



Latitude:35.81909, Longitude:-94.12610

Route:71 Section:16 Log:4.36

Arnold Road ID:72x71x16xA, Arnold Log mile:4.341

District 04, Washington County

Owner: 1-State Highway Agency



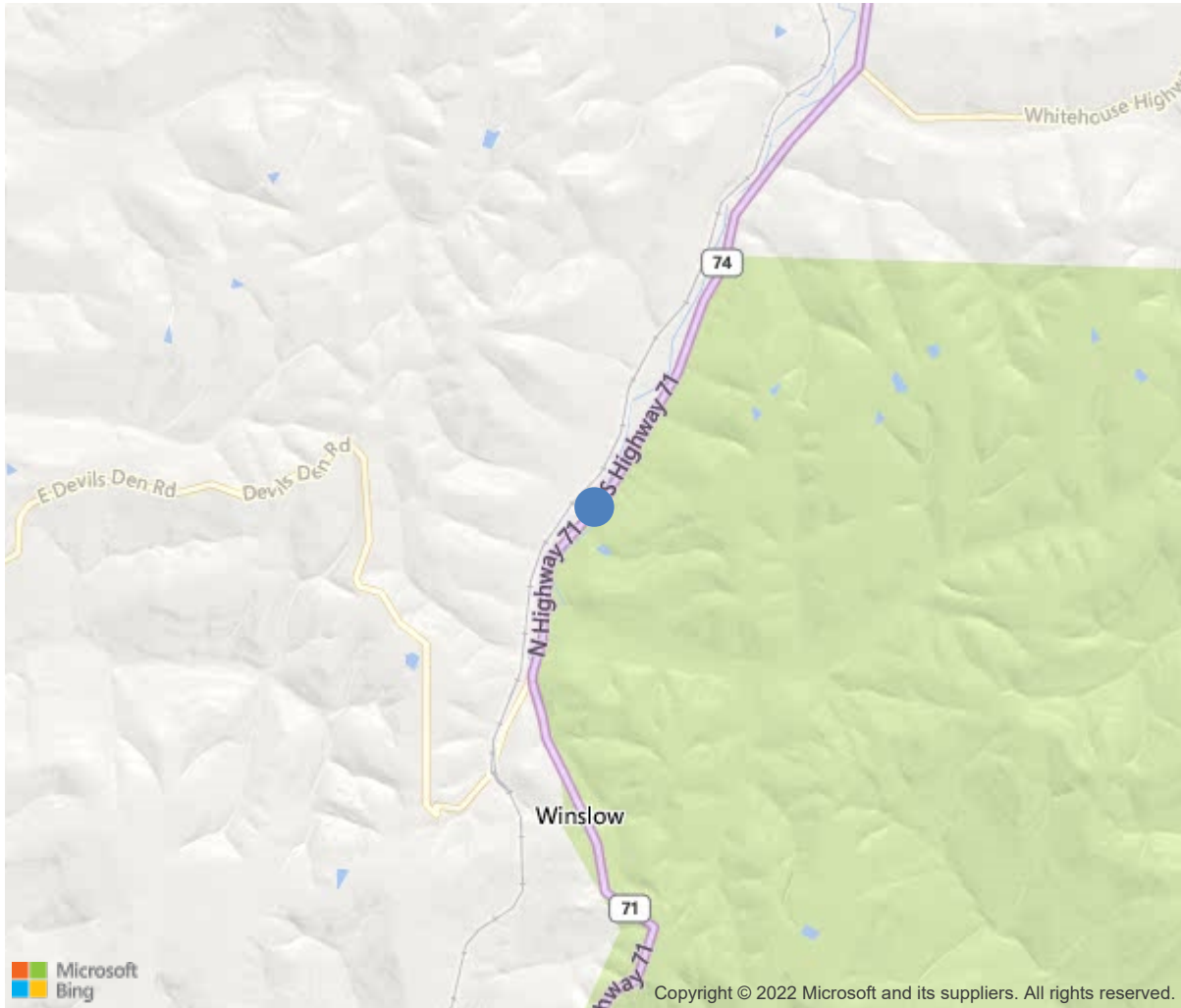
**Bridge #07057**(Routine, Underwater type 2)

**US 71 Sec 16 over West Fork of White River**

**Location: 4.36 Mi N Crawford Co Lin**

**Team Lead:** Eric West **Inspection Date:** June 01, 2022

4.36 Mi N Crawford Co Lin



35.81909, -94.12610

Inspection Direction : S to N



**Bridge #07057**(Routine, Underwater type 2)

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**Location: 4.36 Mi N Crawford Co Lin**

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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	07057
(5) Inventory Route	71
(2) Highway Agency District	04
(3) County Code	143-Washington County, Arkansas
(4) Place Code	0
(6) Features Intersected	West Fork of White River
(7) Facility Carried	US 71 Sec 16
(9) Location	4.36 Mi N Crawford Co Lin
(11) Mile Point	4.36 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	00000
(16) Latitude	35.81909
(17) Longitude	-94.1261
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	4
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	1-Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2010
(106) Year Reconstructed	0
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	1800
(30) Year of ADT	2018
(109) Truck ADT	5 %
GEOMETRIC DATA	
(48) Length of Maximum Span	55 ft
(49) Structure Length	200 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	43.4 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0-No median
(34) Skew	45 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41 ft
(53) Min Vert Clear Over Bridge Rdwy	99.9 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	99.9 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	1-Navigation protection not requ
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	6-Rural Minor Arterial
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	N-No parallel structure exists.
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0-N/A
(110) Designated National Network	1-The inventory route is part of the
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	4-Historical significance is not dete
CONDITION	
(58) Deck	8
(59) Superstructure	8
(60) Substructure	8
(61) Channel & Channel Protection	7
(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	4
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	8
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	3900
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/2022		
(91) Frequency	24 Months		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	8633	8349	284	0	0
1120	Efflorescence/Rust Staining	SF	24	0	24	0	0
1130	Cracking (RC and Other)	SF	220	0	220	0	0
1190	Abrasion/Wear (PSC/RC)	SF	40	0	40	0	0
(12)							
-The Left lane of Spans # 1, 2, and 3 have a full length longitudinal hairline crack located approximately 12" from the white line. -The Left lane of Span # 2 has an area of staining. Stains are approximately 12" long and are spaced approximately 8" to 14" apart with no apparent change since the last inspection. -The overhangs of the deck have transverse cracking with efflorescence visible in the undersurface that correspond with the joints in the parapet wall. -Bent # 2 has a random saw joint from the construction process. Contractor has sealed random saw joint.							
107	Steel Open Girder/Beam	LF	1000	1000	0	0	0
515	Steel Protective Coating	SF	9243	1030	8213	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	9138	925	8213	0	0
(107)							
-A588 weathering steel with no apparent noteworthy problems at this inspection. -No visible cracks in the steel beams.							
205	Reinforced Concrete Column	EA	9	7	2	0	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	1	0	0
(205)							
-The base of Bent # 4, Column # 1 has an area of light honeycomb where the forms were bolted together during the construction process and insignificant scrape marks from the construction process. The column has a shrinkage crack on the backface at the honeycomb area. -There are no apparent changes since the last inspection.							
215	Reinforced Concrete Abutment	LF	151	118	31	2	0
1120	Efflorescence/Rust Staining	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	31	0	31	0	0
(215)							
-There are transverse hairline cracks in the top of the abutment back walls visible from the driving surface of the deck. -There is one shallow baseball size spall with no exposed reinforcing steel in the top of the backwall visible from the driving surface of the Right lane.							
234	Reinforced Concrete Pier Cap	LF	171	171	0	0	0
(234)							
-There are no apparent noteworthy changes since last inspection.							

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
301	Pourable Joint Seal	LF	113	97	0	16	0
2310	Leakage	LF	16	0	0	16	0
(301)							
-The expansion joint sealant at both abutments is in place and appears to have minor surface weathering.							
-Abutment #1 has an area of minor adhesion failure in the Rt half of the seal.							
310	Elastomeric Bearing	EA	25	15	7	3	0
1000	Corrosion	EA	10	0	7	3	0
515	Steel Protective Coating	SF	75	45	21	9	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	75	45	21	9	0
(310)							
-External load plates and masonry plates have active corrosion with light pack rust in areas.							
Previous Inspection Notes -							
A portion of the anchor bolt sleeve appears to have been removed in order to accommodate the sleeve. The masonry plate is making contact with the anchor bolt at this inspection. Temperature is approximately 95 degrees.							
331	Reinforced Concrete Bridge Railing	LF	400	369	31	0	0
1130	Cracking (RC and Other)	LF	31	0	31	0	0
(331)							
-There are vertical hairline shrinkage cracks in the parapet walls.							



Elevation



Roadway





Abutment #2 vertical crack with efflorescence buildup.



Typical driving surface of the deck.





Span #1 typical undersurface of the deck.



Span #2 typical undersurface of the deck.





Abutment #1 typical.



Typical intermediate bent.





Sealable deck cracking.



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



## Maintenance Needs

**Date Reported:** 05/08/2018  
**Priority:** C - Important  
**Type of Work:** Repair  
**Status:** Monitor  
**Inspection Direction** S to N  
**Component:** Channel

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### Deficiency Description

North embankment adjacent to Bent # 4 has rip rap displacement that exposes the filter fabric.  
Large drift accumulation at Bent 4.

### Remarks

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Bent 4 Column 3 Large drift

**Date Reported:** 06/02/2022  
**Priority:** D- Routine  
**Type of Work:** Repair  
**Status:** Open  
**Inspection Direction** S to N  
**Component:** 310 - Elastomeric Bearing

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### Deficiency Description

Elastomeric Bearings-

The external load plates and the masonry plates have active corrosion with pack rust in areas.

### Remarks

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





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**US 71 Sec 16 over West Fork of White River**

**Location: 4.36 Mi N Crawford Co Lin**

**Team Lead:** Eric West **Inspection Date:** June 01, 2022

### **Inspection Comments**

06/01/2022 - EJW & JPW - Routine and Underwater Type II Inspection conducted on this date. Channel profile taken this inspection.

7/26/2020 RWF- Routine inspection conducted this date.

7/29/2020 RWF Inspection software did not show this bridge in the inspection schedule. Filter for late bridges did not show this bridge. Software glitch resulted in this bridge being 2 months late.

-Visual observation during low water conditions indicate that the footings have cover with no apparent scour problems at this inspection.

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### **Substructure Notes**

06/01/2022 - EJW & JPW - Underwater Type II Inspection conducted on this date. Wading, probing and visual observation indicates all footings have cover with no apparent scour problems.