



Latitude:36.19345, Longitude:-91.16615

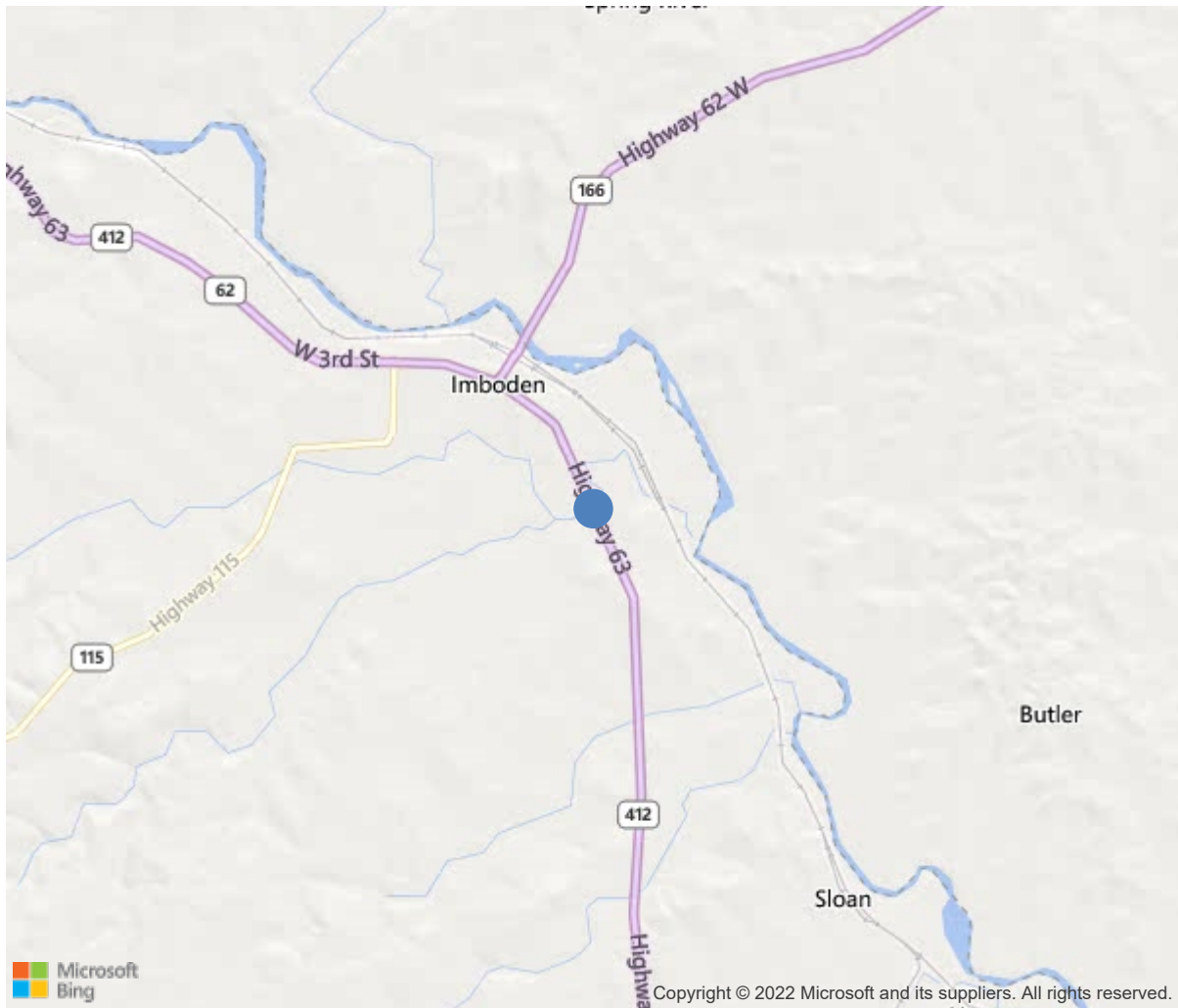
Route:63 Section:03 Log:7.17

Arnold Road ID:38x63x3xA, Arnold Log mile:7.138

District 10, Lawrence County

Owner: 1-State Highway Agency

7.17 MI SE SHARP CO LINE



36.19345, -91.16615

Inspection Direction : N to S



Bridge #A0650 (Routine)
US 63-03- LM 7.17 over HARDING CREEK
Location: 7.17 MI SE SHARP CO LINE

Team Lead: Tim Myrick Inspection Date: August 31, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	A0650
(5) Inventory Route	63
(2) Highway Agency District	10
(3) County Code	75-Lawrence County, Arkansas
(4) Place Code	0
(6) Features Intersected	HARDING CREEK
(7) Facility Carried	US 63-03- LM 7.17
(9) Location	7.17 MI SE SHARP CO LINE
(11) Mile Point	7.17 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000063030
(16) Latitude	36.19345
(17) Longitude	-91.16615
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1-Concrete
Type	4-Tee beam
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	2
(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	1929
(106) Year Reconstructed	1954
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	6100
(30) Year of ADT	2018
(109) Truck ADT	26 %
(19) Bypass, Detour Length	9 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35 ft
(49) Structure Length	70 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	26 ft
(52) Deck Width Out to Out	31.5 ft
(32) Approach Roadway Width (W/Shoulders)	32.2 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	25.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(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	1
(26) Functional Class	2-Rural Principal Arterial - Oth
(100) Defense Highway	2-The inventory route is on a No
(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 part of the
(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	7
(59) Superstructure	7
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4-M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	41
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	2
Rating	25
(70) Bridge Posting	3-10.0 - 19.9 % below
(41) Structure Open/Posted/Closed	P-Posted for load (may include o
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	8-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	96 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 400
(96) Total Project Cost	\$ 841
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	7872
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/2021
(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.			



Bridge #A0650(Routine)
US 63-03- LM 7.17 over HARDING CREEK
Location: 7.17 MI SE SHARP CO LINE

Team Lead: Tim Myrick, **Inspection Date:** August 31, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1890	1830	0	60	0
1120	Efflorescence/Rust Staining	SF	60	0	0	60	0
510	Wearing Surfaces	SF	1820	1675	0	145	0
3220	Crack (Wearing Surface)	SF	145	0	0	145	0
110	Reinforced Concrete Open Girder/Beam	LF	350	332	8	10	0
1080	Delamination/Spall/Patched Area	LF	8	0	5	3	0
1090	Exposed Rebar	LF	6	0	0	6	0
1120	Efflorescence/Rust Staining	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
205	Reinforced Concrete Column	EA	4	2	0	2	0
1090	Exposed Rebar	EA	2	0	0	2	0
215	Reinforced Concrete Abutment	LF	142	77	0	65	0
1080	Delamination/Spall/Patched Area	LF	4	0	0	4	0
1120	Efflorescence/Rust Staining	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	53	0	0	53	0
234	Reinforced Concrete Pier Cap	LF	29	24	0	5	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	3	0	0	3	0
330	Metal Bridge Railing	LF	140	0	140	0	0
1000	Corrosion	LF	140	0	140	0	0
515	Steel Protective Coating	SF	476	48	0	428	0
3440	Effectiveness (Steel Protective Coatings)	SF	428	0	0	428	0





Beginning end





Maintenance Needs

Date Reported: 07/18/2011
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Substructure

Deficiency Description

Bent 2 column 4 has a 2' x 2' spall with rebar exposed. Exposed rebar has approximately 40% loss of section.

Remarks



Span 1 side Bent 2 column 4 2019

Date Reported: 07/18/2011
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Substructure

Deficiency Description

Bent 2 cap has a 2' spall under girder 1 on ahead side.

Remarks



Span 2 bent 2 at girder 1 cap 2019



Bridge #A0650 (Routine)
US 63-03- LM 7.17 over HARDING CREEK
Location: 7.17 MI SE SHARP CO LINE

Team Lead: Tim Myrick **Inspection Date:** August 31, 2021

Date Reported: 07/15/2014
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: 510 - 16 - Reinforced Concrete Top Flange

Deficiency Description

Asphalt wearing surface has a few cracks, especially over bent 2 joint.

Remarks

Date Reported: 06/21/2017
Priority: D- Routine

Type of Work: Repair
Status: Monitor
Component: Superstructure

Deficiency Description

Span 1 bent 2 girder 3 concrete haunch is spalled under girder with some rebar exposed.
Span 2 bent 2 girder 2 concrete haunch is spalled under girder with some rebar exposed.
Span 2 bent 2 girders 2 and 5 have rebar exposed.
Span 2 bent 2 girder 4 haunch portion is cracked with rust stains.
Span 2 girder 4 near bent 3 has some exposed rebar.

Remarks





Span 1 Bent 2 girder 3 haunch 2019

Date Reported: 06/21/2017
Priority: G - General/ Preventive maintenance
Type of Work: Repair
Status: Monitor
Component: Substructure

Deficiency Description

Bents 1 and 3 abutments have horizontal cracks along cold joint with some efflorescence and honeycombed areas. Abutments have vertical & diagonal cracks with efflorescence build up.

Remarks



Date Reported: 06/27/2019
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Superstructure

Deficiency Description

Span 1 girder 1 at bent 2 has 1' of exposed rebar, 2' of delamination & 3' of cracking on left side of girder.

Remarks



Span 1 girder 1 at bent 2 2019



Inspection Comments

Deck Notes

Left approach rail at bent 1 end has minor collision damage.
Roadway embankment has several small depressions & washouts between approach rail and wing wall on right side behind bent 3.
Metal rail has 90% rust cover.
Asphalt wearing surface has a few cracks, especially over bent 2 joint.
Soffit has a few transverse and diagonal cracks with efflorescence buildup.

Superstructure Notes

Span 1 girder 1 at bent 2 has 1' of exposed rebar, 2' of delamination & 3' of cracking on left side of girder.
Span 1 girder 2 over bent 2 is spalled with exposed rebar.
Span 1 bay 1 over bent 2 concrete diaphragm is spalled with exposed rebar.
Span 1 bent 2 girder 3 concrete haunch is spalled under girder with some exposed rebar.
Span 2 bent 2 girder 2 concrete haunch is spalled under girder with some exposed rebar.
Span 2 bent 2 girders 2 and 5 have some exposed rebar.
Span 2 bent 2 girder 4 haunch portion is cracked with rust stains.
Span 2 girder 4 near bent 3 has some exposed rebar.

Substructure Notes

Bent 2 cap has 3' of cracks.
Bent 2 cap has a 2' spall under girder 1 on span 2 side.
Bent 2 column 4 has a 2' x 2' spall with exposed rebar, rebar has approximately 40% section loss.
Bent 1 abutment has vertical cracks with efflorescence under girders 1 & 5.
Bent 3 abutment has diagonal cracks with efflorescence build up.
Bents 1 and 3 abutments have horizontal cracks along cold joint with some efflorescence and honeycombed areas.