ALDOT
Alabama Department of Transportation

Date Printed: 05/18/2026

# Inspection Report for Structure 005963

| | | | |
|---|---|---|---|
| PREVIOUS INSP: | Mooth, Christian | NEW DATE: | |
| PREVIOUS DATE: | 11/18/2025 | NEW INSP. TYPE(S): | |
| PREVIOUS INSP. TYPE: | Special | | |

005963 - COUNTY RD. 61 over DYAS CREEK

## Inspection Data

### Equipment

Equipment required for bridge

| ID | Equipment | Inspection Type | Used this Inspection |
|---|---|---|---|
| A03 | Under bridge inspection vehicle | Routine | ☐ |
| A06 | Boat | Routine | ☐ |
| | | | ☐ |
| | | | ☐ |

### Inspection Condition

| | Current: | New: |
|---|---|---|
| Deck (B.C.01): | 6 Satisfactory | |
| 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): | 6 Satisfactory | |

### Other Condition Ratings

| | Current: | New: |
|---|---|---|
| Channel (B.C.09): | 6 Satisfactory | |
| Channel Protection (B.C.10): | 6 Satisfactory | |
| Scour (B.C.11): | 7 Some minor scour | |
| NSTM Inspection Condition (B.C.14): | N Not Applicable | |
| Underwater Inspection (B.C.15): | 5 Fair | |

### Appraisal

| | Current: | New: |
|---|---|---|
| Approach Roadway Alignment (B.AP.01): | F Fair | |
| Overtopping Liklihood (B.AP.02): | No matching parameter | |
| Scour Vulnerability (B.AP.03): | B Stable w designed & functioning countermeasures | |
| 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 6: Due to abrasion and moderate map cracking

Super 5: Several spalls with exposed rebar on girders and shear cracks located at bent 4, 8 and 10.

Sub 6: Piles with light corrosion, minor local scour span 7 and bent 2. New cross bracing and horizontal bracing added at bent 2 in 2018.

**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** | **9,613** | **sq.ft** | **0** | **9,610** | **3** | **0** |
| New: | | | | | | | | | |
| Notes: | | | | | | | | | |
| Current: | 1090 | Exposed Rebar | Low | 3 | each | 0 | 0 | 3 | 0 |
| New: | | | | | | | | | |
| Notes: | | | | | | | | | |
| Current: | 1130 | Cracking (RC and Other) | Low | 155 | each | 0 | 155 | 0 | 0 |
| New: | | | | | | | | | |
| Notes: | | | | | | | | | |
| Current: | 1190 | Abrasion(PSC/RC) | Low | 9,455 | each | 0 | 9,455 | 0 | 0 |
| New: | | | | | | | | | |
| Notes: | | | | | | | | | |
| ☐ Current: | **110** | **Re Conc Opn Girder/Beam** | **Low** | **1,228** | **ft** | **1,186** | **3** | **39** | **0** |
| New: | | | | | | | | | |
| Notes: | _ | | | | | | | | |
| Current: | 1080 | Delamination/Spall/Patched Area | Low | 3 | each | 0 | 3 | 0 | 0 |
| New: | | | | | | | | | |
| Notes: | spall outside beam 1 at bent 9 - 7"X5"<br>spall span 7 beam 2 left side at bent 8 - 8"X5"<br>spall outside beam 3 at bent 7 - 6"X5" | | | | | | | | |
| Current: | 1090 | Exposed Rebar | Low | 35 | each | 0 | 0 | 35 | 0 |
| New: | | | | | | | | | |
| Notes: | exposed rebar throughout, all show minor section loss | | | | | | | | |
| Current: | 1130 | Cracking (RC and Other) | Low | 4 | each | 0 | 0 | 4 | 0 |
| New: | | | | | | | | | |
| Notes: | shear cracks at bent 4,5, and 10<br>vertical crack outside beam 1 at bent 2 - 18" | | | | | | | | |

| | Elem No. | Element | Env | Total Qty | Unit | CS 1 | CS 2 | CS 3 | CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| ☐ Current: | **215** | **Re Conc Abutment** | **Low** | **115** | **ft** | **115** | **0** | **0** | **0** |
| New: | | | | | | | | | |
| Notes: | slope paving failed at abutment 1 | | | | | | | | |
| ☐ Current: | **225** | **Steel Pile** | **Low** | **39** | **each** | **0** | **36** | **3** | **0** |
| New: | | | | | | | | | |
| Notes: | _ | | | | | | | | |
| Current: | 1000 | Corrosion | Low | 39 | each | 0 | 36 | 3 | 0 |
| New: | | | | | | | | | |
| Notes: | all piles show corrosion. | | | | | | | | |
| Current: | 515 | Steel Protective Coating | Low | 1,722 | sq.ft | 0 | 1,722 | 0 | 0 |
| New: | | | | | | | | | |
| Notes: | _ | | | | | | | | |
| ☐ Current: | **234** | **Re Conc Pier Cap** | **Low** | **220** | **ft** | **217** | **3** | **0** | **0** |
| New: | | | | | | | | | |
| Notes: | _ | | | | | | | | |
| Current: | 1080 | Delamination/Spall/Patched Area | Low | 3 | each | 0 | 3 | 0 | 0 |
| New: | | | | | | | | | |
| Notes: | bent cap 10 shows 3 small spalls | | | | | | | | |
| ☐ Current: | **304** | **Open Expansion Joint** | **Low** | **264** | **ft** | **264** | **0** | **0** | **0** |
| New: | | | | | | | | | |
| Notes: | _ | | | | | | | | |
| ☐ Current: | **330** | **Metal Bridge Railing** | **Low** | **818** | **ft** | **818** | **0** | **0** | **0** |
| New: | | | | | | | | | |
| Notes: | _ | | | | | | | | |

# Bridge Photos

**Inspection Date:** **12/17/2024**

downstream side

spall right overhang at bent 10

vertical crack beam 1 at bent 2

downstation

upstation

deck abrasion

shear crack beam 1 at bent 10

upstream side

spall beam 1 at bent 9

downstream

upstream

abrasion on piles

spall beam 3 at bent 9

spall beam 2 at bent 9

rebar right curb span 6

## 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 | ☑ | ☐ | | 11/18/2025 | | 24 | 11/18/2027 |
| Scour Inspection | ☑ | ☐ | | 11/18/2025 | N Not applicable | 24 | 11/18/2027 |
| Scour Monitoring | ☐ | ☐ | | | | | |
| Service | ☐ | ☐ | | | | | |
| Special | ☑ | ☑ | Mooth, Christian | 11/18/2025 | | 12 | 11/18/2026 |
| Underwater | ☑ | ☐ | | 10/15/2025 | | 48 | 10/15/2029 |

## Summary

| | **Previous:** | **New:** |
|---|---|---|
| Inspection Completion Date (B.IE.03): | 11/18/2025 | |
| 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): | 5963 | |
| Agency Bridge ID: | 005963 | |
| Bridge Name (B.ID.02): | ?????????????????????????? | |
| Feature Intersected: | DYAS CREEK | |
| Facility Carried: | COUNTY RD. 61 | |
| 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): | 3.5 MI. N. OF S.R. 112 | |
| Latitude (B.L.05): | 30.86980 | |
| Longitude (B.L.06): | -87.64030 | |

## 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): | 409.80 ft | |
| Total Bridge Length (B.G.02): | 412.80 ft | |
| Maximum Span Length (B.G.03): | 33.80 ft | |
| Minimum Span Length (B.G.04): | 33.80 ft | |
| Bridge Width Out-to-Out (B.G.05): | 23.50 | |
| 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): | 41.00 | |
| Bridge Median (B.G.10): | 0 No median | |
| Skew (B.G.11): | 0 | |
| Curved Bridge (B.G.12): | CP Piecewise straight girders | |
| Maximum Bridge Height (B.G.13): | 16 | |
| Sidehill Bridge (B.G.14): | N Not a sidehill bridge | |
| Irregular Deck Area (B.G.15): | | |
| Calculated Deck Area (B.G.16): | 9,700.80 | |

## Appraisal data

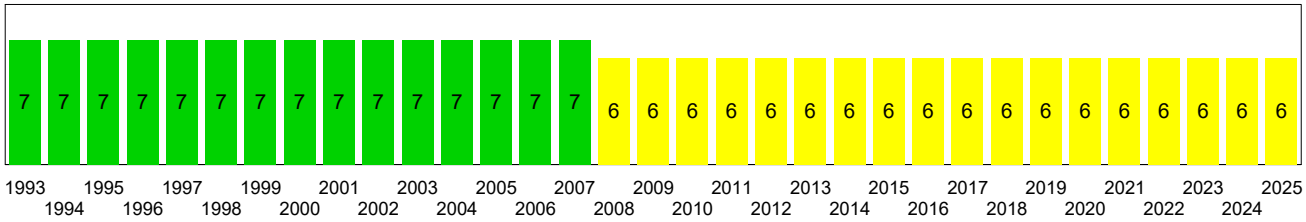
| | Current: | New: |
|---|---|---|
| Approach Roadway Alignment (B.AP.01): | F Fair | |
| Overtopping Liklihood (B.AP.02): | No matching parameter | |
| Scour Vulnerability (B.AP.03): | B Stable w designed & functioni | |
| Scour Plan of Action (B.AP.04): | 0 A scour POA is not required. | |
| Seismic Vulnerability (B.AP.05): | No matching parameter | |

## Railings and Transitions

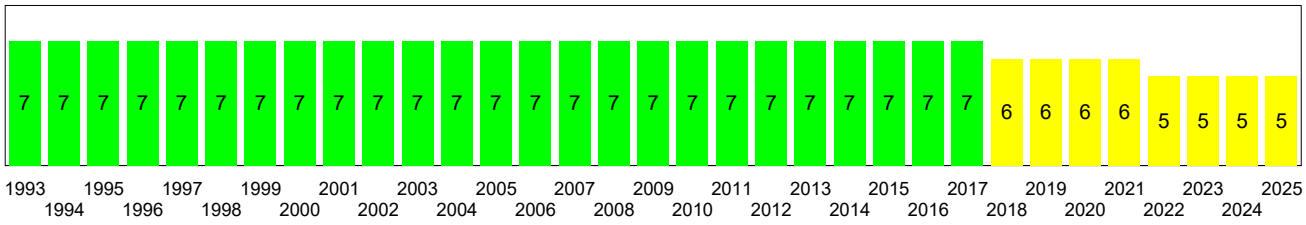
| | Current: | New: |
|---|---|---|
| Railings (B.RH.01): | 3502 | |
| Transitions (B.RH.02): | 3502 | |

**Condition History Graph**

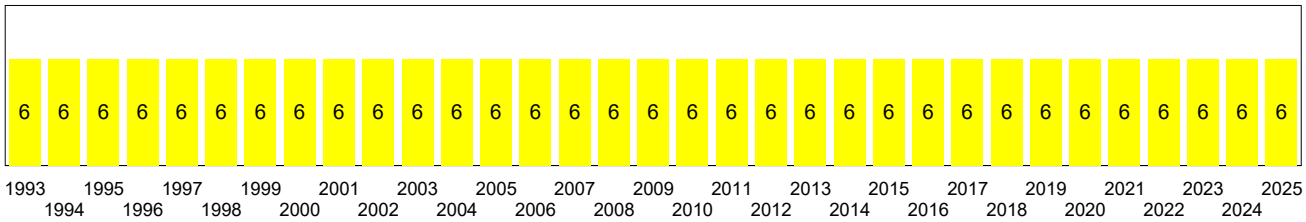
Deck Rating




Superstructure Rating




Substructure Rating



# Bridge Material and Type

## Superstructure Data Set(s)

M01 - Superstructure Set 3 - 14765 - Type: M Main

| | Current: | New: |
|---|---|---|
| Number of Spans (B.SP.02): | 12 | |
| 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): | A02 Abutment - stub | |
| 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): | 11 | |
| 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): | C01 Coating - paint | |

# 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 | COUNTY RD. 61 | ☑ |
| W01 | W Waterway | B Below bridge | DYAS CREEK | ☑ |

## COUNTY RD. 61 - 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): | COUNTY RD. 61 | |

## Highway Information

| | Current: | New: |
|---|---|---|
| Functional Classification (B.H.01): | 7 | |
| 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): | CO0061000 | |
| LRS Mile Point (B.H.07): | 0.01 | |
| Lanes on Highway (B.H.08): | 2 | |
| LRS Data as of Date: | | |

## Route Information

R01 - 61 NS

| | Current: | New: |
|---|---|---|
| Designation (B.RT.01): | R01 | |
| Route Number (B.RT.02): | 61 | |
| 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): | 523 | |
| ADTT (B.H.10): | 5 | |
| Year of AADT (B.H.11): | 2024 | |
| Percent Truck Traffic: | 0.96 | |
| Future AADT: | 700 | |
| Future ADTT: | | |
| Future Year: | 2044 | |
| 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): | 24 | |
| Bypass Average Speed: | 0 | |
| Lanes on Bypass: | | |

## DYAS CREEK - 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): | DYAS CREEK | |

## 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): | 05/25/2018 | Secondary Software: | Not Rated / Analyzed |
| Load Rater: | NLB | Wearing Surface / Fill Depth: | 0.00 inches |
| Reviewer: | 1 | Category: | |
| 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 | 1.12 | 40.32 | | Opr | | | 40.4 Tons converted using 36.00 Tons per vehicle. |
| HS-20 Inventory | 0.67 | 24.12 | Inv | | | | 24.2 Tons converted using 36.00 Tons per vehicle. |
| H-TRUCK | 1.49 | 29.80 | | | | | 29.7 Tons converted using 20.00 Tons per vehicle. |
| TANDEM AXLE | 1.25 | 36.88 | | | | | 36.9 Tons converted using 29.50 Tons per vehicle. |
| TRIAXLE DUMP | 0.94 | 35.25 | | | | | 35.4 Tons converted using 37.50 Tons per vehicle. |
| CONCRETE | 1.03 | 33.99 | | | | | 34.1 Tons converted using 33.00 Tons per vehicle. |
| 18-WHEELER | 1.46 | 58.40 | | | | | 58.2 Tons converted using 40.00 Tons per vehicle. |
| 6-AXLE | 1.40 | 58.80 | | | | | 59 Tons converted using 42.00 Tons per vehicle. |
| SCHOOL BUS | 2.91 | 36.38 | | | | | 36.4 Tons converted using 12.50 Tons per vehicle. |
| FHWA Type EV2 emergency vehicle | 1.19 | 34.21 | | | | | 34.3 Tons converted using 28.75 Tons per vehicle. |
| FHWA Type EV3 emergency vehicle | 0.82 | 35.26 | | | Legal | | 35.2 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) |
|---|---|---|---|
| 07/13/2018 | Weight | Permanent | PP |

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 |
|---|---|---|---|
| 1999 | Super | SP7 Coating (Preserved) | Main Preservation |
| 1999 | Sub | SB7 Coating (Preserved) | Main Preservation |

## Work Candidates

### B01 DECK CLEANING

Date Recommended: 03-26-18 Priority: Medium

Estimated Quantity: Unit Cost: $150 Estimated Cost:

C: _____ New Quantity: _____ New Priority: _____

Notes: clean sand and debris off deck / drains

New Remark: _____

_____

### B12 MINOR SUPER REP-CONCRETE

Date Recommended: 03-22-01 Priority: Medium

Estimated Quantity: 80 Unit Cost: $276 Estimated Cost: $22,080

C: _____ New Quantity: _____ New Priority: _____

Notes: clean/patch spalls as needed.

New Remark: _____

_____

### B18 MINOR SUB REPAIR-CONCRETE

Date Recommended: 03-22-01 Priority: Medium

Estimated Quantity: 20 Unit Cost: $130 Estimated Cost: $2,600

C: _____ New Quantity: _____ New Priority: _____

Notes: clean/patch spalls as needed.

New Remark: _____

_____

### B21 MAJOR SUB REPAIR-CONCRETE

Date Recommended: 03-23-06 Priority: Medium

Estimated Quantity: 120 Unit Cost: $123 Estimated Cost: $14,760

C: _____ New Quantity: _____ New Priority: _____

Notes: place scour countermeasures at bents 4-6 as needed

cross bracing and horizontal bracing added at bents 4 & 5 june 2018.

New Remark: _____

_____

### B38 OTHER STRUCTURE MAINT.

Date Recommended: 03-24-20 Priority: High

Estimated Quantity: Unit Cost: $253 Estimated Cost:

C: _____ New Quantity: _____ New Priority: _____

Notes: replace yellow "wrba" sign at intersection of cr 112

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: | 11/2025 |
| 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 LT CURB=100.00 | Bridge Inspection: | |

| Station | Sounding/Elevation (ft) | Remarks | Sounding/Elevation (ft) | Remarks |
|---|---|---|---|---|
| | **Current:** | | **New:** | |
| 0.00 + 0.00 | 4.80 | ABUT 1 | | |
| 0.00 + 6.89 | 6.40 | TOP OF SLOPE | | |
| 0.00 + 17.06 | 13.50 | MIDSPAN | | |
| 0.00 + 35.11 | 13.70 | BENT 2 | | |
| 0.00 + 51.84 | 14.00 | MIDSPAN | | |
| 0.00 + 68.90 | 16.80 | BENT 3 | | |
| 0.00 + 85.96 | 24.00 | MIDSPAN | | |
| 0.00 + 95.80 | 30.00 | | | |
| 1.00 + 2.36 | 30.00 | | | |
| 1.00 + 3.02 | 30.70 | BENT 4 | | |
| 1.00 + 5.64 | 31.00 | | | |
| 1.00 + 15.49 | 31.40 | | | |
| 1.00 + 20.08 | 30.20 | MIDSPAN | | |
| 1.00 + 25.33 | 28.70 | | | |
| 1.00 + 31.89 | 29.10 | | | |
| 1.00 + 35.17 | 29.00 | | | |
| 1.00 + 38.12 | 29.80 | BENT 5/T.O.W=19.1 | | |
| 1.00 + 45.01 | 25.90 | | | |
| 1.00 + 54.86 | 22.70 | MIDSPAN | | |
| 1.00 + 71.92 | 18.60 | BENT 6 | | |
| 1.00 + 88.98 | 15.90 | MIDSPAN | | |
| 2.00 + 7.02 | 15.00 | BENT 7 | | |
| 2.00 + 24.08 | 15.50 | MIDSPAN | | |
| 2.00 + 41.14 | 15.60 | BENT 8 | | |
| 2.00 + 57.87 | 16.00 | MIDSPAN | | |
| 2.00 + 74.93 | 15.20 | BENT 9 | | |
| 2.00 + 91.99 | 14.70 | MIDSPAN | | |
| 3.00 + 10.04 | 16.10 | BENT 10 | | |
| 3.00 + 27.10 | 15.90 | MIDSPAN | | |
| 3.00 + 44.16 | 15.00 | BENT 11 | | |
| 3.00 + 60.89 | 15.00 | MIDSPAN | | |
| 3.00 + 77.95 | 14.30 | BENT 12 | | |
| 3.00 + 92.06 | 13.60 | MIDSPAN | | |
| 4.00 + 5.84 | 5.60 | TOP OF SLOPE | | |
| 4.00 + 13.06 | 5.30 | ABUT 13 | | |
| | | | | |
| | | | | |
| | | | | |

**Orientation:** **Right View**

| | | | |
|---|---|---|---|
| Offset: | 12.00 | Month/Year: | 11/2025 |
| 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 LT CURB=100.00 | Bridge Inspection: | |

| Station | Sounding/Elevation (ft) | Remarks | Sounding/Elevation (ft) | Remarks |
|---|---|---|---|---|
| | **Current:** | | **New:** | |
| 0.00 + 0.00 | 6.60 | ABUT 1 | | |
| 0.00 + 6.89 | 7.30 | | | |
| 0.00 + 17.06 | 14.90 | MIDSPAN | | |
| 0.00 + 35.11 | 15.00 | BENT 2 | | |
| 0.00 + 51.84 | 16.00 | MIDSPAN | | |
| 0.00 + 68.90 | 18.20 | BENT 3 | | |
| 0.00 + 85.96 | 18.50 | MIDSPAN | | |
| 0.00 + 95.80 | 28.00 | | | |
| 1.00 + 2.36 | 32.00 | | | |
| 1.00 + 3.02 | 27.00 | BENT 4 | | |
| 1.00 + 5.64 | 31.00 | | | |
| 1.00 + 15.49 | 31.90 | | | |
| 1.00 + 20.08 | 32.50 | MIDSPAN | | |
| 1.00 + 25.33 | 32.80 | | | |
| 1.00 + 31.89 | 31.30 | | | |
| 1.00 + 38.12 | 30.90 | BENT 5/T.O.W=21.2 | | |
| 1.00 + 45.01 | 29.10 | | | |
| 1.00 + 54.86 | 25.60 | MIDSPAN | | |
| 1.00 + 64.70 | 20.10 | | | |
| 1.00 + 71.92 | 18.30 | BENT 6 | | |
| 1.00 + 88.98 | 17.20 | MIDSPAN | | |
| 2.00 + 7.02 | 16.60 | BENT 7 | | |
| 2.00 + 24.08 | 17.90 | MIDSPAN | | |
| 2.00 + 41.14 | 16.20 | BENT 8 | | |
| 2.00 + 57.87 | 17.10 | MIDSPAN | | |
| 2.00 + 74.93 | 16.40 | BENT 9 | | |
| 2.00 + 91.99 | 16.80 | MIDSPAN | | |
| 3.00 + 10.04 | 16.70 | BENT 10 | | |
| 3.00 + 27.10 | 16.10 | MIDSPAN | | |
| 3.00 + 44.16 | 15.80 | BENT 11 | | |
| 3.00 + 60.89 | 15.70 | MIDSPAN | | |
| 3.00 + 77.95 | 15.30 | BENT 12 | | |
| 3.00 + 92.06 | 13.30 | MIDSPAN | | |
| 4.00 + 5.84 | 6.00 | | | |
| 4.00 + 13.06 | 6.00 | ABUT 13 | | |
| | | | | |
| | | | | |
| | | | | |

| 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: 05/18/2026

BIN: 005963

Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Dustin Thweatt | 03/28/2018 | G | 60 Substructure: Slope paving at Abutment 1 has failed. 113 Scour: A pre-construction meeting was held on 3/27/2018 for BCP 0205218 Bridge Repairs to Phillipsville Rd. diagonal bracing will be added to Bents 4 & 5 with the addition of a new encasement and riprap class 2. Once repairs are made ALDOT will be notified and this bridge will re-load rated. |
| Dustin Thweatt | 03/25/2019 | G | ***NO ADDITIONAL DEFECTS FOUND DURING THIS INSPECTION*** |
| Pontis User | 10/03/2003 | G | WHM *UNDERWATER INSPECTION BY LLOYD PITTS, P.E. DEFICIENCIES: FIBERGLASS FORMS HAVE BEEN REMOVED FROM ENCASEMENTS AND ARE IN THE CHANNEL. BENT 5/PILE A SHOWS 1'2" OF EXPOSED H-PILE AND 2' ABOVE THE BOTTOM OF THE CONCRETE ENCASEMENT THERE IS A COLD JOINT/SEAM WITH SOFT MATERIAL DUE TO POOR CONSOLIDATION (EXPOSED PEA GRAVEL). BENT 5/PILE B IS TAPERED IN 4"-6" AT THE MUDLINE W/NO EXPOSED H-PILE. BENT 5/PILE C SHOWS 11"-16" OF EXPOSED H-PILE AND REINFORCEMENT CAGE. 7.5' BELOW THE TOP OF ENCASEMENT IS A COLD JOINT/SEAM W/EXPOSED AGGREGATE DUE TO POOR CONSOLIDATION. RECOMMENDATIONS: PLACE RIPRAP OR GROUT BAGS AROUND PILES TO PREVENT FURTHER EXPOSURE. RIPRAP COULD BE PLACED DOWNSTREAM ADJACENT TO THE STRUCTURE TO RAISE THE STREAMBED UP TO 2'. REMOVE FORMS FROM THE STREAMBED. |
| Michael Wall | 05/25/2018 | R | Received notification that the substructure has been repaired. Cross bracing has been changed to recommended configuration, piles encased, and rip-rap added to bents 4 and 5. |
| Pontis User | 03/15/2012 | R | WHM ***UNDERWATER INSPECTION BY PRODIVING INC (SEE REPORT)*** |

BIN: 005963

Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Pontis User | 06/26/1997 | G | WHM 58-DECK 58.6 RAILING: BRIDGE RAIL CUT TO ALLOW FOR EXPANSION. LT. RAIL/BENT 7, RT. RAIL/BENT 8. 58.7 PAINT: PAINT SYSTEM HAS FAILED ALLOWING RUST FORMATION. 59-SUPERSTRUCTURE 59.2.A. GIRDERS/CONCRETE: SPAN 1/GIRDER 1 SHOWS SEVERAL SMALL (76-101MM) ROUND SPALLS W/EXPOSED REBAR IN BOTTOM FACE AT MIDSPAN. SPAN 10 SHOWS (101MM) ROUND SPALL W/EXPOSED REBAR ON BOTTOM OF RT. CURB. SPAN 11/GIRDERS I & II SHOW SEVERAL (76-101MM) ROUND SPALLS W/EXPOSED REBAR IN BOTTOM FACE. SPAN 12, GIRDERS I,II & III SHOW SEVERAL SPALLS AT MIDSPAN AND AT BENT 12. (76-101MM). 60-SUBSTRUCTURE 60.1.A. ABUT./CAPS: ABUT. 13 SHOWS SPALL AT FAR FACE OF BEARING BLOCK OVER PILE C. 60.1.F. ABUT./EROSION: SLOPE PROTECTION IS UNDERMINED AND SETTLED AT BOTH ABUTMENTS. 60.2.A. BENTS/CAPS: BENT 2 SHOWS SPALL W/EXPOSED REBAR ON BOTTOM FACE BETWEEN PILES A & B. 60.2.D.1. BENTS/PILES: BENT 3/PILE A SHOWS 355MM OF EXPOSED H-BEAM BELOW ENCASEMENT. BENT 6/PILE A SHOWS 305MM. BENT 6/PILES B,C SHOW 152MM. 60.2.G. BRACING: X-BRACING SHOWS HEAVY CORROSION AND HAS RUSTED THROUGH AT CONCRETE ENCASEMENTS AT BENTS 4,5 AND 6. 60.4 PAINT: PAINT SYSTEM HAS FAILED ON ALL STEEL MEMBERS. 62-CHANNEL 61.4 VEGETATION: REDUCTION IN OPENING OF 50%. 36-TRAFFIC SAFETY FEATURES APPROACH RAILS DO NOT MEET CURRENT STANDARDS. |
| Dustin Thweatt | 10/16/2019 | G | Underwater inspection preformed by ALDOT dive team. See underwater report. |
| Pontis User | 01/21/2010 | S | DLF THIS STRUCTURE SHALL BE POSTED FOR 15 TONS UNTIL THE REQUIRED COUNTERMEASURES ARE INSTALLED. BASED ON ASSESSED SCOUR, THIS STRUCTURE IS UNSTABLE DUE TO PUSHOVER AT BENTS #4 & #5 AND SHOULD BE MONITORED EVERY THREE MONTHS AS WELL AS DURING AND AFTER ANY SIGNIFICANT RAIN EVENT. IF ANY MAJOR DEBRIS ACCUMULATION AND/OR ADDITIONAL SCOUR OCCUR AT BENTS #4 & #5, THIS STRUCTURE WILL NEED TO BE CLOSED. |
| Pontis User | 01/14/2009 | R | WHM ***UNDERWATER INSPECTION BY ALDOT DIVE TEAM-SEE REPORT*** |
| Pontis User | 04/06/2001 | G | WHM * COUNTY CREW PLACED APPLICATION OF HERBICIDE ON SLOPE PAVING TO CONTROL GROWTH THAT HAS UNDERMINED CONCRETE AT BOTH ABUT.'S. |
| Dustin Thweatt | 12/18/2018 | G | ***Snooper Inspection with SW Region snooper***<br>59 Superstructure: Span 2 / beam 1 left side shows shear crack. Span 1 beam 1 near face shows a spall 3"L X 3"W X 1/2" D with exposed rebar. Spall is placed in CS 3 for exposed rebar. |
| Pontis User | 03/12/2014 | R | WHM ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION*** |

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Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Pontis User | 10/25/2008 | R | MWS ***UNDERWATER INSPECTION REPORT*** BEAT NO.5, FIBERGLASS FORMS HAVE BEEN REMOVED FROM THE PILES AND ARE IN THE CHANNEL. BENT NO.5, PILE 1 HAS 20" OF EXPOSED STEEL H-PILE, AND TWO FEET ABOVE THE BOTTOM OF THE CONCRETE ENCASEMENT/JACKET ( MEASUREMENT TAKEN AT LOCATION OF MAXIMUM EXPOSURE OF STEEL H-PILE) THERE IS A COLD JOINT/SEAM WITH SOFT MATERIAL (POOR CONSOLIDATION AND EXPOSED PEA GRAVEL). BENT NO.5, PILE 2 CONCRETE JACKET IS TAPERED IN 13" AT THE BOTTOM OF THE ENCASEMENT AND HAS 8" OF EXPOSED STEEL H-PILE. BENT NO.5, PILE 3 HAS 16" OF EXPOSED STEEL H-PILE/EXPOSED REINFORCEMENT CAGE. 7' 6" BELOW THE TOP OF THE CIRCULAR CONCRETE JACKET THERE IS A COLD JOINT/SEAM WITH SOFT MATERIAL ( POOR CONSOLIDATION AND EXPOSED PES GRAVEL). **RECOMMENDATIONS** PLACE RIP-RAP OR SAND-CEMENT BAGS AROUND THE PILES TO PREVENT FURT HER EXPOSURE OF PILES. OR A LAYER OF RIP-RAP COULD BE PLACED DOWNSTREAM ADJACENT TO THE STRUCTURE TO RAISE THE STREAM (1.5' -2.0'). REMOVE THE FIBERGLASS FORMS FROM THE STREAMBED. |
| Pontis User | 02/09/2009 | G | JMH * SAME AS PREVIOUS INSPECTIONS W/NO ADDITIONS; |
| Pontis User | 07/26/2011 | R | WHM ***J. BEARRENTINE, S. SIMPSON AND A. HALL FROM ALDOT SCOUR SECTION TOOK ADDITIONAL SOUNDINGS DOWN AND UPSTREAM OF THE STRUCTURE TO HELP DETERMINE IF THE STRUCTURE REQUIRES ADDITIONAL SCOUR COUNTER MEASURES. SCOUR WILL ADVISE BALDWIN COUNTY AS TO THEIR FINDINGS. THE COUNTY WILL NEED TO INSTALL ADDITIONAL BRACING IN THE FORM OF HORIZONTAL STRUTS TO ADDRESS THE UN-BRACED PILE LENGTHS ISSUE*** |
| Nancy Burtron | 06/11/2019 | R | Structure has been re-rated to include values for emergency vehicles. |
| Pontis User | 12/21/2010 | R | WHM ***SEE ALDOT UNDERWATER INSPECTION FORM*** |
| Pontis User | 02/28/2007 | R | WHM 58-DECK 58.6-RAILING: SHOWS MINOR SECTION LOSS DUE TO CORROSION. 58.8-DRAINS: SAND/DEBRIS HAS COLLECTED IN LOW-SIDE GUTTERLINES. 61-CHANNEL 61.3-DRIFT: LARGE TREE IN CHANNEL/DOWNSTREAM SIDE. |
| Pontis User | 01/10/2012 | R | WHM ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION*** |
| Charles Stump | 11/06/2025 | G | Underwater Inspection interval updated from 24 months to 48 months. |
| Pontis User | 11/14/1999 | G | MWS * UNDERWATER INSPECTION BY LLOYD PITTS, P.E. DEFICIENCIES: NONE BELOW THE WATERLINE. RECOMMENDATIONS: NO CORRECTIVE ACTION NECESSARY AT THIS TIME. |
| Pontis User | 10/07/2000 | G | WHM * UNDERWATER INSPECTION BY LLOYD PITTS, P.E. NO DEFICIENCIES BELOW THE WATER LINE. NO CORRECTIVE ACTION NECESSARY AT THIS TIME. |

BIN: 005963

Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Johnathon Roberts | 10/25/2019 | S | Special Scour Monitoring Details: This structure should be monitored every 24 months, as well as during and after high flow events greater than or equal to the 25-year flood event (Q25). A Q25 flood event at this site is an event that has an intensity of 10.9” in a 24-hr period. The struts and cross bracing installed at bents 4 and 5 provides enough support to increase the pushover and buckling limits at the current rip-rap elevations. However, if changes in the countermeasures or the groundline occur, the Bridge Scour Section should be notified immediately. |
| Pontis User | 09/17/2005 | R | WHM *UNDERWATER INSPECTION BY LLOYD PITTS, PE & CBI* DEFICIENCIES: FIBERGLASS FORMS HAVE BEEN REMOCED FROM PILES AND ARE IN THE CHANNEL. BENT 5/PILE A SHOWS 24" OF EXPOSED H-PILE AND 2' ABOVE THE CONCRETE ENCASEMENT THERE IS A COLD JOINT SEAM W/SOFT MATERIAL (POOR CONSOLIDATIION). BENT 5/PILE B IS TAPERED INWARD 4-6" AT THE BOTTOM OF ENCASEMENT AND SHOWS 9" OF EXPOSED STEEL H-PILE. BENT 5/PILE C SHOWS 18" OF EXPOSED STEEL H-PILE/REINFORCEMENT CAGE 7'6"BELOW THE TOP OF THE CONCRETE ENCASEMENT THERE IS A COLD JOINT SEAM WITH SOFT MATERIAL (POOR CONSOLIDATION). RECOMMENDATIONS: PLACE RIPRAP OR GROUT BAGS AROUND PILES TO PREVENT FURTHER EXPOSURE OF H-PILES. A LAYER OF RIPRAP COULD BE PLACED DOWNSTREAM TO RAISE STREAMBED 1.5-2'. REMOVE FORMS FROM STREAMBED. |
| Glen Todd Reed | 12/31/2024 | G | Snooper inspection performed on 12/17/2024 |
| Pontis User | 03/13/2008 | G | PJP * SAME AS PREVIOUS INSPECTION W/ THE FOLLOWING ADDITIONS: 58-DECK 58.3-CURBS: 3' OF EXPOSED REBAR ON RIGHT CURVE AT MIDSPAN ON ON SPAN 6. *** UTILITY BORING OPERATION AT FAR RIGHT. *** |
| Glen Todd Reed | 10/31/2023 | G | Underwater inspection performed by Commercial diving services on 10/11/2023. Diver recommends to bag or patch exposed steel on encasements. see report in file |
| Pontis User | 03/19/2003 | G | MWS * SAME AS PREVIOUS INSPECTION W/NO ADDITIONS: |
| Walter Mackey, JR | 10/19/2017 | G | UNDERWATER INSPECTIONS BY PRO DIVING DERVICES, SEE UNDERWATER REPORT IN FILE. |
| Pontis User | 11/03/2007 | R | WHM ***UNDERWATER INSPECTION REPORT*** BENT 5:FIBERGLASS FORMS HAVE BEEN REMOVED AND ARE IN CHANNEL. BENT 5/PILE 1 SHOWS 22" OF EXPOSED STEEL H-PILE AND 2' ABOVE THE BOTTOM OF ENCASEMENT THERE IS A COLD JOINT/SEAM THAT SHOWS POOR CONSOLIDATION W/EXPOSED PEA GRAVEL. PILE 2 SHOWS THAT CONCRETE JACKET IS TAPERED IN 13" AT BOTTOM OF ENCASEMENT AND 10" OF EXPOSED STEEL H-PILE. PILE 3 SHOWS 16" OF EXPOSED H-PILE AND REINFORCEMENT CAGE. THERE IS S COLD JOINT/SEAM W/EXPOSED PEA GRAVEL 7'6" BELOW TOP OF ENCASEMENT. RECOMMENDATIONS: PLACE RIPRAP OR GROUT BAGS AROUND PILES TO PREVENT FURTHER EXPOSURE OR PLACE LAYER OF RIPRAP COUKLD BE PLACED DOWNSTREAM TO RAISE STREAMBED. REMOVE FIBERGLASS FORMS FROM CHANNEL. |
| Pontis User | 10/15/2009 | R | WHM ***UNDERWATER INSPECTION BY ALDOT DIVE TEAM (SEE REPORT)*** WATER TOO HIGH TO ATTEMPT INSPECTION |

BIN: 005963

Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Pontis User | 10/06/2002 | G | WHM *UNDERWATER INSPECTION REPORT BY LLOYD PITTS, P.E. DEFICIENCIES: FIBERGLASS FORMS HAVE BEEN REMOVED FROM PILES AND ARE IN THE CHANNEL. BENT 5/PILE A SHOWS 1.5' OF EXPOSED H-BEAM AND 2' ABOVE THE BOTTOM OF THE CONCRETE ENCASEMENT THERE IS A COLD JOINT/SEAM WITH SOFT MATERIAL (POOR CONSOLIDATION AND EXPOSED AGGREGATE). BENT 5/PILE B IS TAPERED IN 4-6" AT THE MUDLINE. BENT 5/PILE C SHOWS 11-16" OF EXPOSED H-BEAM AND REBAR CAGE. 7.5' BELOW THE TOP OF ENCASEMENT THERE IS A COLD JOINT/SEAM WITH SOFT MATERIAL. RECOMMENDATIONS: PLACE RIPRAP OR GROUT BAGS AROUND PILES TO PREVENT FURTHER EXPOSURE. A LAYER OF RIPRAP COULD BE PLACED DOWNSTREAM ADJACENT TO STRUCTURE TO RAISE STREAMBED UP TO 2'. REMOVE FORMS FROM CHANNEL. NO OTHER ACTION NECESSARY AT THIS TIME. |
| Pontis User | 12/15/2010 | R | WHM ***ALDOT WOULD NOT ALLOW SNOOPER TRUCK ON STRUCTURE DUE TO VEHICLE RATING UNTIL SUCH TIME AS SCOUR COUNTERMEASURES ARE IN PLACE. INSPECTIION WAS DONE WITH LADDER AT THIS TIME*** |
| Pontis User | 10/30/1998 | G | WHM * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT * 58-DECK 58.3-CURBS: UNDERSIDE OF CURB AT BENT 4/RIGHT SIDE SHOWS SPALL W/EXPOSED REBAR. UNDERSIDE OF CURB AT BENT 10 LEFT SIDE SHOWS SPALL W/EXPOSED REBAR. 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: SPAN 2/BEAM I SHOWS DELAMINATED AREA (350MM X 75MM) IN RIGHT FACE. SPAN 3/BEAM I SHOWS DELAMINATED AREA (350MM X 75MM) IN LEFT FACE. BENT 5/BEAM II SHOWS DELAMINATED AREA (120MM X 80MM) IN RIGHT FACE OVER BENT. BENT 7/BEAM II SHOWS DELAMINATED AREA (120MM X 80MM). BENT 8/BEAM I SHOWS EXPOSED AGGREGATE IN BEARING AREA/RIGHT FACE. BENT 10/BEAM I SHOWS 2MM WIDE SHEAR CRACK FROM TOP TO BOTTOM OF BEAM IN BOTH FACES. BENT 11/BEAM I SHOWS SPALL W/EXPOSED REBAR IN BOTTOM FACE (125MM X 40MM). * SPALLING AND DELAMINATION APPEAR TO BE RESULT OF IMPROPER CLEARANCE DURING PLACEMENT OF REINFORCING STEEL 59.4-DIAPHRAGMS: SHOWS EXPOSED REBAR ON BOTTOM FACE (300MM LONG) ON BOTTOM FACE. 60-SUBSTRUCTURE 60.2.A-BENTS/CAPS: CONCRETE RISER PAD AT BENT 2/RIGHT SIDE SHOWS SPALL W/LOSS OF 25%. BENT 4/CAP SHOWS SPALL W/EXPOSED REBAR (75MM X 50MM) BETWEEN PILES A&B. CONCRETE RISER BLOCK AT BENT 7/FAR RIGHT SHOWS SPALL ON RIGHT CORNER. RISER BLOCKS SHOW EXPOSED AGGREGATE THROUGHOUT. |
| Pontis User | 09/20/2002 | G | WHM *INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT: 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE:SPAN 3/BEAM I NOW SHOWS SPALLED AREA W/EXPOSED REBAR IN RIGHT FACE (14" L X 3" W). SPAN 4/BEAM III SHOWS 3" ROUND SPALL IN LEFT FACE AT BENT 4. SPAN 4/ BEAM III SHOWS DELAMINATED AREA 6' L X 1" W IN BOTTOM FACE NEAR BENT 5. BENT 5/BEAM III SHOWS 5" SPALL W/SHEAR CRACKS IN BEARING AREA ON BOTH SIDES OF T-BEAM. BENT 5/BEAM II NOW SHOWS SPALL W/ EXPOSED REBAR IN RIGHT FACE OVER BENT (7" L X 3" W). BENT 6/ BEAM II NOW SHOWS SPALL W/EXPOSED REBAR IN LEFT FACE (5" L X 3" W). *T-BEAMS SHOW SOME MINOR SPALLING AT BEARING AREAS LOCATED THROUGHOUT. 60-SUBSTRUCTURE 60.4-PAINT: STEEL H-BEAMS SHOWS SOME FAILURE OF PAINT SYSTEM 1'-3' ABOVE CONCRETE ENCASEMENTS AT BENTS 4-6. |
| Pontis User | 03/16/1998 | G | WHM *SAME AS INSPECTION OF 6/26/97 W/NO ADDITIONAL DEFICIENCIES. |

BIN: 005963

Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Walter Mackey, JR | 04/04/2017 | G | 60-Substructure<br>60.2.e-Bents/scour: Bent 2/Pile 2 shows a 2' deep scour hole.<br>***Slope paving at Abut. 1 continues to fail*** |
| Walter Mackey, JR | 03/25/2015 | G | ***No additional deficiencies noted at this inspection*** |
| Pontis User | 12/12/2008 | G | MWS * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE UNIT * 58-DECK 58.2-STRUCTURAL: SPAN 5 SHOWS SPALL W/REBAR BETWEEN BEAMS II AND III ON THE UNDERSIDE OF THE DECK. 58.3-CURBS: UNDERSIDE OF CURB @ BENT 4 SHOWS 18"X 2"SPALL W/REBAR ON RIGHT SIDE. 59-SUPERSTRUCTURE 59.1.E-BEARING PADS: ALL BEARING PADS SHOW ADVANCE DECAY. 59.2.A-BEAMS: SPAN 6 OVER BENT 7 SHOWS SPALL ON RIGHT FACE OF BEAM III 6"X 3". SPAN 8 BEAM I @ BENT 8 SHOWS DELAMINATION 2" LONG BOTTOM FACE. SPAN 11 @ BENT 11 SHOWS SPALL ON UNDERSIDE OF BEAM III. |
| Pontis User | 05/04/2011 | R | WHM ***CREW PLACED GROUT BAGS AROUND EXPOSED STEEL PILES AT BENTS 4 & 5. ALL VOIDS ARE FILLED IN AND THERE IS NO EXPOSED STEEL PILE BELOW THE ENCASEMENTS. J. NUNNALLY (BCHD) HAS GOTTEN FUNDING FROM CO. COMMISSION FOR RIPRAP PLACEMENT TO CONTROL SCOUR ISSUES*** |
| Pontis User | 10/07/2001 | G | MWS * UNDERWATER INSPECTION BY LLOYD L. PITTS, P.E. DEFICIENCIES: FIBERGLASS FORMS HAVE BEEN REMOVED FROM PILES AND ARE IN CHANNEL. BENT 5, PILE 1 HAS ONE FOOT OF EXPOSED H-PILE. BENT 5, PILE 2 CONCRETE JACKET IS TAPERED IN 4" TO 6" AT THE STREAMBED (NO EXPOSED H-PILE). BENT 5, PILE 3 HAS 11" OF EXPOSED H-PILE AND AND EXPOSED REINFORCE MENT CAGE. TWO FEET BELOW THE NORMAL WATERLINE, THERE IS A COLD JOINT/SEAM WITH SOFT MATERIAL (POOR CONSOLIDATION AND EXPOSED PEA GRAVEL). RECOMMENDATIONS: PLACE RIP-RAP OR SAND-CEMENT BAGS AROUND THE PILES TO PREVENT FURTHER EXPOSURE OF PILES. OR A LAYER OF RIP-RAP COULD BE PLACED DOWNSTREAM ADJACENT TO THE STRUCTURE TO RAISE THE STEAMBED (1'). REMOVE FIBERGLASS FORMS FROM THE STREAMBED. |
| Pontis User | 03/23/2006 | R | WHM 60-SUBSTRUCTURE 60.2.E-SCOUR: DUE TO EXPOSURE OF H-PILES BELOW CONCRETE ENCASEMENTS SCOUR COUNTERMEASURES TO BE CONSIDERED TO STOP EROSION AT BENTS. |
| Pontis User | 09/28/2011 | R | WHM 275-APPROACH ROADWAY CONDITION: BOTH APPROACHES HAVE BEGUN TO SETTLE. |
| Pontis User | 03/21/2002 | G | WHM *SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 61-CHANNEL 61.2-EMBANKMENT EROSION: CONCRETE SLOPE PAVING HAS FAILED AT ABUT. 1/RIGHT SIDE. |
| Pontis User | 12/03/2004 | G | MWS * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT * 59.2.A-BEAMS/CONCRETE: BENT 7 BEAM III SHOWS SPALL 7"LONG X 2" WIDE W/EXPOSED REBAR. |
| Pontis User | 09/16/2013 | R | WHM ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION*** |
| Michael Sharp | 11/16/2021 | G | Snooper Inspection on 11/16/2021, new notes on BI-5. |
| Pontis User | 06/09/2010 | G | MWS * SAME AS PREVIOUS INSPECTION W/NO ADDITIONS: |

BIN: 005963

Alabama ID: OCO0061 020000002000

| Entered By | Date | Type | Comments |
|---|---|---|---|
| Pontis User | 03/29/1999 | G | WHM * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.2-STRUCTURAL: DECK SHOWS EXPOSED AGGREGATE LOCATED THROUGHOUT. 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: SPAN 7/BEAM I SHOWS 75MM X 25MM DELAMINATION ON BOTTOM FACE AT MIDSPAN. 60-SUBSTRUCTURE 60.2.A-BENTS/CAPS: BENT 12/BEAM III SHOWS 100MM ROUND SPALL ON FAR RIGHT CORNER OF RISER BLOCK. ***60.2.D.2-BENTS/PILES: THE FOLLOWING PILING ENCASEMENTS HAVE BEEN EXTENDED TO 0.9M BELOW THE MUDLINE: BENT 3/PILE A; BENT 4/PILES A,B&C; BENT 5/PILES A,B&C; BENT 6/PILES A,B&C. ***60.2.G-BENTS/BRACING: ALL DEFICIENT X-BRACING HAS BEEN REPLACED OR REPAIRED. ***60.4-PAINT: ALL STEEL PILING AND X-BRACING HAS BEEN BLASTED AND PAINTED. PRIMER, INTERMEDIATE AND FINISH COATS IN PLACE. ALL WORK DONE BY GLOBAL CONSTRUCTION (PRIME CONTRACTOR) AND MASS-FLOW INC. (SUB-CONTRACTOR). * SEE CONSTRUCTION DIARY. |
| Pontis User | 03/13/2012 | G | JMH ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION*** |
| Pontis User | 04/27/2011 | R | WHM ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION*** |
| Pontis User | 10/30/2000 | G | WHM 61-CHANNEL 61.1-SCOUR: COUNTY FORCES PLACED SCOUR COUNTERMEASURES ON THIS DATE. RIPRAP WAS PLACED AROUND PILES AT BENTS 9 & 11. STEEL H-BEAM WAS EXPOSED BELOW CONCRETE ENCASEMENTS DUE TO LOCAL SCOUR AT EACH PILE. |
| Walter Mackey, JR | 11/24/2015 | G | Underwater inspection by ProDiving on 10/21/2015-See ALDOT UW Inspection Form |
| Pontis User | 12/15/2010 | R | KAJ RATING RESULT SHEET TO COUNTY TRANSPORTATION ON 1/15/2010 RECOMMENDING A 15 TON GROSS LOAD POSTING FOR THIS STRUCTURE DUE TO SCOUR RELATED ISSUES/UNBRACED PILE LENGTH. |
| Pontis User | 03/16/2010 | G | MWS * SAME AS PREVIOUS INSPECTIONS W/NO ADDITIONS: |
| Pontis User | 11/27/1998 | G | WHM * UNDERWATER INSPECTION BY LLOYD PITTS, P.E. DEFICIENCIES: THE CONCRETE ENCASEMENTS SHOW HEAVY LOSS OF THE CEMENT MATRIX RESULTING IN LOSS OF THE LARGE AGGREGATE IN THE WET/DRY ZONE. THE CONCRETE JACKETS EXTEND APPROXIMATELY 0.9M BELOW THE WATER LINE RESULTING IN EXPOSED STEEL H-PILES. THE EXPOSED STEEL H-PILES SHOW UP TO 3MM OF SECTION LOSS TO THE OUTER 25MM OF THE FLANGES IN ISOLATED AREAS. THE X-BRACING AT BENTS 4&5 SHOW HEAVY SECTION LOSS AND ARE NO LONGER ATTACHED TO THE PILES. * THE STEEL H-PILES ARE COVERED WITH A BITUMINOUS COATING. RECOMMENDATIONS: THE CONCRETE ENCASEMENTS SHOULD BE REPLACED AND EXTENDED 0.9M BELOW THE MUDLINE. REPLACE THE X-BRACING AT BENTS 4&5. |
| Pontis User | 07/11/2011 | R | WHM ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS TIME*** |

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| Entered By | Date | Type | Comments |
|---|---|---|---|
| Pontis User | 03/16/2000 | G | WHM * SAME AS PREVIOUS INSPECTION W/FOLLOWING ADDITIONS: 58-DECK 58.2-STRUCTURAL: DECK SHOWS MINOR POPOUTS LOCATED THROUGHOUT. 58.3-CURBS: SHOW EXPOSED AGGREGATE LOCATED THROUGHOUT. SPAN 7/LEFT SIDE SHOWS MINOR SPALL ON TOP OF CURB (150MM ROUND). 58.6-RAILING: STEEL W-BEAM GUARDRAIL HAS BEGUN TO SHOW MINOR PITTING W/SECTION LOSS. 59-SUPERSTRUCTURE 59.2.A-BEAMS/CONCRETE: SPAN 2/BEAM I SHOWS (5) MINOR SPALLS W/EXPOSED REBAR ON BOTTOM FACE. BENT 11/BEAM III SHOWS 125MM ROUND SPALL ON BOTTOM FACE. BENT 7/BEAM III SHOWS (2) 50MM ROUND SPALLS W/EXPOSED REBAR ON LEFT FACE. 59.4-DIAPHRAGMS: NOTE CONCERNING SPALLS W/EXPOSED REBAR IS TYPICAL THROUGHOUT. 60.2.A-BENTS/CAPS: CONCRETE RISER PAD AT BENT 4/PILE A SHOWS MINOR SPALL ON NEAR FACE. |
| Pontis User | 10/13/2010 | G | MWS * SAME AS PREVIOUS INSPECTION W/NO ADDITIONS: |
| Pontis User | 03/31/2004 | R | WHM *SAME AS PREVIOUS INSPECTIONS W/FOLLOWING ADDITIONS: 60-SUBSTRUCTURE 60.1.A-ABUT./CAPS: ABUT. 1/CAP SHOWS VERTICAL HAIRLINE CRACKS IN CAP NEAR PILES B & D. |
| Walter Mackey, JR | 04/11/2016 | G | ***No additional deficiencies noted at this inspection*** |
| Pontis User | 06/28/2012 | G | PJP *** NO ADDITIONAL DEFICINECIES NOTED AT THIS INSPECTION *** |
| Pontis User | 09/22/2000 | G | WHM * SNOOPER INSPECTION W/ALDOT UNDER BRIDGE INSPECTION UNIT: 58-DECK 58.12.-EXP. JT.'S/DEVICES: OPEN ARMOR PLATE JOINTS AR FILLED WITH SAND/DEBRIS. 59-SUPERSTRUCTURE 59.2.A.-BEAMS/CONCRETE: BENT 6/BEAM 2 SHOWS DELAMINATED AREA W/EXPOSED REBAR IN LEFT FACE ( 120MM L X 80MM W ). BENT 8/BEAMS 2 & 3 SHOW DELAMINATED AREAS W/EXPOSED REBAR IN LEFT FACES ( 120MM L X 80MM R ). BENT 10/BEAM 3 SHOWS DELAMINATED AREA W/ EXPOSED REBAR IN LEFT FACE ( 75MM L X 50MM W ). 60-SUBSTRUCTURE 60.2.D.2-BENTS/PILES: BENT 10/PILES A & B SHOW EXPOSED H-BEAM BELOW CONCRETE ENCASEMENTS ( UP TO 300MM ). BENT 12/ PILES A & B SHOW EXPOSED H-BEAM BELOW ENCASEMENTS ( UP TO 300MM ). |
| Pontis User | 12/05/2012 | S | DLF THE SCOUR INSPECTION FREQUENCY FOR THIS STRUCTURE HAS BEEN DECREASED FROM A 3 MONTH INSPECTION TO A 12 MONTH INSPECTION. HOWEVER, STRUCTURE SHOULD STILL BE MONITORED DURING AND AFTER HIGH FLOW EVENTS UNDER THE DISCRETION OF BRIDGE INSPECTION PERSONNEL. AFTER A CAREFUL INVESTIGATION, IT HAS BEEN DETERMINED THAT THE CURRENT CONDITIONS THAT MAKE THIS STRUCTURE SCOUR CRITICAL WERE NOT CAUSED BY SCOUR. IT IS BELIEVED THAT THE STRUCTURE WAS BUILT THIS WAY IN THE LATE 1950'S. THROUGH THIS INVESTIGATION, IT WAS ALSO DETERMINED THAT THE STRUCTURE HAS BEEN IN THIS CONDITION FOR 20+ YEARS AND THE GROUNDLINE HAS REMAINED STABLE WITH MINOR FLUCTUATIONS. |
| Pontis User | 03/28/2005 | R | WHM *SAME AS PREVIOUS INSPECTIONS W/NO ADDITIONAL DEFICIENCIES. |

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| Entered By | Date | Type | Comments |
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| Pontis User | 09/11/2004 | R | WHM UNDERWATER INSPECTION BY LLOYD PITTS, P.E. CBI FIBERGLASS FORMS HAVE BEEN REMOVED FROM PILES AND ARE IN CHANNEL. BENT 5/PILE A SHOWS 22" OF EXPOSED STEEL H-PILE AND 24" ABOVE THE BOTTOM OF THE CONCRETE ENCASEMENT IS A COLD SEAM/JOINT WITH SOFT MATERIAL. BENT 5/PILE B IS TAPERED IN 4"-6" AT THE STREAMBED. BENT 5/PILE C SHOWS 10" OF EXPOSED H-PILE AND REINFORCEMENT CAGE. 7'6" BELOW THE TOP OF THE CONCRETE JACKET IS A COLD SEAM/JOINT WITH SOFT MATERIAL. RECOMMENDATION TO PLACE RIPRAP OR GROUT BAGS AROUND PILES TO PREVENT FURTHER EXPOSURE OF PILES. A LAYER OF RIPRAP COULD BE PLACED DOWNSTREAM ADJACENT TO THE STRUCTURE TO RAISE THE STREAMBED 1'-2'. ALSO REMOVE FORMS FROM STREAMBED. NO FURTHER ACTION IS NECESSARY AT THIS TIME. |
| Pontis User | 09/28/2012 | R | WHM ***ALAYCIA HALL-ALDOT SCOUR SECTION HAS ADVISED THAT THE STRUCTURE MAY BE PLACED BACK ON A 12-MONTH INSPECTION CYCLE SINCE BRIDGE IS NOT CONSIDERED SCOUR CRITICAL. UNSUPPORTED PILE LENGTH ISSUE STILL NEEDS TO BE RESOLVED*** ***H & L CONTRACTORS PLACED GUARDRAIL/END ANCHORS ON STRUCTURE TO CONFORM TO CURRENT ALDOT STANDARDS*** ***NO ADDITIONAL DEFICIENCIES NOTED AT THIS INSPECTION*** |
| Pontis User | 11/05/2006 | R | WHM ***UNDERWATER INSPECTION REPORT*** BENT 5/PILE 1 SHOWS 18" OF EXPOSED H-PILE AND 2' ABOVE THE BOTTOM OF THE ENCASEMENT IS A COLD JOINT/SEAM W/SOFT MATERIAL. BENT 5/PILE 2 ENCASEMENT IS TAPERED IN 13 " AT THE BOTTOM AND SHOWS 9" OF EXPOSED H-PILE. BENT 5/PILE 3 SHOWS 10" OF EXPOSED REINFORCEMENT. 7'6" BELOW TOP OF ENCASEMENT IS A COLD JOINT/SEAM WITH SOFT MATERIAL. RECOMMENDATION: PLACE RIPRAP OR GROUT BAGS AROUND PILES TO PREVENT FURTHER EXPOSURE. A RIPRAP LAYER COULD BE PLACED DOWNSTREA M TO RAISE STREAMBED. |

**New:**