



Latitude:34.30094, Longitude:-91.56618

Route:1 Section:00 Log:8.03

Arnold Road ID:1xLODGESCORNERRDx0xA, Arnold Log mile:2.071

District 02, 1 - Arkansas County

Owner: 2 - County Highway Agency

Inspection Direction: 4 - W to E

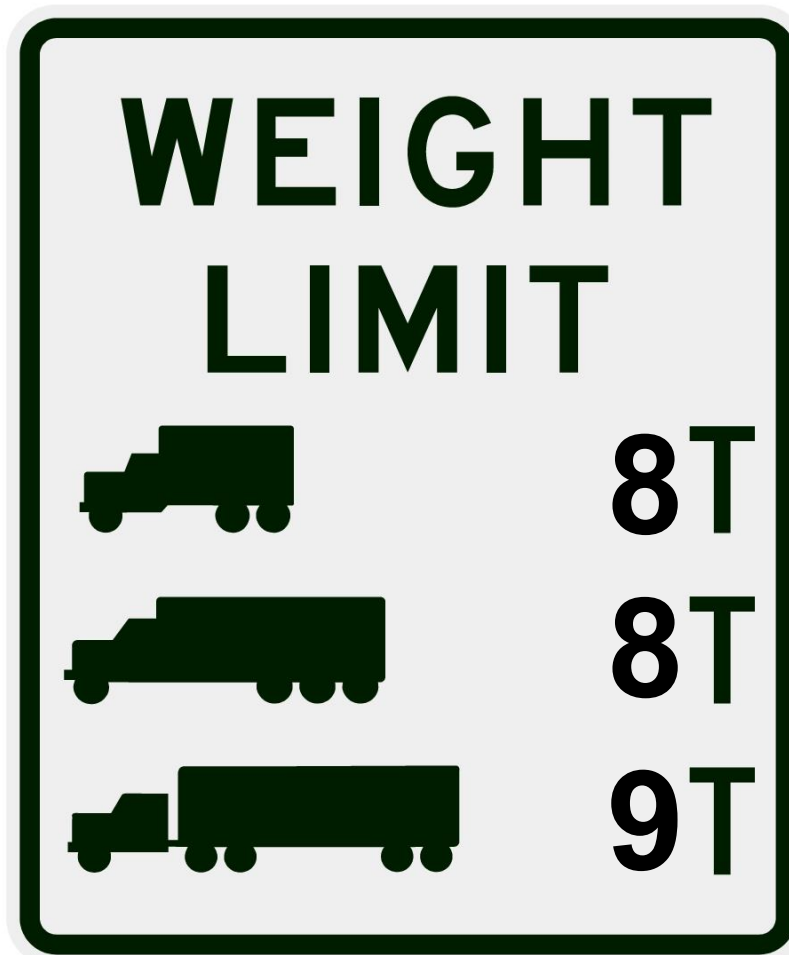
Bridge Posting Information

41 - Structure Open/Posted/Closed: P - Posted for load (may include other restrictions such a temporary bridges which are load posted)

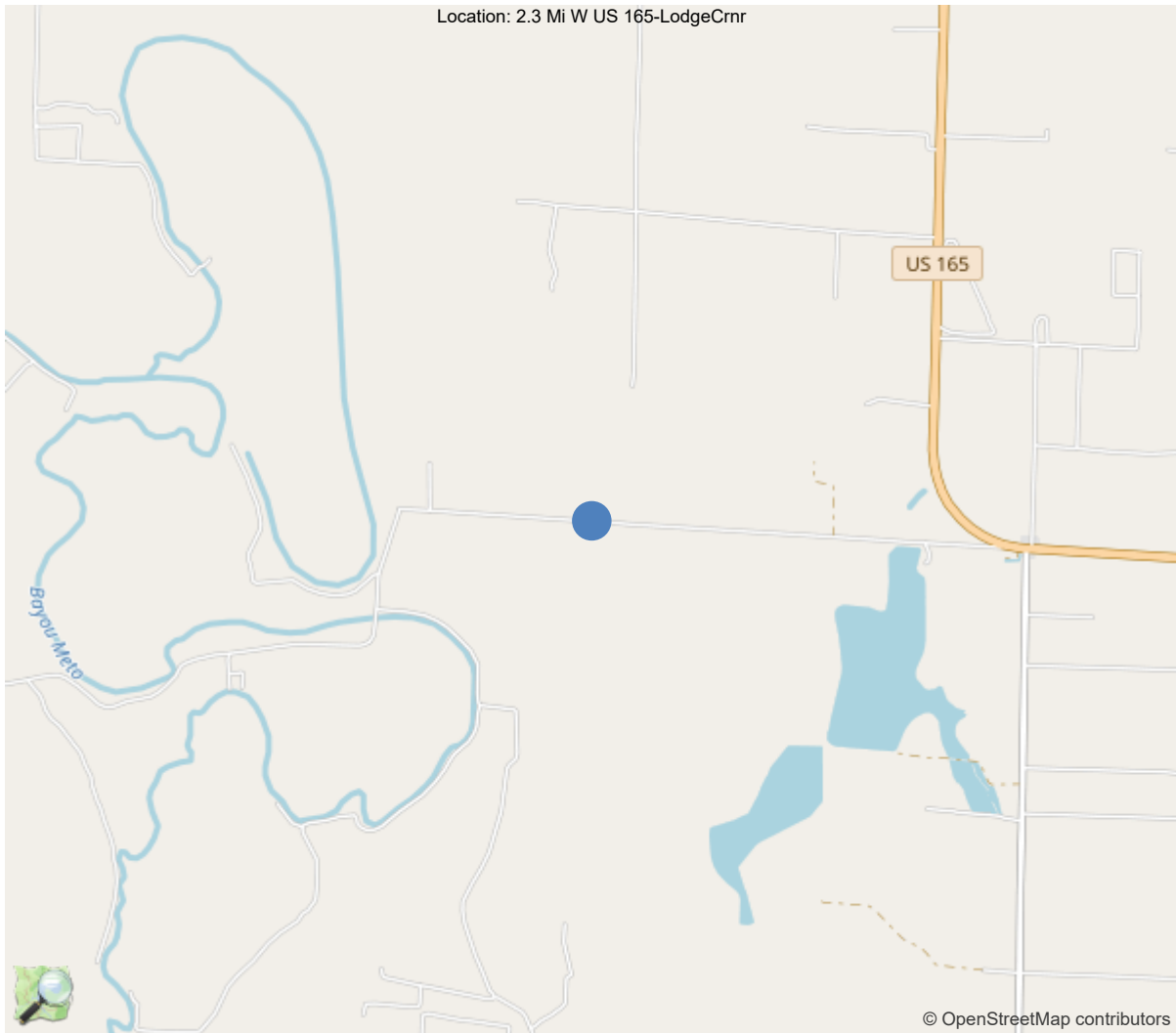
70 - Bridge Posting: 0 - > 39.9% below

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	8	8	8
Code 9 (31 Tons)	8	8	8
Code 5 (40 Tons)	9	9	9

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



34.30094, -91.56618



Asset #21890(Routine, NSTM)
Lodge CornerRd-CR1 over Slough
Location: 2.3 Mi W US 165-LodgeCnrr

Team Lead: Greg Loomis Inspection Date: 05/01/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	21890
(5) Inventory Route	1
(2) Highway Agency District	02 - District 02
(3) County Code	1 - Arkansas County
(4) Place Code	0
(6) Features Intersected	Slough
(7) Facility Carried	Lodge CornerRd-CR1
(9) Location	2.3 Mi W US 165-LodgeCnrr
(11) Mile Point	8.03 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.30094
(17) Longitude	-91.56618
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	30
Material	3 - Steel
Type	0 - Other
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
(107) Deck Structure Type	5 - Steel plate (includes orth
(108) Wearing Surface/Protective System	
Type of Wearing Surface	9 - Other
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1997
(106) Year Reconstructed	2017
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	226
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	12 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	35.6 ft
(49) Structure Length	50.7 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	22.6 ft
(52) Deck Width Out to Out	23.2 ft
(32) Approach Roadway Width (W/Shoulders)	22.8 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	99.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	5 - None present but re-evalua
(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	8 - Rural Minor Collector
(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	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	2 - County Highway Agency
(22) Owner	2 - County Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	7
(59) Superstructure	6
(60) Substructure	8
(61) Channel & Channel Protection	8
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0 - Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	11
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	7
(70) Bridge Posting	0 - > 39.9% below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - 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	163
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date	05/01/2024		
(91) Frequency	12		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	Yes	12	05/01/2024
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.			



Asset #21890(Routine, NSTM)

Lodge Corner Rd-CR1 over Slough

Location: 2.3 Mi W US 165-Lodge Crnr

Team Lead: Greg Loomis Inspection Date: 05/01/2024

General Observation

Bridge is logged from west to east.

Inspection of this structure can be performed by foot - a ladder may be used for closer access to some overhead elements. Normal water level requires use of waders.

05-31-2018 GGL-KLR: County forces reconstructed bridge - installed concrete abutments (changed span length) and widened bridged. Drawing updated and uploaded.

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

Deck is in good condition with some minor cracking of wearing surface (steel plates).

59 - Superstructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Superstructure is in satisfactory condition with some corrosion and section loss, mainly on right car.

60 - Substructure (8 - VERY GOOD CONDITION - no problems noted.)

Substructure is in very good condition with no notable problems.

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.)

Channel is in very good condition with no notable problems.

B.C.10 Channel Protection Condition Rating (8 - VERY GOOD - Some inherent defects.)

Rock rip-rap on both end-slopes.

B.C.14 - NSTM Inspection Condition (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

NSTM's are in satisfactory condition with some corrosion and section loss, mainly on right car.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (9 - No Scour.)

No scour.



Right side view



Roadway view



Deck - Span 1: Typical



Undersurface - Span 1: Typical



NSTM - Left car



NSTM - Right car



Channel - left side



Channel - right side



Sign 1



Sign 2



Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 - Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	

A-54 - Sealable Deck Cracks

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed



Asset #21890(Routine, NSTM)
Lodge Corner Rd-CR1 over Slough
Location: 2.3 Mi W US 165-Lodge Crnr
Team Lead: Greg Loomis Inspection Date: 05/01/2024

A-57 - Girder End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed

A-60 - Full Girder Painting Needed

A-61 - Polymer Overlay Advised

A-62 - Hydro and LMC Advised

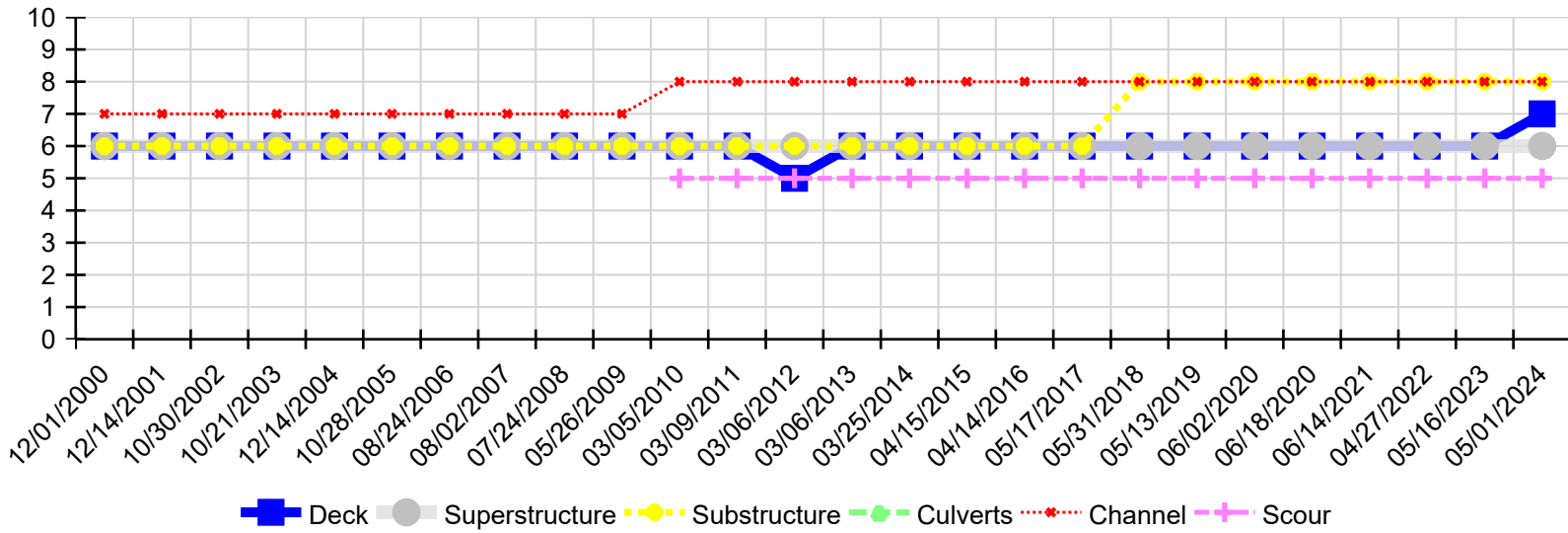
A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested



Asset #21890(Routine, NSTM)
Lodge CornerRd-CR1 over Slough
Location: 2.3 Mi W US 165-LodgeCnrr
Team Lead: Greg Loomis Inspection Date: 05/01/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/01/2024	7	6	8	N	8	5
05/16/2023	6	6	8	N	8	5
04/27/2022	6	6	8	N	8	5
06/14/2021	6	6	8	N	8	5
06/18/2020	6	6	8	N	8	5
06/02/2020	6	6	8	N	8	5
05/13/2019	6	6	8	N	8	5
05/31/2018	6	6	8	N	8	5
05/17/2017	6	6	6	N	8	5
04/14/2016	6	6	6	N	8	5
04/15/2015	6	6	6	N	8	5
03/25/2014	6	6	6	N	8	5
03/06/2013	6	6	6	N	8	5
03/06/2012	5	6	6	N	8	5
03/09/2011	6	6	6	N	8	5
03/05/2010	6	6	6	N	8	5
05/26/2009	6	6	6	N	7	N
07/24/2008	6	6	6	N	7	N
08/02/2007	6	6	6	N	7	N
08/24/2006	6	6	6	N	7	N
10/28/2005	6	6	6	N	7	N
12/14/2004	6	6	6	N	7	N
10/21/2003	6	6	6	N	7	N
10/30/2002	6	6	6	N	7	N
12/14/2001	6	6	6	N	7	N
12/01/2000	6	6	6	N	7	N



Asset #21890(Routine, NSTM)
Lodge Corner Rd-CR1 over Slough
Location: 2.3 Mi W US 165-LodgeCnr
Team Lead: Greg Loomis Inspection Date: 05/01/2024

NSTM Inspection Report and Procedure
Bridge No. 21890 2.3 Mi W US 165-LodgeCnr

A-128 - Description of Structure

Bridge # 21890 carries Lodge Corner Road - CR 1 over a slough. The total length is 50'-9" and the out-to-out width is 20'-4 5/8". The longest span is 40'-0". The bridge is logged from west to east.

Bridge # 21890 is a single span, simple bridge constructed of two former railroad box cars placed side-by-side.

Non-redundant steel tension members are bottom flange and webs of the center and side sills of each car.

Bottom flange and webs of the center and side sills will be visually, hands-on inspected for any evidence of cracking, rusting with section loss, or other deterioration. Welded, bolted, and riveted connections will be examined for any evidence of cracking, rusting with section loss, or other deterioration. Any holes (original, as constructed or added during service) in bottom flange and webs will be examined for the propagation of cracks. Special attention will be paid to areas that have been damaged or that have been cut or modified during service as a railroad car or during placement or service as a bridge.

Interior of center sills may be examined by the use of flashlight and inspection mirror, or by the use of a borescope. The extent of any cracking discovered may be determined by the use of dye penetrant.

Special attention: Bottom flanges of side and interior sills of both cars have several small, minor bends in various locations. Examine damaged areas for cracking.

A-129 - Range Of Dates, Personnel and Responsibilities

05-01-2024

Greg Loomis - Team Lead

Phillip Dowell - Assistant

Non-redundant steel tension members were inspected hands on by both team lead and assistant.

A-130 - Access Equipment

Non-redundant steel tension members were accessed by foot or by ladder from the channel underneath bridge. Normal water level requires use of waders or boat for inspection.

B.IR.02 - Fatigue Prone Details

Y - E/E' details are present

B.C.14 - NSTM Inspection Condition

6 - SATISFACTORY - Widespread minor or isolated moderate defects.

NSTM's are in satisfactory condition with some corrosion and section loss, mainly on right car.

B.IR.04 - Complex Feature

N - Bridge does not have complex feature

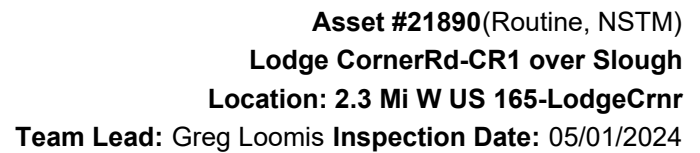
Reference Photos:



NSTM - Left car



NSTM - Right car

[illegible]



Asset #21890(Routine, NSTM)
Lodge CornerRd-CR1 over Slough
Location: 2.3 Mi W US 165-LodgeCrnr
Team Lead: Greg Loomis Inspection Date: 05/01/2024

Signatures

Signature

Printed Name

Date

Phillip Dowell

Phillip Dowell

05/02/2024

Greg Loomis

(Team Lead) Greg Loomis

05/02/2024
