

Bridge Inspection Report

01789
SH 23-Franklin Co
over
Mulberry River



Inspection Date:

Inspected By:

Inspection Type(s):

Inspector:

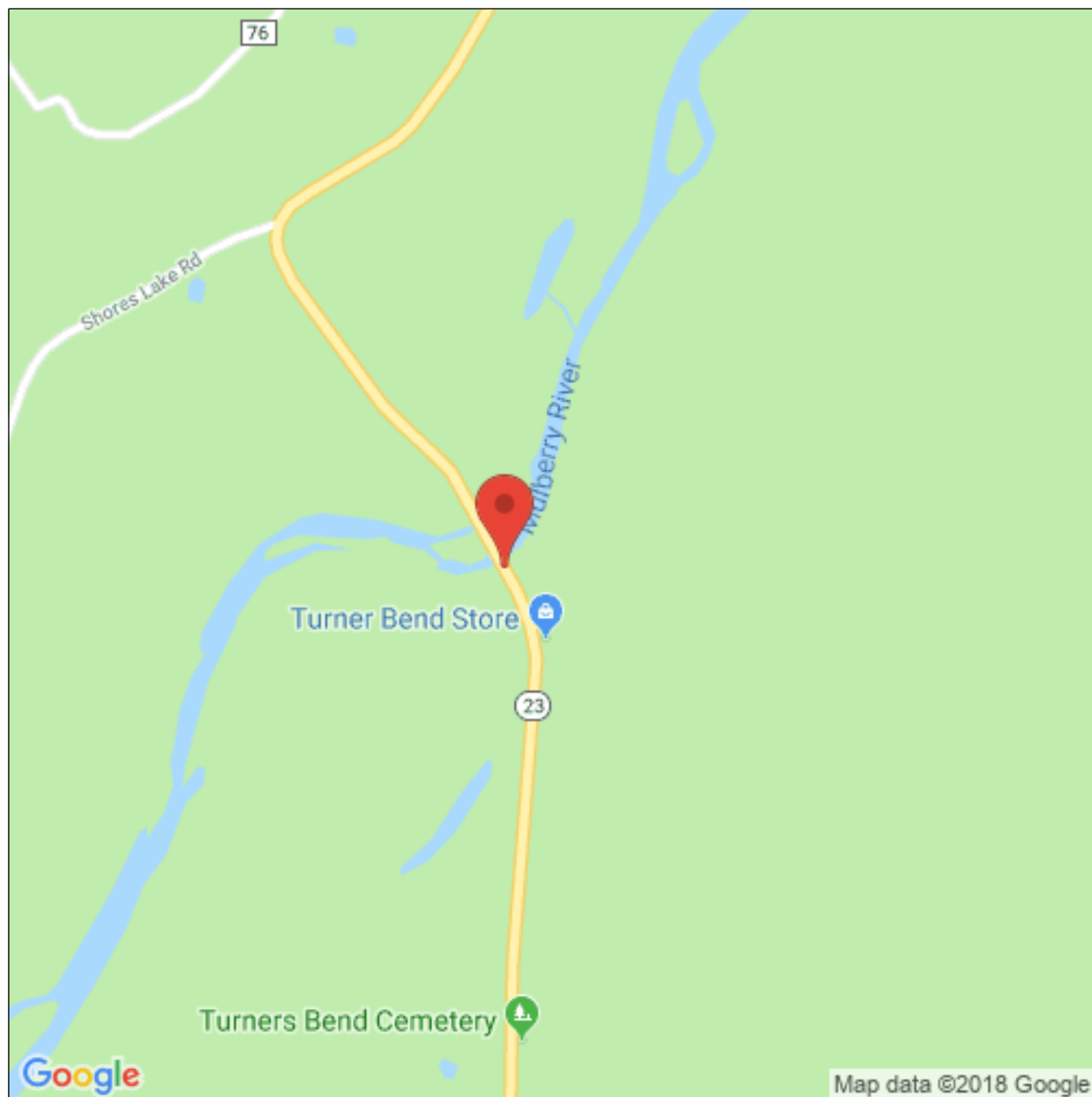
Structure Number: 01789

Inspection Date:

Facility Carried: SH 23-Franklin Co

Bridge Inspection Report

Location Map



Latitude: 35.669151

Longitude: -93.828949

Inspector:

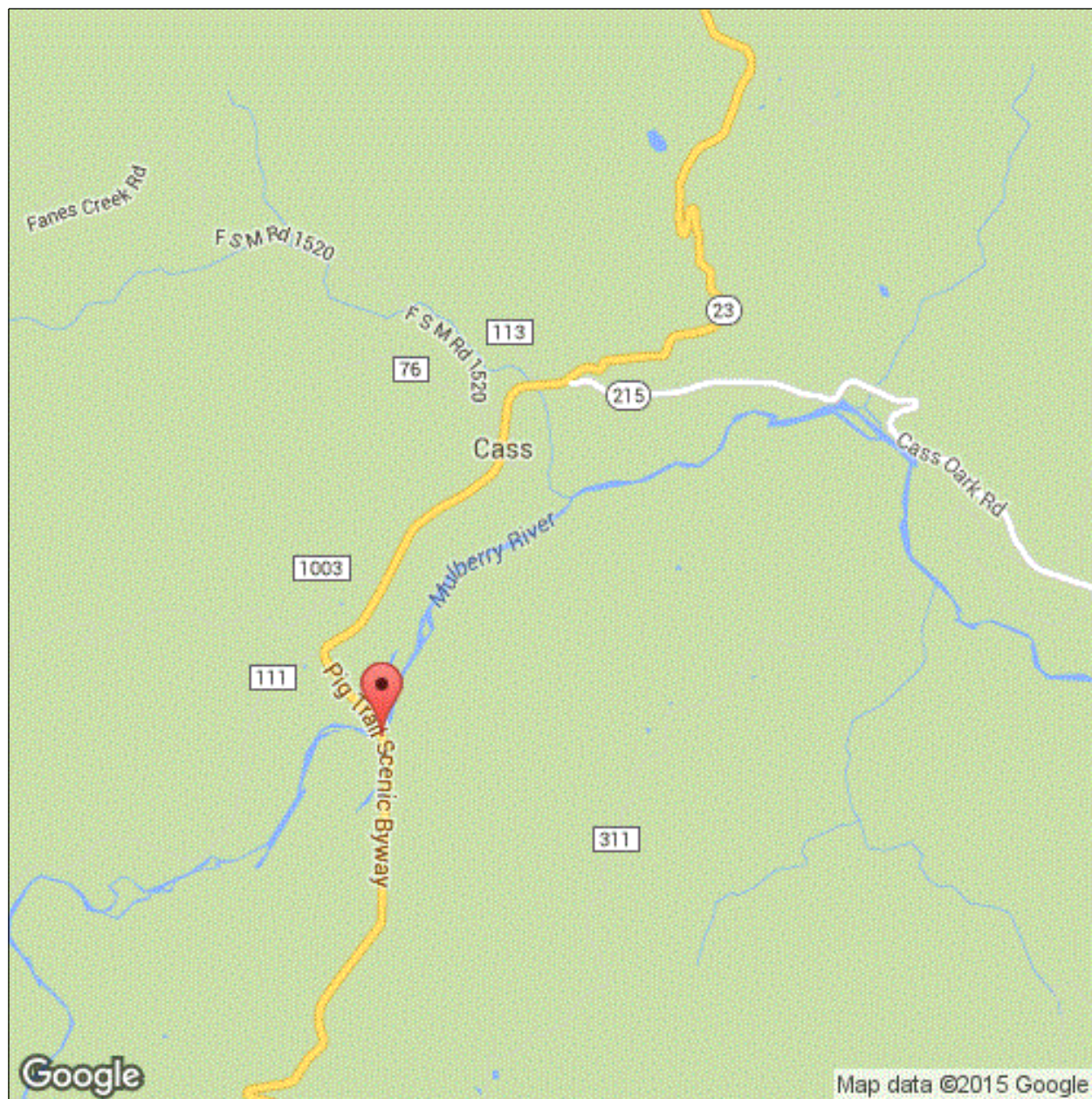
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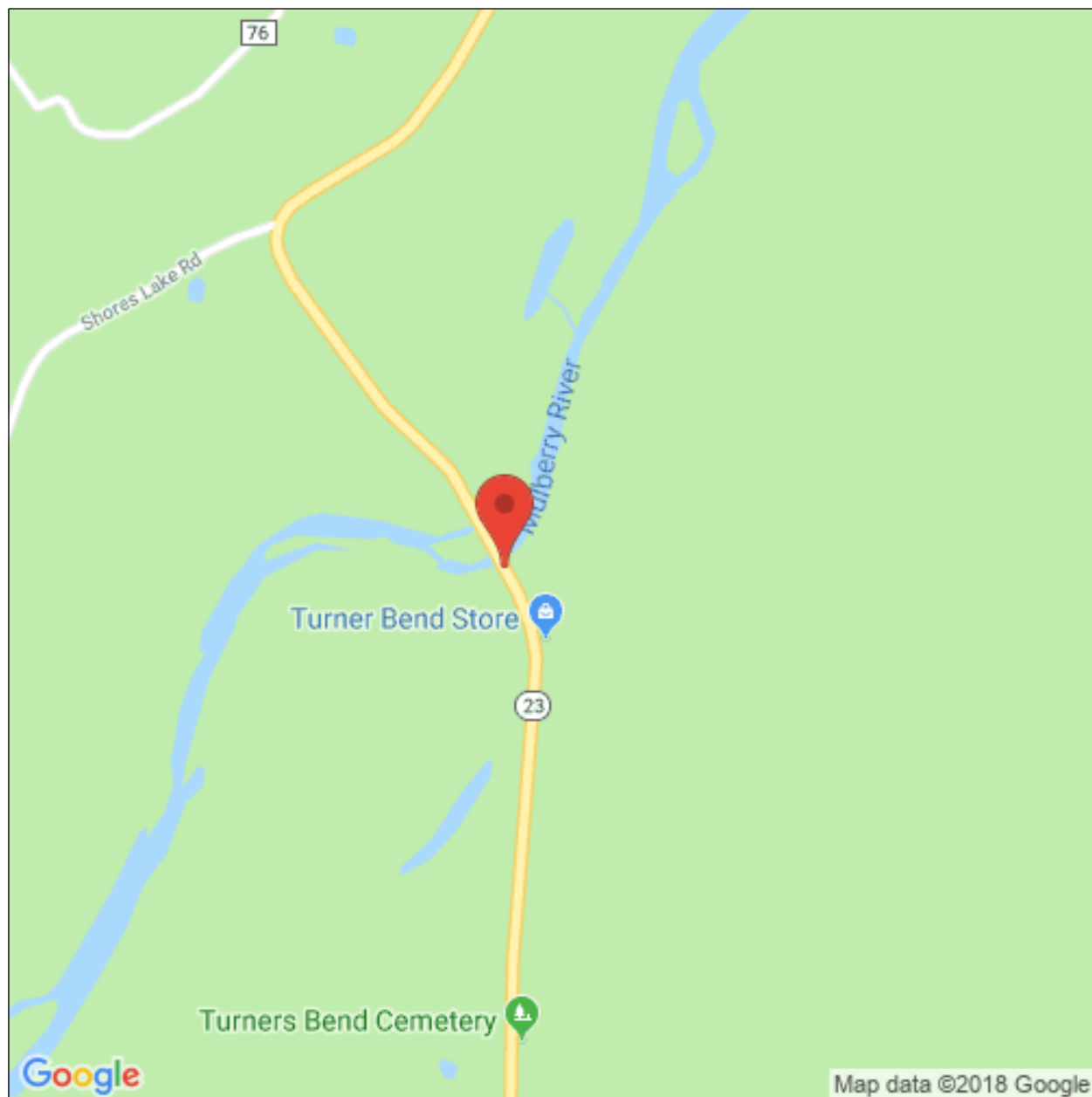
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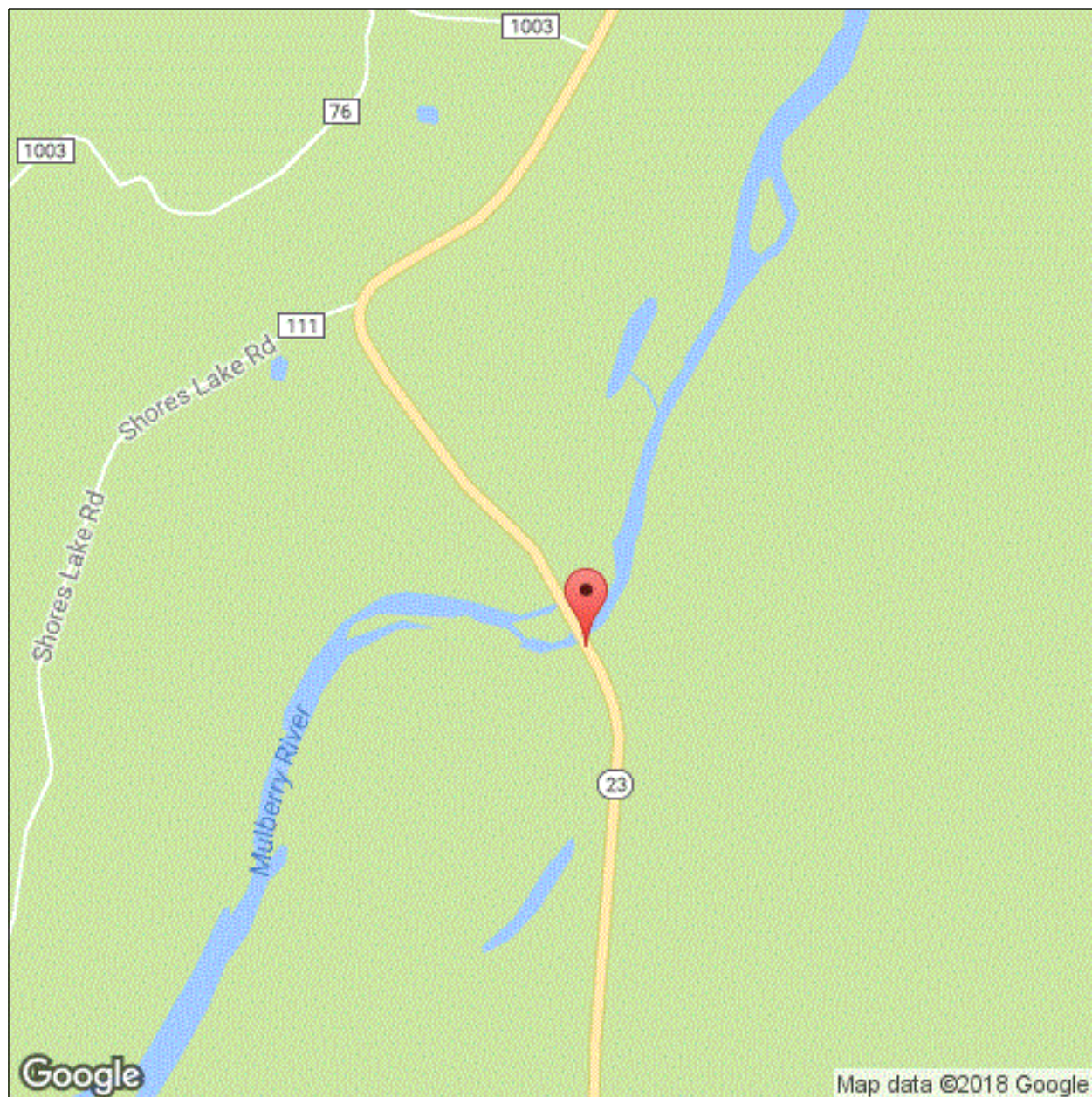
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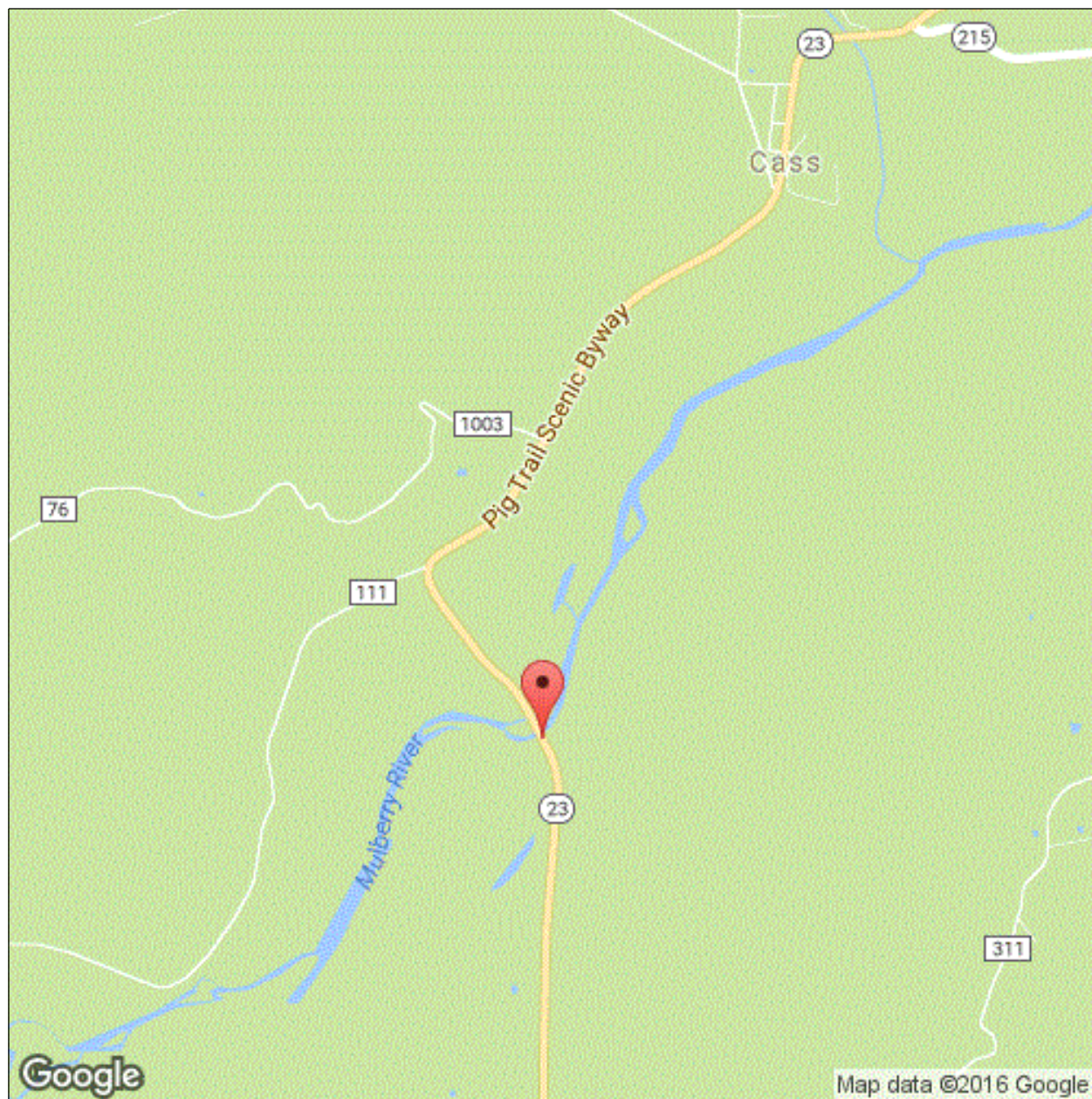
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Bridge Inspection Report

Executive Summary

11/29/2018 - JCJ & TJL - Right side of Spans # 1, 2, & 3 and the Left side of Span # 1

12/03/2018 - JCJ & TJL - Left side of Spans # 1 & 2.

11/29/2018 - JCJ & TJL -Special Recurring Inspection removed this date. Maintenance forces have replaced the bearings at the North Abutment. The Superstructure has an NBIS rating of 4 based upon the active corrosion and section loss in the bottom chord of the truss spans. Most significant areas of concern are located in the Boxed in areas of the lower chord where dirt and debris have accumulated for years. Fracture Critical Inspections are conducted annually to monitor these fracture critical areas.

11/29/2018 & 12/03/2018 - JCJ & TJL - Fracture Critical Inspection conducted on this date.

Fracture Critical Inspection: Visual / Hands-On method of inspection. There were no visible cracks apparent in the fracture critical members during this inspection. There have been no apparent repairs to the lower chords since the last inspection.

11/29/2018 - JCJ & TJL - Type 2 Underwater Inspection - Visual observation during low and clear water conditions indicate that all footings have cover with no apparent scour problems during this inspection.

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Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION						INSPECTIONS			
(1) STATE CODE		056 - Arkansas				(90) INSPECTION DATE		12/21/2017	
(8) STRUCTURE NUMBER		01789				(91) DESIGNATED INSPECTION FREQUENCY 24			
(5) INV. ROUTE (ON/UNDER)		1	3	1	23	0	(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE
(2) HIGHWAY AGENCY 04		(3) COUNTY CODE 047				A. FRACTURE CRITICAL DETAIL Y		24	11/29/2018
(4) PLACE CODE		00000				B. UNDERWATER INSPECTION N			
(6) FEATURES INTERSECTED		Mulberry River				C. OTHER SPECIAL N			
(7) FACILITY CARRIED		SH 23-Franklin Co				CONDITION			
(9) LOCATION		1.20 MI S OF CASS				(58) DECK		5	
(11) MILEPOINT 14.947		(12) BASE HIGHWAY NETWORK 1				(59) SUPERSTRUCTURE 4		(60) SUBSTRUCTURE 6	
(13A) LRS INVENTORY ROUTE 0000023070		(13B) SUBROUTE NUMBER 00				(61) CHANNEL & CHANNEL PROTECTION 7		(62) CULVERT N	
(16) LATITUDE 35.669151		(17) LONGITUDE -93.828949				LOAD RATING AND POSTING			
(98A) BORDER BRIDGE CODE						(31) DESIGN LOAD		2	
PERCENT RESPONSIBILITY		(99) BORDER BRIDGE STRUCT				(63) METHOD USED TO DETERMINE OPERATING RATING 1			
STRUCTURE TYPE AND MATERIAL						(64) OPERATING RATING		38.5	
(43) STRUCTURE TYPE, MAIN						(65) METHOD USED TO DETERMINE INVENTORY RATING 1			
A) KIND OF MATERIAL/DESIGN: 3 - Steel						(66) INVENTORY RATING		23.0	
B) TYPE OF DESIGN/CONSTR: 10 - Truss - Thru						(70) BRIDGE POSTING		5	
(44) STRUCTURE TYPE, APPROACH SPANS						(41) STRUCTURE OPEN/POSTED/CLOSED A			
A) KIND OF MATERIAL/DESIGN: 3 - Steel						APPRAISAL			
B) TYPE OF DESIGN/CONSTR: 02 - Stringer/Multi-beam or Girder						(67) STRUCTURAL EVALUATION 4			
(45) NUMBER OF SPANS IN MAIN 3		(46) NUMBER OF APPROACH 2				(68) DECK GEOMETRY		2	
(107) DECK STRUCTURE TYPE 1		(108A) WEARING SURFACE 1				(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N			
(108B) DECK MEMBRANE 0		(108C) DECK PROTECTION 0				(71) WATERWAY ADEQUACY 7			
AGE OF SERVICE						(72) APPROACH ROADWAY ALIGNMENT 6			
(27) YEAR BUILT 1935		(106) YEAR RECONSTRUCTED 0000				(36) TRAFFIC SAFETY FEATURE			
(42) TYPE OF SERVICE ON 1		UNDER 5				36A) BRIDGE RAILINGS:		0	
(28) LANES ON 02		UNDER 00				36B) TRANSITIONS:		0	
(29) AVERAGE DAILY TRAFFIC 1900		(19) BYPASS DETOUR LENGTH 50				36C) APPROACH GUARDRAIL:		0	
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014						36D) APPROACH GUARDRAIL ENDS:		0	
(109) AVERAGE DAILY TRUCK TRAFFIC 1						(113) SCOUR CRITICAL BRIDGES 8			
GEOMETRIC DATA						SUFFICIENCY RATING 25.3		STATUS 1	
(48) LENGTH OF MAX SPAN (ft.) 112						CLASSIFICATION			
(49) STRUCTURE LENGTH (ft.) 446						(112) NBIS BRIDGE LENGTH Y			
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 0.5		RIGHT 0.5				(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE 0			
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)		20.0				(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE 06			
(52) DECK WIDTH, OUT-TO-OUT (ft.)		21.3				(100) STRAHNET HIGHWAY DESIGNATION 0			
(32) APPROACH ROADWAY WIDTH (ft.)		24.0				(101) PARALLEL STRUCTURE DESIGNATION N			
(33) BRIDGE MEDIAN 0		(34) SKEW (DEG.) 0				(102) DIRECTION OF TRAFFIC 2			
(35) STRUCTURE FLARED 0		(10) INV RTE, MIN VERT CLEAR (ft.) 99.99				(103) TEMP STRUCTURE			
(47) TOTAL HORIZONTAL CLEARANCE (ft.)		21.3				(105) FEDERAL LANDS HIGHWAYS 0			
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) 99.99						(110) DESIGNATED NATIONAL NETWORK 0			
(54) VERTICAL UNDER CLEARANCE (ft.)		N 0				(20) TOLL 3			
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)		N 99.9				(21) MAINTENANCE RESPONSIBILITY 01			
(56) MIN LATERAL UNDER CLEARANCE (ft.)		0				(22) OWNER 01			
PROPOSED IMPROVEMENTS						(37) HISTORICAL 1			
(75A) TYPE OF WORK PROPOSED 31		(75B) WORK DONE BY 1				NAVIGATION DATA			
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.) 485						(38) NAVIGATION CONTROL 0			
(94) BRIDGE IMPROVEMENT COST (\$)		0				(111) PIER OR ABUTMENT PROTECTION 1			
(95) ROADWAY IMPROVEMENT COST (\$)		156				(39) NAV VERT CLEARANCE (ft.) 0			
(96) TOTAL PROJECT COST		1159				(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.) 0			
(97) YEAR OF IMPROVEMENT COST ESTIMATE 2003						(40) NAV HORIZONTAL CLEARANCE (ft.) 0			
(114) FUTURE ADT 2542		(115) YEAR OF FUTURE ADT 2028							

Inspector:

Structure Number: 01789

Inspection Date:

Facility Carried: SH 23-Franklin Co

Bridge Inspection Report

Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	1- Ben.	8920	sq. ft.	0	7536	1384	0
	-The driving surface of Span 1 has partial depth failures that expose the top mat of reinforcing steel in the gutters and edges of the wheel paths. -There is heavy scale with soft deteriorated concrete in the gutters of all spans with some asphalt patches. Some of the spalled areas have exposed reinforcing steel. -Spans 1, 2 and 3 have a full depth sealable longitudinal crack near centerline. -Spans 4 & 5 have full depth sealable transverse cracks at approx. 6' centers. -Span 4, Bay 2 next to top flange of beam has one softball sized spall near mid span. -Transverse cracks with light efflorescence visible on the undersurface of the deck in all spans. -Light wear on the driving surface on all spans. -Span 1, Bay 1 near Bent 1 has two areas of shallow spalling with exposed reinforcing steel. -The bottom of the Southeast corner of the deck at Span 2 is spalled and has exposed reinforcing steel. -The Southwest corner of Span 2 Lt has a spalled area on the bottom of the slab and curb area with exposed reinforcing steel. -The Northeast corner of Span 2 Rt has an area of concrete spalling with exposed reinforcing steel.						
1080 - Delamination/Spall/Patched Area		279		0	0	279	0
1090 - Exposed Rebar		211		0	4	207	0
1120 - Efflorescence/Rust Staining		172		0	172	0	0
1130 - Cracking (RC and Other)		898		0	0	898	0
1190 - Abrasion/Wear (PSC/RC)		7360		0	7360	0	0
107 - Steel Open Girder/Beam	1- Ben.	440	ft.	0	317	123	0
	-The ends of beams have active corrosion showing through the paint system where water leaks through the expansion joints onto the beams. -Spans 4 & 5 have active corrosion with section loss to most beam ends at the deck haunch connection on upper part of the webs. -Beam 1 at Bent 4, Span 4 has 50% section loss in this area and is typical of these connections. -The paint system on the steel beams in Spans 4 & 5 have areas of active corrosion at the beam end and top flanges and general spotted rusting throughout the length of the beams.						
1000 - Corrosion		440		0	317	123	0
515 - Steel Protective Coating		3447	sq. ft.	0	0	2413	1034
3440 - Effectiveness (Steel Protective Coatings)		3447		0	0	2413	1034

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Bridge Inspection Report

Element Inspection

120 - Steel Truss	1- Ben.	660	ft.	486	0	162	12
-The interior surfaces of the channels that make up the lower chord have peeling paint with superficial rust coating typical. -The splices in the lower chords that are boxed in with batten plates have active corrosion with flaking rust and up to knife edge section loss to the bottom flanges (One flange had a 1/2" hole rusted through the bottom flange of channel) of the channels and up to approx. 80% section loss to the rivet heads in the lower flange connections where dirt and debris have accumulated over the years. -The built up lower chord cover plates riveted to the interior webs of the channels have active corrosion with pack rust between the channels and cover plates with bulging between the rivets. -See Form III Bridge Member Inspection notes for the lower chords, Fracture Critical Inspection notes, Photos, and Form V for additional information. -There are no visible cracks apparent in the fracture critical lower chord members at this inspection. -The top chord components have peeling paint on the interior surfaces. There are no apparent noteworthy deficiencies other than isolated areas of superficial rust. There are no visible cracks apparent in the fracture critical tension members at this inspection.							
1000 - Corrosion		174		0	0	162	12
515 - Steel Protective Coating		26992	sq. ft.	0	13496	9611	3885
152 - Steel Floor Beam	1- Ben.	792	ft.	0	552	240	0
-Floor beams have areas of active corrosion with flaking rust on the bottom flanges and base of webs where dirt and debris accumulate on the ends of the floor beams adjacent to the connections. -There is active corrosion with flaking rust in the floor beams where water leaks through the sealable full depth cracks in the deck onto the beams. Section loss ranges from initial up to 1/8" at this inspection. -The interior surfaces of the floor beams adjacent to the expansion joints have active corrosion with flaking rust and an indeterminable amount of section loss visible from the ends of the substructure caps. -There are no visible cracks apparent at this inspection to the fracture critical floor beams. -The paint system has active corrosion and freckled rust.							
1000 - Corrosion		792		0	552	240	0
515 - Steel Protective Coating		5340	sq. ft.	0	0	4058	1282
3440 - Effectiveness (Steel Protective Coatings)		5340		0	0	4058	1282
162 - Steel Gusset Plate	1- Ben.	264	each	132	84	48	0
-The interior and exterior gusset plates have areas with active corrosion and minor pack rust at the vertical, diagonal, and lower sway brace connections. There are no apparent repairs to the areas with active corrosion since last inspection. -Typical gusset plate on the lower chord with areas of pack rust with section loss typically of approx. 1/8" along the edges of the plate on the interior and exterior sides of the plate.							
1000 - Corrosion		132		0	84	48	0
515 - Steel Protective Coating		1056	sq. ft.	0	528	380	148

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Element Inspection

205 - Reinforced Concrete Column	1- Ben.	8	each	0	5	3	0
-Light abrasion at the water line of Bents 2 & 4.							
1090 - Exposed Rebar		3		0	0	3	0
1130 - Cracking (RC and Other)		1		0	1	0	0
1190 - Abrasion/Wear (PSC/RC)		4		0	4	0	0
215 - Reinforced Concrete Abutment	1- Ben.	100	ft.	94	0	6	0
-Bent 1 has 4 vertical spalls with exposed reinforcing steel. Exposed reinforcing steel has initial section loss at this inspection. -The top of the back wall at Bent 1 is spalled and has an asphalt patch covering the damaged area. -The back wall at Bent # 6 has spalling with exposed reinforcing steel.							
1090 - Exposed Rebar		6		0	0	6	0
234 - Reinforced Concrete Pier Cap	1- Ben.	112	ft.	111	1	0	0
Bent 4 cap has a vertical crack near centerline that extends down through the concrete web wall.							
1130 - Cracking (RC and Other)		1		0	1	0	0
303 - Assembly Joint with Seal	1- Ben.	100	ft.	0	100	0	0
The deck joint assemblies make noise when impacted by heavy loads.							
311 - Movable Bearing	1- Ben.	14	each	0	0	10	4
-Severe section loss to the expansion bearings at Bent 6, with 6 anchor bolts completely rusted off at this inspection. -The rocker portions of the bearings have areas that have been reduced to approx. 1/8" with pack rust and deformation of the base of the rocker portion of the bearings. -The bearings at Bent 5 have active corrosion with pack rust and section loss scars. -See history for additional information. -Bearings in the pony truss spans have only minor active corrosion at the base of bearings where dirt and debris accumulate.							
1000 - Corrosion		14		0	0	10	4
515 - Steel Protective Coating		14	sq. ft.	0	0	6	8
3440 - Effectiveness (Steel Protective Coatings)		14		0	0	6	8
313 - Fixed Bearing	1- Ben.	14	each	0	12	2	0
-Fixed bearings in the pony truss spans have only minor active corrosion at the base of bearings where dirt and debris accumulate. -The fixed bearings in the approach spans have areas with active corrosion showing through the paint system.							
1000 - Corrosion		14		0	12	2	0
515 - Steel Protective Coating		14	sq. ft.	0	14	0	0
330 - Metal Bridge Railing	1- Ben.	670	ft.	0	670	0	0
The interior surfaces of the bridge railing in the pony truss spans have paint peeling with isolated areas of superficial rust.							
1000 - Corrosion		670		0	670	0	0
515 - Steel Protective Coating		2240	sq. ft.	0	2240	0	0
3440 - Effectiveness (Steel Protective Coatings)		2240		0	2240	0	0

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331 - Reinforced Concrete Bridge Railing	1- Ben.	222	ft.	216	2	4	0
End post at Bent 1 Rt, Span 4 Rt Post 7and End post at Span 5 at Bt 6 Rt all have collision damage.							
1090 - Exposed Rebar		6		0	2	4	0

Inspector:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 12/30/2011 12:00:00 AM

Priority: C - Important

Work Code: Repair

Deficiency Description:

Deck

The driving surface of Span # 1 has partial depth failures that expose the top mat of reinforcing steel in the gutters and edges of the wheel paths. There is heavy scale with soft deteriorated concrete in the gutters of all spans with some asphalt patches. Spans # 1, 2, and 3 have a full depth sealable longitudinal crack near centerline. Spans # 4 and 5 have full depth sealable transverse cracks at approximately 6' centers and large areas of heavy scale / concrete deterioration that exposes reinforcing steel. Span # 4, Bay # 2 next to top flange of beam has one softball sized spall near mid span.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Span # 5 spalling with exposed reinforcing steel.

Stage: Assigned



PHOTO 2 Description Span # 5 spalling with exposed reinforcing steel.

Inspector:

Inspection Date:

Structure Number: 01789

Facility Carried: SH 23-Franklin Co

Bridge Inspection Report

Maintenance Needs

Stage: Assigned



PHOTO 3 Description Deck. Span # 5.

Inspector:

Structure Number: 01789

Inspection Date:

Facility Carried: SH 23-Franklin Co

Bridge Inspection Report

Maintenance Needs

Date Reported: 12/30/2011 12:00:00 AM

Priority: D - Routine

Work Code: Repair

Deficiency Description:

Concrete end post at Bent # 1 Rt side of structure

Concrete bridge railing post on the Rt side of Span # 4 at the North bridge end

The concrete end post at Bent # 1 Rt side of structure has Collision damage that has fractured it at the base and caused spalling with exposed reinforcing steel.

Concrete bridge railing post on the Rt side of Span # 5 at the North bridge end is fractured due to collision damage.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Span # 4 Rt. Post # 7 has collision damage.

Stage: Assigned



PHOTO 2 Description End post at Bent 1 Rt has collision damage with exposed rebar.

Inspector:

Structure Number: 01789

Inspection Date:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 12/30/2011 12:00:00 AM

Priority: D - Routine

Work Code: Clean

Deficiency Description:

Channel at Bent # 2

Drift has accumulated in channel against Bent # 2.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Inlet Bent # 2. Drift.

Inspector:

Structure Number: 01789

Inspection Date:

Facility Carried: SH 23-Franklin Co

Bridge Inspection Report

Maintenance Needs

Date Reported: 12/30/2011 12:00:00 AM

Priority: C - Important

Work Code: Repair

Deficiency Description:

Steel Pony Truss

The lower chords and the floor beams have active corrosion, layers of flaking rust and section loss. The section loss in the lower chords range from initial to knife edge with a 3/4" diameter hole rusted through the bottom flange in Span # 2 at L1 - L2 Rt. The majority of the active corrosion and section loss in the lower chords is located in the area of the splice plates of the lower chords with rivet heads that have up to approximately 90% section loss.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Span # 2 L1-L2 Right with a 3/4" & a 1/4" hole rusted through the interior lower chord.

Stage: Assigned



PHOTO 2 Description Span # 2 L3-L4 Right section loss in the lower chord splice.

Inspector:

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Bridge Inspection Report

Maintenance Needs

Stage: Assigned



PHOTO 3 Description Span # 2. Right side. 3/4" hole; Section loss. Interior Channel. Splice; L1-L2 Bottom chord.

Stage: Assigned



PHOTO 4 Description Span # 2 right. L1-L2. Lower chord. Corrosion.

Stage: Assigned



PHOTO 5 Description Span # 3. Right. L1-L2.

Stage: Assigned



PHOTO 6 Description Span # 3. Right. L3-L4. Lower chord.

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Maintenance Needs

Stage: Assigned



PHOTO 7 Description Span # 2 Left. L9-L10 Lower chord connection.

Stage: Assigned



PHOTO 8 Description 1" hole L9-L10 splice.

Stage: Assigned



PHOTO 9 Description Span # 3 Left. L3-L4 lower chord connection.

Inspector:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 12/23/2013 12:00:00 AM

Priority: D - Routine

Work Code: Repair

Deficiency Description:

Superstructure in the Approach Spans

The ends of beams have active corrosion showing through the paint system where water leaks through the expansion joints onto the beams. Spans # 4 & 5 have active corrosion with section loss to most beam ends at the deck haunch connection on upper part of the webs. Beam # 1 at Bent # 4, Span # 4 has 50% section loss in this area and is typical of these connections. See history for additional information.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Span # 1 Right. L2 floor beam corrosion.

Stage: Assigned



PHOTO 2 Description Span # 1. L6. Right side floor beam corrosion.

Inspector:

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Bridge Inspection Report

Maintenance Needs

Stage: Assigned



PHOTO 3 Description Interior between the floor beams over Bent # 2.

Stage: Assigned



PHOTO 4 Description Floor beams over Bent # 3. Left side. Active corrosion.

Stage: Assigned



PHOTO 5 Description Span # 3 Left. L0 Corrosion in connection and in the bottom flange of the floor beam.

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Date Reported: 12/23/2013 12:00:00 AM

Priority: D - Routine

Work Code: Repair

Deficiency Description:

Substructure

Substructure has spalls with exposed reinforcing steel.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Bent 5 Span 4 has a 3' spall with exposed reinforcing steel and initial section loss in the web wall

Stage: Assigned



PHOTO 2 Description Bent 1 has 4 vertical spalls with exposed reinforcing steel. Exposed reinforcing steel has initial section loss at this inspection.

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Date Reported: 12/23/2013 12:00:00 AM

Priority: D - Routine

Work Code: Repair

Deficiency Description:

Approach Roadway

The asphalt in the approach roadway is breaking apart adjacent to the North and South bridge ends.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Approach roadway facing South.

Stage: Assigned



PHOTO 2 Description Asphalt settlement at the South bridge end.

Inspector:

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Bridge Inspection Report

Maintenance Needs

Stage: Assigned



PHOTO 3 Description South bridge end.

Stage: Assigned



PHOTO 4 Description South approach roadway.

Inspector:

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Maintenance Needs

Date Reported: 12/23/2013 12:00:00 AM

Priority: G - General/ Preventive maintenance

Work Code: Repair

Deficiency Description:

Expansion Joints

The sliding plate expansion joints make noise when impacted by heavy loads.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Sliding plate over Bent # 3.