

Bridge 01883 Inspection Report



Latitude:35.60808, Longitude:-91.32099

Route:367 Section:21 Log:4.989

Arnold Road ID:34x367x21xA, Arnold Log mile:4.982

District 05, 67 - Jackson County

Owner: 1 - State Highway Agency

Inspection Direction: 2 - S to N

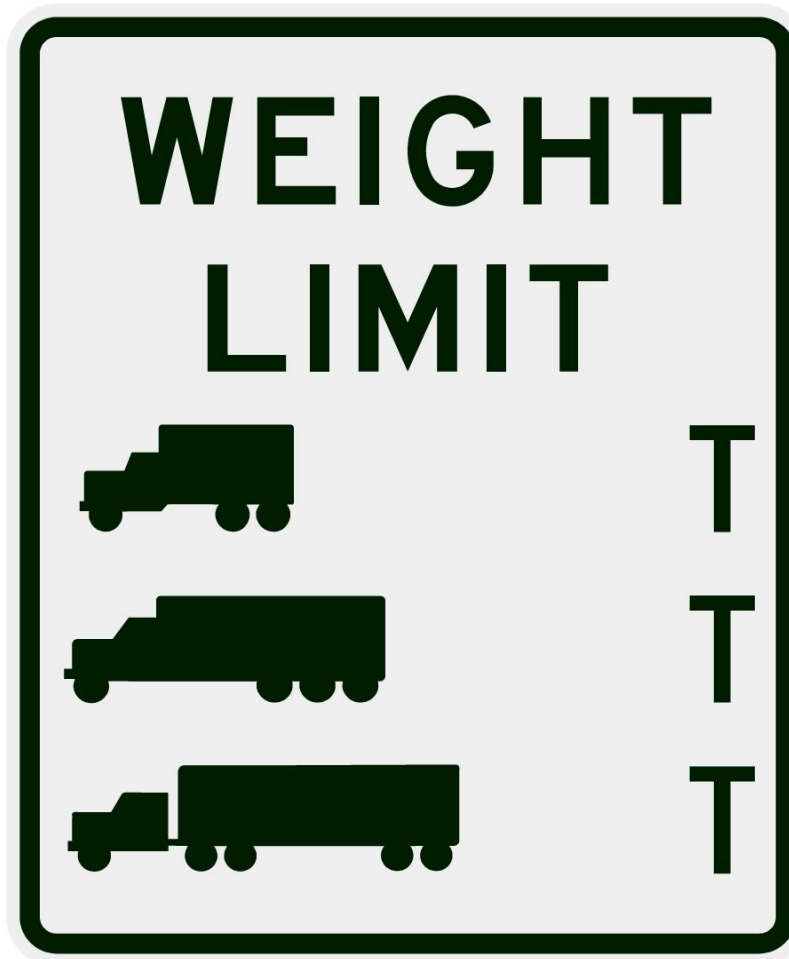
Bridge Posting Information

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

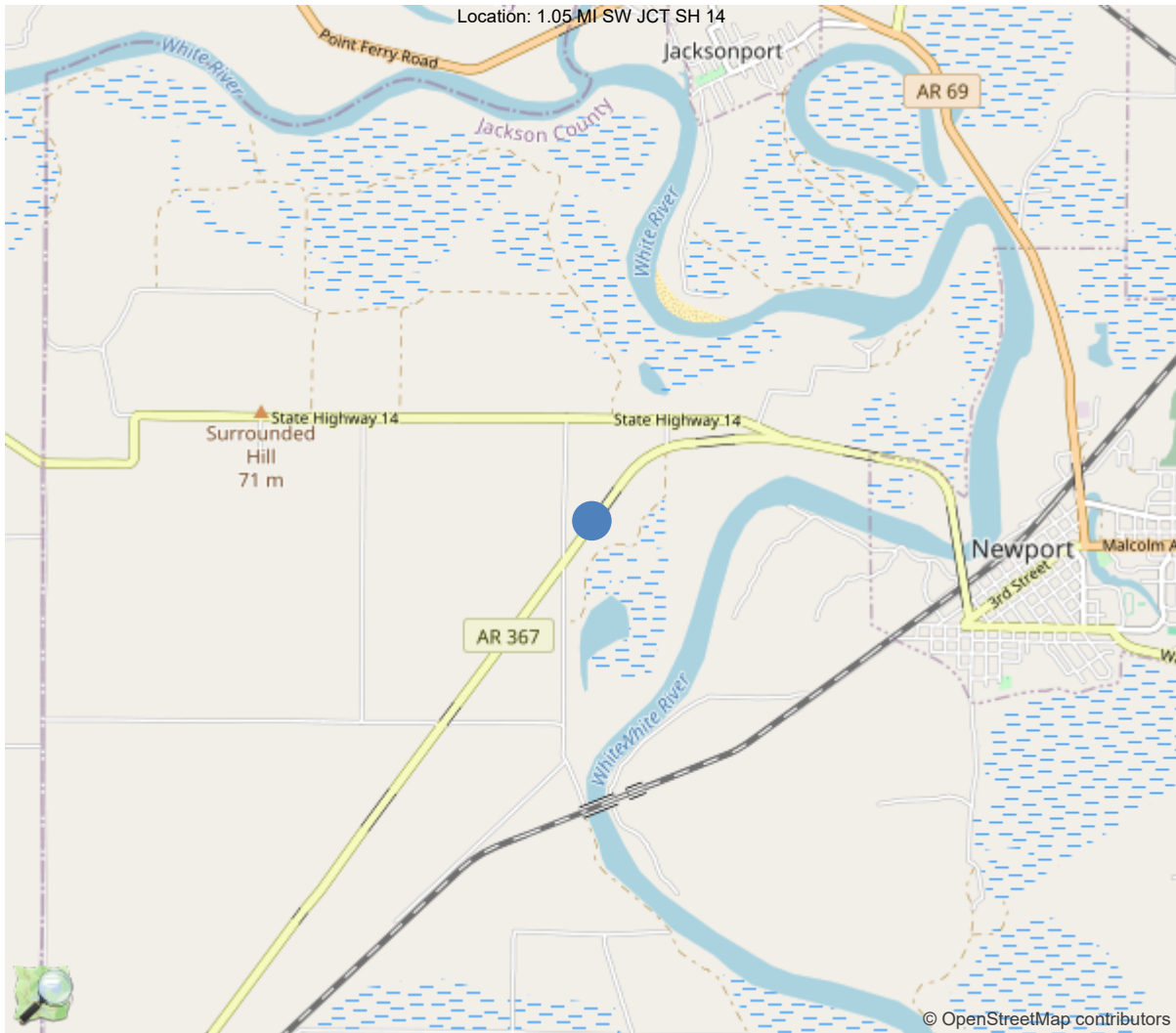
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	36		
Code 9 (31 Tons)	40		
Code 5 (40 Tons)	48		

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



35.60808, -91.32099

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	01883
(5) Inventory Route	1
(2) Highway Agency District	05 - District 05
(3) County Code	67 - Jackson County
(4) Place Code	0
(6) Features Intersected	WHITE RIVER RELIEF
(7) Facility Carried	SH 367/Jackson Co.
(9) Location	1.05 MI SW JCT SH 14
(11) Mile Point	4.989 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.60808
(17) Longitude	-91.32099
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	31
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	0 - None (no additional concrete thickne
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1934
(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	1800
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	50 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	34 ft
(49) Structure Length	1055.5 ft
(50) Curb or Sidewalk Width	
Left	0.7 ft
Right	0.7 ft
(51) Bridge Roadway Width Curb to Curb	24 ft
(52) Deck Width Out to Out	25.5 ft
(32) Approach Roadway Width (W/Shoulders)	24 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	24 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7 - Rural Major Collector
(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	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	8
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	53
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	32
(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	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	815
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			08/26/2024
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
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: Floyd Haley, Inspection Date: 08/26/2024

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	01883
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1934

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	67 - Jackson County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	05 - District 05
B.L.05 Latitude	35.60808
B.L.06 Longitude	-91.32099
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	1.05 MI SW JCT SH 14
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	N - Bridge is not eligible for the
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	1051.1
B.G.02 Total Bridge Length	1056.1
B.G.03 Max Span Length	34.1
B.G.04 Min Span Length	34
B.G.05 Bridge Width Out-to-Out	25.9
B.G.06 Bridge Width Curb-to-Curb	24
B.G.07 Left Curb or Sidewalk Width	0.7
B.G.08 Right Curb or Sidewalk Width	0.7
B.G.09 Approach Roadway Width	24

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	11
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	27372.7

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.89
B.LR.06 Operating Load Rating Factor	1.47
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	N - No E/E' details
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
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	5 - FAIR - Some moderate defec
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	4 - POOR - Widespread moderate
B.C.06 Bridge Railing Transitions Condition	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	5 - FAIR - Some moderate defec
B.C.08 Bridge Joints Condition	6 - SATISFACTORY - Widespread
B.C.09 Channel Condition Rating	8 - VERY GOOD - Inherent defec
B.C.10 Channel Protection Condition	
B.C.11 Scour Condition Rating	8 - Insignificant scour.
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

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	AB-T - TEMP - Stable for scour, pos
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: Floyd Haley, Inspection Date: 08/26/2024

SPAN SETS			
M1			
B.SP.02 # of Spans	31	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

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	PX - Pile - other
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	15	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	PX - Pile - other
B.SB.04 Substructure Type	B03 - Bent - pile	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	1800
B.F.03 Feature Name	SH 367/Jackson Co.	B.H.10 Annual ADTT	18
B.H.01 Functional Classification	5 - Major Collector	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	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	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		B.H.16 Highway Max Usable Surface Width	23.9
B.H.07 LRS Mile Point	4.989	B.H.17 Bypass Detour Length	50
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	R01	367	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline



Team Lead: Floyd Haley, Inspection Date: 08/26/2024

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	WHITE RIVER RELIEF	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 - 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
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Asset #01883(Routine, Underwater type 2)

SH 367/Jackson Co. over WHITE RIVER RELIEF

Location: 1.05 MI SW JCT SH 14

Team Lead: Floyd Haley Inspection Date: 08/26/2024

Inspection Notes

General Observation

8/27/2024

Routine and underwater type II inspections were conducted on this date from S to N. The inspection was conducted from the Aspen A 40 UBIU. All defects were noted and quantified in the report's element section, and all components were rated according to their condition.

Special Recurring inspection for rotation has been removed.

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

Overall, the deck was found to be in fair condition. Patches, cracks, and spalls are prevalent throughout the driving surface, and exposed rebar and efflorescence are widespread in the undersurface. The deck was rated a 5 as a result.

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

Overall, the superstructure was found to be in fair condition. Girder ends have corrosion with section loss throughout and numerous holes in the haunch areas. This item was rated a 5 as a result.

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

Overall, the substructure was found to be in fair condition. The primary defect noted is rotation at several bents. Minor spalls and exposed rebar were also noted. The substructure was rated a 5 as a result.

61 - Channel/Channel Protection (8 - Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.)

Overall, the channel was found to be in very good condition with no noteworthy deficiencies. This item was rated an 8.

72 - Approach Roadway Alignment (8 - Equal to present desirable criteria)

The approach roadway has settlement and voids underneath at both ends of the structure.

A-51 - Inspection Direction (2 - S to N)

Roadway with Log Mile running Southwest to Northeast.

B.C.05 Bridge Railing Condition Rating (4 - POOR - Widespread moderate or isolated major defects; strength and/or performance of the component is affected.)

the railing has spalling in the curbs, cracking and efflorescence throughout the bolted connections and a partial fracture in span 31 right.

B.C.06 Bridge Railing Transitions Condition Rating (7 - GOOD - Some minor defects.)

The railing transitions are in good condition with minor surface corrosion throughout.

B.C.07 Bridge Bearings Condition Rating (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)

Bearings have corrosion and alignment issues throughout.



Asset #01883(Routine, Underwater type 2)

SH 367/Jackson Co. over WHITE RIVER RELIEF

Location: 1.05 MI SW JCT SH 14

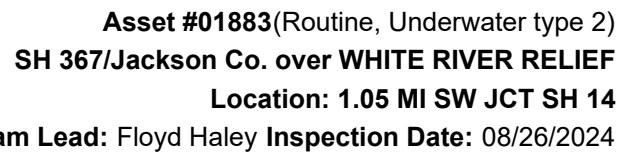
Team Lead: Floyd Haley Inspection Date: 08/26/2024

B.C.08 Bridge Joints Condition Rating (6 - SATISFACTORY - Widespread minor or isolated moderate defects.)

The joints appear to be in sound condition throughout.

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (8 - Insignificant scour.)

Scour is very insignificant. This item was rated an 8.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	27245	0	19793	7452	0
1080	Delamination/Spall/Patched Area	SF	1908	0	1760	148	0
1090	Exposed Rebar	SF	563	0	0	563	0
1120	Efflorescence/Rust Staining	SF	3162	0	0	3162	0
1130	Cracking (RC and Other)	SF	3162	0	0	3162	0
1190	Abrasion/Wear (PSC/RC)	SF	18450	0	18033	417	0
(12) An average of 4 full width CS3 cracks were used per span for quantities. An average of 4 full width CS3 efflorescent cracks were used per span for quantities. Minor abrasion is present over the entire driving surface. 18033SF CS2 Deck: Span 1: Patched areas to deck. (40%) 351' CS2 Span 1: Spalls. 4' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 6' CS3 Spalls with corroded reinforcing steel exposed to Right overhang. 4' CS3 Spalls with corroded reinforcing steel exposed at Bay 1. 2' CS3 Spalls with corroded reinforcing steel exposed at Bay 2. 1' CS3 Span 2: Patched areas to deck. 30' CS2 Span 2: Abrasion to gutter lines. 25' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 7' CS3 Spalls with corroded reinforcing steel exposed to Right overhang. 7' CS3 Spalls with corroded reinforcing steel exposed at Bay 1. 12' CS3 Spalls with corroded reinforcing steel exposed at Bay 2. 11' CS3 Spalls with corroded reinforcing steel exposed at Bay 3. 5' CS3 Span 3: Patched areas to deck. 10' CS2 Span 3: Spalls. 4' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 9' CS3 Spalls with corroded reinforcing steel exposed to Right overhang. 5' CS3 Spalls with corroded reinforcing steel exposed at Bay 1. 3' CS3 Spalls with corroded reinforcing steel exposed at Bay 2. 1' CS3 Spalls with corroded reinforcing steel exposed at Bay 3. 4' CS3 Span 4: Patched areas to deck. 60' CS2 Span 4: Spalls. 10' CS3 Span 4: Abrasion to Left gutter line. 10' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 3' CS3 Spalls with corroded reinforcing steel exposed to Right overhang. 4' CS3 Spalls with corroded reinforcing steel exposed at Bay 1. 3' CS3 Spalls with corroded reinforcing steel exposed at Bay 2. 3' CS3 Deck: Span 5: Patched areas to deck. 55' CS2 Span 5: Spalls. 11' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 2' CS3 Spalls with corroded reinforcing steel exposed to Right overhang. 2' CS3 Spalls with corroded reinforcing steel exposed at Bay 1. 1' CS3 Spalls with corroded reinforcing steel exposed at Bay 2. 1' CS3 Spalls with corroded reinforcing steel exposed at Bay 3. 4' CS3 Span 6: Patched areas to deck. 53' CS2 Span 6: Abrasion to gutter lines. 48' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 10' CS3 Spalls with corroded reinforcing steel exposed to Right overhang. 5' CS3 Spalls with corroded reinforcing steel exposed at Bay 2. 3' CS3							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Spalls with corroded reinforcing steel exposed at Bay 3. 1' CS3						
	Spall: Bay 3: 1' CS3						
	Span 7: Patched areas to deck. 64' CS2						
	Span 7: Abrasion to gutter lines. 30' CS3						
	Span 7: Spall with corroded reinforcing steel exposed. 2' CS3						
	Span 7: Spalls. 6' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 4' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 2' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 7' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 2' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 2' CS3						
	Span 8: Patched areas to deck. 20' CS2						
	Span 8: Abrasion to gutter lines. 5' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 4' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 4' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 3' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 1' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 3' CS3						
	Span 9: Patched areas to deck. 100' CS2						
	Span 9: Abrasion to gutter lines. 46' CS3						
	Span 9: Spalls with corroded reinforcing steel exposed to Left and Right lanes. 3' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 6' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 12' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 17' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 2' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 6' CS3						
	Span 10: Patched areas to deck. 85' CS2						
	Span 10: Spalls. 9' CS3						
	Span 10: Abrasion to gutter lines. 25' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 6' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 8' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 9' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 6' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 4' CS3						
	Span 11: Patched areas to deck. 42' CS2						
	Span 11: Abrasion to gutter lines. 24' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 3' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 1' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 11' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 12' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 4' CS3						
	Span 12: Patched areas to deck. 63' CS2						
	Span 12: Abrasion to gutter lines. 12' CS3						
	Span 12: Spall with corroded reinforcing steel exposed. 4' CS3						
	Span 12: Spalls. 6' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 4' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 8' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 10' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 11' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 21' CS3						
	Span 13: Patched areas to deck. 54' CS2						
	Span 13: Spalls. 14' CS3						
	Span 13: Abrasion to gutter lines. 12' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 5' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 13' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 13' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 7' CS3						



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Spalls with corroded reinforcing steel exposed at Bay 3. 7' CS3						
	Span 14: Patched areas to deck. 72' CS2						
	Span 14: Spalls. 9' CS3						
	Span 14: Abrasion to gutter lines. 10' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 4' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 10' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 13' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 3' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 2' CS3						
	Span 15: Patched areas to deck. 10' CS2						
	Span 15: Abrasion to gutter lines. 10' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 5' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 8' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 2' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 7' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 4' CS3						
	Span 16: Patched areas to deck. 10' CS2						
	Span 16: Spalls. 4' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 5' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 4' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 3' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 1' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 2' CS3						
	Span 17: Patched areas to deck. 20' CS2						
	Span 17: Spalls. 4' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 2' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 6' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 4' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 2' CS3						
	Span 18: Patched areas to deck. 45' CS2						
	Span 18: Abrasion to gutter lines. 9' CS3						
	Span 18: Spall with corroded reinforcing steel exposed. 1' CS3						
	Span 18: Spalls. 6' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 3' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 3' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 2' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 1' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 1' CS3						
	Span 19: Patched areas to deck. 45' CS2						
	Span 19: Spalls. 10' CS3						
	Span 19: Abrasion to gutter lines. 5' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Left overhang. 3' CS3						
	Spalls with corroded reinforcing steel exposed to Right overhang. 3' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 1. 2' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 2. 3' CS3						
	Span 20: Patched areas to deck. 40' CS2						
	Span 20: Abrasion to gutter lines. 6' CS3						
	Span 20: Spall with corroded reinforcing steel exposed. 1' CS3						
	Span 20: Spalls. 6' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to Right overhang. 5' CS3						
	Spalls with corroded reinforcing steel exposed at Bay 3. 2' CS3						
	Span 21: Patched areas to deck. 30' CS2						
	Span 21: Spalls. 3' CS3						
	Undersurface: Spalls with corroded reinforcing steel exposed to left overhang. 1' CS3						
	Spalls with corroded reinforcing steel exposed to right overhang. 3' CS4						
	Span 22: Abrasion to both gutter lines. 12' CS3						
	Span 22: Patched areas to deck. 12' CS2						



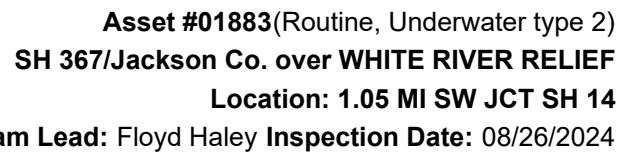
Asset #01883(Routine, Underwater type 2)

SH 367/Jackson Co. over WHITE RIVER RELIEF

Location: 1.05 MI SW JCT SH 14

Team Lead: Floyd Haley Inspection Date: 08/26/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	Span 22: Spalls. 4' CS3 Undersurface: No noteworthy defects Span 23: Spalls. 3' CS3 Span 23: Patched areas.40' CS2 Span 23: Abrasion to gutter lines.50' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to left overhand 2' CS3 Spalls with corroded reinforcing steel exposed to bay 3. 3' CS3 Span 24: Patched areas to deck. 10' CS2 Span 24: Spalls. 2' CS3 Undersurface: Spalls with corroded reinforcing steel exposed to left overhang. 3' CS3 Spalls with corroded reinforcing steel exposed to bay 1. 2' CS3 Spalls with corroded reinforcing steel exposed to right overhang. 7' CS3 Span 25: Patched areas to deck. 15' CS2 Span 25: Spalls. 1' CS3 Span 25: Abrasion to gutter lines.43' CS3 Undersurface: Spall with corroded reinforcing steel exposed to left overhang. 2' CS3 Spall with corroded reinforcing steel exposed to bay 1. 4' CS3 Spall with corroded reinforcing steel exposed to bay 3. 1' CS3 Spall with corroded reinforcing steel exposed to right overhang. 7' CS3 Span 26: Patched areas to deck. 6' CS2 Undersurface: Spall with corroded reinforcing steel exposed to left overhang. 3' CS3 Spall with corroded reinforcing steel exposed to bay 1. 3' CS3 Spall with corroded reinforcing steel exposed to bay 2. 3' CS3 Spall with corroded reinforcing steel exposed to right overhang. 4' CS3 Span 27: Patched areas to deck. 4' CS2 Span 27: Spalls. 2' CS3 Undersurface: Spall with corroded reinforcing steel exposed to left overhang. 4' CS3 Spall with corroded reinforcing steel exposed to bay 1. 1' CS3 Spall with corroded reinforcing steel exposed to bay 3. 3' CS3 Spall with corroded reinforcing steel exposed to right overhang. 3' CS3 Span 28: Patched areas to deck. 45' CS2 Span 28: Spalls. 8' CS3 Span 28: Abrasion to gutter lines.10' CS3 Undersurface: Spall with corroded reinforcing steel exposed to right overhang. 2' CS3 Spall with corroded reinforcing steel exposed to bay 1. 8' CS3 Spall with corroded reinforcing steel exposed to bay 2. 1' CS3 Span 29: Patched areas to deck. 8' CS2 Span 29: Spalls. 5' CS3 Span 29: Abrasion to gutter lines.35' CS3 Span 29: Spalls with corroded reinforcing steel exposed.2' CS3 Undersurface: Spall with corroded reinforcing steel exposed to left overhang. 6' CS3 Spall with corroded reinforcing steel exposed to right overhang. 1' CS3 Span 30: Patched areas to deck. 10' CS2 Span 30: Spalls. 2' CS3 Undersurface: Spall with corroded reinforcing steel exposed to left overhang. 1' CS3 Spall with corroded reinforcing steel exposed to bay 1. 1' CS3 Spall with corroded reinforcing steel exposed to bay 3. 2' CS3 Spall with corroded reinforcing steel exposed to right overhang. 3' CS3 Span 31: Patched areas to deck. (40%) 351' CS2 Span 31: Spalls. 14' CS3 Undersurface: Spall with corroded reinforcing steel exposed to bay 2. 3' CS3 Abutment 2: Hole in deck 1'x1'. 1' CS4 Spalls to roadway at joint. 2' CS3						
107	Steel Open Girder/Beam	LF	4216	3633	0	583	0
1000	Corrosion	LF	581	0	0	581	0

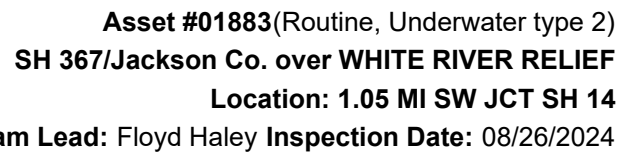


ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1900	Distortion	LF	2	0	0	2	0
515	Steel Protective Coating	SF	29174	28938	0	0	236
3420	Peeling/Bubbling/Cracking	SF	36	0	0	0	36
3440	Effectiveness (Steel Protective Coatings)	SF	200	0	0	0	200
(107) Abutment 1, girder 4: has 3/16" section loss at the haunch area. 1LF CS3							
Bent 1, back, girders 1-4: have corrosion at the haunches and beam ends with pack rust at the bearing connections. 8LF CS3							
Bent 1, ahead, girders 1-4: have section loss at the haunches with pack rust at the bearing connections typical of girders throughout. 3LF CS3							
Span 2, midspan, girders 1-4: have corrosion in the top flange at the deck connection. 40LF CS3							
Bent 2, back, girders 1, 2, and 4: have section loss at the haunches with pack rust at the bearing connections typical of girders throughout. 3LF CS3							
Bent 2, ahead, girders 1, 2, and 4: have corrosion at the haunches. All girders at this location have been cleaned and painted but corrosion has reestablished. 3LF CS3							
Bent 3, back, Girders 1-4: have corrosion with section loss at the haunches. Girder 1 has a 1/4" diameter hole in this area and girder 2 has a 1/2" diameter hole. 4LF CS3							
Bent 3, ahead, girder 3: has corrosion with section loss at the diaphragm connection. 1LF CS3							
Span 4, midspan, girders 1-4: have corrosion with section loss in the top flanges. 80LF CS3							
Bent 4, back, Girders 1, 2, and 4: have section loss at the haunch areas. Girder 1 has a 1/2" diameter hole in the web at this area. 3LF CS3							
Span 5, girder 3: has out of plane bending halfway between midspan and bent 5. 2LF CS3							
Bent 5, back, beam ends: have corrosion with section loss. Girder 1 has a 3/4"x5" hole, girder 2 has a 1/2" diameter hole, and girder 4 has a 1-1/2" x 2" hole at the haunches. 4LF CS3							
Bent 5, ahead, girders 1 and 4: have corrosion with section loss on the beam end at the haunch. 2LF CS3							
Span 6, girders 2, 3, and 4: have corrosion with section loss at midspan in the top flange for 20' each. 60LF CS3							
Bent 6, back, girders 1-4 have corrosion with section loss in the beam ends. Girders 1 has a 1"x3" hole at the haunch, girder 2 has a 1/2"x3" hole at the haunch, and girder 3 has a 1" diameter hole at the diaphragm connection. 4LF CS3							
Bent 6, ahead, girders 1 and 4: have corrosion with section loss at the beam ends. 2LF CS3							
Bent 7, back, girders: have corrosion with section loss in the beam ends. Girders 1 and 4 have holes at the haunch area. Girder 1 = 1/2" diameter hole, girder 2 = 1/2"x1" hole. 4LF CS3							
Bent 7, ahead, girders 2 and 4: have corrosion with section loss. Girder 2 has a 1/2" diameter hole at the haunch. 2LF CS3							
Span 8, girder 4, midspan: has corrosion with section loss for 15' and separation of the deck due to pack rust. 15LF CS3							
Bent 8, back, girders 1-4 have corrosion with section loss at the beam ends. Girder 1 has a 1" diameter hole at the haunch, and girder 2 has a 1"x2" hole in the same area. 4LF CS3							
Bent 8, ahead, girders 1, 2, and 3 have corrosion with section loss in the beam ends. 3LF CS3							
Span 9, girder 1, 2, and 3, midspan: have corrosion and deck separation for 20' each. 60LF CS3							
Bent 9, back, girders 1, 2, and 3 have corrosion with section loss in the beam ends. Girders 1 and 4 have previous bolted plate repairs, and all girders have been cleaned and painted with new corrosion showing through. 3LF CS3							
Bent 9, ahead, girders 1-4: have been cleaned and painted in the past but section loss still exists. 4LF CS3							
Bent 10, back, girders 1-4: have corrosion with section loss at the beam ends. Girder 1 has a 1-1/2"x4" hole in the haunch area. 4LF CS3							
Bent 11, back, girders 1-3 have bolted plate repairs at the beam ends. Girder 4 has been cleaned and painted in the past, but section loss still remains. 1LF CS3							
Bent 11, ahead, girders: have been cleaned and painted in the past. Girder 4 has section loss remaining. 1LF CS3							
Span 12, girders 3 and 4, midspan: have corrosion with pack rust causing deck separation for 12' each. 24LF CS3							
Bent 12, back, girders 1 and 4: have bolted plate repairs.							
Bent 12, ahead, girders 1-4: have been cleaned and painted in the past, but section loss still exists. 4LF CS3							
Span 13, midspan, girder 3: have corrosion with section loss and deck separation due to pack rust. 5LF CS3							
Bent 13, back, girders 1-4: have heavy corrosion and section loss in the beam ends. Girders 1 has a 1"x3" hole at the haunch, and girder 4 has a 1"x4" hole in the same area. 4LF CS3							
Bent 13, ahead, girders 3 and 4: have corrosion with section loss in the beam ends. 2LF CS3							
Bent 14, back, girders 1, 2, and 4 have bolted repairs at the haunch area. Girder 3 was cleaned and painted in the past, but section loss still remains. 1LF CS3							
Bent 14, ahead, girders 1-4: have been cleaned and painted in the past. Girder 4 has a bolted repair at the haunch.							
Span 15, midspan, girders 2, 3, and 4: have corrosion with section loss in the top flange. 10LF CS3							



Asset #01883(Routine, Underwater type 2)
SH 367/Jackson Co. over WHITE RIVER RELIEF
Location: 1.05 MI SW JCT SH 14
Team Lead: Floyd Haley Inspection Date: 08/26/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Bent 15, back, girders: have all been cleaned and painted in the past. Girders 1, 2, and 4 have bolted repairs at the haunches. Bent 15, ahead, girders: have been cleaned and painted in the past, but section loss still exists. 4Lf CS3</p> <p>Bent 16, back, girder 1: has a bolted repair at the haunch area.</p> <p>Bent 17, back, girders: have corrosion with section loss in the beam ends. Girder 1 has a 1"x3" hole at the hauch. Girder 3 has a 1" diameter hole in the same area and 1/8" section loss at the web to bottom flange connection. Girder 4 has a 1"x3" hole at the haunch with slight out-of-plane bending in the web. 4LF CS3</p> <p>Bent 17, ahead, girders 2 and 3: have corrosion with section loss and holes at the haunch areas. Girder 4 also has 1/8" section loss in the web at the bottom flange connection. 3LF CS3</p> <p>Bent 18, back, girders 1-4: have corrosion with section loss at the haunches. Girder 2 has a 1/4" diameter hole, girder 3 has a 1/2" diameter hole and girder 4 has a 1"x5" hole. 3LF CS3</p> <p>Bent 18, ahead, girder 4: has corrosion with a hole in the haunch area at the beam end measuring 1"x2". 1LF CS3</p> <p>Bent 19, back, girders: have been cleaned and painted in the past. Girders 2 and 3 have old section loss scars. 2LF CS3</p> <p>Bent 19, ahead, girders: have been cleaned and painted in the past. Girders 1 and 2 have bolted plates. Girders 3 and 4 have old section loss scars. 2LF CS3</p> <p>Bent 20, back, girders 2 and 3: have been cleaned and painted in the past but still have old section loss scars. 2LF CS3</p> <p>Bent 20, ahead, girders 3 and 4: have been cleaned and painted in the past but still have old section loss scars. 2LF CS3</p> <p>Span 21, midspan, girders 2 and 3: have corrosion with section loss in the top flanges. 21LF CS3</p> <p>Bent 21, back, girders: have been cleaned and painted in the past. Girders 1 and 4 have bolted plates. Girders 2 and 3 have old section loss scars. 2LF CS3</p> <p>Bent 21, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Bent 22, back, girders: have been cleaned and painted in the past. Girder 4 has a bolted plate. Girders 1-3 have old section loss scars, and girder 3 has a 1/2"x2" hole at the haunch. 3LF CS3</p> <p>Bent 22, ahead, girders: have been cleaned and painted in the past, but section loss still exists. 4Lf CS3</p> <p>Bent 23, back, girders: have been cleaned and painted in the past. Girders 1 and 4 have bolted plates. Girders 2 and 3 have old section loss scars. 2LF CS3</p> <p>Span 24, midspan, girders 3 and 4: have corrosion with section loss in the top flange. 8LF CS3</p> <p>Bent 24, back, girder 1: has been cleaned and painted in the past but section loss still remains. Girders 2-4 have bolted plates at the haunches. 1LF CS3</p> <p>Bent 24, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Bent 25, back, girder 1" has a bolted repair at the haunch.</p> <p>Bent 25, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Bent 26, back, girders: have been cleaned and painted in the past. Girders 1 and 4 have bolted plates. Girders 2 and 3 have old section loss scars. 2LF CS3</p> <p>Bent 26, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Bent 27, back, girders: have been cleaned and painted in the past. Girder 3 has a bolted plate at the haunch. Girders 1, 2, and 4 have old section loss scars. 3LF CS3</p> <p>Bent 27, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Bent 28, back, girders: have been cleaned and painted in the past. Girder 3 still has old section loss scars. Girders 1, 2, and 4 have bolted plate repairs at the haunch. 1LF CS3</p> <p>Bent 28, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Span 29, midspan, girders 2-3: have corrosion with section loss in the top flanges. 20LF CS3</p> <p>Bent 29, back, girders: have been cleaned and painted in the past. Girders 1, 2, and 4 still have section loss scars. Girder 3 has a bolted repair at the haunch. 3LF CS3</p> <p>Bent 29, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3</p> <p>Bent 30, back, girders: have been cleaned and painted in the past. Girders 2 and 3 have old section loss scars. Girders 1 and 4 have bolted plate repairs at the haunch. 2LF CS3</p> <p>Bent 30, ahead, girders: have been cleaned and painted in the past but section loss scars remain. 4LF CS3</p> <p>Span 31, midspan, girders 2-4: have corrosion with section loss in the top flanges. 84LF CS3</p> <p>Abutment 2, girder 4: has a large hole in the beam end at the haunch area measuring 3"x4". 1LF CS3</p>							
(515-107) The paint is failing or has failed at all corrosion areas throughout.							
215	Reinforced Concrete Abutment	LF	68	1	48	19	0
1120	Efflorescence/Rust Staining	LF	13	0	0	13	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1130	Cracking (RC and Other)	LF	6	0	0	6	0
4000	Settlement	LF	48	0	48	0	0
(215) Abutment 1: has efflorescent cracks throughout. 13LF CS3 Abutment 1, wing walls: have horizontal cracking. 4LF CS3 Abutment 2, right-wing: has cracking. 2LF CS3 Both abutments have minor rotation of the back walls. 48LF CS2							
227	Reinforced Concrete Pile	EA	120	79	36	5	0
1080	Delamination/Spall/Patched Area	EA	4	0	0	4	0
1090	Exposed Rebar	EA	1	0	0	1	0
1130	Cracking (RC and Other)	EA	1	0	1	0	0
4000	Settlement	EA	35	0	35	0	0
(227) Bent 2: has rotated ahead out of plumb 1/2" over 18". 4EA CS2 Bent 3: has rotated ahead out of plumb 3/4" over 18". 4EA CS2 Bent 4: has rotated ahead out of plumb 1/2" in 18". 4EA CS2 bent 5: has rotated ahead out of plumb 1/2" in 18". 4EA CS2 Bent 6: has rotated ahead out of plumb 1/2" in 18". 4EA CS2 Bent 7: has rotated ahead out of plumb for 3/8" in 18". 4EA CS2 Bent 11, pile 1: has a spall at the top near the cap. 1EA CS3 Bent 17, pile 2, ahead: has a spall. 1EA CS3 Bent 18, pile 4: has a spall with exposed rebar. 1EA CS3 Bent 20, pile 4, ahead: has a spall. 1EA CS3 Bent 28: has rotated out of plumb 1/4" in 18". 4EA CS2 Bent 29: has rotated back out of plumb 1/4" in 18". 4EA CS2 Bent 30: has rotated back out of plumb 1/2" in 18". 3EA CS2 Bent 30, pile 4, ahead: has a spall. 1EA CS3							
234	Reinforced Concrete Pier Cap	LF	672	503	136	33	0
1080	Delamination/Spall/Patched Area	LF	9	1	1	7	0
1090	Exposed Rebar	LF	24	0	0	24	0
1130	Cracking (RC and Other)	LF	137	0	135	2	0
(234) Bent 1, back, cap: has 4 vertical cracks. 4LF CS2 Bent 2: has rotated ahead out of plumb 1/2" over 18" Bent 2, cap: has 5 vertical cracks. 5LF CS2 Bent 3: has rotated ahead out of plumb 3/4" over 18" Bent 3, cap: has 3 vertical cracks. 3LF CS2 Bent 4: has rotated ahead out of plumb 1/2" in 18" Bent 4, right, cap: has been repaired. 1LF CS2 Bent 4, back, over pile 3: has a spall with exposed rebar. 1LF CS3 Bent 4, ahead, under bearing 4: there is a moderate diagonal crack. 1LF CS3 bent 5, cap: has rotated ahead out of plumb 1/2" in 18" Bent 5, back, cap: has 7 vertical cracks. 7LF CS2 Bent 6: has rotated ahead out of plumb 1/2" in 18" Bent 6, back, cap: has 5 vertical cracks. 5LF CS2 Bent 7, cap: has rotated ahead out of plumb for 3/8" in 18" Bent 7, cap: has 5 vertical cracks. 5LF CS2 Bent 8, cap: has 3 vertical cracks. 3LF CS2 Bent 9, cap: has 4 vertical cracks. 4LF CS2 Bent 9, adjacent to pile 3, cap: has a spall with exposed rebar in the underside. 1LF CS3							



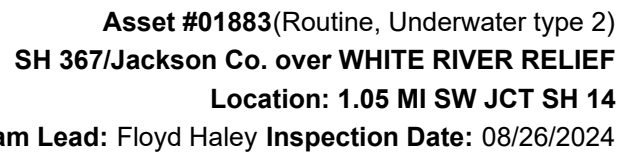
Asset #01883(Routine, Underwater type 2)

SH 367/Jackson Co. over WHITE RIVER RELIEF

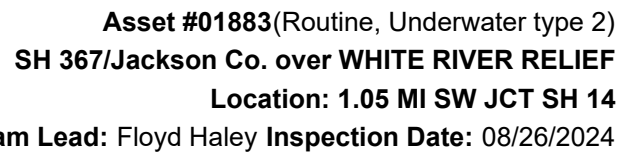
Location: 1.05 MI SW JCT SH 14

Team Lead: Floyd Haley Inspection Date: 08/26/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 10, right, cap: has a minor spall with exposed rebar. 1LF CS3 Bent 10, back, cap: has 3 vertical cracks. 3LF CS2 Bent 11, cap: has a spall with exposed rebar on the undersid. 1LF CS3 Bent 11, cap: has 3 vertical cracks. 3LF CS2 Bent 12, cap: has 5 vertical cracks. 5LF CS2 Bent 13, cap: has a spall with exposed rebar in the underside. 2LF CS3 Bent 13, cap: has 3 vertical cracks. 3LF CS2 Bent 14, cap, adjacent to pile 2: has a large spall with exposed rebar in the underside. The rebar has completely corroded in two at this location. 6LF CS3 Bent 14, cap, adjacent to pile 1: has a spall with exposed rebar in the underside. 1LF CS3 Bent 14, left, cap: has a minor spall. 1LF CS3 Bent 14, cap: has 6 vertical cracks. 6LF CS2 Bent 15, cap, adjacent to pile 2: has a spall with exposed rebar in the underside. 1LF CS3 Bent 15, cap: has 2 vertical cracks. 2LF CS2 Bent 16, cap: has 9 vertical cracks. 9LF CS2 Bent 17, cap: has 4 vertical cracks. 4LF CS2 Bent 18, cap, between piles 3 and 4: has a spall with exposed rebar on the underside. 1LF CS3 Bent 18, cap: has 1 vertical crack. 1LF CS2 Bent 19, ahead, cap: has 6 vertical cracks. 6LF CS2 Bent 20, cap: has 7 vertical cracks. 7LF CS2 Bent 21, cap, adjacent to pile 4: has a 2' spall with exposed rebar. 2LF CS3 Bent 21, cap: has 12 vertical cracks. 12LF CS2 Bent 21, ahead, cap: has a small spall. 1LF CS3 Bent 22, left, cap: has a 2' spall with exposed rebar. 2LF CS3 Bent 22, right, underside, cap: has 2 spalls with exposed rebar. 3LF CS3 Bent 22, underside, adjacent to pile 4, cap: has a spall. 1LF CS3 Bent 22, back, cap: has 6 vertical cracks. 6LF CS2 Bent 23, cap, underside, adjacent to pile 2: has a 2' spall with exposed rebar. 2LF CS3 Bent 23, cap: has 4 vertical cracks. 4LF CS2 Bent 24, cap: has 7 vertical cracks. 7LF CS2 Bent 25, cap, between piles 3 and 4: has a spall in the underside. 1LF CS3 Bent 25, cap: has 7 vertical cracks. 7LF CS2 Bent 25, right, cap: has cracking on the end. 1LF CS3 Bent 26, cap: has 6 vertical cracks. 6LF CS2 Bent 27, cap, underside, adjacent to pile 2: has a 3' spall with exposed rebar. 3LF CS3 Bent 27, cap: has 10 vertical cracks. 10LF CS2 Bent 27, right, cap: has 4 minor spalls on the end. 1LF CS3 Bent 28, cap: has 11 vertical cracks. 11LF CS2 Bent 28: has rotated out of plumb 1/4" in 18" Bent 28, right, cap: has minor spalls on the end. 1LF CS3 Bent 29: has rotated back out of plumb 1/4" in 18" Bent 29, cap: has 6 vertical cracks. 6LF CS2 Bent 30: has rotated back out of plumb 1/2" in 18" Bent 30, cap: has 6 vertical cracks. 6LF CS2							
303	Assembly Joint with Seal	LF	744	744	0	0	0
(303) The joints are in good condition throughout.							
304	Open Expansion Joint	LF	24	24	0	0	0
(304) The joints are in good condition throughout.							
311	Movable Bearing	EA	124	0	0	124	0
1000	Corrosion	EA	89	0	0	89	0
1020	Connection	EA	24	0	0	24	0



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2220	Alignment	EA	11	0	0	11	0
515	Steel Protective Coating	SF	480	0	310	100	70
3440	Effectiveness (Steel Protective Coatings)	SF	480	0	310	100	70
<p>(311) Movable bearings are on the ahead side of the bents contrary to the plans. At bent 1, both sets of bearings are moveable. Bearings have corrosion with pack rust and flaking throughout.</p> <p>Bent 1, back, bearings 1 and 4: are missing an anchor nut each.</p> <p>Bent 1, back: all bearings are rotated ahead. 4EA CS3 alignment</p> <p>Bent 1, back, bearing 4: the masonry plate is beginning to slide out. Bearings 3 and 4 on the ahead side are similar. 3EA CS3</p> <p>Bent 1, back, bearings 2 and 3: have pack rust that is lifting the bearings off of the masonry plates.</p> <p>Bent 1, ahead, bearings 1-3: have missing anchor bolts. 3EA CS3 shim plates have been added to these bearings in the past.</p> <p>Bent 2, ahead, bearings: are rotated back. All bearings at this location have had to be shimmed in the past. 4EA CS3</p> <p>Bent 3, ahead, bearings 2 and 3: have missing anchor bolts. 2EA CS3</p> <p>Bent 4, ahead, bearings: have been replaced. Bearings 2 and 3 are non bearing. 2EA CS2 corrosion, 2EA CS3 connection.</p> <p>Bent 5, ahead, bearings 1-4 have missing anchor bolts, heavy pack rust and section loss. 4EA CS3 connection.</p> <p>Bent 6, ahead, bearings 1-4: have missing anchor bolts/nuts. Bearing 1 is moving off of the masonry plate. 1EA CS3</p> <p>Bent 8, ahead, bearings 2 and 3: have missing anchor bolts. 2EA CS3</p> <p>Bent 9, ahead, bearings 1-4: have anchor bolts missing. Shims have been added at bearings 2-4 4EA CS3</p> <p>Bent 10, ahead, bearings 2-4: have missing anchor bolt nuts.</p> <p>Bent 11, ahead, bearings 1-4: have been replaced and have only minor surface corrosion. 4EA CS2</p> <p>Bent 12, ahead, bearings 1-4: have missing anchor bolt nuts.</p> <p>Bent 13, ahead, bearings 2-4: have missing anchor bolt nuts</p> <p>Bent 14, ahead, bearings 1-3 have been replaced and have only minor surface corrosion. 3EA CS2</p> <p>Bent 15, ahead, bearings: 3 and 4 have had to be shimmed in the past. Bearing 2 has been replaced. 1EA CS2</p> <p>Bent 16, ahead, bearings: have been replaced in the past and have only minor surface corrosion. 4EA CS2</p> <p>Bent 18, ahead, bearings 2-4: have missing anchor bolts. 3EA CS3</p> <p>Bent 19, ahead, bearings 1-4: have been replaced and have only minor surface corrosion. 4EA CS2</p> <p>Bent 20, ahead, bearings 2 and 3: have anchor bolt nuts missing.</p> <p>Bent 21, ahead, bearing 3: has a missing anchor bolt nut.</p> <p>Bent 22, ahead, bearings 1 and 2: have missing anchor bolt nuts. Bearing 3 is new and has only minor corrosion. 2EA CS3, 1EA CS2</p> <p>Bent 23, ahead, bearings: have been replaced and are in good condition with only minor surface corrosion. 4EA CS2</p> <p>Bent 24, ahead, bearings: have been replaced and are in good condition with only minor surface corrosion. 4EA CS2</p> <p>Bent 25, ahead, bearings 1, 2, and 4: have missing anchor bolts. Bearing 3 is new with only surface corrosion. 3EA CS3, 1EA CS2</p> <p>Bent 26, ahead, bearings 2 and 3: have missing anchor bolt nuts. Bearing 4 has been replaced.1EA CS2</p> <p>Bent 27, ahead, bearings: have been replaced and are in good condition with only minor surface corrosion. 4EA CS2</p> <p>Bent 28, ahead, bearings 3 and 4: have missing anchor bolt nuts. Bearing 2 has been replaced. 1EA CS2</p> <p>Bent 29, ahead, bearings: have been replaced and are in good condition with only minor surface corrosion. 4EA CS2</p> <p>Bent 30, ahead, bearings 1-3: are rotated back. Bearing 4 has been replaced and has only minor surface corrosion. 3EA CS3, 1EA CS2</p> <p>(515-311) Bearing paint has failed throughout.</p>							
313	Fixed Bearing	EA	124	0	16	108	0
1000	Corrosion	EA	123	0	16	107	0
1020	Connection	EA	1	0	0	1	0
515	Steel Protective Coating	SF	480	0	48	336	96
3440	Effectiveness (Steel Protective Coatings)	SF	480	0	48	336	96
<p>(313) Fixed bearings are on the back side of the bents contrary to the plans. At bent 1, both sets of bearings are moveable. All bearings have corrosion with pack rust and section loss unless otherwise noted. Heavier cases of corrosion are listed below.</p> <p>Bent 7, bearings: are in good condition with minor surface corrosion. 4EA CS2</p> <p>Bent 8, bearing 3: has a missing anchor bolt. 1EA CS3</p> <p>Bent 9, bearings: have been cleaned and painted with minor new corrosion. 4EA CS2</p>							



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent 11, bearings:	have been cleaned and painted with minor new corrosion.	4EA	CS2				
Bent 12, bearings:	have been cleaned and painted with minor new corrosion.	4EA	CS2				
Bent 18, bearing 2:	has a missing anchor bolt nut.						
Bent 21, bearing 4:	has a missing anchor bolt nut.						
Bent 22, bearings 2-4:	have missing anchor bolt nuts.						
Bent 24, bearing 3:	has a missing anchor bolt nut.						
Bent 28, bearing 4:	has advanced section loss to the pin.	1EA	CS3				
Bent 30, bearings 1-2:	have heavy section loss and deterioration to the pins and connections.	2EA	CS3				
(515-313)	The paint on bearings has failed throughout.						
331	Reinforced Concrete Bridge Railing	LF	2112	2006	40	66	0
1080	Delamination/Spall/Patched Area	LF	18	0	0	18	0
1090	Exposed Rebar	LF	16	0	0	16	0
1120	Efflorescence/Rust Staining	LF	7	0	0	7	0
1130	Cracking (RC and Other)	LF	65	0	40	25	0
(331) Bridge railing:	has spalling and deterioration in various locations throughout.	18LF	CS3				
Span 31, left and right:	has efflorescent cracks throughout.	7LF	CS3				
Bridge rail:	has isolated areas of exposed rebar throughout.	16LF	CS3				
Bridge rail	has vertical craks throughout.	40LF CS2,	25LF CS3				

Inspection Photos and Notes



Elevation with log mile going right.



Inspection direction.



Typical undersurface



Typical deck



Upstream/left



Downstream/right



Abutment 2 left: Void under slab. Probing did not produce an end to the void on this side. On the right side, the void was 4' back under the approach slab.



Abutment 2 left: Void under slab. Probing did not produce an end to the void on this side. On the right side, the void was 4' back under the approach slab.



Abutment 1, right: 6' folding rule inserted all the way. Left side similar. Void presumed to go all the way across.



Abutment 1, right: voids under approach slab.



All spans have unsealed cracks.



The railing transitions are in good condition with minor surface corrosion throughout.



Abutment 2, right: 1'x2' hole in the deck at the shoulder



Span 8, right: heavy deterioration typical to curbs and overhangs.



Span 2, bays 1-3: have full-width exposed rebar. 28SF CS3



Span 1, right: Typical exposed rebar and efflorescent cracks to overhangs.



Transverse efflorescent cracks are widespread .



Span 9, right, driving surface: has exposed rebar 2'. 2SF CS3



Span 7, left gutter, driving surface: has exposed rebar with corroded reinforcing steel. 2SF CS3



Span 6, left, driving surface: has a spall with exposed rebar. 3SF CS3



Span 6, left and right lanes, driving surface: have spalls with exposed rebar. 4SF CS3



Typical driving surface with patched areas and cracks throughout.



Span 1: has extensive patched areas covering 40% of the driving surface.



Span 31, girder 4: has a 4"x3" haunch hole. 1LF CS3



Bent 18, ahead, girder 4: has corrosion with a hole in the haunch area at the beam end measuring 1"x2". 1LF CS3



Bent 17, back, girders: have corrosion with section loss in the beam ends. Girder 3 has a 1" diameter hole in the same area and 1/8" section loss at the web to bottom flange connection. 4LF CS3



Bent 13, back, girder 3: typical section loss to the bottom flange. 1LF CS3



Bent 13, back, girder 4 has a 4"x1" hole in the haunch area. 1LF CS3



08/27/2024

Bent 10, back, girder 1: has a 4" x1.5" hole at the haunch. 1LF CS3



08/27/2024

Span 9, midspan, girders 1-3: Typical separation of the deck due to pack rust and corrosion in the top flanges. 60LF CS3



08/27/2024

Bent 8, back, girder 2: has a 1"x2" hole at the haunch. 1LF CS3



08/27/2024

Bent 6, back, girder 3: has a 1" hole in the web above the diaphragm connection. 1LF CS3



Span 5, girder 3: is bowed halfway between midspan and bent 5. 2LF CS3



Bent 3, back, girder 1: has a 1/4" diameter haunch hole. 1LF CS3



Bent 3, back, girder 2: has a 1/2" hole at the haunch. 1LF CS3



Span 2, midspan, girders 1-4: have corrosion in the top flange at the deck connection. 40LF CS3



Bent 1, girders: have corrosion with section loss at the haunches. 8LF CS3



Abutment 1, girder 4: has 3/16" section loss at the haunch. 1LF CS3



Span 31, girder 3: has a large area of peeled paint at midspan. 36SF CS4



Abutment 1: efflorescent cracks are widespread. 13LF CS3



Bent 18, pile 4: has a spall with exposed rebar. 1EA CS3



Bent 14, cap, adjacent to pile 2: has a large spall with exposed rebar in the underside. The rebar has completely corroded in two at this location. 6LF CS3



Bent 11, pile 1 spall. Move to pile photos.



Typical minor cracking to caps.



Bent 9, adjacent to pile 3, cap: has a spall with exposed rebar in the underside. 1LF CS3



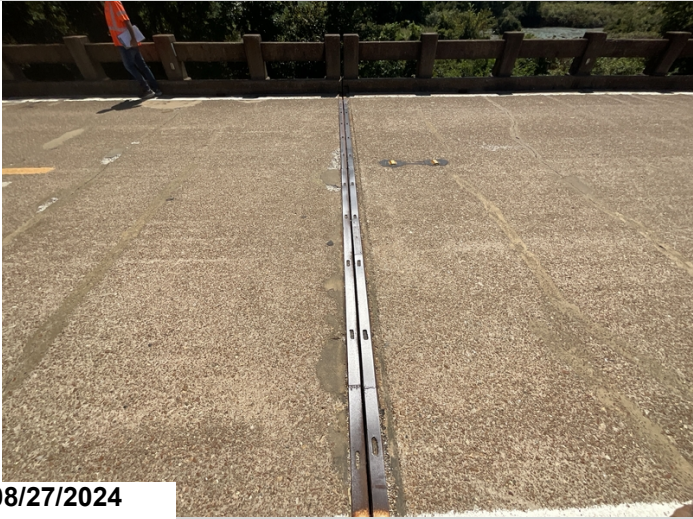
Bent 4, ahead, under bearing 4: there is a moderate diagonal crack. 1LF CS3



Bent 4, back, over pile 3: has a spall with exposed rebar. 1LF CS3



Bent 1: typical joint



Bent 3: typical joint.



Bent 14, ahead, bearings 1-3 have been replaced and have only minor surface corrosion. 3EA CS2



Bent 6, ahead, bearings 1-4: have missing anchor bolts/nuts. Bearing 1 is moving off of the masonry plate. 1EA CS3



Bent 4, ahead, bearings: have been replaced. Bearings 2 and 3 are non bearing. 2EA CS2 corrosion, 2EA CS3 connection.



Bent 4, ahead, bearings: have been replaced. Bearings 2 and 3 are non bearing. 2EA CS2 corrosion, 2EA CS3 connection.



Bent 1, back: all bearings are rotated ahead. 4EA CS3 alignment



Bent 1, back, bearing 4: the masonry plate is beginning to slide out. Bearings 3 and 4 on the ahead side are similar. 3EA CS3



Typical bearings have heavy corrosion

Maintenance Needs

Date Reported: 07/28/2022

Priority: A - Safety deficiency; requires prompt action

Status: Assigned

Type of Work: Repair (General)

Component: Bridge

Deficiency Description

Abutment 2, girder 4 has heavy deterioration and holes at the top flange and web at end of span. Knife edge to the remaining web at the end of girder and to the top flange 1.5' back

Remarks

Bridge Crew - 8/1/2022



Abutment 2, girder 4 has heavy deterioration and holes at the top flange and web at end of span. Knife edge to the remaining web at the end of girder and to the top flange 1.5' back.



Abutment 2, girder 4 has heavy deterioration and holes at the top flange and web at end of span. Knife edge to the remaining web at the end of girder and to the top flange 1.5' back.

Maintenance Needs

Date Reported: 07/20/2016

Priority: B - Pressing

Type of Work: Repair (General)

Status: Assigned

Component: Bridge

Deficiency Description

Bent 1, back, moveable bearings all rotated.
Bent 4, Moveable Bearings 2 & 3: non-bearing.
Several Bearing assemblies thru-out are missing Anchor Bolts and/or Nuts.

Remarks

8/2024 routine inspection revealed the following items to be repaired or no longer present.
Moveable Bearings 1, 2, 3, & 4 @ Bent 6 are non-bearing.
Moveable bearing 2, @ Bent 24 is non - bearing
Moveable Bearing 3 @ Bent 29 is non-bearing.



Moveable Bearing 3 @ Bent 29 is non-bearing.



Several Bearing assemblies thru-out are missing Anchor Bolts and/or Nuts.
Bent 18 bearings 2 - 4.



Moveable Bearings 2 & 3 @ Bent 4 are non-bearing.



Moveable Bearings at Bents 1 through 7 are all rotated.
Bent 1.



Anchor bolt & nut missing @ Bearing 3 @ Bent 3.



Moveable bearings @ Bent 2 are rotated ahead.



Moveable bearings @ Bent 4 are non bearing.

Maintenance Needs

Date Reported: 08/27/2024

Priority: B - Pressing

Type of Work: Deck Repair

Status: Open

Component: Deck

Deficiency Description

There is a 1x2' hole in the right shoulder span 31
This area is over girder 4 which has an A priority maintenance need for beam end repair.

Remarks



1x2' hole in the right shoulder span 31



Maintenance Needs

Date Reported: 07/26/2018

Priority: C - Important

Status: Open

Type of Work: Repair (General)

Component: Element

Deficiency Description

Girders

Holes rusted in the webs of Girder Ends under concrete haunch at End of Span at:

Bent 3, back. Girders 1-4: have corrosion with section loss at the haunches. Girder 1 has a 1/4" diameter hole in this area and girder 2 has a 1/2" diameter hole. 4LF CS3

Bent 3, ahead, girder 3: has corrosion with section loss at the diaphragm connection. 1LF CS3

Bent 4, back. Girders 1, 2, and 4: have section loss at the haunch areas. Girder 1 has a 1/2" diameter hole in the web at this area. 3LF CS3

Span 5, girder 3: has out of plane bending halfway between midspan and bent 5. 2LF CS2

Bent 5, back, beam ends: have corrosion with section loss. Girder 1 has a 3/4"x5" hole, girder 2 has a 1/2" diameter hole, and girder 4 has a 1-1/2" x 2" hole at the haunches. 4LF CS3

Bent 5, ahead, girders 1 and 4: have corrosion with section loss on the beam end at the haunch. 2LF CS3

Span 6, girders 2, 3, and 4: have corrosion with section loss at midspan in the top flange for 20' each. 60LF CS3

Bent 6, back, girders 1-4 have corrosion with section loss in the beam ends. Girders 1 has a 1"x3" hole at the haunch, girder 2 has a 1/2"x3" hole at the haunch, and girder 3 has a 1" diameter hole at the diaphragm connection. 4LF CS3

Bent 6, ahead, girders 1 and 4: have corrosion with section loss at the beam ends. 2LF CS3

Bent 7, back, girders: have corrosion with section loss in the beam ends. Girders 1 and 4 have holes at the haunch area.

Girder 1 = 1/2" diameter hole, girder 2 = 1/2"x1" hole. 4LF CS3

Bent 7, ahead, girders 2 and 4: have corrosion with section loss. Girder 2 has a 1/2" diameter hole at the haunch. 2LF CS3

Span 8, girder 4, midspan: has corrosion with section loss for 15' and separation of the deck due to pack rust. 15LF CS3

Bent 8, back, girders 1-4 have corrosion with section loss at the beam ends. Girder 1 has a 1" diameter hole at the haunch, and girder 2 has a 1"x2" hole in the same area. 4LF CS3

Bent 8, ahead, girders 1, 2, and 3 have corrosion with section loss in the beam ends. 3LF CS3

Span 9, girder 1, 2, and 3, midspan: have corrosion and deck separation for 20' each. 60LF CS3

Bent 9, back, girders 1, 2, and 3 have corrosion with section loss in the beam ends. Girders 1 and 4 have previous bolted plate repairs, and all girders have been cleaned and painted with new corrosion showing through. 3LF CS3

Bent 9, ahead, girders 1-4: have been cleaned and painted in the past but section loss still exists. 4LF CS3

Bent 10, back, girders 1-4: have corrosion with section loss at the beam ends. Girder 1 has a 1-1/2"x4" hole in the haunch area. 4LF CS3

Bent 11, back, girders 1-3 have bolted plate repairs at the beam ends. Girder 4 has been cleaned and painted in the past, but section loss still remains. 1LF CS3

Bent 11, ahead, girders: have been cleaned and painted in the past. Girder 4 has section loss remaining. 1LF CS3

Span 12, girders 3 and 4, midspan: have corrosion with pack rust causing deck separation for 12' each. 24LF CS3

Bent 12, back, girders 1 and 4: have bolted plate repairs.

Bent 12, ahead, girders 1-4: have been cleaned and painted in the past, but section loss still exists. 4LF CS3

Span 13, midspan, girder 3: have corrosion with section loss and deck separation due to pack rust. 5LF CS3

Bent 13, back, girders 1-4: have heavy corrosion and section loss in the beam ends. Girders 1 has a 1"x3" hole at the haunch, and girder 4 has a 1"x4" hole in the same area. 4LF CS3

Bent 13, ahead, girders 3 and 4: have corrosion with section loss in the beam ends. 2LF CS3

Bent 14, back, girders 1, 2, and 4 have bolted repairs at the haunch area. Girder 3 was cleaned and painted in the past, but section loss still remains. 1LF CS3

Bent 14, ahead, girders 1-4: have been cleaned and painted in the past. Girder 4 has a bolted repair at the haunch.

Span 15, midspan, girders 2, 3, and 4: have corrosion with section loss in the top flange. 10LF CS3

Bent 15, back, girders: have all been cleaned and painted in the past. Girders 1, 2, and 4 have bolted repairs at the haunches.

Bent 15, ahead, girders: have been cleaned and painted in the past, but section loss still exists. 4LF CS3

Bent 16, back, girder 1: has a bolted repair at the haunch area.

Bent 17, back, girders: have corrosion with section loss in the beam ends. Girder 1 has a 1"x3" hole at the hauch. Girder 3 has a 1" diameter hole in the same area and 1/8" section loss at the web to bottom flange connection. Girder 4 has a 1"x3"

hole at the haunch with slight out-of-plane bending in the web. 4LF CS3

Bent 17, ahead, girders 2 and 3: have corrosion with section loss and holes at the haunch areas. Girder 4 also has 1/8" section loss in the web at the bottom flange connection. 3LF CS3

Bent 18, back, girders 1-4: have corrosion with section loss at the haunches. Girder 2 has a 1/4" diameter hole, girder 3 has a 1/2" diameter hole and girder 4 has a 1"x5" hole. 3LF CS3

Bent 18, ahead, girder 4: has corrosion with a hole in the haunch area at the beam end measuring 1"x2". 1LF CS3

Bent 19, back, girders: have been cleaned and painted in the past. Girders 2 and 3 have old section loss scars. 2LF CS3

Bent 19, ahead, girders: have been cleaned and painted in the past. Girders 1 and 2 have bolted plates. Girders 3 and 4 have old section loss scars. 2LF CS3

Bent 20, back, girders 2 and 3: have been cleaned and painted in the past but still have old section loss scars. 2LF CS3

Bent 20, ahead, girders 3 and 4: have been cleaned and painted in the past but still have old section loss scars. 2LF CS3

Span 21, midspan, girders 2 and 3: have corrosion with section loss in the top flanges. 21LF CS3

Bent 21, back, girders: have been cleaned and painted in the past. Girders 1 and 4 have bolted plates. Girders 2 and 3 have old section loss scars. 2LF CS3

Bent 21, ahead, girders 1-4: have been cleaned and painted in the past but still have old section loss scars. 4LF CS3

Bent 22, back, girders: have been cleaned and painted in the past. Girder 4 has a bolted plate. Girders 1-3 have old section loss scars, and girder 3 has a 1/2"x2" hole at the haunch. 3LF CS3

Remarks



Girders 1 & 3 at Span 17
Girder 3.



Girder 1 at Span 10



Girders 1 & 4 at Span 5
Girder 1.



Holes rusted in the webs of Girder Ends under concrete
haunch at End of Span at:
Girder 2 @ bent 3.



Hole in web below paving haunch @ Girder 1 EOS 16.



Hole in web below paving haunch of Girder 3 @ EOS 22.



Hole in web below paving haunch @ Girder 4 @ BOS 19.



Holes in web below paving haunch @ Girder 4 EOS 13.

Maintenance Needs

Date Reported: 07/26/2018

Priority: C - Important

Type of Work: Channel Work/Drift Removal

Status: Assigned

Component: Channel

Deficiency Description

Span 4: Large pile of debris (brush) pushed up in pile under bridge that does not allow snooper access.

Remarks



Span 4: Large pile of debris (brush) pushed up in pile under bridge.



Span 4: Large pile of debris (brush) pushed up in pile under bridge.

Maintenance Needs

Date Reported: 08/27/2024

Priority: C - Important

Type of Work: Approach Leveling/Maintenance

Status: Open

Component: Approach

Deficiency Description

Voids are present under the approach slabs at both abutments. Penetration is unknown at abutment 1. Abutment 2 left is unknown, right is 4'

Remarks



Abutment 1, right: 6' folding rule inserted all the way. Left side similar. Void presumed to go all the way across.



Abutment 1, right: voids under approach slab.



Full 6' ruler inserted into voids without reaching the end.

Maintenance Needs

Date Reported: 07/20/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Bridge

Deficiency Description

Soffit between Girders and Overhangs.
Spalls with rebar exposed at most Spans.

Remarks



07/27/2022

Spalls with rebar exposed at most Spans.



07/27/2022

Soffit between Girders and Overhangs.
Spalls with rebar exposed at most Spans.



01/01/2020

Spalls with rebar exposed & efflorescent cracking to
Right overhang @ Span 6.



01/01/2020

Spalls with rebar exposed to soffit between Girders 1 & 2
@ Span 2

Maintenance Needs

Date Reported: 07/20/2016

Priority: D- Routine

Type of Work: Repair (General)

Status: Monitor

Component: Bridge

Deficiency Description

Pile Bents

Bents 1 - 7 are rotated 1/4" to 3/4" ahead in 18"

Bents 29 & 30 are rotated 1/4" to 1/2" back in 18"

Remarks



Pile Bents

Bents 1 - 7 are rotated 1/4" to 3/4" ahead in 18"
Bent 2.



Pile Bents

Bents 1 - 7 are rotated 1/4" to 3/4" ahead in 18"
Bent 2.



Pile Bents

Bents 1 - 7 are rotated 1/4" to 3/4" ahead in 18"
Bent 1.



Bent 30 rotated back 1/2" in 18".



Typical out of plumb Bent.



Bent 1 is rotated ahead 1/2" in 18".

Routine Maintenance

Check Box Maintenance Items

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

A-54 - Sealable Deck Cracks (Yes)



All spans have unsealed cracks.



Asset #01883(Routine, Underwater type 2)
SH 367/Jackson Co. over WHITE RIVER RELIEF
Location: 1.05 MI SW JCT SH 14
Team Lead: Floyd Haley Inspection Date: 08/26/2024

A-55 - Deck Washing Needed (No)

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

A-57 - Girder End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Girder Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

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



Asset #01883(Routine, Underwater type 2)
SH 367/Jackson Co. over WHITE RIVER RELIEF
Location: 1.05 MI SW JCT SH 14
Team Lead: Floyd Haley Inspection Date: 08/26/2024

A-64 - Vegetation Removal Requested (No)

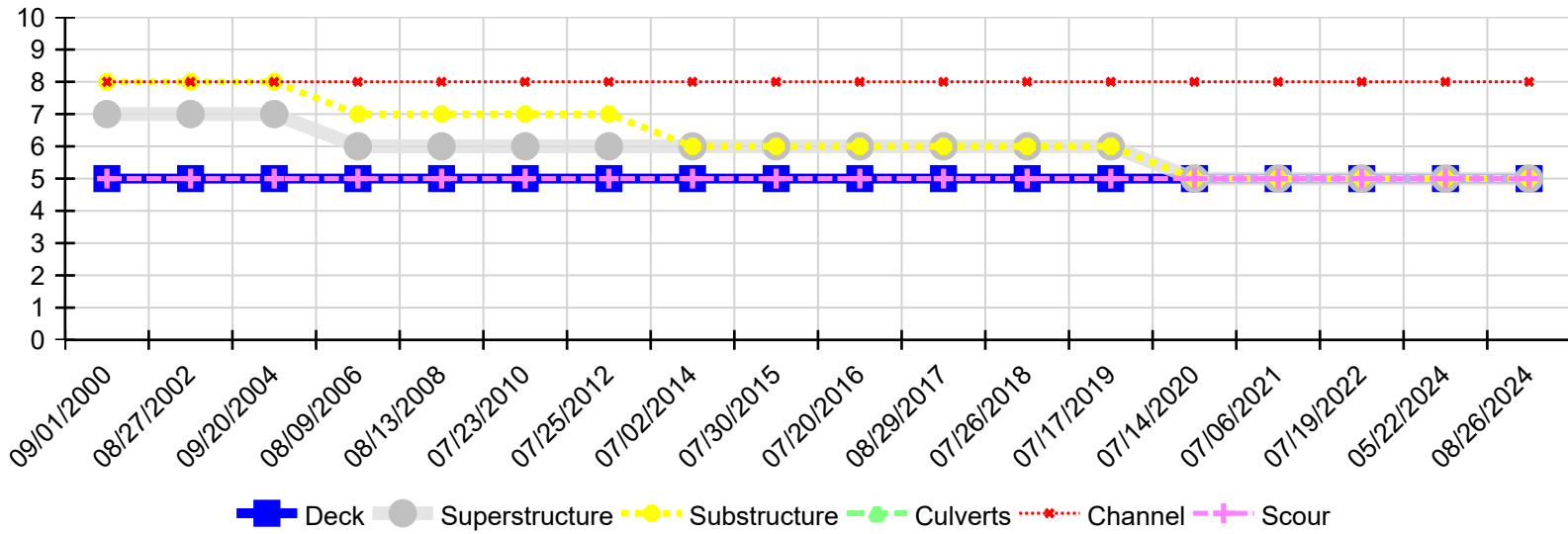
A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed



Asset #01883(Routine, Underwater type 2)
SH 367/Jackson Co. over WHITE RIVER RELIEF
Location: 1.05 MI SW JCT SH 14
Team Lead: Floyd Haley Inspection Date: 08/26/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
08/26/2024	5	5	5	N	8	5
05/22/2024	5	5	5	N	8	5
07/19/2022	5	5	5	N	8	5
07/06/2021	5	5	5	N	8	5
07/14/2020	5	5	5	N	8	5
07/17/2019	5	6	6	N	8	5
07/26/2018	5	6	6	N	8	5
08/29/2017	5	6	6	N	8	5
07/20/2016	5	6	6	N	8	5
07/30/2015	5	6	6	N	8	5
07/02/2014	5	6	6	N	8	5
07/25/2012	5	6	7	N	8	5
07/23/2010	5	6	7	N	8	5
08/13/2008	5	6	7	N	8	5
08/09/2006	5	6	7	N	8	5
09/20/2004	5	7	8	N	8	5
08/27/2002	5	7	8	N	8	5
09/01/2000	5	7	8	N	8	5