

Bridge Inspection Report

02469

US 62/412 Marion

over

CROOKED CR & MO NA RR



Inspection Date:

Inspected By:

Inspection Type(s):

TABLE OF CONTENTS

	PAGE NUMBER
LOCATION MAP	3
NATIONAL BRIDGE INVENTORY	12
ELEMENTS	13
PICTURES	19
SKETCHES	23

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Location Map



Latitude: 36.24612

Longitude: -92.83580

Inspector:

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Bridge Inspection Report

Location Map



Latitude: 36.24612

Longitude: -92.83580

Inspector:

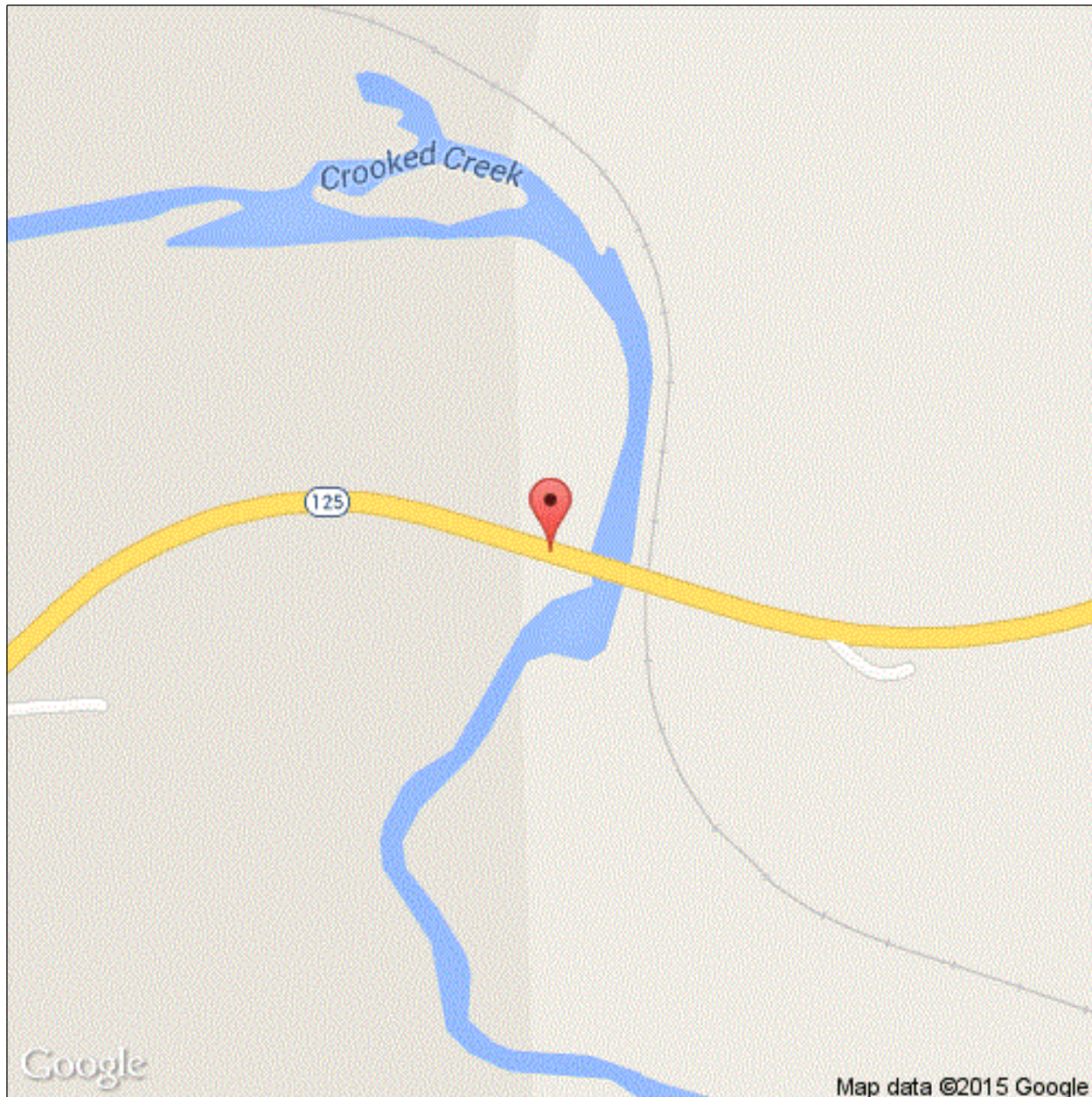
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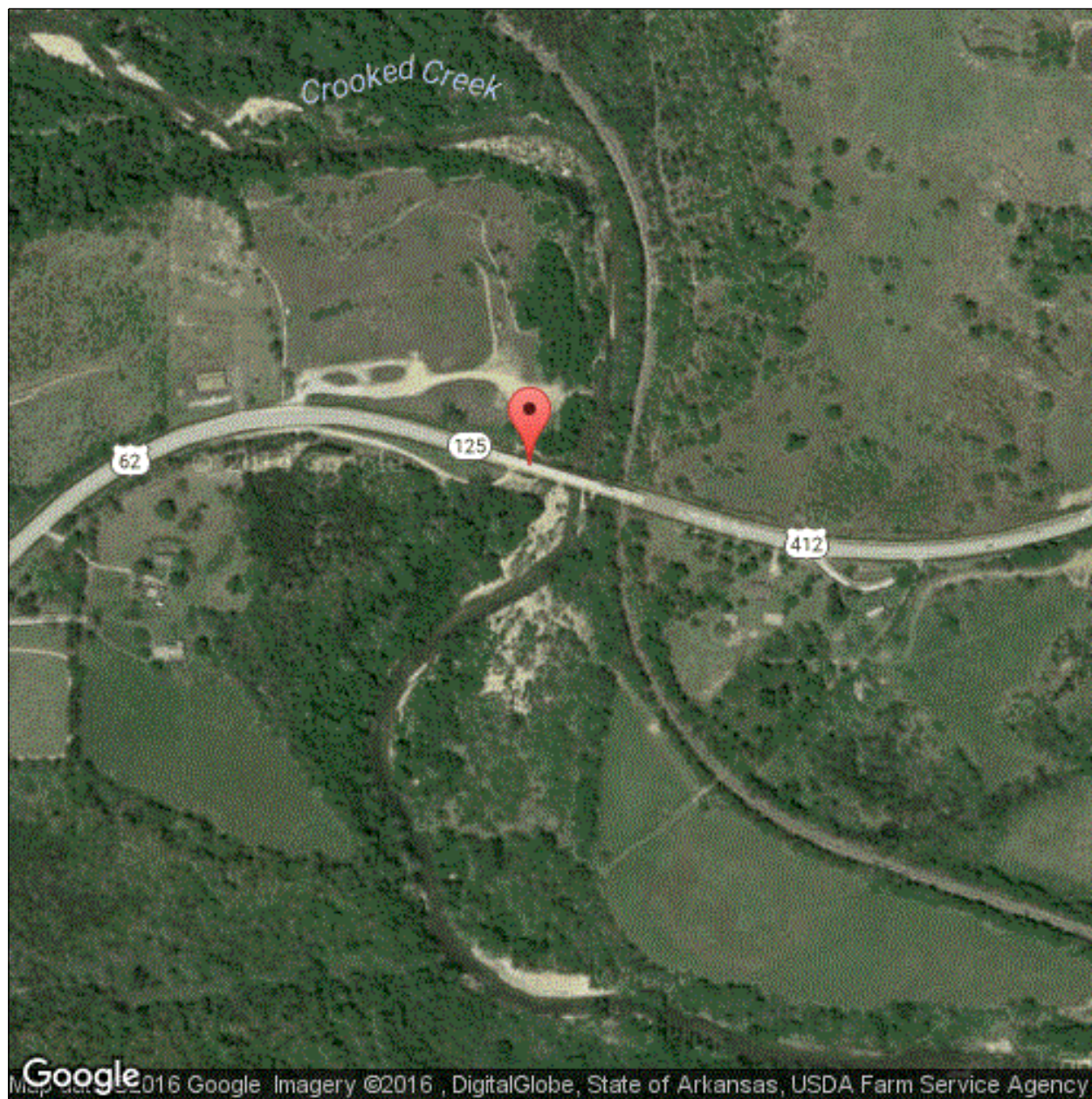
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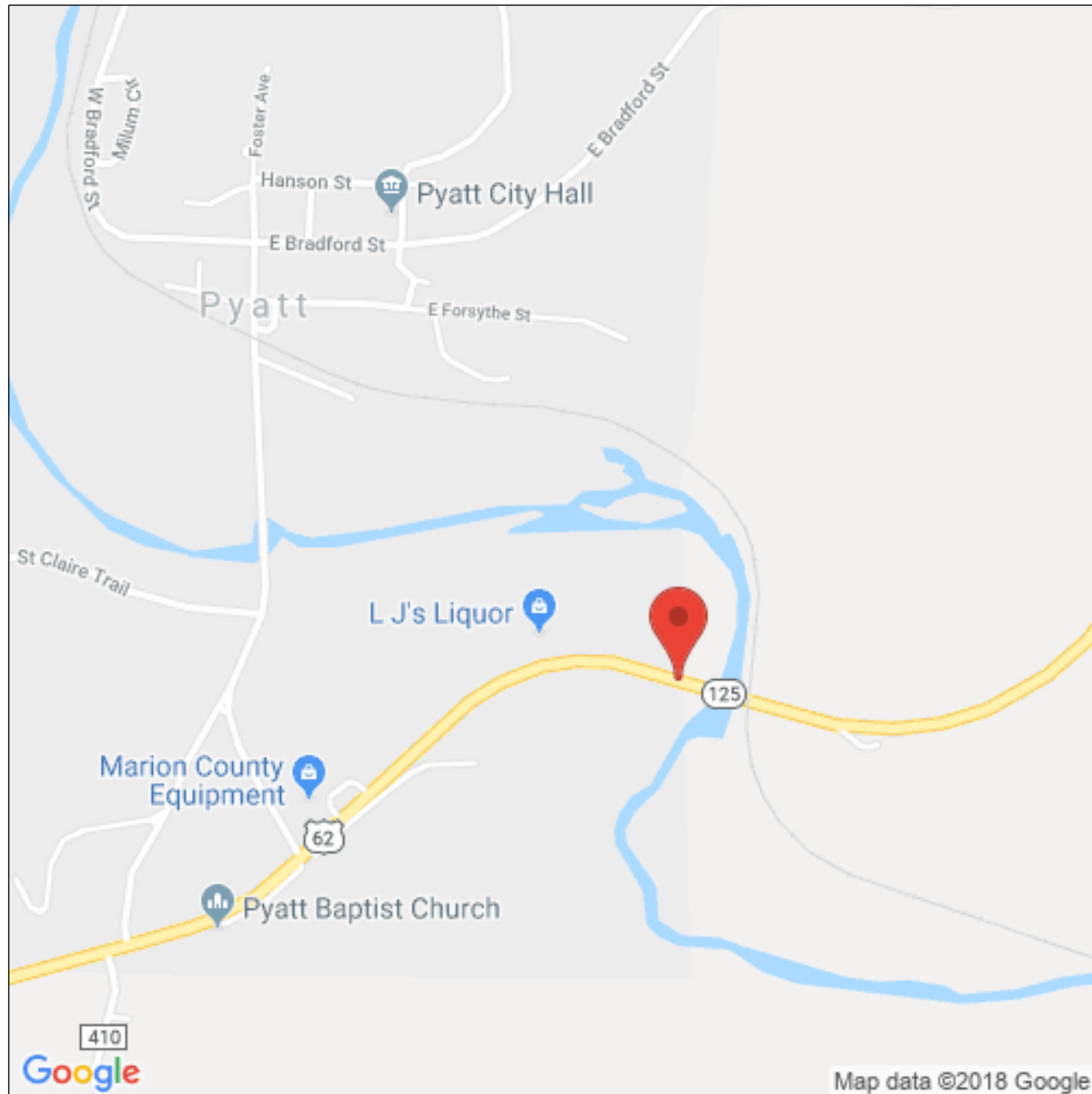
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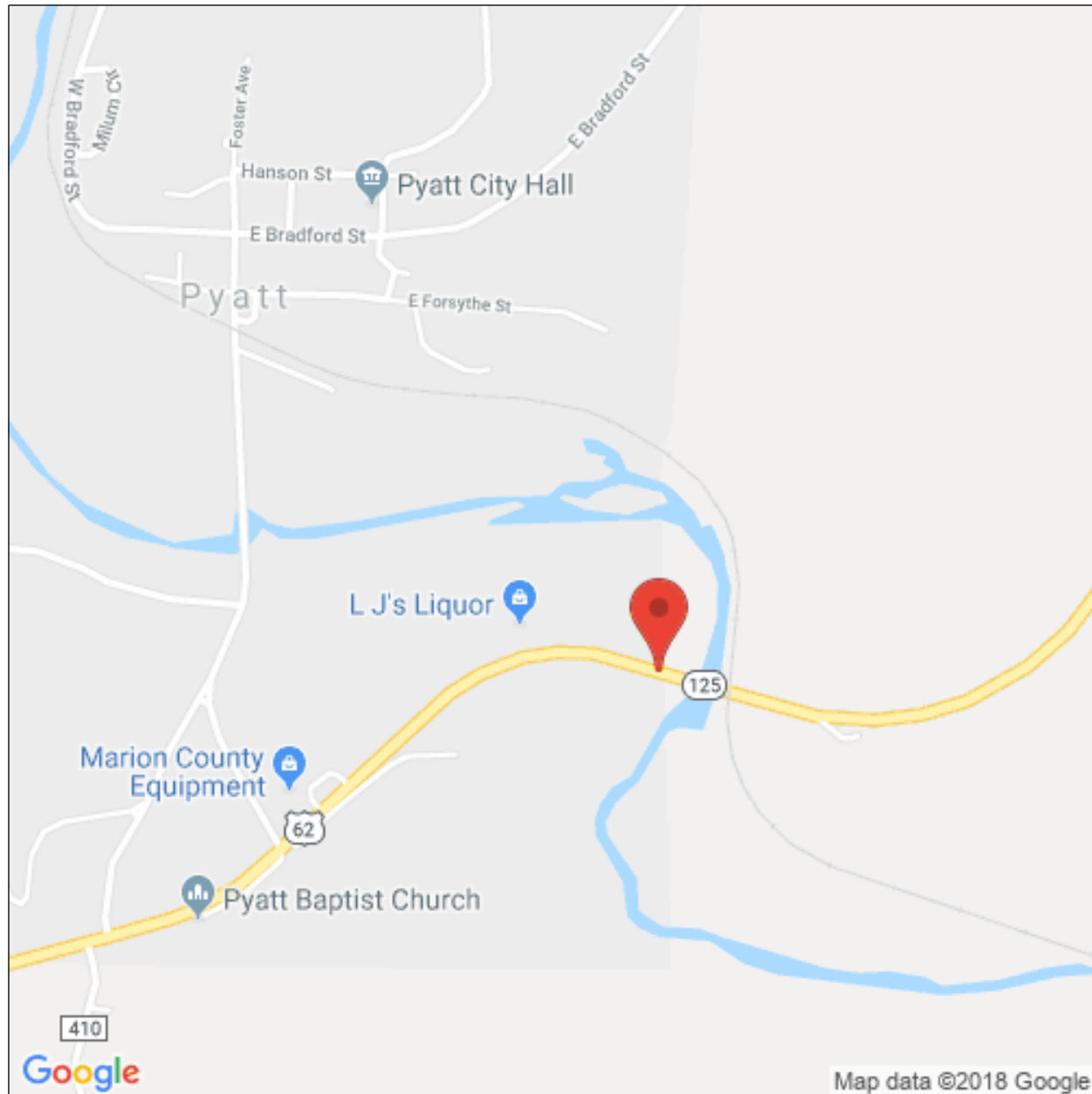
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Executive Summary

Structure is logged from West to East. Snooper and/or climbing harness is needed to access the fracture critical elements. Ultra sonic gauge is needed to sound the pins.

No bat activity was noted.

Structure was sand blasted and repainted under contract in April 2016.

The emergency number for the Missouri and North Ark RR is 1-800-800-3490. The underpass location # for this structure is 434980L.

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Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	07/17/2018
(8) STRUCTURE NUMBER	02469	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 2 1 62 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	09 (3) COUNTY CODE 089	A. FRACTURE CRITICAL DETAIL	Y 24 07/09/2019
(4) PLACE CODE	00000	B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	CROOKED CR & MO NA RR	C. OTHER SPECIAL	N
(7) FACILITY CARRIED	US 62/412 Marion		
(9) LOCATION	1.00 MI E of JCT SH 125		
(11) MILEPOINT 3.220	(12) BASE HIGHWAY NETWORK 1		
(13A) LRS INVENTORY ROUTE	0000062080 (13B) SUBROUTE NUMBER 00		
(16) LATITUDE 36.24612	(17) LONGITUDE -92.83580		
(98A) BORDER BRIDGE CODE			
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT		
STRUCTURE TYPE AND MATERIAL		CONDITION	
(43) STRUCTURE TYPE, MAIN		(58) DECK	5
A) KIND OF MATERIAL/DESIGN: 3 - Steel		(59) SUPERSTRUCTURE	5
B) TYPE OF DESIGN/CONSTR: 09 - Truss - Deck		(60) SUBSTRUCTURE	7
(44) STRUCTURE TYPE, APPROACH SPANS		(61) CHANNEL & CHANNEL PROTECTION	7
A) KIND OF MATERIAL/DESIGN: 3 - Steel		(62) CULVERT	N
B) TYPE OF DESIGN/CONSTR: 02 - Stringer/Multi-beam or Girder			
(45) NUMBER OF SPANS IN MAIN 3	(46) NUMBER OF APPROACH 3		
(107) DECK STRUCTURE TYPE 1	(108A) WEARING SURFACE 1		
(108B) DECK MEMBRANE 0	(108C) DECK PROTECTION 0		
AGE OF SERVICE		LOAD RATING AND POSTING	
(27) YEAR BUILT 1948	(106) YEAR RECONSTRUCTED 0000	(31) DESIGN LOAD	4
(42) TYPE OF SERVICE ON 1 UNDER 7		(63) METHOD USED TO DETERMINE OPERATING RATING	1
(28) LANES ON 02 UNDER 00		(64) OPERATING RATING	34.9
(29) AVERAGE DAILY TRAFFIC 5000	(19) BYPASS DETOUR LENGTH 9	(65) METHOD USED TO DETERMINE INVENTORY RATING	1
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014		(66) INVENTORY RATING	20.9
(109) AVERAGE DAILY TRUCK TRAFFIC 1		(70) BRIDGE POSTING	5
		(41) STRUCTURE OPEN/POSTED/CLOSED	A
GEOMETRIC DATA		APPRAISAL	
(48) LENGTH OF MAX SPAN (ft.) 136	(49) STRUCTURE LENGTH (ft.) 471	(67) STRUCTURAL EVALUATION	5
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 1.5 RIGHT 1.5		(68) DECK GEOMETRY	3
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.) 25.9		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	4
(52) DECK WIDTH, OUT-TO-OUT (ft.) 32		(71) WATERWAY ADEQUACY	8
(32) APPROACH ROADWAY WIDTH (ft.) 22.0		(72) APPROACH ROADWAY ALIGNMENT	7
(33) BRIDGE MEDIAN 0	(34) SKEW (DEG.) 0	(36) TRAFFIC SAFETY FEATURE	
(35) STRUCTURE FLARED 0	(10) INV RTE, MIN VERT CLEAR (ft.) 99.99	36A) BRIDGE RAILINGS:	0
(47) TOTAL HORIZONTAL CLEARANCE (ft.) 26.6		36B) TRANSITIONS:	0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) 99.99		36C) APPROACH GUARDRAIL:	0
(54) VERTICAL UNDER CLEARANCE (ft.) R 23		36D) APPROACH GUARDRAIL ENDS:	0
(55) LATERAL UNDER CLEARANCE RIGHT (ft.) R 9		(113) SCOUR CRITICAL BRIDGES	8
(56) MIN LATERAL UNDER CLEARANCE (ft.) 0		SUFFICIENCY RATING	43.3
		STATUS	2
PROPOSED IMPROVEMENTS		CLASSIFICATION	
(75A) TYPE OF WORK PROPOSED 31	(75B) WORK DONE BY 1	(112) NBIS BRIDGE LENGTH	Y
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.) 510		(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	1
(94) BRIDGE IMPROVEMENT COST (\$) 0		(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	02
(95) ROADWAY IMPROVEMENT COST (\$) 400		(100) STRAHNET HIGHWAY DESIGNATION	0
(96) TOTAL PROJECT COST 2225		(101) PARALLEL STRUCTURE DESIGNATION	N
(97) YEAR OF IMPROVEMENT COST ESTIMATE 2003		(102) DIRECTION OF TRAFFIC	2
(114) FUTURE ADT 5945	(115) YEAR OF FUTURE ADT 2028	(103) TEMP STRUCTURE	
		(105) FEDERAL LANDS HIGHWAYS	0
		(110) DESIGNATED NATIONAL NETWORK	1
		(20) TOLL	3
		(21) MAINTENANCE RESPONSIBILITY	01
		(22) OWNER	01
		(37) HISTORICAL	1
		NAVIGATION DATA	
		(38) NAVIGATION CONTROL	0
		(111) PIER OR ABUTMENT PROTECTION	1
		(39) NAV VERT CLEARANCE (ft.)	0
		(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0
		(40) NAV HORIZONTAL CLEARANCE (ft.)	0

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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.	14130	sq. ft.	3451	8600	2079	0
<p>Deck driving surface- is bare concrete and has numerous areas of spalls and delaminated areas located in the gutter lines and driving lanes. Transverse cracking was also noted in the driving surface. Left lane- has 1005' of delaminated or patched areas mostly in the gutter line and at the joint areas Right lane- has 947' of delaminated or patched areas mostly in the gutter lines and joint areas. The vertical face of the curb has 31' of shallow exposed rebar on the left and right sides.</p> <p>Undersurface- the left and right deck edges have spalling with rebar exposed and large delaminations at all drain areas on the left and right sides. Transverse and longitudinal hairline cracking was noted in the undersurface of all spans, very little efflorescence was noted in the cracks. Span #1- bay #4 has a large area of efflorescence map cracking at the end of the span that sounds dead under hammer blows.</p>							
1080 - Delamination/Spall/Patched Area		1952		0	0	1952	0
1090 - Exposed Rebar		103		0	0	103	0
1120 - Efflorescence/Rust Staining		24		0	0	24	0
1130 - Cracking (RC and Other)		8600		0	8600	0	0
107 - Steel Open Girder/Beam	1- Ben.	580	ft.	564	16	0	0
<p>Paintable beam surface is 26" tall by 10" flange x 5 beams. The protective coating includes the diaphragms.</p> <p>Span #1 beams- all beams have a new paint system since 4/2016. Beams #1,2,4,5 have corrosion on the top flange for the last 4' of the span due to a contaminated deck.</p> <p>Span # 5 beams- no deficiencies noted. Span #6 beams- The paint has lost adhesion in a 1' x 1' area on both sides of the web in span #6 on all 5 beams in the same location near mid span. No corrosion was noted beneath the flaking paint.</p>							
1000 - Corrosion		16		0	16	0	0
515 - Steel Protective Coating		4395	sq. ft.	4369	16	0	10
3420 - Peeling/Bubbling/Cracking (Steel Protective Coatings)		10		0	0	0	10
3440 - Effectiveness (Steel Protective Coatings)		16		0	16	0	0

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Bridge Inspection Report

Element Inspection

120 - Steel Truss	1- Ben.	714	ft.	390	149	175	0
	<p>Top chord: RIGHT truss -U-16 has a hole rusted through the web section for 2 3/4" long x 1/2" wide near the pin connection on the exterior side, the interior side also has rust holes at the same location, this area of corrosion has been arrested with sand blasting and new paint system. This is a zero load location.</p> <p>U26 has a 3" long rust hole in the web of the interior top chord connection on the right truss.</p> <p>U42 right top chord pin connection at the approach span has distortion at the connection due to pack rust with up to 1/8" section loss.</p>						
	<p>Top Chord LEFT truss-A sheared rivet exists in the interior top chord connection between L2 and L3 on the left truss. U-16 has a hole rusted through the web section near the pin connection on the exterior side, the interior side also has rust holes at the same location, this area of corrosion has been arrested with sand blasting and paint system, but the rust holes that appear to be cracking. This area is also bulging due to pack rust behind the web. This area is next to the upper pin location, this is a zero load location.</p> <p>U26 left truss has a 2 " long rust hole at the top of the web of the top chord on the interior connection.</p> <p>U42 left top chord pin connection at the approach span has distortion at the connection due to pack rust with up to 1/8" section loss.</p>						
	<p>Bottom chord connections - Left truss- measurable section loss up to 1/2" (worst case condition) with distortion at LO, 1-9, 13-21. Cracked tack welds were noted at L21,L12, L7. Mis-drilled holes were noted in the top flange of the bottom chord at L7,L16. L10 has mis-drilled holes in the batten plate that have been plug welded. The top flange of the bottom chord has damage at L17 most likely from chain binding during transportation.</p>						
	<p>Bottom chord connections -Right truss - has a 8" long vertical crack in the batten plate weld at the L8 vertical tension member, the crack is not affecting the base metal. The batten plate was drilled and bolted to repair the cracked area on 10/25/18. The repair appears to have arrested the crack, no change was noted in the length of the crack. The top of the crack is marked to monitor propagation. The batten plate is bowed outward at this location.</p> <p>Section loss with distortion up to 1/2" (worst case condition) at L 21-19,15,13,12,10,8,7,6,3. mostly on the exterior connections. Cracked tack welds were noted at the bottom chord connections of the right truss at L17,16,14,9,8,5,4,1,0 the cracks are not affecting the base metal, varying degrees of pack rust were noted at these locations. The batten plates near the L1 and L13 bottom chord connections both have separation/splitting across the horizontal face of the plates with pack rust.</p> <p>U42 right and left upper chord pin connection to approach span has distortion at the connections due to pack rust with up to 1/8" section loss.</p>						
1000 - Corrosion		128		0	53	75	0
1900 - Distortion		196		0	96	100	0

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Element Inspection

515 - Steel Protective Coating		30443	sq. ft.	30239	0	128	76
3420 - Peeling/Bubbling/Cracking (Steel Protective Coatings)		76		0	0	0	76
3440 - Effectiveness (Steel Protective Coatings)		128		0	0	128	0
152 - Steel Floor Beam	1- Ben.	1500	ft.	480	600	420	0
<p>The floor beams have light surface pitting, most of the corrosion has been arrested with the new paint system.</p> <p>The floor beams under the assembly joint areas have active corrosion on the top flanges due to leaking seals.</p>							
1000 - Corrosion		1020		0	600	420	0
205 - Reinforced Concrete Column	1- Ben.	10	each	7	3	0	0
<p>Pier #1 columns-</p> <p>Left- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Right- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Pier #2 columns-</p> <p>Left- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Right- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Pier #3 columns-</p> <p>Left- has shallow delaminations on the span #4 side with no rebar exposed. The footing is exposed on the left column. The plans indicate that the footing is cast in solid rock.</p> <p>Right- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Pier #4 columns-</p> <p>Left- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Right- The ends of the snap ties are exposed and are rusting, causing small pop outs. The column has been painted over to cover graffiti.</p> <p>Pier #5 columns-</p> <p>Left- has horizontal hairline cracking.</p> <p>Right- has vertical delaminations on the interior face and the span #6 side.</p>							
1080 - Delamination/Spall/Patched Area		2		0	2	0	0
1130 - Cracking (RC and Other)		1		0	1	0	0

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Element Inspection

210 - Reinforced Concrete Pier Wall	1- Ben.	56	ft.	42	14	0	0
<p>The pier walls consist of 14' of web wall between the columns.</p> <p>Pier wall #1- no deficiencies noted.</p> <p>Pier wall #2- no deficiencies noted.</p> <p>Pier wall #3- has light abrasion on the lower portion for the width of the wall.</p> <p>Pier wall #4- no deficiencies noted.</p> <p>Pier wall #5- has an open horizontal concrete diaphragm. No deficiencies noted. This item is not included in the quantity.</p>							
1190 - Abrasion/Wear (PSC/RC)		14		0	14	0	0
215 - Reinforced Concrete Abutment	1- Ben.	92	ft.	88	4	0	0
<p>Abutment #1- has 1 vertical hairline crack with the ends of the snap ties exposed and rusting. The abutment embankment has erosion beneath the web wall for most of the length of the abutment and has cut a ditch down the slope.</p> <p>Abutment #2- has 2 vertical hairline cracks in the bridge seat and 1' of cs2 delamination in the bridge seat under beam #4. The abutment #2 embankment has a large area of erosion that has cut a ditch.</p>							
1080 - Delamination/Spall/Patched Area		1		0	1	0	0
1130 - Cracking (RC and Other)		3		0	3	0	0
234 - Reinforced Concrete Pier Cap	1- Ben.	132	ft.	104	27	1	0
<p>Pier cap #1- has 11' of vertical hairline cracks.</p> <p>Pier cap #2- has 1' of spalling with exposed rebar and 9' of vertical hairline cracks.</p> <p>Pier cap #3- has 4' of vertical hairline cracks, with the ends of the snap ties exposed causing pop outs.</p> <p>Pier cap #4- has 2' of hairline map cracking at the left end on the span #5 side.</p> <p>Pier cap #5- has a delaminated area on the span #6 side.</p>							
1080 - Delamination/Spall/Patched Area		1		0	1	0	0
1090 - Exposed Rebar		1		0	0	1	0
1130 - Cracking (RC and Other)		26		0	26	0	0
301 - Pourable Joint Seal	1- Ben.	320	ft.	80	105	125	10
All pourable joint seal locations have lost adhesion. Some areas have portions of the seals missing. The joint seals have been replaced in some areas with black fiber board due to deck repairs that affected the joint edges.							
2310 - Leakage		135		0	0	125	10
2320 - Seal Adhesion		105		0	105	0	0

Inspector:

Structure Number: 02469

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Facility Carried: US 62/412 Marion

Bridge Inspection Report

Element Inspection

305 - Assembly Joint without Seal	1- Ben.	224	ft.	224	0	0	0
	Water leaks on to the truss members and floor beams at the road iron locations. Active corrosion is present in all joints between floor beams. The joints do not appear to have been constructed with a neoprene catch trough.						
311 - Movable Bearing	1- Ben.	23	each	8	0	15	0
	<p>Abutment #1 moveable bearings- bearings #1,3,4,5 are tilted excessively toward the back wall. Bearing #2 is not tilted at all. All 5 bearings have corrosion with pitting and flaking rust in the rocker areas.</p> <p>The outside temp at the 2018 inspection was 87 deg. F.</p> <p>Pier #1 moveable bearings- Both bearings have very minor small areas of corrosion on the masonry plate and rocker area.</p> <p>Pier #4 moveable bearings- Both bearings have very minor small areas of corrosion on the masonry plate and rocker area. The anchor bolts have section loss, but have been sand blasted and repainted.</p> <p>Pier #5 moveable bearings- All 10 at this location have corrosion with pack rust in the rocker areas.</p>						
1000 - Corrosion		11		0	0	11	0
2220 - Alignment		4		0	0	4	0
313 - Fixed Bearing	1- Ben.	13	each	4	9	0	0
	<p>The upper truss pin locations at the end of span #1 (fixed bearings)- both have minor corrosion.</p> <p>Pier #2 fixed bearings- both have minor corrosion at the bottom of the masonry plate.</p> <p>Pier #3 fixed bearings- both have minor corrosion at the bottom of the masonry plate.</p> <p>The upper truss pin locations at the beginning of span #5 (fixed bearings)- both have minor corrosion.</p> <p>Abutment #2 fixed bearings- all 5 have corrosion on the masonry plate.</p>						
1000 - Corrosion		9		0	9	0	0
330 - Metal Bridge Railing	1- Ben.	942	ft.	0	0	942	0
	<p>The metal railing was hand painted in 2016, but the corrosion is bleeding back through on the front and back for the entire length of the railing.</p> <p>The railing surface including both rails is 4.6' per foot.</p>						
1000 - Corrosion		942		0	0	942	0
515 - Steel Protective Coating		4333	sq. ft.	4333	0	0	0

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Element Inspection

331 - Reinforced Concrete Bridge Railing	1- Ben.	942	ft.	859	70	13	0
<p>The RC railing consists of the 1' deck over hang on the left and right sides and the concrete posts. This area has been subtracted from the deck area.</p> <p>Left side- has 32' of cracking in random locations, and 7' of exposed rebar in random locations.</p> <p>Right side - has 38' of cracking in random locations, and 6' of exposed rebar in random locations.</p>							
1090 - Exposed Rebar		13		0	0	13	0
1130 - Cracking (RC and Other)		70		0	70	0	0

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Inspection Date:

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Bridge Inspection Report

Pictures

PHOTO 1

Description 2016 Channel Sounding

PHOTO 1

Description 2016 RR Clearance

Inspector:

Inspection Date:

Structure Number: 02469

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Pictures

PHOTO 1

Description FC Inspection Procedure

PHOTO 1

Description

Inspector:

Inspection Date:

Structure Number: 02469

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Pictures

PHOTO 2

Description



PHOTO 2

Description

FC Members

Inspector:

Inspection Date:

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Facility Carried: US 62/412 Marion

Bridge Inspection Report

Pictures

PHOTO 2

Description

PHOTO 3

Description

Inspector:

Inspection Date:

Structure Number: 02469

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Sketches

Inspector:

Structure Number: 02469

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Bridge Inspection Report

Maintenance Needs

Date Reported: 9/22/2011 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

Left truss -bottom chord PP L15 right truss connection has a rivet sheared off. A sheared rivet was noted in the interior top chord connection between L2 and L3 left truss.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Monitor



PHOTO 1 Description Rivet sheared off at the interior bottom chord connection at L 15 right truss.

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 9/22/2011 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

Left truss at U16 and L8 pin connection have washers missing

Work Description:

Date Repairs Completed:

Maintenance Comments:

Date Reported: 9/22/2011 12:00:00 AM

Priority: C - Important

Work Code:

Deficiency Description:

U42 Right and left lower chord connection has distortion at truss ends near pin connections.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Date Reported: 9/22/2011 12:00:00 AM

Priority: C - Important

Work Code:

Deficiency Description:

Right and left truss at L15 & L16 lower chord- 1/8" pitting and distortion.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 9/22/2011 12:00:00 AM

Priority: C - Important

Work Code:

Deficiency Description:

Top chord left and right truss at PP U16 and U26 interior and exterior channel beams heavy pitting, distortion with 1/8-1/4" section loss.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Date Reported: 9/22/2011 12:00:00 AM

Priority: C - Important

Work Code:

Deficiency Description:

Left truss top chord at PP U26-U27 and bottom chord PP L1 L26,L27,L35,L37 & L39 distortion.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Date Reported: 9/22/2011 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

Floor beams #1,#2 at PP U0, #18, #19 at PP #U16, #29, #30 at PP U26 and #46, #47 at PP U42 all have surface pitting and corrosion

Work Description:

Date Repairs Completed:

Maintenance Comments:

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Structure Number: 02469

Inspection Date:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 9/22/2011 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

Left truss at PP U26, knee brace connection to floor beam has rivet missing

Work Description:

Date Repairs Completed:

Maintenance Comments:

Date Reported: 9/22/2011 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

Left truss at PP U28 top chord connection to floor beam #32 has rivet missing

Work Description:

Date Repairs Completed:

Maintenance Comments:

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 7/23/2014 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

L26 has a tack weld crack at batten plate lower left and lower right connection that has not propagated into the base metal. Cracked tack welds like this one exist through out the structure.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 07/23/2015

Priority: C - Important

Work Code: Repair

Deficiency Description:

Upper chord and lower chord - 1/8" section loss to primary load carrying members typical in all riveted/bolted connections

Top chord: U-16 right truss 2 3/4" hole rusted through web section, this area of the truss is at zero moment.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description U-16 right holes rusted through web section.

Stage: Open



PHOTO 2 Description U-29 right active corrosion to top cord with flaking rust.

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Stage: Open



PHOTO 3 Description U-42 right pack rust minor out of plane bending to pin and pin connection.

Stage: Open



PHOTO 4 Description U-42 right pin has out of plane bending.

Stage: Open



PHOTO 5 Description U-26 left pack rust with measurable section loss top cord and gusset plate.

Stage: Open



PHOTO 6 Description U-26 left top cord pack rust with out of plane bending.

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 07/27/2016

Priority: D - Routine

Work Code:

Deficiency Description:

Spalls with rebar exposed at all drain areas along both sides of structure

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 07/17/2018

Priority: D - Routine

Work Code:

Deficiency Description:

The abutment #1 and #2 embankment slopes have erosion that has cut ditches down the face of the slopes.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description Embankment erosion at abutment #1 that extends under the web wall of the abutment.

Stage: Open



PHOTO 2 Description

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 07/17/2018

Priority: D - Routine

Work Code:

Deficiency Description:

Abutment #1 moveable bearings- bearings #1,3,4,5 are tilted excessively toward the back wall. Bearing #2 is not tilted at all. All 5 bearings have corrosion with pitting and flaking rust in the rocker areas. Many of the anchor bolts are missing at this location.

The outside temp at the 2018 inspection was 87 deg. F.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description

Stage: Open



PHOTO 2 Description

Inspector:

Structure Number: 02469

Inspection Date:

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Date Reported: 07/17/2018

Priority: C - Important

Work Code:

Deficiency Description:

The pinned connection on the top chord at U16 on the left and right truss has rust holes in the web section.
The pinned connection on the top chord at U26 on the left and right truss has rust holes in the web section.
These are zero load locations.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description

Stage: Open



PHOTO 2 Description

Inspector:

Inspection Date:

Structure Number: 02469

Facility Carried: US 62/412 Marion

Bridge Inspection Report

Maintenance Needs

Stage: Open



PHOTO 3 Description