



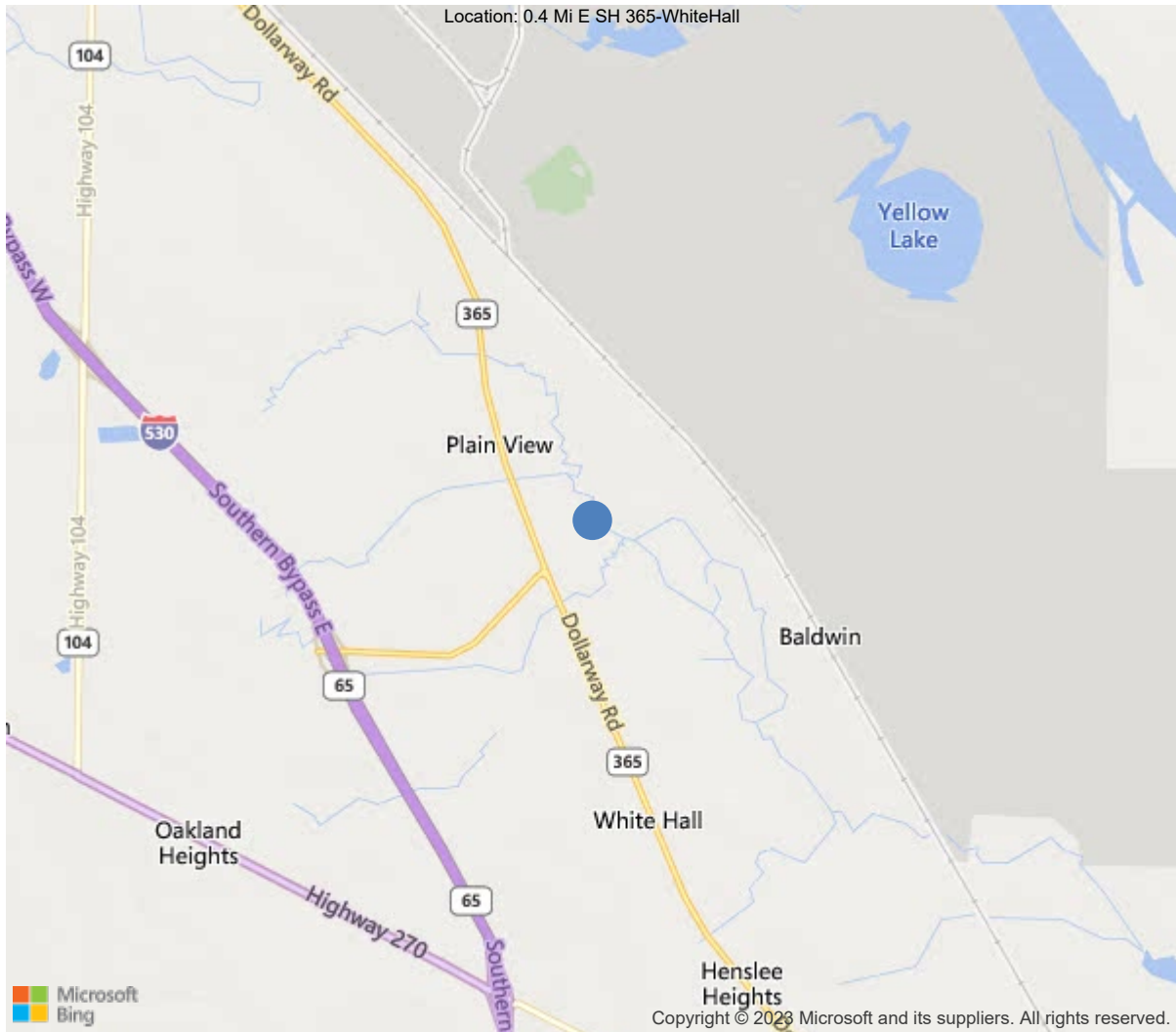
Latitude:34.29585, Longitude:-92.09611

Route:256 Section:01 Log:1.68

Arnold Road ID:35x256x1xA, Arnold Log mile:1.694

District 02, 69 - Jefferson County

Owner: 1 - State Highway Agency



34.29585, -92.09611





**Asset #M2572**(Routine, Underwater type 2)

**SH 256-01 LM 1.68 over Caney Creek**

**Location: 0.4 Mi E SH 365-WhiteHall**

**Team Lead: Greg Loomis, Inspection Date: 10/06/2022**

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2572
(5) Inventory Route	1
(2) Highway Agency District	02 - District 02
(3) County Code	69 - Jefferson County
(4) Place Code	0
(6) Features Intersected	Caney Creek
(7) Facility Carried	SH 256-01 LM 1.68
(9) Location	0.4 Mi E SH 365-WhiteHall
(11) Mile Point	1.68 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.29585
(17) Longitude	-92.09611
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	5
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1942
(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	1500
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	30 ft
(49) Structure Length	152 ft
(50) Curb or Sidewalk Width	
Left	4.5 ft
Right	4.5 ft
(51) Bridge Roadway Width Curb to Curb	28 ft
(52) Deck Width Out to Out	38.2 ft
(32) Approach Roadway Width (W/Shoulders)	34.1 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	36.1 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	17 - Urban 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	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	1 - Bridge is on the National
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	7
(61) Channel & Channel Protection	6
(62) Culverts	N
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	54
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	32
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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	31 - Replacement of bridge or
(76) Length of Structure Improvement	183 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 144
(96) Total Project Cost	\$ 537
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	3040
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	10/06/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* 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 **#M2572**(Routine, Underwater type 2)

**District:** 02, **County:** 69 - Jefferson County

**Team Lead:** Greg Loomis, **Inspection Date:** 10/06/2022

#### **General Observation**

Bridge is logged from west to east (southwest to northeast).

07-19-2018 GGL-KLR: An investigation has revealed this structure was built as Bridge # 02288 under Job # 2326 during the 1940s.

Structure number will not be changed as a result of this information.

Plans for Bridge # 02288 and an email concerning this has been attached.

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#### **A-46 - Asset Files**

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Asset #M2572(Routine, Underwater type 2)

SH 256-01 LM 1.68 over Caney Creek

Location: 0.4 Mi E SH 365-WhiteHall

Team Lead: Greg Loomis, Inspection Date: 10/06/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4575	4575	0	0	0
510	Wearing Surfaces	SF	4200	2446	0	1670	84
3210	Delam/Spall/Patched Area/Pothole	SF	84	0	0	0	84
3220	Crack (Wearing Surface)	SF	1670	0	0	1670	0
(16) Deck: 30'-6" wide (3'-9 1/2" STEP-UP each side) x 150' long = 4575 sqft. Wearing surface: 28' wide x 150' long = 4200 sqft.  Wearing surface: Some cracking/deterioration/spalling(potholes at bents, especially Bent 2 - 84 sqft CS4 spalling; 140 sqft CS3 cracking. Scattered large-scale map cracking across most of travel lanes - 1530 sqft CS3 cracking.							
110	Reinforced Concrete Open Girder/Beam	LF	750	706	0	44	0
1080	Delamination/Spall/Patched Area	LF	20	0	0	20	0
1090	Exposed Rebar	LF	20	0	0	20	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0
(110) Girders: 5 per span / Spans 1-5 (30' each = 150' total).  Span 1 Girders 1 & 5 @ Bent 1: Some minor- to moderate-sized cracking at the ends of girders - 2' at each location = 4' total CS3 cracking.  All spans: Some cracking/delamination/spalling on bottom of outside girders at drains, especially Span 2 Girder 5 @ 1/3 span - 1' each location/2 per span = 20' total CS3 spalling.  Some deterioration just out from sole plates on bottom of various girders (some reinforcing steel showing through) - 20' total CS3 exposed rebar.  Some scattered hairline-sized flexure cracks.							
215	Reinforced Concrete Abutment	LF	84	56	16	12	0
6000	Scour	LF	28	0	16	12	0
(215) Abutments: 32' each (with 5' wings each corner) / Bents 1 & 6.  Scour - End-slope - Span 5: Some erosion of slope material in various locations (exposure of underside of abutment & piling on right side) - 12' CS3 scour; 16' CS2 scour.							
227	Reinforced Concrete Pile	EA	20	15	5	0	0
1190	Abrasion/Wear (PSC/RC)	EA	5	0	5	0	0
(227) Piling: 5 per bent / Bents 2-5. Bent 3: Minor abrasion on piles.							
234	Reinforced Concrete Pier Cap	LF	128	128	0	0	0
(234) Caps: 32' each / Bents 2-5.							
305	Assembly Joint without Seal	LF	228	60	0	168	0
2350	Debris Impaction	LF	168	0	0	168	0



## Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	4575	4575	0	0	0
510	Wearing Surfaces	SF	4200	2446	0	1670	84
3210	Delam/Spall/Patched Area/Pothole	SF	84	0	0	0	84
3220	Crack (Wearing Surface)	SF	1670	0	0	1670	0
<p>(16) Deck: 30'-6" wide (3'-9 1/2" STEP-UP each side) x 150' long = 4575 sqft.  Wearing surface: 28' wide x 150' long = 4200 sqft.</p> <p>Wearing surface: Some cracking/deterioration/spalling(potholes at bents, especially Bent 2 - 84 sqft CS4 spalling; 140 sqft CS3 cracking.  Scattered large-scale map cracking across most of travel lanes - 1530 sqft CS3 cracking.</p>							



## Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	750	706	0	44	0
1080	Delamination/Spall/Patched Area	LF	20	0	0	20	0
1090	Exposed Rebar	LF	20	0	0	20	0
1130	Cracking (RC and Other)	LF	4	0	0	4	0
(110) Girders: 5 per span / Spans 1-5 (30' each = 150' total).							
Span 1 Girders 1 & 5 @ Bent 1: Some minor- to moderate-sized cracking at the ends of girders - 2' at each location = 4' total CS3 cracking.							
All spans: Some cracking/delamination/spalling on bottom of outside girders at drains, especially Span 2 Girder 5 @ 1/3 span - 1' each location/2 per span = 20' total CS3 spalling.							
Some deterioration just out from sole plates on bottom of various girders (some reinforcing steel showing through) - 20' total CS3 exposed rebar.							
Some scattered hairline-sized flexure cracks.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	84	56	16	12	0
6000	Scour	LF	28	0	16	12	0
(215) Abutments: 32' each (with 5' wings each corner) / Bents 1 & 6.							
Scour - End-slope - Span 5: Some erosion of slope material in various locations (exposure of underside of abutment & piling on right side) - 12' CS3 scour; 16' CS2 scour.							
227	Reinforced Concrete Pile	EA	20	15	5	0	0
1190	Abrasion/Wear (PSC/RC)	EA	5	0	5	0	0
(227) Piling: 5 per bent / Bents 2-5. Bent 3: Minor abrasion on piles.							
234	Reinforced Concrete Pier Cap	LF	128	128	0	0	0
(234) Caps: 32' each / Bents 2-5.							



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Location: 0.4 Mi E SH 365-WhiteHall

Team Lead: Greg Loomis, Inspection Date: 10/06/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4





Left side view



Roadway view



Deck - Spans 1-5: Typical



Soffit - Span 2: Typical





Wearing surface - Bent 2: Spalling



Wearing surface - Span 5: Cracking

**Maintenance Needs**

**Date Reported:** 10/29/2018

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Assigned

**Component:** Element

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**Deficiency Description**

Moveable bearings – Bents 2 back & ahead and Bents 3-5 ahead: Corrosion with pack rust between rockers and masonry plate - making movement of bearing difficult.

Fixed bearings – all bents: Corrosion with minor section loss (pitting & flaking).

10-29-2018 GGL-KLR: Changed priority from "D" to "C".

**Remarks**

Clean - repaint bearings- re-establish at the correct angle

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Bent 2 Bearings 4 (corrosion)



Bent 5 Bearings 3 (corrosion)





Bent 2 bearing 5 has heavy flaking rust.



Bent 2 bearing 2 has has heavy flaking corrosion .

**Maintenance Needs**

**Date Reported:** 10/29/2018

**Priority:** C - Important

**Type of Work:** Repair (General)

**Status:** Assigned

**Component:** Element

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**Deficiency Description**

Bent 2 Bearings 1-5 back: Bearings are leaned ahead right near limits.

10-29-2018 GGL-KLR: Changed priority from "D" to "C".

**Remarks**

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Bent 2 - Bearing 1 left: Corrosion and leaning



Bent 2 - Bearing 5 right: Corrosion and leaning



Bent 2 back side bearings (leaning ahead)





Bent 2 bearing 1 is leaning extremely.



**Maintenance Needs**

**Date Reported:** 10/07/2020

**Priority:** D- Routine

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

**Status:** Monitor

**Component:** Channel

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**Deficiency Description**

Channel - Bent/Span 3: Build-up of logs, limbs, and other debris against pile and under span, restricting water flow.

**Remarks**

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Tree and debris at bent 3 piles .



Channel - Bent 3: Debris build-up

**Maintenance Needs**

**Date Reported:** 10/31/2012

**Priority:** (Inactive) (Inactive) G - General/  
Preventive maintenance

**Status:** Monitor

**Type of Work:** Repair (General)

**Component:** Channel

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**Deficiency Description**

Channel/end-slope - Span 5: Some erosion of slope material in various locations (exposure of underside of abutment & piling on right side)

**Remarks**

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Abutment - Bent 5 : Erosion



Endslope - Bent 5 right (erosion/settlement)



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**SH 256-01 LM 1.68 over Caney Creek**

**Location: 0.4 Mi E SH 365-WhiteHall**

**Team Lead:** Greg Loomis, **Inspection Date:** 10/06/2022

## **Routine Maintenance**

Check Box Maintenance Items

<b>Type of Maintenance</b>	<b>Is recommended?</b>
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	



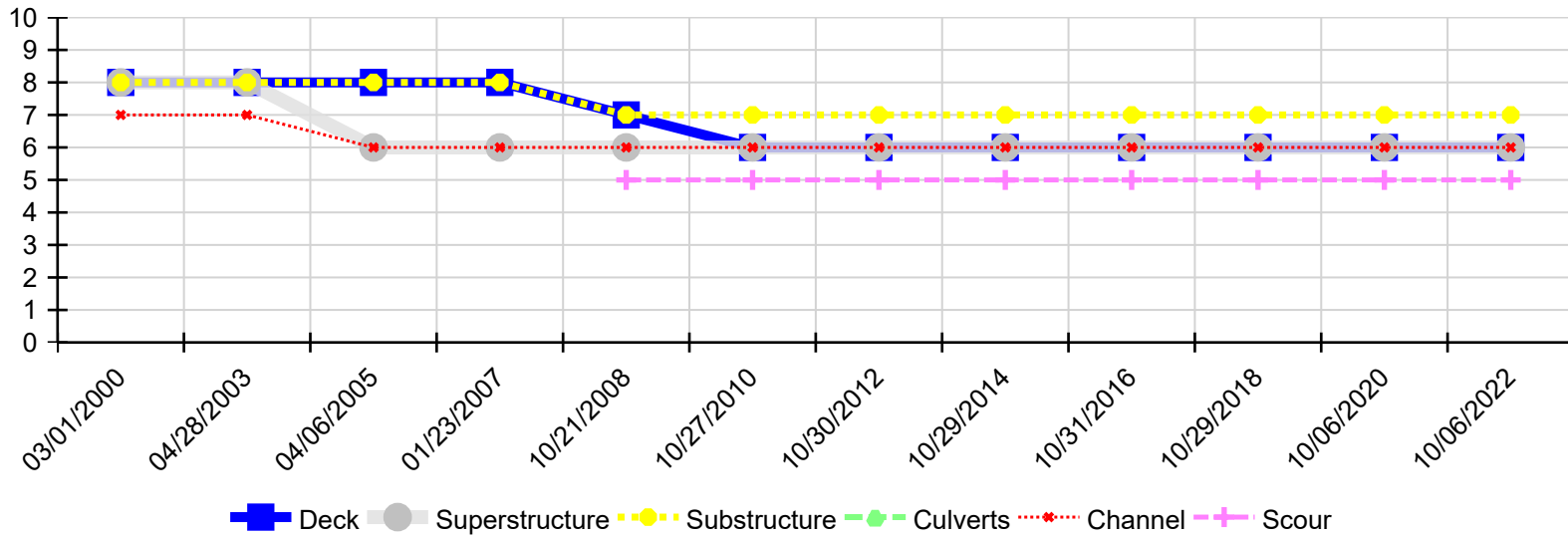
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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/06/2022	6	6	7	N	6	5
10/06/2020	6	6	7	N	6	5
10/29/2018	6	6	7	N	6	5
10/31/2016	6	6	7	N	6	5
10/29/2014	6	6	7	N	6	5
10/30/2012	6	6	7	N	6	5
10/27/2010	6	6	7	N	6	5
10/21/2008	7	6	7	N	6	5
01/23/2007	8	6	8	N	6	N
04/06/2005	8	6	8	N	6	N
04/28/2003	8	8	8	N	7	N
03/01/2000	8	8	8	N	7	N