



Latitude:35.87798, Longitude:-92.70093

Route:27 Section:16 Log:17.426

Arnold Road ID:64x27x16xA, Arnold Log mile:17.313

District 09, 129 - Searcy County

Owner: 1 - State Highway Agency

35.87798, -92.70093



Asset #M0667 (Routine)

SH 27 Searcy over DITCH

Location: 1MI SW JCT SH 333

Team Lead: Benjamin Smith, Inspection Date: 11/09/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M0667
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	129 - Searcy County
(4) Place Code	0
(6) Features Intersected	DITCH
(7) Facility Carried	SH 27 Searcy
(9) Location	1MI SW JCT SH 333
(11) Mile Point	17.426 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.87798
(17) Longitude	-92.70093
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel 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	2 - Concrete Precast Panels
(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	1956
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	488
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19 ft
(49) Structure Length	38 ft
(50) Curb or Sidewalk Width	
Left	0.7 ft
Right	0.7 ft
(51) Bridge Roadway Width Curb to Curb	23.6 ft
(52) Deck Width Out to Out	25 ft
(32) Approach Roadway Width (W/Shoulders)	22 ft
(33) Bridge Median	0 - No median
(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	25.6 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	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(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
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	7
(59) Superstructure	6
(60) Substructure	7
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	26
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	16
(70) Bridge Posting	2 - 20.0 - 29.9 % below
(41) Structure Open/Posted/Closed	P - Posted for load (may include
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined to
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	742
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	11/09/2023		
(91) Frequency	12		
(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.			



Asset #M0667(Routine)

District: 09, County: 129 - Searcy County

Team Lead: Benjamin Smith, Inspection Date: 11/09/2023

General Observation

Structure is logged from South to North and is accessible from the ground.

No bat activity noted.



Asset #M0667 (Routine)

SH 27 Searcy over DITCH

Location: 1MI SW JCT SH 333

Team Lead: Benjamin Smith, Inspection Date: 11/09/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	950	0	925	25	0
1080	Delamination/Spall/Patched Area	SF	25	0	0	25	0
1120	Efflorescence/Rust Staining	SF	4	0	4	0	0
1130	Cracking (RC and Other)	SF	13	0	13	0	0
1190	Abrasion/Wear (PSC/RC)	SF	908	0	908	0	0
(16) 11/16/2022 WNR & DBM: Bds/LRW 11/9/23 Driving surface- has minor wear for the full width and length of the deck. Span #1- Units #2,3,4,7 have spalling at the beginning of the span. Unit #7 is the worst case condition and has an asphalt patch at the end of the span. Unit #7 has 9' of transverse cracking. Span #2- Units #4,5 have minor spalling at the end of the span. Unit #5 has 4' of short duration cracking. Undersurface- Span 1- unit #1 has 1' of efflorescence near the beginning of the span. Unit #7- has 3' of efflorescence visible under a transverse cracking. Span #2- no deficiencies noted on the deck undersurface.							
110	Reinforced Concrete Open Girder/Beam	LF	266	178	4	84	0
1080	Delamination/Spall/Patched Area	LF	82	0	0	82	0
1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0



Asset #M0667 (Routine)

SH 27 Searcy over DITCH

Location: 1MI SW JCT SH 333

Team Lead: Benjamin Smith, Inspection Date: 11/09/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(110) 11/16/2022 WNR & DBM: BDS/LRW 11/9/23</p> <p>7 RCCB system. The units are transversely bolted and grouted together. The concrete rail posts are bolted to the exterior channel beams.</p> <p>Span #1-</p> <p>Unit #1- the right stem has 1' of exposed cs3 rebar, and 2' of cs3 delamination beginning 1' back from pier #1 and extending toward mid span. The left stem has insignificant spalling on the bottom of the stem.</p> <p>Unit #2- the right stem has 6' of delamination, 1' of exposed cs3 rebar and 1' of cs2 efflorescence beginning 4' from abutment #1 and extending into the span. The left stem has 2' of cs3 delamination three feet in front of abutment #1.</p> <p>Unit #3- the left stem has 1' of cs3 delamination directly in front of abutment #1 and 5' of cs3 delamination at mid span. The right stem has 11' of delamination beginning 1' in front of abutment #1 and extending into the span.</p> <p>Unit #4- the left stem has 7' of cs3 delamination beginning at mid span and extending to the pier wall. The right stem has 13' of cs3 delamination beginning 2' in front of abutment #1.</p> <p>Unit #5- the left stem has cs3 delamination for the full 16' of the clear span. The right stem has cs3 delamination for the full 16' of the clear span.</p> <p>Unit #6- the left stem has 2' of cs3 delamination beginning in front of abutment #1 and 2' of cs3 delamination near mid span. The right stem has 1' of cs3 delamination next to the pier wall.</p> <p>Unit #7- the left stem has 5' of delamination beginning 1' in front of abutment #1 and 1' of cs3 delamination and 3' of cs3 efflorescence at the end of the span. The right stem has 1' of cs3 spalling with no rebar exposed 6' back from the pier wall. The ending diaphragm has a spall with exposed rebar.</p> <p>Span #2-</p> <p>Unit #1- the left stem has insignificant spalling. The right stem has 2' of cs3 delamination beginning 3' in front of the pier wall.</p> <p>Unit #2- has 7' of delamination on the right stem beginning 1' in front of the pier wall with 1' of cs3 exposed rebar in the same footage. The left stem has insignificant spalling.</p> <p>Unit #3- has 8' of cs3 delamination on the right stem beginning directly in front of the pier wall. The left stem has 1' of cs3 delamination 3' in front of the pier wall with some insignificant spalling.</p> <p>Unit #4- has 8' of cs3 delamination in the right stem beginning 5' in front of the pier wall, efflorescence leaching was noted in the same footage. The left stem has short duration flexure cracking.</p> <p>Unit #5- the right stem has 11' of cs3 delamination beginning 2' in front of the pier wall. The left stem has 4' of cs3 delamination beginning 2' in front of the pier wall.</p> <p>Unit #6- has 3' of delamination in the right stem beginning 4' in front of the pier wall. The left stem has two areas of insignificant spalling.</p> <p>Unit #7- has 3' of cs3 delamination in the right stem two feet near mid span and one foot at pier wall #1. The left stem has one area of insignificant spalling.</p>							
210	Reinforced Concrete Pier Wall	LF	25	24	1	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
<p>(210) 11/16/2022 WNR & DBM:</p> <p>Pier wall #1- has 1 vertical hairline crack at the mid section.</p> <p>The footing is exposed for the length of the wall on the span #1 side with up to 18" of vertical face of the footing exposed. The span #2 side of the footing is exposed for 11'.</p>							
215	Reinforced Concrete Abutment	LF	110	93	16	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	16	0	16	0	0



Asset #M0667 (Routine)

SH 27 Searcy over DITCH

Location: 1MI SW JCT SH 333

Team Lead: Benjamin Smith, Inspection Date: 11/09/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) 11/16/2022 WNR & DBM:							
<p>Abutment #1- has 1 vertical hairline crack at the mid section. The footing has cover. Wing walls- The wing walls are integral. No deficiencies noted.</p> <p>Abutment #2- has 15' of hairline cracking and 1' of spalling with no rebar exposed at the upper left side of the cheek wall next to the cap. The footing has cover. Wing walls- The wing walls are integral. No deficiencies noted.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	26	23	3	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(220) 11/16/2022 WNR & DBM:							
<p>Abutment #1 footing- has cover.</p> <p>Pier wall 1 footing- Span 1 side- The concrete footing is exposed for the full length of the pier wall. (26') on the span 1 side. 3 hairline vertical cracks were noted. Span 2 side- has 11' of the upstream end of the footing exposed with no deficiencies.</p> <p>Abutment #2 footing- has cover.</p>							
234	Reinforced Concrete Pier Cap	LF	26	4	13	9	0
1080	Delamination/Spall/Patched Area	LF	7	0	0	7	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
(234) 11/16/2022 WNR & DBM:							
<p>Abutment #1 cap- has 1 vertical crack at the midsection and 1' of cs3 spalling with no rebar exposed under the unit #5 right stem.</p> <p>Pier cap #1- has 2 vertical cracks, the one under unit #4 that measures 0.010", 2' of exposed rebar, 4' of delamination on the span #1 side and 1' spall under the right stem of unit #4 on the span #2 side.</p> <p>Abutment #2 cap- has 1' of spalling at the upper left corner of the cap, and 10' of vertical hairline cracks.</p>							
330	Metal Bridge Railing	LF	76	0	76	0	0
1000	Corrosion	LF	76	0	76	0	0
515	Steel Protective Coating	SF	228	114	114	0	0
3440	Effectiveness (Steel Protective Coatings)	LF	114	0	114	0	0

Team Lead: Benjamin Smith, **Inspection Date:** 11/09/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(330) 11/16/2022 WNR & DBM:							
	Right side railing- Concrete bridge rail posts #2 3,7 on right side of structure have cracking, posts #2,7 have cs3 rebar exposed. The front side of the metal railing has small areas of pin point rusting. The back side has areas of cs2 corrosion for the full length.						
	Left side railing- Post #4 on the left side of the structure has spalling with no rebar exposed. Post #6 has minor cracking. The front side of the metal railing has small areas of pin point rusting. The back side has areas of cs2 corrosion for the full length.						
	Approach railing- no deficiencies noted the transition areas are gradually stiffened. The beginning left transition area only has two stiffening posts.						

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	950	0	925	25	0
1080	Delamination/Spall/Patched Area	SF	25	0	0	25	0
1120	Efflorescence/Rust Staining	SF	4	0	4	0	0
1130	Cracking (RC and Other)	SF	13	0	13	0	0
1190	Abrasion/Wear (PSC/RC)	SF	908	0	908	0	0
(16) 11/16/2022 WNR & DBM: Bds/LRW 11/9/23							
Driving surface- has minor wear for the full width and length of the deck.							
Span #1- Units #2,3,4,7 have spalling at the beginning of the span. Unit #7 is the worst case condition and has an asphalt patch at the end of the span. Unit #7 has 9' of transverse cracking.							
Span #2- Units #4,5 have minor spalling at the end of the span. Unit #5 has 4' of short duration cracking.							
Undersurface- Span 1- unit #1 has 1' of efflorescence near the beginning of the span. Unit #7- has 3' of efflorescence visible under a transverse cracking.							
Span #2- no deficiencies noted on the deck undersurface.							

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	266	178	4	84	0
1080	Delamination/Spall/Patched Area	LF	82	0	0	82	0
1090	Exposed Rebar	LF	2	0	0	2	0
1120	Efflorescence/Rust Staining	LF	4	0	4	0	0
(110) 11/16/2022 WNR & DBM: BDS/LRW 11/9/23							
7 RCCB system. The units are transversely bolted and grouted together. The concrete rail posts are bolted to the exterior channel beams.							
Span #1-							
Unit #1- the right stem has 1' of exposed cs3 rebar, and 2' of cs3 delamination beginning 1' back from pier #1 and extending toward mid span. The left stem has insignificant spalling on the bottom of the stem.							
Unit #2- the right stem has 6' of delamination, 1' of exposed cs3 rebar and 1' of cs2 efflorescence.beginning 4' from abutment #1 and extending into the span. The left stem has 2' of cs3 delamination three feet in front of abutment #1.							
Unit #3- the left stem has 1' of cs3 delamination directly in front of abutment #1 and 5' of cs3 delamination at mid span. The right stem has 11' of delamination beginning 1' in front of abutment #1 and extending into the span.							
Unit #4- the left stem has 7' of cs3 delamination beginning at mid span and extending to the pier wall. The right stem has 13' of cs3 delamination beginning 2' in front of abutment #1.							
Unit #5- the left stem has cs3 delamination for the full 16' of the clear span. The right stem has cs3 delamination for the full 16' of the clear span.							
Unit #6- the left stem has 2' of cs3 delamination beginning in front of abutment #1 and 2' of cs3 delamination near mid span. The right stem has 1' of cs3 delamination next to the pier wall.							
Unit #7- the left stem has 5' of delamination beginning 1' in front of abutment #1 and 1' of cs3 delamination and 3' of cs3 efflorescence at the end of the span. The right stem has 1' of cs3 spalling with no rebar exposed 6' back from the pier wall. The ending diaphragm has a spall with exposed rebar.							
Span #2-							
Unit #1- the left stem has insignificant spalling. The right stem has 2' of cs3 delamination beginning 3' in front of the pier wall.							
Unit #2- has 7' of delamination on the right stem beginning 1' in front of the pier wall with 1' of cs3 exposed rebar in the same footage. The left stem has insignificant spalling.							
Unit #3- has 8' of cs3 delamination on the right stem beginning directly in front of the pier wall. The left stem has 1' of cs3 delamination 3' in front of the pier wall with some insignificant spalling.							
Unit #4- has 8' of cs3 delamination in the right stem beginning 5' in front of the pier wall, efflorescence leaching was noted in the same footage. The left stem has short duration flexure cracking.							
Unit #5- the right stem has 11' of cs3 delamination beginning 2' in front of the pier wall. The left stem has 4' of cs3 delamination beginning 2' in front of the pier wall.							
Unit #6- has 3' of delamination in the right stem beginning 4' in front of the pier wall. The left stem has two areas of insignificant spalling.							
Unit #7- has 3' of cs3 delamination in the right stem two feet near mid span and one foot at pier wall #1. The left stem has one area of insignificant spalling.							

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
210	Reinforced Concrete Pier Wall	LF	25	24	1	0	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
(210) 11/16/2022 WNR & DBM:							
Pier wall #1- has 1 vertical hairline crack at the mid section. The footing is exposed for the length of the wall on the span #1 side with up to 18" of vertical face of the footing exposed. The span #2 side of the footing is exposed for 11'.							
215	Reinforced Concrete Abutment	LF	110	93	16	1	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	16	0	16	0	0
(215) 11/16/2022 WNR & DBM:							
Abutment #1- has 1 vertical hairline crack at the mid section. The footing has cover. Wing walls- The wing walls are integral. No deficiencies noted.							
Abutment #2- has 15' of hairline cracking and 1' of spalling with no rebar exposed at the upper left side of the cheek wall next to the cap. The footing has cover. Wing walls- The wing walls are integral. No deficiencies noted.							
220	Reinforced Concrete Pile Cap/Footing	LF	26	23	3	0	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
(220) 11/16/2022 WNR & DBM:							
Abutment #1 footing- has cover. Pier wall 1 footing- Span 1 side- The concrete footing is exposed for the full length of the pier wall. (26') on the span 1 side. 3 hairline vertical cracks were noted. Span 2 side- has 11' of the upstream end of the footing exposed with no deficiencies.							
Abutment #2 footing- has cover.							
234	Reinforced Concrete Pier Cap	LF	26	4	13	9	0
1080	Delamination/Spall/Patched Area	LF	7	0	0	7	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	13	0	13	0	0
(234) 11/16/2022 WNR & DBM:							
Abutment #1 cap- has 1 vertical crack at the midsection and 1' of cs3 spalling with no rebar exposed under the unit #5 right stem.							
Pier cap #1- has 2 vertical cracks, the one under unit #4 that measures 0.010", 2' of exposed rebar, 4' of delamination on the span #1 side and 1' spall under the right stem of unit #4 on the span #2 side.							
Abutment #2 cap- has 1' of spalling at the upper left corner of the cap, and 10' of vertical hairline cracks.							



Elevation view.



Approach view in direction of log mile.



Ending load posting.



Beginning load posting.



View of the railing and transition area.



Span #2 undersurface view.



Span #1 undersurface view.



View of the channel beneath the structure.



Upstream channel view.



Downstream channel view.



General view of the driving surface.



Elevation with log left to right



Inventory looking direction of log



General view of deck



View of superstructure span #1



View of superstructure span #2



Upstream view



Downstream view



Typical view of driving surface.



Span 1 undersurface view.



Span 2 undersurface view.



Downstream channel view.



Upstream channel view.



Approach view in direction of log mile.



Downstream channel view.



Upstream channel view.



Right side post #2 has vehicle damage.



Right side post #7 has vehicle damage.



Elevation view. Log mile from left to right.



General view of abutment #1.



General view of the undersurface. Typical



General view of the pier wall.



Typical view of driving surface.



Approach view in direction of log mile.



Exposed footing on the span #1 side of the pier wall.



General view of abutment #2.



Elevation view. Log mile from left to right.



Exposed footing for the length of the pier wall on the span 1 side.

Maintenance Needs

Date Reported: 11/28/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

Concrete posts #2 and #7 on the right side of the structure have vehicle damage.

Remarks



Spall with exposed rebar at post #2 at right side of span #1.

Maintenance Needs

Date Reported: 11/10/2020

Priority: D- Routine

Status: Monitor

Type of Work: Superstructure Repair

Component:

Deficiency Description

The channel beam stems have large areas of delamination in both spans. Units #1,7 in span #1 and unit #2 in span #2 have a spalling with exposed rebar.

Remarks

Bridge crew



Spalling with exposed rebar on unit 1 in span 1.



Asset #M0667(Routine)

SH 27 Searcy over DITCH

Location: 1MI SW JCT SH 333

Team Lead: Benjamin Smith, **Inspection Date:** 11/09/2023

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	
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	



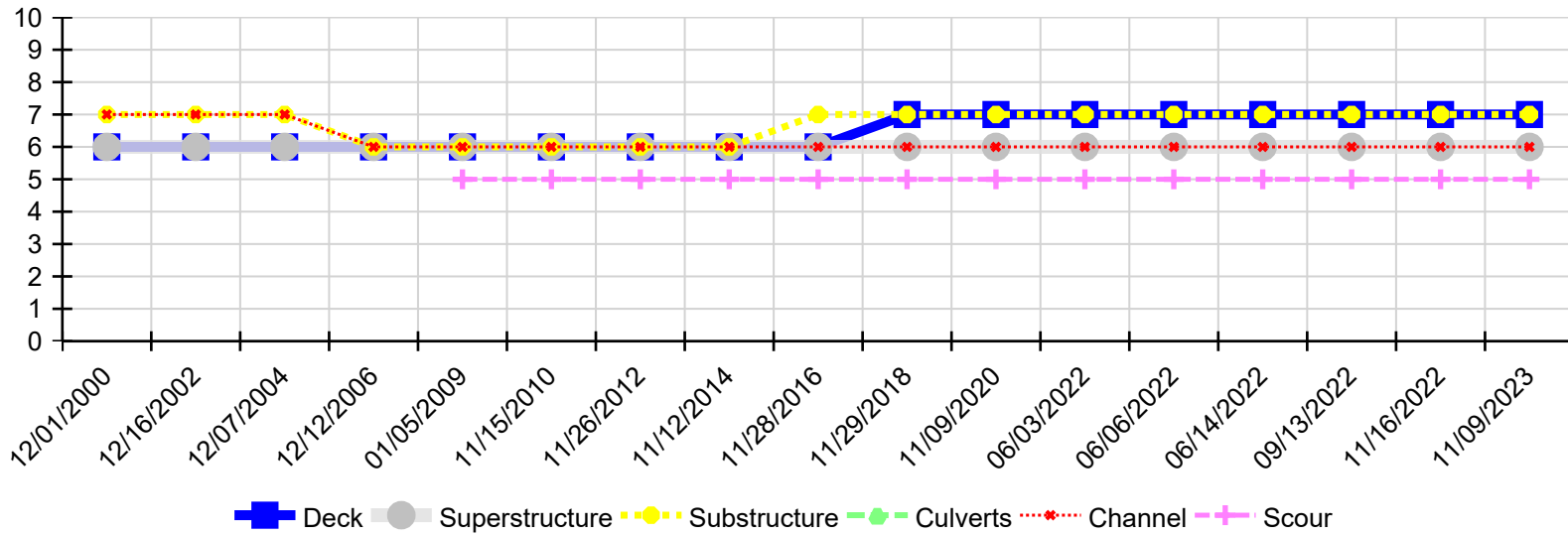
Asset #M0667 (Routine)

SH 27 Searcy over DITCH

Location: 1MI SW JCT SH 333

Team Lead: Benjamin Smith, Inspection Date: 11/09/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
11/09/2023	7	6	7	N	6	5
11/16/2022	7	6	7	N	6	5
09/13/2022	7	6	7	N	6	5
06/14/2022	7	6	7	N	6	5
06/06/2022	7	6	7	N	6	5
06/03/2022	7	6	7	N	6	5
11/09/2020	7	6	7	N	6	5
11/29/2018	7	6	7	N	6	5
11/28/2016	6	6	7	N	6	5
11/12/2014	6	6	6	N	6	5
11/26/2012	6	6	6	N	6	5
11/15/2010	6	6	6	N	6	5
01/05/2009	6	6	6	N	6	5
12/12/2006	6	6	6	N	6	N
12/07/2004	6	6	7	N	7	N
12/16/2002	6	6	7	N	7	N
12/01/2000	6	6	7	N	7	N