STRUCTURES INSPECTION FIELD REPORT

ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	0FP	A-13-027

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	41-STATUS	90-ROUTINE INSP. DATE
ASHFIELD	A13027-0FP-MUN-NBI	000.000	A:OPEN	JUL 24, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	YR REHAB'D (NON 106)
HWY BELDINGVILLE	BRIDGE NO . 9	1940	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER
WATER BEAR RIVER TRIBUT	Rural Local	M. P.E. McCabe — Michael P E McCabe

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER K. Trunfio	PROJ MGR Michael Baker Intl Inc
302 : Steel Stringer/Girder	Town Agency	Town Agency		

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Sunny	29°C	M. LAFERRARA

ITEM 58 — DECK: 6

		DEF
1.Wearing Surface	8	-
2.Deck Condition	6	M-P
3.Stay in Place Forms	N	-
4.Curbs	6	M-P
5.Median	N	-
6.Sidewalks	N	-
7.Parapets	N	-
8.Railing	6	M-P
9.Anti Missile Fence	N	-
10.Drainage System	N	-
11.Lighting Standards	N	-
12.Utilities	N	-
13.Deck Joints	N	-
14.	N	-
15.	N	-
16.	N	-

CURB REVEAL (In millimeters)	E	W
	130	110

APPROACHES

		DEF
a. Appr. Pavement Condition	8	-
b. Appr. Roadway Settlement	8	-
c. Appr. Sidewalk Settlement	N	-
d.	N	-

OVERHEAD SIGNS (Attached to bridge) (Y/N): N

		DEF
a. Condition of Welds	N	-
b. Condition of Bolts	N	-
c. Condition of Signs	N	-

ITEM 59 — SUPERSTRUCTURE: 4

			DEF
1.Stringers		N	-
2.Floorbeams		N	-
3.Floor System Bracing		N	-
4.Girders or Beams		4	S-A
5.Trusses - General		N	-
a. Upper Chords	N		-
b. Lower Chords	N		-
c. Web Members	N		-
d. Lateral Bracing	N		-
e. Sway Bracings	N		-
f. Portals	N		-
g. End Posts	N		-
6.Pin & Hangers		N	-
7.Conn Plt's, Gussets & Angles		N	-
8.Cover Plates		N	-
9.Bearing Devices		5	M-P
10.Diaphragms/Cross Frames		7	-
11.Rivets & Bolts		7	-
12.Welds		N	-
13.Member Alignment		8	-
14.Paint/Coating		4	S-P
15.		N	-

Year Painted	X

COLLISION DAMAGE: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD DEFLECTION: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD VIBRATION: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

Any Fracture Critical Member: (Y/N) N

Any Cracks: (Y/N) N

ITEM 60 — SUBSTRUCTURE: 7

	Dive	Cur		DEF
1. Abutments			7	
a. Pedestals	N	N		-
b. Bridge Seats	N	7		-
c. Backwalls	N	7		-
d. Breastwalls	N	7		-
e. Wingwalls	N	7		-
f. Slope Paving/Rip-Rap	N	7		-
g. Pointing	N	N		-
h. Footings	N	H		-
i. Piles	N	N		-
j. Scour	N	7		-
k. Settlement	N	8		-
l.	N	N		-
m.	N	N		-
2. Piers or Bents			N	
a. Pedestals	N	N		-
b. Caps	N	N		-
c. Columns	N	N		-
d. Stems/Webs/Pierwalls	N	N		-
e. Pointing	N	N		-
f. Footing	N	N		-
g. Piles	N	N		-
h. Scour	N	N		-
i. Settlement	N	N		-
j.	N	N		-
k.	N	N		-
3. Pile Bents			N	
a. Pile Caps	N	N		-
b. Piles	N	N		-
c. Diagonal Bracing	N	N		-
d. Horizontal Bracing	N	N		-
e. Fasteners	N	N		-

UNDERMINING (Y/N) If YES please explain: N

COLLISION DAMAGE:
None (X) Minor ( ) Moderate ( ) Severe ( )

SCOUR: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

I-60 (Dive Report): N *I-60 (This Report):* 7

93B-U/W (DIVE) Insp 00/00/0000

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FP**	**A-13-027**	**A13027-0FP-MUN-NBI**	**JUL 24, 2025**

ITEM 61 — CHANNEL & CHANNEL PROTECTION — 5

	Dive	Cur	DEF
1.Channel Scour	N	6	-
2.Embankment Erosion	N	5	M-P
3.Debris	N	7	-
4.Vegetation	N	7	-
5.Utilities	N	N	-
6.Rip-Rap/Slope Protection	N	N	-
7.Aggradation	N	7	-
8.Fender System	N	N	-

STREAM FLOW VELOCITY:
Tidal ( ) High ( ) Moderate ( ) Low (X) None ( )

ITEM 61 (Dive Report): N ***ITEM 61 (This Report):*** 5

93b-U/W INSP. DATE: 00/00/0000

ITEM 36 — *TRAFFIC SAFETY*

	36	COND	DEF
A. Bridge Railing	0	6	M-P
B. Transitions	0	5	S-A
C. Approach Guardrail	0	6	M-P
D. Approach Guardrail Ends	0	0	S-A

WEIGHT POSTING — *Not Applicable* X

	H	3	3S2	Single
Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 05/16/2018 **EJDMT Date:** 00/00/0000

Signs In Place (Y=Yes,N=No, NR=NotRequired) Legibility/ Visibility	At bridge N	At bridge S	Other Advance N	Other Advance S

CLEARANCE POSTING — *Not* X

	E ft	E in	W ft	W in	meter
Actual Field Measurement		0		0	
Posted Clearance		0		0	

Signs In Place (Y=Yes,N=No, NR=Not Required) Legibility/ Visibility	At bridge E	At bridge W	Advance E	Advance W

ACCESSIBILITY (Y/N/P)

	Needed	Used
Lift Bucket	N	N
Ladder	N	N
Boat	N	N
Waders	P	N
Inspector 50	N	N
Rigging	N	N
Staging	N	N
Traffic Control	N	N
RR Flagger	N	N
Police	N	N
Other:		
	N	N

TOTAL HOURS 78

PLANS (Y/N): Y

(V.C.R.) (Y/N): N

TAPE#: _____

List of field tests performed:
Hands-on, Visual and D-meter

RATING

Rating Report (Y/N): Y

Date: 04/01/2018

Inspection data at time of existing rating
I 58: **7** I 59: **5** I 60: **7** Date : 07/28/2017

Recommend for Rating or Rerating (Y/N): Y

If YES please give priority: HIGH (X) MEDIUM ( ) LOW ( )

REASON: Added dead load and section loss at beam ends.

CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)

	CODE	CONDITION	DEFECTS
	N	NOT APPLICABLE	
G	9	EXCELLENT	Excellent condition.
G	8	VERY GOOD	No problem noted.
G	7	GOOD	Some minor problems.
F	6	SATISFACTORY	Structural elements show some minor deterioration.
F	5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P	4	POOR	Advanced section loss, deterioration, spalling or scour.
P	3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C	2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C	1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stablility. Bridge is closed to traffic but corrective action may put it back in light service.
	0	FAILED	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].

A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].

P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

STRUCTURES INSPECTION FIELD REPORT
ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	0FP	A-13-027

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	90-ROUTINE INSP. DATE	93*-SPEC. MEMB. INSP. DATE
ASHFIELD	A13027-0FP-MUN-NBI	000.000	Jul 24, 2025	Jul 24, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	*YR REHAB'D (NON 106)
HWY BELDINGVILLE	BRIDGE NO . 9	1940	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER
WATER BEAR RIVER TRIBUT	Rural Local	M. P.E. McCabe — Michael P E McCabe

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER	PROJ MGR
302 : Steel Stringer/Girder	Town Agency	Town Agency	K. Trunfio	Michael Baker Intl Inc

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Sunny	29°C	M. LAFERRARA

WEIGHT POSTING — *Not Applicable* X

	H	3	3S2	Single
Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 05/16/2018 EJDMT Date: 00/00/0000

Signs In Place (Y=Yes,N=No, NR=Not Required) / Legibility/ Visibility

	At bridge		Advance	
	N	S	N	S
Signs In Place				
Legibility/ Visibility				

PLANS (Y/N): Y

(V.C.R.) (Y/N): N

TAPE#:

RATING

Rating Report (Y/N): Y Date: 04/01/2018

Recommend for Rating or Rerating (Y/N): Y

If YES please give priority: HIGH (X) MEDIUM ( ) LOW ( )

REASON: Added dead load and section loss at beam ends.

Inspection data at time of existing rating

I 58: 7 I 59: 5 I 60: 7 I 62: - Date :07/28/2017

SPECIAL MEMBER(S):

	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORROSION, SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION PREVIOUS (0-9)	CONDITION PRESENT (0-9)	INV. RATING OF MEMBER FROM RATING ANALYSIS H-20	3	3S2	Deficiencies
A	Item 59.4 - Girders or Beams	N	N	See remarks in comments section.	5	4	13	17	26	S-A
B										
C										
D										
E										

List of field tests performed:
Hands-on, Visual and D-meter

	I-58	I-59	I-60	I-62
(Overall Previous Condition)	6	5	7	-
(Overall Current Condition)	6	4	7	-

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X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FP**	**A-13-027**	**A13027-0FP-MUN-NBI**	**JUL 24, 2025**

REMARKS

BRIDGE ORIENTATION
BIN 0FP is oriented from north to south and elevations are west and east. The Bear River flows from west to east. The orientation is consistent with the plans, previous inspection reports and 2018 Rating Report.

GENERAL REMARKS
Structure A-13-027 (0FP) carries Beldingville Road over the Bear River in the Town of Ashfield **(Sketch 1)**. The bridge is a simple single span structure comprised of four (4) steel beams supporting a reinforced concrete deck overlaid with an asphalt wearing surface.

The beams and bays are designated from east to west as Beam 1 through 4 and Bay 1 through 3, downstream to upstream. The substructure consists of two (2) concrete abutments labeled North Abutment and South Abutment **(Sketch 2 and Photos 1-8)**.

WORK ACCESS
The underside of deck, superstructure and substructure elements were inspected during the daytime hours on foot.

CHANNEL PROFILES
Channel profile measurements are taken on the upstream and downstream fascia of the bridge from the top of the concrete curb to ground **(Chart 1)**.

ITEM 58 - DECK

Item 58.1 - Wearing Surface
Wearing surface has been repaved since the previous Routine Inspection (07/13/2023). There is minor debris/vegetation growth along both curbs.

Item 58.2 - Deck Condition
There are scattered transverse hairline cracks with efflorescence and isolated spalls with exposed rebar (negligible section loss unless otherwise noted). There are scattered areas of light honeycomb throughout the underside of the deck. See the following for specific locations and conditions:

- East deck overhang: Four (4) 6" diameter x 1" deep spalls with exposed rebar.
- Bays 2 and 3 and south deck overhang: Scattered transverse hairline cracks with efflorescence and stalactites **(Photo 9)**.
- West deck overhang: Three (3) 6" diameter x 1" deep spalls with exposed rebar **(Photo 10)**.

Item 58.4 - Curbs
Both curbs have scattered minor scrapes and gouges. The northwest and southeast corners have isolated 9" long x 5" high x 3" deep spalls.

Item 58.8 - Railing
The north section of the East Railing between posts 1 and 3 has minor rot, scrapes and gouges.

APPROACHES

Approaches a - Appr. Pavement Condition
Wearing surface has been repaved since the previous Routine Inspection (07/13/2023).

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FP**	**A-13-027**	**A13027-0FP-MUN-NBI**	**JUL 24, 2025**

REMARKS

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

DEF = S-A: The beams have scattered areas of light to moderate rust throughout and isolated areas of up to heavy rust with up to 100% section loss. Isolated beam webs are bent out of plane.

See the following for specific locations and conditions:

Beam 1:

- Web and bottom flange near North and South Abutment: Section loss **(Sketch 3 and Photo 11)**.

Beam 2:

- Lower web at North Abutment: Up to 12" long x 1" high x up to 1/16" section loss (0.33" remaining).
- Bottom flange, 6'-6" from North Abutment: 2'-0" long x 1/16" section loss (0.51" remaining) **(Photo 12)**.

Beam 3:

- Top flange, 6'-0" from North Abutment: 4'-0" long x 0.08" section loss (0.5" remaining) **(Photo 13)**.
- Lower web at North Abutment: Up to 12" long x 1" high x up to 1/16" section loss (0.33" remaining).

Beam 4:

- Web, bottom flange and top flange near North and South Abutment: Section loss **(Sketch 4 and Photos 14-15)**.
- Web at South Abutment: Bent out of plane 1/2" over 6" high.

Item 59.9 - Bearing Devices

The bearings have up to heavy rust with minor section loss. The anchor bolt nuts at the fascia beams have section loss up to 100%. See the following for specific locations and conditions:

- Bearing 1 at North Abutment: Up to 25% section loss to anchor bolt nuts.
- Bearing 1 at South Abutment: Up to 50% section loss to anchor bolt nuts.
- Bearing 4 at North and South Abutment: Up to 100% section loss to anchor bolt nuts **(Photo 16)**.

Item 59.14 - Paint/Coating

There is typically scattered freckled rust throughout the superstructure with isolated locations of failed paint to isolated beams **(Photos 8 and 11-15)**. See **Item 59.4 - Girders and Beams** for additional comments.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.b - Bridge Seats

There is minor dirt/debris on the bridge seats along the outer face of all fascia beams.

Item 60.1.c - Backwalls

There are scattered hairline cracks on the backwalls.

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REMARKS

Item 60.1.e - Wingwalls
The wingwalls are typically covered in heavy vegetation growth.

Item 60.1.h - Footings
The footings are hidden by design.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.2 - Embankment Erosion
The stream flow is directed at the southwest wingwall. Behind the southwest wingwall there is 15'-0" wide x 6'-0" high x 8'-0" erosion causing the approach guardrail to be unstable **(Photo 17)**. See **Item 36b - Transitions** for additional comments. Along the northeast embankment there is 20'-0" long x 3'-0" high x 3'-0" erosion.

TRAFFIC SAFETY

Item 36a - Bridge Railing
The bridge rails consist of steel I-posts with timber rails. See **Item 58.8 - Railing** for comments.

Item 36b - Transitions
The transitions consist of concrete posts with timber rails, spaced at 8'-0", which are not attached to the bridge rails.

DEF = S-A: The transition rails have minor rot and random splits and checks. The southwest transition is tipped 2'-0" away from traffic due to undermining from embankment erosion (Photos 17-18). The northeast transistion is tipped 10" away from traffic.

Item 36c - Approach Guardrail
The northeast, southeast, and northwest approach guardrails consist of concrete posts with timber rails. The southwest approach guardrail consists of steel I-posts and concrete posts with timber rails.

At the northwest corner the concrete post is broken, leaning away from traffic and the rails have fallen off **(Photo 19)**. The last concrete post at the northeast has a 2'-0" high x 5" wide x 5" deep spall with exposed rebar (negligible loss).

Item 36d - Approach Guardrail Ends
There are no approach guardrail end treatments in place.

Sketch / Chart / Photo Log
Sketch 1 : Location Map.
Sketch 2 : Framing plan.
Sketch 3 : Beam 1, West Elevation: Section loss.
Sketch 4 : Beam 4, West Elevation: Section loss.
Chart 1 : Channel profile measurements.
Photo 1 : West Elevation of bridge.
Photo 2 : East Elevation of bridge.
Photo 3 : Bridge from South Approach, looking north.
Photo 4 : South Approach from bridge, looking south.
Photo 5 : Bridge from North Approach, looking south.
Photo 6 : North Approach from bridge, looking north.
Photo 7 : Typical wearing surface, looking northwest.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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REMARKS

Photo 8 : Typical underside, looking south.
Photo 9 : Deck underside in Bay 2 with hairline cracks with efflorescence and stalacatites.
Photo 10 : West deck overhang at the South Abutment with spalls with exposed rebar (negligibale section loss).
Photo 11 : Beam 1 east face at North Abutment with section loss to web and bottom flange.
Photo 12 : Beam 2 east bottom flange 6'-6" from North Abutment with section loss.
Photo 13 : Beam 3 north top flange near North Abutment with section loss.
Photo 14 : Beam 4 west web and bottom flange at North Abutment with up to 100% section loss.
Photo 15 : Beam 4 east web and bottom flange at South Abutment with up to 100% section loss.
Photo 16 : Bearing 4 west anchor bolt nut at South Abutment with 100% section loss.
Photo 17 : Southwest embankment with erosion causing undermining to transition post.
Photo 18 : Southwest transition leaning away from traffic due to undermining from embankment erosion.
Photo 19 : Northwest Approach Guardrail with post leaning away from traffic, end rails have fallen off.

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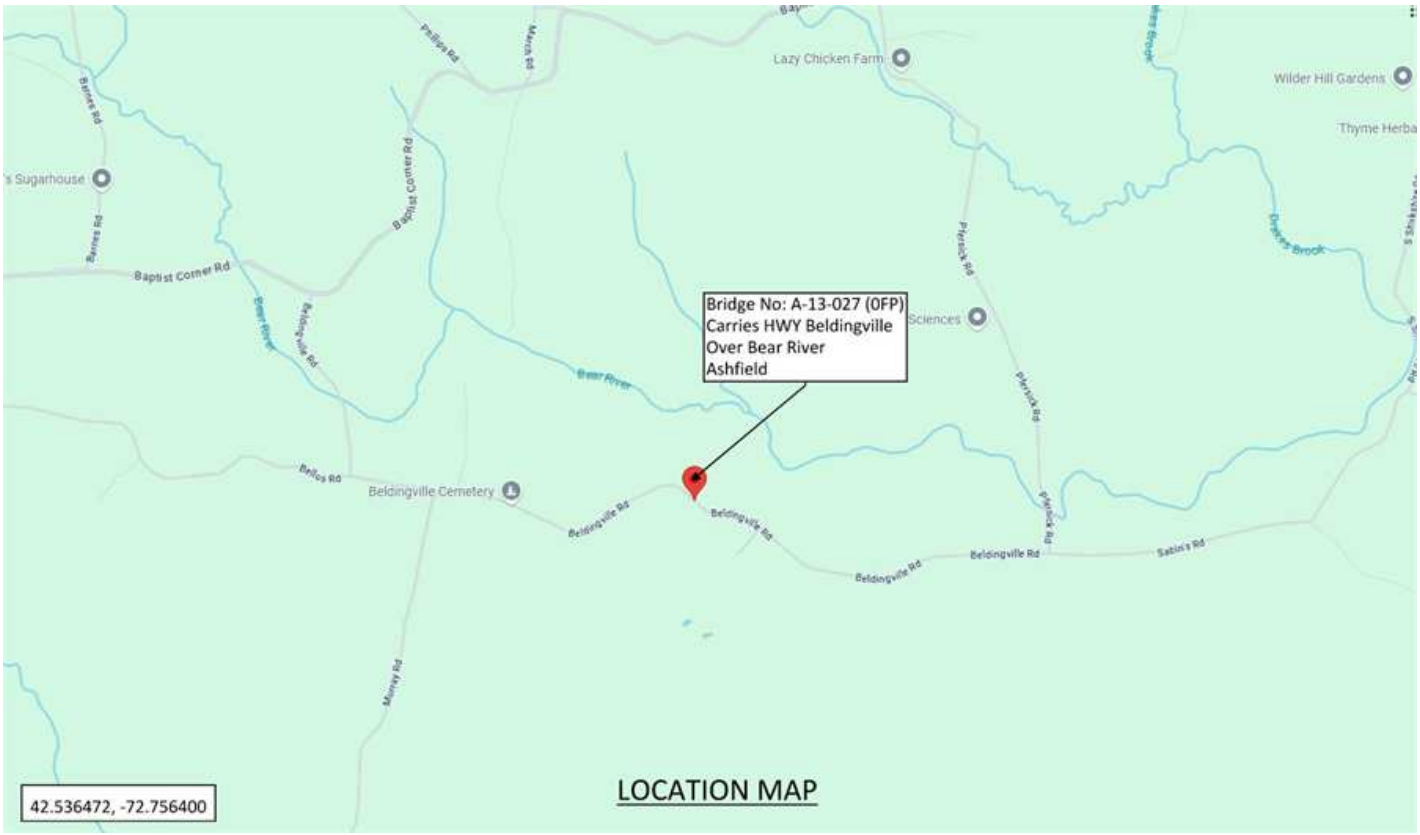
SKETCHES



Sketch 1: Location Map.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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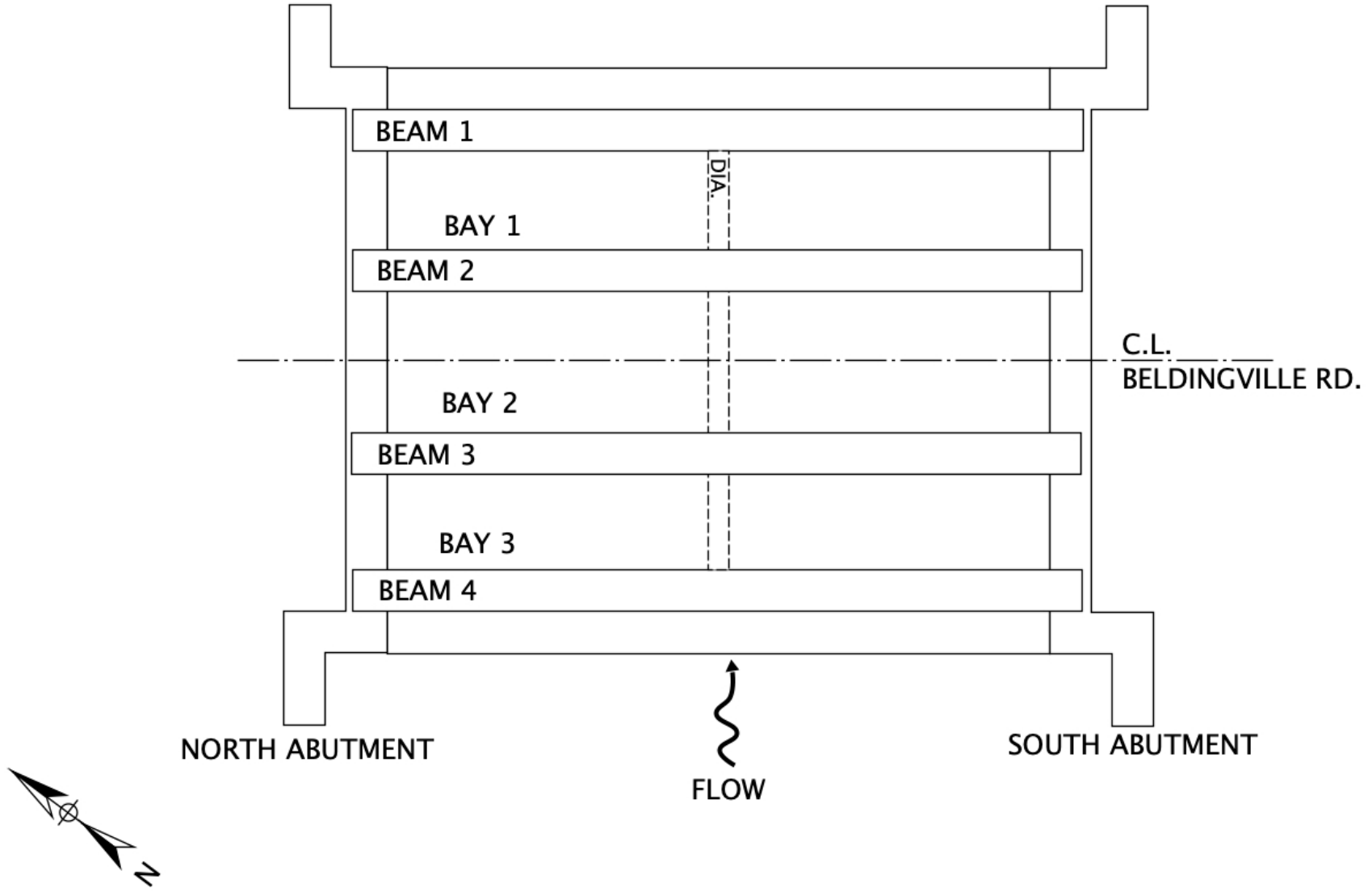
SKETCHES



Sketch 2: **Framing plan.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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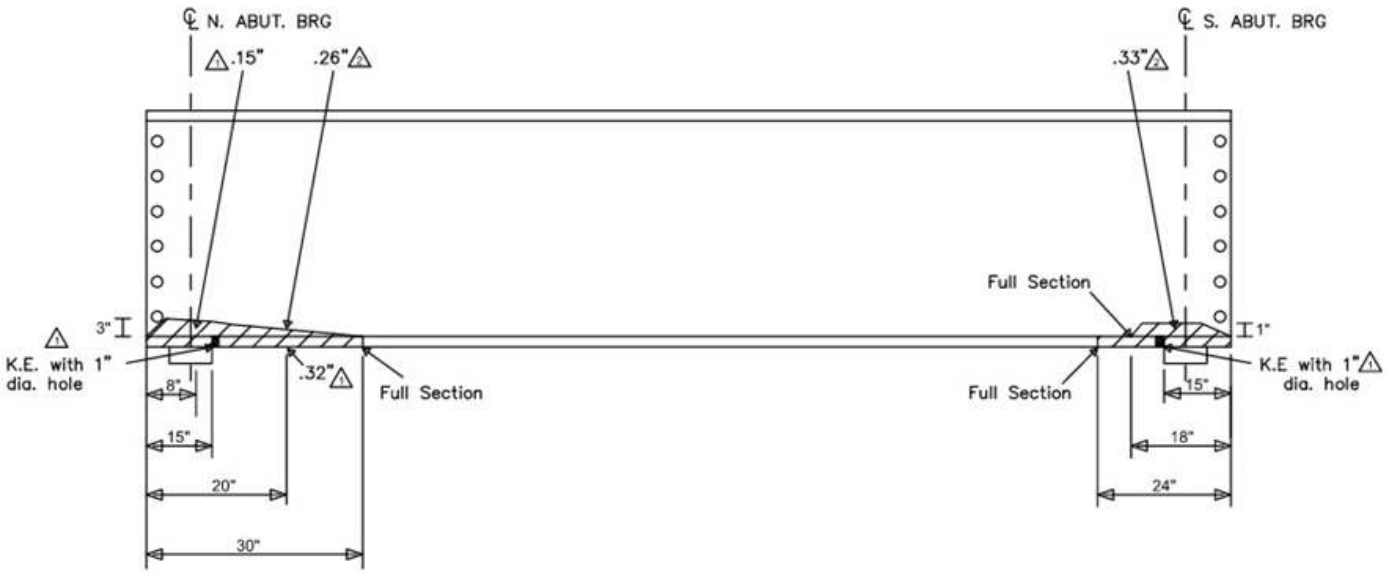
SKETCHES



BEAM 1 WEST ELEVATION
(N.T.S)

ORG. SECTION = 21" WF 59
ORG. FLANGE = 0.575"
ORG. WEB = 0.390"

LEGEND:

- 100% Section Loss
- Section Loss (remaining)
- Indicates a change in condition from previous inspection
- Indicates a new condition not previously noted

Sketch 3: Beam 1, West Elevation: Section loss.

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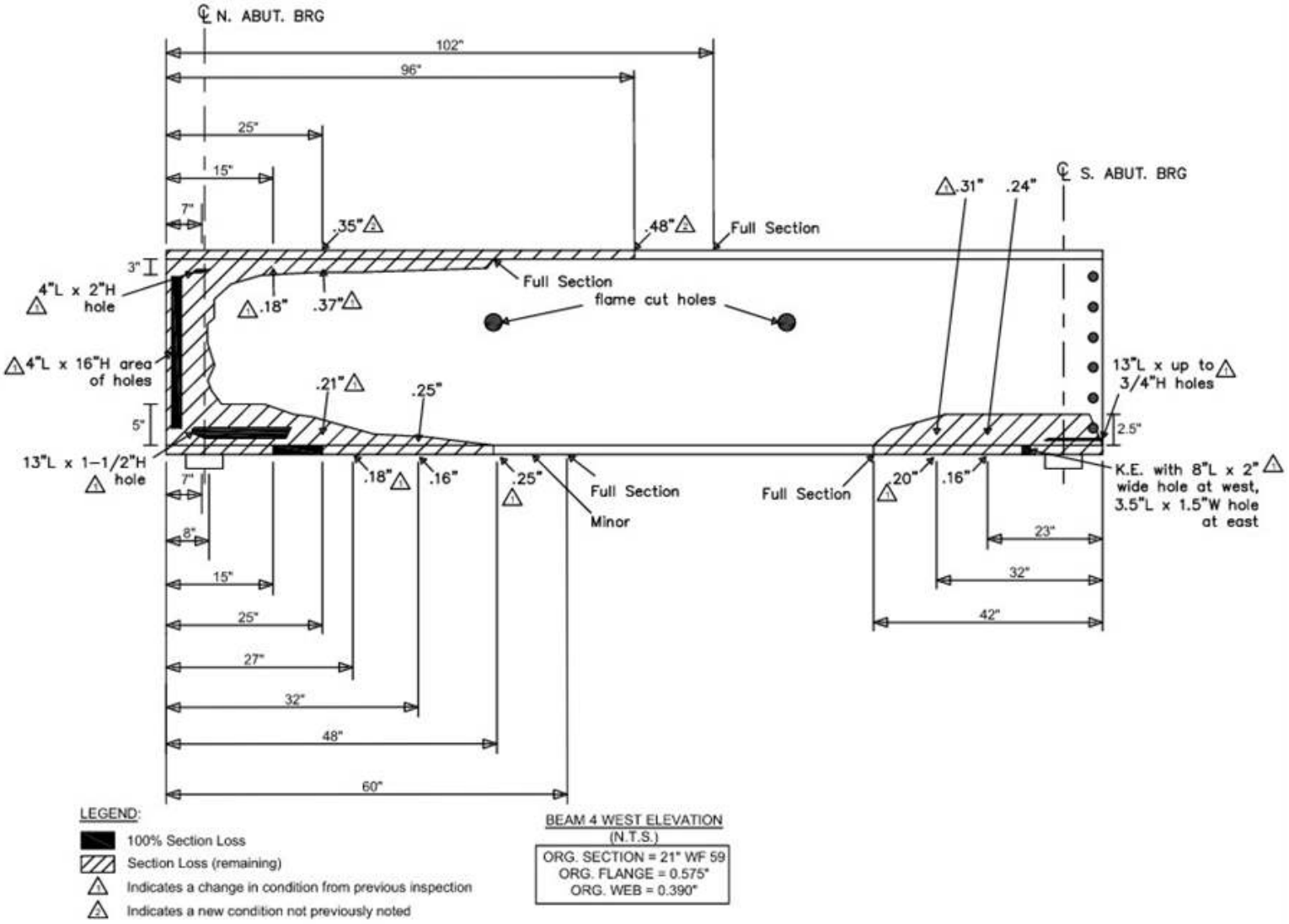
SKETCHES



Sketch 4: Beam 4, West Elevation: Section loss.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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CHARTS

A13027 Channel Profile Readings										
	East Face					West Face				
DATE	**South abutment**	**1/4 pt****	**1/2 pt**	**3/4 pt****	**North Abutment**	**South abutment**	**1/4 pt****	**1/2 pt**	**3/4 pt****	**North Abutment**
7/13/2023	2.4	5.3	6.3	5.7	2.6	2.4	5.7	4.4	4.4	2.3
7/24/2025	1.9	5.3	6.0	5.2	2.0	2.3	5.3	5.2	5.1	1.8

NOTES:
-readings in decimal feet
-**taken at bottom of slope protection to the underside of fascia beams

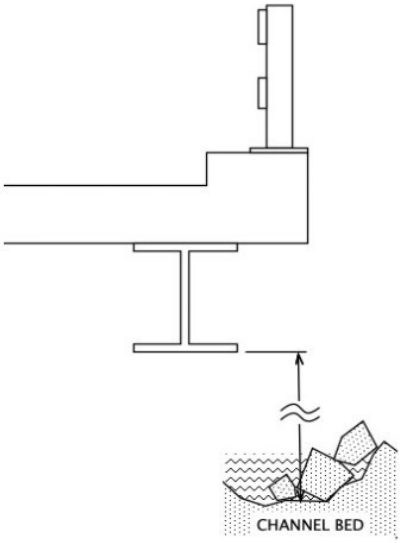

Chart 1: Channel profile measurements.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FP**	**A-13-027**	**A13027-0FP-MUN-NBI**	**JUL 24, 2025**

PHOTOS

Photo 1: West Elevation of bridge.

Photo 2: East Elevation of bridge.

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PHOTOS

Photo 3: Bridge from South Approach, looking north.

Photo 4: South Approach from bridge, looking south.

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PHOTOS

Photo 5: Bridge from North Approach, looking south.

Photo 6: North Approach from bridge, looking north.

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PHOTOS

Photo 7: Typical wearing surface, looking northwest.

Photo 8: Typical underside, looking south.

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PHOTOS

Photo 9: **Deck underside in Bay 2 with hairline cracks with efflorescence and stalacatites.**

Photo 10: **West deck overhang at the South Abutment with spalls with exposed rebar (negligibale section loss).**

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PHOTOS

Photo 11: **Beam 1 east face at North Abutment with section loss to web and bottom flange.**

Photo 12: **Beam 2 east bottom flange 6'-6" from North Abutment with section loss.**

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PHOTOS

Photo 13: Beam 3 north top flange near North Abutment with section loss.

Photo 14: Beam 4 west web and bottom flange at North Abutment with up to 100% section loss.

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PHOTOS

Photo 15: **Beam 4 east web and bottom flange at South Abutment with up to 100% section loss.**

Photo 16: **Bearing 4 west anchor bolt nut at South Abutment with 100% section loss.**

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PHOTOS

Photo 17: Southwest embankment with erosion causing undermining to transition post.

Photo 18: Southwest transition leaning away from traffic due to undermining from embankment erosion.

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PHOTOS

Photo 19: **Northwest Approach Guardrail with post leaning away from traffic, end rails have fallen off.**