

Bridge 00411 Inspection Report



Latitude:35.51026, Longitude:-94.07152

Route:64 Section:02 Log:17.54

Arnold Road ID:17x64x2xA, Arnold Log mile:17.843

District 04, 33 - Crawford County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

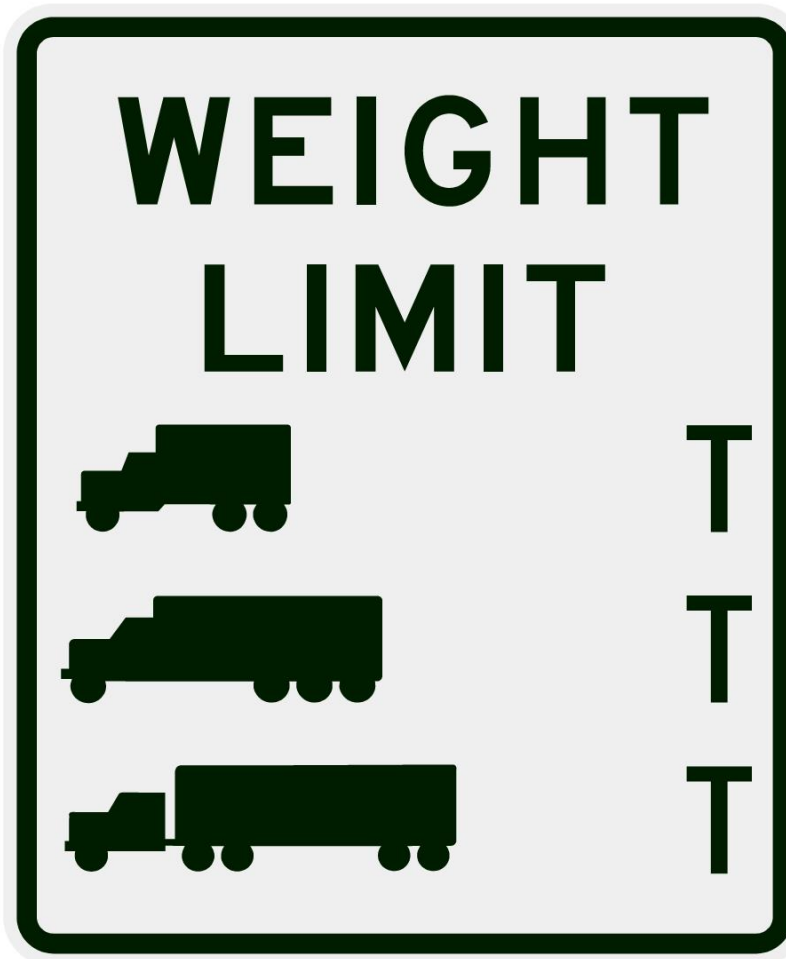
Bridge Posting Information

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

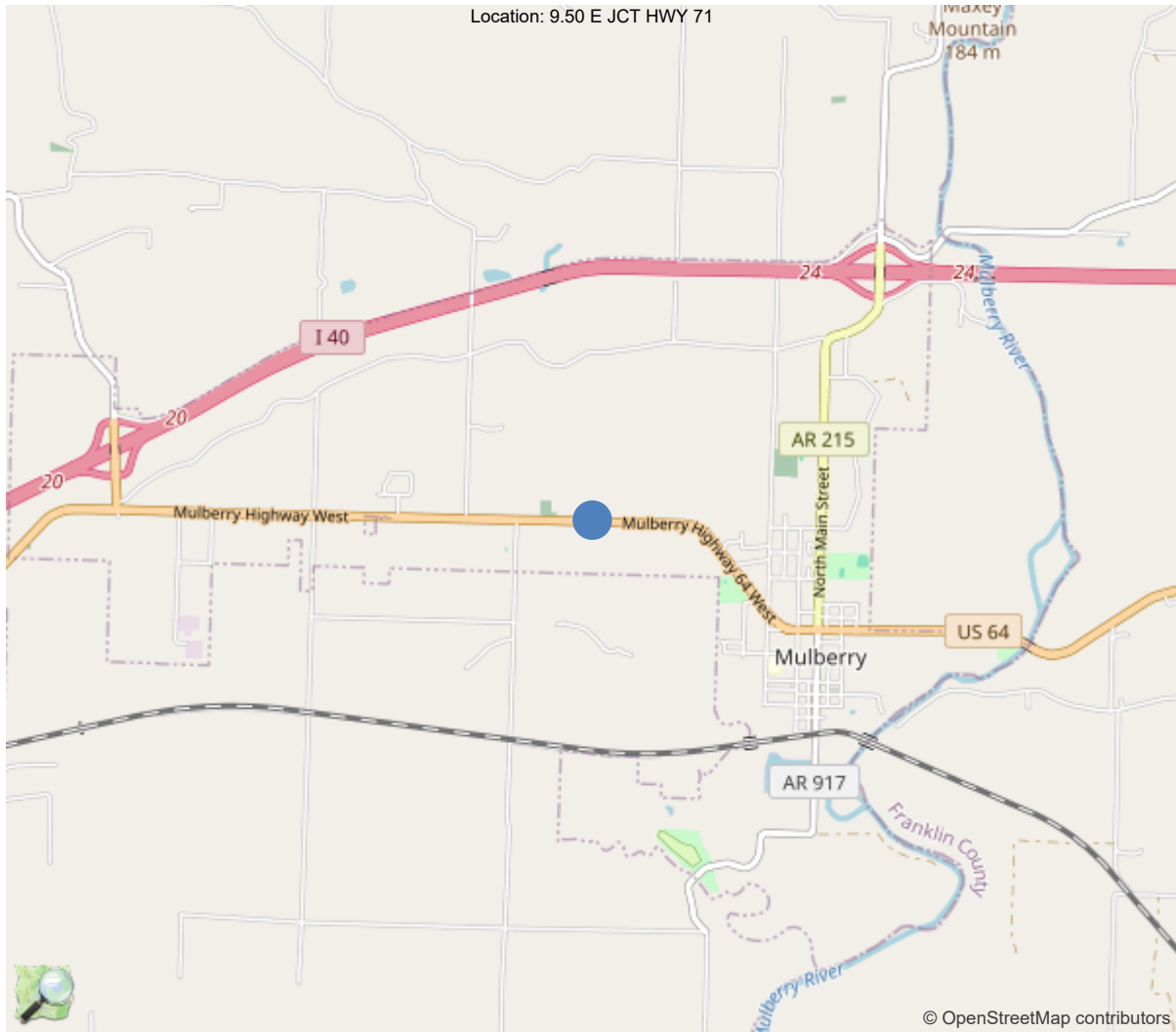
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	45		
Code 5 (40 Tons)	53		

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



35.51026, -94.07152

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	00411
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	48200
(6) Features Intersected	Little Mulberry Creek
(7) Facility Carried	US Highway 64
(9) Location	9.50 E JCT HWY 71
(11) Mile Point	17.54 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.5102559442894
(17) Longitude	-94.0715170646508
(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	9
(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	1928
(106) Year Reconstructed	1961
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	3900
(30) Year of ADT	2024
(109) Truck ADT	4 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	315 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	31.6 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 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	27.9 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	6
(59) Superstructure	5
(60) Substructure	4
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	52
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	31
(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	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(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	
(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	4527
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			11/03/2025
(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		
<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>			

Team Lead: Bob McEntyre, Inspection Date: 11/03/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	00411
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1928

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	33 - Crawford County
B.L.03 Place Code	48200 - Mulberry
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.5102559442894
B.L.06 Longitude	-94.0715170646508
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	9.50 E JCT HWY 71
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	315
B.G.02 Total Bridge Length	315
B.G.03 Max Span Length	35.1
B.G.04 Min Span Length	35
B.G.05 Bridge Width Out-to-Out	31.5
B.G.06 Bridge Width Curb-to-Curb	27.9
B.G.07 Left Curb or Sidewalk Width	1.6
B.G.08 Right Curb or Sidewalk Width	1.6
B.G.09 Approach Roadway Width	36.1

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	17
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	9922.5

LOADS AND LOAD RATING	
B.LR.01 Design Load	H20 - H-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	0.86
B.LR.06 Operating Load Rating Factor	1.44
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	Bridge does not carry routine permi

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	6 - SATISFACTORY - Widespread
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	4 - POOR - Widespread moderate
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	6 - SATISFACTORY - Widespread
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	4 - POOR - Widespread moderate
B.C.08 Bridge Joints Condition	5 - FAIR - Some moderate defec
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	4 - POOR - Widespread moderate
B.C.11 Scour Condition Rating	7 - Some minor scour.
B.C.12 Bridge Condition Classification	P - Poor
B.C.13 Lowest Condition Rating	4 - POOR - Widespread moderate
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	0 - Seismic evaluation not complete

Team Lead: Bob McEntyre, Inspection Date: 11/03/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	9	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	5	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	C01 - Reinforced concrete - ca	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G03 - Girder/beam - tee-beam	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
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
P1			
B.SB.02 No. of Substructure Units	8	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			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	3001
B.F.03 Feature Name	US Hwy 64-Crawford	B.H.10 Annual ADTT	120
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	27.8
B.H.07 LRS Mile Point	17.54	B.H.17 Bypass Detour Length	3
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	64	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline



Team Lead: Bob McEntyre, Inspection Date: 11/03/2025

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	Little Mulberry Creek	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 #00411(Routine, Underwater type 2)

US Highway 64 over Little Mulberry Creek

Location: 9.50 E JCT HWY 71

Team Lead: Bob McEntyre Inspection Date: 11/03/2025

Inspection Notes

General Observation

11/03/2025 - RSM & CY: Routine and Underwater Type II Inspections conducted this date. See element notes and item 61 for documentation.

Inspection Procedure: Inspection performed by wading the channel in clear water conditions. Channel profiled this inspection . See profile sketch linked in "Files"

Inspection Equipment: Waders, Range Poles, Weighted Line, Flashlights.

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Deck is in satisfactory condition. Driving surface has an asphalt wearing surface that is breaking apart over the intermediate expansion joints creating potholes in the driving surface. Deck undersurface has transverse and map cracking with efflorescence and a few shallow spalls with exposed reinforcing steel in random locations.

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

Superstructure is in fair condition. Spalling with exposed reinforcing steel in the bearing area of the concrete deck girders.

60 - Substructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Overall, the Substructure is considered in poor condition base on concrete deterioration, mapcracking and sheared off cap haunch at bent # 2. Intermediate bent columns have areas of concrete deterioration / heavy abrasion with exposed reinforcing steel and concrete section loss.

08/09/2021 - JCJ & TJL - Type 2 Underwater Inspection conducted this date.

Visual observation during low and clear water conditions indicate that...

-Bent # 3 footings are exposed at all 4 columns.

-Bent # 5, Column # 2 & 3 footings are exposed.

-All footings have medium abrasion except for Bent # 5 Column # 3 footing which has heavy abrasion with up to 1.5" section loss.

Exposed Footings have no apparent scour problems during this inspection.

A profile of the channel was conducted along both sides of the structure this date.

See Channel Profile documentation associated with this inspection for additional information.

07/29/2020 - JCJ & TJL - Special Recurring Inspection conducted this date to monitor the deterioration in Bent # 2 cap

-Bent # 2, Span # 2, Girder # 4, the concrete haunch incorporated into the cap has sheared off the face of the cap.

-There is no exposed reinforcing steel apparent in the face of cap where the concrete haunch was originally constructed.

-There is up to 2" of concrete section loss in the East face of cap where the haunch fell off.

-Concrete section loss is even with the face of Column # 3.

-There are no apparent changes since the last inspection.



Asset #00411(Routine, Underwater type 2)

US Highway 64 over Little Mulberry Creek

Location: 9.50 E JCT HWY 71

Team Lead: Bob McEntyre Inspection Date: 11/03/2025

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

Channel:

Overall, the channel is in fair condition, the banks have erosion and lateral movement visible upstream of the structure.

11/03/2025 - RSM & CY: Underwater Type II Inspection: Visual observation during relatively low and clear water conditions indicate that bent # 3 footings are exposed at all 4 columns. Columns # 2 and 3 have up to approximately 24" of the vertical face of footing exposed.

Bent # 5, Columns # 2 & 3 footings are exposed. All footings have medium abrasion except for bent # 5 column # 3 footing which has heavy abrasion with up to 1.5" section loss.

ArDOT Drawing # 11187 and 1139 boring log indicates that intermediate bent spread footings are founded on Hard Blue Shale channel.

A-55 - Deck Washing Needed (Y)

Shoulders have dirt and gravel accumulation with vegetation growing.

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

Moveable bearings have corrosion with flaking rust.

A-108 - Load Rating Requested (No)

08/23/2022 - RSM - Load rating requested due to condition of bent # 2 cap with missing cap haunch and spalling with some loss of bearing area to girder # 4 over missing cap haunch.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (7 - Some minor scour.)

Overall, the channel is in fair condition, the banks have erosion and lateral movement visible upstream of the structure.

National Bridge Element Quantities and Notes

[illegible]

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Exterior girders have vertical hairline flexure cracks at approximately 18" centers.							
205	Reinforced Concrete Column	EA	32	4	20	8	0
1080	Delamination/Spall/Patched Area	EA	4	0	1	3	0
1090	Exposed Rebar	EA	2	0	0	2	0
1120	Efflorescence/Rust Staining	EA	3	0	3	0	0
1130	Cracking (RC and Other)	EA	12	0	12	0	0
1190	Abrasion/Wear (PSC/RC)	EA	7	0	4	3	0
<p>(205) Columns, Bents # 3, 4, 5, and 6: Base of columns have moderate to heavy abrasion. Bent # 5, column # 4 is the most extreme case with concrete section loss of up to 4".</p> <p>Bent # 2, Columns # 2 & 3: Map cracking and delaminated areas with efflorescence. Bent # 2, column # 2 has numerous vertical cracks with efflorescence with a 30" delaminated area in the exterior face near cap juncture. Cracking 2EA CS3.</p> <p>Bent # 3, Column # 2, Back Side: Full width x 15" high area of concrete deterioration with exposed reinforcing steel and up to 2" of concrete section loss. Exposed steel has section loss. Exposed steel 1EA CS3</p> <p>Bent # 4, Columns # 2 & 3 have heavy abrasion at the base of the columns. Columns # 1 & 4 have light/ medium abrasion. Column # 2 has shallow spalling in upper portion of column at an apparent horizontal construction joint. Abrasion 1EA CS2, 3EA CS3</p> <p>Bent # 5, Columns: Column # 1 has concrete deterioration with approximately 3" of section loss with exposed steel. Column # 2 has concrete deterioration with approximately 2" of section loss. Concrete Column # 4 has a grouted repair at the base. Exposed steel 1EA CS3, Abrasion 1EA CS2, 1EA CS3, Spall/ delam 1EA CS2.</p> <p>Bent # 6, Columns # 1 & 4 have light abrasion and columns # 2 & 3 have medium abrasion. Columns # 2, 3, & 4 also have cracking. Column # 2 Ahead Side has a 6" spall with no exposed reinforcing steel located approximately 2' from base of column. Abrasion 2EA CS2, Spall/ delam 1EA CS3, Cracking 1EA CS2.</p> <p>Bent # 7, Columns: Column # 1 back side at the cap juncture has a short duration vertical crack in left edge. Columns # 2 and 3, Ahead Side have an insignificant shallow spall. Cracking 1EA CS 2, Spall/delam 2EA CS2.</p> <p>Bent # 8 Columns: Column # 2 has cracking with efflorescence. Column # 3 ahead side has a 4" spall with exposed reinforcing steel, 6" spall at base with no exposed steel, and a 5" delaminated area in right edge. Column # 4 exterior side has vertical cracking at the top of the column. Efflorescence 1EA CS2, Exposed steel 1EA CS3, Cracking 1EA CS2.</p> <p>Bent # 9 Columns: Base of column # 1 on back side has a 7" spall with no exposed steel, Columns # 2 & 3 have transverse cracking near top of the column. Spall/ delaminated area 1EA CS3, Cracking 2EA CS2.</p>							
215	Reinforced Concrete Abutment	LF	74	46	22	6	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	12	0	9	3	0
1130	Cracking (RC and Other)	LF	12	0	12	0	0
<p>(215) Vertical and transverse cracks are visible between the concrete girders. Cracks in some locations have efflorescence and rust staining.</p> <p>Abutment # 1, Bay # 3: Two 12" spalls with exposed reinforcing steel. Exposed steel has corrosion with section loss. Exposed steel 2LF CS3.</p> <p>Abutment # 2 Back wall, Bays # 2 and 3: Moderate width horizontal cracking with efflorescence near deck juncture. Efflorescence 4LF CS2, Cracking 4LF CS2, 5LF CS3.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	160	140	15	5	0
1190	Abrasion/Wear (PSC/RC)	LF	20	0	15	5	0
(220) ArDOT drawing # 11187 and 1139 boring log indicates that intermediate bent spread footings are founded on Hard Blue Shale channel.							



Asset #00411(Routine, Underwater type 2)

US Highway 64 over Little Mulberry Creek

Location: 9.50 E JCT HWY 71

Team Lead: Bob McEntyre Inspection Date: 11/03/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>11/03/2025 - RSM & CY: Underwater Type II Inspection: Visual observation during relatively low and clear water conditions indicate that bent # 3 footings are exposed at all 4 columns. Columns # 2 and 3 have up to approximately 24" of the vertical face of footing exposed.</p> <p>Bent # 5, Columns # 2 & 3 footings are exposed. All footings have medium abrasion except for bent # 5 column # 3 footing which has heavy abrasion with up to 1.5" section loss.</p>							
234	Reinforced Concrete Pier Cap	LF	212	137	49	20	6
1080	Delamination/Spall/Patched Area	LF	16	0	8	2	6
1090	Exposed Rebar	LF	20	0	2	18	0
1120	Efflorescence/Rust Staining	LF	24	0	24	0	0
1130	Cracking (RC and Other)	LF	15	0	15	0	0
<p>(234) Intermediate bent caps with expansion bearings have minor dirt and debris accumulation due to open deck joints. Cracking and concrete deterioration on the tops of caps with expansion bearings typical.</p> <p>Concrete haunches in the caps have map cracking and spalls with exposed reinforcing steel under the expansion bearings.</p> <p>Bent # 2 concrete haunch incorporated into the cap on the ahead side under girder # 4 has sheared off the face of the cap in the past. There is no exposed rebar in the face of cap where the concrete haunch was originally constructed. There is up to 2" of concrete section loss to the cap where the haunch fell off. The end of the girder # 4 of span # 2 above the missing haunch has concrete deterioration with spalling that exposes the primary reinforcing steel and has caused an undetermined amount of bearing area loss. Bent # 2 cap has significant map cracking with efflorescence and water leaking out of the cracks in the cap. The top of cap in bays # 1 and 4 (widened portion of cap) has soft deteriorated concrete.</p> <p>Bent # 2 cap has a moderate width longitudinal crack near the center of cap between girders # 2 and 3 and 3 & 4 (original portion of cap) with delaminated areas along the crack. Bent # 2 cap backface has large spalled areas under girders # 1 and # 5 with several delaminated areas.</p> <p>Bent # 3 Cap, Left Side: Shallow 16" spall with exposed reinforcing steel in undersurface.</p> <p>Bent # 4 Cap: Undersurface between Columns # 3 and 4 has four areas of shallow spalling with exposed reinforcing steel. Exposed steel 2LF CS3. Bent # 4 cap back side has spalling in the cap haunches. Previous grout repairs to girder # 3 haunch have failed exposing reinforcing steel. Exposed steel 4LF CS3.</p> <p>Bent # 5 Cap, Undersurface between Columns # 1 and 2: Two shallow 3" spalls with exposed reinforcing steel. Right end of cap has spalling with exposed reinforcing steel. Exposed steel 1LF CS2, 1LF CS3.</p> <p>Bent # 6 Cap, Ahead Side, Over Column # 4: Two 6" shallow spalls with exposed reinforcing steel. Exposed steel 1LF CS3.</p> <p>Bent # 8 Cap, Ahead Side: Cap haunch under girder # 2 has spalling with exposed reinforcing steel. Cap over Column # 4 has shallow spall with no exposed rebar under the bearing masonry plate over column # 4. Exposed steel 2LF CS3, Spall/delam 1LF CS3.</p> <p>Bent # 9 Cap, Bays # 2 and 3: Vertical cracks with efflorescence.</p>							
301	Pourable Joint Seal	LF	112	0	0	106	6
2330	Seal Damage	LF	6	0	0	0	6
2350	Debris Impaction	LF	84	0	0	84	0
2360	Adjacent Deck or Header	LF	22	0	0	22	0
<p>(301) Deck joints are covered with asphalt and not visible in most areas. Stains on the substructure indicate that the expansion joints leak.</p> <p>Bent # 2 is missing a 6' section of joint seal.</p> <p>Spalling with exposed reinforcing steel in the expansion dams adjacent to the deck joints are visible from the undersurface of the deck.</p>							
311	Movable Bearing	EA	10	0	2	8	0
1000	Corrosion	EA	8	0	0	8	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2240	Loss of Bearing Area	EA	2	0	2	0	0
<p>(311) Expansion bearings under girders # 1 and 5 have active corrosion with layers of rust and concrete spalling in the caps adjacent to the bearings.</p> <p>Moveable bearings in the original portions of the structure (Girders # 2, 3, and 4) are covered with dirt and debris.</p> <p>Bents # 2 and 8, Ahead Side: Shallow spalls with minor loss of bearing area to the masonry plate of bearings on ahead side of cap under Girder # 1, and the ahead side of bent # 8 cap under girder # 5.</p>							
330	Metal Bridge Railing	LF	630	102	525	2	1
1000	Corrosion	LF	525	0	525	0	0
7000	Damage	LF	3	0	0	2	1
515	Steel Protective Coating	SF	1890	0	309	1581	0
3440	Effectiveness (Steel Protective Coatings)	SF	1890	0	309	1581	0
<p>(330) Abutment # 1, Right End Post: Fractured at the base with spalling that exposes reinforcing steel. Damage 1LF CS4.</p> <p>Paint system on the bridge railing and posts is failing with a light rust coating typical on most of the rails.</p> <p>Cracking in the curbs.</p> <p>Approach Railing:</p> <p>Abutment # 1 right approach railing has a failed bolted connection that attaches the railing to a post.</p> <p>Abutment # 2 right approach railing has collision damage to the turndown section of railing.</p>							

Inspection Photos and Notes



Elevation looking South. Drone photo.



Span # 1, Undersurface: General View.



Driving Surface: General view.



Channel looking downstream from Upstream side. Drone photo.



Channel looking downstream from Upstream side. Drone photo.



Embankment erosion upstream. Drone photo.



Embankment erosion upstream. Drone photo.



Embankment erosion upstream. Drone photo.



Embankment erosion upstream. Drone photo.



Embankment erosion upstream. Drone photo.



Channel looking South from upstream side. Drone photo.



Inventory looking East.



Shoulders have dirt and gravel accumulation with vegetation growing.



Bents # 2 Ahead Side, Bearing # 1: Bearing has corrosion with flaking rust/ section loss. Cap has shallow spalling with minor loss of bearing area to the masonry plate of bearing. Corrosion 1EA CS3.



Elevation looking South. Drone photo.



General overview of deck. Drone photo.



Span # 9 Undersurface, Bays # 2, Near Abutment # 2: Area of mapcracking with efflorescence. Cracking 48SF CS3.



Span # 8, Over Bent # 8, Bay # 2: Spalling with exposed reinforcing steel. Exposed steel 7SF CS3.



Span # 8, Left Deck Overhang: Spall/ delaminated area with exposed reinforcing steel. Exposed steel 1SF CS3.



Span # 7, Bays # 2 and 3: Cracking with efflorescence.



Span # 7, Bay # 2: Transverse cracking with efflorescence and spalling with exposed reinforcing steel. Efflorescence 5SF CS2, Exposed steel 2SF CS3.



Span # 4, Over Bent # 4: Spalling with exposed reinforcing steel in expansion dam. Exposed steel 10SF CS3.



Span # 4, Bays # 2 and 3, At Bent # 4: Mapcracking with efflorescence. Cracking 48SF CS3.



Span # 2, Bay # 2, At Bent # 2: Spalls with exposed reinforcing steel and cracking with efflorescence. Exposed steel 2LF CS3.



Span # 1 Undersurface, Bay # 1, 4' From Abutment # 1:
Transverse crack with light efflorescence/ staining. 7SF CS3.



Span # 1, Bay # 1: Shallow spalling along Girder # 2 where
the structure was widened. Spall/delam 10SF CS2.



Span # 1, Undersurface: General View.



Spans # 7, 8 and 9: General view of driving surface.



Driving Surface: General view.



Span # 4, Right Lane, At Bent # 4: Pothole. Spall/ delam 2SF CS3.



Driving Surface: General view.



Span # 9 Girders: General View.



Span # 6, Bent # 6, Girder # 4: Shallow 5" high spall with exposed reinforcing steel. Exposed steel 1LF CS3.



Span # 5, Bent # 6, Girder # 3: Shallow spalls with exposed reinforcing steel. Exposed steel 1LF CS3.



Span # 4 Girders: General View.



Span # 3, At Bent # 4: Spalling in ends of girders at haunch interface. Exposed steel 4LF CS3.



11/03/2025

Span # 2 Girders: General View.



11/03/2025

Span # 1, Girders # 3 and 4, At Bent # 2: Mapcracking in haunch, girder # 3 has spalls with exposed steel. Cracking 1LF CS3, Exposed steel 1LF CS3.



11/03/2025

Span # 1, Girders # 3 and 4, At Bent # 2: Mapcracking in haunch, girder # 3 has spalls with exposed steel. Cracking 1LF CS3, Exposed steel 1LF CS3.



11/03/2025

Span # 1, Girder # 3, Abutment # 1: Delaminated area. Spall/delam 1LF CS2.



Bent # 8, Column # 3, Ahead Side: Spall with exposed reinforcing steel.



Bent # 8, Column # 3, Ahead Side: Spall at base with no exposed reinforcing steel.



Bent # 6, Column # 2, Ahead Side: 6" spall with no exposed reinforcing steel. Spall/ delam 1EA CS3.



Bent # 5, Column # 2: Concrete deterioration/ heavy abrasion. Abrasion 1EA CS3.



11/03/2025

Bent # 5, Column # 1: Concrete deterioration with exposed steel. Exposed steel has complete section loss. Exposed steel 1EA CS3



11/03/2025

Bent # 4, Column # 2: Medium/ heavy abrasion. Abrasion 1EA CS3.



11/03/2025

Bent # 3, Column # 3: Light abrasion with area of concrete deterioration. Spall/ delam 1EA CS3.



11/03/2025

Bent # 3, Column # 2, Back Side: Full width x 15" high area of concrete deterioration with exposed reinforcing steel and up to 2" of concrete section loss. Exposed steel has section loss. Exposed steel 1EA CS3



General view of columns.



Bent # 2 Columns, Ahead Side.



Bent # 2, Columns # 2 & 3: Map cracking and delaminated areas with efflorescence. Bent # 2, column # 2 has numerous vertical cracks with efflorescence with a 30" delaminated area in the exterior face near cap juncture. Cracking 2EA CS3.



Bent # 2, Columns # 2 & 3: Map cracking and delaminated areas with efflorescence. Bent # 2, column # 2 has numerous vertical cracks with efflorescence with a 30" delaminated area in the exterior face near cap juncture. Cracking 2EA CS3.



Abutment # 2 Back wall, Bay # 2: Moderate width horizontal cracking with efflorescence near deck juncture. Efflorescence 3LF CS2, Cracking 2LF CS2, 2LF CS3.



Span # 1, At Abutment # 1: Girder haunches have horizontal cracking with delaminated areas.



Abutment # 1 Backwall, Bay # 2: Vertical and diagonal cracking with efflorescence and rust staining. Efflorescence/staining 3LF CS3.



Abutment # 1: General View.



11/03/2025

Visual observation during relatively low and clear water conditions indicate that bent # 3 footings are exposed at all 4 columns. Columns # 2 and 3 have up to approximately 24" of the vertical face of footing exposed. Column # 3 footing pictured.



11/03/2025

Visual observation during relatively low and clear water conditions indicate that bent # 3 footings are exposed at all 4 columns. Columns # 2 and 3 have up to approximately 24" of the vertical face of footing exposed.



11/03/2025

Visual observation during relatively low and clear water conditions indicate that bent # 3 footings are exposed at all 4 columns. Columns # 2 and 3 have up to approximately 24" of the vertical face of footing exposed.



11/03/2025

Bent # 2, Cap, Ahead Side: Vertical cracks with efflorescence. Efflorescence 2LF CS2.



11/03/2025

Bent # 8 Cap, Ahead Side: Cap haunch under girder # 2 has spalling with exposed reinforcing steel. Cap over Column # 4 has shallow spall with no exposed rebar under the bearing masonry plate over column # 4. Exposed steel 2LF CS3, Spall/delam 1LF CS3.



11/03/2025

Bent # 8 Cap, Over Column # 4: Shallow spall with no exposed rebar under the bearing masonry plate over column # 4. Spall/delam 1LF CS3.



11/03/2025

Bent # 6 Cap, Ahead Side, Over Column # 4: Two 6" shallow spalls with exposed reinforcing steel. Exposed steel 1LF CS3.



11/03/2025

Bent # 5, Cap, Right End: Spalling with exposed reinforcing steel.



11/03/2025

Bent # 2, Cap, Ahead Side: Haunches under Girders # 2 and 3: Mapcracking with spalling and exposed steel. Spall/delam 1LF CS3, Exposed steel 2LF CS3, Cracking 1LF CS3.



11/03/2025

Bent # 2 concrete haunch incorporated into the cap on the ahead side under girder # 4 has sheared off the face of the cap in the past. There is no exposed rebar in the face of cap where the concrete Bent # 2 concrete haunch incorporated into the cap on the ahead side under girder # 4 has sheared off the face of the cap in the past. There is no exposed rebar in the face of cap where the concrete haunch was originally constructed. There is up to 2" of concrete section loss to the cap where the haunch fell off.



11/03/2025

Bent # 2 Cap, Left Back Side: Spall/ delaminated areas and exposed steel. Spall/delam 1LF CS2, 2LF CS3, Exposed steel 1LF CS3.



11/03/2025

Bent # 2 Cap, Right Back Side: Spall/ delaminated areas and exposed steel. Spall/delam 1LF CS2, 2LF CS3, Exposed steel 1LF CS3.



Bent # 2 Cap, Back Side: Mapcracking with efflorescence cracking 11LF CS3.



Bent # 2 Cap, Left Back Side: Spall/ delaminated areas and exposed steel. Spall/delam 1LF CS2, 2LF CS3, Exposed steel 1LF CS3.



Bent # 2 Cap, Back Side: Mapcracking with efflorescence and spalling with exposed steel.



Abutment # 2, Expansion Joint: Asphalt patch.



Bent # 6 Expansion Joint: Asphalt patch over joint.



Right Lane: Asphalt patches over expansion joints.



Bent # 2 Expansion Joint: Asphalt breaking apart.



Abutment # 1, Expansion Joint: General View.



11/03/2025

Bents # 2 Ahead Side, Bearing # 1: Bearing has corrosion with flaking rust/ section loss. Cap has shallow spalling with minor loss of bearing area to the masonry plate of bearing. Corrosion 1EA CS3.



11/03/2025

Abutment # 2 right approach railing has collision damage to the turn-down section of railing.



11/03/2025

Left Bridge Railing: General View.



11/03/2025

Paint system on the bridge railing post is failing in locations.



11/03/2025

Abutment # 1, Right End Post: Fractured at the base with spalling that exposes reinforcing steel. Damage 1LF CS4.



11/03/2025

Abutment # 1 right approach railing has a failed bolted connection that attaches the railing to a post.



11/03/2025

Span # 3, Over Bent # 2: Asphalt patch. Spall/ delam 16SF CS2.

Maintenance Needs

Date Reported: 12/20/2011

Priority: C - Important

Type of Work: Superstructure Repair

Status: Monitor

Component: Superstructure

Deficiency Description

Superstructure, Deck girders -

The ends of concrete deck girders have deterioration with exposed reinforcing steel at the base of girders # 2, 3, and 4 over the expansion bearings. Exposed reinforcing steel has up to initial section loss. All primary reinforcing steel appears to have good bond with the concrete. Ends of girders are partially covered in dirt and debris in areas that leaks through the open deck joints.

Remarks



Span # 5, Bent # 6, Girder # 3: Shallow spalls with exposed reinforcing steel.



Span # 1, Girders # 3 and 4, At Bent # 2: Map cracking in haunch, girder # 3 has spalls with exposed steel.



01/01/2020

Shallow spalls with exposed hoops at the ends of girders are typical with exposed reinforcing steel that has active corrosion with initial section loss.

Maintenance Needs

Date Reported: 08/10/2021

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Approach

Deficiency Description

Abutment # 1 Right End Post -

Abutment # 1 right end post is fractured at the base with spalling that exposes reinforcing steel.

Remarks



11/03/2025

Abutment # 1, Right End Post: Fractured at the base with spalling that exposes reinforcing steel.



08/09/2021

Abutment # 1 right end post is fractured at the base with spalling that exposes reinforcing steel.

Maintenance Needs

Date Reported: 08/22/2023

Priority: C - Important

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Deck -

The asphalt wearing surface is breaking apart over the intermediate bents creating potholes in the driving surface.

Remarks



Bent # 2 Expansion Joint: Asphalt breaking apart.



Asphalt over bent # 5 coming apart with potholes forming in the driving surface.



Asphalt over bent # 5 coming apart with potholes forming in the driving surface.



Asphalt over bent # 4 coming apart with potholes forming in the driving surface.

Maintenance Needs

Date Reported: 12/20/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Substructure

Deficiency Description

Substructure -

Bent # 3, Column # 2 has areas of heavy abrasion and concrete deterioration at the base of the concrete column. Bent # 5, columns # 1, 2, & 4 have heavy abrasion, concrete deterioration, and section loss. Columns # 1 & 4 have exposed reinforcing steel. Column # 4 has up to 4 inches of concrete section loss at the water elevation.

Remarks



Bent # 3, Column # 2, Back Side: Full width x 15" high area of concrete deterioration with exposed reinforcing steel and up to 2" of concrete section loss. Exposed steel has section loss.



Bent # 3, column # 2 has a full width x 12" high area of concrete deterioration with exposed reinforcing steel and up to 2" of concrete section loss.



Bent # 3, column # 2 has concrete deterioration with exposed reinforcing steel.

Maintenance Needs

Date Reported: 12/21/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Substructure

Deficiency Description

Substructure -

Bent # 2, Span # 2, Haunch in bent cap under Girder # 4 has sheared off the face of the cap. There is no exposed reinforcing steel in the face of cap where the concrete haunch was originally constructed. Visual / Hands - On method of inspection indicates that the reinforcing steel does not appear to be in accordance with Department design drawing # 1140. Bar # P23 appears to have been modified during the construction process and incorporated into the cap at that time. There is up to 2" of concrete section loss in the East face of cap where the haunch fell off. Concrete section loss is even with the face of Column # 3. Girder # 4 of span # 2 above the missing haunch has spalling in the end of the girder with exposed reinforcing steel and some loss of bearing area.

Remarks

08/27/2024 - EJW - No repairs or apparent changes since the last inspection.

08/23/2022 - RSM - Priority changed from "G" to "D" due to spalling / concrete deterioration with some loss of bearing area to girder # 4 over the missing cap haunch.



Bent # 2 concrete haunch incorporated into the cap on the ahead side under girder # 4 has sheared off the face of the cap in the past. There is no exposed rebar in the face of cap where the concrete haunch was originally constructed. There is up to 2" of concrete section loss to the cap where the haunch fell off.



Bent # 2, Span # 2, Haunch in bent cap under Girder # 4 has sheared off the face of the cap. There is no exposed reinforcing steel in the face of cap where the concrete haunch was originally constructed.

Maintenance Needs

Date Reported: 12/20/2011

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Bridge Deck -

The deck haunches over the bents with expansion joints have areas of spalling with exposed reinforcing steel.

The asphalt driving surface has transverse open cracks over the bents that have expansion joints. Open cracks are leaking water and debris on the bent caps of Bents # 2, 4, 6, & 8.

Remarks



Span # 4 over bent # 4-Spalling with exposed reinforcing steel in expansion dam.



Bent # 4 spalling with exposed reinforcing steel in the expansion dam.

Maintenance Needs

Date Reported: 12/20/2011

Priority: D- Routine

Status: Monitor

Type of Work: Substructure Repair

Component: Substructure

Deficiency Description

Substructure. Bent # 2 Cap -

Bent # 2 cap has significant map cracking with efflorescence and water leaking out of the cracks in the cap. The top of cap in bays # 1 and 4 (widened portion of cap) has soft deteriorated concrete.

Top of cap has an 1/8" wide longitudinal crack near the center of cap between girders # 2 and 3 and 3 & 4 (original portion of cap) with delaminated areas along the crack.

The backface of cap has large spalled areas under girders # 1 and # 5 with several delaminated areas.

Remarks



Bent # 2 Cap, Left Back Side: Spall/ delaminated areas and exposed steel.



Bent # 2, Cap, Ahead Side: Haunches under Girders # 2 and 3: Map cracking with spalling and exposed steel.



01/01/2020

Bent # 2 cap has significant map cracking with efflorescence and water leaking out of the cracks in the cap. The top of cap in bays # 1 and 4 (widened portion of cap) has soft deteriorated concrete.

Top of bent # 2 cap has an 1/8" wide longitudinal crack near the center of cap between girders # 2 and 3 and 3 & 4 (original portion of cap) with delaminated areas along the crack.

The backface of cap has large spalled areas under girders # 1 and # 5 with several delaminated areas.

Maintenance Needs

Date Reported: 12/20/2011

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Substructure

Deficiency Description

Substructure, Bent # 2 Columns -

Bent # 2 columns # 2 and 3 have map cracking and delaminated areas with efflorescence. Column # 2 has numerous vertical cracks with efflorescence with a 30" delaminated area in the exterior face near cap juncture.

Remarks



Bent # 2, column # 2 has numerous vertical cracks with efflorescence and a 30" delaminated area in the exterior face near cap juncture.



Bent # 2, columns # 2 & 3 have cracking with efflorescence.

Maintenance Needs

Date Reported: 12/19/2011

Priority: D- Routine

Type of Work: Miscellaneous

Status: Monitor

Component: Element

Deficiency Description

Bridge Railing -

The paint system is failing on the bridge rail posts and the bridge rail with flaking paint and rust forming.

Remarks



Bridge railing protective coating failing.



Bridge railing protective coating failing.

Maintenance Needs

Date Reported: 08/22/2023

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Miscellaneous

Deficiency Description

Approach Railing -

Abutment # 1 right approach railing has a failed bolted connection that attaches the railing to a post.

Abutment # 2 right approach railing (Southeast) has collision damage to the turndown section of railing

Remarks



11/03/2025

Abutment # 2 right approach railing has collision damage to the turndown section of railing.



11/03/2025

Abutment # 1 right approach railing has a failed bolted connection that attaches the railing to a post.



08/22/2023

Abutment # 2 right approach railing has collision damage to the turndown section of railing



08/22/2023

Abutment # 1 right approach railing has a failed bolted connection that attaches the railing to a post.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	Yes
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
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?	No
A-66 - Approach minor pothole/leveling needed	No

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (Yes)

Shoulders have dirt and gravel accumulation with vegetation growing.



Shoulders have dirt and gravel accumulation with vegetation growing.

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

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

Moveable bearings have corrosion with flaking rust.



Bents # 2 Ahead Side, Bearing # 1: Bearing has corrosion with flaking rust/ section loss. Cap has shallow spalling with minor loss of bearing area to the masonry plate of bearing. Corrosion 1EA CS3.

A-58 - Cap Cleaning/Flushing Needed (No)



Asset #00411(Routine, Underwater type 2)

US Highway 64 over Little Mulberry Creek

Location: 9.50 E JCT HWY 71

Team Lead: Bob McEntyre Inspection Date: 11/03/2025

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

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? (No)

A-66 - Approach minor pothole/leveling needed (No)



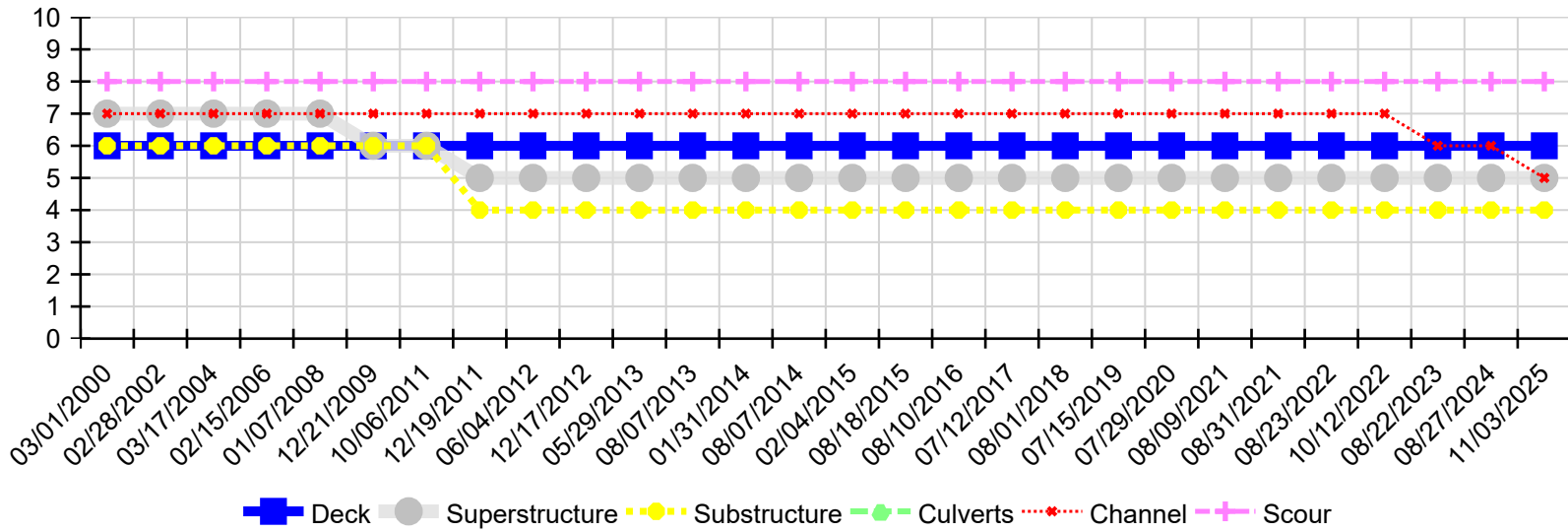
Asset #00411(Routine, Underwater type 2)

US Highway 64 over Little Mulberry Creek

Location: 9.50 E JCT HWY 71

Team Lead: Bob McEntyre Inspection Date: 11/03/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/03/2025	6	5	4	N	5	8
08/27/2024	6	5	4	N	6	8
08/22/2023	6	5	4	N	6	8
10/12/2022	6	5	4	N	7	8
08/23/2022	6	5	4	N	7	8
08/31/2021	6	5	4	N	7	8
08/09/2021	6	5	4	N	7	8
07/29/2020	6	5	4	N	7	8
07/15/2019	6	5	4	N	7	8
08/01/2018	6	5	4	N	7	8
07/12/2017	6	5	4	N	7	8
08/10/2016	6	5	4	N	7	8
08/18/2015	6	5	4	N	7	8
02/04/2015	6	5	4	N	7	8
08/07/2014	6	5	4	N	7	8
01/31/2014	6	5	4	N	7	8
08/07/2013	6	5	4	N	7	8
05/29/2013	6	5	4	N	7	8
12/17/2012	6	5	4	N	7	8
06/04/2012	6	5	4	N	7	8
12/19/2011	6	5	4	N	7	8
10/06/2011	6	6	6	N	7	8
12/21/2009	6	6	6	N	7	8
01/07/2008	6	7	6	N	7	8
02/15/2006	6	7	6	N	7	8
03/17/2004	6	7	6	N	7	8
02/28/2002	6	7	6	N	7	8



Asset #00411(Routine, Underwater type 2)

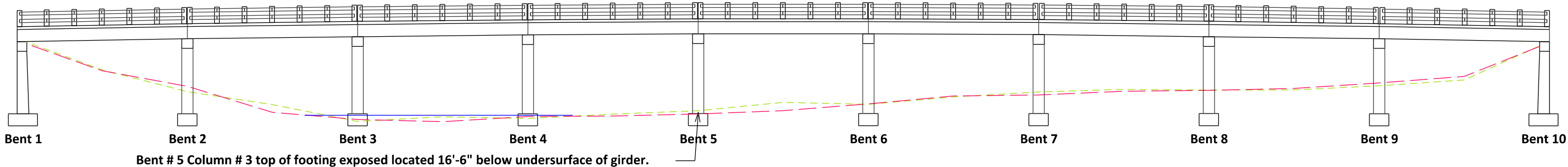
US Highway 64 over Little Mulberry Creek

Location: 9.50 E JCT HWY 71

Team Lead: Bob McEntyre **Inspection Date:** 11/03/2025

Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
03/01/2000	6	7	6	N	7	8

Measurements taken from top of the curb.



Right Side Sounding Left Side Sounding		BRIDGE NO. 00411	
ARKANSAS STATE HIGHWAY COMMISSION Little Rock, ARK.	Scale: 1"=22'	Edited By: SPC	Project: Chan Prof
	Inspection Dir: W to E	Channel Flow: N to S	Checked By: EJW Date: 11/03/2025