ALDOT
Alabama Department of Transportation

Date Printed: 05/19/2026

Inspection Report for Structure 005964

PREVIOUS INSP:	Mooth, Christian	NEW DATE:	
PREVIOUS DATE:	12/9/2025	NEW INSP. TYPE(S):	
PREVIOUS INSP. TYPE:	Special		

005964 - CO. RD. 64 over STYX RIVER

Inspection Data

Equipment

Equipment required for bridge

ID	Equipment	Inspection Type	Used this Inspection
A03	Under bridge inspection vehicle	Routine	☐
			☐
			☐

Inspection Condition

	Current:	New:
Deck (B.C.01):	5 Fair	
Superstructure (B.C.02):	5 Fair	
Substructure (B.C.03):	6 Satisfactory	
Culvert (B.C.04):	N Not Applicable	
Bridge Condition Classification (B.C.12):	F Fair	
Lowest Condition Rating (B.C.13):	5	
Railing (B.C.05):	6 Satisfactory	
Railing Transition (B.C.06):	6 Satisfactory	
Bearing (B.C.07):	6 Satisfactory	
Joints (B.C.08):	4 Poor	

Other Condition Ratings

	Current:	New:
Channel (B.C.09):	7 Good	
Channel Protection (B.C.10):	7 Good	
Scour (B.C.11):	7 Some minor scour	
NSTM Inspection Condition (B.C.14):	N Not Applicable	
Underwater Inspection (B.C.15):	N Not Applicable	

Appraisal

	Current:	New:
Approach Roadway Alignment (B.AP.01):	G Good	
Overtopping Liklihood (B.AP.02):	No matching parameter	
Scour Vulnerability (B.AP.03):	A Stable for scour	
Scour Plan of Action (B.AP.04):	0 A scour POA is not required.	
Seismic Vulnerability (B.AP.05):	N Does not require seismic eval	

Inspection Notes

Inspection Notes (B.IE.11) - *Briefly describe the members of features inspection* ***when limited portions of the bridge are inspected***

New:

Agency Inspection Notes:

Deck 5: Deck shows several areas of map cracking Spans 1-3 and 14. Armor plating has been removed multiple joints and the concrete is starting to spall. Abrasion exists throughout: all armor plates have been removed, all joints show spalling

Super 5: Various minor spalls and areas of exposed rebar. Shear crack bent 7 G3 outside face

Sub 6: Corrosion on steel piles, exposed rebar on abutment. Failed x -bracing at bents over water.

New:

Element Detail

	Elem No.	Element	Env	Total Qty	Unit	CS 1	CS 2	CS 3	CS 4
☐ Current:	**16**	**Re Conc Top Flange**	**Low**	**11,489**	**sq.ft**	**0**	**8,243**	**3,246**	**0**
New:									
Notes:									
Current:	1090	Exposed Rebar	Low	5	each	0	0	5	0
New:									
Notes:									
Current:	1130	Cracking (RC and Other)	Low	3,275	each	0	34	3,241	0
New:									
Notes:									
Current:	1190	Abrasion(PSC/RC)	Low	8,209	each	0	8,209	0	0
New:									
Notes:									
☐ Current:	**110**	**Re Conc Opn Girder/Beam**	**Low**	**1,578**	**ft**	**1,527**	**2**	**49**	**0**
New:									
Notes:	_								

	Elem No.	Element	Env	Total Qty	Unit	CS 1	CS 2	CS 3	CS 4
Current:	1080	Delamination/Spall/Patched Area	Low	15	each	0	1	14	0
New:									

Notes: Span 5 shows 3 spalls 1'X4"X2"
Span 7 beam 1 shows spall 6X^X1
Span 9 shows spall 12" X 8" X 1"
Span 9 beam 2 shows 8" Round spall
Span 11 Beam 1 shows spall outside face 15" X 6" X 1 1/2"
Bent 13, Span 12 shows spall on left side at Bent, 2' x 1' all the way through.
Bent 13, Span 13, 2 spalls on Beam 2 at bent with exposed rebar. 1' x 6" x 1"
Bent 8, Span 7, Beam 3 shows spall 2' x 1' x 1" exposed rebar
spall span 6 right overhang 6"X6"
spall with rebar span 6 inside girder 3 3"X4"
spall span 4 outside girder 1
delam span 4 right overhang
spall span 4 girder 2 left face 4"X5"X1"
spall span 4 right overhang at bent 4
spall span 3 ant bent 4 left overhang
spall bent 3 cap over pile 2 far face
spall span 3 left overhang at bent 3
spall span 10 outside beam 1 at bent 10
spall span 7 outside beam 1 7" in diameter

Current:	1090	Exposed Rebar	Low	34	each	0	0	34	0
New:									

Notes: Bent 12 G! shows 4 areas of exposed rebar.

Current:	1130	Cracking (RC and Other)	Low	2	each	0	1	1	0
New:									

Notes: Span 6 G 3 shows crack right face top of girder.

☐ Current:	**215**	**Re Conc Abutment**	**Low**	**64**	**ft**	**58**	**0**	**6**	**0**
New:									

Notes: _

Current:	1090	Exposed Rebar	Low	8	each	2	0	6	0
New:									

Notes: Abutment 1 shows area of exposed rebar between wing wall and beam 1.

☐ Current:	**225**	**Steel Pile**	**Low**	**39**	**each**	**31**	**0**	**8**	**0**
New:									

Notes: _

	Elem No.	Element	Env	Total Qty	Unit	CS 1	CS 2	CS 3	CS 4
Current:	1000	Corrosion	Low	8	each	0	0	8	0
New:									
Notes:	_								
☐ Current:	**234**	**Re Conc Pier Cap**	**Low**	**247**	**ft**	**239**	**2**	**6**	**0**
New:									
Notes:	_								
Current:	1080	Delamination/Spall/Patched Area	Low	2	each	0	1	1	0
New:									
Notes:	spall with rebar girder 3 bent 7 3"X3"								
Current:	1090	Exposed Rebar	Low	6	each	0	1	5	0
New:									
Notes:	several small spalls with exposed rebar. Bent 3 Cap has spall on face at pile 2.								
☐ Current:	**304**	**Open Expansion Joint**	**Low**	**303**	**ft**	**0**	**0**	**303**	**0**
New:									
Notes:	_								
Current:	2360	Adjacent Deck or Header	Low	303	each	0	0	303	0
New:									
Notes:	ALL joints are showing impact damage such as spalls and exposed rebar.								
☐ Current:	**330**	**Metal Bridge Railing**	**Low**	**986**	**ft**	**972**	**0**	**0**	**14**
New:									
Notes:	_								
Current:	2370	Metal Deterioration or Damage	Low	14	each	0	0	0	14
New:									
Notes:	_								

Bridge Photos

Inspection Date: **12/11/2024**

spall span 4 right overhang at bent 4

delam span 4 right overhang

spall span 4 girder 2 left face

exposed rebar abut 1 near beam 1

spall span 3 left overhang at bent 4

exposed rebar girder 3 at bent 7

spall span 4 outside of girder 1

spall span 6 right overhang

deck

spall span 3 left overhang at bent 3

spalls span 4 right overhang

spall bent 3 cap over pile 2 far face

spall inside beam 3 at bent 6

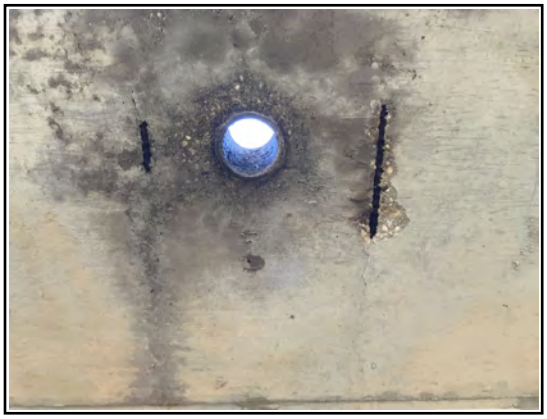
Inspection Date: **12/9/2025**

abrasion

spall right overhang at bent 4

spall left overhang at bent 3

spall right overhang span 5

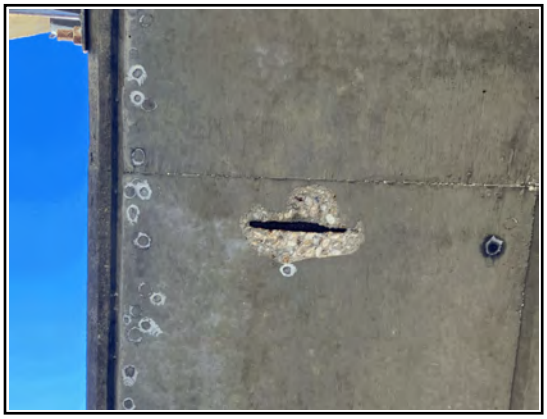


delam right overhang span 4

deck map cracks span 2

spall bent cap 3 span 3 over pile 2

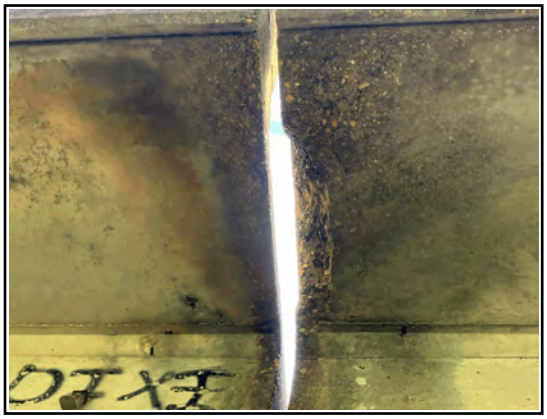
spall span 4 beam 2



spall right overhang span 5

spall right overhang span 5

spall right overhang span 5



spall left overhang at bent 8

spall span 4 outside beam 1

spall left overhang at bent 13

rebar at abut 1 near wing

Summary Schedule

Inspection Type	Required for Bridge	Inspection Performed (B.IE.01)	Inspector	Most Recent Inspection Date	Interval Method (B.IE.07)	Interval (months) (B.IE.05)	Inspection Due Date (B.IE.06)
Damage	☐	☐					
In-Depth	☐	☐					
Initial	☐	☐					
NSTM	☐	☐					
Routine	☑	☐		12/11/2024		24	12/11/2026
Scour Inspection	☑	☐		12/1/2024	N Not applicable	24	12/1/2026
Scour Monitoring	☐	☐					
Service	☐	☐					
Special	☑	☑	Mooth, Christian	12/9/2025		12	12/9/2026
Underwater	☐	☐					

Summary

	Previous:	**New:**
Inspection Completion Date (B.IE.03):	12/9/2025	
Date Entered:	12/15/2025	
Entered by:	Mooth, Christian	
QA Date (B.IE.08):		
QC Date (B.IE.09):		
Inspection Data Update Date (B.IE.10):		

Inspection Needs

	Current:	**New:**
NSTM Inspection Required (B.IR.01):	N NSTM inspection not required	
Complex Features (B.IR.04):	Bridge does not have complex feature	
Fatigue Details (B.IR.02):		

INSPECTOR'S SIGNATURE | DATE | INSP.NBIS CERT NO. | ALA. PROF.ENGR. NO.

REVIEWER'S SIGNATURE | DATE | REVIEWER'S TITLE

Bridge

Identification Data

	Current:	New:
Bridge Number (B.ID.01):	5964	
Agency Bridge ID:	005964	
Bridge Name (B.ID.02):	??????????????????????????	
Feature Intersected:	STYX RIVER	
Facility Carried:	CO. RD. 64	
Bridge Status:	3 Active	
Past Bridge ID (B.ID.03):		
Future Bride ID:		

Location Data

	Current:	New:
State Code (B.L.01):	1 Alabama	
Highway Agency District (B.L.04):	Mobile	
County Code (B.L.02):	Baldwin	
Place Code (B.L.03):	Unknown	
Metro Planning Org 1 (B.L.12):	No matching parameter	
Metro Planning Org 2 (B.L.12):	No matching parameter	
Bridge Location (B.L.11):	0.9 MI. N. OF I-10	
Latitude (B.L.05):	30.64160	
Longitude (B.L.06):	-87.61130	

Border Data

	Current:	New:
Designated Lead State (B.L.10):	N/A	
Border Bridge Number (B.L.07):	N/A	
Border State or Country (B.L.08):	N/A	
Border Insp. Responsibility (B.L.09):	N/A	

Classification data

	Current:	New:
Owner (B.CL.01):	L01 County highway agency	
Maintenance Responsibility (B.CL.02):	L01 County highway agency	
Inspection Responsibility:	County Highway Agency	
Federal or Tribal Land Access (B.CL.03):	N	
Historical Significance (B.CL.04):	N Not eligible & not in historic eligible district	
Toll (B.CL.05):	N Does not carry toll road and is not toll bridge	
Emergency Evacuation Designation (B.CL.06):	N Not an Emergency evacuation route	

Construction data

	Current:	New:
Year Built (B.W.01):	1957	

Geometry data

	Current:	New:
NBIS Bridge Length (B.G.01):	487.00 ft	
Total Bridge Length (B.G.02):	492.00 ft	
Maximum Span Length (B.G.03):	49.00 ft	
Minimum Span Length (B.G.04):	32.70 ft	
Bridge Width Out-to-Out (B.G.05):	23.30	
Bridge Width Curb-to-Curb (B.G.06):	21.80	
Left Curb or Sidewalk Width (B.G.07):	0.00	
Right Curb or Sidewalk Widgth (B.G.08):	0.00	
Approach Roadway Width (B.G.09):	29.00	
Bridge Median (B.G.10):	0 No median	
Skew (B.G.11):	0	
Curved Bridge (B.G.12):	N Not curved	
Maximum Bridge Height (B.G.13):	20	
Sidehill Bridge (B.G.14):	N Not a sidehill bridge	
Irregular Deck Area (B.G.15):		
Calculated Deck Area (B.G.16):	11,463.60	

Appraisal data

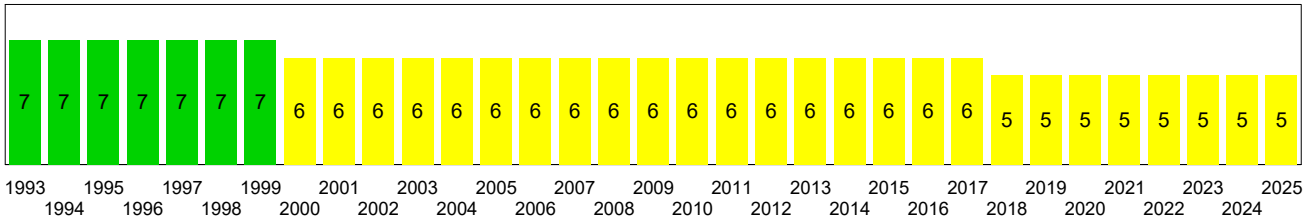
	Current:	New:
Approach Roadway Alignment (B.AP.01):	G Good	
Overtopping Liklihood (B.AP.02):	No matching parameter	
Scour Vulnerability (B.AP.03):	A Stable for scour	
Scour Plan of Action (B.AP.04):	0 A scour POA is not required.	
Seismic Vulnerability (B.AP.05):	No matching parameter	

Railings and Transitions

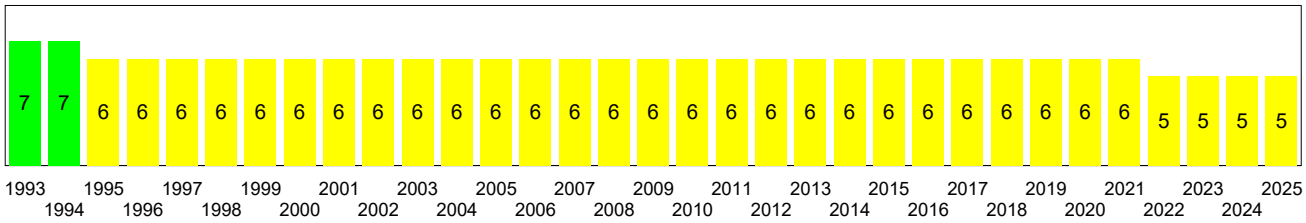
	Current:	New:
Railings (B.RH.01):	3502	
Transitions (B.RH.02):	3502	

Condition History Graph

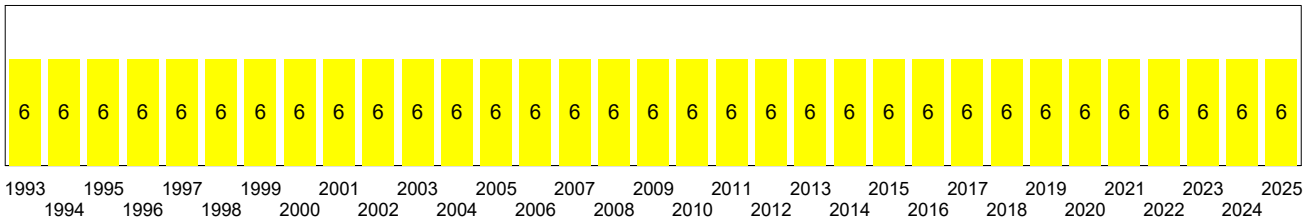
Deck Rating



Superstructure Rating



Substructure Rating



Bridge Material and Type

Superstructure Data Set(s)

A01 - Approach Spans - Type: A Approach

	Current:	New:
Number of Spans (B.SP.02):	13	
Number of Beam Lines (B.SP.03):	3	
Span Material (B.SP.04):	C01 Reinforced concrete - cast-in-place	
Span Continuity (B.SP.05):	1 Simple or single span	
Span Type (B.SP.06):	G03 Girder/beam - tee-beam	
Span Protective System (B.SP.07):	0 None	
Deck Interaction (B.SP.08):	IM Integral or monolithic	
Deck Material & Type (B.SP.09):	C01 Reinforced concrete - cast-in-place	
Wearing Surface (B.SP.10):	0 None	
Deck Protective System (B.SP.11):	0 None	
Deck Reinforcing Protective System (B.SP.12):	0 None	
Deck Stay-in-Place Forms (B.SP.13):	0 None	

M01 - Main Span - Type: M Main

	Current:	New:
Number of Spans (B.SP.02):	1	
Number of Beam Lines (B.SP.03):	3	
Span Material (B.SP.04):	C01 Reinforced concrete - cast-in-place	
Span Continuity (B.SP.05):	1 Simple or single span	
Span Type (B.SP.06):	G03 Girder/beam - tee-beam	
Span Protective System (B.SP.07):	0 None	
Deck Interaction (B.SP.08):	IM Integral or monolithic	
Deck Material & Type (B.SP.09):	C01 Reinforced concrete - cast-in-place	
Wearing Surface (B.SP.10):	0 None	
Deck Protective System (B.SP.11):	0 None	
Deck Reinforcing Protective System (B.SP.12):	0 None	
Deck Stay-in-Place Forms (B.SP.13):	0 None	

Substructure Data Set(s)

A01 - Abutment - Type: A Abutment

	Current:	New:
Number of Sub Units (B.SB.02):	2	
Substructure Material (B.SB.03):	C01 Reinforced concrete - cast-in-place	
Substructure Type (B.SB.04):	A08 Abutment - pile bent with lagging	
Substructure Protective System (B.SB.05):	0 None	
Foundation Type (B.SB.06):	P01 Pile - steel H-shape	
Foundation Protective System (B.SB.07):	E01 Encasement - concrete	

P01 - Bents - Type: P Pier or Bent

	Current:	New:
Number of Sub Units (B.SB.02):	13	
Substructure Material (B.SB.03):	C01 Reinforced concrete - cast-in-place	
Substructure Type (B.SB.04):	B03 Bent - pile	
Substructure Protective System (B.SB.05):	0 None	
Foundation Type (B.SB.06):	P01 Pile - steel H-shape	
Foundation Protective System (B.SB.07):	E01 Encasement - concrete	

Feature Data

Feature Designation	Feature Type (B.F.01):	Feature Location (B.F.02):	Feature Name (B.F.03):	Report to FHWA:
H01	H Highway	C Carried on bridge	CO. RD. 64	☑
W01	W Waterway	B Below bridge	STYX RIVER	☑

CO. RD. 64 - H Highway

	Current:	New:
Feature Designation:	H01	
Feature Type (B.F.01):	H Highway	
Feature Location (B.F.02):	C Carried on bridge	
Feature Name (B.F.03):	CO. RD. 64	

Highway Information

	Current:	New:
Functional Classification (B.H.01):	5	
Urban Code (B.H.02):	99999	
NHS Designation (B.H.03):	N	
National Highway Freight Network (B.H.04):	N	
STRAHNET Designation (B.H.05):	N	
LRS Route ID (B.H.06):	CO0064000	
LRS Mile Point (B.H.07):	0.01	
Lanes on Highway (B.H.08):	2	
LRS Data as of Date:		

Route Information

R01 - 64 NS

	Current:	New:
Designation (B.RT.01):	R01	
Route Number (B.RT.02):	64	
Route Direction (B.RT.03):	NS Northbound and Southbound	
Route Type (B.RT.04):	4 County route	
Service Type (B.RT.05):	1 Mainline	

AADT

	Current:	New:
AADT (B.H.09):	653	
ADTT (B.H.10):	7	
Year of AADT (B.H.11):	2022	
Percent Truck Traffic:	1.07	
Future AADT:	881	
Future ADTT:		
Future Year:	2042	
Directional Percentage:		

Clearances

	Current:	New:
Highway Maximum Usable Vertical Clearance (B.H.12):	99.90	
Highway Minimum Vertical Clearance (B.H.13):	99.90	
Highway Minimum Horizontal Clearance, Left (B.H.14):		
Highway Minimum Horizontal Clearance, Right (B.H.15):		
Highway Maximum Usable Surface Width (B.H.16):	21.80	

User Cost

	Current:	New:
Route Speed:	45	
Bypass Detour Length (B.H.17):	21	
Bypass Average Speed:	0	
Lanes on Bypass:		

STYX RIVER - W Waterway

	Current:	New:
Feature Designation:	W01	
Feature Type (B.F.01):	W Waterway	
Feature Location (B.F.02):	B Below bridge	
Feature Name (B.F.03):	STYX RIVER	

Waterway Details

	Current:	New:
Navigable Waterway (B.N.01):	N	
Navigation Minimum Vertical Clearance (B.N.02):		
Movable Bridge Maximum Navigation Vertical Clearance (B.N.03):		
Navigable Channel Width (B.N.04):		
Navigation Channel Minimum Horizontal Clearance (B.N.05):		
Substructure Navigation Protection (B.N.06):		

Load Ratings

Load Rating Event

Event Name:	03	Software Used:	AASHTO BrR (Virtis)
Load Rating Date (B.LR.03):	05/17/2021	Secondary Software:	Not Rated / Analyzed
Load Rater:	ALG	Wearing Surface / Fill Depth:	0.00 inches
Reviewer:		Category:	0 Routine
Load Rating Method (B.LR.04):	LFR Load Factor Rating		
Description:			

VehicleName	Rating Factor	Rating Tons	Inventory (B.LR.05)	Operating (B.LR.06)	Controlling Legal (B.LR.07)	Location	Description
HS-20 Operating	1.15	41.40		Opr			41.5 Tons converted using 36.00 Tons per vehicle.
HS-20 Inventory	0.69	24.84	Inv				24.9 Tons converted using 36.00 Tons per vehicle.
H-TRUCK	1.51	30.20					30.2 Tons converted using 20.00 Tons per vehicle.
TANDEM AXLE	1.28	37.76					37.8 Tons converted using 29.50 Tons per vehicle.
TRIAXLE DUMP	1.00	37.50			Legal		37.5 Tons converted using 37.50 Tons per vehicle.
CONCRETE	1.06	34.98					34.9 Tons converted using 33.00 Tons per vehicle.
18-WHEELER	1.48	59.20					59 Tons converted using 40.00 Tons per vehicle.
6-AXLE	1.41	59.22					59.2 Tons converted using 42.00 Tons per vehicle.
SCHOOL BUS	2.98	37.25					37.2 Tons converted using 12.50 Tons per vehicle.
FHWA Type EV2 emergency vehicle	1.23	35.36					35.5 Tons converted using 28.75 Tons per vehicle.
FHWA Type EV3 emergency vehicle	1.00	43.00					LLF Adjusted 43 Tons converted using 43.00 Tons per vehicle.

Posting History

Posting History

Posting Date (B.PS.02)	Status	Time Frame	Reported Code (B.PS.01)
06/01/2021	Open	Permanent	PO

INSPECTOR'S SIGNATURE | DATE | INSP.NBIS CERT NO. | ALA. PROF.ENGR. NO.

REVIEWER'S SIGNATURE | DATE | REVIEWER'S TITLE

Work History & Needs

Work History

Year	Component	Work Type	Category
1957	Super	SP6 Coating (New or Replaced)	Main Preservation
1957	Sub	SB6 Coating (New or Replaced)	Main Preservation

Work Candidates

B02 CURB/RAIL/FENCE REPAIR

Date Recommended: 04-10-00 Priority: Medium

Estimated Quantity: 32 Unit Cost: $46 Estimated Cost: $1,472

C: _____ New Quantity: _____ New Priority: _____

Notes: clean/patch spalls on underside of deck spalls on underside of curbs.

New Remark: _____

B12 MINOR SUPER REP-CONCRETE

Date Recommended: 04-10-01 Priority: Medium

Estimated Quantity: 24 Unit Cost: $276 Estimated Cost: $6,624

C: _____ New Quantity: _____ New Priority: _____

Notes: clean/patch spalls as needed.

New Remark: _____

B18 MINOR SUB REPAIR-CONCRETE

Date Recommended: 04-10-01 Priority: Medium

Estimated Quantity: 24 Unit Cost: $130 Estimated Cost: $3,120

C: _____ New Quantity: _____ New Priority: _____

Notes: clean/patch spalls as needed.

New Remark: _____

B25 BRIDGE PAINTING-COMPLETE

Date Recommended: 04-10-01 Priority: Medium

Estimated Quantity: 1,000 Unit Cost: $1 Estimated Cost: $1,000

C: _____ New Quantity: _____ New Priority: _____

Notes: clean/paint x-bracing.

New Remark: _____

New Work Candidates

New Activity: B: _____ Activity Description: _____

Unit: _____ Quantity: _____ Priority: _____

New Remark: _____

New Activity: B: Activity Description:

Unit: Quantity: Priority:

New Remark:

New Activity: B: Activity Description:

Unit: Quantity: Priority:

New Remark:

New Activity: B: Activity Description:

Unit: Quantity: Priority:

New Remark:

INSPECTOR'S SIGNATURE	DATE	INSP.NBIS CERT NO.	ALA. PROF.ENGR. NO.
REVIEWER'S SIGNATURE	DATE	REVIEWER'S TITLE	

Cross Sections

Streambed Cross Sections

Orientation: **Left View**

Offset:	12.00	Month/Year:	12/2025
Station Equation:	0 + 0 = 10 + 0	Offset Remark:	FROM CENTERLINE
Elevation Equation:	0 = 0	Elevation Basis:	Assumption
Soundings/Elevations Indicator:	Soundings	Water Surface:	
Location of Base Measurement:	TOP OF CURB = 100.00	Bridge Inspection:	12/09/2025

Station	Sounding/Elevation (ft)	Remarks	Sounding/Elevation (ft)	Remarks
	Current:		**New:**	
0.00 + 0.00	5.50	ABUT 1		
0.00 + 13.12	8.80	TOE OF SLOPE		
0.00 + 17.06	8.80	MIDSPAN		
0.00 + 36.09	9.60	BENT 2 1 3/4"		
0.00 + 50.20	10.60	MIDSPAN		
0.00 + 68.90	11.00	BENT 3 1.5"		
0.00 + 85.96	11.70	MIDSPAN		
1.00 + 3.02	11.20	BENT 4 2"		
1.00 + 20.08	14.20	MIDSPAN		
1.00 + 37.80	21.40	BENT 5		
1.00 + 62.07	23.50	MIDSPAN; T.O.W.= 19.5		
1.00 + 87.01	21.50	BENT 6 1/2"		
2.00 + 4.07	20.20	MIDSPAN		
2.00 + 21.13	12.00	BENT 7 1.75"		
2.00 + 39.50	11.10	MIDSPAN		
2.00 + 55.91	11.80	BENT 8 2"		
2.00 + 72.31	12.20	MIDSPAN		
2.00 + 89.04	11.30	BENT 9 1.5"		
3.00 + 6.10	11.50	MIDSPAN		
3.00 + 23.16	10.80	BENT 10 1.5"		
3.00 + 41.21	9.60	MIDSPAN		
3.00 + 60.24	9.50	BENT 11 1.5"		
3.00 + 74.02	9.60	MIDSPAN		
3.00 + 91.08	9.60	BENT 12 1.5"		
4.00 + 8.14	9.60	MIDSPAN		
4.00 + 26.51	9.80	BENT 13 3/4"		
4.00 + 42.91	10.80	MIDSPAN		
4.00 + 59.32	11.60	BENT 14 2"		
4.00 + 76.05	11.30	MIDSPAN		
4.00 + 82.28	11.00	TOE OF SLOPE		
4.00 + 95.41	4.90	ABUT 15		

Orientation: **Right View**

Offset:	12.00	Month/Year:	12/2025
Station Equation:	0 + 0 = 10 + 0	Offset Remark:	FROM CENTERLINE
Elevation Equation:	0 = 0	Elevation Basis:	Assumption
Soundings/Elevations Indicator:	Soundings	Water Surface:	
Location of Base Measurement:	TOP OF CURB = 100.00	Bridge Inspection:	12/09/2025

Station	Sounding/Elevation (ft)	Remarks	Sounding/Elevation (ft)	Remarks
	Current:		**New:**	
0.00 + 0.00	5.50	ABUT 1		
0.00 + 13.12	8.00	TOE OF SLOPE		
0.00 + 17.06	8.30	MIDSPAN		
0.00 + 36.09	9.40	BENT 2		
0.00 + 50.20	9.40	MIDSPAN		
0.00 + 68.90	9.60	BENT 3		
0.00 + 85.96	11.20	MIDSPAN		
1.00 + 3.02	9.60	BENT 4		
1.00 + 20.08	12.30	MIDSPAN		
1.00 + 37.80	20.30	BENT 5		
1.00 + 62.07	25.20	MIDSPAN; T.O.W.= 19.9		
1.00 + 87.01	19.00	BENT 6		
2.00 + 4.07	17.60	MIDSPAN		
2.00 + 21.13	12.70	BENT 7		
2.00 + 39.50	10.20	MIDSPAN		
2.00 + 55.91	10.70	BENT 8		
2.00 + 72.31	11.90	MIDSPAN		
2.00 + 89.04	10.90	BENT 9		
3.00 + 6.10	11.30	MIDSPAN		
3.00 + 23.16	10.00	BENT 10		
3.00 + 41.21	9.50	MIDSPAN		
3.00 + 60.24	9.60	BENT 11		
3.00 + 74.02	8.30	MIDSPAN		
3.00 + 91.08	9.90	BENT 12		
4.00 + 8.14	8.80	MIDSPAN		
4.00 + 26.51	9.60	BENT 13		
4.00 + 42.91	9.90	MIDSPAN		
4.00 + 59.32	11.80	BENT 14		
4.00 + 76.05	8.00	MIDSPAN		
4.00 + 82.28	7.50	TOE OF SLOPE		
4.00 + 95.41	3.60	ABUT 15		

INSPECTOR'S SIGNATURE DATE INSP.NBIS CERT NO. ALA. PROF.ENGR. NO.

REVIEWER'S SIGNATURE DATE REVIEWER'S TITLE

Bridge Notes

ALDOT
Alabama Department of Transportation

Form: BI-13

Date Printed: 05/19/2026

BIN: 005964

Alabama ID: OCO0064 020000003800

Entered By	Date	Type	Comments
Pontis User	05/25/2004	R	WHM *SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: SPAN 7/BEAM I SHOWS (2) SPALLS ON THE OUTSIDE FACE UP TO 8" ROUND. 60-SUBSTRUCTURE 60.2.A-BENTS/CAPS: BENT 8 CAP SHOWS 8" LONG SPALL W/EXPOSED REBAR IN THE NEAR FACE AT THE LEFT END. 60.2.D.2-BENTS/PILES: BENT 8/PILE B SHOWS DELAMINATION OF THE CONCRETE ENCASEMENT AT THE X-BRACING CONNECTIONS. 275-APPROACH ROADWAY CONDITION: SHOWS SETTLEMENT AND POTHOLES AT BOTH ENDS.
Pontis User	11/13/1999	G	WHM * UNDERWATER INSPECTION BY LLOYD PITTS, P.E. DEFICIENCIES: BENT 5/PILES A-D SHOW EXPOSED STEEL H-PILES BELOW THE CONCRETE JACKETS. THE EXPOSED STEEL H-PILES SHOW LIGHT CORROSION W/MINOR SECTION LOSS. THE EXPOSED STEEL H-PILES ARE AS FOLLOWS: PILE A=610MM; PILE B=762MM; PILE C= 254MM; PILE D=254MM. BENT 6/PILES A-D SHOW EXPOSED STEEL H-PILES BELOW THE CONCRETE JACKETS. THE EXPOSED STEEL H-PILES SHOW LIGHT CORROSION W/MINOR SECTION LOSS. THE EXPOSED STEEL H-PILES ARE AS FOLLOWS: PILE A =305MM; PILE B=279MM; PILE C=127MM; PILE D=152MM. RECOMMENDATIONS: EXTEND THE CONCRETE PILE ENCASEMENTS 0.9M BELOW THE MUDLINE.
Walter Mackey, JR	12/12/2016	G	Snooper Inspection: No additional defects noted at this inspection
Pontis User	04/12/2012	G	MWS * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.12-EXPANSION JOINT/ DEVICES: ARMOR PLATE MISSING FROM BENT 8 AND BENT 14. 58.8-DRAINS: BOTTOM FACE OF DRAINS SHOW EXPOSED AGGREGATE. 59-SUPERSTRUCTURE 59.2.A-BEAMS: BEAM ENDS SHOW EXPOSED AGGREGATE ON UNDERSIDE OF DECK. SPAN 7 AT BENT 8 BEAM I SHOWS 6"X 6"X 1" SPALL BENT 9 BEAM I SHOWS SPALL 12"X 6" X 2" ON OUTSIDE FACE 60-SUBSTRUCTURE 60.3-DEBRIS ON SEATS: SEATS HAVE DEBRIS ON THEM 61-CHANNEL 61.2-EROSION: COUNTY FORCES HAVE ARMORED BOTH EMBANKMENTS WITH RIPRAP.
Dustin Thweatt	04/26/2019	G	58 Deck: Longitudinal crack located down the centerline of Span 9 (34 SF of cracking in CS2). 60 Substructure: Spall with exposed rebar located on the far face of the pile cap at bent 3 (1 LF of pile cap placed in CS 2 for exposed rebar). 36 Traffic Safety Features: Bridge Rail damage located on left side of Span 13.
Pontis User	05/01/2002	G	WHM *SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.2-STRUCTURAL: DECK SHOWS FIRE.SMOKE DAMAGE SPANS 7-11. 59-SUPERSTRUCTURE 59.2.A-STRINGERS/CONCRETE: T-BEAMS SHOW EVIDENCE OF FUNGI ATTACK. 60-SUBSTRUCTURE 60.1.C-ABUT./BACKWALL: SHOWS 12" LONG SPALL W/EXPOSED REBAR AT ABUT. 1 BETWEEN BEAM I AND WINGWALL.

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Entered By	Date	Type	Comments
Walter Mackey, JR	05/12/2017	G	58-Deck 58.2 Structural: Spall at Span 14 left side at Bent 14 12"LX3"WX3"D with exposed rebar at guardrail post on curb. 59-Superstructure 59.2: Beams: Span 9 beam 1 at bent 9 left face Spall 12"X8"X1" Potholes at Abut 15 northbound lane The following Armor plates are loose or missing span 14- loose span 11- Loose span 9- one missing span 3- one missing span 2 both missing span 1- one missing
Pontis User	11/27/1998	G	WHM * UNDERWATER INSPECTION BY LLOYD PITTS,P.E. DEFICIENCIES: LOSS OF CONCRETE MATRIX IN THE WET/DRY ZONE. EXPOSED STEEL H-PILE UP TO 0.9M. RECOMMENDATIONS: EXTEND CONCRETE PILE ENCASEMENNTS 0.9M BELOW THE MUDLINE.
Pontis User	09/20/2002	G	WHM *INSPECTION W/ALDOT UNDER-BRIDGE INSPECTION UNIT: 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: T-BEAMS SHOW EXPOSED AGGREGATE IN BEARING AREAS LOCATED THROUGHOUT. CONCRETE RISER BLOCKS SHOW EXPOSED AGGREGATE LOCATED THROUGHOUT.
Pontis User	04/29/2013	R	WHM 58-DECK 58.12-EXP.JT'S.: OPEN ARMOR PLATE JOINT MISSING FROM THE FOLLOWING: 1. 8' AT ABUT. 1/RIGHT SIDE 2. 13' AT BENT 4/LEFT SIDE 3. BENT 13 IS LOOSE 36-TRAFFIC SAFETY FEATURES 36.A-BRIDGE RAIL: (1) NEOPRENE SPACER BLOCK HAS FAILED BENT 10 RIGHT SIDE
Pontis User	05/31/2005	R	MWS *SAME AS PREVIOUS INSPECTIONS W/NO ADITIONAL DEFICIECIES.
Pontis User	11/22/2014	R	WHM ***SNOOPER INSPECTION-NO ADDITINAL DEFICIENCIES NOTED***

BIN: 005964

Alabama ID: OCO0064 020000003800

Entered By	Date	Type	Comments
Pontis User	07/29/1997	G	WHM 58-DECK 58.6 -RAILINGS:RAILING CUT AT BENT 7 TO ALLOW FOR EXPANSION. 58.7-PAINT: SYSTEM HAS FAILED. 58.7-DRAINS: DRAINS ARE BLOCKED WITH SAND/DEBRIS. 58.12-EXP.JT.'S: 5.1M OF ARMOR PLATE MISSING FROM ABUT. 1. JT. OPENINGS RANGE FROM 13MM-28MM @ 34 DEGREES CELSIUS. 59-SUPERSTRUCTURE 59.2.A-STRINGERS: NUMEROUS SMALL SPALLS W/EXPOSED REBAR ON UNDERSIDE OF CURB. ALL BEAMS SHOW FLEXURE CRACKS AT MIDSPAN.SPAN 9/BEAM 1 SHOWS SPALL IN LT. FACE. DIAPHRAGMS SHOW SEVERAL SMALL SPALLS ON BOTTOM FACE. 60-SUBSTRUCTURE 60.1.F-ABUT. EROSION: ABUT.15 SHOWS UNDERMINING OF SLOPE PROTECTION W/SETTLEMENT. 60.2.A-BENTS/CAPS: SPALL W/EXPOSED REBAR AT BENT 8 OVER PILE A. 60.2.D.2-BENTS/PILES: BENT 5/PILES B,C&D SHOW SPALLS W/EXPOSED AGGREGATE. BENT 8/PILE B SHOWS TWO SPALLS W/EXPOSED REBAR. BENT 9/PILE B SHOWS SPALL (100MMX150MMX25MM) W/EXPOSED STEEL H-BEAM. 60.2.G-BRACING: X-BRACING CORRODED THROUGH AT BENT 5. ALL BRACING SHOWS HEAVY CORROSION W/SECTION LOSS. 36-TRAFFIC SAFETY FEATURES 36.B-TRANSITIONS: APPROACHES ARE VERY ROUGH. 36.C-RAILING: DOES NOT MEET CURRENT STANDARDS.
Pontis User	10/07/2001	G	MWS * UNDERWATER INSPECTION BY LLOYD L. PITTS P.E. DEFICIENCIES:NO DEFICIENCIES NOTED BELOW THE WATERLINE.(RIP-RAP PLACED AROUND PILES). RECOMMENDATIONS: NO CORRECTIVE ACTION NECESSARY AT THIS TIME.
Pontis User	04/09/2010	R	WHM 60-SUBSTRUCTURE 60.1.F-ABUT./SCOUR: LARGE SCOUR HOLE ALONG BASE OF SLOPE PAVING IS 30'L X 2'W X 1'D AT ABUT. 15. 60.2.E-BENTS/SCOUR: LARGE SCOUR HOLE AROUND BENT 14 IS 30'L X 10'W X 1'D. 60.3-DEBRIS ON SEATS: MINOR AMOUNT OF DRIFT ON TOP OF CAPS. 60.2.G-BRACING: X-BRACING AT BENT 5 HAS RUSTED THROUGH AT BOTTOM CONNECTIONS.
Dustin Thweatt	04/30/2018	G	58 Deck: Heavy pattern map cracking located on spans 1-3 and span 14. 3241 SF of deck placed in CS 3 due to cracking. Span 7 underside of deck is starting to show minor cracking, possibly just cracking of the ash from previous fire damage. Joints are starting to show damage in the areas of the missing armor plates. 60 Substructure: Very minor local scour around bent 3 pile 2. Abutment 1 to bent 2 shows minor local scour also.
Walter Mackey, JR	12/05/2017	G	***SNOOPER INSPECTION*** Bracing not connected at bottom of piles at bent 5 far right. 59 Superstructure: Span 5 shows 3 spalls 1' X 4" x 2" on underside of deck far right around mid span. 60 Substructure: Bent 5 pile 4 shows 8" Round spall X 3" Deep with exposed steel bracing. Pile 4 near left bottom corner shows loss of concrete matrix spall 1' X 4" X 2".
Pontis User	04/10/2001	G	WHM * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.3-CURBS: BENT 9/RIGHT SIDE SHOWS 3" ROUND SPALL AT TOP. 59-SUPERSTRUCTURE 59.2.A-STRINGERS/CONCRETE: T-BEAMS ON LEFT SIDE SHOW NUMEROUS SPALLS ON LEFT FACE LOCATED THROUGHOUT (UP TO 6" ROUND). NEAR UTILITY CONNECTIONS. BENT 13/BEAM II SHOWS VERTICAL DELAMINATED AREA WITH EXPOSED REBAR ON RIGHT FACE AT BEARING AREA (6" L X 3" W).

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Entered By	Date	Type	Comments
Pontis User	12/06/2013	R	WHM ***SNOOPER INSPECTION WITH ALDOT UNDER-BRIDGE INSPECTION UNIT-NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION***
Pontis User	12/03/2004	G	MWS * INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT * NO NEW DEFICIENCIES AT THIS TIME.
Pontis User	04/20/2009	G	MWS * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.3-CURBS: UNDERSIDE OF CURBS SHOW SMALL SPALLS WITH EXPOSED REBAR LOCATED THROUGHOUT. 59-SUPERSTRUCTURE 59.2.A-BEAMS: T-BEAMS SHOW HAIRLINE FLEXURE CRACKS ON BOTTOM FACE THROUGHOUT.
Walter Mackey, JR	04/12/2016	G	58-Deck 58.2-Structural: 1) Spall at Bent 3/left side w/exposed rebar-8"l x2"w x 1/2"d. 2) Spall at Bent 4 underside/left-18"l x 5'w x 3"d. 3) Spall at Bent 4 underside/right w/exposed rebar-6"l x 5"w x 3/4"d.
Pontis User	04/06/2001	G	WHM * COUNTY CREW PLACED APPLICATION OF HERBICIDE ON SLOPE PAVING THAT HAS UNDERMINED CONCRETE AT BOTH ABUTMENTS.
Pontis User	09/22/2000	G	WHM * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT: 60-SUBSTRUCTURE 60.2.G-BENTS/BRACING: BENT 6/PILES B & C SHOW DELAMINATION DUE TO HEAVY CORROSION AT X-BRACING CONNECTION.
Glen Todd Reed	12/31/2024	G	Snooper inspection performed on 12/11/2024. See BI-5 for notes
Pontis User	04/15/1999	G	WHM * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.2-STRUCTURAL: DECK SHOWS EXPOSED AGGREGATE LOCATED THROUGHOUT. 58.6-RAILING: (1) POST DAMAGED AT STA. 0+93.3/LT. SIDE; (2) POSTS DAMAGED AT STA. 1+09.8/RT. SIDE. 58.12-EXP. JOINTS: UNDERSIDE OF CURBS SHOWS EXPOSED AGGREGATE AT EXPANSION JOINTS (TYPICAL). 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: DIAPHRAGMS SHOW SEVERAL SMALL SPALLS W/EXPOSED REBAR. MINOR SPALL LOCATED ON BENT 3/BEAM I INSIDE FACE AND RISER BLOCK AT FAR RIGHT CORNER. 60-SUBSTRUCTURE 60.2.A-BENTS/CAPS: BENT 7/CAP SHOWS 150MM ROUND SPALL IN NEAR FACE/LEFT END. 60.2.D.2-BENTS/PILES: COUNTY CREW HAS PATCHED SPALL WITH EXPOSED H-BEAM ON BENT 9/PILE B. BENT 6/PILES A&B SHOW EXPOSED H-BEAM BELOW CONCRETE ENCASEMENTS.
Pontis User	05/28/2003	G	MWS * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 60-SUBSTRUCTURE 60.1.F-EROSION/SCOUR: ABUT.1 SHOWS SCOUR 10'LONG X 5'WIDE X 2'DEEP. BENTS 2 & 3 SHOW SCOUR 20'LONG X 8'WIDE X 2'DEEP. BENT 14 SHOWS SCOUR 30'LONG X 10'WIDE X 2'DEEP. ABUT.15 SHOWS SCOUR 20'LONG X 6'WIDE X 2'DEEP.
Pontis User	12/12/2008	G	MWS * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE UNIT * 59-SUPERSTRUCTURE 59.1.E: BEARING PADS: ALL BEARING PAD ARE IN ADVANCED STAGE OF DECAY.
Pontis User	10/30/1998	G	WHM * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT. 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: HAIRLINE FLEXURE CRACKS PRESENT AT MIDSPAN OF BEAMS IN STEM AND BOTTOM FACE. TYPICAL OF ALL BEAMS. SEVERAL BEAMS SHOW EXPOSED REBAR IN BOTTOM FACES. APPEARS TO BE PROPER CLEARANCE WAS NOT ACHIEVED DURING PLACEMENT. DELAMINATION ON BOTTOM FACE OF SPAN 5 BEAMS 2&3.

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Entered By	Date	Type	Comments
Dustin Thweatt	12/28/2022	G	all armor plating on deck joints have been removed. Spalls are occurring on all joints. Deck grade left as a 5 but Baldwin County will look into patching material before it is needed to drop deck grade to 4. Shear crack located on span 6 girder 3 at bent 7 (see pic) Super dropped from 6 to 5.
Walter Mackey, JR	04/22/2015	G	58-Deck 58.3-Curbs: Underside of Span 2/left side shows a spall w/exposed rebar-6"l x 3"w x 1"d. 58.12-Exp. Jt./devices: Armor plate has been removed from bents 1,2,8 & 14. 60-Substructure 60.1.c-Backwall: Abut. 1/left side now shows 92) spalls w/exposed rebar-4'l and 2'l between Beam 1 and wingwall. 61-Channel 61.3-Drift: Small amount accumulated on upstream side at Bent 5. 36-Traffic Safety Features 36.a: Bridge Rail: Span 9/right side shows (1) damaged guardrail post and spacer. Span 13 shows (1) section of rail and (2) posts damaged. ***Railing, approach and end treatments were replaced recently by contract***
Dustin Thweatt	12/18/2018	G	**Snooper inspection with the ALDOT Snooper from the SW region** 59 Superstructure: Span 6 / Girder 3 shows 2 spalls with exposed rebar on the bottom face. Span 6 / Girder 3 shows a minor crack on the right face at the top of the girder. Span 6 / Girder 3 shows 2 areas of exposed rebar at bent 6 on the inside face. Diaphragm at bent 6 shows a crack from top to bottom on the near face. Diaphragm at bent 7 shows 4 areas of exposed rebar. 60 Substructure: Bent 5 shows a spall on the riser block 4" round. Span 5 / Pile 3 shows a crack in the concrete encasement.
Pontis User	04/08/2011	R	WHM 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: SPAN 9/BEAM III SHOWS AN 8" ROUND DELAMINATION IN THE LEFT SIDE OVER BENT 10.
Pontis User	12/07/2012	R	WHM ***SNOOPER INSPECTION-NO ADDITIONAL DEFICIENCIES***
Pontis User	04/10/2000	G	WHM * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.2-STRUCTURAL: DECK SHOWS MINOR POPOUTS LOCATED THROUGHOUT. BENT 10/UNDERSIDE OF CURBS SHOWS (2) SPALLS W/EXPOSED REBAR ON LEFT SIDE (300MM L AND 125MM L). UNDERSIDE OF DECK SHOWS FIRE DAMAGE TO SPANS 7-11. 59-SUPERSTRUCTURE 59.4-DIAPHRAGMS: BOTTOM FACE OF DIAPHRAGMS SHOW EXPOSED AGGREGATE AND SEVERAL MINOR SPALLS W/EXPOSED REBAR (TYP.). 60-SUBSTRUCTURE 60.2.A-BENTS/CAPS: BENT 5/CAP SHOWS SEVERAL SPALLS UP TO 100MM ROUND LOCATED ON FAR FACE. 60.2.D.2-BENTS/PILES: BENT 6/PILES B&C SHOW SEVERAL SMALL SPALLS UP TO 75MM ROUND LOCATED ON FAR FACE.
Nancy Burtron	09/22/2020	R	Structure has been re-rated to include load values for emergency vehicles. Rating results have been published
Pontis User	04/08/2014	R	WHM ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION***
Pontis User	05/16/2006	R	WHM 61-CHANNEL 61.3-DRIFT: HAS COLLECTED ON UPSTREAM SIDE AT BENT 5.

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Entered By	Date	Type	Comments
Pontis User	10/07/2000	G	WHM * UNDERWATER INSPECTION BY LLOYD PITTS, P.E. DEFICIENCIES: BENT 5/PILES 1-4 SHOW EXPOSED STEEL H-PILES BELOW THE CONCRETE JACKETS. PILES SHOW 300MM OF CRUMBLING JACKETS. THE EXPOSED H-PILES SHOW LIGHT CORROSION W/MINOR SECTION LOSS. EXPOSURE IS AS FOLLOWS: PILE 1=610MM; PILE 2 =305MM; PILE 3=660MM; PILE 4=610MM. BENT 6/PILES 1-4 SHOW EXPOSED STEEL H-PILES BELOW THE CONCRETE JACKETS. H-PILES SHOW LIGHT CORROSION W/SECTION LOSS. EXPOSURE IS AS FOLLOWS: PILE 1=305MM; PILE 2=330MM. RECOMMENDATIONS: BENTS 5&6: EXTEND CONCRETE PILE JACKETS 0.9M BELOW THE MUDLINE.
Pontis User	05/21/2008	R	MWS 58-DECK 58.2-STRUCTURAL: SPAN 2 SHOWS MAP CRACKING IN BOTH LANES AT STA. 0 + 15.3. 60-SUBSTRUCTURE 60.1.C-ABUT./BACKWALL: ABUT. 1 SHOWS (2) SPALLS W/EXPOSED REBAR 2'L X 1"W X 1"D AND 6"L X 1"W X 1"D. 60.2.D.2-BENTS/PILES: BENT 5/PILE D SHOWS SPALL AT X-BRACING 3"L X 3"W X 3"D W/LOSS OF CONCRETE MATRIX. BENT 8/PILE B SHOWS 1/8' W CRACK FROM X-BRACING UPWARDS TO CAP.
Pontis User	04/13/1998	G	WHM * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.3-CURBS: TOP OF CURBS SHOW EXPOSED AGGREGATE; HAIRLINE CRACKS PRESENT AT GUARDRAIL POST CONNECTIONS. 58.12-EXP. JT.'S: ARMOR PLATE JT. MISSING FROM BENT 2. 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: BENT 4/BEAM 2 SHOWS EXPOSED AGGEGRATE AT BEARING AREA. SEVERAL SMALL SPALLS W/EXPOSED REBAR LOCATED ON BOTTOM AND SIDES OF BEAMS THROUGHOUT STRUCTURE. 60-SUBSTRUCTURE 60.1.A & 60.2.A-ABUT./BENT CAPS: EXPOSED AGGREGATE ON CHAMFERED EDGES AT BOTTOM OF ALL CAPS. 60.2.D.2-BENT/PILES: BENT 10/PILE C SHOWS SPALL W/EXPOSED REBAR IN NEAR FACE. BENT 6/PILES SHOW 150MM-300MM OF EXPOSED H-BEAM BELOW CONCRETE ENCASEMENTS.
Pontis User	11/02/2000	G	WHM 61-CHANNEL 61.1-SCOUR: COUNTY FORCES PLACED RIPRAP BLANKET AROUND BENTS 5, 6 & 7. LOCAL SCOUR AT EACH PILE HAD EXPOSED STEEL H-BEAM BELOW THE CONCRETE ENCASEMENTS. RIPRAP WAS BROUGHT UP TO THE TOP OF THE ENCASEMENTS BELOW THE X-BRACING IN AN EFFORT TO PREVENT LOCAL SCOUR.

New: