



Latitude:36.33264, Longitude:-93.39861

Route:62 Section:05 Log:10.276

Arnold Road ID:8x62x5xA, Arnold Log mile:10.254

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

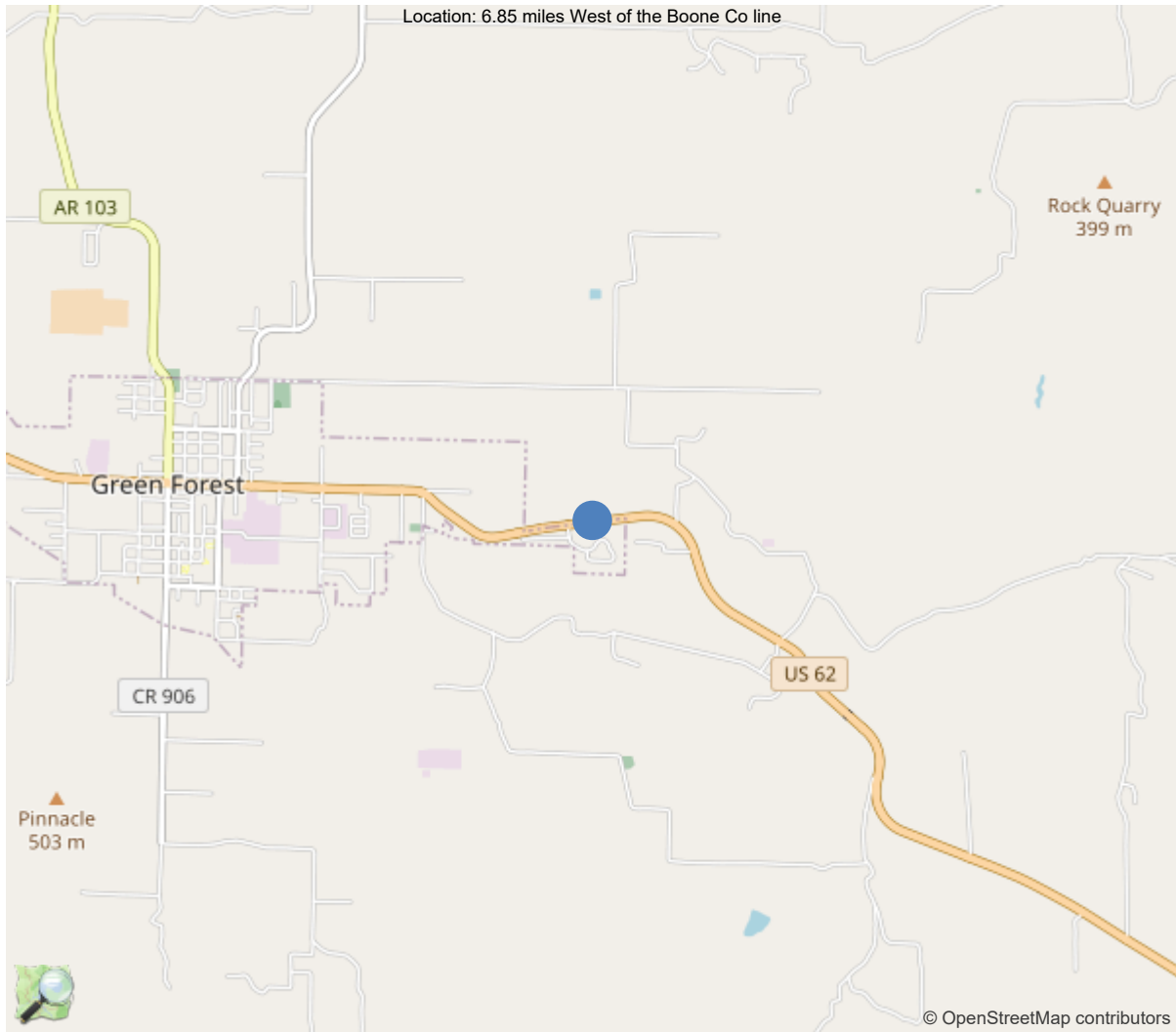
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	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



36.33264, -93.39861

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	X1656
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	15 - Carroll County
(4) Place Code	28600
(6) Features Intersected	Creek
(7) Facility Carried	US 62
(9) Location	6.85 miles West of the Boone Co line
(11) Mile Point	10.276 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062050
(16) Latitude	36.332642
(17) Longitude	-93.398608
(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	4
(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	1992
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	5
Under	0
(29) Average Daily Traffic	6899
(30) Year of ADT	2016
(109) Truck ADT	6 %
GEOMETRIC DATA	
(48) Length of Maximum Span	8 ft
(49) Structure Length	37 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)	77 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.9 ft
(47) Inventory Route Total Horiz Clear	99 ft
(53) Min Vert Clear Over Bridge Rdwy	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 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	4 - Historical significance is
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	8
(62) Culverts	7
LOAD RATING AND POSTING	
(31) Design Load	A - HL93
(63) Operating Rating Method	3
(64) Operating Rating	
Type	3 - Load and Resistance Factor(LRFR)
Rating	40
(65) Inventory Rating Method	3 - Load and Resistance Factor
(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	
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(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	ft
(94) Bridge Improvement Cost	\$
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	7465
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/21/2024		
(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: 08/21/2024

IDENTIFICATION	
B.ID.01 Bridge Number	X1656
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1992

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	15 - Carroll County
B.L.03 Place Code	28600 - Green Forest
B.L.04 Highway Agency District	09 - District 09
B.L.05 Latitude	36.332642
B.L.06 Longitude	-93.398608
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	6.85 mi W of Boone Co
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	7 - Historic significance of the br
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	37
B.G.02 Total Bridge Length	37.4
B.G.03 Max Span Length	7.9
B.G.04 Min Span Length	8
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	77.1

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
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	2883.7

LOADS AND LOAD RATING	
B.LR.01 Design Load	HL93 - HL-93
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LRFR - Load and Resistance Factor R
B.LR.05 Inventory Load Rating Factor	1
B.LR.06 Operating Load Rating Factor	1.11
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	8 - VERY GOOD - Inherent defec
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	8 - Insignificant 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	2 - Very low - once every 51 to 99
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: 08/21/2024

SPAN SETS			
C1			
B.SP.02 # of Spans	4	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	C02 - Reinforced concrete - pr	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	C02 - Reinforced concrete - pr	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	3	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C02 - Reinforced concrete - pr	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	6899
B.F.03 Feature Name	US 62	B.H.10 Annual ADTT	68
B.H.01 Functional Classification	4 - Minor Arterial	B.H.11 Year of Annual ADT	2016
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	10.276	B.H.17 Bypass Detour Length	28
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	Creek	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: 08/21/2024

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

The structure is logged from West to East and is accessible from the barrel floors.
No bat activity was noted.

Initial inspection on 8/31/22. The structures did not get taken into the system at the time of construction.

61 - Channel/Channel Protection (8 - Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.)

The upstream channel is well vegetated. The right upstream channel bank is a rock bluff.

No scour was noted.

The downstream channel is 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 a few areas of cs2 efflorescence and spalling with exposed rebar. Some of the barrels have stream bed material build up.

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).)

Item 113 was changed to "8" per office policy regarding culvert structure -KJT 1/3/2023

A-63 - Missing/Incorrect Log Mile Signage (Y)

The log mile signs at both ends of the structure were never installed. The signs should read 10.276

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	500	493	6	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
<p>(241) 4 barrel 20 unit precast segmental box culvert. 124' 7" wide x 4 barrels. 37' 1" long. 8' by 4' x 6' long precast units.</p> <p>Driving surface- has an asphalt overlay with map cracking throughout. The wing walls are not integral and are not quantified with the culvert.</p> <p>Barrel #1- has 2' of stream bed material build up for the full length of the barrel. No deficiencies noted in the segments. Wing walls- are non integral. Left wing- no deficiencies noted. Right wing- no deficiencies noted.</p> <p>Barrel #2- unit #20 has 1' of cs2 efflorescence. No deficiencies noted in the remaining units. The barrel floor has 6 -10" of stream bed material build up for the length of the barrel.</p> <p>Barrel #3- unit #17 has 1' of shallow exposed cs3 rebar on the vertical face. No deficiencies noted in the remaining units. The barrel floor has areas of minor stream bed material accumulation.</p> <p>Barrel #4- Unit #1 has 1' of short duration cs2 efflorescence at the inlet. No deficiencies noted in the remaining units. The barrel floor is mostly clear of stream bed material accumulation. Wing walls- are non integral. Left wing- has 3' of cs3 spalling on the top edge. The top of the wing wall footing is exposed for 2' with no undermining. Right wing- no deficiencies noted.</p> <p>Headwalls- Left head wall- no deficiencies noted. Right head wall - has vertical cs2 cracks over each barrel and some of the division walls.</p>							



Elevation view.



Alternate elevation view with log mile from left to right.



Upstream channel view.



Downstream channel view.



Driving surface view.



Approach view in direction of log mile.



Asset #X1656(Routine)

US 62 over Creek

Location: 6.85 miles West of the Boone Co line

Team Lead: Benjamin Smith Inspection Date: 08/21/2024

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	Yes
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 #X1656(Routine)

US 62 over Creek

Location: 6.85 miles West of the Boone Co line

Team Lead: Benjamin Smith Inspection Date: 08/21/2024

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 (Yes)

The log mile signs at both ends of the structure were never installed. The signs should read 10.276

A-64 - Vegetation Removal Requested (No)



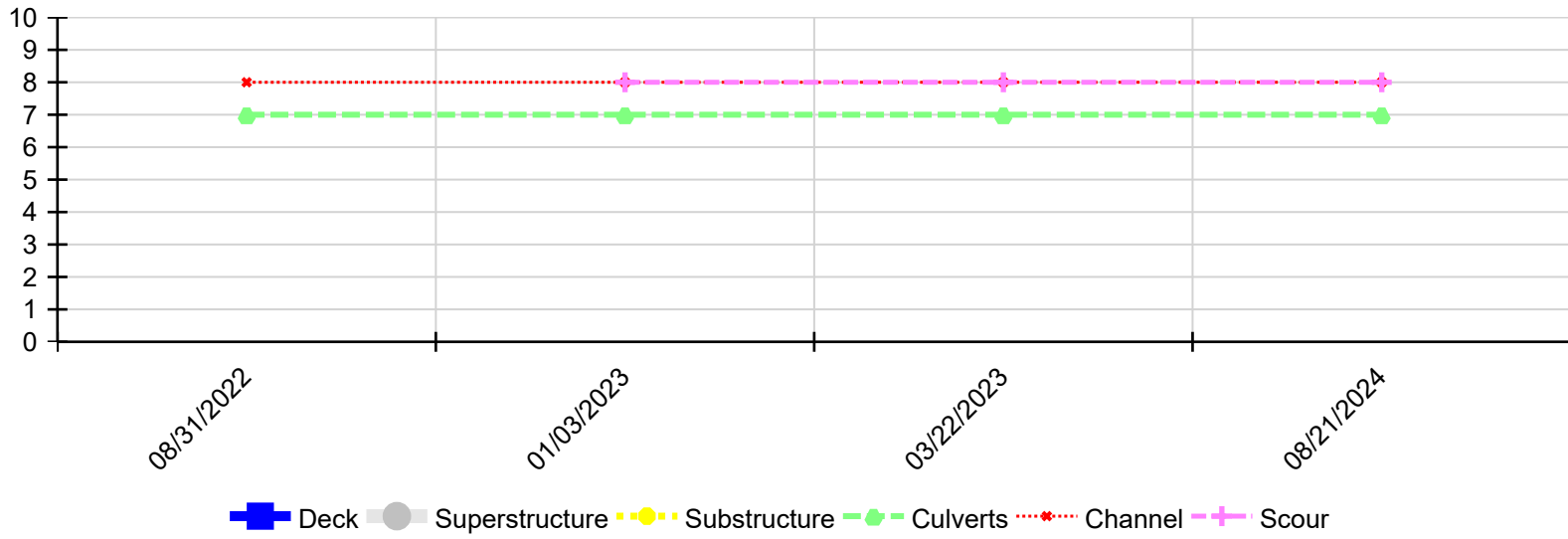
Asset #X1656(Routine)

US 62 over Creek

Location: 6.85 miles West of the Boone Co line

Team Lead: Benjamin Smith Inspection Date: 08/21/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/21/2024	N	N	N	7	8	8
03/22/2023	N	N	N	7	8	8
01/03/2023	N	N	N	7	8	8
08/31/2022	N	N	N	7	8	N