



Latitude:36.23397, Longitude:-91.23972

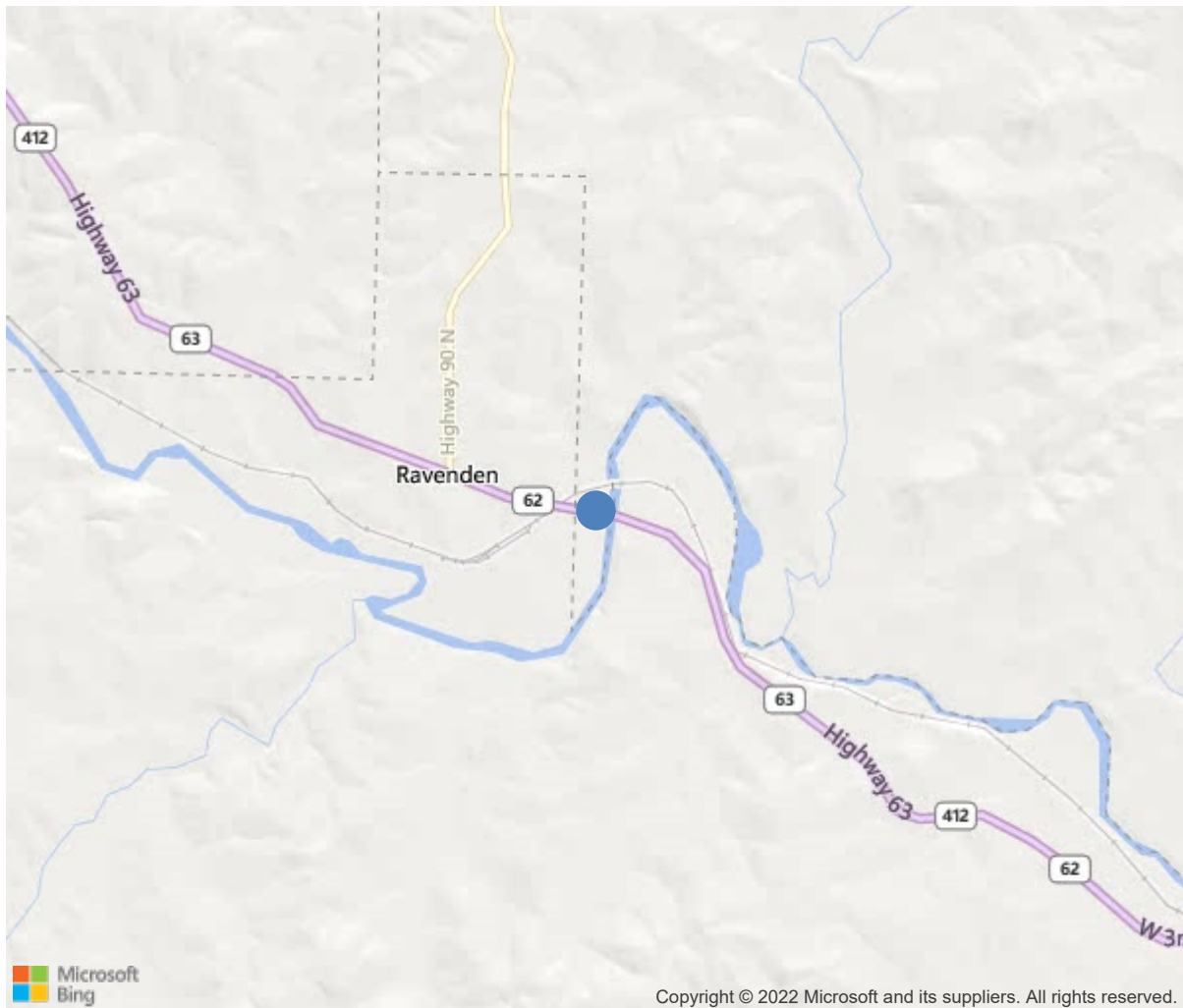
Route:63 Section:03 Log:1.8

Arnold Road ID:61x63x3xA, Arnold Log mile:1.75

District 10, Lawrence County

Owner: 1-State Highway Agency

1.77 MI SE SHARP CO



36.23397, -91.23972

Inspection Direction : W to E



Bridge #02540(Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick Inspection Date: May 25, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	02540
(5) Inventory Route	63
(2) Highway Agency District	10
(3) County Code	75-Lawrence County, Arkansas
(4) Place Code	0
(6) Features Intersected	SPRING RIVER
(7) Facility Carried	US 63-03- LM 1.77
(9) Location	1.77 MI SE SHARP CO
(11) Mile Point	1.8 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000063030
(16) Latitude	36.23397
(17) Longitude	-91.23972
(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	10
(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 placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1950
(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	5472
(30) Year of ADT	2010
(109) Truck ADT	19 %
(19) Bypass, Detour Length	35 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	90 ft
(49) Structure Length	528 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	25.9 ft
(52) Deck Width Out to Out	29.8 ft
(32) Approach Roadway Width (W/Shoulders)	36.1 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	25.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	5-None present but re-evaluation
(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	1
(26) Functional Class	2-Rural Principal Arterial - Oth
(100) Defense Highway	2-The inventory route is on a No
(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	1-The inventory route is part of the
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	9
(59) Superstructure	4
(60) Substructure	5
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4-M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	47
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	10
Rating	28
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0-Inspected feature does not meet cur
(36B) Transitions	0-Inspected feature does not meet cur
(36C) Approach Guardrail	0-Inspected feature does not meet cur
(36D) Approach Guardrail Ends	0-Inspected feature does not meet cur
(113) Scour Critical Bridges	5-Bridge foundations determined to be
PROPOSED IMPROVEMENTS	
(75) Type of Work	Replacement of bridge or other
(76) Length of Structure Improvement	568 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 400
(96) Total Project Cost	\$ 2414
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	7123
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			05/2021
(91) Frequency			24 Months
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	Yes		04/2018
* 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.			



Bridge #02540(Routine)

US 63-03- LM 1.77 over SPRING RIVER

Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick, Inspection Date: May 25, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	15734	15580	0	154	0
1080	Delamination/Spall/Patched Area	SF	2166	2166	0	0	0
1090	Exposed Rebar	SF	85	0	0	85	0
1120	Efflorescence/Rust Staining	SF	69	0	0	69	0
1130	Cracking (RC and Other)	SF	3990	3990	0	0	0
107	Steel Open Girder/Beam	LF	2112	1992	24	88	8
1000	Corrosion	LF	120	0	24	88	8
515	Steel Protective Coating	SF	22351	0	21338	215	798
3440	Effectiveness (Steel Protective Coatings)	SF	22351	0	21338	215	798
161	Steel Pin, Pin and Hanger Assembly	EA	36	0	0	0	36
1000	Corrosion	EA	36	0	0	0	36
205	Reinforced Concrete Column	EA	12	9	1	2	0
1080	Delamination/Spall/Patched Area	EA	3	0	1	2	0
215	Reinforced Concrete Abutment	LF	72	72	0	0	0
227	Reinforced Concrete Pile	EA	18	17	1	0	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
234	Reinforced Concrete Pier Cap	LF	226	168	19	39	0
1080	Delamination/Spall/Patched Area	LF	6	0	0	6	0
1090	Exposed Rebar	LF	8	0	0	8	0
1130	Cracking (RC and Other)	LF	44	0	19	25	0
305	Assembly Joint without Seal	LF	286	286	0	0	0
311	Movable Bearing	EA	8	0	0	8	0
1000	Corrosion	EA	8	0	0	8	0
313	Fixed Bearing	EA	36	0	0	36	0
1000	Corrosion	EA	36	0	0	36	0
331	Reinforced Concrete Bridge Railing	LF	1056	1053	0	3	0
1090	Exposed Rebar	LF	3	0	0	3	0







S2 b2 g4



S1 b1 g1

Maintenance Needs

Date Reported: 04/14/2011
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Superstructure

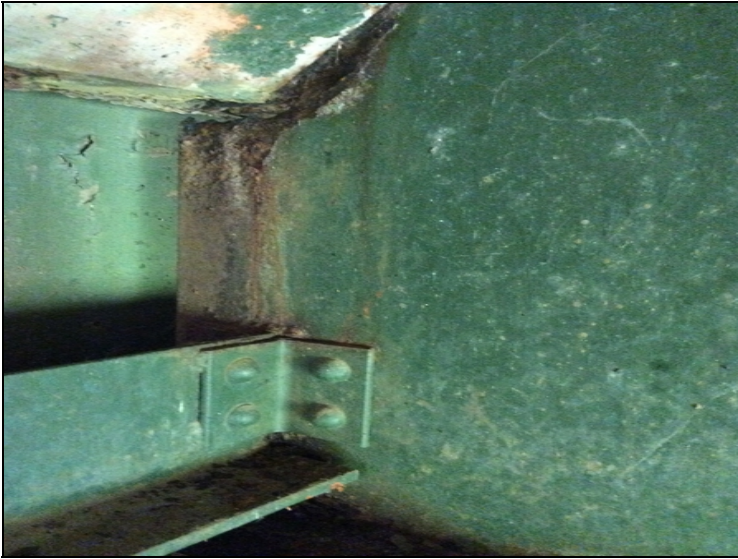
Deficiency Description

Span 1 bent 1 girder 1 has a 6" x 1" hole in web below haunch.
Span 1 bent 1 girder 3 has a 6" x 1" hole in web below haunch.

Remarks



Span 1 girder 1 Bent 1 2019



Span 10 girder 2 bent 11 2019



Span 1 girder 3 bent 1 2019





Bridge #02540 (Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick Inspection Date: May 25, 2021



S1 b1 g1



Team Lead: Tim Myrick Inspection Date: May 25, 2021

Date Reported: 04/14/2011
Priority: B - Pressing; 6 month completion goal
Type of Work: Repair
Status: Assigned
Component: Superstructure

Deficiency Description

Pin & hanger assemblies have heavy pack rust between hangers and girder webs. Hangers and girder webs have up to 1/4" section loss. Hangers have minor to moderate distortion from pack rust.

Joint 1a girder 1 – bottom pin has a bolt welded to end of pin.

* Joint 1a girder 2 – bottom pin is missing half of cotter key.

* Joint 1a girder 3 – top pin is missing half of cotter key. Bottom flange has heavy section loss with a 1 in. diameter hole in right side.

Joint 1a girder 4 – bottom pin is missing half of cotter key.

Girders 1 – 4 over bent 2 have rust with some areas of section loss to top & bottom flanges, see 2019 photo of span 2 girder 4 @ bent 2.

Joint 2a girder 1 – bottom pin has a bolt welded to end of pin.

Joint 2A girder 2 bottom pin ultrasonic read fracture to pin.

Joint 2a girder 3 – bottom pin is missing half of cotter key.

Joint 2a girder 4 – bottom pin has a bolt welded to end of pin.

Joint 3a girder 1 bottom pin has 1/2 of cotter key missing with section loss to washer.

Joint 3a girder 3 – top pin is missing cotter key. Inside hanger beginning to shift on pin with a 3/4 in. gap between hanger and girder web. See 2019 photo. Bottom pin has a bolt welded to end of pin. Hangers have heavy pack rust with 1/4 in. section loss.

Joint 3a girder 4 – bottom pin is missing half of cotter key. Rust and measureable section loss on bottom of hanger and end of bottom pin. See 2019 photo.

Joint 4a girder 1 – bottom pin has a bolt welded to end of pin.

Joint 4a girder 3 – bottom pin is missing cotter key.

Joint 4a girder 4 – bottom pin is missing half of cotter key.

Joint 6a girder 1 – bottom pin is missing half of cotter key.

Joint 6a girder 2 – bottom pin has a bolt welded to end of pin.

Joint 6a girder 3 – bottom pin is missing half of cotter key.

Joint 6b girders 1 & 2 hanger bars & web of girders have measurable section loss.

Joint 6b girders 1 – 4 have pack rust with 3/4 in. distortion at wind lock plates. Bottom flanges of girders joining wind locks have up to 1/4 in. section loss, see 2019 photo.

Girder 4 has 2 bolts sheared off at wind lock plate.

* Joint 8a girder 2 – top pin has half of cotter key missing, hanger bar has 1/2 in. gap between web & hanger bar.

Joint 9a girder 1 – bottom pin has section loss.

* Joint 9a girder 2 – bottom pin has half of cotter key missing. Bottom flange & bottom of inside hanger bar has heavy section loss, see 2019 photo.

* Joint 9A girder 2 bottom pin: unable to get ultrasonic reading on pin.

Joint 9a girder 3 – top pin has bolt welded to end of pin. Hanger has shifted to end of pin, 1 1/4 in. gap between web & top of hanger, see 2019 photo.

Joint 10a girder 1 – bottom pin has half of cotter key missing.

Joint 10a girder 3 – 1st stiffener back from P&H assembly has a 2 in. diameter hole in bottom of stiffener.

Remarks

* HBM Crew tack welded washer to pin at Joint 8A G2, Joint 1A G3, Joint 9A G3

Joint 1A G2 and 9A G2 new hanger bars and pins installed with out resurfacing pin holes in pin plates. CSL 5/26/2021





Bridge #02540 (Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick Inspection Date: May 25, 2021





Bridge #02540 (Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick Inspection Date: May 25, 2021





S1 g3 @ 1a connection



S1 g1 @ 1a connection
Typical for joint 1



S2 g1 @ 2a connection



S4 g3 @ 4a



S4 g2 @ 4a



S6 g3 @ 6a



S6 g4 @ 6a



S6 g1 @ 6a



B7 right



S8 g2 @ 8a



S8 g2 @ 8a



S8 g2 @ 8a



S10 g1 @ 10a



s2 g3 @ 2a

Date Reported: 04/14/2011
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Substructure

Deficiency Description

Concrete caps at bents 4 - 10 have some spalls with rebar exposed.

Remarks



Bent 6 true end of cap



Right end bent 10 cap and concrete overhang
2019



B5 left end



B5 left end



Bridge #02540 (Routine)
US 63-03- LM 1.77 over SPRING RIVER

Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick Inspection Date: May 25, 2021



B6 right

Date Reported: 04/14/2011
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Deck

Deficiency Description

Deck has several cracked/delaminated areas, shallow spalls, spalls with exposed rebar in soffit and patched areas.

Remarks

Deck was hydro under Job 012349.



Deck



Right end bent 10 cap and concrete overhang
2019



Bridge #02540(Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick **Inspection Date:** May 25, 2021

Date Reported: 06/12/2011
Priority: C - Important
Type of Work: Clean
Status: Monitor
Component: Channel

Deficiency Description

Scour at Pier # 4 = 3.5 ft., Pier # 5 = 3.0 ft. since soundings of 4-14-2011

Remarks

Date Reported: 05/14/2013
Priority: D- Routine

Type of Work: Repair
Status: Monitor
Component: Superstructure

Deficiency Description

Several diaphragms and stiffeners have heavy rust up to 1/4 in. section loss top flange at connections.

Remarks



Span 1 girder 1 @ 1a connection



S1 g1 @ 1a connection



S1 g1 @ 1a connection



S1 g2 @ 1a connection



S1 g2 @ 1a connection



Bridge #02540(Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick **Inspection Date:** May 25, 2021

Date Reported: 05/22/2017
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: Approach

Deficiency Description

Approach roadway has settlement on bent 1 end.

Remarks



Date Reported: 05/26/2021
Priority: CF - Critical Finding
Type of Work: Repair
Status: Open
Component: 161 - Steel Pin, Pin and Hanger Assembly

Deficiency Description

Joint 2A G2 Bottom pin ultrasonic read fracture in pin.
Joint 9A G2 Hanger bar cracked at bottom pin.

Remarks



S2 g2 @ 2a connection



S2 g2 @ 2a connection



S2 g2 @ 2a



S9 g2 @ 9a



S9 g2 @ 9a



S9 g2 @ 9a



s9 g2 @ 9a



s9 g2 @ 9a



s9 g2 @ 9a



s9 g2 @ 9a

Date Reported: 05/26/2021
Priority: A - Safety deficiency; requires prompt action
Type of Work: Repair
Status: Open
Component: 161 - Steel Pin, Pin and Hanger Assembly

Deficiency Description

Joint 1A G4 and Joint 3A G4 rust and heavy section loss to front and back of hanger bar at bottom pin location.

Remarks



S1 g4 @ 1a connection



S1 g4 @ 1a connection



S3 g4 @ 3a



Bridge #02540(Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick **Inspection Date:** May 25, 2021

Date Reported: 05/27/2021
Priority: B - Pressing; 6 month completion goal
Type of Work: Repair
Status: Open
Component: Superstructure

Deficiency Description

Span 10 bent 11 girder 2 has a 4 ½ in. x 1 in. hole in web below haunch and an 11" x 1" hole in web at bottom flange.

Remarks



Bridge #02540(Routine)
US 63-03- LM 1.77 over SPRING RIVER

Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick Inspection Date: May 25, 2021

Inspection Comments

During a routine inspection of this structure a broken pin was found at span2 girder 2 @ 2a connection, and a broken hanger at span 9 girder 2 @ 9a connection.

Sam McIntire was called first for a consult and was unable to take the call at the time. We then called Shannon Luke D10 DCE who recommended we speak with HBM, when Sam HBM Supervisor returned our call. He immediately recommended we close the structure to all traffic and said he was going to confer with Stewart, Mike, and Andrew. We then called DE Brad Smithee, to inform him of the situation and ask that he call 911 while we were getting the snooper back out from under the bridge. Sam called back and asked for more info about the defects to try to see if we could keep a lane open to traffic. After giving him more details of the deficiencies, Stewart recommended we stop our inspection and stop all traffic again confirming the first order. Brad then called back to confirm the location of the bridge and informed us that he would inform the Lawrence and Randolph county supervisors as well as the D5 DE. Traffic was immediately stopped by Jason Orrick, Crew leader for Lawrence county. They shortly began rerouting approaching traffic at 62 in Imboden and at 90 in Ravenden. The backed-up traffic was turned around and sent to the useable bypasses. The two most serious finds that caused the bridge to be closed were considered as CF's and the super was considered a 2. The HBM crew arrived and shored up the two problem areas within hours and repaired the broken hanger with two new hangers and 2 new pins, and replaced the broken pin with a new pin, the following morning. Because of this being done before the report was finished the super will be set at a 4 since corrective measures have since occurred.

Deck Notes

New concrete hydro deck in great condition. Job No. 012349

Routine done after deck hydro 2021, all other notes left in place from previous inspection.

Temp. at time of inspection was 53 degrees F.

Deck profiled 04/15/2020 with no significant changes since 4/16/07.

Approach roadway has settlement on bent 1 end.

Deck has several cracked/delaminated areas, shallow spalls, spalls with exposed rebar and patched areas.

Soffit portion of deck has spalls with exposed rebar at joints and some concrete haunches.

Soffit has some cracking with efflorescence, and a few spalls with exposed rebar, mainly at joints & drains in overhangs.

Road irons over bent 1 & 11 abutments are loose and moving under traffic.

A few bridge rail posts have spalls with exposed rebar.

Span 10 curbs have some deterioration.

Superstructure Notes



Team Lead: Tim Myrick Inspection Date: May 25, 2021

Ends of girders over bents 1 and 11 have 2 ft. of rust with areas of section loss.
Pin & hanger assemblies have heavy pack rust between hangers and girder webs. Especially bottom of hanger and pin.
Hangers and girder webs have up to $\frac{1}{4}$ in. section loss.
Hangers have minor to moderate distortion from pack rust.
Riveted plates at end of girders at pin and hanger 1A location top rivet head has rusted off.
Bearings have some pack rust and section loss at several bents, especially bearing 4.
Span 1 bent 1 girder 1 has a 6 in. x 1 in. hole in web below haunch. See 2019 photo.
Span 1 bent 1 girder 3 has a 5 in. x 1 in. hole in web below haunch. See 2019 photo.
Pin & hanger assemblies have heavy pack rust between hangers and girder webs.
Hangers and girder webs have up to $\frac{1}{4}$ " section loss.
Hangers have minor to moderate distortion from pack rust.
Joint 1a girder 1 – bottom pin has a bolt welded to end of pin. At stiffer 1" hole rusted to angle at diaphragm connection, see photo 2021.
Joint 1a girder 2 – bottom pin is missing half of cotter key. At stiffer 1" hole rusted to angle at diaphragm connection, see photo 2021.
Joint 1a girder 3 – top pin is missing half of cotter key. Bottom flange has heavy section loss with a 2 in. diameter hole in right side.
Joint 1a girder 4 – bottom pin is missing half of cotter key. Bottom of left hanger has heavy section loss behind the hanger and on front with loss to width of hanger. At stiffer 1" hole rusted to outside of girder Upstream side, see photo 2021.
Girders 1 – 4 over bent 2 have rust with some areas of section loss to top & bottom flanges, see 2019 photo of span 2 girder 4 @ bent 2.
Joint 2a girder 1 – bottom pin has a bolt welded to end of pin.
Joint 2a girder 2 – bottom pin is missing half of cotter key. Hangers have minor swelling. Bottom pin read as vertical fracture with ultra sound.
Joint 2a girder 3 – both pins have cotter keys missing pack rust and section loss to hanger.
Joint 2a girder 4 – bottom pin has a bolt welded to end of pin.
Joint 3a girder 1 bottom pin has $\frac{1}{2}$ of cotter key missing with section loss to washer.
Joint 3a girder 3 – top pin is missing cotter key. Inside hanger beginning to shift on pin with a $\frac{3}{4}$ in. gap between hanger and girder web. See 2019 photo. Bottom pin has a bolt welded to end of pin. Hangers have heavy pack rust with $\frac{1}{4}$ in. section loss.
Joint 3a girder 4 –bottom pin is missing half of cotter key. Rust and heavy section loss on bottom of hanger and end of bottom pin. See 2019 photo.
Joint 4a girder 1 – bottom pin has a bolt welded to end of pin.
Joint 4a girder 2 – bottom pin is missing 1/2 cotter key
Joint 4a girder 3 – bottom pin is missing cotter key. 2021photo
Joint 4a girder 4 – bottom pin is missing half of cotter key.
Joint 6a girder 1 – bottom pin is missing cotter key. 2021 photo
Joint 6a girder 2 – bottom pin has a bolt welded to end of pin.
Joint 6a girder 3 – bottom pin is missing cotter key. Photo 2021
Joint 6b girders 1 & 2 hanger bars & web of girders have measurable section loss.
Joint 6b girders 1 – 4 have pack rust with $\frac{3}{4}$ in. distortion at wind lock plates. Bottom flanges of girders joining wind locks have up to $\frac{1}{4}$ in. section loss. Photo 2021
Girder 4 has 2 bolts sheared off at wind lock plate.
Joint 8a girder 2 – top pin has half of cotter key missing, hanger bar has $\frac{1}{2}$ in. gap between web & hanger bar.
Joint 9a girder 1 – bottom pin has section loss.
Joint 9a girder 2 – bottom pin has half of cotter key missing. Bottom flange & bottom of inside hanger bar has heavy section loss.
Joint 9A girder 2 bottom pin: unable to get ultrasonic reading on pin.
Span 9 joint 9A bats present.
Joint 9a girder 3 – top pin has bolt welded to end of pin. Hanger has shifted to end of pin, 1 $\frac{1}{4}$ in. gap between web & top of hanger.
Joint 10a girder 1 – bottom pin has half of cotter key missing.
Joint 10a girder 2 – bottom pin has half of cotter key missing.
Joint 10a girder 3 – bottom pin has half of cotter key missing.
Joint 10a girder 3 – 1st stiffener back from P&H assembly has a 2 in. diameter hole in bottom of stiffener.
Span 10 bent 11 girder 2 has a 4 $\frac{1}{2}$ in. x 1 in. hole in web below haunch and an 11" x 1" hole in web at bottom flange.



Bridge #02540 (Routine)
US 63-03- LM 1.77 over SPRING RIVER
Location: 1.77 MI SE SHARP CO

Team Lead: Tim Myrick **Inspection Date:** May 25, 2021

Several concrete haunches under caps on both ends of cap have exposed rebar.

Bent 2 cap has vertical cracks under bearings 1 & 4.

Bent 3 cap has 2 ft. of minor cracks.

Bent 4 cap has 3 ft. of exposed rebar & 7 ft. of cracking.

Bent 5 concrete haunch under cap is spalled with exposed rebar on right end. Cap has 3 ft. of minor cracks. Web wall has a vertical crack.

Bent 6 cap left end, has 2 ft. of map cracking under bearing 1.

Bent 6 concrete haunch under cap is spalled with exposed rebar. Right end of cap has 1 ft. of exposed rebar.

Bent 7 cap has 2 ft. of exposed rebar, 2 ft. cracked, and 3 ft. of spalls.

Bent 8 cap has 1 ft. of exposed rebar on left end.

Bent 9 concrete haunch under cap is spalled with exposed rebar on each end. Cap has 3 ft. of cracks, 1 ft. of exposed rebar, and 1 ft. of spalls.

Bent 10 cap has 1 ft. cracked, 1 ft. of exposed rebar on right end, and 2 ft. of spalls.

Bent 2 pile 6 has some cracking near bottom of cap.

Bent 6 column 1 has some deterioration & spalling near water line.

Bent 7 column 2 has minor delamination & exposed reinforcing steel due to low coverage.

Trees & brush growing along both sides & under spans 1-4, 10 & 11, hindering snooper access.