



Latitude:35.44688, Longitude:-94.32060

Route:64 Section:02 Log:2.31

Arnold Road ID:17x64x2xA, Arnold Log mile:2.565

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

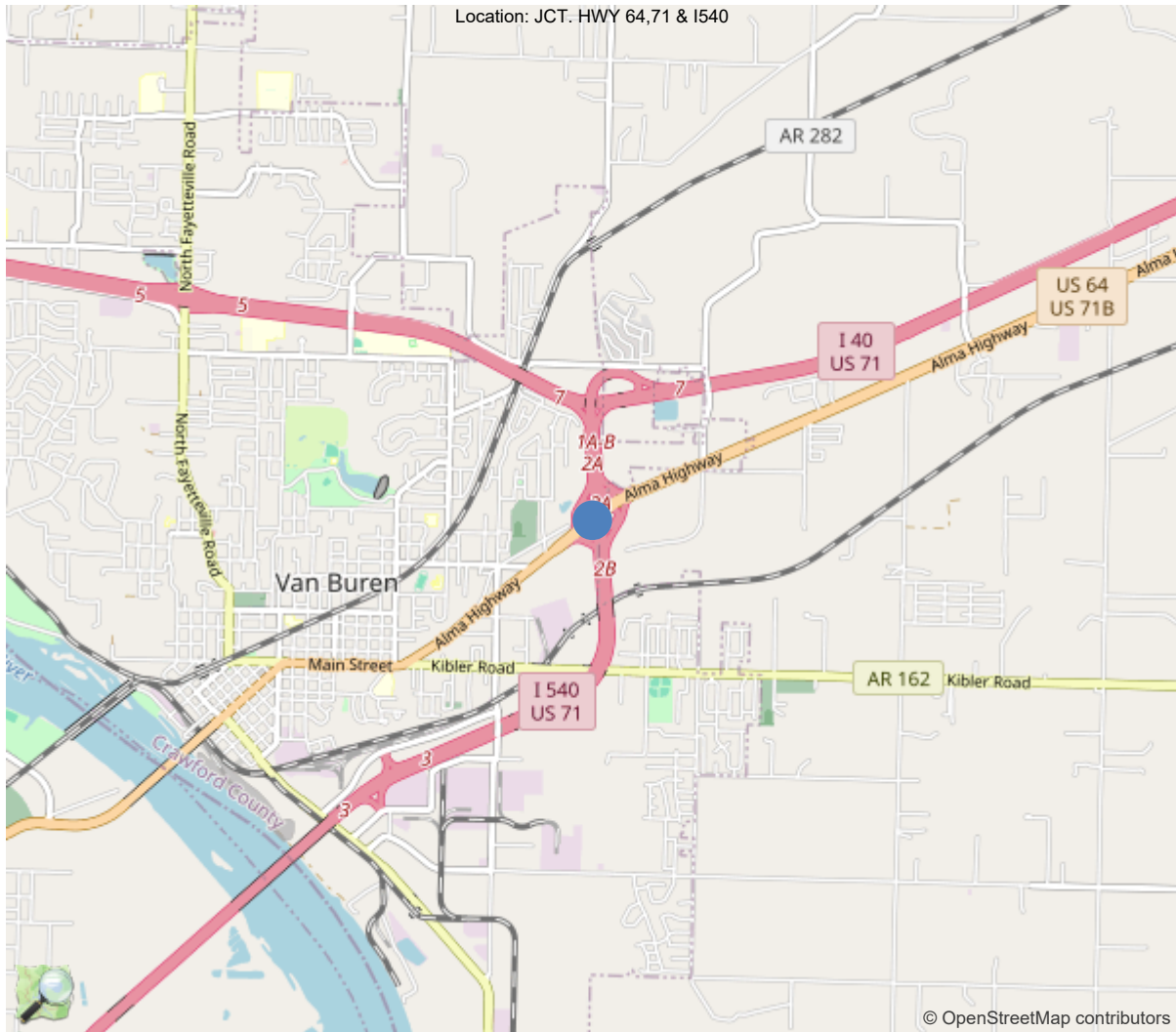
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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



35.44688, -94.32060



Asset #B3959(Routine)

U.S. Highway 64 EB over Interstate 540-Crawford

Location: JCT. HWY 64,71 & I540

Team Lead: Bob McEntyre Inspection Date: 09/13/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	B3959
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	33 - Crawford County
(4) Place Code	71480
(6) Features Intersected	Interstate 540-Crawford
(7) Facility Carried	U.S. Highway 64 EB
(9) Location	JCT. HWY 64,71 & I540
(11) Mile Point	2.31 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000064020
(16) Latitude	35.44688
(17) Longitude	-94.3206
(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	5
(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	1967
(106) Year Reconstructed	0
(42) Type of Service	61
On	6 - Overpass structure at an interchange or s
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	3
Under	6
(29) Average Daily Traffic	5440
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	349 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	45.6 ft
(32) Approach Roadway Width (W/Shoulders)	49.9 ft
(33) Bridge Median	0 - No median
(34) Skew	34 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	40 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	16.43 ft
Ref:	
(55) Min Lat Underclear RT	6.9 ft
Ref:	
(56) Min Lat Underclear LT	11.8 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	1
(26) Functional Class	14 - Urban Other Principal Art
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	R - The right structure of par
(102) Direction of Traffic	1 - 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	3
(59) Superstructure	7
(60) Substructure	5
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(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	3
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	36 - Bridge deck rehabilitatio
(76) Length of Structure Improvement	349 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 165
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	12933
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/13/2023		
(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.			





### General Observation

09/13/2023 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation. Under clearances were measured by Caleb Lambert from Bridge Operations utilizing LiDAR technology.

10/10/2022 - RSM & SPC: Other Special Recurring Inspection conducted this date to monitor the condition of item 58 with an NBIS Condition Rating of "3". See element 12, Reinforced Concrete Deck for documentation.

11/01/2021 - JCJ & TJL - Routine Inspection conducted this date.

11/01/2021 - JCJ & TJL - Vertical Underclearance was actual field measured during this inspection.

09/28/2020 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 58, Deck, has an NBIS Rating of 3.

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**58 - Deck** (3 - SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.)

09/13/2023 - RSM & SPC: Deck is in serious condition with numerous delaminated and spalled areas throughout the driving surface. Undersurface has leaching, scaling and delaminated/spalled areas. Deficiencies in the driving surface are no longer visible due to ACHM wearing surface approximately 0.75" thick installed by State Maintenance Forces since last inspection.

09/28/2020 - JCJ & TJL - Special Recurring Inspection conducted this date. Item 58, Deck, has an NBIS Rating of 3. Deterioration of the deck continues with no apparent repairs since the last inspection. Numerous spalls with exposed reinforcing steel, delaminated areas, and sealable deck cracking. Spans have numerous patches with extensive deterioration and spalling with exposed reinforcing steel during this inspection. See History files, Maintenance Needs Report for the deck, See documentation for Element # 12, Reinforced concrete deck, and photos for additional information.

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**59 - Superstructure** (7 - GOOD CONDITION - some minor problems.)

09/13/2023 - RSM & SPC: Superstructure is in good condition with no noteworthy corrosion to the beams. The bearings have light rust showing through the paint system. Exterior movable bearings over intermediate bents have pack rust between bearing plates in isolated locations.

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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.)

09/13/2023 - RSM & SPC: Substructure is in fair condition. Caps have numerous delaminated/ spalled areas with exposed reinforcing steel and moderate width horizontal cracking along the top of caps. Columns have vertical cracking.

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**A-15 - Late Reason** (N/A)

10/10/2022 - RSM - Inspection 1 month late due to heavy workload.

11/01/2021 - JCJ & TJL - Routine Inspection conducted late due to heavy work load.

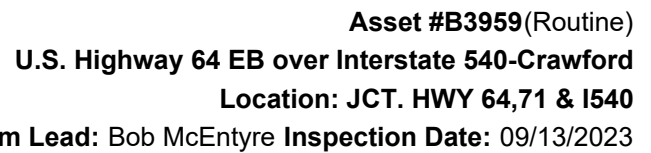
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**A-57 - Girder End and Bearing Painting Needed** (Y)

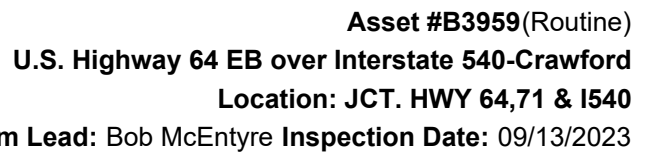
09/18/2023 - RSM & SPC -

The paint system on the bearings is beginning to fail with light rust showing through and a few isolated areas of active corrosion with pack rust forming between the bearing plates.

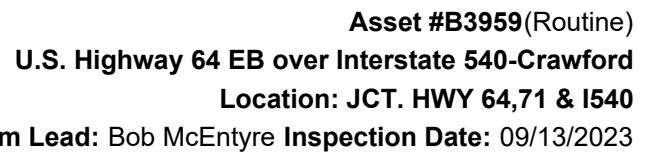
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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	14574	3856	6999	3540	179
1080	Delamination/Spall/Patched Area	SF	6508	0	4829	1500	179
1090	Exposed Rebar	SF	31	0	0	31	0
1130	Cracking (RC and Other)	SF	3214	0	1205	2009	0
1190	Abrasion/Wear (PSC/RC)	SF	965	0	965	0	0
510	Wearing Surfaces	SF	13533	13500	33	0	0
3210	Delam/Spall/Patched Area/Pothole	SF	33	0	33	0	0
<p>(12) 09/13/2023 - RSM &amp; SPC:</p> <p>Driving Surface: State Maintenance Forces have placed an ACHM overlay approximately 0.75" thick since last inspection. Defects in deck driving surface not visible. Element defect quantities retained.</p> <p>Deck Undersurface:</p> <p>-Leaching with hairline map cracking is visible from the undersurface of the deck that corresponds with the driving surface deterioration.</p> <p>-Span # 1, right side has spalling with exposed reinforcing steel adjacent to a deck drain.</p> <p>-Areas of spalling with exposed reinforcing steel visible from the undersurface of the deck.</p> <p>-Span # 2, bay # 1, has a 10" x 14" spalling with exposed reinforcing steel over traffic. The exposed reinforcing steel has been painted as a type of repair.</p> <p>-Span # 2, bay # 6 over the Southbound traffic lanes has areas of scaling that's beginning to flake off.</p> <p>-Span # 2 right deck overhang has a small delaminated area over the Southbound inside lane.</p> <p>-Span # 3 bay # 6 has a 8" spall with exposed reinforcing steel.</p> <p>-Span # 4 over the Northbound center lane has an 8" delaminated area in bay # 5.</p> <p>-Span # 4 deck undersurface in bay # 5 has an area approximately 30" x 24" of mapcracking with efflorescence, discoloration with leaching. The affected area is over the Northbound inside lane yellow line.</p> <p>History:</p> <p>Driving Surface:</p> <p>-There are numerous areas of spalling and delamination in the driving surface of the deck throughout that vary in size and depth. Most extreme areas are spans # 3, 4, &amp; 5. The spalling in several areas expose reinforcing steel with initial section loss. Numerous failing temporary asphalt patches at this inspection.</p> <p>-The driving surface of the deck has spalls and delaminated areas adjacent to the expansion joint assemblies at bent # 2, 3, 4, and 5.</p> <p>-The shoulders have heavy debris accumulation from concrete rubble from concrete deterioration / spalling to the driving surface.</p> <p>-There are areas of medium scaling in the gutters.</p> <p>-Sealable deck cracks at variable spacing with numerous delaminated areas.</p>							
107	Steel Open Girder/Beam	LF	2429	2361	68	0	0
1000	Corrosion	LF	68	0	68	0	0
515	Steel Protective Coating	SF	20856	0	20772	16	68
3420	Peeling/Bubbling/Cracking	LF	16	0	0	16	0
3440	Effectiveness (Steel Protective Coatings)	LF	20840	0	20772	0	68
<p>(107) -Span # 4 exterior beams have paint peeling in areas with exposed primer in the exterior face of beams.</p> <p>-Minor corrosion in the top flange in several of the beams adjacent to the deck drains.</p> <p>-Isolated areas with superficial rust showing through the paint in the top flanges primarily at the full depth cracks and at the</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
expansion joints. -No visible cracks apparent in the beams during this inspection.							
205	Reinforced Concrete Column	EA	12	6	5	1	0
1090	Exposed Rebar	EA	1	0	1	0	0
1130	Cracking (RC and Other)	EA	5	0	4	1	0
(205) -Bent # 2, column # 3 has a CS3 vertical crack 8' from ground level. -Bent # 3, column # 3 has a 14" delaminated area / spall with exposed reinforcing steel at the base. -Bent # 5, column # has a vertical hairline crack.							
215	Reinforced Concrete Abutment	LF	126	61	65	0	0
1130	Cracking (RC and Other)	LF	65	0	65	0	0
(215) -Vertical hairline cracks in the face of the backwalls and in the steps of the stem walls of the abutments. -There are a few areas with horizontal cracks/ construction cold joints in the face of the back walls. -Numerous transverse cracks in the tops of the back walls.							
234	Reinforced Concrete Pier Cap	LF	204	68	21	115	0
1080	Delamination/Spall/Patched Area	LF	11	0	11	0	0
1090	Exposed Rebar	LF	24	0	0	24	0
1130	Cracking (RC and Other)	LF	101	0	10	91	0
(234) -Bent # 2, right side of cap has horizontal cracks and areas of map cracking, delaminated areas, and spalls with exposed reinforcing steel. -Bent # 2 aheadface of cap has horizontal cracks and areas of map cracking, delaminated areas, and spalling adjacent to column # 2. -Bent # 3 cap has a horizontal crack located approximately 8" below the top of cap that extends approximately 1/2 the length of the cap. -Bent # 3, right side of cap has a 10" spall. -Bent # 4, left side of cap has spalls with exposed reinforcing steel. -Bent # 4, right side of cap has a 6' area of spalls with exposed reinforcing steel. -Bent # 5 cap has horizontal cracking along top edge between bearings # 2 and 3, & 6 and 7. -Bent # 5 cap between columns # 2 and # 3 has a 3' delaminated area. -Bent # 5, left side of cap undersurface has a 5' area with concrete spalls with exposed reinforcing steel. -Bent # 5, right side of cap undersurface has a 2' area with concrete spalls that expose reinforcing steel. Exposed reinforcing steel has initial section loss with areas of active corrosion.							
301	Pourable Joint Seal	LF	306	28	71	206	1
2310	Leakage	LF	1	0	0	0	1
2350	Debris Impaction	LF	204	0	0	204	0
2360	Adjacent Deck or Header	LF	73	0	71	2	0
(301) -State Maintenance Forces have overlaid the deck and expansion joints with an ACHM wearing surface since last inspection. Foam backer rod has been placed in the joints before the ACHM overlay was constructed. Asphalt is beginning to come apart over the joints at this inspection. -Previously documented shallow spalling and concrete delaminations adjacent to the deck joints not visible due to recent ACHM overlay. -Previously documented 1' long section of seal with complete adhesion failure not visible at bent # 3 joint seal near centerline not visible this inspection due to recent ACHM overlay. -Bent # 5 has a 2' section in the left lane that was installed too high and is protruding into traffic. (Not visible this inspection due to recent ACHM overlay.) -Steel corrosion in the expansion joints. (Not visible this inspection due to recent ACHM overlay.)							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
311	Movable Bearing	EA	35	20	13	2	0
1000	Corrosion	EA	15	0	13	2	0
515	Steel Protective Coating	SF	35	20	0	15	0
3440	Effectiveness (Steel Protective Coatings)	EA	15	0	0	15	0
(311) -Bearings are placed on pedestals due to the structure being raised in the past. The pedestals appear to be constructed from weathering steel with no apparent problems at this inspection. -Light rust showing through the paint system. -Minor fretting in some of the pin connections. -Movable bearings have pack rust between exterior bearings in some locations.							
313	Fixed Bearing	EA	35	17	16	2	0
1000	Corrosion	EA	18	0	16	2	0
515	Steel Protective Coating	SF	35	17	0	18	0
3440	Effectiveness (Steel Protective Coatings)	EA	18	0	0	18	0
(313) -Bearings are placed on pedestals due to the structure being raised in the past. The pedestals appear to be constructed from weathering steel. A few bearings that have rust under the sole plates. -Abutment # 1, beams # 1 & 2 have light pack rust forming.							
330	Metal Bridge Railing	LF	694	653	41	0	0
1020	Connection	LF	41	0	41	0	0
(330) -The bridge railing has numerous loose anchor bolt nuts that attach the metal posts to the top of the concrete bridge rail.							
331	Reinforced Concrete Bridge Railing	LF	694	486	123	85	0
1090	Exposed Rebar	LF	23	0	0	23	0
1120	Efflorescence/Rust Staining	LF	62	0	0	62	0
1130	Cracking (RC and Other)	LF	123	0	123	0	0
(331) -Numerous vertical cracks in the concrete rails. -Numerous shallow spalls with exposed reinforcing steel. -Rust staining visible from the cracks on the undersurface of the bridge rails.							





09/13/2023

Elevation



09/13/2023

Inventory 1 looking East



09/13/2023

Southbound I-540 driving surface



09/13/2023

Northbound I-540 driving surface





Superstructure inspection



Span # 4 bay # 5 & 6



Span # 4 deck undersurface in bay # 5 has an area approximately 30" x 24" of mapcracking with efflorescence, discoloration with leaching. The affected area is over the Northbound inside lane yellow line.



Span # 3 bay # 6





Span # 2 undersurface



Span # 1 bay # 6 undersurface



Span # 4 bay # 5-Area of cracking and leaching of efflorescence to the deck undersurface.



Span # 5 deck undersurface-Scaling and cracking





General view of asphalt wearing surface



Asphalt wearing surface



Span # 4 beam # 7 failed paint



Bent # 3 Column # 3 has a 14" delaminated area / spall with exposed reinforcing steel at the base.





Bent # 2, column # 3 has a CS3 vertical crack 8' from ground level.



Vertical hairline crack in column at Bent # 5 Column # 3 this inspection.



Abutment 2



Abutment 1





Abutment # 1



Abutment # 2



Bent # 5 Left side of cap has a 5' area with concrete spalls with exposed reinforcing steel visible from the undersurface of the cap.



Bent 2 aheadface, right end





Bent # 4 Right side of cap has a 6' section of spalls with exposed reinforcing steel.



Bent # 3 cap has a horizontal crack that is located approximately 8" below the top of cap for approximately 1/2 the width of the cap.



Bent # 2 aheadface has horizontal cracks and areas of map cracking, delaminated areas, and spalling.



Bent # 3 cap has a horizontal crack that is located approximately 8" below the top of cap for approximately 1/2 the width of the cap.





Bent # 2, Right side of cap has horizontal cracks and areas of map cracking, delaminated areas, and spalls with exposed reinforcing steel.



Bent # 2 backface



Bent # 4 cap aheadface.



Bent # 5 Right side of cap has a 2' area with concrete spalls with exposed reinforcing steel visible from the undersurface of the cap.





09/13/2023

Bent # 5 aheadface



09/13/2023

Bent 5



09/13/2023

Bent 4



09/13/2023

Bent 3





Bent 2



Abutment # 1 bearing # 1 corrosion



Abutment # 1 bearing # 1 corrosion



Abutment # 2 bearing # 7 corrosion.





Abutment # 2 typical bearing



Span 4 left railing-Telescoping connector displaced



Loose nut

### Maintenance Needs

**Date Reported:** 10/07/2011

**Priority:** C - Important

**Type of Work:** Substructure Repair

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Substructure -

The bent caps have numerous spalls with exposed reinforcing steel, delaminated concrete, and wide cracking from past water leakage through the deck joint seals.

Bent # 3, column # 3 has a 14" delaminated area / spall with exposed reinforcing steel at the base of column.

### Remarks

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09/13/2023

Bent # 3, column # 3 has a 14" delaminated area / spall with exposed reinforcing steel at the base of column.



09/18/2023

Bent # 2 cap aheadface, right side-Spalling with exposed reinforcing steel.





09/13/2023

Bent # 5 Left side of cap has a 5' area with concrete spalls with exposed reinforcing steel visible from the undersurface of the cap.



09/12/2017

Bent # 2, Right side of cap has a 4' section that has map cracking, delaminated areas, and spalls with exposed reinforcing steel.



09/12/2017

Bent # 5, Left side of cap has a 5' area with concrete spalls with exposed reinforcing steel visible from the undersurface of the cap.

## Maintenance Needs

**Date Reported:** 09/25/2014

**Priority:** C - Important

**Type of Work:** Deck Repair

**Status:** Assigned

**Component:** Element

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## Deficiency Description

Bridge Deck:

The bridge deck has an NBIS Rating of 3.

09/13/2023 - RSM & SPC: Span # 4 deck undersurface in bay # 5 has an area approximately 30" x 24" of mapcracking with efflorescence, discoloration with leaching. The affected area is over the yellow line of the Northbound lanes.

Large areas of scale, concrete deterioration, delaminated concrete, and spalls with exposed reinforcing steel on the driving surface of the deck and in isolated areas of the undersurface. Numerous previous repairs are deteriorating and delaminated.

The gutters are full of concrete rubble from concrete deterioration / spalling of the driving surface.

Large areas of concrete delaminations and shallow spalls in the gutters, exit lane, and along the centerline. The majority of the concrete deterioration is located in Spans # 2, 3, 4, & 5.

## Remarks

09/13/2023 - RSM - Deficiencies in driving surface of deck still exists but are not visible due to ACHM overlay constructed by State Maintenance Forces since last inspection. Priority changed from "B" To "C".

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09/13/2023 - RSM - Deficiencies in driving surface of deck still exists but are not visible due to ACHM overlay constructed by State Maintenance Forces since last inspection.



Large areas of scale, concrete deterioration, delaminated concrete, and spalls with exposed reinforcing steel on the driving surface of the deck and in isolated areas of the undersurface. Numerous previous repairs are deteriorating and delaminated. Span # 4 pictured.





Span # 3 potholes forming on the deck.



Large areas of scale, concrete deterioration, delaminated concrete, and spalls with exposed reinforcing steel on the driving surface of the deck and in isolated areas of the undersurface. Numerous previous repairs are deteriorating and delaminated.



Deterioration of the older repairs.

**Maintenance Needs**

**Date Reported:** 09/24/2013

**Priority:** D- Routine

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

**Status:** Repair Documented

**Component:** Element

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**Deficiency Description**

Deck

The driving surface of the deck has sealable cracking with scale in the gutters.

**Remarks**

09/13/2023 - RSM - State Maintenance Forces have constructed an ACHM wearing surface on the deck since last inspection.

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09/13/2023 - RSM - State Maintenance Forces have constructed an ACHM wearing surface on the deck since last inspection.



Sealable deck cracking.





Sealable deck cracking.



### Maintenance Needs

**Date Reported:** 10/09/2019

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Element

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### Deficiency Description

Metal Bridge Rails -

- Several loose anchor bolt nuts that attach the metal rail posts to the top of the concrete bridge rails.
- The metal rails vibrate during heavy truck traffic during this inspection.

### Remarks

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Span # 4 left railing-Telescoping connector vibrated out of position.



Loose nut on anchor bolt nut that connects railing to concrete bridge railing.



Numerous loose anchor bolt nuts.



## Routine Maintenance

### Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

**A-54 - Sealable Deck Cracks**

**A-55 - Deck Washing Needed**

**A-56 - Joint Cleaning/Flushing Needed**



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

09/18/2023 - RSM & SPC -

The paint system on the bearings is beginning to fail with light rust showing through and a few isolated areas of active corrosion with pack rust forming between the bearing plates.



Abutment # 1 bearing # 1 corrosion

**A-58 - Cap Cleaning/Flushing Needed**

**A-59 - Joint Repair Needed**

**A-60 - Full Girder Painting Needed**

**A-61 - Polymer Overlay Advised**

**A-62 - Hydro and LMC Advised**



**Asset #B3959**(Routine)

**U.S. Highway 64 EB over Interstate 540-Crawford**

**Location: JCT. HWY 64,71 & I540**

**Team Lead: Bob McEntyre Inspection Date: 09/13/2023**

**A-63 - Missing/Incorrect Log Mile Signage**

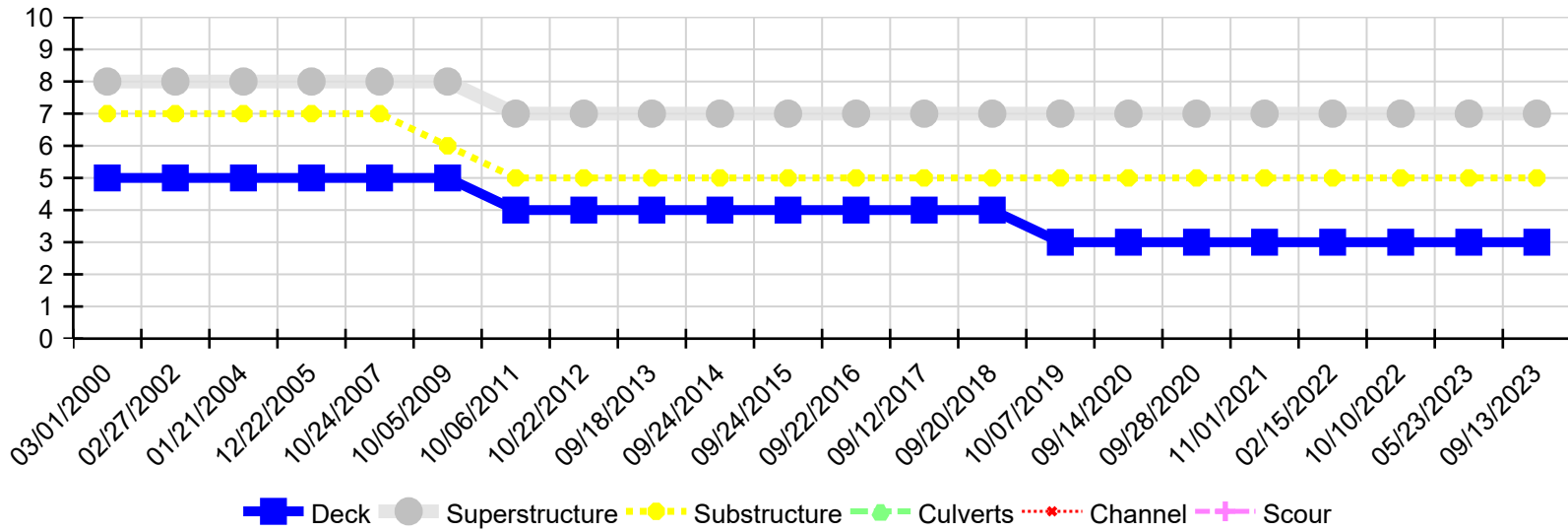
**A-64 - Vegetation Removal Requested**





**Asset #B3959(Routine)**  
**U.S. Highway 64 EB over Interstate 540-Crawford**  
**Location: JCT. HWY 64,71 & I540**  
**Team Lead: Bob McEntyre Inspection Date: 09/13/2023**

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/13/2023	3	7	5	N	N	N
05/23/2023	3	7	5	N	N	N
10/10/2022	3	7	5	N	N	N
02/15/2022	3	7	5	N	N	N
11/01/2021	3	7	5	N	N	N
09/28/2020	3	7	5	N	N	N
09/14/2020	3	7	5	N	N	N
10/07/2019	3	7	5	N	N	N
09/20/2018	4	7	5	N	N	N
09/12/2017	4	7	5	N	N	N
09/22/2016	4	7	5	N	N	N
09/24/2015	4	7	5	N	N	N
09/24/2014	4	7	5	N	N	N
09/18/2013	4	7	5	N	N	N
10/22/2012	4	7	5	N	N	N
10/06/2011	4	7	5	N	N	N
10/05/2009	5	8	6	N	N	N
10/24/2007	5	8	7	N	N	N
12/22/2005	5	8	7	N	N	N
01/21/2004	5	8	7	N	N	N
02/27/2002	5	8	7	N	N	N
03/01/2000	5	8	7	N	N	N