



Latitude:36.42050, Longitude:-94.10614

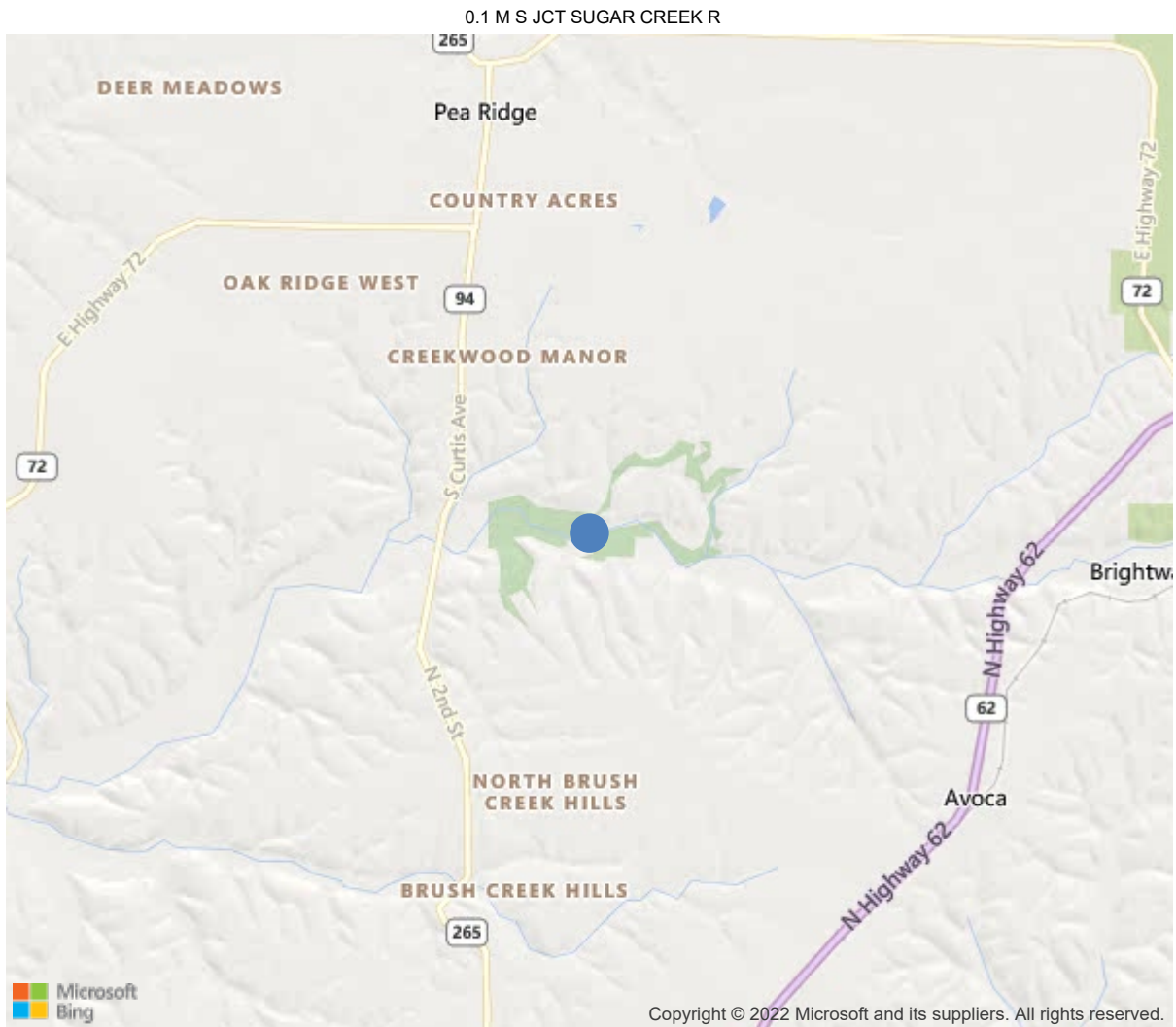
Route:44602 Section:00 Log:0.1

Arnold Road ID:4xPECKRDx1xA, Arnold Log mile:0.097

District 09, Benton County

Owner: 4-City or Municipal Highway Agency

Place Code: 54200 - Pea Ridge



36.42050, -94.10614

Inspection Direction : N to S



**Bridge #23560(Routine)**  
**P Rdge PECK RD over SUGAR CREEK**  
**Location: 0.1 M S JCT SUGAR CREEK R**

**Team Lead: Nathan Rowland Inspection Date: May 28, 2020**

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	23560
(5) Inventory Route	44602
(2) Highway Agency District	09
(3) County Code	7-Benton County, Arkansas
(4) Place Code	54200
(6) Features Intersected	SUGAR CREEK
(7) Facility Carried	P Rdge PECK RD
(9) Location	0.1 M S JCT SUGAR CREEK R
(11) Mile Point	0.1 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.4205
(17) Longitude	-94.1061388888889
(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	12
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	N-Not applicable (applies only to structur
AGE AND SERVICE	
(27) Year Built	1997
(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	30
(30) Year of ADT	2007
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	11 ft
(49) Structure Length	131 ft
(50) Curb or Sidewalk Width	
Left	9 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	25.6 ft
(52) Deck Width Out to Out	42 ft
(32) Approach Roadway Width (W/Shoulders)	23 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	36.4 ft
(53) Min Vert Clear Over Bridge Rdwy	99.9 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 water
(111) Pier Protection	1-Navigation protection not requ
(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 a S
(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	0-The inventory route is not part of
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	4-City or Municipal Highway Agency
(22) Owner	4-City or Municipal Highway Agency
(37) Historical Significance	4-Historical significance is not dete
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	8
(62) Culverts	6
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	29
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	12
Rating	18
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	8-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	ft
(94) Bridge Improvement Cost	\$
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	33
(115) Year of Future ADT	2027

INSPECTIONS *			
(90) Inspection Date			05/2020
(91) Frequency			24 Months
(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.			





Inventory looking South.



Upstream view





Downstream view



Downstream channel view.





Elevation view. Log mile from left to right.



Approach view in direction of log mile.





Typical view of driving surface.



Division wall #3 has map cracking with efflorescence.





Upstream channel view.



2' x 1' delamination in the backwall of barrel #1 at the outlet end.





2'x 1' delamination at inlet and outlet end of barrel #12 backwall.



Division wall #6 has map cracking with efflorescence at the outlet end.



**Maintenance Needs**

**Date Reported:** 05/09/2016  
**Priority:** D- Routine  
**Type of Work:** None  
**Status:** Monitor  
**Inspection Direction** N to S  
**Component:**

---

**Deficiency Description**

Division walls #3 and #6 on the down stream side have map cracking with efflorescence leaching.

**Remarks**

---



Headwall between barrels 5 & 6 - Cracking and leaching.



Division walls #3 on the down stream side have map cracking with efflorescence leaching.



**Date Reported:** 05/22/2018

**Priority:** D- Routine

**Type of Work:** None

**Status:** Monitor

**Inspection Direction** N to S

**Component:**

---

### Deficiency Description

Barrel #1 has a delamination at the top right corner at the outlet end.

Barrel #12 has a delamination at the top corners at the inlet and outlet ends.

### Remarks

---



Barrel #12 has a delamination at the top corners at the inlet and outlet ends.



Barrel #1 has a delamination at the top right corner at the outlet end.





Barrel #12 wall #13 right side at the southwest wingwall juncture large eliminated area.



Bridge #23560 (Routine)  
P Rdge PECK RD over SUGAR CREEK  
Location: 0.1 M S JCT SUGAR CREEK R

Team Lead: Nathan Rowland Inspection Date: May 28, 2020

Date Reported: 05/29/2020  
Priority: C - Important  
Type of Work: Repair  
Status: Open  
Inspection Direction N to S  
Component: Miscellaneous

---

### Deficiency Description

Bridge railing:  
-The left bridge railing has collision damage due to a high water event.

### Remarks

---



Railing left collision damage



Railing left collision damage





Bridge #23560(Routine)

P Rdge PECK RD over SUGAR CREEK

Location: 0.1 M S JCT SUGAR CREEK R

Team Lead: Nathan Rowland Inspection Date: May 28, 2020

### Inspection Comments

5-28-2020 - WNR & DBM :Routine inspection conducted this date .See notes for documentation.

Structure is Logged from North to South, and is accessible from the bottom slab.No bat activity noted.

---

### Culvert Notes

5-28-2020 - WNR & DBM :

Driving surface- no deficiencies noted.The entire left bridge railing, and the beginning and end sections of the right railing have been replaced due to flooding.The ending approach slab has a transverse crack.Barrel #1- has a 2' x 1' delamination in the backwall at the outlet end. The top slab has 2 hairline transverse cracks of which one has efflorescence. The backwall and division wall have one hairline vertical crack each. Minor stream bed material build up at the outlet end of the barrel floor. Bridge railing left has collision damage due to a high water event.

Barrel #2- has 2 hairline transverse cracks with efflorescence in the top slab. Minor stream bed material build up at the outlet end of the barrel floor.

Barrel #3- has 2 hairline transverse cracks with efflorescence in the top slab. Minor stream bed material build up at the outlet end of the barrel floor.

Barrel #4- has 2 hairline transverse cracks with efflorescence in the top slab. Division wall #3 has map cracking with efflorescence at the outlet end. Minor stream bed material build up at the outlet end of the barrel floor.

Barrel #5- has 2 hairline transverse cracks with efflorescence in the top slab. Minor stream bed material build up at the outlet end of the barrel floor.

Barrel #6- has 3 hairline transverse cracks with efflorescence and rust staining in the top slab. Minor stream bed material build up at the outlet end of the barrel floor.

Barrel #7- has 2 hairline transverse cracks with efflorescence in the top slab. Division wall #6 has map cracking with efflorescence at the outlet end. Minor stream bed material build up at the outlet end of the barrel floor.

Barrel #8- has 4 hairline transverse cracks in the top slab, of which 3 have efflorescence present. The division wall has 1 hairline vertical crack. Minor stream bed material build up for the majority of the barrel floor.

Barrel #9- has 4 hairline transverse cracks with efflorescence in the top slab. The division wall has 2 hairline vertical cracks. Minor stream bed material build up for the majority of the barrel floor.

Barrel #10- has 3 hairline transverse cracks with efflorescence in the top slab. Inlet end of barrel floor has minor abrasion. Minor stream bed material build up for the majority of the barrel floor.

Barrel #11- has 2 hairline transverse cracks with efflorescence in the top slab. The division wall has 2 hairline vertical cracks. Minor stream bed material build up for the majority of the barrel floor.

Barrel #12- has a 2' x 1' delamination at the inlet and outlet end in the backwall. The backwall has 21' of hairline horizontal cracking. The top slab has 1 hairline transverse crack with light efflorescence. Minor stream bed material build up at the outlet end of the barrel floor.