

## Bridge 20476 Inspection Report



Latitude:35.54752, Longitude:-91.66309

Route:11 Section:00 Log:2.09

Arnold Road ID:32xWISHSTx0xA, Arnold Log mile:2.096

District 05, 63 - Independence County

Owner: 2 - County Highway Agency

Inspection Direction: 3 - E to W

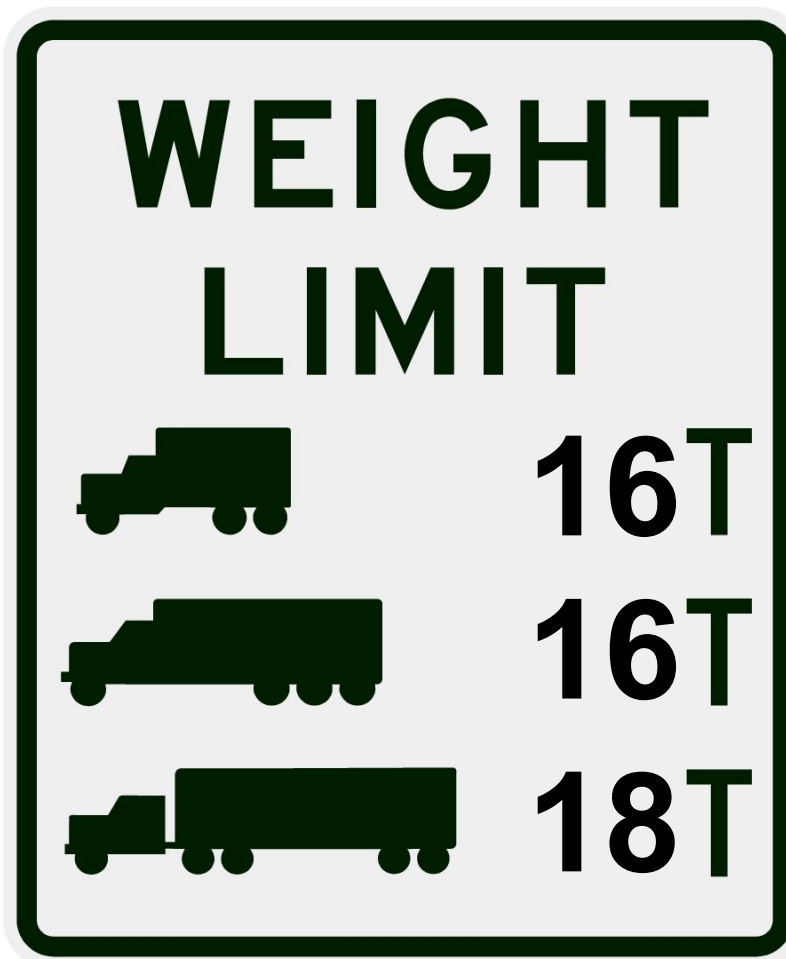
### Bridge Posting Information

41 - Structure Open/Posted/Closed: P - Posted for load (may include other restrictions such a temporary bridges which are load posted)

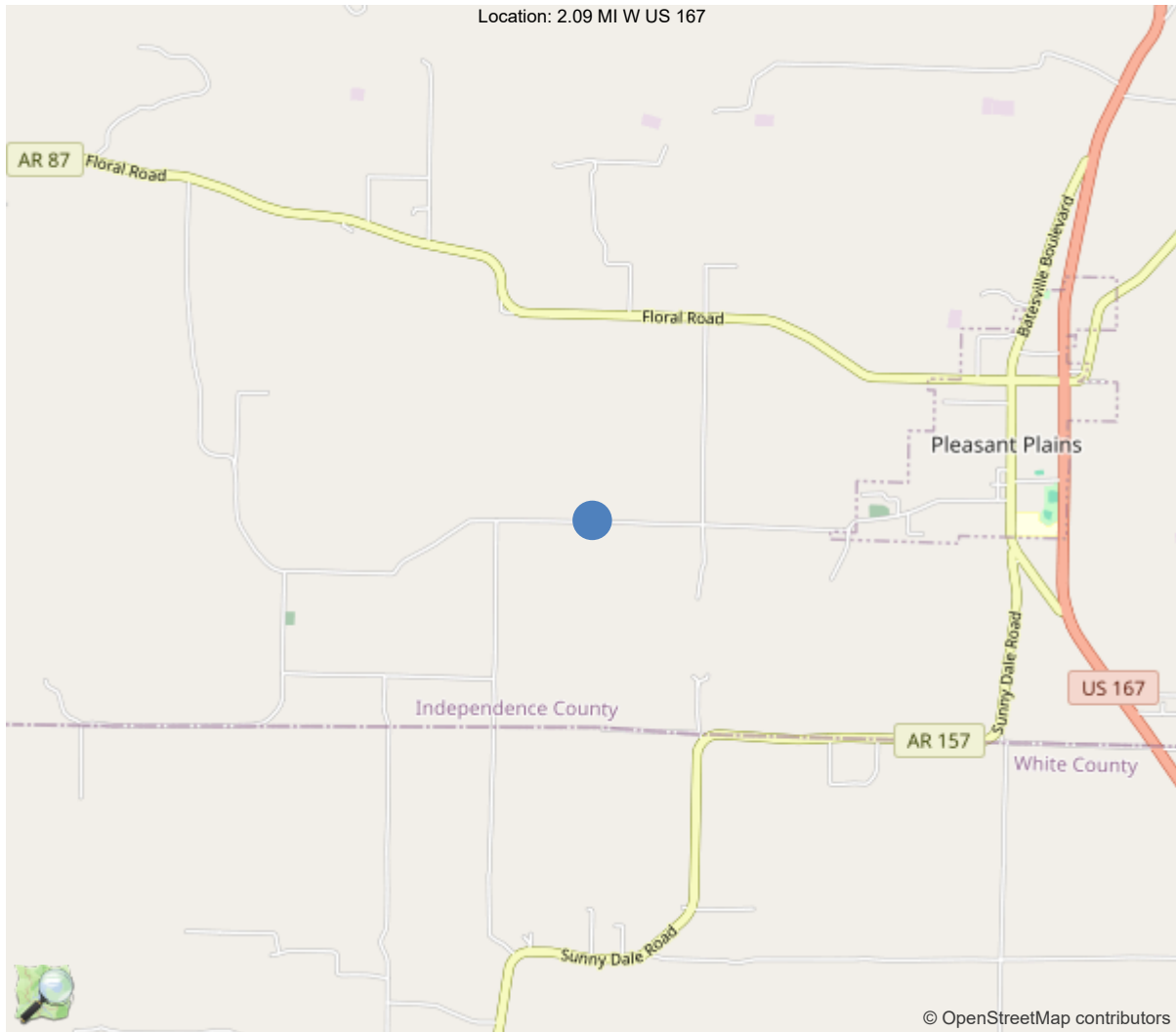
70 - Bridge Posting: 0 - > 39.9% below

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	16	16	16
Code 9 (31 Tons)	16	16	16
Code 5 (40 Tons)	18	18	18

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



35.54752, -91.66309



## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	20476
(5) Inventory Route	1
(2) Highway Agency District	05 - District 05
(3) County Code	63 - Independence County
(4) Place Code	0
(6) Features Intersected	TENMILE CREEK
(7) Facility Carried	Independence/CR 11
(9) Location	2.09 MI W US 167
(11) Mile Point	2.09 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.547516
(17) Longitude	-91.663094
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	30
Material	3 - Steel
Type	0 - Other
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
(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	1984
(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	464
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	54 ft
(49) Structure Length	54 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	20.3 ft
(52) Deck Width Out to Out	20.8 ft
(32) Approach Roadway Width (W/Shoulders)	20 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	20.3 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	8 - Rural Minor 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	2 - County Highway Agency
(22) Owner	2 - County Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	7
(59) Superstructure	5
(60) Substructure	6
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	0 - Other or Unknown
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	18
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	11
(70) Bridge Posting	0 - > 39.9% below
(41) Structure Open/Posted/Closed	P - Posted for load (may include
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	5
(72) Approach Roadway Alignment	6
(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	5 - Bridge foundations determined to
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	283
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date			04/16/2025
(91) Frequency			12
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	Yes	12	04/16/2025
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: Seth Foreman, Inspection Date: 04/16/2025

### Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	20476
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	13994
B.W.01 Year Built	1984

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	63 - Independence County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	05 - District 05
B.L.05 Latitude	35.547516
B.L.06 Longitude	-91.663094
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	2.09 MI W US 167
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	L01 - County highway agency
B.CL.02 Maint. Responsibility	L01 - County highway agency
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	7 - Historic significance of the br
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	54.1
B.G.02 Total Bridge Length	54.1
B.G.03 Max Span Length	54.1
B.G.04 Min Span Length	54.1
B.G.05 Bridge Width Out-to-Out	20.7
B.G.06 Bridge Width Curb-to-Curb	20.3
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	20

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	6
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1118.9

LOADS AND LOAD RATING	
B.LR.01 Design Load	U - Unknown
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	0.31
B.LR.06 Operating Load Rating Factor	0.5
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	Y - NSTM inspection required.
B.IR.02 Fatigue Details	Y - E/E' details are present
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	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	5 - FAIR - Some moderate defec
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
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	7 - GOOD - Some minor defects.
B.C.11 Scour Condition Rating	7 - Some minor 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	5 - FAIR - Some moderate defec
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	F - Fair
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
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: Seth Foreman, Inspection Date: 04/16/2025

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	S03 - Steel - plate
B.SP.04 Span Material	S02 - Steel - welded	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	B03 - Box girder/beam - multip	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
<b>A1</b>			
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	F02 - Footing - on rock
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	464
B.F.03 Feature Name	Independence/CR 11	B.H.10 Annual ADTT	4
B.H.01 Functional Classification	6 - Minor 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	20
B.H.07 LRS Mile Point	2.09	B.H.17 Bypass Detour Length	4
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	1	11	2-T - TEMP - Two-way traffic - NS or EW	4 - County route	1 - Mainline

WATERWAY FEATURES			
<b>W1</b>			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	TENMILE CREEK	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: Seth Foreman, Inspection Date: 04/16/2025

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
(Inactive) (Inactive) PP-T - T	

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
----------------------------------	----------------------------------	-------------------------	--------------------------





## Inspection Notes

### General Observation

Elevation with Log Mile running to the Left.  
Accessed by Foot, Waders & Light.  
No traffic control required.

---

### 58 - Deck (7 - GOOD CONDITION - some minor problems.)

Overall, the Deck is in Good condition with cracking to the asphalt overlay.

---

### 59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the Superstructure is in Fair condition with:

#### Left Railcar:

Left Railcar, Abutment 1, girder 2: 6" crack to bottom flange, and 1" vertical crack to web at Bolster  
Left Railcar, Abutment 1, girder 3: 5" crack to bottom flange and large bent area 4.5' ahead of Bolster near Abutment 1.  
Left Railcar, between Girders 1 & 2, Bolster near Abutment 2: out-of-plane bending to cross member.  
Left Railcar, Crosstie 1, between Girders 3 & 4: out-of-plane bending and twisted,  
Left Railcar, Crosstie 2, between Girders 1 & 2, between Floor Beams 2 & 3: out-of-plane bending.  
Left Railcar, Floor Beam 1, Left side of Girder 2: 8" crack along the web & bottom flange connection along Floor Beam.  
Left Railcar, Floor Beams 1 & 2, between Girders 3 & 4: out-of-plane bending to the bottom flange.  
Left Railcar, Girder 1, 1' back of Floor Beam 2: out-of-plane bending.  
Left Railcar, Girder 4, Bottom Flange, 5' ahead of Abutment 1: twisted for 7'.

#### Right Railcar:

Right Railcar, Brace Plate between Girders 6 & 7: cracked weld near 3/4 point.  
Right Railcar, Floor Beam 3, Left side of Girder 6: cracked weld at the Bottom Flange connection to the Floor Beam and Girder.

---

### 60 - Substructure (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Overall, the Substructure is in Satisfactory condition with:

Abutment 1, Right Railcar, Girder 8: spalling with exposed reinforcing steel. No Section Loss.  
Abutment 1: footing exposed.(Footing is on solid rock)  
Abutment 2, adjacent to Right Railcar Girder 5: minor spalling.

---

### 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/Channel Protection is in Good condition with only minor drift at the fencing panel along the Right side of the Bridge.

---

### A-19 - Code 4 (Beginning) (16)

Load Posting @ Abutment 1.

---

### A-51 - Inspection Direction (3 - E to W)

Roadway with Log Mile running East to West.

---



**Asset #20476**(Routine, NSTM)

**Independence/CR 11 over TENMILE CREEK**

**Location: 2.09 MI W US 167**

**Team Lead:** Seth Foreman **Inspection Date:** 04/16/2025

**B.C.14 - NSTM Inspection Condition** (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

Overall, the NSTM's are in Fair condition with areas of out-of-plane bending and cracking in scattered locations throughout the structure. (See "59 - Superstructure" for Locations.)

## Inspection Photos and Notes



Elevation with Log Mile running to the Left.



Abutment 1: Load Posting Sign.



Abutment 2: Load Posting Sign.



Deck: cracking to asphalt overlay.





Overall deck.



Right car



Left car



Abutment 1: footing exposed.(Footing is on solid rock)





Abutment 1, Right Railcar, Girder 8: spalling with exposed reinforcing steel. No Section Loss.



Honeycomb area to abutment 1.



Left channel.



Right channel.





Roadway with Log Mile running East to West.



Deck: transverse cracking to asphalt overlay.



Deck: cracking to asphalt overlay.



Typical flaking paint & surface corrosion.





04/25/2024

Right Railcar, Brace Plate between Girders 6 & 7: cracked weld near 3/4 point.



04/25/2024

Left Railcar, between Girders 1 & 2, Bolster near Abutment 2: out-of-plane bending to cross member.



04/25/2024

Left Railcar, Crosstie 2, between Girders 1 & 2, between Floor Beams 2 & 3: out-of-plane bending.



04/25/2024

Left Railcar, Girder 1, 1' back of Floor Beam 2: out-of-plane bending.





04/25/2024

Left Railcar, Girder 4, Bottom Flange, 5' ahead of Abutment 1: twisted for 7'.



04/25/2024

Left Railcar, Floor beam 1, Left side of Girder 2: 8" crack along the web & bottom flange connection along Floor beam.



04/25/2024

Left Railcar, Floor beam 1, Left side of Girder 2: crack along the web & bottom flange connection along Floor beam.



04/25/2024

Left Railcar, Abutment 1, girder 3: 5" crack to bottom flange in large bent area 4.5' ahead of Bolster near Abutment 1.





Left Railcar, Abutment 1, girder 3: 5" crack to bottom flange in large bent area 4.5' ahead of Bolster near Abutment 1.



Left Railcar, Abutment 1, girder 2: 6" crack to bottom flange, and 1" vertical crack to web at Bolster



Abutment 1, Right Railcar, Girder 8: spalling with exposed reinforcing steel. No Section Loss.



Abutment 1: footing exposed.



### Maintenance Needs

**Date Reported:** 04/05/2017

**Priority:** C - Important

**Type of Work:** Superstructure Repair

**Status:** Monitor

**Component:** Superstructure

---

### Deficiency Description

Left Railcar:

Left Railcar, Abutment 1, girder 2: 6" crack to bottom flange, and 1" vertical crack to web at Bolster.

Left Railcar, Abutment 1, girder 3: 5" crack to bottom flange and large bent area 4.5' ahead of Bolster near Abutment 1.

Left Railcar, Floor Beam 1, Left side of Girder 2: 8" crack along the web & bottom flange connection along Floor Beam.

Right Railcar:

Right Railcar, Floor Beam 3, Left side of Girder 6: cracked weld at the Bottom Flange connection to the Floor Beam and Girder.

### Remarks

---



Left Railcar, Abutment 1, girder 3: 5" crack to bottom flange and large bent area 4.5' ahead of Bolster near Abutment 1.



Left Railcar, Abutment 1, girder 3: 5" crack to bottom flange and large bent area 4.5' ahead of Bolster near Abutment 1.





Longitudinal Girder 2 has 6" crack to bottom flange, and 1" vertical crack to web at Bolster near Abutment 1.



Right Railcar, Floor Beam 3, Left side of Girder 6: cracked weld.



Longitudinal Girder 2 has 6" crack to bottom flange, and 1" vertical crack to web at Bolster near Abutment 1.



Left Railcar, left Floor Beam - 8" horizontal crack at bottom flange.



Longitudinal Girder 2 has 6" crack to bottom flange and 1" vertical crack to web at Bolster near Abutment 1.



Longitudinal Girder 3 has crack in bottom flange where bent.



### Maintenance Needs

**Date Reported:** 04/17/2019

**Priority:** D- Routine

**Type of Work:** Approach Leveling/Maintenance

**Status:** Monitor

**Component:** Approach

---

### Deficiency Description

Abutment 1, Right, Approach Roadway: settlement causing a 4' X 3' pothole.

### Remarks

---



Abutment 1, Right, Approach Roadway: settlement causing a 4' X 3' pothole.



Abutment 1, Right, Approach Roadway: settlement causing a 4' X 3' pothole.

### Maintenance Needs

Date Reported: 04/05/2017

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component:

### Deficiency Description

Right Railcar has Broken weld to brace plate welded between Girders and 6 & 7 @ 3/4 point.

### Remarks



Typical broken welds and cracks to brace plate between Girders 2 & 3 on Left car.



Right Railcar has Broken weld to brace plate welded between Girders and 6 & 7 @ 3/4 point.



Typical broken welds and cracks to brace plate between Girders 2 & 3 on Left car.



Right Railcar has Broken weld to brace plate welded between Girders and 6 & 7 @ 3/4 point.



### Maintenance Needs

**Date Reported:** 04/05/2017

**Priority:** D- Routine

**Status:** Monitor

**Type of Work:** Repair (General)

**Component:**

---

### Deficiency Description

Left Railcar, Floor Beams 1 & 2, between Girders 3 & 4: out-of-plane bending to the bottom flange.

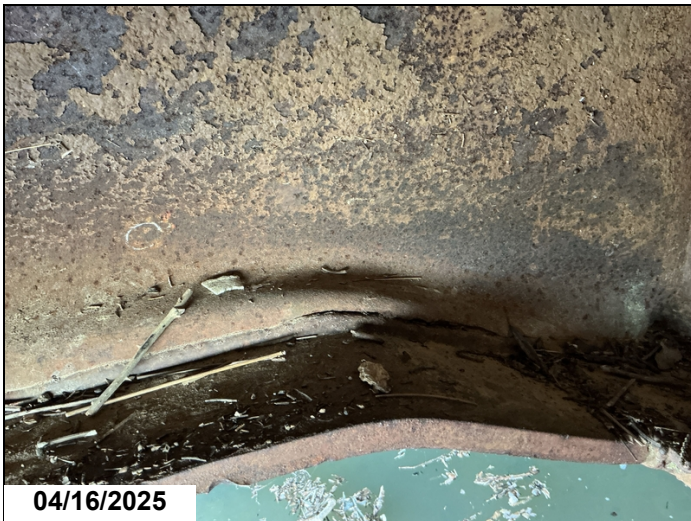
Left Railcar, Crosstie 1, between Girders 3 & 4: out-of-plane bending and twisted,

Left Railcar, Crosstie 2, between Girders 1 & 2, between Floor Beams 2 & 3: out-of-plane bending.

Left Railcar, Floor Beam 1, Left side of Girder 2: crack along the web & bottom flange connection along Floor Beam.

### Remarks

---



Left Railcar, Floor Beam 1, Left side of Girder 2: crack along the web & bottom flange connection along Floor Beam.



Left Railcar, Floor Beams 1 & 2, between Girders 3 & 4: out-of-plane bending to the bottom flange.



**04/25/2024**

Floor Beam 2, Back, between Girders 3 & 4: out-of-plane bending.



**04/25/2024**

Floor Beam 1, Back, between Girders 3 & 4: out-of-plane bending.



**04/25/2024**

Cross brace, Back side of Floor Beam 1, between Girders 3 & 4: twisted.



**04/07/2021**

Floorbeams 1 & 2 between Girders 3 & 4 has bent bottom flange.



**04/29/2020**

Floor beams 1 & 2 between Girders 3 & 4 of Lt. Railcar.



### Maintenance Needs

**Date Reported:** 04/16/2025

**Priority:** D- Routine

**Type of Work:** Deck Repair

**Status:** Open

**Component:** Deck

---

### Deficiency Description

### Remarks

---



Timber Stay in place form is deteriorating between girders 5 and 6 on right rail car.



## 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	Yes
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-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

**A-54 - Sealable Deck Cracks (No)**

**A-55 - Deck Washing Needed (No)**

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





**Asset #20476**(Routine, NSTM)  
**Independence/CR 11 over TENMILE CREEK**

**Location: 2.09 MI W US 167**

**Team Lead: Seth Foreman Inspection Date: 04/16/2025**

**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 (Yes)**

**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-65 - Clogged deck drains?**



**Asset #20476**(Routine, NSTM)  
**Independence/CR 11 over TENMILE CREEK**

**Location: 2.09 MI W US 167**

**Team Lead: Seth Foreman Inspection Date: 04/16/2025**

**A-66 - Approach minor pothole/leveling needed**



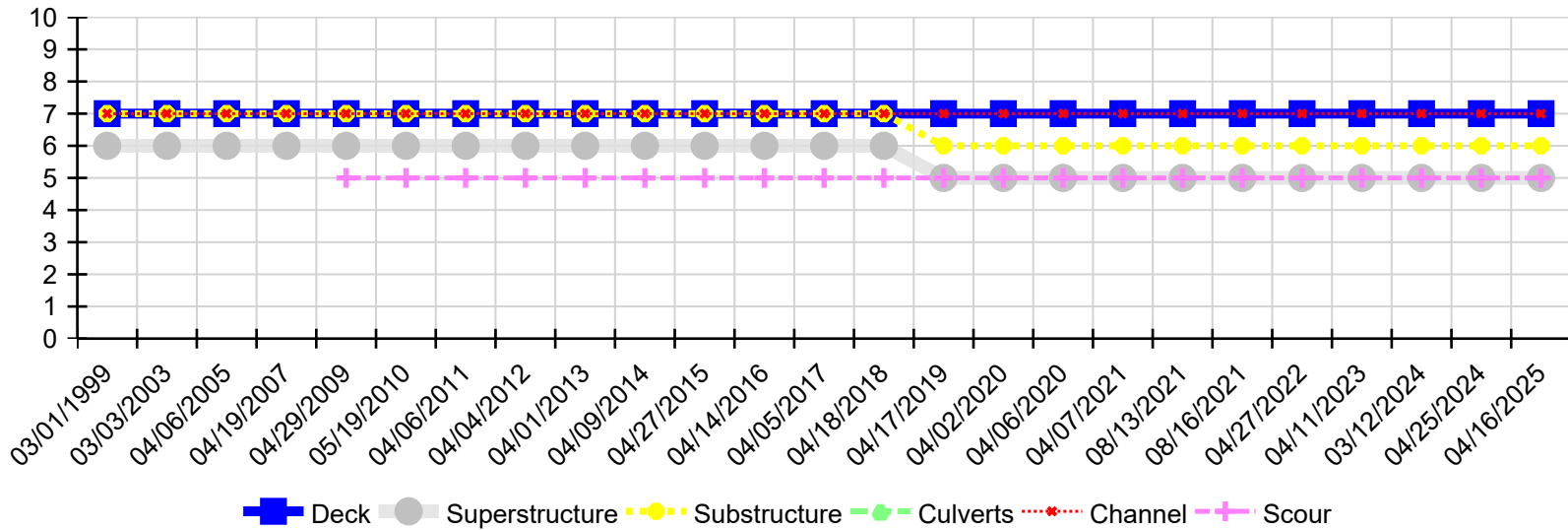


Asset #20476(Routine, NSTM)  
Independence/CR 11 over TENMILE CREEK

Location: 2.09 MI W US 167

Team Lead: Seth Foreman Inspection Date: 04/16/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
04/16/2025	7	5	6	N	7	5
04/25/2024	7	5	6	N	7	5
03/12/2024	7	5	6	N	7	5
04/11/2023	7	5	6	N	7	5
04/27/2022	7	5	6	N	7	5
08/16/2021	7	5	6	N	7	5
08/13/2021	7	5	6	N	7	5
04/07/2021	7	5	6	N	7	5
04/06/2020	7	5	6	N	7	5
04/02/2020	7	5	6	N	7	5
04/17/2019	7	5	6	N	7	5
04/18/2018	7	6	7	N	7	5
04/05/2017	7	6	7	N	7	5
04/14/2016	7	6	7	N	7	5
04/27/2015	7	6	7	N	7	5
04/09/2014	7	6	7	N	7	5
04/01/2013	7	6	7	N	7	5
04/04/2012	7	6	7	N	7	5
04/06/2011	7	6	7	N	7	5
05/19/2010	7	6	7	N	7	5
04/29/2009	7	6	7	N	7	5
04/19/2007	7	6	7	N	7	N
04/06/2005	7	6	7	N	7	N
03/03/2003	7	6	7	N	7	N
03/01/1999	7	6	7	N	7	N



**Asset #20476**(Routine, NSTM)  
**Independence/CR 11 over TENMILE CREEK**

**Location: 2.09 MI W US 167**

**Team Lead: Seth Foreman Inspection Date: 04/16/2025**

## **NSTM Inspection Report and Procedure** **Bridge No. 20476 2.09 MI W US 167**

### **A-128 - Description of Structure**

Bridge #20476 is a single span bridge constructed by two 53'6" railroad cars placed parallel to one another.

NSTM's are the Bottom Flanges and Webs of the center sills of each car.

Bottom Flange to Web connections of the sills and any other welded connections will have a hands-on visual inspection for any evidence of cracking, section loss due to rusting, or other deterioration.

Special attention areas: Any holes (original, as constructed or added during service) in bottom flange and webs will be examined for the propagation of cracks also areas that have been damaged or that have been cut or modified during service as a railroad car or during placement or service as a bridge.

The NSTM areas may be accessed by Foot, Waders and Light from the channel bottom.

### **A-129 - Range Of Dates, Personnel and Responsibilities**

04/16/2025

Seth Foreman- Team Lead

Rodney Barnett - Bridge Inspector

Kevin Westin - Reviewer

All members were inspected hands-on by both team members.

### **A-130 - Access Equipment**

The NSTM areas may be accessed by Foot, Waders & Light from the channel bottom.

### **B.IR.02 - Fatigue Prone Details**

Y - E/E' details are present

### **B.C.14 - NSTM Inspection Condition**

5 - FAIR - Some moderate defects; strength and performance of the component are not affected.

Overall, the NSTM's are in Fair condition with areas of out-of-plane bending and cracking in scattered locations throughout the structure. (See "59 - Superstructure" for Locations.)

### **B.IR.04 - Complex Feature**

N - Bridge does not have complex feature



**Reference Photos:**



Right car



Left car



Asset #20476(Routine, NSTM)  
Independence/CR 11 over TENMILE CREEK

Location: 2.09 MI W US 167

Team Lead: Seth Foreman Inspection Date: 04/16/2025

Bridge #20476 NSTM Member Inspection Log			
Member or Element (NSTM)	Access Equipment	Condition Rating	General Condition Notes
Left Railcar - Center Sill (Webs & Bottom Flanges)	Accessed by Foot, Waders, and Light from the channel bottom.	5	Overall, the Left Railcar is in Fair condition with areas of out-of-plane bending and cracking in scattered locations throughout the structure. (See "59 - Superstructure" for Locations.)
Right Railcar - Center Sill (Webs & Bottom Flanges)	Accessed by Foot, Waders, and Light from the channel bottom.	5	Overall, the Right Railcar is in Fair condition with areas of out-of-plane bending and cracking in scattered locations throughout the structure. (See "59 - Superstructure" for Locations.)

NSTM specific defect notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4





**Asset #20476**(Routine, NSTM)  
**Independence/CR 11 over TENMILE CREEK**

**Location: 2.09 MI W US 167**

**Team Lead: Seth Foreman Inspection Date: 04/16/2025**

### Signatures

Signature

Printed Name

Date

*Seth Foreman*

(Team Lead) Seth Foreman

04/28/2025

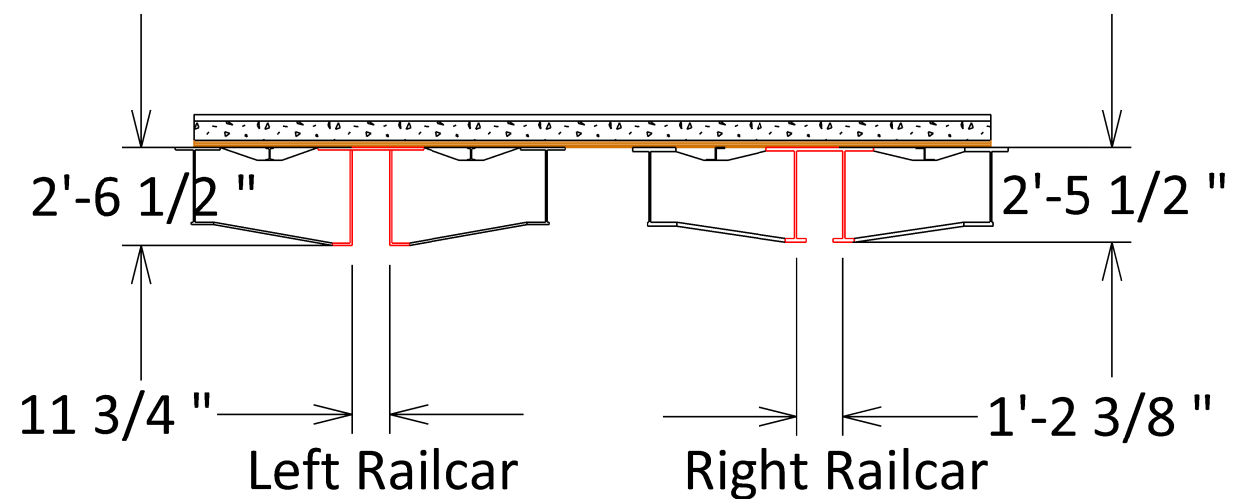
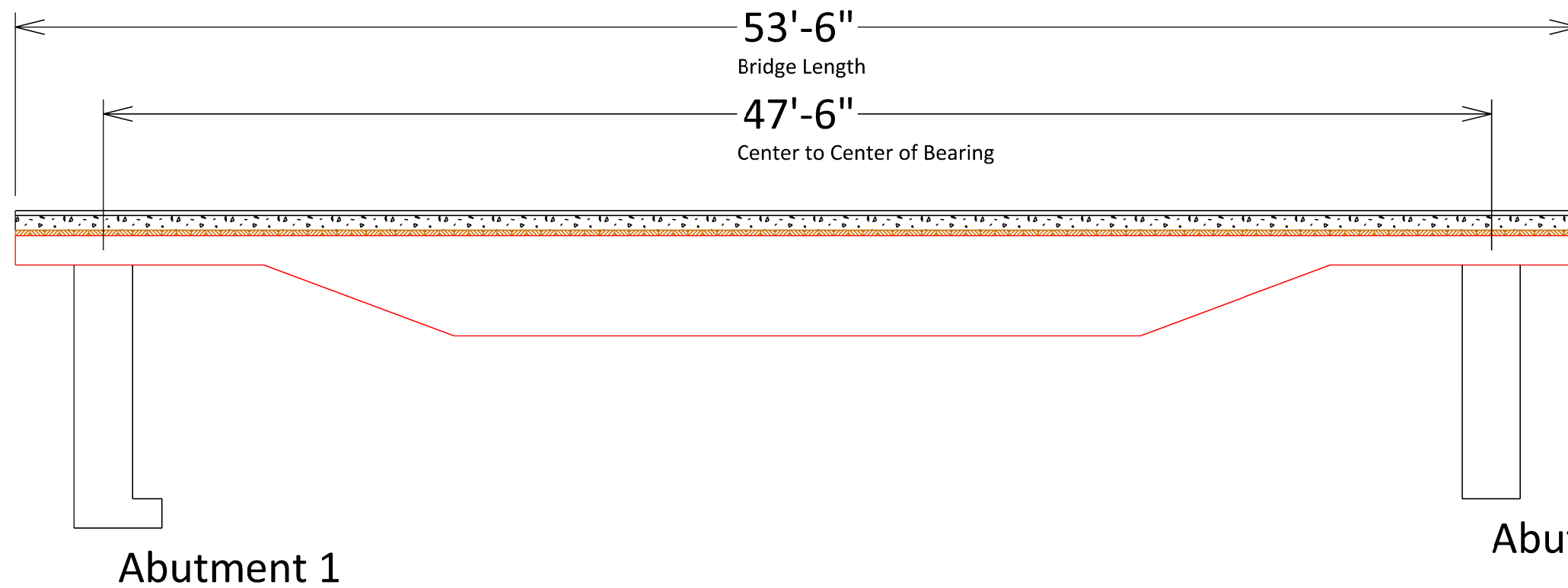
---

*Rodney Barnett*

Rodney Barnett

04/28/2025

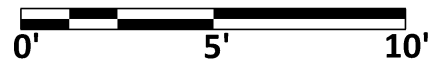
---



\*NSTM in red.

\*NSTM's are center sills as the hat section of the Left and Right Railcars.

ARKANSAS STATE HIGHWAY COMMISSION  
Little Rock, ARK.



Scale: 1"=5'

Inspection Dir: E to W

BRIDGE NO.

20476

Drawn By: AMJ

Checked By: FEH

Project: NSTM Plans

Date: 04/25/2024

