Montana Department of Transportation

INITIAL ASSESSMENT FORM FOR STRUCTURE :

I00090053+07231

Location : 10 KM E SUPERIOR Structure Name: none

General Location Data

District Code, Number, Location : **01 Dist 1 MISSOULA**
County Code, Location : **061 MINERAL**
Kind fo Hwy Code, Description : **1 1 Interstate Hwy**
Str Owner Code, Description : **1 State Highway Agency**
Intersecting Feature : **CLARK FORK**
Structure on the State Highway System : X
Structure on the National Highway System : X
Str Meet or Exceed NBIS Bridge Length : X

Latitude : **47°07'53"**
Longitude : **114°47'49"**

MDT Maintenance Section : **11-13 Superior**
Division Code, Location : **11 MISSOULA**
City Code, Location : **00000 RURAL AREA**
Signed Route Number : **00090**
Maintained by Code, Description : **1 State Highway Agency**
Kilometer Post, Mile Post : **86.45 km 53.72**

Traffic Data

Current ADT : **6,670** ADT Count Year : **2009** Percent Trucks : **3 %**

Construction Data

Construction Project Number : **I 90-1(24)54**
Construction Station Number : **563+37.00**
Construction Drawing Number : **5722**
Construction Year : **1967**
Reconstruction Year : **2011**

Structure Loading, Rating and Posting Data

Loading Data :

Design Loading :		**5 MS 18 (HS 20)**
Inventory Load, Design :	**32.6 mton**	**B ASD Assigned**
Operating Load, Design :	**32.6 mton**	**B ASD Assigned**
Posting :		**5 At/Above Legal Loads**

Rating Data :

	Operating	Inventory	Posting
Truck 1 Type 3 :			
Truck 2 Type 3-S3 :			
Truck 3 Type 3-3 :	**91.13**		

Structure, Roadway and Clearance Data

Structure Deck, Roadway and Span Data :

Structure Length : **230.73 m**
Deck Area : **2,116.00 m sq**
Deck Roadway Width : **8.33 m**
Approach Roadway Width : **11.58 m**
Median Code, Description : **0 No median**

Structure Vertical and Horizontal Clearance Data :

Vertical Clearance Over the Structure : **99.99 m**
Reference Feature for Vertical Clearance : **N Feature not hwy or RR**
Vertical Clearance Under the Structure : **0.00 m**
Reference Feature for Lateral Underclearance : **N Feature not hwy or RR**
Minimum Lateral Under Clearance Right : **0.00 m**
Minimum Lateral Under Clearance Left : **0.00 m**

Span Data

Main Span

Number Spans : **3**
Material Type Code, Description : **4 Steel continuous**
Span Design Code, Description : **3 Girder and Floorbeam System**

Approach Span

Number of Spans : **4**
Material Type Code, Description : **3 Steel**
Span Design Code, Description : **2 Stringer/Multi-beam or Girder**

Deck

Deck Structure Type : **1 Concrete Cast-in-Place**
Deck Surfacing Type : **1 Monolithic concrete (concurrently placed with struct**
Deck Protection Type : **1 Epoxy Coated Reinforcing**
Deck Membrain Type : **0 None**

(52) Out-to-Out Width : **9.17 m**
(50A) Curb Width : **0.00 m**
(50B) Curb Width : **0.00 m**
Skew Angle : **°**

Structure Vertical and Horizontal Clearance Data Inventory Route :

Over / Under Direction Name	Inventory Route	South, West or Bi-directional Travel			North or East Travel		
		Direction	Vertical	Horizontal	Direction	Vertical	Horizontal
Route On Structure	I00090	N/A			East	99.99 m	8.53 m

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Continue

Inspection Data

Sufficiency Rating : **50.3**
Structure Status : **Structurally Deficient**

Inspection Due Date : 22 May 2015
(91) Inspection Fequency (months) : **24**
Next Fracture Critical Due Date : **22 May 2015**
Fracture Critical Detail : **1 or 2 Stl-girder systms**

Next Under Water Insp : **16 Aug 2016**
Under Water Insp Type : **Type II**

NBI Inspection Data

(90) Date of Last Inspection : 22 May 2013
Last Inspected By : Darrel Reich - 2051
(90) Inspection Date :
Inspected By :

(58) Deck Rating :	5	(68) Deck Geometry :	2	(36A) Bridge Rail Rating :	1	(62) Culvert Rating :	N
(59) Superstructure Rating :	4	(67) Structure Rating :	4	(36B) Transition Rating :	1	(61) Channel Rating :	7
(60) Substructure Rating :	6	(69) Under Clearance :	N	(36C) Approach Rail Rating :	1	(71) Waterway Adequacy :	9
(72) App Rdwy Align :	8	(41) Posting Status :	A	(36D) End Rail Rating :	1	(113) Scour Critical :	5

Unrepaired Spalls : 0 m sq
Deck Surfacing Depth : 0.00 in

Inspection Hours

Crew Hours for inspection :	22	Snooper Required :	Y
Helper Hours :	-1	Snooper Hours for inspection :	10
Special Crew Hours :	-1	Flagger Hours :	-1
Special Equipment Hours :	-1		

Inspection Work Candidates

Candidate ID	Date Requested	Status	Priority	Effected Structure Unit	Scope of Work	Action	Covered Condition States
D11-FY2006-000036	**15 November 2005**	**Approved**	**Low**	All Spans	234 R/Conc Cap	Min Repair	

CLEAN CAPS.

Caps still need cleaned....
2009 inspection found lots of sanding gravel on the cap at B2 with a large opening in the joint above.

Approved. DRC
Work not completed 2011.
Same for 2013 inspection.

D11-FY2010-000018	**16 November 2009**	**Approved**	**Medium**	A Approach	Bridge	Pr Maint	

There are small trees that need to be removed on both sides in span 1 and some brush to be removed at B2.

Approved. DRC

Work not complete 2011.
Same for 2013 inspection.

D11-FY2012-000025	**07 March 2012**	**Not Approved**	**Medium**	A Approach	234 R/Conc Cap	Min Repair	

Bearing grout pads at bent 2 span 2 are deteriorating, with some loss of section (grout) under the bearings. Needs repaired.
Same for 2013 inspection.

D11-FY2013-000044	**06 June 2013**	**Not Approved**	**High**	M Main	26 Conc Deck/Coatd Bars	Min Repair	

The deck needs to be sealed. Water is leaking into the soffit from the cracks in the deck.

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Continue

Element Inspection Data

*** * * * * * * * * *** Span : **Main-0 - Spans 3, 4 and 5 * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 26 - Conc Deck/Coatd Bars										
	1	4	1311	sq.m.	X	100	0	0	0	0
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The deck has some large cracks that is letting water run through the deck. You can see water coming through the cracks in the soffit leaking on to the stringers. The deck needs to be sealed. WKDZ

11/08/2011 - Deck reconstruction with epoxy coated rebar, new joints, new concrete barrier rail. Minor cracking of top deck surface, cracks sealed under constuction. JNGZ

Deleted element 12, and SF element 358.

Main span lengh=(144'-6 1/4') (180'- 0') (144'-6 3/4')=469.083'=142.98M
142.98M * 9.17M=1311M2
New deck in 2011 = IM 90-1(168)29 lozeau-tarkio structures UPN 5785.

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 107 - Paint Stl Opn Girder										
	1	4	286	m.		80	5	5	5	5
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Found 2 spots of 4/32" section loss on the web of the bearing stiffener at bent 3 span 3 on the right. The thickness of the bearing stiffener web is 26/32". Section loss of 5/32" on the web of the girder at bent 4 span 3. No changes noted in the section loss of 2/32" on the bearing stiffener at bent 5, the stiffener is 1" thick. The main span girder have paint loss with rust, pitting, corrosion and some section loss at the bents. WKDZ

11/08/2011 - Fatigue crack repairs look good, no problems noted, No new cracks found, Girders show some state 3 rust in spans 4-5, some section loss on the vertical bearing stiffeners at bent 4 and 5 See pics. JNGZ
Section loss at the knee brace bent 3 left ext beam.
Previously measured section loss has not increased as of this inspection.
Some new areas were found this inspection see pics..

07/27/2009 - No problems noted at the repaired fatigue cracks. No new cracks found. Span 3 - state 3 rust on the bottom flange on the right exterior. Spans 4 and 5 have state 3 rust on both girders under the joints. 3/32" section loss on one small spot of the right girder bearing stiffener at B5 which is 1" thick. ZCDW

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 113 - Paint Stl Stringer										
	1	4	429	m.		85	5	5	5	0
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The stringers have paint loss with rust and corrosion mostly near the bents. No measurable section loss found. WKDZ

11/08/2011 - No changes noted from 2009 inspection. JNGZ

07/27/2009 - 3 lines. Freckled rust throughout. State 3 rust under the joints at B3, B4, B5 and smaller amounts at B6. ZCDW

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

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Continue

*** * * * * * * * * *** Span : **Main-0 - Spans 3, 4 and 5 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 152 - Paint Stl Floor Beam										
	1	4	160	m.		75	10	5	5	5
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Section loss 4/32" in the web of the floor beam at bent 4 span 3 on the left side between the jacking stiffeners. Section loss of 6/32" on the bottom of the top flange on the left side bent 4 span 3, the flange thickness is 16/32". Section loss of 3/32" on the bottom of the top flange at bent 4 span 3 around the center stringer. Section loss of 2/32" on the left knee brace at bent 4. No changes in the section loss of 4/32" at bent 4 span 4. The floor beams in the main spans have paint loss rust, pitting, corrosion and section loss mostly at the bents. WKDZ

11/08/2011 - Bent 4 span 3 side section loss unchanged. Bent 4 span 4 side right, in web just above bottom flange an area of 4/32" of section loss. see pics... JNGZ

07/27/2009 - Freckled rust throughout. 10 small areas of mostly 2/32" section loss along the bottom of the web at B4 on the span 3 side. One small spot of 1/32" section loss on the lower web at B5 on the span 4 side. State 3 rust at the bents. See photos. ZCDW

Inspection Notes:

Element 205 - R/Conc Column B3 - B6										
	1	3	8	ea.		95	0	5	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - No changes noted. WKDZ

11/08/2011 - From Infrastructure Engineers diving inspection; Pier 4 has an area of moderate concrete scale up to 1/8 inch deep on the east face of the north column webwall interface. The area of scale is approximately 1.5 feet wide, starting at the waterline and extends down to the channel bottom. The north column of Pier 5 has heavy scale damage up to 3 inches deep from 2 feet below the waterline to the channel bottom. The area of heavy scale is located in the west quadrant of the north column and extends along the west face of the webwall 7 feet long. There is a secondary piece of horizontal rebar exposed in the north column near the channel bottom with light corrosion and less than 5 percent section loss. The east quadrant of the north column at Pier 5 has an area of moderate scale damage up to 1 inch deep from the wateline down. The area of moderate scale in the east quadrant extends 4 feet long with no steel exposed. there are typical hairline vertical cracks in the center of each face of the inspected webwalls. the steel ice breakers are in good condition and typically have surface corrosion with light pitting near the waterline. JNGZ

Mdt 2011 inspection. No changes in minor shrinkage cracking.

07/27/2009 - No changes noted. ZCDW

07/03/2007 - AREAS OF MAP CRACKING AND SCATTERED RANDOM CRACKS. LZDT

10/13/2005 - No significant changes noted. Material still on caps under joints. PLBZ

12/02/2003 - Columns show some minor shrinkage cracking. No problems noted. CZGQ

08/20/2001 - None JLIY

02/01/1999 - _ SBKL

Inspection Notes:

Element 210 - R/Conc Pier Wall B3 and B6										
	1	2	19	m.		100	0	0	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - No problems no changes noted. WKDZ

11/08/2011 - No problems or changes noted. JNGZ

07/27/2009 - Pier walls on dry ground at B3 and B6 at the bottom of the columns. No problems noted. ZCDW

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

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Continue

*** * * * * * * * * *** Span : **Main-0 - Spans 3, 4 and 5 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 234 - R/Conc Cap B3 and B6										
	1	4	19	m.		100	0	0	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Bent 6 cap has material on it that needs cleaned off the cap and bearings. No other problems noted. WKDZ

11/08/2011 - No changes or problems noted. JNGZ

07/27/2009 - Changed quantity from 35 to 19. No caps at B4 and B5. No other changes noted. ZCDW

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 300 - Strip Seal Exp Joint B3 and B6										
	1	4	18	m.		100	0	0		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The joints are full of material no other problems noted. WKDZ

11/08/2011 - New joints installed with deck reconstruction 2011. No problems noted JNGZ

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 311 - Moveable Bearing B3 span 3 and B6 span 5										
	1	2	4	ea.		60	40	0		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - No changes noted. WKDZ

11/08/2011 - Bearings show paint loss and rust and are still tilted. JNGZ

07/27/2009 - Both lines of bearings are tilted at about maximum. See photo of B3. ZCDW

07/03/2007 - MEDIUM RUST. LZDT

10/13/2005 - MEDIUM RUST. PLBZ

12/02/2003 - Rockers show some paint loss, corrosion, and rusting mainly on outside assemblies and under open or leaking joints. CZGQ

08/20/2001 - None JLIY

02/01/1999 - None SBKL

05/14/1996 - None GACL

07/01/1993 - None REFI

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 313 - Fixed Bearing B4 and B5										
	1	4	4	ea.		70	30	0		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Some paint loss and rusting on the bearings. WKDZ

11/08/2011 - Bearings show paint loss and rust. No changes noted JNGZ

07/27/2009 - No changes noted. ZCDW

Inspection Notes:

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Continue

*** * * * * * * * * *** Span : **Main-0 - Spans 3, 4 and 5 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 331 - Conc Bridge Railing										
	1	4	286	m.		100	0	0	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - some vertical cracking no other problems noted. WKDZ
11/08/2011 - New railing with deck reconstruction 2011 no problems noted. JNGZ
07/27/2009 - Minor dings, cracking the same. ZCDW
07/03/2007 - Cracking appears unchanged. No problems noted. LZDT
10/13/2005 - Bridge rail shows vertical cracking. PLBZ
12/02/2003 - Bridge rail shows some vertical cracking. Some minor collision damage to approach rail at B-1 rt.. CZGQ
08/20/2001 - None JLIY
02/01/1999 - None SBKL
05/14/1996 - None GACL
07/01/1993 - None REFI

Inspection Notes:

Element 356 - Sup Steel Fat SmFlag										
X	1	1	1	ea.	X	100	0	0		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - No changes noted. WKDZ
11/08/2011 - No new cracks found. No changes noted. JNGZ
07/27/2009 - No changes noted. ZCDW
07/03/2007 - STOP DRILLED CRACKS UNCHANGED. LZDT
10/13/2005 - FOUR FATIGUE CRACKS AT HORIZONTAL BRACING GUSSETS HAVE BEEN STOP DRILLED. PLBZ

Inspection Notes:

Element 358 - Deck Cracking SmFlag Main										
X	1	4	1	ea.	X	0	0	100	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The deck has heavy cracking of mostly moderate size cracks with some larger size cracks that is letting water into the soffit. The deck needs to be sealed. WKDZ
07/27/2009 - Frequent mostly transverse cracking. HMWM treatment in 1994. ZCDW

Inspection Notes:

Element 359 - Soffit Smart Flag Main span										
X	1	2	1	ea.	X	0	0	100	0	0
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The soffit have heavy cracking with white efflorescence and the start of minor spalling. Water in leaking into the soffit from the large cracks in the deck. The deck needs sealed. WKDZ

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

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Continue

*** * * * * * * * * *** Span : **Main-0 - Spans 3, 4 and 5 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 363 - Sup Sect Loss SmFlag										
X	1	1	1	ea.	X	0	0	100	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Some new areas of section loss found mostly on the floor beams near the bents. Very little changes in the section loss from previous inspections. This is for the main spans and approach spans. WKDZ

11/08/2011 - A few new areas of section loss fould, no increase in section loss in areas aready found. see pics.. JNGZ

07/27/2009 - Ten small areas of section loss mostly 2/32" along the bottom of the span 3 side of the B4 floor beam and one 1/32" spot of section loss on the bottom of the web at the B5 floor beam. Floor beam webs are 10/32" thick. Main span girders have only one spot of section loss of 3/32" at the bottom of a 1" thick bearing stiffener at B5 right. The xframes have section loss at B2 and B7. Small areas of section loss on the bottoms of the webs of the span 1 girders at B2. These webs are 10/32" thick for the approach span girders. Small areas of section loss on the bottom of the webs at the very ends of the span 2 girders at B2. One spot of 5/32" section loss on the web of one knee brace under the right girder at B6 span 6. This web is also 10/32" thick. See photos for additional information and locations. ZCDW

07/03/2007 - UNCHANGED. LZDT

10/13/2005 - FEW AREAS OF BEGINNING SECTION LOSS IN WEBS OF GIRDERS AND FLOOR BEAMS. PLBZ

Inspection Notes:

*** * * * * * * * * *** Span : **Appr-1 - Spans 1, 2, 6 and 7 * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 26 - Conc Deck/Coatd Bars Span 1,2,6,7										
	1	4	805	sq.m.	X	100	0	0	0	0
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The deck has cracking some of large size that lets moisture through the deck into the soffit. Not as much cracking as the main spans. WKDZ

11/08/2011 - New concrete deck with epoxy coated rebar 2011. Deck shows only minor cracking. JNGZ

Quantity=2116-1311=805 M2

Inspection Notes:

Element 107 - Paint Stl Opn Girder										
	1	4	352	m.		80	5	5	5	5
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The section loss at the bottoms of the webs on both faces of the span 1 girders was re-measured and no changes or new section loss was found. The section loss on the web of the bearing stiffener at bent 2 span 2 has increased from 2/32" to 4/32", the bearing stiffener is 20/32" thick. No changes found in the section loss of 3/32" on the web of the right exterior bearing stiffener that is 20/32" thick at bent 3 span 2. The section loss in span 6 was re-measured and changes or new section loss found. Re-measured the section loss in span 7 and found no changes or new section loss. The approach span girders have paint loss and rust scattered throughout with pitting, corossion and section loss mostly at the bents. WKDZ

11/08/2011 - Section loss unchanged from 2009 inspection. JNGZ
One repaired saw cut from reconstruction project found, span 1, third girder from the left on the bottom of the top flange 12' from bent 1. (1' long X 4" wide). See pic..

07/27/2009 - Small spots of section loss of 1/32" to 2/32" at the bottoms of the webs on both faces of the left three girders in span 1 at or near the bearing stiffeners at B2. The right girder had one small spot of 4/32" section loss at the same location on the right face only. The very ends of the span 2 girders at B2 were covered in gravel at the bottoms and the very bottoms that were excavated showed some section loss. These webs measure 10/32" thick. At the right exterior girder in span 6 at B6 there was a small spot of 5/32" section loss in the bottom of the knee brace web below the girder. This web is 10/32" thick. At B7 on the exterior face of the right exterior girder for span 6 there is a spot of section loss of 3/32" at the upper end of the web. There are two spots of section loss on the lower web of the span 7 girder of 4/32" and 7/32" at B7 right. See photos. State 3 rust mostly at the bents and some scattered throughout the approach spans. ZCDW

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Continue

*** * * * * * * * * *** Span : **Appr-1 - Spans 1, 2, 6 and 7 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 205 - R/Conc Column B2 and B7										
	1	4	4	ea.		100	0	0	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - No problems no changes noted. WKDZ

11/08/2011 - No problems or changes noted. JNGZ

07/27/2009 - No changes noted. ZCDW

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 215 - R/Conc Abutment B1 and B8										
	1	2	26	m.		95	5	0	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Abutment has minor spots of spalling with no exposed rebar. Minor cracking on the bent 8 abutment. Both caps and girder ends on both side have material build up that needs cleaned off. No bearings poured in the back wall. No changes noted from last inspection. WKDZ

11/08/2011 - Cap at bent 1 shows minor spalling with no reinforcing steel showing. JNGZ
Both bent 1 and bent 8 having sanding material accumulation on ext of caps that needs to be cleaned off.

07/27/2009 - Small amounts of dirt on both ends of the cap at B8. Girders and bearings are in both backwalls. ZCDW

07/03/2007 - Material accumulations ever present. Cracking appears unchanged. Material needs cleaned from caps and about bearings. LZDT

10/13/2005 - No significant changes noted. Material accumulations continue to increase. PLBZ

12/02/2003 - Abutment components show some minor cracking. Some accumulation of material about ends of caps around bearings. Some cracking and efflorescence at old concrete rail post base locations. CZGQ

08/20/2001 - B1 AND B8 - GUARD ANGLES GOOD. B8 - SANDING MATERIAL ON CAP. JLIY

02/01/1999 - _ SBKL

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 234 - R/Conc Cap B2 and B7										
	1	4	17	m.		95	0	5	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The grout pads continue to deteriorate at bent 2. The cap at bent 2 needs the material clean off the cap and bearings. No changes noted. WKDZ

11/08/2011 - Bent 2 right side has minor spalling on ext face, grout pads continue to deteriorate, no settlement of bearings observed. JNGZ
Sanding material still present and needs to be cleaned. See pics..

07/27/2009 - 5 percent in state 3 because of problems with the grout pads deteriorating at B2. The B2 cap is piled high with sanding gravel. ZCDW
Some of the pads are badly cracked, soft, and have chunks of grout missing large enough to show there is no rebar in these pads. None of the pads seen were bad enough to cause the bearings to settle. The bearings at B7 are not on grout pads.

Inspection Notes:

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Continue

*** * * * * * * * * *** Span : **Appr-1 - Spans 1, 2, 6 and 7 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 300 - Strip Seal Exp Joint B2 and B7										
	1	4	18	m.		100	0	0		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The joints are full of material no other problems noted. WKDZ

11/08/2011 - New strip seal joints installed bents 2 and 7 2011. No problems noted. JNGZ
Deleted elements 303, 307. Added element 300.

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 311 - Moveable Bearing B2, B3, B6 and B7										
	1	4	16	ea.		45	55	0		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Lots of sanding material on and around the bent 2 bearing. No changes noted with the condition states. The grout pads continue to deteriorate at bent 2. WKDZ

11/08/2011 - Rusting and sanding material unchanged this inspection.Bearing grout pads continue to deteriorate. see pic.. JNGZ

07/27/2009 - Moveable bearings at B2 span 1, B3 span 2, B6 span 6 and B7 span 7. Lots of rust throughout and lots of sanding gravel around the bearings at B2. ZCDW

Inspection Notes:

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 313 - Fixed Bearing B2 span 2 and B7 span 6										
	1	4	8	ea.		35	55	10		
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - The grout pads at bent 2 continue to deteriorate. No changes noted. WKDZ

11/08/2011 - Bearing pads continue to deteriorate. No settlement of bearings, rusting appears unchanged. State 3 for loss of section in the supporting bearing pads on bent 2. JNGZ

07/27/2009 - Bearings in the abutments are in the backwalls. Changed quantity from 16 to 8 for the bearings at B2 span 2 and B7 span 6. Bearing pads at B2 are deteriorating with cracking and spalling around the bearing but still functioning. Lots of rust, especially at B2. ZCDW

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

I00090053+07231

Continue

*** * * * * * * * * *** Span : **Appr-1 - Spans 1, 2, 6 and 7 (cont.) * * * * * * * * * ***

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 331 - Conc Bridge Railing										
	1	4	176	m.		100	0	0	0	
						%	%	%	%	%

Previous Inspection Notes :

05/22/2013 - Minor vertical cracking no other problems noted. WKDZ

11/08/2011 - New rail 2011. no problems noted. JNGZ

07/27/2009 - Cracking unchanged. No spalls found in the approach spans. The bridge barrier rail is not sloped at the ends as per standards. ZCDW

07/03/2007 - See main span element notes. LZDT

10/13/2005 - See main span element notes. PLBZ

12/02/2003 - Bridge rail shows some vertical cracking. CZGQ

08/20/2001 - None JLIY

02/01/1999 - _COLLISION DAMAGE AT B1 LEFT SBKL

Inspection Notes:

General Inspection Notes

05/22/2013 - None WKDZ

11/08/2011 - From the diving inspection from Infrastructure Engineers; The inspected substructure units are in satisfactory condition. There is a local scour cone approximately 2 feet deep with a 6 foot radius present at the upstream nose of Pier 5. Note that the footing at pier 5 that was exposed is now covered again so element 220, Submerged Pile Cap/Footing was removed. CRH-1-19-2012 JNGZ

2011 deck reconstruction project, new deck, joints and barrier rail.
deleted elements 12, 303, 304, 305, 358, 227(see 2011 underwater bridge insp report), 181.
Added elements 300, 26.

07/27/2009 - About 3 1/2 hours for traffic control for both days with the snooper. ZCDW

07/03/2007 - None LZDT

10/13/2005 - Per Infrastructure Engineers September 16, 2006 underwater inspection, the substructure units are in good condition. There are no significant structural defects below the high waterline. There is no significant local or general scour present at the bridge site. There are no significant restrictions in the channel that will adversely impact flow. PLBZ

12/02/2003 - DRIFT AT B5. CZGQ

08/20/2001 - NO DECK EVALUATION. JLIY

02/01/1999 - None SBKL

05/14/1996 - Sufficiency Rating Calculation Accepted by OPS$U9004 at 2/19/97 12:27:25 GACL
U5963 inspection comments -
Structure I00090053+07231 -
Date 5/14/96 -
Previous comments > (none)

07/01/1993 - REFI

06/01/1991 - Updated with tape 1993 NB93

04/01/1989 - Updated with tape 1991 NB91

05/01/1986 - Updated with tape 1989 NB89

05/01/1984 - Updated with tape 1986 NB86

09/01/1980 - Updated with tape 1984 NB84

10/01/1977 - Updated with tape 1980 NB80