

Bridge M0382 Inspection Report



Latitude:35.73640, Longitude:-91.79818

Route:14 Section:08 Log:2.43

Arnold Road ID:32x14x8xA, Arnold Log mile:2.42

District 05, 63 - Independence County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

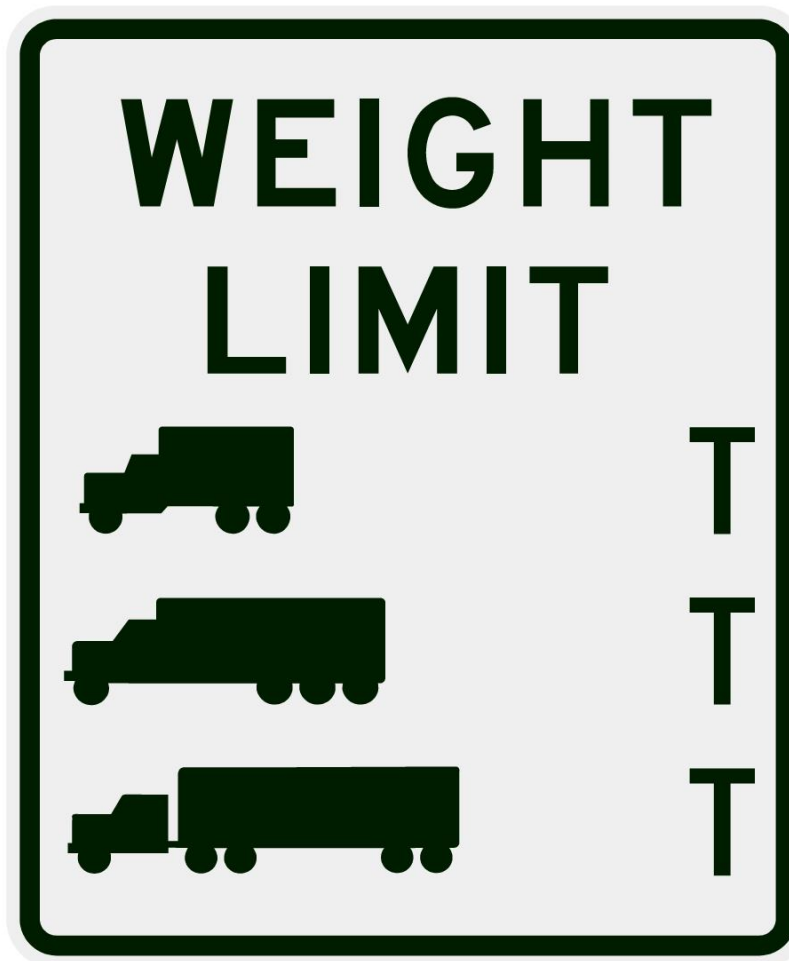
Bridge Posting Information

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

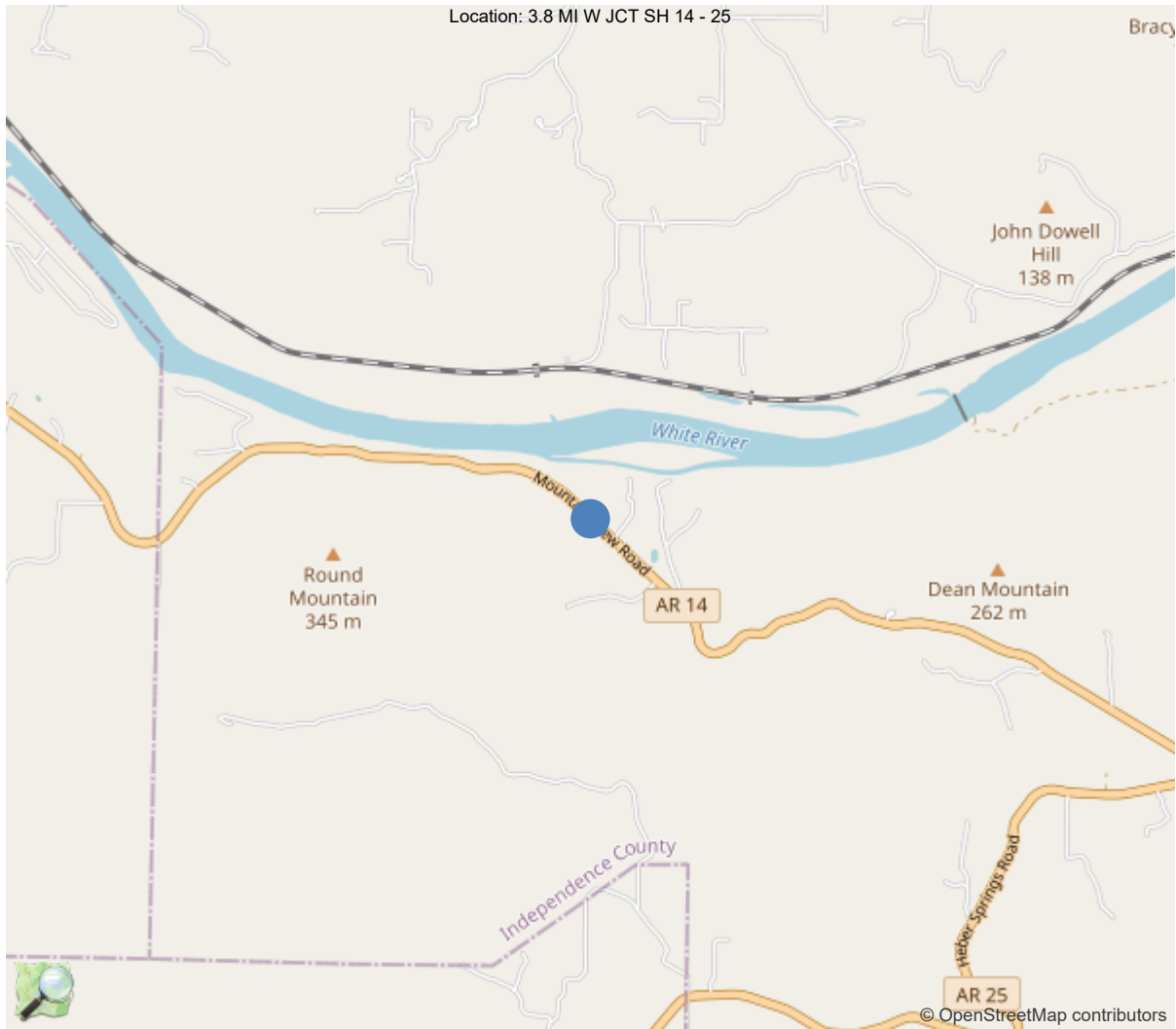
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	35		
Code 5 (40 Tons)	55		

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



35.73640, -91.79818

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M0382
(5) Inventory Route	1
(2) Highway Agency District	05 - District 05
(3) County Code	63 - Independence County
(4) Place Code	0
(6) Features Intersected	BRANCH
(7) Facility Carried	SH 14/Indepen Co.
(9) Location	3.8 MI W JCT SH 14 - 25
(11) Mile Point	2.43 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000014080
(16) Latitude	35.736397
(17) Longitude	-91.79818
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	119
Material	1 - Concrete
Type	19 - Culvert
(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	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru
AGE AND SERVICE	
(27) Year Built	1930
(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	1700
(30) Year of ADT	2024
(109) Truck ADT	%
(19) Bypass, Detour Length	36 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	11 ft
(49) Structure Length	22 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	0 ft
(52) Deck Width Out to Out	0 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	99.9 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 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	6 - Rural Minor Arterial
(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 stru
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	6
(62) Culverts	7
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	46
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	28
(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	N
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	7
(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	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	1848
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			04/07/2026
(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.			



Inspection Notes

General Observation

Elevation with Log Mile running to the left.
Inspection was done on foot with no traffic control needed.

58 - Deck (N - NOT APPLICABLE)

59 - Superstructure (N - NOT APPLICABLE)

60 - Substructure (N - NOT APPLICABLE)

62 - Culverts (7 - Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.)
Overall, the culvert is in good condition with areas of efflorescence along construction joints, hairline vertical cracks and 1 spall to the right head wall.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)
Overall, the channel/channel protection is in satisfactory condition with:
A large tree fell over, going over the channel on the Left side of the Culvert.
Sediment buildup to channel on inlet and outlet ends of barrel 2.

71 - Waterway Adequacy (8 - Bridge deck above roadway approaches. Slight chance of overtopping roadway approaches.)

72 - Approach Roadway Alignment (7 - Better than present minimum criteria)

113 - Scour Critical Bridges (8 - Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing (Example A) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge4), by calculation or by installation of properly designed countermeasures (see HEC 23).)

A-51 - Inspection Direction (1 - N to S)

Roadway with Log Mile running Northwest to Southeast.



Asset #M0382(Routine)

SH 14/Indepen Co. over BRANCH

Location: 3.8 MI W JCT SH 14 - 25

Team Lead: Seth Foreman Inspection Date: 04/07/2026

A-15 - Late Reason

A-45 - Bats Present (0 - No)

A-108 - Load Rating Requested

A-119 - Scour Assessment Request

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (7 - Some minor scour.)

Team Lead: Seth Foreman **Inspection Date:** 04/07/2026

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	75	68	3	4	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	4	0	3	1	0
(241) Barrel 1 - 2' horizontal crack to left end of wall at abutment 1. 2' CS2							
1 efflorescence crack to right end of wall 1. 1' CS3							
1 vertical crack to wall 1. 1' CS2							
Barrel 2 - 2' +/- sediment buildup to inlet and outlet end restricting flow.							
Vertical crack at left construction joint in barrel 2. 1' CS3							
Vertical crack with efflorescence at left construction joint at wall 1 in barrel 2. 1' CS3							
*Spall to the right headwall. 1' CS3							

Inspection Photos and Notes



Elevation with Log Mile running to the left.



Roadway with Log Mile running Northwest to Southeast.



Sediment buildup to channel on inlet and outlet ends of barrel 2.(inlet end)



Vertical crack at left construction joint in barrel 2.



Sediment buildup to channel on inlet and outlet ends of barrel 2.(Outlet end)



Left channel.



Right channel.



Barrel 2: up to 1' of sediment build up.



04/08/2024

Barrels 1 & 2: efflorescence along construction joints where widened. CS2.



04/08/2024

Barrel 2, Left, Head Wall: vertical crack with efflorescence. CS2.

Maintenance Needs

Date Reported: 04/07/2026

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Open

Component: Channel

Deficiency Description

Sediment buildup to barrel 2.

Sediment buildup to channel on inlet and outlet ends of barrel 2.

Remarks



Sediment buildup to channel on inlet and outlet ends of barrel 2.(inlet end)



Sediment buildup to barrel 2.



Sediment buildup to channel on inlet and outlet ends of barrel 2.(Outlet end)

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	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
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-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)



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Team Lead: Seth Foreman Inspection Date: 04/07/2026

A-57 - Beam End and Bearing Painting Needed (No)

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

A-59 - Joint Repair Needed (No)

A-60 - Full Beam Painting Needed (No)

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-65 - Clogged deck drains?



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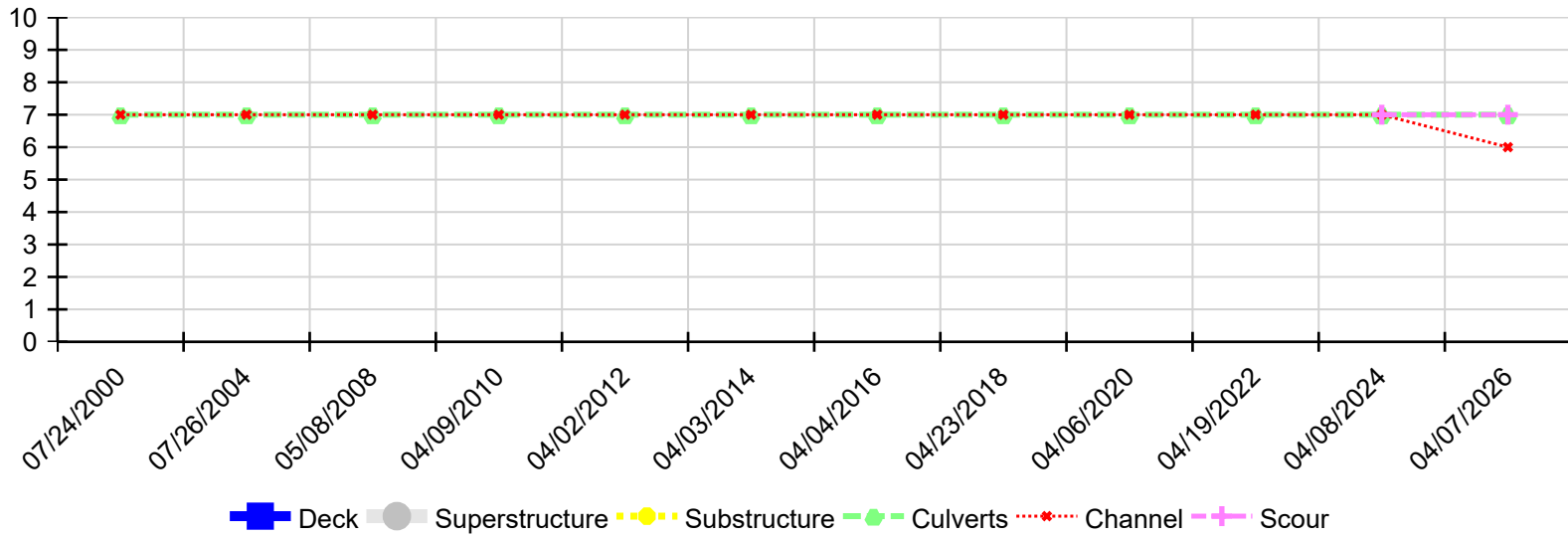
A-66 - Approach minor pothole/leveling needed



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SH 14/Indepen Co. over BRANCH
Location: 3.8 MI W JCT SH 14 - 25

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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
04/07/2026	N	N	N	7	6	7
04/08/2024	N	N	N	7	7	7
04/19/2022	N	N	N	7	7	N
04/06/2020	N	N	N	7	7	N
04/23/2018	N	N	N	7	7	N
04/04/2016	N	N	N	7	7	N
04/03/2014	N	N	N	7	7	N
04/02/2012	N	N	N	7	7	N
04/09/2010	N	N	N	7	7	N
05/08/2008	N	N	N	7	7	N
07/26/2004	N	N	N	7	7	N
07/24/2000	N	N	N	7	7	N