

Bridge 24438 Inspection Report



Latitude:34.06390, Longitude:-93.54440

Route:15 Section:00 Log:0.9

Arnold Road ID:, Arnold Log mile:

District 03, 109 - Pike County

Owner: 2 - County Highway Agency

Inspection Direction: 3 - E to W

Bridge Posting Information

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

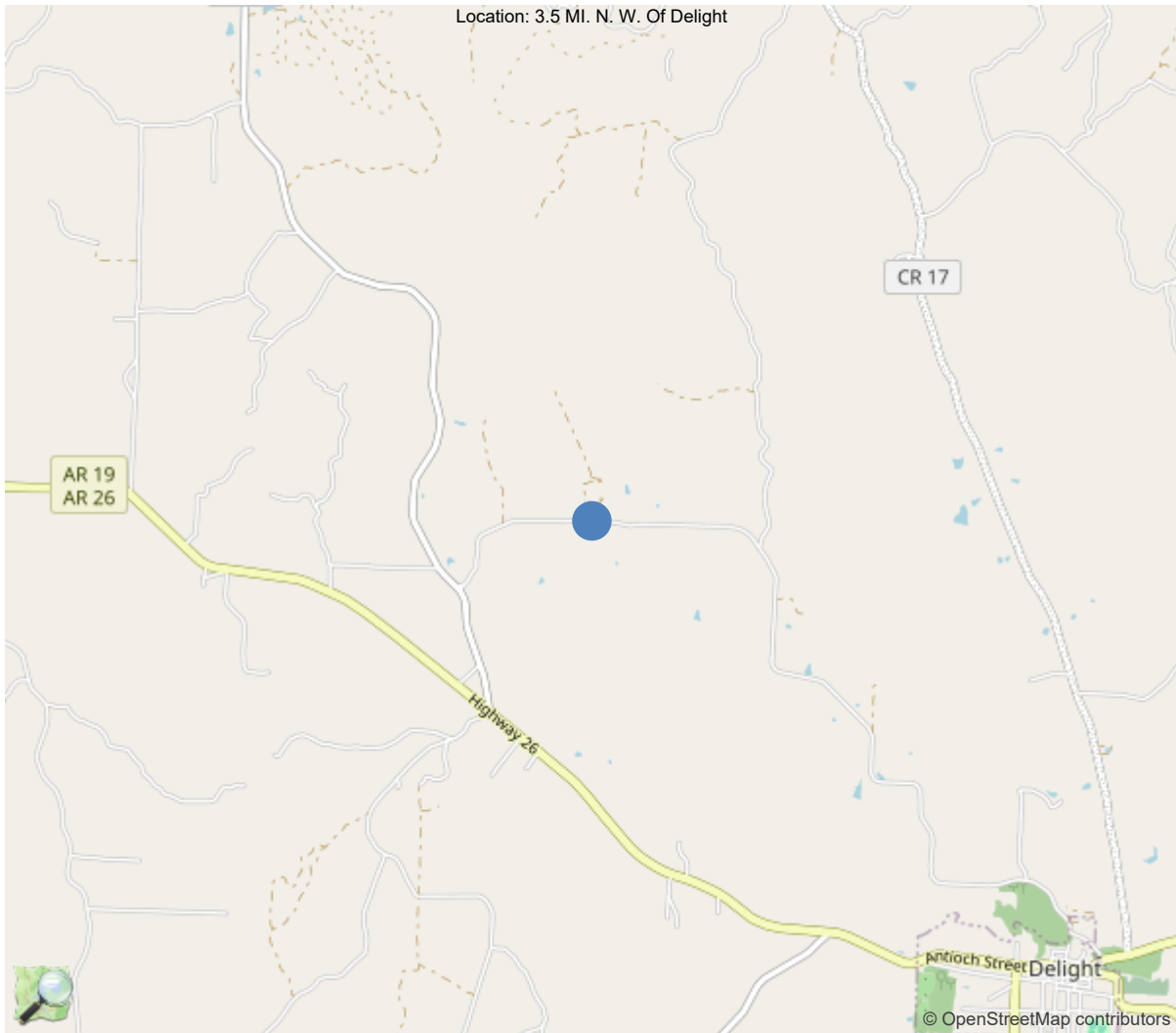
70 - Bridge Posting:

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

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



34.06390, -93.54440



Asset #24438(Initial, Routine, NSTM, Underwater type 2)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	24438
(5) Inventory Route	1
(2) Highway Agency District	03 - District 03
(3) County Code	109 - Pike County
(4) Place Code	0
(6) Features Intersected	Wolf Creek
(7) Facility Carried	CR15 Strawberry Rd
(9) Location	3.5 MI. N. W. Of Delight
(11) Mile Point	0.9 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.0639
(17) Longitude	-93.5444
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(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	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	2025
(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	364
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	50 ft
(49) Structure Length	100 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	23.3 ft
(52) Deck Width Out to Out	23.9 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	22.6 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	8
(60) Substructure	8
(61) Channel & Channel Protection	8
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	
(63) Operating Rating Method	
(64) Operating Rating	
Type	
Rating	
(65) Inventory Rating Method	
(66) Inventory Rating	
Type	
Rating	
(70) Bridge Posting	
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(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 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	0
(114) Future ADT	183
(115) Year of Future ADT	2007

INSPECTIONS *			
(90) Inspection Date			12/08/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	Yes	24	12/08/2025
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.			



SNBI #24438(Initial, Routine, NSTM, Underwater type 2)

Team Lead: John King, Inspection Date: 12/08/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	24438
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	23145
B.W.01 Year Built	

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	109 - Pike County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	03 - District 03
B.L.05 Latitude	34.0639
B.L.06 Longitude	-93.5444
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	
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	
B.CL.02 Maint. Responsibility	
B.CL.03 Federal or Tribal Land Access	
B.CL.04 Historic Significance	
B.CL.05 Toll	
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	98
B.G.02 Total Bridge Length	
B.G.03 Max Span Length	
B.G.04 Min Span Length	50
B.G.05 Bridge Width Out-to-Out	
B.G.06 Bridge Width Curb-to-Curb	
B.G.07 Left Curb or Sidewalk Width	
B.G.08 Right Curb or Sidewalk Width	
B.G.09 Approach Roadway Width	

B.G.10 Bridge Median	
B.G.11 Skew	
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	10
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	

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

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	
B.IR.02 Fatigue Details	Y - E/E' details are present
B.IR.03 UW Inspection Required	
B.IR.04 Complex Feature	

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	
B.C.02 Superstructure Condition	
B.C.03 Substructure Condition	
B.C.04 Culvert Condition	
B.C.05 Bridge Railing Condition	9 - EXCELLENT - Isolated inher
B.C.06 Bridge Railing Transitions Condition	9 - EXCELLENT - Isolated inher
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	
B.C.10 Channel Protection Condition	8 - VERY GOOD - Some inherent
B.C.11 Scour Condition Rating	8 - Insignificant scour.
B.C.12 Bridge Condition Classification	
B.C.13 Lowest Condition Rating	
B.C.14 NSTM Insp. Condition	8 - VERY GOOD - Some inherent
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	
B.AP.02 Overtopping Likelihood	3 - Low - once every 26 to 50 years
B.AP.03 Scour Vulnerability	
B.AP.04 Scour Plan of Action	
B.AP.05 Seismic Vulnerability	



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SPAN SETS

M1

B.SP.02 # of Spans	2	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	6	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	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	M01 - Metal

SUBSTRUCTURE SETS

A1

B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P02 - Pile - steel pipe
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None

P1

B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	C01 - Coating - paint
B.SB.03 Substructure Material	S01 - Steel - rolled shapes	B.SB.06 Foundation Type	P02 - Pile - steel pipe
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	E01 - Encasement - concrete

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
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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	Wolf 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	

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
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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
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Asset #24438 (Initial, Routine, NSTM, Underwater type 2)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

Inspection Notes

General Observation

12/8/2025 - An initial and Routine inspection with Soundings were taken. Performed by J. King and D. Calhoun

Inspection Procedure:

A visual and physical inspection will be performed on all structural elements of the bridge.

Tools Needed:

Hip boots/snake chaps will be needed for this inspection.

Water Depth:

The water at the time of this inspection was roughly 3 feet.

Notes:

This inspection will not require any lane closures.

At the time of this inspection, the County Judge and ADEM were present on-site.

There were no bridge elements due to the county bridge.

Drone images were captured during the construction of the bridge.

Load Rating Requested, first time.

New drawings and soundings done this inspection

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

The concrete deck is a 7 good in this inspection because there are small cracks on the surface in different spots.

There are 360 square feet of these minor cracks.

The cracks were measured and are only 0.012 inches wide.

Since they are just hairline cracks, no sealing is necessary at this time. bridge

Deck has no type of protecting sealers and rebar in the deck has no coating.

Rebar in deck is on 12 inch centers.

59 - Superstructure (8 - VERY GOOD CONDITION - no problems noted.)

The superstructure is rated an 8 in this inspection due to no problems being noted.

The outside beams are painted, while the inside beams are not.

The beams are sized W30 x 124 (from Boyd Metals).

Both the end supports and the middle support have a bearing plate that are welded to the beam and steel cap.

Drone footage of the bridge structure being built.

60 - Substructure (8 - VERY GOOD CONDITION - no problems noted.)

The substructure is rated an 8 in this inspection due to no problems being noted.

Steel piles are pushed 17 to 18 feet into the ground and then filled with concrete.

A center bent pile has a steel corrugated pipe around it, which is also filled with concrete for extra protection.

A steel channel rail is welded to the steel pile to help keep it in place when the bent was constructed.

This brace has some minor damage, but it does not affect the bridge.

Large rocks were placed at both ends, starting from the bottom of the cap and extending down toward the channel.

Wing walls were added to all four ends of the bridge. Steel piles were pushed into the ground, and a 3/8-inch plate was welded onto the piles.



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Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

61 - Channel/Channel Protection (8 - Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.)
The channel is rated a 8 this inspection due to the riprap that was placed along the streambanks on the upstream channel and downstream channel.
Some area of channel down stream has little erosion to the banks
Soundings were taken on right and left side of bridge and linked to the asset files for this inspection.

A-27 - Job Number

Built by county forces.

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

Inventory photo taken in direction of the log mile.

A-54 - Sealable Deck Cracks (N)

Note only: The cracks along the topside of the deck are 0.016" and not sealable at this time.

A-108 - Load Rating Requested (Yes)

New bridge added to system and is open.
New drawings done and soundings taken.

A-119 - Scour Assessment Request (Yes)

new bridge added 12/2025

A-128 - Description of Structure (The bridge has two 50'-00" spans, and the middle support has a steel cap. The NSTM Member is a steel cap that is an IBeam with steel plates welded to its sides and ends, forming a box shape. The steel piles underneath the cap are also welded to it. It's important to closely check this area for any cracks " A risk-based NSTM evaluation was performed by Bridge Operations Engineers in December of 2025 for this structure. Due to this being a new condition structure and the load path from the girders going nearly directly to a pile under the NSTM member and each girder, the frequency of inspection is set at 24 months for the NSTM inspection.")
Steel cap NSTM in very good condition. no noted problems

B.IR.02 - Fatigue Prone Details (Y)

Cover plate welded to bottom flange at bent 2.

B.C.05 Bridge Railing Condition Rating (9 - EXCELLENT - Isolated inherent defects)

The bridge railing is rated a 9 this inspection due to no problems being noted.

B.C.06 Bridge Railing Transitions Condition Rating (9 - EXCELLENT - Isolated inherent defects)

The bridge railing transitions are rated a 9 in this inspection due to no problems being noted.

B.C.10 Channel Protection Condition Rating (8 - VERY GOOD - Some inherent defects.)

The channel protection is rated a 8 in this inspection due to riprap being placed around both sides of the streambank.



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Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (8 - Insignificant scour.)

The scour is rated an 8 in this inspection due to riprap being placed around both ends of the streambank.

Also there is large piece of concrete in channel that can be seen in photos that were taken with drone.

Added Channel protection around bent 2.

Inspection Photos and Notes



Elevation.



Typical photo of the undersurface.



Drone footage of the topside of the deck.



The topside of the deck has 360 SF of minor cracking in various locations, CS2.



The topside of the deck has 360 SF of minor cracking in various locations, CS2.



Typical photo of the topside of the deck.



Footage of the bridge structure being built.



Footage of the bridge structure being built.



Photo of what kind the beam was used.



Drone footage of the bridge structure being built.



Drone footage of the bridge structure being built.



Drone footage of the bridge structure being built.



All steel beams speckled rust in various locations.



Typical photo of the superstructure.



Photo of the concrete being poured into the steel piling.



Channel protection around bent 2.



Typical photo of the substructure.



Typical photo of bent 3 abutment.



Upstream channel.



Downstream channel.



Drone footage of the inventory photo.



Inventory.



Photo shows cover plate and bearing area welded to bottom flange at center bent.



The bridge railing is rated a 9 this inspection due to no problems being noted.



The bridge railing transitions are rated a 9 in this inspection due to no problems being noted.



The channel protection is rated a 9 in this inspection due to riprap being placed around both sides of the streambank.



The scour is rated an 8 in this inspection due to riprap being placed around both ends of the streambank.



Channel protection around bent 2.



12/08/2025

The scour is rated an 8 in this inspection due to riprap being placed around both ends of the streambank.



12/08/2025

The scour is rated an 8 in this inspection due to riprap being placed around both ends of the streambank.



12/22/2025

Bent 2 steel cap NSTM member



12/22/2025

Bent 2 steel cap NSTM member



Asset #24438 (Initial, Routine, NSTM, Underwater type 2)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

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-65 - Clogged deck drains?	No
A-66 - Approach minor pothole/leveling needed	No

A-54 - Sealable Deck Cracks (No)

Note only: The cracks along the topside of the deck are 0.016" and not sealable at this time.

A-55 - Deck Washing Needed (No)

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



Asset #24438(Initial, Routine, NSTM, Underwater type 2)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

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 (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-65 - Clogged deck drains? (No)



Asset #24438(Initial, Routine, NSTM, Underwater type 2)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

A-66 - Approach minor pothole/leveling needed (No)



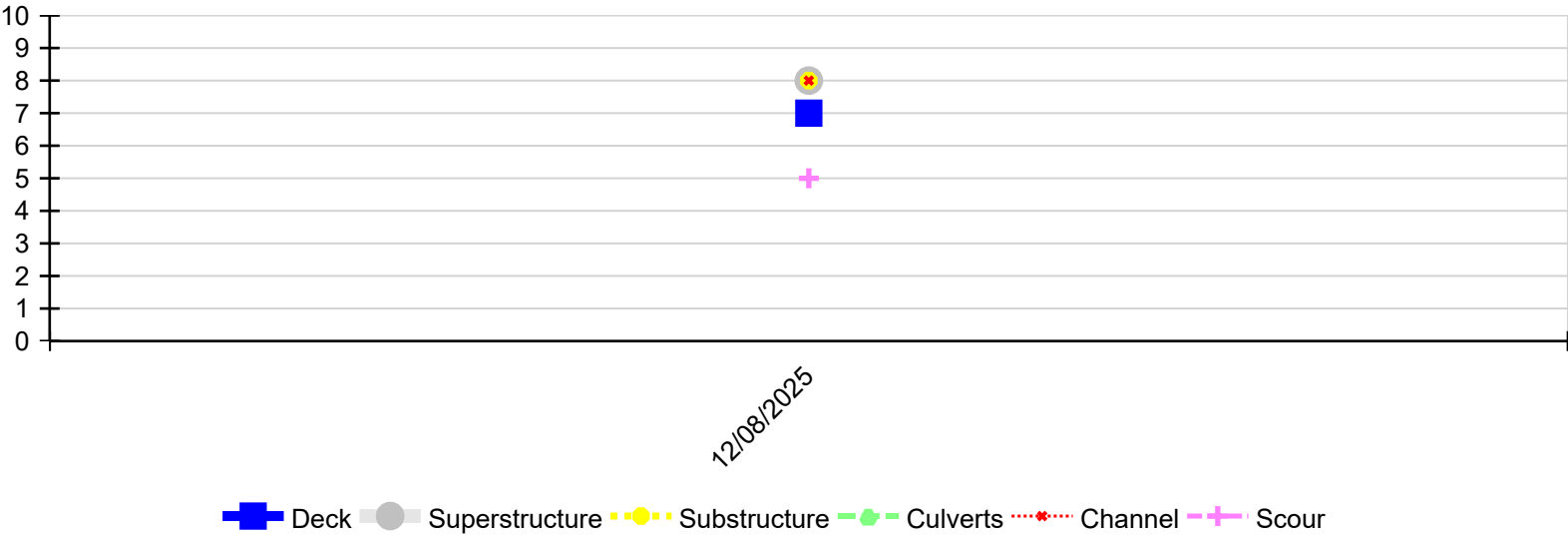
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CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
12/08/2025	7	8	8	N	8	5



Asset #24438(Initial, Routine, NSTM, Underwater type 2)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

NSTM Inspection Report and Procedure **Bridge No. 24438 3.5 MI. N. W. Of Delight**

A-128 - Description of Structure

The bridge has two 50'-00" spans, and the middle support has a steel cap. The NSTM Member is a steel cap that is an IBeam with steel plates welded to its sides and ends, forming a box shape. The steel piles underneath the cap are also welded to it. It's important to closely check this area for any cracks " A risk-based NSTM evaluation was performed by Bridge Operations Engineers in December of 2025 for this structure. Due to this being a new condition structure and the load path from the girders going nearly directly to a pile under the NSTM member and each girder, the frequency of inspection is set at 24 months for the NSTM inspection."
Steel cap NSTM in very good condition. no noted problems

A-129 - Range Of Dates, Personnel and Responsibilities

Sr. Bridge Inspector John King - Team Leader
Bridge Inspector Dawson Calhoun - Inspector
All NSTM's were inspected hands on by both the team lead and the inspector.

A-130 - Access Equipment

All NSTM's are accessible by hand or ladder, inspection will require hip boots or chest waders. Structure can not be inspected during swift current.

B.IR.02 - Fatigue Prone Details

Y - E/E' details are present
Cover plate welded to bottom flange at bent 2.

B.C.14 - NSTM Inspection Condition

8 - VERY GOOD - Some inherent defects.

B.IR.04 - Complex Feature

Reference Photos:



Bent 2 steel cap NSTM member



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CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

Bridge #24438 NSTM Member Inspection Log			
Member or Element (NSTM)	Access Equipment	Condition Rating	General Condition Notes
Bent 2 Steel cap.	Inspection will require ladder, hip boots or chest waders. Structure can not be inspected during swift current.	8	Bridge was built in 12/2025 and the cap at bent 2 is in very good condition. the cap was painted when bridge was built. Welds show no sign of cracking.

NSTM specific defect notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4



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Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

Signatures

Signature

Printed Name

Date

John King

(Team Lead) John King

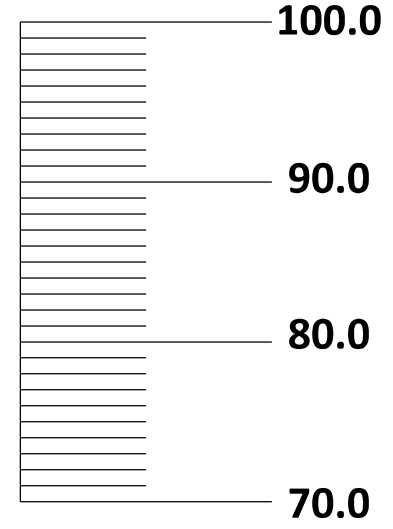
12/23/2025

Dawson Calhoun

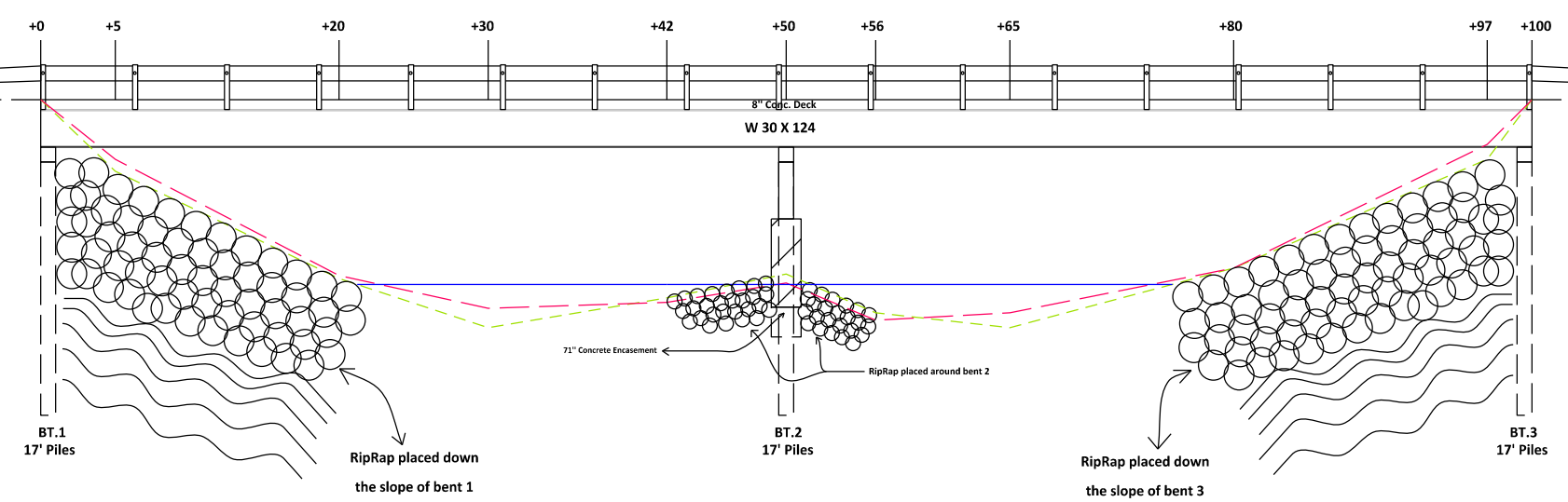
Dawson Calhoun





12/23/2025

10' Scale

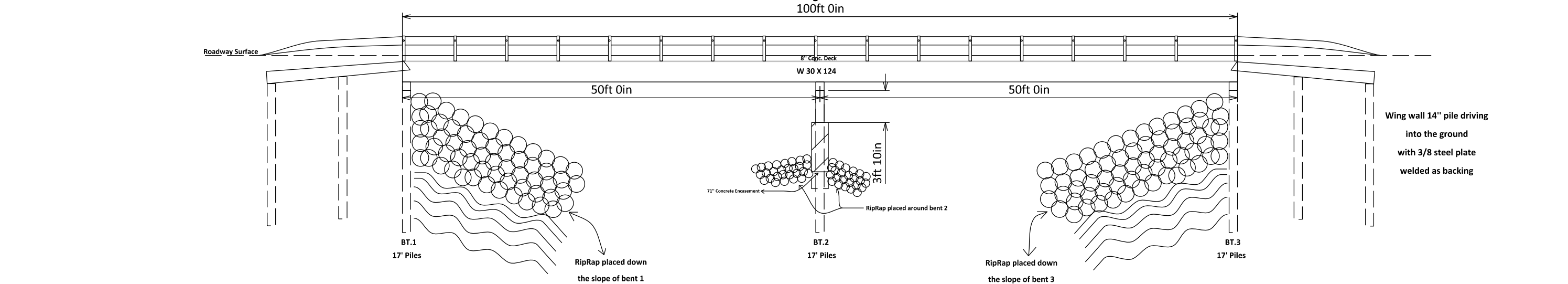


(Channel Soundings Taken Top Of Deck)



Right Side Sounding			BRIDGE NO.		
Left Side Sounding			24438		
ARKANSAS STATE HIGHWAY COMMISSION Little Rock, ARK.		Scale:1"=12'	Drawn By: D.Calhoun	Project: Soundings	
		Inspection Dir: E To W	Channel Flow: N To S	Checked By: J.King	

Layout



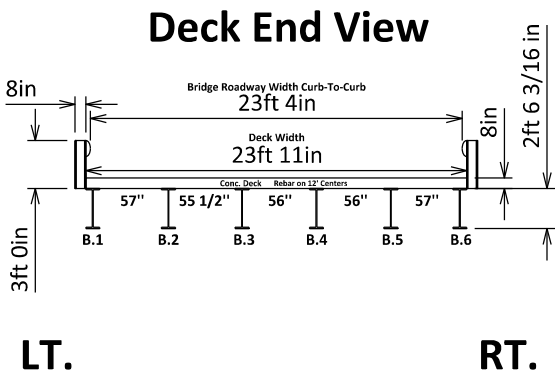
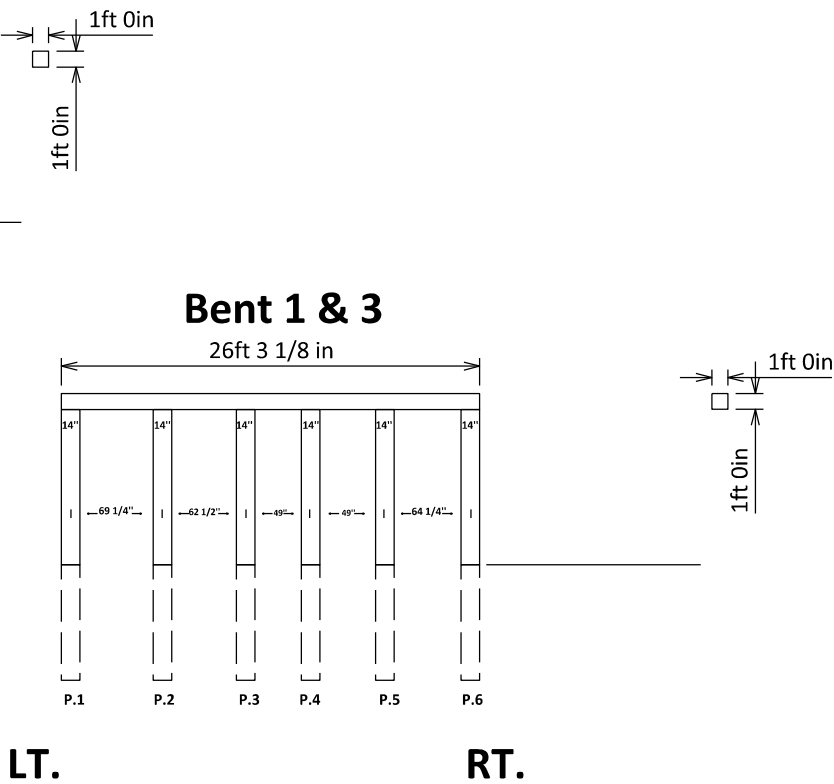
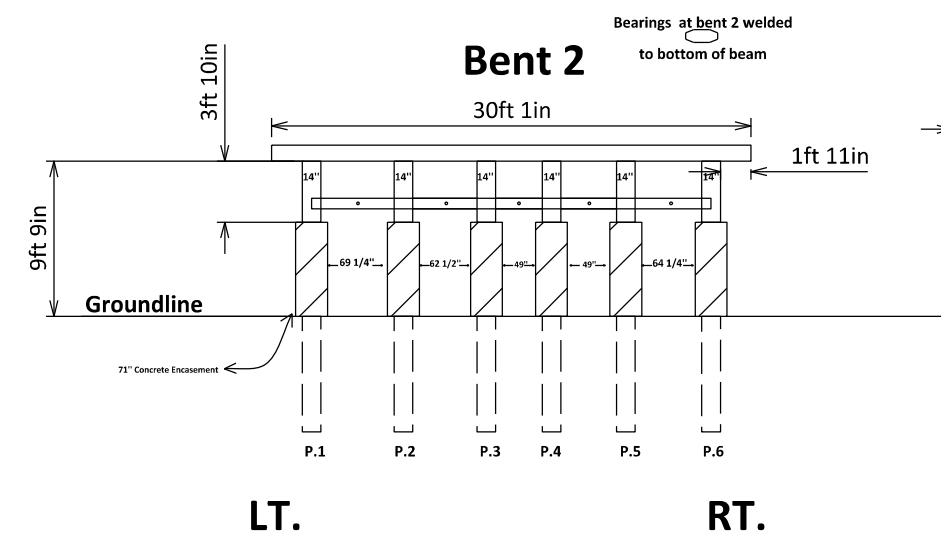
The concrete is 8 inches thick, with an average thickness of 7.5 inches.

The rebar is spaced every 12 inches.

The steel beams are W30 x 124#.

All the 14-inch steel pipes are filled with concrete.

Riprap and concrete are placed at the end supports in the channel and around bent 2.



ARKANSAS STATE HIGHWAY COMMISSION
Little Rock, ARK.

Scale: 1"=12'

Inspection Dir: E To W

Channel Flow: N To S

BRIDGE NO.

24438

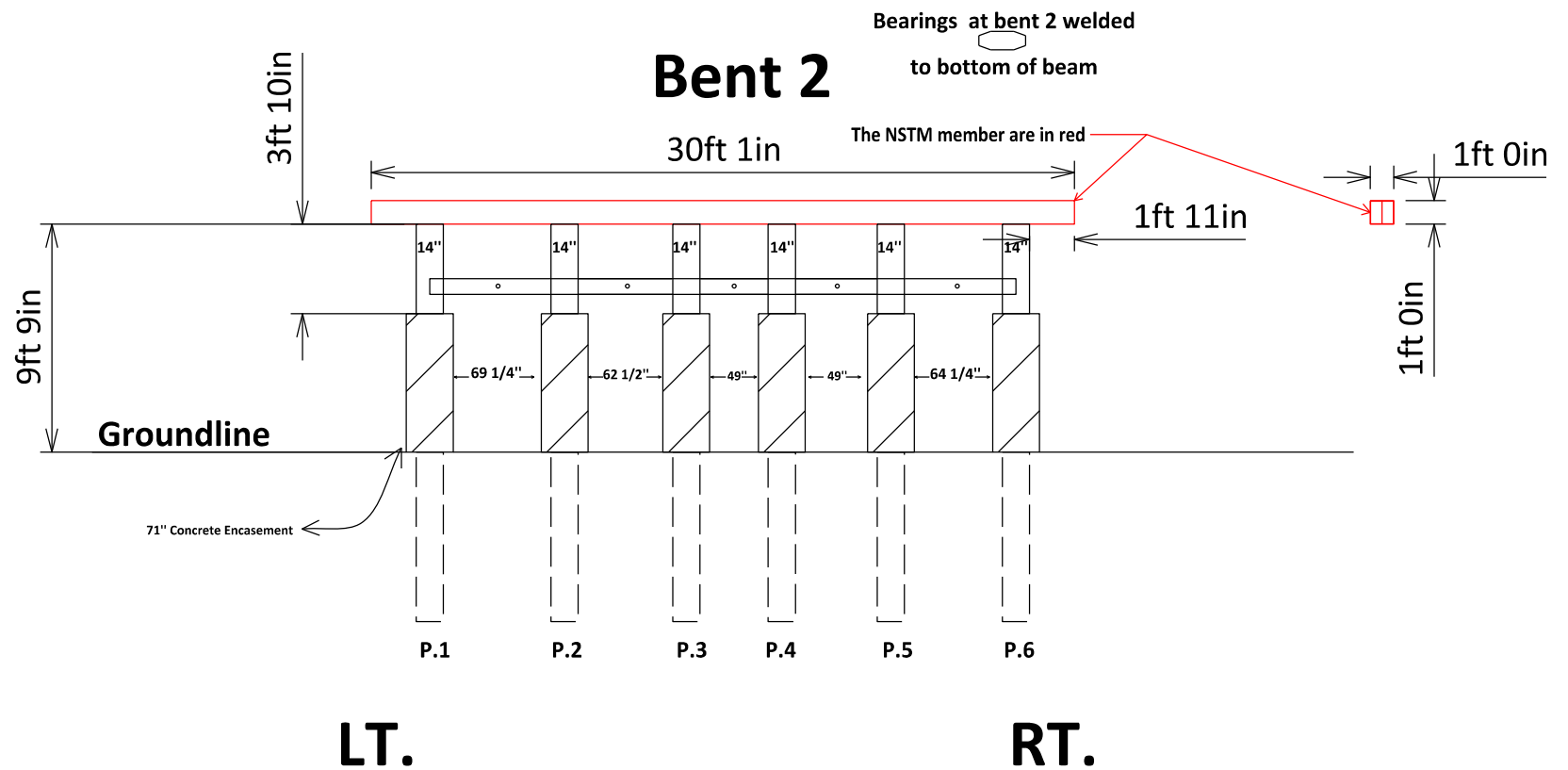
Drawn By: D.Calhoun


Project: Layout

Checked By: J.King

Date: 20251209





<p>NSTM member is the steel cap at bent 2 the NSTM member are in red</p>	<p>Scale: 1"=5'</p> <p>0' 5' 10'</p>	<p>BRIDGE NO.</p> <p>24438</p>	
<p>ARKANSAS STATE HIGHWAY COMMISSION Little Rock, ARK.</p>		<p>Drawn By: J. King Project: Edit</p> <p>Checked By: J. King Date: 12/2025</p>	



Asset #24438(Initial, Routine, NSTM)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

NSTM Inspection Report and Procedure **Bridge No. 24438 3.5 MI. N. W. Of Delight**

A-128 - Description of Structure

The bridge has two 50'-00" spans, and the middle support has a steel cap. The NSTM Member is a steel cap that is an IBeam with steel plates welded to its sides and ends, forming a box shape. The steel piles underneath the cap are also welded to it. It's important to closely check this area for any cracks " A risk-based NSTM evaluation was performed by Bridge Operations Engineers in December of 2025 for this structure. Due to this being a new condition structure and the load path from the girders going nearly directly to a pile under the NSTM member and each girder, the frequency of inspection is set at 24 months for the NSTM inspection."
Steel cap NSTM in very good condition. no noted problems

A-129 - Range Of Dates, Personnel and Responsibilities

Sr. Bridge Inspector John King - Team Leader
Bridge Inspector Dawson Calhoun - Inspector
All NSTM's were inspected hands on by both the team lead and the inspector.

A-130 - Access Equipment

All NSTM's are accessible by hand or ladder, inspection will require hip boots or chest waders. Structure can not be inspected during swift current.

B.IR.02 - Fatigue Prone Details

Y - E/E' details are present
Cover plate welded to bottom flange at bent 2.

B.C.14 - NSTM Inspection Condition

8 - VERY GOOD - Some inherent defects.

B.IR.04 - Complex Feature

Reference Photos:



Bent 2 steel cap NSTM member



Asset #24438(Initial, Routine, NSTM)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King Inspection Date: 12/08/2025

Bridge #24438 NSTM Member Inspection Log			
Member or Element (NSTM)	Access Equipment	Condition Rating	General Condition Notes
Bent 2 Steel cap.	Inspection will require ladder, hip boots or chest waders. Structure can not be inspected during swift current.	8	Bridge was built in 12/2025 and the cap at bent 2 is in very good condition. the cap was painted when bridge was built. Welds show no sign of cracking.

NSTM specific defect notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4



Asset #24438(Initial, Routine, NSTM)

CR15 Strawberry Rd over Wolf Creek

Location: 3.5 MI. N. W. Of Delight

Team Lead: John King **Inspection Date:** 12/08/2025

Signatures

Signature

Printed Name

Date

John King

(Team Lead) John King

12/08/2025

Dawson Calhoun

Dawson Calhoun

12/08/2025
