



Latitude:35.44712, Longitude:-94.32063

Route:64 Section:02 Log:2.3

Arnold Road ID:17x64x2xB, Arnold Log mile:17.676

District 04, 33 - Crawford County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

### Bridge Posting Information

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

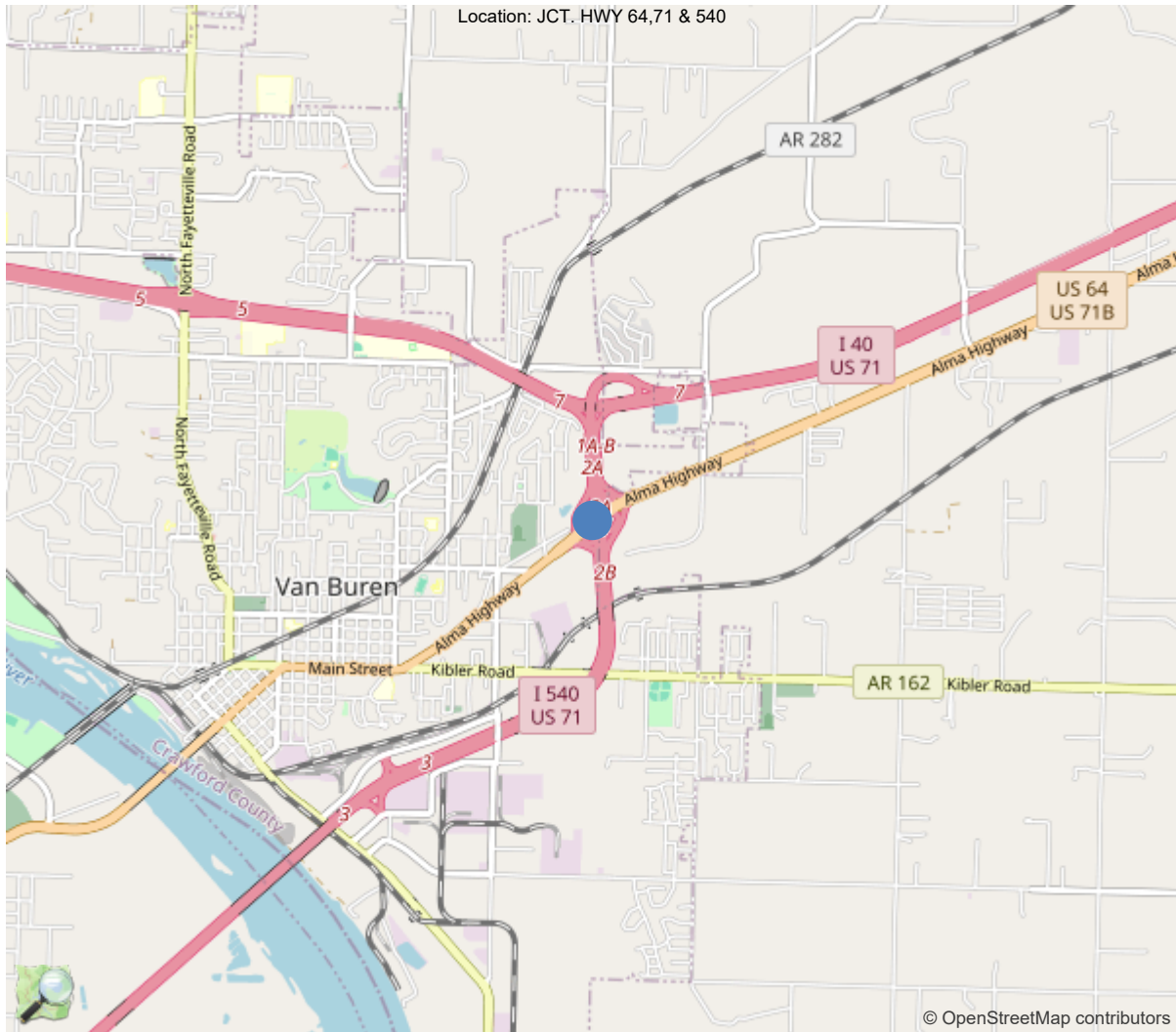
70 - Bridge Posting: 5 - Equal to or above legal loads

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



35.44712, -94.32063





Asset #A3959(Routine)

US 64-SEC 2, WB LN over I 540-SEC 2-Crawford Co.

Location: JCT. HWY 64,71 & 540

Team Lead: Bob McEntyre Inspection Date: 09/13/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A3959
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	71480
(6) Features Intersected	I 540-SEC 2-Crawford Co.
(7) Facility Carried	US 64-SEC 2, WB LN
(9) Location	JCT. HWY 64,71 & 540
(11) Mile Point	2.3 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000064020
(16) Latitude	35.44712
(17) Longitude	-94.32063
(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	5
(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	1967
(106) Year Reconstructed	0
(42) Type of Service	61
On	6 - Overpass structure at an interchange or s
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	3
Under	6
(29) Average Daily Traffic	5440
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	349 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	45.6 ft
(32) Approach Roadway Width (W/Shoulders)	49.9 ft
(33) Bridge Median	0 - No median
(34) Skew	34 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	16.15 ft
Ref:	
(55) Min Lat Underclear RT	6.5 ft
Ref:	
(56) Min Lat Underclear LT	10.8 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	1
(26) Functional Class	14 - Urban Other Principal Art
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	L - The left structure of para
(102) Direction of Traffic	1 - 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	4
(59) Superstructure	6
(60) Substructure	5
(61) Channel & Channel Protection	N
(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	4
(69) Clearances, Vertical/Horizontal	3
(71) Waterway Adequacy	N
(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	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	36 - Bridge deck rehabilitatio
(76) Length of Structure Improvement	349 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 165
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	12933
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/13/2023		
(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**

09/13/2023 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation. Under clearances were measured by Caleb Lambert from Bridge Operations utilizing LiDAR technology.

10/10/2022 - RSM & SPC: Other Special Recurring Inspection conducted this date to monitor the condition of item 58 with an NBIS Condition Rating of "4". See element 12, Reinforced Concrete Deck for documentation.

11/01/2021 - JCJ & TJL - Routine Inspection conducted this date.

11/01/2021 - JCJ & TJL - Vertical Underclearance was actual field measured during this inspection.

09/28/2020 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 58, Deck, has an NBIS Rating of 4.

10/01/2019 - EJW - Special Recurring inspection added due to deck rating of "4". Special Recurring inspection will alternate with the Routine inspection offset by 12 months.

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**58 - Deck (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)**

09/13/2023 - RSM & SPC: Deck is in poor condition with numerous delaminated and spalled areas throughout the driving surface. Undersurface has leaching, scaling and delaminated/spalled areas. Deficiencies in the driving surface are no longer visible due to ACHM wearing surface approximately 0.75" thick installed by State Maintenance Forces since last inspection.

09/28/2020 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 58, Deck, has an NBIS Rating of 4. Deterioration of the deck continues with no apparent repairs since the last inspection. Numerous spalls with exposed reinforcing steel, delaminated areas, and sealable deck cracking. Spans 1, 2, 4, & 5 have numerous temporary asphalt patches with extensive deterioration and spalling with exposed reinforcing steel during this inspection. The Maintenance Need for the deck is upgraded to a B Priority during this inspection. See History files, Maintenance Needs Report for the deck, See documentation for Element # 12, Reinforced concrete deck, and photos for additional information.

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

09/13/2023 - RSM & SPC: Superstructure is in fair condition with no noteworthy corrosion to the beams. Beams over traffic lanes have previous impact damage with no visible cracks or apparent changes since last inspection. The bearings have light rust showing through the paint system. Exterior movable bearings over intermediate bents have pack rust between bearing plates in isolated locations.

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

09/13/2023 - RSM & SPC: Substructure is in fair condition. Caps have numerous delaminated/ spalled areas with exposed reinforcing steel and moderate width horizontal cracking along the top of caps. Columns have vertical cracking.

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**A-15 - Late Reason (N/A)**

10/10/2022 - RSM - Inspection 1 month late due to heavy workload.

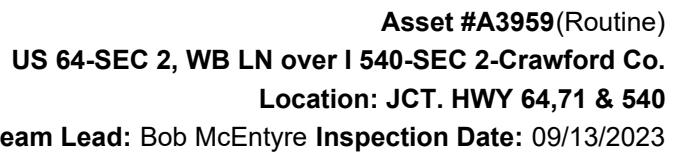
11/01/2021 - JCJ & TJL - Routine Inspection conducted late due to heavy workload.

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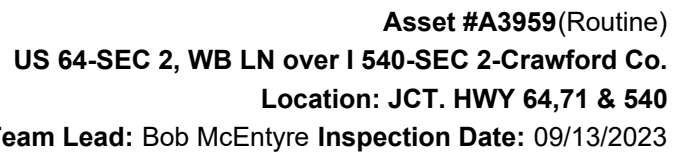
**A-57 - Girder End and Bearing Painting Needed (Y)**

09/13/2023 - RSM & SPC: Bearings have rust showing through the paint system. The bearings in some locations have pack rust between the bearing plates.

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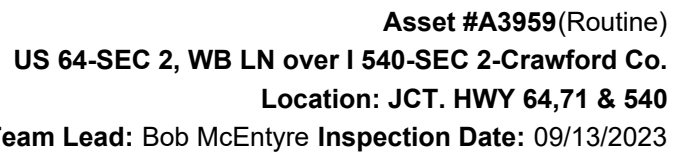


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	14574	4247	5671	4606	50
1080	Delamination/Spall/Patched Area	SF	4184	0	3694	440	50
1090	Exposed Rebar	SF	44	0	5	39	0
1120	Efflorescence/Rust Staining	SF	157	0	157	0	0
1130	Cracking (RC and Other)	SF	5467	0	1340	4127	0
1190	Abrasion/Wear (PSC/RC)	SF	475	0	475	0	0
510	Wearing Surfaces	SF	13533	13471	62	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	62	0	62	0	0
<p>(12) Driving Surface: RSM &amp; SPC: Maintenance Forces have overlaid the deck since last inspection with a thin layer of ACHM approximately 3/4" thick. Defects in deck driving surface not visible. Element defect quantities retained.</p> <p>Deck Undersurface:</p> <ul style="list-style-type: none"> <li>-The undersurface of the deck has transverse cracks with light efflorescence.</li> <li>-A few isolated delaminated areas visible from the undersurface of the deck.</li> <li>-Numerous shallow spalls with exposed reinforcing steel and slab bolsters visible from the undersurface of the overhang.</li> <li>-The right side of span # 1 has a 2' spall with exposed reinforcing steel adjacent to the right deck drain visible from the undersurface of the deck.</li> <li>-Light scale / leaching with map cracking is visible in the undersurface of the deck.</li> <li>-Span # 4 deck overhang has several shallow spalls.</li> <li>-Span # 3, bay # 6 has a 10" spall near mid-span.</li> </ul> <p>History:</p> <p>Driving Surface:</p> <ul style="list-style-type: none"> <li>-Numerous temporary asphalt patches. Asphalt patches are failing in several locations.</li> <li>-Sealable transverse cracks at approximately 12" centers.</li> <li>-Numerous delaminated areas with shallow spalls and exposed reinforcing steel. Exposed reinforcing steel has up to initial section loss during this inspection.</li> <li>-Light to medium scale in the gutters. Large areas of the gutters are delaminated in all spans.</li> <li>-The gutters of the deteriorated deck are full of concrete rubble that is displaced by vehicular traffic.</li> </ul>							
107	Steel Open Girder/Beam	LF	2429	2387	40	2	0
1000	Corrosion	LF	38	0	38	0	0
1900	Distortion	LF	2	0	1	1	0
7000	Damage	LF	2	0	1	1	0
515	Steel Protective Coating	SF	20856	20815	6	35	0
3420	Peeling/Bubbling/Cracking	LF	6	0	6	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	35	0	0	35	0
<p>(107) -Minor dents from previous traffic impacts are visible in the bottom flanges.</p> <ul style="list-style-type: none"> <li>-Span # 2, beam # 1 over right lane has a 2" x 2" x 1/2" notch in the bottom cover plate due to traffic impact. Maintenance forces have painted the area of impact since last inspection. No visible crack or apparent changes since last inspection.</li> <li>-Span # 2, beams # 2 through 7 have insignificant scrape marks and dents.</li> <li>-Span # 4, beams # 1 &amp; 2 have old impact scars that have been repainted in the past. Paint appears to be failing at this inspection.</li> </ul>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
-Span # 4, beam # 1 has areas of paint peeling. -No visible cracks apparent in the superstructure during this inspection.							
205	Reinforced Concrete Column	EA	12	9	3	0	0
1090	Exposed Rebar	EA	1	0	1	0	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
(205) -Bent # 3, column # 2 has random cracking at the base. -Bent # 4, column # 2, backface, has a softball sized spall with exposed reinforcing steel and an 8" delaminated area just above the spall. -Bent # 5, column # 3 has vertical cracking near the base of the column.							
215	Reinforced Concrete Abutment	LF	126	54	70	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	3	0	1	2	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	65	0	65	0	0
(215) -Abutment # 1 backwall has a 2' spall with exposed reinforcing steel with approximately 1/8" section loss to the reinforcing steel located in the left end of the abutment. -Vertical cracks in the steps of the abutment breast walls and backwalls with minor efflorescence typical. -Abutment # 2 top of backwall has light map cracking. -Abutment # 2 has light scale from past water leakage through the deck joints.							
234	Reinforced Concrete Pier Cap	LF	204	105	80	19	0
1080	Delamination/Spall/Patched Area	LF	13	0	13	0	0
1090	Exposed Rebar	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	78	0	67	11	0
(234) -Bents # 2, 3, & 4 have hairline vertical cracks over and adjacent to columns # 1 & 3 on both left and right sides. -Bent # 2, Right side of cap has a 2' area with delaminated areas, map cracking, and spalls with exposed reinforcing steel with initial section loss. -Bent # 2 has vertical delaminated areas on the West face between columns # 1 & 2. -Bent # 2 has a horizontal crack located approximately 6" below the top of cap in locations on both faces of the cap and a diagonal crack that starts at column # 1 and extends to the exterior cap face. -Bent # 3 cap ahead face on left side has an 18" spall with exposed reinforcing steel and several smaller vertical delaminated areas in bay # 2. -Bent # 3 has horizontal / map cracks located approximately 8" below top of cap in bays # 1, 4, 5, & 6. -Bent # 4 has a horizontal crack located approximately 6" below the top of the cap that runs from the left end to approximately 3' past column # 2 and 2 random vertical delaminated areas. Span # 4 side has two vertical delaminated areas under bay # 5. -Bent # 5 has several 3' long vertical spalls with exposed reinforcing steel with initial section loss in the left side of cap. -Bent # 5, cap backface has horizontal cracking below bays # 5 & 6.							
301	Pourable Joint Seal	LF	306	97	5	204	0
2350	Debris Impaction	LF	204	0	0	204	0
2360	Adjacent Deck or Header	LF	5	0	5	0	0
(301) -State Maintenance Forces have overlaid the deck and expansion joints with an ACHM wearing surface since last inspection. Foam backer rod has been placed in the joints before the ACHM overlay was constructed, but joints are covered/ filled with asphalt at this inspection. -Poured joint seals are in place and appear to be functioning as intended.							





ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
-There is corrosion in the exterior edges of the joints. -There is some spalling adjacent to the expansion joints.							
311	Movable Bearing	EA	35	33	2	0	0
1020	Connection	EA	1	0	1	0	0
2210	Movement	EA	1	0	1	0	0
(311) -Bearings have minor fretting in the pin connections. -Bearings have risers that appear to be functioning as intended with no apparent changes since the last inspection. -Bent # 4, bearing # 1 has pack rust between bearing rocker and base plate. -Bent # 5, beam # 5 has a loose anchor bolt nut.							
313	Fixed Bearing	EA	35	35	0	0	0
(313) -Bearings have risers constructed from A588 weathering steel with no apparent problems or changes since the last inspection.							
330	Metal Bridge Railing	LF	694	668	23	3	0
1020	Connection	LF	26	0	23	3	0
(330) -Bridge railings have several loose rail post / tube connections and a few loose rail post anchor bolts. -Rail tubes have missing connectors at the splices in areas.							
331	Reinforced Concrete Bridge Railing	LF	694	472	184	38	0
1090	Exposed Rebar	LF	17	0	1	16	0
1120	Efflorescence/Rust Staining	LF	22	0	0	22	0
1130	Cracking (RC and Other)	LF	183	0	183	0	0
(331) -Vertical cracks in the concrete bridge rails and random spalling with exposed reinforcing steel with active corrosion and initial section loss.							



Elevation



Looking East



Span # 4, beams # 1 & 2 have old impact scars



Bent # 4, Column # 2 has a softball sized spall with exposed reinforcing steel and an 8" delaminated area just above the spall.





Bent # 4 has a horizontal crack located approximately 6" below the top of the cap.



Bent # 3 column # 2 has random cracking at the base.



Bent # 3 has horizontal / map cracks located approximately 8" below top of cap in Bays # 1, 4, 5, & 6.



Bent # 3 Span # 3 has an 18" spall with exposed reinforcing steel in the Left side of cap and several smaller vertical delaminated areas in Bay # 2.





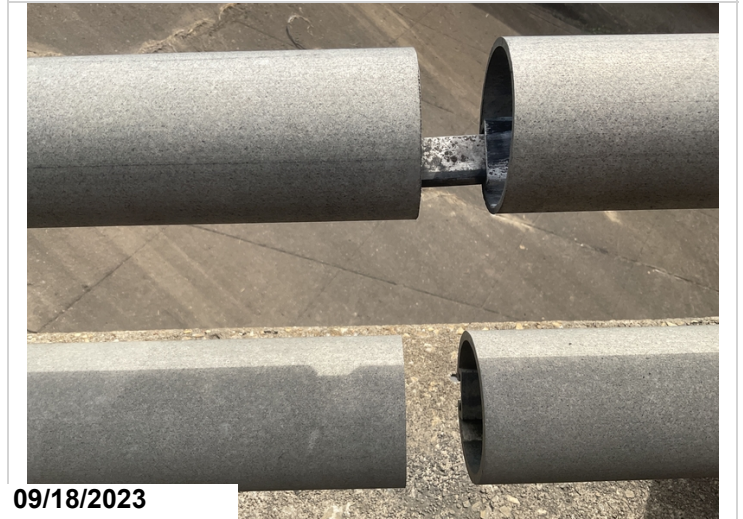
Span # 3 right deck drains



Span # 3 bay # 7



Bent 4 backface



Span 5 right





Bent 5



Bent 4



Bent 3

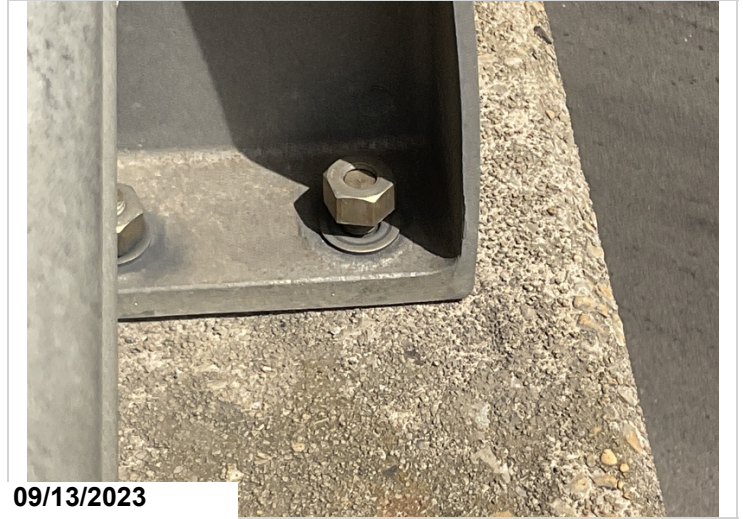


Bent 2





Dirt and debris in gutters



Span 1 right



Abutment 1



Abutment 2





09/13/2023

Minor collision damage, left east rail



09/13/2023

Bent # 2 undersurface



09/18/2023

Span # 2, beam # 1 over right lane has a 2" x 2" x 1/2" notch in the bottom cover plate due to traffic impact.



09/13/2023

Bent # 2 right





Span # 2 undersurface



Bridge mounted sign



Southbound driving surface



Approach railing, inside lane of southbound traffic.





Bent # 2, Right side of cap has a 2' area with delaminated areas, map cracking, and spalls with exposed reinforcing steel with initial section loss.



-Abutment # 1 has a 2' spall with exposed reinforcing steel with approximately 1/8" section loss to the reinforcing steel located in the left end of the abutment.



Bent # 2 backface



Span # 1 right side deck drain





Abutment # 1



North bound driving surface



Beam # 1 of span # 4.



Bent # 5 cap undersurface





09/13/2023

Span # 4 undersurface



09/13/2023

Span # 4 and bent # 4 aheadface.



09/13/2023

Bent # 5, Column # 3 has vertical cracking near the base of the column



09/18/2023

Bent # 5 has several 3' long vertical spalls with exposed reinforcing steel with initial section loss in the Left side of cap.





Bent # 5 Span # 4 side of cap has horizontal cracking below Bays # 5 & 6



Span 5 beam 7 exterior edge imperfection



Spalling with exposed reinforcing steel around deck drain.



Bent 5 aheadface





Abutment 2 typical bearing.



Span 5, bay 1, undersurface scaling and cracking with efflorescence.



Abutment 2

## Maintenance Needs

**Date Reported:** 09/25/2015

**Priority:** C - Important

**Type of Work:** Deck Repair

**Status:** Assigned

**Component:** Element

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## Deficiency Description

Deck -

The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations.

The undersurface of the deck has large areas of scale with map cracking and several spalls with exposed reinforcing steel along the overhang.

The shoulders have heavy concrete rubble from the deterioration / spalling of the driving surface. Approximately 25% of the deck surface is delaminated.

## Remarks

09/13/2023 - RSM - Deficiencies in driving surface of deck still exists but are not visible due to ACHM overlay constructed by State Maintenance Forces since last inspection. Priority changed from "B" to "C".

09/28/2020 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 58, Deck, has an NBIS Rating of 4. The Maintenance Need for the deck is upgraded to a B Priority during this inspection.

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09/13/2023 - RSM - Deficiencies in driving surface of deck still exists but are not visible due to ACHM overlay constructed by State Maintenance Forces since last inspection.



Span # 1, bay # 6 scaling.





Span # 3 cracking.



Span # 4 spalling with exposed reinforcing steel.



The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations.



Span # 5 transverse cracking.





Span # 3 transverse cracking.



Span # 2 typical driving surface of the deck.



Span # 1 Bay # 2 map cracking and concrete scale on the undersurface of the deck.



The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations. Span # 1 pictured.





Span # 4 transverse cracking.



The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations. Span # 5 pictured.



The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations. Span # 2 pictured.



Span # 1.





Span # 1.



The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations. Span # 5 pictured.



The driving surface of the deck has sealable cracking, large delaminated areas and numerous spalls with exposed reinforcing steel. The temporary asphalt patches have failed in several locations. Span # 5 pictured.



### Maintenance Needs

**Date Reported:** 10/02/2019

**Priority:** C - Important

**Type of Work:** Substructure Repair

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Substructure -

The bent caps and abutments have numerous delaminated areas, spalls with exposed reinforcing steel, and horizontal and diagonal cracks with stains that indicate past water leakage through the deck joint seals. Abutment # 1 backwall has a 2' spall with exposed reinforcing steel with approximately 1/8" section loss to the reinforcing steel located in the left end of the abutment.

### Remarks

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09/13/2023

Bent # 3 has horizontal / map cracks located approximately 8" below top of cap in Bays # 1, 4, 5, & 6.



09/13/2023

Bent # 3 Span # 3 has an 18" spall with exposed reinforcing steel in the Left side of cap and several smaller vertical delaminated areas in bay # 2.



09/13/2023

Abutment # 1 has a 2' spall with exposed reinforcing steel with approximately 1/8" section loss to the reinforcing steel located in the left end of the abutment.



09/13/2023

Bent # 5 has several 3' long vertical spalls with exposed reinforcing steel with initial section loss in the Left side of cap.



10/03/2019

Abutment # 1 backwall on left side has spalling with exposed reinforcing steel with active corrosion.



10/03/2019

Bent # 2 backface of cap on right side has spalling and cracking from past leakage through the deck joints.



### Maintenance Needs

**Date Reported:** 10/02/2019

**Priority:** C - Important

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Bridge Railing -

Bridge railings have several loose tube connections that have vibrated out of position. The vertical supports have several loose anchor bolt nuts that attach the metal bridge railing to the concrete bridge railing.

The concrete portions of the bridge railing have several small spalls with exposed reinforcing steel.

### Remarks

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Span 5 right



Bridge railings have several loose tube connections that have vibrated out of position.

### Maintenance Needs

**Date Reported:** 09/25/2015

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Superstructure -

Span # 2, beam # 1 has a 2" x 2" x 1/2" notch in the bottom cover plate due to traffic impact located above the right lane.

Several of the beams in Span # 2 have dents and scrape marks from apparent traffic impacts.

The superstructure has areas of rust with active corrosion to the top flanges of exterior beams adjacent to deck drains and adjacent to the deck joints.

### Remarks

09/13/2023 - RSM - Maintenance forces have painted the area of collision damage to beam # 1 bottom flange cover plate in span # 2 since last inspection.

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09/13/2023 - RSM - Maintenance forces have painted the area of collision damage to beam # 1 bottom flange cover plate in span # 2 since last inspection.



Corrosion to top flange of beam # 1.





Span # 2 Beam # 1 old traffic impact scar.



Span # 2, beam # 1 has a 2" X 2" x 1/2" notch in the bottom cover plate due to traffic impact locate above the Rt lane.

**Maintenance Needs**

**Date Reported:** 11/02/2021

**Priority:** D- Routine

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

**Status:** Repair Documented

**Component:** Approach

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**Deficiency Description**

There is a minor pot hole in the approach roadway adjacent to the West bridge end.

**Remarks**

09/13/2023 - RSM - No apparent pothole in the West approach roadway at this inspection.

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11/01/2021

There is a minor pot hole in the approach roadway adjacent to the West bridge end.



**Maintenance Needs**

**Date Reported:** 09/13/2023

**Priority:** D- Routine

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

**Status:** Open

**Component:** Miscellaneous

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**Deficiency Description**

Guard Railing Below Structure -  
The inside guard railing for I-540 Southbound lanes has collision damage.

**Remarks**



The inside guard railing for I-540 Southbound lanes has collision damage.



## 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	Yes
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	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

**A-54 - Sealable Deck Cracks**

**A-55 - Deck Washing Needed**

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





**Asset #A3959**(Routine)

**US 64-SEC 2, WB LN over I 540-SEC 2-Crawford Co.**

**Location: JCT. HWY 64,71 & 540**

**Team Lead: Bob McEntyre Inspection Date: 09/13/2023**

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

09/13/2023 - RSM & SPC: Bearings have rust showing through the paint system. The bearings in some locations have pack rust between the bearing plates.

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

**A-59 - Joint Repair Needed**

**A-60 - Full Girder Painting Needed**

**A-61 - Polymer Overlay Advised**

**A-62 - Hydro and LMC Advised**

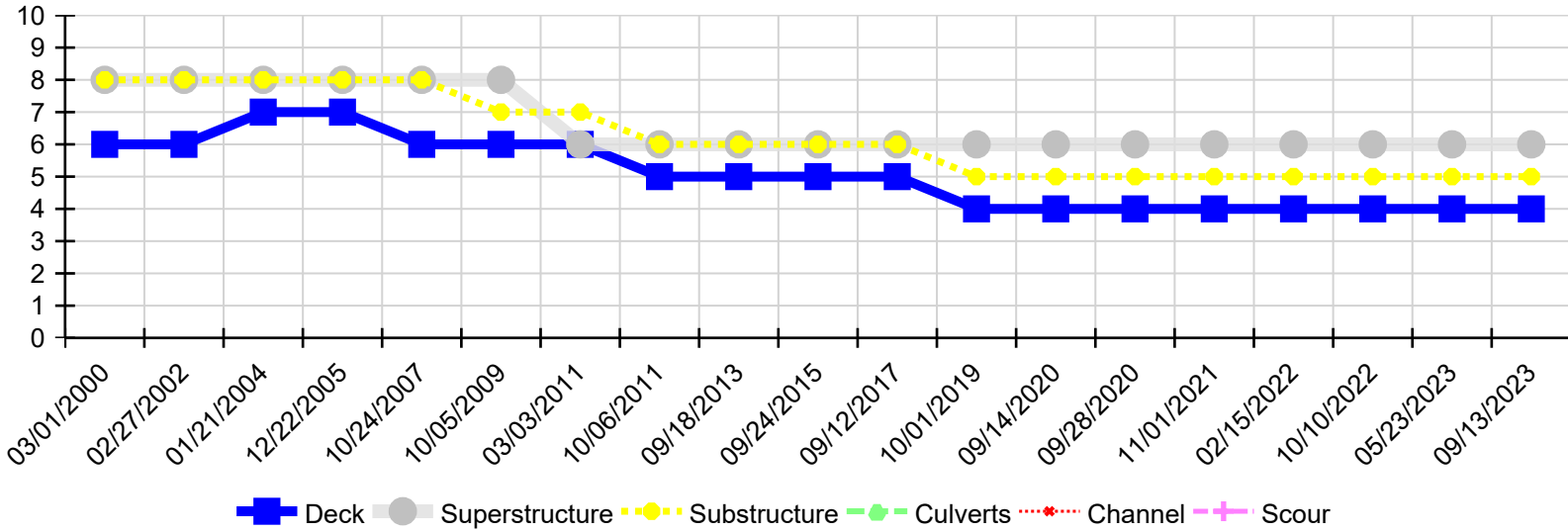
**A-63 - Missing/Incorrect Log Mile Signage**

**A-64 - Vegetation Removal Requested**



**Asset #A3959(Routine)**  
**US 64-SEC 2, WB LN over I 540-SEC 2-Crawford Co.**  
**Location: JCT. HWY 64,71 & 540**  
**Team Lead: Bob McEntyre Inspection Date: 09/13/2023**

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/13/2023	4	6	5	N	N	N
05/23/2023	4	6	5	N	N	N
10/10/2022	4	6	5	N	N	N
02/15/2022	4	6	5	N	N	N
11/01/2021	4	6	5	N	N	N
09/28/2020	4	6	5	N	N	N
09/14/2020	4	6	5	N	N	N
10/01/2019	4	6	5	N	N	N
09/12/2017	5	6	6	N	N	N
09/24/2015	5	6	6	N	N	N
09/18/2013	5	6	6	N	N	N
10/06/2011	5	6	6	N	N	N
03/03/2011	6	6	7	N	N	N
10/05/2009	6	8	7	N	N	N
10/24/2007	6	8	8	N	N	N
12/22/2005	7	8	8	N	N	N
01/21/2004	7	8	8	N	N	N
02/27/2002	6	8	8	N	N	N
03/01/2000	6	8	8	N	N	N