



Latitude:35.94188, Longitude:-94.17873

Route:71 Section:16 Log:15.957

Arnold Road ID:72x71x16xA, Arnold Log mile:15.898

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

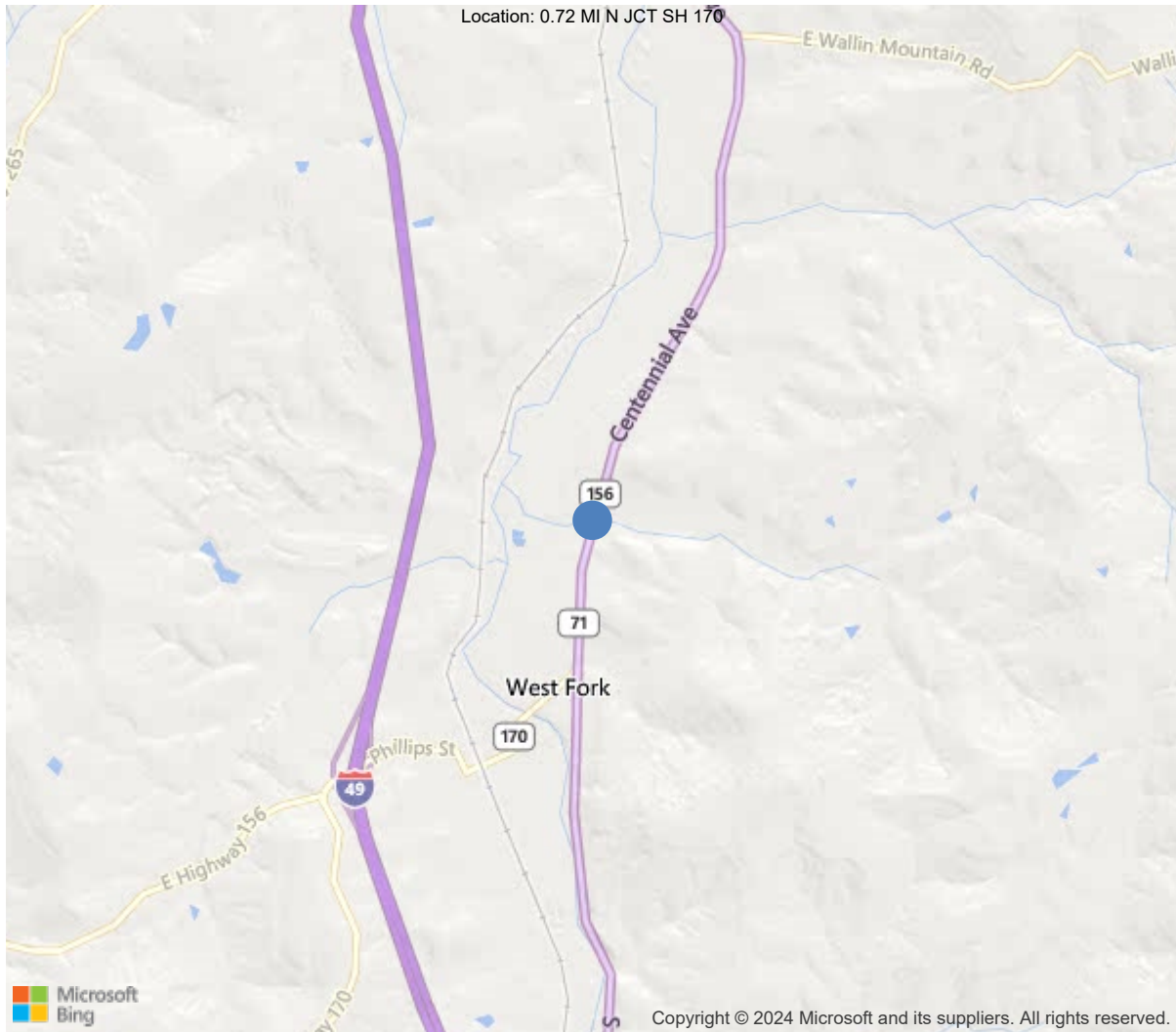
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	37		
Code 5 (40 Tons)	43		

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





35.94188, -94.17873



**Asset #A1425**(Routine, Underwater type 2)

**US Highway 71 over Dye Creek - Wash. Co.**

**Location: 0.72 MI N JCT SH 170**

**Team Lead: Eric West, Inspection Date: 12/05/2022**

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A1425
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	74360
(6) Features Intersected	Dye Creek - Wash. Co.
(7) Facility Carried	US Highway 71
(9) Location	0.72 MI N JCT SH 170
(11) Mile Point	15.957 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000071160
(16) Latitude	35.94188
(17) Longitude	-94.17873
(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	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	2 - Integral Concrete (separate non-mo
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1930
(106) Year Reconstructed	1980
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	5800
(30) Year of ADT	2018
(109) Truck ADT	3 %
(19) Bypass, Detour Length	25 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	37 ft
(49) Structure Length	74 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	56 ft
(52) Deck Width Out to Out	58.8 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	6 - Rural 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	0 - The inventory route is not
(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	48
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
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	
(68) Deck Geometry	2
(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	31 - Replacement of bridge or
(76) Length of Structure Improvement	100 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 265
(96) Total Project Cost	\$ 688
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	7876
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	12/05/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	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.			





Asset #A1425(Routine, Underwater type 2)

District: 04, County: 143 - Washington County

Team Lead: Eric West, Inspection Date: 12/05/2022

### General Observation

12/05/2022 - EJW & JPW - Routine & Underwater Type II Inspection conducted on this date. Channel profile taken on this date.

11/02/2020 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation.

11/27/2018 - JCJ & TJL - Type 2 Underwater Inspection - Wading and probing along with visual observations during low and clear water conditions indicate that portions of the top of Bent # 1 footing is exposed. Bents # 2 & 3 footings have cover with no apparent scour problems during this inspection.

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**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.)  
12/05/2022 - EJW & JPW - Underwater Type II Inspection conducted on this date. Visual observation with low clear water conditions indicates:

- Abutment #1 top and up to 4" of the edge of the footing is exposed.
  - Bent # 2 footing has cover.
  - Abutment # 2 footing has cover.
  - No apparent significant scour problems at this inspection.
-



Asset #A1425(Routine, Underwater type 2)

US Highway 71 over Dye Creek - Wash. Co.

Location: 0.72 MI N JCT SH 170

Team Lead: Eric West, Inspection Date: 12/05/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1886	1646	114	126	0
1080	Delamination/Spall/Patched Area	SF	6	0	4	2	0
1090	Exposed Rebar	SF	19	0	8	11	0
1120	Efflorescence/Rust Staining	SF	153	0	73	80	0
1130	Cracking (RC and Other)	SF	62	0	29	33	0
510	Wearing Surfaces	SF	1886	688	400	798	0
3210	Delam/Spall/Patched Area/Pothole	SF	316	0	306	10	0
3220	Crack (Wearing Surface)	SF	882	0	94	788	0
<p>(16) Driving Surface:</p> <p>-The original portion of the deck has a thin rigid overlay that sounds delaminated in areas and has several repaired areas. Maintenance forces have made numerous concrete repairs over the original portions of the deck in the past, many of the past repairs have map cracking or are failing with potholes forming in the driving surface.</p> <p>-The driving surface of the deck has large areas of sealable transverse, longitudinal, and map cracking.</p> <p>Undersurface:</p> <p>-Concrete spalling with exposed reinforcing steel in the expansion dams between the concrete girders over Bent # 2.</p> <p>-Longitudinal and map cracking with light efflorescence is visible from the undersurface of the deck between the girders in numerous locations.</p> <p>-There is a 2' delaminated area visible from the undersurface of Span # 1, Bay # 2 located approximately 15' from abutment # 1.</p> <p>Approach roadways:</p> <p>-South approach roadway has moderate sized potholes at the bridge end located in the South bound lane.</p>							
38	RC Slab	SF	2329	1555	761	13	0
1080	Delamination/Spall/Patched Area	SF	72	0	72	0	0
1090	Exposed Rebar	SF	5	0	1	4	0
1130	Cracking (RC and Other)	SF	211	0	202	9	0
1190	Abrasion/Wear (PSC/RC)	SF	486	0	486	0	0
<p>(38) Structure widened along both sides with a concrete slab span.</p> <p>Driving surface:</p> <p>-The driving surface of the slab has light wear and several pop outs from shale inclusion in the concrete.</p> <p>-The driving surface has random sealable transverse, map, and diagonal cracks in both spans.</p> <p>Undersurface:</p> <p>-The undersurface of the concrete slab in both spans have large delaminated areas along the exterior edges. Both sides of Span # 2 have 12" + spalls along the edge that have exposed reinforcing steel with active corrosion and flaking rust.</p>							
110	Reinforced Concrete Open Girder/Beam	LF	345	225	44	76	0
1080	Delamination/Spall/Patched Area	LF	11	0	10	1	0
1090	Exposed Rebar	LF	5	0	3	2	0
1120	Efflorescence/Rust Staining	LF	55	0	0	55	0



**Asset #A1425**(Routine, Underwater type 2)

**US Highway 71 over Dye Creek - Wash. Co.**

**Location: 0.72 MI N JCT SH 170**

**Team Lead: Eric West, Inspection Date: 12/05/2022**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	49	0	31	18	0
(110) R. C. Tee Beams - Span # 1: -Girders # 2, 3, & 4 at abutment # 1 have longitudinal and map cracks with efflorescence in the ends of the girders. -Girder # 1 at Bent # 2 has hairline vertical and diagonal cracks located approximately 2' from Bent # 2. -Girder # 2 at Bent # 2 has horizontal cracks starting at Bent # 2 that extend approximately 6' from the face of the bent. -The ends of Girders # 2 & 4 in Span # 1 at Bent # 2 have shallow 6" spalls with exposed reinforcing steel. -The concrete haunch under Girder # 2, Span # 1 at Bent # 2 has map cracking with efflorescence.  Span # 2: -The ends of the beams at abutment # 2 have hairline longitudinal cracking with light efflorescence. -The girders have vertical hairline flexure cracks at variable spacing. -Span # 2, girder # 1 has a 5" spall near bent # 2 and three 5" spalls near abutment # 2. No exposed reinforcing steel in the spalled areas. -Span # 2, girder # 5 has a delaminated area over bent # 2.							
205	Reinforced Concrete Column	EA	8	0	6	2	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1090	Exposed Rebar	EA	2	0	1	1	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	EA	3	0	3	0	0
(205) Bent # 2 Columns: -The base of the columns have light abrasion. -Column # 1 has an 8" spall with an exposed steel coil located approximately 1' below the base of the cap. -Column # 4 has a 4" spall with exposed reinforcing steel at the cap juncture. -Column # 5 has a 2' vertical spall in the edge of the column that exposes reinforcing steel with active corrosion and initial section loss. -A few minor vertical cracks in the edges of the columns in several locations.							
210	Reinforced Concrete Pier Wall	LF	40	20	20	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	14	0	14	0	0
(210) Web wall at Bent # 2: -Light abrasion at the base of Bent # 2, original portion. -There are a few isolated vertical shrinkage cracks and minor delaminated areas in Bent # 2 web walls. -There is a 5" shallow spall with exposed reinforcing steel between Columns # 3 & 4 located below the cap.							
215	Reinforced Concrete Abutment	LF	244	171	32	41	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	39	0	17	22	0
1130	Cracking (RC and Other)	LF	29	0	15	14	0
1190	Abrasion/Wear (PSC/RC)	LF	2	0	0	2	0



**Team Lead:** Eric West, **Inspection Date:** 12/05/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) RC Abutment: -Abutment # 1 Rt and both ends of abutment # 2 have diagonal cracks adjacent to the wing wall junction. -Both abutments have isolated vertical cracks in the stem walls.  -Abutment # 1 has up to medium abrasion in the original portion of the abutment at the water elevation. -Abutment # 1 Lt has a vertical crack located approximately 10' from the wing wall junction. -Abutment # 1 has horizontal and mapcracking with efflorescence between and below the Tee beams.  -Abutment # 2 has minor horizontal cracking with areas of light efflorescence between the Tee beams adjacent to the undersurface of the deck. -Abutment # 2 stem wall has two 4" spalls with exposed reinforcing steel located under and adjacent to girder # 2.							
234	Reinforced Concrete Pier Cap	LF	59	31	14	14	0
1080	Delamination/Spall/Patched Area	LF	12	0	3	9	0
1090	Exposed Rebar	LF	6	0	1	5	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	7	0	7	0	0
(234) Bent # 2 RC Pier Cap: -Concrete spalling at the construction joints where the structure has been widened. -Bent # 2 cap has concrete spalling with exposed reinforcing steel in the Right side of the backface and the Left side in the ahead face. Initial section loss to the exposed reinforcing steel. -Bent # 2 cap backface has horizontal cracking / shallow delaminated areas in bays # 2 and # 3 near the centerline of the cap under Bay # 3.							
302	Compression Joint Seal	LF	59	0	0	30	29
2310	Leakage	LF	59	0	0	30	29
(302) Compression Joint Seal: -Bent # 2 joint seal is no longer in place over the older section of the bridge and appears to have been removed in order to place a concrete patch on the deck surface. -The newer concrete slab additions to the Left and Right sides of the structure have deteriorated joint sealant material that leaks on to the substructure.							
311	Movable Bearing	EA	3	3	0	0	0
(311) -Expansion bearings on the Span # 2 side of Bent # 2 under Girders # 2, 3, & 4 have a green patina with no apparent problems during this inspection.							
331	Reinforced Concrete Bridge Railing	LF	148	140	8	0	0
1130	Cracking (RC and Other)	LF	8	0	8	0	0
(331) -The New Jersey Parapets have shallow scrape marks from past traffic impacts. -The painted textured finish is cracking and peeling in locations.							

## Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1886	1646	114	126	0
1080	Delamination/Spall/Patched Area	SF	6	0	4	2	0
1090	Exposed Rebar	SF	19	0	8	11	0
1120	Efflorescence/Rust Staining	SF	153	0	73	80	0
1130	Cracking (RC and Other)	SF	62	0	29	33	0
510	Wearing Surfaces	SF	1886	688	400	798	0
3210	Delam/Spall/Patched Area/Pothole	SF	316	0	306	10	0
3220	Crack (Wearing Surface)	SF	882	0	94	788	0
<p>(16) Driving Surface:</p> <p>-The original portion of the deck has a thin rigid overlay that sounds delaminated in areas and has several repaired areas. Maintenance forces have made numerous concrete repairs over the original portions of the deck in the past, many of the past repairs have map cracking or are failing with potholes forming in the driving surface.</p> <p>-The driving surface of the deck has large areas of sealable transverse, longitudinal, and map cracking.</p> <p>Undersurface:</p> <p>-Concrete spalling with exposed reinforcing steel in the expansion dams between the concrete girders over Bent # 2.</p> <p>-Longitudinal and map cracking with light efflorescence is visible from the undersurface of the deck between the girders in numerous locations.</p> <p>-There is a 2' delaminated area visible from the undersurface of Span # 1, Bay # 2 located approximately 15' from abutment # 1.</p> <p>Approach roadways:</p> <p>-South approach roadway has moderate sized potholes at the bridge end located in the South bound lane.</p>							
38	RC Slab	SF	2329	1555	761	13	0
1080	Delamination/Spall/Patched Area	SF	72	0	72	0	0
1090	Exposed Rebar	SF	5	0	1	4	0
1130	Cracking (RC and Other)	SF	211	0	202	9	0
1190	Abrasion/Wear (PSC/RC)	SF	486	0	486	0	0
<p>(38) Structure widened along both sides with a concrete slab span.</p> <p>Driving surface:</p> <p>-The driving surface of the slab has light wear and several pop outs from shale inclusion in the concrete.</p> <p>-The driving surface has random sealable transverse, map, and diagonal cracks in both spans.</p> <p>Undersurface:</p> <p>-The undersurface of the concrete slab in both spans have large delaminated areas along the exterior edges. Both sides of Span # 2 have 12" + spalls along the edge that have exposed reinforcing steel with active corrosion and flaking rust.</p>							

**Location: 0.72 MI N JCT SH 170**

**Team Lead:** Eric West, **Inspection Date:** 12/05/2022

## Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	345	225	44	76	0
1080	Delamination/Spall/Patched Area	LF	11	0	10	1	0
1090	Exposed Rebar	LF	5	0	3	2	0
1120	Efflorescence/Rust Staining	LF	55	0	0	55	0
1130	Cracking (RC and Other)	LF	49	0	31	18	0
(110) R. C. Tee Beams -							
Span # 1:							
-Girders # 2, 3, & 4 at abutment # 1 have longitudinal and map cracks with efflorescence in the ends of the girders.							
-Girder # 1 at Bent # 2 has hairline vertical and diagonal cracks located approximately 2' from Bent # 2.							
-Girder # 2 at Bent # 2 has horizontal cracks starting at Bent # 2 that extend approximately 6' from the face of the bent.							
-The ends of Girders # 2 & 4 in Span # 1 at Bent # 2 have shallow 6" spalls with exposed reinforcing steel.							
-The concrete haunch under Girder # 2, Span # 1 at Bent # 2 has map cracking with efflorescence.							
Span # 2:							
-The ends of the beams at abutment # 2 have hairline longitudinal cracking with light efflorescence.							
-The girders have vertical hairline flexure cracks at variable spacing.							
-Span # 2, girder # 1 has a 5" spall near bent # 2 and three 5" spalls near abutment # 2. No exposed reinforcing steel in the spalled areas.							
-Span # 2, girder # 5 has a delaminated area over bent # 2.							





Asset #A1425(Routine, Underwater type 2)

US Highway 71 over Dye Creek - Wash. Co.

Location: 0.72 MI N JCT SH 170

Team Lead: Eric West, Inspection Date: 12/05/2022

## Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	8	0	6	2	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1090	Exposed Rebar	EA	2	0	1	1	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	EA	3	0	3	0	0
(205) Bent # 2 Columns: -The base of the columns have light abrasion. -Column # 1 has an 8" spall with an exposed steel coil located approximately 1' below the base of the cap. -Column # 4 has a 4" spall with exposed reinforcing steel at the cap juncture. -Column # 5 has a 2' vertical spall in the edge of the column that exposes reinforcing steel with active corrosion and initial section loss. -A few minor vertical cracks in the edges of the columns in several locations.							
210	Reinforced Concrete Pier Wall	LF	40	20	20	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	14	0	14	0	0
(210) Web wall at Bent # 2: -Light abrasion at the base of Bent # 2, original portion. -There are a few isolated vertical shrinkage cracks and minor delaminated areas in Bent # 2 web walls. -There is a 5" shallow spall with exposed reinforcing steel between Columns # 3 & 4 located below the cap.							
215	Reinforced Concrete Abutment	LF	244	171	32	41	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	39	0	17	22	0
1130	Cracking (RC and Other)	LF	29	0	15	14	0
1190	Abrasion/Wear (PSC/RC)	LF	2	0	0	2	0
(215) RC Abutment: -Abutment # 1 Rt and both ends of abutment # 2 have diagonal cracks adjacent to the wing wall junction. -Both abutments have isolated vertical cracks in the stem walls. -Abutment # 1 has up to medium abrasion in the original portion of the abutment at the water elevation. -Abutment # 1 Lt has a vertical crack located approximately 10' from the wing wall junction. -Abutment # 1 has horizontal and mapcracking with efflorescence between and below the Tee beams. -Abutment # 2 has minor horizontal cracking with areas of light efflorescence between the Tee beams adjacent to the undersurface of the deck. -Abutment # 2 stem wall has two 4" spalls with exposed reinforcing steel located under and adjacent to girder # 2.							
234	Reinforced Concrete Pier Cap	LF	59	31	14	14	0
1080	Delamination/Spall/Patched Area	LF	12	0	3	9	0



Asset #A1425(Routine, Underwater type 2)

US Highway 71 over Dye Creek - Wash. Co.

Location: 0.72 MI N JCT SH 170

Team Lead: Eric West, Inspection Date: 12/05/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1090	Exposed Rebar	LF	6	0	1	5	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	7	0	7	0	0
(234) Bent # 2 RC Pier Cap: -Concrete spalling at the construction joints where the structure has been widened. -Bent # 2 cap has concrete spalling with exposed reinforcing steel in the Right side of the backface and the Left side in the ahead face. Initial section loss to the exposed reinforcing steel. -Bent # 2 cap backface has horizontal cracking / shallow delaminated areas in bays # 2 and # 3 near the centerline of the cap under Bay # 3.							

**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: 12/05/2022 - EJW & JPW - Underwater Type II Inspection conducted on this date. Visual observation with low clear water conditions indicates:

- Abutment #1 top and up to 4" of the edge of the footing is exposed.
- Bent # 2 footing has cover.
- Abutment # 2 footing has cover.
- No apparent significant scour problems at this inspection.



Elevation



Roadway



Typical driving surface of the deck.



Span #1 typical undersurface of the deck.





Span #2 typical undersurface of the deck.



Span #1 Lt concrete delamination along the slab edges.



Span #1 Lt map cracking.



Span #2 Rt concrete delamination and spalling with exposed reinforcing steel.





Span #2 Lt concrete delamination and spalling with exposed reinforcing steel.



Abutment #1 typical.



Bent #2 typical.



Abutment #2 typical.





Span #2 Rt slab span cracking.



Span #1 adjacent to bent #2 transverse cracking with efflorescence buildup.



Span #1 cracking on the wearing surface.



Span #1 wearing surface cracking and failing repairs.





Wearing surface failed repairs over Bent #2.



Span # 2 wearing surface cracking.



Span #2 failing repairs.



Bent #2 aheadface spalling with exposed reinforcing steel.

**Maintenance Needs**

**Date Reported:** 12/05/2022

**Priority:** B - Pressing

**Type of Work:** Repair (General)

**Status:** Open

**Component:** Approach

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**Deficiency Description**

Approach Guardrail-

The Northeast approach guardrail end terminal has collision damage with a missing wood post.

**Remarks**

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Northeast approach guardrail collision damage.



**Maintenance Needs**

**Date Reported:** 11/07/2012

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Deck

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**Deficiency Description**

Deck / South approach roadway -

The concrete repairs are breaking apart with potholes on the driving surface of the deck. The repairs appear delaminated when sounded.

The left lane of the South approach roadway has large potholes at the bridge end.

**Remarks**

12/05/2022 - EJW - Maintenance forces have placed asphalt in the potholes as a temporary repair. Deficiencies still exist at this inspection.

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The left lane of the South approach roadway has large potholes at the bridge end.



Failing repair over abutment 2.



Repairs over bent 2.



**Maintenance Needs**

**Date Reported:** 11/07/2012

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Element

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**Deficiency Description**

Exterior Edges of the Concrete Slab Spans -

The undersurface of the concrete slab portion of the deck has 3' wide areas that are delaminated along both exterior edges.

Span # 2 has spalling with exposed reinforcing steel on the undersurface along both exterior edges of the concrete slabs. The exposed reinforcing steel has active corrosion with initial section loss.

**Remarks**

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Span 1, left side-Delaminated areas along slab edge.



Span 2 slab, right side-Spalling / delaminated areas with exposed reinforcing steel.

**Maintenance Needs**

**Date Reported:** 11/07/2012

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** Monitor

**Component:** Substructure

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**Deficiency Description**

Substructure -

Concrete spalls with exposed reinforcing steel in Bent # 2 cap and Column # 5.

**Remarks**

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Bent # 2, column # 5-Spalling with exposed reinforcing steel.



Bent # 2 cap-Spalling with exposed reinforcing in bay 1.

**Maintenance Needs**

**Date Reported:** 11/07/2012

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** Repair Documented

**Component:** Deck

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**Deficiency Description**

Deck / Concrete Slab Driving Surface -

The driving surface of the deck has sealable longitudinal and map cracking.

**Remarks**

12/05/2022 - EJW - Deficiency now being documented under the Routine Maintenance tab.

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Longitudinal and mapcracking in driving surface.



Longitudinal and mapcracking in driving surface of original portion of deck.





**Asset #A1425**(Routine, Underwater type 2)

**US Highway 71 over Dye Creek - Wash. Co.**

**Location: 0.72 MI N JCT SH 170**

**Team Lead:** Eric West, **Inspection Date:** 12/05/2022

#### **Maintenance Needs**

**Date Reported:** 11/07/2012

**Priority:** D- Routine

**Type of Work:** Repair (General)

**Status:** RepairDocumented

**Component:** Element

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#### **Deficiency Description**

Deck Joint Seals -

The compression deck joint seals are deteriorating and appear to leak water.

#### **Remarks**

12/05/2022 - EJW - Deficiency now being documented under the Routine Maintenance tab.

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The compression deck joint seals are deteriorating and appear to leak water.





Asset #A1425(Routine, Underwater type 2)

US Highway 71 over Dye Creek - Wash. Co.

Location: 0.72 MI N JCT SH 170

Team Lead: Eric West, Inspection Date: 12/05/2022

## 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	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
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)**

**A-55 - Deck Washing Needed**

**A-56 - Joint Cleaning/Flushing Needed**



**Asset #A1425**(Routine, Underwater type 2)

**US Highway 71 over Dye Creek - Wash. Co.**

**Location: 0.72 MI N JCT SH 170**

**Team Lead: Eric West, Inspection Date: 12/05/2022**

**A-57 - Beam End and Bearing Painting Needed**

**A-58 - Cap Cleaning/Flushing Needed**

**A-59 - Joint Repair Needed (Yes)**

**A-60 - Full Beam Painting Needed**

**A-61 - Polymer Overlay Advised**

**A-62 - Hydro and LMC Advised (Yes)**

**A-63 - Missing/Incorrect Log Mile Signage**

**A-64 - Vegetation Removal Requested**



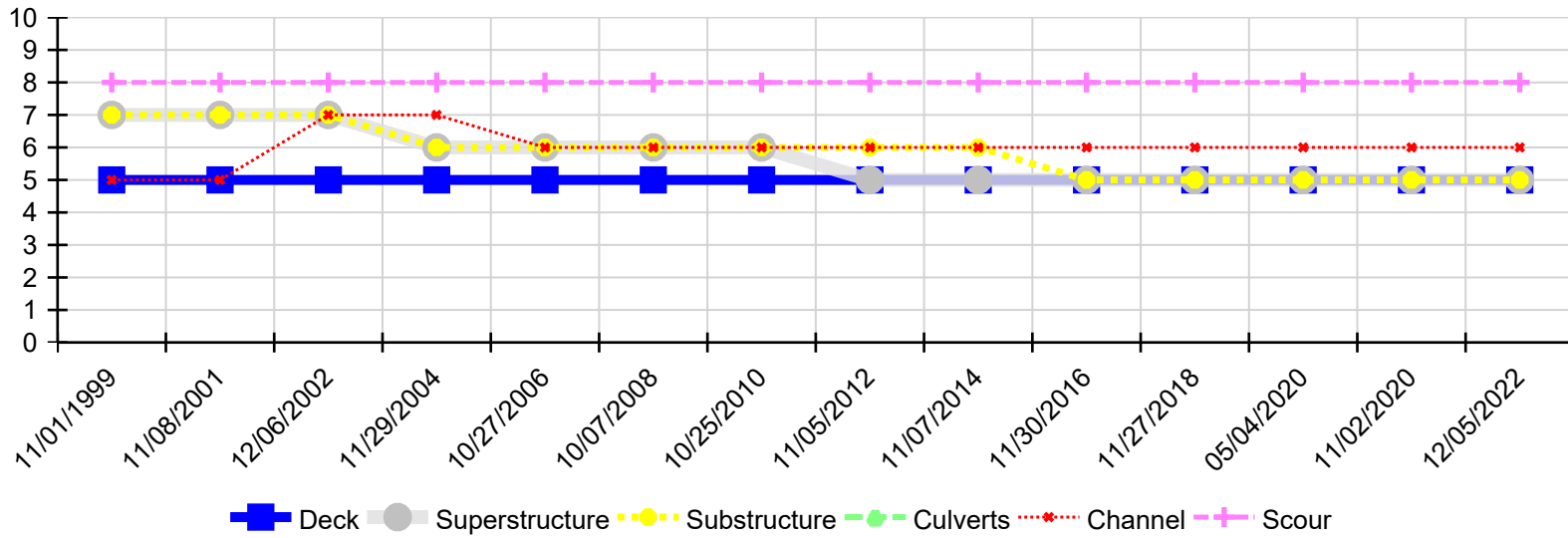
Asset #A1425(Routine, Underwater type 2)

US Highway 71 over Dye Creek - Wash. Co.

Location: 0.72 MI N JCT SH 170

Team Lead: Eric West, Inspection Date: 12/05/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/05/2022	5	5	5	N	6	8
11/02/2020	5	5	5	N	6	8
05/04/2020	5	5	5	N	6	8
11/27/2018	5	5	5	N	6	8
11/30/2016	5	5	5	N	6	8
11/07/2014	5	5	6	N	6	8
11/05/2012	5	5	6	N	6	8
10/25/2010	5	6	6	N	6	8
10/07/2008	5	6	6	N	6	8
10/27/2006	5	6	6	N	6	8
11/29/2004	5	6	6	N	7	8
12/06/2002	5	7	7	N	7	8
11/08/2001	5	7	7	N	5	8
11/01/1999	5	7	7	N	5	8