

Bridge Inspection Report

01253

US 79-SEC 13

over

4 CITY STS, WHITE RIVER



Inspection Date:

Inspected By:

Inspection Type(s):

Inspector:

Structure Number: 01253

Inspection Date:

Facility Carried: US 79-SEC 13

Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION					INSPECTIONS				
(1) STATE CODE	056 - Arkansas				(90) INSPECTION DATE	4/16/2014			
(8) STRUCTURE NUMBER	01253				(91) DESIGNATED INSPECTION FREQUENCY	24			
(5) INV. ROUTE (ON/UNDER)	1	2	1	79 0	(92) CRITICAL FEATURE INSPECTION				(93) CFI DATE
(2) HIGHWAY AGENCY 01	(3) COUNTY CODE 095				A. FRACTURE CRITICAL DETAIL	Y	24	04/16/2014	
(4) PLACE CODE	13300				B. UNDERWATER INSPECTION	Y	60	10/25/2013	
(6) FEATURES INTERSECTED	4 CITY STS, WHITE RIVER				C. OTHER SPECIAL	Y	24	04/16/2014	
(7) FACILITY CARRIED	US 79-SEC 13				CONDITION				
(9) LOCATION	1.8 MI W SH 86				(58) DECK	4			
(11) MILEPOINT 8.279	(12) BASE HIGHWAY NETWORK 1				(59) SUPERSTRUCTURE 4	(60) SUBSTRUCTURE 5			
(13A) LRS INVENTORY ROUTE 0000079130	(13B) SUBROUTE NUMBER 00				(61) CHANNEL & CHANNEL PROTECTION	7	(62) CULVERT N		
(16) LATITUDE 34.68875	(17) LONGITUDE -91.3187777777778				LOAD RATING AND POSTING				
(98A) BORDER BRIDGE CODE					(31) DESIGN LOAD	2			
PERCENT RESPONSIBILITY	(99) BORDER BRIDGE STRUCT				(63) METHOD USED TO DETERMINE OPERATING RATING	1			
STRUCTURE TYPE AND MATERIAL					(64) OPERATING RATING	30.0			
(43) STRUCTURE TYPE, MAIN					(65) METHOD USED TO DETERMINE INVENTORY RATING	1			
A) KIND OF MATERIAL/DESIGN:	3 - Steel				(66) INVENTORY RATING	18.0			
B) TYPE OF DESIGN/CONSTR:	10 - Truss - Thru				(70) BRIDGE POSTING	2			
(44) STRUCTURE TYPE, APPROACH SPANS					(41) STRUCTURE OPEN/POSTED/CLOSED	P			
A) KIND OF MATERIAL/DESIGN:	3 - Steel				APPRAISAL				
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder				(67) STRUCTURAL EVALUATION	4			
(45) NUMBER OF SPANS IN MAIN 3	(46) NUMBER OF APPROACH 61				(68) DECK GEOMETRY	2			
(107) DECK STRUCTURE TYPE 1	(108A) WEARING SURFACE 1				(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	2			
(108B) DECK MEMBRANE 0	(108C) DECK PROTECTION 0				(71) WATERWAY ADEQUACY	8			
AGE OF SERVICE					(72) APPROACH ROADWAY ALIGNMENT	6			
(27) YEAR BUILT 1931	(106) YEAR RECONSTRUCTED 0000				(36) TRAFFIC SAFETY FEATURE				
(42) TYPE OF SERVICE ON 1	UNDER 6				36A) BRIDGE RAILINGS:	0			
(28) LANES ON 02	UNDER 08				36B) TRANSITIONS:	0			
(29) AVERAGE DAILY TRAFFIC 3100	(19) BYPASS DETOUR LENGTH 40				36C) APPROACH GUARDRAIL:	0			
(30) YEAR OF AVERAGE DAILY TRAFFIC 2014					36D) APPROACH GUARDRAIL ENDS:	0			
(109) AVERAGE DAILY TRUCK TRAFFIC 20					(113) SCOUR CRITICAL BRIDGES	5			
GEOMETRIC DATA					SUFFICIENCY RATING	1	STATUS 11.0		
(48) LENGTH OF MAX SPAN (ft.) 400	(49) STRUCTURE LENGTH (ft.) 4283.0				CLASSIFICATION				
(50) CURB/SIDEWALK WIDTHS (ft.) LEFT 0	RIGHT 0				(112) NBIS BRIDGE LENGTH	Y			
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	24.0				(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	1			
(52) DECK WIDTH, OUT-TO-OUT (ft.)	28.0				(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	02			
(32) APPROACH ROADWAY WIDTH (ft.)	39.0				(100) STRAHNET HIGHWAY DESIGNATION	0			
(33) BRIDGE MEDIAN 0	(34) SKEW (DEG.) 0				(101) PARALLEL STRUCTURE DESIGNATION	N			
(35) STRUCTURE FLARED 0	(10) INV RTE, MIN VERT CLEAR (ft.) 51.4				(102) DIRECTION OF TRAFFIC	2			
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	24.9				(103) TEMP STRUCTURE				
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	15.65				(105) FEDERAL LANDS HIGHWAYS	0			
(54) VERTICAL UNDER CLEARANCE (ft.)	H 11.81				(110) DESIGNATED NATIONAL NETWORK	1			
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	H 4.9				(20) TOLL	3			
(56) MIN LATERAL UNDER CLEARANCE (ft.)	13.1				(21) MAINTENANCE RESPONSIBILITY	01			
PROPOSED IMPROVEMENTS					(22) OWNER	01			
(75A) TYPE OF WORK PROPOSED 31	(75B) WORK DONE BY 1				(37) HISTORICAL	1			
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	4283.0				NAVIGATION DATA				
(94) BRIDGE IMPROVEMENT COST (\$)	0				(38) NAVIGATION CONTROL	1			
(95) ROADWAY IMPROVEMENT COST (\$)	235				(111) PIER OR ABUTMENT PROTECTION	5			
(96) TOTAL PROJECT COST	8588				(39) NAV VERT CLEARANCE (ft.)	49.9			
(97) YEAR OF IMPROVEMENT COST ESTIMATE	2003				(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	0			
(114) FUTURE ADT 4200	(115) YEAR OF FUTURE ADT 2030				(40) NAV HORIZONTAL CLEARANCE (ft.)	299.9			

Inspector:

Structure Number: 01253

Inspection Date:

Facility Carried: US 79-SEC 13

Bridge Inspection Report

National Bridge Inventory

UNDER RECORD A

IDENTIFICATION

(1) STATE CODE	056 - Arkansas	(7) FACILITY CARRIED	US 79-SEC 13
(3) COUNTY CODE	095	(8) STRUCTURE NUMBER	01253
(4) PLACE CODE	13300	(9) LOCATION	1.8 MI W SH 86
(5) INV. ROUTE (ON/UNDER)	A 5 1 59330 0	(11) MILEPOINT	0.010 (12) BASE HIGHWAY NETWORK 0
(6) FEATURES INTERSECTED	4 CITY STS, WHITE RIVER	(13A) LRS INVENTORY ROUTE	0000000000 (13B) SUBROUTE NUMBER 00
		(16) LATITUDE	34.68875 (17) LONGITUDE -91.3187777777778

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN A) KIND OF MATERIAL/DESIGN: 3 - Steel
 B) TYPE OF DESIGN/CONSTR: 10 - Truss - Thru

AGE OF SERVICE

(19) BYPASS DETOUR LENGTH	1	(30) YEAR OF AVERAGE DAILY TRAFFIC	1983
(27) YEAR BUILT	1931	(42) TYPE OF SERVICE	ON 1 UNDER 6
(28) LANES	ON 02 UNDER 02	(109) AVERAGE DAILY TRUCK TRAFFIC	27
(29) AVERAGE DAILY TRAFFIC	207		

GEOMETRIC DATA

(10) INV RTE, MIN VERT CLEARANCE	11.7	(48) LENGTH OF MAXIMUM SPAN	400 (49) STRUCTURE LENGTH 4283.0
(47) TOTAL HORIZONTAL CLEARANCE	37.0		

CLASSIFICATION

(20) TOLL	3	(102) DIRECTION OF TRAFFIC	2
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	09	(103) TEMP STRUCTURE	
(100) STRAHNET HIGHWAY DESIGNATION	0	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(101) PARALLEL STRUCTURE DESIGNATION	N	(110) DESIGNATED NATIONAL NETWORK	0

UNDER RECORD B

IDENTIFICATION

(1) STATE CODE	056 - Arkansas	(7) FACILITY CARRIED	US 79-SEC 13
(3) COUNTY CODE	095	(8) STRUCTURE NUMBER	01253
(4) PLACE CODE	13300	(9) LOCATION	1.8 MI W SH 86
(5) INV. ROUTE (ON/UNDER)	B 5 1 24160 0	(11) MILEPOINT	0.010 (12) BASE HIGHWAY NETWORK 0
(6) FEATURES INTERSECTED	4 CITY STS, WHITE RIVER	(13A) LRS INVENTORY ROUTE	0000000000 (13B) SUBROUTE NUMBER 00
		(16) LATITUDE	34.68875 (17) LONGITUDE -91.3187777777778

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN A) KIND OF MATERIAL/DESIGN: 3 - Steel
 B) TYPE OF DESIGN/CONSTR: 10 - Truss - Thru

AGE OF SERVICE

(19) BYPASS DETOUR LENGTH	1	(30) YEAR OF AVERAGE DAILY TRAFFIC	1983
(27) YEAR BUILT	1931	(42) TYPE OF SERVICE	ON 1 UNDER 6
(28) LANES	ON 02 UNDER 02	(109) AVERAGE DAILY TRUCK TRAFFIC	27
(29) AVERAGE DAILY TRAFFIC	2395		

GEOMETRIC DATA

(10) INV RTE, MIN VERT CLEARANCE	18.0	(48) LENGTH OF MAXIMUM SPAN	400 (49) STRUCTURE LENGTH 4283.0
(47) TOTAL HORIZONTAL CLEARANCE	36.0		

CLASSIFICATION

(20) TOLL	3	(102) DIRECTION OF TRAFFIC	2
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	08	(103) TEMP STRUCTURE	
(100) STRAHNET HIGHWAY DESIGNATION	0	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(101) PARALLEL STRUCTURE DESIGNATION	N	(110) DESIGNATED NATIONAL NETWORK	0

Inspector:

Structure Number: 01253

Inspection Date:

Facility Carried: US 79-SEC 13

Bridge Inspection Report

National Bridge Inventory

UNDER RECORD C

IDENTIFICATION

(1) STATE CODE	056 - Arkansas	(7) FACILITY CARRIED	US 79-SEC 13
(3) COUNTY CODE	095	(8) STRUCTURE NUMBER	01253
(4) PLACE CODE	13300	(9) LOCATION	1.8 MI W SH 86
(5) INV. ROUTE (ON/UNDER)	C 5 1 9440 0	(11) MILEPOINT	0.010 (12) BASE HIGHWAY NETWORK 0
(6) FEATURES INTERSECTED	4 CITY STS, WHITE RIVER	(13A) LRS INVENTORY ROUTE	0000000000 (13B) SUBROUTE NUMBER 00
		(16) LATITUDE	34.68875 (17) LONGITUDE -91.3187777777778

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN A) KIND OF MATERIAL/DESIGN: 3 - Steel
 B) TYPE OF DESIGN/CONSTR: 10 - Truss - Thru

AGE OF SERVICE

(19) BYPASS DETOUR LENGTH	1	(30) YEAR OF AVERAGE DAILY TRAFFIC	1983
(27) YEAR BUILT	1931	(42) TYPE OF SERVICE	ON 1 UNDER 6
(28) LANES	ON 02 UNDER 02	(109) AVERAGE DAILY TRUCK TRAFFIC	27
(29) AVERAGE DAILY TRAFFIC	233		

GEOMETRIC DATA

(10) INV RTE, MIN VERT CLEARANCE	28.2	(48) LENGTH OF MAXIMUM SPAN	400 (49) STRUCTURE LENGTH 4283.0
(47) TOTAL HORIZONTAL CLEARANCE	42.4		

CLASSIFICATION

(20) TOLL	3	(102) DIRECTION OF TRAFFIC	2
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	09	(103) TEMP STRUCTURE	
(100) STRAHNET HIGHWAY DESIGNATION	0	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(101) PARALLEL STRUCTURE DESIGNATION	N	(110) DESIGNATED NATIONAL NETWORK	0

UNDER RECORD D

IDENTIFICATION

(1) STATE CODE	056 - Arkansas	(7) FACILITY CARRIED	US 79-SEC 13
(3) COUNTY CODE	095	(8) STRUCTURE NUMBER	01253
(4) PLACE CODE	13300	(9) LOCATION	1.8 MI W SH 86
(5) INV. ROUTE (ON/UNDER)	D 5 1 64450 0	(11) MILEPOINT	0.010 (12) BASE HIGHWAY NETWORK 0
(6) FEATURES INTERSECTED	4 CITY STS, WHITE RIVER	(13A) LRS INVENTORY ROUTE	0000000000 (13B) SUBROUTE NUMBER 00
		(16) LATITUDE	34.68875 (17) LONGITUDE -91.3187777777778

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN A) KIND OF MATERIAL/DESIGN: 3 - Steel
 B) TYPE OF DESIGN/CONSTR: 10 - Truss - Thru

AGE OF SERVICE

(19) BYPASS DETOUR LENGTH	1	(30) YEAR OF AVERAGE DAILY TRAFFIC	1983
(27) YEAR BUILT	1931	(42) TYPE OF SERVICE	ON 1 UNDER 6
(28) LANES	ON 02 UNDER 02	(109) AVERAGE DAILY TRUCK TRAFFIC	27
(29) AVERAGE DAILY TRAFFIC	465		

GEOMETRIC DATA

(10) INV RTE, MIN VERT CLEARANCE	38.5	(48) LENGTH OF MAXIMUM SPAN	400 (49) STRUCTURE LENGTH 4283.0
(47) TOTAL HORIZONTAL CLEARANCE	42.3		

CLASSIFICATION

(20) TOLL	3	(102) DIRECTION OF TRAFFIC	2
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	09	(103) TEMP STRUCTURE	
(100) STRAHNET HIGHWAY DESIGNATION	0	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0
(101) PARALLEL STRUCTURE DESIGNATION	N	(110) DESIGNATED NATIONAL NETWORK	0

1 CONDITION	2 NOTES	3 FORM V	4 APPRAISAL	5 INVENTORY	6 AGENCY	7 SCHEDULE	8 MEDIA
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NBI Rating: Deck (58): 4 Poor	Substructure (60): 5 Fair	Culvert (62): N N/A (NBI)
Superstructure (59): 4 Poor	Channel (61): 7 Minor Damage	Waterway (71): 8 Equal Desirab
Unrepaired spalls: 75.003 (SF)	Review Needed: <input checked="" type="checkbox"/>	Status: New

Create Element	Edit Element	Remove Element	NBI Translator	Suff Rate	Validate	<input checked="" type="radio"/> Quantity <input type="radio"/> Percent
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Key: 101	Structure Unit ID: 1	Type: M Main	
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Elem / Env	Element Description	Quantity	UOM	Qty1	Qty2	Qty3	Qty4	Qty5
12 / 1	Bare Concrete Deck (ea)	18,530.00	(SF)	0	0	18,530	0	0
303 / 1	Assembly Joint/Seal	96.00	(LF)	0	96	0	0	0
113 / 1	Paint Stl Stringer	4,325.00	(LF)	0	0	0	4,325	0
121 / 1	P/Stl Thru Truss/Bot	1,444.00	(LF)	0	0	0	1,444	0
126 / 1	P/Stl Thru Truss/Top	1,444.00	(LF)	390	0	0	1,054	0
152 / 1	Paint Stl Floor Beam	963.00	(LF)	1	0	746	0	216

Compare: 4/16/2014	EBEM	18,530
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Element Condition	THRU-TRUSS SPANS, 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.
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State: 1 No damage	The surface of the deck has no patched areas and there are no spalls/delaminations in the deck surf
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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: ¼" 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 ¼" wide hole corroded through the web 1 ½" 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 ¼" 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.

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.

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.

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

311 / 1	Moveable Bearing	4.00 (EA)	0	4	0	0	0
313 / 1	Fixed Bearing	4.00 (EA)	0	4	0	0	0
202 / 1	Paint Stl Column	4.00 (EA)	0	0	0	4	0
205 / 1	R/Conc Column	122.00 (EA)	0	100	22	0	0
210 / 1	R/Conc Pier Wall	65.00 (LF)	50	15	0	0	0

Key: 101 Structure Unit ID: 1 Type: M Main

Elem / Env	Element Description	Quantity	UOM	Qty1	Qty2	Qty3	Qty4	Qty5
356 / 1	Steel Fatigue SmFlag (ea)	1.00 (EA)		1	0	0	0	0

Compare: 4/16/2014 EBEM 4

Element Condition: STEEL COLUMNS @ PIERS 1 and 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.

State: 1 No corrosion There is no evidence of active corrosion, and the paint system is sound and functioning as intended t

Key: 101 Structure Unit ID: 1 Type: M Main								
Elem / Env	Element Description	Quantity	UOM	Qty1	Qty2	Qty3	Qty4	Qty5
356 / 1	Steel Fatigue SmFlag (ea)	1.00 (EA)		1	0	0	0	0
357 / 1	Pack Rust Smart Flag (ea)	1.00 (EA)		0	0	1	0	0
358 / 1	Deck Cracking SmFlag (ea)	1.00 (EA)		0	0	1	0	0
362 / 1	Traf Impact SmFlag (ea)	1.00 (EA)		0	1	0	0	0
363 / 1	Section Loss SmFlag (ea)	1.00 (EA)		0	0	1	0	0

Compare: 4/16/2014 EBEM 1

Element Condition: Fatigue cracks have been repaired.

State: 1 Fatigue prone Fatigue damage to the bridge has been repaired or arrested. The bridge may still be fatigue prone.

Pack Rust Smart Flag:

Floorbeams have pack rust, corrosion and section loss to the top flange and at the connection to lower chord. Stringers have pack rust, corrosion and section loss at the connection to the floorbeams.

Deck Cracking Smart Flag:

Excessive number of cracks in all spans.

Traf Impact Smart Flag:

Sway bracing bent and torn and verticals damaged from collision with overheight loads impact at PP2, 3, 4, 13, 14, 17, 19, 32 and 33.

Section Loss Smart Flag:

Section loss to the ends of several stringers at the connection to the floorbeams and to the top flange of several of the floorbeams.

Key: 102		Structure Unit ID: 2		Type: A Approach				
Elem / Env	Element Description	Quantity	UOM	Qty1	Qty2	Qty3	Qty4	Qty5
12 / 1	Bare Concrete Deck (ea)	65,203.00	(SF)	65,203	0	0	0	0
107 / 1	Paint Stl Opn Girder	10,188.00	(LF)	0	8,660	0	1,528	0
331 / 1	Conc Bridge Railing	5,094.00	(LF)	4,519	0	575	0	0
311 / 1	Moveable Bearing	144.00	(EA)	0	0	144	0	0
313 / 1	Fixed Bearing	148.00	(EA)	0	0	148	0	0
205 / 1	R/Conc Column	72.00	(EA)	58	0	14	0	0

Compare: 4/16/2014 EBEM 65,203

Element Condition: APPROACH SPANS:
DECK:
Numerous unsealed transverse cracks in all spans.

State: 1 No damage The surface of the deck has no patched areas and there are no spalls/delaminations in the deck surface

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.

STEEL OPEN GIRDERS:

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.

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.

Key: 102		Structure Unit ID: 2		Type: A Approach				
Elem / Env	Element Description	Quantity	UOM	Qty1	Qty2	Qty3	Qty4	Qty5
215 / 1	R/Conc Abutment	264.00	(LF)	258	6	0	0	0
234 / 1	R/Conc Cap	893.00	(LF)	836	10	47	0	0
▶ 363 / 1	Section Loss SmFlag (ea)	1.00	(EA)	1	0	0	0	0

Compare:	4/16/2014	EBEM	1
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Element Condition	 Corrosion and section loss 1/8" to 3/8" 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.
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State:	1 Sec loss repaired	Section loss to the element has been repaired or cleaned and painted over.
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Vertical hairline cracks in all caps. Many of the cracks are in the bearing areas.

Bt. 3, Rt: Side of cap is deteriorating at the bearing area.
 Bt. 25: Map cracking @ Lt. end of cap.
 Bt. 32: Map cracking @ Lt. end of cap.
 Bt. 45: Spall with rebar Lt. end of cap.
 Bt. 51: Efflorescent cracking on right end of cap.
 Bt. 54: Ahead, Under G3: 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 and 55. Appears that the spalls are caused by the rebar being placed at or close to surface of the concrete during construction.

Key: 103		Structure Unit ID: 3		Type: A Approach				
Elem / Env	Element Description	Quantity	UOM	Qty1	Qty2	Qty3	Qty4	Qty5
12 / 1	Bare Concrete Deck (ea)	33,974.00	(SF)	0	33,974	0	0	0
110 / 1	R/Conc Open Girder	2,088.00	(LF)	0	0	1,888	200	0
331 / 1	Conc Bridge Railing	2,648.00	(LF)	2,512	0	136	0	0
205 / 1	R/Conc Column	46.00	(EA)	21	22	3	0	0
215 / 1	R/Conc Abutment	424.00	(LF)	419	5	0	0	0
234 / 1	R/Conc Cap	624.00	(LF)	613	0	11	0	0

Compare:	4/16/2014	EBEM	1,888	200
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Element Condition

See media tab for report.

State: 1 No deterioration

The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superfluous material.

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.

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 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.