 1, 2 & 3 have medium / heavy abrasion in areas.</p> <p>-Bent # 5, columns # 2 & 3 backface have multiple spalls with exposed reinforcing steel. Exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 5, column # 3 aheadface has a 8' high area of wide cracking that is delaminated and spalling with exposed reinforcing steel in the upper portion of column.</p> <p>-Bent # 5, column # 4 has mapcracking with moderate width vertical cracks and efflorescence buildup in the lower portion of the column.</p> <p>-Bent # 6, column # 2 aheadface has an 8' height delaminated/spalled area with exposed reinforcing steel in the ahead face. The exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 6, column # 3 aheadface has a 2' tall vertical spall with exposed reinforcing steel, the exposed reinforcing steel has active corrosion with pack rust.</p> <p>-Bent # 6, column # 3 backface has a 10' tall spall with exposed reinforcing steel. The exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 7, column # 3 has two 12" tall areas of honeycomb with exposed primary reinforcing steel located 4' above base of column. The exposed steel has corrosion with initial section loss.</p> <p>-Bent # 3, column # 3 aheadface has a 24" tall concrete delamination adjacent to the top of column / cap juncture.</p> <p>-There is medium abrasion typical at the base of the columns.</p>							
210	Reinforced Concrete Pier Wall	LF	228	139	63	26	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	4	0	2	2	0
1190	Abrasion/Wear (PSC/RC)	LF	84	0	60	24	0
<p>(210) The reinforced concrete pier wall element is being used for the web walls in accordance with the current ArDOT policy.</p> <p>-Bent # 2 Lt backface adjacent to column # 2 has a 5' tall X 1' wide area of spalling with exposed reinforcing steel.</p> <p>-Bent # 3 Rt aheadface has a 6" spall with exposed reinforcing steel adjacent to the top of the Rt edge of column # 3. The exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 5 base of the web walls have heavy abrasion.</p> <p>-There is abrasion at the water elevation.</p>							
215	Reinforced Concrete Abutment	LF	130	97	22	11	0
1080	Delamination/Spall/Patched Area	LF	13	0	5	8	0
1090	Exposed Rebar	LF	4	0	1	3	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0



Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	14	0	14	0	0
(215) -Abutment # 1 top of the backwall in the North bound lanes has a 7' long area where the road iron has been removed and the concrete is spalled. Maintenance forces have placed asphalt in the spalled area in the top of the backwall as a temporary repair. -Abutment # 1 has one fractured weld in the Northbound lane and one fractured weld in the Southbound lane in the steel angle incorporated into the back wall. The concrete adjacent to the cracked weld has a 10" spall with a temporary asphalt patch. -Abutment # 1 bay # 1 has 3 spalls with exposed reinforcing steel in the back wall. -Abutment # 2 top of the backwall has transverse hairline cracks at variable spacing. -Abutment # 2 Lt has a 6" spall with exposed reinforcing steel adjacent to the exterior end of the expansion joint. -Abutment # 2 Rt top of the back wall in the interior lane has a 2' delaminated area visible from the driving surface of the deck.							
220	Reinforced Concrete Pile Cap/Footing	LF	144	144	0	0	0
(220) -The top of column # 4 footing of bent # 5 is exposed. -The top of the footings for all four columns at bent # 6 are exposed. -The footings for columns # 2 and # 3 of bent # 7 are exposed with approximately 12" of the vertical face of footing exposed at this inspection. No apparent undermining. -No apparent deficiencies visible to the exposed portions of the footings at this inspection.							
234	Reinforced Concrete Pier Cap	LF	342	250	70	22	0
1080	Delamination/Spall/Patched Area	LF	47	0	45	2	0
1090	Exposed Rebar	LF	18	0	4	14	0
1130	Cracking (RC and Other)	LF	27	0	21	6	0

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, **Inspection Date:** 07/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
311	Movable Bearing	EA	63	0	15	48	0
1000	Corrosion	EA	63	0	15	48	0
515	Steel Protective Coating	SF	63	0	5	18	40
3440	Effectiveness (Steel Protective Coatings)	EA	63	0	5	18	40
(311) -Bearings have numerous areas of active corrosion and pack rust.							
-Bent # 7 bearings at beams # 1 & 2 have shims that have shifted out from between the masonry plates and the sole plates.							
313	Fixed Bearing	EA	63	3	12	48	0
1000	Corrosion	EA	60	0	12	48	0
515	Steel Protective Coating	SF	63	9	0	0	54
3440	Effectiveness (Steel Protective Coatings)	EA	54	0	0	0	54
(313) -Bearings have areas of active corrosion and pack rust.							
331	Reinforced Concrete Bridge Railing	LF	760	432	138	190	0
1080	Delamination/Spall/Patched Area	LF	9	0	9	0	0
1090	Exposed Rebar	LF	213	0	23	190	0
1130	Cracking (RC and Other)	LF	106	0	106	0	0
(331) -There are multiple spalls in the vertical face of the bridge railing with exposed reinforcing steel. Exposed reinforcing steel has no apparent section loss during this inspection.							
-The undersurface of the bridge rails inside the drain openings have numerous spalls with exposed reinforcing steel with active corrosion and flaking rust. Reinforcing steel appears to have been placed without proper clearance during the construction process.							
-There are areas with minor concrete deterioration adjacent to the drains.							
-There are vertical cracks over the edges of the drain openings.							



Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	22357	2658	18314	1385	0
1080	Delamination/Spall/Patched Area	SF	1239	0	894	345	0
1090	Exposed Rebar	SF	12	0	1	11	0
1120	Efflorescence/Rust Staining	SF	205	0	205	0	0
1130	Cracking (RC and Other)	SF	15187	0	14158	1029	0
1190	Abrasion/Wear (PSC/RC)	SF	3056	0	3056	0	0
<p>(12) Driving Surface:</p> <ul style="list-style-type: none">-Isolated areas of light map cracking typical on the driving surface.-All 4 lanes have light to moderate abrasion in the wheel paths.-Shoulders have delaminated areas in random locations. The driving lane has numerous delaminated areas in the wheel paths and other random locations.-Span # 1 outside lane and shoulder has delaminated concrete and a 5" long area that is breaking apart and protrudes into the driving surface approximately 1" adjacent to bent # 2.-Span # 2 has a 2' wide x 16' long area of delaminated concrete that is breaking apart in the South bound lanes that is raised up approximately 1.5" higher than the surrounding deck area. There is minor leaching with no apparent major cracking or distress visible from the underside of span # 2 during this inspection.-Span # 4 Southbound outside lane wheel path has large delaminated areas.-Span # 4 Northbound outside lane has a 12' long X 30" wide area of temporary asphalt patches.-Span # 5 Rt outside wheel path has large delaminated areas.-Span # 6 has a 12' X 25' area with deteriorated patches and spalls with exposed reinforcing steel with temporary asphalt patches. <p>Deck Undersurface:</p> <ul style="list-style-type: none">-Transverse cracks at variable spacing with isolated areas of efflorescence visible on the undersurface of the deck.-There are numerous delaminated areas and spalls with exposed reinforcing steel visible in the undersurface of the deck overhangs.							

58 - Deck (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Comment: -The deck is sound but has numerous areas of delaminating concrete, failing repairs, cracking, and spalling with exposed reinforcing steel.



Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	3420	2165	1000	252	3
1000	Corrosion	LF	1255	0	1000	252	3
515	Steel Protective Coating	SF	27411	11	20000	7000	400
3440	Effectiveness (Steel Protective Coatings)	LF	27400	0	20000	7000	400
<p>(107) -The paint system is flaking with areas of active corrosion.</p> <p>-The ends of the beams have numerous areas of active corrosion with layers of flaking rust/section loss where the expansion joints leak. The majority of the active corrosion and section loss exists in the original portion of the structure.</p> <p>-The upper portion of the webs over the bearing areas have corrosion with section loss at the expansion dam junctures where the failed expansion joints leak water onto the superstructure. The majority of the active corrosion and section loss exists in the original portion of the structure.</p> <p>-Span # 1, beams # 3 - 7 have active corrosion, pack rust and up to 1/8" section loss to the webs and bottom flange over Abutment # 1.</p> <p>-Span # 1, beam # 9 has active corrosion and up to 3/16" section loss below the expansion dam over Bent # 2.</p> <p>-Span # 3, beams # 3 - 9 have active corrosion and pack rust over Bent # 3, beam # 5 appears to be worst case with up to 2' long area of the bottom flange that has been reduced to approximately 5/8" remaining section.</p> <p>-Span # 4, beam # 5 at bent # 5 has a 3" X 1" hole rusted through top of web at the expansion dam juncture.</p> <p>-Span # 4, beam # 7 at Bent # 5 has up to 5/16" section loss at the base of the expansion dam juncture and up to 3/16" section loss at the diaphragm connection.</p> <p>-Span # 5, beam # 6 at Bent # 6 has approximately 3/16" section loss at the diaphragm connection.</p> <p>-There are no visible cracks apparent during this inspection.</p>							

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Comment: 07/15/2021 - RSM - NBI Condition Rating lowered from "6" to "5" due to progression of corrosion with measurable section loss to beam ends.

-The superstructure has section loss in areas typically over the abutment where the joint seals have failed and leak water on the beam ends and bearings.

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	24	3	9	12	0
1080	Delamination/Spall/Patched Area	EA	4	0	3	1	0
1090	Exposed Rebar	EA	10	0	0	10	0
1190	Abrasion/Wear (PSC/RC)	EA	7	0	6	1	0
<p>(205) -Bent # 2, column # 3 aheadface has a 10" spall with no exposed reinforcing steel.</p> <p>-Bent # 3, column # 2 backface has has concrete deterioration and cracking at the cap juncture.</p> <p>-Bent # 3, column # 3 aheadface has a 4.5' tall spall with exposed reinforcing steel. Exposed reinforcing steel has initial section loss.</p> <p>-Bent # 4, column # 1 exterior edge of the column has a few spalls from apparent drift impacts or removal operations. The base of columns 1, 2 & 3 have medium / heavy abrasion in areas.</p> <p>-Bent # 5, columns # 2 & 3 backface have multiple spalls with exposed reinforcing steel. Exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 5, column # 3 aheadface has a 8' high area of wide cracking that is delaminated and spalling with exposed reinforcing steel in the upper portion of column.</p> <p>-Bent # 5, column # 4 has mapcracking with moderate width vertical cracks and efflorescence buildup in the lower portion of the column.</p> <p>-Bent # 6, column # 2 aheadface has an 8' height delaminated/spalled area with exposed reinforcing steel in the ahead face. The exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 6, column # 3 aheadface has a 2' tall vertical spall with exposed reinforcing steel, the exposed reinforcing steel has active corrosion with pack rust.</p> <p>-Bent # 6, column # 3 backface has a 10' tall spall with exposed reinforcing steel. The exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 7, column # 3 has two 12" tall areas of honeycomb with exposed primary reinforcing steel located 4' above base of column. The exposed steel has corrosion with initial section loss.</p> <p>-Bent # 3, column # 3 aheadface has a 24" tall concrete delamination adjacent to the top of column / cap juncture.</p> <p>-There is medium abrasion typical at the base of the columns.</p>							
210	Reinforced Concrete Pier Wall	LF	228	139	63	26	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	4	0	2	2	0
1190	Abrasion/Wear (PSC/RC)	LF	84	0	60	24	0
<p>(210) The reinforced concrete pier wall element is being used for the web walls in accordance with the current ArDOT policy.</p> <p>-Bent # 2 Lt backface adjacent to column # 2 has a 5' tall X 1' wide area of spalling with exposed reinforcing steel.</p> <p>-Bent # 3 Rt aheadface has a 6" spall with exposed reinforcing steel adjacent to the top of the Rt edge of column # 3. The exposed reinforcing steel has active corrosion and pack rust.</p> <p>-Bent # 5 base of the web walls have heavy abrasion.</p> <p>-There is abrasion at the water elevation.</p>							
215	Reinforced Concrete Abutment	LF	130	97	22	11	0
1080	Delamination/Spall/Patched Area	LF	13	0	5	8	0
1090	Exposed Rebar	LF	4	0	1	3	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, **Inspection Date:** 07/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	14	0	14	0	0
<p>(215) -Abutment # 1 top of the backwall in the North bound lanes has a 7' long area where the road iron has been removed and the concrete is spalled. Maintenance forces have placed asphalt in the spalled area in the top of the backwall as a temporary repair.</p> <p>-Abutment # 1 has one fractured weld in the Northbound lane and one fractured weld in the Southbound lane in the steel angle incorporated into the back wall. The concrete adjacent to the cracked weld has a 10" spall with a temporary asphalt patch.</p> <p>-Abutment # 1 bay # 1 has 3 spalls with exposed reinforcing steel in the back wall.</p> <p>-Abutment # 2 top of the backwall has transverse hairline cracks at variable spacing.</p> <p>-Abutment # 2 Lt has a 6" spall with exposed reinforcing steel adjacent to the exterior end of the expansion joint.</p> <p>-Abutment # 2 Rt top of the back wall in the interior lane has a 2' delaminated area visible from the driving surface of the deck.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	144	144	0	0	0
<p>(220) -The top of column # 4 footing of bent # 5 is exposed.</p> <p>-The top of the footings for all four columns at bent # 6 are exposed.</p> <p>-The footings for columns # 2 and # 3 of bent # 7 are exposed with approximately 12" of the vertical face of footing exposed at this inspection. No apparent undermining.</p> <p>-No apparent deficiencies visible to the exposed portions of the footings at this inspection.</p>							
234	Reinforced Concrete Pier Cap	LF	342	250	70	22	0
1080	Delamination/Spall/Patched Area	LF	47	0	45	2	0
1090	Exposed Rebar	LF	18	0	4	14	0
1130	Cracking (RC and Other)	LF	27	0	21	6	0
<p>(234) -Bent # 2 backface has several moderate sized concrete delaminations and 2 short duration moderate / wide width cracks in the vertical face of the cap located in the original portion of the cap located between beams # 4 - 6.</p> <p>-Bent # 2 cap backface has a 1' spall with exposed reinforcing steel in the bearing area of beam # 3.</p> <p>-Bent # 2 aheadface under beams 4 - 6 has a 12' long X 13" tall delaminated area with a 5/16" wide horizontal crack, the crack extends approximately 1" under beam # 5 bearing device.</p> <p>-Bent # 2 Rt end of the cap has a semi diagonal crack over the exterior column with horizontal cracks propagating from the diagonal cracking.</p> <p>-Bent # 3 cap backface has large spalls with exposed reinforcing steel under beams # 3 and 7. The spall under beam # 7 has approximately 1" bearing area loss. The backface under beams # 4 - 6 has an approximately 9' long X 12" wide concrete delamination in the vertical face of the cap.</p> <p>-Bent # 3 cap aheadface under beams # 4 - 6 has an approximately 12' long X 13" wide concrete delamination in the vertical face of the cap. The Rt end of the cap has a 12"spall with exposed reinforcing steel under beam # 7. The Lt aheadface has 3 narrow width vertical cracks over and adjacent to column # 1.</p> <p>-Bent # 4 cap backface has 4 small vertical shallow spalls with exposed reinforcing steel with active corrosion and initial section loss near the bottom edge of the cap adjacent to column # 2. These areas are in the original portion of the structure. The Rt backface has a 4' long section of moderate width vertical and horizontal cracks in bay # 8 over column # 4. The Lt backface has an approximately 4' long X 30" tall concrete delamination that extends from the Lt end of the cap under beam # 1 and appears to extend approximately 2" under the bearing and 1 narrow and 1 moderate width vertical crack over column # 1.</p> <p>-Bent # 4 cap aheadface has a moderate width horizontal crack under beams # 5 - 7 with random delaminations along the crack and a 4' long spall with exposed reinforcing steel under bay # 5 and a 8" spall with exposed reinforcing steel under bay # 6. The exposed reinforcing steel has active corrosion and approximately 20% section loss. The Rt end of the cap under bay # 8 has a 5' long area of vertical and horizontal cracks with delaminated concrete and light efflorescence buildup in the vertical face of the cap. The Lt end of the cap has 2 narrow width vertical crack over column # 1.</p> <p>-Bent # 5 Rt cap backface has moderate width horizontal cracking under bays # 7 & 8 with a few small concrete delaminations along the cracking in random areas. The Lt backface has a 5' long horizontal crack with a 10" spall with exposed reinforcing steel under bay # 3, the exposed reinforcing steel has active corrosion and initial section loss. The Lt end of the cap has a narrow and a moderate width vertical crack over column # 1.</p> <p>-Bent # 5 cap aheadface under bay # 5 has a short duration moderate width horizontal crack with a few small concrete delaminations along the cracking. The Lt end of the cap has a narrow and a moderate width vertical crack over column # 1.</p> <p>-Bent # 6 cap backface has a 2' tall vertical concrete delamination over Column # 3. The Lt cap backface has a moderate width vertical and diagonal crack over column # 1.</p> <p>-Bent # 6 cap aheadface has a 1' horizontal spall with exposed reinforcing steel over column # 1 and a 2' vertical spall with exposed reinforcing steel located over column # 3. The Lt side has a moderate width vertical crack over the exterior edge of column # 1.</p>							



Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	<p>-Bent # 7 Lt cap backface has a 12" spall with 2 exposed reinforcing steel bars and a 10" vertical delaminated area under beam # 3. The Lt end has moderate width vertical and horizontal cracks located over column # 1. The Rt end of the cap has 3 vertical 8' spalls with exposed reinforcing steel.</p> <p>-Bent # 7 cap aheadface has a 15" concrete delamination near centerline adjacent to beam # 5.</p>						

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Comment: -The substructure has concrete cracking, concrete delamination's and spalling with reinforcing steel exposed.

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: 07/15/2021 - RSM & SPC: Underwater Type II inspection: Wading and probing along with visual observation in low water conditions revealed that the top of the column footings are exposed in the following locations.

-The top of column # 4 footing of bent # 5 is exposed.

-The top of the footings for all four columns at bent # 6 are exposed.

-The footings for columns # 2 and # 3 of bent # 7 are exposed with approximately 12" of the vertical face of footing exposed at this inspection. No apparent undermining.



Elevation



Roadway



Typical driving surface.



Span # 1 typical undersurface.



Bent # 3 typical.



Abutment # 1 typical.



Bent # 2 typical.



Sealable deck cracking.



Span # 1 outside lane and shoulder has delaminated concrete and a 5" long area that is breaking apart and extend above the driving surface approximately 1" adjacent to bent # 2.



Span # 2 has a 2' wide x 16' long area of delaminated concrete that is breaking apart in the South bound lanes that is raised up approximately 1.5" higher than the surrounding deck area.



Span # 4 northbound outside lane has a 12' long X 30" wide area of temporary asphalt patches.



Span # 6 northbound lane with numerous temporary asphalt patches.



Span # 6 Lt overhang of the deck with numerous concrete delaminations.



Span # 7 deck cracking.



Abutment # 1 beam # 5 active corrosion with pack rust.



Span # 1, Beams # 3 - 7 have active corrosion, pack rust and up to 1/8" section loss to the webs and bottom flange over Abutment # 1.



Span # 1, Beam # 9 with up to 3/16" section loss below the expansion dam.



Span # 3, Beam # 5 with up to 2' long area of the bottom flange that has been reduced to approximately 5/8" remaining section.



Span # 4, Beam # 7 at Bent # 5 has up to 5/16" section loss at the base of the expansion dam juncture and up to 3/16" section loss at the diaphragm connection.



Span # 4, beam # 5 at bent # 5 has a 3" X 1" hole rusted through top of web at the expansion dam juncture.



Span # 6 Bent # 6 active corrosion, pack rust and section loss.



Bent # 3, column # 2 Lt edge of the backface has has concrete deterioration and cracking at the cap juncture.



Bent # 3, column # 3 aheadface has a 4.5' tall spall with exposed reinforcing steel. Exposed reinforcing steel has initial section loss.



Bent # 5, columns # 2 & 3 backface have multiple spalls with exposed reinforcing steel. Exposed reinforcing steel has active corrosion and pack rust.



Bent # 5, column # 4 has mapcracking with moderate width vertical cracks and efflorescence buildup in the lower portion of the column.



Bent # 6, column # 3 aheadface has an 8' height delaminated/spalled area with exposed reinforcing steel.



Bent # 6 column # 2 & 3 spalling with exposed reinforcing steel.



Bent # 6, column # 3 backface has a 10' tall spall with exposed reinforcing steel. The exposed reinforcing steel has active corrosion and pack rust.



Bent # 7, column # 3 has two 12" tall areas of honeycomb with exposed primary reinforcing steel located 4' above base of column. The exposed steel has corrosion with initial section loss.



Bent # 2 Lt backface adjacent to column # 2 has a 5' tall X 1' wide area of spalling with exposed reinforcing steel.



Bent # 3 Rt aheadface has a 6" spall with exposed reinforcing steel adjacent to the top of the Rt edge of column # 3. The exposed reinforcing steel has active corrosion and pack rust.



Abutment # 1, bay # 1 spalls with exposed reinforcing steel in the back wall.



Bent # 2 aheadface under beams 4 - 6 has a 12' long X 13" tall delaminated area with a 5/16" wide horizontal crack, the crack extends approximately 1" under beam # 5 bearing device.



Bent # 2 backface has several moderate sized concrete delaminations and 2 moderate / wide width cracks in the vertical face of the cap located in the original portion of the cap located between beams # 4 - 6.



Bent # 2 cap backface has a 1' spall with exposed reinforcing steel in the bearing area of beam # 3.



Bent # 2 Rt end of the cap has a semi diagonal crack over the exterior column with horizontal cracks propagating from the diagonal cracking.



Bent # 3 cap aheadface under beams # 4 - 6 has an approximately 12' long X 13" wide concrete delamination in the vertical face of the cap.



Bent # 3 backface under beams # 4 - 6 has an approximately 9' long X 12" wide concrete delamination in the vertical face of the cap.



Bent # 3 beam # 3 cap backface spalling with exposed reinforcing steel.



Bent # 3 beam # 7 cap backface spalling with exposed reinforcing steel.



Bent # 4 Lt cap backface with an approximately 4' long X 30" tall concrete delamination that extends from the Lt end of the cap under beam # 1 and appears to extend approximately 2" under the bearing.



Bent # 4 Rt aheadface end of the cap under bay # 8 has a 5' long area of vertical and horizontal cracks with delaminated concrete and light efflorescence buildup in the vertical face of the cap.



Bent # 4 cap aheadface has a moderate width horizontal crack under beams # 5 - 7 with random delaminations along the crack and a 4' long spall with exposed reinforcing steel under bay # 5 and a 8" spall with exposed reinforcing steel under bay # 6. The exposed reinforcing steel has active corrosion and approximately 20% section loss.



Bent # 4 cap backface has 4 small vertical shallow spalls with exposed reinforcing steel with active corrosion and initial section loss near the bottom edge of the cap adjacent to column # 2.



Bent # 5 cap aheadface under bay # 5 has a short duration moderate width horizontal crack with a few small concrete delaminations along the cracking.



Bent # 5 Lt backface under bay # 3 has a 5' long horizontal crack with a 10" spall with exposed reinforcing steel, the exposed reinforcing steel has active corrosion and initial section loss.



Bent # 6 cap aheadface has a 1' horizontal spall with exposed reinforcing steel over column # 1 and a 2' vertical spall with exposed reinforcing steel located over column # 3.



Bent # 7 Rt end of the cap spalling.



Abutment # 1 Northbound lane cracked welds.



Abutment # 1 Southbound lane cracked weld.



Abutment # 1 strip seal.



Bent # 2 strip seal typical.



Bent # 3 strip seal typical.



Bent # 3 strip seal working out of the anchorage extrusion.



Bent # 4 strip seal typical.



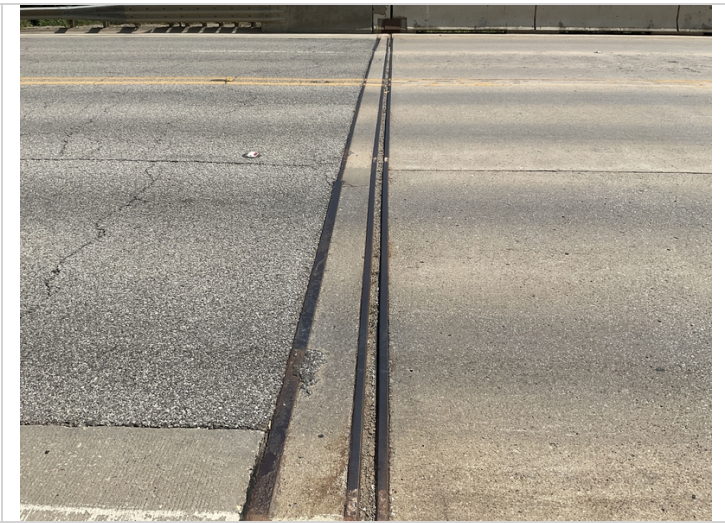
Bent # 5 strip seal typical.



Bent # 6 strip seal typical.



Bent # 7 typical.



Abutment # 2 joint seal.



Abutment # 2 strip seals has areas that appear to be pulling out of the extrusion or tearing loose at the extrusion.



Abutment # 1 bearings typical.



Abutment # 1 bearing # 2 active corrosion with pack rust.



Bent # 3 bearings with active corrosion and pack rust.



Bent # 4 moveable bearings with active corrosion and minor areas of flaking rust forming.



Bent # 2 bearings # 9 active corrosion with pack rust and section loss.



Bent # 4 fixed bearings with active corrosion and pack rust forming.



Bent # 5 bearing # 1 active corrosion with pack rust and section loss.



Bent # 5 bearing # 5 active corrosion with pack rust.



Abutment # 2 fixed bearings with active corrosion and pack rust.



Bridge rail typical spalling with exposed reinforcing steel.



Span # 4 Rt spalling with exposed reinforcing steel in the bridge rail.



Span # 7 deck cracking.



Bent # 6 strip seal typical.



Bent # 5 bearing # 5 active corrosion with pack rust.



Bent # 4 strip seal typical.



Span # 6 Bent # 6 active corrosion, pack rust and section loss.

Maintenance Needs

Date Reported: 07/31/2023

Priority: B - Pressing

Type of Work: Channel Work/Drift Removal

Status: Open

Component: Channel

Deficiency Description

Channel-
Drift accumulation at Bents # 5 & 6.

Remarks



Bents # 5 & 6 drift accumulation.

Maintenance Needs

Date Reported: 08/12/2011

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

Numerous bearings have active corrosion with flaking rust and pack rust between bearing plates. Spalling in the bent caps indicate the bearings may not be functioning as intended.

Remarks

07/31/2023 - EJW - Updated priority code to reflect current conditions.



Bent # 4 Lt cap backface with an approximately 4' long X 30" tall concrete delamination that extends from the Lt end of the cap under beam # 1 and appears to extend approximately 2" under the bearing.



Abutment # 1 bearing # 2 active corrosion with pack rust.



Bent # 5 bearing # 5 active corrosion with pack rust.



Bent # 1. Bearing at Beam # 4.

Maintenance Needs

Date Reported: 08/12/2011

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

Beams have areas of active corrosion, pack rust and section loss. The most notable areas are over and adjacent to the bearing areas where the failing expansion joints leak water onto the superstructure. The beam ends have heavy corrosion with flaking rust/section loss. Span # 4, beam # 5 at bent # 5 has a 3" X 1" hole rusted through the top of web at the expansion dam juncture.

Remarks

07/31/2023 - EJW - Updated deficiency description to reflect current conditions.

07/15/2021 - RSM - Priority changed from "D" to "C" due to progression of corrosion to beam ends with measurable section loss.



Abutment # 1 beam # 5 active corrosion with pack rust.



Span # 4, beam # 5 at bent # 5 has a 3" X 1" hole rusted through top of web at the expansion dam juncture.



Span # 4, Beam # 7 at Bent # 5 has up to 5/16" section loss at the base of the expansion dam juncture and up to 3/16" section loss at the diaphragm connection.



Bent # 1. Beam # 3. Corrosion.

Maintenance Needs

Date Reported: 06/25/2015

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Deck -

- Span # 1 outside lane and shoulder has delaminated concrete and a 5" long area that is breaking apart and protrudes into the driving surface approximately 1" adjacent to bent # 2.
- Span # 2 has a 2' wide x 16' long area of delaminated concrete that is breaking apart in the South bound lanes that is raised up approximately 1.5" higher than the surrounding deck area.
- Span # 4 Southbound outside lane wheel path has large delaminated areas.
- Span # 4 Northbound outside lane has a 12' long X 30" wide area of temporary asphalt patches.
- Span # 5 Rt outside wheel path has large delaminated areas.

-Span # 6 has a 12' X 25' area with deteriorated patches and spalls with exposed reinforcing steel with temporary asphalt patches.

Remarks

07/31/2023 - EJW - Deficiency description updated on this date to reflect current conditions.



Span # 1 outside lane and shoulder has delaminated concrete and a 5" long area that is breaking apart and extend above the driving surface approximately 1" adjacent to bent # 2.



Span # 2 has a 2' wide x 16' long area of delaminated concrete that is breaking apart in the South bound lanes that is raised up approximately 1.5" higher than the surrounding deck area.



Span # 4 northbound outside lane has a 12' long X 30" wide area of temporary asphalt patches.



Span # 6 northbound lane with numerous temporary asphalt patches.



Span # 6 northbound lane with numerous temporary asphalt patches.



Span # 6. Deck.

Maintenance Needs

Date Reported: 07/17/2017

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Channel

Deficiency Description

North Abutment embankment -

A large portion of the hand placed rip rap at the North abutment has been scoured out and displaced during past high water events. The scour at the base of the North abutment slope has exposed the footings of Bent # 7.

Remarks



North abutment. Erosion and displacement of hand placed rip rap.



North abutment. Erosion and displacement of hand placed rip rap.



Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

Maintenance Needs

Date Reported: 07/31/2023

Priority: C - Important

Type of Work: Repair (General)

Status: Open

Component: Approach

Deficiency Description

Approach Guardrail-
The Northwest approach guardrail has collision damage.

Remarks



Northwest approach guardrail. Approximately 22' of damaged rail.

Maintenance Needs

Date Reported: 06/25/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

South Abutment Expansion Joint Assembly -

The South abutment road iron and expansion joint assembly has fractures and broken welds in the Northbound and Southbound lanes with a portion of the road iron assembly missing in the Northbound lane.

Remarks



Abutment # 1 Northbound lane cracked welds.



Abutment # 1 Southbound lane cracked weld.



Bent # 1, top of backwall, cracked weld in the angle.

Maintenance Needs

Date Reported: 08/12/2011

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Substructure -

Numerous areas of spalling with exposed reinforcing steel in the abutments and intermediate bents.

Remarks

07/31/2023 - EJW - Updated deficiency description to reflect current conditions.



Bent # 6, column # 3 backface has a 10' tall spall with exposed reinforcing steel. The exposed reinforcing steel has active corrosion and pack rust.



Abutment # 1, bay # 1 spalls with exposed reinforcing steel in the back wall.



Span # 1 side of abutment # 1. Left.

Maintenance Needs

Date Reported: 08/12/2011

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Substructure -
Spall in the top of abutment # 1 back wall.

Remarks



Abutment # 1 spalling in the top of the back wall.



Bent # 1. Northbound Lanes.

Maintenance Needs

Date Reported: 07/19/2021

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Deck

Deficiency Description

Deck -

The shoulders and driving surface of the deck has sealable cracking with numerous delaminated areas in all spans.

Remarks

07/31/2023 - EJW - Deficiency now documented under Routine Maintenance tab A54.



Both wheel paths of the right outside lane of span # 5 has large delaminated areas.



Span 4, right lane-Mapcracking.



Span 2, right lane-Transverse cracking.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	Yes
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	Yes
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	Yes
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

A-54 - Sealable Deck Cracks (Yes)

-The shoulders and driving surface of the deck has sealable cracking with numerous delaminated areas in all spans.



Span # 7 deck cracking.

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed (Yes)

-All expansion joint assemblies have heavy dirt and debris accumulation at this inspection.



Bent # 6 strip seal typical.

A-57 - Beam End and Bearing Painting Needed (Yes)

-The beam ends and bearings have active corrosion, pack rust and significant section loss.



Bent # 5 bearing # 5 active corrosion with pack rust.

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed (Yes)

- All expansion joint assemblies have heavy dirt and debris accumulation at this inspection.
- The strip seals appear to be pulling out of the extrusions in numerous locations at all bents.
- Abutment # 1 road iron joint assembly has a cracked weld in the Northbound and Southbound lanes where the structure was widened in the past.
- Bent # 4 has portions of the seal that has fallen out of position and is no longer in the assembly.
- Stains on the substructure caps indicate that the seals leak.



Bent # 4 strip seal typical.

A-60 - Full Beam Painting Needed (Yes)

- The steel beams have a failing paint system.



Span # 6 Bent # 6 active corrosion, pack rust and section loss.

A-61 - Polymer Overlay Advised (No)



Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

A-62 - Hydro and LMC Advised (Yes)

-Deck is recommended for a hydro demolition and LMC overlay.

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested



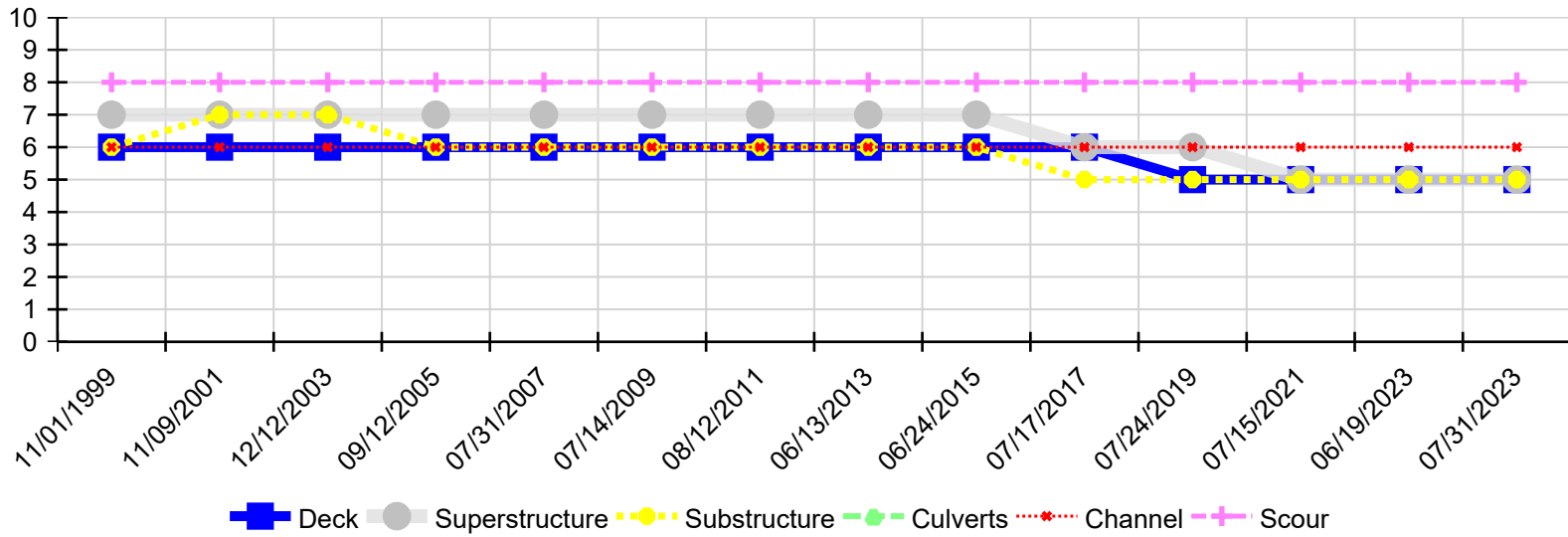
Asset #03488(Routine)

US 71-Wash Co. over West Fork White River

Location: 0.10 Mi. So. of Greenland

Team Lead: Eric West, Inspection Date: 07/31/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/31/2023	5	5	5	N	6	8
06/19/2023	5	5	5	N	6	8
07/15/2021	5	5	5	N	6	8
07/24/2019	5	6	5	N	6	8
07/17/2017	6	6	5	N	6	8
06/24/2015	6	7	6	N	6	8
06/13/2013	6	7	6	N	6	8
08/12/2011	6	7	6	N	6	8
07/14/2009	6	7	6	N	6	8
07/31/2007	6	7	6	N	6	8
09/12/2005	6	7	6	N	6	8
12/12/2003	6	7	7	N	6	8
11/09/2001	6	7	7	N	6	8
11/01/1999	6	7	6	N	6	8