

## **Bridge 06670 Inspection Report**



Latitude:36.39534, Longitude:-93.63685

Route:62 Section:04 Log:7.36

Arnold Road ID:8x62x4xA, Arnold Log mile:7.341

District 09, 15 - Carroll County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

### Bridge Posting Information

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

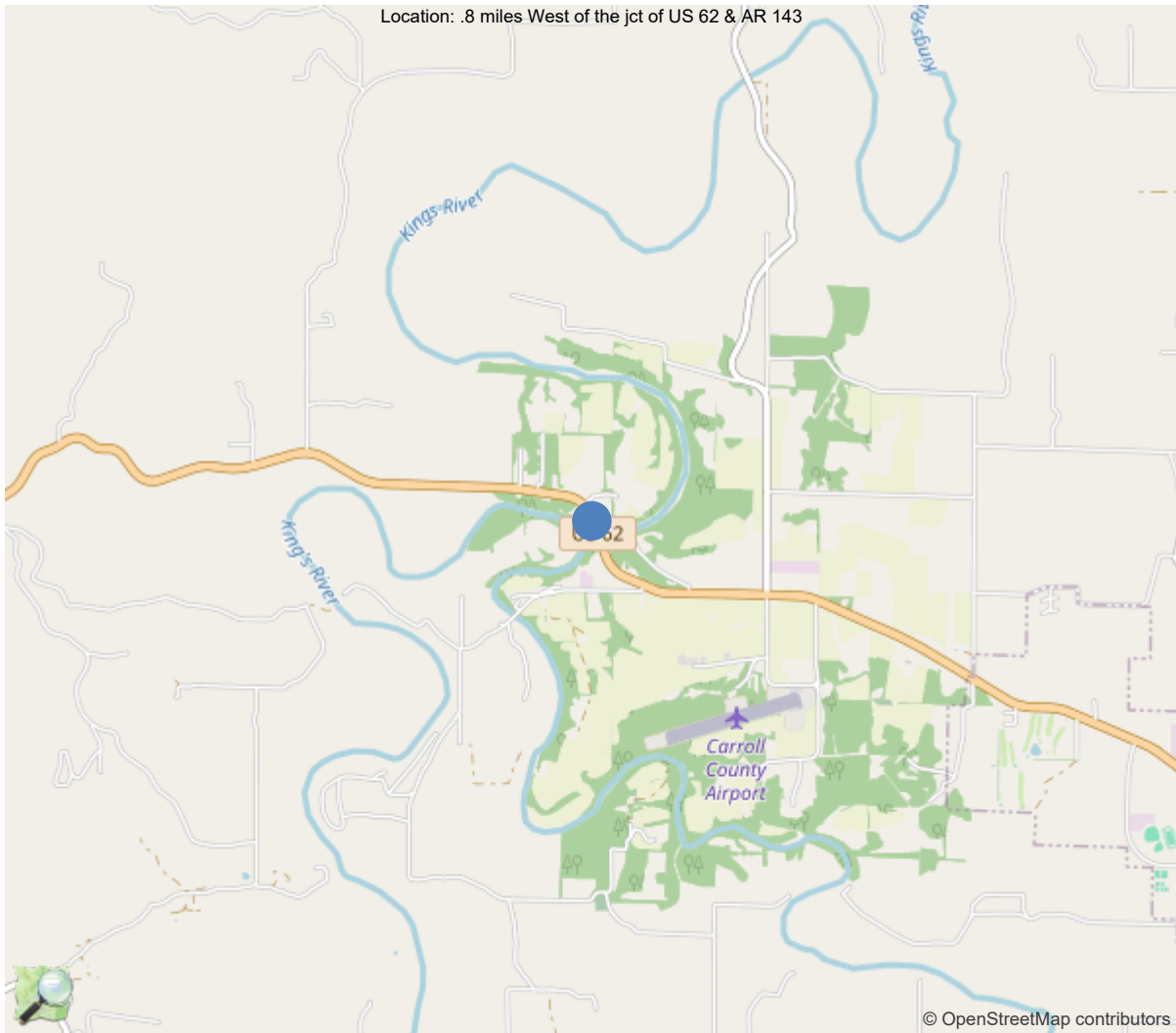
70 - Bridge Posting: 5 - Equal to or above legal loads

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



36.39534, -93.63685



## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	06670
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	15 - Carroll County
(4) Place Code	0
(6) Features Intersected	KINGS RIVER
(7) Facility Carried	US 62 Carroll
(9) Location	.8 miles West of the jct of US 62 & AR 143
(11) Mile Point	7.36 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062040
(16) Latitude	36.39534
(17) Longitude	-93.63685
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
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	5
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1998
(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	7300
(30) Year of ADT	2024
(109) Truck ADT	4 %
GEOMETRIC DATA	
(48) Length of Maximum Span	138 ft
(49) Structure Length	632.2 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	69.9 ft
(52) Deck Width Out to Out	72.8 ft
(32) Approach Roadway Width (W/Shoulders)	73 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	70.9 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	7
(59) Superstructure	7
(60) Substructure	7
(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	55
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	33
(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	9
(72) Approach Roadway Alignment	8
(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	9400
(115) Year of Future ADT	2040

INSPECTIONS *			
(90) Inspection Date			04/15/2024
(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		
<p>* 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.</p>			

Team Lead: Lacy Wiseman, Inspection Date: 08/07/2025

## Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	06670
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	01309
B.W.01 Year Built	1998

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	36.39534
B.L.06 Longitude	-93.63685
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	.8 MI W JCT US62 & SH143
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	630
B.G.02 Total Bridge Length	632.2
B.G.03 Max Span Length	138.1
B.G.04 Min Span Length	108
B.G.05 Bridge Width Out-to-Out	72.8
B.G.06 Bridge Width Curb-to-Curb	69.9
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	73.2

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	45
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	46024.16

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	0.92
B.LR.06 Operating Load Rating Factor	1.53
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	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	7 - GOOD - Some minor defects.
B.C.03 Substructure Condition	7 - GOOD - Some minor defects.
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	6 - SATISFACTORY - Widespread
B.C.06 Bridge Railing Transitions Condition	8 - VERY GOOD - Some inherent
B.C.07 Bridge Bearings Cond.	8 - VERY GOOD - Some inherent
B.C.08 Bridge Joints Condition	7 - GOOD - Some minor defects.
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	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	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	A - Seismic evaluation completed. B

Team Lead: Lacy Wiseman, Inspection Date: 08/07/2025

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	5	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	9	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S02 - Steel - welded	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	CX - Coating - other
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	C01 - Coating - epoxy coated
B.SP.07 Span Protective System	P01 - Patina - uncoated weathe	B.SP.13 Deck Stay-In-Place Forms	M01 - Metal

SUBSTRUCTURE SETS			
<b>A1</b>			
B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	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
<b>A2</b>			
B.SB.02 No. of Substructure Units	1	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	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
<b>P1</b>			
B.SB.02 No. of Substructure Units	4	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	B01 - Bent - column or open	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	6800
B.F.03 Feature Name	US 62 Carroll	B.H.10 Annual ADTT	272
B.H.01 Functional Classification	4 - Minor Arterial	B.H.11 Year of Annual ADT	2023
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	62040	B.H.16 Highway Max Usable Surface Width	70.8
B.H.07 LRS Mile Point	7.36	B.H.17 Bypass Detour Length	42
B.H.08 Lanes On Highway	5	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	1	62	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline



Team Lead: Lacy Wiseman, Inspection Date: 08/07/2025

## 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	KINGS RIVER	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	

## POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and 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
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## Inspection Notes

### General Observation

The structure is logged from North to South, and is accessible with an under bridge unit. The structure has a super elevation that ranges from 2% to 9% starting from the Berryville side. A bridge inspection unit should only be used on the upper side of the structure elevation, as it is only rated for 7% grade. The trailer unit is rated for 4.9 percent grade.

No bat activity was noted.

Special inspection August 2025 for drift pile being burnt at bent 3, column 4.

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### 58 - Deck (7 - GOOD CONDITION - some minor problems.)

The driving surface has sealable cracks in all spans with spalling at the beginning and ending deck edges of span #1 and #5.

The overhangs have efflorescence cracking. The sip forms have corrosion beneath the construction joints.

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### 59 - Superstructure (7 - GOOD CONDITION - some minor problems.)

Beam #1 has a darkened patina on the exterior lower flanges. Beam #9 has cs2 and cs3 corrosion on the bottom flange in all spans for the length of the span.

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### 60 - Substructure (7 - GOOD CONDITION - some minor problems.)

The abutments have shrinkage cracking. The back walls have a few minor cs2 efflorescence cracks. The pier caps have shrinkage cracking. No deficiencies noted on the columns.

Special inspection August 2025 for drift pile being burnt at bent 3, column 4. spalling CS3 was noted on column 4 of bent 3.

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### 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.)

The upstream channel has two separate creeks that join together upstream of the structure. One bank is well vegetated the other bank is a gravel bar.

The channel beneath the structure is gravel with some minor localized scour around the columns.

The downstream channel is vegetated.

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### A-54 - Sealable Deck Cracks (Y)

The deck has sealable longitudinal and transverse cracking in all spans. The deck has repaired areas from plowable reflector removal.

The construction joint locations are leaking.

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### A-57 - Girder End and Bearing Painting Needed (Y)

The exterior flange and lower web of beam #9 has corrosion for the length of the structure due to deck run off and de icing agents.

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### A-59 - Joint Repair Needed (Y)

The neoprene trough joint seal has torn loose from the anchorage at abutment #1 between beams #3 and #5 and is allowing free flow of water.

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## National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	46010	20936	25004	70	0
1080	Delamination/Spall/Patched Area	SF	67	0	0	67	0
1120	Efflorescence/Rust Staining	SF	196	0	193	3	0
1130	Cracking (RC and Other)	SF	7115	0	7115	0	0
1190	Abrasion/Wear (PSC/RC)	SF	17696	0	17696	0	0
<p>(12) Driving surface- has a tined finish that is showing moderate wear in the wheel paths. The tined finish is mostly worn away in the driving lanes.</p> <p>All spans have long duration unsealed longitudinal cracking with frequently intermittent transverse hairline cracking.</p> <p>The beginning and end of the structure has shallow delaminations at the sliding plate joints at abutments #1,2.</p> <p>The deck has patched areas due to the removal of plowable reflectors.</p> <p>Span #5- has 11' of cs3 spalling at the end of the span.</p> <p>Undersurface-</p> <p>The left and right over hangs have transverse cracks with cs2 and efflorescence. The right ending deck haunch over abutment #2 has 3' of map cracking with cs3 efflorescence.</p> <p>Corrosion was noted in the sip forms over the field splices and construction joints in spans # 1,2,3,4,5.</p> <p>The right overhang has a natural gas line utility attached to it.</p>							
107	Steel Open Girder/Beam	LF	5670	5036	418	216	0
1000	Corrosion	LF	634	0	418	216	0
515	Steel Protective Coating	SF	81081	80336	526	219	0
3430	Oxide Film Degradation Color/Texture Adherence(Steel Protective Coatings)	SF	745	0	526	219	0
<p>(107) 9 welded girder system. The weathering steel protective coating includes the diaphragms. The diaphragms are calculated using a10% method.</p> <p>No tack welds were noted at the field splices.</p> <p>Span #1-</p> <p>Beam #1- has a darkened patina on the exterior lower web for the length of the span.</p> <p>Beam #2- no deficiencies noted.</p> <p>Beam #3 at abutment #1 has cs3 corrosion with flaking rust on the web for the first 1' at abutment #1 due to a leaking joint seal.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- no deficiencies noted.</p> <p>Beam #7- no deficiencies noted.</p> <p>Beam #8- no deficiencies noted.</p> <p>Beam #9- has cs3 corrosion on the lower web for the length of the span (108'). The bottom flange has heavier corrosion for 74'.</p> <p>Beam #9 has a darkened patina on the exterior lower web for the length of the span.</p> <p>Span #2-</p> <p>Beam #1- has a darkened patina on the exterior lower web for the length of the span.</p> <p>Beam #2- no deficiencies noted.</p> <p>Beam #3- no deficiencies noted.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- no deficiencies noted.</p> <p>Beam #7- no deficiencies noted.</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Beam #8- no deficiencies noted.</p> <p>Beam #9- has cs2 corrosion on the lower web for the length of the span (138'). The exterior lower web has a darkened patina for the length of the span.</p> <p>Span #3-</p> <p>Beam #1- has a darkened patina on the exterior lower web for the length of the span.</p> <p>Beam #2- no deficiencies noted.</p> <p>Beam #3- no deficiencies noted.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- no deficiencies noted.</p> <p>Beam #7- no deficiencies noted.</p> <p>Beam #8- no deficiencies noted.</p> <p>Beam #9- has cs2 corrosion on the lower web for the length of the span (138'), with cs3 flaking rust on the bottom flange for 29'.</p> <p>Span #4-</p> <p>Beam #1- has a darkened patina on the exterior lower web for the length of the span.</p> <p>Beam #2- no deficiencies noted.</p> <p>Beam #3- no deficiencies noted.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- no deficiencies noted.</p> <p>Beam #7- no deficiencies noted.</p> <p>Beam #8- no deficiencies noted.</p> <p>Beam #9- has cs2 corrosion on the lower web for the length of the span. (138').</p> <p>Span #5-</p> <p>Beam #1- has a darkened patina on the lower exterior web for the length of the span.</p> <p>Beam #2- no deficiencies noted.</p> <p>Beam #3- no deficiencies noted.</p> <p>Beam #4- no deficiencies noted.</p> <p>Beam #5- no deficiencies noted.</p> <p>Beam #6- no deficiencies noted.</p> <p>Beam #7- no deficiencies noted.</p> <p>Beam #8- no deficiencies noted.</p> <p>Beam #9- has cs2 corrosion on the lower web for the length of the span. (108'). The last 4' of beam #9 has cs3 corrosion on the exterior lower web, web stiffener and bottom flange.</p>							
205	Reinforced Concrete Column	EA	16	15	0	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
<p>(205) Bent #1 columns- no deficiencies noted. The footings have cover.</p> <p>Bent #2 columns- no deficiencies noted. The embankment has an area of erosion that has cut a ditch between columns # 3,4. No footings are exposed.</p> <p>Bent #3 columns- no deficiencies noted on columns 1,2,or 3. The columns have very minor local scour. The footings have cover.</p> <p>Column #4 has 2 spalls, CS3 with discoloration due to drift being burnt August 2025.</p> <p>Bent #4 columns - no deficiencies noted. The footings have cover.</p>							
215	Reinforced Concrete Abutment	LF	186	156	30	0	0
1120	Efflorescence/Rust Staining	LF	12	0	12	0	0
1130	Cracking (RC and Other)	LF	18	0	18	0	0
<p>(215) Abutment #1- has 10 vertical hairline cracks in the back wall, 4 are quantified as cs2 efflorescence. No cracking was noted in the bridge seat. The embankment slope is armored with formed concrete.</p> <p>Abutment #2- has 21 total cracks, 11 vertical cracks in the vertical face of the bridge seat, and 12 vertical hairline cracks in the back</p>							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
wall, 6 of the cracks are quantified as cs2 efflorescence. Some of these cracks occupy the same location.							
234	Reinforced Concrete Pier Cap	LF	280	265	15	0	0
1130	Cracking (RC and Other)	LF	15	0	15	0	0
(234) Pier Cap #1- has 6 vertical hairline cracks that extend down from the top edge of the cap. Pier Cap #2- has 2 vertical hairline cracks. Pier Cap #3- has 1 vertical hairline crack under bay #3 and 1 vertical crack under bay #8 that extend down from the top edge of the cap. Pier Cap #4- has 5 vertical hairline cracks that extend down from the top edge of the cap.							
303	Assembly Joint with Seal	LF	140	124	0	0	16
2310	Leakage	LF	14	0	0	0	14
2370	Metal Deterioration or Damage	LF	2	0	0	0	2
(303) Abutment #1 joint seal- 14' of the neoprene trough has torn loose from the anchorage from beam #3 to beam #5 and is allowing free flow of water. The seal is leaking for 4' at the center section. Abutment #2 joint seal- the right end of the seal is torn loose from the anchorage for 2' due to corrosion on the connection bar.							
310	Elastomeric Bearing	EA	54	54	0	0	0
(310) Abutment #1- No deficiencies noted in the elastomeric pads. One of the two anchor bolt nuts are missing at bearings #1,2,5,6. Bent #1 bearings- Bearing #9 has the outer anchor bolt nut missing. Bent #2 bearings- no deficiencies noted. Bent #3 bearings- no deficiencies noted. Bent #4 bearings- no deficiencies noted. Abutment #2 bearings- no deficiencies noted.							
331	Reinforced Concrete Bridge Railing	LF	1264	861	343	60	0
1120	Efflorescence/Rust Staining	LF	15	0	12	3	0
1130	Cracking (RC and Other)	LF	388	0	331	57	0
(331) Right side parapet wall -has 161' of hairline vertical, horizontal hairline cracking with areas of map cracking. The road sign attachment on top of the parapet wall was secure.  Left side parapet wall- has 232' of hairline vertical, and horizontal hairline cracking with areas of map cracking and map cracking with cs3 efflorescence. The road sign attachment on top of the parapet wall was secure.  Approach railing- the right beginning approach railing has several areas of distortion from vehicle impact. The left beginning approach termination is not attached to the wooden post. The right ending approach termination is not attached to the wooden post. No deficiencies noted on the left ending approach railing.  Transitions- no deficiencies noted.							

## Inspection Photos and Notes



Elevation view. Log mile from left to right.



Remaining drift has been removed away from bent.



Bent 3, column 4 spalling and discoloration due to drift pile being burnt.



### Maintenance Needs

Date Reported: 04/26/2022

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component:

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### Deficiency Description

Bent #2 has a 4' ditch eroded between columns #3 and #4. No footings are exposed.

### Remarks

Carroll Co.

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4' 8" deep ditch cut between columns #3 and #4 at bent #2. No footings are exposed.

### Maintenance Needs

Date Reported: 04/26/2022

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component:

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### Deficiency Description

The left beginning and right ending approach railing termination is not connected to the wooden posts.

### Remarks

Carroll Co.

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Left beginning end treatment is unattached to post.



The right ending approach rail termination is not attached to the post.

## Routine Maintenance

### Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	Yes
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	Yes
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 (Yes)**

The deck has sealable longitudinal and transverse cracking in all spans. The deck has repaired areas from plowable reflector removal.

The construction joint locations are leaking.

#### **A-55 - Deck Washing Needed (No)**

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



**Asset #06670**(Special)

**US 62 Carroll over KINGS RIVER**

**Location: .8 miles West of the jct of US 62 & AR 143**

**Team Lead: Lacy Wiseman Inspection Date: 08/07/2025**

**A-57 - Girder End and Bearing Painting Needed (Yes)**

The exterior flange and lower web of beam #9 has corrosion for the length of the structure due to deck run off and de icing agents.

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

**A-59 - Joint Repair Needed (Yes)**

The neoprene trough joint seal has torn loose from the anchorage at abutment #1 between beams #3 and #5 and is allowing free flow of water.

**A-60 - Full Girder Painting Needed (No)**

**A-61 - Polymer Overlay Advised (Yes)**

**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?**





**Asset #06670**(Special)

**US 62 Carroll over KINGS RIVER**

**Location: .8 miles West of the jct of US 62 & AR 143**

**Team Lead: Lacy Wiseman Inspection Date: 08/07/2025**

**A-66 - Approach minor pothole/leveling needed**



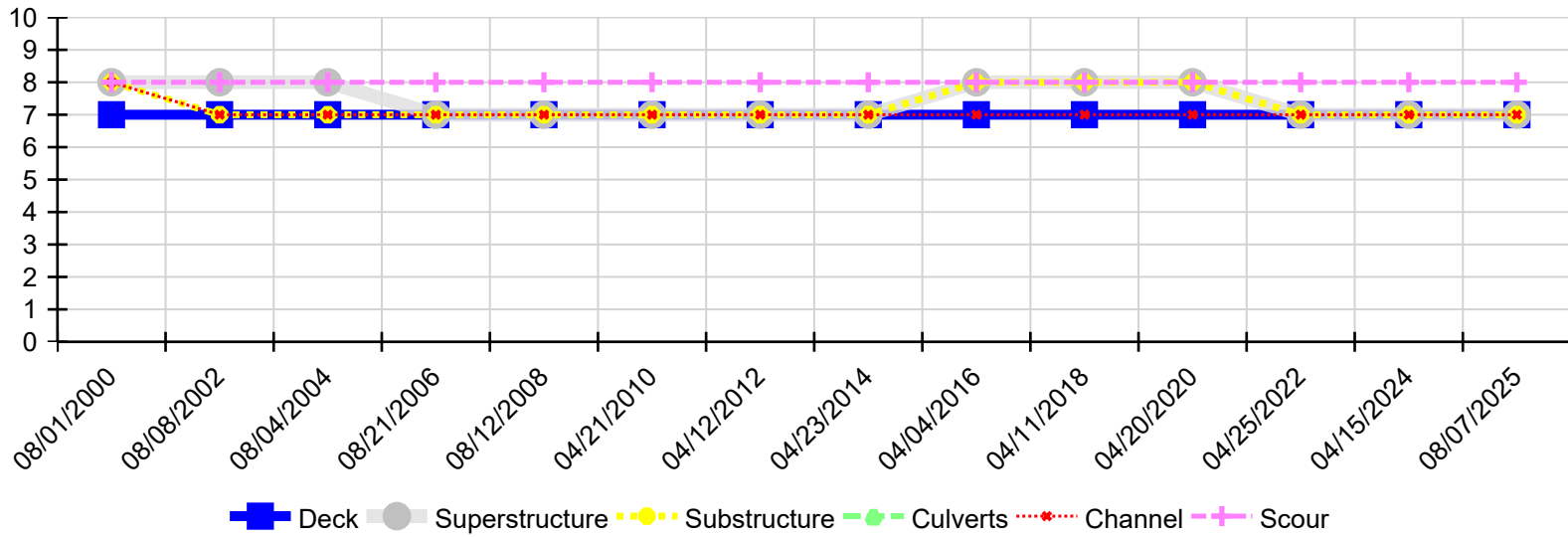
Asset #06670(Special)

US 62 Carroll over KINGS RIVER

Location: .8 miles West of the jct of US 62 & AR 143

Team Lead: Lacy Wiseman Inspection Date: 08/07/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/07/2025	7	7	7	N	7	8
04/15/2024	7	7	7	N	7	8
04/25/2022	7	7	7	N	7	8
04/20/2020	7	8	8	N	7	8
04/11/2018	7	8	8	N	7	8
04/04/2016	7	8	8	N	7	8
04/23/2014	7	7	7	N	7	8
04/12/2012	7	7	7	N	7	8
04/21/2010	7	7	7	N	7	8
08/12/2008	7	7	7	N	7	8
08/21/2006	7	7	7	N	7	8
08/04/2004	7	8	7	N	7	8
08/08/2002	7	8	7	N	7	8
08/01/2000	7	8	8	N	8	8