Bridge Inspection Report

056B00180N
Inspector: Stephanie Stoops
Entered by: SSTOOPS
12/11/2024
Standard (24 months)

IDENTIFICATION

Structure Num (8):	056B00180N
NBI Number	056B00180N
Structure Name:	
Location (9):	2.1 MI N OF I-264
Carries (7):	I-65
Type of Service (42A):	1 Highway
Feature Crossed (6):	US 60A (EASTERN PKWY)
Type of Service (42B):	1 Highway
Placecode (4):	Not Applicable
County (3):	Jefferson (056)
State (1):	21 Kentucky
Admin Area:	Inventory
District:	District 5
Latitude (16):	38° 12' 44"
Longitude (17):	85° 45' 10"
Owner (22):	State Highway Agency
Maint. Resp. (21):	State Highway Agency

Year Built (27):	1957	**Border State (98A):**	Not Applicable (P)
Year Recon (106):	1982	**Border Number (99):**	
		% Responsibility (98B):	

Poor **Heath Index:** 76.75

SubStd: No **SubStd Reason:** Not Sub-Standa

Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Routine	24	12/11/2024	12/11/2026
Element	24	12/11/2024	12/11/2026
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)		1/1/1901	1/1/1901

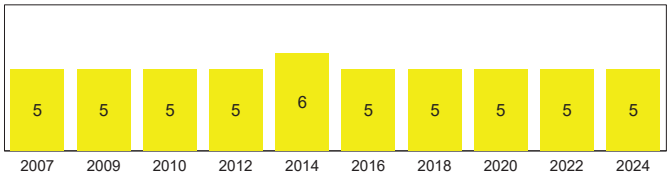
LOAD RATING AND POSTING

Posting Status(41):	A Open, no restriction
Posting (70):	5 At/Above Legal Loads
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Recmd Date:	**Posted Date:**

Required Postings (Tons.)		Field Postings (Tons.)	
Gross:		**Gross:**	
Truck Type 1:		**Truck Type 1:**	
Truck Type 2:		**Truck Type 2:**	
Truck Type 3:		**Truck Type 3:**	
Truck Type 4:		**Truck Type 4:**	
SUV 5:		**SUV 5:**	
SUV 6:		**SUV 6:**	
SUV 7:		**SUV 7:**	
EV Single Axle:		**EV Single Axle:**	
EV Tadem Axle:		**EV Tadem Axle:**	
EV Gross:		**EV Gross:**	

DECK GEOMETRY

Deck Geometry (68):	9 Above Desirable Crit
Deck Area:	25,853.00 ft²
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	6 Bituminous
Membrane (108B):	0 None
Deck Protection (108C):	None
Approach Roadway width (32):	111.00 ft.
Width Curb to Curb (51):	111.00 ft.
O. to O. Width (52):	117.30 ft.
Curb / Sidewalk Width L (50A):	0.00 ft.
Curb / Sidewalk Width R (50B):	0.00 ft.
Median (33):	3 Closed Med w/Barriers

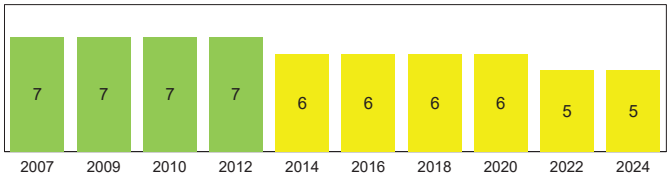


DECK CONDITION

Deck Rating (58):	5 Fair
Bridge Rail (36A):	0 Substandard
Transition (36B):	0 Substandard
Approach Rail (36C):	0 Substandard
Approach Rail Ends (36D):	0 Substandard

SUPERSTRUCTURE GEOMETRY

# of Main Spans (45):	3
# of Approach Spans (46):	0
Main Material (43 A):	3 Steel
Main Design (43 B):	02 Stringer/Girder
Max Span Length (48):	123.50 ft.
Structure Length (49):	220.40 ft.
NBIS Length (37):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	39°
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	No || bridge exists
Approach Alignment (72):	8 Equal Desirable Crit

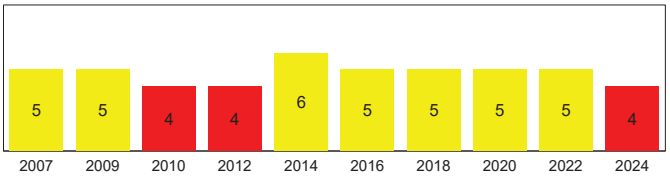


SUPERSTRUCTURE CONDITION

Superstructure Rating (59):	5 Fair
Structure Evaluation (67):	4 Minimum Tolerable

SUBSTRUCTURE GEOMETRY

Navigation Control (38):	NA-no waterway
Nav Vert Clearance (39):	0.00 ft.
Nav Horiz Clearance (40):	0.00 ft.
Pier Protection (111):	Not Applicable (P)
Lift Bridge Vertical Clearance (116):	
Scour Rating (113):	N Not Over Waterway
Waterway Adequacy (71):	N Not applicable



SUBSTRUCTURE CONDITION

Substructure Rating (60):	4 Poor
Channel Rating (61):	N N/A (NBI)

KYTC FIELDS

Overlay:	Yes	**Scour Observed:**	N/A
Overlay Type:	L T Polymer Asph	**Scour Risk :**	N/A
Overylay Thickness:	2.25 in.	**Scour Analysis/Assessment :**	Not Required
Overlay Year:	2012	**Scour POA :**	Not Required
Cross Section:	Not Required	**Scour POA Date :**	
Cross Section Date:		**Next Cross Section Due Date :**	

1ST NON-CARD ROUTE ON: I-65 NC

ROADWAY LOCATION

Pos Prefix (5A):	1st Non-Card Route
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	IO0065_000/00
Milepost (11):	132.92 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	6
Detour Length (19):	

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
Defense Hwy (100):	1 On Interstate STRAHNET
Toll Facility (20):	3 On free road
ADT (29):	122,958 Cars/Day
Pct Trucks (109):	16.00%
ADT Year (30):	2024

CLEARANCES

Vertical (10):	99.99 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	15.40 ft.
Horizontal (47):	55.50 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	10.00 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	4 Tolerable

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1ST NON-CARD ROUTE UNDER: EASTERN PKWY NC

ROADWAY LOCATION

Pos Prefix (5A):	1st Non-Card Route
Kind of Hwy (5B):	2 U.S. Numbered H
Route Num (5D):	00060
LRS Route (13A/B):	
Milepost (11):	3.94 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	4
Detour Length (19):	

ROADWAY CLASSIFICATION

Funct Class (26):	16 Urban Minor Arterial
Level Service (5C):	2 Alternate
NHS (104):	0 Not on NHS
Defense Hwy (100):	0 Not a STRAHNET hwy
Toll Facility (20):	3 On free road
ADT (29):	14,241 Cars/Day
Pct Trucks (109):	8.00%
ADT Year (30):	2024

CLEARANCES

Vertical (10):	16.80 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	15.40 ft.
Horizontal (47):	30.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	10.00 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	4 Tolerable

2ND NON-CARD ROUTE ON: I-65 RAMP to WARNOCK ST

ROADWAY LOCATION

Pos Prefix (5A):	2nd Non-Card Route
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	
Milepost (11):	132.91 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	1
Detour Length (19):	9.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	7 Ramp
NHS (104):	1 On the NHS
Defense Hwy (100):	1 On Interstate STRAHNET
Toll Facility (20):	3 On free road
ADT (29):	122,958 Cars/Day
Pct Trucks (109):	16.00%
ADT Year (30):	2024

CLEARANCES

Vertical (10):	99.99 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	15.40 ft.
Horizontal (47):	55.50 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	10.00 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	4 Tolerable

ROUTE UNDER STRUCTURE: EASTERN PKWY

ROADWAY LOCATION

Pos Prefix (5A):	One Route Under
Kind of Hwy (5B):	2 U.S. Numbered H
Route Num (5D):	00060
LRS Route (13A/B):	
Milepost (11):	3.94 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	4
Detour Length (19):	1.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	16 Urban Minor Arterial
Level Service (5C):	2 Alternate
NHS (104):	0 Not on NHS
Defense Hwy (100):	0 Not a STRAHNET hwy
Toll Facility (20):	3 On free road
ADT (29):	14,241 Cars/Day
Pct Trucks (109):	8.00%
ADT Year (30):	2024

CLEARANCES

Vertical (10):	15.80 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	15.40 ft.
Horizontal (47):	30.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	10.00 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	4 Tolerable

ROUTE ON STRUCTURE: I-65

ROADWAY LOCATION

Pos Prefix (5A):	Route On Structure
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	IO0065_000/00
Milepost (11):	132.91 mi
Suffix (5E):	0 N/A (NBI)
Lanes On (28A):	6
Detour Length (19):	9.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
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Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	4 Tolerable

STRUCTURE NOTES

-In 2023, AECOM used infrared thermography to identify and locate areas of concrete delamination and overlay debonding in the deck, plus they obtained core samples for testing to determine chloride ion levels in the concrete. See Media tab for results.
-2017 project (CID 174301) included asphalt plug joints.
-2012 project (CID 121305) included the following: 1. 2.25" asphalt waterproofing mix overlay (low temp. product by "Road Science" - not Rosphalt), 2. median barriers were replaced with single taller barrier, 3. asphalt plug joints were installed over the existing joints, and 4. pier pedestals were rebuilt and fixed bearing greased at 28 locations (beams 3-16 at P2-S1 and P3-S3).
-State forces performed an in-depth inspection in 1995, and a consultant (Burgess & Niple) performed one in 2007. See reports in media tab.
-Latex overlay in 1981.
-Original structure built in 1957 (DN 17948) consisted of two bridges with 6 beam lines each. Structure was widened around 1969 (DN 17827) to the inside of both by adding 2 beam lines to each NB and SB directions creating a single structure. Bridge was widened again in 1982 (DN 18920) by adding one beam line to each side of the bridge for a total of 18 beam lines.

INSPECTION NOTES

-Routine inspection performed by Stephanie Stoops and Marcella Kennedy. 12/11/2024

SCOUR NOTES

LOAD RATING NOTES

6/7/18 Controlling member is a original interior beam in the short spans with latex and 2.25 inches rosphalt overlay and no provision for FWS. Critical point is midspan. DGA

COMPLIANCE NOTES

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
12	**Re Concrete Deck**	**3**	**12/11/2024**	**25,946.00**	**sq.ft**	**18,646.00**	**6,000.00**	**1,300.00**	**0.00**

Top side is not visible for inspection due to 2012 overlay. An infrared thermographic deck scan was completed in 2023 by AECOM; this scan noted subsurface patching and delaminated areas in the left NB lane in Span 2 near Pier 2 and in the SB left lane in Spans 1 and 2 near Pier 2.

The soffit has transverse cracks with efflorescence scattered throughout. There is moderate map cracking at the bridge ends, spalls up to 3.3 feet (L) x 1.2 feet (W) x 2 inches (D) with exposed reinforcement near the joints, and haunch spalls along the beam top flanges. Separation of deck and top flange with haunch spalling was observed at the beam ends with deflection of the deck under live load while beams remained stationary at Abutment 1-Beams 3, 4, 5, 6, 13, 14, and 15 and Abutment 4-Beams 4, 5, 6, 8, 12, 14, and 15. Gaps between the deck and top flanges without notable deck movement were noted at Abutment 1-Beams 12, 17, and 18 and Abutment 4-Beams 1, 2, 7, 13, 17, and 18. Similarly, a roughly 1/2 inch gap is visible between the deck and the top flange of Beam 16 in Span 1 at Pier 2, and there are haunch spalls along Beams 1, 4, and 14 in Span 1 at Pier 2.

813	AC Wearing Surf w/ Membrane	3	12/11/2024	24,509.00	sq.ft	0.00	24,403.00	106.00	0.00

Asphalt overlay has minor raveling throughout. A 2023 infrared thermographic deck scan completed by AECOM noted 106 square feet of debonded overlay along the Abutment 1 joint in NB lane 3, along most of the Pier 2 joint in both NB and SB lanes, along the Pier 3 joint in the NB lanes, and small scattered areas in the SB lanes in Spans 2 and 3 (primarily in lane 1). Water ponds in the east shoulder of Span 1.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	**Steel Opn Girder/Beam**	**3**	**12/11/2024**	**3,852.00**	**ft**	**3,150.00**	**480.00**	**222.00**	**0.00**

The exterior beams have been painted by the University of Louisville, somewhat restricting visual inspection. The beams have light surface corrosion scattered throughout, mostly on the bottom flanges. Most beam ends have surface corrosion on the top flange edges and some beam ends near the joints have laminating corrosion on the bottom flange (worst case at Abutment 4 Beam 18, with up to 1/8-inch section loss). The ends of Beams 2 and 17 (original exterior riveted girders) are touching due to expansion at Pier 2. Previous in-depth inspections noted cracks in the stiffener to top flange tack welds (some are visible from the abutments).

515	Steel Protective Coating	3	12/11/2024	30,816.00	sq.ft	0.00	25,734.00	3,082.00	2,000.00

The steel protective coating is dulling throughout, with areas of limited to no effectiveness where corrosion is present.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
205	Re Conc Column	3	12/11/2024	20.00	each	3.00	7.00	10.00	0.00

The pier columns have been painted by the University of Louisville, somewhat restricting visual inspection. There are wide vertical cracks with some delaminations in Pier 2-Columns 1, 7, and 9 and Pier 3-Columns 2, 3, 4, and 10. There are corner spalls up to 5.2 feet (H) x 1 foot (W) x 3 inches (D) with exposed reinforcement in Pier 2-Columns 2, 7, 8, and 10 and Pier 3-Column 10. There are moderate cracks and small spalls in Pier 2-Columns 3, 4, 5, and 6 and Pier 3-Columns 1, 5, and 6.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
215	Re Conc Abutment	3	12/11/2024	379.00	ft	182.00	125.00	72.00	0.00

Quantity includes parallel wingwalls at the abutments. The abutment caps have moderate width vertical and horizontal cracks and corner spalls up to 3 feet (L) x 1 foot (W) x 6 inches (D) with exposed reinforcement. Largest spall is along the Abutment 4 beam seat under Bay 1. The backwalls have moderate width cracks and patching, with some unsound patched areas, spalls with exposed reinforcement, and wide diagonal cracking at the ends. There is a fracture at the west end of Abutment 1 and the SW wingwall is tilted out due to impact damage, with a 3.25 inch offset measured at the top of the rail.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
234	Re Conc Pier Cap	3	12/11/2024	288.00	ft	132.00	30.00	126.00	0.00

The pier caps have been painted by the University of Louisville, somewhat restricting visual inspection. The caps have wide cracking, heavy map cracking, delamination, and spalls with exposed rebar scattered throughout. Spalling is worst along the bottom face of caps between the columns, with worst cases along Pier 2 between Columns 3/4, 7/8, and 9/10.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
306	Other Joint	3	12/11/2024	608.00	ft	0.00	134.00	134.00	340.00

Asphalt plug joints were installed over the existing joints in 2012 and the plug joints were redone in 2017. Plug joints have failed in several areas of the traffic lanes, including along all SB joints, half of the NB Abutment 1 joint, and the NB Abutment 4 joint, exposing portions of the original joints, and allowing free flow of water through the joints. There is spalling in the adjacent asphalt in several areas throughout the traffic lanes. The joints have moderate to wide cracking elsewhere.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
311	Moveable Bearing	3	12/11/2024	54.00	each	0.00	0.00	53.00	1.00

The rocker bearings are located at Abutment 1, Pier 2 Span 2, and Abutment 4. The bearings have laminating corrosion and pack rust, generally worst along the bottom of the bearings at the masonry plates. The bearings were slightly expanded at Abutment 1 and Abutment 4 at 38° F. The Pier 2 bearings were also rotated in expansion. Abutment 1 Bearing 18 has a 1/4-inch gap between the outside edge of the rocker and the sole plate due to pack rust. Abutment 4 Bearing 7 is not in contact with the sole plate and can be slightly moved by hand under dead load (CS4). Abutment 4 Bearing 11 has uplift between the front face of the masonry plate and the cap with approximately 65% of the masonry plate in contact with the cap.

515	Steel Protective Coating	3	12/11/2024	135.00	sq.ft	0.00	34.00	34.00	67.00

Steel protective coating has failed where corrosion is present. Remain areas have substantial to limited effectiveness.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	**Fixed Bearing**	**3**	**12/11/2024**	**54.00**	**each**	**28.00**	**16.00**	**10.00**	**0.00**

Fixed bearings are located at Pier 2-Span 1 and Pier 3. As part of the 2012 rehab contract, pier pedestals under the fixed bearings were repaired or replaced, new bearing stiffeners and bearing plates were added at each repaired pedestal, and 14 bearings at each pier were greased (28 total - Pier 2-Span 1 and Pier 3-Span 3 Beams 3-16). Pier 2-Span 1 fixed bearings at Beams 1, 2, 17, and 18 have corrosion with section loss. Pier 2-Span 1 bearing for Beam 17 is tilted to the north due to pack rust. At Pier 3, fixed bearings for both spans at Beams 1, 2, and 18 have corrosion with section loss. The remaining fixed bearings have light surface rust.

515	Steel Protective Coating	3	12/11/2024	81.00	sq.ft	28.00	9.00	9.00	35.00

Grease appears to be effective at locations where pedestals were repaired /rebuilt, although it is difficult to inspect from the ground. Otherwise, steel protective coating is dulling throughout, with areas of no effectiveness where corrosion is present.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	**Re Conc Bridge Railing**	**3**	**12/11/2024**	**856.00**	**ft**	**666.00**	**180.00**	**2.00**	**8.00**

The railings have moderate width vertical cracks and intermittent scaling. The east railing has an 8-foot long x 3-foot high x full depth spall with exposed reinforcement due to impact in Span 2 (8 ft CS4). The west railing has a 2-foot long x 1.5-foot high x 4-inch deep spall with exposed reinforcement on the outside face at Abutment 1.

1080	Delamination/Spall/Patched Area	3	12/11/2024	8.00	each	0.00	0.00	0.00	8.00

The east railing has an 8-foot long x 3-foot high x full depth spall with exposed reinforcement due to impact in Span 2

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
853	**Utilities**	**3**	**12/11/2024**	**1.00**	**each**	**0.00**	**1.00**	**0.00**	**0.00**

There is a broken utility access cover in the east railing near Abutment 1.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
859	Vegetation	3	12/11/2024	1.00	each	0.00	1.00	0.00	0.00

Vegetation growth is covering a portion of the Abutment 4 slope protection at the west end.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
860	Erosion Ctrl/Prt	3	12/11/2024	1.00	each	0.00	1.00	0.00	0.00

The top corner of the Abutment 1 slope wall is undermined by at least 4 feet at the west end, up to 1.7 feet in height. The Abutment 1 embankment has settled 3 inches vertically below the slope protection below Beam 7. The slope wall section at the northwest corner has settled and slightly separated from adjacent section.

Looking north along I-65 NB.

Water is ponding in the SE shoulder.

Asphalt plug joint over Abutment 1 NB.

Asphalt plug joint over Pier 2 NB.

East rail in Span 2 has a full depth spall.

Another view of east rail spall mid-Span 2.

East rail at Pier 3 has a vertical offset. Span 3 is roughly 1 inch higher than Span 2.

Asphalt plug joint over Pier 3 NB.

Asphalt plug joint over Abutment 4 NB.

Looking south along I-65 NB.

Looking north along I-65 SB.

Asphalt plug joint over Abutment 1 SB.

Asphalt plug joint over Pier 2 SB.

Close-up of typical failing asphalt plug joints.

Typical raveling of the asphalt overlay.

Asphalt plug joint over Pier 3.

Asphalt plug joint over Abutment 4 SB.

Looking south along I-65 SB.

West Profile

East Profile

Abutment 1

West end of Abutment 1 showing erosion plus damage to SW wingwall.

SW wingwall is fractured at the Abutment 1 backwall and is tilting out. There is also a 2-foot long spall with exposed rebar in the west rail at the south end.

Close-up of fracture width.

SW wingwall is tilted out roughly 3.25 inches at the top of the rail.

Typical bearing at Abutment 1. Bearings are expanded and have corrosion. Girder 3 shown.

Abutment 1-Girder 3 bearing close-up

Abutment backwalls have failing patches and spalls. Abutment 1 backwall at Bay 8 shown.

Abutment 1 and deck at longitudinal joint.

Close-up of deck spalling at the south end at the longitudinal joint.

Beams ends have corrosion. Example along Girder 11 at Abutment 1.

Deck moves independent of girders at several locations along abutments. Gaps between the deck and top flanges, along with haunch spalls are present at these locations. Example at Girder 14 at Abutment 1.

East end of Abutment 1 showing cracking slope protection.

Girder 18 at Abutment 1

Bearing for Girder 18 at Abutment 1 has pack rust, creating a gap btween the top of the rocker and the sole plate.

Close-up

Span 1 NB

Span 1 SB

Pier 2 south face

Pier 2-Span 1 fixed bearings at Girders 1 and 2 showing corrosion, plus there is cracking in the pier cap.

Pier 2-Column 2 - example of painted over spall with exposed rebar.

Pier 2 south face at Girders 4-6.

Span 1 soffit has a spall with exposed rebar in Bay 4 at Pier 2.

Cracking and spalling in the Pier 2 cap below Girder 5.

Deterioration in the soffit at the longitudinal joint over Pier 2.

Pier 2 on the east side of Column 7.

Pier 2 cap has multiple areas of spalling with exposed rebar. Example between Columns 7 and 8.

Pier 2-Column 7 painted over spall.

Pier 2 Column 10

Cracking and spalling in the Pier 2 cap between Columns 9 and 10.

Pier 2 bearings for Girders 17 and 18. Span 1 bearings are fixed. Note Girder 17-Span 1 fixed bearing is tilted to the north due to pack rust.

Another view of Pier 2-Girders 17 and 18 showing corrosion on bearings.

Pier 2 north face

Dirt is accumulating on the sidewalk at Pier 2.

Span 2-Girders 4 and 5 at Pier 2 showing corrosion along bottom flanges.

Close-up of Girder 5 at Pier 2 in Span 2.

Pier 3 south face

Pier 3-Column 4 with closely spaced wide vertical cracks.

Pier 3-Column 10

Spall in Pier 3-Column 10

Pier 3 east end of the north face showing wide cracking in the cap plus typical bearings.

Pier 3 north face

Abutment 4 and Span 3

West end of Abutment 4 has spalling with exposed rebar in the backwall and spalling in the beam seat in Bay 1. Also note heavy corrosion of the Girder 1 bearing.

Abutment 4 at Bay 1

Girder 7 at Abutment 4
Deck and beam move independently under traffic. Deck haunch is spalled, plus beam is not in contact with the bearing when not under live load.

Close-up of Girder 7 bearing with fretting rust. Rocker can be moved slightly by hand.

Abutment bearings typically have pack rust and section loss, primarily along the masonry plates. Example at Abutment 4 Girder 10.

Bay 17 at Abutment 4

Girder 18 has corrosion with section loss at Abutment 4 end.

East end of Abutment 4 has a wide crack in the backwall.

Close-up