



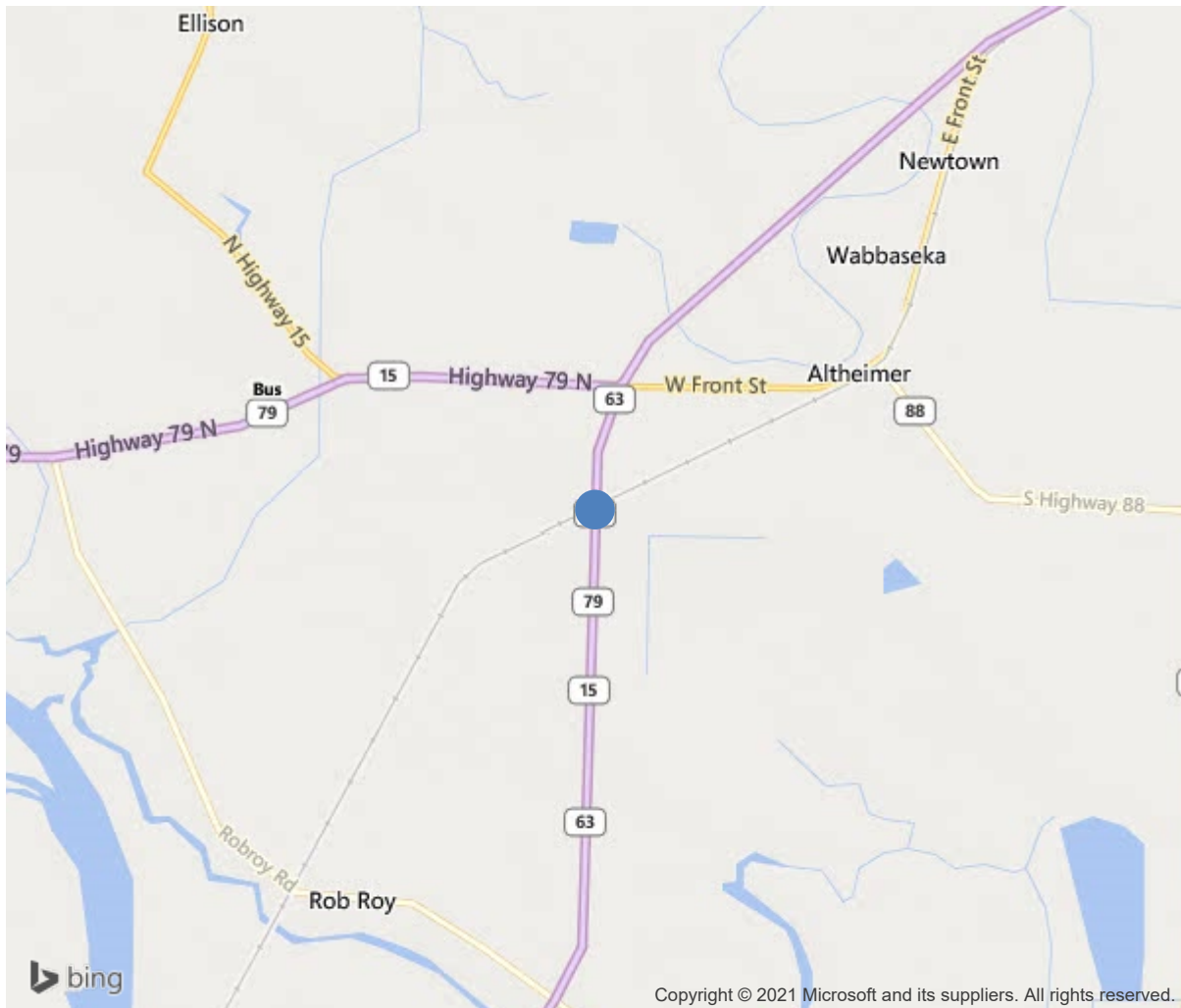
Bridge #06567 (Routine)

US 63-13 LM 0.64 over Union Pacific Railroad

Location: 0.64 MI S US 79-Alzheimer

Team Lead: Greg Loomis **Inspection Date:** February 04, 2019

0.64 MI S US 79-Altheimer



34.30875, -91.87077



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IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06567
(5) Inventory Route	63
(2) Highway Agency District	02
(3) County Code	69-Jefferson County, Arkansas
(4) Place Code	0
(6) Features Intersected	Union Pacific Railroad
(7) Facility Carried	US 63-13 LM 0.64
(9) Location	0.64 MI S US 79-Altheimer
(11) Mile Point	0.64 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.30875
(17) Longitude	-91.87077
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	3
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1998
(106) Year Reconstructed	0
(42) Type of Service	12
On	1-Highway
Under	2-Railroad
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	3500
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	25 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	242 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	40 ft
(52) Deck Width Out to Out	42.8 ft
(32) Approach Roadway Width (W/Shoulders)	40 ft
(33) Bridge Median	0-No median
(34) Skew	27 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	41.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	23.02 ft
Ref:	
(55) Min Lat Underclear RT	29.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	N-Not applicable, no waterway.
(111) Pier Protection	5-None present but re-evaluation
(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	6-Rural Minor Arterial
(100) Defense Highway	0-The inventory route is not a S
(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	0-The inventory route is not part of
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	8
(59) Superstructure	8
(60) Substructure	8
(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	3
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	8
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	9
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	1111
A) Bridge Railings	1-Inspected feature meets currently a
B) Transitions	1-Inspected feature meets currently a
C) Approach Guardrail	1-Inspected feature meets currently a
D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	N-Bridge not over waterway.
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	4814
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No 24
B: Underwater Inspection	No 0
C: Other Special Inspection	No 0



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	10357	9389	726	242	0
1130	Cracking (RC and Other)	SF	968	0	726	242	0
(12)	Deck: 42.8' wide x 242' long. All spans: Unsealed, minor-sized longitudinal cracking - full length of bridge - along top of Girders 3 & 4 (approximately 3' left & right of centerline). Scattered, unsealed, hairline- to minor-sized longitudinal cracking beginning to show along tops of Girders 2 & 5 (near both edge lines). Heaviest at Bent 3.						
107	Steel Open Girder/Beam	LF	1440	1440	0	0	0
515	Steel Protective Coating	SF	12960	0	12960	0	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	12960	0	12960	0	0
(107)	Girders: 6 per span / 240' total span.						
205	Reinforced Concrete Column	EA	6	6	0	0	0
(205)	Columns: 3 per bent / Bents 2 & 3.						
215	Reinforced Concrete Abutment	LF	94	94	0	0	0
(215)	Abutment: 47' each (skewed) / Bents 1 & 4. Bent 4 abutment has some moisture due to leaking joint seal. Erosion to slope paving on all four corner with some repairs .						
234	Reinforced Concrete Pier Cap	LF	92	92	0	0	0
(234)	Caps: 46' each (skewed) / Bents 2 & 3.						
303	Assembly Joint with Seal	LF	92	69	23	0	0
2310	Leakage	LF	23	0	23	0	0
(303)	Joint: 46' each (skewed) / Bents 1 & 4. Bent 4 joint seal leaking on to cap						
310	Elastomeric Bearing	EA	24	24	0	0	0
(310)	Bearings: 6 per bent / Bents 1-4.						
331	Reinforced Concrete Bridge Railing	LF	484	264	220	0	0
1120	Efflorescence/Rust Staining	LF	220	0	220	0	0

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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(331)	Raililing: 242' each side. All spans - left and right: Minor cracks full height of wall approximately every 4-6 feet with some efflorescence showing through on soffit (just under wall).						



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Maintenance Needs



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Inspection Comments

Bridge is logged from north to south.