

| FRACTURE CRITICAL BRIDGE MEMBER INSPECTION | | |
|---|-----------------|------------------|
| BRIDGE MEMBER OR ELEMENT | TYPE INSPECTION | CONDITION RATING |
| Upper Chord | Visual | 5 |
| Lower Chord | Hands on Visual | 5 |
| Verticals | Hands on Visual | 4 |
| Diagonals | Hands on Visual | 5 |
| Floorbeams | Hands on Visual | 4 |
| <div> <div>BRIDGE</div> <div>MAINTENANCE</div> <div>NEEDS / ACTIVITY</div> <div>LOG</div> </div> <div> <div>Inspected by <u>T. Dixon</u></div> <div><u>TJ Brown</u></div> <div>Date <u>04/16/14</u></div> <div>Dist <u>01</u> Co <u>48-MONROE</u></div> <div>Rte <u>79</u></div> <div>Sect <u>13/0</u></div> <div>Log <u>8.28</u></div> <div>Bridge <u>01253</u></div> </div> | | |

Note: Construction of replacement structure is underway downstream

APPROACH SPANS:

DECK:

Numerous unsealed transverse cracks in all spans.

Numerous shallow spalls with rebar exposed scattered throughout.

Span 8: Underside of deck, spall with rebar exposed.

Span 10: Underside of deck, spall with rebar exposed.

Bt. 27: Joint has small spall in Lt. lane and underside of deck has a spall with rebar exposed.

Bt. 31: Joint has small spall at center of lane.

Bt. 32: Underside of deck, spall with rebar exposed.

Bt. 34: Joint has small spall in Lt. lane.

Bt. 35: Joint open to 3". Spall in Rt. lane at joint.

Bt. 52: Underside of deck has large spalls with rebar exposed.

Bt. 59: Joint has small spall in Rt. Lane.

CURBS:

Vertical hairline cracks and spalls in all spans.

DRAINS:

Many are filled with debris. Vegetation growing from debris.

EXPANSION JOINTS:

All joints are open with no joint material installed.

Bt. 31, 32, 36, 38, 40, 41, 46, 50, 51, 52, 53, 54 & 55: Deck is spalled below at joint.

R/C BRIDGE RAIL:

The bridge rail has numerous areas of collision damage scattered throughout the approach spans. Many of the terminal posts at the end of each span were cracked horizontally at the base.

Shallow spalls with rebar exposed scattered throughout.

Bt. 9, Rt: Bridge rail post broken from impact.

Sp. 28, Rt: Bridge rail post broken from impact.

Sp. 25, 28, 29, 30, 35, 41, 58, 59 & 60: Rt: Heavy collision damage to the concrete bridge rail.

Abutment A, Lt. Bridge rail post damaged from impact.

Abutment B: Approach rail loose at the connection to the turnout post. Spall at turnout post.

BRIDGE INSPECTION REPORT

NBIS - FORM III

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Date 04/16/14

Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

APPROACH SPANS: SUPERSTRUCTURE

R/C GIRDERS:

All R/C Girders had several flexural cracks near midspan.

Span 1:

Girder 1, mid span: Full height vertical crack.

Girder 1, Back: Two vertical spalls.

Girder 2, Bt. 2: Spall with rebar exposed.

Span 2:

Girder 1, Bt. 3: Ahd and back of girder map cracked above column with spalls developing.

Girder 2: 9 vertical cracks and one shallow spall with rebar exposed.

Span 3:

Girder 1 & 2: Several shallow spalls on bottom face.

Girder 2 at Bt. 3: 45 degree, cracking at bearing area.

Span 4:

Girder 1, Bt. 3: Concrete heavily cracked and deteriorated at the bearing area.

Girder 2: Several shallow spalls with rebar exposed.

Span 5:

Girder 1 & 2: End of girder cracked and broken in bearing area.

Girder 1: Several shallow spalls with rebar exposed.

Girder 2: Vertical shallow spall with rebar exposed.

Span 6:

Bt. 6, Girder 1: Spall with rebar exposed above column.

Girder 1 & 2: End of girder map cracked above column. Vertical and 45 degree, cracking at bearing area.

Span 7:

Girder 1 & 2: Several shallow spalls with rebar exposed.

Span 8:

Girder 2: Minor spalls.

Span 10:

Girder 2, Bt. 9, Ahd: Spall with rebar exposed.

Girder 1 & 2: Several shallow spalls with rebar exposed.

Span 11:

Girder 1: Several shallow spalls with rebar exposed.

Girder 2, Bt.11: Concrete map cracked with efflorescence.

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Rte 79

Sect 13/0

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Bridge 01253

Span 12:

Bt. 12. Girder 1 & 2: Efflorescence map cracking.

Span 13:

Girder 1 & 2: Minor spalls with rebar exposed on bottom face.

Span 14:

Bt. 14. Girder 1 & 2: Efflorescence map cracking.

Girder 1: Numerous shallow spalls with rebar exposed.

Girder 2: Numerous shallow spalls.

Span 15:

Bt. 15, Girder 2: Efflorescence map cracking at bent. Spall developing.

Span 16:

Bt. 15: Horizontal strut has honeycomb.

Bt. 16, Girder 2: Two spalls with rebar exposed.

Girder 1, Numerous shallow spalls with rebar exposed on bottom face.

Girder 2, Two vertical spalls with rebar exposed.

Span 17:

Girder 1 & 2: Several spalls with rebar on bottom face.

Span 18:

Girder 1, Bt. 18: Small spall with rebar on bottom face.

Girder 2, Two spalls with rebar exposed.

Span 19:

Bt. 18, G2: Spall developing in bearing area.

Girder 2, Vertical shallow spalls with rebar exposed.

Span 20:

Girder 1 & 2: Shallow spalls with rebar exposed.

Span 21:

Girder 1 & 2: Shallow spalls with rebar exposed.

Span 22:

Bt. 22, Lt: Two shallow spalls with rebar exposed.

Girder 1 & 2: Shallow spalls with rebar exposed.

Span 23:

Girder 1 & 2: Shallow spalls with rebar exposed.

Span 24:

Girder 1 & 2: Shallow spalls with rebar exposed.

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STEEL OPEN GIRDERS:

Note: Corrosion and section loss 1/8" to 5/8" is occurring to the ends of the beams at the bearing areas. Typical at all spans. Section loss to 1/16" has also occurred to the bottom of the web above the bearing areas.

Pier 4, G2, Ahd: 1/8" section loss has occurred to the bottom flange of girder.

Bt. 21, G2, Ahd: Active corrosion and heavy pack rust to bottom flange of girder. Typical at all girders at this location.

Bt. 24, G2, Bk: Active corrosion and heavy pack rust to bottom flange of girder at bearings.

Bt. 25, G2 & G3: Active corrosion and heavy pack rust to bottom flange of girder at bearings.

Bt. 26, G1 - G4: Active corrosion and heavy pack rust to the top flanges of girders at bearings.

Bt. 27, G3, Bk: Active corrosion and heavy pack rust to bearing plate of girder.

Bt. 28, G2 & G3, Ahd: Active corrosion and heavy pack rust to bottom flange of girders at bearings. 1/4" to 3/8" section loss.

Bt. 31, G2, Bk: Bottom flange has 1/4" section loss. Top flange is knife edged.

Bt. 31, G3, Bk: Top flange of girder has active corrosion and is knife edged.

Bt. 32, G1 - G4, Ahd: Active corrosion and heavy pack rust to bottom flange of girder. Typical at all girders at this location.

Bt. 33, G2, Bk: Top flange of girder has active corrosion and section loss.

Bt. 34, G2, Ahd: Active corrosion and heavy pack rust to bottom flange of girder. Typical at all girders at this location.

Bt. 34, Bk, Girders 1- 4: Girders are slipping off bearing pads.

Bt. 34: All anchor bolts have 50-60% section loss.

Bt. 35, G2, Bk: Top flange of girder has active corrosion and section loss.

Bt. 35, G2, Ahd: Bottom flange of girder has active corrosion and heavy pack rust at bearing area.

Bt. 35, G3, Bk: Top flange is knife edged.

Bt. 39, G1, 2, 3 & 4: Bottom flange of girder has active corrosion and heavy pack rust at bearing area.

Bt. 43, G2: 1/2" Up to 50% section loss at bottom flange at bearing area.

Bt. 50, G2: 1/2" Section loss at bottom flange at bearing area.

Bt. 50, G3: 3/8" Section loss at bottom flange at bearing area.

Bt. 51, G1, 2, & 3: 7/16" Section loss at bottom flange at bearing area.

Bt. 52, G1, 3 & 4: 5/16" Section loss at bottom flange at bearing area.

Bt. 52, G2: 7/16" Section loss at bottom flange at bearing area.

Bt. 53, G2 & 3: 1/2" Section loss at bottom flange at bearing area.

Bt. 55, G2: Masonry plate corroded away.

Bt. 56, G2 & 3: 3/8" Section loss at bottom flange at bearing area.

Bt. 57, G1 & 4: 3/8" Section loss at bottom flange at bearing area.

Bt. 57, G2 & 3: 1/2" Section loss at bottom flange at bearing area.

Bt. 58, G2 & 3: 3/8" Section loss at bottom flange at bearing area.

Bt. 59, G3, Bk: 3/8" Section loss at bottom flange at bearing area.

BEARING DEVICES:

All bearing devices were heavily corroded with up to 3/8" section loss on both the sole and masonry plates. Typical condition.

Bents 24 - 59: The anchor bolts were heavily corroded with up to 60% section loss.

Bents 24 - 59. 1" to 4" of debris typical on seats.

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NBIS - FORM III

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Rte 79

Sect 13/0

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Bridge 01253

APPROACH SPANS, SUBSTRUCTURE:

ABUTMENTS:

Abutment A: Vertical hairline efflorescence cracks in the breast wall.

Abutment B: Vertical efflorescence cracks in the breast wall and a 45-degree efflorescence crack in the Lt. wing wall.

R/C COLUMNS:

Bt. 3, Col. 2: 45-degree 3/16 open crack at top of column, under bearing area.

Bt. 8, Col. 1: Minor spall developing at top of column.

Bt. 10, Col. 1, Ahd: Small spall and a small honeycomb area on bottom of column.

Bt. 12, Col. 2: Small honeycombed area on bottom of column.

Bt. 14, Col. 2: Horizontal crack at the half way point.

Bt. 16, Col. 1: Concrete is deteriorating. Spall with rebar exposed.

Bt. 16, Col. 2: Horizontal efflorescence cracks at top.

Bt. 17, Col. 1: Four spalls developing.

Bt. 18, Col. 2: Spall on back Lt. corner. Rt. column; Shallow spall on ahead face.

Bt. 21, Col. 2: Two 3'X6' honeycombed areas.

Bt. 26, Col. 2, Ahd: Honeycomb and spalled at midpoint of column.

Pier 1, Col. 2: Two horizontal cracks in bottom of column.

Bt. 29, Col. 2: Small spall on back side.

Bt. 35, Col. 2: Spall on ahd and back sides.

Bt. 36, Col. 2, Ahd: Shallow spall with rebar exposed.

Bt. 41, Between girder 1 & 2: Spall at joint.

Bt. 46, Col. 2: Spalls with rebar exposed 1.5' long on ahd side.

Bt. 49, Col. 1: Spalls with rebar exposed 1.5' long on side face.

Bt. 51, Col. 1: 14 shallow spalls 10' of rebar exposed.

Bents 27, 28, 30, 43, 44, 45, 50, 52 & 54: Small spalls with rebar exposed. Appears that the spalls are caused by the rebar being placed on at or close to the surface of concrete during construction.

R/C HORIZONTAL STRUTS:

Minor spalls on struts with rebar exposed @ Bt. 25, 26, 27, 28, 29, 35 & 51.

R/C CAPS:

Vertical hairline cracks in all caps. Many of the cracks are in the bearing areas. Caps have heavy debris at joints.

Bt. 3, Rt: Side of cap is deteriorating at the bearing area.

Bt. 22, G2 & G3, Ahd. Vertical cracks in cap.

Bt. 24, Bk, G4: 18" shallow spall below bearing plate.

Bt. 34, Bk, G1: Large spall with rebar exposed below bearing plate.

Bt. 25: Concrete deteriorating @ Lt. end of cap.

Bt. 31, Ahd: Cap has a open horizontal crack.

Bt. 32: Map cracking @ Lt. end of cap.

Bt. 34, Bk, G1: Bearing pad is cracked.

Bt. 43: Spall with rebar exposed on bottom of cap.

Bt. 45: Spall with rebar Lt. end of cap.

Bt. 51: Efflorescence cracking on right end of cap.

Bt. 54: Ahead, Under G3: Spall with rebar exposed.

Bt. 55, Ahd: Cap has a 1' spall with rebar exposed.

Bt. 56: Vertical crack in the cap.

Bt. 58, Bk: Horizontal crack in the cap.

Surface spalls with rebar exposed at Bt. 24, 25, 27, 30, 44, 45, 46, 53, 54 & 55. Appears that the spalls are caused by the rebar being placed at or close to surface of the concrete during construction.

BRIDGE INSPECTION REPORT

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NBIS - FORM III

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Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

THRU-TRUSS SPANS, DECK

DECK:

Numerous unsealed transverse cracks in all spans.

Several spalls ranging in size from .5 to 1.5 sq. ft. in both lanes. Many are filled with asphalt.

Span 1: Three 16" spalls.

CURBS:

PP 0, Lt & Rt: Curb has a open crack.

PP 14, Rt: 4" hole through bottom of curb.

Numerous vertical cracks in the curbs. Typical condition throughout.

DRAINS:

All open. (First two drains on the east end of the truss and at PP6 have been sealed.

EXPANSION JOINTS:

PP 0, L14, L22 & L36: Joint material has failed.

PP 0, Rt. lane: Joint armor torn.

PP14, Lt. lane: 5' of joint armor has been removed.

PP14, Rt. lane: 9' of joint armor has been removed.

METAL BRIDGE RAIL:

PP 0 - PP 5, Rt: Minor collision damage to the metal bridge rail posts.

PP 12, Rt: Collision damage to the metal bridge rail post.

PP 14, Lt: Holes corroded thru the bridge rail.

PP 20-21, Right: Anchor bolts are loose on the post between panel points.

THRU-TRUSS, SUBSTRUCTURE

R/C CAPS:

Vertical hairline cracks in all caps.

R/C WEBWALL:

Piers 1 & 4: Vertical hairline efflorescence cracks.

Vertical hairline cracks at Piers 2 and 3.

R/C COLUMNS:

Pier 1, Lt. & Rt: Horizontal cracks in R/C columns.

Piers 2 & 3: Collision spall on the upstream ahead corner of the Rt. column.

Piers 1 & 4: Vertical hairline cracks.

Pier 1, Bk: Spall on horizontal strut.

Pier 4, Col. 2, Ahd: Spall with rebar exposed mid point on the column.

STEEL COLUMNS @ PIERS 1 & 4:

Corrosion and pack rust beginning at the riveted connections on the top and bottom of the columns.

Bottom of columns are filled with debris.

STEEL CAPS @ PIERS 1 & 4:

Corrosion and pack rust between the plates at the riveted connections.

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NBIS - FORM III

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Date 04/16/14

Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

THRU- TRUSS, RIVETED STEEL SUPERSTRUCTURE

TOP CHORD:

Pack rust has deformed the gusset plates at the eye bar connections.
Pack rust and crevice corrosion is beginning to form between riveted connections.
Active corrosion around nuts at pin connections.

BOTTOM CHORD:

Pack rust has formed between riveted connections. Debris has accumulated inside the chord at the batten plates.
Pack rust has formed between the connections to the floorbeams. Heavy pack rust on lower chord at bearings.
Crevice corrosion and 1/8" section loss to the bottom flanges of the lower chord is occurring at the gusset plate connections. Typical condition.
PP14 & 22, Lt. & Rt: Wind locks are heavily corroded and have heavy amounts of pigeon dung inside.

VERTICALS:

L2-U2, Lt. & Rt: Verticals bent inward 2 – 3" from impact with over-height loads. Lattice buckled at top. Flange of the vertical is bent.
L2, Rt. Active corrosion at lower vertical connection.
L3-U3, Lt. & Rt: Verticals bent inward approx. 1" at top.
L4-U4, Lt. & Rt: Verticals bent inward 4" from impact with over-height loads. Lattice buckled at top.
L13-U13, Lt: Vertical bent approx. 1" inward top.
L17-U17, Lt. & Rt: Verticals bent approx. 1" inward top.
L18-U18, Rt: Collision damage. Flange of the vertical is bent.
L19-U19, Lt. & Rt: Verticals bent approx. 1" inward top.
L23-U23, Rt: Collision damage. Flange of the vertical is bent.
L25-U25, Rt: Collision damage. Flange of the vertical is bent.
L26-U26, Rt: Collision damage. Flange of the vertical is bent.
L32-U32, Lt. & Rt: Verticals twisted and bent inward 3" from impact with over-height loads. Lattice is buckled at top.
Verticals vibrate during crossing of heavy live loads.
L33-U33, Lt. & Rt: Verticals bent inward approx. 1 1/2" at top.

DIAGONALS:

Active corrosion and pack rust to the bottom of the diagonals at the connection to the bottom chord in numerous locations throughout.
Collision damage scattered throughout the truss.
PP10, Rt: Collision damage. Flange of the diagonal is torn.

SWAY BRACING:

U2-U4, U12-U24, U31-U34: Sway bracing is bent from impact with over-height loads.
U32: Sway bracing vibrates heavily during crossing of heavy loads.

LOWER LATERAL BRACING:

Gusset plate connections: Active corrosion and pack rust with holes corroded through the ends of the laterals at the connection with the lower chord. Typical condition throughout thru-truss.
PP10, Lt: Gusset plate deformed by crevice corrosion and pack rust forming at the gusset plate connections.
PP36, Lt: Gusset plate has heavy corrosion and moderate section loss.

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NBIS - FORM III

Date 04/16/14

Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

FLOORBEAMS:

Pack rust with section loss to the top flange. The ends of the floorbeams have pack rust forming at the connection to the lower chord. See photos.

PP0, Ahd: Corrosion with 1/4" to 3/8" section loss to the top flange. 1/8" section loss at the connection to the Lt. and Rt. lower chord. Top flange is knife edged on backside of floorbeam.

PP3: Corrosion with 3/16" section loss to the top flange.

PP5: Corrosion with 3/16" section loss to the top of web at connection to bottom chord.

PP8, Rt: Corrosion and heavy pack rust to the bottom flange of the floorbeams at connection to bottom chord.

PP9, Lt: Active corrosion and pack rust to the end of the floorbeam at gusset plate connection.

PP11, Lt: Corrosion and pack rust to the top flange of the floorbeam. Section loss to 3/16".

PP12: Section loss on the top and bottom flange of the floorbeam under girder 3. Section loss to 3/16".

PP13: Section loss on the top and bottom flange of the floorbeam under girder 3. Section loss to 3/16".

PP13: Corrosion and pack rust with section loss at bottom flange.

PP14: Corrosion and pack rust to the ends, top flange and bottom flange of the floorbeam. Section loss to 1/2" on bottom flange.

PP19, Str. 1-2, Bk: Top flange of floorbeam is knife edged.

PP22: Corrosion and pack rust to the ends, top flange and bottom flange of the floorbeam. Section loss to 3/16".

PP23, Str. 3, Bk: 3" hole corroded through web of floorbeam.

PP24, Rt: Active corrosion and pack rust to the end of the floorbeam at gusset plate connection. Section loss to 1/4".

PP25, Lt: Top flange of floorbeam is knife edged.

PP26, Lt: Top flange of floorbeam is knife edged. Bottom flange has up 50% section loss at gusset plate connection.

PP26, Rt: Active corrosion and pack rust to the end of the floorbeam. Section loss to 1/8".

PP28: Corrosion and pack rust to the ends and top flange of the floorbeam. Section loss to 1/8".

PP31: Corrosion and pack rust to the top flange of the floorbeam. Section loss to 3/16".

PP33, Bk: Corrosion and pack rust to the ends and top flange of the floorbeam. Section loss to 1/8".

PP36: Corrosion and pack rust to the ends and top flange of the floorbeam. Section loss to 1/8".

STRINGERS:

Stringers 1 & 6: Pack rust is occurring between the top flange and the deck. This condition is scattered throughout the truss spans.

PP0, Str. 1: 1/4" section loss to the bottom flange at the connection to the floorbeam. Stringer bearing is heavily corroded.

PP2, Str. 1, Ahd: Two loose bolts. Str. 6, Bk: One loose bolt.

PP3, Str. 1, Ahd: Active corrosion and heavy pack rust at stringer bearing. One nut missing.

PP4, Str. 2, Ahd: Nuts missing from bolts.

PP4, Str. 6, Ahd: Top flange has active corrosion and pack rust.

PP8, Str. 1, Ahd & Bk: Small hole corroded thru the bottom of the web at the stringer to floorbeam connection.

PP8, Str. 3, Bk: Small hole corroded thru the web at the stringer to floorbeam connection.

PP14, Str. 1, Bk: 3" long x 1/4" wide hole corroded through the web 1 1/2" from the bottom flange.

PP14, Str. 1-5, Ahd: Corrosion and section loss at the stringer bearings.

PP14, Str. 3, Bk: Corrosion at the stringer bearing.

PP14, Str. 3, Ahd: Two loose bolts. Top bolt sheared in the clip angle.

PP14, Str. 4, 5 & 6, back; Has 1/8" to 1/4" Section loss to the top flange.

PP14, Str. 4 Bk: Heavy corrosion with section loss at top flange and bottom flanges.

PP14, Str. 5 Bk: Heavy corrosion with section loss at the top flange. Top flange is knife edged.

PP14, Str. 6, Ahd & Bk: Top & bottom flanges are knife edged.

Horizontal bracing between the left and right lower chord has pack rust built up between the members.

PP 19, Str. 1, Ahd: One missing bolt.

PP22, Str. 1, 3, 5 & 6 Bk: Corrosion and section loss to the lower flange at connection with the floorbeam.

PP26, Str. 1, Bk: Hole drilled in web to arrest crack. No progression of crack noted.

PP28, Str. 3, & 4 Ahd: Pack rust and corrosion to the bottom flange of the stringer to floorbeam connection.

PP28, Str. 1, Bk: 3/16" section loss to the bottom flange.

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NBIS - FORM III

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Date 04/16/14

Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

BEARING DEVICES:

Piers 1 & 4 The lower pin connections are corroded with minor section loss to the surrounding steel members.
Piers 2 & 3: Bearing anchor bolts are corroded with moderate section loss.
L8 & L28 Rt: Heavy corrosion and pack rust with 3/16" section loss to built-up connections inside the bearing.

VEGETATION:

Trees growing under and next to the bridge prevent using the inspection platform on many of the south approach spans.
Pier 1: Vines growing on pier.
Bt. 21, Col. 1, Vines growing on column.

CHANNEL:

Channel is stable and well vegetated with no bank erosion or lateral channel shifting observed.

NAVIGATION LIGHTS:

Conduit is corroded, separated and crumbles to the touch at many areas.

LOAD POSTING:

32-ton weight limit posting signs were in place at both bridge ends.

GRAFFITI:

North abutment and approach spans have graffiti on columns in numerous locations.
Span 11: Debris and trash dumped under the bridge.
Spans 20-22: Scrap metal and farm equipment stored under bridge.

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Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

Many of the terminal posts at the end of each span were cracked horizontally at the base. Cracks range in size from 1/16" to 1/4"



Shallow spalls with rebar exposed scattered throughout.



The bridge rail has numerous areas of collision damage scattered throughout the approach spans.



Main Span, PP 0 - PP 5, Rt: Minor collision damage to the metal bridge rail posts.



The deck has numerous unsealed transverse cracks in all spans.



The curbs have vertical hairline cracks and spalls in all spans.



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The deck has numerous shallow spalls with rebar exposed scattered throughout.



The deck has numerous shallow spalls with rebar exposed scattered throughout.



PP 0, L14, L22 & L36: Joint material has failed.



Many of the drains are filled with debris.



Bt. 41: Joint is open with no joint material installed. Spall with rebar exposed below joint.



PP10, Rt: Collision damage. Flange of the diagonal is torn.



BRIDGE INSPECTION REPORT
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Rte 79

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Bridge 01253

U2-U4, U12-U24, U31-U34: Sway bracing is bent from impact with over-height loads.



Span 16, Girder 1: Numerous shallow spalls with rebar exposed on bottom face.



PP11, Lt: Corrosion and pack rust to the top flange of the floorbeam. Section loss to 3/16".



Bt. 6, Girder 1: Spall with rebar exposed above column.



Gusset plate connections: Active corrosion and pack rust with holes corroded through the ends of the laterals at the connection with the lower chord. Typical condition throughout thru-truss.



PP12, Lt: Section loss to the bottom flange of the floorbeam at gusset plate connection. Typical condition throughout.



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Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253

Gusset plate connections: Active corrosion and pack rust with holes corroded through the ends of the laterals at the connection with the lower chord. Typical condition throughout thru-truss.



Caps have heavy debris at joints



Bt. 26, Col. 2, Ahd: Honeycomb and spalled at midpoint of column.



North abutment and approach spans have graffiti on columns in numerous locations.



PP12, Lt: Paint peeling. Typical in scattered locations throughout.



Typical condition of the bottom chord.



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Log 8.28

Bridge 01253

General photo of the floor beams.



General photo of the paint condition.



PP10, Lt: Typical condition inside bottom chord.



PP14 & 22, Lt. & Rt: Wind locks are heavily corroded and have moderate to heavy amounts of pigeon dung inside.



Bt. 49, Col. 1: Spalls with rebar exposed 1.5' long on side face.



Bt. 55, Ahd: Cap has a 1' spall with rebar exposed.



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Rte 79

Sect 13/0

Log 8.28

Bridge 01253

Bt. 43, G2: ½" Up to 50% section loss at bottom flange at bearing area.



Bt. 50, G2: ½" Section loss at bottom flange at bearing area.



Bt 34, Bk, G1: Girder is slipping off bearing pad. Typical of G1 - G4 at this bent. Large spall with rebar exposed below bearing plate



Bt 34, Bk, G1: Girder is slipping off bearing pad. Typical of G1 - G4 at this bent. Large spall with rebar exposed below bearing plate



BRIDGE INSPECTION REPORT
NBIS - FORM III

Inspected by T. Dixon
TJ Brown

Date 04/16/14

Dist 01 Co 48-MONROE

Rte 79

Sect 13/0

Log 8.28

Bridge 01253