



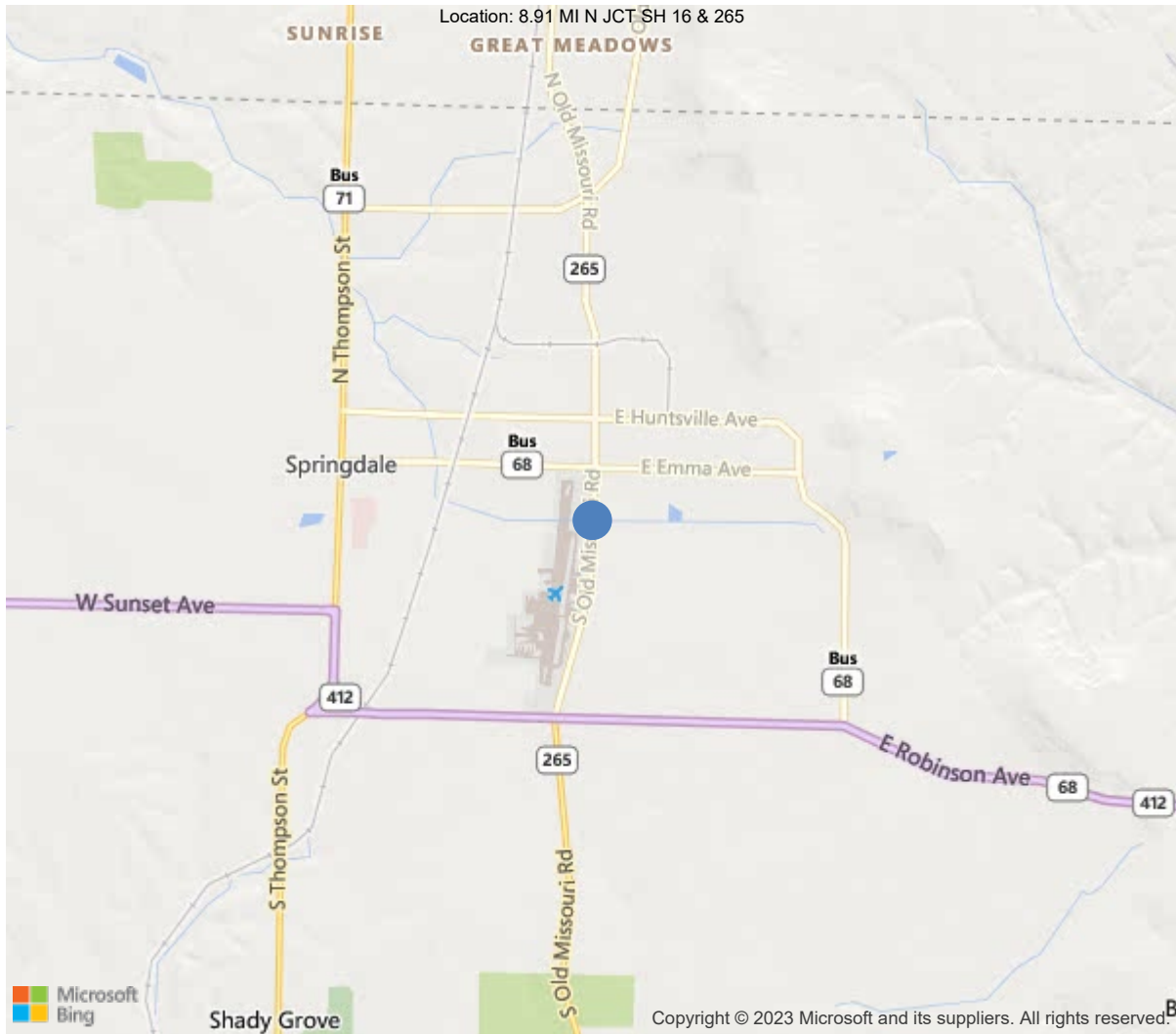
Latitude:36.18088, Longitude:-94.11631

Route:265 Section:02 Log:9

Arnold Road ID:72x265x2xA, Arnold Log mile:8.986

District 04, 143 - Washington County

Owner: 1 - State Highway Agency



36.18088, -94.11631



Asset #05519(Routine)

SH 265 - Wash. Co. over Spring Creek

Location: 8.91 MI N JCT SH 16 & 265

Team Lead: Rhett Franks, Inspection Date: 12/02/2021

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05519
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	143 - Washington County
(4) Place Code	63900
(6) Features Intersected	Spring Creek
(7) Facility Carried	SH 265 - Wash. Co.
(9) Location	8.91 MI N JCT SH 16 & 265
(11) Mile Point	9 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000265020
(16) Latitude	36.18088
(17) Longitude	-94.11631
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	21
Material	2 - Concrete continuous
Type	1 - Slab
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	3
(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 pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1973
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	4
Under	0
(29) Average Daily Traffic	22000
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	40 ft
(49) Structure Length	90 ft
(50) Curb or Sidewalk Width	
Left	4.3 ft
Right	4.3 ft
(51) Bridge Roadway Width Curb to Curb	44 ft
(52) Deck Width Out to Out	52.5 ft
(32) Approach Roadway Width (W/Shoulders)	44 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	51.8 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	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	14 - Urban Other Principal Art
(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	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	6
(61) Channel & Channel Protection	8
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(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	2
(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	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	112 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 341
(96) Total Project Cost	\$ 774
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	28129
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	12/02/2021		
(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 #05519(Routine)

District: 04, County: 143 - Washington County

Team Lead: Rhett Franks, Inspection Date: 12/02/2021

General Observation

11/06/2015 JPB & RWF-Routine Inspection Underwater Type 2 Inspections conducted on this date.

Underwater Inspection: No apperant noteworthy deficiencies this inspection.

A-46 - Asset Files

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Asset #05519(Routine)

SH 265 - Wash. Co. over Spring Creek

Location: 8.91 MI N JCT SH 16 & 265

Team Lead: Rhett Franks, Inspection Date: 12/02/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	4185	2621	1440	124	0
1080	Delamination/Spall/Patched Area	SF	8	0	0	8	0
1130	Cracking (RC and Other)	SF	726	0	610	116	0
1190	Abrasion/Wear (PSC/RC)	SF	830	0	830	0	0
<p>(38) 12/02/2021 - RWF & VLC - The driving surface has sealable longitudinal and transverse cracking. Hairline map cracking at approximately one foot centers at random locations throughout the deck. Minor spalls with delaminated areas in span 2. Light abrasion throughout the deck.</p> <p>12/03/2019 - MFF & JRT</p> <p>-The driving surface has seal-able transverse and longitudinal crack (no apparent spalls at this inspection)</p> <p>-Minor scaling is visible from the driving surface along the wheel paths in the North and South bound lanes.</p> <p>-Span 2 has three longitudinal cracks with efflorescence that is visible from the under-surface of the deck.</p> <p>-Bent 1 (South Abutment) has spalling with exposed reinforcing steel (Visible from the right side of the structure along the cantilever).</p> <p>There are sealable map cracks and longitudinal cracks on the driving surface of the deck. There is map cracking adjacent to the deck drains visible from the undersurface of the deck. There are vertical hairline flexure cracks visible in the edge of deck that range from approx. 12" to 24" centers near the mid-span of Span 2. Three longitudinal hairline cracks with light efflorescence are visible from the undersurface of Span 2. One softball size spall with exposed reinforcing steel at the Southeast edge of deck and one softball size spall with exposed reinforcing steel at the Northwest edge of deck. There is up to initial section loss to the exposed reinforcing steel.</p>							
205	Reinforced Concrete Column	EA	10	10	0	0	0
<p>(205) 12/02/2021- RWF & VLC - Columns have minor staining at water elevation.</p> <p>12/03/2019 - MFF & JRT</p> <p>-No apparent noteworthy deficiencies at this inspection</p> <p>Substructure columns have horizontal hairline cracks at approx. 12" centers. The columns at Bent 3 have light abrasion at the base of columns.</p>							
215	Reinforced Concrete Abutment	LF	110	94	6	10	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0



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SH 265 - Wash. Co. over Spring Creek

Location: 8.91 MI N JCT SH 16 & 265

Team Lead: Rhett Franks, Inspection Date: 12/02/2021

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>(215) 12/02/2021- RWF & VLC - Bent 4 left has a large pothole in the driving surface with approximately ten foot of road iron removed. There are longitudinal cracking in the surface of the backwall. Minor spalling with exposed reinforcing steel with initial section loss on the face of the abutments typical. Bent 4 left has minor erosion from drainage runoff. It is not undermined at this inspection.</p> <p>12/03/2019 - MFF & JRT.</p> <p>-Bent 1 (South Abutment) top of head wall has a failed asphalt repaired area in the South bound lane along with sealable transverse and longitudinal cracking.</p> <p>-Bent 4 (North Abutment) has 7 shallow spalls with initial section loss at each location. Top of head wall has sealable transverse and longitudinal cracking.</p> <p>The top of backwall (Driving surface) at Bent 1 has shallow spalls with no exposed reinforcing steel. Bent 4 has several spalls with exposed reinforcing steel in the stem wall. Spalls range from softball size up to approx. 10". The exposed reinforcing steel has active corrosion with flaking rust and initial section loss.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	60	60	0	0	0
<p>(220) 12/02/2021 - RWF & VLC - Footings are not visible at this inspection.</p> <p>12/03/2019 - MFF & JRT</p> <p>-Footings are not visible at this inspection.</p> <p>Footings have cover and are not visible.</p>							
302	Compression Joint Seal	LF	105	8	97	0	0
2310	Leakage	LF	35	0	35	0	0
2340	Seal Cracking	LF	62	0	62	0	0
<p>(302) 12/2/2021 - RWF & VLC - Compression joint seals have rips, tears, and appear raised in isolated locations. Leak water on caps.</p> <p>12/03/2019 - MFF & JRT</p> <p>-Both Bent 1 (South Abutment) and Bent 4 (North Abutment) compression joints are cracking and deteriorating. Both joints appear to be leaking water on top of the abutments.</p> <p>The compression joint seals at the abutments are deteriorated with cracking on the driving surface and adhesion failure that leaks water on the abutments.</p>							
310	Elastomeric Bearing	EA	8	3	5	0	0
7000	Damage	EA	5	0	5	0	0
<p>(310) 12/02/2021 - RWF & VLC - Bearings are not visible and no apparent noteworthy deficiencies at this inspection.</p> <p>12/03/2019 - MFF & JRT</p> <p>-Bearings appear to be a felt paper type of bearing and are not visible at this inspection (No apparent noteworthy deficiencies at this inspection).</p> <p>Elastomeric bearing pads are covered in dirt and are not visible at this inspection. No apparent noteworthy changes since last inspection.</p>							
330	Metal Bridge Railing	LF	172	168	4	0	0
1020	Connection	LF	4	0	4	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	<p>(330) 12/02/2021 - RWF & VLC - Scattered locations missing expansion sleeves. Bridge railing functioning as extended at time of inspection.</p> <p>12/03/2019 - MFF & JRT</p> <p>-Bent 2 (Left side of the structure) top metal bridge railing has separated and is missing its connection.</p> <p>The bridge railing has no apparent noteworthy deficiencies at this inspection.</p>						

SH 265 - Wash. Co. over Spring Creek

Location: 8.91 MI N JCT SH 16 & 265

Team Lead: Rhett Franks, **Inspection Date:** 12/02/2021

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	4185	2621	1440	124	0
1080	Delamination/Spall/Patched Area	SF	8	0	0	8	0
1130	Cracking (RC and Other)	SF	726	0	610	116	0
1190	Abrasion/Wear (PSC/RC)	SF	830	0	830	0	0
<p>(38) 12/02/2021 - RWF & VLC - The driving surface has sealable longitudinal and transverse cracking. Hairline map cracking at approximately one foot centers at random locations throughout the deck. Minor spalls with delaminated areas in span 2. Light abrasion throughout the deck.</p>							
<p>12/03/2019 - MFF & JRT</p> <p>-The driving surface has seal-able transverse and longitudinal crack (no apparent spalls at this inspection)</p> <p>-Minor scaling is visible from the driving surface along the wheel paths in the North and South bound lanes.</p> <p>-Span 2 has three longitudinal cracks with efflorescence that is visible from the under-surface of the deck.</p> <p>-Bent 1 (South Abutment) has spalling with exposed reinforcing steel (Visible from the right side of the structure along the cantilever).</p> <p>There are sealable map cracks and longitudinal cracks on the driving surface of the deck. There is map cracking adjacent to the deck drains visible from the undersurface of the deck. There are vertical hairline flexure cracks visible in the edge of deck that range from approx. 12" to 24" centers near the mid-span of Span 2. Three longitudinal hairline cracks with light efflorescence are visible from the undersurface of Span 2. One softball size spall with exposed reinforcing steel at the Southeast edge of deck and one softball size spall with exposed reinforcing steel at the Northwest edge of deck. There is up to initial section loss to the exposed reinforcing steel.</p>							



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Team Lead: Rhett Franks, Inspection Date: 12/02/2021

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	10	10	0	0	0
<p>(205) 12/02/2021- RWF & VLC - Columns have minor staining at water elevation.</p> <p>12/03/2019 - MFF & JRT</p> <p>-No apparent noteworthy deficiencies at this inspection</p> <p>Substructure columns have horizontal hairline cracks at approx. 12" centers. The columns at Bent 3 have light abrasion at the base of columns.</p>							
215	Reinforced Concrete Abutment	LF	110	94	6	10	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	4	0	4	0	0
<p>(215) 12/02/2021- RWF & VLC - Bent 4 left has a large pothole in the driving surface with approximately ten foot of road iron removed. There are longitudinal cracking in the surface of the backwall. Minor spalling with exposed reinforcing steel with initial section loss on the face of the abutments typical. Bent 4 left has minor erosion from drainage runoff. It is not undermined at this inspection.</p> <p>12/03/2019 - MFF & JRT.</p> <p>-Bent 1 (South Abutment) top of head wall has a failed asphalt repaired area in the South bound lane along with sealable transverse and longitudinal cracking.</p> <p>-Bent 4 (North Abutment) has 7 shallow spalls with initial section loss at each location. Top of head wall has sealable transverse and longitudinal cracking.</p> <p>The top of backwall (Driving surface) at Bent 1 has shallow spalls with no exposed reinforcing steel. Bent 4 has several spalls with exposed reinforcing steel in the stem wall. Spalls range from softball size up to approx. 10". The exposed reinforcing steel has active corrosion with flaking rust and initial section loss.</p>							
220	Reinforced Concrete Pile Cap/Footing	LF	60	60	0	0	0
<p>(220) 12/02/2021 - RWF & VLC - Footings are not visible at this inspection.</p> <p>12/03/2019 - MFF & JRT</p> <p>-Footings are not visible at this inspection.</p> <p>Footings have cover and are not visible.</p>							



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Team Lead: Rhett Franks, Inspection Date: 12/02/2021

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Bent 4 Right minor collision damage to approach bridge railing



Elevation



Bent 2 left honeycombing



Bent 1 right minor collision damage to approach guardrail



Inventory



Bent 4 compression joint is cracking and deteriorating. Joints appear to be leaking water on to the abutments.



Typical seal-able deck cracking throughout the structure.



Inventory with direction of log mile.



Typical undersurface



Bent 2 left bridge rail is separated.



Bent 1 (South Abutment) has spalling with exposed reinforcing steel (Visible from the right side of the structure along the cantilever).



Span 2 has three longitudinal cracking with efflorescence leach through.



Typical driving surface.



Bent 1 (South Abutment) and Bent 4 (North Abutment) compression joints both have cracking and appear to be leaking.



Elevation



Bent 4 (North Abutment) has 7 spalls with exposed reinforcing steel that has initial section loss at each location.



Typical deck



Span right transverse cracking typical



Typical longitudinal cracking



Span 2 Left lane minor Spalling



Span 2 Left approx 8ft delaminated area



Typical hairline map cracking



Typical cracking in the back wall



Bent 1 left abut pothole on back wall with approx 12 ft road iron removed



Typical undersurface



Span 2 Right cracking in edge of deck



Bent 4 mid span Spalling with exposed reinforcing steel



Bent 4 Spalling with exposed reinforcing steel

Maintenance Needs

Date Reported: 11/06/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

Deficiency Description

Bridge Railing

The bridge railing connection joints on the Left and Right sides of the bridge are separated.

Remarks



Bent 2 left bridge rail is separated.



The bridge railing convention joints on the Lt and Rt sides of the bridge are separated.



1/2 in misalignment

Maintenance Needs

Date Reported: 11/14/2013

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

Substructure

Bent # 4 has spalls with exposed reinforcing steel.

Remarks



Bent 4 (North Abutment) has 7 spalls with exposed reinforcing steel that has initial section loss at each location.



Bent 4 Spalling with exposed reinforcing steel

Maintenance Needs

Date Reported: 01/04/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

Deck

The driving surface of deck has sealable cracking in all spans.

Remarks



There are sealable map cracks and longitudinal cracks on the driving surface of the deck.



Typical seal-able deck cracking throughout the structure.



Bent 1 left adhesion failures

Maintenance Needs

Date Reported: 01/04/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

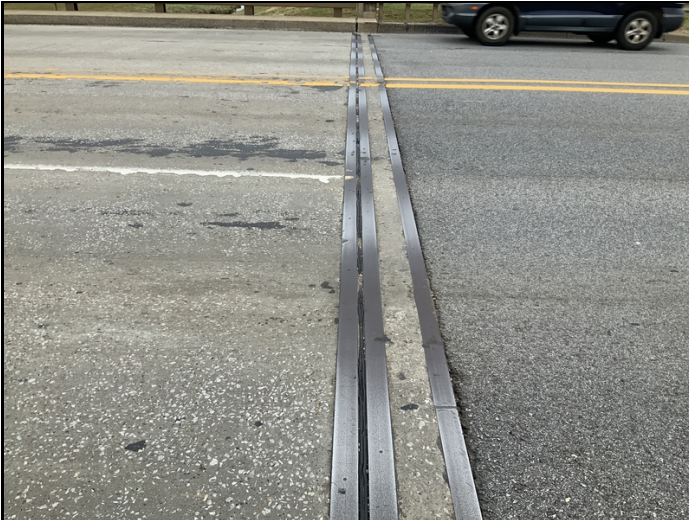
Component:

Deficiency Description

Expansion Joint Seals

The expansion joint material at the North and South abutments is cracked, deteriorated and leaks in locations.

Remarks



Typical compression joint seals.



Bent 1 (South Abutment) and Bent 4 (North Abutment) compression joints both have cracking and appear to be leaking.



The compression joint seals at the abutments are deteriorated with minor tears on the driving surface and minor adhesion failure that leaks water on the abutments.

Maintenance Needs

Date Reported: 01/04/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

Cantilever Concrete Sidewalk Support

Concrete cantilever sidewalk support on the Northwest and southeast corner of the structure has a softball size spall with exposed reinforcing steel.

Remarks



Bent 1 (South Abutment) has spalling with exposed reinforcing steel (Visible from the right side of the structure along the cantilever).



One softball size spall with exposed reinforcing steel at the Southeast edge of deck



One softball size spall with exposed reinforcing steel at the Northwest edge of deck.



Bent 1 south abutment Spalling with exposed steel



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Team Lead: Rhett Franks, Inspection Date: 12/02/2021

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	



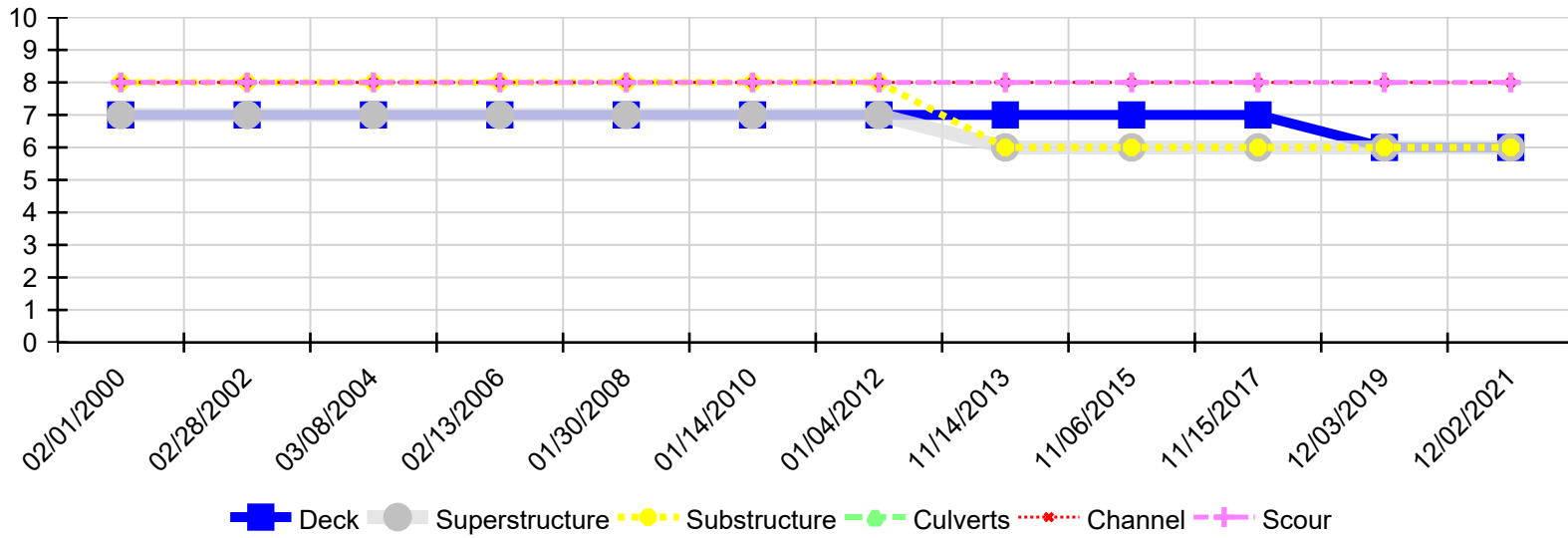
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Location: 8.91 MI N JCT SH 16 & 265

Team Lead: Rhett Franks, Inspection Date: 12/02/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/02/2021	6	6	6	N	8	8
12/03/2019	6	6	6	N	8	8
11/15/2017	7	6	6	N	8	8
11/06/2015	7	6	6	N	8	8
11/14/2013	7	6	6	N	8	8
01/04/2012	7	7	8	N	8	8
01/14/2010	7	7	8	N	8	8
01/30/2008	7	7	8	N	8	8
02/13/2006	7	7	8	N	8	8
03/08/2004	7	7	8	N	8	8
02/28/2002	7	7	8	N	8	8
02/01/2000	7	7	8	N	8	8