



Latitude:36.28494, Longitude:-92.53044

Route:62 Section:09 Log:10.55

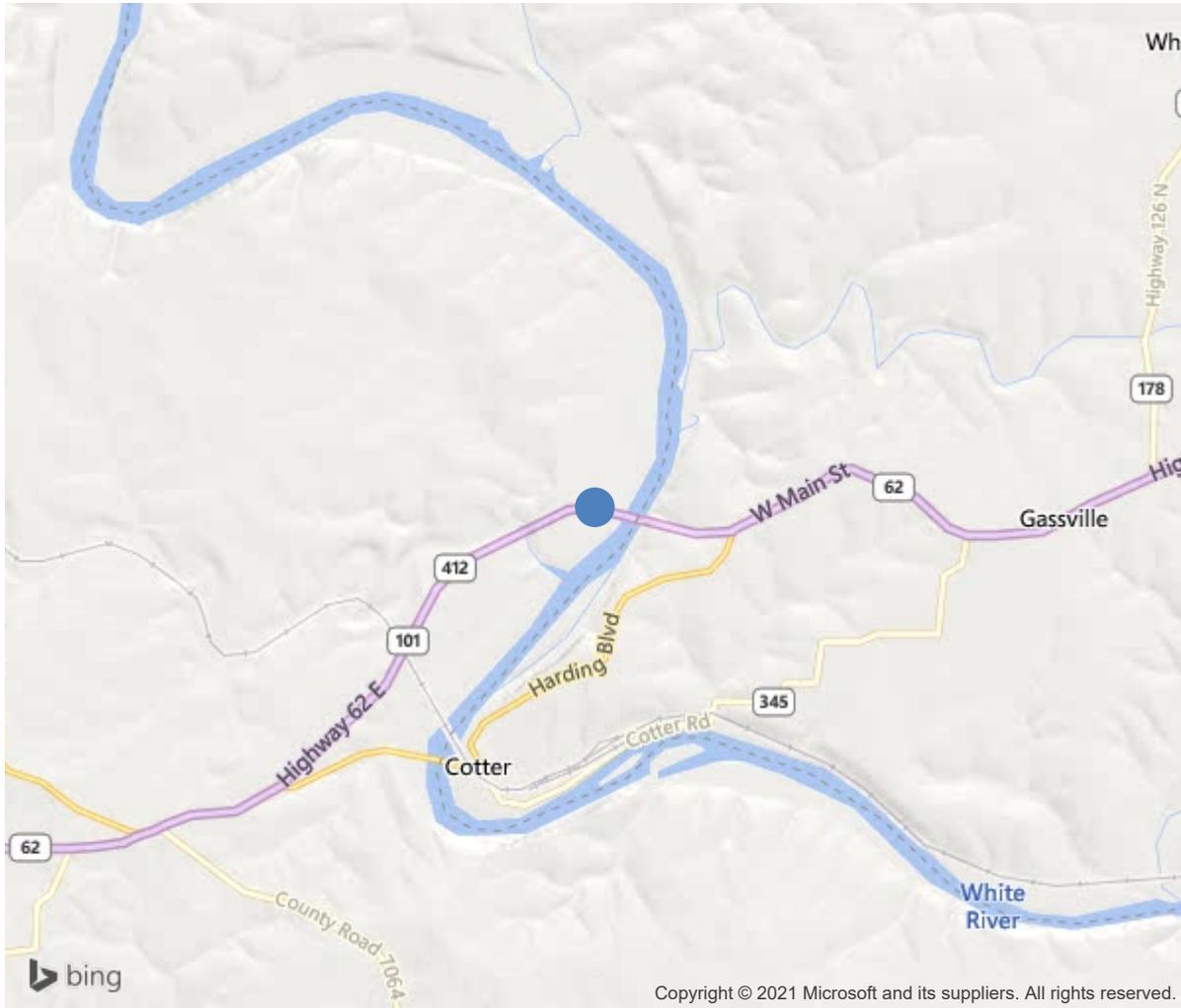
Arnold Road ID:45x62x9xA, Arnold Log mile:10.355

District 09, Marion County

Owner: 1-State Highway Agency

Place Code: 14960 - COTTER

2.1 MI E JCT HWY 62 & 62B



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36.28494, -92.53044



Bridge #06059(Routine)
US 62/412 Marion over WHITE RIVER
Location: 2.1 MI E JCT HWY 62 &62B

Team Lead: Benjamin Smith Inspection Date: June 17, 2020

IDENTIFICATION	
(1) State Names	Arkansas
(8) Structure Number	06059
(5) Inventory Route	62
(2) Highway Agency District	09
(3) County Code	89-Marion County, Arkansas
(4) Place Code	14960
(6) Features Intersected	WHITE RIVER
(7) Facility Carried	US 62/412 Marion
(9) Location	2.1 MI E JCT HWY 62 &62B
(11) Mile Point	10.55 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000062090
(16) Latitude	36.28494
(17) Longitude	-92.53044
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4-Steel continuous
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	12
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None
AGE AND SERVICE	
(27) Year Built	1988
(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	10000
(30) Year of ADT	2014
(109) Truck ADT	13 %
(19) Bypass, Detour Length	3 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	115 ft
(49) Structure Length	1382 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	44 ft
(52) Deck Width Out to Out	46.8 ft
(32) Approach Roadway Width (W/Shoulders)	45 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	44.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	1-Navigation protection not requ
(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 - Oth
(100) Defense Highway	0-The inventory route is not a S
(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 part of the
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5-MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	12
Rating	36
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction
APPRAISAL	
(67) Structural Evaluation	7
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	8-Bridge foundations determined to be
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	11754
(115) Year of Future ADT	2028
INSPECTIONS	
(90) Inspection Date	06/2020
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No
B: Underwater Inspection	No
C: Other Special Inspection	No



Bridge #06059 (Routine)
US 62/412 Marion over WHITE RIVER
Location: 2.1 MI E JCT HWY 62 & 62B

Team Lead: Benjamin Smith, Inspection Date: June 17, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	64677	58917	5494	266	0
1080	Delamination/Spall/Patched Area	SF	16	0	16	0	0
1120	Efflorescence/Rust Staining	SF	1944	0	1944	0	0
1130	Cracking (RC and Other)	SF	3800	0	3534	266	0
(12)							
<p>Driving surface- has a tined finish that is showing minor wear in the wheel paths, the tined finish is still present. The left and right driving lanes have numerous full width transverse cracks, with intermittent short duration longitudinal cracking. 2' of shallow delamination in the driving lane at the beginning of span #4 at the sliding plate joint. 3' of shallow delamination in the driving lane at the beginning of span #7 at the sliding plate joint. 11' of shallow delamination in the driving lane at the beginning of span #10 at the sliding plate joint.</p> <p>Undersurface - The undersurface of the deck has sip forms. Bay #5 in span #4 has minor corrosion on the sip forms over the splice panel. Span 7 bay 3,5 have corrosion in the sip forms. Span #8 has corrosion in the sip forms over the second field splice. Span 10 has corrosion in the sip forms in bays 4,5. Span #11 has corrosion in the sip forms over the first and second field splices. Span #12 has minor corrosion on the sip forms over the field splice. The left and right deck overhangs have transverse hairline cracks with efflorescence in all spans, this was quantified as efflorescence in the deck.</p>							
107	Steel Open Girder/Beam	LF	8293	5981	2250	62	0
1000	Corrosion	LF	2312	0	2250	62	0
515	Steel Protective Coating	SF	112508	110134	2250	124	0
3440	Effectiveness (Steel Protective Coatings)	SF	2374	0	2250	124	0
(107)							
<p>6 steel girder system. The paintable surface area is 53" tall, 14" wide flange plus 10% for the diaphragms. Pin point rusting has initiated through out structure. A 2% calculation of the protective coating was used for pin point rusting through out the structure. The splice panels have tack welds on the filler plates.</p> <p>Span #1- the first 1' of the girders have minor corrosion on the lower web and bottom flange at the abutment. A possible cracked weld was noted in the top diaphragm weld in span #1 at beam #6.</p> <p>Span #2- beams have very minor pin point rusting on the webs and bottom flanges. Pack rust is beginning to form on the bottom connection of the second splice in span #2 on beam 6. Diaphragm #4 on beam 5 has been re welded at the top connection, this repair is holding at this inspection. One of the bolts is missing at the lower connection location because the hole is miss-drilled.</p> <p>Span #3- has 3' of corrosion with pack rust on the splice panel of beam #6 due to deck drainage, the outer edge of the bottom plate is beginning to bend due to the pack rust.</p> <p>Span #4- beam #4 has 20' of minor corrosion on the web and bottom flange at the beginning of the span. Beam #6 has 2' of corrosion with pack rust on the bottom of the splice panel.</p> <p>Span #5- all beams have minor pin point rusting. A cracked tack weld was noted on the bottom plate of the 2nd splice panel on girder #5 in span #5, this has not propagated since last inspection. A fully cracked weld was noted in the top of diaphragm #4 in span #5 on beam #6.</p> <p>Span #6- all beams have pin point rusting on the webs and flanges. Re-welded upper #4 diaphragm connection on girder #6 of span #6 near mid span is holding at this inspection. A cracked weld was noted at the upper diaphragm connection #6 on beam #6.</p>							



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>Span #7- beam #6 in span #7 has corrosion with minor pack rust on the bottom connection plate of the field splice for 3'.</p> <p>Span #8- a smaller bolt was used in the first field splice of beam #6 in span #8, minor pack rust has begun to form on the lower connection at this location. The pin point rusting is more concentrated on the spans over the water.</p> <p>Span #9- beam #6 has corrosion on the upper and lower connection of the field splice. Several of the upper diaphragm connections have hairline cracked welds in bay #5. The pin point rusting is more concentrated on the spans over the water.</p> <p>Span #10- has pin point rusting on the beam webs and flanges.</p> <p>Span #11 - the first and second field splice at beam #6 has corrosion with pack rust beginning to form on the lower connection. The beams have minor pin point rusting. A fully cracked upper diaphragm weld was noted on diaphragm 4 on beam 6 in span 11.</p> <p>Span #12- the first 1' of girders #2-5 have minor corrosion on the lower web and bottom flange at the abutment. The bottom connection of the field splice of beams #1,2,6 have corrosion with minor pack rust. The beams have minor pin point rusting.</p>							
210	Reinforced Concrete Pier Wall	LF	144	48	96	0	0
1130	Cracking (RC and Other)	LF	96	0	96	0	0
<p>(210)</p> <p>The pier walls consist of 12' wide pier columns. All pier wall footings have cover except pier wall #9.</p> <p>Pier wall #1- has no deficiencies</p> <p>Pier wall #2- has 5' of vertical hairline cracks at the top.</p> <p>Pier wall #3- has 12' of vertical and horizontal hairline cracking at the top.</p> <p>Pier wall #4- has 6' of vertical hairline cracks.</p> <p>Pier wall #5- has 7' of vertical and horizontal hairline cracks.</p> <p>Pier wall #6- has 8' of horizontal and vertical hairline cracks.</p> <p>Pier wall #7- has 1 vertical hairline crack on the left side.</p> <p>Pier wall #8- has 7' of horizontal and vertical hairline cracking. The upstream side of the pier wall has a small amount of drift accumulation.</p> <p>Pier wall #9- has no deficiencies. The top of the footing is fully exposed.</p> <p>Pier wall #10- has 1 vertical hairline crack.</p> <p>Pier wall #11- has 1 vertical hairline crack.</p>							
215	Reinforced Concrete Abutment	LF	152	111	41	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	40	0	40	0	0
<p>(215)</p> <p>Abutment #1- has 22' of hairline vertical cracking in the back wall and bridge seat. Bay #3 has a shallow delamination in the back wall.</p> <p>Abutment #2- has 18' of vertical and diagonal hairline cracking in the back wall and bridge seat. The bridge seat has minor build up</p>							



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
due to a dislodged compression joint seal.							
234	Reinforced Concrete Pier Cap	LF	578	369	205	4	0
1080	Delamination/Spall/Patched Area	LF	3	0	0	3	0
1090	Exposed Rebar	LF	1	0	0	1	0
1130	Cracking (RC and Other)	LF	205	0	205	0	0
(234)							
Pier #1 cap- has 28' of hairline vertical cracks, the cap has two full height hairline cracks on either side of the column section.							
Pier #2 cap- has 21' vertical and horizontal hairline cracks.							
Pier #3 cap- has 22' of horizontal and vertical hairline cracking.							
Pier #4 cap- has 16' of vertical hairline cracks.							
Pier #5 cap- has 15' of vertical hairline cracks.							
Pier #6 cap- has 21' of horizontal and vertical hairline cracking.							
Pier #7 cap- has 14' of vertical and diagonal hairline cracks.							
Pier #8 cap- has 14' of vertical hairline cracks.							
Pier #9 cap- has 29' of horizontal hairline cracking. The left cantilever has a spall with exposed rebar in the undersurface.							
Pier #10 cap- has 13' of vertical hairline cracks.							
Pier #11 cap- has 12' of vertical and diagonal hairline cracks, with a 3' patched area that sounds delaminated on the top edge at bay #5.							
302	Compression Joint Seal	LF	96	0	48	39	9
2310	Leakage	LF	41	0	17	15	9
2320	Seal Adhesion	LF	24	0	0	24	0
2350	Debris Impaction	LF	31	0	31	0	0
(302)							
Abutment #1 compression joint seal- has debris impaction at the extreme ends wth areas of adhesion loss. The armoring plates have pack rust on the vertical faces.							
Abutment #2 compression joint seal- has debris impaction at the extreme ends wth areas of adhesion loss. The right and left lanes have cs4 leakage due to the seal being dislodged. The armoring plates have pack rust on the vertical faces.							
303	Assembly Joint with Seal	LF	132	0	44	88	0
2350	Debris Impaction	LF	132	0	44	88	0
(303)							
Pier #3 assembly joint- is completely full of debris. The trough has tears at the connections and large horizontal rips in the trough.							
Pier #6 assembly joint- is completely full of debris. The trough has tears at the connections.							
Pier #9 assembly joint- is half full of debris. No tearing was noted at the connections.							



ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
311	Movable Bearing	EA	48	0	30	18	0
1000	Corrosion	EA	48	0	30	18	0
(311)	<p>Inspection temperature was 72 degrees. Abutment #1 moveable bearings- all 6 have corrosion with pack rust at the rocker area.</p> <p>Pier #3 moveable bearings- Both anchor bolts are missing on the left side of beam #5 over pier #3, the horizontal sole plate bolt is also missing. The 8 interior bearings have minor corrosion. The 4 exterior bearings have corrosion with rust in the rocker areas.</p> <p>Pier #6 moveable bearings- all 12 have minor corrosion with no section loss. The interior horizontal sole plate bolt is missing on beam 6 on the span 7 side.</p> <p>Pier #9 moveable bearings- the 8 interior bearings have minor corrosion. The 4 exterior bearings have heavier corrosion with minor pack rust. Beam 6 has a horizontal sole plate bolt missing on the interior and exterior span 9 side. The sole plates are welded to the bottom flange a this location. They are bolted at the other locations.</p> <p>Abutment #2 moveable bearings- bearings 2-5 have corrosion with pack rust at the rocker area. Bearings #1 ,6 have very little corrosion. Bearings #3,4 are tilted toward the back wall the other bearings are not. Bearing #3 right anchor bolt is not fully tightened.</p>						
313	Fixed Bearing	EA	48	48	0	0	0
(313)	<p>Pier #1 fixed bearings- all 6 have no deficiencies.</p> <p>Pier #2 fixed bearings- the sole plate bolt is missing on the right side of girder #3 at pier #2. No corrosion was noted on the bearings at this location.</p> <p>Pier #4 fixed bearings- all 6 have no deficiencies.</p> <p>Pier #5 fixed bearings- all 6 have no deficiencies.</p> <p>Pier #7 fixed bearings- all 6 have no deficiencies.</p> <p>Pier #8 fixed bearings- all 6 have no deficiencies.</p> <p>Pier #10 fixed bearings- all 6 have no deficiencies.</p> <p>Pier #11 fixed bearings- all 6 have no deficiencies.</p>						
321	Reinforced Concrete Approach Slab	SF	2376	2286	70	20	0
1130	Cracking (RC and Other)	SF	90	0	70	20	0
(321)	<p>Abutment #1 approach slab- has 54' of short duration hairline random cracking.</p> <p>Abutment #2 approach slab- has 16' of short duration random hairline cracking, and 20' cs3 cracking in the right lane.</p>						
331	Reinforced Concrete Bridge Railing	LF	2864	983	276	1605	0
1090	Exposed Rebar	LF	1605	0	0	1605	0
1130	Cracking (RC and Other)	LF	276	0	276	0	0
(331)							



Bridge #06059(Routine)
US 62/412 Marion over WHITE RIVER
Location: 2.1 MI E JCT HWY 62 &62B

Team Lead: Benjamin Smith, Inspection Date: June 17, 2020

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
<p>The total quantity of the bridge railing includes the concrete approach railing. The railing has shallow exposed rebar through out the vertical face, these areas have been painted, but the rust is beginning to show through.</p> <p>Left side parapet wall- has 135' of vertical hairline cracks. The cracking is mostly at the corners of the drain areas, more cracking exists but is not quantified due to exposed rebar in the same footage. the left side has 812' of exposed rebar at numerous locations throughout the parapet wall.</p> <p>Right side parapet wall- has 141' of vertical hairline cracks. The cracking is mostly at the corners of the drain areas, more cracking exists but is not quantified due to exposed rebar in the same footage. The right wall also has 793' of shallow exposed rebar at numerous locations throughout the parapet wall.</p>							



Approach view in direction of log mile.



Upstream channel view.



Downstream channel view.



Splice panel corrosion on beam 6 in span 3 due to deck drainage.



Pack rust is beginning to form at splice panel 2 on beam 6 in span 2



Efflorescence in the deck overhangs.



Exposed rebar in the concrete parapet walls.



Typical view of the undersurface.



General paint condition.



Bearing condition at abutment 1.



Typical view of driving surface.



Delamination in the left driving lane at the beginning of span #4.



Exterior bearing condition at pier #9. Typical of the 4 outside bearings. Note the sheared sole plate connection bolt at beam #6. The sole plate bolt is missing on both sides of the bearing.



Sole plate bolt is missing on the right side of girder #3 at pier #2.



Fixed bearing condition at pier #4. Typical of all 6 at this location.



Efflorescence cracking in the left and right deck overhangs.



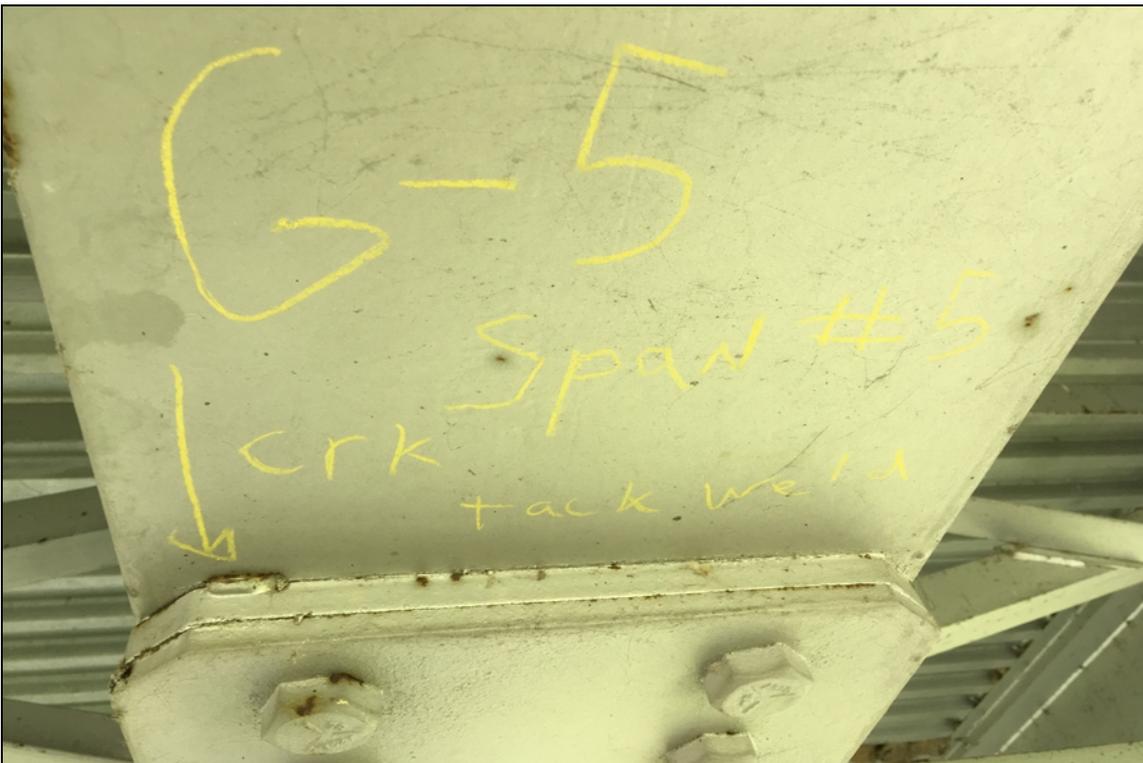
Pin point rusting in span #8 interior beams.



Typical view of driving surface.



General view of the abutment #2 compression seal.



Cracked tack weld on the bottom plate of the splice panel on girder #5 in span #5.



General view of piers.



Bearings #3,4 at abutment #2. Showing tilt at 80 degrees F. The other bearings are not tilted.



General view of abutment #2.



Tack welds on the spacer plates of the splice panels. Typical of all locations.



Re welded upper diaphragm connection on girder #6 of span #6 near mid span.



Torn location on the neoprene trough in bay #2 over pier #3.



Fixed bearing condition at pier #8. Typical of all 6 at this location.



Bearing condition at abutment #2. Typical of all 6 rocker bearings at this location.



Fixed bearing condition at pier #5. Typical of all 6 at this location.



Corrosion with pack rust on the splice panel of beam #6 span #3.



The left ending approach railing has 26' of vehicle damage.



Fixed bearing condition at pier #7. Typical of all 6 at this location.



General view of abutment #1.



Bearing condition at pier #3 under girder #1. Showing corrosion at the rocker area.



Large tear in the assembly joint trough over pier #3 on the span #4 side.



Minor corrosion for 20' on beam #4 in span #4.



Downstream channel view.



Fixed bearing condition at pier #11. Typical of all 6 at this location.



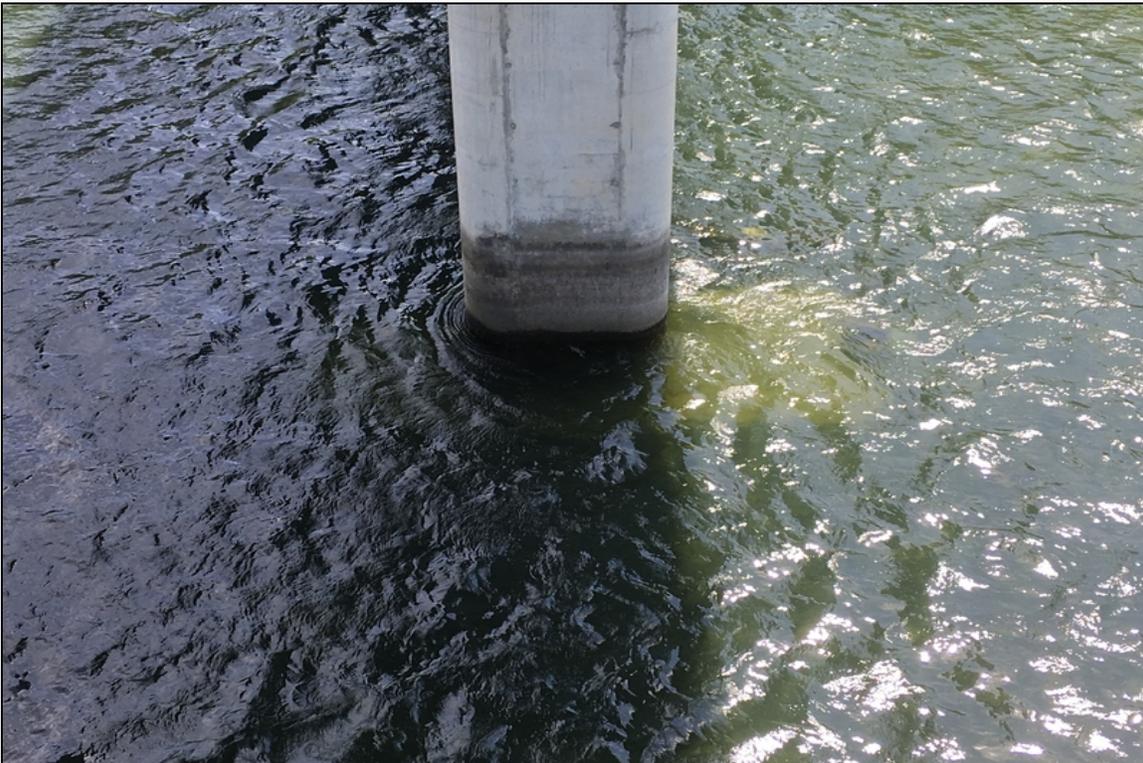
Corrosion on the sip forms in span #7. Typical of several bays in several spans.



Typical paint condition of the bottom flanges of all beams.



Moveable bearing at pier #6 girder #6 has a missing sole plate connection bolt.



The top of the footing is fully exposed at pier #9.



Minor drift accumulation on pier #8.



Condition of compression joint seal at abutment #1.



Moveable bearing condition at pier #9. Typical of the 8 interior bearings.



Elevation view. Log mile from left to right.



Beam end corrosion at abutment #1 due to leaking joint seals.



Cracked weld at upper diaphragm connection #6 at beam #6 span #6 typical of both sides of the diaphragm. Typical also of several locations in span #9 bay #5.



Condition of the 8 interior moveable bearings at pier #3.



Tears in the trough connections at the pier #6 assembly joint.



Pier #2 bearing condition. Typical of all 6 at this location.



Typical view of the undersurface.



General view of abutment #1 moveable bearings. Typical of all 6 at this location.



Fixed bearing condition at pier #10. Typical of all 6 at this location.



Typical view of shallow exposed rebar in the left and right parapet walls.



General view of the abutment #1 compression joint seal condition.



Bridge plate.



Pack rust is beginning to form on the bottom connection of the second splice in span #2.



Spall with exposed rebar on the underside of the left cantilever of pier #9.



Both anchor bolts are missing on the left side of beam #5 over pier #3.



Moveable bearing condition at pier #6. Minor corrosion with no section loss. Typical of all 12 at this location.



Hairline vertical Cracking in the pier caps. Typical.



Upstream channel view.



Fixed bearing condition at pier #1. Typical of all 6 at this location.



General view of the paint condition of the girders. Showing pin point rusting.



Paint condition in span #10. Worst case condition beam #3.



Approach view in direction of log mile.



Smaller bolt in the first field splice of beam #6 in span #8. Minor pack rust has begun to form on the lower connection.



Pin point rusting on beam #4. Worst case condition in span #2.



Bridge #06059(Routine)
US 62/412 Marion over WHITE RIVER
Location: 2.1 MI E JCT HWY 62 &62B

Team Lead: Benjamin Smith Inspection Date: June 17, 2020

Maintenance Needs

Date Reported: 05/10/2012
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

The driving surface of the deck has sealable transverse and longitudinal cracks.
The construction joint sealant has lost adhesion and is leaking, allowing corrosion on the splice panels.

Remarks

Date Reported: 05/10/2012
Priority: D- Routine
Type of Work: None
Status: Assigned
Component:

Deficiency Description

Both anchor bolts are missing at pier #3 girder #5 on the span #2 and #3 sides.

Remarks



Both anchor bolts are missing on the left side of beam #5 over pier #3.

Date Reported: 05/10/2012
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

Sheared or loose sole plate bolts at
Pier #2 on Girder #3 Pier #3 on Girder #5 Pier #6 on Girder #6 Pier #7 on Girder #5 Pier #9 on Girder #1 & #6 Pier
#10 on Girder #6.

Remarks



Anchor bolts and the horizontal sole plate bolts are missing at beam 5 pier 3.

Date Reported: 05/10/2012
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

The compression joint seals have portions dislodged and leaking at abutments #1,2.

Remarks





Joint seal condition at abutment 1 showing leakage and loss of adhesion.

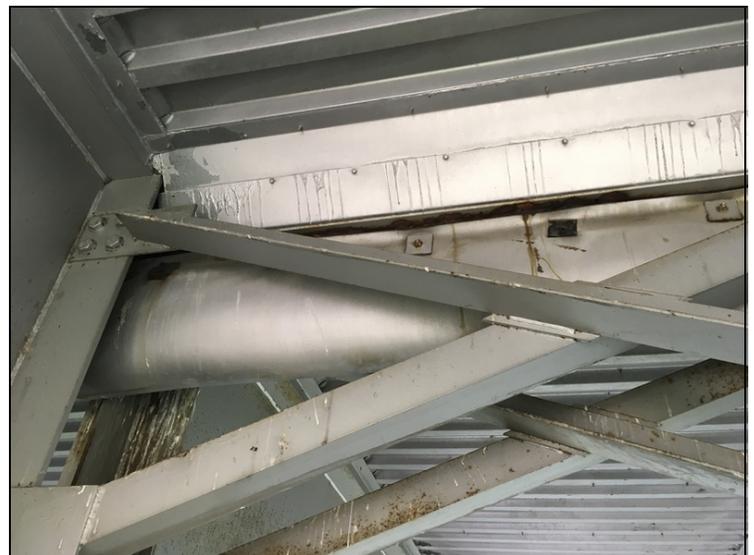
Date Reported: 05/07/2014
Priority: D- Routine
Type of Work: None
Status: Assigned
Component:

Deficiency Description

The neoprene troughs beneath the assembly joints at piers 3, and 6 are completely filled with debris and have sections ripped.

The neoprene trough beneath the assembly joint at pier 9 is partially filled with debris.
The joints are not draining as intended.

Remarks



Some of the neoprene trough attachments are missing.



Bridge #06059 (Routine)
US 62/412 Marion over WHITE RIVER
Location: 2.1 MI E JCT HWY 62 & 62B

Team Lead: Benjamin Smith Inspection Date: June 17, 2020

Date Reported: 05/09/2018
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

The left ending approach railing has 26' of vehicle damage.

Remarks





Bridge #06059 (Routine)
US 62/412 Marion over WHITE RIVER
Location: 2.1 MI E JCT HWY 62 & 62B

Team Lead: Benjamin Smith Inspection Date: June 17, 2020

Date Reported: 05/09/2018
Priority: D- Routine
Type of Work: None
Status: Monitor
Component:

Deficiency Description

The underside of the left cantilever of pier #9 has a spall with rebar exposed.

Remarks



Date Reported: 06/23/2020
Priority: D- Routine
Type of Work: Repair
Status: Open
Component: Superstructure

Deficiency Description

A fully cracked upper diaphragm weld was noted on diaphragm 4 on beam 6 in span 11 and a fully cracked weld was noted in the top of diaphragm 4 in span 5 on beam 6.

Remarks



Fully cracked weld in the top of diaphragm 4 in span 5 on beam 6.



Fully cracked upper diaphragm weld on diaphragm 4 on beam 6 in span 11.



Inspection Comments

Structure is logged from West to East and is accessible with a snooper only.
No bat activity noted.
Snooper note: The left side of the structure has a parallel power line.

Superstructure Notes

TAD/BDS 5/25/16. Routine and underwater type 2 inspections. DECK- Deck has sealable cracks through-out. CONCRETE BRIDGE RAIL - Rail has shallow exposed rebar in splash zone of parapet wall along both insides of rail, most areas have been patched. JOINT SEALS- Compression joint seals at both abutments are leaking at less than free flow of water, Construction joints have minor dripping. Drip trough has sections missing and torn causing leaking on bearings. GIRDERS- girders have minor pin point rusting through out structure and minor corrosion at beam ends at both abutments. BEARINGS- all bearings at both abutments have corrosion due to leaking joint seals. Pier #2 Sole plate bolt missing at girder #3. Pier #3 Sole plate bolt missing at girder #6, sole plate bolt backing out at girder #5. Pier #6 Sole plate bolt missing at girder #6. Pier #7 Sole plate bolt missing at girder #5. Pier #9 Sole plate bolt backing out at girders #1 & #6. Pier #10 Sole plate bolt backing out at girder #6. ABUTMENTS- Abutment #2 Anchor bolt on girder #3 is too long and is interfering with movement of bearing. TAD/BDS 5/7/2014 Deck has sealable cracks thru-out. Span #1 Loose bolts on girder #2 first field splice. Span #2 Loose bolts at diaphragm #4 & #5 in bay #4. Pier #2 Sole plate bolt missing at girder #3. Span #3 First field splice has pack rust at bottom flange. Pier #3 Sole plate bolt missing at girder #6, Sole plate bolt backing out at girder #5. Pier #4, #7 & #9 Drip trough has sections missing and torn causing leaking on bearings. Span #6 Crack in weld at girder #6 dia. #4 at top flange area. Pier #6 Sole plate bolt missing at girder #6. Pier #7 Sole plate bolt missing at girder #5. Span #8 Crack in weld at girder #3 & #5 dia. #4 at top flange area. Span #9 Loose bolts girder #4 first field splice and girder #5 dia. #4. Pier #9 Sole plate bolt backing out at girders #1 & #6. Pier #10 Sole plate bolt backing out at girder #6. Span #11 Nut missing diaphragm #4 bay #1, Crack in weld at girder #6 at dia. #4 at top flange. Abutment #2 Anchor bolt on girder #3 too long interfering with movement of bearing.