



Latitude:36.37161, Longitude:-92.95438

Route:7 Section:20 Log:15.586

Arnold Road ID:5x7x20xA, Arnold Log mile:15.039

District 09, 9 - Boone County

Owner: 1 - State Highway Agency

Bridge Posting Information

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

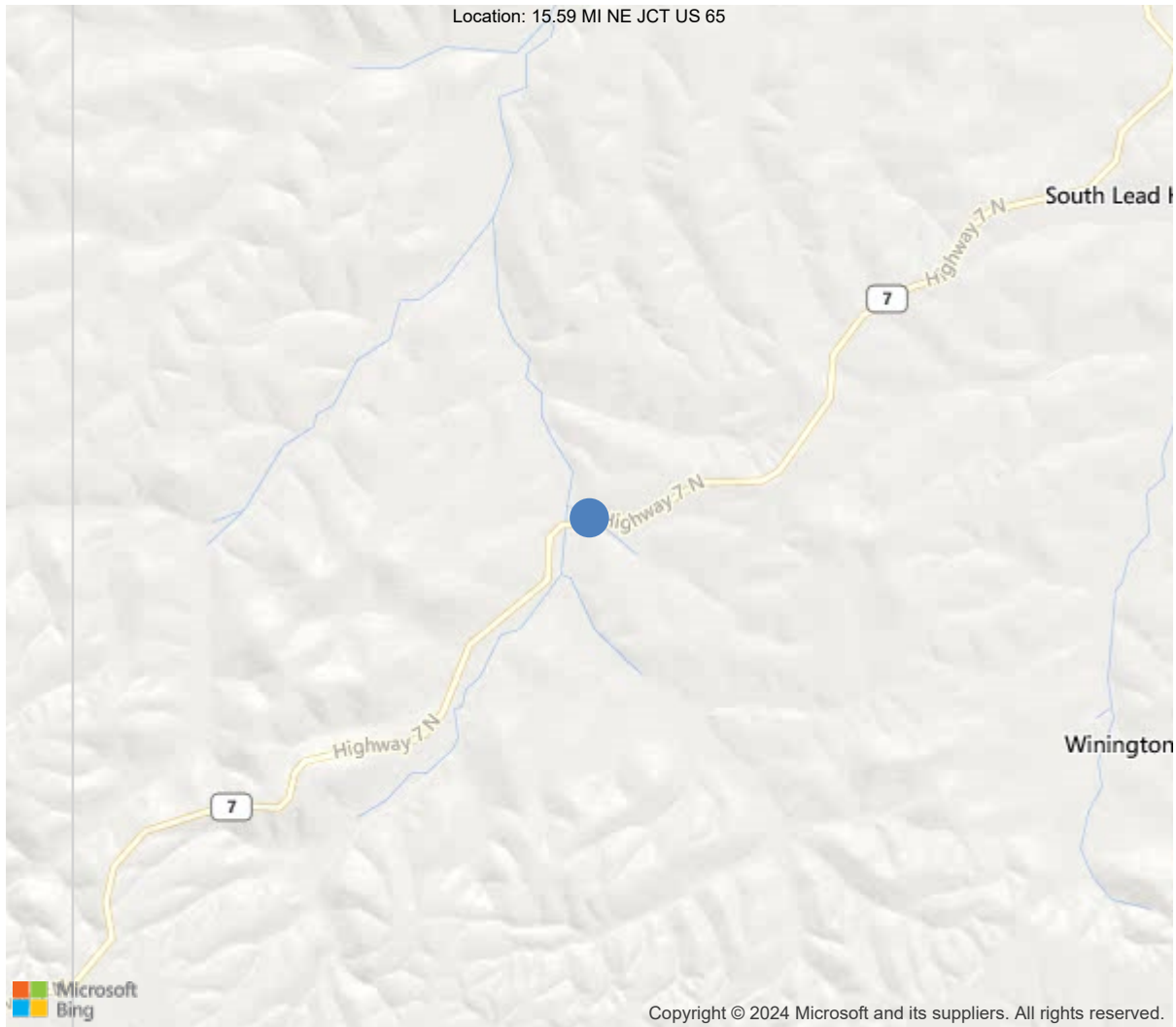
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	33		
Code 9 (31 Tons)	35		
Code 5 (40 Tons)	55		

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



36.37161, -92.95438



Asset #M0205(Routine)

SH 7 Boone over SUGARLOAF

Location: 15.59 MI NE JCT US 65

Team Lead: Benjamin Smith, Inspection Date: 07/05/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M0205
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	9 - Boone County
(4) Place Code	0
(6) Features Intersected	SUGARLOAF
(7) Facility Carried	SH 7 Boone
(9) Location	15.59 MI NE JCT US 65
(11) Mile Point	15.586 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.371613
(17) Longitude	-92.954384
(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	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru
AGE AND SERVICE	
(27) Year Built	1930
(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	2767
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	17 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	10 ft
(49) Structure Length	21 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	0 ft
(52) Deck Width Out to Out	0 ft
(32) Approach Roadway Width (W/Shoulders)	27 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	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	7 - Rural Major 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	5 - Bridge is not eligible for
CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	7
(62) Culverts	7
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	46
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	28
(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	N
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	N - Not applicable or a safety feat
(36B) Transitions	N - Not applicable or a safety feat
(36C) Approach Guardrail	N - Not applicable or a safety feat
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	2863
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/05/2022		
(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 #M0205(Routine)

District: 09, County: 9 - Boone County

Team Lead: Benjamin Smith, Inspection Date: 07/05/2022

General Observation

Structure is logged from West to East and is accessible from the bottom slab.
No bat activity noted.

A-46 - Asset Files

-

Team Lead: Benjamin Smith, **Inspection Date:** 07/05/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	104	32	70	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	67	0	67	0	0
(241)							
Barrel #1- has 2' of hairline vertical cracking in the back wall and 34' of cs2 abrasion in the visible portion of the barrel floor. The floor has 12" to 18" of stream bed material build up for most of the floor. No cracking noted in top slab. No deficiencies noted on right or left wing walls.							
Barrel #2- has 1' of hairline vertical cracking in the back wall and 35' of cs2 abrasion in the barrel floor. The barrel floor has 8" to 12" of stream bed material build up along the back wall. Barrel #2 has 1' of cs3 exposed rebar in the edge of the bottom slab at the inlet end. No cracking was noted in top slab. No deficiencies were noted on the left wing wall. The right wing wall has up to 17" of the vertical face of the footing exposed with minor embankment erosion behind the wall.							
The right head wall has a spall with no rebar exposed at the top corner over barrel #2. No deficiencies noted on the left headwall.							
The wing walls are integral and are included in the element quantity.							

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	104	32	70	2	0
1080	Delamination/Spall/Patched Area	LF	1	0	0	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	67	0	67	0	0
(241)							
Barrel #1- has 2' of hairline vertical cracking in the back wall and 34' of cs2 abrasion in the visible portion of the barrel floor. The floor has 12" to 18" of stream bed material build up for most of the floor. No cracking noted in top slab. No deficiencies noted on right or left wing walls.							
Barrel #2- has 1' of hairline vertical cracking in the back wall and 35' of cs2 abrasion in the barrel floor. The barrel floor has 8" to 12" of stream bed material build up along the back wall. Barrel #2 has 1' of cs3 exposed rebar in the edge of the bottom slab at the inlet end. No cracking was noted in top slab. No deficiencies were noted on the left wing wall. The right wing wall has up to 17" of the vertical face of the footing exposed with minor embankment erosion behind the wall.							
The right head wall has a spall with no rebar exposed at the top corner over barrel #2. No deficiencies noted on the left headwall.							
The wing walls are integral and are included in the element quantity.							



Elevation view. Log mile from left to right.



Approach view in direction of log mile.



Typical view of the driving surface.



Typical view of driving surface



Barrel interior condition.



Upstream channel view.



Downstream channel view.



Approach view in direction of log mile.



Downstream channel view.



The right wing wall of barrel #2 has up to 17" of the vertical face of the footing exposed.



Typical view of driving surface.



Elevation view. Log mile from left to right.



Upstream channel view.



Approach view in direction of log mile.



Exposed rebar in the edge of the bottom slab at the inlet end of barrel #2.



Abrasion in barrel floors.



Elevation view. Log mile from left to right.

Maintenance Needs

Date Reported: 07/28/2020

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component:

Deficiency Description

The inlet end of the bottom slab of barrel 2 has spalling with exposed rebar.

Remarks

Bridge Crew



The inlet of barrel 2 has spalling with exposed rebar in the barrel floor.



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 #M0205(Routine)

SH 7 Boone over SUGARLOAF

Location: 15.59 MI NE JCT US 65

Team Lead: Benjamin Smith, Inspection Date: 07/05/2022

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



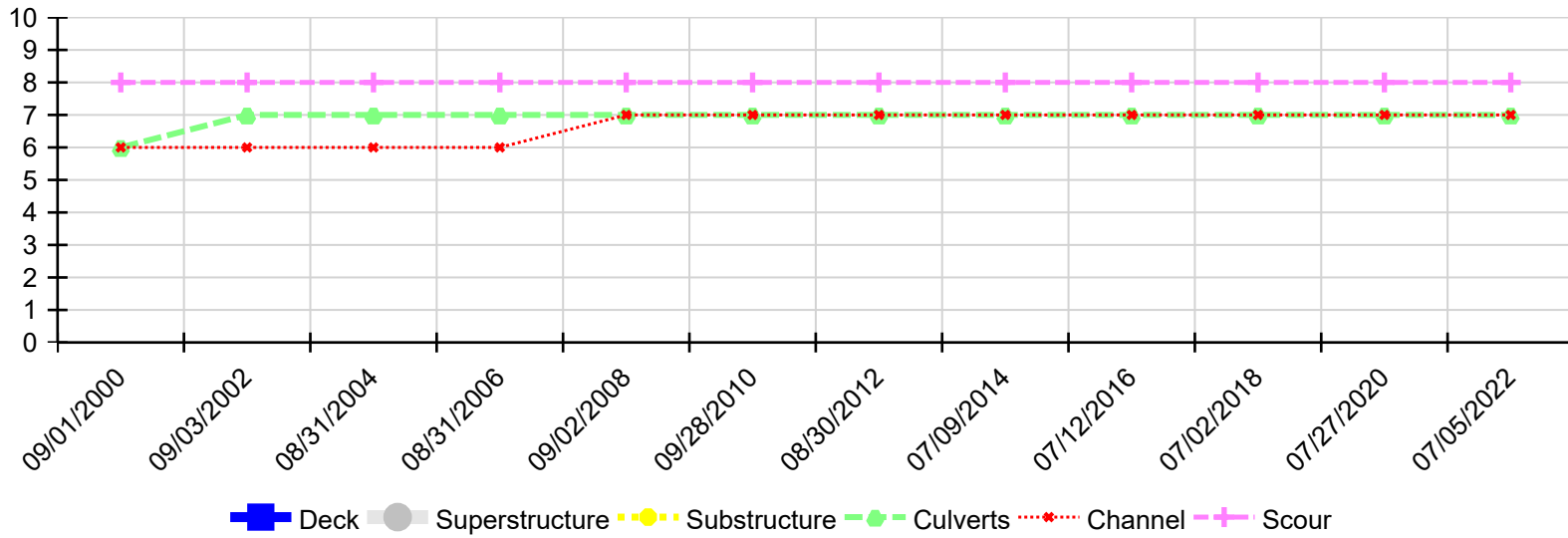
Asset #M0205(Routine)

SH 7 Boone over SUGARLOAF

Location: 15.59 MI NE JCT US 65

Team Lead: Benjamin Smith, Inspection Date: 07/05/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/05/2022	N	N	N	7	7	8
07/27/2020	N	N	N	7	7	8
07/02/2018	N	N	N	7	7	8
07/12/2016	N	N	N	7	7	8
07/09/2014	N	N	N	7	7	8
08/30/2012	N	N	N	7	7	8
09/28/2010	N	N	N	7	7	8
09/02/2008	N	N	N	7	7	8
08/31/2006	N	N	N	7	6	8
08/31/2004	N	N	N	7	6	8
09/03/2002	N	N	N	7	6	8
09/01/2000	N	N	N	6	6	8