

Bridge Inspection Report

05330
US 65 Boone
over
CROOKED CREEK



Inspection Date:

Inspected By:

Inspection Type(s):

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Inspector:

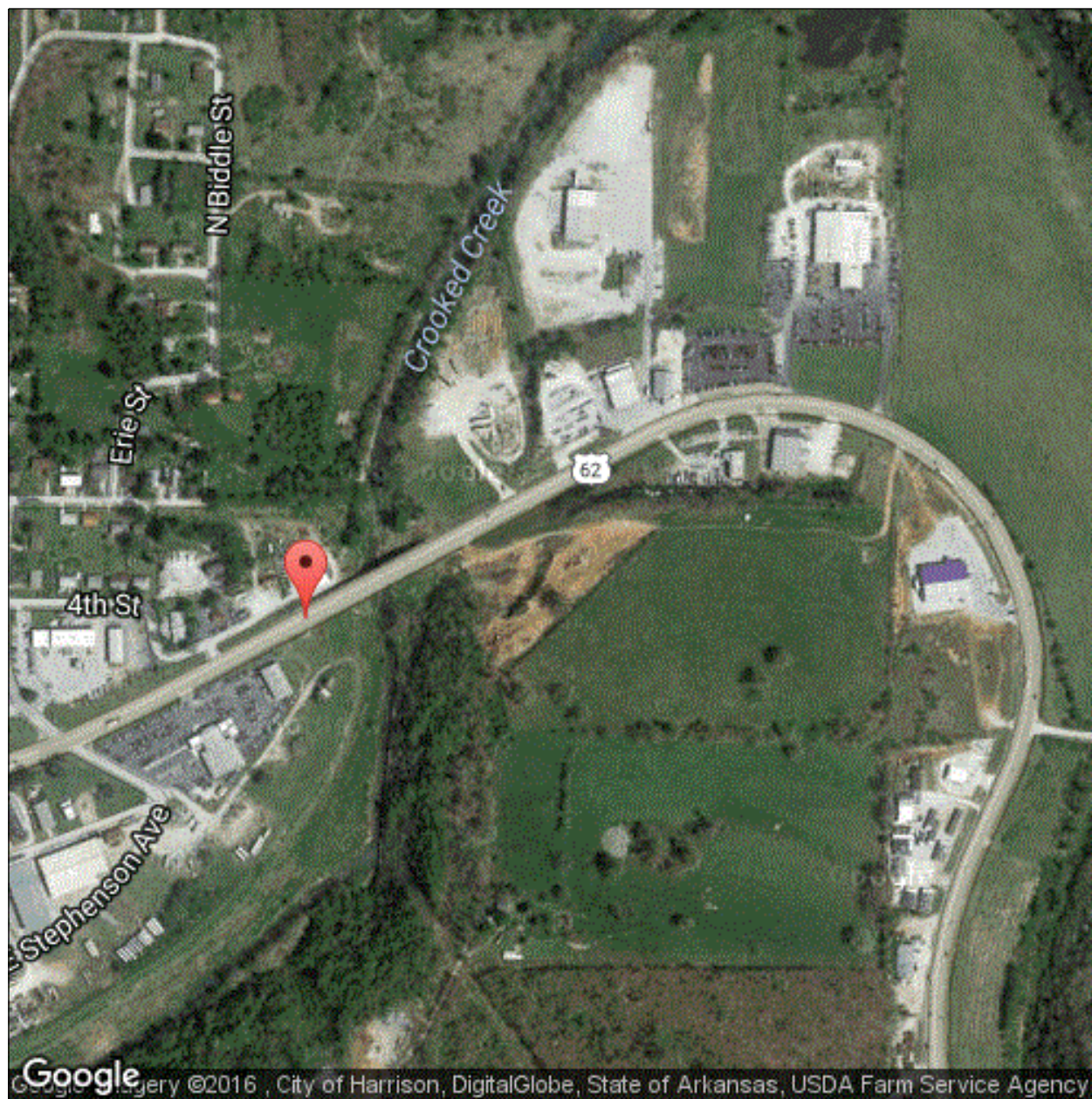
Structure Number: 05330

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Facility Carried: US 65 Boone

Bridge Inspection Report

Location Map



Latitude: 36.23250

Longitude: -93.09211

Inspector:

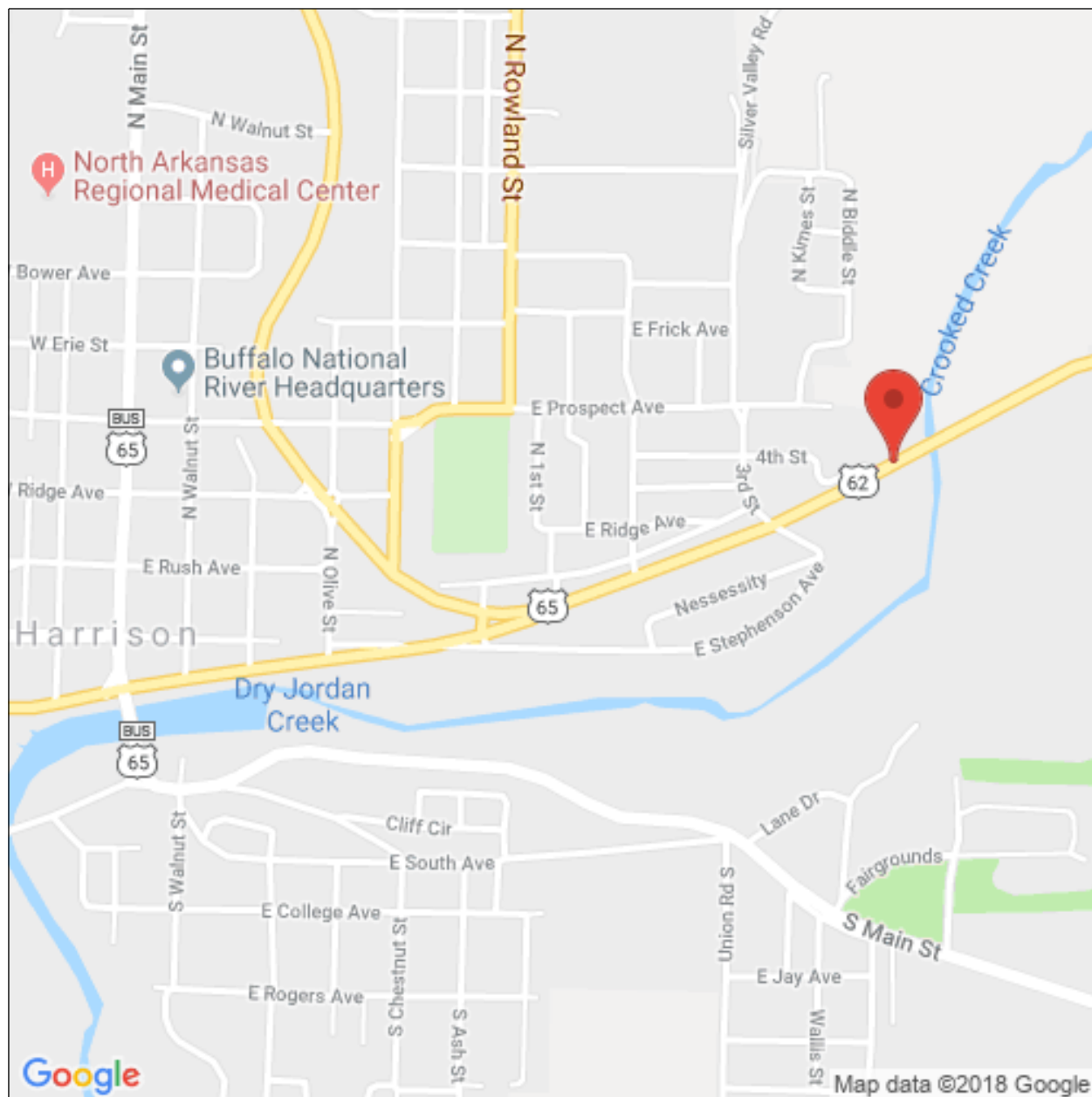
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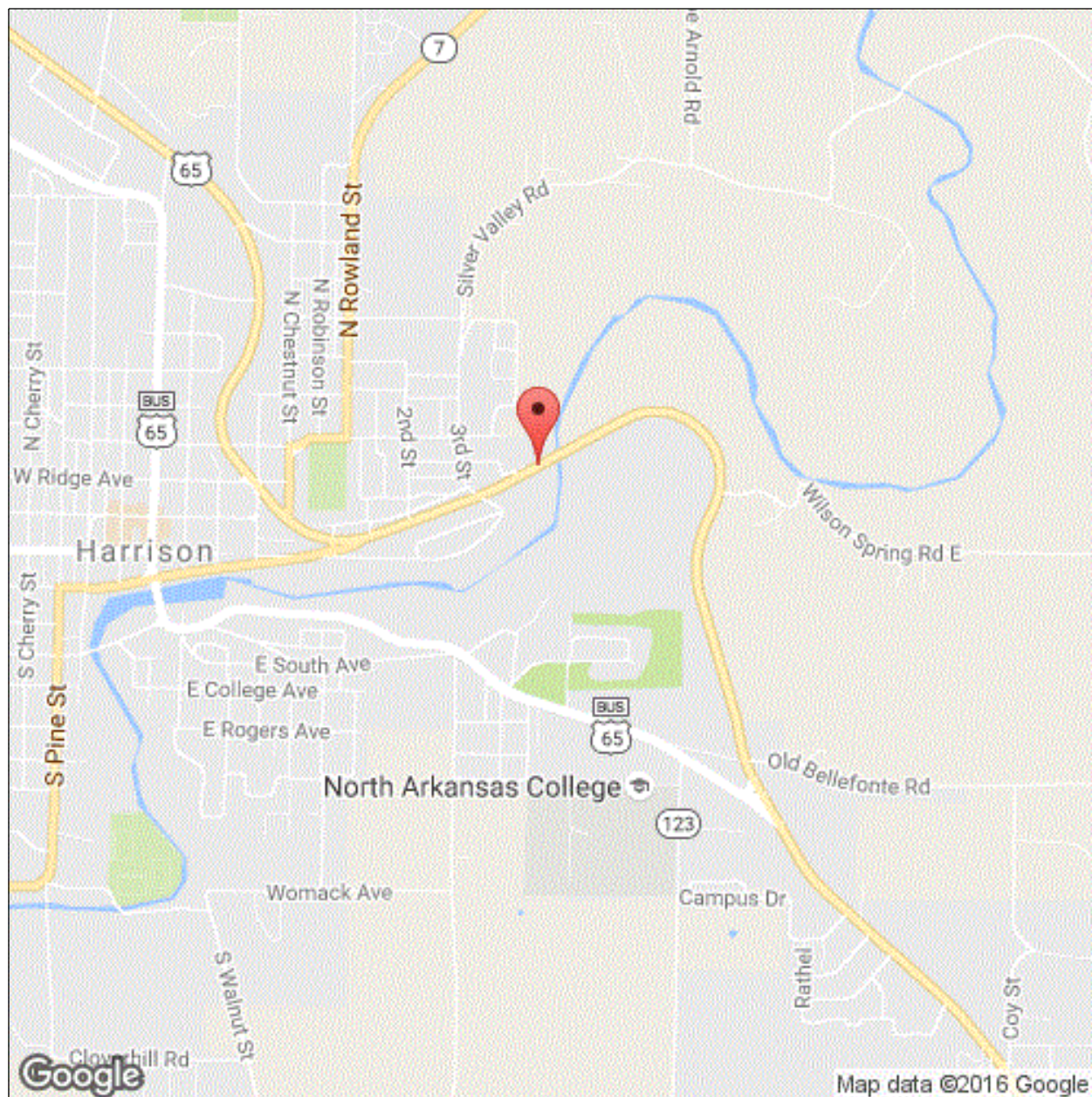
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Executive Summary

Structure is logged from SW to NE and is accessible with a large extension ladder.

Bat guano was noted on the bent #4 cap.

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National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	056 - Arkansas	(90) INSPECTION DATE	08/21/2018
(8) STRUCTURE NUMBER	05330	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 2 1 65 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	09 (3) COUNTY CODE 009	A. FRACTURE CRITICAL DETAIL	N
(4) PLACE CODE	29600	B. UNDERWATER INSPECTION	N
(6) FEATURES INTERSECTED	CROOKED CREEK	C. OTHER SPECIAL	N
(7) FACILITY CARRIED	US 65 Boone		
(9) LOCATION	.48 MI E JCT SH 7		
(11) MILEPOINT 0.480	(12) BASE HIGHWAY NETWORK 1		
(13A) LRS INVENTORY ROUTE	0000065020 (13B) SUBROUTE NUMBER 00		
(16) LATITUDE 36.23250	(17) LONGITUDE -93.09211		
(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 7	(60) SUBSTRUCTURE 6
B) TYPE OF DESIGN/CONSTR: 02 - Stringer/Multi-beam or Girder		(61) CHANNEL & CHANNEL PROTECTION 6	(62) CULVERT N
(44) STRUCTURE TYPE, APPROACH SPANS			
A) KIND OF MATERIAL/DESIGN: 0 - Other			
B) TYPE OF DESIGN/CONSTR: 00 - Other			
(45) NUMBER OF SPANS IN MAIN 6	(46) NUMBER OF APPROACH 0		
(107) DECK STRUCTURE TYPE 1	(108A) WEARING SURFACE 6		
(108B) DECK MEMBRANE 0	(108C) DECK PROTECTION 0		
AGE OF SERVICE		LOAD RATING AND POSTING	
(27) YEAR BUILT 1969	(106) YEAR RECONSTRUCTED 0000	(31) DESIGN LOAD	5
(42) TYPE OF SERVICE ON 1 UNDER 5		(63) METHOD USED TO DETERMINE OPERATING RATING	1
(28) LANES ON 05 UNDER 00		(64) OPERATING RATING	60
(29) AVERAGE DAILY TRAFFIC 20000	(19) BYPASS DETOUR LENGTH 1	(65) METHOD USED TO DETERMINE INVENTORY RATING	1
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014		(66) INVENTORY RATING	36
(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.) 66	(49) STRUCTURE LENGTH (ft.) 398	(67) STRUCTURAL EVALUATION	6
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 4 RIGHT 4		(68) DECK GEOMETRY	2
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.) 49.9		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(52) DECK WIDTH, OUT-TO-OUT (ft.) 58.8		(71) WATERWAY ADEQUACY	8
(32) APPROACH ROADWAY WIDTH (ft.) 50.0		(72) APPROACH ROADWAY ALIGNMENT	8
(33) BRIDGE MEDIAN 0	(34) SKEW (DEG.) 30	(36) TRAFFIC SAFETY FEATURE	
(35) STRUCTURE FLARED 0	(10) INV RTE, MIN VERT CLEAR (ft.) 99.99	36A) BRIDGE RAILINGS:	1
(47) TOTAL HORIZONTAL CLEARANCE (ft.) 58.1		36B) TRANSITIONS:	0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.) 99.99		36C) APPROACH GUARDRAIL:	0
(54) VERTICAL UNDER CLEARANCE (ft.) N 0		36D) APPROACH GUARDRAIL ENDS:	0
(55) LATERAL UNDER CLEARANCE RIGHT (ft.) N 99.9		(113) SCOUR CRITICAL BRIDGES	8
(56) MIN LATERAL UNDER CLEARANCE (ft.) 0		SUFFICIENCY RATING 75.6	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.) 436.0		(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	1
(94) BRIDGE IMPROVEMENT COST (\$)	0	(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	14
(95) ROADWAY IMPROVEMENT COST (\$)	346	(100) STRAHNET HIGHWAY DESIGNATION	0
(96) TOTAL PROJECT COST	1758	(101) PARALLEL STRUCTURE DESIGNATION	N
(97) YEAR OF IMPROVEMENT COST ESTIMATE	2002	(102) DIRECTION OF TRAFFIC	2
(114) FUTURE ADT 24725	(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	5
		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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Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	1- Ben.	21014	sq. ft.	12656	7142	1216	0
<p>Driving surface- The driving surface has a 4.5" asphalt overlay with reflective cracking at the joints, and random cracking in the driving surface. Spans #1,3,4 have 70 sq ft total of concrete and cold mix patched areas. The 810' of cracking in the wearing surface has been crack sealed.</p> <p>The 3' overhangs are subtracted from the deck area and added to r/c bridge railing.</p> <p>Undersurface-</p> <p>The majority of the map cracking on the undersurface of the bays is quantified as efflorescence.</p> <p>Span #1- has map cracking with efflorescence in all bays. The undersurface has small patched areas in some bays from punching through with a pavement breaker. The drain areas have spalling, some with exposed rebar. The deck haunches at the beginning and end of the span have heavy efflorescence.</p> <p>Span #2- has map cracking with efflorescence in all bays, mostly in bays #2-6 and the end of bay #7. The deck haunches at the beginning and end of the span have heavy efflorescence.</p> <p>Span #3- has efflorescence map cracking mostly in bays #3-7. Bay #4 has large contaminated areas near mid span and the end of the span. The drain areas have spalling some with exposed rebar. Bay #2 has a spill with exposed rebar at the beginning of the span.</p> <p>Span #4- has efflorescence map cracking mostly in bays #2-6. Bays #2,4 have large areas of contamination. Bay #5 has a patched area with exposed rebar due to punching through with a pavement breaker. The drain areas have spalling all have rebar exposed.</p> <p>Span #5- has efflorescence map cracking mostly in bays #3-5. The beginning of bay #4 has a large area of contamination. The drain areas have spalling, the drains on the right side have rebar exposed.</p> <p>Span #6- has efflorescence map cracking mostly in bays #2-5. Bays #4,5 have small areas of contamination. The drain area on the left side has the rebar high chair feet exposed. The right side has spalling with exposed rebar.</p>							
1080 - Delamination/Spall/Patched Area		5		0	0	5	0
1090 - Exposed Rebar		35		0	0	35	0
1120 - Efflorescence/Rust Staining		6510		0	5334	1176	0
1130 - Cracking (RC and Other)		1808		0	1808	0	0
510 - Wearing Surfaces		19900	sq. ft.	19020	810	70	0
3210 - Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)		70		0	0	70	0

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3220 - Crack (Wearing Surface)		810		0	810	0	0
107 - Steel Open Girder/Beam	1- Ben.	3144	ft.	1916	157	1071	0
<p>8 painted steel multi beam system. The paintable beam surface is 33.5" tall x 11.5" wide flange x 8 total. 8.45' per foot. The total includes the diaphragms.</p> <p>The bottom flange cover plates are cut square with the bottom flange and are welded at the ends.</p> <p>Span #1- the beam ends at abutment #1 have been spot painted in the past, The corrosion is still present on beams #1,8 for 4'. The top flanges of the beams have varying amounts of corrosion from deck contamination. The beam ends have corrosion on the bottom flanges for up to 4'. The upper web has corrosion where it comes in contact with the deck on all beams. 120' total cs3 corrosion.</p> <p>Span #2- the beam ends at the beginning of the span have corrosion for up to 5' the tops of flanges have varying lengths of corrosion where the deck is contaminated. The beam ends at the end of the span have corrosion and flaking rust for up to 20' on the top of the bottom flange. The upper portion of the webs have corrosion where they come in contact with the deck. 313' cs3 corrosion.</p> <p>Span #3- the beam ends at the beginning of the span have corrosion for up to 7' the tops of flanges have varying lengths of corrosion where the deck is contaminated. The beam ends at the end of the span have corrosion and flaking rust for up to 10' on the top of the bottom flange. The upper portion of the webs have corrosion where they come in contact with the deck. The exterior beams have corrosion under the drain areas. 216' cs3 corrosion.</p> <p>Span #4- the beam ends at the beginning of the span have corrosion for up to 5' the tops of flanges have varying lengths of corrosion where the deck is contaminated. The beam ends at the end of the span have corrosion and flaking rust for up to 5' on the top of the bottom flange. The upper portion of the webs have corrosion where they come in contact with the deck. The exterior beams have corrosion under the drain areas. 173' cs3 corrosion.</p> <p>Span #5- the beam ends at the beginning of the span have corrosion for up to 4'. The top of the top flanges has very few minor areas of corrosion where it comes in contact with the deck. The beam ends at the end of the span have corrosion and flaking rust for up to 5' on the top of the bottom flange. The upper portion of the webs have corrosion where they come in contact with the deck. The exterior beams have corrosion under all the drain areas. 132' cs3 corrosion.</p> <p>Span #6- the beam ends at the beginning of the span have corrosion for up to 12' The top of the top flanges has very few minor areas of corrosion where it comes in contact with the deck. The beam ends of beams #1,8 have corrosion and flaking rust for up to 5' on the top of the bottom flange over the abutment, the remaining beams have been spot painted in the past. The upper portion of the webs have corrosion where they come in contact with the deck. The exterior beams have corrosion under the one drain area. 117' of cs3 corrosion.</p>							

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1000 - Corrosion		1228		0	157	1071	0
515 - Steel Protective Coating		28656	sq. ft.	18271	1327	9058	0
3440 - Effectiveness (Steel Protective Coatings)		10385		0	1327	9058	0
205 - Reinforced Concrete Column	1- Ben.	15	each	2	6	7	0
<p>Bent #1 columns- Column #1- has horizontal hairline cracks. Column #2- has vertical hairline cracks. Column #3- has vertical hairline cracks.</p> <p>Bent #2 columns- Column #1- has hairline vertical cracks. Column #2-has spalling with exposed rebar. Column #3-has large vertical delaminations.</p> <p>Bent #3 columns- Column #1-has a large vertical delamination. Column #2-has hairline vertical cracks. Column #3-has hairline vertical cracks.</p> <p>Bent #4 columns- Column #1- has a large vertical delamination on the exterior corner. Column #2- no deficiencies noted. Column #3- has numerous areas of exposed rebar on the exterior face.</p> <p>Bent #5 columns- Column #1-no deficiencies noted. Column #2-has a large vertical delamination. Column #3-has a large vertical delamination.</p>							
1080 - Delamination/Spall/Patched Area		5		0	0	5	0
1090 - Exposed Rebar		2		0	0	2	0
1130 - Cracking (RC and Other)		6		0	6	0	0
210 - Reinforced Concrete Pier Wall	1- Ben.	185	ft.	127	58	0	0
<p>The pier wall consists of 37' of web wall between the columns of each bent.</p> <p>Pier wall #1- has 11' of vertical and diagonal hairline cracking.</p> <p>Pier wall #2- has 12' of vertical and diagonal hairline cracking.</p> <p>Pier wall #3-has 13' of vertical and diagonal cracking.</p> <p>Pier wall #4- has 12' of vertical and diagonal cracking.</p> <p>Pier wall #5-has 10' of vertical and diagonal cracking.</p>							
1130 - Cracking (RC and Other)		58		0	58	0	0

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215 - Reinforced Concrete Abutment	1- Ben.	140	ft.	98	34	8	0
	<p>Abutment #1- has 7 vertical cracks in the back wall, 5 are quantified as efflorescence. The bridge seat has 6' of vertical cracks and 6' of concrete deterioration on the bridge seat at the right end of the abutment. The rip rap is in place and functioning as intended.</p> <p>Abutment #2- has 7' of cracking in the back wall, 2 are quantified as efflorescence. The right end of the bridge seat has 2' of spalling with rebar exposed at the extreme end with map cracking for 4' in the same area. The bridge seat has 14' of cracking total.</p>						
1080 - Delamination/Spall/Patched Area		7		0	0	7	0
1090 - Exposed Rebar		1		0	0	1	0
1120 - Efflorescence/Rust Staining		7		0	7	0	0
1130 - Cracking (RC and Other)		27		0	27	0	0
234 - Reinforced Concrete Pier Cap	1- Ben.	303	ft.	191	34	78	0
	<p>Bent #1 cap- has 36' of delamination and 4' of spalling with exposed rebar on the span #2 side. The cap has vertical hairline cracks, but the cracking is in the same footage as other defects.</p> <p>Bent #2 cap- has 12' of hairline vertical cracking at random locations and exposed rebar on both sides totaling 6'. The span #3 side has 6' of delamination.</p> <p>Bent #3 cap- has 8' of hairline vertical cracking. It has a 4' delamination on the span #3 side and 4' of delamination on the span #4 side.</p> <p>Bent #4 cap- has 8' of large delamination on the span #5 side. The right side has a spall with 1' of exposed rebar on the span #5 side and on the underside of the right cantilever in the same footage. The cap has 3' of vertical hairline cracks under bays #1,2.</p> <p>Bent #5 cap- has 9' of horizontal delamination on the span #6 side with 11' of vertical hairline cracking.</p>						
1080 - Delamination/Spall/Patched Area		67		0	0	67	0
1090 - Exposed Rebar		11		0	0	11	0
1130 - Cracking (RC and Other)		34		0	34	0	0

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302 - Compression Joint Seal	1- Ben.	350	ft.	276	0	56	18
	<p>Abutment #1 seal- the joint was previously filled with hot applied crack sealer and cold mix. The seal does not appear to be leaking in the driving lanes. The right and left curb section seal has loss of adhesion and is leaking for 4' each.</p> <p>Bent #1 seal- the joint was previously filled with hot applied crack sealer and cold mix. The seal does not appear to be leaking in the driving lanes. The right curb section seal has cracking for 4' the left seal has loss of adhesion for 4'.</p> <p>Bent #2 seal- the joint was previously filled with hot applied crack sealer and cold mix. 10' of the joint is missing and is allowing free flow of water. The seals in the curb sections have lost adhesion and are leaking for 8' total.</p> <p>Bent #3 seal-the joint was previously filled with hot applied crack sealer and cold mix. The seal does not appear to be leaking in the driving lanes. The right and left curb seals have lost adhesion and are leaking for 8' total.</p> <p>Bent #4 seal- the joint was previously filled with hot applied crack sealer and cold mix. The seal does not appear to be leaking in the driving lanes. The right curb seal has debris impaction for 4'. The left curb seal has lost adhesion for 4'.</p> <p>Bent #5 seal- the joint was previously filled with hot applied crack sealer and cold mix. 8' of the joint is missing and is allowing free flow of water. The seals in the curb sections have lost adhesion and are leaking for 8' total.</p> <p>Abutment #2 seal- the seal has been filled with hot applied crack sealer and does not appear to be leaking in the driving lane. The seal in the curb portion of the deck has lost adhesion and is leaking on both sides for 8' total.</p> <p>.</p>						
	2310 - Leakage	18		0	0	0	18
	2320 - Seal Adhesion	48		0	0	48	0
	2340 - Seal Cracking	4		0	0	4	0
	2350 - Debris Impaction	4		0	0	4	0

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311 - Movable Bearing	1- Ben.	48	each	0	8	40	0
<p>Bent #1 moveable bearings- all 16 are moveable. 15 of the bearings have pack rust in the rocker area and flaking rust and corrosion throughout the bearing device. Bearing # 2 on the span #1 side has minor corrosion.</p> <p>Bent #2 moveable bearings- all 8 have flaking rust and heavy corrosion due to build up on the cap.</p> <p>Bent #3 moveable bearings- all 8 have corrosion and flaking rust.</p> <p>Bent #4 moveable bearings- 7 have minor corrosion. Beam #1 bearing has corrosion with flaking rust.</p> <p>Bent #5 moveable bearings- all 8 have corrosion with flaking rust due to build up on the bent cap and open joint seals.</p>							
1000 - Corrosion		48		0	8	40	0
313 - Fixed Bearing	1- Ben.	48	each	12	15	21	0
<p>Abutment #1 fixed bearings-bearings #1,8 have heavy corrosion. Bearings #2-7 have no deficiencies.</p> <p>Bent #2 fixed bearings- bearings # 1-3 and 7,8 have minor corrosion. Bearings #4-6 have heavy corrosion with flaking rust.</p> <p>Bent #3 fixed bearings- bearings # 1,5,6,7,8 have corrosion with flaking rust. Bearings #2,3,4 have minor corrosion.</p> <p>Bent #4 fixed bearings- 7 have minor corrosion. Beam #1 bearing has corrosion with flaking rust.</p> <p>Bent #5 fixed bearings- all 8 have corrosion with flaking rust due to heavy build up on the bent cap and open joint seals.</p> <p>Abutment #2 fixed bearings- bearings #1,8 have corrosion with flaking rust. Bearings #2-7 have been repainted and have no deficiencies.</p>							
1000 - Corrosion		36		0	15	21	0
330 - Metal Bridge Railing	1- Ben.	796	ft.	769	0	27	0
<p>Metal Bridge Railing- consists of 3 aluminum square tubes attached to aluminum posts. The protective coating is 4.5' per foot. No protective coating is needed.</p> <p>Left side- no deficiencies noted.</p> <p>Right side- The right side of span #6 has vehicle damage, the posts and railing are bent outward for 27'.</p>							
7000 - Damage		27		0	0	27	0

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331 - Reinforced Concrete Bridge Railing	1- Ben.	2388	ft.	1561	109	718	0
<p>The r/c bridge railing consists of 3' of deck step up on the overhangs on both sides of the structure. This total is subtracted from the deck area.</p> <p>Right side- has 47' of transverse cracking and 384' of cs3 spalling/scaling on the top surface with 13' of shallow exposed rebar at random locations.</p> <p>Left side- has 62' of transverse cracking and 321' of cs3 spalling/scaling on the top surface.</p>							
1080 - Delamination/Spall/Patched Area		705		0	0	705	0
1090 - Exposed Rebar		13		0	0	13	0
1130 - Cracking (RC and Other)		109		0	109	0	0

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Bridge Inspection Report

Pictures

PHOTO 1

Description 2014 Channel Sounding

PHOTO 1

Description

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Bridge Inspection Report

Pictures

PHOTO 2

Description

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Bridge Inspection Report

Sketches

Inspector:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 8/2/2012 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

The right side bridge rail at span #6 has vehicle damage for 27'.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description

Inspector:

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Bridge Inspection Report

Maintenance Needs

Date Reported: 8/2/2012 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

Bent #1 cap- has delamination.

Bent #2 cap- has exposed rebar.

Bent #3 cap- has delamination.

Bent #4 cap- has delamination and a spall with exposed rebar.

Bent #5 cap has delamination.

Bent #1 column #2- has a spall with exposed rebar.

Bent #3 column #1 has a delamination.

Bent #4 column #1 has delamination, column #3 has 2 spalls with exposed rebar.

Bent #5 column #1 and #2 have delamination.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description

Stage: Assigned



PHOTO 2 Description Large delaminations on the span #5 side of the bent #4 cap. Typical of the left and right sides.

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Maintenance Needs

Date Reported: 8/2/2012 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

The beam ends over the bents have varying lengths of corrosion with minor section loss. The bearings also have corrosion in most locations.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description

Stage: Assigned



PHOTO 2 Description Fixed bearing condition at bent #2. Typical of bearings # 4-6.

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Maintenance Needs

Date Reported: 8/2/2012 12:00:00 AM

Priority: D - Routine

Work Code:

Deficiency Description:

The drain areas and deck overhangs have several locations that are spalled with rebar exposed.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description Drain area condition. Showing spalling and delamination some with rebar exposed. Typical of many locations.

Stage: Assigned



PHOTO 2 Description Shallow rebar exposed on the underside on the right concrete bridge rail in spans #5,6.

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Maintenance Needs

Date Reported: 8/13/2014 12:00:00 AM

Priority: C - Important

Work Code:

Deficiency Description:

The compression joints over bents #2 & #5 have areas of the seal missing, allowing free flow of water and debris.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Assigned



PHOTO 1 Description

Stage: Assigned



PHOTO 2 Description Areas of Missing joint seal over bent #5 allowing free flow of water.

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Maintenance Needs

Date Reported: 08/21/2018

Priority: D - Routine

Work Code:

Deficiency Description:

The bent caps at bents #2,5 have heavy debris build up that is promoting corrosion on the bearings.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open



PHOTO 1 Description Heavy Debris build up on the bent #2 cap.

Stage: Open



PHOTO 2 Description Heavy build up on the bent #5 cap.