



Latitude:35.94763, Longitude:-94.40255

Route:62 Section:01 Log:8.9

Arnold Road ID:72x62x1xA, Arnold Log mile:8.894

District 04, 143 - Washington County

Owner: 1 - State Highway Agency

Bridge Posting Information

Item 41: A - Open, no restriction

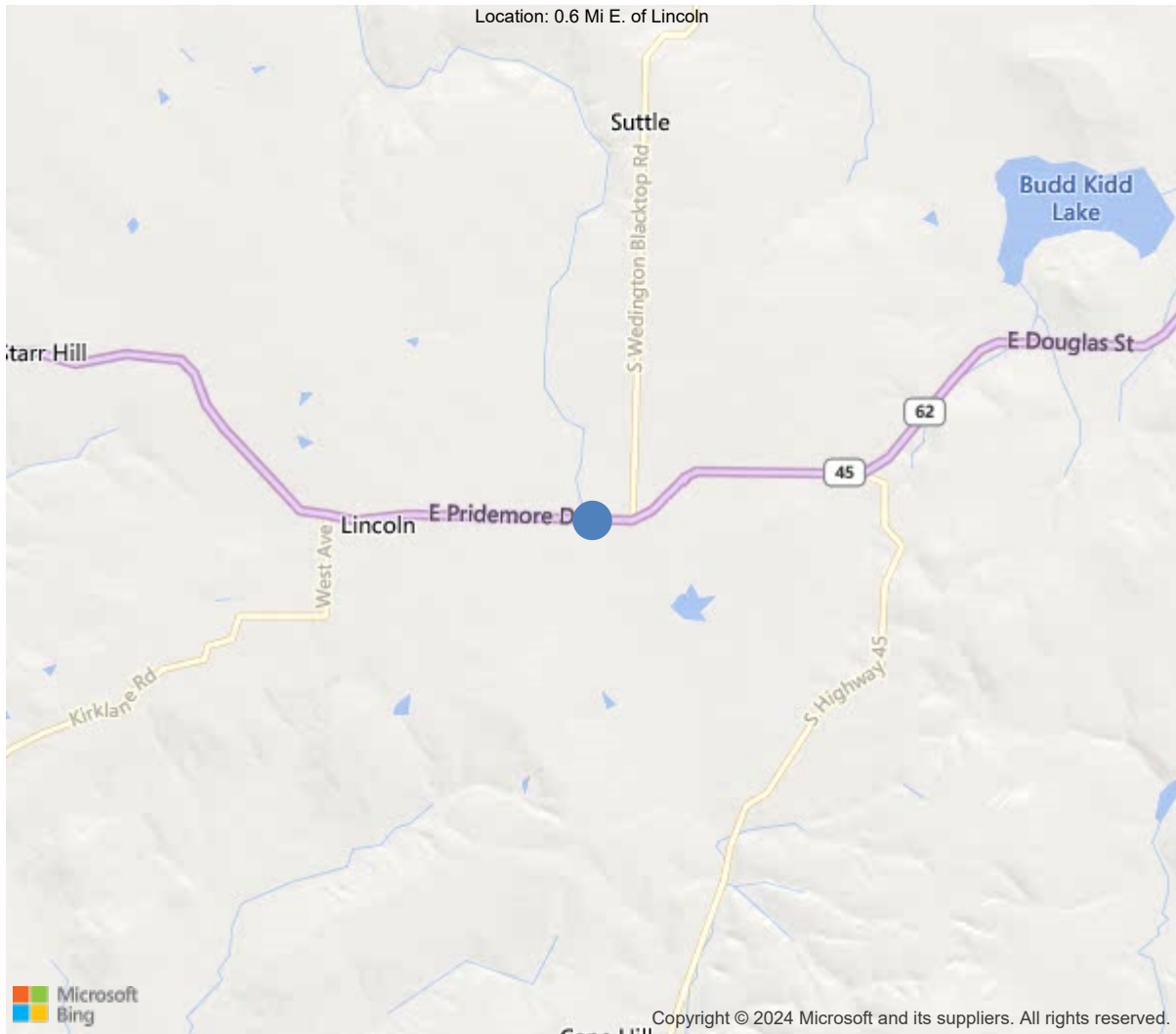
Item 70:5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	23		
Code 9 (31 Tons)	32		
Code 5 (40 Tons)	40		

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



35.94763, -94.40255



Asset #X1238(Routine)

U.S. 62-Wash. Co. over Moore Creek

Location: 0.6 Mi E. of Lincoln

Team Lead: Eric West, Inspection Date: 01/08/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	X1238
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	0
(6) Features Intersected	Moore Creek
(7) Facility Carried	U.S. 62-Wash. Co.
(9) Location	0.6 Mi E. of Lincoln
(11) Mile Point	8.9 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062010
(16) Latitude	35.94763
(17) Longitude	-94.40255
(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	2006
(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	6800
(30) Year of ADT	2018
(109) Truck ADT	12 %
(19) Bypass, Detour Length	40 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	11 ft
(49) Structure Length	43 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)	24 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	999 ft
(53) Min Vert Clear Over Bridge Rdwy	99.9 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	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	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	31
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	19
(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	6
(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	\$ 0
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	9423
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	01/08/2024		
(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.			



General Observation

01/08/2024 - EJW & JPW - Routine Inspection conducted on this date.

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.)
Channel is generally in good condition, banks are vegetated, vegetation partially restricts channel flow downstream.

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.)
Culvert is in good condition with a few vertical cracks in the walls and transverse cracks with efflorescence in the top slab.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	344	303	37	4	0
1080	Delamination/Spall/Patched Area	LF	3	0	3	0	0
1120	Efflorescence/Rust Staining	LF	8	0	4	4	0
1130	Cracking (RC and Other)	LF	30	0	30	0	0
(241) -Vertical hairline shrinkage cracks in the walls. -Transverse shrinkage cracks in the top slab. -Minor leakage in the top slab of barrel # 1 with minor efflorescence. -There are a few isolated areas of shallow honeycombing with no exposed reinforcing steel at the base of walls. -Diagonal cracks in both of the North end wing walls. -There are a few shallow spalls with no exposed reinforcing steel at the ends of the intermediate walls from apparent maintenance activities. -There is minor silt accumulation in all barrels. Barrel # 3 is the worst case with up to approximately 24" of streambed material accumulation at this inspection.							

**Culvert**

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Comment: Culvert is in good condition with a few vertical cracks in the walls and transverse cracks with efflorescence in the top slab.



Elevation



Roadway



Downstream



Upstream



Barrel # 4 typical.



Barrel # 3 typical.



Barrel # 2 typical.



Barrel # 1 typical.

Maintenance Needs

Date Reported: 12/02/2021

Priority: D- Routine

Type of Work: (Inactive) (Inactive) 1 - Clean

Status: Monitor

Component: Channel

Deficiency Description

Channel -

The inlet and outlet ends of channel are restricted by heavy vegetation. The interior of barrel # 3 has up to approximately 24" of streambed material accumulation at this inspection.

Remarks



Downstream



Heavy vegetation in channel on left side.



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



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Team Lead: Eric West, Inspection Date: 01/08/2024

A-57 - Beam End and Bearing Painting 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



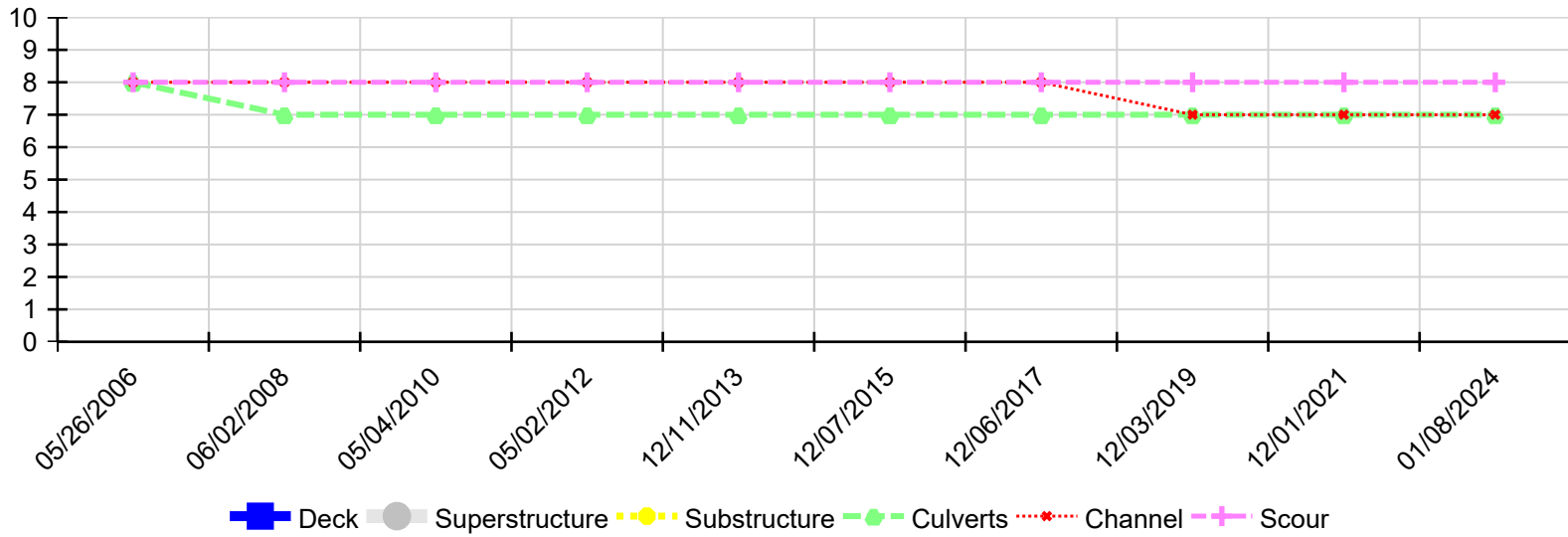
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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
01/08/2024	N	N	N	7	7	8
12/01/2021	N	N	N	7	7	8
12/03/2019	N	N	N	7	7	8
12/06/2017	N	N	N	7	8	8
12/07/2015	N	N	N	7	8	8
12/11/2013	N	N	N	7	8	8
05/02/2012	N	N	N	7	8	8
05/04/2010	N	N	N	7	8	8
06/02/2008	N	N	N	7	8	8
05/26/2006	N	N	N	8	8	8