

## Bridge 01899 Inspection Report



Latitude:35.94058, Longitude:-92.11520

Route:5 Section:16 Log:24.61

Arnold Road ID:69x5x16xA, Arnold Log mile:17.036

District 05, 137 - Stone County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

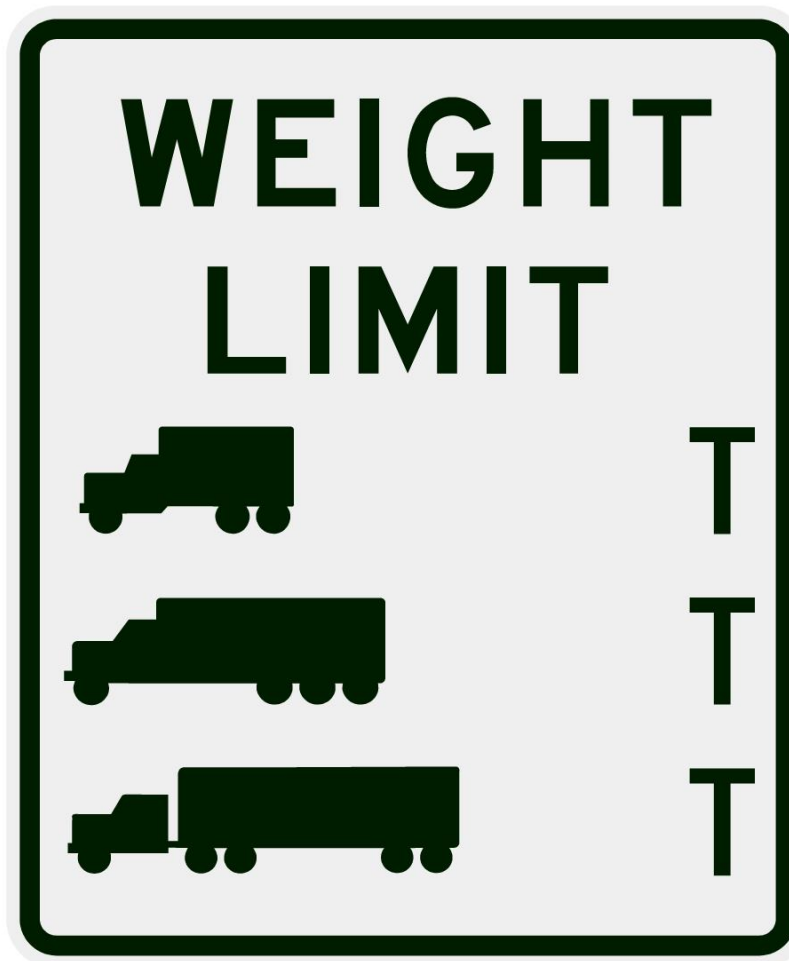
### Bridge Posting Information

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

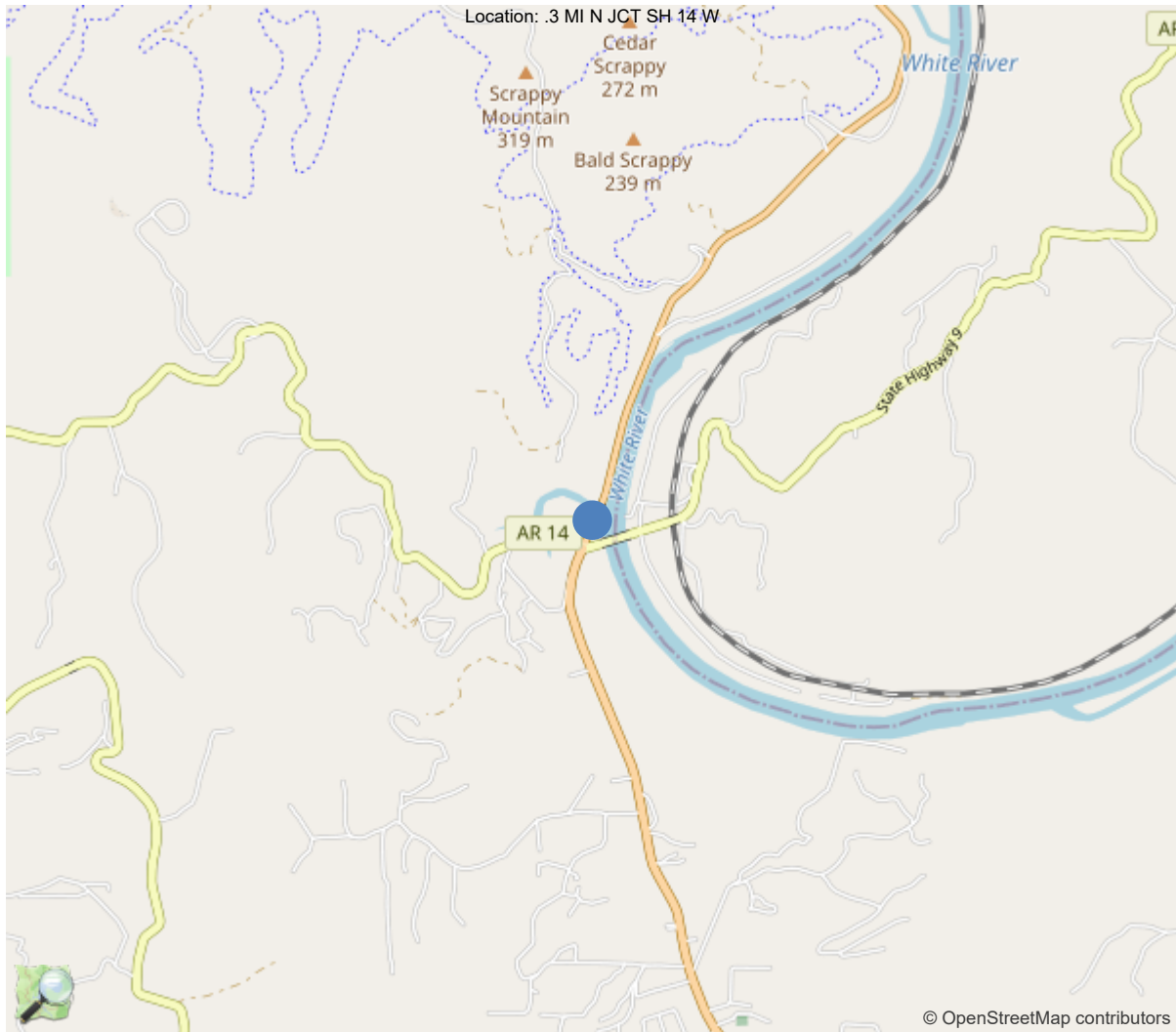
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	30		
Code 9 (31 Tons)	33		
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



35.94058, -92.11520



Asset #01899(Routine, NSTM)  
SH 5/Stone County over SYLAMORE CREEK  
Location: .3 MI N JCT SH 14 W  
Team Lead: Seth Foreman Inspection Date: 09/17/2025

## National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	01899
(5) Inventory Route	1
(2) Highway Agency District	05 - District 05
(3) County Code	137 - Stone County
(4) Place Code	0
(6) Features Intersected	SYLAMORE CREEK
(7) Facility Carried	SH 5/Stone County
(9) Location	.3 MI N JCT SH 14 W
(11) Mile Point	24.61 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000005160
(16) Latitude	35.94058
(17) Longitude	-92.1152
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	4
(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	1938
(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	1800
(30) Year of ADT	2024
(109) Truck ADT	%
(19) Bypass, Detour Length	25 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	92 ft
(49) Structure Length	426 ft
(50) Curb or Sidewalk Width	
Left	0.6 ft
Right	0.6 ft
(51) Bridge Roadway Width Curb to Curb	20 ft
(52) Deck Width Out to Out	21.9 ft
(32) Approach Roadway Width (W/Shoulders)	22 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	21.3 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	6 - Rural Minor Arterial
(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	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	4
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
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	40
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	24
(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	2
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	7
(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	31 - Replacement of bridge or
(76) Length of Structure Improvement	464 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 156
(96) Total Project Cost	\$ 1120
(97) Year of Improvement Cost Estimate	2004
(114) Future ADT	2120
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			09/17/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	Yes	12	09/17/2025
B: Underwater Inspection	Yes	60	09/13/2023
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: 09/17/2025

### Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	01899
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1938

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	137 - Stone County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	05 - District 05
B.L.05 Latitude	35.94058
B.L.06 Longitude	-92.1152
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 MI N JCT SH 14 W
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	421.8
B.G.02 Total Bridge Length	425.9
B.G.03 Max Span Length	91.9
B.G.04 Min Span Length	46
B.G.05 Bridge Width Out-to-Out	22
B.G.06 Bridge Width Curb-to-Curb	20
B.G.07 Left Curb or Sidewalk Width	0.7
B.G.08 Right Curb or Sidewalk Width	0.7
B.G.09 Approach Roadway Width	22

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	
B.G.13 Max Bridge Height	40
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	9369.8

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	0.67
B.LR.06 Operating Load Rating Factor	1.11
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	Bridge does not carry routine permi

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	Y - NSTM inspection required.
B.IR.02 Fatigue Details	N - No E/E' details
B.IR.03 UW Inspection Required	Y - Underwater inspection required
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	5 - FAIR - Some moderate defec
B.C.02 Superstructure Condition	4 - POOR - Widespread moderate
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.	5 - FAIR - Some moderate defec
B.C.08 Bridge Joints Condition	5 - FAIR - Some moderate defec
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	P - Poor
B.C.13 Lowest Condition Rating	4 - POOR - Widespread moderate
B.C.14 NSTM Insp. Condition	4 - POOR - Widespread moderate
B.C.15 UW Inspection Condition	6 - SATISFACTORY - Widespread

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	A - Scour appraisal completed. Brid
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: 09/17/2025

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	2	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	2 - Continuous	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	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None
<b>A1</b>			
B.SP.02 # of Spans	4	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	2	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	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	G02 - Girder/beam - I-shaped s	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
<b>SUBSTRUCTURE SETS</b>			
<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	P03 - Pile - concrete, cast-in
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
<b>P1</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	P03 - Pile - concrete, cast-in
B.SB.04 Substructure Type	P04 - Pier - multiple column w	B.SB.07 Foundation Protective System	0 - None
<b>P2</b>			
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	P04 - Pier - multiple column w	B.SB.07 Foundation Protective System	0 - None
<b>HIGHWAY FEATURES</b>			
<b>H1</b>			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	2500
B.F.03 Feature Name	SH 5/Stone County	B.H.10 Annual ADTT	25
B.H.01 Functional Classification	4 - Minor Arterial	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	5160	B.H.16 Highway Max Usable Surface Width	20.9
B.H.07 LRS Mile Point	24.61	B.H.17 Bypass Detour Length	25
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	



Team Lead: Seth Foreman, Inspection Date: 09/17/2025

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	5	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline

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	SYLAMORE 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
PO - Permanent and 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
----------------------------------	----------------------------------	----------------------	-----------------------



## Inspection Notes

### General Observation

Elevation with log mile going right.

Bridge was inspected by Aspen-40 snooper with lane closure in the north bound lane. Skydio S2 was used to capture the Elevation photo.

The NSTMs were inspected within arms' reach and rated according to their condition. All defects were noted and quantified in the report's elements section.

---

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

Overall deck is in fair condition with cracking and spalls to undersurface at all spans.

---

**59 - Superstructure** (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Superstructure is in Poor condition with:

Measurable section loss to webs of girders below paving haunches at the beginning & ends of most spans.

Some girders also have areas of rust with heavy section loss to webs, bottom flanges & diaphragm connection plates at beginning & ends of most spans.

Rust & pack rust between cover plates & bottom flanges of girders at a few locations.

Bearings have areas of rust & pack rust along with section loss most locations. Bearings also have areas of heavy corrosion to Anchor bolts & nuts with some missing. Rocker pins also have nuts that are cracked & backing off with 1 nut that is missing entirely.

---

**61 - Channel/Channel Protection** (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

Overall channel/channel protection is in satisfactory condition with minor scour with footings exposed to interior bents.

---

**113 - Scour Critical Bridges** (8 - Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing (Example A) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge4), by calculation or by installation of properly designed countermeasures (see HEC 23).)

4/29/2024 - VLE

Exposed footings with no undermining. Bridge is stable. 113 changed from 8 to 5 on this date.

---

**A-51 - Inspection Direction** (2 - S to N)

09/28/23 - NLB, VLE, DLC

Underwater Inspection conducted with notes in accordance with plans (North to South).

Previous Routine

Roadway with Log Mile running South to North.

---

**A-57 - Girder End and Bearing Painting Needed** (Y)

Typical beam ends have flaking corrosion and section loss to the bottom flange, web, and haunch areas.

---

**A-64 - Vegetation Removal Requested** (Y)

Vegetation @ Spans 1, 2, 6 & 7.

---



#### A-114 - Underwater Inspection General Observation

Team Leader: Victoria Elliott  
Dive Team: Victoria Elliott / Dan Crews  
Note Taker: Nate Brown  
Total Substructure Units: 8  
Substructure Units in Water: Piers 2 - 4  
Direction of Flow: W to E  
Deepest Water Depth: 9.9 ft  
Water Velocity: 1 FPS  
Dive Planning: Pre- and Post-Dive evaluations were done in Microsoft Forms

---

**A-115 - Underwater Inspection Channel/Channel Protection** (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)

09/28/23 - NLB, VLE, DLC

Overall the channel is in satisfactory condition. The channel approaches the substructure units at an approximate 20 degree angle. The bank under the south end of the bridge appears to be stable, well vegetated, and protected with rip rap. The bank on the northwest corner has minor cut bank but appears stable. The channel appears to be cutting slightly behind Pier 2. The bank on the northeast corner is stable and protected by large rip rap.

---

**A-116 - Underwater Inspection Substructure Condition (B.C.15)** (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

9/28/23 - NLB, VLE, DLC

Overall, the substructure is in satisfactory condition with minor cracking, spalling, and scour.

---

**A-117 - Underwater Scour Condition** (5 - Moderate scour; strength and stability of the bridge are not affected.)

9/28/23 - NLB, VLE, DLC

According to plans, Piers 2-4 have spread footings keyed into solid rock. Pier 3 has an 11.5' long area of exposed footing starting from the left face of Column 1 footing, running around the back side of Column 1 footing, and 3' into the back side of the pier wall footing. This footing has up to 1' of vertical exposure with the deepest location at the back left corner of Column 1 footing. Pier 4 has a 10' long area of exposed footing starting at the back left corner of Column 1, extending around the back side of Column 1 footing, and half way along the back side of the pier wall footing. This footing has up to 2' of vertical exposure on the back face of the pier wall and column 1 footings. Detailed limits of exposure can be found in the elements section of this report.

According to design plans, the original ground line elevation at Pier 3 and Pier 4 was approximately 290.0.

---

**A-119 - Scour Assessment Request** (No)

4/29/2024 - VLE

Exposed footings with no undermining. Bridge is stable. 113 changed from 8 to 5 on this date.

---

**A-128 - Description of Structure** (Bridge # 01899 is a seven span structure that carries highway 5 over Sylamore Creek. The total length of the structure is 426' 9" and the out-to-out width is 21' 11". The structure has an NSTM 2-girder system. These girders are depicted in RED on the NSTM MicroStation drawing and are visually inspected within arm's reach for any evidence of cracking, section loss, or other deterioration. All NSTMs are accessed with the Aspen A40 Under-Bridge Inspection Unit.)

The steel 2-girder system in spans 1-7 is considered NSTM

---

**B.C.05 Bridge Railing Condition Rating** (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

The rail is in fair condition with cracking, spalling, and exposed rebar throughout.

---



**B.C.07 Bridge Bearings Condition Rating** (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

The bearings have widespread corrosion and connection issues.

**B.C.08 Bridge Joints Condition Rating** (5 - FAIR - Some moderate defects.)

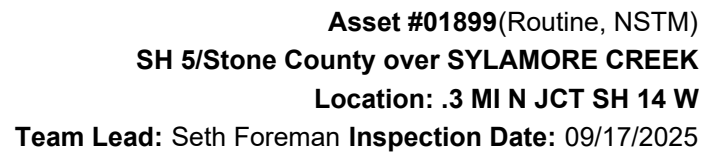
The joints are leaking throughout promoting corrosion.

**B.C.14 - NSTM Inspection Condition** (4 - POOR - Widespread moderate or isolated major defects; strength and/or performance of the component is affected. )

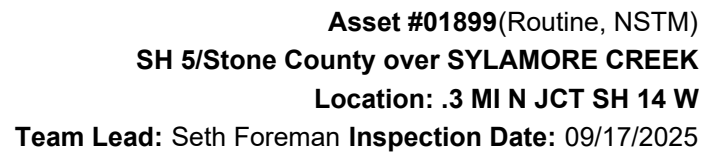
Overall, the NSTMs were found to be in poor condition with widespread corrosion over the bents at the girder ends. An isolated crack was identified in the stiffener of girder 2 on the back side of bent 6. The crack is not currently in the girder and should be monitored closely for future propagation. Other areas of CS3 corrosion were also identified throughout the structure, and the steel girders comprising the NSTMs were therefore rated a 4.

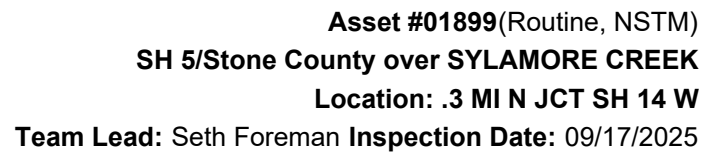
Steel open girder/beam - 4





ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
*Typical cracking to top of deck and undersurface at all spans throughout. 103' CS2, 582' CS3 *Abrasion to top of deck throughout. 7836' CS2							
107	Steel Open Girder/Beam	LF	847	621	175	51	0
1000	Corrosion	LF	225	0	175	50	0
1010	Cracking	LF	1	0	0	1	0
515	Steel Protective Coating	SF	8504	8304	0	0	200
3440	Effectiveness (Steel Protective Coatings)	SF	200	0	0	0	200
(107) Span 1: Beginning of span Girder 1 & 2 - 2' rust each with 1' having 1/8" section loss to bottom flange. 4' CS3 End of span Girder 1 - 2' of rust with 1' having 7/16" section loss to bottom flange at end of span. 2' CS3 Girder 2 - 2' of rust with 1' having 3/16" section loss to bottom flange at end of span. 2' CS3 Span 2: Beginning of span Girder 1 - 2' of rust with 1' having 3/16" to 1/4" section loss to web below haunch, lower web and bottom flange. 2' CS3 Girder 2 - 2' of rust with 1' having 3/16" to 1/4" section loss to web below haunch, lower web and bottom flange. 2' CS3 End of span Girder 1 - 2' of rust with 1' having 5/16" section loss to web and bottom flange. 2' CS3 Girder 2 - 2' rust with 3/8" section loss to web and 1/2" section loss to bottom flange. 2' CS3 Heavy rust with 1/4" section loss to web of diaphragm. CS3 Span 3: Beginning of span Girder 1 & 2 - 2' rust each with 3/16" section loss to web and bottom flange. 4' CS3 End of span Girder 1 & 2 - 1' rust each with 1/8" section loss to bottom flange over the bearing. 2' CS3 *Girder 2 has 2' of rust/pack rust between splice plate. 2' CS3 Span 4: End of span Girder 1 - 2' of rust with 1' having 3/16" - 1/4" section loss to web and bottom flange over the bearing. 2' CS3 Span 5 - Beginning of span Girder 1 - Anchor bolts connecting the girder to the bearing have deterioration and loss of strength due to corrosion on the beam ends and bearings. 1' CS3 Girder 2 - 2' rust with 3/16" section loss to lower web and bottom flange. 2' CS3 End of span Girder 1 & 2 - 2' rust each with 1/8" - 3/16" section loss to lower web and bottom flange. 4' CS3 *Girder 1 has 1' of rust/pack rust between splice plate. 1' CS3 Span 6: Beginning of span Girder 1 -							

[illegible]



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2' diagonal efflor crack to left side of abutment. 2' CS2 Abutment 2: 7' of map cracking to abutment. 7' CS2 1' area of delam to Abutment. 1' CS2 3' of spalls with exposed rebar. 3' CS3 Minor debris on cap.							
220	Reinforced Concrete Pile Cap/Footing	LF	22	0	22	0	0
6000	Scour	LF	22	0	22	0	0
227	Reinforced Concrete Pile	EA	1	0	0	1	0
6000	Scour	EA	1	0	0	1	0
234	Reinforced Concrete Pier Cap	LF	101	57	3	41	0
1080	Delamination/Spall/Patched Area	LF	3	0	1	2	0
1090	Exposed Rebar	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	33	0	2	31	0
(234) Bent 1: 12' horizontal crack to backside of cap. 12' CS3 10' horizontal crack to ahead side of cap. 10' CS3 1' spall to left end of cap. 1' CS2 Bent 2: 6' spall with 5' of rebar exposed to backside of cap. 1' CS3 (spall), 5' CS3 (rebar) 4' horizontal crack to backside of cap. 4' CS3 Bent 3: Spall with 2' of rebar exposed to left end of cap. 2' CS3 2 vertical cracks to backside of cap. 2' CS2 Bent 4: Spall with 6" of rebar exposed to left side of cap. 1' CS3 Bent 5: OK Bent 6: 5' of cracking to left and right end of cap. 5' CS3 1' spall to right end of cap. 1' CS3							
301	Pourable Joint Seal	LF	109	85	0	24	0
2320	Seal Adhesion	LF	24	0	0	24	0
303	Assembly Joint with Seal	LF	120	120	0	0	0
311	Movable Bearing	EA	14	0	0	11	3
1000	Corrosion	EA	6	0	0	6	0
1020	Connection	EA	4	0	0	3	1
2220	Alignment	EA	4	0	0	2	2
515	Steel Protective Coating	SF	32	0	6	10	16
3440	Effectiveness (Steel Protective Coatings)	SF	32	0	6	10	16
(311) Bent 1: Bearing 1 & 2 have rotated ahead to limits. Joint is closed. 2 CS4 (alignment) Bent 2:							



**Asset #01899**(Routine, NSTM)  
**SH 5/Stone County over SYLAMORE CREEK**  
**Location: .3 MI N JCT SH 14 W**  
**Team Lead: Seth Foreman Inspection Date: 09/17/2025**

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Back side Bearing 1 & 2 have rotated ahead on the back side. 2 CS3 Ahead side Bearing 1 - 2 anchor bolts missing due to heavy corrosion. 1 CS4 Bearing 2 - Exterior nut on rocker pin and anchor bolt nut is missing due to heavy corrosion. 1 CS3 has rust with heavy section loss. CS3 Bent 4: Bearings 1 & 2 - have rust with section loss. 2 CS3 Bent 5: Bearings 1 - Exterior nut on rocker pin is cracked. 1 CS3 Bearing 2 - Exterior nut on rocker pin is cracked. 1 CS3 Rust with heavy section loss to bearings. CS3 Bent 6: Backside Bearings 1 & 2 - have rust with section loss. 2 CS3 Ahead side Bearings 1 & 2 - have rust with section loss. 2 CS3							
313	Fixed Bearing	EA	10	0	2	8	0
1000	Corrosion	EA	10	0	2	8	0
515	Steel Protective Coating	SF	24	12	12	0	0
3440	Effectiveness (Steel Protective Coatings)	SF	12	0	12	0	0
(313) Abutment 1 - Bearings 1 & 2 - Have rust with section loss to bearings. 2 CS3 Bent 1: Ahead side Bearings 1 & 2 - Have rust with section loss to bearings. 2 CS3 Bent 3: Bearings 1 & 2 have minor corrosion to bearings. 2 CS2 Bent 6: Back side Bearings 1 & 2 - Have rust with section loss to bearings. 2 CS3 Abutment 2: Bearings 1 & 2 - Have rust with section loss to bearings. 2 CS3							
331	Reinforced Concrete Bridge Railing	LF	852	817	11	24	0
1080	Delamination/Spall/Patched Area	LF	29	0	5	24	0
1090	Exposed Rebar	LF	6	0	6	0	0

## Inspection Photos and Notes



Elevation with Log Mile going right.



Debris on cap @ Bent 6 & Abutment 2.



Aerial View 2016



Channel View Left (Downstream)



Aerial View 2023



Channel View Right (Upstream)



Pier 2 Ahead



Pier 3 Back



Pier 3 Ahead



Pier 4 Back



Pier 4 Ahead



Pier 5 and 6



NSTM photo.



Delaminated area to soffit @ Span 4.



Patched area to deck @ Span 1.(#2)



Spalls/patched areas to deck @ beginning of Span 4.(#3)



Spalls/patched areas to deck @ end of Span 4.(#3)



Spalls/patched areas to deck @ end of Span 4.(#3)



Spalls to deck @ Span 5.(#3)



Spalls with rebar exposed with s/l to soffit @ Span 4.(#3)  
(typical)



Typical spalls with rebar exposed to overhangs.(#3)(Left overhang @ Span 3)



Spalls with rebar exposed with s/l to soffit @ Span 3.(#3) (typical)



Spalls with rebar exposed with s/l to soffit @ Span 2.(#3) (typical)



Typical spalls with rebar exposed with s/l to overhangs.(#3)



Typical cracking to deck.(#2)



Transverse cracking to deck @ Span 3.(#3)(typical)



Typical transverse cracking & spalling to deck.(#3)(typical)



Typical transverse cracking to deck.(#3)(typical)



Typical transverse cracking to deck.(#3)



Efflorescent cracking with rust stains to soffit @ Span 3.(#3)  
(typical)



Efflorescent cracking to soffit @ Span 2.(#2)(typical)



Efflorescent cracking to soffit @ Span 1.(#2)(typical)



09/21/2023

Typical abrasion to deck.(#2)



09/21/2023

Rust with 1/2" s/l to web below haunch @ Girder 2 @ end of Span 6.(#3)



09/21/2023

Rust with pack rust & s/l to diaphragm, bottom flange & connecting plate @ Girder 2 @ end of Span 6.(#3)



09/21/2023

Rust with pack rust & s/l to diaphragm, bottom flange & connecting plate @ Girder 2 @ beginning of Span 6.(#3)



09/21/2023

Rust with 100% s/l to diaphragm connection plate & heavy s/l to bottom of web & bottom flange @ Girder 1 @ beginning of Span 6.(#3)



09/21/2023

Rust with 1/8" s/l to web below haunch @ Girder 2 @ beginning of Span 6.(#3)



09/21/2023

Rust with 3/16" s/l to web below haunch @ Girder 1 @ beginning of Span 6.(#3)



09/21/2023

Rust with pack rust to top flange & between cover plates & bottom flange @ Girder 1 @ Bent 4.(#3)



09/21/2023

Rust with pack rust between cover plate & bottom flange @ Girder 2 @ end of Span 3.(#3)



09/21/2023

Rust to Girder 2 @ 3rd drain opening @ Span 3.(#3)



09/21/2023

Rust with 5/16" s/l to web below haunch @ Girder 1 @ end of Span 2.(#3)



09/21/2023

Rust with pack rust with s/l to bottom flange & connecting plate @ Girder 1 @ end of Span 2.(#3)



Rust with pack rust & s/l to diaphragm, bottom flange & connecting plate @ Girder 2 @ end of Span 2.(#3)



Rust with pack rust & s/l to diaphragm, bottom flange & connecting plate @ Girder 1 @ beginning of Span 2.(#3)



Rust with pack rust & s/l to diaphragm, bottom flange & connecting plate @ Girder 2 @ end of Span 1.(#3)



Rust with pack rust & s/l to diaphragm, bottom flange & connecting plate @ Girder 1 @ end of Span 1.(#3)



09/21/2023

Rust with 3/16"s/l to web below haunch @ Girder 1 @ end of Span 1 & 5/16" @ beginning of Span 2.(#3)



09/21/2023

Rust with 3/16" s/l to web below haunch @ Girder 2 @ end of Span 1 & beginning of Span 2.(#3)



09/21/2023

Spall with rebar exposed with s/l to Left side of Column 1 @ Bent 3.(#3)



09/21/2023

Spall with rebar exposed with s/l to ahead side of Column 1 @ Bent 2.(#3)



09/21/2023

Spalls with rebar exposed with s/l to backside of Column 2  
@ Bent 2.(#3)



09/21/2023

Vertical cracking to Column 2 @ Bent 3.(#2)



09/21/2023

Area of map cracking to Abutment 2.(#2)



09/21/2023

Delaminated areas to Right end of cap @ Bent 1.(#3)



Spall to Left end of cap @ Bent 1.(#3)



Spall with rebar exposed with s/l to Left end of cap @ Bent 3.(#3)



Spall with rebar exposed with s/l to Left end of cap @ Bent 2.(#3)



Spalls with rebar exposed with s/l to backside of cap @ Bent 2.(#3)



Horizontal cracking to ahead of cap @ Bent 1.(#3)



Horizontal cracking to backside of cap @ Bent 1.(#3)



Vertical cracking to Left end of cap a Bent 1.(#3)



Rust with pack rust to Moveable Bearing 1 @ Bent 4.(#3)  
(typical)



Exterior nut on rocker pin @ Moveable Bearing 2 on ahead side of Bent 2 is missing & Anchor bolt is also missing due to heavy corrosion.(#4)



Exterior nut on rocker pin @ Moveable Bearing 2 @ backside of Bent 5 is cracked.(#3)



Exterior nuts on rocker pins @ Moveable Bearing 1 on ahead & back sides of Bent 5 have cracks.(#3)



Anchor bolt is missing @ Moveable Bearing 2 on ahead side @ Bent 2.



Exterior nut on rocker pin @ Moveable Bearing 2 @ backside of Bent 2 is cracked.(#3)



Exterior nut on rocker pin @ Moveable Bearing 1 on ahead side of Bent 2 has 2 cracks.(#3) Anchor bolt nut is also missing due to heavy corrosion.(#3)



Moveable Bearings @ Bent 1 have rotated ahead to the max.(#4)



Rust with pack rust to Fixed Bearing 1 @ Bent 7.(#3)



Rust with pack rust to Fixed Bearing 1 @ Bent 1.(#3)



Typical rust to Fixed Bearings.(#2 Bent 1)



Typical spalls with rebar exposed to concrete bridge rail posts.#2)



Typical spalls with rebar exposed to concrete bridge rail posts.#2)



Typical spalling to concrete bridge rail posts.



Typical spalling to concrete bridge rail posts.



Typical spalling to concrete bridge rail posts.



Pourable joint seal is losing adhesion @ Span 5.(#3)



Horizontal cracking to Concrete Pier Wall @ Bent 5.(#2)



Typical paint condition of girders.



Erosion to slope exposing 1 pile @ Abutment 1.(#3)



Spall with rebar exposed with s/l to Concrete Pier Wall @ Bent 5.(#3)



Spalls with rebar exposed to Abutment 2.(#3)



Erosion to slope exposing 1 pile @ Abutment 1.(#3)



Roadway with Log Mile running South to North.



Overall deck.



Left channel.



Right channel.



Transverse cracks to deck at all spans.



NSTM photo span 7.



Crack to stiffener on girder 2 end of span 6.



NSTM photo span 6.



NSTM photo span 5.



NSTM photo span 4.



NSTM photo at span 3.



NSTM photo at span 1.



Undersurface photo.



Vegetation under bridge.



Elevation



## Maintenance Needs

**Date Reported:** 09/29/2025

**Priority:** B - Pressing

**Status:** Open

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

**Component:** Superstructure

---

### Deficiency Description

Typical girders have scattered surface corrosion throughout, averaging 25LF CS2 per span. Additionally, the beam ends over piers have typical corrosion for 2' each with section loss at the bottom flange, the lower web, and haunches.

Span 1:

Beginning of span

Girder 1 & 2 - 2' rust each with 1' having 1/8" section loss to bottom flange. 4' CS3

End of span

Girder 1 -

2' of rust with 1' having 7/16" section loss to bottom flange at end of span. 2' CS3

Girder 2 -

2' of rust with 1' having 3/16" section loss to bottom flange at end of span. 2' CS3

Span 2:

Beginning of span

Girder 1 -

2' of rust with 1' having 3/16" to 1/4" section loss to web below haunch, lower web and bottom flange. 2' CS3

Girder 2 -

2' of rust with 1' having 3/16" to 1/4" section loss to web below haunch, lower web and bottom flange. 2' CS3

End of span

Girder 1 -

2' of rust with 1' having 5/16" section loss to web and bottom flange. 2' CS3

Girder 2 -

2' rust with 3/8" section loss to web and 1/2" section loss to bottom flange. 2' CS3

Heavy rust with 1/4" section loss to web of diaphragm. CS3

Span 3:

Beginning of span

Girder 1 & 2 - 2' rust each with 3/16" section loss to web and bottom flange. 4' CS3

End of span

Girder 1 & 2 - 1' rust each with 1/8" section loss to bottom flange over the bearing. 2' CS3

\*Girder 2 has 2' of rust/pack rust between splice plate. 2' CS3

Span 4:

End of span

Girder 1 -

2' of rust with 1' having 3/16" - 1/4" section loss to web and bottom flange over the bearing. 2' CS3

Span 5 -

Beginning of span

Girder 1 -

Anchor bolts connecting the girder to the bearing have deterioration and loss of strength due to corrosion on the beam ends and bearings. 1' CS3

Girder 2 -

2' rust with 3/16" section loss to lower web and bottom flange. 2' CS3

End of span

Girder 1 & 2 - 2' rust each with 1/8" - 3/16" section loss to lower web and bottom flange. 4' CS3

\*Girder 1 has 1' of rust/pack rust between splice plate. 1' CS3

Span 6:

Beginning of span

Girder 1 -

3' rust with 1' having 1/2" section loss to bottom flange at the termination of the bearing reinforcement and 3/16" section loss to web at the bottom flange connection. 3' CS3

Girder 2 -

2' rust with 1/8" section loss to lower web. 2' CS3  
End of span  
Girder 1 -  
2' rust with 1' having 1/16" section loss to web below haunch and lower web. 2' CS3  
Girder 2 -  
3' rust with 1' having 3/16" section loss to web below haunch. 3' CS3  
3" crack on the interior side at the top of the stiffener. 1 CS3  
Span 7:  
Beginning of span  
Girder 1 & 2 - 2' of rust each with 3/16" section loss to lower web. 4' CS3  
End of span  
Girder 1 -  
1' rust with 1/8" section loss to lower web. 1' CS3

## Remarks



Rust with section loss to girder 1 beginning of span 6.



Rust with section loss to girder 1 beginning of span 6.



Rust with section loss to girder 1 beginning of span 6.



Rust with section loss to girder 1 beginning of span 6.



Rust with section loss to girder 1 beginning of span 6.



Rust with pack rust and section loss to girder 1 over bent 4.



Rust with section loss to girder 2 end of span 2.



Rust with section loss to girder 1 end of span 2.



Rust with section loss to girder 1 beginning of span 2.



Section loss to bottom of web @ Girder 1 @ end of Span 1.



Superstructure

Girders 1 & 2 above Bents 1, 2, 5 have rust with section loss to Girders, diaphragms, and connection plates.



Superstructure

Girders 1 & 2 above Bents 1, 2, 5 have rust with section loss to Girders, diaphragms, and connection plates.  
Girder 1 @ bent 1.



Diaphragm connection plate at Girder 1, Bent 5 ahead side.



Diaphragm connection at Girder 1 at Bent 1.



Section loss to bottom of web @ Girder 1 @ end of Span 1.



Haunch area at Girder 2 over Bent 6.



Rust to haunch area of Girder 2 at Bent 1.



Span 6 - Girder 1 has heavy section loss with part of the gusset plate at bottom flange missing at beginning of span.



Span 6 - Girder 1 has heavy section loss with part of the gusset plate at bottom flange missing at beginning of span.



Span 6 - Girder 1 has heavy section loss with part of the gusset plate at bottom flange missing at beginning of span.



Span 6 - Girder 1 has heavy section loss with part of the gusset plate at bottom flange missing at beginning of span.

### Maintenance Needs

**Date Reported:** 09/29/2025

**Priority:** B - Pressing

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

**Status:** Open

**Component:** Superstructure

### Deficiency Description

Bearings have heavy corrosion and flaking throughout. Many areas are missing the anchor nuts/bolts. Additionally, the pin nuts are missing or ineffective in several locations.

Rocker bearings at Bent 1 have rotated ahead closing deck joint.

Bent 2, ahead, bearing 1: is missing the exterior nut.

Bent 2, ahead and back, bearings 2: are missing the exterior nuts.

Bent 2, ahead, bearing 2: the interior nut has backed off of the pin.

Bent 5, bearings 1 and 2, ahead and back: the exterior nuts for rocker pins are cracked and ineffective.

### Remarks

10/17/2024

Opened due to advancement of corrosion and loss of pin nuts.



Rust with heavy section loss to anchor bolt nuts to bearing 2 on back and ahead side of bent 6.



Rust with pack rust and anchor bolt missing to bearing 1 back side of bent 5.



09/25/2025

Rust with pack rust and anchor bolt missing to bearing 2 back side of bent 5.



09/25/2025

Rust with pack rust to bearing 1 bent 4.



09/25/2025

Anchor bolts missing from bearing 2 ahead side of bent 2.



09/25/2025

Rust with heavy section loss to nut Bearing 1 on ahead side of bent 1.



09/25/2025

Rocker bearings at Bent 1 have rotated ahead closing deck joint.



09/25/2025

Rocker bearings at Bent 1 have rotated ahead closing deck joint.



Rocker bearings at Bent 1 have rotated ahead closing deck joint.



Rocker bearings at Bent 1 have rotated ahead closing deck joint.



Bent 2, ahead, bearing 1: is missing the exterior nut.



Exterior nut on rocker pin @ Moveable Bearing 2 on ahead side of Bent 2 is missing & Anchor bolt is also missing due to heavy corrosion.(#4)



Exterior anchor bolt nut is cracked @ Girder 1 Bent 2 ahead.



Section loss to anchor bolt & cracked nut @ Girder 1 Bent 5.



Interior nut has backed off of pin at the ahead side Bearing 2 at Bent 2.

### Maintenance Needs

Date Reported: 09/25/2025

Priority: B - Pressing

Type of Work: Repair (General)

Status: Open

Component: Substructure

---

### Deficiency Description

Scour at abutment 1 with 1 pile exposed.

### Remarks

---



Scour at abutment 1 exposing concrete pile.



Scour at abutment 1 exposing concrete pile.



Scour at abutment 1 exposing concrete pile.

### Maintenance Needs

**Date Reported:** 09/24/2021

**Priority:** C - Important

**Type of Work:** Channel Work/Drift Removal

**Status:** Monitor

**Component:** Bridge

---

### Deficiency Description

Drift buildup @ Bents 3 & 4.  
10/16/2024 - Drift is still present.

### Remarks

---



Drift @ Bents 3 & 4.



Drift @ Bents 3 & 4.

### Maintenance Needs

Date Reported: 09/21/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

### Deficiency Description

Caps and columns at Bents 1 thru 5.  
Spalls with rebar exposed and delaminated areas.

### Remarks



Vertical crack to column 2 at bent 3.



Spall with exposed rebar to left end of cap at bent 3.



Large spall with exposed rebar to back side of bent 2.



Horizontal crack to ahead side of cap at bent 1.



Caps and columns at Bents 1 thru 5.  
Spalls with rebar exposed and delaminated areas.  
Column 1 @ bent 3.



Caps and columns at Bents 1 thru 5.  
Spalls with rebar exposed and delaminated areas.  
Backside of bent 2.



Large delaminated area, Spalls with exposed rebar at  
Bent 2 back side of cap.



Top of Column 1 at Bent 3.

### Maintenance Needs

**Date Reported:** 09/21/2015

**Priority:** D- Routine

**Type of Work:** Channel Work/Drift Removal

**Status:** Monitor

**Component:** Channel

---

### Deficiency Description

Channel  
has minor scour with tops of footings exposed at Bents 3 thru 5.

### Remarks

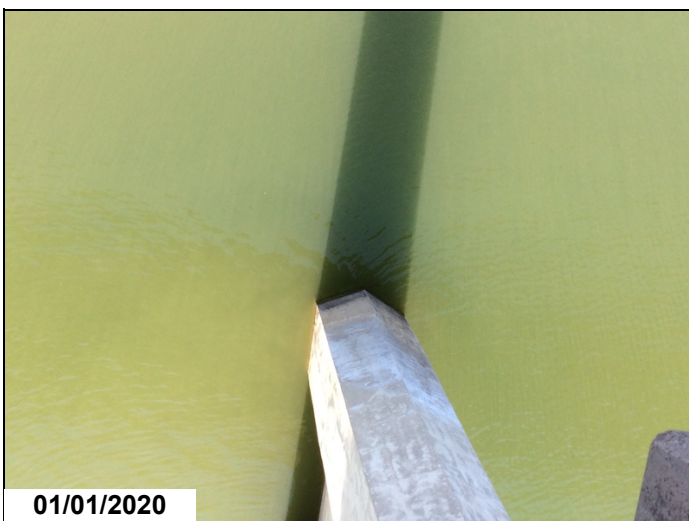
---



Channel  
has minor scour with tops of footings exposed at Bents 3  
thru 5.



Channel  
has minor scour with tops of footings exposed at Bents 3  
thru 5.



Footings not visible due to murky water.

### Maintenance Needs

Date Reported: 09/21/2015

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Deck

### Deficiency Description

Deck

Deep spalls and delaminated areas to deck with some exposed rebar.(covered with asphalt).

Spalls with rebar exposed to deck below. (Some exposed rebar has been painted) at Spans 2 thru 7.

### Remarks



Deep spalls and delaminated areas to deck with some exposed rebar.(covered with asphalt).



Deep spalls and delaminated areas to deck with some exposed rebar.(covered with asphalt).



Deep spalls and delaminated areas to deck with some exposed rebar.(covered with asphalt).



Spall with exposed rebar to undersurface of span 6.



09/25/2025

Spall with exposed rebar to undersurface of span 5.



09/25/2025

Spall with exposed rebar to undersurface of span 4.



09/25/2025

Spall with exposed rebar to undersurface of span 3.



09/25/2025

Spall with exposed rebar to undersurface of span 2



09/23/2021

Spalls with rebar exposed to deck below. (Some exposed rebar has been painted) at Spans 2 thru 7.  
Span 2.



09/23/2021

Deep spalls and delaminated areas to deck with some exposed rebar.(covered with asphalt).



09/23/2021

Unsealed transverse cracks to deck at all Spans.



01/01/2020

Span 1 Deck cracks(typical)



Span 5 Deck cracks and spalls.



Spalls to deck at Span 4.



Span 3, Typical spall with exposed rebar to soffit.



## 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	Yes
A-58 - Cap Cleaning/Flushing Needed	Yes
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	Yes
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)**

**A-57 - Girder End and Bearing Painting Needed (Yes)**

Typical beam ends have flaking corrosion and section loss to the bottom flange, web, and haunch areas.

**A-58 - Cap Cleaning/Flushing Needed (Yes)**



Debris on cap @ Bent 6 & Abutment 2.

**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 (Yes)**

Vegetation @ Spans 1, 2, 6 & 7.



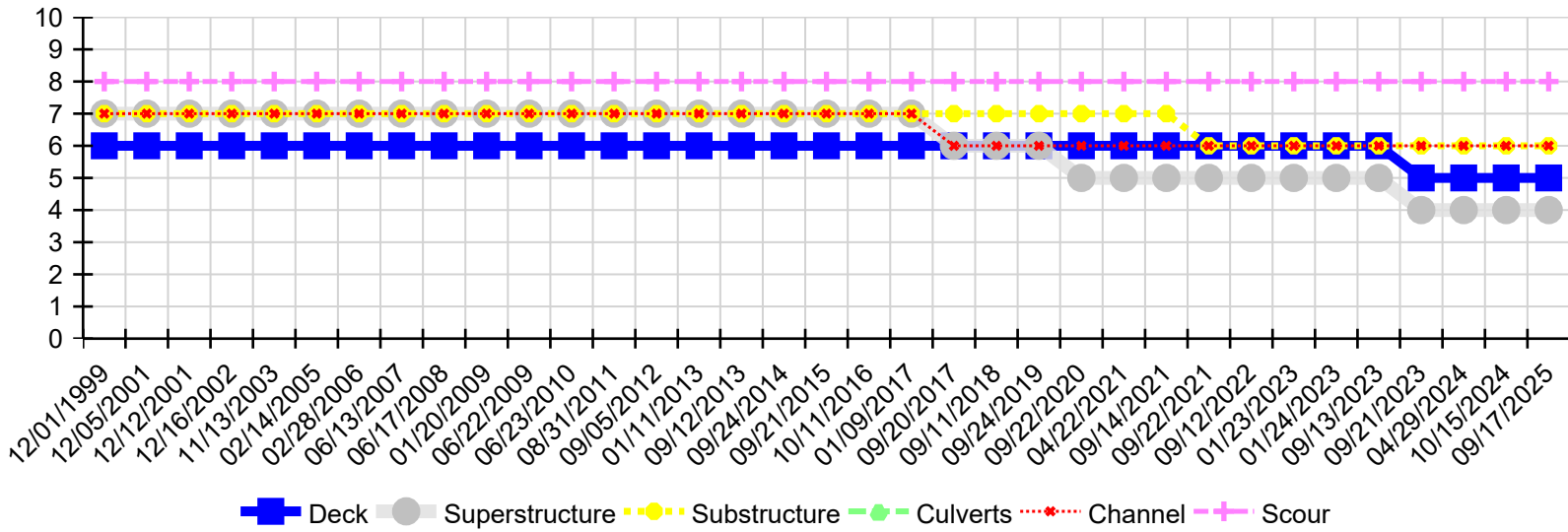
Vegetation under bridge.

**A-65 - Clogged deck drains?**

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



Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
09/17/2025	5	4	6	N	6	8
10/15/2024	5	4	6	N	6	8
04/29/2024	5	4	6	N	6	8
09/21/2023	5	4	6	N	6	8
09/13/2023	6	5	6	N	6	8
01/24/2023	6	5	6	N	6	8
01/23/2023	6	5	6	N	6	8
09/12/2022	6	5	6	N	6	8
09/22/2021	6	5	6	N	6	8
09/14/2021	6	5	7	N	6	8
04/22/2021	6	5	7	N	6	8
09/22/2020	6	5	7	N	6	8
09/24/2019	6	6	7	N	6	8
09/11/2018	6	6	7	N	6	8
09/20/2017	6	6	7	N	6	8
01/09/2017	6	7	7	N	7	8
10/11/2016	6	7	7	N	7	8
09/21/2015	6	7	7	N	7	8
09/24/2014	6	7	7	N	7	8
09/12/2013	6	7	7	N	7	8
01/11/2013	6	7	7	N	7	8
09/05/2012	6	7	7	N	7	8
08/31/2011	6	7	7	N	7	8
06/23/2010	6	7	7	N	7	8
06/22/2009	6	7	7	N	7	8
01/20/2009	6	7	7	N	7	8
06/17/2008	6	7	7	N	7	8



**Asset #01899**(Routine, NSTM)  
**SH 5/Stone County over SYLAMORE CREEK**  
**Location: .3 MI N JCT SH 14 W**

**Team Lead:** Seth Foreman **Inspection Date:** 09/17/2025

Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
06/13/2007	6	7	7	N	7	8
02/28/2006	6	7	7	N	7	8
02/14/2005	6	7	7	N	7	8
11/13/2003	6	7	7	N	7	8
12/16/2002	6	7	7	N	7	8
12/12/2001	6	7	7	N	7	8
12/05/2001	6	7	7	N	7	8
12/01/1999	6	7	7	N	7	8



Asset #01899(Routine, NSTM)  
SH 5/Stone County over SYLAMORE CREEK

Location: .3 MI N JCT SH 14 W

Team Lead: Seth Foreman Inspection Date: 09/17/2025

## **NSTM Inspection Report and Procedure** **Bridge No. 01899 .3 MI N JCT SH 14 W**

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

Bridge # 01899 is a seven span structure that carries highway 5 over Sylamore Creek. The total length of the structure is 426' 9" and the out-to-out width is 21' 11". The structure has an NSTM 2-girder system. These girders are depicted in RED on the NSTM MicroStation drawing and are visually inspected within arm's reach for any evidence of cracking, section loss, or other deterioration. All NSTM's are accessed with the Aspen A40 Under-Bridge Inspection Unit.

The steel 2-girder system in spans 1-7 is considered NSTM

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

9/25/2025

Seth Foreman - Team Lead

Rodney Barnett - Bridge inspector

Inspected the steel girders using the Aspen A40 Under Bridge Inspection Unit. All NSTM's were inspected hands-on within arms' reach by the team lead and bridge inspector.

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

An Aspen A40 Under-Bridge Inspection Unit was used to inspect the NSTM 2-girder system. A lane closure and flaggers were utilized to shut down one lane of traffic for the inspection. The lane closure was coordinated and executed by Stone County area maintenance personnel.

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

N - No E/E' details

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

4 - POOR - Widespread moderate or isolated major defects; strength and/or performance of the component is affected. Overall, the NSTM's were found to be in poor condition with widespread corrosion over the bents at the girder ends. An isolated crack was identified in the stiffener of girder 2 on the back side of bent 6. The crack is not currently in the girder and should be monitored closely for future propagation. Other areas of CS3 corrosion were also identified throughout the structure, and the steel girders comprising the NSTM's were therefore rated a 4.

Steel open girder/beam - 4

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

N - Bridge does not have complex feature

**Reference Photos:**



NSTM photo span 6.



NSTM photo span 5.



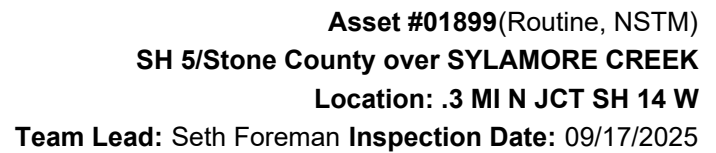
NSTM photo span 4.



NSTM photo at span 3.



NSTM photo at span 1.



Bridge #01899 NSTM Member Inspection Log			
Member or Element (NSTM)	Access Equipment	Condition Rating	General Condition Notes
107 Steel Open Girder/Beam	An Aspen A40 Under-Bridge Inspection Unit was used to inspect the NSTM 2-girder system.	4	Overall, The steel girders comprising the NSTM's were found to be in poor condition with widespread corrosion over the bents at the girder ends. An isolated crack and other areas of CS3 corrosion were also identified. These members were therefore rated a 4. Steel open girder/beam - 4

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	847	621	175	51	0
	(107) Span 1: Beginning of span Girder 1 & 2 - 2' rust each with 1' having 1/8" section loss to bottom flange. 4' CS3 End of span Girder 1 - 2' of rust with 1' having 7/16" section loss to bottom flange at end of span. 2' CS3 Girder 2 - 2' of rust with 1' having 3/16" section loss to bottom flange at end of span. 2' CS3 Span 2: Beginning of span Girder 1 - 2' of rust with 1' having 3/16" to 1/4" section loss to web below haunch, lower web and bottom flange. 2' CS3 Girder 2 - 2' of rust with 1' having 3/16" to 1/4" section loss to web below haunch, lower web and bottom flange. 2' CS3 End of span Girder 1 - 2' of rust with 1' having 5/16" section loss to web and bottom flange. 2' CS3 Girder 2 - 2' rust with 3/8" section loss to web and 1/2" section loss to bottom flange. 2' CS3 Heavy rust with 1/4" section loss to web of diaphragm. CS3 Span 3: Beginning of span Girder 1 & 2 - 2' rust each with 3/16" section loss to web and bottom flange. 4' CS3 End of span Girder 1 & 2 - 1' rust each with 1/8" section loss to bottom flange over the bearing. 2' CS3 *Girder 2 has 2' of rust/pack rust between splice plate. 2' CS3 Span 4: End of span Girder 1 - 2' of rust with 1' having 3/16" - 1/4" section loss to web and bottom flange over the bearing. 2' CS3 Span 5 - Beginning of span Girder 1 - Anchor bolts connecting the girder to the bearing have deterioration and loss of strength due to corrosion on the beam ends and bearings. 1' CS3 Girder 2 -						



**Asset #01899**(Routine, NSTM)  
**SH 5/Stone County over SYLAMORE CREEK**  
**Location: .3 MI N JCT SH 14 W**

**Team Lead:** Seth Foreman **Inspection Date:** 09/17/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	2' rust with 3/16" section loss to lower web and bottom flange. 2' CS3 End of span Girder 1 & 2 - 2' rust each with 1/8" - 3/16" section loss to lower web and bottom flange. 4' CS3 *Girder 1 has 1' of rust/pack rust between splice plate. 1' CS3 Span 6: Beginning of span Girder 1 - 3' rust with 1' having 1/2" section loss to bottom flange at the termination of the bearing reinforcement and 3/16" section loss to web at the bottom flange connection. 3' CS3 Girder 2 - 2' rust with 1/8" section loss to lower web. 2' CS3 End of span Girder 1 - 2' rust with 1' having 1/16" section loss to web below haunch and lower web. 2' CS3 Girder 2 - 3' rust with 1' having 3/16" section loss to web below haunch. 3' CS3 3" crack on the interior side at the top of the stiffener. 1 CS3 Span 7: Beginning of span Girder 1 & 2 - 2' of rust each with 3/16" section loss to lower web. 4' CS3 End of span Girder 1 - 1' rust with 1/8" section loss to lower web. 1' CS3 Girder 2 - OK  *Typical girders have scattered surface corrosion throughout, averaging 25LF CS2 per span. 175' CS2						



**Asset #01899**(Routine, NSTM)  
**SH 5/Stone County over SYLAMORE CREEK**  
**Location: .3 MI N JCT SH 14 W**  
**Team Lead: Seth Foreman Inspection Date: 09/17/2025**

### Signatures

Signature

Printed Name

Date

*Seth Foreman*

(Team Lead) Seth Foreman

09/29/2025

---

*Rodney Barnett*

Rodney Barnett

09/29/2025

---