



Bridge Inspection Report

US 51

over

DOAKS CREEK
MADISON County

- INSPECTION DATE
04/12/2023
- STRUCTURE NUMBER
210005104513010
- BRIDGE ID
13024



Sufficiency Rating:
13.9

Health Index:
33.25

Status:
OK

Inspected By: Team Leader Jeff McGee

Taylor Coker, Jeff McGee, Bryan Nutt,

Inspection Type(s): Routine

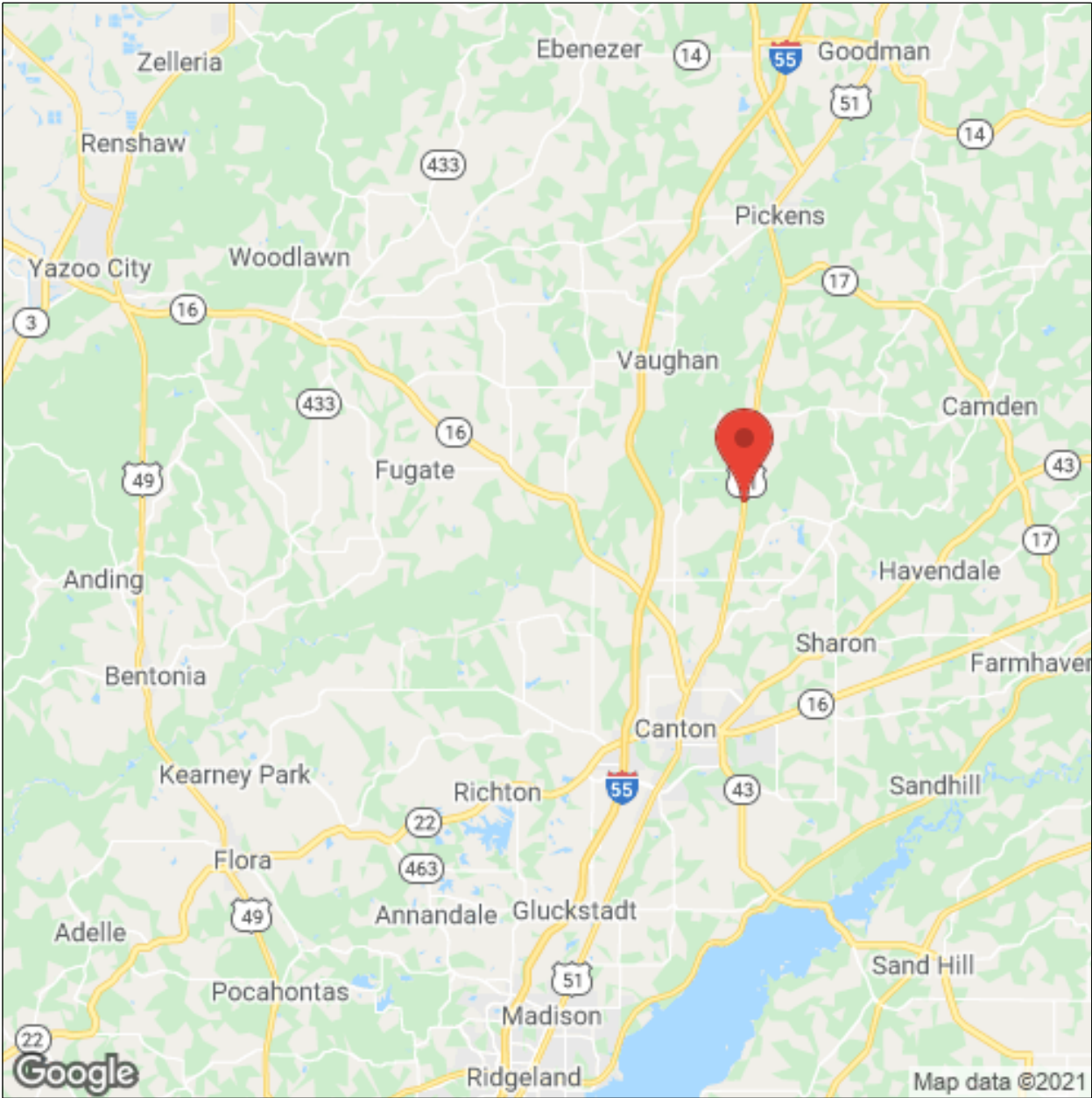
Inspection Performed By: State

TABLE OF CONTENTS

	PAGE NUMBER
LOCATION MAP BRIDGE	1
EXECUTIVE SUMMARY	2
NATIONAL BRIDGE INVENTORY	3
ELEMENTS	4
ADMINISTRATION	5
APPROACH	6
DECK	7
SUPERSTRUCTURE	8
SUBSTRUCTURE	9
HYDRAULICS	10
PICTURES	11
BEAM SECTION LOSS NOTES	20
SUPERSTRUCTURE NOTES	23

County:	MADISON	Structure Number:	210005104513010	Facility Carried:	US 51
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Location Map



Latitude: 32.731397

Longitude: -89.993617

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Executive Summary

2023 ROUTINE INSPECTION.

DECK HAS BEEN RATED 5 DUE TO,
1.HEAVY TRANSVERSE DECK CRACKING AT MID SPAN OF ALL SPANS EXTENDS TO SOFFIT, 1/8" PLUS.
2.MOD. DECK SCALING AT ALL SPANS.
SUPERSTRUCTURE IS RATED 3, LIGHT RUSTING AT ALL BEAM ENDS AT ALL SPANS. ISOLATED AREAS WHERE THERE IS HEAVY SECTION LOSS.SEE NOTES.

SUBSTRUCTURE IS IN GOOD CONDITION WITH MINOR PROBLEMS, RATED 7

CHANNEL IS RATED A 5 Due to minor scour observed.
Bridge is programmed for replacement in 2024.

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National Bridge Inventory

IDENTIFICATION						INSPECTIONS	
(1) STATE CODE	284 - Mississippi					(90) INSPECTION DATE	04/12/2023
(8) STRUCTURE NUMBER	210005104513010					(91) DESIGNATED INSPECTION FREQUENCY	12
(5) INV. ROUTE (ON/UNDER)	1	2	1	00051	0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	05	(3) COUNTY CODE	089			A. FRACTURE CRITICAL DETAIL	N
(4) PLACE CODE	93357					B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	DOAKS CREEK					C. OTHER SPECIAL	N
(7) FACILITY CARRIED	US 51					CONDITION	
(9) LOCATION	8.7 MI N SR 22					(58) DECK	5
(11) MILEPOINT	24.825	(12) BASE HIGHWAY NETWORK	0			(59) SUPERSTRUCTURE	3
(13A) LRS INVENTORY ROUTE	000000051P	(13B) SUBROUTE NUMBER	1			(60) SUBSTRUCTURE	7
(16) LATITUDE	32.731397	(17) LONGITUDE	-89.993617			(61) CHANNEL & CHANNEL PROTECTION	5
(98A) BORDER BRIDGE CODE						(62) CULVERT	N
PERCENT RESPONSIBILITY		(99) BORDER BRIDGE STRUCT				LOAD RATING AND POSTING	
STRUCTURE TYPE AND MATERIAL						(31) DESIGN LOAD	2
(43) STRUCTURE TYPE, MAIN						(63) METHOD USED TO DETERMINE OPERATING RATING	1
A) KIND OF MATERIAL/DESIGN:	3 - Steel					(64) OPERATING RATING	28.6
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder					(65) METHOD USED TO DETERMINE INVENTORY RATING	1
(44) STRUCTURE TYPE, APPROACH SPANS						(66) INVENTORY RATING	17.2
A) KIND OF MATERIAL/DESIGN:	3 - Steel					(70) BRIDGE POSTING	0
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder					(41) STRUCTURE OPEN/POSTED/CLOSED	P
(45) NUMBER OF SPANS IN MAIN	1	(46) NUMBER OF APPROACH	6			APPRAISAL	
(107) DECK STRUCTURE TYPE	1	(108A) WEARING SURFACE	0			(67) STRUCTURAL EVALUATION	3
(108B) DECK MEMBRANE	0	(108C) DECK PROTECTION	0			(68) DECK GEOMETRY	4
AGE OF SERVICE						(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(27) YEAR BUILT	1935	(106) YEAR RECONSTRUCTED				(71) WATERWAY ADEQUACY	8
(42) TYPE OF SERVICE	ON 1	UNDER 5				(72) APPROACH ROADWAY ALIGNMENT	8
(28) LANES	ON 02	UNDER 00				(36) TRAFFIC SAFETY FEATURE	
(29) AVERAGE DAILY TRAFFIC	740	(19) BYPASS DETOUR LENGTH	19			36A) BRIDGE RAILINGS:	0
(30) YEAR OF AVERAGE DAILY TRAFFIC	2020					36B) TRANSITIONS:	0
(109) AVERAGE DAILY TRUCK TRAFFIC	9					36C) APPROACH GUARDRAIL:	0
GEOMETRIC DATA						36D) APPROACH GUARDRAIL ENDS:	1
(48) LENGTH OF MAX SPAN (ft.)	70.9	(49) STRUCTURE LENGTH (ft.)	271			(113) SCOUR CRITICAL BRIDGES	5
(50) CURB/SIDEWALK WIDTHS (ft.)	LEFT .7	RIGHT .7				SUFFICIENCY RATING	13.9
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	24					STATUS	1
(52) DECK WIDTH, OUT-TO-OUT (ft.)	26.2					CLASSIFICATION	
(32) APPROACH ROADWAY WIDTH (ft.)	29.9					(112) NBIS BRIDGE LENGTH	Y
(33) BRIDGE MEDIAN	0	(34) SKEW (DEG.)	0			(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(35) STRUCTURE FLARED	0	(10) INV RTE, MIN VERT CLEAR (ft.)	99.99			(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	07
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	24					(100) STRAHNET HIGHWAY DESIGNATION	0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	99.99					(101) PARALLEL STRUCTURE DESIGNATION	N
(54) VERTICAL UNDER CLEARANCE (ft.)	N	0				(102) DIRECTION OF TRAFFIC	2
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	N	0				(103) TEMP STRUCTURE	
(56) MIN LATERAL UNDER CLEARANCE (ft.)	0					(105) FEDERAL LANDS HIGHWAYS	0
PROPOSED IMPROVEMENTS						(110) DESIGNATED NATIONAL NETWORK	0
(75A) TYPE OF WORK PROPOSED	34	(75B) WORK DONE BY	1			(20) TOLL	3
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	299.9					(21) MAINTENANCE RESPONSIBILITY	01
(94) BRIDGE IMPROVEMENT COST (\$)	353000					(22) OWNER	01
(95) ROADWAY IMPROVEMENT COST (\$)	200000					(37) HISTORICAL	5
(96) TOTAL PROJECT COST	665000					NAVIGATION DATA	
(97) YEAR OF IMPROVEMENT COST ESTIMATE	2009					(38) NAVIGATION CONTROL	0
(114) FUTURE ADT	750	(115) YEAR OF FUTURE ADT	2041			(111) PIER OR ABUTMENT PROTECTION	
						(39) NAV VERT CLEARANCE (ft.)	0
						(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	
						(40) NAV HORIZONTAL CLEARANCE (ft.)	0

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Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	Ben.	7113	sq. ft.	0	0	7113	0
1130 - Cracking (RC and Other)		720		0	0	720	0
1190 - Abrasion/Wear (PSC/RC)		6393		0	0	6393	0
107 - Steel Open Girder/Beam	Ben.	1084	ft.	1008	56	6	14
1000 - Corrosion		76		0	56	6	14
515 - Steel Protective Coating		7751	sq. ft.	0	0	0	7751
3440 - Effectiveness (Steel Protective Coatings)		7751		0	0	0	7751
205 - Reinforced Concrete Column	Ben.	12	each	12	0	0	0
215 - Reinforced Concrete Abutment	Ben.	80	ft.	80	0	0	0
234 - Reinforced Concrete Pier Cap	Ben.	126	ft.	126	0	0	0
301 - Pourable Joint Seal	Ben.	168	ft.	0	0	0	168
2350 - Debris Impaction		168		0	0	0	168
305 - Assembly Joint without Seal	Ben.	24	ft.	0	0	12	12
2370 - Metal Deterioration or Damage		24		0	0	12	12
311 - Movable Bearing	Ben.	56	each	0	0	48	8
515 - Steel Protective Coating		56	sq. ft.	0	0	0	56
330 - Metal Bridge Railing	Ben.	542	ft.	542	0	0	0
331 - Reinforced Concrete Bridge Railing	Ben.	542	ft.	540	0	2	0
1090 - Exposed Rebar		2		0	0	2	0

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ADMINISTRATION

Structure Assessment

Structural/Functional Classification:	OK	Health Index:	33.25
Sufficiency Rating:	13.9	Replacement Index:	65.5

Proposed Improvements

75A Type of Work Proposed:	34 - Widening - With Deck	94 Bridge Improvement Cost:	353000	\$
75B Work Done By:	1 - Work to be done by contract	95 Roadway Improvement Cost:	200000	\$
76 Length Of Structure Improvement:	299.9	Ft.	96 Total Project Cost:	665000
Project Notes:	2777459.3273287127	97 Year Of Improvement Cost Estimate:	2009	

Original Construction

Project Number:	NRH-98 Ext (1935)	Plans Available:	Unknown
Station:	0+44		

Site Conditions

Snooper Required:	No	Site Vegetation:	None
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Traffic control required: None

Utility Attachments:

☐ Water	☐ Sewer	☐ Telecom
☐ Gas	☐ Electric	☐ Other

Overhead Appurtenances:

☐ Sign Truss	☐ Signal	☐ Lighting
☐ Utility Line		☐ Other

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Approach Report

NBI Info

(36B) TRANSITIONS	0 - Does not meet acceptable standards/safety feature is required
(36C) APPROACH GUARDRAIL	0 - Does not meet acceptable standards/safety feature is required
(36D) APPROACH GUARDRAIL ENDS	1 - Meets acceptable standards
(72) APPROACH ROADWAY ALIGNMENT	8 - Equal to present desirable criteria

Approach

Appr Guardrail-rear Left Position	Good	S
Appr Guardrail-rear Right Position	Good	S
Appr Guardrail-forward Left Position	Good	S
Appr Guardrail-forward Right Position	Good	S
Appr Roadway Condition	Good	
Appr Roadway Transitions	Good	

Signage

End Of Bridge Markers	Good
Vertical Clearance Signing	NA
Posting Sign - Rear	NA
Posting Sign - Forward	NA
Posting Values Correct	NA
Valid Posting Limits	H TRUCK LIMIT - 15 TONS HS SHORT LIMIT - 18 TONS HS LONG LIMIT - 20 TONS

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DECK

NBI Info

(58) DECK	5 - Fair Condition (minor section loss)
(036A) BRIDGE RAIL	0 - Does not meet acceptable standards/safety feature is required
(108A) WEARING SURFACE	0 - None
LEFT SHOULDER WIDTH	FT.
RIGHT SHOULDER WIDTH	FT.
ASBESTOS DRAINS	U
DECK AREA	7100 SQ FT.

Full Bridge

	<u>Condition</u>	<u>Notes</u>
Structure:	Fair	HEAVY DECK CRACKING AT MID SPAN OF ALL SPANS EXTENDS TO SOFFIT, 1/8" PLUS. MOD. DECK SCALING AT ALL SPANS.
Wearing Surface:	Fair	
Curbs:	NA	
Median:	NA	
Sidewalk:	NA	
Joints:	Fair	JOINT ARMOR REMOVED B-4, NB LANE. LOOSE AT CENTER LINE.
Railing:	Good	
Drainage:	Good	
Lighting:	NA	
Utilities:	NA	
Overlay Thickness:	in	

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SUPERSTRUCTURE

NBI Info

(59) SUPERSTRUCTURE 3 - Serious Condition (primary structure affected)

NUMBER OF BRIDGE PINS

FRACTURE CRITICAL DETAILS

Full Bridge

CONDITION		
	<u>Condition</u>	<u>Notes</u>
Girders:	Poor	CONC. WEDGE SPALLED AT B-4/ SPAN 4, ABOVE BEAM 4. BENT 4 SPAN 4 BEAM 1 7"X1" HOLE. LIGH RUSTING AT ALL BEAM ENDS AT ALL SPANS. LOCAL AREAS WHERE THERE IS MOD. TO HEAVT SECTION LOSS. B-2 SPAN 1, BEAM 1, HAS A 1" HOLE IN WEB.
Floor Beams:	NA	
Stringers:	NA	
Steel Risers:	NA	
Bearings:	Poor	
Hinge Pins/Hangers:	NA	
Diaphragms/Cross Frames:	Poor	DIA ROATATING OFF CAP AT B-3.
Paint:	Poor	
Collision Damage:	NA	
Deflection/Vibration:	Good	
Cap/Girder Debris:	Poor	
Navigation Lighting:	NA	

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SUBSTRUCTURE

NBI Info

(60) SUBSTRUCTURE 7 - Good Condition (some minor problems)

(111) PIER PROTECTION

Abutments

	<u>Condition</u>	<u>Notes</u>
Backwall:	Good	
Bulkhead:	NA	
Wing Walls:	Good	
Cap:	Good	
Footings:	NA	
Piles:	NA	
Embankment:	Good	MOD. TREE GROWTH UNDER BRIDGE.
Slope Paving:	NA	

Full Bridge

	<u>Condition</u>	<u>Notes</u>
Cap:	Good	
Risers:	NA	
Columns/Piles:	Good	
Footings:	NA	
Web Walls:	NA	
Bracing:	NA	
Pier Protection-Navigation:	NA	
Pier Protection Lighting:	NA	

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Hydraulics Report

NBI Info

(61) CHANNEL & CHANNEL PROTECTION 5 - Bank eroded.. major damage
 (113) SCOUR CRITICAL BRIDGES 5 - Scour within limits of footing or piles
 (71) WATERWAY ADEQUACY 8 - Bridge Above Approaches

Hydraulics

DESIGN MAIN CHANNEL SPAN 4 CURRENT MAIN CHANNEL SPAN 4
 BANK CONDITION-UPSTREAM Good
 BANK CONDITION-SITE Good
 BANK CONDITION-DOWNSTREAM Good
 SCOUR COUNTERMEASURES NA

☐ SPURS ☐ BENDWAY WEIRS ☐ DROP STRUCTURES ☐ HARDPOINTS
☐ JACKS ☐ LONGITUDINAL DIKES ☐ GUIDE BANKS ☐ RIPRAP
☐ GABIONS ☐ CRUTCH BENTS/UNDERPINNING ☐ CROSS BRACING ☐ SHEET PILE/COFFERDAM
☐ DEBRIS DEFLECTORS ☐ VISUAL SCOUR MONITORING ☐ FIXED SCOUR MONITORING INSTRUMENTATION

STREAMBED MATERIAL

☐ COBBLE/BOULDER ☐ GRAVEL ☐ SAND ☐ SILT ☒ SILT-CLAY

UNKNOWN FOUNDATION

SCOUR EVALUATION DONE S
 USGS GAGING STATION 1
 OBSERVED STREAM VELOCITY Low
 STREAMBED AGGRADATION EVIDENT None
 STREAMBED DEGRADATION EVIDENT Minor
 ABUTMENTS ENCROACH INTO CHANNEL No
 INDICATIONS OF SCOUR Yes
 EVIDENCE OF ABUTMENT UNDERMINING No
 EVIDENCE OF PIER UNDERMINING NA
 INDICATIONS THAT FLOODWATERS OVERTOP BRIDGE No
 INDICATIONS THAT FLOODWATERS OVERTOP APPROACHES No
 SCOUR NOTES LIGHT. SCOUR AT BOTH BANKS.

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Pictures



PHOTO 1 General, Superstructure

Description ELEVATION EAST

Pictures



PHOTO 2 General, Approach

Description CENTER LINE NORTH

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Inspection Date:	04/12/2023	Bridge ID:	13024	Feature Intersected:	DOAKS CREEK

Pictures



PHOTO 3 General, Superstructure
Description ELEVATION WEST

Pictures



PHOTO 4 Superstructure
Description HIGH SECTION LOSS IN BEAM.

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Inspection Date:	04/12/2023	Bridge ID:	13024	Feature Intersected:	DOAKS CREEK

Pictures



PHOTO 5 Superstructure
Description BEAM ENDS SEVER RUSTING.

Pictures



PHOTO 6 Superstructure
Description DIAPHRAGMS SPALLED ABOVE CAP.

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Inspection Date:	04/12/2023	Bridge ID:	13024	Feature Intersected:	DOAKS CREEK

Pictures



PHOTO 7 Superstructure
Description SECTION LOSS IN BEAM, WITH DIAPHRAM SPALLED.

Pictures



PHOTO 8 General, Channel
Description DOWN STREAM

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Inspection Date:	04/12/2023	Bridge ID:	13024	Feature Intersected:	DOAKS CREEK

Pictures



PHOTO 9 Deck
Description BRIDGE RAIL SPALLED.

Pictures



PHOTO 10 General, Channel
Description UPSTREAM

County:	MADISON	Structure Number:	210005104513010	Facility Carried:	US 51
Inspection Date:	04/12/2023	Bridge ID:	13024	Feature Intersected:	DOAKS CREEK

Pictures



PHOTO 11 Deck

Description JOINT ARMOUR MISSING.

Pictures



PHOTO 12 General, Deck

Description DECK SCALING AND CRACKING.

County:	MADISON	Structure Number:	210005104513010	Facility Carried:	US 51
Inspection Date:	04/12/2023	Bridge ID:	13024	Feature Intersected:	DOAKS CREEK

Pictures

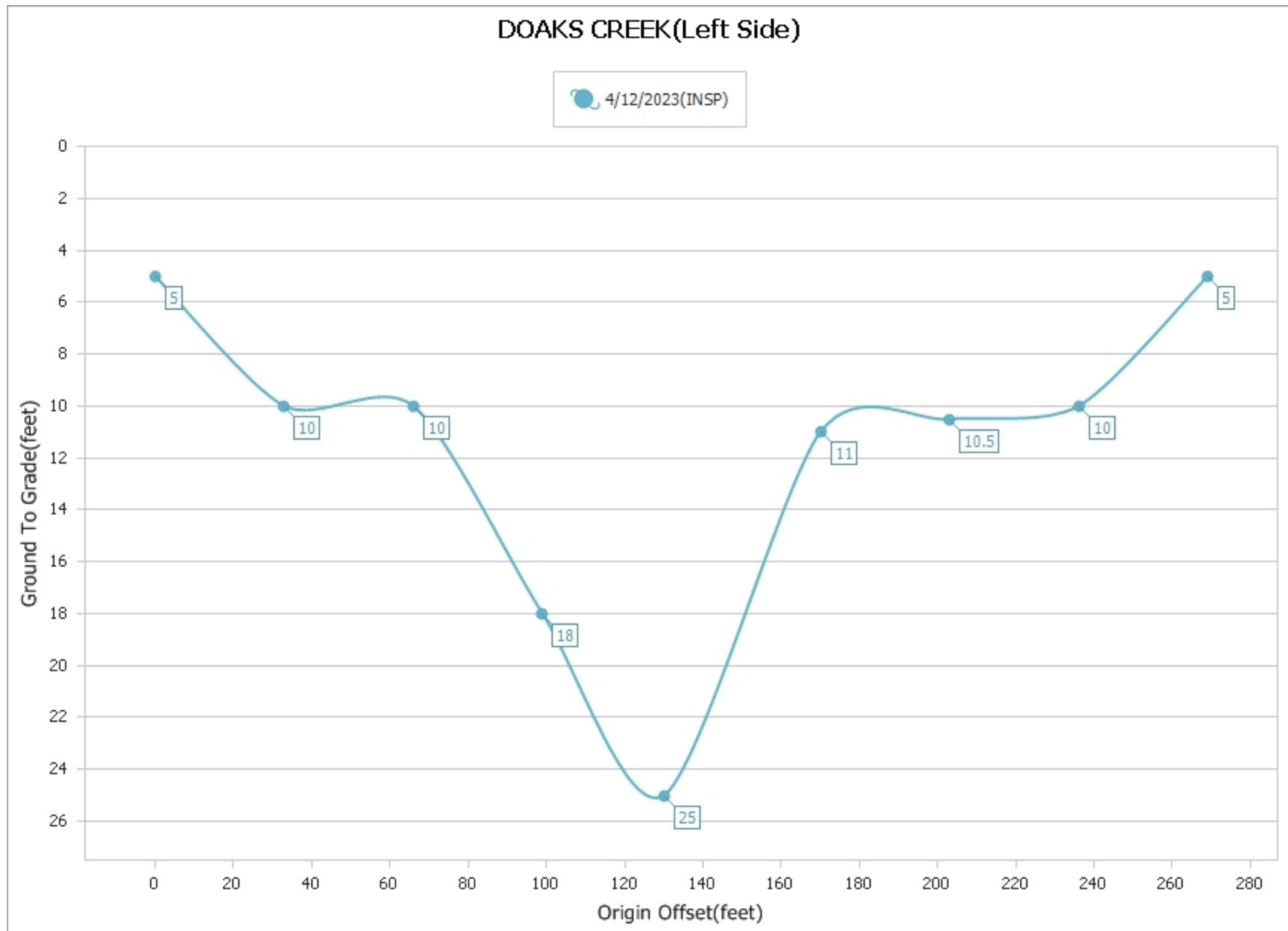


PHOTO 13 General, Approach
 Description CENTER LINE SOUTH.

Structure#: 210005104513010
Bridge ID: 13024

County: Madison
Facility: US 51

Feature Intersected: DOAKS CREEK
Location: 8.7 MI N SR 22

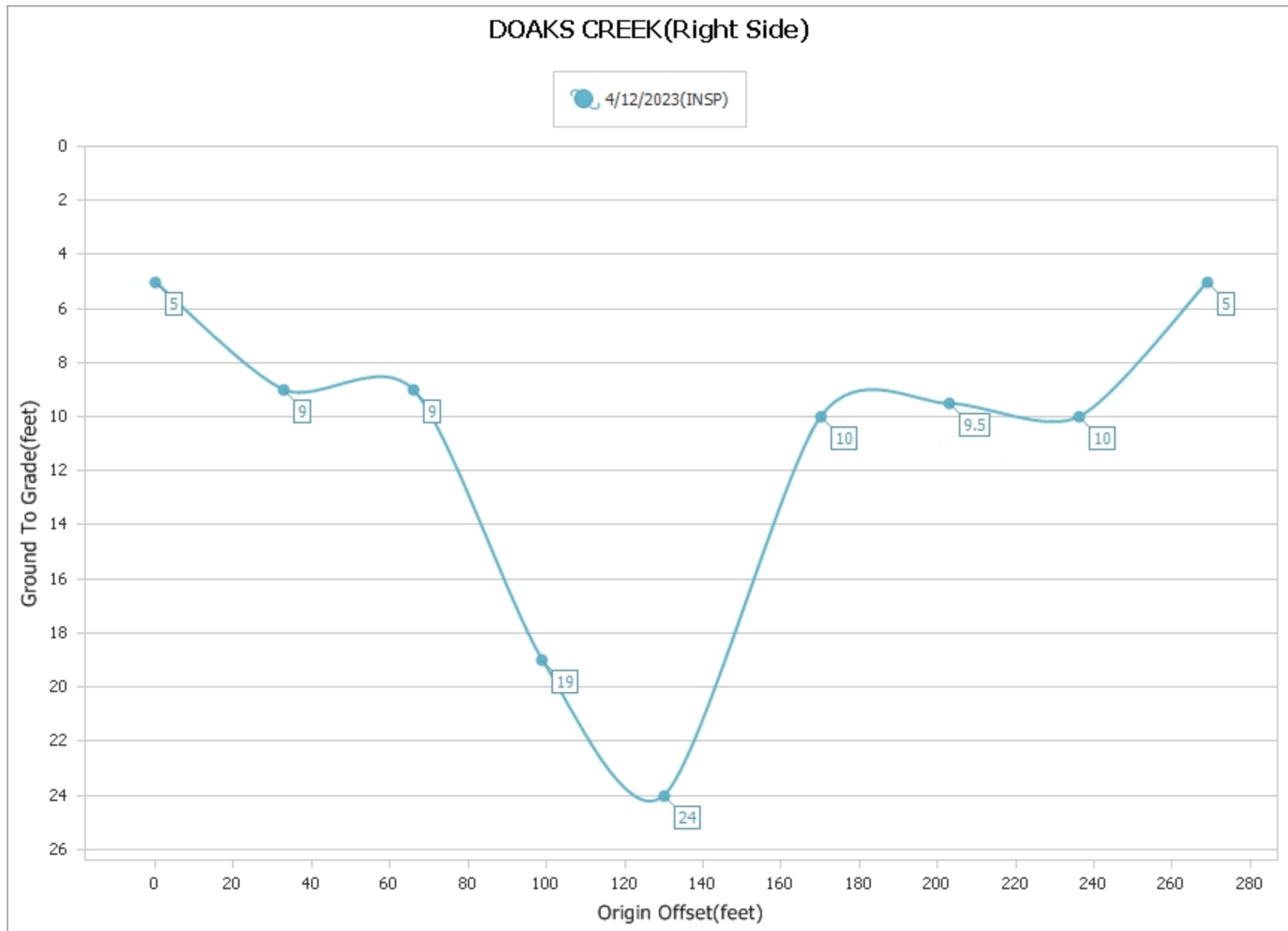


Print Date: 4/13/2023

Structure#: 210005104513010
Bridge ID: 13024

County: Madison
Facility: US 51

Feature Intersected: DOAKS CREEK
Location: 8.7 MI N SR 22

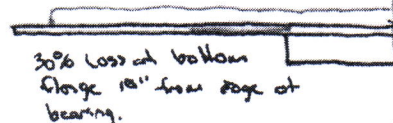


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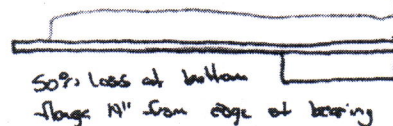
project Bridge 130.1 Madison Co. date 5/12/20
US 51 drawn by _____
 Sheet _____ of _____

main span B-5

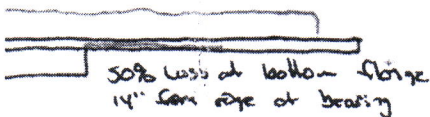
36"x 2"x 1/4" loss in web



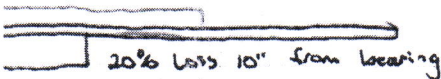
36"x 3.5"x 3/8" loss in web



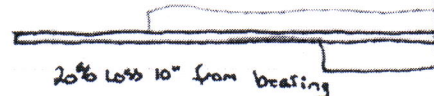
36"x 3.5"x 1/4" loss in web



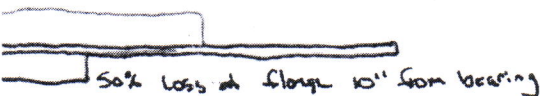
24"x 2"x 1/4" loss in web



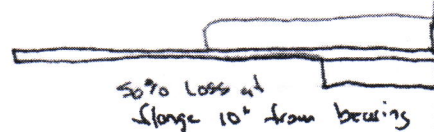
30"x 3"x 3/8" loss in web



24"x 3"x 1/4" loss in web



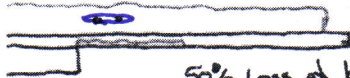
24"x 2.5"x 1/4" loss in web



project Bridge 1351 Madison co. date 5/14/20
US 51 drawn by _____
 Sheet _____ of _____

Main span B-4

36"x 3" x 5/16" loss in web
 web thin with holes

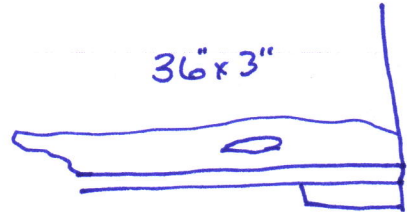


50% loss at bottom flange 12" out from edge of bearing device.

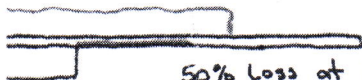
9" crack in web at girder, 5" x 1.5" hole
 in web

west side

36"x 3"

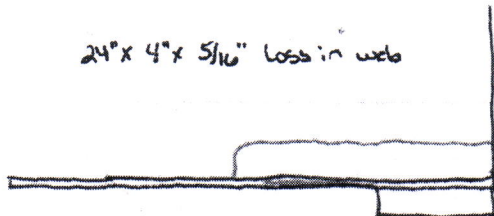


27" x 3.5" x 3/8" loss in web



50% loss at bottom flange 12" out from edge of bearing device.

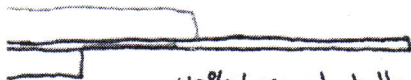
24" x 4" x 5/16" loss in web



50% loss at bottom flange 12" out from edge of bearing device.

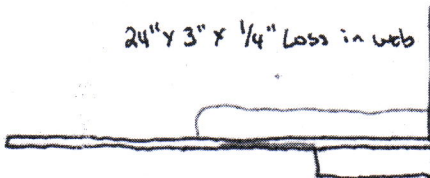
2" x 1.5" hole in web
 6" from end of beam
 web thin 1/8" x 24"

24" x 3" x 1/4" loss in web



40% loss at bottom flange 10" out from edge of bearing device.

24" x 3" x 1/4" loss in web



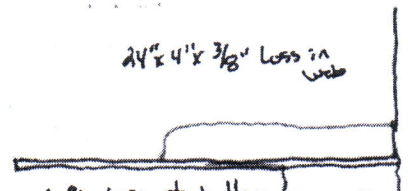
40% loss at bottom flange 10" out from edge of bearing device.

24" x 4" x 3/8" loss in web



30% at bottom flange 9" out from edge
 of bearing device

24" x 4" x 3/8" loss in web



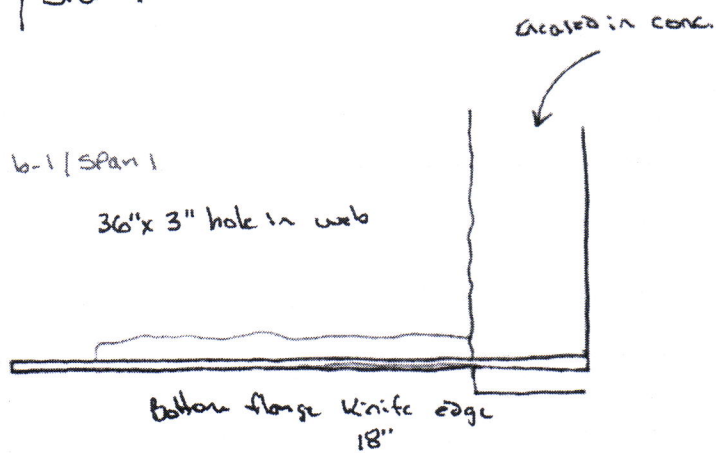
30% loss at bottom
 flange 9" out from edge of
 bearing

project Bridge 130.1 Madison co date 5/12/20
US 51 drawn by _____
 Sheet _____ of _____

Bent 1 / Span 1

Beam 1 at b-1 / Span 1

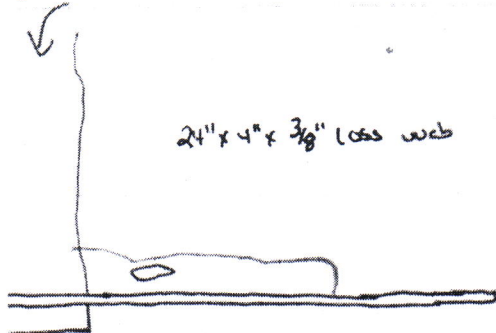
36" x 3" hole in web



Bent 3 / Span 3

created in conc.

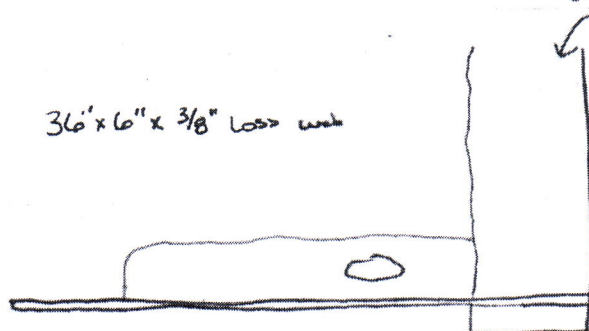
24" x 4" x 3/8" loss web



west side

created in conc.

36" x 6" x 3/8" loss web



flange thickness 1 1/4"
 web thickness 3/4"

Span 1 - Heavy sect. loss to web at beam 1 / bent 1 36" x 3" Holes in web
Bottom flange knife edge at East side 18" / 50% loss west side 10"

Light sect. loss to bottom flange at beam 4 / bent 1

Span 2 - Typ. Light Rusting at beam ~~one~~ at beam 2 / bent 2 / span 2 Pic

Dia at bay 3 at bent 3 spalled at beam 4

Span 3 - Dia at bay 1 & 2 at bent 3, Tilted out of position, debris in joint.

Heavy section loss at beam 1 24" x 6" x 1/4" East side / bent 3 / span 3
beam 2 36" x 6" x 1/4" west side / 24" x 3/8" west side / bent 3
beam 3 36" x 4" x 1/8" west side / bent 3 / span 3

Heavy section loss at

Span 4 - Conc. wedge spalled at bottom of bridge rail above beam 4 / bent 4

Span 5 - Light rusting at beam ends
Light spalls at dia ~~1 + 2~~ bay 1 + 2 at bent 5
mod spalls at dia at bay 1 + 3 at bent 6

Span 6 - Local Scour at Span 6 50' x 50' x 5'
Light rusting at beam ends

Span 7 - Light to mod rusting at beam ends
dia spalled at bay 1 + bay 2 at bent 7

mod section loss at beam 4 at bent 8 36" x 4" x 1/4"
1/2 loss at bottom
Clay 8"
Light spalling at dia at bay 1, 2, 3 at bent 8 also east
or west
of outside
beams.