



Latitude:35.55889, Longitude:-93.43628

Route:76 Section:00 Log:7.248

Arnold Road ID:36xCOUNTY4400RDx1xA, Arnold Log mile:0.429

District 08, 71 - Johnson County

Owner: 2 - County Highway Agency

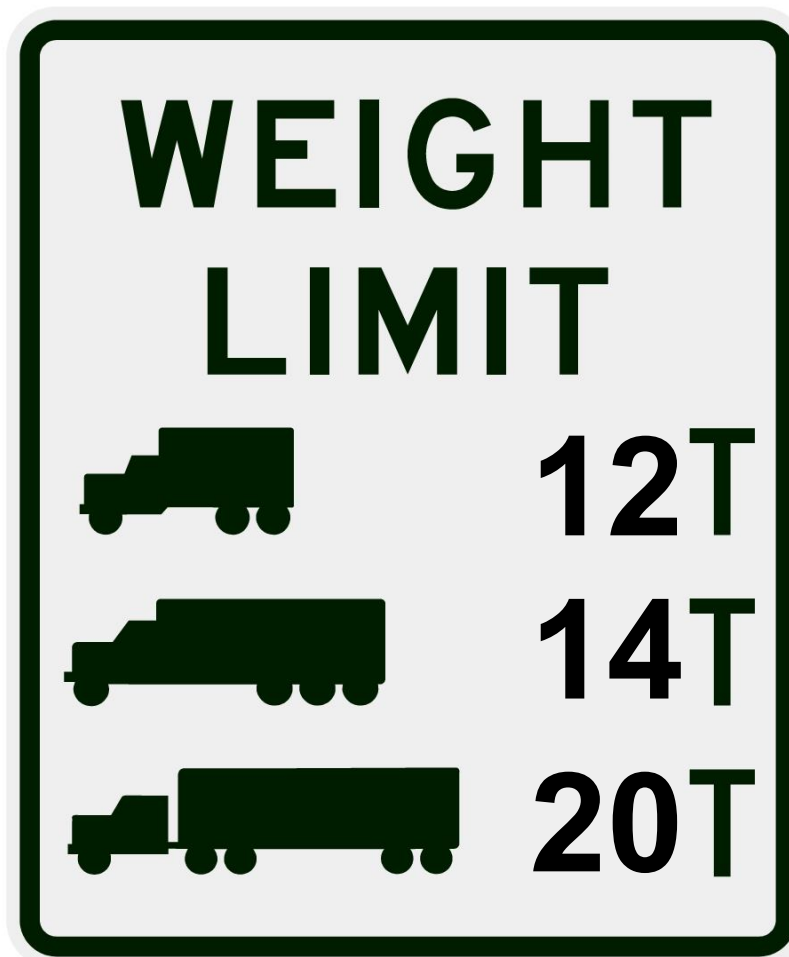
Bridge Posting Information

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

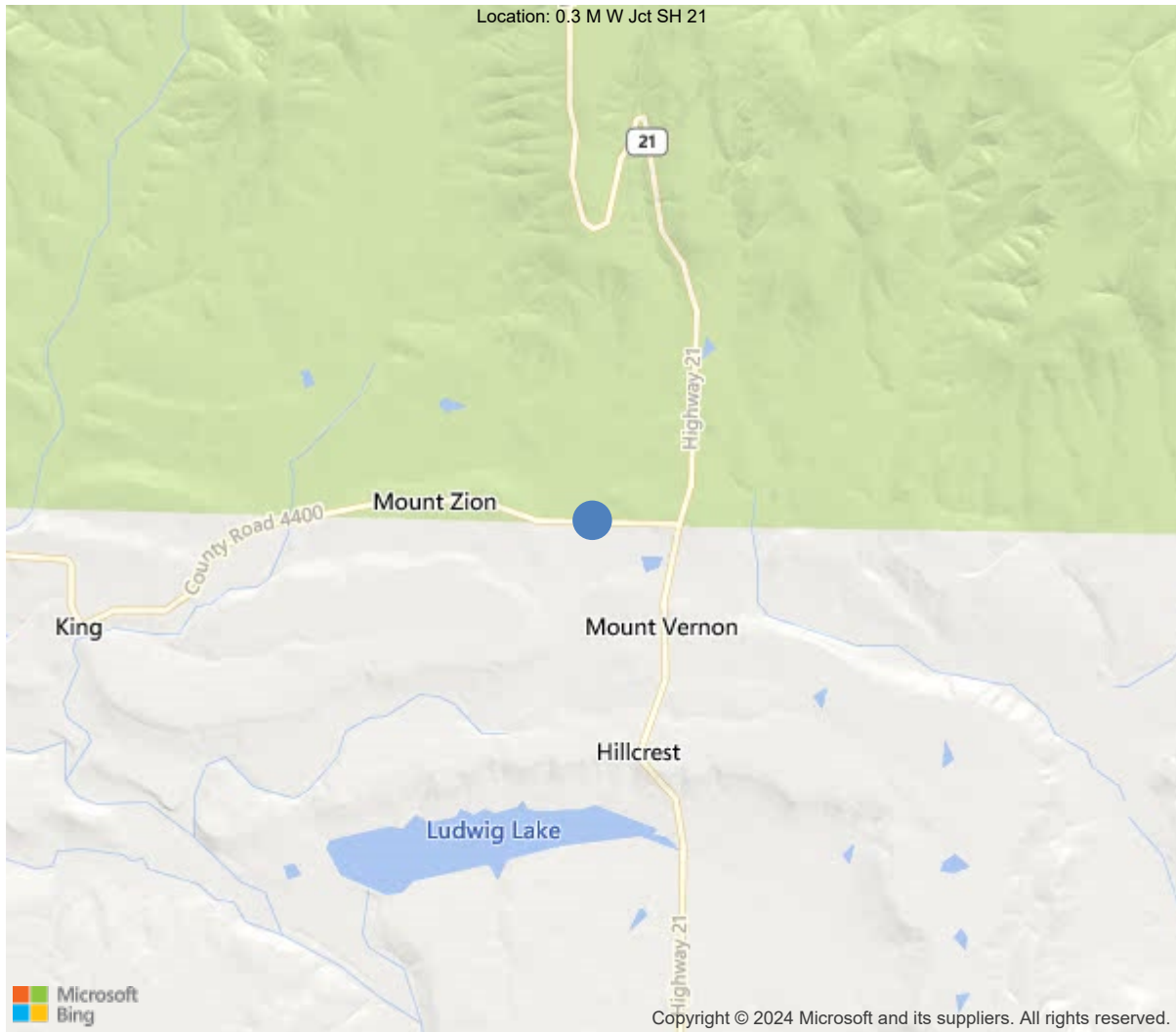
70 - Bridge Posting: 0 - > 39.9% below

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	12	12	12
Code 9 (31 Tons)	14	14	14
Code 5 (40 Tons)	20	20	20

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



35.55889, -93.43628



Asset #20655(Routine)

CR 4400 - D over Teagle Creek

Location: 0.3 M W Jct SH 21

Team Lead: Rhett Franks, Inspection Date: 01/25/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	20655
(5) Inventory Route	1
(2) Highway Agency District	08 - District 08
(3) County Code	71 - Johnson County
(4) Place Code	0
(6) Features Intersected	Teagle Creek
(7) Facility Carried	CR 4400 - D
(9) Location	0.3 M W Jct SH 21
(11) Mile Point	7.248 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.5588888888889
(17) Longitude	-93.4362777777778
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(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	2 - Concrete Precast Panels
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1987
(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	362
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	20 ft
(49) Structure Length	40 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	18.4 ft
(52) Deck Width Out to Out	19.5 ft
(32) Approach Roadway Width (W/Shoulders)	18 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	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	9 - Rural Local
(100) Defense Highway	0 - The inventory route is not
(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
(20) Toll	3 - On free road. The structure
(21) Maintain	2 - County Highway Agency
(22) Owner	2 - County Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	6
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	7
(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	16
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	10
(70) Bridge Posting	0 - > 39.9% below
(41) Structure Open/Posted/Closed	P - Posted for load (may include
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(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 to
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	64 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 109
(96) Total Project Cost	\$ 229
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	310
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date	01/25/2024		
(91) Frequency	12		
(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.			



41 - Structure Open/Posted/Closed (P)

All sign in place at this inspection.

58 - Deck (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Overall, the deck is in satisfactory condition with light map cracking throughout, ponding water, with dirt/gravel restricting the deck drains.

This structure has had a 5" to 6" concrete deck poured on top of RC channel unit.

Moderate transverse cracks in places of the wearing surface.

Minor to moderate longitudinal cracks in a few areas of the wearing surface.

Right side curb has a couple minor to moderate spalls one with exposed reinforcing steel.

Bolt on curb units have a few minor to moderate spalls in a few areas, typical on both sides of the bridge.

37.95 face to face

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the superstructure is in fair condition with deflection in the units up to 2 1/2" at mid span, tar covered flexural cracking and minor spalling around bolted connections.

Span 1 unit 2 has approximately 2 1/2" deflection at midspan, there has been no change since last inspection.

Span 1 has loose bolted connections.

Span 1 & 2 units have larger flexure cracks in the legs repaired/tared.

Span 1 unit 1 has moderate spall in the bottom of the right side stem.

Span 2 has some minor deflection in channel units.

Spans 1 & 2 minor hairline flexural cracking visvable in units that have not been sealed yet.

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Overall, the substructure is in satisfactory condition with minor spalling in the bearing areas, minor delaminated areas and light abrasion in the splash zone.

Bent 1 has a few minor spalls in the top of the abutment wall.

Bent 2 left has some minor deamination in the top of the pier wall.

Bent 3 has minor spall in the top of the wall under channel unit 3 left side stem.

Minor abrasion at the flow line of all bents.

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, minor aggradation on the inlet, footing exposed with no undermine, banks are well vegetated.



Asset #20655(Routine)

District: 08, County: 71 - Johnson County

Team Lead: Rhett Franks, Inspection Date: 01/25/2024

A-41 - Load rating date (YYYY-MM-DD) (2020-06-16)

Items 41 and 70 updated.

A-54 - Sealable Deck Cracks (Y)

Sealabe map cracking throughout the driving surface.

A-59 - Joint Repair Needed (Y)

Channel units need bolts tightened between units in both spans.

B.RH.01 Bridge Railings (i)

Grader blades are attaching the bridge railing.

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

Abutment 1 has insignificant scour, the footing is exposed but there is no undermining.



Team Lead: Rhett Franks, Inspection Date: 01/25/2024

Deck

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				CS1	CS2	CS3	CS4

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Elevation



Inventory



Inventory 2



Inventory 1



Typical map cracking through towering surface



Typical undersurface



Typical deck



Typical deck



Span 1 Units have lose bolted connections



Span 1 Units have lose bolted connections



Typical hairline flexure cracking 1' centers



Span 1 Unit 2 has 2 1/2 " deflection no change



Bent 3 Typical



Bent 2 Spalling in top of pier wall



Bent 1 Units 1,2 3 spalling in bearing area



Typical bridge railing

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	Yes
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	Yes
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 (Yes)

Sealabe map cracking throughout the driving surface.



Typical deck

A-55 - Deck Washing Needed

A-56 - Joint Cleaning/Flushing Needed

A-57 - Beam End and Bearing Painting Needed

A-58 - Cap Cleaning/Flushing Needed

A-59 - Joint Repair Needed (Yes)

Channel units need bolts tightened between units in both spans.



Span 1 Units have lose bolted connections

A-60 - Full Beam Painting Needed

A-61 - Polymer Overlay Advised



Asset #20655(Routine)

CR 4400 - D over Teagle Creek

Location: 0.3 M W Jct SH 21

Team Lead: Rhett Franks, Inspection Date: 01/25/2024

A-62 - Hydro and LMC Advised

A-63 - Missing/Incorrect Log Mile Signage

A-64 - Vegetation Removal Requested



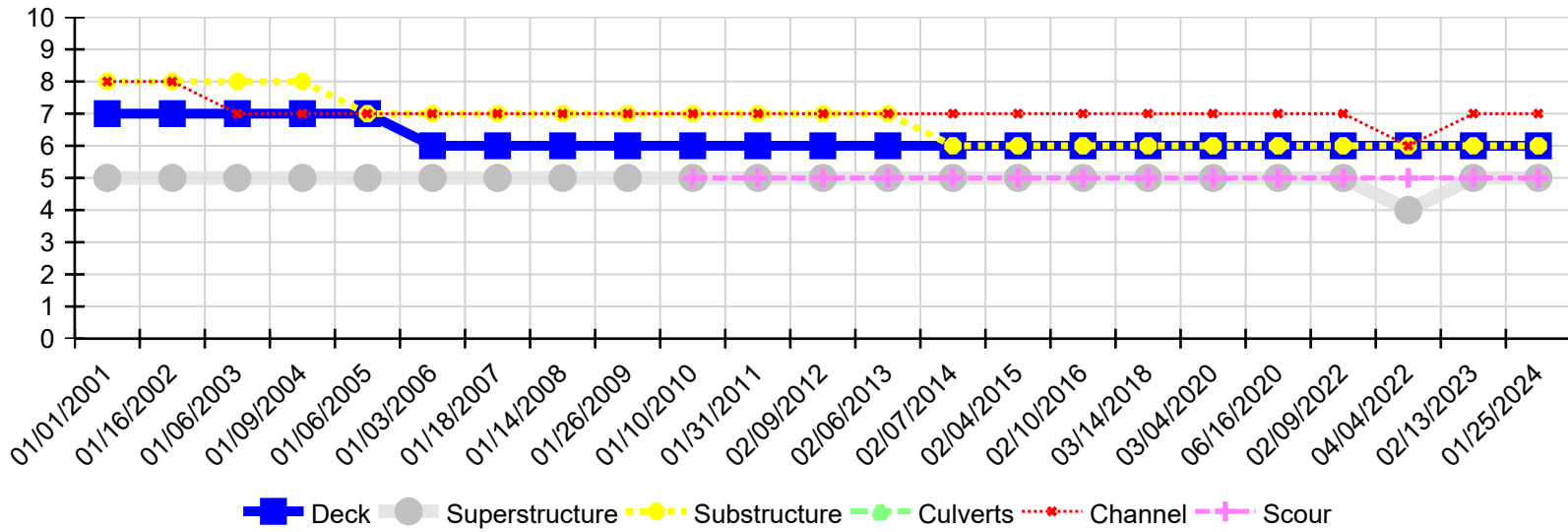
Asset #20655(Routine)

CR 4400 - D over Teagle Creek

Location: 0.3 M W Jct SH 21

Team Lead: Rhett Franks, Inspection Date: 01/25/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
01/25/2024	6	5	6	N	7	5
02/13/2023	6	5	6	N	7	5
04/04/2022	6	4	6	N	6	5
02/09/2022	6	5	6	N	7	5
06/16/2020	6	5	6	N	7	5
06/16/2020	6	5	6	N	7	5
03/04/2020	6	5	6	N	7	5
03/14/2018	6	5	6	N	7	5
02/10/2016	6	5	6	N	7	5
02/04/2015	6	5	6	N	7	5
02/07/2014	6	5	6	N	7	5
02/06/2013	6	5	7	N	7	5
02/09/2012	6	5	7	N	7	5
01/31/2011	6	5	7	N	7	5
01/10/2010	6	5	7	N	7	5
01/26/2009	6	5	7	N	7	N
01/14/2008	6	5	7	N	7	N
01/18/2007	6	5	7	N	7	N
01/03/2006	6	5	7	N	7	N
01/06/2005	7	5	7	N	7	N
01/09/2004	7	5	8	N	7	N
01/06/2003	7	5	8	N	7	N
01/16/2002	7	5	8	N	8	N
01/01/2001	7	5	8	N	8	N