

Bridge 00412 Inspection Report



Latitude:35.50244, Longitude:-94.03958

Route:64 Section:02 Log:19.65

Arnold Road ID:17x64x2xA, Arnold Log mile:19.876

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

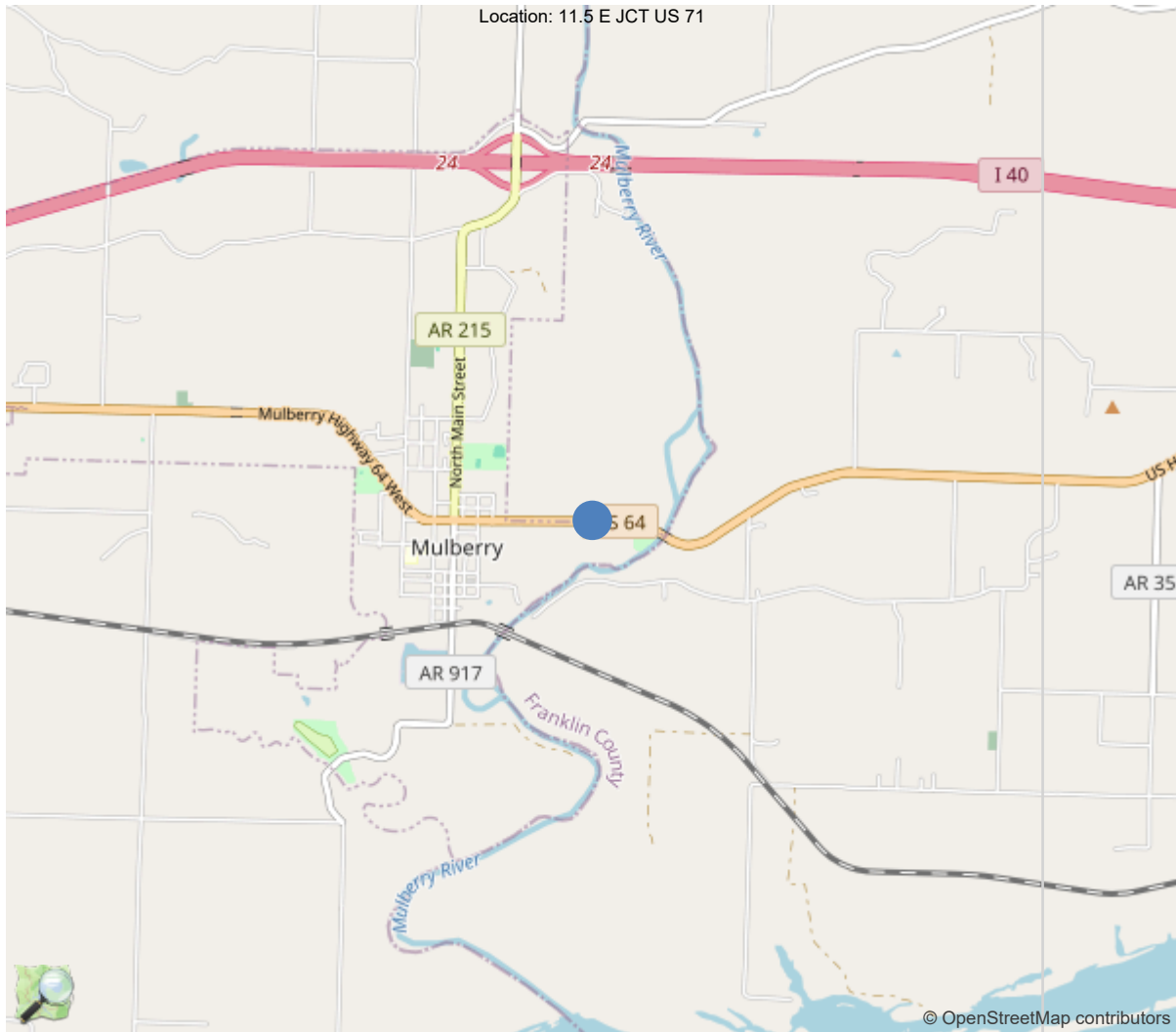
70 - Bridge Posting: 5 - Equal to or above legal loads

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)	44		
Code 5 (40 Tons)	52		

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



35.50244, -94.03958

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	00412
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	48200
(6) Features Intersected	Millers Branch
(7) Facility Carried	US Highway 64
(9) Location	11.5 E JCT US 71
(11) Mile Point	19.65 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.50244
(17) Longitude	-94.03958
(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	11
(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	1929
(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	3000
(30) Year of ADT	2024
(109) Truck ADT	%
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	385 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)	40 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	5
(61) Channel & Channel Protection	7
(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	51
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	30
(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	5
(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	6 - Scour calculation/evaluation ha
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	2975
(115) Year of Future ADT	2027

INSPECTIONS *			
(90) Inspection Date			02/23/2026
(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: 02/23/2026

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	00412
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1929

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	35.50244
B.L.06 Longitude	-94.03958
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	11.5 E JCT US 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	380.7
B.G.02 Total Bridge Length	384.8
B.G.03 Max Span Length	35
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	40

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	23
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	12121.2

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	0.83
B.LR.06 Operating Load Rating Factor	1.42
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	6 - SATISFACTORY - Widespread
B.C.03 Substructure Condition	5 - FAIR - Some moderate defec
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	N - NOT APPLICABLE - Bridge do
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	7 - Some minor scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
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	N - Bridge does not require seismic

Team Lead: Eric West, Inspection Date: 02/23/2026

SPAN SETS			
M1			
B.SP.02 # of Spans	11	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	F01 - Footing - not on rock
B.SB.04 Substructure Type	A03 - Abutment - open/spill th	B.SB.07 Foundation Protective System	U - Unknown
P1			
B.SB.02 No. of Substructure Units	10	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F01 - Footing - not on rock
B.SB.04 Substructure Type	B01 - Bent - column or open	B.SB.07 Foundation Protective System	U - Unknown
W1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	U - Unknown
W1			
B.SB.02 No. of Substructure Units	10	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	U - Unknown

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	3000
B.F.03 Feature Name	US Highway 64	B.H.10 Annual ADTT	19
B.H.01 Functional Classification	5 - Major Collector	B.H.11 Year of Annual ADT	2024
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	19.65	B.H.17 Bypass Detour Length	5
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	



Team Lead: Eric West, Inspection Date: 02/23/2026

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

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	Millers Branch	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	12/24/2025

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



Inspection Notes

General Observation

02/23/2026 - EJW & MPW - Routine Inspection conducted on this date. Structure accessed from the ground with the use of a ladder.

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

Overall, the deck is in satisfactory condition. Driving surface of the structural deck is not visible due to an asphalt wearing surface. The undersurface of the deck has spalling with exposed reinforcing steel in the deck overhangs adjacent to the deck drains and in a few other random locations. Undersurface has area of map cracking with efflorescence in isolated locations.

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

Overall, the superstructure is in fair condition with random areas of spalling that exposes the reinforcing steel in the concrete deck girders. The ends of girders in a few locations over the intermediate bents have spalled/ fractured areas that do not significantly reduce the bearing area.

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

Overall, the substructure is in fair condition. Intermediate bent caps and columns have numerous areas of spalling with exposed reinforcing steel. The steel piles of the widened portion of the structure have corrosion with areas with portions of the flanges with holes at the cap juncture and ground elevation.

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.

Construction Plans Layout Sheet (Drawing No. 11188) indicates that spread footings at all bents are founded on "Medium Firm Brown Sandy Clay and Boulders". Plans also indicate that the piles for the widened portion of structure are driven a minimum depth of 2' into material designated as Rock or Hard Shale.

A-45 - Bats Present (0 - No)

02/23/2026 - EJW - span # 1, has evidence of bats on girder # 4 near mid span. Span # 10, girder # 4 adjacent to bent # 11.

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

Steel Bearings:

The bearings over the intermediate bents have corrosion with flaking rust.

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

Bearing areas have dirt and debris that has accumulated against the steel bearing devices and ends of concrete girders.

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

Minor scour around the base of the intermediate bents in areas. Footings have cover.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	12128	11704	223	201	0
1080	Delamination/Spall/Patched Area	SF	9	0	8	1	0
1090	Exposed Rebar	SF	105	0	37	68	0
1120	Efflorescence/Rust Staining	SF	277	0	160	117	0
1130	Cracking (RC and Other)	SF	33	0	18	15	0
510	Wearing Surfaces	SF	10780	10648	104	28	0
3210	Delam/Spall/Patched Area/Pothole	SF	7	0	0	7	0
3220	Crack (Wearing Surface)	SF	125	0	104	21	0
<p>(16) Driving surface: Driving surface has an asphalt wearing surface with narrow transverse cracking over the intermediate bents with fixed bearings and wide cracking with potholes/ failing repairs over intermediate bents with moveable bearings. There are several spalls with exposed reinforcing steel in the curbs.</p> <p>Deck Undersurface: Undersurface of the deck has transverse cracks with efflorescence and staining at variable spacing. Numerous spalls with exposed reinforcing steel visible from the undersurface of the overhang and in the deck haunches over the intermediate bents. Exposed reinforcing steel has active corrosion with initial section loss. Span # 1 undersurface in bay # 3 adjacent to abutment # 1 has a 12" diameter spall approximately 1-1/2" deep with exposed reinforcing steel. Exposed reinforcing steel has no apparent section loss. Span # 11 undersurface in bay # 2 located approximately 8' from bent # 11 has a 12" x 8" spall with exposed reinforcing steel. Exposed reinforcing steel has corrosion with flaking rust with an estimated 1/8" section loss. Bay # 3 has shallow 10" long spall adjacent to bent # 11 with exposed reinforcing steel. Previous concrete repairs in spans # 7, 8, & 9 in bays # 2 & 3 appear to be sound at this inspection. No apparent repairs or significant changes since the last inspection.</p> <p>(1130-16) Cracking 3 defect quantity is less than 12" mapcracking spacing.</p> <p>(510-16) Wearing Surface: Bent # 2: 12" pothole over the bent in the westbound lane. 1SF CS3 spall Bent # 4: 12" pothole over the bent in the westbound lane. 1SF CS3 spall Bent # 10: spalling over the expansion joint. 5SF CS3 spall</p>							
110	Reinforced Concrete Open Girder/Beam	LF	1910	1505	388	17	0
1080	Delamination/Spall/Patched Area	LF	2	0	1	1	0
1090	Exposed Rebar	LF	18	0	2	16	0
1130	Cracking (RC and Other)	LF	385	0	385	0	0
<p>(110) The majority of the concrete girders have vertical hairline flexure cracks at variable spacing near the mid-span of the girders. Ends of several girders over the intermediate bents have spalling with exposed reinforcing steel. Span # 1, girder # 4: spalling with exposed reinforcing steel over bent # 2. Span # 3, girder # 5, bent # 3: the girder has a diagonal hairline shear type crack. Span # 3, girder # 4, bent # 4: girder has an 8" spall with exposed reinforcing steel. The end of the girder behind the diaphragm is fractured. Span # 4, girder # 3, bent # 4: the girder is fractured and has an 8" spall with exposed reinforcing steel. Span # 7, girder # 3: spalling with exposed reinforcing steel over the cap haunch.</p>							

[illegible]

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>the pile.</p> <p>Bent # 8, pile # 2: has active corrosion with a 1-1/2" long x 5/8" high hole rusted through the flange at the cap juncture. The left pile has 1/4" section loss at the cap juncture on the ahead face.</p> <p>Bent # 9, piles # 1 & 2: piles have active corrosion forming at the cap juncture with initial section loss. The right pile has corrosion at the base of pile with medium pitting visible.</p> <p>Bent # 10, pile # 1: the pile has active corrosion with knife edge section to the ahead flange with a 1/2" hole and a 1" hole rusted through the flange at the cap juncture.</p> <p>Bent # 10, pile # 2: the pile has a rust coating on the majority of the steel pile with up to 1/4" section loss at the cap juncture.</p> <p>Bent # 11, pile # 1: the ahead flange has active corrosion with up to knife edge section loss at the cap juncture. The back flange has a 2" x 1/2" hole rusted through at the cap juncture. Base of pile at ground level has heavy corrosion with thick layers of flaking rust to web and flanges in an area approximately 12" high. Flanges have knife edge section loss along the edges. The ahead flange in the affected area is reduced to 5/16" thickness and has a 1/2" hole rusted through.</p> <p>(515-225) Steel Protective Coating: the paint system is failing in areas at the cap juncture and at the base of the steel piles.</p>							
234	Reinforced Concrete Pier Cap	LF	265	178	53	34	0
1080	Delamination/Spall/Patched Area	LF	4	0	1	3	0
1090	Exposed Rebar	LF	31	0	0	31	0
1130	Cracking (RC and Other)	LF	52	0	52	0	0
<p>(234) The majority of caps have delaminated areas and shallow spalls with exposed reinforcing steel in the undersurface where the structure was widened. Reinforcing steel has active corrosion, layers of rust and section loss. The exposed reinforcing steel appears to have insufficient concrete cover from the construction process.</p> <p>A few of the concrete haunches under the beams have map cracking and spalling with exposed reinforcing steel.</p> <p>Bent # 2: the back face has a 14" spall with exposed reinforcing steel in haunch under girder # 2. The undersurface of cap on left end has two 18" long shallow spalls with exposed reinforcing steel. The right end of cap has a moderate size area of spalling with exposed reinforcing steel.</p> <p>Bent # 3: the cap undersurface on left and right ends have shallow 18" long spalls with exposed reinforcing steel. The ahead face of cap on right side under girder # 5 has a 16" spall with exposed reinforcing steel. Exposed reinforcing steel has corrosion with initial section loss.</p> <p>Bent # 4: the cap ahead face has a spall in the cap haunch under girder # 4, and a spall under girder # 1 that reaches the edge of the bearing masonry plate. The left and right overhang has spalling with exposed reinforcing steel. No loss of bearing area at this inspection.</p> <p>Bent # 5: the cap undersurface on both sides has shallow spalls that expose reinforcing steel.</p> <p>Bent # 6: the cap ahead face has a 10" high x 16" long spall in the bearing area of girder # 5 that extends approximately 1" under the masonry plate in an area approximately 5" long causing minor loss of bearing area. The cap undersurface on right end has several narrow width shallow spalls with exposed reinforcing steel.</p> <p>Bent # 7: the cap undersurface on right end has spalling with exposed secondary reinforcing steel. The reinforcing steel has lost bond with the concrete. Girder # 3 haunch has wide cracking.</p> <p>Bent # 8: the cap ahead face has a spall under girder # 1 that extends to the edge of the masonry plate. No loss of bearing area at this inspection. The cap haunch under girders # 2 & 4 have spalling that has been grouted in the past. Repairs have failed and are no longer in place exposing the reinforcing steel with up to initial section loss. The cap undersurface on both sides has several narrow width long shallow spalls with exposed reinforcing steel.</p> <p>Bent # 9: the cap on right end has spalled on the bottom edge exposing the reinforcing steel. The exposed reinforcing steel has lost bond with the concrete.</p> <p>Bent # 10: the cap ahead face has a 24" long x 8" high spall in the bearing area of girder # 1 that reaches the edge of the masonry plate. No loss of bearing area at this inspection. The right undersurface has narrow width shallow spalling that exposes reinforcing steel. The ahead face on right side has a narrow width vertical crack that propagates from the spalling in the undersurface.</p> <p>Bent # 11: the cap on right end has spalling to the bottom edge that has exposed reinforcing steel. Exposed reinforcing steel has lost bond with the concrete.</p>							
311	Movable Bearing	EA	10	0	1	9	0
1000	Corrosion	EA	9	0	0	9	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2240	Loss of Bearing Area	EA	1	0	1	0	0
(311) Exterior expansion bearings have active corrosion with layers of rust. Anchor bolts and nuts in all locations are missing or have heavy section loss. Span # 6, bearing # 5, bent # 6: bearing has heavy corrosion with layers of flaking rust/ section loss. The bearing has approximately 1" bearing area loss in a 5" long area due to spall in bent cap. No apparent repairs since the last inspection.							
330	Metal Bridge Railing	LF	770	643	127	0	0
1000	Corrosion	LF	115	0	115	0	0
1900	Distortion	LF	12	0	12	0	0
515	Steel Protective Coating	SF	3894	2455	525	525	389
3440	Effectiveness (Steel Protective Coatings)	SF	1439	0	525	525	389
(330) Metal Bridge Railing: The bridge railing has areas of light collision damage with minor collision damage that has caused scrapes and out of plane bending to the railing. Span # 9, right: the bridge railing has minor collision damage in an area approximately 12' long that has caused out of plane bending to the railing and bent one post out of plumb. The paint system is failing with areas of light rust throughout. (515-330) Steel Protective Coating: the paint system is failing in areas along the bridge rails.							

Inspection Photos and Notes



02/23/2026

Elevation



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Undersurface, Span # 11: typical.



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Undersurface, Span # 9: typical.



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Undersurface, Span # 10: typical.



Undersurface, Span # 8: typical.



Undersurface, Span # 6: typical.



Undersurface, Span # 7: typical.



Undersurface, Span # 5: typical.



Bent # 4 left pile back flange at cap juncture has a 1" long x 1/2" wide hole rusted through the flange. The ahead flange has section loss that has reduced the thickness to 3/16".



Undersurface, Span # 3: typical.



Undersurface, Span # 2: typical.



Undersurface, Span # 1: typical.



Driving Surface: typical.



Upstream



Downstream



Span # 1, evidence of bats on girder # 4 near mid span.



Roadway



Bent # 2 asphalt on the bent cap.



Bent # 8: spalling in the end diaphragm of bay # 2 & 3.



Span # 11 undersurface in Bay # 3 has shallow 10" long spall adjacent to bent # 11 with exposed reinforcing steel.



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Span # 11 undersurface in bay # 2 located approximately 8' from bent # 11 has a 12" x 8" spall with exposed reinforcing steel. Exposed reinforcing steel has corrosion with flaking rust with an estimated 1/8" section loss.



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Span # 10, bay # 3: spalling with exposed reinforcing steel in the end diaphragm.



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Span # 5, left: the undersurface has spalling with exposed reinforcing steel.



02/23/2026

Span # 1 undersurface in bay # 3 adjacent to abutment # 1 has a 12" diameter spall approximately 1-1/2" deep with exposed reinforcing steel. Exposed reinforcing steel has no apparent section loss. 1SF CS3 rebar



Span # 5: spalling with exposed reinforcing steel. 8SF CS3 rebar



Span # 11: spalling with exposed reinforcing steel. 4SF CS3 rebar



Span # 10, left: spalling with exposed reinforcing steel. 8SF CS3 rebar



Span # 9, left: spalling with exposed reinforcing steel. 16SF CS3 rebar



02/23/2026

Span # 6, left: spalling with exposed reinforcing steel. 3SF CS3 rebar



02/23/2026

Bent # 4: 12" pothole over the bent in the westbound lane. 1SF CS3 spall



02/23/2026

Bent # 2: 12" pothole over the bent in the westbound lane. 1SF CS3 spall



02/23/2026

Span # 7, girder # 2 spalling with exposed reinforcing steel over bent # 8.



Span # 10, girder # 3 at bent # 11 has a diagonal hairline shear type crack.



Span # 9, girder # 3: 14" long spalling with exposed reinforcing steel over bent # 10.



Span # 8, girder # 5 has scaling with several small shallow spalls with exposed reinforcing steel in the exterior face of girder.



Bent # 10, column # 2 aheadface at the cap juncture has a shallow 4" spall with exposed reinforcing steel.



Bent # 8, column # 2 exterior face at the cap juncture has a 20" high x 12" wide spall with exposed reinforcing steel. Past repair to the spalled area has failed.



Bent # 4, column # 2: there is honeycombing/ concrete deterioration at the base of column.



Bent # 2, column # 2 backface has a 24" high spall with exposed primary reinforcing steel. Exposed reinforcing steel has an estimated 1/16" section loss.



Bent # 4 strut backface has a 6" shallow spall with no exposed reinforcing steel



Abutment # 2: typical.



Abutment # 1: typical.



Bent # 11 left pile ahead flange has active corrosion with up to knife edge section loss at the cap juncture.



Bent # 11, left : Base of pile at ground level has heavy corrosion with thick layers of flaking rust to web and flanges in an area approximately 12" high. Flanges have knife edge section loss along tBent # 11, left : Base of pile at ground level has heavy corrosion with thick layers of flaking rust to web and flanges in an area approximately 12" high. Flanges have knife edge section loss along the edges. The ahead flange in the affected area is reduced to 5/16" thickness and has a 1/2" hole rusted through.



Bent # 11, left: The back flange has a 2" x 1/2" hole rusted through at the cap juncture.



Bent # 10 left pile has active corrosion with knife edge section to the ahead flange with a 1/2" hole and a 1" hole rusted through the flange at the cap juncture.



Bent # 10 right pile has a rust coating on the majority of the steel pile with up to 1/4" section loss at the cap juncture.



Bent # 8 right pile has active corrosion with a 1-1/2" long x 5/8" high hole rusted through the flange at the cap juncture. The left pile has 1/4" section loss at the cap juncture on the ahead face.



Bent # 7 right pile back flange has 1-1/8" out of plane bending to base of pile in an area approximately 16" high at the base of the pile.



Bent # 4 left pile back flange at cap juncture has a 1" long x 1/2" wide hole rusted through the flange. The ahead flange has section loss that has reduced the thickness to 3/16".



Bent # 2 right pile has active corrosion up to knife edge section loss at the cap juncture with an area of complete section loss to ahead flange that is 2-1/4" long x 1/2" wide.



Bent # 8: the cap ahead face has a spall under girder # 1 that extends to the edge of the masonry plate. No loss of bearing area at this inspection. The cap haunch under girders # 2 & 4 have spalling that has been grouted in the past. Repairs have failed and are no longer in place exposing the reinforcing steel with up to initial section loss. The cap undersurface on both sides has several narrow width long shallow spalls with exposed reinforcing steel.



02/23/2026

Bent # 10: the cap ahead face has a 24" long x 8" high spall in the bearing area of girder # 1 that reaches the edge of the masonry plate. No loss of bearing area at this inspection.



02/23/2026

Bent # 9: the cap on right end has spalled on the bottom edge exposing the reinforcing steel. The exposed reinforcing steel has lost bond with the concrete.



02/23/2026

Bent # 8: the cap ahead face has a spall under girder # 1 that extends to the edge of the masonry plate. No loss of bearing area at this inspection. The cap haunch under girders # 2 & 4 have spalling that has been grouted in the past. Repairs have failed and are no longer in place exposing the reinforcing steel with up to initial section loss. The cap undersurface on both sides has several narrow width long shallow spalls with exposed reinforcing steel.



02/23/2026

Bent # 7: the cap undersurface on right end has spalling with exposed secondary reinforcing steel. The reinforcing steel has lost bond with the concrete.



02/23/2026

Bent # 6: the cap ahead face has a 10" high x 16" long spall in the bearing area of girder # 5 that extends approximately 1" under the masonry plate in an area approximately 5" long causing minor loss of bearing area. The cap undersurface on right end has several narrow width shallow spalls with exposed reinforcing steel.



02/23/2026

Bent # 4: the cap ahead face has a spall in the cap haunch under girder # 4, and a spall under girder # 1 that reaches the edge of the bearing masonry plate. The left and right overhang has spalling with exposed reinforcing steel. No loss of bearing area at this inspection.



02/23/2026

Bent # 3: the cap undersurface on left and right ends have shallow 18" long spalls with exposed reinforcing steel. The ahead face of cap on right side under girder # 5 has a 16" spall with exposed reinforcing steel. Exposed reinforcing steel has corrosion with initial section loss.



02/23/2026

Bent # 2, right: The right end of cap has a moderate size area of spalling with exposed reinforcing steel.



Bent # 2: the back face has a 14" spall with exposed reinforcing steel in haunch under girder # 2.



Bent # 2, left: The undersurface of cap on left end has two 18" long shallow spalls with exposed reinforcing steel.



Span # 6, bearing # 5, bent # 6: bearing has heavy corrosion with layers of flaking rust/ section loss. The bearing has approximately 1" bearing area loss in a 5" long area due to spall in bent cap.



Span # 6, bearing # 5, bent # 6: bearing has heavy corrosion with layers of flaking rust/ section loss. The bearing has approximately 1" bearing area loss in a 5" long area due to spall in bent cap.



Bridge Rail: typical.



Span # 9, right: the bridge railing has minor collision damage in an area approximately 12' long that has caused out of plane bending to the railing and bent one post out of plumb.

Maintenance Needs

Date Reported: 01/12/2012

Priority: C - Important

Status: Monitor

Type of Work: Substructure Repair

Component: Substructure

Deficiency Description

Substructure (Steel columns) -

Steel columns have active corrosion, layers of rust and section loss at base of piles and at the cap juncture. Numerous areas of old section loss scars that have been painted over by maintenance forces in the past. Section loss ranges from initial up to 2" holes rusted through the flanges at the cap juncture. Bent # 11 left pile is the most notable area of corrosion with knife edge section loss to the flanges and a 2" x 1/2" hole rusted through at the cap juncture. Base of pile at ground elevation has heavy corrosion with thick layers of flaking rust to web and flanges in an area approximately 12" high. Flanges have knife edge section loss along the edges. The ahead flange in the affected area is reduced to 5/16" thickness and has a 1/4" hole rusted through.

Remarks



Bent # 2 right pile has active corrosion up to knife edge section loss at the cap juncture with an area of complete section loss to ahead flange that is 2-1/4" long x 1/2" wide.



Bent # 11, left: The back flange has a 2" x 1/2" hole rusted through at the cap juncture.



03/03/2026

Bent # 11, left : Base of pile at ground level has heavy corrosion with thick layers of flaking rust to web and flanges in an area approximately 12" high. Flanges have knife edge section loss along Bent # 11, left : Base of pile at ground level has heavy corrosion with thick layers of flaking rust to web and flanges in an area approximately 12" high. Flanges have knife edge section loss along the edges. The ahead flange in the affected area is reduced to 5/16" thickness and has a 1/2" hole rusted through.



05/14/2020

Bent # 11, left pile has active corrosion up to knife edge with some holes rusted through the top of the column at the cap juncture.

Maintenance Needs

Date Reported: 01/12/2012

Priority: D- Routine

Status: Monitor

Type of Work: Bearing Repair/Replacement

Component: Superstructure

Deficiency Description

Bearings -

Exterior expansion bearings have active corrosion with layers of rust. The bearing anchor bolts are corroded into and are missing in several locations. The remaining anchor bolts have heavy corrosion/ section loss.

Remarks



03/03/2026

Span # 6, bearing # 5 at bent # 6 has heavy corrosion with layers of flaking rust/ section loss. The bearing has approximately 1" bearing area loss in a 5" long area due to spall in bent cap.



05/14/2020

Span # 4, bearing # 1 at bent # 4-Corrosion.

Maintenance Needs

Date Reported: 01/12/2012

Priority: D- Routine

Status: Monitor

Type of Work: Substructure Repair

Component: Substructure

Deficiency Description

Substructure (Concrete Caps and Columns) -

The majority of the concrete caps have areas of spalling with exposed reinforcing steel in random locations. Several caps have spalling with exposed reinforcing steel in the undersurface where the structure was widened in the past. Areas of spalling appear to be from insufficient concrete cover from the construction process. The caps have spalling in the bearing areas that extends to the edge of the masonry plates in some locations. The area of spalling in the aheadface of bent # 6 cap under girder # 5 extends approximately 1" under the masonry plate in an area approximately 5" long causing minor loss of bearing area. The cap haunches under the girders in some locations have areas of spalling with exposed reinforcing steel.

The columns have a few random spalls with exposed reinforcing steel.

Remarks



Bent # 8 cap aheadface has a spall under girder # 1 that extends to the edge of the masonry plate. No loss of bearing area at this inspection. The cap haunch under girders # 2 & 4 have spalling that has been grouted in the past. Repairs have failed and are no longer in place exposing the reinforcing steel with up to initial section loss. The cap undersurface on both sides has several narrow width long shallow spalls with exposed reinforcing steel.



Bent # 2, column # 2 backface has a 24" high spall with exposed primary reinforcing steel. Exposed reinforcing steel has an estimated 1/16" section loss.



Bent # 8, column # 2 exterior face at the cap juncture has a 20" high x 12" wide spall with exposed reinforcing steel. Past repair to the spalled area has failed.



Bent # 2, column # 2 backface- Spalling with exposed reinforcing steel.

Maintenance Needs

Date Reported: 12/05/2019

Priority: D- Routine

Status: Monitor

Type of Work: Approach Leveling/Maintenance

Component: Approach

Deficiency Description

Bridge Railing and Approach Guardrail -

Abutment # 2 left approach railing (Northwest) has minor collision damage to the turndown portion of railing.

Span # 9 right bridge railing has minor collision damage in an area approximately 12' long that has caused out of plane bending to the railing and bent one post out of plumb.

Remarks



03/03/2026

Span # 9 right bridge railing has minor collision damage in an area approximately 12' long that has caused out of plane bending to the railing and bent one post out of plumb



02/23/2026

Abutment # 2 left approach railing has minor collision damage to the turndown portion of the railing



12/18/2023

Abutment # 2 left approach railing has minor collision damage to the turndown portion of the railing

Maintenance Needs

Date Reported: 12/07/2021

Priority: D- Routine

Type of Work: Superstructure Repair

Status: Monitor

Component: Superstructure

Deficiency Description

Concrete deck girders -

Concrete deck girders have several areas of spalling with exposed reinforcing steel. The ends of the girders over the intermediate bents are fractured/ spalled in some locations.

Remarks



Span # 8, girder # 5 has scaling with several small shallow spalls with exposed reinforcing steel in the exterior face of girder.



Span # 7, girder # 2 spalling with exposed reinforcing steel over bent # 8.



12/18/2023

Span # 11, girder # 5 at bent 11 has an 8" shallow spall with exposed reinforcing steel with horizontal cracking under the spall.

Maintenance Needs

Date Reported: 12/07/2021

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Deck Undersurface -

The undersurface of the deck has areas of spalling with exposed reinforcing steel in the overhangs adjacent to the deck drains and in a few other random locations.

Span # 1 undersurface in bay # 3 adjacent to abutment # 1 has a 12" diameter spall approximately 1-1/2" deep with exposed reinforcing steel. Exposed reinforcing steel has no apparent section loss.

Span # 11 undersurface in bay # 2 located approximately 8' from bent # 11 has a 12" x 8" spall with exposed reinforcing steel. Exposed reinforcing steel has corrosion with flaking rust with an estimated 1/8" section loss.

Remarks



Span # 11 undersurface in bay # 2 located approximately 8' from bent # 11 has a 12" x 8" spall with exposed reinforcing steel. Exposed reinforcing steel has corrosion with flaking rust with an estimated 1/8" section loss.



Span # 1 undersurface in bay # 3 adjacent to abutment # 1 has a 12" diameter spall approximately 1-1/2" deep with exposed reinforcing steel. Exposed reinforcing steel has no apparent section loss. 1SF CS3 rebar



12/06/2021

Spalls with exposed reinforcing steel in undersurface of deck overhang adjacent to deck drain.

Maintenance Needs

Date Reported: 12/14/2023

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Channel -
The channel has light drift accumulation at bent # 5.

Remarks



02/23/2026

The channel has light drift accumulation at bent # 5.



12/18/2023

Light drift accumulation at bent # 5

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
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	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 (No)

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

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

Steel Bearings:

The bearings over the intermediate bents have corrosion with flaking rust.



Span # 6, bearing # 5, bent # 6: bearing has heavy corrosion with layers of flaking rust/ section loss. The bearing has approximately 1" bearing area loss in a 5" long area due to spall in bent cap.

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

Bearing areas have dirt and debris that has accumulated against the steel bearing devices and ends of concrete girders.



Bent # 2 asphalt on the bent cap.

A-59 - Joint Repair Needed (No)



Asset #00412(Routine)

US Highway 64 over Millers Branch

Location: 11.5 E JCT US 71

Team Lead: Eric West Inspection Date: 02/23/2026

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)

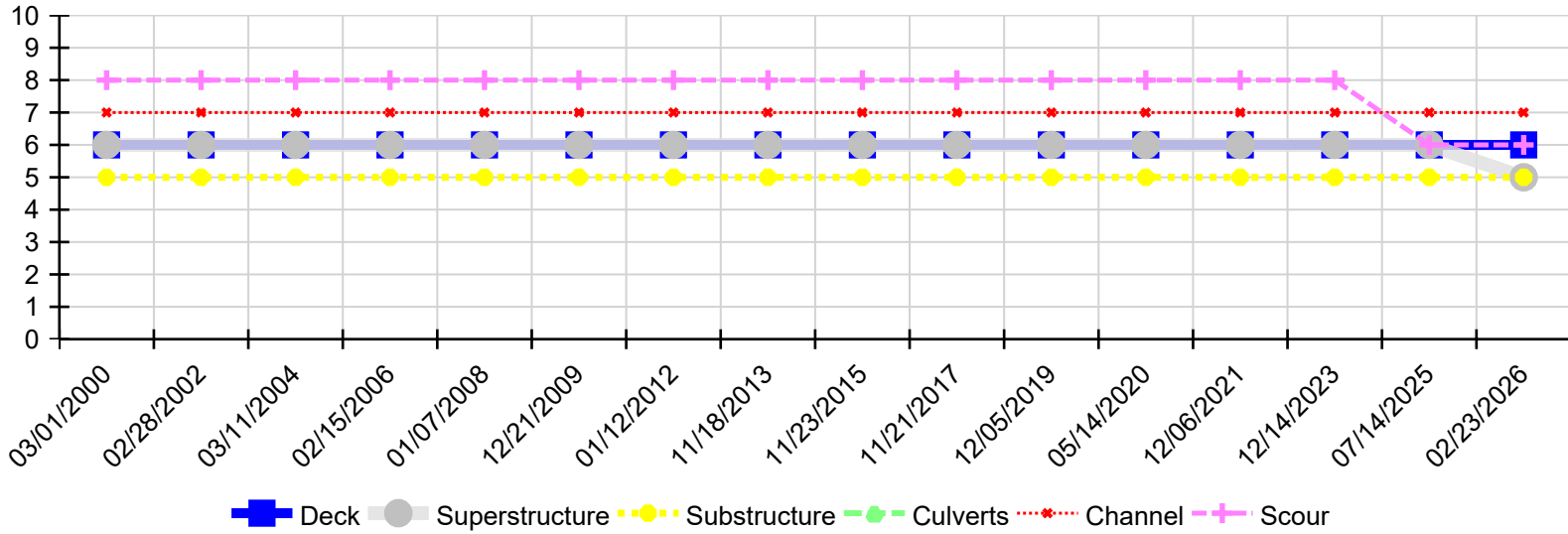
A-65 - Clogged deck drains? (No)

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



Asset #00412(Routine)
US Highway 64 over Millers Branch
Location: 11.5 E JCT US 71
Team Lead: Eric West Inspection Date: 02/23/2026

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
02/23/2026	6	5	5	N	7	6
07/14/2025	6	6	5	N	7	6
12/14/2023	6	6	5	N	7	8
12/06/2021	6	6	5	N	7	8
05/14/2020	6	6	5	N	7	8
12/05/2019	6	6	5	N	7	8
11/21/2017	6	6	5	N	7	8
11/23/2015	6	6	5	N	7	8
11/18/2013	6	6	5	N	7	8
01/12/2012	6	6	5	N	7	8
12/21/2009	6	6	5	N	7	8
01/07/2008	6	6	5	N	7	8
02/15/2006	6	6	5	N	7	8
03/11/2004	6	6	5	N	7	8
02/28/2002	6	6	5	N	7	8
03/01/2000	6	6	5	N	7	8