



Latitude:36.31734, Longitude:-93.01478

Route:7 Section:20 Log:9.718

Arnold Road ID:5x7x20xA, Arnold Log mile:9.16

District 09, 9 - Boone County

Owner: 1 - State Highway Agency

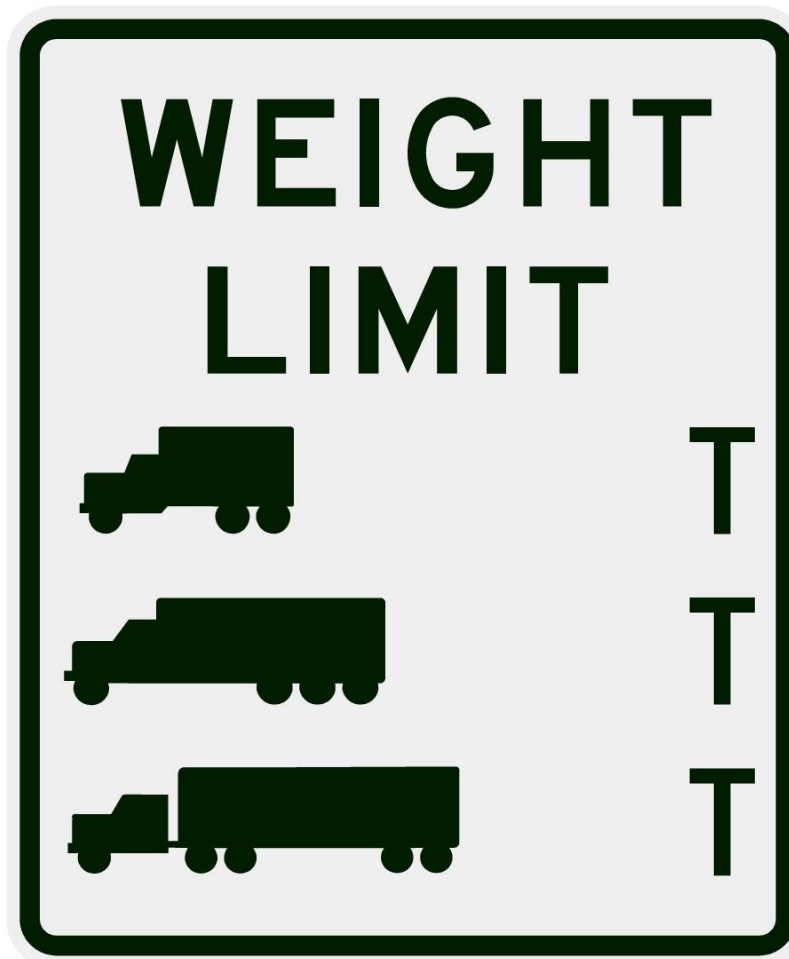
Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

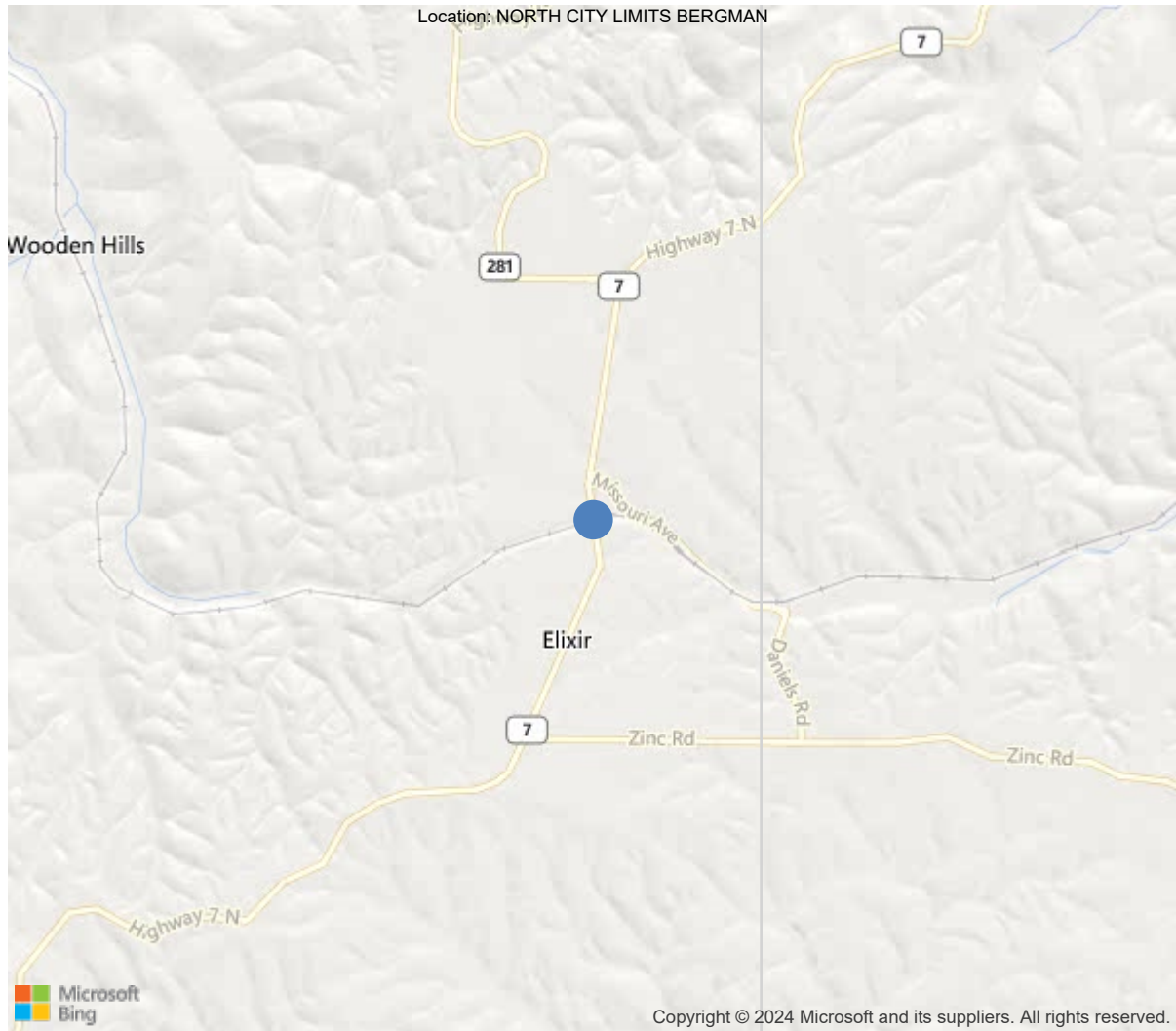
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	39		
Code 9 (31 Tons)	44		
Code 5 (40 Tons)	54		

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



36.31734, -93.01478



Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	01003
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	9 - Boone County
(4) Place Code	0
(6) Features Intersected	MO. & NO. AR R.R.
(7) Facility Carried	SH 7 Boone Co.
(9) Location	NORTH CITY LIMITS BERGMAN
(11) Mile Point	9.718 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.3173443294015
(17) Longitude	-93.0147827410698
(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	14
Material	1 - Concrete
Type	4 - Tee beam
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	4
(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	1930
(106) Year Reconstructed	0
(42) Type of Service	12
On	1 - Highway
Under	2 - Railroad
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	5000
(30) Year of ADT	2018
(109) Truck ADT	1 %
GEOMETRIC DATA	
(48) Length of Maximum Span	55 ft
(49) Structure Length	175 ft
(50) Curb or Sidewalk Width	
Left	1.2 ft
Right	1.2 ft
(51) Bridge Roadway Width Curb to Curb	25.9 ft
(52) Deck Width Out to Out	29 ft
(32) Approach Roadway Width (W/Shoulders)	25 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	26.2 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	21.98 ft
Ref:	
(55) Min Lat Underclear RT	9.8 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterway
(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	7 - Rural Major Collector
(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	5
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	56
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	34
(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	3
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	7
(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	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	206 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 125
(96) Total Project Cost	\$ 500
(97) Year of Improvement Cost Estimate	2002
(114) Future ADT	5856
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	09/19/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	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.			



Asset #01003(Routine)

District: 09, County: 9 - Boone County

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

General Observation

Structure is logged from South to North. RR under clearances are checked and verified at routine intervals.

No bat activity noted.

The emergency number for the M NA railroad is 1-800 -800 -349

X-ing # 435002S

A-46 - Asset Files

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Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	5075	1810	116	3149	0
1080	Delamination/Spall/Patched Area	SF	2293	0	0	2293	0
1090	Exposed Rebar	SF	121	0	0	121	0
1120	Efflorescence/Rust Staining	SF	851	0	116	735	0
510	Wearing Surfaces	SF	4550	4439	111	0	0
3220	Crack (Wearing Surface)	SF	111	0	111	0	0
<p>(16) Driving surface-</p> <p>-The driving surface of the deck has an indiscriminate asphalt overlay with reflective cracking at the joints with transverse cracks at random locations. The left and right gutter lines have been patched and repoured with sound concrete repairs for approximately 5' wide for the length of the structure, the repairs are deeper than the wearing surface. The left lane in span #3 has been patched and repoured for the full width of the lane.</p> <p>Right lane- has 917' of sound concrete patched areas in the gutter line. The curb has 48' of exposed rebar with 115' of spalling and deterioration. The deck at the joint area at the end of span #1 is in contact with the beginning of span #2, this condition is visible on the right curb section.</p> <p>Left lane- has 1,348' of sound concrete patched areas in the gutter line. The curb has 68' of spalling and deterioration with 61' of exposed rebar.</p> <p>Under surface-</p> <p>The patching in the driving surface of the deck and the heavy efflorescence on the underside of the deck are mostly in the same footage. The right deck over hang has a natural gas main attached.</p> <p>Span #1- the left deck overhang has heavy map cracking with efflorescence for a length of 28' and on the interior side of beam #1 for the length of the span (28'). The diaphragm over bent #1 has spalling with exposed rebar.</p> <p>Bay #3 has heavy efflorescence map cracking. 154' total efflorescence for the span. The left and right deck edges have 28' concrete deterioration with 3' of exposed rebar on the right side. The right side is the most notable.</p> <p>Span #2- has 284' total of efflorescence map cracking under the left and right overhangs and in bays #1,3. Bay #2 has 14' of transverse cracking with light efflorescence.</p> <p>Span #3- has 554' of transverse and map cracking with efflorescence mostly in the left and right overhangs and bays #1,3. Bay #2 has transverse cracks with light efflorescence and shallow exposed rebar.</p> <p>Span #4- has 335' of transverse and map cracking with efflorescence mostly in the left and right overhangs and bays #1,3. Bay #2 has transverse cracks with light efflorescence for the width of the bay.</p> <p>Span #5- has 291' of transverse and map cracking with efflorescence mostly in the left and right overhangs and bays #1,3. Bay #2 has transverse cracks with rust staining and light efflorescence for the width of the bay with 7' of exposed rebar.</p> <p>The exterior sides of the deck have areas of spalling due to concrete deterioration, the right side is the most notable.</p>							
110	Reinforced Concrete Open Girder/Beam	LF	700	465	0	235	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1090	Exposed Rebar	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	222	0	0	222	0



Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	6	0	0	6	0
<p>(110) All tee beams have hairline flexure cracking.</p> <p>Span #1-</p> <p>Beam #4 has 25' of heavy map cracking with efflorescence. Beam #1 has 5' of vertical efflorescence cracks. Beam #2 has exposed rebar at the end of the span over bent #1. Beam #3 has 1' of cs3 spalling over bent #1. The haunch areas at bent #1 have cracking and spalling.</p> <p>Span #2- beams #1,4 have 33' of horizontal efflorescence cracking at the top with intermittent vertical cracks with efflorescence. No deficiencies noted in beams #2,3.</p> <p>Span #3- beam #1 has 25' of efflorescence map cracking with intermittent vertical efflorescence cracks. Beams #2,3 have smoke discoloration.</p> <p>Beam #4 has 15' of efflorescence map cracking with intermittent vertical efflorescence cracks.</p> <p>Span #4- beam #1 has 12' of efflorescence map cracking at the top with intermittent vertical efflorescence cracks. Beams #2,3 have very few minor vertical hairline cracks with efflorescence. Tee beam #2 has a few small areas of shallow exposed rebar.</p> <p>Beam #4 has 15' of efflorescence map cracking at the top with intermittent vertical hairline efflorescence cracking.</p> <p>Span #5- beam #1 has 20' of efflorescence map cracking at the top with intermittent vertical efflorescence cracks. Beams #2,3,4 have very few vertical cracks with efflorescence. Beam #2 has 1' of exposed at the beginning of the span over bent #4. Beam #2 has a 3' long horizontal crack at the beginning of the span that extends into span #5. Beam #3 has 1' of shallow exposed rebar on the interior face and 1' of delamination on the exterior face with an additional 3' of cracking that extends into span #5. The exterior of beam #4 has a vertical delamination at the beginning of the beam over bent #4.</p>							
205	Reinforced Concrete Column	EA	12	3	2	7	0
1080	Delamination/Spall/Patched Area	EA	3	0	0	3	0
1090	Exposed Rebar	EA	4	0	0	4	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
<p>(205) Bent #1 columns-</p> <p>Column #1- has a vertical delamination.</p> <p>Column #2- has no deficiencies.</p> <p>Column #3- has horizontal hairline cracks.</p> <p>Column #4- has a vertical delamination.</p> <p>Bent #2 columns-</p> <p>Left column- has exposed rebar on both sides.</p> <p>Right column- has hairline cracking.</p> <p>Bent #3 columns-</p> <p>Left column- has exposed rebar on both sides.</p> <p>Right column- has exposed rebar on both sides.</p> <p>Bent #4 columns-</p> <p>Column #1- no deficiencies noted</p> <p>Column #2- has exposed rebar on the span #4 side.</p> <p>Column #3- has 2 vertical delaminations.</p> <p>Column #4- no deficiencies noted</p> <p>.</p>							
210	Reinforced Concrete Pier Wall	LF	40	0	29	11	0

Team Lead: Benjamin Smith, **Inspection Date:** 09/19/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	10	0	0	10	0
1130	Cracking (RC and Other)	LF	29	0	29	0	0
(210) The pier walls consist of 20' of web wall between the columns and on the exterior of the columns at bents #2,3.							
Pier wall #1 (at bent #2)- has 18' of horizontal cracking, 1' of exposed rebar and 1' of cs3 spalling on the span #2 side.							
Pier wall # 2 (at bent #3) - has 9' of exposed rebar and 11' of horizontal hairline cracks.							
215	Reinforced Concrete Abutment	LF	64	51	13	0	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
(215) Abutment #1- has 2' of diagonal efflorescence cracking and 4' of vertical hairline cracks. The left end of the abutment has 9' of embankment settlement that has exposed the concrete pile.							
Abutment #2- has 7' total of diagonal and vertical cracking in the bridge seat and back wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	3	3	0	0	0
(220) No deficiencies noted.							
234	Reinforced Concrete Pier Cap	LF	104	92	2	10	0
1080	Delamination/Spall/Patched Area	LF	8	0	0	8	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
(234) Bent #1 cap- has 1' of vertical hairline cracking. The right cap end has 2' of spalled deteriorated concrete.							
Bent #2 cap- no deficiencies noted. The left and right ends have efflorescence build up from leaching above the area.							
Bent #3 cap- has 1' of horizontal cracking on the left end.							
Bent #4 cap- has 2' of spalling with exposed rebar. The center section has 6' of horizontal delamination on the top edge and undersurface. The left and right ends have efflorescence build up.							
301	Pourable Joint Seal	LF	145	59	74	6	6
2310	Leakage	LF	16	0	4	6	6
2350	Debris Impaction	LF	70	0	70	0	0
(301) Abutment #1 pourable seal has 29' of impaction.							
Bent #1 pourable seal has 7' of impaction.							
Bent #2 pourable seal has 5' of impaction and 6' of cs4 leakage.							
Bent #3 pourable seal has 4' of cs2 leakage.							
Abutment #2 pourable seal has 29' of impaction.							
311	Movable Bearing	EA	2	0	2	0	0
1000	Corrosion	EA	2	0	2	0	0
(311) Bent #2 moveable bearings- The 2 bearings have a light rust coating and appear to be functioning as intended.							



Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	5075	1810	116	3149	0
1080	Delamination/Spall/Patched Area	SF	2293	0	0	2293	0
1090	Exposed Rebar	SF	121	0	0	121	0
1120	Efflorescence/Rust Staining	SF	851	0	116	735	0
510	Wearing Surfaces	SF	4550	4439	111	0	0
3220	Crack (Wearing Surface)	SF	111	0	111	0	0

(16) Driving surface-

-The driving surface of the deck has an indiscriminate asphalt overlay with reflective cracking at the joints with transverse cracks at random locations. The left and right gutter lines have been patched and repoured with sound concrete repairs for approximately 5' wide for the length of the structure, the repairs are deeper than the wearing surface. The left lane in span #3 has been patched and repoured for the full width of the lane.

Right lane- has 917' of sound concrete patched areas in the gutter line. The curb has 48' of exposed rebar with 115' of spalling and deterioration. The deck at the joint area at the end of span #1 is in contact with the beginning of span #2, this condition is visible on the right curb section.

Left lane- has 1,348' of sound concrete patched areas in the gutter line. The curb has 68' of spalling and deterioration with 61' of exposed rebar.

Under surface-

The patching in the driving surface of the deck and the heavy efflorescence on the underside of the deck are mostly in the same footage. The right deck over hang has a natural gas main attached.

Span #1- the left deck overhang has heavy map cracking with efflorescence for a length of 28' and on the interior side of beam #1 for the length of the span (28'). The diaphragm over bent #1 has spalling with exposed rebar.

Bay #3 has heavy efflorescence map cracking. 154' total efflorescence for the span. The left and right deck edges have 28' concrete deterioration with 3' of exposed rebar on the right side. The right side is the most notable.

Span #2- has 284' total of efflorescence map cracking under the left and right overhangs and in bays #1,3. Bay #2 has 14' of transverse cracking with light efflorescence.

Span #3- has 554' of transverse and map cracking with efflorescence mostly in the left and right overhangs and bays #1,3. Bay #2 has transverse cracks with light efflorescence and shallow exposed rebar.

Span #4- has 335' of transverse and map cracking with efflorescence mostly in the left and right overhangs and bays #1,3. Bay #2 has transverse cracks with light efflorescence for the width of the bay.

Span #5- has 291' of transverse and map cracking with efflorescence mostly in the left and right overhangs and bays #1,3. Bay #2 has transverse cracks with rust staining and light efflorescence for the width of the bay with 7' of exposed rebar.

The exterior sides of the deck have areas of spalling due to concrete deterioration, the right side is the most notable.

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
110	Reinforced Concrete Open Girder/Beam	LF	700	465	0	235	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
1090	Exposed Rebar	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	222	0	0	222	0
1130	Cracking (RC and Other)	LF	6	0	0	6	0

(110) All tee beams have hairline flexure cracking.

Span #1-
 Beam #4 has 25' of heavy map cracking with efflorescence. Beam #1 has 5' of vertical efflorescence cracks. Beam #2 has exposed rebar at the end of the span over bent #1. Beam #3 has 1' of cs3 spalling over bent #1. The haunch areas at bent #1 have cracking and spalling.

Span #2- beams #1,4 have 33' of horizontal efflorescence cracking at the top with intermittent vertical cracks with efflorescence. No deficiencies noted in beams #2,3.

Span #3- beam #1 has 25' of efflorescence map cracking with intermittent vertical efflorescence cracks. Beams #2,3 have smoke discoloration.
 Beam #4 has 15' of efflorescence map cracking with intermittent vertical efflorescence cracks.

Span #4- beam #1 has 12' of efflorescence map cracking at the top with intermittent vertical efflorescence cracks. Beams #2,3 have very few minor vertical hairline cracks with efflorescence. Tee beam #2 has a few small areas of shallow exposed rebar.
 Beam #4 has 15' of efflorescence map cracking at the top with intermittent vertical hairline efflorescence cracking.

Span #5- beam #1 has 20' of efflorescence map cracking at the top with intermittent vertical efflorescence cracks. Beams #2,3,4 have very few vertical cracks with efflorescence. Beam #2 has 1' of exposed at the beginning of the span over bent #4. Beam #2 has a 3' long horizontal crack at the beginning of the span that extends into span #5. Beam #3 has 1' of shallow exposed rebar on the interior face and 1' of delamination on the exterior face with an additional 3' of cracking that extends into span #5. The exterior of beam #4 has a vertical delamination at the beginning of the beam over bent #4.



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	12	3	2	7	0
1080	Delamination/Spall/Patched Area	EA	3	0	0	3	0
1090	Exposed Rebar	EA	4	0	0	4	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
(205) Bent #1 columns- Column #1- has a vertical delamination. Column #2- has no deficiencies. Column #3- has horizontal hairline cracks. Column #4- has a vertical delamination. Bent #2 columns- Left column- has exposed rebar on both sides. Right column- has hairline cracking. Bent #3 columns- Left column- has exposed rebar on both sides. Right column- has exposed rebar on both sides. Bent #4 columns- Column#1- no deficiencies noted Column #2-has exposed rebar on the span #4 side. Column #3- has 2 vertical delaminations. Column #4- no deficiencies noted .							
210	Reinforced Concrete Pier Wall	LF	40	0	29	11	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	10	0	0	10	0
1130	Cracking (RC and Other)	LF	29	0	29	0	0
(210) The pier walls consist of 20' of web wall between the columns and on the exterior of the columns at bents #2,3. Pier wall #1 (at bent #2)- has 18' of horizontal cracking, 1' of exposed rebar and 1' of cs3 spalling on the span #2 side. Pier wall # 2 (at bent #3) - has 9' of exposed rebar and 11' of horizontal hairline cracks.							
215	Reinforced Concrete Abutment	LF	64	51	13	0	0
1120	Efflorescence/Rust Staining	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	11	0	11	0	0
(215) Abutment #1- has 2' of diagonal efflorescence cracking and 4' of vertical hairline cracks. The left end of the abutment has 9" of embankment settlement that has exposed the concrete pile. Abutment #2- has 7' total of diagonal and vertical cracking in the bridge seat and back wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	3	3	0	0	0
(220) No deficiencies noted.							
234	Reinforced Concrete Pier Cap	LF	104	92	2	10	0



Elevation view. Log mile from left to right.



Approach view in direction of log mile.



View of the deck.



View of driving surface.



View looking East.



View looking West.



Approach view in direction of log mile.



Approach view in direction of log mile.



Emergency number for RR.



Elevation view. Log mile from left to right.



Typical view of efflorescence cracking in the left and right deck edges.



Typical view of joint seals.

Maintenance Needs

Date Reported: 09/24/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

The left & right side curb sections are deteriorating with areas of exposed rebar at spans #1 #3 & #5.

Remarks



View of deterioration with exposed rebar in the left and right curb sections.



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SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

Maintenance Needs

Date Reported: 09/24/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

Tee beams #1,4 have a heavy concentration of efflorescence map cracking at most locations.
Span #3 concrete girders have minor deterioration with random efflorescence cracking in the tee beams.

Remarks





Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

Maintenance Needs

Date Reported: 09/08/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

The right end of the bent #1 cap has concrete deterioration for 2'.

Remarks





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SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

Maintenance Needs

Date Reported: 09/08/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

The bent #4 cap has longitudinal de lamination on the vertical face and under surface of the cap.

Remarks



Maintenance Needs

Date Reported: 09/08/2014

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component:

Deficiency Description

Tee beam #4 has a vertical delamination at the beginning of span #5 over bent #4.

Tee beams #2,3 both have a 3' long longitudinal crack that extends from over bent #4 into span #5.

Remarks



3' long horizontal crack at the beginning of span #5 in beam #3. Beam #2 also has the same crack at the same location.



Vertical delamination on beam #4 at the beginning of span #5 over bent #4.



Vertical delamination on tee beam #4 over bent #4.



Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, **Inspection Date:** 09/19/2022

Maintenance Needs

Date Reported: 09/21/2022

Priority: D- Routine

Status: Open

Type of Work: Repair (General)

Component:

Deficiency Description

Pier wall #3 has areas of exposed rebar, the columns at pier #3 have exposed rebar.

Remarks



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



Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

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



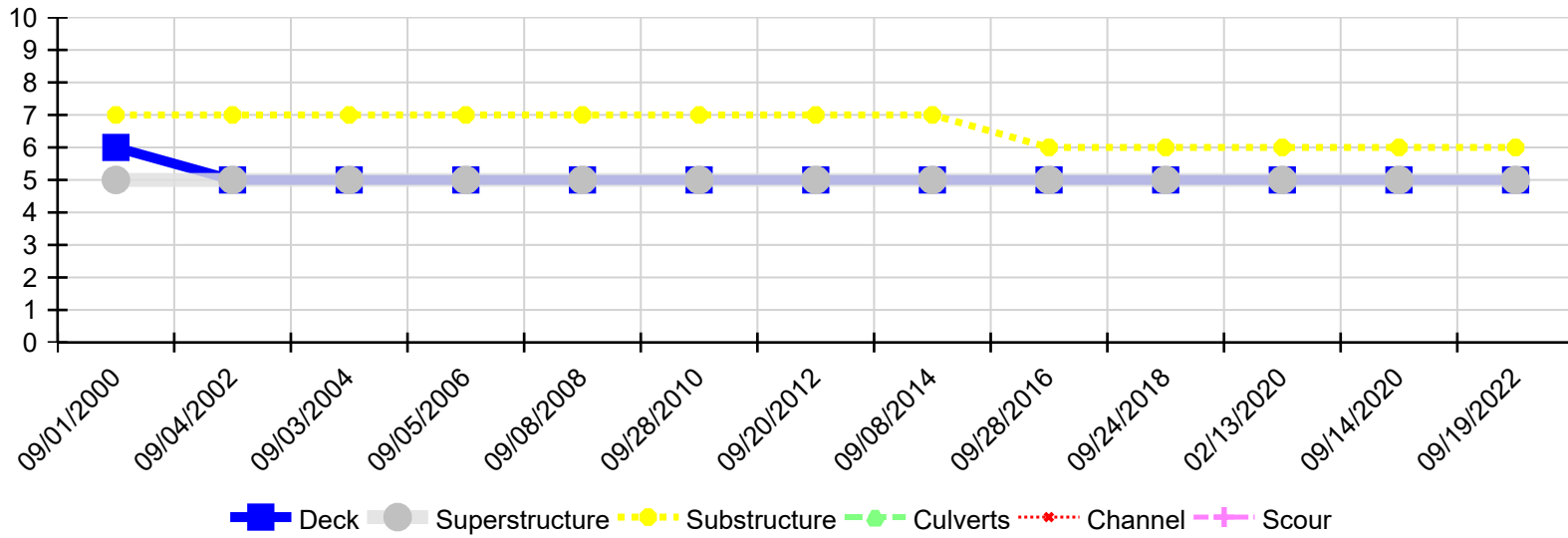
Asset #01003(Routine)

SH 7 Boone Co. over MO. & NO. AR R.R.

Location: NORTH CITY LIMITS BERGMAN

Team Lead: Benjamin Smith, Inspection Date: 09/19/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/19/2022	5	5	6	N	N	N
09/14/2020	5	5	6	N	N	N
02/13/2020	5	5	6	N	N	N
09/24/2018	5	5	6	N	N	N
09/28/2016	5	5	6	N	N	N
09/08/2014	5	5	7	N	N	N
09/20/2012	5	5	7	N	N	N
09/28/2010	5	5	7	N	N	N
09/08/2008	5	5	7	N	N	N
09/05/2006	5	5	7	N	N	N
09/03/2004	5	5	7	N	N	N
09/04/2002	5	5	7	N	N	N
09/01/2000	6	5	7	N	N	N