



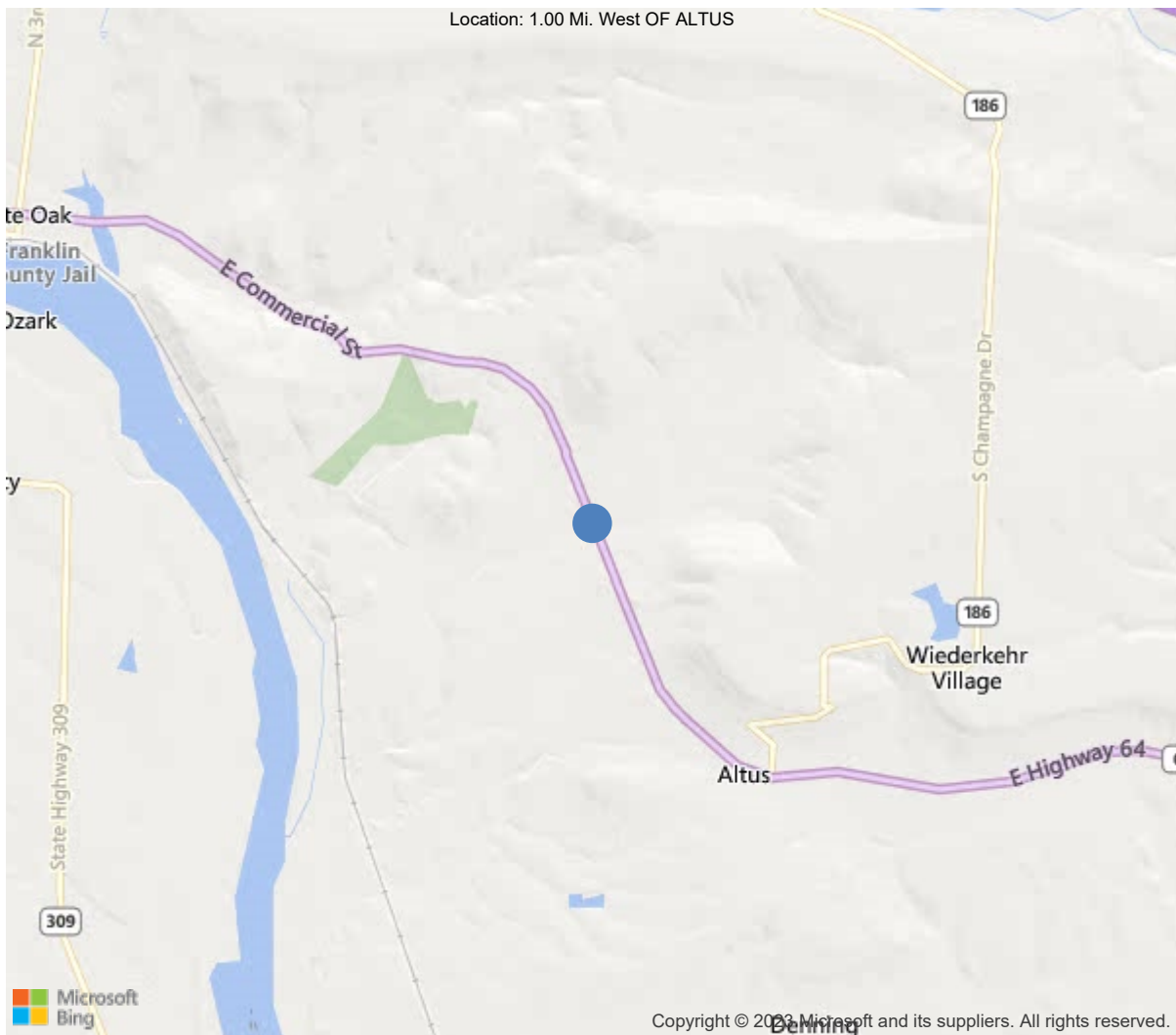
Latitude:35.46468, Longitude:-93.77673

Route:64 Section:03 Log:16.31

Arnold Road ID:24x64x3xA, Arnold Log mile:16.332

District 04, 47 - Franklin County

Owner: 1 - State Highway Agency



35.46468, -93.77673



Asset #01648(Routine)

US Highway 64 over Pond Creek - Frank. Co.

Location: 1.00 Mi. West OF ALTUS

Team Lead: Eric West, Inspection Date: 05/26/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	01648
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	47 - Franklin County
(4) Place Code	0
(6) Features Intersected	Pond Creek - Frank. Co.
(7) Facility Carried	US Highway 64
(9) Location	1.00 Mi. West OF ALTUS
(11) Mile Point	16.31 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.464676
(17) Longitude	-93.776726
(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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1931
(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	3700
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	60 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	26.9 ft
(52) Deck Width Out to Out	30 ft
(32) Approach Roadway Width (W/Shoulders)	42 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	28.2 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	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	6
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	53
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	32
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(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	85 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 300
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	4100
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date	05/26/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.</p>			



General Observation

05/26/2022 - EJW & JPW - Routine Inspection conducted on this date.

05/07/2020 RSM & SPC: Routine and underwater Type II inspections conducted this date. See element notes for documentation. Channel sounded profiled this inspection. See Microstation drawing linked in "Files" for sounding measurements.

Elements were plan verified.

Wading and probing in low water conditions indicate no apparent scour problems at this inspection.

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

05/07/2020 RSM & SPC: Underwater Type II inspection: Wading, probing and visual observation in slightly elevated water conditions revealed that abutment # 2 footing is exposed but has no apparent undermining at this inspection. All other footings have cover at this inspection. Channel sounded / profiled this inspection. See Microstation drawing linked in "Files" for sounding measurements.

A-46 - Asset Files

-



Asset #01648(Routine)

US Highway 64 over Pond Creek - Frank. Co.

Location: 1.00 Mi. West OF ALTUS

Team Lead: Eric West, Inspection Date: 05/26/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1800	1783	13	4	0
1120	Efflorescence/Rust Staining	SF	17	0	13	4	0
510	Wearing Surfaces	SF	1800	379	11	1410	0
3210	Delam/Spall/Patched Area/Pothole	SF	11	0	11	0	0
3220	Crack (Wearing Surface)	SF	1410	0	0	1410	0
(16) Concrete deck girder with an asphalt driving surface. -The asphalt driving surface has map cracking in both spans. -There is map cracking with asphalt deterioration over Bent # 2. Deck undersurface: -There is a diagonal crack with light efflorescence in Span # 1, Bay # 3 adjacent to abutment # 1. -There is a diagonal crack with light efflorescence in Span # 2, Bay # 1 adjacent to a abutment # 2. -Span #2 Lt at abutment #2 has diagonal cracks with efflorescence buildup.							
110	Reinforced Concrete Open Girder/Beam	LF	240	172	67	1	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	65	0	65	0	0
(110) Reinforced concrete deck girder - -There is vertical hairline flexure cracking at approximately 12 inch centers near mid-span of superstructure. -Span # 2, Girder # 1 has an 8" delaminated area in the North face of the Girder located approximately 8' from Bent # 3. -Span # 2, the end of Girder # 3 has a shallow 4" spall with no visible reinforcing steel On each side of the girder over Bent # 2. -Span # 2, the end of Girder # 4 has a 6" spall with exposed reinforcing steel over Bent # 2. -No visible shear cracks in the concrete girders.							
205	Reinforced Concrete Column	EA	2	1	0	1	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	0	1	0
(205) -Medium abrasion with isolated areas of heavy abrasion to column # 1 of bent # 2.							
210	Reinforced Concrete Pier Wall	LF	24	1	23	0	0
1130	Cracking (RC and Other)	LF	1	1	0	0	0
1190	Abrasion/Wear (PSC/RC)	LF	23	0	23	0	0
(210) Bent # 2 web wall- -There is light abrasion at the base of the web wall at Bent # 2.							
215	Reinforced Concrete Abutment	LF	136	117	18	1	0
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1120	Efflorescence/Rust Staining	LF	2	0	1	1	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0

US Highway 64 over Pond Creek - Frank. Co.

Location: 1.00 Mi. West OF ALTUS

Team Lead: Eric West, **Inspection Date:** 05/26/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1800	1783	13	4	0
1120	Efflorescence/Rust Staining	SF	17	0	13	4	0
510	Wearing Surfaces	SF	1800	379	11	1410	0
3210	Delam/Spall/Patched Area/Pothole	SF	11	0	11	0	0
3220	Crack (Wearing Surface)	SF	1410	0	0	1410	0
<p>(16) Concrete deck girder with an asphalt driving surface.</p> <p>-The asphalt driving surface has map cracking in both spans.</p> <p>-There is map cracking with asphalt deterioration over Bent # 2.</p> <p>Deck undersurface:</p> <p>-There is a diagonal crack with light efflorescence in Span # 1, Bay # 3 adjacent to abutment # 1.</p> <p>-There is a diagonal crack with light efflorescence in Span # 2, Bay # 1 adjacent to a abutment # 2.</p> <p>-Span #2 Lt at abutment #2 has diagonal cracks with efflorescence buildup.</p>							

Asset #01648(Routine)



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	2	1	0	1	0
1190	Abrasion/Wear (PSC/RC)	EA	1	0	0	1	0
(205) -Medium abrasion with isolated areas of heavy abrasion to column # 1 of bent # 2.							
210	Reinforced Concrete Pier Wall	LF	24	1	23	0	0
1130	Cracking (RC and Other)	LF	1	1	0	0	0
1190	Abrasion/Wear (PSC/RC)	LF	23	0	23	0	0
(210) Bent # 2 web wall- -There is light abrasion at the base of the web wall at Bent # 2.							
215	Reinforced Concrete Abutment	LF	136	117	18	1	0
1080	Delamination/Spall/Patched Area	LF	6	0	6	0	0
1120	Efflorescence/Rust Staining	LF	2	0	1	1	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
1190	Abrasion/Wear (PSC/RC)	LF	6	0	6	0	0
(215) -Abutment # 1 stem wall has a shallow 4" spall in the bearing area of girder # 1. -Abutment # 1 stem wall has a hairline vertical crack under girder # 4. -Abutment #2 has two 10" spalls with exposed reinforcing steel in the stem wall of abutment # 2. Exposed reinforcing steel has active corrosion with initial section loss at this inspection. These have been grouted over and currently not visible. -Abutment #2 has shallow spalls with no exposed reinforcing steel under girders # 1, 3 ,& 4, these have been grouted and are not visible. -Abutment #2 has light abrasion at the base of the the abutment # 2 stem wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	162	137	25	0	0
1190	Abrasion/Wear (PSC/RC)	LF	25	0	25	0	0
(220) -The majority of the length of footing is exposed at abutment # 2. The vertical face of footing has light abrasion. -Footings have light / medium abrasion.							
234	Reinforced Concrete Pier Cap	LF	30	30	0	0	0
1080	Delamination/Spall/Patched Area	LF	1	1	0	0	0
(234) -There is shallow spalling with no exposed reinforcing steel visible in the bearing areas under the concrete girders. -There are no apparent noteworthy changes since last inspection.							

60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Comment: 05/07/2020 RSM & SPC: Underwater Type II inspection: Wading, probing and visual observation in slightly elevated water conditions revealed that abutment # 2 footing is exposed but has no apparent undermining at this inspection. All other footings have cover at this inspection. Channel sounded / profiled this inspection. See Microstation drawing linked in "Files" for sounding measurements.



Asset #01648(Routine)

US Highway 64 over Pond Creek - Frank. Co.

Location: 1.00 Mi. West OF ALTUS

Team Lead: Eric West, Inspection Date: 05/26/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



Roadway



Roadway



Typical driving surface of the deck.



Span #2 typical undersurface of the deck.



Span #2 typical undersurface of the deck.



Span #2 girder #4 at Bent #2 spalling.



Abutment #2 grouted repairs to the spalling in the abutment stem.



Span #1, Bent #2 Lt fractured rail and post.



Typical bridge rail.

Maintenance Needs

Date Reported: 05/04/2016
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Channel

Deficiency Description

Channel , Span # 1 -

Channel has streambed accumulation under Span # 1 reducing the channel freeboard to less than 4' at this inspection.

Remarks

Cut trees in the channel - 1/13/2019

Work completed by Crew #04001

Will schedule streambed accumulation when equipment and manpower comes available



Span #2 channel restricted by stream bed material accumulation.



Channel has streambed accumulation under Span # 1 reducing the channel freeboard to less than 4' at this inspection.

Date Reported: 05/24/2018
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Superstructure -
There are spalls in the ends of Girders # 3 & 4 at Bent # 2.

Remarks



There are spalls in the ends of Girders # 3 & 4 at
Bent # 2.

Date Reported: 05/24/2018
Priority: D- Routine
Type of Work: Repair (General)
Status: RepairDocumented
Component: Element

Deficiency Description

Substructure -
Abutment # 2 stem wall has two 10" spalls with exposed reinforcing steel on the right side.

Remarks

05/26/2022 - EJW - Maintenance forces have made grouted repairs.



Abutment #2 typical.



Abutment # 2 stem wall has two 10" spalls with exposed reinforcing steel on the right side.



Asset #01648(Routine)

US Highway 64 over Pond Creek - Frank. Co.

Location: 1.00 Mi. West OF ALTUS

Team Lead: Eric West, Inspection Date: 05/26/2022

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



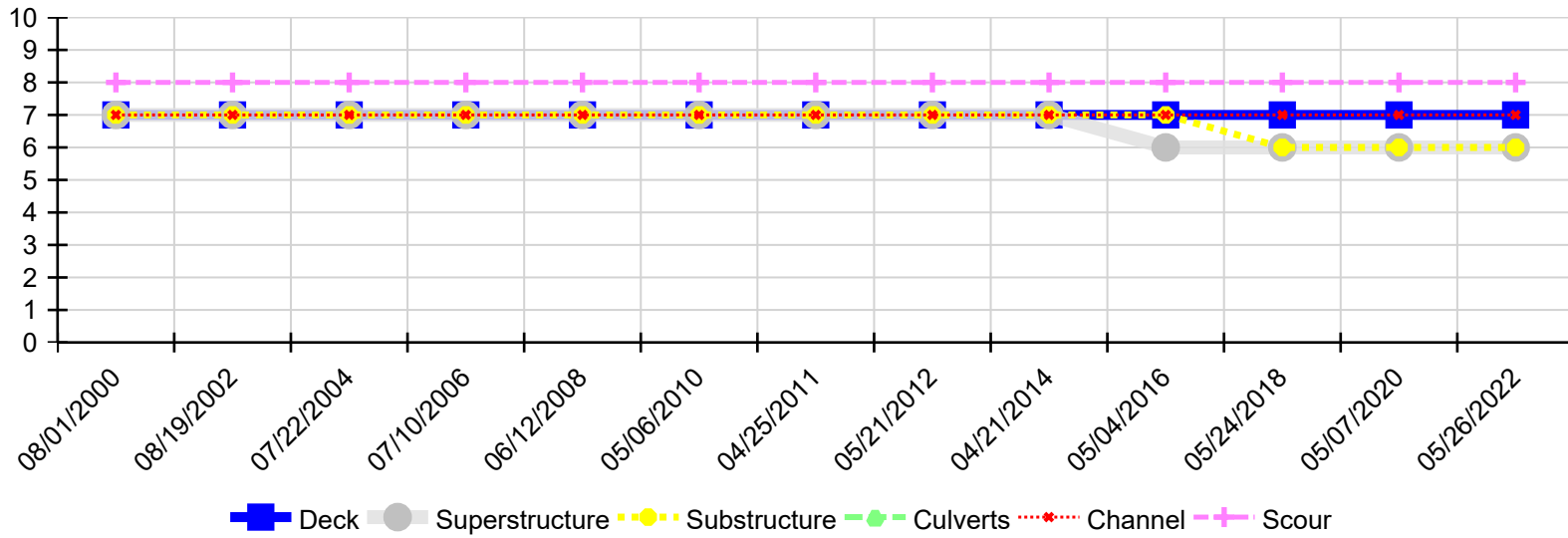
Asset #01648(Routine)

US Highway 64 over Pond Creek - Frank. Co.

Location: 1.00 Mi. West OF ALTUS

Team Lead: Eric West, Inspection Date: 05/26/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/26/2022	7	6	6	N	7	8
05/07/2020	7	6	6	N	7	8
05/24/2018	7	6	6	N	7	8
05/04/2016	7	6	7	N	7	8
04/21/2014	7	7	7	N	7	8
05/21/2012	7	7	7	N	7	8
04/25/2011	7	7	7	N	7	8
05/06/2010	7	7	7	N	7	8
06/12/2008	7	7	7	N	7	8
07/10/2006	7	7	7	N	7	8
07/22/2004	7	7	7	N	7	8
08/19/2002	7	7	7	N	7	8
08/01/2000	7	7	7	N	7	8