

### Bridge 06361 Inspection Report



Latitude:34.90297, Longitude:-94.09140

Route:71 Section:10 Log:4.149

Arnold Road ID:63x71x10BxA, Arnold Log mile:3.925

District 04, 127 - Scott County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

### Bridge Posting Information

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

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

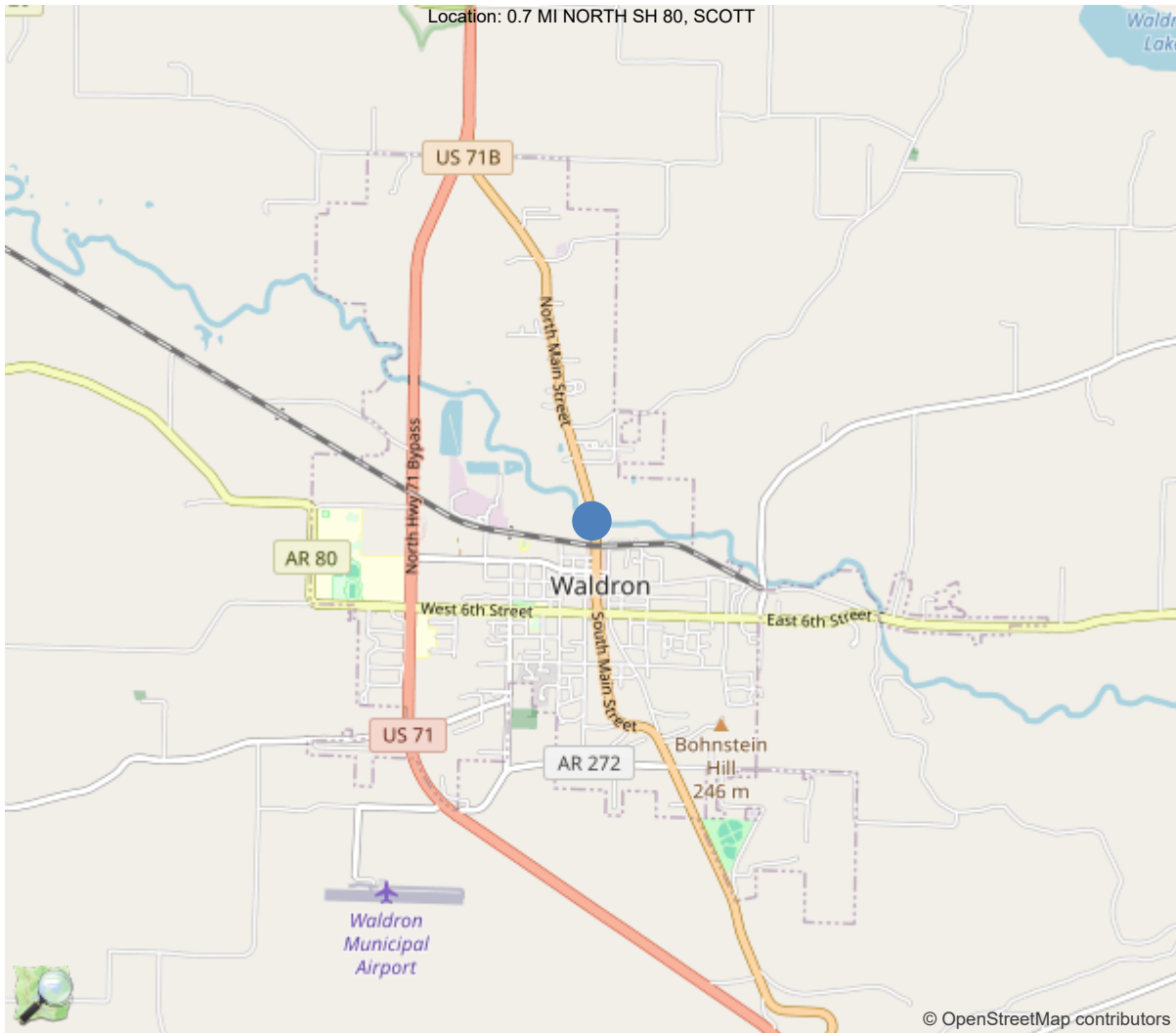
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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





34.90297, -94.09140

## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06361
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	127 - Scott County
(4) Place Code	72380
(6) Features Intersected	Poteau River
(7) Facility Carried	US 71-SEC 10B
(9) Location	0.7 MI NORTH SH 80, SCOTT
(11) Mile Point	4.149 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.90297
(17) Longitude	-94.0914
(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	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	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1991
(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	3200
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	59 ft
(49) Structure Length	372.5 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	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0 - No median
(34) Skew	30 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	40 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 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	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(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	7
(59) Superstructure	6
(60) Substructure	7
(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	
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	6
(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	4880
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			03/17/2025
(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.			



Team Lead: Eric West, Inspection Date: 03/17/2025

## Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	06361
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	01086
B.W.01 Year Built	1991

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	127 - Scott County
B.L.03 Place Code	72380 - Waldron
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	34.90297
B.L.06 Longitude	-94.0914
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	0.7 MI NORTH SH 80, SCOTT
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	367.5
B.G.02 Total Bridge Length	373
B.G.03 Max Span Length	59.1
B.G.04 Min Span Length	50.4
B.G.05 Bridge Width Out-to-Out	42.7
B.G.06 Bridge Width Curb-to-Curb	40
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	40

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	30
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	23
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	15910.1

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20 - HS-20
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	1
B.LR.06 Operating Load Rating Factor	1.67
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	N - No E/E' details
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	6 - SATISFACTORY - Widespread
B.C.03 Substructure Condition	7 - GOOD - Some minor defects.
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	6 - SATISFACTORY - Widespread
B.C.08 Bridge Joints Condition	3 - SERIOUS - Some major defec
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
B.C.10 Channel Protection Condition	6 - SATISFACTORY - Widespread
B.C.11 Scour Condition Rating	8 - Insignificant scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	A - Seismic evaluation completed. B

Team Lead: Eric West, Inspection Date: 03/17/2025

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	7	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	C01 - Coating - epoxy coated
B.SP.07 Span Protective System	P01 - Patina - uncoated weathe	B.SP.13 Deck Stay-In-Place Forms	M01 - Metal

SUBSTRUCTURE SETS			
<b>A1</b>			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
<b>P1</b>			
B.SB.02 No. of Substructure Units	6	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	B01 - Bent - column or open	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	3200
B.F.03 Feature Name	US 71-SEC 10B	B.H.10 Annual ADTT	32
B.H.01 Functional Classification	5 - Major Collector	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	40.6
B.H.07 LRS Mile Point	4.149	B.H.17 Bypass Detour Length	2
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	1	71	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	6 - Business



Team Lead: Eric West, Inspection Date: 03/17/2025

## WATERWAY FEATURES

W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	Poteau River	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

## POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and Open	

## LOAD EVALUATION AND POSTING

B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
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**Asset #06361** (Routine)

**US 71-SEC 10B over Poteau River**

**Location: 0.7 MI NORTH SH 80, SCOTT**

**Team Lead:** Eric West **Inspection Date:** 03/17/2025

## **Inspection Notes**

### General Observation

03/17/2025 - EJW & JPW - Routine Inspection conducted on this date. Structure accessed from the ground with the use of waders.

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#### 58 - Deck (7 - GOOD CONDITION - some minor problems.)

Overall, the deck is in good condition with sealable deck cracks on the driving surface and transverse cracks with light efflorescence on the undersurface visible in the overhangs.

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#### 59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Overall, the superstructure is in satisfactory condition due to section loss to ends of girders in several locations due to failed expansion joint seals.

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#### 60 - Substructure (7 - GOOD CONDITION - some minor problems.)

Overall, the substructure is in good condition with light cracking and abrasion at the base of the columns in areas.

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#### 61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Channel-

Overall the channel is in good condition, the banks are vegetated and appear stable. The Southwest embankment below abutment # 1 has a large area of erosion that does not threaten the substructure at this inspection.

Construction plans layout sheet, Drawing No. 31092 states that "Footings shall be set a minimum of 1'-6" into material designated as medium / hard or hard shale on the Boring Legend.

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#### A-54 - Sealable Deck Cracks (Y)

Deck -

The driving surface of the deck has sealable cracking.

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#### A-57 - Girder End and Bearing Painting Needed (Y)

A588 Weathering Steel Superstructure -

Girder ends and bearings over both abutments and over bent # 5 have active corrosion with flaking rust where the joint seals leak water onto the superstructure. The girder ends at bent # 5 appear to be the most notable area with corrosion with flaking rust and initial section loss in several locations.

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#### A-58 - Cap Cleaning/Flushing Needed (Y)

Bent caps have heavy dirt and debris accumulation due to failed expansion joint sealant.

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#### A-59 - Joint Repair Needed (Y)

Expansion Joints -

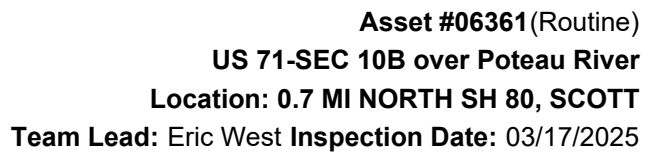
The pourable expansion joint sealant at bent # 5 has full depth adhesion failure the entire length of the joint. The deck joint seals at the abutments have adhesion failure, debris impaction and leak water on the superstructure and substructure.

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#### A-61 - Polymer Overlay Advised (Y)

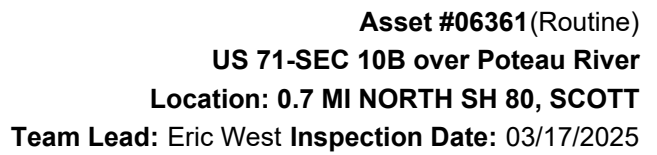
Structure appears to be a good candidate for a polymer wearing surface.

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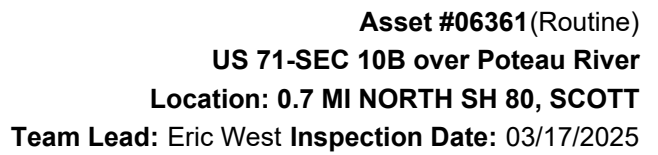


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	15850	11424	4416	10	0
1090	Exposed Rebar	SF	1	0	1	0	0
1120	Efflorescence/Rust Staining	SF	218	0	218	0	0
1130	Cracking (RC and Other)	SF	1439	0	1429	10	0
1190	Abrasion/Wear (PSC/RC)	SF	2768	0	2768	0	0
<p>(12) Driving Surface: Deck has transverse cracking with a portion of the cracks that has been sealed with epoxy. Sealable cracks still exist in the driving surface. Minor pop-outs on the driving surface.</p> <p>Deck Undersurface: Undersurface of deck not visible due to SIP forms. There is transverse cracking with efflorescence in the undersurface of the deck overhangs. Span # 6, left: the edge of deck has one softball sized spall with exposed reinforcing steel. Total Quantities: 1SF CS2 rebar, 218SF CS2 efflorescence, 1429SF CS2 &amp; 10SF CS3 cracking, 2768SF CS2 abrasion.</p>							
107	Steel Open Girder/Beam	LF	2220	2037	121	62	0
1000	Corrosion	LF	183	0	121	62	0
515	Steel Protective Coating	SF	18639	18480	16	79	64
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	158	0	16	78	64
3440	Effectiveness (Steel Protective Coatings)	SF	1	0	0	1	0
<p>(107) Steel Open Girder: Girder ends over both abutments and over and adjacent to bent # 5 have active corrosion with flaking rust where the joint seals leak water onto the superstructure. The girder ends at bent # 5 appear to be the most notable area with corrosion with flaking rust and initial section loss in several locations.</p> <p>Span # 6, girder # 1: the splice connection # 2 has one bolt missing from the bottom flange splice connection. The splice plate was not drilled during the fabrication process and the connection is in "As-built" condition. Span # 6, girder # 1: girder has 3' area with mill imperfections in the bottom flange adjacent to bent # 6. Span # 6, girder # 4: girder has a 5' areas with mill imperfections visible from the undersurface of the bottom flange at mid-span. Span # 7, girder # 6: girder at abutment # 2 has an area of abnormal weathering on the beam. Total Quantities: 121LF CS2 &amp; 62LF CS3 corrosion.</p> <p>(515-107) Steel Protective Coating: areas of the coating have advanced weathering. Total Quantities: 16SF CS2, 78SF CS3 &amp; 64SF CS4 oxide film degradation, 1SF CS3 effectiveness.</p>							
205	Reinforced Concrete Column	EA	12	8	4	0	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	3	0	3	0	0
<p>(205) RC Column: Light abrasion at the base of the columns in the channel. Bent # 2, column # 1: footing exposed but has no apparent undermining at this inspection. Bent # 3, column # 2: column has a minor horizontal crack mid-way up column. Total Quantities:1EA CS2 cracking, 3EA CS2 abrasion.</p>							





ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	136	104	31	1	0
1080	Delamination/Spall/Patched Area	LF	10	0	10	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	21	0	21	0	0
<p>(215) RC Abutment: There are vertical hairline cracks at varying spacing in the face of the backwall that propagate transversely across the top of the backwall. Stains on the abutments indicate the deck joint seals leak. Top of abutment backwalls have areas of shallow spalling.</p> <p>Abutment # 1: abutment has erosion at the base of the dumped rip-rap with no apparent settlement at the abutment.</p> <p>Abutment # 2, right: the backwall has an 8" spall with exposed reinforcing steel at the cap juncture.</p> <p>Abutment # 2, right: the vertical face of bridge seat on right side under girder # 6 has a 5" delaminated area under girder # 6.</p> <p>Total Quantities: 10LF CS2 delam/spall/patched area, 1LF CS3 rebar, 21LF CS2 cracking.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	100	100	0	0	0
(220) RC Footing: Bent # 2, column # 1 top of footing is partially exposed at this inspection, but has no apparent undermining.							
234	Reinforced Concrete Pier Cap	LF	282	266	16	0	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
<p>(234) RC Pier Cap: Bent # 5 cap has heavy debris accumulation and stains due to complete failure of the expansion joint seal. Vertical cracks in the caps in random locations.</p> <p>Bent # 5, right: the cap has a softball size spall with exposed reinforcing steel with initial section loss and a vertical crack under beam # 6. The cap undersurface between the columns has two 6" delaminated areas. The left undersurface of cap has a 6" delaminated area.</p> <p>Total Quantities: 4LF CS2 delam/spall/patched areas, 1LF CS2 rebar, 11LF CS2 cracking.</p>							
301	Pourable Joint Seal	LF	48	0	0	0	48
2310	Leakage	LF	48	0	0	0	48
<p>(301) Poured Joint Seal:</p> <p>Bent # 5: the expansion joint seal has complete adhesion failure and has fallen out of the joint.</p> <p>Total Quantities:48LF CS4 leakage.</p>							
302	Compression Joint Seal	LF	96	0	0	96	0
2310	Leakage	LF	96	0	0	96	0
(302) Compression Joint Seal: the joint seals at the abutments have adhesion failure with portions of the seals missing and leak water on the substructure. The expansion joint assemblies in the shoulders have dirt and debris accumulation.							
310	Elastomeric Bearing	EA	54	35	14	5	0
1000	Corrosion	EA	19	0	14	5	0
515	Steel Protective Coating	SF	54	32	1	14	7
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	21	0	1	13	7
3440	Effectiveness (Steel Protective Coatings)	SF	1	0	0	1	0
(310) Elastomeric Bearings: There is active corrosion with flaking rust in the exterior loading plates of the bearings at the abutments							

[illegible]

## Inspection Photos and Notes



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Elevation



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Driving Surface: typical.



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Undersurface, Span # 1: typical.



03/17/2025

Undersurface, Span # 2: typical.





Undersurface, Span # 3: typical.



Undersurface, Span # 4: typical.



Undersurface, Span # 5: typical.



Undersurface, Span # 6: typical.





Undersurface, Span # 7: typical.



Abutment #1: typical.



Bent # 2: typical.



Bent # 3: typical.





Bent # 4: typical.



Bent # 5: typical.



Bent # 6: typical.



Bent # 7: typical.





Abutment # 2: typical.



Upstream



Downstream



Sealable deck cracking.





Abutment # 1, girder # 4: active corrosion with flaking rust.



Bent # 5 debris accumulation on the bent cap.



Abutment # 1 debris accumulation on the bent cap.



Bent # 5: typical.





Compression Joint Seal, Abutment #1: typical.



Compression Joint Seal, Abutment #2: typical.



Sealable deck cracking.



Abutment # 1, girder # 4: active corrosion with flaking rust.





Span # 6, girder # 4: girder has a 5' areas with mill imperfections visible from the undersurface of the bottom flange at mid-span.



Bent # 5: typical.



Compression Joint Seal, Abutment #1: typical.



Compression Joint Seal, Abutment #2: typical.



Abutment # 1: active corrosion in the bearings.



Abutment # 2, bearing # 2: active corrosion with flaking rust.



### Maintenance Needs

Date Reported: 02/06/2023

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

### Deficiency Description

South Embankment -  
The South embankment has erosion.

### Remarks



Abutment #1: typical.



The South embankment has erosion.

## Routine Maintenance

### Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	Yes
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

#### **A-54 - Sealable Deck Cracks (Yes)**

Deck -

The driving surface of the deck has sealable cracking.



Sealable deck cracking.



**A-55 - Deck Washing Needed (No)**

**A-56 - Joint Cleaning/Flushing Needed (No)**

**A-57 - Girder End and Bearing Painting Needed (Yes)**

A588 Weathering Steel Superstructure -

Girder ends and bearings over both abutments and over bent # 5 have active corrosion with flaking rust where the joint seals leak water onto the superstructure. The girder ends at bent # 5 appear to be the most notable area with corrosion with flaking rust and initial section loss in several locations.



Abutment # 1, girder # 4: active corrosion with flaking rust.

**A-58 - Cap Cleaning/Flushing Needed (Yes)**

Bent caps have heavy dirt and debris accumulation due to failed expansion joint sealant.



Bent # 5 debris accumulation on the bent cap.



Abutment # 1 debris accumulation on the bent cap.

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

**Expansion Joints -**

The pourable expansion joint sealant at bent # 5 has full depth adhesion failure the entire length of the joint. The deck joint seals at the abutments have adhesion failure, debris impaction and leak water on the superstructure and substructure.



Bent # 5: typical.



Compression Joint Seal, Abutment #1: typical.



Compression Joint Seal, Abutment #2: typical.

**A-60 - Full Girder Painting Needed (No)**

**A-61 - Polymer Overlay Advised (Yes)**

Structure appears to be a good candidate for a polymer wearing surface.





**Asset #06361**(Routine)

**US 71-SEC 10B over Poteau River**

**Location: 0.7 MI NORTH SH 80, SCOTT**

**Team Lead: Eric West Inspection Date: 03/17/2025**

**A-62 - Hydro and LMC Advised (No)**

**A-63 - Missing/Incorrect Log Mile Signage (No)**

**A-64 - Vegetation Removal Requested (No)**

**A-65 - Clogged deck drains?**

**A-66 - Approach minor pothole/leveling needed**



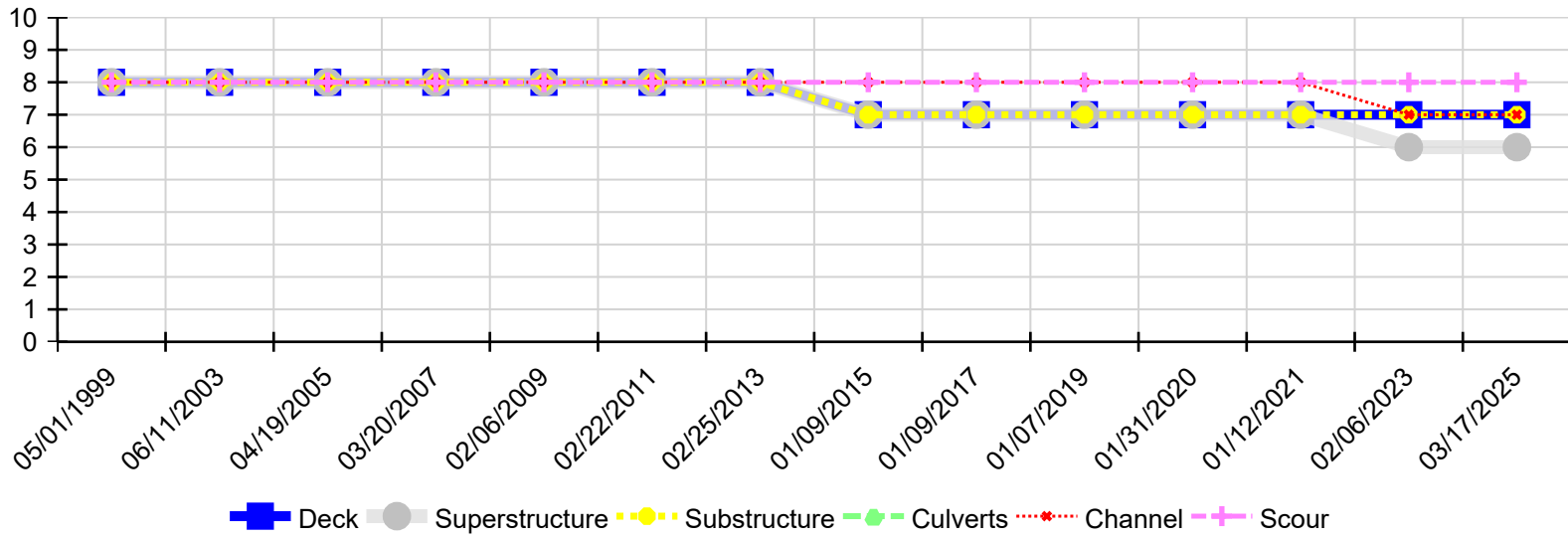
Asset #06361(Routine)

US 71-SEC 10B over Poteau River

Location: 0.7 MI NORTH SH 80, SCOTT

Team Lead: Eric West Inspection Date: 03/17/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/17/2025	7	6	7	N	7	8
02/06/2023	7	6	7	N	7	8
01/12/2021	7	7	7	N	8	8
01/31/2020	7	7	7	N	8	8
01/07/2019	7	7	7	N	8	8
01/09/2017	7	7	7	N	8	8
01/09/2015	7	7	7	N	8	8
02/25/2013	8	8	8	N	8	8
02/22/2011	8	8	8	N	8	8
02/06/2009	8	8	8	N	8	8
03/20/2007	8	8	8	N	8	8
04/19/2005	8	8	8	N	8	8
06/11/2003	8	8	8	N	8	8
05/01/1999	8	8	8	N	8	8