



Latitude:35.77214, Longitude:-90.17805

Route:77 Section:02 Log:7.16

Arnold Road ID:47x77x2xA, Arnold Log mile:6.605

District 10, Mississippi County

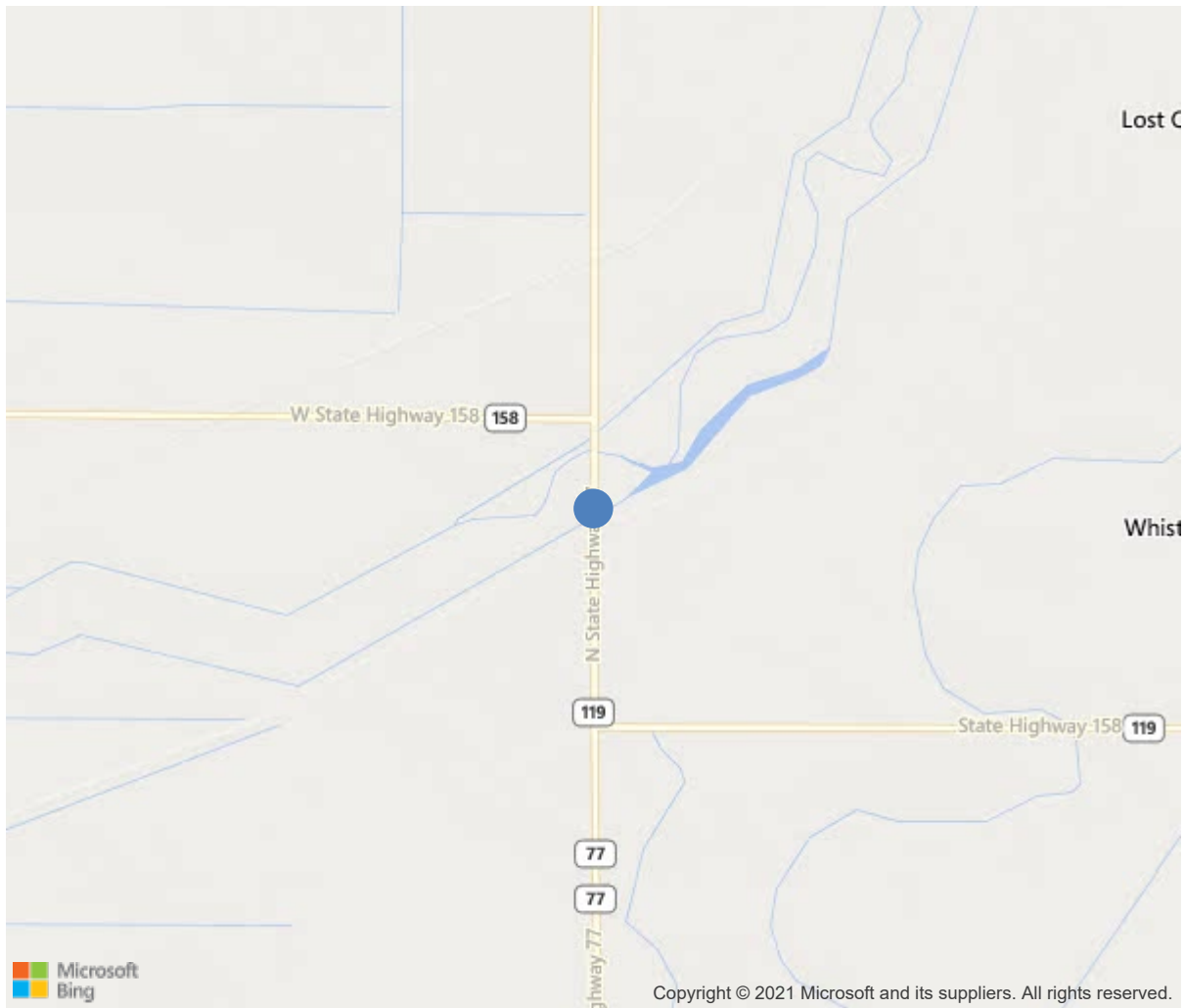
Owner: 1-State Highway Agency



Bridge #02870(Routine)
SH 77-02- LM 7.16 over LITTLE RIVER
Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones **Inspection Date:** July 28, 2021

1.1 MI N JCT OF SH 158



35.77214, -90.17805



Bridge #02870(Routine)

SH 77-02- LM 7.16 over LITTLE RIVER

Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones Inspection Date: July 28, 2021

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	02870
(5) Inventory Route	77
(2) Highway Agency District	10
(3) County Code	93-Mississippi County, Arkansa
(4) Place Code	0
(6) Features Intersected	LITTLE RIVER
(7) Facility Carried	SH 77-02- LM 7.16
(9) Location	1.1 MI N JCT OF SH 158
(11) Mile Point	7.16 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.77214
(17) Longitude	-90.17805
(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	5
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6-Bituminous
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1954
(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	2035
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	13 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	40 ft
(49) Structure Length	202.4 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28.5 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 ft
(33) Bridge Median	0-No median
(34) Skew	30 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24 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	0
(26) Functional Class	7-Rural Major Collector
(100) Defense Highway	0-The inventory route is not a S
(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 part of
(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	4
(59) Superstructure	4
(60) Substructure	5
(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	34
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	5
Rating	21
(70) Bridge Posting	2-20.0 - 29.9 % below
(41) Structure Open/Posted/Closed	P-Posted for load (may include o
APPRAISAL	
(67) Structural Evaluation	4
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(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	7-Countermeasures have been installed
PROPOSED IMPROVEMENTS	
(75) Type of Work	Bridge rehabilitation because
(76) Length of Structure Improvement	202 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 260
(97) Year of Improvement Cost Estimate	1999
(114) Future ADT	2074
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/2021		
(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	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.			



Bridge #02870(Routine)

SH 77-02- LM 7.16 over LITTLE RIVER

Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones, Inspection Date: July 28, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	5067	4121	68	878	0
1080	Delamination/Spall/Patched Area	SF	559	0	68	491	0
1090	Exposed Rebar	SF	23	0	0	23	0
1120	Efflorescence/Rust Staining	SF	292	0	0	292	0
1130	Cracking (RC and Other)	SF	72	0	0	72	0
510	Wearing Surfaces	SF	4800	4505	0	295	0
3220	Crack (Wearing Surface)	SF	270	0	0	270	0
3210	Delam/Spall/Patched Area/Pothole	SF	25	0	0	25	0
107	Steel Open Girder/Beam	LF	1000	0	859	133	8
1000	Corrosion	LF	997	0	859	130	8
1900	Distortion	LF	3	0	0	3	0
515	Steel Protective Coating	SF	7445	0	2531	2457	2457
3440	Effectiveness (Steel Protective Coatings)	SF	7445	0	2531	2457	2457
215	Reinforced Concrete Abutment	LF	76	68	0	8	0
1090	Exposed Rebar	LF	8	0	0	8	0
227	Reinforced Concrete Pile	EA	20	10	10	0	0
1080	Delamination/Spall/Patched Area	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	9	0	9	0	0
234	Reinforced Concrete Pier Cap	LF	113	0	0	110	3
1080	Delamination/Spall/Patched Area	LF	35	0	0	32	3
1090	Exposed Rebar	LF	36	0	0	36	0
1120	Efflorescence/Rust Staining	LF	7	0	0	7	0
1130	Cracking (RC and Other)	LF	35	0	0	35	0
311	Movable Bearing	EA	25	0	0	24	1
1000	Corrosion	EA	22	0	0	22	0
2240	Loss of Bearing Area	EA	3	0	0	2	1
313	Fixed Bearing	EA	25	0	0	25	0
1000	Corrosion	EA	25	0	0	25	0
330	Metal Bridge Railing	LF	400	0	370	30	0
1000	Corrosion	LF	370	0	370	0	0



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Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones, Inspection Date: July 28, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
7000	Damage	LF	30	0	0	30	0
515	Steel Protective Coating	SF	1280	0	0	1280	0
3440	Effectiveness (Steel Protective Coatings)	SF	1280	0	0	1280	0



Wearing surface



Soffit



Load posting at beginning



Load posting at end



Span 2 near bent 3 full depth patch



Span 5 Lt



Span 2 bay 4



Span 1 bent 1 girder 3



Span 1 bent 2 girder 3



Bent 4



S1 right



S2 right



Bridge #02870(Routine)

SH 77-02- LM 7.16 over LITTLE RIVER

Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones Inspection Date: July 28, 2021

Maintenance Needs

Date Reported: 07/25/2011
Priority: C - Important
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Span 1 bent 2 girder 1 has 1' of moderate to heavy section loss to end of web.
Span 1 bent 2 girder 3 has a 7" x 1" hole in web below haunch. Bottom flange has section loss along bearing.
Span 1 bent 2 girder 3 has a 4" x 1" hole in web at haunch and heavy section loss to bottom flange.
Span 1 bent 2 girder 5 has a 2" diameter hole at haunch.

Span 2 bent 2 girder 2 has a 2" x 3" hole in web at haunch.
Span 2 bent 2 girder 3 bottom flange has heavy section loss along bearing.

Span 2 bent 3 girder 2 bottom flange has heavy section loss along bearing. 5/16" t remain on edge.
Span 2 bent 3 girder 4 has a 4" x 2" hole in web near haunch. Bottom of web has a 12" x 6" area of moderate section loss 5" from end.

Span 3 bent 3 girder 1 has a 1" diameter hole in web below haunch.
Span 3 bent 3 girder 3 has a 3.5" x 1" hole in web at haunch. Bottom of web has a 15" x 6" area of moderate section loss over bearing. Bottom flange has section loss along bearing.
Span 3 bent 3 girder 4 has a 2" x 1" hole in web at haunch.

Span 3 bent 4 girder 1 has a 6" x 6" area of heavy section loss at web below haunch.
Span 3 bent 4 girder 3 has a 2" x 1.5" hole in web at haunch.

Span 4 bent 4 girder 1 has a 5" x 1" hole in web at haunch.
Span 4 bent 4 girder 3 has a 3" x 1" hole in web at haunch.

Span 4 bent 5 girder 1 has a 4" diameter hole in web at haunch.
Span 4 bent 5 girder 3 has a 7" x 1" hole in web at haunch. Bottom flange has section loss along bearing.
Span 4 bent 5 girder 4 has a 2" x 1" hole in web at haunch.
Span 4 bent 5 girder 5 has a 1" diameter hole in web at haunch.

Span 5 bent 5 girder 2 has a 1" diameter hole in web at haunch.
Span 5 bent 5 girder 3 has a 2" x 1" hole in web near haunch.
Span 5 bent 5 girder 5 web has out of plane bending at haunch.

Span 5 bent 6 girder 1 has a 6" x 2" hole in web at haunch.
Span 5 bent 6 girder 3 was T-spliced sometime in the past. Girder has a 5" x 1" hole in web at haunch.
Span 5 bent 6 girder 4 was T-spliced sometime in the past. Girder has a 4" x 1" hole in web at haunch. T-splice has rust with minor measurable section loss.

Remarks



S2 b3 g2



S1 b1 g4



S4 b5 g1





S5 b6 g3



S2 b3 g 5



S5 b6 g4



S3 b3 g3



S2 b3 g4



S1 b2 g3



S2 b2 g2



S4 & 5 b5 g3



S4 b4 g1



S3 & 4 b4 g 3



S5 b6 g1



S3 b3 g4



S1 b1 g4



S5 b6 g1



S1 b2 g5



S2 b2 g1



S2 b2 g2



S1 b2 g3



S1 b2 g5



S2 b3 g4



Span 5 bent 6 girder 4



Span 5 bent 6 girder 1



Span 5 girder 1 near bent 6



Span 4 bent 5 girder 1

Date Reported: 07/25/2011
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: 515 - 107 - Steel Open Girder/Beam

Deficiency Description

Paint system has mostly failed or is ineffective. Steel girders have scattered rust throughout. Ends of girders are rusted with areas of section loss at web below concrete haunch, along bottom of web, and along bottom flange. Exterior girders 1 and 5 have flaking rust and section loss near drain openings.

Remarks





Bridge #02870(Routine)
SH 77-02- LM 7.16 over LITTLE RIVER
Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones **Inspection Date:** July 28, 2021

Date Reported: 07/25/2011
Priority: D- Routine
Type of Work: Repair
Status: Monitor
Component: Superstructure

Deficiency Description

Bearings have heavy pack rust and section loss. Several anchor bolts are missing.

Remarks

Date Reported: 07/25/2011
Priority: B - Pressing; 6 month completion goal

Type of Work: Repair
Status: Assigned
Component: Substructure

Deficiency Description

Caps have spalls under bearings with loss of bearing area at:
Span 1 bent 2 bearing 5; span 4 bent 4 bearing 5; span 5 bent 5 bearing 5

Remarks

Bridge Crew completing similar repairs on bridge just north of this loc. will repair these when schedule allows. KAW 3-31-2020





Span 1 bent 2 bearing 5



Span 4 bent 4 bearing 5

Date Reported: 07/25/2011
Priority: C - Important
Type of Work: Repair
Status: Monitor
Component: Substructure

Deficiency Description

Concrete abutments have several shallow spalls with rebar exposed.
Concrete caps at interior bents have several large spalls with rebar exposed. Caps have several cracks, delaminated areas, and areas of abrasion.

Remarks





S3 b4 g4



S4 b4 g5



Bent 3 at pile 1



Bent 2 ahead under girder 2 and 3



Bent 3 cap ahead



Bent 4 cap



Bent 4 under bearing 4



Bent 5 cap Lt



Bent 4 at piles 3 and 4

Date Reported: 06/13/2016
Priority: C - Important
Type of Work: Repair
Status: Open
Component: Deck

Deficiency Description

Curbs and overhangs have areas of concrete disintegration near joints. Several areas have rebar exposed. Overhangs have several longitudinal cracks.

Remarks



Span 2 Lt curb near bent 3



Span 5 Rt



Bridge #02870(Routine)
SH 77-02- LM 7.16 over LITTLE RIVER
Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones Inspection Date: July 28, 2021

Date Reported: 07/02/2018
Priority: D- Routine
Type of Work: None
Status: Monitor
Component: 510 - 12 - Reinforced Concrete Deck

Deficiency Description

Asphalt wearing surface has cracks with a few delaminated areas over joints.
Rt gutter line has a 5 in. wide x 40 ft. long spall due to outrigger on snoopers, see 2018 photo of span 3.

Remarks



Team Lead: Richard Jones **Inspection Date:** July 28, 2021

Date Reported: 07/15/2019
Priority: B - Pressing; 6 month completion goal
Type of Work: Repair
Status: Assigned
Component: Superstructure

Deficiency Description

Girder ends:

Span 2 bent 2 girder 5 has a 3" x 4" hole in web at haunch.

Span 2 bent 3 girder 1 end of girder has heavy section loss with a 9" x 6" area of near complete section loss below haunch.

Span 2 bent 3 girder 5 has a 6" diameter hole in web at haunch.

Span 5 bent 5 girder 4 and a 3.5" x 1" hole in bottom of web 5" from end of girder.

Remarks

To District Bridge Crew for repair when their schedule allows. KAW 7/18/19



S5 b5 g4



S2 b3 g1



S2 b3 g5



S2 b3 g 5



S1 & 2 b2 g 5



S2 b2 g5



S2 b2



S2 b3 g1



S2 b3 g1



S2 b3 g5



S5 b5 g4



Span 2 bent 3 girder 1



Span 2 bent 3 girder 5

Date Reported: 06/24/2020
Priority: A - Safety deficiency; requires prompt action
Type of Work: Repair
Status: Assigned
Component: Superstructure

Deficiency Description

Span 1 bent 1 girder 2 has 1.5' of heavy section loss along bottom of web. Web has a 1/4" diameter hole over bearing. Rt side of bottom flange has a 3" wide x 2" long hole in flange near bearing.

Span 1 bent 1 girder 4 has a 1.5" diameter hole in web below haunch. Bottom of web has a 6" area of moderate section loss over bearing. Bottom flange has heavy section loss with holes rusted through near bearing.

Span 2 bent 2 girder 1 web has heavy section loss with a 1" x 7" hole between haunch and bearing.

Remarks

to Dist Bridge Crew for repair as priorities allow KAW 7/6/2020



S1 b1 g2



S1 b1 g4 left



s1 b1 g4 right



Span 1 bent 1 girder 2



Span 1 bent 1 girder 4



Span 2 bent 2 girder 1

Date Reported: 06/24/2020
Priority: A - Safety deficiency; requires prompt action
Type of Work: Repair
Status: Assigned
Component: Substructure

Deficiency Description

Span 3 bent 3 girder 1 has settled 3/4" due to a 3' x 1' spall in cap under bearing 1. Deck, girder, and concrete post all measure 3/4" lower than previous span. Masonry plate has 60% loss of bearing currently and has up to a 1/2" gap between masonry plate and sole plate. Concrete beneath the bearing is disintegrated.

Remarks

7/28/21 No change in condition observed during routine inspection. - RRJ

10/6/20 Load Rating lowered legal limit due to current conditions. It is properly signed, lowering priority to A. - ADN

9/9/2020 Reviewed Stewart Linz; due to increase in section loss since previous rating recommended to be rated based on current conditions.

7/1/2020 Reviewed by Michael Hill, Asked Rating to review.

07012020 Dennis Vire , Bearing and beam still supported above rebar cage. Primarily a ride-ability issue. No change in Posting Recommendations at this time.

to Dist Bridge Crew for repair as priorities allow KAW 7/6/2020



S3 b3 g1



S3 b3 g1



S3 b3 g1



S3 b3 g1



S3 b3 g1



S3 b3 g1



S3 b3 g1



S3 b3 left



S3 b3 g1



Span 3 bent 3 bearing 1



Bridge #02870(Routine)

SH 77-02- LM 7.16 over LITTLE RIVER

Location: 1.1 MI N JCT OF SH 158

Team Lead: Richard Jones **Inspection Date:** July 28, 2021

Inspection Comments

-

Deck Notes

Bridge rails have surface rust throughout with a few areas of section loss near connections. Several bolts are loose. Several posts are cracked or spalled with some rebar exposed. Curbs and overhangs have areas of concrete disintegration near joints. Several areas have rebar exposed. Overhangs have several longitudinal cracks.

Deck was overlaid under job #100838 in summer of 2017.

Asphalt wearing surface has cracks with a few delaminated areas over joints.

Deck has 2' wide area of delamination in both gutter lines.

Span 2 Rt lane near bent 3 has a 4' x 5' full depth patch.

Span 6 has 2 full depth patches, 5' x 4', and 4' x 7'.

Superstructure Notes



Team Lead: Richard Jones Inspection Date: July 28, 2021

Paint system has mostly failed or is ineffective. Steel girders have scattered rust throughout. Ends of girders are rusted with areas of section loss at web below concrete haunch, along bottom of web, and along bottom flange.

Exterior girders 1 and 5 have flaking rust and section loss near drain openings. Bearings have heavy pack rust and section loss. Several anchor bolts are missing.

Span 1 bent 1 girder 2 has 1.5' of heavy section loss along bottom of web. Web has a 1/4" diameter hole over bearing. Rt side of bottom flange has a 3" wide x 2" long hole in flange near bearing.

Span 1 bent 1 girder 3 has a steel channel stiff leg welded to bottom flange.

Span 1 bent 1 girder 4 has a 1.5" diameter hole in web below haunch. Bottom of web has a 6" area of moderate section loss over bearing. Bottom flange has heavy section loss with holes rusted through near bearing.

Span 1 bent 2 girder 1 has 1' of moderate to heavy section loss to end of web.

Span 1 bent 2 girder 3 has a 7" x 1" hole in web below haunch. Bottom flange has section loss along bearing.

Span 1 bent 2 girder 3 has a 4" x 1" hole in web at haunch and heavy section loss to bottom flange.

Span 1 bent 2 girder 5 has a 2" diameter hole at haunch.

Span 2 bent 2 girder 1 web has heavy section loss with a 1" x 7" hole between haunch and bearing.

Span 2 bent 2 girder 2 has a 2" x 3" hole in web at haunch.

Span 2 bent 2 girder 3 bottom flange has heavy section loss along bearing.

Span 2 bent 2 girder 5 has a 3" x 4" hole in web at haunch.

Span 2 bent 3 girder 1 end of girder has heavy section loss with a 9" x 6" area of near complete section loss below haunch.

Span 2 bent 3 girder 2 bottom flange has heavy section loss along bearing. 5/16" t remain on edge.

Span 2 bent 3 girder 4 has a 4" x 2" hole in web near haunch. Bottom of web has a 12" x 6" area of moderate section loss 5" from end.

Span 2 bent 3 girder 5 has a 6" diameter hole in web at haunch.

Span 3 bent 3 girder 1 has a 1" diameter hole in web below haunch. Girder settled 3/4" due to a 3' x 1' spall in cap under bearing 1. Deck, girder, and concrete post all measure 3/4" lower than adjacent span. Masonry plate has 60% loss of bearing area and has up to a 1/2" gap between masonry plate and sole plate. Concrete beneath the bearing is disintegrated.

Span 3 bent 3 girder 3 has a 3.5" x 1" hole in web at haunch. Bottom of web has a 15" x 6" area of moderate section loss over bearing. Bottom flange has section loss along bearing.

Span 3 bent 3 girder 4 has a 2" x 1" hole in web at haunch.

Span 3 bent 4 girder 1 has a 6" x 6" area of heavy section loss at web below haunch.

Span 3 bent 4 girder 3 has a 2" x 1.5" hole in web at haunch.

Span 4 bent 4 girder 1 has a 5" x 1" hole in web at haunch.

Span 4 bent 4 girder 3 has a 3" x 1" hole in web at haunch.

Span 4 bent 5 girder 1 has a 4" diameter hole in web at haunch.

Span 4 bent 5 girder 3 has a 7" x 1" hole in web at haunch. Bottom flange has section loss along bearing.

Span 4 bent 5 girder 4 has a 2" x 1" hole in web at haunch.

Span 4 bent 5 girder 5 has a 1" diameter hole in web at haunch.

Span 5 bent 5 girder 2 has a 1" diameter hole in web at haunch.

Span 5 bent 5 girder 3 has a 2" x 1" hole in web near haunch.

Span 5 bent 5 girder 4 has a 3.5" x 1" hole in bottom of web 5" from end of girder.

Span 5 bent 5 girder 5 web has out of plane bending at haunch.

Span 5 bent 6 girder 1 has a 6" x 2" hole in web at haunch.

Span 5 bent 6 girder 2 was T-spliced sometime in the past.

Span 5 bent 6 girder 3 was T-spliced sometime in the past. Girder has a 5" x 1" hole in web at haunch.

Span 5 bent 6 girder 4 was T-spliced sometime in the past. Girder has a 4" x 1" hole in web at haunch. T-splice has rust with minor measurable section loss.

Span 5 bent 6 girder 5 was T-spliced sometime in the past.



Team Lead: Richard Jones Inspection Date: July 28, 2021

Concrete abutments have several shallow spalls with rebar exposed.

Concrete caps at interior bents have several large spalls with rebar exposed. Caps have several cracks, delaminated areas, and areas of abrasion.

Caps have spalls under bearings with loss of bearing area at:

Span 1 bent 2 bearing 5; span 3 bent 3 bearing 1; span 4 bent 4 bearing 5; span 5 bent 5 bearing 5

Bent 2 cap has a 1' spall under bearing 5 on back side with approximately 25% loss of bearing area. Cap is spalled 3" back under bearing. Ahead side of cap has a 2' diameter spall with rebar exposed over pile 2, and a 8' x 2' x 2" deep spall with exposed rebar at bearing 3. Exposed reinforcement steel has up to 50% loss of section.

Bent 3 cap has a 3' spall under bearing 1 on ahead side. Cap is spalled back under bearing 4". Bearing has approximately 60% loss of bearing area and has settled ¾". Cap has spalls with rebar exposed near piles 1 – 4.

Bent 4 cap has several spalls with exposed rebar on bottom around piles. Face of cap has 3' of shallow spalls with rebar exposed. Ahead side of cap at bearing 5 has a 2' x 1' x 4" deep spall with approximately 20% loss of bearing area. Bent 4 pile 1 has an encasement repair from past damage. Piles have concrete and timber braces.

Bent 5 cap has shallow spalls with rebar exposed over piles 1 and 4. Ahead side under bearing 5 has a 1' x 1' x 3" spall with exposed rebar under bearing with up to 20% section loss to reinforcing steel.

Bent 6 abutment has spalls with 6' of exposed rebar at bottom of extensions for battered piles. Cap is undermined 6" down and 2' back under.

Embankment at bent 6 Rt was repaired in 2020 with rip rap.

Minor drift build up on bents 2, 3, and 4.

Trees and dense vegetation growing under and adjacent to bridge.

Load Rating

Ld Rating on 9/6/18 considered CF MN issues; No change needed.