

## Bridge 02284 Inspection Report



Latitude:35.50459, Longitude:-94.12638

Route:64 Section:02 Log:14.27

Arnold Road ID:17x64x2xA, Arnold Log mile:14.565

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

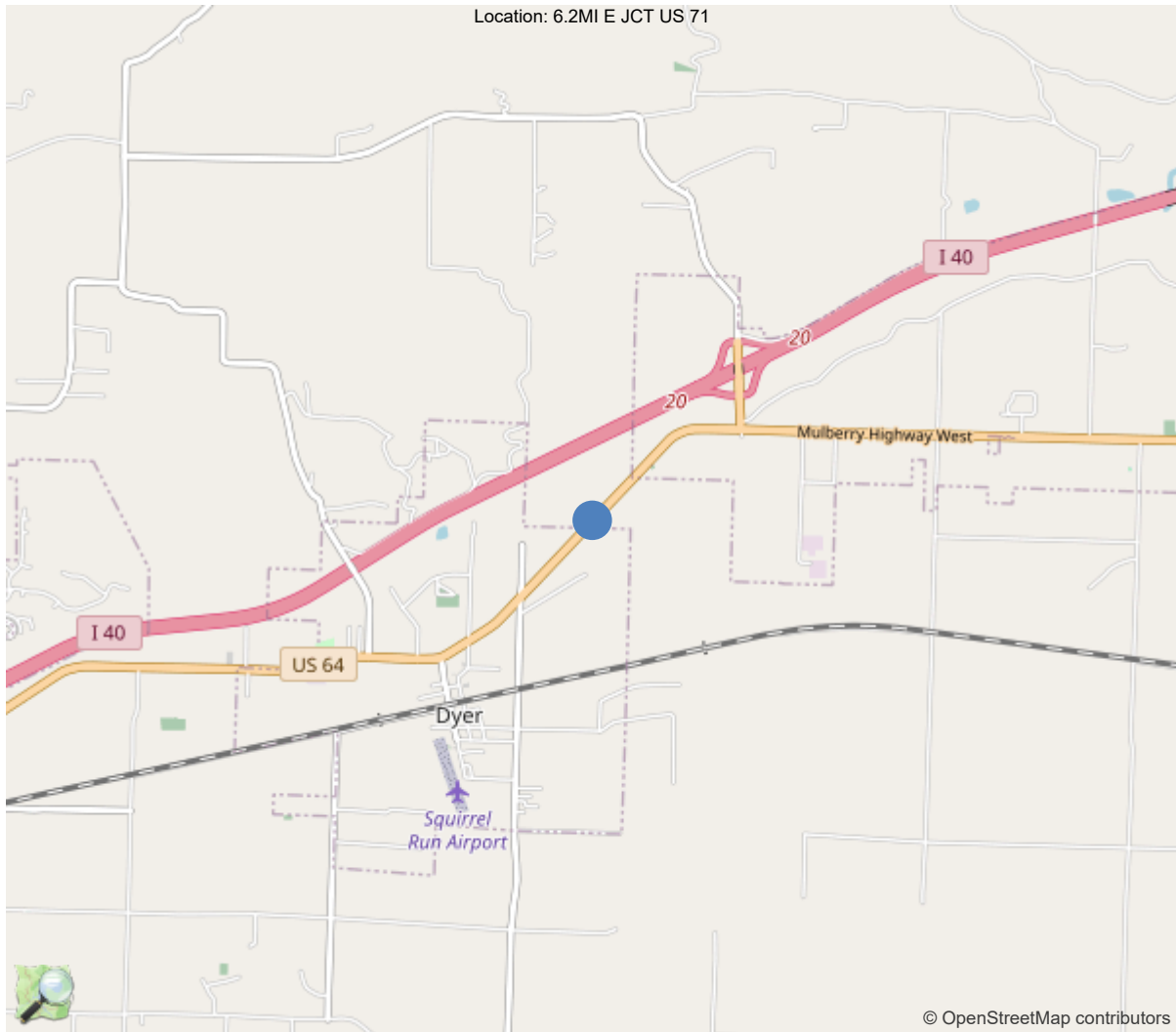
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	29		
Code 9 (31 Tons)	33		
Code 5 (40 Tons)	41		

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



35.50459, -94.12638



## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02284
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	0
(6) Features Intersected	Morris Branch
(7) Facility Carried	US Highway 64
(9) Location	6.2MI E JCT US 71
(11) Mile Point	14.27 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.5045855168367
(17) Longitude	-94.1263817979495
(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	2278
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	31 ft
(49) Structure Length	33 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	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	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	45
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	3492
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			12/03/2024
(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: 12/03/2024

### Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	02284
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	00000 - N/A
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.5045855168367
B.L.06 Longitude	-94.1263817979495
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	6.2MI E JCT US 71
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	31
B.G.02 Total Bridge Length	33.1
B.G.03 Max Span Length	30.8
B.G.04 Min Span Length	31
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	14
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1119.8

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	0.75
B.LR.06 Operating Load Rating Factor	1.25
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	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.	5 - FAIR - Some moderate defec
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	6 - Widespread minor or isolat
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	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

## SPAN SETS

## M1

B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	
B.SP.03 # of Beam Lines		B.SP.09 Deck Material and Type	CR-T - TEMP - concrete cast-in
B.SP.04 Span Material	S-T - TEMP - steel - S01 or S0	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	GB-T - TEMP - girder/beam - G0	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System		B.SP.13 Deck Stay-In-Place Forms	

## HIGHWAY FEATURES

## H1

B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	2278
B.F.03 Feature Name	US 64-Crawford Co.	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	14.27	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

## W1

B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	Morris 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 #02284(Routine, Underwater type 2)

US Highway 64 over Morris Branch

Location: 6.2MI E JCT US 71

Team Lead: Eric West Inspection Date: 12/03/2024

## Inspection Notes

### General Observation

12/03/2024 - EJW & JPW - Routine and Underwater Type II Inspection conducted on this date. Structure accessed from the ground.

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

Overall, the deck is generally in satisfactory condition. The driving surface is covered with an asphalt and chip seal wearing surface. The undersurface has light cracking with efflorescence buildup. The overhangs have spalling with exposed reinforcing steel.

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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 ends of the girders have areas with active corrosion, pack rust and section loss.

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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.)

Overall, the substructure is in fair condition. the abutments have moderate with vertical cracks and concrete deterioration.

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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.)

Channel-

Overall, the channel is in fair condition. The banks are vegetated but have signs of past erosion and lateral migration due to apparent stream bed material accumulation. The downstream channel is restricted by trees and vegetation. The channel has poor alignment with the substructure and is directed at the left wing wall of Abutment # 1.

12/03/2024 - EJW & JPW - Type 2 Underwater Inspection conducted this date. Wading and probing along with visual observations during low and clear water conditions indicate:

Abutment # 1 footing is exposed from the end of the left wing wall to the right wing wall junction. The footing has undermining along and under the edge of the footing with areas near the left wing wall juncture that extend to 6" of the face of the abutment stem. No voids found that extend under the footing.

Abutment # 2 footing has cover.

ArDOT Drawing # 7943 General Notes state that rock excavation shall be made to neat lines of concrete footings. Plan drawings indicate that the substructure is founded on shale.

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

Painted steel girders have areas with active corrosion in the top flanges. The exterior girders have flaking paint. The ends of the girders over the bearing have active corrosion with flaking rust. Paint system has failed over the bearings.

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## National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	984	938	17	29	0
1080	Delamination/Spall/Patched Area	SF	9	0	9	0	0
1120	Efflorescence/Rust Staining	SF	8	0	8	0	0
1130	Cracking (RC and Other)	SF	29	0	0	29	0
510	Wearing Surfaces	SF	934	874	0	60	0
3220	Crack (Wearing Surface)	SF	60	0	0	60	0
<p>(12) There are isolated areas of shallow honeycomb visible from the undersurface of the exterior bays of the deck.  There is minor concrete deterioration with exposed reinforcing steel visible from the undersurface of the Left exterior edge of the deck.  Random areas of transverse cracks with light efflorescence visible on the undersurface of the deck.  The driving surface has a chip seal wearing surface.  The Northeast end of the curb has a 6" spall with exposed reinforcing steel.</p> <p>(510-12) Wearing surface had 2 CS3 transverse cracks at beginning and end of deck that extend curb to curb.</p>							
107	Steel Open Girder/Beam	LF	434	327	84	23	0
1000	Corrosion	LF	107	0	84	23	0
515	Steel Protective Coating	SF	1862	1643	0	84	135
3440	Effectiveness (Steel Protective Coatings)	SF	219	0	0	84	135
<p>(107) Abutment 2: all girder ends have flaking rust with section loss. Girders 5, 7, and 12 are the worst having moderate section loss up to 3/16" inch. There is scattered surface rust at abutment 1 and at various locations throughout girders.  Girders have flaking paint and active corrosion on the top flange in areas.</p> <p>(515-107) The paint system is beginning to fail over the abutments with scattered areas of peeling paint throughout.</p>							
215	Reinforced Concrete Abutment	LF	132	34	28	70	0
1080	Delamination/Spall/Patched Area	LF	10	0	0	10	0
1090	Exposed Rebar	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	5	0	5	0	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0
1190	Abrasion/Wear (PSC/RC)	LF	74	0	23	51	0
<p>(215) Abutment 1 has heavy abrasion from approximately 10' of right wing wall extending to the end of the left wing wall. At abutment 1 right bottom wing wall juncture and bottom left end wing wall has cs3 spalled area's.  Abutment # 1, left: the wingwall has large 1' voids from concrete deterioration.  Abutment # 2 has minor abrasion, and exposed reinforcing steel with section loss.  Both abutment walls have moderate width vertical cracks, efflorescent cracks.</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
220	Reinforced Concrete Pile Cap/Footing	LF	132	44	35	53	0
1190	Abrasion/Wear (PSC/RC)	LF	22	0	12	10	0
6000	Scour	LF	66	0	23	43	0
(220) Abutment # 1 from approximately CL to the end of the left wing wall, is undermined. There is heavy abrasion where the footing is exposed. Abutment # 2 footing has cover and is not visible.							
311	Movable Bearing	EA	14	0	0	14	0
1000	Corrosion	EA	14	0	0	14	0
515	Steel Protective Coating	SF	14	0	0	7	7
3440	Effectiveness (Steel Protective Coatings)	SF	14	0	0	7	7
(311) East Bridge End / expansion bearings Bearings have active corrosion, pack rust and section loss.							
313	Fixed Bearing	EA	14	0	14	0	0
1000	Corrosion	EA	14	0	14	0	0
515	Steel Protective Coating	SF	14	0	0	14	0
3440	Effectiveness (Steel Protective Coatings)	SF	14	0	0	14	0
(313) West Bridge End / Fixed bearings West bearings have minor surface corrosion scattered throughout.							
330	Metal Bridge Railing	LF	67	1	66	0	0
1000	Corrosion	LF	65	0	65	0	0
7000	Damage	LF	1	0	1	0	0
515	Steel Protective Coating	SF	201	0	0	201	0
3440	Effectiveness (Steel Protective Coatings)	SF	201	0	0	201	0
(330) Bridge railing has a light coating of rust. The left rail has minor old collision damage. 7LF-CS2							

## Inspection Photos and Notes



Elevation



Undersurface: typical.



Abutment # 2: typical.



Abutment # 1: typical.





Abutment # 1, left: undermining scale.



Abutment # 1, left: undermining.



Downstream



Upstream





Roadway



Girders 5, 7, and 12 are the worst having moderate section loss up to 3/16" inch.



Left overhang spalling with exposed reinforcing steel.



Girders 5, 7, and 12 are the worst having moderate section loss up to 3/16" inch.





Paint system: typical.



Abutment # 2: exposed reinforcing steel.



Abutment # 2 moderate width cracking.



Abutment # 2 bearings with active corrosion and pack rust.



Abutment # 1: typical.



Bridge rail with a failed paint system.



### Maintenance Needs

**Date Reported:** 12/18/2012

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

#### Wing Walls

Northwest wing wall has a crack for approximately 4' along the top of the wall.

There is soft deteriorated concrete at the base of the Northwest wing wall located at the footing juncture.

### Remarks

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Northwest wing wall and footing concrete deterioration.



Northwest wing wall. Deteriorated concrete.



Northwest wing wall has a crack for approximately 4' along the top of the wall.

### Maintenance Needs

**Date Reported:** 11/18/2014

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Deck  
There are areas with light honeycomb and minor concrete deterioration with exposed reinforcing steel that is visible from the undersurface of the Left side of the deck adjacent to the drip groove.

### Remarks

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11/04/2020

Left overhang of the deck. Spall with exposed reinforcing steel.



01/01/2020

There is minor concrete deterioration with exposed reinforcing steel visible from the undersurface of the Lt exterior edge of the deck.



### Maintenance Needs

**Date Reported:** 11/05/2020

**Priority:** D- Routine

**Status:** Monitor

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

**Component:** Element

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### Deficiency Description

Substructure

There are spalls with exposed reinforcing steel at the base of Bent # 2.

### Remarks

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Base of Bent # 2. Exposed reinforcing steel.

### Maintenance Needs

**Date Reported:** 11/08/2022

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

#### Substructure

Abutment # 1 footing is exposed from the end of the left wing wall to the right wing wall junction. The footing has undermining along and under the edge of the footing with areas near the left wing wall juncture that extend to 6" from the face of the abutment stem.

#### Remarks

12/04/2024 - EJW - Updated deficiency description to reflect current conditions.

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Abutment # 1, left: undermining scale.



Abutment # 1, left: undermining.



Upstream channel alignment has caused the local scour to pile cap footing at abutment 1.

## 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	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?	
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 (Yes)**

Painted steel girders have areas with active corrosion in the top flanges. The exterior girders have flaking paint. The ends of the girders over the bearing have active corrosion with flaking rust. Paint system has failed over the bearings.



Girders 5, 7, and 12 are the worst having moderate section loss up to 3/16" inch.

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

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

**A-60 - Full Girder Painting Needed (No)**

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

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





**Asset #02284**(Routine, Underwater type 2)

**US Highway 64 over Morris Branch**

**Location: 6.2MI E JCT US 71**

**Team Lead: Eric West Inspection Date: 12/03/2024**

**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**



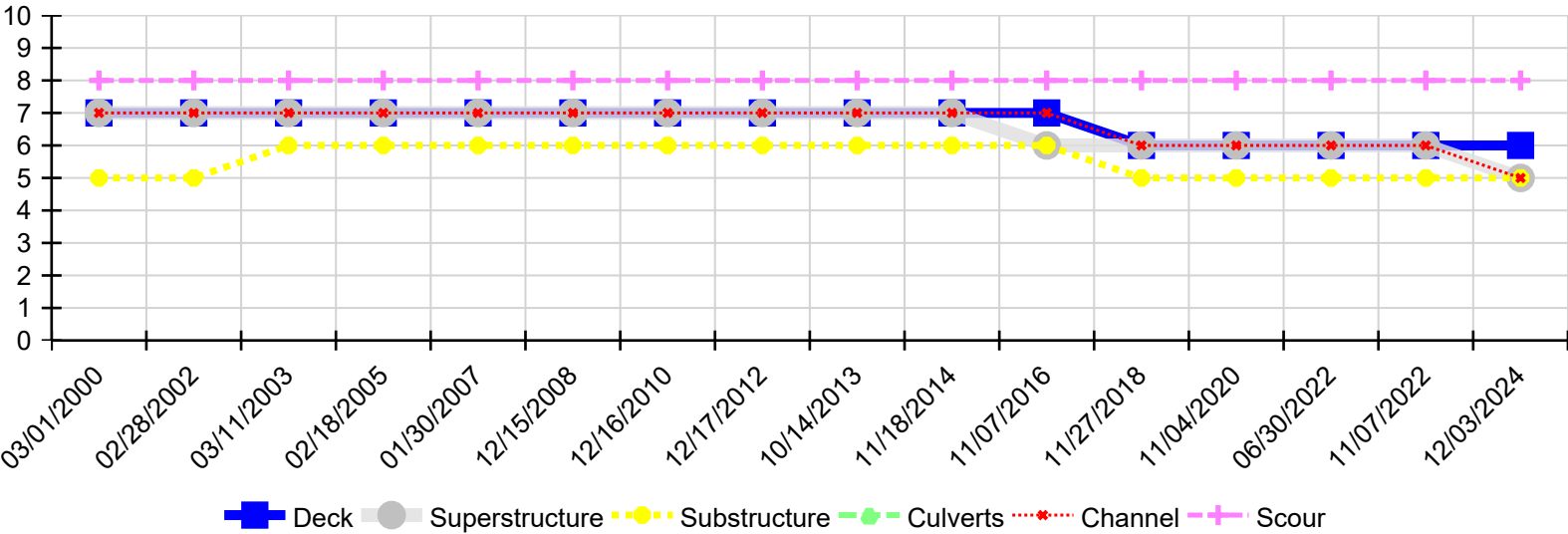
Asset #02284(Routine, Underwater type 2)

US Highway 64 over Morris Branch

Location: 6.2MI E JCT US 71

Team Lead: Eric West Inspection Date: 12/03/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/03/2024	6	5	5	N	5	8
11/07/2022	6	6	5	N	6	8
06/30/2022	6	6	5	N	6	8
11/04/2020	6	6	5	N	6	8
11/27/2018	6	6	5	N	6	8
11/07/2016	7	6	6	N	7	8
11/18/2014	7	7	6	N	7	8
10/14/2013	7	7	6	N	7	8
12/17/2012	7	7	6	N	7	8
12/16/2010	7	7	6	N	7	8
12/15/2008	7	7	6	N	7	8
01/30/2007	7	7	6	N	7	8
02/18/2005	7	7	6	N	7	8
03/11/2003	7	7	6	N	7	8
02/28/2002	7	7	5	N	7	8
03/01/2000	7	7	5	N	7	8