



Latitude:35.42509, Longitude:-94.36680

Route:64 Section:01 Log:4.26

Arnold Road ID:65x64x1xA, Arnold Log mile:4.256

District 04, 131 - Sebastian County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

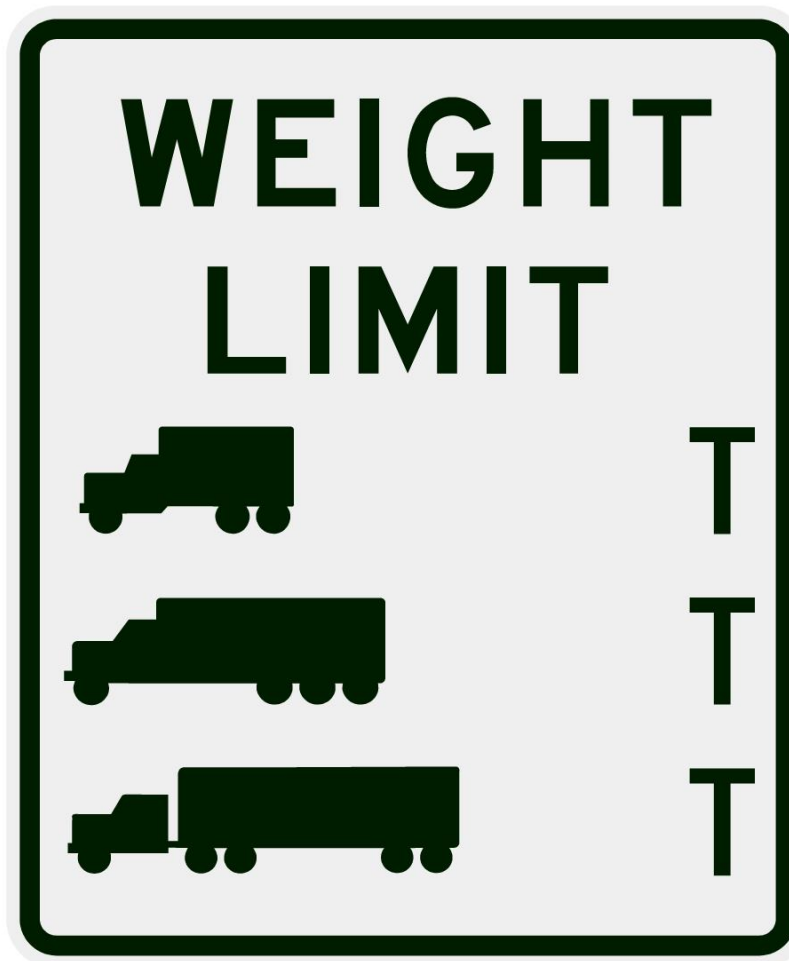
Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

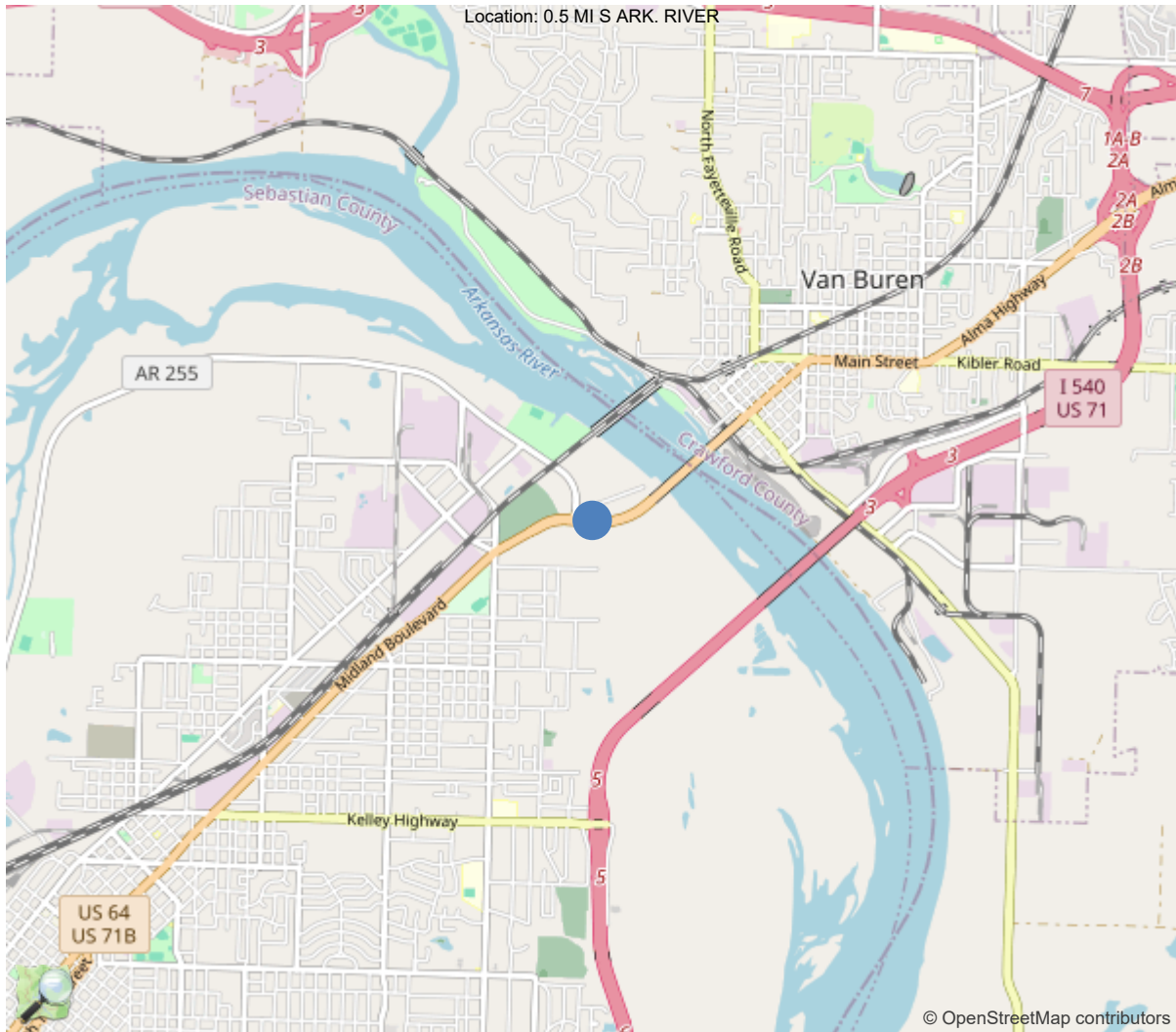
70 - Bridge Posting: 5 - Equal to or above legal loads

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



35.42509, -94.36680



Asset #05175(Routine)

US 64 Seb. Co. over Arkansas River Relief

Location: 0.5 MI S ARK. RIVER

Team Lead: Bob McEntyre Inspection Date: 08/19/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05175
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	131 - Sebastian County
(4) Place Code	24550
(6) Features Intersected	Arkansas River Relief
(7) Facility Carried	US 64 Seb. Co.
(9) Location	0.5 MI S ARK. RIVER
(11) Mile Point	4.26 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000064010
(16) Latitude	35.42509
(17) Longitude	-94.3668
(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	6
(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 pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1971
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	4
Under	0
(29) Average Daily Traffic	21454
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	83 ft
(49) Structure Length	500 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	60 ft
(52) Deck Width Out to Out	65.3 ft
(32) Approach Roadway Width (W/Shoulders)	63 ft
(33) Bridge Median	3 - Closed median wit
(34) Skew	0 Deg
(35) Structure Flared	0 - 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	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	1
(26) Functional Class	14 - Urban Other Principal Art
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(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	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	7
(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	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	7
(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	8 - Bridge foundations determined t
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	32947
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/19/2024		
(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: Bob McEntyre, Inspection Date: 08/19/2024

IDENTIFICATION	
B.ID.01 Bridge Number	05175
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1971

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	131 - Sebastian County
B.L.03 Place Code	24550 - Fort Smith
B.L.04 Highway Agency District	04 - District 04
B.L.05 Latitude	35.42509
B.L.06 Longitude	-94.3668
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	0.5 MI S ARK. RIVER
B.L.12 Metropolitan Planning Organization	3

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	495
B.G.02 Total Bridge Length	500
B.G.03 Max Span Length	83
B.G.04 Min Span Length	82
B.G.05 Bridge Width Out-to-Out	65.3
B.G.06 Bridge Width Curb-to-Curb	60
B.G.07 Left Curb or Sidewalk Width	0.7
B.G.08 Right Curb or Sidewalk Width	0.7
B.G.09 Approach Roadway Width	63

B.G.10 Bridge Median	3 - Closed Median (non-mountable)
B.G.11 Skew	0
B.G.12 Curved Bridge	CP - Piecewise straight girders
B.G.13 Max Bridge Height	17
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	32644.4

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20 - HS-20
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	1
B.LR.06 Operating Load Rating Factor	1.67
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	Y - E/E' details are present
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	5 - FAIR - Some moderate defec
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	5 - FAIR - Some moderate defec
B.C.04 Substructure Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	5 - FAIR - Some moderate defec
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	4 - POOR - Widespread moderate
B.C.08 Bridge Joints Condition	4 - POOR - Widespread moderate
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
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	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	AB-T - TEMP - Stable for scour, pos
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: Bob McEntyre, Inspection Date: 08/19/2024

SPAN SETS			
M1			
B.SP.02 # of Spans	6	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	10	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
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	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None

SUBSTRUCTURE SETS			
P1			
B.SB.02 No. of Substructure Units	5	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	B01 - Bent - column or open	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	21454
B.F.03 Feature Name	US 64 Seb. Co.	B.H.10 Annual ADTT	1072
B.H.01 Functional Classification	3 - Principal Arterial - Other	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	T-U	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	Y - 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	64010	B.H.16 Highway Max Usable Surface Width	30.5
B.H.07 LRS Mile Point	4.26	B.H.17 Bypass Detour Length	5
B.H.08 Lanes On Highway	4	B.H.18 Crossing Bridge Number	

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	Arkansas River Relief	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: Bob McEntyre, Inspection Date: 08/19/2024

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent - 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

**General Observation**

08/19/2024 - RSM & SPC: Routine Inspection conducted this date. See element notes for documentation.

Inspection Procedure: The outside lane of the East and West bound lanes was closed at time of Inspection in preparation for the Hydro-demolition process. Inspection performed from the channel in low water conditions. Bearing areas accessed with a ladder.

Inspection Equipment: Waders, Extension Ladder, Flashlight, Range Poles.

07/25/2018 - RSM - Element quantities plan verified this date.

58 - Deck (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

08/19/2024 - RSM & SPC: The deck is in fair condition. Numerous spalls and delaminated areas still exists in the driving surface. The outside lane of the East and West bound lanes was closed at time of inspection in preparation for the hydro-demolition process. The concrete adjacent to the expansion joints has been removed in preparation to rehabilitate / replace the joints as part of the hydro-demolition project.

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

08/19/2024 - RSM & SPC: The superstructure is in fair condition. The girders have a failing paint system with areas of corrosion in the bearing areas to the base of webs, upper portion of the webs at the expansion dam juncture, and to the bottom flanges. The base of webs and bottom flanges have section loss that ranges from initial up to an estimated 3/16" in isolated locations.

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

08/19/2024 - RSM & SPC: Substructure is in fair condition. Bent caps have numerous area of horizontal cracking with delaminated and spalled areas that expose reinforcing steel. The bent columns have moderate width vertical cracks in several locations and a few spalls that expose reinforcing steel.

61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

08/31/2022 - JCJ & TJL - Type 2 Underwater Inspection conducted this date.

ArDOT Drawing Number 15712 General Notes state that All piling shall be 10BP42 and shall be driven with an approved hammer to a minimum capacity of 55 tons per pile and to the material designated as shale on the boring logs. The intermediate bents have concrete footings founded upon 10BP42 steel pile.

Visual observations during dry conditions indicate that there are minor scour holes around several of the columns from the historic flood of the Arkansas River circa May 29, 2019.

There are no apparent scour problems during this inspection.

This is a relief structure with the inlet and outlet ends of the channel well vegetated.

A profile of the channel was taken along both sides of the structure this date.

See channel profile documentation associated with this inspection for additional information.

A-15 - Late Reason (N/A)

-

A-58 - Cap Cleaning/Flushing Needed (Y)

08/19/2024 - RSM & SPC: The bearing areas have heavy dirt and debris that has accumulated against the steel superstructure promoting corrosion.



Asset #05175(Routine)

US 64 Seb. Co. over Arkansas River Relief

Location: 0.5 MI S ARK. RIVER

Team Lead: Bob McEntyre **Inspection Date:** 08/19/2024

A-60 - Full Girder Painting Needed (Y)

08/19/2024 - RSM & SPC: The girders and bearings have a failing paint system with corrosion / section loss. Bearings have heavy pack rust between the bearing plates.



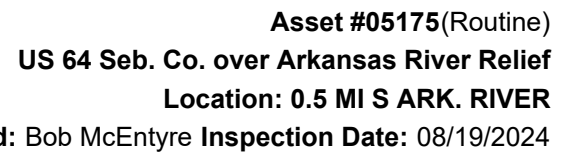
Asset #05175(Routine)

US 64 Seb. Co. over Arkansas River Relief

Location: 0.5 MI S ARK. RIVER

Team Lead: Bob McEntyre Inspection Date: 08/19/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	30328	52	29758	518	0
1080	Delamination/Spall/Patched Area	SF	3793	0	3316	477	0
1090	Exposed Rebar	SF	13	0	0	13	0
1120	Efflorescence/Rust Staining	SF	42	0	14	28	0
1130	Cracking (RC and Other)	SF	26428	0	26428	0	0
<p>(12) Driving Surface:</p> <p>The outside lane of the Eastbound and Westbound lanes was closed at time of Inspection in preparation for the Hydro-demolition process. Portions of the deck has been removed adjacent to the expansion joint assemblies to rehabilitate / replace the expansion joint seals in preparation for the hydro-demolition process.</p> <p>A 12" wide area of the deck has been removed in the outside lanes of the North and south travel lanes adjacent to the expansion joints in preparation for hydro-demolition project.</p> <p>All spans have map cracking with numerous cracks that have been sealed by maintenance forces in the past.</p> <p>The deck has numerous spalls with temporary asphalt patches.</p> <p>All spans have spalls with exposed reinforcing steel and delaminated areas.</p> <p>Light abrasion is typical in all spans.</p> <p>Deck Undersurface:</p> <p>Deck Overhangs, Near Centerline: Few spalls with exposed reinforcing steel visible from the undersurface of the overhang near centerline median. 3SF CS3.</p> <p>Few transverse cracks with light efflorescence visible from the undersurface of the dec</p>							
107	Steel Open Girder/Beam	LF	4980	373	4233	374	0
1000	Corrosion	LF	4607	0	4233	374	0
515	Steel Protective Coating	SF	45000	900	12600	18000	13500
3440	Effectiveness (Steel Protective Coatings)	LF	44100	0	12600	18000	13500
<p>(107) Superstructure has a flaking paint system with large areas that have superficial rust. 4233LF CS2.</p> <p>Spans # 4, 5 and 6: Ends of Girders have been painted in the past.</p> <p>Exterior Girders: Webs have 3/4" drilled and/or torch cut holes 10" below top flange on approximately 9' spacing.</p> <p>Girder Ends: Isolated areas with active corrosion with flaking rust to the girder ends in several locations.</p> <p>Span # 1, Abutment # 1, Girder # 9: Corrosion with flaking rust/ Section loss. 4LF CS3.</p> <p>Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.</p> <p>Span # 6, Abutment # 2, Girders # 8 & 9: Approximately 1/8" section loss to the bottom flange and base of web in proximity of the bearing.</p> <p>Diaphragms, Over Abutments: Holes rusted through several of the diaphragms at the abutments. 7LF CS3.</p> <p>There are no visible cracks apparent in the superstructure during this inspection.</p> <p>(515-107) Superficial rust is showing through the paint system.</p> <p>There are areas with active corrosion on the beam ends where the expansion joints discharge on the beams.</p>							
205	Reinforced Concrete Column	EA	15	1	11	3	0
1080	Delamination/Spall/Patched Area	EA	9	0	8	1	0
1090	Exposed Rebar	EA	2	0	0	2	0
1130	Cracking (RC and Other)	EA	3	0	3	0	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(205) Columns have wide cracking, delaminated areas, and spalling with exposed reinforcing steel. Cracking 3EA CS2, Delam/Spall 8EA CS2, 1EA CS3.</p> <p>Bent # 3, Column # 3: 12" spall with exposed reinforcing steel in ahead side at the base of the column. Column has delaminated areas and vertical cracking in ahead side and back side. 1EA CS3.</p> <p>Bent # 5, Column # 2 , Back Side: 21" spall with exposed reinforcing steel with active corrosion / section loss. 1EA CS3.</p> <p>Bent # 5, Column # 3: Wide vertical cracking in exterior and ahead sides. 1EA CS3.</p>							
215	Reinforced Concrete Abutment	LF	143	96	39	8	0
1080	Delamination/Spall/Patched Area	LF	14	0	14	0	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0
1130	Cracking (RC and Other)	LF	29	0	21	8	0
<p>(215) Abutment # 1: Few 3" spalls with exposed snap ties.</p> <p>Abutment # 1, Left Side: Moderate width cracking with efflorescence buildup. 1LF CS2.</p> <p>Abutment # 1, Back Right Wing Wall: Moderate width diagonal crack.</p> <p>Abutment # 1, Under Girders # 2, 4, 6, & 7: Moderate width cracking. Vertical crack under girder # 2 previously documented as 0.050" wide. 4LF CS3.</p> <p>Abutment # 1 Back Wall, Top Left Side: 13' long patched area. 13LF CS2.</p> <p>Abutment # 2 Backwall, Bay # 3: Vertical crack with efflorescence. 1LF CS2.</p> <p>Abutment # 2 Back Wall: 6" delaminated area. 1LF CS2.</p>							
234	Reinforced Concrete Pier Cap	LF	305	133	148	24	0
1080	Delamination/Spall/Patched Area	LF	57	0	54	3	0
1090	Exposed Rebar	LF	14	0	1	13	0
1130	Cracking (RC and Other)	LF	101	0	93	8	0
<p>(234) Substructure caps have spalls with exposed reinforcing steel, delaminated areas, and areas with moderate width horizontal cracking.</p> <p>Bent # 2 Cap, Back Right Side: 2 12" spalls with exposed reinforcing steel. Spall, 1LF CS3, Exposed Steel, 1LF CS3.</p> <p>Bent # 2 Cap: Delaminated areas with wide Longitudinal cracking visible in top of cap on right side. 14LF CS2.</p> <p>Bent # 3 Cap, Right Side: Undersurface of cantilever portion of cap has a shallow 18" long narrow spall with exposed reinforcing steel. 1LF CS3.</p> <p>Bent # 3 Cap: 12" spall with exposed reinforcing steel.</p> <p>Bent # 3 Cap, Between Columns # 2 & 3: 3' high delaminated / spalled area. 1LF CS2, 1LF CS3.</p> <p>Bent # 4 Cap, 6: Below Top of Cap: Several horizontal cracks.</p> <p>Bent # 4 Cap, Between Columns # 2 and # 3: Hairline vertical cracks on approximately 3' centers.</p> <p>Bent # 5 Cap: Vertical 24" long delaminated area / spall with exposed reinforcing steel and numerous small delaminated areas with three 8" spalls with exposed reinforcing steel on the left side of the back face of cap. 4LF CS3.</p> <p>Bent # 6 Cap: Back Left Side has two 12" spalls with exposed reinforcing steel with initial section loss. The ahead left side has three 12" spalls with exposed reinforcing steel. The right ahead side has a 16" high x 4" shallow spall with exposed reinforcing steel. 6LF CS3.</p> <p>Bent # 6 Cap, Between Girders # 7 and 8: 6' long horizontal crack approximately 6" below top of the cap.</p> <p>Numerous shallow spalls with exposed slab bolsters used during the construction process are visible from the undersurface of the caps.</p>							
302	Compression Joint Seal	LF	455	0	22	329	104
2310	Leakage	LF	433	0	0	329	104
2360	Adjacent Deck or Header	LF	22	0	22	0	0
<p>(302) 08/19/2024 - RSM & SPC: Portions of the deck have been removed adjacent to the expansion joint assemblies to rehabilitate / replace the expansion joint seals in preparation for the hydro-demolition process. Element defects not quantified this inspection.</p>							



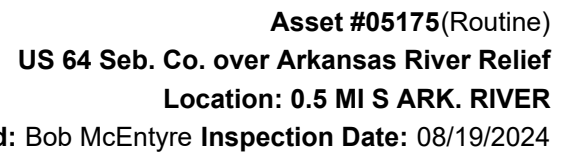
Asset #05175(Routine)

US 64 Seb. Co. over Arkansas River Relief

Location: 0.5 MI S ARK. RIVER

Team Lead: Bob McEntyre Inspection Date: 08/19/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Ambient temperature is approximately 80 degrees Fahrenheit during this inspection. Bent # 2 Expansion Joint Assembly is jammed together in locations. Bent # 3 Expansion Joint, Right Side: 1/2" elevation difference between spans # 2 and # 3. Compression joint seals are deteriorated and leak. Some of the expansion joints are jammed together. Bent # 5 Expansion Joint Assembly is jammed together with distortion visible in the undersurface of the assembly. The distortion appears to spalling the concrete from the deck expansion dam on the ahead side (Span # 6). Bent # 4, Left Side: Expansion joint is jammed closed during this inspection.</p>							
311	Movable Bearing	EA	60	0	2	58	0
1000	Corrosion	EA	43	0	2	41	0
1020	Connection	EA	1	0	0	1	0
2220	Alignment	EA	16	0	0	16	0
515	Steel Protective Coating	SF	180	107	0	0	73
3440	Effectiveness (Steel Protective Coatings)	EA	73	0	0	0	73
<p>(311) Bearings have pack rust between the sole and masonry plates. The masonry plates have pack rust that is causing the girders to be slightly higher than the adjacent fixed bearings in areas. Corrosion, 2EA CS2, 41EA CS3. Alignment, 16EA CS3. Dirt and debris on the caps has accumulated on the bearing devices. Span # 1, Bent # 2, Bearing # 9: Right anchor bolt sheared off. 1EA CS3. No apparent repairs since the last inspection.</p>							
313	Fixed Bearing	EA	60	1	17	42	0
1000	Corrosion	EA	57	0	15	42	0
1020	Connection	EA	2	0	2	0	0
515	Steel Protective Coating	SF	180	109	0	0	71
3440	Effectiveness (Steel Protective Coatings)	EA	71	0	0	0	71
<p>(313) Span # 1, Abutment # 1, Bearing # 6: Missing left anchor bolt nut. 1EA CS2. Span # 3, Bent # 3, Bearing # 4: Anchor bolt has worked its way up out of the cap approximately 6". 1EA CS2. Bearings have corrosion with pack rust between the sole and masonry plates. 15EA CS2, 42EA CS3. Dirt and debris on the caps has accumulated on the bearing devices. No apparent repairs since the last inspection.</p>							
321	Reinforced Concrete Approach Slab	SF	3360	2195	1008	157	0
1080	Delamination/Spall/Patched Area	SF	222	0	83	139	0
1130	Cracking (RC and Other)	SF	17	0	17	0	0
1190	Abrasion/Wear (PSC/RC)	SF	926	0	908	18	0
<p>(321) Approach Slabs: The approach slabs are in the process of being replaced in preparation for the Hydro-demolition project. Approach Slabs # 1 and # 2 of Eastbound Outside Lane has been prepped for removal with saw cuts visible throughout. The outside lane of approach slab # 2 of the Westbound side has been removed with forms and reinforcing steel in place for the new approach slab. Approach Slab # 2: Areas of heavy abrasion on the inside lane. Approach slabs have areas with light scale.</p>							
330	Metal Bridge Railing	LF	1000	983	15	2	0
1020	Connection	LF	1	0	0	1	0



Asset #05175(Routine)
US 64 Seb. Co. over Arkansas River Relief
Location: 0.5 MI S ARK. RIVER
Inspected by: Bob McEntyre Inspection Date: 08/19/2024



08/19/2024

Elevation looking South.



08/19/2024

Inventory looking East.



08/19/2024

Inspection access.



08/19/2024

Span # 1 Undersurface: General view.



08/19/2024

08/19/2024 - RSM & SPC: The bearing areas have heavy dirt and debris that has accumulated against the steel superstructure promoting corrosion. Abutment # 1 pictured.



08/20/2024

Span # 3 Undersurface, Bent # 4, Bay # 5: Spalling with exposed reinforcing steel. 2SF CS3.



08/19/2024

Span # 5 Undersurface: General view.



08/19/2024

Span # 1 Undersurface: General view.



A 12" wide area of the deck has been removed in the outside lanes of the North and south travel lanes adjacent to the expansion joints in preparation for hydro-demolition project. Bent # 6 Northbound Expansion joint pictured.



Span # 3 Driving Surface. General view.



Span # 3 Driving Surface. General view.



Span # 6, Westbound Outside Lane: Spalling with asphalt repairs.



08/19/2024

Driving Surface of Northbound lanes. General view.



08/20/2024

Abutment # 2, Bay # 8: Holes rusted through diaphragm.



08/19/2024

Span # 6, Abutment # 2, Girder # 9: Corrosion / section loss.
3LF CS3.



08/19/2024

Span # 6, Abutment # 2, Girder # 9: Corrosion / section loss.
3LF CS3.



08/19/2024

Span # 6, Abutment # 2, Girder # 8: Corrosion / section loss.
4LF CS3.



08/20/2024

Span # 6, Abutment # 2, Girder # 8: Corrosion / section loss.
4LF CS3.



08/19/2024

Paint system flaking / peeling.



08/20/2024

Paint system flaking/ peeling.



Spans # 4, 5 and 6: Ends of Girders have been painted in the past. Span # 5 girders pictured.



Bearing area inspection method.



Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.



Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.



08/19/2024

Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.



08/19/2024

Span # 2 Girders.



08/19/2024

Span # 1, Girder # 1 Web, 10" Below Top Flange: 3/4" torch cut holes on approximately 9' spacing.



08/19/2024

Span # 1, Abutment # 1, Girder # 9: Corrosion with flaking rust/ Section loss. 4LF CS3.



Typical of bottom flange cover plates.



Moderate width vertical cracking in column.



Bent # 5, Column # 2 , Back Side: 21" spall with exposed reinforcing steel with active corrosion / section loss. 1EA CS3.



Bent # 5, Column # 2 , Back Side: 21" spall with exposed reinforcing steel with active corrosion / section loss. 1EA CS3.



08/20/2024

Bent # 3, Column # 3: 12" spall with exposed reinforcing steel in ahead side at the base of the column. Column has delaminated areas and vertical cracking in ahead side and back side. 1EA CS3.



08/19/2024

Bent # 3, Column # 3: 12" spall with exposed reinforcing steel in ahead side at the base of the column. Column has delaminated areas and vertical cracking in ahead side and back side. 1EA CS3.



08/19/2024

Bent # 3, Column # 1: Wide vertical cracking. 1EA CS3.



08/19/2024

Abutment # 2 Backwall, Bay # 3: Vertical crack with efflorescence. 1LF CS2.



Abutment # 2: General view.



Bent # 5 bearing area.



Abutment # 1: General view.



Bent # 6: General view.



08/19/2024

Bent # 5 Cap: Vertical 24" long delaminated area / spall with exposed reinforcing steel and numerous small delaminated areas with three 8" spalls with exposed reinforcing steel on the left side of the back face of cap. 4LF CS3.



08/19/2024

Bent # 5 Cap: Vertical 24" long delaminated area / spall with exposed reinforcing steel and numerous small delaminated areas with three 8" spalls with exposed reinforcing steel on the left side of the back face of cap. 4LF CS3.



08/19/2024

Bent # 3 Cap, Ahead Side, Between Columns # 2 and 3:
Delaminated / spalled area. 1LF CS2. 1LF CS3.



08/19/2024

Bent # 2 Cap: Delaminated areas with wide Longitudinal cracking visible in top of cap on right side. 14LF CS2.



08/19/2024

Bent # 2 bearing area.



08/19/2024

Bent # 2 Cap, Back Right Side: 2 12" spalls with exposed reinforcing steel. Spall, 1LF CS3, Exposed Steel, 1LF CS3.



08/19/2024

Bent # 5 Expansion Joint Assembly: Assembly is jammed together with distortion visible in assembly from the undersurface. The distortion appears to be spalling the deck expansion dam on the ahead side (Span # 6).



08/19/2024

Bent # 2 Expansion Joint Assembly is jammed together in locations.



Repairs underway at expansion joints. Bent # 6 pictured.



Bent # 3 Bearings: Failing paint system with pack rust between bearing plates.



Bent # 3 Bearings: General view.



Span # 2, Bent # 3, Bearing # 2: Heavy pack rust between rocker and masonry plate. 1EA CS3.



Span # 1, Bent # 2, Bearing # 9: Right anchor bolt sheared off. 1EA CS3.



Span # 1, Abutment # 1, Bearing # 6: Missing left anchor bolt nut. 1EA CS2.



Span # 1, Abutment # 1, Bearing # 9: Corrosion with pack rust between sole and masonry plate. 1EA CS3.



Approach Slab # 1 of Northbound Outside Lane has been prepped for removal with saw cuts visible throughout.



Approach Slabs: The outside Northbound lane of both approach slabs is in the process of being replaced.
Approach Slab # 2 pictured.



Approach Slab # 2: The outside Eastbound lane is in the process of being replaced.



Span # 3, Right Railing, Eastbound Lane: Collision damage with a spall with exposed reinforcing steel at the base of the metal bridge rail post where the post is anchored to the concrete portion of the rail. 1EA CS3.



Span # 4, Median Parapet Wall, Adjacent to Bent # 4: Spalls with exposed reinforcing steel. 3LF CS3.



08/20/2024

Span # 1: Median Barrier Wall: Concrete deterioration with spalling that exposes reinforcing steel and voids in the wall.

Maintenance Needs

Date Reported: 07/11/2014

Priority: C - Important

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

Deck -

The driving surface of the deck has areas of spalling in the driving lanes with large delaminated areas in all spans. The gutters of the East and West bound lanes are delaminated for the majority of the length of structure.

Remarks

08/19/2024 - RSM - The deck is in preparation for a Hydro-demolition project with the outside lane of the East and West bound traffic closed at time of inspection.



Span # 1. Westbound lanes. Typical.



Span #3 SB cracking and spalling with exposed reinforcing steel.



Span #2 SB concrete deterioration, delaminations and spalling.



Span #1 SB concrete deterioration, delaminations and spalling.

Maintenance Needs

Date Reported: 07/24/2020

Priority: C - Important

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Element

Deficiency Description

Bearings -

The bearings have pack rust between the masonry plates and the bent caps and between the masonry plates and the rockers in several locations. The pack rust appears to be causing the bearings to have a height differential between adjacent fixed and moveable bearings. This height difference is beginning to be noticeable on the driving surface of the deck with one side of the joint being higher than the other side.

Remarks



08/19/2024

Bent # 3 Bearings: Pack rust between rockers and masonry plates.



08/19/2024

Span # 2, Bent # 3, Bearing # 2: Heavy pack rust between rocker and masonry plate. 1EA CS3.



The bearings have pack rust between the masonry plates and the bent caps and between the masonry plates and the rockers in several locations. The pack rust appears to be causing the bearings to have a height differential between adjacent fixed and moveable bearings. This height difference is beginning to be noticeable on the driving surface of the deck with one side of the joint being higher than the other side. Bent # 2 pictured.

Maintenance Needs

Date Reported: 08/02/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Concrete Bridge railing / Median parapet wall -

The concrete portion of the bridge railing and the median parapet wall has areas of concrete spalling that exposes reinforcing steel.

Spans # 1 and 6 - Eastbound Lanes - Median parapet wall has spalls with exposed reinforcing steel exposing large voids in the median parapet wall.

The right concrete bridge railing in span # 3 has a 12" spall that exposes reinforcing steel and the anchorage for one of the steel bridge railing post.

Remarks

08/31/2022 - JCJ & TJL - Reference - ArDOT Drawing Number 15716 and 14992 - The concrete portions of the bridge railing were designed and constructed with 6" longitudinal voids.



Span # 3, Right Railing, Eastbound Lane: Collision damage with a spall with exposed reinforcing steel at the base of the metal bridge rail post where the post is anchored to the concrete portion of the rail. 1EA CS4.



Span # 4, Median Parapet Wall, Adjacent to Bent # 4: Spalls with exposed reinforcing steel. 3LF CS3.



Span # 1: Median Barrier Wall: Concrete deterioration with spalling that exposes reinforcing steel and voids in the wall.



The right concrete bridge railing in span # 3 has a 12" spall that exposes reinforcing steel and the anchorage for one of the steel bridge railing post.

Maintenance Needs

Date Reported: 08/01/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Element

Deficiency Description

Expansion joints -

The expansion joint compression seals are deteriorated and missing in locations allowing water, dirt, and debris to leak onto the substructure. The expansion joint assemblies are jammed together in some locations.

Remarks

08/19/2024 - The expansion joints are in the process of being rehabilitated / replaced as part of the Hydro-demolition project.



08/19/2024 - The expansion joints are in the process of being rehabilitated / replaced as part of the Hydro-demolition project.



Right end of Bent 4 cap. Bearing is buried in soil.



Bent #4, West bound side-Expansion joint assemblies jammed together.



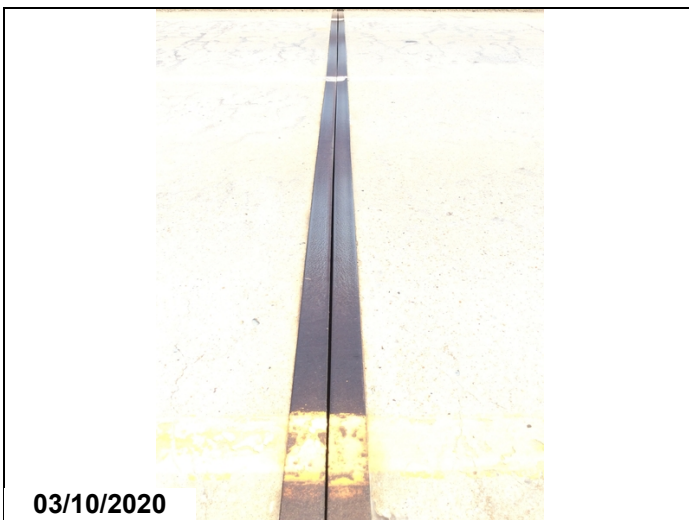
Bent 2 expansion joint



Bent 6. Deck joint seal



Bent #5 expansion joint seal missing.



West bound, bent #4 expansion joint seal missing.

Maintenance Needs

Date Reported: 08/02/2012

Priority: D- Routine

Type of Work: Deck Repair

Status: Monitor

Component: Element

Deficiency Description

Deck Undersurface -

The undersurface of the deck has shallow spalling that exposes reinforcing steel under the median barrier wall and on the left side of the structure over Bents # 4 & 5.

Remarks



The undersurface of the deck has shallow spalling that exposes reinforcing steel under the median barrier wall and on the left side of the structure over Bents # 4 & 5.
2SF CS3.



Spalling in undersurface of deck over bent # 5.



03/10/2020

Undersurface of Span 3 at Bent 4. Centerline median.

Maintenance Needs

Date Reported: 08/02/2012

Priority: D- Routine

Type of Work: Substructure Repair

Status: Monitor

Component: Substructure

Deficiency Description

Substructure -

The substructure bent caps have numerous areas with concrete spalls, horizontal cracking, and delaminated areas where water leaks through the failed expansion joints onto the substructure. The most extreme case is the backface of bent # 2 cap which has a large delaminated area in the upper portion of cap that reaches the bearing device of beam # 9. The majority of the columns have moderate width vertical cracking with large delaminated areas. The base of column # 3 of bent # 3 and the upper portion of column # 2 of bent # 5 have basketball sized spalls with exposed reinforcing steel.

Remarks



Moderate width vertical cracking in column.



Bent # 3, Column # 3: 12" spall with exposed reinforcing steel in ahead side at the base of the column. Column has delaminated areas and vertical cracking in ahead side and back side. 1EA CS3.



Bent # 3, Column # 3: 12" spall with exposed reinforcing steel in ahead side at the base of the column. Column has delaminated areas and vertical cracking in ahead side and back side. 1EA CS3.



Bent # 5 Cap: Vertical 24" long delaminated area / spall with exposed reinforcing steel and numerous small delaminated areas with three 8" spalls with exposed reinforcing steel on the left side of the back face of cap. 4LF CS3.



Bent # 3 Cap, Ahead Side, Between Columns # 2 and 3: Delaminated / spalled area. 1LF CS2. 1LF CS3.



Bent # 2 Cap: Delaminated areas with wide longitudinal cracking visible in top of cap on right side. 14LF CS2.



Bent # 2 Cap: Delaminated area.



Bent # 5 column # 2.



Cracking / delaminated area in column.

Maintenance Needs

Date Reported: 07/11/2014

Priority: D- Routine

Type of Work: Superstructure Repair

Status: Monitor

Component: Element

Deficiency Description

Superstructure -

The girders and bearing devices have a failing paint system with areas of active corrosion and flaking rust. The ends of girders in some locations have flaking rust / section loss that ranges from initial up to an estimated 3/16" to the bottom flanges and the base of webs adjacent to the leaking expansion joints. The upper portions of the webs have corrosion with flaking rust and section loss adjacent to the expansion dams.

Bearing devices have corrosion with heavy pack rust between the bearing plates and between the masonry plate and concrete caps in numerous locations.

Several of the the diaphragms at the abutments have active corrosion with holes rusted through the members.

Remarks



Abutment # 2, Bay # 8: Holes rusted through diaphragm.



Span # 6, Abutment # 2, Girder # 9: Corrosion / section loss. 3LF CS3.



Span # 6, Abutment # 2, Girder # 9: Corrosion / section loss. 3LF CS3.



Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.



Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.



Span # 3, Bent # 3, Girder # 6: Corrosion to web and bottom flange in an area approximately 5' in length. Bottom flange has an estimated 1/16" section loss. Base of web and upper portion of web at expansion dam have an estimated 3/6" section loss. 5LF CS3.



08/19/2024

Diaphragms, Over Abutments: Holes rusted through several of the diaphragms at the abutments. Abutment # 1, Bay # 9 diaphragm pictured.



08/20/2024

Span # 1, Abutment # 1, Girder # 9: Corrosion with flaking rust/ Section loss. 4LF CS3.



03/10/2020

Span # 2, girder #2 at bent # 2-Corrosion with flaking rust.

Maintenance Needs

Date Reported: 07/21/2016

Priority: D- Routine

Type of Work: Replace (General)

Status: Monitor

Component: Approach

Deficiency Description

Approach Guardrail-
Median Approach Guardrailing of the West approach has several posts that are fractured at the base.

Remarks



08/20/2024

Median Approach Guardrailing of the West approach has several posts that are fractured at the base.



08/31/2022

Median approach guardrail at the West bridge end. Numerous fractured concrete posts.



03/10/2020

West approach-Median approach railing posts are fractured at base.

Maintenance Needs

Date Reported: 07/24/2018

Priority: D- Routine

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Element

Deficiency Description

Bearings -
The movable bearings appear to be fully expanded in numerous locations.

Remarks



Bent # 2 bearings-Full expanded.

Maintenance Needs

Date Reported: 07/25/2018

Priority: D- Routine

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Element

Deficiency Description

Bearings -

Span # 1, bearing # 6 has a missing anchor bolt nut at abutment # 1.

Span # 1, Bent # 2, Bearing # 9 has a sheared off the anchor bolt.

Remarks



08/20/2024

Span # 1, Bent # 2, Bearing # 9: Right anchor bolt sheared off. 1EA CS3.



08/19/2024

Span # 1, Abutment # 1, Bearing # 6: Missing left anchor bolt nut. 1EA CS2.



03/10/2020

Span # 1, bearing # 6 has a missing anchor bolt nut at abutment # 1.

Maintenance Needs

Date Reported: 07/24/2020

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Channel -

Past high water events has caused areas of minor localized scour around the bent columns.

Remarks

Visual observations during dry conditions indicate that there are minor scour holes around several of the columns from the historic flood of the Arkansas River circa May 29, 2019.



Past high water events has caused areas of minor localized scour around the bent columns.



Localized scour around Bent # 6, Column # 1.



Bent # 6 localized scour.



Asset #05175(Routine)

US 64 Seb. Co. over Arkansas River Relief

Location: 0.5 MI S ARK. RIVER

Team Lead: Bob McEntyre Inspection Date: 08/19/2024

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

A-58 - Cap Cleaning/Flushing Needed (Yes)

08/19/2024 - RSM & SPC: The bearing areas have heavy dirt and debris that has accumulated against the steel superstructure promoting corrosion.



08/19/2024 - RSM & SPC: The bearing areas have heavy dirt and debris that has accumulated against the steel superstructure promoting corrosion. Abutment # 1 pictured.

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (Yes)

08/19/2024 - RSM & SPC: The girders and bearings have a failing paint system with corrosion / section loss. Bearings have heavy pack rust between the bearing plates.



Span # 6, Abutment # 2, Girder # 8: Corrosion / section loss. 4LF CS3.



Paint system flaking / peeling.



Bent # 3 Bearings: Failing paint system with pack rust between bearing plates.

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)



Asset #05175(Routine)

US 64 Seb. Co. over Arkansas River Relief

Location: 0.5 MI S ARK. RIVER

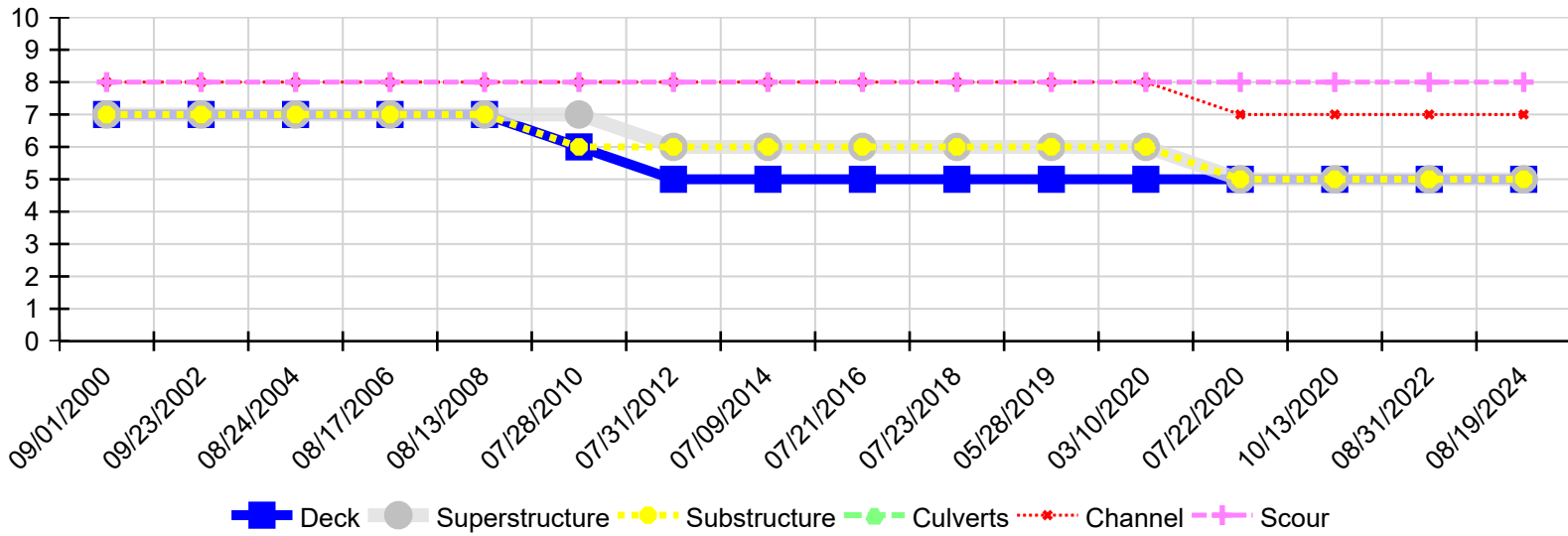
Team Lead: Bob McEntyre Inspection Date: 08/19/2024

A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (No)



Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/19/2024	5	5	5	N	7	8
08/31/2022	5	5	5	N	7	8
10/13/2020	5	5	5	N	7	8
07/22/2020	5	5	5	N	7	8
03/10/2020	5	6	6	N	8	8
05/28/2019	5	6	6	N	8	8
07/23/2018	5	6	6	N	8	8
07/21/2016	5	6	6	N	8	8
07/09/2014	5	6	6	N	8	8
07/31/2012	5	6	6	N	8	8
07/28/2010	6	7	6	N	8	8
08/13/2008	7	7	7	N	8	8
08/17/2006	7	7	7	N	8	8
08/24/2004	7	7	7	N	8	8
09/23/2002	7	7	7	N	8	8
09/01/2000	7	7	7	N	8	8