



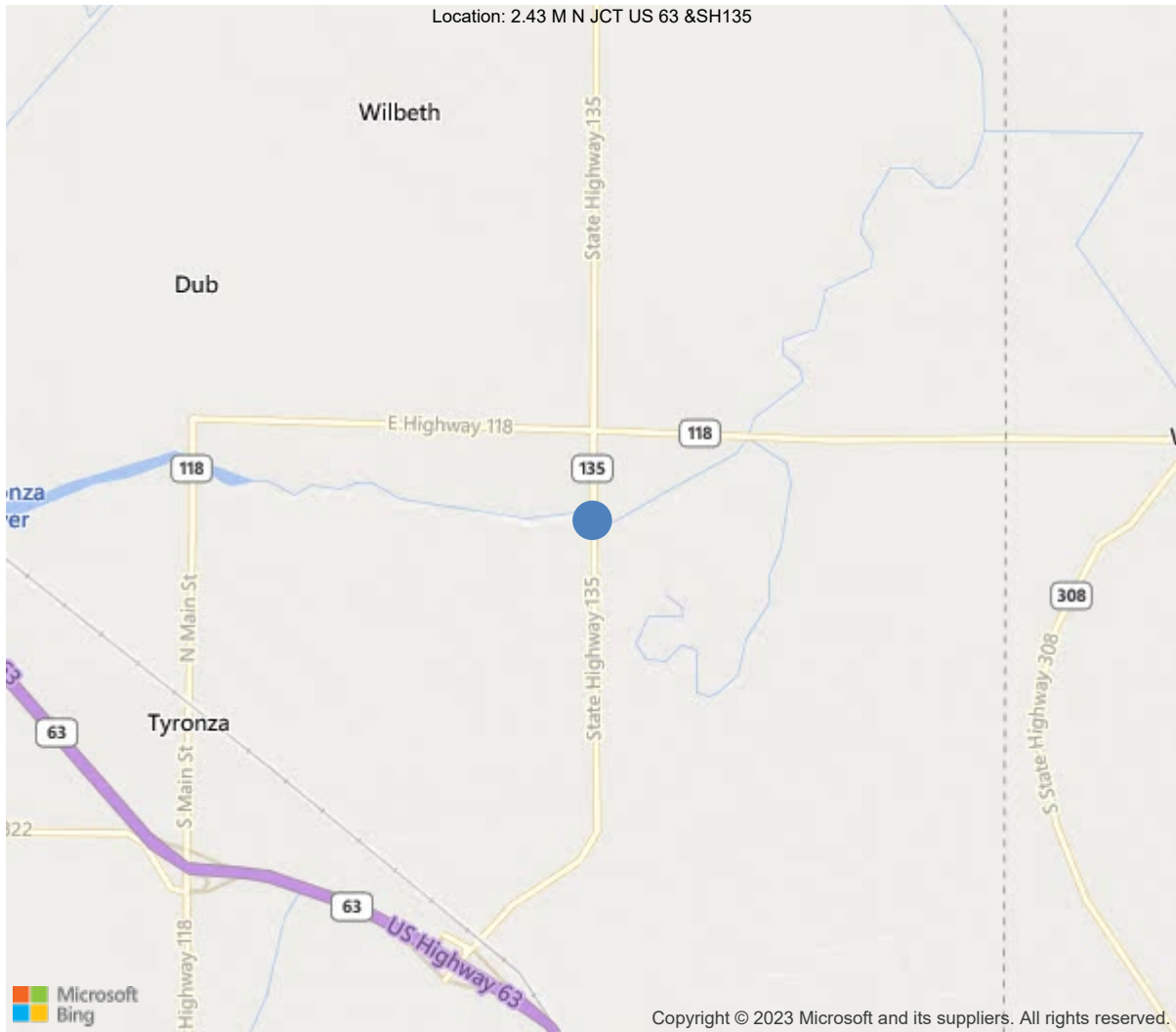
Latitude:35.50510, Longitude:-90.32304

Route:135 Section:01 Log:2.67

Arnold Road ID:56x135x1xA, Arnold Log mile:2.65

District 10, 111 - Poinsett County

Owner: 1 - State Highway Agency



35.50510, -90.32304



Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	A2885
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	111 - Poinsett County
(4) Place Code	0
(6) Features Intersected	TYRONZA RIVER
(7) Facility Carried	SH 135-01- LM 2.67
(9) Location	2.43 M N JCT US 63 &SH135
(11) Mile Point	2.67 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000135010
(16) Latitude	35.5051043669786
(17) Longitude	-90.3230440621693
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	7
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1954
(106) Year Reconstructed	1975
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	1100
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	7 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	40 ft
(49) Structure Length	282.4 ft
(50) Curb or Sidewalk Width	
Left	1 ft
Right	1 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	28.6 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 ft
(33) Bridge Median	0 - No median
(34) Skew	30 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	6 - Rural Minor Arterial
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	3
(59) Superstructure	4
(60) Substructure	4
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	44
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	4
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	319 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 156
(96) Total Project Cost	\$ 839
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	1105
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date	07/26/2023		
(91) Frequency	12		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.</p>			



58 - Deck (3 - SERIOUS CONDITION - 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.) Majority of deck has transverse cracks and spalled and delaminated areas. Several spalls are covered with asphalt patches.

59 - Superstructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.) Girder ends have section loss, especially at web below haunch. A few girders have advanced section loss along bottom of web and bottom flange.

60 - Substructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.) Bents 3 - 6 have settled 3.5" - 6" Caps have settlement cracks and concrete deterioration. See elements

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	7093	890	728	5475	0
1080	Delamination/Spall/Patched Area	SF	2071	0	448	1623	0
1090	Exposed Rebar	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	280	0	280	0	0
1130	Cracking (RC and Other)	SF	3846	0	0	3846	0
<p>(12) Approach roadways have minor settlement.</p> <p>Deck has transverse cracks and spalled and delaminated areas. Several spalls are covered with asphalt patches.</p> <p>Soffit has several cracks with some efflorescence and rust stains.</p> <p>Overhangs have cracks with efflorescence and spalls with exposed rebar near drains.</p>							
107	Steel Open Girder/Beam	LF	1400	829	336	225	10
1000	Corrosion	LF	571	0	336	225	10
515	Steel Protective Coating	SF	9499	7656	190	190	1463
3440	Effectiveness (Steel Protective Coatings)	LF	1843	0	190	190	1463
<p>(107) Ends girders have rust with section loss at web below concrete haunch, bottom flange, and along bottom of web.</p> <p>Exterior girders have rust with some section loss under drains.</p> <p>Majority of anchor bolts are missing at interior bents due to shimmming bearings to level the deck.</p> <p>Span 1 bent 1 girder 1 has a 1" diameter hole in web below haunch. End of girder has 1' of moderate section loss along end of web.</p> <p>Span 1 bent 1 girder 2 has a 9" x 2" hole in web below haunch. Bottom of web has been T-spliced. Girder is moving under traffic.</p> <p>Span 1 bent 1 girder 3 has a 2" x 1/2" hole in web below haunch. Bottom of web has been T-spliced.</p> <p>Span 1 bent 1 girder 4 has a 4" x 1" hole in web below haunch. Bottom of web has an 8" x 1" hole 5" from end of girder. Lt bottom flange is knife edged with a 13" x up to 3" hole along flange edge. Rt bottom flange is knife edged with a 3" x 2" hole adjacent to bearing.</p> <p>Span 1 bent 2 girders 1, 2, 3, and 5 have section loss at web below haunch. Some have minor section loss along bottom of web.</p> <p>Span 1 bent 2 girder 2 has 5" x 1" hole in web below haunch.</p> <p>Span 1 bent 2 girder 3 has a 4" x 1/2" hole in web at haunch.</p> <p>Span 1 bent 2 girder 4 has a 9" x 2" hole in bottom of web 6" from end. Bottom flange is knife edged for 1' adjacent to bearing.</p> <p>Span 2 bent 2 girder 1 has a 3" x 1" hole in web below haunch. some minor out of plane bending at web near haunch</p> <p>Span 2 bent 2 girder 3 has a 5" x 1/2" hole in web near haunch.</p> <p>Span 2 bent 3 girder 3 bearings are beginning to slide out.</p> <p>Span 2 bent 3 girder 4 has a 6" x 1" hole in web below haunch. Bottom of web has a 3" diameter area of 1/8" section loss over bearing.</p> <p>Span 3 bent 3 girder 2 has a 1" diameter hole in web below haunch.</p> <p>Span 3 bent 3 girder 3 has a 1/2" diameter hole in web below haunch.</p> <p>Span 3 bent 4 bearing 2 shim plates are loose and moving under traffic.</p> <p>Span 3 bent 4 girder 4 has a 1" diameter hole in web below haunch. Shim plates are loose and moving under traffic.</p> <p>Span 3 bent 4 girder 5 has a 1.5" diameter hole in web below haunch.</p> <p>Span 4 bent 4 girder 2 has a 6" x 1" diameter hole in web below haunch. Last 4" is cracked to the end of web. Bearing shim has 1 plate missing.</p>							



Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Span 4 bent 4 girder 3 has a 3" x 1" hole in web below haunch.</p> <p>Span 4 bent 4 girder 4 has a 4.5" x 1" hole in web below haunch. Bearing shims are loose and moving under traffic.</p> <p>Span 4 bent 4 girder 5 has a 1/2" diameter hole at end of web below haunch.</p> <p>Span 4 bent 5 girder 3 has a 5" x 1/2" hole in web near haunch.</p> <p>Span 5 bent 5 girder 1 has a 2" x 1" hole in web below haunch.</p> <p>Span 5 bent 5 girder 2 has a 5" x 1" hole in web below haunch.</p> <p>Span 5 bent 5 girder 3 has a 1/2" diameter hole in web near haunch.</p> <p>Span 5 bent 5 girder 4 has 5" x 1" hole in web haunch.</p> <p>Span 5 bent 5 girder 5 has a 5" x 1" hole in web below haunch.</p> <p>Span 5 bent 6 bearing 1 shims are loose and rotating out.</p> <p>Span 5 bent 6 girder 3 has a 5" x 1/2" hole in web below haunch. Shim plate at bearing has partially rotated out from under sole plate.</p> <p>span 5 bent 6 girder 4 has a 2" x 1" hole in web below haunch.</p> <p>Span 5 bent 6 girder 5 anchor bolts are missing, also girders 2 and 3.</p> <p>Span 6 bent 6 girder 2 has a 6"x 1" hole in web below haunch.</p> <p>Span 6 bent 6 girder 3 has a 6" x 1/2" hole in web below haunch.</p> <p>Span 6 bent 6 girder 4 has a 6" x 1" hole in web below haunch. Bearing shims are shifting or out of alignment.</p> <p>Span 6 bent 7 girder 3 has a 2.5" x 1" hole in bottom of web over bearing. Web has a 1/2" crack at end of hole running towards mid span.</p> <p>Span 7 bent 7 girder 3 has a 1/2" diameter hole in web below haunch.</p> <p>span 7 bent 7 girder 3 has 1 anchor bolt.</p> <p>Span 7 bent 8 girder 3 has an 18" x 1" hole along bottom of web 9" from end of girder. Lt bottom flange is knife edged with a 6" x up to 3" hole adjacent to bearing. Rt bottom flange is knife edged with holes along outside edge.</p> <p>Span 7 bent 8 girder 4 has a 10" x 1" hole in web below haunch. Bottom of web was T-spliced in the past.</p>							
215	Reinforced Concrete Abutment	LF	76	64	10	2	0
1090	Exposed Rebar	LF	2	0	0	2	0
6000	Scour	LF	10	0	10	0	0
(215) Bent 1 is undermined for 10' on Lt end up to 1' below and 2' back under. Lt wing has a spall with exposed rebar.							
227	Reinforced Concrete Pile	EA	30	0	0	10	20
1130	Cracking (RC and Other)	EA	2	0	0	2	0
4000	Settlement	EA	28	0	0	8	20
<p>(227) Bents 3 - 6 have settled 3.5" - 6"</p> <p>Bent 3 pile 5 has a ring crack at extension.</p> <p>Bent 4 pile 1 has efflorescence buildup at top of pile.</p> <p>Bent 4 piles 3 and 4 have exposed rebar from lack of coverage.</p> <p>Bent 4 pile 5 has vertical cracks.</p> <p>Bent 4 piles/extensions are out of plumb.</p> <p>Bent 5 piles 3, 4 and 5 have exposed rebar.</p> <p>Bent 5 piling extensions are out of plumb.</p> <p>Bent 6 pile 1 has cracks, delaminated areas, and efflorescence.</p> <p>Bent 6 pile 3 has exposed rebar.</p> <p>Bent 6 pile 5 has a horizontal crack with exposed rebar at pile extension.</p>							
234	Reinforced Concrete Pier Cap	LF	282	223	5	54	0



Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1080	Delamination/Spall/Patched Area	LF	19	0	5	14	0
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	34	0	0	34	0
(234) Bents 3 - 6 have settled 3.5" - 6" Caps have settlement cracks and concrete deterioration. Bent 2 cap has a 3' spall under bearing 1. Bearing has up to 10% loss of bearing area. Bent 2 cap has vertical cracks under bearings 1 and 2 on ahead side. Cap has a 2' horizontal crack near bearing 2 on ahead side. Bent 3 cap has vertical cracks under bearings 1 – 5. Cap has a 3' horizontal crack under bearing 3. Cap has 1/16" vertical cracks over piles 2 and 4. Bent 4 cap has 1/16" vertical cracks on span 4 side under bearing 1 and near bearings 2 and 4. Cap has 1' of exposed rebar under bearing 3. Lt end has a spall with 1' of exposed rebar and 1' of cracks/delamination. Bent 5 cap has 1/16" vertical crack above pile 4. Cap has a cold joint running the length of the cap. Cap has a spall with 1' of rebar on Rt end. Bent 6 top of cap has concrete disintegration up to 1" deep near bearing 1. Cap has a 1/16" vertical crack near pile 4. Bent 7 cap has a 3' horizontal crack under bearing 3 on span 6 side.							
304	Open Expansion Joint	LF	204	128	0	76	0
2360	Adjacent Deck or Header	LF	76	0	0	76	0
(304) Majority of joints are closed. Joint seals are missing. Deck is spalled along several joints. Road irons are beginning to pull loose at bents 2, 5, and 7. (Bent 7 joint has 5' missing)							
311	Movable Bearing	EA	35	5	0	26	4
1000	Corrosion	EA	26	0	0	26	0
2240	Loss of Bearing Area	EA	4	0	0	0	4
(311) Majority of anchor bolts are missing at interior bents due to shimming bearings to level the deck. Span 2 bent 3 girder 3 bearings are beginning to slide out. Span 3 bent 4 bearing 2 shim plates are loose and moving under traffic. Span 3 bent 4 bearing 4 shim plates are loose and moving under traffic. Span 4 bent 4 bearing 2 has 1 plate missing. Span 4 bent 4 bearing 4 shims are loose and moving under traffic. Span 5 bent 6 bearing 1 shims are loose and rotating out. Span 5 bent 6 bearing 3 shim plate at bearing has partially rotated out from under sole plate. Span 5 bent 6 girder 5 anchor bolts are missing, also girders 2 and 3. Span 6 bent 6 bearing 4 shims are shifting or out of alignment.							
313	Fixed Bearing	EA	35	0	0	30	5
1000	Corrosion	EA	30	0	0	30	0
1020	Connection	EA	5	0	0	0	5
(313) Majority of anchor bolts are missing at interior bents due to shimming bearings to level the deck. Span 2 bent 3 girder 3 bearings are beginning to slide out. Span 3 bent 4 bearing 2 shim plates are loose and moving under traffic. Span 3 bent 4 bearing 4 shim plates are loose and moving under traffic. Span 4 bent 4 bearing 2 has 1 plate missing. Span 4 bent 4 bearing 4 shims are loose and moving under traffic. Span 5 bent 6 bearing 1 shims are loose and rotating out. Span 5 bent 6 bearing 3 shim plate at bearing has partially rotated out from under sole plate. Span 5 bent 6 girder 5 anchor bolts are missing, also girders 2 and 3. Span 6 bent 6 bearing 4 shims are shifting or out of alignment.							
330	Metal Bridge Railing	LF	560	0	560	0	0

**Asset #A2885(Routine)**

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, **Inspection Date:** 07/26/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1000	Corrosion	LF	560	0	560	0	0
515	Steel Protective Coating	SF	1792	0	269	1523	0
3440	Effectiveness (Steel Protective Coatings)	LF	1792	0	269	1523	0
(330) Metal rails have minor corrosion throughout.							



Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	7093	890	728	5475	0
1080	Delamination/Spall/Patched Area	SF	2071	0	448	1623	0
1090	Exposed Rebar	SF	6	0	0	6	0
1120	Efflorescence/Rust Staining	SF	280	0	280	0	0
1130	Cracking (RC and Other)	SF	3846	0	0	3846	0
(12) Approach roadways have minor settlement. Deck has transverse cracks and spalled and delaminated areas. Several spalls are covered with asphalt patches. Soffit has several cracks with some efflorescence and rust stains. Overhangs have cracks with efflorescence and spalls with exposed rebar near drains.							

58 - Deck (3 - SERIOUS CONDITION - 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.)
Comment: Majority of deck has transverse cracks and spalled and delaminated areas. Several spalls are covered with asphalt patches.

Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	1400	829	336	225	10
1000	Corrosion	LF	571	0	336	225	10
515	Steel Protective Coating	SF	9499	7656	190	190	1463
3440	Effectiveness (Steel Protective Coatings)	LF	1843	0	190	190	1463
<p>(107) Ends girders have rust with section loss at web below concrete haunch, bottom flange, and along bottom of web. Exterior girders have rust with some section loss under drains. Majority of anchor bolts are missing at interior bents due to shimming bearings to level the deck.</p> <p>Span 1 bent 1 girder 1 has a 1" diameter hole in web below haunch. End of girder has 1' of moderate section loss along end of web. Span 1 bent 1 girder 2 has a 9" x 2" hole in web below haunch. Bottom of web has been T-spliced. Girder is moving under traffic. Span 1 bent 1 girder 3 has a 2" x 1/2" hole in web below haunch. Bottom of web has been T-spliced. Span 1 bent 1 girder 4 has a 4" x 1" hole in web below haunch. Bottom of web has an 8" x 1" hole 5" from end of girder. Lt bottom flange is knife edged with a 13" x up to 3" hole along flange edge. Rt bottom flange is knife edged with a 3" x 2" hole adjacent to bearing.</p> <p>Span 1 bent 2 girders 1, 2, 3, and 5 have section loss at web below haunch. Some have minor section loss along bottom of web. Span 1 bent 2 girder 2 has 5" x 1" hole in web below haunch. Span 1 bent 2 girder 3 has a 4" x 1/2" hole in web at haunch. Span 1 bent 2 girder 4 has a 9" x 2" hole in bottom of web 6" from end. Bottom flange is knife edged for 1' adjacent to bearing.</p> <p>Span 2 bent 2 girder 1 has a 3" x 1" hole in web below haunch. some minor out of plane bending at web near haunch. Span 2 bent 2 girder 3 has a 5" x 1/2" hole in web near haunch.</p> <p>Span 2 bent 3 girder 3 bearings are beginning to slide out. Span 2 bent 3 girder 4 has a 6" x 1" hole in web below haunch. Bottom of web has a 3" diameter area of 1/8" section loss over bearing.</p> <p>Span 3 bent 3 girder 2 has a 1" diameter hole in web below haunch. Span 3 bent 3 girder 3 has a 1/2" diameter hole in web below haunch.</p> <p>Span 3 bent 4 bearing 2 shim plates are loose and moving under traffic. Span 3 bent 4 girder 4 has a 1" diameter hole in web below haunch. Shim plates are loose and moving under traffic. Span 3 bent 4 girder 5 has a 1.5" diameter hole in web below haunch.</p> <p>Span 4 bent 4 girder 2 has a 6" x 1" diameter hole in web below haunch. Last 4" is cracked to the end of web. Bearing shim has 1 plate missing. Span 4 bent 4 girder 3 has a 3" x 1" hole in web below haunch. Span 4 bent 4 girder 4 has a 4.5" x 1" hole in web below haunch. Bearing shims are loose and moving under traffic. Span 4 bent 4 girder 5 has a 1/2" diameter hole at end of web below haunch.</p> <p>Span 4 bent 5 girder 3 has a 5" x 1/2" hole in web near haunch.</p> <p>Span 5 bent 5 girder 1 has a 2" x 1" hole in web below haunch. Span 5 bent 5 girder 2 has a 5" x 1" hole in web below haunch. Span 5 bent 5 girder 3 has a 1/2" diameter hole in web near haunch. Span 5 bent 5 girder 4 has 5" x 1" hole in web haunch. Span 5 bent 5 girder 5 has a 5" x 1" hole in web below haunch.</p> <p>Span 5 bent 6 bearing 1 shims are loose and rotating out. Span 5 bent 6 girder 3 has a 5" x 1/2" hole in web below haunch. Shim plate at bearing has partially rotated out from under sole plate. span 5 bent 6 girder 4 has a 2" x 1" hole in web below haunch. Span 5 bent 6 girder 5 anchor bolts are missing, also girders 2 and 3.</p> <p>Span 6 bent 6 girder 2 has a 6"x 1" hole in web below haunch.</p>							



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SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Span 6 bent 6 girder 3 has a 6" x 1/2" hole in web below haunch. Span 6 bent 6 girder 4 has a 6" x 1" hole in web below haunch. Bearing shims are shifting or out of alignment. Span 6 bent 7 girder 3 has a 2.5" x 1" hole in bottom of web over bearing. Web has a 1/2" crack at end of hole running towards mid span. Span 7 bent 7 girder 3 has a 1/2" diameter hole in web below haunch. span 7 bent 7 girder 3 has 1 anchor bolt. Span 7 bent 8 girder 3 has an 18" x 1" hole along bottom of web 9" from end of girder. Lt bottom flange is knife edged with a 6" x up to 3" hole adjacent to bearing. Rt bottom flange is knife edged with holes along outside edge. Span 7 bent 8 girder 4 has a 10" x 1" hole in web below haunch. Bottom of web was T-spliced in the past.						

59 - Superstructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Comment: Girder ends have section loss, especially at web below haunch.

A few girders have advanced section loss along bottom of web and bottom flange.



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	76	64	10	2	0
1090	Exposed Rebar	LF	2	0	0	2	0
6000	Scour	LF	10	0	10	0	0
(215) Bent 1 is undermined for 10' on Lt end up to 1' below and 2' back under. Lt wing has a spall with exposed rebar.							
227	Reinforced Concrete Pile	EA	30	0	0	10	20
1130	Cracking (RC and Other)	EA	2	0	0	2	0
4000	Settlement	EA	28	0	0	8	20
(227) Bents 3 - 6 have settled 3.5" - 6" Bent 3 pile 5 has a ring crack at extension. Bent 4 pile 1 has efflorescence buildup at top of pile. Bent 4 piles 3 and 4 have exposed rebar from lack of coverage. Bent 4 pile 5 has vertical cracks. Bent 4 piles/extensions are out of plumb. Bent 5 piles 3, 4 and 5 have exposed rebar. Bent 5 piling extensions are out of plumb. Bent 6 pile 1 has cracks, delaminated areas, and efflorescence. Bent 6 pile 3 has exposed rebar. Bent 6 pile 5 has a horizontal crack with exposed rebar at pile extension.							
234	Reinforced Concrete Pier Cap	LF	282	223	5	54	0
1080	Delamination/Spall/Patched Area	LF	19	0	5	14	0
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	34	0	0	34	0
(234) Bents 3 - 6 have settled 3.5" - 6" Caps have settlement cracks and concrete deterioration. Bent 2 cap has a 3' spall under bearing 1. Bearing has up to 10% loss of bearing area. Bent 2 cap has vertical cracks under bearings 1 and 2 on ahead side. Cap has a 2' horizontal crack near bearing 2 on ahead side. Bent 3 cap has vertical cracks under bearings 1 - 5. Cap has a 3' horizontal crack under bearing 3. Cap has 1/16" vertical cracks over piles 2 and 4. Bent 4 cap has 1/16" vertical cracks on span 4 side under bearing 1 and near bearings 2 and 4. Cap has 1' of exposed rebar under bearing 3. Lt end has a spall with 1' of exposed rebar and 1' of cracks/delamination. Bent 5 cap has 1/16" vertical crack above pile 4. Cap has a cold joint running the length of the cap. Cap has a spall with 1' of rebar on Rt end. Bent 6 top of cap has concrete disintegration up to 1" deep near bearing 1. Cap has a 1/16" vertical crack near pile 4. Bent 7 cap has a 3' horizontal crack under bearing 3 on span 6 side.							

60 - Substructure (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour.)

Comment: Bents 3 - 6 have settled 3.5" - 6"

Caps have settlement cracks and concrete deterioration. See elements



Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



side



roadway



deck



Span 4 bay 1



Soffit



Typical bearing shims



Piles out of plumb



Typ settlement cracks

Maintenance Needs

Date Reported: 06/06/2022

Priority: A - Safety deficiency; requires prompt action

Status: Assigned

Type of Work: T-Splice

Component: Superstructure

Deficiency Description

Span 1 bent 1 girder 4 has a 4" x 1" hole in web below haunch. Bottom of web has an 8" x 1" hole 5" from end of girder. Lt bottom flange is knife edged with a 13" x up to 3" hole along flange edge. Rt bottom flange is knife edged with a 3" x 2" hole adjacent to bearing.

Span 7 bent 8 girder 3 has an 18" x 1" hole along bottom of web 9" from end of girder. Lt bottom flange is knife edged with a 6" x up to 3" hole adjacent to bearing. Rt bottom flange is knife edged with holes along outside edge.

Remarks



Span 1 bent 1 girder 4
3" x 2" hole right bottom flange



Span 1 bent 1 girder 4 - 8" x 1" hole at bottom of web 5"
from end. 13" x 3" hole left bottom flange.



Span 7 bent 8 girder 3 Rt
18" x up to 1" hole in bottom of web 9" from end of girder,
and a 4" x 2" hole in Rt bottom flange.



Span 7 bent 8 girder 3 Lt
18" x up to 1" hole in bottom of web 9" from end of girder,
and a 6" x 3" hole in Lt bottom flange.



G3 2022

Maintenance Needs

Date Reported: 05/24/2016

Priority: B - Pressing

Type of Work: Bearing Repair/Replacement

Status: Assigned

Component: Superstructure

Deficiency Description

Majority of anchor bolts are missing at interior bents due to shimming bearings to level the deck.

Span 2 bent 3 girder 3 bearings are beginning to slide out.

Span 3 bent 4 bearing 2 shim plates are loose and moving under traffic.

Span 3 bent 4 bearing 4 shim plates are loose and moving under traffic.

Span 4 bent 4 bearing 2 has 1 plate missing.

Span 4 bent 4 bearing 4 shims are loose and moving under traffic.

Span 5 bent 6 bearing 1 shims are loose and rotating out.

Span 5 bent 6 bearing 3 shim plate at bearing has partially rotated out from under sole plate.

Span 6 bent 6 bearing 4 shims are shifting or out of alignment.

Remarks

to District Bridge Crew for review, but repairs not possible at this time - KAW 7/5/2018



Span 3 bent 4 bearing 4 2019



2023 - Span 6 bent 6 bearing 4



2023 - Span 5 bent 6 bearing 3



2023 - Bearing 2 over bent 4



2023 - Span 5 bent 6 bearing 1 shims



2023 - Span 4 bent 4 girder 4



Span 3 bent 4 bearing 2 2019



S3 b4 g2 2021



S4 b4 g2 2021



S3 b4 g4 2021



S3 b4 g2 2022



S3 b4 2022



S3 b4 g4 2022



S6 & s5 b6 g4 2022



S6 & s5 b6 g3 2022

Maintenance Needs

Date Reported: 05/31/2018

Priority: B - Pressing

Type of Work: T-Splice

Status: Assigned

Component: Superstructure

Deficiency Description

Span 1 bent 2 girder 4 has a 9" x 2" hole in bottom of web 6" from end. Bottom flange is knife edged for 1' adjacent to bearing.

Span 6 bent 7 girder 3 has a 2.5" x 1" hole in bottom of web over bearing. Web has a 1/2" crack at end of hole running towards mid span.

Remarks

to District Bridge Crew for review, but repairs not possible at this time - KAW 7/5/2018



Span 6 bent 7 girder 3



Span 1 bent 2 girder 4
9" x 2" hole @ bottom of web 6" from end. Knife edge
bottom flange.



Span 1 Bent 2 girder 4 2019



Span 7 bent 8 girder 3 2019



2020



2020



Span 6 bent 7 girder 3 2019



Span 1 Bent 2 girder 4



Span 6 bent 7 girder 3



Span 7 bent 8 girder 3 left



Span 7 bent 8 girder 3 right



S1 b2 g4



S6 b7 g3



S1 b2 g4



S6 b7 g3



Span 1 Bent 2 girder 4



Span 7 bent 8 girder 3 right



Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, **Inspection Date:** 07/26/2023

Maintenance Needs

Date Reported: 04/21/2011

Priority: C - Important

Type of Work: Replace (General)

Status: Monitor

Component: Bridge

Deficiency Description

Bridge was built in 1954. Bridge was remodeled in 1975 with pile extensions and collars on piles. Settlement has been reported since 1978. In 1992 and 2007 the deck was profiled after it was leveled by adding shims at bearings.

Shims have fallen out and been replaced several times over the years.

Deck profile and bearing shim measurements show that interior bents have settled up to 6" since originally reported, especially on Rt side.

Remarks

Maintenance Needs

Date Reported: 05/17/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Deck

Deficiency Description

Deck has transverse cracks and spalled and delaminated areas. Several spalls are covered with asphalt patches. Majority of joints are closed. Joint seals are missing.

Deck is spalled along several joints. Road irons are beginning to pull loose at bents 2, 5, and 7. (Bent 7 joint has 5' missing)

Remarks



2023 - Bent 7 joint



2023 - Span 7



2023 - Span 6



2023 - Span 5



2023 - Span 4



2023 - Span 3



2023 - Span 2



2023 - Span 1



2020



2020

Maintenance Needs

Date Reported: 05/17/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Caps at Bents 2 – 6 have several vertical and horizontal cracks, delaminated areas, and spalls with rebar exposed. Some piles have cracking/delaminations near bents.

Remarks



Bent 2 left



Bent 4 Lt back



Bent 4 Lt ahead



Bent 6 Lt



Bent 6 cap near bearing 1



2021 Bent 6 Lt



Bent 5 pile 5



Bent 6 Lt



Bent 6 pile 1

Maintenance Needs

Date Reported: 05/17/2012

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Superstructure

Deficiency Description

Girder ends have section loss, especially at web below haunch. See photos and element notes for specific locations.

Remarks



Span 4 bent 4 girder 2



Girder 1 over bent 2



Span 6 bent 6 girder 4
6" x 1" hole @ haunch



Span 4 bent 5 girder 3



Span 2 bent 3 girder 4
6" x 1" hole @ haunch



Span 1 bent 1 girder 2
9" x up to 2" hole @ haunch



Span 7 bent 8 girder 4
10" x 1" hole @ haunch



Span 1&2 bent 2 girder 3.jpg



Span 4&5 bent 5 girder 3



S4 b4 g3



S4 b4 g4



S5 b5 g2



S4 b5 g3 @ s5 b5 g3



S5 b5 g4



S6 b6 g2



S5 b6 g3 & s6 b6 g3



S6 b6 g4



S1 b2 g2



S1 & s2 b2 g3



S3 & s2 b3 g4



S3 & s4 b4 g3



S5 & s4 b5 g2



S6 b6 g2



S6 & s5 b6 g3



S6 & s5 b6 g4



S5 & s4 b5 g4



Span 4 bent 4 girder 2



Span 1 Bent 1 girder 2 2019

Maintenance Needs

Date Reported: 05/21/2014

Priority: D- Routine

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Bents 3 and 4 have small drift buildup lodged on piles.

Remarks



Bent 4 drift



Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	
A-63 Missing/Incorrect Log Mile Signage	
A-64 - Vegetation Removal Requested	



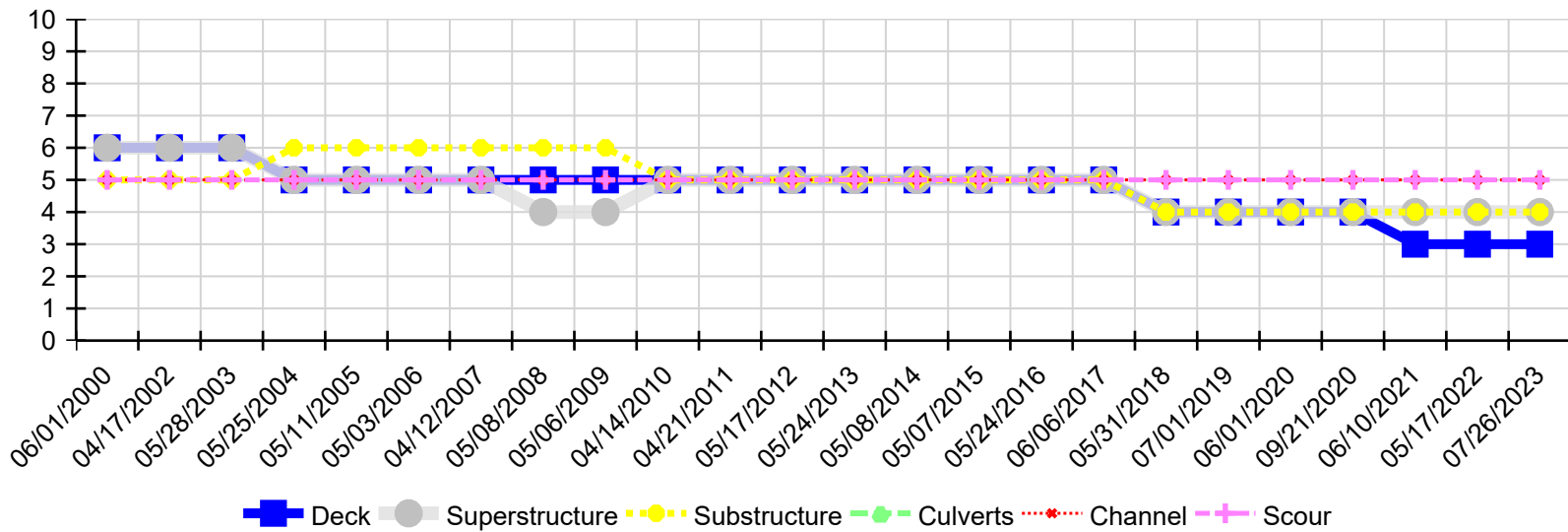
Asset #A2885(Routine)

SH 135-01- LM 2.67 over TYRONZA RIVER

Location: 2.43 M N JCT US 63 &SH135

Team Lead: Richard Jones, Inspection Date: 07/26/2023

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
07/26/2023	3	4	4	N	5	5
05/17/2022	3	4	4	N	5	5
06/10/2021	3	4	4	N	5	5
09/21/2020	4	4	4	N	5	5
06/01/2020	4	4	4	N	5	5
07/01/2019	4	4	4	N	5	5
05/31/2018	4	4	4	N	5	5
06/06/2017	5	5	5	N	5	5
05/24/2016	5	5	5	N	5	5
05/07/2015	5	5	5	N	5	5
05/08/2014	5	5	5	N	5	5
05/24/2013	5	5	5	N	5	5
05/17/2012	5	5	5	N	5	5
04/21/2011	5	5	5	N	5	5
04/14/2010	5	5	5	N	5	5
05/06/2009	5	4	6	N	5	5
05/08/2008	5	4	6	N	5	5
04/12/2007	5	5	6	N	5	5
05/03/2006	5	5	6	N	5	5
05/11/2005	5	5	6	N	5	5
05/25/2004	5	5	6	N	5	5
05/28/2003	6	6	5	N	5	5
04/17/2002	6	6	5	N	5	5
06/01/2000	6	6	5	N	5	5

A2885 - Deck profile

	4/11/2007		7/13/2023		total settlement	
	Lt curb elev	Rt curb elev	Lt curb elev	Rt curb elev	Lt curb elev	Rt curb elev
Bent						
1	222.31	222.32	222.31	222.32	0.00	0.00
2	222.34	222.36	222.36	222.32	-0.04	-0.09
3	222.3	222.31	222.25	222.28	-0.20	-0.31
4	222.32	222.24	222.27	222.15	-0.30	-0.51
5	222.33	222.34	222.31	222.32	-0.24	-0.29
6	222.32	222.32	222.27	222.29	-0.22	-0.34
7	222.29	222.31	222.29	222.29	-0.02	-0.04
8	222.24	222.25	222.19	222.22	-0.05	-0.03

Bridge was built in 1954. Bridge was remodeled in 1975 with pile extensions and collars on piles.

Settlement has been reported since 1978.

In 1992 and 2007 the deck was profiled after it was leveled by adding shims at bearings.

BM - 222.32 - Top of road iron in Rt gutter over Bent 1

Shots taken on top of road irons in gutterline

*Shim measurements taken from top of cap to bottom of bottom flange of girders (inches)

Bent	Girder 1 (back)	Girder 1 (ahead)	Girder 5 (back)	Girder 5 (ahead)
1				
2	2 1/2	3 1/4	3 1/4	3
3	4 1/4	4 1/2	5 3/4	6
4	5 1/2	5 1/2	6 3/4	8 3/8
5	5 1/8	5 1/4	5 7/8	5 3/4
6	4 1/2	4 1/2	6	6 1/2
7	2 3/4	2 3/4	2 3/4	2 3/4
8				

Bent	Avg shim height minus original bearing thickness(dec ft)	
	Girder 1 (avg.)	Girder 5 (avg.)
1	0	0
2	0.06	0.05
3	0.15	0.28
4	0.25	0.42
5	0.22	0.27
6	0.17	0.31
7	0.02	0.02
8	0	0