



Latitude:33.92275, Longitude:-92.86591

Route:7 Section:05 Log:8.94

Arnold Road ID:20x7x5xA, Arnold Log mile:8.924

District 07, 39 - Dallas County

Owner: 1 - State Highway Agency

**Bridge Posting Information**

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

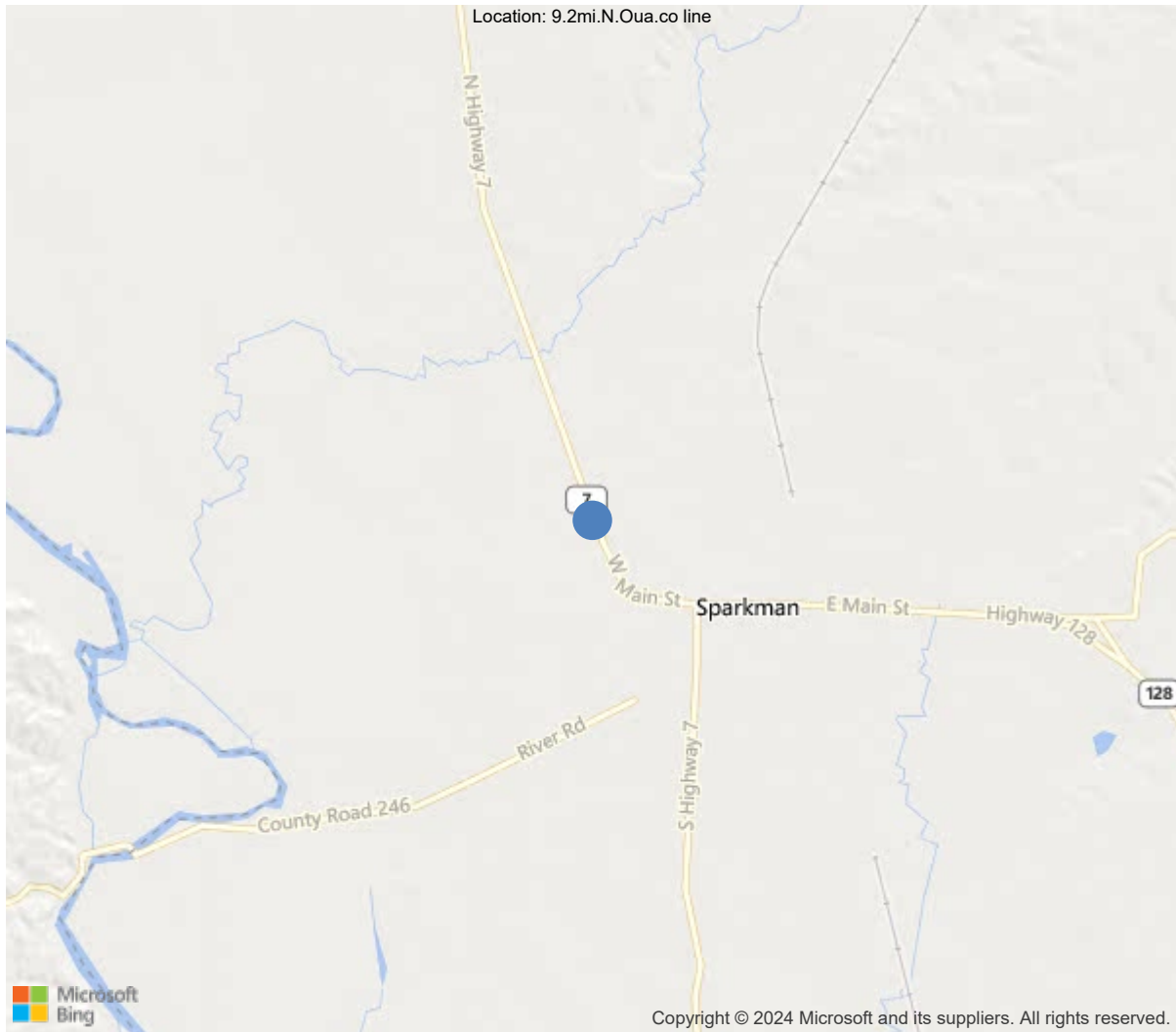
70 - Bridge Posting: 5 - Equal to or above legal loads

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

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



33.92275, -92.86591



Asset #X1069(Routine)

SH 7 S-5 LM 8.94 over Cypress&amp;Bever Cr. Relief

Location: 9.2mi.N.Oua.co line

Team Lead: Rickie Bratton, Inspection Date: 01/03/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	X1069
(5) Inventory Route	1
(2) Highway Agency District	07 - District 07
(3) County Code	39 - Dallas County
(4) Place Code	0
(6) Features Intersected	Cypress&Bever Cr. Relief
(7) Facility Carried	SH 7 S-5 LM 8.94
(9) Location	9.2mi.N.Oua.co line
(11) Mile Point	8.94 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.92275
(17) Longitude	-92.86591
(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	4
(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	2004
(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	1000
(30) Year of ADT	2018
(109) Truck ADT	12 %
(19) Bypass, Detour Length	33 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	10 ft
(49) Structure Length	43 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	57 ft
(32) Approach Roadway Width (W/Shoulders)	40 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	8
(62) Culverts	7
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	29
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	18
(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	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	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	1451
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	01/03/2024		
(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 #X1069(Routine)

District: 07, County: 39 - Dallas County

Team Lead: Rickie Bratton, Inspection Date: 01/03/2024

### General Observation

This structure is logged from SE to NW.

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**62 - Culverts** (7 - Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.)  
Good Condition - Minor efflorescent cracks, with one exposed rebar

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### A-2 - Wearing Surface Thickness (15.5)

New chip seal overlay was added since last inspection. RHB, 2-19-2020.

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	228	214	11	3	0
1080	Delamination/Spall/Patched Area	LF	3	0	0	3	0
1090	Exposed Rebar	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	10	0	10	0	0
<p>(241) 02/05/2018 JPR -- Barrel #1 Lt. there is a 1' spall @ top of barrel on the wingwall, and barrel #4 Lt. there is a 2' spall @ top of the culvert wall just inside the box culvert, neither of the 2 spalls have any exposed steel at this time. Barrel #4 Rt. side there is a vertical crack about 1' inside the box barrel on the outside wall, that is full height of the box barrel, there is also a horizontal crack that starts at the vertical crack and runs back up in the box culvert about 2'. Spall with exposed rebar outer wall.</p> <p>(1090-241) Barrel 4 left end outside wall exposed rebar.</p> <p>(1130-241) All barrels have cracking.</p>							



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## Culvert

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Comment: Good Condition - Minor efflorescent cracks, with one exposed rebar



Barrel 4 spall with exposed rebar.



Elevation



Approach roadway Northbound



Profile





Roadway



Approach



Roadway



Profile



Elevation



## 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**



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**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**





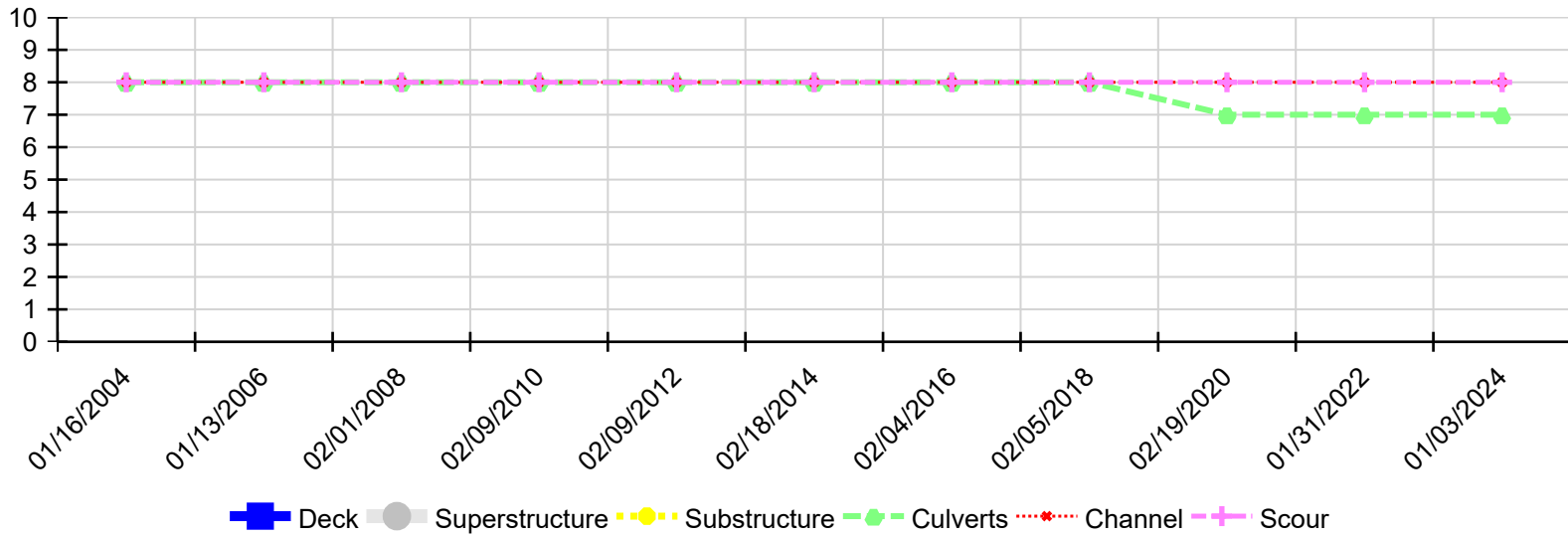
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### Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
01/03/2024	N	N	N	7	8	8
01/31/2022	N	N	N	7	8	8
02/19/2020	N	N	N	7	8	8
02/05/2018	N	N	N	8	8	8
02/04/2016	N	N	N	8	8	8
02/18/2014	N	N	N	8	8	8
02/09/2012	N	N	N	8	8	8
02/09/2010	N	N	N	8	8	8
02/01/2008	N	N	N	8	8	8
01/13/2006	N	N	N	8	8	8
01/16/2004	N	N	N	8	8	8