

## Bridge 02283 Inspection Report



Latitude:35.49648, Longitude:-94.13638

Route:64 Section:02 Log:13.45

Arnold Road ID:17x64x2xA, Arnold Log mile:13.77

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

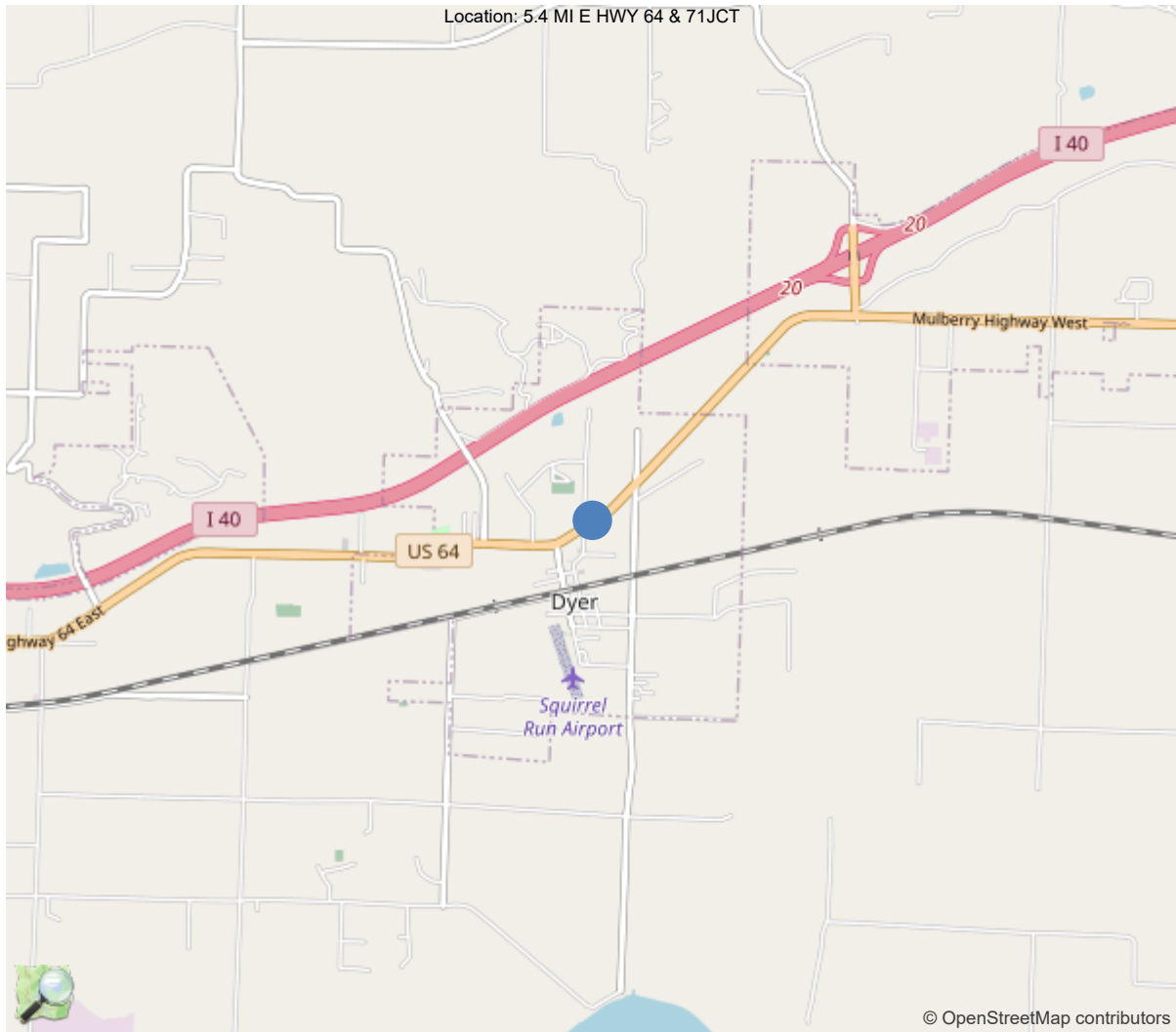
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	24		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	40		

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





35.49648, -94.13638

## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02283
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	20200
(6) Features Intersected	Lumis Branch
(7) Facility Carried	US Highway 64
(9) Location	5.4 MI E HWY 64 & 71JCT
(11) Mile Point	13.45 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.4964761084455
(17) Longitude	-94.1363795011574
(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	1942
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	2278
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	21 ft
(49) Structure Length	23 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	33.8 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	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	7
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	5
(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	40
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	24
(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	7
(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	3492
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			05/13/2024
(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: 05/13/2024

### Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	02283
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	35.4964761084455
B.L.06 Longitude	-94.1363795011574
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	5.4 MI E HWY 64 & 71JCT
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	20
B.G.02 Total Bridge Length	23
B.G.03 Max Span Length	21
B.G.04 Min Span Length	21
B.G.05 Bridge Width Out-to-Out	33.8
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	8
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	776.1

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	0.67
B.LR.06 Operating Load Rating Factor	1.11
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	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	7 - GOOD - Some minor defects.
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	6 - SATISFACTORY - Widespread
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
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	N - NOT APPLICABLE - Bridge do
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	
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	AB-T - TEMP - Stable for scour, pos
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	NC - Non-composite
B.SP.03 # of Beam Lines	10	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
<b>W1</b>			
B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	1	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	S01 - Slab - solid	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			
<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	2278
B.F.03 Feature Name	US Highway 64	B.H.10 Annual ADTT	113
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	13.45	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: Eric West, Inspection Date: 05/13/2024

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	Lumis 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	

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 #02283(Routine, Underwater type 2)

US Highway 64 over Lumis Branch

Location: 5.4 MI E HWY 64 & 71JCT

Team Lead: Eric West Inspection Date: 05/13/2024

## Inspection Notes

### General Observation

05/13/2024 - EJW & JPW - Routine and Underwater Type II Inspection conducted on this date. Structure accessed from the ground with the use of waders.

05/21/2018 - EJW & JPW - Special Recurring Inspection removed on this date to monitor the condition of Item 59 (Superstructure) that is rated a "4". Maintenance forces have made repairs and the superstructure has been rated a "5" due to recent repairs. The bearing areas over the abutments have been cleaned, painted with black max and encased in concrete. The bearing are no longer visible at this inspection. Only minor areas of old section loss scars are visible adjacent to Bent # 1 in the top flange and at the top of the web at this inspection. The driving surface of the deck appears to have been milled and overlaid since the last inspection.

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### 58 - Deck (7 - GOOD CONDITION - some minor problems.)

RC Deck that is generally in good condition, the driving surface has an asphalt overlay and is not visible, the undersurface has minor cracking and cracking with efflorescence.

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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.)

The superstructure is a steel multi-beam that has been widened on both sides with concrete slab spans. The steel multi-beams have section loss and some areas of active corrosion. The slabs are generally in good condition with minor honey comb with some exposed reinforcing steel.

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

The substructure is generally in fair condition with cracking, concrete delamination's and spalling.

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### 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.)

05/13/2024 - EJW & JPW - Underwater Type II Inspection conducted this date. Visual observations during low water conditions indicate that the footings have cover with no apparent scour problems during this inspection.

The channel is generally in fair condition with minor areas of erosion adjacent to the structure, the channel is partially restricted by trees and vegetation. The banks appear to be stable.

Channel flow: left to right

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

Superstructure -

Superstructure has rust / corrosion in several locations. Maintenance Forces have applied rust inhibitor to numerous areas in the past but areas of corrosion still exists at this inspection.

Beam # 1 at abutment # 1 has knife edge section loss to the bottom flange with heavy section loss to the web.

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Asset #02283(Routine, Underwater type 2)

US Highway 64 over Lumis Branch

Location: 5.4 MI E HWY 64 & 71JCT

Team Lead: Eric West Inspection Date: 05/13/2024

### National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	414	294	120	0	0
1080	Delamination/Spall/Patched Area	SF	51	0	51	0	0
1120	Efflorescence/Rust Staining	SF	14	0	14	0	0
1130	Cracking (RC and Other)	SF	55	0	55	0	0
510	Wearing Surfaces	SF	414	398	12	4	0
3220	Crack (Wearing Surface)	SF	16	0	12	4	0
<p>(12) RC Deck: maintenance forces have replaced the ends of the deck over both abutments in the past. Repairs appear to be sound at this inspection.</p> <p>Undersurface: the undersurface of the deck has a full width narrow transverse crack located approximately 6' from abutment # 1. Transverse cracks at random spacing typical. Numerous grouted repairs on the undersurface of the deck. 51SF-CS2 delam., 14SF-CS2 efflor., 55SF-CS2 crack.</p> <p>(510-12) Wearing Surface: Transverse cracking in the wearing surface. 12LF-CS2 &amp; 4LF-CS3 crack.</p>							
38	RC Slab	SF	282	277	5	0	0
1090	Exposed Rebar	SF	5	0	5	0	0
510	Wearing Surfaces	SF	230	223	2	5	0
3220	Crack (Wearing Surface)	SF	7	0	2	5	0
<p>(38) RC Slab Span, right: the exterior edge of the deck near mid span has a 12" long area of honeycombing with exposed reinforcing steel with no apparent section loss. Exposed reinforcing steel with no apparent section loss is visible in all 4 deck drains. 5SF-CS2 rebar.</p> <p>(510-38) Wearing Surface: Transverse cracking in the wearing surface. 2LF-CS2 &amp; 5LF-CS3 crack.</p>							
107	Steel Open Girder/Beam	LF	230	120	96	14	0
1000	Corrosion	LF	110	0	96	14	0
515	Steel Protective Coating	SF	805	420	0	336	49
3440	Effectiveness (Steel Protective Coatings)	SF	385	0	0	336	49
<p>(107) Steel open girder: active corrosion is showing through the paint system along the top flanges of the beams and in isolated areas along the bottom flanges.</p> <p>Girder # 1, abutment # 1: the girder has knife edge section loss to bottom flange. The web has heavy section loss in the same location. Old section loss at the beam ends in areas. 96LF-CS2 &amp; 14LF-CS3 corrosion.</p> <p>No visible cracks in the beams during this inspection.</p> <p>Maintenance forces have repaired the abutment back wall and the bearings in the past. The bearing area and previously documented section loss to beam ends is no longer visible.</p> <p>Beams # 1 and # 10 appear to have been shifted back toward abutment # 1 approximately 2.5" in the past with no apparent changes for several inspections. See history and photos for additional information.</p>							
215	Reinforced Concrete Abutment	LF	108	84	15	9	0
1080	Delamination/Spall/Patched Area	LF	3	0	0	3	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	11	0	10	1	0
1190	Abrasion/Wear (PSC/RC)	LF	8	0	3	5	0
(215) RC Abutment: Both abutment back walls have been repaired in the past. Repairs appear to be sound at this inspection. The bearing areas of the beams are no longer visible and have been completely filled in with concrete as part of the repair process. There are full height vertical cracks in each abutment. 10LF-CS2 & 1LF-CS3 cracking. Abutment # 1, right: abutment has a large area of shallow spalling under bay # 7 that does not expose reinforcing steel. 3LF-CS3 spalling. Abutment # 1: vertical hairline crack with efflorescence in abutment # 1 under each exterior beam. 2LF-CS2 efflorescence. Abutment # 1, left: the wing wall is spalled adjacent to the end post.							
234	Reinforced Concrete Pier Cap	LF	25	21	0	4	0
1080	Delamination/Spall/Patched Area	LF	4	0	0	4	0
(234) Abutment # 1, cap, right: the cap has spalling in the bearing area of the concrete slab. 4LF-CS3 spalling.							
311	Movable Bearing	EA	10	0	10	0	0
1000	Corrosion	EA	10	0	10	0	0
(311) -Bearings are encased in concrete and no longer visible.							
313	Fixed Bearing	EA	10	0	10	0	0
1000	Corrosion	EA	10	0	10	0	0
(313) -Bearings are encased in concrete and no longer visible.							
330	Metal Bridge Railing	LF	46	0	46	0	0
1000	Corrosion	LF	46	0	46	0	0
515	Steel Protective Coating	SF	184	0	0	184	0
3440	Effectiveness (Steel Protective Coatings)	SF	184	0	0	184	0
(330) Metal Bridge Rail: the rails have a failing paint system. 46LF-CS2 corrosion							



## Inspection Photos and Notes



Elevation



Undersurface: typical.



Driving surface, typical.



Abutment # 1, left: minor erosion adjacent to the wing wall and behind the wing wall.





Upstream



Downstream



Roadway



Abutment # 1, beam # 1: section loss to the beam end.





RC Deck, undersurface: typical.



RC Slab Span, right: the exterior edge of the deck near mid span has a 12" long area of honeycombing with exposed reinforcing steel with no apparent section loss. Exposed reinforcing steel with no apparent section loss is visible in all 4 deck drains.



Abutment # 1, beam # 1: section loss to the beam end.



Abutment # 1, left: the wing wall is spalled adjacent to the end post.





Abutment # 2: typical.



Abutment # 1, cap, right: the cap has spalling in the bearing area of the concrete slab.



Bridge rail, right: typical.

### Maintenance Needs

**Date Reported:** 05/06/2022

**Priority:** D- Routine

**Status:** Monitor

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

**Component:** Element

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### Deficiency Description

Superstructure -

Superstructure has rust / corrosion in several locations. Maintenance Forces have applied rust inhibitor to numerous areas in the past but areas of corrosion still exists at this inspection.

Beam # 1 at abutment # 1 has knife edge section loss to the bottom flange with heavy section loss to the web.

### Remarks

05/13/2024 - EJW - Deficiency is now documented under routine maintenance tab A60.

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Beam # 1 at abutment # 1 has knife edge section loss to the bottom flange with heavy section loss to the web.



Asset #02283(Routine, Underwater type 2)

US Highway 64 over Lumis Branch

Location: 5.4 MI E HWY 64 & 71JCT

Team Lead: Eric West Inspection Date: 05/13/2024

## 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	No
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?	
A-66 - Approach minor pothole/leveling needed	

**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 (No)**

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

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

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

Superstructure -

Superstructure has rust / corrosion in several locations. Maintenance Forces have applied rust inhibitor to numerous areas in the past but areas of corrosion still exists at this inspection.

Beam # 1 at abutment # 1 has knife edge section loss to the bottom flange with heavy section loss to the web.



Abutment # 1, beam # 1: section loss to the beam end.

**A-61 - Polymer Overlay Advised (No)**

**A-62 - Hydro and LMC Advised (No)**



**Asset #02283**(Routine, Underwater type 2)

**US Highway 64 over Lumis Branch**

**Location: 5.4 MI E HWY 64 & 71JCT**

**Team Lead: Eric West Inspection Date: 05/13/2024**

**A-63 - Missing/Incorrect Log Mile Signage (No)**

**A-64 - Vegetation Removal Requested (No)**

**A-65 - Clogged deck drains?**

**A-66 - Approach minor pothole/leveling needed**



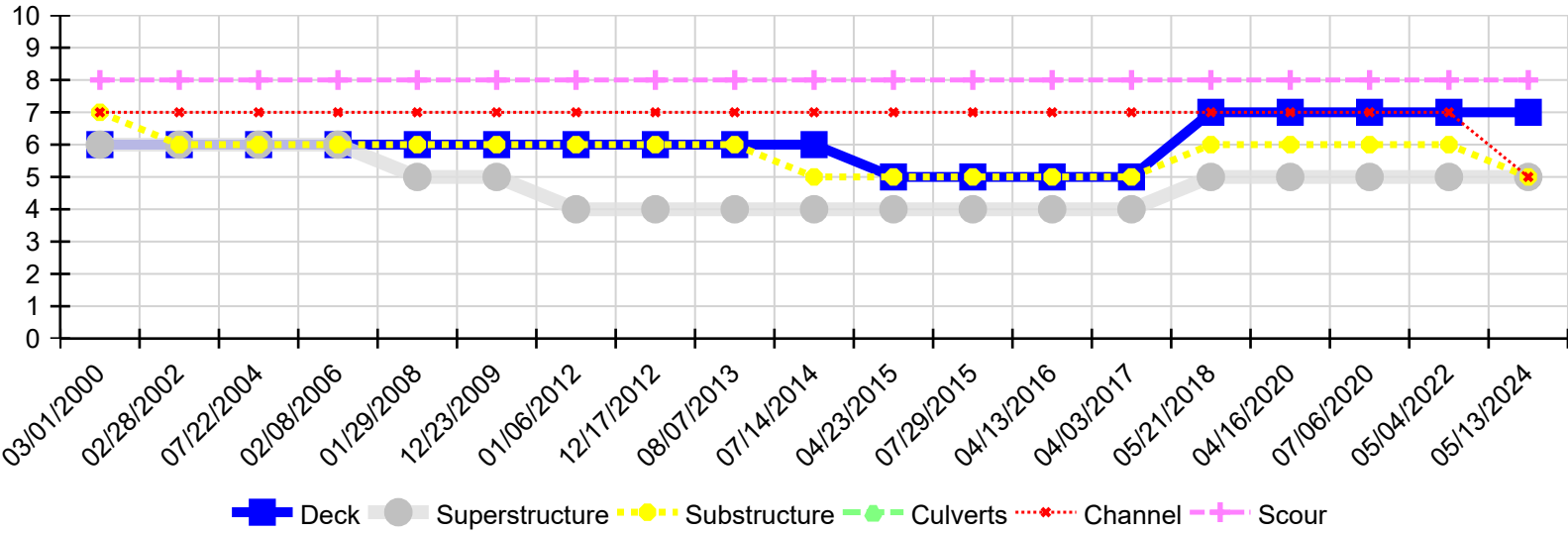
Asset #02283(Routine, Underwater type 2)

US Highway 64 over Lumis Branch

Location: 5.4 MI E HWY 64 & 71JCT

Team Lead: Eric West Inspection Date: 05/13/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/13/2024	7	5	5	N	5	8
05/04/2022	7	5	6	N	7	8
07/06/2020	7	5	6	N	7	8
04/16/2020	7	5	6	N	7	8
05/21/2018	7	5	6	N	7	8
04/03/2017	5	4	5	N	7	8
04/13/2016	5	4	5	N	7	8
07/29/2015	5	4	5	N	7	8
04/23/2015	5	4	5	N	7	8
07/14/2014	6	4	5	N	7	8
08/07/2013	6	4	6	N	7	8
12/17/2012	6	4	6	N	7	8
01/06/2012	6	4	6	N	7	8
12/23/2009	6	5	6	N	7	8
01/29/2008	6	5	6	N	7	8
02/08/2006	6	6	6	N	7	8
07/22/2004	6	6	6	N	7	8
02/28/2002	6	6	6	N	7	8
03/01/2000	6	6	7	N	7	8