



Latitude:34.81933, Longitude:-91.56678

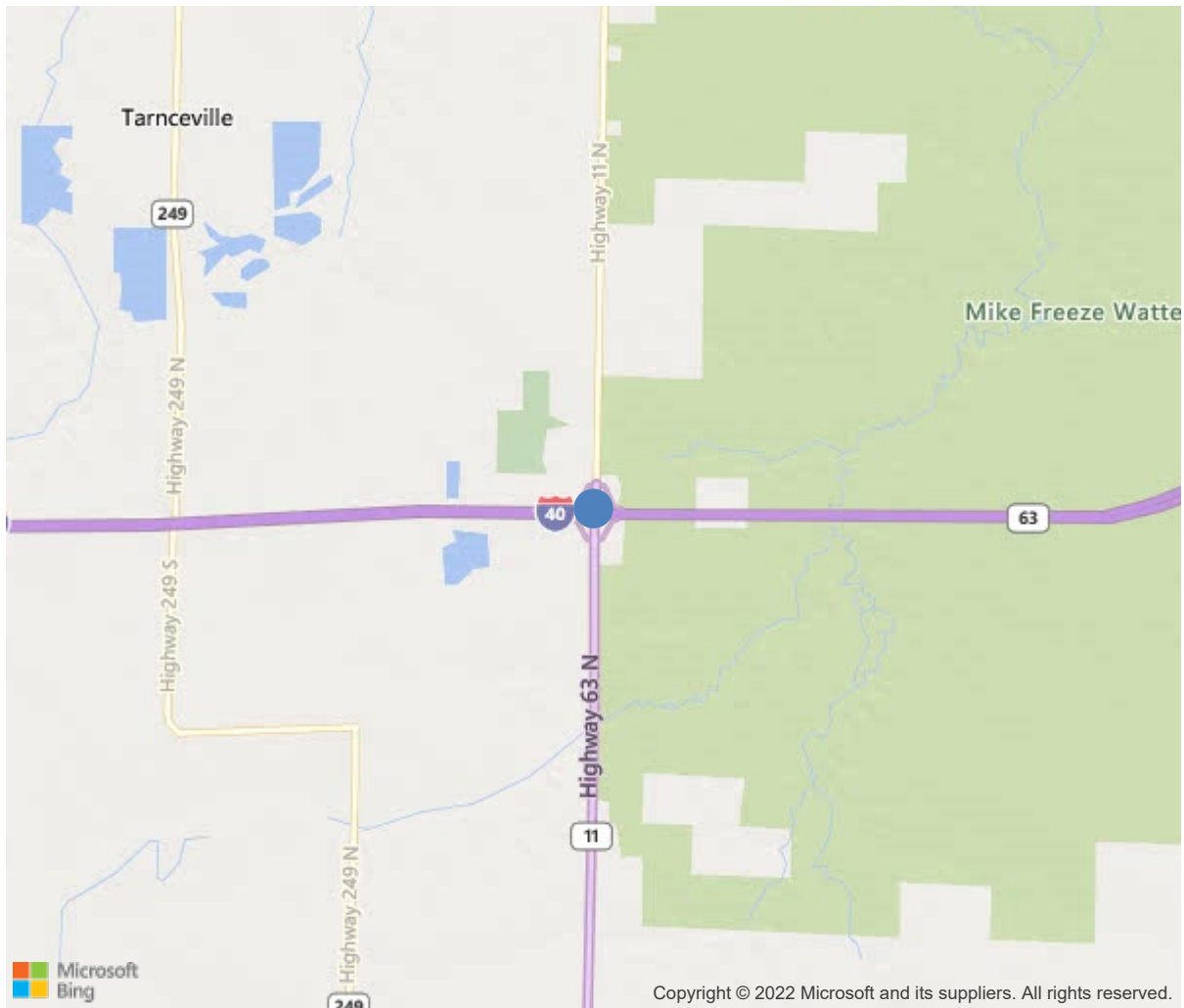
Route:63 Section:11 Log:0.001

Arnold Road ID:59x11x9xA, Arnold Log mile:0.022

District 06, Prairie County

Owner: 1-State Highway Agency

2.66 MI N US 70



34.81933, -91.56678

Inspection Direction : N to S



Bridge #03708(Routine)
US HWY 63,SEC 11 over I 40-SEC 42 LOG 193.22

Location: 2.66 MI N US 70

Team Lead: Keith Harris Inspection Date: September 23, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	03708
(5) Inventory Route	63
(2) Highway Agency District	06
(3) County Code	117-Prairie County, Arkansas
(4) Place Code	0
(6) Features Intersected	I 40-SEC 42 LOG 193.22
(7) Facility Carried	US HWY 63,SEC 11
(9) Location	2.66 MI N US 70
(11) Mile Point	0.001 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000063110
(16) Latitude	34.81933
(17) Longitude	-91.56678
(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	4
(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	1964
(106) Year Reconstructed	0
(42) Type of Service	61
On	6-Overpass structure at an interchange or secon
Under	1-Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	2100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	66 ft
(49) Structure Length	212 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	33.5 ft
(32) Approach Roadway Width (W/Shoulders)	30.8 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	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	16.08 ft
Ref:	
(55) Min Lat Underclear RT	9.6 ft
Ref:	
(56) Min Lat Underclear LT	27.5 ft
NAVIGATION DATA	
(38) Navigation Control	N-Not applicable, no waterway.
(111) Pier Protection	1-Navigation protection not requ
(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	5
(59) Superstructure	6
(60) Substructure	6
(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	4
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	7
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	3
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	N-Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	Bridge rehabilitation because
(76) Length of Structure Improvement	212 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 318000
(96) Total Project Cost	\$ 352000
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	4986
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/2021		
(91) Frequency	24 Months		
(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.			

Location: 2.66 MI N US 70

Team Lead: Keith Harris, **Inspection Date:** September 23, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6737	5010	1382	345	0
1080	Delamination/Spall/Patched Area	SF	282	0	106	176	0
1090	Exposed Rebar	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	36	0	36	0	0
1130	Cracking (RC and Other)	SF	1240	0	1240	0	0
1190	Abrasion/Wear (PSC/RC)	SF	163	0	0	163	0
(12)							
All spans have concrete patches (106sf)and transverse cracks that have been sealed recently. All spans have spalls and spalls filled with asphalt							
107	Steel Open Girder/Beam	LF	1076	972	88	16	0
1000	Corrosion	LF	102	0	86	16	0
7000	Damage	LF	2	0	2	0	0
515	Steel Protective Coating	SF	8022	0	7920	86	16
3440	Effectiveness (Steel Protective Coatings)	SF	8022	0	7920	86	16
(107)							
Span 3, beam 5 over eastbound I-40 has two minor dents in the bottom flange. All Beam ends have active rust with minor pitting in upper web. Scattered areas of freaking rust on all beams							
205	Reinforced Concrete Column	EA	6	6	0	0	0
215	Reinforced Concrete Abutment	LF	73	31	42	0	0
1080	Delamination/Spall/Patched Area	LF	34	0	34	0	0
1130	Cracking (RC and Other)	LF	8	0	8	0	0
(215)							
The north abutment (bent 1) has horizontal cracks in the beam seat. The south abutment (bent 5) is similar.							
234	Reinforced Concrete Pier Cap	LF	87	79	8	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
(234)							
Ahead side of Bent 4: couple patched spalls beginning to deteriorate and 2' of spalls							
303	Assembly Joint with Seal	LF	156	0	100	56	0
2360	Adjacent Deck or Header	LF	156	0	100	56	0
(303)							



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
All of the sliding plate joints have small spall in the deck adjacent to the joints.							
311	Movable Bearing	EA	20	0	20	0	0
1000	Corrosion	EA	20	0	20	0	0
(311)							
All Bearings have active corrosion							
313	Fixed Bearing	EA	20	0	19	1	0
1000	Corrosion	EA	19	0	19	0	0
2220	Alignment	EA	1	0	0	1	0
(313)							
Span 4 at bent left side of bearing 4 has moved out approximately 3"							
Bent 1 bearing 4 is missing an anchor nut							
Bent 5 bearings 2 and 4 are missing anchor nuts.							
330	Metal Bridge Railing	LF	432	432	0	0	0
331	Reinforced Concrete Bridge Railing	LF	432	365	57	10	0
1080	Delamination/Spall/Patched Area	LF	10	0	0	10	0
1090	Exposed Rebar	LF	16	0	16	0	0
1130	Cracking (RC and Other)	LF	41	0	41	0	0



Approach



Deck overview



Span 3 under view



Bent 5 spall on top of back wall



Bent 5 bearing 4 has 2 missing anchor nuts

Maintenance Needs

Date Reported: 09/17/2019
Priority: C - Important
Type of Work: Repair
Status: Monitor
Inspection Direction N to S
Component:

Deficiency Description

All spans have spall and spalls filled with asphalt

Remarks



Span 2 spalls and spalls filled with asphalt



Span 3 spalls and spalls filled with asphalt

Date Reported: 09/23/2021
Priority: C - Important
Type of Work: Repair
Status: Open
Inspection Direction N to S
Component:

Deficiency Description

Southwest side of approach roadway embankment has a large sink hole 4' behind guardrail.

Remarks



Southwest side of approach roadway embankment has a large sink hole 4' behind guardrail.



Southwest side of approach roadway embankment has a large sink hole 4' behind guardrail.

Date Reported: 09/23/2021
Priority: B - Pressing; 6 month completion goal
Type of Work: Repair
Status: Open
Inspection Direction N to S
Component:

Deficiency Description

Span 4 at Bent 4 bearing 4 left side of bearing has moved out approximately 3"

Remarks



Span 4 at Bent 4 bearing 4 left side of bearing has moved out approximately 3"

Date Reported: 09/23/2021
Priority: A - Safety deficiency; requires prompt action
Type of Work: Repair
Status: Open
Inspection Direction N to S
Component:

Deficiency Description

Delam on right side of beam 1 over westbound slow lane traffic.

Remarks



Delam on right side of beam 1 over westbound
slow lane traffic.



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Inspection Comments

AHTD Job 6717, drawing 12735

Form IIIB attached

Logged South bound.