



Latitude:36.23454, Longitude:-93.16195

Route:392 Section:01 Log:7.51

Arnold Road ID:5x392x1xA, Arnold Log mile:7.495

District 09, 9 - Boone County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

Bridge Posting Information

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

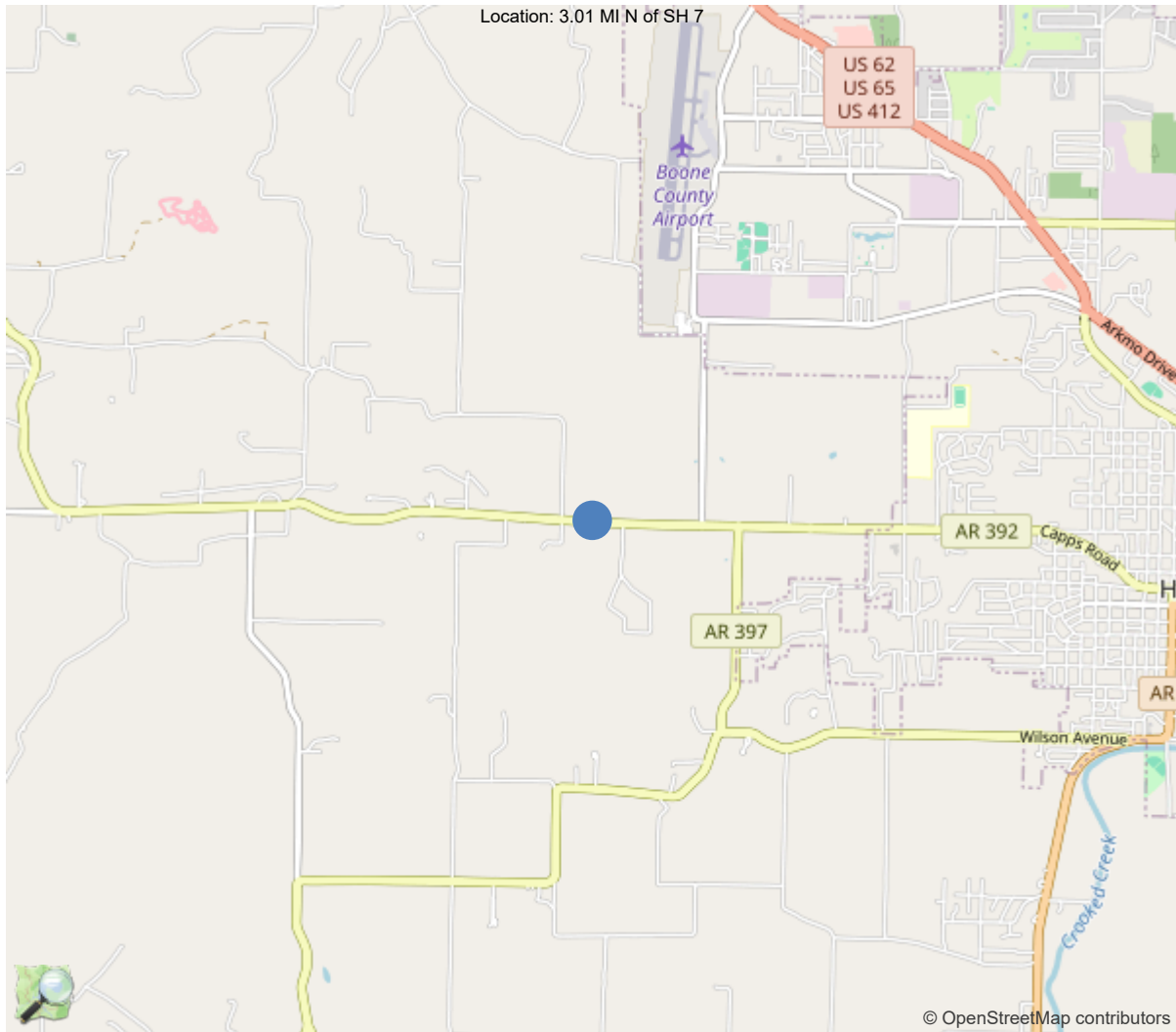
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	25		
Code 9 (31 Tons)	33		
Code 5 (40 Tons)	44		

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



36.23454, -93.16195



Asset #M3562(Routine)

SH 392 Boone over DRY JORDAN

Location: 3.01 MI N of SH 7

Team Lead: Anthony Wood Inspection Date: 08/26/2024

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M3562
(5) Inventory Route	1
(2) Highway Agency District	09 - District 09
(3) County Code	9 - Boone County
(4) Place Code	0
(6) Features Intersected	DRY JORDAN
(7) Facility Carried	SH 392 Boone
(9) Location	3.01 MI N of SH 7
(11) Mile Point	7.51 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	36.23453917993
(17) Longitude	-93.1619482986133
(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	5
(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	1968
(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	4584
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	12 ft
(49) Structure Length	58 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	31.8 ft
(52) Deck Width Out to Out	36 ft
(32) Approach Roadway Width (W/Shoulders)	28 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	31.8 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	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	5
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	36
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	21
(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	4
(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	1 - Inspected feature meets current
(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	5466
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	08/26/2024		
(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.			

Team Lead: Anthony Wood, Inspection Date: 08/26/2024

IDENTIFICATION	
B.ID.01 Bridge Number	M3562
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1968

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	9 - Boone County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	09 - District 09
B.L.05 Latitude	36.23453917993
B.L.06 Longitude	-93.1619482986133
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	3.01 MI N of SH 7
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	58.1
B.G.02 Total Bridge Length	58.1
B.G.03 Max Span Length	12.1
B.G.04 Min Span Length	11
B.G.05 Bridge Width Out-to-Out	36.1
B.G.06 Bridge Width Curb-to-Curb	31.8
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	27.9

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	12
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	2095.7

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.58
B.LR.06 Operating Load Rating Factor	1
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	N - NOT APPLICABLE - Component
B.C.02 Superstructure Condition	N - NOT APPLICABLE - Component
B.C.03 Substructure Condition	N - NOT APPLICABLE - Component
B.C.04 Substructure Condition	5 - FAIR - Some moderate defec
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	N - NOT APPLICABLE - Bridge do
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	9 - No scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	AB-T - TEMP - Stable for scour, pos
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

Team Lead: Anthony Wood, Inspection Date: 08/26/2024

SPAN SETS			
C1			
B.SP.02 # of Spans	5	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	1	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	C01 - Reinforced concrete - ca	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	6 - Frame	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	F02 - Frame - four-sided	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F01 - Footing - not on rock
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None

SUBSTRUCTURE SETS			
P1			
B.SB.02 No. of Substructure Units	4	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F01 - Footing - not on rock
B.SB.04 Substructure Type	P01 - Pier - wall	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	4584
B.F.03 Feature Name	SH 392 Boone	B.H.10 Annual ADTT	45
B.H.01 Functional Classification	5 - Major Collector	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	31.4
B.H.07 LRS Mile Point	7.51	B.H.17 Bypass Detour Length	3
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

WATERWAY FEATURES			
W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	DRY JORDAN	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	



Team Lead: Anthony Wood, Inspection Date: 08/26/2024

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent - Open	

LOAD EVALUATION AND POSTING			
B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value



General Observation

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

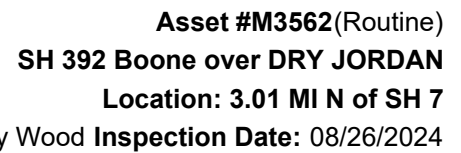
61 - Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)
Overall, the channel is in good condition.

62 - Culverts (5 - Moderate to major deterioration or disintegration, extensive cracking and leaching or spalls on concrete or masonry walls and slabs. Minor settlement or misalignment. Noticeable scouring or erosion at curtain walls, wingwalls or pipes. Metal culverts have significant distortion and deflection in one section, significant corrosion or deep pitting.)
Overall, the culvert is in fair condition with areas of spalling with exposed reinforcing steel with section loss, cracking, cracking with efflorescence and abrasion.

B.C.05 Bridge Railing Condition Rating (7 - GOOD - Some minor defects.)
Overall, the bridge rail is in good condition with minor active corrosion is several locations.

B.C.06 Bridge Railing Transitions Condition Rating (7 - GOOD - Some minor defects.)
Overall, the transition rail is in good condition with minor active corrosion in scattered locations.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (9 - No Scour.)
Overall, the scour condition is excellent.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
241	Reinforced Concrete Culvert	LF	255	97	59	99	0
1080	Delamination/Spall/Patched Area	LF	40	0	0	40	0
1090	Exposed Rebar	LF	10	0	0	10	0
1120	Efflorescence/Rust Staining	LF	30	0	30	0	0
1130	Cracking (RC and Other)	LF	24	0	22	2	0
1190	Abrasion/Wear (PSC/RC)	LF	54	0	7	47	0
(241) The wing walls are integral and quantified with the structure.							
Barrel #1- has 12' of hairline vertical and horizontal cracking. The backwall has 1 cs3 crack at the midsection that measures 1/8" wide. (unchanged from last inspection). It has 15' of patched areas at random locations. It has 5' of efflorescence cs2 cracking. It has 4' of exposed rebar at random locations. The barrel floor and bottom of the walls have 14' of cs3 abrasion and 7' of cs2 abrasion. (The barrel floor now has 8" of dirt build up).							
Barrel #2- has 8' of hairline vertical and horizontal cracking. It has 1' of exposed rebar. It has 5' of cs2 efflorescence cracking. The barrel floor has up to 6" of build up making observation difficult.							
Barrel #3- has 8' of hairline vertical cracking and 4' of cs2 efflorescence cracking. It has 1' of exposed rebar and 1' of cs3 spalling. The barrel floor has 22' of cs3 abrasion.							
Barrel #4- has 6' of hairline vertical cracking and 8' of cs2 efflorescence cracking. It has 2' of exposed rebar and 17' of patched/delaminated areas at random locations. The visible part of the barrel floor has 3' of cs3 abrasion.							
Barrel #5- has 10' of hairline vertical cracking and 8' of cs2 efflorescence cracking. The backwall of barrel #5 has 1 cs3 full height crack at the midsection measuring 1/4" wide. (Unchanged since last inspection). It has 2' of exposed rebar and 7' of patched/delaminated areas at random locations. The barrel floor has 8' of cs3 abrasion.							
Left headwall- has severe deterioration and extensive cracking with leaching with rebar exposed over barrels #1,#4, & #5. Right headwall- has severe deterioration and extensive cracking with leaching with rebar exposed over all 5 barrels.							
Barrel 5, Right, Floor: Spalling. Barrel 1 - 5, Intermediate Walls: Hairline cracking. Barrel 5, Back Wall: Large open cracking. 1LF CS3 Barrel 5, Top: Cracking with efflorescence with build up. 6LF CS3 Barrel 4, Top: Cracking with efflorescence with build up. 6LF CS3 Barrel 2 & 3, Top: Cracking with efflorescence with build up. 12LF CS3 Barrel 2, Top: Cracking with efflorescence with build up. 6LF CS3 Barrel 1, Top: Cracking with efflorescence with build up. 6LF CS3 Barrel 1 - 5, Floor: Moderate abrasion. Barrels 1 - 5, Left & Right, Head Wall: Spalling with exposed reinforcing steel with section loss. 10LF CS3							
330	Metal Bridge Railing	LF	116	58	58	0	0
1000	Corrosion	LF	58	0	58	0	0
515	Steel Protective Coating	SF	348	0	166	124	58
3440	Effectiveness (Steel Protective Coatings)	LF	348	0	166	124	58
(330) The metal bridge railing consists of W-section railing attached to concrete posts. Left- the metal railing has general rusting on the front and back faces. Right- the metal railing has general rusting on the front and back faces. The right approach railing termination has minor distortion.							



Asset #M3562(Routine)
SH 392 Boone over DRY JORDAN
Location: 3.01 MI N of SH 7

Team Lead: Anthony Wood **Inspection Date:** 08/26/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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Elevation.



Inventory.



Channel, Left.



Channel, Right.



Typical undersurface.



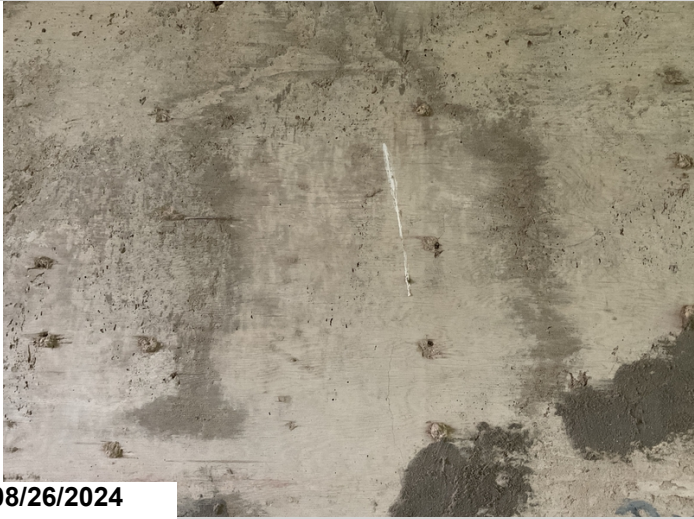
Typical driving surface.



Typical transition rail.



Barrel 5, Right, Floor: Spalling.



Barrel 1 - 5, Intermediate Walls: Hairline cracking.



Barrel 5, Back Wall: Large open cracking. 1LF CS3



Barrel 5, Top: Cracking with efflorescence with build up. 6LF CS3



Barrel 4, Top: Cracking with efflorescence with build up. 6LF CS3



Barrel 2 & 3, Top: Cracking with efflorescence with build up. 12LF CS3



Barrel 2, Top: Cracking with efflorescence with build up. 6LF CS3



Barrel 1, Top: Cracking with efflorescence with build up. 6LF CS3



Barrel 1 - 5, Floor: Moderate abrasion.



08/26/2024

Barrels 1 - 5, Left & Right, Head Wall: Spalling with exposed reinforcing steel with section loss. 10LF CS3



08/26/2024

Left & Right, Rail: Minor active.

Maintenance Needs

Date Reported: 08/07/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Culverts

Deficiency Description

The left and right top slab edges have severe deterioration with spalling and rebar exposed.

Remarks



Top slab deterioration and spalling typical of both sides of the structure.



Overall condition of right side of structure.



Overall condition of left side headwall of structure.

Maintenance Needs

Date Reported: 08/07/2012

Priority: D- Routine

Type of Work: Repair (General)

Status: Assigned

Component: Culverts

Deficiency Description

The back wall of barrels #1,5 both have a large vertical crack at the midsection.

Remarks



Barrel #5 vertical crack measurement 2022



Barrel #5 vertical crack measurement 2022



Crack in back wall of barrel #5 at mid section.

Maintenance Needs

Date Reported: 08/12/2022

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

The inlet end of barrels 2-5 have drift that is restricting the flow of water.

Remarks

Boone Co.



Barrel #4



Barrel #5



Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)



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Location: 3.01 MI N of SH 7

Team Lead: Anthony Wood **Inspection Date:** 08/26/2024

A-57 - Girder End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (No)

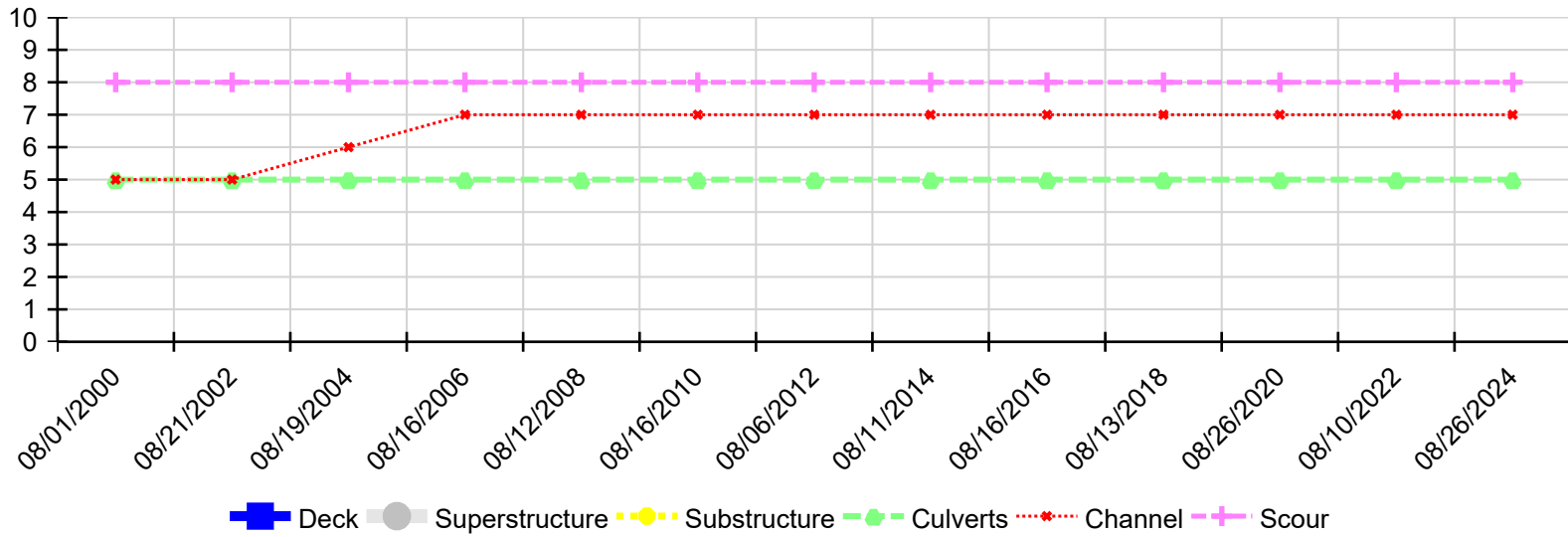
A-64 - Vegetation Removal Requested (No)



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Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/26/2024	N	N	N	5	7	8
08/10/2022	N	N	N	5	7	8
08/26/2020	N	N	N	5	7	8
08/13/2018	N	N	N	5	7	8
08/16/2016	N	N	N	5	7	8
08/11/2014	N	N	N	5	7	8
08/06/2012	N	N	N	5	7	8
08/16/2010	N	N	N	5	7	8
08/12/2008	N	N	N	5	7	8
08/16/2006	N	N	N	5	7	8
08/19/2004	N	N	N	5	6	8
08/21/2002	N	N	N	5	5	8
08/01/2000	N	N	N	5	5	8