Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Bridge A2771 Inspection Report



Latitude:36.18863, Longitude:-93.41554

Route:412 Section:05 Log:

Arnold Road ID:

District 09, County 15 - Carroll County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

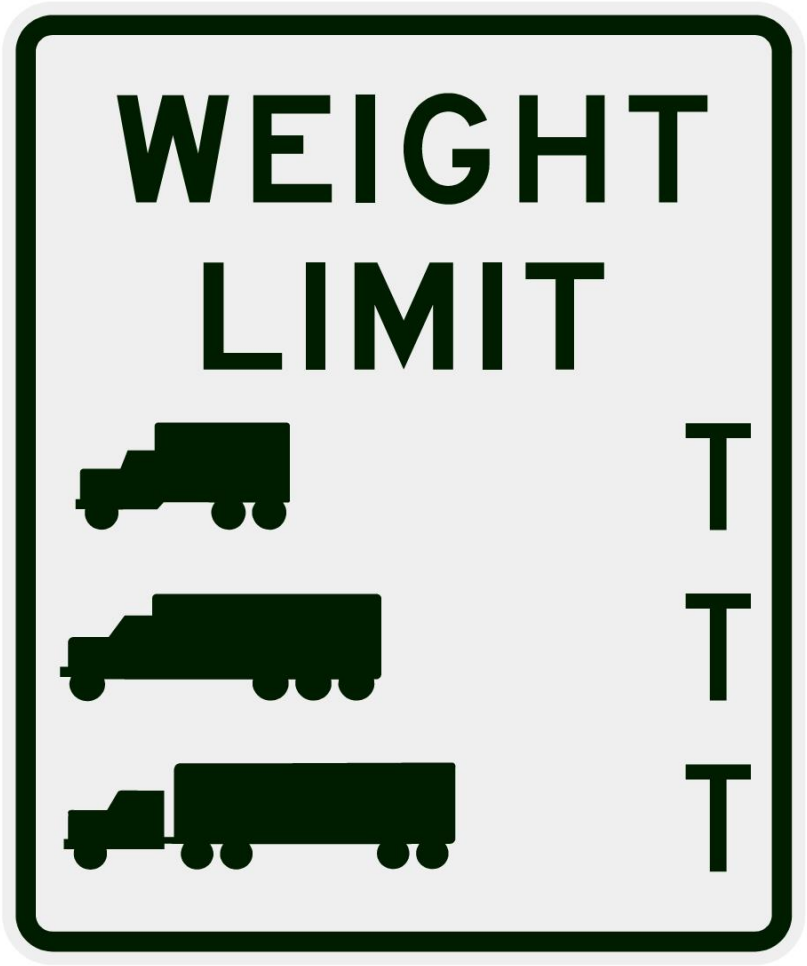
Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Bridge Posting Information

Latest Load Posting Status: PO - Permanent and Open

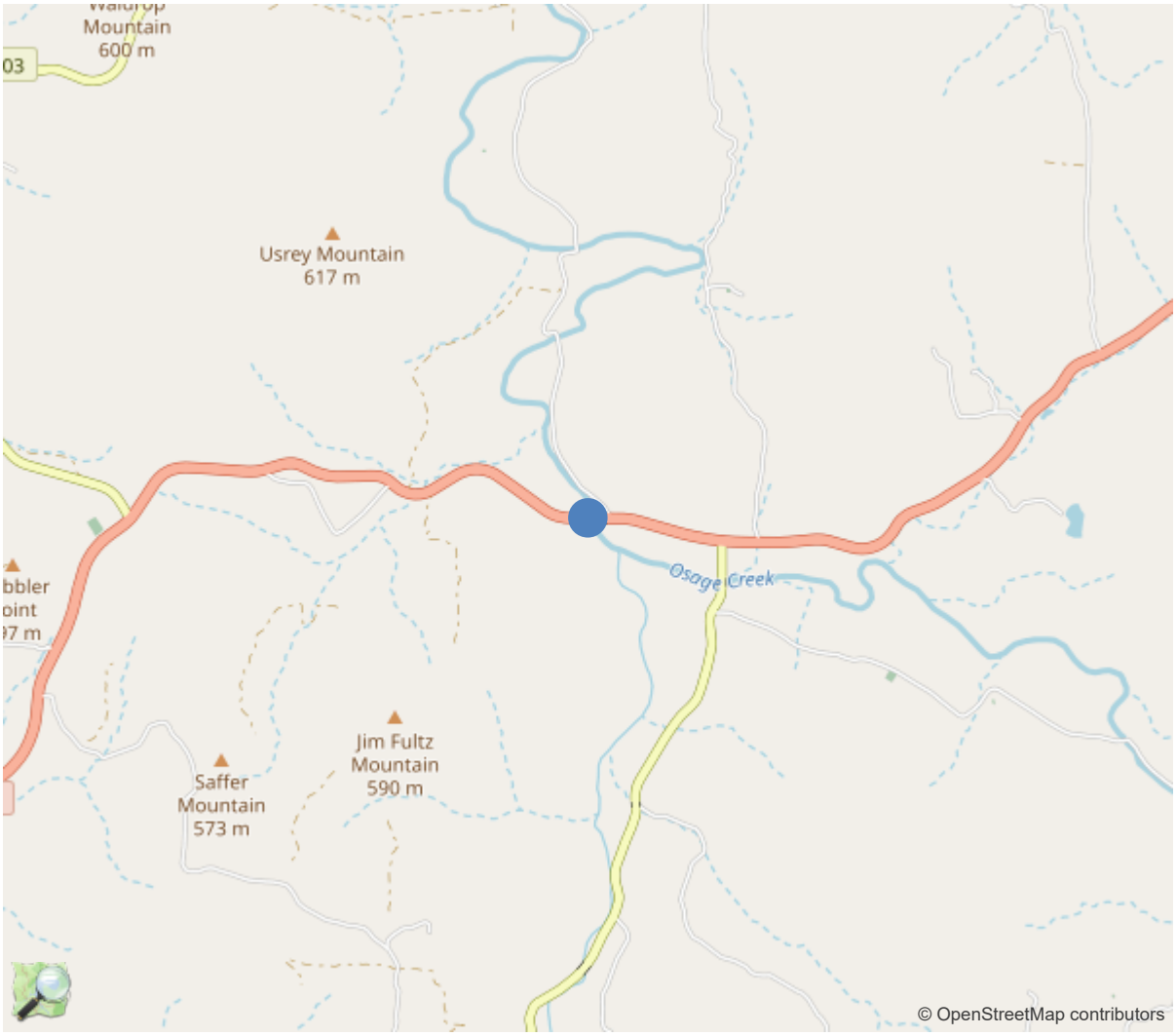
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	50		
Code 5 (40 Tons)	60		

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

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



36.18863, -93.41554

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	A2771
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1969

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	36.18863
B.L.06 Longitude	-93.41554
B.L.07 Border Bridge Number	N
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	0.60 miles West of the jct of AR 103
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	439
B.G.02 Total Bridge Length	441.2
B.G.03 Max Span Length	81.6
B.G.04 Min Span Length	71.5
B.G.05 Bridge Width Out-to-Out	38.1
B.G.06 Bridge Width Curb-to-Curb	34
B.G.07 Left Curb or Sidewalk Width	0.3
B.G.08 Right Curb or Sidewalk Width	0.3
B.G.09 Approach Roadway Width	29.9
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	23
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	16809.7

LOADS AND LOAD RATING	
B.LR.01 Design Load	H20 - H-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	1
B.LR.06 Operating Load Rating Factor	1.67
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	Bridge does not carry routine permi

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	Y - E/E' details are present
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	6 - SATISFACTORY - Widespread
B.C.02 Superstructure Condition	7 - GOOD - Widespread inherent
B.C.03 Substructure Condition	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Widespread inherent
B.C.06 Bridge Railing Transitions Condition	8 - VERY GOOD - Some inherent
B.C.07 Bridge Bearings Cond.	6 - SATISFACTORY - Widespread
B.C.08 Bridge Joints Condition	8 - VERY GOOD - Some inherent
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	8 - VERY GOOD - Some inherent
B.C.11 Scour Condition Rating	7 - Some minor scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
B.C.14 NSTM Insp. Condition	
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	N - Bridge does not require seismic

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

SPAN SETS

M1

B.SP.02 # of Spans	6	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	C01 - Concrete - monolithic
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None

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	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None

P1

B.SB.02 No. of Substructure Units	5	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	4500
B.F.03 Feature Name	US 412 Carroll	B.H.10 Annual ADTT	45
B.H.01 Functional Classification	3 - Principal Arterial - Other	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	Y - 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	412050	B.H.16 Highway Max Usable Surface Width	34.7
B.H.07 LRS Mile Point	9.76	B.H.17 Bypass Detour Length	20
B.H.08 Lanes On Highway	2	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	412	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

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	OSAGE 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		

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and Open	12/24/2025

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 #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Inspection Notes

General Observation
The structure is logged from West to East. A small extension ladder is needed to access the pier caps. Parking is available on a county road at the left ending of the bridge.

B.C.01 Deck Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

B.C.02 Superstructure Condition Rating (7 - GOOD - Widespread inherent or some minor defects.)

B.C.03 Substructure Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

B.C.04 Culvert Condition Rating (N - NOT APPLICABLE - Component does not exist.)

B.C.05 Bridge Railing Condition Rating (7 - GOOD - Widespread inherent or some minor defects.)

B.C.06 Bridge Railing Transitions Condition Rating (8 - VERY GOOD - Some inherent or isolated minor defects.)

B.C.07 Bridge Bearings Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

B.C.08 Bridge Joints Condition Rating (8 - VERY GOOD - Some inherent or isolated minor defects.)

B.C.14 - NSTM Inspection Condition

---

*For additional details and justification into the condition ratings of this structure, refer to the elements section, photo log and any applicable follow up maintenance items in this report.

B.C.15 Underwater Inspection Condition

B.C.09 Channel Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

B.C.10 Channel Protection Condition Rating (8 - VERY GOOD - Some inherent or isolated minor defects.)
The rip rap is in place and functioning as intended.

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

---

*For additional details and justification into the condition ratings of this structure, refer to the elements section, photo log and any applicable follow up maintenance items in this report.

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	16810	6774	218	9818	0
1080	Delamination/Spall/Patched Area	SF	42	0	0	42	0
1090	Exposed Rebar	SF	82	0	0	82	0
1120	Efflorescence/Rust Staining	SF	232	0	218	14	0
1130	Cracking (RC and Other)	SF	9680	0	0	9680	0

(12) Driving surface- has a hydro demolition and re-pour. The driving surface has a tined finish with 9680' of extensive map cracking CS3 in the driving lanes. The inside face of the right curb has 7' of shallow exposed rebar CS3.

Under surface-
Span #1- The under surface of the deck is heavily hairline map cracked with larger transverse cracks present in all bays. The under surface has 19’ of efflorescence CS2, 1’ of spalling CS3.
Left overhang- has 7’ of exposed rebar CS3, 2’ of delamination CS3.
Right overhang- has 9’ of exposed rebar CS3, 1’ of delamination CS3, 1’ of efflorescence CS2.

Span #2- Full depth contamination was noted in the under surface in bay #1 at the end of the span. Bay #3 the full depth failure was repaired during the hydro contract. Bay #5 has an area of contamination at the beginning of the span. The under surface of the deck has a heavy concentration of hairline map cracking through out with intermittent transverse cracking CS2. The under surface has 27’ of efflorescence CS2, 6' efflorescence CS3.
Left overhang- has 5’ of exposed rebar CS3, 4’ of spalling CS3.
Right overhang- has 4’ of exposed rebar CS3, 1’ of delamination CS3, 4’ of spalling CS3, 2’ of efflorescence CS2.

Span #3- has a large area of full depth contamination in bay #1 at the beginning of the span with smaller areas throughout the span. Bays #4,5 at the end of the span have minor efflorescence CS2 in some of the cracks. The under surface of the deck has a heavy concentration of hairline map cracking through out with intermittent transverse cracking CS2. The under surface has 24’ of efflorescence CS2, 8' efflorescence CS3.
Left overhang- has 5’ of delamination CS3, 2’ of spalling CS3, 1’ of exposed rebar CS3.
Right overhang- has 6’ of exposed rebar CS3, 4’ of spalling CS3, 1’ of efflorescence CS2.

Span #4- Bay #5 has large areas of full depth repair from the hydro demolition. Bays #3,4 have areas of full depth contamination that have been repaired with the hydro demolition. Bay #3 also has a patched area due to punching through with a pavement breaker this area has been repaired with the hydro demolition. The under surface of the deck has a heavy concentration of hairline map cracking through out with intermittent transverse cracking CS2. The under surface has 26’ of efflorescence CS2.
Left overhang- has 11’ of exposed rebar CS3, 3’ of spalling CS3, 7’ of efflorescence CS2
Right overhang- has 9’ of exposed rebar CS3, 3’ of efflorescence CS2.

Span #5- Bay #1 has full depth contamination with efflorescence for the length of the span. Bay #5 has full depth contamination with efflorescence from mid span to the end of the span. The under surface of the deck has a heavy concentration of hairline map cracking through out with intermittent transverse cracking. The under surface has 76’ of efflorescence CS2.
Left overhang- has 4’ of exposed rebar CS3, 2’ of spalling CS3, 2’ of delamination CS3, 6’ of efflorescence CS2.
Right overhang- has 10’ of exposed rebar CS3, 6’ spalling CS3, 5’ of efflorescence CS2.

Span #6-
Bay #1- has numerous small areas of full depth contamination.
Bay #3- has a full depth patched area due to a punch through with a pavement breaker.
Bay #5- has large areas of full depth contamination with efflorescence at the beginning, mid section, and at the end of the span. The under surface of the deck has a heavy concentration of hairline map cracking through out with intermittent transverse cracking CS2. The under surface has 14’ of efflorescence CS2.
Left overhang- has 2’ of delamination CS3, 3’ of exposed rebar CS3, 4’ of efflorescence CS2.
Right overhang- has 6’ of exposed rebar CS3, 3’ of delamination CS3, 3’ of efflorescence CS2.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	2634	2482	117	35	0
1000	Corrosion	LF	152	0	117	35	0
515	Steel Protective Coating	SF	22345	22206	0	0	139
3440	Effectiveness (Steel Protective Coatings)	SF	139	0	0	0	139

(107) The super structure was painted on 5/2016 under contract. The paintable beam surface is 29" tall x 10.5 flange x 6 beams. (7.46' per foot protective coating). All beams have welded tapered cover plates on the bottom flanges that are not welded at the extreme ends. This is an E detail.

Span #1-
Beam #1- has 9’ of corrosion CS2 on the exterior top flange. The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning and end of the span quantified as 1'.
Beam #2- The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'.
Beam #3- The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'.
Beam #4- has flaking paint for 1' with underlying corrosion CS2 at the lower web at the end of the span. The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'.
Beam #5- has flaking paint for 1' with underlying corrosion CS2 at the lower web at the end of the span. The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'.
Beam #6- The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning and end of the span quantified as 1'.
The diaphragms at the end of span #1 have pitting, some have rust holes with arrested corrosion from the new paint system.

Span #2-
Beam #1- has 12’ of corrosion CS2 on the exterior top flange. The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning and end of the span quantified as 1'. The web has flaking paint for 1' with underlying corrosion CS2 at the end of the span
Beam #2- has a small area quantified as 1' of arrested corrosion CS3 with 1/8" section loss on the upper web at the beginning and end of the span.
Beam #3- has 1’ of corrosion CS2 on the upper web at the end of the span.
Beam #4- has 1’ of corrosion CS2 on the upper web at the beginning of the span. The web has flaking paint with underlying corrosion CS2 for 1' at the end of the span.
Beam #5- has flaking paint for 1' with underlying corrosion CS2 on the web at the end of the span.
Beam #6- has a small area of corrosion CS3 with 1/8" section loss on the upper web at the end of the span quantified as 1'.
Beam #5- has 1’ of flaking paint with underlying corrosion CS2 at the beginning of the span.
The diaphragms over pier #2 have pitting and corrosion that is mostly arrested with the paint system.

Span #3-
Beam #1- has 14’ of corrosion CS2 on the exterior top flange. The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning and end of the span quantified as 1'.
Beam #2- The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'. The web has flaking paint with underlying corrosion CS2 for 1' at end of the span.
Beam #3- The upper web has a small area of corrosion CS2 at the beginning of the span quantified as 1'. Beam #3 has an area of corrosion CS3 with section loss with a 1" by 1" hole in the top of the web near the deck haunch at the end of the span, the corrosion has been arrested with the paint system.
Beam #4- The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'. The web has flaking paint with underlying corrosion CS2 for 1' at end of the span.
Beam #5- The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'. The web has flaking paint with underlying corrosion CS2 for 1' at end of the span.
Beam #6- The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning and end of the span quantified as 1'. The web has flaking paint with underlying corrosion CS2 for 1' at end of the span.
Diaphragms #2,3,4 have rust holes that have been arrested with the paint system.

Span #4-
Beam #1- has 12’ of corrosion CS2 on the exterior top flange. The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning and end of the span quantified as 1'.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4

Beam #2- The upper web has a small area of corrosion CS2 at the beginning of the span quantified at 1'. The end of the span has a small area of corrosion CS3 with 1/8" section loss quantified as 1'.
Beam #3- The upper web has a small area of corrosion CS2 at the beginning and end of the span quantified as 1'.
Beam #4- has a small area of corrosion CS3 in the upper web with 1/8" section loss at the beginning of the span quantified as 1'.
Beam #5- has a small area of corrosion CS3 in the upper web with 1/8" section loss at the beginning of the span quantified as 1'.
Beam #6- has a small area of corrosion CS3 in the upper web with 1/8" section loss at the beginning and end of the span quantified as 1'.
No flaking paint was noted.
The diaphragms have arrested pitting. Diaphragms #1,3 have rust holes at the end of the span.

Span #5-
Beam #1- has a small area of corrosion CS3 in the upper web with 1/8" section loss at the beginning and end of the span quantified as 1'. The exterior top flange has 16’ of corrosion CS2.
Beam #2- has a small area of corrosion CS3 in the upper web with 1/8" section loss at the beginning and end of the span quantified as 1'. The beam end has 2' of flaking paint at both beam ends with underlying corrosion CS2.
Beam #3- has 1' of flaking paint with underlying corrosion CS2 at the end of the span.
Beam #4- has 1' of flaking paint with underlying corrosion CS2 at the end of the span.
Beam #5- has a small area quantified as 1' of arrested corrosion CS3 with 1/8" section loss on the upper web at the beginning and end of the span.
Beam #6- has a small area of corrosion CS3 in the upper web with 1/8" section loss at the beginning and end of the span quantified as 1'. Beam #6 has 1' of flaking paint with underlying corrosion CS2 at the end of the span.
Diaphragm #3 has rust holes with pitting that has been arrested with the paint system. Diaphragm #2 has 2' of flaking paint with underlying corrosion CS2.

Span #6-
Beam #1- has 14’ of corrosion CS2 on the exterior top flange. The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning of the span quantified as 1'.
Beam #2- The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning of the span quantified as 1'.
Beam #2 has flaking paint for 2' at the beginning of the span with underlying corrosion CS2.
Beam #3- The upper web has a small area of corrosion CS2 at the beginning of the span quantified as 1'.
Beam #4- The upper web has a small area of corrosion CS2 at the beginning of the span quantified as 1'.
Beam #5- The upper web has a small area of corrosion CS2 at the beginning of the span quantified as 1'.
Beam #6- The upper web has a small area of corrosion CS3 with 1/8" section loss at the beginning of the span quantified as 1'.
Diaphragms #2,4 have rust holes at the beginning of the span that have been arrested with the paint system.

(515-107) The protective coating has failed at the upper webs of most beams at the end of the spans. Small areas of flaking paint were noted.

210	Reinforced Concrete Pier Wall	LF	125	51	19	55	0
1080	Delamination/Spall/Patched Area	LF	44	0	0	44	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	5	0	5	0	0
1190	Abrasion/Wear (PSC/RC)	LF	24	0	14	10	0

(210) All pier walls have insignificant pop outs at the form tie locations.

Pier wall #5- has 1' of horizontal delamination CS3 at the right edge. The footing has cover.

Pier wall #4- has 5' of horizontal and vertical cracking CS2. The footing has cover.

Pier wall #3- has 18' of horizontal delamination CS3. The right end has abrasion CS2 that is not quantified due to delamination in the same location. The footing has cover.

Pier wall #2- has 5' of patched area CS3 on span #3 side, with 20' of horizontal delamination CS3. The pier wall has abrasion for its width, but is not quantified due to the delamination.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Pier wall #1- has 14' of abrasion CS2 with 10' of abrasion CS3 on the left side with loss of coarse aggregate and loss of section in the lower left 1'. The right side of the pier wall has a small shallow rebar CS3 exposed near the top.							
215	Reinforced Concrete Abutment	LF	92	67	25	0	0
1130	Cracking (RC and Other)	LF	25	0	25	0	0
(215) Abutment # 2 - has 9' of vertical cracking CS2 in the back wall and bridge seat. The bridge seat has build up from previous joint seal leakage. The rip rap is in place and functioning as intended. Abutment #1- has 16' of vertical vertical cracks CS2 in the back wall and bridge seat. The rip rap is in place and functioning as intended.							
234	Reinforced Concrete Pier Cap	LF	177	101	20	56	0
1080	Delamination/Spall/Patched Area	LF	53	0	0	53	0
1090	Exposed Rebar	LF	3	0	0	3	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	19	0	19	0	0
(234) Pier #5 cap- has a 2' area of spalling with rebar CS3 exposed at the top edge beneath bay #4 on the span #6 side and 8' vertical cracks CS2. 1' of cracking on the span #6 side has efflorescence CS2. The right cap face has a shallow exposed rebar CS3 on the span #5 side. Pier #4 cap- has 3' of patched area CS3 beneath beam #3 on the span 4 side, and 12' of horizontal delamination CS3 beneath beams #2-5. The right cap end of pier #4 has 1' of delamination CS3. Pier #3 cap- has a 30' horizontal delamination CS3 near the top, and 1' of spalling CS3 with no rebar exposed on the original section of the cap. Pier #2 cap- has 1' of spalling CS3 in the original cap on the span #3 side. The left side of the cap 2' of patched areas CS3 on the span #2 side. The cap also has 8' of vertical cracks CS2 in the new and old portions of the cap. Pier #1 cap- has 3' of vertical cracks CS2 beneath bays #3,4,5 on the span #1 side. The cap under bay #2 has a 2' horizontal CS3 delamination. The right side of the cap has 1' of small shallow delamination CS3 on the span #1 side.							
301	Pourable Joint Seal	LF	266	266	0	0	0
(301) The compression joint seals were removed and replaced with pourable joint seals during the hydro demolition contract. Abutment #1 pourable joint seal- no deficiencies noted. Pier #1 pourable joint seal- no deficiencies noted. Pier #2 pourable joint seal- no deficiencies noted. Pier #3 pourable joint seal- no deficiencies noted. Pier #4 pourable joint seal- no deficiencies noted. Pier #5 pourable joint seal- no deficiencies noted. Abutment #2 pourable joint seal- no deficiencies noted.							
311	Movable Bearing	EA	42	0	10	32	0
1000	Corrosion	EA	42	0	10	32	0
515	Steel Protective Coating	SF	42	0	0	42	0
3440	Effectiveness (Steel Protective Coatings)	SF	42	0	0	42	0
(311) The bearings at the piers have been painted and corrosion has been arrested, but the rust color is beginning to bleed back through. Minor section loss exists at the rocker area of some of the bearings.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Abutment #1 moveable bearings- Bearing #1 has corrosion CS3 on the masonry plate. Bearings #2,3,4 have corrosion CS2 showing through the paint. Bearings #5,6 have corrosion CS3 minor pitting, the corrosion is showing back through the paint system. Pier #1 moveable bearings- all 6 have corrosion beginning to show through the new paint system. Bearing #4 has corrosion CS3, the right anchor bolt stud corroded away. Beams #1,2,5 have the left anchor bolt nut missing. Pier #2 moveable bearings- all 6 have corrosion CS3 with minor pitting. Bearing #2- has the anchor bolt stud corroded away. Pier #3 moveable bearings- all 12 have corrosion CS2 beginning to show through the new paint system. Pier #4 moveable bearings- all 6 have corrosion CS2 beginning to show through the new paint system. Bearings #3,4,5 over pier #4 have spacer plates under the rocker to level the deck surface. Pier #5 moveable bearings- all 6 have corrosion CS2 beginning to show through the new paint system.							
313	Fixed Bearing	EA	30	0	30	0	0
1000	Corrosion	EA	30	0	30	0	0
515	Steel Protective Coating	SF	30	0	30	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	30	0	30	0	0
(313) Pier #1 fixed bearings- all 6 have minor corrosion CS2 at the top with rust staining beginning to show through the paint system. Pier #2 fixed bearings- all 6 have minor corrosion CS2 at the top with rust staining beginning to show through the paint system. Pier #4 fixed bearings- all 6 have minor corrosion CS2 at the top with rust staining beginning to show through the paint system. Pier #5 fixed bearings- all 6 have minor corrosion CS2 at the top with rust staining beginning to show through the paint system. Abutment #2 fixed bearings- all 6 have minor corrosion CS2 with rust staining beginning to show back through the paint system. Fixed bearings over the piers have been painted and the corrosion has been arrested. Minor section loss exists at the bases of the bearing masonry plate, rust coloring is beginning to show back through the paint system at these locations.							
330	Metal Bridge Railing	LF	882	879	3	0	0
1020	Connection	LF	1	0	1	0	0
7000	Damage	LF	2	0	2	0	0
(330) The metal bridge railing consists of 2 sections of square aluminum tubing connected to concrete posts. No protective coating was added due to the rails being unpainted aluminum. Right railing-The lower metal bridge railing on the right side of span #3 has 2′ of vehicle damage. The lower rail connection is loose at span #2 right side. The tops of the concrete bridge posts have been spalled in many locations due to vehicle damage. Left railing- The tops of the concrete posts have been spalled due to vehicle damage in many locations. Approach railing- no deficiencies noted.							

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Transitions- are gradually stiffened. No deficiencies noted.							

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Inspection Photos and Notes



Elevation view.



Bridge plate.



Typical approach railing end treatment.



Undersurface view.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Driving surface view.



General view of abutment #2.



Typical pier wall view.



General view of abutment #1.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Channel beneath the structure.



Downstream channel view.



Upstream channel view.



Approach view in direction of log mile.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Deck map cracking in span #6. Typical of all spans in the driving lanes.



Approach leveling needed at both abutments.



E detail bottom flange cover plates in all spans.



Typical spalling on the tops of the concrete posts.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Right railing condition.



Left railing condition.



Transition area.



Corrosion CS2 on moveable bearings.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Corrosion CS2 at abutment #1 bearings.



Corrosion CS3 at abutment #1 bearings.



Abutment #1 seal condition.



Pier #1 seal condition.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Pier #5 seal seal condition.



Abutment #2 joint seal condition.



Rip rap condition at abutment #2.



Rip rap condition at abutment #1.



18-24" of local scour at the upstream side of pier wall #2.



30" of local scour at the upstream side of pier wall #1.



Efflorescence map cracking CS3 in the undersurface of span #5. Typical of other locations.



Typical full depth repair from the hydro contract.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Efflorescence CS2 in the bays. Typical.



Delamination and exposed rebar CS3 in the overhangs. Typical.



Typical exposed rebar CS3 on the right curb.



Rust holes in the diaphragm of bay #3 over pier wall #5. Typical of other locations.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Corrosion CS3 in the upper webs of the beam ends. Typical of many locations.



1' of flaking paint with underlying corrosion CS2 on beam #2 at the end of span #5.



Typical paint condition in the spans.



Abrasion CS2 on the lower portion of pier wall #2.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Abrasion CS3 on the left side of pier wall #1.



Cracking CS2 at abutment #1.



Efflorescence and delamination CS3 in the pier cap #3.



Pier #2 seal condition.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Pier #3 seal condition.



Pier #4 seal condition.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Maintenance Needs

Date Reported: 05/04/2015

Priority: D- Routine

Status: Assigned

Type of Work: (Inactive) 9 - None

Component:

Deficiency Description

Numerous deck drain areas along the left and right side overhangs have spalling with rebar exposed

Remarks



Typical deck drain showing spalled areas.



Spalling with exposed rebar CS3. Typical of several locations along the left and right sides of the structure.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Maintenance Needs

Date Reported: 05/16/2018

Priority: D- Routine

Status: Monitor

Type of Work: Superstructure Repair

Component:

Deficiency Description

Anchor bolt studs and or nuts are corroded away at-
Pier #1- Beam #4 has the right anchor bolt stud corroded away, Beams #1,2,5 have the left anchor bolt nut missing.
Pier #2- beam #2 has the anchor bolt stud corroded away.

Remarks

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026

Maintenance Needs

Date Reported: 05/17/2022

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component:

Deficiency Description

The pier caps have areas of large delamination and areas of exposed rebar.
Pier cap #4 has a spalled area on the right cap end that is beginning to affect the bearing area.

Remarks

Bridge Crew



Spalling with rebar exposed CS3 on the right cap end of pier #4 looking from the span #5 side.



Spalling with rebar exposed at pier cap #4 next to bearing #6 on the span #4 side.



Spalling and delamination at the ahead side of pier wall #4

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	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?	No
A-66 - Approach minor pothole/leveling needed	Yes

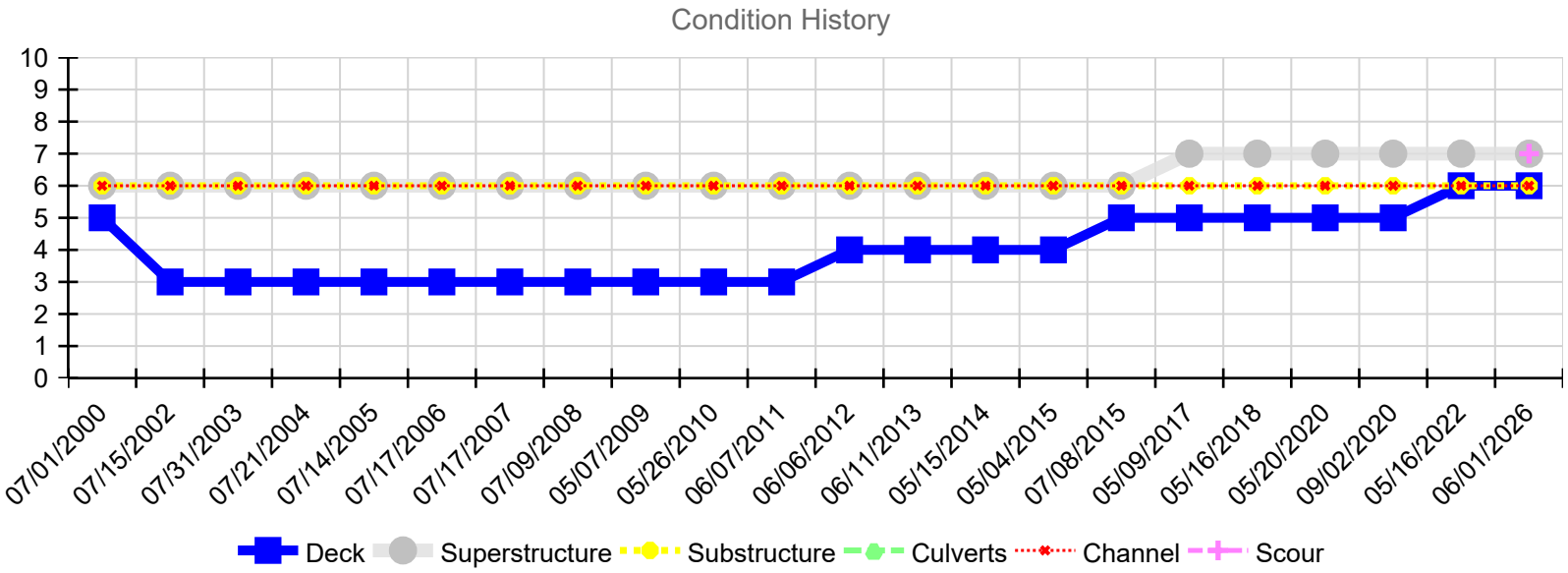
A-61 - Polymer Overlay Advised (Yes)
The driving lanes in all spans have extensive unsealed map cracking.


Deck map cracking in span #6. Typical of all spans in the driving lanes.

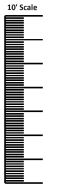
A-66 - Approach minor pothole/leveling needed (Yes)
The approaches at both abutments need leveled.

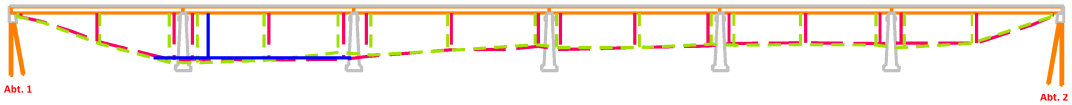

Approach leveling needed at both abutments.

Asset #A2771(Routine, Underwater type 2)
US 412 Carroll over OSAGE CREEK
Location: 0.60 miles West of the jct of AR 103
Team Lead: Benjamin Smith **Inspection Date:** 06/02/2026



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/01/2026	6	7	6	N	6	7
05/16/2022	6	7	6	N	6	N
09/02/2020	5	7	6	N	6	N
05/20/2020	5	7	6	N	6	N
05/16/2018	5	7	6	N	6	N
05/09/2017	5	7	6	N	6	N
07/08/2015	5	6	6	N	6	N
05/04/2015	4	6	6	N	6	N
05/15/2014	4	6	6	N	6	N
06/11/2013	4	6	6	N	6	N
06/06/2012	4	6	6	N	6	N
06/07/2011	3	6	6	N	6	N
05/26/2010	3	6	6	N	6	N
05/07/2009	3	6	6	N	6	N
07/09/2008	3	6	6	N	6	N
07/17/2007	3	6	6	N	6	N
07/17/2006	3	6	6	N	6	N
07/14/2005	3	6	6	N	6	N
07/21/2004	3	6	6	N	6	N
07/31/2003	3	6	6	N	6	N
07/15/2002	3	6	6	N	6	N
07/01/2000	5	6	6	N	6	N





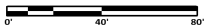


Right Side Sounding

Left Side Sounding

ARKANSAS STATE HIGHWAY COMMISSION

Little Rock, ARK.



Scale: 1"=40'

Inspection Dir: W to E

Channel Flow: S to N

BRIDGE NO. A2771

Drawn By: Edit

Checked By: Edit

Project: Edit

Date: Edit

ARDOT BRIDGE OPERATIONS