



Latitude:36.35266, Longitude:-93.54124

Route:62 Section:05 Log:1.74

Arnold Road ID:8x62x5xA, Arnold Log mile:1.744

District 09, 15 - Carroll County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

Bridge Posting Information

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

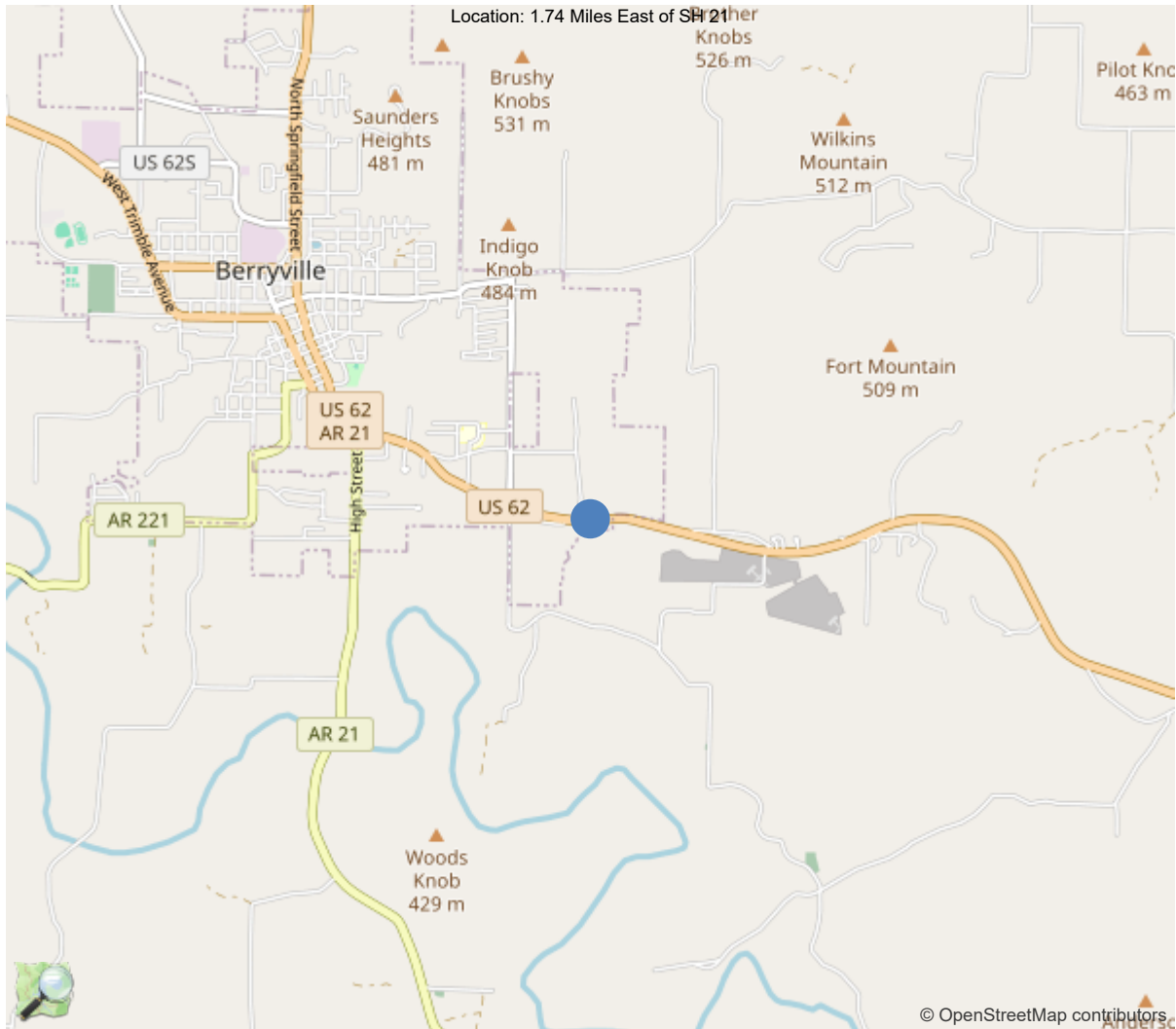
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	27		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	46		

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



36.35266, -93.54124



Asset #M1099(Routine)

US 62 Carroll over DITCH

Location: 1.74 Miles East of SH 21

Team Lead: Benjamin Smith Inspection Date: 06/25/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M1099
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	15 - Carroll County
(4) Place Code	0
(6) Features Intersected	DITCH
(7) Facility Carried	US 62 Carroll
(9) Location	1.74 Miles East of SH 21
(11) Mile Point	1.74 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062050
(16) Latitude	36.3526615116304
(17) Longitude	-93.5412375132243
(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	3
(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	1969
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	8000
(30) Year of ADT	2018
(109) Truck ADT	9 %
(19) Bypass, Detour Length	19 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	10 ft
(49) Structure Length	32 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)	76 ft
(33) Bridge Median	0 - No median
(34) Skew	15 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	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	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	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	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	5
(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	44
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	26
(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	9
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	N - Not applicable or a safety feat
(36B) Transitions	N - Not applicable or a safety feat
(36C) Approach Guardrail	N - Not applicable or a safety feat
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(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	9560
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	06/25/2024		
(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: Benjamin Smith, Inspection Date: 06/25/2024

IDENTIFICATION	
B.ID.01 Bridge Number	M1099
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1930

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	15 - Carroll County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	09 - District 09
B.L.05 Latitude	36.3526615116304
B.L.06 Longitude	-93.5412375132243
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	1.74 M E OF SH 21
B.L.12 Metropolitan Planning Organization	

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	32
B.G.02 Total Bridge Length	33.1
B.G.03 Max Span Length	11.2
B.G.04 Min Span Length	10
B.G.05 Bridge Width Out-to-Out	
B.G.06 Bridge Width Curb-to-Curb	0
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	76.1

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	15
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	2522.2

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
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	0.72
B.LR.06 Operating Load Rating Factor	1.22
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	N - No E/E' details
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	N - NOT APPLICABLE - Component
B.C.02 Superstructure Condition	N - NOT APPLICABLE - Component
B.C.03 Substructure Condition	N - NOT APPLICABLE - Component
B.C.04 Substructure Condition	7 - GOOD - Some minor defects.
B.C.05 Bridge Railing Condition	N - NOT APPLICABLE - Component
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	N - NOT APPLICABLE - Bridge do
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
B.C.10 Channel Protection Condition	
B.C.11 Scour Condition Rating	7 - Some minor scour.
B.C.12 Bridge Condition Classification	G - Good
B.C.13 Lowest Condition Rating	7 - GOOD - Some minor defects.
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: Benjamin Smith, Inspection Date: 06/25/2024

SPAN SETS			
C1			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	
B.SP.03 # of Beam Lines	1	B.SP.09 Deck Material and Type	0 - None
B.SP.04 Span Material	C01 - Reinforced concrete - ca	B.SP.10 Wearing Surface	
B.SP.05 Span Continuity	7 - Buried	B.SP.11 Deck Protective System	
B.SP.06 Span Type	F02 - Frame - four-sided	B.SP.12 Deck Reinforcing Protective System	
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None

SUBSTRUCTURE SETS			
P1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	P01 - Pier - wall	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	8000
B.F.03 Feature Name	US 62 Carroll	B.H.10 Annual ADTT	80
B.H.01 Functional Classification	4 - Minor Arterial	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-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	62050	B.H.16 Highway Max Usable Surface Width	99.9
B.H.07 LRS Mile Point	1.74	B.H.17 Bypass Detour Length	19
B.H.08 Lanes On Highway	5	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	DITCH	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: Benjamin Smith, Inspection Date: 06/25/2024

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



Asset #M1099(Routine)

US 62 Carroll over DITCH

Location: 1.74 Miles East of SH 21

Team Lead: Benjamin Smith Inspection Date: 06/25/2024

General Observation

Structure is logged from West to East and is accessible from the bottom slab. A flashlight is needed.
No bat activity noted.

Sufficiency Rating Calculation Accepted by dlw at 2010-06-08 11:48:03

61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)

The upstream channel is well vegetated. The inlet end of the structure has a large drift accumulation.

The downstream channel has aggradation with small trees growing in the channel. The channel banks are well vegetated.

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.)

The culvert has shrinkage cracking in the walls with a few efflorescence cracks in the top slab. The inlet end has large drift accumulation. The outlet end channel has aggradation.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	564	468	67	29	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	41	0	13	28	0
1130	Cracking (RC and Other)	LF	53	0	53	0	0

(241) Driving surface- has an asphalt overlay with unsealed cracking.
None of the original 1930 structure remains.

Barrel #1- has 22' of hairline vertical cracking. The top slab has 6' of cs2 efflorescence cracking and 8' of cs3 efflorescence cracking. The inlet end of the bottom slab has 15" of the vertical face exposed. The barrel floor is clear of stream bed material build up. The inlet end is blocked with drift accumulation. The drift accumulation has caused local scour and has exposed 15" of the vertical face of the bottom slab.
Wing walls- the wings are non integral.
Left wing wall- No deficiencies were noted.
Right wing wall- has a cs3 spall with no rebar exposed at the wing connection.

Barrel #2- has 17' of cs2 hairline vertical cracking. The top slab has 15' of cs3 efflorescence cracking. The drift accumulation has caused local scour and has exposed 15" of the vertical face of the bottom slab. The barrel floor has minor stream bed material build up. The outlet end channel has stream bed material build up.

Barrel #3- has 14' of vertical cs2 hairline cracks. The top slab has 7' of cs2 efflorescence cracking and 5' of cs3 efflorescence cracking, the top slab has 1' of shallow spalling with exposed cs3 rebar. The barrel floor is clear of stream bed material build up. The outlet end channel has stream bed material build up.
Wing walls- The wing walls are non integral.
Left wing wall- of barrel #3 has one diagonal crack at the first drain area.
Right wing wall- has a spall with no rebar exposed on the top edge.

Headwalls-
Right head wall- no deficiencies noted.
Left head wall- has 1' of cs2 spalling over barrel #2.

The culvert was not constructed with railings.



Elevation view.



Upstream channel view



Downstream channel view.



Driving surface view.



Approach view in direction of log mile.

Maintenance Needs

Date Reported: 06/25/2024

Priority: C - Important

Status: Open

Type of Work: Channel Work/Drift Removal

Component:

Deficiency Description

The inlet end has a large drift accumulation that is fully blocking barrels #1,2.

Remarks



Drift accumulation across all three barrels.

Maintenance Needs

Date Reported: 06/17/2022

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

The channel has streambed accumulation and trees in the channel at barrels #1,2 at the outlet end.

Remarks

Carroll Co.



Heavy growth of vegetation at outlet end of structure.



Asset #M1099(Routine)

US 62 Carroll over DITCH

Location: 1.74 Miles East of SH 21

Team Lead: Benjamin Smith Inspection Date: 06/25/2024

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	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-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

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



Asset #M1099(Routine)

US 62 Carroll over DITCH

Location: 1.74 Miles East of SH 21

Team Lead: Benjamin Smith Inspection Date: 06/25/2024

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

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

A-59 - Joint Repair Needed (No)

A-60 - Full Girder 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)



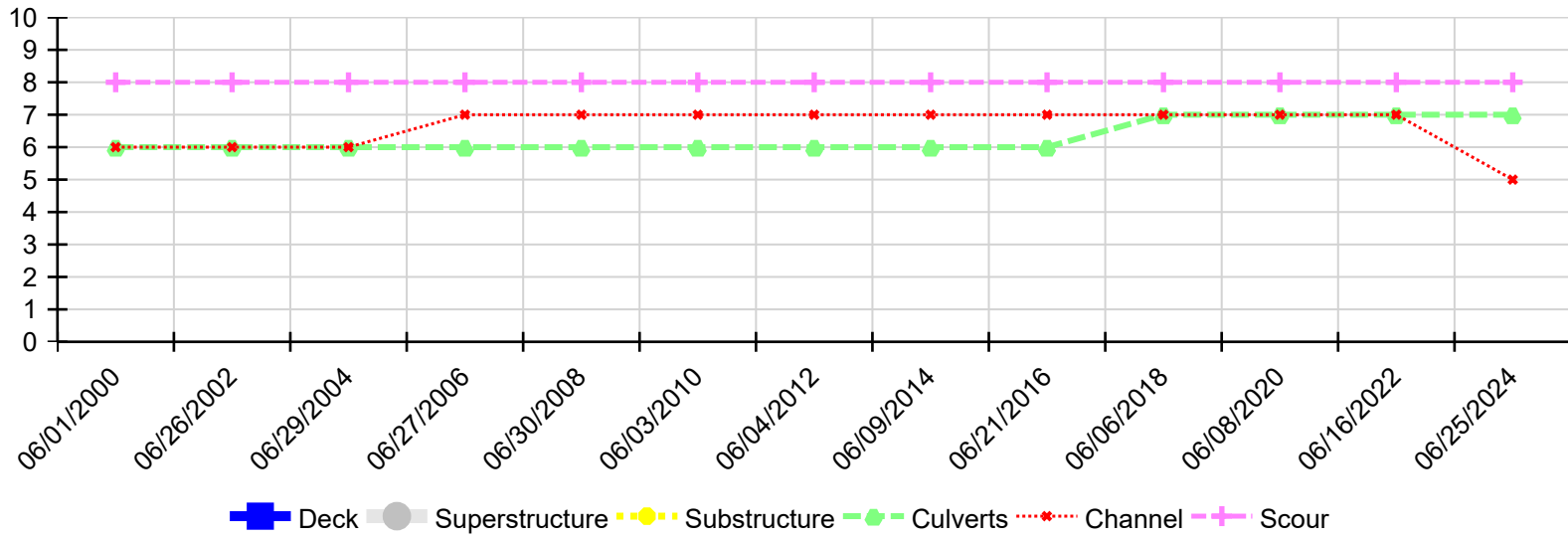
Asset #M1099(Routine)

US 62 Carroll over DITCH

Location: 1.74 Miles East of SH 21

Team Lead: Benjamin Smith Inspection Date: 06/25/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/25/2024	N	N	N	7	5	8
06/16/2022	N	N	N	7	7	8
06/08/2020	N	N	N	7	7	8
06/06/2018	N	N	N	7	7	8
06/21/2016	N	N	N	6	7	8
06/09/2014	N	N	N	6	7	8
06/04/2012	N	N	N	6	7	8
06/03/2010	N	N	N	6	7	8
06/30/2008	N	N	N	6	7	8
06/27/2006	N	N	N	6	7	8
06/29/2004	N	N	N	6	6	8
06/26/2002	N	N	N	6	6	8
06/01/2000	N	N	N	6	6	8