

Bridge 03023 Inspection Report



Latitude:36.40265, Longitude:-90.54302

Route:62 Section:20 Log:2.58

Arnold Road ID:11x62x20xA, Arnold Log mile:2.593

District 10, 21 - Clay County

Owner: 1 - State Highway Agency

Inspection Direction: 4 - W to E

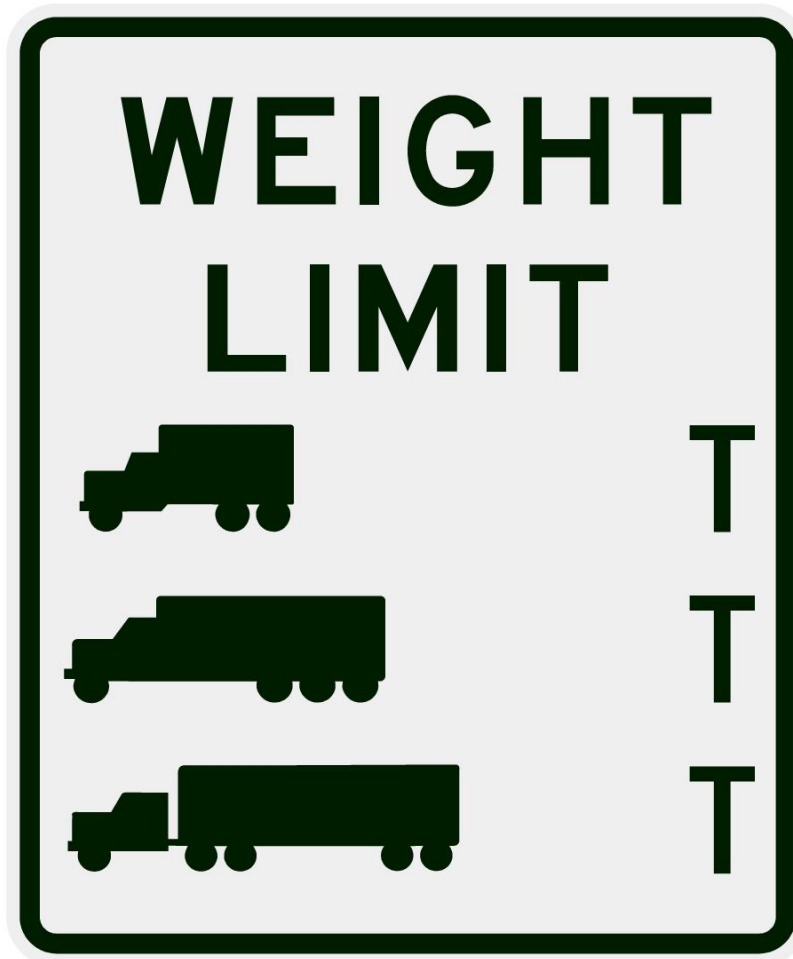
Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

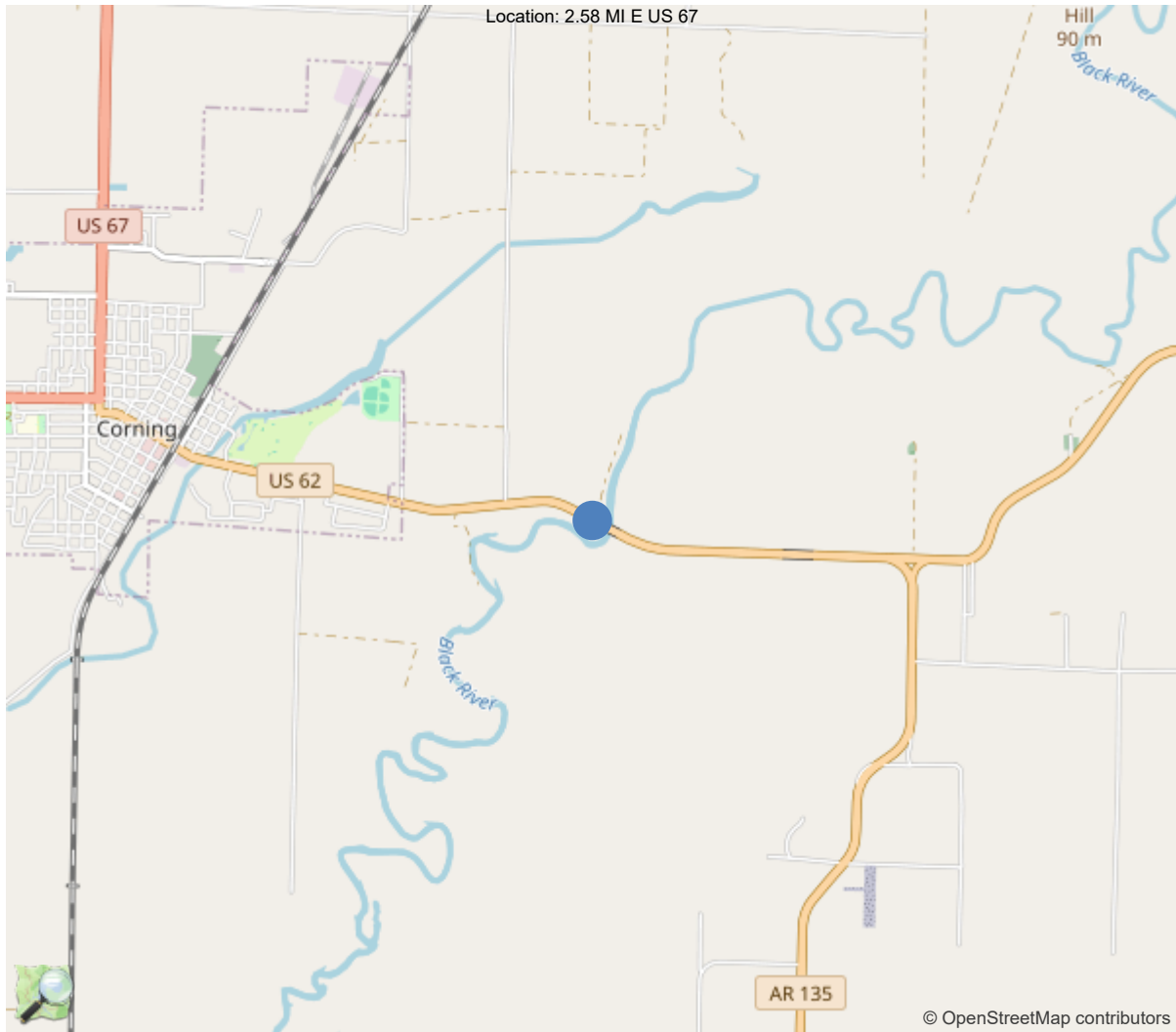
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)			
Code 9 (31 Tons)			
Code 5 (40 Tons)			

If calculated capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner.



30"x36" AR



36.40265, -90.54302

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	03023
(5) Inventory Route	1
(2) Highway Agency District	10 - District 10
(3) County Code	21 - Clay County
(4) Place Code	0
(6) Features Intersected	BLACK RIVER
(7) Facility Carried	US 62-20- LM 2.58
(9) Location	2.58 MI E US 67
(11) Mile Point	2.58 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062200
(16) Latitude	36.40265
(17) Longitude	-90.54302
(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	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	8
(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	1956
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4500
(30) Year of ADT	2024
(109) Truck ADT	%
(19) Bypass, Detour Length	63 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	120 ft
(49) Structure Length	719.1 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	26 ft
(52) Deck Width Out to Out	31.5 ft
(32) Approach Roadway Width (W/Shoulders)	38.1 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	26 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	5 - None present but re-evalua
(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	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	2 - Bridge is eligible for the
CONDITION	
(58) Deck	4
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	50
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	30
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	9
(72) Approach Roadway Alignment	7
(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	760 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 400
(96) Total Project Cost	\$ 2948
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	4824
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			10/27/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	03/29/2022
C: Other Special Inspection	No		
* 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.			

Team Lead: Austin Janes, Inspection Date: 10/27/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	03023
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1956

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	21 - Clay County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	10 - District 10
B.L.05 Latitude	36.40265
B.L.06 Longitude	-90.54302
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	2.58 MI E US 67
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	2 - Bridge is eligible for the Nati
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	719.2
B.G.02 Total Bridge Length	719.2
B.G.03 Max Span Length	120.1
B.G.04 Min Span Length	50
B.G.05 Bridge Width Out-to-Out	31.5
B.G.06 Bridge Width Curb-to-Curb	25.9
B.G.07 Left Curb or Sidewalk Width	1.6
B.G.08 Right Curb or Sidewalk Width	1.6
B.G.09 Approach Roadway Width	38.1

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	43
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	22654.8

LOADS AND LOAD RATING	
B.LR.01 Design Load	H20 - H-20
B.LR.02 Design Method	ASD - Allowable Stress Design
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.83
B.LR.06 Operating Load Rating Factor	1.39
B.LR.07 Controlling Legal Load Rating Factor	1.04
B.LR.08 Routine Permit Loads	Bridge does not carry routine permi

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	Y - E/E' details are present
B.IR.03 UW Inspection Required	Y - Underwater inspection required
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	5 - FAIR - Some moderate defec
B.C.02 Superstructure Condition	4 - POOR - Widespread moderate
B.C.03 Substructure Condition	5 - FAIR - Some moderate defec
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	5 - FAIR - Some moderate defec
B.C.06 Bridge Railing Transitions Condition	5 - FAIR - Some moderate defec
B.C.07 Bridge Bearings Cond.	4 - POOR - Widespread moderate
B.C.08 Bridge Joints Condition	3 - SERIOUS - Some major defec
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	P - Poor
B.C.13 Lowest Condition Rating	4 - POOR - Widespread moderate
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	6 - SATISFACTORY - Widespread

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

Team Lead: Austin Janes, **Inspection Date:** 10/27/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S02 - Steel - welded	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	5 - Cantilever with pin and ha	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None
M2			
B.SP.02 # of Spans	2	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S02 - Steel - welded	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None
A1			
B.SP.02 # of Spans	6	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None
A2			
B.SP.02 # of Spans	2	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	0 - None
B.SP.05 Span Continuity	5 - Cantilever with pin and ha	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None

Team Lead: Austin Janes, Inspection Date: 10/27/2025

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P03 - Pile - concrete, cast-in
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	6	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P03 - Pile - concrete, cast-in
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	0 - None
P2			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P03 - Pile - concrete, cast-in
B.SB.04 Substructure Type	P04 - Pier - multiple column w	B.SB.07 Foundation Protective System	0 - None
P3			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	P04 - Pier - multiple column w	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	4200
B.F.03 Feature Name	US 62-20- LM 2.58	B.H.10 Annual ADTT	42
B.H.01 Functional Classification	3 - Principal Arterial - Other	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	Y - NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	1-T - TEMP - NHFN - 1 or 2 or	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID	62200	B.H.16 Highway Max Usable Surface Width	25.9
B.H.07 LRS Mile Point	2.58	B.H.17 Bypass Detour Length	63
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	1	62	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline

Team Lead: Austin Janes, **Inspection Date:** 10/27/2025

WATERWAY FEATURES			
W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	BLACK RIVER	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and Open	

LOAD EVALUATION AND POSTING			
B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
AR Type 3	1.82	T - Truck Load	
AR SU4	1.38	T - Truck Load	
AR SU5	1.25	T - Truck Load	
AR CMM2	1.43	T - Truck Load	
AR CMM3	1.24	T - Truck Load	
AR SU6	1.25	T - Truck Load	
AR SU7	1.22	T - Truck Load	
AR 3S2	1.4	T - Truck Load	
AASHTO Type 3-3	1.62	T - Truck Load	
FHWA Type EV2 emergency vehicl	1.88	A - Single Axle Load	
FHWA Type EV2 emergency vehicl	1.88	G - Gross Load	
FHWA Type EV3 emergency vehicl	1.23	D - Tandem Axle Load	
FHWA Type EV3 emergency vehicl	1.23	G - Gross Load	



Inspection Notes

General Observation

10/27/2025

Routine inspection was conducted at this time. The Aspen A-62T Under-Bridge Inspection Truck was used for this inspection. The bridge was inspected from West to East in accordance with plan numbering, and the lane closure was set up on the right (eastbound) lane. The Clay County Area Maintenance Yard provided flaggers for this inspection. The Pin and Hanger Assemblies have been replaced since the last inspection. To scan each pin at the pin and hanger assemblies, the Olympus 6LT ultrasonic flaw detector was used. There were no anomalies found in these scans. The substructure units change from Bents 1 - 8, Piers 1 - 4, and Bents 7 & 8. Piers 1 - 4 are tied to the Main Plate Girder spans, and all the Bents are tied to the Rolled Beam spans.

Deck condition rating was lowered at this inspection from a "5" to a "4" due to the amount of CS3 spalling and unsound patches.

58 - Deck (4 - POOR CONDITION - advanced section loss, deterioration, spalling or scour)

Overall, the Deck is in Poor condition due to a large number of spalling and unsound patches (over 16% of the deck area), sound patch areas, and cracking throughout the driving surface of the deck. The undersurface of the deck has scattered locations of spalling with exposed reinforcing steel with section loss. more prominent adjacent to drain and saw joint locations in the overhangs, transverse cracking, and cracking with efflorescence.

Deck condition rating was lowered at this inspection from a "5" to a "4" due to the amount of CS3 spalling and unsound patches.

59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the Superstructure is in Fair condition with active corrosion and section loss to the girder ends of the simple steel girder spans throughout the structure, and Girders 1 and 4 have active corrosion with pack rust between the girder web and the concrete haunch, distorting the web of the exterior girders. Girders in the Main spans have scattered areas of active corrosion with flaking rust along the top flange adjacent to drain and saw joint locations. The Pin and Hanger Assemblies have been replaced since the last inspection.

Superstructure condition rating was raised at this inspection from a "4" to a "5" due to the replaced Pin and Hanger Assemblies.

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Overall, the Substructure is in Fair condition with Bents 1 and 8 having erosion and undermining to the abutments, Piles having abrasion throughout the structure, and Columns and Caps having scattered areas of spalling with and without exposed reinforcing steel with section loss.

61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.) Overall, the Channel/Channel Protection is in Satisfactory condition with minor slumping to the channel banks and the channel banks having some vegetation.

A-54 - Sealable Deck Cracks (N)

Deck has progressed to a point to require an LMC overlay.

A-57 - Girder End and Bearing Painting Needed (Y)

Painting is recommended at all joint locations along with all bearings.



A-58 - Cap Cleaning/Flushing Needed (Y)

Bent 1: Cap needs cleaned.
Bent 7, Cap: Needs cleaned.

A-59 - Joint Repair Needed (Y)

Severe leakage at all joints allowing free flow of water and de-icing salts to corrode superstructure elements along with broken or missing joints.

A-62 - Hydro and LMC Advised (Y)

Deck condition recommends hydro and LMC.

A-114 - Underwater Inspection General Observation

Engineer of Record: Samuel Williams, PE
Team Leader: Samuel Williams, PE
Team Members: BG, LA, CK
Total Substructure Units: 12
Substructure Units in Water: Piers 2-4
Inventory Direction: W to E
Direction of Flow: N to S
Deepest Water Depth: 21.9 ft
Water Velocity: 0.5 FPS
Attachments: Channel Profile/Contour Map, Soundings Table, Inspection Procedures, Stamped Final Report

A-115 - Underwater Inspection Channel/Channel Protection (7 - Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.)

Overall, the channel is in good condition. The upstream channel is well aligned with the substructure units and there are no obstructions to flow through the channel. The banks upstream and downstream of the bridge are stable and well vegetated. The banks under the bridge are stable and protected with vegetation and rip rap on both slopes.

A-116 - Underwater Inspection Substructure Condition (B.C.15) (6 - SATISFACTORY CONDITION - structural elements show some minor deterioration.)

Overall the substructure units are in satisfactory condition with minor defects throughout. These defects include spalls, cracks, and scour on the Piers that is quantified in the element level portion of this report.

A-117 - Underwater Scour Condition (5 - Moderate scour; strength and stability of the bridge are not affected.)

According to the available bridge drawings (DWG. NO 8887) dated April 5, 1955, Piers 2 through 4 are supported by piles and a concrete footing.

A comparison of inspection findings to these drawings indicates that up to 3' of scour has occurred since construction at the Pier 2 footing exposing an 11LF portion of the east face. The maximum vertical height of exposure is 1.5' located at the southeast corner. The remainder of the footing is buried. No undermining of the Pier 2 footing was found during the underwater inspection.

A comparison of inspection findings to these drawings indicates that up to 6' of scour has occurred since construction at the Pier 3 footing exposing a 16LF portion of the top of the footing along the west side, with no vertical exposure of the west face or south nose. The remainder of the footing is buried. No undermining of the Pier 3 footing was found during the underwater inspection.



B.IR.02 - Fatigue Prone Details (Y)

Net section at pin locations are category E fatigue details.

Plug welds near welded field splices are unclassified details but should be checked for cracking.

B.C.05 Bridge Railing Condition Rating (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

Overall, the Bridge Railing is in Fair condition with active corrosion throughout the bridge railings and spalling/cracking in various locations in the posts.

B.C.06 Bridge Railing Transitions Condition Rating (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

Overall, the Bridge Railing Transitions are in Fair condition with active corrosion and impact damage on Bent 1 Right.

B.C.07 Bridge Bearings Condition Rating (4 - POOR - Widespread moderate or isolated major defects; strength and/or performance of the component is affected.)

Overall the bearings are in poor condition with pack rust and minor section loss. Anchor bolts and nuts have corrosion with heavy section loss. Several bearings are floating due to pack rust raising girder elevation in adjacent bearings.

B.C.08 Bridge Joints Condition Rating (3 - SERIOUS - Some major defects.)

Overall the Joints are in serious condition with missing sliding plates and open allowing free flow of water and de-icing salts onto superstructure and substructure elements below. Remaining joints are leaking as evidenced by corrosion and deteriorating caps below.

Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.

Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.

Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.

Bent 3, Joint: Cracking in the joint armor. 1LF CS3 metal deterioration.

Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.

Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.

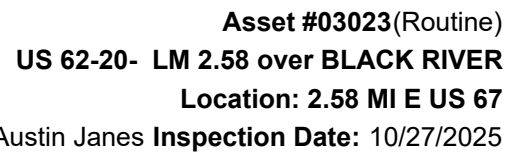
Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.

Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.

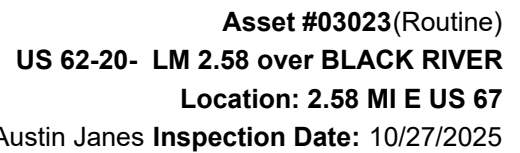
Bent 8, Joint: Debris impaction, full length. 26LF CS3 debris impaction.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (6 - Widespread minor or isolated moderate scour.)

Overall, the Scour is in Satisfactory condition with erosion and undermining at Bents 1 and 8.

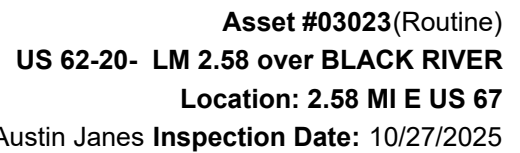


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	19718	15111	1785	2822	0
1080	Delamination/Spall/Patched Area	SF	2654	0	937	1717	0
1090	Exposed Rebar	SF	123	0	0	123	0
1120	Efflorescence/Rust Staining	SF	195	0	0	195	0
1130	Cracking (RC and Other)	SF	1635	0	848	787	0
(12) Driving Surface:							
Span 7, the top side of the Deck: 170SF of CS3 spalling and unsound patches, 36SF of CS3 cracking, and 77SF of CS2 sound patched areas.							
Span 8, the top side of the Deck: 266SF of CS3 spalling and unsound patches and 186SF of CS3 cracking.							
Span 9, the top side of the Deck: 95SF of CS3 spalling and unsound patches and 102SF of CS3 cracking.							
Undersurface:							
Span 7, Left Overhang: Cracking with efflorescence. 18SF CS3 efflorescence.							
Span 7, Left Overhang: Spalling with exposed reinforcing steel with section loss. 8SF CS3 exposed reinforcing steel.							
Span 7, Right Overhang: Spalling with exposed reinforcing steel with section loss. 18SF CS3 exposed reinforcing steel.							
Span 8, Left Overhang: Cracking with efflorescence build-up. 8SF CS3 efflorescence.							
Span 8, Left Overhang: Cracking with efflorescence. 14SF CS3 efflorescence.							
Span 8, Left Overhang: Spalling with exposed reinforcing steel with section loss. 12SF CS3 exposed reinforcing steel.							
Span 8, Right Overhang: Spalling with exposed reinforcing steel with section loss. 10SF CS3 exposed reinforcing steel.							
Span 9, Left Overhang: Spalling with exposed reinforcing steel with section loss. 8SF CS3 exposed reinforcing steel.							
Span 9, Right Overhang: Spalling with exposed reinforcing steel with section loss. 19sf CS3 exposed reinforcing steel.							
Driving surface of the Deck:							
Span 1, the top side of the Deck: 55SF of CS3 spalling and unsound patches and 75SF of CS3 cracking.							
Span 2, the top side of the Deck: 40SF of CS3 spalling and unsound patches and 75SF of CS3 cracking.							
Span 3, the top side of the Deck: 143SF of CS3 spalling and unsound patches, 55SF of CS3 cracking, and 239SF of CS2 sound patched areas.							
Span 4, the top side of the Deck: 79SF of CS3 spalling and unsound patches, 63SF of CS3 cracking, and 28SF of CS2 sound patched areas.							
Span 5, the top side of the Deck: 55SF of CS3 spalling and unsound patches, 81SF of CS3 cracking, and 32SF of CS2 sound patched areas.							
Span 6, the top side of the Deck: 113SF of CS3 spalling and unsound patches, 47SF of CS3 cracking, and 102SF of CS2 sound patched areas.							
Span 10, the top side of the Deck: 119SF of CS3 spalling and unsound patches, 91SF of CS3 cracking, and 164SF of CS2 sound patched areas.							
Span 11, the top side of the Deck: 585SF of CS3 spalling and unsound patches, 58SF of CS3 cracking, and 295SF of CS2 sound patched areas.							
Undersurface:							
Spans 1 - 6, and Spans 10 and 11, Overhangs: Typical cracking in the overhangs. 198SF CS2 cracking.							
Span 2, Left overhang, Adjacent to Bent 3: Delamination area. 2SF CS2 delam.							
Span 3, All bays: 12SF CS2 efflorescence.							
Span 3, Left overhang: Cracking with efflorescence build-up and rust staining. 25sf CS3 efflorescence/rust staining.							
Span 3, Right overhang, near Bent 4: Patched area. 2SF CS3 unsound patch.							
Span 3, Right overhang: 17SF CS3 efflorescence/rust staining.							
Span 3, Right overhang: Spalling with exposed reinforcing steel with section loss. 3SF CS3 exposed reinforcing steel.							
Span 3: Unsound patches, sound patches, cracking, abrasion, and spalling.							
Span 4, Right overhang: Cracking with efflorescence build-up. 5SF CS3 efflorescence.							
Span 4, Right overhang: Spalling with exposed reinforcing steel at the drains. 2SF CS3 exposed reinforcing steel.							



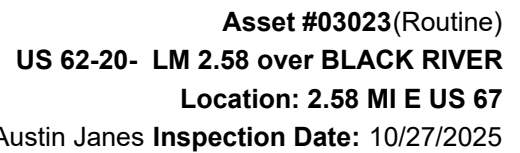
ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span 4, undersurface: Cracking with efflorescence. 32sf CS2 efflorescence. Span 5, Left overhang: Cracking with efflorescence and rust staining. 3LF CS3 efflorescence/rust staining. Span 5, Right overhang: Spalling with exposed reinforcing steel with section loss at the drain locations. 2SF CS3 exposed reinforcing steel. Span 6, Left overhang: Cracking with efflorescence and rust staining. 8SF CS3 efflorescence/rust staining. Span 6, Left overhang: Spalling with exposed reinforcing steel with section loss. 12SF CS3 exposed reinforcing steel. Span 6, Right overhang: Spalling with exposed reinforcing steel with section loss. 10SF CS3 exposed reinforcing steel. Span 10, Left overhang: Spalling with exposed reinforcing steel with section loss. 5SF CS3 exposed reinforcing steel. Span 10, Right overhang: Spalling with exposed reinforcing steel with section loss. 10SF CS3 exposed reinforcing steel. Span 11, Bay 3, Ahead of Bent 7: Spalling with exposed reinforcing steel with section loss. 1SF CS3 exposed reinforcing steel. Span 11, Bays 2 and 3: Patched areas. 12SF CS3 Spalling. Span 11, Left overhang, Adjacent to Bent 8: Spalling with exposed reinforcing steel with section loss. 3SF CS3 exposed reinforcing steel.							
107	Steel Open Girder/Beam	LF	2868	2327	235	301	5
1000	Corrosion	LF	526	0	235	286	5
1900	Distortion	LF	15	0	0	15	0
515	Steel Protective Coating	SF	34629	27114	4527	2988	0
3440	Effectiveness (Steel Protective Coatings)	SF	7515	0	4527	2988	0
(107) Typical deterioration and leakage at construction joints over diaphragms and piers in the main spans causing corrosion to girders, diaphragms, and bearings at piers. Corrosion with section loss to top flange typ at all deck construction joints over each cross brace and over piers. Pier 1, Active corrosion with pack rust and distortion to top angles of diaphragm on cross braces over pier. Typical all cross braces in main spans. Pier 1, Girder 1, Left: first utility clip bent. This is worst case but second and third clips also bent. Span 6, Girder 1, Right, Between Pin and Hanger Assembly and Pier 1: Active corrosion with flaking rust along the Top Flange. 5LF CS3 corrosion. Span 6, Girder 4, Left: cracked tack weld between vertical stiffener and top flange. Cracked completely through throat of tack weld. Span 6, Girders 1 - 4, at center Two diaphragms: Active corrosion with flaking rust and section loss up to 3/16" to the web at the haunch areas. 8LF CS3 corrosion. Span 6, Pier 1, Girders: Typical Active corrosion with flaking rust to the web at the concrete haunch areas. Span 6: Active corrosion with section loss to diaphragms under haunches this span. Typical span 10. Span 7, Girder 1, Above Pier 2: Active corrosion with flaking rust along the Top Flange. 8LF CS3 corrosion. Span 7, Girder 1, Bottom Flange: Active corrosion with section loss up to 7/16" below the last saw joint before Pier 2. Span 7, Girder 1, Left, third cross brace location: Active corrosion with 5/8" remaining section on edge of bottom flange. Section loss to lower web, vertical stiffener, top flange, and utility clip this location. CS3 5 LF Span 7, Girder 1, Left, third cross brace location: utility clip corroded through and utility floating this location. Span 7, Girder 1, Left, Top Flange: Active corrosion with flaking rust along the Top Flange below last saw joint before Pier 2. 8LF CS3 corrosion. Span 7, Girder 1, Left, Web: Active corrosion with laminated rust build up below last saw joint before Pier 2. Span 7, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 22LF CS3 corrosion. Span 7, Girder 1, Left: Active corrosion with minor section loss to lower web, vertical stiffener, and bottom flange at second diaphragm in span. Span 7, Girder 2, Right: Active corrosion with flaking rust along the Top Flange. 7LF CS3 corrosion. Span 7, Girder 4 Left: plug welds near welded splice at top and bottom of the web just ahead of third cross brace this span. Typical all Girders this location and the mirrored location in span 9. Span 7, Girder 4, Right, first stiffener back from pier 2: cracked tack weld between stiffener and bottom flange. Typical first stiffener ahead of pier 2. Span 7, Girder 4, Right: Active corrosion with flaking rust along the Top Flange. 21LF CS3 corrosion. Span 8, Girder 1, First stiffener after first Pin and Hanger Assembly: Hole in vertical stiffener. Span 8, Girder 1, Left: Active corrosion with flaking rust along the Top Flange and vertical bearing Stiffener. 6LF CS3 corrosion. Span 8, Girder 1, Right, first stiffener back of second pin and hanger location this span: Active corrosion hole in bottom of stiffener 4.5" tall by 2.5" wide.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Span 8, Girders 1 and 2: Active corrosion with flaking rust along the Top Flange. 8LF CS3 corrosion.						
	Span 8, Girder 2, Left, first pin and hanger location in this span, sheared bolts from top flange to joint armor angles.						
	Span 8, Girder 3, Left, third cross brace this span: cracked tack weld between stiffener and bottom flange.						
	Span 8, Girder 3, Right, second stiffener back from first pin and hanger location this span: cracked tack weld between stiffener and top flange. Typical Girder 3 Left, Girder 4 Right, Girder 2 Right, Girder 1 Left and Right. Typical many other top and bottom flange locations in the main plate Girder spans.						
	Span 8, Girder 3, Right: Active corrosion with flaking rust along the Top Flange. 11LF CS3 corrosion.						
	Span 8, Girder 4, first pin and hanger location this span: Active corrosion with section loss to bottom flange around wind lock plate. Typical all Girders this location.						
	Span 8, Girder 4, Right, Last stiffener before second Pin and Hanger Assembly: Hole in vertical Stiffener.						
	Span 8, Girder 4, Right: Active corrosion with flaking rust along the Top Flange and vertical bearing stiffener. 4LF CS3 corrosion.						
	Span 8, Girder 4, Right: Active corrosion with flaking rust along the Top Flange and vertical bearing Stiffener. 6LF CS3 corrosion.						
	Span 8, Pier 3, Girder 1, Left: Active corrosion with flaking rust along the Top Flange and vertical bearing stiffener. 4LF CS3 corrosion.						
	Span 8: Typical corrosion around diaphragms.						
	Span 9, back of Pier 4, Girder 4, Left: Active corrosion with flaking rust along the Top Flange. 12LF CS3 corrosion.						
	Span 9, Girder 1, Left, at second saw joint: Active corrosion with flaking rust along the Top Flange and corrosion to vertical stiffener. 3LF CS3 corrosion.						
	Span 9, Girder 1, Left, at third saw joint: Active corrosion with flaking rust along the Top Flange. 6LF CS3 corrosion.						
	Span 9, Girder 1, Left, outside stiffener at second cross brace this span: Active corrosion with section loss to stiffener.						
	Span 9, Girder 1, Left: Active corrosion with flaking rust along the Top Flange below first saw joint.						
	Span 9, Pier 3, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 4LF CS3 corrosion.						
	Spans 7 - 9: Scattered areas of surface corrosion throughout the structure. 75LF CS3 corrosion.						
	Spans 1 - 6, and Spans 10 and 11: Surface corrosion scattered throughout the structure. 160LF CS3 corrosion.						
	Span 1, Bent 1, Girders 1 - 4: Active corrosion with flaking rust and section loss up to 1/4" to the web in the haunch areas. 4LF CS3 corrosion.						
	Span 1, Bent 2, Girder 1, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 1, Bent 2, Girder 2, Left: Active corrosion with section loss up to 1/8" to the web in the haunch area. 1LF CS3 corrosion.						
	Span 1, Bent 2, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 1, Bent 2, Girder 3: Active corrosion with a 1/16" diameter hole in the web at the haunch area. 1LF CS4 corrosion.						
	Span 1, Bent 2, Girder 4: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 2, Bent 2, Girder 2, Left: Active corrosion with section loss up to 1/8" section loss to the web in the haunch area. 1LF CS3 corrosion.						
	Span 2, Bent 2, Girder 3, Left: Old section loss scars up to 1/8". 1LF CS3 corrosion.						
	Span 2, Bent 3, Girder 1, Left: Distortion in the web due to pack rust between the Girder web and concrete haunch.						
	Span 2, Bent 3, Girder 1, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area and pack rust between the girder web and the concrete haunch. 1LF CS3 corrosion.						
	Span 2, Bent 3, Girder 2, Left: Active corrosion with section loss up to 1/4" to the web at haunch area. 1LF CS3 corrosion.						
	Span 2, Bent 3, Girder 2, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 2, Bent 3, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and section loss up to 1/8" to the web at the bottom flange/web juncture. 1LF CS3 corrosion.						
	Span 2, Bent 3, Girder 3, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.						
	Span 2, Bent 3, Girder 4, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
	Span 2, Girder 4, Right, Top Flange: Active corrosion with flaking rust along the Top Flange. 6LF CS3 corrosion.						
	Span 3, Bent 3, Girder 1, Right: Active corrosion with section loss up to 1/16" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.						
	Span 3, Bent 3, Girder 2, Right: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 3, Bent 3, Girder 3, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 3, Bent 3, Girder 3, Right: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.						
	Span 3, Bent 4, Girder 1, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area and pack rust up to 1/2" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span 3, Bent 4, Girder 1:	Distortion in web due to pack rust between the Girder web and concrete haunch.						
Span 3, Bent 4, Girder 2, Left:	Active corrosion with section loss up to 3/16" to the web at the haunch area. 1LF CS3 corrosion.						
Span 3, Bent 4, Girder 2, Right:	Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas and section loss up to 3/16" to the web at the bottom flange/web juncture. 1LF CS3 corrosion.						
Span 3, Bent 4, Girder 3, Left:	Active corrosion with section loss up to 5/16" to the web at the haunch area, a 3/4" X 7/8" hole in the web at the haunch area, and section loss up to 1/4" to the web at the diaphragm connection. 1LF CS4 corrosion.						
Span 3, Bent 4, Girder 3, Right:	Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.						
Span 3, Bent 4, Girder 4, Left:	Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
Span 4, Bent 4, Girder 1, Right:	Active corrosion with section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 4, Bent 4, Girder 2, Right:	Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 4, Bent 4, Girder 3, Left:	Active corrosion with section loss up to 1/8" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 4, Bent 4, Girder 3, Right:	Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 4, Bent 4, Girder 4, Left:	Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.						
Span 4, Bent 5, Girder 1, Right:	Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
Span 4, Bent 5, Girder 1:	Distortion in the web due to pack rust between the Girder web and concrete haunch.						
Span 4, Bent 5, Girder 2, Left:	Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.						
Span 4, Bent 5, Girder 2, Right:	Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 4, Bent 5, Girder 3, Left:	Active corrosion with section loss up to 5/16" to the web at the haunch area and section loss up to 1/4" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 4, Bent 5, Girder 3, Right:	Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.						
Span 4, Bent 5, Girder 4, Left:	Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 7/8" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
Span 4, Girder 4, Right:	Active corrosion with flaking rust along the Top Flange. 11LF CS3 corrosion.						
Span 5, Bent 5, Girder 1, Right:	Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 5/8" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
Span 5, Bent 5, Girder 2, Left:	Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 5, Bent 5, Girder 2, Right:	Active corrosion with section loss up to 1/4" to the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 5, Bent 5, Girder 3, Left:	Active corrosion with section loss up to 1/8" to the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 5, Bent 5, Girder 3, Right:	Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.						
Span 5, Bent 5, Girder 4, Left:	Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 1/2" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
Span 5, Bent 5, Girder 4:	Distortion in the web due to pack rust between the Girder web and the concrete haunch.						
Span 5, Bent 6, Girder 1, Right:	Active corrosion with section loss up to 3/16" to the web at the haunch area, section loss up to 1/16" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.						
Span 5, Bent 6, Girder 1:	Distortion in the web due to pack rust between Girder web and concrete haunch.						
Span 5, Bent 6, Girder 2, Left:	Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to						

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	<p>1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.</p> <p>Span 5, Bent 6, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.</p> <p>Span 5, Bent 6, Girder 3, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area, a 1" X 1 1/4" hole in the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS4 corrosion.</p> <p>Span 5, Bent 6, Girder 3, Right: Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.</p> <p>Span 5, Bent 6, Girder 4, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 5/8" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 5, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 10LF CS3 corrosion.</p> <p>Span 5, Girder 4, Left: Active corrosion with flaking rust along the Top Flange. 5LF CS3 corrosion.</p> <p>Span 5, Girder 4, Right: Active corrosion with flaking rust along the Top Flange. 18LF CS3 corrosion.</p> <p>Span 6, Bent 6, Girder 1, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 6, Bent 6, Girder 2, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area. 1LF CS3 corrosion.</p> <p>Span 6, Bent 6, Girder 2, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.</p> <p>Span 6, Bent 6, Girder 3, Left: Active corrosion with section loss up to 1/4" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.</p> <p>Span 6, Bent 6, Girder 3, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area. 1LF CS3 corrosion.</p> <p>Span 6, Bent 6, Girder 4, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 1/2" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 6, Bent 6, Girder 4: Distortion in the web due to pack rust between the Girder web and the concrete haunch.</p> <p>Span 6, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 7LF CS3 corrosion.</p> <p>Span 6, Girder 1, Right, Top Flange: Active corrosion with flaking rust along the Top Flange. 12LF CS3 corrosion.</p> <p>Span 6, Girder 2, Right: Active corrosion with flaking rust along the Top Flange. 6LF CS3 corrosion.</p> <p>Span 6, Girder 4, Right, from joint at Bent 6 to joint at Pin and Hanger Assembly: Active corrosion with flaking rust along the Top Flange. 4LF CS3 corrosion.</p> <p>Span 10, Bent 7, Girder 1, Right: Active corrosion with section loss up to 1/16" to the web at the haunch area and pack rust up to 1/4" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 10, Bent 7, Girder 1: Distortion in the web due to pack rust between the Girder web and concrete haunch.</p> <p>Span 10, Bent 7, Girder 2, Left: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.</p> <p>Span 10, Bent 7, Girder 2, Right: Active corrosion with section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.</p> <p>Span 10, Bent 7, Girder 3, Left: Active corrosion with section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.</p> <p>Span 10, Bent 7, Girder 4, Left: Active corrosion with pack rust up to 1/2" between the girder web and the concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 10, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 7LF CS3 corrosion.</p> <p>Span 11, Bent 7, Girder 1, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and pack rust up to 1/2" between the girder web and concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 11, Bent 7, Girder 2, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.</p> <p>Span 11, Bent 7, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.</p> <p>Span 11, Bent 7, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area and a 1" X 1 1/4" hole in the web at the haunch area. 1LF CS4 corrosion.</p> <p>Span 11, Bent 7, Girder 3, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area, a 1" X 1 1/4" hole in the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS4 corrosion.</p> <p>Span 11, Bent 7, Girder 4, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area and pack rust up to 3/4" between the girder web and concrete haunch causing distortion to the girder. 1LF CS3 Distortion.</p> <p>Span 11, Bent 7, Girder 4: Distortion in the web due to pack rust between Girder web and concrete haunch.</p>						



Asset #03023(Routine)
US 62-20- LM 2.58 over BLACK RIVER
Location: 2.58 MI E US 67
Austin Janes Inspection Date: 10/27/2025



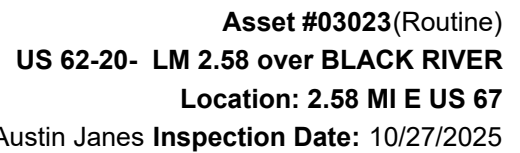
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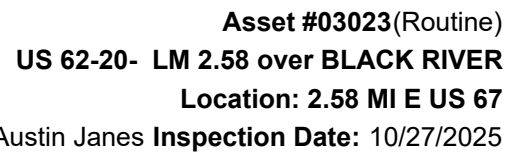
US 62-20- LM 2.58 over BLACK RIVER

Location: 2.58 MI E US 67

Team Lead: Austin Janes Inspection Date: 10/27/2025

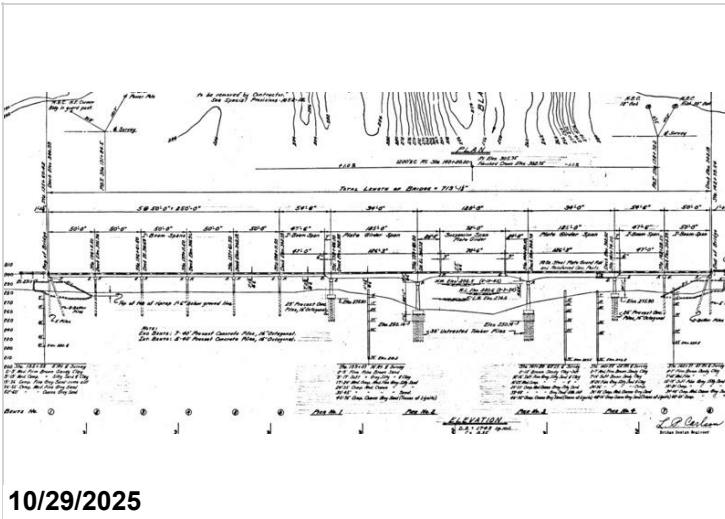
ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Pier 1, Back, Wall: Vertical cracking. 1LF CS3 cracking. Ahead side crack mirrors. Pier 2, Back, Wall: Vertical cracking. 1LF CS3 cracking. Ahead side crack mirrors. Pier 3, Back, Wall: Vertical cracking. 1LF CS3 cracking. Ahead side crack mirrors. Pier 4, Back, Wall: Vertical cracking. 1LF CS3 cracking. Ahead side crack mirrors.							
215	Reinforced Concrete Abutment	LF	72	30	31	11	0
1080	Delamination/Spall/Patched Area	LF	2	0	1	1	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0
6000	Scour	LF	34	0	24	10	0
(215) Bents 1 and 8: Minor cracking in the back walls. 6LF CS2 cracking. Bent 1 abutment has a minor delamination under girder 4. Bent 1, behind Girder 4, Backwall: Spalling. 1LF CS3 Spalling. Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion. Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.							
220	Reinforced Concrete Pile Cap/Footing	LF	27	0	27	0	0
6000	Scour	LF	27	0	27	0	0
(220) 2022 Underwater - element added due to exposed footing at Piers 2 (11LF) and 3 (16LF) Caps at pile bents have areas of concrete disintegration, mostly near left and right ends. Caps have several cracks and delaminated areas, and a few spalls with exposed rebar. Bents 7-10 pier walls have several vertical cracks. Bent 8 pier wall has several cracks and delaminated areas on span 7 side. (6000-220) 2022 Underwater - Pier 2: Up to 3' of scour has occurred since construction at the Pier 2 footing exposing an 11LF portion of the east face. The maximum vertical height of exposure is 1.5' located at the southeast corner. The remainder of the footing is buried. No undermining of the Pier 2 footing was found during the underwater inspection. (11LF, CS2) 2022 Underwater - Pier 3: Up to 6' of scour has occurred since construction at the Pier 3 footing exposing a 16LF portion of the top of the footing along the west side, with no vertical exposure of the west face or south nose. The remainder of the footing is buried. No undermining of the Pier 3 footing was found during the underwater inspection. (16LF, CS2)							
227	Reinforced Concrete Pile	EA	30	2	27	1	0
1080	Delamination/Spall/Patched Area	EA	3	0	3	0	0
1120	Efflorescence/Rust Staining	EA	1	0	0	1	0
1190	Abrasion/Wear (PSC/RC)	EA	24	0	24	0	0
(227) Bent 2, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion. Bent 3, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion. Bent 4, Pile 1: Minor spalling on the back side. 1EA CS2 Spalling. Bent 4, Piles 1 - 5: Minor abrasion. 4EA CS2 abrasion. Bent 5, Pile 1: Repair. 1EA CS2 Patched area. Bent 5, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion. Bent 6, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion. Bent 7, Pile 1, Ahead and Left: Vertical cracking with rust staining. 1EA CS3 rust staining. Bent 7, Pile 4: Minor spalling. 1EA CS2 spalling.							
234	Reinforced Concrete Pier Cap	LF	258	133	90	35	0

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
330	Metal Bridge Railing	LF	1434	906	510	18	0
1000	Corrosion	LF	520	0	510	10	0
7000	Damage	LF	8	0	0	8	0
515	Steel Protective Coating	SF	4589	2963	0	1594	32
3440	Effectiveness (Steel Protective Coatings)	SF	1626	0	0	1594	32
<p>(330) Span 7, Left rail: Post at end of span is broken loose at bottom.</p> <p>Span 8 – Left rail post #1 is broken loose at bottom. Overhang is spalled.</p> <p>Span 8, Left, Last post: Missing bolt from railing to post.</p> <p>Spans 8 and 9 each have 1 post broken loose at bottom over bent 9 on right side.</p> <p>Span 9 – Left rail post #4 is broken loose at bottom.</p> <p>Spans 7, 8, and 9, Bridge Railing Post: Multiple post with cracking and spalling.</p> <p>Left approach rail at beginning of bridge has impact damage. Several spacers are bent and twisted.</p> <p>Metal bridge rail is rusted with a few small holes rusted through rail.</p> <p>Several posts have cracks or spalls.</p> <p>Span 2 – Right rail post #1 is broken loose at bottom.</p> <p>Span 11 – Right rail post at end of span is broken loose at bottom.</p> <p>Span 11, Right: Damage to bridge railing. 2LF CS3 damage.</p> <p>(515-330) Span 7 – Left rail post at end of span is broken loose at bottom.</p> <p>Span 8 – Left rail post #1 is broken loose at bottom. Overhang is spalled.</p> <p>Spans 8 and 9 each have 1 post broken loose at bottom over bent 9 on right side.</p> <p>Span 9 – Left rail post #4 is broken loose at bottom.</p> <p>Metal bridge rail is rusted with a few small holes rusted through rail.</p>							

Inspection Photos and Notes



Layout Page showing the Bent and Pier numbers with locations.

Elevation.



Overall view of the deck.



Overall view of the deck.



Overall view of the deck.



Multiple transverse cracks in curbs.



Typical undersurface, Main spans.



Typical deck.



Typical undersurface, approach spans.



Right Side of the Bridge: Channel view.



Left Side of the Bridge: Channel View.



Left. side of bridge: channel view.



Right side of bridge: channel view.



Inspection direction.



All bearings needing paint.



This defect is common throughout the structure at girder ends.



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Bent 7, Cap: Needs cleaned.



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Bent 1: Cap needs cleaned.



10/30/2025

Bent 8, Joint: Debris impact, full length. 26LF CS3 debris impact.



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Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.



Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.



Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 3, Joint. Cracking in the joint armor. 1LF CS3 metal deterioration.



Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.



Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.



Typical deck.



Overall view of the deck.



Overall view of the deck.



Overall view of the deck.



Span 8.



Span 5



Span 8, First set of Pin and Hanger Assembly's: Pin and Hanger Assembly's have been replaced since the last inspection.



Span 2: Cracked bridge railing post.



Span 10, Left: Active corrosion to the railing.



Typical bridge railing.



Spans 6 and 7: Typical bridge railing.



Span 8, Left, Last post: Missing bolt from railing to post.



Typical condition of Bridge Railing.



Bent 8, Right.



Bent 8, Left.



Bent 1, Right.



Bent 1, Left.



Bent 1, Bearings 1 - 4: Active corrosion with pack rust. 4EA CS3 corrosion.



Pier 3, Bearings 1 - 4: Active corrosion with pack rust between the sole and masonry plate. 4EA CS3 corrosion.



Span 1, Bent 2, Bearings: Active corrosion with pack rust. 4EA CS3 corrosion.



Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.



Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.



Bent 3, Joint. Cracking in the joint armor. 1LF CS3 metal deterioration.



Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.



Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.



Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 8, Joint: Debris impactation, full length. 26LF CS3 debris impactation.



Span 6, Joint.



Span 8, joint A.



Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.



Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



Overall view of Bent 8.



Span 9.



Span 9, Left overhang: Spalling with exposed reinforcing steel with section loss. 8SF CS3 Spalling.



Span 8, Left overhang: Cracking with efflorescence. 14sf CS3 efflorescence.



Span 9, Right overhang: Spalling with exposed reinforcing steel with section loss. 19sf CS3 corrosion.



Span 9, Right overhang: Spalling with exposed reinforcing steel with section loss. 19sf CS3 corrosion.



Span 8, Right overhang.



Span 8, Left overhang: Cracking with efflorescence build up.
8SF CS3 efflorescence.



Span 8, Left overhang: Spalling with exposed reinforcing
steel with section loss. 12SF CS3 exposed reinforcing steel.



Span 8, Right Overhang: Spalling with exposed reinforcing
steel with section loss. 10SF CS3 exposed reinforcing steel.



Span 7, Right overhang: Spalling with exposed reinforcing steel with section loss. 18SF CS3 exposed reinforcing steel.



Span 7, Left overhang: Spalling with exposed reinforcing steel with section loss. 8SF CS3 exposed reinforcing steel.



Span 7, Left overhang: Cracking with efflorescence. 18SF CS3 efflorescence.



Span 7, Right overhang: Spalling with exposed reinforcing steel with section loss. 18SF CS3 exposed reinforcing steel.



Span 10, Right overhang: Spalling with exposed reinforcing steel with section loss. 8SF CS3 exposed reinforcing steel.



Span 6, Left overhang: Cracking with efflorescence and rust staining. 8SF CS3 efflorescence/rust staining.



Span 6, Left overhang: Spalling with exposed reinforcing steel with section loss. 11SF CS3 exposed reinforcing steel.



Span 6, Right overhang: Spalling with exposed reinforcing steel with section loss. 7SF CS3 exposed reinforcing steel.



Span 5, Right overhang: Spalling with exposed reinforcing steel with section loss at the drain locations. 2SF CS3 exposed reinforcing steel.



Span 5, Left overhang: Cracking with efflorescence and rust staining. 3LF CS3 efflorescence/rust staining.



Span 4, Right overhang: Cracking with efflorescence build. 5SF CS3 efflorescence.



Span 4, undersurface: Cracking with efflorescence. 32sf CS2 efflorescence.



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Span 3, Right overhang, near Bent 4: Patched area. 2SF CS3 unsound patch.



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Span 3, Right overhang: 17SF CS3 efflorescence/rust staining.



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Span 3, All bays: 12SF CS2 efflorescence.



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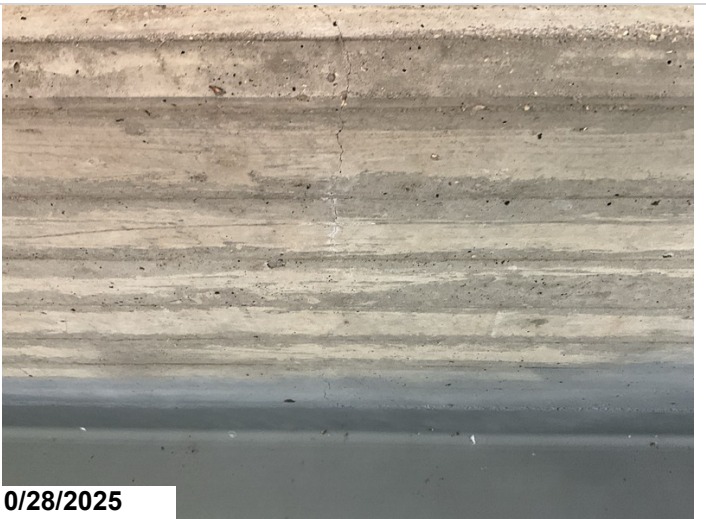
Span 3, Left overhang: Cracking with efflorescence build up and rust staining. 25sf CS3 efflorescence/rust staining.



Span 3, Right overhang: Spalling with exposed reinforcing steel with section loss. 3SF CS3 exposed reinforcing steel.



Span 2, Left overhang, Adjacent to Bent 3: Delamination area. 2SF CS2 delam.



Span 1: Typical cracking in the overhangs.



Span 5



Span 4.



Span 1: Unsound patched and spalling. 28SF CS3 Spalling.
Span 2: 26SF CS3 Spalling.



Span 1: Transverse cracking. 71SF CS3 cracking.



Span 11, Bay 3, Ahead of Bent 7: Spalling with exposed
reinforcing steel with section loss. 1SF CS3 exposed
reinforcing steel.



Span 11, Bays 2 and 3: Patched areas. 12SF CS3 Spalling.



Span 11, Left overhang, Adjacent to Bent 8: Spalling with exposed reinforcing steel with section loss. 2SF CS3 exposed reinforcing steel.



Span 9, back of Pier 4, Girder 4, Left: Active corrosion with flaking rust along the Top Flange. 12LF CS3 corrosion.



Span 9, Girder 1, Left, at third saw joint: Active corrosion with flaking rust along the Top Flange. 6LF CS3 corrosion.



Span 9, Girder 1, Left, at second saw joint: Active corrosion with flaking rust along the Top Flange and corrosion to vertical stiffener. 3LF CS3 corrosion.



Span 9, Girder 1, Left: Active corrosion with flaking rust along the Top Flange below first saw joint.



Span 9, Pier 3, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 4LF CS3 corrosion.



Span 8, Girder 4, Right: Active corrosion with flaking rust along the Top Flange and vertical bearing stiffener. 4LF CS3 corrosion.



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Span 8, Pier 3, Girder 1, Left: Active corrosion with flaking rust along the Top Flange and vertical bearing stiffener. 4LF CS3 corrosion.



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Span 8, Girder 4, Right, Last stiffener before second Pin and Hanger Assembly: Hole in vertical Stiffener.



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Span 8: Typical corrosion around diaphragms.



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Span 8, Girder 1, First stiffener after first Pin and Hanger Assembly: Hole in vertical stiffener.



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Span 8, Girder 1, Left: Active corrosion with flaking rust along the Top Flange and vertical bearing Stiffener. 6LF CS3 corrosion.



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Span 8, Girders 1 and 2: Active corrosion with flaking rust along the Top Flange. 8LF CS3 corrosion.



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Span 8, Girder 3, Right: Active corrosion with flaking rust along the Top Flange. 11LF CS3 corrosion.



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Span 8, Girder 4, Right: Active corrosion with flaking rust along the Top Flange and vertical bearing Stiffener. 6LF CS3 corrosion.



Span 7, Girder 1, Above Pier 2: Active corrosion with flaking rust along the Top Flange. 8LF CS3 corrosion.



Span 7, Girder 1, Bottom Flange: Active corrosion with section loss up to 7/16" below the last saw joint before Pier 2.



Span 7, Girder 1, Left, Web: Active corrosion with laminated rust build up below last saw joint before Pier 2.



Span 7, Girder 1, Left, Top Flange: Active corrosion with flaking rust along the Top Flange below last saw joint before Pier 2. 8LF CS3 corrosion.



Span 7, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 22LF CS3 corrosion.



Span 7, Girder 2, Right: Active corrosion with flaking rust along the Top Flange. 7LF CS3 corrosion.



Span 7, Girder 4, Right: Active corrosion with flaking rust along the Top Flange. 21LF CS3 corrosion.



Span 6, Girders 1 - 4, at center Two diaphragms: Active corrosion with with flaking rust and section loss up to 3/16" to the web at the haunch areas. 8LF CS3 corrosion.



Span 6, Girders 1 - 4, at center Two diaphragms: Active corrosion with with flaking rust and section loss up to 3/16" to the web at the haunch areas. 8LF CS3 corrosion.



Span 6, Girder 1, Right, Between Pin and Hanger Assembly and Pier 1: Active corrosion with flaking rust along the Top Flange. 5LF CS3 corrosion.



Span 6, Pier 1, Girders: Typical Active corrosion with flaking rust to the web at the concrete haunch areas.

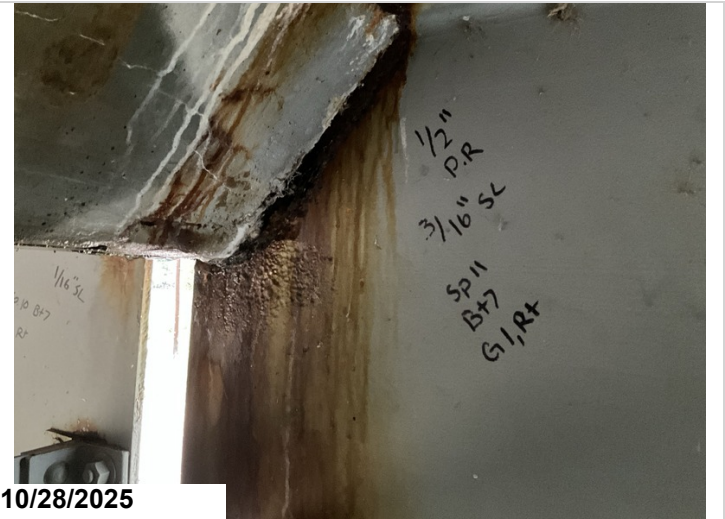


Span 6, Girder 4, Left. Between Pin and Hanger Assembly and Pier 1: Active corrosion with flaking rust along the Top Flange. 8LF CS3 corrosion.



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Span 11, Bent 7, Girder 2, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 11, Bent 7, Girder 1, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and pack rust up to 1/2" between the girder web and concrete haunch. 1LF CS3 corrosion.



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Span 11, Bent 7, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area and a 1" X 1 1/4" hole in the web at the haunch area. 1LF CS4 corrosion.



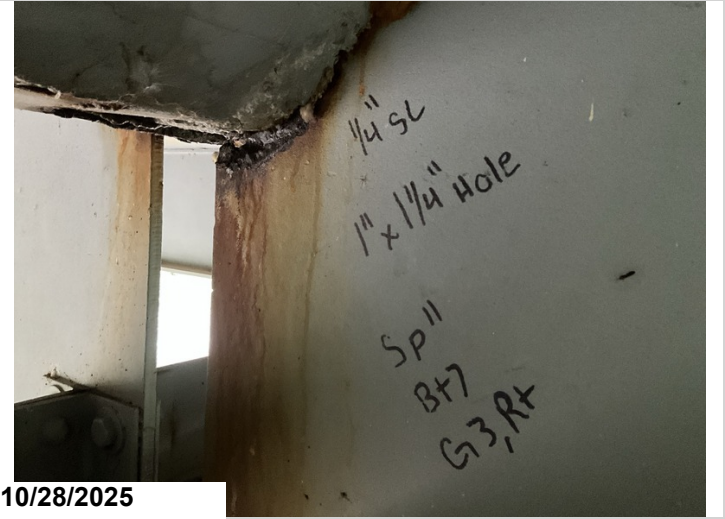
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Span 11, Bent 7, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 11, Bent 7, Girder 4, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area and pack rust up to 3/4" between the girder web and concrete haunch. 1LF CS3 corrosion.



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Span 11, Bent 7, Girder 3, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area, a 1" X 1 1/4" hole in the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS4 corrosion.



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Span 11, Bent 7, Girder 3, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area, a 1" X 1 1/4" hole in the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS4 corrosion.



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Span 11, Bent 7, Girder 4: Distortion in web due to pack rust between Girder web and concrete haunch.



Span 10, Bent 7, Girder 4, Left: Active corrosion with pack rust up to 1/2" between the girder web and the concrete haunch. 1LF CS3 corrosion.



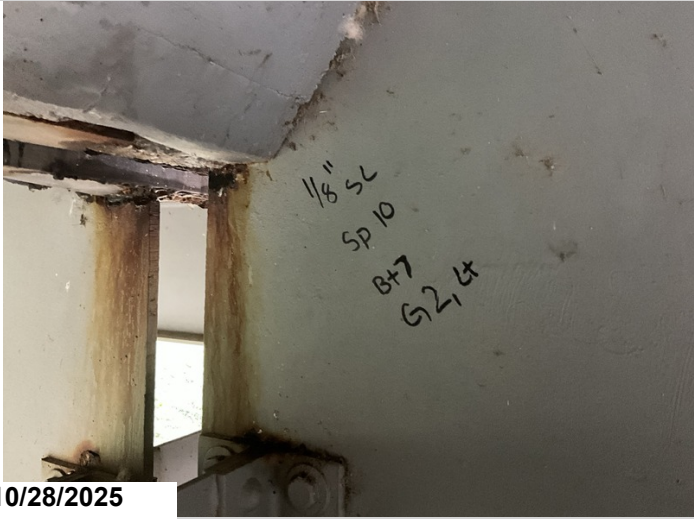
Span 10, Bent 7, Girder 2, Right: Active corrosion with section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



Span 10, Bent 7, Girder 3, Left: Active corrosion with section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



Span 10, Bent 7, Girder 1, Right: Active corrosion with section loss up to 1/16" to the web at the haunch area and pack rust up to 1/4" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 10, Bent 7, Girder 2, Left: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.



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Span 10, Bent 7, Girder 1: Distortion in the web due to pack rust between the Girder web and concrete haunch.



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Span 10, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 7LF CS3 corrosion.



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Span 6, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 7LF CS3 corrosion.



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Span 6, Bent 6, Girder 2, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area. 1LF CS3 corrosion.



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Span 6, Girder 1, Right, Top Flange: Active corrosion with flaking rust along the Top Flange. 12LF CS3 corrosion. Left side mirrors.



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Span 6, Bent 6, Girder 1, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 6, Bent 6, Girder 3, Left: Active corrosion with section loss up to 1/4" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.



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Span 6, Bent 6, Girder 2, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 6, Girder 2, Right: Active corrosion with flaking rust along the Top Flange. 6LF CS3 corrosion.



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Span 6: Typical condition at intermediate diaphragms.



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Span 6, Bent 6, Girder 4, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 1/2" between the girder web and the concrete haunch. 1LF CS3 corrosion.



Span 6, Girder 4, Right, from joint at Bent 6 to joint at Pin and Hanger Assembly: Active corrosion with flaking rust along the Top Flange. CS3 corrosion.



Span 6, Bent 6, Girder 4: Distortion in the web due to pack rust between the Girder web and the concrete haunch.



Span 5, Girder 4, Right: Active corrosion with flaking rust along the Top Flange. 18LF CS3 corrosion.



Span 5, Bent 6, Girder 3, Right: Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.



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Span 5, Girder 4, Left: Active corrosion with flaking rust along the Top Flange. 5LF CS3 corrosion.



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Span 5, Bent 6, Girder 4, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 5/8" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 5, Bent 6, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 5, Bent 6, Girder 1, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area, section loss up to 1/16" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch. 1LF CS3 corrosion.



Span 5, Girder 1, Left: Active corrosion with flaking rust along the Top Flange. 10LF CS3 corrosion.



Span 5, Bent 6, Girder 1: Distortion in the web due to pack rust between Girder web and concrete haunch.



Span 5, Bent 5, Girder 2, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



Span 5, Bent 5, Girder 3, Left: Active corrosion with section loss up to 1/8" to the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 5, Bent 5, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 5, Bent 5, Girder 4, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 1/2" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 5, Bent 5, Girder 3, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 4, Girder 4, Right: Active corrosion with flaking rust along the Top Flange. 11LF CS3 corrosion.



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Span 4, Bent 5, Girder 3, Right: Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.



10/28/2025

Span 4, Bent 5, Girder 4, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 7/8" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 4, Bent 5, Girder 2, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 4, Bent 5, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area and section loss up to 1/4" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 4, Bent 5, Girder 2, Left: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.



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Span 4, Bent 5, Girder 1, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 4, Bent 5, Girder 1: Minor distortion in the web due to pack rust between the Girder web and concrete haunch.



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Span 4, Bent 4, Girder 1, Right: Active corrosion with section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



10/28/2025

Span 4, Bent 4, Girder 3, Left: Active corrosion with section loss up to 1/8" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 4, Bent 4, Girder 2, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 4, Bent 4, Girder 3, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.



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Span 4, Bent 4, Girder 4, Left: Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.



10/28/2025

Span 3, Bent 4, Girder 3, Right: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 3, Bent 4, Girder 4, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 3, Bent 4, Girder 2, Right: Active corrosion with section loss up to 1/8" to the web at the haunch and diaphragm connection areas and section loss up to 3/16" to the web at the bottom flange/web juncture. 1LF CS3 corrosion.



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Span 3, Bent 4, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, a 3/4" X 7/8" hole in the web at the haunch area, and section loss up to 1/4" to the web at the diaphragm connection. 1LF CS4 corrosion.



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Span 3, Bent 4, Girder 2, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 3, Bent 4, Girder 1, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area and pack rust up to 1/2" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 3, Bent 4, Girder 1: Minor distortion in web due to pack rust between the Girder web and concrete haunch.



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Span 3, Bent 3, Girder 1, Right: Active corrosion with section loss up to 1/16" to the web at the haunch and diaphragm connection areas. 1LF CS3 corrosion.



10/28/2025

Span 3, Bent 3, Girder 2, Right: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 3, Bent 3, Girder 3, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.



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Span 3, Bent 3, Girder 3, Right: Active corrosion with section loss up to 1/8" to the web at the haunch area. 1LF CS3 corrosion.



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Span 2, Girder 4, Right, Top Flange: Active corrosion with flaking rust along the Top Flange. 6LF CS3 corrosion.



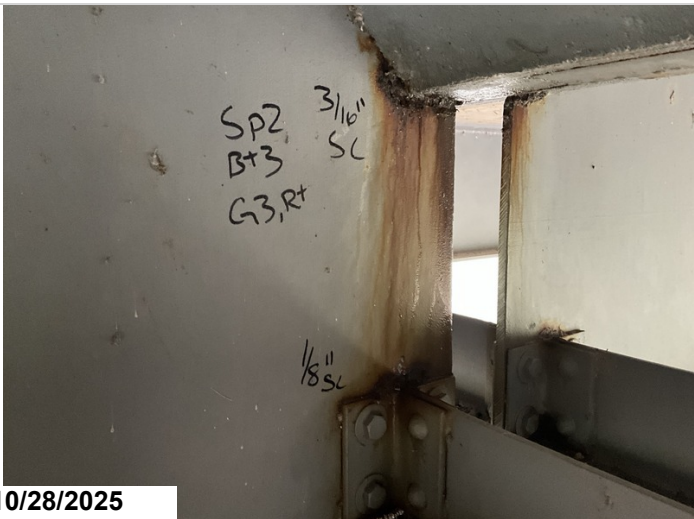
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Span 2, Bent 3, Girder 4, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and pack rust up to 3/4" between the girder web and the concrete haunch. 1LF CS3 corrosion.



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Span 2, Bent 3, Girder 1, Left: Minor distortion in the web due to pack rust between Girder web and concrete haunch.



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Span 2, Bent 3, Girder 3, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS3 corrosion.



10/28/2025

Span 2, Bent 3, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, section loss up to 1/8" to the web at the diaphragm connection, and section loss up to 1/8" to the web at the bottom flange/web juncture. 1LF CS3 corrosion.



10/28/2025

Span 2, Bent 3, Girder 2, Right: Active corrosion with section loss up to 3/16" to the web at the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 2, Bent 3, Girder 2, Left: Active corrosion with section loss up to 1/4" to the web at haunch area. 1LF CS3 corrosion.



10/28/2025

Span 2, Bent 3, Girder 1, Left: Minor distortion in the web due to pack rust between Girder web and concrete haunch.



10/28/2025

Span 2, Bent 2, Girder 2, Left: Active corrosion with section loss up to 1/8" section loss to the web in the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 2, Bent 2, Girder 3, Left: Old section loss scars up to 1/8". 1LF CS3 corrosion.



10/28/2025

Span 1, Bent 2, Girder 1, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area.



10/28/2025

Span 1, Bent 2, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.

Span 1, Bent 2, Girder 2, Left: Active corrosion with section loss up to 1/8" to the web in the haunch area.



10/28/2025

Span 1, Bent 2, Girder 3: Active corrosion with a 1/16" diameter hole in the web at the haunch area. 1LF cs4.



10/28/2025

Span 1, Bent 2, Girder 4: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion



10/28/2025

Span 1, Bent 1, Girders 1 - 4: Active corrosion with flaking rust to the web in the haunch areas. 4LF CS3 corrosion.



10/28/2025

Span 11, Girders 1 - 4: Active corrosion with flaking rust along the Top Flange. 115LF CS3 corrosion.



10/28/2025

Span 11, Bent 8, Girder 1: Active corrosion with flaking rust. 1LF CS3 corrosion.



Span 10, Pin and Hanger Assembly: Pin and Hanger Assembly's have been replaced since the last inspection.



Span 8, Second Pin and Hanger Assembly's: Pin and Hanger Assembly's have been replaced since the last inspection.



Span 8, First set of Pin and Hanger Assembly's: Pin and Hanger Assembly's have been replaced since the last inspection.



Span 6, Pin and Hanger Assemblies: Replaced since last inspection.



Typical Pin and Hanger Assembly.



Pier 3, Column 2, Ahead: Spalling with exposed reinforcing steel with section loss near bottom of cap. 1EA CS3 exposed reinforcing steel.



Pier 2, Column 2, Right: Vertical cracking. 1EA CS2 cracking.



Pier 4, Column 1, Back: Spalling with exposed reinforcing steel. 1EA CS3 exposed reinforcing steel.



Pier 4, Column 2: Abrasion. 1EA CS2 abrasion.



Pier 3, Back, Wall: Vertical cracking Right of centerline. 1LF CS2 cracking.



Pier 2, Ahead.



Pier 3, Back.



10/28/2025

Pier 2, Wall and columns, Back.



10/28/2025

Pier 4, Wall, Ahead and Back: Abrasion from ground line to 3' above ground line. Rest in CS2 Abrasion.



10/28/2025

Pier 4, Wall, Ahead: Vertical cracking just right of centerline. Back side mirrors crack. 1LF CS2 cracking.



10/28/2025

Bent 1, behind Girder 4, Backwall: Spalling. 1LF CS3 Spalling.



10/28/2025

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



10/28/2025

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



10/28/2025

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



10/28/2025

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.



Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.



Bent 6, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion.



Bent 5, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion.



10/28/2025

Bent 5, Pile 1: Repair. 1EA CS2 Patched area.



10/28/2025

Bent 4, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion.



10/28/2025

Bent 4, Pile 1: Minor spalling on the back side. 1EA CS2 Spalling.



10/28/2025

Bent 3, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion.



Bent 2, Piles 1 - 5: Minor abrasion. 5EA CS2 abrasion.



Bent 7, Pile 1, Ahead and Left: Vertical cracking with rust staining. 1EA CS3 rust staining.



Bent 7, Pile 4: Minor spalling. 1EA CS2 spalling.



Pier 4, Right, back corner: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Pier 4, Left, Cap: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Pier 3, Ahead, Cap, below Girder 1: Horizontal cracking. 4LF CS3 cracking.



Pier 3, Right, Bottom: 1LF CS3 vertical cracking.



Pier 3, Cap, Left: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



10/28/2025

Pier 2, Right, Bottom cap: Spalling with exposed reinforcing steel with section loss. 1LF CS3 corrosion.



10/28/2025

Pier 2, Cap, Back: Cracking and spalling under Girder 4. 5LF CS3 cracking and 1LF CS3 spalling.



10/28/2025

Pier 2, Cap, Back: Spalling below Girder 3. 2LF CS3 spalling.



10/28/2025

Pier 2, Cap, Back: Horizontal cracking between Girders 1 and 2. 7LF CS3 cracking. Ahead side mirrors.



Pier 2, Back, Left corner: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Bent 7, Ahead, Right: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Bent 6, Left: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Bent 3, back, under Girder 4: Repair. 4LF CS2.



Bent 3, Back, under Girder 1: Repair. 4LF CS2 patch.



Bent 7, Cap: Spalling with exposed reinforcing steel with section loss. 8LF CS3 exposed reinforcing steel.



Span 8, joint A.



Span 6, Joint.



10/28/2025

Bent 8, Joint: Debris impact, full length. 26LF CS3 debris impact.



10/28/2025

Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



10/28/2025

Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.



10/28/2025

Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.



Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 3, Joint. Cracking in the joint armor. 1LF CS3 metal deterioration.



Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.



Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.



Pier 1: Typical bearings.



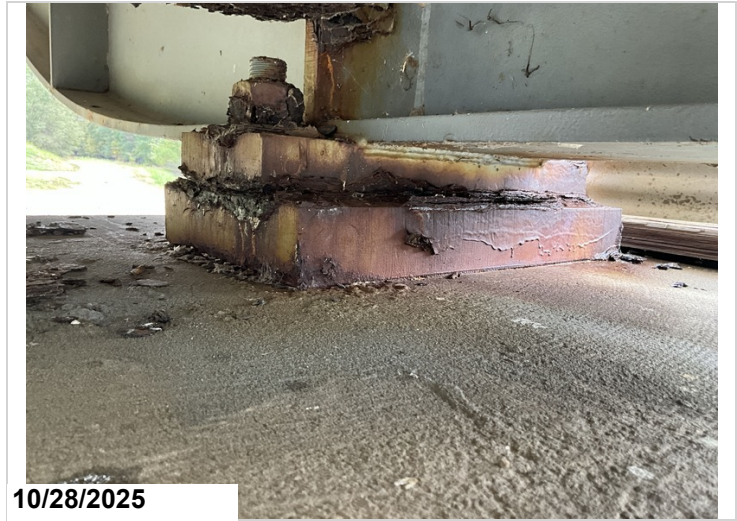
Bent 4, bearings.



Bent 3, bearings.



Span 1, Bent 2, Bearings: Active corrosion with pack rust.
4EA CS3 corrosion.



Pier 3, Bearings 1 - 4: Active corrosion with pack rust
between the sole and masonry plate. 4EA CS3 corrosion.



Pier 2, Bearings 1 - 4: Active corrosion with pack rust
between the sole and masonry plate. 4EA CS3 corrosion.



Span 10, Bent 7, Bearings 1 - 4: Active corrosion with pack
rust. 4EA CS3 corrosion.



10/28/2025

Bent 4, bearings.



10/28/2025

Bent 3, bearings.



10/28/2025

Span 2, Bent 2, Bearings: Active corrosion with pack rust up to 1" between bearing and sole plate. 4ea CS3 corrosion.



10/28/2025

Bent 1, Bearings 1 - 4: Active corrosion with pack rust. 4EA CS3 corrosion.



Span 8, Left, Last post: Missing bolt from railing to post.



Spans 6 and 7: Typical bridge railing.



Typical bridge railing.



Span 10, Left: Active corrosion to the railing.



Span 2: Cracked bridge railing post.



Span 7, Girder 1, Left, Web:



Span 7, Girder 1, Bottom Flange:

Maintenance Needs

Date Reported: 10/13/2015

Priority: B - Pressing

Type of Work: Joint Repair

Status: Assigned

Component: Deck

Deficiency Description

Joints are missing sliding plates and are open at the locations listed below allowing free flow of water and de-icing salts onto superstructure and substructure elements below. The remaining joints are leaking as evidenced by corrosion.

Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.

Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.

Bent 3, Joint: Cracking in the joint armor. 1LF CS3 metal deterioration.

Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.

Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.

Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.

Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.

Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.

Remarks

Schedule for deck rehab job. Should address joints during job. KAW 11/14/2024



10/30/2025

Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



10/30/2025

Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.



10/30/2025

Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.



10/30/2025

Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



10/30/2025

Bent 3, Joint. Cracking in the joint armor. 1LF CS3 metal deterioration.



10/30/2025

Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.



10/30/2025

Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



10/30/2025

Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.



Bent 7 Joint



Bent 6 Joint



Bent 5 Joint



Bent 3 Joint



Bent 2 Joint



Bent 1 (Abut 1) Joint



Bent 1 joint



Bent 5 joint.

Maintenance Needs

Date Reported: 11/16/2011

Priority: C - Important

Status: Monitor

Type of Work: Superstructure Repair

Component: Superstructure

Deficiency Description

Spans 1 - 6, and Spans 10 and 11, Girder Ends: Active corrosion with measurable section loss to the girder ends in the haunch and diaphragm connection areas. In these Spans, Girders 1 and 4: Active corrosion with pack rust between the girder web and the concrete haunch distorting the web of the exterior girders.

All notes and photos are listed in "107 Steel Open Girder/Beam - Approach".

Maintenance need priority raised from a "D" to a "C" due to the quantity of corrosion to the girder ends throughout the structure.

Remarks



Span 3, Bent 4, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area, a 3/4" X 7/8" hole in the web at the haunch area, and section loss up to 1/4" to the web at the diaphragm connection. 1LF CS4 corrosion.

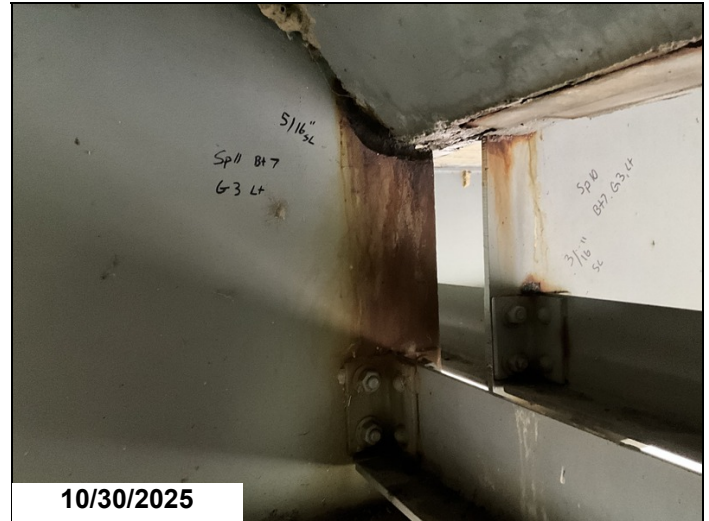


Span 1, Bent 2, Girder 3: Active corrosion with a 1/16" diameter hole in the web at the haunch area. 1LF cs4.



10/30/2025

Span 5, Bent 6, Girder 2, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area. 1LF CS3 corrosion.



10/30/2025

Span 11, Bent 7, Girder 3, Left: Active corrosion with section loss up to 5/16" to the web at the haunch area and a 1" X 1 1/4" hole in the web at the haunch area. 1LF CS4 corrosion.



10/30/2025

Span 11, Bent 7, Girder 3, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area, a 1" X 1 1/4" hole in the web at the haunch area and section loss up to 1/8" to the web at the diaphragm connection. 1LF CS4 corrosion.



10/28/2025

Span 6, Bent 6, Girder 3, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area. 1LF CS3 corrosion.



10/28/2025

Span 5, Bent 6, Girder 3, Left: Active corrosion with section loss up to 1/4" to the web at the haunch area, a 1" X 1 1/4" hole in the web at the haunch area and section loss up to 3/16" to the web at the diaphragm connection. 1LF CS4 corrosion.



10/28/2025

Span 5, Bent 6, Girder 2, Left: Active corrosion with section loss up to 3/16" to the web at the haunch area and section loss up to 1/16" to the web at the diaphragm connection. 1LF CS3 corrosion.



10/28/2025

Span 5, Bent 5, Girder 1, Right: Active corrosion with section loss up to 1/4" to the web at the haunch area, section loss up to 3/16" to the web at the diaphragm connection, and pack rust up to 5/8" between the girder web and the concrete haunch. 1LF CS3 corrosion.



10/28/2025

Span 5, Bent 5, Girder 4: Distortion in the web due to pack rust between the Girder web and the concrete haunch.



10/28/2025

Span 2, Bent 3, Girder 1, Right: Active corrosion with section loss up to 5/16" to the web at the haunch area and pack rust between the girder web and the concrete haunch. 1LF CS3 corrosion.



10/28/2025

Span 2, Bent 3, Girder 1, Left: Minor distortion in the web due to pack rust between Girder web and concrete haunch.



10/23/2024

Span 3, bent 4, girder 1, right: corrosion with up to 5/16" section loss to upper web below haunch and 1/8" around diaphragm.



10/23/2024

Span 3, bent 4, girder 1, left: distortion up to 15/16" to upper web caused by pack rust between haunch and web on opposite side of girder. Typ girder 4, right. CS3 2 LF



Girder 1 over bent 6

Maintenance Needs

Date Reported: 11/16/2011

Priority: C - Important

Type of Work: Deck Repair

Status: Monitor

Component: Deck

Deficiency Description

Driving Surface of the Deck:

Spans 1 - 11: Numerous spalling, unsound patched areas, and cracked patched areas are throughout the entirety of the deck.

Undersurface:

Spans 1 - 11: Spalling with exposed reinforcing steel and cracking with efflorescence build-up/rust staining are scattered throughout the undersurface and the overhangs.

All notes and photos are listed in "12 - Reinforced Concrete Deck Main and Approach".

Remarks



10/30/2025

Overall view of the deck.



10/30/2025

Overall view of the deck.



Overall view of the deck.



Span 11.



Span 10.



Span 10, Left overhang: Spalling with exposed reinforcing steel with section loss. 3SF CS3 exposed reinforcing steel.



Span 4, Right overhang: Spalling with exposed reinforcing steel at the drains. 2SF CS3 exposed reinforcing steel.



Span 8.



Span 7.



Span 7.



Span 6.



Span 6.



Span 3: Unsound patches, sound patches, cracking, abrasion, and spalling.



Span 6 diaphragms



span 6



Span 6 leakage thru deck onto diaphragms

Maintenance Needs

Date Reported: 11/19/2013

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Miscellaneous

Deficiency Description

Metal bridge rail is rusted with a few small holes rusted through rail. Several posts have cracks or spalls.

Span 2 – Right rail post #1 is broken loose at bottom.

Span 7, Left rail: Post at end of span is broken loose at bottom.

Span 8 – Left rail post #1 is broken loose at bottom. Overhang is spalled.

Span 8, Left, Last post: Missing bolt from railing to post.

Spans 8 and 9 each have 1 post broken loose at bottom over bent 9 on right side.

Span 9 – Left rail post #4 is broken loose at bottom.

Spans 7, 8, and 9, Bridge Railing Post: Multiple post with cracking and spalling.

Span 11 – Right rail post at end of span is broken loose at bottom.

Span 11, Right: Damage to bridge railing. 2LF CS3 damage.

Remarks



Span 11, Right: Damage to bridge railing. 2LF CS3 damage.



Span 9, Right: Spalling at bridge railing post.



Span 8, Right: multiple post with cracking and spalling.



Span 8, Right: multiple post with cracking and spalling.



Over b2 right



Span 10 right guardrail post near bent 11.

Maintenance Needs

Date Reported: 10/13/2015

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Monitor

Component: Channel

Deficiency Description

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 Scour

Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.

Remarks



Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.



Bent 8: Erosion along the bottom of the bridge seat with undermining up to 1.5'. 18LF CS2 Scour.



10/30/2025

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



10/30/2025

Bent 1: Erosion up to 2' below the bottom of the bridge seat under Girders 1 and 4, worst being under Girder 1 with undermining up to 2.5'. 6LF CS2 erosion, 10LF CS3 erosion.



11/08/2023

Bent 1 left



03/05/2020

Bent 1 embankment erosion.



debris at end bents

Maintenance Needs

Date Reported: 10/13/2015

Priority: C - Important

Type of Work: Repair (General)

Status: Monitor

Component: Substructure

Deficiency Description

Pier Caps with spalling with exposed reinforcing steel with section loss listed below.

Bent 6, Cap, Left: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Pier 2, Back, Left corner: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Pier 2, Right, Bottom cap: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Pier 3, Cap, Left: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Pier 4, Left, Cap: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Pier 4, Right, back corner: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Bent 7, Cap, Ahead, Right: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.

Bent 7, Cap, Bottom: Spalling with exposed reinforcing steel with section loss. 8LF CS3 exposed reinforcing steel.

Remarks

Bent 2 Cap: Repaired w/Galvanic Anodes 8/7/2025 DWG

Bent 3 Cap: Repaired 8/25/2025 DWG

Bent 4 Cap: Repaired: 8/28/2025 DWG

Bent 5 Cap: Repaired 9/11/2025 DWG



Bent 7, Cap: Spalling with exposed reinforcing steel with section loss. 8LF CS3 exposed reinforcing steel.



Bent 6, Left: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Pier 2, Back, Left corner: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Pier 3, Cap, Left: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Pier 4, Left, Cap: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Pier 4, Right, back corner: Spalling with exposed reinforcing steel with section loss. 1LF CS3 exposed reinforcing steel.



Bent 4, Ahead.



Bent 5, ahead.



Bent 6, Right



Bent 5, back..



Bent 4, back.



Bent 3, Ahead



Bent 2, Ahead.



Bent 3, back.



Bent 5 Cap: Repaired



Bent 5 Cap: Repaired



Bent 4, Cap: Repaired



Bent 4, Cap: Repaired



08/28/2025

Bent 4, Cap: Repaired



08/28/2025

Bent 4, Cap: Repaired



08/25/2025

Bent 3 Cap: Repaired



08/25/2025

Bent 3 Cap: Repaired



08/25/2025

Bent 3 Cap: Repaired



08/07/2025

Bent 2 Cap: Repaired w/Galvanic Anodes



Bent 2 Cap: Repaired w/Galvanic Anodes



Bent 2 Cap: Repaired w/Galvanic Anodes



Span 4 bent 4 cap
-2023



Bent 5 cap right
2023



Span 4 bent 4 cap between girder 3&4
2023



Span 3 bent 4 cap
2023



Bent 3 right cap
2023



Bent 2 right cap
2023



Span 1 bent 2 cap



Bent 4 ahead



Bent 3 Rt



Bent 2 Rt



Bent 2



S3 b3 right



Bent 4 cap span 4 side.



Bent 2 cap span 1 side.



Bent 3 cap span 3 side under girder 4 bearing.



Bent 3 cap span 2 side and right end.



Bent 8 cap span 7 side.

Maintenance Needs

Date Reported: 11/16/2011

Priority: D- Routine

Type of Work: Bearing Repair/Replacement

Status: Monitor

Component: Superstructure

Deficiency Description

Fixed and Movable Bearings: Bearings have active corrosion with pack rust and section loss to the anchor bolts and nuts throughout the structure.

Remarks



Pier 2, Bearings 1 - 4: Active corrosion with pack rust between the sole and masonry plate. 4EA CS3 corrosion.



Span 10, Bent 7, Bearings 1 - 4: Active corrosion with pack rust. 4EA CS3 corrosion.



Bent 4, bearings.



Span 2, Bent 2, Bearings: Active corrosion with pack rust up to 1" between bearing and sole plate. 4ea CS3 corrosion.



Bent 8, bearing 3: floating bearing.



Corrosion with pack rust typ all bearings.



Bent 1, bearing 3: corrosion with severe pack rust raising girder elevation and severe asphalt debris accumulation around bearing. Typ at bearing 2. CS3 2 EA



Span 1 bent 1 girder 2
2023



Span 11 girder 3 at bent 12.



Span 4 girder 2 over bent 4.



Span 5 girder 2 over bent 5.



Span 11 girder 2 at bent 12.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	Yes
A-58 - Cap Cleaning/Flushing Needed	Yes
A-59 - Joint Repair Needed	Yes
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	Yes
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	No
A-66 - Approach minor pothole/leveling needed	No

A-54 - Sealable Deck Cracks (No)

Deck has progressed to a point to require an LMC overlay.

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)

A-57 - Girder End and Bearing Painting Needed (Yes)

Painting is recommended at all joint locations along with all bearings.



All bearings needing paint.



This defect is common throughout the structure at girder ends.

A-58 - Cap Cleaning/Flushing Needed (Yes)

Bent 1: Cap needs cleaned.

Bent 7, Cap: Needs cleaned.



Bent 7, Cap: Needs cleaned.



Bent 1: Cap needs cleaned.

A-59 - Joint Repair Needed (Yes)

Severe leakage at all joints allowing free flow of water and de-icing salts to corrode superstructure elements along with broken or missing joints.



Bent 8, Joint: Debris impactation, full length. 26LF CS3 debris impactation.



Bent 7, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 6, Joint: Cracking in the joint armor. 1LF CS3. metal deterioration.



Bent 6, Joint: Joint armor missing. 4LF CS4 metal deterioration.



Bent 5, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 3, Joint. Cracking in the joint armor. 1LF CS3 metal deterioration.



Bent 2, Joint: Armor missing for the full length. 26LF CS4 metal deterioration.



Bent 1, Joint: Armor missing. 12LF CS4 metal deterioration.



Bent 3, Joint: Armor missing. 4LF CS4 metal deterioration.

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (Yes)
Deck condition recommends hydro and LMC.



Typical deck.



Overall view of the deck.



Overall view of the deck.



Overall view of the deck.



Span 8.



Span 5



Asset #03023(Routine)
US 62-20- LM 2.58 over BLACK RIVER
Location: 2.58 MI E US 67

Team Lead: Austin Janes **Inspection Date:** 10/27/2025

A-63 - Missing/Incorrect Log Mile Signage (No)

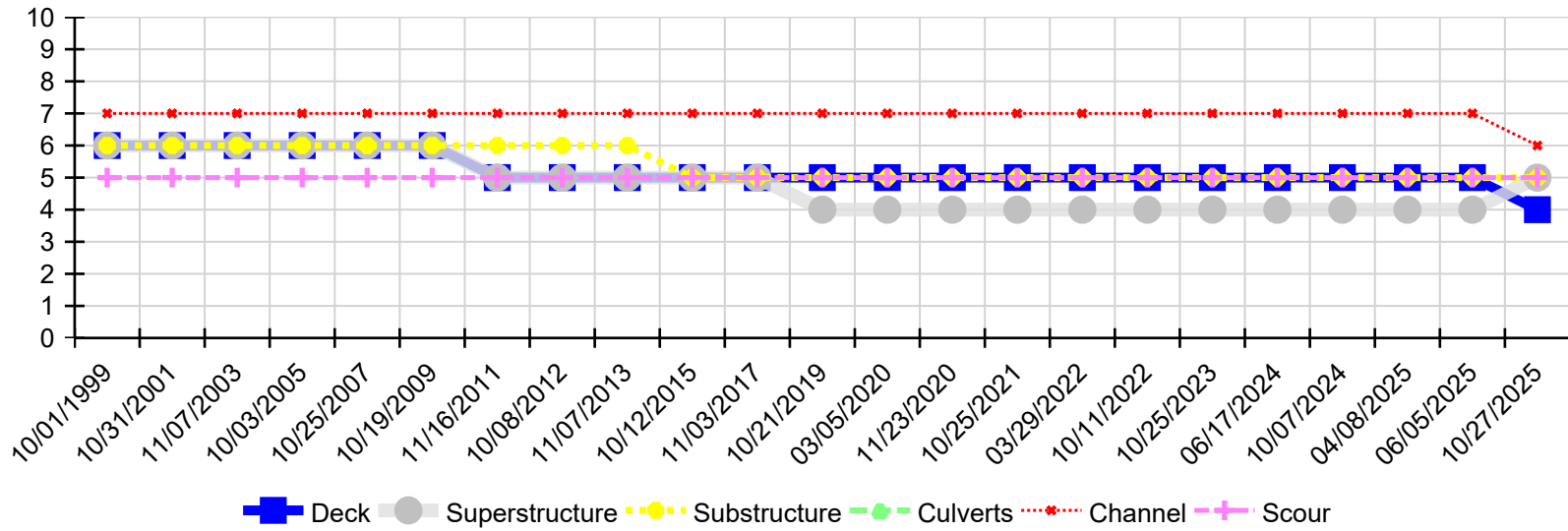
A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains? (No)

A-66 - Approach minor pothole/leveling needed (No)



Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/27/2025	4	5	5	N	6	5
06/05/2025	5	4	5	N	7	5
04/08/2025	5	4	5	N	7	5
10/07/2024	5	4	5	N	7	5
06/17/2024	5	4	5	N	7	5
10/25/2023	5	4	5	N	7	5
10/11/2022	5	4	5	N	7	5
03/29/2022	5	4	5	N	7	5
10/25/2021	5	4	5	N	7	5
11/23/2020	5	4	5	N	7	5
03/05/2020	5	4	5	N	7	5
10/21/2019	5	4	5	N	7	5
11/03/2017	5	5	5	N	7	5
10/12/2015	5	5	5	N	7	5
11/07/2013	5	5	6	N	7	5
10/08/2012	5	5	6	N	7	5
11/16/2011	5	5	6	N	7	5
10/19/2009	6	6	6	N	7	5
10/25/2007	6	6	6	N	7	5
10/03/2005	6	6	6	N	7	5
11/07/2003	6	6	6	N	7	5
10/31/2001	6	6	6	N	7	5
10/01/1999	6	6	6	N	7	5

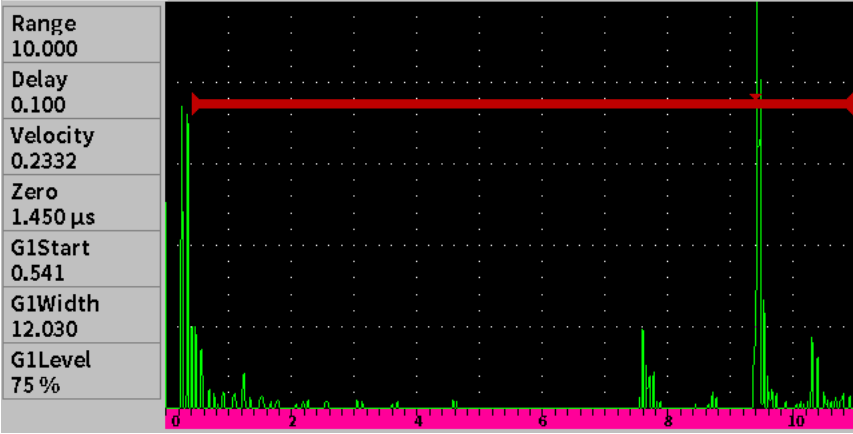
Structure #03023

Span 6
Span 8A
Span 8B
Span 10

1 – 4 represents Girder Number
“A” represents the Top Pin
“B” represents the Bottom Pin

ID Summary Report

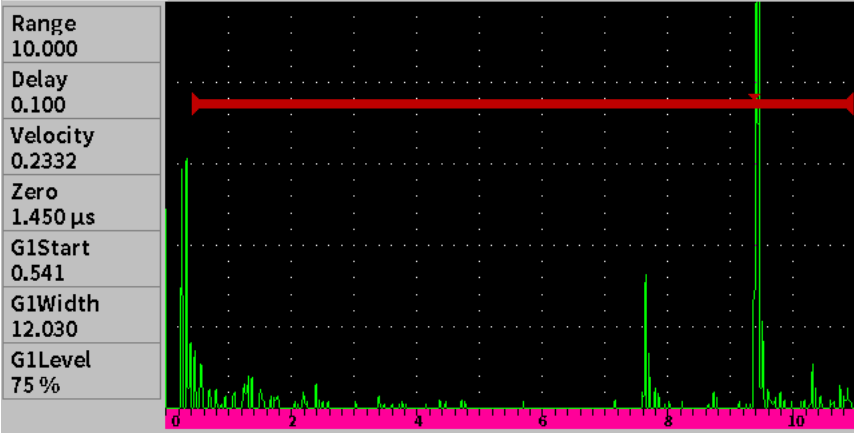
Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1A
110.00 %		9.516 in	9.516 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1B
110.00 %		9.503 in	9.503 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK

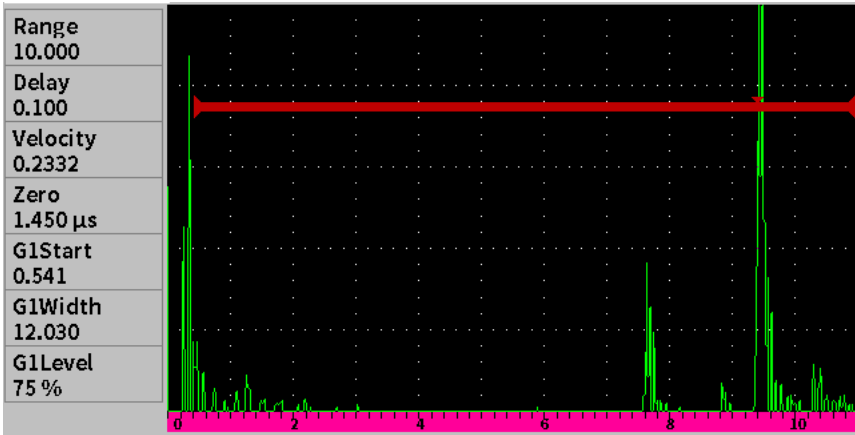


GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	2A

110.00 %		1.137 in		9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK



GATE	START	WIDTH	LEVEL	ALARM
1	0.541 in	12.030 in	75 %	Off

Velocity:	0.2332 in/ μ s			Gain:	38.3 dB
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μ s
Angle:	0.0 $^{\circ}$	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:

03023-SPAN-06

Survey Description:

PINS

Survey Date:

10/14/2025

Location Note:

Survey Time:

08:31a

Inspector ID:

BRIDGEOPS

Survey Type:

2D GRID

ID Name:

2B

110.00 %

1.137 in

9.510 in

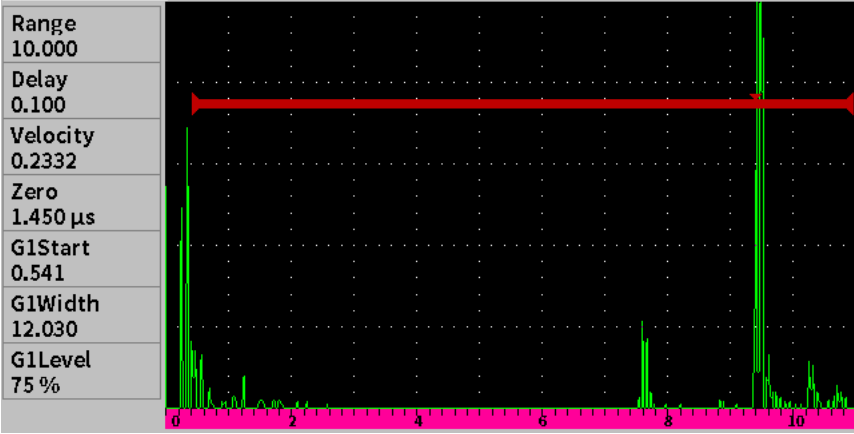
G1 CURRENT AMP

OFF

G1 MIN DEPTH

OFF

G1 THICK



GATE

START

WIDTH

LEVEL

ALARM

1

0.541 in

12.030 in

75 %

Off

Velocity:

0.2332 in/ μ s

Gain:

38.3 dB

Range:

10.000 in

Delay:

0.100 in

Zero:

1.450 μ s

Angle:

0.0 °

Thick:

0.000 in

Energy:

400 V

PRF:

200 Hz

Rectification:

Half+

Reject:

0 %

Mode:

TUNABLE

Filter:

0.5-4 MHz

Pulser:

P/E

Damp:

50 Ω

Frequency:

2.3 MHz

CSC:

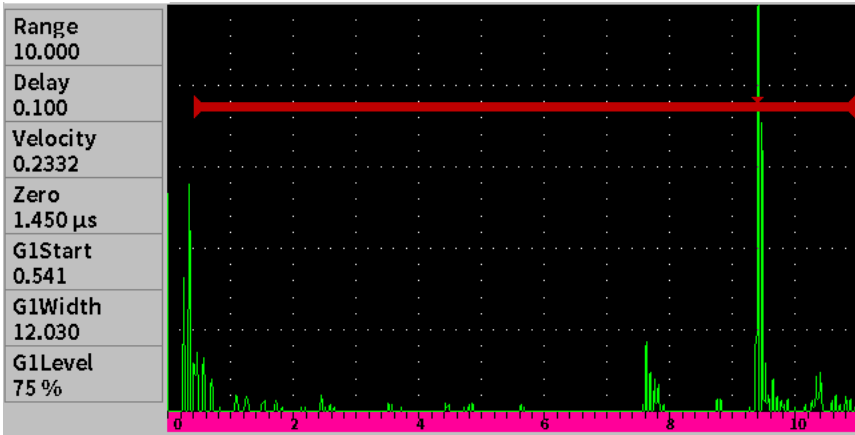
Off

CSC Diameter:

2.840 in

ID Summary Report

Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	3A
110.00 %		1.140 in	9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:

03023-SPAN-06

Survey Description:

PINS

Survey Date:

10/14/2025

Location Note:

Survey Time:

08:31a

Inspector ID:

BRIDGEOPS

Survey Type:

2D GRID

ID Name:

3B

110.00 %

1.172 in

9.509 in

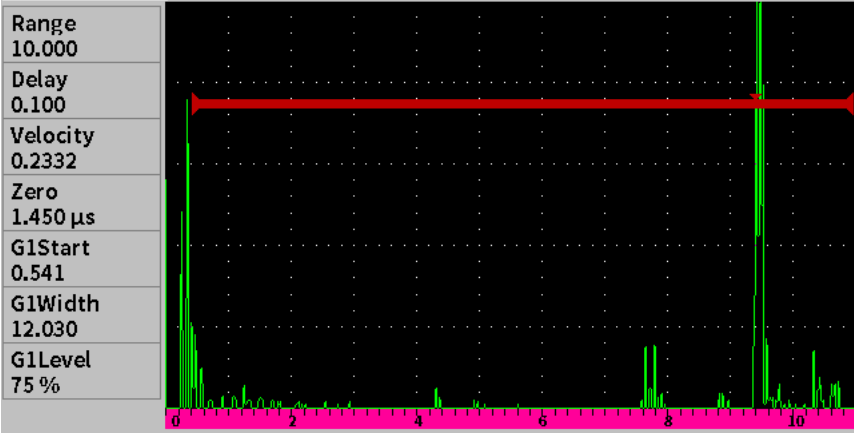
G1 CURRENT AMP

OFF

G1 MIN DEPTH

OFF

G1 THICK



GATE

START

WIDTH

LEVEL

ALARM

1

0.541 in

12.030 in

75 %

Off

Velocity:

0.2332 in/ μ s

Gain:

38.3 dB

Range:

10.000 in

Delay:

0.100 in

Zero:

1.450 μ s

Angle:

0.0 $^{\circ}$

Thick:

0.000 in

Energy:

400 V

PRF:

200 Hz

Rectification:

Half+

Reject:

0 %

Mode:

TUNABLE

Filter:

0.5-4 MHz

Pulser:

P/E

Damp:

50 Ω

Frequency:

2.3 MHz

CSC:

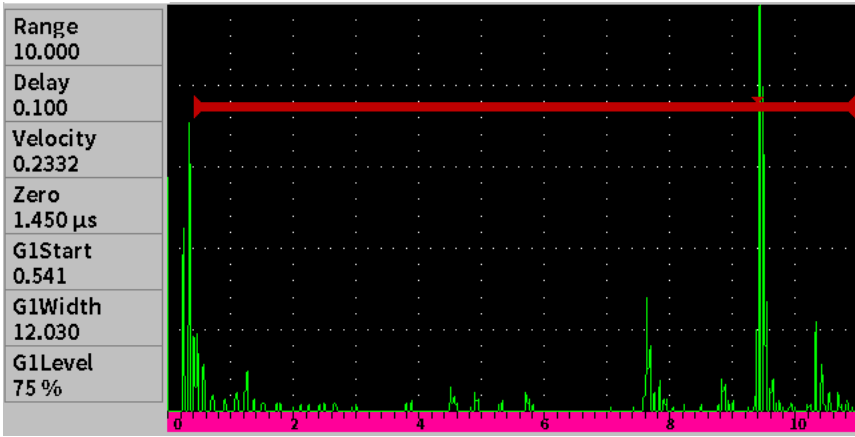
Off

CSC Diameter:

2.840 in

ID Summary Report

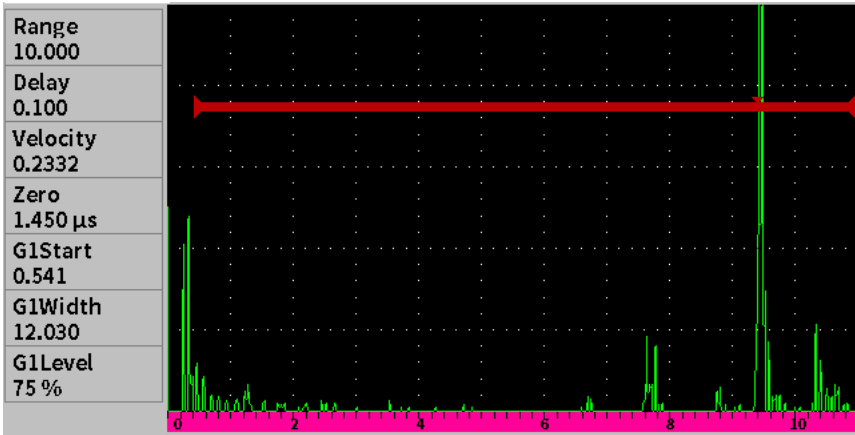
Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4A
110.00 %		1.139 in	9.519 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

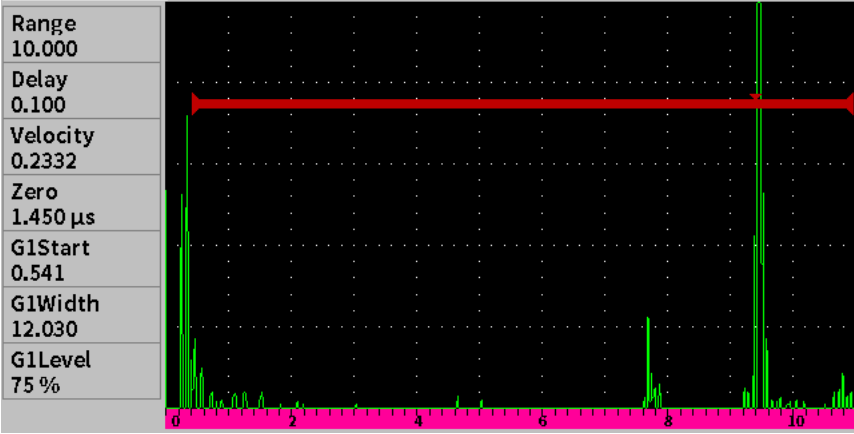
Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4B
110.00 %		9.512 in	9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1A
110.00 %		9.512 in	9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK

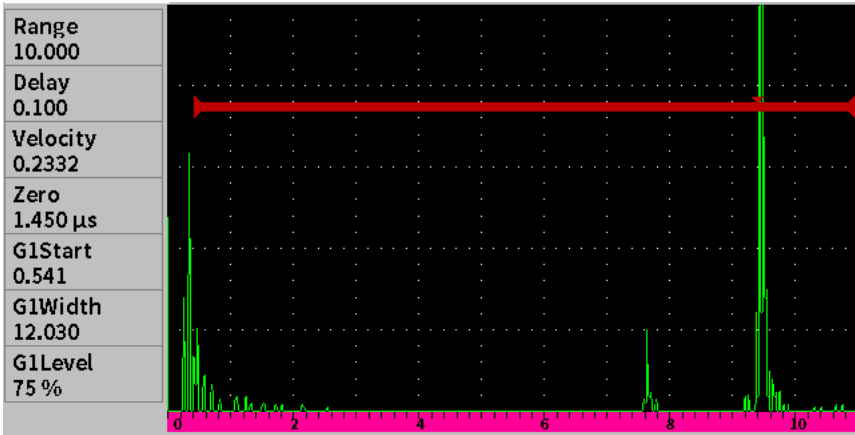


GATE	START	WIDTH	LEVEL	ALARM
1	0.541 in	12.030 in	75 %	Off

Velocity:	0.2332 in/ μ s			Gain:	38.3 dB
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μ s
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1B
110.00 %		1.163 in	9.519 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:03023-SPAN-08A

Survey Date:10/14/2025

Survey Time:08:28a

Survey Type:2D GRID

Survey Description:PINS

Location Note:

Inspector ID:BRIDGEOPS

ID Name:2A

110.00 %

G1 CURRENT AMP

OFF

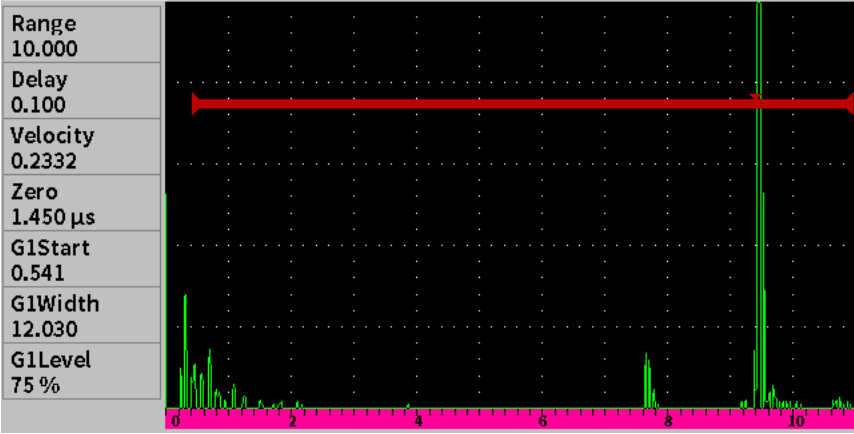
1.169 in

G1 MIN DEPTH

OFF

9.520 in

G1 THICK



GATE

1

START

0.541 in

WIDTH

12.030 in

LEVEL

75 %

ALARM

Off

Velocity:

0.2332 in/μs

Range:

10.000 in

Angle:

0.0 °

PRF:

200 Hz

Mode:

TUNABLE

Damp:

50 Ω

CSC:

Off

Delay:

0.100 in

Thick:

0.000 in

Rectification:

Half+

Filter:

0.5-4 MHz

Frequency:

2.3 MHz

CSC Diameter:

2.840 in

Gain:

38.3 dB

Zero:

1.450 μs

Energy:

400 V

Reject:

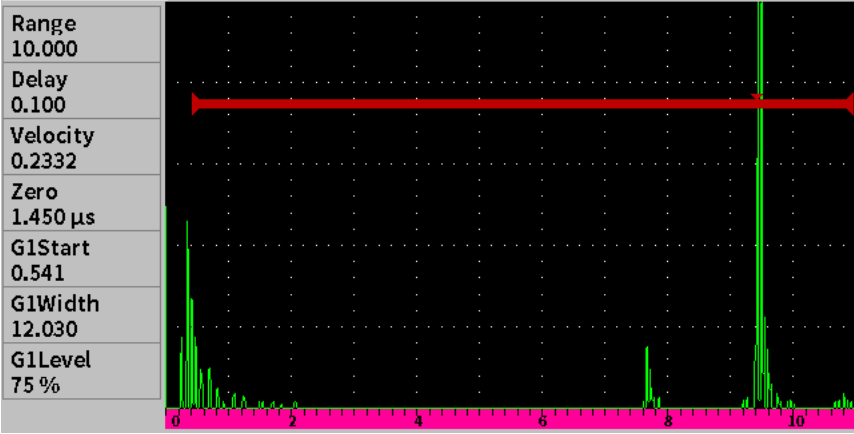
0 %

Pulser:

P/E

ID Summary Report

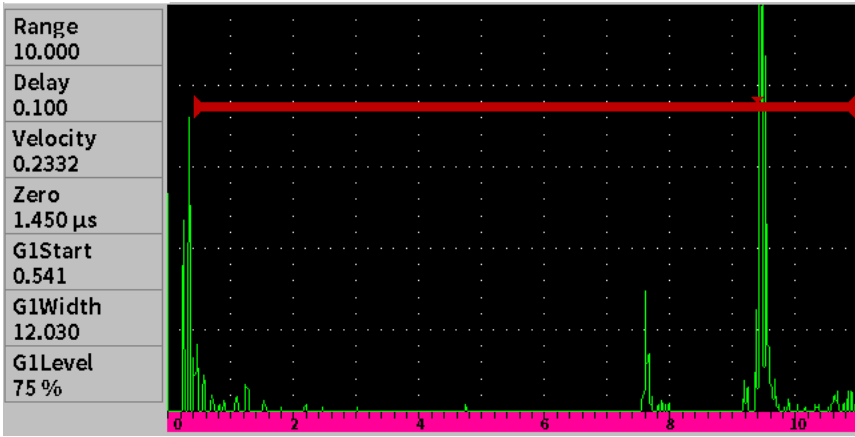
Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	2B
110.00 %		1.160 in	9.534 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

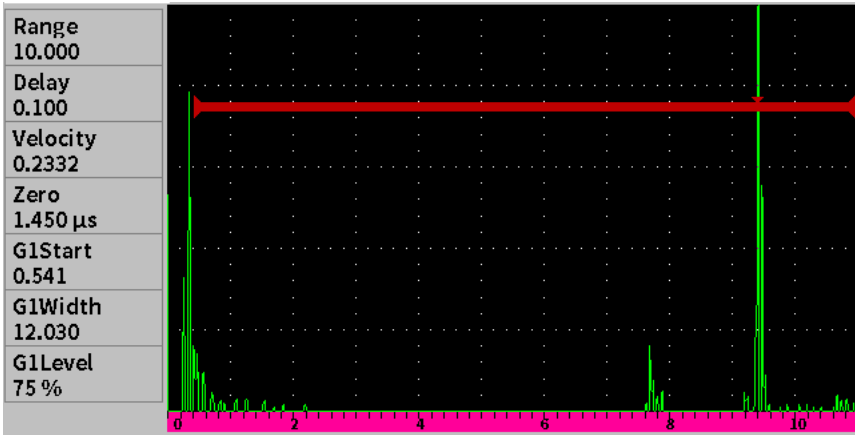
Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	3A
110.00 %		0.553 in	9.515 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

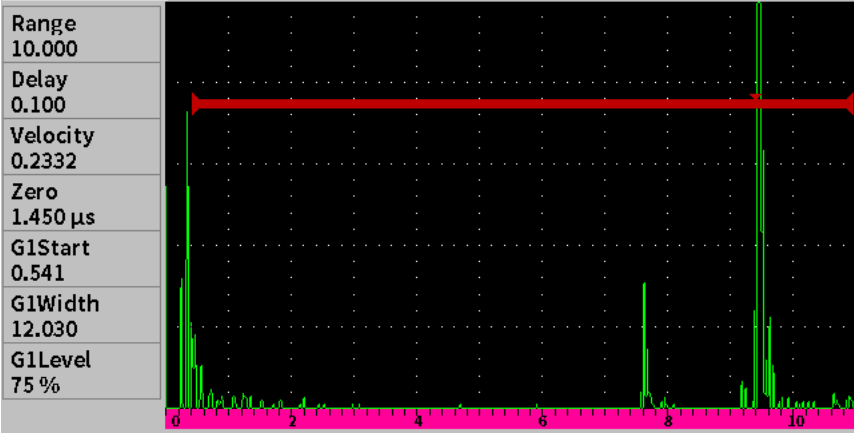
Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	3B
110.00 %		9.505 in	9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

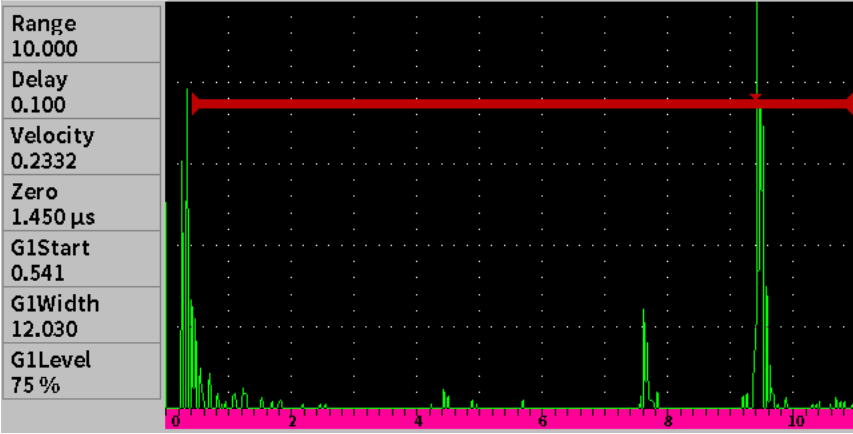
Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4A
110.00 %		9.518 in	9.518 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

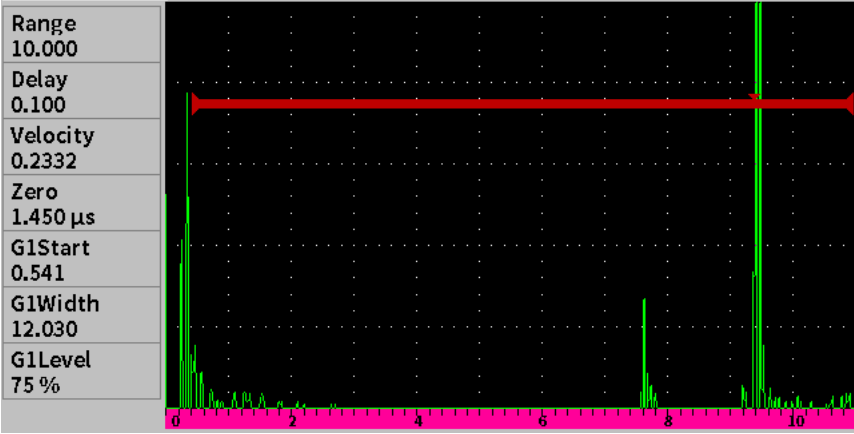
Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4B
104.00 %		9.507 in	9.518 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

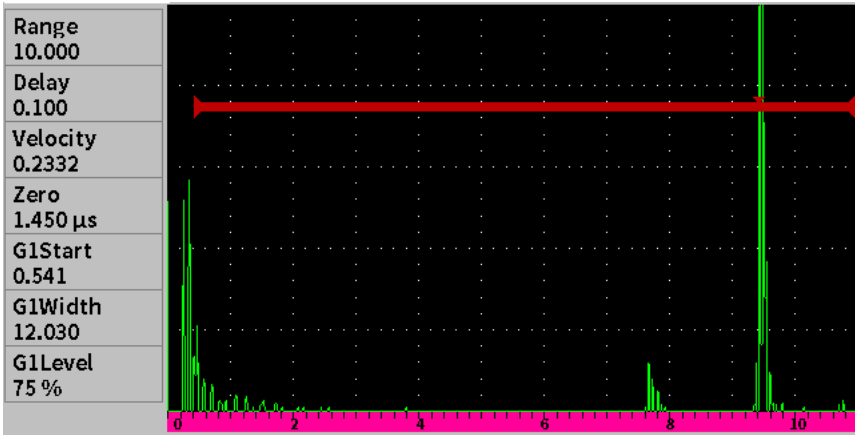
Survey Name:	03023-SPAN-08B	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:30a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1A
110.00 %		9.503 in	9.503 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-08B	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:30a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1B
110.00 %		9.503 in	9.527 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:03023-SPAN-08B

Survey Date:10/14/2025

Survey Time:08:30a

Survey Type:2D GRID

Survey Description:Survey Description:

Location Note:

Inspector ID:

ID Name:

PINS

BRIDGEOPS

2A

110.00 %

G1 CURRENT AMP

OFF

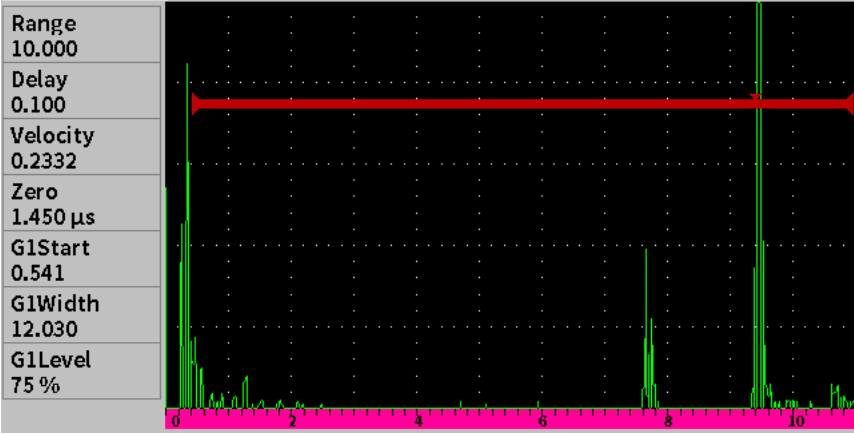
1.437 in

G1 MIN DEPTH

OFF

9.512 in

G1 THICK



GATE	START	WIDTH	LEVEL	ALARM
1	0.541 in	12.030 in	75 %	Off

Velocity:0.2332 in/μs

Range:10.000 in

Angle:0.0 °

PRF:200 Hz

Mode:TUNABLE

Damp:50 Ω

CSC:Off

Delay:0.100 in

Thick:0.000 in

Rectification:Half+

Filter:0.5-4 MHz

Frequency:2.3 MHz

CSC Diameter:2.840 in

Gain:38.3 dB

Zero:1.450 μs

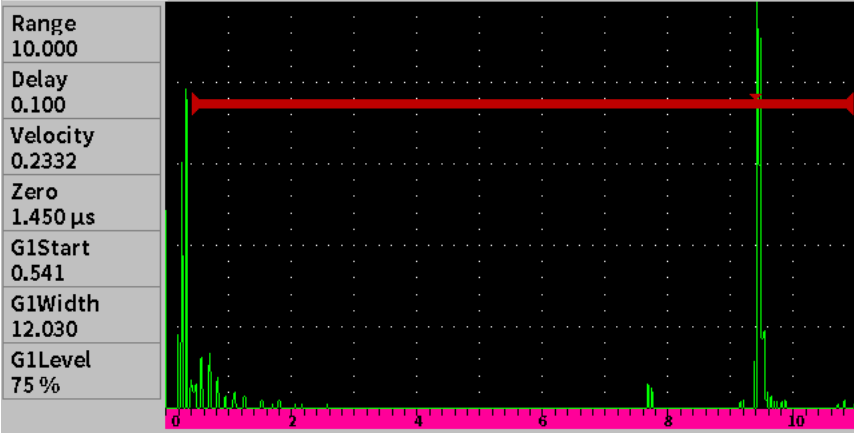
Energy:400 V

Reject:0 %

Pulser:P/E

ID Summary Report

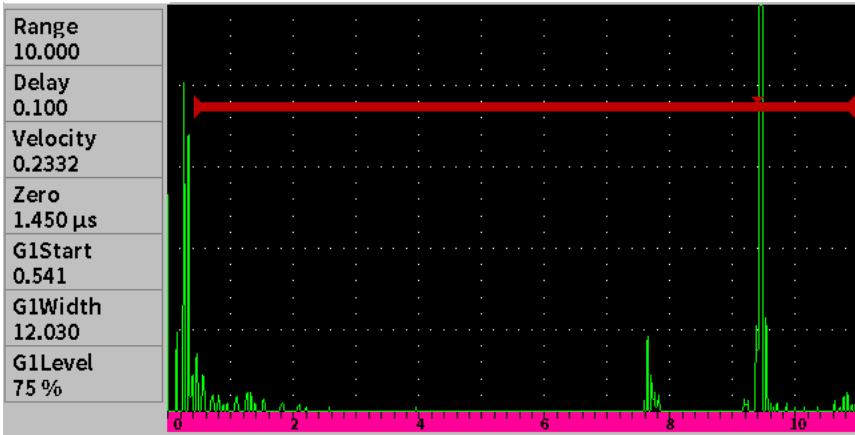
Survey Name:	03023-SPAN-08B	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:30a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	2B
106.25 %		9.507 in	9.524 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-08B	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:30a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	3A
110.00 %		9.506 in	9.515 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:

03023-SPAN-08B

Survey Description:

PINS

Survey Date:

10/14/2025

Location Note:

Survey Time:

08:30a

Inspector ID:

BRIDGEOPS

Survey Type:

2D GRID

ID Name:

3B

110.00 %

9.506 in

9.513 in

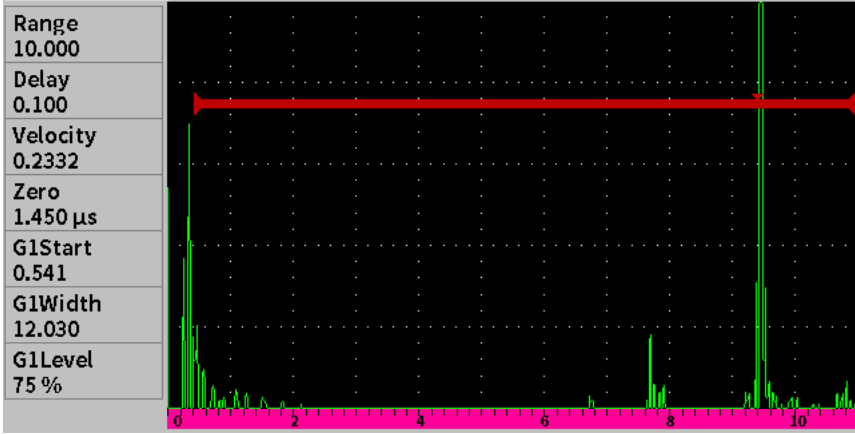
G1 CURRENT AMP

OFF

G1 MIN DEPTH

OFF

G1 THICK



GATE

START

WIDTH

LEVEL

ALARM

1

0.541 in

12.030 in

75 %

Off

Velocity:

0.2332 in/ μ s

Gain:

38.3 dB

Range:

10.000 in

Delay:

0.100 in

Zero:

1.450 μ s

Angle:

0.0 $^{\circ}$

Thick:

0.000 in

Energy:

400 V

PRF:

200 Hz

Rectification:

Half+

Reject:

0 %

Mode:

TUNABLE

Filter:

0.5-4 MHz

Pulser:

P/E

Damp:

50 Ω

Frequency:

2.3 MHz

CSC:

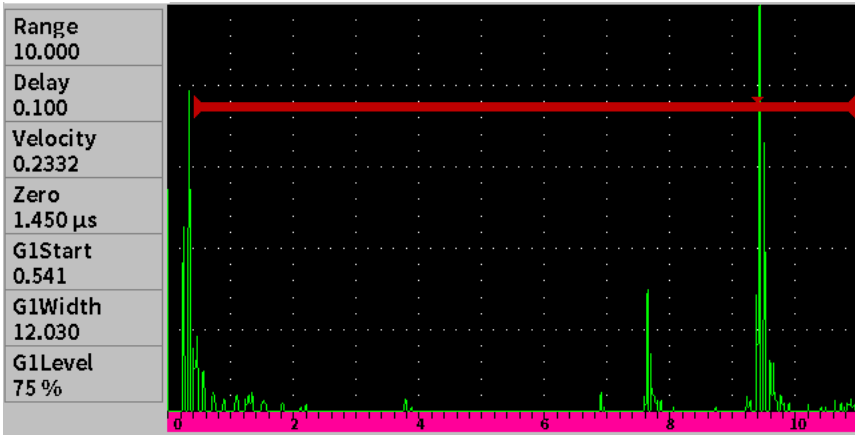
Off

CSC Diameter:

2.840 in

ID Summary Report

Survey Name:	03023-SPAN-08B	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:30a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4A
110.00 %		9.507 in	9.524 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:03023-SPAN-08B

Survey Date:10/14/2025

Survey Time:08:30a

Survey Type:2D GRID

Survey Description:PINS

Location Note:

Inspector ID:BRIDGEOPS

ID Name:4B

110.00 %

G1 CURRENT AMP

OFF

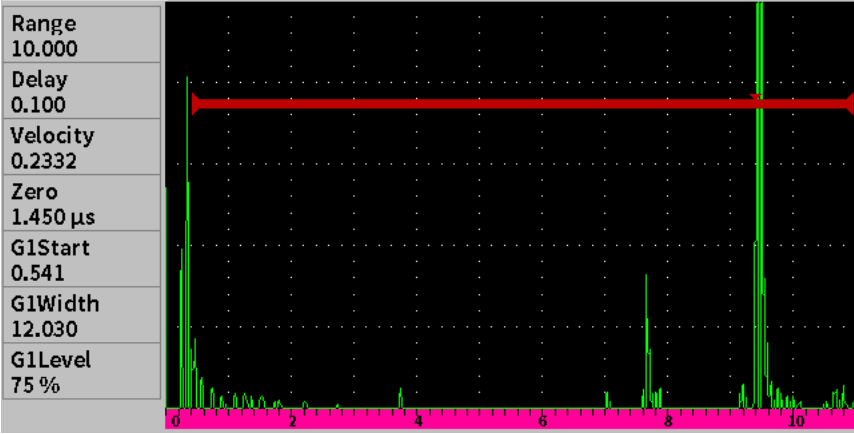
1.172 in

G1 MIN DEPTH

OFF

9.524 in

G1 THICK



GATE

START

WIDTH

LEVEL

ALARM

1

0.541 in

12.030 in

75 %

Off

Velocity:0.2332 in/μs

Range:10.000 in

Angle:0.0 °

PRF:200 Hz

Mode:TUNABLE

Damp:50 Ω

CSC:Off

Delay:0.100 in

Thick:0.000 in

Rectification:Half+

Filter:0.5-4 MHz

Frequency:2.3 MHz

CSC Diameter:2.840 in

Gain:38.3 dB

Zero:1.450 μs

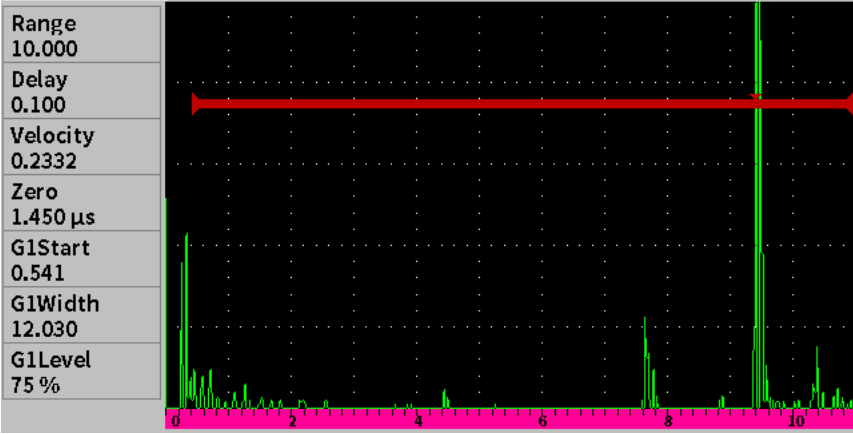
Energy:400 V

Reject:0 %

Pulser:P/E

ID Summary Report

Survey Name:	03023-SPAN-10	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	1A
110.00 %		1.185 in	9.507 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:03023-SPAN-10

Survey Date:10/14/2025

Survey Time:08:31a

Survey Type:2D GRID

Survey Description:PINS

Location Note:

Inspector ID:BRIDGEOPS

ID Name:1B

110.00 %

G1 CURRENT AMP

OFF

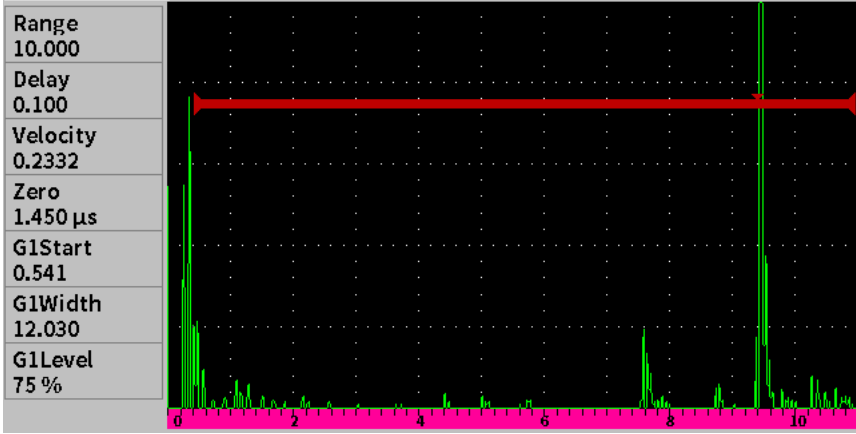
1.139 in

G1 MIN DEPTH

OFF

9.516 in

G1 THICK



GATE

1

START

0.541 in

WIDTH

12.030 in

LEVEL

75 %

ALARM

Off

Velocity:

0.2332 in/μs

Range:

10.000 in

Angle:

0.0 °

PRF:

200 Hz

Mode:

TUNABLE

Damp:

50 Ω

CSC:

Off

Delay:

0.100 in

Thick:

0.000 in

Rectification:

Half+

Filter:

0.5-4 MHz

Frequency:

2.3 MHz

CSC Diameter:

2.840 in

Gain:

38.3 dB

Zero:

1.450 μs

Energy:

400 V

Reject:

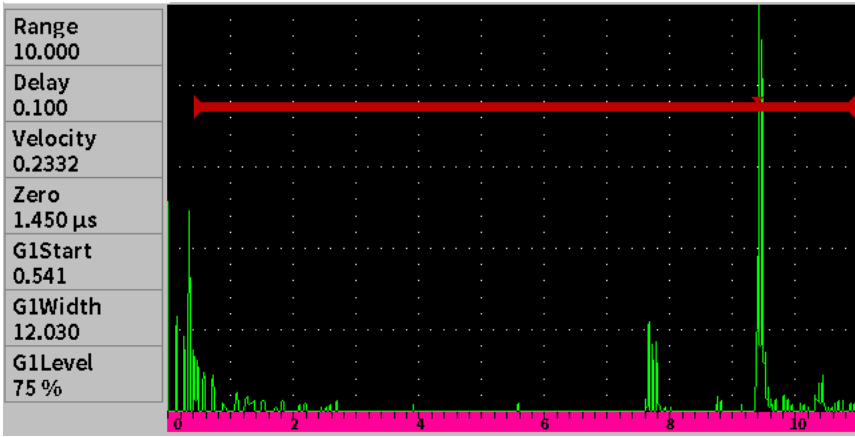
0 %

Pulser:

P/E

ID Summary Report

Survey Name:	03023-SPAN-10	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	2A
110.00 %		0.541 in	9.513 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:03023-SPAN-10

Survey Date:10/14/2025

Survey Time:08:31a

Survey Type:2D GRID

Survey Description:PINS

Location Note:

Inspector ID:BRIDGEOPS

ID Name:2B

110.00 %

G1 CURRENT AMP

OFF

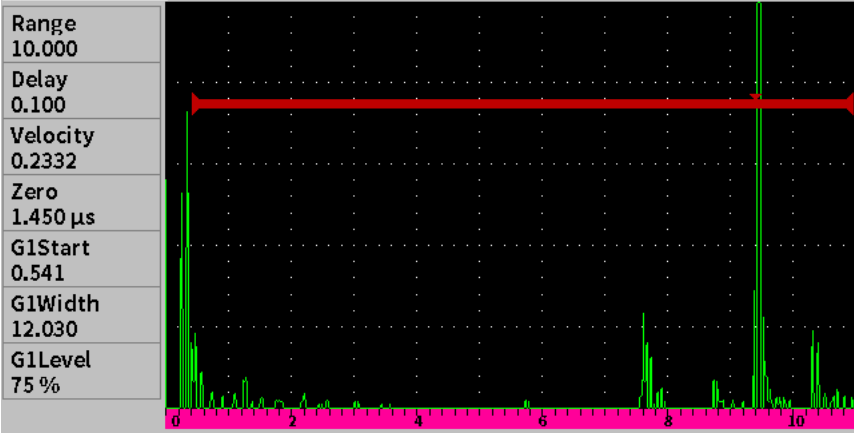
9.511 in

G1 MIN DEPTH

OFF

9.512 in

G1 THICK



GATE

1

START

0.541 in

WIDTH

12.030 in

LEVEL

75 %

ALARM

Off

Velocity:

0.2332 in/μs

Range:

10.000 in

Angle:

0.0 °

PRF:

200 Hz

Mode:

TUNABLE

Damp:

50 Ω

CSC:

Off

Delay:

0.100 in

Thick:

0.000 in

Rectification:

Half+

Filter:

0.5-4 MHz

Frequency:

2.3 MHz

CSC Diameter:

2.840 in

Gain:

38.3 dB

Zero:

1.450 μs

Energy:

400 V

Reject:

0 %

Pulser:

P/E

ID Summary Report

Survey Name:03023-SPAN-10

Survey Date:10/14/2025

Survey Time:08:31a

Survey Type:2D GRID

Survey Description:PINS

Location Note:

Inspector ID:BRIDGEOPS

ID Name:3A

110.00 %

G1 CURRENT AMP

OFF

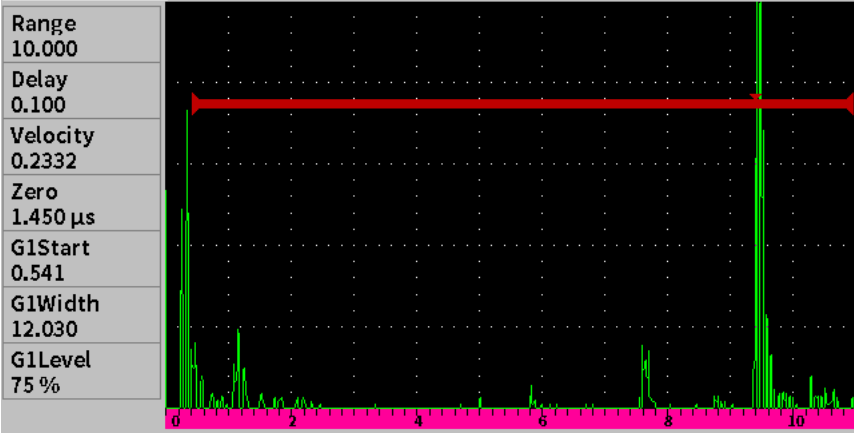
1.174 in

G1 MIN DEPTH

OFF

9.513 in

G1 THICK



GATE

START

WIDTH

LEVEL

ALARM

1

0.541 in

12.030 in

75 %

Off

Velocity:0.2332 in/μs

Range:10.000 in

Angle:0.0 °

PRF:200 Hz

Mode:TUNABLE

Damp:50 Ω

CSC:Off

Delay:0.100 in

Thick:0.000 in

Rectification:Half+

Filter:0.5-4 MHz

Frequency:2.3 MHz

CSC Diameter:2.840 in

Gain:38.3 dB

Zero:1.450 μs

Energy:400 V

Reject:0 %

Pulser:P/E

ID Summary Report

Survey Name:03023-SPAN-10

Survey Date:10/14/2025

Survey Time:08:31a

Survey Type:2D GRID

Survey Description:PINS

Location Note:

Inspector ID:BRIDGEOPS

ID Name:3B

101.75 %

G1 CURRENT AMP

OFF

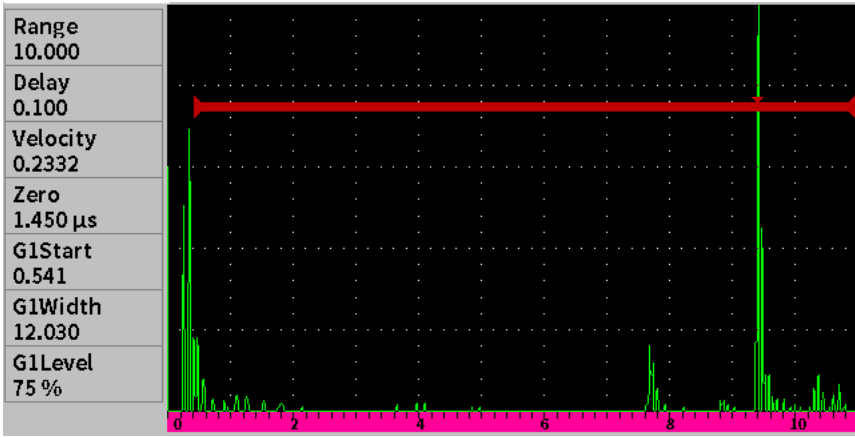
9.506 in

G1 MIN DEPTH

OFF

9.510 in

G1 THICK



GATE

1

START

0.541 in

WIDTH

12.030 in

LEVEL

75 %

ALARM

Off

Velocity:

0.2332 in/μs

Range:

10.000 in

Angle:

0.0 °

PRF:

200 Hz

Mode:

TUNABLE

Damp:

50 Ω

CSC:

Off

Delay:

0.100 in

Thick:

0.000 in

Rectification:

Half+

Filter:

0.5-4 MHz

Frequency:

2.3 MHz

CSC Diameter:

2.840 in

Gain:

38.3 dB

Zero:

1.450 μs

Energy:

400 V

Reject:

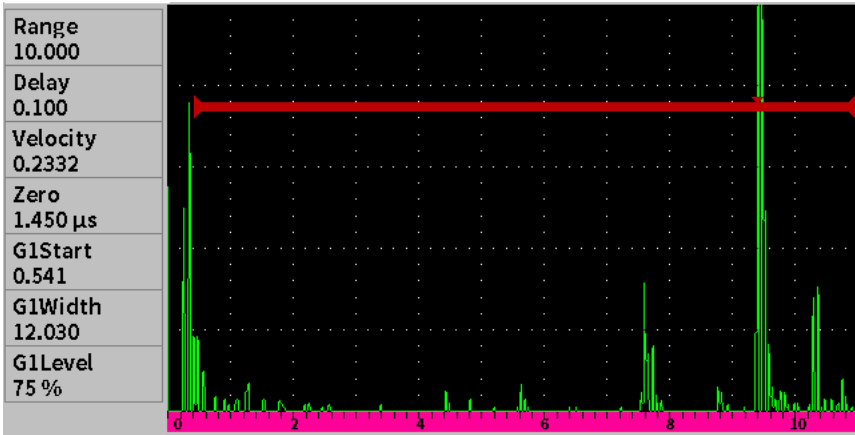
0 %

Pulser:

P/E

ID Summary Report

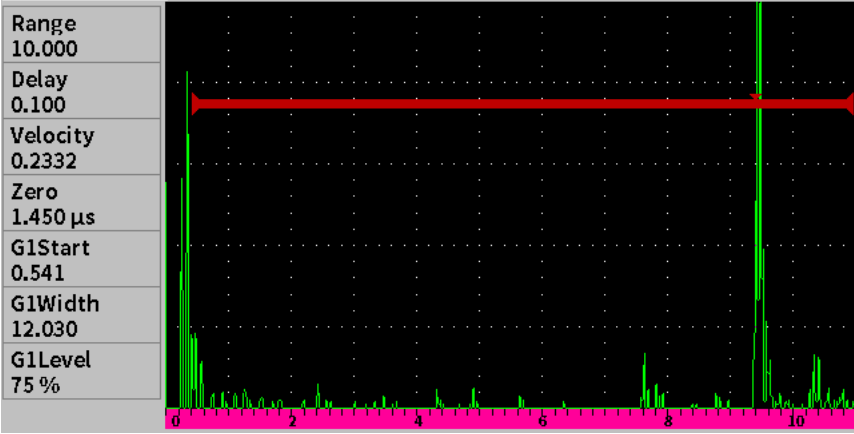
Survey Name:	03023-SPAN-10	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4A
110.00 %		9.508 in	9.508 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3 dB	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450 μs
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

ID Summary Report

Survey Name:	03023-SPAN-10	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Name:	4B
110.00 %		1.147 in	9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF
			G1 THICK



GATE	START	WIDTH	LEVEL	ALARM	
1	0.541 in	12.030 in	75 %	Off	
Velocity:	0.2332 in/μs		Gain:	38.3	
Range:	10.000 in	Delay:	0.100 in	Zero:	1.450
Angle:	0.0 °	Thick:	0.000 in	Energy:	400 V
PRF:	200 Hz	Rectification:	Half+	Reject:	0 %
Mode:	TUNABLE	Filter:	0.5-4 MHz	Pulser:	P/E
Damp:	50 Ω	Frequency:	2.3 MHz		
CSC:	Off	CSC Diameter:	2.840 in		

File Summary Report

Survey Name:	03023-SPAN-06	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Count:	8

1	1	1A	1A	in
110.00 %		9.516 in		9.516 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
2	2	1B	1B	in
110.00 %		9.503 in		9.503 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
3	3	2A	2A	in
110.00 %		1.137 in		9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
4	4	2B	2B	in
110.00 %		1.137 in		9.510 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
5	5	3A	3A	in
110.00 %		1.140 in		9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
6	6	3B	3B	in
110.00 %		1.172 in		9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
7	7	4A	4A	in
110.00 %		1.139 in		9.519 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
8	8	4B	4B	in
110.00 %		9.512 in		9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK

File Summary Report

Survey Name:	03023-SPAN-08A	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:28a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Count:	8

1	1	1A	1A	in
110.00 %		9.512 in		9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
2	2	1B	1B	in
110.00 %		1.163 in		9.519 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
3	3	2A	2A	in
110.00 %		1.169 in		9.520 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
4	4	2B	2B	in
110.00 %		1.160 in		9.534 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
5	5	3A	3A	in
110.00 %		0.553 in		9.515 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
6	6	3B	3B	in
110.00 %		9.505 in		9.509 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
7	7	4A	4A	in
110.00 %		9.518 in		9.518 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
8	8	4B	4B	in
104.00 %		9.507 in		9.518 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK

File Summary Report

Survey Name:	03023-SPAN-08B	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:30a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Count:	8

1	1	1A	1A	in
110.00 %		9.503 in		9.503 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
2	2	1B	1B	in
110.00 %		9.503 in		9.527 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
3	3	2A	2A	in
110.00 %		1.437 in		9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
4	4	2B	2B	in
106.25 %		9.507 in		9.524 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
5	5	3A	3A	in
110.00 %		9.506 in		9.515 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
6	6	3B	3B	in
110.00 %		9.506 in		9.513 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
7	7	4A	4A	in
110.00 %		9.507 in		9.524 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
8	8	4B	4B	in
110.00 %		1.172 in		9.524 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK

File Summary Report

Survey Name:	03023-SPAN-10	Survey Description:	PINS
Survey Date:	10/14/2025	Location Note:	
Survey Time:	08:31a	Inspector ID:	BRIDGEOPS
Survey Type:	2D GRID	ID Count:	8

1	1	1A	1A	in
110.00 %		1.185 in		9.507 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
2	2	1B	1B	in
110.00 %		1.139 in		9.516 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
3	3	2A	2A	in
110.00 %		0.541 in		9.513 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
4	4	2B	2B	in
110.00 %		9.511 in		9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
5	5	3A	3A	in
110.00 %		1.174 in		9.513 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
6	6	3B	3B	in
101.75 %		9.506 in		9.510 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
7	7	4A	4A	in
110.00 %		9.508 in		9.508 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK
8	8	4B	4B	in
110.00 %		1.147 in		9.512 in
G1 CURRENT AMP	OFF	G1 MIN DEPTH	OFF	G1 THICK