

## Bridge 02282 Inspection Report



Latitude:35.49451, Longitude:-94.15001

Route:64 Section:02 Log:12.64

Arnold Road ID:17x64x2xA, Arnold Log mile:12.962

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

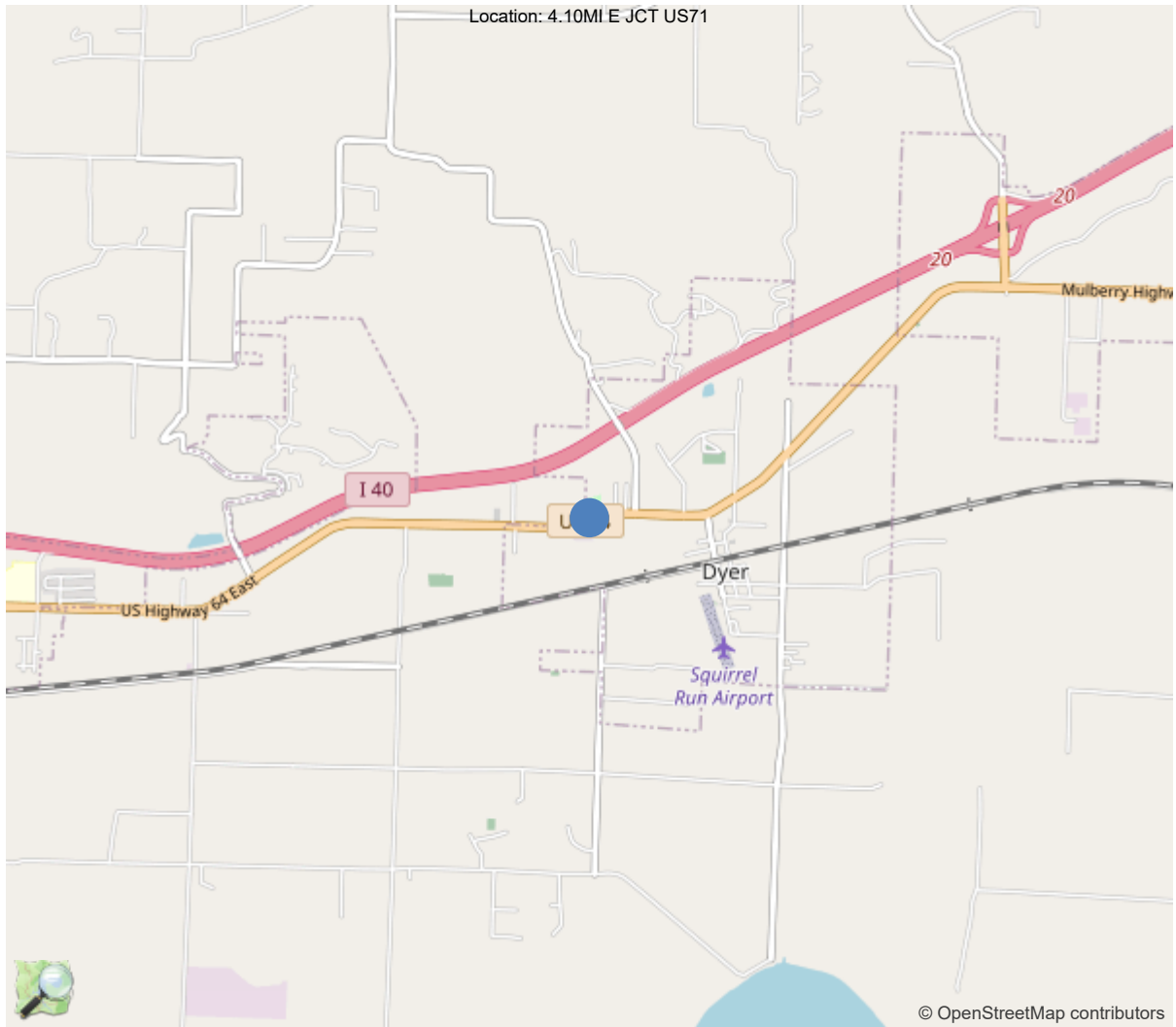
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	35		
Code 9 (31 Tons)	38		
Code 5 (40 Tons)	44		

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



35.49451, -94.15001



## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02282
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	20200
(6) Features Intersected	Heard Branch
(7) Facility Carried	US Highway 64
(9) Location	4.10MI E JCT US71
(11) Mile Point	12.64 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.4945081237848
(17) Longitude	-94.1500067055225
(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	1
(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	1927
(106) Year Reconstructed	1962
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4700
(30) Year of ADT	2024
(109) Truck ADT	%
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	38 ft
(49) Structure Length	40.9 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	27.6 ft
(52) Deck Width Out to Out	33.4 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0 - No median
(34) Skew	45 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	30.8 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	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	48
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	29
(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	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(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	31 - Replacement of bridge or
(76) Length of Structure Improvement	65 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 130
(96) Total Project Cost	\$ 276
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	5044
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/13/2025
(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: Eric West, Inspection Date: 08/13/2025

### Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	02282
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1927

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	33 - Crawford County
B.L.03 Place Code	20200 - Dyer
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.4945081237848
B.L.06 Longitude	-94.1500067055225
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	4.10MI E JCT US71
B.L.12 Metropolitan Planning Organization	3

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	37.2
B.G.02 Total Bridge Length	41
B.G.03 Max Span Length	38.1
B.G.04 Min Span Length	38.1
B.G.05 Bridge Width Out-to-Out	33.5
B.G.06 Bridge Width Curb-to-Curb	27.6
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	45
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	13
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1373.5

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
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	0.81
B.LR.06 Operating Load Rating Factor	1.33
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
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	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	5 - FAIR - Some moderate defec
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	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	8 - Insignificant 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	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	2 - Very low - once every 51 to 99
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

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	14	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	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	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
<b>A1</b>			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	3800
B.F.03 Feature Name	US Highway 64	B.H.10 Annual ADTT	38
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	30.5
B.H.07 LRS Mile Point	12.64	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

WATERWAY FEATURES			
<b>W1</b>			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	Heard 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	



Team Lead: Eric West, Inspection Date: 08/13/2025

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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## Inspection Notes

### General Observation

08/13/2025 - EJW & MPW - Routine and Underwater Type 2 Inspections conducted on this date. Structure accessed from the ground with the use of waders and a ladder.

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

Overall, the deck is in satisfactory condition, the driving surface has a chip and seal wearing surface with a section of wearing surface missing in left lane. Water stains visible from the undersurface of the deck indicate leakage through the deck cracks. Transverse cracking that ranges from 1' to 4' centers. Areas of honeycombing and map cracking are visible from the undersurface of the deck. Undersurface in bays # 3 & 11 have shallow spalls with exposed reinforcing steel along the construction joint where the structure was widened and along the top flange of beam # 14 (right exterior beam).

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#### 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, the superstructure has areas with active corrosion, pack rust and section loss where water leaks through the deck at full depth deck cracks and at the abutments.

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

Overall, the substructure is in satisfactory conditions, the abutments have light / medium abrasion at the base of abutments. The abutments have cracks, delamination's and spalling with exposed reinforcing steel.

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#### 61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

Channel-  
Overall, the channel is in satisfactory condition, the banks are vegetated and appear stable, trees and vegetation slightly restrict the channel.

08/13/2025 - EJW & MPW - Underwater Type 2 Inspection conducted this date. Wading and probing with visual observations during low water conditions indicate that the footings have cover with no apparent scour problems during this inspection.

ArDOT Drawing # 7939A General Notes state that Rock excavation shall be made to neat lines of concrete footings. Care shall be taken to avoid shattering of rock faces by excessive blasting. Design drawings indicate that the structure footings are founded on shale.

A profile of the channel was taken along both sides of the structure during this inspection.

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

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

The girder ends and bearings have areas with active corrosion and layers of flaking rust.

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#### A-60 - Full Girder Painting Needed (Y)

The girders have a failing paint system with freckled rust visible throughout.

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#### A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (8 - Insignificant scour.)

Channel-

Overall, the channel is in satisfactory condition, the banks are vegetated and appear stable, trees and vegetation slightly restrict the channel.

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## National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1208	890	281	37	0
1080	Delamination/Spall/Patched Area	SF	20	0	0	20	0
1090	Exposed Rebar	SF	10	0	0	10	0
1120	Efflorescence/Rust Staining	SF	8	0	1	7	0
1130	Cracking (RC and Other)	SF	280	0	280	0	0
510	Wearing Surfaces	SF	1139	1053	62	24	0
3210	Delam/Spall/Patched Area/Pothole	SF	24	0	0	24	0
3220	Crack (Wearing Surface)	SF	62	0	62	0	0
<p>(12) Driving Surface:  Asphalt wearing surface has minor cracking. Chip and seal wearing surface in left lane is missing in an area approximately 12' long x 2-1/2' wide. There is medium scale in the right curb.</p> <p>Deck Undersurface:  Water stains visible from the undersurface of the deck indicate leakage through the deck cracks. Transverse cracking that ranges from 1' to 4' centers.  Areas of honeycombing and map cracking are visible from the undersurface of the deck. 280SF CS2 cracking, 1SF CS2 &amp; 7SF CS3 efflorescence  Undersurface in bays # 3 &amp; 11 have shallow spalls with exposed reinforcing steel along the construction joint where the structure was widened and along the top flange of beam # 14 (right exterior beam). 10SF CS3 rebar, 20SF CS3 spall  (510-12) Wearing Surface: Minor cracking visible in the wearing surface. 62SF CS2 cracking  Left lane: Chip and seal wearing surface in left lane is missing in an area approximately 12' long x 2-1/2' wide. 24SF CS3 spall</p>							
107	Steel Open Girder/Beam	LF	573	0	504	69	0
1000	Corrosion	LF	573	0	504	69	0
515	Steel Protective Coating	SF	2854	1	0	2784	69
3440	Effectiveness (Steel Protective Coatings)	SF	2853	0	0	2784	69
<p>(107) Steel Open Girder: There is active corrosion in the ends of the girders at the abutments. General areas of freckled rust throughout the superstructure. Several areas of active corrosion along the top flanges of the beams under the full depth transverse cracks in the deck. Girders are noisy during live load impacts. 504LF CS2 &amp; 47LF CS3 corrosion  Girder # 1: the bottom flange approximately 15' from abutment # 2 has corrosion with section loss in an area approximately 14" long with 3/8" remaining section. 2LF CS3 corrosion  Abutment # 1, Girders # 2 &amp; 4: girders have 16" of flaking rust base of web and 1/16" section loss to bottom flange in a 4" long area. Girder # 4 over abutment # 2 has a 24" long area of corrosion with flaking rust / initial section loss along base of web. 3LF CS3 corrosion  Abutment # 2, Girder # 7: girder has heavy corrosion with flaking rust in a 26" long area with section loss adjacent to the bearing with 3/8" remaining section in 4" long area. Base of web has up to 0.28" section loss in 24" long area. 3LF CS3 corrosion  Abutment # 2, Girder # 8: girder has the same condition as beam # 7 in an area approximately 16" long. 2LF CS3 corrosion  Abutment # 2, Girders # 13: the bottom flange is making contact with abutment # 2 backwall. Girder # 14 is approximately 1/8" from making contact with the backwall.  Girder # 14: girder has up to approximately 1/8" section loss to the bottom flanges adjacent to the deck drains during this inspection. The corrosion to girder # 14 has section loss to bottom flange in three areas approximately 8' in length located approximately 10' from abutment # 2 that has reduced the flange thickness to 7/16" remaining section. The top flange of beam #</p>							



Asset #02282(Routine, Underwater type 2)

US Highway 64 over Heard Branch

Location: 4.10MI E JCT US71

Team Lead: Eric West Inspection Date: 08/13/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>14 has an area of active corrosion with flaking rust on the exterior side near abutment # 2. Top flange appears to have approximately 1/8" section loss. 14LF CS3 corrosion No visible cracks apparent in the girders during this inspection.</p> <p>(515-107) Steel Protective Coating: The girders have a failing paint system. 2784LF CS2 &amp; 69SF CS3 effectiveness</p>							
215	Reinforced Concrete Abutment	LF	165	45	102	18	0
1080	Delamination/Spall/Patched Area	LF	3	0	3	0	0
1090	Exposed Rebar	LF	4	0	2	2	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	14	0	0	14	0
1190	Abrasion/Wear (PSC/RC)	LF	98	0	96	2	0
<p>(215) RC Abutment: There is light / medium abrasion at the base of abutments. There are multiple vertical cracks in each abutment stem wall. 13LF CS3 cracking, 96LF CS2 &amp; 2LF CS3 abrasion, 1LF CS2 efflorescence</p> <p>Abutment # 1, left: the left side near base of stem wall has a 16" area of shallow concrete deterioration with no exposed reinforcing steel. 2LF CS3 abrasion Abutment # 1, left: the wing wall has a 14" spall with exposed reinforcing steel. 2LF CS2 rebar Abutment # 1: has a vertical crack between beams # 12 &amp; 13 that extends up through the back wall. 1LF CS3 cracking</p> <p>Abutment # 2: has a horizontal crack / delaminated area in the backwall behind girder # 10. 3LF CS2 delam/spall/patched area Abutment # 2, right: the backwall has a 12" x 16" spall with exposed reinforcing steel where the backwall transitions back at the wing wall juncture. 2LF CS3 rebar</p>							
311	Movable Bearing	EA	14	0	3	11	0
1000	Corrosion	EA	14	0	3	11	0
515	Steel Protective Coating	SF	14	0	0	0	14
3440	Effectiveness (Steel Protective Coatings)	SF	14	0	0	0	14
<p>(311) Moveable Bearings: The bearings have areas with active corrosion and layers of flaking rust. 3EA CS2 &amp; 11EA CS3 corrosion</p> <p>(515-311) Steel Protective Coating: The paint system has failed. 14SF CS4 effectiveness</p>							
313	Fixed Bearing	EA	14	0	3	11	0
1000	Corrosion	EA	14	0	3	11	0
515	Steel Protective Coating	SF	14	0	0	0	14
3440	Effectiveness (Steel Protective Coatings)	SF	14	0	0	0	14
<p>(313) Moveable Bearings: The bearings have areas with active corrosion and layers of flaking rust. 3EA CS2 &amp; 11EA CS3 corrosion</p> <p>(515-313) Steel Protective Coating: The paint system has failed. 14SF CS4 effectiveness</p>							
330	Metal Bridge Railing	LF	82	24	58	0	0
1000	Corrosion	LF	58	0	58	0	0
515	Steel Protective Coating	SF	246	50	100	48	48
3440	Effectiveness (Steel Protective Coatings)	SF	196	0	100	48	48

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	(330) Metal Bridge Rail: Concrete bridge rail posts # 3 & 4 on the right side of structure are map cracked. There is 8' of concrete deterioration / scale in the right curb. Bridge rails have a rust coating. 58SF CS2 corrosion						
	(515-330) Steel Protective Coating: The paint system has failed in areas.100SF CS2, 48SF CS3 & 48SF CS4 effectiveness						

## Inspection Photos and Notes



07/31/2023

Elevation looking East



08/14/2025

Undersurface: typical.



08/14/2025

Driving Surface: typical.



08/14/2025

Abutment # 2: typical.





Abutment # 1: typical.



Upstream



Downstream



Roadway





The bearings have areas with active corrosion and layers of flaking rust.



Failing paint system.



Left lane: Chip and seal wearing surface in left lane is missing in an area approximately 12' long x 2-1/2' wide.



Typical paint system.





Steel Girder: top flange corrosion at full depth cracks.



Girder # 14: The top flange of beam # 14 has an area of active corrosion with flaking rust on the exterior side near abutment # 2. Top flange appears to have approximately 1/8" section loss.



Girder # 14: girder has up to approximately 1/8" section loss to the bottom flanges adjacent to the deck drains during this inspection. The corrosion to girder #14: girder has up to approximately 1/8" section loss to the bottom flanges adjacent to the deck drains during this inspection. The corrosion to girder # 14 has section loss to bottom flange in three areas approximately 8' in length located approximately 10' from abutment # 2 that has reduced the flange thickness to 7/16" remaining section.



Abutment # 1, girder # 8: active corrosion, pack rust and approximately 1/8" section loss.



Abutment # 1, girder #2: girders have 16" of flaking rust base of web and 1/16" section loss to bottom flange in a 4" long area.



Abutment # 1, left: the left side near base of stem wall has a 16" area of shallow concrete deterioration with no exposed reinforcing steel.



Abutment # 2, right: the backwall has a 12" x 16" spall with exposed reinforcing steel where the backwall transitions back at the wing wall juncture.



Abutment # 2: has a horizontal crack / delaminated area in the backwall behind girder # 10.





Moveable Bearings: The bearings have areas with active corrosion and layers of flaking rust.



Abutment # 2, bearing # 2: active corrosion, pack rust and section loss.



Right, posts # 3 & 4: map cracking.



Metal Bridge Rail, Left: typical.



Metal Bridge Rail, Right: typical.



## Maintenance Needs

Date Reported: 08/17/2015

Priority: C - Important

Status: Monitor

Type of Work: Superstructure Repair

Component: Superstructure

### Deficiency Description

Superstructure -

Superstructure has areas of active corrosion with section loss to the beam ends over the abutments and to the exterior beams adjacent to the deck drains and along the top flanges where water appears to leak through the cracks in the deck. The most notable areas are listed below:

-Beam # 1 bottom flange approximately 15' from abutment # 2 has corrosion with section loss in an area approximately 14" long with 3/8" remaining section.

-Beams # 2 and 4 at abutment # 1 have 16" of flaking rust base of web and 1/16" section loss to bottom flange in a 4" long area. Beam # 4 over abutment # 2 has a 24" long area of corrosion with flaking rust / initial section loss along base of web.

-Beam # 7 over abutment # 2 has heavy corrosion with flaking rust in a 26" long area with section loss adjacent to the bearing with 3/8" remaining section in 4" long area. Base of web has up to 0.28" section loss in 24" long area.

-Beam # 8 over abutment # 2 has the same condition as beam # 7 in an area approximately 16" long.

-Beams # 13 bottom flange is making contact with abutment # 2 backwall. Beam # 14 is approximately 1/8" from making contact with the backwall.

-Beam # 14 has up to approximately 1/8" section loss to the bottom flanges adjacent to the deck drains during this inspection. The corrosion to beam # 14 has section loss to bottom flange in three areas approximately 8" in length located approximately 10' from abutment # 2 that has reduced the flange thickness to 7/16" remaining section. The top flange of beam # 14 has an area of active corrosion with flaking rust on the exterior side near abutment # 2. Top flange appears to have approximately 1/8" section loss.

Beams are noisy during live load impacts.

### Remarks



Abutment # 1, girder # 8: active corrosion, pack rust and approximately 1/8" section loss.



Beam # 1 adjacent to Bent # 2.

### Maintenance Needs

**Date Reported:** 08/17/2015

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Approach

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### Deficiency Description

Bridge Railing -

The bridge railing and approach guard rails have areas with light rust coating. Concrete bridge rail posts on the right side of the structure have heavy map cracking.

Abutment # 1 right approach guard railing has collision damage with out of plane bending.

### Remarks

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Abutment # 1, right: approach guardrail collision damage.



Bent # 1 Right Approach guardrail.

## 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	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	Yes
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)**

The girder ends and bearings have areas with active corrosion and layers of flaking rust.



The bearings have areas with active corrosion and layers of flaking rust.

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

**A-59 - Joint Repair Needed (No)**

**A-60 - Full Girder Painting Needed (Yes)**

The girders have a failing paint system with freckled rust visible throughout.



Failing paint system.



**Asset #02282**(Routine, Underwater type 2)

**US Highway 64 over Heard Branch**

**Location: 4.10MI E JCT US71**

**Team Lead: Eric West Inspection Date: 08/13/2025**

**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)**





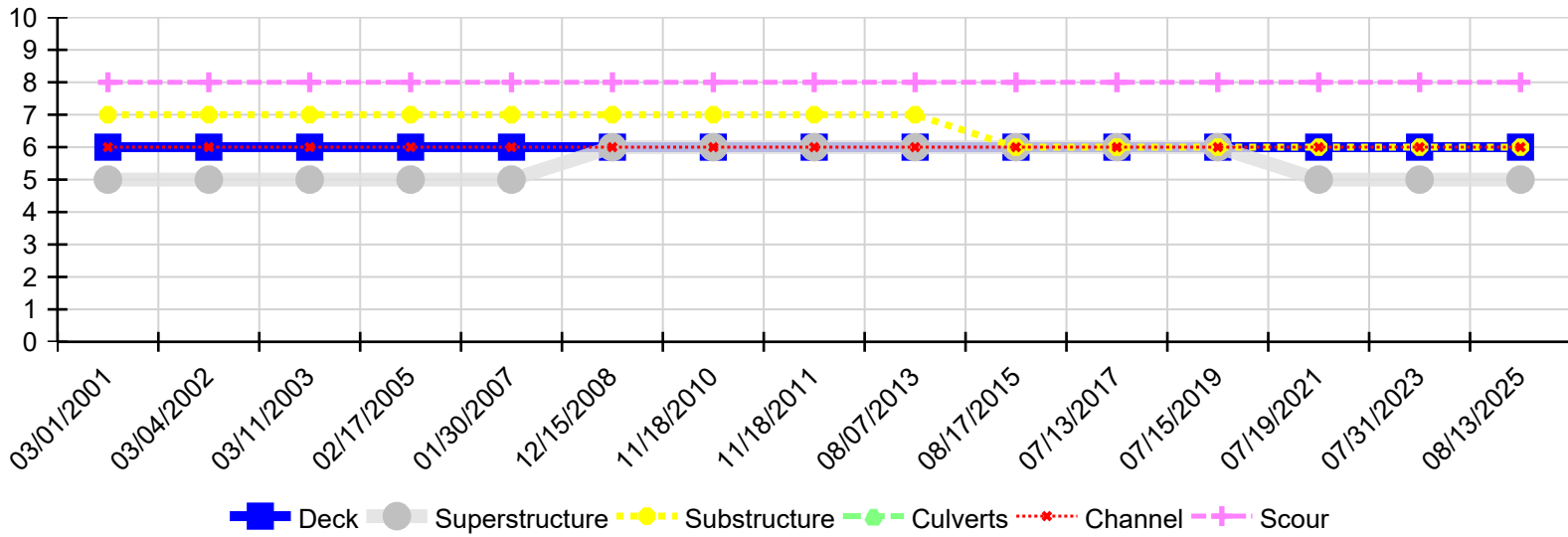
Asset #02282(Routine, Underwater type 2)

US Highway 64 over Heard Branch

Location: 4.10MI E JCT US71

Team Lead: Eric West Inspection Date: 08/13/2025

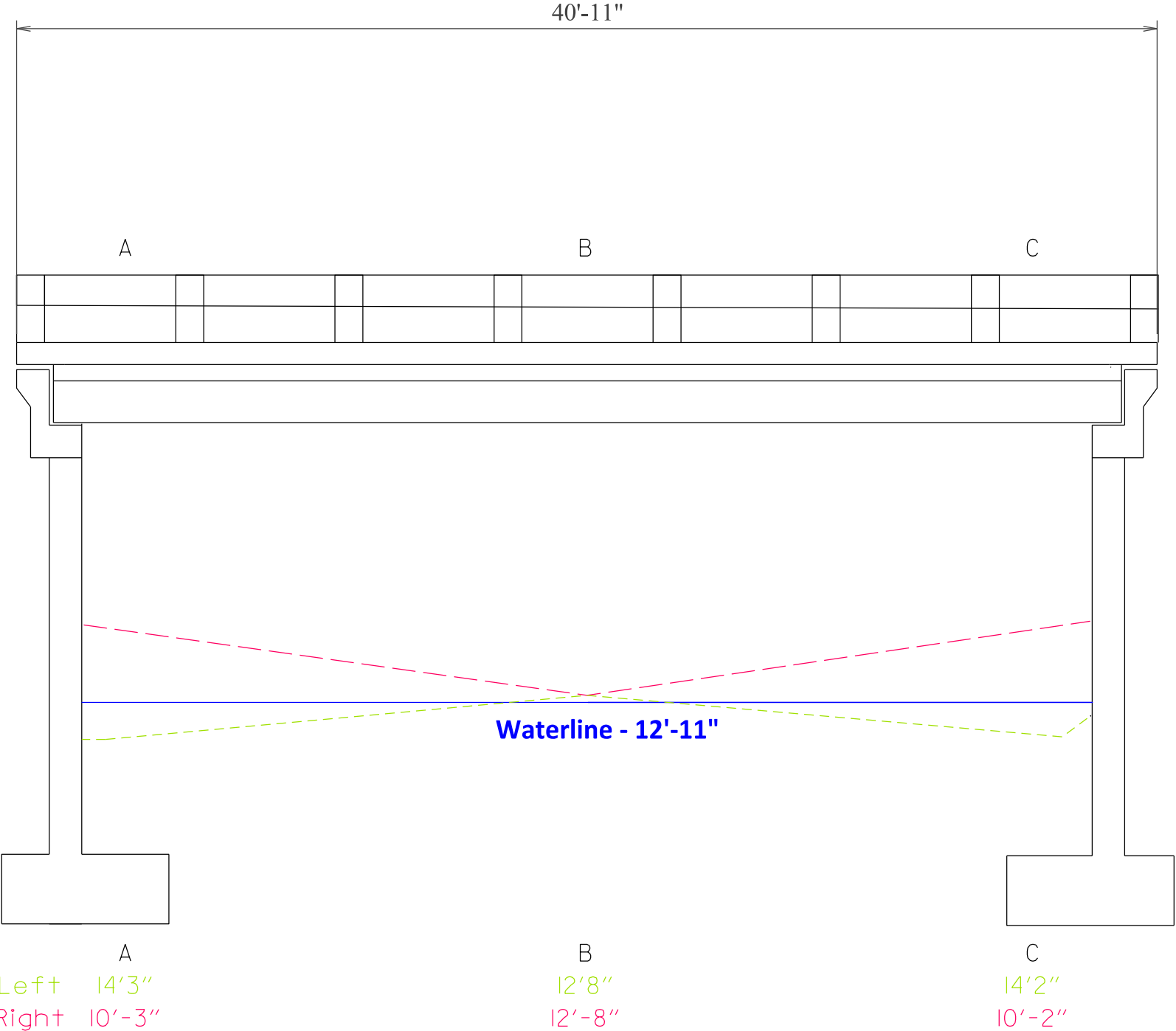
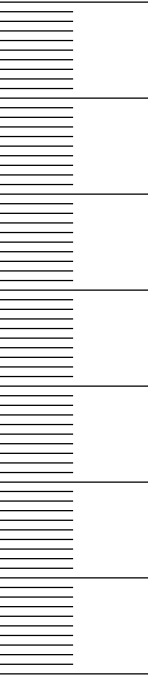
Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/13/2025	6	5	6	N	6	8
07/31/2023	6	5	6	N	6	8
07/19/2021	6	5	6	N	6	8
07/15/2019	6	6	6	N	6	8
07/13/2017	6	6	6	N	6	8
08/17/2015	6	6	6	N	6	8
08/07/2013	6	6	7	N	6	8
11/18/2011	6	6	7	N	6	8
11/18/2010	6	6	7	N	6	8
12/15/2008	6	6	7	N	6	8
01/30/2007	6	5	7	N	6	8
02/17/2005	6	5	7	N	6	8
03/11/2003	6	5	7	N	6	8
03/04/2002	6	5	7	N	6	8
03/01/2001	6	5	7	N	6	8

Measurements taken from top of curb  
Sounding taken 1'-0" from the face of abutments.

10' Scale



Right Side Sounding	-----		BRIDGE NO.		
Left Side Sounding	-----		02282		
ARKANSAS STATE HIGHWAY COMMISSION Little Rock, ARK.			Drawn By: MPW	Project: Chan_Prof	
		Inspection Dir: W to E	Channel Flow: Edit	Checked By: EJW	Date: 2025/08/13