

Bridge 02287 Inspection Report



Latitude:35.51069, Longitude:-94.09380

Route:64 Section:02 Log:16.27

Arnold Road ID:17x64x2xA, Arnold Log mile:16.587

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

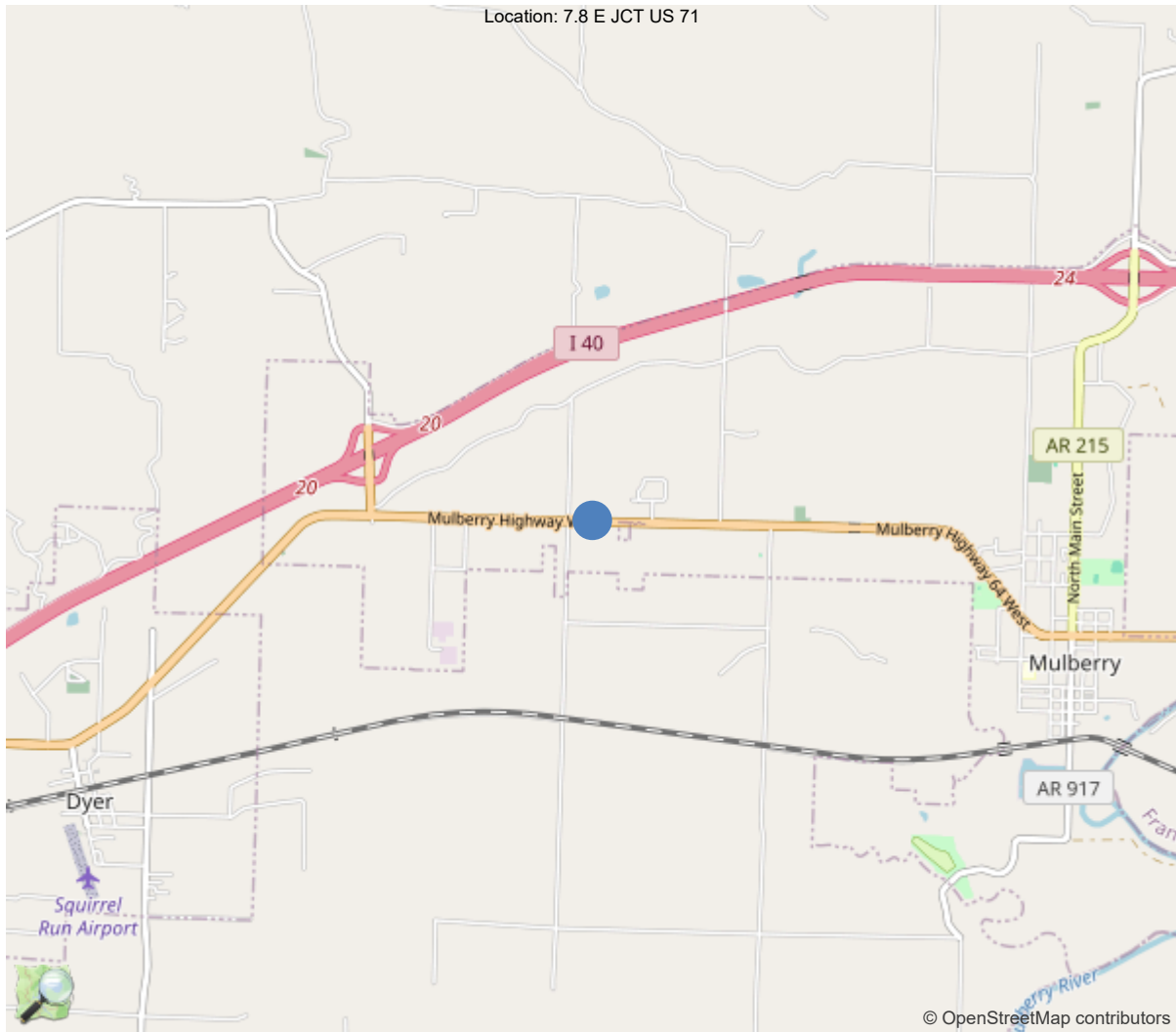
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	38		
Code 5 (40 Tons)	46		

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



35.51069, -94.09380

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	02287
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	48200
(6) Features Intersected	Little Lee Br.
(7) Facility Carried	US Highway 64
(9) Location	7.8 E JCT US 71
(11) Mile Point	16.27 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.5106912890013
(17) Longitude	-94.093804214451
(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	3900
(30) Year of ADT	2024
(109) Truck ADT	4 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	29.6 ft
(49) Structure Length	32 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	33.8 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	27.6 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	6
(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	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	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	57 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 132
(96) Total Project Cost	\$ 266
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	4527
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			11/05/2025
(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		
* 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: Tyler Lincks, Inspection Date: 11/05/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	02287
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	48200 - Mulberry
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.5106912890013
B.L.06 Longitude	-94.093804214451
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	7.8 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	28.3
B.G.02 Total Bridge Length	34.1
B.G.03 Max Span Length	33.1
B.G.04 Min Span Length	28.3
B.G.05 Bridge Width Out-to-Out	33.8
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	10
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1152.6

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	0.83
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	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.	5 - FAIR - Some moderate defec
B.C.08 Bridge Joints Condition	6 - SATISFACTORY - Widespread
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	7 - Some minor scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
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	3 - Low - once every 26 to 50 years
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

Team Lead: Tyler Lincks, Inspection Date: 11/05/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	NC - Non-composite
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			
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	F02 - Footing - on rock
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	3042
B.F.03 Feature Name	US Highway 64	B.H.10 Annual ADTT	121
B.H.01 Functional Classification	5 - Major Collector	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	27.5
B.H.07 LRS Mile Point	16.27	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	Little Lee Br.-Craw. Co.	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: Tyler Lincks, Inspection Date: 11/05/2025

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



Inspection Notes

General Observation

11/05/2025 - TJL & MPW - Routine Inspection conducted this date. Structure accessed from the ground with the use of waders.

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

Deck is in overall satisfactory condition with areas of moderate mapcracking with efflorescence in the undersurface & a few shallow spalls with exposed reinforcing steel adjacent to abutment 2. Driving surface is covered with asphalt wearing surface.

59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Superstructure is in overall satisfactory condition. Girder ends have areas of corrosion with measurable section loss. Top flanges in several locations have corrosion with flaking rust and section loss.

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

Substructure is in overall satisfactory condition with light abrasion & isolated areas of minor concrete deterioration at base, & a few full height vertical cracks. Abutment 2, Under girder 6: Full height vertical crack measures up to 3/16" wide at top & narrows to hairline at base.

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.) 08/08/2023 - RSM & SPC - Underwater Type II Inspection: Wading and probing in turbid water conditions revealed that the top of abutment # 1 footing on the left side appears to be exposed in an area approximately 9' long with localized scour along the base of abutment. Scour appears to be caused by streambed material accumulation and vegetation in the upstream channel contributing to poor alignment directing flow into abutment # 1. No apparent undermining to the footing detected at this inspection.

Channel sounded / profiled this inspection. See Microstation sketch linked in Files for sounding measurements.

A-15 - Late Reason (Inspectors Extended Leave)

Heavy workload.

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

Superstructure -

Girders and bearings have a failing paint system with corrosion / section loss.

A-60 - Full Girder Painting Needed (Y)

Superstructure -

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

A-66 - Approach minor pothole/leveling needed (Y)

Approach Roadway -

The approach roadway has wide cracking with settlement and rutting.



Asset #02287 (Routine)

US Highway 64 over Little Lee Br.

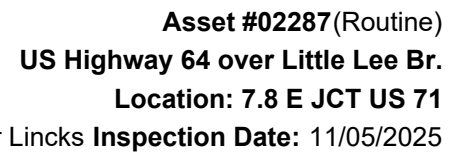
Location: 7.8 E JCT US 71

Team Lead: Tyler Lincks **Inspection Date:** 11/05/2025

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

08/08/2023 - RSM & SPC - Underwater Type II Inspection: Wading and probing in turbid water conditions revealed that the top of abutment # 1 footing on the left side appears to be exposed in an area approximately 9' long with localized scour along the base of abutment. Scour appears to be caused by streambed material accumulation and vegetation in the upstream channel contributing to poor alignment directing flow into abutment # 1. No apparent undermining to the footing detected at this inspection.

Channel sounded / profiled this inspection. See Microstation sketch linked in Files for sounding measurements.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	1003	401	379	223	0
1080	Delamination/Spall/Patched Area	SF	5	0	0	5	0
1090	Exposed Rebar	SF	3	0	0	3	0
1120	Efflorescence/Rust Staining	SF	304	0	304	0	0
1130	Cracking (RC and Other)	SF	290	0	75	215	0
510	Wearing Surfaces	SF	952	935	17	0	0
3220	Crack (Wearing Surface)	SF	17	0	17	0	0
3230	Effectiveness (Wearing Surface)	SF	925	925	0	0	0
(12) Structure has a 5" asphalt wearing surface. Deck undersurface, Bay 1, Abutment 2: Three shallow 6" spalls with exposed reinforcing steel with initial section loss. 3SF CS3 Deck undersurface: Large areas of closely spaced transverse and mapcracking with moderate efflorescence. Area of heaviest mapcracking quantified in CS 3 cracking due to spacing of cracks. 75SF CS2 & 215SF CS3 Cracking, 304SF CS2 Efflorescence Deck undersurface, Right edge, Adjacent to girder 14: 5' long spall. 5SF CS3 (510-12) Wearing Surface: Structure has a 5" asphalt wearing surface. 17SF CS2 Cracking							
107	Steel Open Girder/Beam	LF	462	0	393	69	0
1000	Corrosion	LF	462	0	393	69	0
515	Steel Protective Coating	SF	1983	0	0	1906	77
3440	Effectiveness (Steel Protective Coatings)	SF	1983	0	0	1906	77
(107) Corrosion 393LF CS2, 69LF CS3 Girders: Freckled rust throughout the structure. Girder ends, Base of web & bottom flange: Corrosion with flaking rust & section loss. Most notable areas, Bottom flanges, Adjacent to bearings, Girders 3, 10, 11, & 12 at abutment 1, Girders 3 & 4 at abutment 2: Up to 3' long areas of corrosion with up to 1/8" section loss & approximately 5/16" remaining section. Top flanges, Several locations: Active corrosion & section loss. (515-107) Steel Protective Coating: the paint system is failing. Effectiveness 1906SF CS3, 77SF CS4							
215	Reinforced Concrete Abutment	LF	104	5	88	11	0
1080	Delamination/Spall/Patched Area	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	15	0	12	3	0
1190	Abrasion/Wear (PSC/RC)	LF	80	0	76	4	0
(215) RC Abutment: Total cracking 12LF CS2, 3LF CS3 Abutment stem walls: Full height vertical cracks. 2LF CS2, 3LF CS3 Base of Abutments: Light abrasion. 76LF CS2, 4LF CS3 Abutment 1 left: Top of footing exposed. Abutment 1, Under girder 13: 9"x3" deep area of concrete deterioration. 1LF CS3 Spall Abutment 1, Under girder 6: Full height vertical crack measures 3/16" at top. Abutment 2 stem wall, Under girder 1, 2" below bridge seat: Approximately 4' long horizontal crack. 4LF CS2 Abutment 2, Left widening construction joint: Vertical crack & 12" delaminated area. 1LF CS2 Abutment 2, Left wingwall. Top: Concrete deterioration/ spalling. 3LF CS3							

Team Lead: Tyler Lincks **Inspection Date:** 11/05/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
311	Movable Bearing	EA	14	0	6	8	0
1000	Corrosion	EA	14	0	6	8	0
(311) Moveable Bearings, Abutment # 2: Areas with corrosion. 6EA CS2, 8EA CS3							
313	Fixed Bearing	EA	14	0	5	9	0
1000	Corrosion	EA	14	0	5	9	0
(313) Fixed Bearings, Abutment # 1: Areas with corrosion. 5EA CS2, 9EA CS3							
330	Metal Bridge Railing	LF	68	0	68	0	0
1000	Corrosion	LF	68	0	68	0	0
515	Steel Protective Coating	SF	204	0	102	102	0
3440	Effectiveness (Steel Protective Coatings)	SF	204	0	102	102	0
(330) Metal Bridge railing: Isolated areas with superficial rust. 68LF CS2							
(515-330) Steel Protective Coating: failing paint system. Effectiveness 102SF CS2, 102SF CS3							

Inspection Photos and Notes



Elevation, Right side of structure.



Deck undersurface, Typical.



Driving surface of deck, Typical.



Channel, Left side of structure.



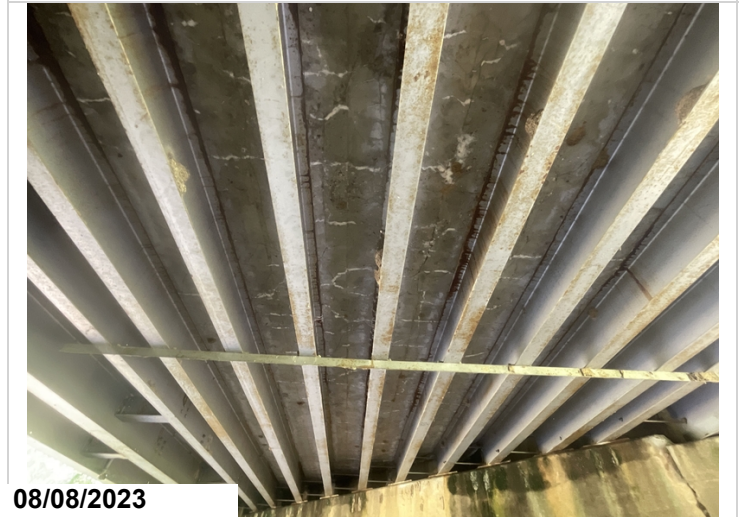
Channel, Right side of structure.



Approach roadway facing east.



Girders and bearings have a failing paint system with corrosion / section loss.



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



East bridge end: Minor settlement/ rutting.



West bridge end: Minor settlement/ rutting.



Deck undersurface, Right edge, Adjacent to girder 14: 5' long spall. 5SF CS3



Deck undersurface, Bay 1, Abutment 2: Three shallow 6" spalls with exposed reinforcing steel with initial section loss. 3SF CS3



Deck undersurface, Typical.



Deck driving surface, Typical.



Girder 8, Top flange, Abutment 1: Active corrosion with flaking rust. 10LF CS3



Girder 10, Abutment 1: Active corrosion with flaking rust.



Girders 10, 11, & 12, Abutment 1: Active corrosion with flaking rust.



Girder 4, Abutment 2: active corrosion with flaking rust & up to approximately 1/8" section loss. 3LF CS3



Girder 5, Top flange, Abutment 2: Active corrosion with flaking rust. 4LF CS3



Superstructure, Typical.



Abutment 1, Under girder 6: Full height vertical crack measures 3/16" at top.



Abutment 2, Typical.



Abutment 1, Right, Under girder 13: 9"X3" deep area of concrete deterioration. 1LF CS3 Spall



Abutment 1, Typical.



Abutment 2, Left wingwall, Top: Concrete deterioration/
spalling.



Abutment 2, Left wingwall, Top: Concrete deterioration/
spalling. 3LF CS3



Abutment 2, Bearings, Typical.



Abutment 1, Bearings, Typical.



Right bridge rail, Typical.



Left bridge rail, Typical.

Maintenance Needs

Date Reported: 08/17/2015

Priority: C - Important

Type of Work: Superstructure Repair

Status: Monitor

Component: Element

Deficiency Description

Girder ends, Base of web & bottom flange: Corrosion with flaking rust & section loss. Most notable areas, Bottom flanges, Adjacent to bearings, Girders 3, 10, 11, & 12 at abutment 1, Girders 3 & 4 at abutment 2: Up to 3' long areas of corrosion with up to 1/8" section loss & approximately 5/16" remaining section.

Top flanges, Several locations: Active corrosion & section loss.

Remarks

08/08/2023 - RSM - Priority changed from "D" to "C" due to corrosion causing measurable section loss to beams.



Superstructure, Active corrosion with flaking rust.



Girder 10, Abutment 1: Active corrosion with flaking rust.



Girder 5, Top flange, Abutment 2: Active corrosion with flaking rust. 4LF CS3



Girder 4, Abutment 2: Active corrosion with flaking rust & up to approximately 1/8" section loss. 3LF CS3



Beam # 11 at abutment # 2-Corrosion with section loss.



Beam # 12 at abutment # 1 has a 3' long area of corrosion with up to 1/8" section loss with 5/16" remaining section.



Beam # 12 at abutment # 1 has a 3' long area of corrosion with up to 1/8" section loss with 5/16" remaining section.



Typical active corrosion along the top flanges in areas.

Maintenance Needs

Date Reported: 08/08/2023

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Abutment 1 footing, Top, Left: 9' long exposed area with localized scour along base of abutment which appears to be caused by streambed material accumulation & vegetation upstream directing flow into abutment. No apparent undermining detected during this inspection.

Remarks



Abutment 1, Left: Top of footing exposed.



Wading and probing in turbid water conditions revealed that the top of abutment # 1 footing on the left side appears to be exposed in an area approximately 9' long with localized scour along the base of abutment. Scour appears to be caused by streambed material accumulation and vegetation in the upstream channel contributing to poor alignment directing flow into abutment # 1. No apparent undermining to the footing detected at this inspection.



08/08/2023

Streambed material accumulation and vegetation in upstream channel directing flow into abutment # 1.

Maintenance Needs

Date Reported: 08/17/2015

Priority: D- Routine

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Element

Deficiency Description

Bearings: Active corrosion layers of pack rust.

Remarks



Abutment 2, Bearings: Active corrosion with flaking rust.



Abutment 1, Bearings: Active corrosion with flaking rust.



Bearings have active corrosion with pack rust.

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	Yes

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)

Superstructure -

Girders and bearings have a failing paint system with corrosion / section loss.



Girders and bearings have a failing paint system with corrosion / section loss.

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

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (Yes)

Superstructure -

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



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

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 (Yes)

Approach Roadway -

The approach roadway has wide cracking with settlement and rutting.



East bridge end: Minor settlement/ rutting.



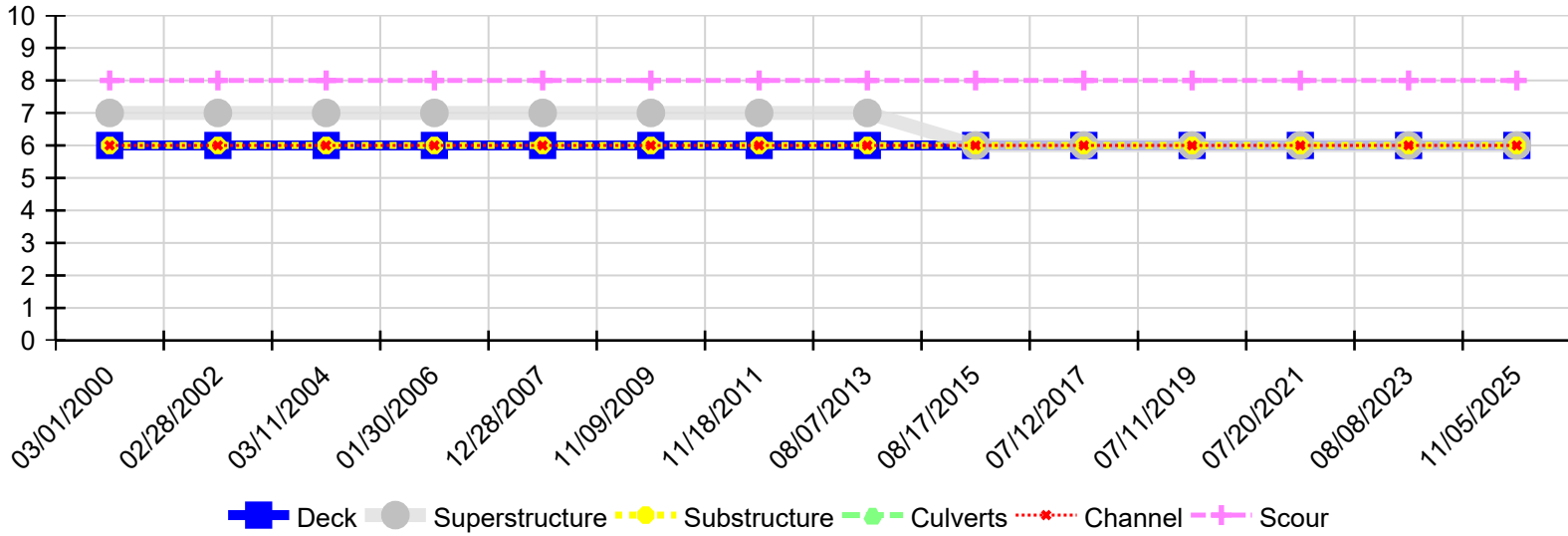
West bridge end: Minor settlement/ rutting.



Asset #02287(Routine)
US Highway 64 over Little Lee Br.
Location: 7.8 E JCT US 71

Team Lead: Tyler Lincks **Inspection Date:** 11/05/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/05/2025	6	6	6	N	6	8
08/08/2023	6	6	6	N	6	8
07/20/2021	6	6	6	N	6	8
07/11/2019	6	6	6	N	6	8
07/12/2017	6	6	6	N	6	8
08/17/2015	6	6	6	N	6	8
08/07/2013	6	7	6	N	6	8
11/18/2011	6	7	6	N	6	8
11/09/2009	6	7	6	N	6	8
12/28/2007	6	7	6	N	6	8
01/30/2006	6	7	6	N	6	8
03/11/2004	6	7	6	N	6	8
02/28/2002	6	7	6	N	6	8
03/01/2000	6	7	6	N	6	8