Asset #M1264(Routine)
Carroll US 412 over DITCH
Location: 1.7 MI SW JCT SH103&US412
Team Lead: Anthony Wood **Inspection Date:** 07/10/2025

Bridge M1264 Inspection Report



Latitude:36.16949, Longitude:-93.46906

Route:412 Section:05 Log:5.66

Arnold Road ID:8x412x5xA, Arnold Log mile:5.669

District 09, 15 - Carroll County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

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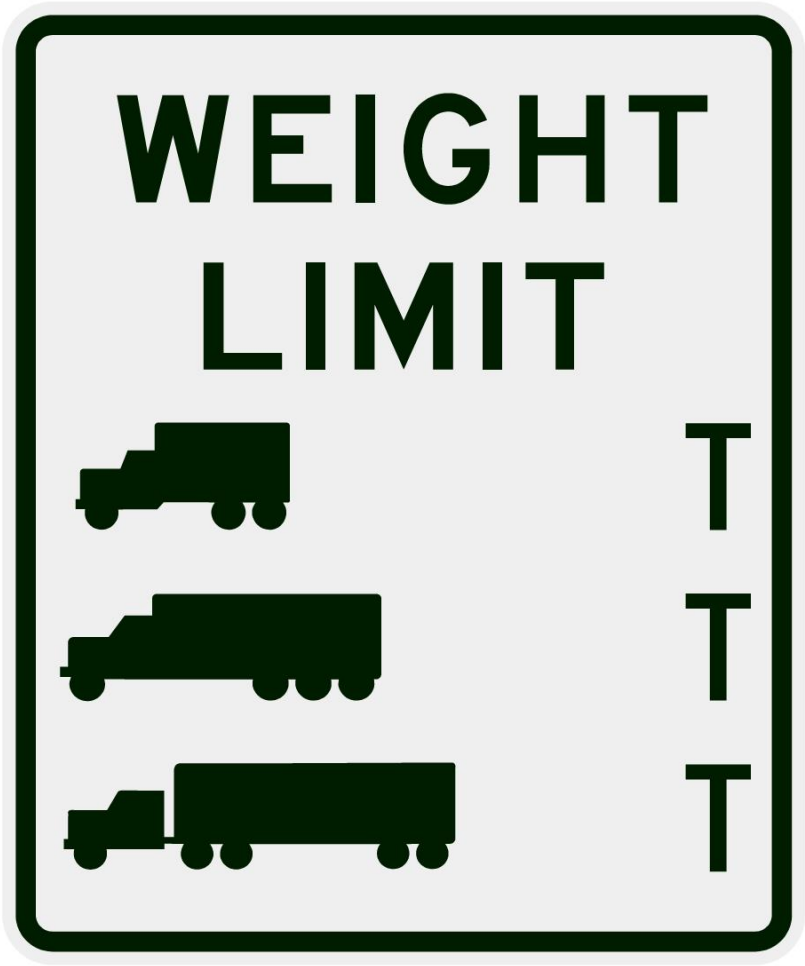
Bridge Posting Information

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

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

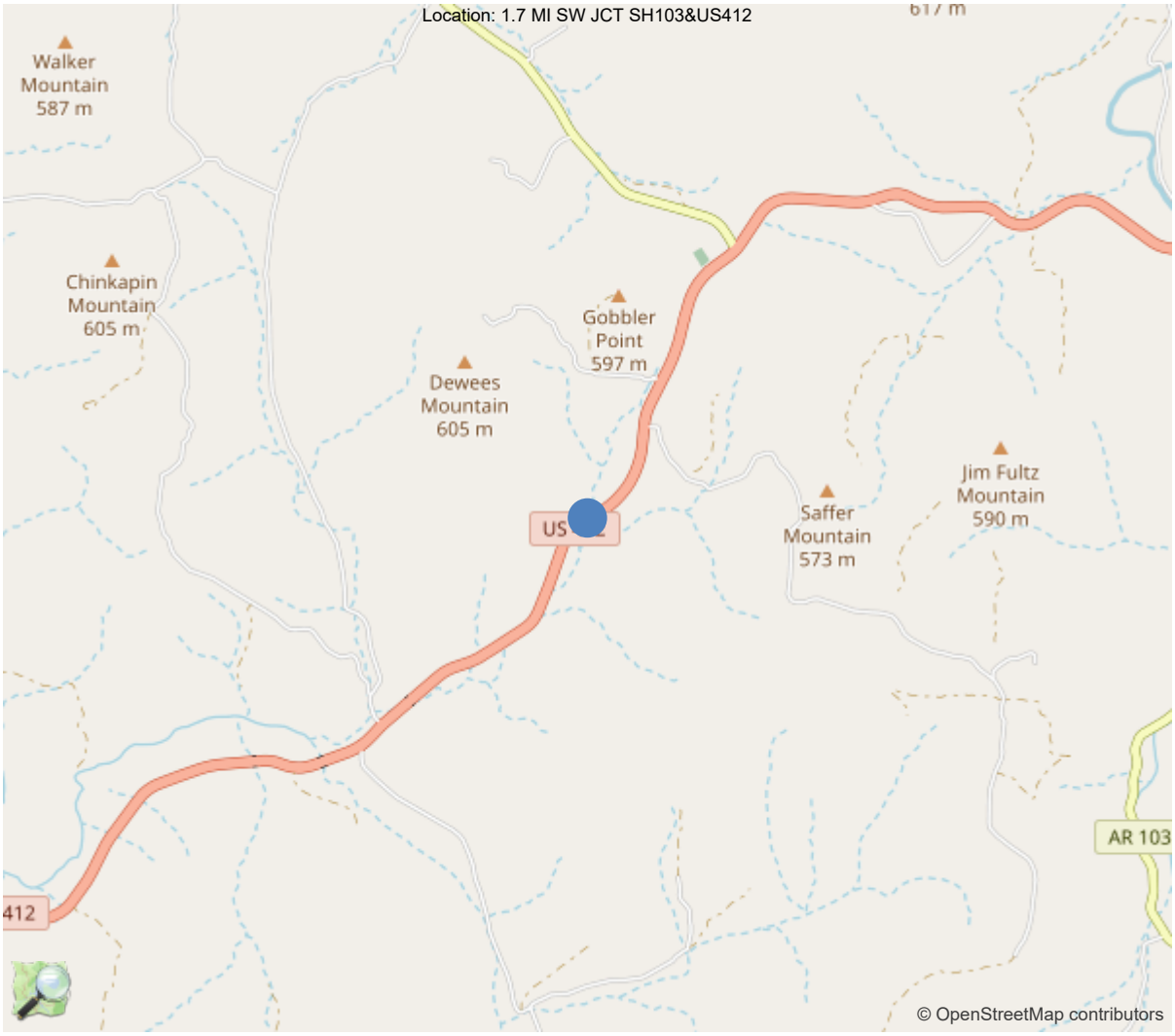
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	24		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	42		

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

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36.16949, -93.46906

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National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M1264
(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	Carroll US 412
(9) Location	1.7 MI SW JCT SH103&US412
(11) Mile Point	5.66 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000412050
(16) Latitude	36.169487
(17) Longitude	-93.469063
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	119
Material	1 - Concrete
Type	19 - Culvert
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru
AGE AND SERVICE	
(27) Year Built	1956
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4800
(30) Year of ADT	2018
(109) Truck ADT	9 %
(19) Bypass, Detour Length	20 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	12 ft
(49) Structure Length	25 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)	27.9 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	29.9 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	1
(26) Functional Class	2 - Rural Principal 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	5 - Bridge is not eligible for
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	7
(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	35
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	21
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	N
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	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	6500
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date			07/10/2025
(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.

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Inspection Notes

General Observation
Structure #M1264 is logged from SW to NE and is accessible from the barrel floor.

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58 - Deck (N - NOT APPLICABLE)

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59 - Superstructure (N - NOT APPLICABLE)

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60 - Substructure (N - NOT APPLICABLE)

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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 occured near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.)
Overall, the culvert is in good condition with minor abrasion and hairline and minor cracking.

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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.)
Overall, the channel is in good condition with minor vegetation in channel and minor bank slump.

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

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72 - Approach Roadway Alignment (8 - Equal to present desirable criteria)

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

A-51 - Inspection Direction (4 - W to E)

A-15 - Late Reason

A-45 - Bats Present (0 - No)

A-108 - Load Rating Requested

A-119 - Scour Assessment Request (No - Scour Assessment not requested at this time.)

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (9 - No Scour.)
Overall, the scour condition is excellent.

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National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	134	44	90	0	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	77	0	77	0	0
1190	Abrasion/Wear (PSC/RC)	LF	10	0	10	0	0

(241) Driving surface- has an asphalt wearing surface with unsealed longitudinal and transverse cracking.

The wings are integral and are quantified with the structure.

Barrel #1-
has a horizontal hairline crack that extends the length of the barrel in the back wall, with intermittent vertical hairline cracks, 2’ of the cracking is quantified cs2 efflorescence. The top slab has 4 hairline transverse cracks. The visible portion barrel floor has minor abrasion. The bottom slab has minor gravel accumulation next to the division wall.
Wing walls-
The left integral wing wall has 2’ of vertical cracking.
The right integral wing wall has 4’ total of diagonal hairline cracking. The last 3’ of the wing wall is unobservable due to dirt build up.

Division wall #1- the division wall has intermittent vertical and horizontal hairline cracking.

Barrel #2-
has intermittent vertical and horizontal hairline cracking in the back wall for a total of 27'. The inlet end of the back wall has 1’ of cs2 efflorescence. The top slab has 2 transverse hairline cracks. The floor of barrel #2 has up to 18” of stream bed material build up.

Wing walls-
The left integral wing wall has 3’ total of hairline vertical and diagonal cracking.
The right integral wing has 5’ total of diagonal cracking. The last 3’ of the wing is not observable due to dirt build up.

Headwalls-
Left head wall- the grout is flaking off the top of the head wall.
Right head wall- the outer top edge has a small superficial spall near the mid section.

330	Metal Bridge Railing	LF	50	50	0	0	0
515	Steel Protective Coating	SF	150	150	0	0	0

(330) Left side metal railing- no deficiencies noted.

Right side metal railing- no deficiencies noted. The right ending approach railing has vehicle damage.

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Inspection Photos and Notes



Elevation.



Inventory.



Typical driving surface.



Typical undersurface.

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Channel, Right.



Channel, Left.



Typical bridge rail.



Barrel 1, Right, Wing Wall: Minor cracking. 3LF CS2

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Barrel 1, Back Wall: Minor cracking 3LF CS2



Intermediate Wall: Minor cracking. 5LF CS2



Barrel 2, Right: Cracking. 1LF CS3



Barrels 1 & 2: Hairline cracking.

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07/10/2025

Barrel 2, Left, Wing Wall: Minor cracking. 2LF CS2

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Maintenance Needs

Date Reported: 07/25/2023

Priority: D- Routine
Status: RepairDocumented

Type of Work: Channel Work/Drift Removal
Component: Channel

Deficiency Description

The division wall has drift accumulation.

Remarks

Carroll

7/10/2025 -



Drift has been removed.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	No
A-66 - Approach minor pothole/leveling needed	No

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 Painting Needed (No)

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

A-59 - Joint Repair Needed (No)

A-60 - Full Beam Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

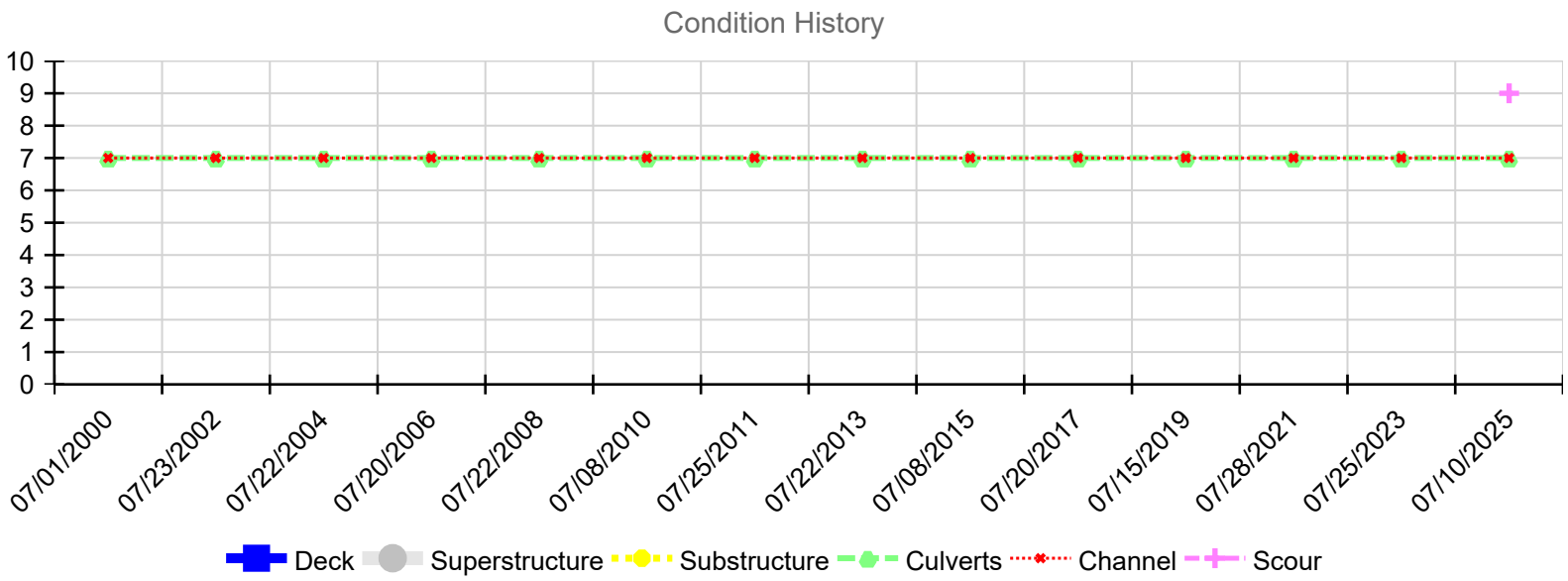
A-63 - Missing/Incorrect Log Mile Signage (No)

A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains? (No)

A-66 - Approach minor pothole/leveling needed (No)

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Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/10/2025	N	N	N	7	7	9
07/25/2023	N	N	N	7	7	N
07/28/2021	N	N	N	7	7	N
07/15/2019	N	N	N	7	7	N
07/20/2017	N	N	N	7	7	N
07/08/2015	N	N	N	7	7	N
07/22/2013	N	N	N	7	7	N
07/25/2011	N	N	N	7	7	N
07/08/2010	N	N	N	7	7	N
07/22/2008	N	N	N	7	7	N
07/20/2006	N	N	N	7	7	N
07/22/2004	N	N	N	7	7	N
07/23/2002	N	N	N	7	7	N
07/01/2000	N	N	N	7	7	N